

**INDEX OF SHEETS**

SHEET NO.	TITLE SHEET
1	TITLE SHEET
2	TYPICAL CROSS-SECTION OF IMPROVEMENT
3	(1/2" BIT. CON. PAVEMENT, ITEM 361-B, TOP COURSE ONLY
4	DRAINAGE & ITEM QUANTITY SHEET
4-7	EARTHWORK SHEET
8	A-6I (SLOPES IN SOLID ROCK EXCAVATION)
9	B-1 (BANKING TABLES)
10	B-5 (TYPICAL SLOPE GRADING)
11	B-6 (MUCK EXCAVATION)
11-A	B-10 (EMBANKMENT ON A SLOPE)
11-B	B-11 (USE OF UNDERDRAIN WITH SHATTERED ROCK SUBGRADE - METHODS OF SLOPE STABILIZATION)
12	C-1 (CURBS)
13	D-1 (PREC. REINF. CONC. PIPE DROP INLET w/ COVER)
14	D-2 (HEADWALLS AND UNDERDRAIN)
15	D-4 (UNDERDRAIN FLUSHING BASIN)
16	E-1 (BARRICADES, SIGNS, AND LIGHTS)
17	E-3I (FEDERAL-AID CONSTRUCTION IDENTIFICATION SIGNS)
18	G-2A (TWO CABLE GUARD RAIL AND ANCHORS)
19	G-4 (MARKER POSTS AND GUIDE POSTS)
20	J-1 (PROJECT MARKERS, BOUNDARY MARKERS)
21	ROW DETAIL SHEET
22-27	BLANK
28-33	PLAN AND PROFILE
34-60	CROSS SECTIONS
61	CURVE BANKING TRANSITION DIAGRAMS

**SHEETS ADDED**  
 11 BORROW & GRANULAR BORROW PIT SECTIONS  
 6 DRAINAGE SECTIONS  
 11 LEDGE SECTIONS  
 3 FINAL EARTHWORK SHEETS

**STATE OF VERMONT  
 DEPARTMENT OF HIGHWAYS**

**PROPOSED IMPROVEMENT**

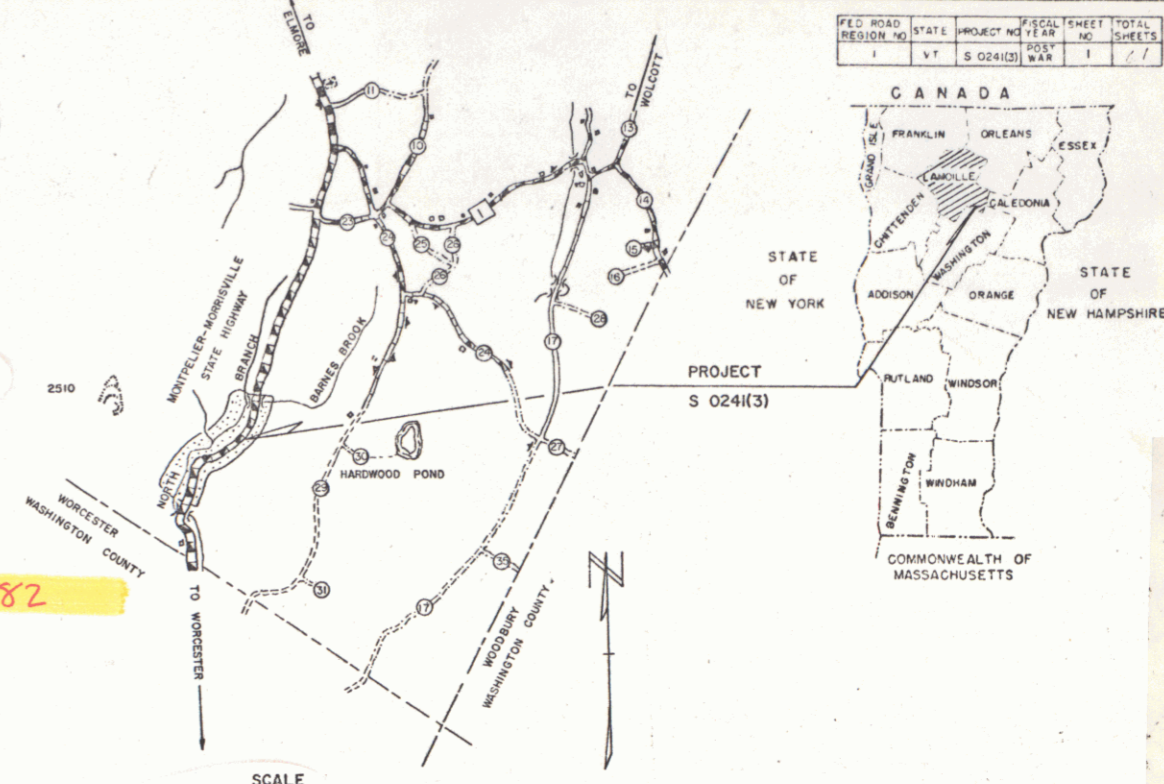
**TOWN OF ELMORE  
 COUNTY OF LAMOILLE  
 MONTPELIER-MORRISVILLE**

FEDERAL AID SECONDARY PROJECT

**STATE HIGHWAY** Pin # 99R982

BEGINNING AT A POINT APPROXIMATELY 0.6 MILES  
 NORTHERLY OF THE WORCESTER-ELMORE TOWN LINE  
 AND EXTENDING NORTHERLY 1.292 MILES

LENGTH OF PROJECT 6820.7 ft. = 1.292 mi.

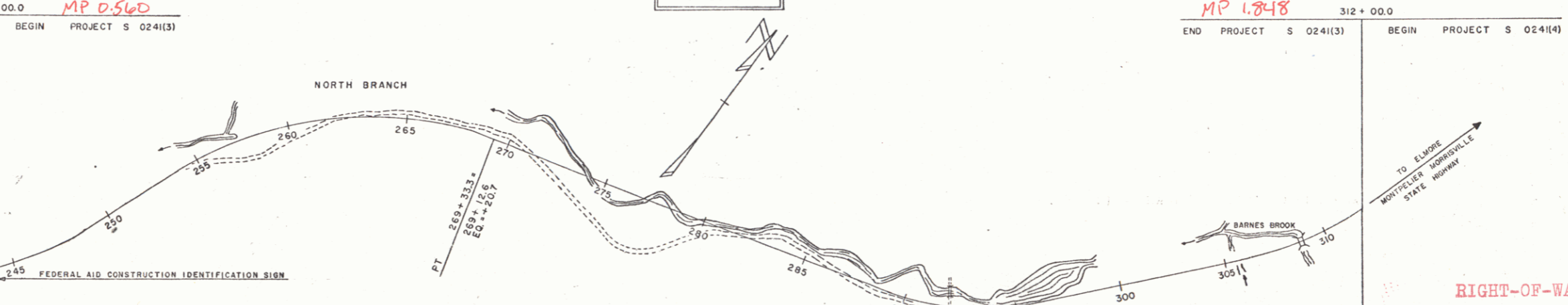


NOTE: FOR R.O.W. DETAILS SEE ROW PLANS FOR

PROJECT NAME & NUMBER	TYPE PAVEMENT	AREA
ELMORE S 024(3)	BIT. CONC. PAVT.	16,673 S.Y.
MATERIALS		
SUBBASE OF GRAVEL - BADO PIT & MAXHAM PIT - WORCESTER, VT.		
GRAVEL BACKFILL - BADO PIT - WORCESTER, VT.		
CUTBACK ASPHALT - MOBIL OIL CO. - ALBANY, N.Y. & EAST PROVIDENCE, R.I.		
TAR EMULSION & BITUMINOUS CONCRETE - L.M. PIKE & SON (PLANT) - WILLISTON, VT.		
METAL CULVERT PIPE - NEW ENGLAND METAL CULVERT CORP. - WHITE RIVER JCT., VT.		
REINF. CONC. PIPE, TWO CABLE GUARD RAIL, WOOD GUIDE & MARKER POSTS, BOUNDARY & PROJECT MARKERS - S.T. GRISWOLD & CO., INC. - WILLISTON, VT.		

1964 ADT	155
1965 ADT	290
1965 DHV	65
D	70%
T	4%
V	50 MPH

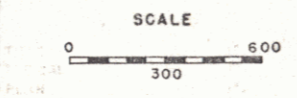
CONTRACTOR - CALEDONIA SAND & GRAVEL CO., ST. JOHNSBURY, VT.  
 RESIDENT ENGINEER - CHARLES J. CROSSETT.  
 INSPECTORS - R. JENSEN & A.G. SPIDLE.  
 RECORD PLANS - A.G. SPIDLE.  
 CONTRACT DATED - JULY 22, 1965.  
 STARTED - JULY 26, 1965.  
 COMPLETED - JUNE 25, 1966.  
 ACCEPTED - JUNE 25, 1966.



**CONVENTIONAL SIGNS**

COUNTY LINE	RIGHT-OF-WAY
TOWN LINE	SLOPE
FENCE LINE	BOUNDARY
STONE WALL	GRADUAL
UNFENCED PROPERTY	STEEP
GUARD RAIL	DEPLET
TRAVELED WAY	TANGENT
RAILROAD	CURVE
RETAINING WALL	EXTENSION
CENTER LINE	POINT
SURVEY LINE	POINT
CULVERT	POINT
DROP INLET	POINT
TROLLEY POLE	POINT
POWER POLE	POINT
TELEPHONE POLE	POINT
TREES	POINT
HEGGE	POINT

CONTRACTOR - CALEDONIA SAND & GRAVEL CO., INC.  
 ST. JOHNSBURY, VT.  
 YEAR 1965-66  
 LOCATION: Beginning at a point approximately 0.6 miles northerly of the Worcester-Elmore Town Line and extending northerly 1.292 miles.



APPROVED <i>R.W. Crowl</i> DISTRICT ENGINEER DATE 9/25/64	APPROVED <i>R. J. Jensen</i> SECONDARY ENGINEER DATE 9/25/64	APPROVED <i>C. W. Dickson</i> CONSTRUCTION ENGINEER DATE 2/25/64	APPROVED <i>L. M. Lane</i> BRIDGE ENGINEER DATE 9/23/64	APPROVED <i>R. F. Taylor</i> DISTRICT ENGINEER DATE 9/23/64	APPROVED <i>L. M. Lane</i> HIGHWAY ENGINEER DATE 2/24/64	APPROVED <i>A. G. Spidle</i> CHIEF ENGINEER DATE 2/27/64
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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 THESE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED APRIL 1964, AS APPROVED BY THE BUREAU OF PUBLIC ROADS ON OCTOBER 12, 1964, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

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

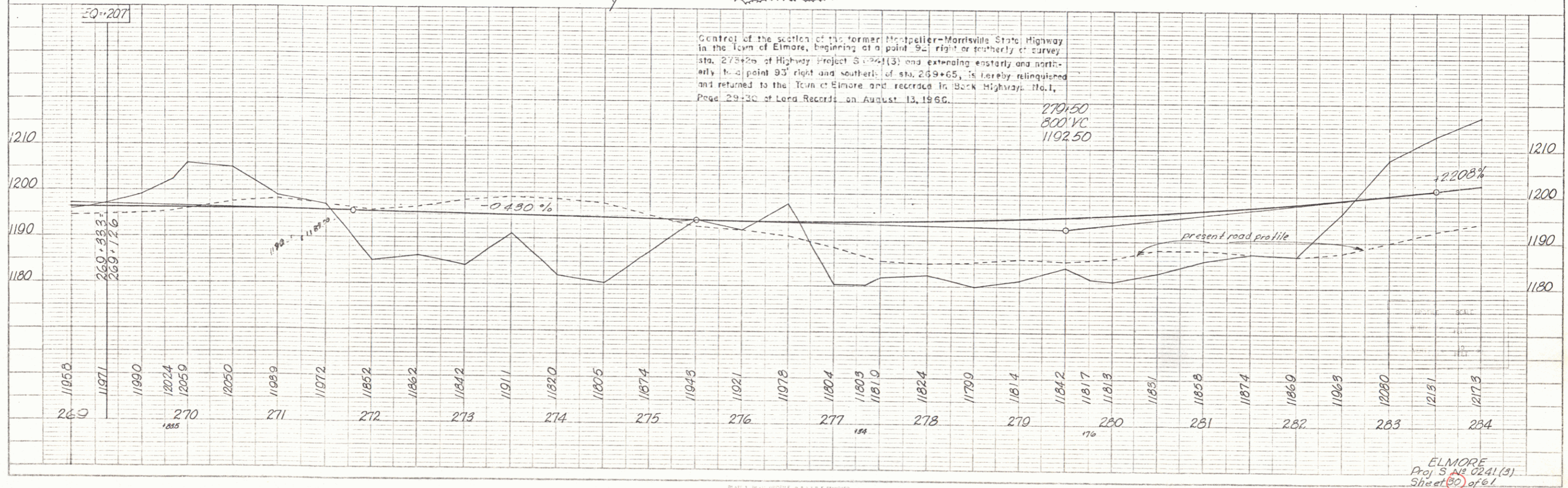
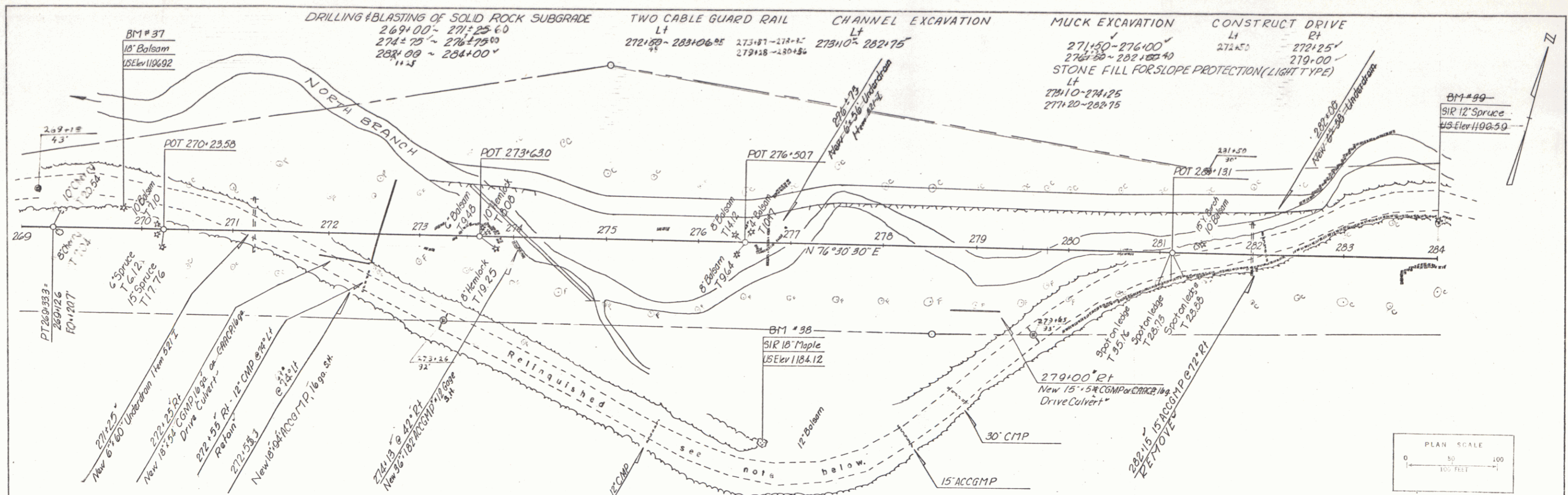
DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

APPROVED \_\_\_\_\_  
 DIVISION ENGINEER DATE \_\_\_\_\_

PROJECT S 024(3) NO. 024(3)  
 SHEET 1 OF 61 SHEETS

6/12  
 5/22  
 1/18  
 PLAN  
 100%  
 1/2" = 100'  
 1/4" = 200'  
 1/8" = 400'  
 1/16" = 800'  
 1/32" = 1600'  
 1/64" = 3200'  
 1/128" = 6400'  
 1/256" = 12800'  
 1/512" = 25600'  
 1/1024" = 51200'  
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 1/784637716889098437160957602679066029936" = 3923188584445492185804788013395330149678400'  
 1/1569275433778196874321915205358





PLAN  
 DATE: 1/68  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 TITLE: [Title]  
 PROJECT: [Project Name]

PROFILE  
 DATE: 1/68  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 TITLE: [Title]  
 PROJECT: [Project Name]

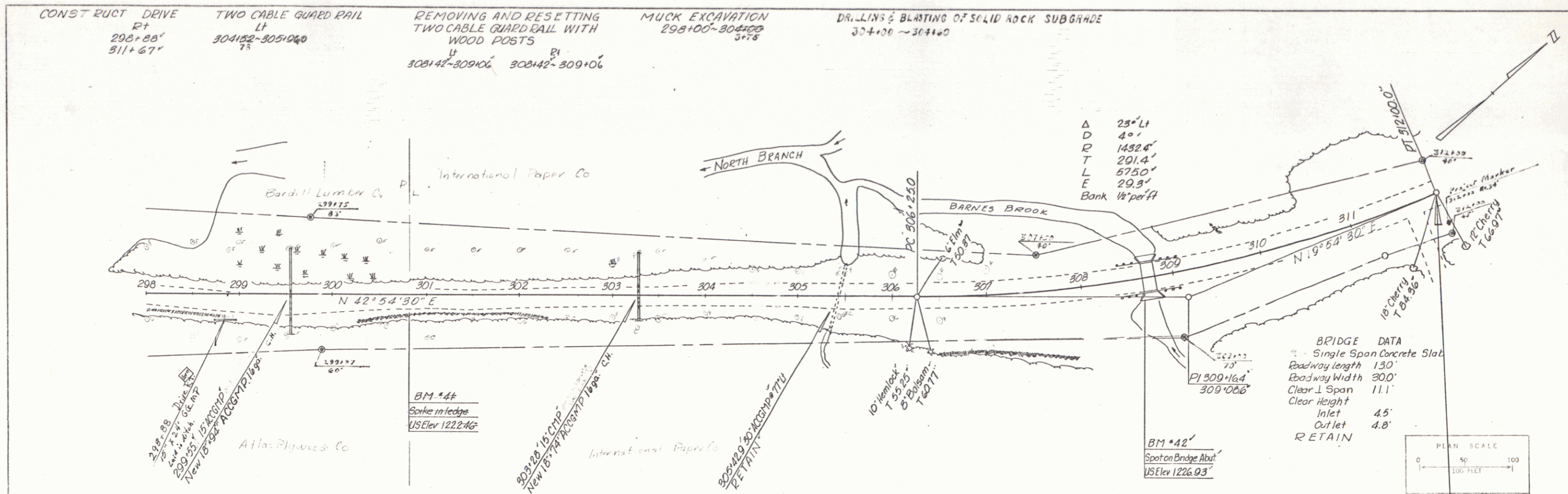
PLAN SCALE  
 0 50 100  
 FEET

ELMORE  
 Proj S No 2241(3)  
 Sheet 60 of 61



CONSTRUCT DRIVE Rt 298+88' 311+67'  
 TWO CABLE GUARD RAIL Lt 304+52-305+06  
 REMOVING AND RESETTNG TWO CABLE GUARD RAIL WITH WOOD POSTS Lt 308+42-309+06  
 MUCK EXCAVATION 298+00-304+00  
 DRILLING & BLASTING OF SOLID ROCK SUBGRADE 304+00-304+60

PLAN  
 DATE 1/15/65  
 DRAWN BY W. Smith  
 CHECKED BY J. Smith  
 NO. 1165



PROFILE  
 DATE 1/15/65  
 DRAWN BY W. Smith  
 CHECKED BY J. Smith  
 NO. 1165

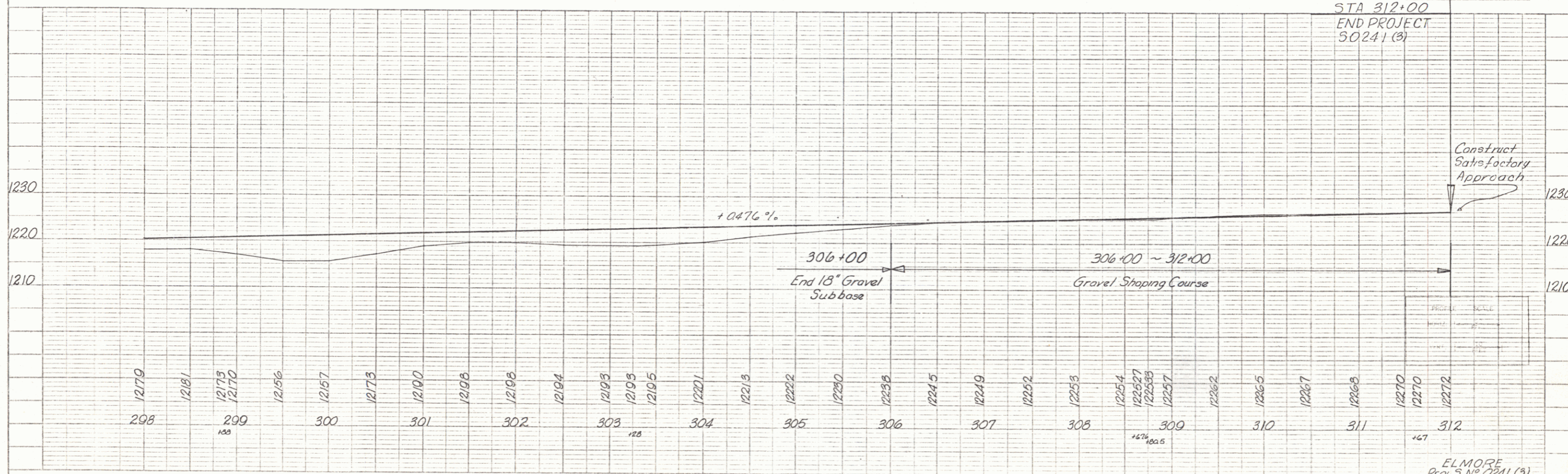
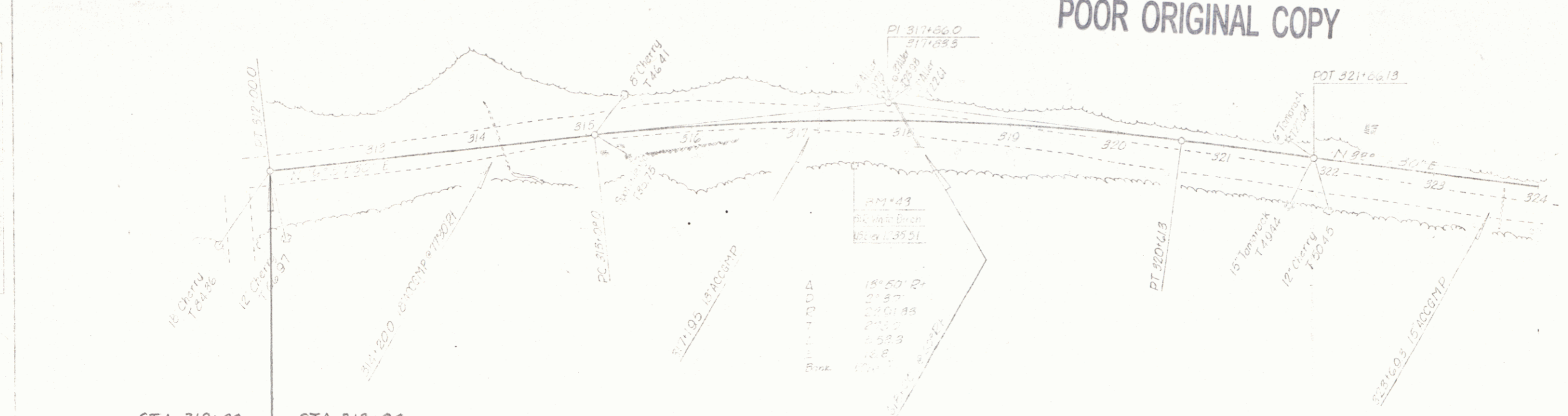


PLATE 1 - PLAN, PROFILE & P.A.R.E. STANDARD  
 REVISIONS  
 1. 1/15/65

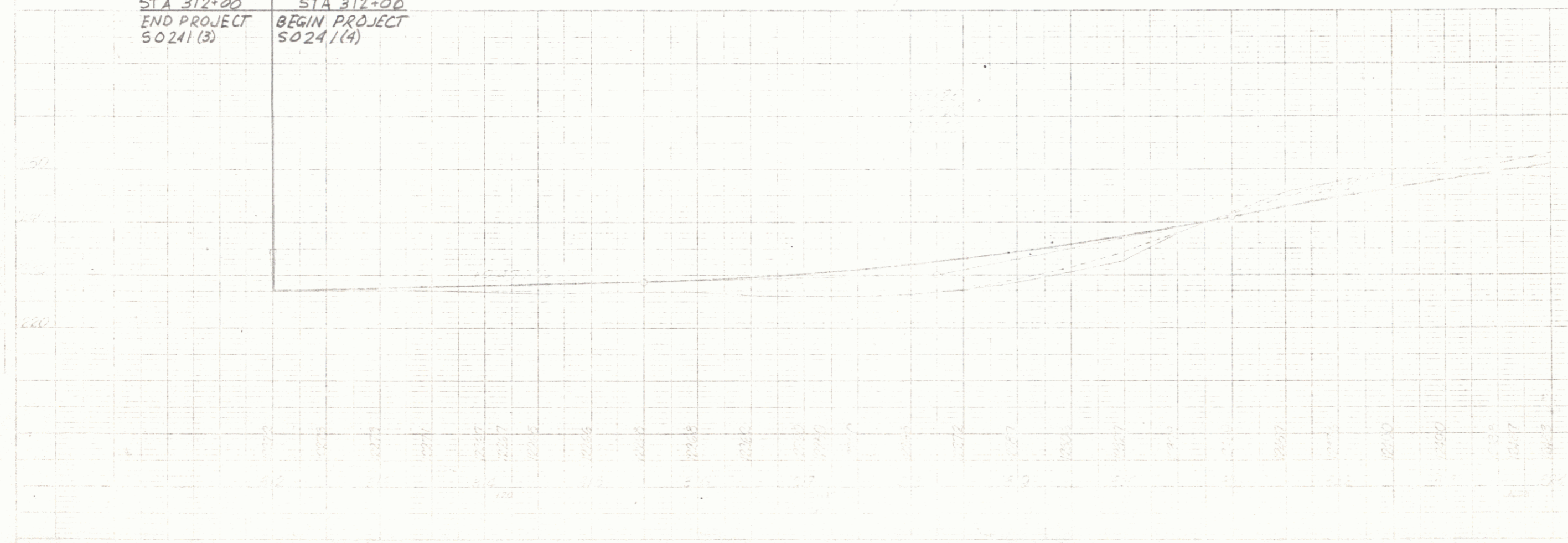
ELMORE  
 Proj 5 No 0841 (3)  
 Sheet 32 of 61

POOR ORIGINAL COPY



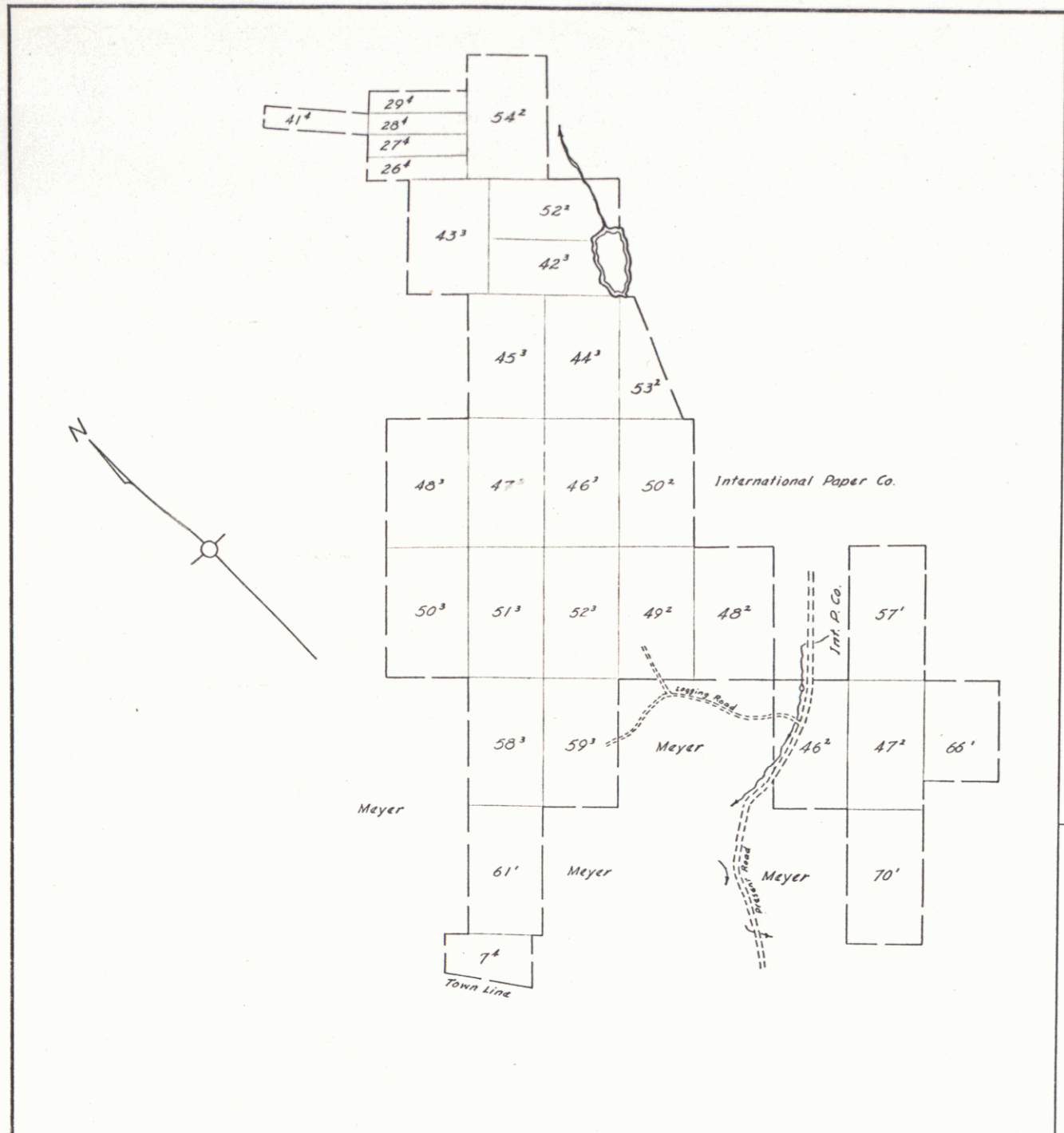
STA 312+00  
END PROJECT  
50241(3)

STA 312+00  
BEGIN PROJECT  
50241(4)



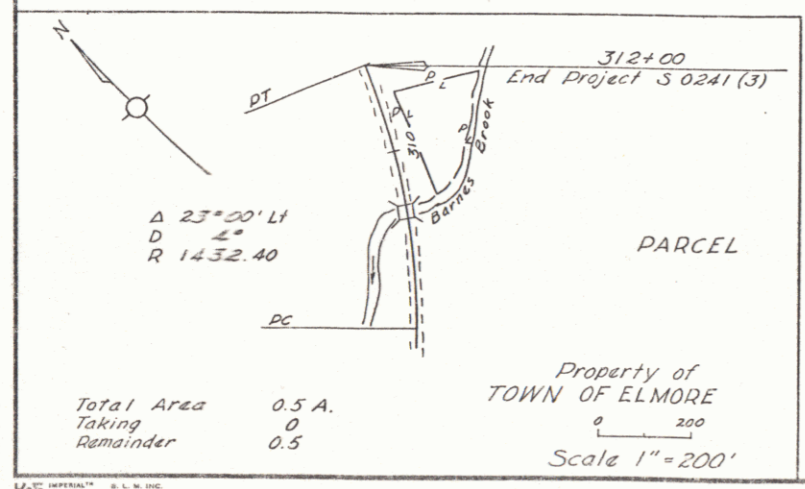
39 61





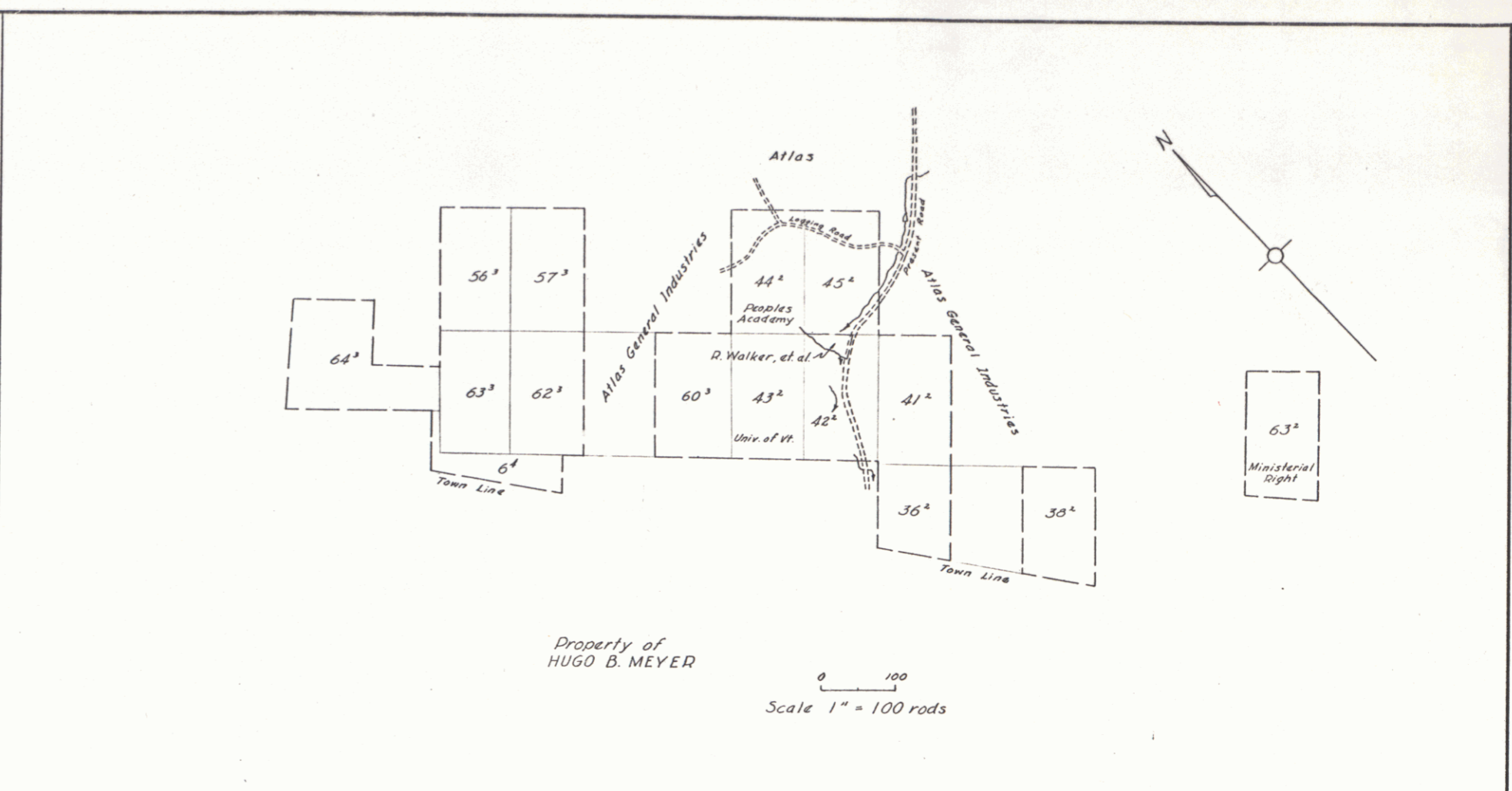
Property of  
ATLAS GENERAL INDUSTRIES

Scale 1" = 100 rods



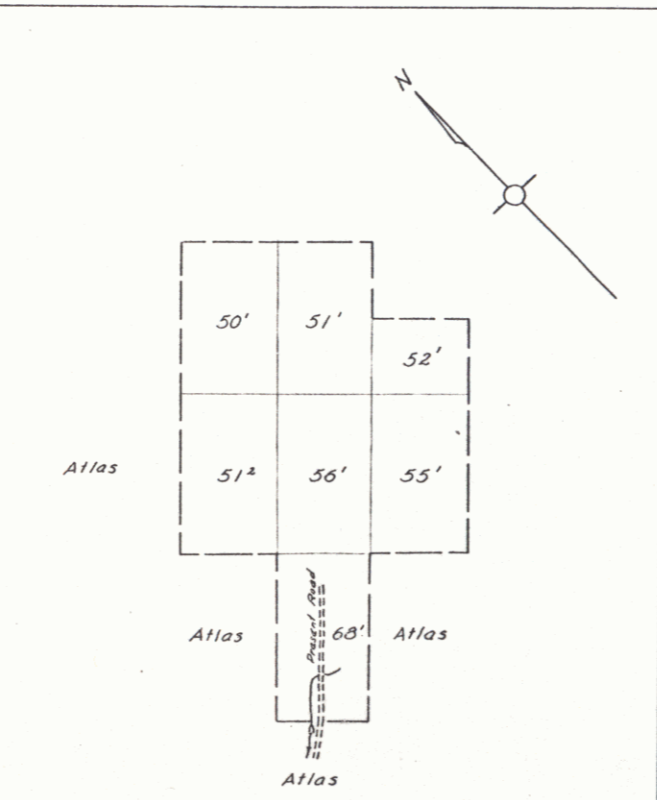
Total Area 0.5 A.  
Taking 0  
Remainder 0.5

NOTE:  
See second sheet of total area sketches for large scale drawings of Meyer, Atlas and I.P. Co. land affected.



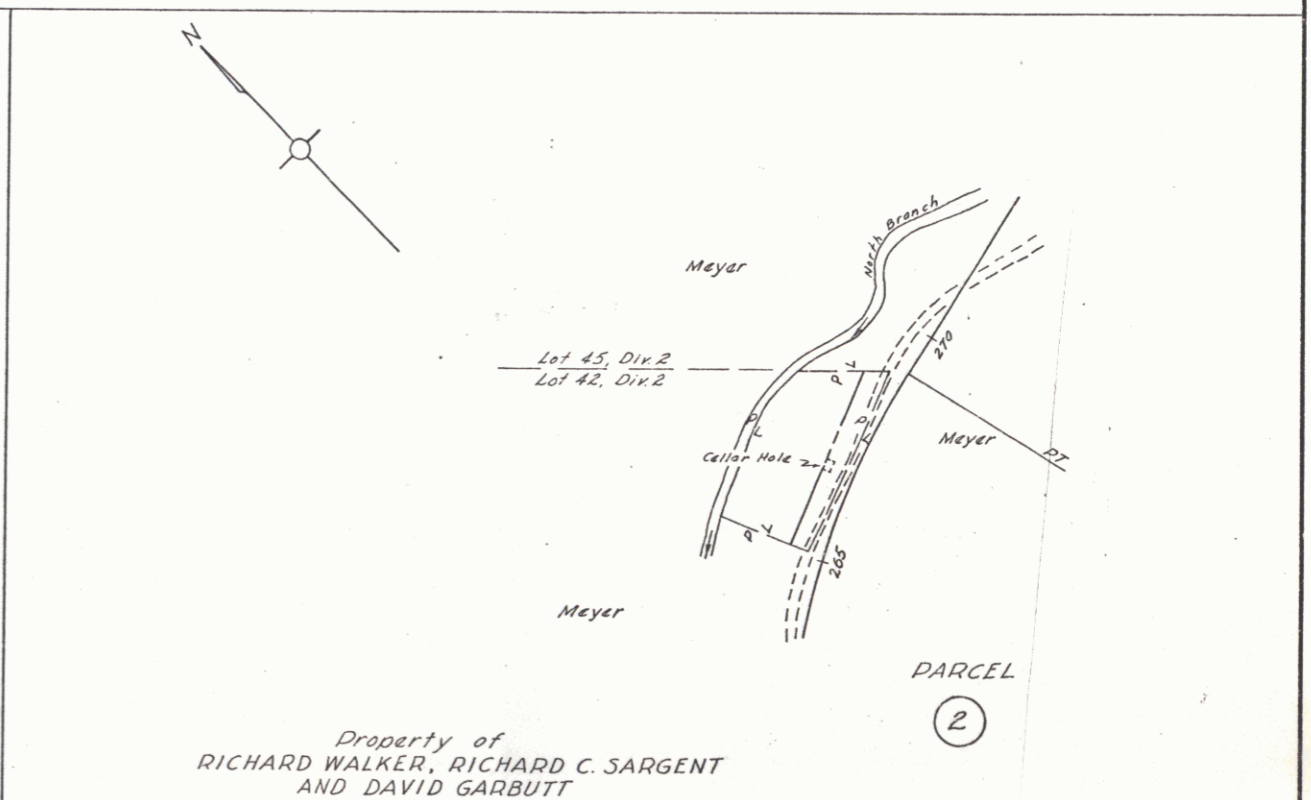
Property of  
HUGO B. MEYER

Scale 1" = 100 rods



Property of  
INTERNATIONAL PAPER COMPANY

Scale 1" = 100 rods

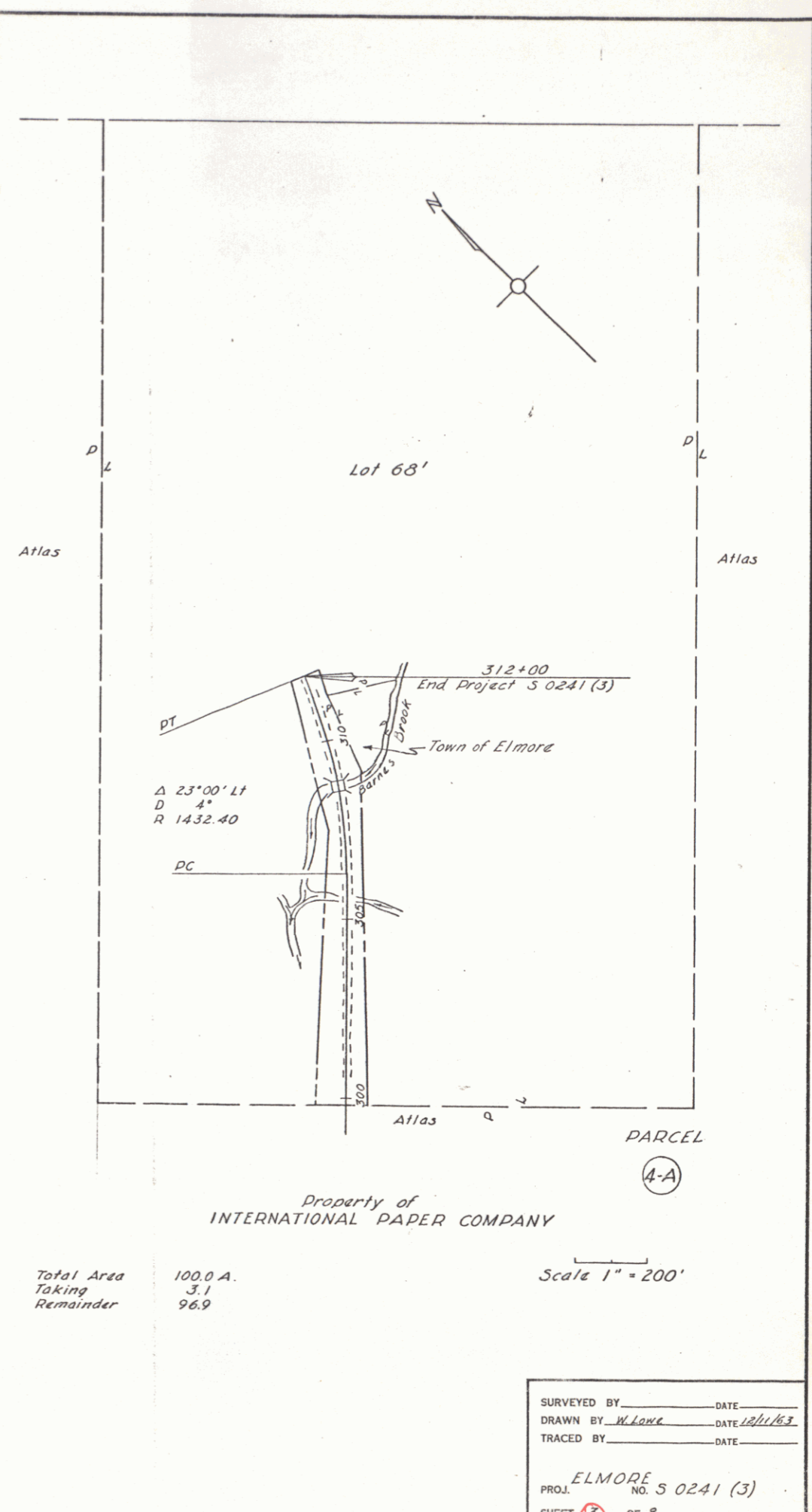
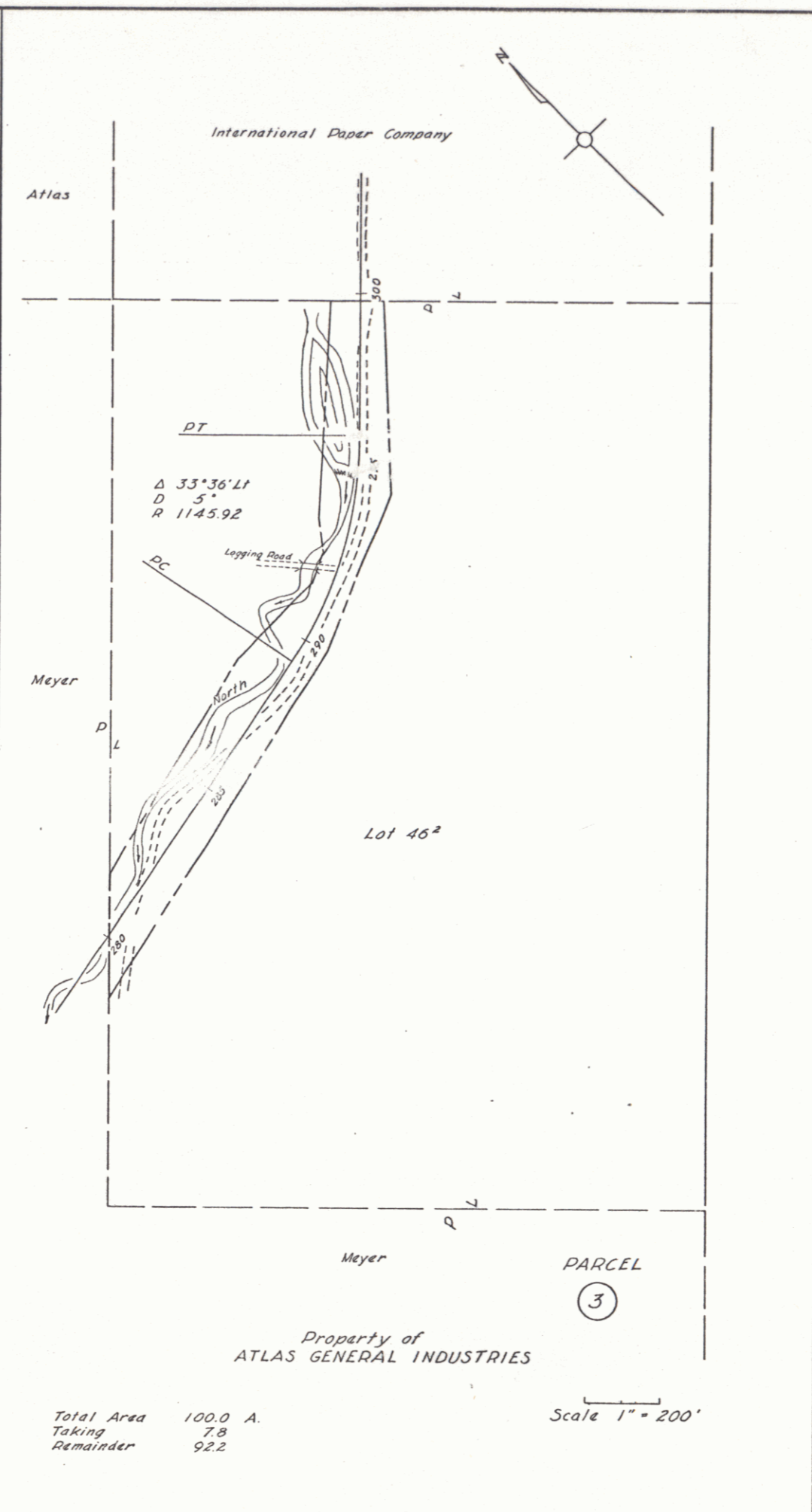
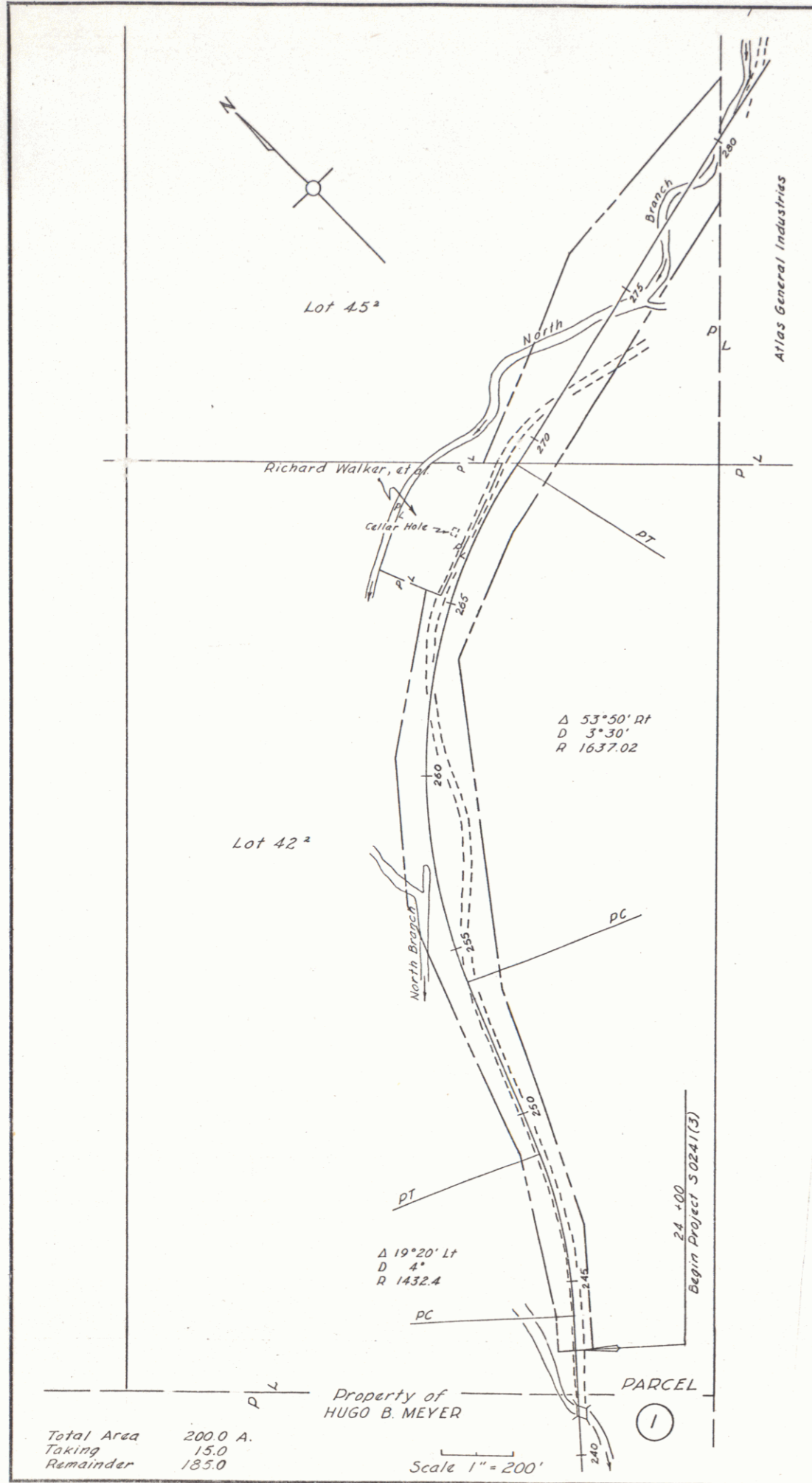


Property of  
RICHARD WALKER, RICHARD C. SARGENT  
AND DAVID GARBUTT

Total Area 1.7 A.  
Taking 0.4  
Remainder 1.3

Scale 1" = 200'

SURVEYED BY	DATE
DRAWN BY <i>W. L. L...</i>	DATE <i>12/10/63</i>
TRACED BY	DATE
ELMORE NO. S 0241 (3)	
SHEET <i>(2)</i> OF 3	



SURVEYED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY W. Lowe DATE 12/1/63  
 TRACED BY \_\_\_\_\_ DATE \_\_\_\_\_

ELMORE  
 PROJ. NO. 5 0241 (3)  
 SHEET 3 OF 8

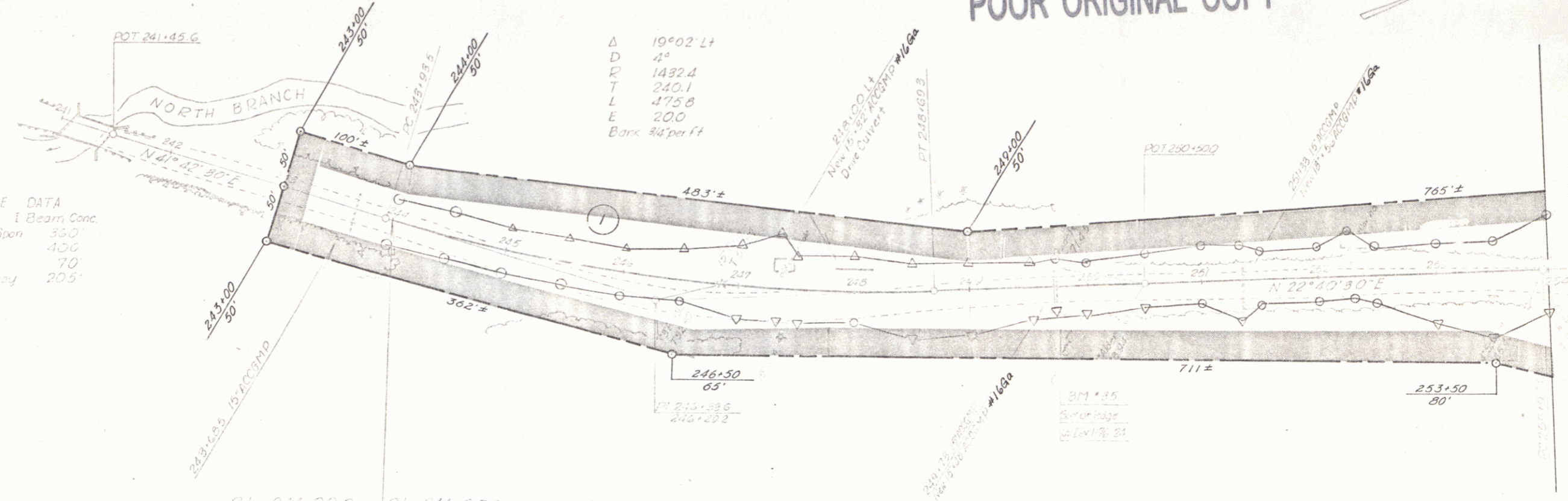
CONSTRUCT DRIVE LT 248+00  
 TWO CABLE GUARD RAIL LT 251+03-254+00  
 STONE FILL (LIGHT TYPE) LT 253+75-254+00

POOR ORIGINAL COPY

BRIDGE DATA  
 Type 1 Beam Conc  
 Clear Span 350  
 OA 400  
 Height 70  
 Roadway 20.5'

Δ 19°02' LT  
 D 4'  
 P 1432.4  
 T 240.1  
 L 475.8  
 E 200  
 Bank 34' per ft

NOTE  
 ALL DRIVES WILL HAVE A  
 MIN. WIDTH AND A  
 10 FT. RADIUS



PROJECT: [illegible]  
 DATE: [illegible]  
 DRAWN BY: [illegible]

11

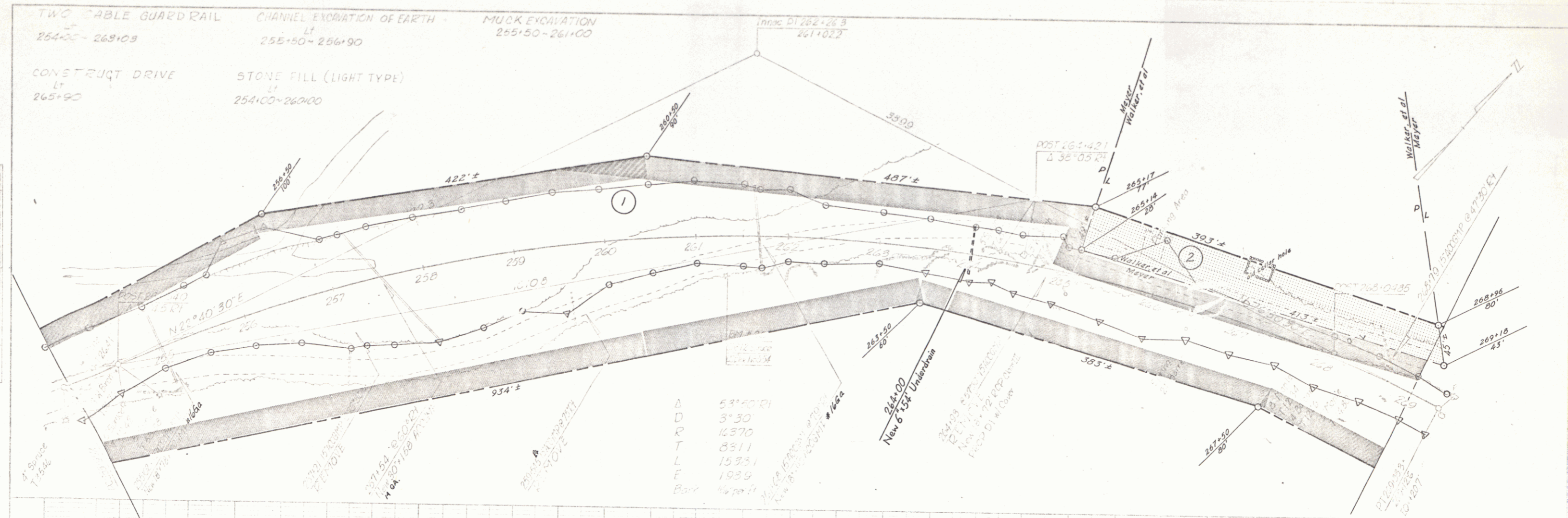
TWO CABLE GUARD RAIL  
264+00 - 269+00

CHANNEL EXCAVATION OF EARTH  
LT  
255+50 - 266+90

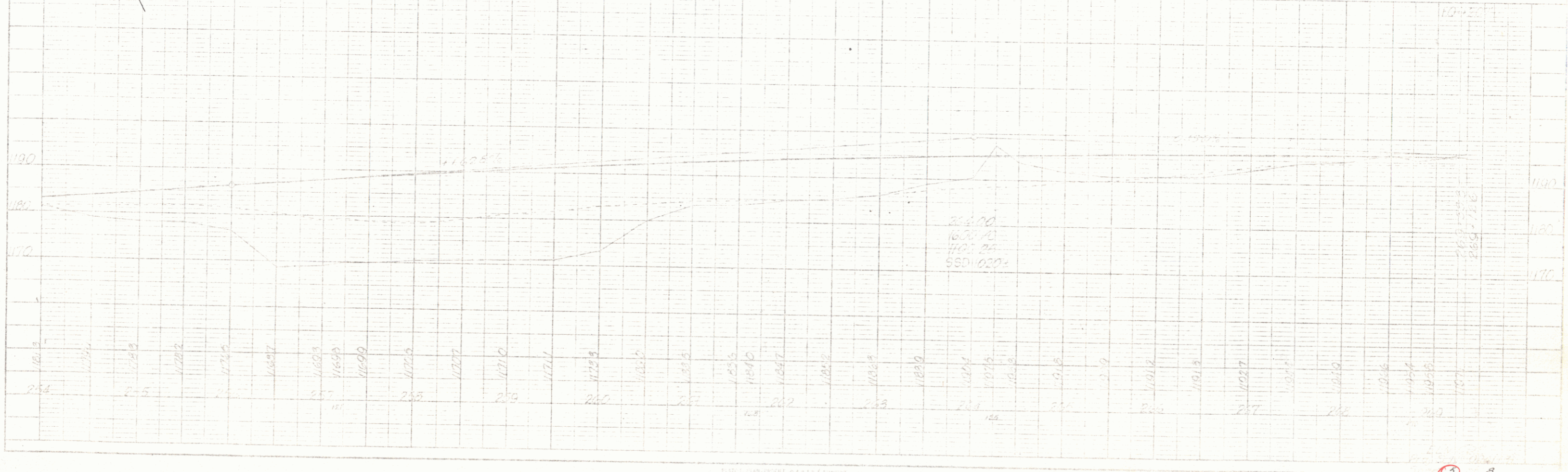
MUCK EXCAVATION  
265+50 - 261+00

CONSTRUCT DRIVE  
LT  
265+90

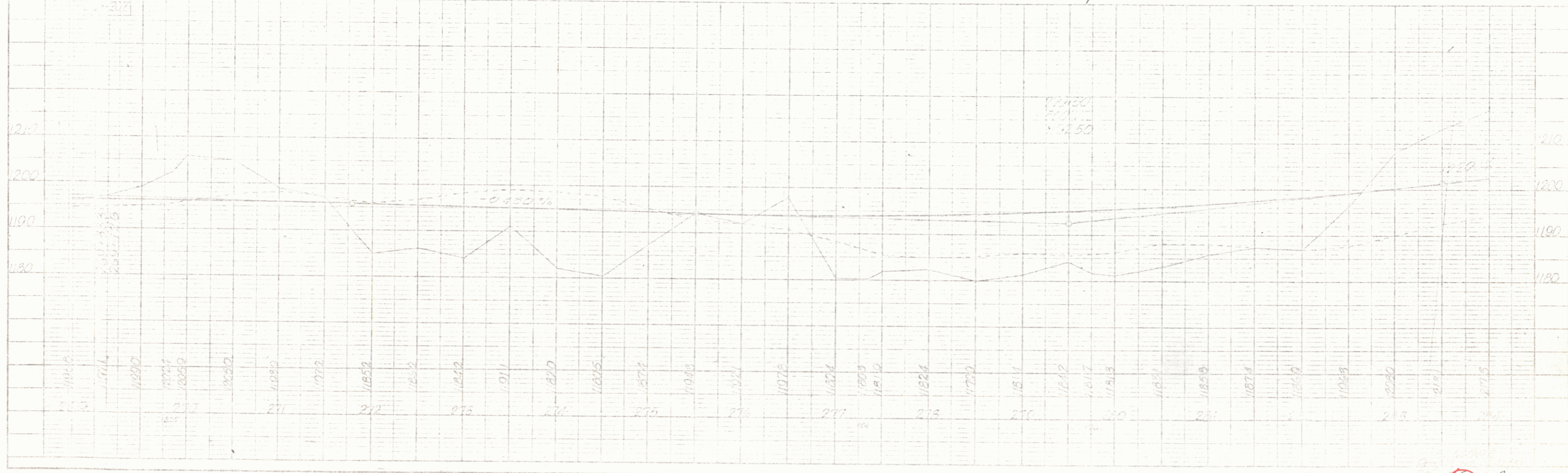
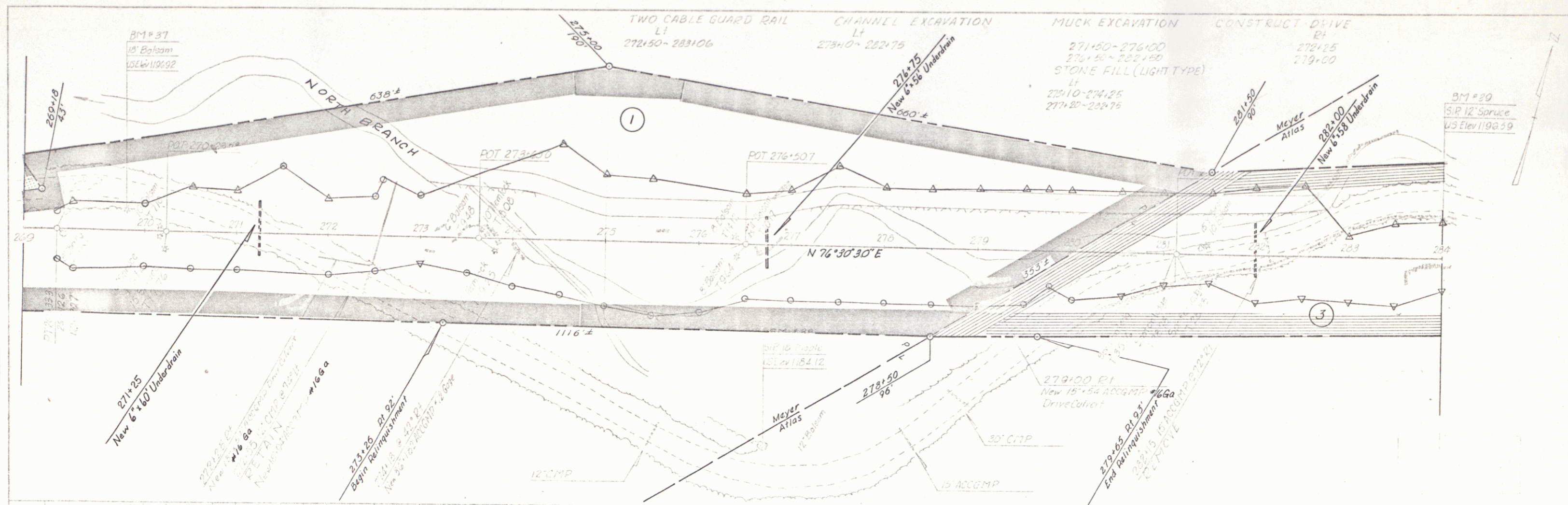
STONE FILL (LIGHT TYPE)  
LT  
254+00 - 260+00



A	59' 40" (R)
D	3' 30"
R	16370
T	8311
L	15331
E	1934
Base	1678 ft



3

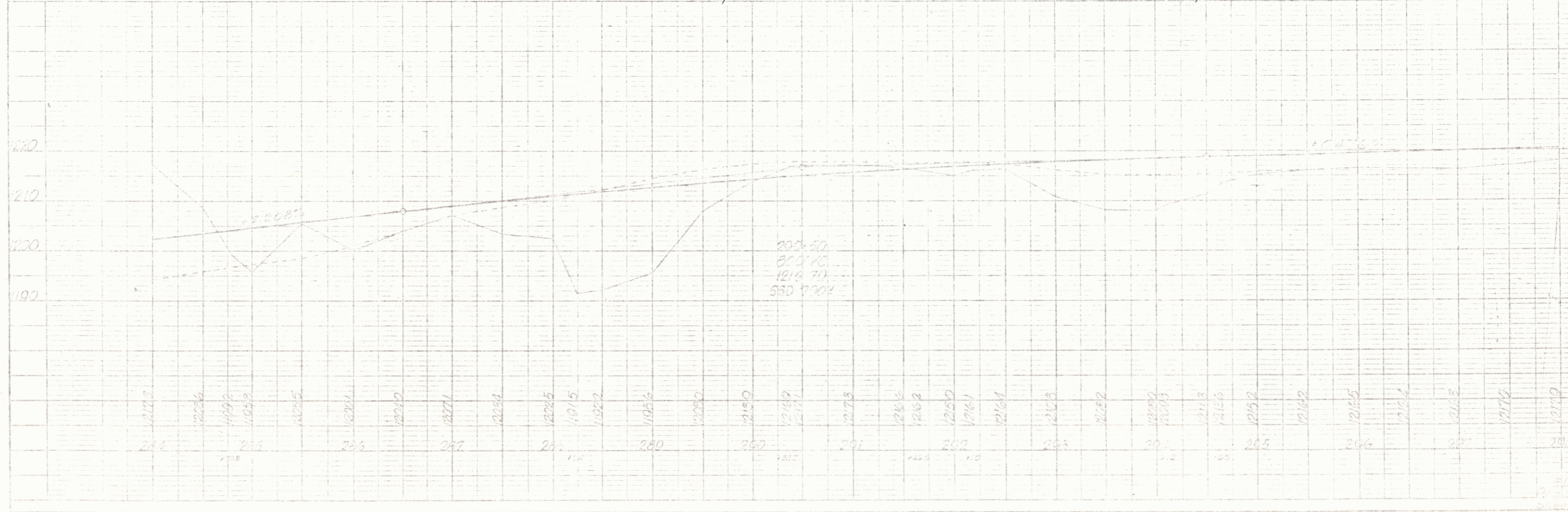
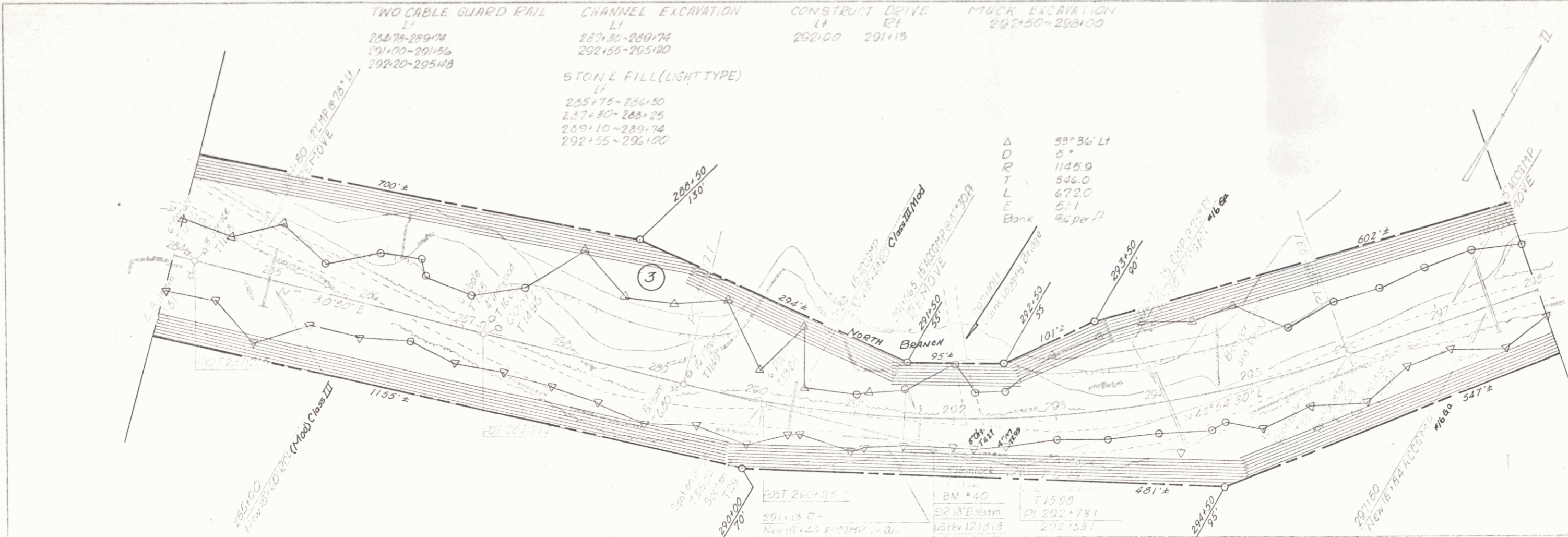


PLAN

DATE	10/15/10
BY	J. J. [unclear]
CHECKED BY	[unclear]
SCALE	AS SHOWN

PROFILE

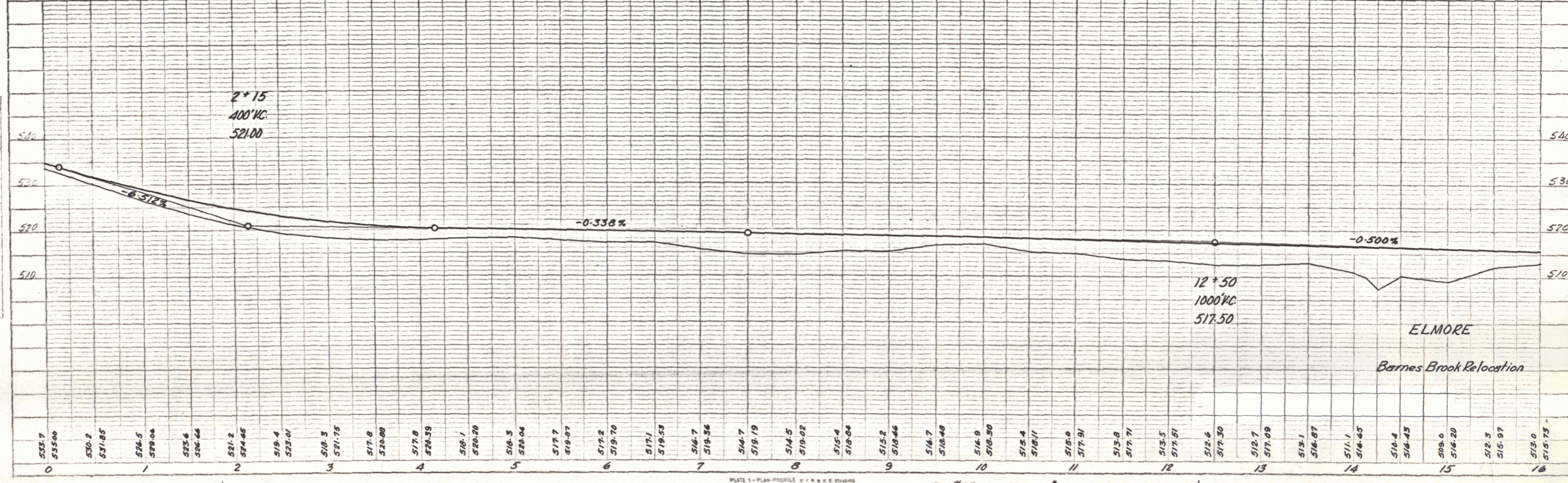
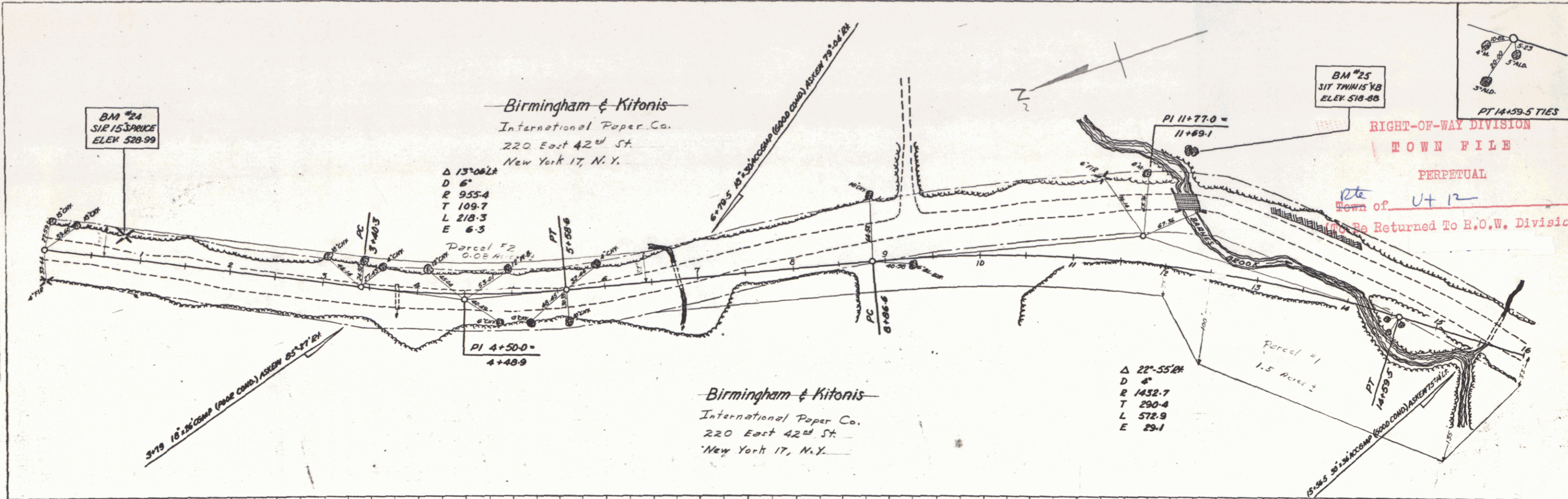
DATE	10/15/10
BY	J. J. [unclear]
CHECKED BY	[unclear]
SCALE	AS SHOWN





PLAN  
 SURVEYED BY  
 ALVARO CHIRIACO  
 DATE BOOK  
 10/15/1953  
 SHEET NO.  
 16

PROFILE  
 SURVEYED BY  
 ALVARO CHIRIACO  
 DATE BOOK  
 10/15/1953  
 SHEET NO.  
 16



BM #24 SIT 15' Spruce 23' Lt Sta. 0+81 Elev. 528.99

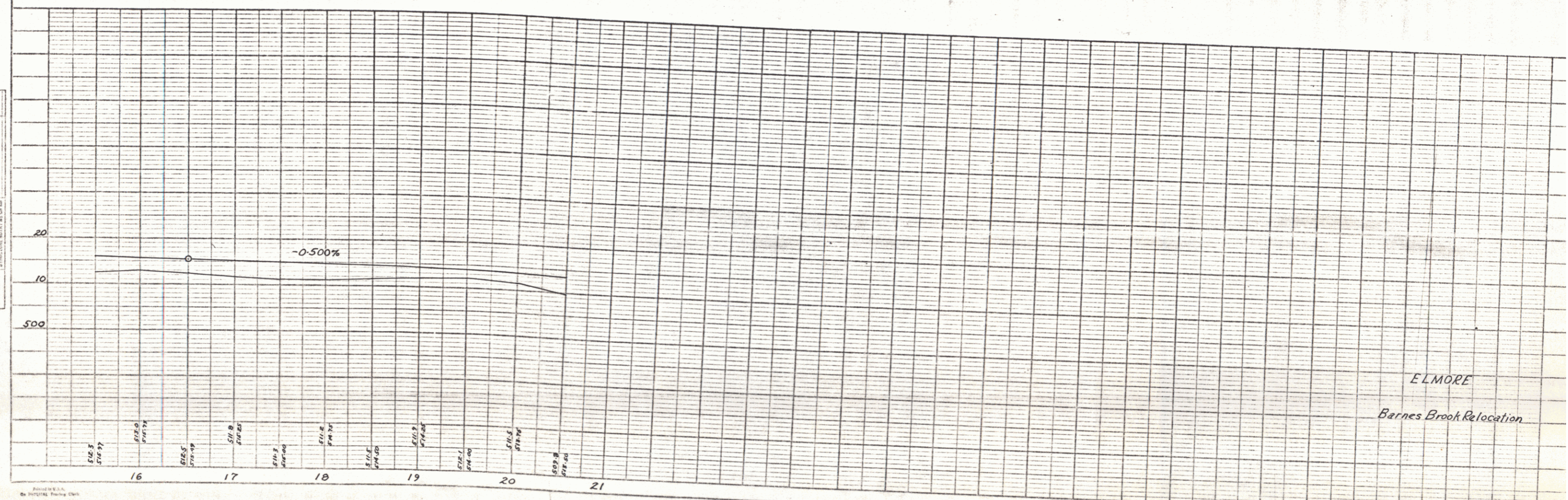
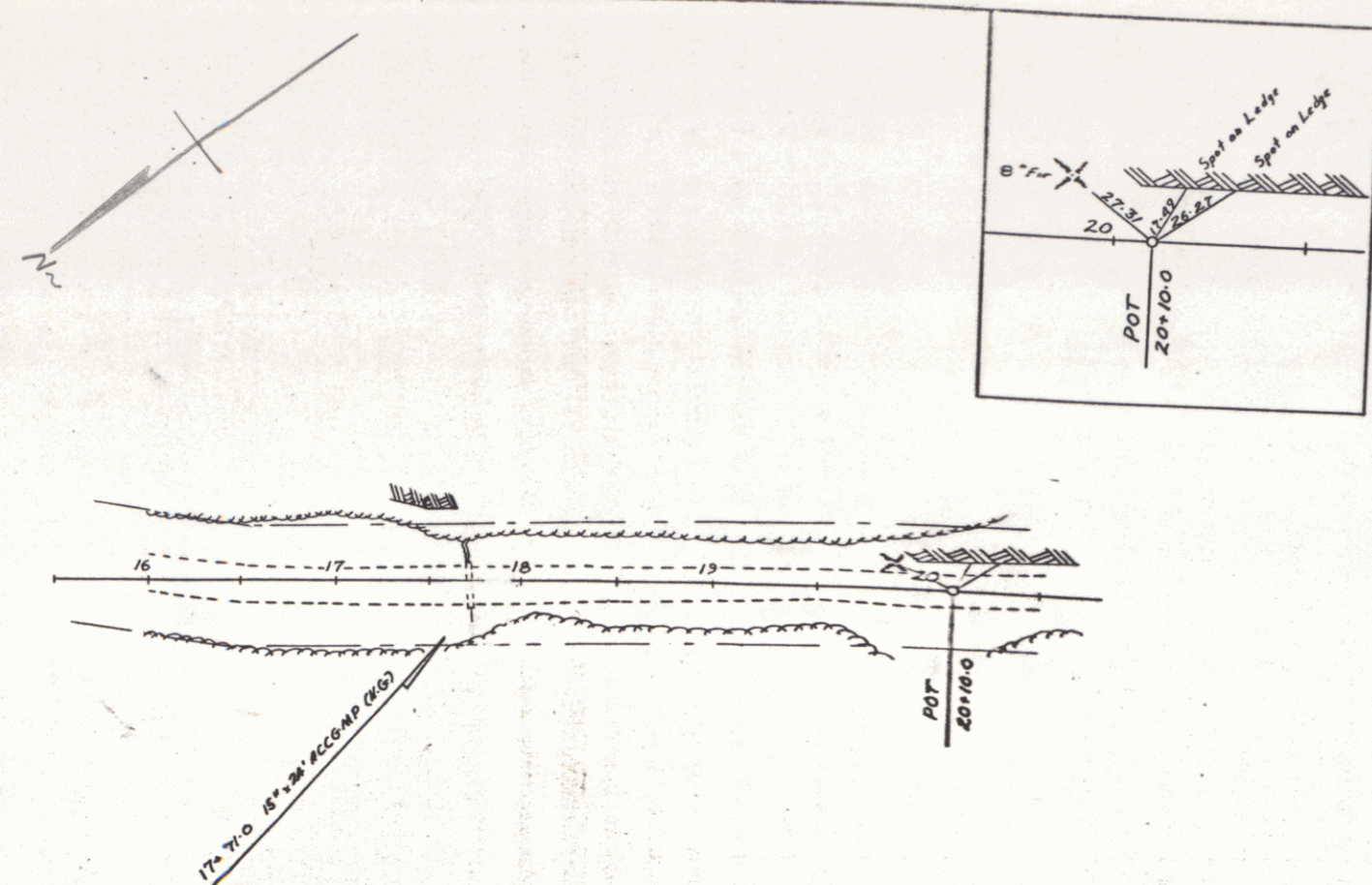
BM #25 SIT Twin 15' YB. Elev. 518.88 92' Lt Sta. 11+70

SHEET 1

16

PLAN	DATE	BY
DATE	BY	BY
DATE	BY	BY
DATE	BY	BY
DATE	BY	BY

PROFILE	DATE	BY
DATE	BY	BY
DATE	BY	BY
DATE	BY	BY
DATE	BY	BY



ELMORE  
Barnes Brook Relocation

PLATE 1-PLAN-PROFILE - P. A. STANDARD  
RICHARDSON ENGINEERING CO., Chicago, Ill. U.S.A.

SHEET 2

17