

- 1. TITLE SHEET
- 2. PROJECT TYPICAL SHEET
- 3. QUANTITY SHEET
- 4. PROJECT LOCATION SHEET
- 5-7. GENERIC PAVEMENT MARKING DETAILS

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

STATEWIDE IM RUTF(12) I-91 NORTHBOUND & SOUTHBOUND LANES FOR LOCATIONS, SEE PROJECT LOCATION SHEET

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES
CORRECTION OF RUTTED AREAS BY COLD PLANING AND PAVING,
STRIPING, AND APPROPRIATE TRAFFIC CONTROL OF THE EXISTING
INTERSTATE HIGHWAY,

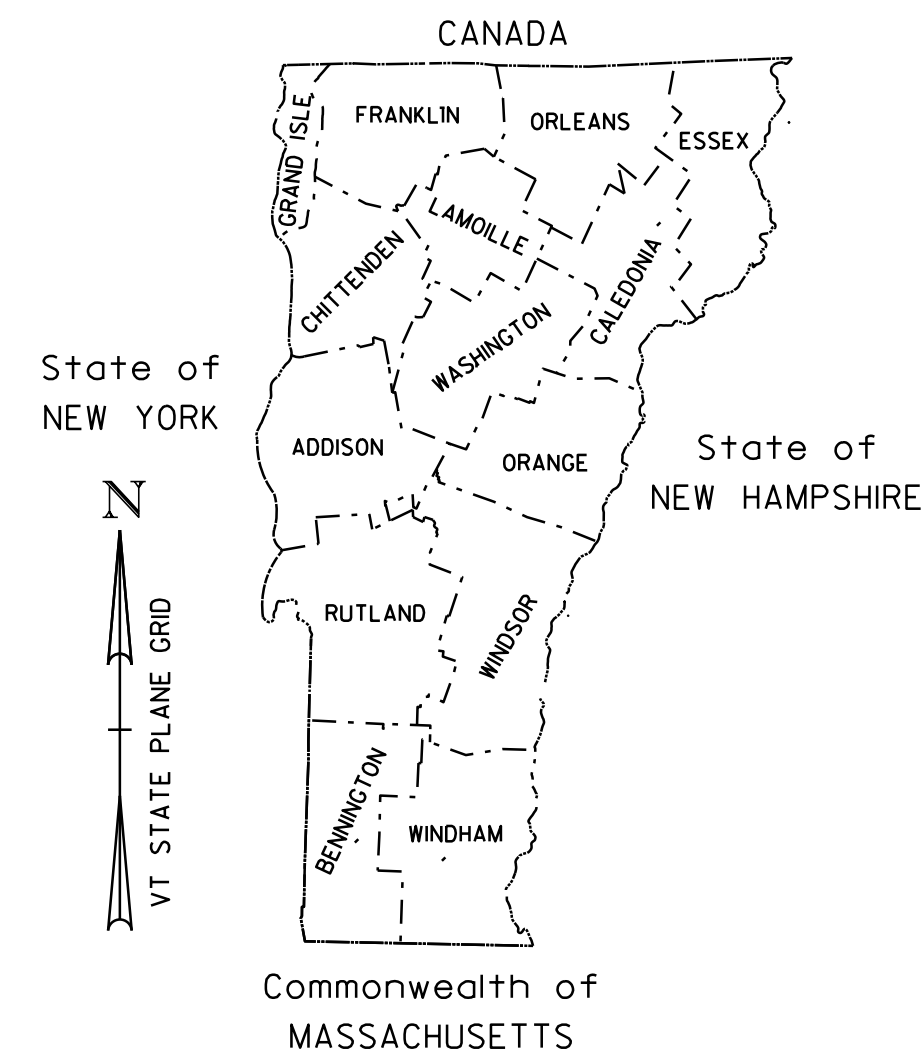
PROJECT LOCATIONS

I-91

NB MM 62.35 - 65.50 HARTLAND
NB MM 66.70 - 68.40 HARTLAND-HARTFORD
NB MM 105.00 - 108.00 NEWBURY
NB MM 112.03 - 112.95 RYEGATE
NB MM 115.50 - 116.00 RYEGATE
NB MM 116.65 - 117.85 RYEGATE-BARNET

SB MM 71.05 - 72.00 HARTFORD
SB MM 76.30 - 76.50 NORWICH

PROJECT LENGTH 61 354 L.F. = 11.62 MILES



STANDARDS

| | | |
|--------|--|----------|
| E-100 | CONSTRUCTION APPROACH SIGNS | 01/02/04 |
| E-101 | CONSTRUCTION SIGN DETAILS | 05/30/03 |
| E-102 | CONSTRUCTION SIGN DETAILS | 06/30/03 |
| E-102A | CONSTRUCTION SIGN DETAILS | 05/01/04 |
| E-103 | MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED | 03/01/04 |
| E-105 | TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY | 05/01/04 |
| E-106 | TRAFFIC CONTROL - MISCELLANEOUS DETAILS | 03/01/04 |
| E-107A | BREAKAWAY BARRICADE DETAILS | 08/08/95 |
| E-108 | CONSTRUCTION ZONE LONGITUDINAL DROP OFFS | 08/18/95 |

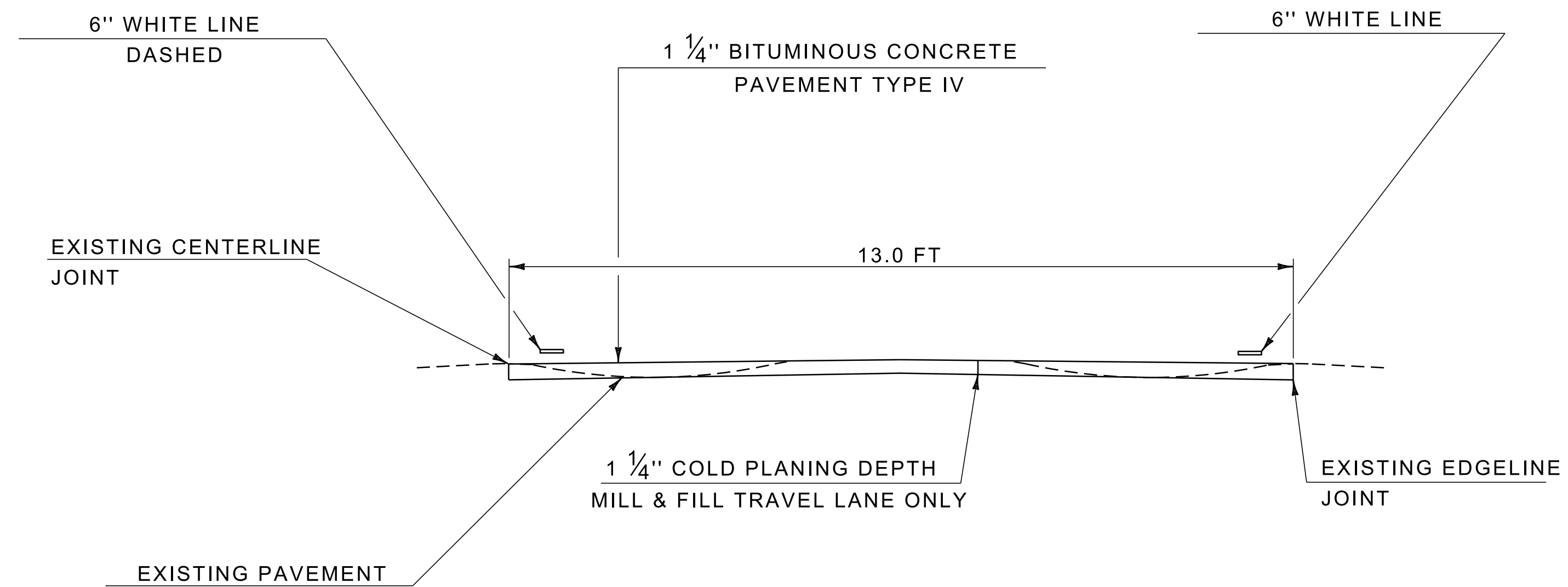
CONVENTIONAL SIGNS

| | |
|--------------------|-------------|
| COUNTY LINE | ---- |
| TOWN LINE | ---- |
| LIMITS OF ACCESS | —○—○—○— |
| POINT OF ACCESS | X |
| FENCE LINE | —x—x— |
| 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 | —SR— |
| SLOPE RIGHTS | —○—△— |
| TOP OF CUT | —△—△— |
| TOE OF SLOPE | —○—○— |

| | |
|------------|-----|
| DATUM | |
| VERTICAL | N/A |
| HORIZONTAL | N/A |

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

| | |
|--|---------------------------------|
| APPROVED _____ DATE _____ | DIRECTOR OF PROGRAM DEVELOPMENT |
| DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION | |
| APPROVED _____ DATE _____ | DIVISION ADMINISTRATOR |
| PROJECT | STATEWIDE IM RUTF(12) |
| SHEET 1 OF 7 SHEETS | |



**PROJECT LOCATIONS—I-91
(TRAVEL LANE ONLY)**

- NB MM 62.35 - 65.50 HARTLAND
- NB MM 66.70 - 68.40 HARTLAND-HARTFORD
- NB MM 105.00 - 108.00 NEWBURY
- NB MM 112.03 - 112.95 RYEGATE
- NB MM 115.50 - 116.00 RYEGATE
- NB MM 116.65 - 117.85 RYEGATE-BARNET

- SB MM 71.05 - 72.00 HARTFORD
- SB MM 76.30 - 76.50 NORWICH

NOTES:

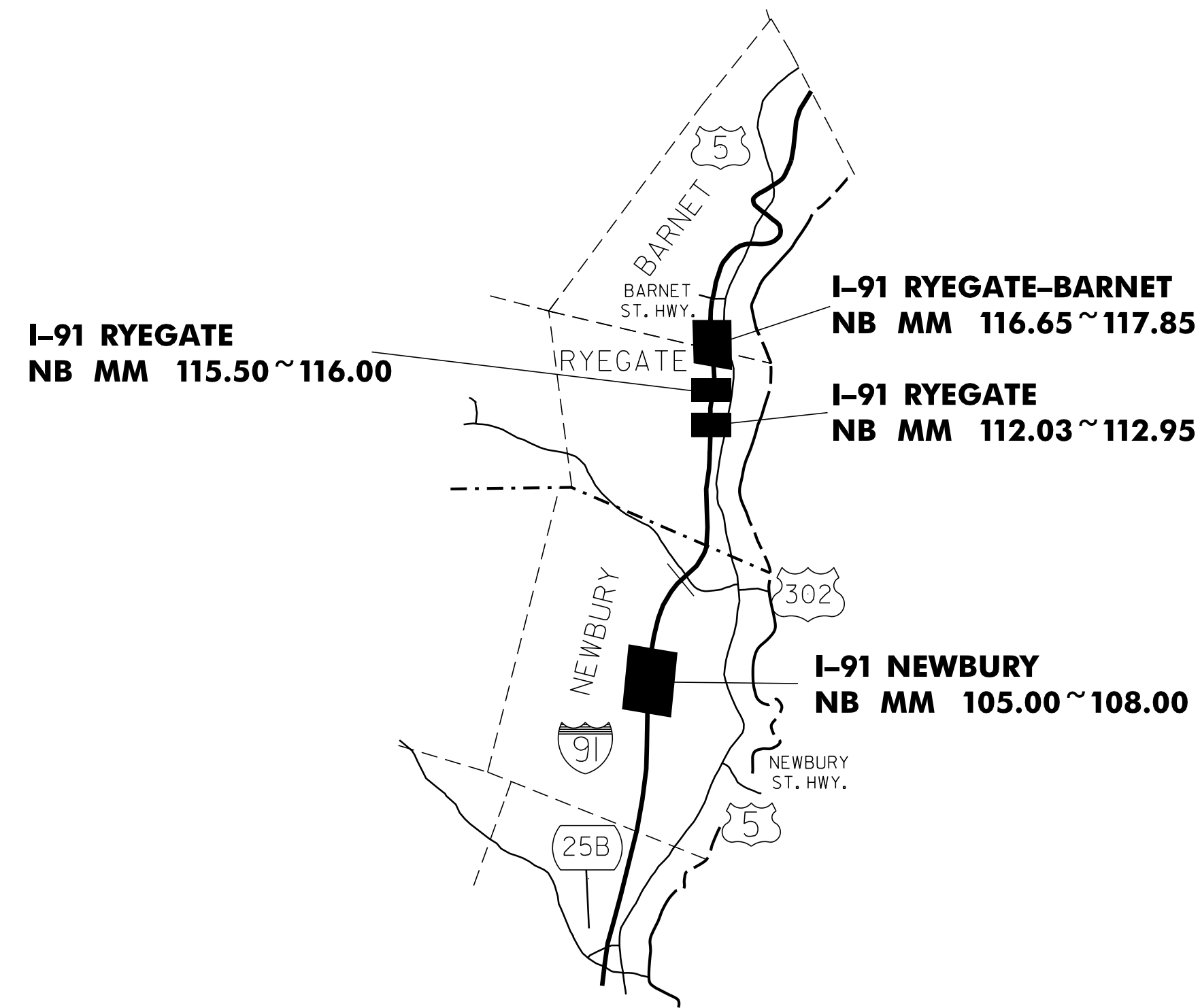
1. THE SINGLE PAVEMENT LIFT WEARING COURSE SHALL BE TYPE IV, ITEM 406.25, AS SHOWN ON THE TYPICALS, UNLESS DIRECTED BY THE RESIDENT ENGINEER. ALL LIQUID ASPHALT USED FOR BITUMINOUS CONCRETE PAVEMENT SHALL BE PG 58-34.
2. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL COLD PLANED SURFACES AT THE RATE OF 0.015 GAL./S.Y. OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. BITUMINOUS CONCRETE PAVEMENT TOLERANCE = 1/4" +/- (TOTAL THICKNESS).
4. COLD PLANING SHALL BE COMPLETED ACCORDING TO TYPICAL OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. DO NOT COLD-PLANE OR PAVE BRIDGES.

**PROJECT
TYPICAL
SHEET**

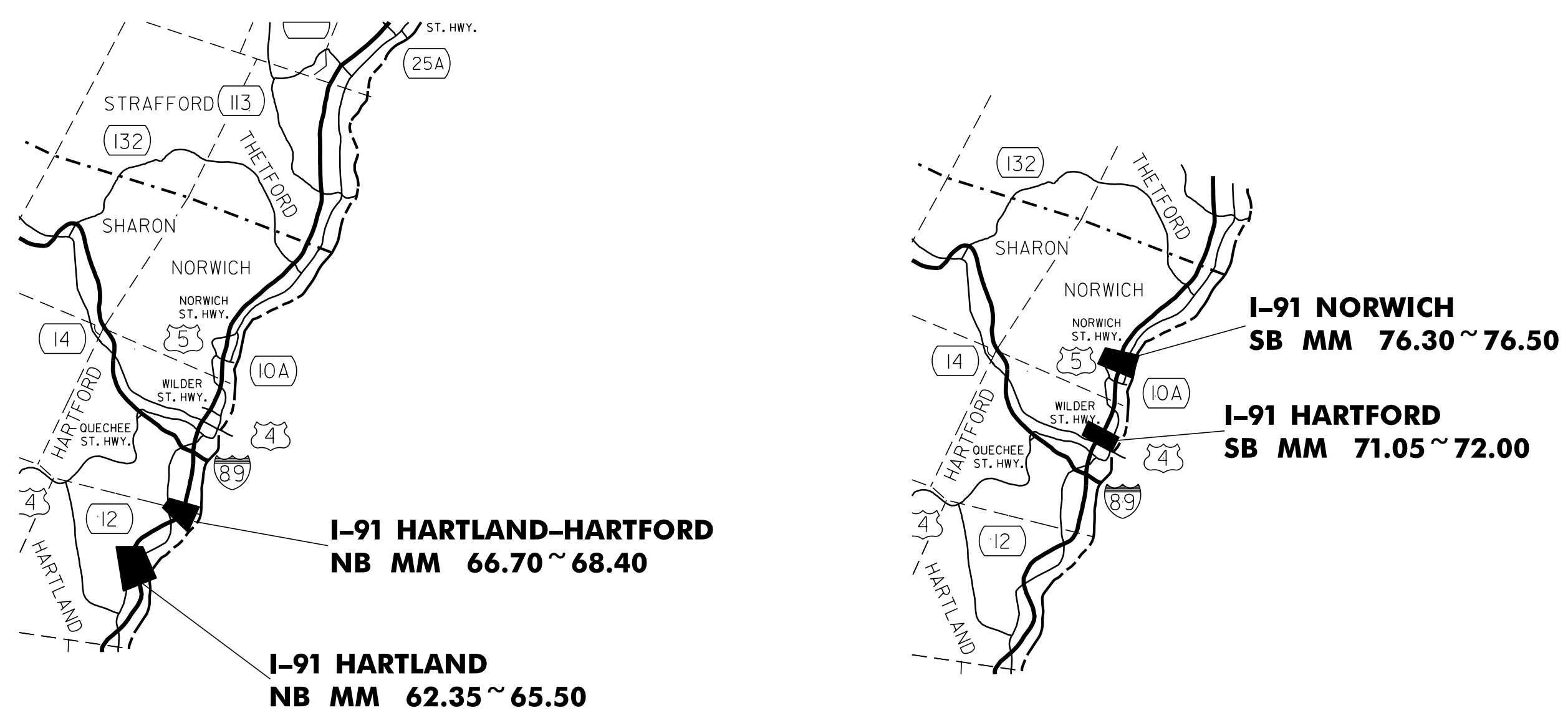
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IM RUTF(12)

| | |
|-----------------------------------|------------------------|
| FILE NAME: /pave/05k270/pk270.dgn | PLOT DATE: 03-JUN-2013 |
| PROJECT LEADER: WOOLAVER | DRAWN BY: JLR |
| DESIGNED BY: JLR | CHECKED BY: JLR |
| p05k270+y0li | SHEET 2 OF 7 |

I-91 RUTFILL LOCATIONS



I-91 RUTFILL LOCATIONS



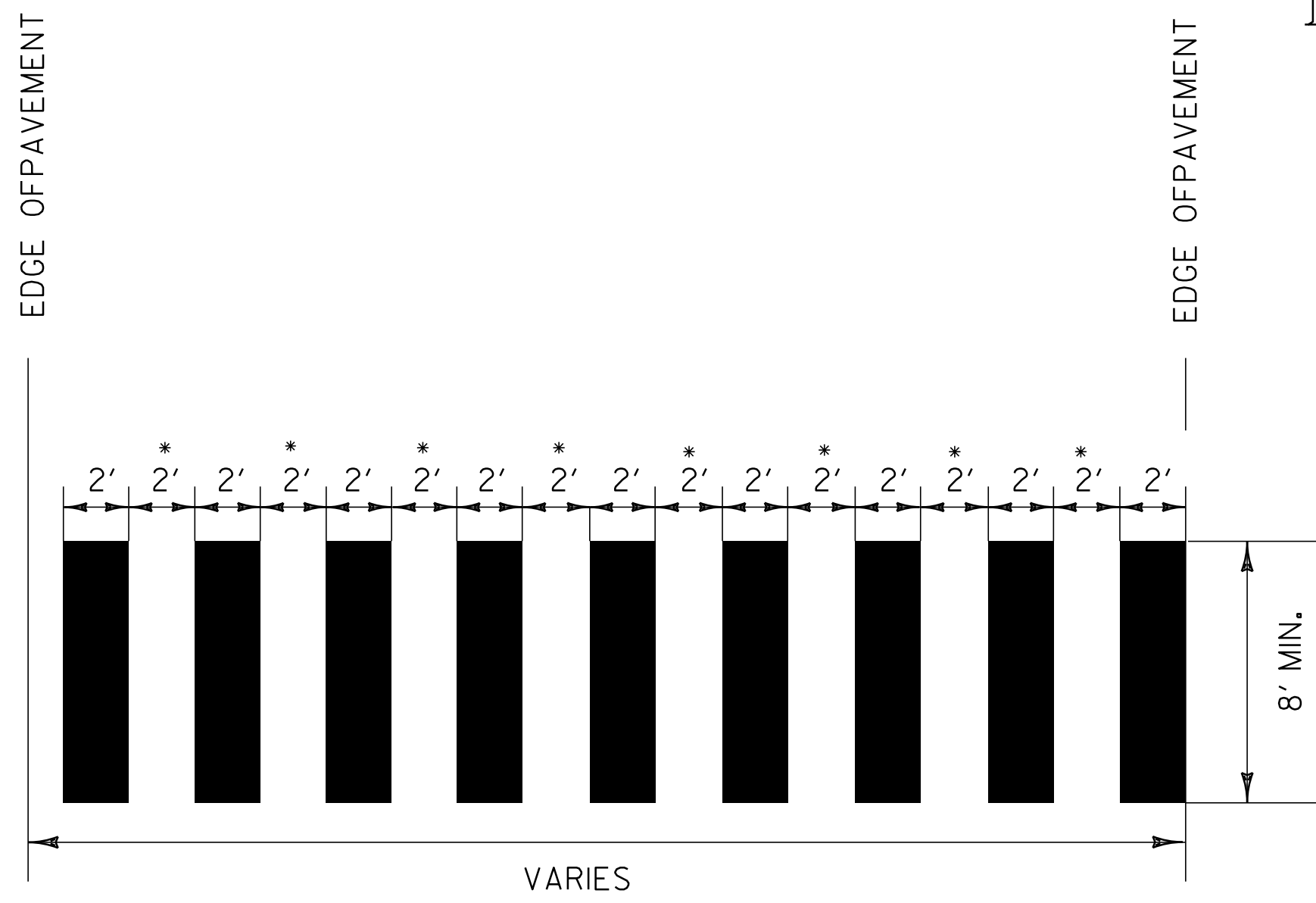
| ROUTE | TOWN BEGINNING | MM BEGINNING | TOWN END | MM ENDING | LENGTH (MILES) | LENGTH (FT) | REMARKS |
|---------|----------------|--------------|----------|-----------|----------------|-------------|--------------------|
| I-91 NB | HARTLAND | 62.35 | HARTLAND | 65.50 | 3.15 | 16 632 | MILL 1.25 in, PAVE |
| | HARTLAND | 66.70 | HARTFORD | 68.40 | 1.70 | 8 976 | MILL 1.25 in, PAVE |
| | NEWBURY | 105.00 | NEWBURY | 108.00 | 3.00 | 15 840 | MILL 1.25 in, PAVE |
| | RYEGATE | 112.03 | RYEGATE | 112.95 | 0.92 | 4 858 | MILL 1.25 in, PAVE |
| | RYEGATE | 115.50 | RYEGATE | 116.00 | 0.50 | 2 640 | MILL 1.25 in, PAVE |
| | RYEGATE | 116.65 | BARNET | 117.85 | 1.20 | 6 336 | MILL 1.25 in, PAVE |
| I-91 SB | HARTFORD | 71.05 | HARTFORD | 72.00 | 0.95 | 5 016 | MILL 1.25 in, PAVE |
| | NORWICH | 76.30 | NORWICH | 76.50 | 0.20 | 1 056 | MILL 1.25 in, PAVE |
| | | | | TOTAL | 11.62 | 61 354 | |

PROJECT LOCATION SHEET

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: IM RUTF(12)
 FILE NAME: /pave/05k270/pk270.dgn
 PROJECT LEADER: WOOLAVER
 DESIGNED BY: JLR
 PLOT DATE: 03-JUN-2013
 DRAWN BY: JLR
 CHECKED BY: JLR
 SHEET 4 OF 7

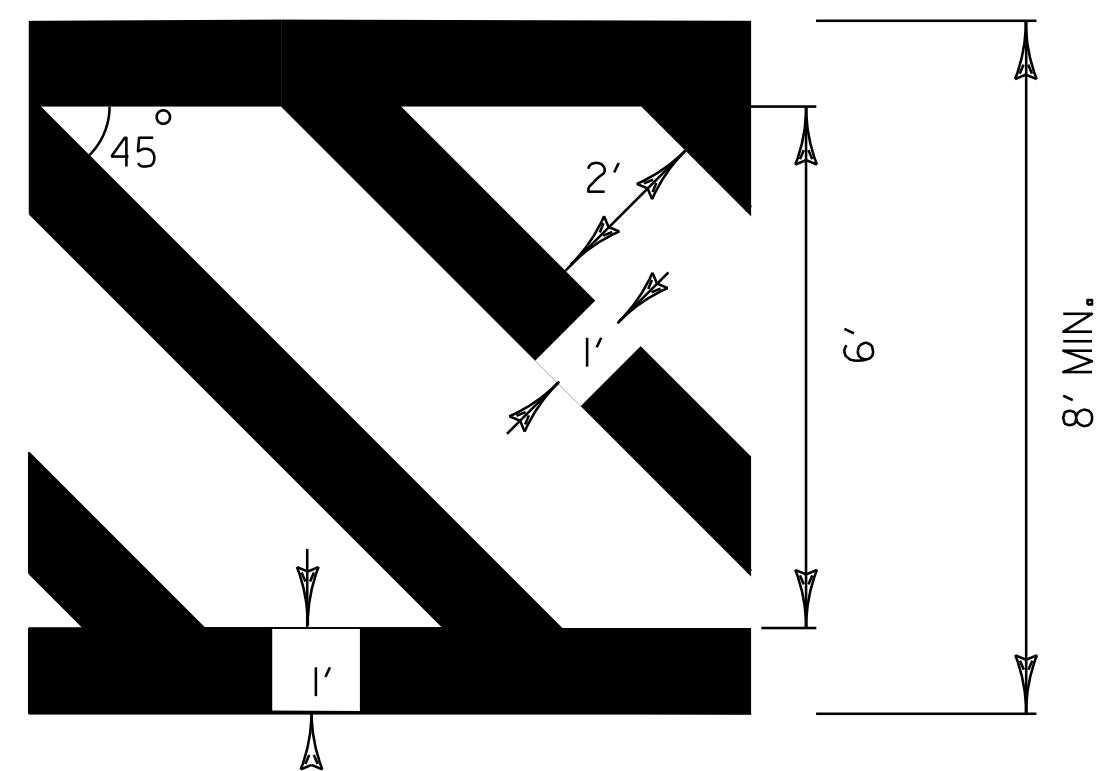
INTERSTATE TYPICAL PAVEMENT MARKINGS

NOT TO SCALE

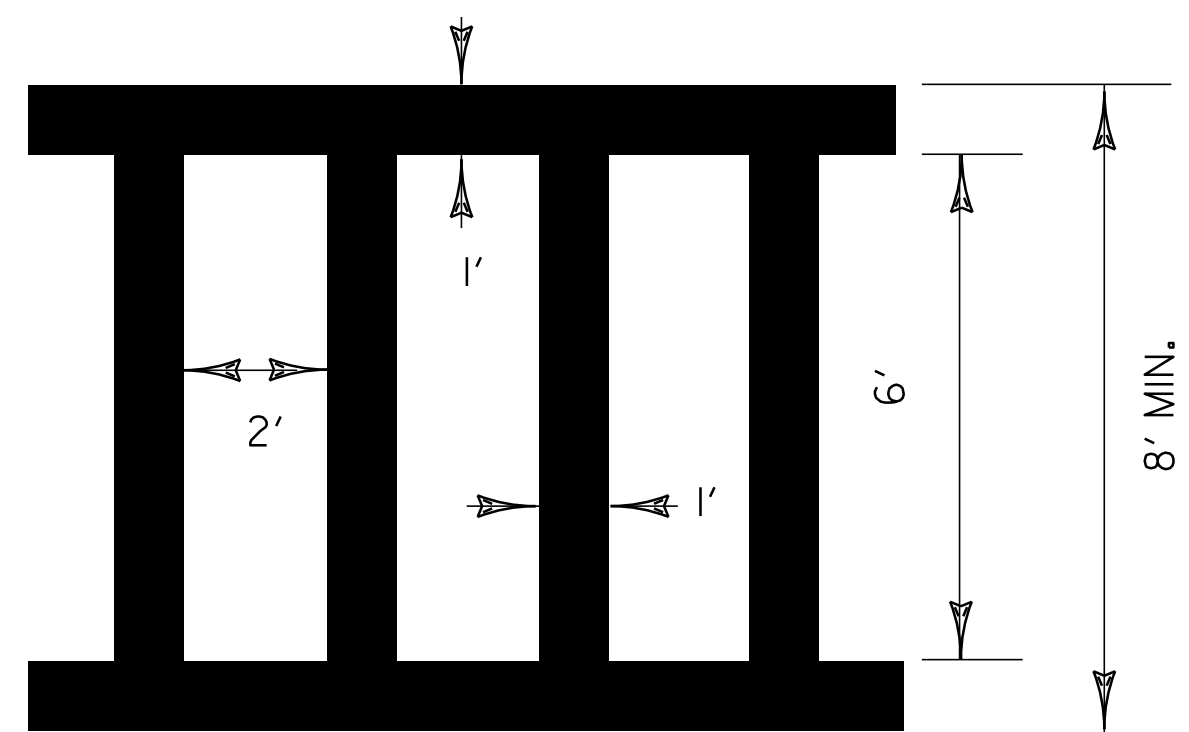


* ADJUST SPACING (12"-24") TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL

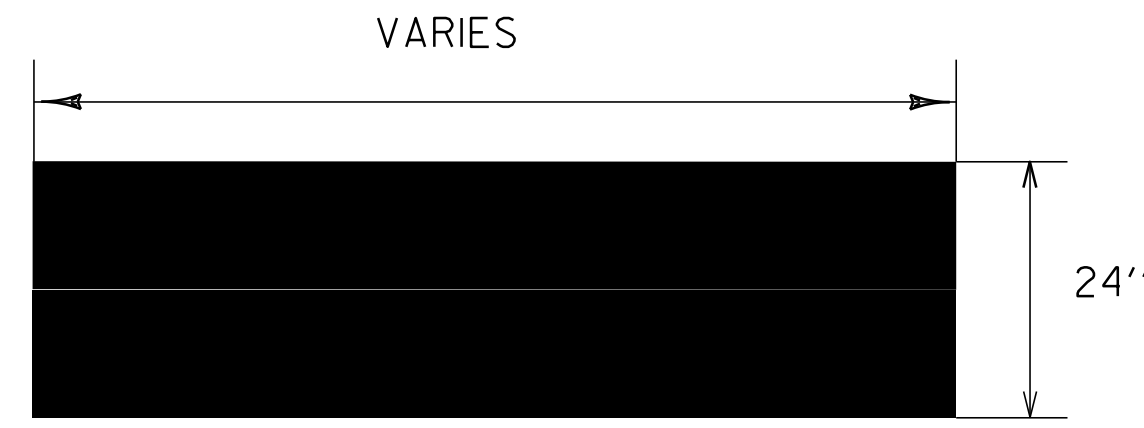


DIAGONAL PATTERN CROSSWALK DETAILS

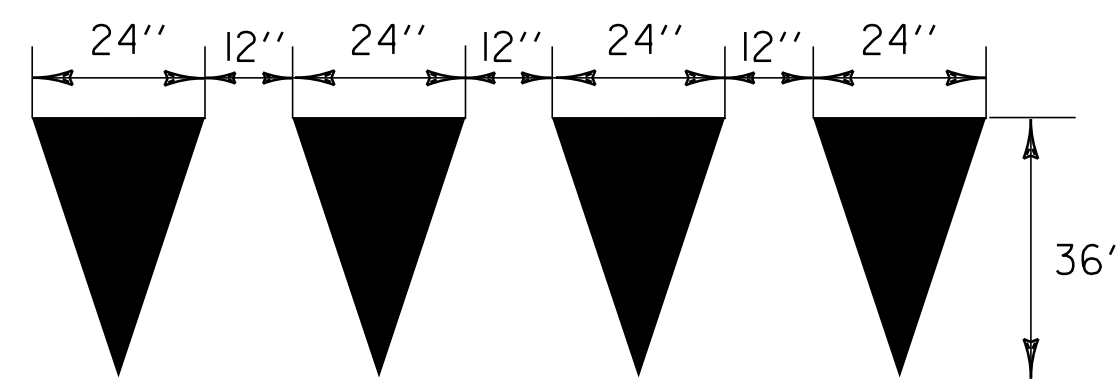


LADDER PATTERN CROSSWALK DETAILS

NOTE: REPAINT WHICHEVER PATTERN IS FOUND IN THE FIELD



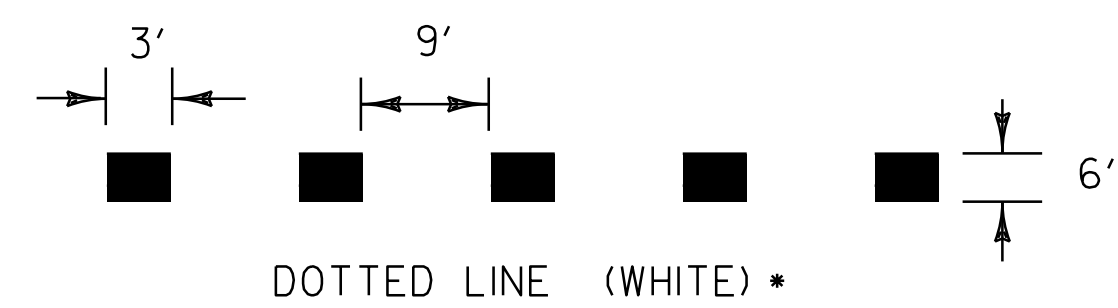
STOP BAR DETAIL



YIELD LINE DETAILS

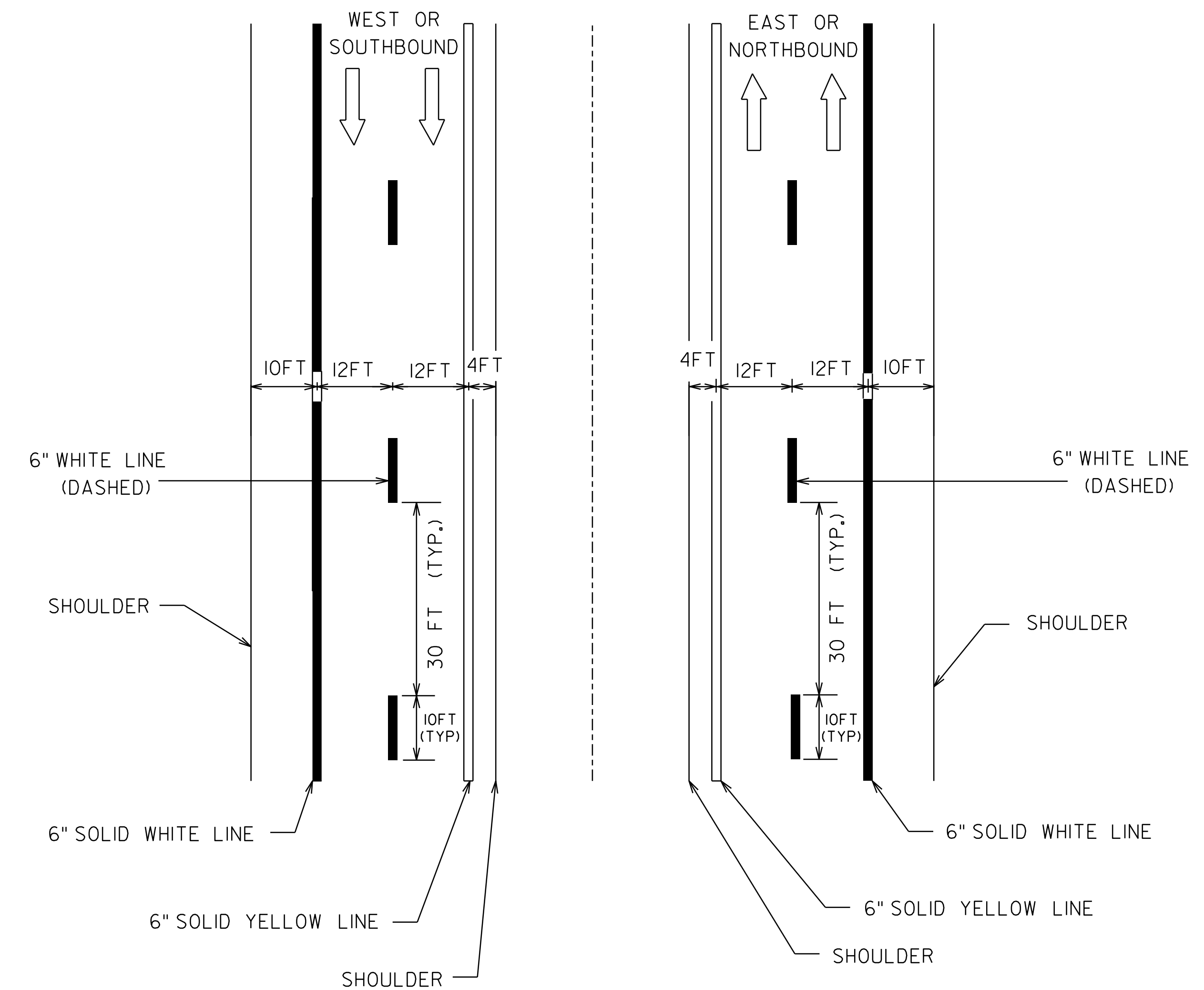
TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER
TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE

* TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER



TYPICAL TWO-WAY RAMP CENTERLINE MARKING

PAVEMENT MARKING LINE DETAILS

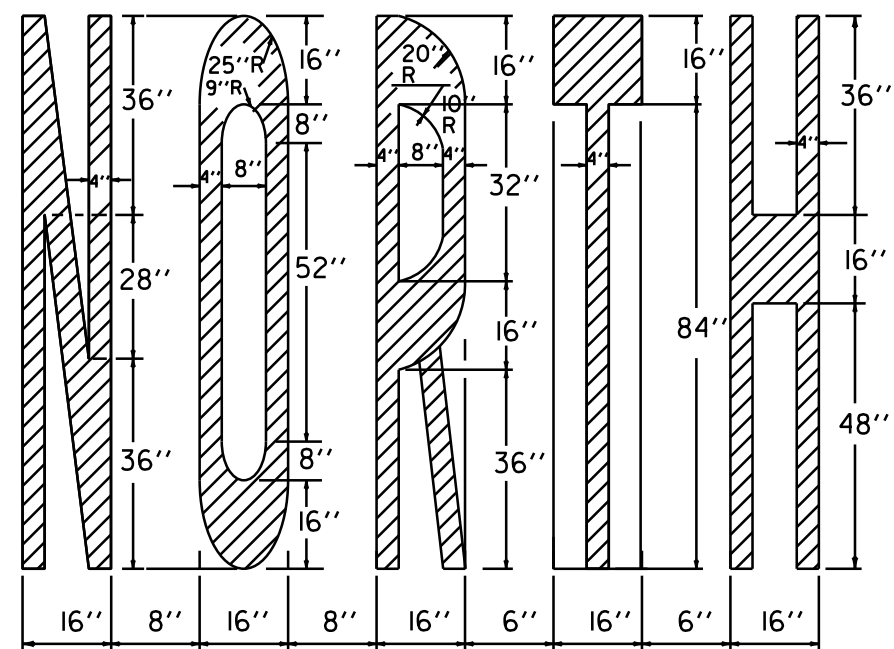


TYPICAL MAINLINE MARKING PLAN

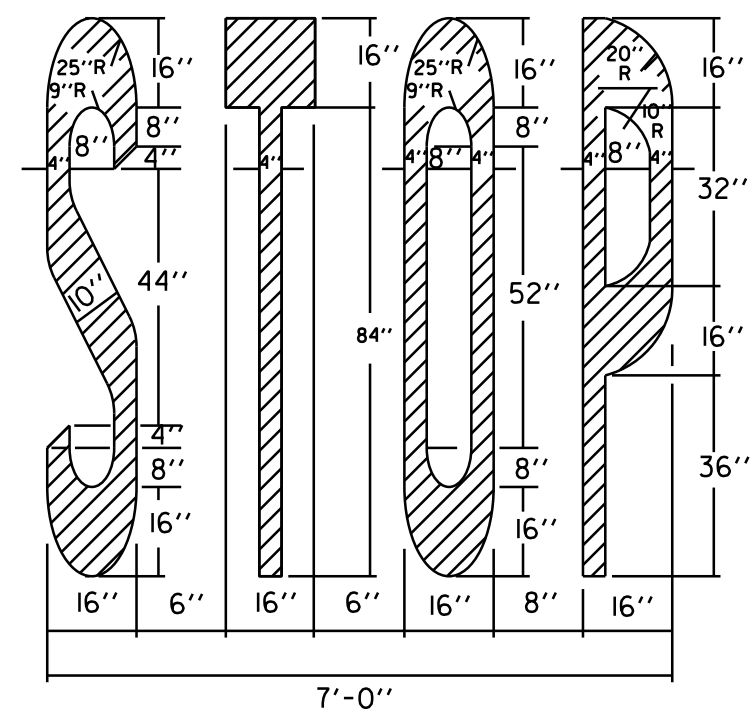
LEGEND

- 6" WHITE LINES
- 6" YELLOW LINES
- DIRECTION OF TRAFFIC FLOW

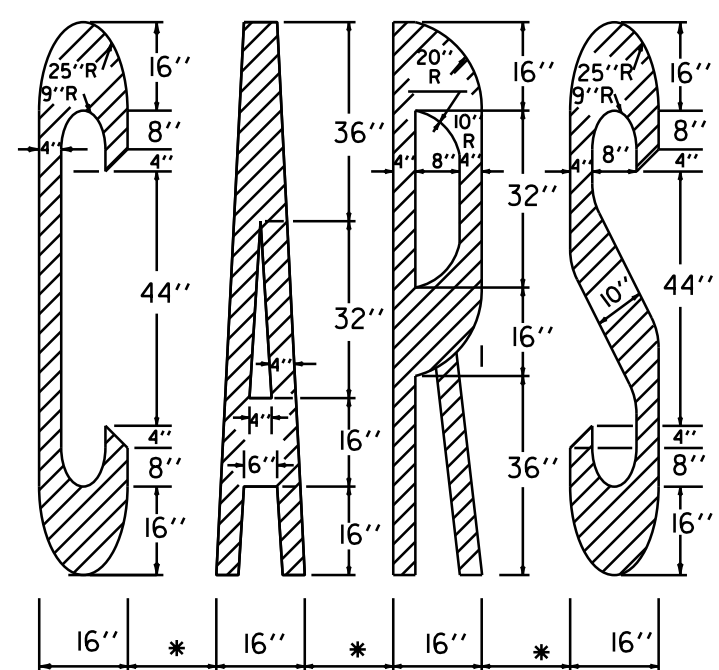
INTERSTATE TYPICAL PAVEMENT MARKINGS



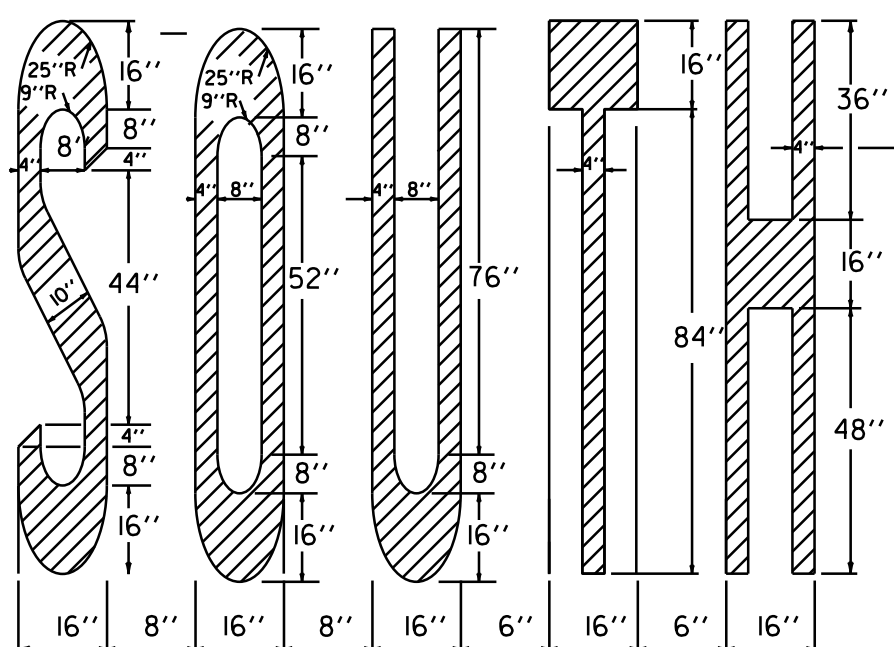
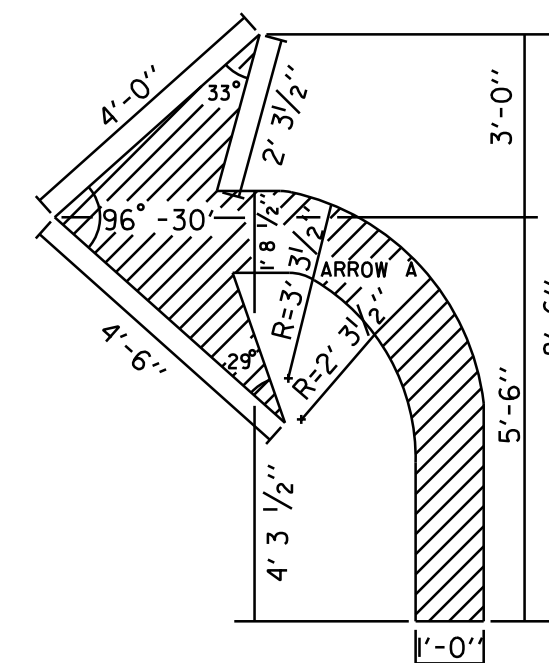
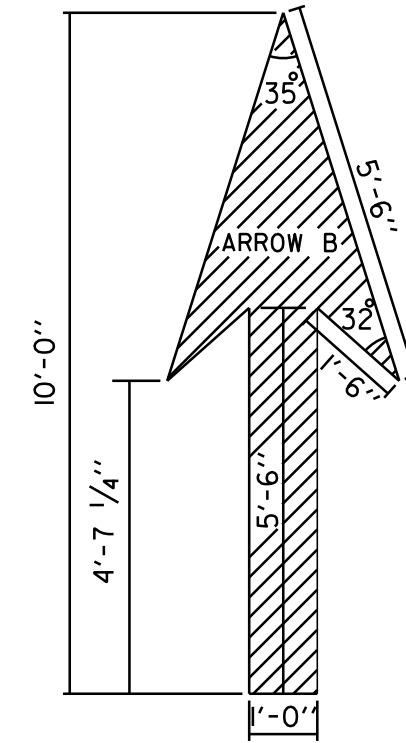
ADJUST TO AVAILABLE PAVEMENT WIDTH



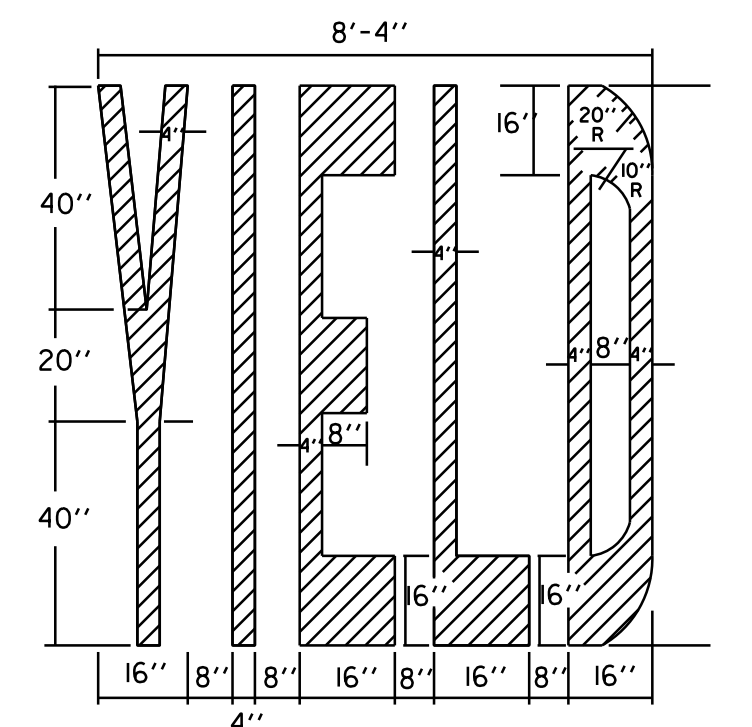
7'-0"



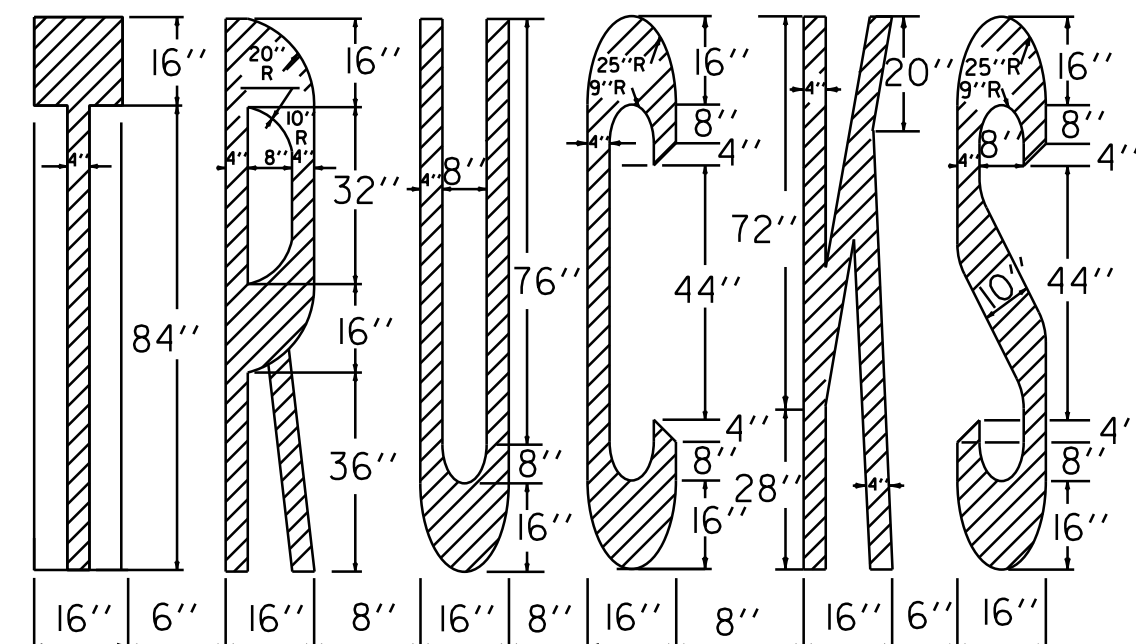
(* 6") - ADJUST TO AVAILABLE PAVEMENT WIDTH



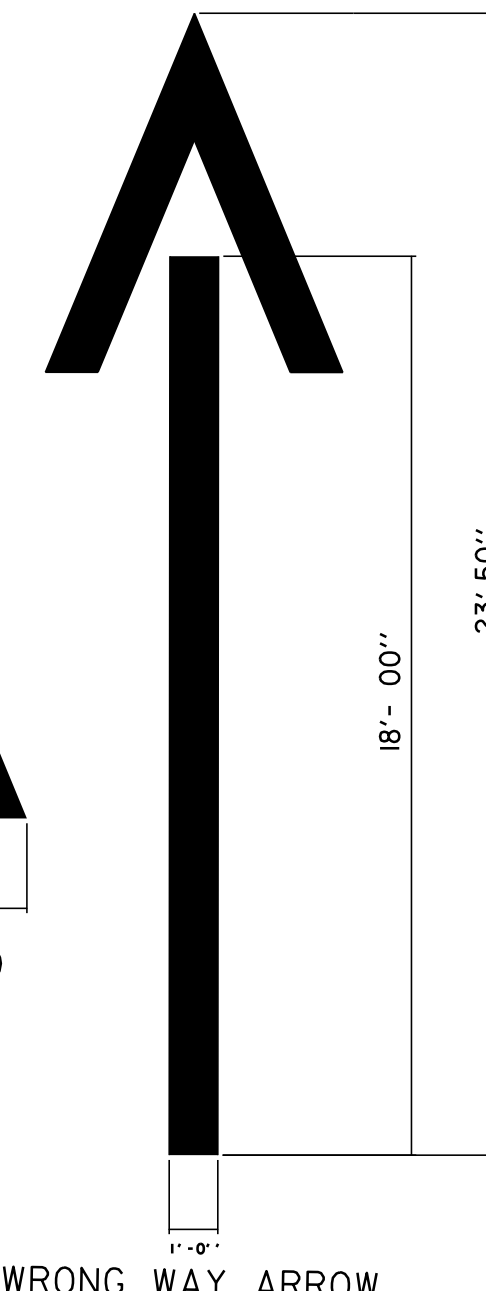
ADJUST TO AVAILABLE PAVEMENT WIDTH



4"

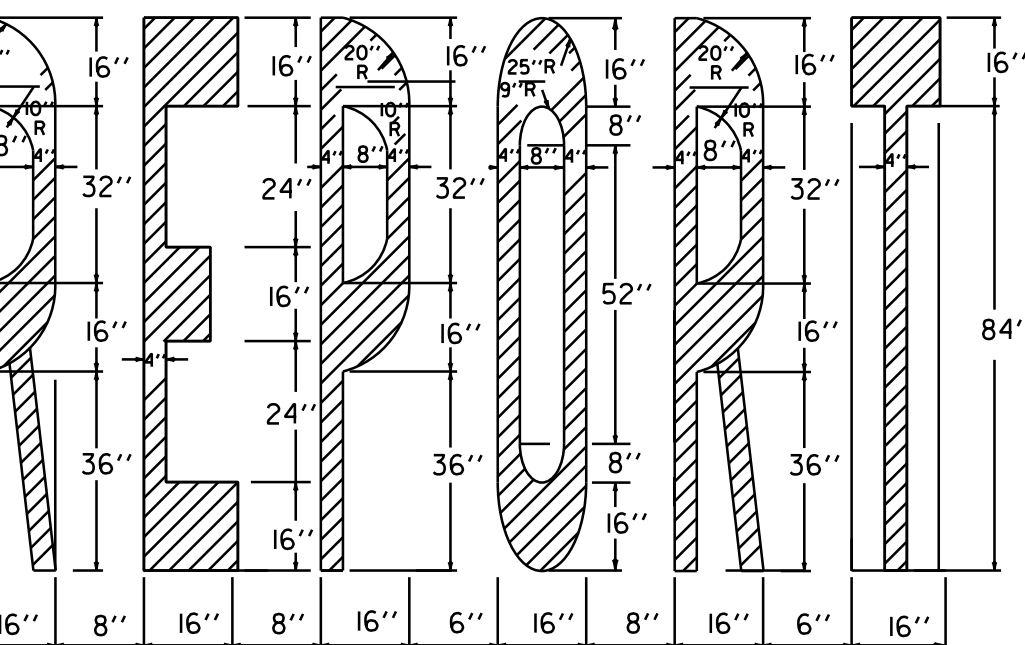


ADJUST TO AVAILABLE PAVEMENT WIDTH

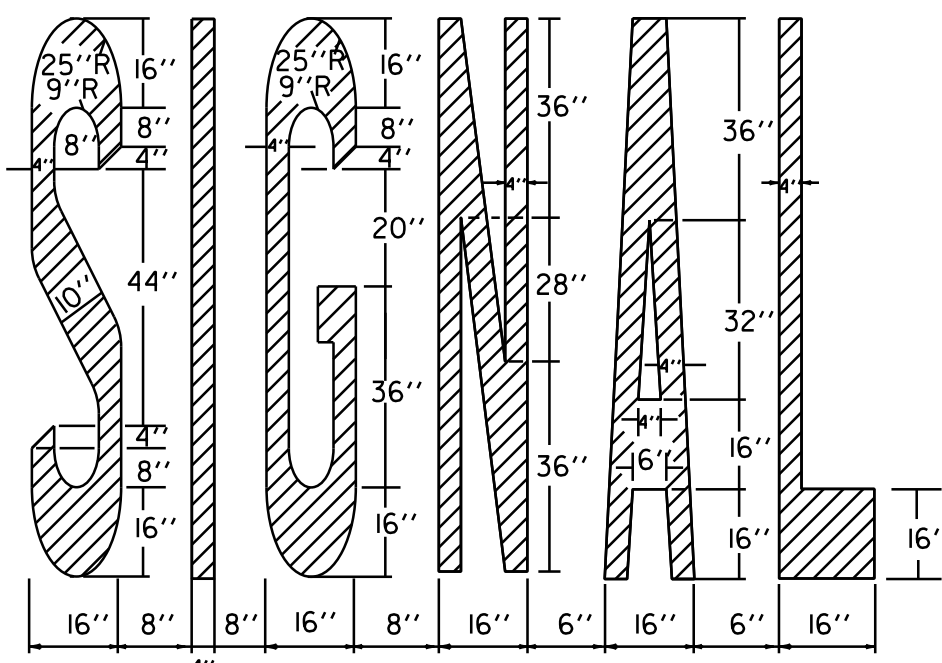


ARROW HEAD DETAIL

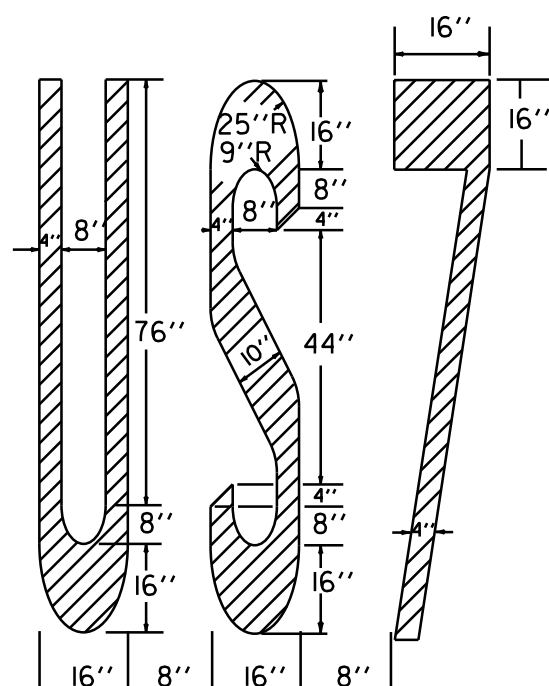
WRONG WAY ARROW



ADJUST TO AVAILABLE PAVEMENT WIDTH



4"

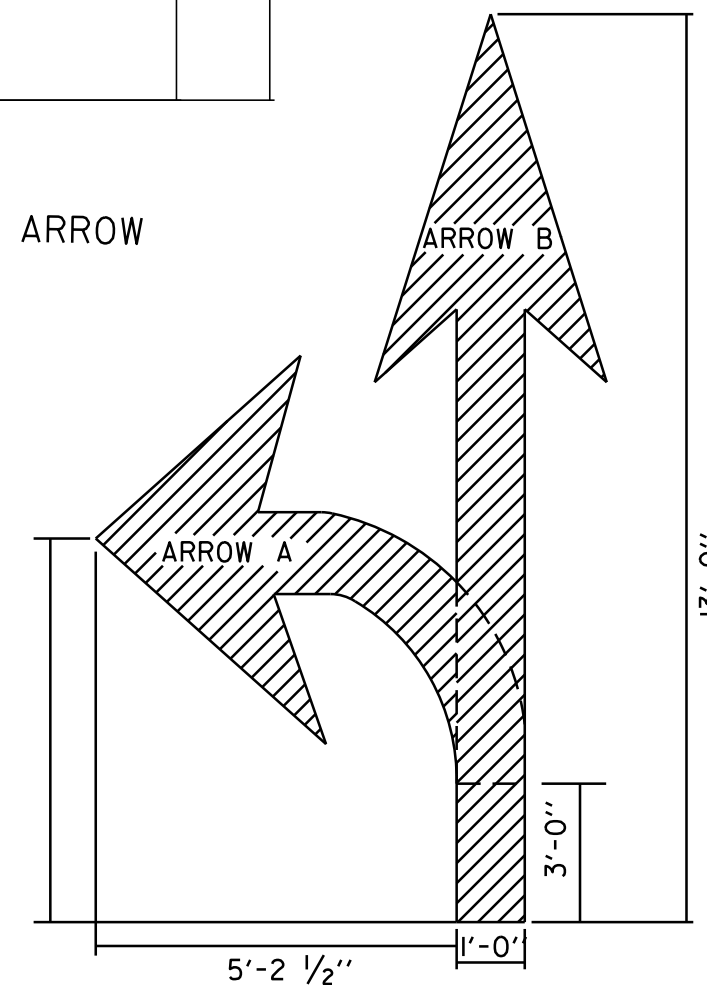


BLUE BACKGROUND
36" X 36" FOR MINIMUM
48" X 48" FOR STANDARD



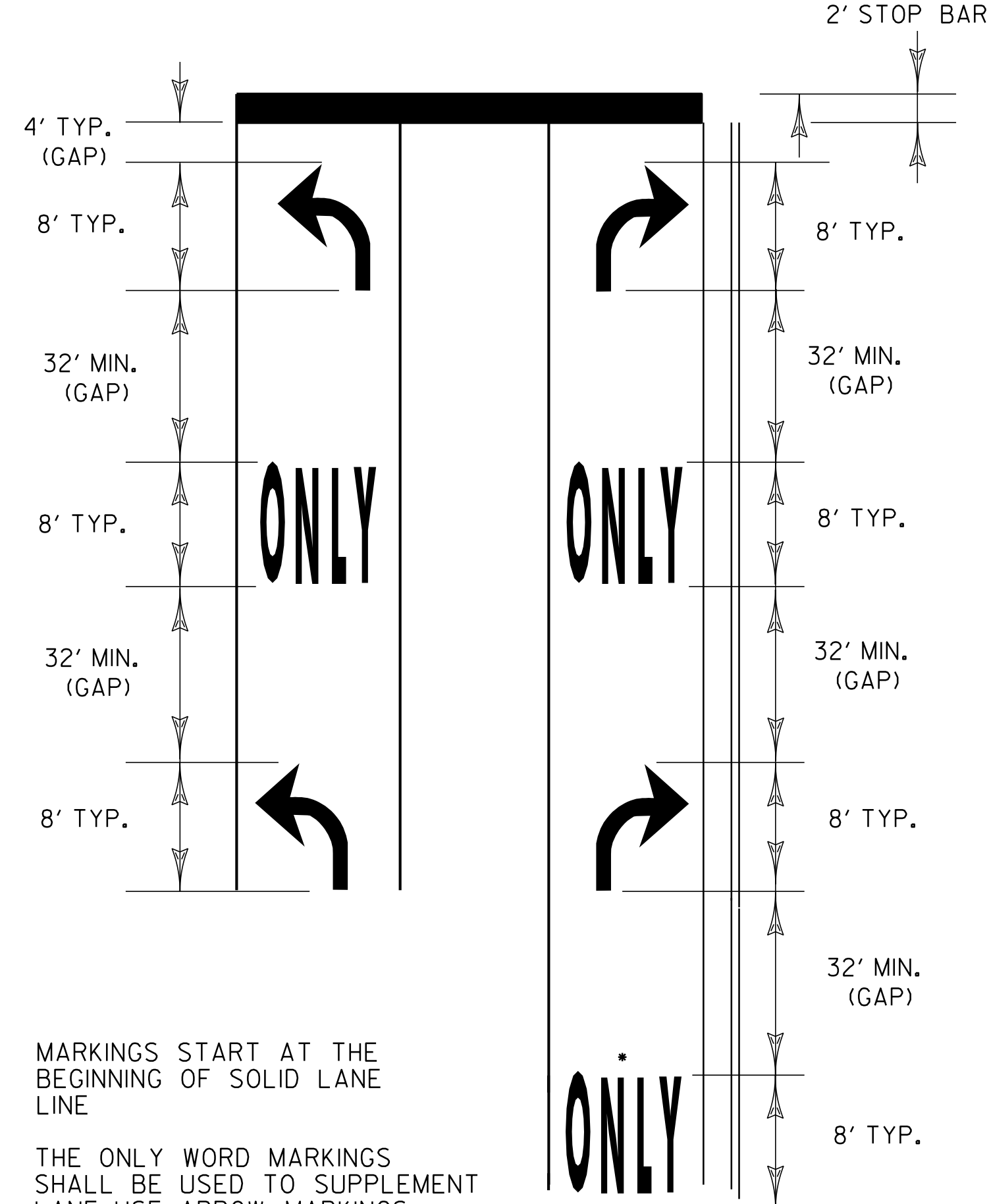
WIDTH OF SYMBOL MINIMUM 24"
STANDARD 36"

TO BE PAID AS TWO SYMBOLS



TO BE PAID AS TWO SYMBOLS

ARROW DETAILS



MARKINGS START AT THE BEGINNING OF SOLID LANE LINE

THE ONLY WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS

IF LANE LENGTH IS LESS THAN 50 FEET, ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE, IS REQUIRED.

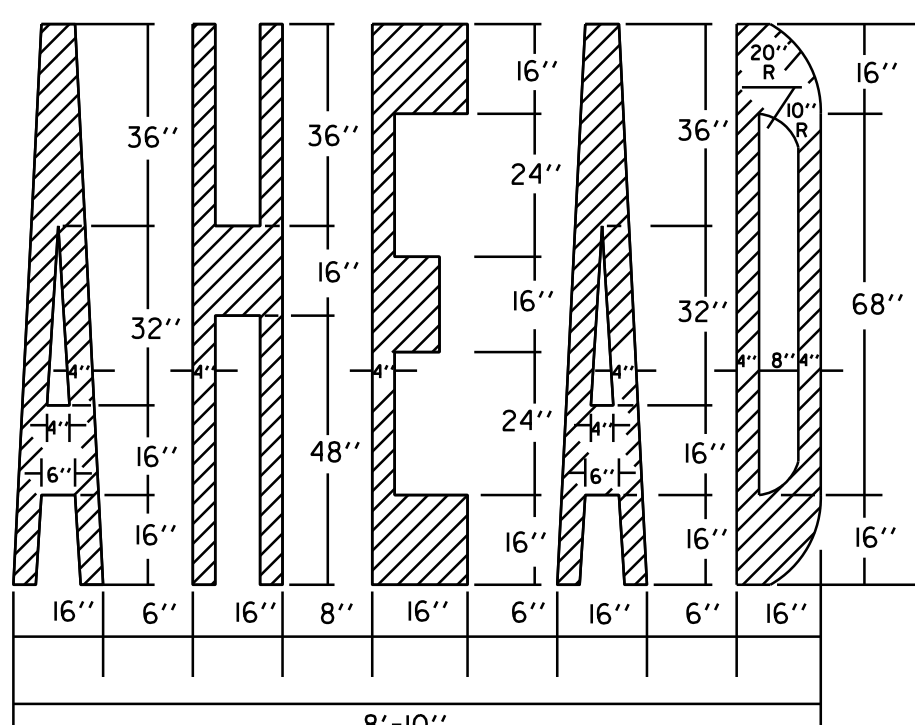
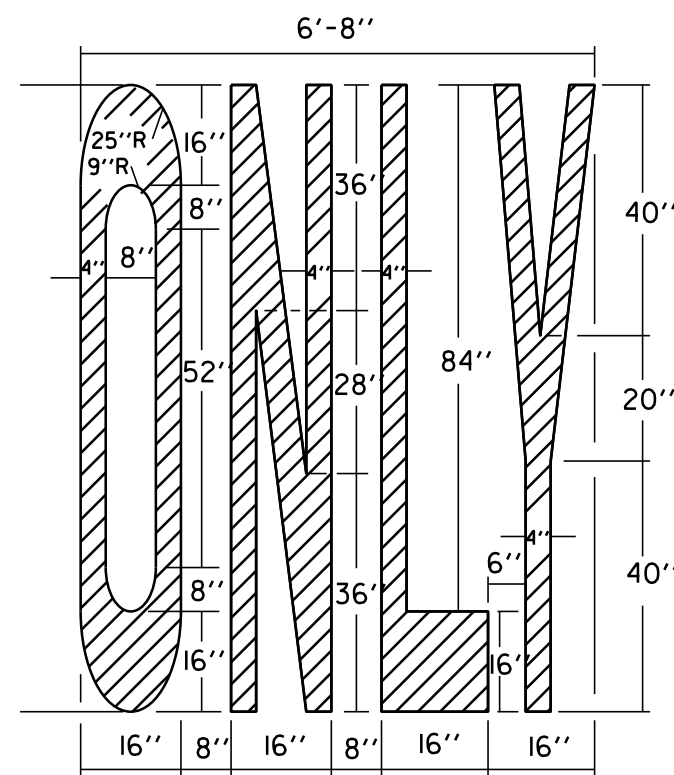
THE LONGITUDINAL SPACE BETWEEN WORD OR SYMBOL MESSAGE MARKINGS, SHOULD BE AT LEAST FOUR TIMES THE HEIGHT OF THE CHARACTERS FOR LOW SPEED ROADS, BUT NOT MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.

* A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS. MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

EXCLUSIVE TURN LANES (LEFT OR RIGHT) LANE LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

TYPICAL MARKINGS FOR TURN LANES

PAVEMENT MARKING DETAILS

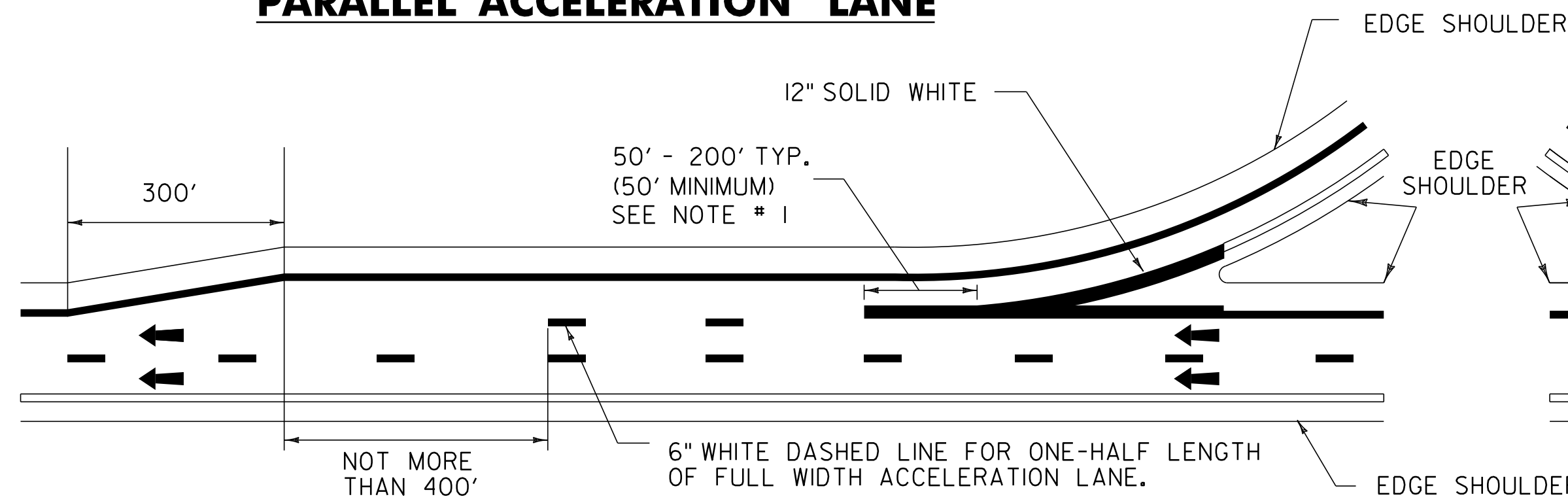


8'-10"

| | |
|---|------------------------|
| PROJECT NAME: | STATEWIDE |
| PROJECT NUMBER: | IM RUTF(12) |
| FILE NAME: | /pave/05k270/pk270.dgn |
| PLOT DATE: | 03-JUN-2013 |
| GENERIC PAVEMENT MARKING DETAILS | |
| p05k270d+03.i | SHEET 6 OF 7 |

INTERSTATE TYPICAL PAVEMENT MARKINGS

PARALLEL ACCELERATION LANE

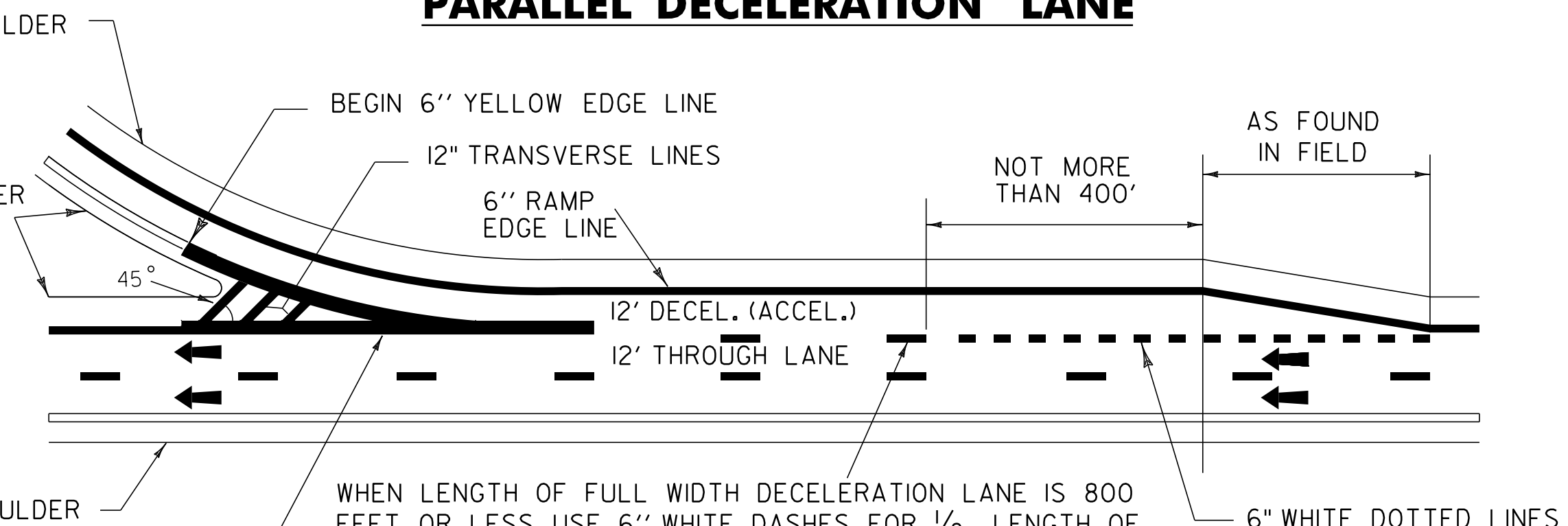


WHEN LENGTH OF FULL WIDTH ACCELERATION LANE IS 800 FEET OR LESS, USE 6" WHITE DASHES FOR 1/2 LENGTH OF FULL WIDTH

WHEN LENGTH OF FULL WIDTH ACCELERATION LANE IS GREATER THAN 800 FEET, USE 6" WHITE DASHES LEAVING ONLY THE 400' OPENING PLUS TAPER UNMARKED.

NOTE
EDGE LINES TO BE PAINTED TO THE CONNECTION OF THE EDGE LINE (OR TRAVEL LANE WHERE THERE IS NO EDGE LINE) ON THE CROSS ROAD AT THE RAMP TERMINALS. STOP BARS AND WORD MARKINGS ARE INCLUDED.

PARALLEL DECELERATION LANE



WHEN LENGTH OF FULL WIDTH DECELERATION LANE IS 800 FEET OR LESS, USE 6" WHITE DASHES FOR 1/2 LENGTH OF FULL WIDTH TAPER.

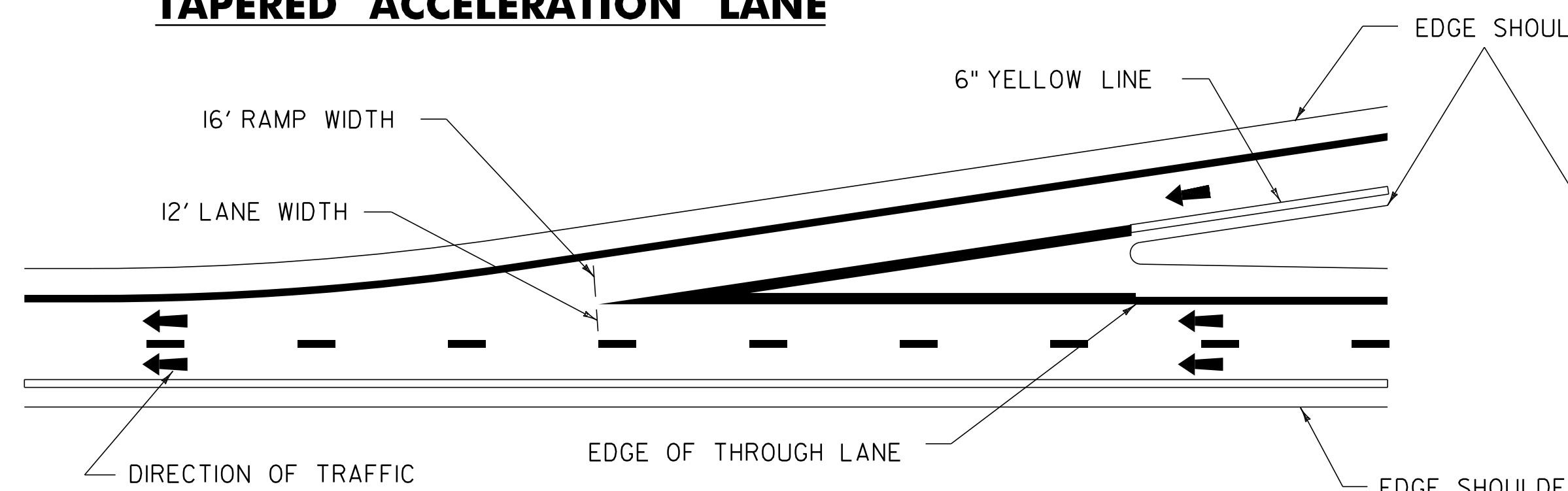
WHEN LENGTH OF FULL WIDTH DECELERATION LANE IS GREATER THAN 800 FEET, USE 6" WHITE DASHED LINE WITH 6" WHITE DOTTED LINE FOR ONLY 400' PLUS TAPER.

ACTUAL LOCATION OF 12" GORE MARKING TRANSITION CURVE MUST BE OFFSET FROM THE THEORETICAL RAMP EXTENSION LINE TO PROVIDE A VISUALLY SMOOTH RAMP ENTRANCE.

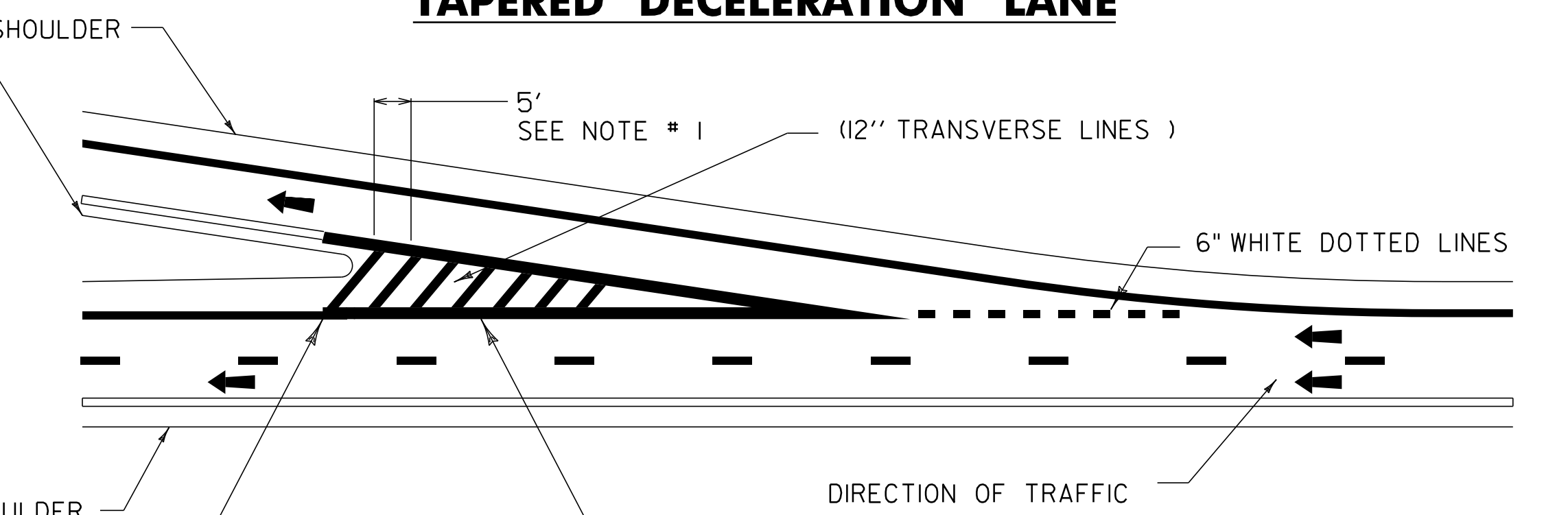
NOTES

1. MATCH EXISTING DIMENSIONS UNLESS NONE ARE PRESENT
2. TRANSVERSE LINES SHALL CONSIST OF 12" WHITE LINES SPACED 14'-0" C-C AND SET AT 45 TO MAIN LINE EDGE LINES. THESE MARKINGS SHALL BE USED TO INCREASE VISIBILITY DUE TO DIFFICULT VERTICAL OR HORIZONTAL ALIGNMENT, AS DIRECTED BY THE RESIDENT ENGINEER.
3. DASH PATTERNS WILL BE MODIFIED IN THE FIELD TO OVERLAY EXISTING DASHES WHERE PRESENT.
4. 12" WHITE TRANSVERSE LINES WILL SUPERCEDE 8" WHITE LINES

TAPERED ACCELERATION LANE

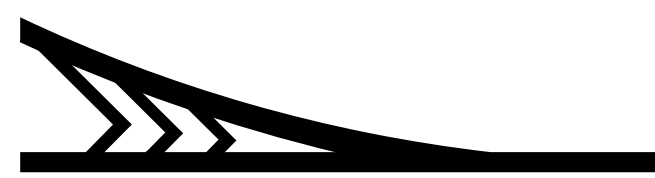


TAPERED DECELERATION LANE



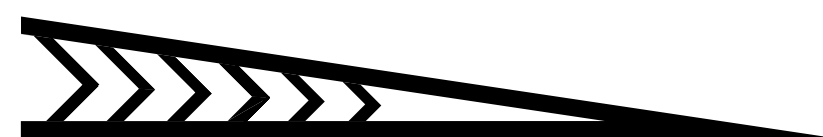
LEGEND

- 6" WHITE LINES
- 6" YELLOW LINES
- 12" CHANNELIZATION LINES
- DIRECTION OF TRAFFIC FLOW



ALTERNATE PATTERN GORE MARKING

NOT TO SCALE



ALTERNATE PATTERN GORE MARKING

NOT TO SCALE