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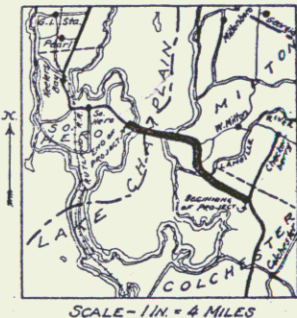
31-65 CROSS SECTIONS

STATE OF VERMONT  
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY

FEDERAL AID PROJECT  
TOWNS OF COLCHESTER-MILTON-SO. HERO  
ISLAND ROAD  
FROM "OLD CHIMNEY CORNER," WEST 6.751 MILES

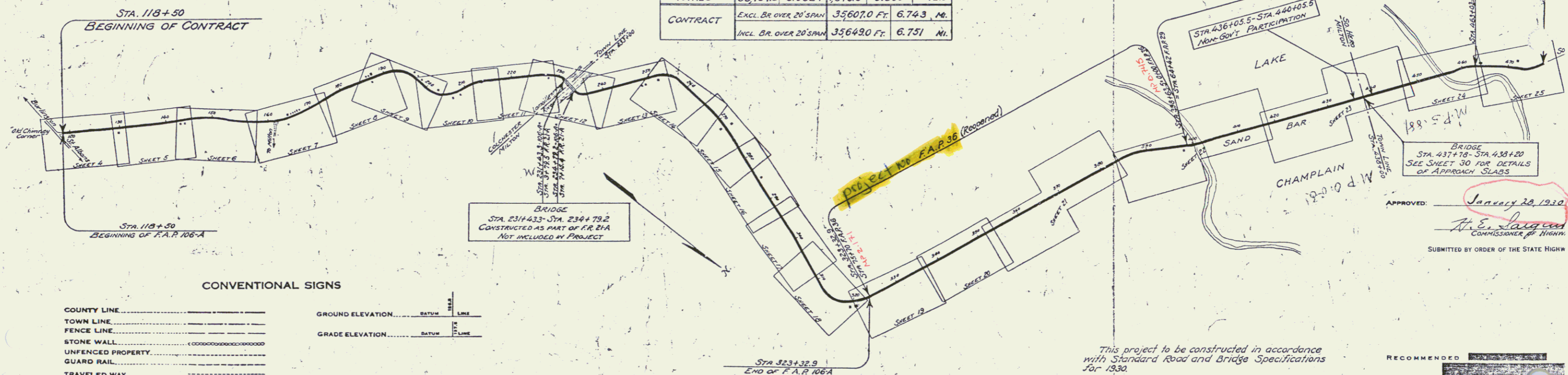
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	F.A.P. 106A - 25 SHEETS	1930		



(To Be Returned to H.O.W. Division)  
TOWN OF  
PERMIT  
RIGHT-OF-WAY DIVISION

PROJECT NO.	GOV'T PARTICIPATION		NON-GOV'T PARTICIPATION		BRIDGE FEET
	FEET	MILES	FEET	MILES	
F.A.P. 106A	20,147.1	3.815+	~	~	~
F.A.P. 36 (Reopened)	7,570.0	1.433	~	~	~
F.A.P. 25 (Reopened)	6,040.4	1.144	358.0	0.068	420
S.F.A. 128A	~	~	1,491.5	0.282	~
<b>TOTALS</b>	<b>33,757.5</b>	<b>6.392+</b>	<b>1,849.5</b>	<b>0.350</b>	<b>420</b>
CONTRACT	EXCL. BR. OVER 20' SPAN		35,607.0 FT.	6.743 MI.	
	INCL. BR. OVER 20' SPAN		35,643.0 FT.	6.751 MI.	

Print 99R092  
US-2



- CONVENTIONAL SIGNS**
- COUNTY LINE
  - TOWN LINE
  - FENCE LINE
  - STONE WALL
  - UNFENCED PROPERTY
  - GUARD RAIL
  - TRAVELED WAY
  - RAILROAD
  - RETAINING WALL
  - CENTER LINE
  - SURVEY LINE
  - CULVERT
  - DROP INLET
  - TROLLEY POLE
  - POWER POLE
  - TELEPHONE POLE
  - TREES
- CURVE DATA**
- DEFLECTION ANGLE..... Δ
  - DEGREE OF CURVE..... D
  - RADIUS OF CURVE..... R
  - TANGENT DISTANCE..... T
  - LENGTH OF CURVE..... L
  - EXTERNAL DISTANCE..... E
  - POINT OF INTERSECTION..... P. I.
  - POINT OF CURVE..... P. C.
  - POINT OF TANGENT..... P. T.

~ SCALES ~  
Layout - 1 in. = 1000 ft.  
Plan - 1 in. = 50 ft.  
Profile - 1 in. = 50 ft.  
Sections - 1 in. = 5 ft.

This project to be constructed in accordance with Standard Road and Bridge Specifications for 1930.

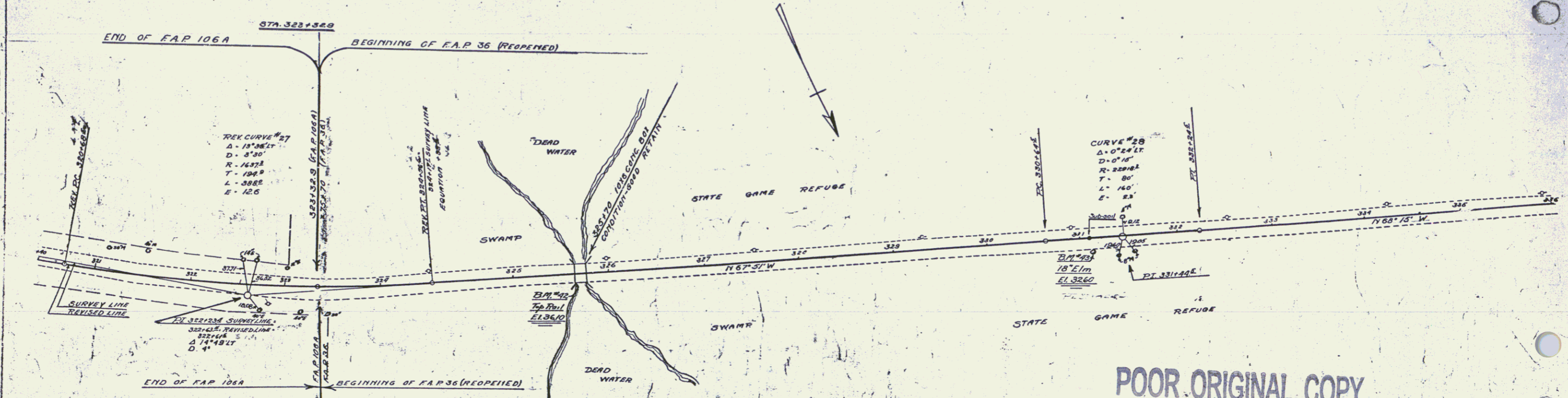
These plans are subject to such revisions as may be required by the Bureau of Public Roads or the Chief Engineer.

APPROVED: January 20, 1930  
N. E. Langdon  
COMMISSIONER OF HIGHWAYS

RECOMMENDED  
DISTRICT ENGINEER  
RECOMMENDED FOR APPROVAL  
CHIEF ENGINEER  
APPROVED  
DIRECTOR - BUREAU OF PUBLIC ROADS  
F.A.P. 106A - F.A.P. 36 (R) - F.A.P. 25 (R) - 51

WOOD GUARDRAIL REQUIRED  
 STATION    LEFT    RIGHT  
 325+40-325+72    24'    24'  
 325+96-325+120    24'    24'

FED. ROAD STATE FED. AID FISCAL SHEET TOTAL  
 DIST. NO. YEAR NO. SHEETS  
 108 1930 19 65



POOR ORIGINAL COPY

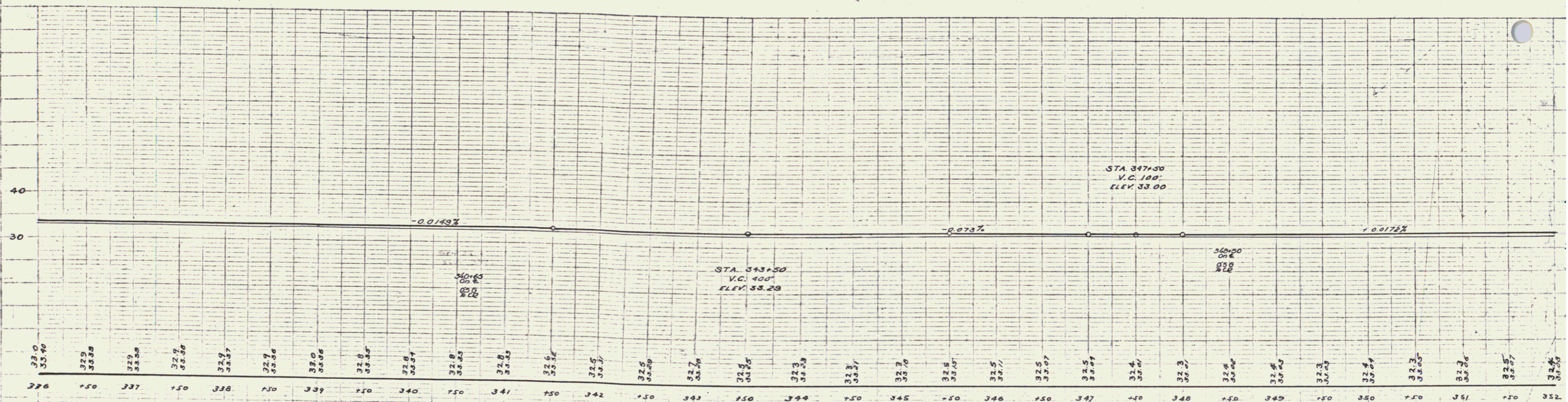
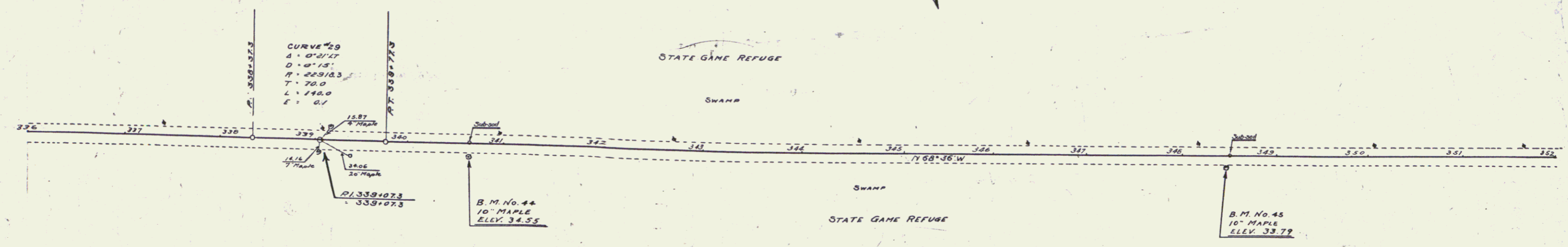
Revised Curve No. 27  
 P.I. 322+234    S.C. Loc. P.I. 322+634    R.C. Loc. 322+716  
 M.V. P.I. 322+234    -    P.I. 322+593    -    L. 322+574  
 Δ was 12° 35' Now 13° 36'    P.C. was 320+605 Now 320+641  
 D = 3730'    4000'    P.T. 324+165    324+526  
 C = 16328    19552    E.C.U. + 36.3    + 324+163  
 T = 194.9    195.2  
 L = 50.00    38.5  
 E = 12.6

NOTE  
 STA 323+32.9 TO STA 328+63.5  
 ALL NECESSARY EXCAVATION THAT IS MADE UNDER THE PAVEMENT IS TO BE USED AS FILL MATERIAL UNDER THE SLAB, ALL ADDITIONAL MATERIAL THAT MAY BE REQUIRED AS A SURRING COURSE TO BRING THE SUB GRADE UNDER THE PAVEMENT TO FINISHED SUB GRADE SHALL BE OF GRAVEL AND PAID FOR AS SUB BASE OF GRAVEL.

NOTE  
 ON F.A.P. 36 (F.A.P. 29 REOPENED)  
 THE QUANTITIES OF BORROW AS GIVEN ON THE EARTHWORK SHEETS ARE ONLY APPROXIMATE. THE INTENT OF THE PLANS IS THAT THE CONTRACTOR IS TO CONSTRUCT SUCH SIDE FILLS AND SHOULDER AS ARE NECESSARY TO HOLD FORMS AND PAVEMENT. THE CONTRACTOR IS ALSO EXPECTED TO CONSTRUCT SIDE FILL AND SHOULDER BETWEEN STA 308+00 - STA 309+50. THE STONE FILL GUARDSTONES AND SUCH OTHER FILLS NECESSARY TO COMPLETE THE ROADWAY AS SHOWN ON THE SECTIONS ARE TO BE CONSTRUCTED BY STATE FORCE ACCOUNT.

Station	Elevation	Notes
323+00	32.71	
323+10	32.88	
323+20	32.95	
323+30	32.96	
323+40	32.96	
323+50	32.96	
323+60	32.96	
323+70	32.96	
323+80	32.96	
323+90	32.96	
324+00	32.96	
324+10	32.96	
324+20	32.96	
324+30	32.96	
324+40	32.96	
324+50	32.96	
324+60	32.96	
324+70	32.96	
324+80	32.96	
324+90	32.96	
325+00	32.96	
325+10	32.96	
325+20	32.96	
325+30	32.96	
325+40	32.96	
325+50	32.96	
325+60	32.96	
325+70	32.96	
325+80	32.96	
325+90	32.96	
326+00	32.96	
326+10	32.96	
326+20	32.96	
326+30	32.96	
326+40	32.96	
326+50	32.96	
326+60	32.96	
326+70	32.96	
326+80	32.96	
326+90	32.96	
327+00	32.96	
327+10	32.96	
327+20	32.96	
327+30	32.96	
327+40	32.96	
327+50	32.96	
327+60	32.96	
327+70	32.96	
327+80	32.96	
327+90	32.96	
328+00	32.96	
328+10	32.96	
328+20	32.96	
328+30	32.96	
328+40	32.96	
328+50	32.96	
328+60	32.96	
328+70	32.96	
328+80	32.96	
328+90	32.96	
329+00	32.96	
329+10	32.96	
329+20	32.96	
329+30	32.96	
329+40	32.96	
329+50	32.96	
329+60	32.96	
329+70	32.96	
329+80	32.96	
329+90	32.96	
330+00	32.96	
330+10	32.96	
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330+30	32.96	
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330+70	32.96	
330+80	32.96	
330+90	32.96	
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331+20	32.96	
331+30	32.96	
331+40	32.96	
331+50	32.96	
331+60	32.96	
331+70	32.96	
331+80	32.96	
331+90	32.96	
332+00	32.96	
332+10	32.96	
332+20	32.96	
332+30	32.96	
332+40	32.96	
332+50	32.96	
332+60	32.96	
332+70	32.96	
332+80	32.96	
332+90	32.96	
333+00	32.96	
333+10	32.96	
333+20	32.96	
333+30	32.96	
333+40	32.96	
333+50	32.96	
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333+70	32.96	
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334+20	32.96	
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334+40	32.96	
334+50	32.96	
334+60	32.96	
334+70	32.96	
334+80	32.96	
334+90	32.96	
335+00	32.96	
335+10	32.96	
335+20	32.96	
335+30	32.96	
335+40	32.96	
335+50	32.96	
335+60	32.96	
335+70	32.96	
335+80	32.96	
335+90	32.96	
336+00	32.96	

B.M. No. 42 top of concrete bridge rail 11' N. Sta. 325+69 Elev. 36.10  
 B.M. No. 43 spike in roof 18' Elm 13' N. Sta. 331+12 Elev. 32.60



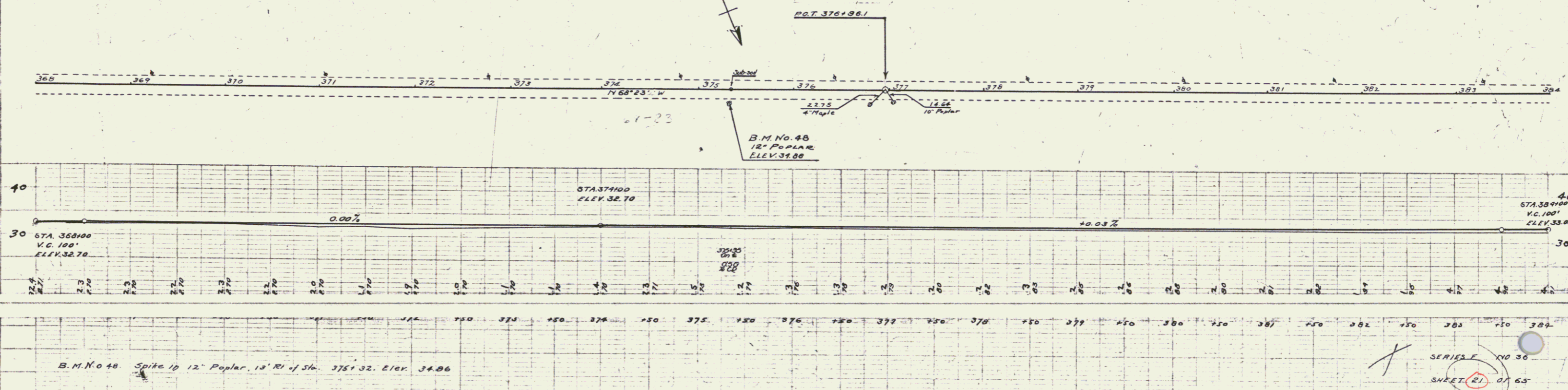
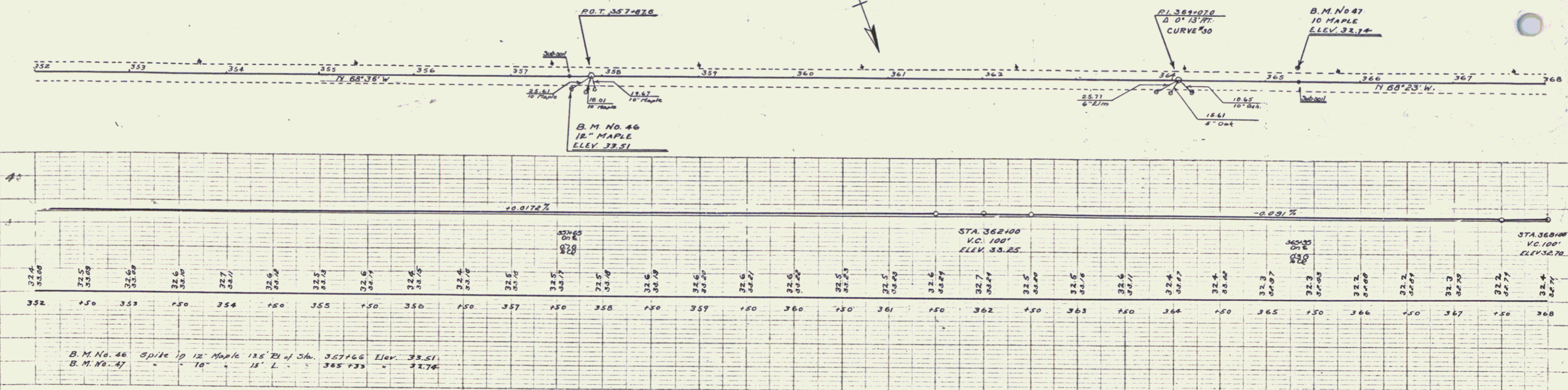
326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352
33.90	33.88	33.86	33.84	33.82	33.80	33.78	33.76	33.74	33.72	33.70	33.68	33.66	33.64	33.62	33.60	33.58	33.56	33.54	33.52	33.50	33.48	33.46	33.44	33.42	33.40	33.38

B.M. No. 44  
B.M. No. 45  
Spitz in 10' Maple 13' E. of Sta. 340+64 ELEV. 34.55  
13' W. of Sta. 348+47 ELEV. 33.79

SERIES 11  
SHEET 20 OF 65

5

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	36	1930	27	65



PROFILE

352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368
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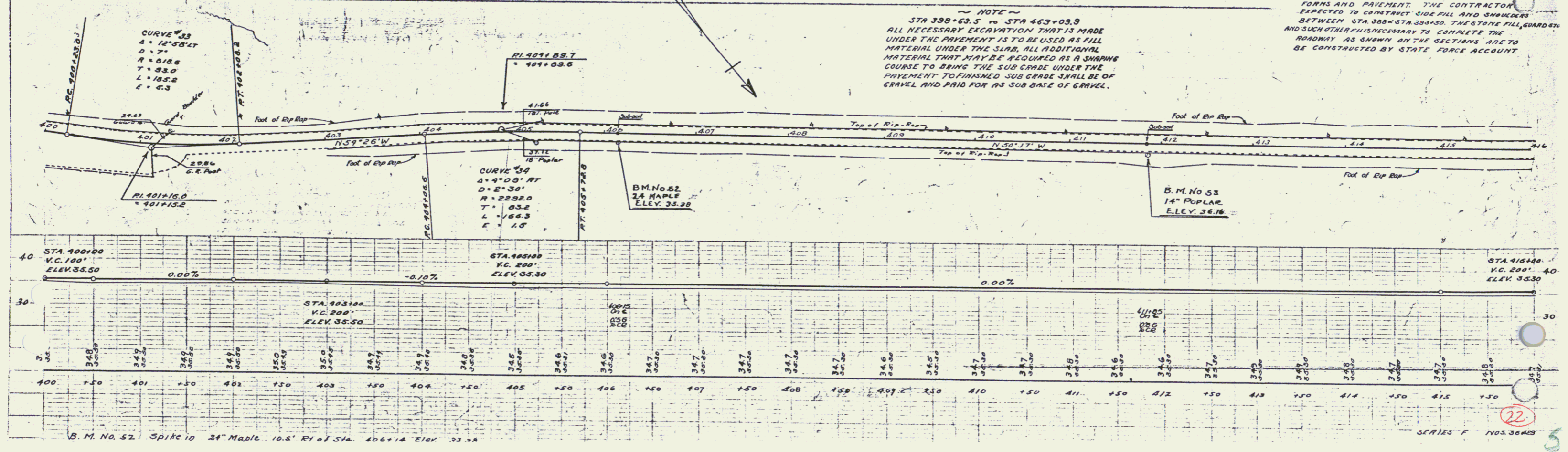
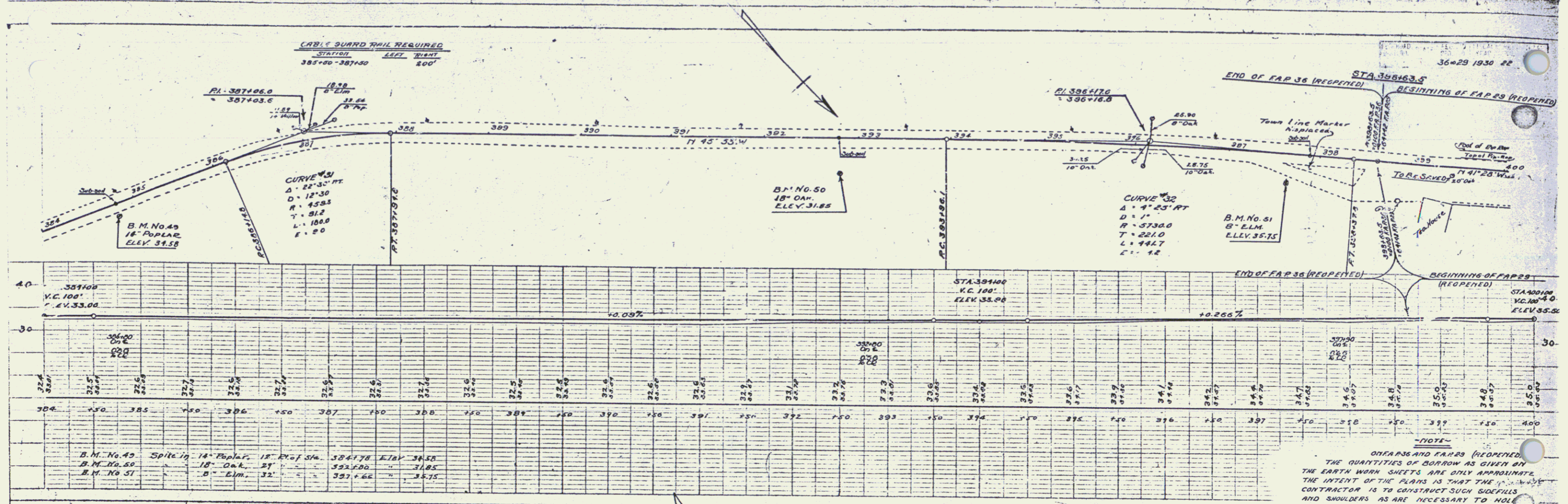
PROFILE

369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384
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B.M. No. 46 Spike in 12" Maple, 15.5' E of Sta. 357+66 Elev. 33.51  
 B.M. No. 47 " " " 10" " 15' L " 365+33 " 33.74

B.M. No. 48 Spike in 12" Poplar, 15' R of Sta. 375+32 Elev. 34.86

SERIES F NO 36  
 SHEET 27 OF 65



NOTE  
 STA 398+63.5 to STA 463+09.8  
 ALL NECESSARY EXCAVATION THAT IS MADE UNDER THE PAVEMENT IS TO BE USED AS FILL MATERIAL UNDER THE SLAB. ALL ADDITIONAL MATERIAL THAT MAY BE REQUIRED AS A SHARPE COURSE TO BRING THE SUB GRADE UNDER THE PAVEMENT TO FINISHED SUB GRADE SHALL BE OF GRAVEL AND PAID FOR AS SUB BASE OF GRAVEL.

NOTE  
 THE QUANTITIES OF BORROW AS GIVEN ON THE EARTH WORK SHEETS ARE ONLY APPROXIMATE. THE INTENT OF THE PLANS IS THAT THE CONTRACTOR IS TO CONSTRUCT SUCH SIDEFILLS AND SHOULDERS AS ARE NECESSARY TO HOLD FORMS AND PAVEMENT. THE CONTRACTOR IS EXPECTED TO COMPACT SIDE FILL AND SHOULDERS BETWEEN STA 388+284.50 TO STA 393+450. THE STONE FILL, GUARD RAILS AND SUCH OTHERS NECESSARY TO COMPLETE THE ROADWAY AS SHOWN ON THE SECTIONS ARE TO BE CONSTRUCTED BY STATE FORCE ACCOUNT.