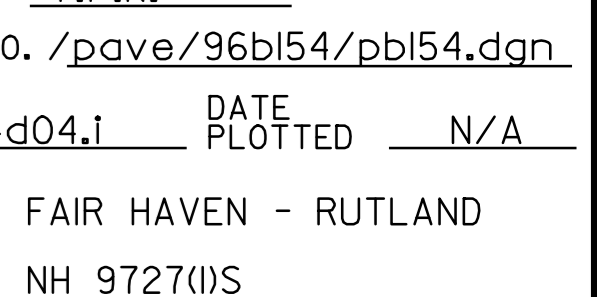
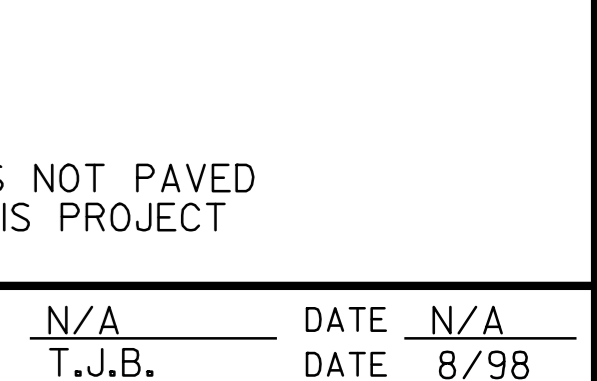
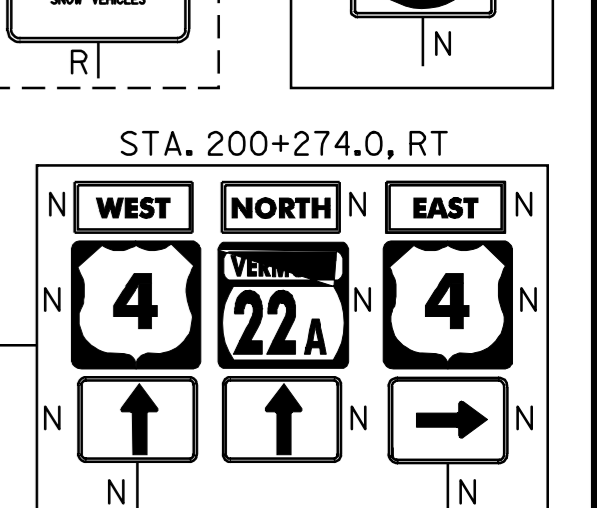
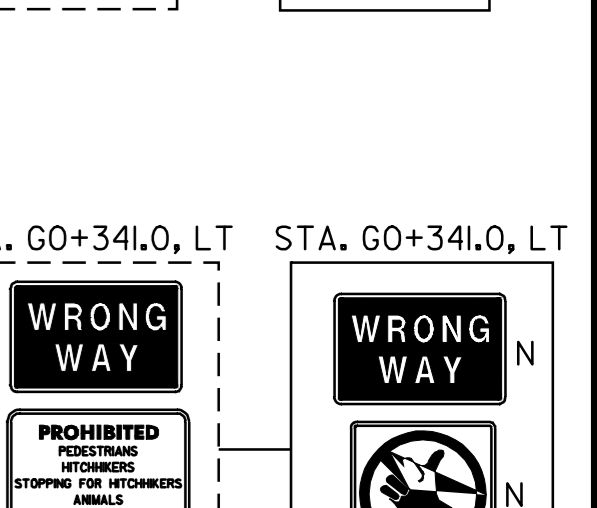
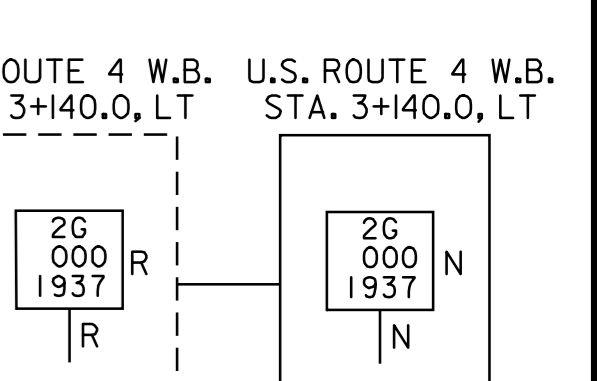
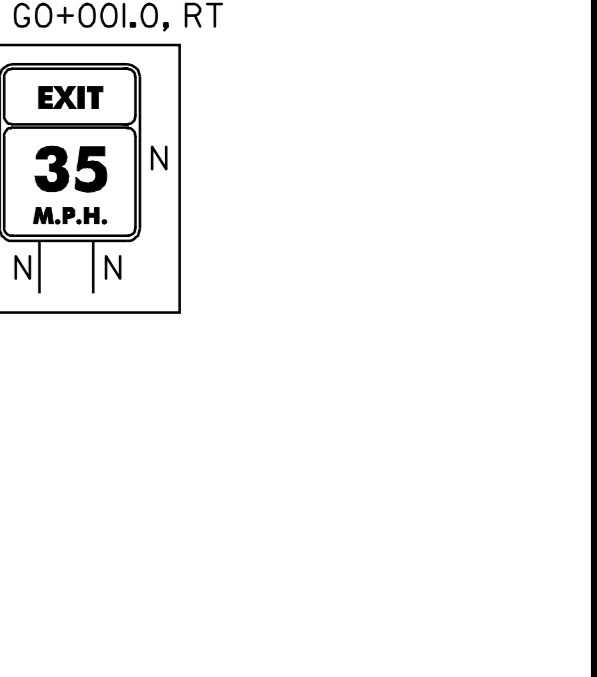
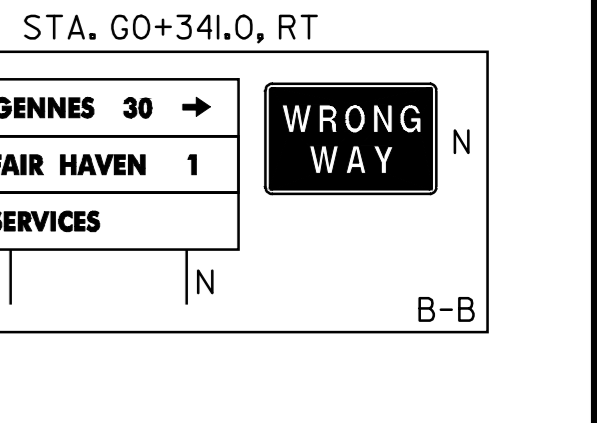
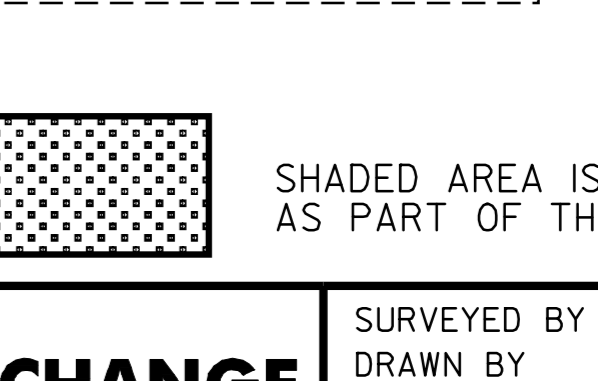
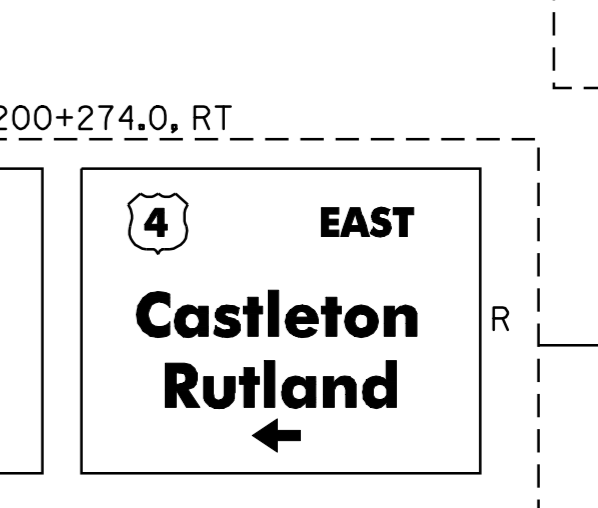
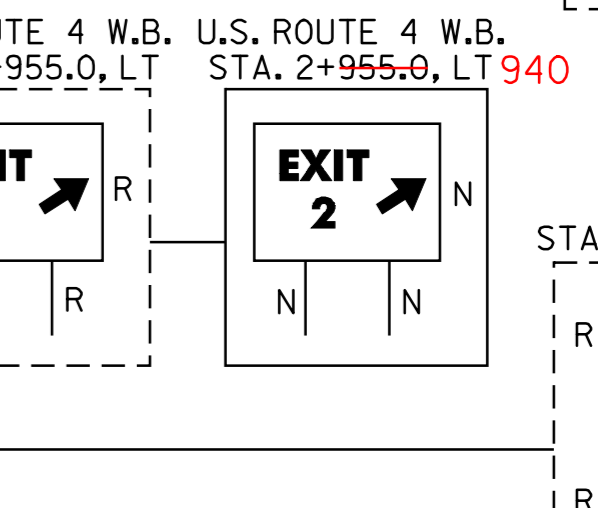
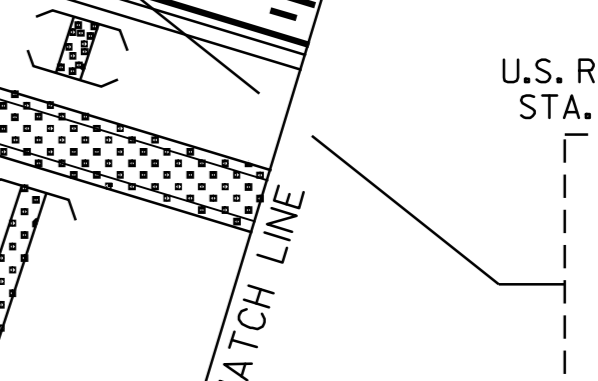
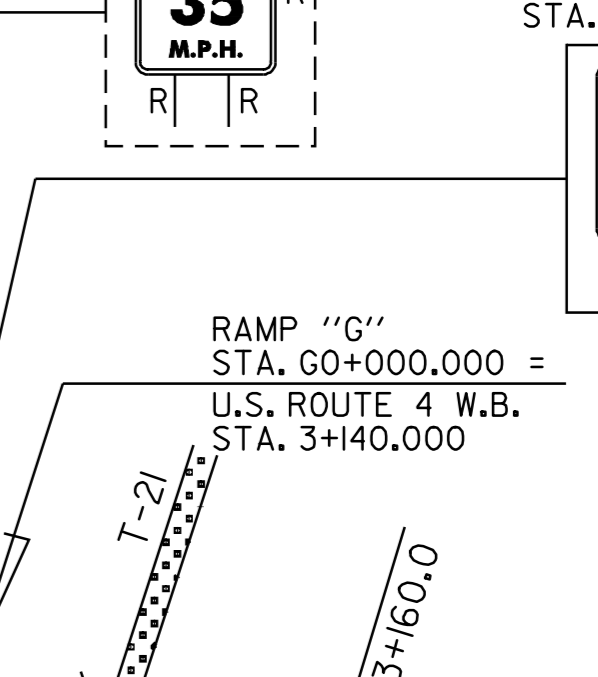
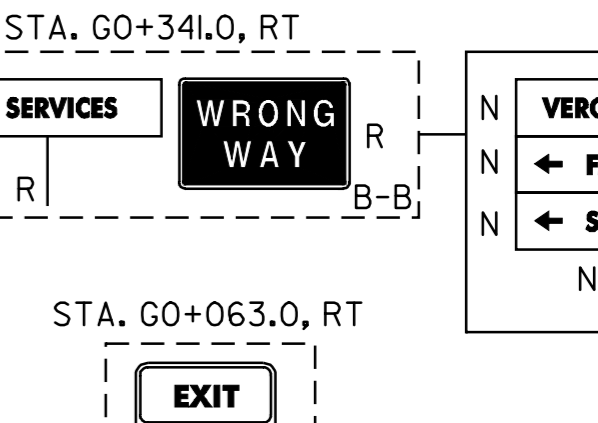
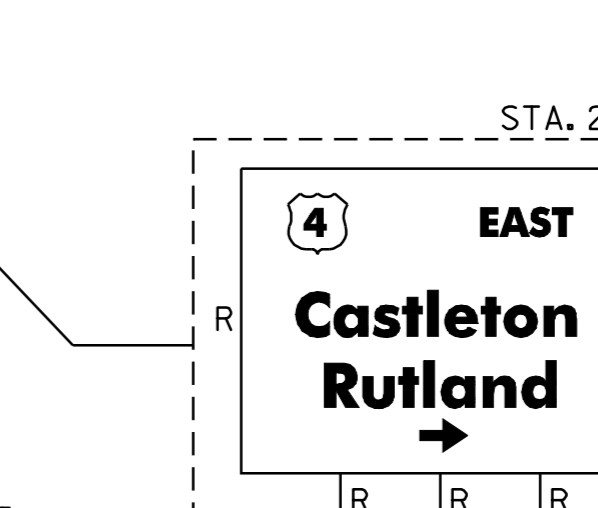
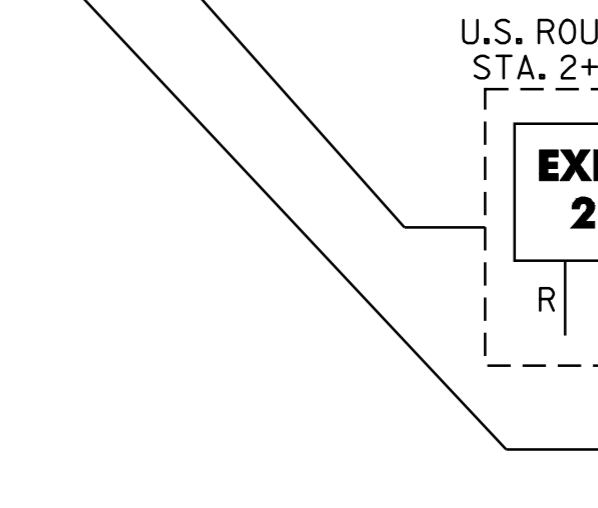
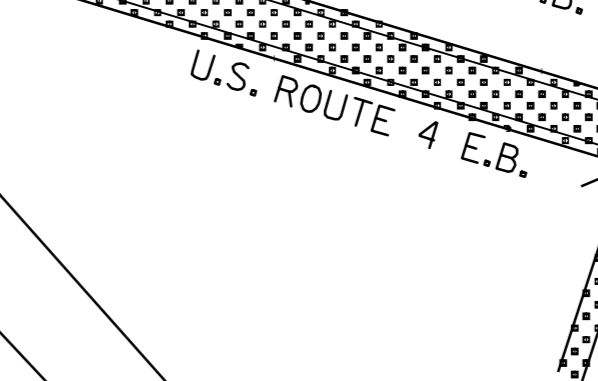
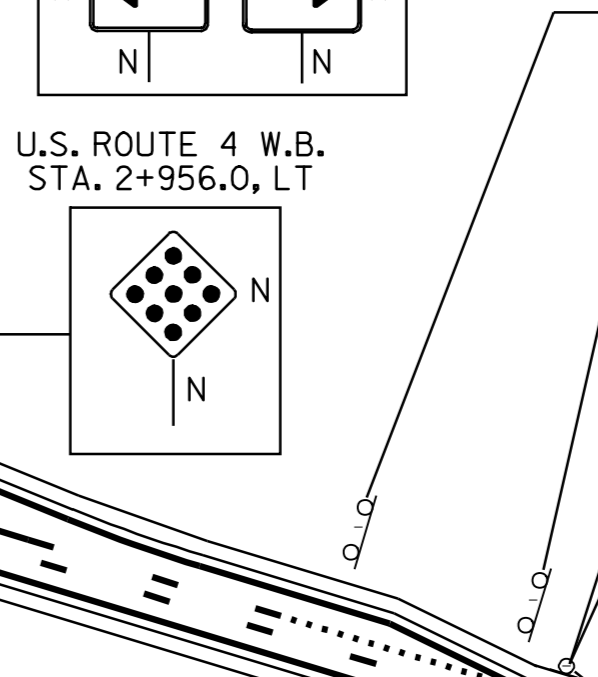
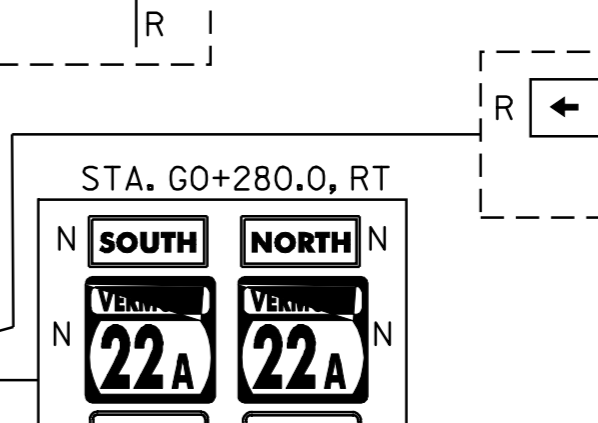
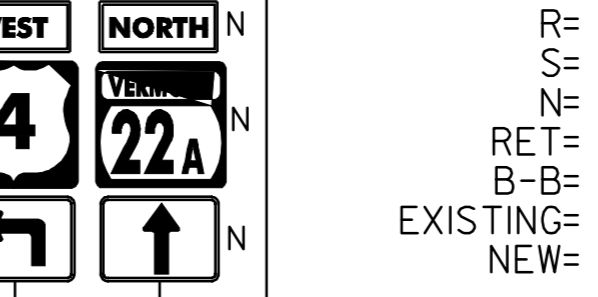
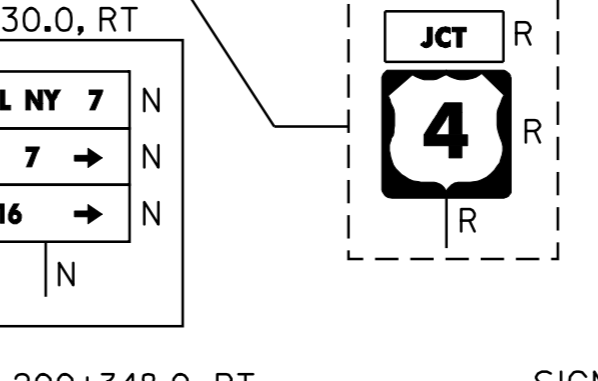
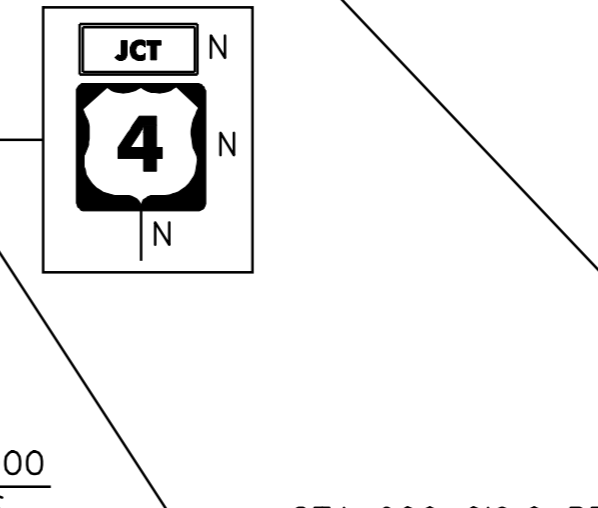
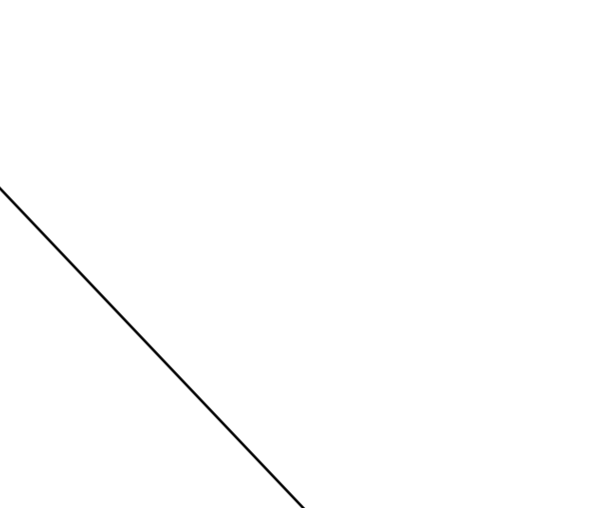
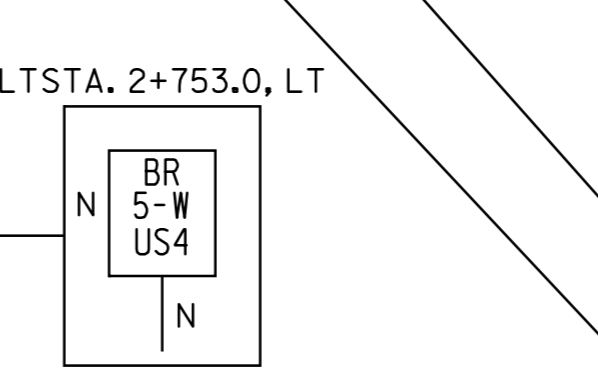
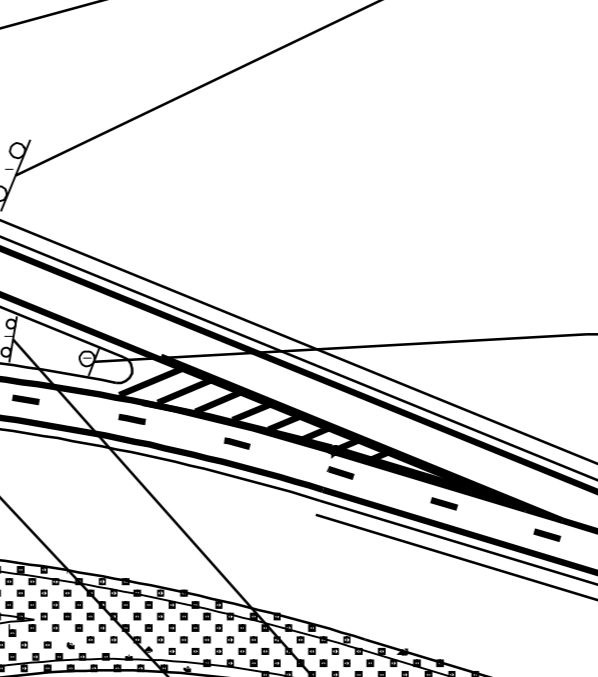
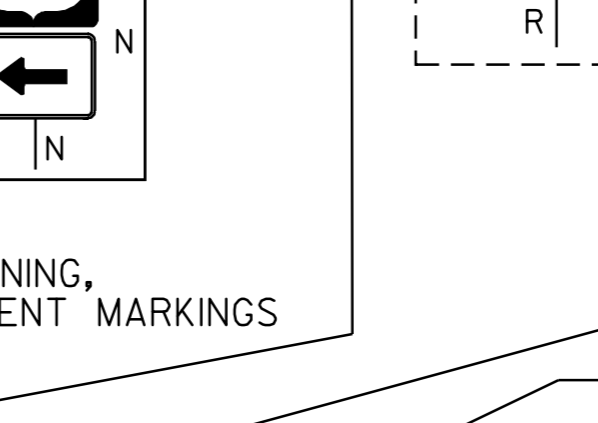
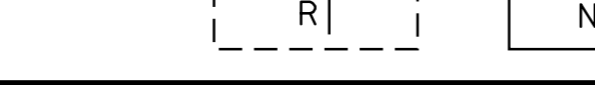
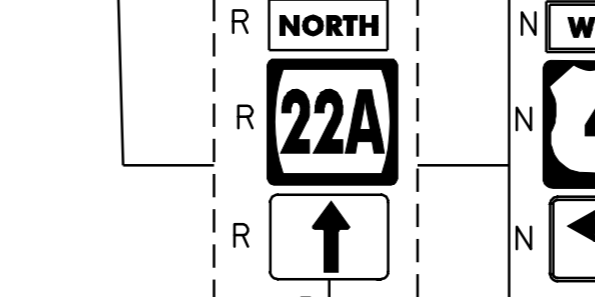
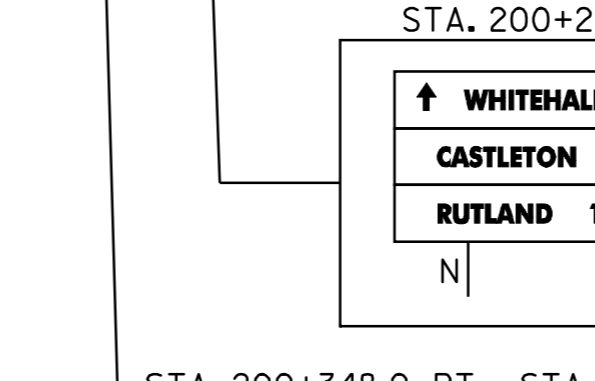
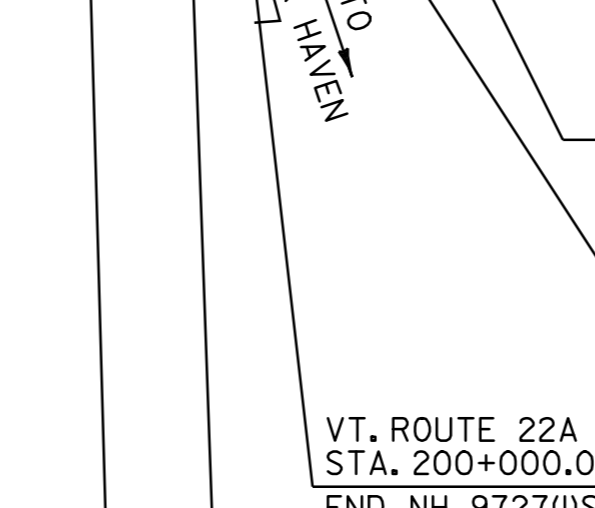
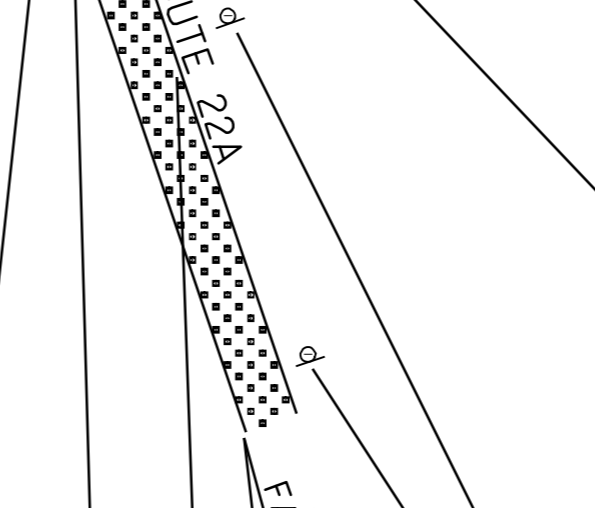
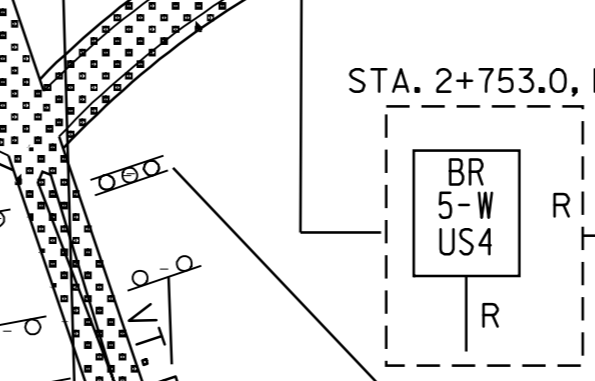
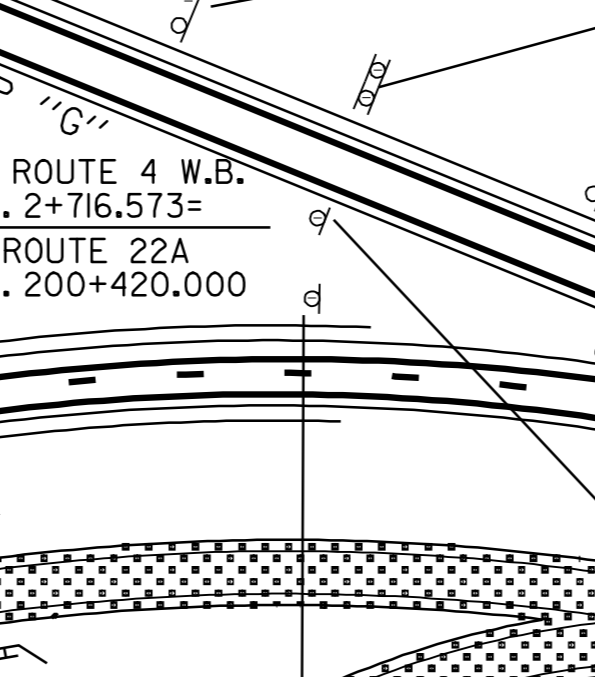
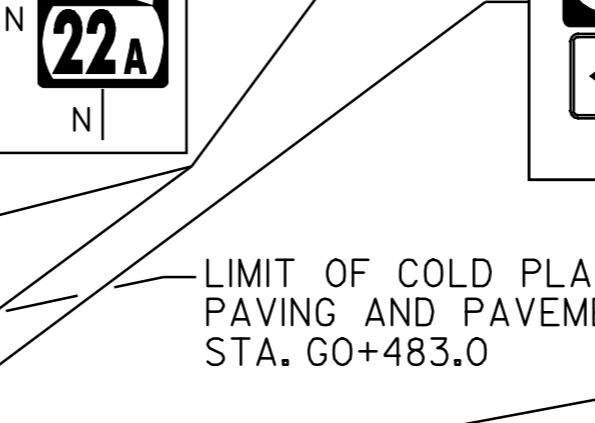
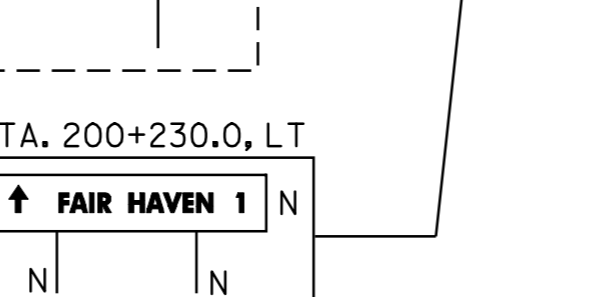
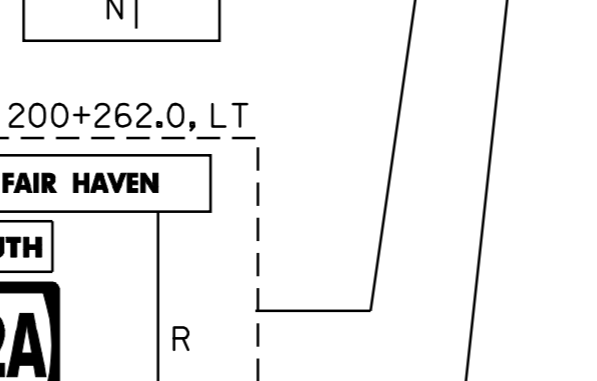
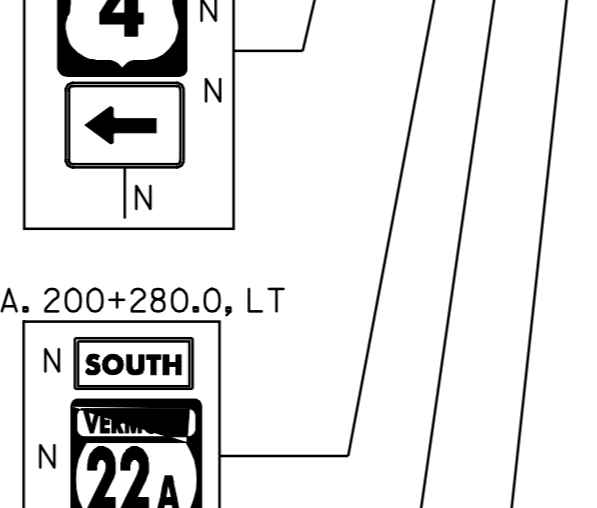
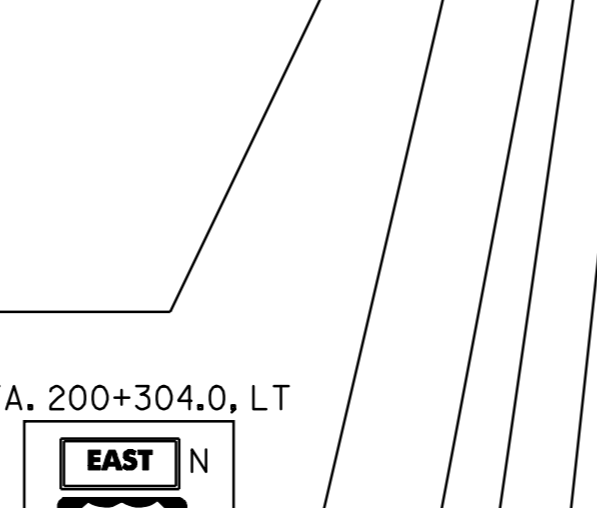
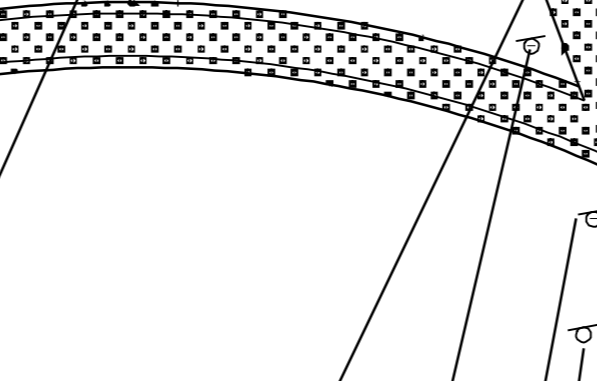
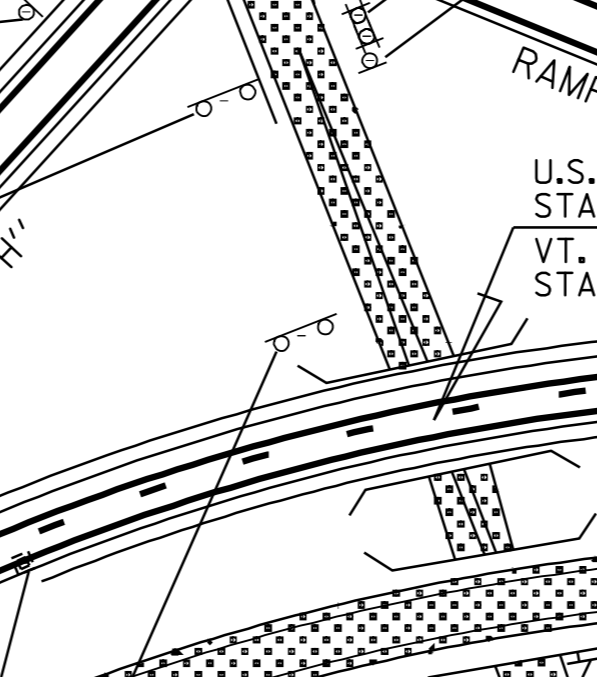
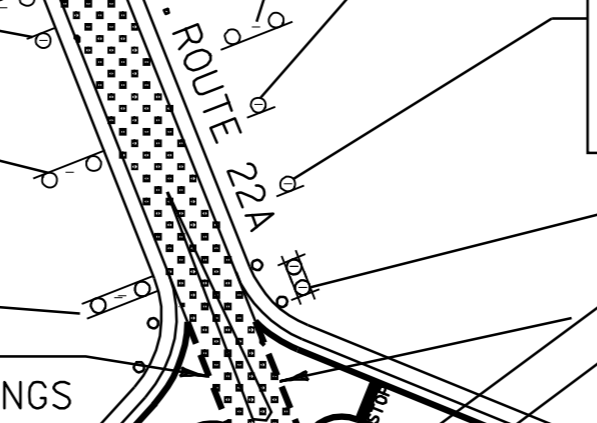
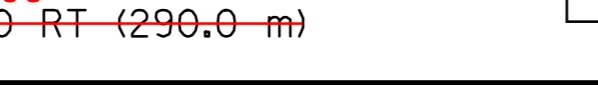
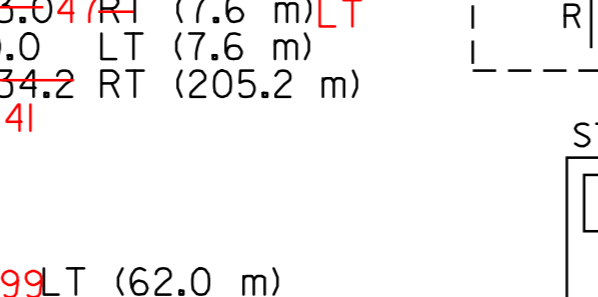
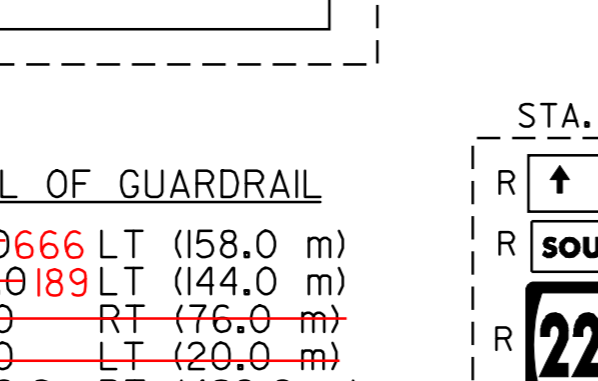
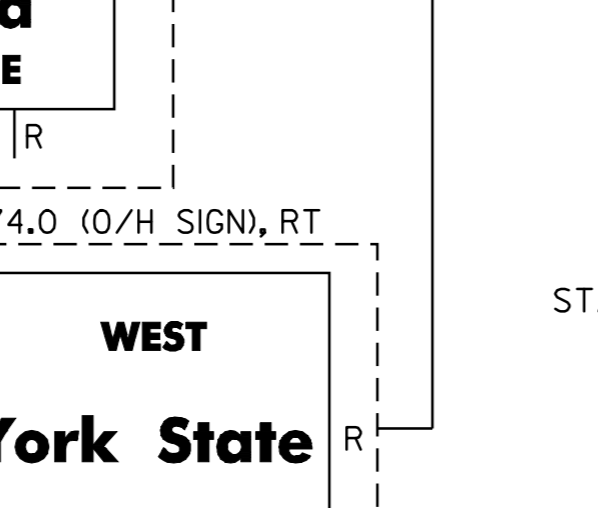
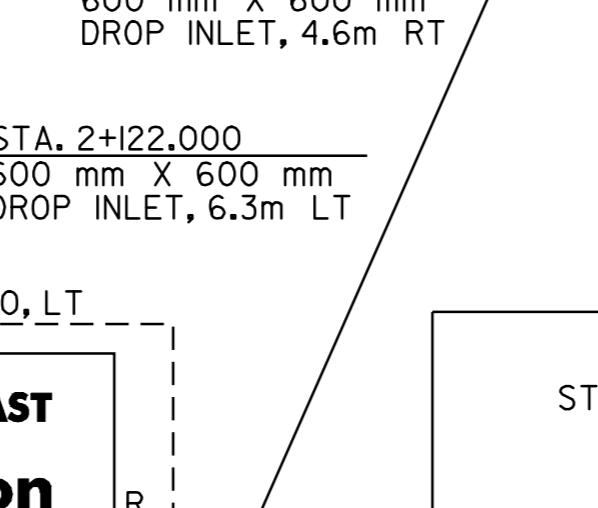
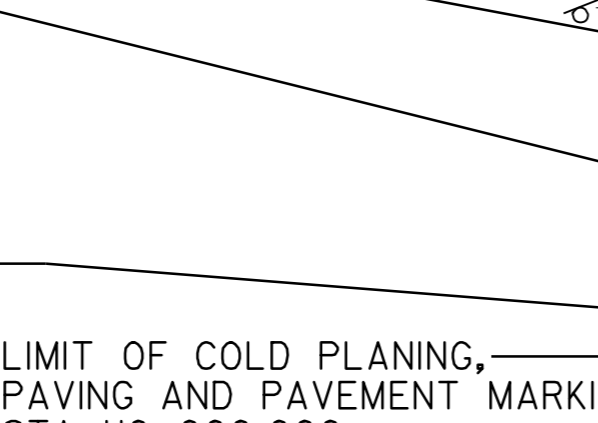
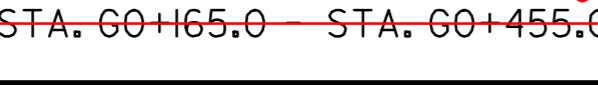
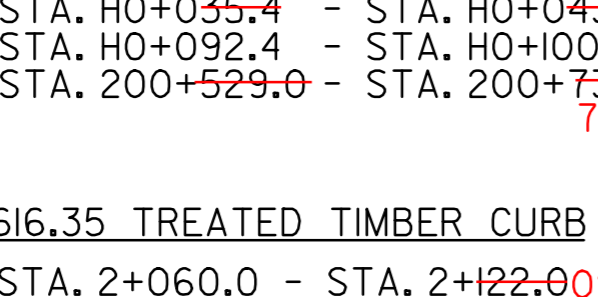
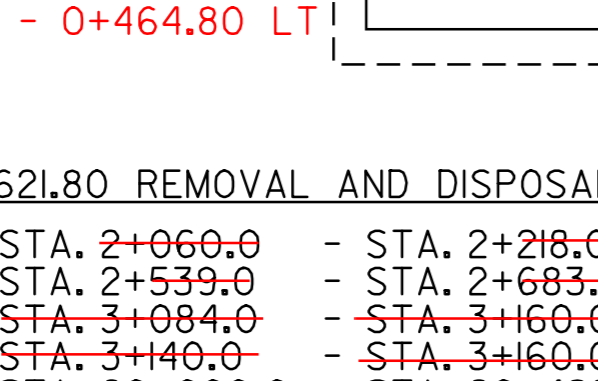
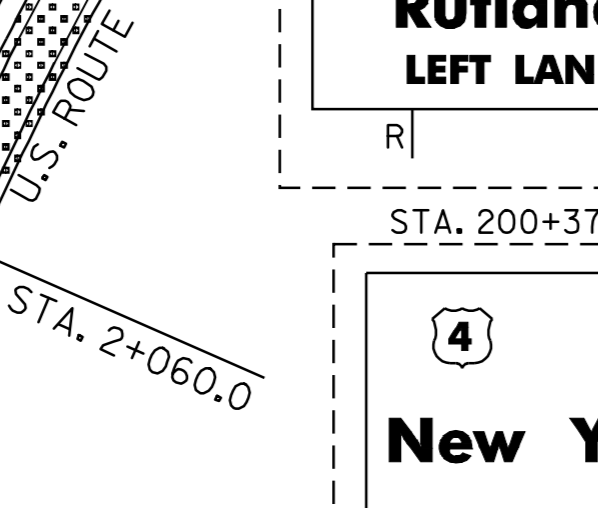
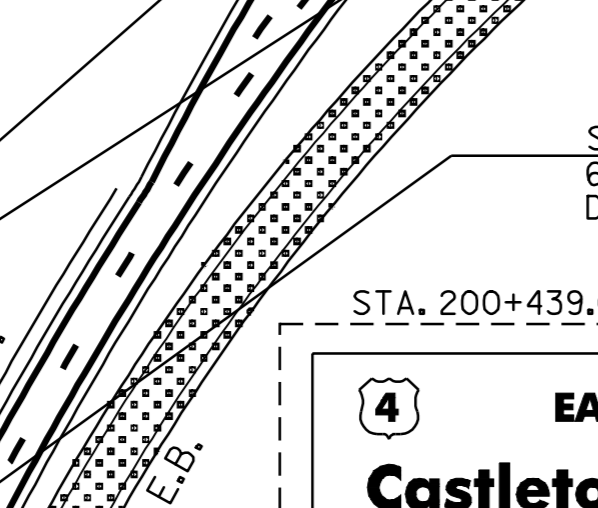
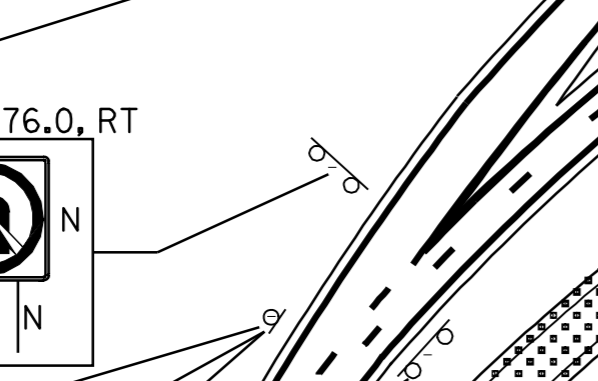
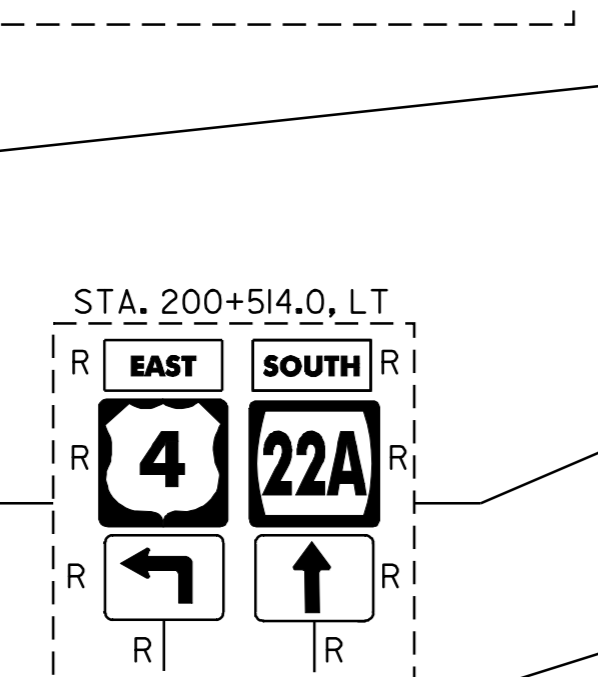
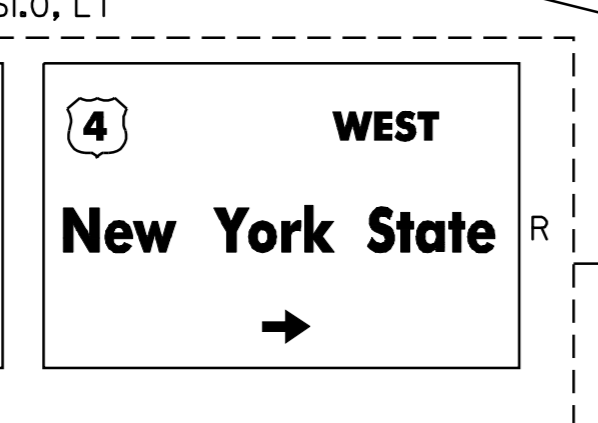
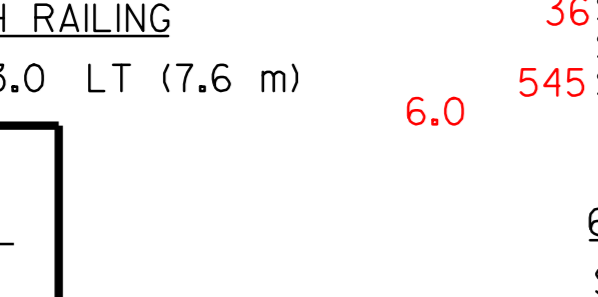
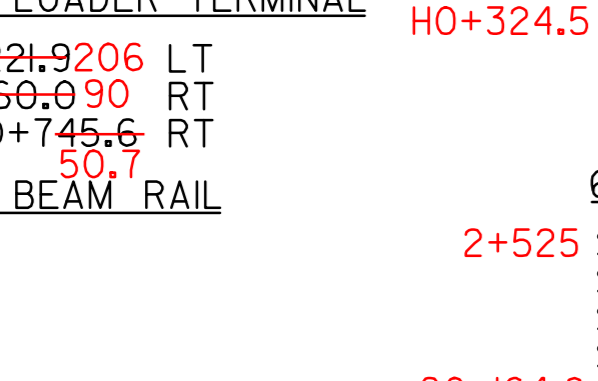
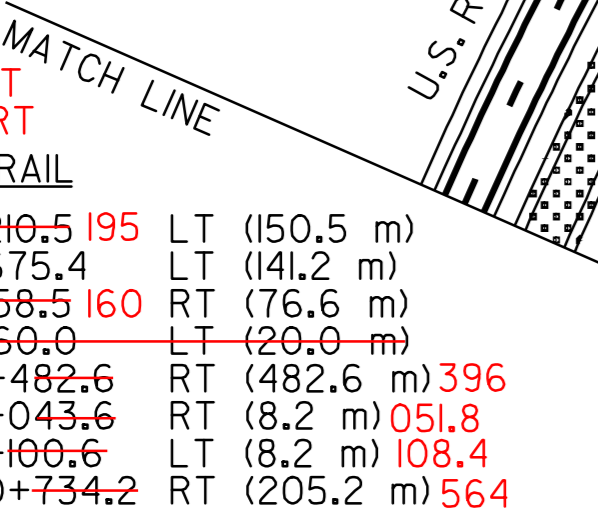
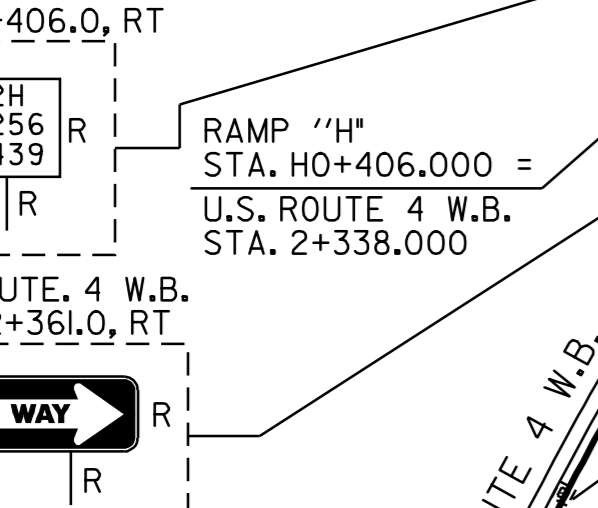
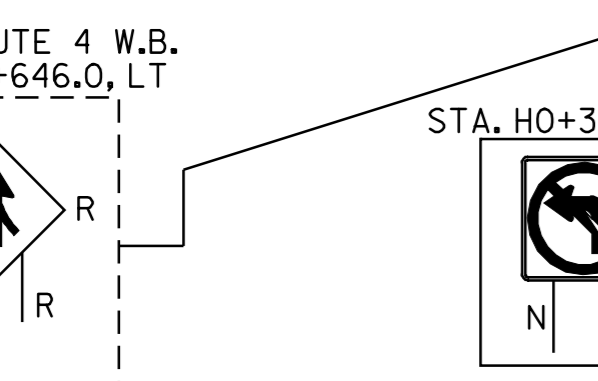
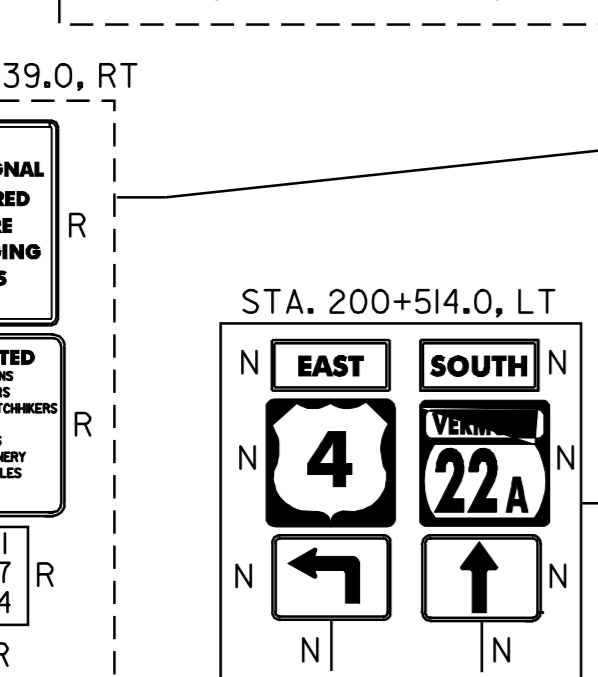
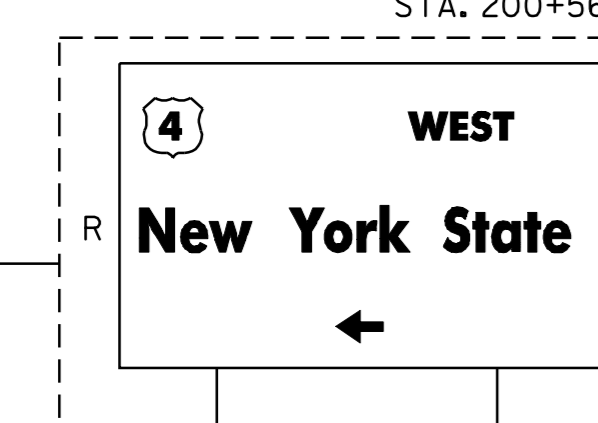
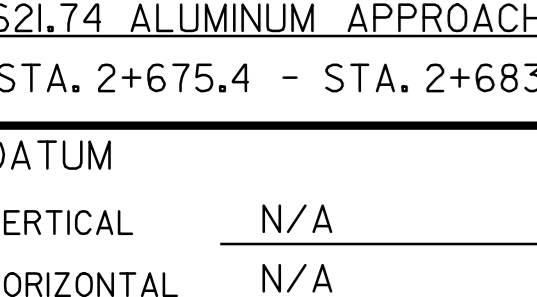
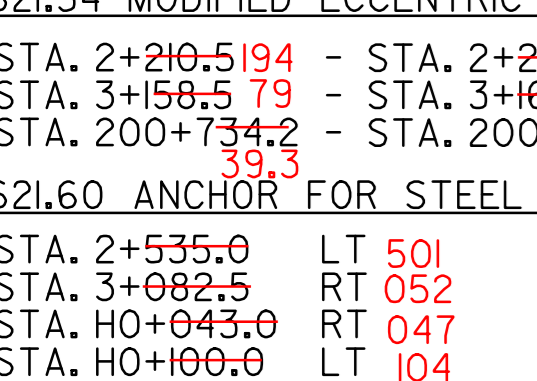
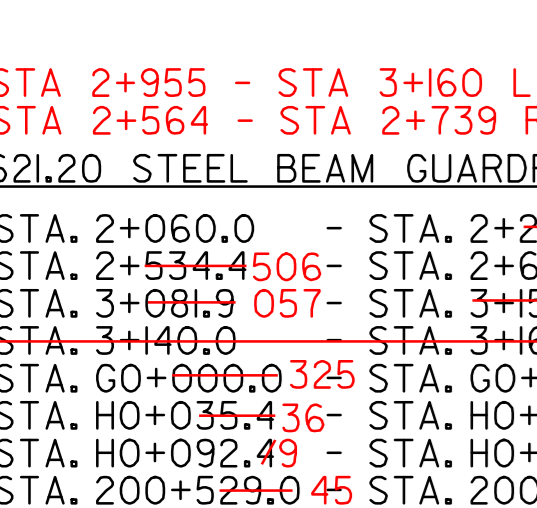
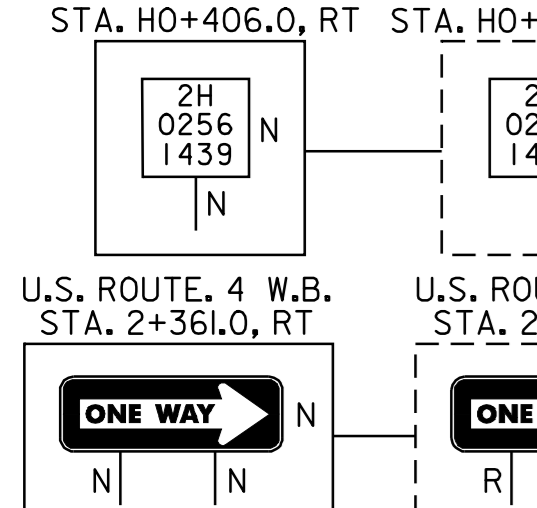
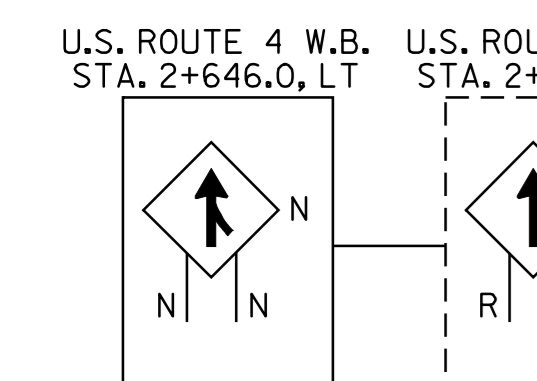
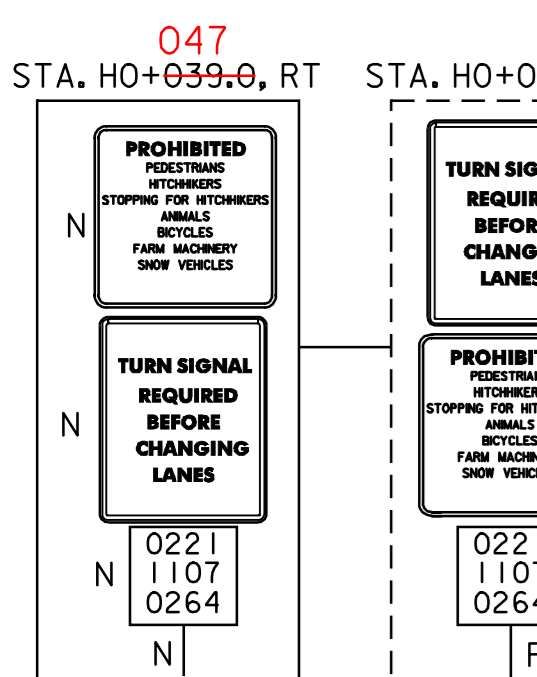
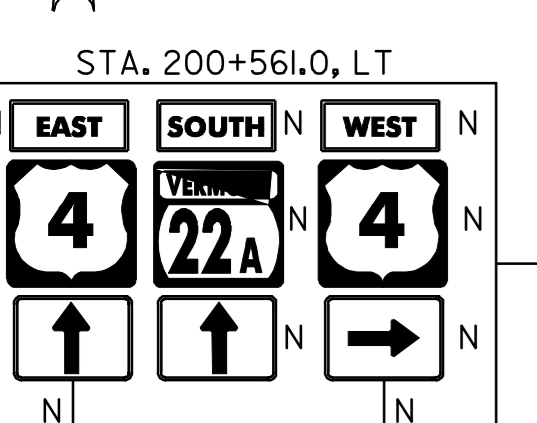
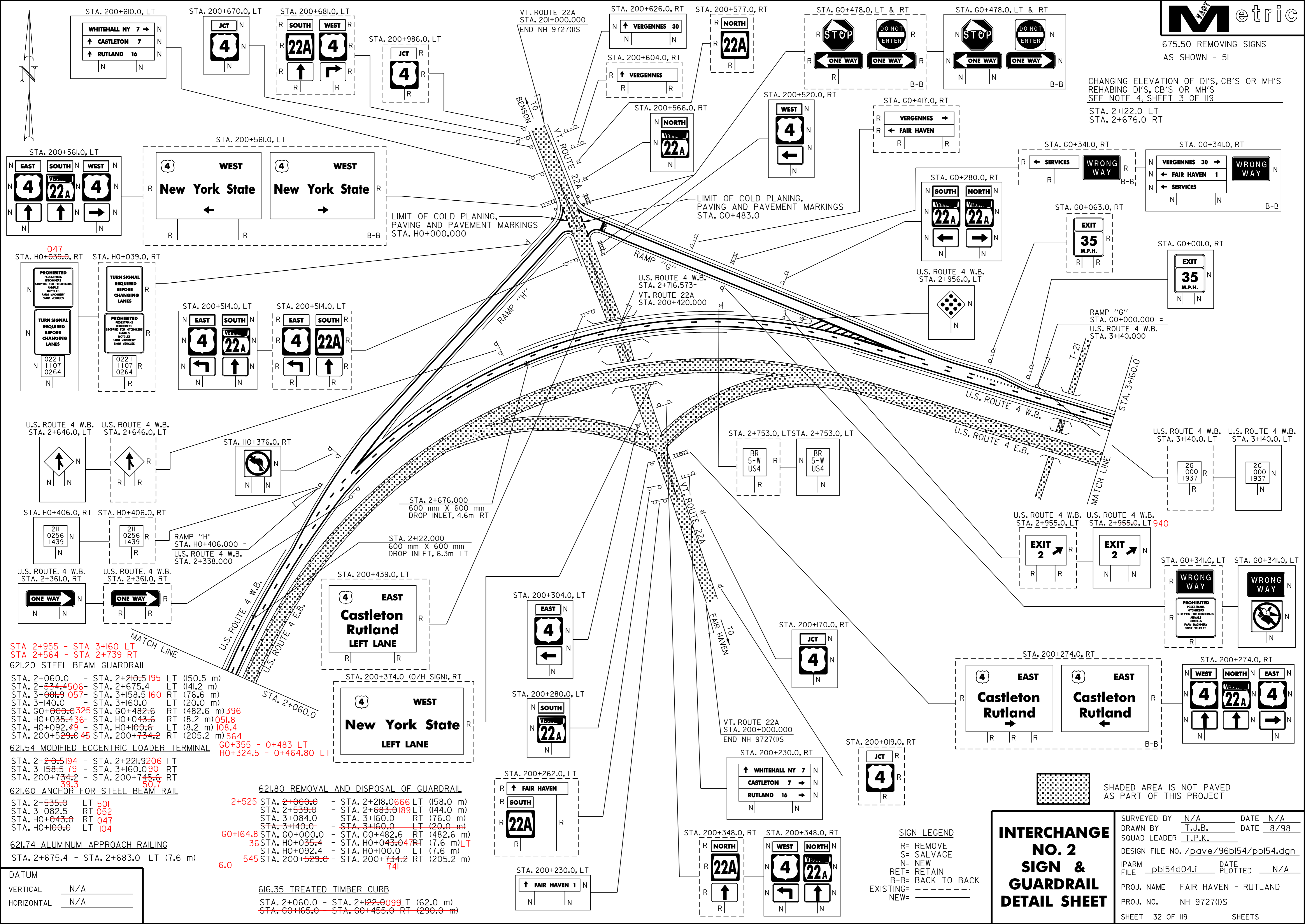


CHANGING ELEVATION OF D'S, CB'S OR MH'S
REHABING D'S, CB'S OR MH'S
SEE NOTE 4, SHEET 3 OF I19
STA. 2+122.0 LT
STA. 2+676.0 RT



STA 2+955 - STA 3+160 LT
STA 2+564 - STA 2+739 RT
621.20 STEEL BEAM GUARDRAIL

STA. 2+060.0	-	STA. 2+210.5	195	LT	(150.5 m)	
STA. 2+534.4	506	-	STA. 2+675.4	LT	(141.2 m)	
STA. 3+081.9	057	-	STA. 3+158.5	160	RT	(76.6 m)
STA. 3+140.0	-	STA. 3+160.0	LT	(20.0 m)		
STA. GO+000.0	325	STA. GO+482.6	RT	(482.6 m)	396	
STA. HO+035.4	436	-	STA. HO+043.6	RT	(8.2 m)	051.8
STA. HO+092.4	9	-	STA. HO+100.6	LT	(8.2 m)	108.4
STA. 200+529.0	45	STA. 200+734.2	RT	(205.2 m)	564	

621.54 MODIFIED ECCENTRIC LOADER TERMINAL

GO+355	-	0+483	LT
HO+324.5	-	0+464.80	LT

621.60 ANCHOR FOR STEEL BEAM RAIL

STA. 2+535.0	LT	501
STA. 3+082.5	RT	052
STA. HO+043.0	RT	047
STA. HO+100.0	LT	104

621.74 ALUMINUM APPROACH RAILING

STA. 2+675.4	-	STA. 2+683.0	LT	(7.6 m)
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621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

2+525	STA. 2+060.0	-	STA. 2+218.0	0666	LT	(158.0 m)
	STA. 2+539.0	-	STA. 2+683.0	089	LT	(144.0 m)
	STA. 3+084.0	-	STA. 3+160.0	RT	(76.0 m)	
	STA. 3+140.0	-	STA. 3+160.0	LT	(20.0 m)	
GO+164.8	STA. GO+000.0	-	STA. GO+482.6	RT	(482.6 m)	
36	STA. HO+035.4	-	STA. HO+043.0	RT	(7.6 m)	LT
	STA. HO+092.4	-	STA. HO+100.0	LT	(7.6 m)	
6.0	545	STA. 200+529.0	-	STA. 200+734.2	RT	(205.2 m)
						741

616.35 TREATED TIMBER CURB

STA. 2+060.0	-	STA. 2+122.0	099	LT	(62.0 m)
STA. GO+165.0	-	STA. GO+455.0	RT	(290.0 m)	

SIGN LEGEND
R= REMOVE
S= SALVAGE
N= NEW
RET= RETAIN
B-B= BACK TO BACK
EXISTING= _____
NEW= _____

INTERCHANGE NO. 2 SIGN & GUARDRAIL DETAIL SHEET

SURVEYED BY N/A DATE N/A
DRAWN BY T.J.B. DATE 8/98
SQUAD LEADER T.P.K.
DESIGN FILE NO. /pave/96b154/pb154.dgn
IPARM FILE pb154d04.i DATE PLOTTED N/A
PROJ. NAME FAIR HAVEN - RUTLAND
PROJ. NO. NH 9727(I)S
SHEET 32 OF I19 SHEETS

SHADED AREA IS NOT PAVED AS PART OF THIS PROJECT