PROJECT NAME & NUMBER	TYPE PAVEMENT	AREA
WATERBURY-BOLTON I-89-2(7) C	PIT. CONC.	74,808 S.Y.

RECORD PLANS

MATERIALS

SUBBASE OF GRAVEL — CATCHAPAW PIT — BOLTON, VERMONT.
SUBBASE OF SAND — CHAMPNEY PIT — BOLTON, VERMONT.
SUBBASE OF CRUSHED ROCK, CRUSHED STONE BASE COURSE & PEA STONE — DEMERS QUARRY — WINOOSKI, VERMONT.
GRAVEL FOR SHOULDERS — FULLER PIT — BOLTON, VERMONT.
REFINED TAR — TRIMOUNT BITUMINOUS PRODUCTS CO. — EVERETT, MASS.
ASPHALT — ESSO STANDARD — EVERETT, MASS. & E. PROVIDENCE, R.I.
BITUMINOUS CONCRETE — L.M. PIKE & SON (PLANT) — DUXBURY, VERMONT.
CONCRETE CLASS "B" — A.G. ANDERSON CO. — WATERBURY, VERMONT.
REINFORCING STEEL — JOHN T. RYERSON & SON INC. — BOSTON, MASS.
REINFORCED CONCRETE PIPE & PRECAST REINF. CONC. PIPE DROP INLETS WITH COVERS — AMERICAN MARIETTA CO. — WINDSOR, VT.
ASPHALT COATED CORREGATED GALVANIZED METAL PIPE — WHEELING CORREGATED METAL CULVERT CO. — BOSTON, MASS.
CAST IRON PIPE UNDERDRAIN FLUSHING BASINS W/COVERS — VERMONT STRUCTURAL STEEL CO. — BURLINGTON, VERMONT.
CABLE GUARD RAIL, STEEL MARKER POSTS & PROPERTY LINE FENCE — MAINLINE FENCE CO. — WESTBROOK, MAINE.
SIGNS & DELINEATORS — STANDARD SIGNAL & SIGNAL CO. — CLINTON, MASS.

CONTRACTOR — MORRISON-KNUDSEN INC. & LANDERS & GRIFFIN INC.
NEW YORK, N.Y.
RESIDENT ENGINEER — J.R. PHALEN.
INSPECTORS — F. THORNE & R. FITZGERALD.
RECORD PLANS — J.R. PHALEN, F. THORNE, & R. FITZGERALD.

CONTRACT:
DATED: APRIL 29, 1960.
STARTED: MAY 27, 1960.
COMPLETED: NOV. 16, 1961.
ACCEPTED: NOV. 16, 1961.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROPOSED IMPROVEMENT

INTERSTATE PROJECT

TOWNS OF WATERBURY — BOLTON

COUNTIES OF WASHINGTON & CHITTENDEN

Pin # 99R016

Interstate 89 PROJECT I 89-2(7)

~~BEGINNING AT A POINT 3.567 MILES EASTERLY OF THE WATERBURY-BOLTON TOWN LINE AND EXTENDING WESTERLY 7.379 MILES.~~

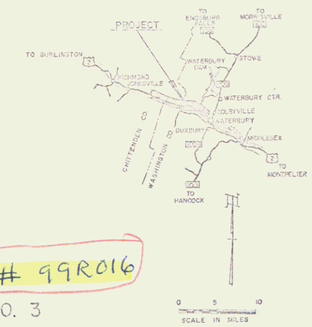
LENGTH OF ROADWAY	~~37,929.16 FEET = 7.184 MILES~~
LENGTH OF BRIDGES	~~1,033.24 FEET = 0.195 MILES~~
LENGTH OF PROJECT	~~38,962.40 FEET = 7.379 MILES~~

DESIGN	DESIGNATION
ADT (1959)	= 2550
ADT (1975)	= 4775
DHV (1975)	= 695
D	57.5 %
T	8.0 %
V	70 M.P.H.

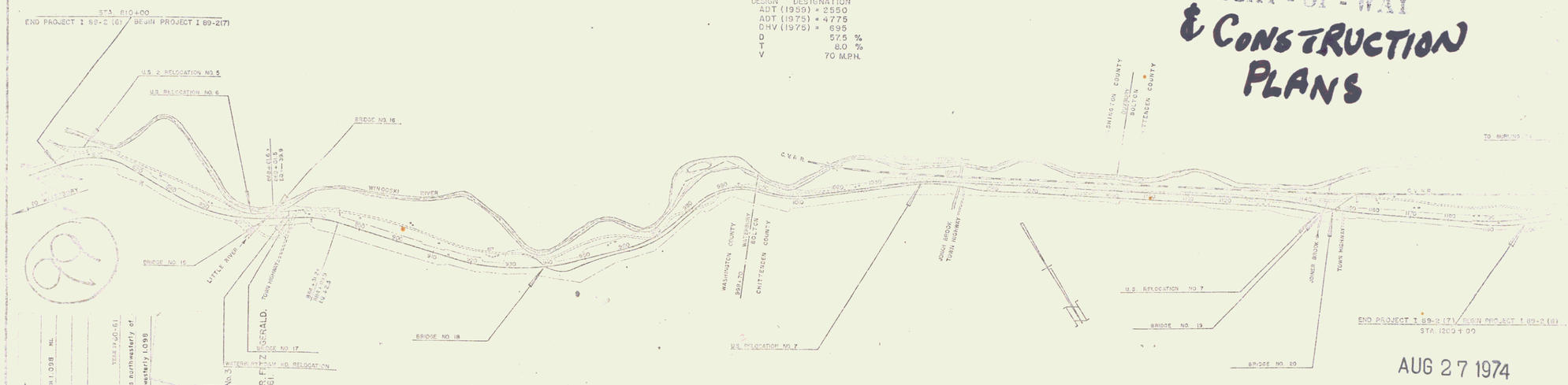
CONTRACT NO. 3

BEGINNING AT A POINT APPROXIMATELY 2.714 MILES NORTHWESTERLY OF THE WATERBURY-BOLTON TOWN LINE AND EXTENDING NORTHWESTERLY 1.099 MILES.

5,391.58 FEET = 1.021 MILES
408.42 FEET = 0.077 MILES
5,800.00 FEET = 1.098 MILES



RIGHT-OF-WAY & CONSTRUCTION PLANS



AUG 27 1974

LEGEND: X DESIGNATES ACCESS POINTS IN RIGHT OF WAY FENCE

STA. 863+00 NT.

WATERBURY-BOLTON
I-89-2(7) Contract No. 3
LENGTH 1.098 MI.
BITUMINOUS CONCRETE PAVEMENT
MORRISON-KNUDSEN INC. & LANDERS & GRIFFIN INC.
NEW YORK, N.Y.
YEAR 19-50-61
Beginning at a point approximately 2.714 miles northwesterly of the Waterbury-Bolton Town Line and extending northwesterly 1.098 miles.

WATERBURY-BOLTON I-89-2(7) Contract No. 3
MORRISON-KNUDSEN INC. & LANDERS & GRIFFIN INC.
N.Y. N.Y.
J.R. PHALEN, F. THORNE & R. FITZGERALD.
RECORD PLANS — J.R. PHALEN, F. THORNE & R. FITZGERALD.
NOV. 16, 1961

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 OF VERTICAL INTERSECTION	P.V.I.
POINT OF VERTICAL TANGENCY	P.V.T.

SCALES

TITLE		1" = 1200'
TYPICAL		1" = 5' & 3/8" = 1'
PLAN		1" = 50'
PROFILE	HORIZONTAL	1" = 50'
	VERTICAL	1" = 10'
CROSS-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 1958 SUBMITTED TO THE BUREAU OF PUBLIC ROADS, AS AMENDED BY SUPPLEMENTAL SPECIFICATIONS AND REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ADDED & SUBMITTED WITH THE PLANS.

APPROVED [illegible] DATE Oct. 7, 1959

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
MP 64.20 - 71.58

DATE Oct. 7, 1959 — DATE Oct. 7, 1959 — DATE Oct. 7, 1959 — DATE OCTOBER 7, 1959

PROJECT I NO. 89-2 (7)
SHEET 1 OF SHEETS
CONTRACT NO. 3

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