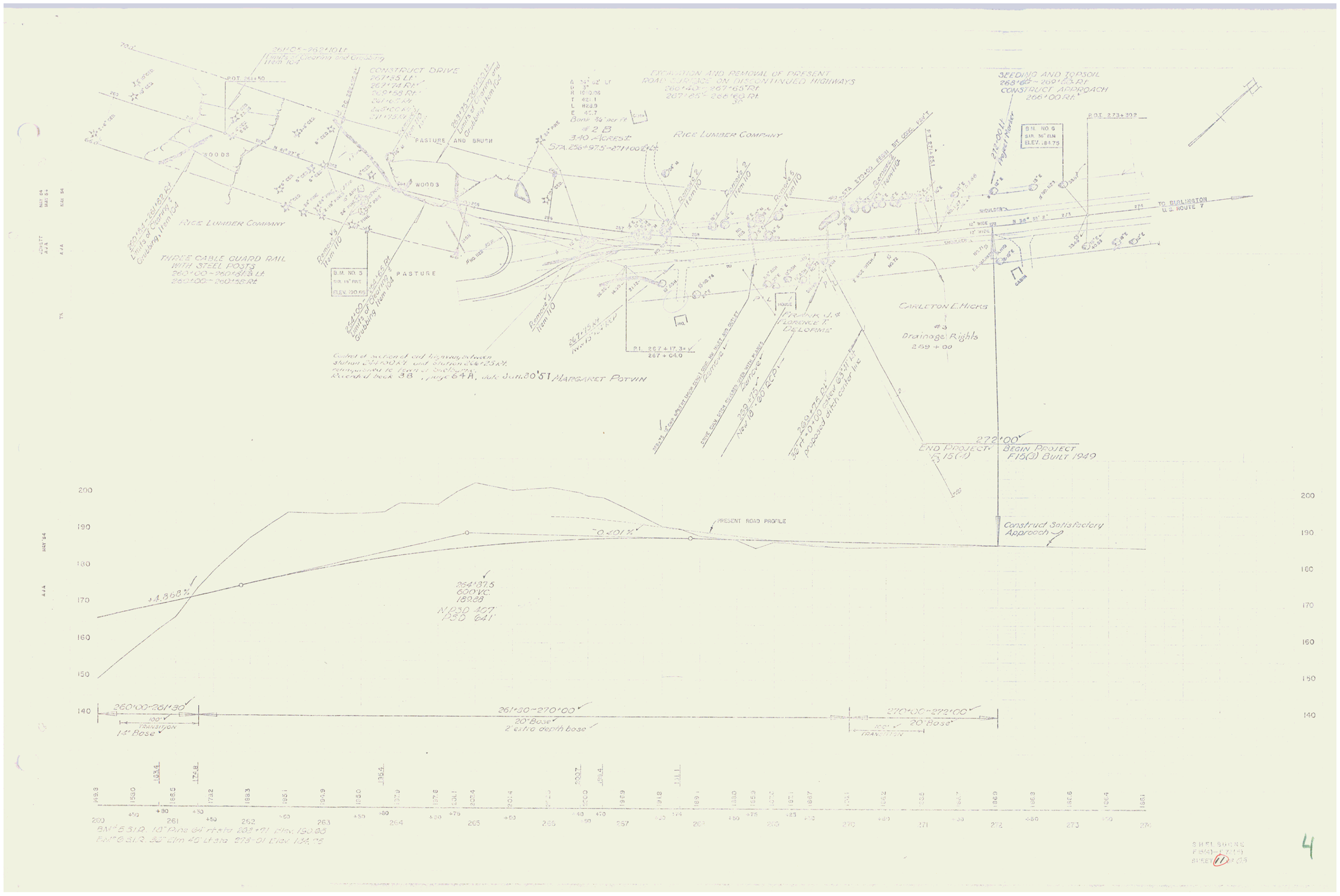
POT 261+50
261+40 ~ 262+40 Lt
Limits of Clearing and Grubbing
Item 104
CONSTRUCT DRIVE
267+35 Lt
267+74 Rt
269+68 Rt
CONSTRUCT APPROACH
266+00 Rt
WOODS
PASTURE AND BRUSH
RICE LUMBER COMPANY
THREE CABLE GUARD RAIL
WITH STEEL POSTS
260+00 ~ 260+51½ Lt
260+00 ~ 260+56 Rt
260+51 ~ 262+82 Rt
Limits of Clearing &
Grubbing, Item 104
B.M. NO. 5
SIR. 19" PINE
ELEV. 190.65
Remove 3
Item 110
Remove 4
Item 110
Remove 2
Item 110
Remove 5
Item 110
Remove 6
Item 110
Remove 7
Item 110
Remove 8
Item 110
Remove 9
Item 110
Remove 10
Item 110
Remove 11
Item 110
EXCAVATION AND REMOVAL OF PRESENT
ROAD SURFACE ON DISCONTINUED HIGHWAYS
266+40 ~ 267+65 Rt
267+65 ~ 268+60 Rt
Δ 34° 02' Lt
D 3°
R 1910.08
T 421.1
L 828.9
E 45.7
Bank ¾ per Ft
2 B
340 ± Acres
STA. 256+97.5 ~ 271+00 ± Lt
P.I. 267+17.3 ± V
267+04.0
Culvert at section at old highway between
station 264+25 Rt. and Station 266+25 Rt.
remains not to form at present time
Deed of book 38, page 64A, dat. June 30 '51 MARGARET POTVIN
FRANK J. & FLORENCE T. DELORME
CARLETON E. HICKS
#3
Drainage Rights
269 + 00
S.N. NO. 6
SIR. 36" ELM
ELEV. 184.75
P.O.T. 273+20?
TO BURLINGTON
U.S. ROUTE 7
12' WIDE
SHOULDER
CABIN
HOUSE
BARN
272+00
END PROJECT
F 15(1)
BEGIN PROJECT
F 15(3) BUILT 1949
Construct Satisfactory
Approach
PRESENT ROAD PROFILE
-0.401%
+4.868%
264+37.5
600 V.C.
18.28
N K 30 407
P 30 641
260+00 ~ 261+30
100' TRANSITION
14" Base
261+30 ~ 270+00
20" Base
2" extra depth base
270+00 ~ 272+00
100' TRANSITION
20" Base
BM # 5 SIR. 18" Pine 64' right 283+91 Elev. 190.65
BM # 6 SIR. 30" Elm 45' Left 273+01 Elev. 184.75
SHEET SUCCESS
F 15(4) ~ F 15(1)
SHEET 11 OF 65
4