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Standard Structure Sheets 528 & 529 approved by the Chief Engineer on July 16, 1933.

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

Standard Structure Sheet 531 approved by the Chief Engineer on July 25, 1934.

(To Be Returned to R.O.M. Division)

FORM OF AT-3

PERPETUAL

TOWN FILE

RIGHT-OF-WAY DIVISION

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
U. S. WORKS PROGRAM SECONDARY OUTSIDE PROJECT (W.P.S.O. 215A)

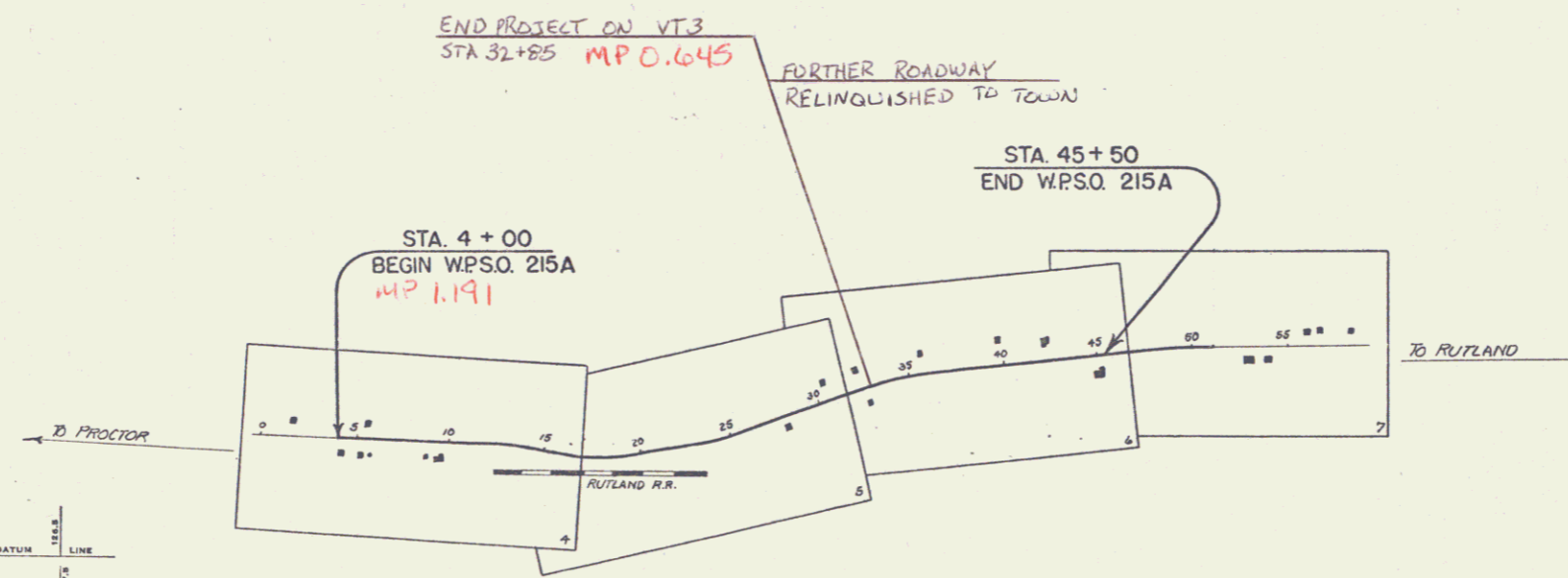
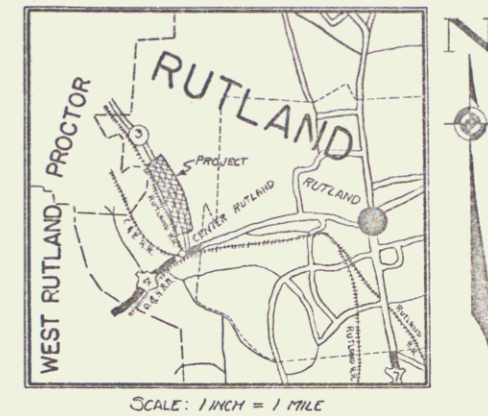
TOWN OF RUTLAND *Route Vt 3*

PROCTOR-RUTLAND ROAD

FROM 150 FT. SOUTH OF THE RESIDENCE OF DAVID DICKINSON,
SOUTHERLY 0.784 MILES.

LENGTH OF PROJECT $4142.8 \text{ FT.} = 0.784 \text{ MILES}$ *Pin # 99R699*

FED. ROAD DIST. NO.	STATE	W.P.S.O. PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	215A	1936	1	24



CONVENTIONAL SIGNS

COUNTY LINE	GROUND ELEVATION	BATHUR LINE
TOWN LINE	FENCE LINE	GRADE ELEVATION
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
DEFLECTION ANGLE	DEGREE OF CURVE	RADIUS OF CURVE
TANGENT DISTANCE	LENGTH OF CURVE	EXTERNAL DISTANCE
POINT OF INTERSECTION	POINT OF CURVE	POINT OF TANGENT
POINT ON TANGENT		

SCALES

TITLE	1" = 500'
TYPICAL	1" = 2'
PLAN	1" = 50'
PROFILE	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 1930 including all subsequent approved revisions and such revised specifications and special provisions as are submitted with the plans.

Attention of the contractor is called to the fact that the State Highway Board reserves the right to extend this project at the same contract price. Said cost of extension not to exceed 25% of the amount of the contract.

APPROVED: *Feb. 11, 1936*
H. E. Sargent
COMMISSIONER OF HIGHWAYS

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

RECOMMENDED: [Signature]
DISTRICT ENGINEER BUREAU OF PUBLIC ROADS

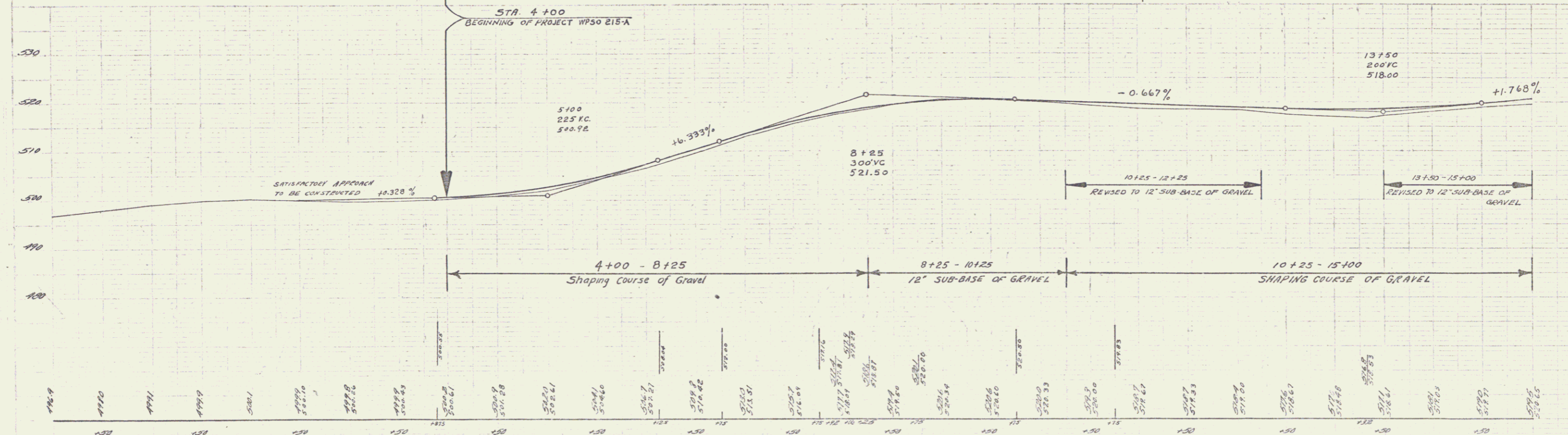
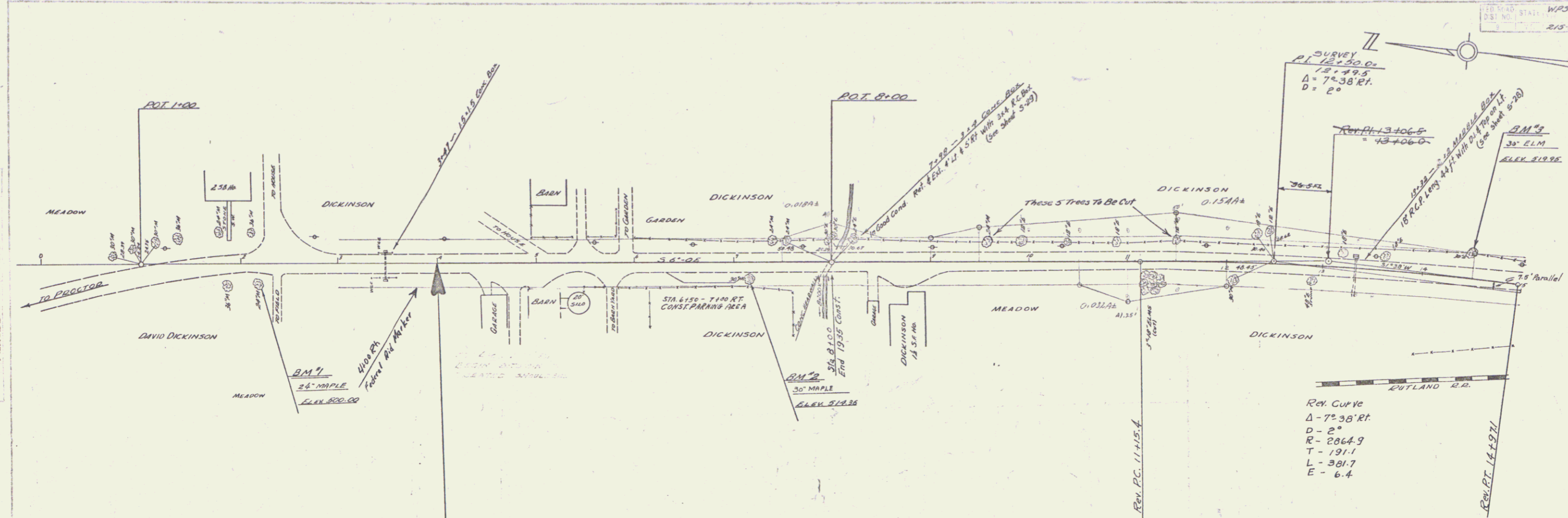
RECOMMENDED FOR APPROVAL: [Signature]
CHIEF ENGINEER BUREAU OF PUBLIC ROADS

APPROVED: [Signature]
DIRECTOR BUREAU OF PUBLIC ROADS

CORRECTED: *Feb. 11, 1936*
W. J. [Signature]
ROAD ENGINEER

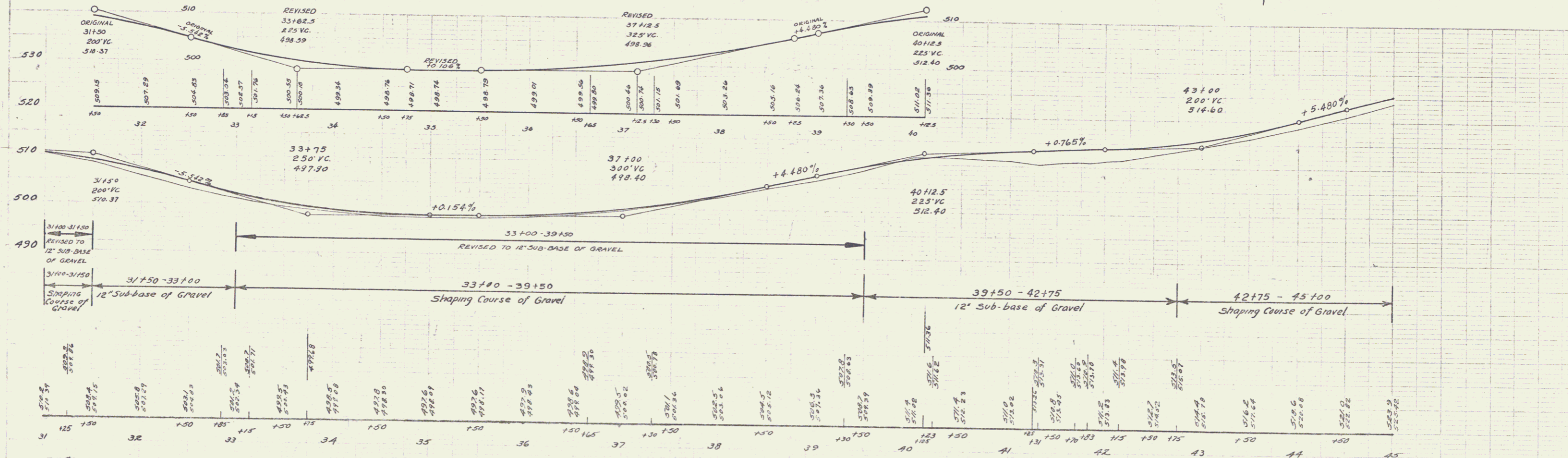
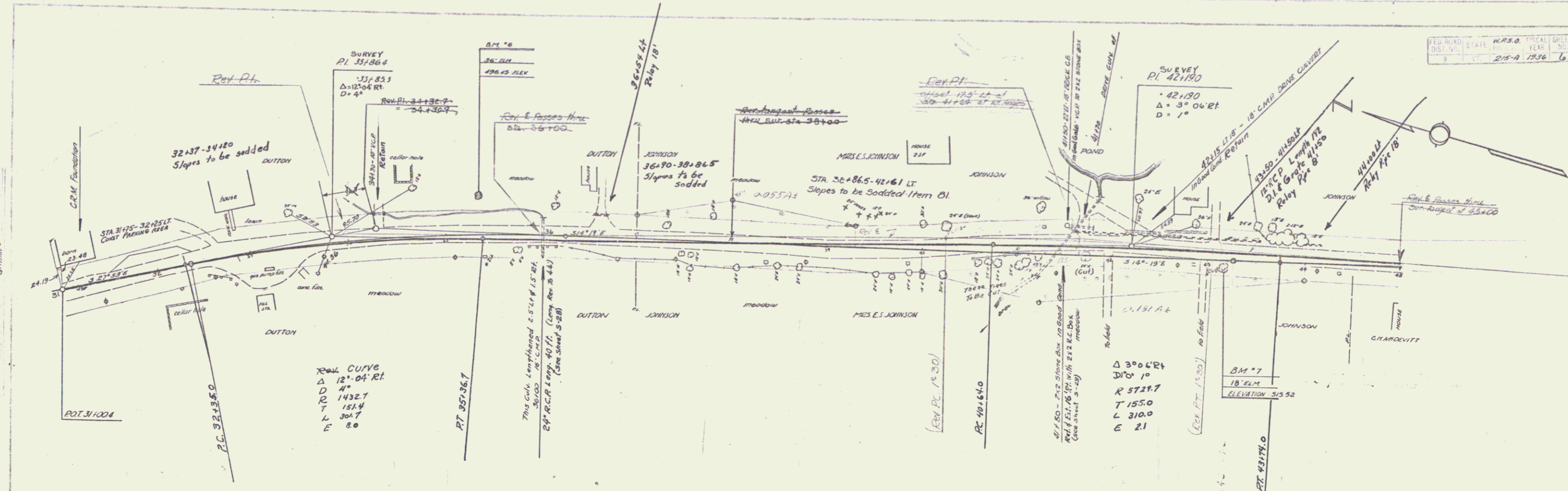
SERIES W.P.S.O. NO. 215A FILED
SHEET 1 OF 24

DIST. # 3 PLANS



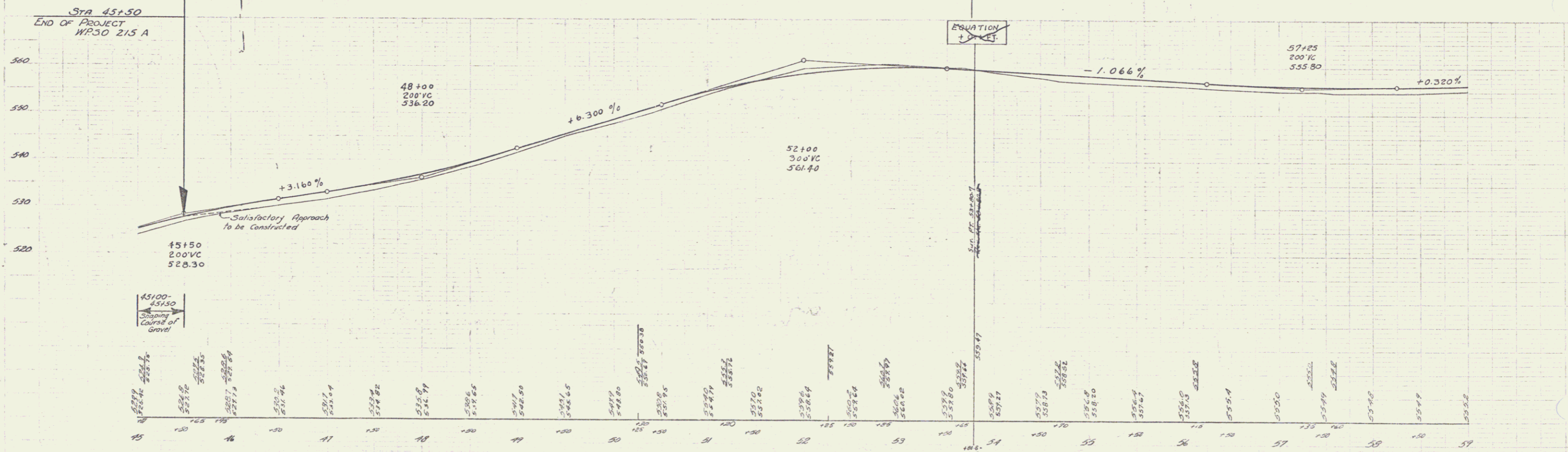
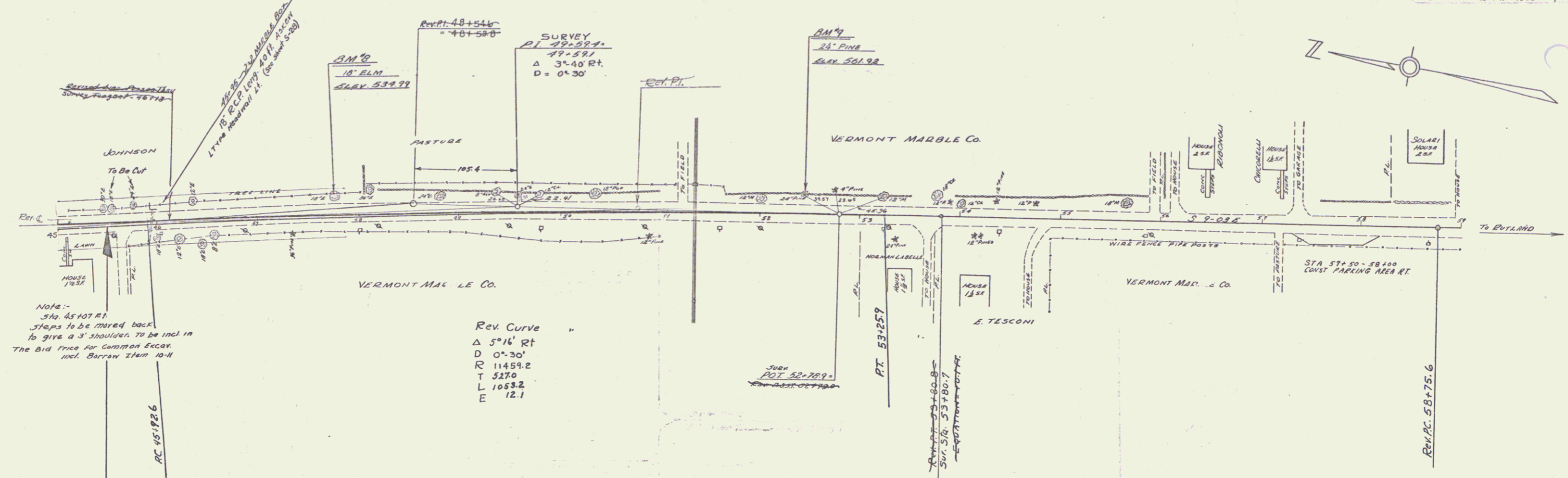
BM 7 SPIKE IN ROOT 24" MAPLE 23' RT. STA 2+19 ELEV. 500.00
 BM 8 SPIKE IN ROOT 30" MAPLE 19' RT. STA 7+18 ELEV. 514.36
 BM 9 SPIKE IN ROOT 30" ELM 34' LT. STA 14+44 ELEV. 519.95

SERIES WPSO NO 215-A
 SHEET 4 OF 24



B.M. 6 S.I.R. 36' BLM ANGLE STA 35+34 ELEV 476.45
 B.M. 7 S.I.R. 18' BLM 11' ST. STA 43+14 ELEV 515.32

SERIES W.P.S.O. NO. 24-A
 SHEET 6 OF 24

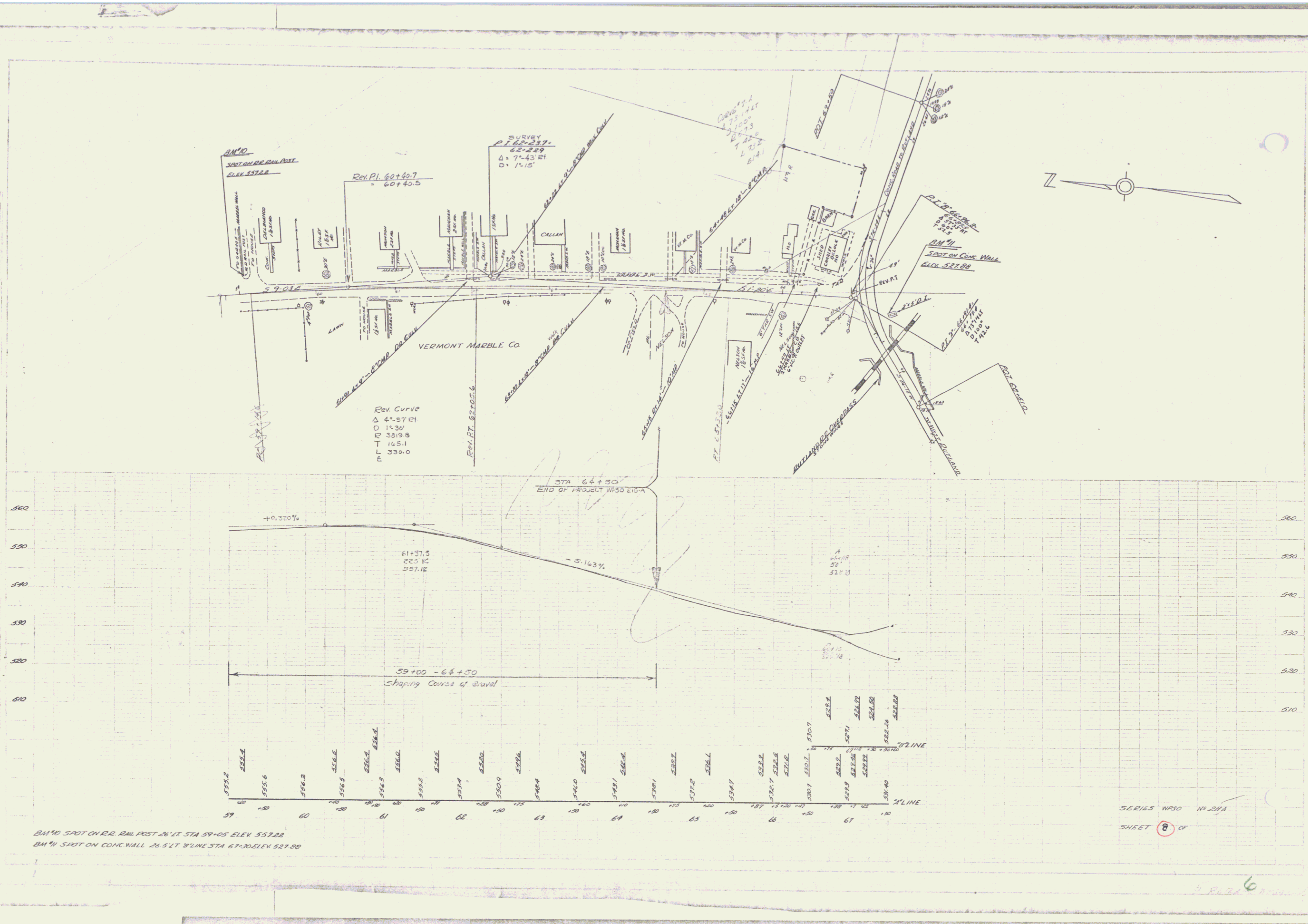


BM#8 SPIKE IN ROOT 18' ELM 1927 STA 47+76 ELEV 534.99
 BM#9 SPIKE IN ROOT 24' PINE 1927 STA 52+41 ELEV 561.98

SERIES W.P.S.O. NO. 215A
 SHEET 7 OF 24

PLANNED
ADJUSTED
FRAMED
REVISIONS

WATER
RESERVE



BM #0 SPOT ON RR. RAIL POST 26' LT STA 59+05 ELEV 557.22
BM #1 SPOT ON CONC WALL 26.5' LT W/LINE STA 67+30 ELEV 527.88

SERIES WPSO No 21A
SHEET 8 OF

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