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Standard sheet S-20 approved by the Chief Engineer on July 14, 1933.  
 Standard sheet S-30 approved by the Chief Engineer on Aug. 15, 1933.  
 Standard sheet S-31 approved by the Chief Engineer on July 25, 1934.

STATE OF VERMONT  
 STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED  
 STATE HIGHWAY

U. S. WORKS PROGRAM GRADE MUNICIPALITY PROJECT

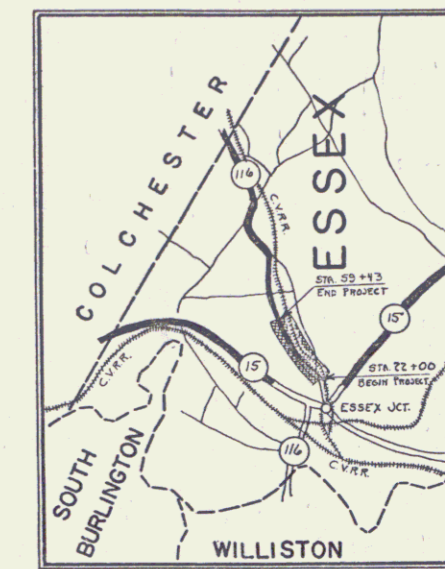
TOWN OF ESSEX

ESSEX JCT.-COLCHESTER ROAD

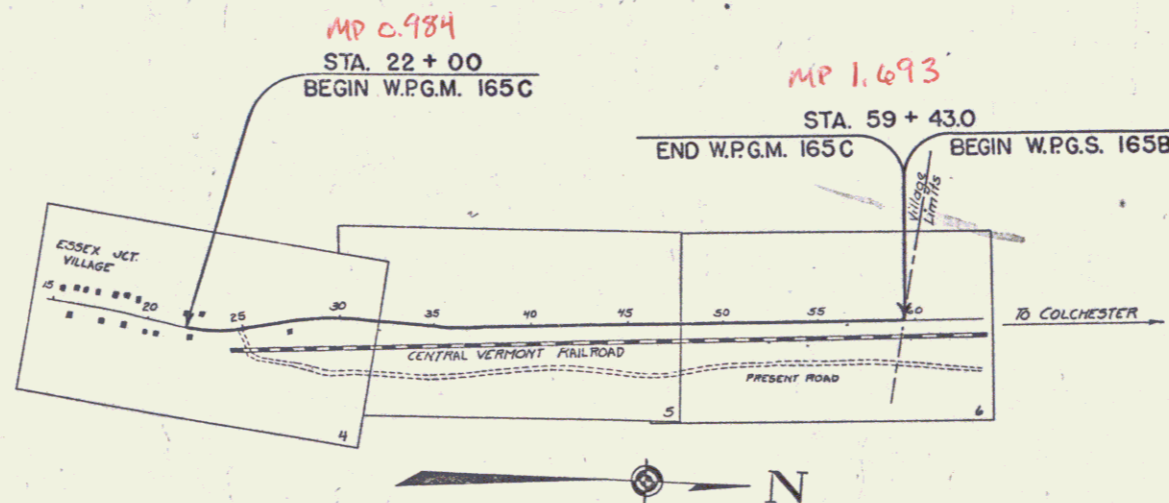
BEGINNING IN THE VILLAGE OF ESSEX JCT., IN FRONT OF THE RESIDENCE OF MARCUS WESTCOTT, AND EXTENDING NORTHERLY 0.708 MILES TO THE VILLAGE LIMITS.

LENGTH OF PROJECT 3743.0 FT. = 0.708 MILES

FED. ROAD DIST. NO.	STATE	W.P.G.M. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	165C	1934	1	20



Pin# 99R724



RECORD PLANS

RIGHT-OF-WAY DIVISION  
 TOWN FILE

PERPETUAL

Town of ESSEX

(To Be Returned To R.O.W. Division)

APPROVED: Sept 6, 1935  
H. E. Jaquet  
 COMMISSIONER OF HIGHWAYS

SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

Route VT2A

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

CORRECT: \_\_\_\_\_  
 ROAD ENGINEER

SERIES W.P.G.M. No. 165C FILED  
 SHEET 1 OF 20

CONVENTIONAL SIGNS

COUNTY LINE	GROUND ELEVATION	BATHY LINE
TOWN LINE	GRADE ELEVATION	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		

RECORD PLANS BY ROGER FERRY

ESSEX JCT. VILLAGE	DEFLECTION ANGLE	Δ
W.P.G.M. 165-C	RADIUS OF CURVE	R
LANE CONST. 1936	DEGREE OF CURVE	D
RECORD PLANS BY ROGER FERRY	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" = 800'
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.