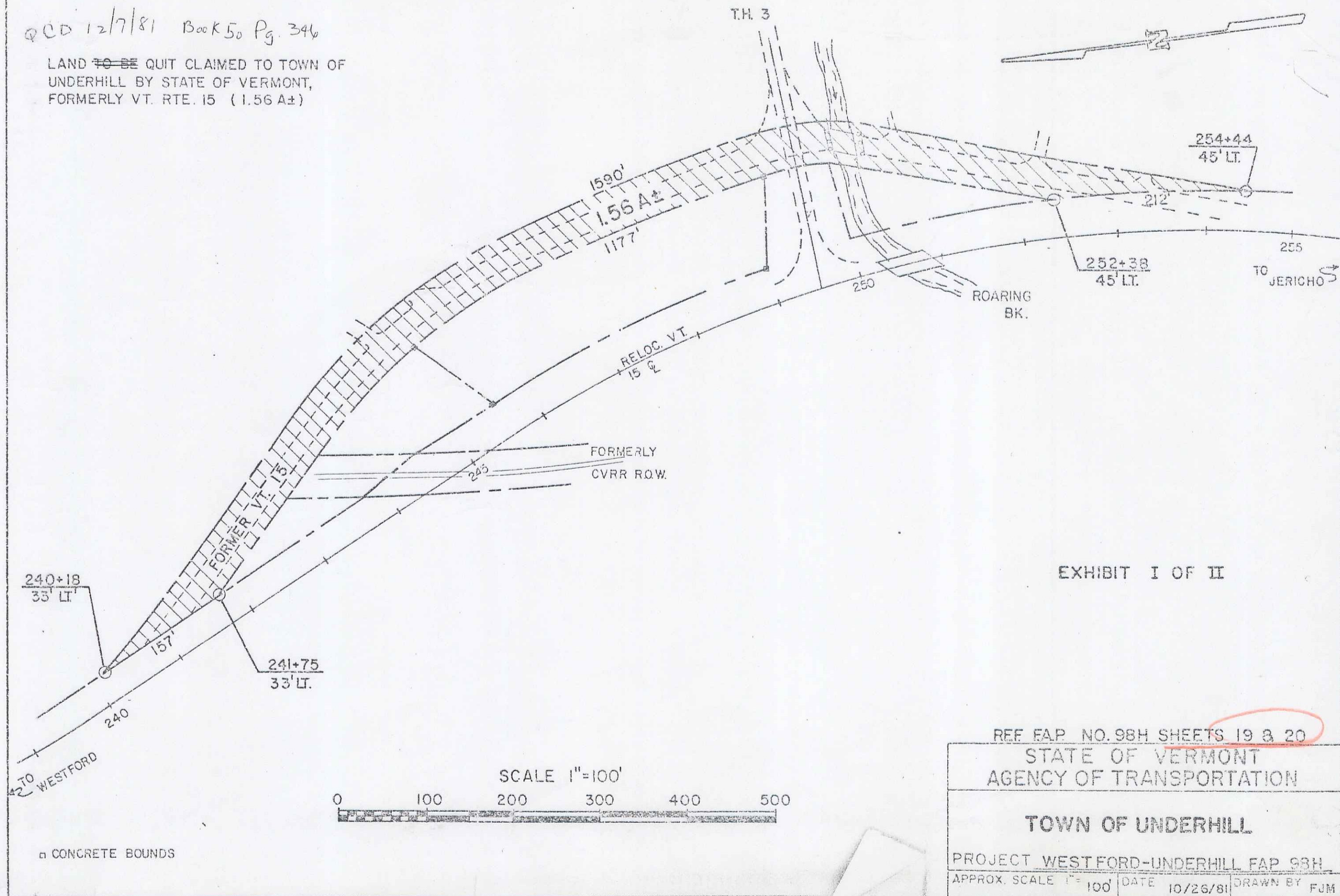
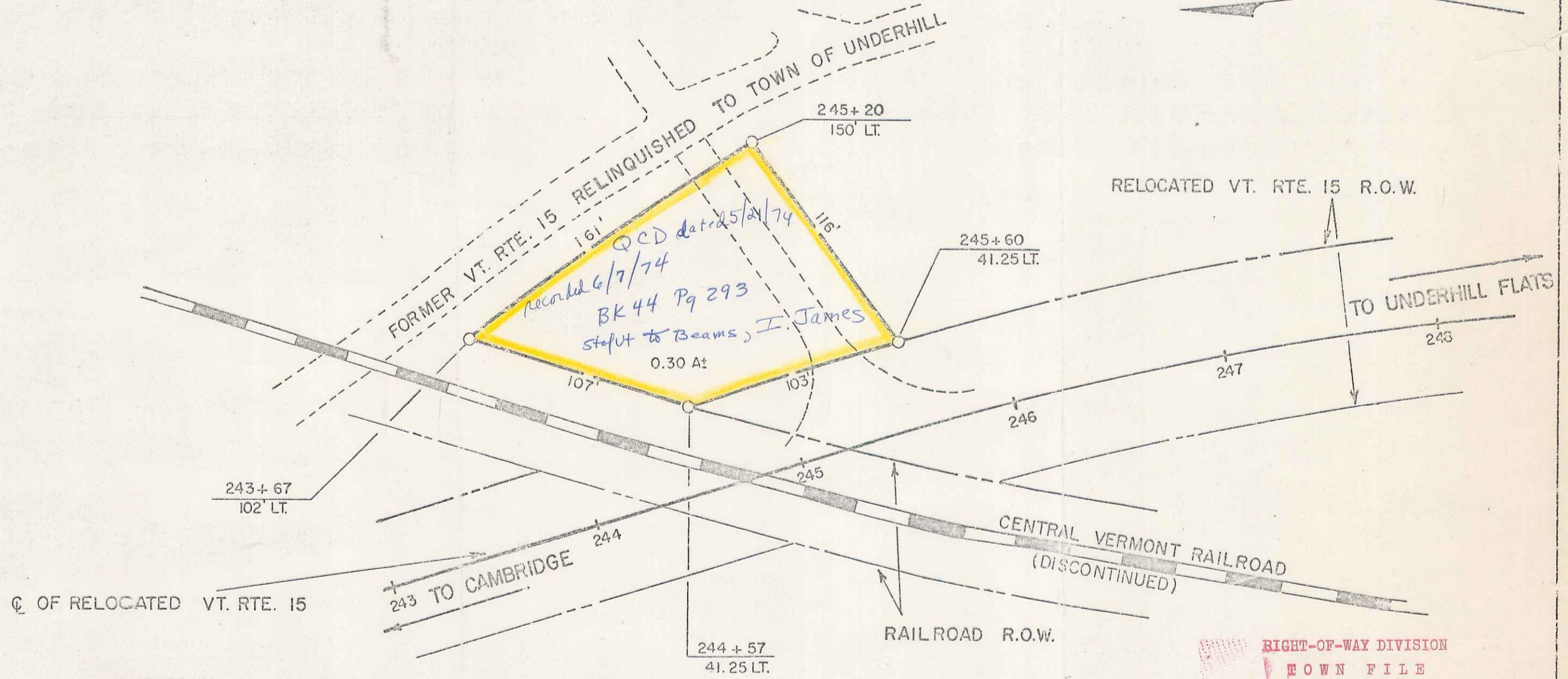
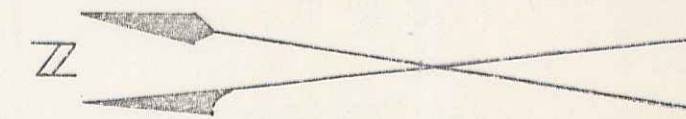


QCD 12/7/81 Book 50 Pg. 346

LAND ~~TO BE~~ QUIT CLAIMED TO TOWN OF UNDERHILL BY STATE OF VERMONT, FORMERLY VT. RTE. 15 (1.56 A±)



ACQUIRED FROM C.M. MEADE EST. BY: CCND. 4-16-38 BK. 32 PG. 537-539
ADMINISTRATORS DEED 6-11-38 BK. 33 PG. 16,17



RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of U-15
(To Be Returned To R.O.W. Division)

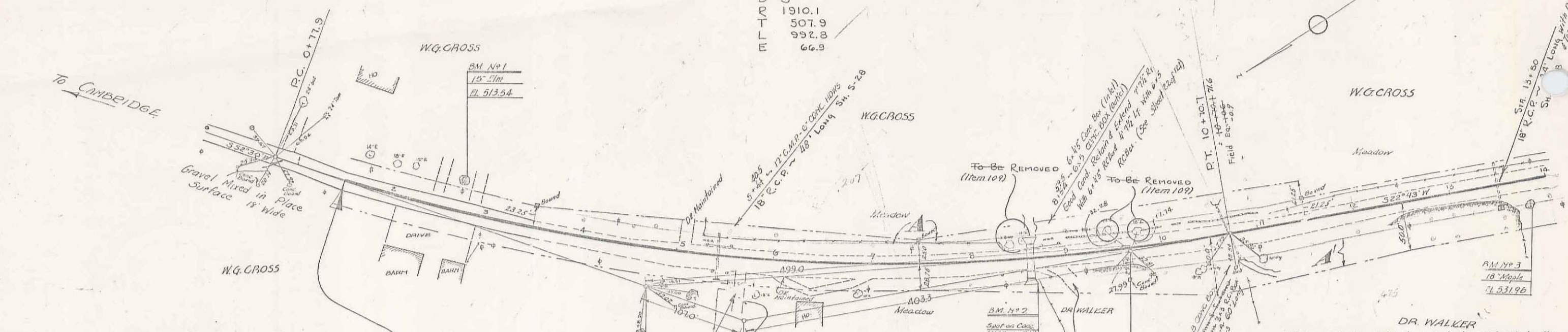
SCALE 1" = 50'



STATE OF VERMONT
DEPT. OF HIGHWAYS
TOWN OF UNDERHILL
PROJECT UNDERHILL SHEET NAME 3
APPROX. SCALE 1" = 50' DATE 4-12-74 DRAWN BY KMD

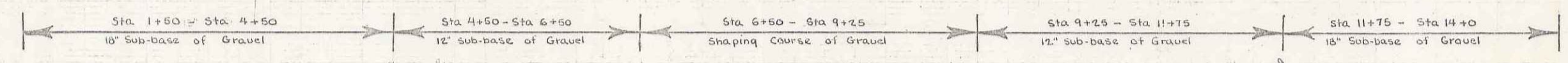
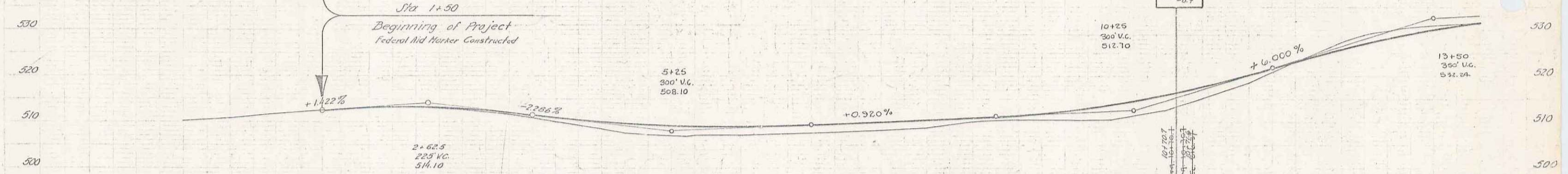
CURVE
 Δ 29° 47' LT.
 3°
 1910.1
 507.9
 992.8
 66.9

98-H 1933-4 121



PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED WESTFORD	REMARKS
A-B	Q.C.D.	4-12-33	W.G. CROSS	DR WALKER	200K 24	200' x 200' (CR. STA. 12+30)
A	Q.C.D.	7-8-33	W.G. CROSS	DR WALKER	24	200' x 200' (CR. STA. 12+30)

DR WALKER
 Where conc box culverts are to be extended, the extension shall be dowelled to the existing structure with (5) five eighth inch round deformed bars (5) feet long spaced twelve (12) inches center to center. The dowels shall extend into the existing structure a minimum distance of twelve (12) inches. The holes shall be filled with grout and the dowels forced into place. Payment for drilling holes and filling with grout shall be included in the contract unit price for "Reinforcing Steel" (Item 4.2)

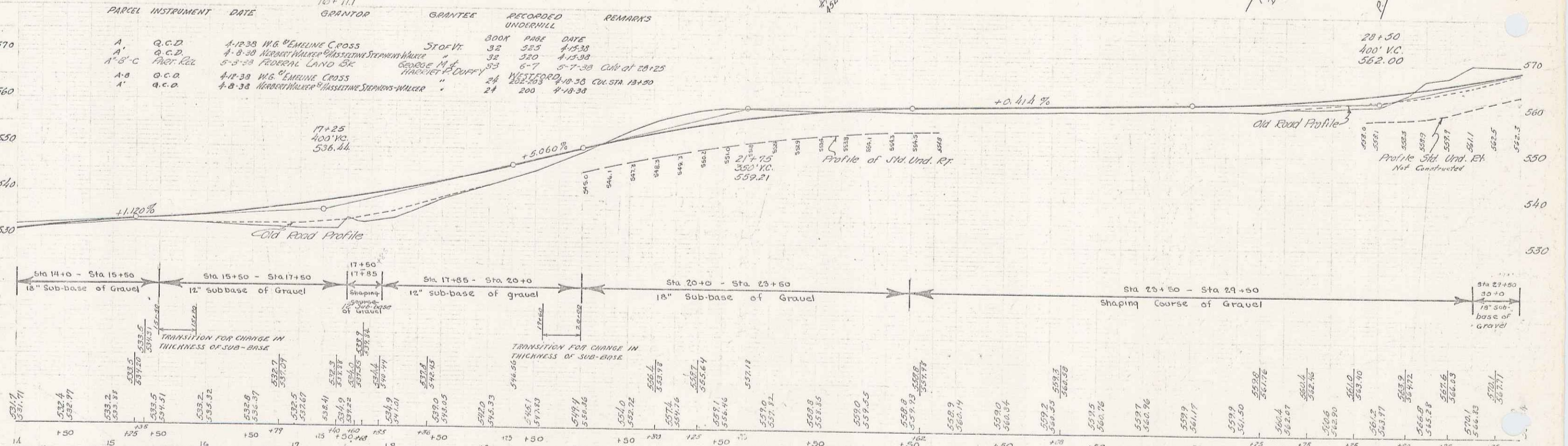
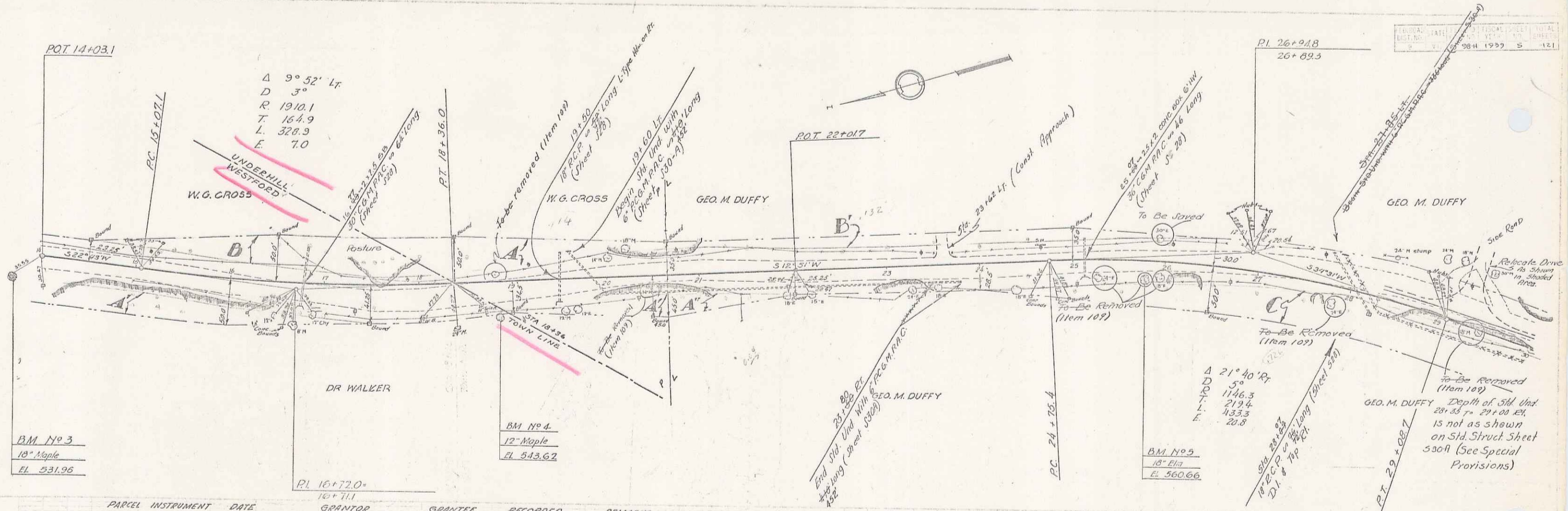


Station	Elevation	Station	Elevation	Station	Elevation	Station	Elevation	Station	Elevation
0+0	510.1	1+0	511.7	2+0	513.0	3+0	514.7	4+0	516.5
4+0	518.3	5+0	520.2	6+0	522.1	7+0	524.0	8+0	525.9
9+0	527.8	10+0	531.7	11+0	535.6	12+0	539.5	13+0	543.4
14+0	547.3								

BM No 1. Spike in root of 13" elm 29 ft left of Sta. 2+69; Elevation: 513.54.
 BM No 2. Point spot on concrete bridge rail 12 ft right of Sta. 8+00; Elevation: 513.19.
 BM No 3. Spike in root of 18" maple 23 ft right of Sta. 13+70; Elevation: 531.96.

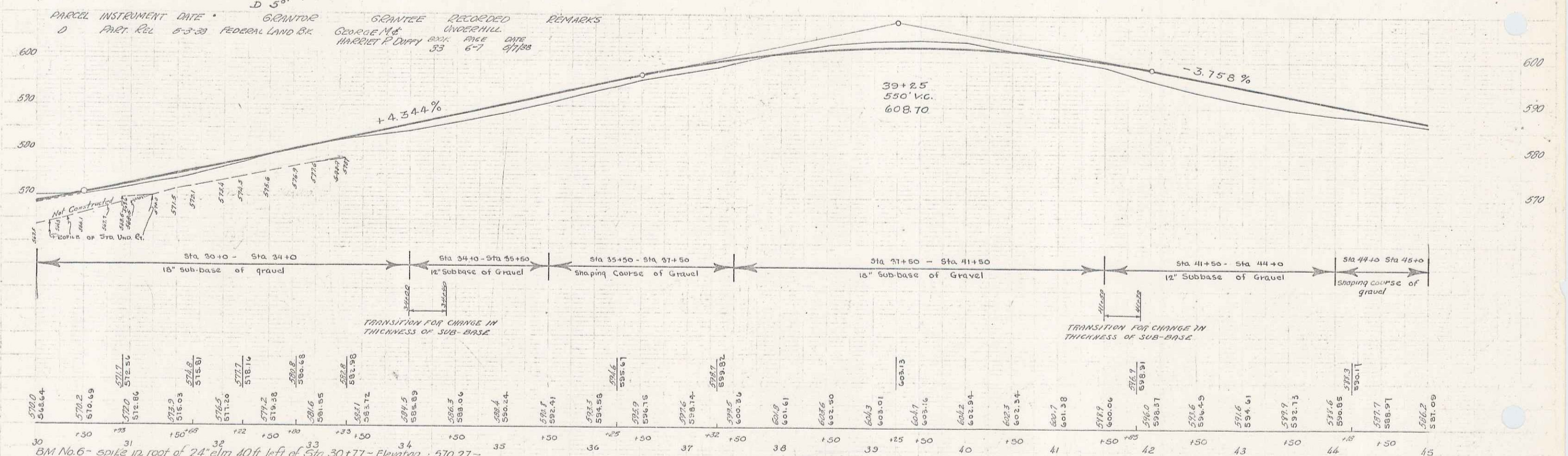
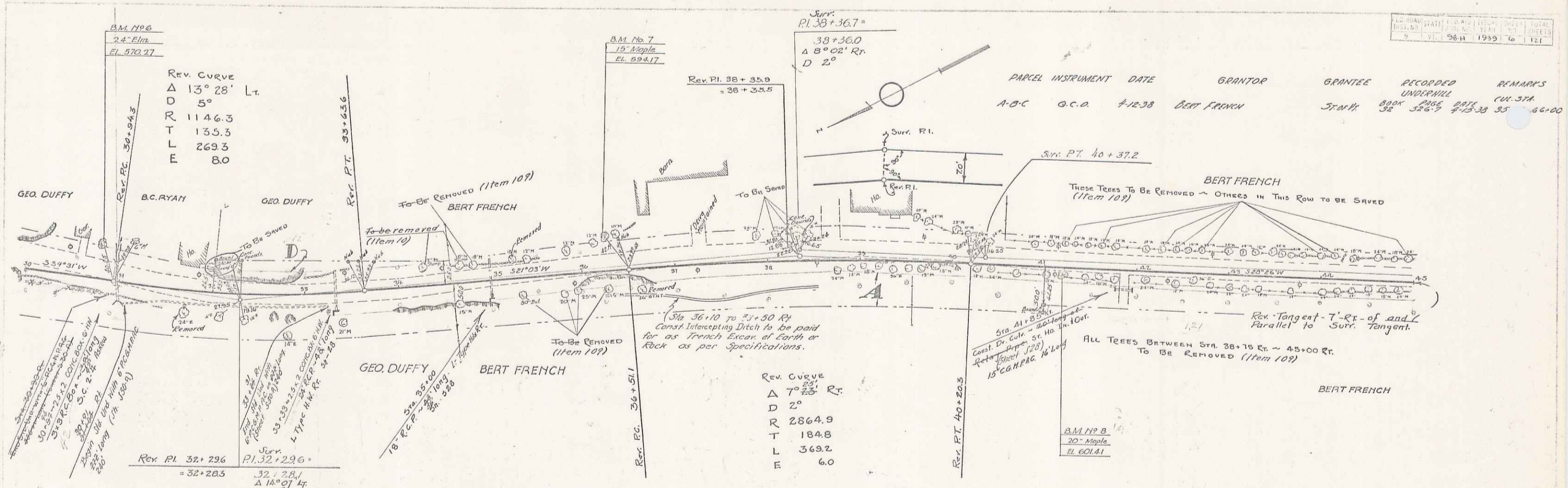
SERIES PAP No. 98-H
 SHEET 4 OF 121

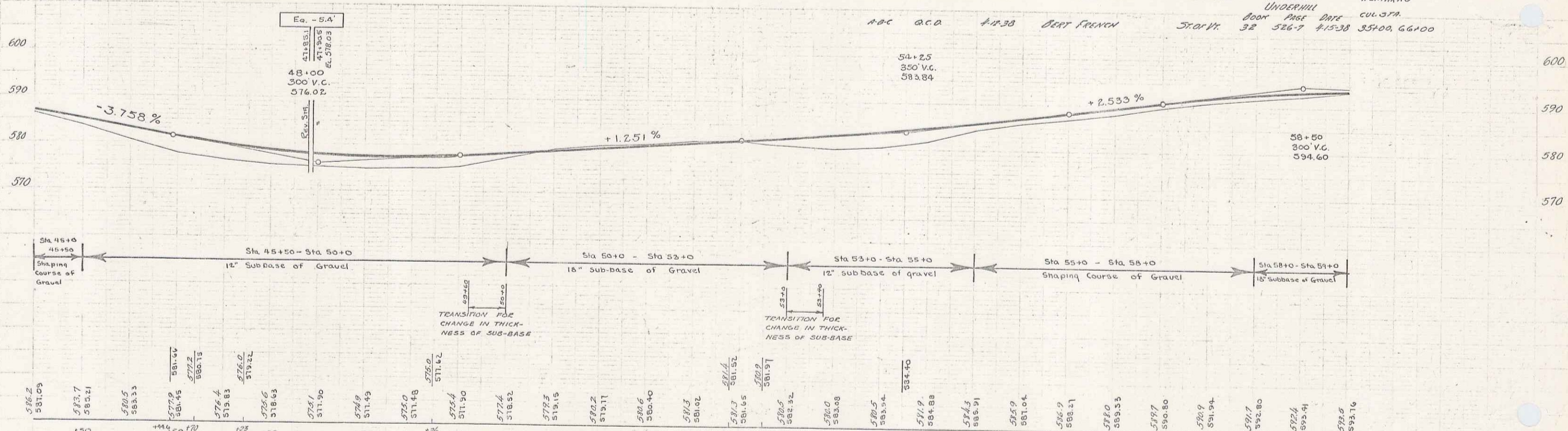
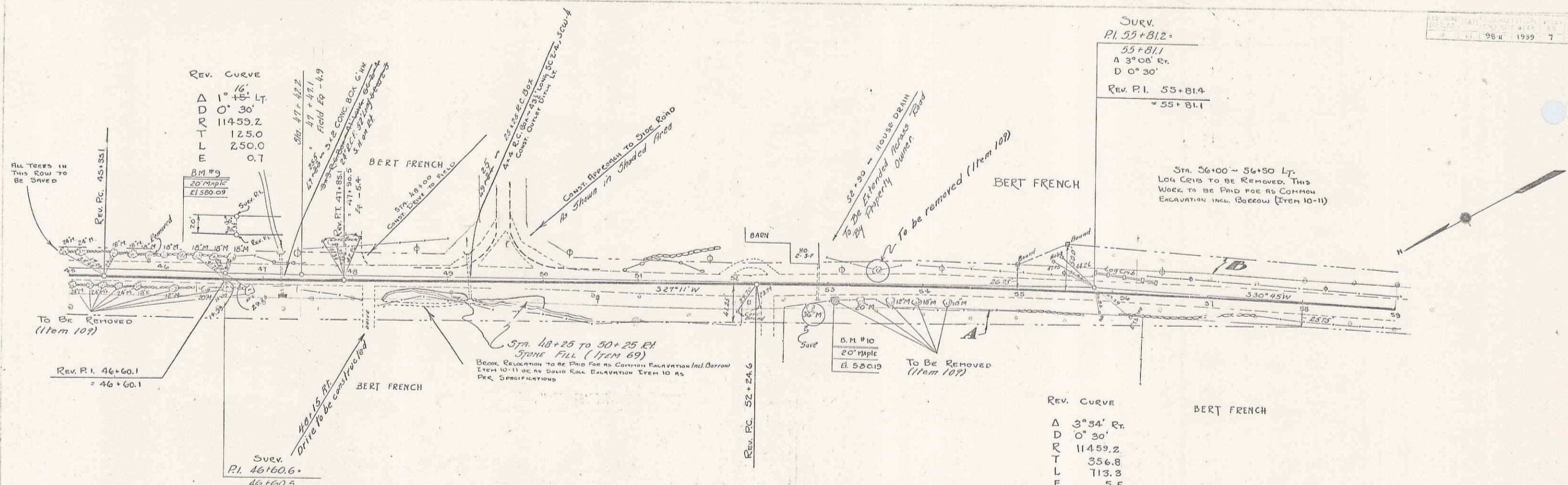
4



STATION	ELEVATION
14+50	531.71
15+00	532.4
15+50	532.17
16+00	533.2
16+50	533.14
17+00	533.5
17+50	534.1
18+00	533.2
18+50	533.32
19+00	532.6
19+50	532.17
20+00	532.5
20+50	532.67
21+00	532.4
21+50	531.9
22+00	531.9
22+50	532.2
23+00	531.0
23+50	530.72
24+00	531.4
24+50	531.76
25+00	531.76
25+50	531.7
26+00	531.5
26+50	531.4
27+00	531.0
27+50	530.9
28+00	530.7
28+50	530.6
29+00	530.6

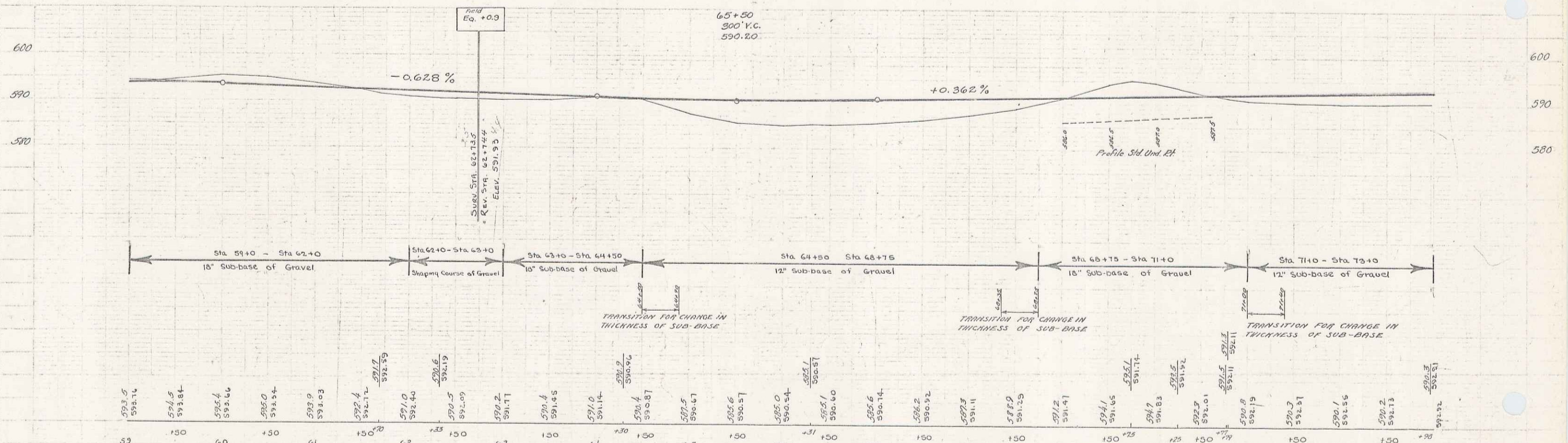
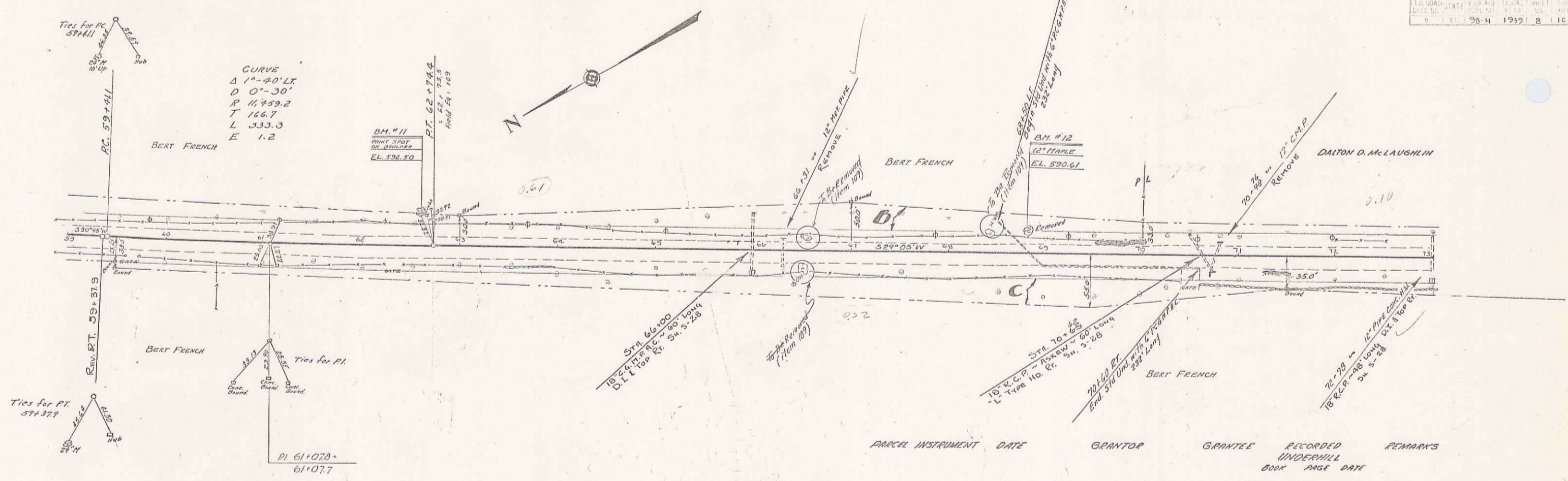
B.M. #3 Spike in root of 18 Maple 23 Ft. Ht. of Sta. 13+76 Elev. 531.96
 B.M. #4 Spike in root of 12 Maple 33 Ft. Ht. of Sta. 18+86 Elev. 543.62
 B.M. #5 Spike in root of 18 Elm. 21 Ft. Ht. of Sta. 25+71 Elev. 560.66



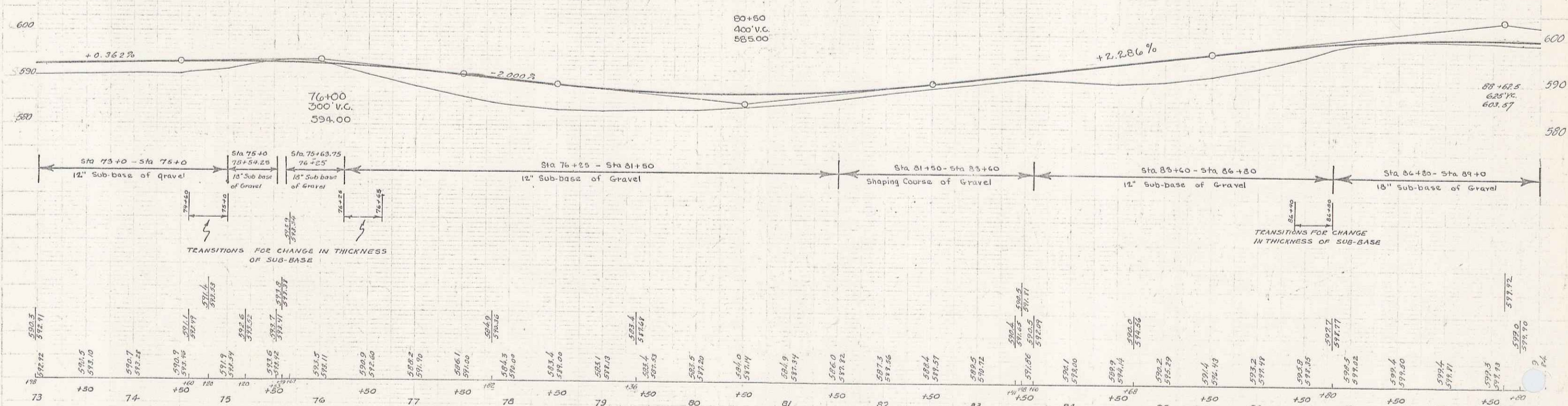
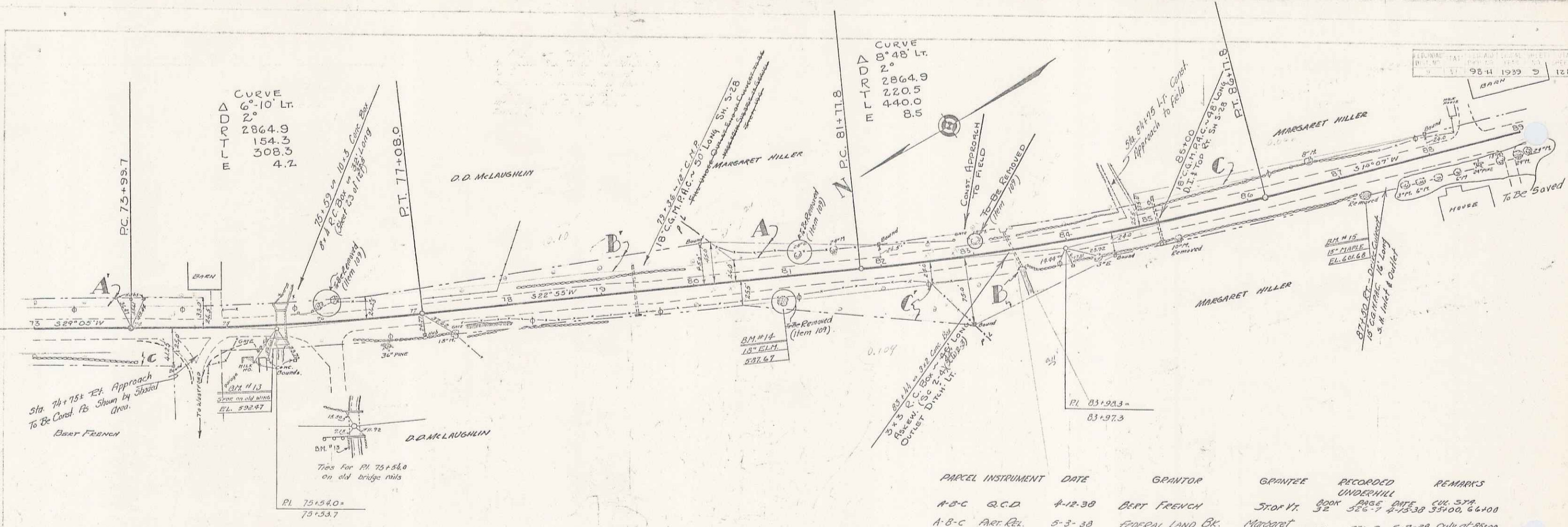


Station	Elevation
45+00	581.09
45+10	583.7
45+20	585.21
45+30	587.5
45+40	589.33
45+50	591.45
45+60	593.72
45+70	595.15
45+80	596.4
45+90	597.83
46+00	599.0
46+10	600.63
46+20	601.9
46+30	603.43
46+40	604.9
46+50	606.43
46+60	607.9
46+70	609.43
46+80	610.9
46+90	612.43
47+00	613.9
47+10	615.43
47+20	616.9
47+30	618.43
47+40	619.9
47+50	621.43
47+60	622.9
47+70	624.43
47+80	625.9
47+90	627.43
48+00	628.9
48+10	630.43
48+20	631.9
48+30	633.43
48+40	634.9
48+50	636.43
48+60	637.9
48+70	639.43
48+80	640.9
48+90	642.43
49+00	643.9
49+10	645.43
49+20	646.9
49+30	648.43
49+40	649.9
49+50	651.43
49+60	652.9
49+70	654.43
49+80	655.9
49+90	657.43
50+00	658.9
50+10	660.43
50+20	661.9
50+30	663.43
50+40	664.9
50+50	666.43
50+60	667.9
50+70	669.43
50+80	670.9
50+90	672.43
51+00	673.9
51+10	675.43
51+20	676.9
51+30	678.43
51+40	679.9
51+50	681.43
51+60	682.9
51+70	684.43
51+80	685.9
51+90	687.43
52+00	688.9
52+10	690.43
52+20	691.9
52+30	693.43
52+40	694.9
52+50	696.43
52+60	697.9
52+70	699.43
52+80	700.9
52+90	702.43
53+00	703.9
53+10	705.43
53+20	706.9
53+30	708.43
53+40	709.9
53+50	711.43
53+60	712.9
53+70	714.43
53+80	715.9
53+90	717.43
54+00	718.9
54+10	720.43
54+20	721.9
54+30	723.43
54+40	724.9
54+50	726.43
54+60	727.9
54+70	729.43
54+80	730.9
54+90	732.43
55+00	733.9
55+10	735.43
55+20	736.9
55+30	738.43
55+40	739.9
55+50	741.43
55+60	742.9
55+70	744.43
55+80	745.9
55+90	747.43
56+00	748.9
56+10	750.43
56+20	751.9
56+30	753.43
56+40	754.9
56+50	756.43
56+60	757.9
56+70	759.43
56+80	760.9
56+90	762.43
57+00	763.9
57+10	765.43
57+20	766.9
57+30	768.43
57+40	769.9
57+50	771.43
57+60	772.9
57+70	774.43
57+80	775.9
57+90	777.43
58+00	778.9
58+10	780.43
58+20	781.9
58+30	783.43
58+40	784.9
58+50	786.43
58+60	787.9
58+70	789.43
58+80	790.9
58+90	792.43
59+00	793.9
59+10	795.43
59+20	796.9
59+30	798.43
59+40	799.9
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59+60	802.9
59+70	804.43
59+80	805.9
59+90	807.43
60+00	808.9

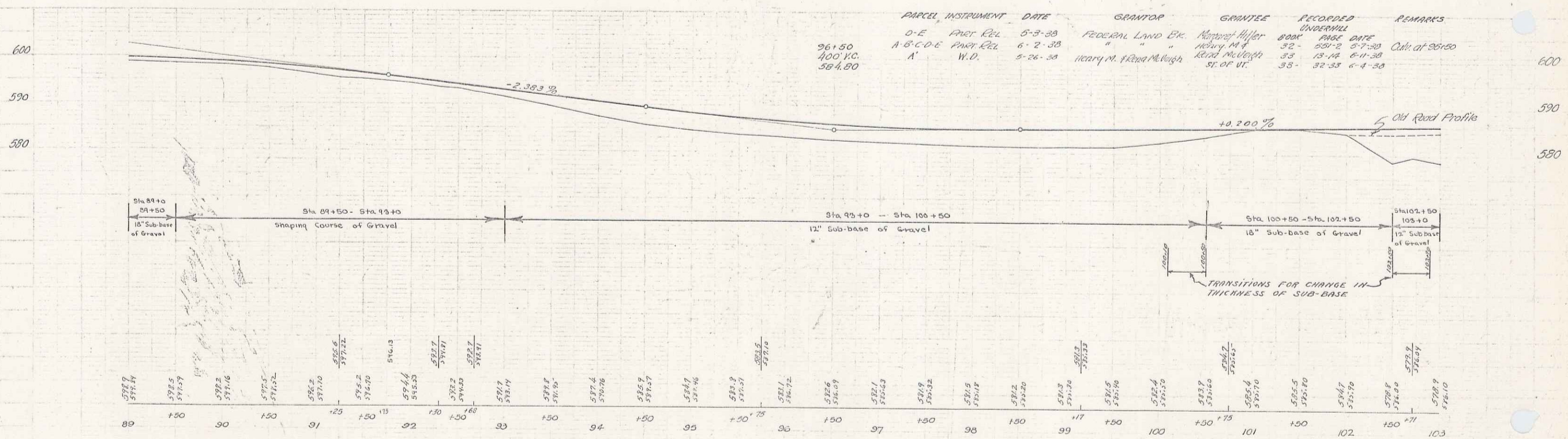
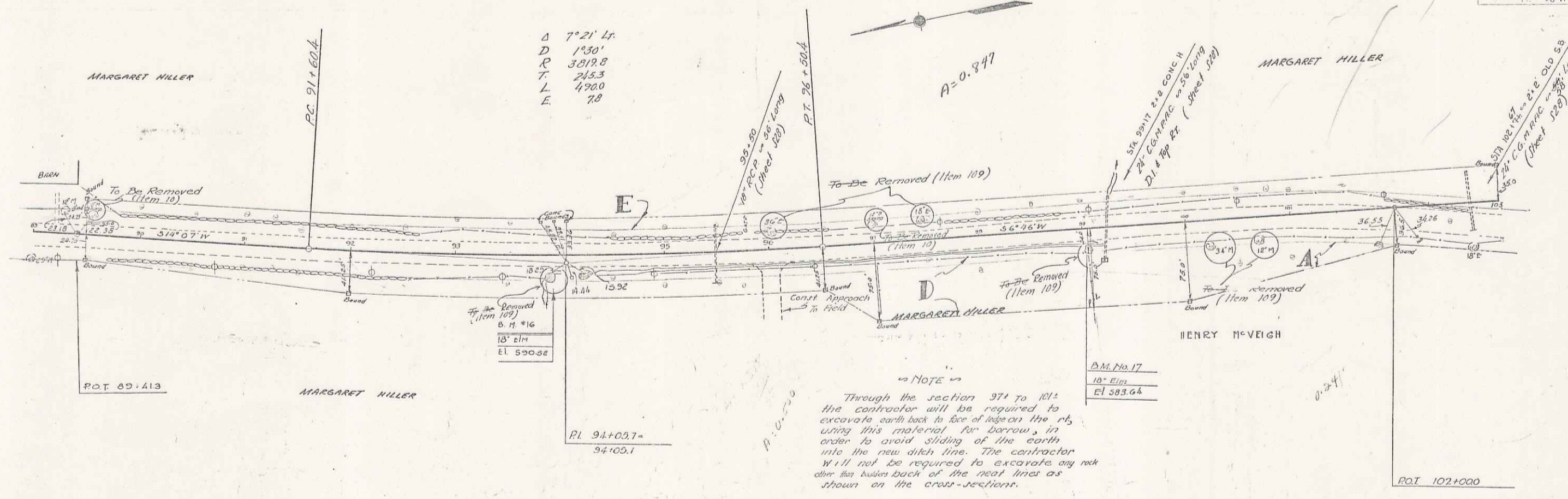
B.M. No. 9 - spike in root of 20m. maple 14 ft left of Sta. 46+26 - elevation: 580.09.
 B.M. No. 10 - spike in root of 20m. maple 13 ft right of Sta. 53+07 - elevation: 580.19.



B.M. No 11 - point spot on boulder 29 ft. left of sta. 62+61 - elevation: 592.50.
 B.M. No 12 - spike in root of 12' maple 16 ft. left of sta. 63+82 - elevation: 590.61.



BM N° 13 - paint spot on wing of conc. bridge @ right of sta. 75+50. Elevation: 592.47 -
 BM N° 14 - nail in root of 18" elm 25' right of sta. 80+90. Elevation: 587.67 -
 BM N° 15 - nail in root of 15" maple 25' right of sta. 81+75. Elevation: 601.68 -



BM No 16 - spike in root of 18" elm 18 ft right of sta. 93+91. Elevation: 590.52 -
 BM No 17 - spike in root of 18" elm 20 ft right of sta. 93+02. Elevation: 583.64 -

WD 12/7/81 Book 50 Pg 346

LAND ~~TO BE~~ QUIT CLAIMED TO TOWN OF
UNDERHILL BY STATE OF VERMONT,
FORMERLY VT. RTE. 15 (0.92 A±)

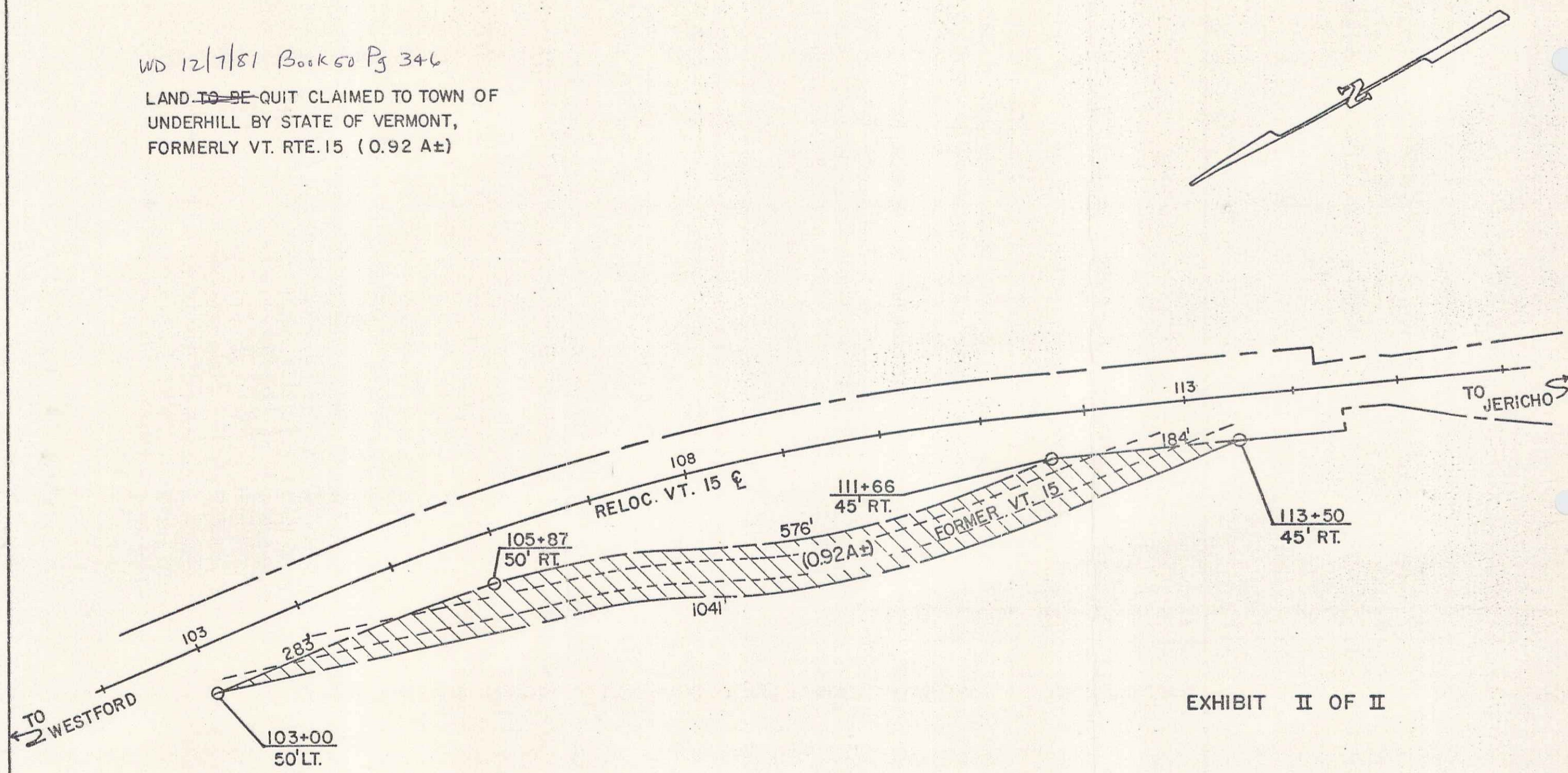
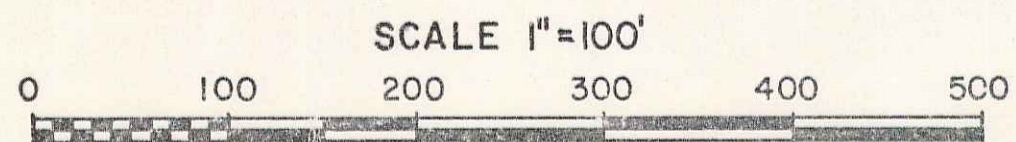


EXHIBIT II OF II

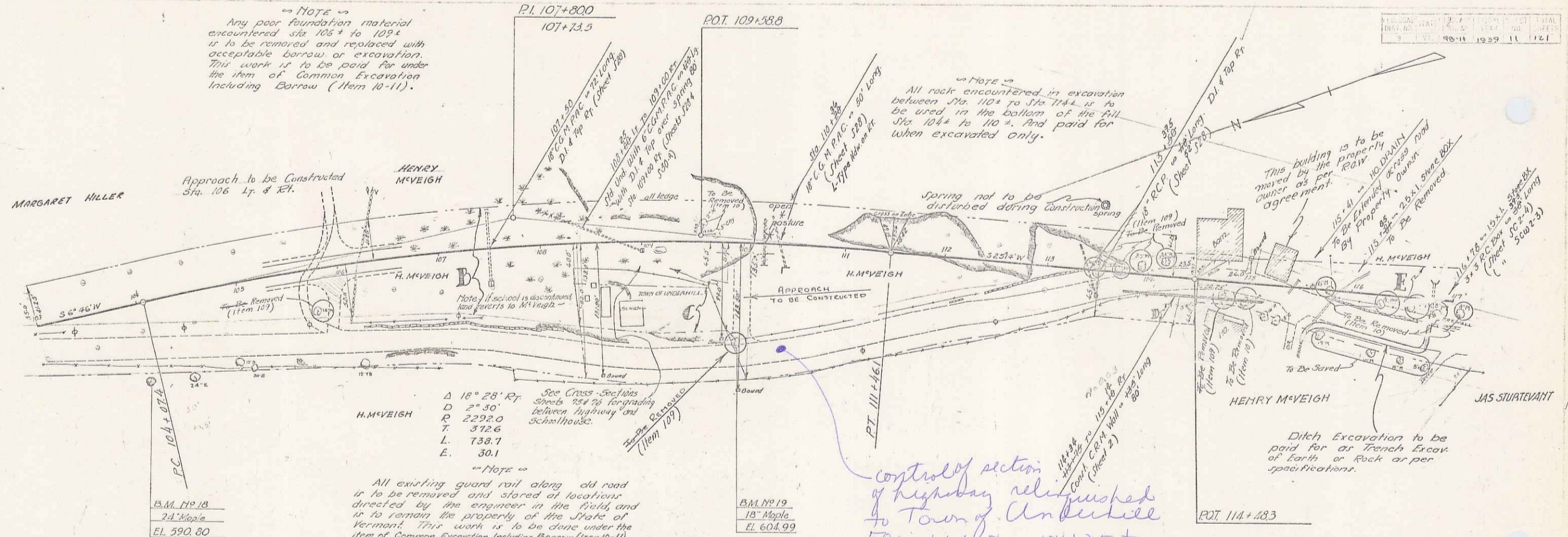


REF. FAP NO. 98H SHEET NO. 11A		
STATE OF VERMONT		
AGENCY OF TRANSPORTATION		
TOWN OF UNDERHILL		
PROJECT WESTFORD-UNDERHILL FAP. 98H		
APPROX. SCALE 1"=100'	DATE 10/26/81	DRAWN BY FJM

Sheet 112 11

NOTE
Any poor foundation material encountered sta 105+ to 108+ is to be removed and replaced with acceptable borrow or excavation. This work is to be paid for under the item of Common Excavation including Borrow (Item 10-11).

NOTE
All rock encountered in excavation between Sta 104+ to Sta 114+ is to be used in the bottom of the fill Sta 104+ to 110+. And paid for when excavated only.

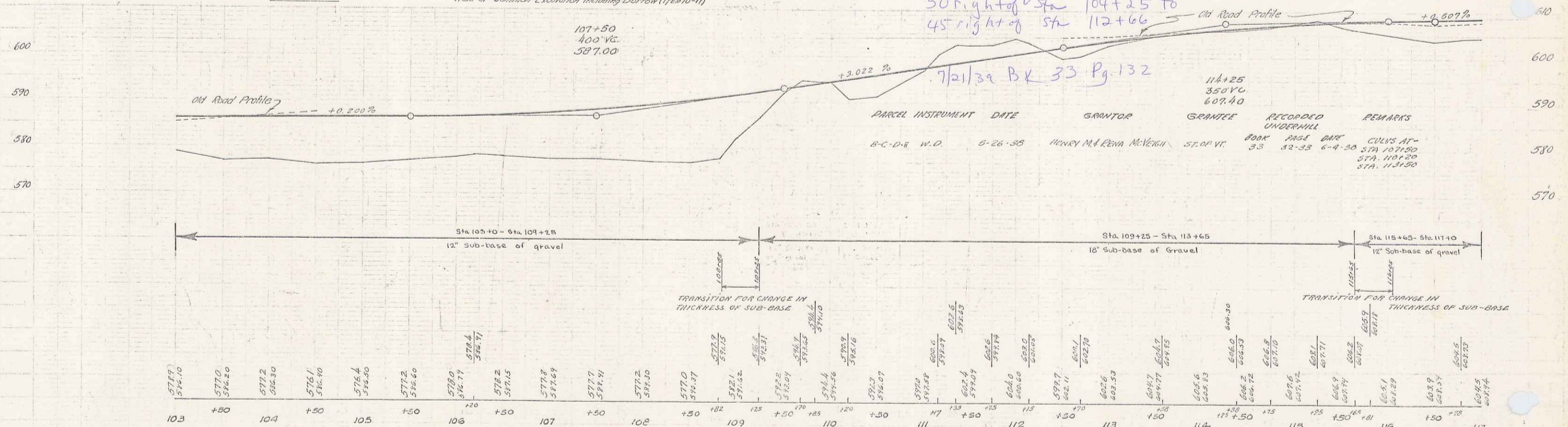


B.M. N° 18
24" Maple
EL. 590.80

B.M. N° 19
18" Maple
EL. 604.99

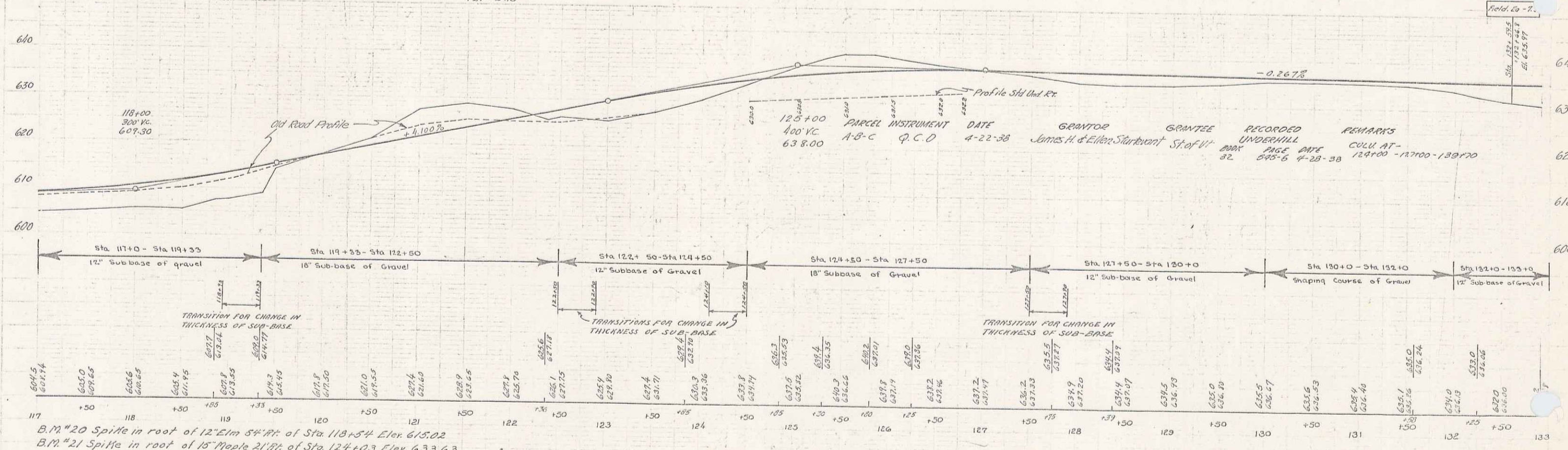
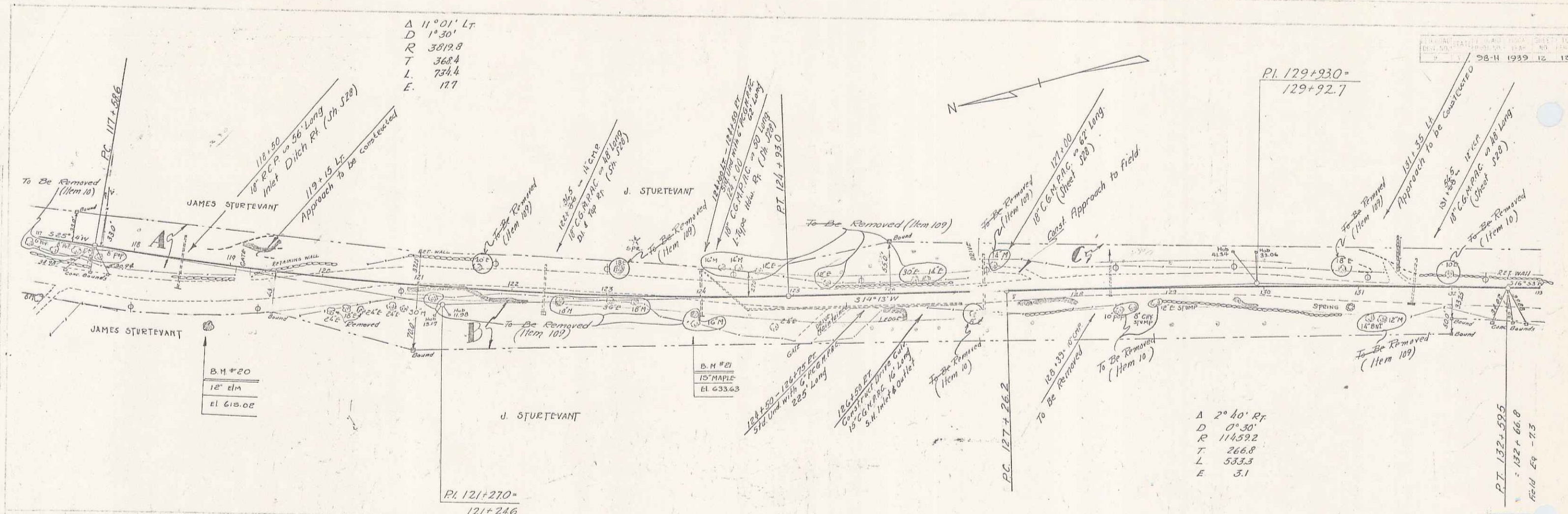
NOTE
All existing guard rail along old road is to be removed and stored at location directed by the engineer in the field, and is to remain the property of the State of Vermont. This work is to be done under the item of Common Excavation including Borrow (Item 10-11).

Control of section of highway relinquished to Town of Underhill
50' right of Sta 104+25 to 45' right of Sta 112+66
7/21/32 BK 33 Pg 132



PARCEL INSTRUMENT DATE	GRANTOR	GRANTEE	RECORDED UNDERHILL	REMARKS
B-C-D-E W.D.	5-26-35	HENRY M. & RENA McVEIGH	ST. OF VT. BOOK PAGE DATE 33 32-33 6-4-30	CULVS AT STA 107+00 STA 107+20 STA 113+50

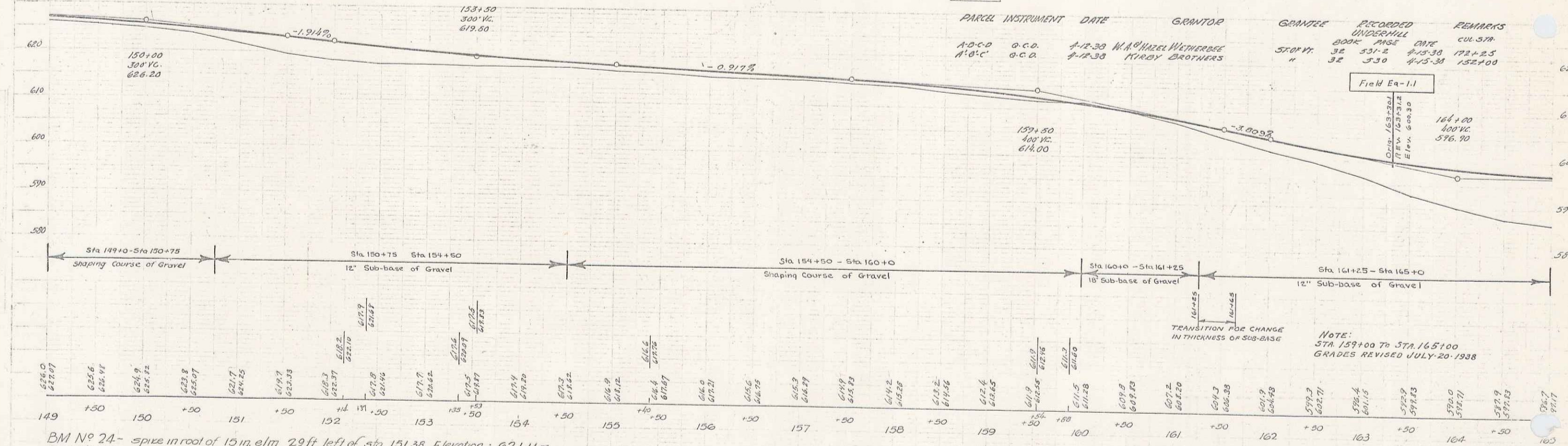
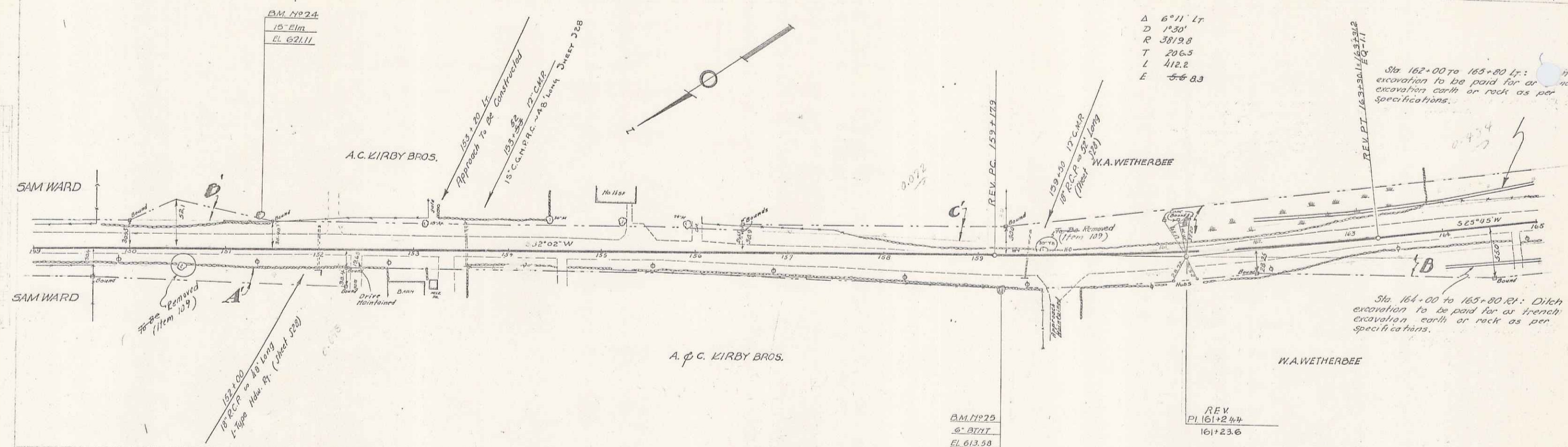
B.M. N° 18: spot in root of 24" maple 60 ft right of sta. 104+00: Elevation: 590.80 -
B.M. N° 19: spot in root of 18" maple 100 ft right of sta. 110+00: Elevation: 604.99 -



B.M. #20 Spike in root of 12" Elm 54' Rt. of Sta 118+54 Elev. 615.02
 B.M. #21 Spike in root of 15" Maple 21' Rt. of Sta 124+03 Elev. 633.63

STATION	PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
123+00	400 VC	63 8.00	A-B-C	Q.C.D	4-22-38	James H. & Ellen Sturtevant St. of W
					BOOK PAGE DATE	UNDERHILL 32 645-6 4-28-38
						COLL. AT - 124+00 - 12700 - 138+70

38-H 1939 12 12.1

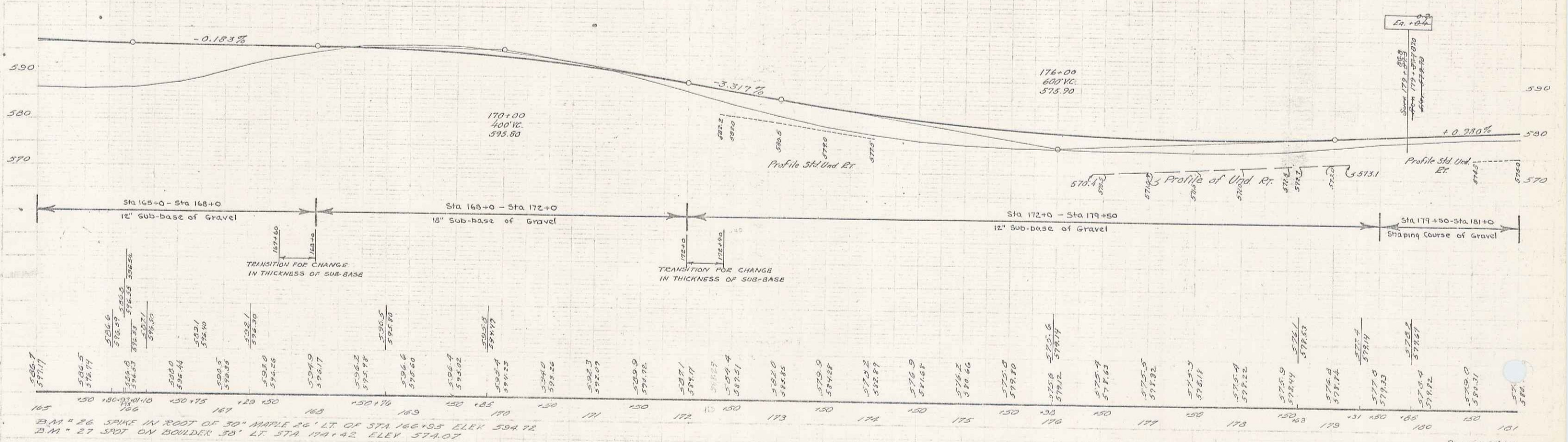
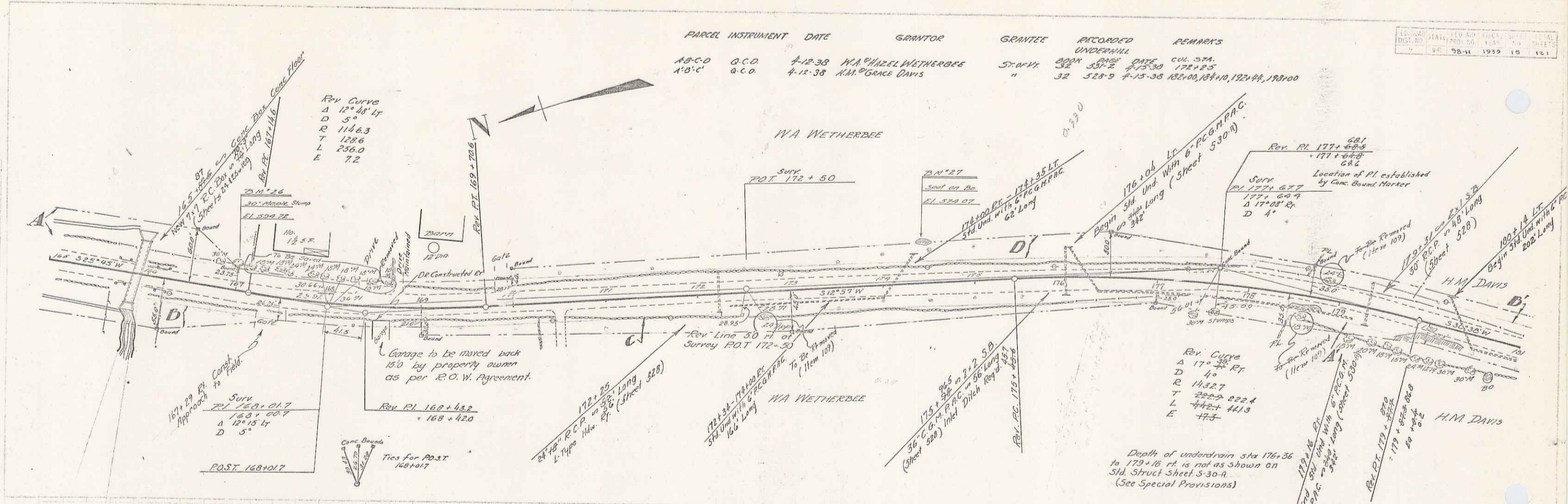


BM No 24 - spike in root of 15 in. elm 29 ft left of sta. 151.38. Elevation: 621.11 -
 BM No 25 - " " " 6 in butternut 34 ft right of sta. 159+20. Elevation: 613.58 -

15

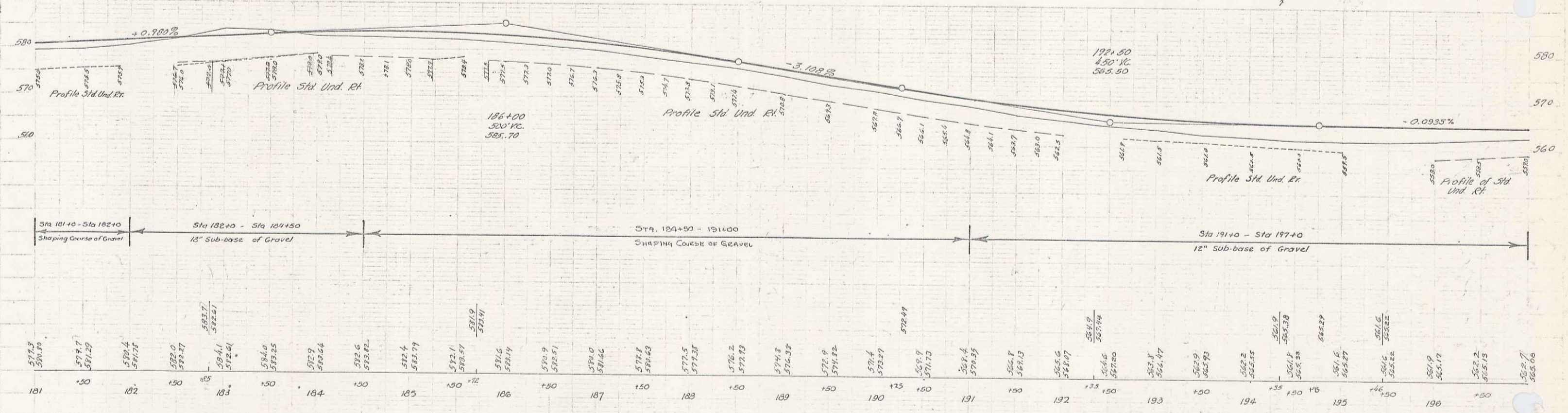
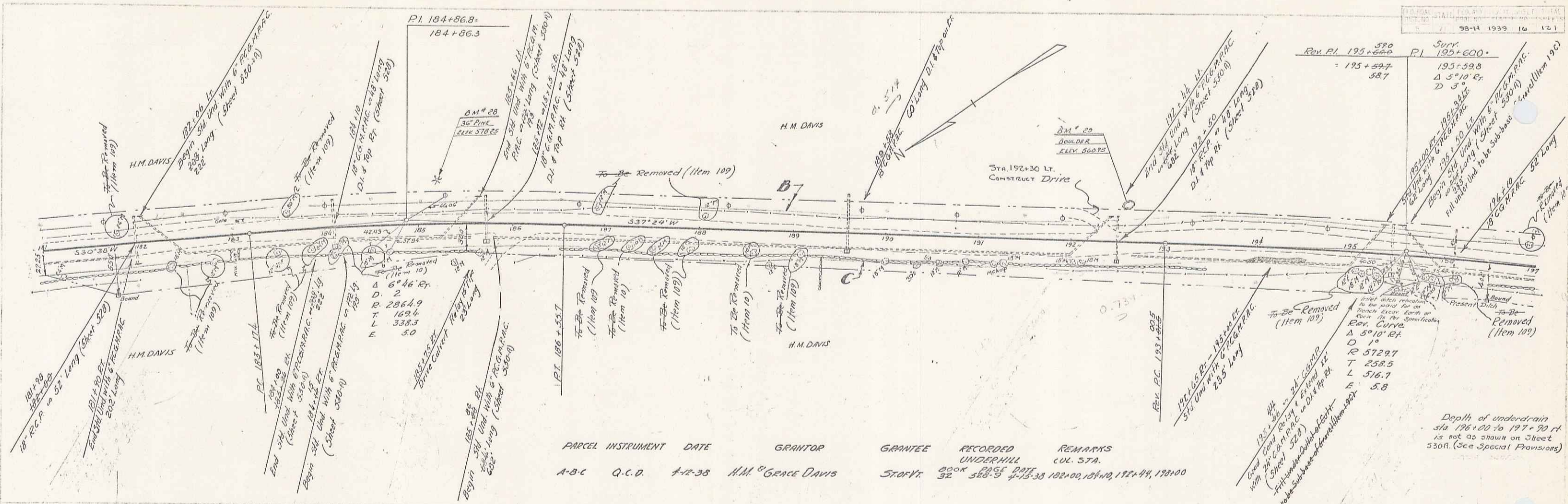
PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A-B-C-D	O.C.O.	4-12-38	W.A. HAZEL WETHERBEE	ST. 171	BOOK PAGE DATE	CUL. STA.
A-B-C-D	O.C.O.	4-12-38	H.M. DAVIS	"	32 528-9 4-15-38	172+00, 174+00, 172+00, 174+00

SCALE	STATE	FED. AID	PROJECT	DATE	SHEET
1" = 40'	VT	98-11	1933	15	121



21 M * 26 SPIKE IN ROOT OF 30" MAPLE 26' LT. OF STA 166+53 ELEV 594.72
 21 M * 27 SPOT ON BOULDER 38' LT. STA 174+42 ELEV 574.07

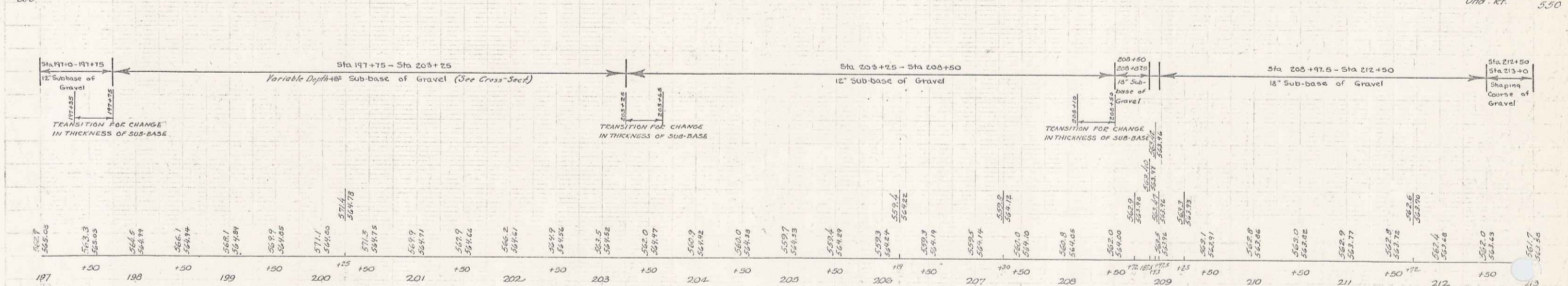
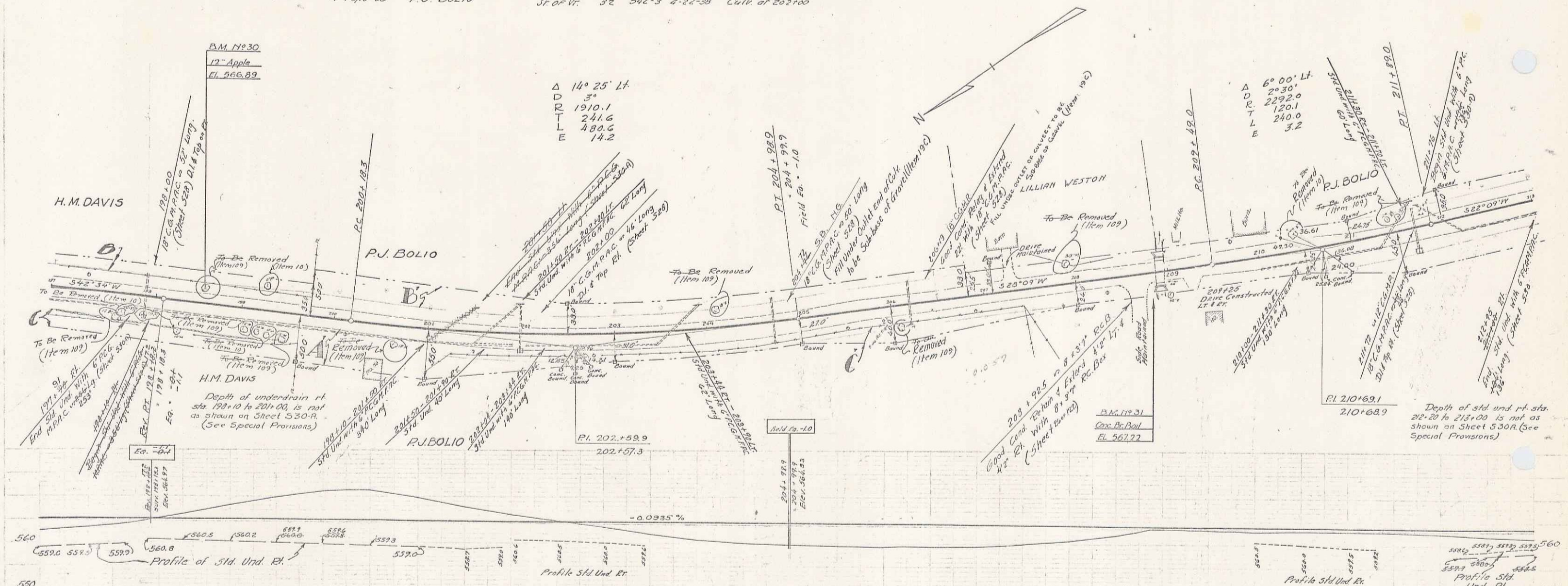
SERIES P.R. 16 98H
 SHEET 15 OF 15



BM No 28 - spike in root of 36 in pine 425 ft left of sta 185+20 - elevation: 578.25.
 BM No 29 - paint spot on boulder 34 ft left of sta 192+61 - elevation: 560.75.

PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED UNDERHILL	REMARKS
ABC	Q.C.D.	4-12-38	H.M. DAVIS	31-07-41	820X 100 FT. 1821.00, 1821.00, 1721.00, 1781.00
A-B-C	Q.C.D.	4-12-38	P.J. BOLIO	32-04-33	4-22-38
					4-22-38

FILE NO.	DATE	BY	SCALE	SHEET NO.	TOTAL SHEETS
98-H	1939	17	12.1		



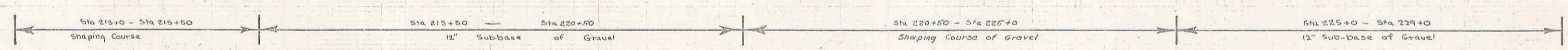
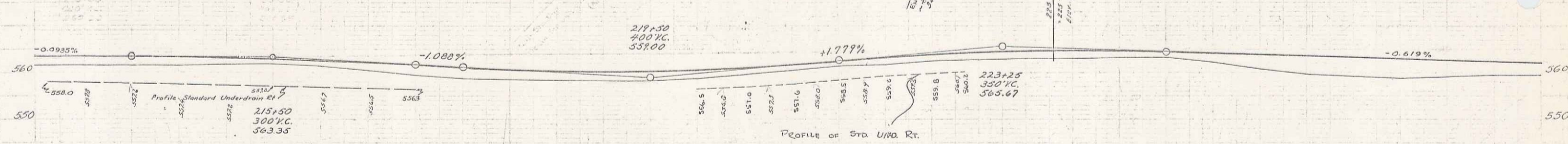
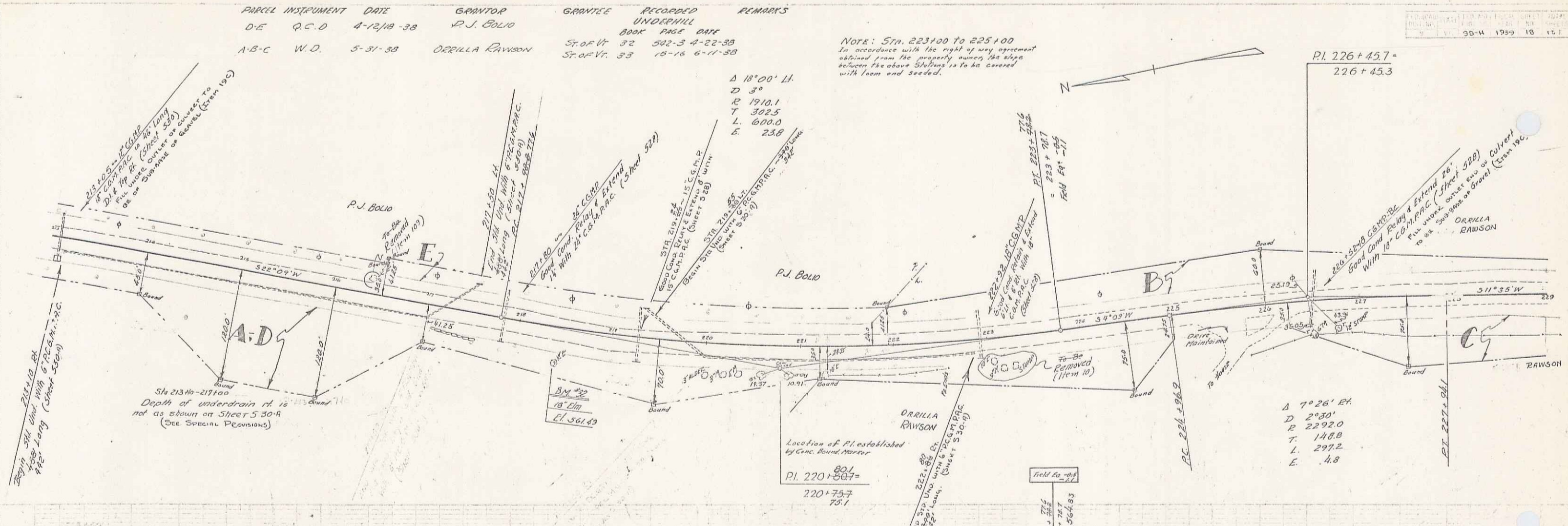
Sta 197+00 - 197+15: 12" Sub-base of Gravel
 Sta 197+15 - 200+25: Variable Depth 18" Sub-base of Gravel (See Cross-Section)
 Sta 200+25 - 208+50: 12" Sub-base of Gravel
 Sta 208+50 - 208+75: 18" Sub-base of Gravel
 Sta 208+75 - 212+50: 18" Sub-base of Gravel
 Sta 212+50 - 213+00: Shaping Course of Gravel

559.7	559.5	559.3	559.1	558.9	558.7	558.5	558.3	558.1	557.9	557.7	557.5	557.3	557.1	556.9	556.7	556.5	556.3	556.1	555.9	555.7	555.5	555.3	555.1	554.9	554.7	554.5	554.3	554.1	553.9	553.7	553.5	553.3	553.1	552.9	552.7	552.5	552.3	552.1	551.9	551.7			
197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213																											

BM No 30 - spike in root of 12" apple 25 ft left of sta. 196+60 - elevation: 566.89
 BM No 31 - point spot on conc. bridge rail 10 ft right of sta. 208+85 - elevation: 567.22

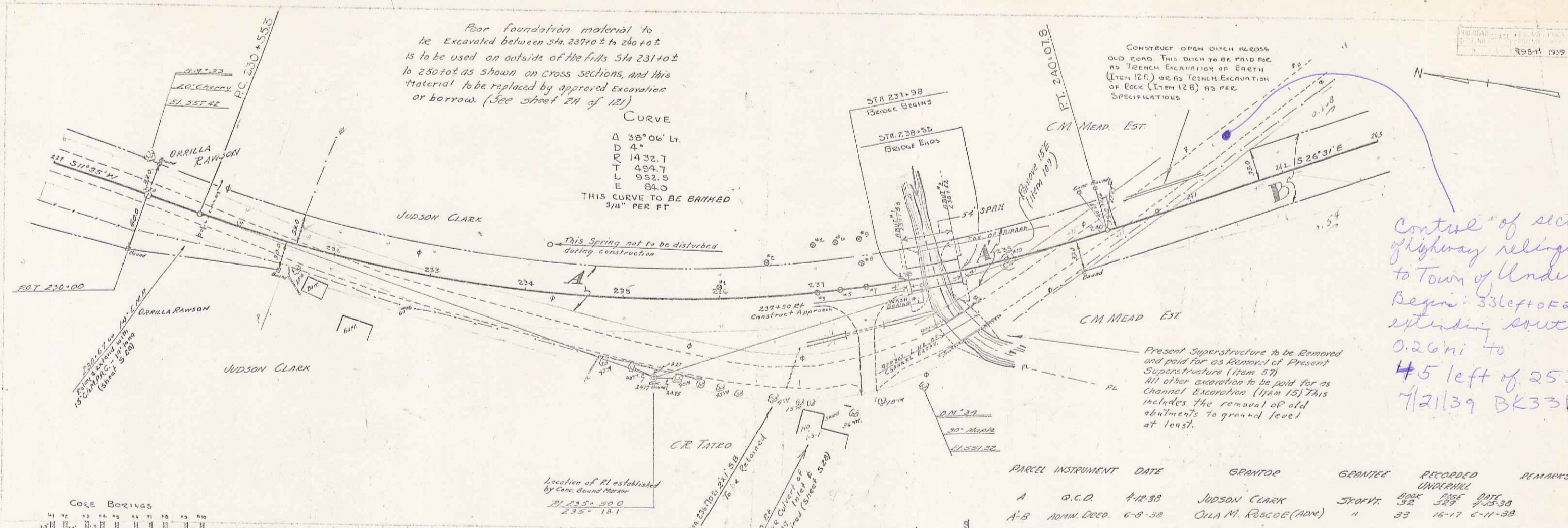
PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED UNDERHILL	REMARKS
D-E	Q.C.D.	4-12/18-38	P.J. BOLIO		BOOK PAGE DATE	
A-B-C	W.D.	5-31-38	ORRILLA RAWSON		ST. OF VI. 32 542-3 4-22-38	
					ST. OF VI. 33 18-16 6-11-38	

NOTE: STA. 223+00 TO 225+00
 In accordance with the right of way agreement obtained from the property owner, the slope between the above station is to be covered with loam and seeded.



Station	Elevation	Station	Elevation	Station	Elevation	Station	Elevation
213	551.7	214	551.5	215	551.8	216	551.3
130	551.5	130	551.4	130	551.8	130	551.3
135	551.5	135	551.4	135	551.8	135	551.3
140	551.5	140	551.4	140	551.8	140	551.3
145	551.5	145	551.4	145	551.8	145	551.3
150	551.5	150	551.4	150	551.8	150	551.3
155	551.5	155	551.4	155	551.8	155	551.3
160	551.5	160	551.4	160	551.8	160	551.3
165	551.5	165	551.4	165	551.8	165	551.3
170	551.5	170	551.4	170	551.8	170	551.3
175	551.5	175	551.4	175	551.8	175	551.3
180	551.5	180	551.4	180	551.8	180	551.3
185	551.5	185	551.4	185	551.8	185	551.3
190	551.5	190	551.4	190	551.8	190	551.3
195	551.5	195	551.4	195	551.8	195	551.3
200	551.5	200	551.4	200	551.8	200	551.3
205	551.5	205	551.4	205	551.8	205	551.3
210	551.5	210	551.4	210	551.8	210	551.3
215	551.5	215	551.4	215	551.8	215	551.3
220	551.5	220	551.4	220	551.8	220	551.3
225	551.5	225	551.4	225	551.8	225	551.3
230	551.5	230	551.4	230	551.8	230	551.3
235	551.5	235	551.4	235	551.8	235	551.3
240	551.5	240	551.4	240	551.8	240	551.3
245	551.5	245	551.4	245	551.8	245	551.3
250	551.5	250	551.4	250	551.8	250	551.3
255	551.5	255	551.4	255	551.8	255	551.3
260	551.5	260	551.4	260	551.8	260	551.3
265	551.5	265	551.4	265	551.8	265	551.3
270	551.5	270	551.4	270	551.8	270	551.3
275	551.5	275	551.4	275	551.8	275	551.3
280	551.5	280	551.4	280	551.8	280	551.3
285	551.5	285	551.4	285	551.8	285	551.3
290	551.5	290	551.4	290	551.8	290	551.3
295	551.5	295	551.4	295	551.8	295	551.3

B.M. N° 32 - spike in root of 18" elm 40' right of sta. 218+36 - elevation: 561.49.



Poor foundation material to be Excavated between sta. 237+0± to 240+0± is to be used on outside of the fills Sta 231+0± to 250+0± as shown on cross sections, and this material to be replaced by approved Excavation or borrow. (See sheet 21 of 121)

CONSTRUCT OPEN DITCH ACROSS OLD ROAD THIS DITCH TO BE PAID FOR AS TRENCH EXCAVATION OF EARTH (ITEM 12A) OR AS TRENCH EXCAVATION OF ROCK (ITEM 12B) AS PER SPECIFICATIONS

Control of section of highway relinquished to Town of Underhill
 Begins: 33' left of E 240+97 extending southwly 0.26 mi to 45' left of 253+19.
 7/21/39 BK 33 Pg 132

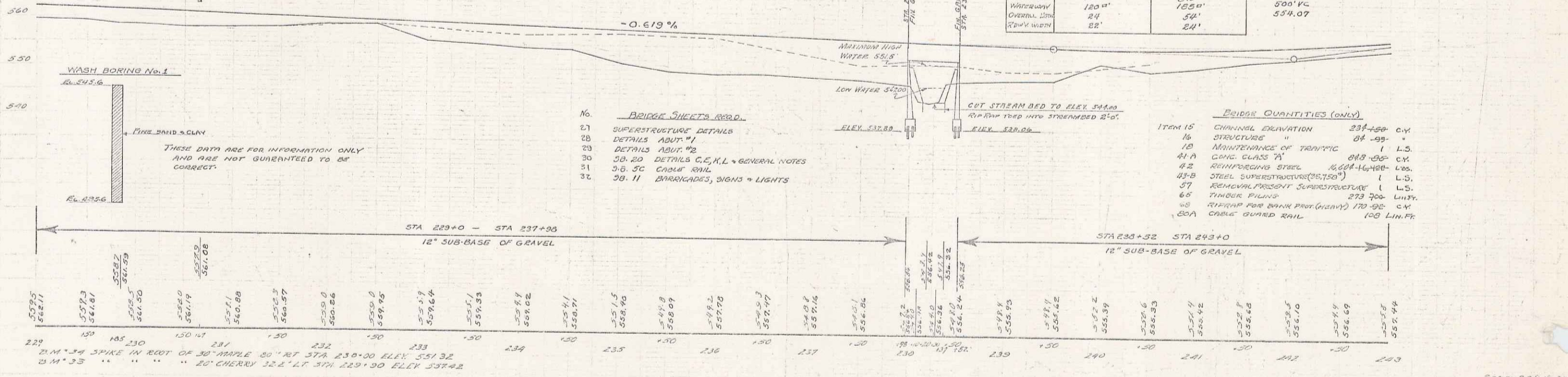
CORE BORINGS

NO.	DEPTH	DESCRIPTION
1	10'	CLAY
2	15'	CLAY
3	20'	CLAY
4	25'	CLAY
5	30'	CLAY
6	35'	CLAY
7	40'	CLAY
8	45'	CLAY
9	50'	CLAY
10	55'	CLAY
11	60'	CLAY
12	65'	CLAY
13	70'	CLAY
14	75'	CLAY
15	80'	CLAY
16	85'	CLAY
17	90'	CLAY
18	95'	CLAY
19	100'	CLAY
20	105'	CLAY
21	110'	CLAY
22	115'	CLAY
23	120'	CLAY
24	125'	CLAY
25	130'	CLAY
26	135'	CLAY
27	140'	CLAY
28	145'	CLAY
29	150'	CLAY
30	155'	CLAY
31	160'	CLAY
32	165'	CLAY
33	170'	CLAY
34	175'	CLAY
35	180'	CLAY
36	185'	CLAY
37	190'	CLAY
38	195'	CLAY
39	200'	CLAY
40	205'	CLAY
41	210'	CLAY
42	215'	CLAY
43	220'	CLAY
44	225'	CLAY
45	230'	CLAY
46	235'	CLAY
47	240'	CLAY
48	245'	CLAY
49	250'	CLAY
50	255'	CLAY
51	260'	CLAY
52	265'	CLAY
53	270'	CLAY
54	275'	CLAY
55	280'	CLAY
56	285'	CLAY
57	290'	CLAY
58	295'	CLAY
59	300'	CLAY
60	305'	CLAY
61	310'	CLAY
62	315'	CLAY
63	320'	CLAY
64	325'	CLAY
65	330'	CLAY
66	335'	CLAY
67	340'	CLAY
68	345'	CLAY
69	350'	CLAY
70	355'	CLAY
71	360'	CLAY
72	365'	CLAY
73	370'	CLAY
74	375'	CLAY
75	380'	CLAY
76	385'	CLAY
77	390'	CLAY
78	395'	CLAY
79	400'	CLAY
80	405'	CLAY
81	410'	CLAY
82	415'	CLAY
83	420'	CLAY
84	425'	CLAY
85	430'	CLAY
86	435'	CLAY
87	440'	CLAY
88	445'	CLAY
89	450'	CLAY
90	455'	CLAY
91	460'	CLAY
92	465'	CLAY
93	470'	CLAY
94	475'	CLAY
95	480'	CLAY
96	485'	CLAY
97	490'	CLAY
98	495'	CLAY
99	500'	CLAY
100	505'	CLAY
101	510'	CLAY
102	515'	CLAY
103	520'	CLAY
104	525'	CLAY
105	530'	CLAY
106	535'	CLAY
107	540'	CLAY
108	545'	CLAY
109	550'	CLAY
110	555'	CLAY
111	560'	CLAY
112	565'	CLAY
113	570'	CLAY
114	575'	CLAY
115	580'	CLAY
116	585'	CLAY
117	590'	CLAY
118	595'	CLAY
119	600'	CLAY
120	605'	CLAY
121	610'	CLAY
122	615'	CLAY
123	620'	CLAY
124	625'	CLAY
125	630'	CLAY
126	635'	CLAY
127	640'	CLAY
128	645'	CLAY
129	650'	CLAY
130	655'	CLAY
131	660'	CLAY
132	665'	CLAY
133	670'	CLAY
134	675'	CLAY
135	680'	CLAY
136	685'	CLAY
137	690'	CLAY
138	695'	CLAY
139	700'	CLAY
140	705'	CLAY
141	710'	CLAY
142	715'	CLAY
143	720'	CLAY
144	725'	CLAY
145	730'	CLAY
146	735'	CLAY
147	740'	CLAY
148	745'	CLAY
149	750'	CLAY
150	755'	CLAY
151	760'	CLAY
152	765'	CLAY
153	770'	CLAY
154	775'	CLAY
155	780'	CLAY
156	785'	CLAY
157	790'	CLAY
158	795'	CLAY
159	800'	CLAY
160	805'	CLAY
161	810'	CLAY
162	815'	CLAY
163	820'	CLAY
164	825'	CLAY
165	830'	CLAY
166	835'	CLAY
167	840'	CLAY
168	845'	CLAY
169	850'	CLAY
170	855'	CLAY
171	860'	CLAY
172	865'	CLAY
173	870'	CLAY
174	875'	CLAY
175	880'	CLAY
176	885'	CLAY
177	890'	CLAY
178	895'	CLAY
179	900'	CLAY
180	905'	CLAY
181	910'	CLAY
182	915'	CLAY
183	920'	CLAY
184	925'	CLAY
185	930'	CLAY
186	935'	CLAY
187	940'	CLAY
188	945'	CLAY
189	950'	CLAY
190	955'	CLAY
191	960'	CLAY
192	965'	CLAY
193	970'	CLAY
194	975'	CLAY
195	980'	CLAY
196	985'	CLAY
197	990'	CLAY
198	995'	CLAY
199	1000'	CLAY

Location of P.I. established by Conc. Ground Marker
 P.I. 233+20.0
 235+13.1

PARCEL INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A	G.C.D. 4-12-38	JUDSON CLARK	STATE	BOOK 335 PAGE 233-38	
A-B	ADMM. DECD. 6-8-38	OLA M. ROSCOE (ADM.)	"	33 16-17 6-11-38	

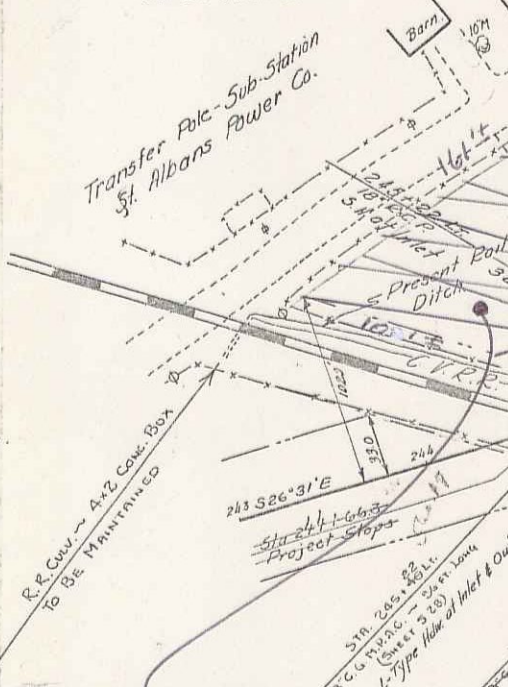
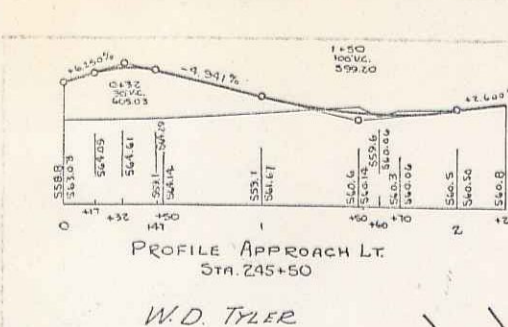
BRIDGE DATA (BANK & TYP)		
TYPE	EXISTING	PROPOSED
SPAN	1 @ 24'	2 @ 24'
CLEAR HT.	5'-0"	5'-0"
WATERWAY	120"	185"
OVERALL LTH	24'	54'
ROAD WIDTH	24'	24'
		242+00
		500' VC
		534.07



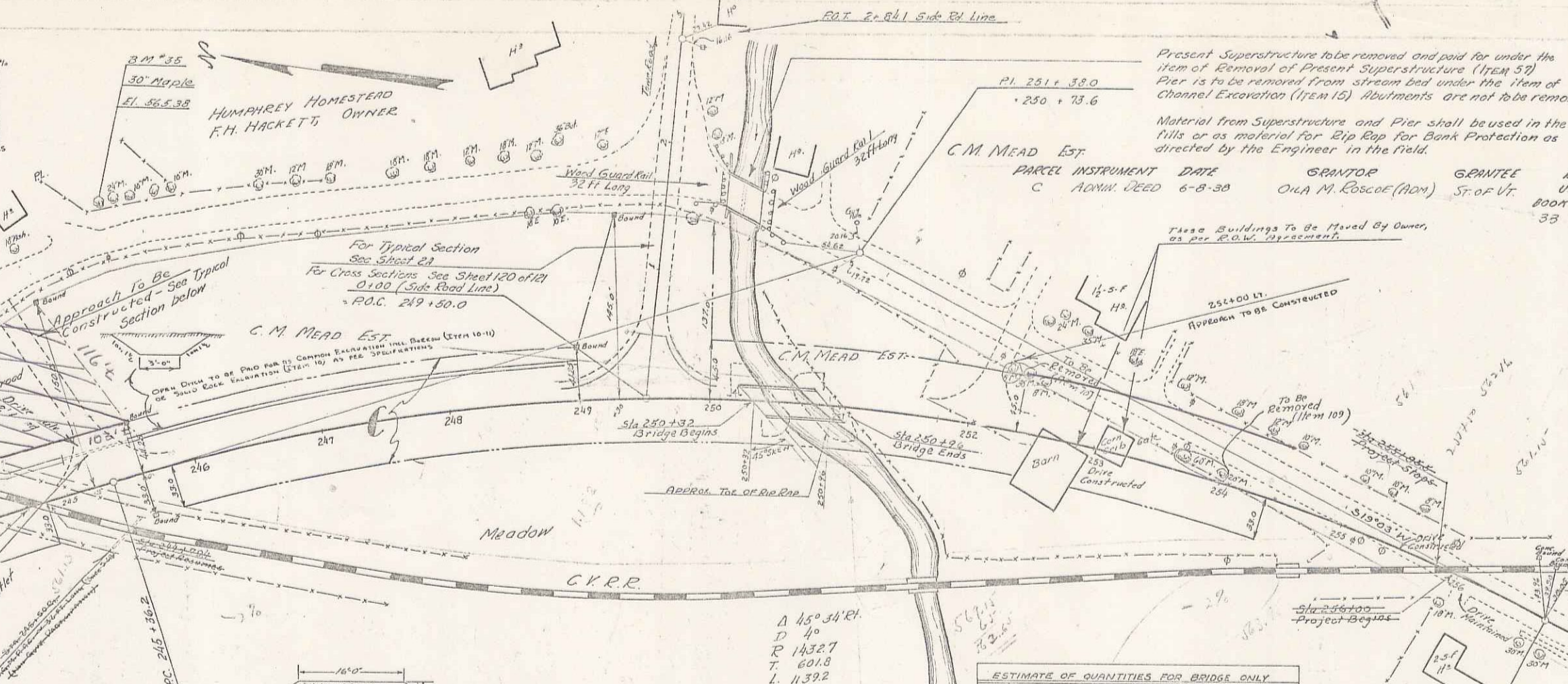
- BRIDGE SHEETS ROAD.
- 16. SUPERSTRUCTURE DETAILS
 - 17. DETAILS ABUT. #1
 - 18. DETAILS ABUT. #2
 - 19. 20. 21. DETAILS C.C.M.L. - GENERAL NOTES
 - 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

BRIDGE QUANTITIES (ONLY)

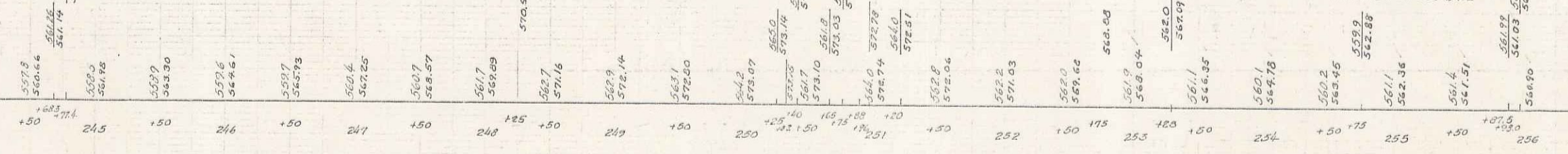
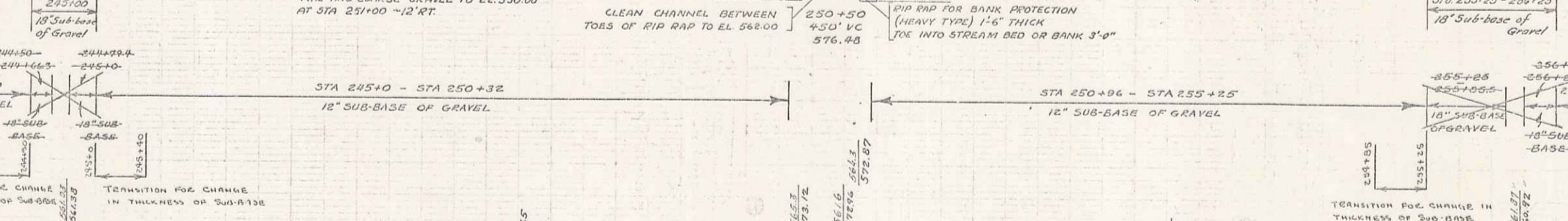
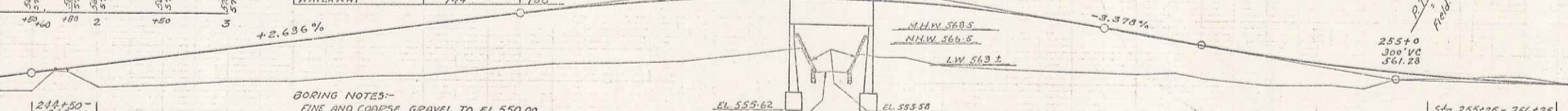
| ITEM | DESCRIPTION | QUANTITY | UNIT |
|------|--------------------------------|--------------|-------------|
| 15 | CHANNEL EXCAVATION | 237+50 | C.Y. |
| 16 | STRUCTURE | 84 | SS. |
| 17 | MAINTENANCE OF TRAFFIC | 1 | L.S. |
| 41-A | CONC. CLASS "A" | 818 | CY. |
| 42 | REINFORCING STEEL | 4,684-14,488 | LB. |
| 43-B | STEEL SUPERSTRUCTURE (24,750') | 1 | L.S. |
| 57 | REMOVAL PRESENT SUPERSTRUCTURE | 1 | L.S. |
| 65 | THICKER PILING | 273 | 300 LB. WT. |
| 68 | SHARP POINT BARR. POST (HEAV | | |



State of Vt to
I. James Beams
QCD 5/2/74
BK 44 Pg 293



| NO. | ITEM | QUANTITY |
|-----|---------------------------------------|--------------|
| 15 | CHANNEL EXCAVATION | 328.49 CY |
| 16 | STRUCTURE EXCAVATION | 101.16 CY |
| 41A | CONCRETE CLASS 'B' | 127.46 CU YD |
| 42 | REINFORCING STEEL | 28,800 LBS |
| 43 | STEEL SUPERSTRUCTURE (S2A27) | 1 L.S. |
| 47 | REMOVAL OF PRESENT SUPERSTRUCTURE | 1 L.S. |
| 68 | RIP RAP FOR BANK PROTECT (HEAVY TYPE) | 172.18 CY |
| 68A | CABLE GUARD RAIL | 120 LF |



B.M. #35 Spike in Root 30' Maple 205' H. Sta. 243+82 Elev. 565.38

Present Superstructure to be removed and paid for under the Plan of Removal of Present Superstructure (Item 37). Pier is to be removed from stream bed under the Plan of Channel Excavation (Item 15). Abutments are not to be removed. Material from Superstructure and Pier shall be used in the fills or as material for Rip Rap for Bank Protection as directed by the Engineer in the field.

These Buildings To be Moved By Owner, as per E.O.W. Instrument.

Field Eq. = 189.0'

NOTE: STA. 252+00 TO 263+00 GRADES REVISED JULY 20, 1938

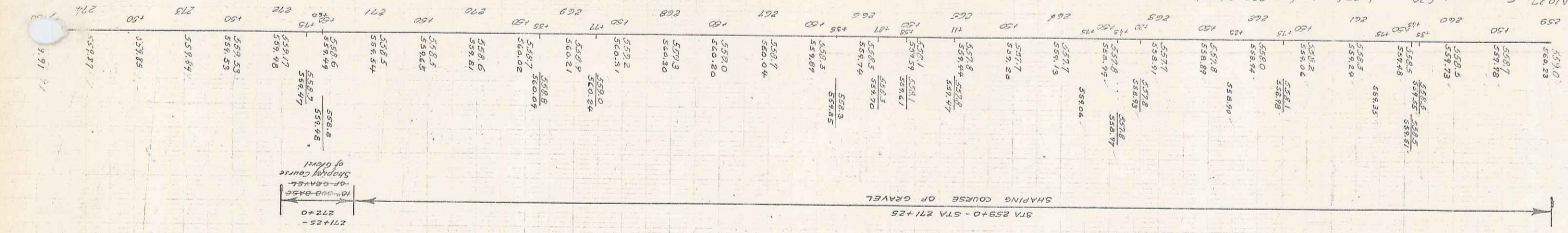
| SHEET NO. | DESCRIPTION |
|-----------|-------------------------|
| 33 | SUPERSTRUCTURE DETAILS |
| 34 | DETAILS OF ABUT. #1 |
| 35 | DETAILS OF ABUT. #2 |
| 36 | S&S - CURBS & RAIL |
| 37 | S&S - DETAILS (GENERAL) |
| 38 | S&S - BRIDGES & LIGHTS |

REVISIONS:

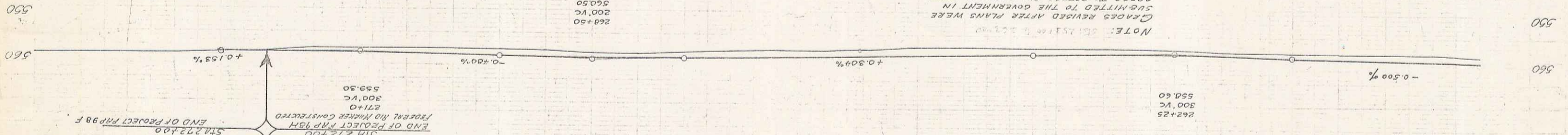
| NO. | DATE | DESCRIPTION |
|-----|---------|-------------|
| 1 | 6-11-38 | AS SHOWN |

Series MAP No. 90-H
Sheet 21 of 21

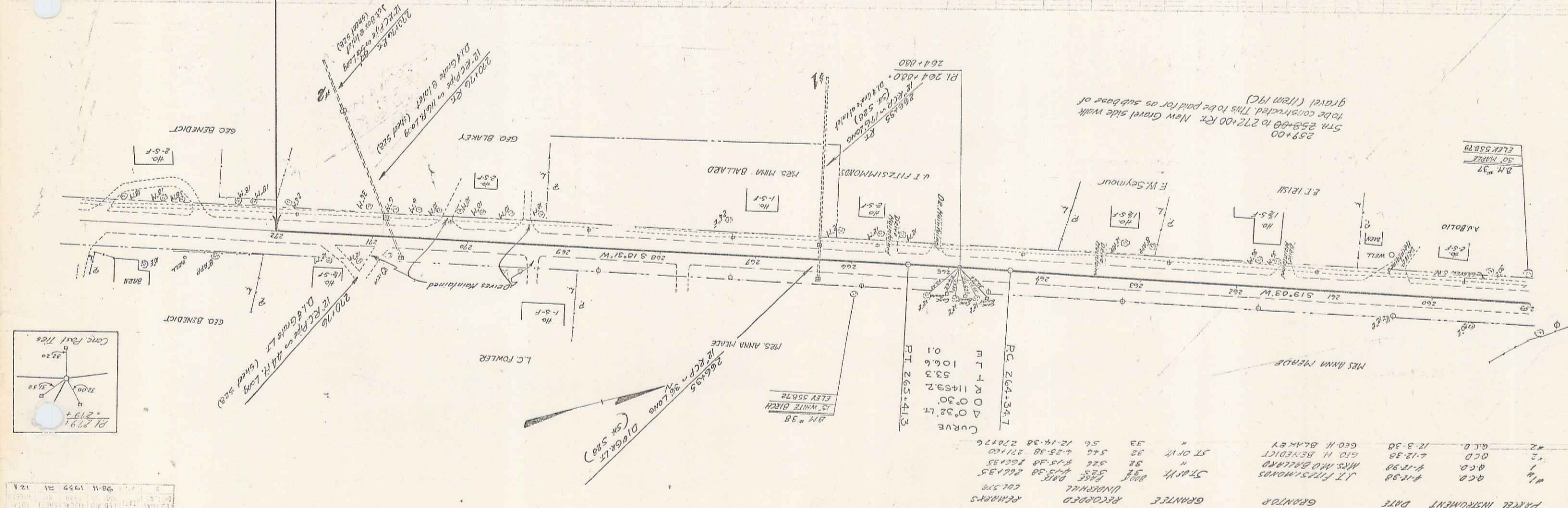
B.M. No 37 - Spike in root of 30m maple 27th right of sta 259+04 - elevation: 558.79.
B.M. No 38 - Spike in root of 15m white birch 31st of sta 265+96 - elevation: 558.72.



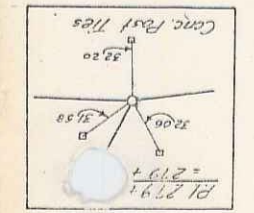
NOTE: CHANGES REVISIONS TO THE GOVERNMENT IN FRONT OF THE HOUSE 2586 AFTER APPROVED TO SETTLE THE CONDITIONS SUBMITTED TO THE GOVERNMENT. THE RAILROAD HAS BEEN DISCONTINUED.



259+00 STA 259+00 to 272+00 RT. New Gravel side work to be completed. This to be paid for as subpart of gravel (from 190)



| GRANTOR | DATE | REMARKS |
|--------------------|---------|------------------------|
| J.T. FITZSIMMONS | 4-18-98 | 12.80' on 12-1/2' Long |
| Mrs. Minn. Ballard | 4-18-98 | 12.80' on 12-1/2' Long |
| Geo. H. Benedict | 4-18-98 | 12.80' on 12-1/2' Long |
| Geo. H. Benedict | 12-3-30 | 12.80' on 12-1/2' Long |



PL 279
279
9th 11 1939 21 12 8