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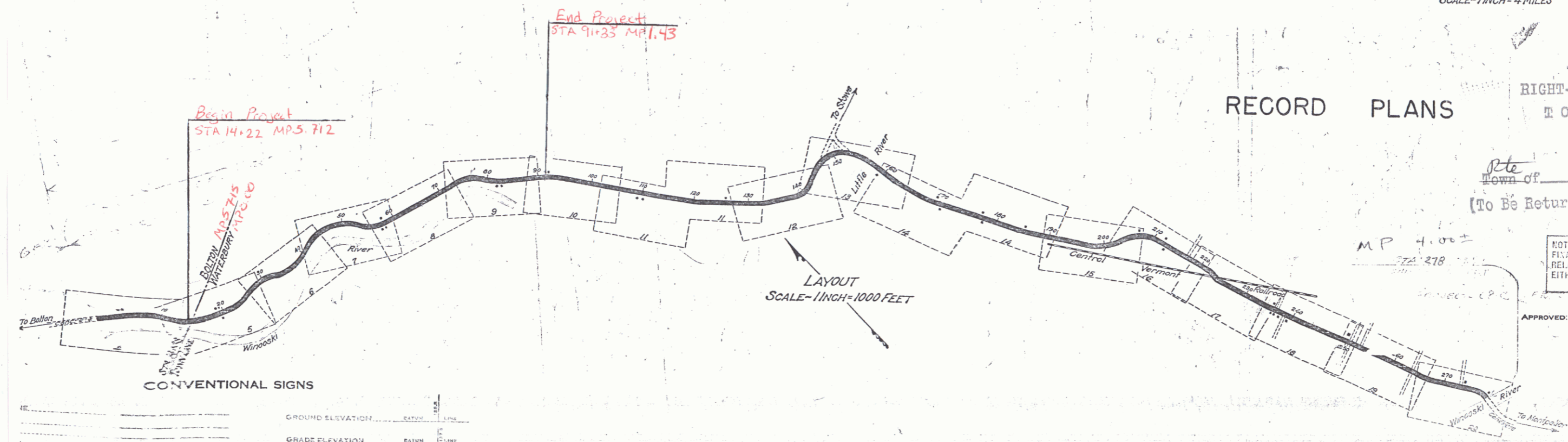
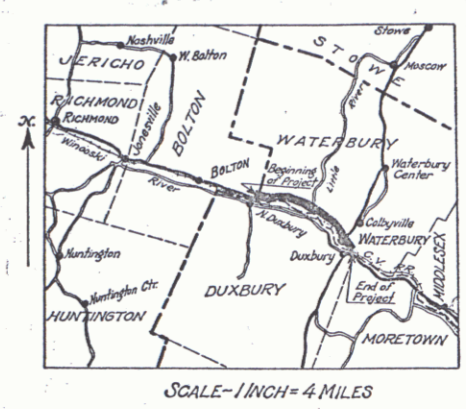
STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

TOWNS OF BOLTON-WATERBURY
BURLINGTON-MONTPELIER ROAD

Proj 99R079
Project NRH 68A
Route V52

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	68-C	1929	1	



RECORD PLANS

RIGHT-OF-WAY DIVISION
TOWN FILE

PERPETUAL
Rte
Town of US 2
(To Be Returned To R.O.W. Division)

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

CONVENTIONAL SIGNS

PROPERTY	GROUND ELEVATION	GRADE ELEVATION
.....
.....

CURVE DATA	
DEFLECTION 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.

This Project to be constructed in accordance with Standard 1929 Specifications. These plans subject to such revisions as may be required by the Chief Engineer.

RECOMMENDED [Signature] DISTRICT ENGINEER BUREAU OF PUBLIC ROADS

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

APPROVED [Signature] DIRECTOR - BUREAU OF PUBLIC ROADS

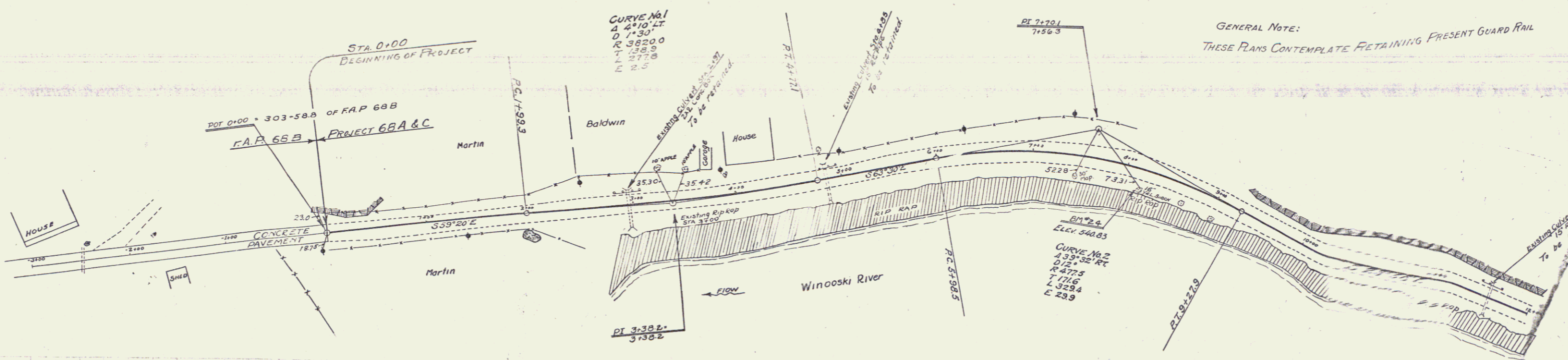
3/7/29

DIST. # 5 PLANS

SERIES No. 68-C FILED SHEET 1 OF 1

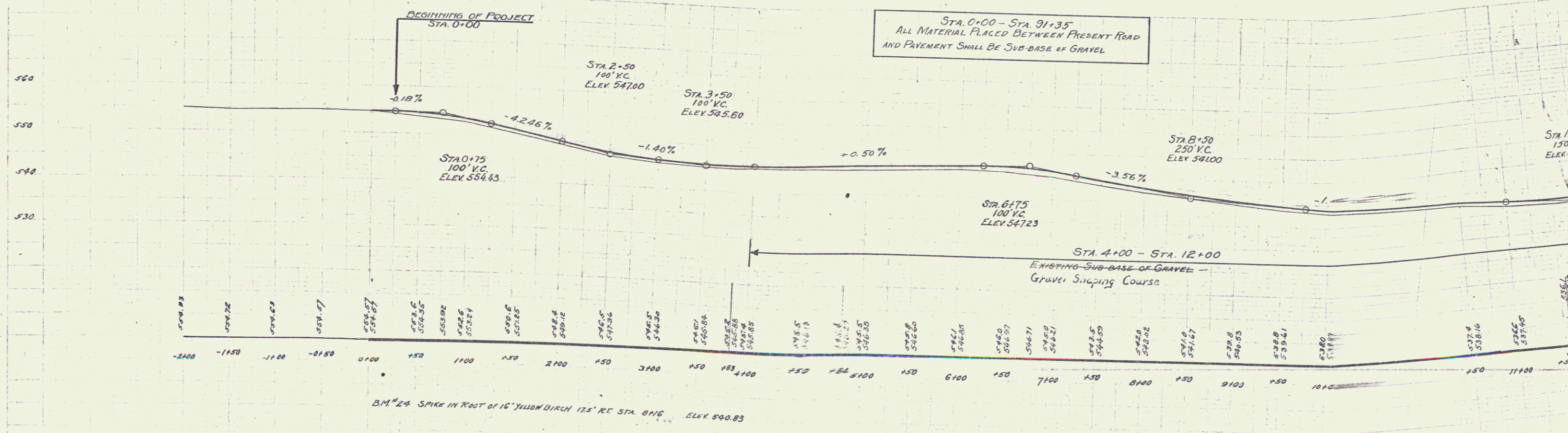
WOOD GUARD RAIL REQUIRED
 CIVIL STA. LEFT RIGHT
 2197 24 FT 24 FT
 4185 24 FT 24 FT

CABLE GUARD RAIL REQUIRED
 STATIONS LEFT RIGHT
 1144-1192 48 FT 48 FT



GENERAL NOTE:
 THESE PLANS CONTEMPLATE RETAINING PRESENT GUARD RAIL

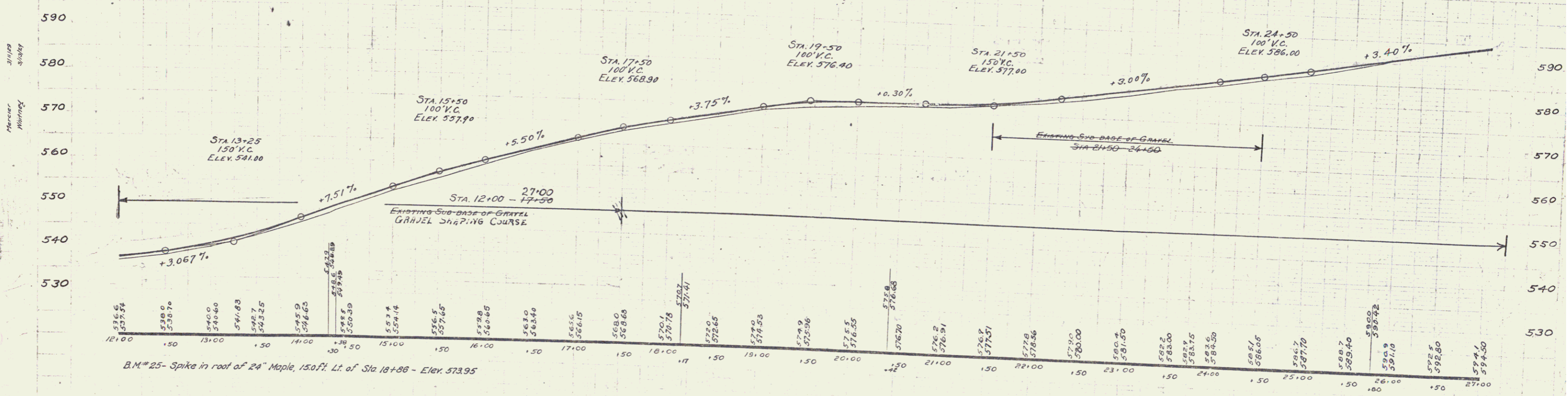
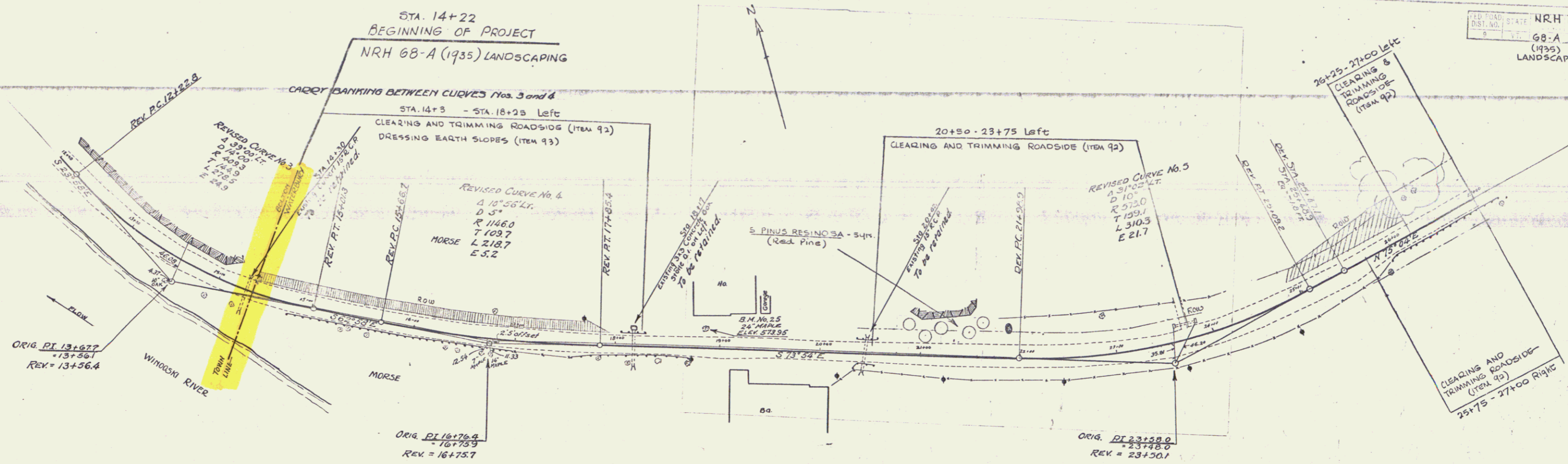
A.D. Wood, Civil Engineer, No. 2723



CABLE BUNKER RAIL REQUIRED
 STATIONS LEFT RIGHT
 15122-14+74 - 152+74

STA. 14+22
 BEGINNING OF PROJECT
 NRH 68-A (1935) LANDSCAPING

NRH
 68-A 1935 3
 (1935)
 LANDSCAPING



B.M. #25 - Spike in root of 24" Maple, 150 ft. Lt. of Sta. 18+86 - Elev. 573.95

SERIES NRH NO. 68-A (1935) LANDSCAPING
 SERIES R - NO. 68-C
 SHEET 3 OF 4

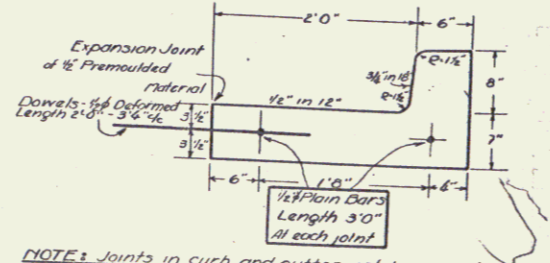
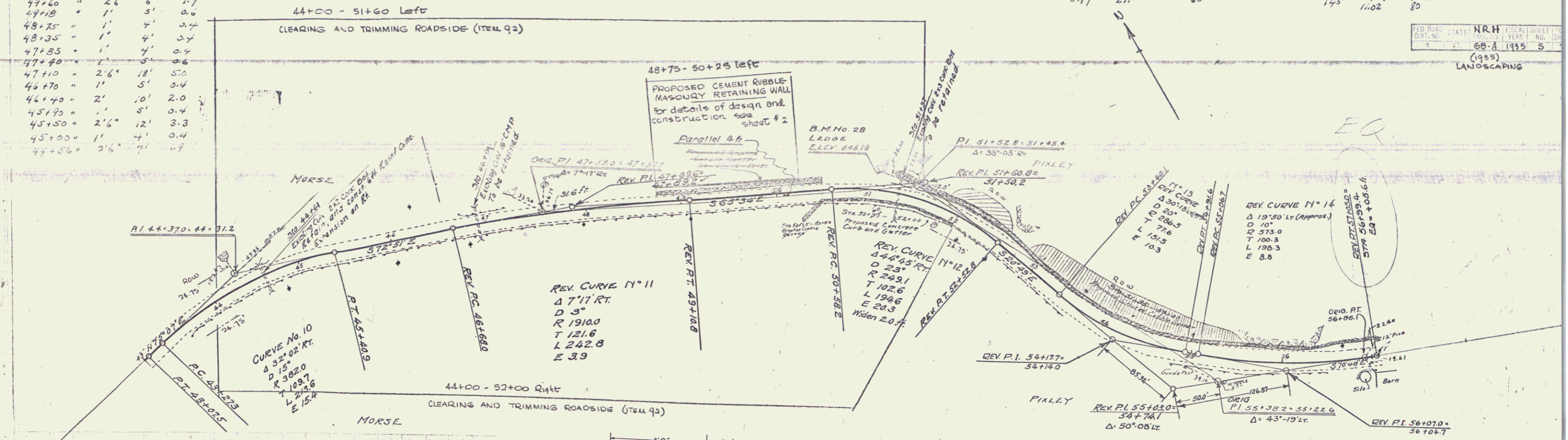
Station	Width	Length	Sq. Ft.
44+00 - 44+50 RT	3'	50'	150
44+50 - 44+60	3'6"	10'	36
44+60 - 44+70	2'6"	10'	26
44+70 - 44+80	1'	10'	10
44+80 - 44+90	1'	10'	10
44+90 - 44+100	1'	10'	10
44+100 - 44+110	2'6"	10'	26
44+110 - 44+120	1'	10'	10
44+120 - 44+130	2'	10'	20
44+130 - 44+140	1'	10'	10
44+140 - 44+150	2'6"	10'	26
44+150 - 44+160	1'	10'	10
44+160 - 44+170	2'6"	10'	26
44+170 - 44+180	1'	10'	10
44+180 - 44+190	2'6"	10'	26
44+190 - 44+200	1'	10'	10
44+200 - 44+210	2'6"	10'	26
44+210 - 44+220	1'	10'	10
44+220 - 44+230	2'6"	10'	26
44+230 - 44+240	1'	10'	10
44+240 - 44+250	2'6"	10'	26
44+250 - 44+260	1'	10'	10
44+260 - 44+270	2'6"	10'	26
44+270 - 44+280	1'	10'	10
44+280 - 44+290	2'6"	10'	26
44+290 - 44+300	1'	10'	10
44+300 - 44+310	2'6"	10'	26
44+310 - 44+320	1'	10'	10
44+320 - 44+330	2'6"	10'	26
44+330 - 44+340	1'	10'	10
44+340 - 44+350	2'6"	10'	26
44+350 - 44+360	1'	10'	10
44+360 - 44+370	2'6"	10'	26
44+370 - 44+380	1'	10'	10
44+380 - 44+390	2'6"	10'	26
44+390 - 44+400	1'	10'	10
44+400 - 44+410	2'6"	10'	26
44+410 - 44+420	1'	10'	10
44+420 - 44+430	2'6"	10'	26
44+430 - 44+440	1'	10'	10
44+440 - 44+450	2'6"	10'	26
44+450 - 44+460	1'	10'	10
44+460 - 44+470	2'6"	10'	26
44+470 - 44+480	1'	10'	10
44+480 - 44+490	2'6"	10'	26
44+490 - 44+500	1'	10'	10

Station	Width	Length	Sq. Ft.
44+00 - 44+50 L	3'	50'	150
44+50 - 44+60 L	3'6"	10'	36
44+60 - 44+70 L	2'6"	10'	26
44+70 - 44+80 L	1'	10'	10
44+80 - 44+90 L	1'	10'	10
44+90 - 44+100 L	1'	10'	10
44+100 - 44+110 L	2'6"	10'	26
44+110 - 44+120 L	1'	10'	10
44+120 - 44+130 L	2'	10'	20
44+130 - 44+140 L	1'	10'	10
44+140 - 44+150 L	2'6"	10'	26
44+150 - 44+160 L	1'	10'	10
44+160 - 44+170 L	2'6"	10'	26
44+170 - 44+180 L	1'	10'	10
44+180 - 44+190 L	2'6"	10'	26
44+190 - 44+200 L	1'	10'	10
44+200 - 44+210 L	2'6"	10'	26
44+210 - 44+220 L	1'	10'	10
44+220 - 44+230 L	2'6"	10'	26
44+230 - 44+240 L	1'	10'	10
44+240 - 44+250 L	2'6"	10'	26
44+250 - 44+260 L	1'	10'	10
44+260 - 44+270 L	2'6"	10'	26
44+270 - 44+280 L	1'	10'	10
44+280 - 44+290 L	2'6"	10'	26
44+290 - 44+300 L	1'	10'	10
44+300 - 44+310 L	2'6"	10'	26
44+310 - 44+320 L	1'	10'	10
44+320 - 44+330 L	2'6"	10'	26
44+330 - 44+340 L	1'	10'	10
44+340 - 44+350 L	2'6"	10'	26
44+350 - 44+360 L	1'	10'	10
44+360 - 44+370 L	2'6"	10'	26
44+370 - 44+380 L	1'	10'	10
44+380 - 44+390 L	2'6"	10'	26
44+390 - 44+400 L	1'	10'	10
44+400 - 44+410 L	2'6"	10'	26
44+410 - 44+420 L	1'	10'	10
44+420 - 44+430 L	2'6"	10'	26
44+430 - 44+440 L	1'	10'	10
44+440 - 44+450 L	2'6"	10'	26
44+450 - 44+460 L	1'	10'	10
44+460 - 44+470 L	2'6"	10'	26
44+470 - 44+480 L	1'	10'	10
44+480 - 44+490 L	2'6"	10'	26
44+490 - 44+500 L	1'	10'	10

Sta	Size	Conc. #	Steel
44+00 - 44+50	24"	100	1.00
44+50 - 44+100	24"	100	1.00
44+100 - 44+150	24"	100	1.00
44+150 - 44+200	24"	100	1.00
44+200 - 44+250	24"	100	1.00
44+250 - 44+300	24"	100	1.00
44+300 - 44+350	24"	100	1.00
44+350 - 44+400	24"	100	1.00
44+400 - 44+450	24"	100	1.00
44+450 - 44+500	24"	100	1.00

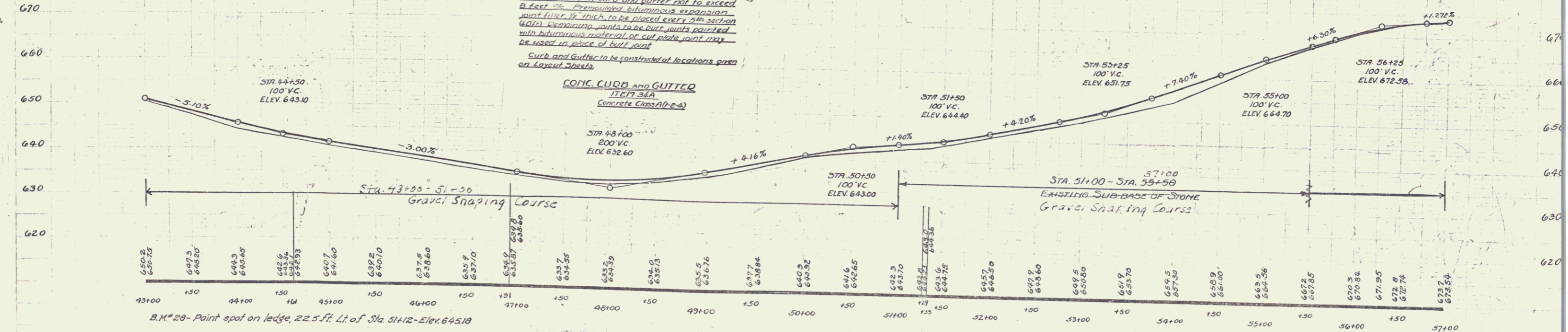
Sta	Conc. #	Steel
44+00 - 44+50	100	1.00
44+50 - 44+100	100	1.00
44+100 - 44+150	100	1.00
44+150 - 44+200	100	1.00
44+200 - 44+250	100	1.00
44+250 - 44+300	100	1.00
44+300 - 44+350	100	1.00
44+350 - 44+400	100	1.00
44+400 - 44+450	100	1.00
44+450 - 44+500	100	1.00

FED. ROAD STATE NRH TOTAL SHEET NO. 68-A 1935 5 (1935) LANDSCAPING



NOTE: Joints in curb and gutter not to exceed 1/8" total. Premolded bituminous expansion joint filler 1/2" thick to be placed every 5th section (60"). Expansion joints to be cut. Joints painted with bituminous material or cut plate joint may be used in place of built joint.

Curb and gutter to be constructed at locations given on Layout Sheets.



B.M. #28 - Paint spot on ledge, 22.5 ft. Lt. of Sta. 51+12 - Elev. 645.18

SERIES NRH NO. 08-A (1935) LANDSCAPING SERIES-F No. 60-C SHEET 7 OF 11

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WOOD GUARD RAIL REQUIRED

Station	Left	Right
70+00	24	24
73+00	-	24

NEW REINF CONC PIPE CULVERTS REQUIRED

Station	Diam	Len	Conc	Steel
70+00	18"	32'	34%	33%

CULVERT REPAIRS REQUIRED

Station	Side	Conc	Steel
65+00	LT	10'	17'

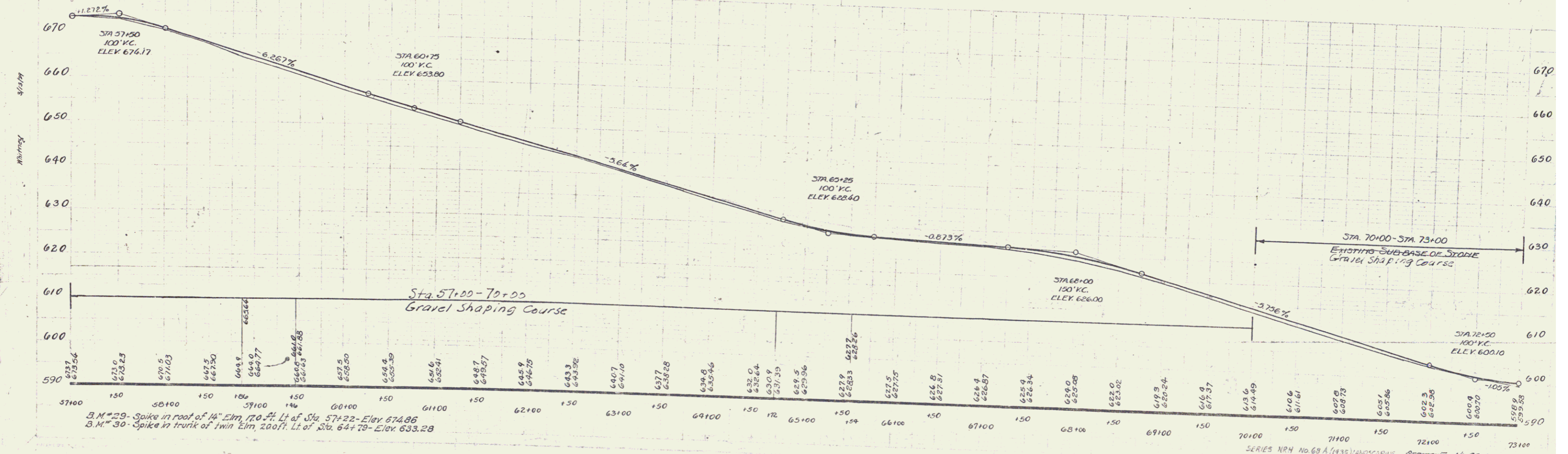
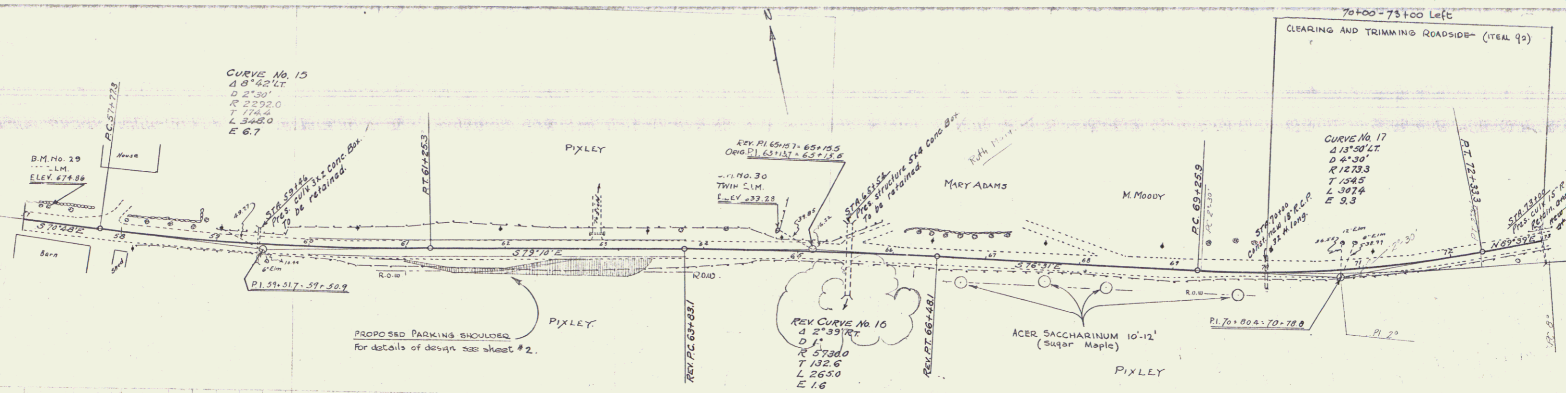
Bleeders Required

Sta	Side	Width	Length	Sp
59+30	LT	4"	4'	0.4
65+40	RT	4"	4'	0.4

FED. ROAD DIST. NO. STATE NRH

VI. 68-A 1935 G

(1935) LANDSCAPING



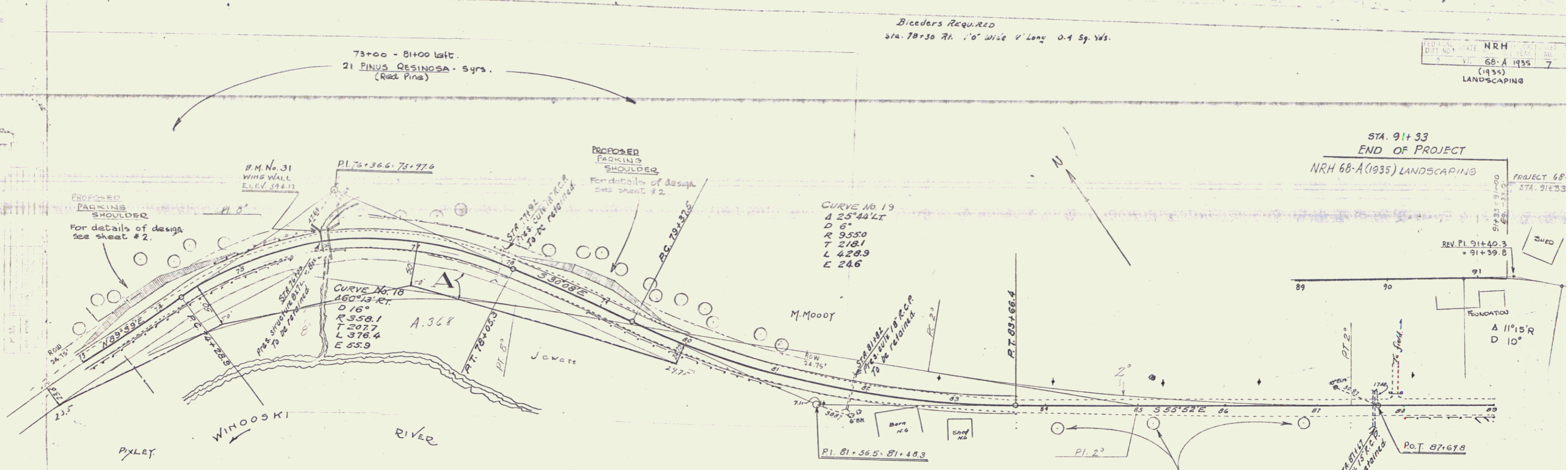
B.M. 29 - Spike in roof of 14" Elm, 170 ft. Lt. of Sta. 57+22 - Elev. 674.86
 B.M. 30 - Spike in trunk of Twin Elm, 200 ft. Lt. of Sta. 64+78 - Elev. 633.28

SERIES NRH No. 68 A (1935) LANDSCAPING

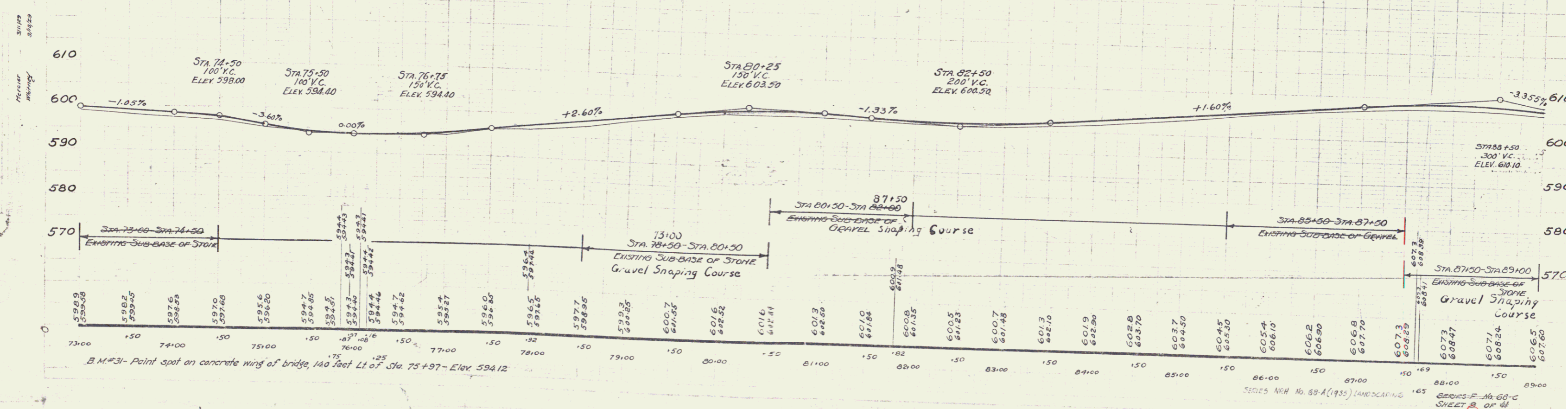
SERIES F-AL-68-C

SHEET 8 OF 11

6



PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED BOOK	RECORDED PAGE	DATE	REMARKS
A	W.D.O.E.	9-5-40	EDGAR A. JEWETT & FLORENCE JEWETT	M. MOODY ST. OF VT.	49	34	3-7-40	CULV. 77+92



B.M. #31 - Point spot on concrete wing of bridge, 140 feet Lt. of Sta. 75+97 - Elev. 594.12