

INDEX OF SHEETS

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STANDARD STRUCTURE SHEETS APPROVED BY THE CHIEF ENGINEER, VERMONT STATE DEPT. OF HIGHWAYS

| | | |
|-------|----------|------|
| S-30 | MAY 12 | 1941 |
| S-30A | APRIL 19 | 1941 |
| S-40 | DEC 18 | 1945 |

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

SECONDARY PROJECT

TOWNS OF IRA-CLARENDON

VT. ROUTE X

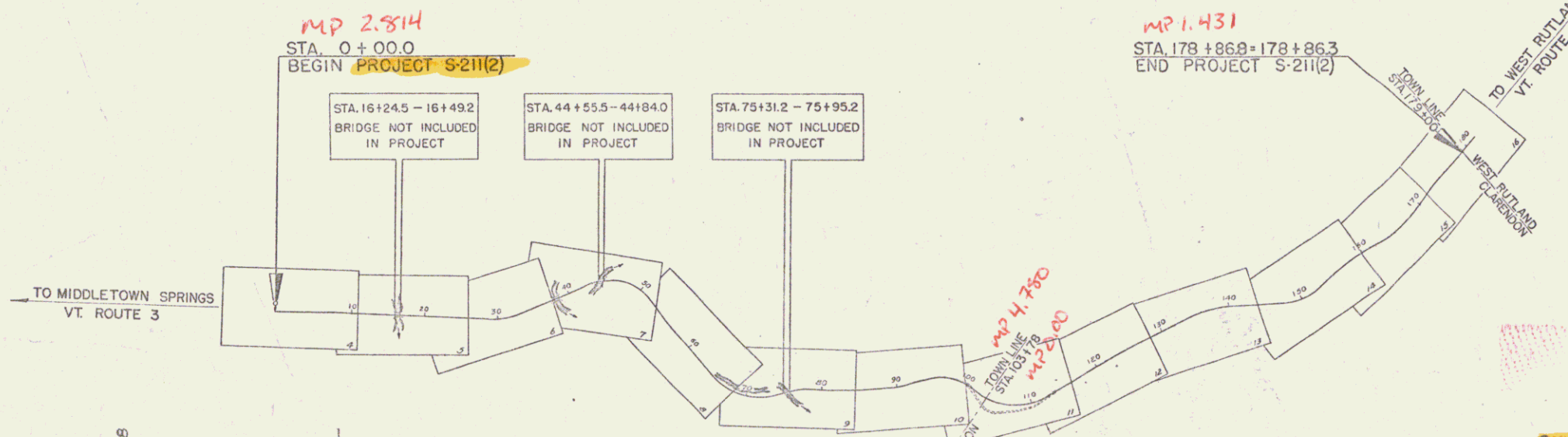
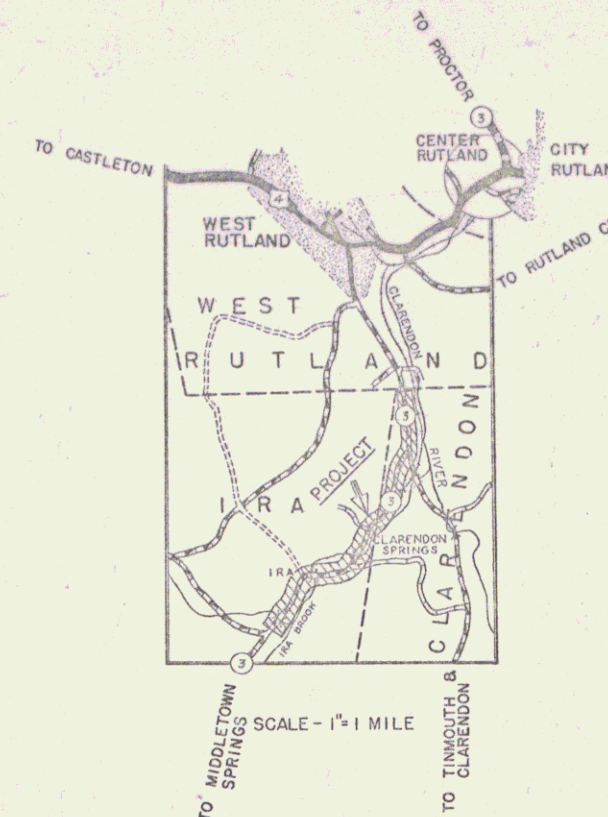
Pin # 99R668

WEST RUTLAND-PAWLET ROAD

BEGINNING AT A POINT APPROXIMATELY 808.0 FEET SOUTHWESTERLY OF THE TOWN HALL IN THE HAMLET OF IRA AND EXTENDING 17,831.8 FEET EASTERLY AND NORTHERLY.

LENGTH OF PROJECT 17,831.8 FEET = 3.377 MILES

| | | | | | |
|---------------------|-------|-----------|--------------|-----------|--------------|
| FED. ROAD DIST. NO. | STATE | PROJ. NO. | SPECIAL YEAR | SHEET NO. | TOTAL SHEETS |
| 9 | Vt. | 2112 | 1948 | 1 | 62 |



| | |
|----------------|---------------|
| PROJECT NUMBER | IRA-Clarendon |
| LENGTH | 3.377 Miles |
| YEAR | 1948 |
| CONTRACTOR | See file card |
| LOCATION | See file card |

IRA-CLARENDON S-211(2)
FRANK W. FABIAN, CONTRACTOR
Contract Lated Oct. 1, 1948.
Construction completed Dec. 11, 1948

| | | |
|------------------|-------|------|
| GROUND ELEVATION | DATUM | FEET |
| GRADE ELEVATION | DATUM | FEET |

PC 30+15.3

| | |
|-----------------------|--------|
| 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" = 1000' |
| TYPICAL | 1" = 2' |
| PLAN | 1" = 50' |
| PROFILE HORIZONTAL | 1" = 50' |
| PROFILE VERTICAL | 1" = 10' |
| CROSS SECTIONS | 1" = 5' |

RECORD PLANS

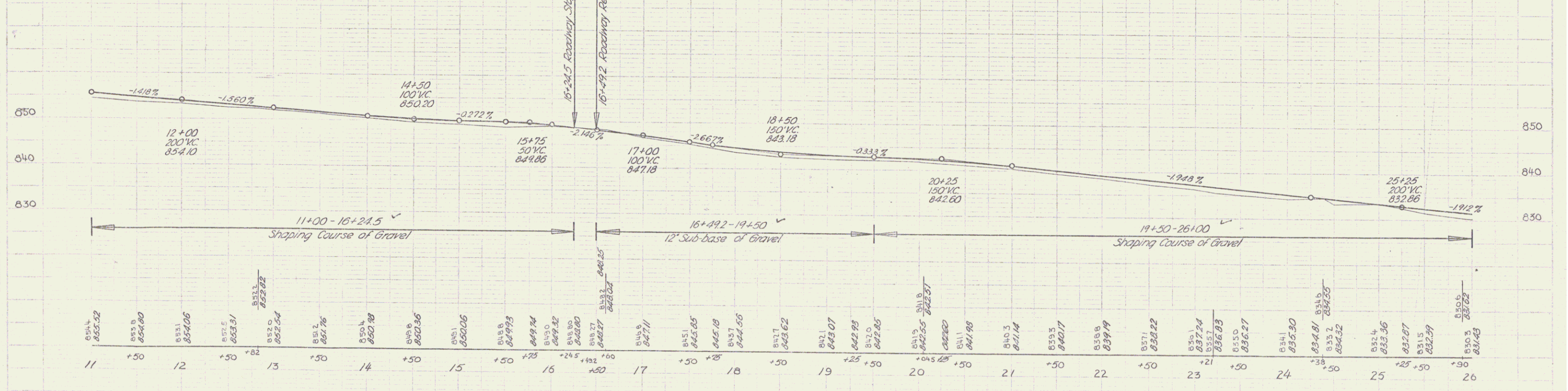
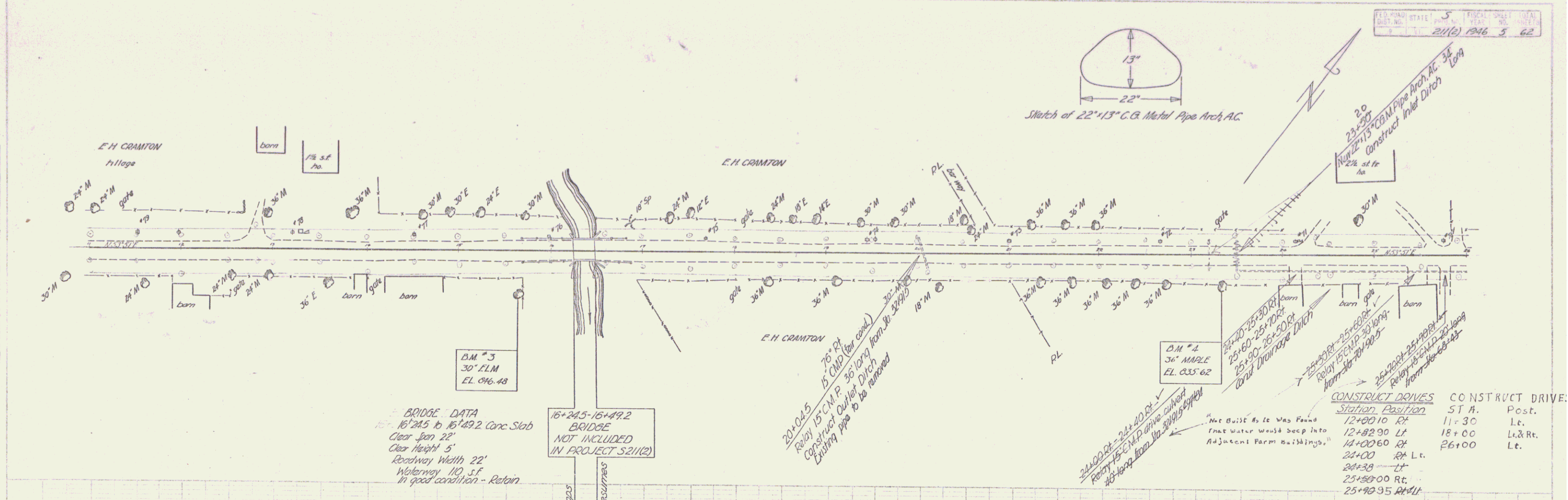
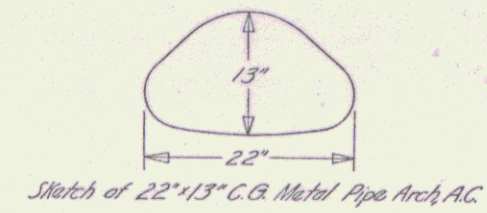
PREPARED BY:
MURPHY, B.P. UNDER DIRECTION OF
ARTHUR SILVESTER, JUNE 1949
RESIDENT ENGINEERS:
E. A. GREENLEAF & M. MODGEN

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE PUBLIC ROADS ADMINISTRATION OR THE COMMISSIONER OF HIGHWAYS.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THE PLANS AND THE STANDARD ROAD AND BRIDGE SPECIFICATIONS OF 1936 AS APPROVED DECEMBER 20TH 1936 BY THE PUBLIC ROADS ADMINISTRATION, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

| | | |
|------------------|-------------------------------|--------------------------|
| APPROVED | APPROVED | SERIES S No 211(2) FILED |
| Highway Engineer | District Highway Commissioner | SHEET 1 OF 62 |

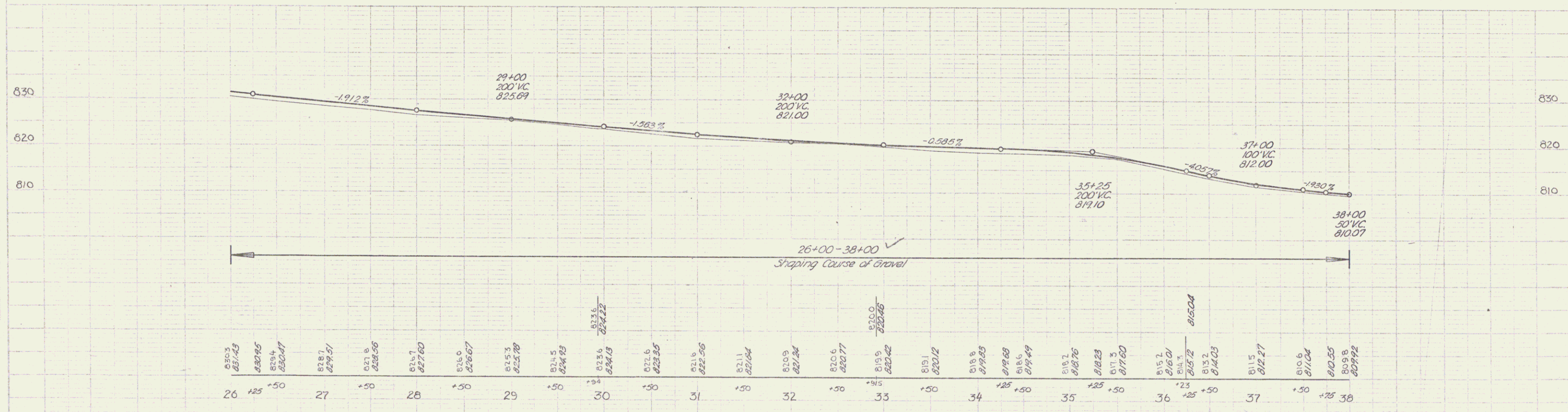
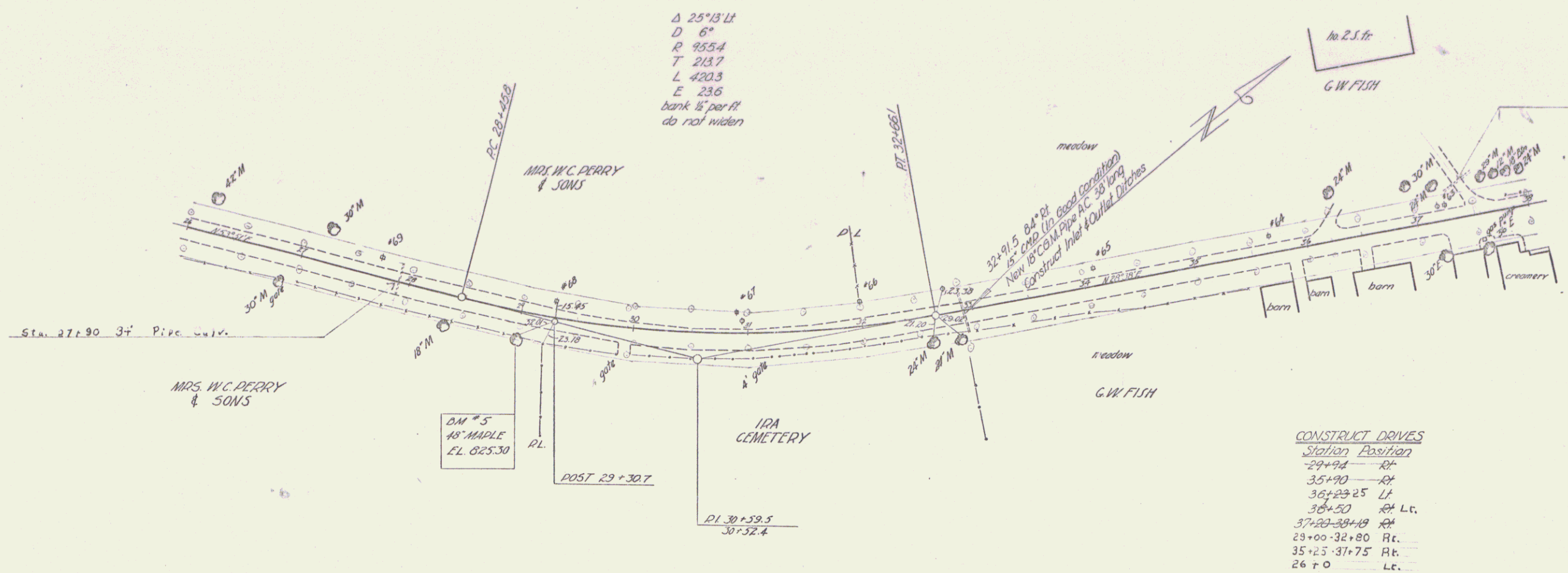
APPROVED: 16 June 47
H.E. Sargent
COMMISSIONER OF HIGHWAYS
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

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



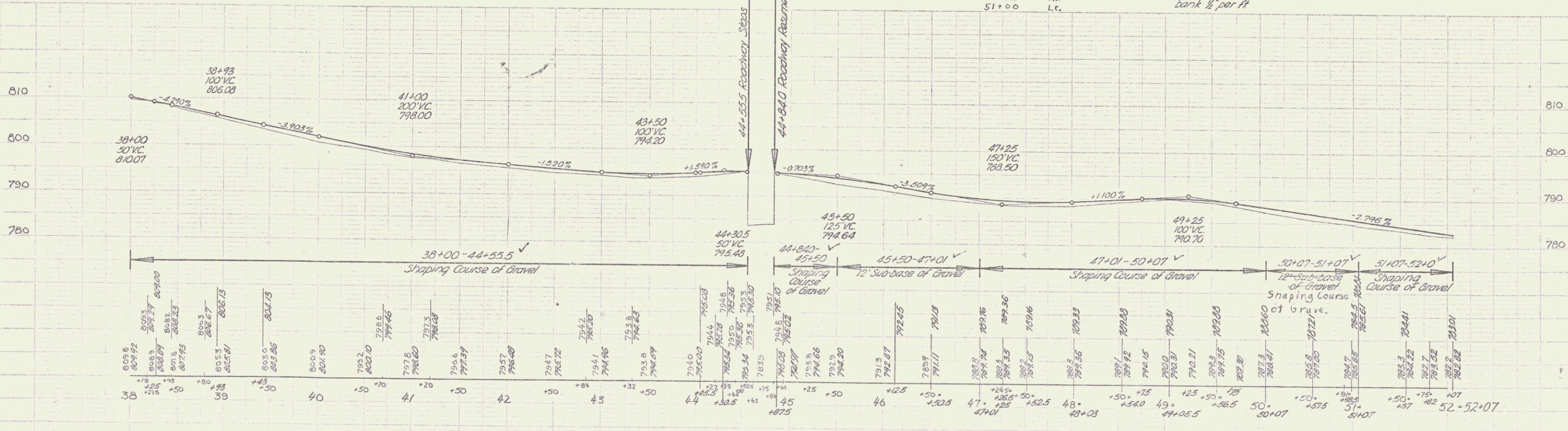
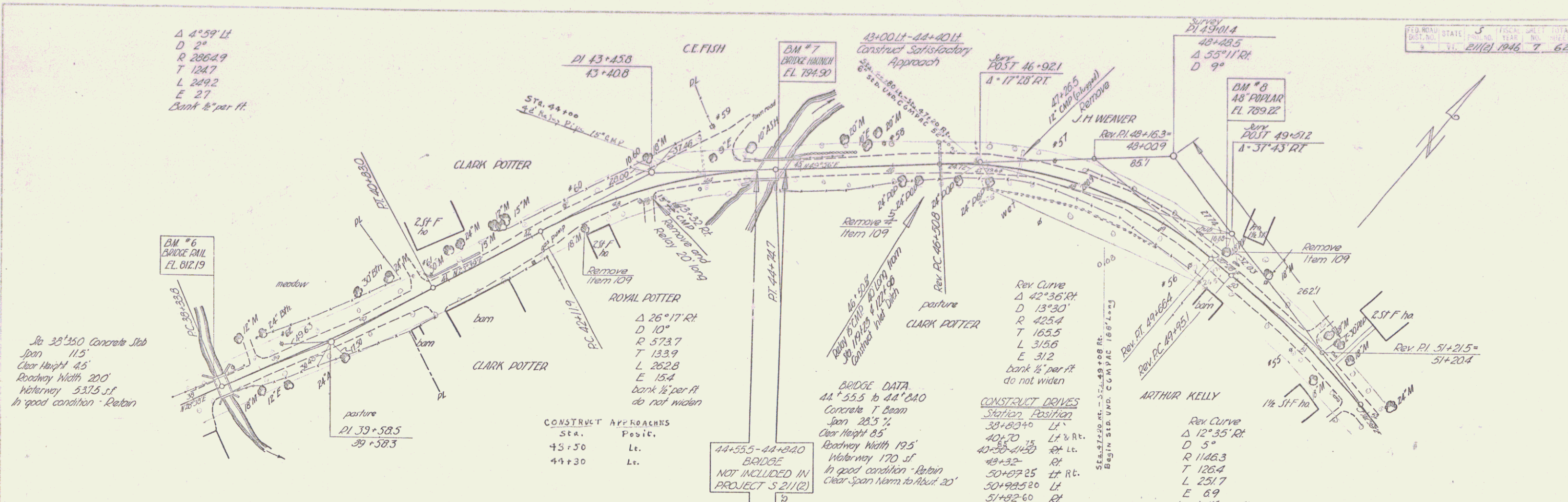
BM #3 S1R 30' Elm 445.70, S1R 15' 67' Elm 846.40
 BM #4 S1R 36' Maple 429.57, S1R 23' 34' Elm 835.62

IRA-CLARENDON S 211(2)
 Sheet 3 of 62 sheets



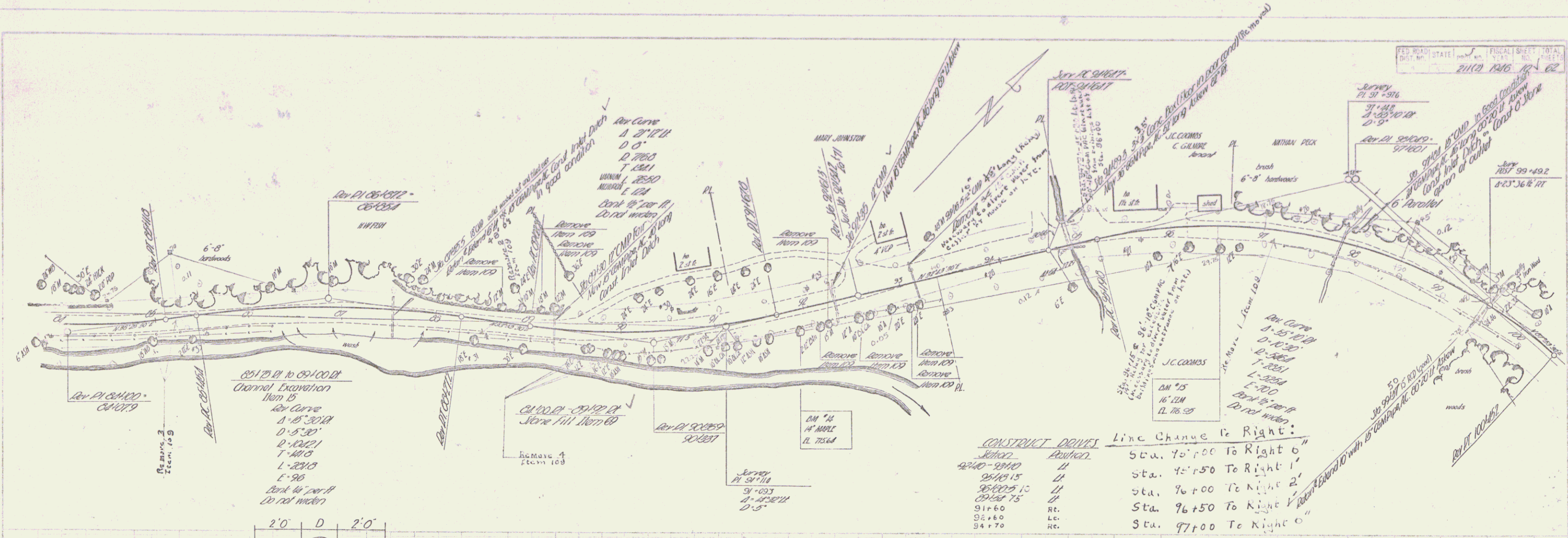
DM # 5 SIR 48' Maple 21.5' 10' Sta 29+00 Elev 825.30

IRA - CLARENDON S 211 (2)
 sheet 6 of 62 sheets



BM #6 Spot on bridge rail 103' Lt. Sta. 38+27.5 Elev. 812.19
 BM #7 Spot on bridge ranch 12' Rt. Sta. 44+70 Elev. 794.50
 BM #8 S.I.R. 48 Poplar 11' Lt. Sta. 49+17 Elev. 789.22

IRA - CLARENDON S 211(2)
 sheet 7 of 62 sheets

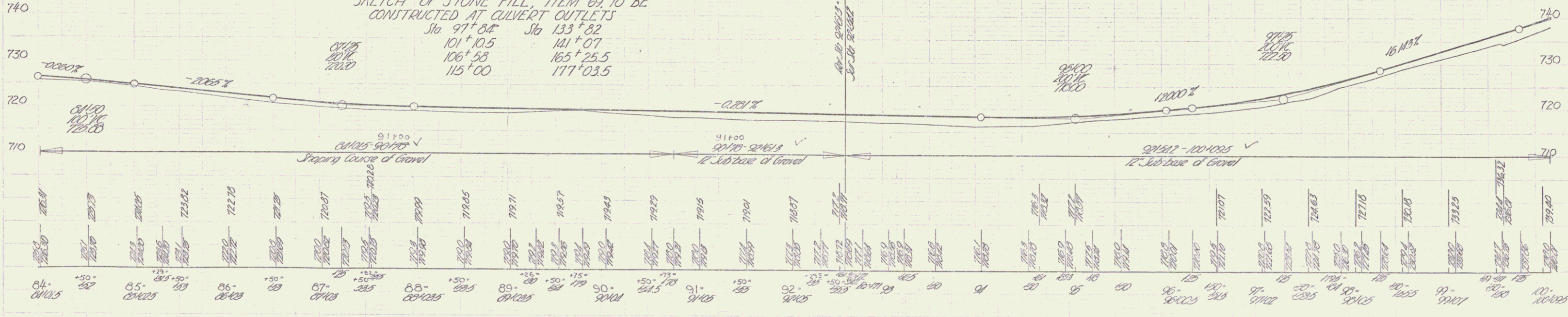
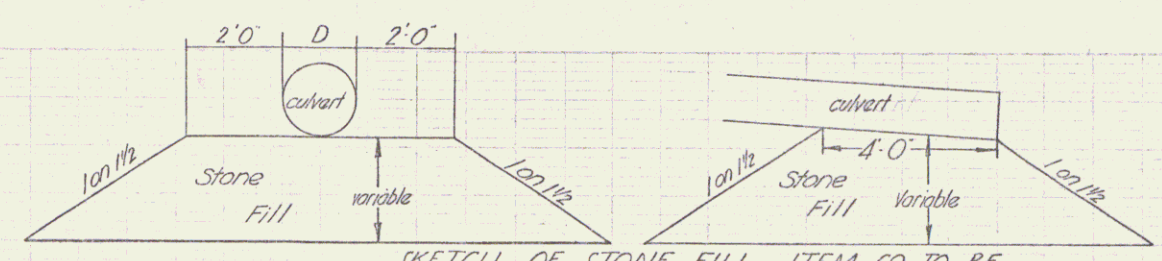


CONSTRUCT DRIVES

| Station | Direction |
|---------------|-----------|
| 92+40 - 92+40 | RT. |
| 92+40 - 92+40 | LT. |
| 92+40 - 92+40 | RT. |
| 92+40 - 92+40 | LT. |
| 92+40 - 92+40 | RT. |
| 92+40 - 92+40 | LT. |

Line Change to Right:

- Sta. 70+00 To Right 0"
- Sta. 75+50 To Right 1"
- Sta. 76+00 To Right 2"
- Sta. 76+50 To Right 1"
- Sta. 97+00 To Right 0"

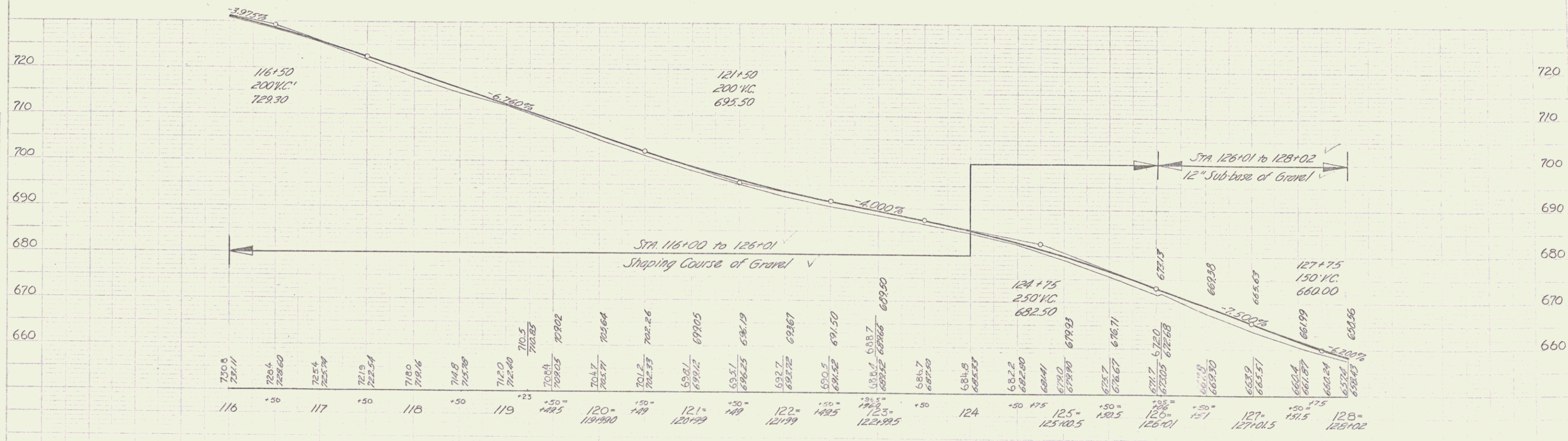
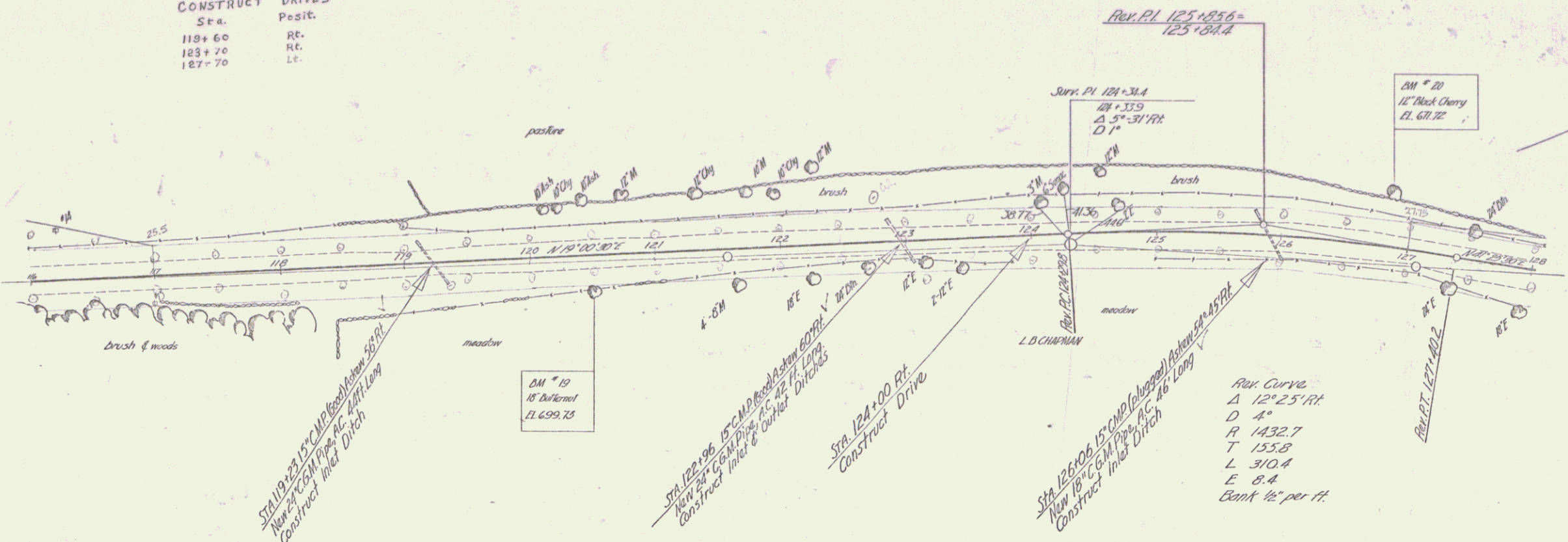


BM 74 S1R, 14' Maple 17' Rt. Sd. 91+83 Elev. 725.64
 BM 75 S1R, back of 12' Elm 101' Rt. Sd. 96+52 Elev. 716.98

101 CLARENCE - S 21121
 Street 10' of 12' Streets

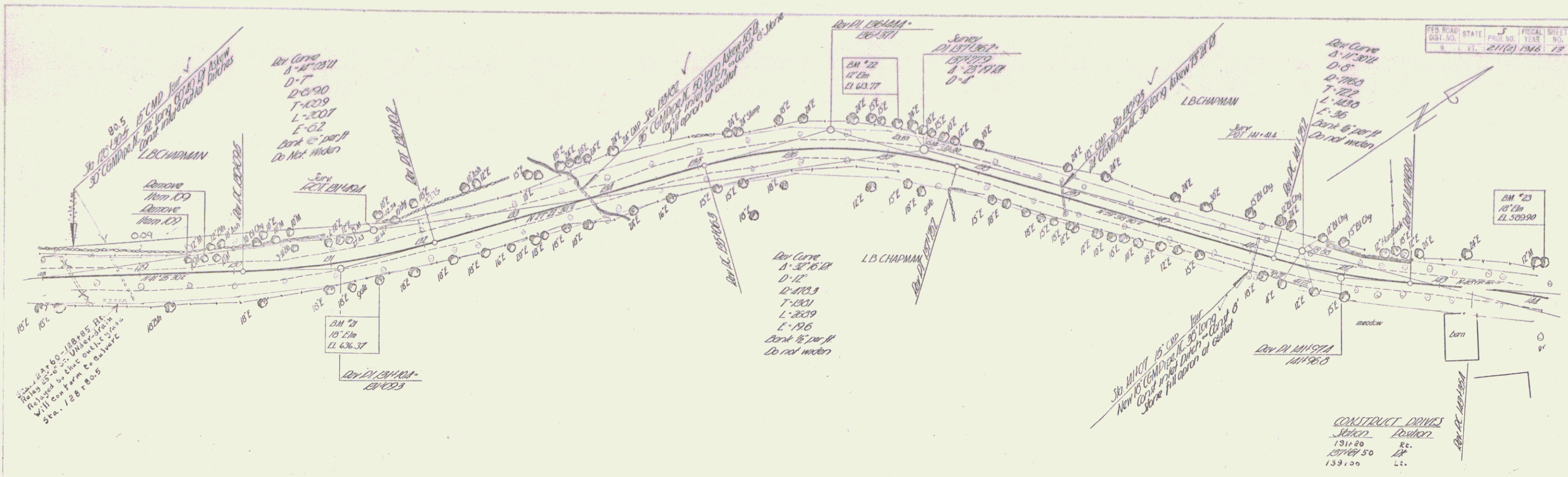
CONSTRUCT DRIVES

| Sta. | Posit. |
|--------|--------|
| 118+60 | RT. |
| 123+70 | RT. |
| 127+70 | LT. |



DM #19 SIR 16" Bellarm 28' RI 50 120+20 Elev 699.73
 DM #20 SIR 12" Black Cherry 30' LI 30 126+07 Elev 671.72

10A-CLARENDON S 211 (2)
 Sheet 12 of 62 Sheets

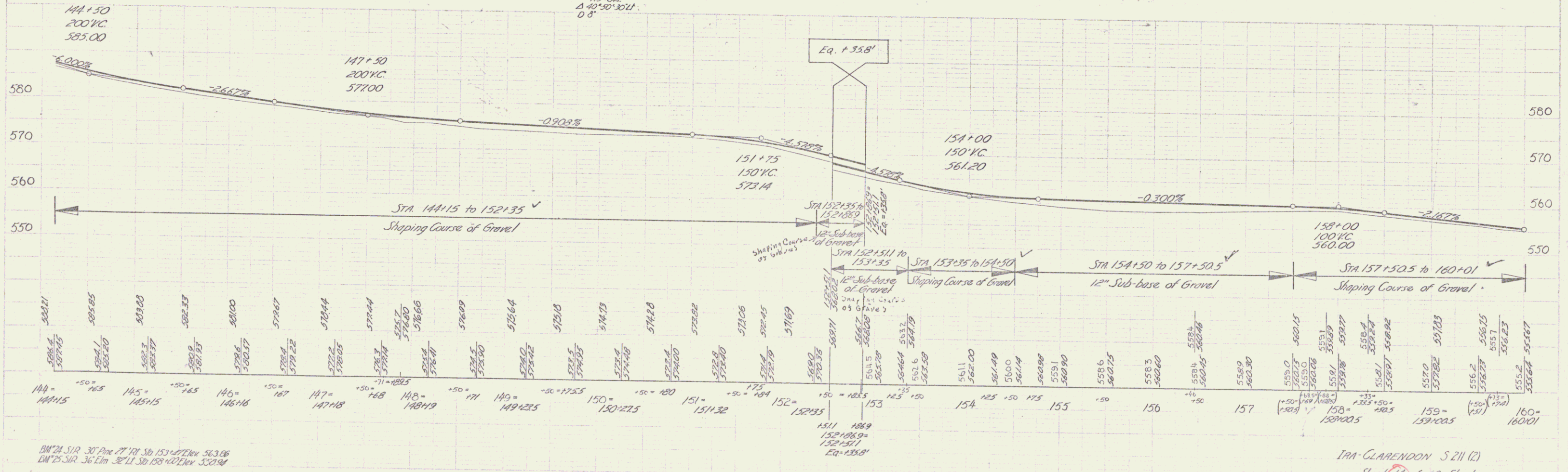
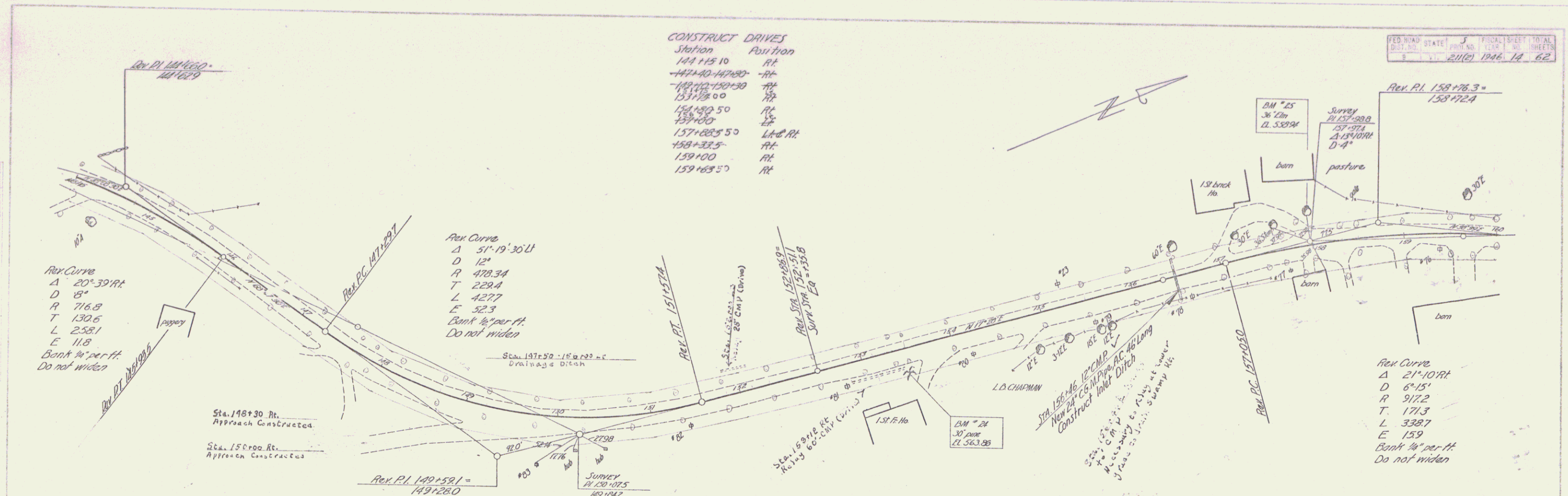


BM 71 SUR 16' Elm 21' 1/2" Sta 121+40 Elev 636.37
 BM 72 SUR 12' Elm 20' 1/2" Sta 137+07 Elev 643.77
 BM 73 SUR 16' Elm 21' 1/2" Sta 143+00 Elev 639.90

IPA-CLARENDON 5.77(12)
 12/21/45

CONSTRUCT DRIVES

| Station | Position |
|---------------|----------|
| 144+15.10 | RT |
| 147+40-147+80 | RT |
| 149+10-150+30 | RT |
| 151+25.00 | RT |
| 154+20.50 | RT |
| 157+00 | RT |
| 157+00.50 | LA & RT |
| 158+33.5 | RT |
| 159+00 | RT |
| 159+63.30 | RT |



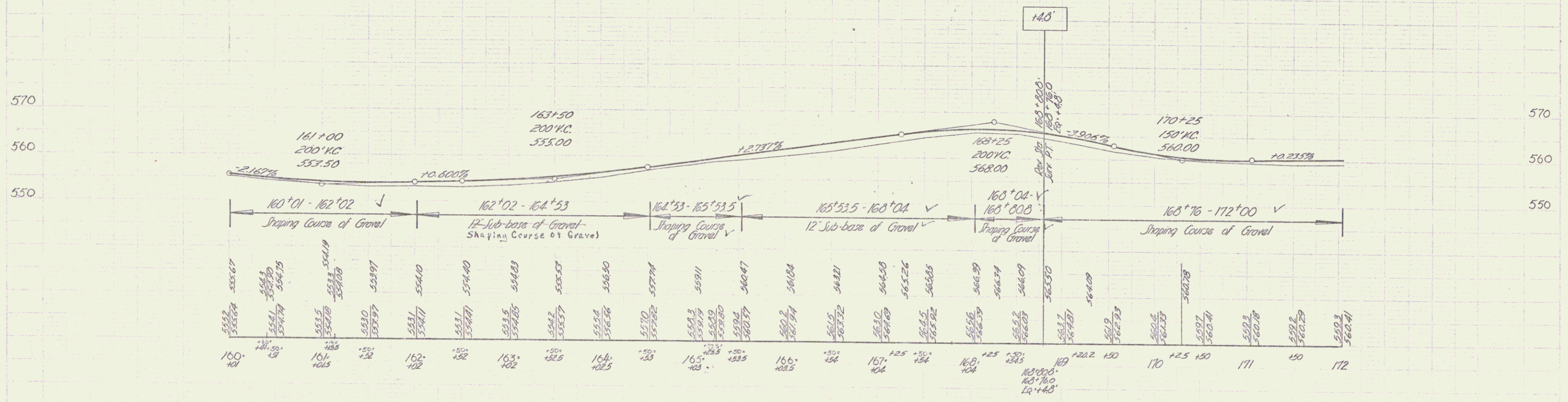
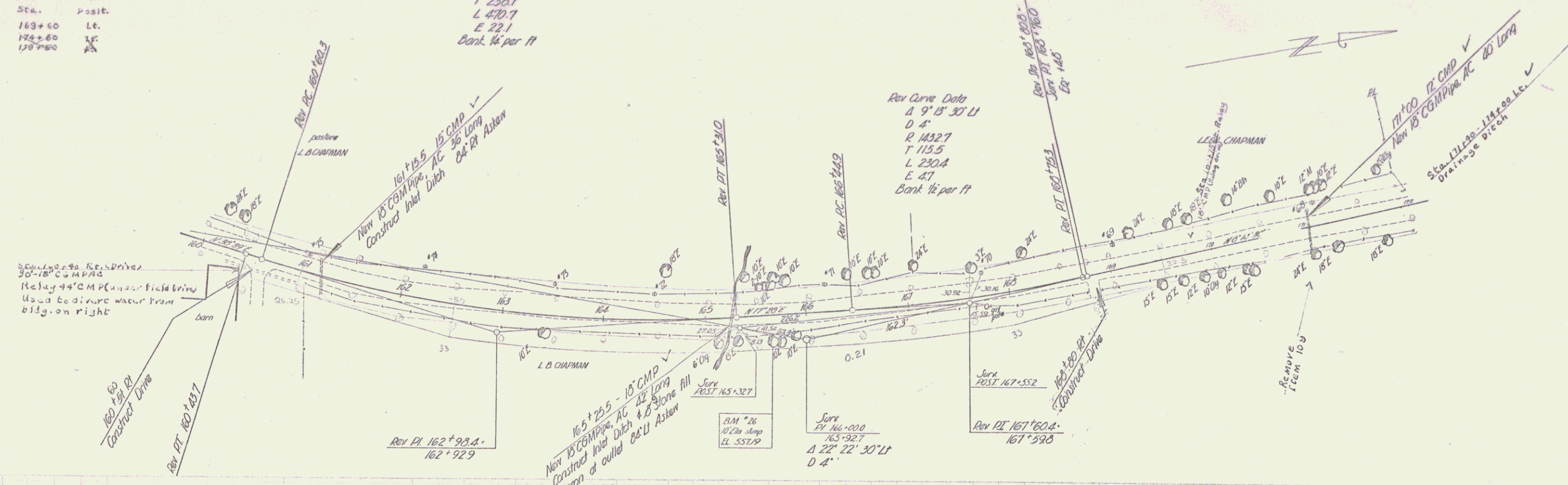
BM 24 S.R. 30' Pin 27' 1/2" S.D. 153+42.14m 563.06
 BM 25 S.R. 36' Elm 32' 1/2" S.D. 159+42.14m 532.14

TRA CLARENDON S 211 (2)
 Sheet 62 of 62 Sheets

CONSTRUCT DRIVES
 Sta. Post E.
 163+60 L.
 174+60 L.
 178+90 PA

Rev Curve Data
 Δ 21° 11' 11"
 D 4' 30"
 R 1273.6
 T 238.1
 L 470.7
 E 22.1
 Bank 1/2 per ft

Rev Curve Data
 Δ 9° 13' 30" LI
 D 4'
 R 1432.7
 T 115.5
 L 230.4
 E 4.7
 Bank 1/2 per ft



BM *26 Spike in 10" dia. Stamp 2019 Sta. 165+60 Elev. 557.19

IRA - CLARENDON
 SERIES No. 21(2)
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