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STANDARD SHEET 5-28 APPROVED BY THE CHIEF ENGINEER ON JULY 11, 1933
STANDARD SHEET 5-30 APPROVED BY THE CHIEF ENGINEER AUG. 15, 1933

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	155C (1934)	1934	1	22

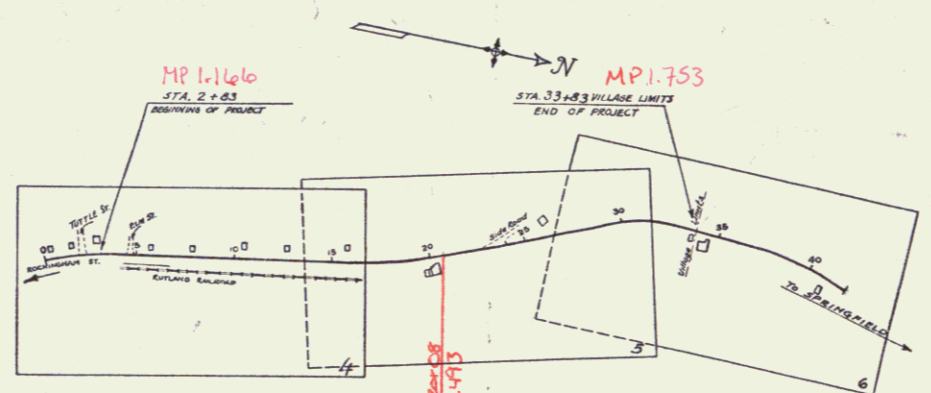
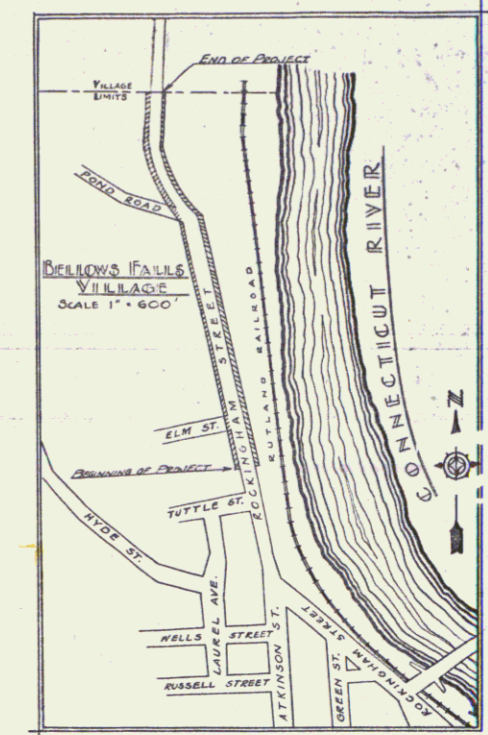
**STATE OF VERMONT
STATE HIGHWAY DEPARTMENT**

**PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY**

NATIONAL RECOVERY MUNICIPAL PROJECT
**TOWN OF ROCKINGHAM
BELLOWS FALLS VILLAGE**

FROM THE BEGINNING OF THE STATE HIGHWAY
NORTHERLY 0.586 MI. TO THE VILLAGE LIMITS.
LENGTH OF PROJECT 3098.8 FT.=.586 MI.

*Routes:
US 5
Pin# 99R361*



Under Town Control
Under State Control

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
pte
Town of *US 5*
[To Be Returned To R.O.W. Division]

APPROVED: NOVEMBER 3, 1934
H.E. Stewart
COMMISSIONER OF HIGHWAYS

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS AND THE COMMISSIONER OF HIGHWAYS. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND STANDARD ROAD AND BRIDGE SPECIFICATIONS OF 1930 INCLUDING ALL SUBSEQUENT APPROVED REVISIONS. THE NATIONAL RECOVERY ACT SPECIAL PROVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

— SCALES —

TITLE	1" = 500'
PLANS	1" = 50'
PROFILE	1" = 50'
CROSS SECTIONS	1" = 5'

CONVENTIONAL SIGNS

COUNTY LINE	GROUND ELEVATION
TOWN LINE	GRADE ELEVATION
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	
HEDGE	

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.
POINT ON TANGENT	P. O. T.

RECOMMENDED: [Signature]
DISTRICT ENGINEER BUREAU OF PUBLIC ROADS

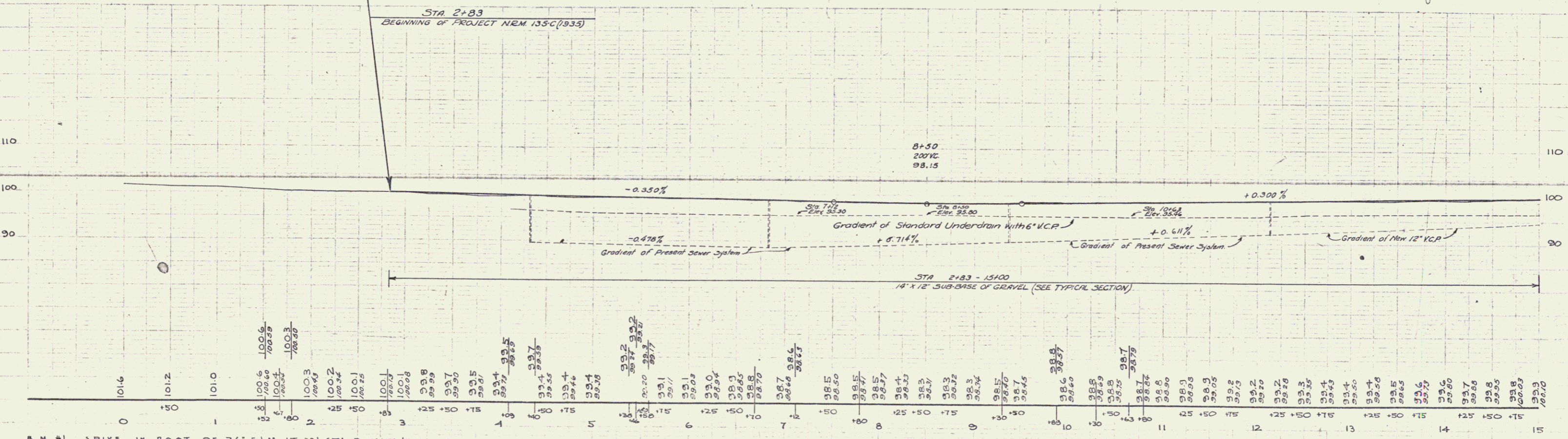
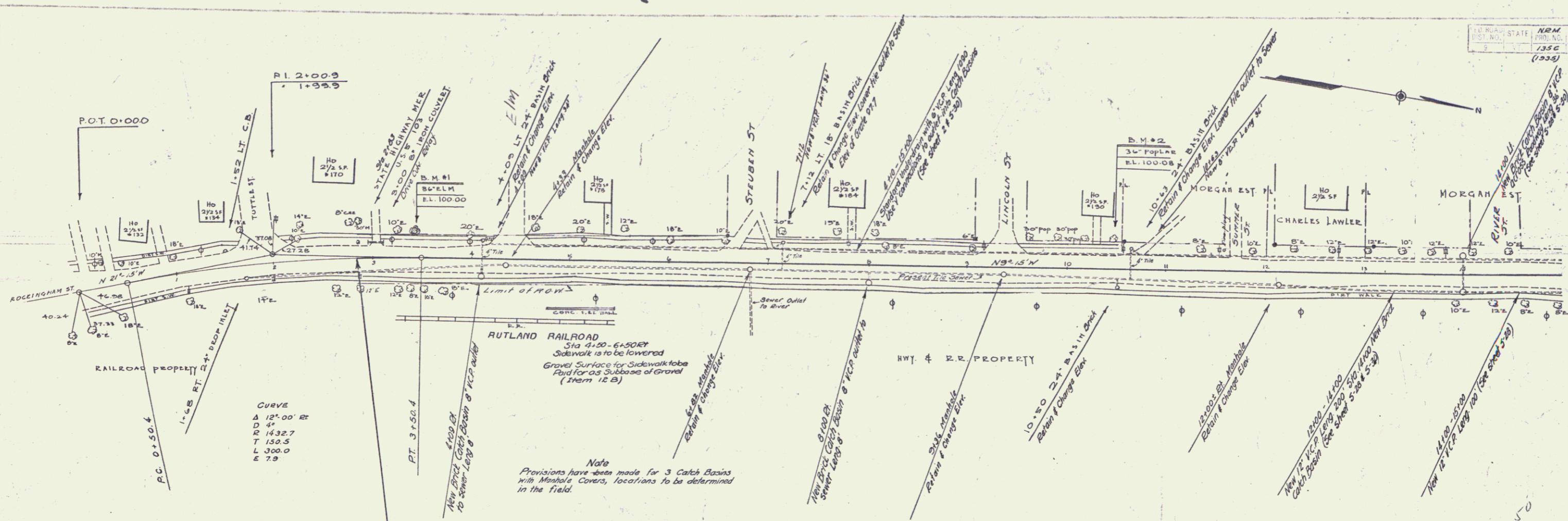
RECOMMENDED FOR APPROVAL: [Signature]
CHIEF ENGINEER BUREAU OF PUBLIC ROADS

APPROVED: [Signature]
DIRECTOR - BUREAU OF PUBLIC ROADS

CORRECT: *Oct 27 1934*
[Signature]
ROAD ENGINEER

SERIES **NRM No. 1356** FILED
SHEET **1** OF 22

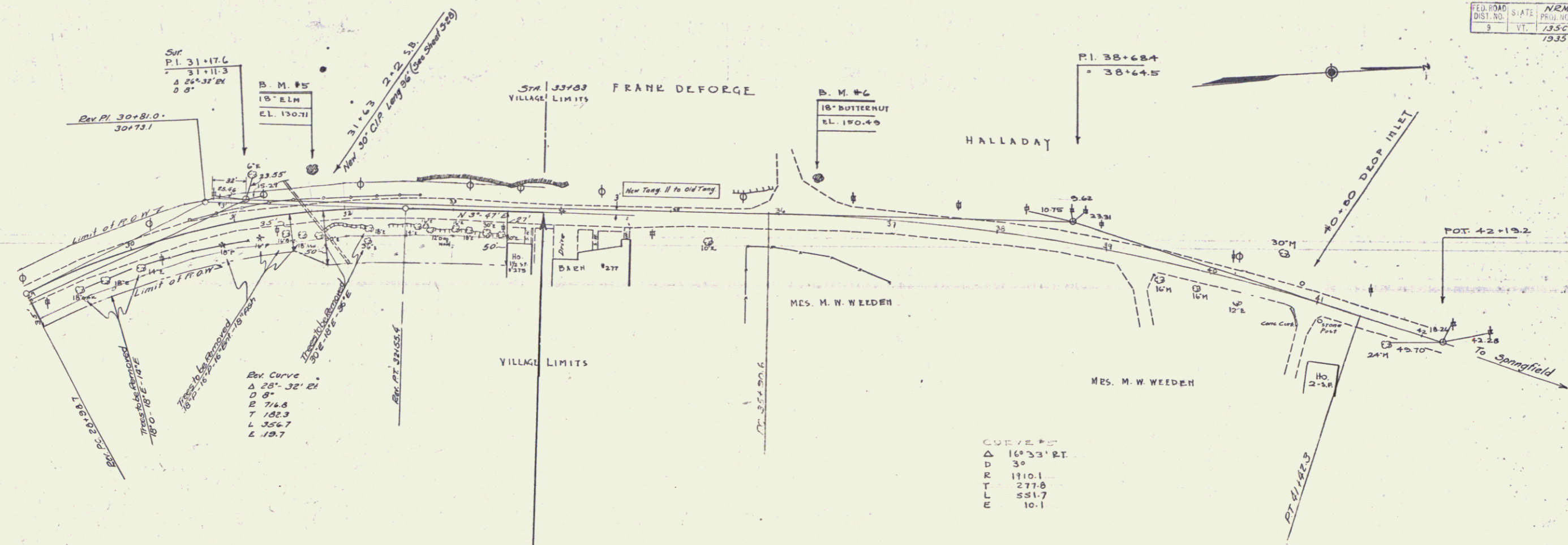
FABRINGTON 8/34
 D. MACCHI 9/34
 TRACED D. MACCHI



B.M. #1 SPIKE IN ROOT OF 36' ELM LT. 23' STA 3+41 EL. 100.00
 B.M. #2 36' POPLAR LT 28 STA 10+46 EL. 100.08

BARUCHSON 5/34
D. MACCCHI 9/34
TRACED D. MACCCHI 9/34

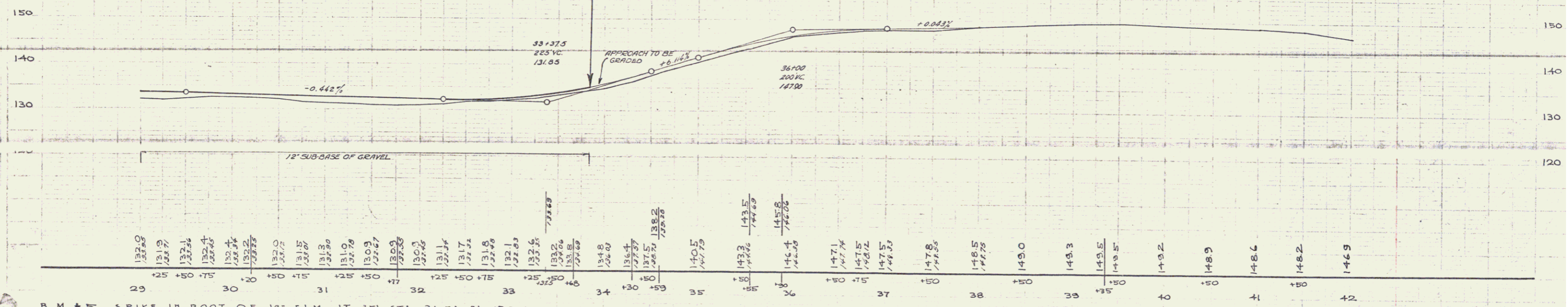
BARUCHSON 5/34
D. MACCCHI 9/34



Ref. Curve
Δ 25° 32' 21" E
D 8'
R 714.8
T 182.3
L 356.7
E 19.7

CURVE DATA
Δ 16° 33' RT.
D 3°
R 1110.1
T 277.8
L 551.7
E 10.1

Sta 33+63.0
END OF PROJECT NEM 135C (1935)



B. M. #4 SPIKE IN ROOT OF 18" ELM LT. 35' STA. 31+74 EL. 130.71
B. M. #6 SPIKE IN ROOT OF 18 BUTTERNUT LT. 31' STA. 36+33 EL. 150.49