

INDEX OF SHEETS

1	Title Page
2-3	Typical Sheets
4	Quantity Sheet
5	Paving Areas
6-20	Traffic Control Sheets
21	Blank
22	B-17 Detail of U-Turns 9/10/69 (R)
23	C-1 Bit. Conc. Curb 9/10/69 (R)
24	D-2 Perf. Asph. Cld. Corr. Gate Metal Underdrain Pipe 4/14/69 (R)
25	D-3 Treated Gaskets 7/19/67 (R)
26	D-4 Cast Iron Cover for A.C.C.G.M.P. Flushing Basin 12/4/68 (R)
27	E-31 Federal Aid Const. Identification Signs 8/21/67 (R)
28	E-32 Road Const. Appr. Signs 1/6/67
29	E-34 Ch. Project Const. Signs 5/3/67 (R)

**PROJECT NAME & NUMBER TYPE PAVEMENT AREA**  
**GUILFORD-VERNON-BRATTLEBORO 19H(37) BIT.CONC. 330,100 S.Y.**  
**RECORD PLANS**  
**MATERIALS**

CUTBACK ASPHALT—MOBIL OIL CO.—ALBANY, N.Y.  
 EMULSIFIED ASPHALT—CHEVRON ASPHALT CO.—PORTLAND, CONN.  
 ASPHALT EMULSION (CATIONIC TYPE)—TRIRAM CORP.—FRAMINGHAM, MASS.  
 AGGREGATES FOR SLURRY—COLD RIVER SAND & GRAVEL—WALPOLE, N.H.  
 BITUMINOUS CONCRETE—F.W. WHITCOMB—WALPOLE & KEENE, N.H.  
 BITUMINOUS MATERIALS FOR CRACK FILLING—ALLIED MATERIAL CORP.—  
 —STROUD, OKLAHOMA.

CONTRACTOR  
 FRANK W. WHITCOMB  
 BELLOWS FALLS, VT.  
 RESIDENT ENGINEER—R.L. WORKMAN,  
 INSPECTORS—R. RUSSELL, F. ROSS, W. RYAN,  
 B. SCHIAPPA & N. BLANCHARD,  
 RECORD PLANS—A.G. SPIDLE.

CONTRACT  
 DATED—APRIL 9, 1970.  
 STARTED—JUNE 2, 1970.  
 COMPLETED—SEPT. 3, 1970.  
 ACCEPTED—SEPT. 3, 1970.

TRAFFIC DATA

1980 ADT =	12060
1980 DHV =	2171
1980 D =	69% SB 31% NB
1980 T =	3%

MASS LINE—BRATTLEBORO,  
 (CANAL ST.; US 5; INTERCHANGE  
 STA. 320+55.0  
 69% SB 31% NB  
 3%

CANAL ST.(US 5)—WESTERN AVE.  
 (VT 9) INTERCHANGE  
 10050  
 1759  
 65% SB 35% NB  
 3%

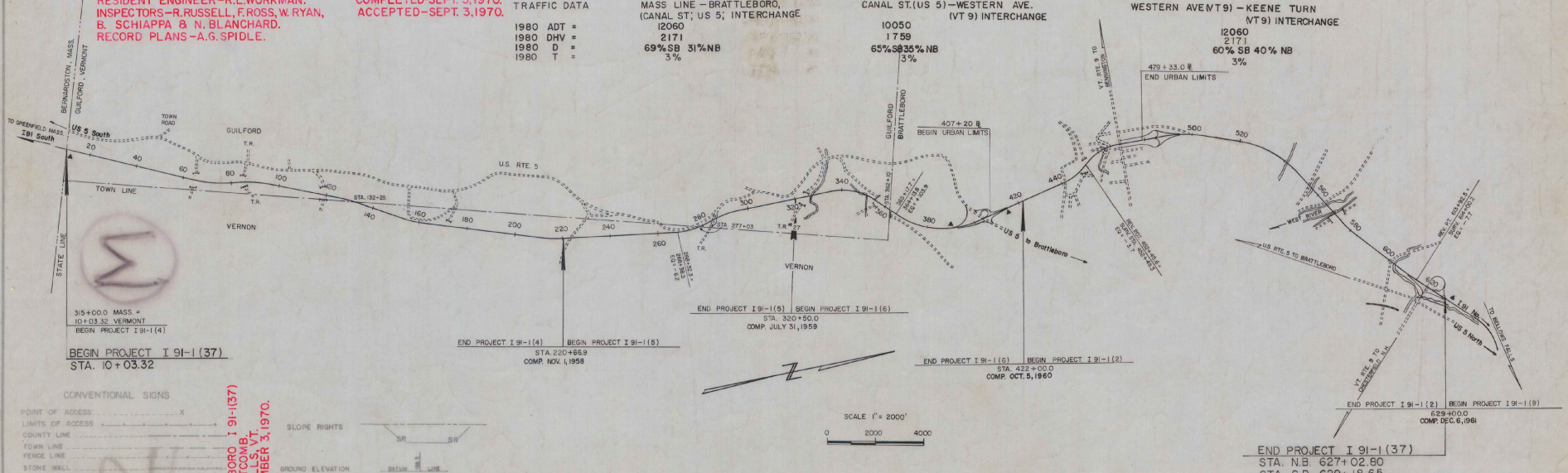
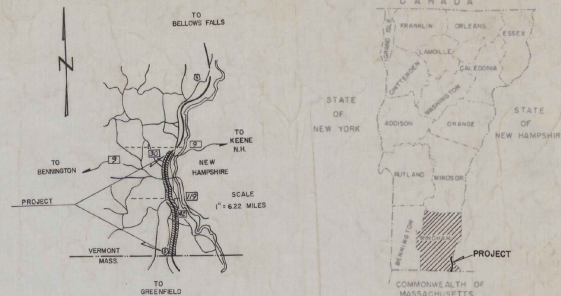
WESTERN AVENUE 9)—KEENE TURN  
 (VT 9) INTERCHANGE  
 12060  
 2171  
 60% SB 40% NB  
 3%

STATE OF VERMONT  
 DEPARTMENT OF HIGHWAYS  
**PROPOSED IMPROVEMENT**

TOWNS OF GUILFORD-VERNON-BRATTLEBORO  
 COUNTY OF WINDHAM

BEGINNING AT THE MASSACHUSETTS-VERMONT STATE LINE AND EXTENDING NORTHERLY 11.722 MILES

LENGTH OF ROADWAY 59,493.71 FEET = 11.268 MILES  
 LENGTH OF BRIDGES 2,400.00 FEET = 0.454 MILES  
 LENGTH OF PROJECT 61,893.71 FEET = 11.722 MILES



CONVENTIONAL SIGNS

POINT OF ACCESS	X
LIMITS OF ACCESS	---
COUNTY LINE	---
TOWN LINE	---
FENCE LINE	---
STONE WALL	---
UNFENCED PROPERTY	---
GUARD RAIL	---
TRAVELED WAY	---
RAILROAD	---
RETAINING WALL	---
CENTER LINE	---
SURVEY LINE	---
CULVERT	---
DROP INLET	---
TROLLEY POLE	---
POWER POLE	---
TELEPHONE POLE	---
TREES	---
HEDGE	---
F.A. CONSTRUCTION IDENTIFICATION SIGNS	---

SLOPE RIGHTS

SR	SR
----	----

GROUND ELEVATION  
 DATUM  
 GRADE ELEVATION  
 DATUM

CURVE DATA

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

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

APPROVED <i>R.W. Howe</i> DISTRICT ENGINEER DATE 12/28/70	APPROVED <i>R.L. Workman</i> DATE 12/15/70	APPROVED <i>D.W. Spivak</i> DATE 1/15/70	APPROVED <i>G.W. Lane</i> DATE 1/15/70	APPROVED <i>C.H. Steckney</i> DATE 1/28/70	APPROVED <i>R.H. Cawley</i> DATE 1/13/70
---	---	---	---	---	---

THESE PLANS ARE SUBJECT TO SUCH REVISIONS AS MAY BE REQUIRED BY THE BUREAU OF PUBLIC ROADS OR THE COMMISSIONER OF HIGHWAYS.  
 CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION DATED APRIL, 1968, AS APPROVED BY THE BUREAU OF PUBLIC ROADS ON OCTOBER 18, 1968, INCLUDING ALL SUBSEQUENT APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DEPARTMENT OF COMMERCE  
 BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER DATE

PROJECT I No. 91-1(37)

SHEET 1 OF 29 SHEETS

GUILFORD-VERNON-BRATTLEBORO 19H(37)  
 CONTRACTOR—FRANK W. WHITCOMB  
 CONST. COMPLETED—SEPTEMBER 3, 1970.  
 RECORD PLANS—A.G. SPIDLE.

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- Title Page
- 2-3 Typical Sheets
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- 25 D-3 Treated Darters 7/29/67 (R)
- 26 D-4 Cast Iron Cover for A.C.C.G.M.P. Flushing Basin 12/4/68 (R)
- 27 E-2 Federal Aid Const. Identification Signs 8/21/67 (R)
- 28 E-30 Road Const. Appr. Signs 1/6/67
- 29 E-34 On Project Const. Signs 5/2/67 (R)

STATE OF VERMONT  
DEPARTMENT OF HIGHWAYS  
**PROPOSED IMPROVEMENT**

TOWNS OF GUILFORD-VERNON-BRATTLEBORO  
COUNTY OF WINDHAM

BEGINNING AT THE MASSACHUSETTS-VERMONT STATE LINE AND EXTENDING NORTHERLY 11.722 MILES

LENGTH OF ROADWAY 59,493.71 FEET = 11.268 MILES

LENGTH OF BRIDGES 2,400.00 FEET = 0.454 MILES

LENGTH OF PROJECT 61,893.71 FEET = 11.722 MILES

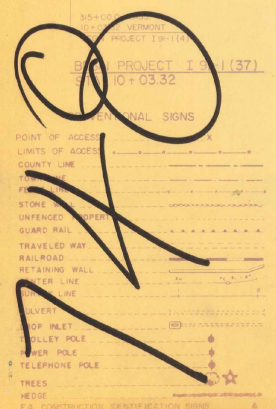
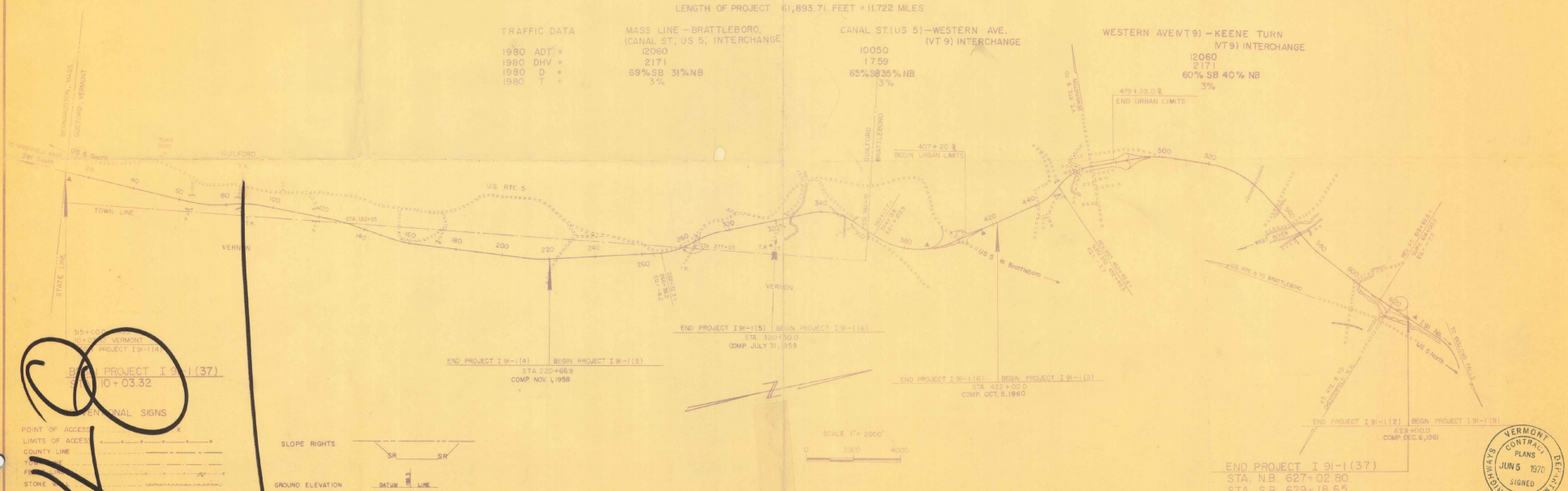
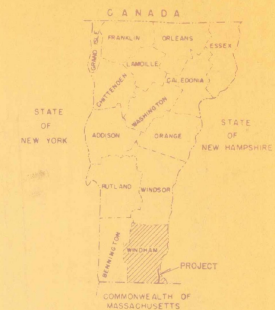
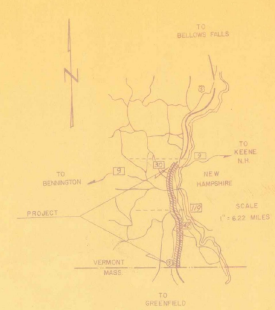
TRAFFIC DATA

1980 ADT \*  
1980 DHV \*  
1980 D \*  
1980 T \*

MASS LINE - BRATTLEBORO  
(CANAL ST. US 5, INTERCHANGE)  
12060  
1759  
2171  
69% SB 31% NB  
3%

CANAL ST. (US 5) - WESTERN AVE.  
(VT 9) INTERCHANGE  
10050  
1759  
65% SB 35% NB  
3%

WESTERN AVE (9) - KEENE TURN  
(MT 9) INTERCHANGE  
12060  
2171  
60% SB 40% NB  
3%



SLOPE RIGHTS

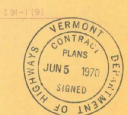
GROUND ELEVATION

GRADE ELEVATION

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.
BACK SIGHTS	

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



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

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

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_

DIVISION ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

PROJECT NO. 31-1(37)

SHEET NO. 28 OF 28 SHEETS

APPROVED *[Signature]* PROJECT ENGINEER DATE *[Date]*

APPROVED *[Signature]* COUNTY ENGINEER DATE *[Date]*

APPROVED *[Signature]* TOWN ENGINEER DATE *[Date]*

APPROVED *[Signature]* SUPERVISOR DATE *[Date]*

APPROVED *[Signature]* CHIEF ENGINEER DATE *[Date]*

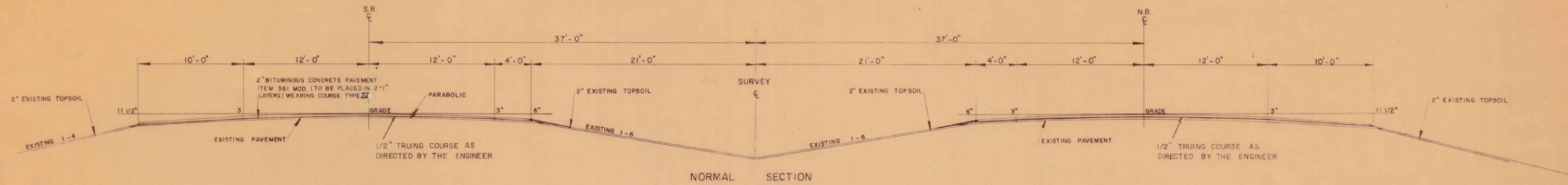
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# TYPICAL SECTIONS

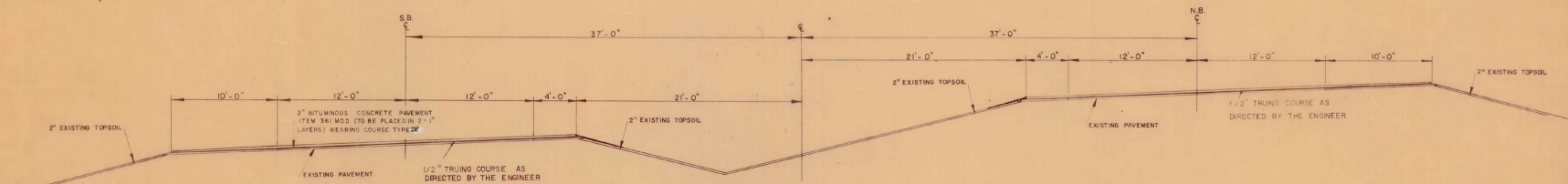
2-(1") BITUMINOUS CONCRETE PAVEMENT OVERLAY, ITEM 361 MOD. WEARING COURSE TYPE IV (1/4" FOR TOTAL THICKNESS)  
 W/ TRUING COURSE - 1/2" AVERAGE DEPTH, ITEM 361 MOD. WEARING COURSE TYPE IV  
 (FOR SHOULDER COMPOSITION SEE SKETCH AT LOWER RIGHT.)

**CONSTRUCTED AS DESIGNED**

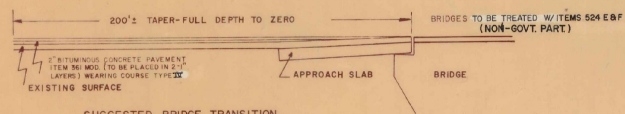
PERMISSIBLE TOLERANCES APPLY TO THICKNESS ONLY



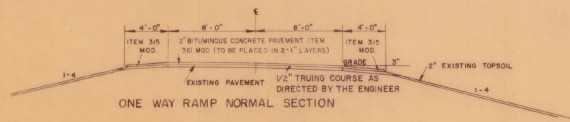
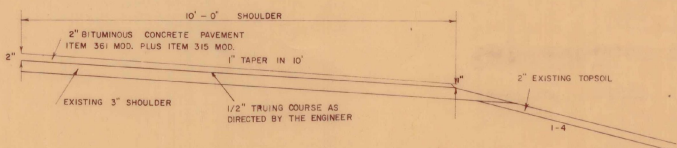
NORMAL SECTION



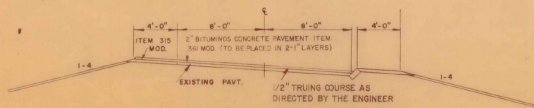
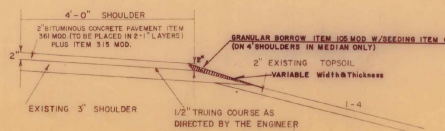
MAXIMUM BANKED SECTION



SUGGESTED BRIDGE TRANSITION



ONE WAY RAMP NORMAL SECTION



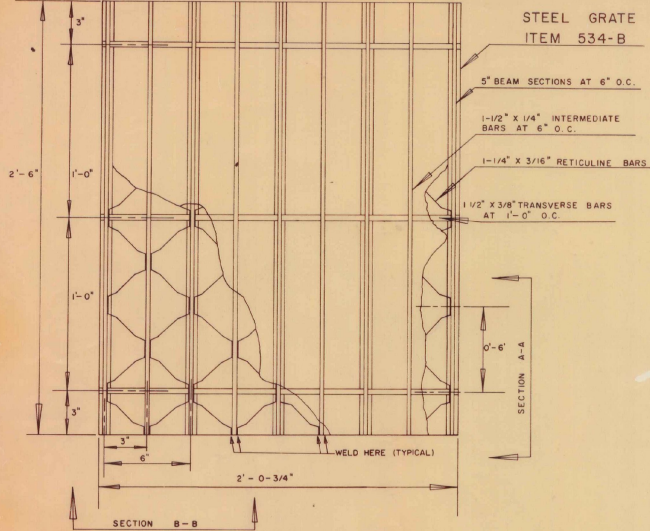
ONE WAY RAMP BANKED SECTION WITH SLOPE EDGING

GUILFORD-VERNON-BRATTLEBORO

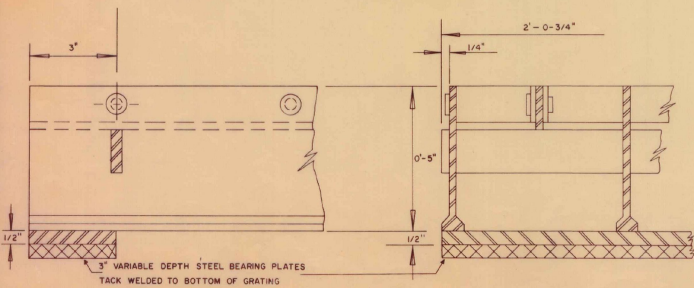
SURVEYED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 DRAWN BY: B. TOWNS DATE: \_\_\_\_\_  
 TRACED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJ. I NO. 91-1(37)  
 SHEET 2 OF 29

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



TOP VIEW



SECTION A-A

SECTION B-B

SEEDING ITEM 011  
The seed mixture shall be composed as follows:

%	LBS/ACRE	NAME	% PURITY	% GERM	LBS LPS*
33.33	20	Creeping red fescue	97	85	17.00
10.00	6	Tall fescue	98	85	5.00
16.67	10	Kentucky blue grass	85	75	7.50
8.33	5	Red top	92	85	4.25
16.67	10	Annual rye grass	95	90	9.00
8.33	5	Stimulor trefoil (Empire)	99	80	4.00
0.42	1/4	Wood seed			
6.25	3 3/4	Inert material			
100.00	60 Lbs/Acre	*Pounds pure live seed			46.75 Lbs/Acre

GUILFORD - VERNON -  
BRATTLEBORO

DRAWN BY R. TOWNS  
PROJECT 391 NO. 1(37)  
PAVEMENT OVERLAY

SHEET 3 OF 29 SHEETS

# QUANTITY SHEET

STATE OF VERMONT DEPARTMENT OF HIGHWAYS  
GUILFORD-VERNON-BRATTLEBORO PROJECT NO. I 91-(137)

SUMMARY SHEET NO. OF 19

### APPROXIMATE SUMMARY OF QUANTITIES

R. O. W.	ROADWAY NON-GOV'T. PART	ROADWAY GOV'T. PART	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
			500	CY	Common Excavation Class I (Est.)	103-A-I	9
			2250	CY	Granular Borrow Mod. (Est.)	105	
700			700	CY	Trench Excavation of Earth (0'-5' depth) (Est.)	106-A	
50			50	CY	Trench Excavation of Rock (0'-5' depth) (Est.)	106-B	
			50	HR.	All Purpose Excavator Rental (Est.)	124	
			50	HR.	Power Broom Rental (Est.)	127	
			500	CY	Sub-base of Gravel (Est.)	201	11
			60700	GAL.	Tack Coat III (Double Tack Coat Bit. Mat. w/P. 51 & St. Grits Seal, Prime Coat Ref. Tar & Dble. Seal Coat Cut Back Asphalt Mod.)	315	29
			22370	GAL.	Emulsified Asphalt Type RS-1	399	2
			2500	CY/M	Overhaul (5.0 Miles)	221	
3,518			76410	GAL.	Asphalt Emulsion (Cationic Type)	324-E	9
88			1910	TON	Aggregate for Slurry Seal	324-F	
			76600	TON	Bituminous Concrete Pavement Type IV Mod.	361	26
			18700	LB.	Bituminous Material for Crack Filling (Est.)	379	
			1	CY	Cement Rubble Masonry (Est.)	411	
			6	LF	6" Asph. Cld. Corr. Galv. Met. Pipe (Est.)	424-B	
750			750	LF	6" Perf. Corr. Galv. Met. Underdrain Mod. (Est.)	521-T-A	
250			250	LF	6" Perf. Corr. Galv. Met. Pipe Mod. (Est.)	521-T-W	
3			3	EA.	Cast Iron Cover for Asph. Cld. Corr. Galv. Met. Pipe Flushing Basin	525	
			50	EA.	Clamping Elev. of C.B. or M.H. Mod. (Est.)	533	
6			6	EA.	Steel Warner Posts (Est.)	547-D	
20			20	TON	Bit. Cons. Surf. for Gutters & Traf. Islands Mod.	554	Ext.
20			20	TON	Bituminous Concrete Carb. (Est.)	555	
			500	Man/Hr	Uniformed Traffic Officers (Est.)	598	
			1	L.S.	Field Office - Asphalt Plants	599-C	
			600	LB.	Seeding (Est.)	611	

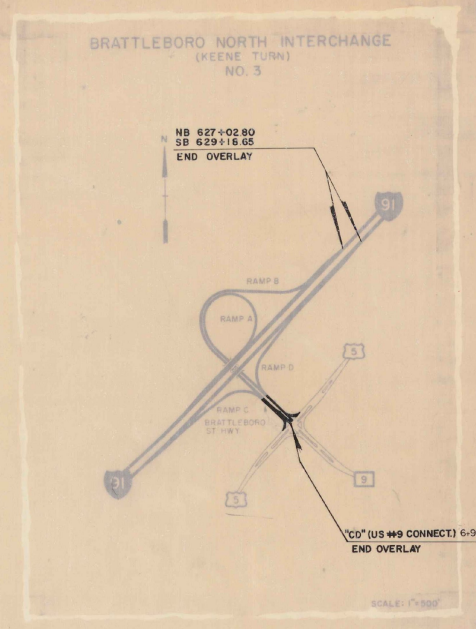
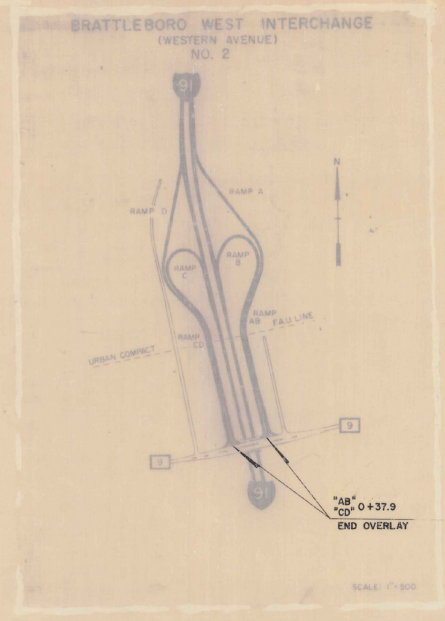
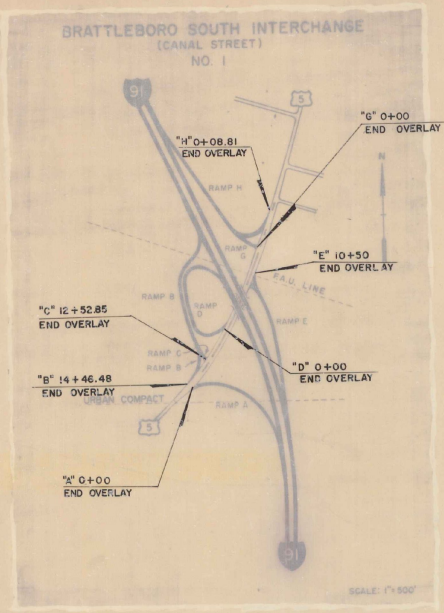
### DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		ITEM 315
		Tack Coat III (Double Tack Coat Bituminous Material with Pea Stone and Stone Grits Seal, Prime Coat Refined Tar & Double Seal Cutback Asphalt) MOD.
57,876	Gal.	Mainline Shoulders
880	Gal.	Canal Street Interchange (No. 1)
187	Gal.	Western Avenue Interchange (No. 2)
577	Gal.	Brattleboro North Interchange (No. 3)
52	Gal.	U-Turns
1,011	Gal.	Rest Areas and Weighing Station
29	Gal.	Rounding
60,700	Gal.	TOTAL
		ITEM 361
		Bituminous Concrete Pavement Type IV MOD. Mainline incl. Shoulders
67,570	TON.	Approach Slabs
192	TON.	U-Turns
2,186	TON.	Canal Street Interchange (No. 1)
2,904	TON.	Western Avenue Interchange (No. 2)
1,760	TON.	Brattleboro North Interchange (No. 3)
776	TON.	Rest Areas & Weighing Station
28	TON.	Rounding
75,600	TON.	TOTAL

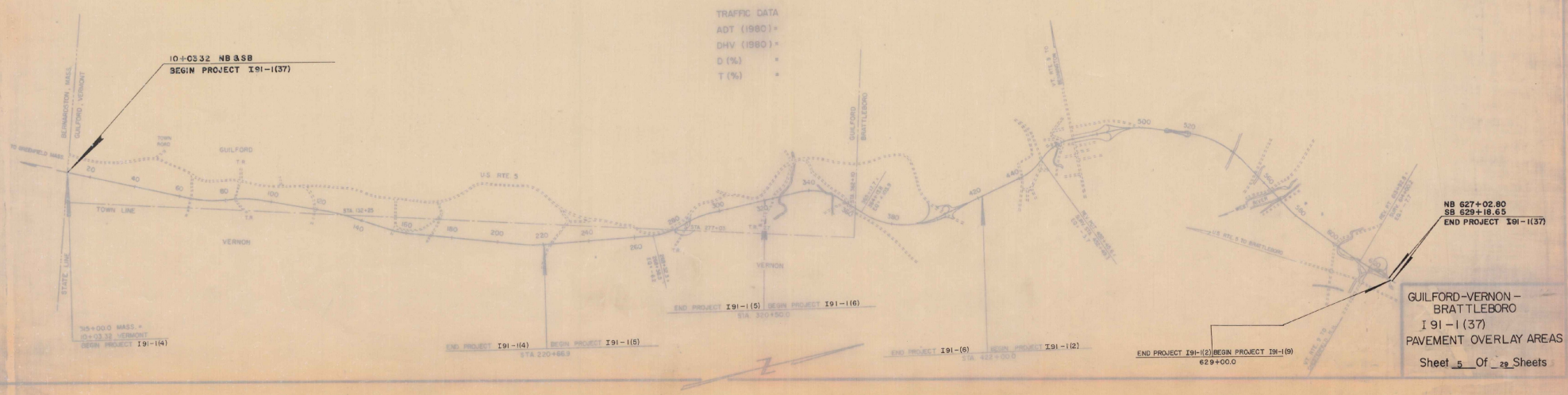
NORTHBOUND												
TYPE OF CONSTRUCTION												
STATIONS		PAVEMENT WIDTHS				EQUATIONS		VARIABLE PAVEMENT WIDTHS				
FROM	TO	24'	App. Slabs	Bridges	+	-	24'-42'	24'-30'				
			30'	42'	30'	42'						
		10+03.32	268+32.3									
EQ.		268+32.3	= 268+38.5									
		265+38.5	284+00									
		284+00	285+50									
		285+50	285+70									
		285+70	286+71									
		286+71	286+93									
		286+93	288+43									
		288+43	323+98									
		323+98	325+48									
		325+48	325+68									
		325+68	328+22									
		328+22	328+43									
		328+43	329+93									
		329+93	365+17.7									
EQ.		365+17.7	= 364+13.8									
		364+13.8	401+39									
		401+39	402+89									
		402+89	403+24									
		403+24	405+22									
		405+22	405+56									
		405+56	407+06									
		407+06	438+77									
		438+77	440+27									
		440+27	440+56									
		440+56	441+96									
		441+96	442+23									
		442+23	443+73									
		443+73	452+46.60									
EQ.		452+46.60	= 452+49.30									
		452+49.30	458+71									
		458+71	460+21									
		460+21	460+44									
		460+44	464+66									
		464+66	464+88									
		464+88	466+36									
		466+36	552+15									
		552+15	553+65									
		553+65	553+90									
		553+90	555+28									
		555+28	555+58									
		555+58	557+08									
		557+08	560+30									
		560+30	561+80									
		561+80	562+05									
		562+05	572+15									
		572+15	572+39									
		572+39	573+89									
		573+89	613+92.50									
EQ.		613+92.50	= 614+00.20									
		614+00.20	616+73									
		616+73	618+23									
		618+23	618+43									
		618+43	619+85									
		619+85	620+05									
		620+05	621+55									
		621+55	627+02.80									
		627+02.80	54,780'									
SUB-TOTALS NB		56585.78	153'	242'	1894'	521'	H039'	-17.6'	1,500'	900'		

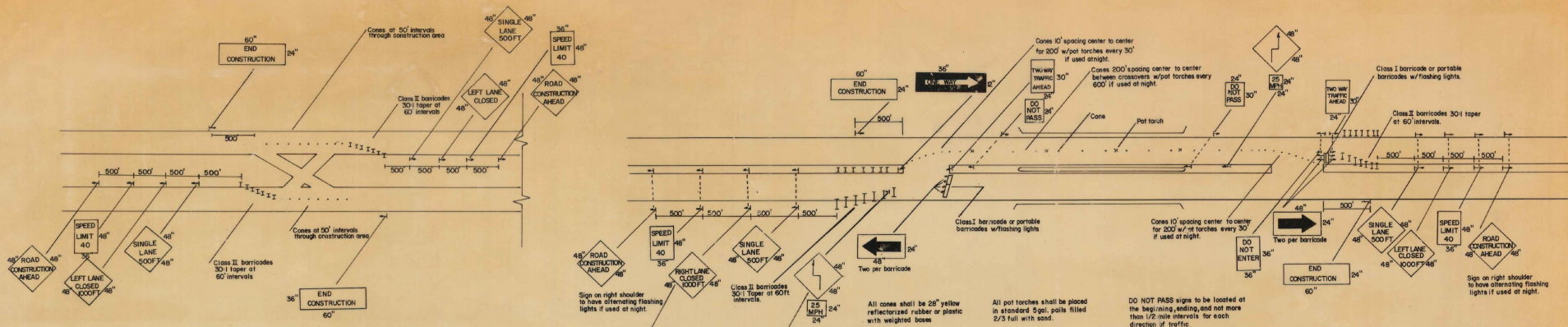
SOUTHBOUND												
TYPE OF CONSTRUCTION												
STATIONS		PAVEMENT WIDTHS				EQUATIONS		VARIABLE PAVEMENT WIDTHS				
FROM	TO	24'	App. Slabs	Bridges	+	-	24'-30'	24'-42'				
			30'	42'	30'	42'						
		10+03.32	268+32.30									
EQ.		268+32.30	= 268+38.50									
		268+38.50	284+51									
		284+51	286+01									
		286+01	286+21									
		286+21	287+19									
		287+19	287+39									
		287+39	288+89									
		288+89	323+98									
		323+98	325+48									
		325+48	325+68									
		325+68	328+22									
		328+22	328+43									
		328+43	329+93									
		329+93	365+17.70									
EQ.		365+17.70	= 364+13.80									
		364+13.80	400+64									
		400+64	402+14									
		402+14	402+59									
		402+59	404+57									
		404+57	404+91									
		404+91	406+41									
		406+41	439+07									
		439+07	440+57									
		440+57	440+85									
		440+85	442+13									
		442+13	442+45									
		442+45	443+95									
		443+95	452+45.60									
EQ.		452+45.60	= 452+49.30									
		452+49.30	458+70									
		458+70	460+20									
		460+20	460+49									
		460+49	464+61									
		464+61	464+83									
		464+83	466+33									
		466+33	551+84									
		551+84	553+34									
		553+34	553+64									
		553+64	555+00									
		555+00	555+25									
		555+25	555+75									
		555+75	560+31									
		560+31	561+81									
		561+81	562+04									
		562+04	572+20									
		572+20	572+41									
		572+41	573+91									
		573+91	613+92.50									
EQ.		613+92.50	= 614+00.20									
		614+00.20	616+73									
		616+73	618+23									
		618+23	618+43									
		618+43	619+85									
		619+85	620+05									
		620+05	621+55									
		621+55	629+18.65									
		629+18.65	763.65'									
SUB-TOTALS SB		56,807.63	92'	318'	1682'	702'	H039'	-17.6'	600'	1800'		
PROJECT TOTALS		113,393.41	245'	560'	3566'	1223'	H039'	-35.2'	2100'	2700'		

LENGTH OF PROJECT					
STATIONS	FEET	MILES	REMARKS		
NB 10+03.32	627+02.80	61,785.78	11.702	LENG. IS ADJUSTED FOR EQUATIONS	
SB 10+03.32	629+18.65	62,001.63	11.743	LENG. IS ADJUSTED FOR EQUATIONS	
ROADWAY		59,499.21	11.269	AVE. BOTH LANES	
BRIDGES		2,394.50	0.453	AVE. BOTH LANES	



NOTE: SOLID LINE INDICATES AREAS TO BE PAVED





**TRAFFIC NOTES:**

All signing for the maintenance of traffic must be reflectorized and be constructed as specified in the Manual On Uniform Traffic Control Devices For Streets And Highways, U.S. Department Of Commerce, 1981.

All traffic control devices shall be in conformance with the Manual On Uniform Traffic Control Devices For Streets And Highways, U.S. Department of Commerce, 1981.

All cone areas remaining in use at night shall be delineated with pot torches, as shown on the plans or between every third cone in areas where delineation is not specified.

NOTE: STATE WILL ERECT AND COVER THE LARGE STATIONARY SIGNS AND THE CONTRACTOR IS TO UNCOVER THEM AT THE APPROPRIATE TIME. SMALLER PORTABLE SIGNS WILL BE FURNISHED BY THE STATE TO THE CONTRACTOR WHO WILL PLACE THEM AT THE DIRECTION OF THE RESIDENT ENGINEER.

**U-TURNS TO BE CONSTRUCTED, O**

- 1. 274+00
- 2. 408+00
- 3. 485+00
- PRESENT U-TURNS O
- 1. 10+00
- 2. 15+00 (U.S. Appr.)
- 3. 102+86
- 4. 221+66
- 5. 274+46
- 6. 390+16
- 7. 432+50
- 8. 490+50
- 9. 506+50
- 10. 622+50
- 11. 643+63

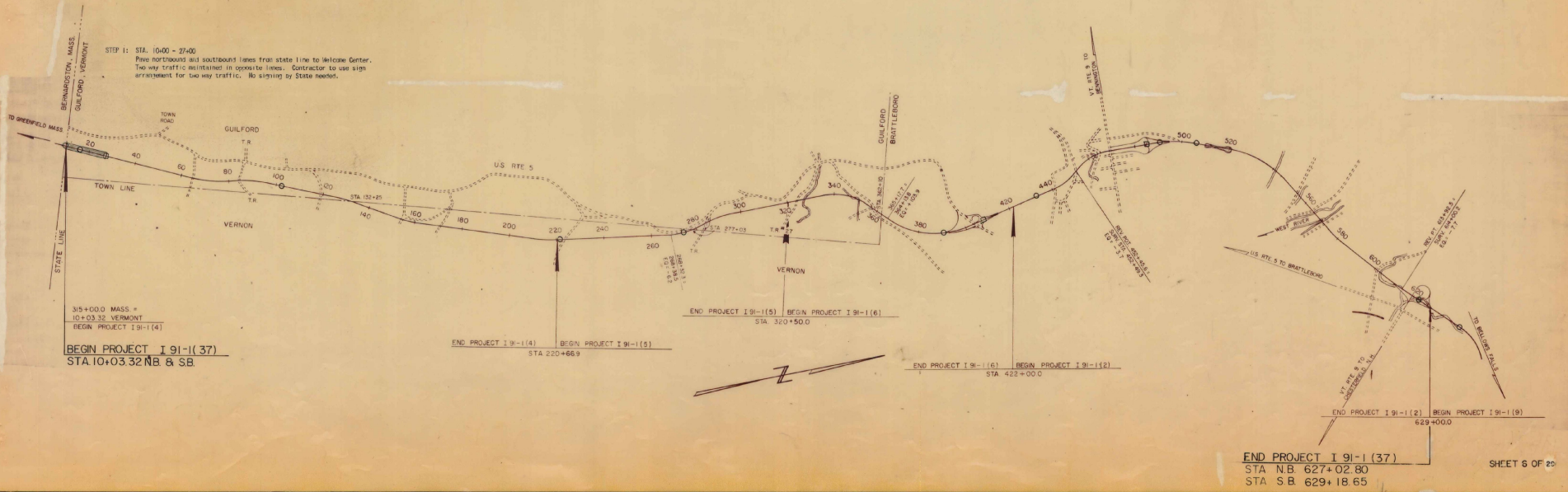
Dismountable sign to cover LEFT  
This sign to be placed in front of last barricade with its nearest post 2' from the pavement centerline.

**DETAIL OF TWO-WAY TRAFFIC ON OPPOSITE LANE**  
**B**  
**DETAIL OF SIGNING FOR CONST OF MED CROSSOVER**

All cones shall be 28" yellow reflectorized rubber or plastic with weighted bases

All pot torches shall be placed in standard 5 gal. pails filled 2/3 full with sand.

DO NOT PASS signs to be located at the beginning, ending, and not more than 1/2 mile intervals for each direction of traffic



315+00.0 MASS +  
10+03.32 VERMONT  
BEGIN PROJECT I 91-1(4)

**BEGIN PROJECT I 91-1(37)**  
STA 10+03.32 NB & SB

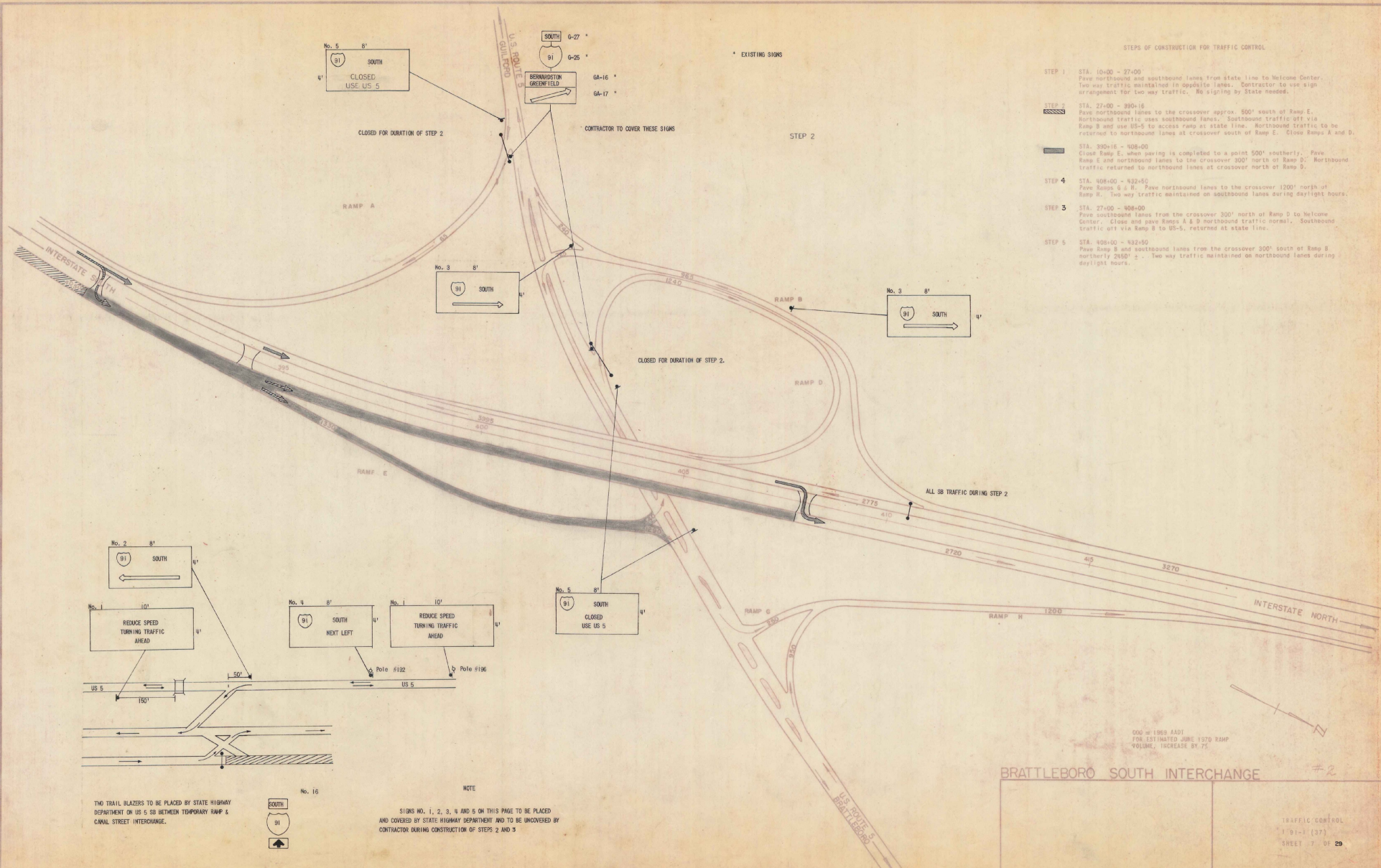
END PROJECT I 91-1(14) BEGIN PROJECT I 91-1(15)  
STA 220+68.9

END PROJECT I 91-1(15) BEGIN PROJECT I 91-1(16)  
STA 320+50.0

END PROJECT I 91-1(16) BEGIN PROJECT I 91-1(17)  
STA 422+00.0

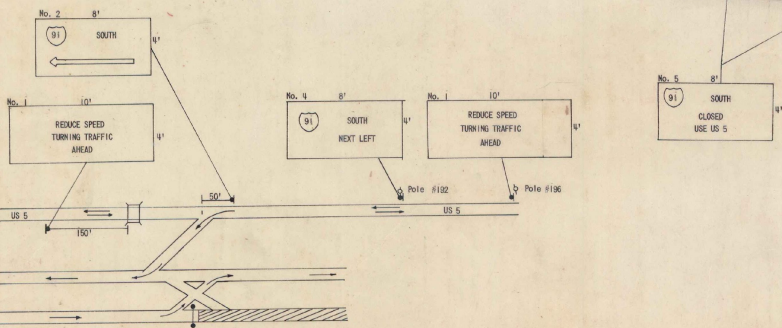
END PROJECT I 91-1(19) BEGIN PROJECT I 91-1(19)  
629+00.0

**END PROJECT I 91-1(37)**  
STA NB 627+02.80  
STA SB 629+18.65



STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL

- STEP 1 STA. 10+00 - 27+00  
Pave northbound and southbound lanes from state line to Welcome Center. Two way traffic maintained in opposite lanes. Contractor to use sign arrangement for two way traffic. No signing by State needed.
- STEP 2 STA. 27+00 - 390+16  
Pave northbound lanes to the crossover approx. 500' south of Ramp E. Northbound traffic uses southbound lanes. Southbound traffic off via Ramp B and use US-5 to access ramp at state line. Northbound traffic to be returned to northbound lanes at crossover south of Ramp E. Close Ramps A and D.
- STEP 3 STA. 390+16 - 408+00  
Close Ramp E, when paving is completed to a point 500' southerly. Pave Ramp E and northbound lanes to the crossover 300' north of Ramp D. Northbound traffic returned to northbound lanes at crossover north of Ramp D.
- STEP 4 STA. 408+00 - 432+50  
Pave Ramps G & H. Pave northbound lanes to the crossover 1200' north of Ramp H. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 5 STA. 27+00 - 408+00  
Pave southbound lanes from the crossover 300' north of Ramp D to Welcome Center. Close and pave Ramps A & D northbound traffic normal. Southbound traffic off via Ramp B to US-5, returned at state line.
- STEP 6 STA. 408+00 - 432+50  
Pave Ramp B and southbound lanes from the crossover 300' south of Ramp B northerly 2450' ±. Two way traffic maintained on northbound lanes during daylight hours.



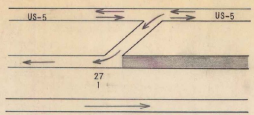
THO TRAIL BLAZERS TO BE PLACED BY STATE HIGHWAY DEPARTMENT ON US 5 TO BETWEEN TEMPORARY RAMP & CANAL STREET INTERCHANGE.



NOTE  
SIGNS NO. 1, 2, 3, 4 AND 5 ON THIS PAGE TO BE PLACED AND COVERED BY STATE HIGHWAY DEPARTMENT AND TO BE UNCOVERED BY CONTRACTOR DURING CONSTRUCTION OF STEPS 2 AND 3

BRATTLEBORO SOUTH INTERCHANGE #2

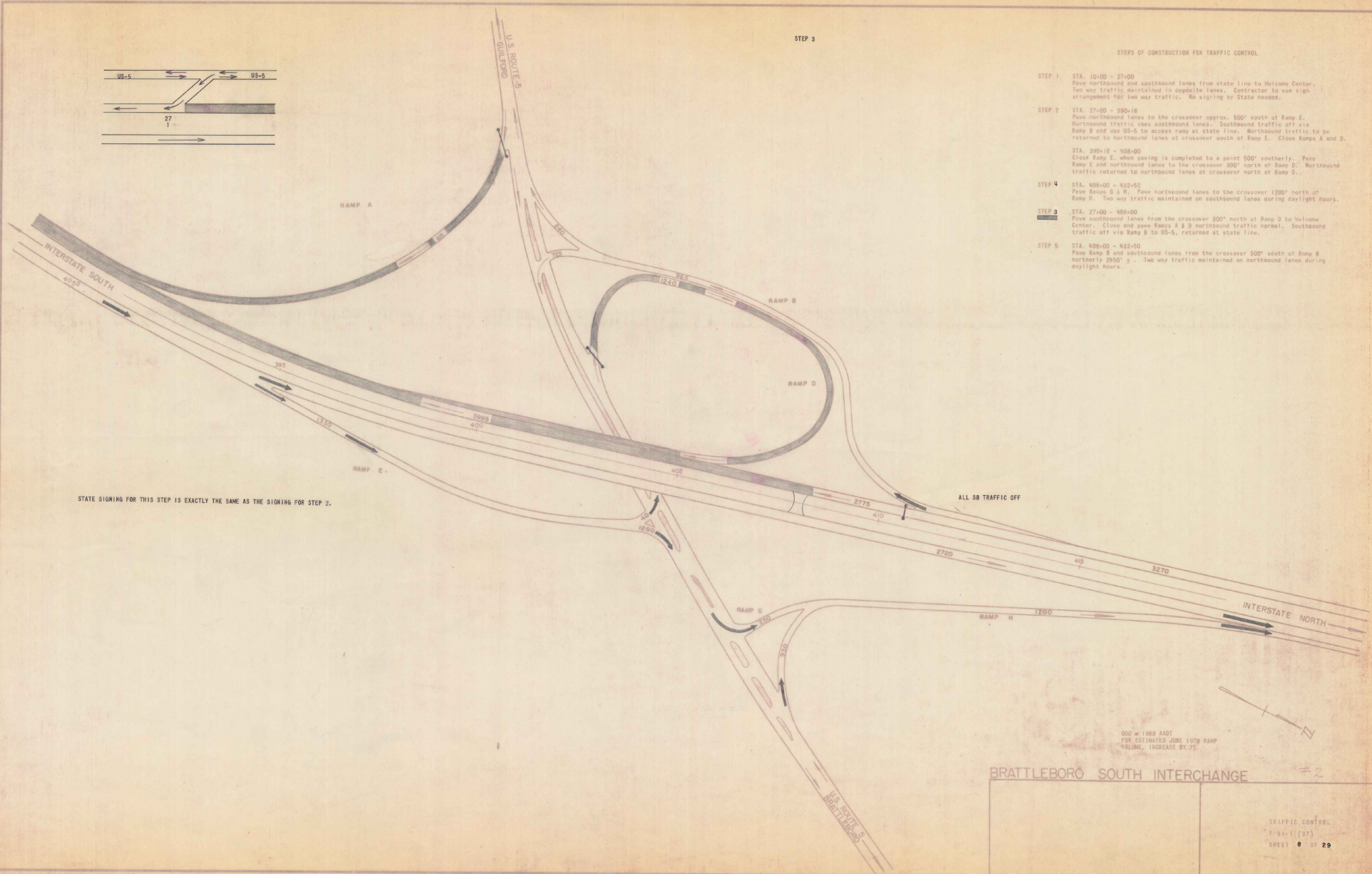
CON = 1988 ADAD  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME, INCREASE BY 75



STEP 3

STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL

- STEP 1 STA. 10+00 - 27+00  
Pave northbound and southbound lanes from state line to Welcome Center. Two way traffic maintained in opposite lanes. Contractor to use sign arrangements for two way traffic. No signing by State needed.
- STEP 2 STA. 27+00 - 390+16  
Pave northbound lanes to the crossover approx. 500' south of Ramp E. Northbound traffic uses southbound lanes. Southbound traffic off via Ramp B and use US-5 to access ramp at state line. Northbound traffic to be returned to northbound lanes at crossover south of Ramp E. Close Ramps A and D.
- STA. 390+16 - 408+00  
Close Ramp E, when paving is completed to a point 500' southerly. Pave Ramp C and northbound lanes to the crossover 300' north of Ramp D. Northbound traffic returned to northbound lanes at crossover north of Ramp D.
- STEP 4 STA. 408+00 - 432+50  
Pave Ramps G & H. Pave northbound lanes to the crossover 1200' north of Ramp H. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 3 STA. 27+00 - 408+00  
Pave southbound lanes from the crossover 300' north of Ramp D to Welcome Center. Close and pave Ramps A & D northbound traffic normal. Southbound traffic off via Ramp B to US-5, returned at state line.
- STEP 5 STA. 408+00 - 432+50  
Pave Ramp B and southbound lanes from the crossover 300' south of Ramp B northerly 2650' ±. Two way traffic maintained on northbound lanes during daylight hours.



STATE SIGNING FOR THIS STEP IS EXACTLY THE SAME AS THE SIGNING FOR STEP 2.

ALL SB TRAFFIC OFF

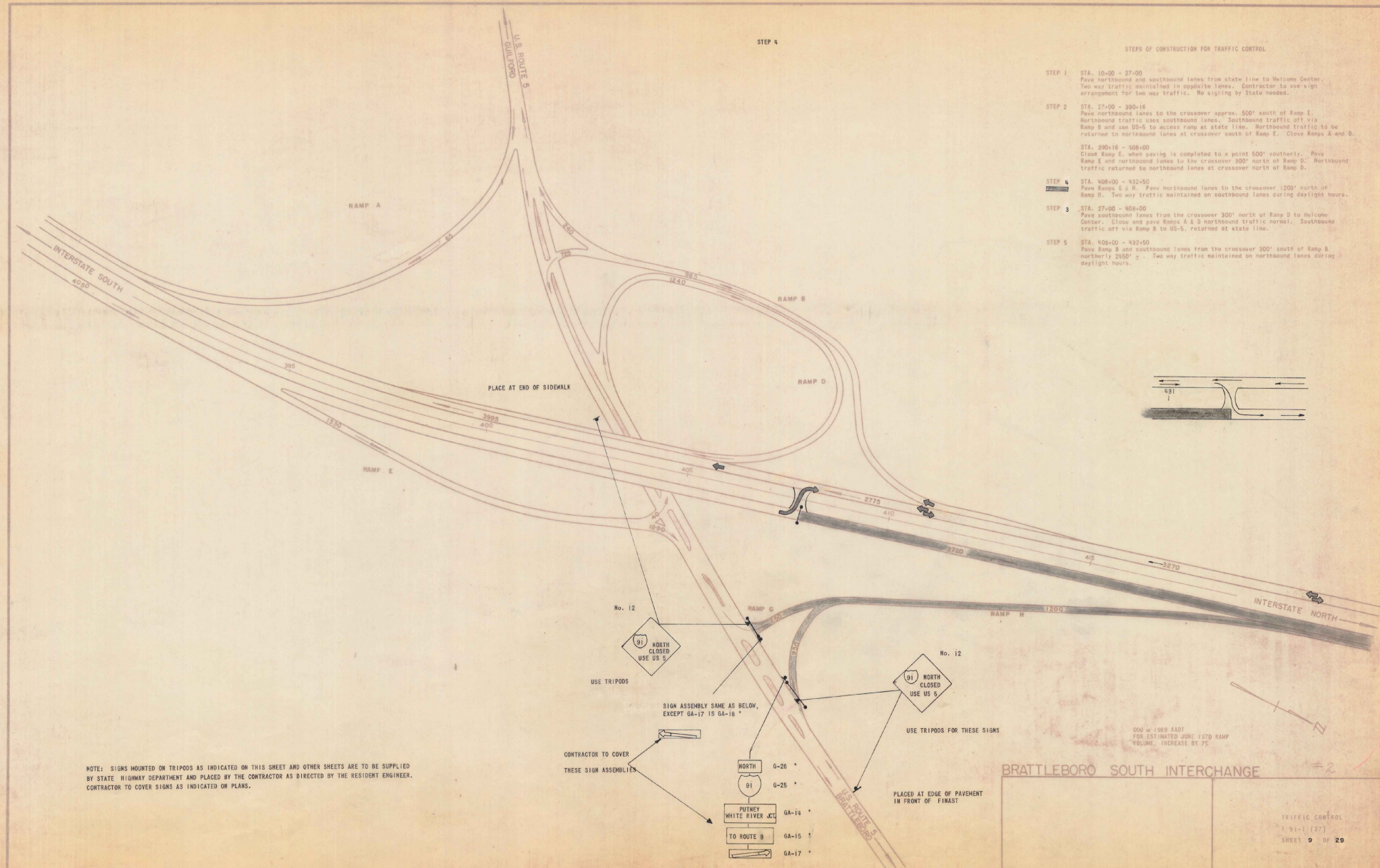
000 = 1969 AADT  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME INCREASE BY 75%

BRATTLEBORO SOUTH INTERCHANGE

#2

Type checked 11/18/70 P.W.

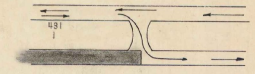
Type checked A1370 Rev. 4 DBS



STEP 4

STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL

- STEP 1 STA. 10+00 - 27+00  
Pave northbound and southbound lanes from state line to Welcome Center. Two way traffic maintained in opposite lanes. Contractor to use sign arrangement for two way traffic. No signing by State needed.
- STEP 2 STA. 27+00 - 390+16  
Pave northbound lanes to the crossover approx. 500' south of Ramp E. Northbound traffic uses southbound lanes. Southbound traffic off via Ramp B and use US-5 to access ramp at state line. Northbound traffic to be returned to northbound lanes at crossover south of Ramp E. Close Ramps A and D.
- STA. 390+16 - 408+00  
Close Ramp E when paving is completed to a point 500' southerly. Pave Ramp E and northbound lanes to the crossover 300' north of Ramp D. Northbound traffic returned to northbound lanes at crossover north of Ramp D.
- STEP 4 STA. 408+00 - 432+50  
Pave Ramps G & H. Pave northbound lanes to the crossover 1200' north of Ramp H. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 3 STA. 27+00 - 408+00  
Pave southbound lanes from the crossover 300' north of Ramp D to Welcome Center. Close and pave Ramps A & D northbound traffic normal. Southbound traffic off via Ramp B to US-5, returned at state line.
- STEP 5 STA. 408+00 - 432+50  
Pave Ramp B and southbound lanes from the crossover 300' south of Ramp B northerly 2500' ±. Two way traffic maintained on northbound lanes during daylight hours.



NOTE: SIGNS MOUNTED ON TRIPPODS AS INDICATED ON THIS SHEET AND OTHER SHEETS ARE TO BE SUPPLIED BY STATE HIGHWAY DEPARTMENT AND PLACED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. CONTRACTOR TO COVER SIGNS AS INDICATED ON PLANS.

- CONTRACTOR TO COVER THESE SIGN ASSEMBLIES
  - SIGN ASSEMBLY SAME AS BELOW, EXCEPT GA-17 IS GA-16
  - USE TRIPPODS
  - USE TRIPPODS FOR THESE SIGNS
  - PLACED AT EDGE OF PAVEMENT IN FRONT OF FINISH
- |  |         |
|--|---------|
|  | G-26 *  |
|  | G-25 *  |
|  | GA-14 * |
|  | GA-15 * |
|  | GA-17 * |

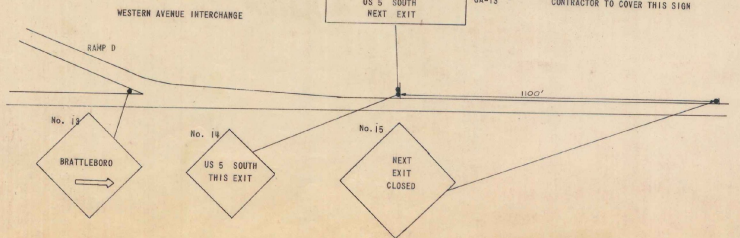
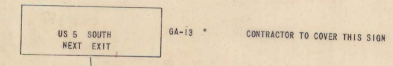
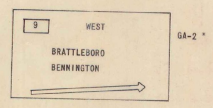
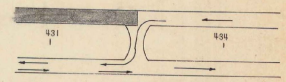
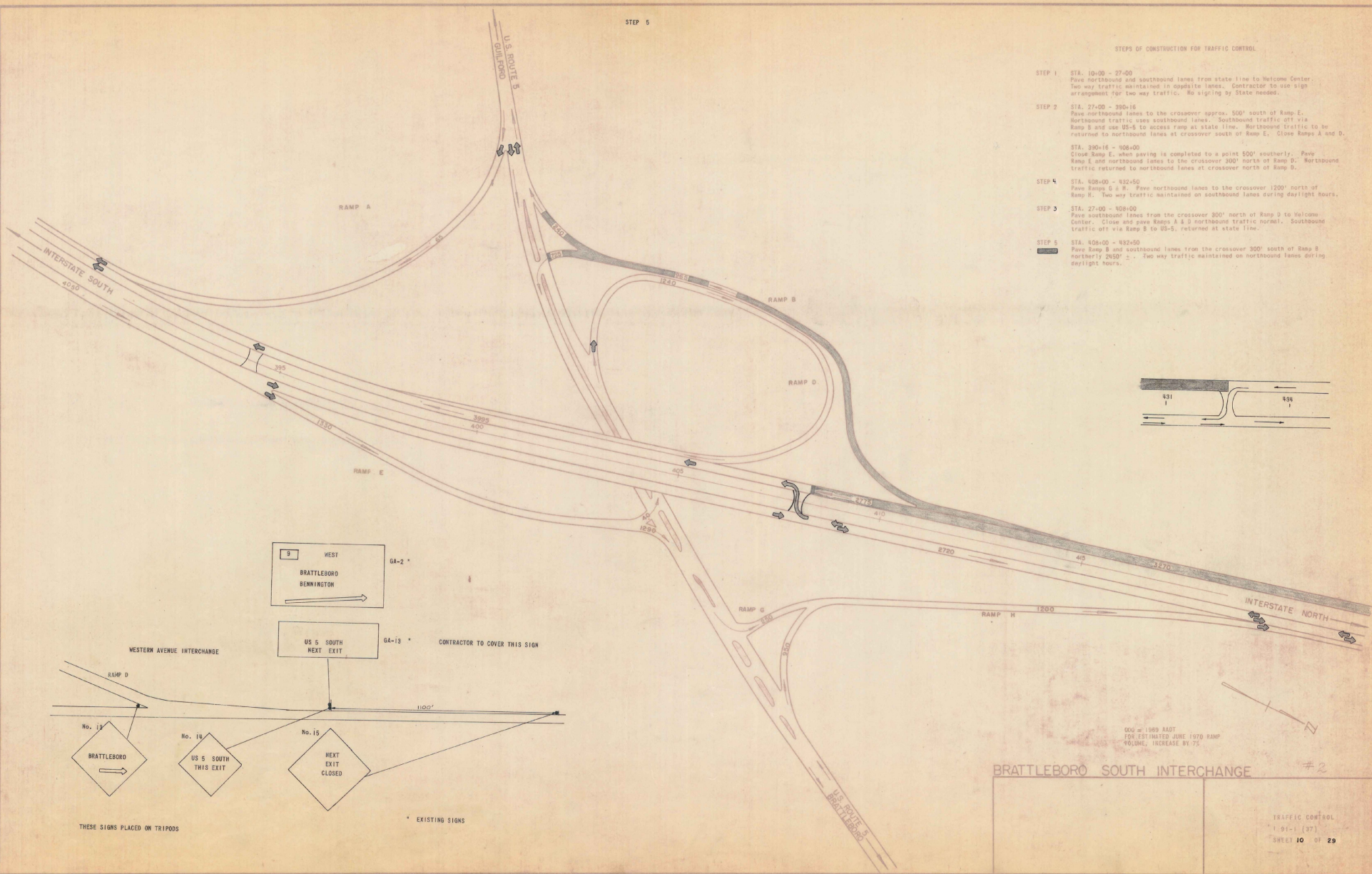
BRATTLEBORO SOUTH INTERCHANGE #2

600 = 1983 AADT  
700 ESTIMATED DURING 1970 RAMP  
VOLUME INCREASE BY 75%

STEP 5

STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL

- STEP 1 STA. 10+00 - 27+00  
Pave northbound and southbound lanes from state line to Welcome Center. Two way traffic maintained in opposite lanes. Contractor to use sign arrangement for two way traffic. No signing by State needed.
- STEP 2 STA. 27+00 - 390+16  
Pave northbound lanes to the crossover approx. 500' south of Ramp E. Northbound traffic uses southbound lanes. Southbound traffic off via Ramp B and use US-5 to access ramp at state line. Northbound traffic to be returned to northbound lanes at crossover south of Ramp E. Close Ramps A and D.
- STA. 390+16 - 406+00  
Close Ramp E when paving is completed to a point 500' southerly. Pave Ramp E and northbound lanes to the crossover 300' north of Ramp D. Northbound traffic returned to northbound lanes at crossover north of Ramp D.
- STEP 4 STA. 406+00 - 432+50  
Pave Ramp B & H. Pave northbound lanes to the crossover 1200' north of Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 3 STA. 27+00 - 406+00  
Pave southbound lanes from the crossover 300' north of Ramp D to Welcome Center. Close and pave Ramps A & D northbound traffic normal. Southbound traffic off via Ramp B to US-5, returned at state line.
- STEP 5 STA. 406+00 - 432+50  
Pave Ramp B and southbound lanes from the crossover 300' south of Ramp B northerly 2620' ±. Two way traffic maintained on northbound lanes during daylight hours.



THESE SIGNS PLACED ON TRIPPODS

EXISTING SIGNS

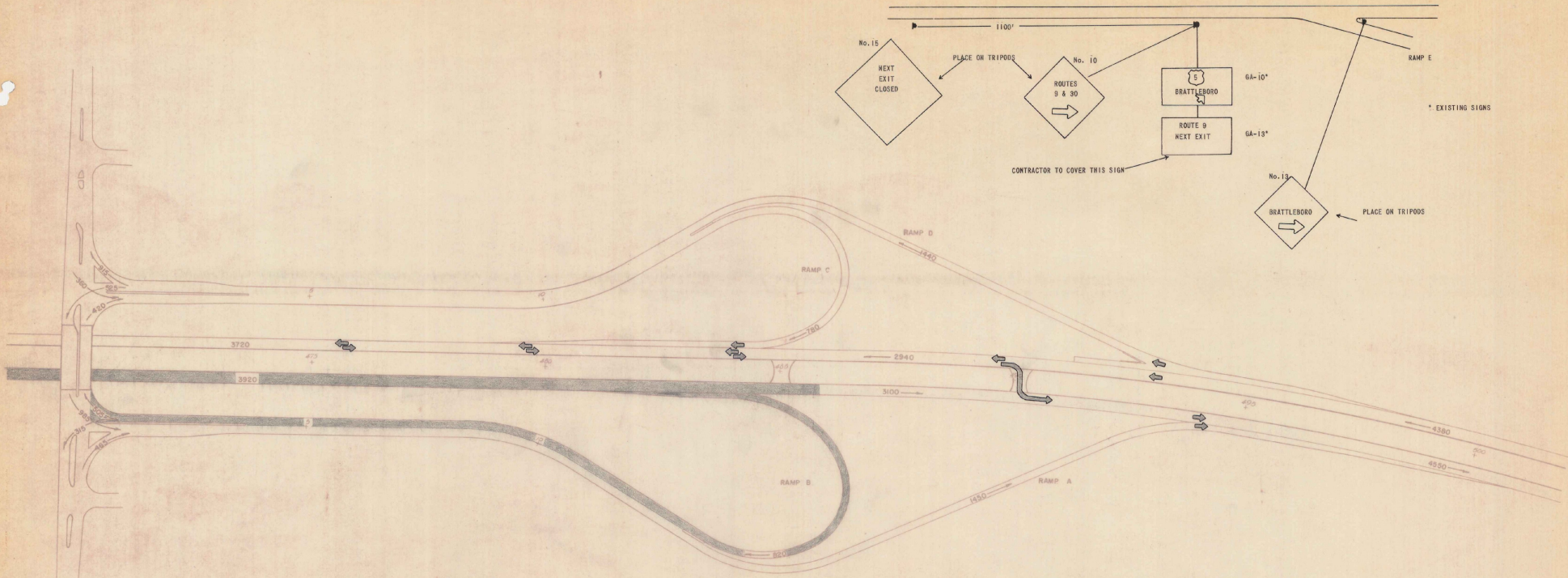
800 = 1969 AADT  
70% ESTIMATED JUNE 1970 RAMP  
VOLUME, INCREASE BY 75

BRATTLEBORO SOUTH INTERCHANGE #2

Type Change 4/13/70 4010/10/10

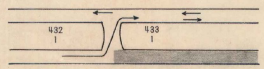
STEP 6

CANAL STREET  
SOUTH INTERCHANGE



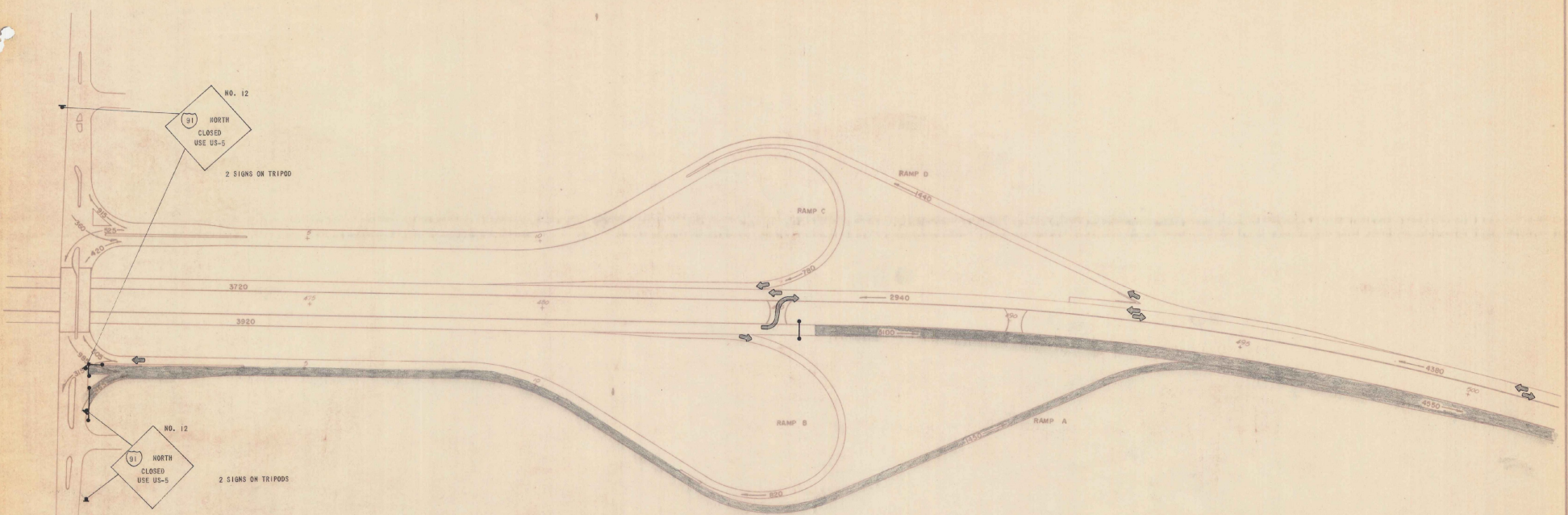
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 6 STA. 432+50 - 486+00  
Pave northbound lanes from the crossover 1200' north of Ramp M (Canal Street Interchange) to 1400' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 486+00 - 506+50  
Ramp B reopened; Ramp A closed. Pave northbound lanes from 200' north of Ramp B to the crossover 1200' north of Ramp A. Pave Ramp S. Two way traffic maintained on southbound lanes from sta. 485+00 to 506+50 during daylight hours.
- STEP 8 STA. 432+50 - 486+00  
Pave southbound lanes from the crossover 2000' north of Canal Street. Ramp B to 100' north of the crossover at Western Avenue Ramp C. Close and pave Ramp C. Two way traffic maintained on northbound lanes from crossover at sta. 432+50 to crossover at sta. 490+50 during daylight hours.
- STEP 9 STA. 486+00 - 506+50  
Pave southbound lanes from the crossover 600' north of Ramp D to the crossover 1200' north of Ramp D. Close and pave Ramp D. Two way traffic maintained on southbound lane from crossover at sta. 485+00 to crossover at 506+50 during daylight hours.



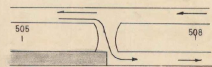
D20 - 1963 AADT  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME, INCREASE BY 75

Type 30-30 signs for next exit



STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

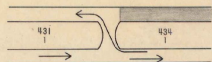
- STEP 6 STA. 432+50 - 486+00  
Pave northbound lanes from the crossover 1200' north of Ramp B (Canal Street Interchange) to 100' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 486+00 - 506+50  
Ramp B reopened; Ramp A closed. Pave northbound lanes from 200' north of Ramp B to the crossover 100' north of Ramp A. Pave Ramp B. Two way traffic maintained on southbound lanes from sta. 485+00 to 506+50 during daylight hours.
- STEP 8 STA. 432+50 - 486+00  
Pave southbound lanes from the crossover 2000' north of Canal Street, Ramp B to 100' north of the crossover at Western Avenue Ramp C. Close and pave Ramp C. Two way traffic maintained on northbound lanes from crossover at sta. 432+50 to crossover at sta. 490+50 during daylight hours.
- STEP 9 STA. 486+00 - 506+00  
Pave southbound lanes from the crossover 600' north of Ramp C to the crossover 1200' north of Ramp B. Close and pave Ramp D. Two way traffic maintained on southbound lane from crossover at sta. 485+00 to crossover at 506+50 during daylight hours.



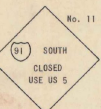
JOB - FIBS ROAD  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME INCREASE BY 75

see sheets 11/12/13/14/15

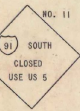
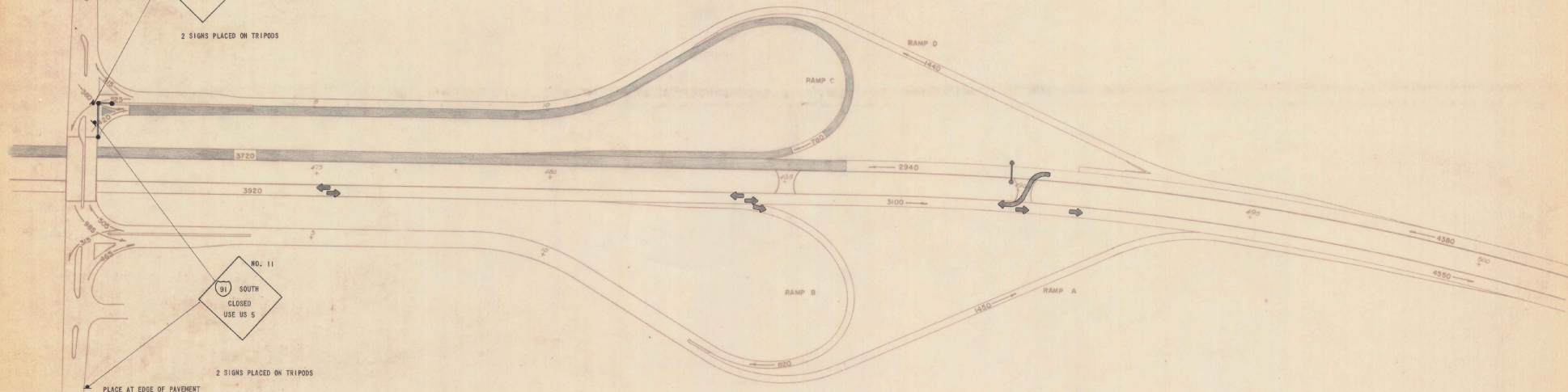
STEP 8



PLACE AT LEAST 50' WEST OF LAST ISLAND AT EDGE OF PAVEMENT.



2 SIGNS PLACED ON TRIPPODS



2 SIGNS PLACED ON TRIPPODS

PLACE AT EDGE OF PAVEMENT

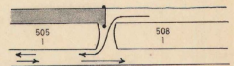
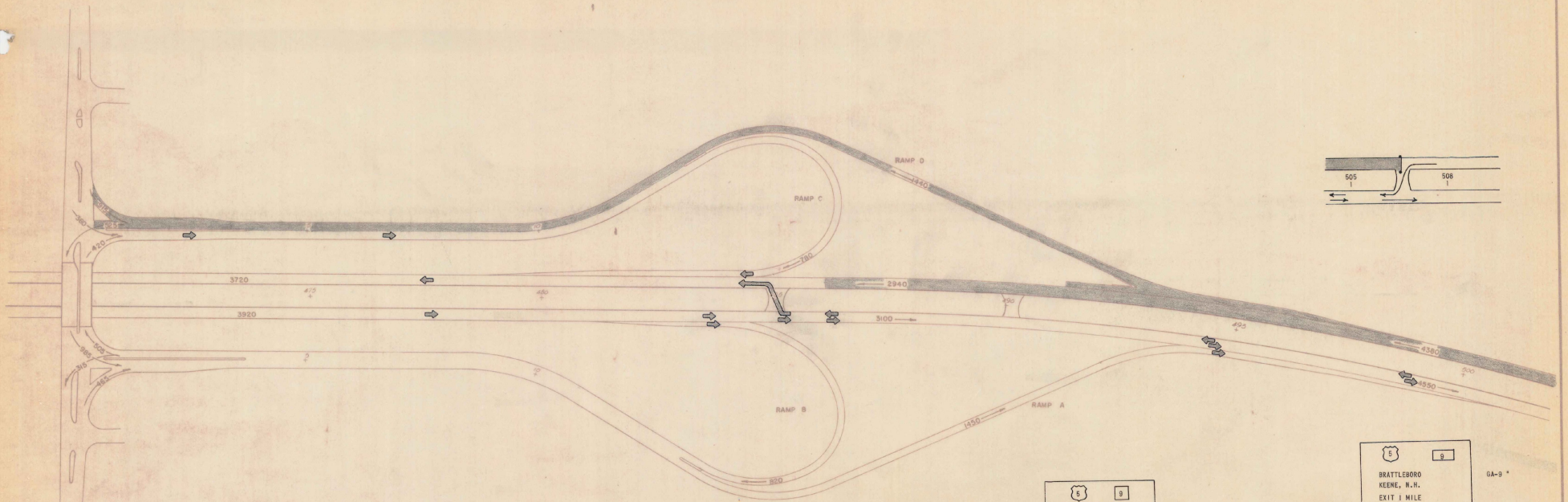
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 6 STA. 432+50 - 485+00  
Pave northbound lanes from 436' crossover 1200' north of Ramp B (Canal Street Interchange) to 100' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 485+00 - 506+50  
Ramp B reopened. Ramp A closed. Pave northbound lanes from 200' north of Ramp B to the crossover 1000' north of Ramp A. Pave Ramp A. Two way traffic maintained on southbound lanes from sta. 485+00 to 506+50 during daylight hours.
- STEP 8 STA. 432+50 - 486+00  
Pave southbound lanes from the crossover 2000' north of Canal Street, Ramp B to 180' north of the crossover at Western Avenue Ramp D. Close and pave Ramp C. Two way traffic maintained on northbound lanes from crossover at sta. 432+50 to crossover at sta. 486+50 during daylight hours.
- STEP 9 STA. 486+00 - 506+50  
Pave southbound lanes from the crossover 600' north of Ramp C to the crossover 1200' north of Ramp D. Close and pave Ramp D. Two way traffic maintained on southbound lane from crossover at sta. 486+00 to crossover at 506+50 during daylight hours.

000 - 1969 ADT  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME, INCREASE BY 75

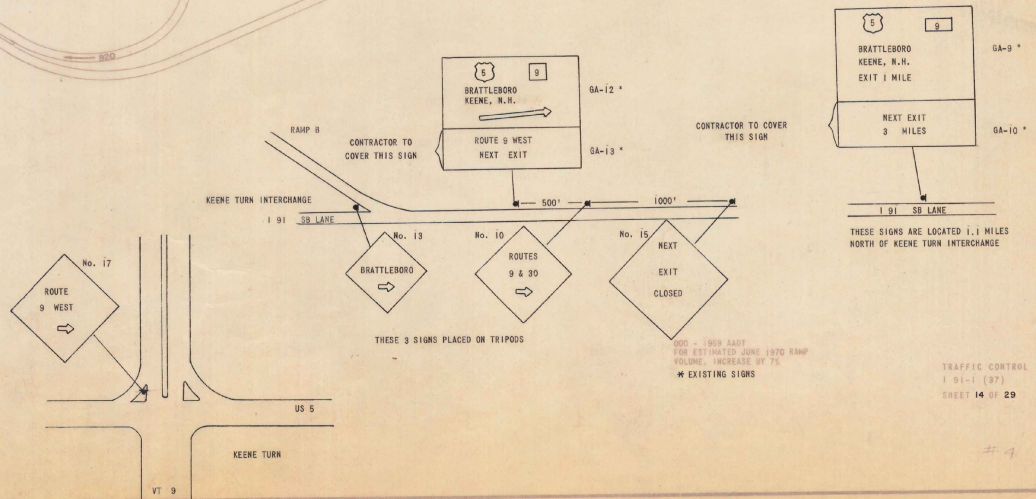
TRAFFIC CONTROL  
1 91-1 (37)  
SHEET 13 OF 29

Type changed 4/23/76 from RDD

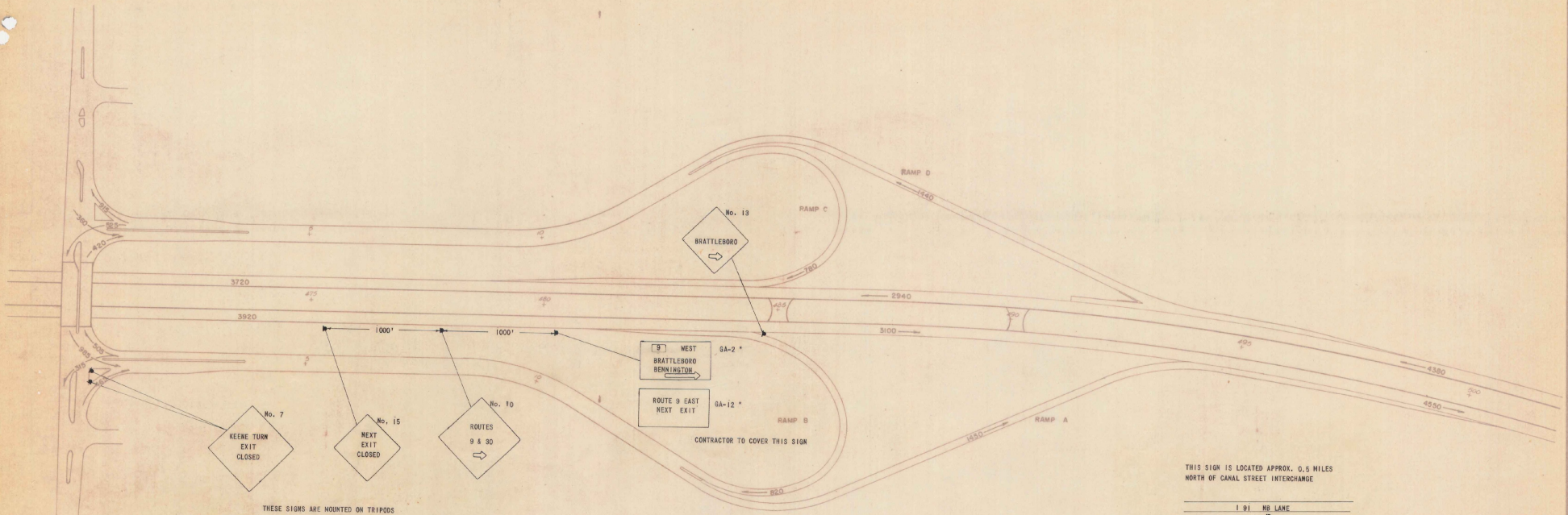


STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 6 STA. 432+50 - 486+00  
Pave northbound lanes from the crossover 1200' north of Ramp B (Canal Street Interchange) to 100' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 486+00 - 506+50  
Ramp B reopened. Ramp A closed. Pave northbound lanes from 200' north of Ramp B to the crossover 1000' north of Ramp A. Pave Ramp A. Two way traffic maintained on southbound lanes from sta. 486+00 to 506+50 during daylight hours.
- STEP 8 STA. 432+50 - 486+00  
Pave southbound lanes from the crossover 2000' north of Canal Street, Ramp B to 100' north of the crossover at Western Avenue Ramp C. Close and pave Ramp C. Two way traffic maintained on northbound lanes from crossover at sta. 432+50 to crossover at sta. 486+50 during daylight hours.
- STEP 9 STA. 486+00 - 506+50  
Pave southbound lanes from the crossover 600' north of Ramp D to the crossover 1200' north of Ramp B. Close and pave Ramp D. Two way traffic maintained on southbound lane from crossover at sta. 486+00 to crossover at 506+50 during daylight hours.



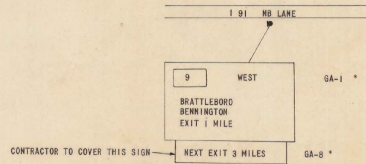
STEP 10



STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 6 STA. 432+50 - 486+00  
Pave northbound lanes from the crossover 1200' north of Ramp B (Canal Street Interchange) to 1000' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 486+00 - 506+50  
Ramp B reopened; Ramp A closed. Pave northbound lanes from 200' north of Ramp B to the crossover 1000' north of Ramp A. Pave Ramp A. Two way traffic maintained on southbound lanes from sta. 485+00 to 506+50 during daylight hours.
- STEP 8 STA. 432+50 - 486+00  
Pave southbound lanes from the crossover 2000' north of Canal Street. Ramp B to 1000' north of the crossover at Western Avenue Ramp C. Close and pave Ramp C. Two way traffic maintained on northbound lanes from crossover at sta. 432+50 to crossover at sta. 485+00 during daylight hours.
- STEP 9 STA. 486+00 - 506+50  
Pave southbound lanes from the crossover 600' north of Ramp C to the crossover 1200' north of Ramp D. Close and pave Ramp D. Two way traffic maintained on southbound lane from crossover at sta. 485+00 to crossover at 506+50 during daylight hours.

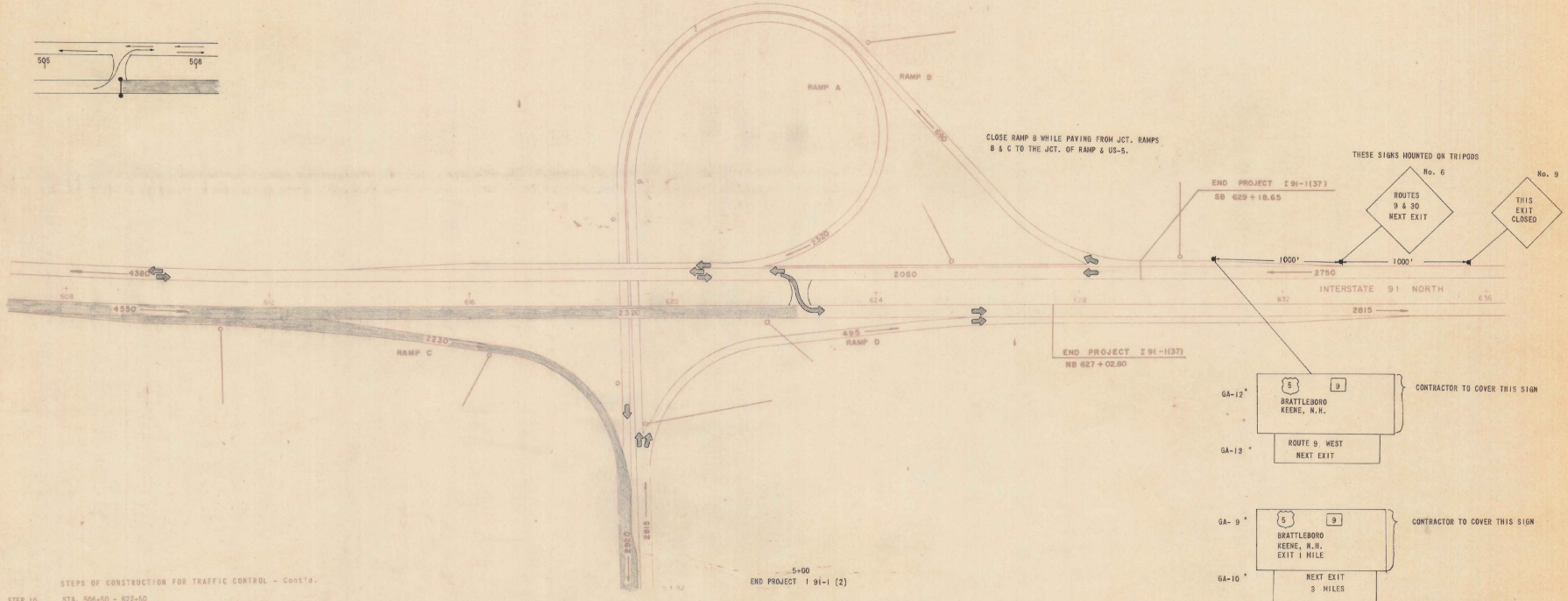
THIS SIGN IS LOCATED APPROX. 0.5 MILES NORTH OF CANAL STREET INTERCHANGE



\* EXISTING SIGNS  
000 - 1963 4301  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME INCREASE BY 7%

Type checked 9/13/73 Rev #DBE

STEP 10



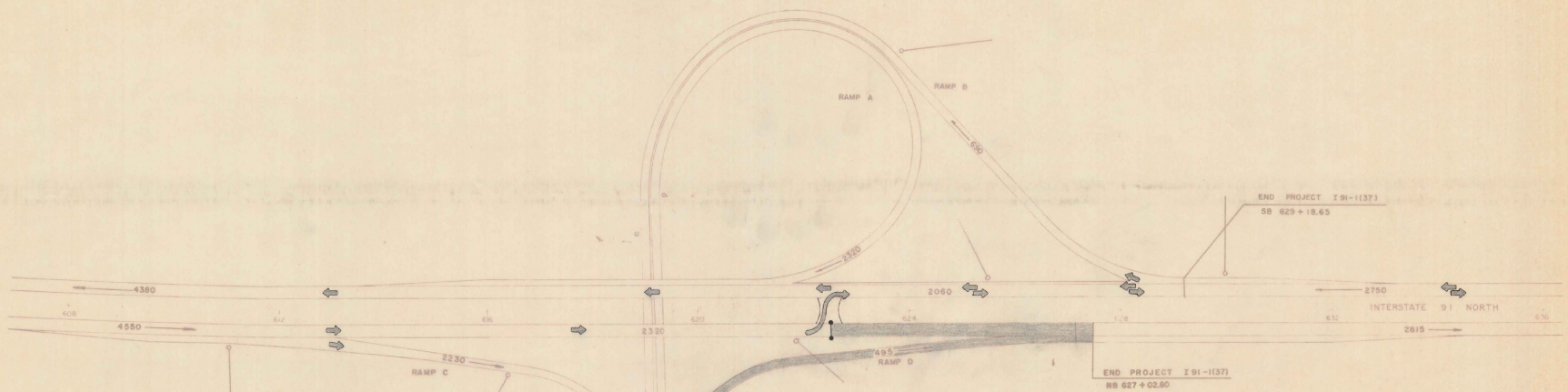
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 10 STA. 506+50 - 622+50  
Pave northbound lanes from the crossover 1000' north of Ramp A (Western Avenue Interchange) to the crossover 1000' north of Ramp C (Keene Turn Interchange). Close and pave Ramp C. Two way traffic maintained on southbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 11 STA. 622+50 - end of project.  
Pave northbound lanes from the crossover 1100' north of Ramp C to end of project. (Sta. 627+02.80) Close and pave Ramp D. Two way traffic maintained on southbound lanes from crossover at sta. 622+50 to sta. 683+63 during daylight hours.
- STEP 12 STA. 506+50 - 622+50  
Pave southbound lanes from the crossover 1000' north of Ramp B (Western Avenue) to the crossover 100' north of Ramp A (Keene Turn). Close and pave Ramp A. Two way traffic maintained on northbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 13 STA. 622+50 - end of project.  
Pave southbound lanes from the crossover 100' north of Ramp A (Keene Turn) to end of project. (Sta. 629+18.65) Close and pave Ramp B. Two way traffic maintained on northbound lanes from crossover at sta. 622+50 to crossover at 683+63 during daylight hours.

EXISTING SIGNS  
 900 - 1969 ADT  
 FOR ESTIMATED JUNE 1970 RAMP  
 VOLUME, INCREASE BY 75

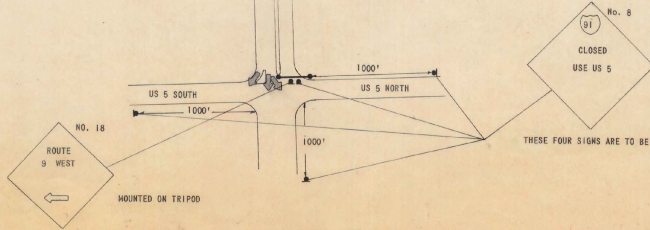
TRAFFIC CONTROL  
 I 91-1 (37)  
 SHEET 16 OF 29

STEP 11



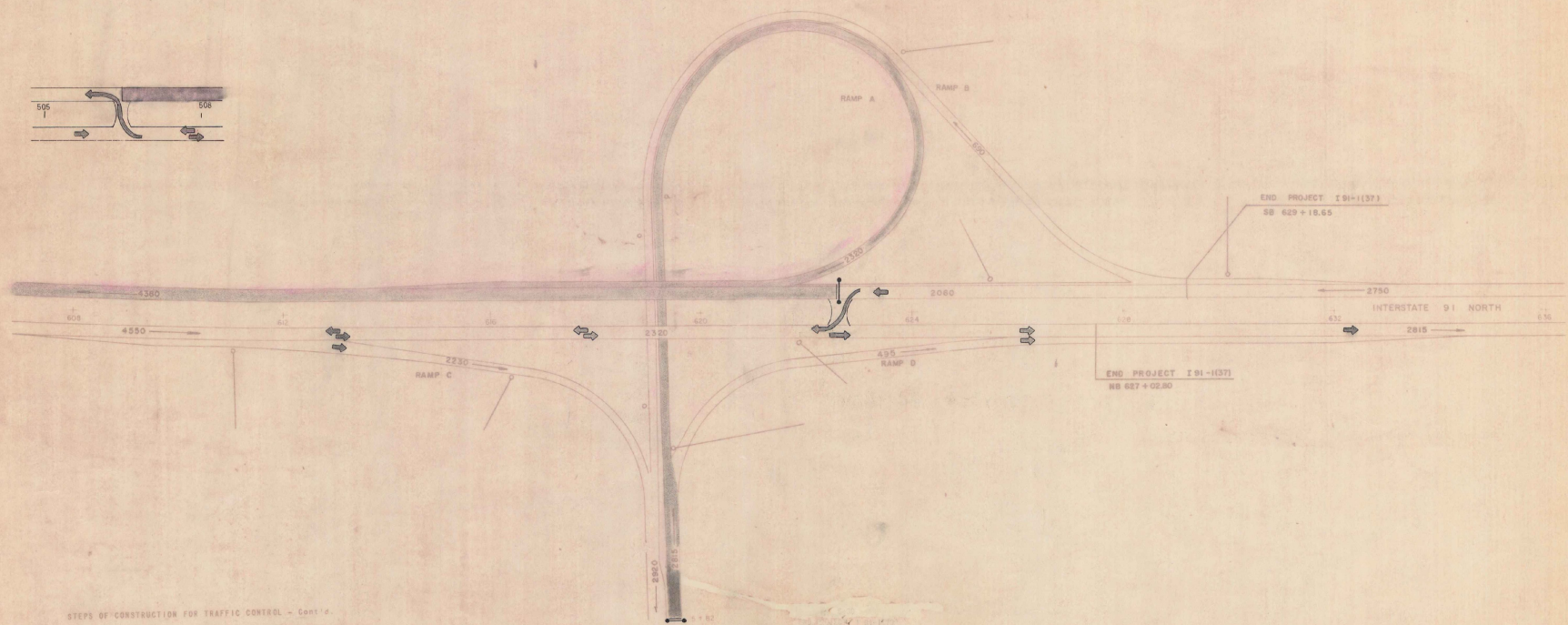
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 10 STA. 506+50 - 622+50  
Pave northbound lanes from the crossover 1000' north of Ramp A (Western Avenue Interchange) to the crossover 100' north of Ramp C (Keene Turn Interchange). Close and pave Ramp C. Two way traffic maintained on southbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 11 STA. 622+50 - end of project.  
Pave northbound lanes from the crossover 100' north of Ramp C to end of project. (Sta. 627+02.80) Close and pave Ramp D. Two way traffic maintained on southbound lanes from crossover at sta. 622+50 to sta. 643+69 during daylight hours.
- STEP 12 STA. 506+50 - 622+50  
Pave southbound lanes from the crossover 200' north of Ramp D (Western Avenue) to the crossover 100' north of Ramp A (Keene Turn). Close and pave Ramp A. Two way traffic maintained on northbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 13 STA. 622+50 - end of project.  
Pave southbound lanes from the crossover 100' north of Ramp A (Keene Turn) to end of project (Sta. 629+18.65) Close and pave Ramp B. Two way traffic maintained on northbound lanes from crossover at sta. 622+50 to crossover at 643+69 during daylight hours.



000 - 1,469 AADT  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME, INCREASE BY 7%

TRAFFIC CONTROL  
I 91-1 (37)  
SHEET 17 OF 29



- STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.
- STEP 10 STA. 506+50 - 522+50  
Pave northbound lanes from the crossover 1000' north of Ramp A (Western Avenue Interchange) to the crossover 1100' north of Ramp C (Beese Turn Interchange). Close and pave Ramp C. Two way traffic maintained on southbound lanes from crossover at sta. 506+50 to crossover at 522+50 during daylight hours.
  - STEP 11 STA. 522+50 - end of project.  
Pave northbound lanes from the crossover 1100' north of Ramp D to end of project. (Sta. 527+02.50) Close and pave Ramp S. Two way traffic maintained on southbound lanes from crossover at sta. 522+50 to sta. 653+63 during daylight hours.
  - STEP 12 STA. 506+50 - 522+50  
Pave southbound lanes from the crossover 1000' north of Ramp D (Western Avenue) to the crossover 100' north of Ramp A (Beese Turn). Close and pave Ramp A. Two way traffic maintained on northbound lanes from crossover at sta. 506+50 to crossover at 522+50 during daylight hours.
  - STEP 13 STA. 522+50 - end of project.  
Pave southbound lanes from the crossover 100' north of Ramp A (Beese Turn) to end of project. (Sta. 529+19.50) Close and pave Ramp B. Two way traffic maintained on northbound lanes from crossover at sta. 522+50 to crossover at 543+63 during daylight hours.

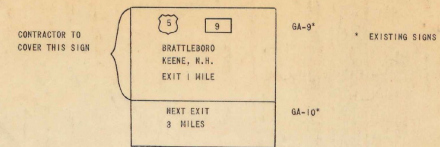
STATE SIGNING FOR STEP 12 IS THE SAME AS SIGNING FOR STEP 11.

800 - 1 1/2 BARS FOR ESTIMATED JUNE 1976 RAMP VOLUME, INCREASE BY 75

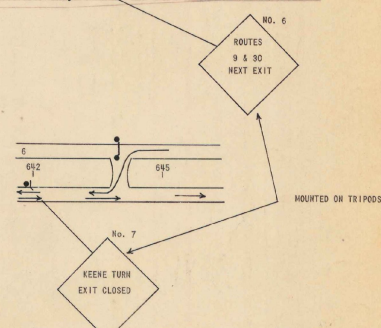
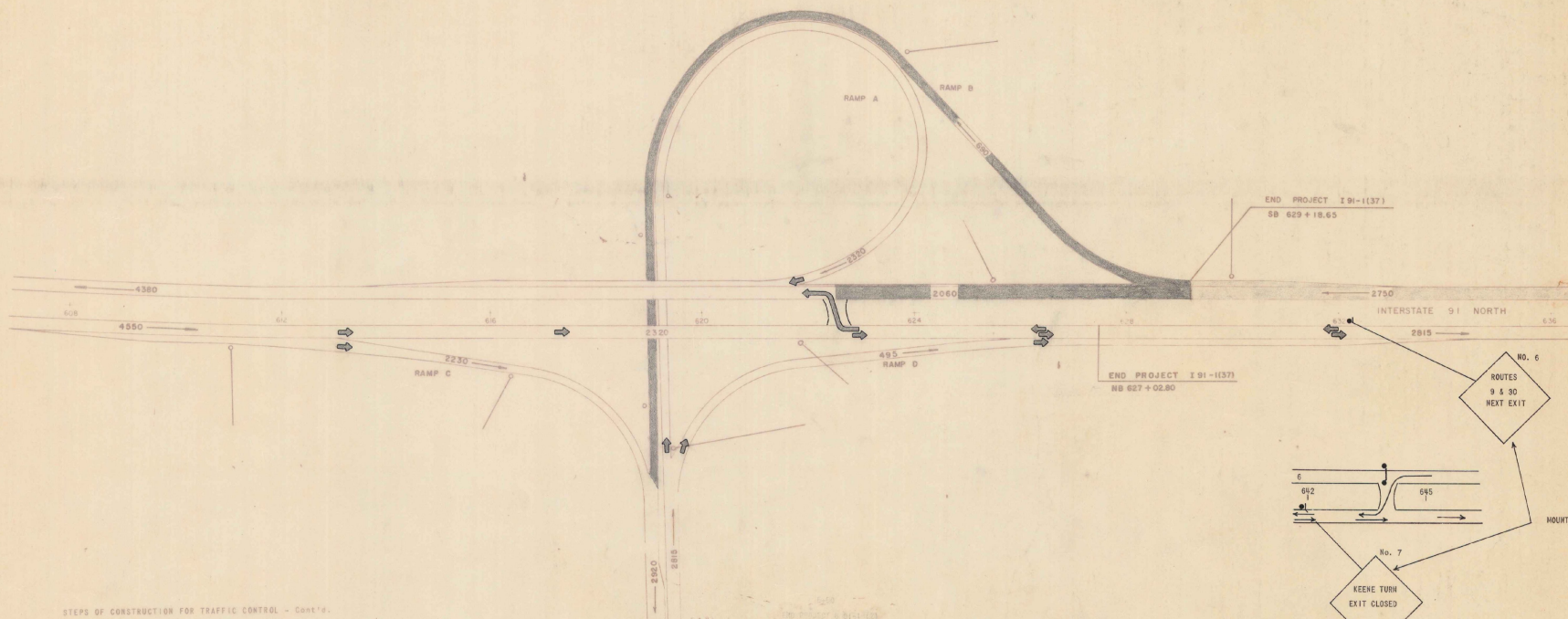
TRAFFIC CONTROL I 91-1 (37) SHEET 16 OF 20

DATE: 10/1/75

STEP 13



THESE SIGNS ARE LOCATED 1.1 MILES NORTH OF KEENE TURN INTERCHANGE ON SB LANE



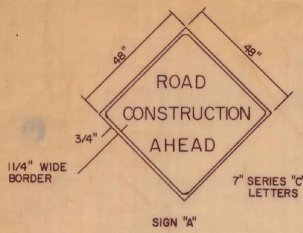
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 10 STA. 506+50 - 622+50  
Pave northbound lanes from the crossover 1000' north of Ramp A (Western Avenue Interchange) to the crossover 1100' north of Ramp C (Keene Turn Interchange). Close and pave Ramp C. Two way traffic maintained on southbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 11 STA. 622+50 - end of project.  
Pave northbound lanes from the crossover 1100' north of Ramp C to end of project. (Sta. 627+02.80) Close and pave Ramp D. Two way traffic maintained on southbound lanes from crossover at sta. 622+50 to sta. 623+63 during daylight hours.
- STEP 12 STA. 506+50 - 622+50  
Pave southbound lanes from the crossover 1200' north of Ramp B (Western Avenue) to the crossover 100' north of Ramp A (Keene Turn). Close and pave Ramp A. Two way traffic maintained on northbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 13 STA. 622+50 - end of project.  
Pave southbound lanes from the crossover 100' north of Ramp A (Keene Turn) to end of project (Sta. 629+18.65) Close and pave Ramp B. Two way traffic maintained on northbound lanes from crossover at sta. 622+50 to crossover at 623+63 during daylight hours.

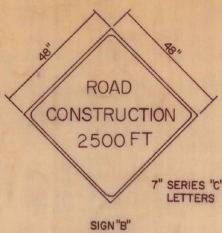
000 - 1369 AADT  
FOR ESTIMATED JUNE 1970 RAMP  
VOLUME, INCREASE BY 75

TRAFFIC CONTROL  
I 91-1 (37)  
SHEET 19 OF 20

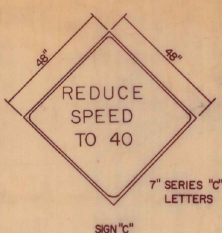
M. J. ...



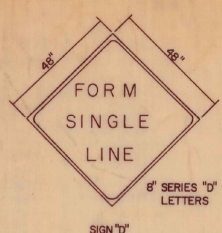
BLACK TEXT ON REFLECTORIZED YELLOW BACKGROUND



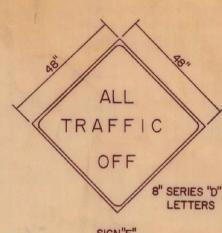
BLACK TEXT ON REFLECTORIZED YELLOW BACKGROUND



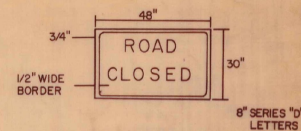
BLACK TEXT ON REFLECTORIZED YELLOW BACKGROUND



BLACK TEXT ON REFLECTORIZED YELLOW BACKGROUND



BLACK TEXT ON REFLECTORIZED YELLOW BACKGROUND



BLACK TEXT ON REFLECTORIZED WHITE BACKGROUND

NOTES

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

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

For additional information regarding location, materials, installation, etc., see Standard Sheet E-31, E-32 and E-34.

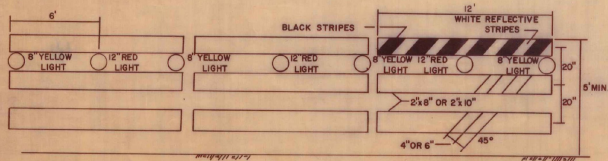
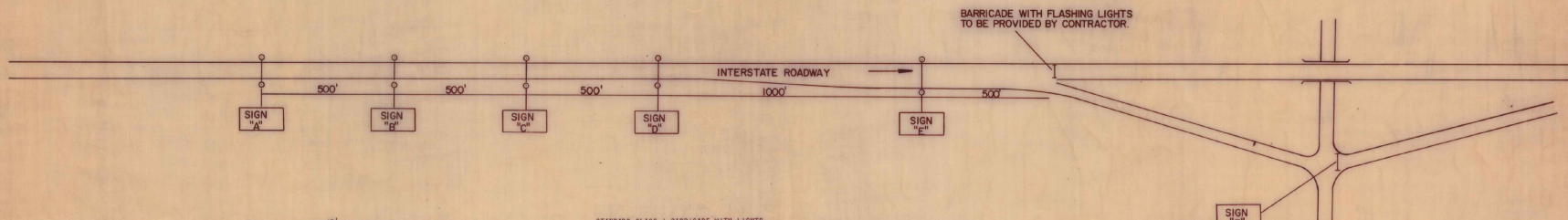
All other directional detour signs will be furnished by the State of Vermont.

GENERAL

The cost of furnishing, erecting, maintaining and removing all construction approach signs shall be born by the contractor without additional compensation. (See Standard Specifications, Division 1, Article 707, Public Convenience and Safety.) In all phases of construction approach signing, the requirements set forth in the Manual on Uniform Traffic Control Devices shall be met. (See Standard Specifications, Division 1, Section 7, Article 708, Barricades warning and Detour Signs.)

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

Federal Aid Construction Sign (Standard E-31) and Highway Construction Sign (Standard E-32) are to be erected in the median at the ends of each project as directed by the Engineer.



This barricade to be erected at all exit points (see interchange layout above) where traffic is required to leave the interstate. All boards are to be striped as indicated on the top board of right hand barricade and all barricades are to be constructed to the same dimensions. The lights are to be alternate red and yellow with the yellow lights flashing, and shall comply with the standard specifications for flashing beacons (see Standard Specifications, Division 11, Section 7, Article 708). The Contractor shall obtain 110 to 115 volts of A.C. power from a power company, or provide portable generators capable of 110 to 115 volt A.C. power output to operate the lights at full intensity continuously, day or night.

CONSTRUCTION WARNING SIGNS  
TRAFFIC DETOURED

SURVEYED BY	DATE
DRAWN BY G.H.M.	DATE 6-69
TRACED BY S.R.S.	DATE 3-70
GUILFORD-VERNON-BRATTLEBORO	
PROJ. I	NO 91-1(137)
SHEET 20	OF 29

Vermont Agency of  
Transportation  
PHASE 1-INTERSTATE  
#122302-01



INITIALS

HANGER 406<sup>ONE</sup>

(M)  
1970

GUILFORD-VERNON-BRATTLEBORO  
I-91 - 1 (37)

(M)  
1970