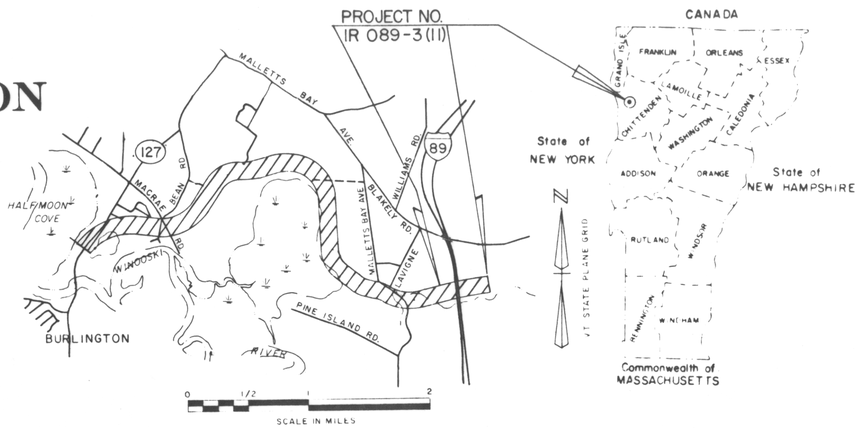
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1986, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 21, 1985 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

INDEX OF SHEETS

SHEET 1 TITLE
2-4 TYPICAL SECTIONS
5&6 R.O.W. DETAIL SHEETS
7 1" = 400' SCALE LAYOUT SHEET
8-13 R.O.W. LAYOUT SHEETS
14-17 PROFILES

STATE OF VERMONT
AGENCY OF TRANSPORTATION



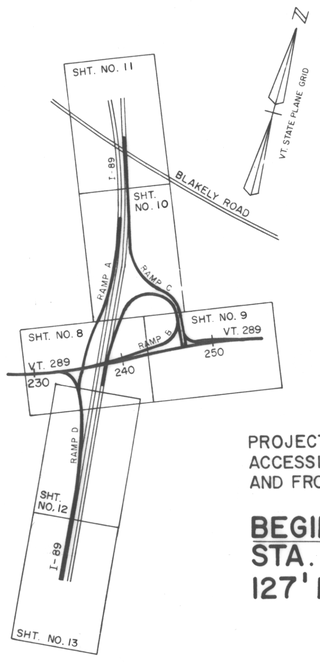
PROPOSED IMPROVEMENT
TOWN OF COLCHESTER
COUNTY OF CHITTENDEN
CHITTENDEN COUNTY CIRCUMFERENTIAL HIGHWAY
VERMONT ROUTE 289

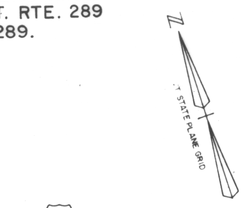
BEGINNING AT A POINT APPROXIMATELY 800 FEET WEST OF INTERSTATE RTE. 89 AND PROCEEDING NORTHEASTERLY FOR A DISTANCE OF 0.417 MILES, CROSSING OVER INTERSTATE RTE. 89.

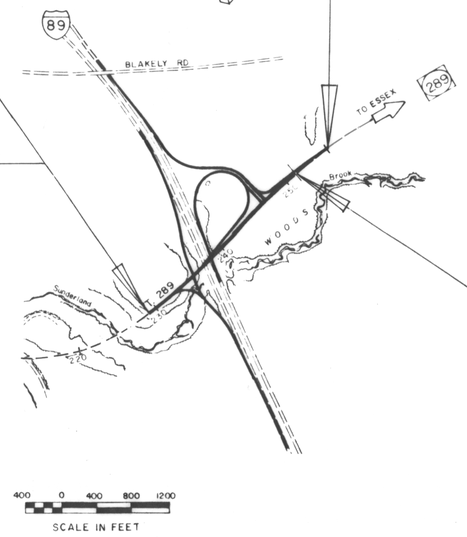
PROJECT INVOLVES THE CONSTRUCTION OF AN INTERCHANGE ACCESSING I-89 BOTH NORTH AND SOUTH FROM VT. RTE. 289 AND FROM I-89 BOTH EAST AND WEST TO VT. RTE. 289.

BEGIN R.O.W. PROJECT
STA. 229+00
127' RT. & 90' LT.

END R.O.W. PROJECT
STA. 255+65
270' RT.







BEGIN PROJECT NO. IR 089-3(11)
CONTRACT 4
STA. 229+00.00

END PROJECT NO. IR 089-3(11)
CONTRACT 4
STA. 251+00.00

400 0 400 800 1200
SCALE IN FEET

R.O.W. LEGEND

- DEMOLITION OR REMOVAL (120)
- RUNNING DISTANCE (CR — CR)
- CHANNEL RIGHTS
- PARCEL NUMBERS (3A) (3A)
- STATION & OFFSET (LT. OR RT.) STA. XX X LT. OR RT.
- WATER SOURCE (W 11)
- DITCHING RIGHT — DIT. RT.
- DRAINAGE RIGHT — DR. RT.
- DRIVE RIGHT — DRIVE RT.
- CULVERT RIGHT — CUL. RT.
- PERMANENT OR TEMPORARY (P) OR (T)
- CONSTRUCTION EASEMENT — CONST. EASE
- CHANNEL RIGHT — CH. RT.
- CLEARING & GRUBBING — CL. & GR.
- SEPTIC TANK & LEACHING FIELD
- SPRING (W 12)
- WELL (W 13)

LEGEND

- BULLNOSE — BN
- PROFILE GRADE LINE — PGL
- BARBED WIRE — BW
- WOVEN WIRE — WW
- STONE WALL
- FENCE LINE (FN) — X — X —
- WATER LINE — W —
- ELECTRIC LINE — E —
- GAS LINE — G —
- WATER COURSE
- LEDGE
- BEAVER DAM
- WETLANDS
- SIGN (S)
- FIRE HYDRANT (F H)
- MAIL BOX (M B)
- SURVEY LINE
- COUNTY LINE
- TOWN LINE
- LIMITS OF ACCESS
- POINT OF ACCESS — X
- CULVERT
- TRAVELED WAY
- GUARD RAIL
- RAILROAD
- LIGHT POLE (L P)
- COMBINATION POLE
- POWER POLE
- TELEPHONE POLE
- TREES
- CONTROL OF ACCESS — ///
- PROPERTY LINE
- R.O.W. TAKING LINE
- SLOPE RIGHTS — SR
- TOP OF CUT
- TOE OF SLOPE
- ULTIMATE FILL
- ULTIMATE CUT

TRAFFIC DATA

1984	ADT =	N/A
2004	ADT =	13,587
1984	DHV =	N/A
2004	DHV =	2,700
	T =	5%
	V =	50 mph

LENGTH OF ROADWAY	1,963.00 FT.	0.372 MILE
LENGTH OF BRIDGE	237.00 FT.	0.045 MILE
LENGTH OF PROJECT	2,200.00 FT.	0.417 MILE

R.O.W. PLANS

BRYANT ASSOCIATES, INC.
CONSULTING ENGINEERS
BOSTON SYRACUSE

SECTION 4 CONSTRUCTION

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED _____ DATE _____
CHIEF ENGINEER

R.O.W. PLANS

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

PROJECT COLCHESTER
PROJECT NO. IR 089-3(11)

SHEET 1 OF SHEETS 17

TYPICAL SECTIONS AT

3" BITUMINOUS CONCRETE PAVEMENT (1-1/4" TYPE III, 1-3/4

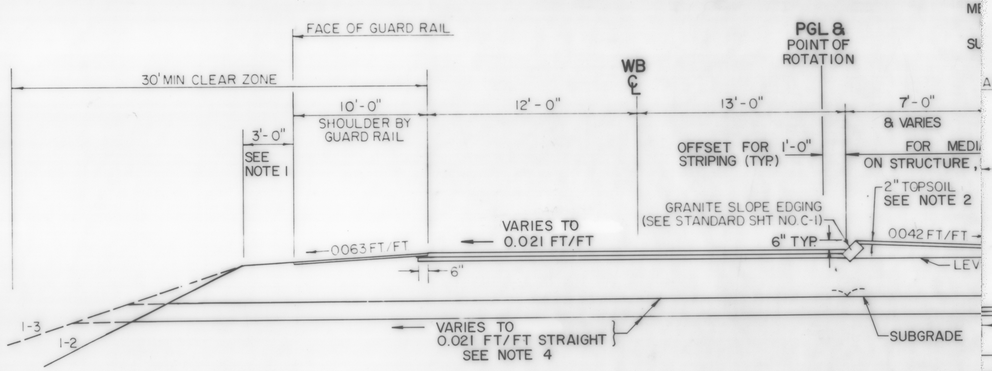
3" BASE COURSE, BITUMINOUS CONCRETE, TYPE I

30" SUBBASE OF DENSE GRADED CRUSHED STONE

18" SAND BORROW

SHOULDERS: 1-1/4" BITUMINOUS CONCRETE PAVEMENT, TYPE III (1 LIFT)

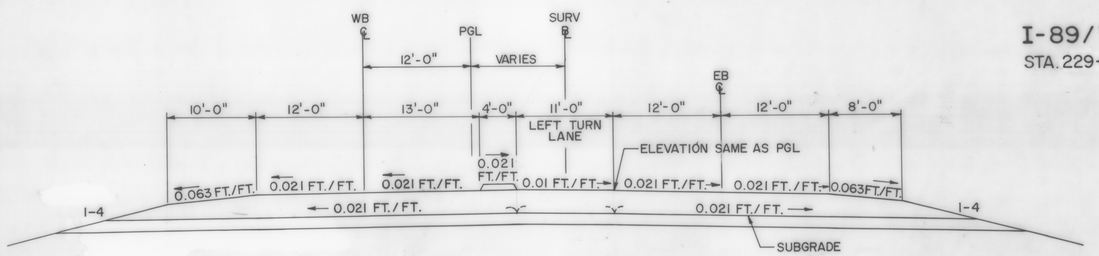
NOTE: DESIGN FROST DEPTH - 54"



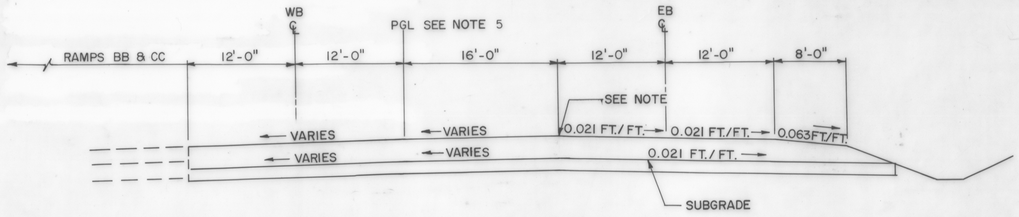
NORMA

I-89/VT.289

STA. 229+00.00 T



STA. 245+50 TO STA. 246+14



STA. 246+14 TO STA. 246+96

TYPICAL SECTIONS AT I-89 INTERCHANGE

" BITUMINOUS CONCRETE PAVEMENT (1-1/4" TYPE III, 1-3/4" TYPE II) 406.25

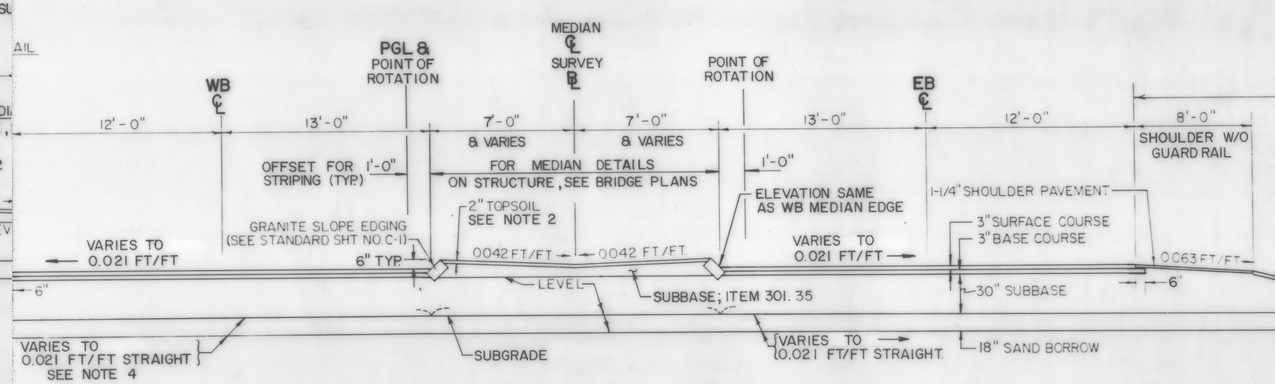
" BASE COURSE, BITUMINOUS CONCRETE, TYPE I 406.25

" SUBBASE OF DENSE GRADED CRUSHED STONE 301.35

" SAND BORROW 203.31

-1/4" BITUMINOUS CONCRETE PAVEMENT, TYPE III (1 LIFT) 406.25

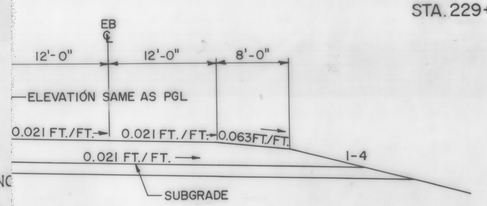
FROST DEPTH - 54"



NORMAL SECTION

I-89/VT.289 INTERCHANGE

STA. 229+00.00 TO STA. 249+98.57

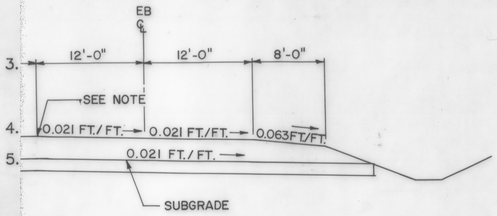


NO

1.

246+14

2.



3.

4.

5.

246+96

NOTES:

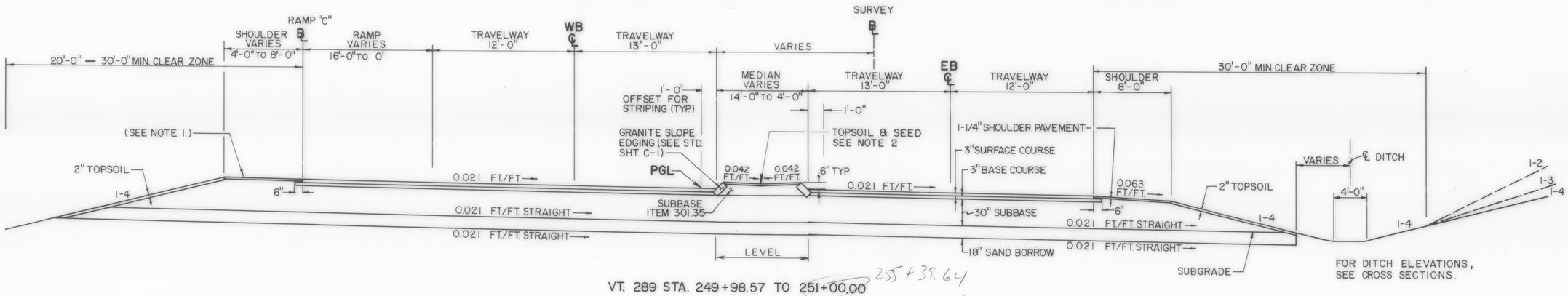
1. ELIMINATE TOPSOIL AND SEEDING BEHIND GUARD RAIL TO SUBGRADE CATCH POINT.
2. MEDIANS GREATER THAN 6'-0" HAVE SEEDING AND 2" OF TOPSOIL APPLIED AND GRADED AS SHOWN EXCEPT IN THE MEDIAN THAT IS ON THE STRUCTURE OVER I-89, STA. 236+00 TO STA. 240+00. THAT MEDIAN AND THOSE OF 6'-0" OR LESS SHALL HAVE 5" OF PORTLAND CONCRETE FOR SIDEWALK POURED & GRADED AS SHOWN ON CROSS SECTIONS.
3. CONCRETE MEDIANS LESS THAN 6'-0" SHALL BE BANKED AS SHOWN ON TYPICAL SECTIONS, 20 SCALE CONSTRUCTION PLAN, OR AS DETAILED ON BRIDGE PLANS .
4. FOR STATION BANKING RATES, SEE CROSS SECTIONS.
5. AT STA. 246+16 (END OF RAISED MEDIAN) THE EB MEDIAN EDGE LINE WILL MAINTAIN THE TRUE PROFILE GRADE LINE ELEVATION. THE WB MEDIAN EDGE LINE (NORMAL PGL) IS WARPED FOR TURNING MOVEMENTS. FOR WB MEDIAN EDGE LINE ELEVATIONS AT 10' INTERVALS, SEE 20 SCALE PLANS.

5" PORTLAND CONCR
FOR SIDEWALK
ITEM 618.10
SEE NOTE 2

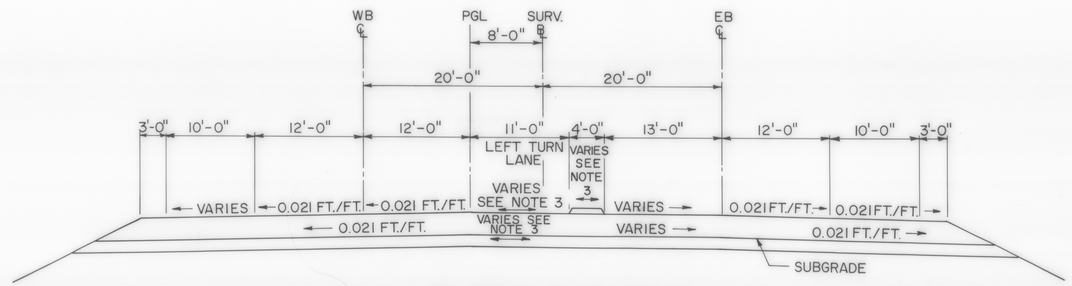
TYPICAL SECTIONS AT I-89 INTERCHANGE

3"	BITUMINOUS CONCRETE PAVEMENT (1-1/4" TYPE III, 1-3/4" TYPE II)	406.25
3"	BASE COURSE, BITUMINOUS CONCRETE, TYPE I	406.25
30"	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35
18"	SAND BORROW (FROST PROTECTION)	203.31
SHOULDERS: 1-1/4"	BITUMINOUS CONCRETE PAVEMENT, TYPE III (1 LIFT)	406.25

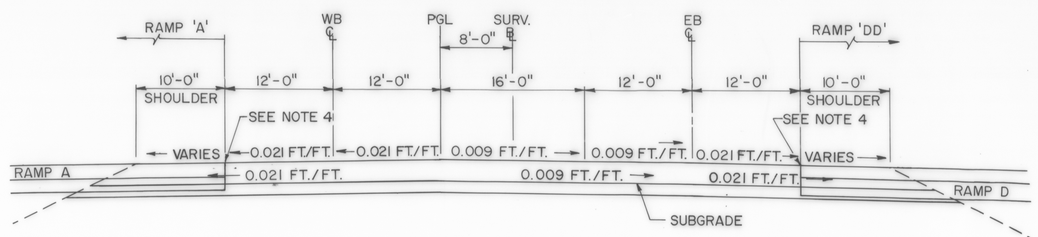
NOTE: DESIGN FROST DEPTH = 54"



VT. 289 STA. 249+98.57 TO ~~251+00.00~~ 255+39.64



STA. 236+10 TO STA. 236+70



STA. 235+45 TO STA. 236+00

NOTES:

1. SHOULDERS LESS THAN 8'-0" SHALL BE CONSTRUCTED WITH SAME SLOPE AS ADJACENT TRAVELWAY.
2. MEDIANS GREATER THAN 6'-0' SHALL HAVE SEEDING AND 2" TOPSOIL APPLIED AND GRADED AS SHOWN. MEDIANS 6'-0" AND LESS SHALL BE CONSTRUCTED WITH PORTLAND CEMENT CONCRETE FOR SIDEWALKS, ITEM 618.10, AND GRADED AS SHOWN ON CROSS SECTIONS.
3. LEFT TURN LANE IS IN A BANKING TRANSITION FROM -0.089 FT./FT. AT STA. 236+00 TO +0.021 FT./FT. AT STA. 236+70 IN PREPARATION FOR BRIDGE DECK. THE 4' MEDIAN WILL BANK AT THE SAME RATE AS ADJACENT TURN LANE. SEE 20 SCALE PLANS FOR ELEVATIONS AT 10 FT. INTERVALS.
4. OUTER EDGES OF TRAVELWAY HAVE SAME ELEVATION, BASED ON THE WB MEDIAN EDGE PROFILE GRADE LINE.

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

SURVEYED BY	VT. SURVEY CONSULTANTS	DATE	FEB. 1988
DRAWN BY	BRYANT ASSOC.	DATE	
TRACED BY		DATE	

COLCHESTER
SECTION 4

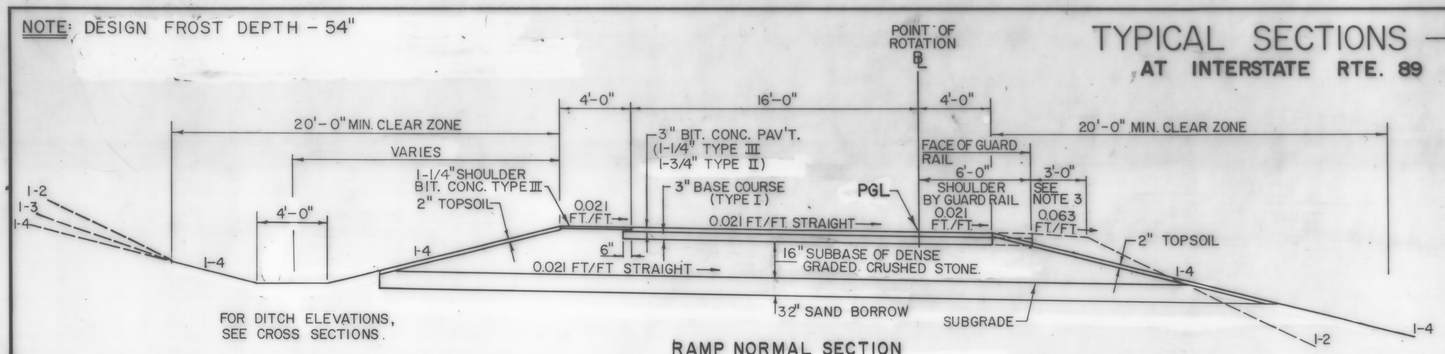
PROJ. IR NO. 089-3(11)

SHEET 3 OF 17

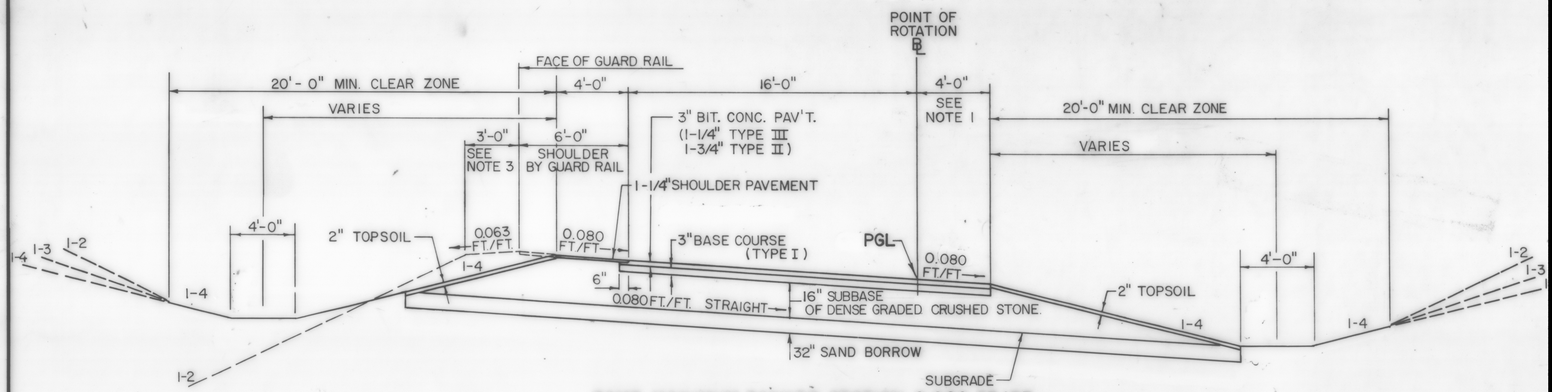
TYPICAL SECTIONS — RAM

AT INTERSTATE RTE. 89

NOTE: DESIGN FROST DEPTH – 54"



RAMP NORMAL SECTION



RAMP MAXIMUM BANKED SECTION 0.080 FT./FT.

RAMP NOTES:

1. THE INSIDE SHOULDER OF THE FOLLOWING RAMPS SHALL BE PAVED TO THE SAME DEPTH AS THE TRAVELWAY AT THE LOCATIONS SHOWN:

RAMP	STATION
B	B20+00 ~ B33+00, RT.
C	C54+50 ~ C56+00, RT.
C	C63+00 ~ C69+00, RT.
D	D33+00 ~ D38+00, RT.

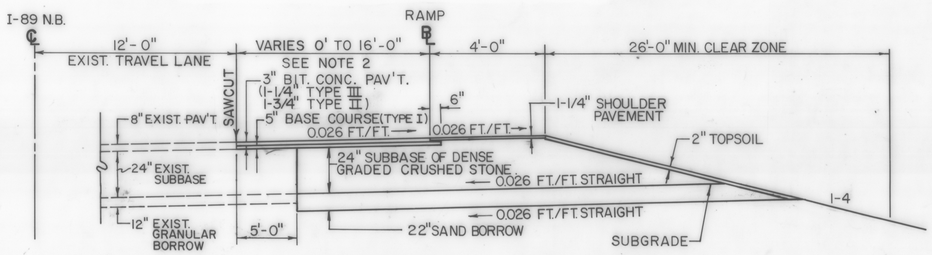
2. THE FINAL TOP COURSE OF THE ACCEL. & DECEL. LANES ADJACENT TO EXISTING I-89 TRAVELWAY SHALL BE OVERLAID WITH 3/4" OF ITEM 409.25, OPEN GRADED ASPHALT FRICTION COURSE. A SMOOTH TRANSITION FROM TOP COURSE WILL BE PROVIDED PRIOR TO AND FOLLOWING THE STATION LOCATION AS SHOWN:

RAMP	STATION
A	A10+00 ~ A18+50
B	B12+00 ~ B20+50
C	RAMP C 67+00 ~ NB I-89 STA. 40+00
D	SB I-89 STA. 49+70 ~ RAMP D 40+00

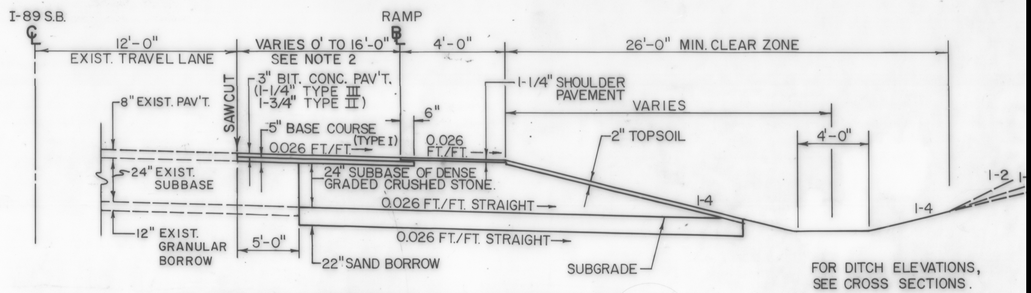
FOR DETAIL SEE NEXT SHEET.

3. ELIMINATE TOPSOIL AND SEEDING BEHIND GUARD RAIL TO SUBGRADE CATCH POINT.

4. THE 5" BASE COURSE ON THE ACCEL./DECEL LANES SHALL BE LAID IN 2 LIFTS AT 2-1/2" EACH.



HIGH SIDE MAXIMUM BANKED SECTION 0.026 FT./FT.



LOW SIDE MAXIMUM BANKED SECTION 0.026 FT./FT.

VT. 289 ~ I-89 ACCEL./DECEL. LANES

STATE OF VERMONT
AGENCY OF TRANSPORTATION
RIGHT-OF-WAY PLANS
DETAIL SHEET

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
0714	SHADOW CROSS FARM	10	SB I-89 86+37 LT.							COLCHESTER			SPRING – W-1 – REPLACED BY WELL
		10	SB I-89 86+50 LT.				DR. RT. (P)						REPLACES EXISTING DRAINAGE RIGHT
		10	SB I-89 87+50 LT.										SPRING – W-2 – REPLACED BY WELL
				TOTAL	NONE								
0715	EDGEWOOD DEVELOPMENT CORPORATION	10	RAMP B B21+52 RT.	RAMP C C60+02 RT.	4.26± Ac.	17.05± Ac.		WD		COLCHESTER			LIMITED ACCESS
		10	RAMP C C58+50 RT.	RAMP C C60+02 RT.			ALL R. T. & I.						EASEMENT FOR WELL – W-4 – ON MUNSON EARTH MOVING CORPORATION PROPERTY
				TOTAL	4.26± Ac.	17.05± Ac.							
0716A	CANEDY,MERRILL C. & MARION B. (H & W)	13	SB I-89 58+91 LT.				DR. RT. (P)			COLCHESTER			REPLACES EXISTING DRAINAGE RIGHT
	*NOTE: FOR ADDITIONAL RIGHTS UNDER PARCEL NO. 716, SEE PROJECT No. PB 033-1(1).	12	SB I-89 62+90 LT.				DR. RT. (P)						REPLACES EXISTING DRAINAGE RIGHT
0716C		12	SB I-89 67+90 RT.			.31±Ac.	DR. RT. (P)						REPLACES EXISTINS DRAINAGE RIGHT
				TOTAL	*SEE NOTE	*SEE NOTE							
0717B	MAZZA, SAMUEL P. JR. & ANNETTE M. (H & W)	8,10, 12	229+00 LT.	SB I-89 85+17 RT.	6.43± Ac.			WD		COLCHESTER			LIMITED ACCESS
	*NOTE: FOR ADDITIONAL RIGHTS UNDER PARCEL NO. 717, SEE PROJECT No. PB 033-1(1).	10	SB I-89 81+50 LT.				DR. RT. (P)						REPLACES EXISTING DRAINAGE RIGHT
		10	SB I-89 82+80 LT.				DR. RT. (P)						
		8	RAMP D D34+50 RT.				DR. RT. (P)						18" OPTION W/STONE DITCH @ OUTLET
	PARCEL No. 0717C CONTINUED ON FOLLOWING SHEET.												

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY

LEGEND

DR. RT. – DRAINAGE RIGHT
DIT. RT. – DITCHING RIGHT
CH. RT. – CHANNEL RIGHT
DRIVE RT. – DRIVE RIGHT
CUL. RT. – CULVERT RIGHT
(D) – DEMOLITION OR REMOVAL
[W] – WATER SOURCES

PRESENT R.O.W.
TAKING WITHOUT ACCESS
OWNER P / OWNER L — TAKING WITHOUT ACCESS ALONG PROPERTY LINES
TAKING WITH ACCESS
(P) PERMANENT EASEMENT
(T) TEMPORARY EASEMENT

CONST. EASE — CONS'T. EASEMENT
SR — SLOPE RIGHTS
P OWNER P / L OWNER L — PROPERTY LINES
TOP OF CUT
TOE OF SLOPE

MADE BY:_____ DATE:_____

CHECKED BY:_____ DATE:_____

APPROVED _____ DATE_____
CHIEF OF PLANS & TITLES

PROJECT WILLISTON-ESSEX-COLCHESTER
NO. IR 089-3(11)
SHEET 5 OF 17

D:\CHITTA\89-R1.DWG 12/27/1991

STATE OF VERMONT
AGENCY OF TRANSPORTATION
RIGHT-OF-WAY PLANS
DETAIL SHEET

TABLE OF PROJECT PROPERTY ACQUISITION

PARCEL NO.	GRANTOR	SHEET NO.	BEGINNING STATION	ENDING STATION	TAKING	REM.	RIGHTS	TITLE TAKEN	DATE	TOWN OR CITY RECORDED	BK.	PG.	REMARKS
	PARCEL No. 0717B CONTINUED FROM PREVIOUS SHEET.												
		8	RAMP D D34+70 RT.	RAMP D D36+30 RT.			CE (T) (0.11 AC.)						102" CULVERT @ SUNDERLAND BROOK
	*NOTE: FOR ADDITIONAL RIGHTS UNDER PARCEL NO. 717, SEE PROJECT No. PB 033-1(1).	8	RAMP D D35+20 RT.	RAMP D D35+65 RT.			CH. RT. (P) (0.02 AC.)						102" CULVERT @ SUNDERLAND BROOK (902 SQ.FT.)
		8	RAMP D D35+65 RT.				DR. RT. (P)						102" CULVERT @ SUNDERLAND BROOK
		12	RAMP D D37+50 RT.										POND - W-3
		12	SB I-89 71+15 LT.				DR. RT. (P)						
0717C		8,10	240+20 LT.	NB I-89 20+87 RT.	.91± Ac.								LIMITED ACCESS
				TOTAL	7.33± Ac.	*SEE NOTE							
0719	MUNSON EARTH-MOVING CORPORATION	8,9	NB I-89 13+25 RT.	255+65 RT.	12.66± Ac.	84.99± Ac.		WD		COLCHESTER			LIMITED ACCESS
		10	RAMP C C60+02 RT.	252+02 LT.		3.13 ± Ac.							LOSS OF ACCESS
		10	RAMP C C58+50 RT.	RAMP C 60+02 RT.									EASEMENT FOR WELL W-4 (EDGEWOOD DEV. CORP.)
		8	242+00 RT.				DR. RT. (P)						
				TOTAL	12.66± Ac.	88.12 ± Ac.							
0727	PAQUETTE, HELEN W. AND/OR MUNSON EARTH MOVING CORPORATION AND/OR EDGEWOOD DEVELOPMENT CORPORATION	9	242+90 LT.	RAMP B B26+75 RT.	0.19± Ac.			WD		COLCHESTER			LIMITED ACCESS (8,115 SQ.FT.)
				TOTAL	0.19± Ac.	NONE							

TABLE OF REVISIONS

REVISION NO.	SHEET NO.	DESCRIPTION OF REVISION	DATE	MADE BY	APPROVED BY

MADE BY:_____ DATE:_____

CHECKED BY:_____ DATE:_____

DR. RT. – DRAINAGE RIGHT
DIT. RT. – DITCHING RIGHT
CH. RT. – CHANNEL RIGHT
DRIVE RT. – DRIVE RIGHT
CUL. RT. – CULVERT RIGHT
Ⓓ – DEMOLITION OR REMOVAL
Ⓦ – WATER SOURCES

LEGEND

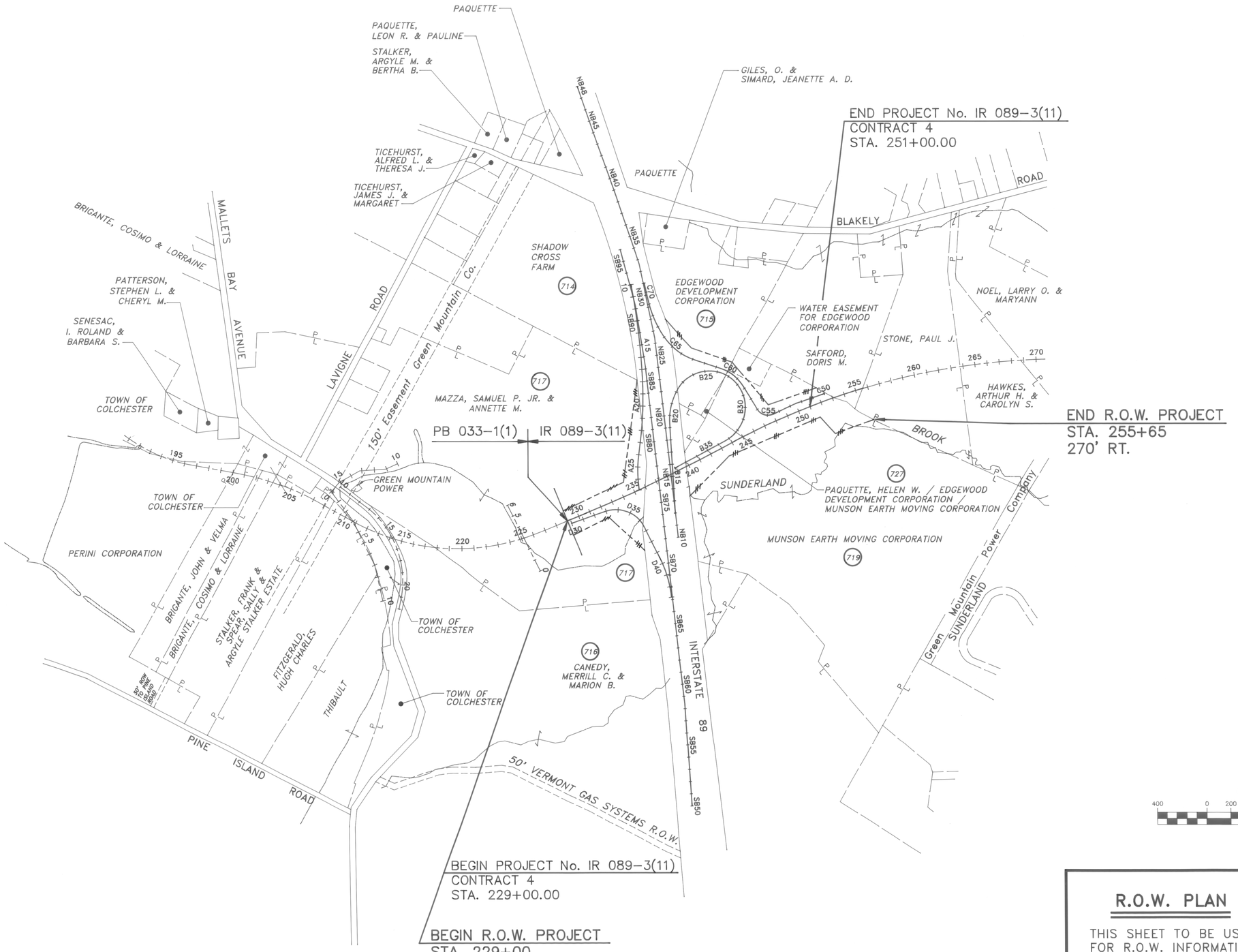
PRESENT R.O.W.
TAKING WITHOUT ACCESS
OWNER P / OWNER L — TAKING WITHOUT ACCESS ALONG PROPERTY LINES
TAKING WITH ACCESS
(P) PERMANENT EASEMENT
(T) TEMPORARY EASEMENT

CONST. EASE
SR
P OWNER P / L OWNER L
CONS'T. EASEMENT
SLOPE RIGHTS
PROPERTY LINES
TOP OF CUT
TOE OF SLOPE

APPROVED _____ DATE_____
CHIEF OF PLANS & TITLES

PROJECT WILLISTON-ESSEX-COLCHESTER
NO. IR 089-3(11)
SHEET 6 OF 17

D:\CHITTA\89-R2.DWG 12/27/1991



GRAPHIC SCALE

400 0 200 400 800 1600

(IN FEET)
1 inch = 000 ft.

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE 2/89
DRAWN BY BRYANT ASSOC. DATE 12/91
TRACED BY _____ DATE _____

COLCHESTER

PROJ. IR NO. 089-3(11)
SHEET 7 OF 17

RAMP "A" CURVE DATA #3
D = 5° 30' 00"
Δ = 13° 57' 19" LT.
R = 1041.74'
T = 127.50'
L = 253.73'
E = 7.77'
BANK = 0.029 FT/FT
PC = STA 24 + 03.02
PT = STA. 26 + 56.75

RAMP "A" CURVE DATA #2
D = 2° 00' 00"
Δ = 10° 19' 45" RT.
R = 2864.79'
T = 258.94'
L = 516.47'
E = 11.68'
BANK = 0.027 FT/FT
PCC = STA. 17 + 79.41
PT = STA. 22 + 95.87

RAMP "DD" CURVE DATA #1
D = 6° 00' 00"
Δ = 20° 32' 41" LT.
R = 954.93'
T = 173.06'
L = 342.41'
E = 15.56'
BANK = 0.021 FT/FT
PC = STA. 34 + 97.18
PT = STA. 38 + 39.59

OPEN GRADED ASPHALT FRICTION COURSE
RAMP "B" STA. B12+00 ~ B17+00

WOVEN WIRE FENCE WITH STEEL POSTS
STA. 229+00, 90'LT. - STA. 234+50, 110'LT.
STA. 234+50, 110'LT. - SB I-89 STA. 85+17, 85'LT.
STA. 229+00, 127'RT. - STA. 232+25, 105'RT.
STA. 232+25, 105'RT. - SB I-89 STA. 71+15, 185'LT.
NB I-89 STA. 13+25, 135'RT. - STA. 243+25, 85'RT.

REMOVAL OF WOVEN WIRE FENCE WITH STEEL POSTS
RAMP "D" STA. D36+85, 25'RT. - SB I-89 STA. 78+37, 85'LT.
SB I-89 STA. 78+37, 85'LT. - SB I-89 STA. 85+17, 85'LT.
NB I-89 STA. 13+25, 135'RT. - STA. 240+20, 114'LT.
STA. 240+20, 114'LT. - NB I-89 STA. 20+87, 132'RT.

REMOVAL & DISPOSAL OF GUARD RAIL
NB I-89 12+00 ~ 17+44, RT.
NOTE: ALL RAIL, POSTS, AND HARDWARE ARE TO BE COLLECTED AND DELIVERED TO TRANSPORTATION DISTRICT #5 IN COLCHESTER.

STEEL BEAM GUARD RAIL W/ WOOD POSTS
LT.
STA. 229+00 - RAMP "A" 22+00, RT.
RAMP "A" 22+00 - STA. 236+55
STA. 239+95 - 241+82.50
RT.
STA. 229+00 - RAMP "D" STA. D 36+00 RT.
RAMP "DD" 36+00 - STA. 236+00
STA. 239+35 - 241+97.50

STEEL BEAM GUARD RAIL W/ STEEL POSTS
RAMP "B" 12+00 ~ 18+00, RT.

GUARD RAIL APPROACH SECTION, TYPE I
STA. 239+45 - 239+95, LT.
STA. 236+00 - 236+50, RT.

GUARD RAIL APPROACH SECTION, TYPE II
STA. 236+55 ~ 236+80, LT.
STA. 239+10 ~ 239+35, RT.

BREAKAWAY CABLE TERMINAL
STA. 241+82.50 - 242+07.50, LT.

TWISTED END SECTION (FLARED)
STA. 241+97.50 - 242+22.50, RT.
RAMP "B" 18+00 ~ 18+25, RT. (DO NOT FLARE)

REMOVE AND RESET GUARD RAIL
SB I-89 ℄ STA. 76+0 ~ 77+50, LT.

RAMP "D" CURVE DATA #1
D = 21° 59' 59"
Δ = 82° 25' 09" RT.
R = 260.44'
T = 228.08'
L = 374.64'
E = 85.75'
BANK = 0.080 FT/FT
PC = STA. 32 + 91.89
PT = STA. 36 + 66.53

SURV. ℄ CURVE #12 DATA
D = 0° 30' 00"
Δ = 5° 34' 03"
R = 11,459.16'
T = 557.19'
L = 1113.50'
E = 13.54'
BANK = NC

RAMP "A" CHANNEL SURV. ℄
P.I. 15+73.01
Δ = 93° 43' 55" RT.

CHAN. ℄ 13+30.56 =
RAMP "A" PC A24+03.02
Δ = 27° 14' 05" LT.

FOR HORIZONTAL ALIGNMENT DETAILS, SEE 20 SCALE PLANS, SHT. NO.
FOR DRAINAGE DESIGN, SEE SHT. NO.

BEGIN R.O.W. PROJECT IR 089-3(11)
STA. 229+00 (127'RT. & 90'LT.)
RTE. 289 SURV. ℄ STA. 229+00.00
BEGIN PROJ. NO. IR 089-3(11)
MATCH PROJ. NO. PB 033-1(1)

MAZZA, SAMUEL P. JR. & ANNETTE M.

STA. 229+00
90'LT.

547'

MATCH LINE STA. 229+00

BEGIN RAMP "D"
P.O.T. STA. D 30+00.00 =
SURV. ℄ STA. 229+25.00, 32' RT.

STA. 229+00
127' RT.

STA. 232+25
105' RT.

DR. RT. (P)

BM # 79
S.I.T. 12" POP.
NGVD EL. 152.35

BM # 2
S.I.R. 10" W. BIRCH
NGVD EL. 127.36

MAZZA, SAMUEL P. & ANNETTE M.

LOSS OF ACCESS

LIMIT OF WETLANDS (SEE NOTE 1, SHT.)

RAMP "D" FULL DEPTH SHOULDER PAVEMENT STA. D33+00 ~ D36+00, RT.

SURV. ℄ P.C. #12 STA. 230+69.21

SURV. ℄ P.O.T. STA. 231+97.85

RAMP "D" ℄ POT STA. D34+00.00

RAMP "D" ℄ POST STA. D34+43.74

RAMP "A" ℄ POT STA. A23+54.42

SUND. BRK SURV. ℄ P.I. 21+12.44 =
RAMP "D" P.O.S.T. D35+56.46
Δ = 1°03'30" LT.

RAMP "A" ℄ POST STA. A23+54.42

RAMP "A" CHANNEL SURV. ℄ P.O.T. 10+00.00

SURV. ℄ P.I. #12 STA. 236+26.40 = 236+25.52

BM # 1
S.I.R. 15" W. BIRCH
NGVD EL. 131.05

END RAMP "A" ℄ STA. A26+56.85 =
SURV. ℄ STA. 235+51.00, 32' LT.

BEGIN RAMP "DD" ℄ STA. DD 33+95.55 =
SURV. ℄ STA. 235+36.86, 32' RT.

STA. 234+50
110' LT.

MATCH LINE STA. DD36+00

SUND. BRK. SURV. ℄ P.O.T. 20+00.00

DR. RT. (P) & CH. RT. (P)

SCALE IN FEET 50 125 250

MATCH LINE N.B. I-89 ℄ STA. 12+00

MATCH LINE STA. A22+00

MATCH LINE N.B. I-89 ℄ STA. 19+00

RAMP "B" / I-89 GORE BN.
RAMP "B" STA. B 18+49.06, 20' LT. =
N.B. I-89 SURV. ℄ STA. 18+49.06
9.93' RT.

SURV. MKR. 105' 88° RT.
N 738,500
E 319,000
ELEV. 168.49

PAQUETTE, HELEN W. & OR MUNSON EARTH MOVING CORP. & OR EDGEWOOD DEVELOPMENT CORP.

MAZZA, SAMUEL P. JR. & ANNETTE M.

NB I-89
STA. 19+75
296' RT.

BEGIN RAMP "B"
RAMP "B" STA. B 18+49.06, 20' LT. =
SURV. ℄ STA. 241+43.92, 289' RT.

STA. 242+90
280' LT.

BM # 11
S.I.R. 6" W. BIRCH
NGVD EL. 197.25

LIMIT OF WETLANDS (SEE NOTE 1, SHT.)

SURV. ℄ POST STA. 240+82.62

SURV. ℄ P.I. #11 STA. 240+82.71

SURV. ℄ POST STA. 241+39.93

SURV. ℄ P.I. #12 STA. 241+82.71

RAMP "B" ℄ POT STA. B 35+79.33

MUNSON EARTH MOVING

END RAMP "B"
STA. B 38+01.16 =
SURV. ℄ STA. 238+85.45, 32' LT.

MUNSON EARTH MOVING CORP.

STA. 240+20
114' LT.

MATCH LINE STA. 243+00

NB I-89 ℄ P.O.T. STA. 15+12.00

RAMP "B" STA. B 14+97.16, 16' LT. =
NB I-89 ℄ STA. 14+97.60, 5' LT.

LIMIT OF WETLANDS (SEE NOTE 1, SHT.)

BM # 14
S.I.T. 12" PINE
N.G.V.D. EL. 132.03

NB I-89 ℄ STA. 13+25
135' RT.

BEGIN RAMP "B"
POT. STA. B12+00.00 =
NB I-89 STA. 12+00.00,
5' LT.

N 738,000
N 738,500
N 739,000
N 738,500
E 318,500
E 319,000
E 319,500

VT. STATE PLANE GRID

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

SURVEYED BY VT. SURVEY CONSULTANTS DATE
DRAWN BY BRYANT ASSOC. DATE
TRACED BY DATE

COLCHESTER

PROJ. IR NO. 089-3(11)
SHEET 8 OF 17

RAMP "B" CURVE DATA #2
D = 19° 34' 15"
Δ = 144° 04' 58" RT.
R = 292.76'
T = 903.23'
L = 736.21'
E = 656.73'
BANK = 0.078 FT/FT
PCC STA. 22+55.66
PT STA. 29+91.87

RAMP "C" CURVE DATA #3
D = 17° 25' 40"
Δ = 40° 26' 15" LT.
R = 328.76'
T = 121.08'
L = 232.03'
E = 21.59'
BANK = 0.076 FT/FT
PC STA. 58+22.14
PT STA. 60+54.17

RAMP "C" CURVE DATA #2
D = 57° 15' 00"
Δ = 85° 37' 53" RT.
R = 100.08'
T = 92.73'
L = 149.57'
E = 36.35'
BANK = 0.080 FT/FT
PRC STA. 54+49.98
PT STA. 55+99.55

RAMP "C" CURVE DATA # 1
D = 1° 13' 33"
Δ = 2° 27' 05" LT.
R = 4674.24
T = 100.01
L = 199.98
E = 1.07'
BANK = W.B. ℄ CONTROLLED
PC STA. 52+50.00
PRC STA. 54+49.98

WOVEN WIRE FENCE WITH STEEL POSTS
NB I-89 STA. 13+25, 135'RT. - STA. 243+25, 85'RT.
STA. 243+25, 85'RT. - STA. 251+50, 110'RT.
STA. 251+50, 110'RT. - STA. 252+20, 280'RT.
STA. 252+20, 280'RT. - STA. 255+65, 270'RT.
RAMP "C" STA. C60+02, 85'RT. - STA. 248+00, 145'LT.
STA. 248+00, 145'LT. - STA. 252+00, 125'LT.

PB 033-1(1); IR 089-3(11)
WILLISTON - COLCHESTER
END CONTRACT 4
STA. 251+00.00
BEGIN CONTRACT 3

FOR CONSTRUCTION DETAILS, SEE 20-SCALE PLAN SHEETS, SHT. NOS.
FOR DRAINAGE DESIGN, SEE SHT. NO.

PAQUETTE, HELEN W. &, OR MUNSON EARTH MOVING CORP. &, OR EDGEWOOD DEVELOPMENT CORP.

EDGEWOOD DEVELOPMENT CORP.
PAQUETTE/MUNSON/EDGEWOOD
MUNSON EARTH MOVING CORP.

MUNSON EARTH MOVING CORP.

SAFFORD, DORIS M.

SAFFORD MUNSON EARTH MOVING P L CORP.

STONE, PAUL J.

STONE MUNSON P L

MUNSON EARTH MOVING CORP.
LOSS OF ACCESS

MUNSON EARTH MOVING CORPORATION

RAMP "B" FULL DEPTH SHOULDER PAVEMENT STA. B28+00 ~ B32+00, RT.

RAMP "C" FULL DEPTH SHOULDER PAVEMENT STA. C54+50 ~ C56+00, RT.

RAMP "B" STA. B26+75 16' RT.

RAMP "C" STA. C60+02 85' RT.

WATER EASEMENT

MATCH LINE STA. B28+00

MATCH LINE STA. 243+00

MATCH LINE STA. 258+00

BM #10 SIT 30" PINE NGVD EL. 210.18

BM #81 SIT 2-8" POP NGVD EL. 202.29

BM #82 SIT 3-8" OAKS NGVD EL. 223.87

BM #83 SIT 2-18" PINES NGVD EL. 224.06

RAMP "BB" ℄ POT. STA. BB 28+65.33

RAMP "CC" ℄ POT. STA. CC 57+92.16

RAMP "C" ℄ POT. STA. C 56+37.32

SURV ℄ POST STA. 249+67.46

SURV ℄ POST STA. 247+49.60

SURV ℄ POC STA. 247+50.00

SURV ℄ POC STA. 250+50.00

RAMP "C" POST STA. C 54+77.83

STA. 242+90 280' LT.

NB I-89 STA. 19+75 296' RT.

STA. 243+25 85' RT.

STA. 248+00 145' LT.

STA. 251+50 110' RT.

STA. 252+00 125' LT.

STA. 252+20 280' RT.

STA. 254+47 139' RT.

STA. 255+65 270' RT.

BEGIN RAMP "C" STA. C 50+00.00 = SURV ℄ STA. 252+50.02, 57.51' LT.

E.B. ℄ P.I. #1 STA. 18+55.67 = STA. 18+49.73

W.B. ℄ P.I. #1 STA. 14+28.22 = 14+28.12

W.B. ℄ P.I. #2 STA. 20+21.63 = STA. 20+17.41

END R.O.W. PROJECT IR 089-3(11) STA. 255+65 (270' RT.)

SURV ℄ STA. 261+57.74, 27' LT. END APPROACH CONTRACT 3

RTE. 289 SURV ℄ 246+69.28 = RAMP "CC" 54+53.79

RTE. 289 SURV ℄ 246+65.28 = RAMP "BB" 32+03.70

(CONTRACT 3) SURV ℄ P.C. #1 STA. 244+25.42

RAMP "B" CURVE DATA #3
D = 18° 30' 00"
Δ = 62° 50' 23" RT.
R = 309.71'
T = 189.19'
L = 339.68'
E = 53.22'
BANK = 0.078 FT/FT
PCC STA. 29+91.87
PT STA. 33+31.55

E.B. ℄ CURVE DATA
D = 1° 14' 38"
Δ = 14° 14' 41" RT.
R = 4606.24'
T = 575.57'
L = 1145.20'
E = 35.82'
BANK = 0.021 FT/FT
PC STA. 12+80.10
PCC STA. 24+25.30

CONTRACT 3 SURV ℄ CURVE #1 DATA
D = 1° 00' 00"
Δ = 35° 10' 25"
R = 5729.58'
T = 1816.08'
L = 3517.36'
E = 280.93'

W.B. ℄ CURVE DATA #1
D = 1° 13' 59"
Δ = 3° 39' 06" RT.
R = 4646.24'
T = 148.11'
L = 296.12'
E = 2.36'
BANK = 0.021 FT/FT
PC STA. 12+80.11
PCC STA. 15+76.23

W.B. ℄ CURVE DATA #2
D = 1° 32' 31"
Δ = 13° 40' 14" RT.
R = 3715.81'
T = 445.40'
L = 886.58'
E = 26.60'
BANK = 0.021 FT/FT
PCC STA. 15+76.23
PT STA. 24+62.81

MATCH LINE STA. 258+00

VT. STATE PLANE GRID

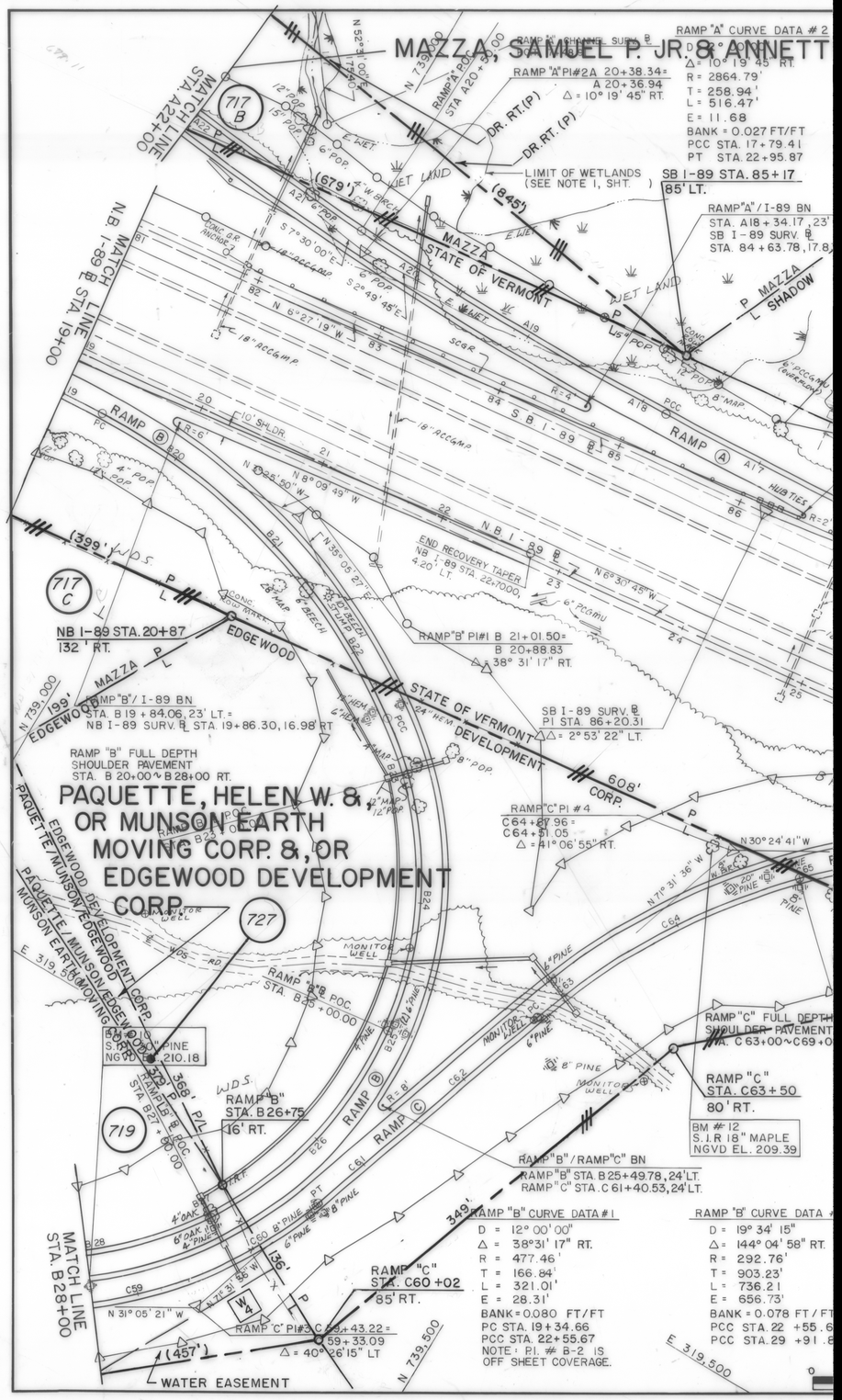
SCALE IN FEET
0 50 125 250

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE
DRAWN BY BRYANT ASSOC DATE
TRACED BY DATE

COLCHESTER
PROJ. IR NO. 089-3(11)
SHEET 9 OF 17


MAZZA, SAMUEL P. JR. & ANNETT
PAQUETTE, HELEN W. & OR MUNSON EARTH MOVING CORP. &, OR EDGEWOOD DEVELOPMENT CORP.
MATCH LINE STA. A22+00
MATCH LINE N.B. I-89 ℄ STA. 19+00
MATCH LINE STA. B28+00
717 B
717 C
727
719
RAMP "A" CURVE DATA # 2
Δ = 10° 19' 45" RT.
R = 2864.79'
T = 258.94'
L = 516.47'
E = 11.68
BANK = 0.027 FT/FT
PCC STA. 17+79.41
PT STA. 22+95.87
RAMP "A" PI#2A 20+38.34 = A 20+36.94
Δ = 10° 19' 45" RT.
LIMIT OF WETLANDS (SEE NOTE 1, SHT.)
SB I-89 STA. 85+17
85' LT.
RAMP "A" / I-89 BN
STA. A18+34.17, 23'
SB I-89 SURV. ℄
STA. 84+63.78, 17.8
MAZZA STATE OF VERMONT
MAZZA SHADOW
RAMP "B" / I-89 BN
STA. B19+84.06, 23' LT. =
NB I-89 SURV. ℄ STA. 19+86.30, 16.98' RT
RAMP "B" FULL DEPTH SHOULDER PAVEMENT
STA. B 20+00 ~ B 28+00 RT.
NB I-89 STA. 20+87
132' RT.
EDGEWOOD
STATE OF VERMONT DEVELOPMENT CORP.
END RECOVERY TAPER
NB I-89 STA. 22+70.00, 4.20' LT.
RAMP "B" PI#1 B 21+01.50 = B 20+88.83
Δ = 38° 31' 17" RT.
SB I-89 SURV. ℄
PI STA. 86+20.31
Δ = 2° 53' 22" LT.
RAMP "C" PI # 4
C64+87.96 = C64+51.05
Δ = 41° 06' 55" RT.
RAMP "C" FULL DEPTH SHOULDER PAVEMENT
STA. C63+00 ~ C69+0
RAMP "C"
STA. C63+50
80' RT.
BM # 12
S.I.R 18" MAPLE
NGVD EL. 209.39
RAMP "B" / RAMP "C" BN
RAMP "B" STA. B25+49.78, 24' LT.
RAMP "C" STA. C61+40.53, 24' LT.
RAMP "B" CURVE DATA # 1
D = 12° 00' 00"
Δ = 38° 31' 17" RT.
R = 477.46'
T = 166.84'
L = 321.01'
E = 28.31'
BANK = 0.080 FT/FT
PC STA. 19+34.66
PCC STA. 22+55.67
NOTE: PI. # B-2 IS OFF SHEET COVERAGE.
RAMP "B" CURVE DATA #
D = 19° 34' 15"
Δ = 144° 04' 58" RT.
R = 292.76'
T = 903.23'
L = 736.21
E = 656.73'
BANK = 0.078 FT/FT
PCC STA. 22 +55.6
PCC STA. 29 +91.8
RAMP "B" STA. B26+75
16' RT.
RAMP "C" STA. C60+02
85' RT.
RAMP "C" PI#3 C 59+43.22 = 59+33.09
Δ = 40° 26' 15" LT
WATER EASEMENT
N 739,000
N 739,500
E 319,500
E 319,500
N 31° 05' 21" W
N 30° 24' 41" W
N 71° 31' 36" W
N 6° 27' 19" W
N 8° 09' 49" W
N 35° 05' 27" E
N 6° 30' 45" W
S 7° 30' 00" E
S 2° 49' 45" E
(679')
(845')
(399')
(457')
368'
349'
136'
608'
199'
MONITOR WELL
RAMP "B" ℄ POC. STA. B25+00.00
RAMP "B" ℄ POC. STA. B27+00.00
RAMP "C" PI#3 C 59+43.22 = 59+33.09
Δ = 40° 26' 15" LT
BM # 10
S.I.R 20" PINE
NGVD EL. 210.18

OPEN GRADED ASPHALT FRICTION COURSE
NB I-89 STA. 34+00 ~ 40+00

REMOVAL & DISPOSAL OF GUARD RAIL
NB I-89 STA. 36+64 ~ 39+12, RT.

NOTE: ALL RAIL, POSTS, & HARDWARE ARE TO BE COLLECTED AND DELIVERED TO TRANSPORTATION DISTRICT #5 IN COLCHESTER.

SLOPE STABILIZATION
NB I-89 37+75 ~ 38+25 RT.

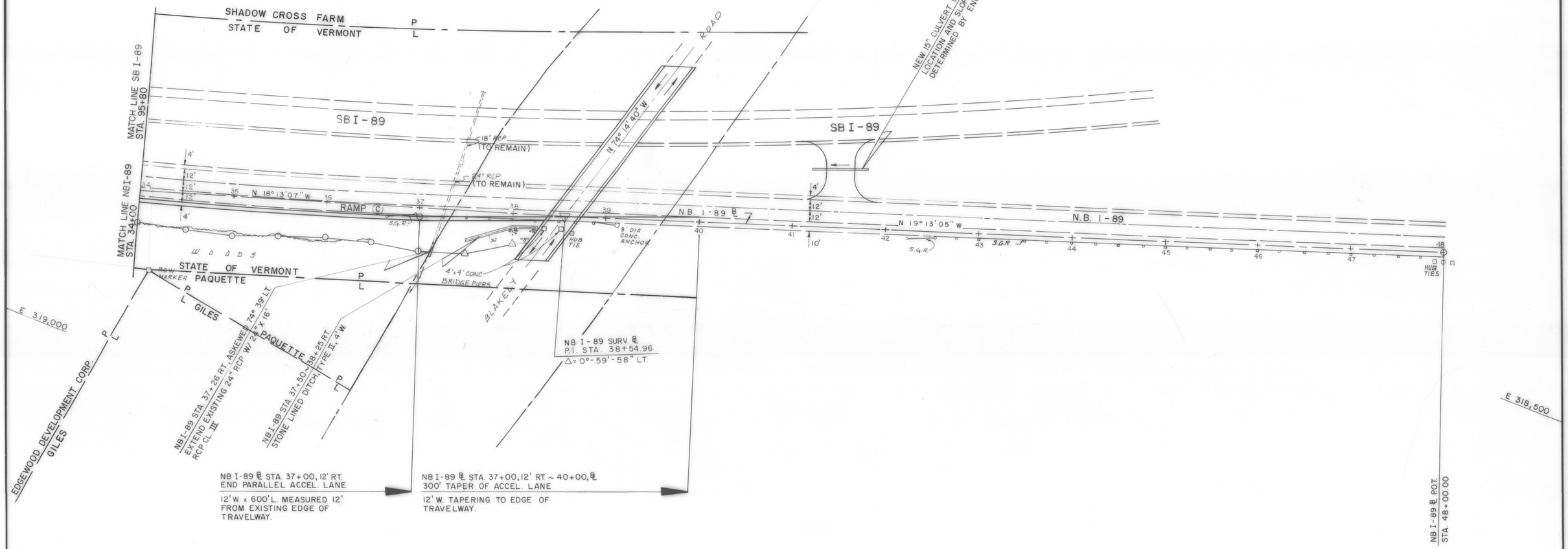
CONSTRUCT PAVED U-TURN
NORTHBOUND I-89 ℄ STA. 41+50 LT, 30'W

NOTES:
1.) LOCATION OF U-TURN APPROXIMATE, ACTUAL LOCATION TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
2.) PIPE LENGTH APPROXIMATELY 60', ACTUAL LENGTH TO BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

VT. STATE PLANE GRID

SHADOW CROSS FARM

(714)



R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE
DRAWN BY BRYANT ASSOC DATE
TRACED BY DATE

COLCHESTER
PROJ. IR NO. 089-3(11)
SHEET 11 OF 17

33189

STEEL BEAM GUARD RAIL W/ WOOD POSTS

LT.	RT.
RAMP "D" 36+00-38+50	RAMP "DD" 36+00-RAMP "D" 38+50

TWISTED END SECTION

LT.	RT.
RAMP "D" 38+50-38+75	RAMP "D" 38+50-38+75

BREAKAWAY CABLE TERMINAL

LT.	RT.
SB I-89, 64+25~64+50	NB I-89, 8+75~9+00

REMOVAL AND DISPOSAL OF GUARD RAIL
SB I-89, STA. 59+00 ~ 63+61, LT.
NB I-89, STA. 9+68 ~ 12+00, RT.

NOTE: ALL RAIL, POSTS, & HARDWARE ARE TO BE COLLECTED AND DELIVERED TO TRANSPORTATION DISTRICT #5 IN COLCHESTER.

STEEL BEAM GUARD RAIL W/ STEEL POSTS

LT.	RT.
SB I-89 59+00~64+25	NB I-89 9+00~12+00

WOVEN WIRE FENCE WITH STEEL POSTS
NB I-89 STA. 71+15, 185' LT. - STA. 232+25, 105' RT.

REMOVAL OF WOVEN WIRE FENCE WITH STEEL POSTS
SB I-89 STA. 71+15, 185' LT. - RAMP "D" D36+85, 25' RT.
RAMP "D" D36+85, 25' RT. - SB I-89 STA. 78+37, 85' LT.

OPEN GRADE FRICTION COURSE
SB I-89 STA. 59+00~68+00
ACCEL. LANE

EROSION MATTING

LT	RT
SB I-89 STA. 64+00~64+50	RAMP "D" STA. 40+50~42+00

N 737,000
N 737,500
N 738,000
E 319,000
E 319,500

CANEDY, MERRIL C. & MARION B.

MAZZA, SAMUEL P. JR. & ANNETTE M.

VT. STATE PLANE GRID

SB1-89 STA. 62+88 LT. EXTEND EXISTING 24" ACCGMP W/ NEW 24"X10' RCCSP .064 W/ 4'X8' TYPE I STONE PAD @ OUTLET.

RAMP "D" STA. 39+00 RT. ~ SB I-89 STA. 64+00 LT. 6'X 732' UNDERDRAIN W/ CAPPED END

SB I-89 STA. 64+50~68+00 LT. STONE LINED DITCH, TYPE I, 4' W.

END RAMP "D" ℄
STA. D42+87.20 (PT) =
SB I-89 SURV. ℄
STA. 67+19.56, 7' LT.
(12' LT. OF I-89 ETW)

SB I-89 ℄ STA. 67+20, 12' RT.
BEGIN PARALLEL ACCEL. LANE
12' W x 1450' L. ALONG ETW
MEASURED 12' FROM EXISTING
EDGE OF SB I-89 TRAVELWAY.

RAMP "D" / I-89 BN
STA. D40+75.21, 23' LT. =
SB I-89 SURV. ℄ STA. 69+34.88, 8' LT.

RAMP 'D' / I-89 GORE BN
STA. D42+25.80, 13' LT.
SB I-89 SURV. ℄
STA. 67+81.75, 4' RT.

LOSS OF ACCESS

RAMP "D" PI #2 D41+17.85 =
D41+14.14
Δ = 20° 32' 41" RT

SB1-89 STA. 67+68 LT. ASKEWED 89°19' RT. EXTEND EXISTING 24" RCP W/ NEW 24"X 8' RCP CL III W.E.S. @ INLET. REMOVE EXISTING D.I.

RAMP "D" STA. 38+75 39+00 RT. 6'X 46' CARRIER PIPE.

RAMP "D" RAMP "DD" BN
RAMP "D" STA. D36+26.48, 22' LT. =
RAMP "DD" STA. DD36+22.76, 6' RT.

RAMP "DD" PI #1 STA. DD36+70.24
STA. DD36+66.53 =
RAMP "D" PT STA. D36+66.53
Δ = 20° 32' 41" LT.

SUND. BRK. SURV. ℄
P.O.T. 25+19.20

SUND. BRK. SURV. ℄
P.I. 23+69.91
Δ = 41° 24' 40" LT.

SUND. BRK. SURV. ℄
PI. 22+31.60
Δ = 12° 45' 05" LT.

CH. RT (P) & DR. RT. (P)

NEW 100' STRUCT. PL. CMP SEE SHT NO. FOR DETAILS

LIMIT OF WETLANDS (SEE NOTE 1, SHT.)

POND

RAMP "D" FULL DEPTH SHOULDER PAVEMENT STA. D36+00~D38+00 RT.

RAMP "D" STA. D36+85 25' RT.

SB I-89 STA. 67+30 185' LT.

SB I-89 STA. 71+15 185' LT.

MATCH LINE S.B. I-89 ℄ STA. 59+00

MATCH LINE STA. DD36+00

MATCH LINE N.B. I-89 ℄ STA. 12+00

RAMP "D"

SB I-89

NB I-89

S.B. I-89 ℄

N.B. I-89 ℄

S.G.R.

5' SGR.

24" ACCGMP (TO REMAIN)

12" ACCGMP (TO REMAIN)

24" RCP (TO REMAIN)

18" RCP (TO REMAIN)

6" PCCGMU (TO REMAIN WITH ADJUSTMENT BY ENGINEER)

SB I-89 STA. 63+35 235' RT.

SB I-89 STA. 62+75 185' RT.

SB I-89 STA. 69+88 223' RT.

STATE OF VERMONT

CANEDY

MAZZA

CANEDY, MERRIL C. & MARION B.

716 C

717 B

RATHE, ARMAND P. & LAURA

CANEDY RATHE

CANEDY MUNSON EARTH MOVING CORP.

MUNSON EARTH MOVING CORP.

SBI-89 STA. 73+36 73+90 LT. TOA OF SLOPE STONE LINING. TYPE II, 4' W.

SB I-89 STA. 73+90 LT. ASKEWED 88° 37' RT. CUT EXISTING 18" ACCGMP & INSTALL NEW 18" PCCSP .064, 20° ELBOW @ OUTLET.

NB I-89 POT STA. 10+00.00

RAMP "D" CURVE DATA # 1

D	21° 59' 59"
Δ	82° 25' 09" RT.
R	260.44'
T	228.08'
L	374.64'
E	85.75'
BANK	0.080 FT/FT
PC	STA. 32+91.89
PT	STA. 36+66.53

RAMP "D" CURVE DATA # 2

D	6° 00' 00"
Δ	20° 32' 41" RT.
R	954.93'
T	173.06'
L	342.41'
E	15.56'
BANK	0.077 FT/FT
PC	STA. 39+44.79
PT	STA. 42+87.20

RAMP "DD" CURVE DATA # 1

D	6° 00' 00"
Δ	20° 32' 41" LT.
R	954.93'
T	173.06'
L	342.41'
E	15.56'
BANK	0.021 FT/FT
PC	STA. 34+97.18
PT	STA. 38+39.59

SCALE IN FEET
0 50 125 250

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

VT. SURVEY
SURVEYED BY CONSULTANTS DATE
DRAWN BY BRYANT ASSOC DATE
TRACED BY DATE

COLCHESTER
PROJ. IR NO. 089-3(11)
SHEET 12 OF 17

OPEN GRADE FRICTION COURSE
SB I-89 STA. 49+70 TO 59+00, ACCEL. LANE

STEEL BEAM GUARD RAIL W/ STEEL POSTS
SB I-89, STA. 49+70 ~ 59+00, LT.

REMOVAL AND DISPOSAL OF GUARD RAIL
SB I-89, STA. 49+70 ~ 59+00, LT.

NOTE : ALL RAIL, POSTS & HARDWARE ARE TO BE COLLECTED AND DELIVERED TO TRANSPORTATION DISTRICT #5 IN COLCHESTER.

N 735,500
E 319,000
E 736,000
N 736,500
N 737,000

VT. STATE PLANE GRID

RATHE, ARMAND P. & LAURA

CANEDY, MERRIL C. & MARION B.

SB I-89 POT STA. 50+00.00

SB I-89 STA. 54+91 LT. ASKEWED 88° 19' LT.
EXTEND EXISTING 18" ACCGMP W/ NEW 18"X 12"
PCCSP .064 W/ 3'X 6' TYPE I STONE PAD @ OUTLET

SB I-89 STA. 55+42 LT. ASKEWED 86° 35' RT.
REMOVE EXISTING 12" ACCGMP & D.I.

SB I-89 STA. 57+37 LT. ASKEWED 87° 26' RT.
EXTEND EXISTING 42" ACCGMP W/ NEW 42"X 10'
PCCSP .109 W/ 10'X 40' TYPE II STONE LINED
DITCH @ OUTLET

SB I-89 STA. 58+91 LT. ASKEWED 89° 54' LT.
EXTEND EXISTING 18" ACCGMP W/ 18"X 6'
PCCSP .064 W/ E.S. @ OUTLET.

CANEDY
RATHE

S.B. I-89 ℄ STA 49+70 ~ 52+70, 12' RT.
300' TAPER OF ACCEL. LANE
12' WIDE TAPERING TO EDGE OF EXISTING TRAVELWAY.

S.B. I-89 ℄ STA. 52+70, 12' RT.
END PARALLEL ACCEL LANE
12'W. x 1450'L. MEASURED 12' FROM EXISTING EDGE OF TRAVELWAY

P L — STATE OF VERMONT — RATHE — P L

DR. RT. (P)

W.D.S.

DITCH

12" ACCGMP

18" ACCGMP
N 6° 27' 19" W

HUB TIES

50 51 N 3° 25' 49" W 52 53 54 55 RAMP (D) 56 57 58 59

S.B. I-89

S.B. I-89 ℄

4' 12' 12' 12' 4'

18" ACCGMP
(TO REMAIN)

N.B. I-89

42" ACCGMP
(TO REMAIN)

12" ACCGMP
(TO REMAIN)

MATCH LINE
S.B. I-89 ℄ STA. 59+00

E 319,000

N 735,500
E 319,500

SB I-89 STA 52+35 LT. ASKEWED 82° 16' LT.
REMOVE EXISTING 12" ACCGMP & D.I.

P L — STATE OF VERMONT — RATHE — P L

SB I-89 SURV ℄
PI. 58+42.60
Δ = 3° 01' 30" LT.

RATHE, ARMAND P. & LAURA

E 319,000
E 319,500

N 736,000
N 736,500

SCALE IN FEET
0 50 125 250

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

SURVEYED BY VT. SURVEY CONSULTANTS DATE _____
DRAWN BY BRYANT ASSOC DATE _____
TRACED BY _____ DATE _____

COLCHESTER

PROJ. IR NO. 089-3 (11)
SHEET 13 OF 17

33169

PLAN
SURVEYED
DRAWN
NOTE BOOK
No.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BY
DATE

PROFILE
SURVEYED
DRAWN
NOTE BOOK
No.
GRADES CHECKED
S. M.'s NOTED
STRUCTURE SOUNDINGS CHECKED
BY
DATE

VT. 289 SURV. ℄ STA. 229 + 00.00
BEGIN PROJECT NO. IR 089 - 3(11)

COLCHESTER
CONTRACT 4

PVI STA 234+00
EL. 179.87'
VC = 500'
SSD = 785'

PROFILE GRADE LINE
AT MEDIAN EDGE.

VT-298 MEDIAN ℄ STA. 237+22.14=
S.B. I-89 SURVEY ℄ 76+79.95

VT-298 MEDIAN ℄ STA. 238+35.80=
N.B. I-89 SURVEY ℄ 15+17.64

+3.9062 %

+2.6636 %

+2.6636 %

PVT
230+00

PVT
231+50

PVT
236+50

STA 236+35
18" x 84'
OPTION

OLD GROUND

STA 236+35
30" x 312' OPTION

STA 238+84
24" x 162'
OPTION

PVC
242+00

CONTRACT 4
PROJ. NO. PB 033-1(1)
PVI STA. 227+50
EL. 154.48
VC = 500'
K = 147

R.O.W. PLAN

THIS SHEET TO BE USED
FOR R.O.W. INFORMATION
ONLY.

COLCHESTER
CONTRACT 4
IR 089 - 3(11)
SHT. 14 OF 17 SHTS.

200
190
180
170
160
150
140
130

229 230 231 232 233 234 235 236 237 238 239 240 241 242 243

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.

PLAN
SURVEYED ___ BY ___ DATE
PLOTTED ___
NOTE BOOK ALIGNMENT CHECKED
No. ___ RT. OF WAY CHECKED

VT. 289 SURV. ℄ STA. 251+00.00
END PROJECT NO. IR 089-3(11)
COLCHESTER
END CONTRACT 4

PROFILE
SURVEYED ___ BY ___ DATE
PLOTTED ___
NOTE BOOK GRADES CHECKED
No. ___ B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED

PVI STA 245+00
EL. 209.17'
VC = 600'
SSD = 607'

PROFILE GRADE LINE AT MEDIAN EDGE

OLD GROUND

+2.5636 %

+0.5000 %

+0.5000 %

PVT 248+00

230 220 210 200 190 180 170

243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258

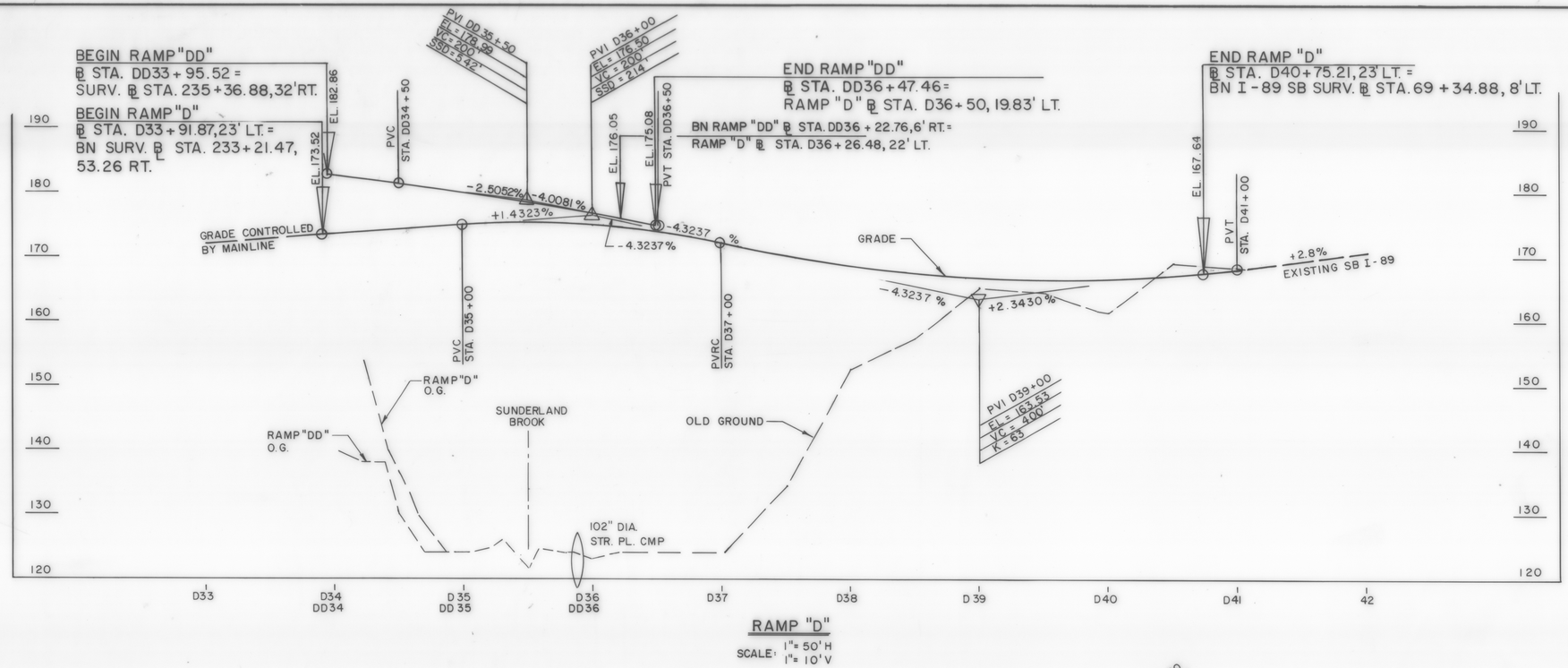
R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

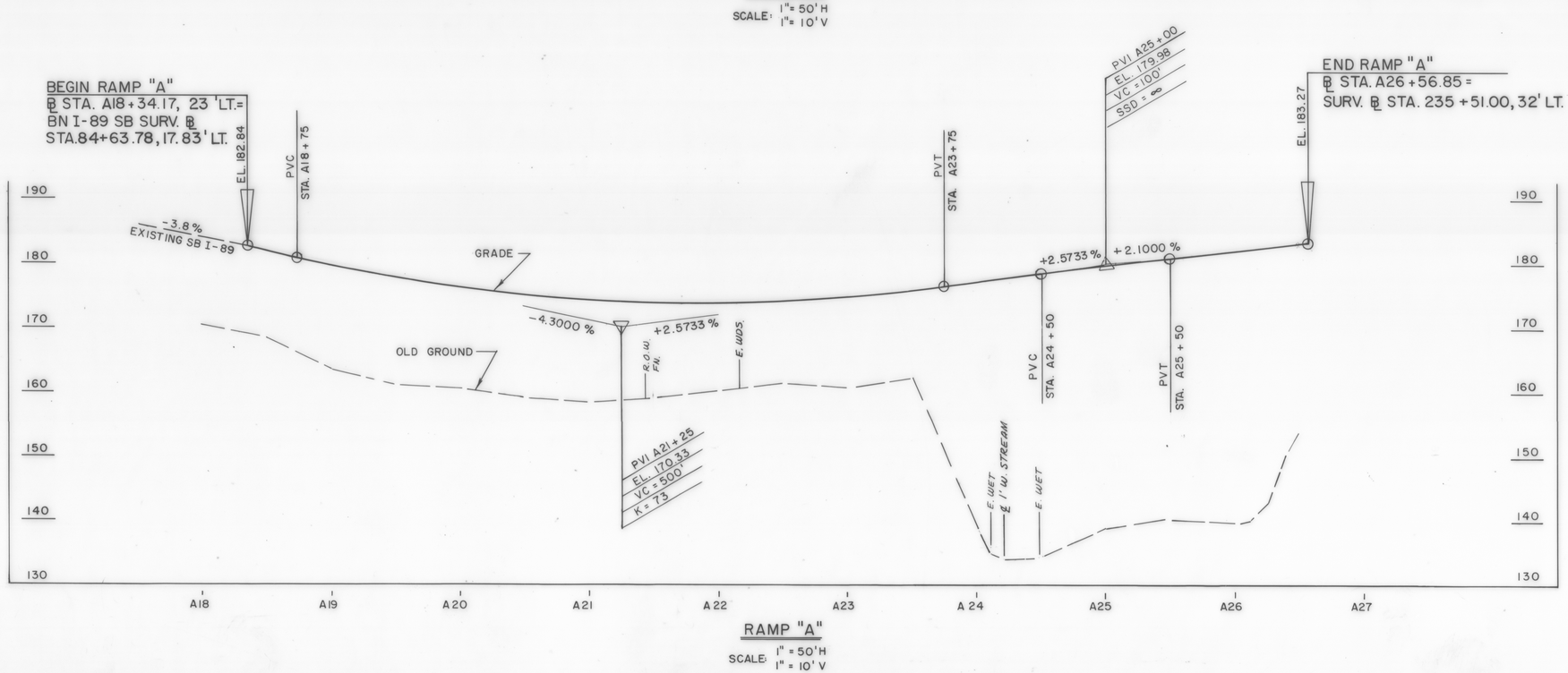
SCALE FEET
H 0 25 50 100
V 0 5 10 20

COLCHESTER
CONTRACT 4
IR 089-3(11)
SHT. 15 of 17 SHTS.

PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
PRINTED IN U.S.A.



RAMP "D"
SCALE: 1"= 50'H
1"= 10'V



RAMP "A"
SCALE: 1" = 50'H
1" = 10' V

R.O.W. PLAN

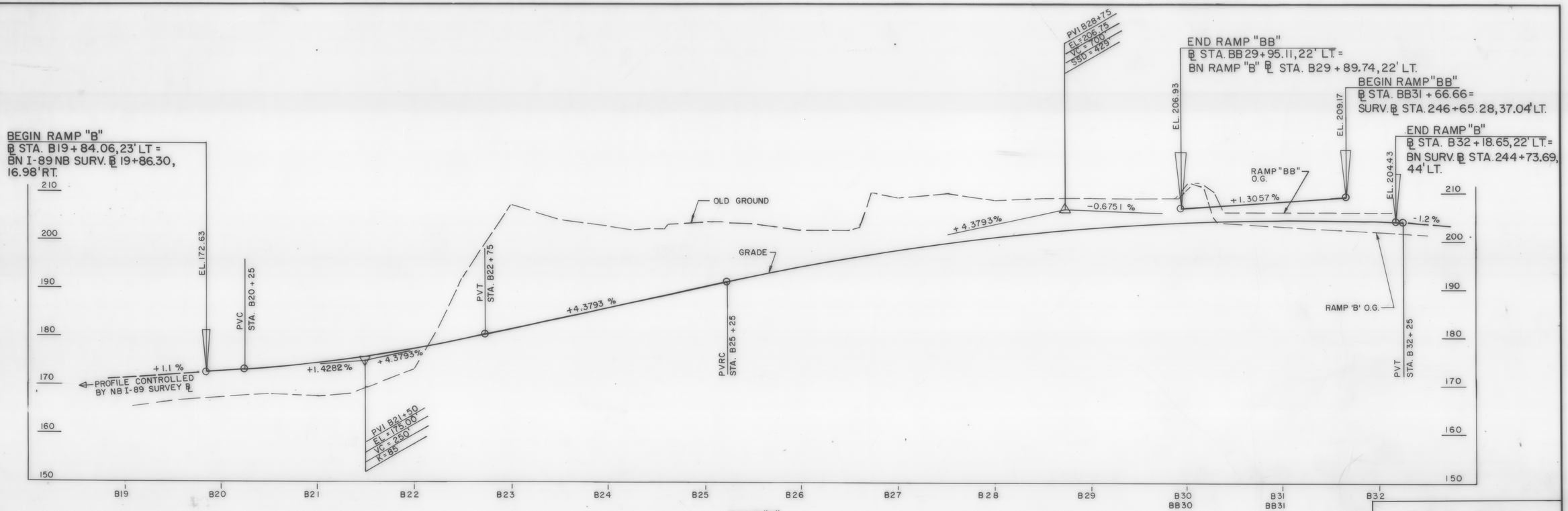
THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

SURVEYED BY VT. SURVEY CONSULTANTS DATE JAN.-89
DRAWN BY BRYANT ASSOC DATE _____
TRACED BY _____ DATE _____

COLCHESTER

PROJ. IR . NO. 089-3(11)

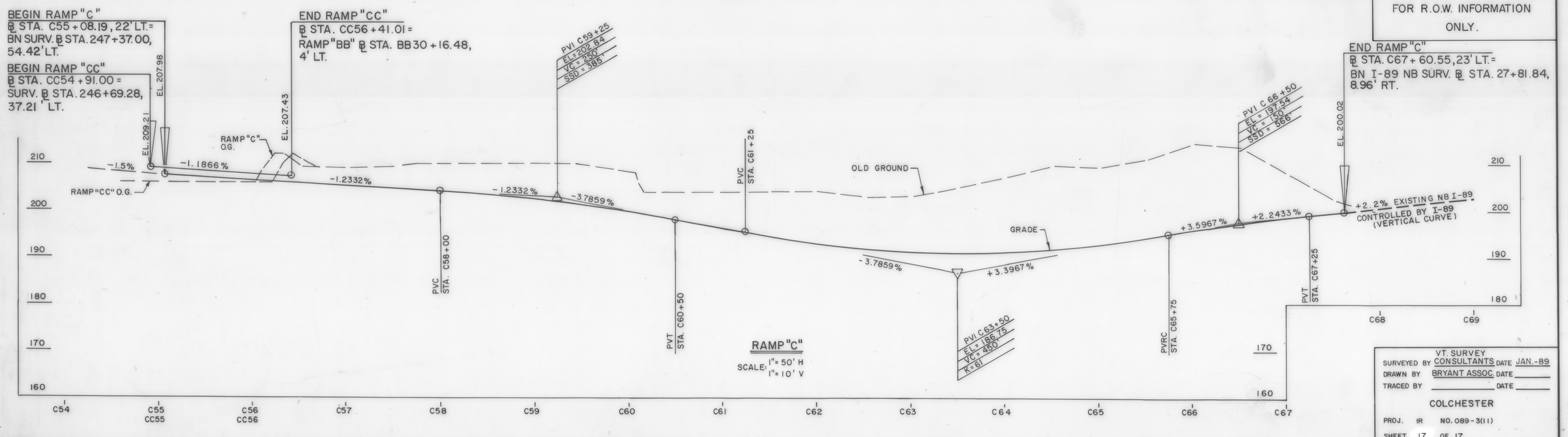
SHEET 16 OF 17



RAMP "B"
SCALE: 1" = 50' H
1" = 10' V

R.O.W. PLAN

THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.



RAMP "C"
SCALE: 1" = 50' H
1" = 10' V

VT. SURVEY
SURVEYED BY CONSULTANTS DATE JAN.-89
DRAWN BY BRYANT ASSOC. DATE _____
TRACED BY _____ DATE _____

COLCHESTER

PROJ. IR NO. 089-3(11)

SHEET 17 OF 17