

INDEX OF SHEETS

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- 6. Detour Plan
- 7. Barricade Plan
- 8-9. Blank
- 10. C-1 Curbs 10/23/68 R
- 11. D-8 Treated Gutters 7/19/67 R
- 12. E-31 Fee, Aid Construction Identification Signs 8/21/67 R
- 13. E-82 Road Construction Approach Signs 1/6/67
- 14. E-38 On-Project Construction Signs 5/2/67 R

STATE OF VERMONT DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

TOWNS OF MIDDLESEX, WATERBURY
WASHINGTON COUNTY
INTERSTATE ROUTE 89
MONTPELIER-BURLINGTON ROAD

BEGINNING AT A POINT APPROXIMATELY 4.622 MILES WESTERLY OF
THE MONTPELIER MIDDLESEX T/V AND EXTENDING WESTERLY
5.128 MILES.

LENGTH OF ROADWAY 26,702.52 FT. 5.057 MILES
LENGTH OF BRIDGES 37550 FT. 0.071 MILES
LENGTH OF PROJECT 27,078.02 FT. 5.128 MILES

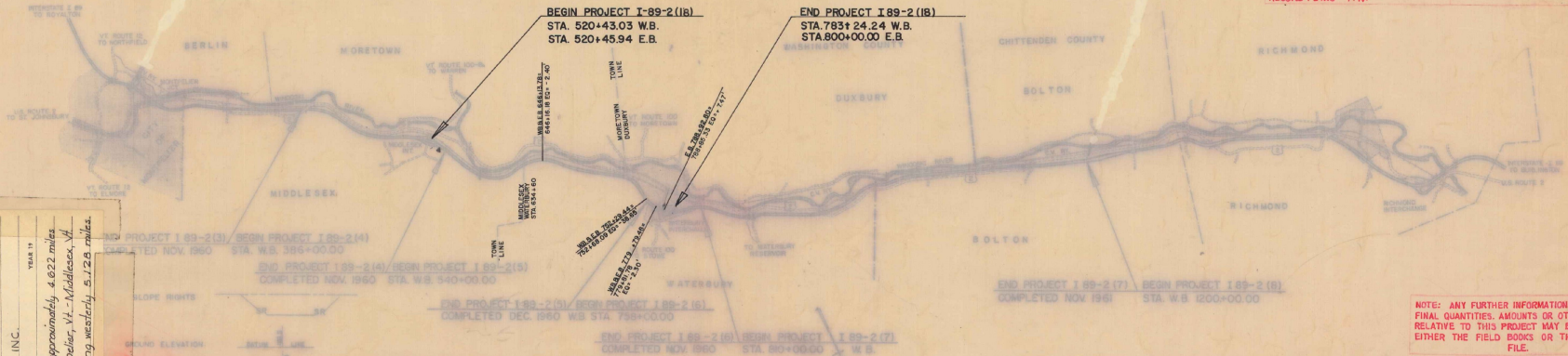
ADT (1980) = 8,625
DHV (1980) = 1,030
D (%) = 53% (NB)
T (%) = 7%

MIDDLESEX - WATERBURY I 89-2 (1B)
RESURFACING ONLY

CONTRACTOR - L.M. PIKE & SON, INC. CONTRACT DATED 9-26-69
RESIDENT ENGINEER - R. Woodward COMPLETED 9-26-69
INSPECTOR - INSPECTOR ACCEPTED 9-26-69
RECORD PLANS - P.W.

BEGIN PROJECT I 89-2 (1B)
STA. 520+43.03 W.B.
STA. 520+45.94 E.B.

END PROJECT I 89-2 (1B)
STA. 783+24.24 W.B.
STA. 800+00.00 E.B.



NOTE: ANY FURTHER INFORMATION CONCERNING FINAL QUANTITIES, AMOUNTS OR OTHER DETAILS RELATIVE TO THIS PROJECT MAY BE FOUND IN EITHER THE FIELD BOOKS OR THE ESTIMATE FILE.

MIDDLESEX - WATERBURY

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BOARD OF PUBLIC ROADS OR THE COMMISSIONER OF HIGHWAYS.

CONSTRUCTION IS TO BE LAID OUT IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION USED HEREIN, WITH AS APPROVED BY THE BOARD OF PUBLIC ROADS ON OCTOBER 15, 1964. INCLUDES ALL SUBSEQUENT APPROVED REVISIONS AND SUCH OTHER SPECIFICATIONS AND SPECIAL PROVISIONS TO BE RECOMMENDED BY THESE PLANS.

1241

PROJECT MIDDLESEX - WATERBURY
NUMBER I 89-2 (1B)
TYPE RESURFACING

CONTRACTOR L.M. PIKE & SON, INC.
Laconia, N.H.

LOCATION Beginning at a point approximately 4.622 miles westerly of the Montpelier, Vt. - Middlesex, Vt. Town Line, extending westerly 5.128 miles.

LENGTH 5,128 MI.
YEAR 1969

APPROVED	DESIGN ENGINEER	DATE	APPROVED	CONTRACTOR	DATE	APPROVED	RESIDENT ENGINEER	DATE	PROJECT	SHEET
	R.C. Woodward	7/1/69		L.M. Pike & Son, Inc.	7/1/69		R.W. Crawford	7/2/69	I 89-2 (1B)	1 OF 14

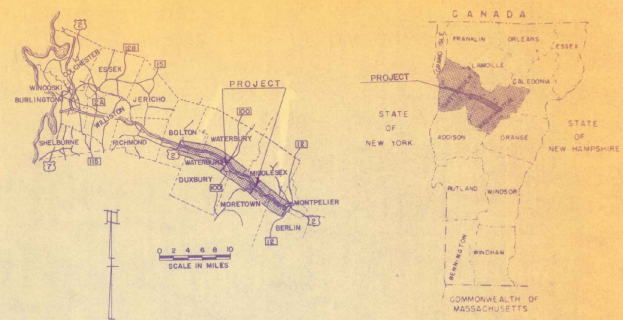
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- 12. E-31 Rep. Aid Construction Identification Signs 8/21/67 R
- 13. E-32 Road Construction Approach Signs 1/ 5/67
- 14. E-34 On-Project Construction Signs 6/ 2/67 R

Dated 11 August 1969
 L. M. Pike & Son, Inc. & Affiliated Co's
 Box 678
 Laconia, N. H. *By [Signature]*
 CONTRACTOR
[Signature]
 Commissioner of Highways

STATE OF VERMONT DEPARTMENT OF HIGHWAYS PROPOSED IMPROVEMENT

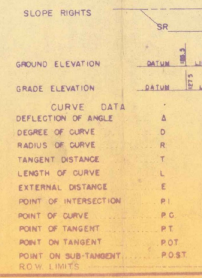
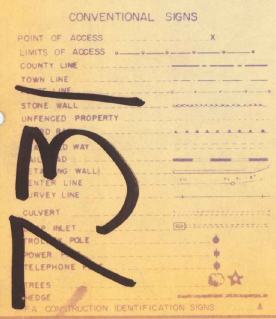
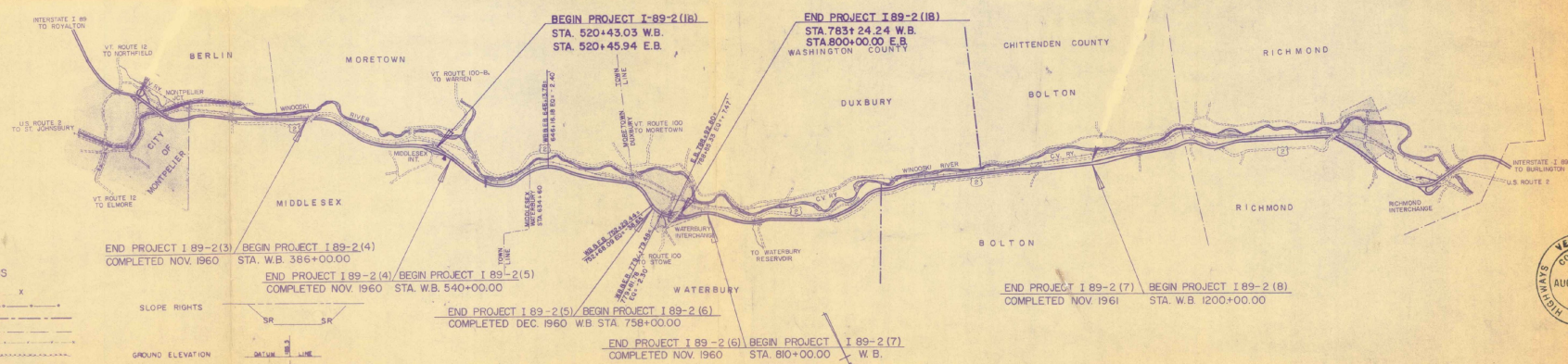
TOWNS OF MIDDLESEX, WATERBURY
 WASHINGTON COUNTY
 INTERSTATE ROUTE 89
 MONTPELIER-BURLINGTON ROAD



BEGINNING AT A POINT APPROXIMATELY 4.622 MILES WESTERLY OF THE MONTPELIER MIDDLESEX TOWNLAND EXTENDING WESTERLY 5.128 MILES.

LENGTH OF ROADWAY 26,702.52 FT. 5.057 MILES
 LENGTH OF BRIDGES 3755.00 FT. 0.071 MILES
 LENGTH OF PROJECT 27,078.02 FT. 5.128 MILES

ADT (1980) = 8,625
 DHV (1980) = 1,030
 D (%) = 53% (NB)
 T (%) = 7%



FOR RIGHT OF WAY DETAILS, SEE RIGHT OF WAY PLANS FOR THIS PROJECT.

APPROVED _____
 DATE _____
 DISTRICT ENGINEER

APPROVED *[Signature]*
 DATE 7/1/69
 CONSTRUCTION ENGINEER

APPROVED _____
 DATE _____
 BRIDGE ENGINEER

APPROVED *[Signature]*
 DATE 7/1/69
 HIGHWAY ENGINEER

APPROVED *[Signature]*
 DATE 7/1/69
 DISTRICT ENGINEER

APPROVED *[Signature]*
 DATE 7/1/69
 CHIEF ENGINEER

MIDDLESEX - WATERBURY	
DEPARTMENT OF TRANSPORTATION BUREAU OF PUBLIC ROADS	
APPROVED _____	DATE _____
DIVISION ENGINEER	
PROJECT I 89 - NO. 2 (18)	
SHEET 1 OF 14 SHEETS	

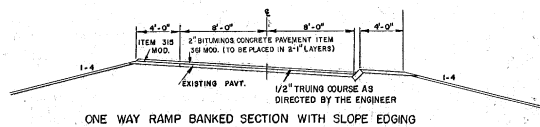
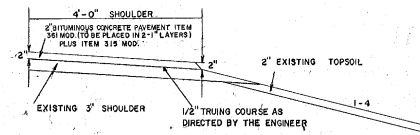
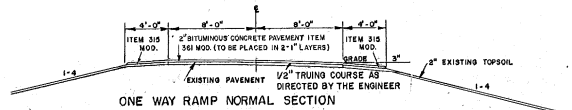
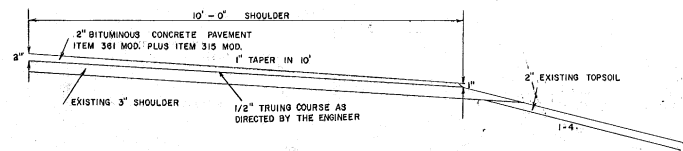
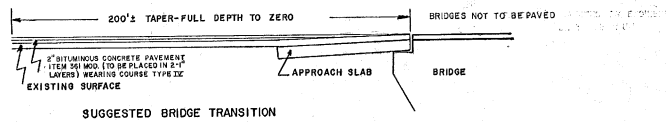
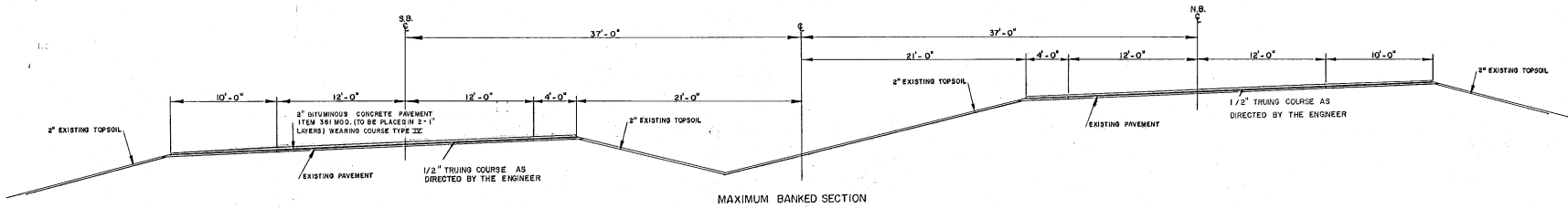
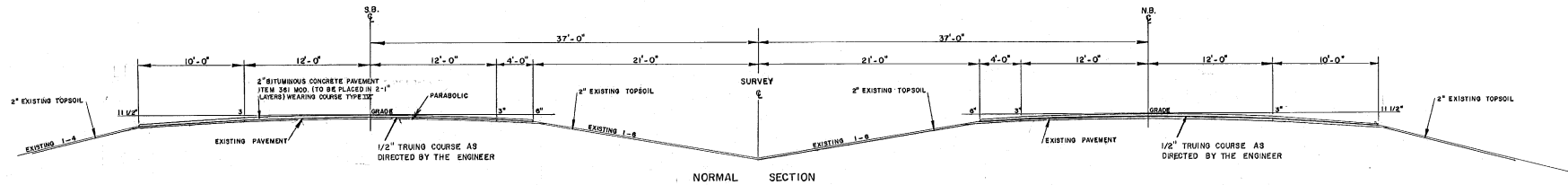


THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE COMMISSIONER OF HIGHWAYS.
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL 1964, AS APPROVED BY THE BUREAU OF PUBLIC ROADS ON OCTOBER 12, 1964, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

TYPICAL SECTIONS

2-(1 1/2") BITUMINOUS CONCRETE PAVEMENT OVERLAY, ITEM 361 MOD. WEARING COURSE TYPE IX (1-1/4" FOR TOTAL THICKNESS)
 W/ TRUING COURSE - 1/2" AVERAGE DEPTH, ITEM 361 MOD. WEARING COURSE TYPE IX
 (FOR SHOULDER COMPOSITION SEE SKETCH AT LOWER RIGHT.)

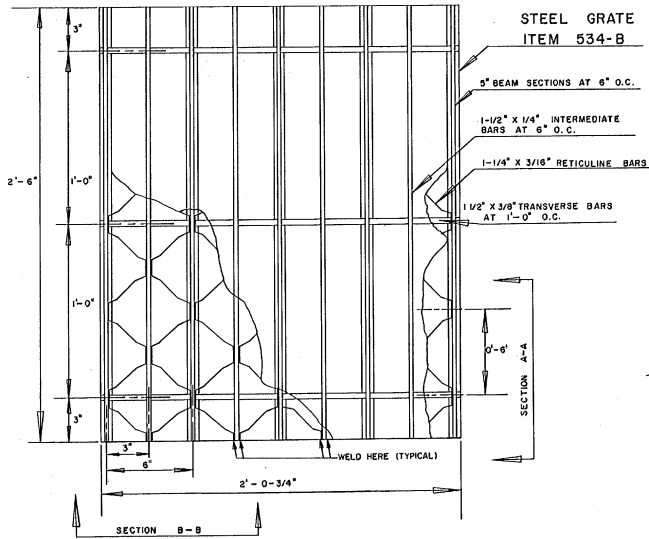
PERMISSIBLE TOLERANCES APPLY TO THICKNESS ONLY



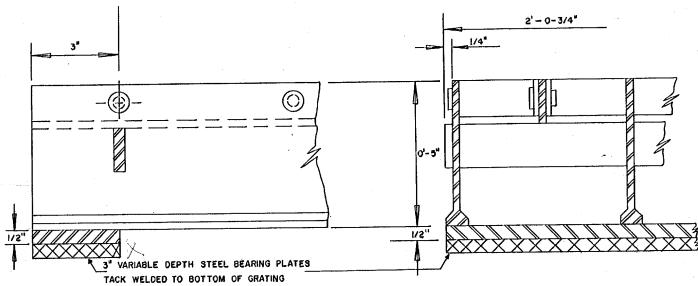
MIDDLESEX - WATERBURY
 SURVEYED BY _____ DATE _____
 DRAWN BY _____ DATE _____
 TRACED BY _____ DATE _____
 PROJ. I NO. 89-2(18)
 SHEET 2 OF 14.

TYPICALS

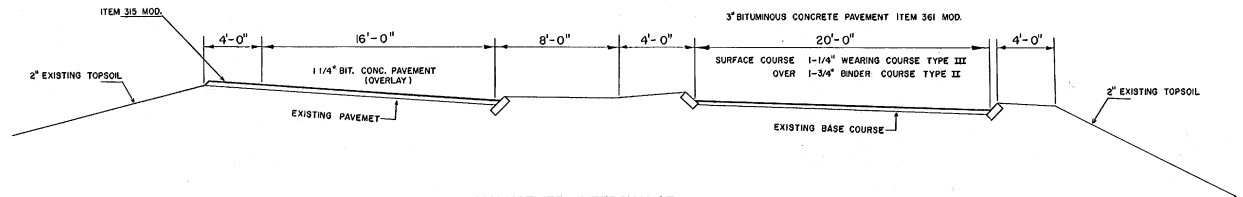
CHANGING ELEVATION OF C.B. OR MANHOLE ITEM 533 MOD.



TOP VIEW



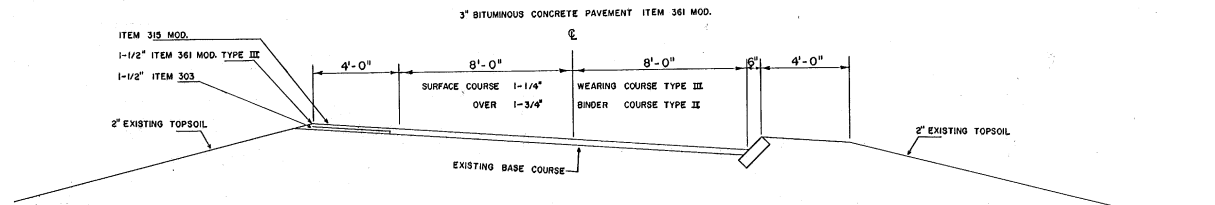
SECTION B-B



MONTPELIER INTERCHANGE
2 WAY RAMP

STA. "C" & "D" 19+50 - 30+18
STA. "H" 0+18 - 4+0

NOT PART OF THIS PROJECT



MONTPELIER INTERCHANGE
RAMP "C"

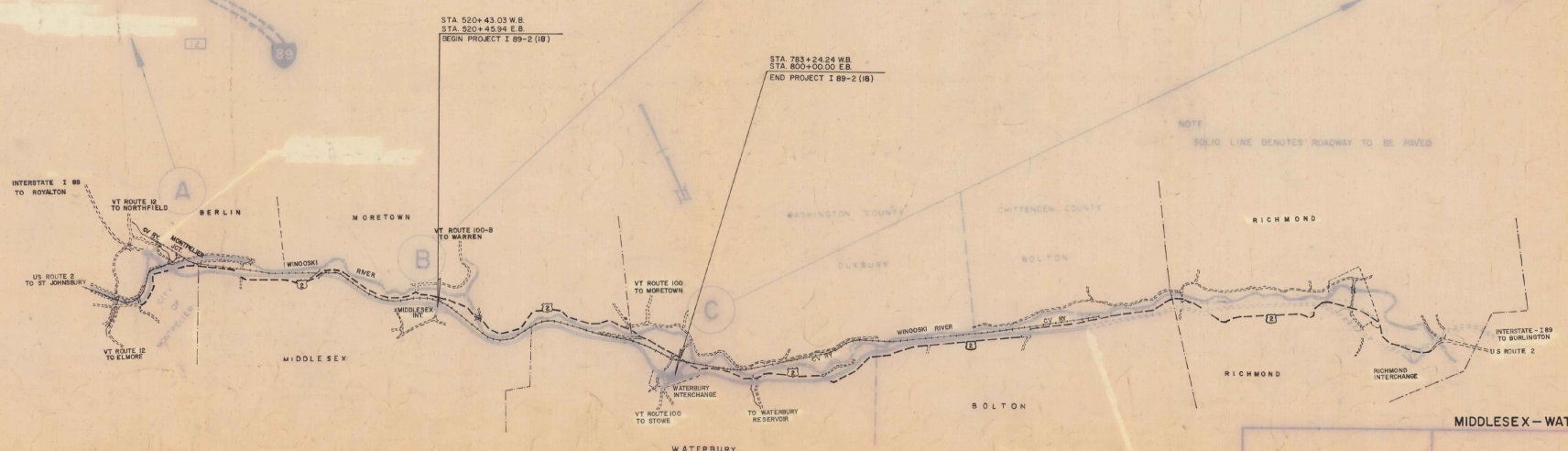
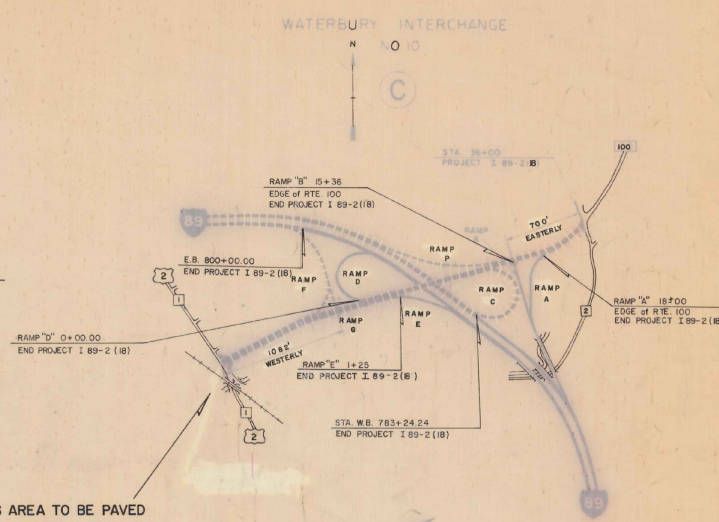
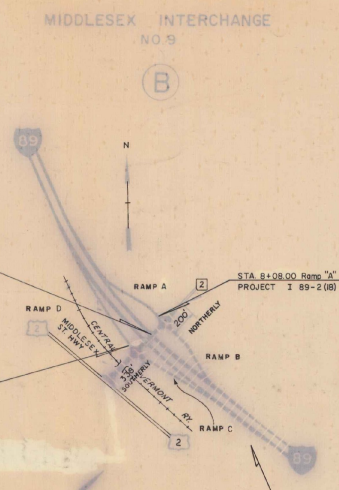
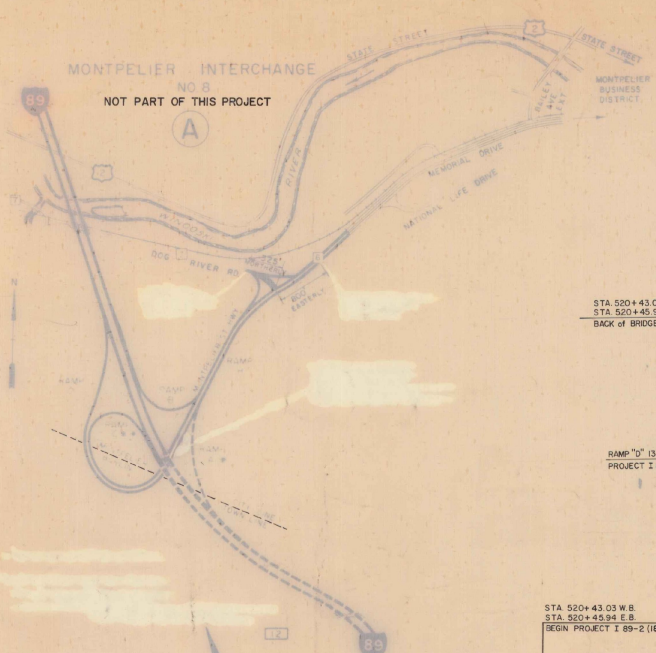
STA. 18+00 - 19+50

NOT PART OF THIS PROJECT

MIDDLESEX - WATERBURY

SURVEYED BY _____ DATE _____
DRAWN BY _____ DATE _____
CHECKED BY _____ DATE _____

FORM I NO. 89-2(18)
SHEET 3 OF 14



SOLID LINE INDICATES AREA TO BE PAVED

NOTE
SOLID LINE DENOTES ROADWAY TO BE PAVED

PAVING AREAS	TRACKED MMS 5/89
	PAVEMENT OVERLAY
	PROJECT I NO. 89-2(1B)
	SHEET 5 OF 14

MIDDLESEX - WATERBURY



NOT PART OF THIS PROJECT

NOT PART OF THIS PROJECT

3-C. Maximum traffic to be diverted on SR 2 from the Middlesex interchange to the Waterbury interchange approximately 5.0 miles. Traffic may be received at the Richmond Interchange and at SR 2 in Waterbury and received back to the interchange at Waterbury.

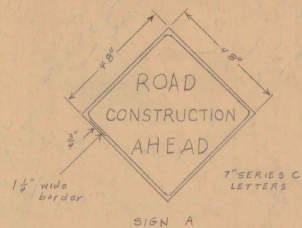
3-D. Maximum traffic to be diverted on SR 2 from the Waterbury interchange to the Middlesex interchange approximately 5.0 miles. Traffic may be received at the Middlesex interchange, the Route 100 - SR 2 interchange, the SR 2 - Route 100 interchange (State R111), and SR 2 - State St 2 interchange, and on Route 100 to the SR 2 - Waterbury interchange and received back to the interchange at Waterbury.

NOTE: ONLY THE BOTTOM SHALL BE IN USE AT A TIME AND MAY BE CLOSED AND CLOSED ONLY AT THE DISCRETION OF THE ENGINEER.

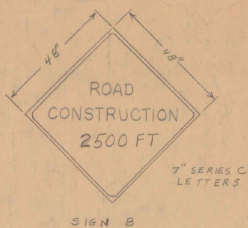
MIDDLESEX-WATERBURY

DETOUR PLAN

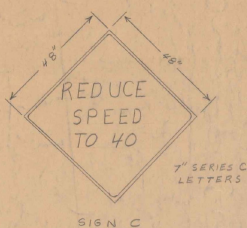
PROJECT NO. 89-15
SHEET 6 OF 14



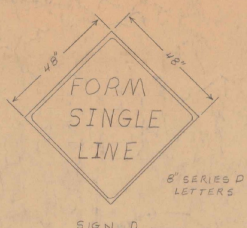
SIGN A
Black text on reflectorized yellow background.



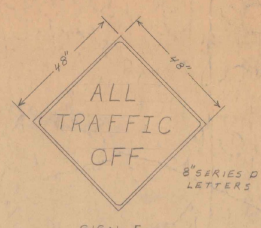
SIGN B
Black text on reflectorized yellow background.



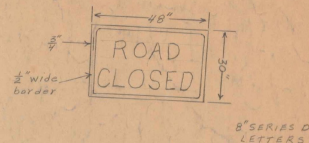
SIGN C
Black text on reflectorized yellow background.



SIGN D
Black text on reflectorized yellow background.



SIGN E
Black text on reflectorized yellow background.



SIGN F
Black text on reflectorized white background.

NOTES

The road construction signs indicated on this sheet are to be erected as indicated below, at all Interstate exits where traffic is required to leave and detour for this project.

Standard class I barricades are to be erected at all appropriate entrance ramps to prevent traffic from entering the construction area.

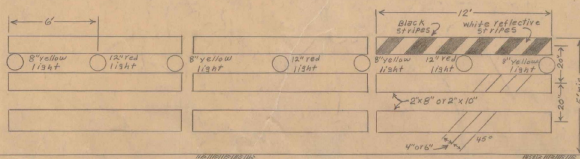
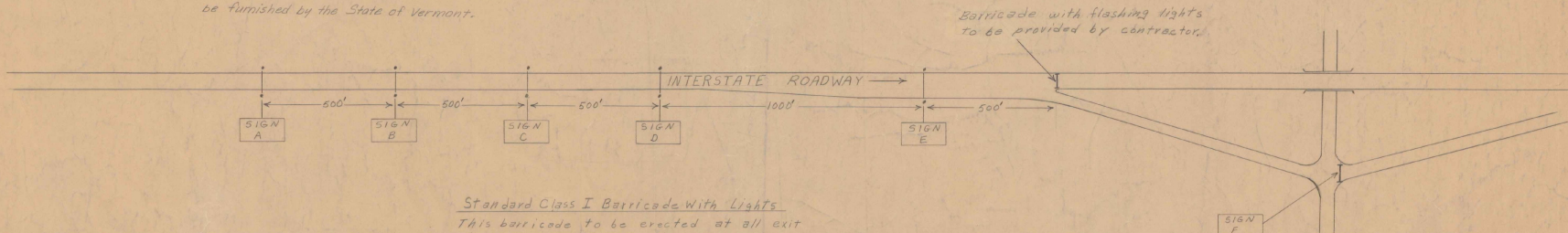
For additional information regarding location, materials, installation, etc. see standard sheets E-32 and E-34.

All other directional detour signs will be furnished by the State of Vermont.

GENERAL

The cost of furnishing, erecting, maintaining and removing all construction approach signs shall be born by the contractor without additional compensation. (See standard specifications, Division I, Article 707, Public Convenience and Safety.) In all phases of construction approach signing, the requirements set forth in the Manual on Uniform Traffic Control Devices shall be met. (See standard specifications, Division I, Section 7, Article 708, Barricades, Warning and Detour Signs.)

These signs conform with the national standards set forth in the Uniform Manual on Traffic Control Devices (1961 edition) for construction and maintenance operations. They are intended for the protection of the travelling public as well as the contractor's forces. On high speed expressways it is essential that the condition of the signs and the method of displaying them be given maximum consideration.



Standard Class I Barricade with Lights

This barricade to be erected at all exit points (see interchange layout above) where traffic is required to leave the interstate.

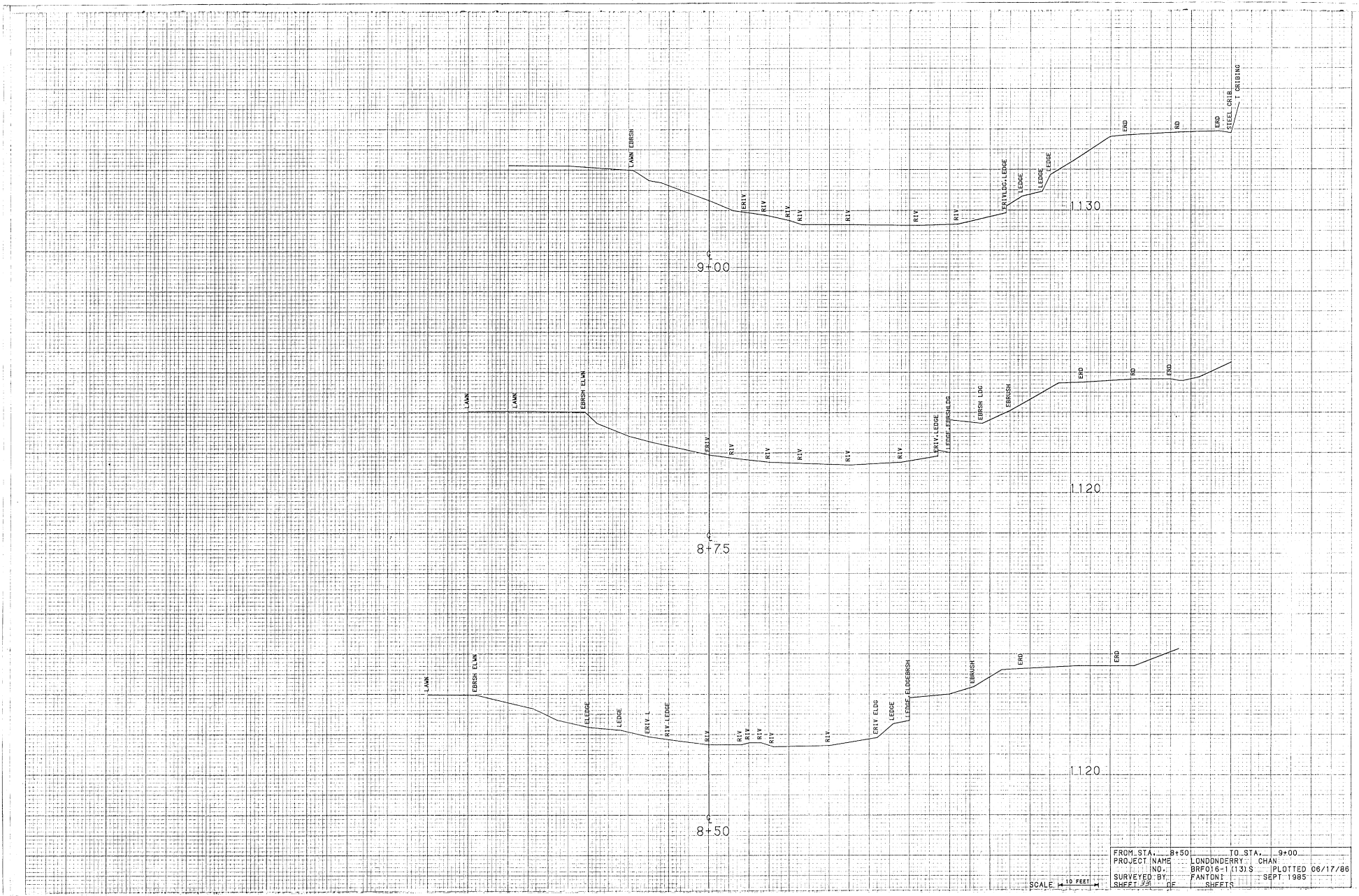
All boards are to be striped as indicated on top board of right hand barricade and all barricades are to be constructed to the same dimensions. The lights are to be alternate red and yellow with the yellow lights flashing, and shall comply with the standard specifications for flashing beacons (see standard specifications, division II, section 7, article 704). The contractor shall obtain 110 to 115 volts of A.C. power from a power company.

To be mounted on standard class I barricades at appropriate entrance ramps.

MIDDLESEX-WATERBURY

CONSTRUCTION
WARNING
SIGNS
TRAFFIC DETOURED

SURVEYED BY: DATE: _____
DRAWN BY: G.H.M. DATE: 3-62
CHECKED BY: DATE: _____
PROJ. I NO. 89-2 (16) / 10
SHEET 7 OF 14



FROM STA.	8+50	TO STA.	9+00
PROJECT NAME	LONDONDERRY CHAN		
NO.	BFO15-1 (13)S		
SURVEYED BY	FANTONI		
SHEET	33	OF	SHEETS

SCALE 1" = 10 FEET

PLOTTED 06/17/86
SEPT 1985

Vermont Agency of
Transportation
PHASE 1-INTERSTATE
#122302-01
INITIALS
HANGER 144
DONE

* (ALLAS) RESURFACE

Middlesex - Waterbury

1969

I-89-2 (18)

1969