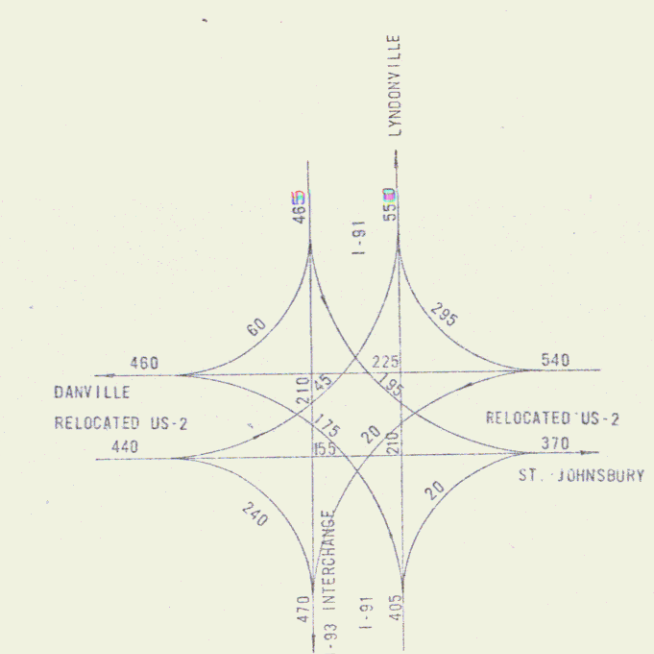
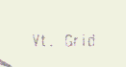


MATCH TO SHEET NO 52A INSERT 5



RAMP W TO S	RAMP W TO S	RAMP E TO S	ROUTE #2
Δ = 113°-21'-14"	Δ = 115°-10'-45"	Δ = 24°-53'-22.4"	Δ = 42°-50'-00"
DC = 24°-54'-40"	DC = 18°-36'-27"	DC = 8°-44'-26"	DC = 4°-00'-00"
TR = 230.00'	TR = 245.00'	TR = 650.00'	TR = 1432.40'
T = 349.84'	T = 543.94'	T = 187.58'	T = 561.83'
L = 455.00'	L = 693.84'	L = 369.24'	L = 1070.83'
BANK = 1' FT. RT.	BANK = 1' FT. RT.	BANK = 5' FT. RT.	BANK = 7' FT. RT.

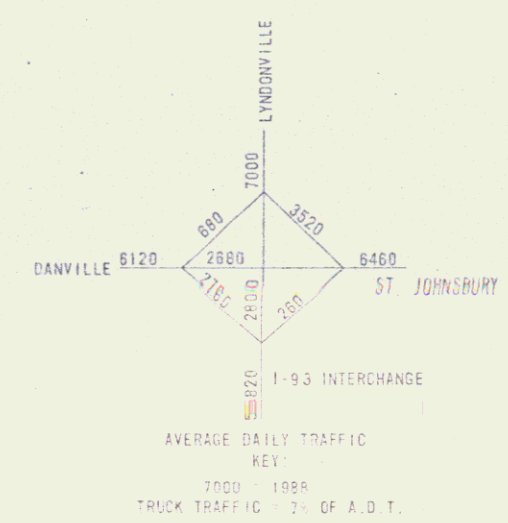


PRELIMINARY
30TH PEAK HOUR TRAFFIC
KEY:
1015 = 1988 ESTIMATED 30TH PEAK HOUR VOLUME
PEAK HOUR TRUCK TRAFFIC IS 7% OF TOTAL
PEAK HOUR TRAFFIC

POOR ORIGINAL COPY

SLEEPERS RIVER RELOCATION & ROUTE 2 RELOCATION ARE TO BE BUILT IN THEIR ENTIRETY DURING STAGE 1 CONSTRUCTION. EXCEPT FOR 1' 4" BEARING COURSE ON ROUTE 2 RELOCATION.

NOTE: FOR Q & Q TIES SEE THE SHEET NO.



AVERAGE DAILY TRAFFIC
KEY:
7000 = 1988
TRUCK TRAFFIC = 2% OF A.D.T.

CLARKESON CLOUGH AND FUKEL
ALBANY ENGINEERS

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF ST. JOHNSBURY

ROUTE No. 1-91 STA. _____

RT. 2 RELOC. STA. 51+65 TO STA. 61+00

RAMP W TO S STA. 0+30 TO 7+00

CONTRACT = 2

STAGE CONSTRUCTION 1

PROJECT No. 1-91-323

SHEET 62 OF 11