STATE OF VERMONT

DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

INTERSTATE SYSTEM

TOWNS OF BERLIN - MONTPELIER - MIDDLESEX

Interstate 89

COUNTY OF WASHINGTON

Pin# 99R014

PROJECT I 89-2(3)

BEGINNING AT A POINT IN BERLIN 470 FEET EAST OF THE BERLIN - MONTPELIER TOWN LINE AND EXTENDING WESTERLY FOR A DISTANCE OF 3.369 MILES.

LENGTH OF ROADWAY - 16,521.23 FT. = 3.129 MILES
LENGTH OF BRIDGES - 1,267.93 FT. = 0.240 MILES.
LENGTH OF PROJECT - 17,789.16 FT. = 3.369 MILES

DESIGN DESIGNATION

ADT (1968)	4380
ADT (1975)	9300
DHV (1975)	1270
D	59%
T	6.5%
V	70 MPH

LOCATION OF PROJECT

STATE OF NEW YORK

TO STOWE

WATERBURY

MIDDLESEX

MONTPELIER

WORCESTER

NORTHFIELD

RUTLAND

BRATTLEBORO

WINDHAM

COMMONWEALTH OF MASSACHUSETTS

PROJECT I 89-2(3)

01/01/1958

= LIMITED ACCESS PURCHASE.

= NON LIMITED ACCESS PURCHASE.

= AS BUILT R.O.W. FENCE.

PROJECT I 89-2(3)

STA. 212+70 BEGIN URBAN LIMITS

BEGIN PROJECT STA. 22+00

BERLIN

MORETOWN

MIDDLESEX

MONTPELIER

ACCESS POINT

STA. 376+42 END URBAN LIMITS

END PROJECT STA. 386+00

STRUCTURE NO. 1

STRUCTURE NO. 2

STRUCTURE NO. 3

STRUCTURE NO. 4

STRUCTURE NO. 5

STRUCTURE NO. 6

STRUCTURE NO. 8

U.S. ROUTE 2 RELOCATION NO. 2 SHEETS 71-72

U.S. ROUTE 2 RELOCATION NO. 3 SHEETS 71-72

U.S. ROUTE 2 RELOCATION NO. 4 SHEETS NOS. 71-72

U.S. ROUTE 2 RELOCATION NO. 1 SHEETS NOS. 63-64

VERMONT R.R.

WINOOSKI RIVER

DOG RIVER

— KEY MAP —

LEGEND

IN R.O.W. FENCE STA. 283+50 RT

CONVENTIONAL SIGNS

SCALES

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 THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, OR ADDENDA, APPURTENANT TO THE CONTRACT, AS APPROVED JULY 8, 1966, INCLUDING SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS AND SPECIAL PROVISIONS AS SHOWN ON THE PLANS.

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
ROUTE I 89
~~Town~~ of
(To Be Returned To R.O.W. Div.)

MP 52.80-59.09

DEPARTMENT OF HIGHWAYS BUREAU

1

STATE OF VERMONT

DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

INTERSTATE PROJECT

TOWNS OF BERLIN - MONTPELIER - MIDDLESEX

COUNTY OF WASHINGTON

PROJECT I 89-2(3)

BEGINNING AT A POINT IN BERLIN 470 FEET EAST OF THE BERLIN-MONTPELIER TOWN LINE - AND EXTENDING WESTERLY FOR A DISTANCE OF 3.369 MILES.

LENGTH OF ROADWAY - 16,521.23 FT. = 3.129 MILES
LENGTH OF BRIDGES - 1,267.93 FT. = 0.240 MILES.
LENGTH OF PROJECT - 17,789.16 FT. = 3.369 MILES

DESIGN DESIGNATION

ADT (1968)	4380
ADT (1975)	9300
DHV (1975)	1270
D	59%
T	6.5%
V	70 MPH

LOCATION OF PROJECT

PROJECT I 89-2(3)

RIGHT-OF-WAY & CONSTRUCTION PLANS

= LIMITED ACCESS PURCHASE.

= NON LIMITED ACCESS PURCHASE.

= AS BUILT R.O.W. FENCE.

PROJECT I 89-2(3)

STA. 212+70 BEGIN URBAN LIMITS

BERLIN

MORETOWN

MIDDLESEX

MONTPELIER

BEGIN PROJECT STA 22.34

END PROJECT STA 386+00

STA 276+42 END URBAN LIMITS

ACCESS POINT

U.S. ROUTE 2 RELOCATION NO. 2 SHEET NOS. 61-62

U.S. ROUTE 2 RELOCATION NO. 2 SHEET NOS. 63-66

U.S. ROUTE 2 RELOCATION NO. 2 SHEET NOS. 67-70

U.S. ROUTE 2 RELOCATION NO. 4 SHEET NOS. 71-73

STRUCTURE NO. 1 — STRUCTURE NO. 2 — STRUCTURE NO. 3 — STRUCTURE NO. 4 — STRUCTURE NO. 5 — STRUCTURE NO. 6 — STRUCTURE NO. 7 — STRUCTURE NO. 8

— KEY MAP —

IN R.O.W. FENCE
STA 284+50 RT

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 THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, OR ORDINARY ENGINEERING REFERRED TO THEREIN, SUPPLEMENTED BY APPROVED SPECIAL PROVISIONS, SPECIAL SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS AS SUBMITTED WITH THE PLANS.

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
ROUTE I 89
of
(To Be Returned To R.O.W. Division)

1 DEC 23 1974

1 2

VERMONT ROUTE 12

TO NORTFIELD

Gravel Pit

B.M. 40
S.I.R. 13"E
EL. 681.21

DRILLING & BLASTING OF SOLID ROCK SUBGRADE ITEMS 114 MOD
STA. 205+00 TO 208+10

GRANITE SLOPE EDGING
RAMP "A" 5+13± TO 6+67 Rt.

STA 208+00
BEGIN PROJECT I 89-2(3)

#2 REGINALD P. GREAVES
(A140±) STA 204+30-221+78

EASTBOUND

WESTBOUND

RAMP "A"

#1 — EVERETT H. & KATHERINE WYMAN
(A-80±) STA 193+32- 205+10

B.M. 39
S.I.R. 13"N
EL. 662.47

B.M. 41
S.I.R. 12"K
EL. 662.42

B.M. 42
S.I.T. 15"N
EL. 640.53

Base Line Curve Data
Δ = 19°01'
D = 2°00'
R = 2864.93
T = 1008.73
L = 1900.00
E = 173.82

Curve No. 1
Superelevation Data

Sta. 198+50	To	199+50	Tan. Runout
199+50	"	201+50	Runoff
201+50	"	221+0	Full Superelevation .111ft per ft.
221+0	"	223+0	Runoff
223+0	"	224+0	Tan. Runout

END FENCE

BERLIN
MONTPELIER

TOWN LINE

NATIONAL LIFE INSURANCE CO.

Limit of Earthwork

P.V.C.

-5.00 %

-2.10 %

-2.10 % E.B. & W.B.

P.V.I. Sta. 198+00
E.L. = 625.00
V.C. = 620'
K = 2,175
H.S.D. = 980'

18"x160' RCP

C.I. FLUSHING BASIN

C.I. FLUSHING BASIN FOR LATERAL UNDERDRAIN

GRADIENT 6" UNDERDRAIN

Existing Ground At Base Line

Datum = 610

195	50	196	50	197	50	198	50	199	50	200	50	201	50	202	50	203	50	204	50	205	50	206	50	207	50	208
651.8		656.2		676.9		683.8		666.6		682.7		679.5		662.5		673.5		685.3		686.5		684.2		665.6		654.0		664.6		664.9		660.5		659.4		658.9		651.5		649.5		644.0		639.7		634.2		630.5

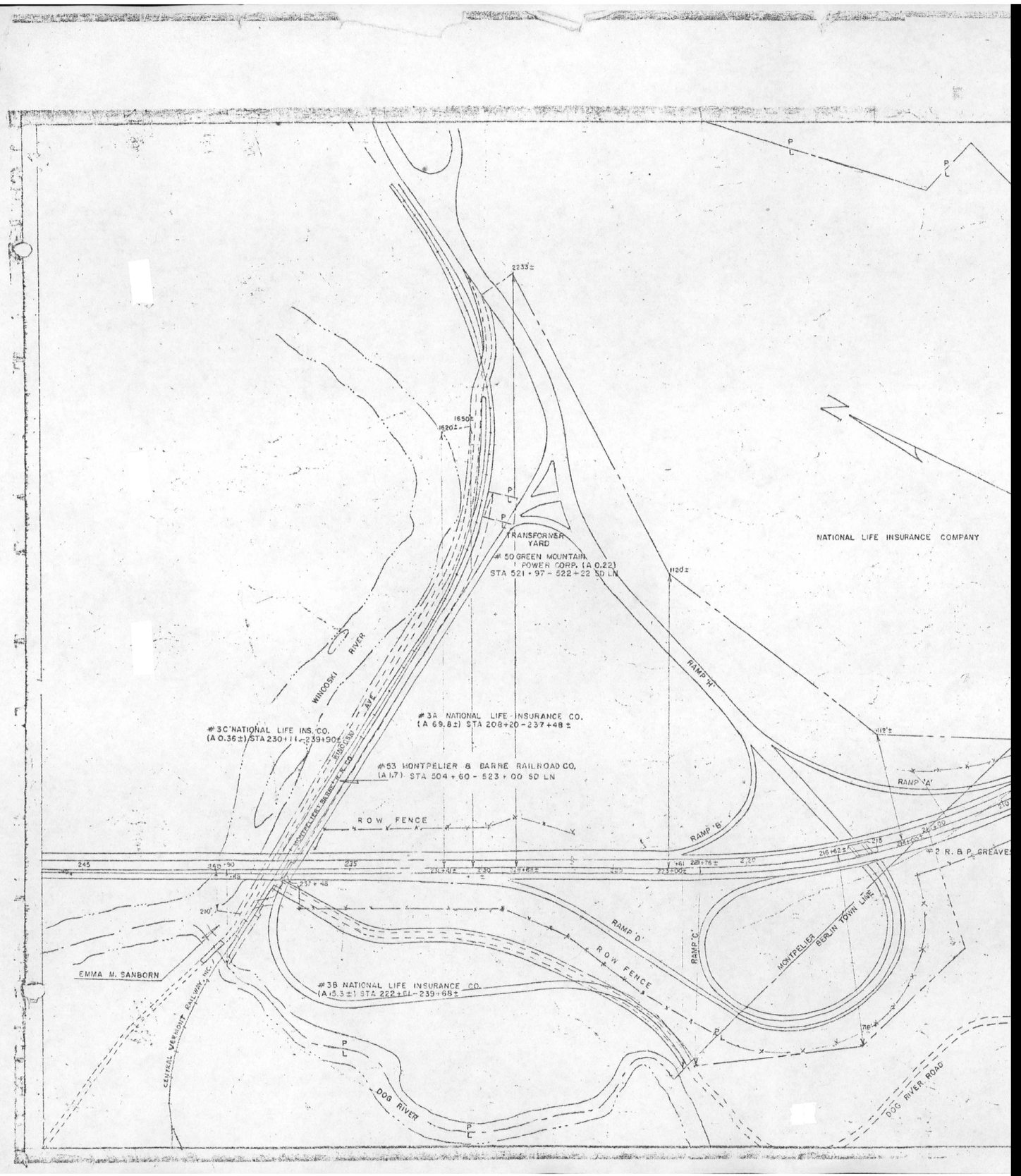
NOTE:
Datum Sea Level Based on Bench Line U.S.C.&G.S. Survey Level line Vermont 25 (Second Order)

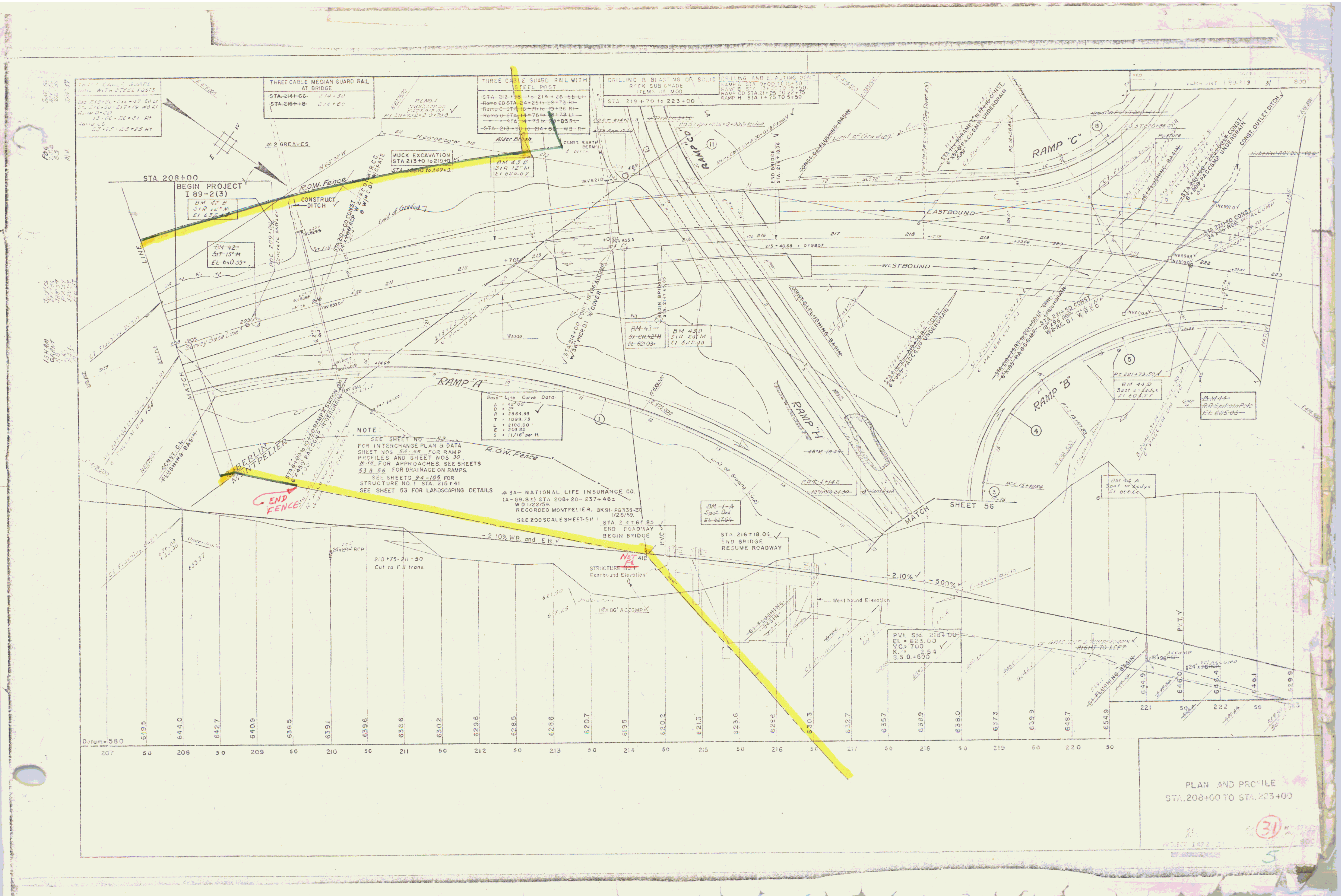
(30)

PLAN AND PROFILE
STA. 200+00 TO STA. 208+10

3

RIGHT-OF-WAY DIVISION
MOWN FILE
FEDERAL
Route 129
Items of
(To Be Returned To R.O.W. Division)




VERMONT I 89-2(3) 31 800
THREE CABLE GUARD RAIL WITH STEEL POSTS
Sta 215+80 - 216+47 EB Lt
Sta 216+80 - 217+19 WB Rt
Ramp D-CD 13+60 - 20+31 Rt
Ramp CD 23+75 - 23+75 Rt
THREE CABLE MEDIAN GUARD RAIL AT BRIDGE
STA. 214+66 214+30
STA. 216+18 216+65
THREE CABLE GUARD RAIL WITH STEEL POST
STA. 212+98 to 214+26 EB Lt
Ramp CD STA. 24+25 to 28+73 Rt
Ramp C STA. 16+70 to 19+26 Rt
Ramp D STA. 14+75 to 18+73 Lt
STA. 14+75 to 20+83 Rt
STA. 213+90 to 214+88 WB Rt
DRILLING & BLASTING OF SOLID ROCK SUB GRADE ITEMS 114 MOD.
STA. 219+70 to 223+00
DRILLING AND BLASTING CONT.
RAMP A STA. 9+00 TO 15+50
RAMP B STA. 13+00 TO 15+50
RAMP CD STA. 21+25 TO 22+75
RAMP H STA. 1+75 TO 5+50
P.I. No. 1
N 637,502.53
E 474,912.03
P.I. 211+79.2 = 2.0+79.8
N 26°02'00" W
#2 GREAVES
MUCK EXCAVATION
STA 213+0 to 215+0
STA 208+0 to 209+0
STA. 208+00
BEGIN PROJECT
I 89-2(3)
BM 42 B
SIR 12" M
El 635.43
BM 42
SIT 15" M
EL 640.33
R.O.W. Fence
CONSTRUCT DITCH
Limit of Grading
Alder Brush
CONST. EARTH BERM
BM 43 B
SIR 12" M
El 625.67
BM 43
SI CR 42" M
EL 621.03
BM 43 D
SIR 24" M
El 622.16
RAMP "CD"
END BRIDGE STA. 216+18.06
BEGIN BRIDGE STA. 214+65.85
CONST. C.I. FLUSHING BASIN
RAMP "C"
EASTBOUND
WESTBOUND
CONST. OUTLET DITCH
STA 221+50 CONST 24"x96' RCP 90' ACCGMP
STA 214+00 CONST 18"x86' ACCGMP W/36" PRCP. D.I. W/COVER
STA 221+50 CONST 18"x96' RCP W/2-RC. D.I. W/R.C.C.
STA 221+00 - 222+00 LT CONST 6"x200' PACCGMP UNDERDRAIN
STA 210+00 CONST 24"x200' RCP W/2-RCDI W/R.C.C. & W/RCDI W/GRATE
Survey Base Line
RAMP "A"
Base Line Curve Data
Δ = 42°00'
D = 2°
R = 2864.93
T = 1099.73
L = 2100.00
E = 203.82
S = 11/16" per ft.
RAMP "H"
RAMP "B"
PT. 221+79.50
BM 44 D
Spot on Ledge
El 604.77
B.M. 44
R.R. Spike in Pole
El. 665.03
BM 44 A
Spot on Ledge
El 666.60
BM 1-A
Spot Ord.
EL 627.94
MATCH LINE
MATCH SHEET 56
BERLIN
MONTPELIER
END FENCE
NOTE:
SEE SHEET NO 53 FOR INTERCHANGE PLAN & DATA
SHEET NOS 54-55 FOR RAMP PROFILES AND SHEET NOS 30 & 32 FOR APPROACHES. SEE SHEETS 53 & 56 FOR DRAINAGE ON RAMPS.
SEE SHEETS 94-105 FOR STRUCTURE NO. 1 STA. 215+41
SEE SHEET 53 FOR LANDSCAPING DETAILS
#3A — NATIONAL LIFE INSURANCE CO.
(A-69.8±) STA 208+20 - 237+48±
W.D. 1/22/59.
RECORDED MONTPELIER, BK91-PG335-37
1/28/59.
SEE 200 SCALE SHEET-SH 1
STA. 214+65.85
END ROADWAY
BEGIN BRIDGE
STA. 216+18.06
END BRIDGE
RESUME ROADWAY
-2.10% WB and E.B.
STRUCTURE NO. 1
Eastbound Elevation
West bound Elevation
18"X86' ACCGMP
210+75 - 211+50
Cut to Fill trans.
24"x208' RCP
-2.10%
-.500%
P.V.I. Sta. 218+00
El. = 623.00
V.C. = 700
K. = 2.54
S.S.D. = 600
PVC
P.V.T.
C.I. FLUSHING BASIN
18"x96' RCP
24"x96' RCP
Datum = 580
619.5 644.0 642.7 640.9 638.5 639.1 639.6 638.6 630.2 629.6 628.5 628.6 620.7 619.5 620.2 621.3 623.6 626.6 630.3 632.7 635.7 638.9 638.0 637.3 639.9 648.7 654.9 644.9 646.0 648.4 646.1 529.9
207 50 208 50 209 50 210 50 211 50 212 50 213 50 214 50 215 50 216 50 217 50 218 50 219 50 220 50 221 50 222 50
PLAN AND PROFILE
STA. 208+00 TO STA. 223+00
31
5

CURVE DATA

RAMP	CURVE NO.	Δ	R	T	ARC L	PC or PCC	PCC or PT	Bank per Ft
"A"	1	60°49'15"	1000.00	596.95'	1061.54	4+92.05	15+53.59	5/8"
"	2*	7°11'33"	477.82		59.98	15+75.17	16+34.21	
"	12*	14°37'30"	634.76	80.14	139.44	15+53.59	17+13.03	
"B"	3	41°00'00"	350.00	130.86	250.46	15+49.54	18+00.00	1"
"	4	46°19'51"	200.00	85.58	161.72	13+87.82	15+49.54	1"
"	5	46°39.09"	400.00	172.48	325.70	10+62.12	13+87.82	1"
"	6	10°10.05"	337.70	30.04	59.93	11+24.20	11+81.89	
"	7*	3°15'56"	813.78	25.08	50.14	16+20.29	16+68.10	
"C"	8	138°58'26"	230.00	614.71	557.88	14+56.85	20+14.73	4"
"	9	94°25'12"	400.00	433.37	659.17	20+14.73	26+73.90	4"
"	10	35°30'00"	230.00	73.62	142.51	26+73.90	28+16.41	4"
"	11	33°00'00"	350.00	103.67	201.59	28+16.41	30+18.00	4"
"D"	14	3°56'39"	448.00	15.43	30.84	19+83.99	20+14.73	
"	15*	32°11'41"	750.00	216.44	421.43	8+93.96	13+15.39	
"H"	16*	6°17'09"	1000.00	54.91	109.71	6+19.70	7+28.97	
"	17*	11°25'16"	202.00	20.20	40.27	6+24.25	6+63.85	
Main Line		42°00'00"	2864.93	1099.73	2100.00	200+79.50	221+79.50	11/16"

* See Sheet 56

† See Sheet 32

Note: All Ramp Curves based on Arc Definition, Main Line Curve, Chord Definition.

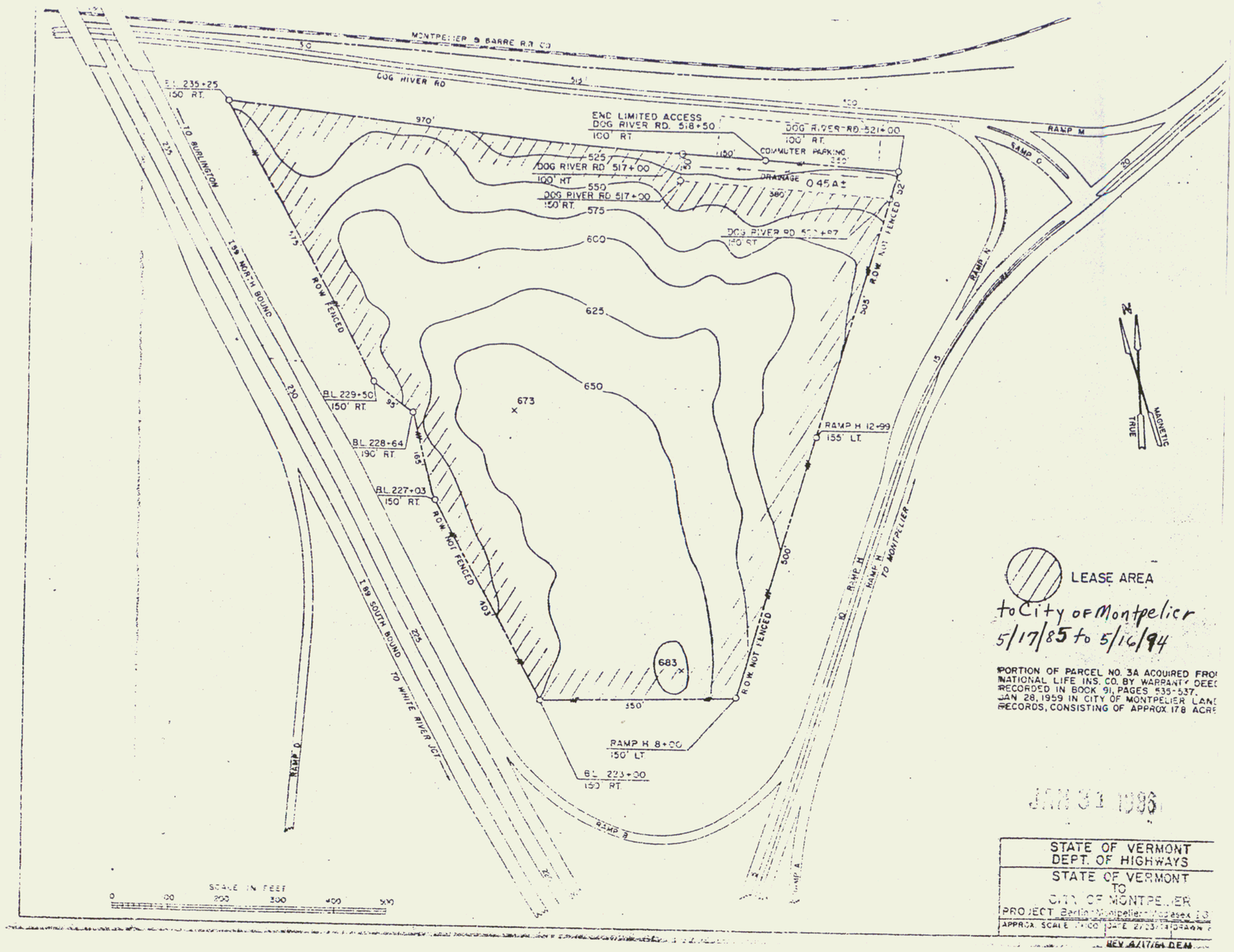
NOTE: SEE SHEETS 54 & 55 FOR RAMP PROFILES.

NOTE: FOR SUMMARY OF LANDSCAPE MATERIAL
Project I-89-2(3) Sheet #32
Contract #1 Sheet #32

GRANITE SLOPE EDGING
RAMP H 0+18 TO 5+50 ISLAND ✓
RAMP D 19+45 TO 30+18 ISLAND & LT. ✓
RAMP C 10+82.13 TO 19+45 LT. ✓
~~MAIN LINE W.B. 209+38.26 TO 210+38 RT.~~
~~RAMP A 7+50 TO 8+15 LT.~~
RAMP A 7+50 TO 15+50 RT.
RAMP B 10+62.12 TO 15+75 LT. ✓

MONTPELIER INTERCHANGE
PLAN

53



LEASE AREA

to City of Montpelier
5/17/85 to 5/16/94

PORTION OF PARCEL NO. 3A ACQUIRED FRO
NATIONAL LIFE INS. CO. BY WARRANTY DEE
RECORDED IN BOOK 91, PAGES 535-537,
JAN 28, 1959 IN CITY OF MONTPELIER LAN
RECORDS, CONSISTING OF APPROX 17.8 ACR

JAN 31 1986

STATE OF VERMONT DEPT. OF HIGHWAYS
STATE OF VERMONT TO CITY OF MONTPELIER
PROJECT Berlin-Montpelier-Northfield-Essex I-S
APPROX. SCALE 1" = 100' | DATE 2/23/61 DRAWN

REV. 8/17/64 D.E.M.

53A

7

Exec Order to Fish & game 1/76

QCD 2/10/75 To City of Montpelier

TRUE
MAGNETIC

SP47
SP48 to City of Montpelier
QCD 7/6/62

486+50
50' LT.

RIVER

DOG
BD.

P/L

P/L

5.6A±

496+54
50' LT.

496+53
33' LT.

S.P. 47
CITY OF MONTPELIER

BERLIN
MONTPELIER

BERLIN
MONTPELIER

CENTRAL VT. RY.

1.4A±

100'

295'

389.75'

489+74
50' LT.

BD.

660'

DOG RIVER RD.

495

500

BD.

BD.

BD.

490

20

17+68
130' RT.

194'

668'

496+45
33' RT.

496+44
50' RT.

S.P. 48
CITY OF MONTPELIER

293'

355'

490+00
50' RT.

13+15.39
89' RT.

3.7 A±

RAMP "D"

15

End Pavement

285'

296.5'

BD.

505

229+31.5
150' LT.

232+28
150' LT.

10

230

235

240

BASE LINE 225
I-89

BEING A PORTION OF PARCEL NO. 3A & 3B ACQUIRED FROM NATIONAL LIFE INS. CO. BY WARRANTY DEEDS RECORDED IN BOOK 91, PAGES 535-540, JAN. 28, 1959 IN CITY OF MONTPELIER LAND RECORDS, CONSISTING OF APPROX. 3.7 ACRES.

Agreement w/ State Buildings.
Subsequently State Buildings conveyed by QCD to City of Montpelier 6/8/87

SCALE IN FEET
0 200 400 600 800 1000

STATE OF VERMONT
DEPT. OF HIGHWAYS

CITY OF MONTPELIER

53B

PROJECT Berlin-Montpelier-Middlesex I 89-2(3)

APPROX. SCALE 1"=200'	DATE 4/15/74	DRAWN BY J.D.P.

REV 8-27-75

8 REV 9/12/74. 1/2/75. 4/4/75

THREE CABLE GUARD RAIL WITH STEEL POST

~~STA 234+50 to 236+90 SB Lt~~
~~STA 235+02 to 236+30 WB Pl~~
~~Ramp D STA 7+20.13+75 Rt~~

DRILLING & BLASTING SOLID ROCK SUBGRADE ITEM 114 MOD.

STA 223+00 to 224+80
STA 226+50 to 229+00
STA 230+20 to 234+80

THREE CABLE MEDIAN GUARD RAIL AT BRIDGE
STA 2364+71 ✓

GRANITE SLOPE EDGING
RAMP "D" 8+93.96 to 13+15.39 RT.
RAMP "D" 10+75 to 11+27.62 LT.
Main Line E.B. 227+67 to 228+17.28 RT.

SP 48 CITY OF MONTPELIER
WATER POLLUTION CONTROL PLANT

#5B NATIONAL LIFE INS. CO.
(A. 153 ±) STA 222+61-239+68±
W.D. 1/22/59.
RECORDED: MONTPELIER BK 91
PG 338-340 1/28/59.

#3A NATIONAL LIFE INSURANCE CO.

#3C NATIONAL LIFE INS. CO.
(A. 0.36±) STA 230+11 - 239+90
W.D. 1/22/59.
RECORDED: MONTPELIER BK 91
PG 338-340
1/28/59.

#53 MONTPELIER & BARRE RAILROAD CO.
SEE 200 SCALE SHEET - SH - 1.

BM 16 B
SIT 8" E
El 554.50

BM 47 A
SIT 12" E
El 552.16

BM 26 B
Set on Ledge
El 554.95

BM 45
Spot On Ledge
621.70

BM 45 A
SIR 24" E
El 613.70

BM 46
SIR 18" E
533.14

BM 46 A
Set on Rib
El 517.58

BM 47
Spot On Ledge
577.34

BM 44
Groove in Rock
623.03

Survey Base Line

Limit of Grading (Cut)

R.O.W. Fence

BEGIN FENCE

END FENCE

6' GAP

CHAIN LINK FENCE

CROSS OVER

EAST BOUND

WEST BOUND

RAMP "D"

MATCH LINE SEE SHEET No. 53

LINE SEE SHEET 31

See Sheet No. 53 For Curve Data.

STA 227+50 CONST. 18" RCP W/ 3'-0" PREP. D.I. W/ COVER

STA 230+90 CONST. 24" RCP W/ 3'-0" PREP. D.I. W/ COVER

STA 230+100 CONST. NEW 18" RCP W/ 3'-0" PREP. D.I. W/ COVER

STA 235+00 CONST. NEW 18" RCP W/ 3'-0" PREP. D.I. W/ COVER

STA 236+50 CONST. CI. FLUSHING BASIN

STA 236+50 CONST. 18" RCP W/ COVER

STA 236+50 CONST. 6" UNDERDRAIN

STA 236+50 CONST. CI. FLUSHING BASIN FOR LATERAL UNDERDRAIN

STA 236+50 CONST. 18" RCP W/ COVER

STA 236+50 CONST. 6" UNDERDRAIN

STA 236+50 CONST. 24"x66" ACCGMP

STA 236+50 CONST. 18"x98' RCP

STA 236+50 CONST. 18"x66' ACCGMP

STA 236+50 CONST. 18"x122' ACCGMP

STA 236+50 CONST. 24"x166' ACCGMP

STA 236+50 CONST. 24"x35-2"(min) Fill to Cut Runs

STA 236+71.41 STOP ROADWAY BEGIN BRIDGE

Limit of Earthwork Contract #1

Dog River Road Relocation - Contract I

CVPR

MONTPELIER-BARRE R.R.

RR ROW

RR RELOCATED

DOG RIVER SUB ROAD

WINOOSKI AVENUE

4'D Water Tub

3 E. WHITE CEDAR (P)

2 E. WHITE BIRCH

50 E. HEMLOCK

INV 573

INV 555.4

INV 555.0

INV 554.2

INV 555.6

INV 555.1

INV 558.80

INV 544.5

INV 545.0

INV 530.0

INV 542.0

INV 541.0

INV 537.58

Pasture

GRASS

Fill

Cut

Ditch

Gate

Ramp B 1.0% 228.32' (6.6 RT)

Ramp D 1.0% 161.28' (6.6 RT)

E 474.500

N 659.500

N 659.000

E 474.000

N 658.500

E 473.500

N 658.000

E 473.000

N 657.500

E 472.500

N 657.000

E 472.000

N 656.500

E 471.500

N 656.000

E 471.000

N 655.500

E 470.500

N 655.000

E 470.000

N 654.500

E 469.500

N 654.000

E 469.000

N 653.500

E 468.500

N 653.000

E 468.000

N 652.500

E 467.500

N 652.000

E 467.000

N 651.500

E 466.500

N 651.000

E 466.000

N 650.500

E 465.500

N 650.000

E 465.000

N 649.500

E 464.500

N 649.000

E 464.000

N 648.500

E 463.500

N 648.000

E 463.000

N 647.500

E 462.500

N 647.000

E 462.000

N 646.500

E 461.500

N 646.000

E 461.000

N 645.500

E 460.500

N 645.000

E 460.000

N 644.500

E 459.500

N 644.000

E 459.000

N 643.500

E 458.500

N 643.000

E 458.000

N 642.500

E 457.500

N 642.000

E 457.000

N 641.500

E 456.500

N 641.000

E 456.000

N 640.500

E 455.500

N 640.000

E 455.000

N 639.500

E 454.500

N 639.000

E 454.000

N 638.500

E 453.500

N 638.000

E 453.000

N 637.500

E 452.500

N 637.000

E 452.000

N 636.500

E 451.500

N 636.000

E 451.000

N 635.500

E 450.500

N 635.000

E 450.000

N 634.500

E 449.500

N 634.000

E 449.000

N 633.500

E 448.500

N 633.000

E 448.000

N 632.500

E 447.500

N 632.000

E 447.000

N 631.500

E 446.500

N 631.000

E 446.000

N 630.500

E 445.500

N 630.000

E 445.000

N 629.500

E 444.500

N 629.000

E 444.000

N 628.500

E 443.500

N 628.000

E 443.000

N 627.500

E 442.500

N 627.000

E 442.000

N 626.500

E 441.500

N 626.000

E 441.000

N 625.500

E 440.500

N 625.000

E 440.000

N 624.500

E 439.500

N 624.000

E 439.000

N 623.500

E 438.500

N 623.000

E 438.000

N 622.500

E 437.500

N 622.000

E 437.000

N 621.500

E 436.500

N 621.000

E 436.000

N 620.500

E 435.500

N 620.000

E 435.000

N 619.500

E 434.500

N 619.000

E 434.000

N 618.500

E 433.500

N 618.000

E 433.000

N 617.500

E 432.500

N 617.000

E 432.000

N 616.500

E 431.500

N 616.000

E 431.000

N 615.500

E 430.500

N 615.000

E 430.000

N 614.500

E 429.500

N 614.000

E 429.000

N 613.500

E 428.500

N 613.000

E 428.000

N 612.500

E 427.500

N 612.000

E 427.000

N 611.500

E 426.500

N 611.000

E 426.000

N 610.500

E 425.500

N 610.000

E 425.000

N 609.500

E 424.500

N 609.000

E 424.000

N 608.500

E 423.500

N 608.000

E 423.000

N 607.500

E 422.500

N 607.000

E 422.000

N 606.500

E 421.500

N 606.000

E 421.000

N 605.500

E 420.500

N 605.000

E 420.000

N 604.500

E 419.500

N 604.000

E 419.000

N 603.500

E 418.500

N 603.000

E 418.000

N 602.500

E 417.500

N 602.000

E 417.000

N 601.500

E 416.500

N 601.000

E 416.000

N 600.500

E 415.500

N 600.000

E 415.000

N 599.500

E 414.500

N 599.000

E 414.000

N 598.500

E 413.500

N 598.000

E 413.000

N 597.500

E 412.500

N 597.000

E 412.000

N 596.500

E 411.500

N 596.000

E 411.000

N 595.500

E 410.500

N 595.000

E 410.000

N 594.500

E 409.500

N 594.000

E 409.000

N 593.500

E 408.500

N 593.000

E 408.000

N 592.500

E 407.500

N 592.000

E 407.000

N 591.500

E 406.500

N 591.000

E 406.000

N 590.500

E 405.500

N 590.000

E 405.000

N 589.500

E 404.500

N 589.000

E 404.000

N 588.500

E 403.500

N 588.000

E 403.000

N 587.500

E 402.500

N 587.000

E 402.000

N 586.500

E 401.500

N 586.000

E 401.000

N 585.500

E 400.500

N 585.000

E 400.000

N 584.500

E 399.500

N 584.000

E 399.000

N 583.500

E 398.500

N 583.000

E 398.000

N 582.500

E 397.500

N 582.000

E 397.000

N 581.500

E 396.500

N 581.000

E 396.000

N 580.500

E 395.500

N 580.000

E 395.000

N 579.500

E 394.500

N 579.000

E 394.000

N 578.500

E 393.500

N 578.000

E 393.000

N 577.500

E 392.500

N 577.000

E 392.000

N 576.500

E 391.500

N 576.000

E 391.000

N 575.500

E 390.500

N 575.000

E 390.000

N 574.500

E 389.500

N 574.000

E 389.000

N 573.500

E 388.500

N 573.000

E 388.000

N 572.500

E 387.500

N 572.000

E 387.000

N 571.500

E 386.500

N 571.000

E 386.000

N 570.500

E 385.500

N 570.000

E 385.000

N 569.500

E 384.500

N 569.000

E 384.000

N 568.500

E 383.500

N 568.000

E 383.000

N 567.500

E 382.500

N 567.000

E 382.000

N 566.500

E 381.500

N 566.000

E 381.000

N 565.500

E 380.500

N 565.000

E 380.000

N 564.500

E 379.500

N 564.000

E 379.000

N 563.500

E 378.500

N 563.000

E 378.000

N 562.500

E 377.500

N 562.000

E 377.000

N 561.500

E 376.500

N 561.000

E 376.000

N 560.500

E 375.500

N 560.000

E 375.000

N 559.500

E 374.500

N 559.000

E 374.000

N 558.500

E 373.500

N 558.000

E 373.000

N 557.500

E 372.500

N 557.000

E 372.000

N 556.500

E 371.500

N 556.000

E 371.000

N 555.500

E 370.500

N 555.000

E 370.000

N 554.500

E 369.500

N 554.000

E 369.000

N 553.500

E 368.500

N 553.000

E 368.000

N 552.500

E 367.500

N 552.000

E 367.000

N 551.500

E 366.500

N 551.000

E 366.000

N 550.500

E 365.500

N 550.000

E 365.000

N 549.500

E 364.500

N 549.000

E 364.000

N 548.500

E 363.500

N 548.000

E 363.000

N 547.500

E 362.500

N 547.000

E 362.000

N 546.500

E 361.500

N 546.000

E 361.000

N 545.500

E 360.500

N 545.000

E 360.000

N 544.500

E 359.500

N 544.000

E 359.000

N 543.500

E 358.500

N 543.000

E 358.000

N 542.500

E 357.500

N 542.000

E 357.000

N 541.500

E 356.500

N 541.000

E 356.000

N 540.500

E 355.500

N 540.000

E 355.000

N 539.500

E 354.500

N 539.000

E 354.000

N 538.500

E 353.500

N 538.000

E 353.000

N 537.500

E 352.500

N 537.000

E 352.000

N 536.500

E 351.500

N 536.000

E 351.000

N 535.500

E 350.500

N 535.000

E 350.000

N 534.500

E 349.500

N 534.000

E 349.000

N 533.500

E 348.500

N 533.000

E 348.000

N 532.500

E 347.500

N 532.000

E 347.000

N 531.500

E 346.500

N 531.000

E 346.000

N 530.500

E 345.500

N 530.000

E 345.000

N 529.500

E 344.500

N 529.000

E 344.000

N 528.500

E 343.500

N 528.000

E 343.000

N 527.500

E 342.500

N 527.000

E 342.000

N 526.500

E 341.500

N 526.000

E 341.000

N 525.500

E 340.500

N 525.000

E 340.000

N 524.500

E 339.500

N 524.000

E 339.000

N 523.500

E 338.500

N 523.000

E 338.000

N 522.500

E 337.500

N 522.000

E 337.000

N 521.500

E 336.500

N 521.000

E 336.000

N 520.500

E 335.500

N 520.000

E 335.000

N 519.500

E 334.500

N 519.000

E 334.000

N 518.500

E 333.500

N 518.000

E 333.000

N 517.500

E 332.500

N 517.000

E 332.000

N 516.500

E 331.500

N 516.000

E 331.000

N 515.500

E 330.500

N 515.000

E 330.000

N 514.500

E 329.500

N 514.000

E 329.000

N 513.500

E 328.500

N 513.000

E 328.000

N 512.500

E 327.500

N 512.000

E 327.000

N 511.500

E 326.500

N 511.000

E 326.000

N 510.500

E 325.500

N 510.000

E 325.000

N 509.500

E 324.500

N 509.000

E 324.000

N 508.500

E 323.500

N 508.000

E 323.000

N 507.500

E 322.500

N 507.000

E 322.000

N 506.500

E 321.500

N 506.000

E 321.000

N 505.500

E 320.500

N 505.000

E 320.000

N 504.500

E 319.500

N 504.000

E 319.000

N 503.500

E 318.500

N 503.000

E 318.000

N 502.500

E 317.500

N 502.000

E 317.000

N 501.500

E 316.500

N 501.000

E 316.000

N 500.500

E 315.500

N 500.000

E 315.000

N 499.500

E 314.500

N 499.000

E 314.000

N 498.500

E 313.500

N 498.000

E 313.000

N 497.500

E 312.500

N 497.000

E 312.000

N 496.500

E 311.500

N 496.000

E 311.000

N 495.500

E 310.500

N 495.000

E 310.000

N 494.500

E 309.500

N 494.000

E 309.000

N 493.500

E 308.500

N 493.000

E 308.000

N 492.500

E 307.500

N 492.000

E 307.000

N 491.500

E 306.500

N 491.000

E 306.000

N 490.500

E 305.500

N 490.000

E 305.000

N 489.500

E 304.500

N 489.000

E 304.000

N 488.500

E 303.500

N 488.000

E 303.000

N 487.500

E 302.500

N 487.000

E 302.000

N 486.500

E 301.500

N 486.000

E 301.000

N 485.500

E 300.500

N 485.000

E 300.000

N 484.500

E 299.500

N 484.000

E 299.000

N 483.500

E 298.500

N 483.000

E 298.000

N 482.500

E 297.500

N 482.000

E 297.000

N 481.500

E 296.500

N 481.000

E 296.000

N 480.500

E 295.500

N 480.000

E 295.000

N 479.500

E 294.500

N 479.000

E 294.000

N 478.500

E 293.500

N 478.000

E 293.000

N 477.500

E 292.500

N 477.000

E 292.000

N 476.500

E 291.500

N 476.000

E 291.000

N 475.500

E 290.500

N 475.000

E 290.000

N 474.500

E 289.500

N 474.000

E 289.000

N 473.500

E 288.500

N 473.000

E 288.000

N 472.500

E 287.500

N 472.000

E 287.000

N 471.500

E 286.500

N 471.000

E 286.000

N 470.500

E 285.500

N 470.000

E 285.000

N 469.500

E 284.500

N 469.000

E 284.000

N 468.500

E 283.500

N 468.000

E 283.000

N 467.500

E 282.500

N 467.000

E 282.000

N 466.500

E 281.500

N 466.000

E 281.000

N 465.500

E 280.500

N 465.000

E 280.000

N 464.500

E 279.500

N 464.000

E 279.000

N 463.500

E 278.500

N 463.000

E 278.000

N 462.500

E 277.500

N 462.000

E 277.000

N 461.500

E 276.500

N 461.000

E 276.000

N 460.500

E 275.500

N 460.000

E 275.000

N 459.500

E 274.500

N 459.000

E 274.000

N 458.500

E 273.500

N 458.000

E 273.000

N 457.500

E 272.500

N 457.000

E 272.000

N 456.500

E 271.500

N 456.000

E 271.000

N 455.500

E 270.500

N 455.000

E 270.000

N 454.500

E 269.500

N 454.000

E 269.000

N 453.500

E 268.500

N 453.000

E 268.000

N 452.500

E 267.500

N 452.000

E 267.000

N 451.500

E 266.500

N 451.000

E 266.000

N 450.500

E 265.500

N 450.000

E 265.000

N 449.500

E 264.500

N 449.000

E 264.000

N 448.500

E 263.500

N 448.000

E 263.000

N 447.500

E 262.500

N 447.000

E 262.000

N 446.500

E 261.500

N 446.000

E 261.000

N 445.500

E 260.500

N 445.000

E 260.000

N 444.500

E 259.500

N 444.000

E 259.000

N 443.500

E 258.500

N 443.000

E 258.000

N 442.500

E 257.500

N 442.000

E 257.000

N 441.500

E 256.500

N 441.000

E 256.000

N 440.500

E 255.500

N 440.000

E 255.000

N 439.500

E 254.500

N 439.000

E 254.000

N 438.500

E 253.500

N 438.000

E 253.000

N 437.500

E 252.500

N 437.000

E 252.000

N 436.500

E 251.500

N 436.000

E 251.000

N 435.500

E 250.500

N 435.000

E 250.000

N 434.500

E 249.500

N 434.000

E 249.000

N 433.500

E 248.500

N 433.000

E 248.000

N 432.500

E 247.500

N 432.000

E 247.000

N 431.500

E 246.500

N 431.000

E 246.000

N 430.500

E 245.500

N 430.000

E 245.000

N 429.500

E 244.500

N 429.000

E 244.000

N 428.500

E 243.500

N 428.000

E 243.000

N 427.500

E 242.500

N 427.000

E 242.000

N 426.500

E 241.500

N 426.000

E 241.000

N 425.500

E 240.500

N 425.000

E 240.000

N 424.500

E 239.500

N 424.000

E 239.000

N 423.500

E 238.500

N 423.000

E 238.000

N 422.500

E 237.500

N 422.000

E 237.000

N 421.500

E 236.500

N 421.000

E 236.000

N 420.500

E 235.500

N 420.000

E 235.000

N 419.500

E 234.500

N 419.000

E 234.000

N 418.500

E 233.500

N 418.000

E 233.000

N 417.500

E 232.500

N 417.000

E 232.000

N 416.500

E 231.500

N 416.000

E 231.000

N 415.500

E 230.500

N 415.000

E 230.000

N 414.500

E 229.500

N 414.000

E 229.000

N 413.500

E 228.500

N 413.000

E 228.000

N 412.500

E 227.500

N 412.000

E 227.000

N 411.500

E 226.500

N 411.000

E 226.000

N 410.500

E 225.500

N 410.000

E 225.000

N 409.500

E 224.500

N 409.000

E 224.000

N 408.500

E 223.500

N 408.000

E 223.000

N 407.500

E 222.500

N 407.000

E 222.000

N 406.500

E 221.500

N 406.000

E 221.000

N 405.500

E 220.500

N 405.000

E 220.000

N 404.500

E 219.500

N 404.000

E 219.000

N 403.500

E 218.500

N 403.000

E 218.000

N 402.500

E 217.500

N 402.000

E 217.000

N 401.500

E 216.500

N 401.000

E 216.000

N 400.500

E 215.500

N 400.000

E 215.000

N 399.500

E 214.500

N 399.000

E 214.000

N 398.500

E 213.500

N 398.000

E 213.000

N 397.500

E 212.500

N 397.000

E 212.000

N 396.500

E 211.500

N 396.000

E 211.000

N 395.500

E 210.500

N 395.000

E 210.000

N 394.500

E 209.500

N 394.000

E 209.000

N 393.500

E 208.500

N 393.000

E 208.000

N 392.500

E 207.500

N 392.000

E 207.000

N 391.500

E 206.500

N 391.000

E 206.000

N 390.500

E 205.500

N 390.000

E 205.000

N 389.500

E 204.500

N 389.000

E 204.000

N 388.500

E 203.500

N 388.000

E 203.000

N 387.500

E 202.500

N 387.000

E 202.000

N 386.500

E 201.500

N 386.000

E 201.000

N 385.500

E 200.500

N 385.000

E 200.000

N 384.500

E 199.500

N 384.000

E 199.000

N 383.500

E 198.500

N 383.000

E 198.000

N 382.500

E 197.500

N 382.000

E 197.000

N 381.500

E 196.500

N 381.000

E 196.000

N 380.500

E 195.500

N 380.000

E 195.000

N 379.500

E 194.500

N 379.000

E 194.000

N 378.500

E 193.500

N 378.000

E 193.000

N 377.500

E 192.500

N 377.000

E 192.000

N 376.500

E 191.500

N 376.000

E 191.000

N 375.500

E 190.500

N 375.000

E 190.000

N 374.500

E 189.500

N 374.000

E 189.000

N 373.500

E 188.500

N 373.000

E 188.000

N 372.500

E 187.500

N 372.000

E 187.000

N 371.500

E 186.500

N 371.000

E 186.000

N 370.500

E 185.500

N 370.000

E 185.000

N 369.500

E 184.500

N 369.000

E 184.000

N 368.500

E 183.500

N 368.000

E 183.000

N 367.500

E 182.500

N 367.000

E 182.000

N 366.500

E 181.500

N 366.000

E 181.000

N 365.500

E 180.500

N 365.000

E 180.000

N 364.500

E 179.500

N 364.000

E 179.000

N 363.500

E 178.500

N 363.000

E 178.000

N 362.500

E 177.500

N 362.000

E 177.000

N 361.500

E 176.500

N 361.000

E 176.000

N 360.500

E 175.500

N 360.000

E 175.000

N 359.500

E 174.500

N 359.000

E 174.000

N 358.500

E 173.500

N 358.000

E 173.000

N 357.500

E 172.500

N 357.000

E 172.000

N 356.500

E 171.500

N 356.000

E 171.000

N 355.500

E 170.500

N 355.000

E 170.000

N 354.500

E 169.500

N 354.000

E 169.000

N 353.500

E 168.500

N 353.000

E 168.000

N 352.500

E 167.500

N 352.000

E 167.000

N 351.500

E 166.500

N 351.000

E 166.000

N 350.500

E 165.500

N 350.000

E 165.000

N 349.500

E 164.500

N 349.000

E 164.000

N 348.500

E 163.500

N 348.000

E 163.000

N 347.500

E 162.500

N 347.000

E 162.000

N 346.500

E 161.500

N 346.000

E 161.000

N 345.500

E 160.500

N 345.000

E 160.000

N 344.500

E 159.500

N 344.000

E 159.000

N 343.500

E 158.500

N 343.000

E 158.000

N 342.500

E 157.500

N 342.000

E 157.000

N 341.500

E 156.500

N 341.000

E 156.000

N 340.500

E 155.500

N 340.000

E 155.000

N 339.500

E 154.500

N 339.000

E 154.000

N 338.500

E 153.500

N 338.000

E 153.000

N 337.500

E 152.500

N 337.000

E 152.000

N 336.500

E 151.500

N 336.000

E 151.000

N 335.500

E 150.500

N 335.000

E 150.000

N 334.500

E 149.500

N 334.000

E 149.000

N 333.500

E 148.500

N 333.000

E 148.000

N 332.500

E 147.500

N 332.000

E 147.000

N 331.500

E 146.500

N 331.000

E 146.000

N 330.500

E 145.500

N 330.000

E 145.000

N 329.500

E 144.500

N 329.000

E 144.000

N 328.500

E 143.500

N 328.000

E 143.000

N 327.500

E 142.500

N 327.000

E 142.000

N 326.500

E 141.500

N 326.000

E 141.000

N 325.500

E 140.500

N 325.000

E 140.000

N 324.500

E 139.500

N 324.000

E 139.000

N 323.500

E 138.500

N 323.000

E 138.000

N 322.500

E 137.500

N 322.000

E 137.000

N 321.500

E 136.500

N 321.000

E 136.000

N 320.500

E 135.500

N 320.000

E 135.000

N 319.500

E 134.500

N 319.000

E 134.000

N 318.500

E 133.500

N 318.000

E 133.000

N 317.500

E 132.500

N 317.000

E 132.000

N 316.500

E 131.500

N 316.000

E 131.000

N 315.500

E 130.500

N 315.000

E 130.000

N 314.500

E 129.500

N 314.000

E 129.000

N 313.500

E 128.500

N 313.000

E 128.000

N 312.500

E 127.500

N 312.000

E 127.000

N 311.500

E 126.500

N 311.000

E 126.000

N 310.500

E 125.500

N 310.000

E 125.000

N 309.500

E 124.500

N 309.000

E 124.000

N 308.500

E 123.500

N 308.000

E 123.000

N 307.500

E 122.500

N 307.000

E 122.000

N 306.500

E 121.500

N 306.000

E 121.000

N 305.500

E 120.500

N 305.000

E 120.000

N 304.500

E 119.500

N 304.000

E 119.000

N 303.500

E 118.500

N 303.000

E 118.000

N 302.500

E 117.500

N 302.000

E 117.000

N 301.500

E 116.500

N 301.000

E 116.000

N 300.500

E 115.500

N 300.000

E 115.000

N 299.500

E 114.500

N 299.000

E 114.000

N 298.500

E 113.500

N 298.000

E 113.000

N 297.500

E 112.500

N 297.000

E 112.000

N 296.500

E 111.500

N 296.000

E 111.000

N 295.500

E 110.500

N 295.000

E 110.000

N 294.500

E 109.500

N 294.000

E 109.000

N 293.500

E 108.500

N 293.000

E 108.000

N 292.500

E 107.500

N 292.000

E 107.000

N 291.500

E 106.500

N 291.000

E 106.000

N 290.500

E 105.500

N 290.000

E 105.000

N 289.500

E 104.500

N 289.000

E 104.000

N 288.500

E 103.500

N 288.000

E 103.000

N 287.500

E 102.500

N 287.000

E 102.000

N 286.500

E 101.500

N 286.000

E 101.000

N 285.500

E 100.500

N 285.000

E 100.000

N 284.500

E 99.500

N 284.000

E 99.000

N 283.500

E 98.500

N 283.000

E 98.000

N 282.500

E 97.500

N 282.000

E 97.000

N 281.500

E 96.500

N 281.000

E 96.000

N 280.500

E 95.500

N 280.000

E 95.000

N 279.500

E 94.500

N 279.000

E 94.000

N 278.500

E 93.500

N 278.000

E 93.000

N 277.500

E 92.500

N 277.000

E 92.000

N 276.500

E 91.500

N 276.000

E 91.000

N 275.500

E 90.500

N 275.000

E 90.000

N 274.500

E 89.500

N 274.000

E 89.000

N 273.500

E 88.500

N 273.000

E 88.000

N 272.500

E 87.500

N 272.000

E 87.000

N 271.500

E 86.500

N 271.000

E 86.000

N 270.500

E 85.500

N 270.000

E 85.000

N 269.500

E 84.500

N 269.000

E 84.000

N 268.500

E 83.500

N 268.000

E 83.000

N 267.500

E 82.500

N 267.000

E 82.000

N 266.500

E 81.500

N 266.000

E 81.000

N 265.500

E 80.500

N 265.000

E 80.000

N 264.500

E 79.500

N 264.000

E 79.000

N 263.500

E 78.500

N 263.000

E 78.000

N 262.500

E 77.500

N 262.000

E 77.000

N 261.500

E 76.500

N 261.000

E 76.000

N 260.500

E 75.500

N 260.000

E 75.000

N 259.500

E 74.500

N 259.000

E 74.000

N 258.500

E 73.500

N 258.000

E 73.000

N 257.500

E 72.500

N 257.000

E 72.000

N 256.500

E 71.500

N 256.000

E 71.000

N 255.500

E 70.500

N 255.000

E 70.000

N 254.500

E 69.500

N 254.000

E 69.000

N 253.500

E 68.500

N 253.000

E 68.000

N 252.500

E 67.500

N 252.000

E 67.000

N 251.500

E 66.500

N 251.000

E 66.000

N 250.500

E 65.500

N 250.000

E 65.000

N 249.500

E 64.500

N 249.000

E 64.000

N 248.500

E 63.500

N 248.000

E 63.000

N 247.500

E 62.500

N 247.000

E 62.000

N 246.500

E 61.500

N 246.000

E 61.000

N 245.500

E 60.500

N 245.000

E 60.000

N 244.500

E 59.500

N 244.000

E 59.000

N 243.500

E 58.500

N 243.000

E 58.000

N 242.500

E 57.500

N 242.000

E 57.000

N 241.500

E 56.500

N 241.000

E 56.000

N 240.500

E 55.500

N 240.000

E 55.000

N 239.500

E 54.500

N 239.000

E 54.000

N 238.500

E 53.500

N 238.000

E 53.000

N 237.500

E 52.500

N 237.000

E 52.000

N 236.500

E 51.500

N 236.000

E 51.000

N 235.500

E 50.500

N 235.000

E 50.000

N 234.500

E 49.500

N 234.000

E 49.000

N 233.500

E 48.500

N 233.000

E 48.000

N 232.500

E 47.500

N 232.000

E 47.000

N 231.500

E 46.500

N 231.000

E 46.000

N 230.500

E 45.500

N 230.000

E 45.000

N 229.500

E 44.500

N 229.000

E 44.000

N 228.500

E 43.500

N 228.000

E 43.000

N 227.500

E 42.500

N 227.000

E 42.000

N 226.500

E 41.500

N 226.000

E 41.000

N 225.500

E 40.500

N 225.000

E 40.000

N 224.500

E 39.500

N 224.000

E 39.000

N 223.500

E 38.500

N 223.000

E 38.000

N 222.500

E 37.500

N 222.000

E 37.000

N 221.500

E 36.500

N 221.000

E 36.000

N 220.500

E 35.500

N 220.000

E 35.000

N 219.500

E 34.500

N 219.000

E 34.000

N 218.500

E 33.500

N 218.000

E 33.000

N 217.500

E 32.500

N 217.000

E 32.000

N 216.500

E 31.500

N 216.000

E 31.000

N 215.500

E 30.500

N 215.000

E 30.000

N 214.500

E 29.500

N 214.000

E 29.000

N 213.500

E 28.500

N 213.000

E 28.000

N 212.500

E 27.500

N 212.000

E 27.000

N 211.500

E 26.500

N 211.000

E 26.000

N 210.500

E 25.500

N 210.000

E 25.000

N 209.500

E 24.500

N 209.000

E 24.000

N 208.500

E 23.500

N 208.000

E 23.000

N 207.500

E 22.500

N 207.000

E 22.000

N 206.500

E 21.500

N 206.000

E 21.000

N 205.500

E 20.500

N 205.000

E 20.000

N 204.500

E 19.500

N 204.000

E 19.000

N 203.500

E 18.500

N 203.000

E 18.000

N 202.500

E 17.500

N 202.000

E 17.000

N 201.500

E 16.500

N 201.000

E 16.000

N 200.500

E 15.500

N 200.000

E 15.000

N 199.500

E 14.500

N 199.000

E 14.000

N 198.500

E 13.500

N 198.000

E 13.000

N 197.500

E 12.500

N 197.000

E 12.000

N 196.500

E 11.500

N 196.000

E 11.000

N 195.500

E 10.500

N 195.000

E 10.000

N 194.500

E 9.500

N 194.000

E 9.000

N 193.500

E 8.500

N 193.000

E 8.000

N 192.500

E 7.500

N 192.000

E 7.000

N 191.500

E 6.500

N 191.000

E 6.000

N 190.500

E 5.500

N 190.000

E 5.000

N 189.500

E 4.500

N 189.000

E 4.000

N 188.500

E 3.500

N 188.000

E 3.000

N 187.500

E 2.500

N 187.000

E 2.000

N 186.500

E 1.500

N 186.000

E 1.000

N 185.500

E 0.500

N 185.000

E 0.000

Acreage Material For Project I-89-2 (3)

Item		
1.	Trees	
	A. Evergreens	
	1. Tsuga canadensis (Canada hemlock)	7
	2. Juniperus virginiana (Eastern red cedar)	13
	3. Thuja occidentalis (Eastern white cedar) (Pryamidal type)	32
	4. Pinus strobus (Eastern white pine)	1
	5. White spruce	2
	6. Colorado Feathers	4
	B. Deciduous	
	1. Acer rubrum (red maple)	1
	2. Quercus borealis (Northern red oak)	9
	3. Betula papyrifera (white birch)	19
	4. Cornus florida (flowering dogwood)	9
	5. Sugar maple (1 @ 1'-1 1/4" (12 @ 4")	13
2.	Shrubs	
	A. Deciduous	
	1. Rosa multiflora (Japanese rose)	203
3.	Vines	
	A. Deciduous	
	1. Vinca minor (Periwinkle)	18

4. General Notes
   A. Size of Planting Material
      1. Evergreen trees should be 3 year old transplants or older.
      2. Evergreen shrubs should be 12" in diameter (measurement is average spread or branches)
      3. Large deciduous trees should be 1 to 1 1/2 inches in caliper with a minimum height of 7 to 9 feet.
      4. Small deciduous trees should be 1 1/4 inch in caliper, 5 to 6 feet in height with 4 or more branches.
      5. Deciduous shrubs should be 2 to 3 feet in height, with not less than 4 canes, 2 feet and up.
      6. Evergreen shrubs shall be 9"-12" in height and 2" to 4" minimum caliber.
         All conifers must have dormant buds and secondary needles.
      7. Periwinkle to be planted 3-5 ft. apart.
   B. All plant material to be graded according to American standards for Nursery stock.
   C. Fertilizer (10-10-10) to be applied at the same time as the grass seed at the rate of 300 lbs./Ac.
   D. Four inch - - - - - - - Sugar Maples to be planted between Sta 109+0 and 114+50 (at PT 2) to replace elm trees that will be removed

NOTE: SEE SHEET NOS 59-60 FOR RELOCATED DOG RIVER ROAD DATA.
SEE SHEETS NOS 106-133 FOR STRUCTURE AT 237+15.41 (STR. # 2)

DEMOLITION AND REMOVAL OF BUILDING ITEM, 586

STA 233+12 RT.	NO 1 ✓
STA. 235+30 LT.	2 ✓
STA. 235+70 LT.	3 ✓
STA 236+50 LT.	4 ✓
STA 237+20 LT	5 ✓
STA 238+35 LT	6 ✓

CONTRACT NO. 1 CONTRACT NO. 2

Sta. 236+71.41 — End of Contract No. 1 - Beginning of Contract No. 2
Contract No. 1 Includes Dog River Road Relocation & Montpelier Interchange.
Contract No. 2 Consists of Bridge Items only, Including Bridge Approach Slabs.

STRUCTURE NO. 2
North side of West Bound Bridge shown in solid line
North side E.B., broken line

P.V.I. Sta. 232+50 ✓
El. = 550.50
V.C. = 800
K. = 5.50
H.S.D. = 625 ✓

Exist Ground
At Base Line.
Datum = 540

629.9 613.5 607.9 598.1 591.3 580.5 575.7 573.2 565.5 555.8 562.3 569.2 566.2 557.4 551.8 558.2 570.8 571.8 571.2 571.3 569.9 572.6 563.0

222 50 223 50 224 50 225 50 226 50 227 50 228 50 229 50 230 50 231 50 232 50 233 50 234

Datum 500

556.1 541.4 536.7 533.2 531.1 528.7 521.1 516.7

236 50 236 50 236 50 237 50 238

PLAN AND PROFILE
STA. 223+00 TO STA. 238+00

32

PROJECT I-89-2(3)

9

FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT No.	SHEET	TOTAL SHEETS
1	VERMONT	I 89-2(3)	56	800

3 CABLE GUARD RAIL WITH STEEL POSTS

~~STA. 5 + 91 LT. TO 8 + 79 LT.~~
~~STA. 12 + 70 LT. TO 15 + 00 LT.~~
STA. 7 + 50 RT. TO 9 + 20 RT.
STA. 12 + 00 RT. TO 15 + 00 RT. ✓

DRILLING & BLASTING OF SOLID ROCK SUB-GRADE

STA. 5 + 50 TO 9 + 20

GRANITE SLOPE EDGING

RAMP "B"
STA. 15 + 75 TO 18 + 00 LT. ✓
STA. 16 + 20 TO 16 + 70 RT. ✓
RAMP "A"
STA. 15 + 51 TO 17 + 13 RT. ✓
RAMP "H"
STA. 6 + 14 TO 6 + 64 LT. ✓
STA. 5 + 50 TO 15 + 00 ISLAND ✓

~~B.M. 2A~~
~~STA. 24" Elm~~
~~6+75 - 15 Rt.~~
~~Elev 595.17~~

~~B.M. 3A~~
~~Spot on Ledge~~
~~11+32 - 42' Lt.~~
~~Elev 563.47~~

BM 3 AA
SIB 24" Hem
El 589.02

BM 3 AB
SIS 18" Pine
El 574.14

BM 2 AA
SIR 8" Hem
El 613.43

RAMP "H"

RAMP "A"

RAMP "B"

MONTPELIER INTERCHANGE SHEET 53

MATCH LINE

MATCH LINE STA. 15+00

Const 4' Ditch

Ledge continues; See cross sections

Cut

Fill

Ditch Eliminated

Rock Cut

Ramp "H" P.C. 5+26+91.97
Ramp "H" 14+75.00 (36' Lt.)

Ramp "H" P.T. 6+10.0 (24' Lt.)

Ramp "B" P.T. 18+00 ✓
Ramp "H" 8+00 (24' Lt.)

Ramp "A" P.C. 15+53.59 ✓
Ramp "H" P.O.T. 6+04.5

Ramp "A" P.T. 17+13.03 ✓
Ramp "H" 7+14.00 (36' Rt.)

P.O.T. 6+04.5

P.O.T. 12+08.5

P.C. 12+99.30 ✓

STA. 5+50 CONSTRUCT 24" R.C.P. w/Conc. M.H. w/ C.I. Cover

STA. 15+50 - 7+50 (H) CONST. 24" X 200' R.C.P.

STA. 7+0 RT. CONST. 24" X 58' R.C.P. w/ Grate

STA. 8+00 LT. CONST. 18" X 16' R.C.P. w/ Grate

RAMP H STA. 6+10 LT. - 6+50 LT. CONST. 24" X 40' R.C.P.

#3A NATIONAL LIFE INSURANCE CO.

NOTE:
CURVE DATA FOR RAMPS "A" & "B" SHOWN ON SHEET 53 - MONTPELIER INTERCHANGE PLAN
CURVE DATA FOR RAMP "H" SHOWN ON SHEET 57

NOTE: FOR SUMMARY OF LANDSCAPE MATERIAL
Project I-89-2(3) Sheet # 32
Contract # 1 Sheet # 32

NOT Fd

P.V.I. - STA. 8 + 00
EL. = 598.90 ✓
VC = 300' ✓
K = 1.305

P.V.C. ✓

P.V.T. ✓

-0.92% ✓

-4.40% ✓

M.H. 24" X 38' R.C.P.

NOTE: SEE SHEETS 54 & 55 FOR PROFILES AND DRAINAGE FOR RAMPS A & B.

610 600 590 580 570 560 550 540 530 520

614.7 606.0 595.4 591.2 586.4 583.5 579.5 574.2 567.3 563.6 558.2 552.0 546.4 539.1 535.4 533.5 530.4 527.7 526.5 527.2

5 50 6 50 7 50 8 50 9 50 10 50 11 50 12 50 13 50 14 50 15

RAMP "H" (MONTPELIER INTERCH.)
STA. 5+50 TO STA. 15+0

PROJECT I 89-2 (3)

56

10

FED. ROAD DIV. No.	STATE	FEDERAL PROJECT No.	SHEET	TOTAL SHEETS
1	VERMONT	I 89-2 (3)	57	800

EXCAV. & REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 116A
STA ~~520+00~~ TO 27+00 RAMP 'H'
24+75

DRILLING & BLASTING OF SOLID ROCK SUBGRADE
STA. 17+25 TO 19+75 RAMP 'H'

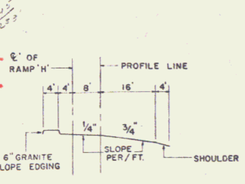
GRANITE SLOPE EDGING
RAMP 'N' 521+39 TO 524+40 RT. ✓
522+42 TO 525+27 LT. ✓
RAMP 'O' 522+51 TO 524+64 RT. ✓
522+61 TO 524+35 ISLAND ✓
RAMP 'M' 523+38 TO 525+55 RT. ✓
524+25 TO 526+86 LT. ✓
RAMP H 15+00 TO 18+43 ISLAND ✓
19+20 TO 27+00 ISLAND ✓

3 CABLE GUARD RAIL WITH STEEL POSTS
RAMP ~~H~~
~~STA 5+00 LT TO 17+50 LT~~
~~STA 5+00 LT TO 26+18 LT~~
STA 5+00 RT. TO 26+08 RT ✓
~~RAMP M~~
~~STA 520+00 RT TO 524+00 RT~~
RAMP M STA 522+64
STA ~~520+00 LT~~ TO ~~526+60 LT~~
Dog River Road
Sta 0 20+00 - 521+50 Lt

GRANITE SLOPE EDGING (CONTINUED)
RAMP 'O' 523+32 TO 524+65 LT. ✓
RAMP 'H' 16+35 TO 18+78 LT. ✓
19+22 TO 20+80 LT. ✓

Steel Guide Posts
Ramp H Sta 22+00 - 27+00 Lt

STORAGE LANE TYPICAL SECTION ✓
STA. 16+00 to 18+42

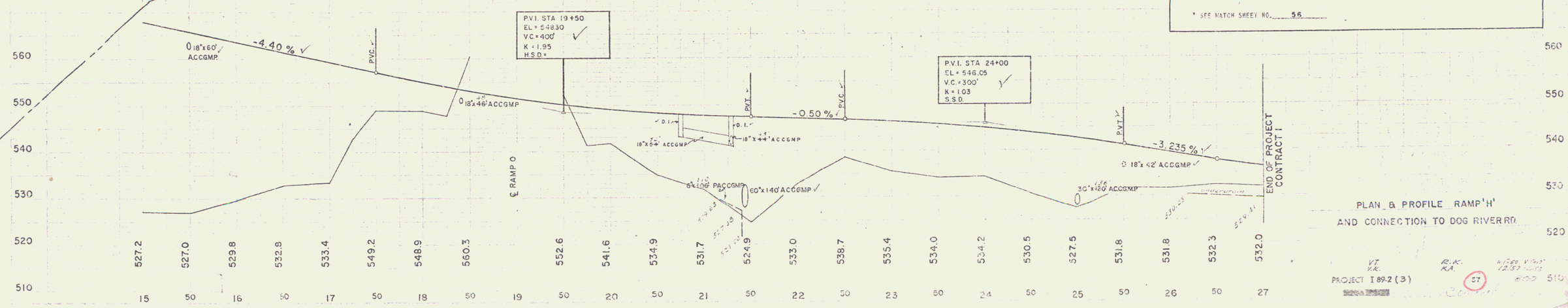


NOTE: FOR SUMMARY OF LANDSCAPE MATERIAL Project I-89-2(3) Sheet #32 Contract #1 Sheet #2

CURVE DATA

CURVE NO.	RAMP	Δ	D	R	T	ARC L
*18	H	7° 08' 21"	11° 27' 33"	500.00	31.19	62.30 ✓
*19	H	14° 40' 52"	11° 27' 33"	500.00	64.41	128.12 ✓
*20	H	3° 33' 57"	19° 05' 55"	300.00	9.60	19.19 ✓
*21	H	14° 09' 51"	11° 27' 32"	500.00	62.11	123.60 ✓
22	H	31° 11' 56"	6°	954.93	266.61	519.98 ✓
23	N	119° 38' 57"	38° 11' 50"	150.00	233.87	300.15 ✓
24	O	19° 50' 34"		193.04		50.01 ✓
25	N	12° 45' 09"		225.79		50.25 ✓
26	O	45° 18' 21"	19° 05' 55"	300.00	125.20	237.22 ✓
27	M	49° 47' 11"	19° 05' 55"	300.00	138.91	260.68 ✓
28	M	4° 30' 31"	8° 59' 20"	637.42	25.03	50.16 ✓
29	H	20° 20' 30"	6°	954.93	171.4	339.00 ✓

* SEE MATCH SHEET NO. 56



PLAN & PROFILE RAMP 'H' AND CONNECTION TO DOG RIVER RD.

VT. VA. R.K. RA. WITNESS V.P.I. 12.57 miles

PROJECT I 89-2 (3) 57 800 510

PLANK GUARD RAIL W/ PRESERVATIVE TREATMENT

Sta 491 — 497

P.C. 485+95.9 ✓

P.I. RIVER ℄

ON ℄ DOG RIVER

DOG RIVER

BM #6
SIT. 12' E
Elev. 521.98

Δ 60°53' LT
D 10°
R 573.0
T 337.1
L 608.8
E 91.6

489+02.5 Sta. 97'30" Rt.
New ⌀ for S.H. Inlet
30" x 60' ACCMP
LH of Inlet SH @ Outlet

P.T. 492+04.7 ✓

meadow

N 16°00'W

#3A NATIONAL LIFE INSURANCE CO

#3B NATIONAL LIFE INSURANCE CO.

SP 47
TO CITY OF MONTPELIER

SP 48
TO CITY OF MONTPELIER

59A

MATCH TO SHEET

BERLIN
MONTPELIER

TOWN LINE

POST 488+40.0

ROAD TO BE TERMINATED
AND BARRICADED

P.I. 489+33.0=
488+67.6

POST 491+07.1

Contr. Div'n

✓ CONSTRUCT SATISFACTORY APPROACH

Sta. 439+00
BEGIN RELOCATION ✓

-0.500% ✓

present road profile

-0.500% ✓

INTERSTATE ℄

520
510
500

524.0 521.3 520.2 520.1 520.5 521.1 523.4 525.4 524.7 525.2 521.8 520.1 516.8 516.5 516.5 516.9 513.0 512.7 513.1 513.0 512.1 510.9 511.0 511.4 512.0 510.6 508.8

485 +50 486 +50 487 +50 488 +50 489 +50 490 +50 491 +50 492 +50 493 +50 494 +50 495 +50 496 +50 497 +50 498

BM #6 SIT. 12" Elm 9 Ft Lt Sta 489+12 Elev. 521.98

DOG RIVER ROAD
Proj F-089-2(3)
Sheet 59 of 800
Cont 1

12

~~PLAIN GUARD RAIL W/ PRESERVATIVE TREATMENT~~
~~STA. [illegible]~~

3 CABLE GUARD RAIL WITH STEEL POSTS
Sta 498+50 - 504+50 Lt ✓
~~Sta 504+50 - 505+00 Lt~~

~~EXCAVATION & REMOVAL OF ROAD SURFACE ON ROUTE VT 5 ITEM 108~~
~~STA 504+00 - 506+00 Lt~~

#4 EMMA M. SANBORN

~~ROAD TO BE TERMINATED AND BARRICADED~~

QCD dated 4/24/68 BK? Pg?
All R,T,I, to City of Montpelier
from 265' west of 239+90 thence
205' southeasterly & southerly

WINOOSKI RIVER

Drive

B.M
Spot on Abut
El 521.05

Bridge

1½ SF House

NATL LIFE

SEE SHEET NO 60

~~INT BASE LINE POT 237+420~~
~~DOG RIVER ROAD POT 506+314~~

Standard Reflectorized Railroad advance warning Signs to be erected by state approx. 500 ft. from crossing

RR MILE POST 49.49

CENTRAL VERMONT RAILWAY, INC.

~~PI 505+341~~
~~499+514~~

Rev PI 505+174 =
499+615

WINOOSKI AVENUE

New RR Xing to be built

R.R. ROW

MONTPELIER & BARRE RAILROAD CO

Standard Reflectorized Railroad advance warning Sign to be erected by State approx. 500 ft. from crossing

503+00 - 504+05 Lt
New 15" ACCGMP 80°
SH & Inlet

END FENCE

DOG RIVER

MATCH LINE

~~PT 505+96.42~~ New 15" 505+30.22

Δ ~~127° 30'~~ RT 126° 18'
D 18°
R 318.31
T ~~646.6~~ 623.8
L ~~700.8~~ 701.7
E ~~49.4~~

501+50 New 30" ~~RCP~~ 100' RCP
~~Drop Inlet~~ & Outlet
SH & Inlet C.H

SP 48
TO CITY OF MONTPELIER

SP 47
TO CITY OF MONTPELIER

BM # 7
SIP 15" Elm ✓
Elev 511.53

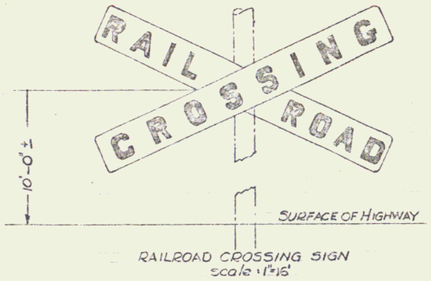
POST 501+76.7

PC 498+88.6

NATIONAL LIFE INSURANCE CO.

MATCH TO SHEET 59

New Railroad crossing and Railroad crossing signs to be constructed and erected by the Central Vermont Railway Inc.



RAILROAD CROSSING SIGN
scale 1"=1'

DOG RIVER ROAD
Project I 50-2(3)
Sheet 59 of 800
Cont.

13

EXCAVATION & REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 118 A
STA. 505+00 TO 520+00 LT.

3 CABLE GUARD RAIL
STA. 518+50 TO 520+00 LT. ✓
STA. 505+00 TO 506+00 LT.

I 89-2 (3) 60 800

Island

Winooski River

MATCH LINE - SEE SHEET NO. 59A

MATCH LINE SEE SHEET NO. 57

STRUCTURE NO 2
SEE SHEETS 106-134

Rev PI 508+10.9 =
508+10.7

Dog River Rd. Rev. & POT. 506+31.4 =
Interstate & POT. 237+42.0

WINOOSKI AVE. R.O.W.

R.R. R.O.W.

WINOOSKI AVE.

Const. Ditch

#30 NATIONAL LIFE INSURANCE CO.

BM
Top Curb Mkr
El 524.84

Inv 507.7

Existing 8" ECP

Existing 2.5'x3' Stone Box

CURVE DATA
Δ = 29°-52' LT.
R = 5729.65
T = 143.36
L = 286.67
D = 1°
E = 1.78

P.C. STA. 513+56.45 ✓

P.T. STA. 516+31.82 Back
= STA. 516+42.47
Ahead

P.C. STA. 516+02.9

MONTPELIER & BARRE RAILROAD CO.

Inv. 507.6

Inv. 507.6

S 84° 07' 30" E

510 / 511 / 512 / 513 / 514 / 515 / 516 / 517 / 518 / 519 / 520

514 SURVEY BASE LINE

514 REVISED BASE LINE

S 81° 15' 30" E

RELOCATED DOG RIVER ROAD

R.R. R.O.W.

Cut

Fill

Pasture

END FENCE

END FENCE

24" Elm

30" Elm

18" Elm

Barn

Shed

Rev. Curve Data
Δ 4°30' Rt
D 5729.65
T 202.6
L 225.0
E 3.50

CURVE DATA
Δ = 29°-52' RT.
R = 5729.65
T = 143.36
L = 286.67
D = 1°
E = 1.78

Rev. PT. 510+15.5

PT. STA. 510+43.31

STA. 512+64 CONST
30"x132' ACCGMP
W/RCP & W.C.G. M.P
45 KEW 31+30' RT.
49°

W

E

BM 3A
Spike in Ledge
El 535.61

#53. MONTPELIER & BARRE RAILROAD CO.
(417±) STA. 504+60 - 523+00±
SLOPE RIGHTS 504+75 - 514+50±
CULVERT RIGHTS 512+70
COND 12/19/58.
RECORDED MONTPELIER BK 90 PG 321-330. 12/19/58.
REPLACE CULVERT 40+05 (TRACK STATION)
SEE 200 SCALE SHEET SH-1

#3A NATIONAL LIFE INSURANCE CO.

Rev. PT. 505+96.9

Rev. PC. 506+03.3

Dog River Rd. Surv. & POT. 506+402 =
Interstate & POT. 237+24.8

Sp 48 - To
CITY OF
MONTPELIER

Spaulding
No. 8
12/57
1/58

P.V.I. STA 506+00
EL 525.51
VC = 200'
K =

PVI Sta 507+50
El = 526.42
VC = 200'
K = 0.54

P.V.I. STA 513+00
EL = 521.94
VC = 200'
K = 25

P.V.I. STA 516+50
EL 523.69
VC = 300'
K = 1.54 ✓

+0.60% ✓

-1.56%

-0.51%

+0.5% ✓

+4.60% ✓

P.V.C.

P.V.T.

TOP OF RAIL C.V.R.D.

30"x132' ACCGMP

PVI Sta 511+00
El = 520.94
VC = 500'
K = 1.29

540 / 530 / 520 / 510 / 500 / 490 / 480 / 470

515.4 517.4 521.3 530.7 536.4 522.7 520.6 523.4 530.7 529.6 525.5 519.4 514.7 518.0 523.5 511.2 508.2 506.8 509.5 509.6 510.1 510.0 510.5 515.0 513.3 512.3

505 50 506 50 507 50 508 50 509 50 510 50 511 50 512 50 513 50 514 50 515 50 516 50 517 50 518 50 519 50 520

RELOCATED DOG RIVER ROAD
PLAN & PROFILE - STA. 505+00 TO 520+00

V.T.
V.K.
PROJECT I 89-2 (3)

R.K.
K.A.
60

#17-80 V.T.=10'
12/57 - 1/58

800

Contract

14

OFF PAPER SEE SHEET 61

THREE CABLE GUARD RAIL WITH STEEL POST
Sta. 246+76 to 246+36 EB Lt.
Sta. 245+44 to 246+86 WB Rt.

#3B- NATIONAL LIFE INSURANCE CO.

#4 - SANBORN

#7 - HARPAN & BARDWELL

#8 CHARLES A. & KATHLEEN L. PICHE
(A 0.31±) STA 249+87 - 252+80
W.O. 6/17/57
RECORDED: MONTPELIER - BK 84 - PG 385/86 - 6/20/57

#9 LAGUE INC.
(A 17.0±) STA 251+22 - 276+48
W.D. 4/15/59
RECORDED: MONTPELIER BK 91 PG. 395-7 4/16/59

#3C- NATIONAL LIFE INSURANCE CO.

#5- JONES REAL ESTATE CO. INC.
(A-4.5±) STA 239+00 - 246+46±
COND 12/17/58
RECORDED: MONTPELIER - BK 90 - PG 321/30 - 12/19/58

#6 A CITY OF MONTPELIER
GREEN MOUNT CEMETERY COMMISSION
(A-4.5±) STA 244+63 - 252+63±
W.D. 3/2/59
RECORDED: MONTPELIER - BK 91 PG 363/64 - 3/4/59

#6 C CITY OF MONTPELIER
GREEN MOUNT CEMETERY COMMISSION
(A 0.14±) STA 251+50 - 253+00
W.O. 4/13/59
RECORDED: MONTPELIER BK 91 - PG 387-8 4/14/59

#52 CAPITAL HEIGHTS ASSOCIATES
RIGHT OF WAY STA 252+00
COND 12/19/58
RECORDED: MONTPELIER - BK 90 - PG 321/30 - 12/19/58

REVISED - B CURVE #2
Δ = 58°-02'
D = 3°-30'
R = 1637.28
T = 908.14
L = 1658.09
E = 235.00
SEE ALIGNMENT SHEET FOR SPIRAL DATA

SURVEY B CURVE #2
Δ = 58°-02'
D = 4°-0'
R = 1432.69
T = 794.70
L = 1450.80
E = 205.65

B.M. 51
3.1 R. 8.2 Elev.
E. 1591.49

B.M. NO 3
Elev. 515.84
INTERSTATE
B.M. N 043

P.O.T. 238+34.8
P.O.T. 240+47.7
P.O.T. 241+00.5
P.O.T. 245+42.0
P.O.T. 248+66.8

BEGIN FENCE
R.O.W. Fence
EAST BOUND ℄
WEST BOUND ℄
U.S. Route 2 Relocation
U.S. Route 2

STA. 246+00
BRIDGE ENDS ROADWAY BEGINS

STA. 247+25 to 253+00
DRILLING & BLASTING SOLID ROCK SUBGRADE ITEMS 114 MOD.

THREE CABLE MEDIAN GUARD RAIL AT BRIDGE
STA. 246+00

NOTE: SEE SHEETS 59-60 FOR DOG RIVER ROAD RELOCATION.
SEE SHEET NOS. 61, 62 FOR U.S. RTE. 2 RELOCATION NO. 1.
SEE SHEETS 106-113 FOR STRUCTURE AT 237+ + 15.41

NOTE: —— EXISTING 8" WATER MAIN
------ PROPOSED ROUTE (NOT SHOWN) (TO BE APPROXIMATELY 5.0' SOUTHERLY OF SOUTHERLY EDGE OF PAVEMENT ON U.S. ROUTE 2 RELOCATION.)

THE CROSS SECTIONS BETWEEN 247+27.07 AND 267+35.16 HAVE BEEN OFFSET TO PROVIDE FOR A 350' SPIRAL AT EITHER END OF THE CURVE. THE FOLLOWING INFORMATION APPLIES TO THE SPIRAL CURVE. SEE ALIGNMENT SHEET NO. 29 FOR OFFSETS TO THE SPIRAL TRANSITION.
Δ = 58°02' LT.
D = 3°30'
Ls = 350'
T.S. = 247+27.07
S.C. = 250+77.07
C.S. = 263+85.16
S.T. = 267+48.81

NOTE: FOR SUMMARY OF LANDSCAPE MATERIAL Project I-89-2 (3) Sheet #32

STA. 246+00
END BRIDGE
RESUME ROADWAY

STRUCTURE NO. 20
North side of West Bound Bridge shown in solid line
North side E.B., broken line.

P.V.I. Sta. 251+00
El. = 553.75
V.C. = 500
K = 2.19
H.S.D = 640'

STATIONING ALONG CENTER LINE

PLAN AND PROFILE
STA. 238+00 TO STA. 253+00

PROJECT I 89-2 (3)

33

15

#9 LAGUE, INC.

REVISED ℄	SURVEY ℄
Δ = 58°-02'	Δ = 58°-02'
D = 3°-30'	D = 4°-0'
R = 1635.69	R = 1432.69
T = 908.74	T = 794.70
L = 1658.63	L = 1450.80
E = 235.01	E = 205.6

DRILLING & BLASTING SOLID ROCK SUBGRADE ITEM 114 MOD.

STA 253 + 00 to 261 + 40
STA 262 + 35 to 265 + 30

Curve No. 2
Superelevation Data

Sta 248+75 To 247+50 Tan runout
" 247+50 " 250+50 Runoff
" 250+50 " 264+00 Full Superelevation 1" per ft
" 264+0 " 267+35.16 BA Runoff
267+52.13 AH To 268+52.16 Tan Runout
267+35.16 BA

THREE CABLE GUARD RAIL WITH STEEL POST

STA 263+05 to 258+00 EB LT
STA 260+62 to 261+78 WB RT
STA 267+00 to 268+00 WB LT
STA 262+32 to 263+05 EB RT

BM 53
Spot On Ledge
El. 591.44

BM 52A
S.I.R. 10" Pap.
El 591.32

Spot On Ledge
El 591.79

T.B.M.
Spot on Ledge
El. 589.22

BM 53-A
Spot On Ledge
El. 589.44

Revised ℄ PT. 265+61.82 Back =
℄ Sta. 265+75.47 Ahead

℄ PT 264+60.0 Back =
264+78.47 Ahead

℄ PT 265+61.82 Back =
℄ Sta. 265+75.47 Ahead

#11 EVERETT M. & AGNES M. REVEAU
(A 500 S.E.) STA 265+13 - 266+27
RECORDED: MONTPELIER BK. 97
PG. 151-152 11/18/60

TYPICAL CHANNEL SECTION

Westbound	Eastbound
P.V.I. Sta. 261+50	P.V.I. Sta. 261+50
El. = 601.75	El. = 601.75
V.C. = 1200	V.C. = 1400
K = 7.51	K = 9.40
S.S.D. = 590'	S.S.D. = 620'

+ 4.00%
W.B. - 1.008%
E.B. - 1.37 %

Datum = 560

STATIONING ALONG CENTER LINE

PLAN AND PROFILE
STA. 253+00 TO STA. 268+00

PROJECT I 89-2 (3)

34

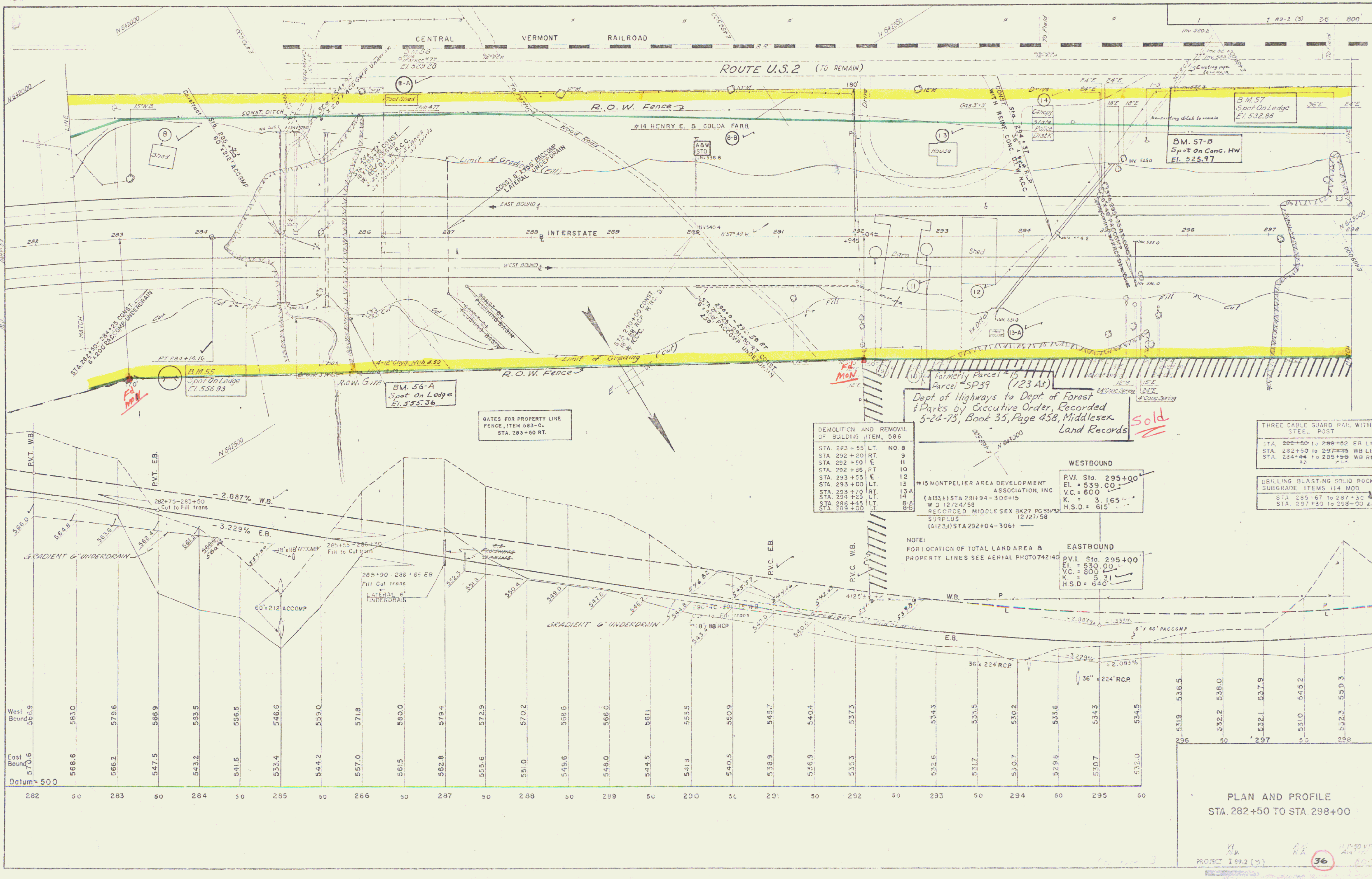
16

PLAN AND PROFILE
STA 268+00 TO STA. 282+50

PROJECT I 89-2 (3) 35 800

P/L'S REVISED 3/26/59 dmk

17

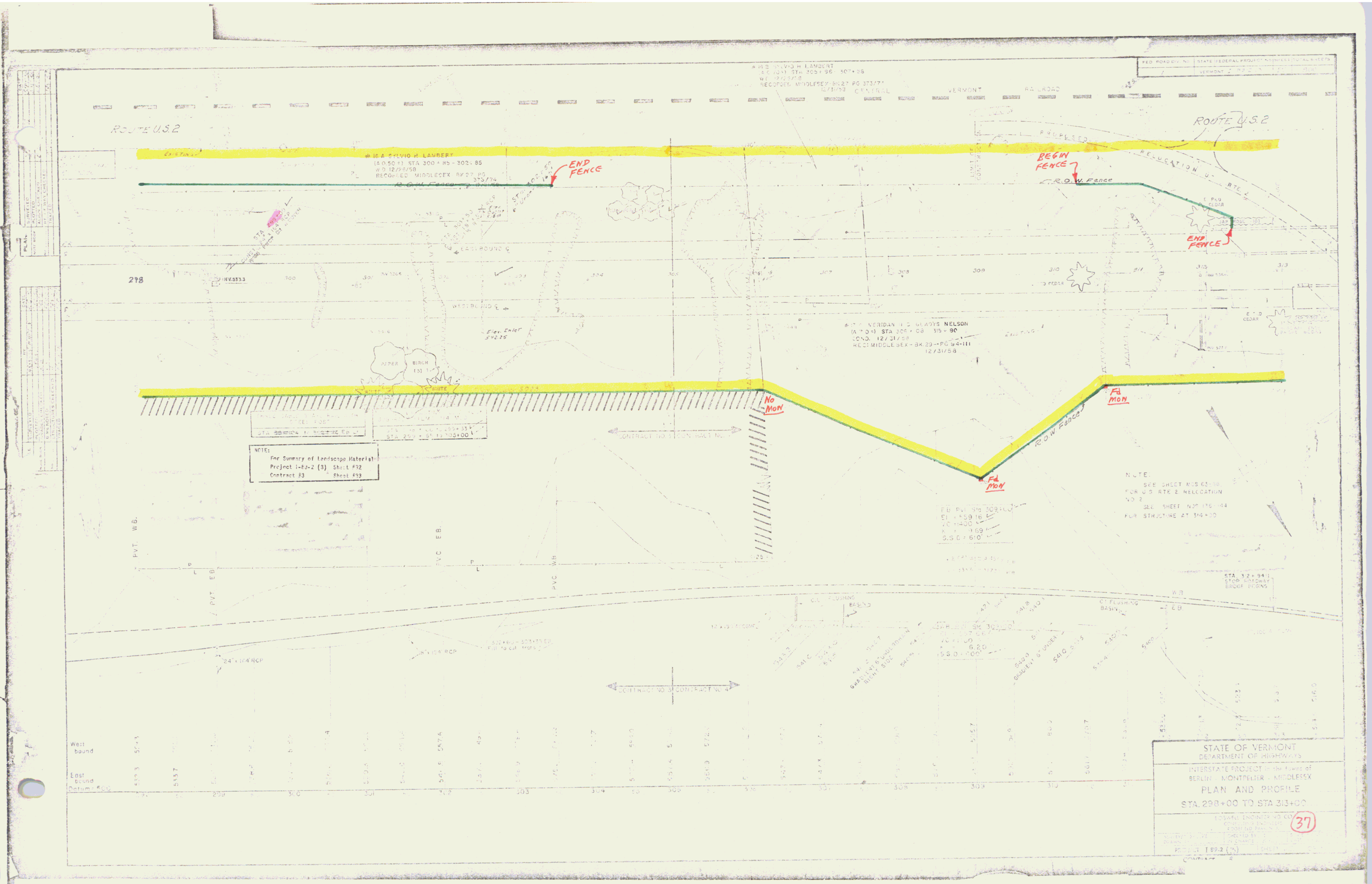


DEMOLITION AND REMOVAL OF BUILDING ITEM, 586		
STA. 283 + 55	LT.	NO. 8
STA. 292 + 20	RT.	9
STA. 292 + 50	℄	11
STA. 292 + 86	RT.	10
STA. 293 + 55	℄	12
STA. 293 + 00	LT.	13
STA. 293 + 70	RT.	13-A
STA. 294 + 25	LT.	14
STA. 286 + 45	LT.	8-A
STA. 289 + 00	LT.	8-B

THREE CABLE GUARD RAIL WITH STEEL POST			
STA. 282+50	to	288+82	EB Lt.
STA. 282+50	to	297+15	WB Lt.
STA. 284+44	to	285+56	WB Rt.

DRILLING BLASTING SOLID ROCK SUBGRADE ITEMS 114 MOD.
STA. 285+67 to 287+30
STA. 297+30 to 298+00

Station	West Bound	East Bound
282	566.9	570.6
50	583.0	568.6
283	579.6	566.2
50	566.9	547.5
284	563.5	543.2
50	556.5	541.5
285	546.6	533.4
50	559.0	544.2
286	571.8	557.0
50	580.0	561.5
287	579.4	562.8
50	572.9	555.6
288	570.2	551.0
50	568.6	549.6
289	566.0	548.0
50	561.1	544.5
290	553.5	541.8
50	550.9	540.5
291	545.7	538.9
50	540.4	536.9
292	537.3	535.3
50	534.3	532.6
293	533.5	531.7
50	530.2	530.7
294	533.6	529.8
50	534.3	530.7
295	534.5	532.0
296	536.5	531.9
50	538.0	532.2
297	537.9	532.1
50	545.2	531.0
298	559.3	552.3


FED. ROAD DIV. No. | STATE | FEDERAL PROJECT No. | SHEET | TOTAL SHEETS
VERMONT
CENTRAL VERMONT RAILROAD
ROUTE U.S. 2
EXISTING
#16 A SYLVIO H. LAMBERT
(A 0.50 ±) STA 300 + 85 - 302 + 85
W.D. 12/26/58
RECORDED MIDDLESEX BK 27 PG 373/74
12/31/58
#16 B SYLVIO H. LAMBERT
RECORDED MIDDLESEX BK 27 PG 373/74
12/31/58
R.O.W. Fence
END FENCE
BEGIN FENCE
R.O.W. Fence
PROPOSED RELOCATION U.S. RTE. 2
LIMIT OF CONSTRUCTION
END FENCE
CEDAR
JAP. ROSE
EASTBOUND ℄
WESTBOUND ℄
298
INV. 533.3
300
301
303
304
305
307
308
309
310
311
312
313
Elev. Inlet 542.25
PAPER BIRCH (3)
WHITE
#17 A NERIDAN & GLADYS NELSON
STA 306 + 08 - 315 + 80
COND. 12/31/58
REC: MIDDLESEX - BK. 29 - PG 94-111
12/31/58
EXISTING
No MON
Fd MON
Fd MON
R.O.W. Fence
THREE CABLE STAND RAIL WITH STEEL POST
STA 299 + 65 to 305+00
NOTE:
For Summary of Landscape Material
Project I-89-2 (3) Sheet #32
Contract #3 Sheet #33
CONTRACT NO. 3 | CONTRACT NO. 4
NOTE:
SEE SHEET NOS 63-66 FOR U.S. RTE 2 RELOCATION NO. 2
SEE SHEET NOS 136-144 FOR STRUCTURE AT 314+00
E.B. PVI Sta 309+00
El = 559.16
VC = 1400
K = 9.69
S.S.D. = 610'
PVT. W.B.
PVT. E.B.
PVC. E.B.
PVC. W.B.
24" x 164' RCP
18" x 164' RCP
C.I. FLUSHING BASIN
GRADIENT 6" UNDERDRAIN RIGHT SIDE
STA. 312 + 94.1 STOP ROADWAY BRIDGE BEGINS
W.B.
E.B.
West bound
East bound
Datum = 500
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
INTERSTATE PROJECT in the towns of
BERLIN - MONTPELIER - MIDDLESEX
PLAN AND PROFILE
STA. 298+00 TO STA. 313+00
BOSWELL ENGINEERING CO.
CONSULTING ENGINEERS
37
PROJECT I 89-2 (3)
CONTRACT 3

CONST. PLANK GUARD RAIL WITH PAINT - ROUTE 2
STA. 316+00 - 190' LT.

DRILLING & BLASTING SOLID ROCK SUBGRADE ITEM 114 MOD.
STA. 324+25 to 325+30
STA. 325+20 to 327+34
STA. 327+77 to 328+00

THREE CABLE GUARD RAIL WITH STEEL POSTS
STA. 313+00 to 313+40 WB. RT.
STA. 316+48 to 323+48 WB. RT.
STA. 314+39 to 326+55 E.B. LT.

THREE CABLE GUARD RAIL WITH STEEL POSTS
STA. 314+10 - 315+40 Est. Rt.
STA. 313+36 - 321+40 E.B. Lt.
STA. 315+19 - 315+40 W.B. Rt.
STA. 315+50 - 319+85 W.B. Rt.

THREE CABLE MEDIAN GUARD RAIL AT BRIDGE
STA 314+82

EXCAVATION AND REMOVAL OF ROAD SURFACE ON ROADWAYS
ITEM 118 A
STA 316+00 to 328+00 LT

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL
ITEM 550
STA. 315+86 to 326+60 LT

B.M. No. 58
S.D.T.
Elev. 512.67

I 89-2 (3) 38 800

CENTRAL VERMONT RAILROAD

EXIST. U.S. RTE. 2 (TO REMAIN)

EXIST. U.S. ROUTE 2 (PAVEMENT TO BE REMOVED)

CONSTRUCT WOODEN PLANK GUARD RAIL STA. 316+00 - 190' LT.

B.M. No. 58
Yard Limit Sign
Elev. 520.29

Sta. 319+51 to 322+25
special Ditch

STA. 319+35
CONSTRUCT U-TURN
SEE STANDARD SHEET B-17

CONSTR. OUTLET CHANNEL

R.O.W. FENCE

Sta 326+50 Askew 70°-30' RT
18" x 120' RCP w/RCDE w/R.C.C.

Sta. 326+66
Askew 70°-30' RT
18" x 84' RCP D.I. @ Outlet

BEGIN FENCE
JAP ROSE (10)
E. RED CEDAR
STA 312+88 BRIDGE ENDS ROADWAY BEARING

END FENCE
BEGIN FENCE
JAP ROSE 10
E. RED CEDAR

BRIDGES TO CONST. SEE SHEET Nº 136 TO 144

PROPOSED RELOCATION N°2 OF U.S. RTE 2

#17 A NELSON
R.O.W. Fence

Town Road

Sta. 319+00 CONST. 18" x 76' ACCGMP w/RCDI

Sta. 321+73 Askew 53°-10' CONST. 18" x 91' x 206' ACCGMP w/RCDI 3 Bar Trash Rack & Grate 3 Bar Debris Rack

Sta. 323+25 CONST. 18" x 74' ACCGMP w/RCDI

Sta. 326+50 CONST. 18" x 92' R.C.P. w/RCDE

Sta. 324+33 RT. to Sta. 324+24 6" x 512' ACCGMP Underdrain

320+50 6" x 144' Pacgm Undr.

#17 B MERIDIAN H. & GLADYS NELSON
(A 30.2±) STA 316+00 - 346+50±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 - 111 12/31/58

NOTE:
SEE SHEET NOS 63-66
FOR US. RTE. 2 RELOCATION
NO. 2

NOTE:
For Summary of Landscape Material
Project I-89-2 (3) Sheet #32
Contract #4 Sheet #41

DRILLING & BLASTING SOLID
ROCK SUBGRADE ITEM 114 MOD.
STA. 324+44 to 325+23
STA. 325+60 to 326+65
STA. 327+0 to 328+78

Base Line Curve Data
Δ = 2°-33'
D = 0°-15'
R = 22 918.32
T = 510.05
L = 1020.00
E = 568

Revised Base Line Curve Data
Δ = 2°-10' Lt
D = 0°-15'
R = 22 918.32
T = 433.39
L = 866.67
E = 410
Do Not Bank

STA 314+81.59
END BRIDGE
RESUME ROADWAY

P.V.T. W.B.
P.V.T. E.B.
P.V.C. W.B.
P.V.C. E.B.

-3.173%
-3.453%

East Bound
West Bound

STRUCTURE Nº 4

18" x 76' ACCGMP

W.B. P.V.I. STA 321+50
EL. = 518.0
V.C. = 900'
K = 6.72'
H.S.D. = 650'

E.B. P.V.I. STA 321+50
EL. = 516.00
V.C. = 800'
K = 5.61'
H.S.D. = 615'

W.B. +2.80%
E.B. +2.16%

Gradient 6" Underdrain - K4 Sider

18" x 74' ACCGMP
West Bound Existing ground

18" x 92' R.C.P.
East Bound Existing ground

FILL TO CUT TRANS. E.B. STA 326+31 - 327+06

142" x 91" x 200' C.G.M.P.P.A.

	313	50	314	50	315	50	316	50	317	50	318	50	319	50	320	50	321	50	322	50	323	50	324	50	325	50	326
West bound	516.7	516.0	515.2	514.5	514.3	514.0	515.3	514.3	513.6	513.8	513.2	512.6	513.0	513.0	513.2	513.0	513.0	513.0	512.1	511.3	510.4	510.0	509.1	530.0	526.6	525.6	525.8
East bound	515.5	514.5	514.0	513.4	513.6	514.0	514.5	515.3	513.5	513.2	512.9	512.2	512.2	512.4	512.4	512.0	511.9	512.0	510.8	511.3	509.7	510.0	509.5	509.8	510.0	509.7	511.0

(STATIONING ALONG REVISED BASE LINE)

PLAN AND PROFILE
STA 313+00 TO STA 328+00

VT RAB
PROJECT I 89-2 (3)

R.K. K.D.P. 38

H.B.S.B. V.H.D. AUG. 1967

800

ROW

20

THREE CABLE GUARD RAIL WITH STEEL POSTS
Sta. 323+40 - 331+70 WB Lt
Sta. 339+25 - 347+35 WB Lt
Sta. 339+75 - 347+80 EB Lt

THREE CABLE GUARD RAIL WITH STEEL POST
STA. 329+00 to 330+60 EB Lt
STA. 333+80 to 334+76 WB Lt
STA. 338+40 to 344+00 WB Lt
STA. 338+50 to 344+00 EB Lt

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL ITEM 550
STA 329+02 - 333+02 Lt
STA 330+02 - 330+56 Lt
STA 333+580 - 336+06 Lt
STA 334+03 - 334+65 Lt
STA 337+95 - 344+00 Lt
STA 339+41 - 341+10 Lt

B.M. No. 60
Spot on ledge
Elev. 536.80

DRILLING & BLASTING SOLID ROCK SUBGRADE ITEM 114 MOD.
STA. 328+00 — 328+80
STA. 329+62 — 333+75
STA. 334+90 — 338+80
STA. 340+40 — 340+60
STA. 342+80 — 344+00

EXCAV. & REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 118A
STA. 328+00 - 339+50 Lt
STA. 342+00 - 344+00

DEMOLITION AND REMOVAL OF BUILDING ITEM 586
STA. 344 + 00 Lt.

#51A CENTRAL VERMONT RAILWAY, INC.
(A 11.8 ±) STA. — 329+30 — 468+00
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94—111 12/31/58
RIGHT TO DISCHARGE WATER FROM 8 CULVERTS INTO EXISTING CULVERTS STA 329+64-488+29
CROSSING EASEMENT 390+42

B.M. No. 61
R.R. Mile Pole #78
Elev. 518.18

#18 FRANK L. & RAMONA G. GABAREE
(A 0.29±) STA 340+92-344+47±
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 541-42 12/31/59

I 89-2 (3) 39 800

#17 B MERIDAN H. & GLADYS NELSON

NOTE:
For Summary of Landscape Material
Project I-89-2 (3) Sheet #32
Contract #4 Sheet #41

DRILLING & BLASTING SOLID ROCK SUBGRADE ITEM 114 MOD.
Sta. 329+75 to 333+65
Sta. 334+50 to 339+40
Sta. 339+75 to 341+26
Sta. 341+38 to 342+33
Sta. 342+52 to 346+25

W.B. P.V.I. Sta. 334+00
EL. = 553.00
V.C. = 1300'
K = 8.45'
S.S.D. = 600'

E.B. P.V.I. Sta. 334+00
EL. = 543.00
V.C. = 1100'
K = 5.92'
S.S.D. = 620'

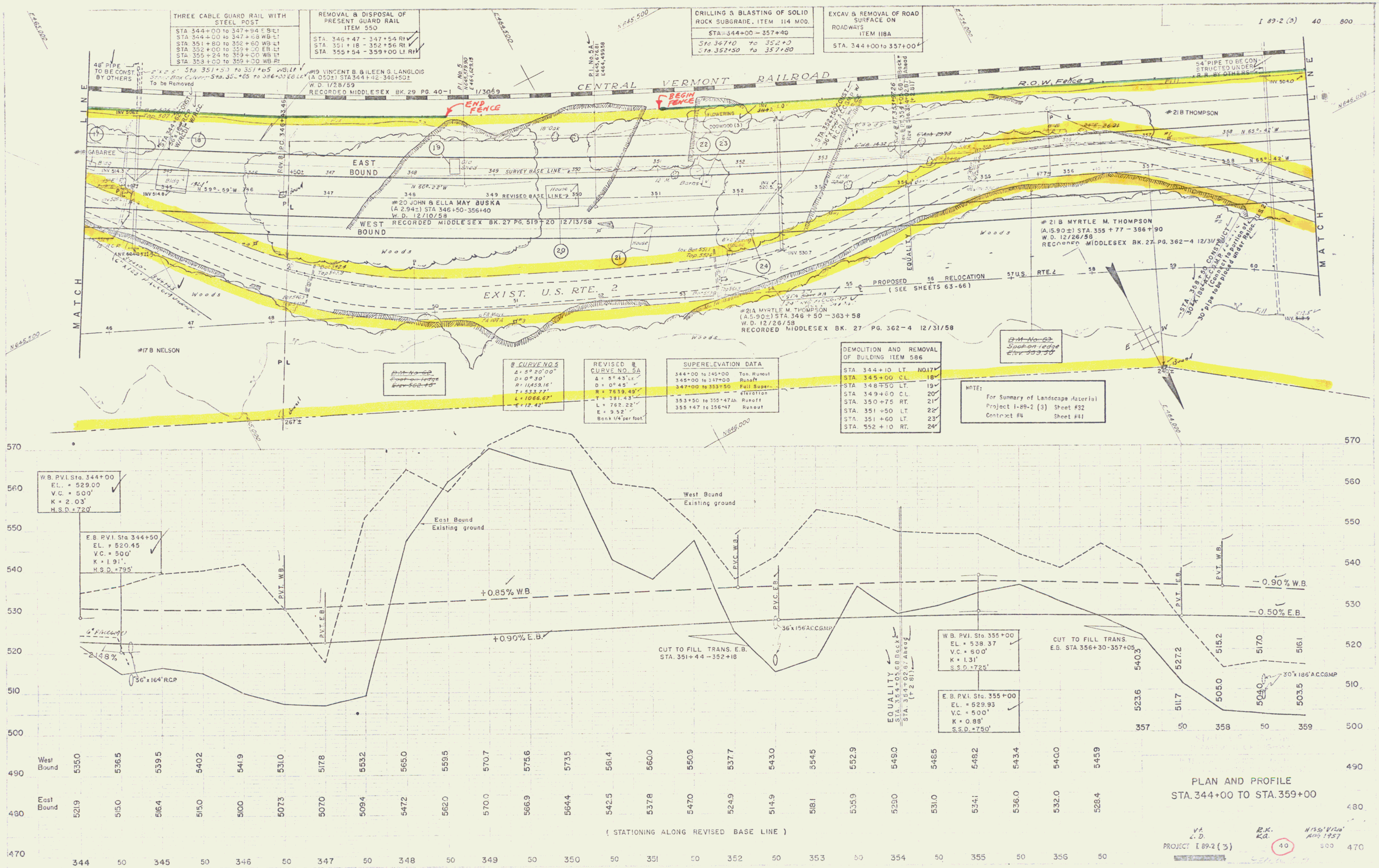
W.B. P.V.I. Sta. 344+00
EL. = 529.00
V.C. = 500'
K = 2.03'
H.S.D. = 320'

PLAN AND PROFILE
STA. 328+00 TO STA. 344+00

PROJECT I 89-2 (3) 39 800

ROW

21



THREE CABLE GUARD RAIL WITH STEEL POST
STA 344+00 to 347+94 EB Lt
STA 344+00 to 347+68 WB Lt
STA 351+80 to 352+60 WB Lt
STA 352+00 to 359+00 EB Lt
STA 355+24 to 359+00 WB Lt
STA 353+00 to 359+00 WB Rt

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL ITEM 550
STA. 346+47 - 347+54 Rt
STA. 351+18 - 352+56 Rt.
STA. 355+54 - 359+00 Lt. Rt

DRILLING & BLASTING OF SOLID ROCK SUBGRADE, ITEM 114 MOD.
~~STA. 344+00 - 357+40~~
Sta. 347+0 to 352+0
Sta. 352+50 to 357+80

EXCAV. & REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 118A
STA. 344+00 to 357+00

B CURVE NO. 5
Δ = 5° 20' 00"
D = 0° 30'
R = 11,459.16'
T = 533.77'
L = 1066.67'
E = 12.42'

REVISED B CURVE NO. 5A
Δ = 5° 43' Lt.
D = 0° 45'
R = 7639.49'
T = 381.43'
L = 762.22'
E = 9.52'
Bank 1/4" per foot.

SUPERELEVATION DATA	
344+00 to 345+00	Tan. Runout
345+00 to 347+00	Runoff
347+00 to 353+50	Full Super-elevation
353+50 to 355+47 Ah.	Runoff
355+47 to 356+47	Runout

DEMOLITION AND REMOVAL OF BUILDING ITEM 586		
STA. 344+10	LT.	NO.17
STA. 345+00	C.L.	18
STA. 348+50	LT.	19
STA. 349+60	C.L.	20
STA. 350+75	RT.	21
STA. 351+50	LT.	22
STA. 351+60	LT.	23
STA. 352+10	RT.	24

NOTE:
For Summary of Landscape Material
Project I-89-2 (3) Sheet #32
Contract #4 Sheet #41

Station	344	50	345	50	346	50	347	50	348	50	349	50	350	50	351	50	352	50	353	50	354	50	355	50	356	50
West Bound	535.0	536.5	539.5	540.2	541.9	531.0	517.8	553.2	565.0	559.5	570.7	575.6	573.5	561.4	560.0	550.9	537.7	543.0	554.5	552.9	549.0	548.5	548.2	543.4	540.0	545.9
East Bound	521.9	515.0	516.4	515.0	510.0	507.3	507.0	509.4	547.2	562.0	570.0	566.9	564.4	542.5	537.8	547.0	524.9	514.9	518.1	535.9	529.0	531.0	534.1	536.0	532.0	528.4

Station	357	50	358	50	359
West Bound	540.3	527.2	515.2	517.0	516.1
East Bound	523.6	511.7	505.0	504.0	503.5

PLAN AND PROFILE
STA. 344+00 TO STA. 359+00

V.A. L.D. R.K. KA. H 1"=50' V 1"=10' AUG 1957
PROJECT I 89-2 (3) 40 800

ROW

THREE CABLE GUARD RAIL WITH STEEL POST

STA. 359+00 to 375+00 WB Rt
STA. 359+00 to 361+32 WB Lt.
STA. 359+00 to 375+00 EB Lt

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL ITEM 550

COVERED BY RELOCATION ROUTE #2

MUCK EXCAVATION
STA. 368+30 to 371+30

EXCAV. & REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 118A

COVERED BY RELOCATION ROUTE #2

1 I 89-2 (3) 41 800

E 463.500 N 646.000 E 463.000 E 462.500 N 646.500

B.M. No. 64
Spot on rail
Elev. 516.30

B.M. No. 62
S.I.
Elev. 505.88

CENTRAL VERMONT RAILROAD

R.O.W. Fence

Existing Fence

R.R. R.O.W.

MATCH LINE

MATCH LINE

SEE SH. 42 FOR CULVERT ON STA. 375+00

EAST BOUND

WEST BOUND

SURVEY BASE LINE N 65°-42' W

REVISED BASE LINE N 65°-42' W

359 360 361 362 363 +58± 364 365 366 367 368 369 370 371 372 373 374 375

INV 520

INV 516.3

INV 5180

INV 4940

INV 513.6

INV 5077

INV 5060

INV 5010

INV 502.0

INV 517.0

Brush

10" Willow 2c. 69
12" Elm
24" Elm

18" Pipe 19.46

E. RED CEDAR

Old River Bed

EXIST. U.S. RTE. 2

RELOC. U.S. RTE. 2

SEE SHEETS 83-86

#21 A. THOMPSON

#218 MYRTLE M. THOMPSON
(A. 15.9±) STA. 355+77 — 386+90
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 362—64 12/31/58

STA. 360+00 CONST. 16"x.188 ACC.G.M.P. W/RCD1 W/RCC

STA. 364+50 CONST. 18"x.250 ACC.G.M.P.

STA. 365+50 CONST. 18"x.188 ACC.G.M.P. W/RCD1 W/RCC

STA. 370+00 CONST. 16"x.188 ACC.G.M.P. W/RCD1 W/RCC

BEGIN FENCE

END OF RELOCATION

114' 18"x.188" A.C.C.G.M.P.

116' 18"x.188" A.C.C.G.M.P.

84' 18"x.188" A.C.C.G.M.P.

202' 18"x.188" A.C.C.G.M.P.

-0.90% W.B.

-0.50% E.B.

P.V.C. E.B. & W.B.

W.B. P.V.I. Sta. 375+00
EL. = 520.37
V.C. = 300'
K = 0.62'
H.S.D. = 1000'

E.B. P.V.I. Sta. 375+00
EL. = 519.93
V.C. = 300'
K = 0.37'
H.S.D. = 1000'

West Bound Existing ground

East Bound Existing ground

COMPACT 98

LANDSCAPE MATERIAL

1. Trees
   A. Evergreens
      1. Eastern Red Cedar 9
      2. Canada Hemlock 1
   B. Deciduous
      1. Sugar Maple 1
2. Shrubs
   A. Deciduous
      1. Japanese Poser 10
      2. Northern Red Oak 1
      3. Flowering dogwood 3
3. General Notes
   A. Size of Planting material
      1. Evergreen trees should be 3 year old transplants or older.
      2. Evergreen shrubs should be 12" in diameter measurement is average spread or branches).
      3. Large deciduous trees should be 1 to 1 1/2 inches in caliber with a minimum height of 7 to 9 feet.
      4. Small deciduous trees should be 1 1/4 in cb in caliber, 6 to 8 feet in height with 5 or more branches.
      5. Deciduous shrubs should be 2 to 3 feet in height, with not less than 4 canes, 2 feet apart.
      6. Evergreen shrubs shall be 9"-12" in height and 2"/16" minimum caliber. All conifers must have constant buds and secondary needles.
      7. Perinnials to be planted 3-5 ft. apart.
   B. All plant material to be graded according to American standards for Nursery stock.
   C. Fertilizer (10-10-10) to be applied at the same time as the grass seed at the rate of 800 lbs's'.

	359	50	360	50	361	50	362	50	363	50	364	50	365	50	366	50	367	50	368	50	369	50	370	50	371	50	372
West Bound	516.1	507.5	506.5	505.2	503.5	503.8	503.3	501.5	500.5	501.0	501.4	502.0	501.6	501.2	501.0	500.0	500.2	500.9	501.0	499.6	496.0	495.6	494.5	495.5	499.8	500.0	500.6
East Bound	503.5	503.5	502.5	502.1	501.5	501.5	501.2	501.5	501.7	502.0	501.8	502.0	501.5	501.3	500.5	500.9	500.7	501.5	501.7	497.5	495.1	495.1	495.7	499.1	500.4	501.8	501.8

	50	373	50	374	50	375																					
	500.7	500.2	499.6	500.0	500.0	498.8																					

(STATIONING ALONG REVISED BASE LINE)

PLAN AND PROFILE
STA. 359+00 TO STA. 375+00

V.T.
V.C.

R. K.
K. A.

H 1:50 V 1:10
AUG. 1957

PROJECT I 89-2 (3) 41 800

ROW

23

24 JULY 1979
1 AUG. 1979

#21E MYRTLE M THOMPSON
(A6.3±) STA 380+00-394+75
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG 382-64 12/31/58

CENTRAL VERMONT RAILROAD

R.O.W Fence

FENCE CUT DOWN

END FENCE

BEGIN FENCE

EAST BOUND

WEST BOUND

55.9'

56.0'

56.0'

56.1'

56.1'

KEYSTONE NIECE CRACKED LOUIE FLOOR HOUSE

FENCE MOSTLY DOWN

R.O.W Fence

Fence

CENTERLINE SPECIAL DITCH

SUGAR

RED CEDAR

STRUCTURE NO 5

SEE SHEETS 145 TO

SEE SHEETS 61 TO FOR RELOCATION

#21C MYRTLE M THOMPSON
(A5.9±) STA 378+76 - 398+27
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG 382-64 12/31/58

TREES ACROSS

PROJECT I 89-2(3) PROJECT I 89-2(4)

FILL TO CUT TRANS LIN STA 387+79 - 398+45

FILL TO CUT TRANS LIN STA 387+79 - 398+45

18"x 111' ACCOMP

West Bound

East Bound Existing ground

72"x 120' ACCOMP

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
INTERSTATE PR
BERLIN - MONT
PLAN AN
STA 375+00

PROJECT I 89-2(3)

SHEET 42 OF 800

ELEVATIONS ALONG REVISED BASE LINE

FENCE & NOTES TO DIRECTORS SET 12/20/1979

24

FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT NO.	SHEET	TOTAL SHEETS
	VERMONT			200

#21E MYRTLE M THOMPSON
(A 2.3±) STA 380-00-394+76
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG 362-64 — 12/31/58

CENTRAL VERMONT RAILROAD

R.O.W. Fence

PROJECT I 89-2(3) PROJECT I 89-2(4)

EAST BOUND

WEST BOUND

CROSS OVER

Fd PROJ. MKR.

END FENCE

BEGIN FENCE

NOT Fd

Fd MON

#21C MYRTLE M THOMPSON
(A 5.9±) STA. 378-76 - 398+27
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG 362-64 12/31/58

RELOCATED U.S. RTE 2

STRUCTURE NO 5
SEE SHEETS 145 166

SEE SHEETS 67-70 FOR RELOCATION

SEE SHEET 68

NOTE:
For Summary of Landscape Material
Project I-89-2 (3) Sheet #32
Contract #4 Sheet #47

(STATIONING ALONG REVISED BASE LINE)

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
INTERSTATE PROJECT in the towns of
BERLIN - MONTPELIER - MIDDLESEX
PLAN AND PROFILE
STA 375+00 TO STA 390+00

FOSWELL ENGINEERING CO.
CONSULTING ENGINEERS
MONTPELIER, VERMONT

DESIGNED BY [illegible] | DRAWN BY [illegible] | CHECKED BY [illegible] | SCALE H. 1"=50' V. 1"=5'
IN CHARGE [illegible]
PROJECT I 89-2 (3) SHEET 42A
CONTRACT # 4

DEC 5 1974

25

SEE SHEET 1A FOR INDEX

PROJECT NAME & NUMBER	TYPE	PAVEMENT AREA
MIDDLESEX I-89-2(4) Contract 3	BITUMINOUS CONCRETE	27,755 s.y.

RECORD PLANS

MATERIALS

[illegible] SOLID ROCK EXCAVATION — [illegible], VERMONT.
[illegible] CRUSHED STONE — L. P. WING QUARRY — [illegible], VERMONT.
[illegible] — R. L. P. COOMBS — DANBURY, VERMONT.
[illegible] — EVANS PIT — MIDDLESEX, VERMONT.
[illegible] — [illegible] — SARGENT PIT — MIDDLESEX, VERMONT.
[illegible] — WELLS LAWSON QUARRY — BARRE, VERMONT.
[illegible] — MOELLER CO. — [illegible] — PROVIDENCE, RHODE ISLAND.
[illegible] — OLD COLONY STEEL — WORCESTER, MASSACHUSETTS.
[illegible] — CALEDONIA SAND & GRAVEL CO. — PLAINFIELD, VT.
[illegible] — LOCKERT & SON INC. — [illegible], VERMONT.
[illegible] — D & D CONCRETE PRODUCTS INC. — [illegible], VERMONT.
[illegible] — BETHLEHEM STEEL CO. — LACKAWANNA, NEW YORK.
[illegible] — STRUCTURAL STEEL & BRIDGE WORK
VERMONT STRUCTURAL STEEL CORP. — BRATTLEBORO, VT.
REINFORCED CONCRETE PIPE — VERMONT CONC. PIPE CO. — WINDSOR, VERMONT.
[illegible] — CORR. METAL PIPE — NEW ENGLAND METAL CULVERT CO. —
[illegible] — WHITE RIVER JUNCTION, VERMONT.
[illegible] — STRUCTURAL PARTS — PIPE FOUNDRY STEEL CORP. — [illegible], N.H.
[illegible] — [illegible] — KOPPERS PRODUCTS CO. INC. — NASHUA, N.H.
[illegible] — STANDARD STEEL BEAM GUARD RAIL & PROPERTY LINE FENCE — S. T. GRISWOLD CO. INC. — ESSEX JUNCTION, VERMONT.
GRANITE STEPS —
PLANTING TILES, SHRUBS & VINES — GEORGE MITCHELL — BARRE, VERMONT.
TRAFFIC SIGNS — BARRE SIGN CO. — BARRE, VERMONT.
CONTRACTORS — CALEDONIA SAND & GRAVEL CO. INC. — P.O. BOX 187, DANBURY, VERMONT.
OLSON CONSTRUCTION — MONTPELIER, VERMONT.

RESIDENT ENGINEER — JOHN D. CLIFFORD
INSPECTOR — DAVID PALMER
RECORD PLANS — JOHN D. CLIFFORD.

CONTRACT DATED — MARCH 13, 1970.
CONTRACT STARTED — MARCH 23, 1970.
CONTRACT COMPLETED — NOV. 15, 1970.
CONTRACT ACCEPTED — [illegible]

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
PROPOSED IMPROVEMENT

INTERSTATE PROJECT

TOWN OF MIDDLESEX
COUNTY OF WASHINGTON

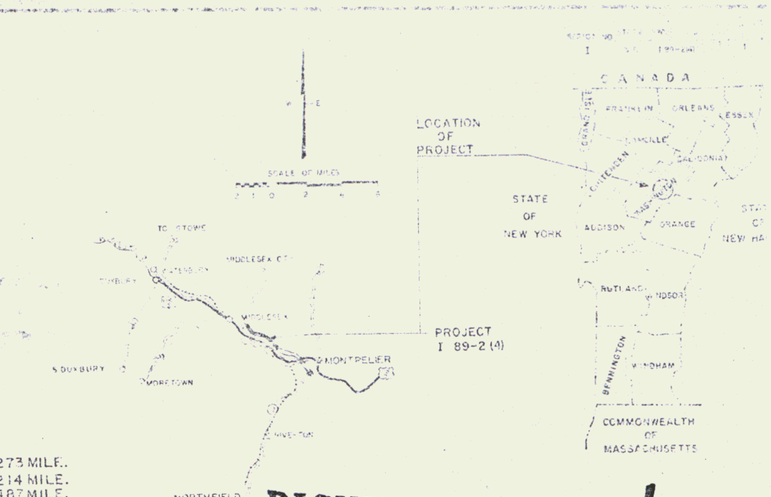
Interstate 89 PROJECT I 89-2(4) CONTRACT NO. 3

BEGINNING AT A POINT IN MIDDLESEX 2,857 FEET WEST OF THE MONTPELIER—MIDDLESEX TOWN LINE AND EXTENDING WESTERLY FOR A DISTANCE OF 0.9487 MILE.

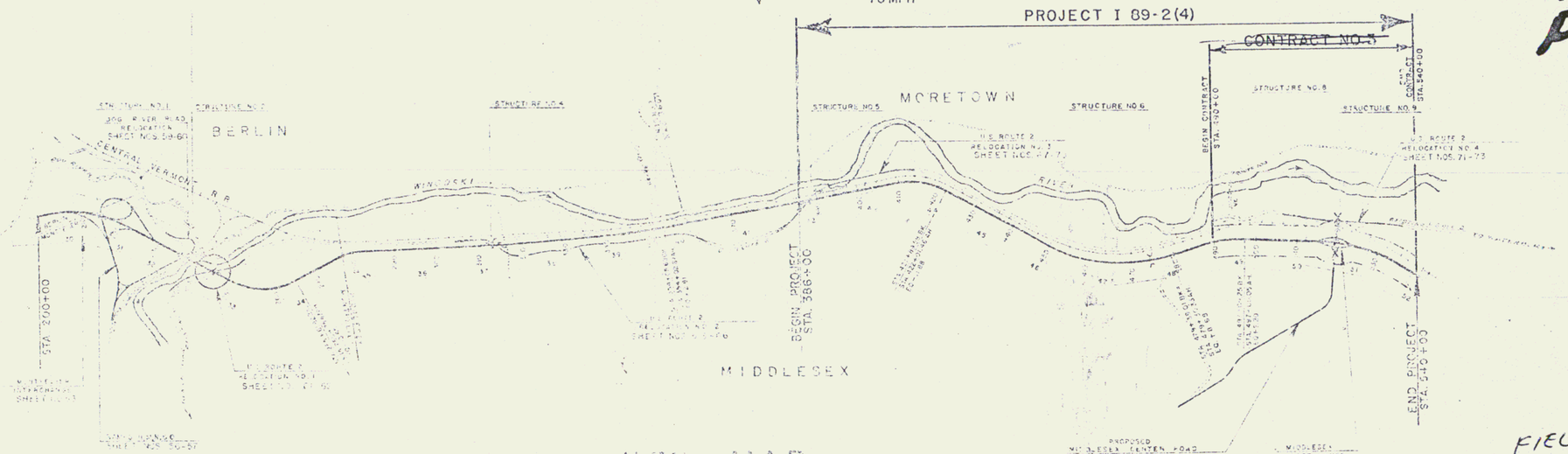
LENGTH OF ROADWAY — 4,896.23 FT. = 0.9273 MILE.
LENGTH OF BRIDGES — 112.97 FT. = 0.0214 MILE.
LENGTH OF CONTRACT — 5,009.20 FT. = 0.9487 MILE.

DESIGN DESIGNATION

ADT (1955)	4380
ADT (1975)	9300
DHV (1975)	1270
D	59%
T	6.5%
V	70 MPH



RIGHT-OF-WAY & CONSTRUCTION PLANS



— KEY MAP —

FIELD SET

MAR 20 1974

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 OUT IN ACCORDANCE WITH THE PLANS AND THE STANDING SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION OF [illegible] SUBMITTED TO THE BUREAU OF PUBLIC ROADS, AS AMENDED BY [illegible] AND SUCH SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS AS SUBMITTED WITH THESE PLANS.

DEPARTMENT OF HIGHWAYS
BUREAU OF PUBLIC ROADS

APPROVED

DIRECTOR OF PROGRAMS

PROJECT I 89-2(4)

SHEET 1 OF 26 SHEETS

MIDDLESEX — I-89-2(4) CONTRACT 3 — 2859

TYPE BITUMINOUS CONCRETE PAVEMENT

CONTRACTORS: OLSON CONSTRUCTION — MONTPELIER, VT.
CALEDONIA SAND & GRAVEL CO. INC. — ST. JOHNSBURY, VT.

LOCATION: Beginning at a point in Middlesex 21,357 feet west of the Montpelier—Middlesex town line and extending westerly for a distance of 0.9487 miles.

EDWIN SAND & GRAVEL CO. INC. — ST. JOHNSBURY, VT.
OLSON CONSTRUCTION — MONTPELIER, VERMONT
JOHN D. CLIFFORD.
CONTRACT COMPLETED — NOVEMBER 15, 1970

26

FIELD

THREE CABLE GUARD RAIL WITH STEEL POST
STA. ~~390+00 to 391+10 EB Lt~~
STA. 391+00 to 405+00 EB Lt
~~STA. 397+50 to 408+00 WB Rt~~

B.M. No. 68
Top Conc. Pt. in Mile Post #79
Elev. 510.40

#21E MYRTLE M. THOMPSON

STEEL BEAM GUARD RAIL WITH STEEL POSTS
403+41 – 404+20 W.B. RT.

DRILLING & BLASTING OF SOLID ROCK SUBGRADE ITEMS 114 MOD
STA. 390+00 – 391+55 ~~80~~ W.B.
STA. 392+~~25~~ – 397+10

MUCK EXCAVATION
STA. 398+30 to 402+~~75~~ 20

EXCAVATION AND REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 118A
STA. 390+00-398+30

DEMOLITION AND REMOVAL OF BUILDING ITEM, 586
STA. 404+30 RT. NO. 26
STA. 400+00 RT. NO. 24A

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL
391+.8 – 392+.5 LT.
398+30 – 398+95 LT.

I 89-2 (4) 43 800

Winooski River

Woods

CONSTRUCT OUTLET DITCH

SEE U.S.2 RELOCATION 3 SHEETS 67-70

STRUCTURE NO 5
SEE SHEETS 145-156
24" x 46' – 42 Slice Pipe
12" x 362' ACCGMP
1-12" Elbow Cut at Outlet
12" x 42 ACCGM
Dr. at Inlet w. Grate

CATCH BASIN IN R.R. R.O.W.

FENCE UNDER BRIDGE

TO BE CONST. BY OTHERS

INV 5093

SUGAR MAPLE

CENTRAL VERMONT RAILROAD

R.R. ROW

DITCH THRU WILDER PASS

Underpass 22.5 x 125
Steel I. Beam

EXIST. U.S. ROUTE 5

R.O.W. Fence

#22A ELIAS GREENWOOD
(A. 4.0 ±) STA. 395+43 – 415+85
W.D.O.E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 543-4 12/31/58

#21D MYRTLE M. THOMPSON
(A 0.44±) STA. 397+48 – 400+90
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 362-64 12/31/58

#22B ELIAS GREENWOOD
(A 0.70 ±) STA. 400+90 – 404+03
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 554-6 12/31/58

EAST BOUND

WEST BOUND

394 SURVEY BASE LINE

394 REVISED BASE LINE

#23 THEODORE E. & RUTH BOUCHER
(A 2.4±) STA. 397+18 – 400+90±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111

#21C MYRTLE M. THOMPSON
(A 8.9±) STA. 378+76 – 398+27±
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27
PG. 362-4 12/31/58

#22C ELIAS GREENWOOD
(A. 13.4±) STA. 400+90 – 423+25
W.D. 12/26/58
RECORDED MIDDLESEX BK. 27
PG. 554-56 12/31/58

P.O.T. Sta 395+68.5
4" Oak 5.90
396 SURVEY ℄
12" Pine 9.77

P.O.T. Sta 392+62.8

P.O.T. Sta 395+68.5

BOUNDARY MARKER
STA. 393+00
BASE LINE TIE
100' N.W. DROP INLET

BOUNDARY MARKER
STA. 394+50
230' RT.

BOUNDARY MARKER
STA. 396+30
228' RT.
West Bound Existing ground

BOUNDARY MARKER
STA. 400+90
185' RT.

BOUNDARY MARKER
STA. 400+39
662' RT.

END FENCE
CLIFF
BEGIN FENCE
STEEP BANK

#21F MYRTLE M. THOMPSON
(A 0.5±) STA 394+50 – 398+27±
W.D. 1/21/60
RECORDED MIDDLESEX BK. 27 PG. 204-5 1/26/60

#21G MYRTLE M. THOMPSON
(R.O.W.) STA. 400+40
Q.C.D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 367 12/31/58

Fd MON

Landscape Material for Contract #1

1. Trees		
A. Evergreen		
1. Red pine	50	50
2. Juniperus virginiana (feathery and open)	9	9
B. Deciduous		
1. Sugar apple	4	
2. Shrubs		
A. Deciduous		
1. Rosa multiflora (Japanese rose)	1800	

3. General Notes
A. Size of Planting material
1. Evergreen trees should be 3 year old transplants or older
2. Large deciduous trees should be 1 to 1 1/4 inches in caliper with a minimum height of 7 to 8 feet.
3. Small deciduous trees should be 11/16 inch in caliber, 5 to 6 feet in height with 4 or more branches.
4. Deciduous shrubs should be 2 to 3 feet in height, with not less than 4 canes, 2 feet and up.
B. All plant material to be grown according to American standard for Nursery stock.
C. Fertilizer (10-10-10) to be applied at the same time as the grass seed at the rate of 400 lbs./A.

E.B. P.V.I. Sta. 403+00
EL = 519.93
V.C. = 500
K = 1.91
H.S.D. = 785

W.B. P.V.I. Sta. 395+00
EL = 535.37
V.C. = 600'
K = 1.34'
S.S.D. = 725'

E.B. P.V.I. Sta 395+00
EL = 529.93
V.C. = 600'
K = 1.31'
S.S.D. = 725'

+0.75% W.B.
+0.50% E.B.
-1.25% E.B.
-1.042% W.B.
+1.80% E.B.

CUT TO FILL TRANS. E.B.
STA 390+59 – 391+34

East Bound Existing ground

30"x216' A.C.C.G.M.P.

18"x106 A.C.C.G.M.P.

18"x104' A.C.C.G.M.P.

60"x208' A.C.C.G.M.P.

P.V.C.E.B.W.B.

P.V.T.E.B.W.B.

P.V.C.E.B.

P.V.C.W.B.

505.6 504.1 503.4 509.9 507.1

(STATIONING ALONG REVISED BASE LINE)

	390	50	391	50	392	50	393	50	394	50	395	50	396	50	397	50	398	50	399	50	400	50	401	50	402	50	403
West Bound	552.1		560.6		553.9		526.8		519.8		537.6		552.3		554.5		552.3		570.8		588.3		580.7		571.1		559.5		526.8
East Bound	523.2		533.9		529.4		517.7		512.7		535.9		532.7		535.2		540.0		535.5		531.0		539.9		535.0		519.8		507.6

	404	50	405
West Bound	504.5		504.9
East Bound	501.6		501.7

PLAN AND PROFILE
STA. 390+00 TO STA. 405+00

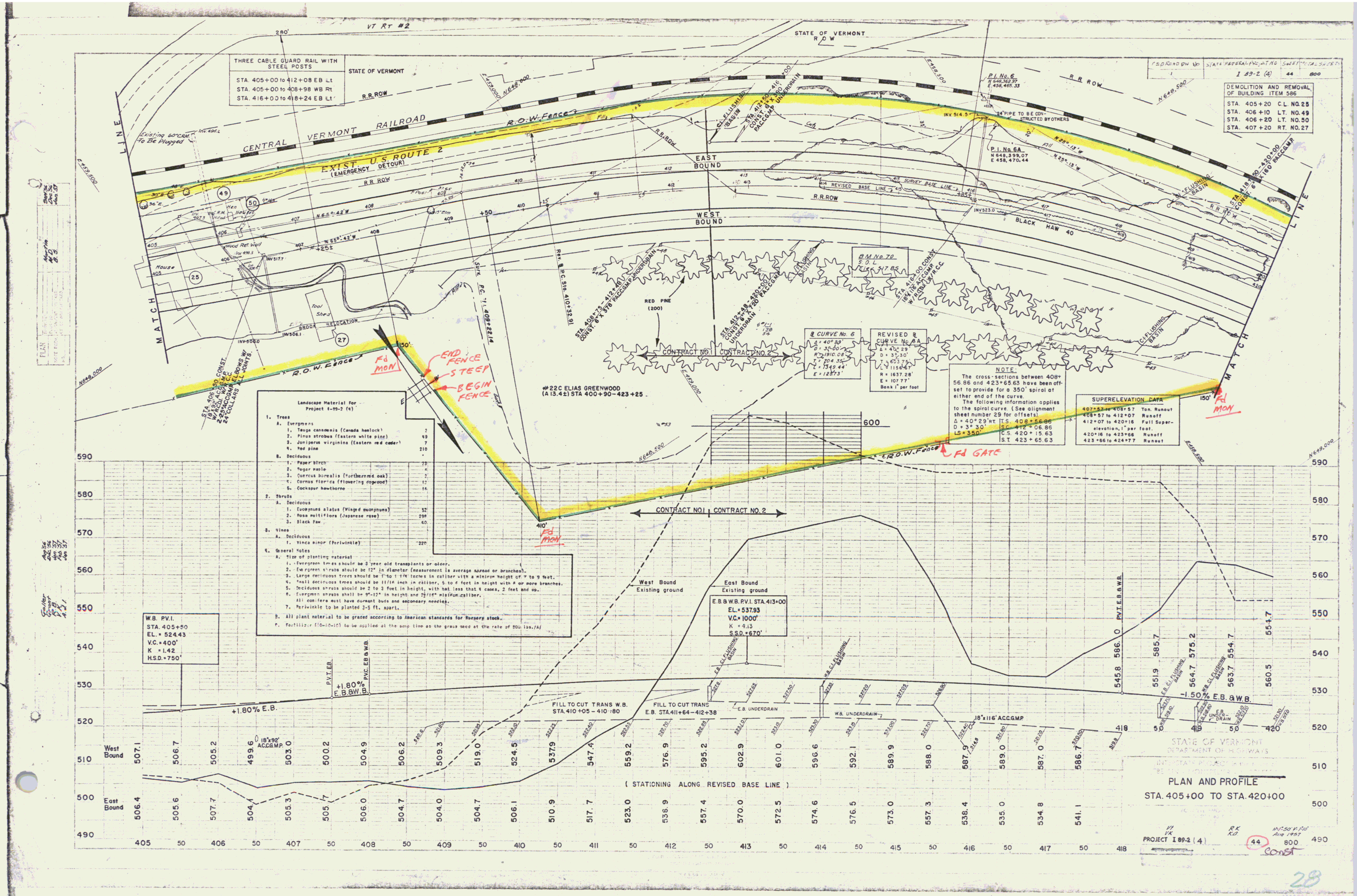
PROJECT I 89-2(4)

43

800

const

27



VT RT #2
280'
STATE OF VERMONT R O W
THREE CABLE GUARD RAIL WITH STEEL POSTS
STA. 405+00 to 412+08 EB Lt
STA. 405+00 to 408+98 WB Rt
STA. 416+00 to 418+24 EB Lt
STATE OF VERMONT
R.R. ROW
CENTRAL VERMONT RAILROAD
EXIST. U.S. ROUTE 2 (EMERGENCY DETOUR)
R.O.W. Fence
Existing 60" C.R.M. To Be Plugged
Inv. 496.2
E 459,500
N 648,000
E 459,000
N 648,500
E 458,500
N 649,000
MATCH LINE
House
Hen Houses
Tool Shed
Wood Ret. Wall
BROOK RELOCATION
INV 500.0
INV 506.1
INV 517.7
N 65°-42' W
+25±
15" Elm
STA. 406+50 CONST. 18"x92' A.C.C.G.M.P. W/R.C.C.I. W/R.C.C. 2-25° A.C.C.G.M.P. ELBOWS W/ 24" COLLARS ALL JOINTS.
150'
Fd MON
END FENCE
STEEP
BEGIN FENCE
Fd GATE
410'
EAST BOUND
WEST BOUND
R.R. ROW
Rev. ℄ P.C. Sta. 410+32.91
Surv. P.C. Sta. 409+22.14
STA. 408+75 - 412+48 CONST. 6" X 378' P.A.C.C.G.M.P. UNDERDRAIN
STA. 412+50 - 416+00 CONST. 6" X 390' P.A.C.C.G.M.P. UNDERDRAIN
STA. 412+48 - 420+00 CONST. 6" X 720' P.A.C.C.G.M.P. UNDERDRAIN
STA. 416+00 CONST. 18"x116' A.C.C.G.M.P. W/R.C.C.I. W/R.C.C.
STA. 418+50 - 420+00 CONST. 6" X 160' P.A.C.C.G.M.P.
C.I. FLUSHING BASIN
RED PINE (200)
CONTRACT NO. 1 | CONTRACT NO. 2
#22C ELIAS GREENWOOD (A 13.4±) STA 400+90-423+25
BM No. 70 S.O.L. Elev. 517.85
P.I. No. 6 N 648,362.97 E 458,465.33
P.I. No. 6A N 648,399.07 E 458,470.44
24" PIPE TO BE CONSTRUCTED BY OTHERS
INV. 514.5
INV 523.0
N 25°-13' W
REVISED BASE LINE
SURVEY BASE LINE
BLACK HAW 40
Woods
℄ CURVE No. 6
Δ = 40° 29'
D = 3°-00'
R = 1910.08'
T = 704.35'
L = 1349.44'
E = 125.73'
REVISED ℄ CURVE No. 6A
Δ = 40° 29'
D = 3° 30'
T = 603.75'
L = 1156.67'
R = 1637.28'
E = 107.77'
Bank 1" per foot
NOTE:
The cross-sections between 408+56.86 and 423+65.63 have been offset to provide for a 350' spiral at either end of the curve.
The following information applies to the spiral curve. (See alignment sheet number 29 for offsets)
Δ = 40° 29' RT. | T.S. 408+56.86
D = 3° 30' | S.C. 412+06.86
LS = 350' | C.S. 420+15.63
S.T. 423+65.63
SUPERELEVATION DATA
407+57 to 408+57 Tan. Runout
408+57 to 412+07 Runoff
412+07 to 420+16 Full Super-elevation, 1" per foot.
420+16 to 423+66 Runoff
423+66 to 424+77 Runout
FED. ROAD DIV. NO. 1 | STATE FEDERAL PROJECT NO. I 89-2 (4) | SHEET 44 | TOTAL SHEETS 800
DEMOLITION AND REMOVAL OF BUILDING ITEM 586
STA. 405+20 C.L. NO. 25
STA. 406+10 LT. NO. 49
STA. 406+20 LT. NO. 50
STA. 407+20 RT. NO. 27
Landscape Material For Project I-89-2 (4)
1. Trees
A. Evergreens
1. Tsuga canadensis (Canada hemlock) 2
2. Pinus strobus (Eastern white pine) 49
3. Juniperus virginina (Eastern red cedar) 7
4. Red pine 210
B. Deciduous
1. Paper birch 23
2. Sugar maple 6
3. Quercus borealis (Northern red oak) 2
4. Cornus florida (flowering dogwood) 12
5. Cockspur hawthorne 16
2. Shrubs
A. Deciduous
1. Euonymus alatus (Winged euonymus) 52
2. Rosa multiflora (Japanese rose) 298
3. Black Haw 40
3. Vines
A. Deciduous
1. Vinca minor (Periwinkle) 220
4. General Notes
A. Size of planting material
1. Evergreen trees should be 3 year old transplants or older.
2. Evergreen shrubs should be 12" in diameter (measurement is average spread or branches).
3. Large deciduous trees should be 1 to 1 1/4 inches in caliber with a minimum height of 7 to 9 feet.
4. Small deciduous trees should be 11/16 inch in caliber, 5 to 6 feet in height with 4 or more branches.
5. Deciduous shrubs should be 2 to 3 feet in height, with not less that 4 canes, 2 feet and up.
6. Evergreen shrubs shall be 9"-12" in height and 2 1/16" minimum caliber. All conifers must have dormant buds and secondary needles.
7. Periwinkle to be planted 3-5 ft. apart.
B. All plant material to be graded according to American standards for Nursery stock.
C. Fertilizer (10-10-10) to be applied at the same time as the grass seed at the rate of 800 lbs./A/
W.B. P.V.I.
STA. 405+50
EL. = 524.43
V.C. = 400'
K = 1.42
H.S.D. = 750'
E.B. & W.B. P.V.I. STA. 413+00
EL. = 537.93
V.C. = 1000'
K = 4.13
S.S.D. = 670'
+1.80% E.B.
+1.80% E.B. & W.B.
P.V.T. E.B.
P.V.C. E.B. & W.B.
P.V.T. E.B. & W.B.
-1.50% E.B. & W.B.
West Bound Existing ground
East Bound Existing ground
FILL TO CUT TRANS W.B. STA. 410+05 - 410+80
FILL TO CUT TRANS E.B. STA. 411+64 - 412+38
E.B. UNDERDRAIN
W.B. UNDERDRAIN
18"x92' A.C.C.G.M.P.
18"x116' A.C.C.G.M.P.
600
590
580
570
560
550
540
530
520
510
500
490
West Bound 507.1 506.7 505.2 499.6 503.0 500.2 504.9 506.2 509.3 519.0 524.5 537.9 547.4 559.2 576.9 595.2 602.9 601.0 596.6 592.1 589.9 588.0 587.9 589.0 587.0 586.7 586.0 585.7 575.2 554.7 554.7
East Bound 506.4 505.6 507.7 504.1 505.3 505.7 506.0 504.7 504.0 504.7 506.1 510.9 517.7 523.0 538.9 557.4 570.0 572.5 574.6 576.5 573.0 557.3 538.4 535.0 534.8 541.1 545.8 551.9 564.7 563.7 560.5
(STATIONING ALONG REVISED BASE LINE)
405 50 406 50 407 50 408 50 409 50 410 50 411 50 412 50 413 50 414 50 415 50 416 50 417 50 418 50 419 50 420
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
PLAN AND PROFILE
STA. 405+00 TO STA. 420+00
PROJECT I 89-2 (4)
44 800
Const
H: 1"=50' V: 1"=10'
Aug 1957
28

THREE CABLE GUARD RAIL WITH STEEL POST
STA ~~420+00~~ 421+00 to ~~434+00~~ 435+00 EB Lt
0.5% 432+0 32 LF

DRILLING & BLASTING OF SOLID ROCK SUBGRADE ITEMS 114 MOD.
STA. 426+~~00~~ 50 - ~~433+00~~ 435+25
435+25 - 434+75

MUCK EXCAVATION
STA ~~423+20~~ to ~~428+00~~
426+10 426+80

GATES FOR PROPERTY LINE FENCE, ITEM 583-C
STA. 416+66
STA. ~~422+00~~ 422+66 RT.

~~Sta. 421+72 Top 424.0~~
~~R.R. Bridge~~
~~Elev. 512.96~~

~~Bituminous Curb~~
~~Bituminous Curb & Mountable Concrete Curb~~
~~Prop. R.R. Curb~~
~~Elev. 520.05~~

Meadow

STA 421+00 CONST. 18"x84" ACCGMP W/RCD!

STA 424+00 CONST. 36"x192' ACCGMP

STA 430+50 CONST. 18"x78" ACCGMP W/ R.C.D!

STA 432+00 CONST. 36"x188' ACCGMP W/ R.C.D!

NEW 36"x38' ACCGMP OUTLET DITCH CONSTR.

EXIST. U.S. ROUTE 2

CENTRAL VERMONT RAILROAD

#51A CENTRAL VERMONT RAILWAY, INC.

P.O.T. Sta. 427+00

~~Fnv. 507.3~~
~~2-5'x5' Conc. Box Culv~~
~~R.R. Concr. Abutments~~

Plugged by R.R. Co.

48" PIPE TO BE CONSTRUCTED BY OTHERS

Plugged by RR Co.

Fnv. 507.5

36" PIPE TO BE CONSTRUCTED BY OTHERS

INV. 505.8

R.O.W. Fence

R R ROW

EAST BOUND

WEST BOUND

SURVEY BASE LINE

REVISED BASE LINE

#24 LAURA M. NEWHALL
(A. 10.7±) STA 421+12-440+80
DITCHING RIGHTS STA. 438+50±LT.
W. D. 1/6/59 R'C'D. STA. 432+00± LT.
MIDDLESEX BK. 29 PG. 117-8 7/28/59

#25 JOSEPH E. & ELIZABETH L. HERPST
(A. 1.14±) STA. 433+73 - 437+78
W. D. 11/17/58
RECORDED MIDDLESEX BK. 29 PG. 72A-72AA 6/13/59

#22C ELIAS GREENWOOD

BM No 70C
SIR 36" Stump
Elev. 549.81

BM No 72-A
SIT 13" W Birch
Elev. 528.20

Fd 5/8" REINFORCING ROD. PRIVATELY SET.

Fd MON

Boundary Marker 433rdl - 150' Rt

EQUALITY – Rev. @ Sta. 421+09.58 Bk. = Sta. 422+01.46 Ahead

– 11.88

STA. 420+00 CONST. UNDERDRAIN

STA. 426+00 CONST. 18"x84" ACCGMP W/RCD! W/RCC COLLARS ALL ELBOWS W 24°

STA 432+00 CONST. 36"x188' ACCGMP W/R.C.D! W/RCC

STA 433+00 CONST. UNDERDRAIN

C.I. FLUSHING BASIN

W.B. P.V.I. Sta. 423+00
EL. = 523.11
V.C. = 300'
K = 0.75
H.S.D. = 1000'

E.B. P.V.I. Sta. 425+00
EL. = 520.11
V.C. = 300
K = 0.75
H.S.D. = 1000'

-1.50 % E.B. & W.B.

P.V.C. W.B.

P.V.C. E.B.

P.V.T. W.B.

P.V.T. E.B.

P.V.C. E.B. & W.B.

W.B. UNDERDRAIN

E.B. UNDERDRAIN

CUT TO FILL TRANS. E.B. STA 420+63 - 421+36

CUT TO FILL TRANS. W.B STA 421+56 - 422+43

FILL TO CUT TRANS. W.B. STA 433+18 - 433+94

18"x84" R.C.P.

18"x70' A.C.C.G.M.P.

36"x192' A.C.C.G.M.P.

16"x78' A.C.C.G.M.P.

36"x188' A.C.C.G.M.P.

West Bound Existing ground

East Bound Existing ground

+0.491 % W.B.

+0.489 % E.B.

539.5 527.0 524.5 523.7 517.9 514.7 500.1 498.4 497.0 505.0 508.2 510.5 528.3 537.0 538.3 531.3 517.8 522.6 531.0 511.0 509.6 510.0 510.2 510.7 512.4 514.7

556.8 538.2 523.2 517.7 514.0 502.0 497.1 496.2 495.9 496.6 498.0 501.2 515.7 523.4 515.9 510.9 509.0 509.2 510.0 509.0 508.3 509.0 509.0 509.2 510.0 510.4

534.8 532.0 529.1 526.1

511.0 512.1 513.0 513.0

50 434 50 435

420 50 421 50 422 50 423 50 424 50 425 50 426 50 427 50 428 50 429 50 430 50 431 50 432 50 433 50 434 50 435

550 540 530 520 510 500 490 480 470 460

(STATIONING ALONG REVISED BASE LINE)

PLAN AND PROFILE
STA. 420+00 TO STA. 435+00

VT. L.D. PROJECT I 89-2 (4)

R.K. Ka.

Hinesburg Aug. 1957

45 800

Const

29

SEPT. '56 FEB. '57 MAR. '57
MARTIN K.O. B.S.

AUG. '56 DEC. '56 JAN. '57 FEB. '57 APR. '57
GOLLER GRANT R.K. V.K. A.J.I.

THREE CABLE GUARD RAIL WITH STEEL POST

~~STA. 435+00 to 436+04 EB Lt.~~
STA. 447+00 to 451+00 EB Lt.
STA. 448+50 to 451+00 WB Rt.

STEEL BEAM GUARD RAIL

STA. 438+50 WB Rt.

DEMOLITION AND REMOVAL OF BUILDING ITEM, 586

STA. 436+30 RT. NO. 28
STA. 439+00 RT. NO. 29

STA. 438+60 RT. NO. 51
STA. 439+30 RT. NO. 52

GATES FOR PROPERTY LINE FENCE, ITEM 583-C

STA. 442+50 RT.

B.M. No. 73
R.R. Mile Post #80
Elev. 519.10

1 F. 89-2 (4) 46 800

U.S. ROUTE 2

CENTRAL VERMONT RAILROAD

MATCH LINE

#25 JOSEPH E. & ELIZABETH L. HERPST

#26 ULLIE C. NEWHALL & CALISTA A. NEWHALL
(4.95±) STA. 439+85–460+45±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94–111 12/31/58

#26 LAURA M. NEWHALL

#51A CENTRAL VERMONT RAILWAY, INC.

R.O.W. Fence

EAST BOUND

WEST BOUND

RR ROW

Existing Fence

Shed

Concrete Markers

Brook

Toe of Slope

Note for Summary of Landscape Materials
Project I-89-2 (4) Sheet #44
Contract #2 Sheet #44

W.B. P.V.I. Sta. 435+00
EL. = 529.00
V.C. = 300'
K = 0.37'
S.S.D. = 875'

E.B. P.V.I. Sta. 435+00
EL. = 525.00
V.C. = 300'
K = 0.37'
S.S.D. = 875'

W.B. P.V.I. Sta. 445+00
EL. = 524.00
V.C. = 300'
K = 0.37'
H.S.D. = 1000'

E.B. P.V.I. Sta. 445+00
EL. = 520.00
V.C. = 300'
K = 0.37'
H.S.D. = 1000'

−0.50% W.B.
−0.50% E.B.
+0.50% W.B.
+0.50% E.B.

CUT TO FILL TRANS. W.B. STA. 436+62 – 437+35

West Bound Existing ground

East Bound Existing ground

(STATIONING ALONG REVISED BASE LINE)

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

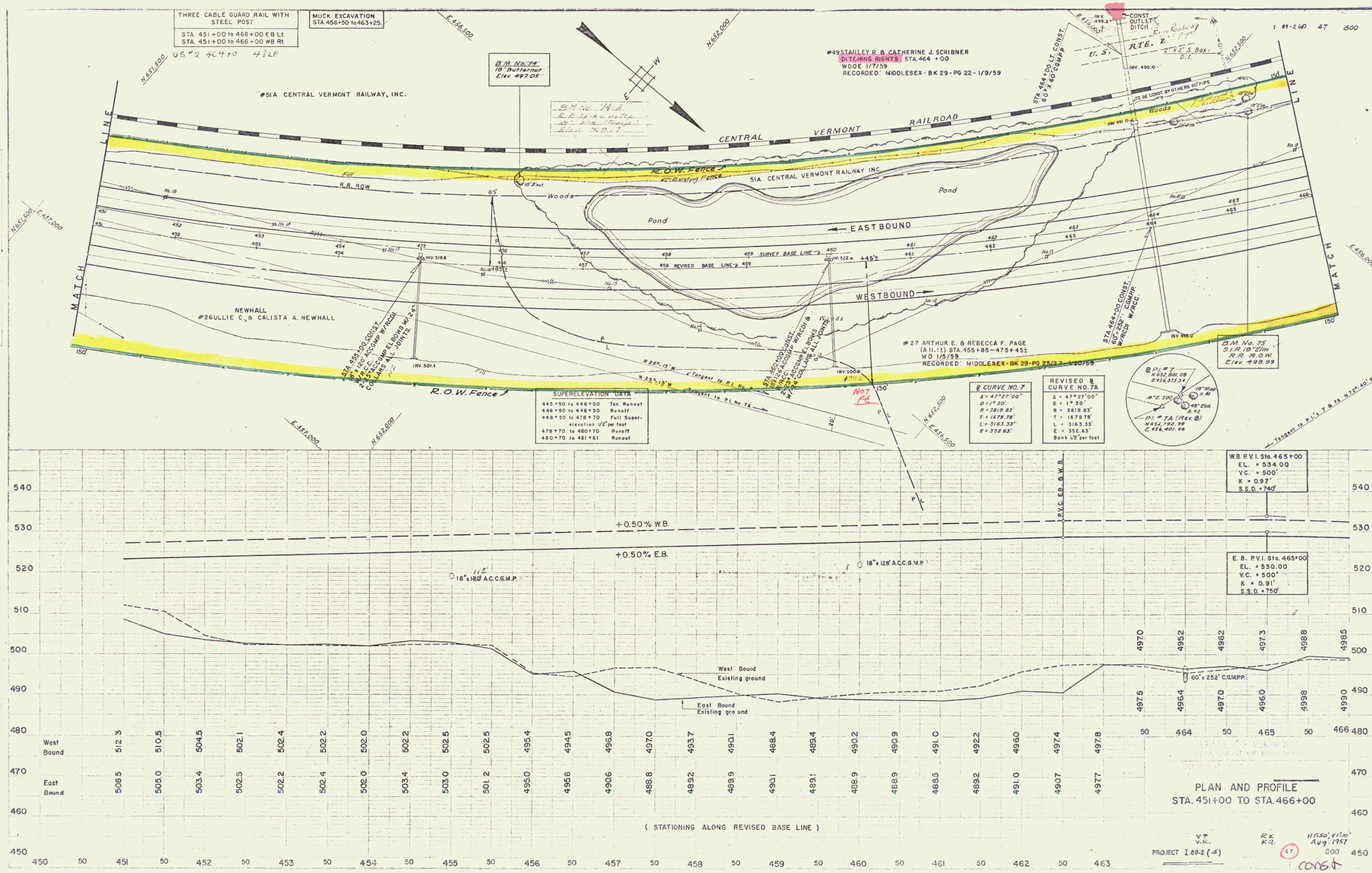
INTERSTATE PROJECT in the town of BETHEL and ROYALTON

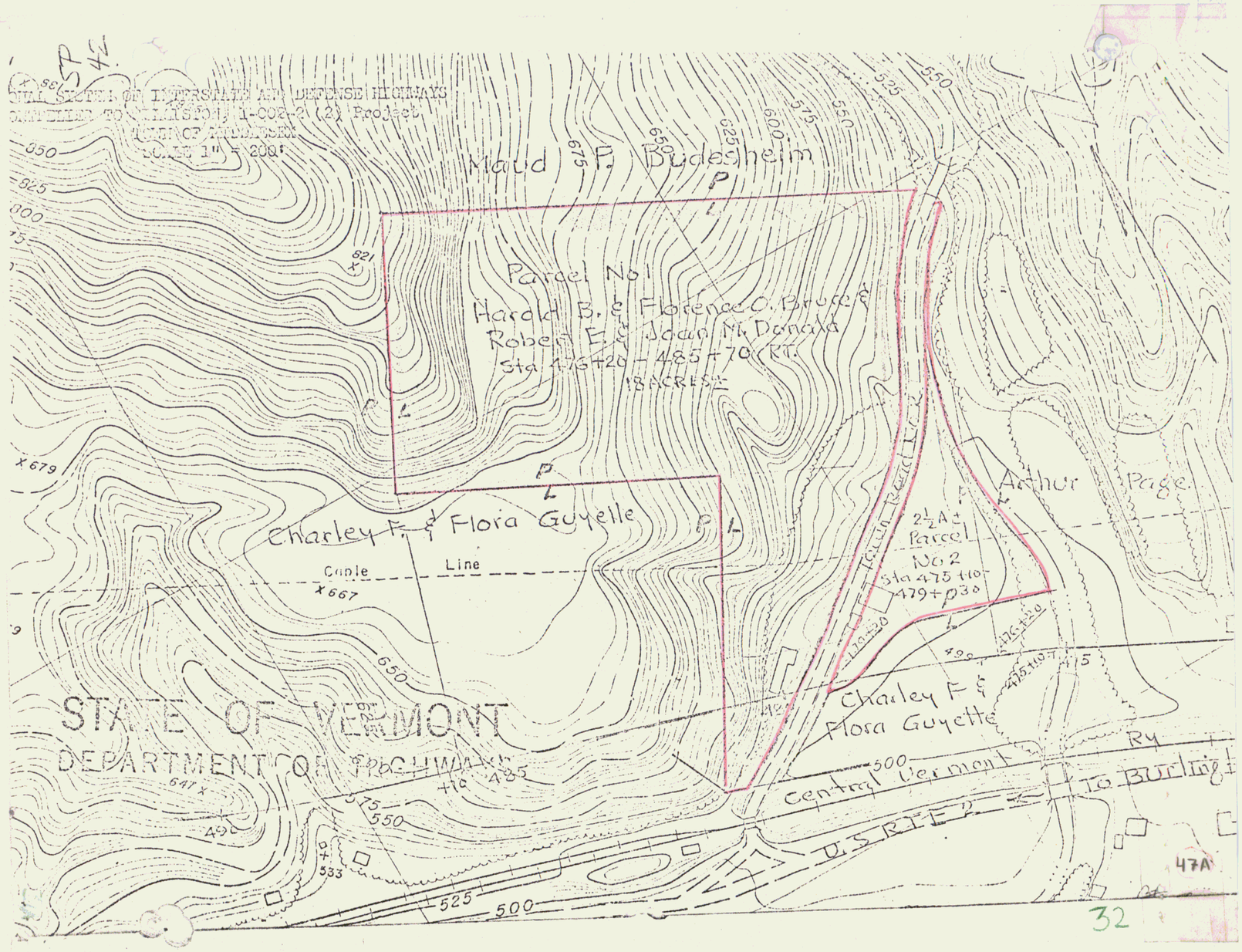
PLAN AND PROFILE
STA. 435+00 TO STA. 451+00

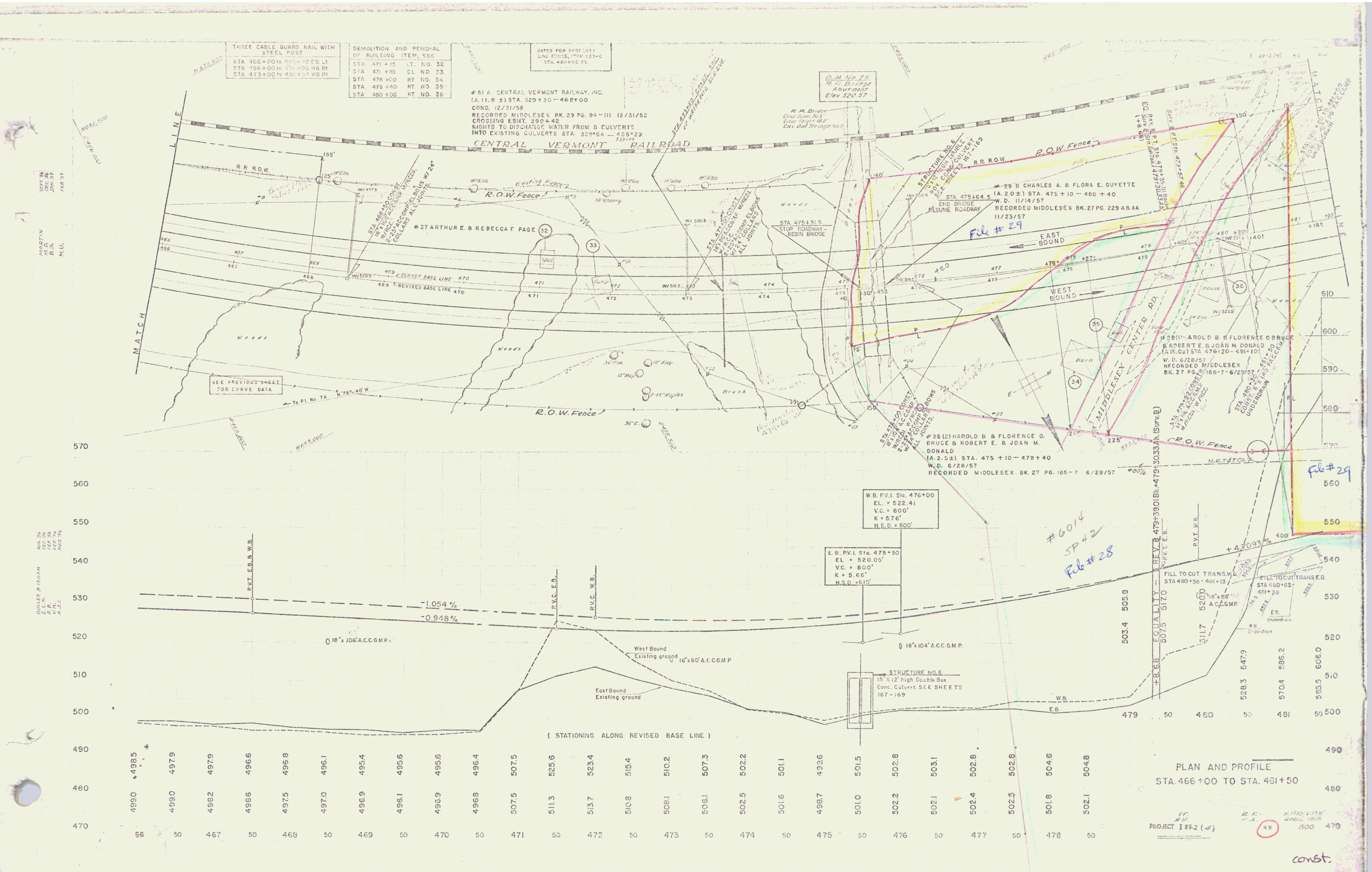
PROJECT I 89-2 (4)

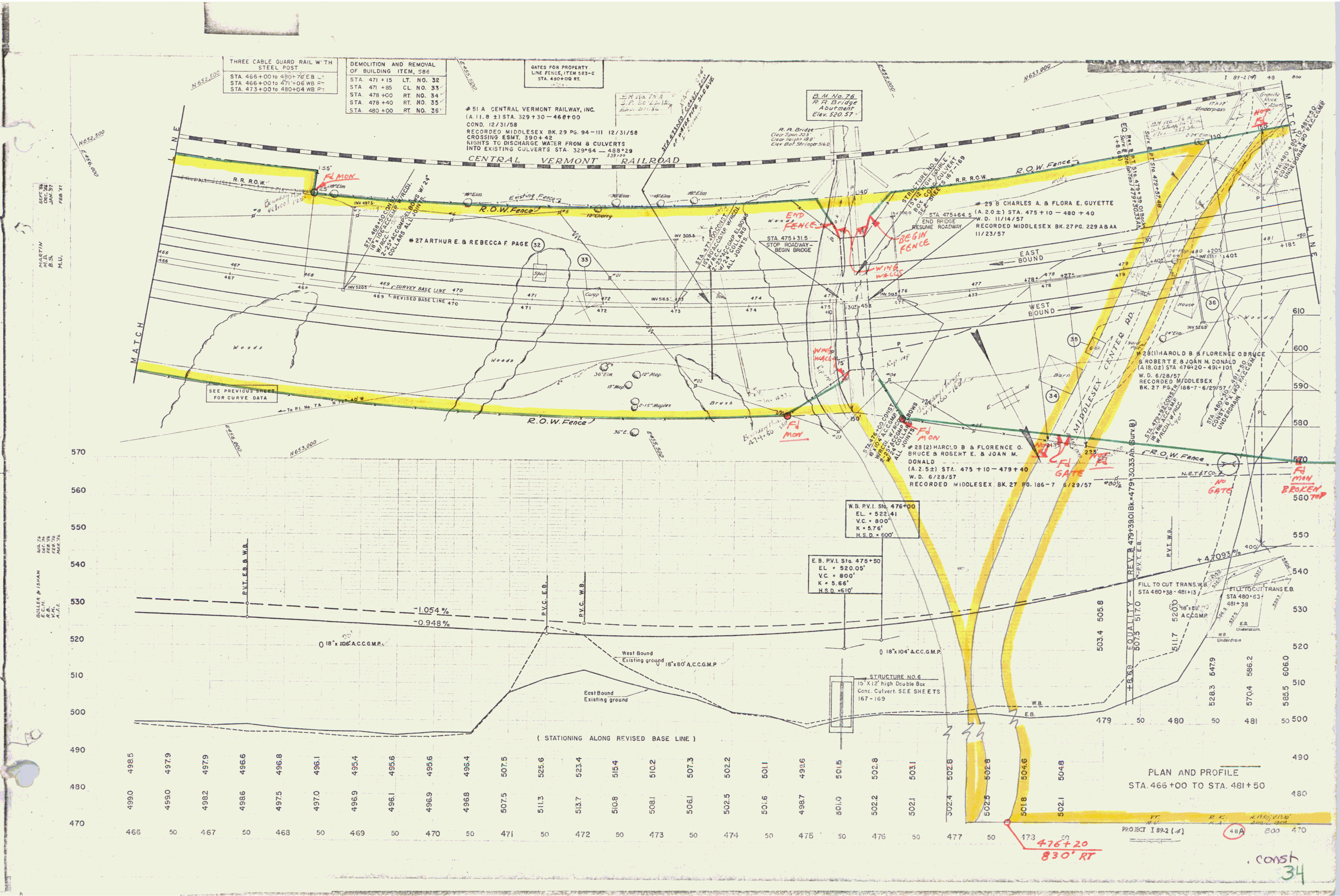
46 800 Const

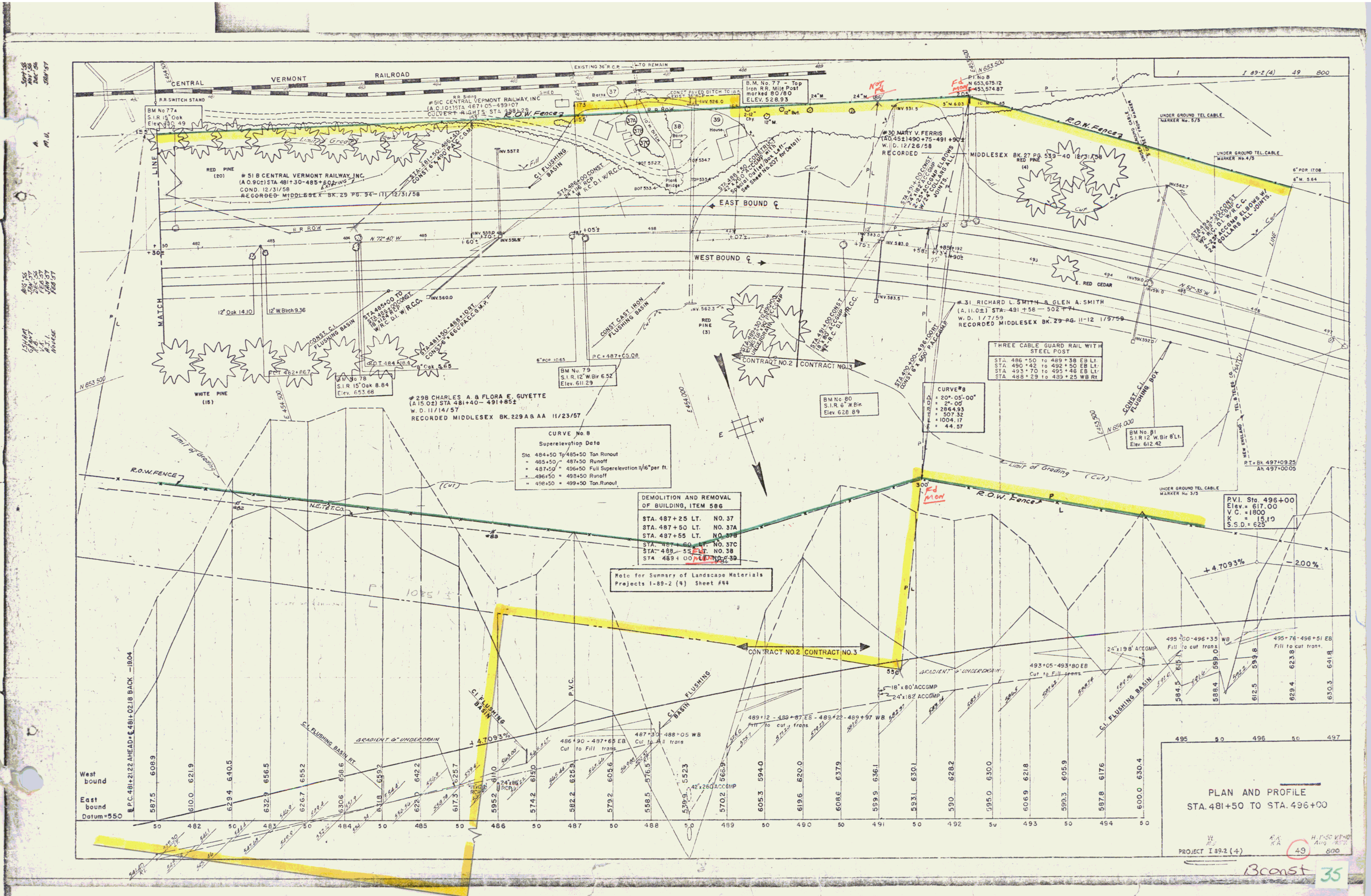
30


THREE CABLE GUARD RAIL WITH STEEL POST
STA. 451+00 to 466+00 EB Lt.
STA. 451+00 to 466+00 WB Rt.
MUCK EXCAVATION STA. 456+50 to 463+25.
US #2 464+0 48LF
B.M. No. 74
18" Butternut
Elev. 497.05
B.M. No. 74-A
R.R. Spike in Top
18" Elm Stump
Elev. 509.17
#51A CENTRAL VERMONT RAILWAY, INC.
CENTRAL VERMONT RAILROAD
#49 STANLEY R. & CATHERINE J. SCRIBNER
DITCHING RIGHTS STA. 464 +00
WDOE 1/7/59
RECORDED: MIDDLESEX - BK 29 - PG 22 - 1/9/59
STA. 464+00 LT. CONST. 60" X 60' CGMPP
CONST. OUTLET DITCH
INV. 499.2
INV. 490.0
U. S. RTE. 2
2' x 2' S. Box D.I.
TO BE CONST. BY OTHERS 60" PIPE
I 89-2 (4) 47 800
R.O.W. Fence
Existing Fence
51A CENTRAL VERMONT RAILWAY INC.
R.R. ROW
Woods
Pond
EASTBOUND
WESTBOUND
SURVEY BASE LINE
REVISED BASE LINE
MATCH LINE
NEWHALL
#26 ULLIE C. & CALISTA A. NEWHALL
STA. 455+00 CONST. 18" x 120' ACCGMP W/RCDI W/R.C.C. 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.
INV. 519.6
INV. 501.1
STA. 460+00 CONST. 18" x 128' ACCGMP W/RCDI & W/RCC. 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.
INV. 522.8
INV 500.0
STA 464+00 CONST. 60" x 252' C.GMP.P. W/RCDI W/RCC.
INV 495.0
INV 491.0
#27 ARTHUR E. & REBECCA F. PAGE
(A 11.1±) STA. 455+85 – 475+45±
WD 1/5/59
RECORDED: MIDDLESEX - BK 29 - PG 25/27 - 1/20/59
N 25°-13' W Tangent to P.I. No. 7
N 25°-13' W Tangent to P.I. No. 7A
Tangent to P.I.'s 7 & 7A N 72°-40' W
NOT Rd
B.M. No. 75
S.I.R. 18" Elm
R.R. R.O.W.
Elev. 498.99
SUPERELEVATION DATA
445+50 to 446+50 Tan. Runout
446+50 to 448+50 Runoff
448+50 to 478+70 Full Super-elevation 1/2" per foot
478+70 to 480+70 Runoff
480+70 to 481+61 Runout
℄ CURVE NO. 7
Δ = 47°27'00"
D = 1°30'
R = 3819.83'
T = 1678.78'
L = 3163.33'
E = 352.63'
REVISED ℄ CURVE NO. 7A
Δ = 47°27'00"
D = 1°30'
R = 3819.83'
T = 1678.78'
L = 3163.33'
E = 352.63'
Bank 1/2" per foot
℄ P.I. #7
N 652,801.08
E 456,375.34
P.I. #7A (Rev. ℄)
N 652,792.99
E 456,401.26
W.B. P.V.I. Sta. 465+00
EL. = 534.00
V.C. = 500'
K = 0.97'
S.S.D. = 740'
E.B. P.V.I. Sta. 465+00
EL. = 530.00
V.C. = 500'
K = 0.91'
S.S.D. = 750'
P.V.C. E.B. & W.B.
+0.50% W.B.
+0.50% E.B.
18" x 120' A.C.C.G.M.P.
18" x 128' A.C.C.G.M.P.
60" x 252' C.G.M.P.P.
West Bound Existing ground
East Bound Existing ground
West Bound: 512.3 510.5 504.5 502.1 502.4 502.2 502.0 502.2 502.5 502.5 495.4 494.5 496.8 497.0 493.7 490.1 488.4 489.4 490.2 490.9 491.0 492.2 496.0 497.4 497.8 497.0 495.2 496.2 497.3 498.8 498.5
East Bound: 508.5 505.0 503.4 502.5 502.2 502.4 502.0 503.4 503.0 501.2 495.0 495.6 490.6 488.8 489.2 489.9 490.1 489.1 488.9 488.9 488.5 489.2 491.0 490.7 497.7 497.5 496.4 497.0 496.0 499.8 499.0
(STATIONING ALONG REVISED BASE LINE)
PLAN AND PROFILE
STA. 451+00 TO STA. 466+00
PROJECT I 89-2 (4)
H 1"=50', V 1"=10'
Aug. 1957
47 800
const
31


STP 42
Maud P. Budesheim
Parcel No 1
Harold B. & Florence C. Brooks
Robert E. & Jacqueline M. Donald
Sta 478+20 - 485+70 Rt.
1.8 ACRES ±
Arthur Page
2½ A ±
Parcel No 2
Sta 475+10 - 479+30
Charley F. & Flora Guyette
Line
Cable
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
Central Vermont Ry
To Burlington
U.S. RTE 7
47A
32


THREE CABLE GUARD RAIL WITH STEEL POST
STA. 466+00 to 480+76 E.B. Lt.
STA. 466+00 to 471+06 W.B. Rt.
STA. 473+00 to 480+04 W.B. Rt.
DEMOLITION AND REMOVAL OF BUILDING ITEM, 586
STA 471 +15 LT. NO. 32
STA 471 +85 CL NO. 33
STA 478 +00 RT. NO. 34
STA 478 +40 RT. NO. 35
STA 480 +00 RT. NO. 36
GATES FOR PROPERTY LINE FENCE, ITEM 583-C STA. 480+00 RT.
#51 A CENTRAL VERMONT RAILWAY, INC.
(A. 11.8 ±) STA. 329+30 — 468+00
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 – III 12/31/58
CROSSING ESMT. 390+42
RIGHTS TO DISCHARGE WATER FROM 8 CULVERTS
INTO EXISTING CULVERTS STA. 329+64 — 488+29
CENTRAL VERMONT RAILROAD
B.M. No. 76
R.R. Bridge Abutment
Elev. 520.57
R.R. Bridge
Clear Span 30.5'
Clear Height 18.0'
Elev. Bot. Stringer 516.0
MATCH LINE
R.R. R.O.W.
R.O.W. Fence
Existing Fence
#27 ARTHUR E. & REBECCA F. PAGE
STA 468+50 CONST. 18" x 106' A.C.C.G.M.P. W/R.C.D.I. W/R.C.C. 2-25° ACCGMP ELBOWS W/ 24" COLLARS ALL JOINTS.
STA 473+00 CONST. 18" x 80' A.C.C.G.M.P. W/R.C.D.I. W/R.C.C. 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.
STA. 475+31.5
STOP ROADWAY – BEGIN BRIDGE
STA. 475+64.5
END BRIDGE
RESUME ROADWAY
STRUCTURE NO. 6
15' x 12' HIGH DOUBLE BOX CONC. CULVERT SEE SHEETS 167–169
#29 B CHARLES A. & FLORA E. GUYETTE
(A. 2.0 ±) STA. 475+10 — 480+40
W.D. 11/14/57
RECORDED MIDDLESEX BK. 27 PG. 229 A & AA
11/23/57
File # 29
EAST BOUND
WEST BOUND
SURVEY BASE LINE
REVISED BASE LINE
Woods
Brush
Barn
House
MIDDLESEX CENTER RD.
EQ. Surv. & Sta. (on Tan.) 479+30.33 Ah.
Rev. & P.T. Sta. 479+39.01 Bk.
Surv. & P.T. Sta. 479+57.48
#28(1) HAROLD B. & FLORENCE O. BRUCE
& ROBERT E. & JOAN M. DONALD
(A 18.0±) STA 476+20 – 491+10±
W.D. 6/28/57
RECORDED MIDDLESEX
BK. 27 PG. 186-7-6/29/57
#28 (2) HAROLD B. & FLORENCE O. BRUCE & ROBERT E. & JOAN M. DONALD
(A. 2.5±) STA. 475+10 — 479+40
W.D. 6/28/57
RECORDED MIDDLESEX BK. 27 PG. 186-7 6/29/57
STA. 476+00 CONST. 18" x 104' A.C.C.G.M.P. W/R.C.D.I. W/R.C.C. 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.
STA. 479+92 CONSTR. 18" x 88' A.C.C.G.M.P. W/R.C.D.I. W/R.C.C.
STA. 480+30 – 481+50 CONST. 6" x 140' P.A.C.C.G.M.P. UNDERDRAIN
STA. 480+50 TO 481+50 CONST. 6" x 100' P.A.C.C.G.M.P. UNDERDRAIN
N.E.T.&T.CO.
SEE PREVIOUS SHEET FOR CURVE DATA
To P.I. No. 7A
N 72°-40' W
W.B. P.V.I. Sta. 476+00
EL. = 522.41
V.C. = 800'
K = 5.76'
H.S.D. = 600'
E.B. P.V.I. Sta. 475+50
EL = 520.05'
V.C. = 800'
K = 5.66'
H.S.D. = 610'
P.V.T. E.B. & W.B.
P.V.C. E.B.
P.V.C. W.B.
-1.054 %
-0.948 %
+4.7093 %
18" x 106' A.C.C.G.M.P.
18" x 80' A.C.C.G.M.P.
18" x 104' A.C.C.G.M.P.
18" x 88' A.C.C.G.M.P.
West Bound Existing ground
East Bound Existing ground
STRUCTURE NO. 6
15' X 12' high Double Box Conc. Culvert. SEE SHEETS 167 – 169
FILL TO CUT TRANS. W.B. STA 480+38 – 481+13
FILL TO CUT TRANS. E.B. STA 480+63 – 481+38
E.B. Underdrain
W.B. Underdrain
+8.68 EQUALITY — REV. B 479+39.01 Bk. = 479+30.33 Ah. (Surv. B)
#6014
SP 42
File #28
File #29
(STATIONING ALONG REVISED BASE LINE)
PLAN AND PROFILE
STA. 466+00 TO STA. 481+50
VT.
M.U.
PROJECT I 89-2 (4)
48
const.


THREE CABLE GUARD RAIL WITH STEEL POST
STA. 466+00 to 480+76 EB LT
STA. 466+00 to 471+06 WB RT
STA. 473+00 to 480+04 WB RT
DEMOLITION AND REMOVAL OF BUILDING ITEM, 586
STA. 471 + 15 LT. NO. 32
STA. 471 + 85 CL. NO. 33
STA. 478 + 00 RT. NO. 34
STA. 478 + 40 RT. NO. 35
STA. 480 + 00 RT. NO. 36
GATES FOR PROPERTY LINE FENCE, ITEM 583-C STA. 480+00 RT.
51 A CENTRAL VERMONT RAILWAY, INC.
(A. 11.8 ±) STA. 329 + 30 — 468 + 00
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 - 111 12/31/58
CROSSING ESMT. 390 + 42
RIGHTS TO DISCHARGE WATER FROM 8 CULVERTS
INTO EXISTING CULVERTS STA. 329+64 — 488+29
CENTRAL VERMONT RAILROAD
B.M. No. 76
R.R. Bridge Abutment
Elev. 520.57
R. R. Bridge
Clear Span 30.5'
Clear Height 18.0'
Elev. Bot. Stringer 516.0
MATCH LINE
R.R. R.O.W.
Fd MON
R.O.W. Fence
Existing Fence
27 ARTHUR E. & REBECCA F. PAGE
STA 468+50 CONST. 18"x 106' A.C.C.G.M.P. W/RCDI. W/RCC. 2-25° ACCGMP ELBOWS W/ 24" COLLARS ALL JOINTS.
STA. 473+00 CONST. 18"x 80' A.C.C.G.M.P. W/RCDI. W/R.C.C. 2-25° ACCGMP ELBOWS W/ 24" COLLARS ALL JOINTS.
SURVEY BASE LINE
REVISED BASE LINE
Woods
Camp
Shed
Brush
2-15" Maples
36" Elm
12" Map.
15" Map.
SEE PREVIOUS SHEET FOR CURVE DATA
To P.I. No. 7A
N 72° 40' W
END FENCE
BEGIN FENCE
WING WALLS
WING WALL
STA. 475 + 31.5 STOP ROADWAY - BEGIN BRIDGE
STA. 475+64.5 END BRIDGE RESUME ROADWAY
STRUCTURE NO. 6 15' x 12' HIGH DOUBLE BOX CONC. CULVERT SEE SHEETS 167-169
29 B CHARLES A. & FLORA E. GUYETTE
(A. 2.0 ±) STA. 475 + 10 — 480 + 40
W. D. 11/14/57
RECORDED MIDDLESEX BK. 27 PG. 229 A & AA
11/23/57
EAST BOUND
WEST BOUND
MIDDLESEX CENTER RD.
House
Barn
Gar.
28 (1) HAROLD B. & FLORENCE O. BRUCE
& ROBERT E. & JOAN M. DONALD
(A 18.0±) STA 476+20 - 491+10±
W. D. 6/28/57
RECORDED MIDDLESEX
BK. 27 PG. 186-7-6/29/57
28 (2) HAROLD B. & FLORENCE O. BRUCE & ROBERT E. & JOAN M. DONALD
(A. 2.5±) STA. 475 + 10 — 479 + 40
W. D. 6/28/57
RECORDED MIDDLESEX BK. 27 PG. 186-7 6/29/57
STA. 476+00 CONST. 18"x 104' A.C.C.G.M.P. W/RCDI. W/RCC. 2-25° ACCGMP ELBOWS W/ 24" COLLARS ALL JOINTS.
STA. 479+92 CONST. 18"x 88' A.C.C.G.M.P. W/RCDI. W/RCC.
STA. 480+30 - 481+50 CONST. 6"x 140' P.A.C.C.G.M. UNDERDRAIN
STA. 480+80 TO 481+50 CONST. 6"x 90' P.A.C.C.G.M.P. UNDERDRAIN
EQ. Rev. B P.T. Sta. 479+39.01 Back Surv. B Sta. (on Tan.) 479+30.33 Ah. (+8.68)
Surv. B P.T. Sta. 479+57.48
Granite Rock Abuts
17'x17' Underpass
NOT Fd
Fd GATE
NO GATE
Fd MON BROKEN TOP
N.E.T.&T.CO.
W.B. P.V.I. Sta. 476+00
EL. = 522.41
V.C. = 800'
K = 5.76'
H.S.D. = 600'
E.B. P.V.I. Sta. 475+50
EL = 520.05'
V.C. = 800'
K = 5.66'
H.S.D. = 610'
P.V.T. E.B. & W.B.
P.V.C. E.B.
P.V.C. W.B.
-1.054 %
-0.948 %
+ 4.7093 %
18"x 106' A.C.C.G.M.P.
18"x 80' A.C.C.G.M.P.
18"x 104' A.C.C.G.M.P.
18"x 88' A.C.C.G.M.P.
West Bound Existing ground
East Bound Existing ground
STRUCTURE NO. 6 15' X 12' high Double Box Conc. Culvert. SEE SHEETS 167-169
FILL TO CUT TRANS. W.B. STA 480+38 - 481+13
FILL TO CUT TRANS. E.B. STA 480+63 - 481+38
REV. B EQUALITY — 479+39.01 Bk. = 479+30.33 Ah. (Surv. B) +8.68
(STATIONING ALONG REVISED BASE LINE)
476+20 830' RT
PLAN AND PROFILE
STA. 466+00 TO STA. 481+50
PROJECT I 89-2 (4)
48A
const 34


CENTRAL VERMONT RAILROAD
R.R. SWITCH STAND
BM No 77A
S.I.R. 15" Oak
Elev. 600.49
EXISTING 36" R.C.P. TO REMAIN
#51C CENTRAL VERMONT RAILWAY, INC
(A.0.10±) STA. 487+05-489+07
CULVERT RIGHTS STA 488+29
R.O.W. Fence
Barns 37
SHED
CONST PAVED DITCH TO 165'
EXIST 36" RCP
INV. 526.0
B.M. No. 77 - Top Iron R.R. Mile Post marked 80/80
ELEV. 528.93
Not Fd
Fd Mon
P.I. No 8
N 653,675.12
E 453,574.87
N 653,500
E 453,500
UNDER GROUND TEL CABLE MARKER No. 5/5
UNDER GROUND TEL CABLE MARKER No. 4/5
UNDER GROUND TEL CABLE MARKER No. 3/5
#51 B CENTRAL VERMONT RAILWAY, INC.
(A 0.90±) STA. 481+30-485+60±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58
RED PINE (20)
STA. 481+50-486+40 CONST. 6" x 490' P.A.C.C.G.M.P.
C.I. FLUSHING BASIN
STA. 486+00 CONST. 24" x 116' RCP W R.C. D.I. W/R.C.C.
STA. 488+50 CONSTRUCT 42" x 250' ACCGMP with Special Outlet/Box Left- See Sheet No. 207 for Detail.
#30 MARY V. FERRIS
(A0.45±) 490+75-491+90±
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 539-40 12/31/58
STA. 491+00 CONST. 24" x 182' ACCGMP 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.
RED PINE (4)
STA. 494+50 CONST. 24" x 198' ACCGMP W2 R.C. D.I. W/R.C.C. 2-25° ACCGMP ELBOWS W/ 24" COLLARS ALL JOINTS.
6" POP. 17.08
6" M. 5.64
EAST BOUND ℄
WEST BOUND ℄
R R ROW
N. 72° 40' W
N. 52°-35' W
E. RED CEDAR
MATCH LINE
STA 485+00 TO STA 486+00 CONST. 18" x 124' RCP W/R.C. D.I. W/R.C.C.
CONST. C.I. FLUSHING BASIN
STA. 481+50-488+10 RT. CONST. 6" x 660' P.A.C.C.G.M.P.
INV. 560.0
12" Oak 14.10
12" W. Birch 9.36
WHITE PINE (15)
P.O.T. 482+86.7
P.O.T. 484+18.4
BM No 78
S.I.R. 15" Oak 8.84
Elev. 653.68
8" Oak 5.65
CONST CAST IRON FLUSHING BASIN
P.C. = 487+05.08
6" POP 10.65
BM No. 79
S.I.R. 12" W. Bir 6.52
Elev. 611.29
RED PINE (3)
INV. 562.3
STA. 489+30 TO 490+00 CONST. 6" x 90' P.A.C.C.G.M.P. UNDERDRAIN
STA. 491+00 CONST. 18" x 80' ACCGMP W/2-R.C. D.I. W/R.C.C.
CONTRACT NO. 2 CONTRACT NO. 3
BM No. 80
S.I.R. 6" W. Bir.
Elev. 628.89
STA. 490+00-496+00 RT. CONST 6" x 600' P.A.C.C.G.M.P.
#31 RICHARD L. SMITH & GLEN A. SMITH
(A. 11.0±) STA. 491+58-502+71
W. D. 1/7/59
RECORDED MIDDLESEX BK. 29 PG. 11-12 1/9/59
THREE CABLE GUARD RAIL WITH STEEL POST
STA. 486+50 to 489+38 EB Lt.
STA. 490+42 to 492+50 EB Lt.
STA. 493+70 to 495+46 EB Lt.
STA. 488+29 to 489+25 WB Rt.
CURVE #8
Δ = 20°-05'-00"
D = 2°-00'
R = 2864.93
T = 507.32
L = 1004.17
E = 44.57
CONST. C.I. FLUSHING BOX
TEL. & TELEG. CO.
NEW ENGLAND
BM No. 81
S.I.R. 12" W. Bir 8' Lt.
Elev. 612.42
P.T. = Bk. 497+09.25
Ah. 497+00.05
#29B CHARLES A. & FLORA E. GUYETTE
(A 15.0±) STA 481+40-491+85±
W. D. 11/14/57
RECORDED MIDDLESEX BK. 229 A & AA 11/23/57
CURVE No. 8
Superelevation Data
Sta. 484+50 To 485+50 Tan. Runout
" 485+50 " 487+50 Runoff
" 487+50 " 496+50 Full Superelevation 11/16" per ft.
" 496+50 " 498+50 Runoff
" 498+50 " 499+50 Tan. Runout
DEMOLITION AND REMOVAL OF BUILDING, ITEM 586
STA. 487+25 LT. NO. 37
STA. 487+50 LT. NO. 37A
STA. 487+55 LT. NO. 37B
STA. 487+60 LT. NO. 37C
STA. 488+55 LT. NO. 38
STA. 489+00 LT. NO. 39
Note for Summary of Landscape Materials Projects I-89-2 (4) Sheet #44
Limit of Grading
R.O.W. FENCE
N.E.T.&T.CO.
P L 1085' ±
P.V.I. Sta. 496+00
Elev. = 617.00
V.C. = 1800
K = 15.10
S.S.D. = 625
+4.7093%
-2.00%
B.P.C. 481+21.22 AHEAD = ℄ 481+02.18 BACK -19.04
West bound
East bound
Datum = 550
GRADIENT 6" UNDERDRAIN
C.I. FLUSHING BASIN RT.
P.V.C.
486+90-487+65 EB Cut to Fill trans.
487+30-488+05 WB Cut to Fill trans.
489+12-489+87 EB - 489+22-489+97 WB Fill to cut trans.
493+05-493+80 EB Cut to Fill trans.
495+60-496+35 WB Fill to cut trans.
495+76-496+51 EB Fill to cut trans.
18" x 80' ACCGMP
24" x 182' ACCGMP
24" x 198' ACCGMP
42" x 260' ACCGMP
24" x 116' RCP
18" x 124' RCP
482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497
PLAN AND PROFILE
STA. 481+50 TO STA. 496+00
PROJECT I 89-2 (4)
49
800
H. 1"=50' V. 1"=10'
3const
35

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

INTERSTATE PROJECT In the towns of
BERLIN - MONTPELIER - MIDDLESEX

PLAN AND PROFILE

STA. 481+50 TO STA. 496+00

BOSWELL ENGINEERING CO
CONSULTING ENGINEERS
MONTPELIER, VERMONT

SURVEYED BY
DRAWN BY
PROJECT I 89-2 (4)
SHEET
OF
CONTRACT

#31

Exh #29

Exh #28

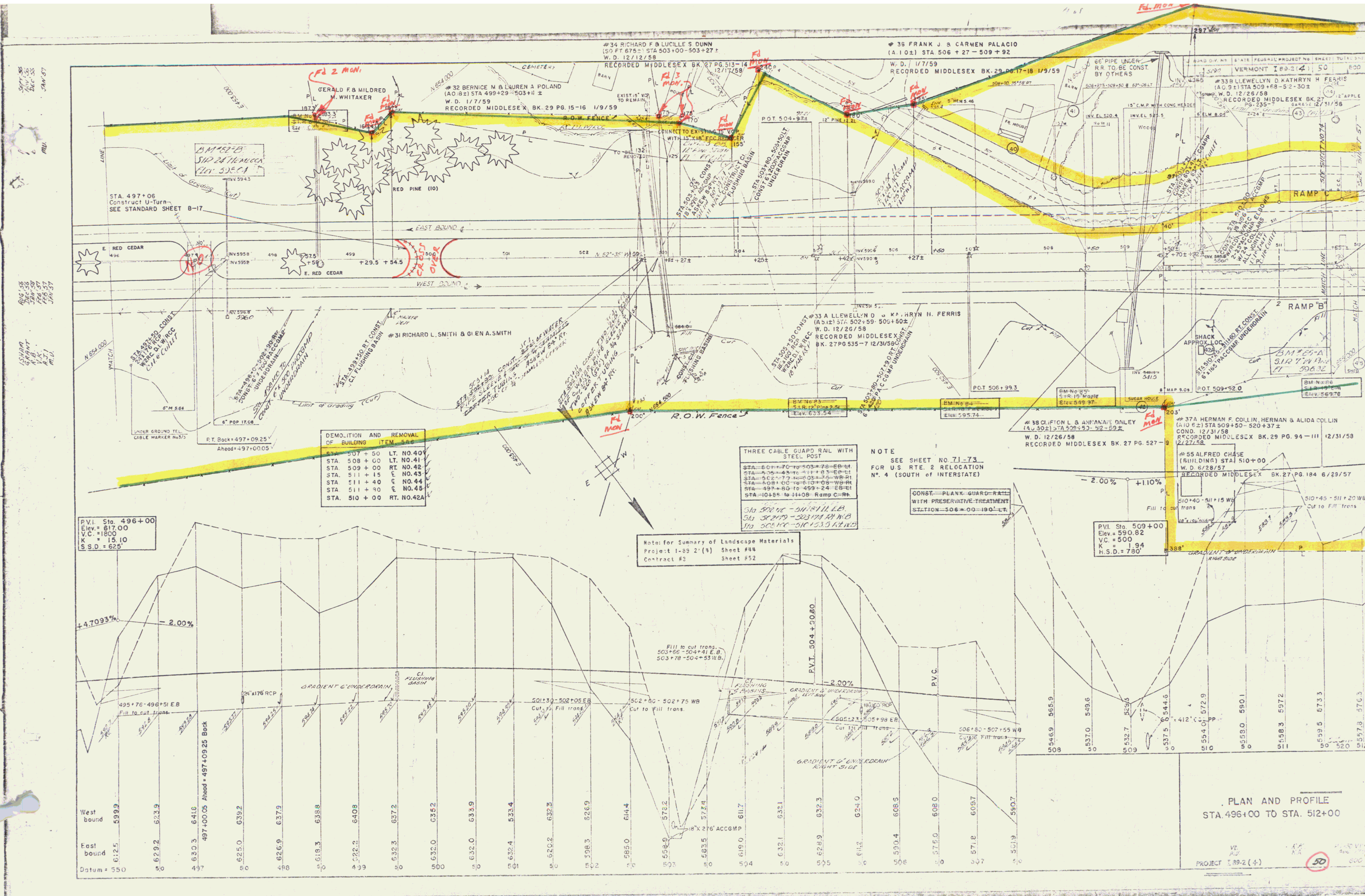
#601-4
SP 42

492'

485+03
985'

49A

36


PLAN AND PROFILE
STA. 496+00 TO STA. 512+00
PROJECT I 89-2 (4)
VERMONT I 89-2(4) 50 600
#34 RICHARD F & LUCILLE S. DUNN
(SQ FT 675±) STA 503+00-503+27±
W. D. 12/12/58
RECORDED MIDDLESEX BK. 27 PG. 513-14 12/17/58
#36 FRANK J. & CARMEN PALACIO
(A. 1.0±) STA. 506+27 - 509+92
W. D. 1/7/59
RECORDED MIDDLESEX BK. 29 PG. 17-18 1/9/59
GERALD F. & MILDRED M. WHITAKER
#32 BERNICE M & LAUREN A POLAND
(A0.18±) STA 499+29 - 503+11 ±
W. D. 1/7/59
RECORDED MIDDLESEX BK. 29 PG. 15-16 1/9/59
#33B LLEWELLYN D. KATHRYN H FERRIS
(A0.9±) STA 509+68 - 512+30±
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 235-7 12/31/56
66" PIPE UNDER R.R. TO BE CONST. BY OTHERS
Fd 2 MON.
Fd 3 MON.
Fd MON
Fd. MON
R.O.W. FENCE
R.O.W. Fence
CEMETERY
BARN
HOUSE
FR. HOUSE
SUGAR HOUSE
SHACK APPROX. LOC.
RED PINE (10)
E. RED CEDAR
EAST BOUND ℄
WEST BOUND ℄
CROSS OVER
RAMP "C"
RAMP "B"
MATCH LINE SEE SHEET NO 74
BM #82-B SIR 24 HEMLOCK ELEV. 598.04
BM #85-A S.I.R. 7 W Pine El 596.32
BM No 83 S.I.R. 12" Pine 2.5t Elev. 633.54
BM No 84 S.I.R. 18" Pine Elev. 595.74
BM No 85 S.I.R. 15 Maple Elev. 549.97
BM No 86 S.I.R. 15" Elm Elev. 569.76
STA. 497+06 Construct U-Turn SEE STANDARD SHEET B-17
CONNECT TO EXISTING 15" VCP WITH 15"X18" FCC REDUCER
P.O.T. 504+97±
P.O.T. 506+99.3
P.O.T. 509+92.0
P.T. Back = 497+09.25
Ahead = 497+00.05
#31 RICHARD L. SMITH & GLEN A. SMITH
#33 A LLEWELLYN D & KATHRYN H. FERRIS
(A 5.1±) STA 502+59 - 509+50±
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG 535-7 12/31/58
#38 CLIFTON L. & ANNAMAIE DAILEY
(A0.30±) STA 509+50 - 512+59±
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 527-9 12/27/58
#37A HERMAN F. COLLIN, HERMAN & ALIDA COLLIN
(A10.6±) STA 509+50 - 520+37±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58
#55 ALFRED CHASE
(BUILDING) STA 510+00
W. D. 6/28/57
RECORDED MIDDLESEX BK. 27 PG. 184 6/29/57
DEMOLITION AND REMOVAL OF BUILDING ITEM 586
STA. 507 + 50 LT. NO. 40
STA. 508 + 00 LT. NO. 41
STA. 509 + 00 RT. NO. 42
STA. 511 + 15 ℄ NO. 43
STA. 511 + 40 ℄ NO. 44
STA. 511 + 80 ℄ NO. 45
STA. 510 + 00 RT. NO. 42A
THREE CABLE GUARD RAIL WITH STEEL POST
STA. 501+70 to 503+78 EB Lt.
STA. 505+43 to 511+83 EB Lt.
STA. 502+79 to 503+75 WB Rt.
STA. 508+00 to 510+08 WB Rt.
STA. 497+80 to 499+24 EB Lt.
STA. 10+88 to 11+08 Ramp C Rt.
Sta 502+00 - 511+87 Lt. E.B.
Sta 502+79 - 503+74 Rt. W.B.
Sta 508+00 - 510+53.5 Rt. W.B.
NOTE
SEE SHEET NO. 71-73 FOR U.S. RTE. 2 RELOCATION No. 4 (SOUTH of INTERSTATE)
CONST. PLANK GUARD RAIL WITH PRESERVATIVE TREATMENT STATION 506+00 190' LT.
Note: for Summary of Landscape Materials
Project I-89 2'(4) Sheet #44
Contract #3 Sheet #52
P.V.I. Sta. 496+00
Elev. = 617.00
V.C. = 1800
K = 15.10
S.S.D. = 625'
P.V.I. Sta. 509+00
Elev. = 590.82
V.C. = 500
K = 1.94
H.S.D. = 780'
+4.7093%
- 2.00%
+1.10%
P.V.T. 504+90.80
P.V.C.
GRADIENT 6" UNDERDRAIN
GRADIENT 6" UNDERDRAIN RIGHT SIDE
C.I. FLUSHING BASIN
24"x176' RCP
18"X 276' ACCGMP
60" x 412' C.S.P.P.
495+76 - 496+51 E.B. Fill to cut trans.
501+30 - 502+05 EB Cut to Fill trans.
502+00 - 502+75 WB Cut to Fill trans.
Fill to cut trans. 503+66 - 504+41 E.B. 503+78 - 504+53 W.B.
505+23 - 505+98 EB Cut to Fill trans.
506+80 - 507+55 WB Cut to Fill trans.
510+40 - 511+15 WB Fill to cut trans.
510+45 - 511+20 WB Cut to Fill trans.
West bound 599.9 623.9 641.8 639.2 637.9 638.8 640.8 637.2 635.2 633.9 533.4 632.3 626.9 614.4 578.2 573.4 611.7 632.1 632.3 624.0 608.5 608.0 609.7 590.7 565.9 549.6 529.3 544.6 572.9 590.1 597.2 573.3 576.3
East bound 612.5 629.2 630.3 625.0 626.9 618.3 622.2 632.3 632.0 632.0 632.4 620.2 598.3 585.0 558.9 583.5 619.0 632.1 628.9 611.2 590.4 575.0 571.8 501.9 546.9 537.0 532.7 537.5 554.0 558.0 558.3 559.5 557.8
Datum = 550
497+00.05 Ahead = 497+09.25 Back

THREE CABLE GUARD RAIL WITH STEEL POST
STA. 513+94 to 514+22 EB Lt.
STA. 520+54 to 525+50 EB Lt.
STA. 6+62 to 7+24 Ramp D Rt
STA. 9+00 to 10+88 Ramp C Rt

#51 CENTRAL VERMONT RAILWAY, INC.
(R.O.W. EASEMENT STA. 519 + 90
COND. 12/31/58
RECORDED MIDDLESEX BK 29 PG. 94-111
BEGIN FENCE 12/31/58

#37B HERMAN F. COLLIN, HERMAN & ALIDA COLLIN
(A2.8±) STA 511+95-518+00±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29
PG. 94-111 12/31/58

#33B LLEWELLYN D. & KATHRYN H. FERRIS

#51 CENTRAL VERMONT RAILWAY, INC.
CULVERT RIGHTS STA 352+50-539+00

#51 CENTRAL VERMONT RAILWAY, INC.
(A 0.22±) STA. 517+30-519+30
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58

#40A GRACE W. COLBY
(A 17.1±) STA. 520+13-539+10
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58
CULVERT RIGHTS: STA. 526+00, 530+50, 535+00 M.L. 19+50, 24+12, 28+50, 33+00 S.L.

#39 A DONALD B. & LUCILLE L. MORSE
(A 1.10±) STA. 515+00-520+70
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58

#37A HERMAN F. COLLIN, HERMAN & ALIDA COLLIN

CLIFTON L. & ANNAMAIE DAILEY

I83-2(4) 51 800

BM 89
S.I.T. 18"W Bir
EL. 539.73

BM 87
S.I.T. 8"Ced
EL. 583.92

Curve No. 9
Δ = 3°-16'-00"
D = 1°-30'
R = 3819.83
T = 106.90
L = 208.44
E = 1.46.74

Curve No 9
Superelevation Data
Sta 513+0 To 514+0 Tan Runout
" 514+0 " 516+0 Runoff
" 516+0 " 536+0 Full Superelevation 1/2" per ft.
" 536+0 " 538+0 Runoff
" 538+0 " 539+0 Tan Runout

NOTE: For Summary of Landscape Material
Project I-89-2 (4) Sheet No
Contract # Sheet No

DEMOLITION AND REMOVAL OF BUILDING ITEM, 586
STA. 515+120 LT. NO. 46
STA. 515+135 LT. NO. 47
STA. 515+175 ℄ NO. 48

THREE CABLE MEDIAN GUARD RAIL AT BRIDGE
STA. 519+32
STA. 520+44

STRUCTURE NO. 8
SEE SHEETS 175-185

Interstate 519+88.00
Ramp "AB" 5+03.50

FOR GUARD RAIL & SHOULDER TREATMENT IN MEDIAN AT BRIDGE SEE STANDARD SHEET NO. 219

STA 520+44.48
END BRIDGE
RESUME ROADWAY

STA 519+31.50
Stop Roadway
Begin Bridge

NOTE; SEE SHEET NO 74 FOR INFORMATION PERTAINING TO INTERCHANGE CURVE DATA, DRAINAGE, ETC.

SEE SHEET NO. 71-73 FOR U.S. RTE. 2 RELOCATION N° 4 (SOUTH OF INTERSTATE); SHEET N° 73-76 FOR PROFILES OF RAMPS.

PVI Sta 523+50
El. = 606.77
V.C. = 1200
K = 7.35
S.S.D. = 600

TRANSFERRED BACK TO GRACE W. COLBY Deeded 512/162

+1.10% -3.80%

+1.10% E.B and W.B.

512+29-513+04 WB Fill to cut trans
514+38-515+13 WB Cut to Fill trans.
516+25-517+00 WB Fill to cut trans
517+12-517+87 EB Fill to cut trans
518+53-519+28 WB Cut to fill trans
518+72-519+47 EB Cut to Fill trans
520+40-521+15 WB, 520+63-521+38 EB Fill to cut trans
524+74-525+49 EB Cut to fill trans
526+38-527+13 EB Fill to cut trans

	511	50	512	50	513	50	514	50	515	50	516	50	517	50	518	50	519	50	520	50	521	50	522	50	523	50	524	50
West bound	573.3	559.5	576.3	557.8	598.0	564.3	609.2	573.9	605.9	570.9	594.5	571.1	604.2	568.8	600.2	562.7	632.5	620.2	624.6	632.3	605.0	617.9	585.9	594.0	576.8	576.0	599.9	568.4
East bound	559.5	573.3	557.8	576.3	564.3	598.0	573.9	609.2	570.9	605.9	571.1	594.5	568.8	604.2	562.7	600.2	559.9	632.5	579.3	624.6	632.3	605.0	617.9	585.9	594.0	576.8	576.0	599.9

Datum=550

	525	50	526	50	527
	606.9	596.4	605.2	596.5	625.2
	604.3	589.9	582.3	588.9	594.5

Datum=570

PLAN AND PROFILE
STA. 512+00 TO STA. 526+50

PROJECT I 83-2 (4) 51 800

Const

38

THREE CABLE GUARD RAIL WITH STEEL POST

STA. 526 + 50 to 527 + 26 EB Lt
STA. 532 + 96 to 540 + 00 EB Lt
STA. 529 + 44 to 540 + 00 WB Rt
STA. 0 + 04 to 6+62 RAMP "D" Rt

THREE CABLE GUARD RAIL WITH STEEL POST

526+70 to 530+35 EB Lt
529+95 to 530+14 WB Rt

#51 E. CENTRAL VERMONT RAILWAY, INC.
(A.86±) STA. 530+10 - 583+90
CULVERT RIGHTS STA. ..., 541+00, 543+50, 546+67, 550+40, 557+00, 557+47, 559+00, 562+00, 566+00, 570+00, 574+58
CONC 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 - 111 12/31/58

B.M. 91
S.I.R. 6" Cherry
EL. 514.78

B.M. 90
S.O.S.
EL. 569.16

B.M. 92
S.I.R. 10" Cherry
EL. 512.33

CENTRAL VERMONT RAILROAD

R.O.W. Fence

R.R. ROW

Existing Fence

Limit of Grading (Cut)

Limit of Earthwork

3 PAPER BIRCH

RAMP "D"

RAMP "A"

EAST BOUND

WEST BOUND

532 ℄ INTERSTATE 533

CURVE No. 9
Δ = 31°-16' 31"Rt
D = 1°-30"
R = 3819.83'
T = 1068.90
L = 2054.50
K = 146.74

P.C. 526+46.87 Ramp "D"
P.T. 536+48.37

P.V.I. Sta. 539+00
El. = 547.87
V.C. = 800'
K = 5.04
H.S.D. = 675'

-3.80%
+1.222%

STA. 540+00
END PROJ. I-89-2 (4)
END CONTRACT #3

#40A GRACE W. COLBY

#42 IRWIN A. & JEAN M. TRASK
(A. 65.6 ±) STA. 535+30 - 561+78
W.D. 7/3/57
RECORDED MIDDLESEX BK. 27 PG. 164-65 7/13/57

NOTE
SEE SHEET NO 74 FOR INFORMATION PERTAINING TO INTERCHANGE CURVE DATA, ETC

TRANSFERRED BACK TO GRACE W. COLBY

526+38 - 527+18 EB
Fill to cut trans

527+55 - 528+30 EB
Cut to Fill trans

528+20 - 528+95 WB
Cut to Fill trans

Underdrain (See Ramp A Profile)

E.B. and W.B.

-3.80%

18"X114' ACCGMP

18"X138' ACCGMP

18" x 280' ACCGMP

84"X234' CGMPP

18" x 152' ACCGMP

LANDSCAPE MATERIAL
CONTRACT #3

1. Trees		
A. Evergreens		
1. Tsuga Canadensis - Canada Hemlock		7
2. Pinus Strobus - White Pine		6
3. Juniperus Virginiana - E. Red Cedar		5
4. Pinus strobus (Eastern white pine)		10
B. Deciduous		
1. Betula Papyrifera - Paper Birch		23
2. Acer Saccharum - Sugar Maple		2
3. Quercus Borealis - Northern Red Oak		2
4. Cornus Florida - Flowering Dogwood		13
5. Crataegus Crusgalli - Cockspur Hawthorn		14
2. Shrubs		
1. Euonymus Alatus - Winged Euonymus		57
2. Rosa Multiflora - Japanese Rose		38 / 1583
3. Vines		
1. Vinca Minor - Periwinkle		220

4. General Notes
A. Size of Planting Material
1. Evergreen trees should be 3 year old transplants or older.
2. Large deciduous trees should be 1 to 1 1/4 inches in caliper with a minimum height of 7 to 9 feet.
3. Small deciduous trees should be 11/16 inch in caliper, 5 to 6 feet in height with 6 or more branches.
4. Deciduous shrubs should be 2 to 3 feet in height, with not less than 4 canes, 2 feet and up.
5. All conifers must have dormant buds and secondary needles.
B. All plant material to be graded according to American Standards for Nursery Stock.

	526	50	527	50	528	50	529	50	530	50	531	50	532	50	533	50	534	50	535	50	536	50	537	50	538	50	539	50	540	50	541	50	542	50
West bound			595.5	625.2	596.1	622.7	593.9	612.8	574.0	598.9	561.3	578.0	555.0	559.5	552.5	552.7	544.0	547.9	540.9	543.0	527.0	539.3	532.7	539.3	527.3	536.3	523.9	532.0	522.9	530.0	521.9	526.0	520.4	524.9	518.4	522.4	516.4	519.7	515.0	519.8	511.8	513.8	509.9	510.6	507.5	507.2	505.4	505.4	502.2	501.2	498.9	499.0	496.0	496.2	493.0	493.0	489.9	490.0
East bound																																		
Datum = 490																																		

PLAN AND PROFILE
STA 526+50 TO STA 540+00

V.J.
M.V.

R.K.
K.A.

PROJECT I 89-2 (4)

52

const

39

REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL
495+76-499+50 Rt ✓

THREE CABLE GUARD RAIL WITH STEEL POSTS
~~497+10 - 501+57~~ Rt
~~511+69 - 509+03~~ Rt

STEEL BEAM GUARD RAIL
~~501+57 Lt 530+18.50 Lt~~
~~508+16 - Rt Lt~~

NOTE:
SEE MAIN LINE SHEET NO 33

CONSTRUCT DRIVES
506+67 Lt ✓

STEEL GUIDE POSTS
495+12 - 495+92

EXCAV & REMOVAL OF ROAD SURF ON ROADWAYS ITEM 118-A
~~497+00 - 509+00 Lt~~
495+A+

(PICHE) TURGEON, 1904

BEGIN APPROACH CONSTRUCTION

CONSTRUCT SATISFACTORY APPROACH

BEGIN CONSTRUCTION 497+00

Rev PC 496+34.7

Rev PI 498+11 = 498+09.3

498+56 12"RCP Remove

CONST DITCH

P L

N 26°-08'-W

WESTBOUND

EASTBOUND

BEGIN FENCE

Fd MON

Set Rt 2 Sta 503+60.23 = 244'-60

Interstate ℄ 244'-60

Approx. Location N.E. Tel. & Tel. Cable

31

247'± 24" x 212' ACCGMP

3.62 - 500 cu. yd. - 30 hp
6" x 577' PACCO HP Unsetts

12" CMP To be plugged

Rev PC 505+39.7

Δ 15°-22' Lt
D 4°
R 1432.69
T 193.3
L 384.2
E 12.9
Bank ¾ per ft

505+68.3 Lt Const Ditch

506+86 Lt Const Ditch

Const 506+87 Rt 12" RCP

U.S. ROUTE 2

Ditch (prop)

Toe of Slope

Inv 508.2

Inv 512.0

S 64°-02'-E

EXISTING 6" WATER MAIN (APPROXIMATE LOCATION)

EXISTING

Inv 506.5 E

Toe of Slope

W I N O O S K I

R I V E R

5 JONES REAL ESTATE COMPANY, INC.

INTERSTATE

Δ 14°-02'-30" Rt
D 4°
R 1432.7
T 176.4
L 351.0
E 11.1
Bank ¾ per ft

7 RUBY M. HARPAN, ADA MOYCE & HELEN BARDWELL (A.O.20±) STA 246+12 - 248+55±
COND. 12/19/58
RECORDED MONTPELIER
BK. 90 PG. 321-30 12/19/58

NOTE: BEARINGS SHOWN REFER TO THE VT. STATE CO-ORDINATE SYSTEM F 107-4 (US RTE. 2)
BEARING SYSTEM DIFFERS FROM VT. STATE CO-ORDINATE SYSTEM BY 15°04'

Rev PT 499+85.7

12" RCP Remove

500+36.5 Askew 81°-16' Rt Const New 48" RCP

Rev PC 496+34.7

495+87 12" CMP

Rev PI 507+71.0 = 507+71.6

12 SUGAR MAPLES FROM 506+00± TO 514+50±

Const of 506+46 New 30" x 80' RCP

Structure No. 2 See Sheets 106-134

BM. 49-A
S.I.T. 178' RT.
EL. 514.28

30°E

NOTE: —— EXISTING 6" WATER MAIN.
---- PROPOSED ROUTE (NOT SHOWN) (TO BE APPROXIMATELY 5.0' SOUTHERLY OF SOUTHERLY EDGE OF PAVEMENT ON U.S. ROUTE 2 RELOCATION.)

NOTE: Sta & Angles as run in the field for construction

MATCH LINE

Δ Lt
D
R
T
L
E
Bank

Palmer 6-14-67 A.K.

PLAN
NOTE: 100% OF ALL DRILLS

BEGIN CONSTRUCTION
MEET EXISTING PAVT

PVI
503+00
520.55
300' V.C.
PSD 1800'

PVC

PVI

PVC

+0.500%

-0.664%

EXISTING PAVEMENT @ RTE 2

EXISTING GROUND @ RELOCATION ℄

	517.2	516.1	515.2	514.3	513.8	513.1	511.3	510.0	508.9	510.1	510.3	510.3	509.9	510.5	510.2	510.7	511.4	512.6	513.2	514.0	514.8	515.0	514.5	513.7	513.8
	497		498		499		500		501		502		503		504		505		506		507		508		509

520
510

BERLIN - MONTPELIER - MIDDLESEX
US ROUTE 2 RELOCATION NO.1
Project I 89-2(3)
Sheet 61 of 800

40

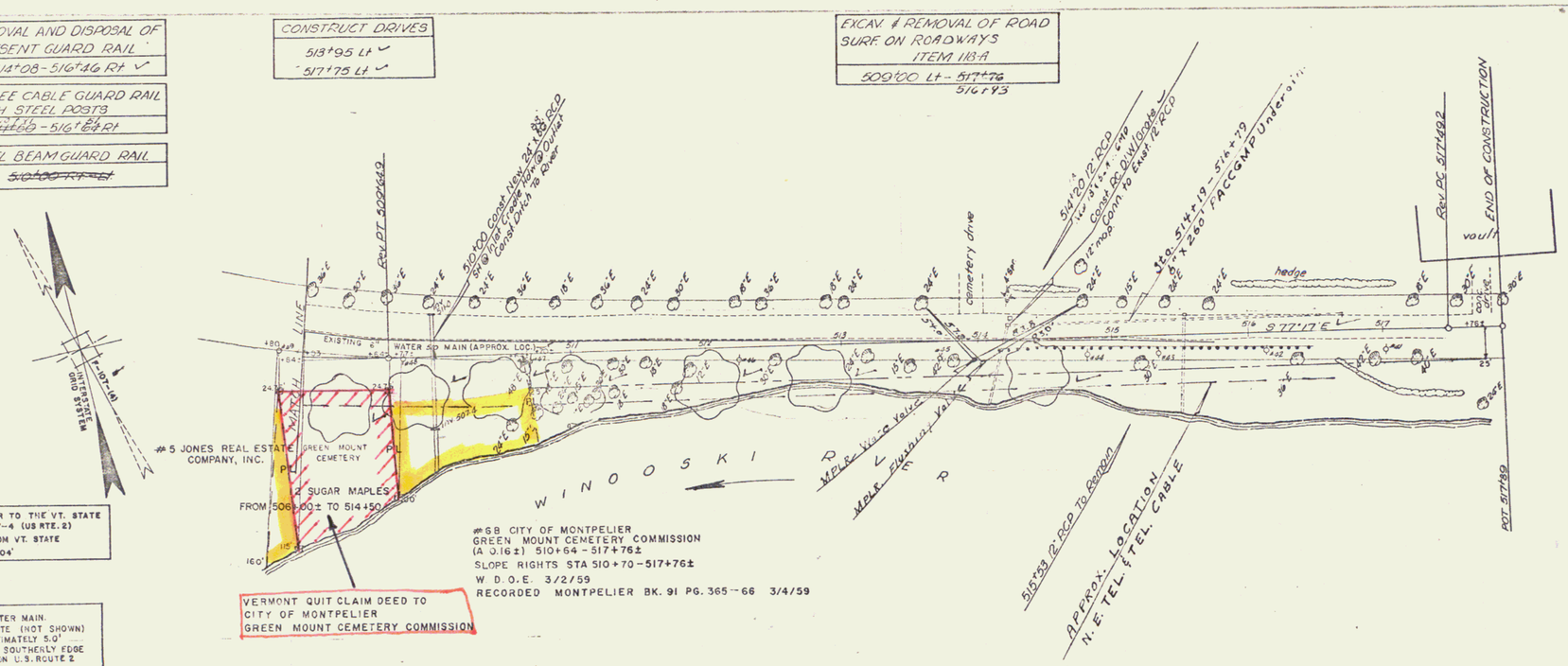
REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL
514+08 - 516+46 Rt ✓

THREE CABLE GUARD RAIL WITH STEEL POSTS
~~514+08~~ - 516+46 Rt

STEEL BEAM GUARD RAIL
~~516+00 TO END~~

CONSTRUCT DRIVES
513+95 Lt ✓
517+75 Lt ✓

EXCAV. & REMOVAL OF ROAD SURF. ON ROADWAYS
ITEM 113-A
509+00 Lt - 517+76
516+93

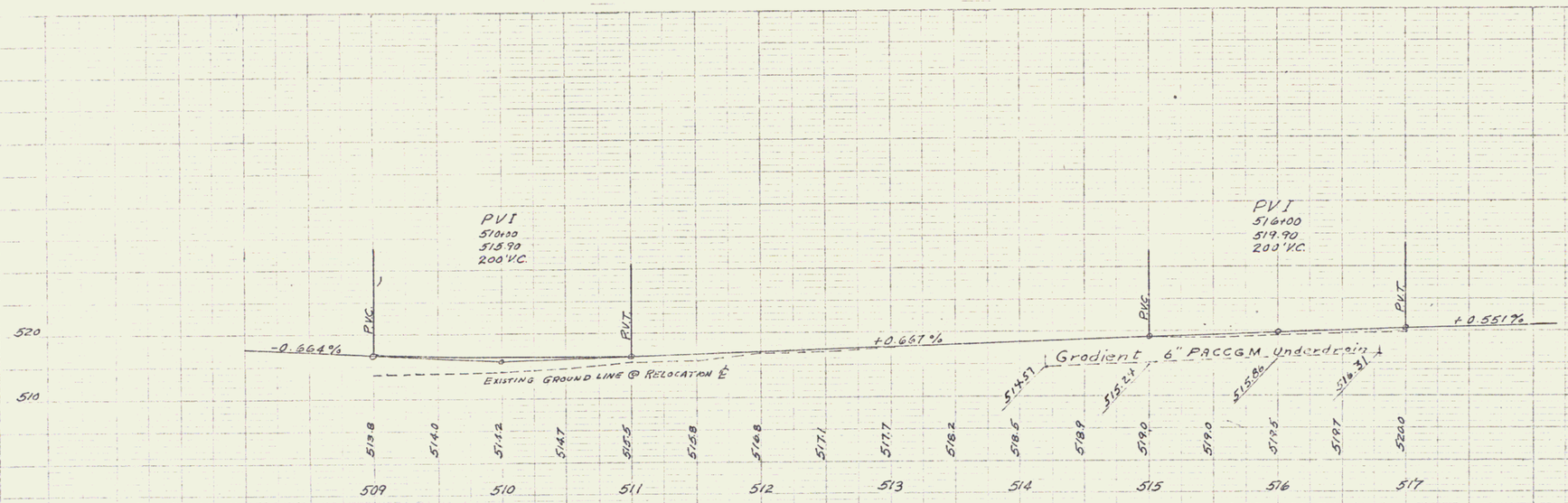


INTERSTATE GRID SYSTEM F-107-1(8)

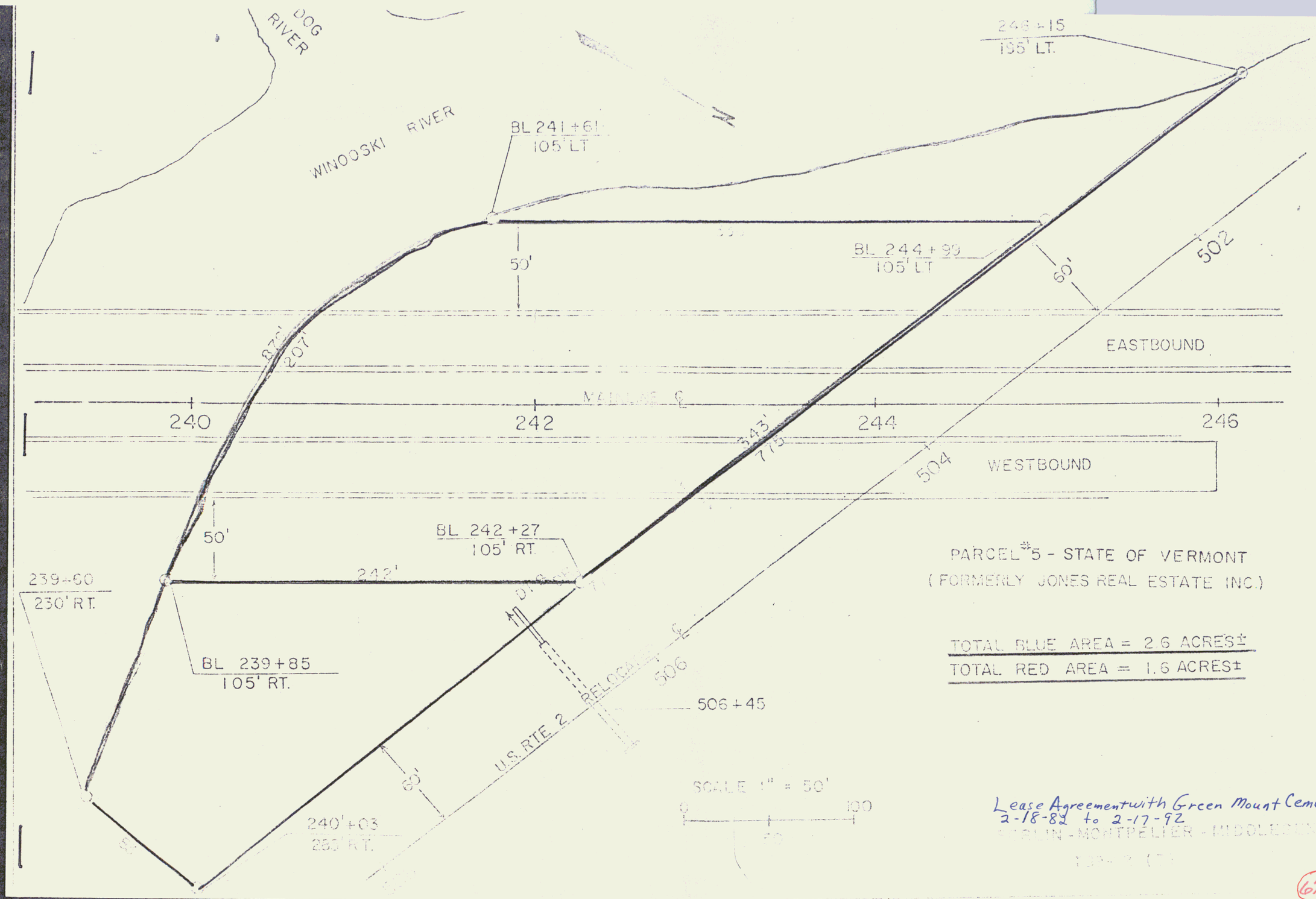
NOTE: BEARINGS SHOWN REFER TO THE VT. STATE CO-ORDINATE SYSTEM, F-107-1 (US RTE. 2)
BEARING SYSTEM DIFFERS FROM VT. STATE CO-ORDINATE SYSTEM BY 15°04'

NOTE: —— EXISTING 8" WATER MAIN.
----- PROPOSED ROUTE (NOT SHOWN) (TO BE APPROXIMATELY 5.0' SOUTHERLY OF SOUTHERLY EDGE OF PAVEMENT ON U.S. ROUTE 2 RELOCATION)

VERMONT QUIT CLAIM DEED TO CITY OF MONTPELIER GREEN MOUNT CEMETERY COMMISSION



BERLIN-MONTPELIER-MIDDLESEX
US ROUTE 2 RELOCATION NO.1
Project I-89-2(3)
Sheet 62 of 847



PARCEL #5 - STATE OF VERMONT
(FORMERLY JONES REAL ESTATE INC.)

TOTAL BLUE AREA = 2.6 ACRES±
TOTAL RED AREA = 1.6 ACRES±

Lease Agreement with Green Mount Cemetery
2-18-82 to 2-17-92
BERLIN - MONTPELIER - MIDDLESEX

62A

EXCAVATION & REMOVAL OF ROAD SURFACE ON ROADWAYS ITEM 118A
STA. 4+00 - ~~9+00~~ 6+30 ✓

REMOVAL AND DISPOSAL OF EXISTING GUARD RAIL ITEM 550
6+60 - 8+95 LEFT ✓

Δ = 29° - 22' LT
D = 2°
R = 2864.9'
T = 50.2'
L = 118.3

4+00 BEGIN CONSTRUCTION

CENTRAL VERMONT R.R.

510 U.S. ROUTE 2

EXISTING

REV. P.I. 10+80.87 = 10+78.10

ORIG. P.I. 11+76.00 = 11+56.05

STA. 12+00 24" x 44' RCP RETAIN ✓

12+00 END CONSTRUCTION

STA. 13+50 SKEW 36° LT 24" x 104' RCP

REV. P.O.T. 8+12.8 (ORIG. P.I. 8+12.8 = 8+12.7)

REV. 21°03'37" Δ
604.86 D
651.75 R
120.23 T
240.23 L
11.83 BANK I PER FT.

ORIG. Δ = 42°-18' RT
D = 8°
R = 716.8
T = 270.131
L = 516.25
BANK I PER FT

REV. P.O.T. 8+46.28 RT
D = 8°
R = 716.8
T = 315.19
L = 625.19
BANK I PER FT

REV. P.O.T. 9+99.13
ORIG. P.O.T. 10+01.5

BEGIN FENCE

END FENCE

BEGIN FENCE

END FENCE

Interstate Rte. sta. 314+00 P.O.C. N 643858.091 E 467635.167

REVISED P.I. NO. 4A

Relocated Interstate Rte. sta. 14+50

317+00 REVISED BASELINE 318+00 N 60° - 22' W

Original BASELINE @ 317+00 N 60° - 22' W

N 59° - 49' W 542.

N 57° - 48' W

P.I. NO. 4
N 643954.401
E 467486.675
See Sh. 38 for Ties

Δ = 50° - 31' LT
D = 8°
R = 716.8'
T = 338.18
L = 631.46
BANK I PER FT

STA. 15+50 SKEW 36° RT 24" x 49' RCP

NEW 24" x 49' RCP

INV. 514.8

INV. 515.6

INV. 515.7

CONSTRUCT SATISFACTORY APPROACH

Reloc. sta. 314+02.82 P.O.T. N 643861.648 E 467284.058
Reloc. Rte. sta. 14+53.726

P.O.T. 14+28.18

SEE SHEETS 136-144 FOR STRUCTURES, & SHEETS 37-38 FOR INTERSTATE DATA

STEEL GUIDE POSTS
12+50 LT Town Rd. #11
17+50 Rt. Town Rd. #2

THREE CABLE GUARD RAIL WITH STEEL POSTS
9+00 to 11+70 LT
12+50 to 13+75 LT
17+30 to 20+00 RT
19+20 to 20+00 LT

DRILLING & BLASTING OF SOLID ROCK SUBGRADE
~~STA. 7+50 - 10+50~~
STA 8+75 - 11+00 ✓

#16 B SYLVIO H. LAMBERT

#15 MONTPELIER AREA DEVELOPMENT ASSOCIATION

#17A MERIDAN H. & GLADYS NELSON

#17B MERIDAN H. & GLADYS NELSON

P.I. N 644343.466 E 647483.834

MATCH LINE

EASTBOUND

WESTBOUND

℄ INTERSTATE

No Mon 150'

Fd Mon 270'

Fd Mon

Not Fd

Not Fd

Not Fd

4+00 BEGIN CONSTRUCTION

12+00 END CONSTRUCTION

P.V.I. STA. 10+50
EL. 530.68
V.C. 300'
K. - 1.18
S.S.D. 382'

PVI. STA. = 13+0
EL. = 524.13
V.C. = 100'
K. = 0.15
HSD. = 1000'

PVI. STA. 17+50
EL. = 517.74
V.C. = 400'
K = 3.36
HSD = 305'

313+40 C EB = 13+65 EL 542.8

314+60 C WB = 15+30 EL 539.9

+0.520 %

-2.620 %

-1.42%

-1.42%

+5.30%

P.V.C.

P.V.T.

P.V.C.

P.V.T.

P.V.T.

24" x 104' RCP

24" x 56' RCP

Underdrain Grade 1+0 LT

550
540
530
520
510

527.3 528.0 528.9 529.9 530.8 532.0 533.3 534.1 534.5 534.6 534.1 533.2 532.0 529.9 527.3 516.6 515.4 514.7 514.3 513.8 514.3 514.8 514.9 515.0 516.1 516.3 516.0 516.3 516.4 517.1 516.7 516.7 516.0

4+0 5+0 6+0 7+0 8+0 9+0 10+0 11+0 12+0 13+0 14+0 15+0 16+0 17+0 18+0 19+0 20+0

U.S. RTE. 2 RELOCATION NO. 2
PLAN & PROFILE

Palmer S.M. R. Kerr K. Adelberg 1" = 50' Aug. 1957

PROJECT I 89-2(3) 63 800

ROW

43

INTERSTATE

WEST BOUND ROADWAY

SURVEY BASELINE
REVISED BASELINE

RELOCATION U.S. RTE. 2

MATCH LINE

Δ = 50° - 31' LT.
D = 8°
R = 716.8'
T = 338.18'
L = 631.46'
Bank 1" per ft.

BM No 59-13
STA 319+76
EL 529.52

END FENCE

BEGIN FENCE

END FENCE

POT 22+56.85

POT 24+25.1

POT 26+423

POT 27+68.75

POT 30+39.25

POST 32+04.45

POST 35+04.53

N 644867.708
E 466136.850

N 67° - 50' - 13" W

N 39° - 49' - 20" W

Ledge

Fill

Cut

Limit of Grading (Cut)

Power Mon. Cable

Sta 21+30 - 27+15 ↙ 6" ⌀ 647' PACCGMP
Elushing design
Limit of SBA 83

Sta 28+50 RT ↘ 24" ⌀ 2-225' PACCGMP

Sta 30+34 ↙ 30" ⌀ 104' RCCGMP
CONST. NEW 30" ⌀ RCP

Sta 35+10 ↘ 30" ⌀ 104' RCP

Sta 36+56 ↘ 30" ⌀ 500' RCP

Sta 21+24 ASKEW 80 LT

CONSTR. 114' 3 Pipes Step Bevel

BM NO 59-A
SIR 15" Pine
EL 584.39

BM NO 60-A
SIR 15" Pine
EL 576.66

BM NO 61-A
SIR 12" Pine
EL 576.23

BM No 61-B
SOL
EL 583.69

BM No 61-C
SOL
EL 572.61

BM NO 63-A
SIR 18" Twin Oak
EL 586.63

#178 MERIDAN H. & GLADYS NELSON

NOTE:
SEE MAIN LINE SHEET
NOS. 38 & 39.

THREE CABLE GUARD RAIL WITH STEEL POST
~~STA 20+00 TO 21+58 LEFT~~
~~STA 30+34.0 to 31+30 LEFT~~
~~STA 33+25 to 34+00 LEFT~~
~~STA 20+00 to 21+58 RIGHT~~
STA 20+00 to 22+40 LEFT
STA 20+00 to 21+78 RIGHT
STA 30+34 to 31+28 LEFT
STA 33+65 to 36+00 LEFT

DRILLING & BLASTING OF SOLID ROCK SUBGRADE
~~STA 26+25 to 28+25~~
~~STA 31+25 to 34+75~~
~~STA 35+75 to 36+05~~
STA 21+50 to 21+96
STA 24+50 to 25+10
STA 30+00 to 30+50
STA 31+00 to 34+70
STA 35+75 to 36+00

PVI STA. = 25+0
EL. = 557.49
V.C. = 250'
K. = 0.89
P.S.D. = 750'

PVI STA. = 31+50
EL = 573.48
VC = 100
K = 0.15
PSD = 1660

+ 5.30% ↘ - 0.46% ↗ + 2.46% ↗

+ 1.30% ↘

541.39

555.00

557.45

555.15

573.00

573.48

PVC

PVT

24"x80' RCP

30"x88' ACCGMP

30"x56' RCP

6" Grad Grade

C" Undercut Grade

114' 1.48' CGM. PP

DATUM 510

DATUM 550

516.0 516.2 516.9 517.9 543.2 579.9 559.8 555.0 577.8 583.4 580.2 565.4 556.9 563.3 574.0 583.8 578.5 574.7 570.8 568.7 570.1 583.6 552.5 599.6 609.9 633.7 618.3

609.8 600.1 602.7 592.2 588.2

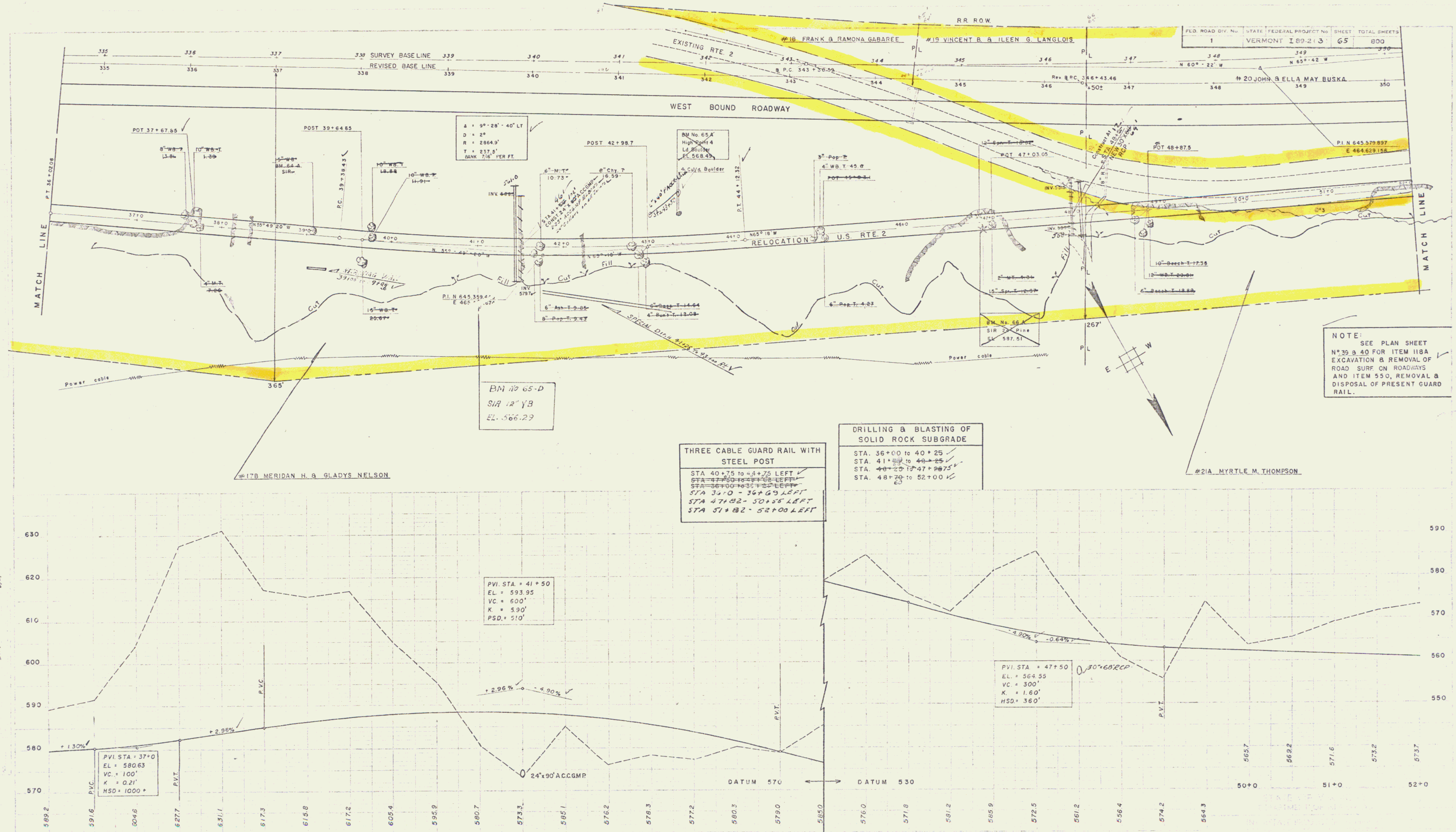
20+0 21+0 22+0 23+0 24+0 25+0 26+0 27+0 28+0 29+0 30+0 31+0 32+0 33+0 34+0 35+0 36+0

U.S. RTE. 2 RELOCATION NO. 2.
PLAN & PROFILE

Palmer S.M.
R. Kerr
K. Adelberg
PROJECT I 89-2 (3)
64
1" = 50'
Aug. 1957

ROW

44



U.S. RTE. 2. RELOCATION NO. 2.
PLAN & PROFILE

Palmer S.M. | R. Kerr K. Adelberg | 1" = 50' Aug. 1957

PROJECT I 89-2 (3) 65 800

ROW

I 89-2(3) 66 800

20 JOHN & ELLA MAY BUSKA.

218 MYRTLE M. THOMPSON

21A MYRTLE M. THOMPSON

INTERSTATE - WEST BOUND ROADWAY

SURVEY BASELINE

REVISED BASELINE 356

RELOCATION U.S. RTE. 2

EXIST. 18" RCP TO BE REMOVED

CONSTRUCT AT STA. 53+50 NEW 30"x 24' ACCOMP

P.O.T. 54+62.65

P.T. 353+97.26

P.T. Rev. @ 354+05.68 Ba = 354+02.87 Ah.

P.I. N 646,221.371 E 463,598.712

See Main Line Plan Sheet No. 40 & 41 for Remainder of Pav't. and Guard Rail Removal on Exist. Rte. 2

BEGIN FENCE

END OF RELOCATION CONST. SAT. APPROACH STA. 67+43

P.I. N 646,613.343 E 463,402.142

SEE SHEET # 66-A

BM. No. 66-C
SIR. 21 Butt
El. 584.71

EXCAV. & REMOVAL OF ROAD SURF ON ROADWAYS ITEM 118A
STA 61+25 – 63+25
~~STA 65+50 – 67+00~~

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL
STA. 60 + 50 LT – 64+25 LT.

~~CONST. DRIVE~~
~~STA. 65+10 – RT.~~

STEEL BEAM GUARD RAIL	THREE CABLE GUARD RAIL WITH STEEL POST	DRILLING & BLASTING OF SOLID ROCK SUBGRADE	CONSTRUCT DRIVE
~~STA. 59+50 LT.~~	~~STA. 59+62 to 60+88 Lt Side~~	~~STA. 52+00 to 56+25~~	STA. 65+30 RT.
~~STA. 60+25 RT.~~	STA 58+70 – 59+40 LEFT	STA. ~~56+75~~ 56+58 + ~~75~~ 61+00 – 65+10	
~~STA. 65+00 RT.~~	STA 59+50 – 65+73 LEFT		
~~STA. 64+~~ 65+15 RT.	STA 59+15 – 60+11 RIGHT		

PVI. STA = 56+0
EL. = 559.11
V.C. = 300'
K = 1.56'
PSD = 510'

PVI. STA = 64+25
EL. = 519.56
V.C. = 400'
K = 2.53'
HSD = 380'

DATUM 510 — DATUM 480

U.S. RTE. 2 RELOCATION NO. 2.
PLAN & PROFILE.

Palmer S.M.
R. Kerr K. Adelberg
1" = 50'
Aug. 1957

PROJECT I 89-2 (3) 66 800

46

362 363 364 365 366 367 368 369 SURVEY 370 BASE LINE 371 372 373 374 375 376 377 378

362 363 +58± 364 365 366 367 368 369 REVISED 370 BASE LINE 371 372 373 374 375 376 377 378

INTERSTATE WESTBOUND ROADWAY

64+00
BEGIN CONSTRUCTION OF GAP BETWEEN RELOCATION NOS. 2 AND 3

MATCH LINE

65+06 60' RETAIN ACCOMP

150'

385'

BEGIN FENCE

60' NOT Fd

NOT Fd

21B MYRTLE M. THOMPSON

RIGHT OF WAY

CONSTRUCT DRIVE
75+00 RT.
65+30 RT.
67+25 LF.

CONSTRUCT APPROACH
68+80 RT.

~~THREE CABLE GUARD RAIL WITH STEEL POSTS, ITEM 543~~
~~64+00 - 78+00~~ LT.

EXCAVATION AND REMOVAL OF ROAD SURFACE ON ROADWAYS, ITEM 118-A
~~67+00~~ 80+50
65+00

DRILLING AND BLASTING OF SOLID ROCK SUBGRADE, ITEM 114, MOD.
~~70+00 - 70+50~~
71+50 - 72+50
+17 +25

STEEL GUIDE POSTS
67+50 To 76+00 - 35
68+75 To Tow Rd 1-5

CURVE DATA	
Δ	32° 11' LT.
D	12° 00'
R	478.34
T	137.7
L	268.2
E	19.5

REVISED CURVE DATA	
Δ	32° 11' LT.
D	6° 00'
R	955.37
T	275.6
L	536.4
E	38.9

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL
67+23 To 70+16 LT.
72+10 To 73+50 LT.
77+50 To 74+74 LT.
69+00 To 69+32 RT.
73+00 To 73+32 RT.
74+50 To 74+28 RT.

69+22 27' 2-3'x4' CONC. BOX NEW 42' X 88' ACCOMP

74+16 2-3'x3' CONC. BOX NEW 36' X 122' ACCOMP

74+57 2-4'x3' CONC. BOX NEW 24' X 122' ACCOMP

77+74 18" X 34' RCP NEW 18" X 62' ACCOMP

HOUSE

65+40 27' 18"x36" ACCOMP RETAIN

60+10 18" RCP

SIDE

(3) 80 ft. 18"x30" ACCOMP

NEW P.I. 61+56.8*
61+45.2
Δ 29°52'42"
D 6°00'

SURV. P.I. 62+37.2*
62+11.5
Δ 38° 40'
D 6°00'
BUILT 1959

60.43

MATCH LINE

NEW P.T. 64+00

REV. P.C. 69+99.8

SURV. P.C. 71+47.7

SURV. P.T. 74+05.9

REV. P.T. 75+36.2*
73+47.8
Eq. 7.6

SURV. P.O.T 73+47.8

NOT Fd

P L

8° 45'

#21H MYRTLE M. THOMPSON
(A 2.0±) STA 66+05 - 77+05± S.L.
CULVERT RIGHTS STA 69+22, 73+16, 74+57± S.L.
WDOE 1/21/60
REC: MIDDLESEX - BK 29 - PG 202/3 - 1/26/60

80+50
END CONSTRUCTION OF GAP BETWEEN RELOCATIONS NOS. 2 AND 3

BEGIN RELOCATION NO. 3 BUILT 1959

#38 NEIL A. & EDYTH M. ROULINS
(A-0.2) STA 77+05-80+50 S.L.
W.D. 7-29-60
REC: MIDDLESEX BK 29
PG 273 8-4-60

77+75* 60+00 EL. -25

NEW 8'x72' EXISTING 18" RCP

Fd Cable

P.C. 81+47.7

#10

SURV. P.I. 72+75.1*
72+68.2

Rev. P.I. 72+75.4*
72+60.6

EXISTING U.S. ROUTE NO. 2

#56 ERNEST H. & BERNICE M. THOMPSON P L
SLOPE RIGHTS STA 77+74
WDOE 1/21/60 -78+43 S.L.
REC: MIDDLESEX BK 29
PG 200-1 1/26/60

#37F HERMAN & ALIDA M. COLLIN
(SLOPE RIGHTS) STA 78+43-80+50 S.L.
W.D.O.E. 1/21/60
REC: MIDDLESEX BK 29 PG 198-91/26/60

HOUSE

P L

PROPOSED RELOCATION ROUTE 2
BETWEEN RELOCATIONS 2 AND 3
BERLIN – MONTPELIER – MIDDLESEX

PROJECT I NO. 89-2(3)

DRAWN BY CHECKED BY

TRACED BY R.L.E. SCALE 1" = 50'

SHEET 66A OF SHEETS

ROW

47

FED. ROAD DIV. No.	STATE	FEDERAL PROJECT No	SHEET	TOTAL SHEETS
1	VERMONT	I 89-2 (4)	67	800

CONSTRUCT DRIVES
Lt Rt
80+80
82+75

EXCAVATION AND REMOVAL OF ROAD SURFACE ON DISCONTINUED ROADWAY
ITEM 118
STA. ~~80+50 to 84+00~~ 79+60 to 83+46

REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL
ITEM 550
STA. 82+92 to 84+00 LT.

DRILLING & BLASTING OF SOLID ROCK SUBGRADE
ITEM 114 MOD.
~~STA. 83+60 to 84+00~~

THREE CABLE GUARD RAIL WITH STEEL POSTS
ITEM 543
STA. 82+25 to 84+00 LT.

E W

EXIST. U.S. ROUTE NO. 2

CONSTRUCT SAT. APPROACH STA. 79+50 to 80+50

BEGIN RELOCATION CONSTRUCTION STA. 80+50

P.C. 81+41.8

TO STA. 78+78

△=40°49' 30"
D= 7°30'
R= 763.9
T= 284.3
L= 544.3
E= 51.2
BANK 1" per FT.

A = 41°21' Lt.
D = 7°30'

T = 288.3'
L = 551.3'

Bank 1" per Ft.

#35A NEIL A. & EDYTH M. ROLLINS
(A. 0.20 ±) STA. 80+50 - 84+29 S.L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58

CUT Fill Toe of Slope

45' LINE

MATCH

STA. 80+60 Rt.
Const. 15"x 28' ACCEPT
Relay 15"x 28' R.C.P.

HOUSE

15" E. STUMP

POST 82+39.0

82+75 Rt. Drive Pipe
New 18"x 40' ACCEPT

SIGN 83+30
29"x 28"

Extension Rt. & Lt. to Existing R.C.P.

#37E HERMAN & ALIDA M. COLLIN
SLOPE RIGHTS STA. 80+50 - 81+94
W. D. O. E. 12/11/58
RECORDED MIDDLESEX BK. 27 PG. 523-4 12/13/58

POST 82+39.0

P.V.C. EL 520.68

+0.73%

ORIGINAL GROUND AND PRESENT ROAD PROFILE

CONSTRUCT SAT. APPROACH STA. 79+50 to 80+50

BEGIN RELOCATION CONSTRUCTION STA. 80+50

80+0	40	50	75	81+0	50	82+0	50	83+0	50	75	84+0	
517.2	517.4	517.5	517.7	517.7	517.7	518.0	518.2	518.2	518.5	518.9	519.2	

540 530 520 510 500

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
INTERSTATE PROJECT

U.S. ROUTE 2 RELOCATION No. 3
VICINITY OF WILDER UNDERPASS

VT
V.K.
PROJECT I 89-2 (4)

R.K.
K.Q.
Sheet 67

H 1250, V 1110
AUG 1957
200

Const

48

FED. ROAD DIV. No.	STATE	FEDERAL PROJECT No.	SHEET	TOTAL SHEETS
1	VERMONT	I 89-2(4)	68	800

REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL ITEM 550

STA. 84+00 to ~~5+08~~ LT. 85+62
STA. 5+73 to 8+35 LT.
86+37 to 5+00 LT.

DRILLING & BLASTING OF SOLID ROCK SUBGRADE ITEM 114 MOD.

STA. 84+00 to ~~41+08~~
STA. ~~41+60~~ to 5+40
STA. 6+42 to ~~65+85~~ 7+24

NOTE:
SEE MAIN LINE SHEET NOS. 42 & 43.

THREE CABLE GUARD RAIL WITH STEEL POSTS ITEM 543

STA. 84+00 to 84+65 LT.
STA. ~~2+00~~ 1+93 to 7+75 LT.
STA. 14+~~22~~ 59 to 16+00 LT. & RT.

STEEL BEAM GUARD RAIL

STA. 7+28 to 7+86 RT.

EXCAV. & REMOVAL OF ROAD SURF. ON ROADWAYS ITEM 118 A

STA. ~~84+00~~ to 4+50
STA. 7+50 to 8+50
CONSTRUCT DRIVE
3+25 Rt. to 5+50 Rt.

REVISED BASE LINE CHORD DEFINITION

P.I. 12+82.0
12+37.0
Δ = 40°38'
D = 4°00'
R = 1432.7
T = 530.44
L = 1015.83
BANK 3/4" per FT.

#21 E MYRTLE M. THOMPSON
(A 23±) 388+00 — 394+76±
W.D. 12/26/58
RECORDED: MIDDLESEX BK.27 PG.362-64 12/31/58

#21B MYRTLE M. THOMPSON

#21C MYRTLE M. THOMPSON

CENTERLINE (ARC DEFINITION)
Δ = 40°38'
D = 4°
R = 1432.394'
T = 530.35'
L = 1015.89'
Bank ¾" per Ft.

BASELINE (CHORD DEFINITION)
Δ = 39°38'
D = 4°
R = 1432.69
T = 518.3
L = 990.8
Bank 3/4" per Ft.

B.M. 67.A
ELEV. 532.28
S.I.T. 5-8" ELM 7+94-20LT

P.V.I. STA. 86+00
EL. 521.58
K = 2.135
400' V.C.
P.V.C. EL. 520.68
P.V.T. EL. 531.58
STA. 86+85.9
2+86.5
+5.00%
-5.00%
36" x 60' ACC&MP
18" x 20' RCP

P.V.I. STA. 9+75
EL. = 560.50
V.C. = 800'
K = 10.00
SSD = 525'
P.V.T. 13+75

STA. 7+82.03
STOP ROADWAY
BEGIN BRIDGE

STA. 14+41.59
END BRIDGE
RESUME ROADWAY

STA. 7+82.03
ROADWAY ENDS
BRIDGE BEGINS

STA. 14+41.59
BRIDGE ENDS
ROADWAY BEGINS

Δ = 40°49'30"
D = 7°30'
R = 763.9
T = 284.3
L = 544.3
E = 51.2
BANK 1" per FT.

STA. 84+34 ASKEW 82°-20' RT. CONST. 36" x 60' ACC&MP (REMOVE EXISTING 60" ACC&MP) & HEADWALL (REMOVE EXISTING CONC. BOX) SAG in Const. Ditch
To be removed Exist 15" R.C.P
Remove First Drain
Const. Ditch at Outlet
Const. Inlet
Ret. Wall
Rip Rap
Existing C.P. 7
Existing Ground & Relocation
Toe of Slope
Top of Slope
Construct Ditch
Fence Under Bridge
Begin Fence
End Fence
Cliff
Fd Mon
Match Line
Existing Route 2
Vermont Central R.R. Row
Winooski River
Woods
Stone Wall
Fill
Cut
Field
Track Askew
Inv. 507.6
Inv. 511.4
Inv. 516.4
Inv. 528.2
Inv. 524.8
Inv. 503.0
Inv. 531.0
Inv. 532.0
Inv. 533.2
Inv. 534.2
Inv. 535.2
Inv. 536.2
Inv. 537.2
Inv. 538.2
Inv. 539.2
Inv. 540.2
Inv. 541.2
Inv. 542.2
Inv. 543.2
Inv. 544.2
Inv. 545.2
Inv. 546.2
Inv. 547.2
Inv. 548.2
Inv. 549.2
Inv. 550.2
Inv. 551.2
Inv. 552.2
Inv. 553.2
Inv. 554.2
Inv. 555.2
Inv. 556.2
Inv. 557.2
Inv. 558.2
Inv. 559.2
Inv. 560.2
Inv. 561.2
Inv. 562.2
Inv. 563.2
Inv. 564.2
Inv. 565.2
Inv. 566.2
Inv. 567.2
Inv. 568.2
Inv. 569.2
Inv. 570.2
Inv. 571.2
Inv. 572.2
Inv. 573.2
Inv. 574.2
Inv. 575.2
Inv. 576.2
Inv. 577.2
Inv. 578.2
Inv. 579.2
Inv. 580.2
Inv. 581.2
Inv. 582.2
Inv. 583.2
Inv. 584.2
Inv. 585.2
Inv. 586.2
Inv. 587.2
Inv. 588.2
Inv. 589.2
Inv. 590.2
Inv. 591.2
Inv. 592.2
Inv. 593.2
Inv. 594.2
Inv. 595.2
Inv. 596.2
Inv. 597.2
Inv. 598.2
Inv. 599.2
Inv. 600.2
Inv. 601.2
Inv. 602.2
Inv. 603.2
Inv. 604.2
Inv. 605.2
Inv. 606.2
Inv. 607.2
Inv. 608.2
Inv. 609.2
Inv. 610.2
Inv. 611.2
Inv. 612.2
Inv. 613.2
Inv. 614.2
Inv. 615.2
Inv. 616.2
Inv. 617.2
Inv. 618.2
Inv. 619.2
Inv. 620.2
Inv. 621.2
Inv. 622.2
Inv. 623.2
Inv. 624.2
Inv. 625.2
Inv. 626.2
Inv. 627.2
Inv. 628.2
Inv. 629.2
Inv. 630.2
Inv. 631.2
Inv. 632.2
Inv. 633.2
Inv. 634.2
Inv. 635.2
Inv. 636.2
Inv. 637.2
Inv. 638.2
Inv. 639.2
Inv. 640.2
Inv. 641.2
Inv. 642.2
Inv. 643.2
Inv. 644.2
Inv. 645.2
Inv. 646.2
Inv. 647.2
Inv. 648.2
Inv. 649.2
Inv. 650.2
Inv. 651.2
Inv. 652.2
Inv. 653.2
Inv. 654.2
Inv. 655.2
Inv. 656.2
Inv. 657.2
Inv. 658.2
Inv. 659.2
Inv. 660.2
Inv. 661.2
Inv. 662.2
Inv. 663.2
Inv. 664.2
Inv. 665.2
Inv. 666.2
Inv. 667.2
Inv. 668.2
Inv. 669.2
Inv. 670.2
Inv. 671.2
Inv. 672.2
Inv. 673.2
Inv. 674.2
Inv. 675.2
Inv. 676.2
Inv. 677.2
Inv. 678.2
Inv. 679.2
Inv. 680.2
Inv. 681.2
Inv. 682.2
Inv. 683.2
Inv. 684.2
Inv. 685.2
Inv. 686.2
Inv. 687.2
Inv. 688.2
Inv. 689.2
Inv. 690.2
Inv. 691.2
Inv. 692.2
Inv. 693.2
Inv. 694.2
Inv. 695.2
Inv. 696.2
Inv. 697.2
Inv. 698.2
Inv. 699.2
Inv. 700.2
Inv. 701.2
Inv. 702.2
Inv. 703.2
Inv. 704.2
Inv. 705.2
Inv. 706.2
Inv. 707.2
Inv. 708.2
Inv. 709.2
Inv. 710.2
Inv. 711.2
Inv. 712.2
Inv. 713.2
Inv. 714.2
Inv. 715.2
Inv. 716.2
Inv. 717.2
Inv. 718.2
Inv. 719.2
Inv. 720.2
Inv. 721.2
Inv. 722.2
Inv. 723.2
Inv. 724.2
Inv. 725.2
Inv. 726.2
Inv. 727.2
Inv. 728.2
Inv. 729.2
Inv. 730.2
Inv. 731.2
Inv. 732.2
Inv. 733.2
Inv. 734.2
Inv. 735.2
Inv. 736.2
Inv. 737.2
Inv. 738.2
Inv. 739.2
Inv. 740.2
Inv. 741.2
Inv. 742.2
Inv. 743.2
Inv. 744.2
Inv. 745.2
Inv. 746.2
Inv. 747.2
Inv. 748.2
Inv. 749.2
Inv. 750.2
Inv. 751.2
Inv. 752.2
Inv. 753.2
Inv. 754.2
Inv. 755.2
Inv. 756.2
Inv. 757.2
Inv. 758.2
Inv. 759.2
Inv. 760.2
Inv. 761.2
Inv. 762.2
Inv. 763.2
Inv. 764.2
Inv. 765.2
Inv. 766.2
Inv. 767.2
Inv. 768.2
Inv. 769.2
Inv. 770.2
Inv. 771.2
Inv. 772.2
Inv. 773.2
Inv. 774.2
Inv. 775.2
Inv. 776.2
Inv. 777.2
Inv. 778.2
Inv. 779.2
Inv. 780.2
Inv. 781.2
Inv. 782.2
Inv. 783.2
Inv. 784.2
Inv. 785.2
Inv. 786.2
Inv. 787.2
Inv. 788.2
Inv. 789.2
Inv. 790.2
Inv. 791.2
Inv. 792.2
Inv. 793.2
Inv. 794.2
Inv. 795.2
Inv. 796.2
Inv. 797.2
Inv. 798.2
Inv. 799.2
Inv. 800.2

NOTE:
SEE SHEET NOS. 146-166 FOR STRUCTURE AT 7+82.02

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
INTERSTATE PROJECT I 89-2(4)
1958

U.S. ROUTE 2 RELOCATION N°3
VICINITY OF WILDER UNDERPASS

Palmer B.S. R.K. K.A.
H.I. "=50 V.I. "=10
Aug. '57
PROJECT I 89-2(4) Sheet 68 800
Const
Contract 49

Revised 3-11-58 BY H.W.H.

I 89-2 (3),(4) 69 800

REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL ITEM 550
STA. 27 + ~~88~~ 90 - 29 + ~~28~~ 35 RT.-LT.
STA. ~~28+00~~ - ~~28+72~~ RT.
27+75 – 28+80 RT

THREE CABLE GUARD RAIL WITH STEEL POSTS ITEM 543
STA. 16+00 - 22+~~18~~ LT.
STA. 16+00 - 22+~~18~~ RT.

EXAV. & REMOVAL OF ROAD SURF. ON ROADWAYS ITEM 118A
~~STA. 28+50 (185' RT) 32+0~~

STEEL BEAM GUARD RAIL
STA. 28+75 RT.-LT.

NOTE:
SEE MAIN LINE SHEET NOS. 43 & 44.

P.I 29+00.45
Δ = 12°-05' RT
D = 2°-30'
R = 2292.0'
T = 242.5'
L = 483.3'
Bank 1/2" Per Ft.

Proj. Sta. 28+75 - Lt. 61.5' to Rim 366.58
New 60" Conc. Pipe Culvert & Conc. (Stryctural) Inlet
Inv. 362.08
Inv. 360.48
Inlet Ditches Rip Rap @ Inlet

WOODS
WINOOSKI RIVER
Toe of Slope
Limit of Grading (Fill)
MEADOW
Edge of Pav't
RELOCATION U.S. RTE. 2
N 68°34'W
N 56°22'W
Ld Ditch
Top of Cut
Slope 3
STATE OF VERMONT
EXISTING ROUTE 2
Prop. DRA.
INV. 406.2
INV. 407.3
CENTRAL VERMONT RAIL ROAD
R.R. R.O.W.
MATCH
House
22A ELIAS GREENWOOD
(A. 4.0±) STA. 395+43 – 415+85±
W. D. O. E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 543 – 4 12/31/58
21-D MYRTLE M. THOMPSON
(A 0.44±) STA. 397+48 – 400+90
W. D. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 362 – 4 12/31/58
℄ INTERSTATE N 65°-42' W
22B ELIAS GREENWOOD
21 C MYRTLE M. THOMPSON
23 THEODORE E. & RUTH BOUCHER
(2.40±) STA. 397+18 – 400+90±
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 – III 12/31/58
22C ELIAS GREENWOOD
-5.00%
-1.024%
+0.20%
225'
150'
P.V.I. STA. 19+00
EL. = 514.25
V.C. = 300'
K = 1.49
HSD = 380'
P.V.I. STA. 26+50
EL. = 506.57
V.C. = 200'
K = 0.31
HSD = 1000+
EXISTING GROUND
℄ EXISTING ROUTE 2
WINOOSKI RIVER
21 F MYRTLE M. THOMPSON
CULVERT 60" X 98' ACCGMP
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
U.S. ROUTE 2 RELOCATION N°3
VICINITY OF WILDER UNDERPASS
Palmer B.S. R.K. K.A.
Aug. '57
PROJECT I 89-2 (4) Sheet 69 800
Contract #1
Const 50

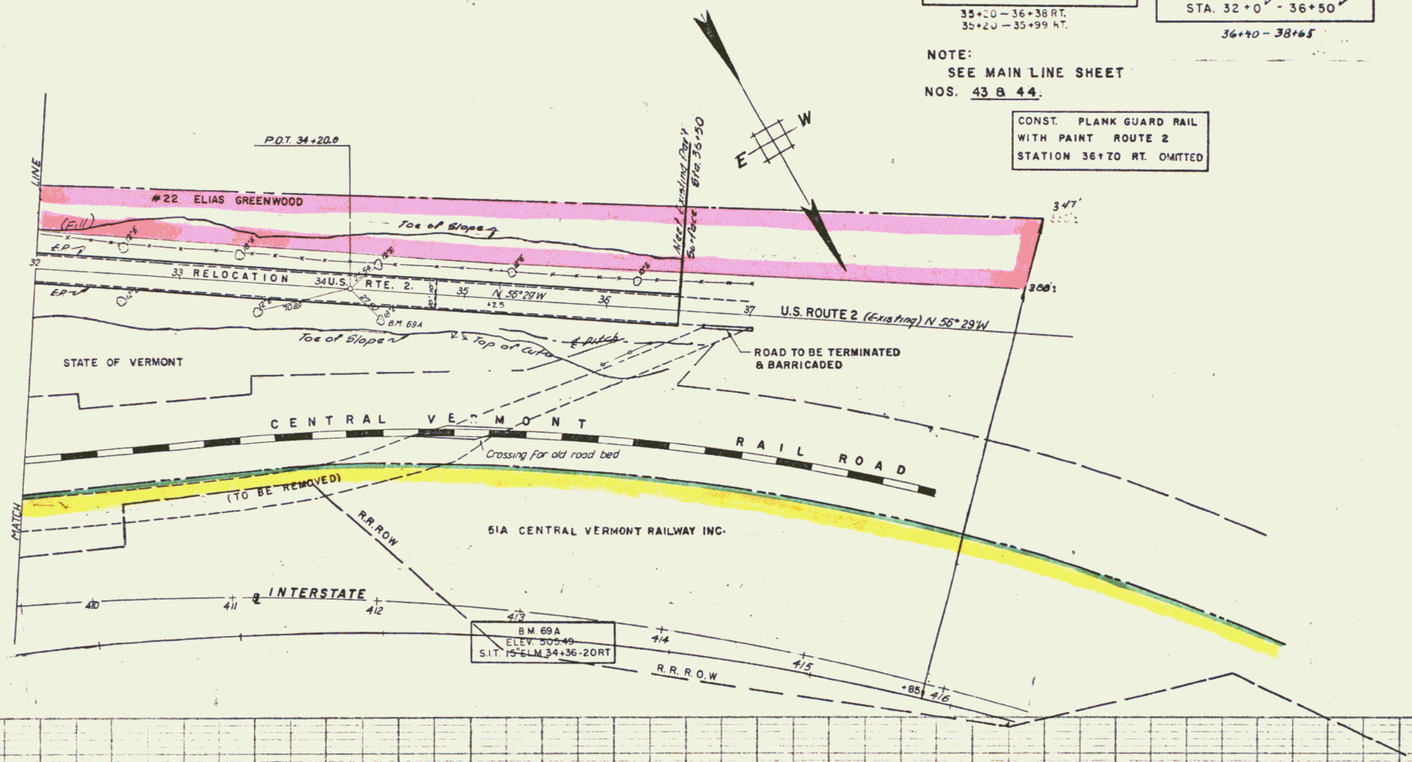
REMOVAL & DISPOSAL OF PRESENT GUARD RAIL
~~35+40 - 36+34 RT.~~
35+20 - 36+38 RT.
35+20 - 35+99 HT.

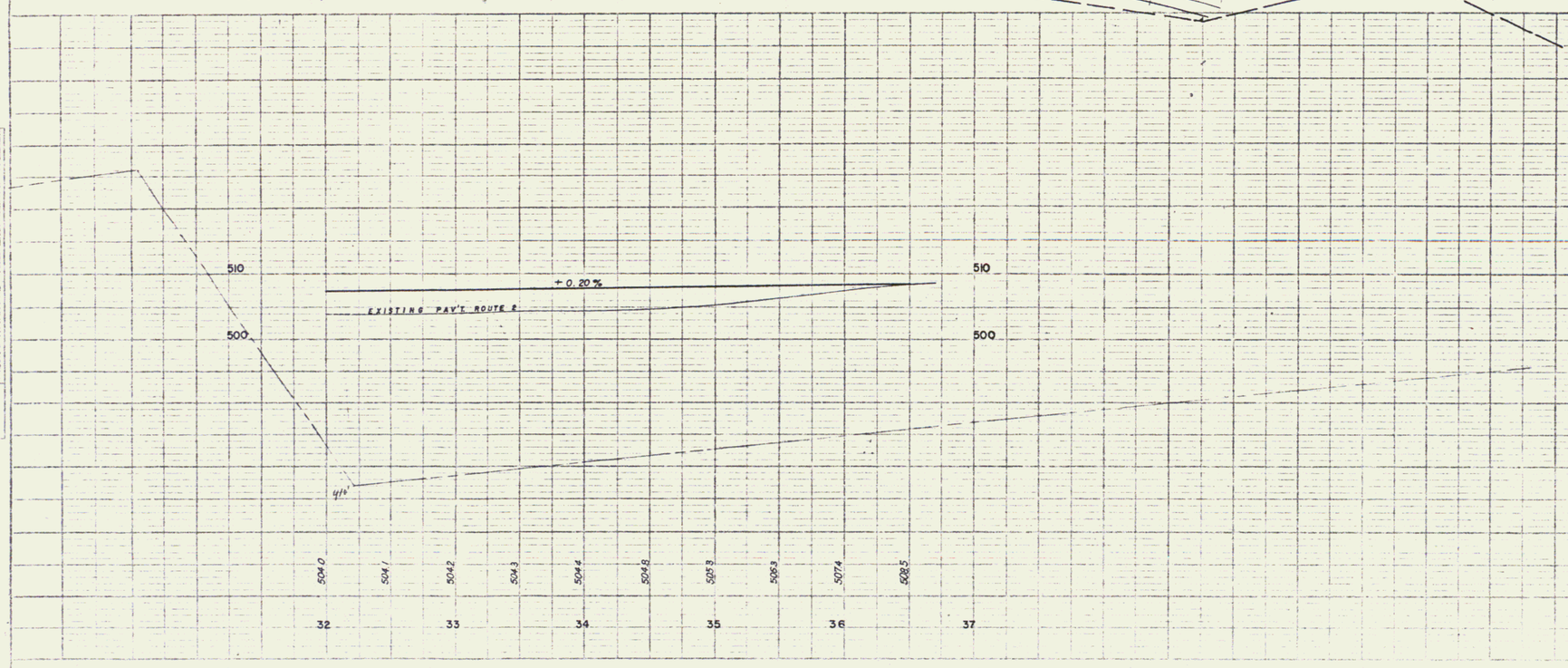
EXCAV. & REMOVAL OF ROAD SURF. ON ROADWAYS ITEM 118 A
STA. 32+0 - 36+50
36+40 - 38+65

NOTE:
SEE MAIN LINE SHEET
NOS. 43 & 44.

CONST. PLANK GUARD RAIL WITH PAINT ROUTE 2 STATION 36+70 RT. OMITTED

FED. ROAD DIV. No.	STATE	FEDERAL PROJECT No.	SHEET	TOTAL SHEETS
1	VERMONT	I 89-2(4)	70	800





STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

INTERSTATE PROJECT in the Towns of

U.S. ROUTE 2 RELOCATION N°3
VICINITY OF WILDER UNDERPASS

Palmer R.K. H. 1"=50' V. 1"=10'
B.S. K.A. Aug. '57
PROJECT I 89-2 (4) Sheet 70 800
Const

Contract #1 51

	I 89-2(4)	71	800

THREE CABLE GUARD RAIL WITH STEEL POSTS ITEM 543

206+75 - ~~211+25~~ RT.
206+75 - ~~209+31~~ LT.
~~209+31 - 212+00 LT.~~

EXCAV. & REMOVAL OF ROAD SURF. ON ROADWAYS

199+~~0~~ - 202+~~50~~
~~227~~ 170

~~CONSTRUCT DRIVES~~
~~LT.~~ ~~RT.~~
~~208+00~~ ~~211+0 212+00~~

#42 IRWIN A. & JEAN M. TRASK
(A 0.50±) STA 199+00 – 204+80± S. L.
W. D. O. E. 1/26/59
RECORDED MIDDLESEX BK. 29 PG. 37 1/29/59

#44 DOUGLAS H. & EDYTHE DAVIS & FRANCIS & ALICE SHERIDAN
(A 0.35±) STA 204+30 – 207+97± S. L.
W. D. O. E. 1/7/59
RECORDED MIDDLESEX BK. 29 PG. 8 – 9 1/17/59

#45 REGINALD A. & MADGE L. ROLLINS
(A 0.14±) STA. 207+77 – 210+62 S. L.
W. D. O. E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 371 – 2 12/31/58

#43 ISABELLE M. AUBERTIN
(A 1.3±) STA 199+00 – 208+59± S. L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 – 111 12/31/58

#41 MARY A. MERRIAM
(A 5.2±) STA. 208+21 – 220+02 S. L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 – 111 12/31/58

15"x16" RCP PROJECT INLET

Ref. 198+72.3

Guard Rail 41.54

STA. 199+00

BEG. CONSTRUCTION

15" R.C.P.

BM 233
SPOT IN EDGE HW
ELEV. 496.99

Guard Rail Post 43.75

Guard Rail Post 77.58

Limit of Grading (Fill)

Cut

Fill

APPROX. LOCATION ELECTRIC CATTLE FENCE

PASTURE

BM 93A
S.T. 12" M
EL. 515.65

P.I. 205+97.3

Not Fd.

78'

25'

90'

Not Fd.

Δ = 14° 47' LT
D = 3°
R = 1910.08
T = 247.8
L = 492.8
E = 16.0
Bank 5/8 per ft.

P.I. 208+35± Top of Slope

30'

20'

90'

Not Fd.

Not Fd.

Not Fd.

Not Fd.

STA. 210+35 Lt. CONSTRUCT 16' R.C.P. ACCEMP

House

EXISTING U.S. ROUTE 2

Remove Pavement Item 10-A

RELOCATION ℄ S RTE 2

℄ REC

102 cable pole

10' cable pole

Fill

PATCH

PALMER
K.B.
K.C.
M.D.

MAR. '57
MAR. '57
MAR. '57
MAR. '57

P.V.I. STA. = 200+0
EL. = 503.01
V.C. = 200'
K = 0.40
H.S.D. = 1000'

P.V.C. BEGIN PROJECT 199+0

P.V.T.

Ext. 3.20%

+ 4.80 %

EXISTING GROUND ℄ RELOCATION

EXISTING U.S. Rt. 2

530
520
510
500

550
540
530
520

499.8 501.4 503.0 504.3 505.7 507.2 508.8 510.4 512.0 513.6 515.5 517.4 519.3 521.3 523.2 525.3 527.2 528.9 530.4 531.7 533.6 534.2 535.2

541.1 544.2 544.3 547.9 550.4

199 200 201 202 203 204 205 206 207 208 209 210 211 212

US ROUTE 2 RELOCATION N° 4
STA. 199+0 - 212+0

Palmer SM
PROJECT I 89-2 (4)

R.K.
K.A.

71

H. 1"=50' V. 1"=10'
AUG. '57
800

const 52

THREE CABLE GUARD RAIL WITH STEEL POSTS
212+0 - 213+31 LT.
220+20 - 226+0 RT.
220+20 - 226+0 LT.

GRANITE SLOPE EDGING
RAMP E - 0+78.47 - 2+61.00
RAMP F - 0+73.77 - 2+41.90
RAMP E ISLAND
RAMP F ISLAND
RAMP AB ISLAND
RAMP AB 1+21.23 LT - 1+28 LT.
RAMP AB 2+27 - 2+42 LT & RT.

EXCAV. & REMOVAL OF ROAD SURF. ON ROADWAYS ITEM 118 A
214+30 LT - 223+0
220+50 - 225+0

REMOVAL & DISPOSAL OF PRESENT GUARD RAIL ITEM 550
STA 224+53 - 226+00 Rt
STA 224+50 - 225+20 Lt

CONSTRUCT DRIVES

Lt	Rt.
214+30	
216+00	

MATCH LINE - STA. 2+42 SEE SHEET NO. 74

NOTE: SEE SHEET NO. 74 - 76 FOR ALL DATA PERTAINING TO MIDDLESEX INTERCHANGE

BM 91A
SPOT ON LEDGE
ELEV. 559.67

STA. 2+30 PAVED DRAIN

STRUCTURE #9 See sheet 186 to 191

CENTRAL VERMONT R. R.

N 47°50'55" W

FILL DEPRESSION TO FACILITATE DRAINAGE (5,000 C.Y. EST) SPECIAL 4' DITCH

End Ditch

Raised transition approach to island, contrasting pavers

P.O.T. 214+22.9

RAMP AB 1+21.53 = RAMP E P.C. 0+78.47

RAMP AB 1+26.23 = RAMP F P.C. 0+73.77

Sta. 1+75 Paved drain

PERIWINKLE (25)

RAMP "E"

RAMP "F"

EXISTING U.S. ROUTE 2

Sta. 2+42 Paved drain

2 RR ROW

#37D COLLIN

Limit of Grading (Fill)

Woods

HERE

Cut NOT HERE

RELOCATION U.S. RTE. 2

MATCH LINE

Relocated Rte 2 Sta. 218+37.07 Ramp "A-B" Sta 0+00

CONSTRUCT C.I. FLUSH BASIN

STA 214+00 TO STA 220+00 RT - 700 L.F. CONSTR. 6" PAGGAMP UNDERDRAIN

#41 MARY A. MERRIAM

#37C HERMAN F. COLLIN, HERMAN & ALIDA COLLIN (A3.6±) STA 218+08 - 227+33 P.C. S.L. CULVERT RIGHTS 224+82 & 227+08

Sta. 224+82 Const. 24" x 232' ACCGMP w/ 2-25° ACCGMP ELBOWS w/ 2-24" COLLARS ALL JOINTS

Sta. 226+30 6'x 140' ACCEMP (UNDERDRAIN)

P.O.T. 218+079 ℄ Rel Rte 2 13+049.3

STA 214+00 TO STA 220+00 RT - 700 L.F. CONSTR. 6" PAGGAMP UNDERDRAIN

24	25	26	27
Δ = 13°16'58.6"	Δ = 96°19'56"	Δ = 83°40'04"	Δ = 20°27'504"
R = 169.35'	R = 100.00'	R = 125.00'	R = 98.11'
T = 19.72'	T = 111.71'	T = 111.90'	T = 17.71'
L = 39.09'	L = 168.13'	L = 182.53'	L = 35.04'

P.I. 225+05.35
225+04.2+
Δ = 9°37' V
D = 2°
R = 2864.93'
T = 241.9'
L = 480.8' L
E = 10.1' V
BANK 7/16" RFT

BM 92A
S.I.R. 30" ELM
ELEV. 560.77

200' NOT Fd

Note for Summary of Landscape Material
Project I-89-2 (4) Sheet #49
Contract #3 Sheet #52

EXISTING GROUND ℄ RELOCATION

PVI STA. = 216+75
EL = 583.41
VC = 800'
K = 9.80'
PSD = 540'

+4.80% -5.00%

P.V.C.

FILL TO CUT TRANS. STA. 214+10 TO 214+85

℄ EXISTING U.S. RT. 2.

561.5 562.6 563.7 564.8 565.1 565.4 565.7 565.0 564.3 563.6 562.0 560.4 558.8

C.I. FLUSHING BASIN

CONSTR. 6" GRADIENT UNDERDRAIN

CUT TO FILL TRANS STA. 219+35 TO 220+10

P.V.T.

-5.00%

℄ EXISTING U.S. RT. 2.

EXISTING GROUND ℄ RELOCATION

24"x 232' ACCGMP

525.8 524.6 521.9 520.2

DATUM 550

DATUM 480

550.4 553.0 554.0 554.7 558.9 563.3 575.6 583.8 614.0 625.2 626.5 628.7 626.0 628.1 624.7 617.6 612.3 594.3 569.2 546.3 532.3 525.3 523.0 524.4 528.5 529.1 530.8 528.3

212 213 214 215 216 217 218 219 220 221 222 223 224 225 226

US ROUTE 2 RELOCATION N°4
STA. 212+0 - 226+0

Palmer
PROJECT I 89-2 (4)

R.K.
K.A.

72

H 1"=50' V 1"=10'
Aug. '51
800

Const 53

REMOVAL AND DISPOSAL OF PRESENT GUARD RAIL ITEM 550	THREE CABLE GUARD RAIL WITH STEEL POSTS ITEM 543	EXCAV. & REMOVAL OF ROAD SURF. ON ROADWAYS ITEM 118 A	CONST. DRIVE
226 FO - 227 + 18 RT	226 + 00 - 228 + 40 RT	229 + 50 - 232 + 00	228+58 RT
~~227 + 23 - 227 + 70 RT~~	~~228 + 00 - 228 + 40 LT~~		
~~227 + 17 - 228 + 68 LT~~			

I 89-2(4) 73 800

#37 B HERMAN F. COLLIN, HERMAN & ALIDA COLLIN

#33 B LLEWELLYN D. FERRIS

P.L. R.R. R.O.W.

INV. 483.8 OUT

Exist 2'x3' Conc. Culvert to be Abandoned.

R.R. R.O.W.

#47 A WALTER FORTUNE
(SLOPE RIGHTS) STA. 230+83 — 231+67 S.L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 — 111 12/31/58

UNDERPASS

#47 B WALTER E. & ARVA B. FORTUNE
SLOPE RIGHTS STA. 227+40-230+83 S.L.
DITCHING RIGHTS STA. 227+40 — 227+60 S.L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 — 111 12/31/58

1435.74
N 47°50'55" W

66" CGMPP w/ 66"x18" Wiland Conn. TO BE CONSTRUCTED BY OTHERS

#37 D HERMAN F. COLLIN & HERMAN & ALIDA COLLIN
(A.055±) STA. 220 + 73 — 227 + 40 S.L.
CULVERT RIGHTS STA. 224 + 82 — 227 + 03 S.L.
COND. 12/31/58
RECORDED MIDDLESEX
BK. 29 PG. 94 — 111 12/31/58

INV. 487.0 IN

INV. 500.0 OUT

STA. 227+85 LT CONST. 66" x 294' CGMPP w/ 66"x18" Wiland Conn. TO BE CONSTRUCTED BY OTHERS

R.R. R.O.W.

STA. 229+00 TO STA. 232+00 LT CONST. 6" x 350' PVC CGMP UNDERDRAIN

#14 G.M.P. CORP. 62.53

Garage

P.O.T. 232+108

Exist Drainage to be Abandoned

Woods

Guard Rail

Gas Pumps

Cut

Fill

CONSTR. C.I. FLUSHING BASIN

24.75'

140'

℄ U.S. ROUTE 2

24.75'

Limit of Grading

Cabin Office

P.O.T. 232+551 6+05.3

#46 MARY L. & LOUIS R COREY & CARMEN & FRANK J. PALACIO
(SLOPE RIGHTS) STA. 230 + 72 — 231 + 50 S.L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 — 111 12/31/58

Woods

End Guard R. +15

Exist Drainage to be Abandoned

Wood G.R.

Sta 228+00 Rt.

18"x42' ACCGMP w/ C.I. w/GRATE

Temp. Field Drain

18"x 50' ACCGMP

18"x50' ACCGMP

Elec. Ctl. w/Mkr.

#33 C LLEWELLYN D. & KATHRYN H. FERRIS
R.O.W. 227 + 33 — 228 + 57 S.L.
SLOPE RIGHTS STA. 227 + 33 — 230 + 77 S.L.
W.D.O.E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 552 — 3 12/31/58

END OF RELOCATION 232+00

#33 E LLEWELLYN D. & KATHRYN H. FERRIS
(DITCH RIGHTS) STA. 227 + 33 — 230 + 77 S.L.
W.D.O.E. 4/26/60
RECORDED MIDDLESEX BK. 29 PG. 232 5/5/60

INV. 470.0 OUT

STA. 227+03 TO STA. 228+68 LT CONSTRUCT 66" x 294' CGMPP

156' NOT R/W

P.V.I STA. = 229.61
EL = 519.11
V.C. = 500'
K. = 4.25
H.S.D. = 360'

P.V.C. 227+11

P.V.T. 232+11

-9.00%

+1.80%

EXISTING GROUND & RELOCATION

514.25 514.40 514.55 514.70 514.85 515.00 515.15

CONSTR. 6" GRADIENT UNDERDRAIN

C.I. FLUSHING BASIN

520.2	518.6	517.5	516.8	516.6	517.7	518.3	519.0	519.9	520.7	521.6	522.5	523.4	524.3	525.3

530 520 510

226 227 66"x 294' CGMPP 228 225 230 231 232 233 234 235

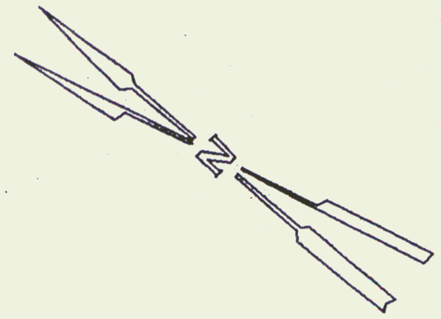
US ROUTE 2 RELOCATION N°4
STA. 226+0-232+0

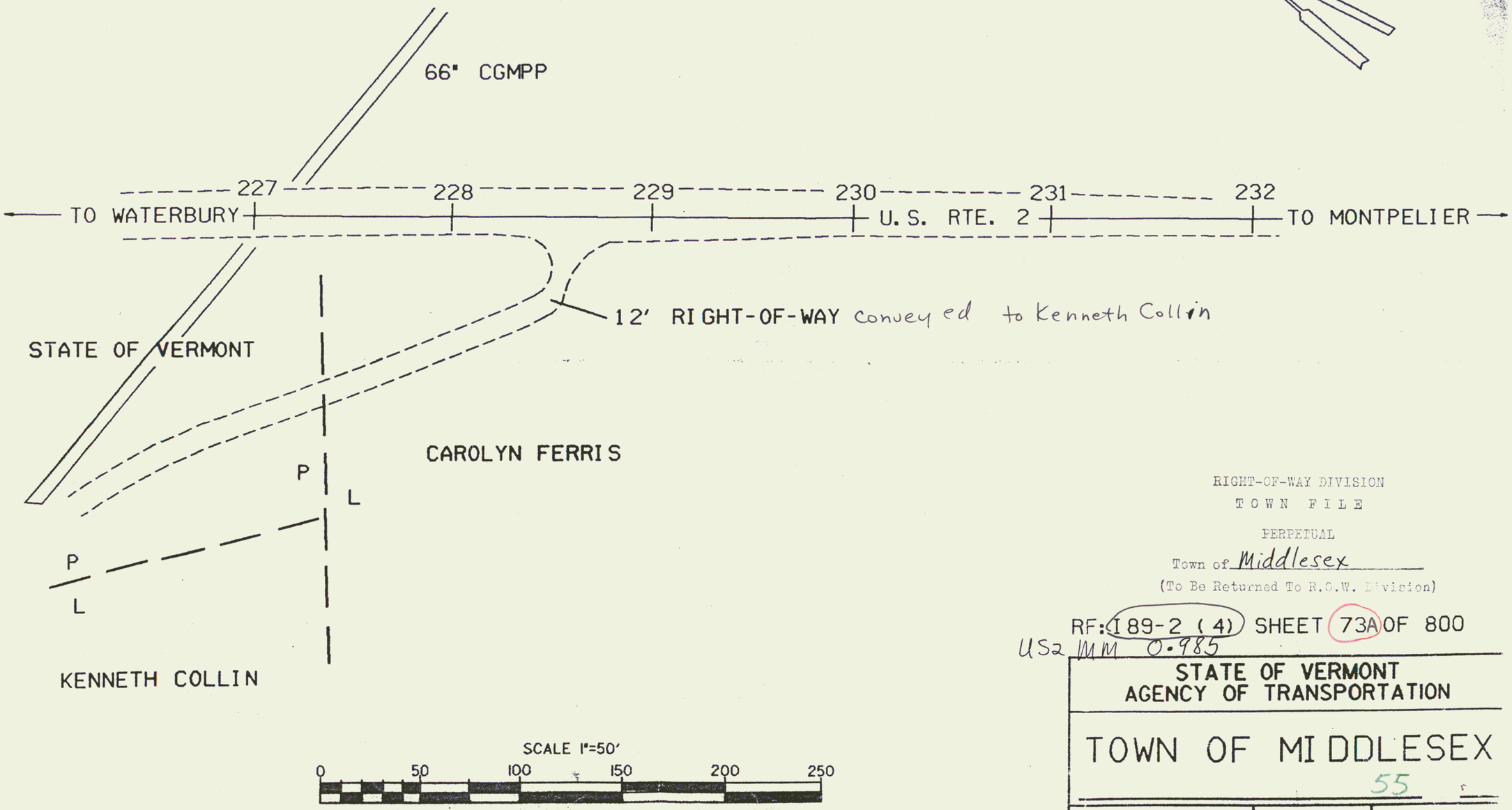
Palmer S.M. R.K. K.A. Aug. '57

PROJECT I 89-2 (4) 73 800

Const 54

THIS IS THE SAME 12' RIGHT-OF-WAY CONVEYED TO
THE STATE OF VERMONT BY LLEWELLYN D & KATHRYN H. FERRIS
BY WARRANTY DEED OF EASEMENT DATED 12-26-58
AND RECORDED 12-31-58 IN BOOK 27, PAGES 552 & 553
OF THE TOWN OF MIDDLESEX LAND RECORDS.





RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of Middlesex
(To Be Returned To R.O.W. Division)

RF: 189-2 (4) SHEET 73A OF 800
US2 MM 0.985

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TOWN OF MIDDLESEX

55

APPROX. SCALE 1" = 50'	DATE 6-12-87	DRAWN BY M.J.F.

FED. ROAD DIV. No.	STATE	FEDERAL PROJECT No.	SHEET	TOTAL SHEETS
1	VERMONT	I 89-2(4)	74	800

GRANITE SLOPE EDGING ITEM 556A			
RAMP A	STA. 8+08 TO 9+65.07	RT.	
RAMP A	STA. 8+52 TO 9+22	LT.	
RAMP A	STA.13+66 TO 15+60	RT.	
RAMP A	AB ISLAND		
RAMP B	STA. 3+50 TO 5+19	RT.	
RAMP B	STA. 9+77 TO 11+34	RT.	
RAMP B	STA.10+20 TO 10+90	LT.	
RAMP B	AB ISLAND		
RAMP C	STA. 2+46 TO 3+82	RT.	
RAMP C	STA. 2+86 TO 3+88	LT.	
RAMP C	AB ISLAND		
RAMP D	STA.12+43 TO13+85	RT.	
RAMP D	STA12+76 TO 13+50	LT.	
RAMP D	AB ISLAND		
RAMP D	MAINLINE BULLNOSE		
RAMP B	MAINLINE BULLNOSE		
RAMP AB	STA 2+42 TO 2+5079	LT.	
RAMP AB	STA 2+42 TO 2+49.46	RT.	

51 CENTRAL VERMONT RAILWAY, INC.
R.O.W. EASEMENT STA. 519+90
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58

MATCH LINE STA. 2+42 — SEE SHEET NO. 72

MATCH LINE - SEE SHEET 50

MATCH LINE - SEE SHEET 52

R.R.R.O.W.

FILL DEPRESSION TO FACILITATE DRAINAGE (5,000 C.Y. EST.) SPECIAL 4' DITCH

SPECIAL 4' DITCH

37 HERMAN F. COLLIN, HERMAN & ALIDA COLLIN

37A HERMAN F. COLLIN, HERMAN & ALIDA COLLIN

39B DONALD & LUCILLE L. MORSE
(A.I.10±) STA. 515+00 - 520+70
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58

GRACE W. COLBY

RAMP A

RAMP B

RAMP C

RAMP D

RAMP AB

EAST BOUND

WEST BOUND

INTERSTATE

FERRIS

Sta 515+00 Const 18"x174' A.C.C.G.M.P. W/RCDI. W/R.C.C. 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.

Sta 516+00 to 2+90 Ramp B Const 15"x130' A.C.C.G.M.P. UNDERDRAIN

Sta 515+50 to 2+90 RAMP AB CONST 6"x135' PACCGMP UNDERDRAIN

Sta 2+40 RAMP AB TO 523+50 CONST 6"x650' PACCGMP UNDERDRAIN

Sta 526+00 Const 18"x134' ACCGMP W/RCDI W/RCC OUTLET 2-25° ACCGMP ELBOWS W/24" COLLARS ALL JOINTS.

Sta 5+50 to 7+00 6"x215' PACCGMP UNDERDRAIN

Sta 3+40 Paved Drain
Const C.I. Flushing Basin

Sta 4+00 Const 18"x68' R.C.P. W/2 RCDI W/2 RCC

Sta 13+32 Paved Drain

Sta 2+50 to 4+00 Const 30"x175' R.C.P. W/Conc. M.H. W/Cover

Sta 3+00 Paved Drain

Sta 2+50 Const 30"x82' R.C.P. W/Conc. M.H. W/Cover

Sta 4+00 to 6+00 Const 30"x200' R.C.P.

Sta 6+00 Const 18"x60' R.C.P. W/2 RCDI W/2 RCC W/Conc. M.H. W/Cover

Sta 6+00 to 7+50 Const 30"x152' R.C.P.

Sta 9+24 Paved Drain

Sta 10+20 Paved Drain

Sta 10+25 Paved Drain

Sta 7+50 to 7+27 Rt 18"x80' R.C.P. W/RCDI. 60' W/R.C.C.

Sta 9+32 Paved Drain

Sta 7+50 Const 18"x52' W/RCDI W/RCC W/Conc. M.H. W/Cover

Sta 7+50 Const 24"x150' R.C.P.

Sta 7+27.1 to 7+50 L.t. 18"x76' DCP L.t. W/E.C.DI. W/RCC OUTLET CONC. MANHOLE W/GRATE

Sta 7+27.1 to 9+00 24"x172' R.C.P.

Sta 8+40 to 7+50 RAMP AB CONST 6"x150' UNDERDRAIN PACCGMP

STA 7+50 to 9+00 Const 24"x150' R.C.P.s

B.M. VT. METAL DISC. Elev. 447.395

Ramp C P.C. 11+10.43

Ramp B P.C. 3+30

Ramp B P.T. 5+18.73

Ramp B P.C. 7+55.66

Ramp B P.T. 8+39.10

Ramp B P.T. 11+34.00 = Ramp AB 8+08.00

Ramp AB 8+08.00 = Ramp A P.C. 8+08.00

Ramp A P.C. 10+38.18

Ramp A P.T. 13+66.45

Ramp A P.T. 15+59.99

Ramp D P.C. 6+13.69

Ramp D P.T. 7+90.34

Interstate 519+88.00 = Ramp AB 5+03.50

Interstate P.C. 515+64.15

Interstate P.T. 527+00.36

15+59.99 RAMP "A" = 527+00 Interstate

20+59.99 RAMP "A" = 532+00 Interstate

PC. 8+08 RAMP "AB"

Transition

Transition To Ramp "AB"

+2.89%

-3.0%

-3.7%

Inside Edge Ramp "A" South

Inside Edge Ramp "A" North

18"X50' R.C.P.

C.I. Flushing Basin

C.I. Flushing Basin

Gradient 6" Underdrain

RAMP "A"

577.47	578.92	580.37	580.55	582.00	583.43	584.85	586.28	587.70	589.13	590.55	591.98	593.40	593.35	592.10	591.01	589.61	588.10	587.32	585.47	583.62	581.17	579.32	577.47	575.62	573.77
8	50	9	50	10	50	11	50	12	50	13	50	14	50	15	50	16	50	17	50	18	50	19	50	20	50	21

NOTE: FOR PROFILES OF RAMPS AB & D, SEE SHEET 75; FOR RAMPS B & C SEE SHEET 76.

MIDDLESEX CENTER ROAD EXTENSION CONTRACT NO. 4

END PROJECT I 89-2 (4) CONTRACT NO. 3

CURVE DATA

CURVE NO.	LINE	Δ	R	T	ARC L
1	A	21°28'59"	450.00	85.366	168.73
2	"	1°39'47"	1,817.82	25.062	50.12
3	"	15°07'31"	318.00	41.95	83.92
4	"	90°00'00"	100.00	100.00	157.07
5	"	3°56'41"	349.38	12.03	24.05
6	"	21°35'19"	72.76	13.57	27.43
7	A	90°00'00"	100.00	100.00	157.07
8	"	25°25'05"	58.62	13.23	26.00
9	"	8°51'31"	703.62	15.73	31.09
10	"	13°57'57"	215.00	26.15	52.63
11	"	9°17'11"	370.00	30.15	59.97
12	"	24°38'34"	450.00	98.702	193.54
13	C	6°07'37"	750.00	80.18	80.20
14	"	1°56'37"	1,750.00	29.13	59.38
15	"	77°30'55"	100.00	80.28	135.28
16	"	6°52'59"	180.00	11.40	22.77
17	"	24°28'17"	96.19	13.02	13.72
18	D	90°00'00"	100.00	86.93	143.12
19	"	10°36'16"	183.72	17.52	35.14
20	"	24°18'37"	48.05	10.57	20.82
21	"	10°10'46"	2,570.00	227.87	456.16
22	"	9°34'52"	626.00	52.93	90.05
23	INT. R	31°16'00"	1,063.30	1,063.30	2,084.99

NOTE: ALL RAMP CURVES BASED ON ARC DEFINITION; MAIN LINE CURVE, CHORD DEF.

SEE SHEET 51

PLAN OF MIDDLESEX INTERCHANGE AND PROFILE OF RAMP "A"

Palmer SM | R.K. K.A. | 74 | 80°

PROJECT I 89-2 (4)

const

56

INDEX OF SHEETS

1	TITLE PAGE
2	TYPICAL SECTIONS OF IMPROVEMENT — SINGLE TACK COAT OF REFINED TAR AND BLADE MIX, PEA STONE SEAL WITH CUTBACK ASPHALT, ITEM 317
3	QUANTITY SHEET — ITEMS AND DRAINAGE
4-4A	EARTHWORKS
5-8	PLAN AND PROFILE
9	RS-56-2 DROP INLETS
10	E-1 BARRICADES, SIGNS AND LIGHTS.
11	RS-56-7 CATCH BASINS
12	D-4 FLUSHING BASINS, SPECIAL ACCG.M.P. ELBOWS.
13	B-5 TYPICAL GRADING
14	D-2 DRAINAGE C.R.M.
15	G-4 MARKER POSTS
16	G-2A TWO CABLE GUARD RAIL
17	J-1 PROJECT AND BOUNDARY MARKERS
18	D-1 P.R.C.P. DROP INLETS
19-50	X-SECTIONS

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

INTERSTATE PROJECT

TOWN OF MIDDLESEX
COUNTY OF WASHINGTON

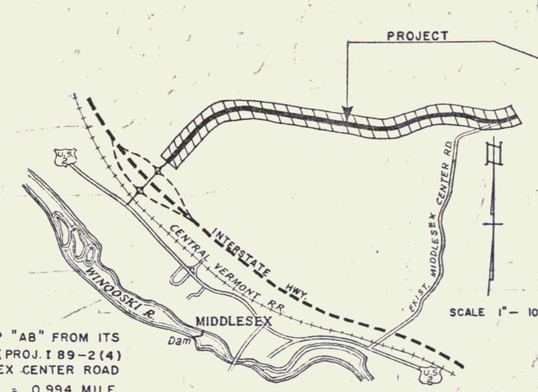
BEGINNING AT A POINT 900 FT. NORTHEASTERLY ALONG THE ℄ OF RAMP "AB" FROM ITS INTERSECTION WITH THE PROPOSED RELOCATION OF U.S. ROUTE 2 (PROJ. I 89-2(4) AND EXTENDING EASTERLY 0.994 MILES TO THE EXISTING MIDDLESEX CENTER ROAD

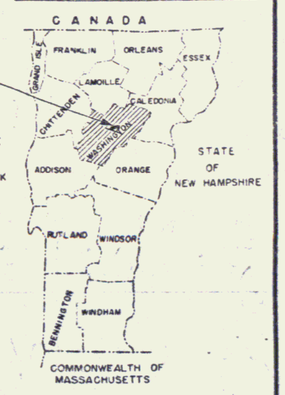
LENGTH OF ROADWAY	5250 FEET	= 0.994 MILE
LENGTH OF PROJECT	5250 FEET	= 0.994 MILE

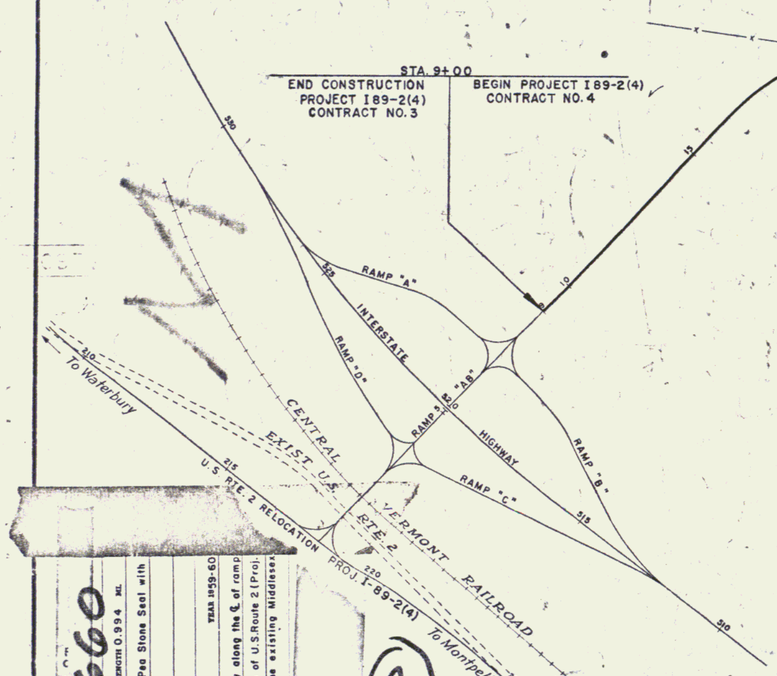
DESIGN DESIGNATION

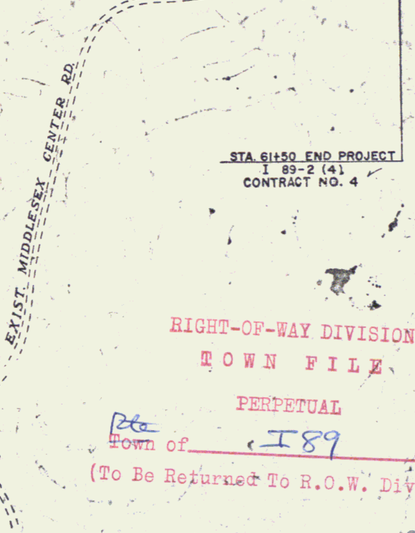
ADT (1955)	125
ADT (1975)	180
DHV (1975)	30
D	67%
T	13%
V	

FED ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
1	VT.		POST WAR		









PROJECT NAME & NUMBER	TYPE PAVEMENT	AREA
MIDDLESEX I-89-2(4) CONTRACT 4	SINGLE TACK COAT OF REFINED TAR & BLADE MIX PEA STONE SEAL WITH CUTBACK ASPHALT.	22,697 S.Y.
RECORD	PLANS	

MATERIALS

SUB-BASE-OF GRAVEL-BUCK PIT-MIDDLESEX, VT.
PEA STONE-NADEAU GRAVEL PIT-JOHNSON, VT.
REFINED TAR-KOPPERS CO., INC. - EVERETT, MASS.
ASPHALT-NEW HAMPSHIRE BIT. CO. - BOSCAWEN, N.H.
ASPHALT COATED CORR. GALV. METAL PIPE-NEW ENGLAND METAL CULVERT CO. - WESTMINSTER, VERMONT
TWO CABLE GUARD RAIL - BETHLEHEM STEEL - MAIN LINE FENCE CO., WESTBROOK, MAINE

CONTRACTOR - DUNCAN HUNTER CLAREMONT, NEW HAMPSHIRE	CONTRACT DATED - MAR. 31 18 59
RESIDENT ENG. R.F. NICHOLSON	CONTRACT STARTED - MAR. 31 24 59
R. ASS'T. ENG. R.J. GUTHRIDGE	CONTRACT COMPL. - JULY 7 22 60
	CONTRACT ACCEPTED - 7 22 60

MIDDLESEX I-89-2(4) CONTRACT 4
CONTRACTOR - DUNCAN HUNTER - CLAREMONT, N.H.
RECORD PLANS - R.J. GUTHRIDGE
CONTRACT COMPLETED - JULY 22, 1960

RIGHT-OF-WAY DIVISION
TOWN FILE
PERPETUAL
Town of I89
(To Be Returned To R.O.W. Division)

DEC 17 1974

MIDDLESEX
I-89-2(4) Contract 4
LENGTH 0.994 MI.
Single Tack Coat of Refined Tar & Blade Mix Pea Stone Seal with Cutback Asphalt.
CONTRACTOR DUNCAN HUNTER
CLAREMONT, N.H.
YEAR 1959-60
LOCATION Beginning at a point 900 feet northeasterly along the ℄ of ramp "AB" from its intersection with the proposed relocation of U.S. Route 2 (Proj. I-89-2(4)) and extending easterly 0.994 miles to the existing Middlesex Center Road.

2660

83

GROUND ELEVATION — DATUM — LINE
GRADE ELEVATION — DATUM — LINE

CURVE DATA

DEFLECTION OF ANGLE	Δ
DEGREE OF CURVE	D
RADIUS OF CURVE	R
TANGENT DISTANCE	T
LENGTH OF CURVE	L
EXTERNAL DISTANCE	E
POINT OF INTERSECTION	P.I.
POINT OF CURVE	P.C.
POINT OF TANGENT	P.T.
POINT ON TANGENT	P.O.T.
POINT ON SUB-TANGENT	P.O.S.T.

SCALES

TITLE	1" = 200'
TYPICAL	1" = 4'
PLAN	1" = 50'
PROFILE HORIZONTAL	1" = 50'
PROFILE VERTICAL	1" = 10'
GROSS-SECTIONS	1" = 10'

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 THE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION OF JANUARY 1956 SUBMITTED TO THE BUREAU OF PUBLIC ROADS AS APPROVED JULY 5, 1956, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE SUBMITTED WITH THE PLANS.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER DATE

SUBMITTED David C. Boswell, CONSULTING ENGINEER, DATE APRIL, 1958	APPROVED ____, SECONDARY ENGINEER, DATE ____	APPROVED H.C. Coates, CONSTRUCTION ENGINEER, DATE DEC. 19, 1958	APPROVED A.S. Bailey, BRIDGE ENGINEER, DATE DEC. 19, 1958	APPROVED R.F. Light, DISTRICT ENGINEER, DATE DEC. 22, 1958.	APPROVED G.M. Lane, HIGHWAY ENGINEER, DATE DEC. 19, 1958	APPROVED H. E. Sargent, CHIEF ENGINEER, DATE DEC. 19, 1958, SUBMITTED BY ORDER OF THE STATE HIGHWAY BOARD

PROJECT I NO. 89-2(4)
CONTRACT 4
SHEET 1 OF 50 SHEETS

57

NOTE: ℄ RELOCATED U.S. RTE 2 NO 4 = STA. 0+00 RAMP AB MIDDLESEX INTERCHANGE.
STA. 9+00 RAMP AB = END CONSTRUCTION I 89-2(4) CONTRACT NO. 3 } = { BEGINNING CONSTRUCTION I 89-2(4) CONTRACT NO. 4.

BM E-1
ELV 612.17

GRACE W. COLBY

STA. 10+18 13'X40' R.C.P. L.H. INLET 72° SKEW

NOT CONST.

WOODS

MEADOW

P.C. 16+29.2

STA. 14+65 BOUND. 100' LT.

BEGIN PROJECT STA. 9+00

STA. 9+25 BOUND. 175' LT.

STA. 10+18 4'-0" W.C.W. WEIR

P.O.T. 9+57.6

TBM
ELV 606.36

P.O.T. 8+26.0

MATCH LINE WITH SHEET 4

Sight B.W.P. 177.05

~~BM "D"~~
~~ELV 622.34~~

STA. 12+00 BOUND. 150' RT.

NOT CONST.

~~P.O.T. 13+00~~

~~BM "E"~~
~~ELV 617.92~~

STA. 14+00 DRIVE 76'X20' R.C.M.P.

#398 DONALD D. & LUCILLE L. MORSE
(6.49±) STA 9+25-26+82± S.L.
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94-111 12/31/58
~~P.O.T. 111+80~~

N 43°-46'-29" E

MATCH LINE

P.V.I. STA. 8+50
E.L. = 582.94
V.C. = 300'
K = 1.821
HSD =

RAMP "AB" +0.625%

+5.48%

P.V.C.

P.V.T.

NOT CONST.

CONST. DRIVE STA. 14+00 RT.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

RELOCATED MIDDLESEX CENTER ROAD
PLAN & PROFILE - STA. 9+00 TO STA. 16+50

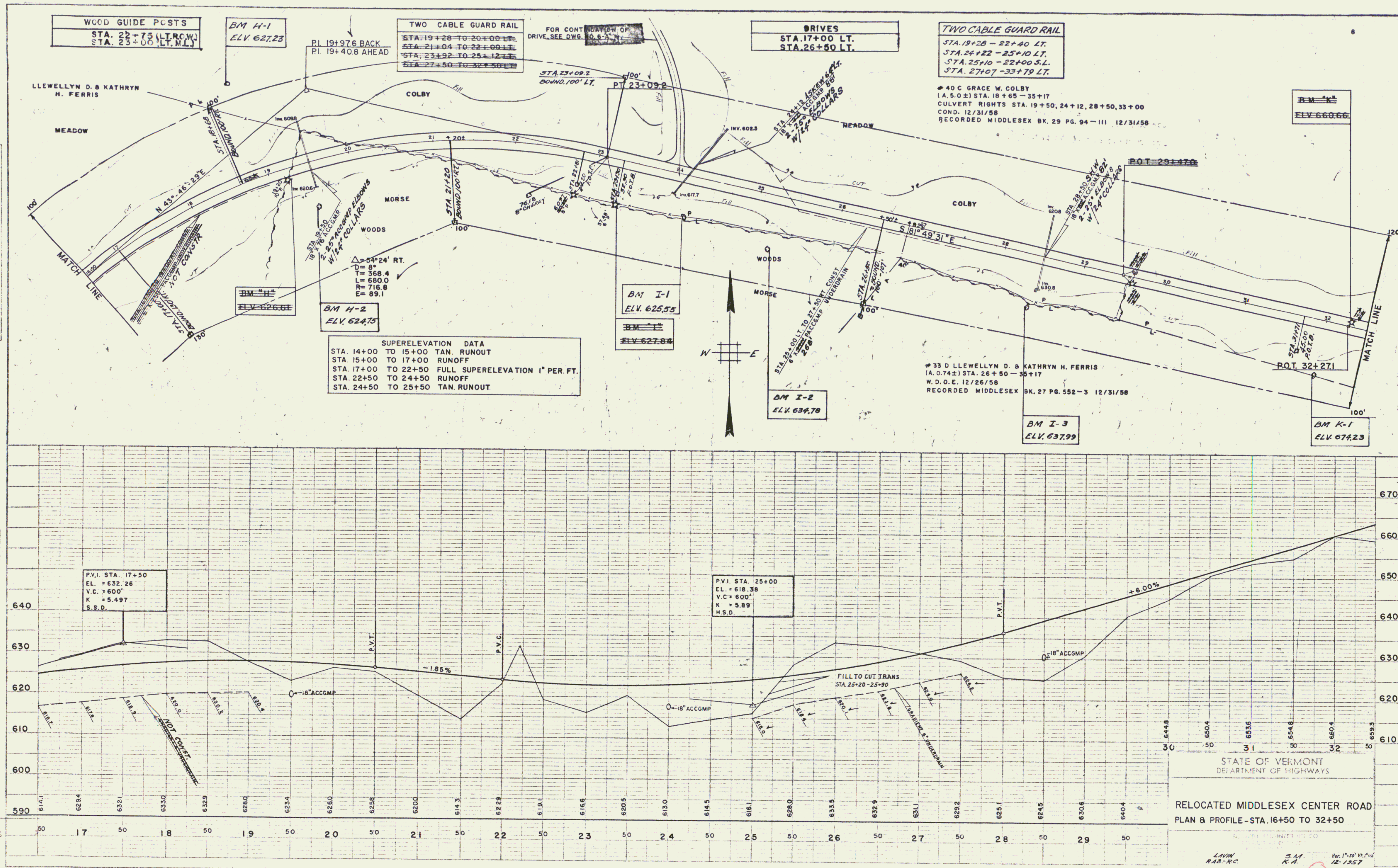
LAVIN — S.M.
RAB-V.C. — K.A.
Hor. 1"=50' Vt. 1"=10'
12-1957

I 89-2(4)
CONTRACT 4

5

const

58


WOOD GUIDE POSTS
STA. 22+75 (LT.R.O.W.)
STA. 23+00 (LT. M.L.)
BM H-1
ELV. 627.23
P.I. 19+97.6 BACK
P.I. 19+40.8 AHEAD
TWO CABLE GUARD RAIL
STA. 19+28 TO 20+00 LT.
STA. 21+04 TO 22+00 LT.
STA. 23+92 TO 25+12 LT.
STA. 27+50 TO 32+50 LT.
FOR CONTINUATION OF DRIVE, SEE DWG. NO. 6-A
STA. 23+09.2
BOUND. 100' LT.
P.T. 23+09.2
DRIVES
STA. 17+00 LT.
STA. 26+50 LT.
TWO CABLE GUARD RAIL
STA. 19+28 – 22+40 LT.
STA. 24+22 – 25+10 LT.
STA. 25+10 – 22+00 S.L.
STA. 27+07 – 33+79 LT.
40 C GRACE W. COLBY
(A. 5.0 ±) STA. 18+65 – 35+17
CULVERT RIGHTS STA. 19+50, 24+12, 28+50, 33+00
COND. 12/31/58
RECORDED MIDDLESEX BK. 29 PG. 94 – 111 12/31/58
BM "K"
ELV 660.66
LLEWELLYN D. & KATHRYN H. FERRIS
MEADOW
COLBY
MORSE
WOODS
STA. 18+68 BOUND. 100' RT.
N 43°-46'-29"E
STA. 19+50 18" x 76' A.C.C.G.M.P. 2-25° ACCGMP ELBOWS W/24" COLLARS
STA. 21+20 BOUND. 100' RT.
Inv. 609.8
Inv. 620.6
STA. 24+12 ASKEW 6° LT. 18" x 88' ACCGMP 2-25° ELBOWS W/24" COLLARS
INV. 602.5
Inv. 617.7
76.18 8" CHERRY
STA. 22+81
STA. 23+30
S 81° 49' 31" E
STA. 28+50 SKW 18" x 82' A.C.C.G.M.P. 2-25° ELBOWS W/24" COLLARS
Inv. 620.8
Inv. 630.8
P.O.T. 29+47.0
STA. 26+50 BOUND. 100' – 107'
STA. 25+00 LT. TO 27+50 RT. CONST 6" x 268' P.A.C.C.G.M.P. UNDERDRAIN
STA. 17+00 BOUND. 130' RT.
NOT CONSTR
MATCH LINE
Δ = 54° 24' RT.
D = 8°
T = 368.4
L = 680.0
R = 716.8
E = 89.1
BM "H"
ELV 626.61
BM H-2
ELV. 624.75
SUPERELEVATION DATA
STA. 14+00 TO 15+00 TAN. RUNOUT
STA. 15+00 TO 17+00 RUNOFF
STA. 17+00 TO 22+50 FULL SUPERELEVATION 1" PER. FT.
STA. 22+50 TO 24+50 RUNOFF
STA. 24+50 TO 25+50 TAN. RUNOUT
BM I-1
ELV. 625.55
BM "I"
ELV 627.84
W
E
BM I-2
ELV. 634.78
33 D LLEWELLYN D. & KATHRYN H. FERRIS
(A. 0.74±) STA. 26+50 – 35+17
W. D. O. E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 552–3 12/31/58
STA. 31+71 45.00 P.O.T.B.
P.O.T. 32+27.1
BM I-3
ELV. 637.99
BM K-1
ELV. 674.23
MATCH LINE
P.V.I. STA. 17+50
EL. = 632.26
V.C. = 600'
K = 5.497
S.S.D.
P.V.T.
P.V.C.
-1.85%
18" ACCGMP
NOT CONST.
P.V.I. STA. 25+00
EL. = 618.38
V.C. = 600'
K = 5.89
H.S.D.
FILL TO CUT TRANS
STA. 25+20 – 25+90
GRADIENT 6" UNDERDRAIN
+6.00%
614.1 629.4 632.1 633.0 632.9 628.0 623.4 626.0 625.8 620.0 614.3 622.9 619.1 616.6 620.5 613.0 614.5 616.1 628.0 633.5 632.9 631.1 629.2 625.1 624.5 630.6 640.4 644.8 650.4 653.6 654.8 660.4 659.3
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
RELOCATED MIDDLESEX CENTER ROAD
PLAN & PROFILE - STA. 16+50 TO 32+50
LAVIN RAB.-R.C.
S.M. K.A.
Hor. 1"=50' Vt. 1"=10'
12-1957
I 89-2(4)
6
50
CONTRACT 4

Const
59

DRIVES (R.O.W.)
STA. 13+50 R.T.
STA. 17+10 R.T.
STA. 21+25 R.T.

TWO CABLE GUARD RAIL (R.O.W.)
STA. 22+03 – 23+80 LT.

P.C. 12+14.6

Sta 12+50 End Construction
Construct Satisfactory Approach

Δ 43°10' Lt.
D 13°
R 440.87
T 174.4
L 332.1
E 33.2
Bank 1"/Ft.

P.T. 15+50.2

Sta 13+15 Plank Bridge
New 16'x29'-0" ACCOMD. ARCH
STA 13+21

P.I. 13+93.0
13+76.0

STA. 17+17 ASHKEN 60"
RT. 18"x36" ACC6MP

P.C. 21+52.0

Δ 54°50' Rt.
D 24°
R 238.66
T 123.8
L 228.5
E 30.2
Bank 1"/Ft.

P.I. 22+38.8
22+19.7

P.T. 23+43.5

ML P.O.T. 24+00
SL 24+00

15'R

4'w/G.R. 2' 6' 6' 2' 4'w/G.R.
1-2 1-2 1-2 1-2
15"
Sub-base of gravel

TYPICAL SECTION

Middlesex Center Road
℄

630
622.85 Fin. Grade at ℄
1-2 ML Fill Slope
23+59
50' V.C.
621.90

+10.00%

19+00
200' V.C.
576.00

+2.23%

13+10
50' V.C.
551.0

+0.66%

	12		13		14		15		16		17		18		19		20		21		22		23		24	
	+30	+50		+15	+50	+50		+50		+50		+25	+50	+50		+25	+50	+75		+50		+50		+50		+75	
	530.5	530.6	530.8	540.1	548.4	548.5	550.6	554.8	556.4	559.3	564.5	569.4	569.1	568.1	572.4	583.3	591.6	589.7	582.9	575.6	572.8	583.8	594.1	599.2	604.8	608.5	604.1	607.4	608.7	612.6

Relocated Middlesex Center Road
Drive @ 24+00 Lt

MIDDLESEX
Proj. I No. 89-2(4) Contract 4
Sheet 6-A of 50

PLATE I PLAN-PROFILE OF P.R.R.R. STANDARD
KEUFFEL & ESSER CO., NEW YORK
R & E CO. NO. 340
2-53

L const
60

TWO CABLE GUARD RAIL
~~STA 32+50 TO 33+60 LT.~~
~~STA 34+40 TO 36+16 LT.~~

TWO CABLE GUARD RAIL
STA. 43+40 - 45+50 RT.

~~DRILLING & BLASTING OF SOLID ROCK SUBGRADE ITEM 114 MOD~~
~~STA. 46+75 TO 48+50~~

DRIVES
STA. 46+00 RT.
STA. 46+00 LT.

WOOD GUIDE POSTS
STA. 35+84 - 36+16 LT.
STA. 42+34 - 43+16 RT.

Δ	= 26° 32' LT.	SUPERELEVATION DATA
D	= 6°	STA. 39+50 TO 40+50 TAN. RUNOUT
R	= 955.4	STA. 40+50 TO 42+50 RUNOFF
T	= 225.3	STA. 42+50 TO 45+50 FULL SUPER-ELEVATION 15/16" PER FT.
L	= 442.2	STA. 45+50 TO 47+30 RUNOFF TAN., RUNOUT
E	= 26.2	

~~B.M. "L" EL. 673.10~~
~~B.M. "M" EL. 702.81~~
~~B.M. "P" EL. 704.08~~
~~B.M. "Q" EL. 704.08~~

MATCH LINE
Ins 635.0
Ins 660.2
FILL
40 C COLBY
CUT
8" HEM
FERRIS
2-30° ELBOWS
SW 33.00
18" X 102' ACCG.M.P.
STA. 32+66
BOUND. 39' RT.
P.T. K-2
ELV. 666.21
STA. 35+17
BOUND. 116' RT.
STA. 35+17
BOUND. 100' RT.
~~P.O.T. 33+93~~
WOODS
BM L-1
ELV. 678.85
STA. 37+27 LT. - 39+40 LT.
CONST. 6' x 4' REINF. CONC. BOX CULVERT
UNDERDRAIN
BM M-1
ELV. 701.61
~~P.O.T. 36+97.0~~
MEADOW
STA. 35+80 - 40+00 LT.
6" x 4.25" R.A.C.S.M.P.
5868 10" V.B.
5909 8" V.B.
S 81° 49' 31" E
65.00 13" H
P.O.T. 33+00
BM O-1
ELV. 704.46
STA. 41+84
BOUND. 100' LT.
P.C. 41+84.1
+52±
4458 12" W.P.
6127 14" W.P.
STA. 41+58
BOUND. 100' LT.
BM O-2
ELV. 700.92
P.I. 44+09.4 BACK
P.I. 44+01.0 AHEAD
48 A MAUD F. BUDESHEIM & LAWRENCE CARGILL
(A.13.4±) STA. 35+17 - 59+70 S.L.
SLOPE RIGHTS STA. 56+50 - 58+50
W. D. O. E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 548 - 12/31/58
STA. 45+50 LT. to STA. 46+00 RT.
CONST. 6' x 4' REINF. CONC. BOX CULVERT
UNDERDRAIN
MATCH LINE
N 71° 38' 29" E
8290 12" W.P. CUT
7783 14" W.P.
7896 12" W.P.
P.C. 48+31.8
P.T. 46+26.3
48 C MAUD F. BUDESHEIM & LAWRENCE CARGILL
CULVERT RIGHTS STA. 45+30
W. D. O. E. 1/21/60
RECORDED MIDDLESEX BK. 29 PG. 206 1/21/60

+6.00%
FILL TO CUT TRANS.
STA 33+74 - 34+48
18" X 102' ACCG.M.P.
P.V.C. EL. 693.38
GRADIENT 6" UNDERDRAIN
39+50
705.38
400' V.C.
K 2.50
+0.99832
P.V.I. STA. 42+50
EL. = 723.38
V.C. = 1000'
K = 15.52
SSD =
-7.00%
45+50
711.37
500' V.C.
K 3.00
SSD 302
-6.42%
P.V.T. EL. 691.28
Dashed Line
Grade Change 37+50 - 61+00
July 20, 1939
86-59

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

RELOCATED MIDDLESEX CENTER ROAD
PLAN & PROFILE - STA. 32+50 TO 48+50

LAVIN L.D.-R.C. S.M. K.A.
Hor. 1"=50' Vt. 1"=10'
12-1957
NO. I 89-2(4)
CONTRACT 4
7

const
61

SUPERELEVATION DATA

STA. 47+30 — 49+10 — RUNOFF
STA. 49+10 — 52+00 — FULL SUPERELEV 15/16" PER FT.
STA. 52+00 — 53+80 — RUNOFF
STA 153+80 — 54+65 — TAN RUNOUT

P.I. 50+50 BACK
P.I. 50+42.5 AHEAD

DRILLING & BLASTING SOLID ROCK SUBGRADE ITEM 114 MOD
~~STA 48+50 TO 49+75~~

TWO CABLE GUARD RAIL
~~STA 50+30 — 57+98 RT.~~
~~STA 51+00 — 55+96 LT.~~

TWO CABLE GUARD RAIL
STA 50+29 — 57+58 RT.
STA 50+59 — 56+01 LT.

Δ = 19°30' LT.
D = 6°
R = 955.4
T = 164.2
L = 325.0
E = 14.0

48 B MAUD F. BUDESHEIM & BETTY CARGILL CROWELL (2700 SQ. FT. ±) STA. 59+65 — 61+50 S.L.
W. D. O. E. 12/26/58
RECORDED MIDDLESEX BK. 27 PG. 558-59 12/31/58

WOOD GUIDE POSTS
STA. 50+50 — RT. 2
EXIST MIDDL. CTR. RD. 57+92
RT. 13 LT. 11

B.M. "T"
EL. 634.90

STA. 59+50 BOUND. 80' LT.
STA. 61+50 BOUND. 24.75 LT.
STA. 46+65 BOUND. 170' RT.
STA. 52+05 BOUND. 215' RT.
STA. 59+65 BOUND. 29' LT.

~~B.M. "R"~~
~~EL. 650.20~~

~~B.M. "Q"~~
~~EL. 706.65~~

BM R-1
ELV. 664.85

BM T-3
ELV. 616.56

BM T-2
ELV. 622.35

P.C. 57+00.2
P.I. 58+64.4 BACK
P.I. 58+61.0 AHEAD
P.T. 60+25.2
P.T. 52+60.7
P.O.T. 63+50
END OF PROJECT STA. 61+50
END RELOC. STA. 52+22

Δ = 25°44'
D = 6°
R = 955.4
T = 218.2
L = 4289
E = 24.6

SUPERELEVATION DATA

STA. 54+65 — 55+50-TAN RUNOUT
STA. 55+50 — 57+50-RUNOFF
STA. 57+50 — 59+50-FULL SUPERELEV. 15/16" PER FT.
STA. 59+50 — 61+50-RUNOFF
STA. 61+50 — 62+50-TAN. RUNOUT

MAUDE F. BUDESHEIM & LAWRENCE CARGILL

MEADOW
WOODS
BROOK
EXIST MIDDLESEX CENTER ROAD
MATCH LINE
FILL
CUT
HO.
BARN

N 71° 38' 29" E
S 82° 37' 31" E
N 77° 52' 29" E

24" x 120' ACCGMP
24" x 62' R.C.P.
15" GRAVEL, TREATED
NOT CONSTR.

CUT TO FILL TRANS. STA 49+44 — 50+20
-10.00%
-6.42%
+2.18%
P.V.C.
P.V.I. STA. 58+00
EL. = 623.87
V.C. = 600
K = ~~5.65~~ 6.89
H.S.D=
P.V.T.
EXISTING PAVT. RELOCATION
MEET END OF EXISTING ROAD
EXISTING ROAD

690 680 670 660 650 640 630 620 610 600

708.0 696.8 689.7 674.9 664.5 647.4 637.3 628.4 625.3 624.8 623.8 623.3 622.5 623.9 628.8 627.7 629.0 627.0 625.0 624.3 626.3 626.0 625.8 626.8 628.7 630.2

631.5 632.3 633.2 634.2 635.6

50 49 50 50 50 51 50 52 50 53 50 54 50 55 50 56 50 57 50 58 50 59 50 60 50 61 50 62 50 63 50

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

RELOCATED MIDDLESEX CENTER ROAD
PLAN & PROFILE — STA. 48+50 TO 61+50

LAYOUT RAS-RC
S.M. K.A.
Hor. 1"=50' Vt. 1"=10' 12-1957

I 89-2(4)
CONTRACT 4

8

50

const

62