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.

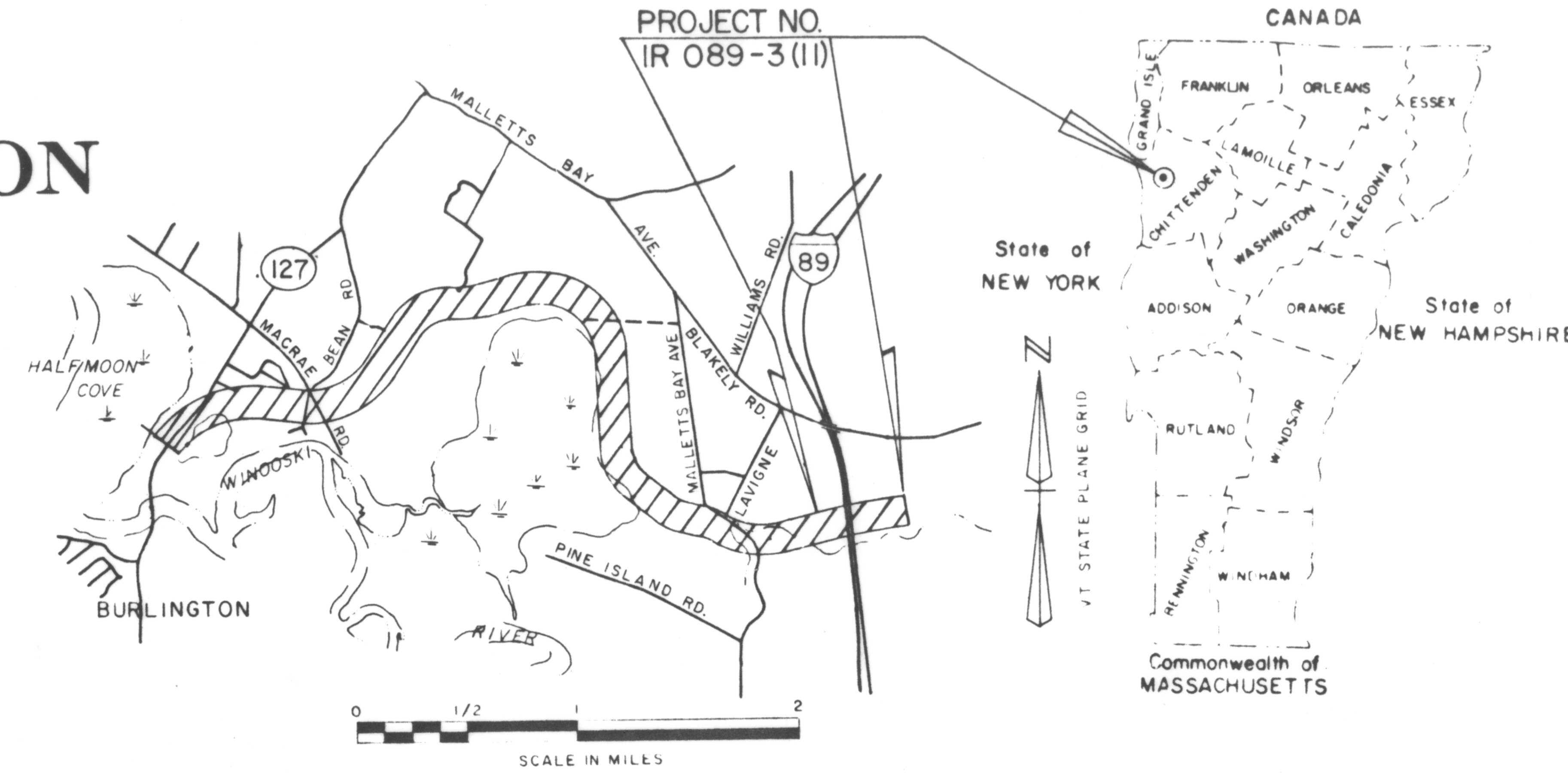
INDEX OF SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

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

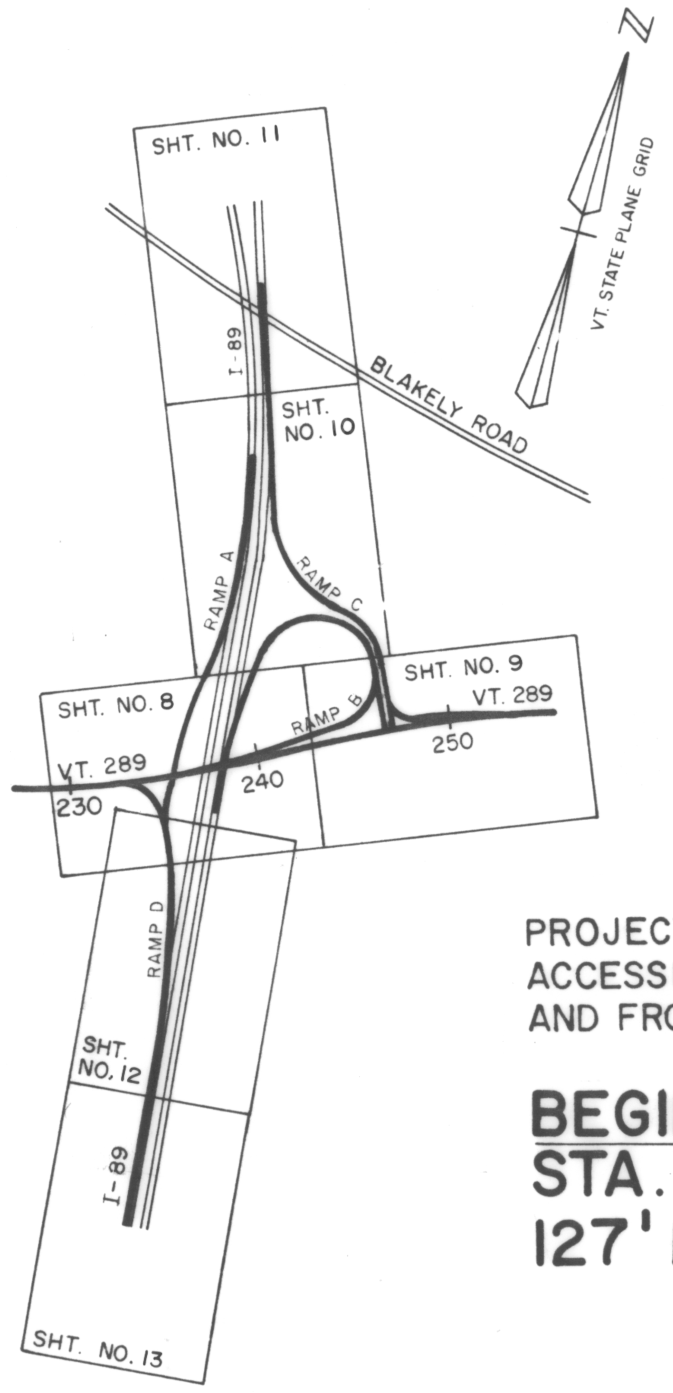
BEGINNING AT A POINT APPROXIMATELY 800 FEET WEST OF INTERSTATE RTE. 89 AND PROCEEDING NORTHEASTERLY FOR A DISTANCE OF 0.417 MILES, CROSSING OVER INTERSTATE RTE. 89.

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.



TRAFFIC DATA

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



R.O.W. LEGEND

DEMOLITION OR REMOVAL	120
RUNNING DISTANCE	
CHANNEL RIGHTS	CR
PARCEL NUMBERS	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

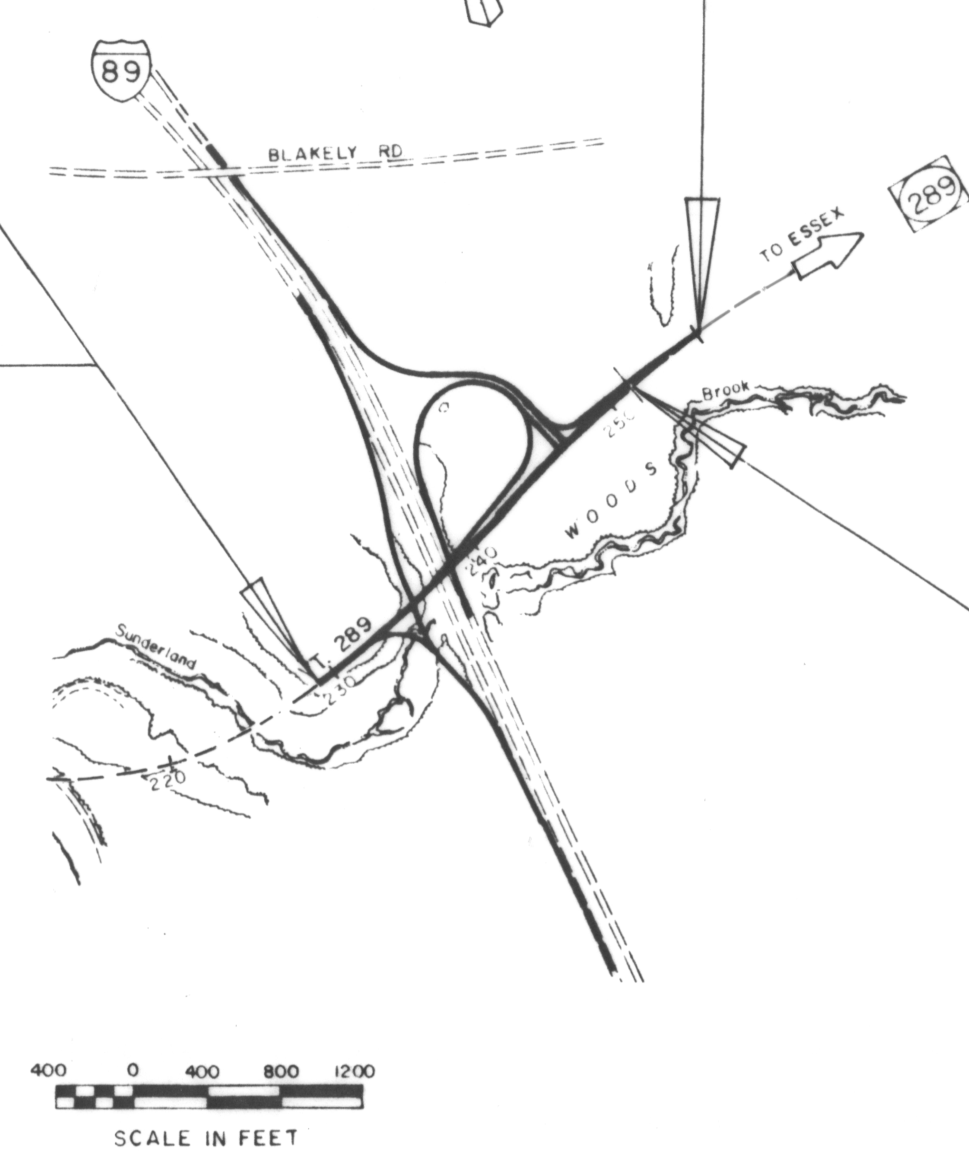
LEGEND

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	

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

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

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

SECTION 4 CONSTRUCTION

SUBMITTED BY ORDER OF THE STATE TRANSPORTATION BOARD

APPROVED ____________ DATE ____________
CHIEF ENGINEER

R.O.W. PLANS

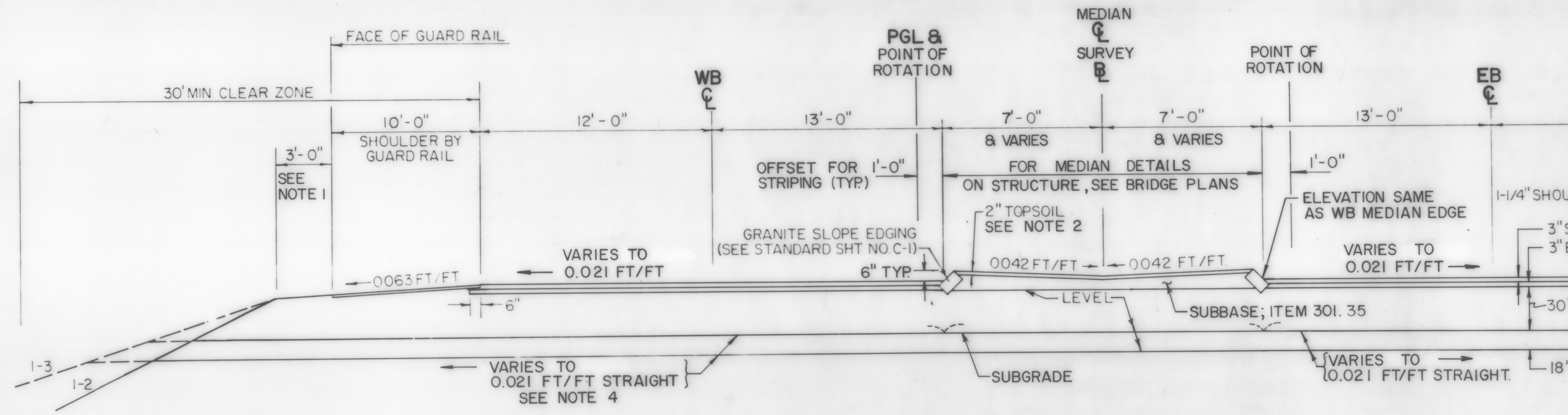
PROJECT	PROJECT NO.
COLCHESTER	IR 089-3(11)
SHEET 1 OF	SHEETS 17

TYPICAL SECTIONS AT I-89 INTERCHAN

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	203.31

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

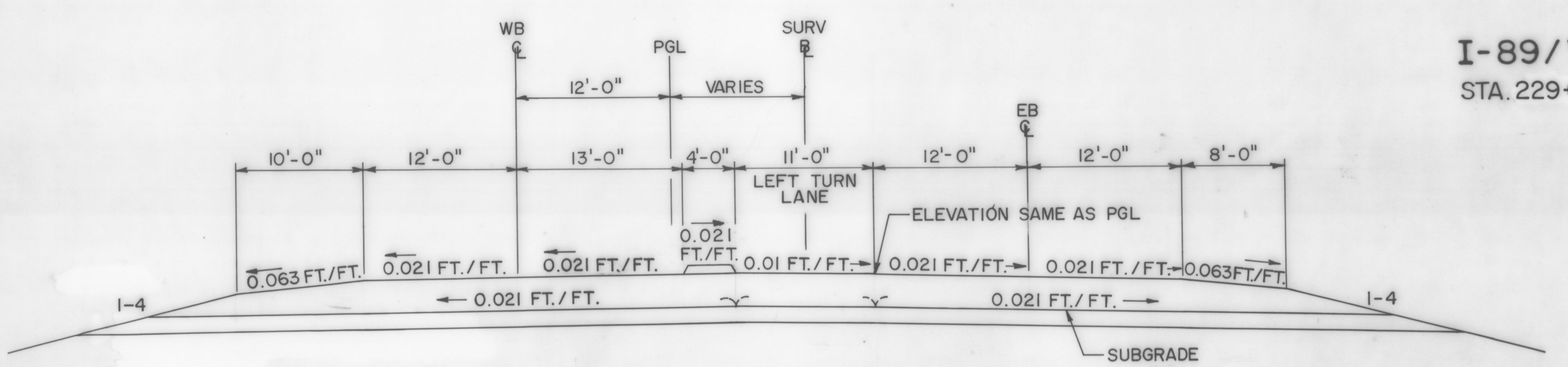
NOTE: DESIGN FROST DEPTH - 54"



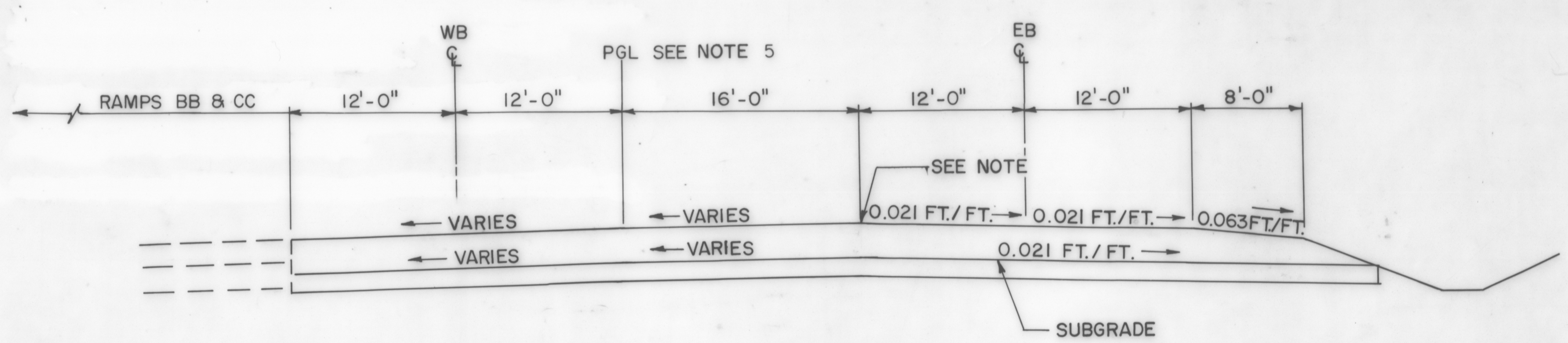
NORMAL SECTION

I-89/VT. 289 INTERCHANGE

STA. 229+00.00 TO STA. 249+98.57



STA. 245+50 TO STA. 246+14



STA. 246+14 TO STA. 246+96

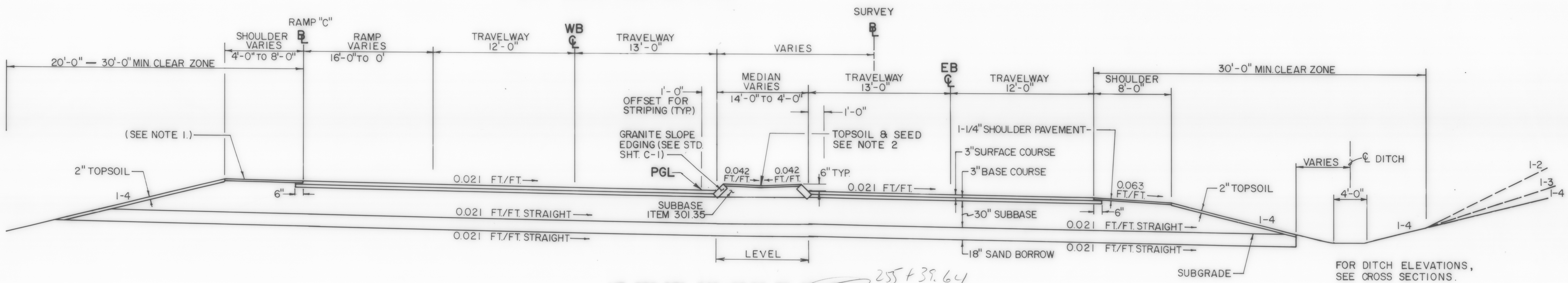
NOTES:

1. ELIMINATE TOPSOIL AND SEEDING BEHIND GUARD RAIL TO SUBGRADE CATCH POINT.
2. MEDIANS GREATER THAN 6'-0" HAVE SEEDING AND 2" TOPSOIL APPLIED AND GRADED AS SHOWN EXCEPT IN THAT IS ON THE STRUCTURE OVER I-89, STA. 236+00 STA. 240+00. THAT MEDIAN AND THOSE OF 6'-0" OR SHALL HAVE 5" OF PORTLAND CONCRETE FOR SIDEWAL POURED & GRADED AS SHOWN ON CROSS SECTIONS.
3. CONCRETE MEDIANS LESS THAN 6'-0" SHALL BE BANK SHOWN ON TYPICAL SECTIONS, 20 SCALE CONSTRUCTIO 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 ME EDGE LINE WILL MAINTAIN THE TRUE PROFILE GRADE LINE ELEVATION. THE WB MEDIAN EDGE LINE (NORMAL IS WARPED FOR TURNING MOVEMENTS. FOR WB MEDIAN LINE ELEVATIONS AT 10' INTERVALS, SEE 20 SCALE PL

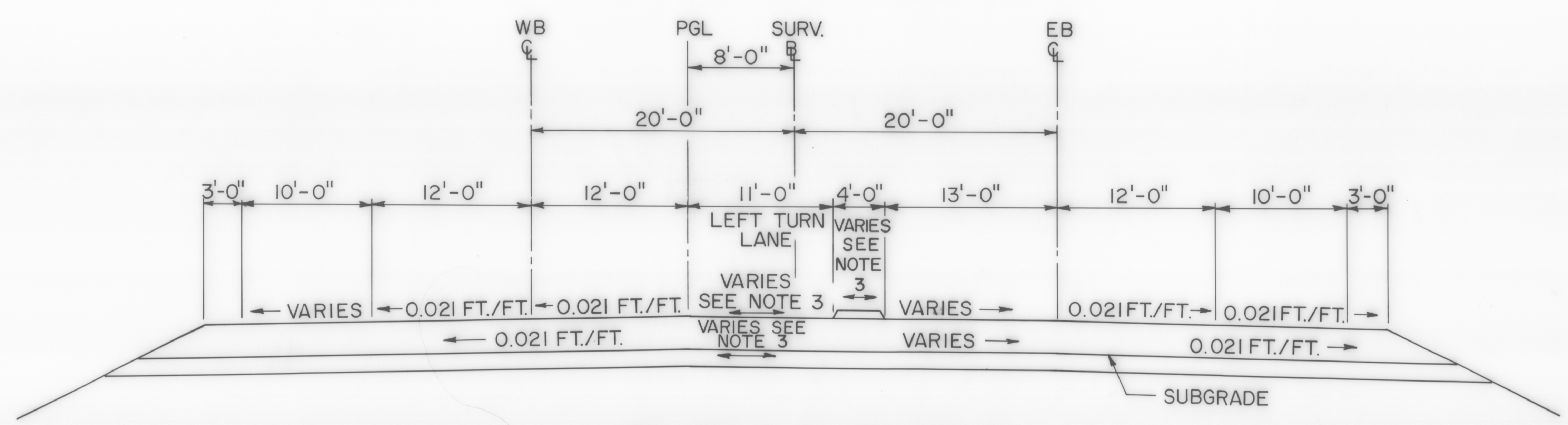
TYPICAL SECTIONS AT I-89 INTERCHANGE

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

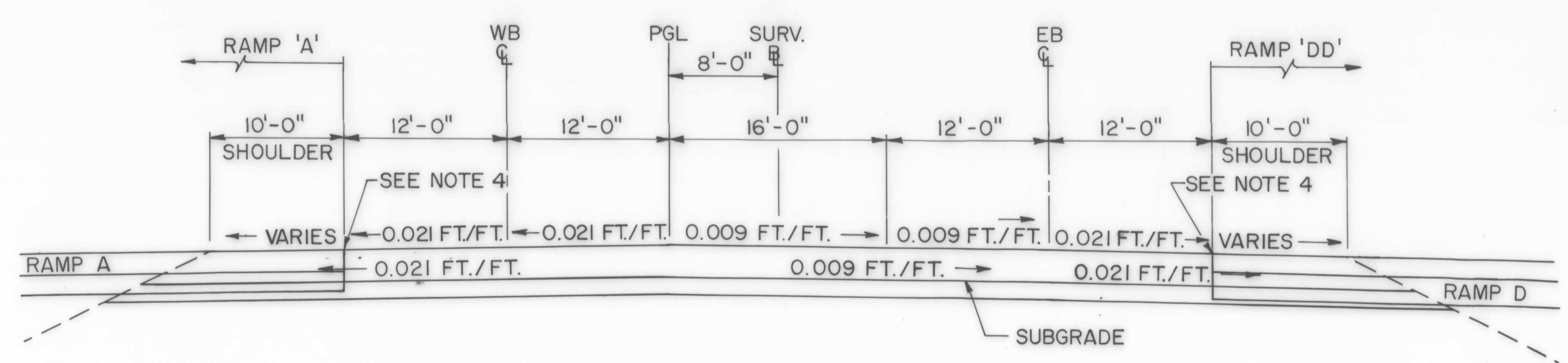
NOTE: DESIGN FROST DEPTH = 54"



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

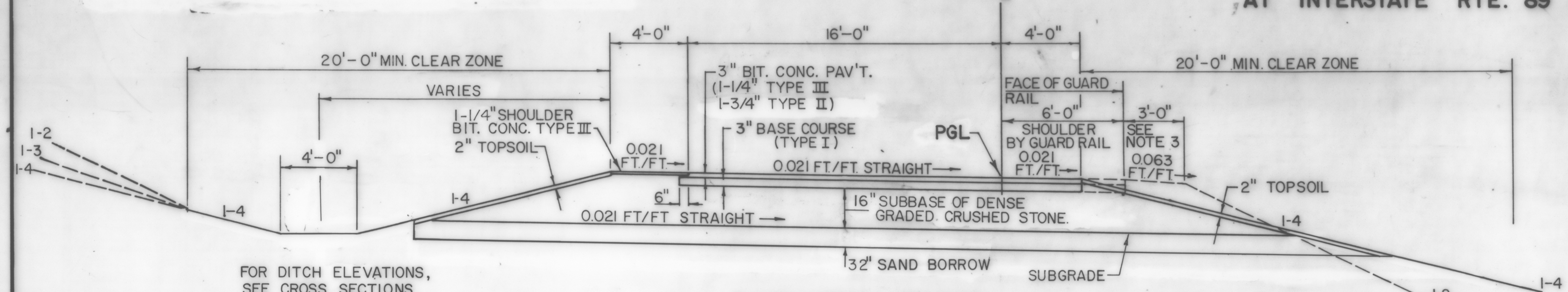
THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

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

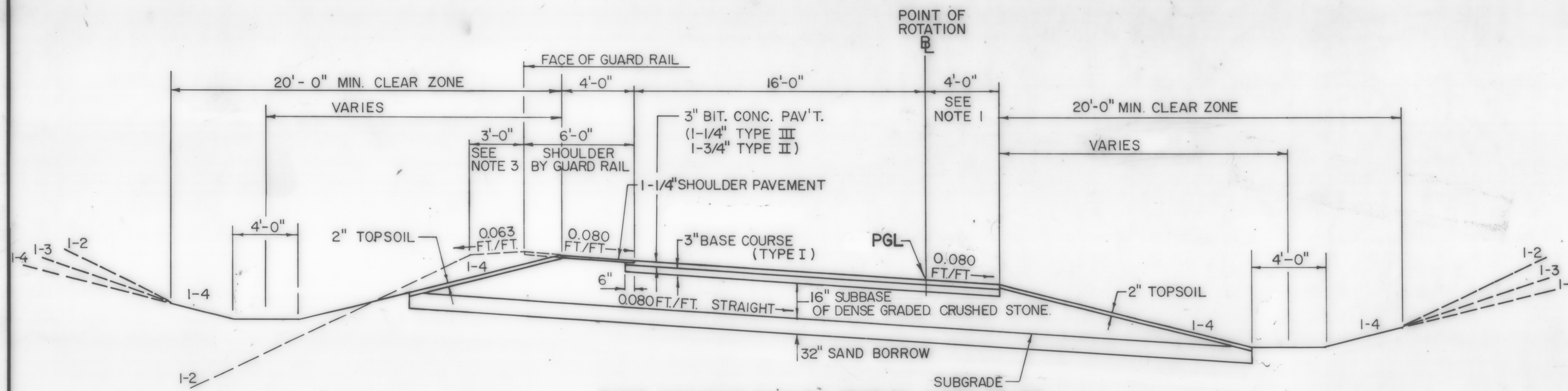
COLCHESTER
SECTION 4
PROJ. IR NO. 089-3(11)

NOTE: DESIGN FROST DEPTH - 54"

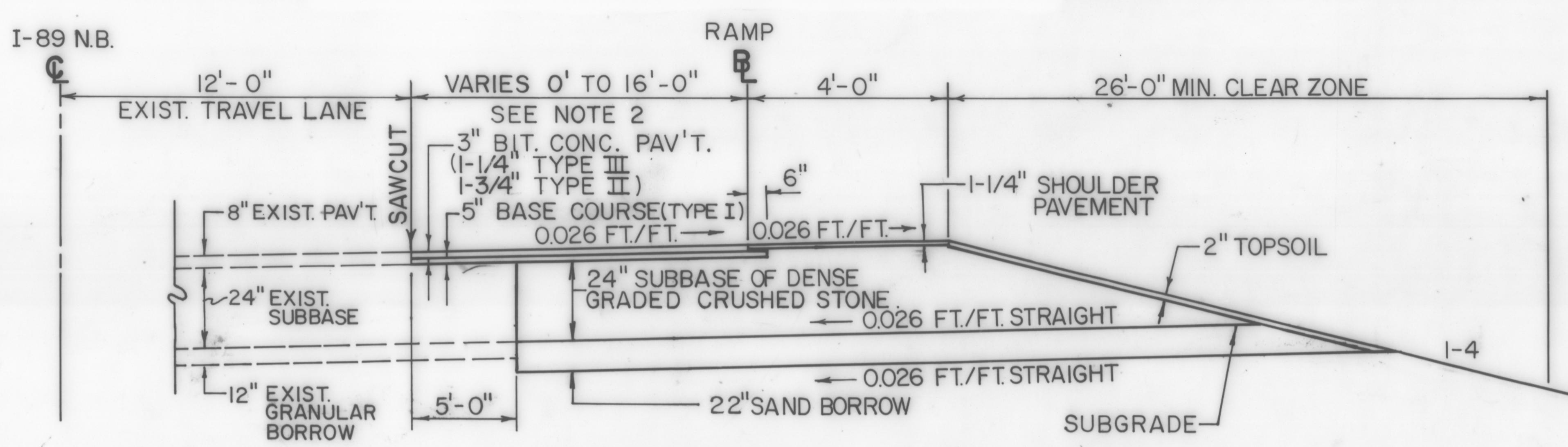
TYPICAL SECTIONS — RAMPS
AT INTERSTATE RTE. 89



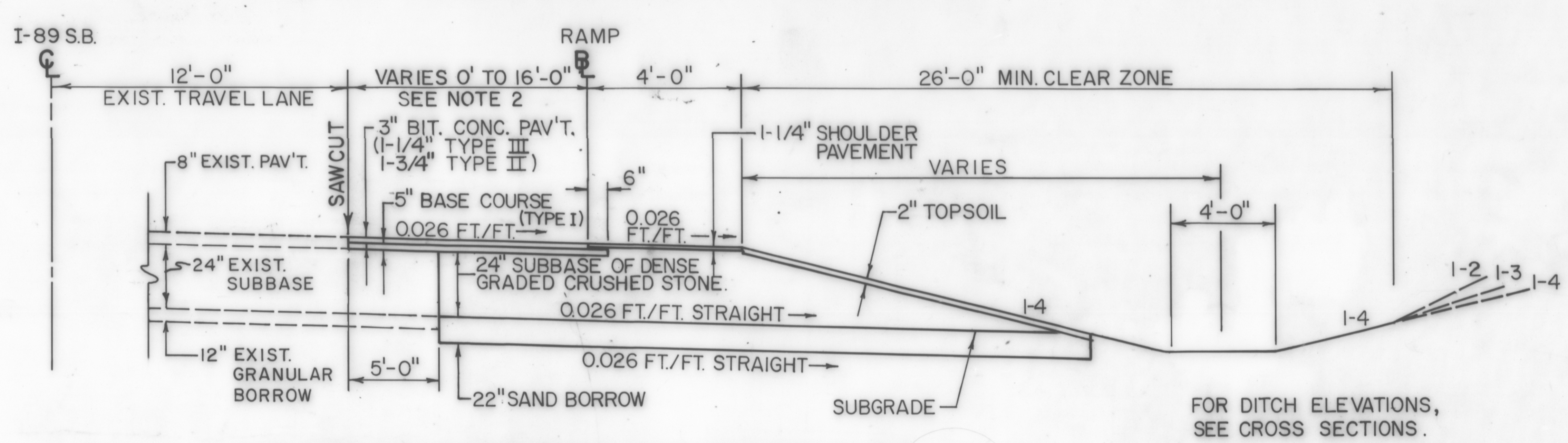
RAMP NORMAL SECTION



RAMP MAXIMUM BANKED SECTION 0.080 FT./FT.



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

RAMP NOTES:

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

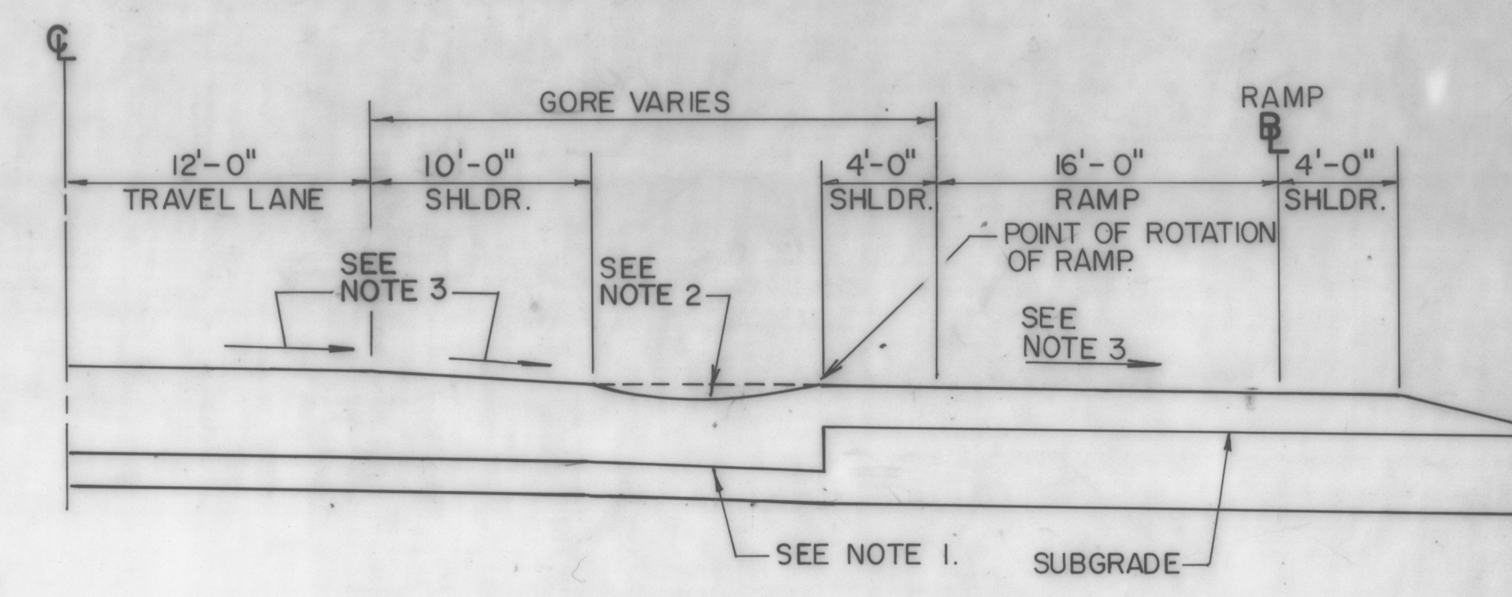
RAMP	STATION
B	B20+00 ~ B33+00, RT.
C	C54+50 ~ C56+00, RT.
C	C63+00 ~ C69+00, RT.
D	D33+00 ~ D38+00, RT.

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:

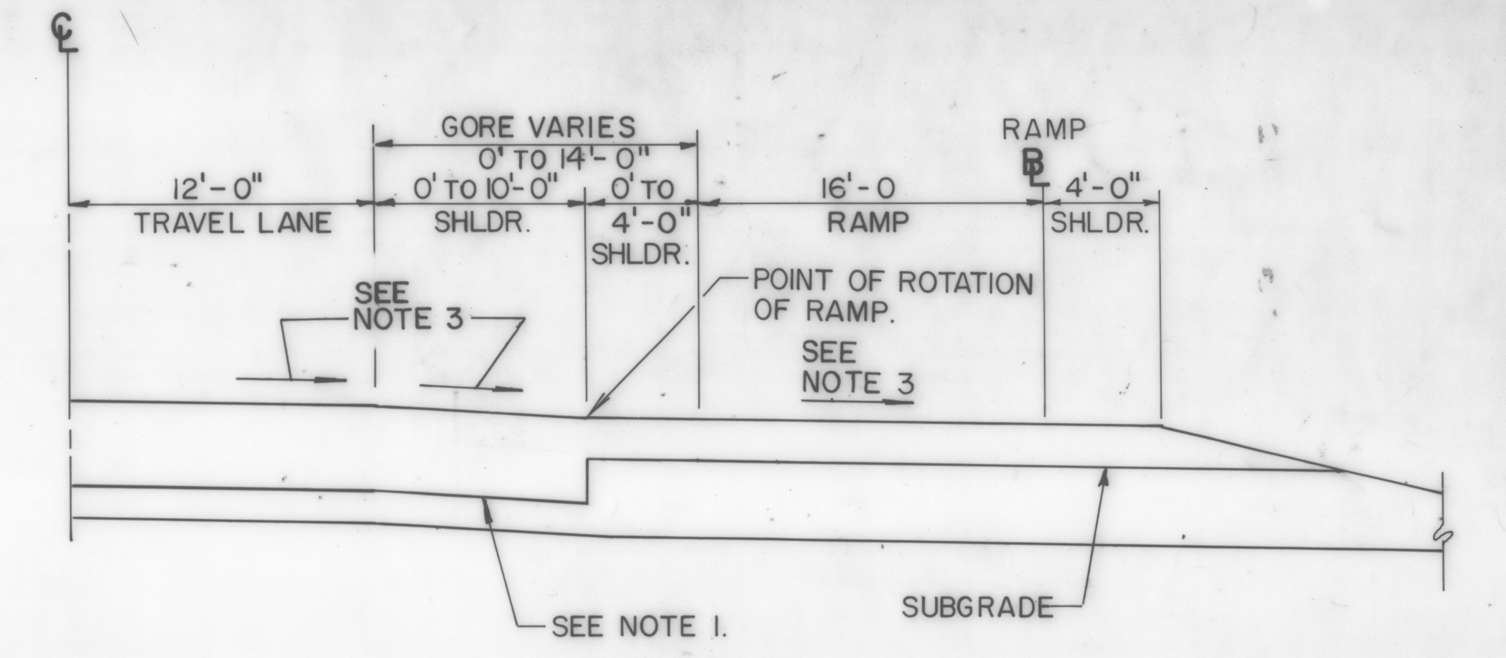
RAMP	STATION
A	A10+00 ~ A18+50
B	B12+00 ~ B20+50
C	RAMP C 67+00 ~ NB I-89 STA. 40+00
D	SB I-89 STA. 49+70 ~ RAMP D 40+00

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.



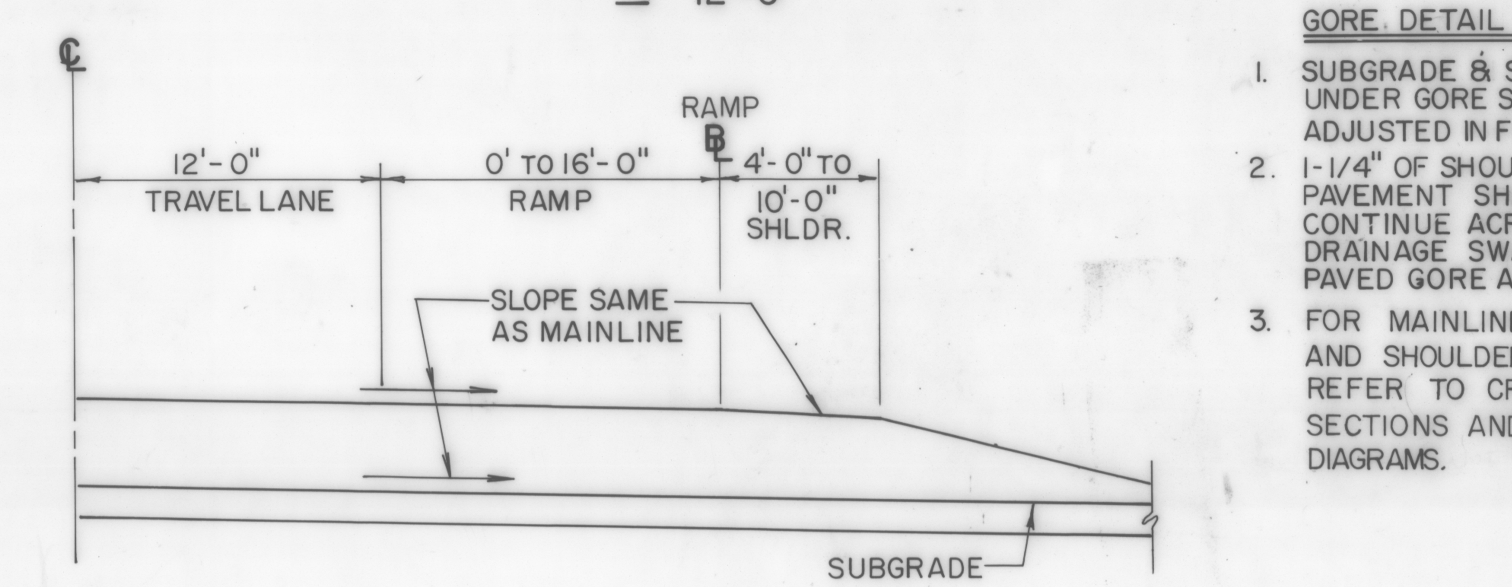
GORE DETAIL > 12'-0"



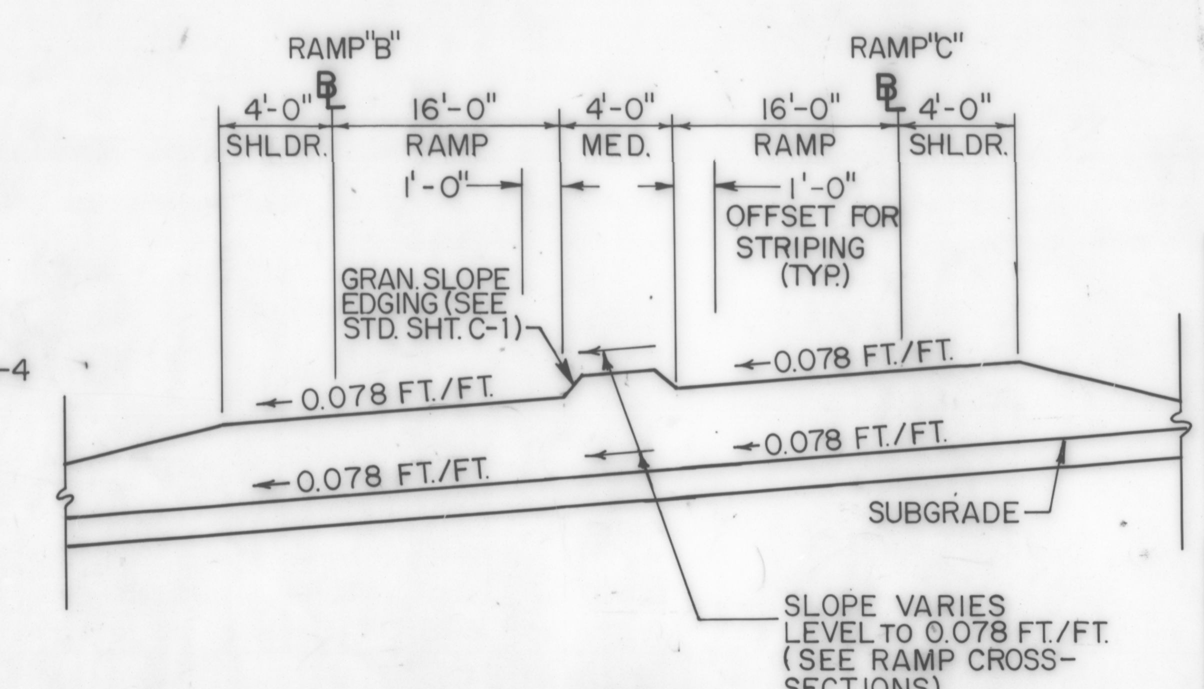
GORE DETAIL ≤ 12'-0"

GORE DETAIL N

1. SUBGRADE & SA UNDER GORE SH ADJUSTED IN FIE
2. 1-1/4" OF SHOUL PAVEMENT SHA CONTINUE ACRO DRAINAGE SWA PAVED GORE AR
3. FOR MAINLINE AND SHOULDER REFER TO CRO SECTIONS AND DIAGRAMS.



RAMP TAPER DETAIL
OUTSIDE OF GORE.



DETAIL
RAMP C ℄ STA. 58+50 TO
RAMP C ℄ STA. 60+00

R.O.W. PL

THIS SHEET TO B
FOR R.O.W. INFOR
ONLY.

SURVEYED BY
DRAWN BY BRYANT ASSOC
TRACED BY

COLCHESTE

PROJ. IR NO. 089-3(I

SHEET 4 OF 17

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

MADE BY:____________ DATE:________

CHECKED BY:____________ DATE:________

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

APPROVED ____________ DATE________
CHIEF OF PLANS & TITLES

PROJECT WILLISTON-ESSEX-COLCHESTER

NO. IR 089-3(11)

SHEET 5 OF 17

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

D: \CHITT4\89-R2.DWG 12/27/1991

MADE BY:________ DATE:________

CHECKED BY:________ DATE:________

LEGEND

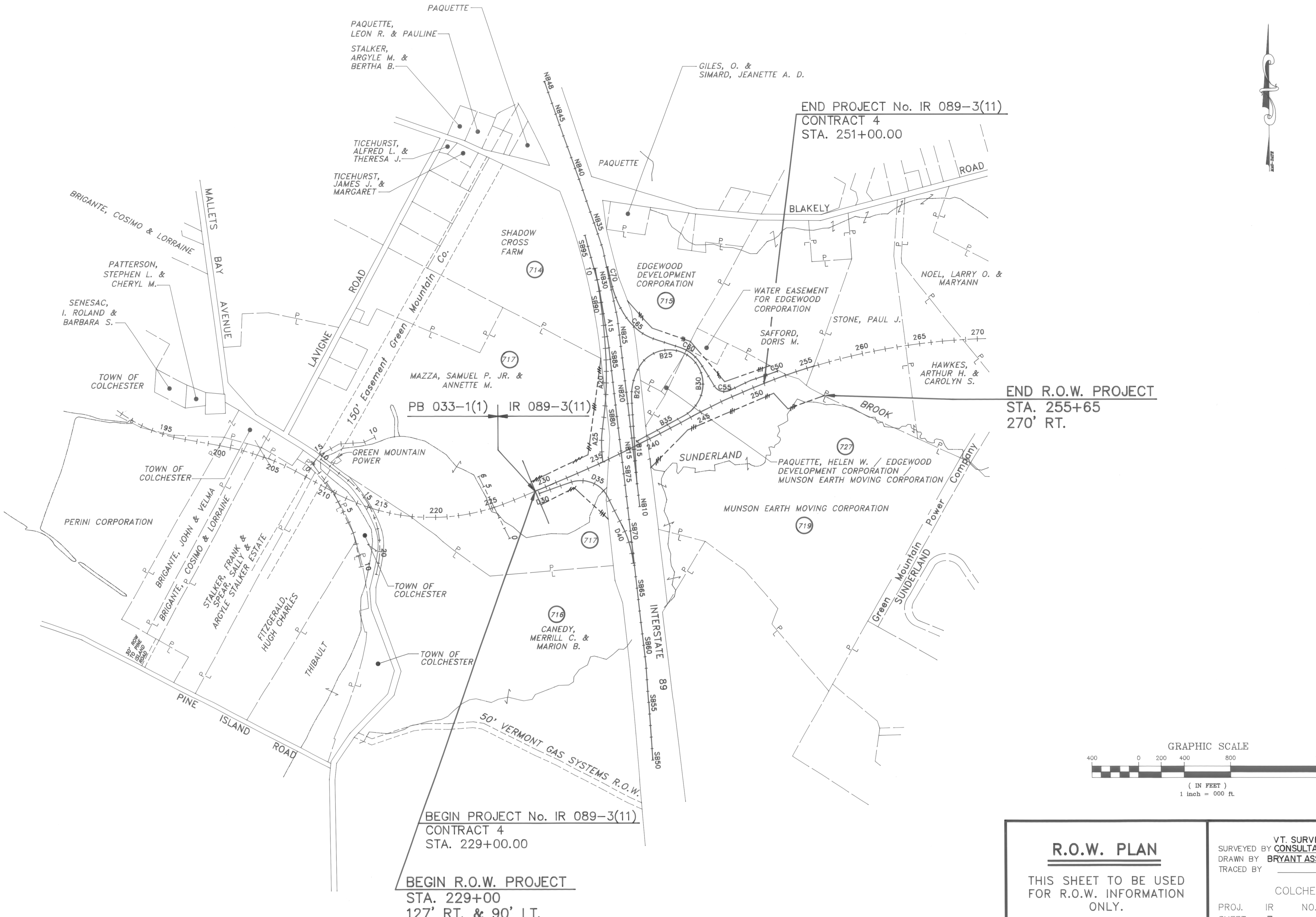
DR. RT. – DRAINAGE RIGHT
DIT. RT. – DITCHING RIGHT
CH. RT. – CHANNEL RIGHT
DRIVE RT. – DRIVE RIGHT
CUL. RT. – CULVERT RIGHT
(D) – DEMOLITION OR REMOVAL
[W] – WATER SOURCES

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

APPROVED ________ DATE________
CHIEF OF PLANS & TITLES

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



R.O.W. PLAN

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

SURVEYED BY VT. SURVEY 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.
REMOVE AND RESET GUARD RAIL
SB I-89 STA. 76+0 ~77+50, LT.
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+45 ~ 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)
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
FOR HORIZONTAL ALIGNMENT DETAILS, SEE 20 SCALE PLANS, SHT. NO.
FOR DRAINAGE DESIGN, SEE SHT. NO.
RAMP "A" CHANNEL SURV. ℄
P.I. 15+73.01
Δ = 93° 43' 55" RT.
LIMIT OF WETLANDS (SEE NOTE 1, SHT.)
CHAN. ℄ 13+30.56 = RAMP "A" PC A24+03.02
Δ = 27° 14' 05" LT.
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.
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.
STA. 229+00
90' LT.
547'
845'
679'
MATCH LINE STA. A22+00
RAMP "A" ℄ POT STA. A 23+54.42
MATCH LINE N.B. I-89 ℄ STA. 19+00
SB I-89 STA. 78+37
85' LT.
PAQUETTE, HELEN W. & / OR
MUNSON EARTH MOVING CORP. & / OR
EDGEWOOD DEVELOPMENT CORP.
MAZZA, SAMUEL P. JR. & ANNETTE M.
RAMP "B" / I-89 GORE BN.
RAMP "B" STA. B 18+49.06, 20' LT. =
N.B. I-89 SURV. ℄ STA. 18+49
9.93' RT.
NB I-89
STA. 19+75
296' RT.
STA. 242+90
280' LT.
BM # 11
S.I.R. 6" W. BIRCH
NGVD EL. 197.25
MUNSON EARTH MOVING CORP.
END RAMP "B"
STA. B 38+01.16 =
SURV. ℄ STA. 238+85.45, 32' LT.
STA. 240+20
114' LT.
393'
364'
318'
MATCH LINE STA. 229+00
MATCH LINE STA. 243+00
RAMP "D" ℄ POST
STA. D34 + 43.74
STATE OF VERMONT
MUNSON EARTH MOVING CORP.
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.
RAMP "A" CHANNEL SURV. ℄ P.O.T.
10+00.00
SURV. ℄ P.I. # 12
STA. 236 + 26.40 = 236 + 25.52
SUND. BRK SURV. ℄
P.I. 21+12.44 =
RAMP "D" P.O.S.T.
D35+56.46
Δ = 1° 03' 30" LT.
BEGIN RAMP "D"
P.O.T. STA. D 30+00.00 =
SURV. ℄ STA. 229+25.00, 32' RT.
STA. 229+00
127' RT.
327'
STA. 232+25
105' RT.
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.
LIMIT OF WETLANDS (SEE NOTE 1, SHT.)
RAMP "D" FULL DEPTH SHOULDER PAVEMENT
STA. D33+00 ~ D36+00, RT.
DR. RT. (P) & CH. RT. (P)
MATCH LINE STA. D36+00
SUND. BRK. SURV. ℄
P.O.T. 20+00.00
MATCH LINE NB I-89 ℄ STA. 12+00
LOSS OF ACCESS
SCALE IN FEET
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.
458'
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.
N 739,500
E 319,500
E 320,000
E 320,500
N
VT. STATE PLANE GRID
PAQUETTE, HELEN W. &, OR MUNSON EARTH MOVING CORP. &, OR EDGEWOOD DEVELOPMENT CORP.
RAMP "C" STA. C60+02 85' RT.
WATER EASEMENT
RAMP "B" STA. B26+75 16' RT.
PB 033-1(1); IR 089-3(11)
WILLISTON - COLCHESTER
END CONTRACT 4 STA. 251+00.00
BEGIN CONTRACT 3
MATCH LINE STA. 258+00
MATCH LINE STA. B28+00
BM #10 SIT 30" PINE NGVD EL. 210.18
RAMP "BB" ℄ POT. STA. BB 28+65.33
RAMP "CC" ℄ POT. STA. CC 57+92.16
715
727
EDGEWOOD DEVELOPMENT CORP.
PAQUETTE/MUNSON/EDGEWOOD
MUNSON EARTH MOVING CORP.
MUNSON EARTH MOVING CORP.
706' SAFFORD MUNSON EARTH MOVING CORP.
FOR CONSTRUCTION DETAILS, SEE 20-SCALE PLAN SHEETS, SHT. NOS. FOR DRAINAGE DESIGN, SEE SHT. NO.
SAFFORD, DORIS M.
RAMP "C" FULL DEPTH SHOULDER PAVEMENT STA. C54+50 ~ C56+00, RT.
RAMP "B" FULL DEPTH SHOULDER PAVEMENT STA. B28+00 ~ B32+00, RT.
SURV. ℄ POST. STA. 249+67.46
BEGIN RAMP "C" STA. C 50+00.00 = SURV. ℄ STA. 252+50.02, 57.51' LT.
SURV. ℄ STA. 261+57.74, 27' LT. END APPROACH CONTRACT 3
END R.O.W. PROJECT IR 089-3(11) STA. 255+65 (270' RT.)
STA. 242+90 280' LT.
RAMP "C" ℄ POT. STA. C 56+37.32
STA. 248+00 145' LT.
MUNSON EARTH MOVING CORP. LOSS OF ACCESS
W.B. ℄ P.I. #1 STA. 14+28.22 = 14+28.12
STA. 252+00 125' LT.
E.B. ℄ P.I. #1 STA. 18+55.67 = STA. 18+49.73
NB I-89 STA. 19+75 296' RT.
BM #81 SIT 2-8" POP. NGVD EL. 202.29
RAMP "C" POST. STA. C 54+77.83
W.B. ℄ P.I. #2 STA. 20+21.63 = STA. 20+17.41
N 739,500
WOODS
WOODS & BRUSH
RAMP B
RAMP BB
RAMP CC
RAMP C
411'
175'
MATCH LINE STA. 243+00
243 N 62° 00' 48" E
719
812'
102'
86'
WOODS & BRUSH
STA. 251+50 110' RT.
STONE, PAUL J.
STA. 254+47 139' RT.
MATCH LINE STA. 258+00
(CONTRACT 3) SURV. ℄ P.C. #1 STA. 244+25.52
STA. 243+25 85' RT.
RTE. 289 SURV. ℄ 246+69.28 = RAMP "CC" 54+53.79
RTE. 289 SURV. ℄ 246+65.28 = RAMP "BB" 32+03.70
SURV. ℄ POST. STA. 247+49.60
SURV. ℄ POC. STA. 247+50.00
BM #82 SIT 3-8" OAKS NGVD EL. 223.87
SURV. ℄ POC. STA. 250+50.00
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
BM #83 SIT 2-15" PINES NGVD EL. 224.06
STONE MUNSON
N 738,500
N 739,000
E 320,000
E 320,500
STA. 252+20 280' RT.
333'
STA. 255+65 270' RT.
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
MUNSON EARTH MOVING CORPORATION
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'
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 9 OF 17


MAZZA, SAMUEL P. JR & ANNETTE M.
RAMP "A" CURVE DATA # 2
D = 11° 05' 45"
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" CURVE DATA # 1
D = 1° 00' 00"
Δ = 7° 47' 39" RT.
R = 5729.58'
T = 390.31'
L = 779.41'
E = 13.28
BANK = 0.026 FT/FT
PC STA. 10 + 00.00
PCC STA. 17 + 79.41
RAMP "A" PI#2A 20 + 38.34 = A 20 + 36.94
Δ = 10° 19' 45" RT.
OPEN GRADE FRICTION COURSE
RAMP "A", STA. A10+00 ~ A16+50, DECEL. LANE
NB I-89, STA. 29+00 ~ 34+00, ACCEL. LANE
REMOVAL & DISPOSAL OF GUARD RAIL
SB I-89 ℄ STA. 81+69 ~ 87+47 LT.
NOTE : ALL RAIL, POSTS, & HARDWARE ARE TO BE COLLECTED AND DELIVERED TO TRANSPORTATION DISTRICT # 5 IN COLCHESTER.
STEEL BEAM GUARD RAIL W/ WD. POSTS
LT. RAMP "A" STA. A21+75 ~ A22+00
RT. RAMP "A" STA. A15+75 ~ A22+00
BREAKAWAY CABLE TERMINAL
LT. RAMP "A" STA. A21+50 ~ A21+75
RT. RAMP "A" STA. A15+50 ~ A15+75
WOVEN WIRE FENCE WITH STEEL POSTS
STA. 234 + 50, 110' LT. - SB I-89 STA. 85 + 17, 85' LT.
STA. 248 + 00, 145' LT. - RAMP "C" STA. C60 + 02, 85' RT.
RAMP "C" STA. C60 + 02, 85' RT. - RAMP "C" STA. C63 + 50, 80' RT.
RAMP "C" STA. C63 + 50, 80' RT. - NB I-89 STA. 27 + 75, 120' RT.
FOR DRAINAGE DESIGN, SEE SHT. NO.
VT. STATE PLANE GRID
N
MATCH LINE STA. A22+00
717 B
DR. RT. (P)
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' LT. = SB I-89 SURV. ℄
STA. 84 + 63.78, 17.83' LT.
BM # 7
S.I.T. 10" MAPLE
NGVD EL. 175.91
SHADOW CROSS FARM
MAZZA
STATE OF VERMONT
NB MATCH LINE I-89 ℄ STA. 19+00
RAMP "A" / I-89 GORE BN
STA. A16 + 50.92, 20' LT. = SB I-89 SURV. ℄ STA. 86 + 48.06, 8.99' LT.
SHADOW CROSS FARM
REMOVAL OF WOVEN WIRE FENCE WITH STEEL POSTS
NB I-89 STA. 78 + 37, 85' LT. - SB I-89 STA. 85 + 17, 85' LT.
STA. 240 + 20, 114' LT. - NB I-89 STA. 20 + 87, 132' RT.
NB I-89 STA. 20 + 87, 132' RT. - NB I-89 STA. 26 + 80, 132' RT.
NB I-89 STA. 26 + 80, 132' RT. - NB I-89 STA. 27 + 75, 120' RT.
BM # 8
S.I.R. 18" PINE
NGVD EL. 215.73
SPRING
RAMP "A" PI#1A 13 + 90.31 = 13 + 89.10
Δ = 7° 47' 39" RT.
714
BEGIN RAMP "A" GORE
STA. A13 + 05.36, 16' LT. = SB I-89 ℄ STA. 89 + 94.25, 8.20' LT.
SB I-89 SURV. ℄
PI STA. 91 + 31.28
Δ = 5° 05' 58" LT.
BEGIN RAMP "A"
STA. A10+00.00 = SB I-89 ℄ P.O.T. STA. 93+00, 8.5' RT.
END SURV. ℄
SB I-89 SURV ℄ P.O.T.
STA. 96 + 00.00
RAMP B
RAMP A
SB I-89
NB I-89
717 C
END RECOVERY TAPER
NB I-89 STA. 22+70.00, 4.20' LT.
NB I-89 STA. 20+87
132' RT.
EDGEWOOD
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 "B" / I-89 BN
STA. B 19 + 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.
STATE OF VERMONT
DEVELOPMENT CORP.
608'
SHADOW CROSS FARM
STATE OF VERMONT
PAQUETTE, HELEN W. &, OR MUNSON EARTH MOVING CORP. &, OR EDGEWOOD DEVELOPMENT CORP.
RAMP "C" PI # 4
C64 + 87.96 = C64 + 51.05
Δ = 41° 06' 55" RT.
RAMP C
NB I-89 STA. 26+80
132' RT.
727
715
320'
N.B. I-89 SURV. ℄
P.I. STA. 26 + 45.94
Δ = 5° 29' 05" LT.
NB I-89 STA. 27+75
120' RT.
STATE OF VERMONT
EDGEWOOD DEVELOPMENT CORP.
RAMP "C" FULL DEPTH SHOULDER PAVEMENT
STA. C 63+00 ~ C69+00 RT.
RAMP "C"
STA. C63 + 50
80' RT.
BM # 12
S.I.R. 18" MAPLE
NGVD EL. 209.39
RAMP "C" PI # 5
C67 + 88.10 = C67 + 86.05
EDGEWOOD DEVELOPMENT CORP.
RAMP "C" / I-89 BN
STA. C 67 + 60.55, 23' LT. = NB I-89 SURV. ℄
STA. 27 + 81.84, 8.96' RT.
RAMP "C" / I-89 GORE BN
RAMP "C" STA. C69 + 25.97, 13' LT. = NB I-89 SURV. ℄
STA. 29 + 50.22, 0.5' LT.
END RAMP "C"
SURV. ℄ STA. C70 + 75.46 = NB I-89 ℄ STA. 31+00, 8.5' RT.
BEGIN PARALLEL ACCEL. LANE 12' WIDE AND 600' LONG MEASURED 12' FROM EXISTING EDGE OF NB I-89 TRAVELWAY.
MATCH LINE NB. I-89 ℄ STA. 34+00
NB I-89 ℄
P.I. STA. 32 + 61.17
Δ = 6° 13' 17" LT.
RAMP "B" STA. B25 + 00.00
BM # 10
S.I.R. 24" PINE
NGVD EL. 210.18
RAMP "B"
STA. B26+75
16' RT.
719
RAMP "B" / RAMP "C" BN
RAMP "B" STA. B25 + 49.78, 24' LT. =
RAMP "C" STA. C61 + 40.53, 24' LT.
RAMP "C"
STA. C60 + 02
85' RT.
349'
MATCH LINE STA. B28+00
RAMP "C" PI#3 C59 + 43.22 = 59 + 33.09
Δ = 40° 26' 15" LT
(457')
WATER EASEMENT
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: P.I. # B-2 IS OFF SHEET COVERAGE.
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 + 55.67
PCC 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 = 0.078 FT/FT
PC STA. 58 + 22.14
PT STA. 60 + 54.17
RAMP "C" CURVE DATA # 4
D = 11° 00' 00"
Δ = 41° 06' 55" RT.
R = 520.87'
T = 195.34'
L = 373.77'
E = 35.43'
BANK = 0.079 FT/FT
PC STA. 62 + 72.62
PCC STA. 66 + 46.39
RAMP "C" CURVE DATA # 5
D = 6° 00' 00"
Δ = 16° 52' 57" RT.
R = 954.93'
T = 141.71'
L = 281.37'
E = 10.46'
BANK = 0.079 FT/FT
PC STA. 66 + 46.39
PT STA. 69 + 27.76
BM # 13
S.I.R. 18" PINE
NGVD EL. 206.75
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 10 OF 17

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.

SHADOW CROSS FARM

714

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)

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

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 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.

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

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

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

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

PLAN
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PLATE 1 PLAN-PROFILE O. P. R. & R. E. STANDARD
DIETZGEN CORPORATION
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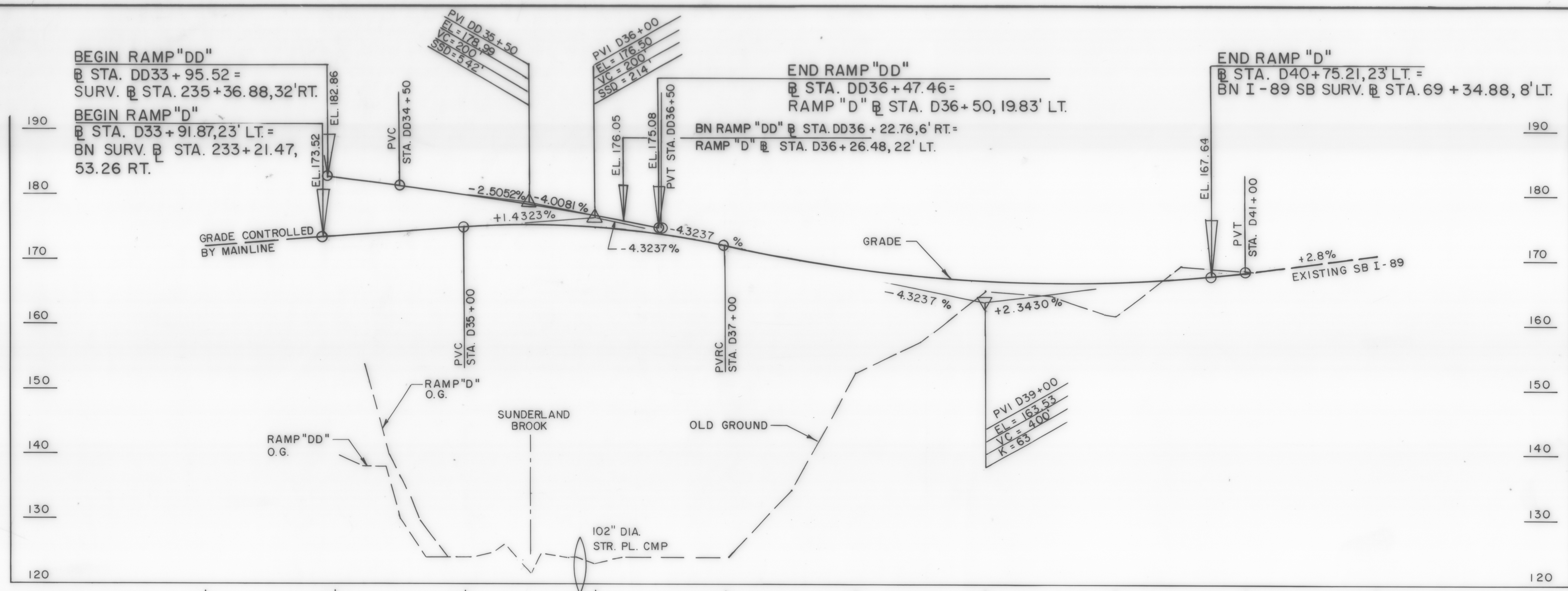

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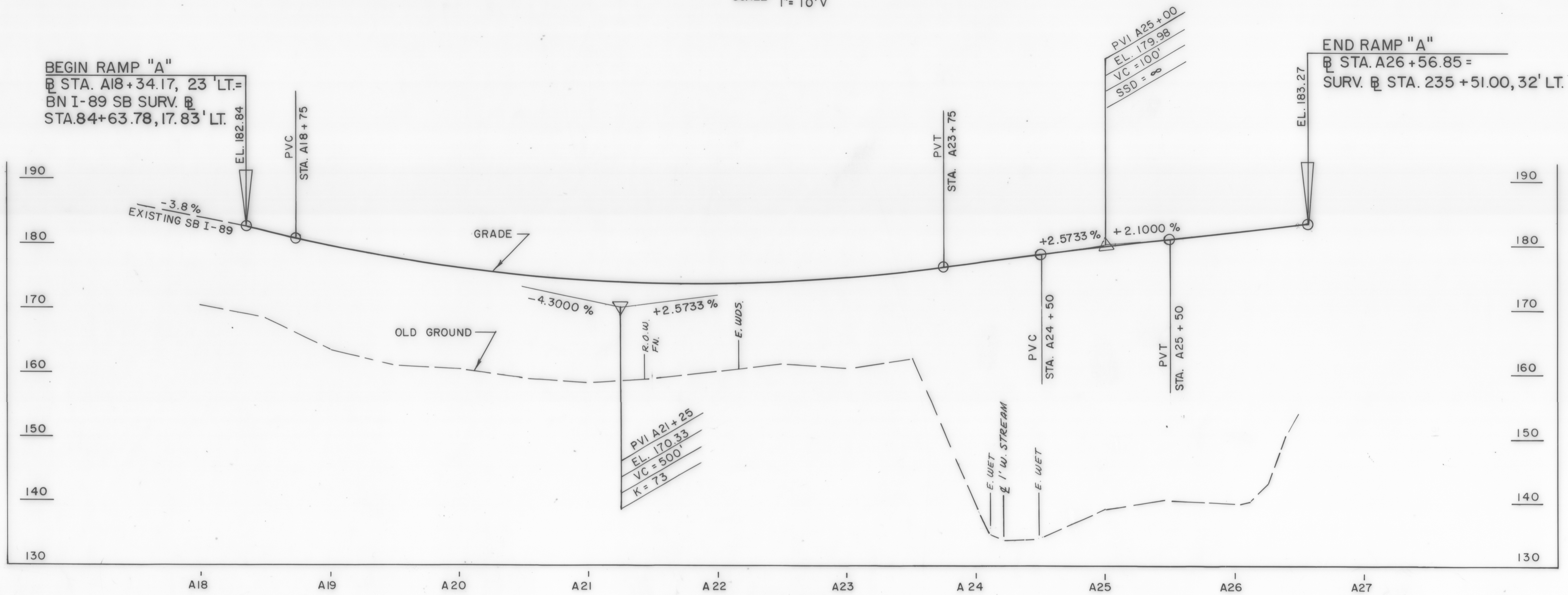
SCALE: 1" = 50' H
1" = 10' V



RAMP "A"

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

R.O.W. PLAN

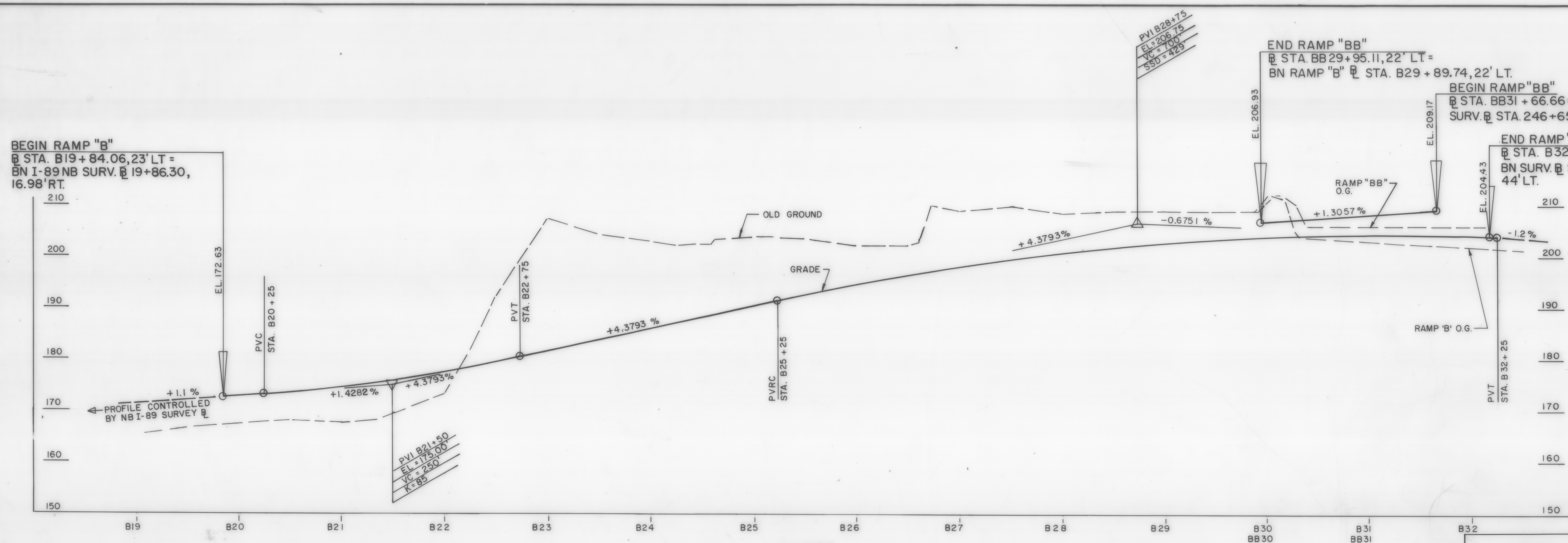
THIS SHEET TO BE USED FOR R.O.W. INFORMATION ONLY.

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

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

COLCHESTER

PROJ. IR NO. 089-3(11)

SHEET 17 OF 17