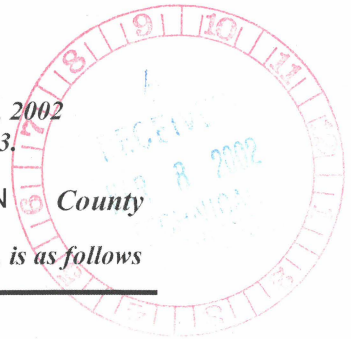


CERTIFICATE OF HIGHWAY MILEAGE
YEAR ENDING FEBRUARY 10, 2002



Fill out form, make and file copy with the Town Clerk, and mail ORIGINAL, before February 20, 2002 to: VT Agency of Transportation, Technical Services Division, Drawer 33, Montpelier, VT 05633.

We, the Selectmen or Aldermen or Trustees of MORETOWN in WASHINGTON County on an oath state that the mileage of highways, according to Title 19, V.S.A, Sec #305, added 1985, is as follows

PART I - CHANGES TOTALS - Please fill in and calculate totals.

Town Highways	Previous Mileage	Added Mileage	Subtracted Mileage	Total	Scenic Highways
Class 1	0.000				0.000
* Class 1 Lane	0.000				
Class 2	10.730			10.730	0.000
Class 3	24.740	0.020		24.76	0.000
State Highway	12.243	0.064		12.307	0.000
* Class 4	14.270			14.270	0.000
Total	47.713			47.797	0.000

* Class 1 Lane Mileage and Class 4 is NOT included in total.

PART II - INFORMATION AND DESCRIPTION OF CHANGES SHOWN ABOVE.

- NEW HIGHWAYS:** Please attach Selectmen's "Certificate of Completion and Opening".
- DISCONTINUED:** Please attach SIGNED copy of proceedings (minutes of meeting).
- RECLASSIFIED/REMEASURED:** Please attach SIGNED copy of proceedings (minutes of meeting).
VT 100B +0.064 mile. Class 3: TH 12 +0.01 miles. TH 66 +0.01
- SCENIC HIGHWAYS:** Please attach a copy of order designating/discontinuing Scenic Highways.

IF THERE ARE NO CHANGES IN MILEAGE: Check box and sign below.

PART III - SIGNATURES - PLEASE SIGN.

Selectmen/ Aldermen/ Trustees Signatures:

John P. Hoopesboom
Ken Washburn
Don F. Pelore
Thomas...

Clerk Signature: *Susan...* Date Filed: 3/4/02

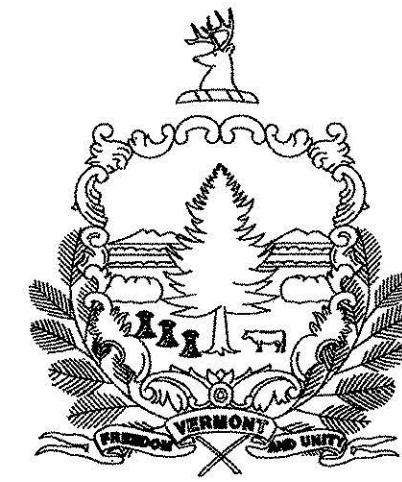
Please sign ORIGINAL and return it for Transportation signature.

AGENCY OF TRANSPORTATION APPROVAL: Signed copy will be returned to T/C/V Clerk.

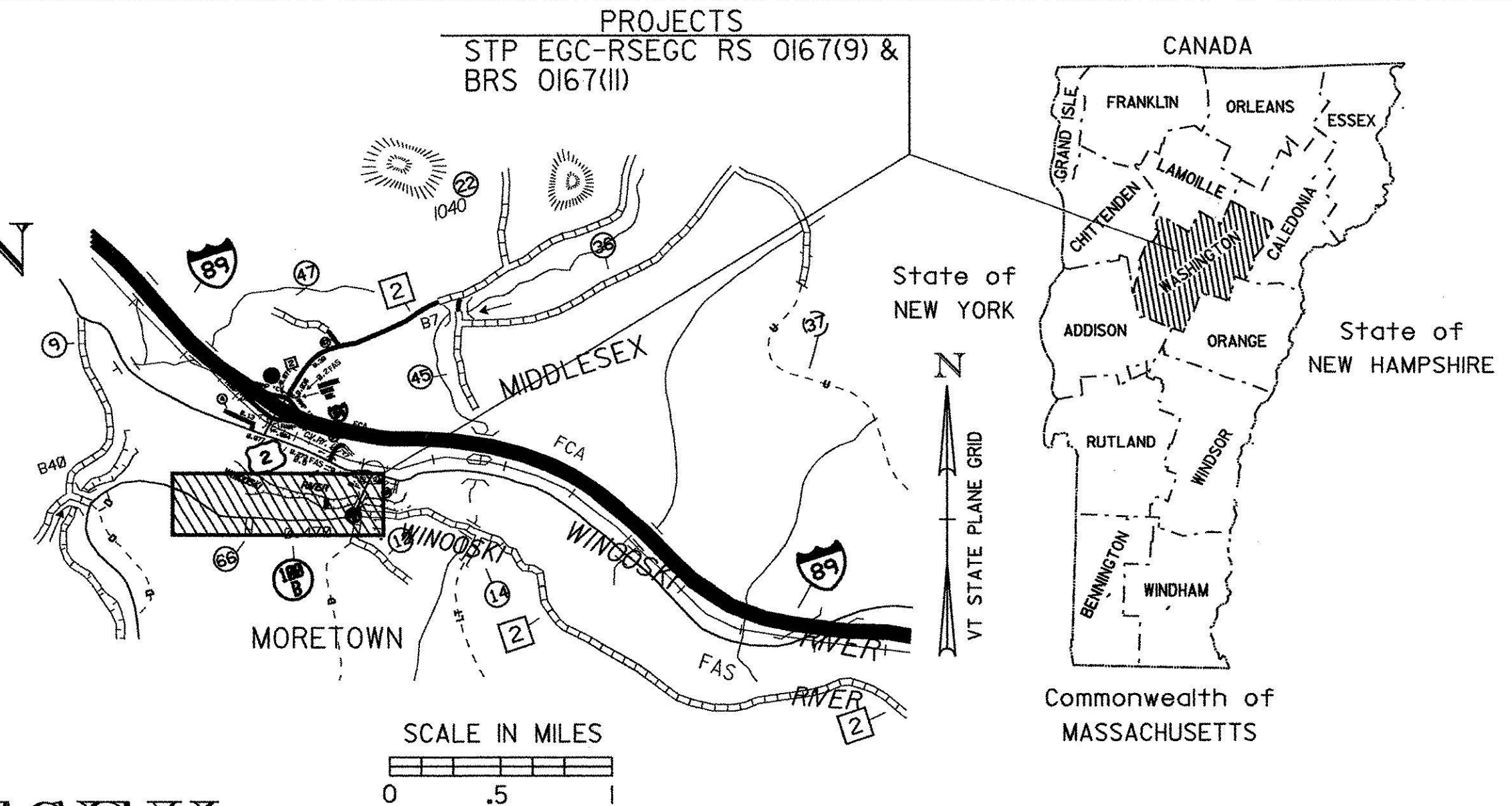
APPROVED: *Keri P. Deery* DATE: 3/13/02
 Representative, Agency of Transportation

SEE SHEET #2

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT TOWNS OF MORETOWN & MIDDLESEX COUNTY OF WASHINGTON VT. ROUTE 100B MAJOR COLLECTOR



RECORD PLANS	
CONTRACTOR:	KINGSBURY CONSTRUCTION - WAITSFIELD, VT
RESIDENT ENGINEER:	W. FLANDERS
CONSTRUCTION BEGAN:	AUGUST 18, 2000
CONSTRUCTION COMPLETE:	SEPTEMBER 11, 2002
RECORD PLANS BY:	R. RICHERT
<p>I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.</p> <p>BY <u>William R. Flanders</u> RESIDENT ENGINEER DATE <u>Feb 12, 2004</u></p>	
<p>NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found on microfilm in Central Files.</p>	

PROJECT: MORETOWN STP EGC-RSEGC RS 0167(9)

BEGINNING AT A POINT 6.951 MILES EASTERLY OF THE INTERSECTION OF VT. 100 AND VT. 100 B IN MORETOWN AND EXTENDING EASTERLY 0.841 MILES.

LENGTH OF ROADWAY 4439.26 FEET = 0.841 MILES
LENGTH OF PROJECT 4439.26 FEET = 0.841 MILES

PROJECT CONSISTS OF RECONSTRUCTING VT 100B ON MINOR RELOCATION WITH NECESSARY APPROACHES AND CONNECTING WITH PROJECT MORETOWN-MIDDLESEX BRS 0167(II).

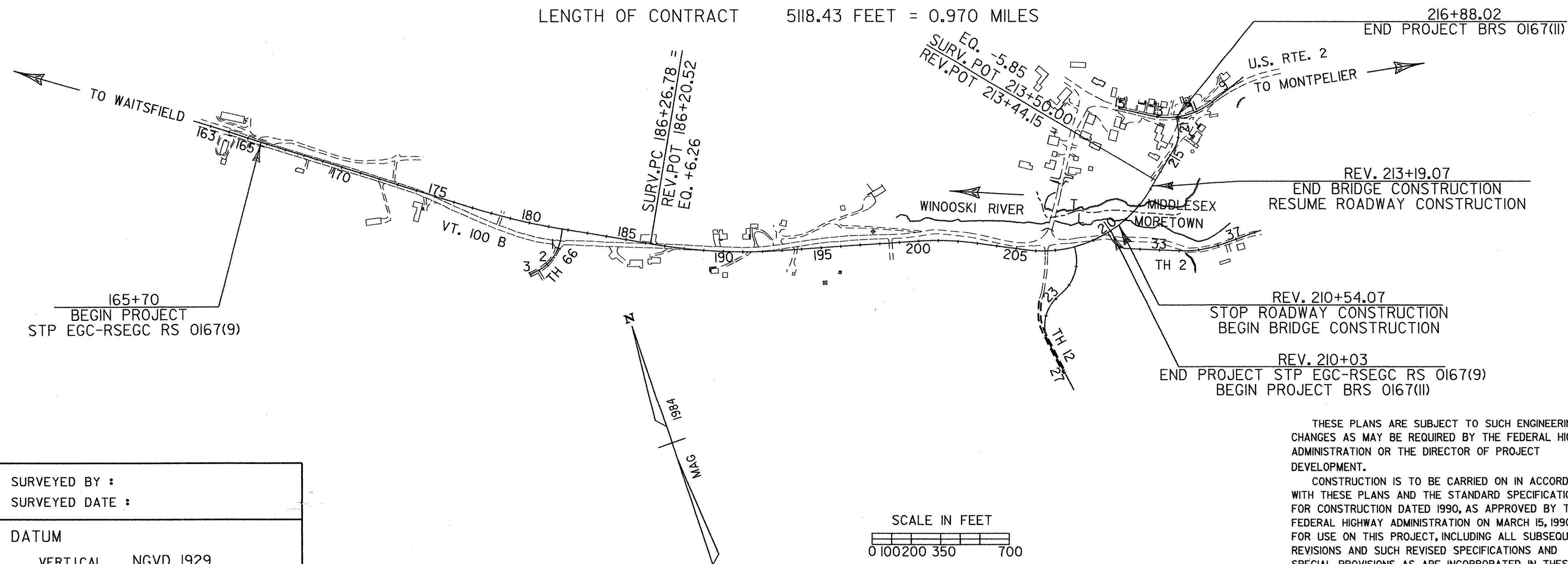
PROJECT: MORETOWN-MIDDLESEX BRS 0167(II)

BEGINNING AT A POINT 144 FEET WESTERLY OF THE MORETOWN-MIDDLESEX TOWN LINE AND EXTENDING EASTERLY 0.129 MILES TO THE INTERSECTION OF U.S. ROUTE 2.

LENGTH OF ROADWAY 414.17 FEET = 0.079 MILES
LENGTH OF BRIDGE 265.00 FEET = 0.050 MILES
LENGTH OF PROJECT 679.17 FEET = 0.129 MILES

PROJECT CONSISTS OF REPLACING THE EXISTING TEMPORARY BRIDGE #8 OVER THE WINOOSKI RIVER ON NEW ALIGNMENT WITH NECESSARY ROADWAY APPROACH CREATING A NEW INTERSECTION WITH U.S. ROUTE 2.

LENGTH OF CONTRACT 5118.43 FEET = 0.970 MILES



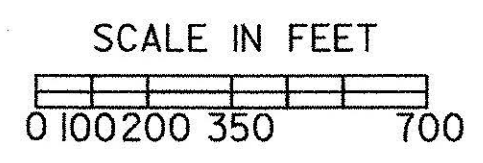
TRAFFIC DATA FOR VT. 100B :			
2000	ADT	2900	
	ADTT	150	
	%T	3	
	%D	54	
2020	ADT	3900	
	DHV	540	
	ADTT	140	
	%T	2	
	%D	54	
V-MORETOWN STP EGC-RSEGC RS 0167(9) 50 MPH (EXCEPT AS OTHERWISE NOTED*)			
*35 MPH FROM STATION 205+00 TO THE END OF PROJECT MORETOWN-MIDDLESEX BRS 0167(II) AND 35 MPH ON U.S. RTE. 2 APPROACH			
VT. 100 B : 18 KIP ESALS : 2000 - 2020 : 1,085,000 2000 - 2040 : 2,696,000			

TRAFFIC DATA FOR U.S. 2 : MIDDLESEX S.H. TO VT. 100B:			
2000	ADT	3700	
	ADTT	480	
	%T	6	
	%D	58	
2020	ADT	5100	
	DHV	690	
	ADTT	500	
	%T	4	
	%D	58	
18 KIP ESALS : 2000 - 2020 : 2,491,000 2000 - 2040 : 6,088,000			

TRAFFIC DATA FOR U.S. 2 : VT. 100B TO MONTPELIER T/L			
2000	ADT	2600	
	ADTT	300	
	%T	5	
	%D	56	
2020	ADT	3500	
	DHV	490	
	ADTT	300	
	%T	4	
	%D	56	
18 KIP ESALS : 2000 - 2020 : 1,411,000 2000 - 2040 : 3,387,000			

CONVENTIONAL SYMBOLS	
COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

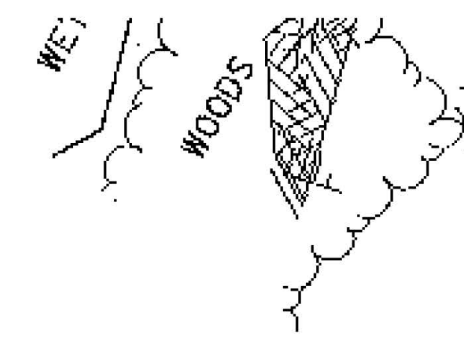
SURVEYED BY :
SURVEYED DATE :
DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A



THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROJECT DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON MARCH 15, 1990 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DE058TLE.J
09-MAY-2000 design/84e058/de058.dgn

DIRECTOR OF PROJECT DEVELOPMENT	
APPROVED	DATE 5/10/00
PROJECT MANAGER : G.H. DUBRAY	
PROJECT NAME : MORETOWN-STP EGC-RSEGC RS 0167(9)	
PROJECT NUMBER : MORETOWN-MIDDLESEX - BRS 0167(II)	
SHEET 1 OF 243 SHEETS	



DRIVE CURVE DATA

$\Delta = 37^{\circ}57'33''$ LT.
D = 19'-06"
R = 300'
T = 103.18'
L = 195.14'
E = 17.25'

EXCAVATION OF SURFACES AND PAVEMENTS

181+75 RT. ~ 185+00 RT. 183+50 RT.
AREA TO BE TOPSOILED, SEEDED AND MULCHED

STEEL BEAM GUARD RAIL

179+00 LT. ~ 179+50 LT.
58 180+46 LT. ~ REV. 186+65.5 LT. 63
40 REV. 191+62.5 RT. ~ REV. 192+87.5 RT. 86
REV. 193+68.5 LT. ~ REV. 195+00 LT.

SURV. CURVE #1 DATA

$\Delta = 07^{\circ}58'03''$ LT.
D = 1'-30"
R = 3819.72'
T = 266.01'
L = 531.17'
E = 9.25'
BANK = 0.030 FT/FT

SCARIFYING PAVEMENT

179+00 RT. ~ 181+75 RT.
183+00 RT. ~ 185+25 RT.

CUT TO FILL TRANSITION

REV. 184+66 ~ REV. 185+42 C

REMOVAL AND DISPOSAL OF GUARD RAIL

REV. 192+69 RT. ~ REV. 193+20 RT.
REV. 193+70 LT. ~ REV. 195+00 LT.

CONSTRUCT DRIVE

SURV. 180+00 LT. (GRAVEL) 185+00
SURV. 183+25 RT. ~ SURV. 184+50 RT.

MODIFIED ECCENTRIC LOADED TERMINAL (MELT)

179+50 ~ 179+87.5 LT.
20 180+08.5 ~ 180+46 LT. 58
65 REV. 186+65.5 ~ REV. 187+03 LT. 01
30 REV. 191+25 ~ REV. 191+62.5 RT. 50
86 REV. 192+87.5 ~ REV. 193+25 RT. 34
REV. 193+31 ~ REV. 193+68.5 LT.

REV 187+25 LT (GRAVEL)
REV 187+25 LT (PAVED)
GRUBBING MATERIAL
AT INLET OF 60" CULVERT
(SEE SHEETS 66, 67 AND 68)

SURV. CURVE # 2 DATA

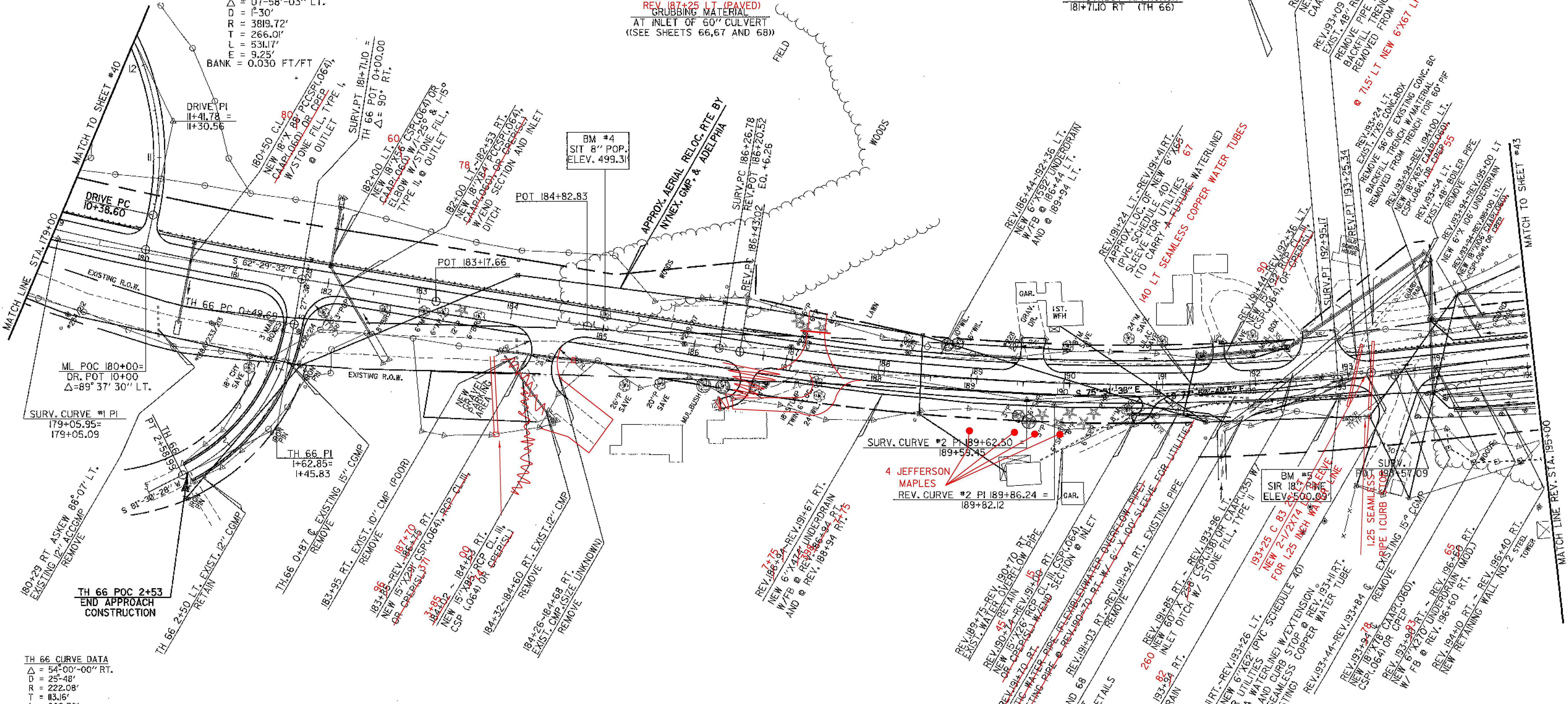
$\Delta = 13^{\circ}22'04''$ LT.
D = 2'-00"
R = 2864.79'
T = 335.72'
L = 668.39'
E = 19.60'

REV. CURVE # 2 DATA

$\Delta = 15^{\circ}21'08''$ LT.
D = 2'-15'-00"
R = 2546.48'
T = 343.22'
L = 682.32'
E = 23.03'
FULL BANK = 0.042 FT / FT

CONSTRUCT APPROACH

181+71.0 RT (TH 66)



ML POC 180+00 =
OR. POT 10+00
 $\Delta = 89^{\circ}37'30''$ LT.

TH 66 CURVE DATA
 $\Delta = 54^{\circ}00'00''$ RT.
D = 25'-48"
R = 222.08'
T = 113.16'
L = 209.30'
E = 27.17'
BANK = 0.021 FT / FT

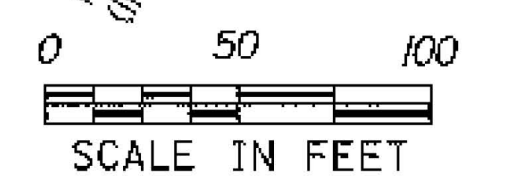
EROSION MATTING (ON SLOPE)
(ABOVE RETAINING WALL)
REV. 193+93.73 ~ REV. 195+00 RT.

GEOTEXTILE UNDER STONE FILL
AT INLET OF 60" CULVERT
(SEE SHEETS 66, 67 AND 68)

RELOCATE MAILBOX
SURV. 181+60 RT. (MULTIPLE)
REV. 187+04 LT. (SINGLE)
REV. 189+47 LT. (SINGLE)
REV. 189+51 LT. (SINGLE)
REV. 192+00 LT. (SINGLE)

TREATED TIMBER CURB
179+00 LT. ~ 179+50 LT.
180+46 LT. ~ 185+50 LT.
O DENOTES TREE OR STUMP REMOVAL

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A



SURVEYED BY	FANTONI	DATE	1/87
DRAWN BY	SQUAD	DATE	8/87
SQUAD LEADER	DELLA SANTA		
DESIGN FILE NO.	LSQDB/84E058/DE058.DGN		
IPARM FILE	DE132L2	DATE PLOTTED	01-MAR-2000
PROJ. NAME	MORETOWN		
PROJ. NO.	RSEGC-RS 0167(9)		
SHEET 41	OF 243 SHEETS		

CONSTRUCT ACCESS DRIVE
 REV. 198+05 LT. ~ REV. 199+30 LT. (APPROXIMATELY)
 * NOTE: ACTUAL LOCATION OF PROPOSED ACCESS
 FOR DAM TO BE DETERMINED BY THE
 ENGINEER UPON CONSTRUCTION

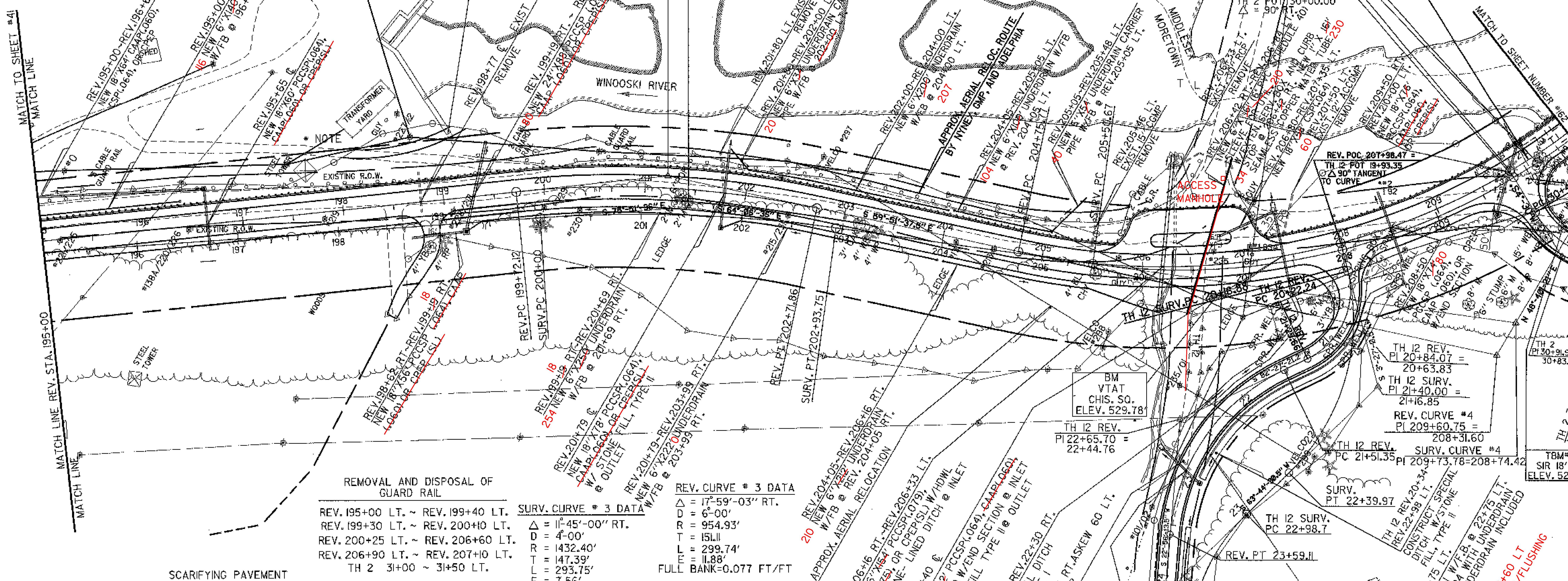
BM
 VTAT DISK
 "DAM ONE"
 ELEV. 505.555'

REV. CURVE #3 PI 201+23.23 =
 201+20.75
 SURV. CURVE #3 PI 201+47.39 =
 201+46.36

SURV. CURVE # 4 DATA
 $\Delta = 67^{\circ}13'03''$ LT.
 $D = 9'$
 $R = 636.62'$
 $T = 423.11'$
 $L = 746.86'$
 $E = 127.78'$

REV. CURVE # 4 DATA
 $\Delta = 71^{\circ}28'02''$ LT.
 $D = 8'30''$
 $R = 674.07'$
 $T = 484.97'$
 $L = 840.79'$
 $E = 156.33'$
 FULL BANK = 0.063 FT/FT

REV. 210+03
 END PROJECT
 RSEGC R50167(9)
 BEGIN PROJECT
 BR50167(III)



REMOVAL AND DISPOSAL OF
 GUARD RAIL
 REV. 195+00 LT. ~ REV. 199+40 LT.
 REV. 199+30 LT. ~ REV. 200+10 LT.
 REV. 200+25 LT. ~ REV. 206+60 LT.
 REV. 206+90 LT. ~ REV. 207+10 LT.
 TH 2 31+00 ~ 31+50 LT.

SCARIFYING PAVEMENT
 SURV. CURVE # 3 DATA
 $\Delta = 17^{\circ}59'03''$ RT.
 $D = 6'00''$
 $R = 954.93'$
 $T = 151.11'$
 $L = 299.74'$
 $E = 11.88'$
 FULL BANK=0.077 FT/FT

REV. CURVE # 3 DATA
 $\Delta = 17^{\circ}59'03''$ RT.
 $D = 6'00''$
 $R = 954.93'$
 $T = 151.11'$
 $L = 299.74'$
 $E = 11.88'$
 FULL BANK=0.077 FT/FT

TH 12 SURV. CURVE #1 DATA
 $\Delta = 60^{\circ}17'30''$ RT.
 $D = 27'01'35''$
 $R = 212.00'$
 $T = 123.12'$
 $L = 223.09'$
 $E = 33.16'$

TH 12 SURV. CURVE #2 DATA
 $\Delta = 74^{\circ}57'35''$ LT.
 $D = 29'59'52''$
 $R = 191.00'$
 $T = 146.45'$
 $L = 249.87'$
 $E = 49.68'$

EXCAVATION OF SURFACES
 AND PAVEMENTS
 (AREA TO BE TOPSOILED,
 SEEDED AND MULCHED)
 REV. 205+35 LT. ~ REV. 205+75 LT.
 27 REV. 206+50 LT. ~ REV. 206+90 LT.
 (OLD BRIDGE APPROACH) 78
 OLD TH 2 SURV. 30+75 ~ 31+50 LT.
 OLD TH 12 SURV. 21+86 ~ 22+50 RT.

SCARIFYING PAVEMENT
 REV. 198+75 LT. ~ 201+00 LT.
 REV. 205+75 LT. ~ 207+00 LT.
 35 206+28
 DRIVE GATE FOR WOVEN
 WIRE FENCE
 REV. STA. 198+50 RT. (16' WIDE)
 (2 - 8' GATES W/ OPENING IN MIDDLE)
 EROSION MATTING (ON SLOPE)
 (ABOVE RETAINING WALL)
 REV 195+00 ~ REV 197+93.97 RT

CONSTRUCT DRIVE
 REV. STA. 198+85 RT. (16' GRAVEL)
 CONSTRUCT PARKING AREA
 (PAVED)
 REV. 205+90 LT. ~ REV. 207+05 LT.
 (ISLAND TO BE TOPSOILED
 AND SEEDED)
 GRUBBING MATERIAL
 REV. 198+00 LT. ~ REV. 202+00 LT.
 REV. 205+00 RT. ~ REV. 205+50 RT.
 REV. 208+00 LT. ~ REV. 209+50 LT.

DRILLING AND BLASTING OF
 SOLID ROCK SUBGRADE
 40 REV. 199+85 ~ REV. 204+75 T+47
 REV. 205+25 ~ REV 207+25 RT
 96 REV. 209+25 ~ REV 210+25*
 *PAYMENT INCLUDED UNDER
 THE MORETOWN-MIDDLESEX
 BRS 0167(II) PROJECT
 TH 12 REV 21+75 ~ REV 22+75
 TH 12 REV 23+85 ~ REV 24+25
 20+00 20+20

REMOVAL OF PAVEMENT,
 BELOW SUBGRADE (0'-2')
 (PAID AS COMMON EXCAVATION)
 REV 197+93.97 ~ REV 198+75
 ALUMINUM APPR. RAIL (MOD#2)
 TH 2 30+73 LT ~ REV 210+28 RT (75%).
 ALUMINUM APPR. RAIL (MOD#1)
 REV 209+81 ~ REV 210+06 LT (25%)
 REV 210+28 ~ REV 210+53 RT (25%).

REMOVAL OF EXISTING FENCE
 TH 2 30+25 ~ 31+50 RT.
 TREATED TIMBER CURB
 56 REV. 207+30 LT. ~ REV. 209+56 LT.
 REV. 209+56 LT. ~ REV. 210+06 LT.
 08
 STONE FILL, TYPE II
 (FOR SLOPE STABILIZATION)
 REV. 205+00 RT. ~ REV. 205+90 RT.
 75

CONSTRUCT APPROACH
 REV. POC 207+98.29 (TH 12)
 REV. POC 209+81.36 (TH 2)
 30" REINFORCED CONCRETE PIPE (MOD)
 REV 207+60 ~ 207+82 LT
 (BARRICADE AT END OF EXISTING BRIDGE;
 REFER TO DETAIL ON SHEET # 183 OF PLANS)
 COST OF THIS BARRICADE IS A MORETOWN-
 MIDDLESEX BRS 0167(II) QUANTITY)

TH 12 SURV. CURVE #1 DATA
 $\Delta = 60^{\circ}17'30''$ RT.
 $D = 27'01'35''$
 $R = 212.00'$
 $T = 123.12'$
 $L = 223.09'$
 $E = 33.16'$

TH 12 SURV. CURVE #2 DATA
 $\Delta = 74^{\circ}57'35''$ LT.
 $D = 29'59'52''$
 $R = 191.00'$
 $T = 146.45'$
 $L = 249.87'$
 $E = 49.68'$

APPROX. AERIAL RELOC. ROUTE
 BY NYNEX, GMP, AND ADELPHIA
 170 NEW 36" X 24" UNDERDRAIN
 CAMP (0.75) OR CPEP(S) W/ HDW/ AND STONE FILL TYPE II @ INLET
 90 NEW 18" X 18" PCCSP(0.64), CAMP (0.50) OR CPEP(S) W/ HDW/ AND STONE FILL TYPE II @ INLET
 TH 12 REV. 20+50 ~ REV. 22+30 RT.
 CONSTRUCT SPECIAL DITCH
 W/ STONE FILL, TYPE I
 REV. TH 12 22+83 RT. ~ 23+00 LT.
 OR CPEP W/ STONE FILL, TYPE I @ OUTLET

TH 12 REV. CURVE #1 DATA
 $\Delta = 79^{\circ}00'21''$ RT.
 $D = 76^{\circ}23'40''$
 $R = 75.00'$
 $T = 61.83'$
 $L = 103.42'$
 $E = 22.20'$

TH 12 REV. CURVE #2 DATA
 $\Delta = 59^{\circ}31'08''$ LT.
 $D = 28'38'52''$
 $R = 200.00'$
 $T = 114.35'$
 $L = 207.76'$
 $E = 30.38'$

TH 12 SURV. CURVE #3 DATA
 $\Delta = 56^{\circ}25'35''$ LT.
 $D = 60'00''$
 $R = 95.493'$
 $T = 51.231'$
 $L = 94.044'$
 $E = 12.87'$

TH #2 CURVE #1 DATA
 $\Delta = 56^{\circ}25'35''$ LT.
 $D = 60'00''$
 $R = 95.493'$
 $T = 51.231'$
 $L = 94.044'$
 $E = 12.87'$

TH #2 CURVE #2 DATA
 $\Delta = 56^{\circ}25'35''$ LT.
 $D = 60'00''$
 $R = 95.493'$
 $T = 51.231'$
 $L = 94.044'$
 $E = 12.87'$

TH 12 SURV. CURVE #3 DATA
 $\Delta = 34^{\circ}09'18''$ LT.
 $D = 28'38'52''$
 $R = 200.00'$
 $T = 61.44'$
 $L = 119.22'$
 $E = 9.23'$

TH #2 CURVE #1 DATA
 $\Delta = 56^{\circ}25'35''$ LT.
 $D = 60'00''$
 $R = 95.493'$
 $T = 51.231'$
 $L = 94.044'$
 $E = 12.87'$

TH #2 CURVE #2 DATA
 $\Delta = 56^{\circ}25'35''$ LT.
 $D = 60'00''$
 $R = 95.493'$
 $T = 51.231'$
 $L = 94.044'$
 $E = 12.87'$

TH 12 SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42
 SURV. PT 22+39.97
 TH 12 REV. SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42
 TH 12 REV. SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42

TH 12 SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42
 SURV. PT 22+39.97
 TH 12 REV. SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42
 TH 12 REV. SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42

TH 12 SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42
 SURV. PT 22+39.97
 TH 12 REV. SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42
 TH 12 REV. SURV. CURVE #4
 PC 21+51.35
 PI 209+73.78=208+74.42

DATUM
 VERTICAL: NGVD 1929
 HORIZONTAL: N/A

○ DENOTES REMOVAL OF TREE OR STUMP

SCALE IN FEET
 0 50 100

SURVEYED BY FANTONI DATE 1/87
 DRAWN BY SQUAD B DATE 8/87
 SQUAD LEADER DELLA SANTA
 DESIGN FILE NO. /SQDB/84E058/DE058.DGN
 IPARM FILE DE132L3 DATE PLOTTED 18-MAY-2000
 PROJ. NAME MORETOWN
 PROJ. NO. RSEGC-RS 0167(9)
 SHEET 43 OF 243 SHEETS