

INDEX OF SHEETS

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Standard sheets 3-28 and 3-29 submitted to the Chief Engineer on May 16, 1933.
 Standard sheet 3-30 submitted to the Chief Engineer on Aug 15, 1933.

NO. ROAD DIST.	STATE	DATE	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
9	VT	1933	1933	1	79

**STATE OF VERMONT
 STATE HIGHWAY DEPARTMENT**

**PLAN AND PROFILE OF PROPOSED
 STATE HIGHWAY**

NATIONAL RECOVERY SECONDARY PROJECT

TOWNS OF NEWFANE AND TOWNSHEND

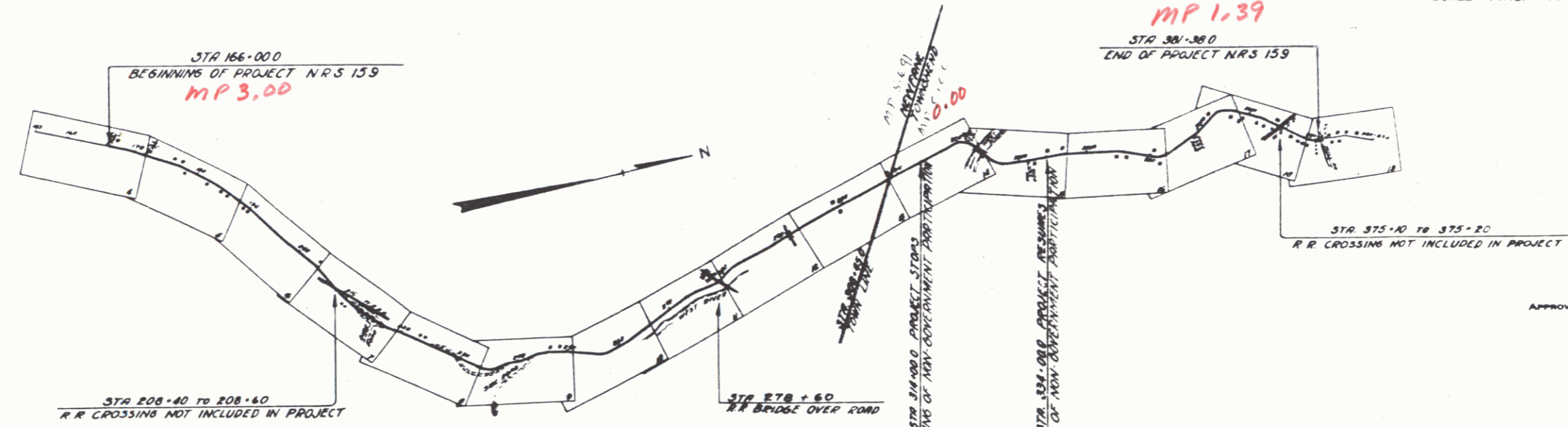
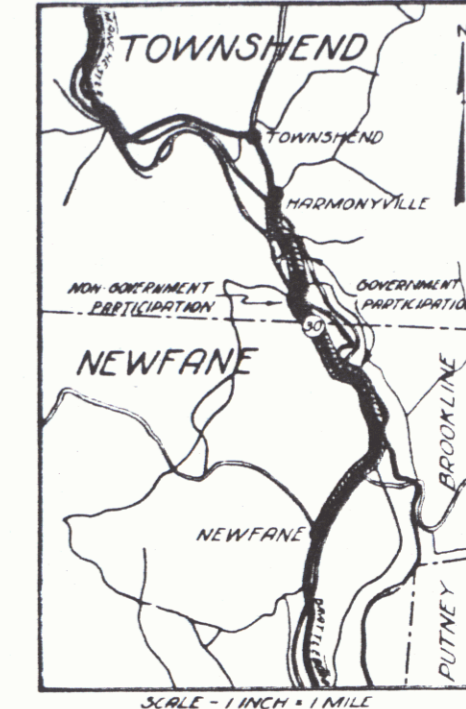
BRATTLEBORO-MANCHESTER ROAD

FROM A POINT 116 FT. SOUTH OF THE NEWFANE BANK
 NORTHERLY 4.140 MILES TO MILL BROOK BRIDGE IN
 HARMONYVILLE.

LENGTH OF GOVERNMENT PARTICIPATION-19566.5 FT. = 3.705 MILES
 LENGTH OF NON-GOVERNMENT PARTICIPATION-1771.0 FT. = 0.335 MILES
 LENGTH OF CONTRACT-21337.5 FT. = 4.140 MILES

Route: VT 30
 Begin Town
 End Town
 P.M.
 Date
 00K 352
 09/20/1933

Proj: NRS 159



CONVENTIONAL SIGNS

COUNTY LINE	-----	GROUND ELEVATION
TOWN LINE	-----	GRADE ELEVATION
FENCE LINE	-----		
STONE WALL	-----		
UNFENCED PROPERTY	-----		
GUARD RAIL	-----		
TRAVELED WAY	-----		
RAILROAD	-----		
RETAINING WALL	-----		
CENTER LINE	-----		
SURVEY LINE	-----		

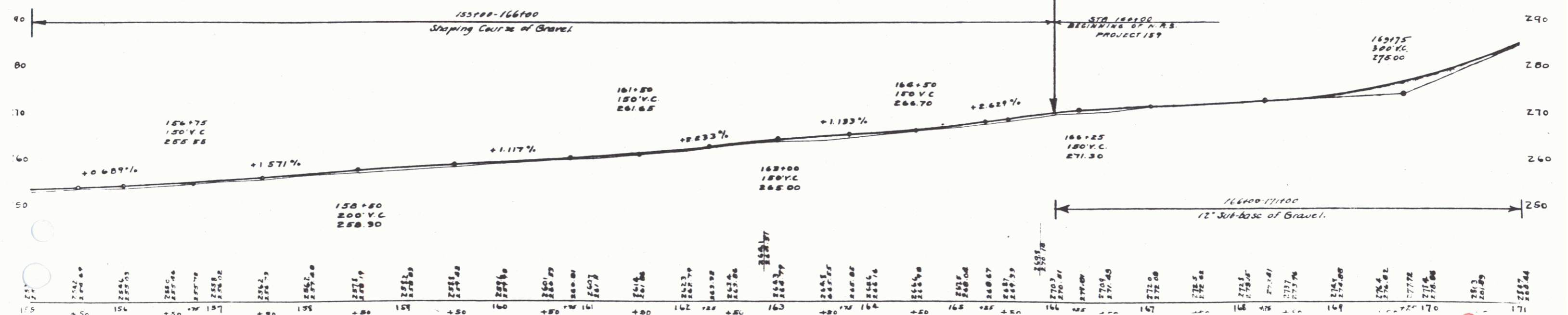
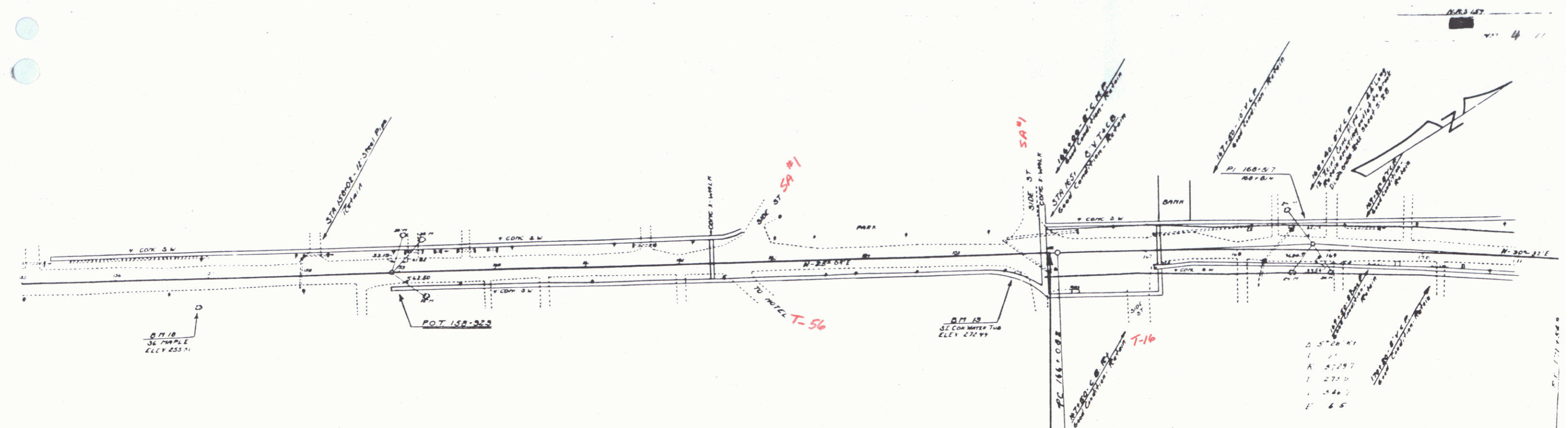
SCALES

TITLE	1" = 1000'
PLAN	1" = 50'
PROFILE	1" = 50'
VERT.	1" = 10'
CROSS SECTIONS	1" = 5'

- Note -
 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 standard road and bridge specifications of 1930 with all subsequent approved revisions and such specifications and special provisions as are submitted with the plans.

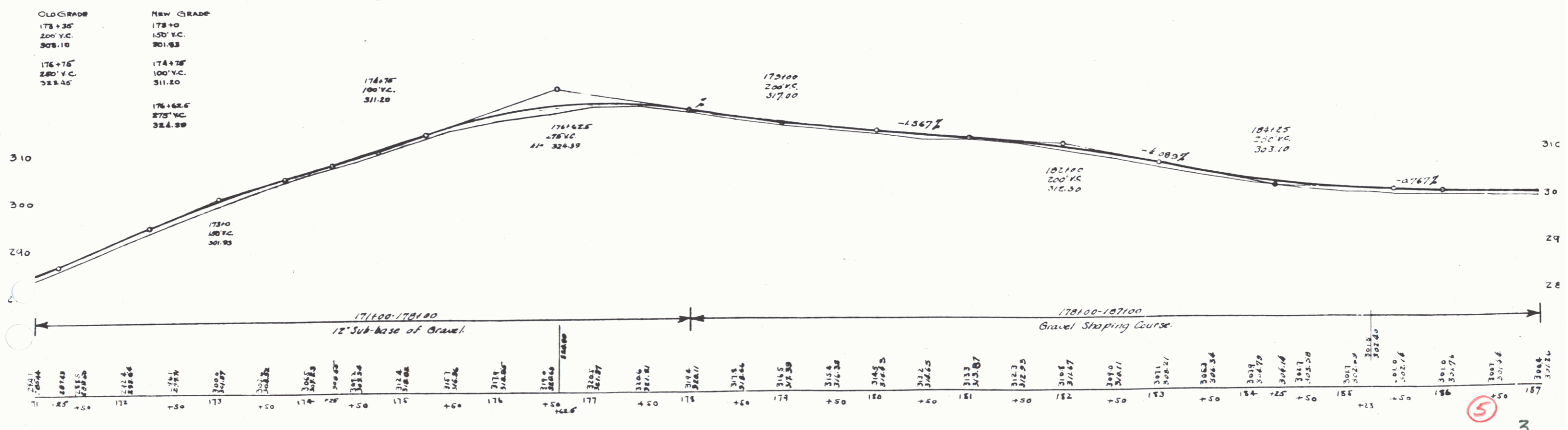
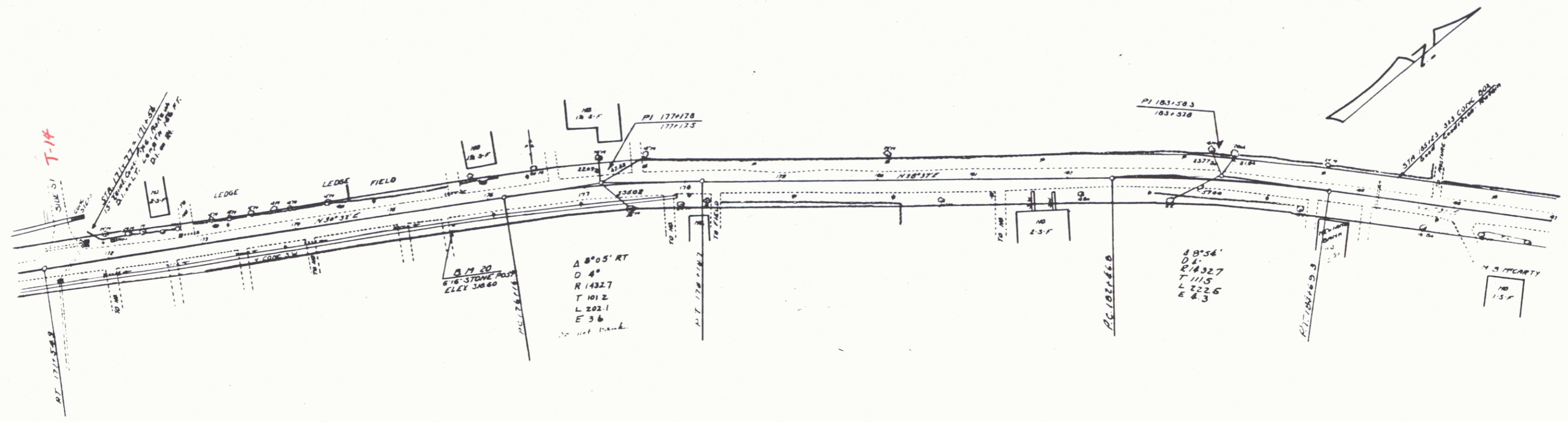
APPROVED SEPT 20, 1933
 [Signature]
 COMMISSIONER OF HIGHWAYS
 SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

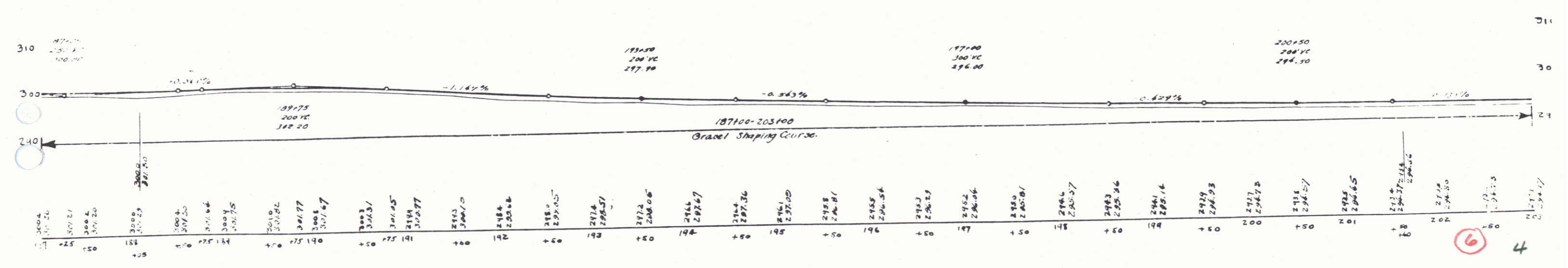
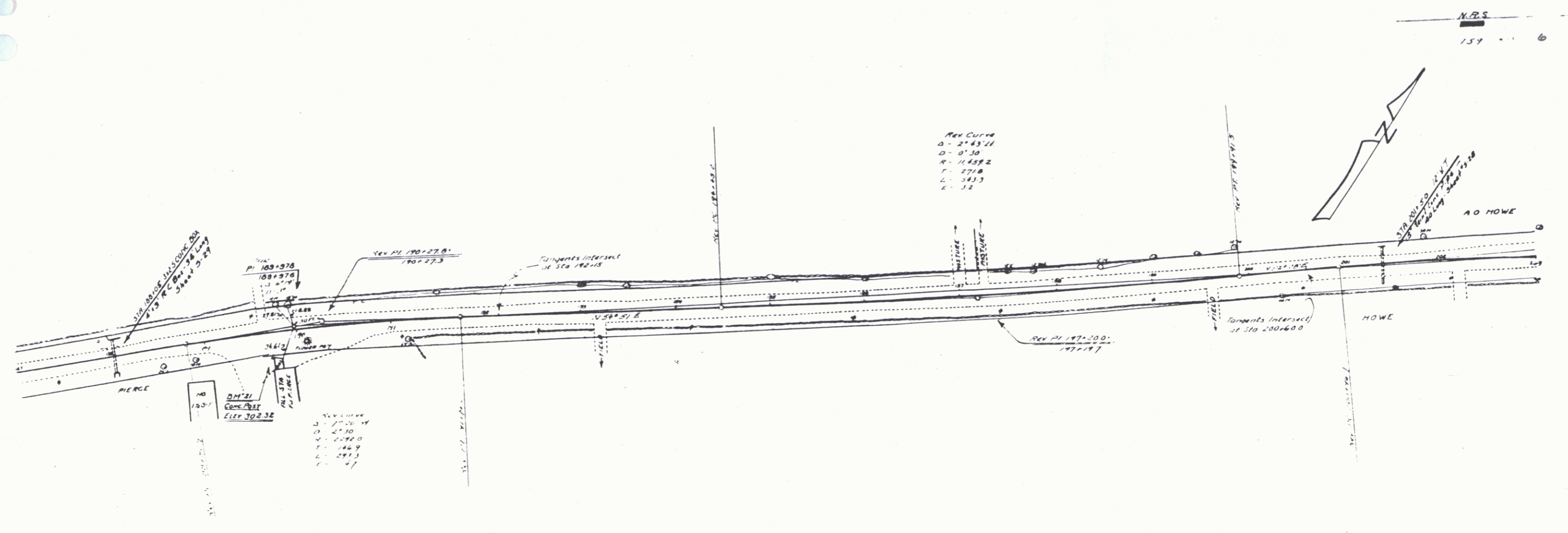
RECOMMENDED [Signature] DISTRICT ENGINEER BUREAU OF PUBLIC ROADS
 RECOMMENDED FOR APPROVAL [Signature] CHIEF ENGINEER BUREAU OF PUBLIC ROADS

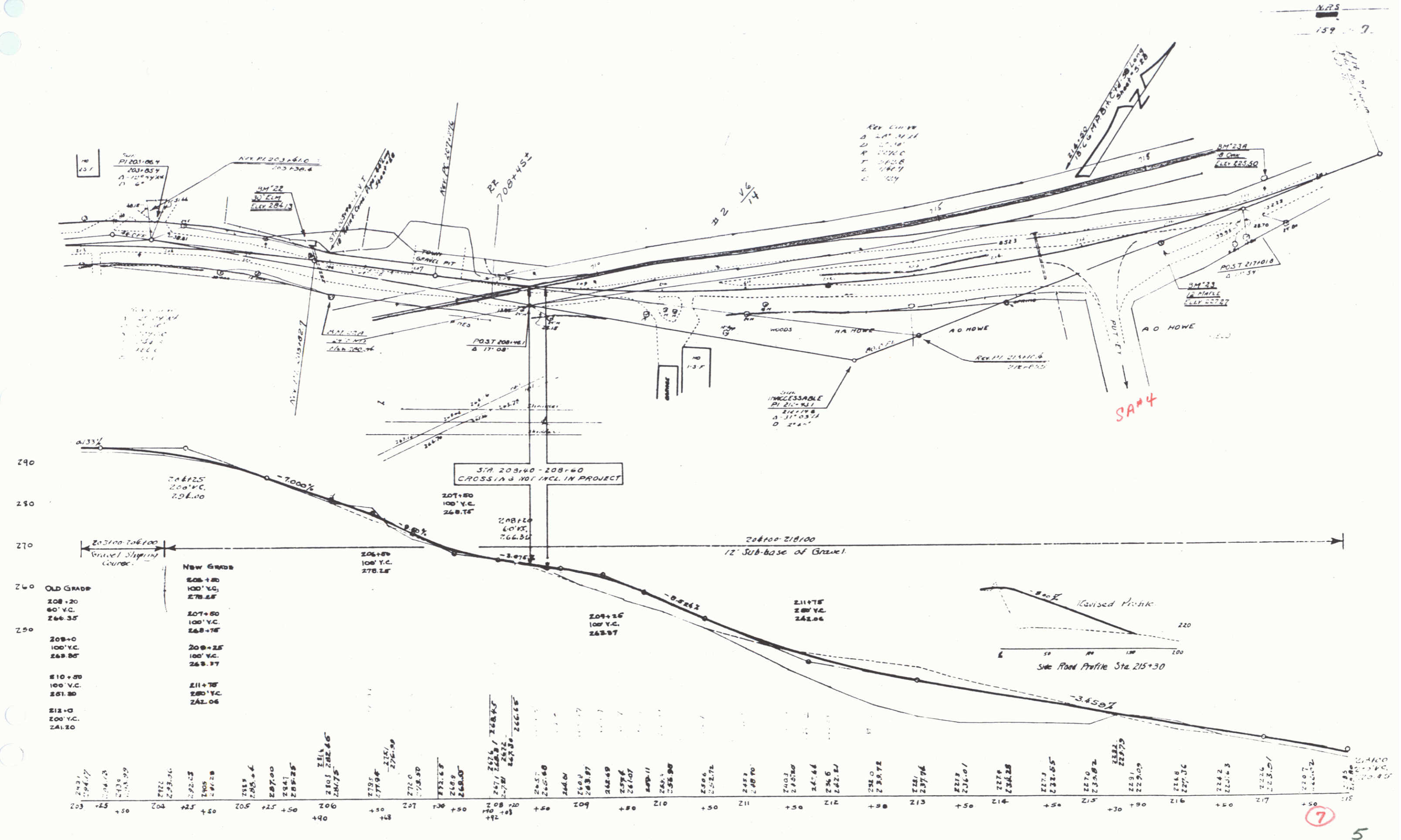


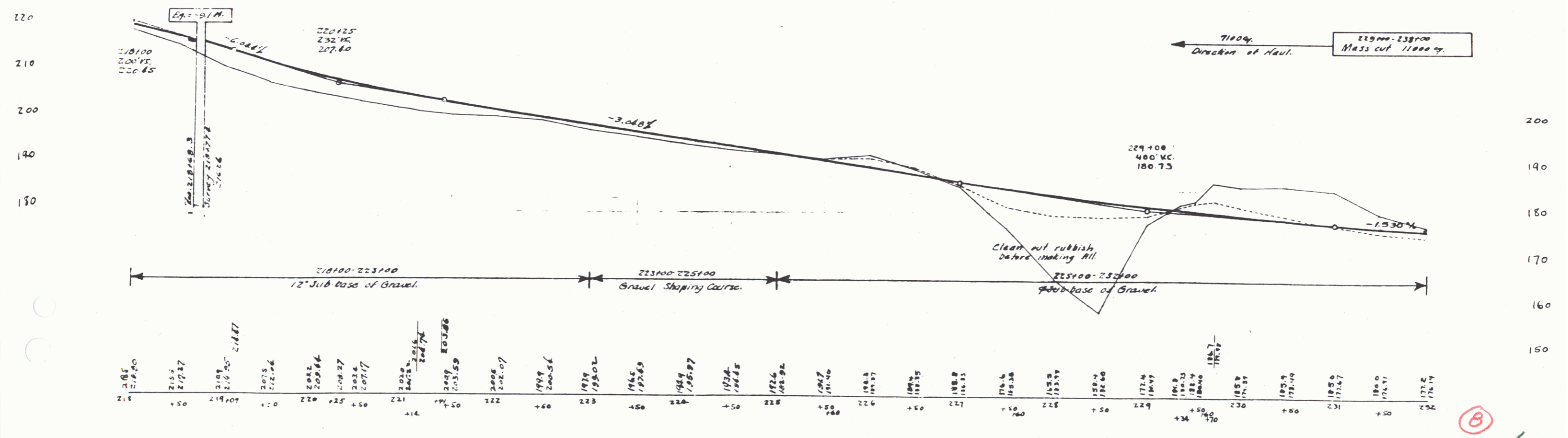
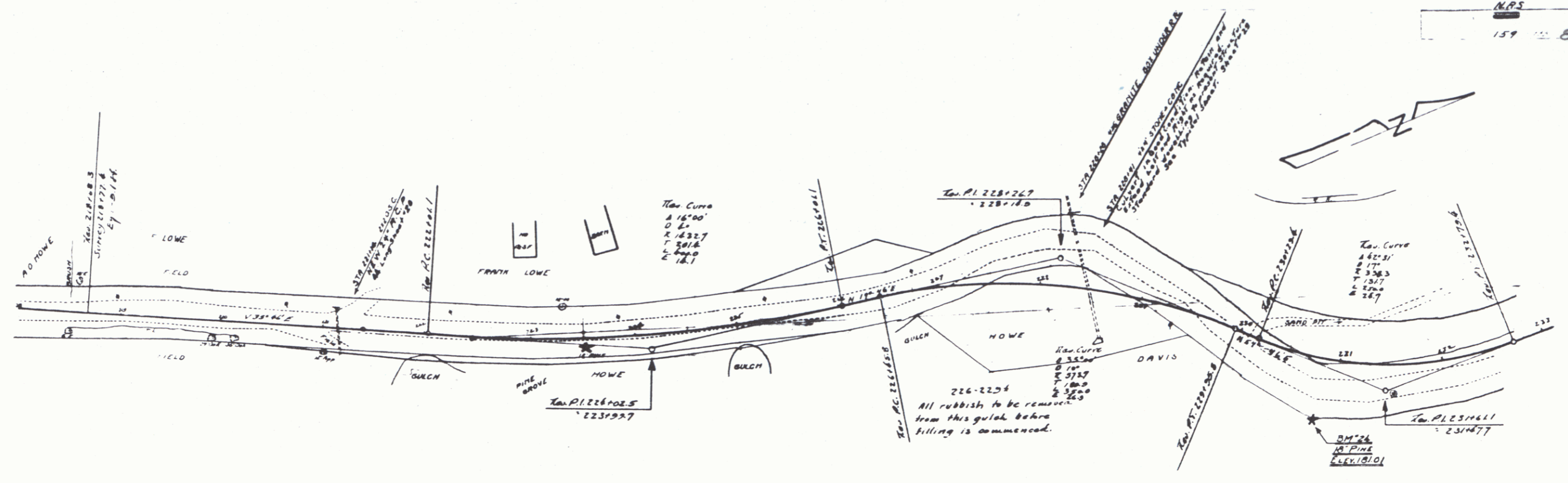
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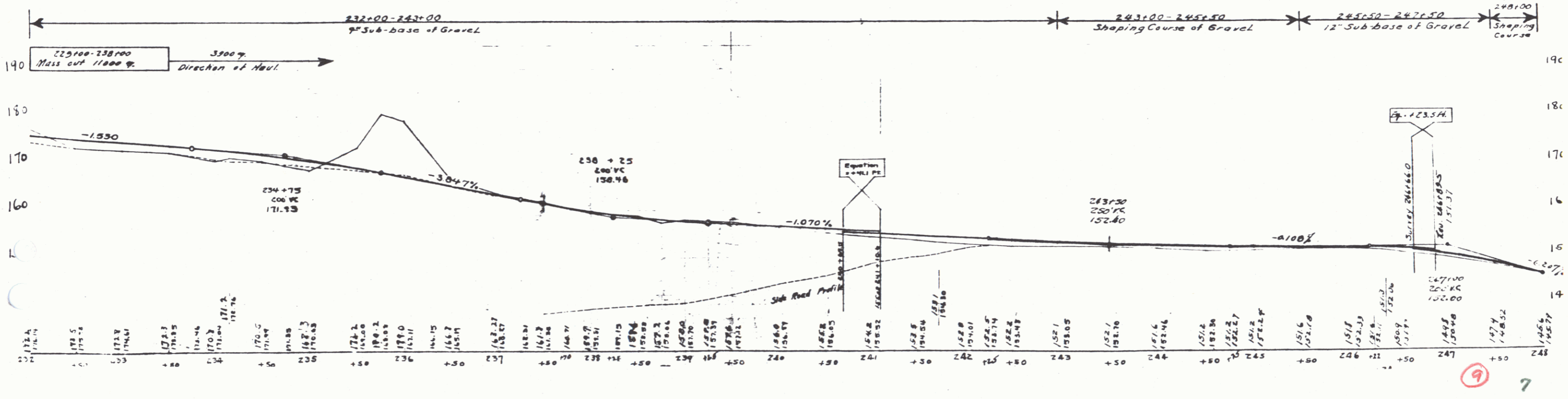
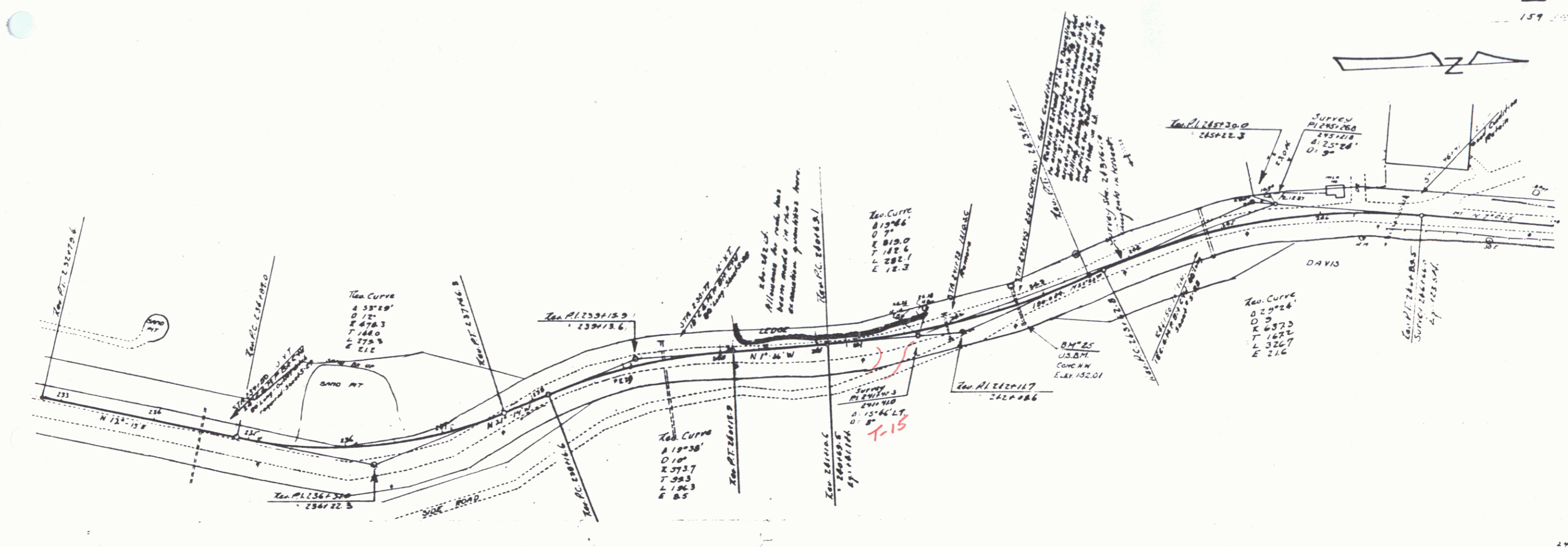
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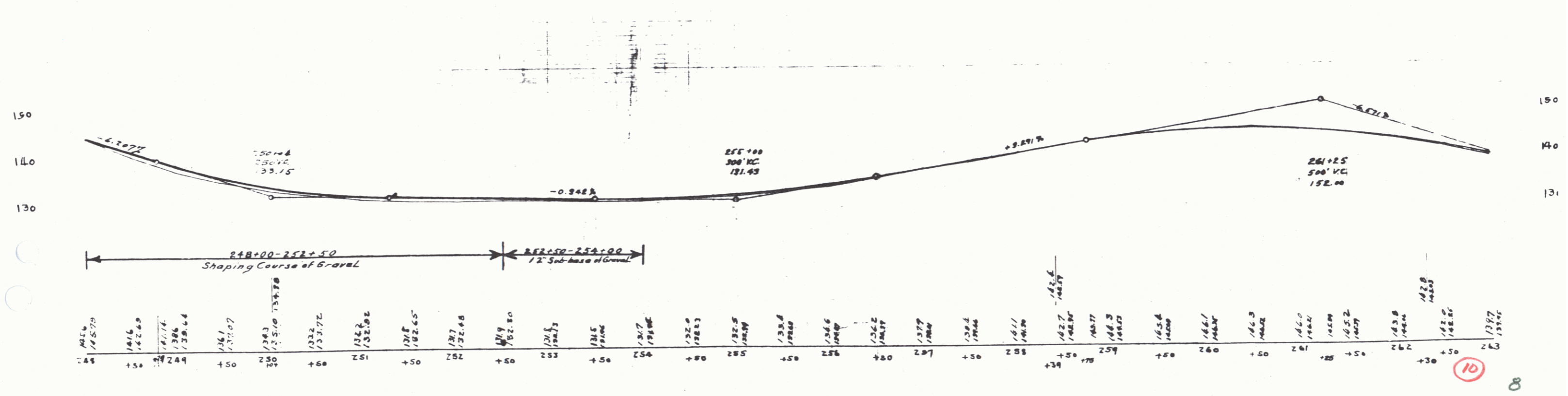
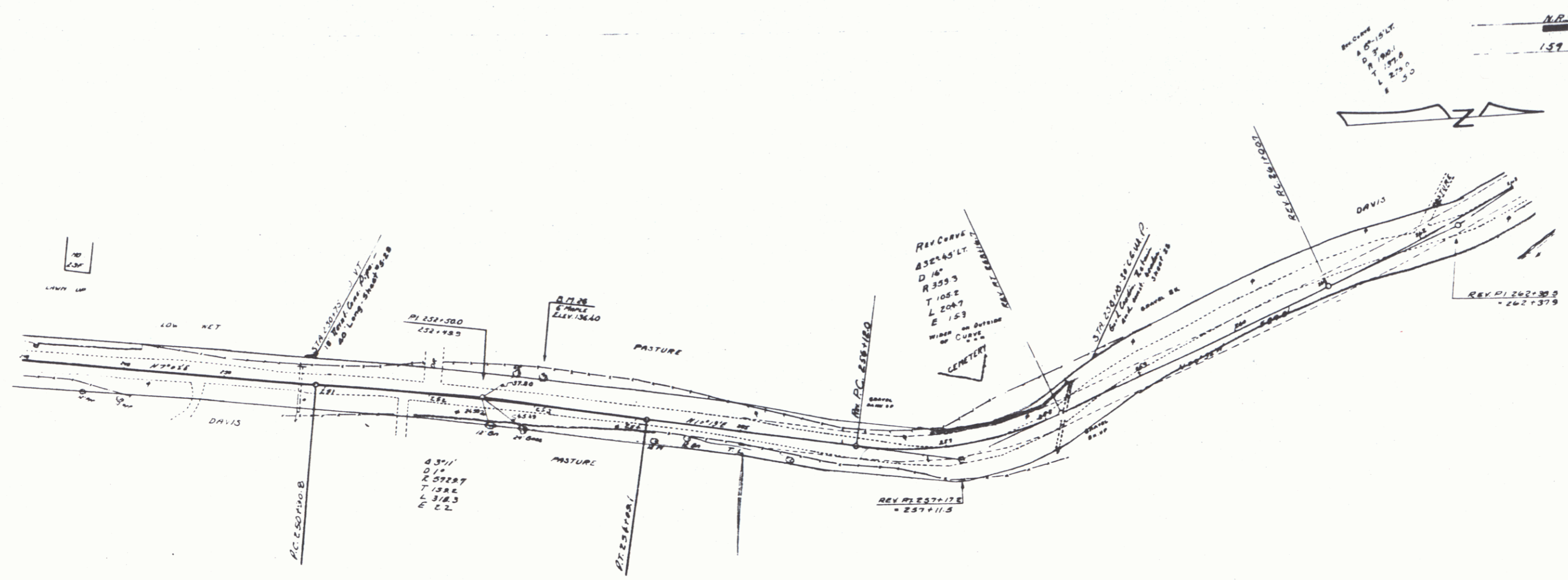




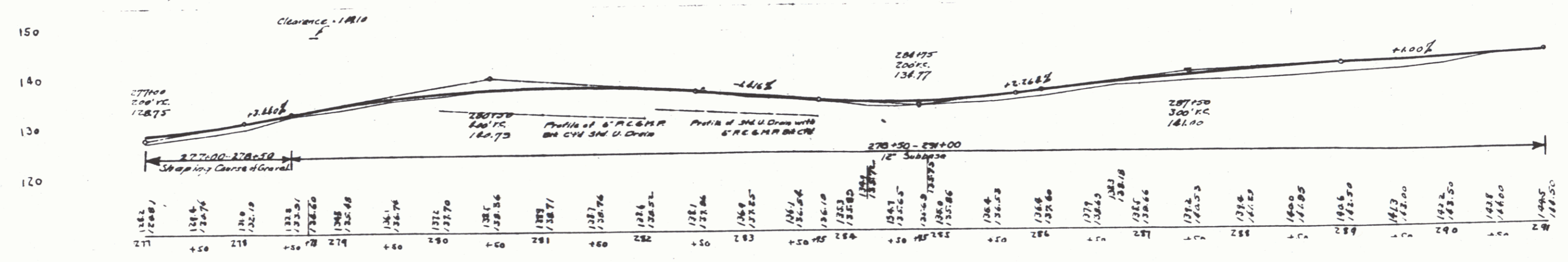
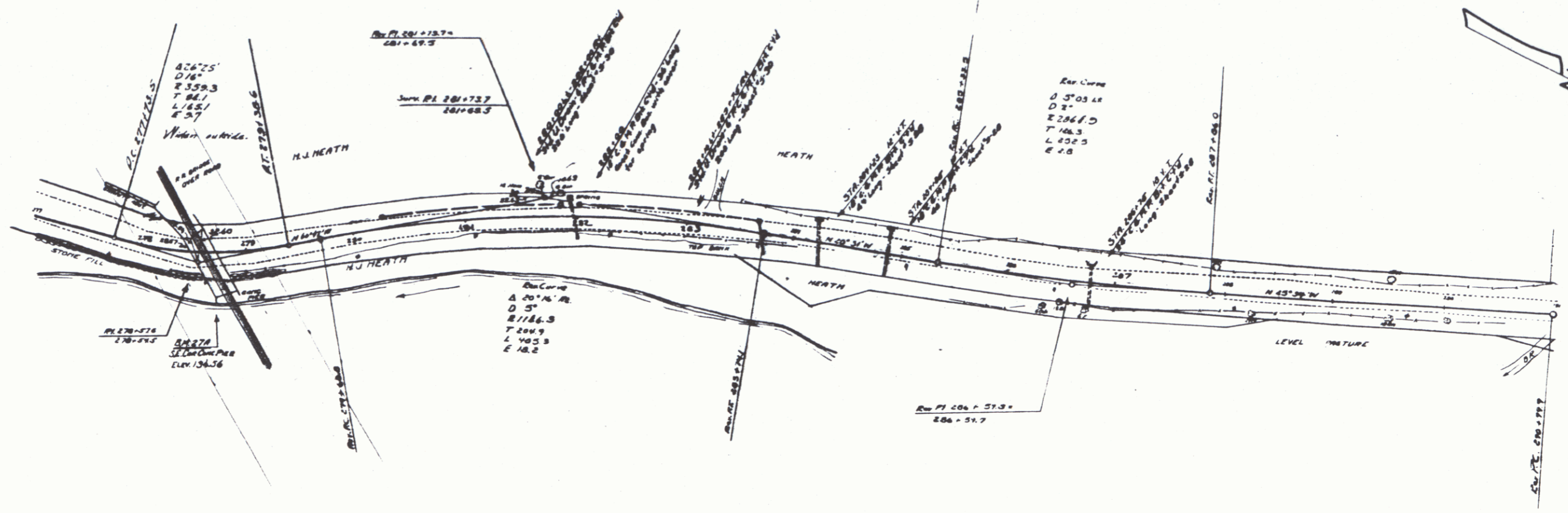




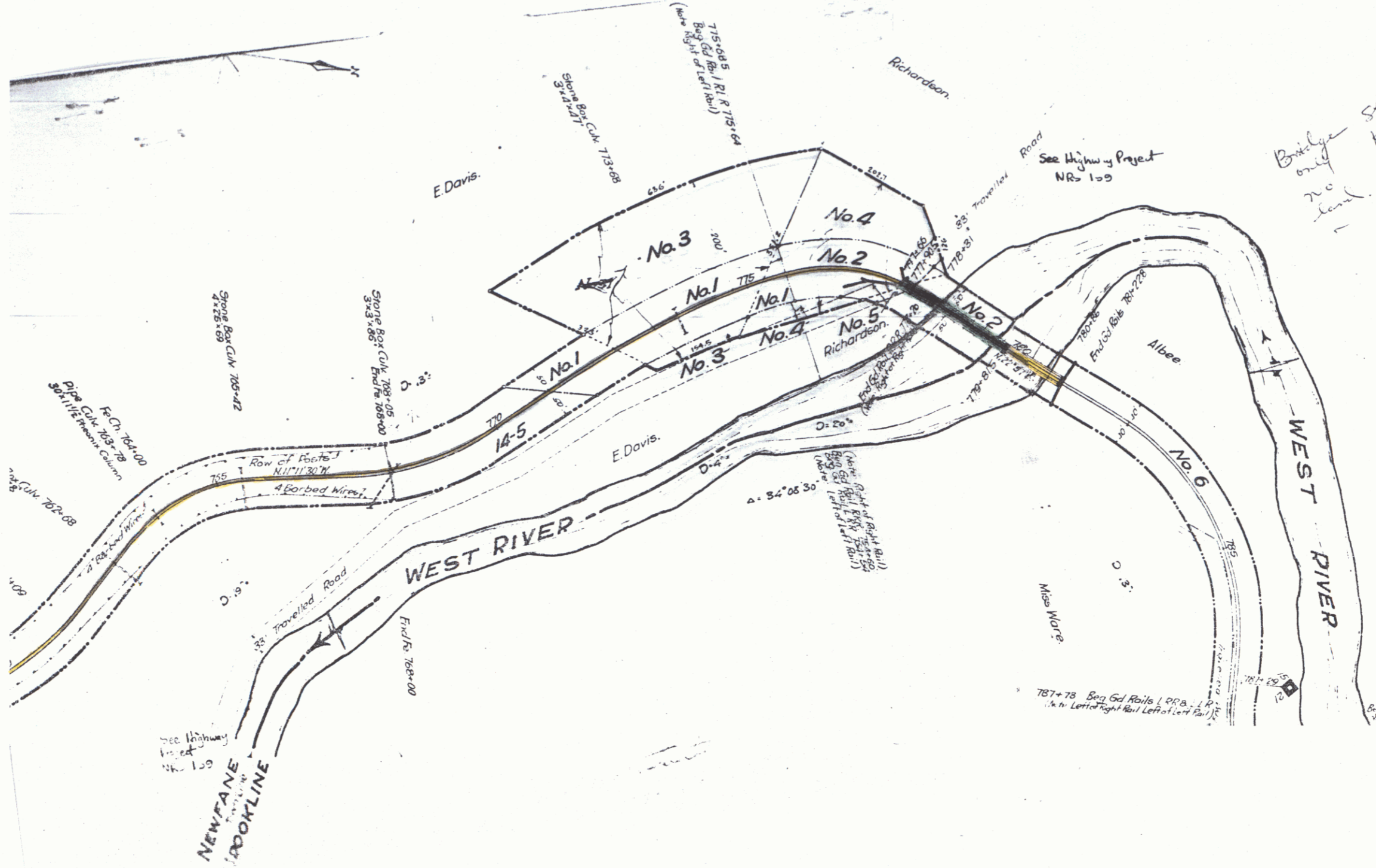




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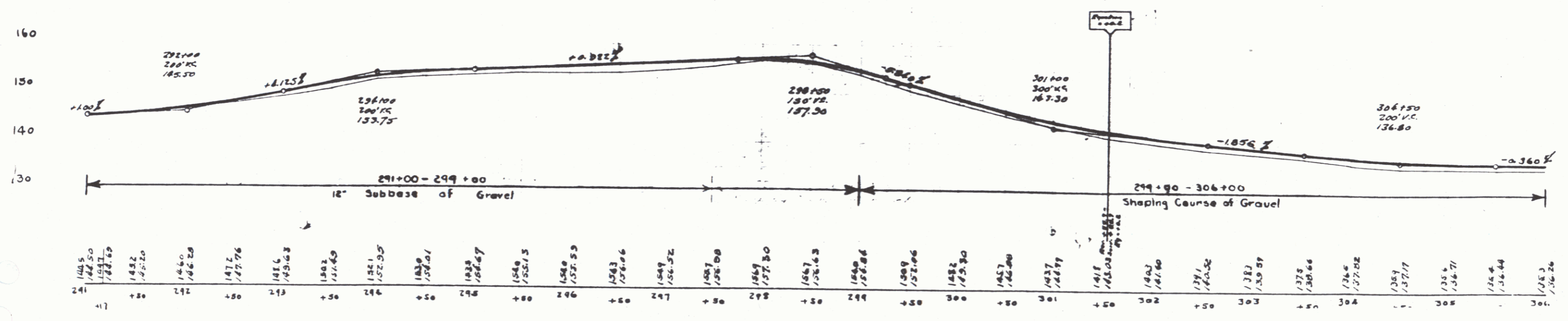
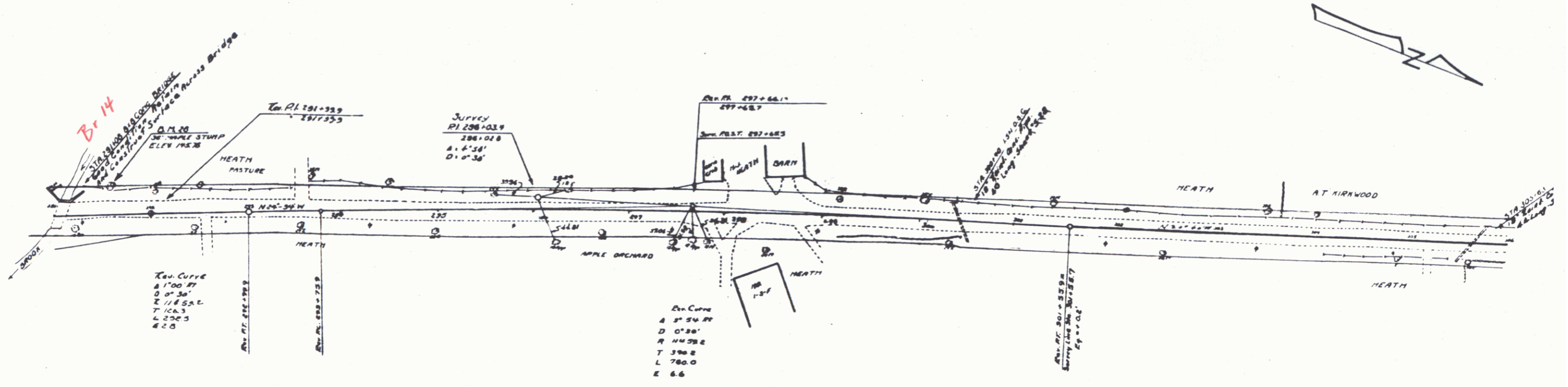
Sheet	Kind	Date	Writer	Committee	Book	Page	Date	Consideration
3	Q-D		L.H. Richardson	CVR	24	298	12/24/09	2008
4	Q-D		Dagmon Clark	CVR	24	397	12/22/09	2008



Bridge
 only
 no
 lead.
 Stay Vt to
 Krumm #300
 10/23/42
 (incl Br V6)
 29

12A

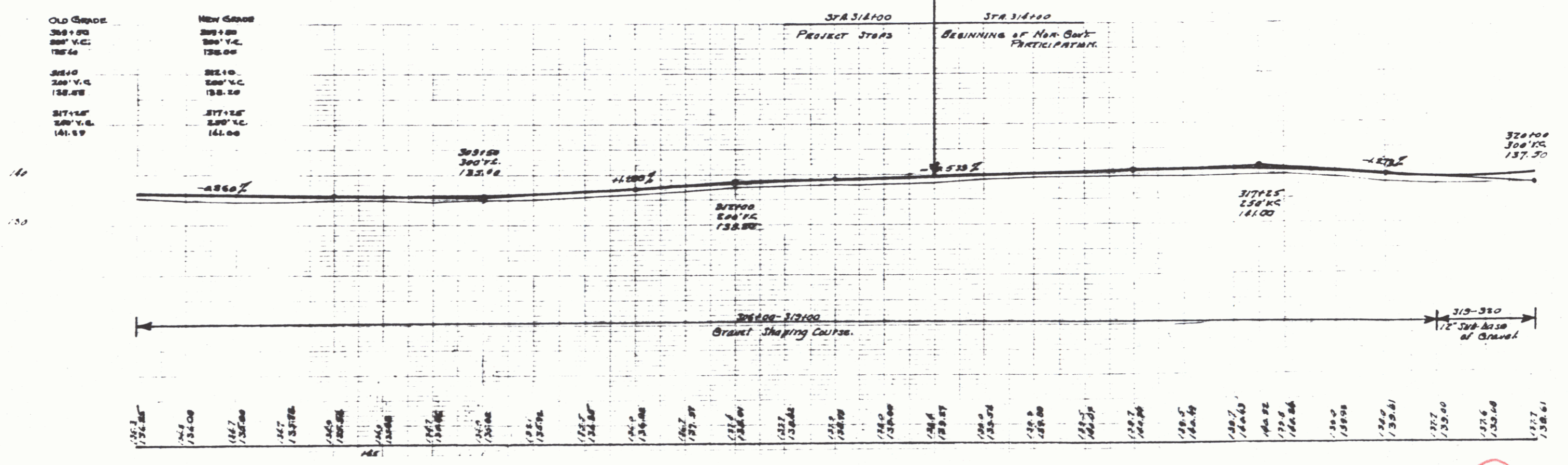
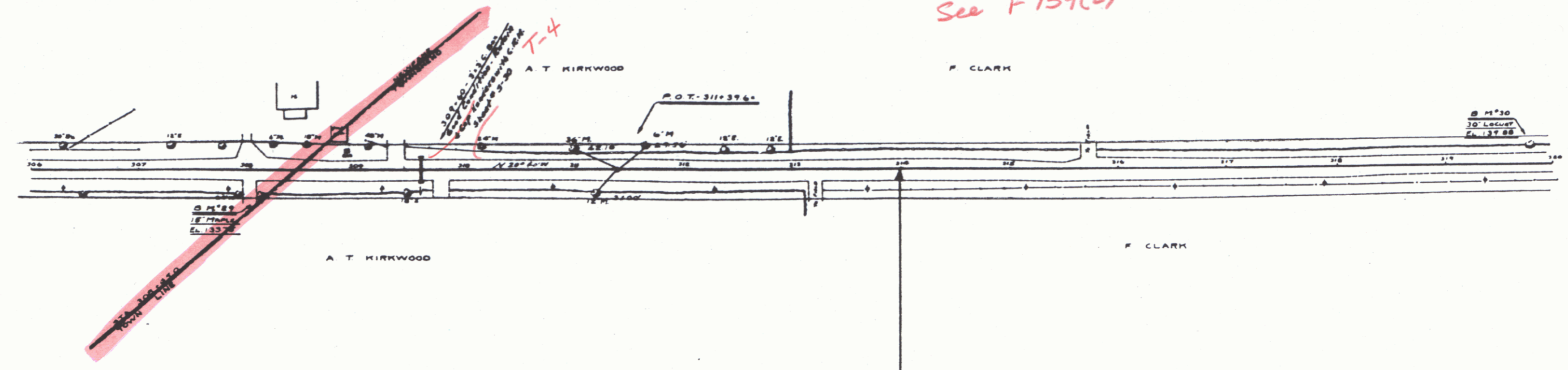
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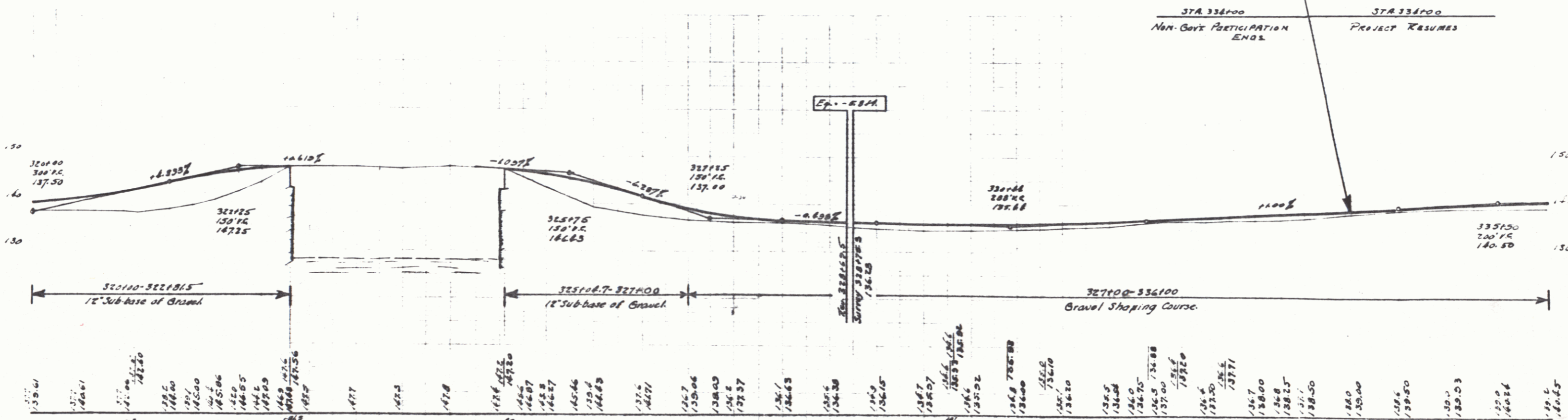
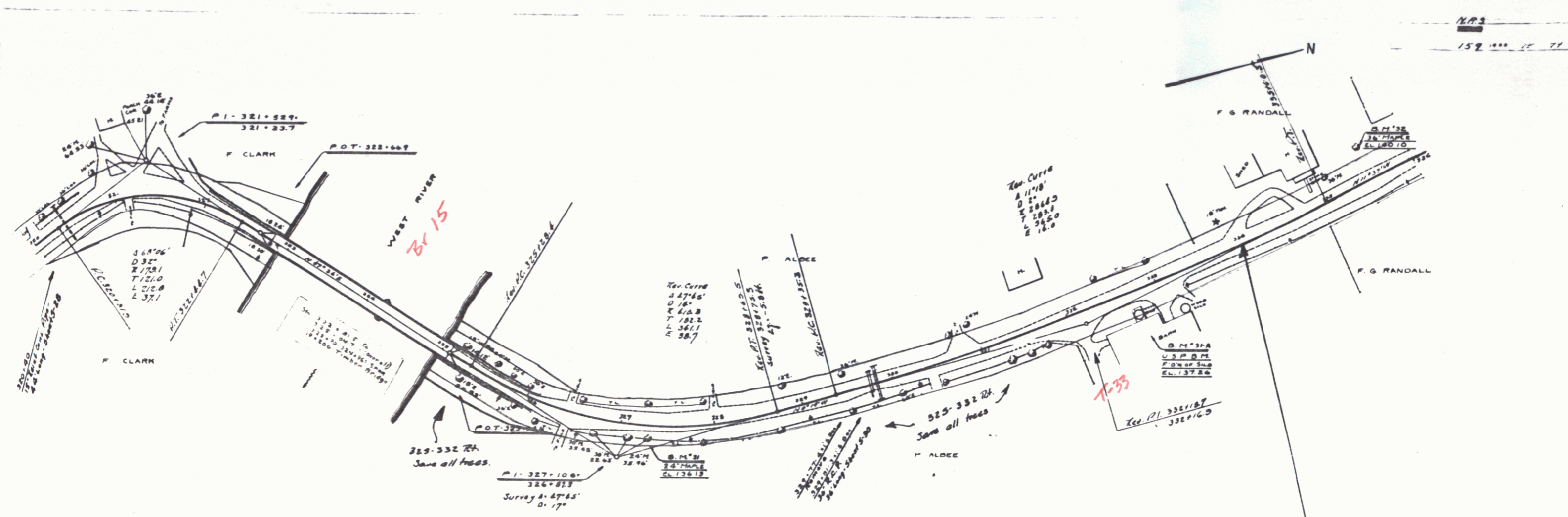
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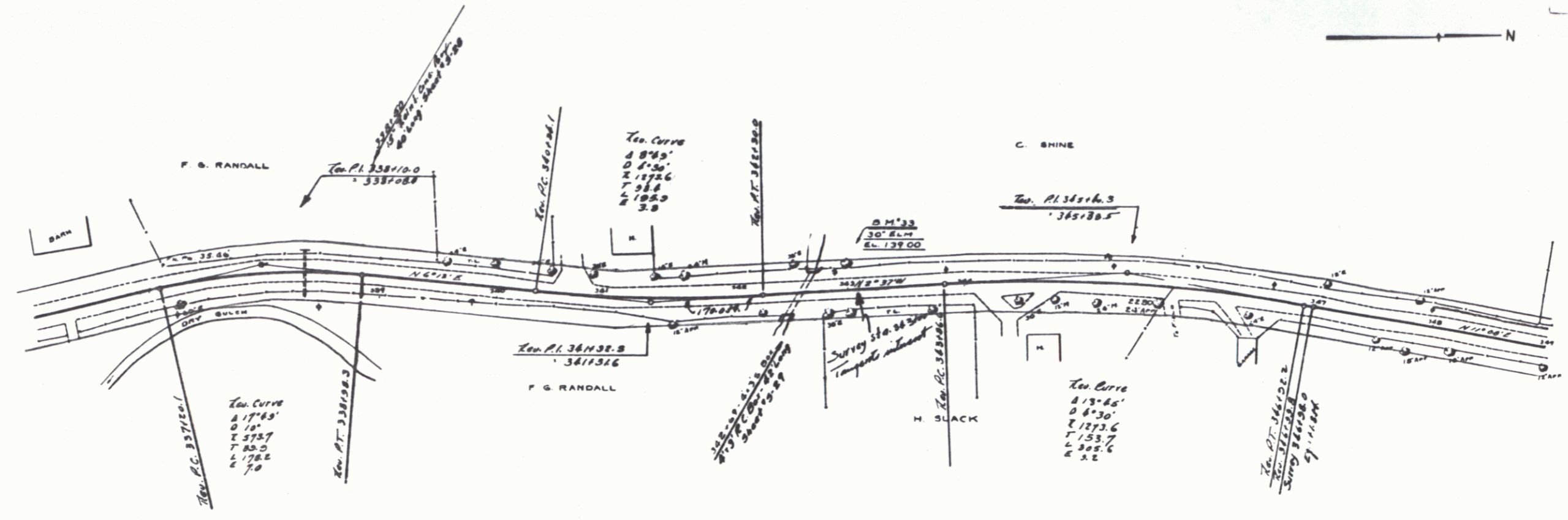
See F 159(2)



14

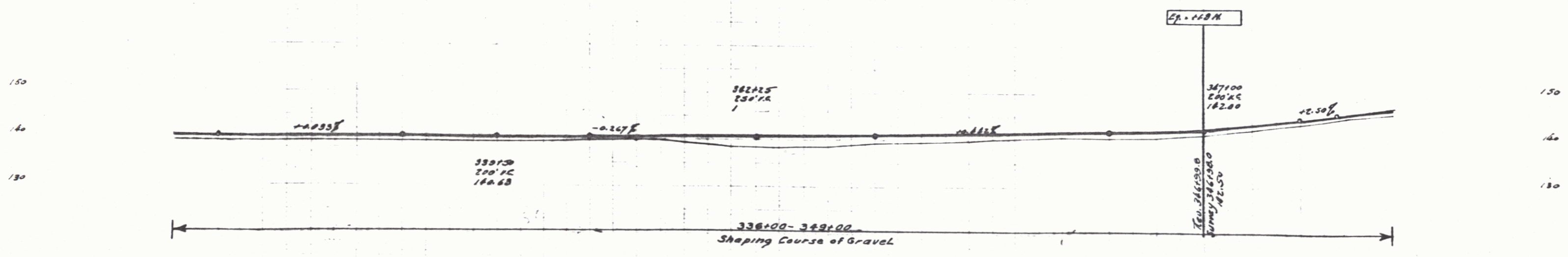


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OLD GRADE
 342+28
 280' V.C.
 138.00

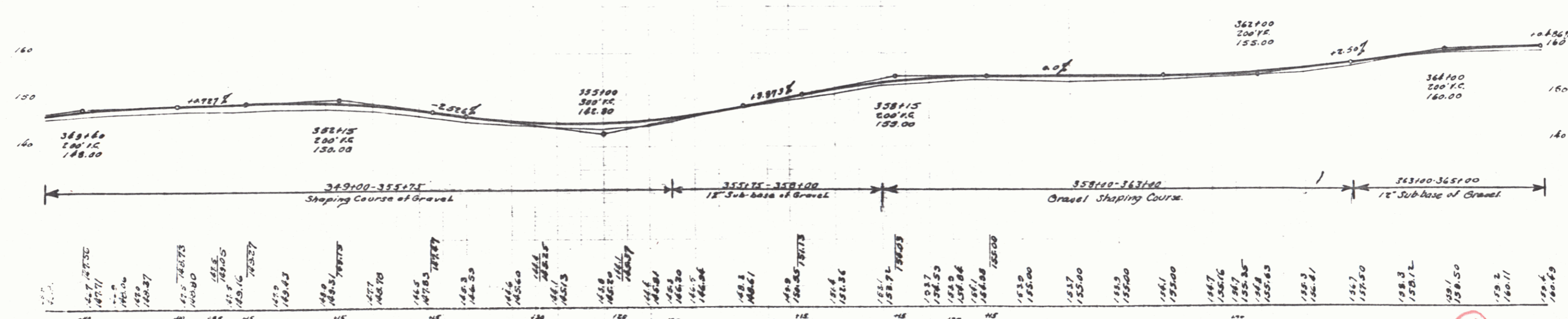
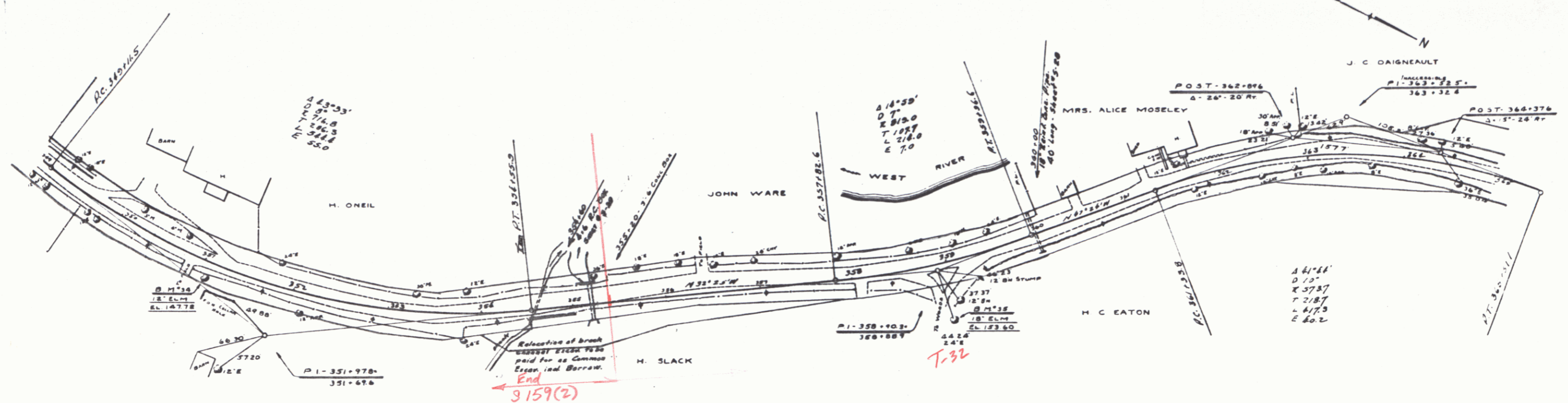
NEW GRADE
 341+28
 280' V.C.
 140.00

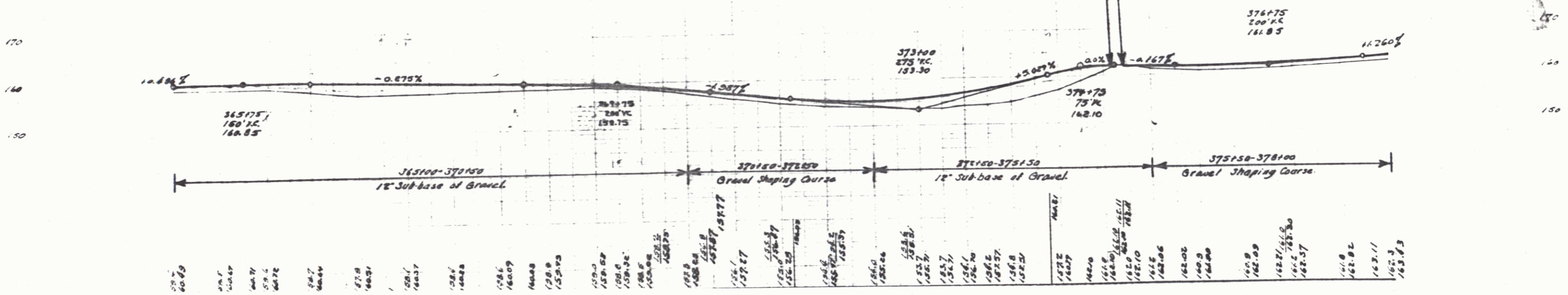
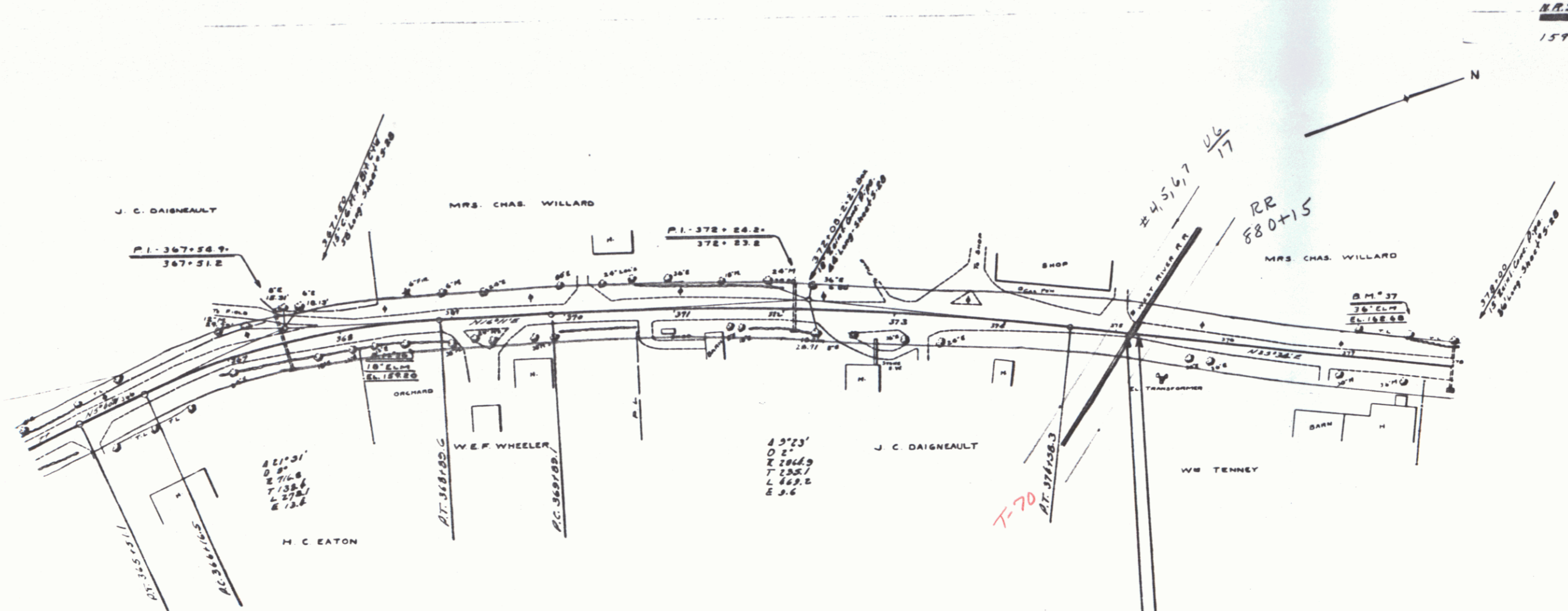


- 342+45
- 343+00
- 343+55
- 344+10
- 344+15
- 344+20
- 344+25
- 344+30
- 344+35
- 344+40
- 344+45
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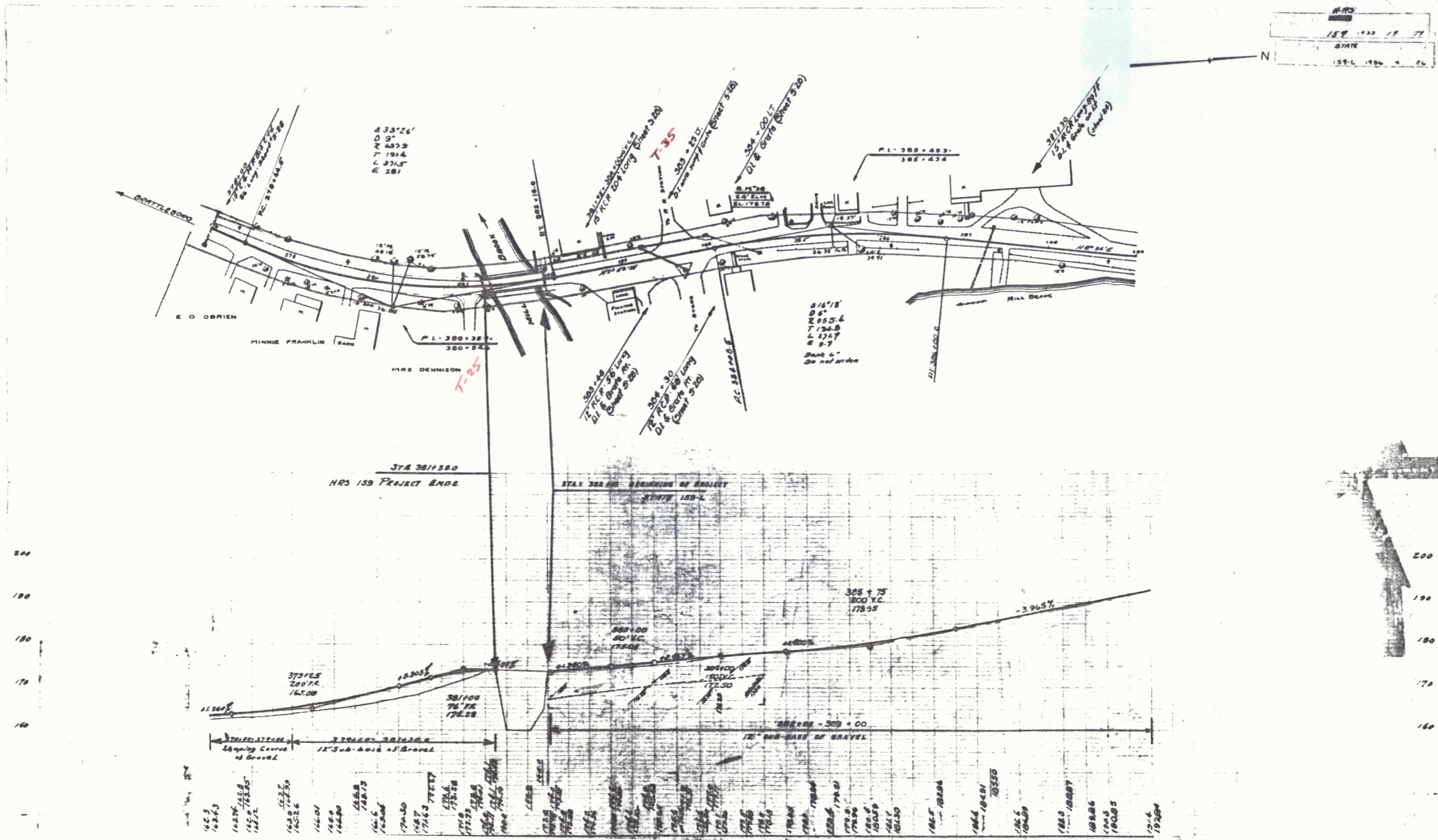




365+00-370+50 12" Sub-base of Gravel.
 370+50-375+00 Gravel Shaping Course
 375+00-375+50 12" Sub-base of Gravel.
 375+50-378+00 Gravel Shaping Course.

365+00	365+10	365+20	365+30	365+40	365+50	365+60	365+70	365+80	365+90	366+00	366+10	366+20	366+30	366+40	366+50	366+60	366+70	366+80	366+90	367+00	367+10	367+20	367+30	367+40	367+50	367+60	367+70	367+80	367+90	368+00	368+10	368+20	368+30	368+40	368+50	368+60	368+70	368+80	368+90	369+00	369+10	369+20	369+30	369+40	369+50	369+60	369+70	369+80	369+90	370+00	370+10	370+20	370+30	370+40	370+50	370+60	370+70	370+80	370+90	371+00	371+10	371+20	371+30	371+40	371+50	371+60	371+70	371+80	371+90	372+00	372+10	372+20	372+30	372+40	372+50	372+60	372+70	372+80	372+90	373+00	373+10	373+20	373+30	373+40	373+50	373+60	373+70	373+80	373+90	374+00	374+10	374+20	374+30	374+40	374+50	374+60	374+70	374+80	374+90	375+00	375+10	375+20	375+30	375+40	375+50	375+60	375+70	375+80	375+90	376+00	376+10	376+20	376+30	376+40	376+50	376+60	376+70	376+80	376+90	377+00	377+10	377+20	377+30	377+40	377+50	377+60	377+70	377+80	377+90	378+00	378+10	378+20	378+30	378+40	378+50	378+60	378+70	378+80	378+90	379+00	379+10	379+20	379+30	379+40	379+50	379+60	379+70	379+80	379+90	380+00	380+10	380+20	380+30	380+40	380+50	380+60	380+70	380+80	380+90
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