

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 Gaters 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
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)
10050
1759
65% SB 35% 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%

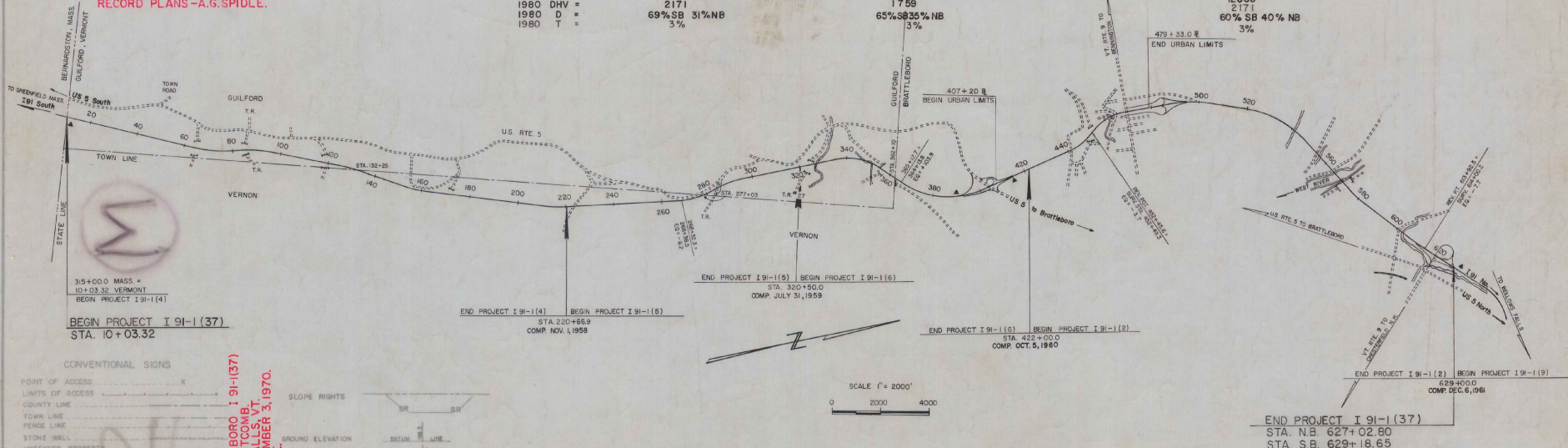
TOWNS OF GUILFORD-VERNON-BRATTLEBORO COUNTY OF WINDHAM

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	—X—
COUNTY LINE	—X—
TOWN LINE	—X—
FENCE LINE	—X—
STONE WALL	—X—
UNFENCED PROPERTY	—X—
GUARD RAIL	—X—
TRAVELED WAY	—X—
RAILROAD	—X—
RETAINING WALL	—X—
CENTER LINE	—X—
SURVEY LINE	—X—
CULVERT	—X—
DROP INLET	—X—
TROLLEY POLE	—X—
POWER POLE	—X—
TELEPHONE POLE	—X—
TREES	—X—
HEDGE	—X—
P.A. CONSTRUCTION IDENTIFICATION SIGNS	—X—

SLOPE RIGHTS

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

DATE

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 18, 1964, INCLUDING ALL SUBSEQUENT
APPROVED REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL
PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>	APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>	APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>	APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>	APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>	APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>	APPROVED <i>R.W. Lane</i> DATE <i>1/15/70</i>
--	--	--	--	--	--	--

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS		
APPROVED	ENGINEER	DATE
PROJECT	I	NO. 91-1(37)
SHEET	1	OF 29 SHEETS

INDEX OF SHEETS

- 2-3 Title Page
- 4 Typical Sheets
- 5 Quantity Sheet
- 6-20 Paving Areas
- 21 Traffic Control Sheets
- 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. Asphalt Corr. Conc. Metal Underdrain Pipe 4/14/69 (R)
- 25 D-3 Traveled Surface 7/29/67 (R)
- 26 D-4 Cast Iron Cover for A.C.C.M.P. Flushing Basin 12/4/68 (R)
- 27 E-1 Federal Aid Const. Identification Signs 8/21/67 (R)
- 28 E-2 Road Const. Appr. Signs 1/6/67
- 29 E-34 On Project Const. Signs 5/3/67 (R)

Dated 1 June 1970
Francis W. Hume & Co. Inc.
By: [Signature]
Res. [Signature]
Contractor [Signature]
Consultant

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

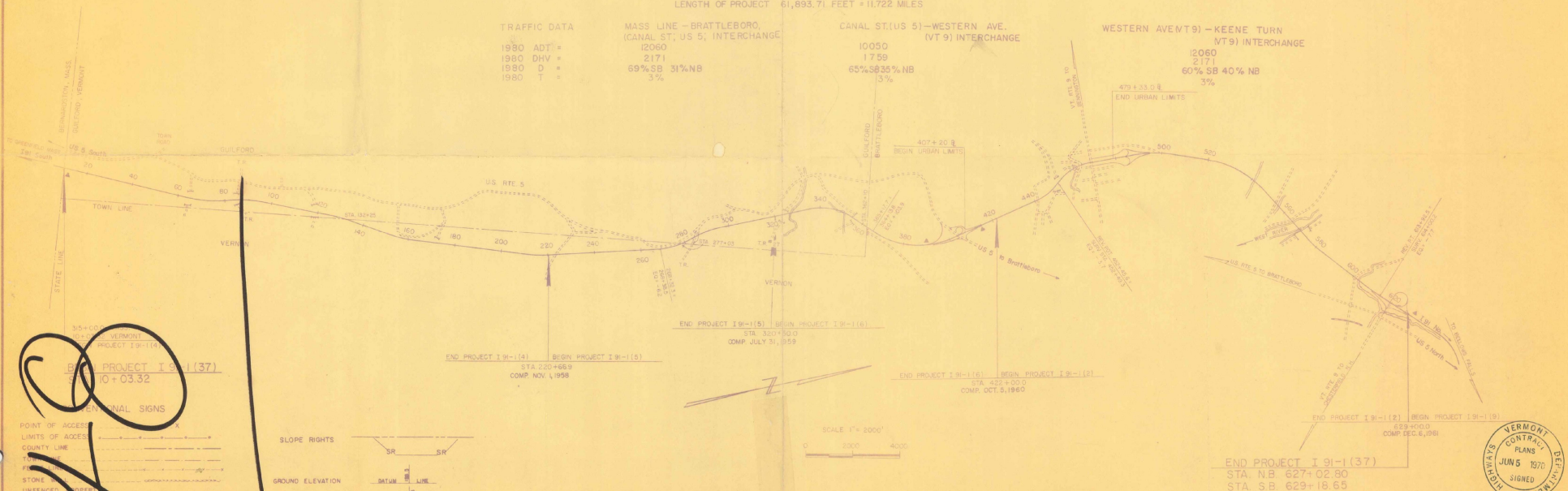
TRAFFIC DATA

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

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

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

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



- POINT OF ACCESS
LIMITS OF ACCESS
COUNTY LINE
TOWN LINE
STONE WALL
UNFENCED OPEN
GUARD RAIL
TRAVELED WAY
RAILROAD
RETAINING WALL
FENCE LINE
ALLEY
DEEP INLET
TOLLEY POLE
POWER POLE
TELEPHONE POLE
TREES
MEGS
F.S. CONSTRUCTION IDENTIFICATION SIGNS

SLOPE RIGHTS

GROUND ELEVATION

GRADE ELEVATION

CURVE DATA

DEFLECTION OF ANGLE

DEGREE OF CURVE

RADIUS OF CURVE

TANGENT DISTANCE

WIDTH OF CURVE

EXTERNAL DISTANCE

POINT OF INTERSECTION

POINT OF TANGENT

POINT ON TANGENT

POINT ON SUB-TANGENT

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

SCALE 1" = 200'

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.

APPROVED [Signature] DISTRICT ENGINEER
APPROVED [Signature] COUNTY ENGINEER
APPROVED [Signature] TOWN ENGINEER
APPROVED [Signature] STATE ENGINEER
APPROVED [Signature] DISTRICT ENGINEER
APPROVED [Signature] COUNTY ENGINEER
APPROVED [Signature] TOWN ENGINEER
APPROVED [Signature] STATE ENGINEER

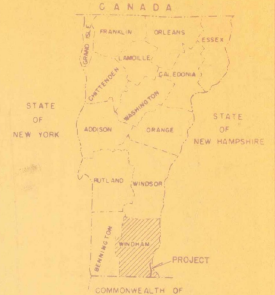
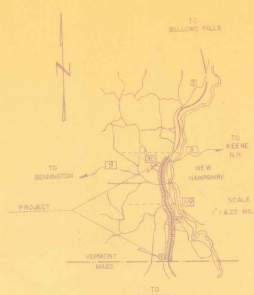
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED _____ DATE _____

DIVISION ENGINEER _____ DATE _____

PROJECT NO. 31-1137

SHEET NO. 28 OF 28 SHEETS



VERMONT
CONTRACT PLANS
JUN 5 1970
SIGNED
30 IN 1/4 IN

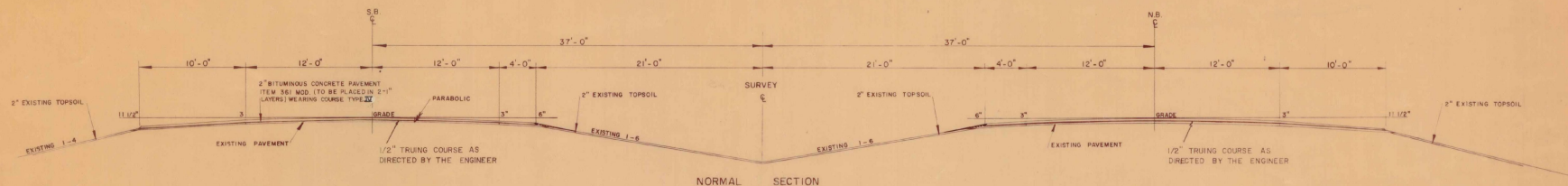
748

TYPICAL SECTIONS

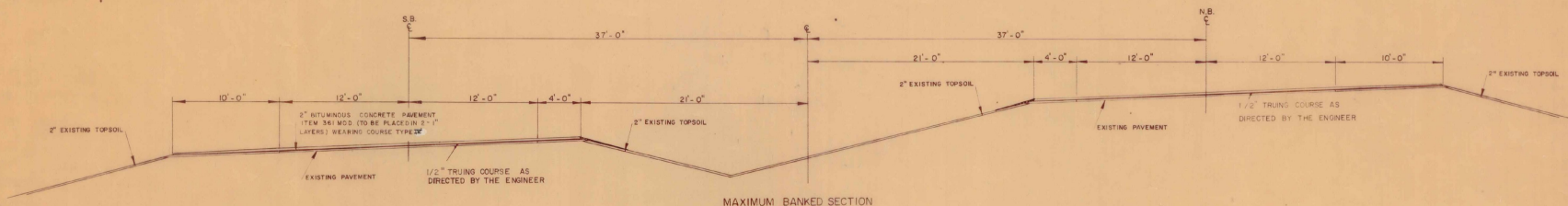
2-(1") BITUMINOUS CONCRETE PAVEMENT OVERLAY, ITEM 361 MOD. WEARING COURSE TYPE IV ($\pm 1/4"$ FOR TOTAL THICKNESS)
W/ TRUING COURSE - 1/2" AVERAGE DEPTH, ITEM 361 MOD. WEARING COURSE TYPE IV
(FOR SHOULDER COMPOSITION SEE SKETCH AT LOWER RIGHT.)

CONSTRUCTED AS DESIGNED

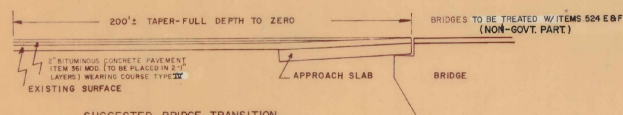
PERMISSIBLE TOLERANCES APPLY TO THICKNESS ONLY



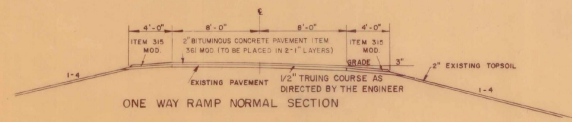
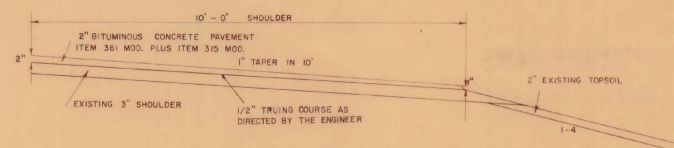
NORMAL SECTION



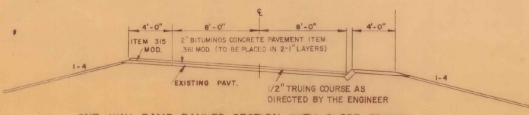
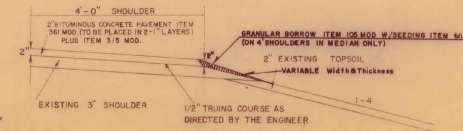
MAXIMUM BANKED SECTION



SUGGESTED BRIDGE TRANSITION



ONE WAY RAMP NORMAL SECTION

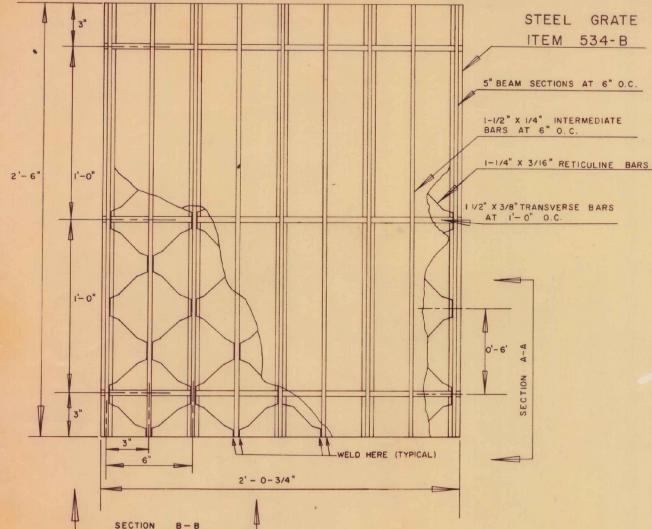


ONE WAY RAMP BANKED SECTION WITH SLOPE EDGING

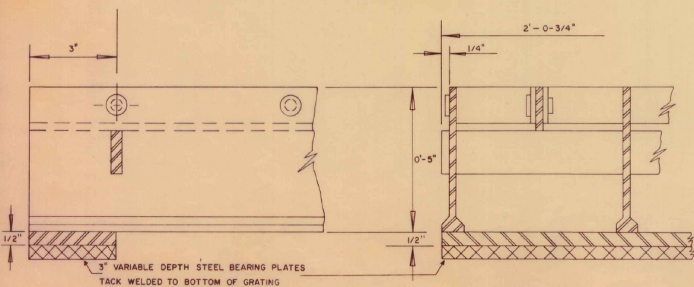
GUILFORD-VERNON-BRATTLEBORO

SURVEYED BY: DATE:
DRAWN BY: R. 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 611

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	Birdfoot trefoil (Empire)	99	80	4.00
0.42	1/4	Wool 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 191 NO. 1(37)
PAVEMENT OVERLAY

SHEET 3 OF 25 SHEETS

QUANTITY SHEET

STATE OF VERMONT DEPARTMENT OF HIGHWAYS

GUILFORD-VERNON-BRATTLEBORO

PROJECT NO. I 91-1(37)

SUMMARY SHEET NO. OF 19

APPROXIMATE SUMMARY OF QUANTITIES

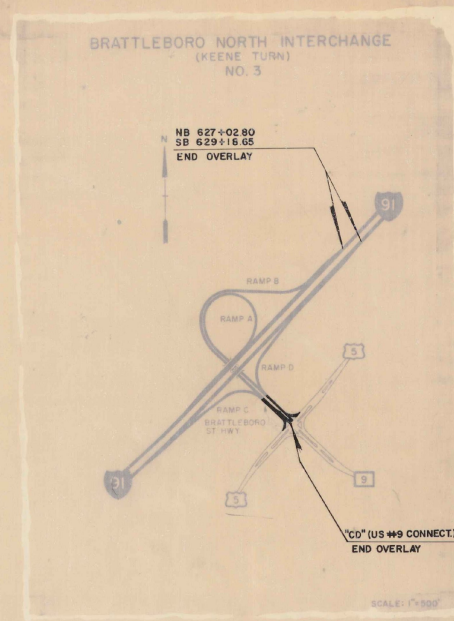
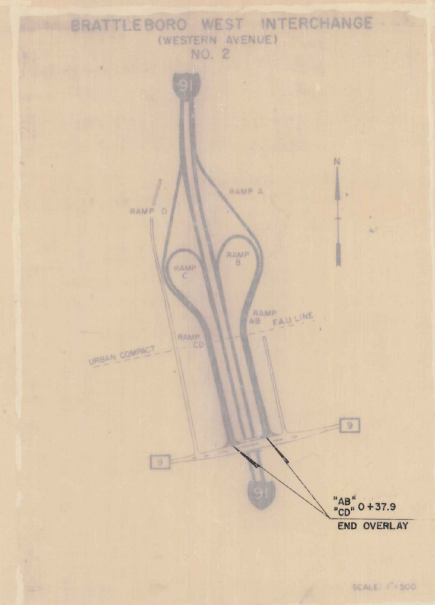
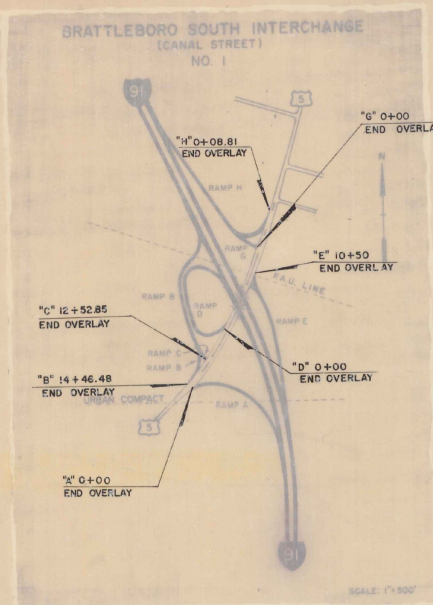
R. O. W.	ROADWAY NON-GOV'T. PART	ROADWAY GOV'T. PART	QUANTITIES SHOWN TOTAL	UNIT	ITEMS	ITEM NO.	ROUND- ING
			500	CY	Common Excavation Class I (Est.)	105-A-I 9	
			2250	CY	Granular Borrow Mod. (Est.)	105	
700			700	CY	Trench Excavation of Earth (0'-5' depth) (Est.)	106-A	
50			50	CY	Trench Excavation 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	II
			50700	GAL.	Tack Coat III (Double Tack Coat Bit. Mat. w/ P.S.I. & St. Grits Seal, Prime Coat Ref. Tar & Dble. Seal Coat Cut Back Asphalt Mod.)	315	29
			22370	GAL.	Emulsified Asphalt Type RS-1	319	2
			2500	CY/M	Overhaul (5.0 Miles)	221	
3,518			75,610	GAL.	Asphalt Emulsion (Cationic Type)	324-E 9	
88			1,822	TON	Aggregate for Slurry Seal	324-F	
			75,600	TON	Bituminous Concrete Pavement Type IV Mod.	361	26
			18,700	LB.	Bituminous Material for Crack Filling (Est.)	379	
			1	CY	Cement Rubble Masonry (Est.)	411	
			6	LF	8" Asph. Cld. Corr. Golv. Met. Pipe (Est.)	424-B	
750			750	LF	6" Perf. Corr. Golv. Met. Underdrain Mod. (Est.)	521-T-A	
250			250	LF	6" Perf. Corr. Golv. Met. Pipe Mod. (Est.)	521-T-W	
3			3	EA.	Cast Iron Cover for Asph. Cld. Corr. Golv. Met. Pipe Flushing Basin	525	
			50	EA.	Changing Elev. of C.B. or M.H. Mod. (Est.)	533	
6			6	EA.	Steel Manhole Posts (Est.)	547-D	
20			20	TON	Bit. Coat. Surf. for Gutters & Traf. Islands Mod.	554	Ext.
			20	TON	Bituminous Concrete Carb. (Est.)	555	
			500	Man/Hr	Uniformed Traffic Officers (Est.)	596	
			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 P.S.I. 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.
67,570	TON	Mainline incl. Shoulders
192	TON	Approach Slabs
204	TON	U-Turns
2,188	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

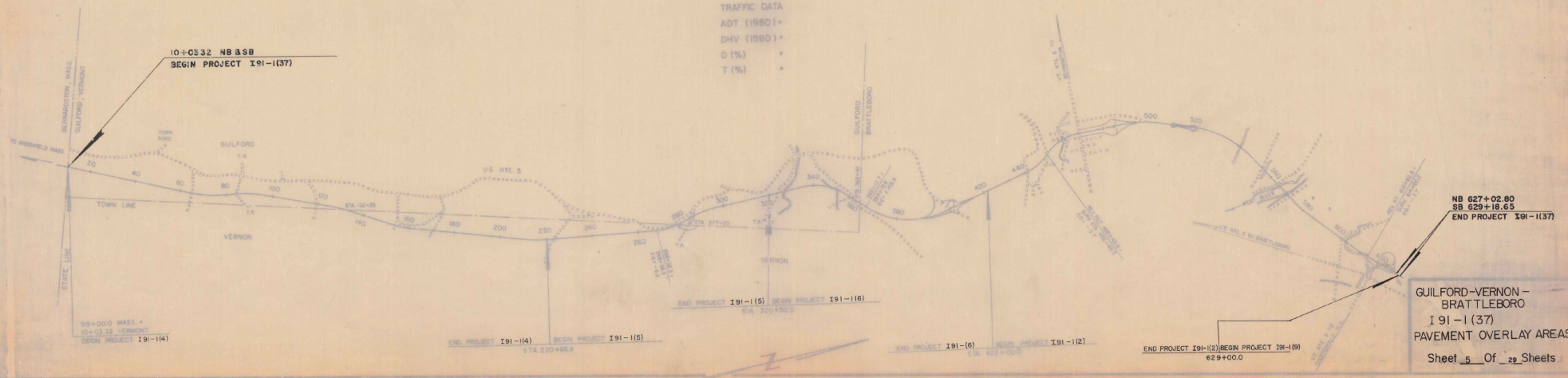
NORTHBOUND		TYPE OF CONSTRUCTION									
STATIONS		PAVEMENT WIDTHS				EQUATIONS		VARIABLE PAVEMENT WIDTHS			
FROM	TO	24'	App. Slabs	Bridges	42'	+	-	24'-42'	24'-30'		
10+03.32	268+32.3	25828.98									
EQ	268+32.3 = 268+38.5						-6.2'				
	268+38.5 = 284+00	1561.50'									
	284+00 = 285+50										
	285+50 = 285+70		20'					150'			
	285+70 = 286+71				101'						
	286+71 = 286+93		22'								
	286+93 = 288+43							150'			
	288+43 = 323+98	3555.00'									
	323+98 = 325+48		20'						150'		
	325+48 = 325+68			254'							
	325+68 = 328+22										
	328+22 = 328+43		21'								
	328+43 = 329+93								150'		
	329+93 = 365+17.7	3524.70'									
EQ	365+17.7 = 364+13.8					H03.9'					
	364+13.8 = 401+39	3725.20'									
	401+39 = 402+89										
	402+89 = 403+24		35'						150'		
	403+24 = 408+22				198'						
	408+22 = 405+56		34'								
	405+56 = 407+06								150'		
	407+06 = 438+77	3171.00'									
	438+77 = 440+27								150'		
	440+27 = 440+56		29'								
	440+56 = 441+96				140'						
	441+96 = 442+23		27'								
	442+23 = 443+73								150'		
	443+73 = 452+45.60	872.60'									
EQ	452+45.60 = 452+49.30						-3.7'				
	452+49.30 = 458+71	621.70'									
	458+71 = 460+21								150'		
	460+21 = 460+44		23'								
	460+44 = 464+66			422'							
	464+66 = 464+86		20'								
	464+86 = 466+36								150'		
	466+36 = 552+15	8579.00'									
	552+15 = 553+65								150'		
	553+65 = 553+90		25'								
	553+90 = 555+28										
	555+28 = 555+58		30'								
	555+58 = 557+08								150'		
	557+08 = 560+30	322.00'									
	560+30 = 561+80								150'		
	561+80 = 562+05		25'								
	562+05 = 572+15										
	572+15 = 572+39		24'		100'						
	572+39 = 573+89								150'		
	573+89 = 613+92.50	4003.50'									
EQ	613+92.50 = 614+00.20						-7.7'				
	614+00.20 = 616+73	272.80'									
	616+73 = 618+23								150'		
	618+23 = 618+43		20'								
	618+43 = 619+85				142'						
	619+85 = 620+05		20'								
	620+05 = 621+55								150'		
	621+55 = 627+02.80	547.80'									
SUB-TOTALS NB		56585.78	153'	242'	1894'	521'	H03.9' - 17.6'	1,500'	900'		

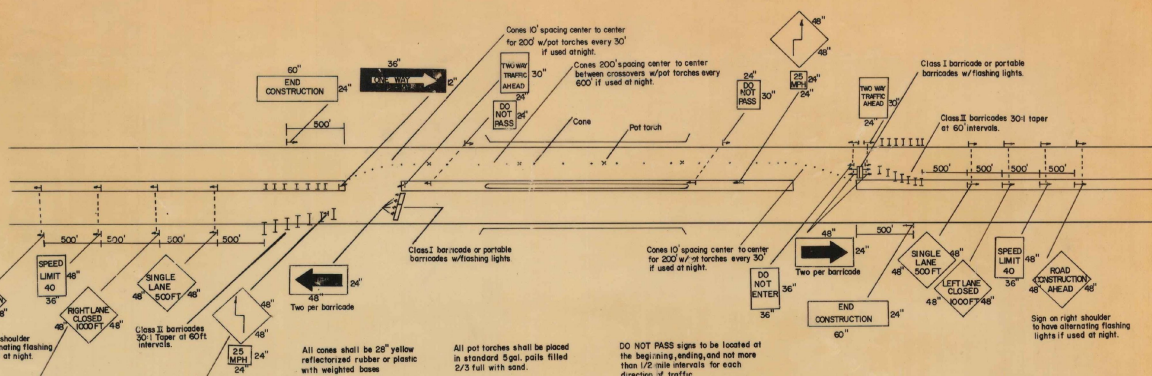
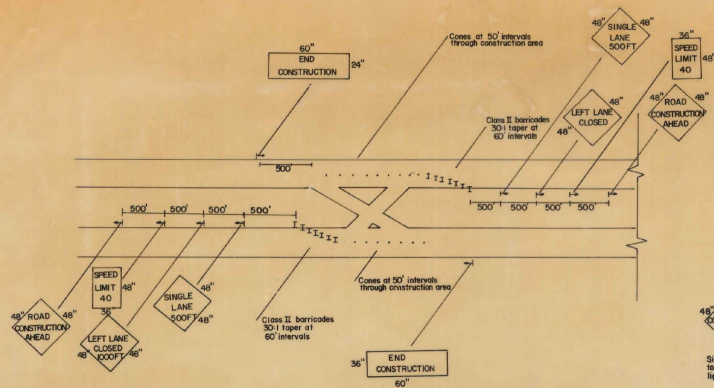
SOUTHBOUND		TYPE OF CONSTRUCTION									
STATIONS		PAVEMENT WIDTHS				EQUATIONS		VARIABLE PAVEMENT WIDTHS			
FROM	TO	24'	App. Slabs	Bridges	42'	+	-	24'-30'	24'-42'		
			30'	42'	30'	42'					
	10+03.32 268+32.50	25828.98'									
EQ	268+32.30=268+38.50						-6.2'				
	268+38.50 284+51	1612.50									
	284+51 286+01									150'	
	286+01 286+21			20'							
	286+21 287+19			20'		98'					150'
	287+19 287+39										
	287+39 288+89										
	288+89 323+98	3509.00'									
	323+98 325+48								150'		
	325+48 325+68		20'								
	325+68 328+22			254'							
	328+22 328+43		21'							150'	
	328+43 329+93										
	329+93 365+17.70	3524.70'									
EQ	365+17.70=364+13.80					H03.9'					
	364+13.80 400+64	3650.20'									
	400+64 402+14									150'	
	402+14 402+59			45'							
	402+59 404+57						798'				
	404+57 404+91			34'							
	404+91 406+41										150'
	406+41 439+07	3266.00'									
	439+07 440+57										150'
	440+57 440+85			28'							
	440+85 442+13					128'					
	442+13 442+45			32'							
	442+45 443+95										150'
	443+95 452+45.60	850.60'									
EQ	452+45.60=452+49.30						-3.7'				
	452+49.30 458+70	620.70'									
	458+70 460+20								150'		
	460+20 460+49		29'								
	460+49 464+61				412'						
	464+61 464+83		22'								
	464+83 466+33									150'	
	466+33 551+84	8551.00'									
	551+84 553+34										150'
	553+34 553+64			30'							
	553+64 555+00						136'				
	555+00 555+25				25'						
	555+25 556+75									150'	
	556+75 560+31	356.00'									
	560+31 561+81										150'
	561+81 562+04										
	562+04 572+20										
	572+20 572+41			21'							
	572+41 573+89										150'
	573+89 613+92.50	4001.50'									
EQ	613+92.50=614+00.20						-7.7'				
	614+00.20 616+73	272.80'									
	616+73 618+23										150'
	618+23 618+43			20'							
	618+43 619+85					142'					
	619+85 620+05			20'							
	620+05 621+55										150'
	621+55 629+18.65	763.65'									
SUB-TOTALS SB		56,807.63'	92'	318'	1682'	702'	H03.9'-17.6'	600'		1800'	
PROJECT TOTALS		113,393.41'	245'	560'	3566'	223'	±2078'-35.2'	2100'		2700'	



NOTE: SOLID LINE INDICATES AREAS TO BE PAVED

TRAFFIC DATA
 ADT (1980) *
 DHV (1980) *
 D (%) *
 T (%) *





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, 1961.

All traffic control devices shall be in accordance with the Manual On Uniform Traffic Control Devices For Streets And Highways, U.S. Department Of Commerce, 1961.

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. 27+00.5
2. 408+00.2
3. 485+00.2
- PRESENT U-TURNS O
- 10+00
2. 15+00.5 (U.S. 5 App.)
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 point 2' from the pavement centerline.

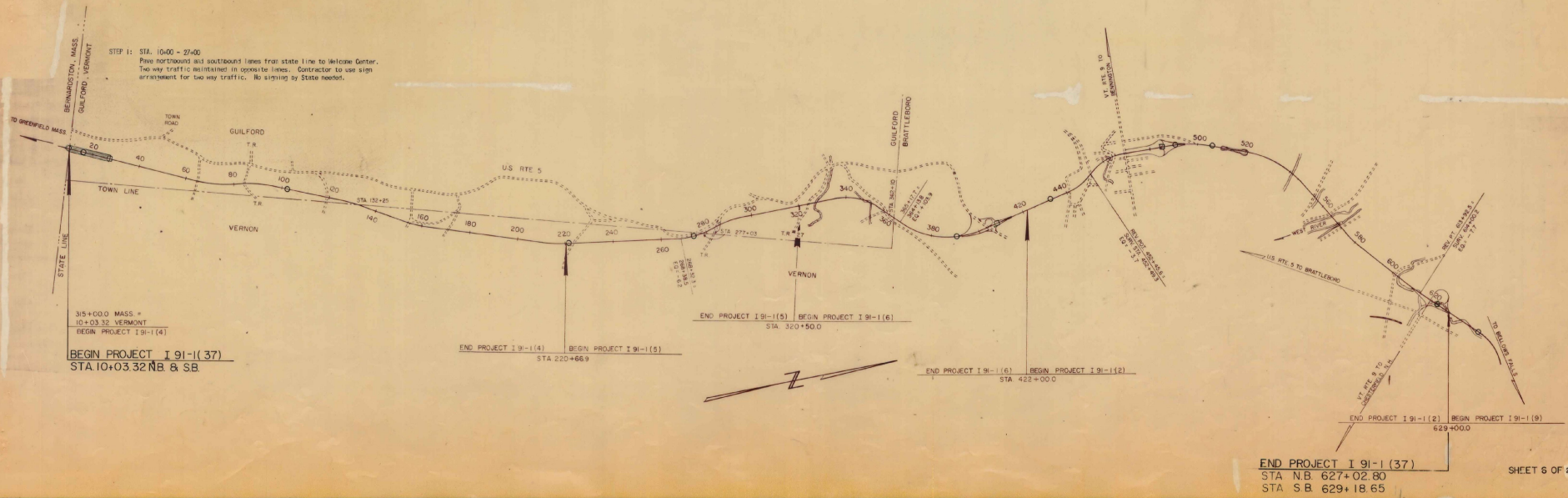
DETAIL OF TWO-WAY TRAFFIC ON OPPOSITE LANE

B DETAIL OF SIGNING FOR CONST OF MED CROSSOVER

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

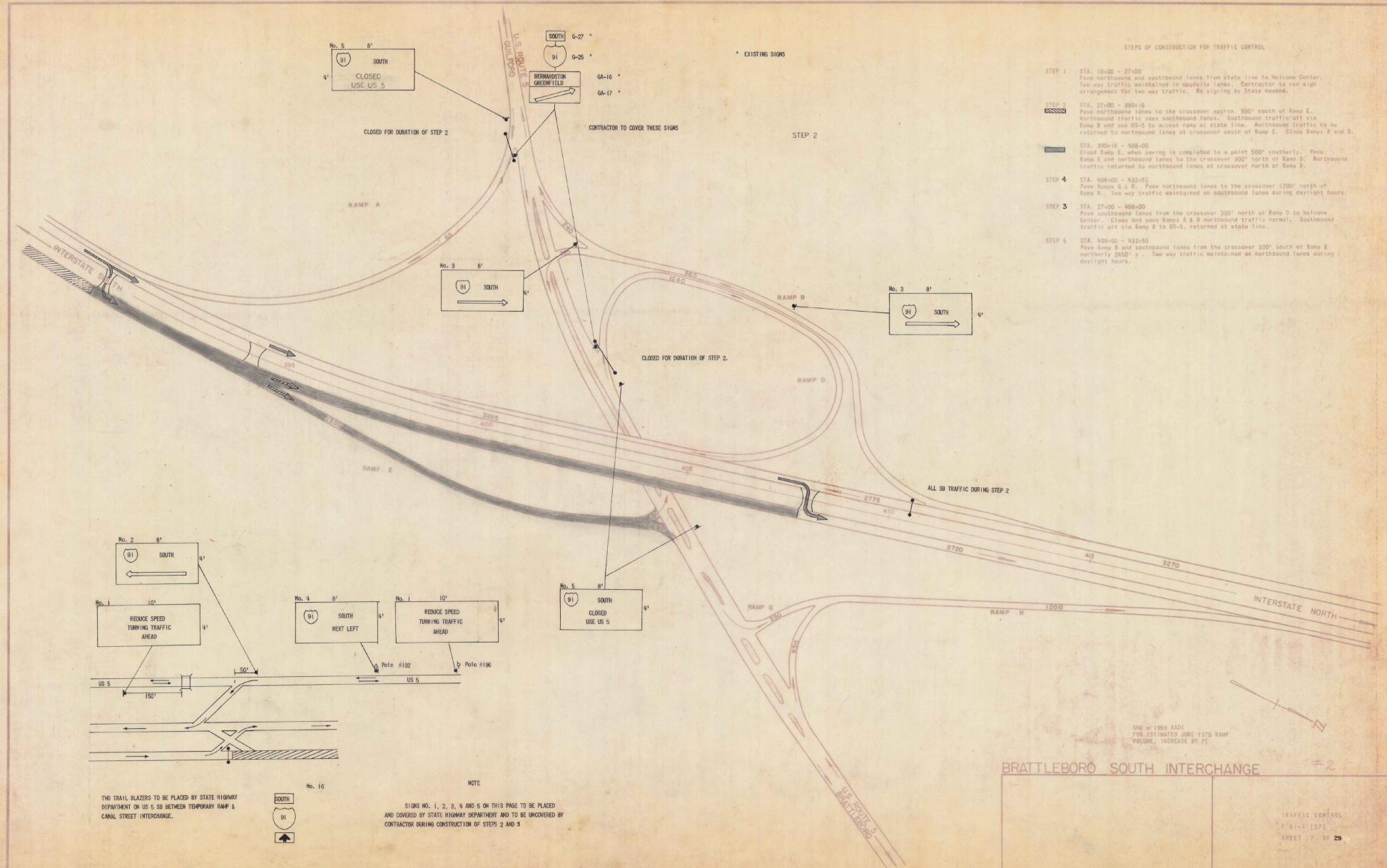
All pot torches shall be placed in standard 5 gal. pails filled 2/3 full with sand.

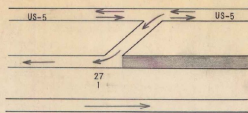
DO NOT PASS signs to be located at the beginning, ending, and not more than 1/2 mile intervals for each direction of traffic



END PROJECT 19-1 (37)
STA N.B. 627+02.80
STA S.B. 629+18.65

Page 12 of 12





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-6 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 B. 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 & B northbound traffic normal. Southbound traffic off via Ramp B to US-6, returned at state line.
- STEP 5 STA. 408+00 - 432+50
Pave Ramp B and southbound lanes from the crossover 500' south of Ramp B northerly 2500' ±. 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

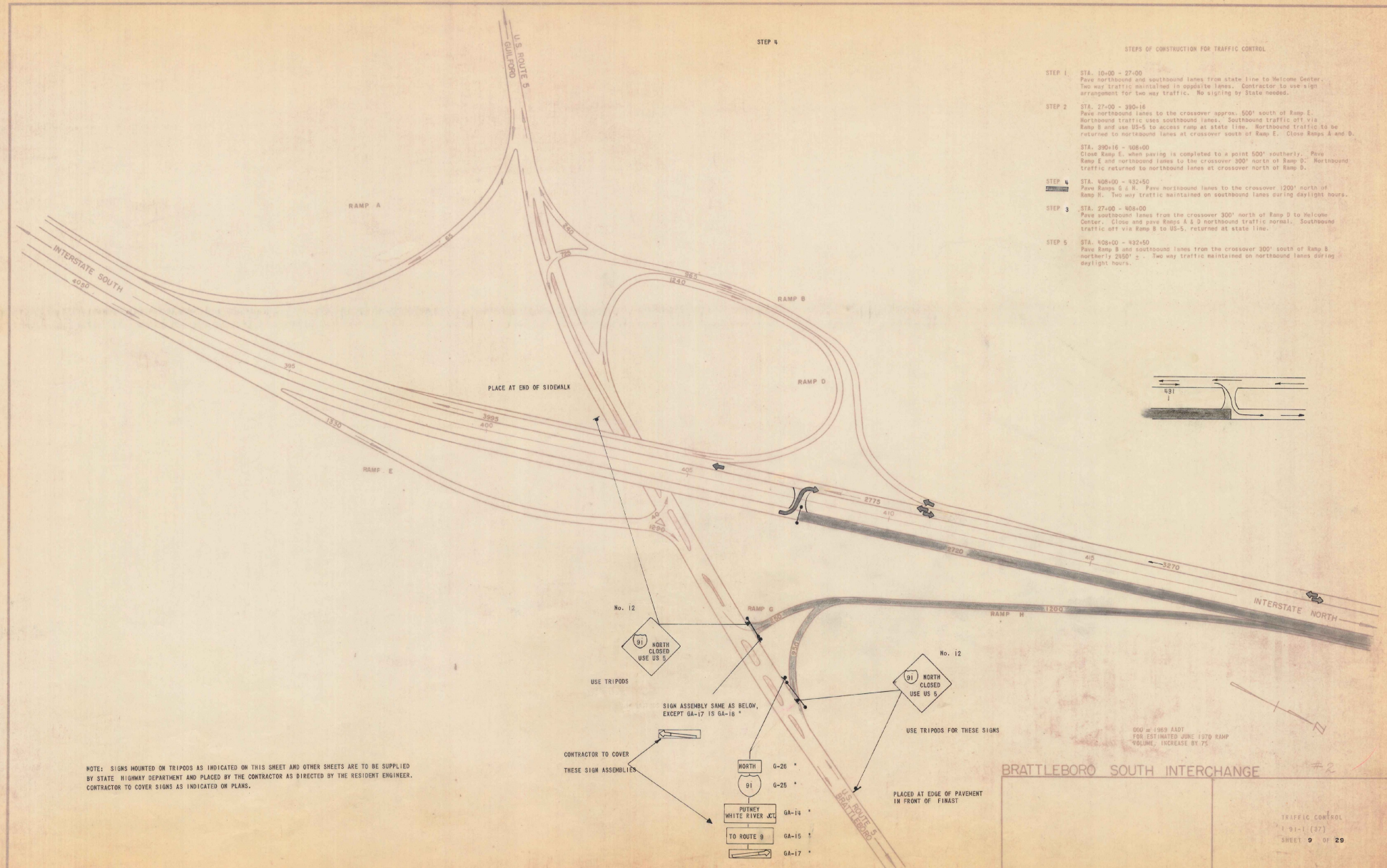
000 = 1969 AADT
FOR ESTIMATED JUNE 1970 RAMP
VOLUME INCREASE BY 75%

BRATTLEBORO SOUTH INTERCHANGE

TRAFFIC CONTROL
1-94-1 (37)
SHEET 8 OF 29

7/1/1971 checked 2/1/1972 P.W.

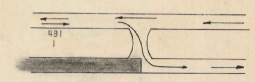
Typo checked A1370 Rev. 4 D85



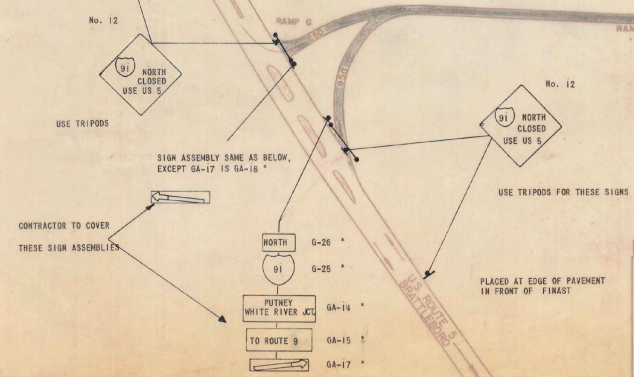
STEP 4

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 2000'. Two way traffic maintained on northbound lanes during daylight hours.



NOTE: SIGNS MOUNTED ON TRIPODS 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.

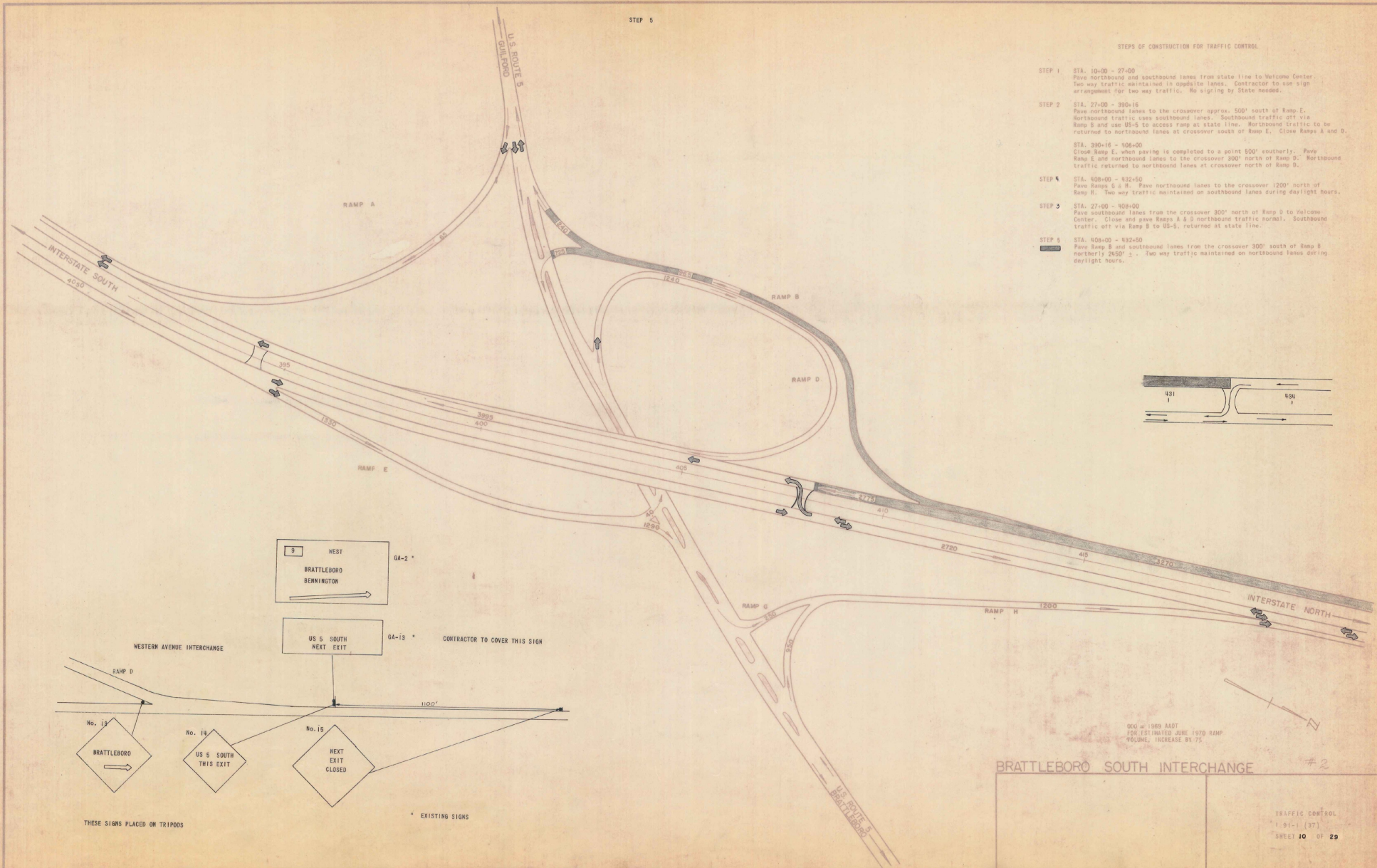
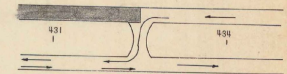


BRATTLEBORO SOUTH INTERCHANGE

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 - 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 E. 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 & B 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 2600' ±. Two way traffic maintained on northbound lanes during daylight hours.



600 = 1989 AADT
FOR ESTIMATED JUNE 1970 RAMP
VOLUME, INCREASE BY 75

BRATTLEBORO SOUTH INTERCHANGE

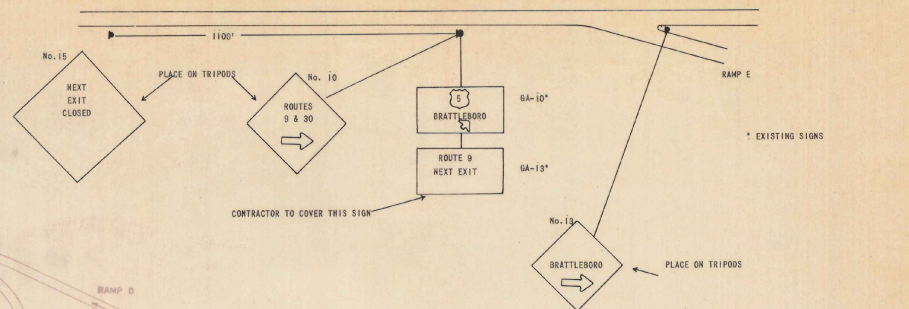
#2

TRAFFIC CONTROL
1.91-1 (37)
SHEET 10 OF 29

Type: Chapter 413.1a, 413.1b, 413.1c, 413.1d, 413.1e, 413.1f, 413.1g, 413.1h, 413.1i, 413.1j, 413.1k, 413.1l, 413.1m, 413.1n, 413.1o, 413.1p, 413.1q, 413.1r, 413.1s, 413.1t, 413.1u, 413.1v, 413.1w, 413.1x, 413.1y, 413.1z, 413.1aa, 413.1ab, 413.1ac, 413.1ad, 413.1ae, 413.1af, 413.1ag, 413.1ah, 413.1ai, 413.1aj, 413.1ak, 413.1al, 413.1am, 413.1an, 413.1ao, 413.1ap, 413.1aq, 413.1ar, 413.1as, 413.1at, 413.1au, 413.1av, 413.1aw, 413.1ax, 413.1ay, 413.1az, 413.1ba, 413.1bb, 413.1bc, 413.1bd, 413.1be, 413.1bf, 413.1bg, 413.1bh, 413.1bi, 413.1bj, 413.1bk, 413.1bl, 413.1bm, 413.1bn, 413.1bo, 413.1bp, 413.1bq, 413.1br, 413.1bs, 413.1bt, 413.1bu, 413.1bv, 413.1bw, 413.1bx, 413.1by, 413.1bz, 413.1ca, 413.1cb, 413.1cc, 413.1cd, 413.1ce, 413.1cf, 413.1cg, 413.1ch, 413.1ci, 413.1cj, 413.1ck, 413.1cl, 413.1cm, 413.1cn, 413.1co, 413.1cp, 413.1cq, 413.1cr, 413.1cs, 413.1ct, 413.1cu, 413.1cv, 413.1cw, 413.1cx, 413.1cy, 413.1cz, 413.1da, 413.1db, 413.1dc, 413.1dd, 413.1de, 413.1df, 413.1dg, 413.1dh, 413.1di, 413.1dj, 413.1dk, 413.1dl, 413.1dm, 413.1dn, 413.1do, 413.1dp, 413.1dq, 413.1dr, 413.1ds, 413.1dt, 413.1du, 413.1dv, 413.1dw, 413.1dx, 413.1dy, 413.1dz, 413.1ea, 413.1eb, 413.1ec, 413.1ed, 413.1ee, 413.1ef, 413.1eg, 413.1eh, 413.1ei, 413.1ej, 413.1ek, 413.1el, 413.1em, 413.1en, 413.1eo, 413.1ep, 413.1eq, 413.1er, 413.1es, 413.1et, 413.1eu, 413.1ev, 413.1ew, 413.1ex, 413.1ey, 413.1ez, 413.1fa, 413.1fb, 413.1fc, 413.1fd, 413.1fe, 413.1ff, 413.1fg, 413.1fh, 413.1fi, 413.1fj, 413.1fk, 413.1fl, 413.1fm, 413.1fn, 413.1fo, 413.1fp, 413.1fq, 413.1fr, 413.1fs, 413.1ft, 413.1fu, 413.1fv, 413.1fw, 413.1fx, 413.1fy, 413.1fz, 413.1ga, 413.1gb, 413.1gc, 413.1gd, 413.1ge, 413.1gf, 413.1gg, 413.1gh, 413.1gi, 413.1gj, 413.1gk, 413.1gl, 413.1gm, 413.1gn, 413.1go, 413.1gp, 413.1gq, 413.1gr, 413.1gs, 413.1gt, 413.1gu, 413.1gv, 413.1gw, 413.1gx, 413.1gy, 413.1gz, 413.1ha, 413.1hb, 413.1hc, 413.1hd, 413.1he, 413.1hf, 413.1hg, 413.1hh, 413.1hi, 413.1hj, 413.1hk, 413.1hl, 413.1hm, 413.1hn, 413.1ho, 413.1hp, 413.1hq, 413.1hr, 413.1hs, 413.1ht, 413.1hu, 413.1hv, 413.1hw, 413.1hx, 413.1hy, 413.1hz, 413.1ia, 413.1ib, 413.1ic, 413.1id, 413.1ie, 413.1if, 413.1ig, 413.1ih, 413.1ii, 413.1ij, 413.1ik, 413.1il, 413.1im, 413.1in, 413.1io, 413.1ip, 413.1iq, 413.1ir, 413.1is, 413.1it, 413.1iu, 413.1iv, 413.1iw, 413.1ix, 413.1iy, 413.1iz, 413.1ja, 413.1jb, 413.1jc, 413.1jd, 413.1je, 413.1jf, 413.1jg, 413.1jh, 413.1ji, 413.1jj, 413.1jk, 413.1jl, 413.1jm, 413.1jn, 413.1jo, 413.1jp, 413.1jq, 413.1jr, 413.1js, 413.1jt, 413.1ju, 413.1jv, 413.1jw, 413.1jx, 413.1jy, 413.1jz, 413.1ka, 413.1kb, 413.1kc, 413.1kd, 413.1ke, 413.1kf, 413.1kg, 413.1kh, 413.1ki, 413.1kj, 413.1kk, 413.1kl, 413.1km, 413.1kn, 413.1ko, 413.1kp, 413.1kq, 413.1kr, 413.1ks, 413.1kt, 413.1ku, 413.1kv, 413.1kw, 413.1kx, 413.1ky, 413.1kz, 413.1la, 413.1lb, 413.1lc, 413.1ld, 413.1le, 413.1lf, 413.1lg, 413.1lh, 413.1li, 413.1lj, 413.1lk, 413.1ll, 413.1lm, 413.1ln, 413.1lo, 413.1lp, 413.1lq, 413.1lr, 413.1ls, 413.1lt, 413.1lu, 413.1lv, 413.1lw, 413.1lx, 413.1ly, 413.1lz, 413.1ma, 413.1mb, 413.1mc, 413.1md, 413.1me, 413.1mf, 413.1mg, 413.1mh, 413.1mi, 413.1mj, 413.1mk, 413.1ml, 413.1mm, 413.1mn, 413.1mo, 413.1mp, 413.1mq, 413.1mr, 413.1ms, 413.1mt, 413.1mu, 413.1mv, 413.1mw, 413.1mx, 413.1my, 413.1mz, 413.1na, 413.1nb, 413.1nc, 413.1nd, 413.1ne, 413.1nf, 413.1ng, 413.1nh, 413.1ni, 413.1nj, 413.1nk, 413.1nl, 413.1nm, 413.1nn, 413.1no, 413.1np, 413.1nq, 413.1nr, 413.1ns, 413.1nt, 413.1nu, 413.1nv, 413.1nw, 413.1nx, 413.1ny, 413.1nz, 413.1oa, 413.1ob, 413.1oc, 413.1od, 413.1oe, 413.1of, 413.1og, 413.1oh, 413.1oi, 413.1oj, 413.1ok, 413.1ol, 413.1om, 413.1on, 413.1oo, 413.1op, 413.1oq, 413.1or, 413.1os, 413.1ot, 413.1ou, 413.1ov, 413.1ow, 413.1ox, 413.1oy, 413.1oz, 413.1pa, 413.1pb, 413.1pc, 413.1pd, 413.1pe, 413.1pf, 413.1pg, 413.1ph, 413.1pi, 413.1pj, 413.1pk, 413.1pl, 413.1pm, 413.1pn, 413.1po, 413.1pp, 413.1pq, 413.1pr, 413.1ps, 413.1pt, 413.1pu, 413.1pv, 413.1pw, 413.1px, 413.1py, 413.1pz, 413.1qa, 413.1qb, 413.1qc, 413.1qd, 413.1qe, 413.1qf, 413.1qg, 413.1qh, 413.1qi, 413.1qj, 413.1qk, 413.1ql, 413.1qm, 413.1qn, 413.1qo, 413.1qp, 413.1qq, 413.1qr, 413.1qs, 413.1qt, 413.1qu, 413.1qv, 413.1qw, 413.1qx, 413.1qy, 413.1qz, 413.1ra, 413.1rb, 413.1rc, 413.1rd, 413.1re, 413.1rf, 413.1rg, 413.1rh, 413.1ri, 413.1rj, 413.1rk, 413.1rl, 413.1rm, 413.1rn, 413.1ro, 413.1rp, 413.1rq, 413.1rr, 413.1rs, 413.1rt, 413.1ru, 413.1rv, 413.1rw, 413.1rx, 413.1ry, 413.1rz, 413.1sa, 413.1sb, 413.1sc, 413.1sd, 413.1se, 413.1sf, 413.1sg, 413.1sh, 413.1si, 413.1sj, 413.1sk, 413.1sl, 413.1sm, 413.1sn, 413.1so, 413.1sp, 413.1sq, 413.1sr, 413.1ss, 413.1st, 413.1su, 413.1sv, 413.1sw, 413.1sx, 413.1sy, 413.1sz, 413.1ta, 413.1tb, 413.1tc, 413.1td, 413.1te, 413.1tf, 413.1tg, 413.1th, 413.1ti, 413.1tj, 413.1tk, 413.1tl, 413.1tm, 413.1tn, 413.1to, 413.1tp, 413.1tq, 413.1tr, 413.1ts, 413.1tt, 413.1tu, 413.1tv, 413.1tw, 413.1tx, 413.1ty, 413.1tz, 413.1ua, 413.1ub, 413.1uc, 413.1ud, 413.1ue, 413.1uf, 413.1ug, 413.1uh, 413.1ui, 413.1uj, 413.1uk, 413.1ul, 413.1um, 413.1un, 413.1uo, 413.1up, 413.1uq, 413.1ur, 413.1us, 413.1ut, 413.1uu, 413.1uv, 413.1uw, 413.1ux, 413.1uy, 413.1uz, 413.1va, 413.1vb, 413.1vc, 413.1vd, 413.1ve, 413.1vf, 413.1vg, 413.1vh, 413.1vi, 413.1vj, 413.1vk, 413.1vl, 413.1vm, 413.1vn, 413.1vo, 413.1vp, 413.1vq, 413.1vr, 413.1vs, 413.1vt, 413.1vu, 413.1vv, 413.1vw, 413.1vx, 413.1vy, 413.1vz, 413.1wa, 413.1wb, 413.1wc, 413.1wd, 413.1we, 413.1wf, 413.1wg, 413.1wh, 413.1wi, 413.1wj, 413.1wk, 413.1wl, 413.1wm, 413.1wn, 413.1wo, 413.1wp, 413.1wq, 413.1wr, 413.1ws, 413.1wt, 413.1wu, 413.1wv, 413.1ww, 413.1wx, 413.1wy, 413.1wz, 413.1xa, 413.1xb, 413.1xc, 413.1xd, 413.1xe, 413.1xf, 413.1xg, 413.1xh, 413.1xi, 413.1xj, 413.1xk, 413.1xl, 413.1xm, 413.1xn, 413.1xo, 413.1xp, 413.1xq, 413.1xr, 413.1xs, 413.1xt, 413.1xu, 413.1xv, 413.1xw, 413.1xx, 413.1xy, 413.1xz, 413.1ya, 413.1yb, 413.1yc, 413.1yd, 413.1ye, 413.1yf, 413.1yg, 413.1yh, 413.1yi, 413.1yj, 413.1yk, 413.1yl, 413.1ym, 413.1yn, 413.1yo, 413.1yp, 413.1yq, 413.1yr, 413.1ys, 413.1yt, 413.1yu, 413.1yv, 413.1yw, 413.1yx, 413.1yy, 413.1yz, 413.1za, 413.1zb, 413.1zc, 413.1zd, 413.1ze, 413.1zf, 413.1zg, 413.1zh, 413.1zi, 413.1zj, 413.1zk, 413.1zl, 413.1zm, 413.1zn, 413.1zo, 413.1zp, 413.1zq, 413.1zr, 413.1zs, 413.1zt, 413.1zu, 413.1zv, 413.1zw, 413.1zx, 413.1zy, 413.1zz

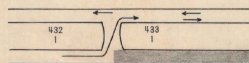
STEP 6

CANAL STREET
SOUTH INTERCHANGE



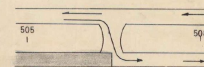
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 6** STA. 432+50 - 486+00
Pave northbound lanes from the crossover 1200' north of Ramp 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 1200' 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 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.



DDO - 1969 AADT
FOR ESTIMATED JUNE 1970 RAMP
VOLUME INCREASE BY 75

TRAFFIC CONTROL
1 91-1 (97)
SHEET 11 OF 20

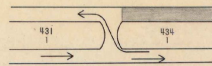


STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd

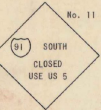
- STEP 6 STA. 932+50 ~ 948+00
Pave northbound lanes from the crossover 1200' north of Ramp B (Canal Street) to the crossover 1800' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 948+00 ~ 1006+50
Ramp B reopened. Ramp A closed. Pave northbound lanes from 1200' north of Ramp B to the crossover 1800' north of Ramp A. Pave Ramp A. Two way traffic maintained on southbound lanes from sta. 948+00 to 1006+50 during daylight hours.
- STEP 8 STA. 1007+50 ~ 985+00
Pave southbound lanes from the crossover 2000' north of Canal Street. Ramp B to the crossover 1200' north of the crossover at Western Avenue Ramp C. Close and pave Ramps C. Two way traffic maintained on southbound lanes from crossover at sta. 932+50 to crossover at sta. 900+50 during daylight hours.
- STEP 9 STA. 986+00 ~ 1006+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. 985+00 to crossover at 1006+50 during daylight hours.

TRAFFIC CONTROL
I 91-1 (37)
SHEET 12 OF 29

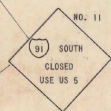
STEP 8



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.

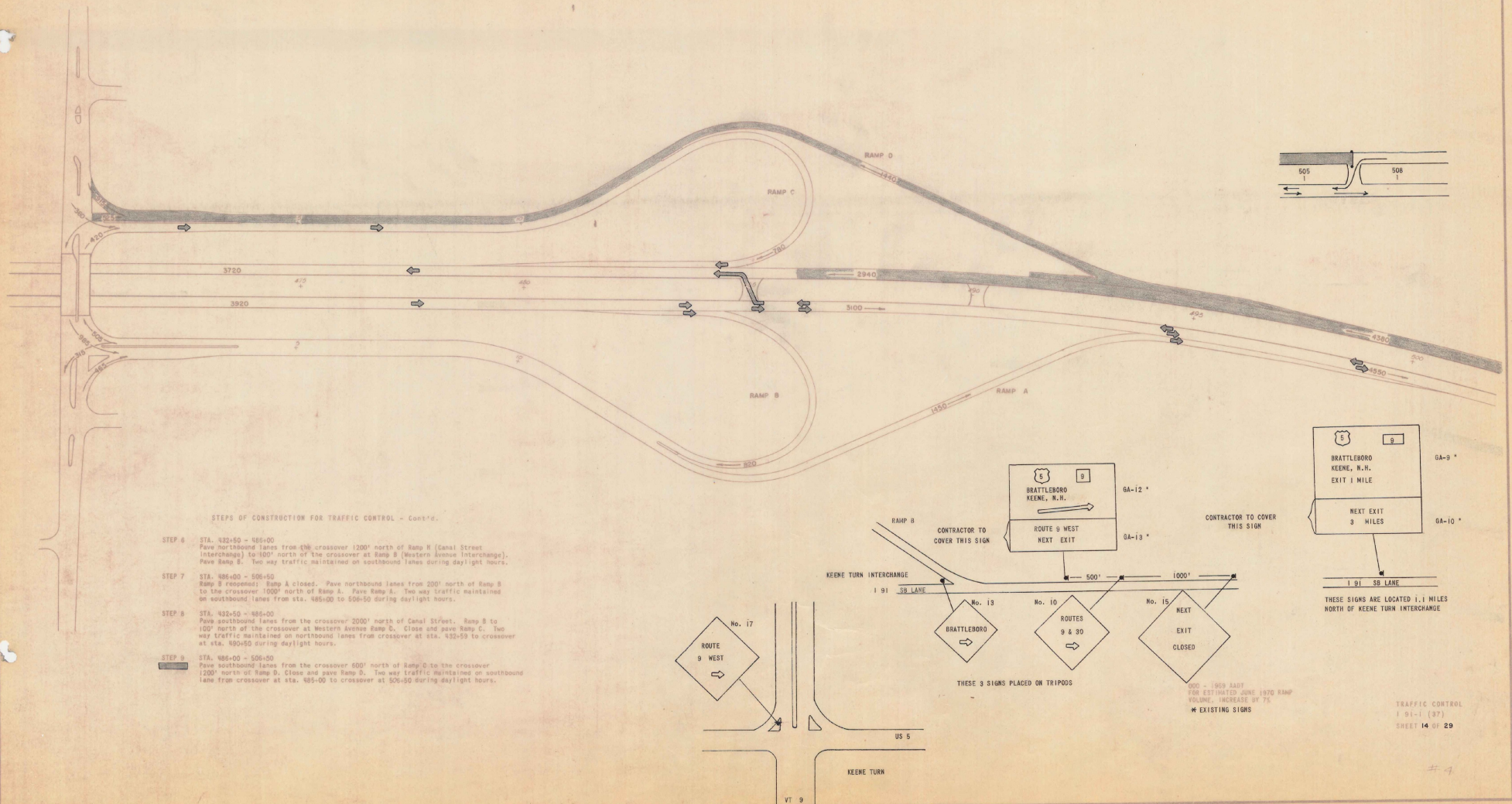
- STEP 6 STA. 432+50 - 486+00
Pave northbound lanes from 600' crossover 1200' north of Ramp B (Canal Street Interchange) to 100' north of the crossover at Ramp B (Western Avenue Interchange). Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 486+00 - 506+50
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 1800' 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+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. 486+00 to crossover at 506+50 during daylight hours.

DDC - 1969 ADOT
FOR ESTIMATED JUNE 1970 RAMP
VOLUME, INCREASE BY 75

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

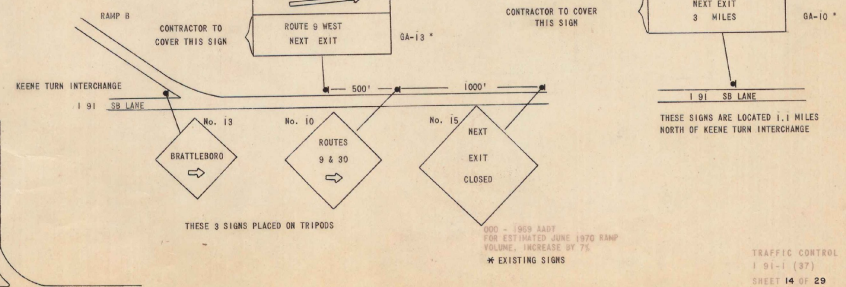
100

STEP 9



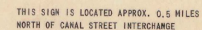
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- STEP 6 STA. 432+50 - 486+00
Pave northbound lanes from 6th crossover (200' 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+00 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.



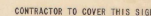
TRAFFIC CONTROL
1 91-1 (37)
SHEET 14 OF 29

STEP 10



STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd

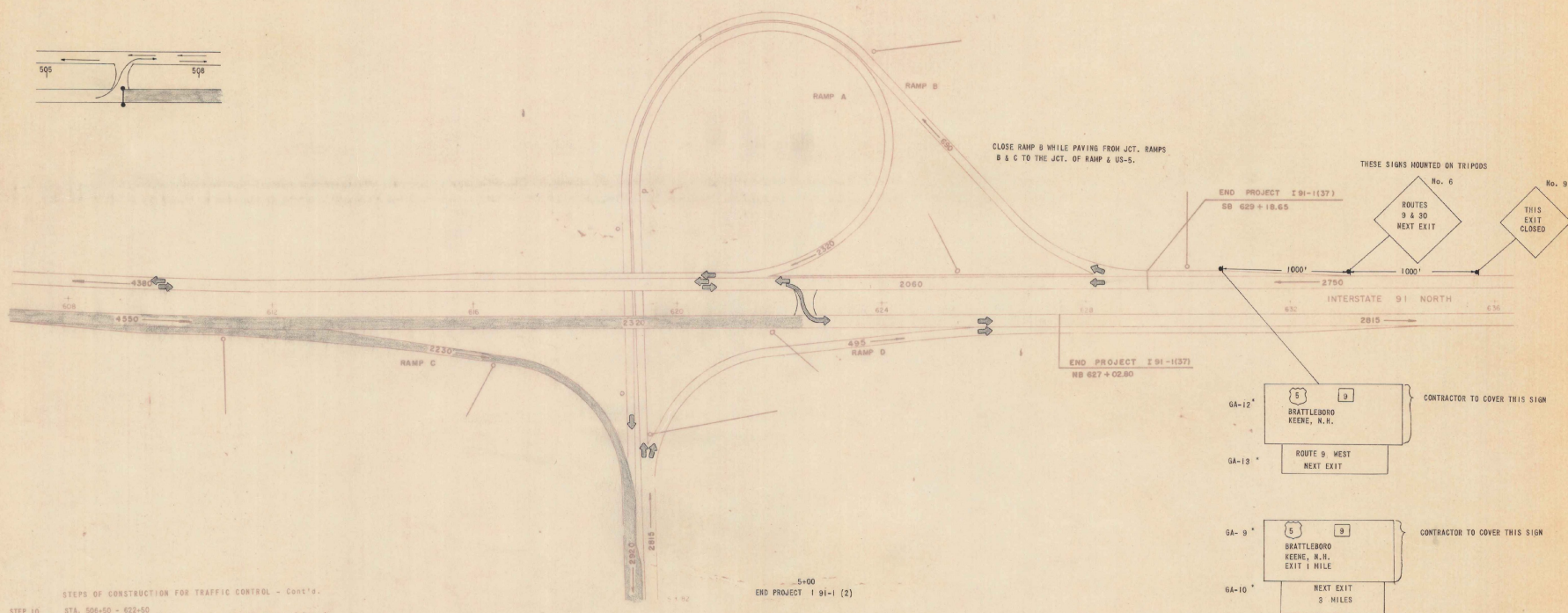
- STEP 6 STA. 432+50 - 486+00
Pave northbound lanes from 436+00 crossover 1200' north of Canal Street
to 486+00 to 1000' north of the crossover at Ramp B (Western Avenue Interchange).
Pave Ramp B. Two way traffic maintained on southbound lanes during daylight hours.
- STEP 7 STA. 486+00 - 506+50
Ramp B reopened. Ramp B closed. Pave northbound lanes from 500' north of Ramp B
to the crossover 1000' north of Ramp B. Pave Ramp A. Two way traffic maintained
on southbound lanes from 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
1000' north of the crossover at Western Avenue Ramp C. Close and pave Ramp C. Two
at sta. 486+00. Pave southbound 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 C to the crossover.
1000' north of Ramp B. Close and pave Ramp B. Two way traffic maintained on south-
bound lanes from crossover at sta. 485+00 to crossover at 506+50 during daylight hours.



* EXISTING SIGNS
000 - 1969 AADT
FOR ESTIMATED JUNE 1970 RAMP
VOLUME, INCREASE BY 75

Type checked 4/13/70 Rev # DBT

STEP 10



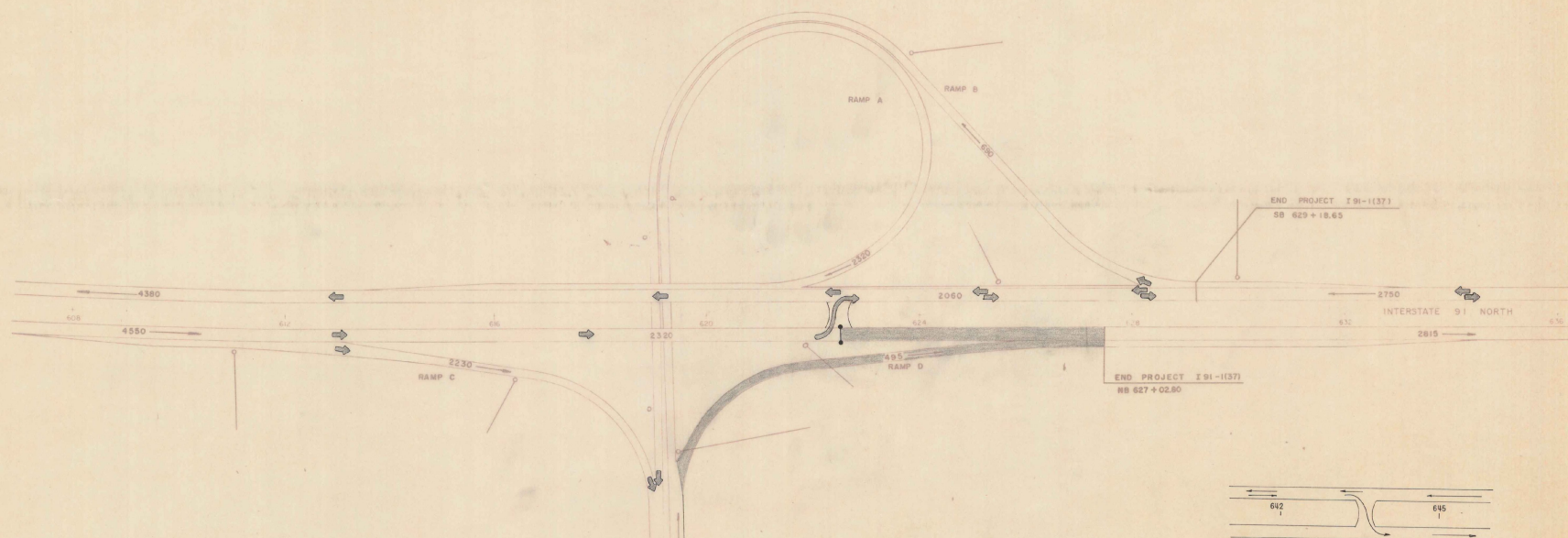
STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

- 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 B. Two way traffic maintained on southbound lanes from crossover at sta. 622+50 to sta. 693+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+02.60) Close and pave Ramp B. Two way traffic maintained on northbound lanes from crossover at sta. 622+50 to crossover at 693+63 during daylight hours.

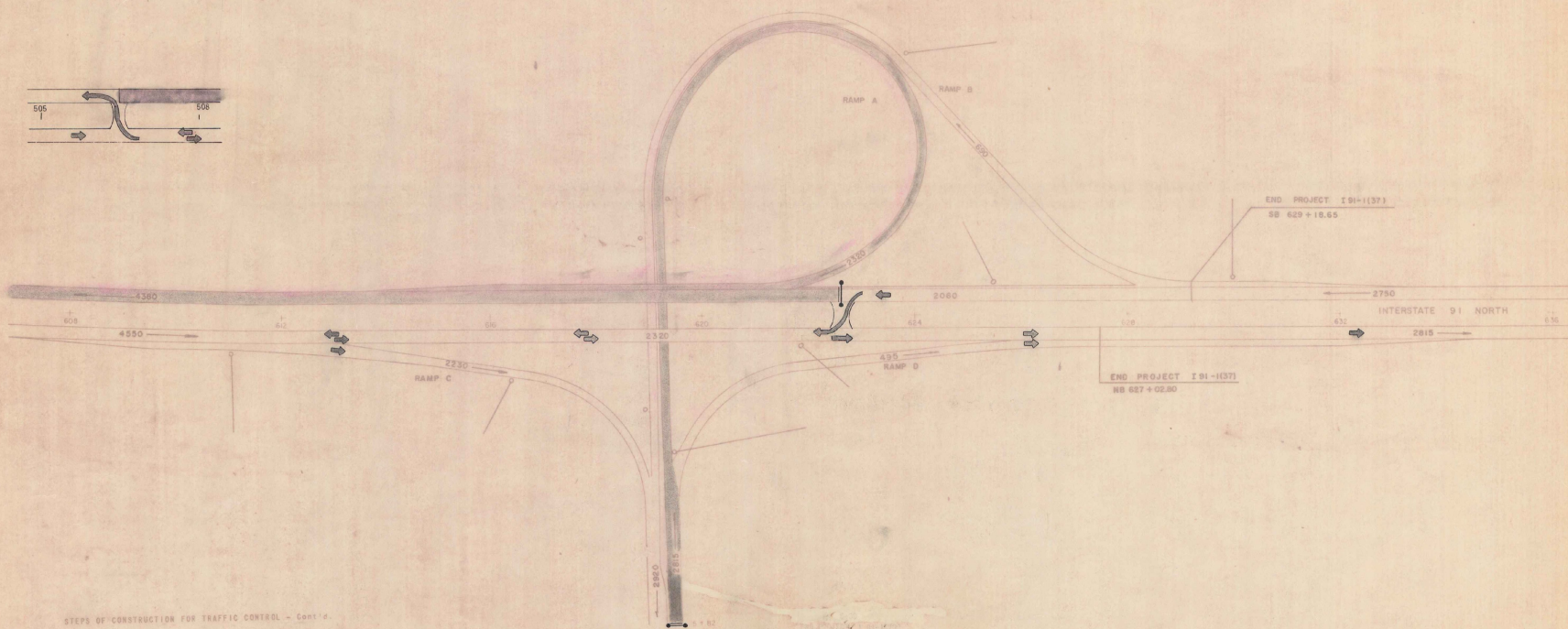
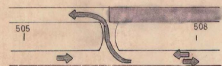
* EXISTING SIGNS
500 - 128.8 ADT
FOR ESTIMATED JUNE 1970 RAMP
VOLUME, INCREASE BY 75

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

STEP 11



STEP 12



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 (Ramp 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. 643+63 during daylight hours.
- STEP 12 STA. 606+50 - 622+50
Pave southbound lanes from the crossover 1000' north of Ramp B (Western Avenue) to the crossover 120' north of Ramp A (Ramp 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 120' north of Ramp A (Ramp 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+63 during daylight hours.

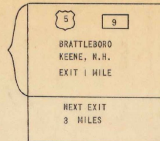
STATE SIGNING FOR STEP 12 IS THE SAME AS SIGNING FOR STEP 11.

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

TRAFFIC CONTROL
I 91-1 (37)
SHEET 10 OF 20

STEP 13

CONTRACTOR TO
COVER THIS SIGN

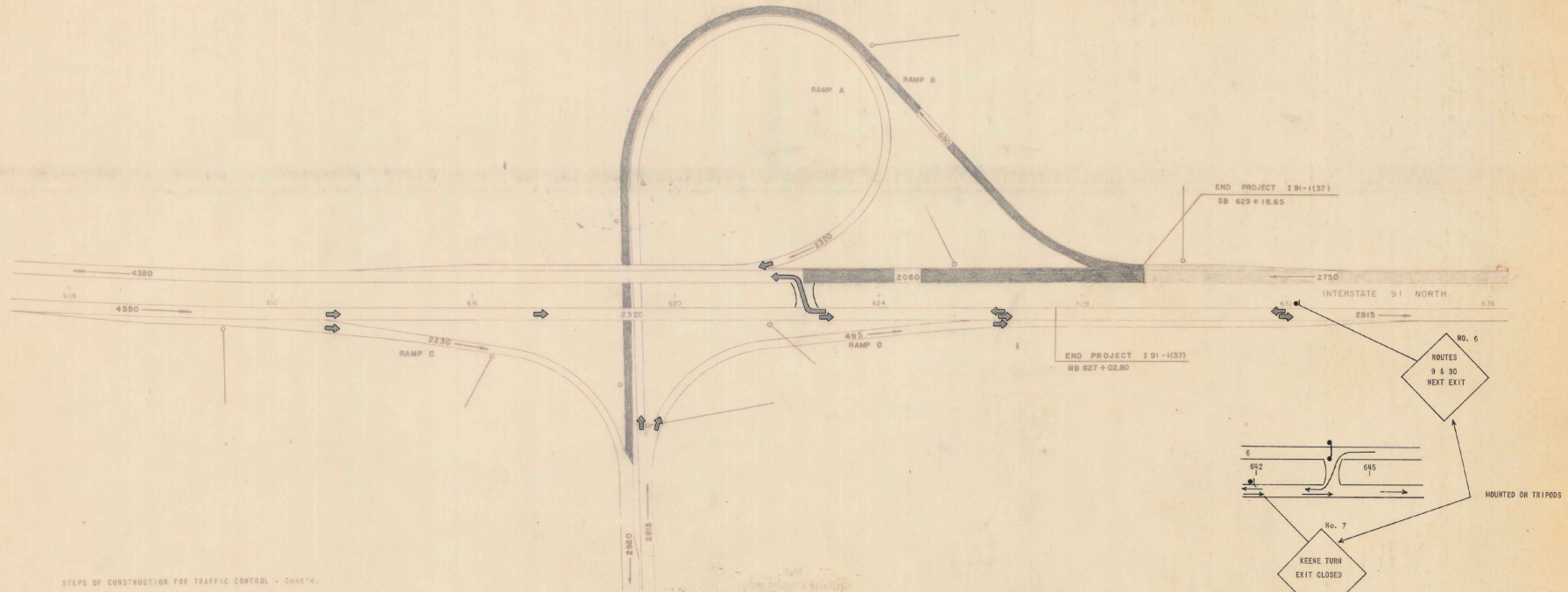


GA-9"

* EXISTING SIGNS

GA-10"

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

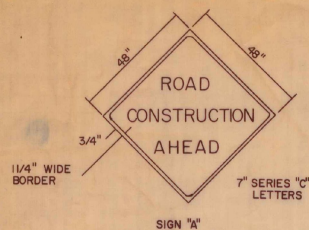


STEPS OF CONSTRUCTION FOR TRAFFIC CONTROL - Cont'd.

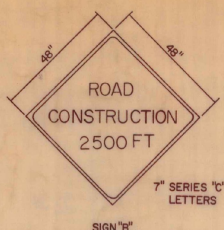
- STEP 10 STA. 506+50 - 622+50
Pave northbound lanes from the crossover 1000' north of Ramp A (Western Avenue Interchange) to the crossover 1000' north of Ramp C (Keene Turn Interchange). Close and pave Ramp C. Two way traffic maintained on southbound lanes from crossover at sta. 506+50 to crossover at 622+50 during daylight hours.
- STEP 11 STA. 622+50 - end of project.
Pave northbound lanes from the crossover 1000' 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+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 643+63 during daylight hours.

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

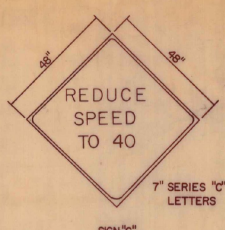
TRAFFIC CONTROL
I 91-1 (37)
SHEET 19 OF 29



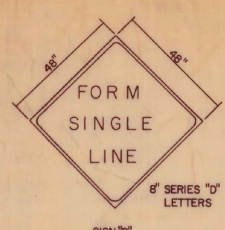
BLACK TEXT ON REFLECTORIZED
YELLOW BACKGROUND



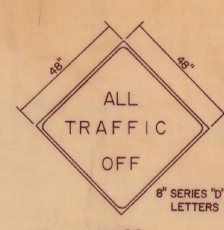
BLACK TEXT ON REFLECTORIZED
YELLOW BACKGROUND



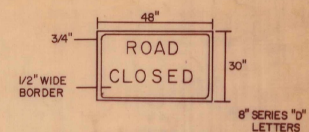
BLACK TEXT ON REFLECTORIZED
YELLOW BACKGROUND



BLACK TEXT ON REFLECTORIZED
YELLOW BACKGROUND



BLACK TEXT ON REFLECTORIZED
YELLOW BACKGROUND



BLACK TEXT ON REFLECTORIZED
WHITE BACKGROUND

NOTES

Federal Aid Construction Sign (Standard E-31), and Highway Construction Sign R-4 (Standard E-32) are to be erected in the median at the ends of each project as directed by the Engineer.

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.

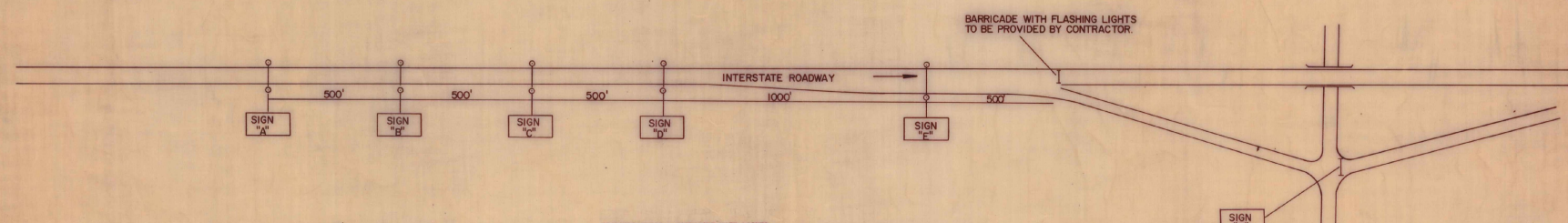
For additional information regarding location, materials, installation, etc., see Standard Sheet E-31, E-32 and E-34.

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

GENERAL

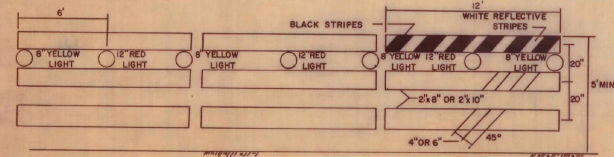
The cost of furnishing, erecting, maintaining and removing all construction approach signs shall be born by the contractor without additional compensation. (See Standard Specifications, Division 1, Article 707, Public Convenience and Safety.) In all phases of construction approach signing, the requirements 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.



STANDARD CLASS I BARRICADE WITH LIGHTS

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 704). 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.



TO BE MOUNTED ON STANDARD
CLASS I BARRICADE AT APPROPRIATE
ENTRANCE RAMP.

CONSTRUCTION WARNING SIGNS
TRAFFIC DETOURED

SURVEYED BY	DATE
DRAWN BY G.H.M.	DATE 6-68
TRACED BY S.R.S.	DATE 3-70
GUILFORD-VERNON-BRATTLEBORO	
PROJ. I NO 91-1(37)	
SHEET 20 OF 29	

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



INITIALS

HANGER 406^{ONE}

(M)
1970

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

(M)
1970