

INDEX OF SHEETS

SHEET NO. 1 TITLE PAGE

" 2 TYPICAL CROSS-SECTION OF IMPROVEMENT) GRAVEL MIXED-IN-PLACE SURFACE COURSE

" 3 BANKING AND WIDENING TABLES

4-19 PLAN AND PROFILE SHEETS

20 STANDARD STRUCTURE SHEET 3-28 PIPE CULVERTS

21 " " " 3-29 BOX " "

22 " " " 3-30 GUARD RAIL

23 " " " 5C-1 BOX CULVERTS

24 BARRICADES, SIGNS, AND LIGHTS 5B-II

25-30 CROSS SECTIONS

Standard Sheets 3-28, 3-29, submitted to the Chief Engineer on May 16, 1933.

Standard Sheet 3-30 submitted Aug. 15, 1933.

FED. ROAD DIST. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9	VT.	1933	1	80

STATE OF VERMONT
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

TOWNS OF FAIRLEE - THETFORD
CONNECTICUT RIVER ROAD

FROM THE POSTOFFICE IN ELY VILLAGE SOUTHERLY 3.810 MILES TO A POINT ABOUT 200 FEET NORTH OF CHILD'S POND, EXCLUDING N.R.H. PROJECT 114-B.

LENGTH OF GOVERNMENT PARTICIPATION 17,173.3 FT.=3.252 MI.
LENGTH OF NON-GOVERNMENT PARTICIPATION 2,950.0 FT.=0.558 MI.
TOTAL CONTRACT LENGTH 20,123.3 FT.=3.810 MI.

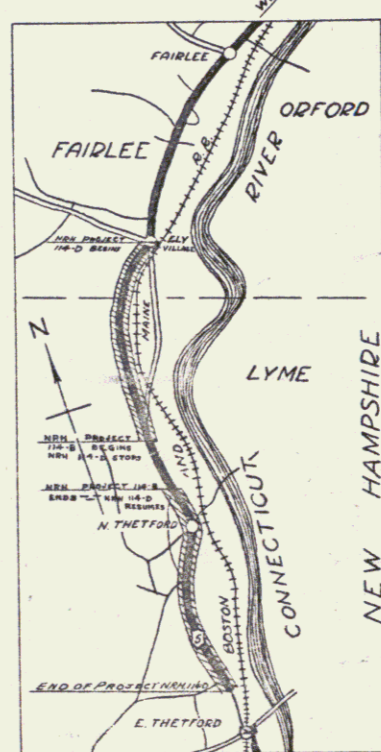
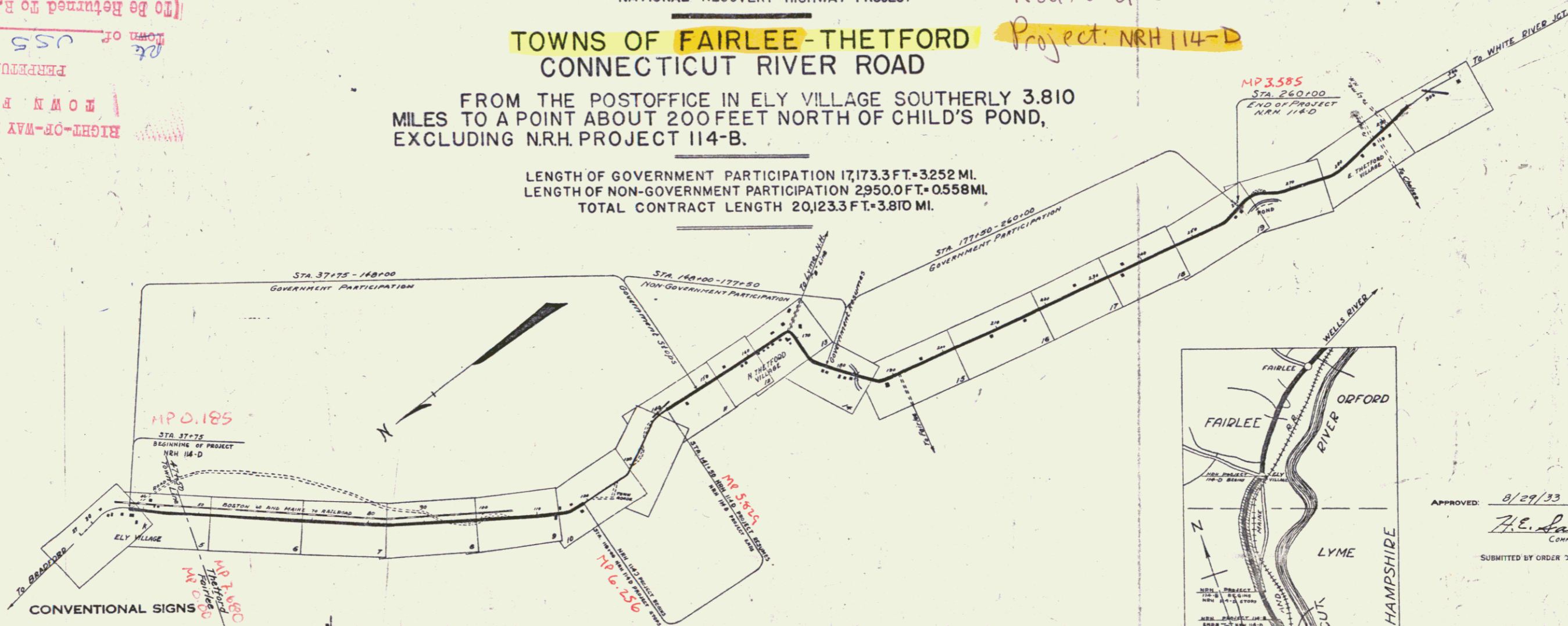
Pin # 998379

Route: US5

Project: NRH 114-D

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

FORM OF US5
PERMANENT
TOWN FILE
RIGHT-OF-WAY DIVISION



CONVENTIONAL SIGNS

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	-----

GROUND ELEVATION	BATHY LINE
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.

SCALES

TITLE PAGE	1" = 1000'
PLAN SHEETS	1" = 50'
PROFILE	1" = 50'
CROSS SECTIONS	1" = 20'

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: 8/29/33

H.E. Langford
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

APPROVED [Signature] DIRECTOR - BUREAU OF PUBLIC ROADS

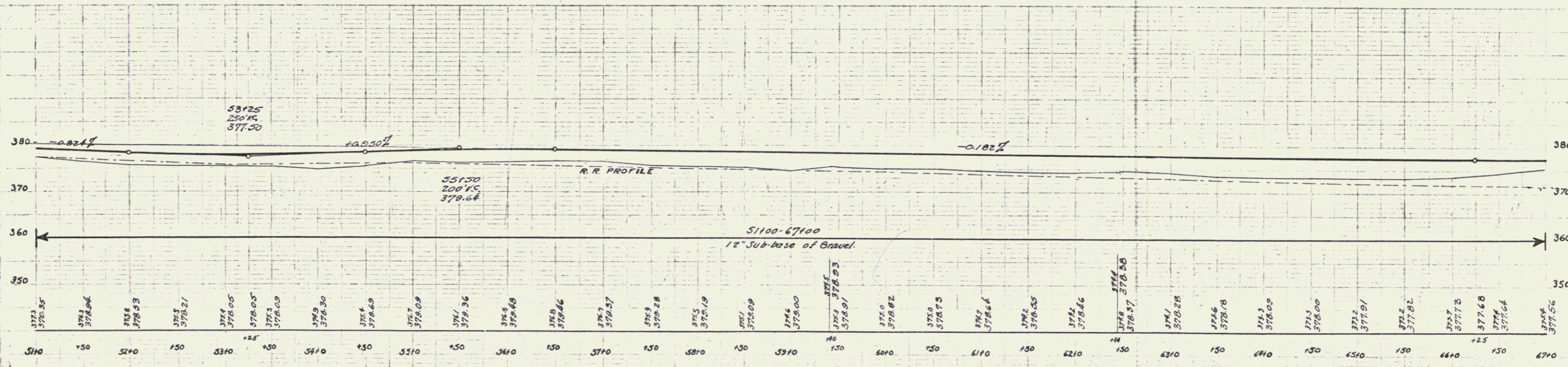
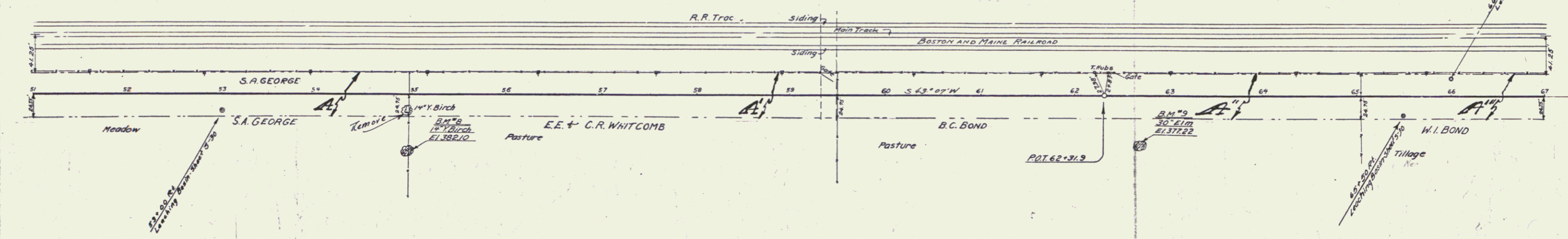
CORRECT: 8/29/33
G. J. [Signature]
ROAD ENGINEER

SERIES NRH NO. 114-D FILED
SHEET 1 OF 80

DIST. # 4 PLANS

Record	Kind of Instrument	Date of Grant	Grantor	Grantee	Recorded	Remarks
					Sheet No. Page	
A	W.D.	10-2-33	S.A. & Clara George		32 211	12-19-33
A'	W.D.	1-2-34	E.E. & C.R. Whitcomb		32 222	1-4-34
A''	W.D.	10-2-33	B.C. Bond		32 210	12-19-33
A'''	W.D.	10-2-33	W.I. Bond		32 213	12-19-33

N.H.S. MAP SHEET 114 D
NO. 114 D
114 D 1933 & 60

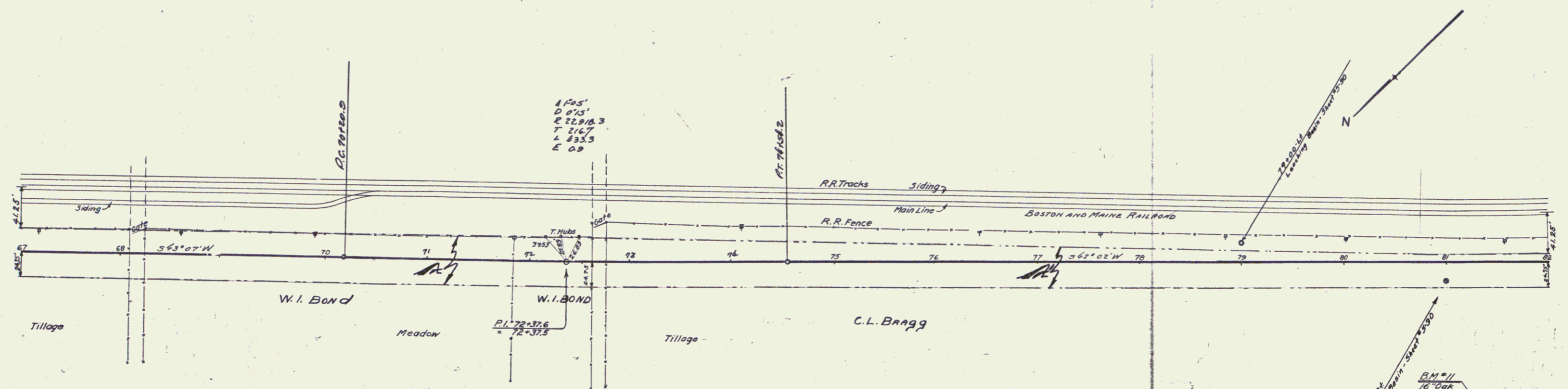


Station	Elevation
510	377.3
515	376.55
520	376.64
525	378.53
530	378.21
535	378.05
540	378.05
545	378.09
550	378.30
555	378.69
560	378.09
565	378.36
570	378.48
575	378.46
580	378.37
585	378.28
590	378.19
595	378.09
600	378.00
605	378.03
610	378.02
615	378.75
620	378.64
625	378.55
630	378.57
635	378.28
640	378.18
645	378.09
650	378.00
655	377.91
660	377.82
665	377.73
670	377.68
675	377.64
680	377.56

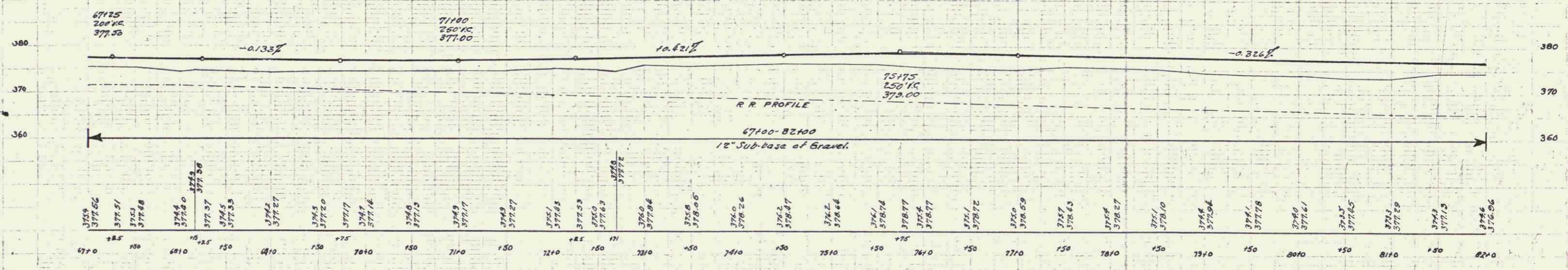
B.M. 8 Spike in Root 14" Y Birch 54° RT STA. 54+36 E1.382.10
B.M. 3 " " " " 30" Elm 50.5° RT STA. 62+68 E1.378.22

SERIES N.H.S. 114 D
SHEET 6 OF 60

4



PARCEL	KIND OF DATE OF INSTRUMENT	GRANTOR	GRANTEE	RECORDED	REMARKS
A	W.D. 10-2-33	W.I. BOND	ST. ORVI.	BOOK 32 PAGE 210	DATE 12-19-33
A	W.D. 4-23-34	C.L. & E.E. BRAGG	"	BOOK 32 PAGE 231-232	DATE 5-7-34



BM #10 Spike in Root 22" Pine 202' RT. STA. 72+59 EL. 376.37
 BM #11 " " 16" Oak 142' RT. STA. 81+40 EL. 374.31

5

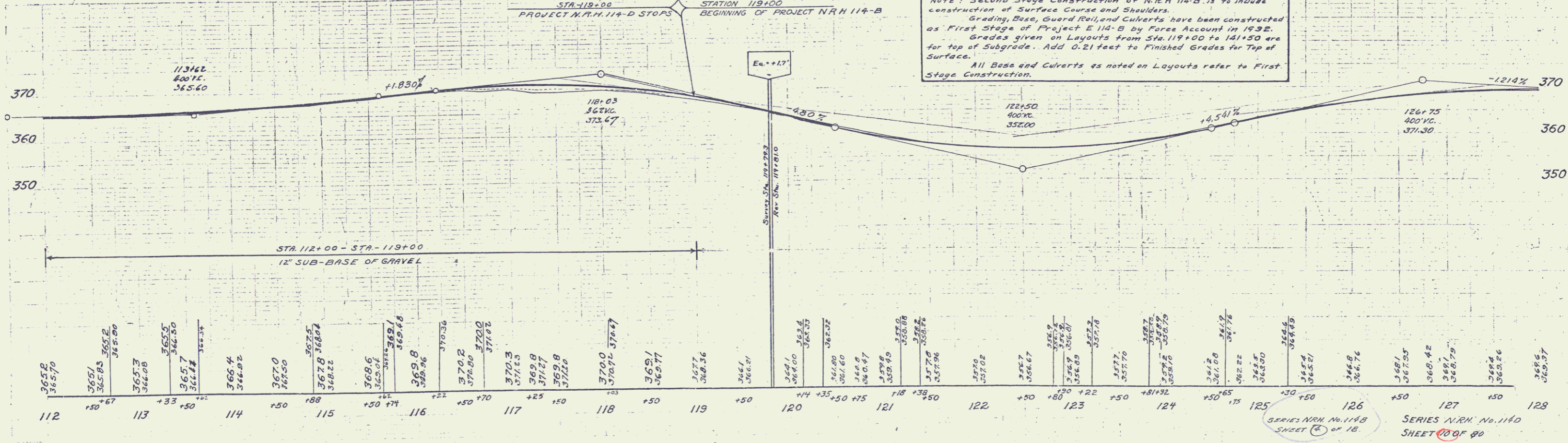
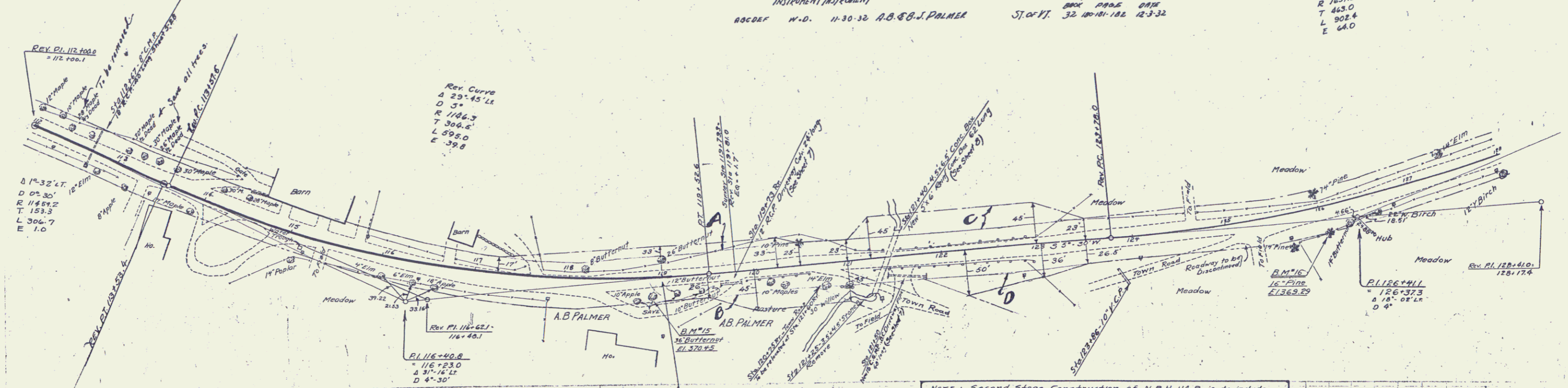
REINFORCED CONCRETE BOX CULVERTS
 STATION SIZE CONC. REIN. STEEL STRK. LENA
 121+40 3'x6' 21.57' 3741' 51.7'

DRIVEWAY PIPE CULVERTS
 STATION LANE TYPE SIZE LENG. GRM
 120+73 RT. RC.P. 12" 24' 23.7'
 121+50 RT. C.M.P., D.C. 15" 40' 27.4'

N.A.M.			
190	195	4	70
9	VT	1140	1288 10 40

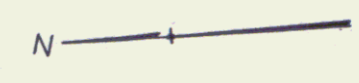
PARCEL KIND OF DATE OF GRANTEE GRANTEE RECORDED REMARKS
 INSTRUMENT
 ABCDEF N-D. 11-30-32 A.B. & J. PALMER ST. OF VT. 32 100-181-182 12-3-32

REV. CURVE
 Δ 31° 35' 12"
 D 31° 30'
 R 1637.3
 T 463.0
 L 902.4
 E 64.0

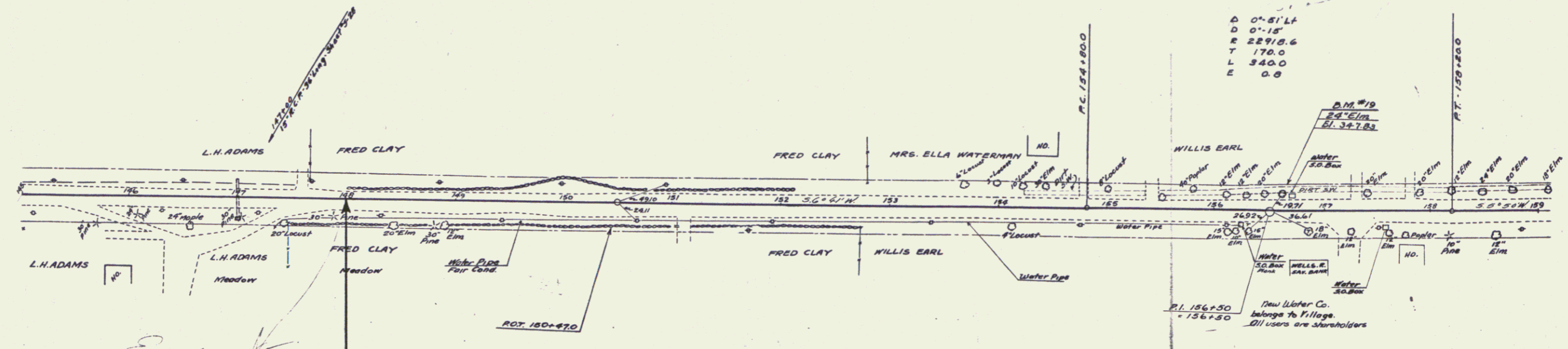


B.M. #15 Spike in Root 36' Butternut 19.5' Rt. Sta 118+89 El. 370.45
 B.M. #16 16" Pine 2.3 Rt. Sta. 126+08 El. 369.23

SERIES N.R.H. No. 114-B
 SHEET 10 OF 18
 SERIES N.R.H. No. 114-D
 SHEET 10 OF 40

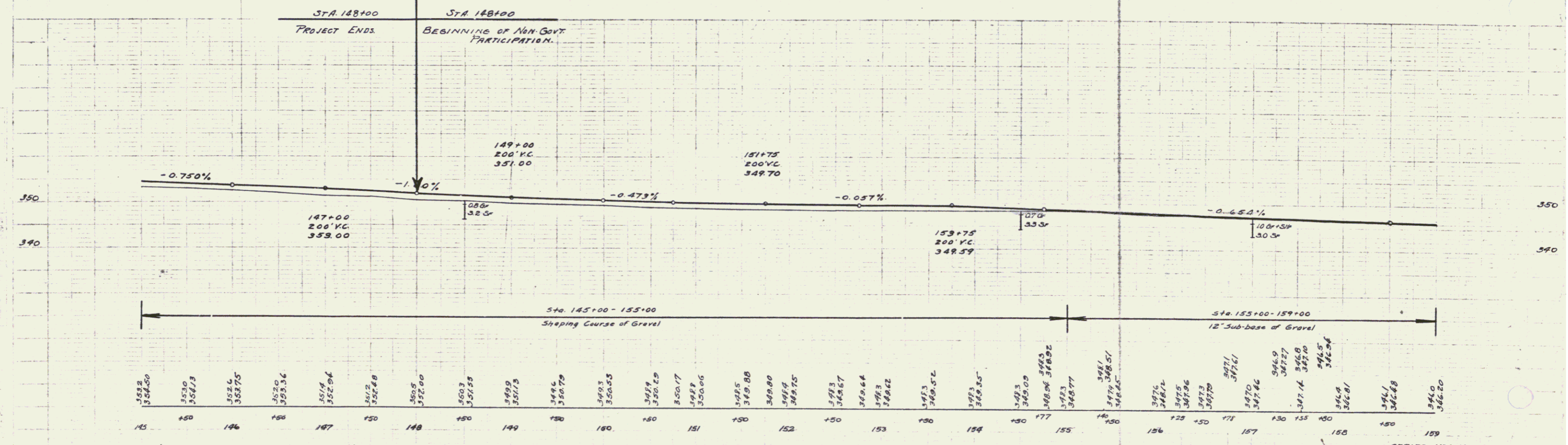


D 0'-61' L
 D 0'-15'
 R 22918.6
 T 170.0
 L 840.0
 E 0.8

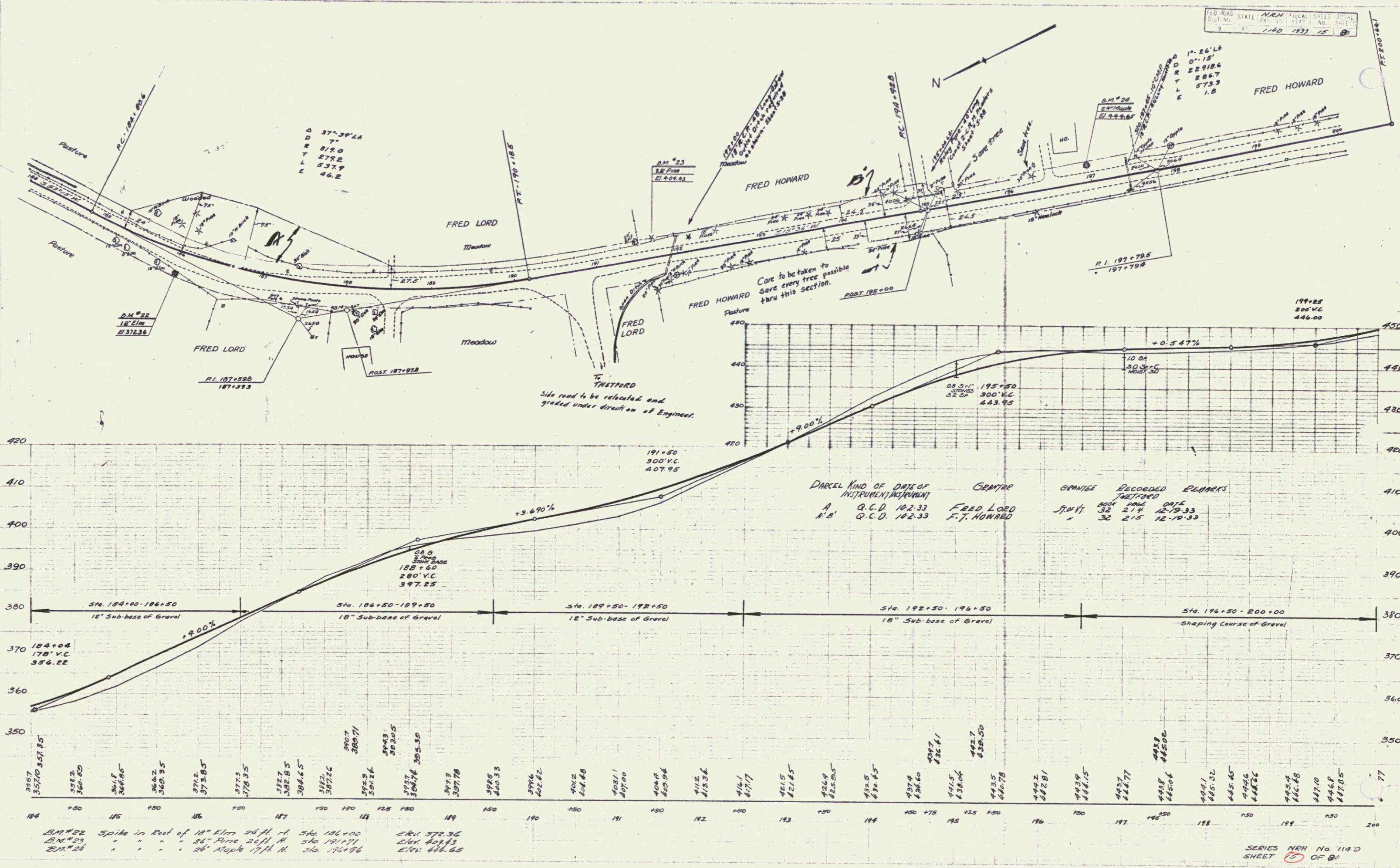


End

STA. 148+00 PROJECT ENDS
 STA. 148+00 BEGINNING OF NON-GOV'T PARTICIPATION



B.M. #19 Spike in Root 24" Elm 15ft. N. Sta. 146+41 Elev. 347.83



Wood
 F. Howard
 Theopropos - Dunbar

Wood
 Dunbar

BM #22 Spike in End of 18" Elm 24 ft. H. Sta. 186+00 Elev. 372.36
 BM #23 " " " " 26" Pine 26 ft. H. Sta. 191+71 Elev. 407.43
 BM #24 " " " " 24" Maple 17 ft. H. Sta. 196+96 Elev. 436.65

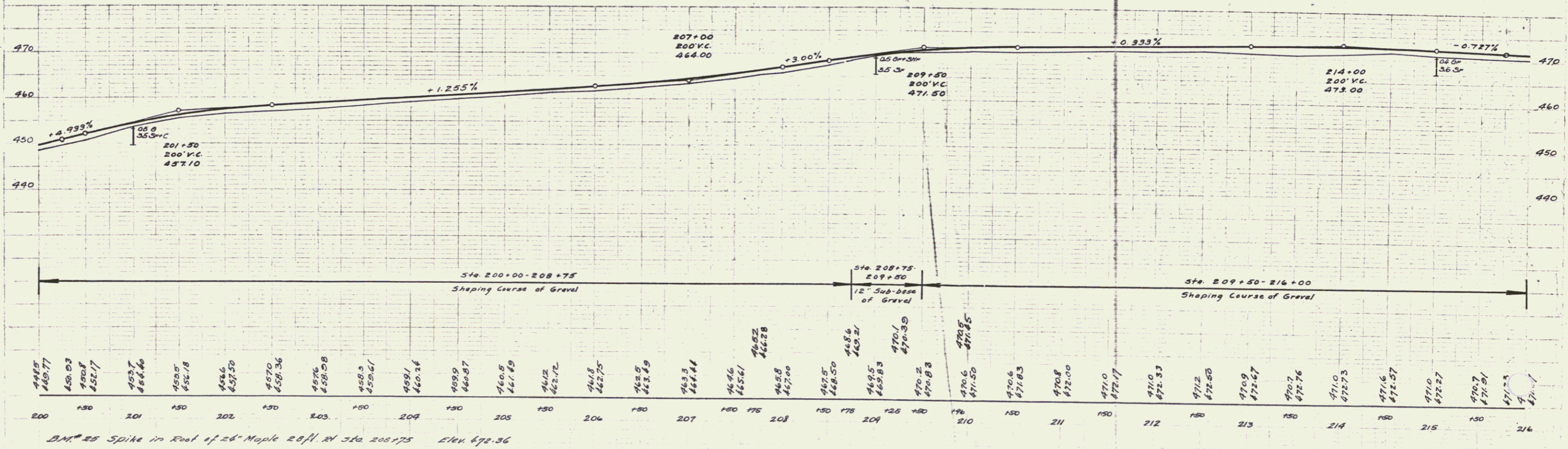
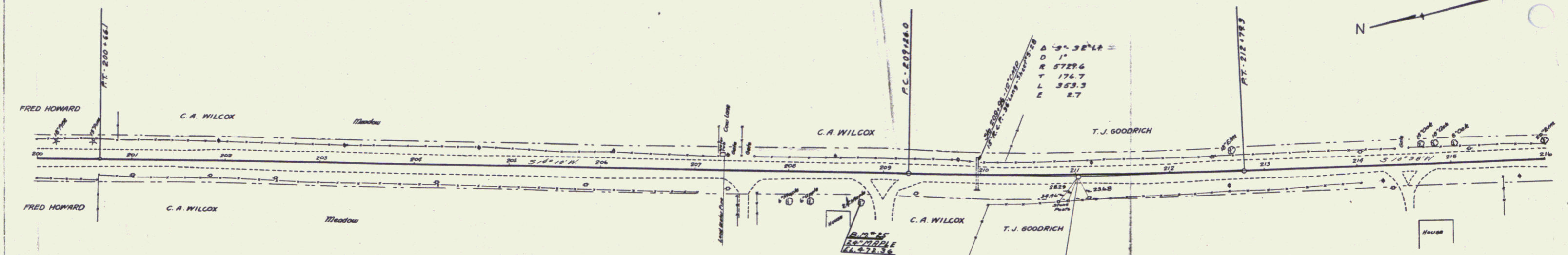
DARCEL KIND OF DATA INSTRUMENTS
 A G.C.D. 10-2-33
 B G.C.D. 10-2-33

GRANT
 FRED LORD
 F.T. HOWARD

GRANT
 RECORDED
 32 2 19 12-10-33



Fred Howard
 C. A. Wilcox
 T. J. Goodrich
 Meadows
 House



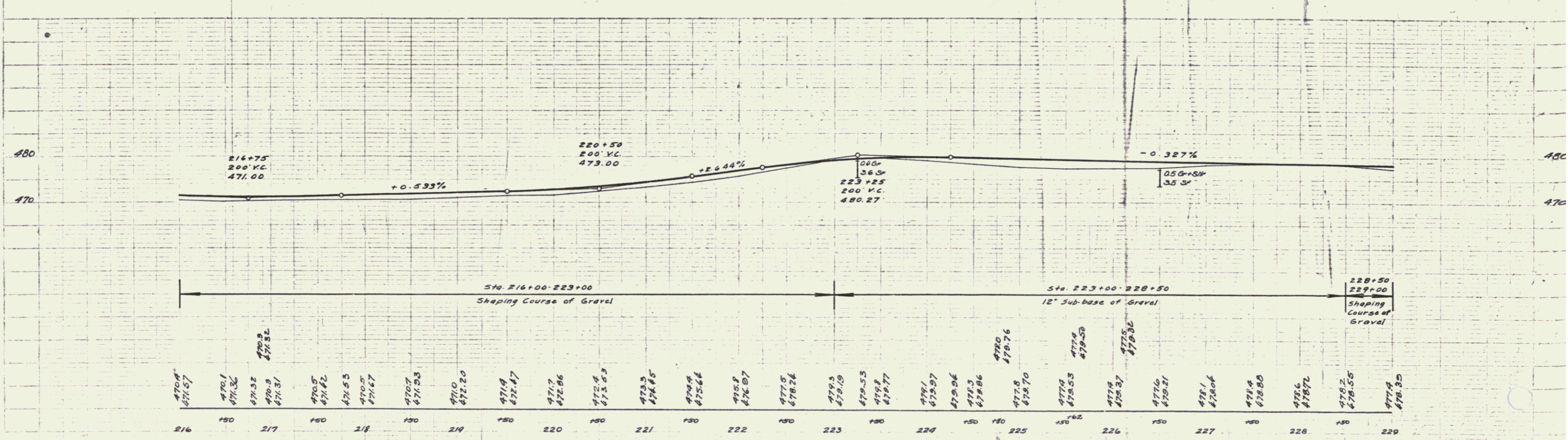
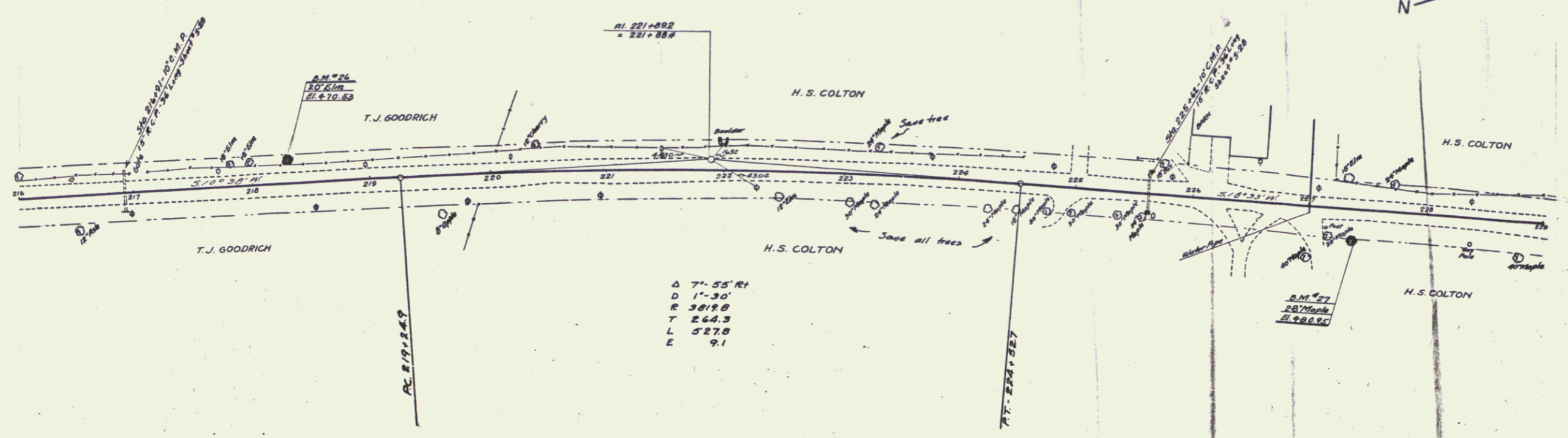
448.5	448.77	450.03	450.01	452.17	453.7	454.46	455.05	455.18	456.6	457.50	457.0	458.36	457.6	458.58	458.3	459.61	459.1	460.26	459.9	460.87	460.8	461.69	461.2	462.12	461.8	462.75	462.8	463.49	463.3	464.44	464.6	465.61	465.2	466.28	465.8	467.00	468.5	468.50	468.4	468.2	470.1	470.30	470.2	470.88	470.6	471.85	471.0	471.83	470.8	472.00	471.0	472.17	471.0	472.33	471.2	472.58	472.09	472.67	470.7	472.76	471.0	472.73	471.6	472.57	471.0	472.27	470.7	471.91	471.25	471.1
200	150	201	150	202	150	203	150	204	150	205	150	206	150	207	150	175	208	150	176	209	150	177	210	150	211	150	212	150	213	150	214	150	215	150	216																																			

B.M. # 25 Spike in Roof of 26' Maple 28 ft. 21 Sta 208+75 Elev. 472.36

14

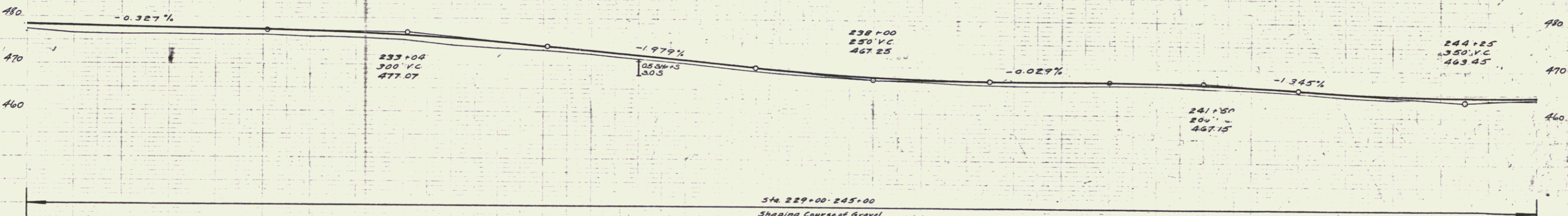
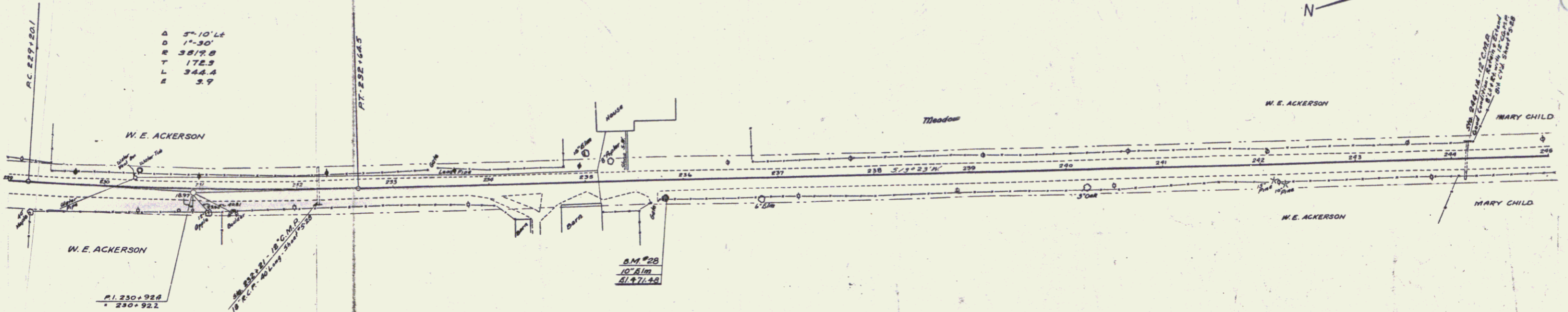
Wood
 F. Hayward
 Engineer - Civil

Wood
 S. Boothby



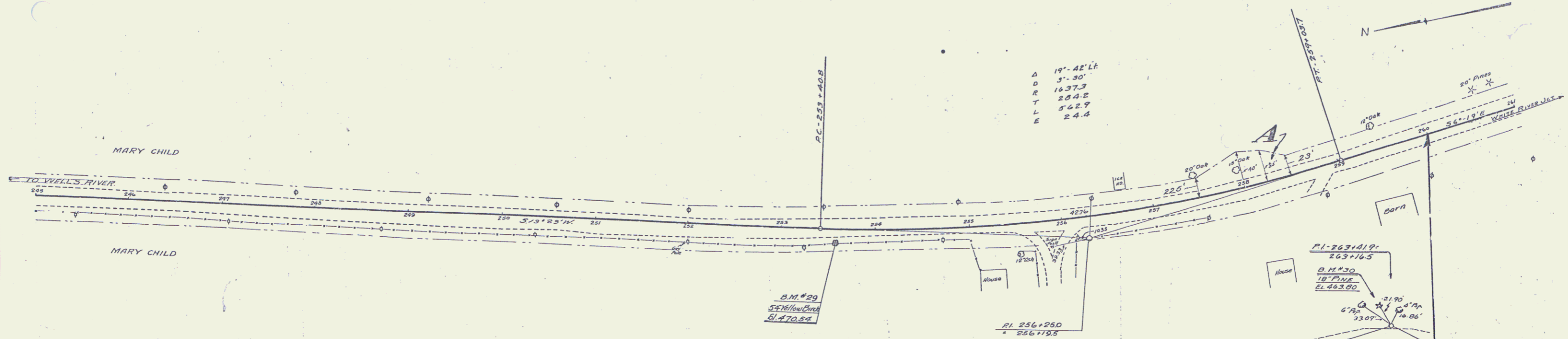
B.M. #26 Spike in Root of 20' Elm 17 ft. H. Sta. 216+20 Elev 470.53
 B.M. #27 " " of 28' Maple 21 ft. H. Sta. 227+27 Elev 480.95

PLAN
 WOOD
 HUGHES
 TRACINGS - BACKLEY

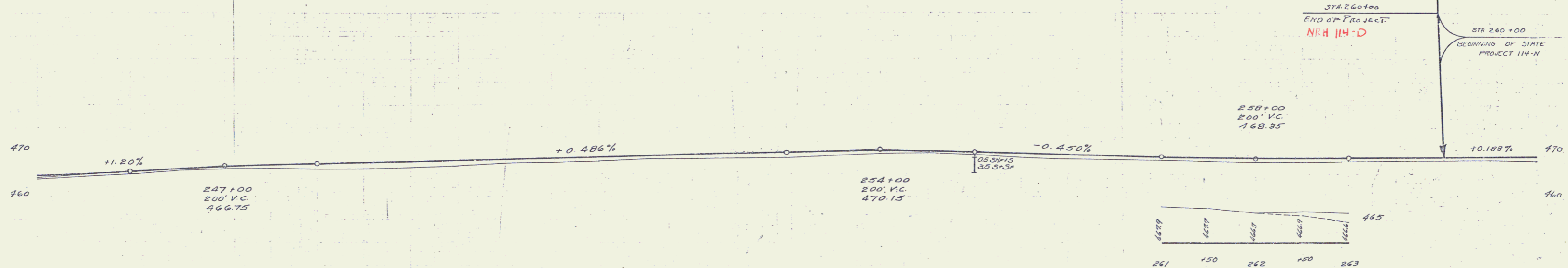


477.6	478.3	476.6	478.23	476.3	478.06	476.3	477.00	476.2	477.74	476.2	477.57	475.9	477.35	475.8	477.00	475.3	476.49	476.45	472.3	475.06	475.7	475.09	473.2	474.18	472.9	475.19	471.9	472.80	470.5	471.21	469.5	470.22	469.72	468.6	468.25	467.9	468.46	467.3	467.06	466.0	467.46	466.4	467.24	467.21	466.2	467.21	466.2	467.19	466.3	467.10	466.3	467.00	466.9	466.82	465.7	466.40	465.0	466.81	464.3	465.22	463.9	464.82	464.0	464.41	463.8	464.57	463.9	464.56	463.0	463.57	463.9	464.71																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
229	+50	230	+28	150	231	+60	232	+20	150	233	+124	150	234	+150	235	+142	150	236	+175	150	237	+150	238	+150	239	+125	150	240	+125	150	241	+150	242	+150	243	+144	125	150	244	+144	150	245	+144	150	246	+144	150	247	+144	150	248	+144	150	249	+144	150	250	+144	150	251	+144	150	252	+144	150	253	+144	150	254	+144	150	255	+144	150	256	+144	150	257	+144	150	258	+144	150	259	+144	150	260	+144	150	261	+144	150	262	+144	150	263	+144	150	264	+144	150	265	+144	150	266	+144	150	267	+144	150	268	+144	150	269	+144	150	270	+144	150	271	+144	150	272	+144	150	273	+144	150	274	+144	150	275	+144	150	276	+144	150	277	+144	150	278	+144	150	279	+144	150	280	+144	150	281	+144	150	282	+144	150	283	+144	150	284	+144	150	285	+144	150	286	+144	150	287	+144	150	288	+144	150	289	+144	150	290	+144	150	291	+144	150	292	+144	150	293	+144	150	294	+144	150	295	+144	150	296	+144	150	297	+144	150	298	+144	150	299	+144	150	300	+144	150	301	+144	150	302	+144	150	303	+144	150	304	+144	150	305	+144	150	306	+144	150	307	+144	150	308	+144	150	309	+144	150	310	+144	150	311	+144	150	312	+144	150	313	+144	150	314	+144	150	315	+144	150	316	+144	150	317	+144	150	318	+144	150	319	+144	150	320	+144	150	321	+144	150	322	+144	150	323	+144	150	324	+144	150	325	+144	150	326	+144	150	327	+144	150	328	+144	150	329	+144	150	330	+144	150	331	+144	150	332	+144	150	333	+144	150	334	+144	150	335	+144	150	336	+144	150	337	+144	150	338	+144	150	339	+144	150	340	+144	150	341	+144	150	342	+144	150	343	+144	150	344	+144	150	345	+144	150	346	+144	150	347	+144	150	348	+144	150	349	+144	150	350	+144	150	351	+144	150	352	+144	150	353	+144	150	354	+144	150	355	+144	150	356	+144	150	357	+144	150	358	+144	150	359	+144	150	360	+144	150	361	+144	150	362	+144	150	363	+144	150	364	+144	150	365	+144	150	366	+144	150	367	+144	150	368	+144	150	369	+144	150	370	+144	150	371	+144	150	372	+144	150	373	+144	150	374	+144	150	375	+144	150	376	+144	150	377	+144	150	378	+144	150	379	+144	150	380	+144	150	381	+144	150	382	+144	150	383	+144	150	384	+144	150	385	+144	150	386	+144	150	387	+144	150	388	+144	150	389	+144	150	390	+144	150	391	+144	150	392	+144	150	393	+144	150	394	+144	150	395	+144	150	396	+144	150	397	+144	150	398	+144	150	399	+144	150	400	+144	150	401	+144	150	402	+144	150	403	+144	150	404	+144	150	405	+144	150	406	+144	150	407	+144	150	408	+144	150	409	+144	150	410	+144	150	411	+144	150	412	+144	150	413	+144	150	414	+144	150	415	+144	150	416	+144	150	417	+144	150	418	+144	150	419	+144	150	420	+144	150	421	+144	150	422	+144	150	423	+144	150	424	+144	150	425	+144	150	426	+144	150	427	+144	150	428	+144	150	429	+144	150	430	+144	150	431	+144	150	432	+144	150	433	+144	150	434	+144	150	435	+144	150	436	+144	150	437	+144	150	438	+144	150	439	+144	150	440	+144	150	441	+144	150	442	+144	150	443	+144	150	444	+144	150	445	+144	150	446	+144	150	447	+144	150	448	+144	150	449	+144	150	450	+144	150	451	+144	150	452	+144	150	453	+144	150	454	+144	150	455	+144	150	456	+144	150	457	+144	150	458	+144	150	459	+144	150	460	+144	150	461	+144	150	462	+144	150	463	+144	150	464	+144	150	465	+144	150	466	+144	150	467	+144	150	468	+144	150	469	+144	150	470	+144	150	471	+144	150	472	+144	150	473	+144	150	474	+144	150	475	+144	150	476	+144	150	477	+144	150	478	+144	150	479	+144	150	480	+144	150	481	+144	150	482	+144	150	483	+144	150	484	+144	150	485	+144	150	486	+144	150	487	+144	150	488	+144	150	489	+144	150	490	+144	150	491	+144	150	492	+144	150	493	+144	150	494	+144	150	495	+144	150	496	+144	150	497	+144	150	498	+144	150	499	+144	150	500	+144	150

B.M. #28 Spike in Root of 14' Elm left of Sta. 235+70 Elev 471.68



PARCEL	INSTRUMENT	DATE	GRANTOR	GRANTEE	RECORDED	REMARKS
A.B.C	Q.C.D	10-2-33	M. Child & Wells Riv. Sav. Bank	S.P. of Vt.	32 220-1	12-19-33



Sta. 245+00 - 260+00
 Shaping Course of Gravel

Station	Elevation
245	463.9
245	464.3
245	465.04
246	467.9
246	465.55
247	466.7
247	466.10
247	466.57
248	466.1
248	466.94
248	467.34
249	467.18
249	466.4
249	467.2
250	466.8
250	467.97
250	467.2
250	468.21
251	467.45
251	468.45
251	467.8
251	468.67
252	468.3
252	469.18
252	468.5
253	468.7
253	469.47
254	469.0
254	469.25
254	469.3
254	469.42
255	469.5
255	469.57
255	469.70
255	469.9
256	468.2
256	469.25
256	468.3
256	469.32
257	468.1
257	469.03
257	468.80
258	467.9
258	468.62
258	468.7
258	468.51
259	467.5
259	468.48
259	468.5
259	468.51
260	467.9
260	468.63
260	468.0
260	468.72
261	468.0
261	468.52

B.M. #29 SPIKE IN ROOT 30" YELLOW BIRCH 12 FT. RT. STA. 253.06 EL. 470.54