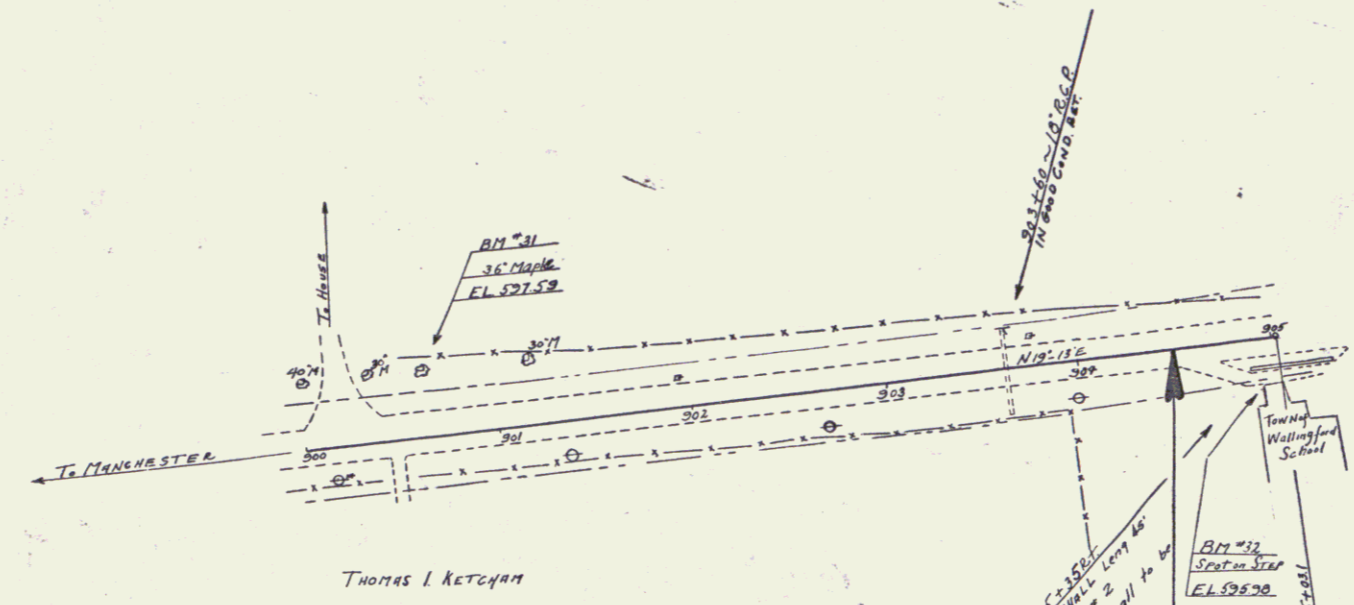
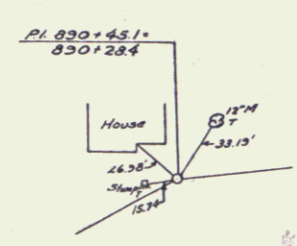


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 CHECKED BY: [unclear]
 DATE: [unclear]

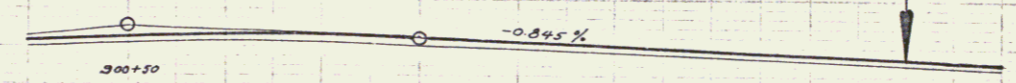
WHITE CORNER
 9145



THOMAS I. KETCHUM

SEE 204+50 END OF PROJECT
 W.P.H. 15E = F.A.P. 15E

STA. 204+50 BEGINNING OF PROJECT
 F.A.P. 15F

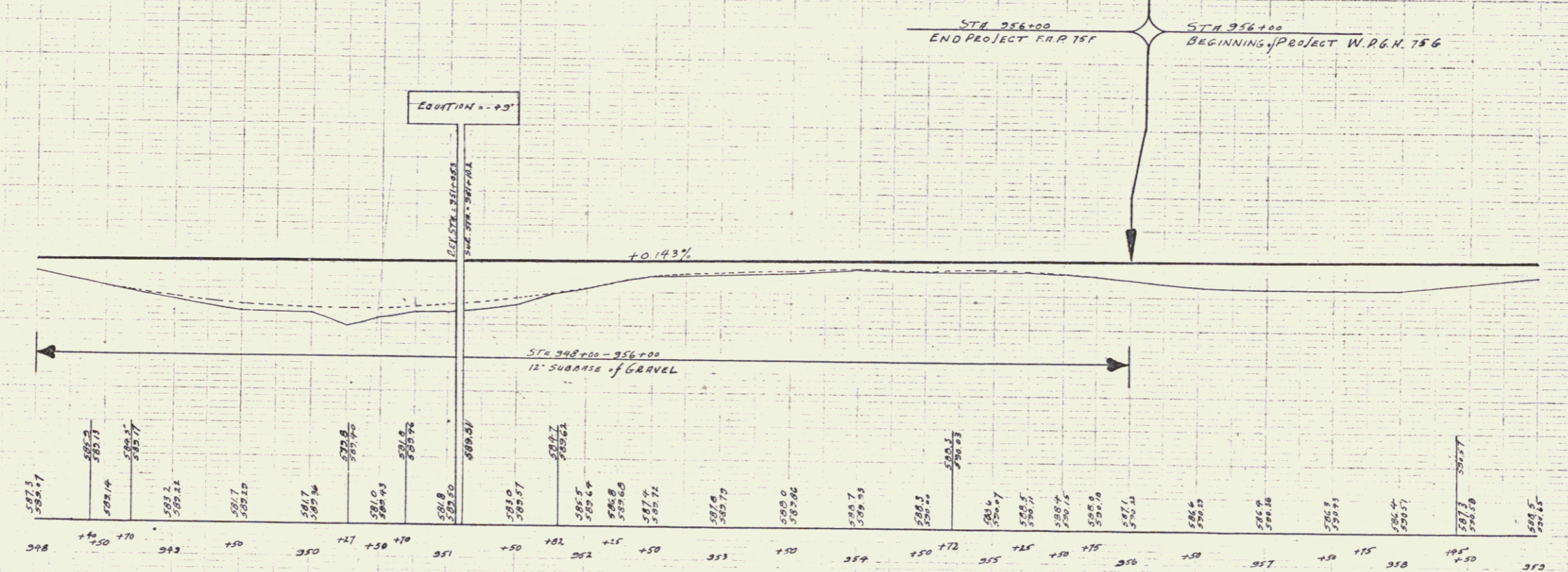
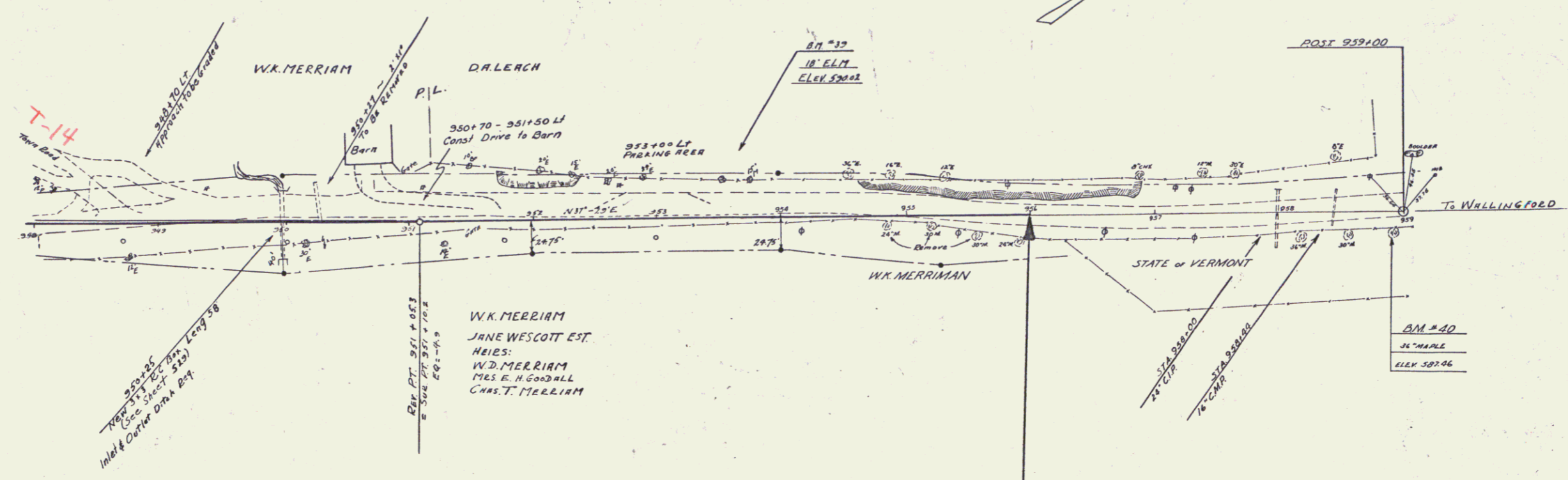


900	901	902	903	904	905
525.0	525.4	525.7	525.3	525.6	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8
525.0	524.0	526.2	525.2	526.4	525.8

B.M. #31 SPIKE IN ROOT 36' MAPLE 33' LT. STA. 901+57 Elev. 527.59
 B.M. #32 PRINT SPOT ON CONC. TOP STEP of SCHOOL 26' RT. STA. 904+33 Elev. 525.98

004 ASD -
 045 P.O.
 12' SUB-DIVISION
 OF CORNER

SERIES F.A.P. No. 15F
 SHEET 4 of 27



B.M. 33 SPIKE IN ROOT of 18" CLM 17.5' LT STA 351+49 ELEV. 520.01
 B.M. 40 36" MAPLE 20' RT STA 358+30 ELEV. 527.46

INDEX OF SHEETS

SHEET NO. 1	TITLE PAGE
" 2	TYPICAL CROSS-SECTION OF IMPROVEMENT (ONE COURSE CEMENT CONCRETE PAVEMENT - ITEM 35A)
" 3	BANKING AND WIDENING TABLES
" 4-8	PLAN AND PROFILE SHEETS
" 9	STANDARD STRUCTURE SHEET 530, GROUTED COBBLE GUTTER
" 10	" " " " 540, BARRICADE, SIGNS & LIGHTS

Standard Structure Sheet 530 approved by the Chief Engineer on August 15, 1933.

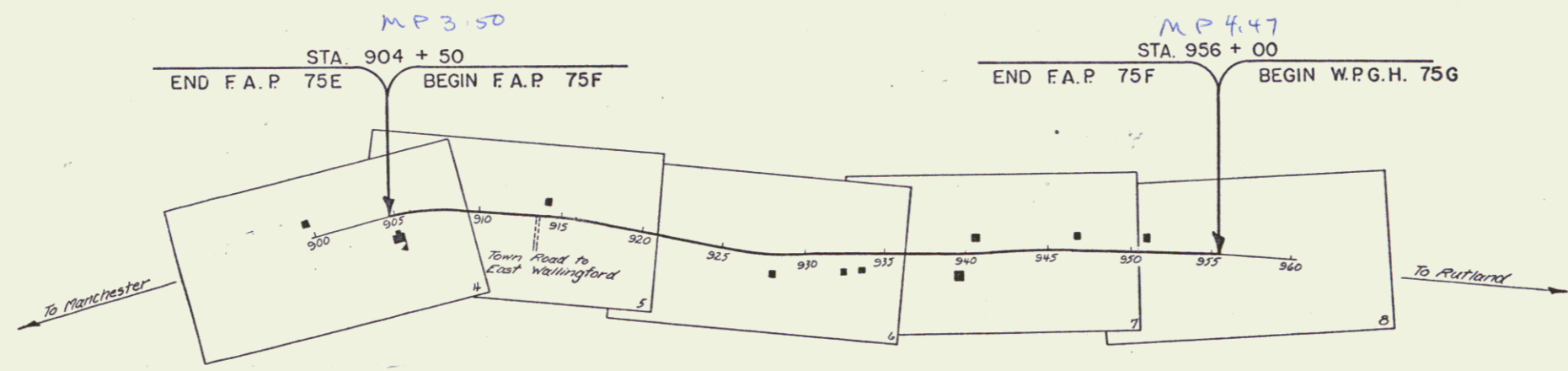
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	727	1936	1	10

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT
PLAN AND PROFILE OF PROPOSED STATE HIGHWAY
FEDERAL AID PROJECT

TOWN OF WALLINGFORD
MANCHESTER-RUTLAND ROAD

FROM A POINT 900 FT. SOUTH OF THE INTERSECTION OF THE TOWN ROAD TO EAST WALLINGFORD, NORTHERLY 0.974 MILES, TO A POINT 1000 FT. SOUTH OF THE BRIDGE OVER OTTER CREEK.

LENGTH OF PROJECT 5145.1 FEET = 0.974 MILES



RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Rte. Town of US 7
(To Be Returned To R.O.W. Division)

APPROVED: H.E. Sargent
COMMISSIONER OF HIGHWAYS
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

CONVENTIONAL SIGNS

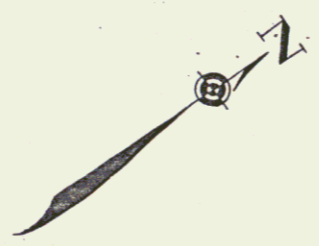
COUNTY LINE	-----
TOWN LINE	-----
FENCE LINE	-----
STONE WALL	-----
UNFENCED PROPERTY	-----
GUARD RAIL	-----
TRAVELED WAY	-----
RAILROAD	-----
RETAINING WALL	-----
CENTER LINE	-----
SURVEY LINE	-----
CULVERT	-----
DROP INLET	-----
TROLLEY POLE	-----
POWER POLE	-----
TELEPHONE POLE	-----
TREES	-----
HEDGE	-----

GROUND ELEVATION	DATUM	LINE
GRADE ELEVATION	DATUM	TOP OF LINE

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.

SCALES

TITLE	1" = 500'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE - HOR.	1" = 30'
PROFILE - VER.	1" = 10'
CROSS-SECTIONS	1" = 5'



These plans are subject to such revisions as may be required by the Bureau of Public Roads or the Commissioner of Highways. Construction is to be carried on in accordance with the plans and Standard Road and Bridge Specifications of 1934, including all subsequent approved revisions and such revised specifications and special provisions as are submitted with the plans.

RECOMMENDED _____
DISTRICT ENGINEER BUREAU OF PUBLIC ROADS
RECOMMENDED FOR APPROVAL _____
CHIEF ENGINEER BUREAU OF PUBLIC ROADS
APPROVED _____
DIRECTOR - BUREAU OF PUBLIC ROADS

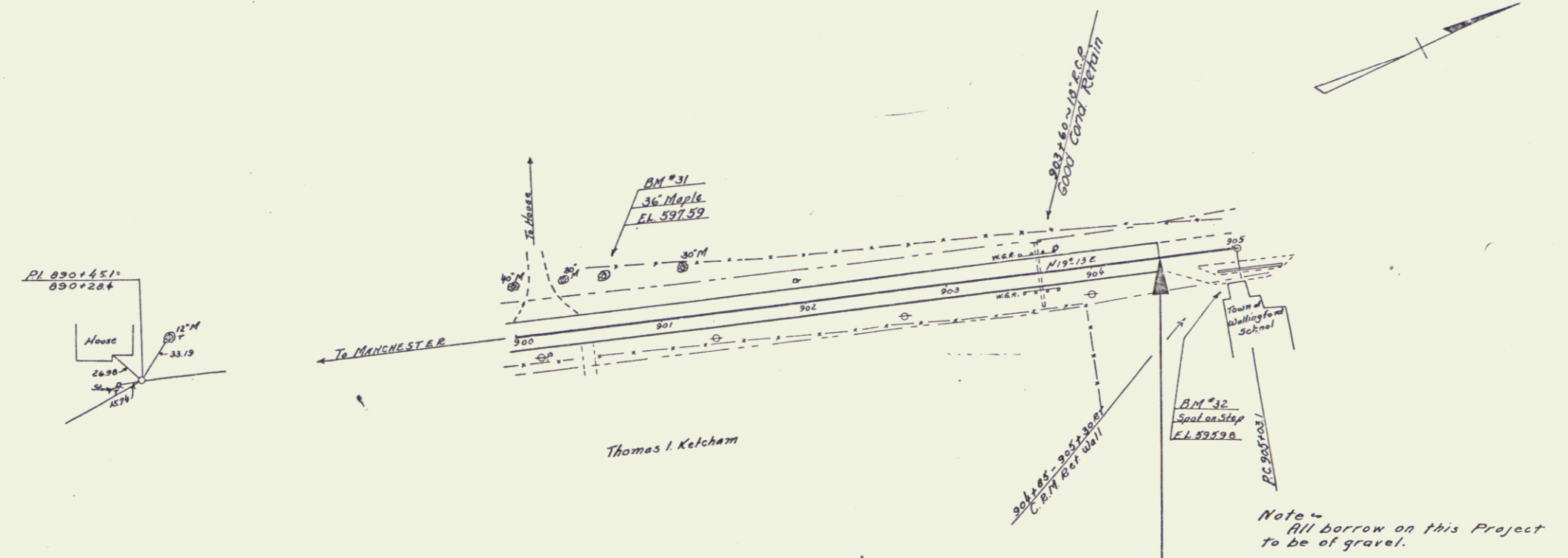
Approved: May 2, 1937
Ed. R. Fitch
District Highway Comm.

Correct: May 17, 1937
A. J. Sumner
Road Engineer

SERIES F.A.P. NO. 75F FILED
SHEET 1 OF 10

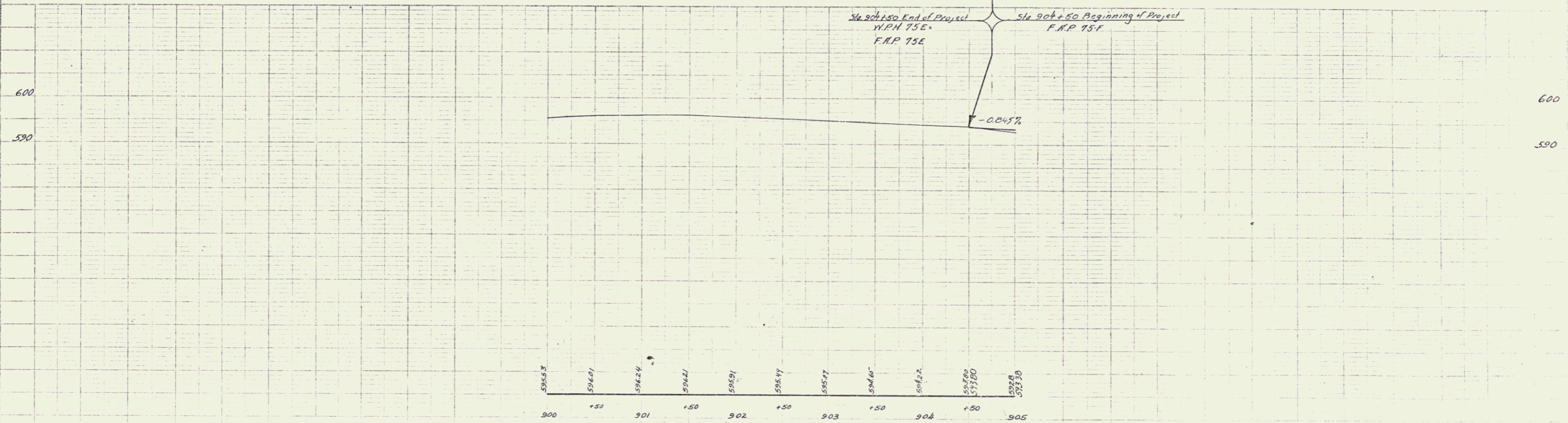
FILED
 DATE: 75 F 1936 4 10
 SHEET NO. 4 OF 10

DATE: 75 F 1936 4 10
 SHEET NO. 4 OF 10

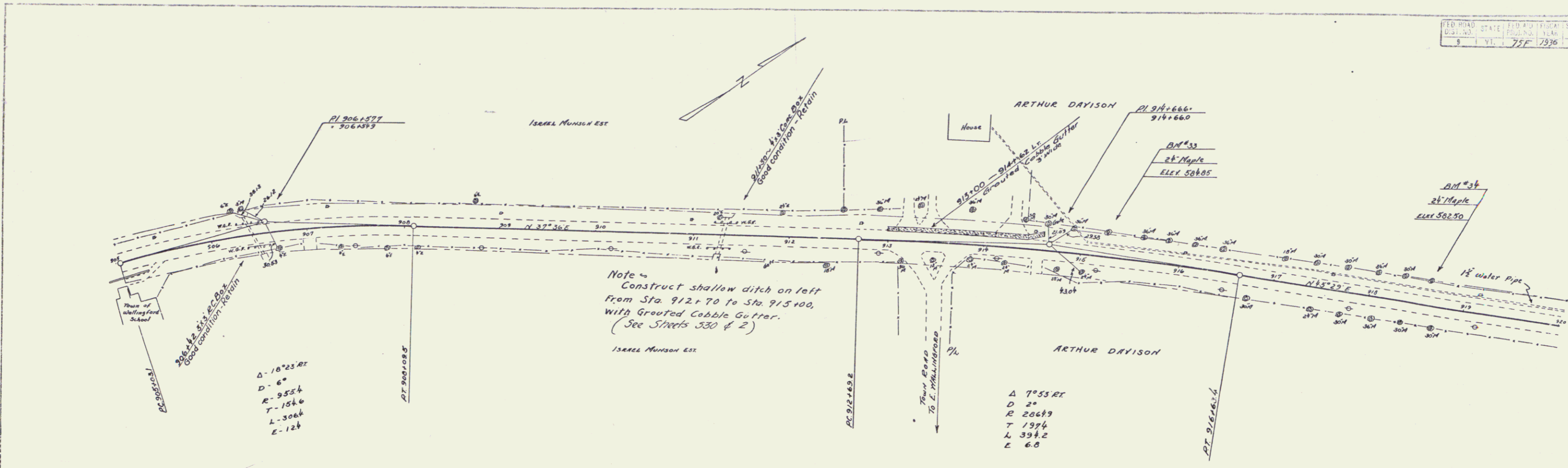


NOTE
 Guard Rail on this Project
 is to be removed & reset.
 (See Special Provisions)

Note -
 All borrow on this Project
 to be of gravel.



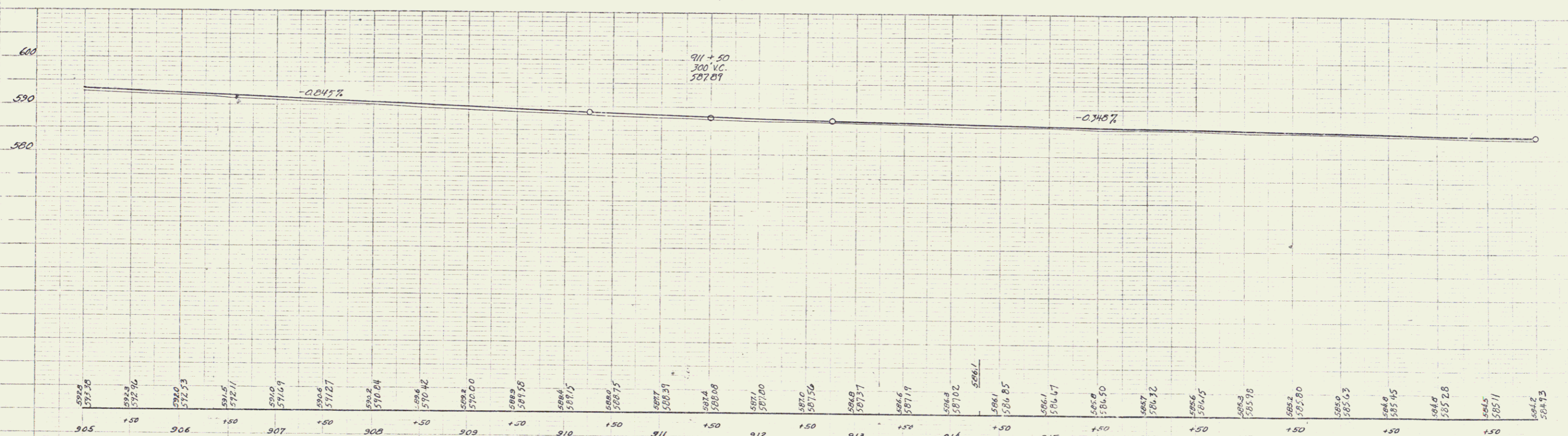
B.M. #31 SPIKE IN ROOT OF 36" MAPLE 33 FT. LT. OF STA. 900+50 ELEV. 597.59
 B.M. #32 SPOT ON TOP CONC. STEP AT SCHOOL 26 FT. RT. OF STA. 904+26.3 ELEV. 595.98



Note - Construct shallow ditch on left from Sta. 912+70 to Sta. 915+00, with Grouted Cobble Gutter. (See Streets 530 & 2)

$\Delta - 10^{\circ}25'27''$
 $D - 6'$
 $R - 953.4$
 $T - 154.6$
 $L - 306.6$
 $E - 12.4$

$\Delta 7^{\circ}55'27''$
 $D 2'$
 $R 206.9$
 $T 197.4$
 $L 394.2$
 $E 6.8$

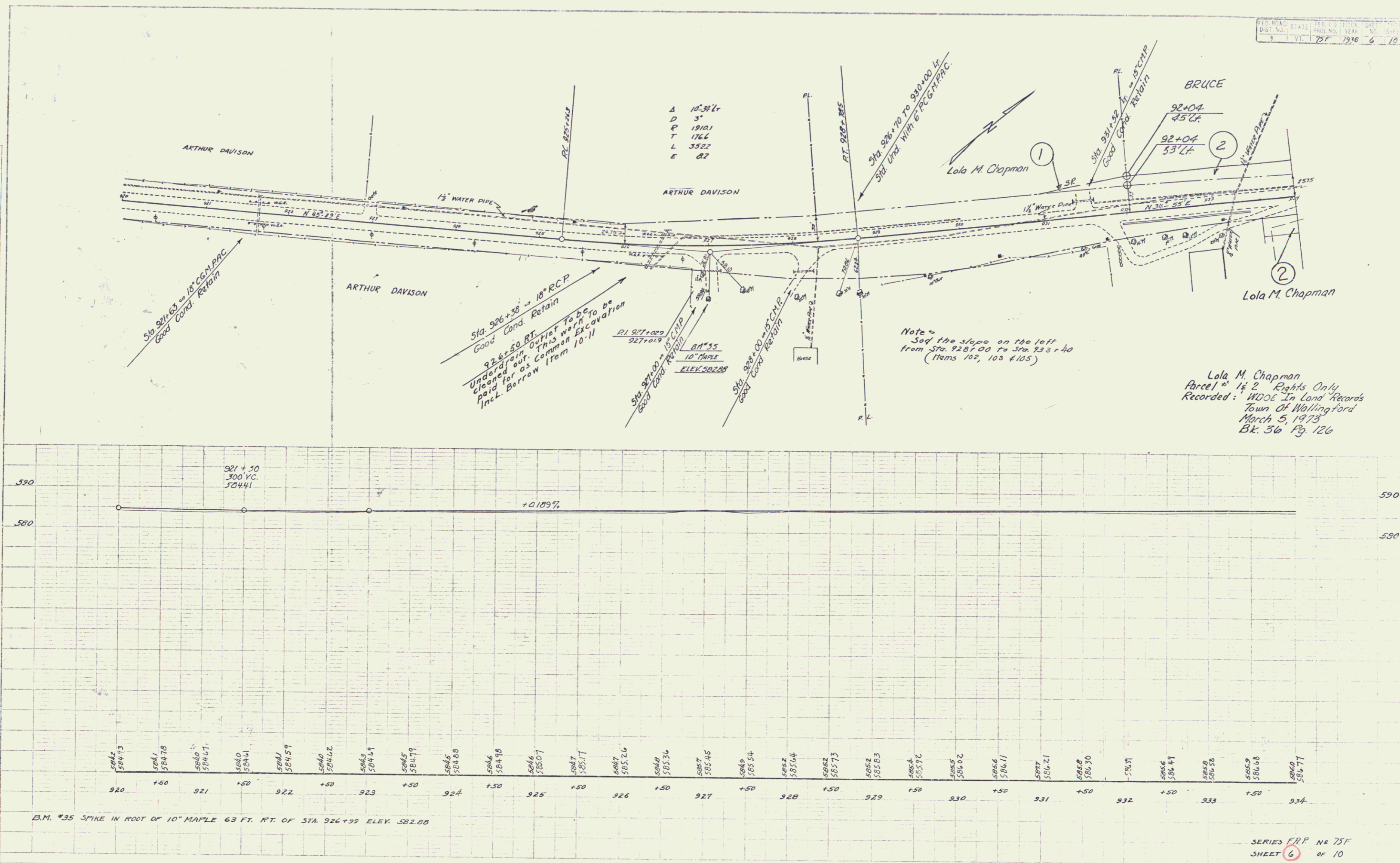


B.M. #33 SPIKE IN ROOT OF 24" MAPLE 24 FT. LT. OF STA. 915+23 ELEV. 584.85
 B.M. #34 SPIKE IN ROOT OF 24" MAPLE 24 FT. LT. OF STA. 918+60 ELEV. 582.50

SERIES F.R.P. No 75F
 SHEET 5 OF 10

PLAN
 DATE
 DRAWN BY
 CHECKED BY
 IN CHARGE
 NO.

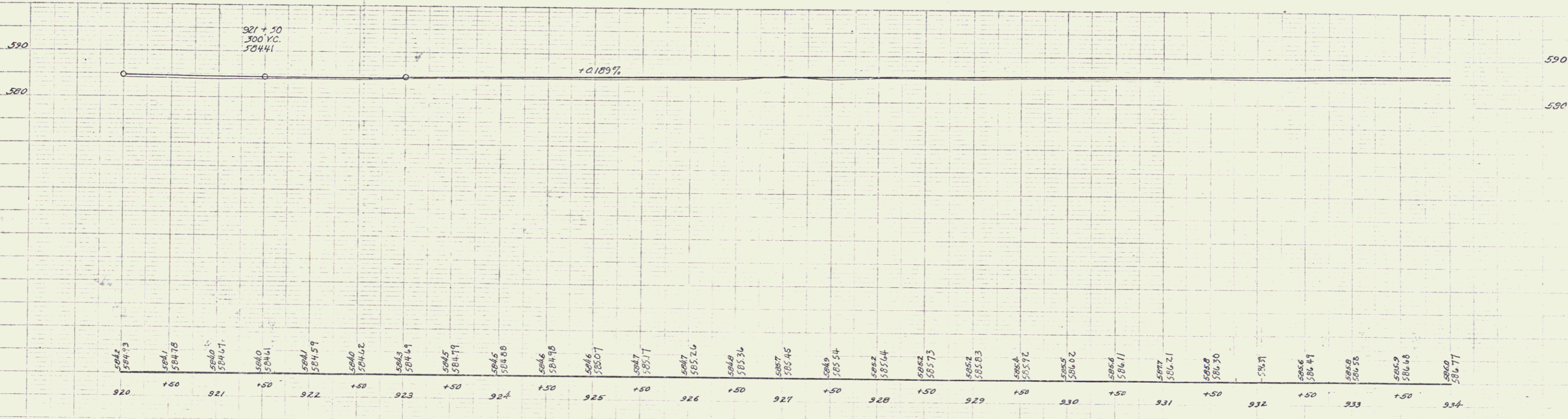
PROJECT
 LOCATION
 SCALE
 DATE



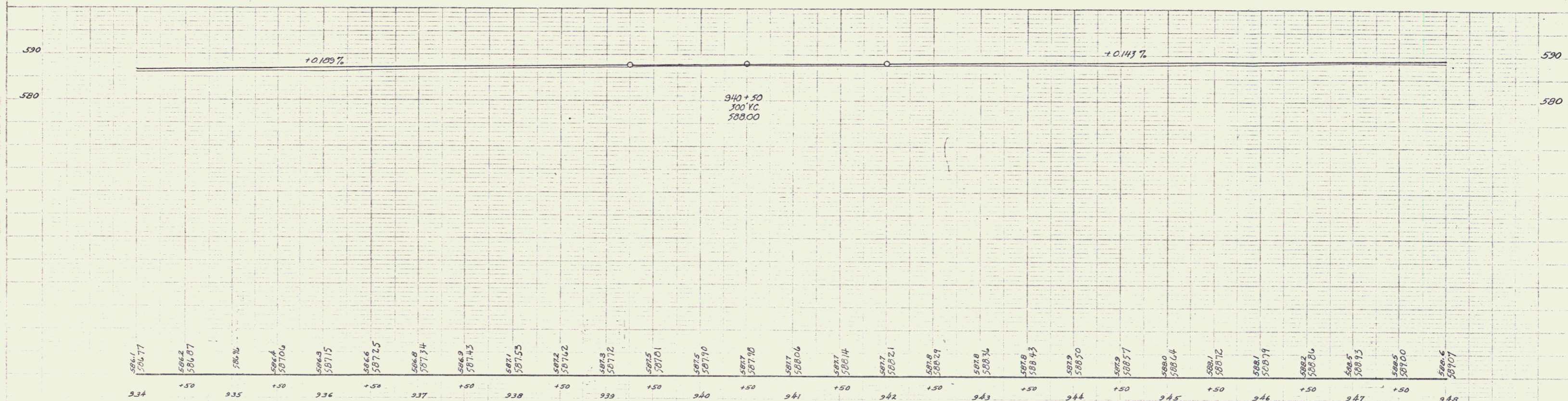
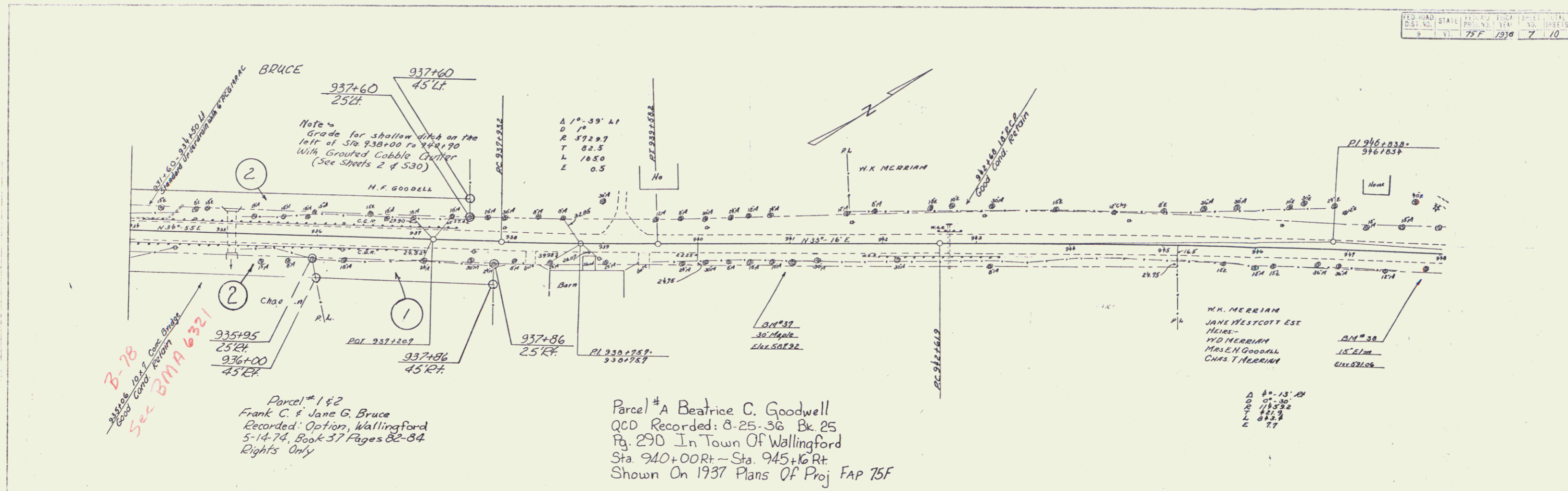
A 10.31 Lt
 D 3'
 P 1910.1
 T 176.6
 L 352.2
 E 82

Note:
 Set the slope on the left
 from Sta. 928+00 to Sta. 933+40
 (Items 102, 103 & 105)

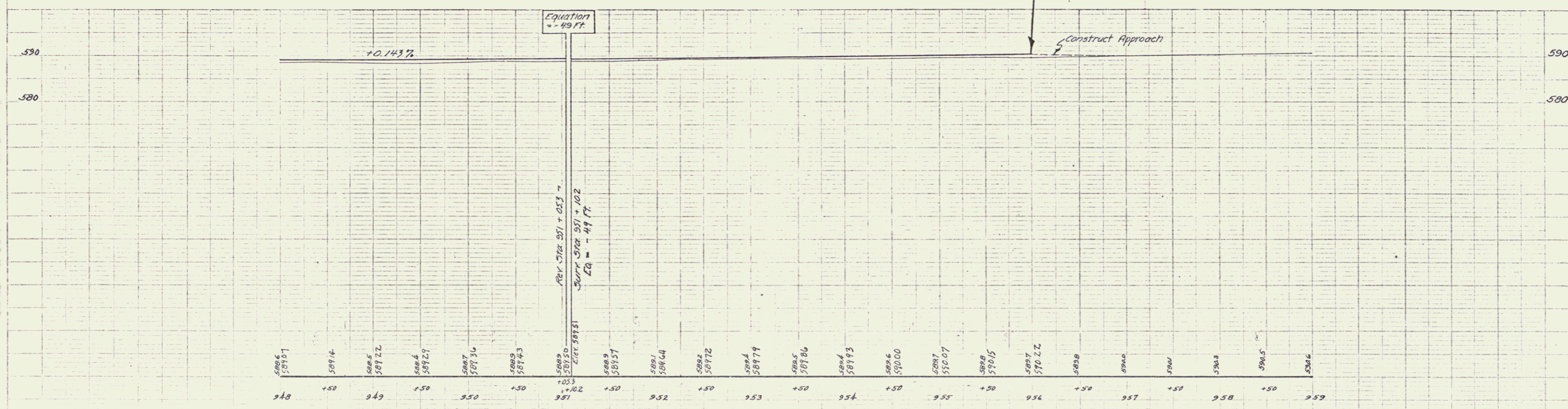
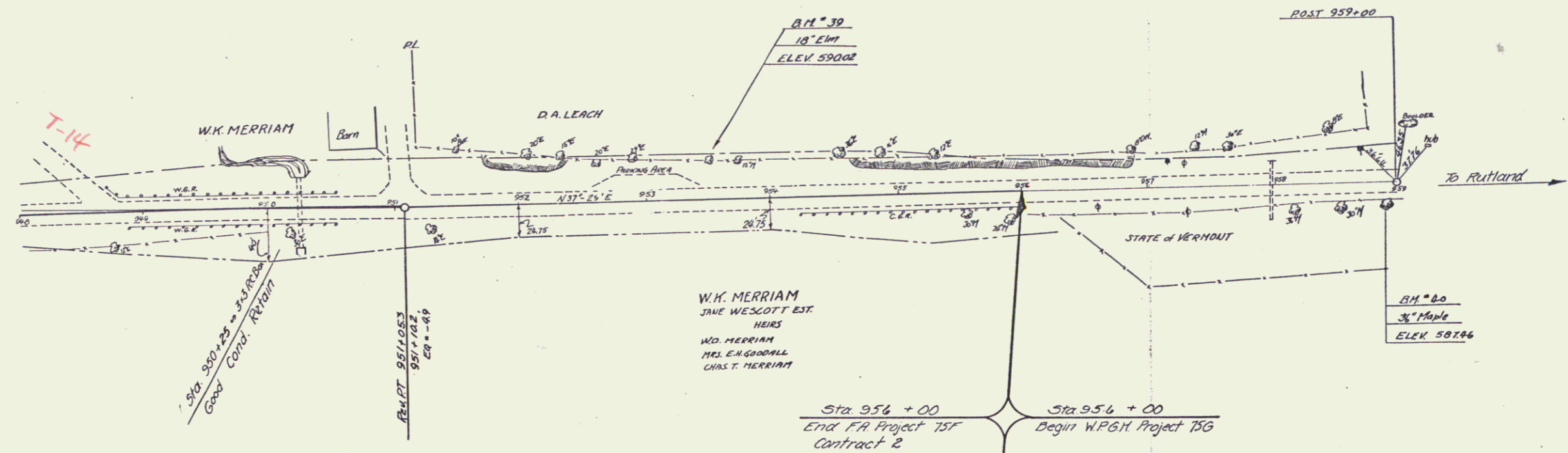
Lola M. Chapman
 Parcel # 1 & 2 Rights Only
 Recorded: WDOE In Land Records
 Town Of Wallingford
 March 5, 1973
 Bk. 36 Pg. 126



B.M. #35 SPIKE IN ROOT OF 10" MAPLE 63 FT. RT. OF STA. 926+50 ELEV. 582.88



B.M. #37 SPIKE IN ROOT OF 30" MAPLE 23 FT. RT. OF STA. 941+00 ELEV. 587.92
 B.M. #38 SPIKE IN ROOT OF 15" ELM 24 FT. RT. OF STA. 947+70 ELEV. 591.06



B.M. #33 SPIKE IN ROOT OF 18" ELM 26 FT. LT. OF STA. 953+84 ELEV. 590.02
 B.M. #40 SPIKE IN ROOT OF 36" MAPLE 27 FT. RT. OF STA. 959+90 ELEV. 587.46