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STATE OF VERMONT AGENCY OF TRANSPORTATION

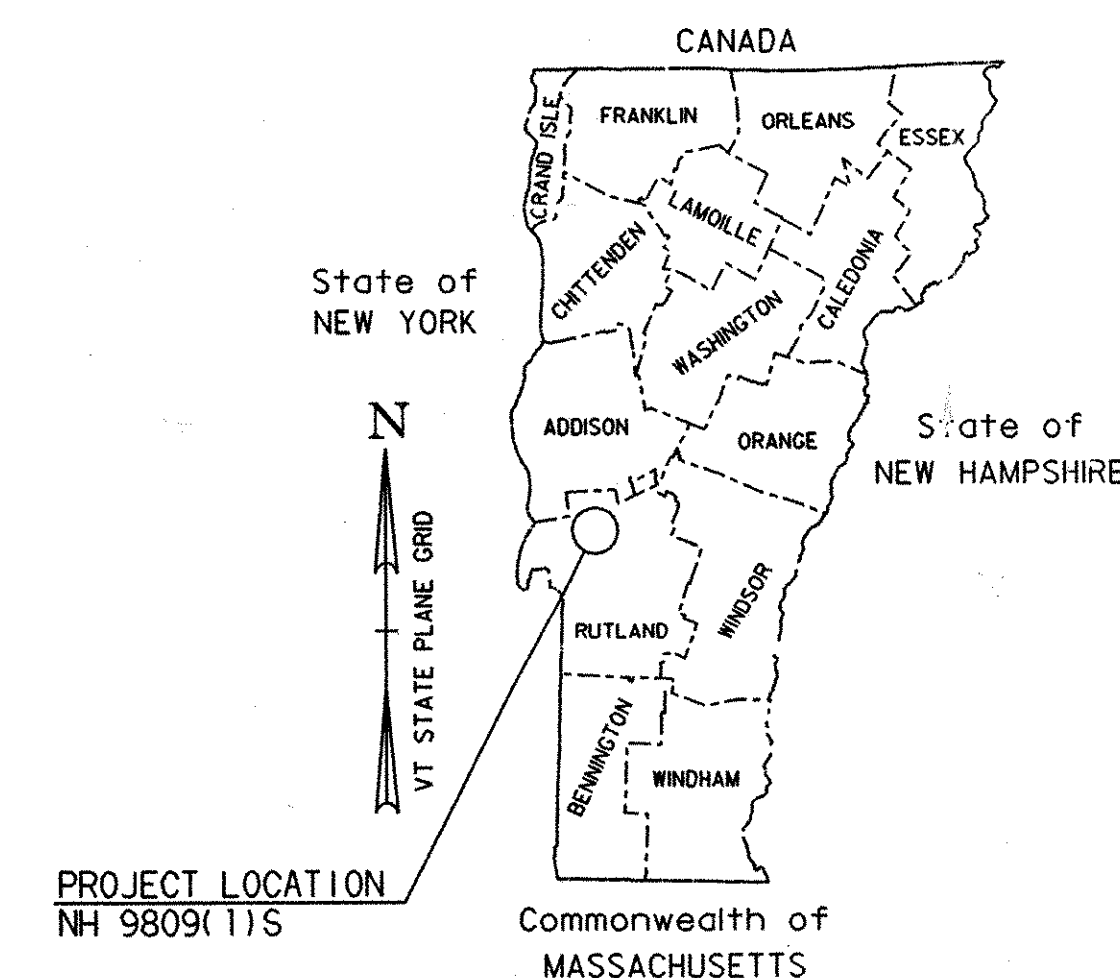
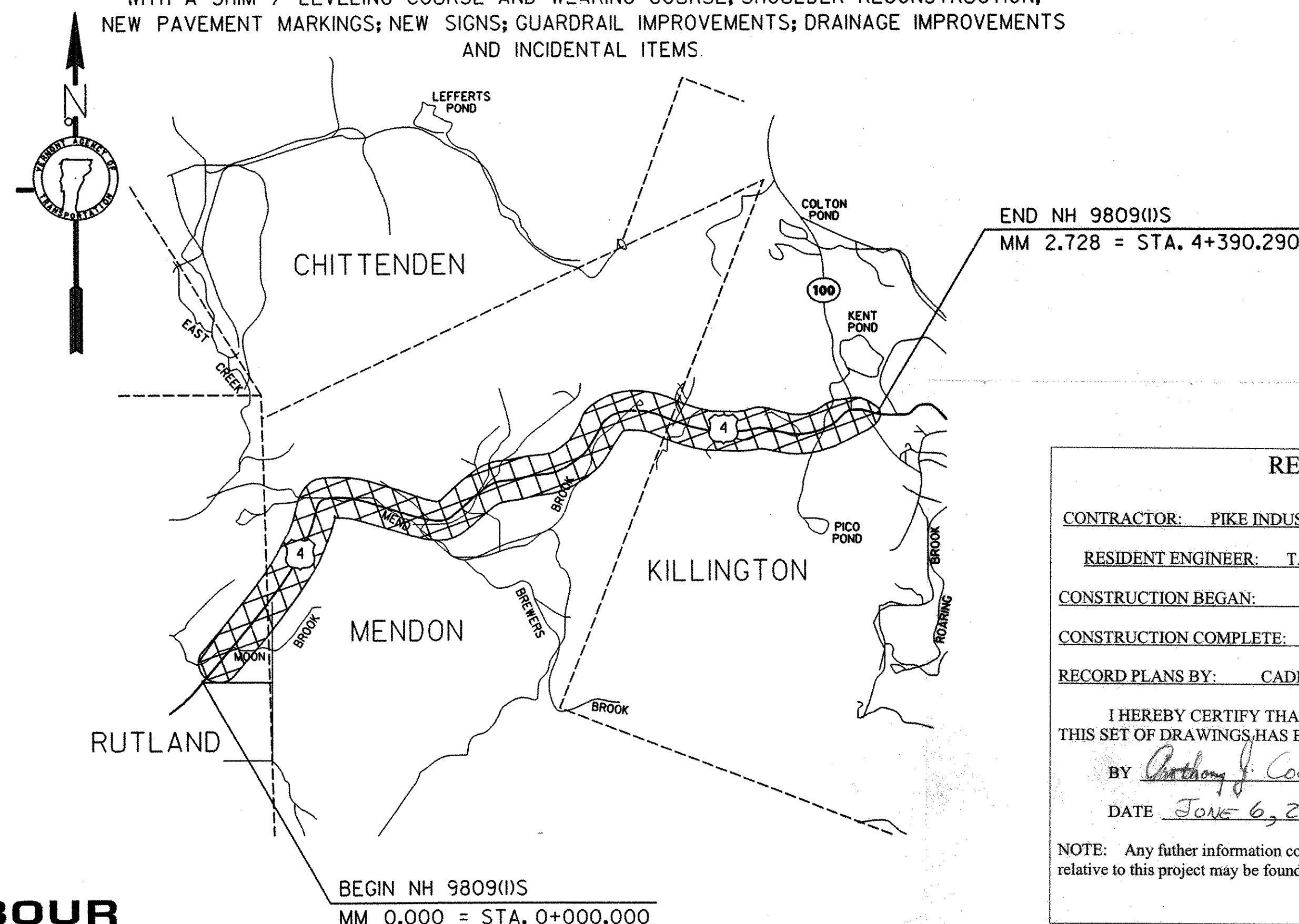


PROPOSED IMPROVEMENT TOWNS OF RUTLAND/MENDON/ KILLINGTON COUNTY OF RUTLAND U.S. ROUTE 4

BEGINNING AT THE CITY OF RUTLAND / RUTLAND TOWN LINE AT
MILE MARKER 0.000 = STA. 0+000.000 AND EXTENDING EASTERLY ALONG U.S. ROUTE 4 FOR A
DISTANCE OF 15 929.287 m (9.898 MILES) TO A POINT IN KILLINGTON AT MILE MARKER 2.728 = STA. 4+390.290.

LENGTH OF ROADWAY 15 929.287 m (9.898 MILES)
LENGTH OF PROJECT 15 929.287 m (9.898 MILES)

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES COLD PLANING, RESURFACING
WITH A SHIM / LEVELING COURSE AND WEARING COURSE; SHOULDER RECONSTRUCTION;
NEW PAVEMENT MARKINGS; NEW SIGNS; GUARDRAIL IMPROVEMENTS; DRAINAGE IMPROVEMENTS
AND INCIDENTAL ITEMS.



TRAFFIC DATA

U.S. ROUTE 4 (RUTLAND CITY LIMIT TO SHOPPING CENTER)

2000 ADT = 16590
2000 DHV = 1660
2010 ADT = 18960
2010 DHV = 1895

2000 ~ 2010 CUM. ESALS = 6,433,000
2000 ~ 2020 CUM. ESALS = 7,663,000
U.S. ROUTE 4 (SHOPPING CENTER TO T-4)

2000 ADT = 11970
2000 DHV = 1225
2010 ADT = 13680
2010 DHV = 1370

2000 ~ 2010 CUM. ESALS = 6,283,000
2000 ~ 2020 CUM. ESALS = 12,763,000
U.S. ROUTE 4 (T-4 TO PROJECT END)

2000 ADT = 11880
2000 DHV = 1370
2010 ADT = 14410
2010 DHV = 1900

2000 ~ 2010 CUM. ESALS = 6,132,000
2000 ~ 2020 CUM. ESALS = 12,316,000

BITUMINOUS CONCRETE PAVEMENT SUPERPAVE MIXTURE DESIGN CRITERIA

DESIGN LANE / DESIGN LIFE ESAL	6,381,500
DESIGN NUMBER OF GYRATIONS	100
PERFORMANCE GRADED ASPHALT BINDER	PG 58-34

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES - BERLIN, VT

RESIDENT ENGINEER: T. COURSE

CONSTRUCTION BEGAN: SEPTEMBER 19, 2000

CONSTRUCTION COMPLETE: SEPTEMBER 19, 2001

RECORD PLANS BY: CADD FINALS & T. COURSE

I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY
THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY *Anthony J. Course* RESIDENT ENGINEER

DATE *June 6, 2002*

NOTE: Any further information concerning final quantities, amounts or other details
relative to this project may be found on microfiche in Central Files.

UNLESS OTHERWISE NOTED, ALL DRAWINGS AND
DETAILS OF THE PROJECT PLANS ARE NOT TO
SCALE

RIGHT OF WAY LIMITS, IF APPLICABLE, ARE
PROVIDED SOLELY FOR THE CONVENIENCE OF
THE STATE AND ITS CONTRACTOR DURING
THE COURSE OF THIS PAVING PROJECT. ANY
REFERENCES TO OFFSETS ON THESE PLANS ARE
APPROXIMATE AND SHOULD NOT BE RELIED UPON
FOR ANY OTHER PURPOSES



APPROVED *[Signature]* DATE *11/1/00*
DIRECTOR OF PROJECT DEVELOPMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

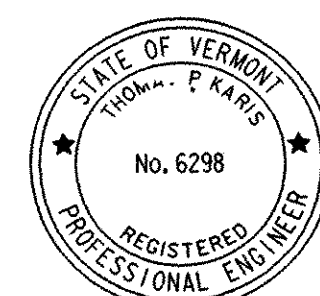
APPROVED *[Signature]* DATE *11/1/00*
DIVISION ADMINISTRATOR

PROJECT RUTLAND - KILLINGTON
AC NH 9809(1)S

SHEET 1 OF 93 SHEETS

CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	---
LIMITS OF ACCESS	---
POINT OF ACCESS	X
FENCE LINE	---
STONE WALL	---
TRAVELED WAY	---
GUARD RAIL	---
RAILROAD	---
SURVEY LINE	---
CULVERT	---
POWER POLE	---
TELEPHONE POLE	---
TREES	---
CONTROL OF ACCESS	---
PROPERTY LINE	---
R.O.W. TAKING LINE	---
SLOPE RIGHTS	---
TOP OF CUT	---
TOE OF SLOPE	---



PLANS PREPARED BY

CHA CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS, SURVEYORS, PLANNERS
& LANDSCAPE ARCHITECTS
WINNERS CIRCLE ALBANY, NEW YORK, 12205

BY *[Signature]*

DATUM
VERTICAL N/A
HORIZONTAL N/A

FILE NAME = \$FILES\$
DATE/TIME = \$DATE\$
USER = \$USER\$

NOTES



1. THE WEARING COURSE SHALL BE TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IV S UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EXISTING SHOULDER MATERIAL DEEMED UNSUITABLE BY THE RESIDENT ENGINEER SHALL BE EXCAVATED TO A DEPTH OF 75 mm OR AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATED MATERIAL SHALL BE SPREAD ON THE ADJACENT SLOPES OR REMOVED FROM THE PROJECT AS DIRECTED BY THE RESIDENT ENGINEER. EXCAVATION WILL BE PAID FOR AS ALL-PURPOSE EXCAVATOR OR GRADER RENTAL. MATERIAL REMOVED SHALL BE REPLACED WITH SUBBASE OF CRUSHED GRAVEL (FINE GRADED).
3. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, ON ALL COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m² OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = ± 5 mm (TOTAL PAVEMENT THICKNESS EXCLUDING LEVELING).
5. ALL DRIVEWAYS, MAILBOX TURNOUTS AND GRAVEL PULLOUTS SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE RESIDENT ENGINEER. ALL MAILBOX TURNOUTS SHALL HAVE THE EXISTING EDGE OF PAVEMENT BACKED-UP WITH COLD PLANE GRINDINGS PRIOR TO THE PLACEMENT OF THE PAVED APRON; ALL GRAVEL PULLOUTS SHALL HAVE 100 mm OF COLD PLANE GRINDINGS PLACED ON THE EXISTING SURFACE AND COMPACTED. COMPENSATION FOR THIS WORK SHALL BE MADE UNDER THE APPROPRIATE EQUIPMENT RENTAL ITEM(S).
6. ITEM 203.99 SHOULDER BERM REMOVAL HAS BEEN ADDED TO REMOVE EXCESS GRANULAR MATERIAL LOCATED NEAR EXISTING GUARDRAIL TO REMAIN TO ALLOW THE SHOULDER TO DRAIN (25% OF TOTAL LENGTH OF RETAINED RAIL).
7. ITEMS 204.21, 501.25, 507.15 AND 604.47 ARE INCLUDED FOR USE AS DIRECTED BY THE RESIDENT ENGINEER AT THOSE LOCATIONS WHERE STRUCTURE REHABILITATION IS BEYOND THAT AS SPECIFIED UNDER ITEM 604.412.
8. DITCHING MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF MANUFACTURED TERMINAL SECTION FLARES WHICH SHALL BE CAPPED WITH AN ESTIMATED 75 mm DEPTH OF AGGREGATE SHOULDER MATERIAL UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITIES INCLUDED REFLECT 20 m³ OF DITCHING MATERIAL AND 5 TONS OF AGGREGATE SHOULDER MATERIAL FOR EACH GUARDRAIL TERMINAL.
9. A FULL-DEPTH BUTT JOINT SHALL BE CONSTRUCTED IN RUTLAND AT STA. 0+000.000 OR AS DIRECTED BY THE RESIDENT ENGINEER.
10. TREATED TIMBER CURB SHALL BE BACKED-UP TO FULL HEIGHT WITH ITEM 402.12 AGGREGATE SHOULDERS AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE PLANS.
11. ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS AND ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS (MOD.) WILL BE PAID FOR ONLY WHERE SPECIFIED IN THE PLANS. ALL OTHER BITUMINOUS CONCRETE PAVEMENT WORK, WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVE AND SIDE ROAD APPROACHES AND AROUND DRAINAGE/UTILITY STRUCTURES) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).
12. GRASS GROWING ADJACENT TO PAVEMENT OR THROUGH CRACKS IN THE PAVEMENT, WHICH MAY HAMPER THE PLACEMENT OF NEW BITUMINOUS CONCRETE, SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL NOT BE MADE DIRECTLY, BUT WILL BE CONSIDERED SUBSIDIARY TO ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).

CONSERVATION SEED MIX

RURAL AREA - SEED MIXTURE				
% WT.	kg/ha.	NAME	PUR. %	GERM. %
37.14	26.0	CREEPING RED FESCUE	98	85
37.14	26.0	TALL FESCUE	95	90
5.71	4.0	RED TOP	95	90
14.30	10.0	BIRDSFOOT TREFOIL	98	85
5.71	4.0	ANNUAL RYEGRASS	95	85
100.0	70.0			

SEED MIXTURE:
SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS WEED SEED.

SEED:
TO BE APPLIED PER SEEDING FORMULA DIRECTED BY THE RESIDENT ENGINEER

FERTILIZER:
FORMULA 10-20-10 TO BE USED WITH SEED, APPLIED AT THE RATE OF 560 kg/ha (HYDRO SEEDERS MAY USE 19-19-19 FORMULA)

AGRICULTURAL LIMESTONE:
TO BE APPLIED AT THE RATE OF 4500 kg/ha OR AS DIRECTED BY THE RESIDENT ENGINEER.

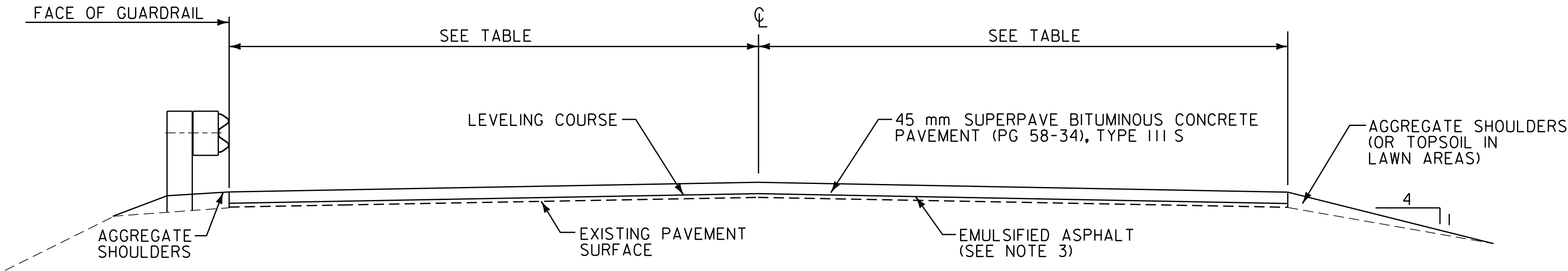
HAY MULCH:
TO BE APPLIED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE RESIDENT ENGINEER.

TOPSOIL:
TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

PROJECT
TYPICAL
SHEET

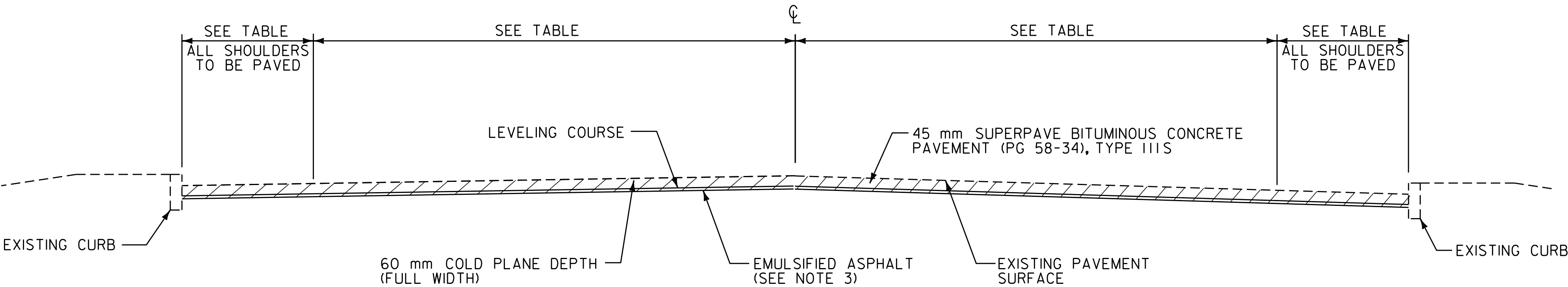
SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/29
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	dpave/97b160/pb160.dgn		
IPARM FILE	pb160.tbl	DATE PLOTTED	N/A
PROJ. NAME	BUILAND - KILLINGTON		
PROJ. NO.	NH_980911S		
SHEET	2 OF 83	SHEETS	

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IN DPR



OVERLAY TYPICAL SECTION

U.S. ROUTE 4 RUTLAND	STA. 0+500.000 TO MENDON	STA. 3+874.500
U.S. ROUTE 4 MENDON	STA. 3+916.000 TO KILLINGTON	STA. 3+200.000
U.S. ROUTE 4 KILLINGTON	STA. 3+840.000 TO KILLINGTON	STA. 4+390.290



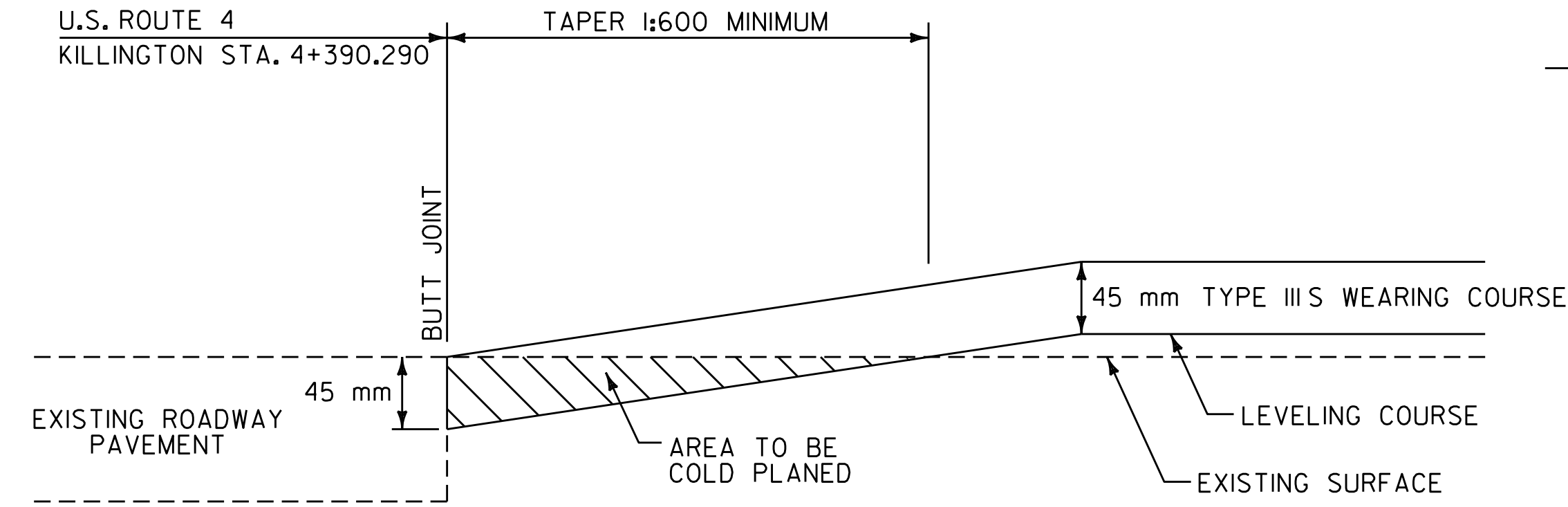
COLD PLANE TYPICAL SECTION - CURBED

U.S. ROUTE 4 RUTLAND	STA. 0+000.000 TO RUTLAND	STA. 0+500.000
U.S. ROUTE 4 KILLINGTON	STA. 3+200.000 TO KILLINGTON	STA. 3+840.000

PROJECT PAVING LIMITS

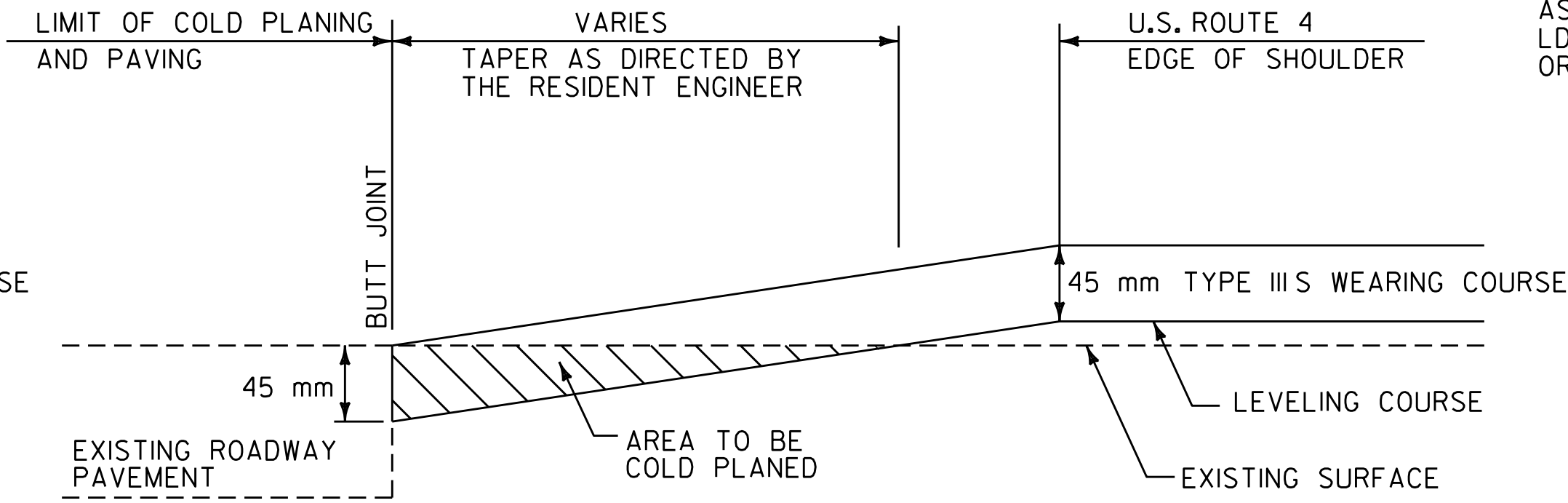
TOWN & ROUTE	BEGIN STATION	END STATION	LANE TYPICAL	WEARING DEPTH	LEVELING †	NOTES
RUTLAND U.S. ROUTE 4	0+000.000	0+500.000	VARIES - SEE LAYOUT SHEETS	45 mm	272	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
RUTLAND U.S. ROUTE 4	0+500.000	1+992.368	VARIES - SEE LAYOUT SHEETS	45 mm	622	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	0+000.000	0+720.000	VARIES - SEE LAYOUT SHEETS	45 mm	300	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	0+720.000	2+753.000	VARIES - SEE LAYOUT SHEETS	45 mm	946	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	2+753.000	3+360.000	VARIES - 3.6 m - 3.6 m - 3.3 m - VARIES	45 mm	294	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	3+360.000	3+874.500	1.4 m - 3.6 m - 3.6 m - 3.3 m - 1.4 m	45 mm	469	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	3+874.500	3+916.000	1.4 m - 3.6 m - 3.6 m - 3.3 m - 1.4 m	35 mm	-	BR 24, COLD PLANE 35 mm & PAVE WITH 40 mm TYPE III S
MENDON U.S. ROUTE 4	3+916.000	4+350.000	1.4 m - 3.6 m - 3.6 m - 3.3 m - 1.4 m	45 mm	284	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	4+350.000	5+280.000	1.8 m - 3.6 m - 3.6 m - 3.3 m - 1.8 m	45 mm	467	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	5+280.000	6+950.000	1.4 m - 3.6 m - 3.6 m - 3.3 m - 1.4 m	45 mm	791	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
MENDON U.S. ROUTE 4	6+950.000	9+546.629	1.6 m - 3.6 m - 3.6 m - 3.3 m - 1.6 m	45 mm	1216	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
KILLINGTON U.S. ROUTE 4	0+000.000	0+966.000	1.9 m - 3.6 m - 3.6 m - 3.3 m - 1.9 m	45 mm	492	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
KILLINGTON U.S. ROUTE 4	0+966.000	1+368.000	VARIES - SEE LAYOUT SHEETS	45 mm	250	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
KILLINGTON U.S. ROUTE 4	1+368.000	2+920.000	1.9 m - 3.3 m - 3.6 m - 3.6 m - 1.9 m	45 mm	759	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
KILLINGTON U.S. ROUTE 4	2+920.000	3+200.000	VARIES - SEE LAYOUT SHEETS	45 mm	99	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
KILLINGTON U.S. ROUTE 4	3+200.000	3+840.000	VARIES - SEE LAYOUT SHEETS	45 mm	384	COLD PLANE 60 mm, LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S
KILLINGTON U.S. ROUTE 4	3+840.000	4+390.290	VARIES - SEE LAYOUT SHEETS	45 mm	95	LEVEL WITH 15 mm TYPE IV S & PAVE WITH 45 mm TYPE III S

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



APPROACH AREA DETAIL

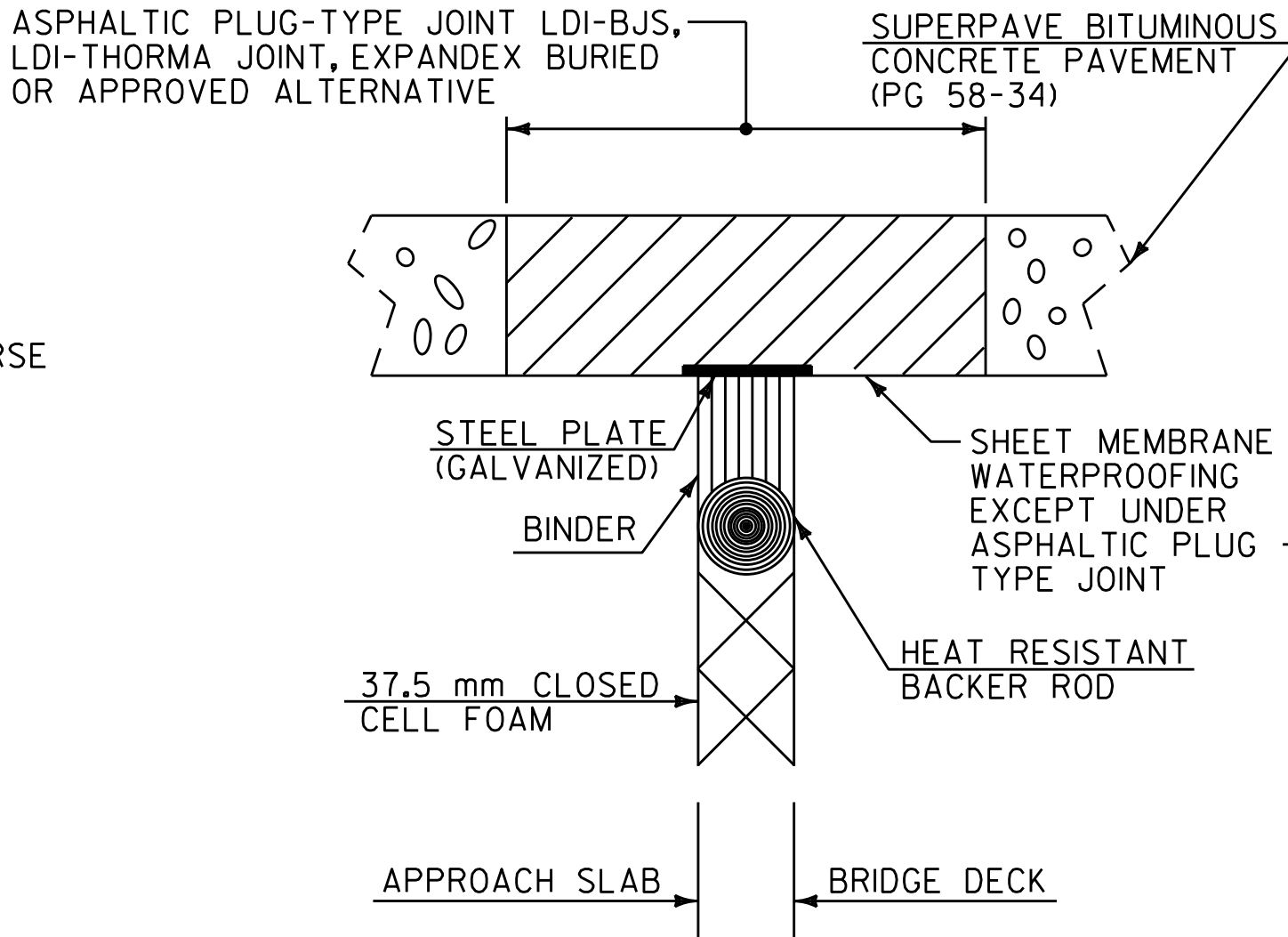
U.S. ROUTE 4 KILLINGTON STA. 4+390.290 - END OVERLAY



APPROACH AREA DETAIL

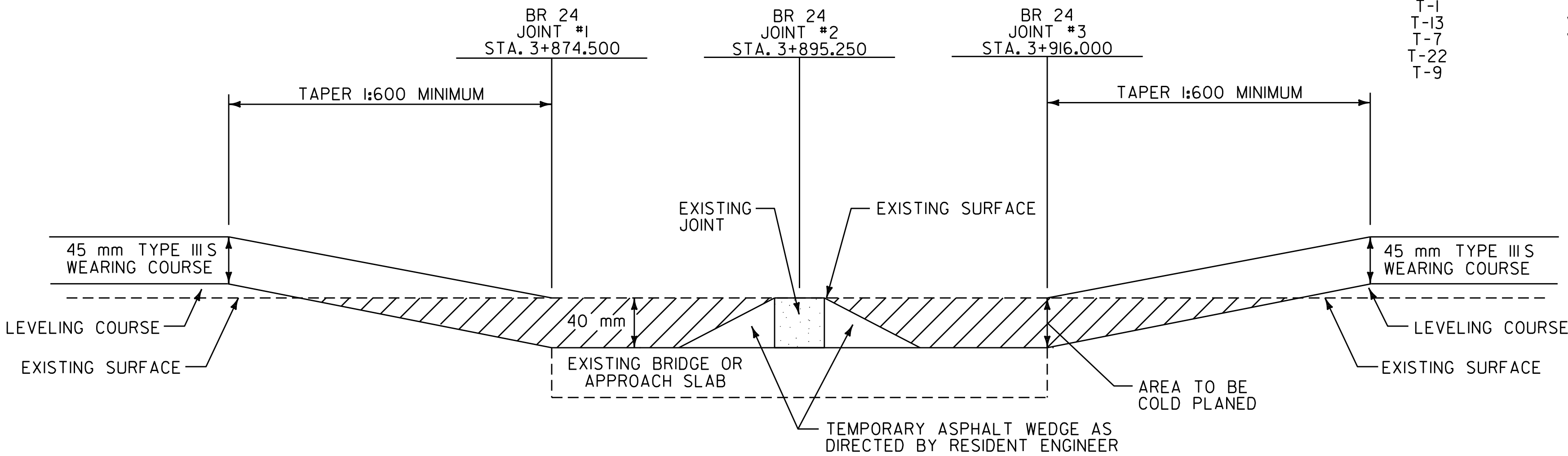
SHOPPING CENTER

T-54
T-30
T-63
T-2
T-3
T-1
T-13
T-7
T-22
T-9
T-4
T-14
T-120
T-82
T-41
T-85
VT. ROUTE 100
VT. ROUTE 100
T-2
T-52



ASPHALTIC PLUG-TYPE JOINT DETAIL

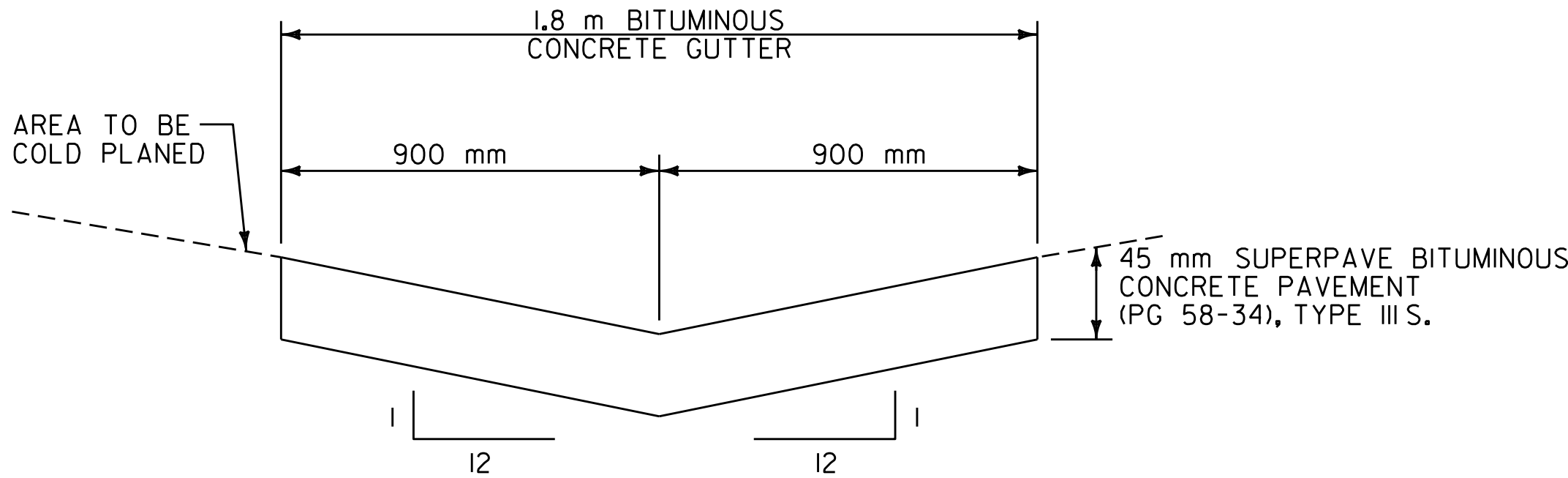
U.S. ROUTE 4 MENDON STA. 3+874.500 (20.8 m)
U.S. ROUTE 4 MENDON STA. 3+916.000 (17.9 m)



TRANSITION AREA DETAIL

BR 24 U.S. ROUTE 4 MENDON STA. 3+874.500 TO STA. 3+916.000

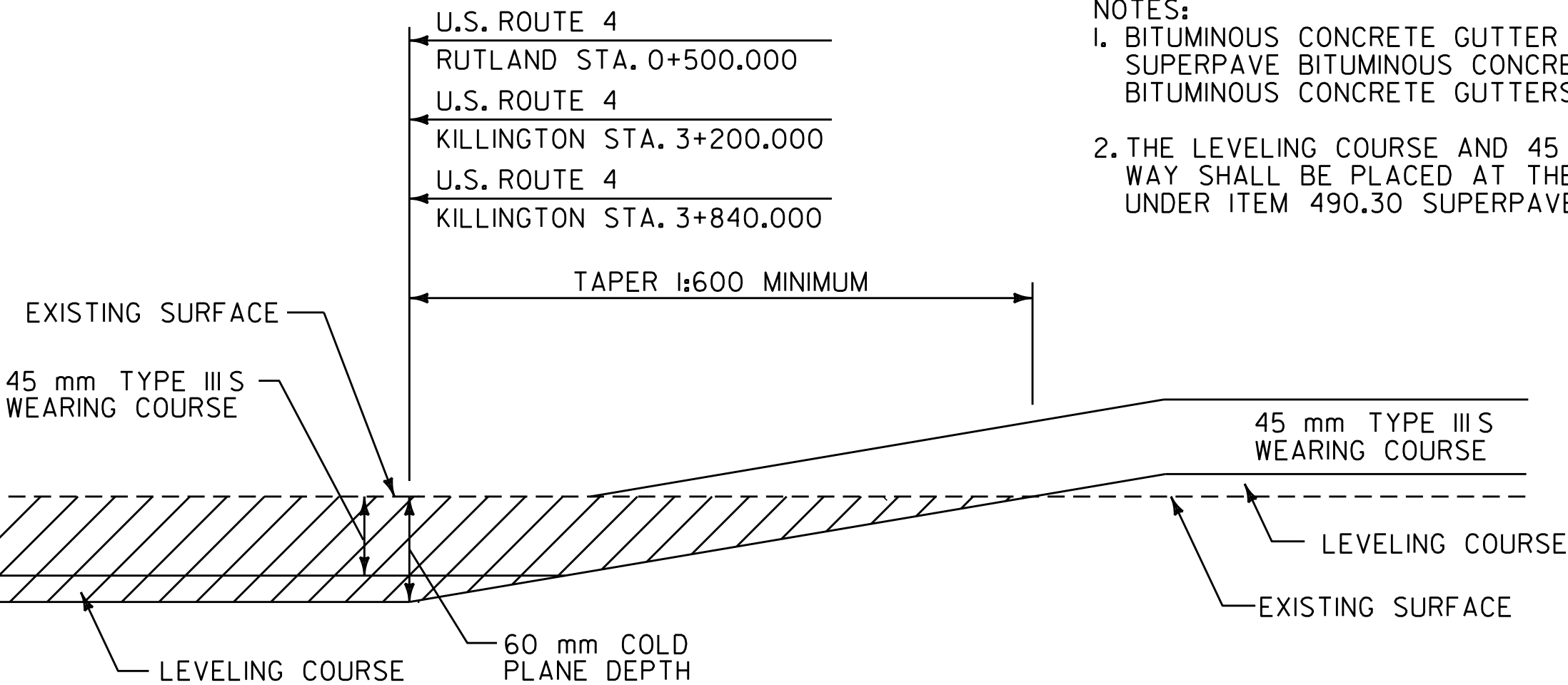
NOTE: THE CONTRACTOR MUST USE CARE WHEN COLD PLANING BR 24 AS NOT TO DAMAGE THE BRIDGE MEMBRANE. IF DAMAGE TO THIS MEMBRANE SHOULD OCCUR DURING THE COLD PLANING OF BR 24, THE CONTRACTOR SHALL REPLACE THE BRIDGE MEMBRANE AT NO COST TO THE STATE.



BITUMINOUS CONCRETE GUTTER DETAIL

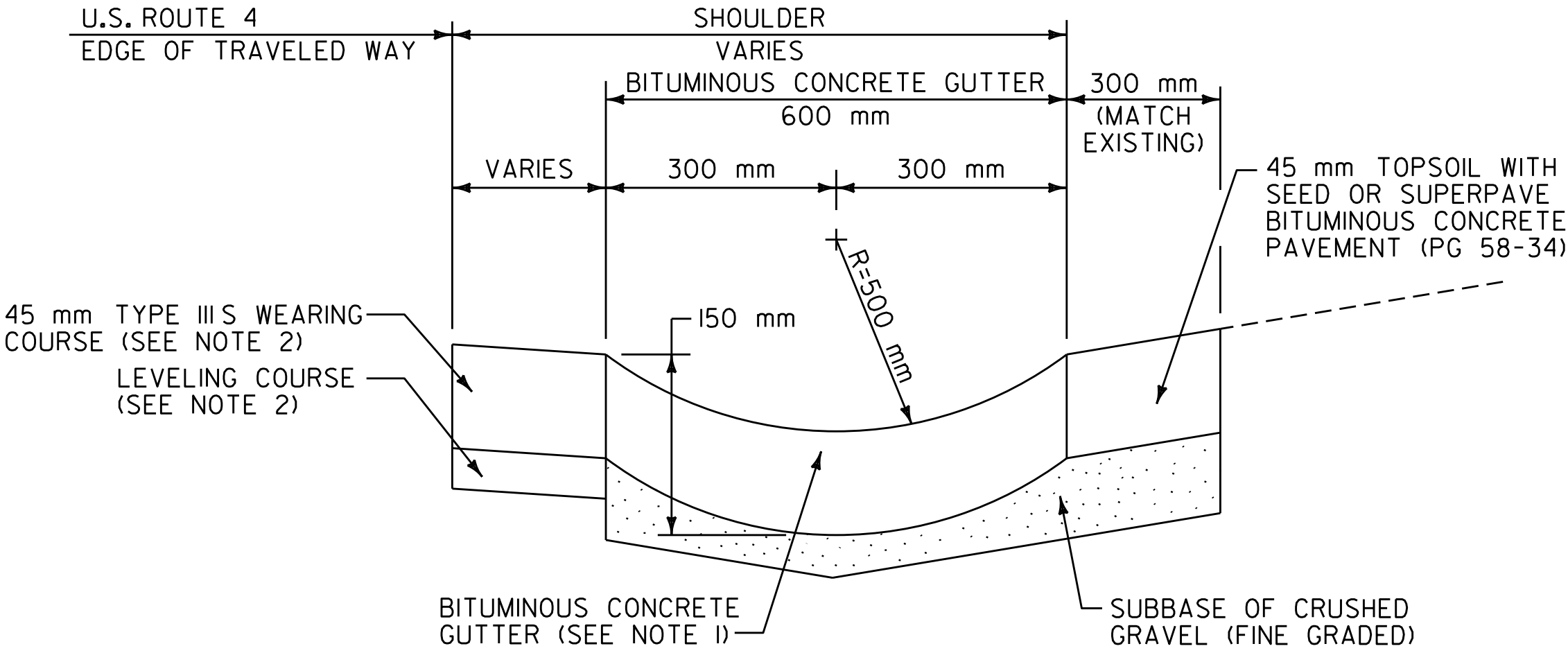
U.S. ROUTE 4 RUTLAND STA. 0+291.291 RT (VERMONT PET CENTER)

BITUMINOUS CONCRETE GUTTER TO BE CONSTRUCTED BY PLACING 1-45 mm TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34) LIFT. PAYMENT UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.



TRANSITION AREA DETAIL

U.S. ROUTE 4 RUTLAND STA. 0+500.000 END COLD PLANE - BEGIN OVERLAY
U.S. ROUTE 4 KILLINGTON STA. 3+200.000 END OVERLAY - BEGIN COLD PLANE
U.S. ROUTE 4 KILLINGTON STA. 3+840.000 END COLD PLANE - BEGIN OVERLAY



BITUMINOUS CONCRETE GUTTER DETAIL

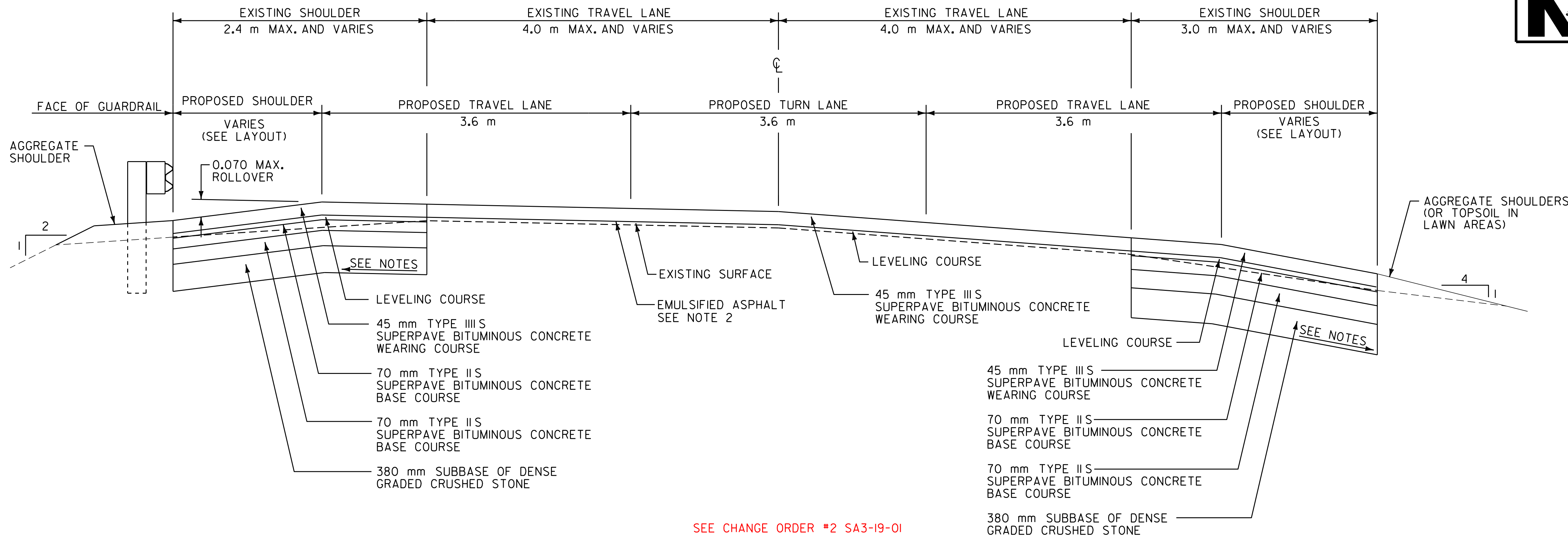
NOTES:
1. BITUMINOUS CONCRETE GUTTER TO BE CONSTRUCTED BY PLACING 1-45 mm TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT LIFT. PAYMENT UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS.
2. THE LEVELING COURSE AND 45 mm TYPE III S WEARING COURSE ADJACENT TO THE TRAVELED WAY SHALL BE PLACED AT THE SAME CROSS SLOPE AS THE TRAVELED WAY. PAYMENT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (58-34).

ARCHIVED
IN DPR

PAVING
DETAILS AND
PAVEMENT
JOINT DETAIL
SHEET

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/29
SQUAD LEADER T.P.K.
DESIGN FILE NO. 2009-297b160/2b160.dgn
IPARM 2009-297b160 DATE N/A
FILE 2009-297b160 PLOTTED N/A
PROJ. NAME BUILDING - KILLINGTON
PROJ. NO. NH 980911S
SHEET 3 OF 83 SHEETS

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>



SEE CHANGE ORDER #2 SA3-I9-01
~~ELIMINATED -SHOULDER RECONSTRUCTION DETAIL #1~~

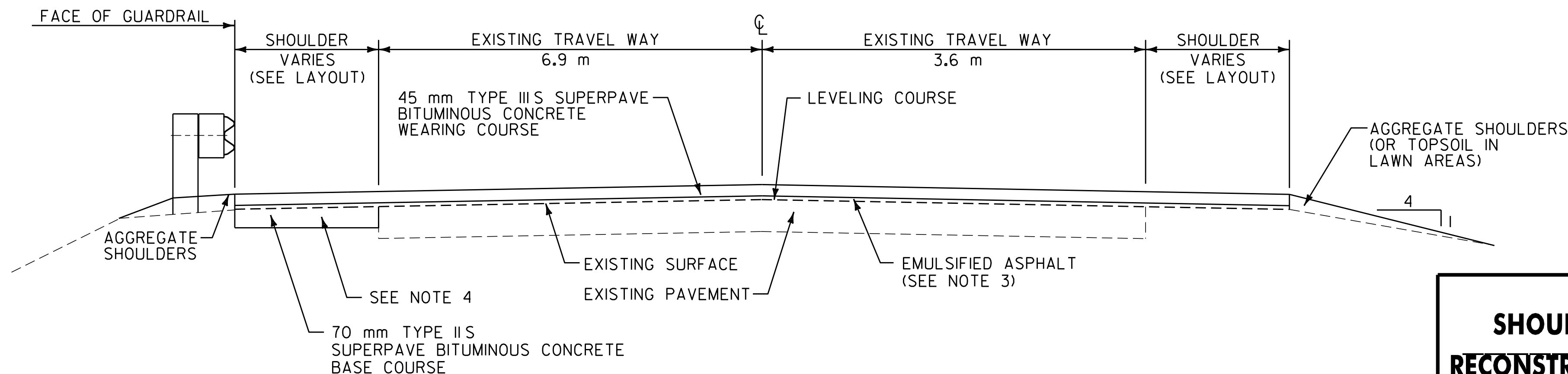
U.S. ROUTE 4 MENDON STA. 1+780.000 TO STA. 2+180.000 RT
U.S. ROUTE 4 MENDON STA. 1+840.000 TO STA. 2+110.000 LT
NOT TO SCALE

NOTES FOR SHOULDER RECONSTRUCTION DETAIL #1

1. THE SHOULDER RECONSTRUCTION SHALL BE CONSTRUCTED USING 2 - 70 mm LIFTS OF TYPE II S BASE COURSE. THE WEARING COURSE WILL BE PLACED IN ONE 45 mm LIFT OF TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34). THE SUBBASE COURSE SHALL BE PLACED TO MATCH THE ELEVATION OF THE ADJOINING SUBBASE COURSE OF U.S. ROUTE 4 EB AND WB TRAVEL LANES. ALL BITUMINOUS CONCRETE BASE COURSES USED IN SHOULDER RECONSTRUCTION SHALL BE PAID UNDER ITEM 616.47 - BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS (MOD.)
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACE AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m² OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. EXISTING SHOULDER PAVEMENT SHALL BE REMOVED UNDER ITEM 203.28 EXCAVATION OF SURFACES AND PAVEMENTS. ALL OTHER EXCAVATION ASSOCIATED WITH THE PAVEMENT WIDENING SHALL BE PERFORMED UNDER ITEM 203.15 COMMON EXCAVATION.
4. THE WEARING COURSE SHALL BE TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE BASE COURSE SHALL BE TYPE II S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IV S UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
5. SLOPE VARIES AS DIRECTED BY THE RESIDENT ENGINEER.
6. EXISTING EDGE OF TRAVEL LANE SHALL BE SAWCUT PRIOR TO EXCAVATION. PAYMENT FOR SAWCUTTING SHALL BE SUBSIDIARY TO ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).

NOTES FOR SHOULDER RECONSTRUCTION DETAIL #2

1. THE SHOULDER RECONSTRUCTION SHALL BE CONSTRUCTED USING 1 - 70 mm LIFT OF TYPE II S SUPERPAVE BITUMINOUS CONCRETE BASE COURSE. THE WEARING COURSE WILL BE PLACED IN ONE 45 mm LIFT OF TYPE III S. ALL SUPERPAVE BITUMINOUS CONCRETE BASE COURSE USED IN SHOULDER RECONSTRUCTION SHALL BE PAID UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS (MOD.).
2. THE WEARING COURSE SHALL BE TYPE III S SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. THE LEVELING COURSE SHALL BE TYPE IV S UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. ALL ASPHALT CEMENT USED IN THE SUPERPAVE BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
3. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES, AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.12 L/m² OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. EXISTING SHOULDER PAVEMENT SHALL BE REMOVED UNDER ITEM 203.28 EXCAVATION OF SURFACES AND PAVEMENTS. ALL OTHER EXCAVATION ASSOCIATED WITH THE PAVEMENT WIDENING SHALL BE PERFORMED UNDER ITEM 203.15 COMMON EXCAVATION.
5. EXISTING EDGE OF TRAVEL LANE SHALL BE SAWCUT PRIOR TO EXCAVATION. PAYMENT FOR SAWCUTTING SHALL BE SUBSIDIARY TO ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 58-34).



SHOULDER RECONSTRUCTION DETAIL #2

U.S. ROUTE 4 KILLINGTON STA. 1+280.000 TO STA. 3+000.000 LT
NOT TO SCALE

ARCHIVED
IN DPR

SHOULDER
RECONSTRUCTION
DETAIL
SHEET

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. dpave297bl60/pbl60.dgn
IPARM dpbl60+y3.i DATE N/A
FILE plotted PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH_9809(IIS)
SHEET 4 OF 83 SHEETS

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>

[illegible][illegible]

QUANTITY SHEET

APPROXIMATE SUMMARY OF QUANTITIES											
	R. O. W.		NON GOV'T PARTICIPATING	EMPLOYEE TRAINEESHIP	BRIDGE	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
				-	-	1500	1500	HR	FLAGGERS.....	630,15	EST.
				-	-	1	1	LS	FIELD OFFICE - ENGINEERS.....	631,10	-
				-	-	1	1	LS	TESTING EQUIPMENT - CONCRETE.....	631,16	-
				-	-	1	1	LS	TESTING EQUIPMENT - BITUMINOUS.....	631,17	-
				-	-	1	1	LU	FIELD OFFICE - TELEPHONE (NOT A BID ITEM).....	631,25	-
				1040	-	-	1040	HR	EMPLOYEE TRAINEESHIP.....	634,10	-
				-	-	1	1	LS	MOBILIZATION.....	635,10	-
				-	-	4	4	EA	PORTABLE CHANGEABLE MESSAGE SIGN.....	641,15	-
				-	-	37,400	37,400	m	DURABLE 100 mm WHITE LINE.....	646,40	1812
				-	-	35,200	35,200	m	DURABLE 100 mm YELLOW LINE.....	646,41	1456
				-	-	330	330	m	DURABLE 200 mm WHITE LINE.....	646,42	17.6
				-	-	600	600	m	DURABLE 200 mm YELLOW LINE.....	646,43	26.5
				-	-	110	110	m	DURABLE 600 mm STOP BAR.....	646,46	7.2
				-	-	237	237	EA	DURABLE LETTER OR SYMBOL.....	646,50	-
				-	-	41,000	41,000	m	TEMPORARY 100 mm WHITE LINE.....	646,60	2106
				-	-	38,900	38,900	m	TEMPORARY 100 mm YELLOW LINE.....	646,61	1791
				-	-	250	250	m	TEMPORARY 200 mm WHITE LINE.....	646,62	10.6
				-	-	430	430	m	TEMPORARY 200 mm YELLOW LINE.....	646,63	17
				-	-	180	180	m	TEMPORARY 600 mm STOP BAR.....	646,66	9.1
				-	-	168	168	EA	TEMPORARY LETTER OR SYMBOL.....	646,70	-
				-	-	1370	1370	EA	LINE STRIPING TARGETS.....	646,76	64
				-	-	200	200	m2	GEOTEXTILE UNDER STONE FILL.....	649,31	EST.
				-	-	15	15	kg	SEED.....	651,15	EST.
				-	-	115	115	kg	FERTILIZER.....	651,18	EST.
				-	-	1	1	t	AGRICULTURAL LIMESTONE.....	651,20	EST.
				-	-	1	1	t	HAY MULCH.....	651,25	EST.
				-	-	50	50	m3	TOPSOIL.....	651,35	EST.
				-	-	3000	3000	m2	EROSION MATTING.....	654,10	EST.
				-	-	138	138	m2	TRAFFIC SIGNS, TYPE A.....	675,20	1.96
				-	-	3	3	m2	TRAFFIC SIGNS, TYPE B.....	675,21	0.6
				-	-	1600	1600	m	FLANGED CHANNEL SIGN POSTS.....	675,30	49.8
				-	-	30	30	kg	TUBULAR ALUMINUM SIGN POSTS.....	675,32	1.0
				-	-	319	319	EA	REMOVING SIGNS.....	675,50	-
				-	-	44	44	EA	ERECTING SALVAGED SIGNS.....	675,60	-
				-	-	1	1	EA	FLASHING BEACON - GROUND MOUNTED.....	678,16	-
				-	-	3	3	EA	FLASHING BEACON - GROUND MOUNTED (MOD.).....	678,16	-

[illegible][illegible][illegible]

Metric

LOCATION			GUARD RAIL									MISCELLANEOUS			REMARKS	
STATION	STATION	POS.	616.35	621.20	621.20	621.21	621.505	621.505	621.60	621.80	621.81	203.15	301.28	616.41		
			TREATED TIMBER CURB	STEEL BEAM G. R.	STEEL BM G. R. W/2.4 m POSTS (MOD.)	HVY DUTY STEEL BM G. R.	MANUFACTURED TERMINAL SECTION	MANUFACTURED TERMINAL SECT (FLARED)	ANCHOR FOR G. R.	REMOVE & DISP. G. R.	REMOVE & DISP. G. P.	COMMON EXCAVAT.	SUBBASE OF CRUSHED GRAVEL	REMOVAL OF EXIST. CURB		
			m	m	m	m	EA	EA	EA	m	EA	m ³	t	m		
0+367.0	RUTLAND+ 0+344.4	0+370.8 0+359.6	LT		15.2			2		24.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+344.4 & STA. 0+359.6.	
	0+584.7 0+756.0	0+706.6 0+789.0	LT							33.0					NEW- ADDED 121.9' LEFT	
	0+756.7	0+764.3	LT				7.6	1							INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+756.7. CONNECT NEW APPROACH RAIL TO BRIDGE RAIL AT STA. 0+764.3. SEE SHEET 82 OF 83 FOR BRIDGE RAIL DETAIL.	
	0+765.4	0+784.4	RT		19.0			1		19.2					CONNECT TO EXISTING RAIL AT STA. 0+765.4. SEE SHEET 83 OF 83 FOR STEEL BEAM GUARDRAIL AT LARGE CULVERTS DETAILS. INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+784.4.	
	0+775.7	0+783.3	LT				7.6	1							INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+783.3. CONNECT NEW APPROACH RAIL TO BRIDGE RAIL AT STA. 0+775.7. SEE SHEET 82 OF 83 FOR BRIDGE RAIL DETAIL.	
	0+862.9 0+862.6	0+876.6 0+874.0	RT		11.4			1							INSTALL NEW MANUFACTURED TERMINAL SECTION AT STA. 0+862.6. CONNECT TO EXISTING RAIL AT STA. 0+874.0.	
	MENDON+ 0+072.4	0+260.4 0+277.6	LT	200.0	205.2				2		213.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+072.4 & STA. 0+277.6. INSTALL TREATED TIMBER CURB FROM STA. 0+075.0 TO STA. 0+275.0.
	0+244.3 0+233.4	0+286.2 0+260.0	RT		26.6				2		19.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+233.4 & STA. 0+260.0.
	0+794.7 0+784.0	0+806.1 0+814.4	LT					2			31.0					INSTALL NEW MANUFACTURED TERMINAL SECTION BETWEEN STA. 0+784.0 TO STA. 0+799.2 & BETWEEN STA. 0+799.2 TO STA. 0+814.4.
1+482.6 1+477.0	1+806.4 1+815.2	LT		338.2				2		335.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 1+477.0 & STA. 1+815.2.	
1+578.0		RT									1					
2+081.3 2+069.0	2+473.1 2+471.8	LT		402.8				2		402.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+069.0 & STA. 2+471.8.	
2+641.4 2+611.2	3+589.7 3+549.8	LT		938.6				2		934.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+611.2 & STA. 3+549.8.	
3+854 3+638.0	3+867.4 3+866.0	LT		228.0				1		215.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 3+638.0. CONNECT TO EXISTING RAIL AT STA. 3+866.0.	
3+874.9 3+863.0	3+867.0 3+882.0	RT		19.0				1		16.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 3+863.0. CONNECT TO EXISTING RAIL AT STA. 3+882.0.	
3+921.6 3+911.0	4+009.2 4+006.0	LT		95.0				1		47.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+006.0. CONNECT TO EXISTING RAIL AT STA. 3+911.0.	
3+932.1 3+924.0	3+951.5 3+954.4	RT		30.4				1		27.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 3+954.4. CONNECT TO EXISTING RAIL AT STA. 3+924.0.	
4+034.6 4+036	4+103.0 4+181.0	RT		68.4				1		66.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+034.6. CONNECT TO EXISTING RAIL AT STA. 4+103.0.	
4+111.0 4+148.9	4+179.4 4+202.2	RT		68.4				1		68.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+179.4. CONNECT TO EXISTING RAIL AT STA. 4+111.0.	
4+150.0 4+364.0	4+207.0 4+551.0	LT		57.0				2		55.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+150.0 & STA. 4+207.0.	
4+373.0	4+559.2	RT		186.2				2		185.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+373.0 & STA. 4+559.2.	
4+557.4 5+192.0	4+591.6 5+325.4	LT		34.2				2		43.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+557.4 & STA. 4+591.6.	
5+190.0 5+530.4	5+330.6 5+614.6	RT		140.6				2		138.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5+190.0 & STA. 5+330.6.	
5+516.8 5+614.5	5+615.6 5+671.7	RT	35.0	98.8				2		107.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5+516.8 & STA. 5+615.6. INSTALL TREATED TIMBER CURB FROM STA. 5+585.0 TO STA. 5+620.0.	
5+604.0 6+282.0	5+683.8 6+442.0	LT		79.8				2		78.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 5+604.0 & STA. 5+683.8.	
6+280.2	6+455.0	RT		174.8				2		131.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 6+280.2 & STA. 6+455.0.	
7+238.0		RT									1					

ITEM DETAIL SUMMARY SHEET



LOCATION			GUARD RAIL									MISCELLANEOUS			REMARKS
STATION	STATION	POS.	616.35	621.20	621.20	621.21	621.505	621.505	621.60	621.80	621.81	203.15	301.28	616.41	
			TREATED TIMBER CURB m	STEEL BEAM G.R. m	STEEL BM G.R. W/2.4 m POSTS (MOD.) m	HVY DUTY STEEL BM G.R. m	MANUFACTURED TERMINAL SECTION EA	MANUFACTURED TERMINAL SECT (FLARED) EA	ANCHOR FOR G.R. EA	REMOVE & DISP. G.R. m	REMOVE & DISP. G.P. EA	COMMON EXCAVAT m ³	SUBBASE OF CRUSHED GRAVEL t	REMOVAL OF EXIST. CURB m	
MENDON# ~~7+638.0~~	~~7+797.8~~ ~~7+820.4~~	RT		182.4				2		181.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 7+638.0 & STA. 7+820.4.
7+961.0		RT									1				
7+994.0		RT									1				
~~8+101.5~~ ~~8+105.0~~	~~8+224.2~~ ~~8+230.4~~	RT	65.0	125.4				2		122.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 8+105.0 & STA. 8+230.4. INSTALL TREATED TIMBER CURB FROM STA. 8+123.0 TO STA. 8+188.0.
8+331.0		RT & LT									2				
8+573.0	~~8+675.9~~ ~~8+690.8~~	RT		117.8				2		115.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 8+573.0 & STA. 8+690.8.
8+622.0		RT									1				
~~8+842.6~~ ~~8+842.0~~	~~8+945.4~~ ~~8+933.2~~	LT		91.2				2		91.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 8+842.0 & STA. 8+933.2.
9+036.0		RT									1				
9+057.0		RT									1				
9+067.0		RT									1				
9+082.0		RT									1				
9+097.0		RT									1				
9+112.0		RT									1				
9+127.0		RT									1				
9+141.0		RT									1				
9+430.0		RT & LT									2				
9+520.0		RT									1				
KILLINGTON# ~~0+416.4~~	0+747.0	RT		330.6				2		339.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+416.4 & STA. 0+747.0.
0+435.0		LT									1				
~~0+537.6~~ ~~0+527.0~~	~~0+743.3~~ ~~0+758.8~~	LT		231.8				2		229.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+527.0 & STA. 0+758.8.
0+726.0		RT									1				
~~0+889.0~~ ~~0+881.0~~	~~1+083.3~~ ~~1+086.2~~	RT		205.2				1		204.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 1+086.2. CONNECT TO EXISTING RAIL AT STA. 0+881.0.
~~0+934.4~~ ~~0+951.4~~	~~1+068.3~~ ~~1+069.2~~	LT		117.8				2		129.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 0+951.4 & STA. 1+069.2.
~~1+316.0~~ ~~1+315.0~~	~~1+792.2~~ ~~1+805.2~~	RT			490.2			2		490.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 1+315.0 & STA. 1+805.2.
~~2+041.4~~ ~~2+038.4~~	~~2+289.7~~ ~~2+274.0~~	RT			243.8			1	2	247.0					SEE VAOT STANDARD SHEET G-1DM. PROVIDE ANCHORS AT STA. 2+274.0. INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+038.4.
~~2+283.7~~ ~~2+283.0~~	~~2+573.3~~ ~~2+579.4~~	RT			304.6			1	2	294.0					SEE VAOT STANDARD SHEET G-1DM. PROVIDE ANCHORS AT STA. 2+283.0. INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+579.4.
~~2+760.0~~ ~~2+768.2~~	~~3+035.0~~ ~~3+026.6~~	RT			258.4			2		268.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+768.2 & STA. 3+026.6.
~~2+963.0~~ ~~2+988.4~~	~~3+051.1~~ ~~3+075.8~~	LT			87.4			2		97.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 2+988.4 & STA. 3+075.8.
~~4+152.3~~ ~~4+141.3~~	~~4+335.2~~ ~~4+342.7~~	LT	180.0	201.4				2		199.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+141.3 & STA. 4+342.7. INSTALL TREATED TIMBER CURB FROM STA. 4+141.3 TO STA. 4+321.3.
~~4+163.2~~ ~~4+153.3~~	~~4+281.3~~ ~~4+286.3~~	RT		133.0				2		130.0					INSTALL NEW MANUFACTURED TERMINAL SECTION (FLARED) AT STA. 4+153.3 & STA. 4+286.3.
~~3+569.0~~ ~~3+386.1~~	~~3+721.4~~ ~~3+569.0~~	LT		152.4 114.3	68.6										
SHEET SUBTOTAL			245	1736.6	1384.4	-	-	27	4	3135.0	18				
SHEET 7 SUBTOTAL			235	3237.6	-	15.2	3	35	-	3186.2	2				
ROUNDING			20	175.8	65.6	4.8	-	-	-	278.8	-				
TOTAL			500	5150	1450	20	3	62	4	6600	20				
DATUM															
VERTICAL N/A															
HORIZONTAL N/A															

ARCHIVED
IN DPR

ITEM
DETAIL
SHEET 2

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/29
SQUAD LEADER T.P.K.
DESIGN FILE NO. ZpaveZ97b160Zpbl60.dgn
IPARM

7+626.3

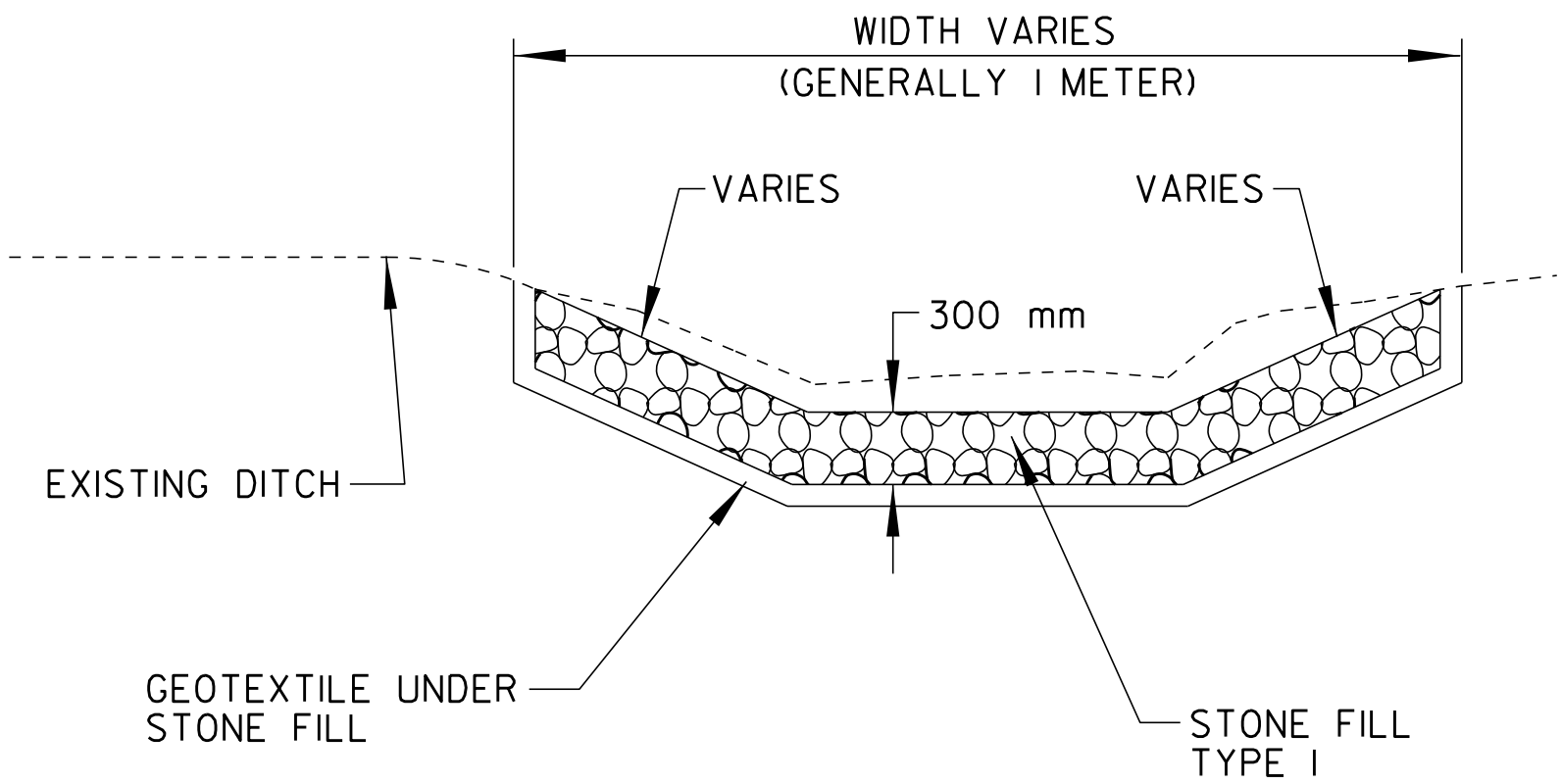
0+403.6

FILE NAME =\$FILE\$
DATE/TIME =\$DATE\$
USER =\$USER\$

ARCHIVED
IN DPR

ITEM
DETAIL
SHEET 2

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/299
SQUAD LEADER T.P.K.
DESIGN FILE NO. prgve/97bl60/pbl60.dgn
IPARM FILE pbl6Qid2.i DATE PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH_9809(1)S
SHEET 8 OF 83 SHEETS

[illegible]

DITCH DETAIL

NOT TO SCALE

NOTES:

1. PIPE INLET AND OUTLET AREAS, AND DITCH CLEANING THROUGH PROJECT, SHALL BE PERFORMED AT LOCATIONS AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT WILL BE UNDER THE APPLICABLE EQUIPMENT RENTAL ITEM(S).
2. AN ESTIMATED QUANTITY OF EROSION MATTING AND STONE FILL TYPE I HAS BEEN INCLUDED. EROSION MATTING SHALL BE USED IN ALL DITCHES WITH A GRADE BETWEEN 2 AND 5 PERCENT AND STONE FILL TYPE I SHALL BE USED IN ALL DITCHES WITH A GRADE GREATER THAN 5 PERCENT OR AS DIRECTED BY THE RESIDENT ENGINEER.

DITCH CLEANING DETAIL SHEET

PROJECT:	PROJECT NO.:
RUTLAND - KILLINGTON	NH 9809(1)S
DESIGN FILE NAME: ZpxxeZ97bi6QZpb16Q.dgn	
IPARM FILE NAME: pbl6Qdcs.l	PLOT DATE: 11Z99
SURVEYED BY: NZA	SURVEY DATE: NZA
SQUAD LEADER: I.E.K.	DRAWN BY: C.A.K.
	SHEET: 9 of 83

646.41 DURABLE 100 mm YELLOW LINE

(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

RUTLAND:
STA. 0+000.000 - STA. 0+269.000 LT Q RT
STA. 0+375.800 - STA. 0+540.000 S - S
STA. 0+280.026 SOLID LINE LT, AROUND SHOPPING CENTER MEDIAN
STA. 0+301.200 - STA. 0+375.800 RT, DOUBLE SOLID (MEDIAN TAPER)
STA. 0+291.291 DOUBLE SOLID RT, VERMONT PET CENTER

646.61 TEMPORARY 100 mm YELLOW LINE

(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

RUTLAND:
STA. 0+000.000 - STA. 0+269.000 LT Q RT
STA. 0+375.800 - STA. 0+540.000 S - S
STA. 0+280.026 SOLID LINE LT, AROUND SHOPPING CENTER MEDIAN
STA. 0+301.200 - STA. 0+375.800 RT, DOUBLE SOLID (MEDIAN TAPER)
STA. 0+291.291 DOUBLE SOLID RT, VERMONT PET CENTER

646.70 TEMPORARY LETTER OR SYMBOL

RUTLAND:
STA. 0+188.200 RT, ARROW (4 EA)
STA. 0+188.950 RT, ARROW (2 EA)
STA. 0+265.200 RT, ARROW (4 EA)
STA. 0+265.950 RT, ARROW (2 EA)
STA. 0+280.026 LT, SHOPPING CENTER, ARROW (2 EA)
STA. 0+280.026 LT, SHOPPING CENTER, ARROW (1EA)
STA. 0+306.050 LT, ARROW (2 EA)
STA. 0+306.800 LT, ARROW (4 EA)
STA. 0+351.050 LT, ARROW (2 EA)
STA. 0+351.500 LT, ARROW (4 EA)

U.S. ROUTE 4
MM 0.000 = STA. 0+000.000
BEGIN NH 9809(1)S

BEGIN FULL - DEPTH COLD PLANE
STA. 0+000.000

646.40 DURABLE 100 mm WHITE LINE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

RUTLAND:
STA. 0+000.000 - STA. 0+540.000 LT & RT
STA. 0+000.000 - STA. 0+269.000 DASHED LINE 3.3 m LT
STA. 0+000.000 - STA. 0+184.000 DASHED LINE 3.3 m RT
STA. 0+184.000 - STA. 0+268.400 SOLID LINE 3.3 m RT
STA. 0+269.000 - STA. 0+276.000 SOLID LINE 3.3 m RT
STA. 0+280.026 SOLID LINE LT, SHOPPING CENTER LANE LINE
STA. 0+296.000 - STA. 0+303.000 SOLID LINE 6.6 m LT
STA. 0+303.600 - STA. 0+356.000 SOLID LINE 3.3 m & 6.6 m LT
STA. 0+356.000 - STA. 0+391.000 DOTTED LINE 6.6 m LT
STA. 0+391.000 - STA. 0+540.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

RUTLAND:
STA. 0+000.000 - STA. 0+540.000 LT & RT
STA. 0+000.000 - STA. 0+269.000 DASHED LINE 3.3 m LT
STA. 0+000.000 - STA. 0+184.000 DASHED LINE 3.3 m RT
STA. 0+184.000 - STA. 0+268.400 SOLID LINE 3.3 m RT
STA. 0+269.000 - STA. 0+276.000 SOLID LINE 3.3 m RT
STA. 0+280.026 SOLID LINE LT, SHOPPING CENTER LANE LINE
STA. 0+296.000 - STA. 0+303.000 SOLID LINE 6.6 m LT
STA. 0+303.600 - STA. 0+356.000 SOLID LINE 3.3 m & 6.6 m LT
STA. 0+356.000 - STA. 0+391.000 DOTTED LINE 6.6 m LT
STA. 0+391.000 - STA. 0+540.000 DASHED LINE 3.6 m RT

646.46 DURABLE 600 mm STOP BAR

RUTLAND:
STA. 0+268.700, RT
STA. 0+280.026, LT (SHOPPING CENTER)
STA. 0+303.300, LT
STA. 0+291.291, RT (VERMONT PET CENTER)

646.66 TEMPORARY 600 mm STOP BAR

RUTLAND:
STA. 0+268.700, RT
STA. 0+280.026, LT (SHOPPING CENTER)
STA. 0+303.300, LT
STA. 0+291.291, RT (VERMONT PET CENTER)

675.50 REMOVING SIGNS

AS SHOWN - 28

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 3

646.43 DURABLE 200 mm YELLOW LINE

RUTLAND:
STA. 0+301.2 - STA. 0+375.8 RT, MEDIAN HATCHING (35.0 m)

0+367.0

STA. 0+358.0 (O/H SIGN), LT

(4 EA)

(2 EA)

(1EA)

(4 EA)

(2 EA)

(1EA)

(4 EA)

(2 EA)

(1EA)

(4 EA)

(2 EA)

(1EA)

(4 EA)

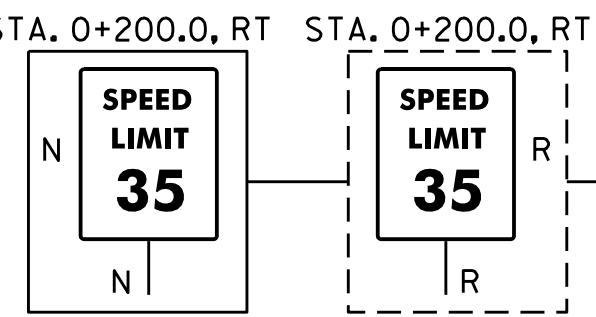
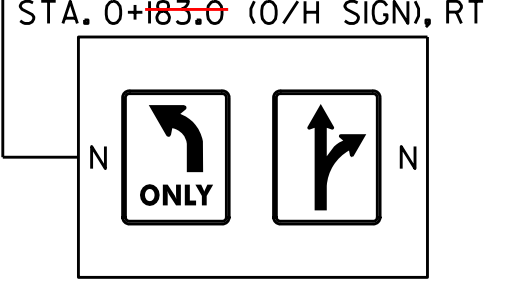
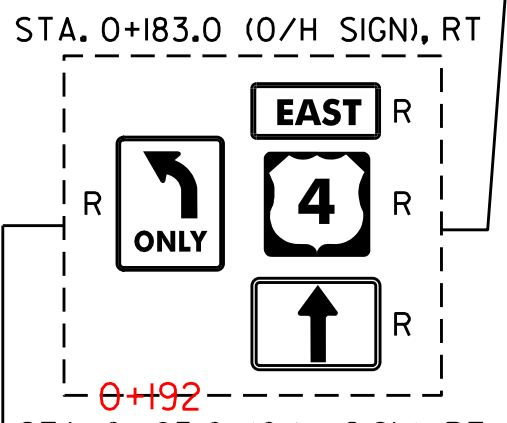
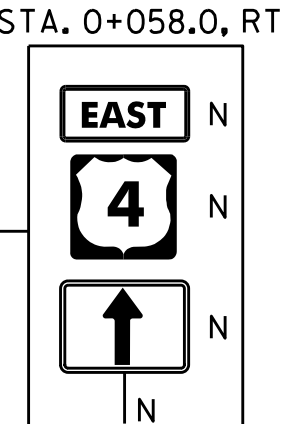
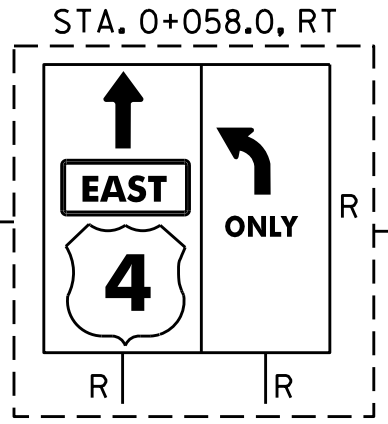
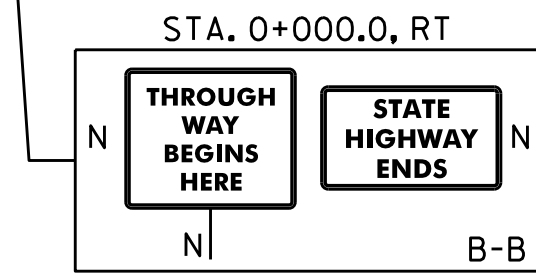
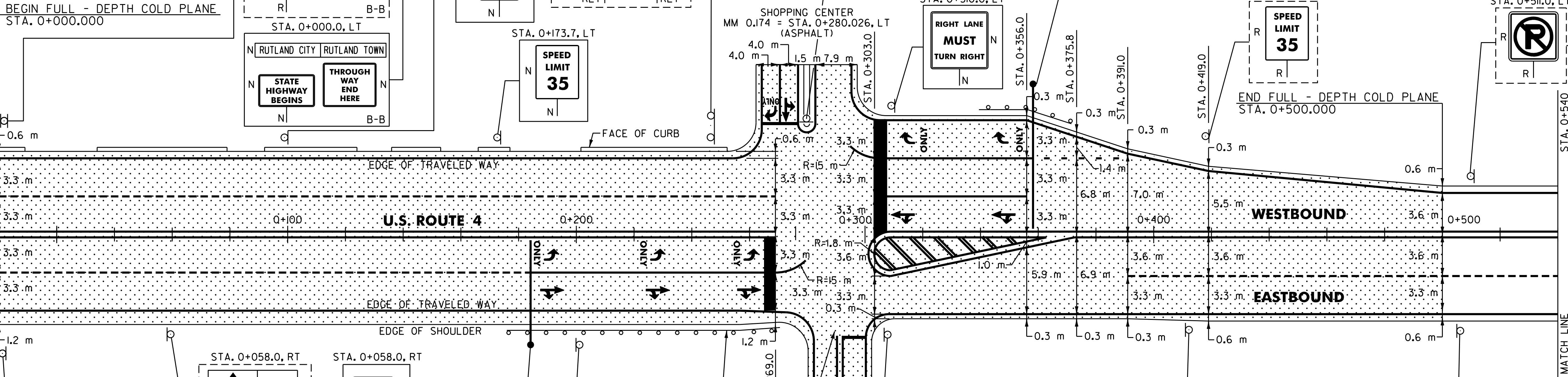
(2 EA)

(1EA)

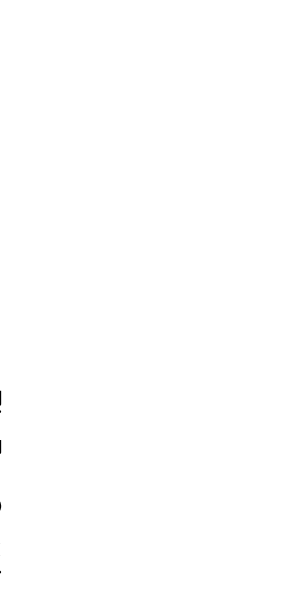
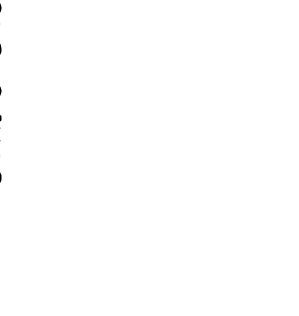
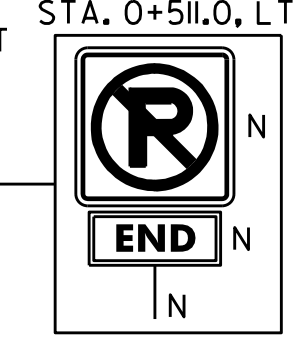
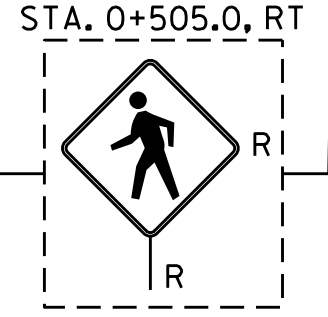
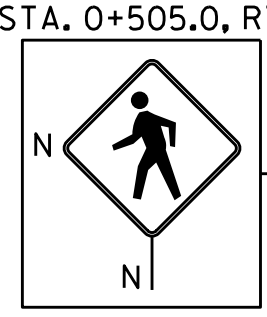
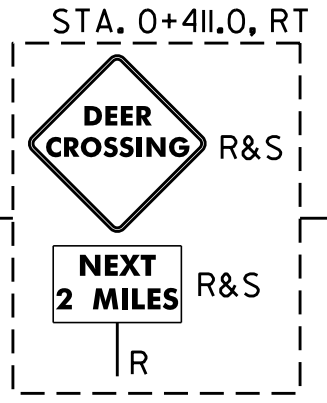
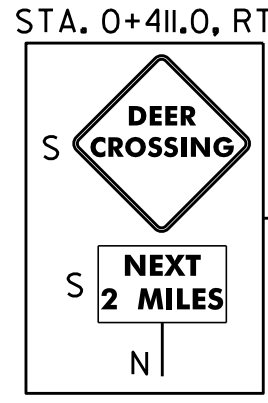
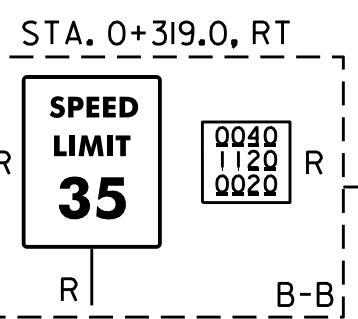
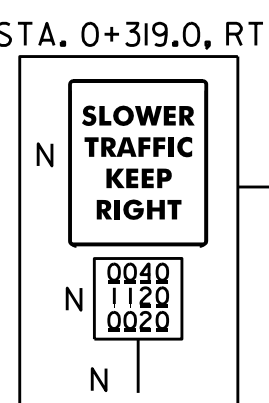
(4 EA)

(2 EA)

(4 EA)



THIS GUARDRAIL TO BE REPLACED WITH THE NHG SGNL (5) SIGNAL PROJECT
PROPOSED BITUMINOUS CONCRETE GUTTER EXTENDING ACROSS VERMONT PET CENTER DRIVE
STA. 0+291.291, RT



SALVAGED SIGN TO BE MOUNTED ON CANTILEVER SUPPORT POST.

NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- A TRAFFIC SIGNAL PROJECT AT THE U.S. ROUTE 4 INTERSECTION WITH THE SHOPPING CENTER IS SCHEDULED TO BE UNDER CONSTRUCTION AT THE SAME TIME AS THE PAVING CONTRACT. THE PAVING CONTRACTOR SHALL ALLOW THE TRAFFIC SIGNAL CONTRACTOR FULL AND FREE ACCESS TO THE PROJECT AREA WITH NO ADDITIONAL COMPENSATION ALLOWED FOR THE PAVING CONTRACTOR.
- THE PAVING CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE TRAFFIC SIGNAL CONTRACTOR TO ALLOW THE NEW VEHICLE DETECTOR LOOPS TO BE SAWCUT INTO THE LEVELING COURSE. IF THE TRAFFIC SIGNAL PROJECT CONTRACTOR HAS ALREADY INSTALLED THE VEHICLE DETECTOR LOOPS FOR THE NEW SIGNAL SYSTEM AT THE TIME OF COLD PLANING, THE PAVING CONTRACTOR SHALL USE CAUTION TO AVOID THESE LOOPS WHEN COLD PLANING IN THE VICINITY OF THE U.S. ROUTE 4 INTERSECTION WITH THE SHOPPING CENTER.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.20 STEEL BEAM GUARDRAIL

RUTLAND:
STA. 0+344.4 - STA. 0+359.6 LT (15.2 m)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

RUTLAND:
STA. 0+347.0 - STA. 0+371.0 LT (24.0 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

RUTLAND:
STA. 0+344.4 LT STA. 0+355.5 TO 0+367.0 LT
STA. 0+359.6 LT STA. 0+370.8 TO 0+382.2 LT

SIGN LEGEND

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

PAVING PROJECT LAYOUT

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/29
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	dpqe/97b160/pb160.dgn		
IPARM		DATE	N/A
FILE	pb160qsl.i	PLOTTED	N/A
PROJ. NAME	RUTLAND - KILLINGTON		
PROJ. NO.	NH 9809(1)S		
SHEET	10 OF 83	SHEETS	

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646.4I Durable 100 mm Yellow Line
(All lines will include C/L breaks for town highways) S=solid, D=dashed
Rutland:
Sta. 0+540.000 - Sta. 1+080.000 LT CL RT S - S

646.6I Temporary 100 mm Yellow Line
(All lines will include C/L breaks for town highways) S=solid, D=dashed
Rutland:
Sta. 0+054.000 - Sta. 1+080.000 LT CL RT S - S

646.40 Durable 100 mm White Line
(All lines will include edge line breaks and radius for town highways)
Rutland:
Sta. 0+540.000 - Sta. 1+080.000 LT & RT
Sta. 0+540.000 - Sta. 1+080.000 Dashed Line 3.6 m RT

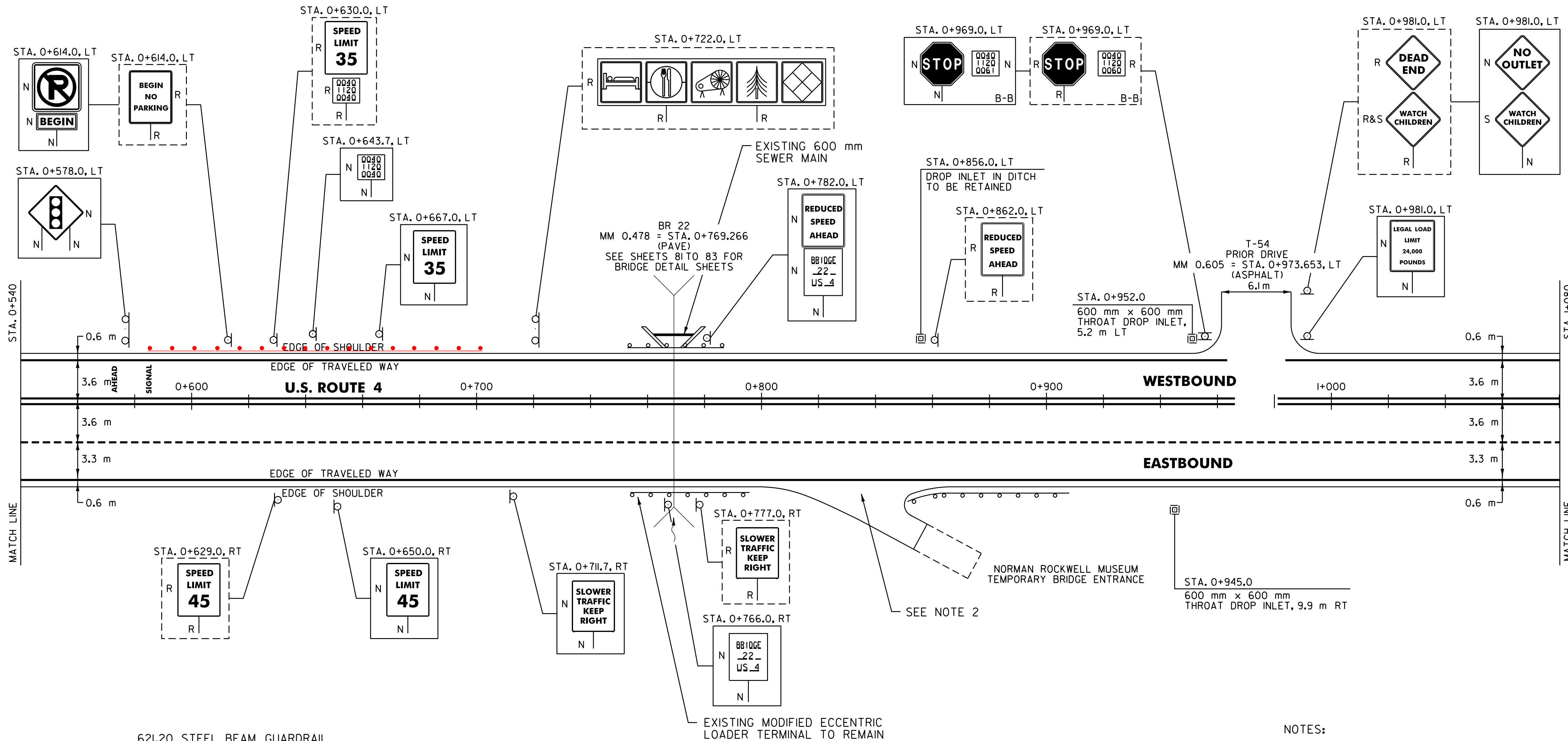
646.60 Temporary 100 mm White Line
(All lines will include edge line breaks and radius for town highways)
Rutland:
Sta. 0+540.000 - Sta. 1+080.000 LT & RT
Sta. 0+540.000 - Sta. 1+080.000 Dashed Line 3.6 m RT

646.50 Durable Letter or Symbol
Rutland:
Sta. 0+571.950 LT, "A,H,E,A,D" (5 EA)
Sta. 0+584.050 LT, "S,I,G,N,A,L" (6 EA)

646.70 Temporary Letter or Symbol
Rutland:
Sta. 0+571.950 LT, "A,H,E,A,D" (5 EA)
Sta. 0+584.050 LT, "S,I,G,N,A,L" (6 EA)

675.50 Removing Signs
As Shown - II

675.60 Erecting Salvaged Signs
As Shown - I



621.20 STEEL BEAM GUARDRAIL

Rutland:
Sta. 0+765.4 - Sta. 0+784.4 RT (19.0 m)
Sta. 0+862.6 - Sta. 0+874.0 RT (11.4 m)
Sta. 0+584.7 - Sta. 0+706.6 LT (121.9 m)
621.2I Heavy Duty Steel Beam Guardrail

Rutland:
Sta. 0+756.7 - Sta. 0+764.3 LT (7.6 m)
Sta. 0+775.7 - Sta. 0+783.3 LT (7.6 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

Sta. 0+851.5 - 0+862.9 RT Rutland:
Sta. 0+878.0 - 0+889.4 RT Sta. 0+756.7 - LT
Sta. 0+783.3 - LT Sta. 0+761.0 - 0+772.4 LT
Sta. 0+784.4 - RT Sta. 0+800.0 - 0+788.6 LT
Sta. 0+788.5 - 0+800.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

Rutland:
Sta. 0+756.0 - Sta. 0+789.0 LT (33.0 m)
Sta. 0+773.8 - Sta. 0+793.0 RT (19.2 m)

621.505 MANUFACTURED TERMINAL SECTION

Rutland:
Sta. 0+862.6 RT

525.10 REMOVAL OF EXISTING RAIL

Rutland:
Sta. 0+765.4 - Sta. 0+773.8 RT (8.4 m)

525.40 BRIDGE RAIL - HD STEEL BEAM/CURB MOUNTED (MOD. 2)

Rutland:
Sta. 0+764.3 - Sta. 0+775.7 LT (11.4 m)

604.4I2 REHABING DI'S, CB'S OR MH'S, CLASS I
(SEE NOTE 7, SHEET 2 OF 83)

Rutland:
Sta. 0+945.0 RT
Sta. 0+952.0 LT

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NOTES:

- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- PROVIDE A 45 mm TYPE III'S PAVED APRON EXTENDING BACK TO THE TEMPORARY BRIDGE FOR THE EXISTING PARKING AREA. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID UNDER ITEM 608.25.

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/2/99
SQUAD LEADER J.P.K.
DESIGN FILE NO. /pave/97bl60/pbl60.dgn
IPARM FILE pbl60ps2.i DATE PLOTTED N/A
PROJ. NAME RUTLAND - KILLINGTON
PROJ. NO. NH_980911S
SHEET 11 OF 83 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
RUTLAND:
STA. I+080.000 - STA. I+620.000 LT S
STA. I+316.443 DOUBLE SOLID LT, T-30

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
RUTLAND:
STA. I+080.000 - STA. I+620.000 LT S
STA. I+316.443 DOUBLE SOLID LT, T-30

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
RUTLAND:
STA. I+080.000 - STA. I+620.000 LT & RT S
STA. I+080.000 - STA. I+620.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
RUTLAND:
STA. I+080.000 - STA. I+620.000 LT & RT S
STA. I+080.000 - STA. I+620.000 DASHED LINE 3.6 m RT

646.46 DURABLE 600 mm STOP BAR
RUTLAND:
STA. I+316.443 LT, T-30

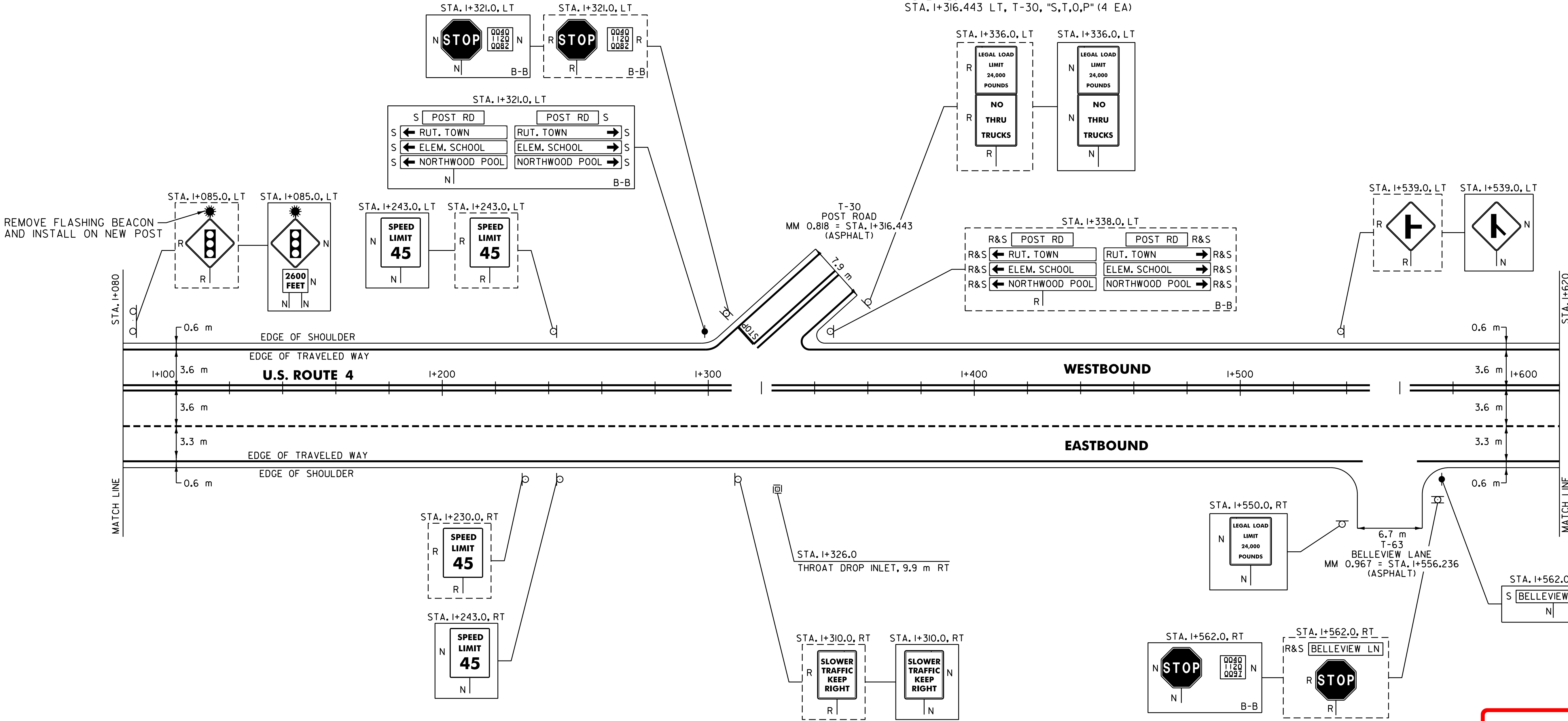
646.66 TEMPORARY 600 mm STOP BAR
RUTLAND:
STA. I+316.443 LT, T-30

646.50 DURABLE LETTER OR SYMBOL
RUTLAND:
STA. I+316.443 LT, T-30, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
RUTLAND:
STA. I+316.443 LT, T-30, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 19

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 9



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IN DPR

BUILT AS DESIGNED

NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

604.412 REHABING DI'S, CB'S OR MH'S, CLASS I
(SEE NOTE 7, SHEET 2 OF 83)
RUTLAND:
STA. I+326.0 RT

678.16 FLASHING BEACON - GROUND MOUNTED (MOD.)
AS SHOWN - 1

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/29/99
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	200002976160/00160.dgn		
	IPARM FILE	00160ps3.i	DATE PLOTTED	N/A
	PROJ. NAME	RUTLAND - KILLINGBORN		
	PROJ. NO.	NH 980911S		
	SHEET	12 OF 83	SHEETS	

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
RUTLAND:
STA. I+620.000 - STA. I+992.368 S - S
STA. I+992.368 DOUBLE SOLID RT, T-2
MENDON:
STA. O+000.000 - STA. O+160.000 S - S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
RUTLAND:
STA. I+620.000 - STA. I+992.368 S - S
STA. I+992.368 DOUBLE SOLID RT, T-2
MENDON:
STA. O+000.000 - STA. O+160.000 S - S

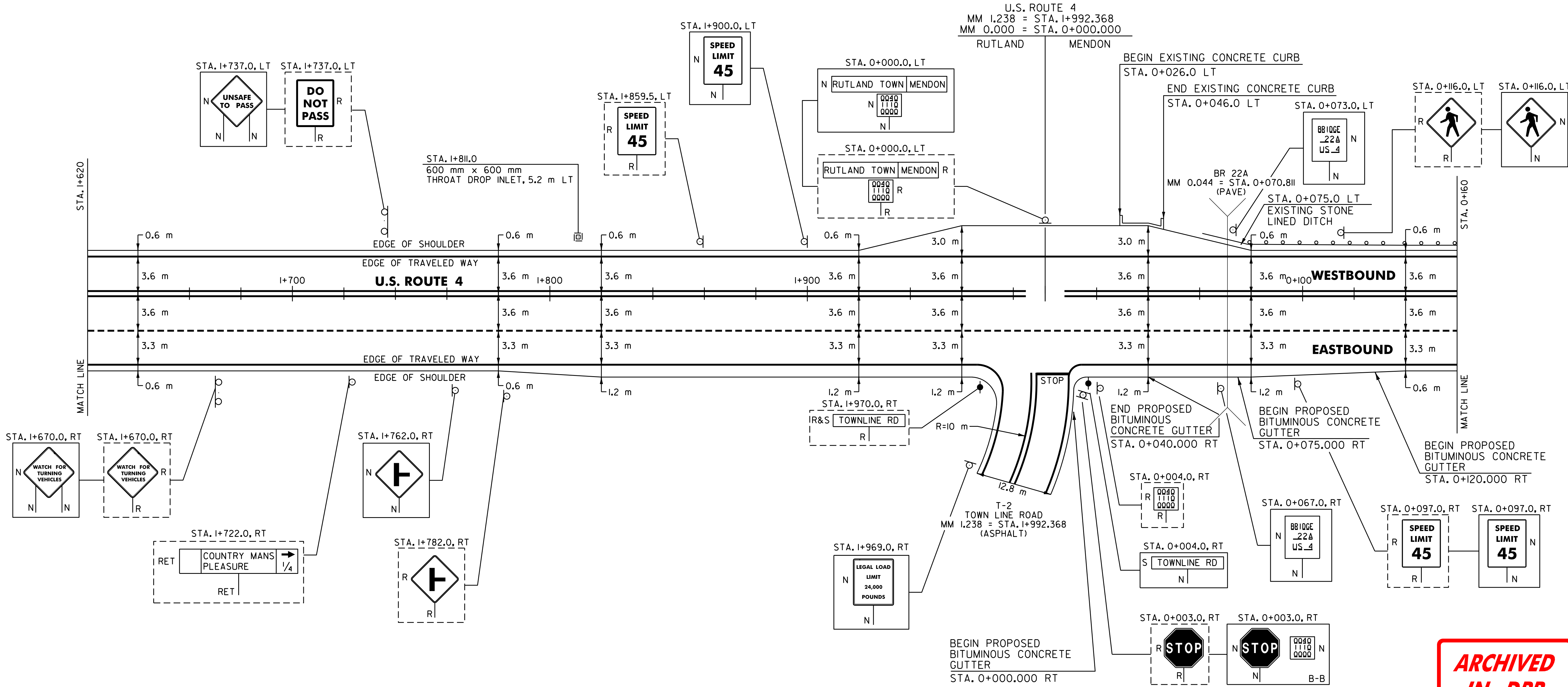
646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
RUTLAND:
STA. I+620.000 - STA. I+992.368 LT & RT
STA. I+620.000 - STA. I+992.368 DASHED LINE 3.6 m RT
MENDON:
STA. O+000.000 - STA. O+160.000 LT & RT
STA. O+000.000 - STA. O+160.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
RUTLAND:
STA. I+620.000 - STA. I+992.368 LT & RT
STA. I+620.000 - STA. I+992.368 DASHED LINE 3.6 m RT
MENDON:
STA. O+000.000 - STA. O+160.000 LT & RT
STA. O+000.000 - STA. O+160.000 DASHED LINE 3.6 m RT

646.46 DURABLE 600 mm STOP BAR
RUTLAND:
STA. I+992.368 RT, T-2
646.66 TEMPORARY 600 mm STOP BAR
RUTLAND:
STA. I+992.368 RT, T-2

675.50 REMOVING SIGNS
AS SHOWN - II
675.60 ERECTING SALVAGED SIGNS
AS SHOWN - I

646.50 DURABLE LETTER OR SYMBOL
RUTLAND:
STA. I+992.368 RT, T-2, "S,T,O,P" (4 EA)
646.70 TEMPORARY LETTER OR SYMBOL
RUTLAND:
STA. I+992.368 RT, T-2, "S,T,O,P" (4 EA)



BUILT AS DESIGNED

NOTE:
I. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

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IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

604.412 REHABING DI'S, CB'S OR MH'S, CLASS I
(SEE NOTE 7, SHEET 2 OF 83)
MENDON:
STA. I+811.0 LT
616.35 TREATED TIMBER CURB
MENDON:
STA. O+075.0 - STA. O+160.0 LT (85.0 m)
621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. O+072.4 - STA. O+160.0 LT (87.6 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
STA. O+072.4 LT
621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. O+061.0 - STA. O+160.0 LT (99.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/29
	SQUAD LEADER	J.P.K.		
	DESIGN FILE NO.	/pave/97bl60/pbl60.dgn		
	IPARM	pbl60ps4.i	DATE	N/A
	FILE		PLOTTED	
	PROJ. NAME	RUTLAND - KILLINGTON		
	PROJ. NO.	NH_980911S		
	SHEET	13	OF	83
	SHEETS			

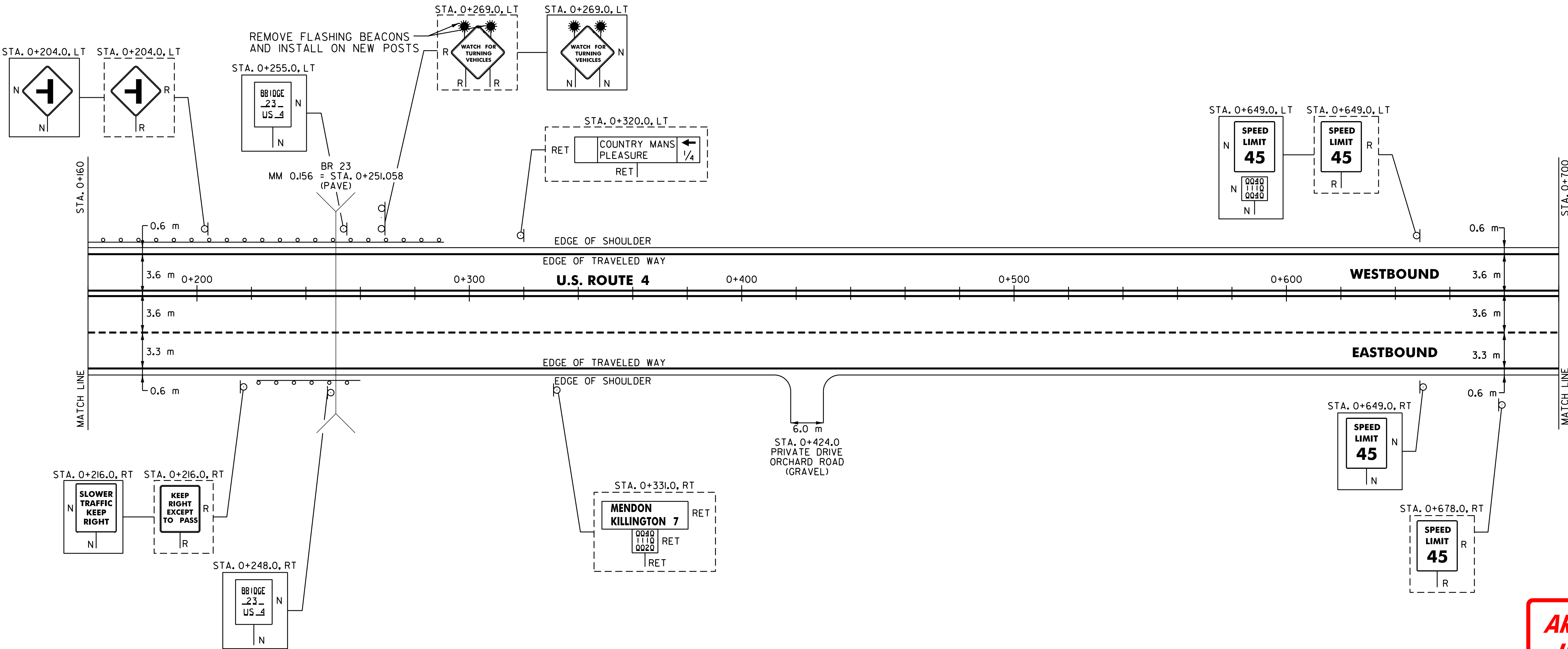
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 0+160.000 - STA. 0+700.000 LT S CL RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 0+160.000 - STA. 0+700.000 LT S CL RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 0+160.000 - STA. 0+700.000 LT & RT
STA. 0+160.000 - STA. 0+700.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 0+160.000 - STA. 0+700.000 LT & RT
STA. 0+160.000 - STA. 0+700.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 5



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IN DPR

NOTES:
I. PROVIDE A 45 mm TYPE III S 5 m WIDE APRON FOR THE EXISTING PRIVATE DRIVE. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID FOR UNDER ITEM 210.10 OR 608.25.

616.35 TREATED TIMBER CURB
MENDON:
STA. 0+160.0 - STA. 0+275.0 LT (115.0 m)

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 0+160.0 - STA. 0+277.6 LT (117.6 m)
STA. 0+233.4 - STA. 0+260.0 RT (26.6 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
~~STA. 0+233.4 RT~~ STA. 0+232.0 - 0+244.3 RT
~~STA. 0+260.0 RT~~ STA. 0+286.2 - 0+297.7 RT
~~STA. 0+277.6 LT~~ STA. 0+260.4 - 0+271.8 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 0+160.0 - STA. 0+274.0 LT (114.0 m)
STA. 0+241.0 - STA. 0+260.0 RT (19.0 m)

678.16 FLASHING BEACON - GROUND MOUNTED (MOD.)
AS SHOWN - 2

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/299
SQUAD LEADER T.P.K.
DESIGN FILE NO. Zpave297bl60/pbl60.dgn
IPARM DATE
FILE pbl60ps5.i PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH 980911S
SHEET 14 OF 83 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. 0+700.000 - STA. 1+240.000 LT Q RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. 0+700.000 - STA. 1+240.000 LT Q RT S

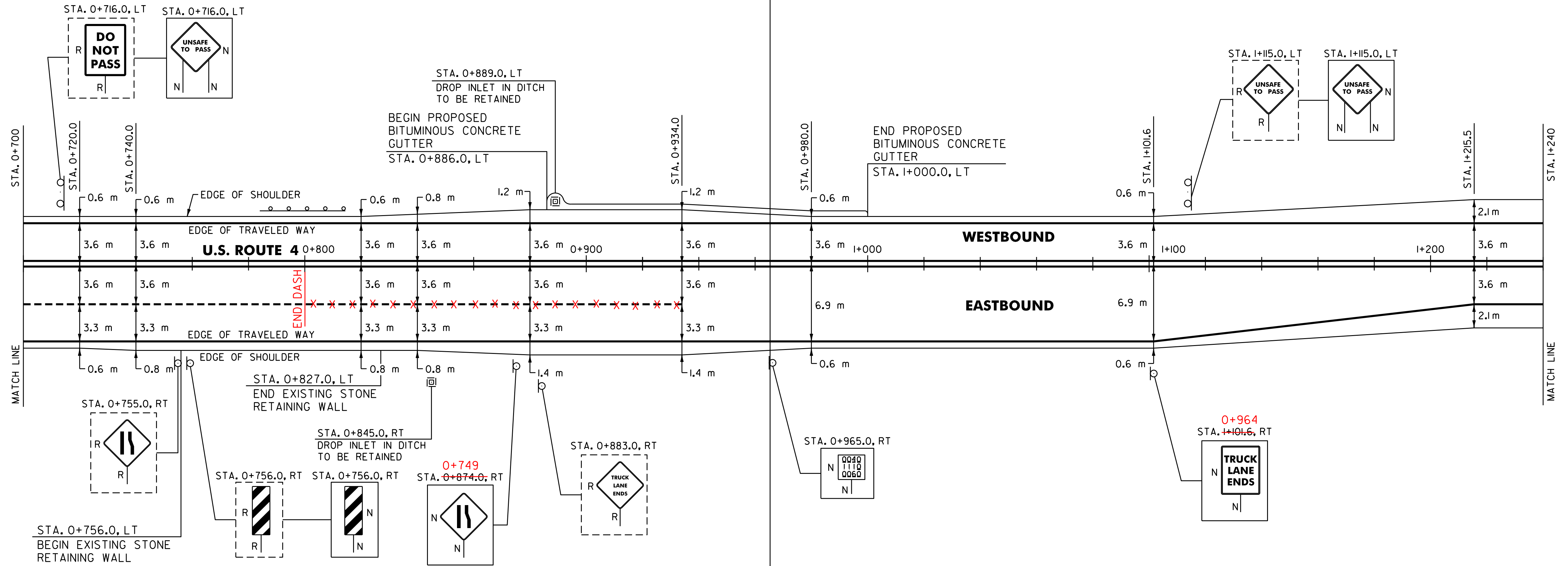
646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MENDON:
STA. 0+700.000 - STA. 1+240.000 LT & RT
STA. 0+700.000 - STA. 0+934.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MENDON:
STA. 0+700.000 - STA. 1+240.000 LT & RT
STA. 0+700.000 - STA. 0+934.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 5



**ARCHIVED
IN DPR**

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.505 MANUFACTURED TERMINAL SECTION

MENDON:
0+779 STA. 0+784.0 - STA. 0+799.2 LT (15.2 m)
0+806.1 STA. 0+799.2 - STA. 0+814.4 LT (15.2 m) 0+821.3

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MENDON:
STA. 0+784.0 - STA. 0+815.0 LT (31.0 m)

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

**PAVING
PROJECT
LAYOUT**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. 297b160/pbl60.dgn
IPARM FILE pbl60qs6.i DATE N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH 980911S
SHEET 15 OF 83 SHEETS

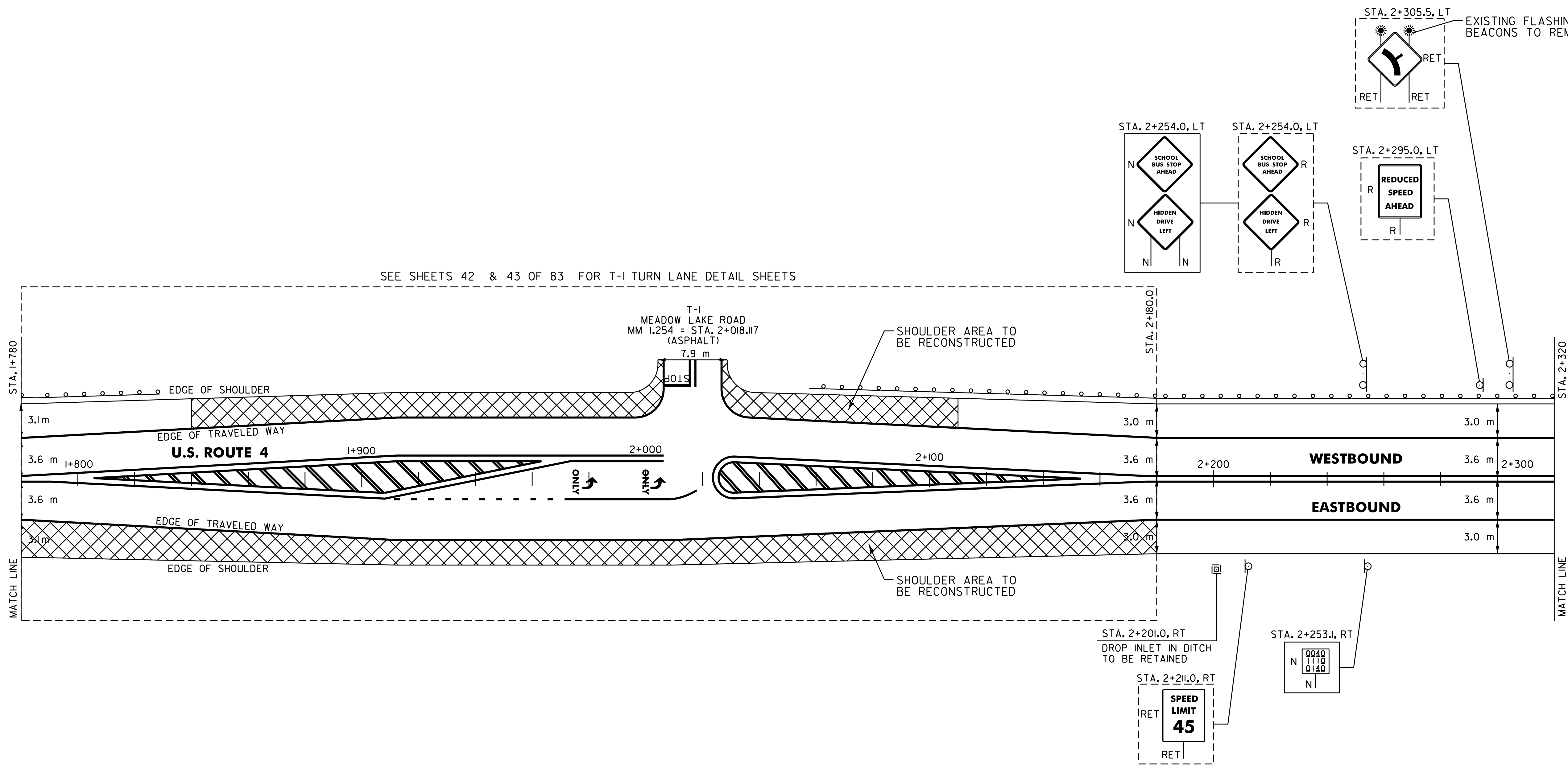
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 2+180.000 - STA. 2+320.000 LT S - RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 2+180.000 - STA. 2+320.000 LT S - RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 2+180.000 - STA. 2+320.000 LT & RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 2+180.000 - STA. 2+320.000 LT & RT

675.50 REMOVING SIGNS
AS SHOWN - 3



SEE SHEETS 42 & 43 OF 83 FOR T-I TURN LANE DETAIL SHEETS

ARCHIVED
IN DPR

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 1+780.0 - STA. 1+815.2 LT (35.2 m)
STA. 2+069.0 - STA. 2+320.0 LT (251.0 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
STA. 1+815.2 - LT 1+795.0 - 1+806.4 LT
STA. 2+069.0 - LT 2+069.8 - 2+081.3 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 1+780.0 - STA. 1+812.0 LT (32.0 m)
STA. 2+069.0 - STA. 2+320.0 LT (251.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	Zpave297bl60/pbl60.dgn		
	IPARM FILE	pbl60ps8.i	DATE	N/A
	PROJ. NAME	BUILAND - KILLINGTON		
	PROJ. NO.	NH 9802(1)S		
	SHEET	17	OF	83
	SHEETS			

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. 2+320.000 - STA. 2+860.000 LT S RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. 2+320.000 - STA. 2+860.000 LT S RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

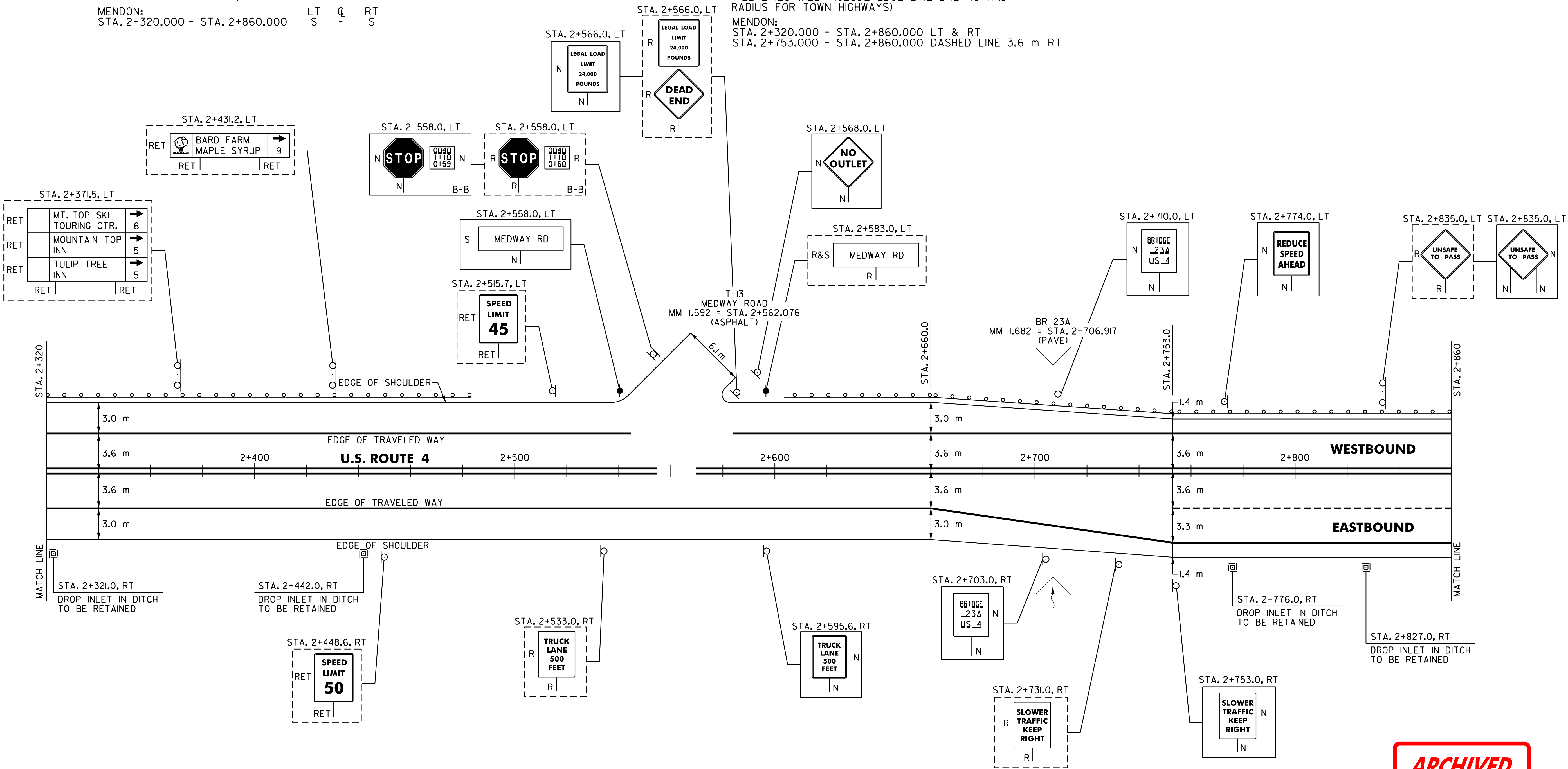
MENDON:
STA. 2+320.000 - STA. 2+860.000 LT & RT
STA. 2+753.000 - STA. 2+860.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS

AS SHOWN - 8

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 1



ARCHIVED
IN DPR

NOTE:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

621.20 STEEL BEAM GUARDRAIL

MENDON:
STA. 2+320.0 - STA. 2+471.8 LT (151.8 m)
STA. 2+611.2 - STA. 2+860.0 LT (248.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MENDON:
~~STA. 2+471.8 - LT~~ STA. 2+473.1 - 2+484.5 LT
~~STA. 2+611.2 - LT~~ STA. 2+630 - 2+641.4 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MENDON:
STA. 2+320.0 - STA. 2+471.0 LT (151.0 m)
STA. 2+615.0 - STA. 2+860.0 LT (245.0 m)

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/29
SQUAD LEADER T.P.K.
DESIGN FILE NO. dpave/97bl60/pbl60.dgn
IPARM dpave/97bl60/pbl60.dgn DATE N/A
FILE pbl60ps9.i PLOTTED N/A
PROJ. NAME BUILDING - KILLINGION
PROJ. NO. NH 980911S
SHEET 18 OF 83 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

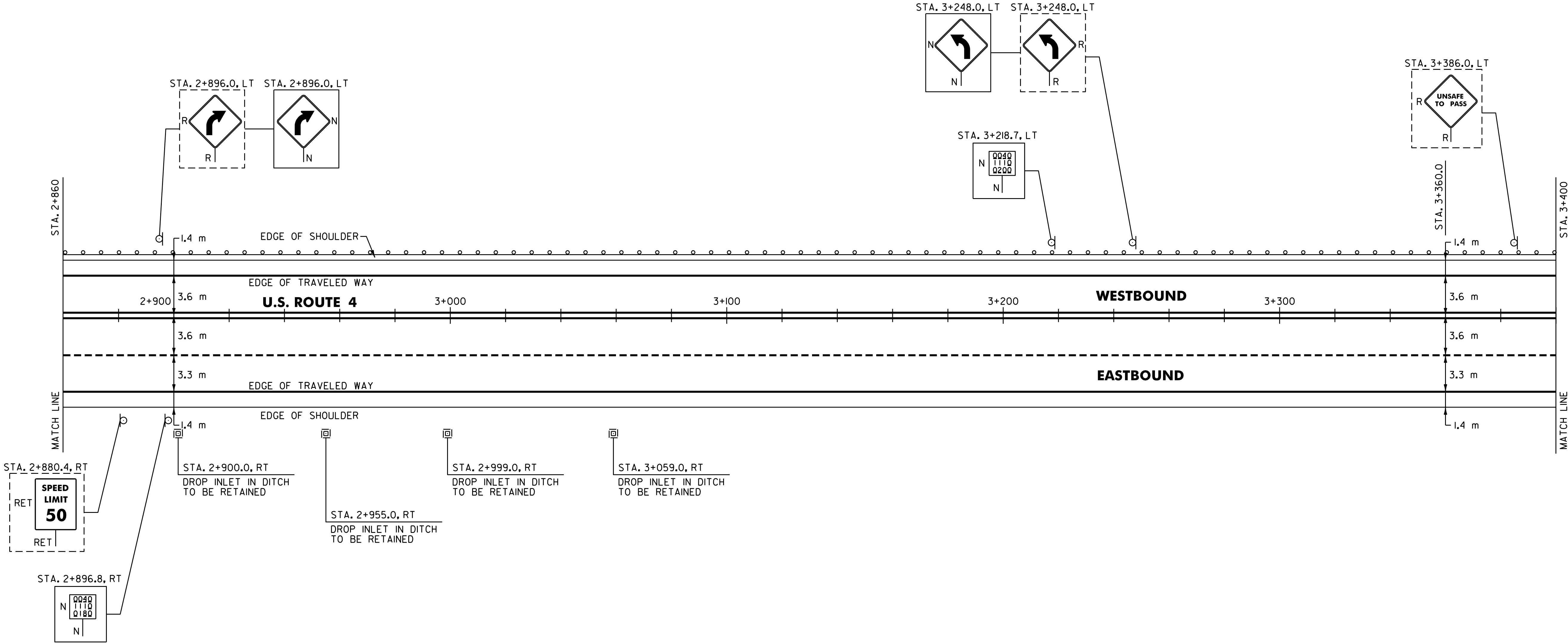
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 2+860.000 - STA. 3+400.000 LT S C RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 2+860.000 - STA. 3+400.000 LT S C RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 2+860.000 - STA. 3+400.000 LT & RT
STA. 2+860.000 - STA. 3+400.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 2+860.000 - STA. 3+400.000 LT & RT
STA. 2+860.000 - STA. 3+400.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 3



BUILT AS DESIGNED

ARCHIVED
IN DPR

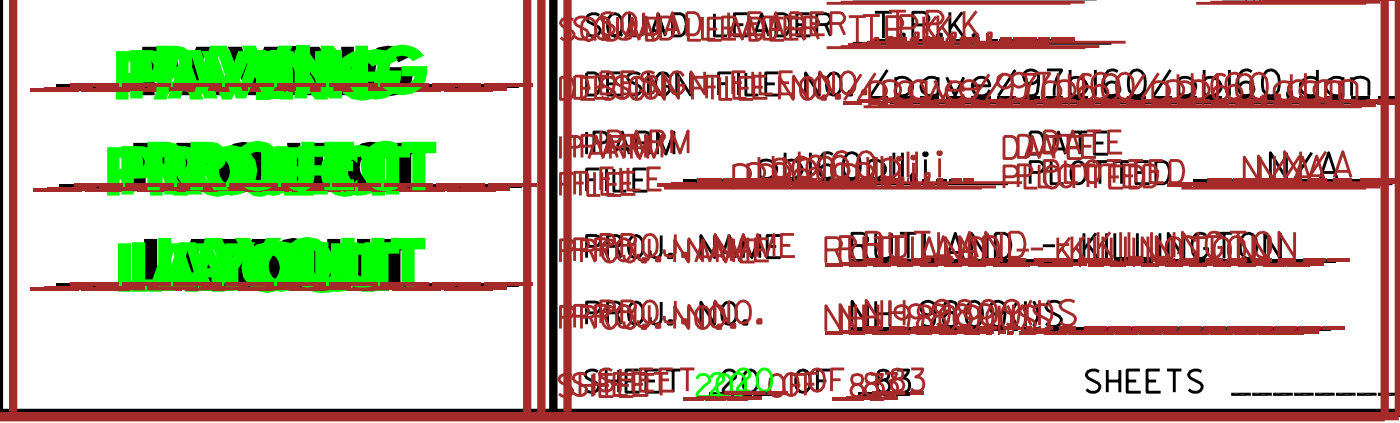
DATUM
VERTICAL N/A
HORIZONTAL N/A

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 2+860.0 - STA. 3+400.0 LT (540.0 m)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 2+860.0 - STA. 3+400.0 LT (540.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	I.P.K.		
	DESIGN FILE NO.	z pave/97bl60/pbl60.dgn		
	IPARM		DATE	N/A
	FILE	pbl60p10.i	PLOTTED	
	PROJ. NAME	BUILAND - KILLINGTON		
	PROJ. NO.	NH_980911S		
	SHEET	19	OF	83
			SHEETS	



PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
 DRAWN BY C.A.K. DATE 11/99
 SQUAD LEADER T.P.K.
 DESIGN FILE NO. /pave/97bl60/pbl60.dgn
 IPARM FILE pbl60p12.i DATE PLOTTED N/A
 PROJ. NAME RUILAND - KILLINGTON
 PROJ. NO. NH_9809(1)S
 SHEET 21 OF 83 SHEETS

DATUM _____

VERTICAL N/A _____

HORIZONTAL N/A _____

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 4+480.000 - STA. 5+020.000 LT S
STA. 4+916.546 DOUBLE SOLID RT, T-9

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 4+480.000 - STA. 5+020.000 LT S
STA. 4+916.546 DOUBLE SOLID RT, T-9

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 4+480.000 - STA. 5+020.000 LT & RT
STA. 4+480.000 - STA. 5+020.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 4+480.000 - STA. 5+020.000 LT & RT
STA. 4+480.000 - STA. 5+020.000 DASHED LINE 3.6 m RT

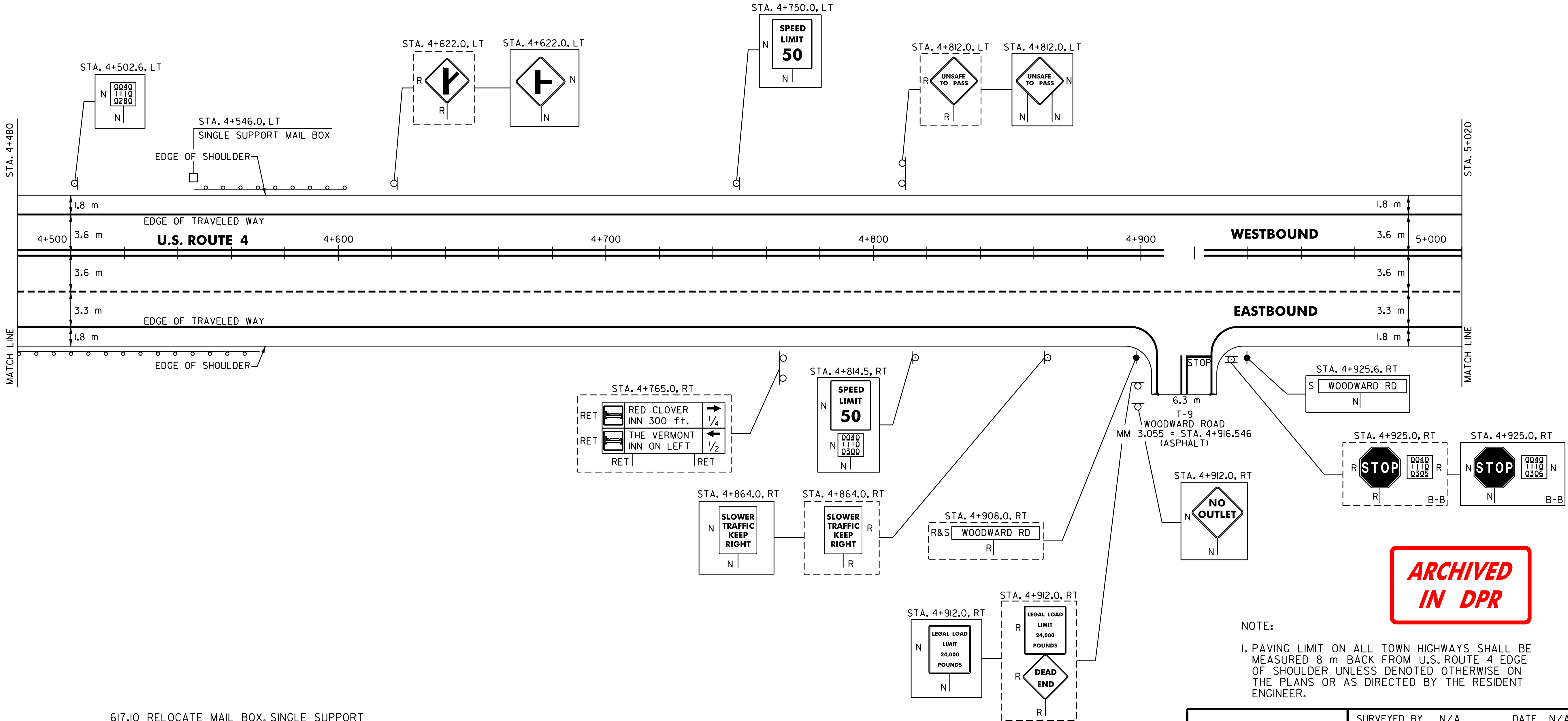
646.46 DURABLE 600 mm STOP BAR
MENDON:
STA. 4+916.546 RT, T-9

646.66 TEMPORARY 600 mm STOP BAR
MENDON:
STA. 4+916.546 RT, T-9

646.50 DURABLE LETTER OR SYMBOL
MENDON:
STA. 4+916.546 RT, T-9, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
MENDON:
STA. 4+916.546 RT, T-9, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 8
675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



ARCHIVED
IN DPR

NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

617.10 RELOCATE MAIL BOX, SINGLE SUPPORT
MENDON:
STA. 4+546.0, LT

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 4+480.0 - STA. 4+559.2 RT (79.2 m)
STA. 4+557.4 - STA. 4+591.6 LT (34.2 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
~~STA. 4+557.4 LT~~
~~STA. 4+559.2 RT~~ STA. 4+551.0 - 4+562.4 RT
~~STA. 4+591.6 LT~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 4+480.0 - STA. 4+558.0 RT (78.0 m)
STA. 4+546.0 - STA. 4+589.0 LT (43.0 m)

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

PAVING
PROJECT
LAYOUT

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/29
SQUAD LEADER	L.P.K.		
DESIGN FILE NO.	page 97 of 160	DATE PLOTTED	N/A
IPARM FILE	db160p13.i		
PROJ. NAME	BUILAND - KILLINGION		
PROJ. NO.	NH_980911S		
SHEET	22	OF	83
SHEETS			

646.41 Durable 100 mm Yellow Line
(All lines will include C/L breaks for town highways) S=Solid, D=Dashed
Mendon:
STA. 5+020.000 - STA. 5+560.000 LT S
STA. 5+510.394 Double Solid LT, T-4

646.61 Temporary 100 mm Yellow Line
(All lines will include C/L breaks for town highways) S=Solid, D=Dashed
Mendon:
STA. 5+020.000 - STA. 5+560.000 LT S
STA. 5+510.394 Double Solid LT, T-4

646.40 Durable 100 mm White Line
(All lines will include edge line breaks and radius for town highways)
Mendon:
STA. 5+020.000 - STA. 5+560.000 LT & RT
STA. 5+020.000 - STA. 5+560.000 Dashed Line 3.6 m RT

646.60 Temporary 100 mm White Line
(All lines will include edge line breaks and radius for town highways)
Mendon:
STA. 5+020.000 - STA. 5+560.000 LT & RT
STA. 5+020.000 - STA. 5+560.000 Dashed Line 3.6 m RT

646.46 Durable 600 mm Stop Bar
Mendon:
STA. 5+510.394 LT, T-4

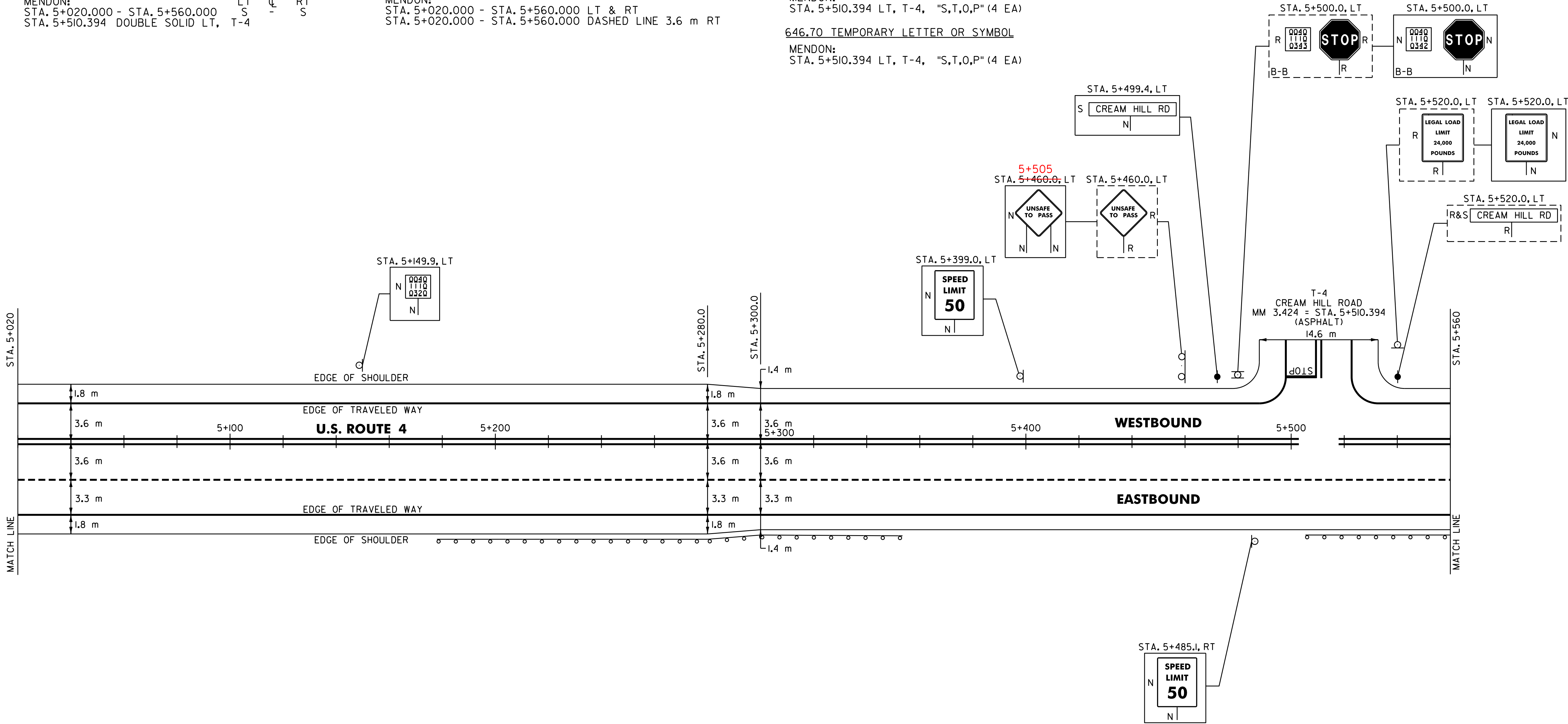
646.66 Temporary 600 mm Stop Bar
Mendon:
STA. 5+510.394 LT, T-4

646.50 Durable Letter or Symbol
Mendon:
STA. 5+510.394 LT, T-4, "S,T,O,P" (4 EA)

646.70 Temporary Letter or Symbol
Mendon:
STA. 5+510.394 LT, T-4, "S,T,O,P" (4 EA)

675.50 Removing Signs
As Shown - 5

675.60 Erecting Salvaged Signs
As Shown - 1



ARCHIVED
IN DPR

NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.20 STEEL BEAM GUARDRAIL
Mendon:
STA. 5+190.0 - STA. 5+330.6 RT (140.6 m)
STA. 5+516.8 - STA. 5+560.0 RT (43.2 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
Mendon:
~~STA. 5+190.0 - RT~~ STA. 5+180.6 - 5+192.0 RT
~~STA. 5+330.6 - RT~~ STA. 5+325.4 - 5+337.4 RT
~~STA. 5+516.8 - RT~~ STA. 5+519.0 - 5+530.4 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
Mendon:
STA. 5+190.0 - STA. 5+328.0 RT (138.0 m)
STA. 5+520.0 - STA. 5+560.0 RT (40.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.S.	DATE	11/299
	SQUAD LEADER	J.P.K.		
	DESIGN FILE NO.	2pave/97bl60/pbl60.dwg		
	IPARM FILE	pbl60p14.i	DATE PLOTTED	N/A
	PROJ. NAME	BUILDING - KILLINGTON		
	PROJ. NO.	NH 980211S		
	SHEET	23 OF 83	SHEETS	

646.46 DURABLE 600 mm STOP BAR

MENDON:
STA. 5+745.350 LT, T-I4

646.66 TEMPORARY 600 mm STOP BAR

MENDON:
STA. 5+745.350 LT, T-I4

646.50 DURABLE LETTER OR SYMBOL

MENDON:
STA. 5+745.350 LT, T-I4, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL

MENDON:
STA. 5+745.350 LT, T-I4, "S,T,O,P" (4 EA)

646.41 DURABLE 100 mm YELLOW LINE

(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. 5+560.000 - STA. 6+100.000 LT S
STA. 5+745.350 DOUBLE SOLID LT, T-I4

646.61 TEMPORARY 100 mm YELLOW LINE

(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. 5+560.000 - STA. 6+100.000 LT S
STA. 5+745.350 DOUBLE SOLID LT, T-I4

646.40 DURABLE 100 mm WHITE LINE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MENDON:
STA. 5+560.000 - STA. 6+100.000 LT & RT
STA. 5+560.000 - STA. 6+100.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE

(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

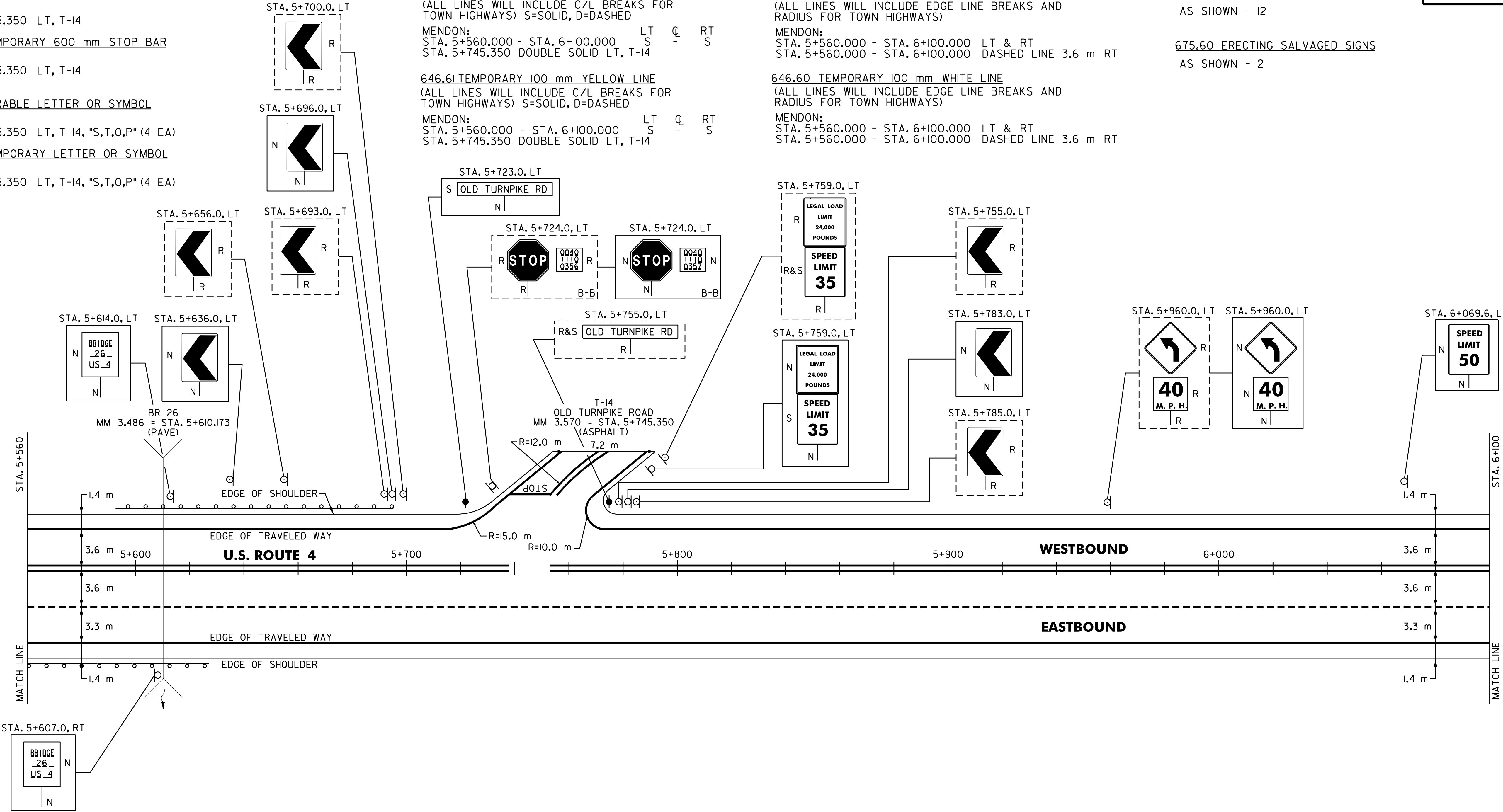
MENDON:
STA. 5+560.000 - STA. 6+100.000 LT & RT
STA. 5+560.000 - STA. 6+100.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS

AS SHOWN - 12

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - 2



ARCHIVED
IN DPR

NOTE:

1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

621.35 TREATED TIMBER CURB

MENDON:
STA. 5+585.0 - STA. 5+620.0 RT (35.0 m)

621.20 STEEL BEAM GUARDRAIL

MENDON:
STA. 5+560.0 - STA. 5+615.6 RT (55.6 m)
STA. 5+604.0 - STA. 5+683.8 LT (79.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MENDON:
~~STA. 5+604.0 - STA. 5+602.8~~ - 5+614.5 LT
~~STA. 5+615.6 - STA. 5+614.6~~ - 5+626.0 RT
~~STA. 5+683.8 - STA. 5+683.1~~ - 5+671.7 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MENDON:
STA. 5+560.0 - STA. 5+627.0 RT (67.0 m)
STA. 5+604.0 - STA. 5+682.0 LT (78.0 m)

SIGN LEGEND

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. dpave/97bl60/pbl60.dgn
IPARM FILE pbl60p15.i DATE N/A PLOTTED N/A
PROJ. NAME BUILDING - KILLINGTON
PROJ. NO. NH 980911S
SHEET 24 OF 83 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

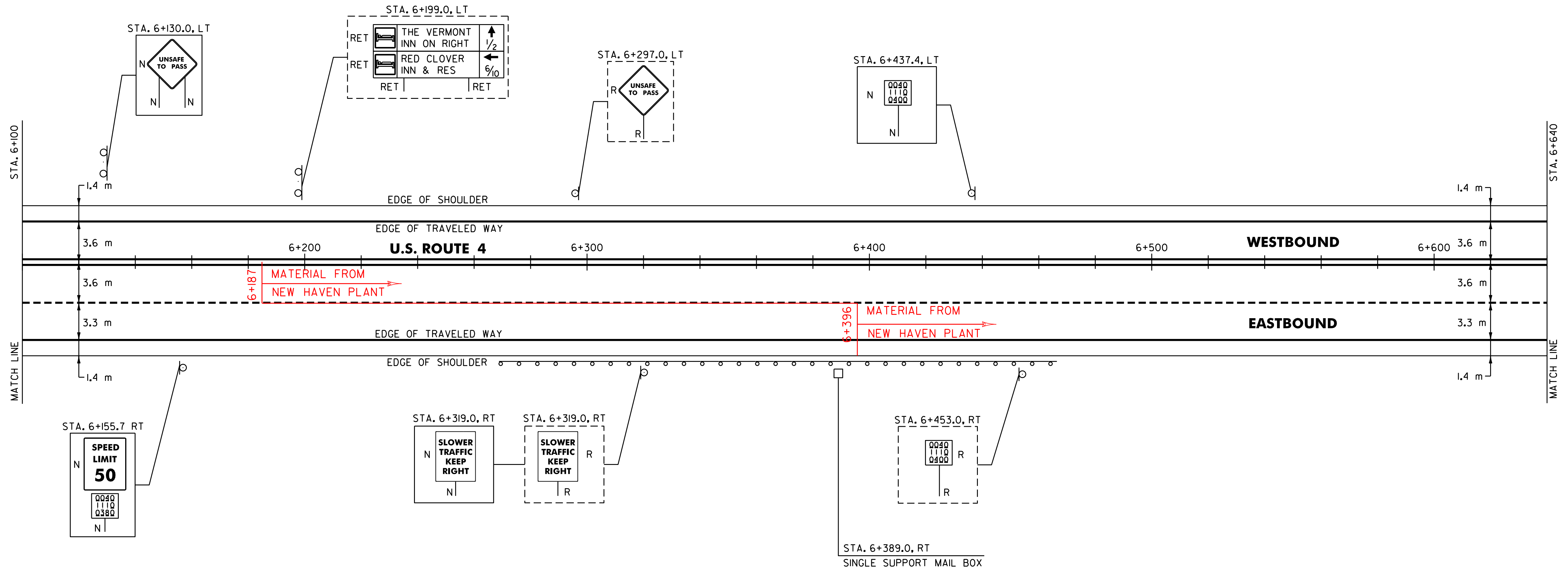
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 6+100.000 - STA. 6+640.000 LT S Q RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 6+100.000 - STA. 6+640.000 LT & RT
STA. 6+100.000 - STA. 6+640.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 3

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 6+100.000 - STA. 6+640.000 LT S Q RT S

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 6+100.000 - STA. 6+640.000 LT & RT
STA. 6+100.000 - STA. 6+640.000 DASHED LINE 3.6 m RT



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617.10 RELOCATE MAIL BOX, SINGLE SUPPORT
MENDON:
STA. 6+389.0, RT

621.20 STEEL BEAM GUARDRAIL

MENDON:
STA. 6+280.2 - STA. 6+455.0 RT (174.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

MENDON:
~~STA. 6+280.2 - RT~~ STA. 6+270.6 - 6+282.0 RT
~~STA. 6+455.0 - RT~~ STA. 6+442.0 - 6+453.4 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

MENDON:
STA. 6+322.0 - STA. 6+453.0 RT (131.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A	
	DRAWN BY	C.A.K.	DATE	11/2/99	
	SQUAD LEADER	T.P.K.			
	DESIGN FILE NO.	2page/97b160/pb160.dgn			
	IPARM		DATE		
	FILE	pb160p16.i	PLOTTED	N/A	
	PROJ. NAME	BUILAND - KILLINGBON			
PROJ. NO.	NH 9809(1)S				
SHEET	25	OF	83	SHEETS	

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

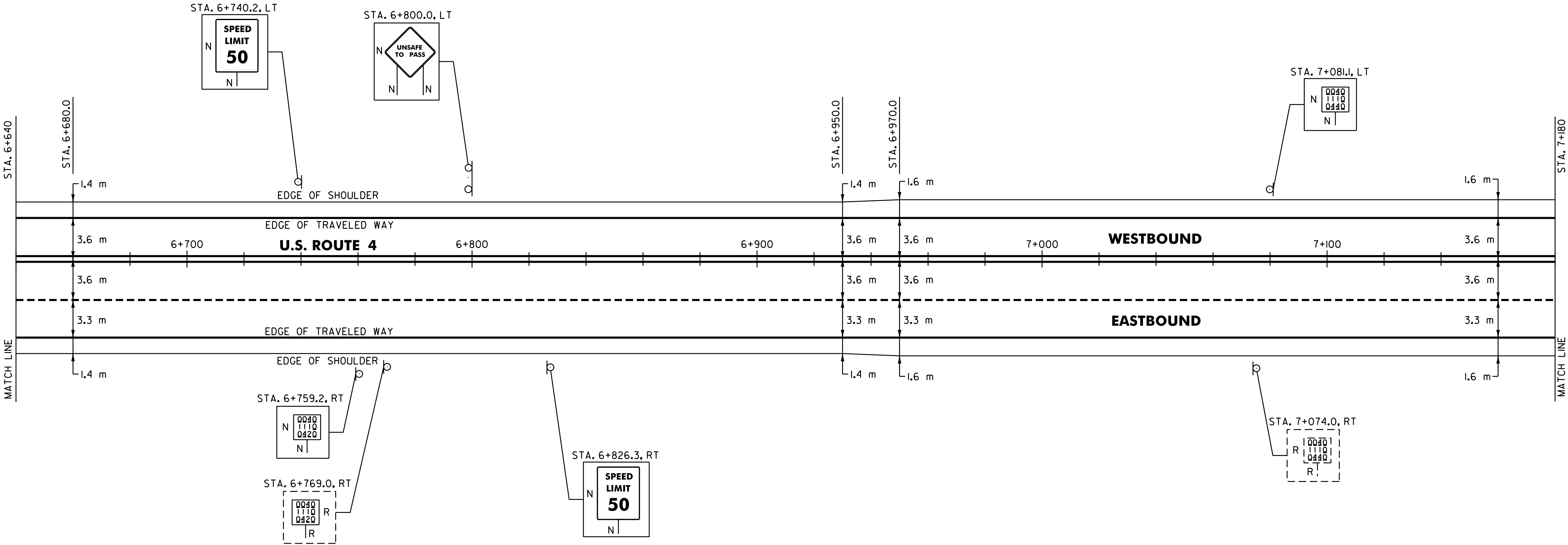
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON: STA. 6+640.000 - STA. 7+180.000 LT CL RT S - S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON: STA. 6+640.000 - STA. 7+180.000 LT & RT DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 2

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON: STA. 6+640.000 - STA. 7+180.000 LT CL RT S - S

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON: STA. 6+640.000 - STA. 7+180.000 LT & RT DASHED LINE 3.6 m RT



ARCHIVED
IN DPR

BUILT AS DESIGNED

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

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

PAVING
PROJECT
LAYOUT

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/29
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	2006/97b160/pb160.dgn		
IPARM		DATE	
FILE	pb160p17.i	PLOTTED	N/A
PROJ. NAME	BUILDING - KILLINGTON		
PROJ. NO.	NH 980911S		
SHEET	26 OF 83	SHEETS	

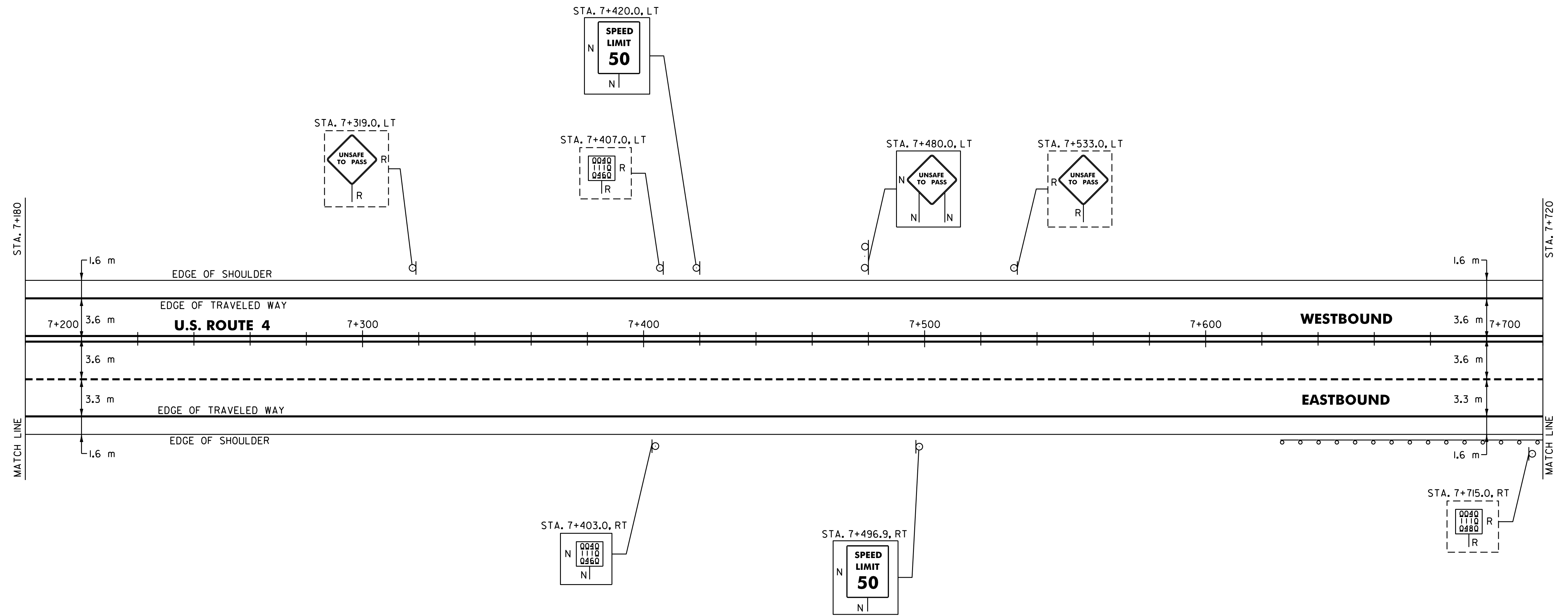
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 7+180.000 - STA. 7+720.000 LT S - RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 7+180.000 - STA. 7+720.000 LT S - RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 7+180.000 - STA. 7+720.000 LT & RT
STA. 7+180.000 - STA. 7+720.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 7+180.000 - STA. 7+720.000 LT & RT
STA. 7+180.000 - STA. 7+720.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 4



ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 7+638.0 - STA. 7+720.0 RT (82.0m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
STA. 7+638.0 RT STA. 7+614.9 - 7+626.3 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 7+638.0 - STA. 7+720.0 RT (82.0 m)

621.81 REMOVAL AND DISPOSAL OF GUIDE POSTS
MENDON:
STA. 7+238.0 RT (1EA)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	pave/97bl60/pbl60.dgn		
	IPARM	pbl60p18.i	DATE	N/A
	FILE		PLOTTED	
	PROJ. NAME	BUILAND - KILLINGTON		
	PROJ. NO.	NH_980911S		
	SHEET	27	OF	83
			SHEETS	

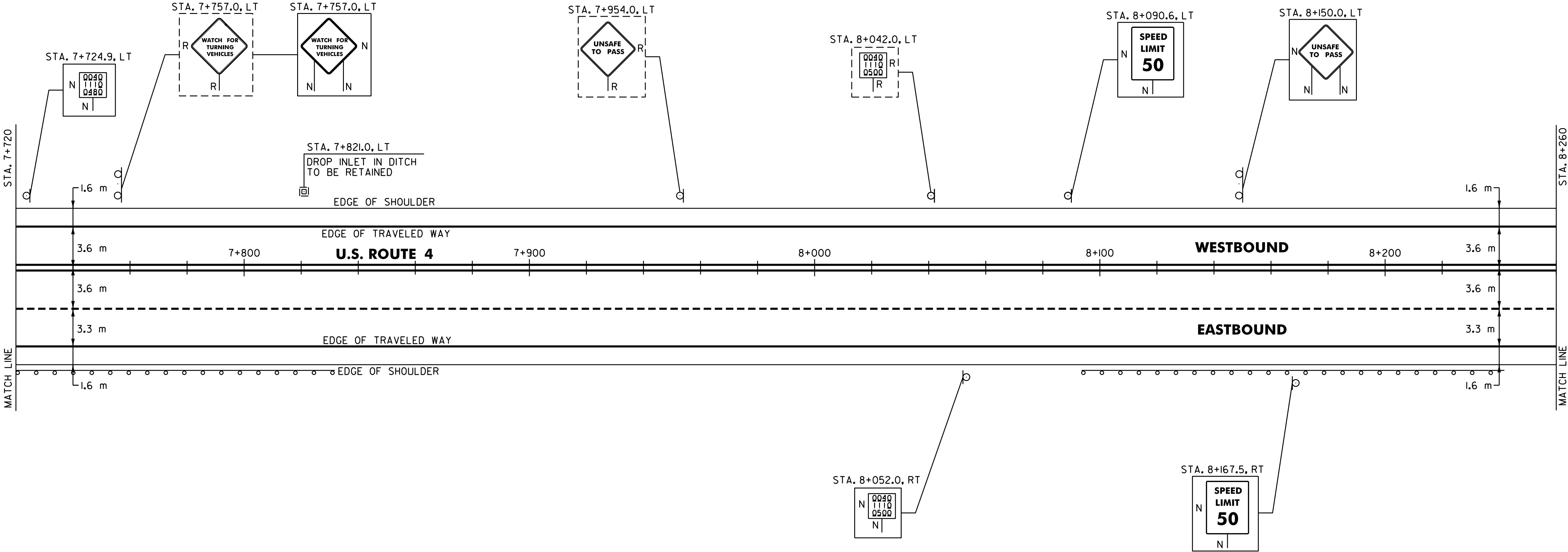
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 7+720.000 - STA. 8+260.000 LT S - RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 7+720.000 - STA. 8+260.000 LT S - RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 7+720.000 - STA. 8+260.000 LT & RT
STA. 7+720.000 - STA. 8+260.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 7+720.000 - STA. 8+260.000 LT & RT
STA. 7+720.000 - STA. 8+260.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 3



621.35 TREATED TIMBER CURB
MENDON:
STA. 8+123.0 - STA. 8+188.0 RT (65.0 m)

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 7+720.0 - STA. 7+820.4 RT (100.4 m)
STA. 8+105.0 - STA. 8+230.4 RT (125.4 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
~~STA. 7+820.4 - RT~~ STA. 7+797.8 - 7+809.2 RT
~~STA. 8+105.0 - RT~~ STA. 8+090.0 - 8+101.5 RT
~~STA. 8+230.4 - RT~~ STA. 8+224.2 - 8+235.6 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 7+720.0 - STA. 7+819.0 RT (99.0 m)
STA. 8+105.0 - STA. 8+227.0 RT (122.0 m)

621.81 REMOVAL AND DISPOSAL OF GUIDE POSTS
MENDON:
STA. 7+961.0 RT (1EA)
STA. 7+994.0 RT (1EA)

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A

DRAWN BY C.A.K. DATE 11/2/99

SQUAD LEADER T.P.K.

DESIGN FILE NO. Z:\pave\97b160\pbl60.dgn

IPARM FILE pb160p19.i DATE PLOTTED N/A

PROJ. NAME BUILAND - KILLINGTON

PROJ. NO. NH 980911S

SHEET 28 OF 83 SHEETS

ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

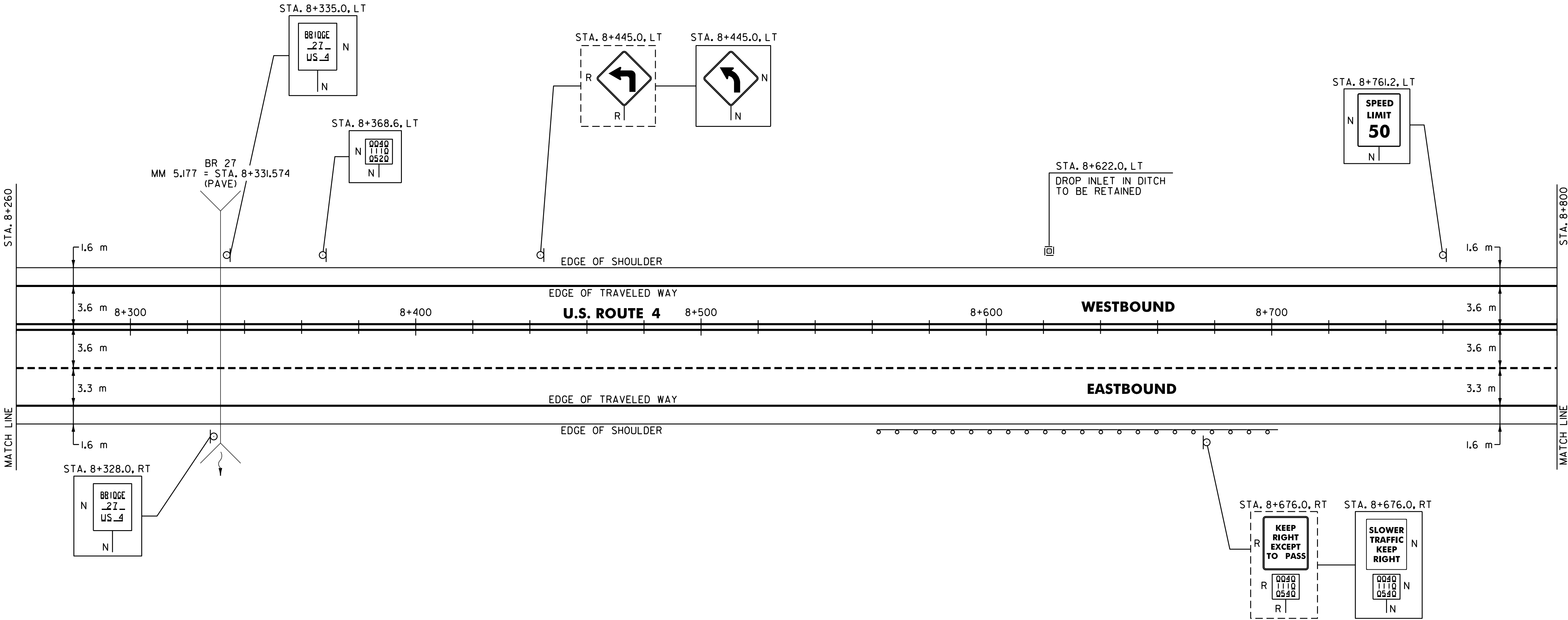
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 8+260.000 - STA. 8+800.000 LT S - RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 8+260.000 - STA. 8+800.000 LT S - RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 8+260.000 - STA. 8+800.000 LT & RT
STA. 8+260.000 - STA. 8+800.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 8+260.000 - STA. 8+800.000 LT & RT
STA. 8+260.000 - STA. 8+800.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 3



**ARCHIVED
IN DPR**

621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 8+573.0 - STA. 8+690.8 RT (117.8 m)
621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
~~STA. 8+573.0 - RT~~ STA. 8+561.6 - 8+573.0 RT
~~STA. 8+690.8 - RT~~ STA. 8+676.0 - 8+687.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 8+573.0 - STA. 8+688.0 RT (115.0 m)
621.81 REMOVAL AND DISPOSAL OF GUIDE POSTS
MENDON:
STA. 8+331.0 RT & LT (2 EA)
STA. 8+622.0 RT (1 EA)

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

**PAVING
PROJECT
LAYOUT**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER I.P.K.
DESIGN FILE NO. /pave/97bl60/pbl60.dgn
IPARM FILE pbl60p20.i DATE PLOTTED N/A
PROJ. NAME BUILD AND - KILLINGTON
PROJ. NO. NH 9809(1)S
SHEET 29 OF 83 SHEETS _____

DATUM N/A
VERTICAL N/A
HORIZONTAL N/A

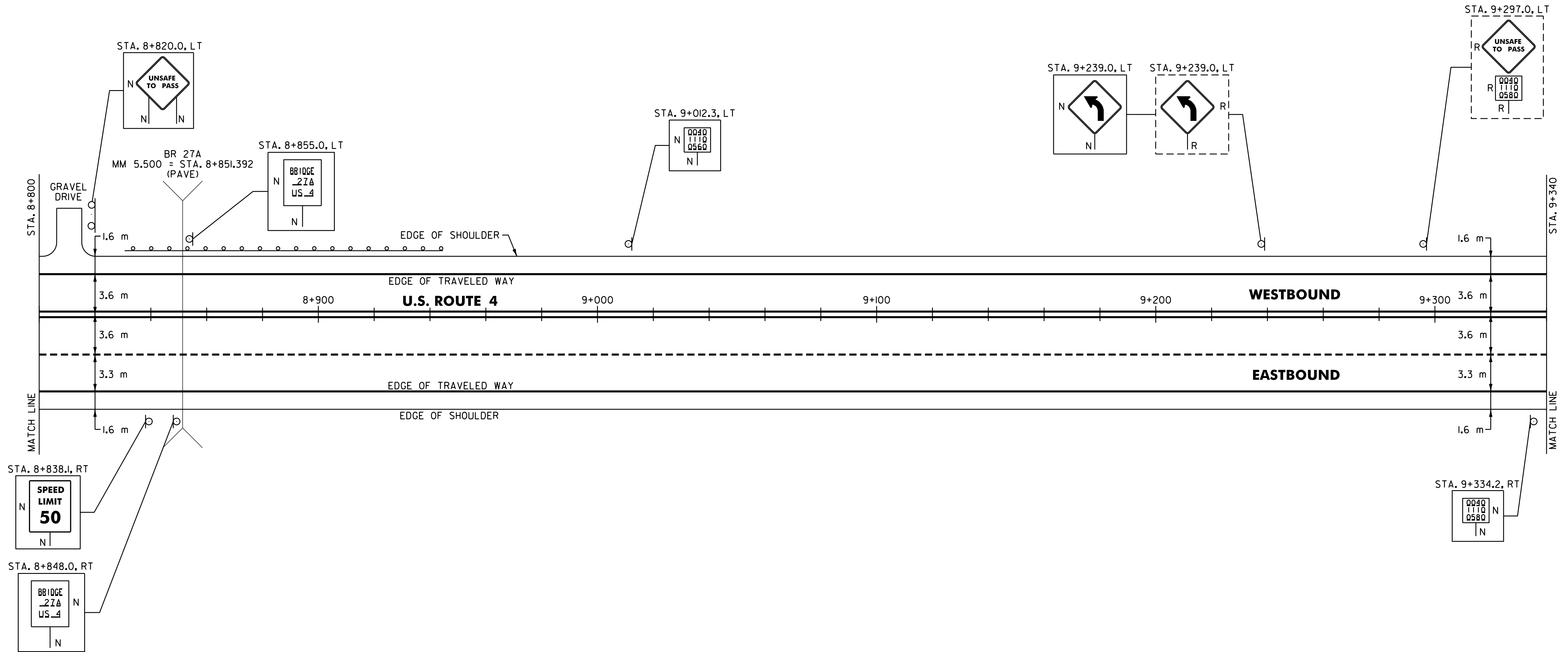
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 8+800.000 - STA. 9+340.000 LT S RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 8+800.000 - STA. 9+340.000 LT S RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 8+800.000 - STA. 9+340.000 LT & RT
STA. 8+800.000 - STA. 9+340.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 8+800.000 - STA. 9+340.000 LT & RT
STA. 8+800.000 - STA. 9+340.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 3



621.20 STEEL BEAM GUARDRAIL
MENDON:
STA. 8+842.0 - STA. 8+933.2 LT (91.2 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
MENDON:
~~STA. 8+842.0 - LT~~ STA. 8+831.2 - 8+842.6 LT
~~STA. 8+933.2 - LT~~ STA. 8+945.4 - 8+956.9 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
MENDON:
STA. 8+842.0 - STA. 8+933.0 LT (91.0 m)

621.81 REMOVAL AND DISPOSAL OF GUIDE POSTS
MENDON:
STA. 9+036.0 RT (IEA)
STA. 9+057.0 RT (IEA)
STA. 9+067.0 RT (IEA)
STA. 9+082.0 RT (IEA)
STA. 9+097.0 RT (IEA)
STA. 9+112.0 RT (IEA)
STA. 9+127.0 RT (IEA)
STA. 9+141.0 RT (IEA)

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER J.P.K.
DESIGN FILE NO. /pave/97b160/pbl60.dgn
IPARM pbl60p21i DATE N/A
FILE pbl60p21i PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH_98Q911S
SHEET 30 OF 83 SHEETS -----

ARCHIVED
IN DPR

USER: \$HTUSERS

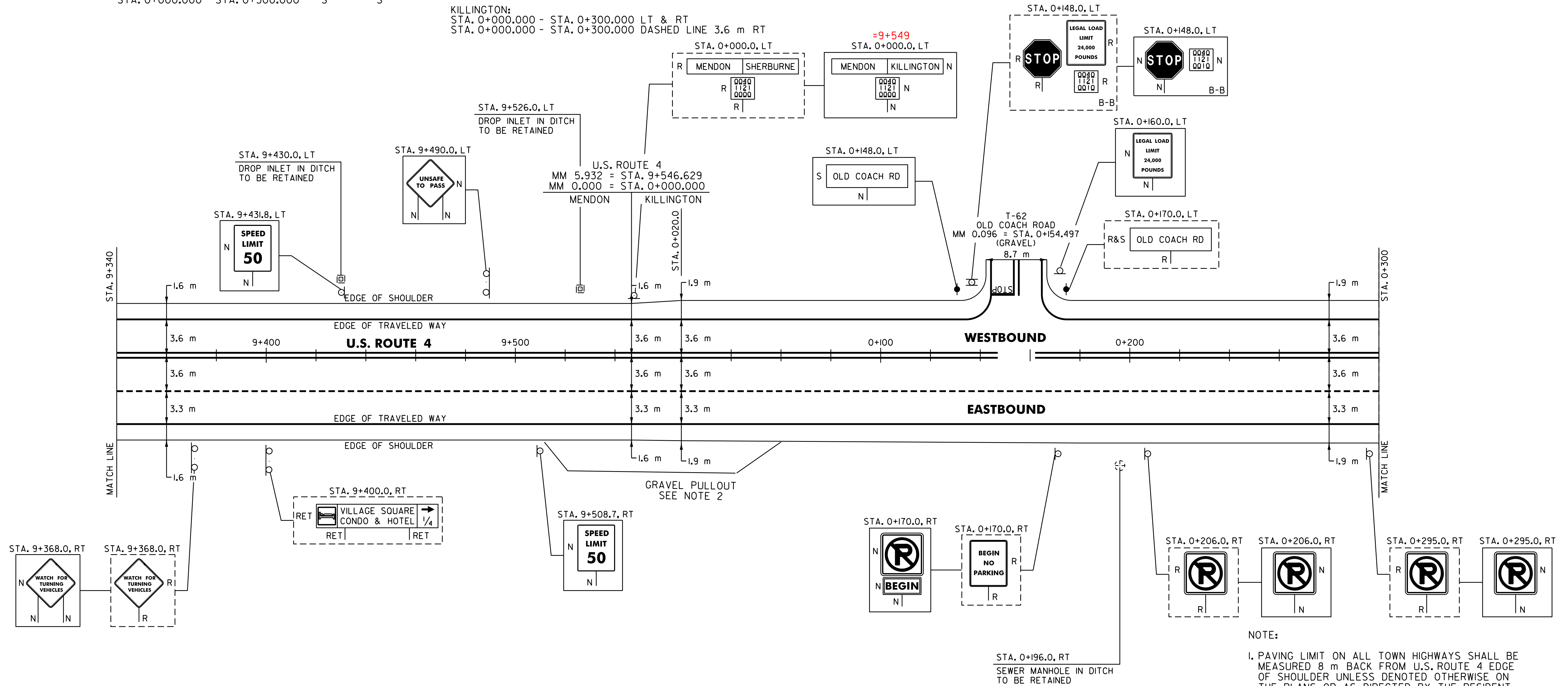
DATUM
VERTICAL N/A
HORIZONTAL N/A

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON: STA. 9+340.000 - STA. 9+546.629 LT S - RT S
KILLINGTON: STA. 0+000.000 - STA. 0+300.000 S - S
STA. 0+154.497 DOUBLE SOLID LT, T-62
646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON: STA. 9+340.000 - STA. 9+546.629 LT S - RT S
KILLINGTON: STA. 0+000.000 - STA. 0+300.000 S - S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON: STA. 9+340.000 - STA. 9+546.629 LT & RT
STA. 9+340.000 - STA. 9+546.629 DASHED LINE 3.6 m RT
KILLINGTON: STA. 0+000.000 - STA. 0+300.000 LT & RT
STA. 0+000.000 - STA. 0+300.000 DASHED LINE 3.6 m RT
646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON: STA. 9+340.000 - STA. 9+546.629 LT & RT
STA. 9+340.000 - STA. 9+546.629 DASHED LINE 3.6 m RT
KILLINGTON: STA. 0+000.000 - STA. 0+300.000 LT & RT
STA. 0+000.000 - STA. 0+300.000 DASHED LINE 3.6 m RT

646.46 DURABLE 600 mm STOP BAR
KILLINGTON: STA. 0+154.497 LT, T-62
646.50 DURABLE LETTER OR SYMBOL
KILLINGTON: STA. 0+154.497 LT, T-62, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - IO
675.60 ERECTING SALVAGED SIGNS
AS SHOWN - I



NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. PLACE 100 mm OF COMPACTED PLANE GRINDINGS ON THE EXISTING GRAVEL PULLOUT AND PROVIDE A 45 mm TYPE III S 8 m WIDE APRON. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID UNDER ITEM 608.25.

BUILT AS DESIGNED

ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.81 REMOVAL AND DISPOSAL OF GUIDE POSTS
MENDON: STA. 9+430.0 RT & LT (2 EA)
STA. 9+520.0 RT (1 EA)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	I.P.K.		
	DESIGN FILE NO.	dpave/97bl60/pbl60.dgn		
	IPARM FILE	pbl60p22.i	DATE PLOTTED	N/A
	PROJ. NAME	BUILAND - KILLINGTON		
	PROJ. NO.	NH 9809(IIS)		
	SHEET	31	OF	83
			SHEETS	

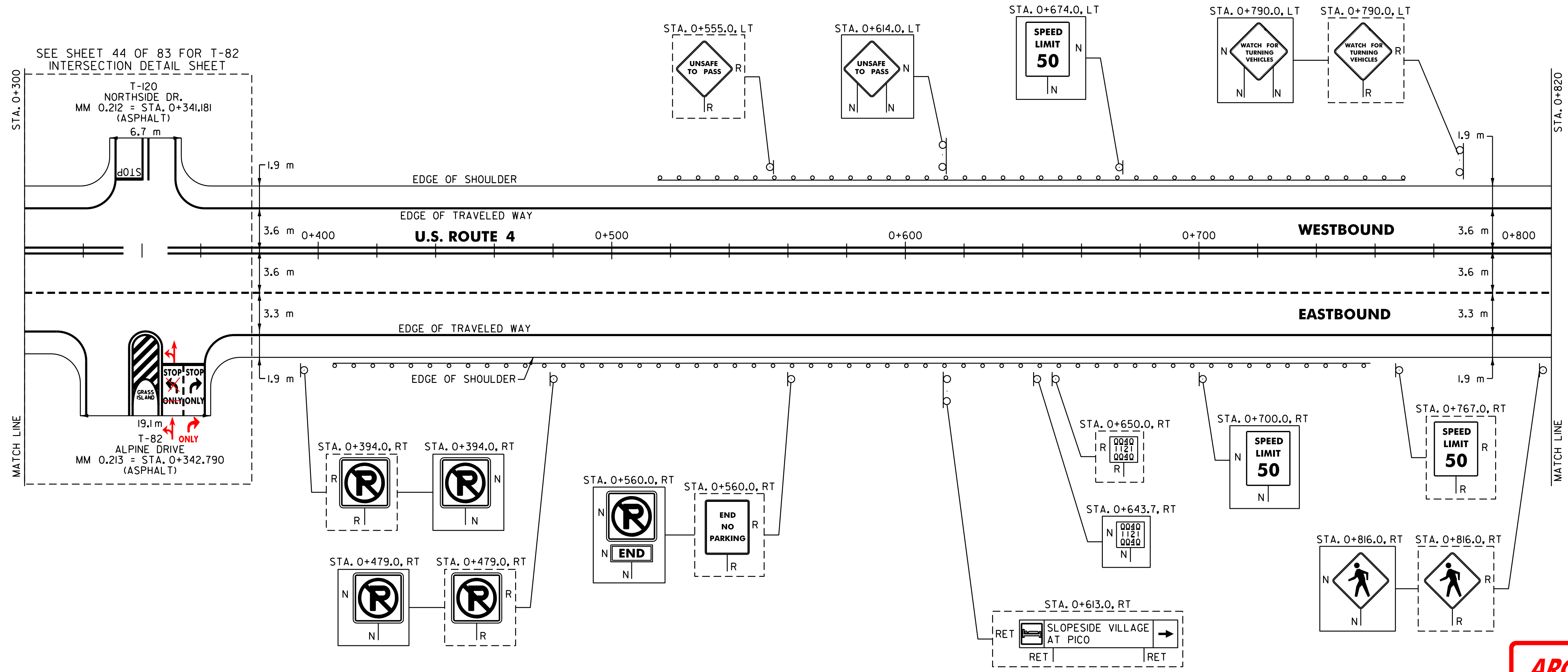
646.4IDURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 0+300.000 - STA. 0+820.000 LT Q RT S - S

646.6ITEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 0+300.000 - STA. 0+820.000 LT Q RT S - S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 0+300.000 - STA. 0+820.000 LT & RT
STA. 0+300.000 - STA. 0+820.000 DASHED LINE 3.6 m RT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 0+300.000 - STA. 0+820.000 LT & RT
STA. 0+300.000 - STA. 0+820.000 DASHED LINE 3.6 m RT

675.50 REMOVING SIGNS
AS SHOWN - 8



621.20 STEEL BEAM GUARDRAIL
KILLINGTON:
STA. 0+416.4 - STA. 0+747.0 RT (330.6 m)
STA. 0+527.0 - STA. 0+758.8 LT (231.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
KILLINGTON:
~~STA. 0+416.4 - RT~~ STA. 0+392.2 - 0+403.6 RT
~~STA. 0+527.0 - LT~~ STA. 0+526.2 - 0+537.6 LT
~~STA. 0+747.0 - RT~~ STA. 0+747.0 - 0+758.4 RT
~~STA. 0+758.8 - LT~~ STA. 0+743.6 - 0+755.0 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
KILLINGTON:
STA. 0+405.0 - STA. 0+744.0 RT (339.0 m)
STA. 0+527.0 - STA. 0+756.0 LT (229.0 m)

621.8IREMOVAL AND DISPOSAL OF GUIDE POSTS
KILLINGTON:
STA. 0+435.0 LT (IEA)
STA. 0+726.0 RT (IEA)

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

PAVING PROJECT LAYOUT

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/99
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	Zpave297b160/pb160.dgn		
IPARM		DATE	
FILE	pb160p23.i	PLOTTED	N/A
PROJ. NAME	BUILAND - KILLINGTON		
PROJ. NO.	NH_980911S		
SHEET	32	OF	83
SHEETS			

ARCHIVED
IN DPR

USER=\$NTUSER\$

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

KILLINGTON:
STA. 0+820.000 - STA. 1+380.000 LT S
STA. 0+852.956 DOUBLE SOLID RT, T-4I S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

KILLINGTON:
STA. 0+820.000 - STA. 1+380.000 LT S
STA. 0+852.956 DOUBLE SOLID RT, T-4I S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

KILLINGTON:
STA. 0+820.000 - STA. 1+380.000 LT & RT
STA. 0+820.000 - STA. 0+960.000 DASHED LINE 3.6 m RT
STA. 1+368.000 - STA. 1+380.000 DASHED LINE 3.6 m LT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

KILLINGTON:
STA. 0+820.000 - STA. 1+380.000 LT & RT
STA. 0+820.000 - STA. 0+960.000 DASHED LINE 3.6 m RT
STA. 1+368.000 - STA. 1+380.000 DASHED LINE 3.6 m LT

646.46 DURABLE 600 mm STOP BAR
KILLINGTON:
STA. 0+852.956, RT, T-4I

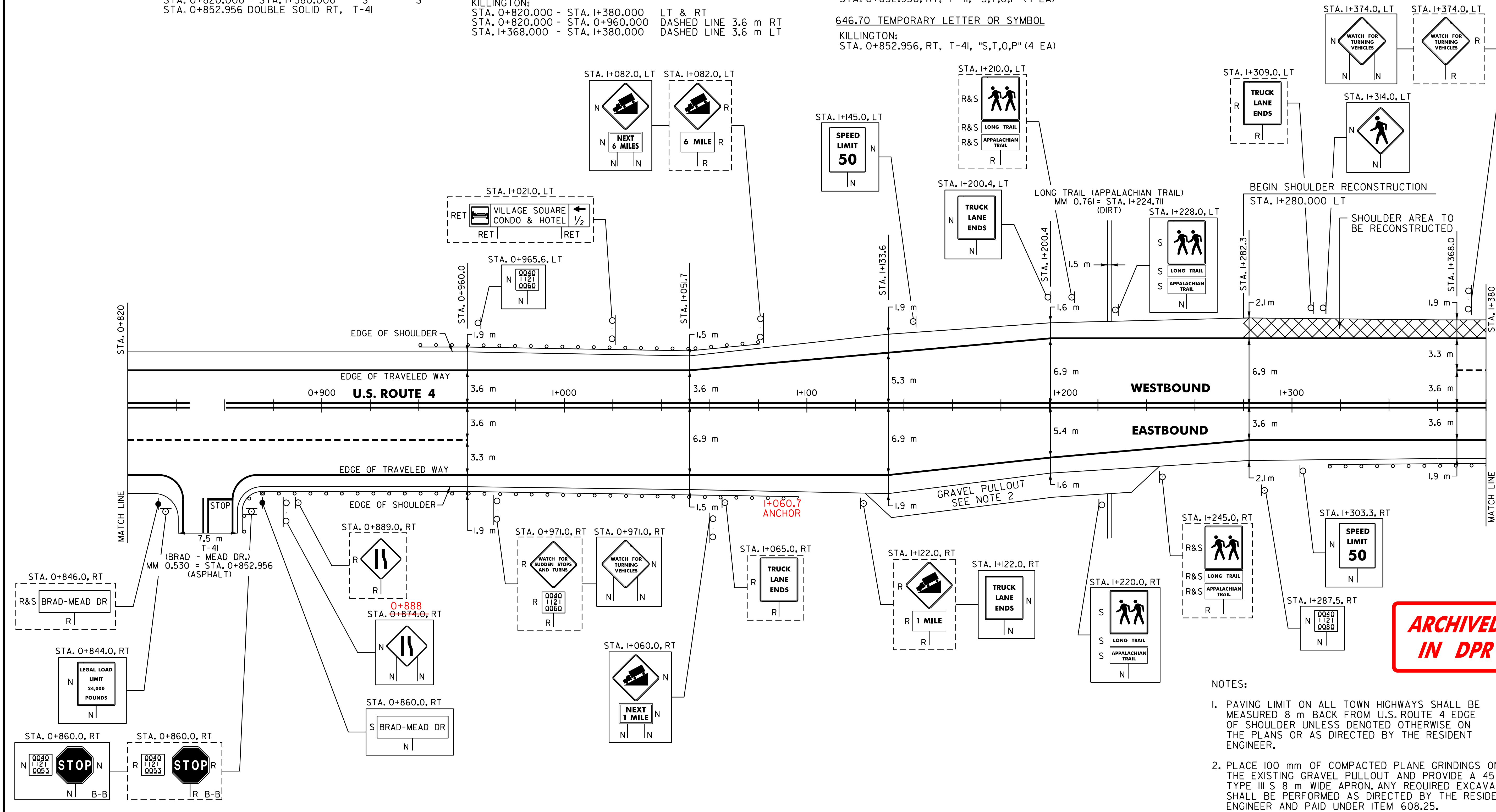
646.66 TEMPORARY 600 mm STOP BAR
KILLINGTON:
STA. 0+852.956, RT, T-4I

646.50 DURABLE LETTER OR SYMBOL
KILLINGTON:
STA. 0+852.956, RT, T-4I, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
KILLINGTON:
STA. 0+852.956, RT, T-4I, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS
AS SHOWN - 19

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 7



- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - PLACE 100 mm OF COMPACTED PLANE GRINDINGS ON THE EXISTING GRAVEL PULLOUT AND PROVIDE A 45 mm TYPE III S 8 m WIDE APRON. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID UNDER ITEM 608.25.

621.20 STEEL BEAM GUARDRAIL W/2.4 m POSTS (MOD.)

KILLINGTON:
STA. 1+315.0 - STA. 1+380.0 RT (65.0 m)

621.20 STEEL BEAM GUARDRAIL

KILLINGTON:
STA. 0+881.0 - STA. 1+086.2 RT (205.2 m)
STA. 0+951.4 - STA. 1+069.2 LT (117.8 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)

KILLINGTON:
STA. 0+951.4 LT
~~STA. 1+069.2 LT~~ STA. 1+068.3 - 1+079.8 LT
~~STA. 1+086.2 RT~~ STA. 1+083.3 - 1+094.8 RT
~~STA. 1+315.0 RT~~ STA. 1+304.6 - 1+316.0 RT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL

KILLINGTON:
STA. 0+881.0 - STA. 1+085.0 RT (204.0 m)
STA. 0+940.0 - STA. 1+069.0 LT (129.0 m)
STA. 1+315.0 - STA. 1+380.0 RT (65.0 m)

SIGN LEGEND

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

**PAVING
PROJECT
LAYOUT**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.

DESIGN FILE NO. dpave/97b160/pbl60.dgn

IPARM _____ DATE _____
FILE pbl60p24.i PLOTTED N/A

PROJ. NAME BUILAND - KILLINGTON

PROJ. NO. NH_980911S

SHEET 33 OF 83 SHEETS _____

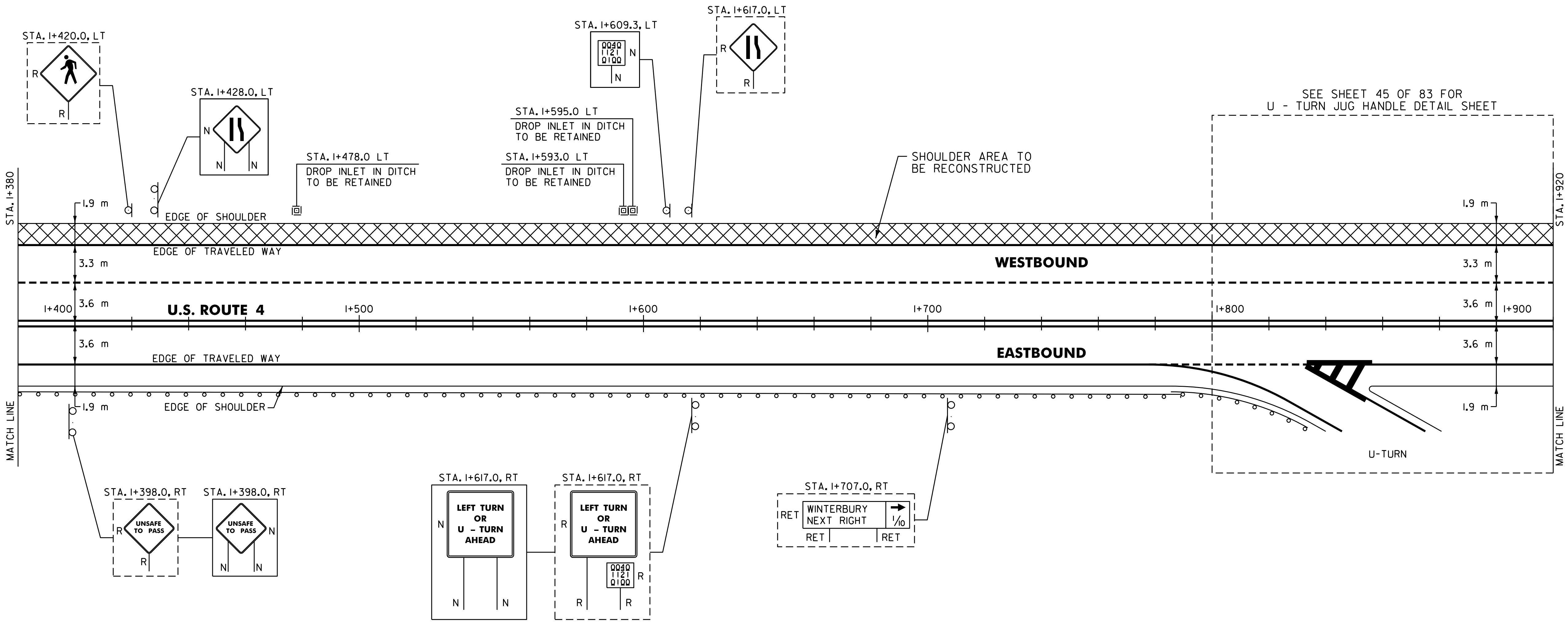
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. I+380.000 - STA. I+920.000 LT S CL RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. I+380.000 - STA. I+920.000 LT S CL RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. I+380.000 - STA. I+920.000 LT & RT
STA. I+380.000 - STA. I+920.000 DASHED LINE 3.6 m LT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. I+380.000 - STA. I+920.000 LT & RT
STA. I+380.000 - STA. I+920.000 DASHED LINE 3.6 m LT

675.50 REMOVING SIGNS
AS SHOWN - 5



DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.20 STEEL BEAM GUARDRAIL W/2.4 m POSTS (MOD.)
KILLINGTON:
STA. I+380.0 - STA. I+805.2 RT (425.2 m)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
KILLINGTON:
STA. I+380.0 - STA. I+805.0 RT (425.0 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
KILLINGTON:
~~STA. I+805.2 RT~~ STA. I+792.2 - I+803.7 RT.

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A

DRAWN BY C.A.K. DATE 11/99

SQUAD LEADER T.P.K.

DESIGN FILE NO. Zpave297b160/pbl60.dgn

IPARM FILE pbl60p25.i DATE PLOTTED N/A

PROJ. NAME BUILAND - KILLINGTON

PROJ. NO. NH_980911S

SHEET 34 OF 83 SHEETS

ARCHIVED
IN DPR

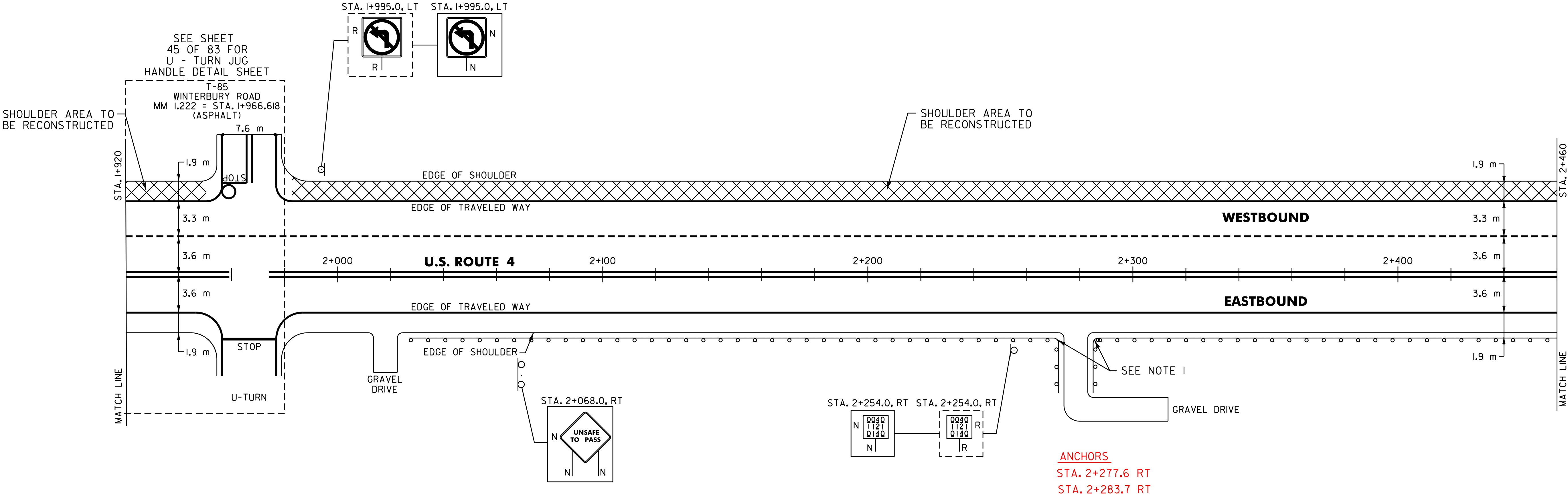
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 1+920.000 - STA. 2+460.000 LT S
RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 1+920.000 - STA. 2+460.000 LT S
RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 1+920.000 - STA. 2+460.000 LT & RT
STA. 1+920.000 - STA. 2+460.000 DASHED LINE 3.6 m LT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 1+920.000 - STA. 2+460.000 LT & RT
STA. 1+920.000 - STA. 2+460.000 DASHED LINE 3.6 m LT

675.50 REMOVING SIGNS
AS SHOWN - 2



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IN DPR

NOTE:
I. INSTALL AN ADDITIONAL ANCHOR ON EACH SIDE OF THE EXISTING DRIVEWAY AS DIRECTED BY THE RESIDENT ENGINEER.

621.20 STEEL BEAM GUARDRAIL W/2.4 m POSTS (MOD.)
KILLINGTON:
STA. 2+038.4 - STA. 2+274.0 RT (243.8 m)
STA. 2+283.0 - STA. 2+460.0 RT (185.2 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
KILLINGTON:
STA. 2+038.4 RT STA. 2+030.0 - 2+041.4 RT

621.60 ANCHOR FOR STEEL BEAM RAIL
KILLINGTON:
STA. 2+274.0 RT (AT CORNER OF GRAVEL DRIVE)
STA. 2+274.0 RT (AT END SECTION OF RAIL ON GRAVEL DRIVE)
STA. 2+283.0 RT (AT CORNER OF GRAVEL DRIVE)
STA. 2+283.0 RT (AT END SECTION OF RAIL ON GRAVEL DRIVE)

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
KILLINGTON:
STA. 2+027.0 - STA. 2+274.0 RT (247.0 m)
STA. 2+283.0 - STA. 2+460.0 RT (177.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	J.P.K.		
	DESIGN FILE NO.	z pave 97 b160 z b160.dgn		
	IPARM	pb160p26.i	DATE	N/A
	FILE		PLOTTED	
	PROJ. NAME	BUILAND - KILLINGTON		
	PROJ. NO.	NH 9809 (IS)		
	SHEET	35 OF 83	SHEETS	

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

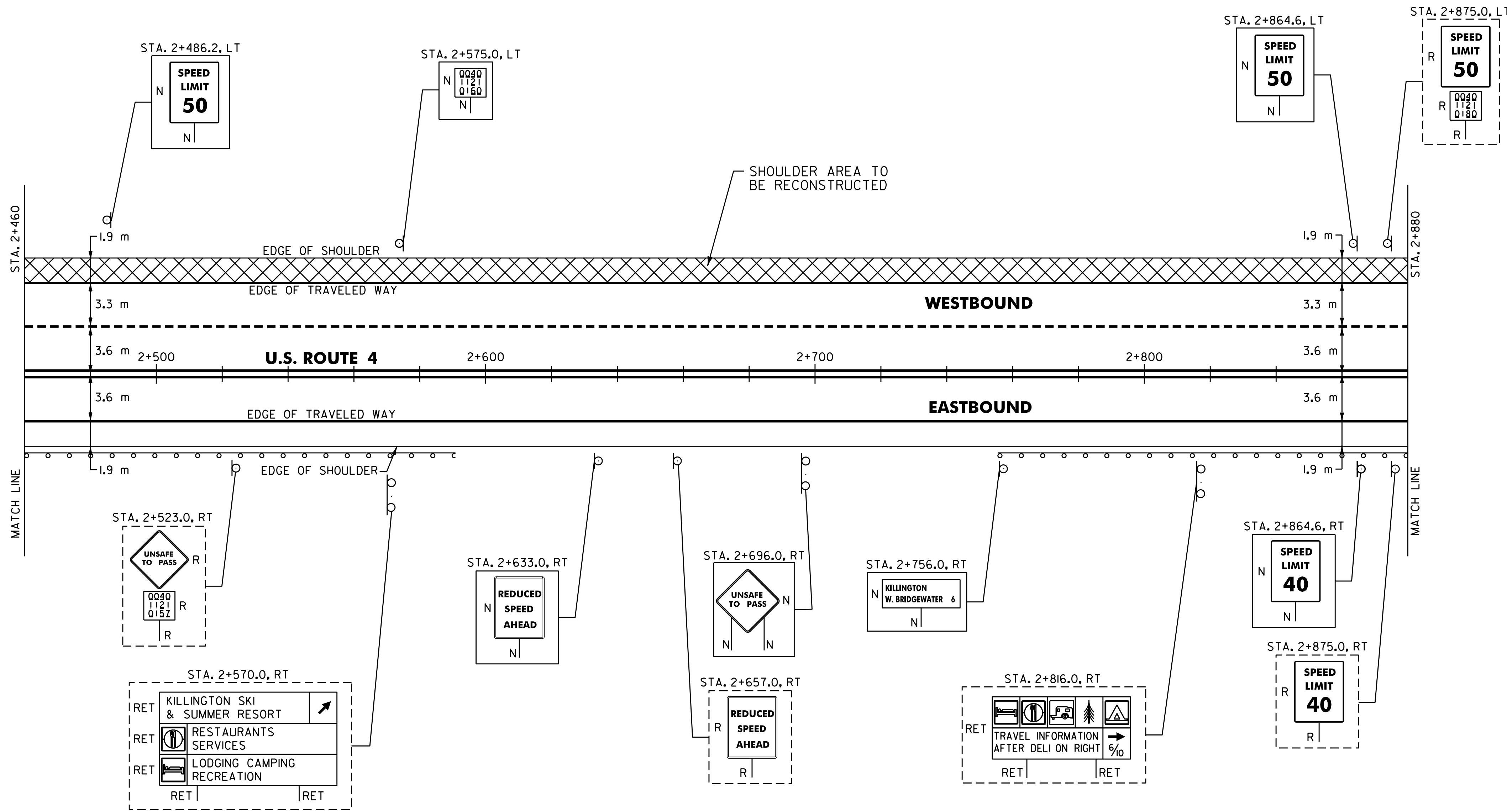
646.41 Durable 100 mm Yellow Line
(All lines will include C/L breaks for town highways) S=solid, D=dashed
KILLINGTON:
STA. 2+460.000 - STA. 2+880.000 LT S CL RT S

646.61 Temporary 100 mm Yellow Line
(All lines will include C/L breaks for town highways) S=solid, D=dashed
KILLINGTON:
STA. 2+460.000 - STA. 2+880.000 LT S CL RT S

646.40 Durable 100 mm White Line
(All lines will include edge line breaks and radius for town highways)
KILLINGTON:
STA. 2+460.000 - STA. 2+880.000 LT & RT
STA. 2+460.000 - STA. 2+880.000 Dashed Line 3.6 m LT

646.60 Temporary 100 mm White Line
(All lines will include edge line breaks and radius for town highways)
KILLINGTON:
STA. 2+460.000 - STA. 2+880.000 LT & RT
STA. 2+460.000 - STA. 2+880.000 Dashed Line 3.6 m LT

675.50 Removing Signs
AS SHOWN - 6



ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.20 Steel Beam Guardrail W/2.4 m Posts (MOD.)
KILLINGTON:
STA. 2+460.0 - STA. 2+579.4 RT (119.4 m)
STA. 2+768.2 - STA. 2+880.0 RT (111.8 m)

621.505 Manufactured Terminal Section (Flared)
KILLINGTON:
~~STA. 2+579.4 - RT~~ STA. 2+584.7 - 2+573.3 RT
~~STA. 2+768.2 - RT~~ STA. 2+760.0 - 2+748.6 RT

621.80 Removal and Disposal of Guardrail
KILLINGTON:
STA. 2+460.0 - STA. 2+577.0 RT (117.0 m)
STA. 2+770.0 - STA. 2+880.0 RT (110.0 m)

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

PAVING PROJECT LAYOUT	SURVEYED BY N/A DATE N/A	
	DRAWN BY C.A.K. DATE 11/99	
	SQUAD LEADER T.P.K.	
	DESIGN FILE NO. \pave\97bl60\pbl60.dgn	
	IPARM FILE pbl60p27.i	DATE PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON		
PROJ. NO. NH_980911S		
SHEET 36 OF 83 SHEETS		

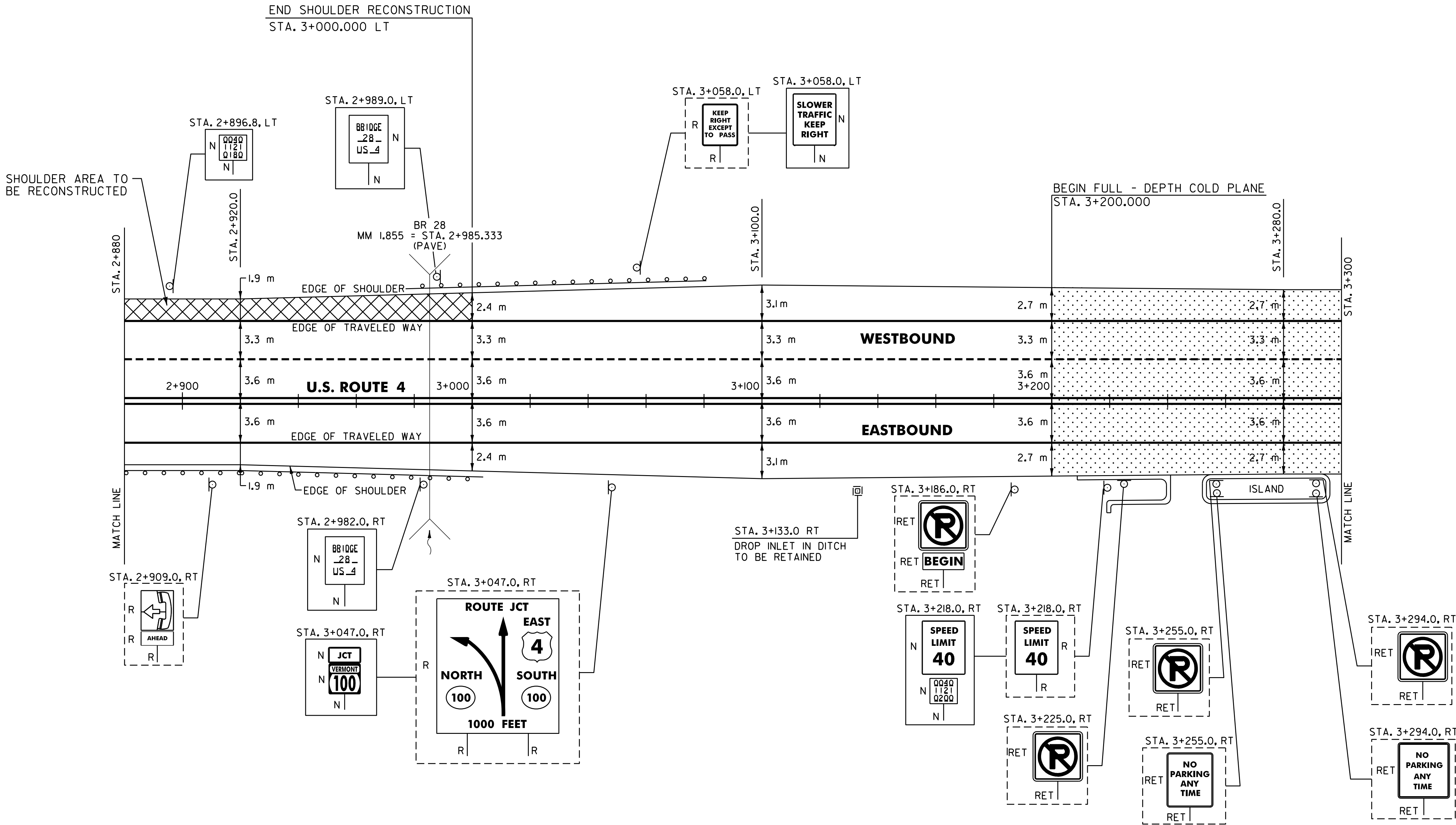
646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 2+880.000 - STA. 3+300.000 LT Q RT S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 2+880.000 - STA. 3+300.000 LT Q RT S

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 2+880.000 - STA. 3+300.000 LT & RT
STA. 2+880.000 - STA. 3+300.000 DASHED LINE 3.6 m LT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 2+880.000 - STA. 3+300.000 LT & RT
STA. 2+880.000 - STA. 3+300.000 DASHED LINE 3.6 m LT

675.50 REMOVING SIGNS
AS SHOWN - 5



ANCHORS
STA. 2+963.0 LT
STA. 3+034.9 RT

ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

621.20 STEEL BEAM GUARDRAIL W/2.4 m POSTS (MOD.)
KILLINGTON:
STA. 2+880.0 - STA. 3+026.6 RT (146.6 m)
STA. 2+988.4 - STA. 3+075.8 LT (87.4 m)

621.505 MANUFACTURED TERMINAL SECTION (FLARED)
KILLINGTON:
~~STA. 2+988.4 - LT~~ STA. 3+051.1 - 3+062.5 LT
~~STA. 3+026.6 - RT~~
~~STA. 3+075.8 - LT~~

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
KILLINGTON:
STA. 2+880.0 - STA. 3+038.0 RT (158.0 m)
STA. 2+977.0 - STA. 3+074.0 LT (97.0 m)

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

PAVING
PROJECT
LAYOUT

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/99
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	Zpave297bl60/pbl60.dgn		
IPARM	DATE	FILE	PLOTTED
		pbl60p28.i	N/A
PROJ. NAME	BUILAND - KILLINGTON		
PROJ. NO.	NH_980911S		
SHEET	37	OF	83
SHEETS			

646.41 DURABLE 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

KILLINGTON:
 STA. 3+300.000 - STA. 3+352.400 S - S
 STA. 3+490.000 - STA. 3+550.000 S - S
 STA. 3+352.400 - STA. 3+490.000 RT, DOUBLE SOLID (MEDIAN TAPER)
 STA. 3+559.869 LT, DOUBLE SOLID (MEDIAN), VT. ROUTE 100
 STA. 3+575.200 - STA. 3+607.000 C/L & RT, DOUBLE SOLID (MEDIAN)

646.61 TEMPORARY 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

KILLINGTON:
 STA. 3+300.000 - STA. 3+352.400 S - S
 STA. 3+490.000 - STA. 3+550.000 S - S
 STA. 3+352.400 - STA. 3+490.000 RT, DOUBLE SOLID (MEDIAN TAPER)
 STA. 3+559.869 LT, DOUBLE SOLID (MEDIAN), VT. ROUTE 100
 STA. 3+575.200 - STA. 3+607.000 C/L & RT, DOUBLE SOLID (MEDIAN)

646.50 DURABLE LETTER OR SYMBOL

KILLINGTON:
 STA. 3+491.250 RT, "O,N,L,Y" (4 EA)
 STA. 3+494.950 RT, ARROW (1EA)
 STA. 3+518.150 RT, "O,N,L,Y" (4 EA)
 STA. 3+521.850 RT, ARROW (1EA)
 STA. 3+545.050 RT, "O,N,L,Y" (4 EA)
 STA. 3+548.750 RT, ARROW (1EA)

646.40 DURABLE 100 mm WHITE LINE
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

KILLINGTON:
 STA. 3+300.000 - STA. 3+607.000 LT & RT
 STA. 3+300.000 - STA. 3+500.000 DASHED LINE 3.6 m LT
 STA. 3+436.000 - STA. 3+490.000 DOTTED LINE 3.6 m RT
 STA. 3+490.000 - STA. 3+566.000 SOLID LINE 3.6 m RT
 STA. 3+575.200 - STA. 3+607.000 DOTTED LINE 7.2 m RT

646.60 TEMPORARY 100 mm WHITE LINE
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

KILLINGTON:
 STA. 3+300.000 - STA. 3+607.000 LT & RT
 STA. 3+300.000 - STA. 3+500.000 DASHED LINE 3.6 m LT
 STA. 3+436.000 - STA. 3+490.000 DOTTED LINE 3.6 m RT
 STA. 3+490.000 - STA. 3+566.000 SOLID LINE 3.6 m RT
 STA. 3+575.200 - STA. 3+607.000 DOTTED LINE 7.2 m RT

646.70 TEMPORARY LETTER OR SYMBOL

KILLINGTON:
 STA. 3+494.950 RT, ARROW (2 EA)
 STA. 3+548.750 RT, ARROW (2 EA)

646.42 DURABLE 200 mm WHITE LINE

KILLINGTON:
 STA. 3+500.000 - STA. 3+559.869 SOLID LINE 3.6 m LT
 STA. 3+577.390 - STA. 3+607.000 LT, SHOULDER HATCHING (40.0 m)

646.62 TEMPORARY 200 mm WHITE LINE

KILLINGTON:
 STA. 3+500.000 - STA. 3+559.869 SOLID LINE 3.6 m LT
 STA. 3+577.390 - STA. 3+607.000 LT, SHOULDER HATCHING (80.0 m)

646.43 DURABLE 200 mm YELLOW LINE

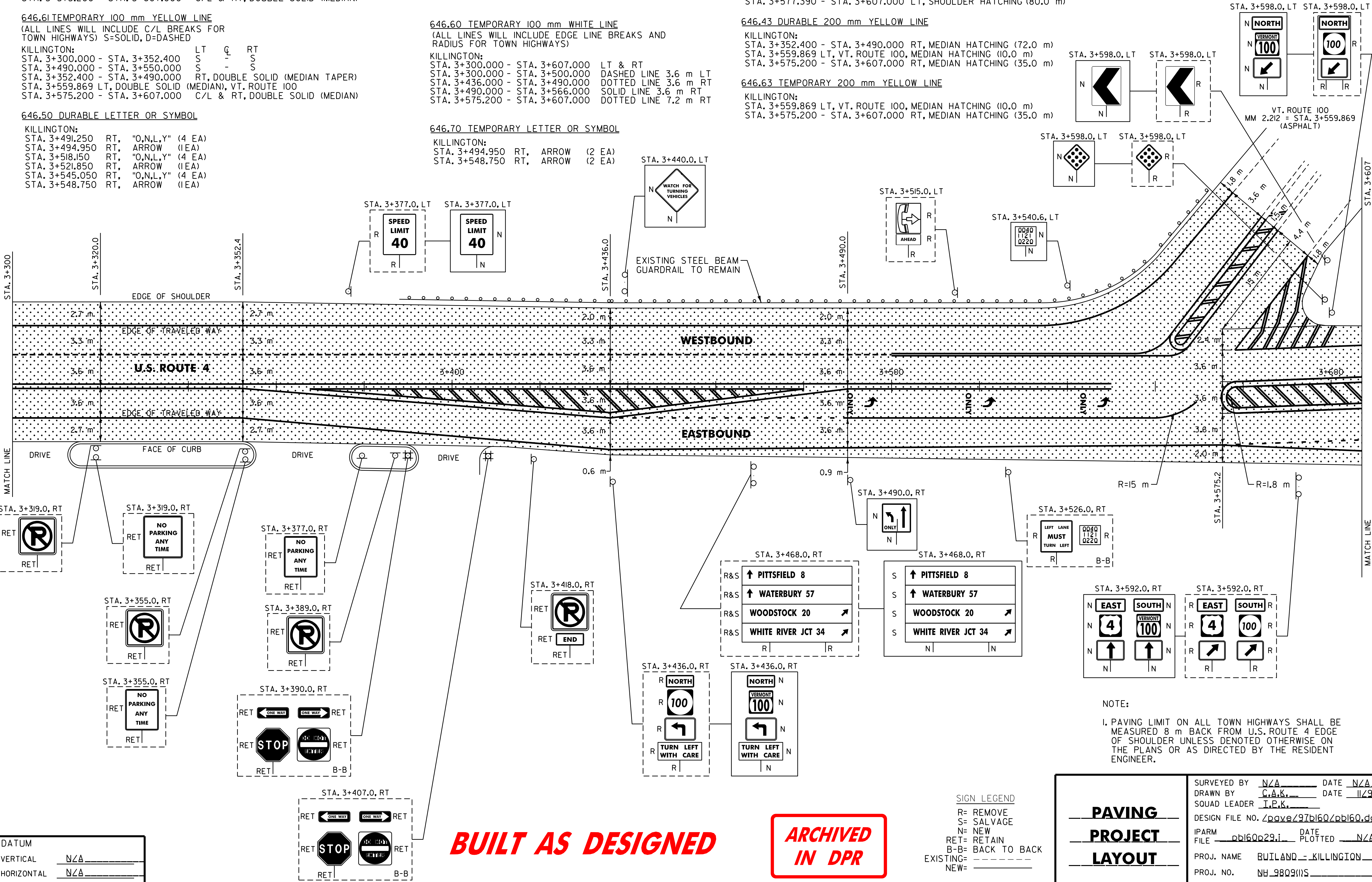
KILLINGTON:
 STA. 3+352.400 - STA. 3+490.000 RT, MEDIAN HATCHING (72.0 m)
 STA. 3+559.869 LT, VT. ROUTE 100, MEDIAN HATCHING (10.0 m)
 STA. 3+575.200 - STA. 3+607.000 RT, MEDIAN HATCHING (35.0 m)

646.63 TEMPORARY 200 mm YELLOW LINE

KILLINGTON:
 STA. 3+559.869 LT, VT. ROUTE 100, MEDIAN HATCHING (10.0 m)
 STA. 3+575.200 - STA. 3+607.000 RT, MEDIAN HATCHING (35.0 m)

675.50 REMOVING SIGNS
 AS SHOWN - 22

675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 4



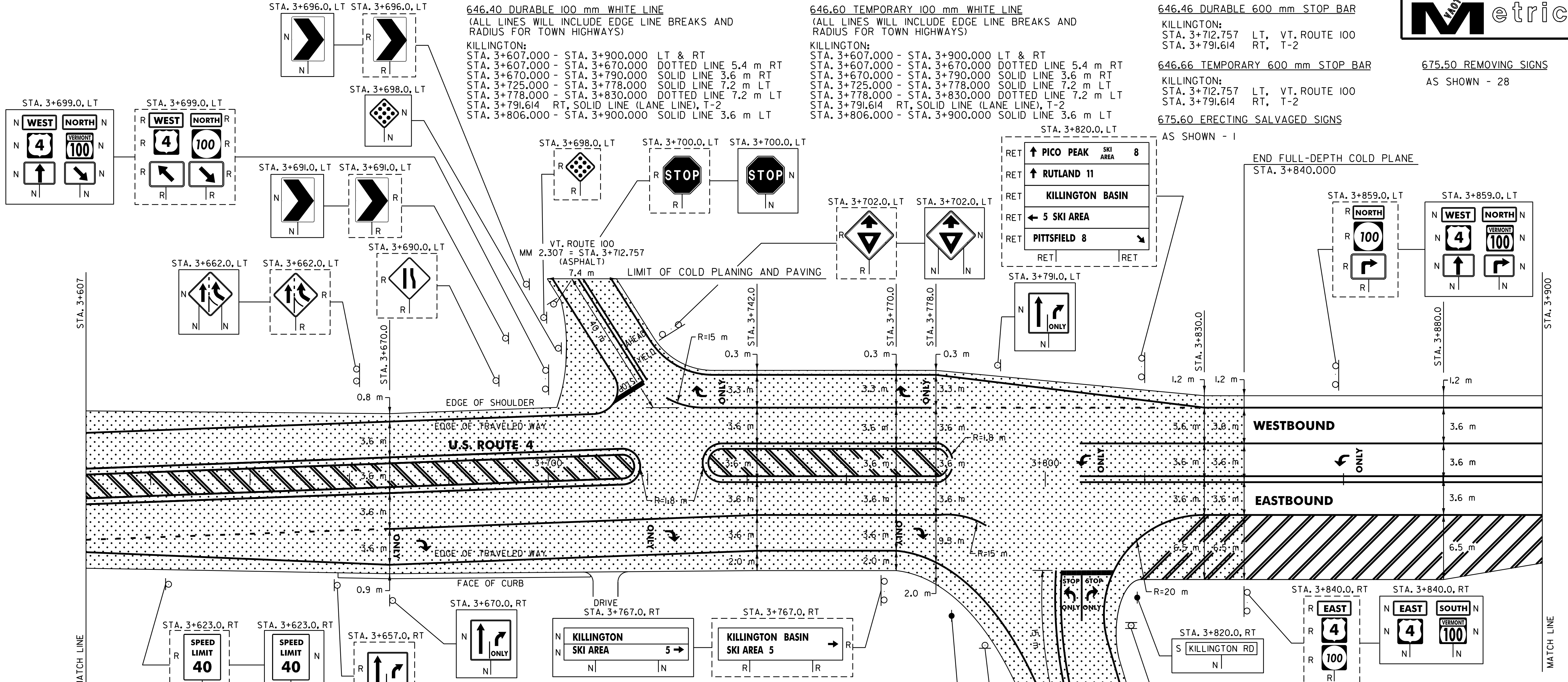
BUILT AS DESIGNED

**ARCHIVED
IN DPR**

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

**PAVING
PROJECT
LAYOUT**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/99
SQUAD LEADER	I.P.K.		
DESIGN FILE NO.	Z:\pave\97bl60\pbl60.dgn		
IPARM	DATE	FILE	
FILE	pbl60p29.i	DATE	N/A
PROJ. NAME	BUILAND - KILLINGTON		
PROJ. NO.	NH_9809(11)		
SHEET	38	OF	83
SHEETS			



646.41 DURABLE 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
 KILLINGTON: LT C RT
 STA. 3+806.000 - STA. 3+900.000 S - S
 STA. 3+607.000 - STA. 3+782.000 C/L & LT, DOUBLE SOLID (MEDIAN)
 STA. 3+712.757 DOUBLE SOLID LT, VT. ROUTE 100
 STA. 3+791.614 DOUBLE SOLID RT, T-2

646.61 TEMPORARY 100 mm YELLOW LINE
 (ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
 KILLINGTON: LT C RT
 STA. 3+806.000 - STA. 3+900.000 S - S
 STA. 3+607.000 - STA. 3+782.000 C/L & RT, DOUBLE SOLID (MEDIAN)
 STA. 3+712.757 DOUBLE SOLID LT, VT. ROUTE 100
 STA. 3+791.614 DOUBLE SOLID RT, T-2

646.42 DURABLE 200 mm WHITE LINE
 KILLINGTON:
 STA. 3+820.000 - STA. 3+900.000 RT, SHOULDER HATCHING (150.0 m)

646.43 DURABLE 200 mm YELLOW LINE
 KILLINGTON:
 STA. 3+607.000 - STA. 3+719.000 C/L & LT, MEDIAN HATCHING (121.5 m)
 STA. 3+731.000 - STA. 3+782.000 C/L & LT, MEDIAN HATCHING (40.0 m)

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

646.40 DURABLE 100 mm WHITE LINE
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
 KILLINGTON:
 STA. 3+607.000 - STA. 3+900.000 LT & RT
 STA. 3+607.000 - STA. 3+670.000 DOTTED LINE 5.4 m RT
 STA. 3+670.000 - STA. 3+790.000 SOLID LINE 3.6 m RT
 STA. 3+725.000 - STA. 3+778.000 SOLID LINE 7.2 m LT
 STA. 3+778.000 - STA. 3+830.000 DOTTED LINE 7.2 m LT
 STA. 3+791.614 RT, SOLID LINE (LANE LINE), T-2
 STA. 3+806.000 - STA. 3+900.000 SOLID LINE 3.6 m LT

646.60 TEMPORARY 100 mm WHITE LINE
 (ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
 KILLINGTON:
 STA. 3+607.000 - STA. 3+900.000 LT & RT
 STA. 3+607.000 - STA. 3+670.000 DOTTED LINE 5.4 m RT
 STA. 3+670.000 - STA. 3+790.000 SOLID LINE 3.6 m RT
 STA. 3+725.000 - STA. 3+778.000 SOLID LINE 7.2 m LT
 STA. 3+778.000 - STA. 3+830.000 DOTTED LINE 7.2 m LT
 STA. 3+791.614 RT, SOLID LINE (LANE LINE), T-2
 STA. 3+806.000 - STA. 3+900.000 SOLID LINE 3.6 m LT

646.46 DURABLE 600 mm STOP BAR
 KILLINGTON:
 STA. 3+712.757 LT, VT. ROUTE 100
 STA. 3+791.614 RT, T-2
646.66 TEMPORARY 600 mm STOP BAR
 KILLINGTON:
 STA. 3+712.757 LT, VT. ROUTE 100
 STA. 3+791.614 RT, T-2
675.50 REMOVING SIGNS
 AS SHOWN - 28
675.60 ERECTING SALVAGED SIGNS
 AS SHOWN - 1

646.50 DURABLE LETTER OR SYMBOL
 KILLINGTON:
 STA. 3+671.250 RT, "O,N,L,Y" (4 EA)
 STA. 3+674.950 RT, ARROW (1 EA)
 STA. 3+712.757 LT, VT. ROUTE 100, "S,T,O,P" (4 EA)
 STA. 3+712.757 LT, VT. ROUTE 100, "Y,I,E,L,D" (5 EA)
 STA. 3+712.757 LT, VT. ROUTE 100, "A,H,E,A,D" (5 EA)
 STA. 3+719.900 RT, "O,N,L,Y" (4 EA)
 STA. 3+723.600 RT, ARROW (1 EA)
 STA. 3+727.750 LT, ARROW (1 EA)
 STA. 3+731.450 LT, "O,N,L,Y" (4 EA)
 STA. 3+768.550 RT, "O,N,L,Y" (4 EA)
 STA. 3+772.250 RT, ARROW (1 EA)
 STA. 3+773.050 LT, ARROW (1 EA)
 STA. 3+776.750 LT, "O,N,L,Y" (4 EA)
 STA. 3+791.614 RT, T-2, "S,T,O,P", 2 SETS (8 EA)
 STA. 3+791.614 RT, T-2, ARROWS (2 EA)
 STA. 3+791.614 RT, T-2, "O,N,L,Y", 2 SETS (8 EA)
 STA. 3+808.750 LT, ARROW (1 EA)
 STA. 3+812.450 LT, "O,N,L,Y" (4 EA)
 STA. 3+856.900 LT, ARROW (1 EA)
 STA. 3+860.600 LT, "O,N,L,Y" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
 KILLINGTON:
 STA. 3+674.950 RT, ARROW (2 EA)
 STA. 3+712.757 LT, VT. ROUTE 100, "S,T,O,P" (8 EA)
 STA. 3+712.757 LT, VT. ROUTE 100, "Y,I,E,L,D" (10 EA)
 STA. 3+712.757 LT, VT. ROUTE 100, "A,H,E,A,D" (10 EA)
 STA. 3+727.750 LT, ARROW (2 EA)
 STA. 3+772.250 RT, ARROW (2 EA)
 STA. 3+773.050 LT, ARROW (2 EA)
 STA. 3+791.614 RT, T-2, "S,T,O,P", 2 SETS (16 EA)
 STA. 3+791.614 RT, T-2, ARROWS (4 EA)
 STA. 3+808.750 LT, ARROW (2 EA)

646.63 TEMPORARY 200 mm YELLOW LINE
 KILLINGTON:
 STA. 3+607.000 - STA. 3+719.000 C/L & LT, MEDIAN HATCHING (121.5 m)
 STA. 3+731.000 - STA. 3+782.000 C/L & LT, MEDIAN HATCHING (40.0 m)

BUILT AS DESIGNED

**ARCHIVED
IN DPR**

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

NOTE:
 1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

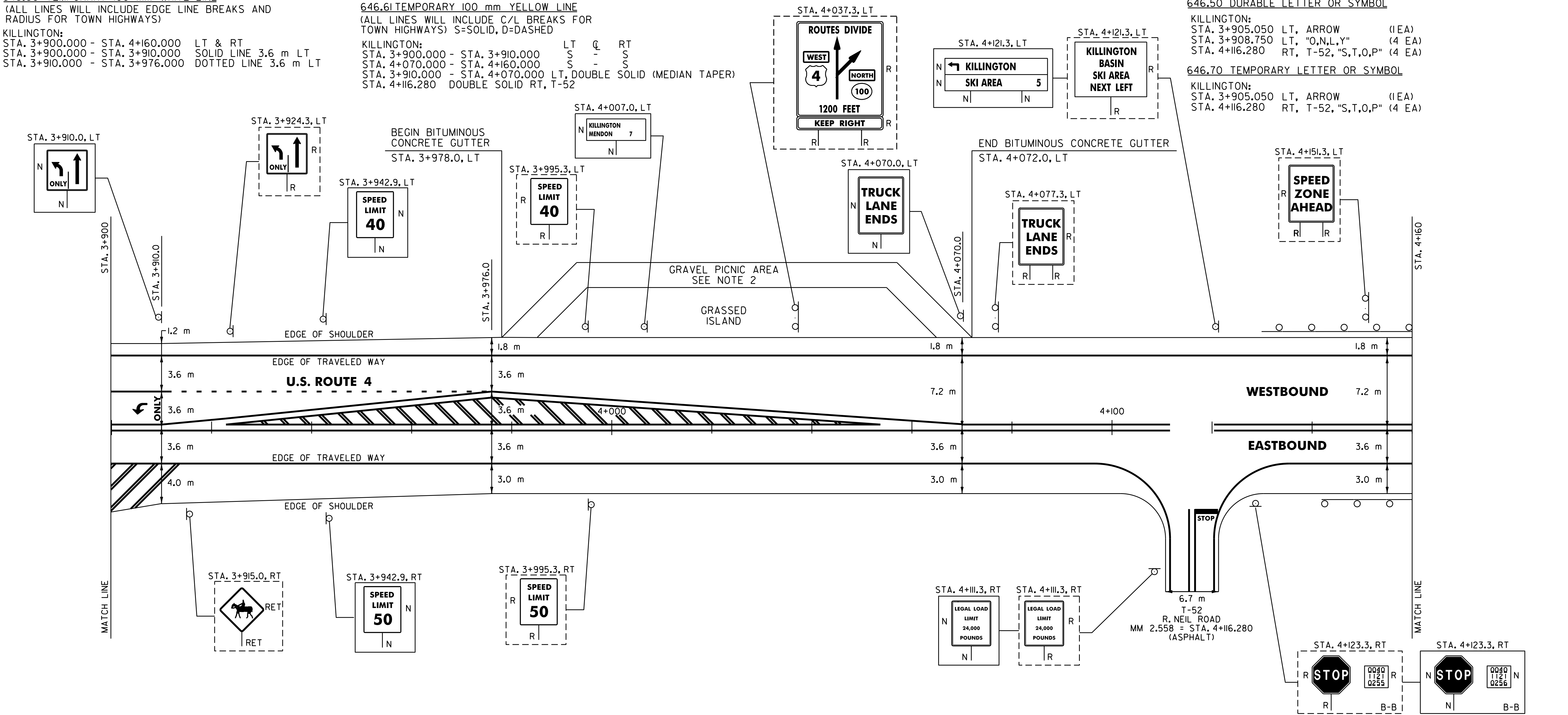
PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	/pave/97b160/pb160.dgn		
	IPARM FILE	pb160p30.i	DATE PLOTTED	N/A
	PROJ. NAME	BUILDING - KILLINGTON		
	PROJ. NO.	NH 9809115		
	SHEET	39	OF	83
	SHEETS			

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 3+900.000 - STA. 4+160.000 LT & RT
STA. 3+900.000 - STA. 3+910.000 SOLID LINE 3.6 m LT
STA. 3+910.000 - STA. 3+976.000 DOTTED LINE 3.6 m LT
646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 3+900.000 - STA. 4+160.000 LT & RT
STA. 3+900.000 - STA. 3+910.000 SOLID LINE 3.6 m LT
STA. 3+910.000 - STA. 3+976.000 DOTTED LINE 3.6 m LT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 3+900.000 - STA. 3+910.000 LT S RT S
STA. 4+070.000 - STA. 4+160.000 S - S
STA. 3+910.000 - STA. 4+070.000 LT, DOUBLE SOLID (MEDIAN TAPER)
STA. 4+116.280 DOUBLE SOLID RT, T-52
646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 3+900.000 - STA. 3+910.000 LT S RT S
STA. 4+070.000 - STA. 4+160.000 S - S
STA. 3+910.000 - STA. 4+070.000 LT, DOUBLE SOLID (MEDIAN TAPER)
STA. 4+116.280 DOUBLE SOLID RT, T-52

646.42 DURABLE 200 mm WHITE LINE
KILLINGTON:
STA. 3+900.000 - STA. 3+910.000 RT, SHOULDER HATCHING (28.0 m)
646.43 DURABLE 200 mm YELLOW LINE
KILLINGTON:
STA. 3+910.000 - STA. 4+070.000 LT, MEDIAN HATCHING (72.0 m)

646.46 DURABLE 600 mm STOP BAR
KILLINGTON:
STA. 4+116.280 RT, T-52
646.66 TEMPORARY 600 mm STOP BAR
KILLINGTON:
STA. 4+116.280 RT, T-52
675.50 REMOVING SIGNS
AS SHOWN - II
646.50 DURABLE LETTER OR SYMBOL
KILLINGTON:
STA. 3+905.050 LT, ARROW (IEA)
STA. 3+908.750 LT, "O,N,L,Y" (4 EA)
STA. 4+116.280 RT, T-52, "S,T,O,P" (4 EA)
646.70 TEMPORARY LETTER OR SYMBOL
KILLINGTON:
STA. 3+905.050 LT, ARROW (IEA)
STA. 4+116.280 RT, T-52, "S,T,O,P" (4 EA)



- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - PLACE 100 mm OF COMPACTED COLD PLANE GRINDINGS ON THE EXISTING GRAVEL PICNIC AREA AND PROVIDE A 45 mm TYPE III S 1.5 m WIDE APRON. ANY REQUIRED EXCAVATION SHALL BE PERFORMED AS DIRECTED BY THE RESIDENT ENGINEER AND PAID UNDER ITEM 608.25.

616.35 TREATED TIMBER CURB
KILLINGTON:
STA. 4+141.3 - STA. 4+160.0 LT (18.7 m)
621.20 STEEL BEAM GUARDRAIL
KILLINGTON:
STA. 4+141.3 - STA. 4+160.0 LT (18.7 m)
STA. 4+153.3 - STA. 4+160.0 RT (6.7 m)
621.505 MANUFACTURED TERMINAL SECTION (FLARED)
KILLINGTON:
~~STA. 4+141.3~~ LT ~~STA. 4+140.8~~ - 4+152.3 LT
~~STA. 4+153.3~~ RT ~~STA. 4+151.8~~ - 4+163.2 RT
621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
KILLINGTON:
STA. 4+141.3 - STA. 4+160.0 LT (18.7 m)
STA. 4+153.3 - STA. 4+160.0 RT (6.7 m)

ARCHIVED
IN DPR

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

PAVING PROJECT LAYOUT	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/99
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	pave/97b160/pbl60.dgn		
	IPARM FILE	pbl60p31.i	DATE PLOTTED	N/A
PROJ. NAME	BUILAND - KILLINGTON			
PROJ. NO.	NH_9809(1)S			
SHEET	40	OF	83	SHEETS

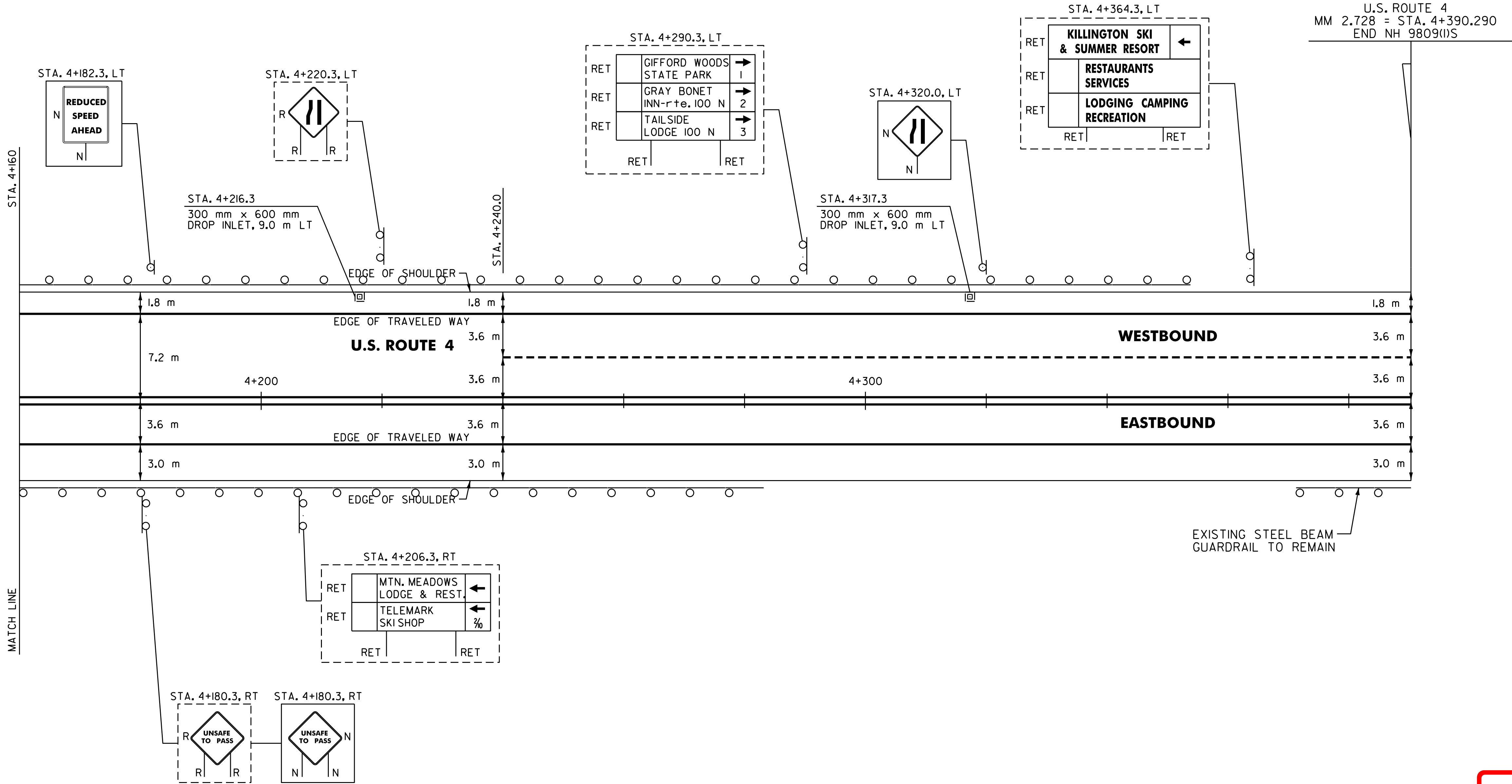
646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 4+160.000 - STA. 4+390.290 LT & RT
STA. 4+240.000 - STA. 4+390.290 DASHED LINE 3.6 m LT

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND
RADIUS FOR TOWN HIGHWAYS)
KILLINGTON:
STA. 4+160.000 - STA. 4+390.290 LT & RT
STA. 4+240.000 - STA. 4+390.290 DASHED LINE 3.6 m LT

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 4+160.000 - STA. 4+390.290 LT Q RT
S - S

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR
TOWN HIGHWAYS) S=SOLID, D=DASHED
KILLINGTON:
STA. 4+160.000 - STA. 4+390.290 LT Q RT
S - S

675.50 REMOVING SIGNS
AS SHOWN - 2



ARCHIVED
IN DPR

616.35 TREATED TIMBER CURB
KILLINGTON:
STA. 4+160.0 - STA. 4+321.3 LT (161.3 m)

621.20 STEEL BEAM GUARDRAIL
KILLINGTON:
STA. 4+160.0 - STA. 4+342.7 LT (182.7 m)
STA. 4+160.0 - STA. 4+286.3 RT (126.3 m)

621.505 MANUFACTURED TERMINAL SECTION
KILLINGTON:
STA. 4+286.3 - RT STA. 4+281.3 - 4+292 RT
STA. 4+342.7 - LT STA. 4+336.2 - 4+346.6 LT

621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
KILLINGTON:
STA. 4+160.0 - STA. 4+340.3 LT (180.3 m)
STA. 4+160.0 - STA. 4+283.3 RT (123.3 m)

604.40 CHANGING ELEVATION OF D'S, CB'S OR MH'S
KILLINGTON:
STA. 4+216.3 LT
STA. 4+317.3 LT

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

PAVING
PROJECT
LAYOUT

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. 2pave/97bl60/pbl60.dgn
IPARM 1 DATE N/A
FILE pbl60p32.i PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH 9809(IIS)
SHEET 41 OF 83 SHEETS -----

DATUM
VERTICAL N/A
HORIZONTAL N/A

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. I+780.000 - STA. I+790.530 LT S RT S
STA. I+790.530 - STA. I+973.410 DOUBLE SOLID LINE LT & RT, (MEDIAN HATCHING)
STA. I+973.410 - STA. I+980.000 DOUBLE SOLID LINE LT

646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED

MENDON:
STA. I+780.000 - STA. I+790.530 LT S RT S
STA. I+790.530 - STA. I+973.410 DOUBLE SOLID LINE LT & RT, (MEDIAN HATCHING)
STA. I+973.410 - STA. I+980.000 DOUBLE SOLID LINE LT

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MENDON:
STA. I+780.000 - STA. I+980.000 LT & RT
STA. I+912.450 - STA. I+973.410 DOTTED LINE, RT
STA. I+973.410 - STA. I+980.000 SOLID LINE RT, (LANE LINE)

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)

MENDON:
STA. I+780.000 - STA. I+980.000 LT & RT
STA. I+912.450 - STA. I+973.410 DOTTED LINE, RT
STA. I+973.410 - STA. I+980.000 SOLID LINE RT, (LANE LINE)

646.43 DURABLE 200 mm YELLOW LINE

MENDON:
STA. I+790.530 - STA. I+973.410 LT & RT, MEDIAN HATCHING (83 m)

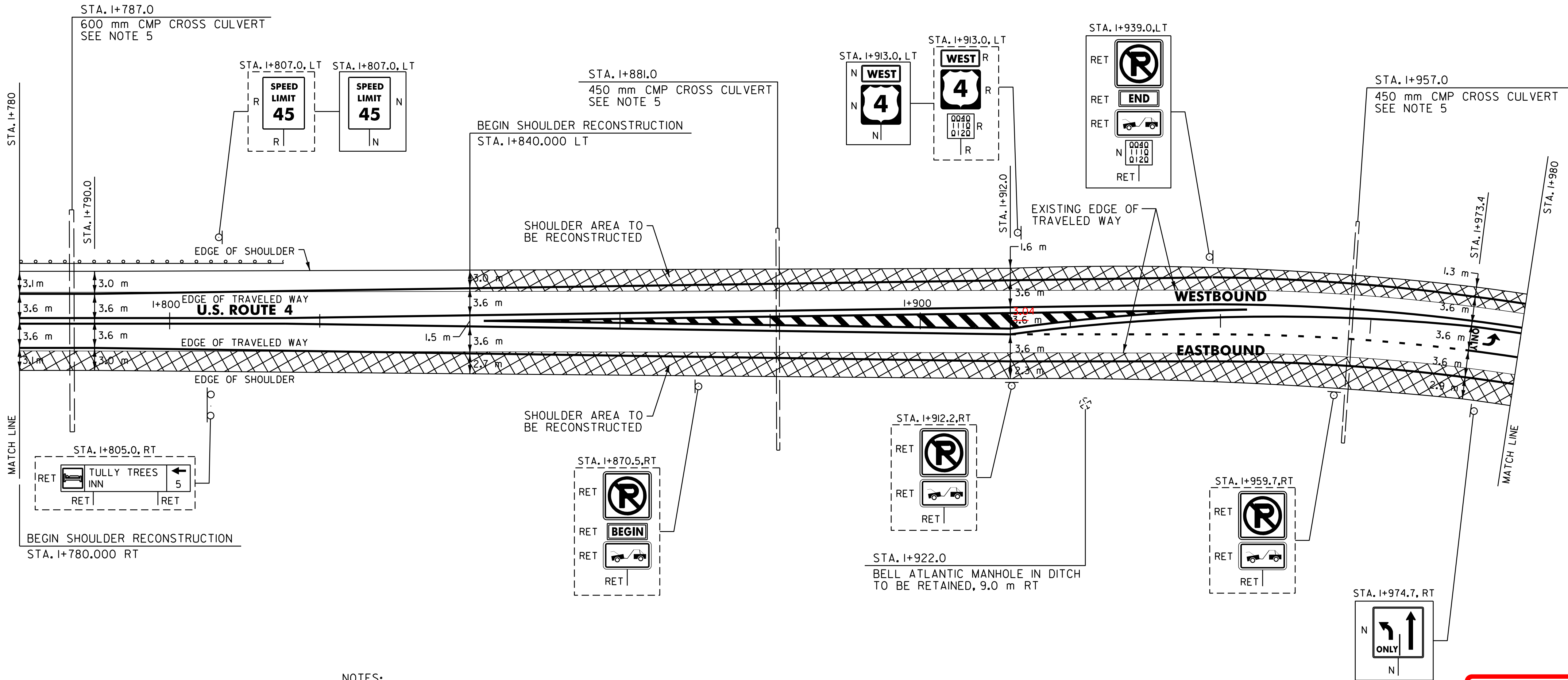
646.50 DURABLE LETTER OR SYMBOL

MENDON:
STA. I+974.660 C/L, "O,N,L,Y" (4 EA)
STA. I+978.360 C/L, "A,R,R,O,W" (1EA)

646.70 TEMPORARY LETTER OR SYMBOL

MENDON:
STA. I+978.360 C/L, "A,R,R,O,W" (1EA)

675.50 REMOVING SIGNS
AS SHOWN - 4



NOTES:

- SEE SHEET 4 OF 83 FOR SHOULDER RECONSTRUCTION DETAIL *ION THE SHOULDER RECONSTRUCTION DETAIL SHEET.
- THE EXISTING SHOULDER WIDTHS ARE APPROXIMATELY 3.0 m FOR BOTH THE WESTBOUND AND EASTBOUND SHOULDER RECONSTRUCTION AREAS.
- THE SHOULDER RECONSTRUCTION BASE COURSES SHALL BE PAID FOR UNDER ITEM 616.47 BITUMINOUS GUTTERS AND TRAFFIC ISLANDS (MOD.)
- THE CONTRACTOR SHOULD BE AWARE THAT AN EXISTING BURIED FIBER OPTIC CABLE IS LOCATED BETWEEN STA. I+780.0 RT AND STA. I+980.0 RT. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING "DIG SAFE" AT (888) 344-7233 TO DETERMINE THE LOCATION OF THE FIBER OPTIC CABLE PRIOR TO PERFORMING ANY SHOULDER RECONSTRUCTION WORK WITHIN THE SPECIFIED LIMITS.
- THE CONTRACTOR MUST AVOID THE EXISTING CROSS CULVERTS WHEN PERFORMING ANY SHOULDER RECONSTRUCTION WORK IN THE VICINITY OF THE EXISTING CULVERTS.

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

T-1 TURN LANE DETAIL SHEET 1	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/29
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	Zpave/97bl60/pbl60.dgn		
	IPARM FILE	pbl60p33.i	DATE PLOTTED	N/A
	PROJ. NAME	BUILAND - KILLINGION		
	PROJ. NO.	NH_980911S		
	SHEET	42	OF	83
			SHEETS	

ARCHIVED
IN DPR

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

646.43 DURABLE 200 mm YELLOW LINE
MENDON:
STA. 2+023.700 - STA. 2+176.100 LT & RT, MEDIAN HATCHING (70 m)

646.50 DURABLE LETTER OR SYMBOL
MENDON:
STA. 2+005.060 C/L, "O,N,L,Y" (4 EA)
STA. 2+008.760 C/L, "A,R,R,O,W" (1EA)
STA. 2+018.117 LT, T-I, "S,T,O,P" (4 EA)

646.70 TEMPORARY LETTER OR SYMBOL
MENDON:
STA. 2+008.760 C/L, "A,R,R,O,W" (1EA)
STA. 2+018.117 LT, T-I, "S,T,O,P" (4 EA)

646.46 DURABLE 600 mm STOP BAR
MENDON:
STA. 2+018.117 LT, T-I

646.66 TEMPORARY 600 mm STOP BAR
MENDON:
STA. 2+018.117 LT, T-I

646.41 DURABLE 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 2+176.100 - STA. 2+180.000 S - RT
STA. 1+980.000 - STA. 2+011.510 DOUBLE SOLID LINE LT
STA. 2+023.700 - STA. 2+176.100 DOUBLE SOLID LINE LT & RT, (MEDIAN TAPER)
STA. 2+018.117 DOUBLE SOLID LT, T-I

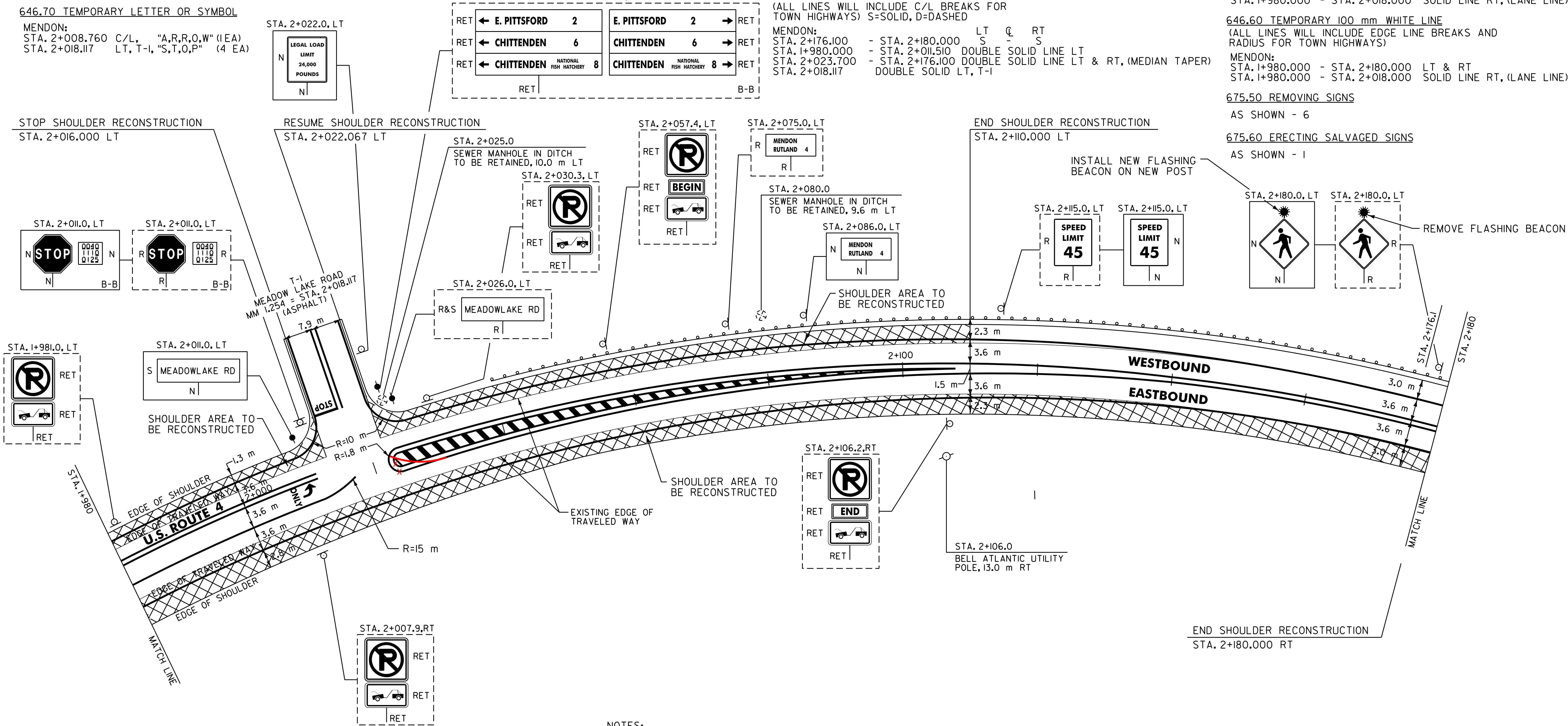
646.61 TEMPORARY 100 mm YELLOW LINE
(ALL LINES WILL INCLUDE C/L BREAKS FOR TOWN HIGHWAYS) S=SOLID, D=DASHED
MENDON:
STA. 2+176.100 - STA. 2+180.000 S - RT
STA. 1+980.000 - STA. 2+011.510 DOUBLE SOLID LINE LT
STA. 2+023.700 - STA. 2+176.100 DOUBLE SOLID LINE LT & RT, (MEDIAN TAPER)
STA. 2+018.117 DOUBLE SOLID LT, T-I

646.40 DURABLE 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 1+980.000 - STA. 2+180.000 LT & RT
STA. 1+980.000 - STA. 2+018.000 SOLID LINE RT, (LANE LINE)

646.60 TEMPORARY 100 mm WHITE LINE
(ALL LINES WILL INCLUDE EDGE LINE BREAKS AND RADIUS FOR TOWN HIGHWAYS)
MENDON:
STA. 1+980.000 - STA. 2+180.000 LT & RT
STA. 1+980.000 - STA. 2+018.000 SOLID LINE RT, (LANE LINE)

675.50 REMOVING SIGNS
AS SHOWN - 6

675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 1



- NOTES:
- PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
 - SEE SHEET 4 OF 83 FOR SHOULDER RECONSTRUCTION DETAIL *ION THE SHOULDER RECONSTRUCTION DETAIL SHEET.
 - THE EXISTING SHOULDER WIDTHS ARE APPROXIMATELY 3.0 m FOR BOTH THE WESTBOUND AND EASTBOUND SHOULDER RECONSTRUCTION AREAS.
 - THE SHOULDER RECONSTRUCTION BASE COURSES SHALL BE PAID FOR UNDER ITEM 616.47 BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS (MOD.).
 - THE CONTRACTOR SHOULD BE AWARE THAT AN EXISTING BURIED FIBER OPTIC CABLE IS LOCATED BETWEEN STA. 1+980.0 RT AND STA. 2+106.0 RT. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING "DIG SAFE" AT (888) 344-7233 TO DETERMINE THE LOCATION OF THE FIBER OPTIC CABLE PRIOR TO PERFORMING ANY SHOULDER RECONSTRUCTION WORK WITHIN THE SPECIFIED LIMITS.

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

T-1 TURN LANE DETAIL SHEET 2	SURVEYED BY <u>N/A</u> DATE <u>N/A</u>
	DRAWN BY <u>C.A.K.</u> DATE <u>11/29</u>
	SQUAD LEADER <u>T.P.K.</u>
	DESIGN FILE NO. <u>4pave/97bl60/pbl60.dgn</u>
	IPARM FILE <u>pbl60p34.i</u> DATE <u>N/A</u> PLOTTED <u>N/A</u>
PROJ. NAME <u>BUILAND - KILLINGIQN</u>	
PROJ. NO. <u>NH 980911S</u>	
SHEET <u>43</u> OF <u>83</u>	SHEETS <u> </u>

**ARCHIVED
IN DPR**

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>

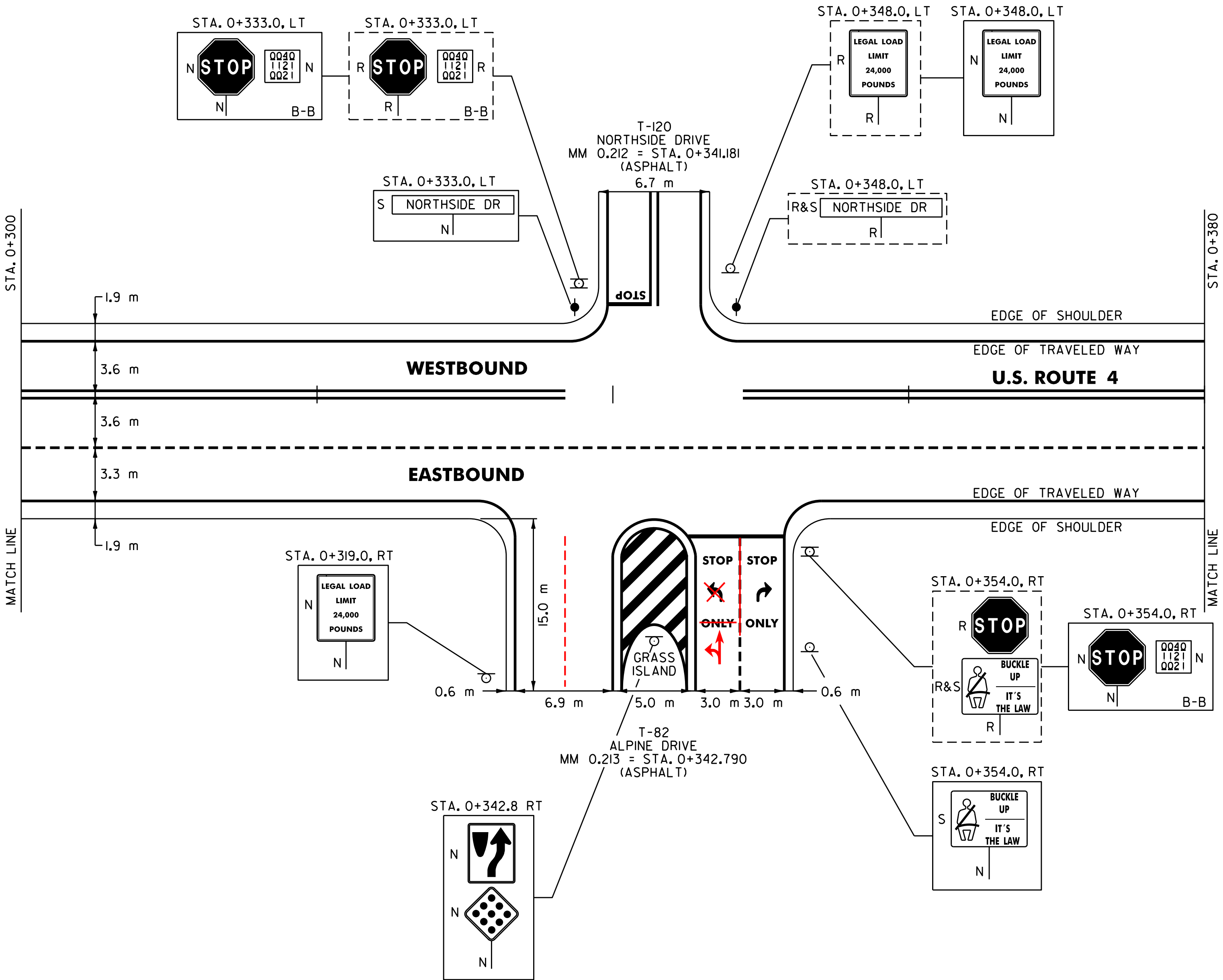
678.16 FLASHING BEACON - GROUND MOUNTED
AS SHOWN - 1

646.41 DURABLE 100 mm YELLOW LINE
KILLINGTON:
STA. 0+341.181 DOUBLE SOLID LT, T-120
STA. 0+342.790 DOUBLE SOLID RT, T-82 (AROUND MEDIAN ISLAND)
646.61 TEMPORARY 100 mm YELLOW LINE
KILLINGTON:
STA. 0+341.181 DOUBLE SOLID LT, T-120
STA. 0+342.790 DOUBLE SOLID RT, T-82 (AROUND MEDIAN ISLAND)
646.40 DURABLE 100 mm WHITE LINE
KILLINGTON:
STA. 0+342.790 DASHED LINE RT, T-82 LANE LINE
646.60 TEPORARY 100 mm WHITE LINE
KILLINGTON:
STA. 0+342.790 DASHED LINE RT, T-82 LANE LINE

646.46 DURABLE 600 mm STOP BAR
KILLINGTON:
STA. 0+341.181 LT
STA. 0+342.790 RT
646.66 TEMPORARY 600 mm STOP BAR
KILLINGTON:
STA. 0+341.181 LT
STA. 0+342.790 RT
646.43 DURABLE 200 mm YELLOW LINE
KILLINGTON:
STA. 0+342.790 RT, T-82, MEDIAN HATCHING (35.0 m)

646.50 DURABLE LETTER OR SYMBOL
KILLINGTON:
STA. 0+341.181 LT, T-120, "S,T,O,P" (4 EA)
STA. 0+342.790 RT, T-82 "S,T,O,P", 2 SETS (8 EA)
STA. 0+342.790 RT, T-82, "O,N,L,Y", 2 SETS (8 EA)
STA. 0+342.790 RT, T-82, ARROWS (2 EA)
646.70 TEMPORARY LETTER OR SYMBOL
KILLINGTON:
STA. 0+341.181 LT, T-120, "S,T,O,P" (4 EA)
STA. 0+342.790 RT, T-82 "S,T,O,P", 2 SETS (8 EA)
STA. 0+342.790 RT, T-82, ARROWS (2 EA)

675.50 REMOVING SIGNS
AS SHOWN - 6
675.60 ERECTING SALVAGED SIGNS
AS SHOWN - 2



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IN DPR

NOTE:
1. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

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

T-82 INTERSECTION DETAIL SHEET	SURVEYED BY	N/A	DATE	N/A
	DRAWN BY	C.A.K.	DATE	11/29
	SQUAD LEADER	T.P.K.		
	DESIGN FILE NO.	Zpave/97bl60/pbl60.dgn		
	IPARM		DATE	
	FILE	pbl60p35.i	PLOTTED	N/A
	PROJ. NAME	BUILAND - KILLINGTON		
	PROJ. NO.	NH 980911S		
	SHEET	44	OF	83
			SHEETS	

646.41 DURABLE 100 mm YELLOW LINE

KILLINGTON:
STA. I+836.000 - STA. I+966.618 SOLID LINE LT, (JUG HANDLE)
STA. I+966.618 DOUBLE SOLID LT, T-85

646.61 TEMPORARY 100 mm YELLOW LINE

KILLINGTON:
STA. I+836.000 - STA. I+966.618 SOLID LINE LT, (JUG HANDLE)
STA. I+966.618 DOUBLE SOLID LT, T-85

646.40 DURABLE 100 mm WHITE LINE

KILLINGTON:
STA. I+808.100 - STA. I+966.618 SOLID LINE, RT (JUG HANDLE)
STA. I+808.100 - STA. I+831.800 DOTTED LINE, RT

646.60 TEMPORARY 100 mm WHITE LINE

KILLINGTON:
STA. I+808.100 - STA. I+966.618 SOLID LINE, RT (JUG HANDLE)
STA. I+808.100 - STA. I+831.800 DOTTED LINE, RT

646.42 DURABLE 200 mm WHITE LINE

KILLINGTON:
STA. I+831.800 - STA. I+836.500 RT
STA. I+831.800 - STA. I+836.500 RT, (JUG HANDLE)
STA. I+831.800 - STA. I+836.500 RT, DIAGONAL LINES (20 m)

646.70 TEMPORARY LETTER OR SYMBOL

KILLINGTON:
STA. I+913.950 RT, (JUG HANDLE), "S,T,O,P" (4 EA)
STA. I+926.050 RT, (JUG HANDLE), "A,H,E,A,D" (5 EA)
STA. I+966.618 RT, (JUG HANDLE), "S,T,O,P" (4 EA)
STA. I+966.618 LT, T-85, "S,T,O,P" (4 EA)

646.46 DURABLE 600 mm STOP BAR

KILLINGTON:
STA. I+966.618 RT, (JUG HANDLE)
STA. I+966.618 LT, T-85

646.66 TEMPORARY 600 mm STOP BAR

KILLINGTON:
STA. I+966.618 RT, (JUG HANDLE)
STA. I+966.618 LT, T-85

646.50 DURABLE LETTER OR SYMBOL

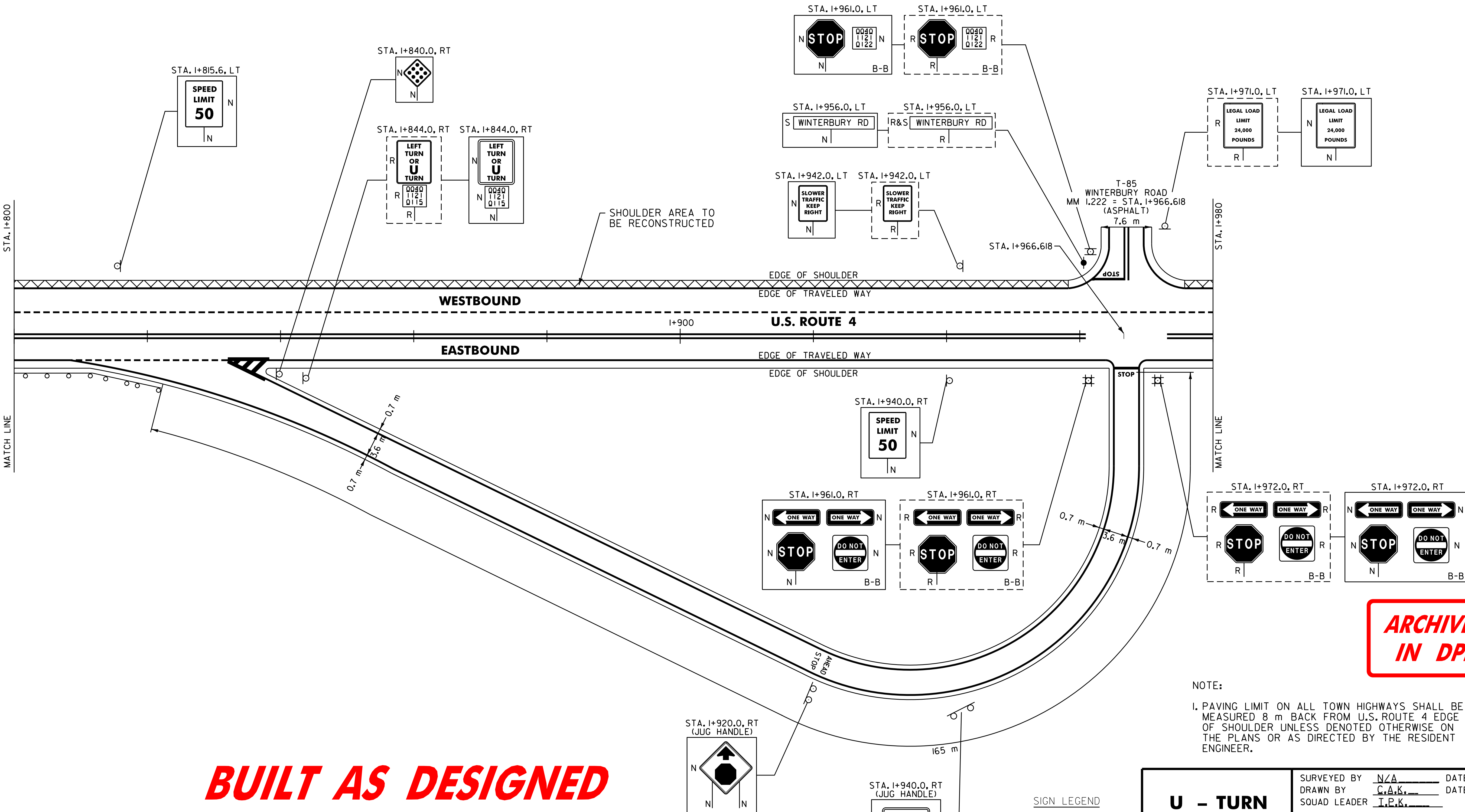
KILLINGTON:
STA. I+913.950 RT, (JUG HANDLE), "S,T,O,P" (4 EA)
STA. I+926.050 RT, (JUG HANDLE), "A,H,E,A,D" (5 EA)
STA. I+966.618 RT, (JUG HANDLE), "S,T,O,P" (4 EA)
STA. I+966.618 LT, T-85, "S,T,O,P" (4 EA)

675.50 REMOVING SIGNS

AS SHOWN - I5

675.60 ERECTING SALVAGED SIGNS

AS SHOWN - I



BUILT AS DESIGNED

**ARCHIVED
IN DPR**

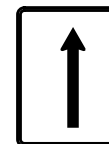
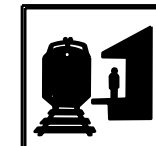
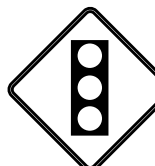
NOTE:
I. PAVING LIMIT ON ALL TOWN HIGHWAYS SHALL BE MEASURED 8 m BACK FROM U.S. ROUTE 4 EDGE OF SHOULDER UNLESS DENOTED OTHERWISE ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

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

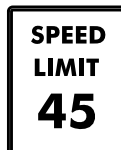
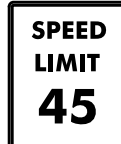
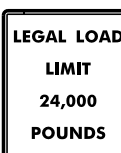
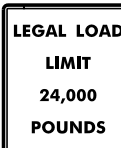
**U - TURN
JUG HANDLE
DETAIL
SHEET**

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/29
SQUAD LEADER T.P.K.
DESIGN FILE NO. 2009/276160/pb160.dgn
IPARM FILE pb160p36.i DATE N/A PLOTTED N/A
PROJ. NAME BUILAND - KILLINGTON
PROJ. NO. NH 980911S
SHEET 45 OF 83 SHEETS _____

DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS							EXIST POST RE TAIN	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE MARKS	SIGN DETAIL	
					EA	WIDTH (mm)	HEIGHT (mm)	“A”	“B”	SALV SIGN	SALV TIS			kg/m	kg/m	kg/m	ANCHOR	SLEEVE	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE		DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
				600 mm																							750 mm						
																												1.7					
OPTION ITEMS																																	
RUTLAND: 0+358. 0, LT (O/H SIGN)	  	1	900	1200	1. 08																								SIGNS TO BE CENTERED OVER RESPECTIVE LANES.	80 79	- - E-144M		
							1																						SALVAGED SIGN TO BE MOUNTED ON CANTILEVER SUPPORT.	-	-		
0+411. 0, RT							1				1		X																SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-		
							1																						SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-		
0+505. 0, RT		1	750	750	0. 56						1		X																	E-152M			
0+511. 0, LT		1	600	600	0. 36						1		X																	E-143M			
		1	600	300	0. 18																									E-140M			
0+578. 0, LT		1	900	900	0. 81						2		X																	E-152M			
0+614. 0, LT		1	600	600	0. 36						1		X																	E-143M			
		1	600	300	0. 18																									E-140M			
0+643. 7, LT		1	150	200	0. 03						1	X																		E-138M			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."										m	m	m	m	m	m	EA	kg	kg	kg	kg	kg	kg	kg	kg	EA	EA	kg	PROJECT: RUTLAND - KILLINGTON PROJECT NO.: NH_9809(1)S DESIGN FILE NAME: Z:\pave\297bl6QZtbl6Q.dgn IPARM FILE NAME: tbl6Qt02.i SURVEYED BY: NZA SQUAD LEADER: I.P.K. PLOT DATE: 11/29/99 SURVEY DATE: N/A DRAWN BY: C.A.B. SHEET: 47 OF 83					
TOTALS					m²	m²	EA	m²		m			m			kg			EA	kg			EA	EA	kg								
					5.72		3			32.2																							

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRE FRAMING SIGN	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																				
					EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN	SALV TIS	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m

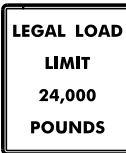
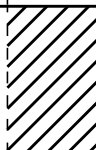
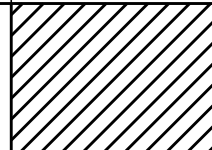
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS						EXIST POST RETAI N	NO. OF POST S	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REQUIRE D SIGN E	REMARKS	SIGN DETAIL									
					"A"	"B"	SALV SIGN	SALV TIS	kg/m	44			50	63	TUBULAR ALUMINUM Ø (mm)	FOUND- ATION	TUBULAR STEEL Ø (mm)				FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER																	
		E A	WIDTH (mm)	HEIGHT (mm)													75	89			100	125					600 mm	750 mm															
																													1.7	3.0	4.5			3.4	3.9	5.0	75	100	100 MOD	kg/m	kg/m	kg/m	kg/m
OPTION ITEMS																																											
RUTLAND: 1+243. 0, LT		1	600	750	0. 45						1			X																						E-1 42M							
1+243. 0, RT		1	600	750	0. 45						1			X																					E-1 42M								
1+310. 0, RT		1	600	750	0. 45						1			X																					E-1 41M								
1+321. 0, LT								1			1		X																				SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-								
	 							1																										SALVAGED SIGN TO BE MOUNTED ON NEW POST. BACK-TO-BACK	-	-							
	 							1																										SALVAGED SIGN TO BE MOUNTED ON NEW POST. BACK-TO-BACK	-	-							
	 							1																										SALVAGED SIGN TO BE MOUNTED ON NEW POST. BACK-TO-BACK	-	-							
1+321. 0, LT	 	1	750	750	0. 56						1			X																					E-1 43M E-1 38M								
1+336. 0, LT		1	600	750	0. 45						1			X																					E-1 41M								
		1	600	600	0. 36																												79	-									
1+539. 0, LT		1	750	750	0. 56						1			X																			80	-									
1+550. 0, RT		1	600	750	0. 45						1			X																				E-1 41M									
1+562. 0, RT								1			1		X																				SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-								
1+562. 0, RT	 	1	750	750	0. 56						1			X																					E-1 43M E-1 38M								
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."											m			m		m		m		EA		kg			kg		kg										PROJECT: RUILAND - KILLINGTON		PROJECT NO.: NH_980911S				
											9.2			36.8																					DESIGN FILE NAME: Zbxvz97b16QZbb16Q.dgn		PLOT DATE: 11/29						
																																			IPARM FILE NAME: bb16Q104.i		SURVEY DATE: N/A						
																																			SURVEYED BY: N/A		DRAWN BY: C.A.K.						
																																			SQUAD LEADER: I.P.K.		SHEET: 49 OF 83						

[illegible]

[illegible]

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST S		NEW SIGN POSTS												REQUIRE MENTS FOR SIGNAGE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																									
					“A”	“B”	SALV SIGN	SALV TIS	RETAIN	SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (mm)					TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER	STD. SHEET NUMBER																																																																																																																																																																																																																																																																																																																																																																																																																																																
		kg/m	kg/m	kg/m								kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								EXIST POST RETAI N S ALV AGE		NO. OF POST S	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE QUI RED FR AME S IG NE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																								
					"A"	"B"	SALV SIGN	SALV TIS	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m		kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS							EXIST POST RETAIN SALVAGE	NO. OF POSTS	NEW SIGN POSTS										REMARKS				SIGN DETAIL																		
														FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)					W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER														
		E A	WIDTH (mm)	HEIGHT (mm)	“A”	“B”	SALV SIGN	SALV TIS	kg/m	44	50			63	ANCHOR	SLEEVE	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE	SIGN FLARE CORNER																	
										kg/m				kg/m				600	750																											
										1.7	3.0			4.5			3.4	3.9	5.0		1.9	2.5	2.5	11.3	13.4	16.1				21.7			mm	mm												
OPTION ITEMS																																														
MENDON: 2+253.1, RT		1	150	200	0.03						1	X																					E-138M													
2+254.0, LT		1	750	750	0.56						2			X																			E-153M													
		1	750	750	0.56																												E-154M													
2+558.0, LT							1				1		X																		SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-													
2+558.0, LT	 	1 1	750 150	750 200	0.56 0.03						1			X																	BACK-TO-BACK		E-143M E-138M													
2+566.0, LT		1	600	750	0.45						1			X																			E-141M													
2+568.0, LT		1	750	750	0.56						1			X																	79	-														
2+595.6, RT		1	600	750	0.45						1			X																			E-141M													
2+703.0, RT		1	150	200	0.03						1	X																					E-134M													
2+710.0, LT		1	150	200	0.03						1	X																					E-134M													
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION’S "SIGN POST DESIGN GUIDELINE."											m 13.8	m 4.6	m 27.6	m	m	m		EA	kg	kg	kg		kg	kg	kg	kg																				
											m 46.0			m			kg			EA	kg				EA	EA	kg																			
					TOTALS	m ² 3.26	m ²	EA 1	m ²																																					

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								EXIST POST RETAIN		NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR		SLEEVE	NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				SIGN MARKER E-M-AR-1 R-UM-1	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
					"A"	"B"	SALV SIGN	SALV TIS	kg/m	44	50	63	kg/m	75		100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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MENDON: 2+753. 0, RT		1	600	750	0. 45									1			X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							</

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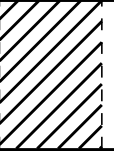
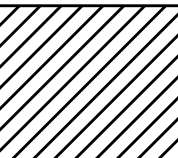
PROJECT:
RUTLAND - KILLINGTON

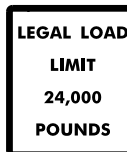
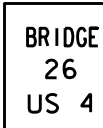
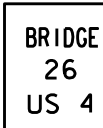
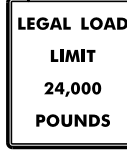
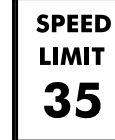
PROJECT NO.:
NH 9809(I)S

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IPARM FILE NAME: pbl60+11.1
SURVEYED BY: N/A
SQUAD LEADER: T.P.K.

PLOT DATE: 11/99
SURVEY DATE: N/A
DRAWN BY: C.A.K.
SHEET: 56 OF 83

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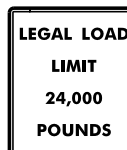
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS							EXIST POST REPAIRS	NO. OF P O S T S	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REPLACEMENT SIGNAL FRAMING	REMARKS	SIGN DETAIL	
		EA	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN	SALV TIS	kg/m	44	50			63	75	100	100 MOD.	FOUND- ATION	75			89	100	125	FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER						
										kg/m				kg/m					600			750														
OPTION ITEMS																																				
MENDON: 4+116.5, RT	WHEELERVILLE RD						1				1		X															SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-						
4+139.0, LT	SPEED LIMIT 50	1	600	750	0.45						1			X																E-142M						
4+155.0, RT	BRIDGE 25 US 4	1	150	200	0.03						1	X																		E-134M						
4+162.0, LT	BRIDGE 25 US 4	1	150	200	0.03						1	X																		E-134M						
4+176.0, RT	SPEED LIMIT 50	1	600	750	0.45						1			X																E-142M						
4+199.0, LT		1	750	750	0.56						1			X																E-151M						
	40 M.P.H.	1	450	450	0.20																									E-155M						
4+234.0, RT		1	750	750	0.56						1			X																E-155M						
4+271.0, LT								1			2			X														SALVAGED SIGN TO BE MOUNTED ON NEW POSTS.	-	-						
	ICY BRIDGE							1																				SALVAGED SIGN TO BE MOUNTED ON NEW POSTS.	-	-						
4+416.0, LT	 0040 1110 0275	1 1	750 150	750 200	0.56 0.03						1			X													BACK-TO-BACK		E-143M E-138M							
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."										m 9.2	m 4.6	m 32.2	m	m	m	 EA	kg	kg	kg		kg	kg	kg	kg												
TOTALS					m ² 2.87	m ²	EA 3	m ²		m 46.0			m				kg			EA	kg				EA	EA	kg									
PROJECT: RUTLAND - KILLINGTON															PROJECT NO.: NH 9809(I)S																					
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IPARM FILE NAME: pbl60t13.i															SURVEY DATE: N/A																					
SURVEYED BY: N/A															DRAWN BY: C.A.K.																					
SQUAD LEADER: T.P.K.															SHEET: 58 OF 83																					

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN S AL V A G E	NO. OF P O S T S	NEW SIGN POSTS															RE Q U I R E D S I G N E	REMARKS	SIGN DETAIL					
											FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				DETAIL ON SHEET NUMBER	STD. SHEET NUMBER				
		E A	WIDTH (mm)	HEIGHT (mm)	"A"	"B"	SALV SIGN	SALV TIS			kg/m	44	50	63	ANCHOR	SLEEVE	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE					WEIGHT	POST SIZE		
												kg/m	kg/m	kg/m			kg/m	kg/m	600 mm		750 mm												
																						1.7	3.0	4.5	3.4							3.9	5.0
MENDON: 5+500. 0, LT	 	1	750	750	0. 56					1			X																	BACK-T0-BACK	E-143M E-138M		
5+520. 0, LT		1	600	750	0. 45					1			X																		E-141M		
5+607. 0, RT		1	150	200	0. 03					1	X																				E-134M		
5+614. 0, LT		1	150	200	0. 03					1	X																				E-134M		
5+636. 0, LT		1	450	600	0. 27					1			X																		E-150M		
5+696. 0, LT		1	450	600	0. 27					1			X																		E-150M		
5+723. 0, LT							1			1		X																	SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-		
5+724. 0, LT	 	1	750	750						1			X																BACK-T0-BACK	E-143M E-138M			
5+759. 0, LT		1	600	750	0. 45					1			X																		E-141M		
							1																						SALVAGED SIGN TO BE MOUNTED ON NEW POST.		E-142M		
5+783. 0, LT		1	450	600	0. 27					1			X																	E-150M			
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."											m	m	m	m	m	m	EA	kg	kg	kg		kg	kg	kg	kg								
											9.2	4.6	32.2																				

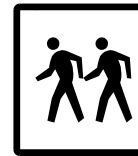
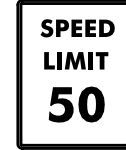
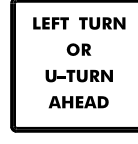
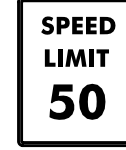
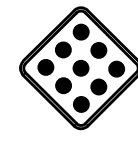
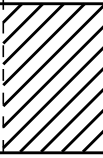
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								EXIST POST RETAIN	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE- FRAMED SIGNE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
					“A”	“B”	SALV SIGN	SALV TIS	kg/m	1.7	3.0	4.5			44	50	63	ANCHOR	SLAVE	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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		1	450	450	0. 20																													E-155M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
6+069. 6, LT		1	600	750	0. 45							1			X																			E-142M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
6+130. 0, LT		1	900	900	0. 81							2			X																			E-150M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
6+155. 7, RT		1	600	750	0. 45							1			X																			E-142M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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6+319. 0, RT		1	600	750	0. 45							1			X																			E-141 M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
6+437. 4, LT		1	150	200	0. 03							1	X																					E-138M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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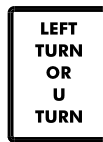
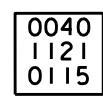
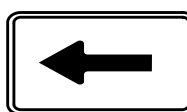
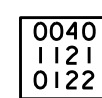
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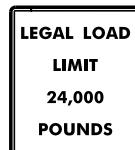
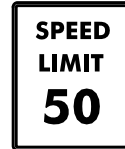
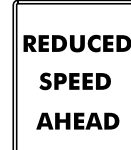
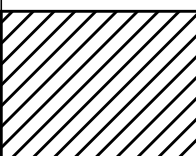
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAI N S ALV AGE		NO. OF POST S	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE QUI RED FR AME S IG NE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																														
					"A"	"B"	SALV SIGN	SALV TIS				kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN N		NO. OF P O S T S	FLANGED CHANNEL			SQUARE STEEL (mm)			ANCHOR	SLEEVE	NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE Q U I R E D S I G N E	REMARKS	SIGN DETAIL	
					EA	WIDTH (mm)	HEIGHT (mm)	“A”	“B”	SALV SIGN		SALV TIS	kg/m	kg/m	kg/m	75	100			100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER			STD. SHEET NUMBER	
		600 mm	750 mm																															
				1.7																						3.0	4.5							3.4
OPTION ITEMS																																		
KILLINGTON: 0+614.0, LT		1	900	900	0.81						2			X																			E-150M	
0+643.7, RT		1	150	200	0.03						1	X																					E-138M	
0+674.0, LT		1	600	750	0.45						1			X																			E-142M	
0+700.0, RT		1	600	750	0.45						1			X																			E-142M	
0+790.0, LT		1	900	900	0.81						2			X																			E-154M	
0+816.0, RT		1	750	750	0.56						1			X																			E-152M	
0+844.0, RT		1	600	750	0.45						1			X																			E-141M	
0+860.0, RT							1				1		X																		SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-	
0+860.0, RT	 	1 1	750 150	750 200	0.56 0.03						1			X																	BACK-T0-BACK	ARCHIVED IN DPR	E-143M E-138M	
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."												m	m	m	m	m	m	EA	kg	kg	kg		kg	kg	kg	kg								
												4.6	4.6	41.4																				
												m			m				kg			EA	kg			EA	EA	kg						
					TOTALS	m ² 4.15	m ²	EA I	m ²			m			m				kg			EA	kg			EA	EA	kg						

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								NEW SIGN POSTS																REMARKS	SIGN DETAIL						
					“A”	“B”	SALV SIGN	SALV TIS	EXIST POST RETAIN	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				FORM NUMBER								
		kg/m	kg/m	kg/m							44	50	63	ANCHOR	SURVEY	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE									
																								1.7	3.0					4.5	3.4	3.9	5.0	1.9	2.5	2.5
OPTION ITEMS																																				
KILLINGTON: 0+874. 0, RT		1	900	900	0. 81						2			X																			E-151 M			
0+965. 6, LT		1	150	200	0. 03						1	X																					E-138M			
0+971. 0, RT		1	900	900	0. 81						2			X																			E-154M			
1 +060. 0, RT		1	900	900	0. 81						2			X																			E-152M			
		1	600	450	0. 27																												E-152M			
1 +082. 0, LT		1	900	900	0. 81						2			X																			E-152M			
		1	600	450	0. 27																												E-152M			
1 +122. 0, RT		1	600	750	0. 45						1			X																			E-141 M			
1 +145. 0, LT		1	600	750	0. 45						1			X																			E-142M			
1 +200. 4, LT		1	600	750	0. 45						1			X																			E-141 M			
1 +220. 0, RT							1				1			X																SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-				
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FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."											m	m	m	m	m	m	EA	kg	kg	kg		kg	kg	kg	kg											
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KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								EXIST POST RE TAIN		NO. OF POST S	FLANGED CHANNEL			SQUARE STEEL (mm)				ANCHOR		SLEEVE		NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE QUI RED FR AME S IG NE	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		E A	WIDTH (mm)	HEIGHT (mm)	“A”	“B”	SALV SIGN	SALV TIS	S A L V A G E D	S A L V A G E D	kg/m			kg/m			75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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1+303. 3, RT		1	600	750	0. 45						1			X																			E-142M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+314. 0, LT		1	750	750	0. 56						1			X																			E-152M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+374. 0, LT		1	900	900	0. 81						2			X																			E-154M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+398. 0, RT		1	900	900	0. 81						2			X																			E-150M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+428. 0, RT		1	900	900	0. 81						2			X																			E-151M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+609. 3, LT		1	150	200	0. 03						1	X																					E-138M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+617. 0, RT		1	1600	1500		2. 40					2						X														79	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
1+815. 6, LT		1	600	750	0. 45						1			X																			E-142M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
1+840. 0, RT		1	450	450	0. 20						1	X																				E-150M																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS								NEW SIGN POSTS												REMARKS				SIGN DETAIL																
					“A”	“B”	SALV SIGN	SALV TIS	EXIST POST RE TAIN	S AL V A G E	NO. OF P O S T S	FLANGED CHANNEL			SQUARE STEEL (mm)			TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)								W-SHAPE STEEL			DETAIL ON SHEET NUMBER	STD. SHEET NUMBER												
		kg/m	44	50								63	ANCHOR	SLEEVE	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE						WEIGHT	POST SIZE															
																							1.7	3.0							4.5			3.4	3.9	5.0	1.9	2.5	2.5	11.3	13.4	16.1	21.7	600 mm	750 mm
												OPTION ITEMS																																	
KILLINGTON: 1+844. 0, RT		1	600	900	0. 54						1			X																	79	-													
		1	150	200	0. 03																											E-138M													
1+920. 0, RT		1	900	900	0. 81						2			X																		E-150M													
1+940. 0, RT		1	1200	600	0. 72						2			X																		E-152M													
1+940. 0, RT		1	600	750	0. 45						1			X																		E-142M													
1+942. 0, LT		1	600	750	0. 45						1			X																		E-141M													
1+956. 0, LT							1				1		X																	SALVAGED SIGN TO BE MOUNTED ON NEW POST.	-	-													
1+961. 0, RT	 	1 1	900 900	300 300	0. 27 0. 27						1			X																BACK-TO-BACK		E-142M E-142M													
	 	1 1	750 750	750 750	0. 56 0. 56																									BACK-TO-BACK		E-143M E-143M													
1+961. 0, LT	 	1 1	750 150	750 200	0. 56 0. 03						1			X																BACK-TO-BACK		E-143M E-138M													
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."												m	m	m	m	m	m	EA	kg	kg	kg		kg	kg	kg	kg																			
												4.6			41.4																														
					TOTALS	m ² 5.25	m ²	EA 1	m ²			m				m				kg	EA		kg			EA	EA	kg																	

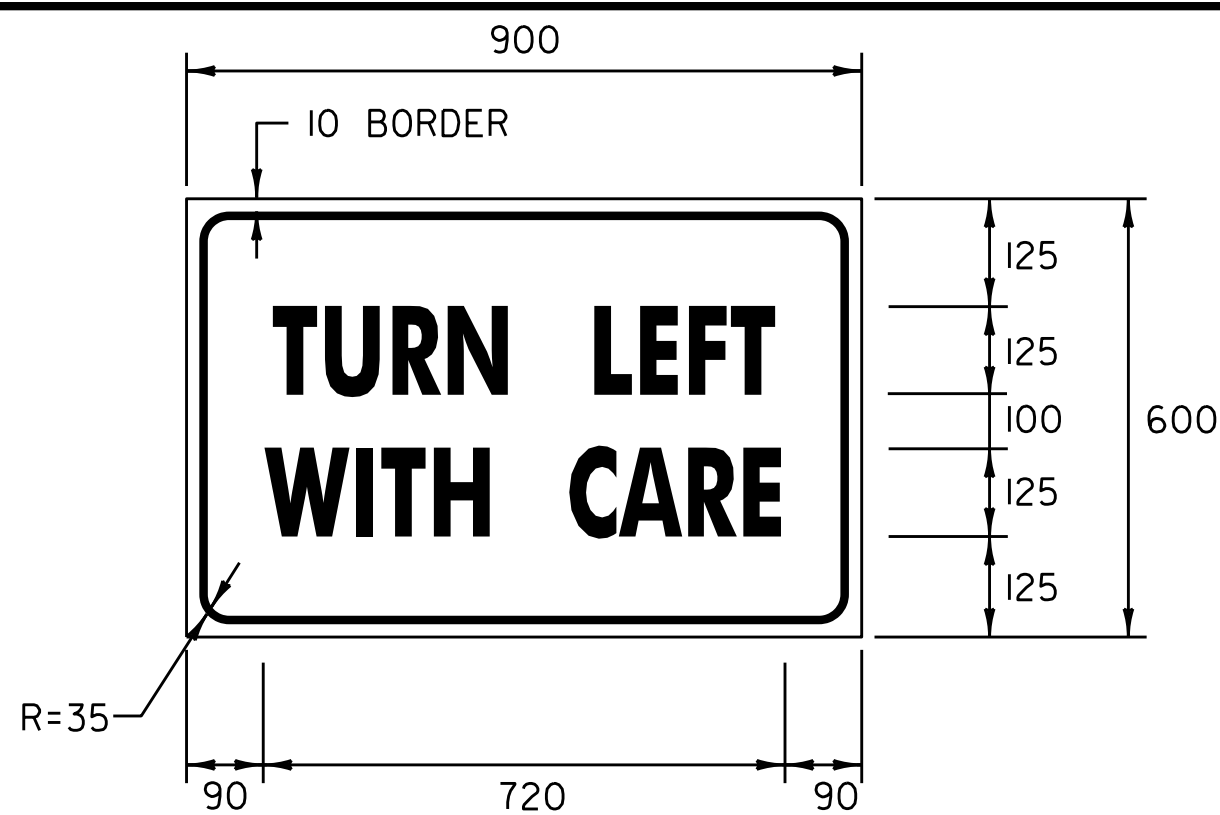
KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				REMARKS	SIGN DETAIL							
											E A	WIDTH (mm)	HEIGHT (mm)	“A”	“B”	SALV SIGN	SALV TIS	kg/m	44	50	63	ANCHOR	SLEEVE	75	100	100 MOD	FOUND- ATION		75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE
		600 mm	750 mm	kg/m	11.3	13.4	16.1	21.7																												
																																	1.7	3.0		
OPTION ITEMS																																				
KILLINGTON: 1+971.0, LT		1	600	750	0.45						1			X																	E-141M					
1+972.0, RT	 	1 1	900 900	300 300	0.27 0.27						1			X																BACK-TO-BACK	E-142M E-142M					
	 	1 1	750 750	750 750	0.56 0.56																									BACK-TO-BACK	E-143M E-143M					
1+995.0, LT		1	600	600	0.36						1			X																	E-143M					
2+068.0, RT		1	900	900	0.81						2			X																	E-150M					
2+254.0, RT		1	150	200	0.03						1	X																			E-138M					
2+486.2, LT		1	600	750	0.45						1			X																	E-142M					
2+575.0, LT		1	150	200	0.03						1	X																			E-138M					
2+633.0, RT		1	600	750	0.45						1			X																	E-142M					
2+696.0, RT		1	900	900	0.81						2			X																	E-150M					
2+756.0, RT		1	750	450	0.34						1			X																	E-128AM					
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."											m	m	m	m	m	m		EA	kg	kg	kg		kg	kg	kg	kg										
											9.2		46.0																							
					TOTALS	m² 5.39	m²	EA	m²		m		m			kg	EA		kg		EA	EA	kg													
					PROJECT: RUTLAND - KILLINGTON		PROJECT NO.: NH 9809(I)S		DESIGN FILE NAME: /pave/97bl60/pbl60.dgn		IPARM FILE NAME: pbl60+27.1		SURVEYED BY: N/A		SQUAD LEADER: T.P.K.		PLOT DATE: 11/99		SURVEY DATE: N/A		DRAWN BY: C.A.K.		SHEET: 72 OF 83													

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RE TAIN S AL V A G E	NO. OF P O S T S	FLANGED CHANNEL			SQUARE STEEL (mm)			A N C H O R	S L E E V E	NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				RE Q U I R E D S I G N E	REMARKS	SIGN DETAIL																																																																																																																																																																																																																																																																																																																																																																																																																																																		
					"A"	"B"	SALV SIGN	SALV TIS			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m			kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m

[illegible]

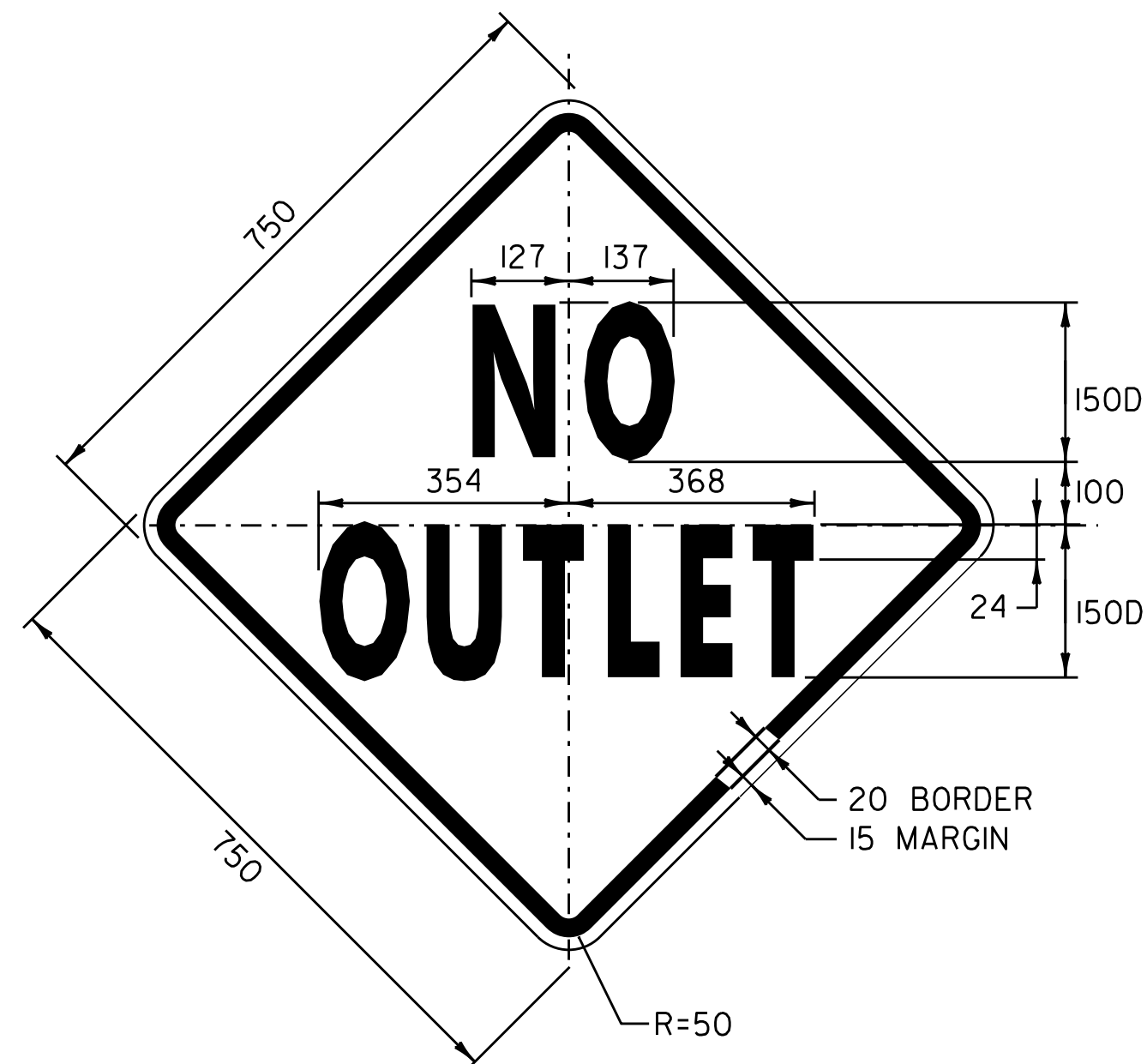
**ARCHIVED
IN DPR**

KILOMETER MARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS			NEW & SALVAGED SIGNS				EXIST POST RETAIN	S SALVAGED	NO. OF POSTS	FLANGED CHANNEL			SQUARE STEEL (mm)			NEW SIGN POSTS TUBULAR ALUMINUM Ø (mm)			TUBULAR STEEL Ø (mm)				W-SHAPE STEEL				R FRAME S I G N	REMARKS	SIGN DETAIL		
					"A"	"B"	SALV SIGN	SALV TIS				kg/m	44	50	63	75	100	100 MOD	FOUND- ATION	75	89	100	125	FTG. SIZE		WEIGHT	POST SIZE	DETAIL ON SHEET NUMBER			STD. SHEET NUMBER		
		kg/m	kg/m	kg/m									kg/m	600 mm	750 mm																		
		1.7	3.0	4.5									3.4	3.9	5.0					1.9	2.5	2.5	11.3	13.4	16.1							21.7	
	SHEET SUBTOTALS																																
	SHEET 46 SUBTOTALS				7.78	-	-					-	-	41.4						-													
	SHEET 47 SUBTOTALS				5.72	-	3					4.6	-	27.6						-													
	SHEET 48 SUBTOTALS				4.63	-	1					4.6	-	41.4						-													
	SHEET 49 SUBTOTALS				4.35	-	8					-	9.2	36.8						-													
	SHEET 50 SUBTOTALS				3.94	-	1					9.2	4.6	41.4						-													
	SHEET 51 SUBTOTALS				3.82	-	-					9.2	4.6	36.8						-													
	SHEET 52 SUBTOTALS				3.86	-	-					4.6	4.6	36.8						-													
	SHEET 53 SUBTOTALS				4.03	-	3					-	4.6	46.0						-													
	SHEET 54 SUBTOTALS				3.52	-	1					-	4.6	32.2						-													
	SHEET 55 SUBTOTALS				3.26	-	1					13.8	4.6	27.6						-													
	SHEET 56 SUBTOTALS				4.15	-	-					9.2	-	41.4						-													
	SHEET 57 SUBTOTALS				2.87	-	2					13.8	-	36.8						-													
	SHEET 58 SUBTOTALS				2.87	-	3					9.2	4.6	32.2						-													
	SHEET 59 SUBTOTALS				3.34	-	1					4.6	4.6	32.2						-													
	SHEET 60 SUBTOTALS				3.79	-	2					4.6	9.2	36.8						-													
	SHEET 61 SUBTOTALS				2.95	-	2					9.2	4.6	32.2						-													
	SHEET 62 SUBTOTALS				3.46	-	-					9.2	-	32.2						-													
	SHEET 63 SUBTOTALS				3.87	-	-					13.8	-	41.4						-													
	SHEET 64 SUBTOTALS				3.32	-	-					18.4	-	32.2						-													
	SHEET 65 SUBTOTALS				4.46	-	-					18.4	-	46.0						-													
	SHEET 66 SUBTOTALS				3.07	-	1					-	9.2	27.6						-													
	SHEET 67 SUBTOTALS				3.54	-	2					-	9.2	32.2						-													
	SHEET 68 SUBTOTALS				4.15	-	1					4.6	4.6	41.4						-													
	SHEET 69 SUBTOTALS				5.16	-	3					4.6	-	55.2						-													
	SHEET 70 SUBTOTALS				4.15	2.4	3					13.8	-	46.0						29.0													
	SHEET 71 SUBTOTALS				5.25	-	1					-	4.6	41.4						-													
	SHEET 72 SUBTOTALS				5.39	-	-					9.2	-	46.0						-													
	SHEET 73 SUBTOTALS				5.02	-	-					13.8	-	41.4						-													
	SHEET 74 SUBTOTALS				3.28	-	4					9.2	-	32.2						-													
	SHEET 75 SUBTOTALS				6.31	-	-					4.6	-	59.8						-													
	SHEET 76 SUBTOTALS				5.28	-	1					-	4.6	41.4						-													
	SHEET 77 SUBTOTALS				5.45	-	-					-	-	55.2						-													
	ROUNDING				1.96	0.6	-					13.8	7.2	28.8						1.0													



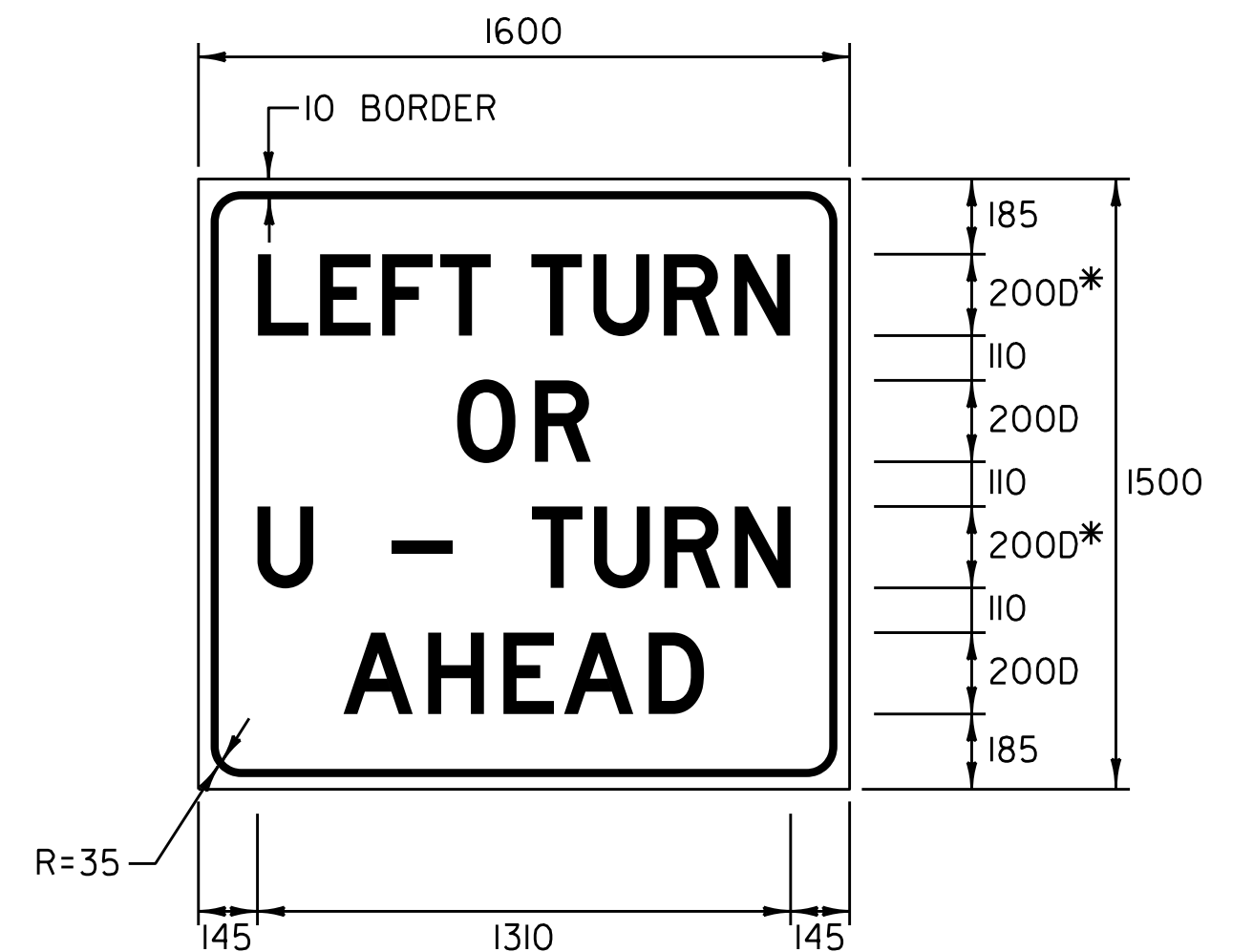
COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I4IM
SIGN - U.S. ROUTE 4
STA. 3+436.0, RT (KILLINGTON)



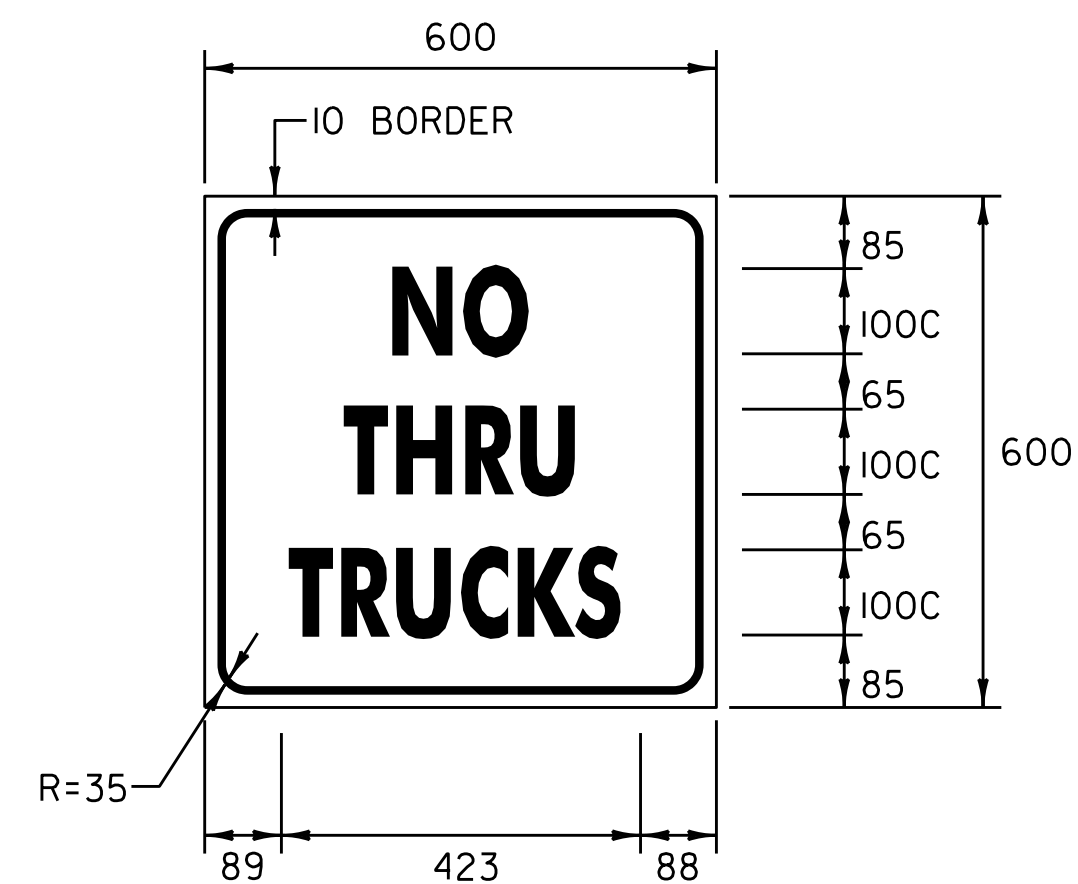
COLOR: BLACK BORDER & TEXT
YELLOW BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I53M
SIGN - U.S. ROUTE 4
STA. 0+981.0, LT (RUTLAND)
STA. 2+568.0, LT (MENDON)
STA. 4+430.0, LT (MENDON)
STA. 4+912.0, RT (MENDON)



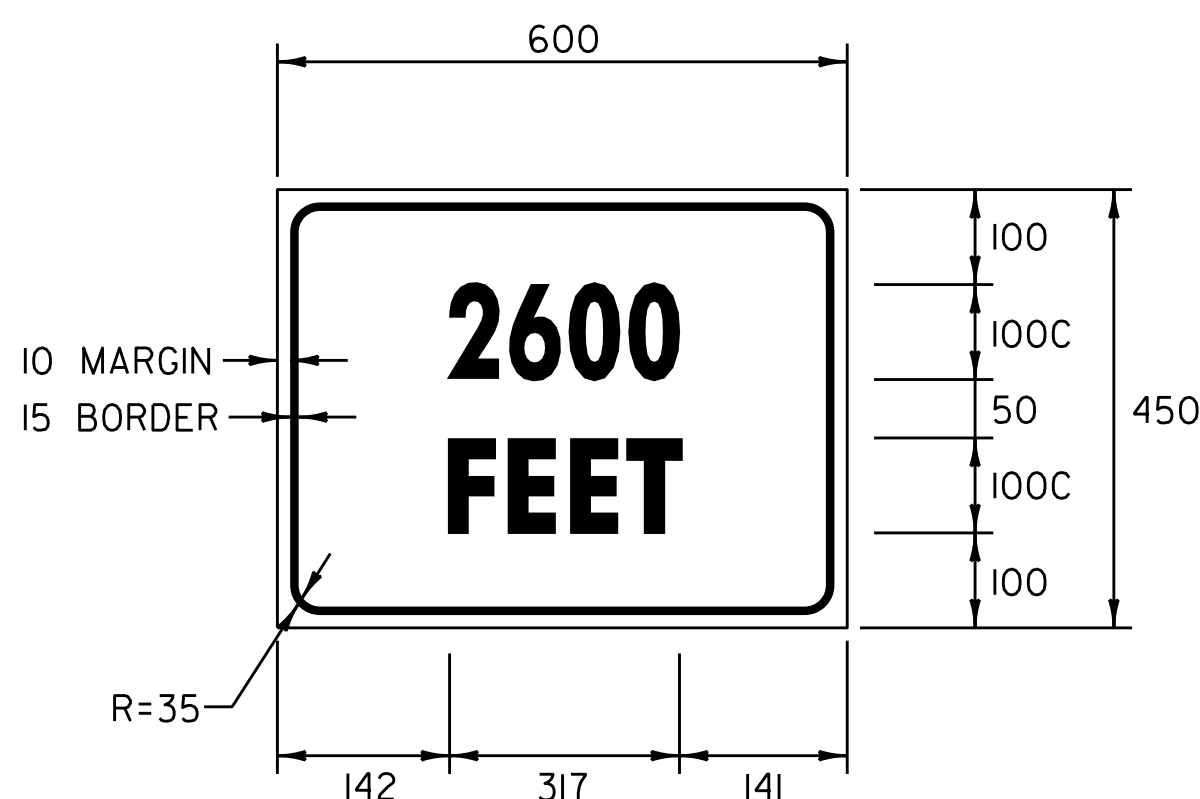
COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I4IM
*50% REDUCED WORD SPACING AND
25% REDUCED LETTER SPACING
SIGN - U.S. ROUTE 4
STA. 1+617.0, RT (KILLINGTON)



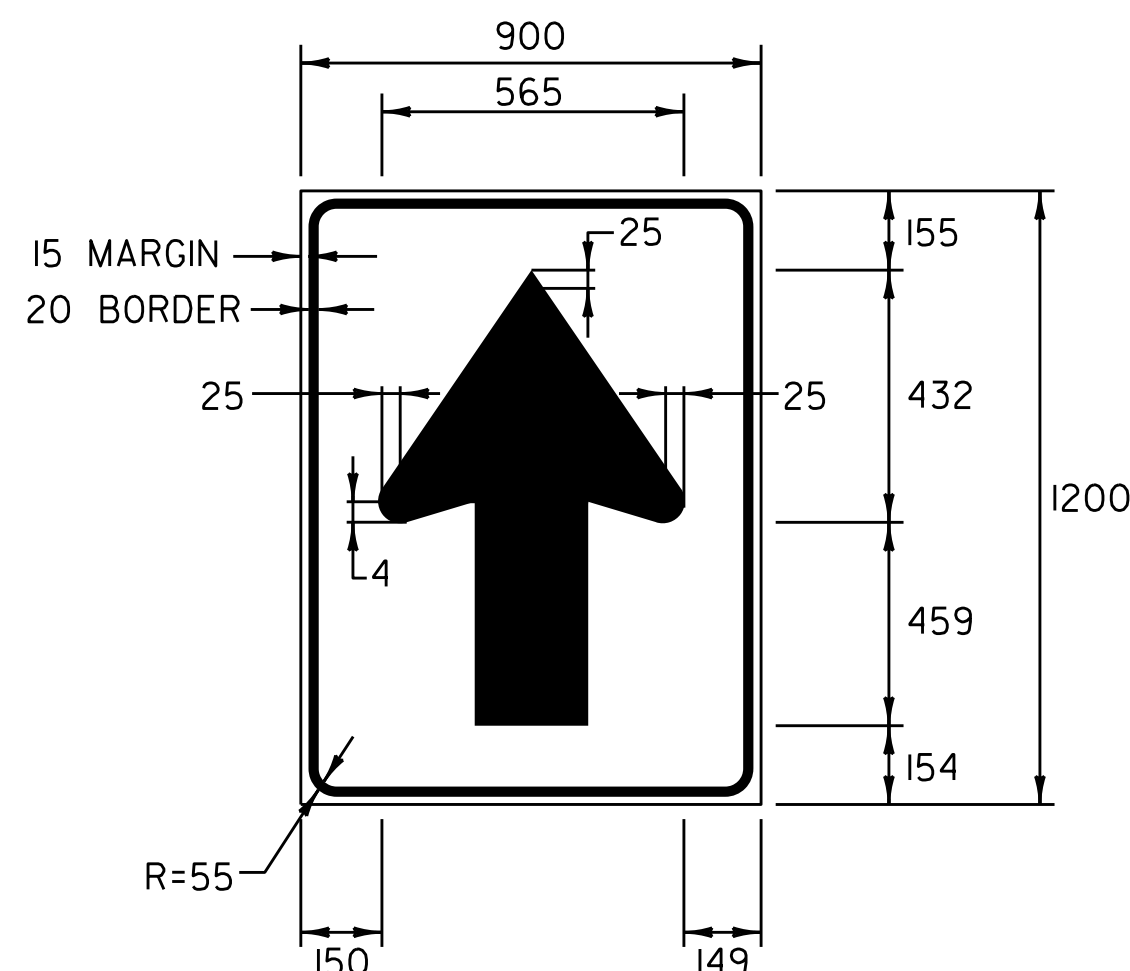
COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I4IM
SIGN - U.S. ROUTE 4
STA. 1+336.0, LT (RUTLAND)
STA. 1+418.0, LT (MENDON)



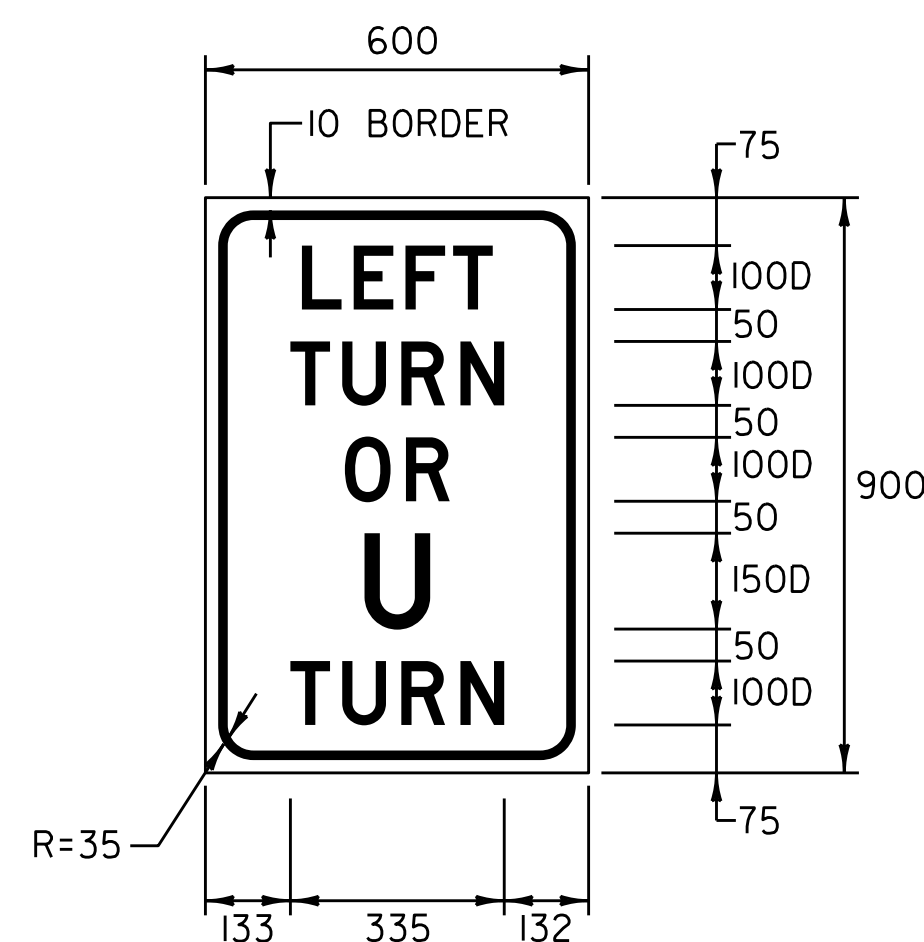
COLOR: BLACK BORDER & TEXT
YELLOW BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I52M
SIGN - U.S. ROUTE 4
STA. 1+085.0, LT (RUTLAND)



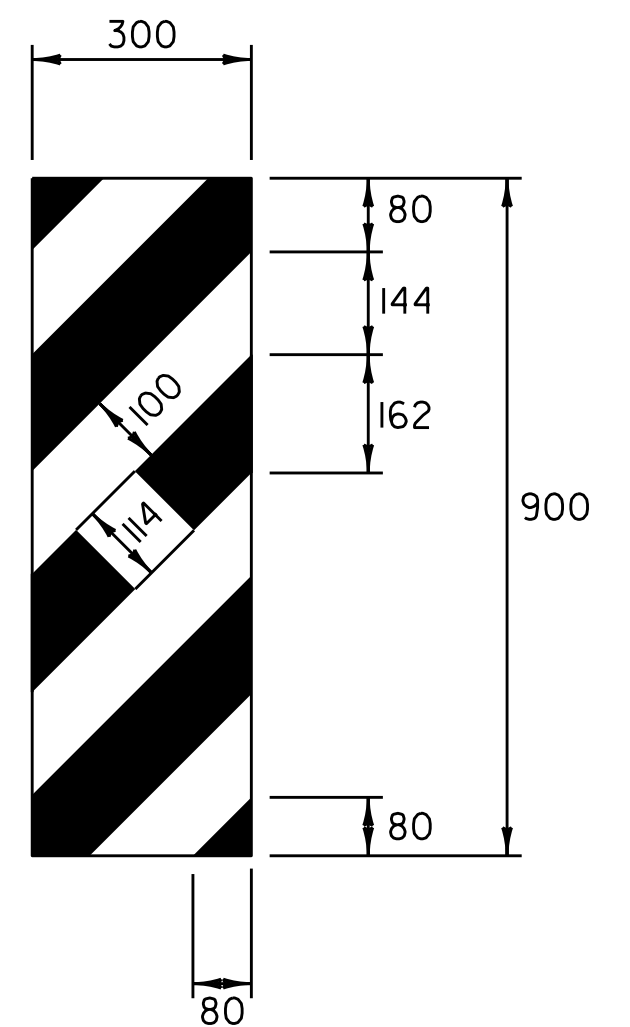
COLOR: BLACK BORDER, SYMBOL & TEXT
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I44M
SIGN - U.S. ROUTE 4
STA. 0+358.0, LT (RUTLAND)



COLOR: BLACK BORDER & TEXT
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I4IM
SIGN - U.S. ROUTE 4
STA. 1+844.0, RT (KILLINGTON)



COLOR: BLACK BORDER & SYMBOL
YELLOW BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-I50M
SIGN - U.S. ROUTE 4
STA. 0+756.0, RT (MENDON)

ARCHIVED
IN DPR

NOTE:

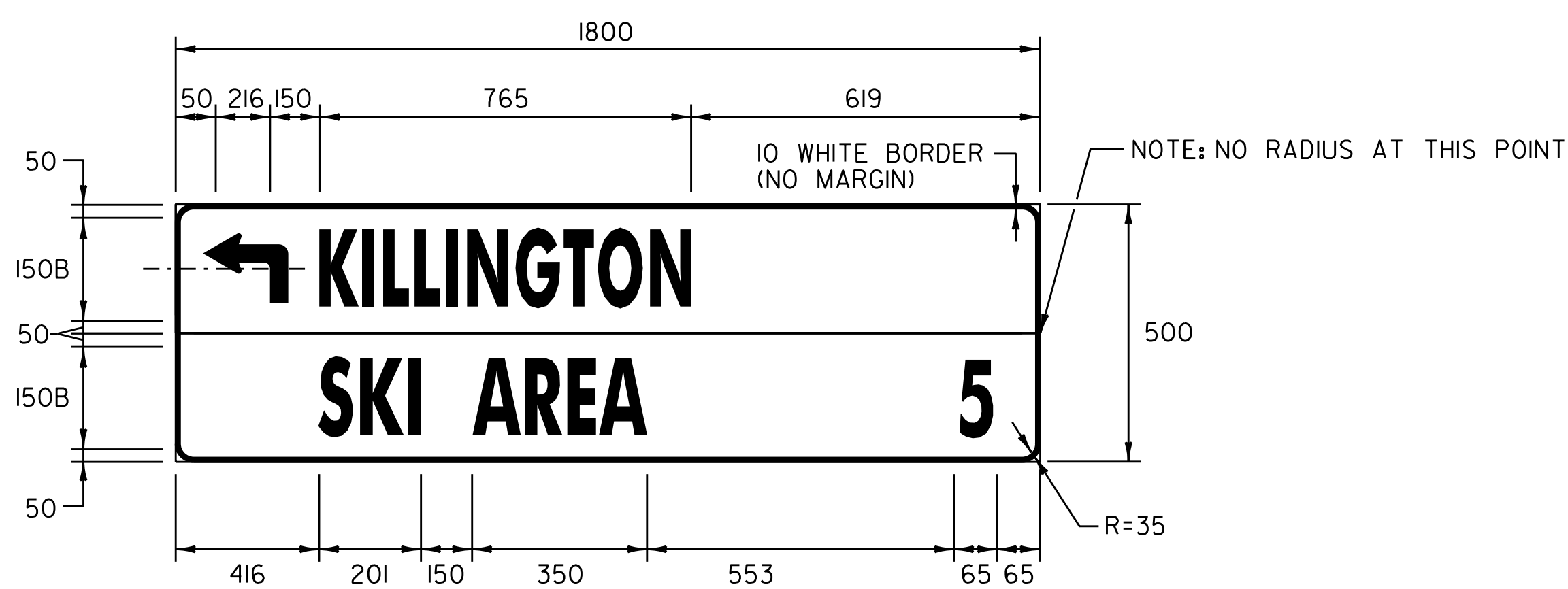
TEXT LAYOUT DIMENSIONS ARE BASED ON THE "LETTER & NUMERAL WIDTHS & SPACE" TABLES FOUND IN THE "STANDARD HIGHWAY SIGNS" BOOKLET. MINOR VARIATIONS IN TEXT DIMENSIONS ARE ACCEPTABLE BASED ON INDIVIDUAL MANUFACTURER'S LETTER FABRICATION. SIGNIFICANT CHANGES THAT AFFECT SIGN APPEARANCE SHALL BE BROUGHT TO THE ATTENTION OF THE VAOT'S TRAFFIC AND SAFETY DIVISION BEFORE FABRICATION.

TRAFFIC SIGN DETAIL SHEET 1

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. /pave/97bl60/pbl60.dgn
IPARM FILE pbl60sdl.i DATE N/A PLOTTED N/A
PROJ. NAME RUTLAND - KILLINGTON
PROJ. NO. NH 9809(1)S
SHEET 79 OF 83 SHEETS

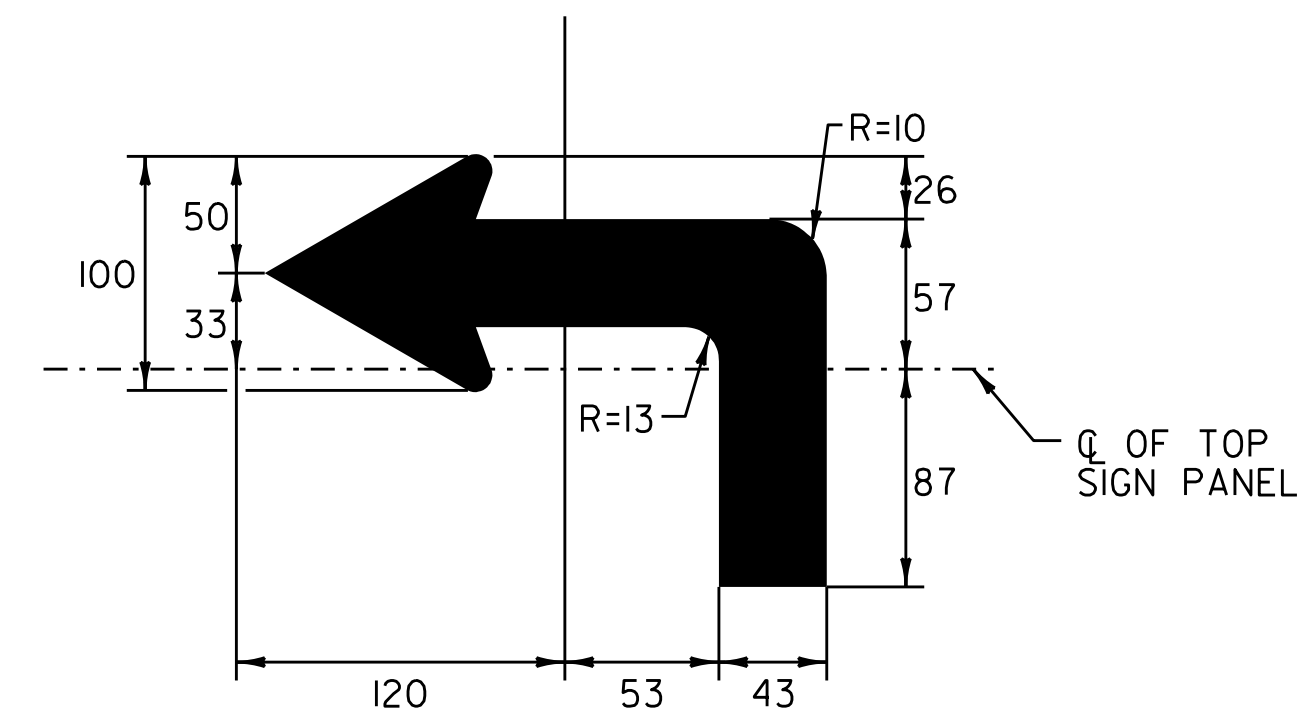
ALL DIMENSIONS IN MILLIMETERS EXCEPT
WHERE OTHERWISE INDICATED.

DATUM
VERTICAL N/A
HORIZONTAL N/A

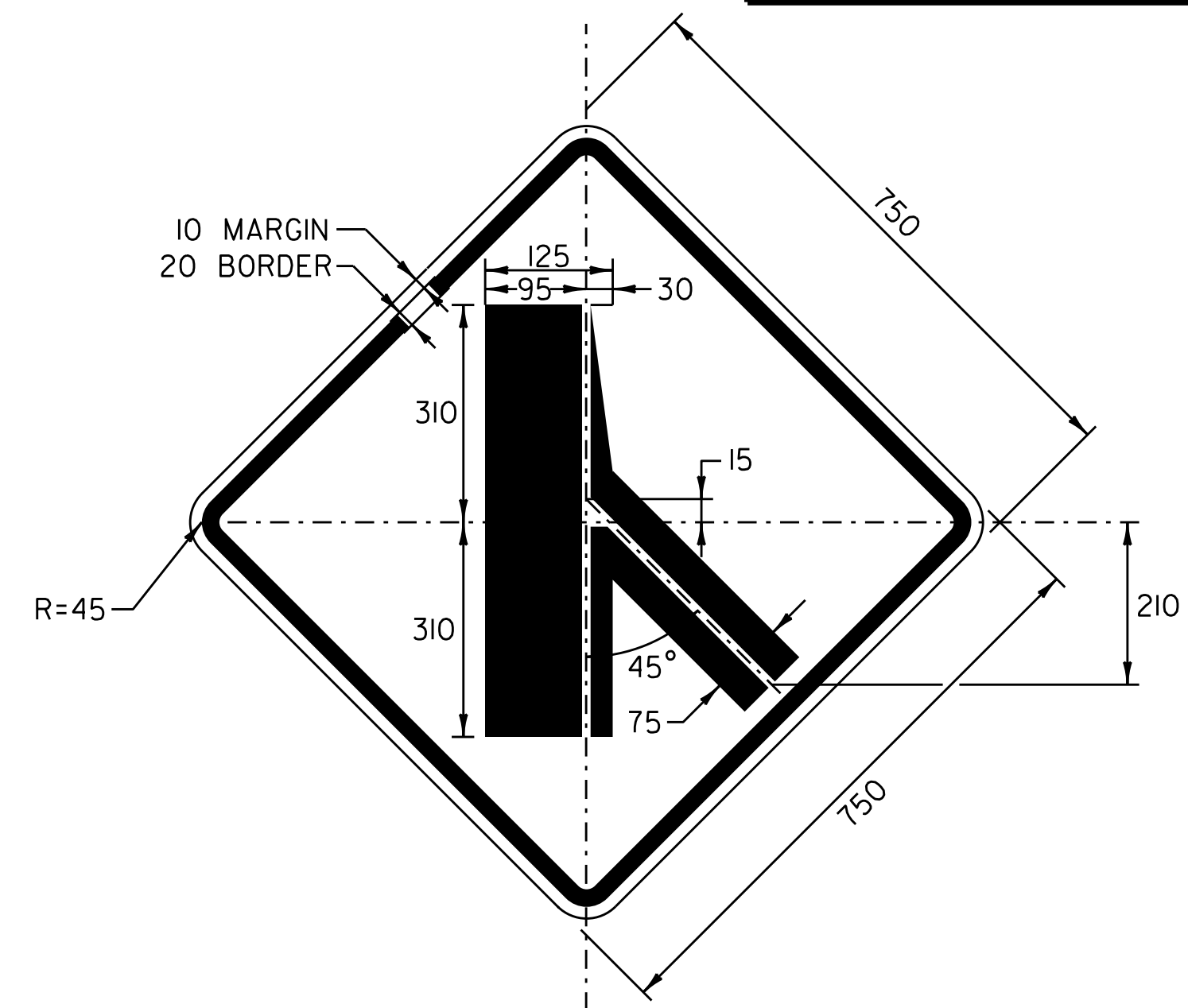


COLOR: WHITE BORDER & TEXT (REFLECTIVE)
GREEN BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-123M
SIGN - U.S. ROUTE 4
STA. 4+121.3, LT

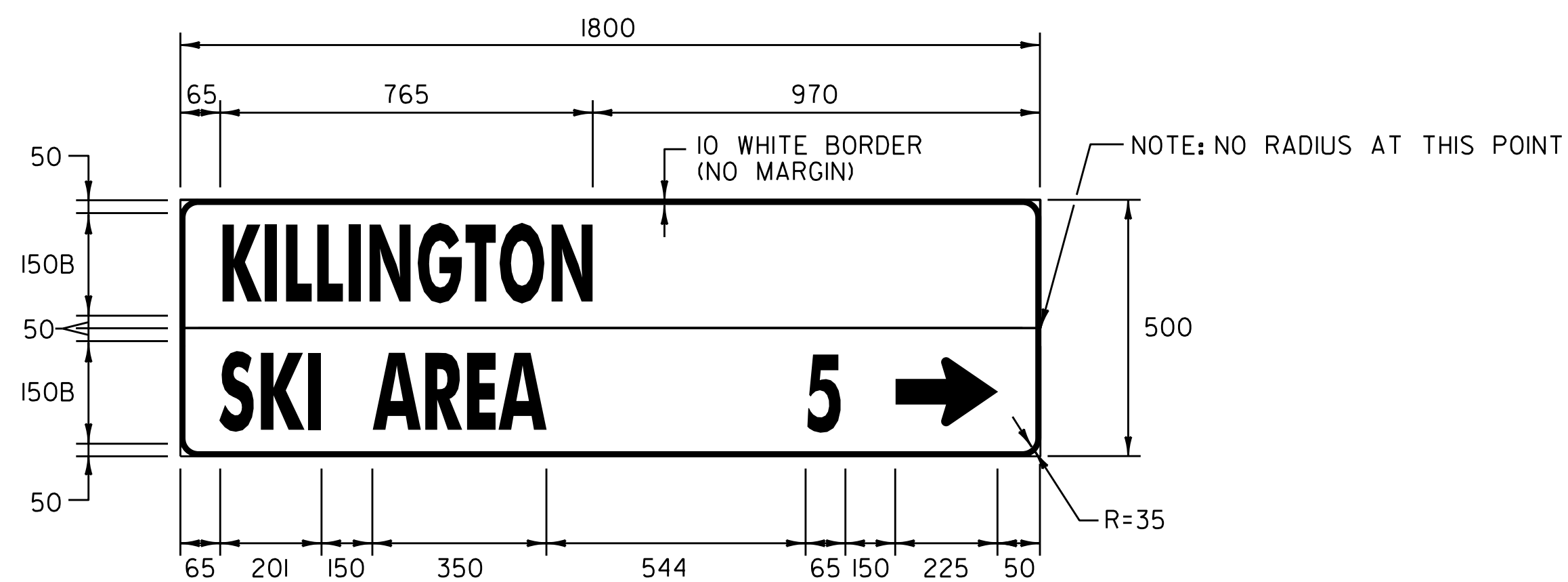


ADVANCE TURN ARROW DETAIL



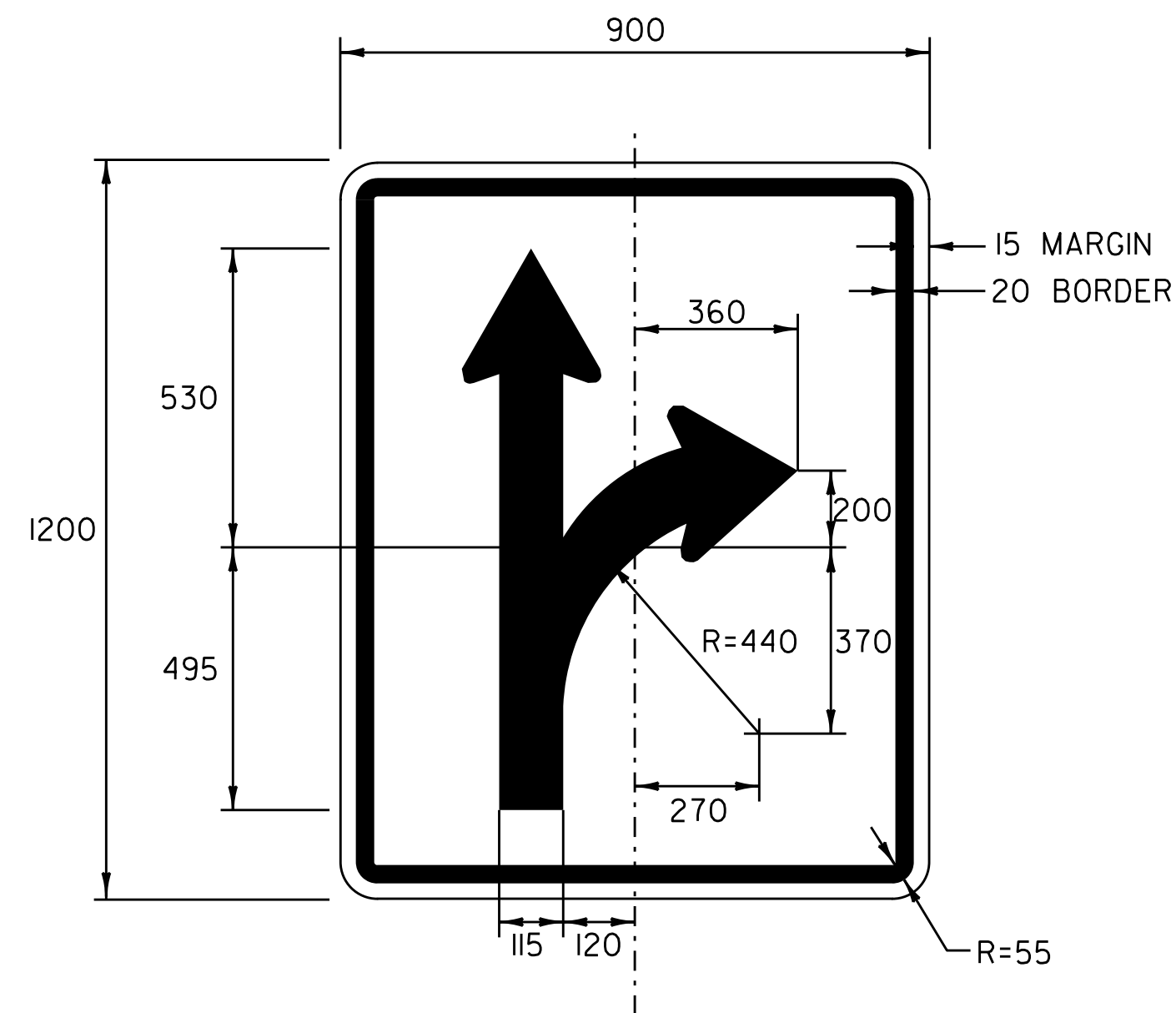
COLOR: BLACK BORDER & SYMBOL
YELLOW BACKGROUND (REFLECTORIZED)

MATERIAL: PER VAOT STANDARD E-155M
SIGN - U.S. ROUTE 4
STA. 1+539.0, LT (RUTLAND)



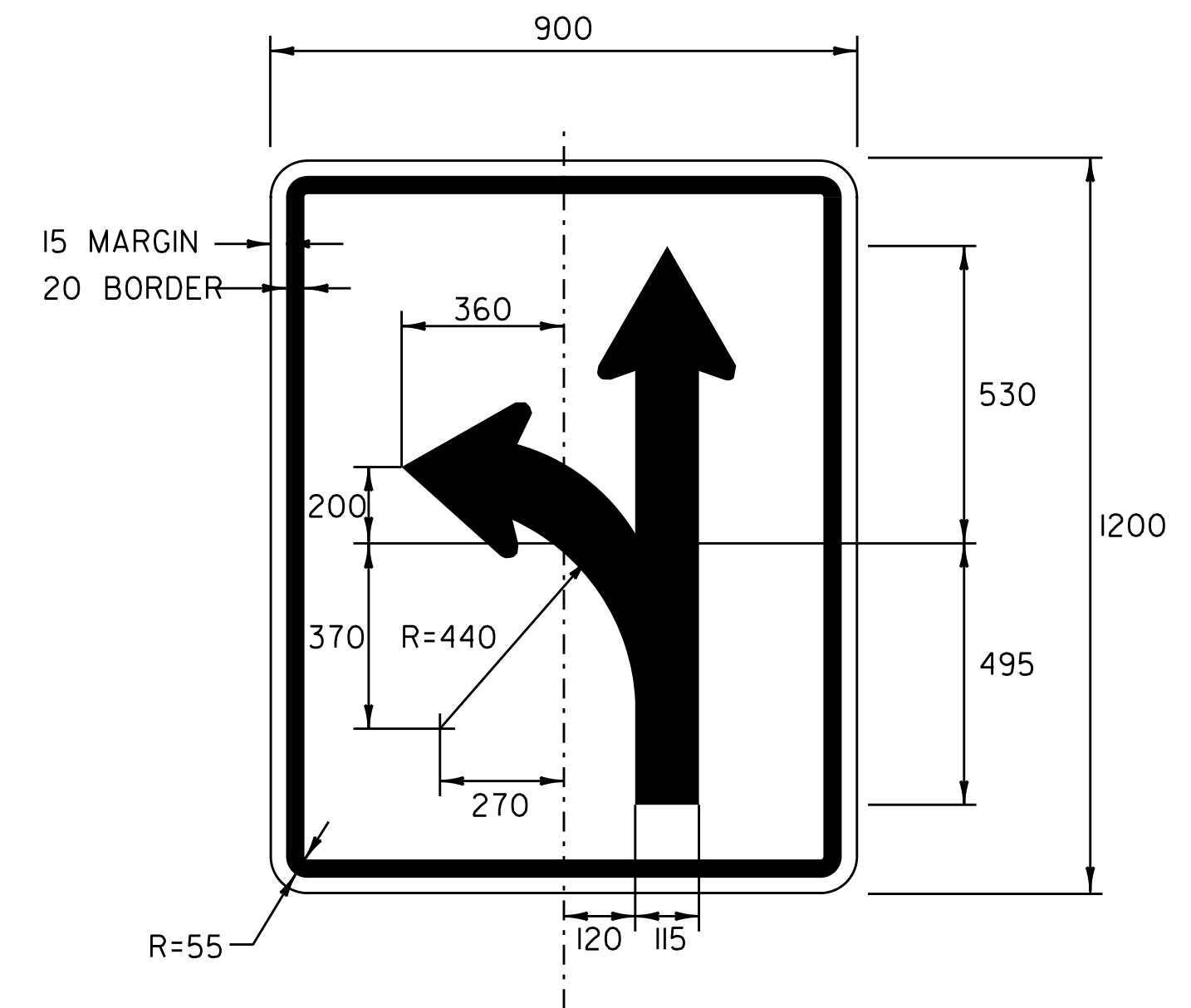
COLOR: WHITE BORDER & TEXT (REFLECTIVE)
GREEN BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-123M
SIGN - U.S. ROUTE 4
STA. 3+767.0, RT



COLOR: BLACK BORDER & SYMBOL
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-144M
SIGN - U.S. ROUTE 4
STA. 0+183.0, RT (RUTLAND)



COLOR: BLACK BORDER & SYMBOL
WHITE BACKGROUND (REFLECTIVE)

MATERIAL: PER VAOT STANDARD E-144M
SIGN - U.S. ROUTE 4
STA. 0+358.0, LT (RUTLAND)

ARCHIVED
IN DPR

NOTE:

TEXT LAYOUT DIMENSIONS ARE BASED ON THE "LETTER & NUMERAL WIDTHS & SPACE" TABLES FOUND IN THE "STANDARD HIGHWAY SIGNS" BOOKLET. MINOR VARIATIONS IN TEXT DIMENSIONS ARE ACCEPTABLE BASED ON INDIVIDUAL MANUFACTURER'S LETTER FABRICATION. SIGNIFICANT CHANGES THAT AFFECT SIGN APPEARANCE SHALL BE BROUGHT TO THE ATTENTION OF THE VAOT'S TRAFFIC AND SAFETY DIVISION BEFORE FABRICATION.

DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

ALL DIMENSIONS IN MILLIMETERS EXCEPT WHERE OTHERWISE INDICATED.

TRAFFIC SIGN DETAIL SHEET 2

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	C.A.K.	DATE	11/99
SQUAD LEADER	T.P.K.		
DESIGN FILE NO.	/pave/97bl60/pbl60.dgn		
IPARM FILE	pbl60sd2.i	DATE PLOTTED	N/A
PROJ. NAME	RUTLAND - KILLINGTON		
PROJ. NO.	NH 9809(1)S		
SHEET 80 OF 83		SHEETS	

The logo for Metric, featuring a large, bold, black 'M' with the word 'VAOT' written vertically in white inside its left vertical stroke, followed by the word 'etric' in a lowercase, outlined, sans-serif font.

NOTES

1. BRIDGE RAIL SHALL BE HEAVY DUTY STEEL BEAM RAIL.
2. BRIDGE APPROACH RAIL HEIGHT SHALL BE TRANSITIONED TO NORMAL ROADWAY RAIL HEIGHT IN 7.61m.
3. APPROACH RAILING SHALL BE HEAVY DUTY STEEL BEAM FOR 7.61m FROM THE ENDS OF THE BRIDGE.
4. FOR BRIDGE RAILING, THE TRANSITION POST SHALL HAVE AN OFFSET BLOCK AND BE LOCATED AS CLOSE AS PRACTICABLE TO THE MIDPOINT BETWEEN THE BRIDGE END POST AND APPROACH RAIL POST I.
5. SPLICES SHALL LAP IN DIRECTION OF TRAFFIC FLOW.
6. SEE STANDARD SHEET G-IM FOR DELINEATION DETAILS AND PLACEMENT.
7. ERECT DELINEATORS ON EVERY FIFTH POST OR APPROXIMATELY 9 m APART. PAYMENT SHALL BE SUBSIDIARY TO OTHER ITEMS.
8. SEE STANDARD G-IM FOR ADDITIONAL DETAILS.
9. ANCHOR BOLTS SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS SUBSECTION 714.07, ANCHOR BOLTS - BRIDGE RAILING.
10. ALL BRIDGE POSTS, BASE PLATES, HEAVY DUTY STEEL BEAM BRIDGE RAIL, ANCHOR BOLTS AND RELATED HARDWARE SHALL BE PAID FOR UNDER THE ITEM 525.40 BRIDGE RAILING - HD STEEL BEAM/CURB MOUNTED (MOD.2).
11. FOR THE BRIDGE RAIL BETWEEN STA. 0+765.4 - STA. 0+773.8, RT THE REMOVAL OF EXISTING BRIDGE POSTS, BRIDGE RAIL AND ANCHOR BOLTS SHALL BE SUBSIDIARY TO ITEM 525.40 BRIDGE RAILING - HD STEEL BEAM/CURB MOUNTED (MOD.2).
12. THE DRILLING OF NEW ANCHOR BOLTS (WHERE NECESSARY) SHALL BE SUBSIDIARY TO ITEM 525.40 BRIDGE RAILING - HD STEEL BEAM/CURB MOUNTED (MOD. 2), DRILL HOLES SHALL BE 30 mm DIAMETER, NEW ANCHOR BOLTS SHALL BE DRILLED THROUGH.
13. NEW M19 DIAMETER ANCHOR BOLTS SHALL BE FURNISHED WITH ONE NUT AND ONE WASHER BY THE CONTRACTOR EXCEPT WHERE NOTED OTHERWISE.
14. A MINIMUM PULLOUT STRENGTH OF 133 kN SHALL BE ATTAINED ON THE NEW BOLTS.
15. ALL STEEL POSTS, PLATES, OFFSET BLOCKS AND FIXTURES SHALL BE AASHTO M 270/M 270M, GRADE 250 EXCEPT AS OTHERWISE NOTED, AND SHALL BE GALVANIZED AFTER FABRICATION TO CONFORM TO AASHTO M III.
16. SEE STANDARD SHEET G-IM FOR CONNECTION OF STEEL BEAM TO OFFSET BLOCK AND OFFSET BLOCK TO BRIDGE POST.



WHEN A RAIL PANEL SPLICE OCCURS AT POST NO. 1
USE SCHEDULE I FOR APPROACH RAILING. WHEN A
RAIL PANEL SPLICE OCCURS AT THE BRIDGE END
POST USE SCHEDULE II FOR APPROACH RAILING.

SCHEDULE I		
POST NO.	SPACING	PAYMENT FACTOR
1	950 mm	1.4 x 3.8 m
2		
3	950 mm	
4	950 mm	
5	950 mm	
6	1.27 m	1.2 x 3.8 m
7	1.27 m	
8	1.27 m	
9	1.9 m (TYP.)	1.0 (TYP.)

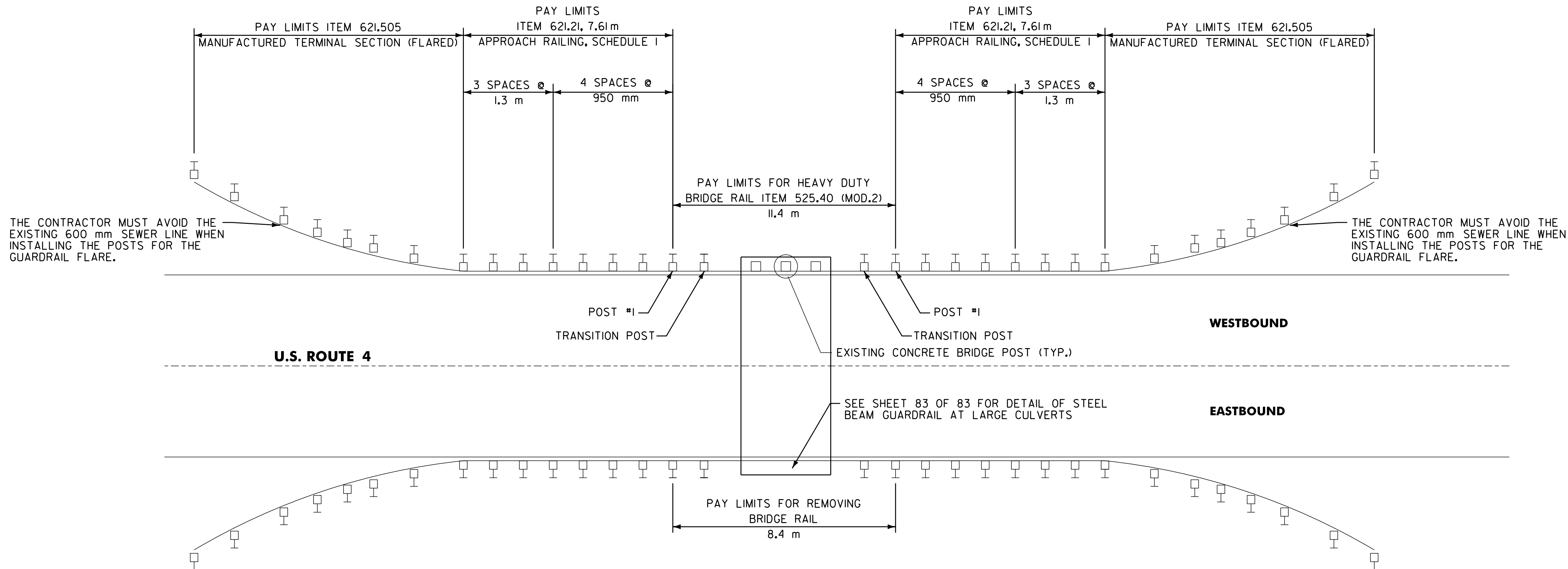
**ARCHIVED
IN DPR**

NOT TO SCALE

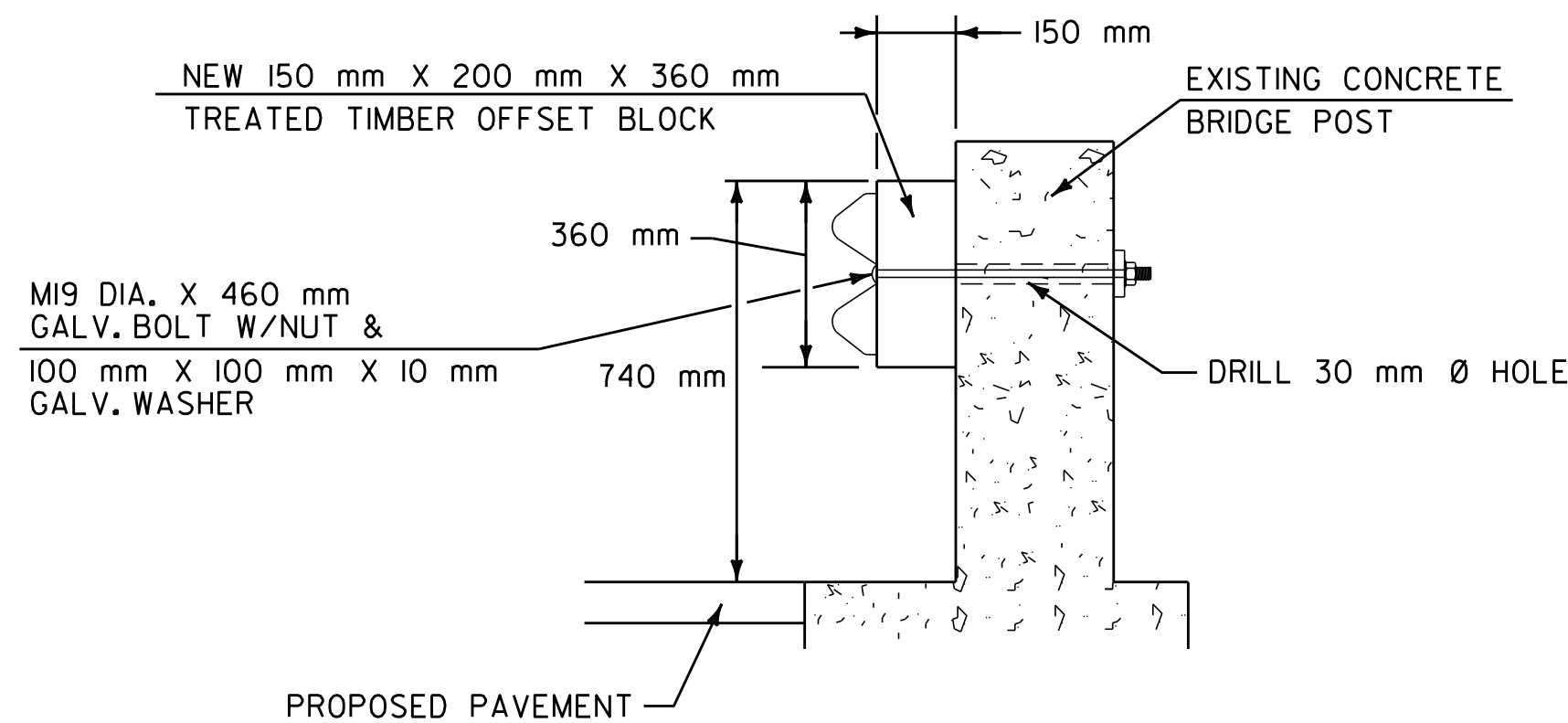
DATUM	
VERTICAL	<u>N/A</u>
HORIZONTAL	<u>N/A</u>

BRIDGE DETAIL SHEET 1

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. /pave/97bl60/pbl60.dgn
IPARM FILE pbl60br1.i DATE PLOTTED N/A
PROJ. NAME RUTLAND - KILLINGTON
PROJ. NO. NH 9809(I)S
SHEET 81 OF 83 SHEETS



BR 22 RUTLAND MM 0.478 = STA. 0+769.266
NOT TO SCALE



BR 22 POST DETAIL

NOT TO SCALE

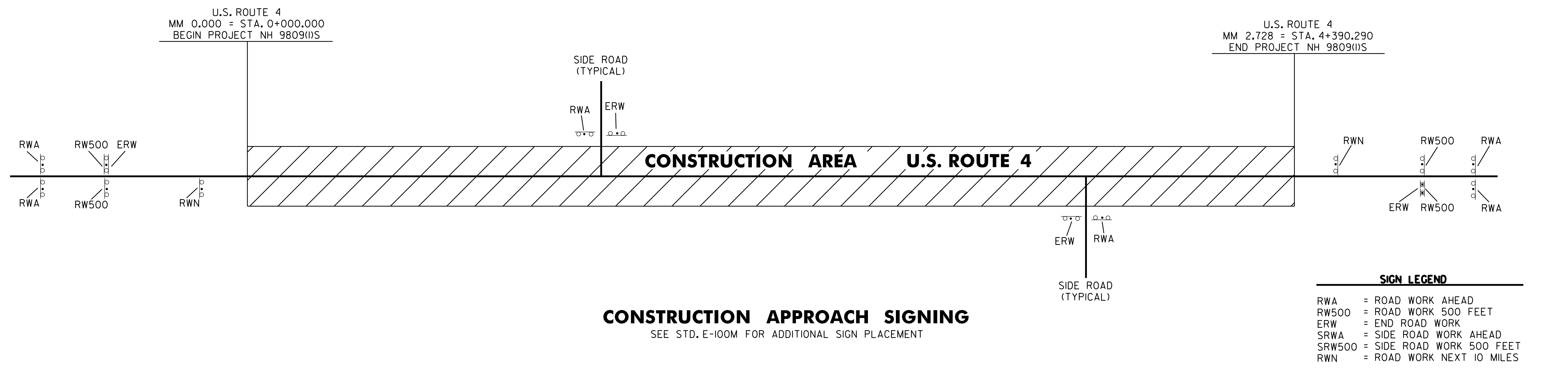
NOTE: THIS POST DETAIL ONLY APPLIES TO THE
WESTBOUND RUN OF BRIDGE RAIL ON BR 22.

ARCHIVED
IN DPR

BRIDGE
DETAIL
SHEET 2

SURVEYED BY N/A DATE N/A
DRAWN BY C.A.K. DATE 11/99
SQUAD LEADER T.P.K.
DESIGN FILE NO. /pave/97bl60/pbl60.dgn
IPARM FILE pbl60br2.i DATE N/A
PROJ. NAME RUTLAND - KILLINGTON
PROJ. NO. NH 9809(I)S
SHEET 82 OF 83 SHEETS

DATUM
VERTICAL N/A
HORIZONTAL N/A

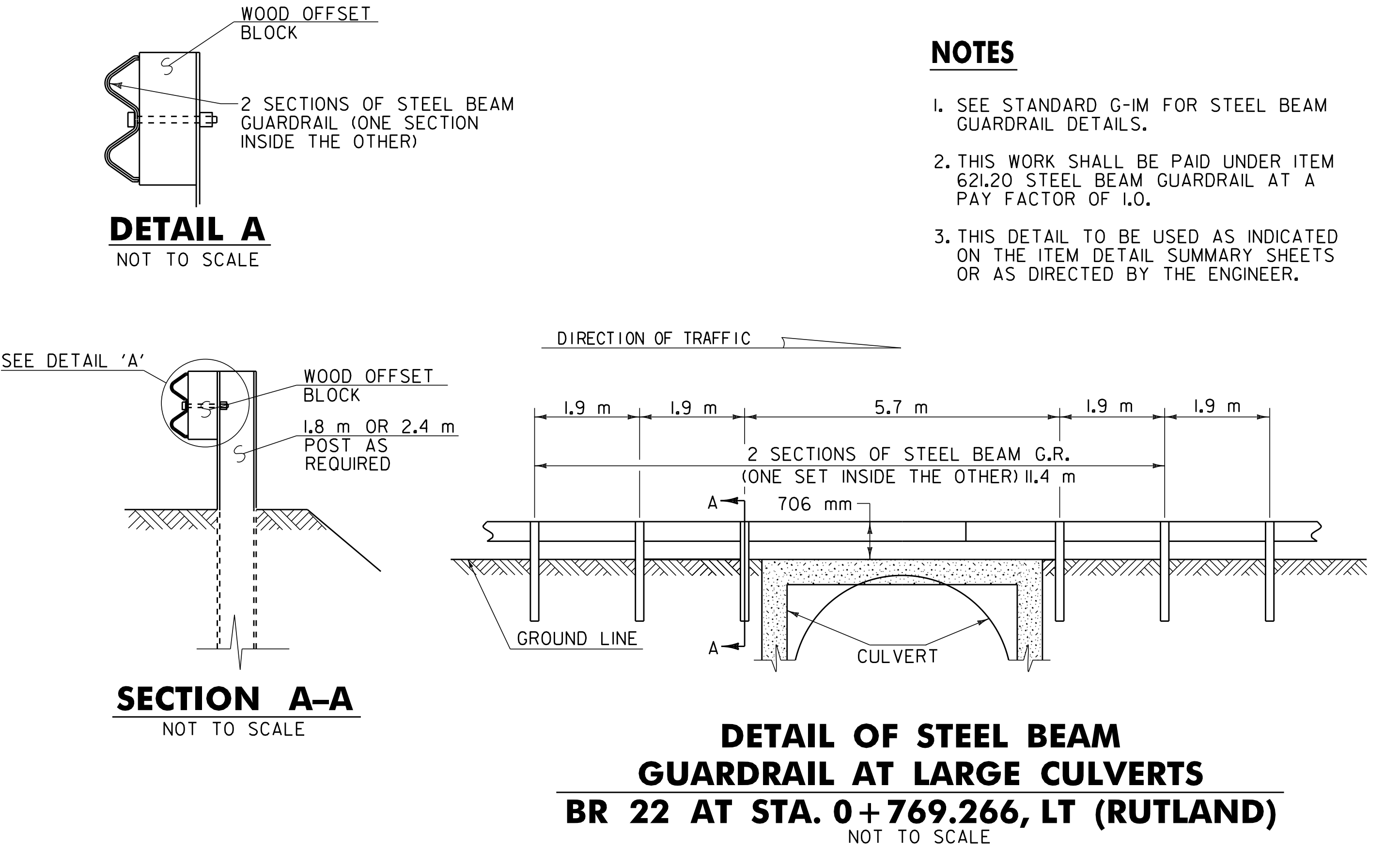


CONSTRUCTION APPROACH SIGNING

SEE STD. E-100M FOR ADDITIONAL SIGN PLACEMENT

LIST OF TOWN HIGHWAYS FOR CONSTRUCTION SIGNS			
TOWN HIGHWAY NUMBER	ROAD WORK AHEAD	END ROAD WORK	OTHER
BEGIN PROJECT	2	1	2 - RW500 1 - RWN
SHOPPING CENTER	1	1	
T-54	1	1	
T-30	1	1	
T-63	1	1	
T-2	1	1	
T-3	1	1	
T-1	1	1	
T-13	1	1	
T-7	1	1	
T-22	1	1	
T-8	1	1	
T-9	1	1	
T-4	1	1	
T-14	1	1	
T-62	1	1	
T-120	1	1	
T-82	1	1	

LIST OF TOWN HIGHWAYS FOR CONSTRUCTION SIGNS			
TOWN HIGHWAY NUMBER	ROAD WORK AHEAD	END ROAD WORK	OTHER
T-41	1	1	
T-85	1	1	
VT. ROUTE 100	1	1	
VT. ROUTE 100	1	1	
T-2	1	1	
T-52	1	1	
END PROJECT	2	1	2 - RW500 1 - RWN
TOTAL	27	25	6



- NOTES
1. SEE STANDARD G-1M FOR STEEL BEAM GUARDRAIL DETAILS.

2. THIS WORK SHALL BE PAID UNDER ITEM 621.20 STEEL BEAM GUARDRAIL AT A PAY FACTOR OF 1.0.

3. THIS DETAIL TO BE USED AS INDICATED ON THE ITEM DETAIL SUMMARY SHEETS OR AS DIRECTED BY THE ENGINEER.

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IN DPR

CONSTRUCTION
APPROACH
SIGNING &
GUARDRAIL
DETAIL SHEET

SURVEYED BY
DRAWN BY
SQUAD LEADER

N/A
C.A.K.
T.P.K.

DATE
DATE
PLOTTED

N/A
11/99
N/A

DESIGN FILE NO. /pave/97bl60/pbl60.dgn
IPARM FILE pbl60gr1.i
PROJ. NAME RUTLAND - KILLINGTON
PROJ. NO. NH 9809(I)S
SHEET 83 OF 83 SHEETS

DATUM

VERTICAL N/A

HORIZONTAL N/A