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PROJECT NAME & NUMBER TYPE PAVEMENT AREA
THETFORD RS 0171(1) BITUMINOUS CONCRETE 3,667 S.Y.

RECORD PLANS

MATERIALS

SUBBASE OF GRAVEL — MILLER PIT — NORWICH, VT.
SUBBASE OF SAND — LA MOUNTAIN PIT — THETFORD, VT.
PLANT MIXED BASE COURSE (213) — L.M. PIKE, PLANT 803 — THETFORD, VT.
TACK COAT, TYPE RI — ATLANTIC OIL CO. — ALBANY, N.Y.
BITUMINOUS CONCRETE — L.M. PIKE, PLANT 804 — LEBANON, N.H.
METAL CULVERT PIPE — NORTHEASTERN CULVERT CORP. — WESTMINSTER, VT.
C.I. COVER FOR FL. BASIN — E.L. LEBARON FOUNDRY CO. — BROCKTON, MA.
GUARD RAIL & EROSION CONTROL ITEMS — S.T. GRISWOLD & CO., INC. — WILLISTON, VT.

CONTRACTOR
TUCKER CONSTRUCTION CORP.
LUDLOW, VT.
RES. ENGINEER — SAMUEL T. MORRIS.
RECORD PLANS — A.G. SPIDLE.

CONTRACT
DATED — DECEMBER 18, 1970.
STARTED — APRIL 1, 1971.
COMPLETED — JULY 9, 1971.
ACCEPTED — JULY 9, 1971.

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

Form DR 113 A

PERPETUAL
TOWN FILE
RIGHT-OF-WAY DIVISION

5.87 to 6.N
3 Rds

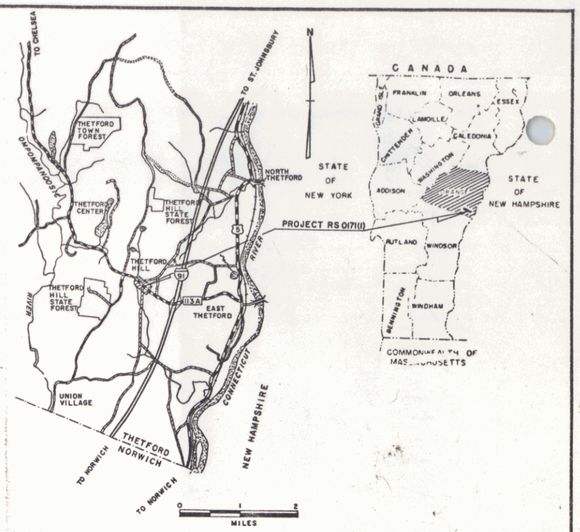
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

FEDERAL AID SECONDARY PROJECT

TOWN OF THETFORD
COUNTY OF ORANGE
E. THETFORD - CHELSEA ROAD
VERMONT ROUTE 113

BEGINNING AT A POINT APPROXIMATELY 6.6 MILES SOUTHEASTERLY OF THE WEST FAIRLEE-THETFORD TOWN LINE AND EXTENDING SOUTHEASTERLY 0.284 MILE.
LENGTH OF PROJECT 1500 FEET = 0.284 MILE



MP 6.529

STA 987+00
BEGIN PROJ. RS 0171(1)

1968 ADT = 835
1988 ADT = 2380
1988 DHV = 335
V = 40 MPH
D = 53.6%
T = 6%

MP 6.813

STA. 1002+00
END PROJ RS 0171(1) BEGIN PROJ. I-91-2(7) C-4

SURV POT 980+29.0 =
REV PC 979+94.8
E.Q. +34.2'

TO CHELSEA VT. RTE 113-A

LOCATION OF FEDERAL AID CONSTRUCTION IDENTIFICATION SIGN

CONSTRUCTION AREA
STA. 983+85 - 1002+00

LOCATION OF FEDERAL AID CONSTRUCTION IDENTIFICATION SIGN

RAMP "C"
RAMP "D"
RAMP "A"
RAMP "B"
TO E. THETFORD VT. RTE 113-A
2.91 TO WHITE RIVER JCT.
0
200
FEET

CONVENTIONAL SIGNS

POINT OF ACCESS
LIMITS OF ACCESS
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
F.A. CONSTRUCTION IDENTIFICATION SIGNS

THETFORD RS 0171(1)
CONTRACTOR — TUCKER CONSTRUCTION CORP.
LUDLOW, VT.
RES. ENG. — SAMUEL T. MORRIS
CONST. COMPLETED — JULY 9, 1971.

BENCH MARKS BASED ON USGS ELEVATIONS

SLOPE RIGHTS

GROUND ELEVATION
GRADE ELEVATION

CURVE DATA

DEFLECTION OF 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.
POINT ON SUB-TANGENT	P.O.S.T.
R.O.W. LIMITS	

FOR RIGHT OF WAY DETAILS, SEE RIGHT OF WAY PLANS FOR THIS PROJECT.

NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND IN REVIEW THE FIELD BOOKS OR THE ESTIMATE FILE.

THESE PLANS ARE SUBJECT TO SUCH REVISIONS, AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER.

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.

APPROVED	W.M. Smith	APPROVED	W. Chase	APPROVED	R.C. Lubner	APPROVED	S.R. Jennings	APPROVED	G.W. Lane	APPROVED	E.H. Tilney
	SECONDARY ENGINEER		DISTRICT ENGINEER		CONSTRUCTION ENGINEER		DIRECTOR R.O.W. & C.E.		HIGHWAY ENGINEER		ASST. CHIEF ENGINEER
DATE	15 Oct. 1969	DATE	10/15/69	DATE	16 Oct 69	DATE	16 Oct 69	DATE	10/15/69	DATE	10/15/69

APPROVED _____ CHIEF ENGINEER
DATE Oct 16, 1969
SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED Pin 00R456
DIVISION ENGINEER DATE

PROJECT RS NO 0171(1)

SHEET 1 OF 36 SHEETS

CONSTRUCT DRIVE
Lt Rt
985+60 986+90
986+60
992+50
Appr ~~3+00~~ @ 2+50
989+08.1 Lt

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
985+50 ~ 988+25

STANDARD STEEL BEAM GUARD RAIL with STEEL POSTS
Lt 984+92 ~ 985+28
Rt 984+90 ~ 985+86

CONSTRUCT APPROACH
Lt 989+08.2

CONSTRUCT PAVED GUTTER
(with Bituminous Concrete - 3' wide)
Rt 986+20 ~ 987+25
986+60 ~ 986+23

REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL
Lt 984+96 ~ 985+18
Rt 985+02 ~ 985+74

P.O.T. 6+00.0

TBM 1
SIR 12" W.B.
Elev. 779.76

TH #9 5+00
25"

TH #9
Dead End

Approx. Aerial Utility Reloc. Rte.
by CVPS & NET

Barker
Cowles

APPR PT 1+62.5
1+58.2

TH #9 2+81
33"

TH #9 2+00
40"

TH #9 1+30
40"

TH #9 2+00
30" C

Woods

Woods Dr.

Appr 9+50 Lt
New 15"ø Pipe Culvert
CMAP, 040, RCP, Class III

New 15"ø Pipe Culvert
CMP, 064

TH #9 2+62.2
15" CGMP 24' Drive Pipe

PT 2+62.2

APPR. CURVE DATA
Δ 28°-31' Rt
D 14°-00'
R 409.3'
T 104.0'
L 203.7'
E 13.0'
Bank 3/8" in 12"

BM # 10
SIR 12" M.
U.S Elev 821.80

Rev. PI 983+40.1
983+23.9

Surv. PI 983+74.3
983+38.8
Δ 29°-52' Rt
D 4°-30'

983+50
33"

1½ S.F. Ho.

985+12
33"

985+16
15"

985+40
40"

985+48
21"

985+85.60' CGMP @ 69° Rt.
Retain

Barker
Thetford

Surv. PT 986+98.4
986+65.3
EQ +33.1
℄ (Field EQ)
Historical

New 15"ø Pipe Culvert
CMAP, 040, RCP, Class III
CMP, 064

Society

988+50
60"

989+57
60"

Approx. Aerial Utility Reloc. Rte.
by CVPS & NET.

PC 0+58.5

Waste

Frog Pond

Lawn

Thetford Academy Lighthse

993+66
60"

993+69.1' CGMP
Remove

923+98.7 to
New 18"ø CMAP, 040 S.H.

B.M. # 12-A
SIR 15" in.
El. 773.93

Vt. Grid

Surv. POT 980+29.0 = Rev. PC 979+94.8
EQ +34.2

Vt Rte 113
to Chelsea

Max Schoen Estate

24" Stump
10.3 S

6" Ash
30.7 W

S 12° 26' E

18" Spr
24" E

24" E

983+20 12" RCP @ 42° Rt

983+50
33"

Sta 983+85.0
Begin Approach Construction

1k S. Brick Ho.

987+00
50"

996+69
33"

Rev PT 986+69.2

Guy Pole

3" Pop

6" Ash
TS 5.7

8" Ash
TS 10.7

BM # 11
SIR 18" M.
U.S. Elev. 813.03

Surv. POT 989+10 =
TH-9 POT 0+00
Δ 90°

Rev POT 989+08.2
Appr POT -(0+04.9)
Δ 89°-31' Rt

Sta 987+00.0
BEGIN PROJECT RS0171(1)
Construct Satisfactory Approach

BM # 12
SIR 18" Oak
U.S. Elev. 772.76

REV. CURVE DATA
Δ 30°-21' Rt
D 4°-30'
R 1273.2
T 345.3
L 674.4
E 46.0
Bank 3/8 in 12 (Mod.)

NOTE:
Drives are to be constructed with a minimum width of 12 feet and a flare radius of at least 20 feet.

All existing pavement within 2 feet of the subgrade shall be thoroughly scarified and broken up, payment to be included under the bid price of Common Excavation, Item 103-A-1

SCALE
0 50 100
FEET

Schoen
Thetford Academy

SURVEYED BY Jillson DATE 4
DRAWN BY Perkins DATE 6
TRACED BY Perkins DATE 9-3-69

THETFORD
PROJ. RS NO. 0171(1)
SHEET 7 OF 36

D-7

CONSTRUCT DRIVE
Lt Rt
985+60 986+90
986+60
992+50
Appr 3+00 @
989+08 Lt

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE
985+50 ~ 988+25

STANDARD STEEL BEAM GUARD RAIL with STEEL POSTS
Lt Rt
984+96 ~ 985+28 984+90 ~ 985+86

CONSTRUCT APPROACH
Lt
983+081

BITUMINOUS CONCRETE SURFACE for GUTTERS AND TRAFFIC ISLANDS (3' Wide)
Lt Rt
986+20 ~ 987+10

REMOVAL AND DISPOSAL of PRESENT GUARD RAIL
Lt Rt
984+96 ~ 985+18 985+02 ~ 985+74

POT 6+00.0

TBM 1
SIR 12 W.B.
Elev. 779.76

CONLEE BARKER

APPR PI 1+62.5
1+38.2

5+00 TH 9 25'
5+00 TH 9 0'
5+00 TH 9 25'
2+81 TH 9 33'
2+00 TH 9 40'
1+30 TH 9 40'
2+00 TH 9 50'
989+57 60'
993+66 60'

4
1B
5
6
CONLEE ACADEMY
THETFORD ACADEMY INC.
MAX SCHOEN ESTATE
THETFORD ACADEMY LIGHTNER LINE

APPR. CURVE DATA
L 231.31 Rt
D 14° 00'
R 409.3
T 104.0
L 203.7
E 13.0
Bank 3/8 in 12

WELL S.T.

BM # 10
SIR 12 M
Elev 868.87

Rev PI 983+40.1
983+23.9

Surv PI 983+76.3+
983+58.8
Δ 79° 52' Rt
D 4° 30'

Surv PC 980+34.7

BARKER

983+50 33'
985+12 33
985+16 0'
985+40 40'
983+49 4'
985+18 0'
985+43 0'
988+50 60'
986+69 33'
987+00 50'
986+52 0'

BARKER THETFORD HISTORICAL SOCIETY

1A
3
2
MAX SCHOEN ESTATE

Surv PT 986+98.6+
Rev PT 986+55.3
EQ +33.1

Begin Road Construction 983+65.0

BEGIN ROW PROJECT THETFORD
RS 0171(1) STA 983+50 33' RT

REV. CURVE DATA
Δ 130° 21' Rt
D 4° 30'
R 1273.2
T 345.3
L 674.4
E 46.0
Bank 3/8 in 12 (Mod.)

S.T.

NOTE:
Drives are to be constructed with a minimum width of 12 feet and a flare radius of at least 20 feet.

MAX SCHOEN ESTATE

BM # 11
SIR 18" M
Elev 815.03

Rev POT 982+08.1
Appr POT +(0+04.9)
Δ 89° 31' Rt

Sta 987+00.0
BEGIN PROJECT RS 0171(1)
Construct Satisfactory Approach

SCALE

VERMONT DEPARTMENT OF HIGHWAYS
RIGHT - OF - WAY PLANS
PROJECT THETFORD
NO RS 0171(1)
SHEET 7A OF

3.

CONSTRUCT BERM
998+75 Rt. ~ 1000+35 Rt.

CONSTRUCT APPROACH
Rt.
994+94

CONSTRUCT DRIVE
Lt.
994+50
998+15
998+83
Rt.
998+45
1001+20

Rev. CURVE DATA
Δ 11°-00" Lt
D 3°-00"
R 1909.9'
T 183.9'
L 366.7'
E 8.8'
Bank 7/16" in 12"

Rev. PC 994+17.2
Surv. PC 994+18.3 =
Surv. Appr. 0+00.0
Surv. PC 997+22.5
Surv. PT. 996+33.3
Rev. PT 997+83.9
Rev. PI 1001+49.2
Surv. POST 1001+49.0
Surv. PI 1000+50.0
1000+50.0
Δ 2°-11' Rt
D 0°-20'
Surv. P.T. 1003+77.5
POT 1005+54.87
PC 1008+13.07
Rev. 994+23.3 =
Appr. Surv POT 0+11.5
Δ 53°-31' Rt
Rev. PC 01+45.9
Rev. PI 996+01.1 =
996+00.0
Surv. PI 995+26.0 =
995+25.6
Δ 6°-36' Lt
D 4°-00'
Rev. Appr. PI 1+43.2 =
Surv POT 1+37.5
Rev. PT 2+34.8
Appr. POT 3+50
TH #40 2+50
TH #40 2+50
Rev. Appr. 0+73 Rt @ 3'12" CMP
N.I.C. Remove @ 994+39 50'
994+50 68'

APPR. CURVE DATA
Δ 34° Lt
D 18°
R 318.31'
T 97.3'
L 188.9'
E 14.5'
Bank 5/16" in 12"

REV. CURVE DATA
Δ 4°-06' Rt
D 1°
R 5729.58'
T 205.1'
L 410.0'
E 3.7'
Remove Crown

998+15 L 15" ACCGMP REMOVE
998+35 R 15" NEW 15" ACCGMP
CMAP 060 w/ RCP Connection
CSMP, 06# 5.14
998+45 L 15" ACCGMP
CMAP 060 w/ RCP Connection
CSMP, 06# 5.14
998+45 L 48" Pipe Opt.
CMAP 060 w/ RCP Connection
CSMP, 06#
1000+06 L 12" CMP @ 56°-30" Rt
12" NEW @ 12" CMAP, 060 @ 5.14

Rev. PC 999+43.1
Δ 38°-15'-40" Rt Cur
CMAP 060, RCP
CSMP, 06# 4.64

7' Dia. Conc. Block Spring

Lightner
State of Vermont
Woods
Woods
State of Vermont
Dart
Project Marker
Approx. Aerial Utility Reloc. Rte. by CVPS & NET
BM #13
SIR 36" Pine
U.S. Elev. 737.84
Well
Septic Tank
Grd. Pipe
Gr. Pipe
Overhead Pr.
Grid
Yr

1005+50
New 42"x174 ACCGMP .109

CONSTRUCT PAVED GUTTER
(with Bituminous Concrete)
Lt
1000+00 - 1001+75.82
Rt
998+75 - 1000+35.32

POT 1007+46.62

1009 Vt. Rte 113-A
to E. Thetford

SCALE
0 50 100
FEET

STA. 1002+00
END PROJECT
RS0171(1)
BEGIN PROJECT
I91-2(7) C-4

NOTE:
999+00Lt - 1002+00Lt
SAVE PINE TREES

-2.443%
6" Underdrain
-9.710%
-0.500%

TH #40 APPROACH
ML 994+94
773.82
774.82
-0.229%
ML
0+0
1+0
2+0

999+0
763.90
500' VC
K=69
SSD=310

1006+0
675.93
600' VC
K=69

SCALE
HORIZ 0 50 FEET
VERT 0 5 10 FEET

THETFORD
Proj. No. RS 0171(1)
Sheet 3 of 36 Sheets

770 760 750 740 730 720 710 700 690

994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009

PLATE 1, PLAN-PROFILE
KOPPERS & ESSEX CO.

4

POOR ORIGINAL COPY

CONSTRUCT BERM (4 FEET WIDE)
998+75 RT ~ 1001+35 RT

CONSTRUCT APPROACH
Rt
994+94

CONSTRUCT DRIVE
Lt
994+50
998+17
998+90
Rt
1001+00
1000+50
1001+20

Rev. CURVE DATA
Δ 11° 00' Lt
D 3° 00'
R 1909.9
T 189.9
L 366.7
E 8.8
Bank 7/16" in 12"

Surv. PC 994+18.3
Surv. Appr. 0+00.0

Surv. PC 997+22.5

Surv. PT 996+33.3

Rev. PC 994+22.2

Rev. PT 997+83.9

998+15.4 ± ASCEND
PROFILE GRADE
CENTER LINE
CURVE
Cl MP 66.6

O WELL

O S.T.

1000+64.4 ± Cl MP & 36" R/L
998+78.6 ± Cl MP & 36" R/L
CENTER LINE
Cl MP 66.6

Rev. PI 1001+49.2
Surv. POST 1001+49.0

Surv. PI 1000+50.0
1000+50.6
Δ 2° 11' Rt
D 0° 20'

Surv. PT 1003+77.5

POT 1005+54.87

BM #14
STA 76 Rt
Elev. 703.47

12" ACCAMP @ 92° Lt

O Septic Tank

Pc 1008+13.07

LIGHTNER

STATE OF VERMONT

997+00
60'

999+00
35'

1001+50
35'

200'

250'

715'

407'

(325)

(60)

(138)

994+33
8'

994+61
39'

994+39
30'

994+50
68'

995+50
60'

999+50
60'

1000+19
30'

1000+19
39'

131'

DART

LIGHTNER 6

7

2

8

SCHOENBERG INC

THETFORD ACADEMY

168'

2+50 TH 40
25'

2+50 TH 40
25'

APPR CURVE
Δ 34° Lt
D 18°
R 318.31
T 97.3
L 188.9
E 14.5
Bank 5/16" in 12"

END ROW PROJECT THETFORD
RS 0171(1) STA 1000+50 50' Rt

KEY REVISION DATA
Δ 1° 08 Rt
D 1° 0'
R 5729.58
T 208.1
L 410.0
E 3.7
Remove Crown

BM #13
STA 36" Pine
Elev. 737.84

Rev. PT 1001+49.2

1005+50
New 42" CMP & HDWL

BITUMINOUS CONCRETE SURFACE
FOR GUTTERS AND TRAFFIC ISLAND
Lt
1000+00 ~ 1001+75

SCALE
0 50 100
FEET

VERMONT DEPARTMENT OF HIGHWAYS
RIGHT - OF - WAY PLANS
PROJECT THETFORD
NO. RS 0171(1)
SHEET ____ OF ____

STA 1002+00

END PROJECT
RS 0171(1)

BEGIN PROJECT
LM-2(17)C-4

NOTE:
999+00 Lt ~ 1001+00 Lt
SAVE PINE TREES

TH #40 APPROACH

7.44 ± %

-2.00%

-0.27%

-2.00%

SCALE
HORIZ 0 50
VERT 0 5 10

THETFORD
Dept. RS 0171(1)
Sheet 9A of Sheets

5