

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT STATEWIDE INTERSTATE MARKING IMG MARK(110)

PROPOSED IMPROVEMENT INTERSTATE SYSTEM PAVEMENT MARKING

DESCRIPTION OF WORK:
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES
NEW PAVEMENT MARKINGS INCLUDING EDGE LINES, LANE LINES,
DASHED AND DOTTED ACCELERATION LINES, RAMP EDGE LINES,
STOP BARS, LETTERS AND SYMBOLS AND CROSSWALKS

INDEX OF SHEETS

- 1 TITLE SHEET
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- 7 EDGELINE TRAFFIC CONTROL PLAN
- 8 TRAFFIC CONTROL DEVICES
- 9-14 INTERCHANGE QUANTITIES AND MATERIALS SHEETS
- 15-19 I-89 MAINLINE TREATMENT SCHEMATIC SHEETS
- 20 SHARON REST AREA NORTHBOUND LAYOUT SHEET
- 21-26 I-91 MAINLINE TREATMENT SCHEMATIC SHEETS
- 27 I-93 AND I-189 MAINLINE TREATMENT SCHEMATIC SHEET
- 28 MESSAGES FOR PCMS
- 29 MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES

END PROJECT
MM 130.256 I-89
CANADA / VT
BORDER LINE

END PROJECT
MM 177.432 I-91
CANADA / VT
BORDER LINE

PROJECT LOCATIONS:

- I-91 FROM MM 0.00 TO MM 177.432
- I-89 FROM MM 0.00 TO MM 130.256
- I-93 FROM MM 0.00 TO MM 11.100
- I-189 FROM MM 0.00 TO MM 1.490

NOTE: AREAS DESIGNATED BELOW WILL NOT BE PAINTED WITH THIS PROJECT IN 2010:

- I-89**
- NB MM 17.500 ~ MM 37.700
- NB MM 52.600 ~ MM 63.500
- NB MM 79.000 ~ MM 91.900
- NB MM 98.000 ~ MM 106.900
- NB MM 114.100 ~ MM 118.000
- SB MM 17.500 ~ MM 36.950
- SB MM 52.600 ~ MM 63.500
- SB MM 87.750 ~ MM 91.900
- SB MM 98.000 ~ MM 106.90 (YELLOW+WHITE E/L)
- SB MM 114.100 ~ MM 118.000
- I-91**
- NB MM 0.000 ~ MM 11.920 (YELLOW)
- NB MM 44.900 ~ MM 66.163
- NB MM 73.500 ~ MM 92.500
- NB MM 92.500 ~ MM 105.00 (YELLOW+WHITE E/L)
- NB MM 169.800 ~ MM 177.432
- SB MM 0.000 ~ MM 11.920
- SB MM 57.400 ~ MM 66.163
- SB MM 105.000 ~ MM 110.585
- SB MM 150.700 ~ MM 156.000
- SB MM 169.800 ~ MM 177.432

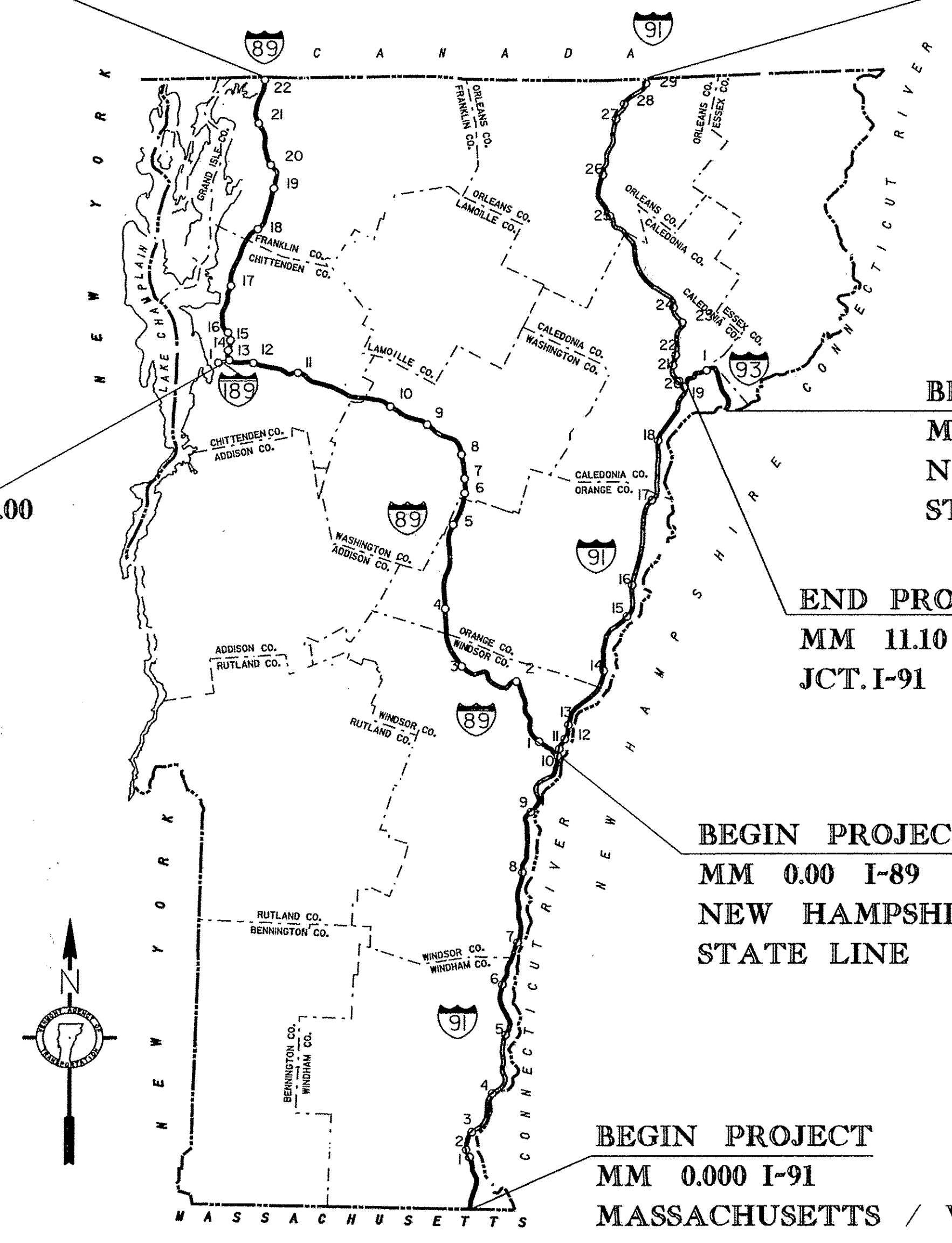
BEGIN-END PROJECT
I-189 JCT US 7 MM 0.00
RAMP A MM 1.490

BEGIN PROJECT
MM 0.00 I-93
NEW HAMPSHIRE / VT
STATE LINE

END PROJECT
MM 11.10 I-93
JCT. I-91

BEGIN PROJECT
MM 0.00 I-89
NEW HAMPSHIRE / VT
STATE LINE

BEGIN PROJECT
MM 0.000 I-91
MASSACHUSETTS / VT
STATE LINE



RECORD PLANS	
CONTRACTOR:	L&D SAFETY MARKINGS CORP. - BARRE, VT
RESIDENT ENGINEER:	JAY STRONG
CONSTRUCTION BEGAN:	APRIL 21, 2010
CONSTRUCTION COMPLETE:	JULY 23, 2010
RECORD PLANS BY:	JAY STRONG & AMOS KEMPTON
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	<i>Jay Strong</i> RESIDENT ENGINEER
DATE:	7/15/11
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.	

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 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT	
APPROVED: <i>Richard Johnson</i>	DATE: 1-20-10
PROJECT MANAGER: A GAMBLE	
PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK 110	
SHEET 1 OF 29 SHEETS	

QUANTITY SHEET

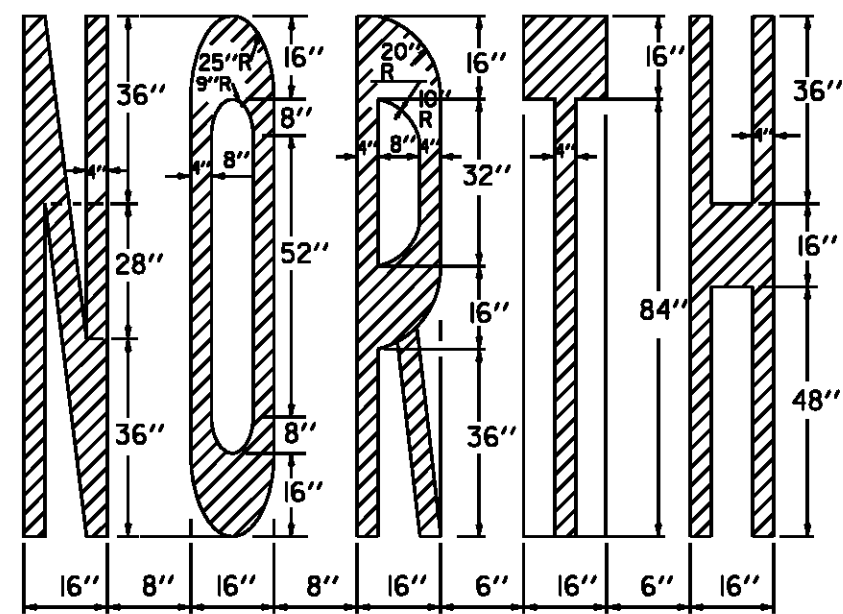
**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

ROADWAY								SUMMARY OF ESTIMATED QUANTITIES							
MAINLINE I-89	RAMPS I-89	MAINLINE I-91	RAMPS I-91	MAINLINE I-93	RAMPS I-93	MAINLINE I-189	RAMPS I-189				QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
0	4	0	4	0	1	0	1				10	HR	POWER BROOM RENTAL, TYPE I	608.30	0
75	80	75	80	4	3	0	0				320	HR	UNIFORMED TRAFFIC OFFICERS	630.10	3
18	40	15	31	0	0	10	8				130	HR	UNIFORMED TRAFFIC OFFICERS (NIGHT)	630.10	8
0	20	0	20	0	5	0	3				50	HR	FLAGGERS	630.15	2
								1			1	LS	MOBILIZATION/DEMOBILIZATION	635.11	EST
								1			1	LS	TRAFFIC CONTROL	641.10	EST
								4			4	EA	PORTABLE CHANGEABLE MESSAGE SIGN	641.15	EST
								2			2	EA	PORTABLE ARROW BOARDS	641.16	EST
0	14,470	0	13,813	0	1,224	0	0				29,550	LF	4" WHITE LINE	646.20	43
1,043,737	121,034	1,664,514	206,508	146,520	13,716	19,668	2,900				3,219,000	LF	6" WHITE LINE	646.214	403
825,591	66,729	1,255,579	122,556	117,216	5,725	15,735	3,725				2,413,000	LF	6" YELLOW LINE	646.215	144
0	37,326	0	54,636	0	3,215	0	2,275				98,000	LF	12" WHITE LINE	646.24	548
0	420	0	0	0	0	0	0				420	LF	12" YELLOW LINE	646.25	0
0	1,395	0	1,557	0	169	0	55				3,200	LF	24" STOP BAR	646.26	24
0	724	0	879	0	49	0	59				1,750	EA	LETTER OR SYMBOL	646.30	39
0	406	0	63	0	0	0	95				600	LF	CROSSWALK MARKING	646.31	36
0	0	0	840	0	0	0	0				840	SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	0
482	90	495	76	31	9	0	12				1210	HR	SPECIAL PROVISION (TRUCK-MOUNTED ATTENUATOR, AWV/PV)	900.630	15

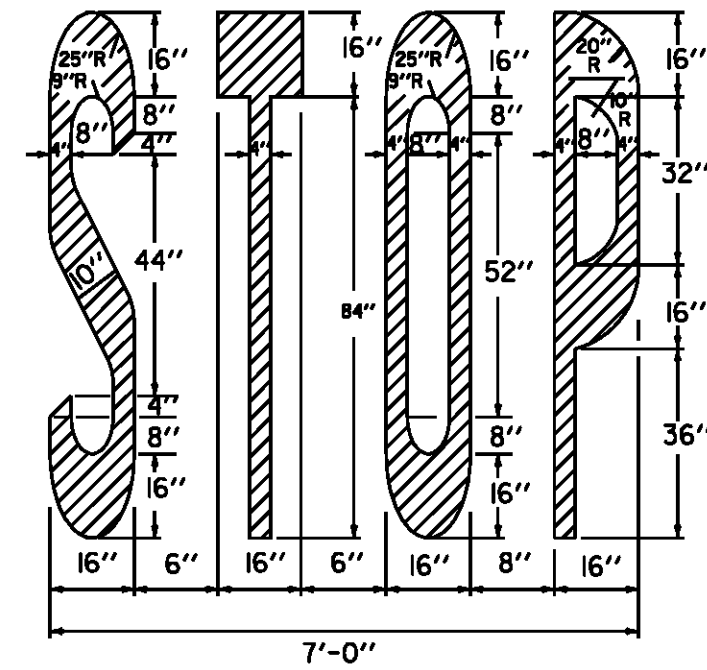
DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS
4	EA	PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE USED ON I-89 SB, NORTHERLY OF EXIT 17 (MP 102.00+/-), NB SOUTHERLY OF EXIT 11 (MP 78.00+/-) AND I-189 NB+SB AT MP 0.40 ONE WEEK PRIOR TO COMMENCING NIGHT APPLICATIONS, AND REMAIN UNTIL NIGHT APPLICATION HAS CEASED IN THAT AREA
3	EA	PORTABLE CHANGEABLE MESSAGE SIGNS WILL ALSO BE USED ON I-91 NB, SOUTHERLY OF MP 69.80 AND SB NORTHERLY OF EXIT 11 AND ON I-89 SB NORTHERLY OF MP 1.50 (+/-), 12 HOURS PRIOR TO COMMENCING NIGHT APPLICATIONS, AND REMAIN UNTIL NIGHT APPLICATION HAS CEASED IN THAT AREA
420	LF	Helix-Pad at Highgate Border Station.- ITEM 646.25 12" YELLOW LINE
		I-89 NIGHT WORK MAINLINE MM 78.50 THRU MM 98.00 EXIT 11 THRU EXIT 17
		I-91 NIGHT WORK MAINLINE MM 68.00 THRU MM 73.00 HARTFORD REST AREA THRU EXIT 12
		I-189 NIGHT WORK MAINLINE MM 0.00 THRU MM 1.49 ALL RAMPS

PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
DESIGN FILE NAME: p09a328.dgn	PLOT DATE: 19-JAN-2010
IPARM FILE NAME: p09a328qs.l	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: 2 OF 29

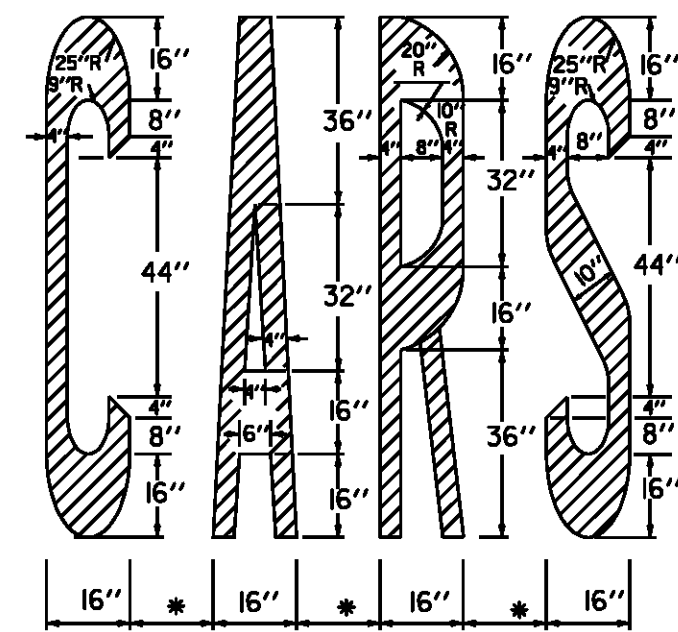
TYPICAL PAVEMENT MARKINGS



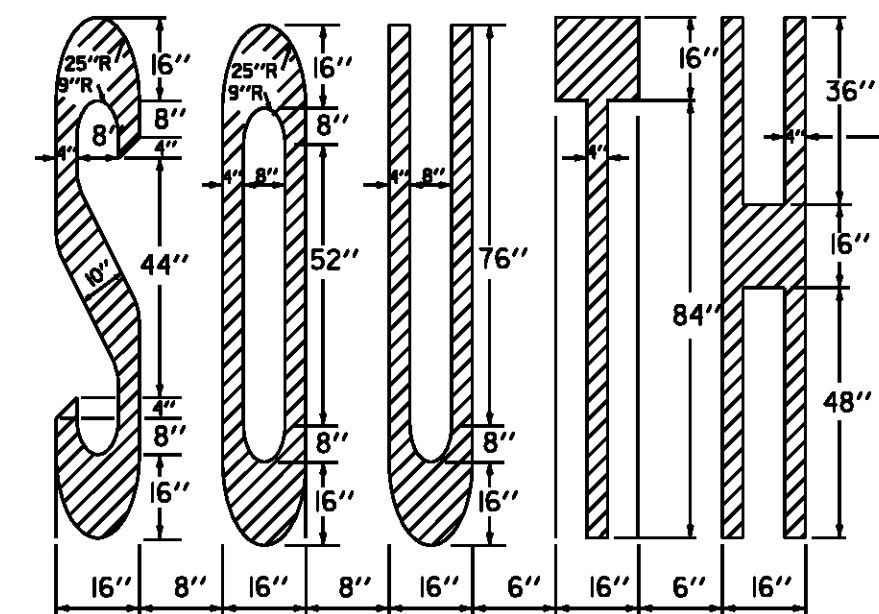
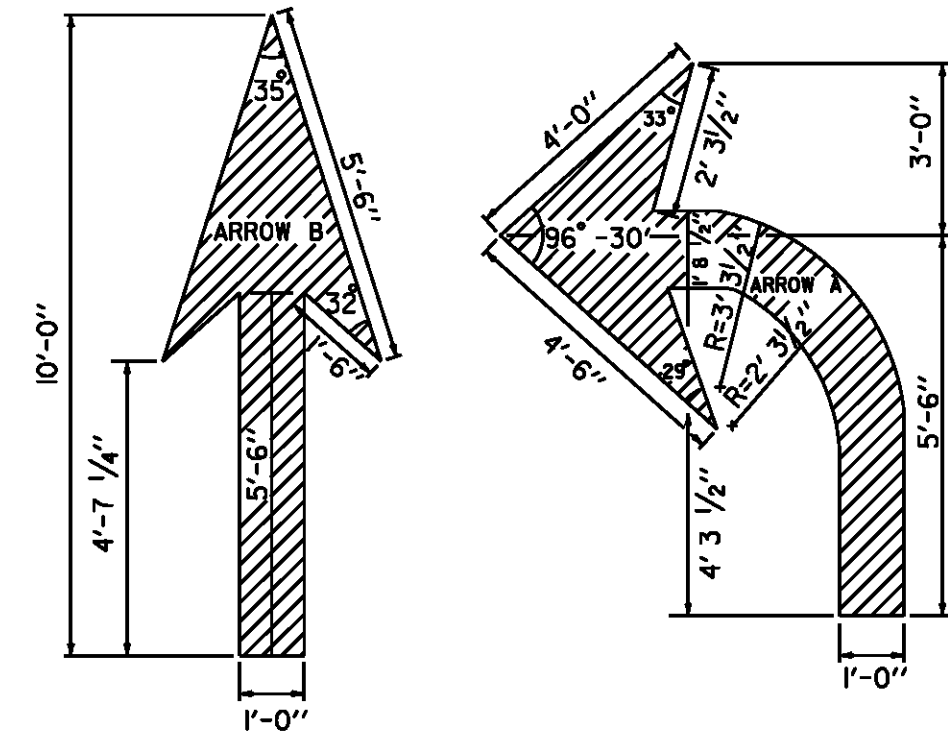
ADJUST TO AVAILABLE PAVEMENT WIDTH



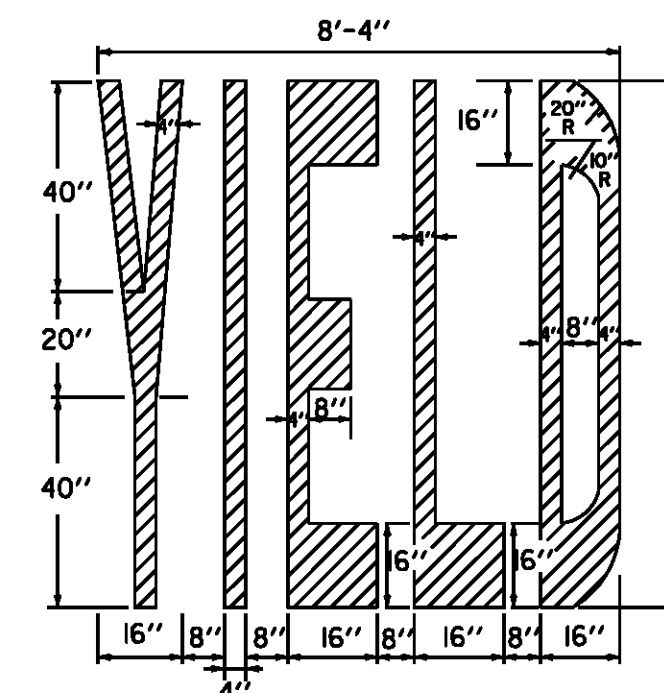
7'-0"



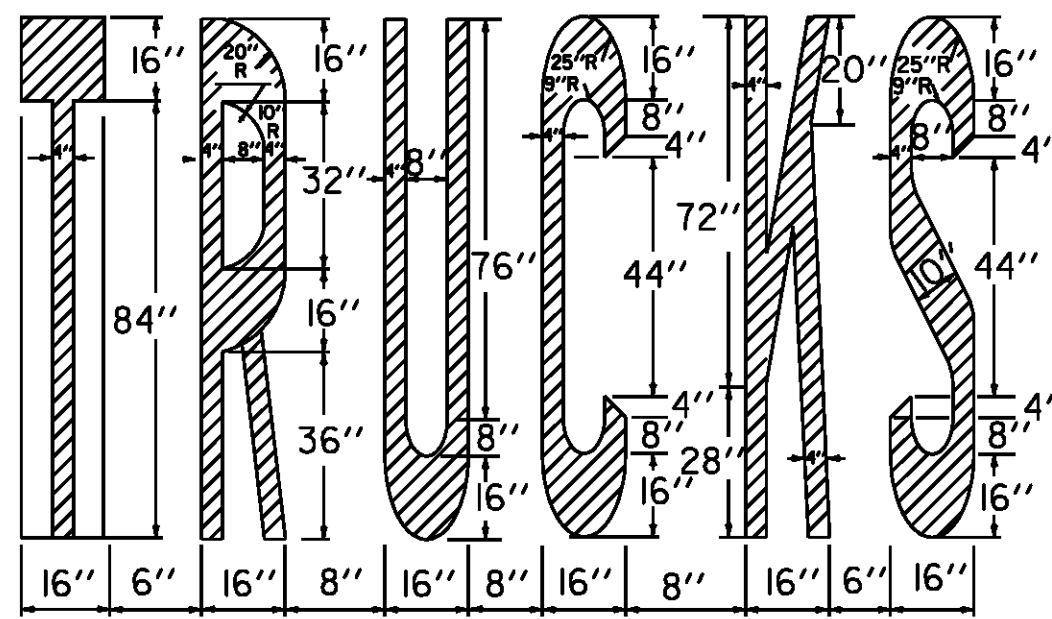
(* 6'') - ADJUST TO AVAILABLE PAVEMENT WIDTH



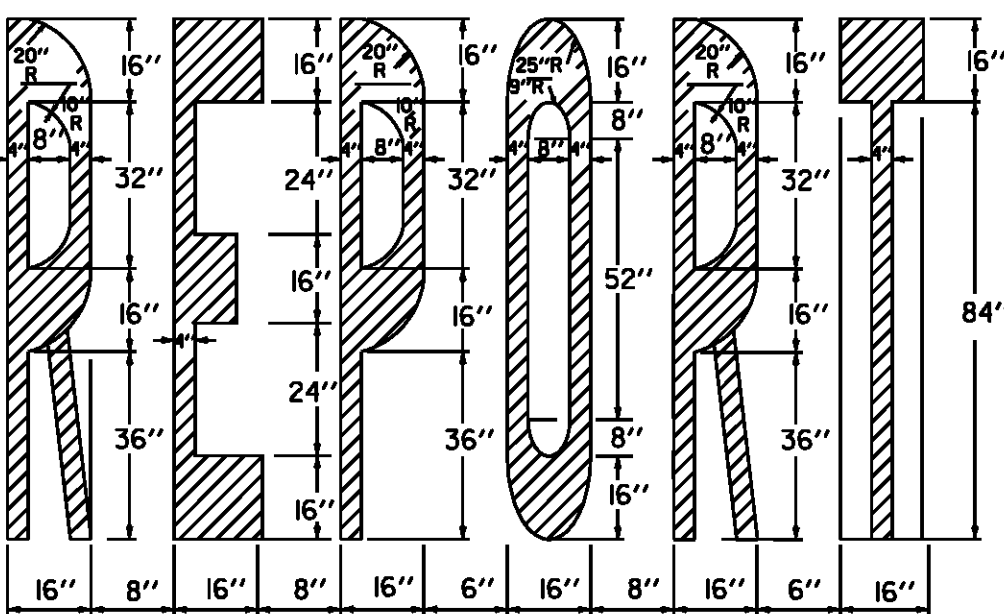
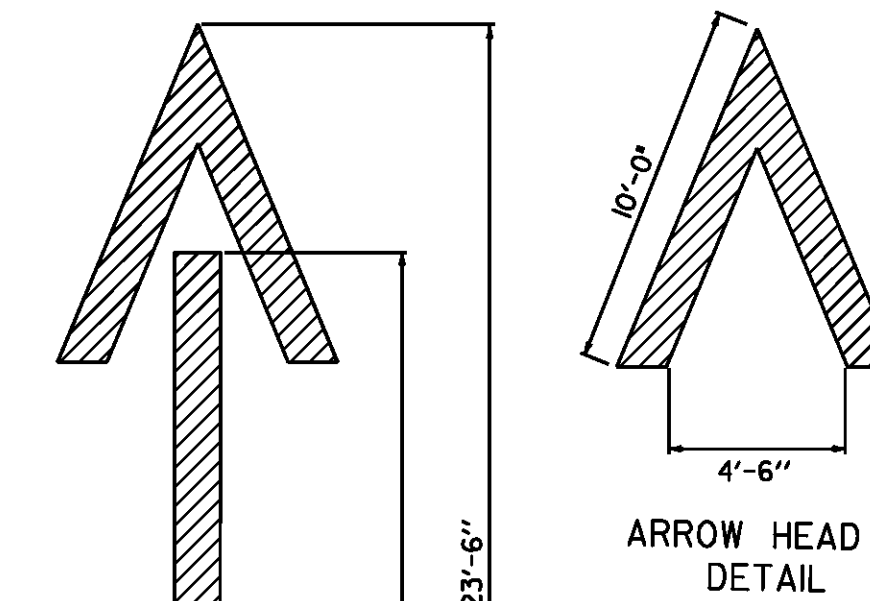
ADJUST TO AVAILABLE PAVEMENT WIDTH



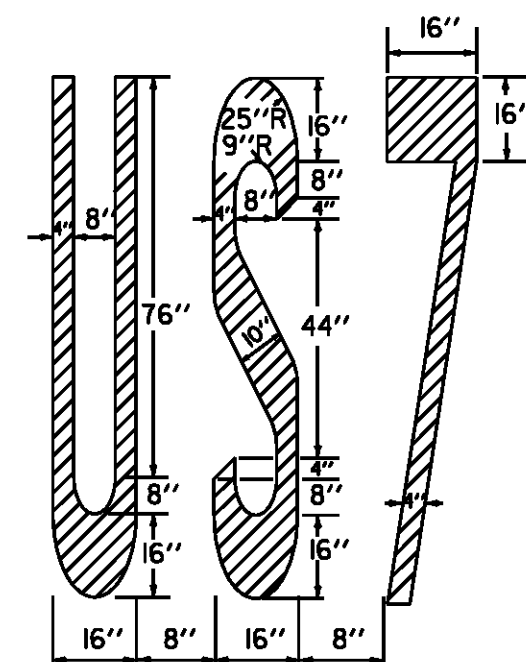
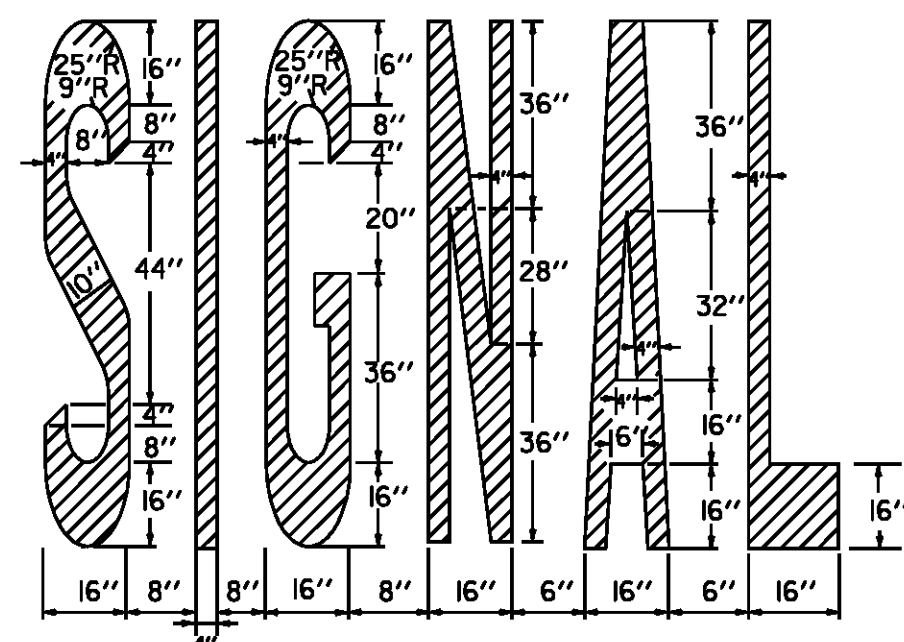
8'-4"



ADJUST TO AVAILABLE PAVEMENT WIDTH



ADJUST TO AVAILABLE PAVEMENT WIDTH



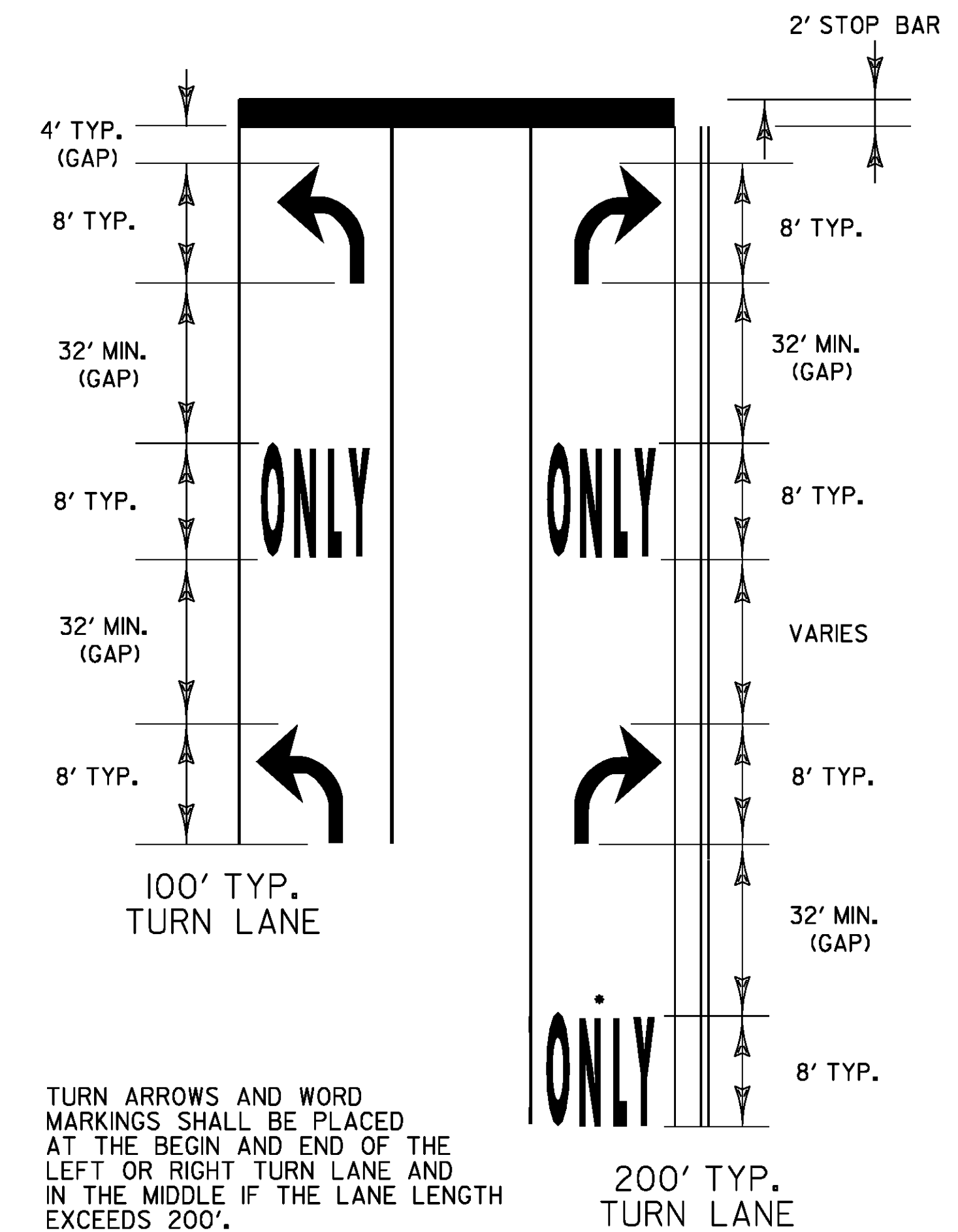
BLUE BACKGROUND
36" X 36" FOR MINIMUM
48" X 48" FOR STANDARD



HEIGHT OF SYMBOL
MINIMUM 28"
STANDARD 41"

WIDTH OF SYMBOL MINIMUM 24"
STANDARD 36"

TO BE PAID AS TWO SYMBOLS



TURN ARROWS AND WORD MARKINGS SHALL BE PLACED AT THE BEGIN AND END OF THE LEFT OR RIGHT TURN LANE AND IN THE MIDDLE IF THE LANE LENGTH EXCEEDS 200'.

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

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

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.

STOP BARS ARE INSTALLED ONLY WHERE A STOP SIGN OR TRAFFIC SIGNAL ARE LOCATED.

* 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.

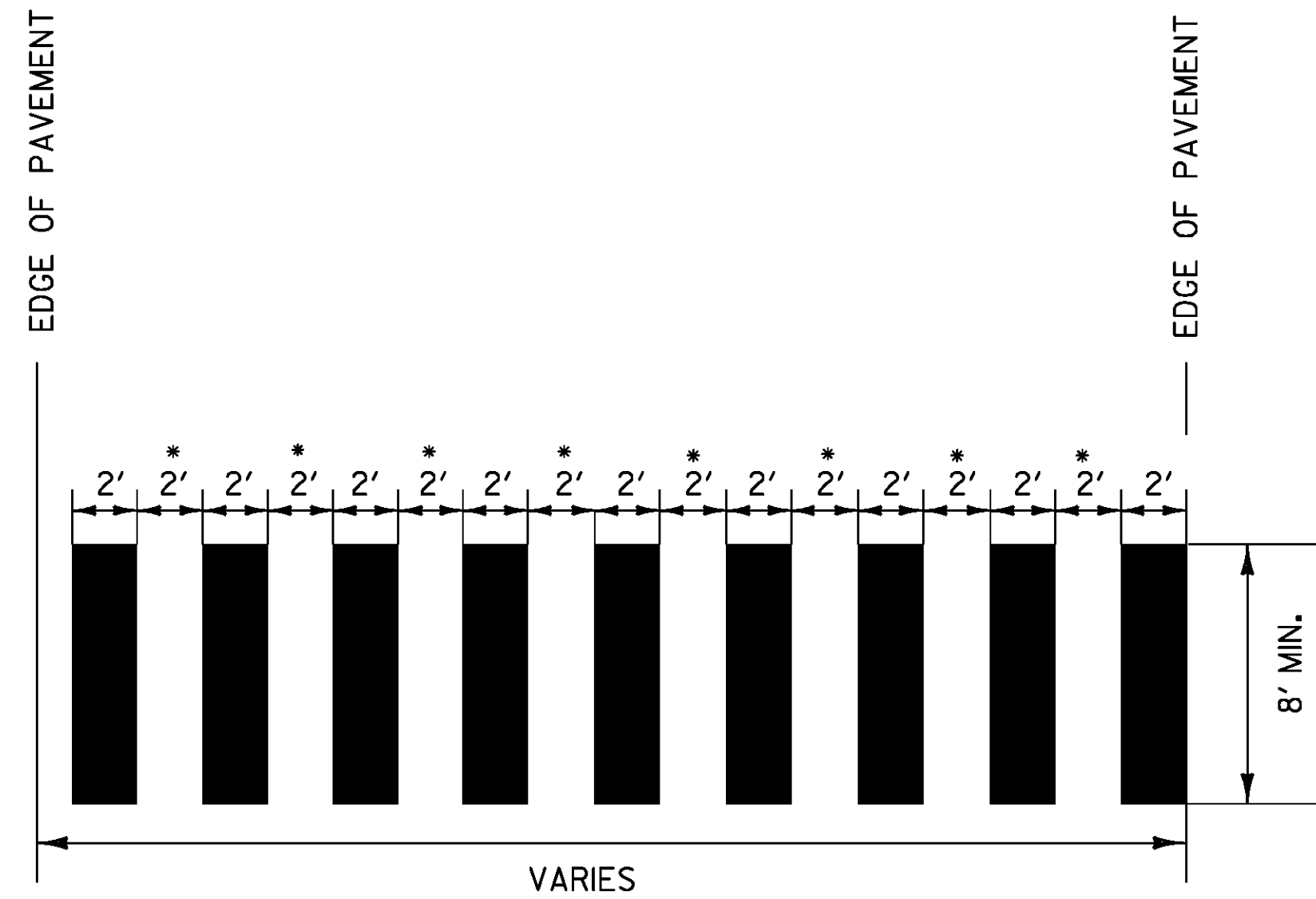
TYPICAL MARKINGS FOR TURN LANES

NOT TO SCALE

TYPICAL PAVEMENT MARKINGS SHEET 1

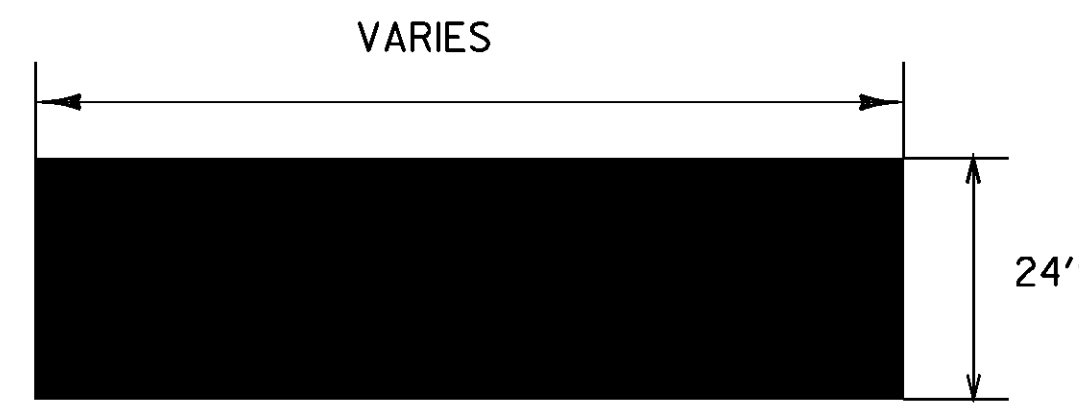
PROJECT:	STATEWIDE	PROJECT NO.:	IMG MARK(110)
DESIGN FILE NAME:	p09a328.dgn	PLOT DATE:	19-JAN-2010
IPARM FILE NAME:	p09a328pml1	SURVEY DATE:	
SURVEYED BY:		DRAWN BY:	KAS
SQUAD LEADER:	A GAMBLE	SHEET:	3 OF 29

TYPICAL PAVEMENT MARKINGS

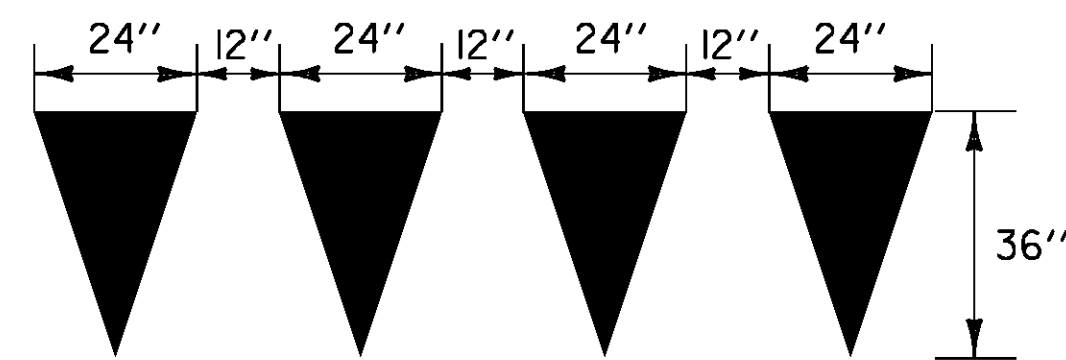


* ADJUST SPACING (12"-24") TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL

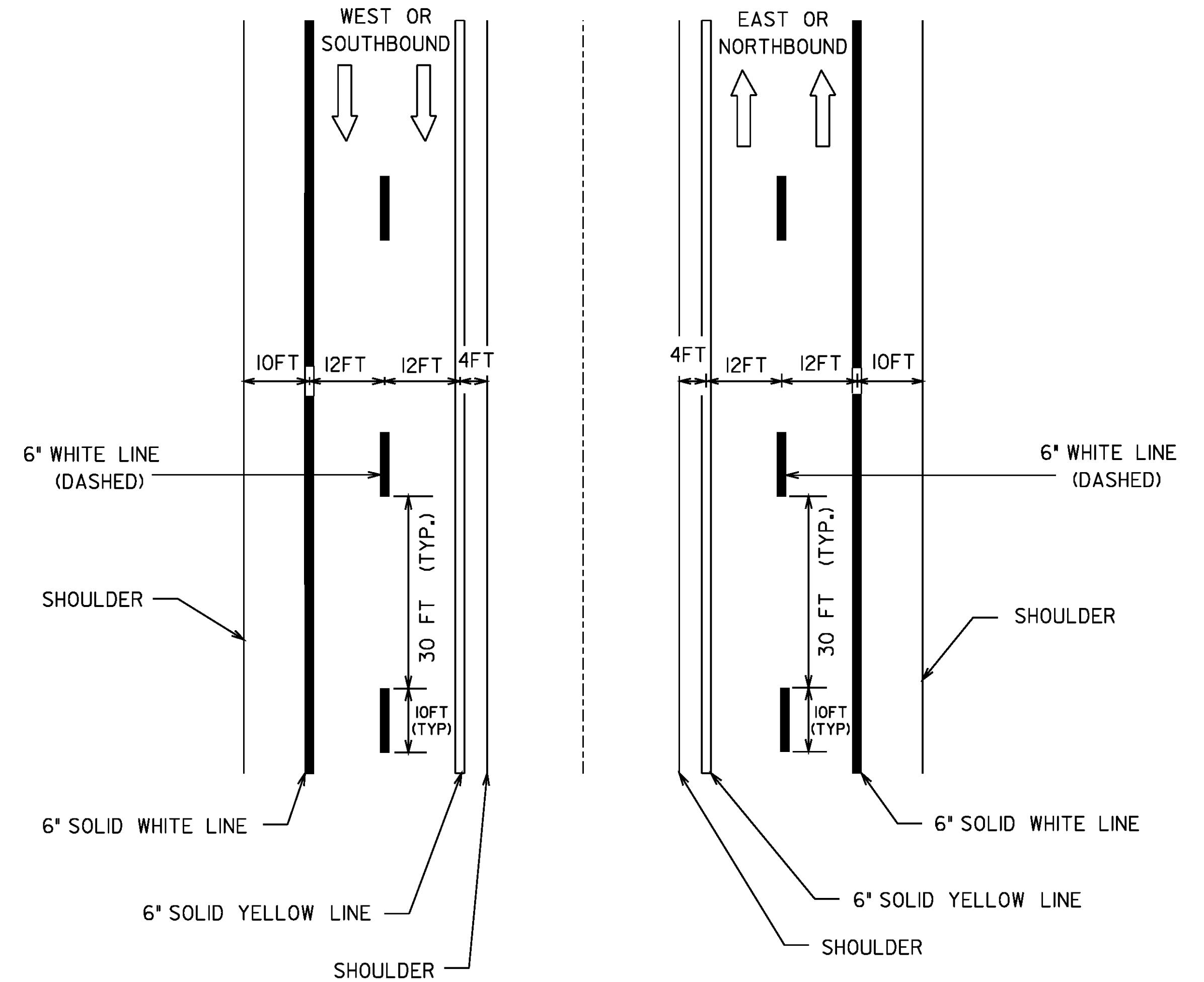


STOP BAR DETAIL

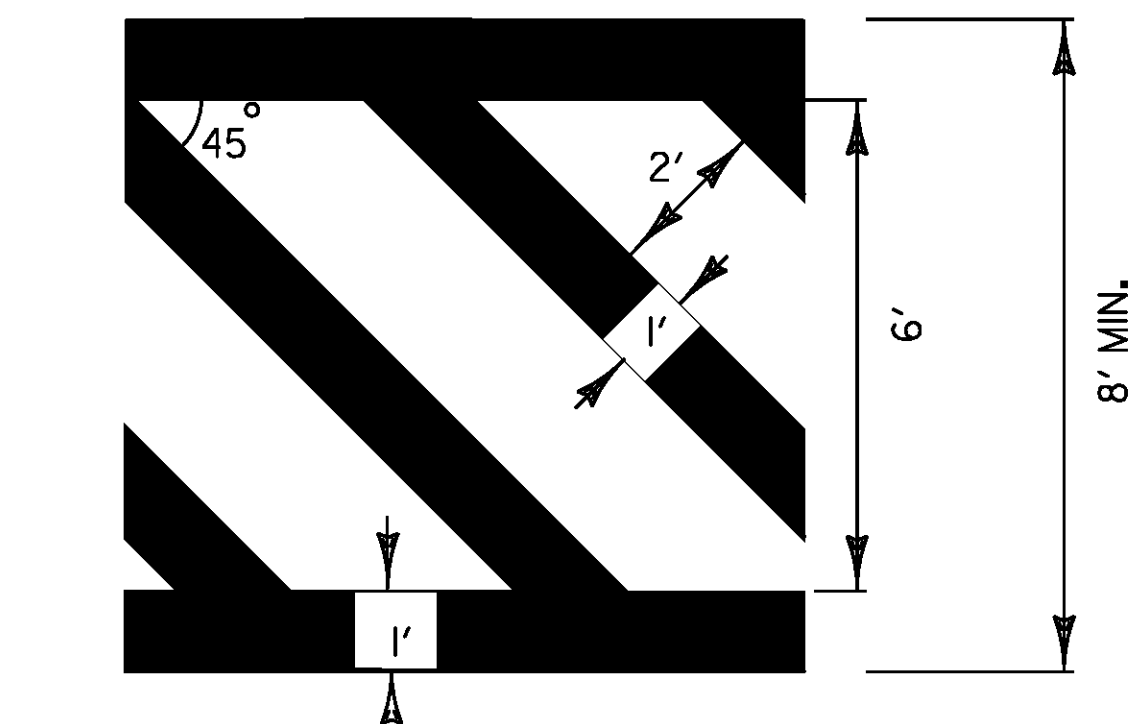


YIELD LINE DETAILS

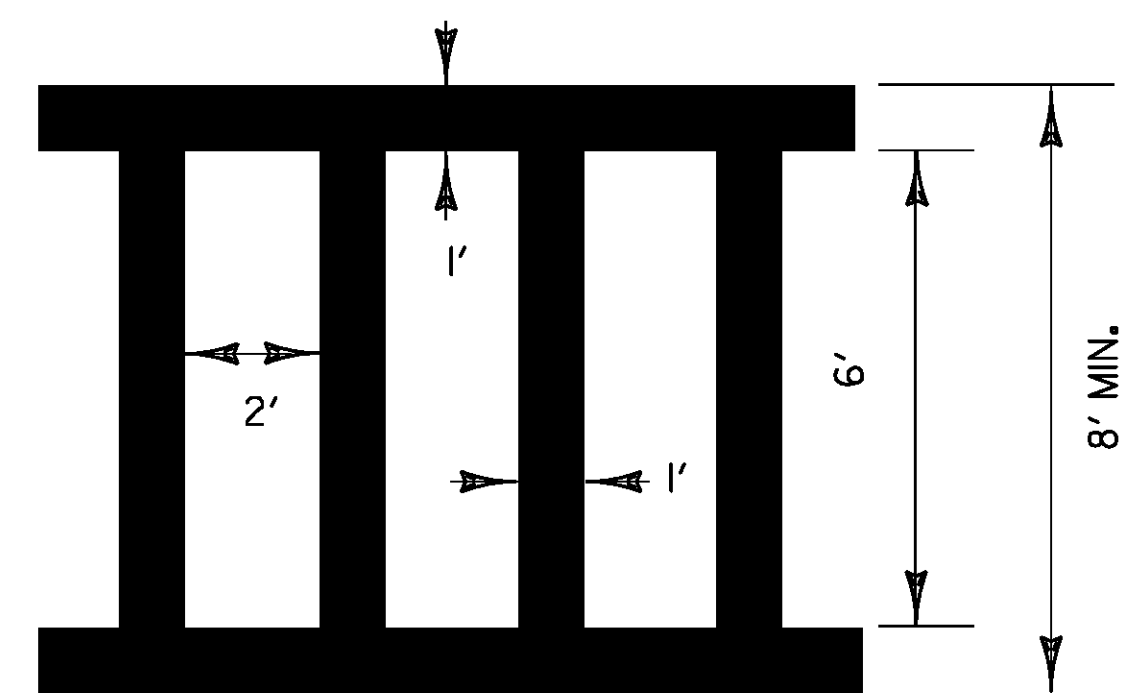
TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER
TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE



TYPICAL MAINLINE MARKING PLAN

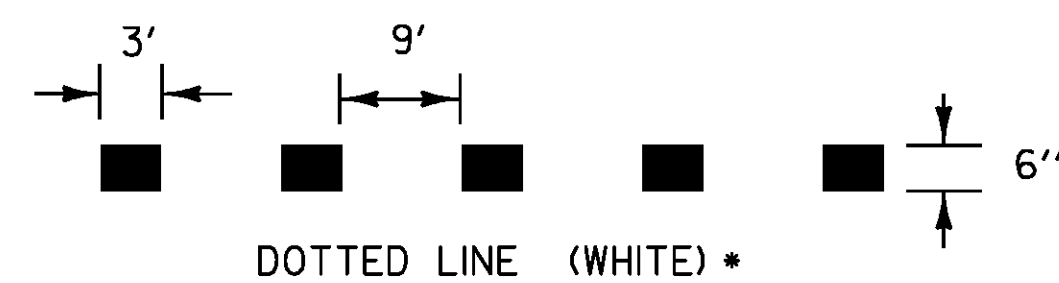


DIAGONAL PATTERN CROSSWALK DETAILS



LADDER PATTERN CROSSWALK DETAILS

NOTE: REPAINT WHICHEVER PATTERN IS FOUND IN THE FIELD. IF POSSIBLE USE BLOCK PATTERN.

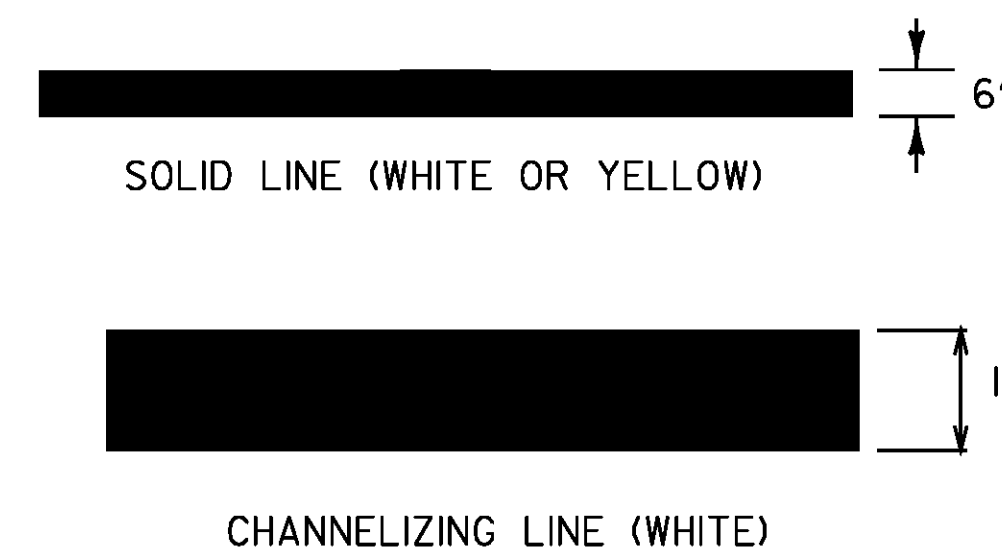


* TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER



TYPICAL TWO-WAY RAMP CENTERLINE MARKING

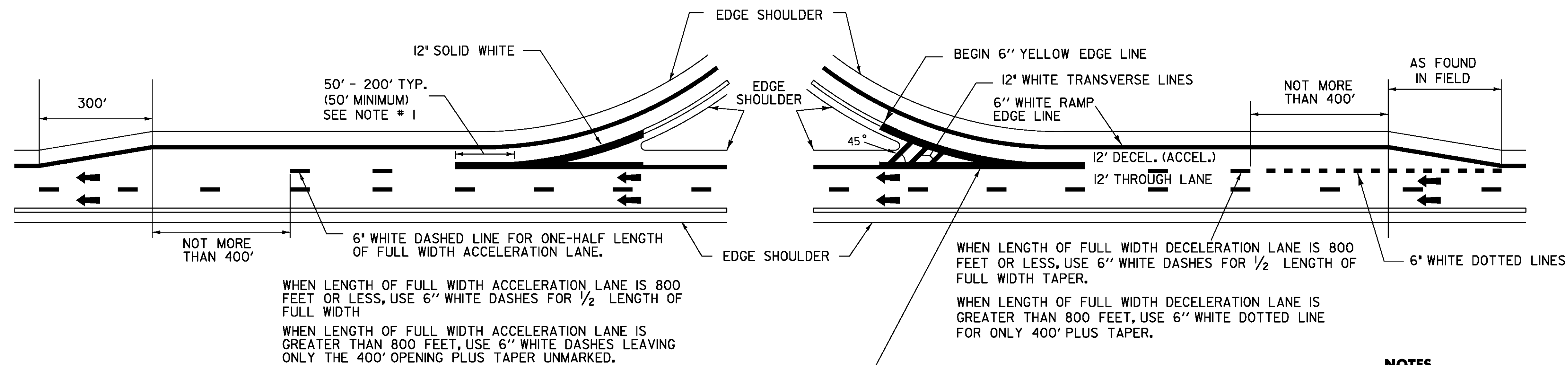
PAVEMENT MARKING LINE DETAILS



NOT TO SCALE

TYPICAL PAVEMENT MARKINGS SHEET 2	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328pm2.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 4 OF 29

INTERSTATE TYPICAL PAVEMENT MARKINGS

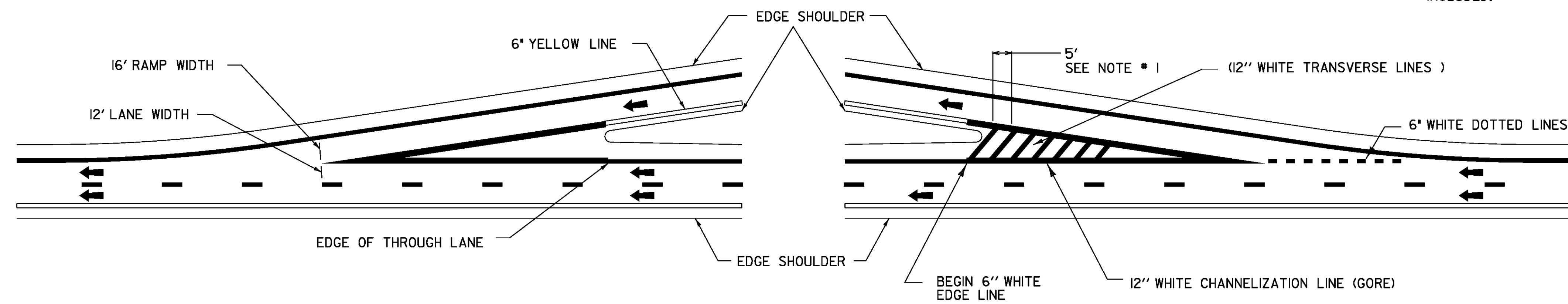


NOTES

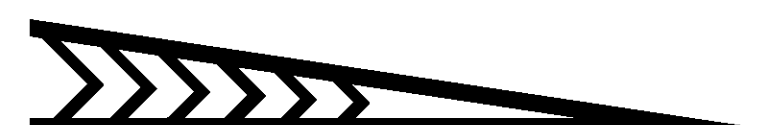
1. MATCH EXISTING DIMENSIONS UNLESS NONE ARE PRESENT
2. TRANSVERSE LINES SHALL CONSIST OF 12" WHITE LINES SPACED 14'-0" C-C AND SET AT 45 DEGREES TO MAIN LINE EDGE LINES. THESE MARKINGS SHALL BE USED TO INCREASE VISIBILITY DUE TO DIFFICULT VERTICAL OR HORIZONTAL ALIGNMENT, AS DIRECTED BY THE RESIDENT 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
5. 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.

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

PARALLEL DECELERATION LANE



ALTERNATE PATTERN GORE MARKING

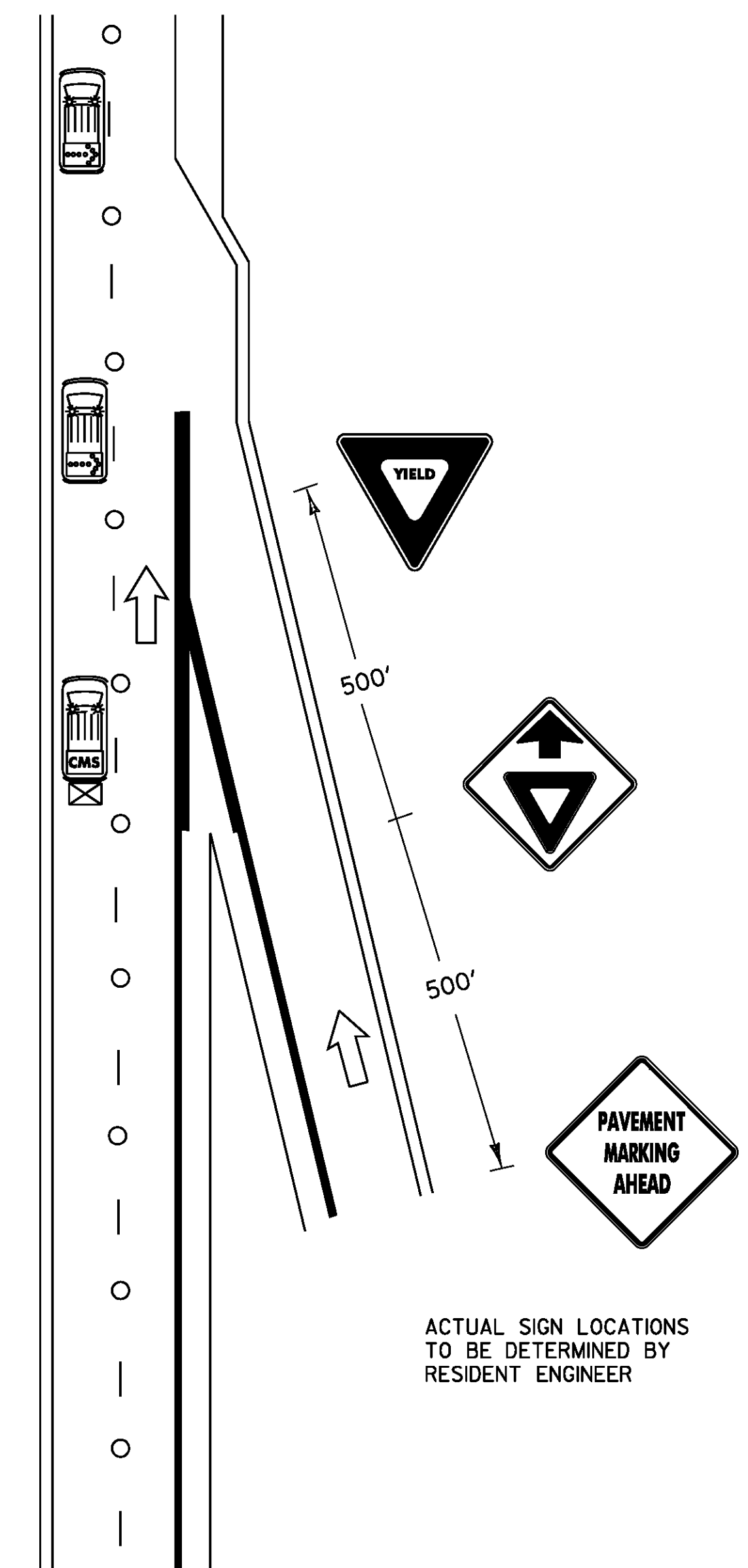
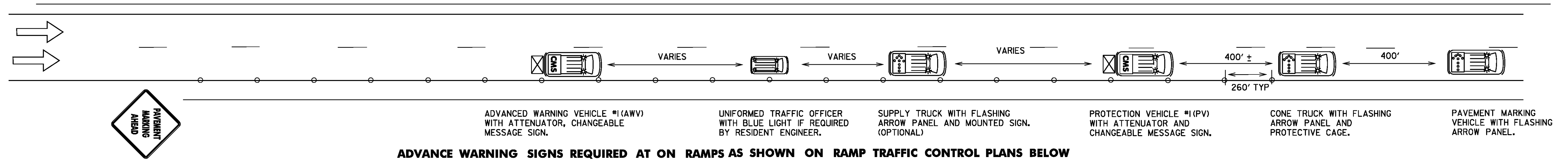


ALTERNATE PATTERN GORE MARKING

NOT TO SCALE

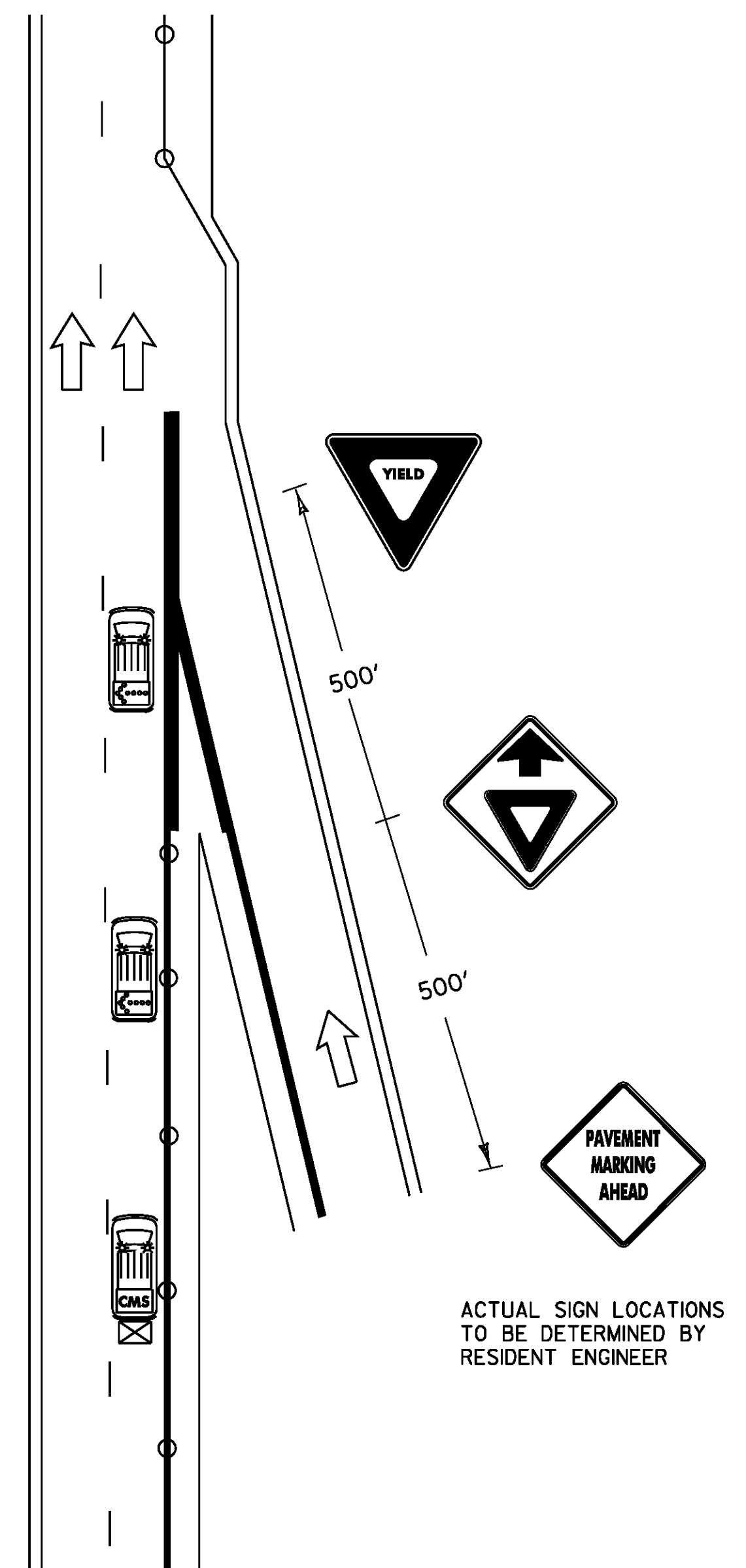
INTERSTATE TYPICAL PAVEMENT MARKINGS SHEET	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328pm3.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 5 OF 29

EDGE LINE TRAFFIC CONTROL PLAN



RAMP TRAFFIC CONTROL PLAN (MAINLINE)

ADVANCED WARNING SIGNS FOR RAMP FOR SIGN DETAILS SEE SHEET 8



RAMP TRAFFIC CONTROL PLAN (EDGE LINE)

NOTES

1. ALL VEHICLES USED ON THE INTERSTATE WILL HAVE AMBER STROBE LIGHTS VISIBLE FROM 360 DEGREES.
2. ALL PROTECTION VEHICLES SHALL BE EQUIPPED WITH A TRUCK MOUNTED ATTENUATOR AND A CHANGEABLE MESSAGE SIGN, AND WILL BE PAID FOR UNDER ITEM 900.630 SPECIAL PROVISION (TRUCK MOUNTED ATTENUATOR AWW/PV). SEE SHEET # 29 FOR MESSAGES.
3. FLASHING ARROW PANELS MOUNTED TO VEHICLES WILL NOT BE PAID FOR DIRECTLY, BUT WILL CONSIDERED INCIDENTAL TO ITEM 641.10 (TRAFFIC CONTROL)
4. ADVANCED WARNING VEHICLE #1 SHALL TRAVEL AT A VARYING DISTANCE (2500' MIN.) FROM PROTECTION VEHICLE #1 TO ENSURE ADEQUATE SIGHT-DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
5. UNIFORMED TRAFFIC OFFICER (UTO) REQUIRED FOR NIGHT WORK, WHEN ANY WORK IS BEING DONE ON RAMP AND AT OTHER TIMES AS DIRECTED BY RESIDENT ENGINEER
6. THE NUMBER OF CHANNELIZING DEVICES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON FIELD CONDITIONS.
7. CHANNELIZING DEVICES SHALL BE PLACED AS FOLLOWS:
TAPERS - DEVICES SHALL BE SPACED A MAXIMUM OF 'S' (THE SPEED LIMIT IN FEET) APART.
TANGENT - DEVICES SHALL BE PLACED 2 X 'S' (THE SPEED LIMIT IN FEET) APART.
8. ALL DISTANCES ARE DESIRABLE MINIMUMS, FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
9. CONE VEHICLES SHALL HAVE PROTECTIVE CAGES TO PROTECT THE PERSON PLACING AND RETRIEVING CONES.
10. ALL SIGNS SHALL BE PLACED ON RAMP BEFORE MARKING BEGINS IN EITHER LANE.
11. MAXIMUM ALLOWABLE LANE CLOSURE IS 3 MILES.

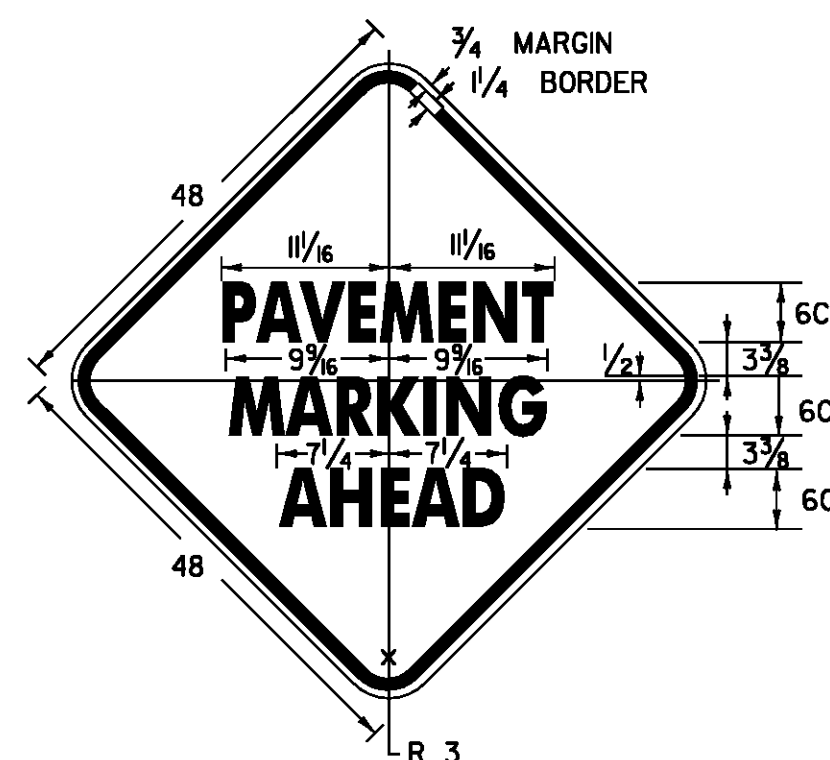
LEGEND

- INDICATES TRAFFIC FLOW
- FLASHING ARROW PANEL
- TRUCK/TRAILER MOUNTED ATTENUATOR
- CHANGEABLE MESSAGE SIGN
- 28" RETROREFLECTORIZED CONES

NOT TO SCALE

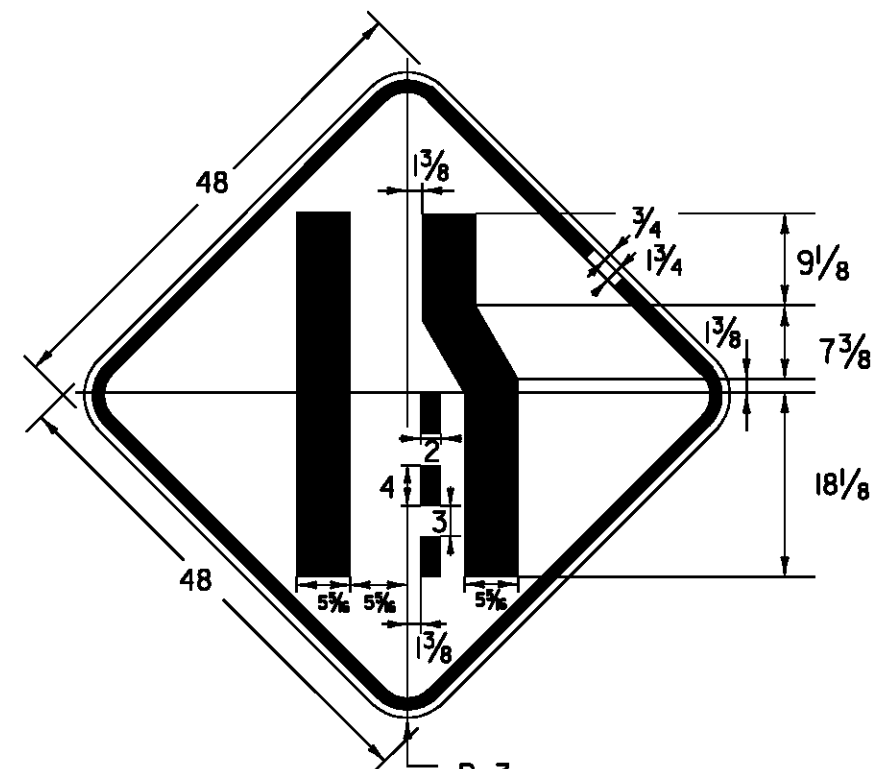
EDGE LINE TRAFFIC CONTROL PLAN	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328+tcp2.l SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 7 OF 29

TRAFFIC CONTROL DEVICES



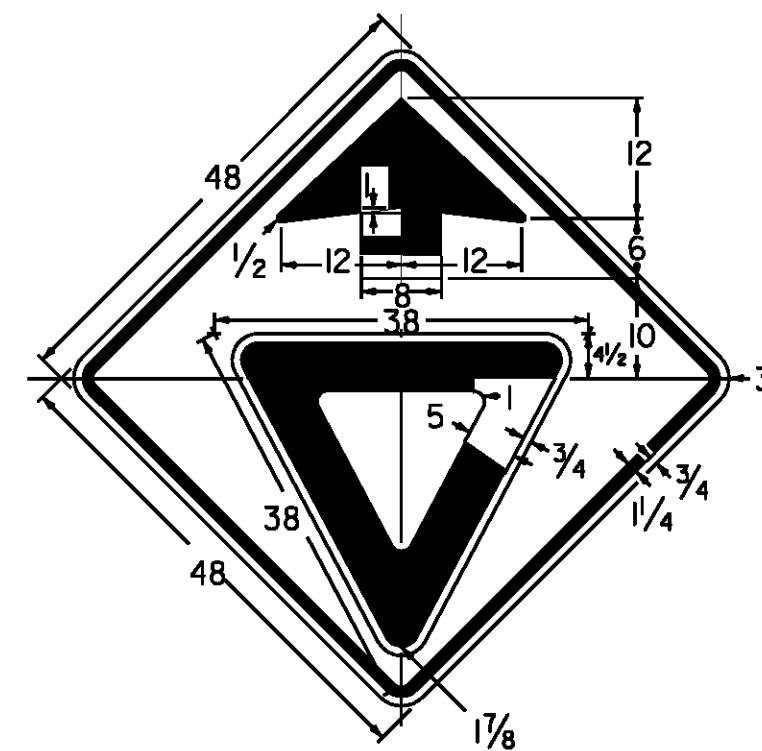
VC-813

COLORS
 BORDER AND TEXT - BLACK
 BACKGROUND - ORANGE
 (RETROREFLECTIVE)



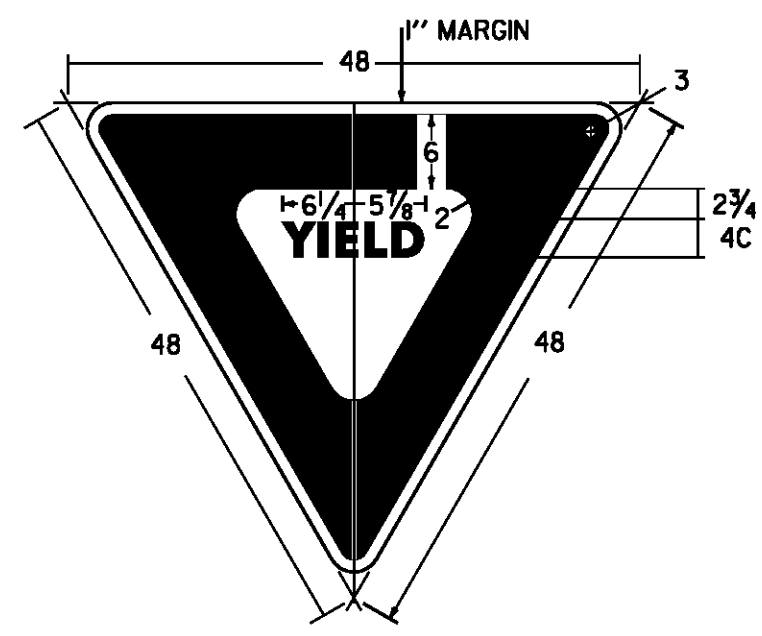
W4-2

COLORS
 BORDER AND TEXT - BLACK
 BACKGROUND - ORANGE
 (RETROREFLECTIVE)



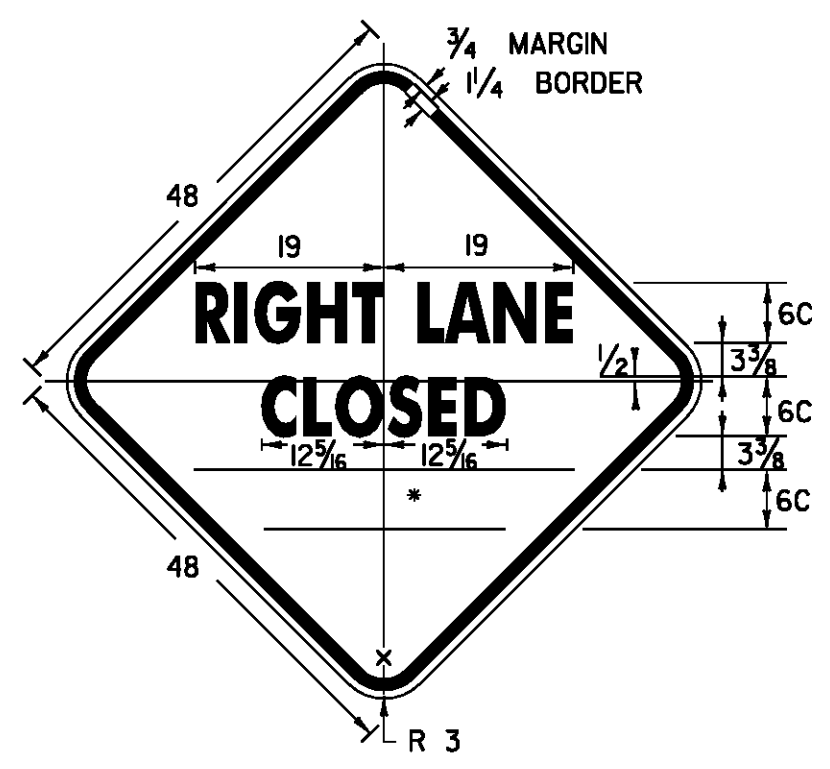
W3-2

COLORS
 BORDER AND ARROW - BLACK
 SYMBOL - WHITE BORDER/RED BACKGROUND
 (RETROREFLECTIVE)
 BACKGROUND - ORANGE
 (RETROREFLECTIVE)



R1-2

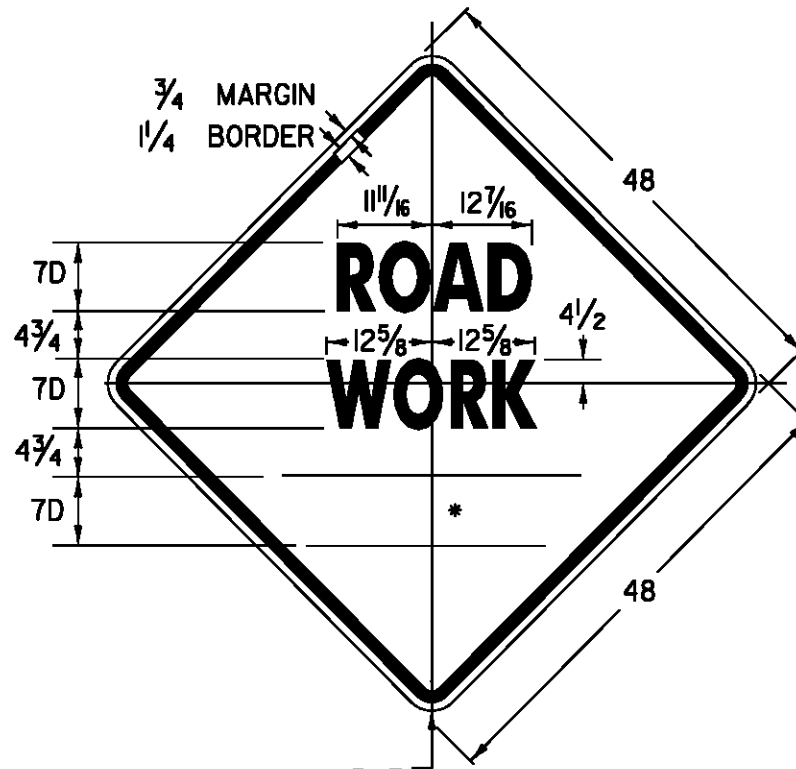
COLORS
 LEGEND AND BORDER - RED (RETROREFLECTIVE)
 BACKGROUND - WHITE (RETROREFLECTIVE)



W20-5

LEFT LANE
 • SEE DISTANCE DETAILS

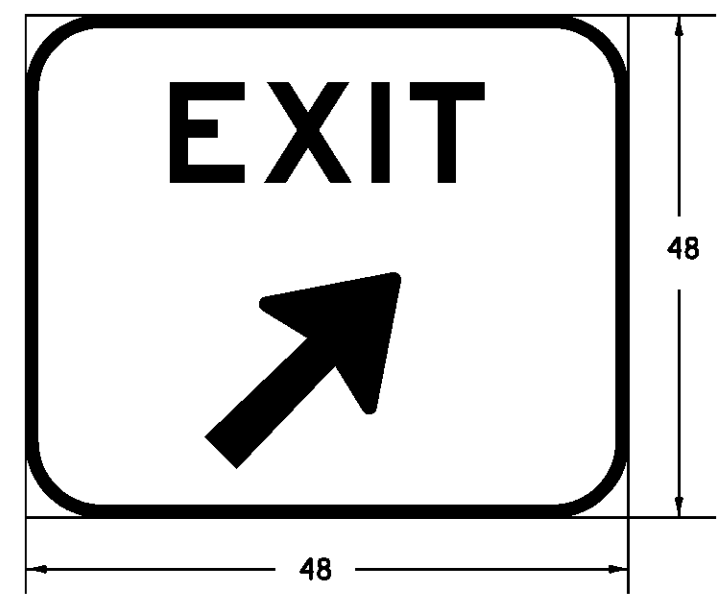
COLORS
 BORDER AND TEXT - BLACK
 BACKGROUND - ORANGE
 (RETROREFLECTIVE)



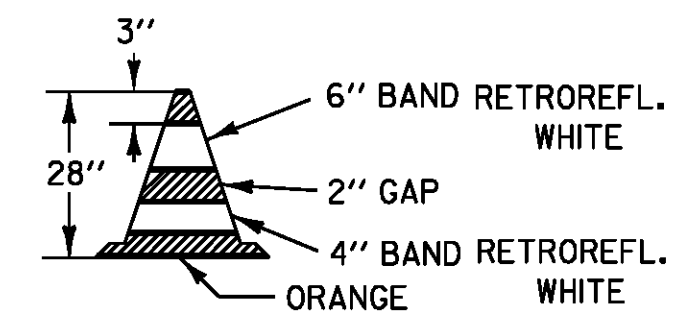
W20-1

• SEE DISTANCE DETAILS

COLORS
 BORDER AND TEXT - BLACK
 BACKGROUND - ORANGE
 (RETROREFLECTIVE)



SEE TYPICAL APPLICATION 42
 MUTCD 2003 (REV.)

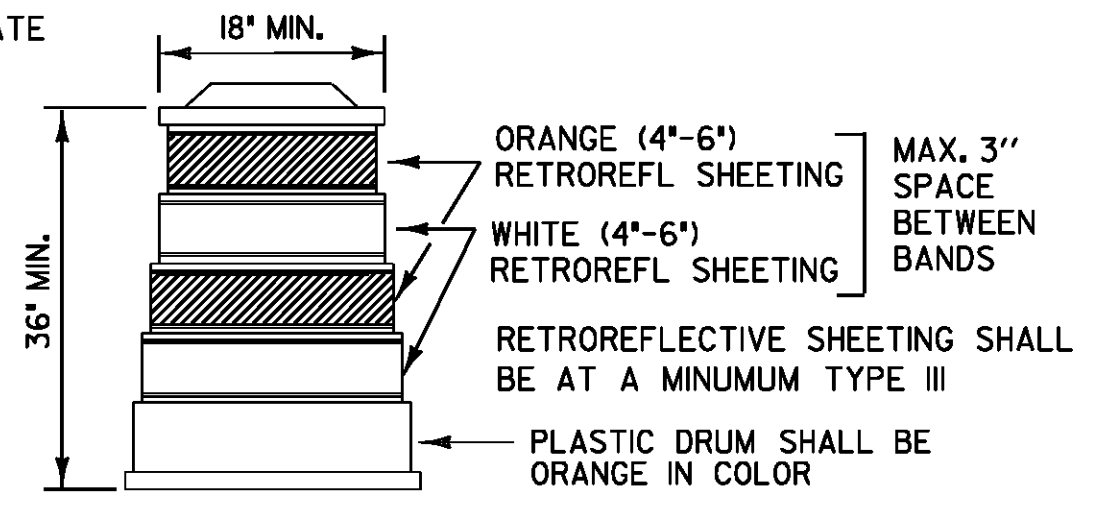


NOTES

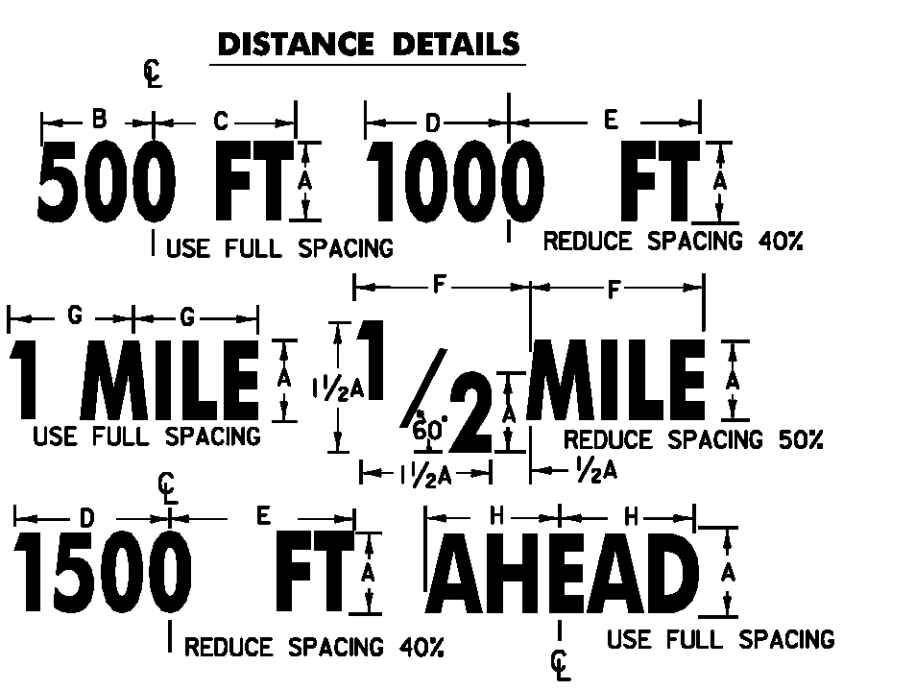
1. 28" CONES SHALL BE USED ON ROADWAYS WITH SPEED LIMITS OF 35 MPH OR MORE AND ON ALL ROADWAYS DURING HOURS OF DARKNESS.
2. CONES MAY BE WEIGHTED TO PREVENT OVERTURNING, HOWEVER THE WEIGHTS SHALL NOT PRESENT A HAZARD IF THE CONE IS STRUCK.
3. RETROREFLECTIVE SHEETING SHALL BE AT A MINIMUM ASTM TYPE III.

28" REFLECTORIZED CONE

SAND BAGS OR AN APPROPRIATE BALLASTING DEVICE, WHICH DOES NOT PRESENT A HAZARD TO THE IMPACTING VEHICLE OR BECOME A PROJECTILE UPON IMPACT, SHALL BE USED TO WEIGHT DRUMS.



REFLECTORIZED PLASTIC DRUM



DIMENSIONS (INCHES)							
A	B	C	D	E	F	G	H
7D	14 1/4	15 1/8	14 7/8	15 3/4	15 3/4	13 1/16	15 1/2

NOTES

1. ALL SIGNS SHALL BE PORTABLE. ALL SIGN SUPPORT SYSTEMS SHALL BE NCHRP-350 COMPLIANT. ALL SIGNS SHALL BE PLACED BEFORE ANY WORK BEGINS OR EQUIPMENT IS PUT IN THE ROADWAY. SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE.
2. PORTABLE SIGNS SHALL BE KEPT LEVEL AND VERTICAL TO THE TRAVELING PUBLIC WHEN PLACED ON THE EDGE OF ROADWAY.
3. SAND BAGS OR AN APPROPRIATE BALLASTING DEVICE WHICH DOES NOT PRESENT A HAZARD TO THE IMPACTING VEHICLE OR BECOME A PROJECTILE UPON IMPACT, MAY BE USED TO WEIGHT SIGNS.
4. ALL SIGNING AND DELINEATION DEVICES, AS DETAILED ON THIS SHEET, AND AS REQUIRED BY THE RESIDENT ENGINEER, SHALL BE PAID UNDER ITEM 6410 (TRAFFIC CONTROL).
5. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.

NOT TO SCALE

TRAFFIC CONTROL DEVICES	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328tcd.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 8 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER OR SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	4" YELLOW LINE	REMARKS
THE INTERCHANGE OF I-89 AND I-91 IN WHITER RIVER JCT (HARTFORD) IS SHOWN AS EXIT 10 I-91																				
QUECHEE	I-89	3.70	1	NB	ON+OFF RAMP	3,095	P	2,350	P	790	P	18	P	37	P	-	-	-	-	STOP(3) AHEAD(1) WRONG WAY ARROW(1)
			1	SB	ON+OFF RAMP	3,890	P	3,140	P	845	P	14	P	25	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
SHARON	I-89	8.90		NB	REST AREA	2,860	P	2,200	P	575	P	27	P	19	P	-	3,715	66	-	STOP(2) AHEAD(1) YIELD LINES(6) HC(2) BLUE WRONG WAY ARROW(2)
SHARON		8.90		SB	WEIGH STA.	0	P	0	P	1,085	P	0	P	0	-	-	-	-	-	REST AREA CLOSED 2009
SHARON	I-89	13.40	2	NB	ON+OFF RAMP	3,550	P	1,855	P	1,045	P	14	P	35	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			2	SB	ON+OFF RAMP	3,200	P	1,600	P	1,235	P	14	P	45	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
ROYALTON	I-89	22.10	3	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2009 PROJECT
			3	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2009 PROJECT
RANDOLPH	I-89	29.65		SB	WEIGH STA.	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	2007 PROJECT
RANDOLPH	I-89	30.90	4	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	14	TP	73	TP	-	-	-	-	2007 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			4	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	14	TP	74	TP	-	-	-	-	2007 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)
RANDOLPH	I-89	33.60		SB	REST AREA	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	2007 PROJECT
RANDOLPH		34.50		NB	WEIGH STA.	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	REST AREA CLOSED 2009
WILLIAMSTOWN	I-89	43.00	5	NB	ON+OFF RAMP	3,800	P	1,600	P	995	P	24	P	21	P	-	-	-	-	YIELD(2) STOP(2) AHEAD(1) WRONG WAY ARROW(1)
NORTHFIELD			5	SB	ON+OFF RAMP	4,900	P	2,700	P	1,500	P	19	P	20	P	-	-	-	-	YIELD(1) STOP(2) AHEAD(1) WRONG WAY ARROW(1)
SOUTH BARRE	I-89	46.90	6	NB	ON+OFF RAMP	3,480	P	1,525	P	2,085	P	16	P	0	-	-	-	-	-	YIELD(2) AHEAD(1) WRONG WAY ARROW(1)
			6	SB	ON+OFF RAMP	7,775	P	5,460	P	1,241	P	1	P	0	-	-	-	-	-	WRONG WAY ARROW(1)
BERLIN	I-89	50.30	7	NB	ON+OFF RAMP	4,996	P	1,850	P	2,470	P	0	P	0	-	-	-	-	-	
			7	SB	ON+OFF RAMP	7,125	P	5,420	P	901	P	0	P	0	-	-	-	-	-	
MONTPELIER	I-89	52.90	8	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	2010 IM SURF ()
			8	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	2010 IM SURF ()
MIDDLESEX	I-89	58.70	9	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2010 IM SURF ()
			9	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2010 IM SURF ()
WATERBURY	I-89	63.80	10	NB	ON+OFF RAMP	5,840	P	2,690	P	3,200	P	48	P	70	P	-	-	-	-	STOP(3) AHEAD(1) ONLY(6) ARROW(6) WRONG WAY ARROW(1)
			10	SB	ON+OFF RAMP	4,970	P	3,005	P	2,200	P	37	P	15	P	-	-	-	-	SIGNAL(1) AHEAD(1) ONLY(5) ARROW(5) WRONG WAY ARROW(1)
WATERBURY	I-89	65.80		NB	PARKING AREA	2,340	P	305	P	980	P	1	P	0	-	-	700	-	-	WRONG WAY ARROW(1)
		67.00		SB	PARKING AREA	2,350	P	450	P	975	P	1	P	0	-	-	-	-	-	WRONG WAY ARROW(1)
BEGIN NIGHT APPLICATIONS																				
RICHMOND	I-89	78.50	11	NB	ON+OFF RAMP	4,690	P	2,105	P	560	P	19	P	36	P	-	-	-	-	STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			11	SB	ON+OFF RAMP	2,130	P	1,250	P	0	T*	39	P	75	P	-	-	-	-	STOP(3) AHEAD(1) ARROW(3) DBL ARROW(3) ONLY(3) WRONG WAY ARROW(1)
WILLISTON	I-89	82.10		SB	REST AREA	1,000	P	300	TP	500	TP	13	TP	0	-	-	2,170	-	-	YIELD(1) HC(3) BLUE WRONG WAY ARROW(2)
	I-89	82.20		NB	REST AREA	0	T*	370	TP	114	TP	13	TP	0	-	-	2,950	-	-	YIELD(1) HC(3) BLUE WRONG WAY ARROW(2)
WILLISTON	I-89	84.00	12	NB	ON+OFF RAMP	200	TP	0	T*	0	T*	32	TP	40	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ARROW(4) ONLY(4) WRONG WAY ARROW(1)
			12	SB	ON+OFF RAMP	2,330	TP	1,250	TP	0	T*	48	TP	80	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ARROW(6) DBL ARROW(3) ONLY(6) WRONG WAY ARROW(1)
SHEET TOTALS						74,521		41,425		23,296		426		665			9,535	66		

LEGEND

P= TO BE PAINTED
 TP= TO BE PAINTED OVER OLD DURABLE
 T*= DURABLE--NOT TO BE MARKED
 TE= DURABLE EXPERIMENTAL NOT TO BE MARKED

INTERCHANGE QUANTITIES AND MATERIALS SHEET 1

PROJECT:	STATEWIDE	PROJECT NO.:	IMG MARK(110)
DESIGN FILE NAME: p09a328.dgn		PLOT DATE: 19-JAN-2010	
IPARM FILE NAME: p09a3281ql.l		SURVEY DATE:	
SURVEYED BY:		DRAWN BY: KAS	
SQUAD LEADER: A GAMBLE		SHEET: 9 OF 29	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER OR SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	4" YELLOW LINE	REMARKS
SO BURLINGTON	I-89	87.40	13	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	2008 PROJECT
			13	SB	ON+OFF RAMP	1,095	TP	875	TP	0	T*	0	T*	0	-	-	-	-	-	-
BURLINGTON	I-89	88.70	14	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	0	-	2008 PROJECT
			14	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	-
WINOOSKI	I-89	90.50	15	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	0	-	2008 PROJECT
			15	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	-
COLCHESTER	I-89	91.50	16	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2008 PROJECT
			16	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	-
COLCHESTER	I-89	95.50		NB	WEIGH STA.	900	TP	750	TP	1,120	TP	15	P	40	-	-	1,190	-	-	STOP(1) ABCD WRONG WAY ARROW(1)
COLCHESTER	I-89	95.60		SB	WEIGH STA.	700	TP	475	TP	805	TP	1	P	-	-	-	-	-	-	WRONG WAY ARROW(1)
COLCHESTER	I-89	97.90	17	NB	ON+OFF RAMP	1,700	P	3,000	P	1,350	P	17	P	23	TP	-	-	-	-	SIGNAL(1) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			17	SB	ON+OFF RAMP	2,365	TP	1,840	TP	300	TP	27	TP	23	TP	-	-	-	-	SIGNAL(1) AHEAD(2) YIELD(2) WRONG WAY ARROW(1)
END NIGHT APPLICATIONS																				
GEORGIA	I-89	106.90	18	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2009 PROJECT WRONG WAY ARROW(1)
			18	SB	ON+OFF RAMP	3,775	TP	1,400	TP	0	T*	14	TP	21	TP	-	-	-	-	-
GEORGIA	I-89	110.20		NB	REST AREA	2,815	TP	1,000	TP	1,056	TP	9	P	23	P	-	145	-	-	STOP(1) HC(2) BLUE WRONG WAY ARROW(1)
FAIRFAX	I-89	111.00		SB	REST AREA	2,340	TP	820	TP	1,025	TP	10	TP	0	-	-	1,100	-	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(1)
ST ALBANS	I-89	113.70	19	NB	ON+OFF RAMP	6,130	TP	4,500	TP	1,070	TP	18	TP	30	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ONLY(1) ARROWS(2) WRONG WAY ARROW(1)
			19	SB	ON+OFF RAMP	4,985	TP	2,716	TP	1,368	TP	19	TP	0	TP	-	-	-	-	YIELD(2) AHEAD(1) ARROWS(3) WRONG WAY ARROW(1)
ST ALBANS	I-89	117.60	20	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2010 PROJECT
			20	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	-
SWANTON	I-89	123.40	21	NB	ON+OFF RAMP	2,855	P	1,168	P	627	TP	14	TP	51	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			21	SB	ON+OFF RAMP	3,750	P	1,300	P	1,378	TP	14	P	57	TP	-	-	-	-	-
SWANTON	I-89	129.90	22	NB	ON+OFF RAMP	3,148	P	1,500	P	513	TP	14	P	46	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			22	SB	ON+OFF RAMP	2,290	P	2,110	P	576	TP	14	P	26	P	-	-	-	-	-
HIGHGATE	I-89	130.00		SB	WEIGH STA.	0	P	0	P	0	P	0	P	0	P	-	-	-	-	REST AREA CLOSED 2009
HIGHGATE	I-89	130.25		NB	BORDER STA.	7,665	P	1,850	P	2,842	P	112	P	390	P	-	2,500	340	-	STOP(23) HC(2) BLUE CARS(4)
HIGHGATE	I-89	130.25		SB	BORDER STA.															400' OF 12' YELLOW LINE NEED FOR HELI-PAD
CHECK WITH STATION COMMANDER FOR PAINTING IF NEEDED THIS PORTION OF THE ROAD IS FEDERAL PROPERTY																				
SHEET 10 TOTALS						46,513		25,304		14,030		298		730			4,935	340		
SHEET 9 TOTALS						74,521		41,425		23,296		426		665			9,535	66		
I-89 TOTALS						121,034		66,729		37,326		724		1,395			14,470	406		

LEGEND

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**INTERCHANGE QUANTITIES
AND MATERIALS
SHEET 2**

PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
DESIGN FILE NAME: p09a328.dgn	PLOT DATE: 19-JAN-2010
IPARM FILE NAME: p09a3281q2.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: 10 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER OR SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	REMARKS
GUILFORD	I-91	5.10		NB	WELCOME CTR	3,800	TP	2,300	TP	1,027	P	51	TP	16	TP	-	4,767	-	STOP(2) AHEAD(1) NO(1) PARKING(1) HC(7) BLUE ARROWS(12) WRONG WAY ARROW(3)
BRATTLEBORO	I-91	7.50	1	NB	ON+OFF RAMP	2,575	TP	2,420	TP	95	TP	23	TP	37	TP	-	-	-	2006 PROJECT STOP(3) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			1	SB	ON+OFF RAMP	0	T*	0	T*	170	TP	19	TP	21	TP	-	-	-	2007 PROJECT STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
BRATTLEBORO	I-91	9.10	2	NB	ON+OFF RAMP	3,125	TP	2,525	TP	60	TP	19	TP	55	TP	-	-	-	2006 PROJECT STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			2	SB	ON+OFF RAMP	0	T*	0	T*	110	TP	24	TP	33	TP	-	-	-	STOP(3) AHEAD(1) ARROW(2) ONLY(1) WRONG WAY ARROW(1)
BRATTLEBORO	I-91	11.60	3	NB	ON+OFF RAMP	1,450	TP	1,050	TP	250	TP	15	TP	0	T*	-	-	-	2006 PROJECT YIELD(1) AHEAD(1) ARROW(1) ONLY(1)
			3	SB	ON+OFF RAMP	3,700	TP	3,600	TP	0	T*	0	T*	0	T*	-	-	-	2007 PROJECT
PUTNEY	I-91	18.20	4	NB	ON+OFF RAMP	2,961	P	1,160	P	900	P	14	P	55	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			4	SB	ON+OFF RAMP	2,935	TP	892	TP	865	TP	14	P	50	TP	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
PUTNEY	I-91	20.40		NB	PARKING AREA	2,628	TP	610	TP	980	TP	1	P	0	T*	-	-	-	2003 PROJECT WRONG WAY ARROW(1)
PUTNEY	I-91	22.00		SB	WEIGH STA.	3,231	TP	500	TP	940	TP	19	P	30	P	-	-	-	STOP(3) AHEAD(1) 2004 PROJECT WRONG WAY ARROW(1)
PUTNEY	I-91	23.20		NB	PARKING AREA	1,980	TP	444	TP	505	TP	3	P	0	T*	-	935	-	HC (2) 2003 PROJECT WRONG WAY ARROW(1)
WESTMINSTER	I-91	23.80		SB	PARKING AREA	2,137	TP	150	TP	650	TP	3	TP	0	T*	-	660	-	HC (2) 2004 PROJECT WRONG WAY ARROW(1)
WESTMINSTER	I-91	28.60	5	NB	ON+OFF RAMP	5,335	TP	2,125	TP	1,135	TP	18	TP	48	TP	-	-	-	STOP(3) AHEAD(1) 2003 PROJECT WRONG WAY ARROW(1)
			5	SB	ON+OFF RAMP	2,645	TP	1,115	TP	945	TP	14	TP	50	TP	-	-	-	STOP(2) AHEAD(1) 2004 PROJECT WRONG WAY ARROW(1)
ROCKINGHAM	I-91	35.20	6	NB	ON+OFF RAMP	4,300	TP	3,075	TP	1,613	TP	39	TP	25	TP	-	-	-	STOP(2) AHEAD(2) YIELD(4) WRONG WAY ARROW(1)
			6	SB	ON+OFF RAMP	4,830	TP	3,060	TP	1,300	TP	20	P	28	TP	-	-	-	STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(2)
SPRINGFIELD	I-91	39.20		NB	WEIGH STA.	0	P	0	P	966	P	0	P	0	P	-	-	-	PARKING AREA CLOSED 12/2008
	I-91	39.30		SB	WEIGH STA.	0	P	0	P	660	P	0	P	0	P	-	-	-	PARKING AREA CLOSED 12/2008
SPRINGFIELD	I-91	41.70	7	NB	ON+OFF RAMP	4,500	P	3,620	P	1,610	P	35	TP	15	TP	-	-	-	STOP(2) AHEAD(2) YIELD(3) WRONG WAY ARROW(2)
			7	SB	ON+OFF RAMP	1,855	P	1,855	P	380	P	24	P	22	P	-	-	-	STOP(2) AHEAD(1) YIELD(2) WRONG WAY ARROW(1)
WEATHERSFIELD	I-91	51.40	8	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2008 PROJECT
			8	SB	ON+OFF RAMP	2,300	P	1,135	P	787	P	14	P	45	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
HARTLAND	I-91	60.50	9	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
			9	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
BEGIN NIGHT APPLICATIONS										BEGIN NIGHT APPLICATIONS									
HARTFORD	I-91	68.40		NB	WEIGH STA.	0	P	0	P	595	P	0	P	0	P	-	-	-	REST AREA CLOSED 2009
		68.50		SB	REST AREA	3,480	TP	1,620	TP	1,129	TP	11	P	168	P	-	159	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(2)
SHEET TOTALS						59,767		33,256		17,672		380		698			6,521		

LEGEND

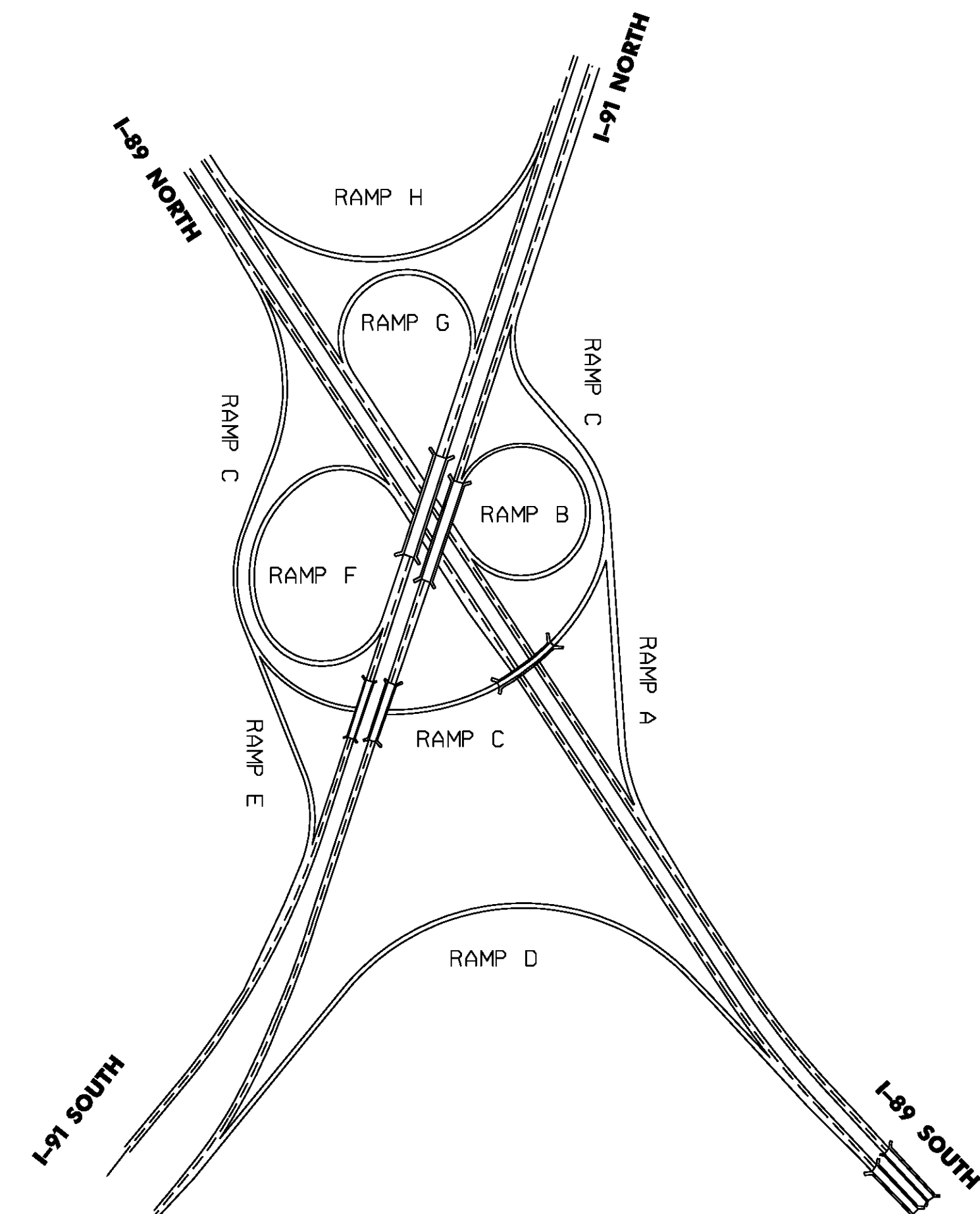
P= TO BE PAINTED
 TP= TO BE PAINTED OVER OLD DURABLE
 T*= DURABLE--NOT TO BE MARKED
 TE= DURABLE EXPERIMENTAL NOT TO BE MARKED

INTERCHANGE QUANTITIES AND MATERIALS SHEET 3

PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
DESIGN FILE NAME: p09a328.dgn	PLOT DATE: 19-JAN-2010
IPARM FILE NAME: p09a3281q3.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: II OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER OR SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	REMARKS		
HARTFORD	I-91	69.80	NN	NB	RAMP A	1,375	TP	760	TP	115	TP	15	TP	0	-	-	-	-	YIELD(2) AHEAD(1)	2005 PROJECT	
RAMPS GO BETWEEN I-91 & I-89	I-91		10N	NB	RAMP B	2,750	TP	1,060	TP	382	TP	0	-	0	-	-	-	-	2005 PROJECT		
	I-91		NN	NB	RAMP C	4,660	P	3,620	P	1,225	P	0	-	0	-	-	-	-			
	I-91		10S	NB	RAMP D	3,830	P	2,735	P	1,146	P	15	P	0	-	-	-	-	YIELD(2) AHEAD(1)		
	I-91		NN	SB	RAMP E	1,915	P	575	P	1,609	P	0	-	0	-	-	-	-			
	I-91		10S	SB	RAMP F	3,100	P	1,330	P	532	P	0	-	0	-	-	-	-	2005 PROJECT		
	I-91		NN	SB	RAMP G	900	TP	750	TP	265	TP	0	-	0	-	-	-	-	2005 PROJECT		
	I-91		10N	SB	RAMP H	1,950	TP	1,095	TP	475	TP	0	-	0	-	-	-	-			
HARTFORD	I-91	70.20	11	NB	ON+OFF RAMPS	2,790	P	2,295	P	1,319	P	14	P	25	TP	-	-	-	STOP (2) AHEAD (1)	WRONG WAY ARROW(1)	
			11	SB	ON+OFF RAMPS	3,850	P	3,780	P	1,266	P	19	P	13	TP	-	-	-	STOP(2) AHEAD(1) YIELD(1)	WRONG WAY ARROW(1)	
WILDER	I-91	72.00	12	NB	ON+OFF RAMPS	3,430	P	1,960	P	1,469	P	10	P	0	T*				STOP (1) AHEAD (1)	WRONG WAY ARROW(1)	
			12	SB	ON+OFF RAMPS	3,665	P	1,815	P	1,592	P	10	P	0	T*				STOP (1) AHEAD (1)	WRONG WAY ARROW(1)	
END NIGHT APPLICATIONS																			END NIGHT APPLICATIONS		
SHEET TOTALS						34,215		21,775		11,395		83		38							



INTERCHANGE #10
HARTFORD
I-89 & I-91 INTERCHANGE

LEGEND

- P= TO BE PAINTED
- TP= TO BE PAINTED OVER OLD DURABLE
- T*= DURABLE--NOT TO BE MARKED
- TE= DURABLE EXPERIMENTAL NOT TO BE MARKED

NOT TO SCALE

INTERCHANGE QUANTITIES AND MATERIALS SHEET 4	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a3281q4.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 12 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER OR SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	REMARKS
NORWICH	I-91	74.99	13	NB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	T*	-	-	-	2010 IM SURF ()
			13	SB	ON+OFF RAMP	3,170	P	1,550	P	695	P	12	P	0	T*	-	-	-	SIGNAL(1) AHEAD(1) WRONG WAY ARROW(1)
THETFORD	I-91	84.20	14	NB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	P	-	-	-	2010 IM SURF ()
			14	SB	ON+OFF RAMP	3,816	P	2,700	P	1,123	P	14	P	36	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
FAIRLEE	I-91	91.50	15	NB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	P	-	-	-	2010 IM SURF ()
			15	SB	ON+OFF RAMP	3,080	P	1,250	P	1,496	P	14	P	30	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
BRADFORD	I-91	97.70	16	NB	ON+OFF RAMP	2,550	TP	2,320	TP	0	T*	39	TP	20	TP	-	-	-	STOP(2) AHEAD(2) YIELD(4) WRONG WAY ARROW(1)
			16	SB	ON+OFF RAMP	3,650	P	1,650	P	832	TP	14	P	45	TP	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
BRADFORD	I-91	100.10		NB	REST AREA	0	T*	710	TP	150	T*	5	TP	0	-	-	785	-	HC(2) BLUE IM-091-2(I9) 2005 PROJECT WRONG WAY ARROW(1)
		100.20		SB	PARKING AREA	2,125	TP	265	TP	0	T*	3	P	0	-	-	580	-	2004 PROJECT HC(2) WRONG WAY ARROW(1)
NEWBURY	I-91	110.40	17	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
			17	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
RYEGATE	I-91	113.40		NB	PARKING AREA	3,425	P	1,800	P	1,104	P	6	P	0	-	-	-	-	YIELD (1) WRONG WAY ARROW(1)
		115.40		SB	PARKING AREA	3,381	TP	1,850	TP	1,378	TP	10	TP	0	-	-	1,760	-	YIELD (1) HC (2) WRONG WAY ARROW(1)
BARNET	I-91	120.50	18	NB	ON+OFF RAMP	3,700	P	1,910	P	864	P	14	P	50	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			18	SB	ON+OFF RAMP	3,840	P	1,940	P	1,051	P	14	P	37	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
BARNET	I-91	121.80		NB	SCENIC VIEW	1,736	P	665	P	782	P	1	P	0	-	-	-	-	WRONG WAY ARROW(1)
WATERFORD	I-91	128.10	19	NB	ON+OFF RAMP	1,760	P	1,760	P	950	TP	0	-	0	-	-	-	-	
			19	SB	ON+OFF RAMP	5,488	P	5,488	P	1,650	P	0	-	0	-	-	-	-	
ST JOHNSBURY	I-91	128.90	20	NB	ON+OFF RAMP	3,025	P	3,025	P	550	TP	24	TP	16	TP	-	-	-	STOP(2) AHEAD(1) YIELD(2) WRONG WAY ARROW(1)
			20	SB	ON+OFF RAMP	2,920	P	2,920	P	550	TP	24	TP	24	TP	-	-	-	STOP(2) AHEAD(1) YIELD(2) WRONG WAY ARROW(1)
ST JOHNSBURY	I-91	130.60	21	NB	ON+OFF RAMP	3,612	P	3,612	P	110	TP	19	TP	17	TP	-	-	-	STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			21	SB	ON+OFF RAMP	4,795	P	4,795	P	80	TP	14	TP	20	TP	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
ST JOHNSBURY	I-91	132.50	22	NB	ON+OFF RAMP	2,137	P	2,137	P	0	P	14	P	55	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			22	SB	ON+OFF RAMP	2,120	P	2,120	P	0	P	14	P	63	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
LYNDON	I-91	137.10	23	NB	ON+OFF RAMP	5,000	P	1,940	P	425	P	14	P	36	P	-	-	63	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			23	SB	ON+OFF RAMP	4,000	P	2,475	P	810	P	14	P	42	P	-	-	-	STOP (2) AHEAD(1) WRONG WAY ARROW(1)
LYNDON	I-91	140.10	24	NB	ON+OFF RAMP	5,235	TP	3,060	TP	680	TP	15	TP	31	TP	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(2)
			24	SB	ON+OFF RAMP	3,735	TP	1,980	TP	290	TP	14	TP	28	-	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
LYNDON	I-91	140.80		SB	REST AREA	2,685	TP	1,253	TP	750	TP	11	TP	0	-	-	442	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(2)
WHEELOCK	I-91	142.90		NB	SCENIC VIEW	3,160	P	450	P	518	P	3	TP	0	-	-	380	-	HC (2) WRONG WAY ARROW(1)
GLOVER	I-91	154.00		NB	SCENIC VIEW	2,950	P	930	P	512	TP	3	TP	0	-	-	1,205	-	HC (2) WRONG WAY ARROW(1)
BARTON	I-91	155.90	25	NB	ON+OFF RAMP	3,000	P	1,550	P	944	P	14	TP	60	TP	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			25	SB	ON+OFF RAMP	4,183	P	1,420	P	886	P	14	P	40	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
SHEET TOTALS						94,278		59,525		19,180		357		650			5,152	63	

LEGEND

P= TO BE PAINTED
 TP= TO BE PAINTED OVER OLD DURABLE
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 TE= DURABLE EXPERIMENTAL NOT TO BE MARKED

INTERCHANGE QUANTITIES AND MATERIALS SHEET 5

PROJECT:	STATEWIDE	PROJECT NO.:
		IMG MARK(110)
DESIGN FILE NAME: p09a328.dgn		
IPARM FILE NAME: p09a328iq5.1		
SURVEYED BY:		
SQUAD LEADER: A GAMBLE		
PLOT DATE: 19-JAN-2010		
SURVEY DATE:		
DRAWN BY: KAS		
SHEET: 13 OF 29		

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE	MTL	6" YELLOW LINE	MTL	12" WHITE LINE	MTL	LETTER OR SYM.	MTL	STOP BAR	MTL	REM	4" WHITE LINE	CROSS WALK	REMARKS	
ORLEANS	I-91	161.60	26	NB	ON+OFF RAMP	3,820	P	2,235	P	1,391	P	15	P	21	TP	-	-	-	STOP(1) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)	
			26	SB	ON+OFF RAMP	4,858	P	2,100	P	1,007	P	14	P	70	TP	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)	
CONVENTRY	I-91	166.80		NB	PARKING AREA	4,050	P	1,625	P	2,443	P	14	P	42	P	-	1,040	-	YIELD(1) STOP(1) HC(2) ABC WRONG WAY ARROW(1)	
				SB	PARKING AREA	5,520	P	2,040	P	1,548	P	16	P	38	P	-	1,100	-	YIELD(1) STOP(1) HC(2) ABCD WRONG WAY ARROW(1)	
NEWPORT	I-91	170.20	27	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
			27	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
DERBY	I-91	172.50	28	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
			28	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
DERBY	I-91	176.40		SB	REST AREA	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
DERBY	I-91	177.20	29	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
			29	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
DERBY	I-91	177.30		SB	BORDER STA.	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)	
						(SEE NOTE THIS PAGE)														
SHEET 14 TOTALS						18,248		8,000		6,389		59		171				2,140	0	
SHEET 11 TOTALS						59,767		33,256		17,672		380		698				6,521	0	
SHEET 12 TOTALS						34,215		21,775		11,395		83		38				0	0	
SHEET 13 TOTALS						94,278		59,525		19,180		357		650				5,152	63	
I-91 TOTALS						206,508		122,556		54,636		879		1,557				13,813	63	
						NOTE: CHECK WITH BORDER STATION COMMANDER FOR PAINTING IF NEEDED THIS PORTION OF THE ROAD IS FEDERAL PROPERTY														
BEGIN I-93						BEGIN I-93														
WATERFORD	I-93	1.30		NB	WELCOME CTR	4,656	P	1,250	P	934	P	11	P	90	P	-	1224	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(2)	
WATERFORD	I-93	7.50	1	NB	ON+OFF RAMP	4,230	P	2,150	P	1,355	P	24	P	25	P	-	-	-	STOP(2) AHEAD(1) YIELD(2) WRONG WAY ARROW(1)	
WATERFORD	I-93	7.50	1	SB	ON+OFF RAMP	4,830	P	2,325	P	926	P	14	P	54	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)	
I-93 TOTALS						13,716		5,725		3,215		49		169				1224	0	
BEGIN I-189						BEGIN I-189														
NIGHT APPLICATION						NIGHT APPLICATION														
SO BURLINGTON AT JCT US 7	I-189		2	SB	RAMP A	1,450	P	1,865	P	1,140	P	22	P	0	-	-	-	-	2009 PROJECT SIGNAL(2) AHEAD(2)	
DORSET ST.	I-189		1	NB	RAMP B	1,450	P	1,860	P	1,135	P	37	P	55	P	-	-	95	ONLY(4) ARROWS(6) SIGNAL(1) AHEAD(1) DBL ARROW(2)	
I-189 TOTALS						2,900		3,725		2,275		59		55				95		

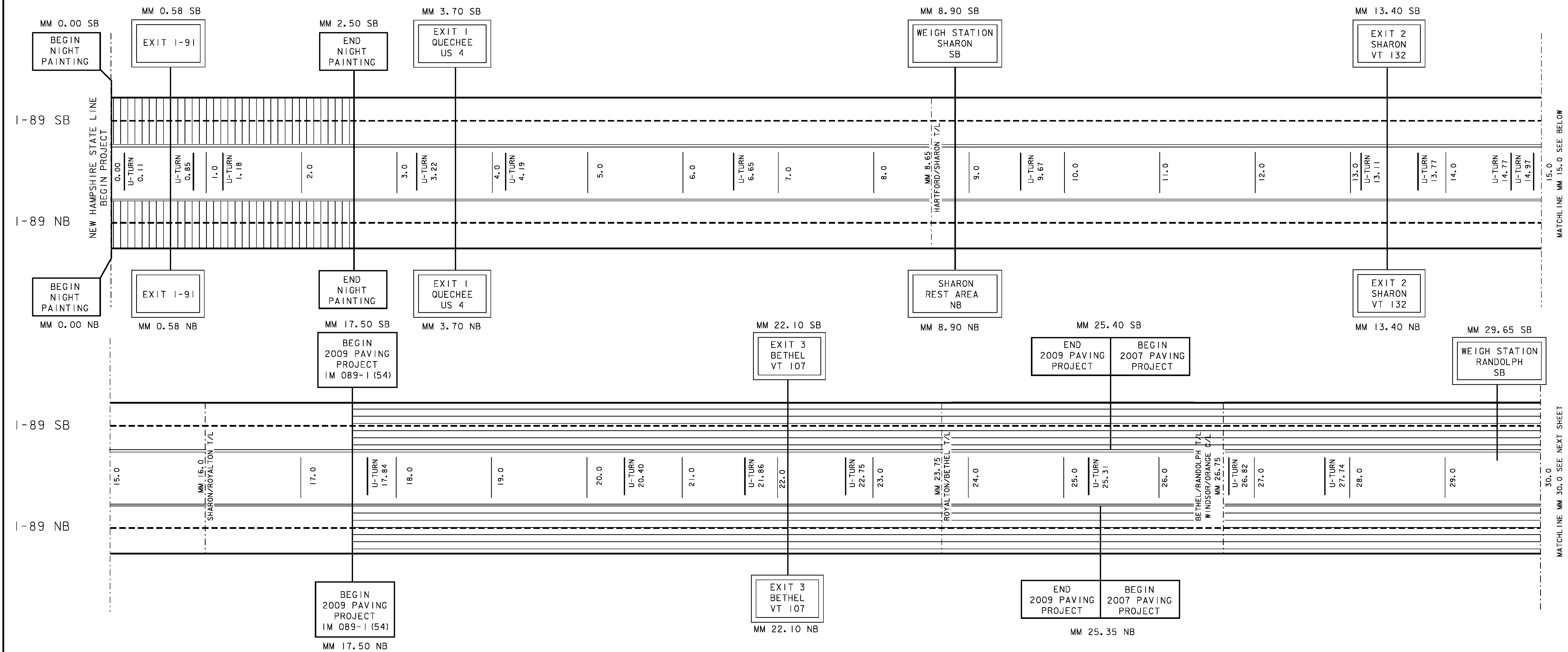
LEGEND

P= TO BE PAINTED
 TP= TO BE PAINTED OVER OLD DURABLE
 T*= DURABLE--NOT TO BE MARKED
 TE= DURABLE EXPERIMENTAL NOT TO BE MARKED

INTERCHANGE QUANTITIES AND MATERIALS SHEET 6

PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
DESIGN FILE NAME: p09a328.dgn	PLOT DATE: 19-JAN-2010
IPARM FILE NAME: p09a3281q6.1	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: 14 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

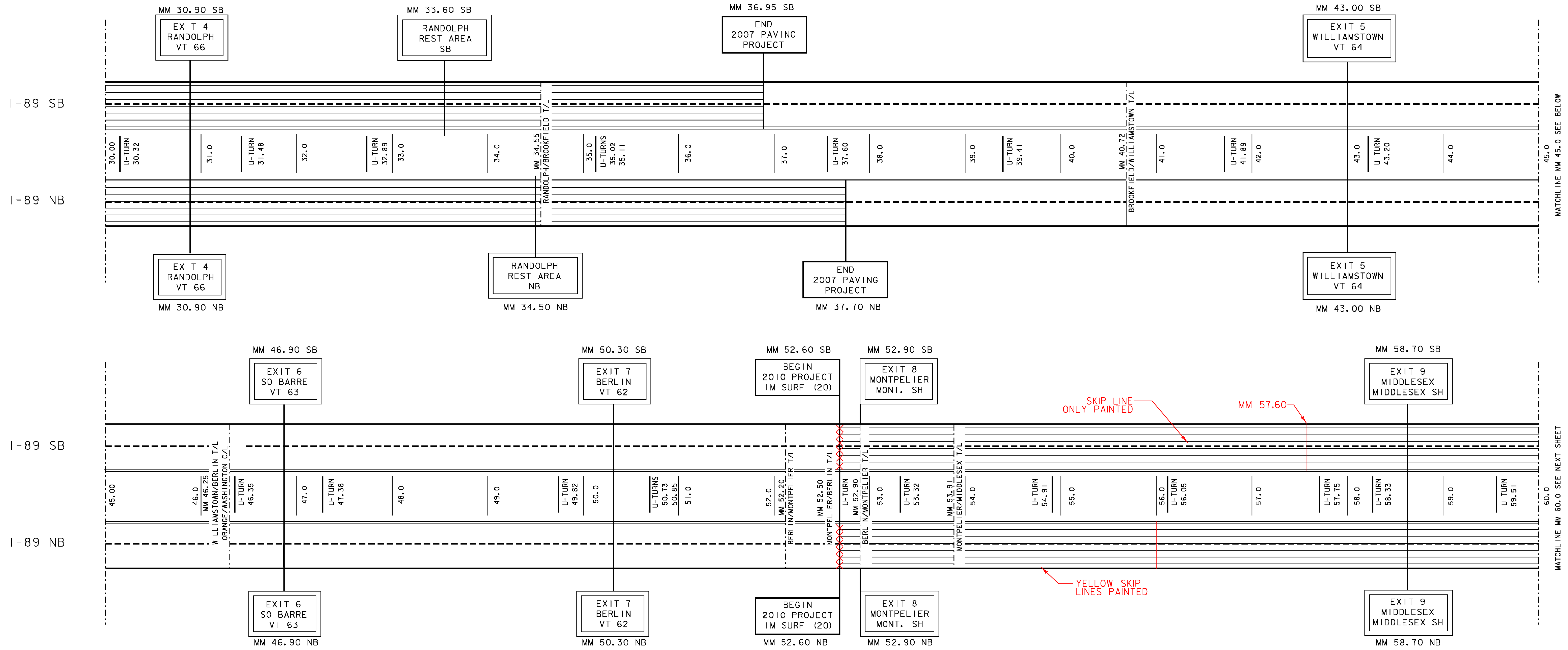


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 1	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328mst.l SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 15 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

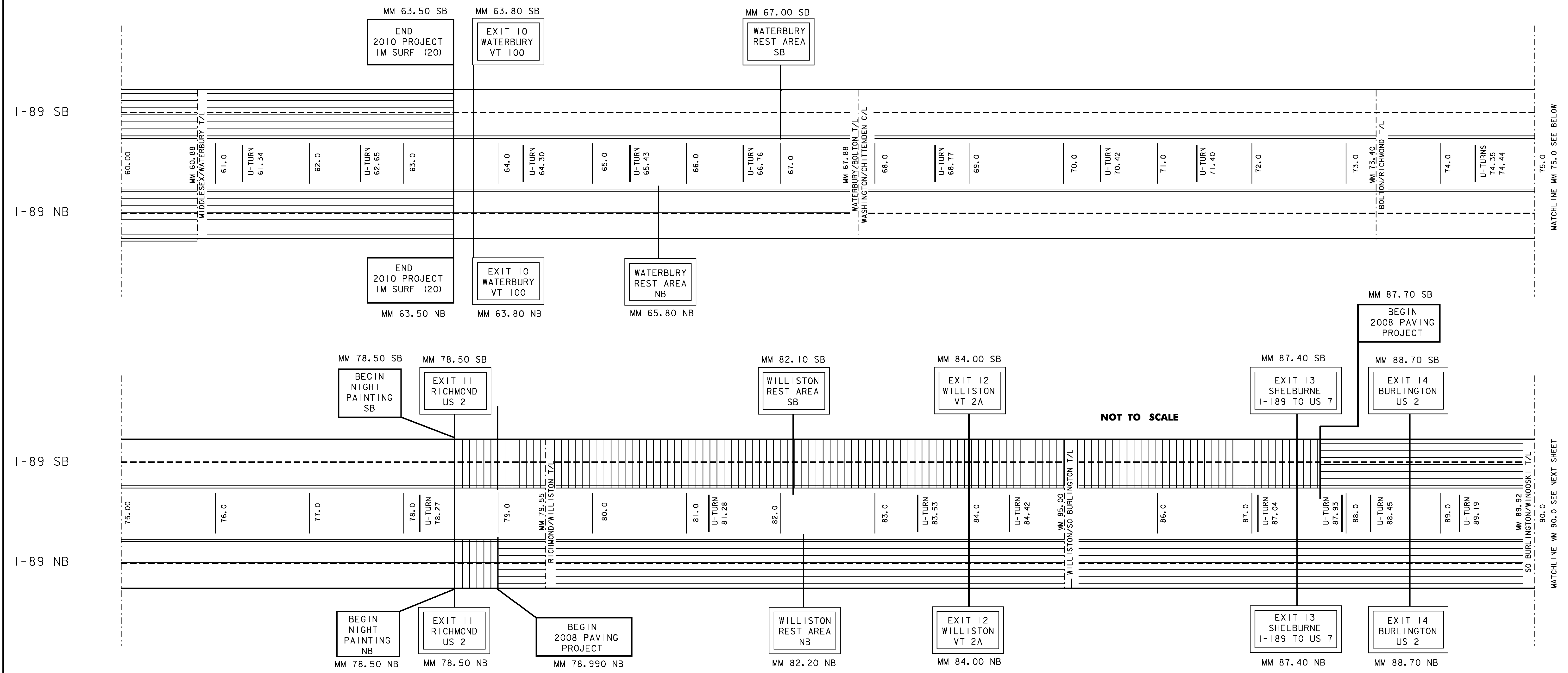


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 2	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09a328.dgn	
	IPARM FILE NAME: p09a328ms2.l	
SURVEYED BY:		PLOT DATE: 19-JAN-2010
SQUAD LEADER: A GAMBLE		SURVEY DATE:
		DRAWN BY: KAS
		SHEET: 16 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

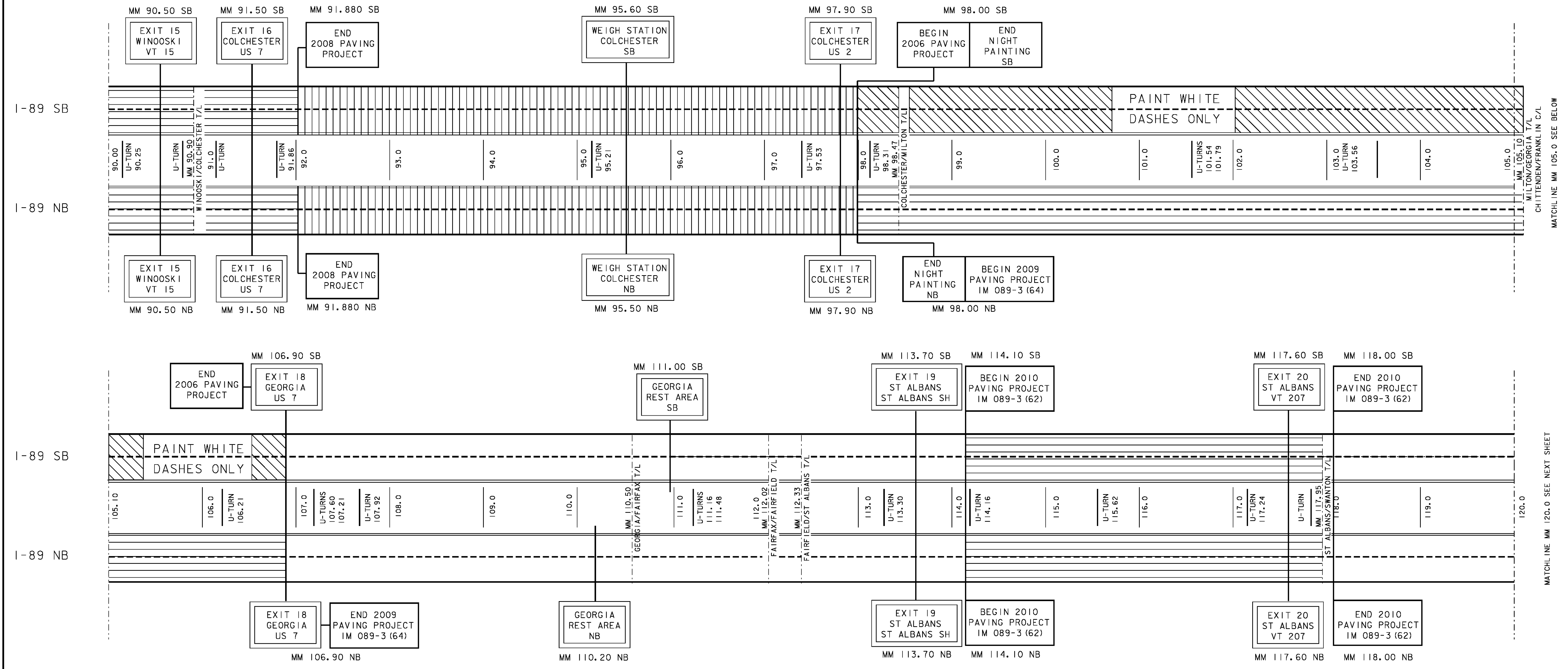


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 3	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09g328.dgn	
	IPARM FILE NAME: p09g328ms3.1	
SURVEYED BY:		PLOT DATE: 19-JAN-2010
SQUAD LEADER: A GAMBLE		SURVEY DATE:
		DRAWN BY: KAS
		SHEET: 17 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

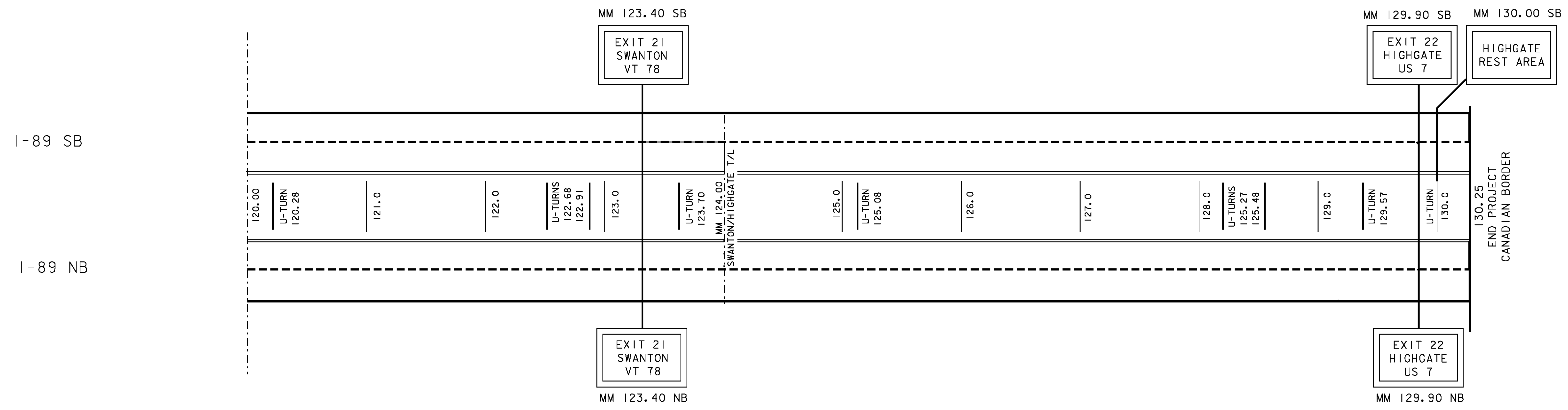


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 4	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328ms4 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 18 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

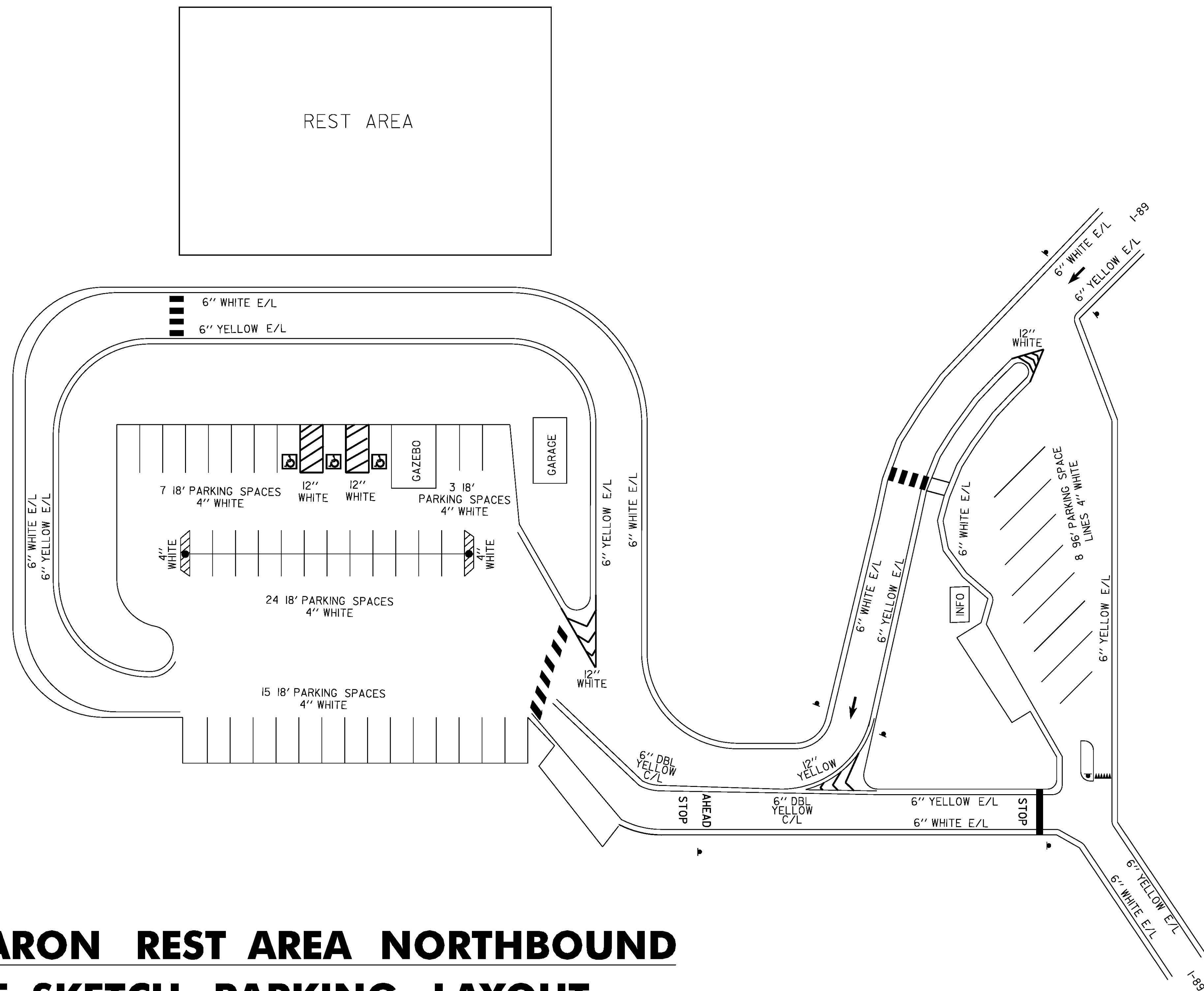


LEGEND

- = AREA NOT TO BE PAINTED
- = AREA TO BE DONE AT NIGHT
- = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 5	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09g328ms5.l SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 19 OF 29

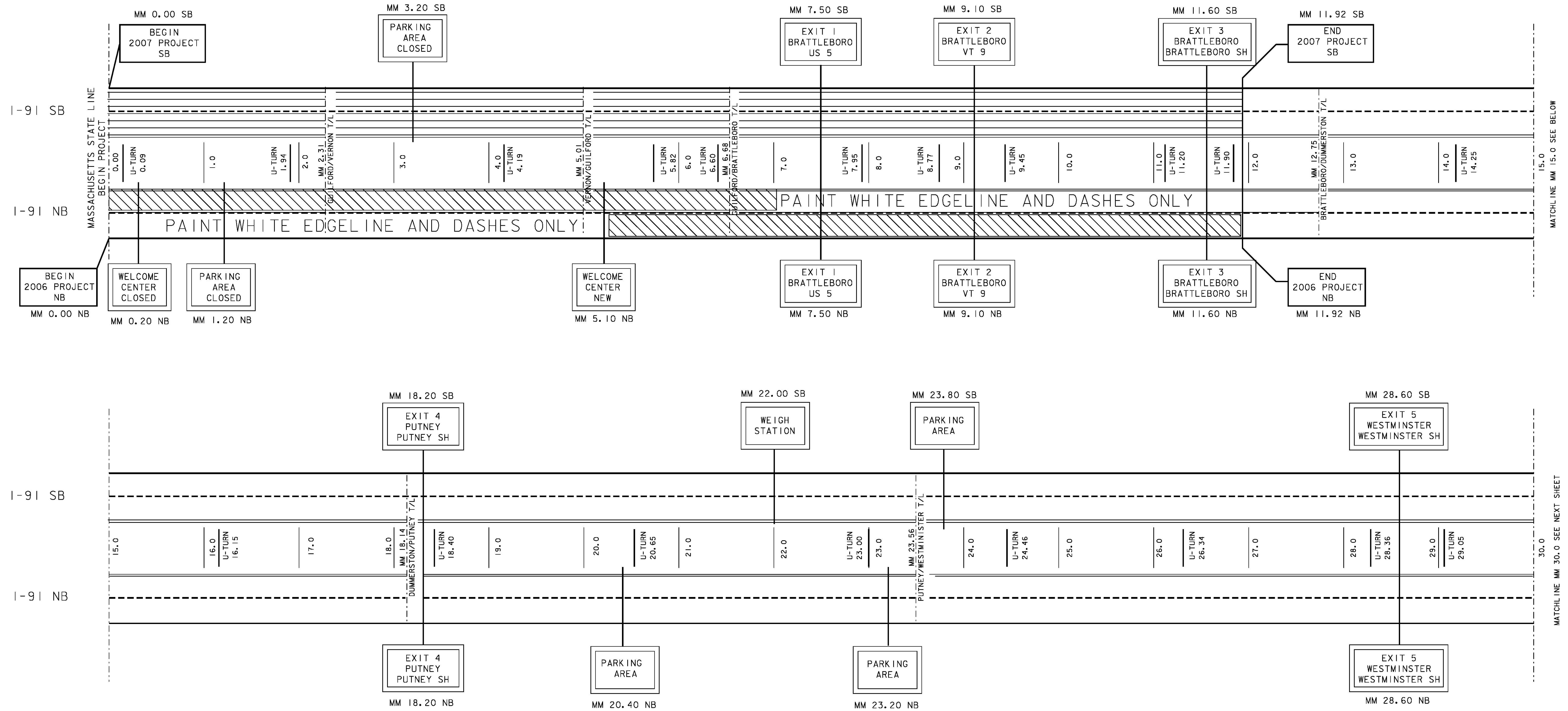


**SHARON REST AREA NORTHBOUND
SITE SKETCH PARKING LAYOUT
CHECK WITH RESIDENT ENGINEER BEFORE MARKING**

NOT TO SCALE

SHARON REST AREA NORTHBOUND LAYOUT SHEET	PROJECT: STATEWIDE	PROJECT NO. : IMG MARK (110)
	DESIGN FILE NAME: p09a328.dgn	PLOT DATE: 19-JAN-2010
	IPARM FILE NAME: p09g328wcl.t SURVEYED BY: SQUAD LEADER: A GAMBLE	SURVEY DATE: DRAWN BY: KAS SHEET: 20 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



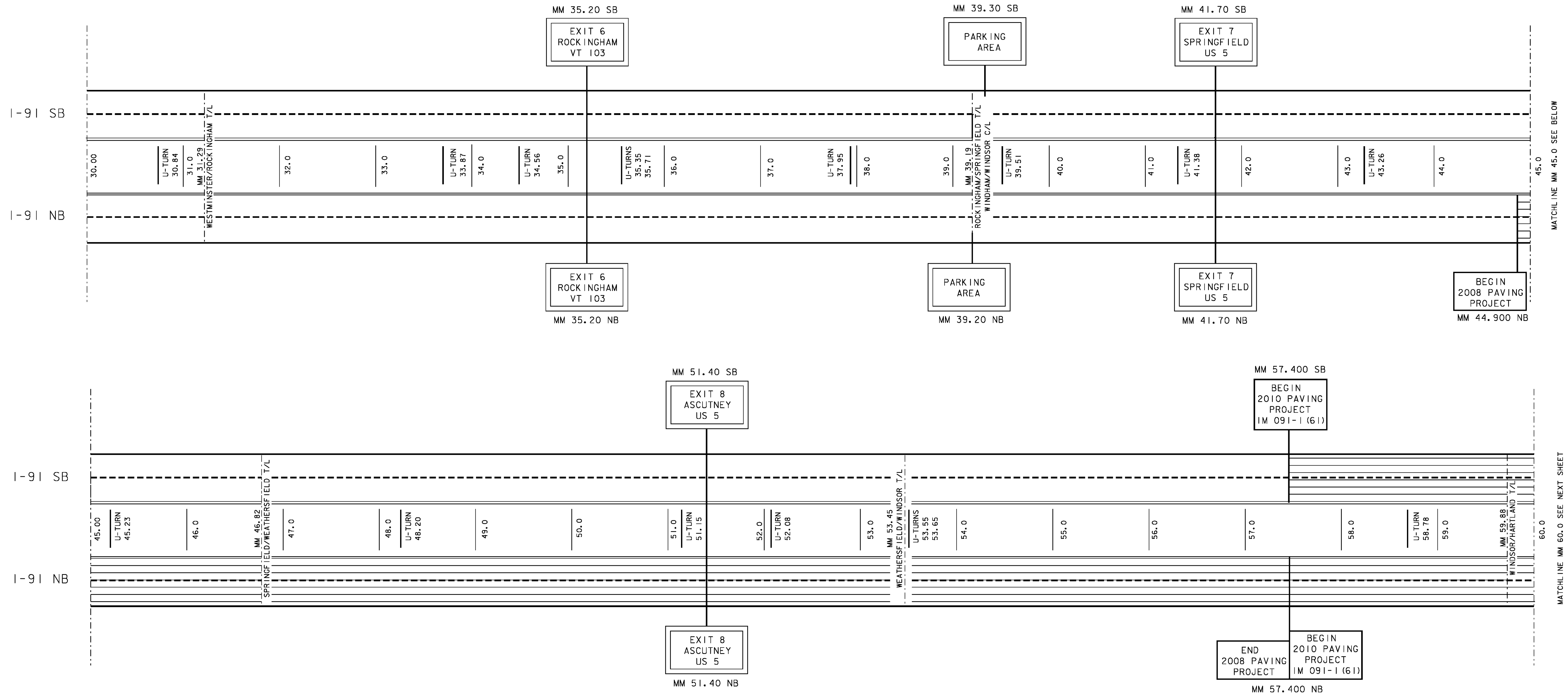
LEGEND

- = AREA NOT TO BE PAINTED
- = AREA TO BE DONE AT NIGHT
- = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 1	PROJECT:	STATEWIDE	PROJECT NO.:	IMG MARK(110)
	DESIGN FILE NAME: p09g328.dgn			
	IPARM FILE NAME: p09g328ms6.l			
SURVEYED BY:		PLOT DATE: 19-JAN-2010		SURVEY DATE:
SQUAD LEADER: A GAMBLE		DRAWN BY: KAS		SHEET: 21 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



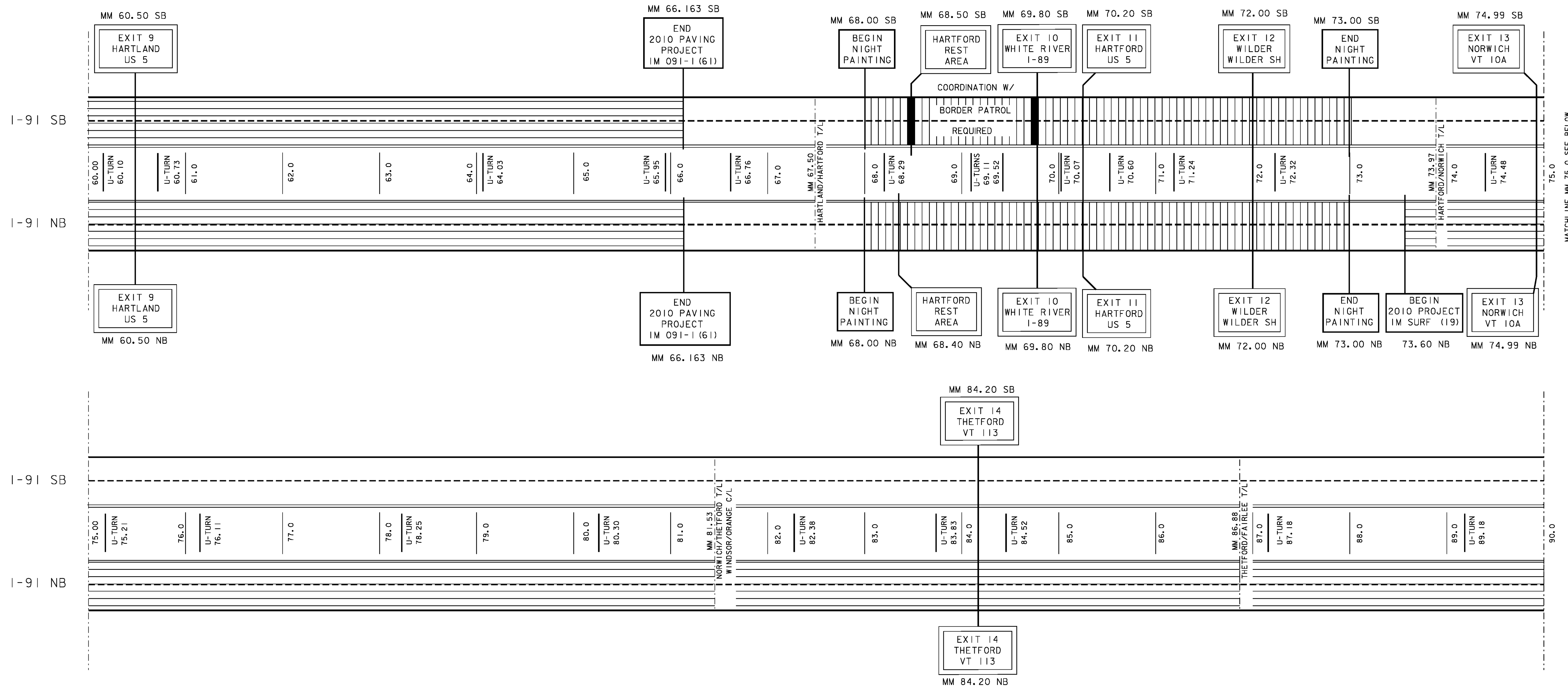
LEGEND

- = AREA NOT TO BE PAINTED
- = AREA TO BE DONE AT NIGHT
- = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 2	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09g328.dgn IPARM FILE NAME: p09g328ms7.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEYED BY: DRAWN BY: KAS SHEET: 22 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

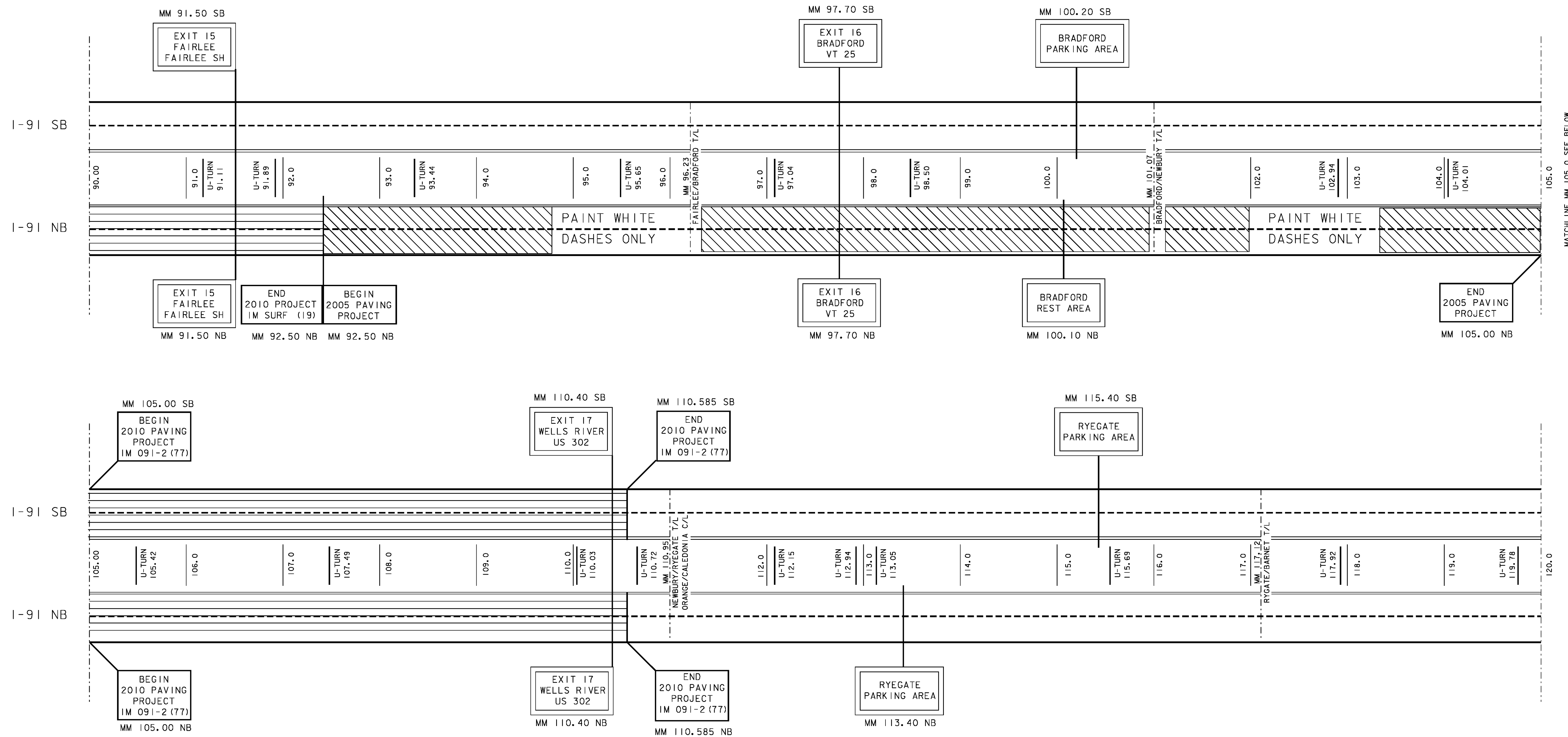


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 3	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK(110)
	DESIGN FILE NAME: p09g328.dgn IPARM FILE NAME: p09g328ms8.l SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 23 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

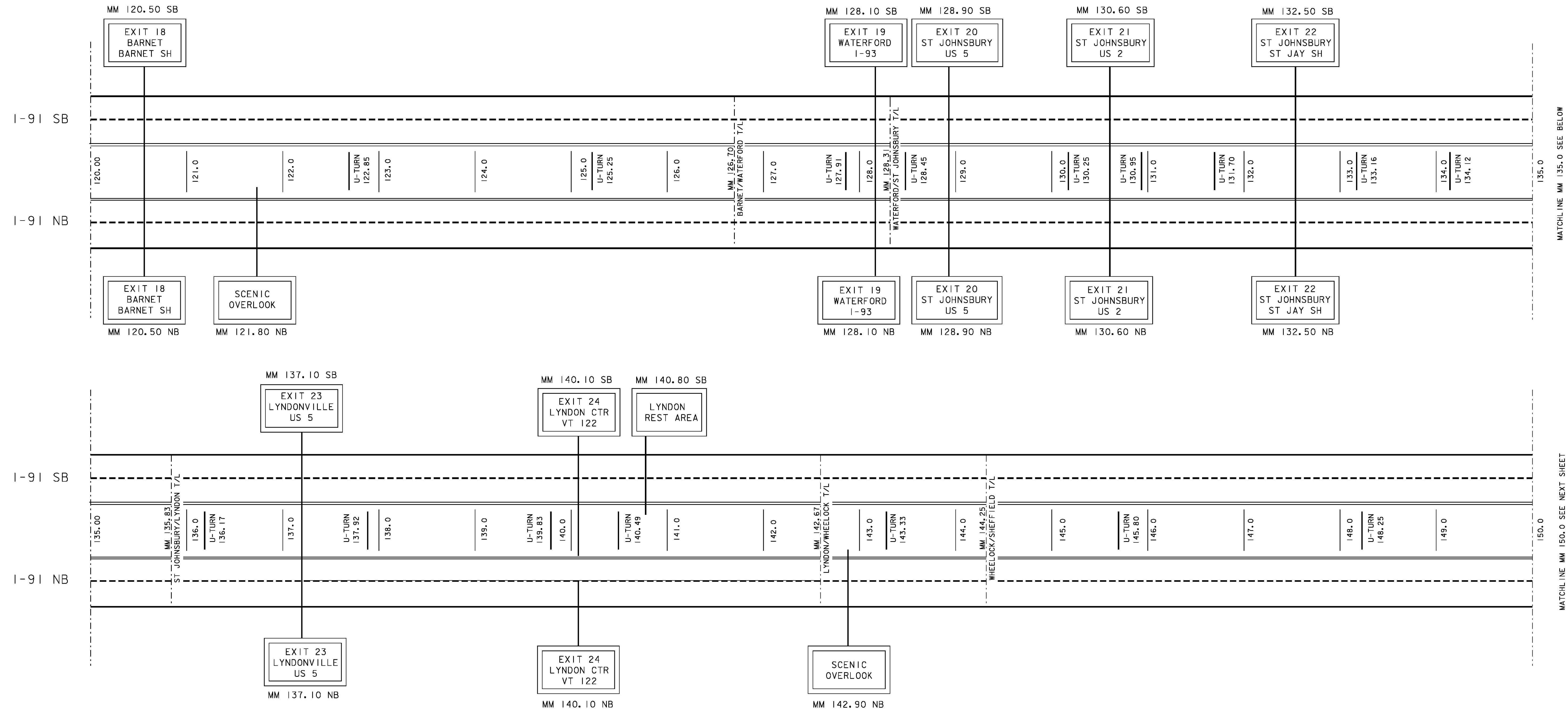


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 4	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09g328.dgn IPARM FILE NAME: p09g328ms9.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 24 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

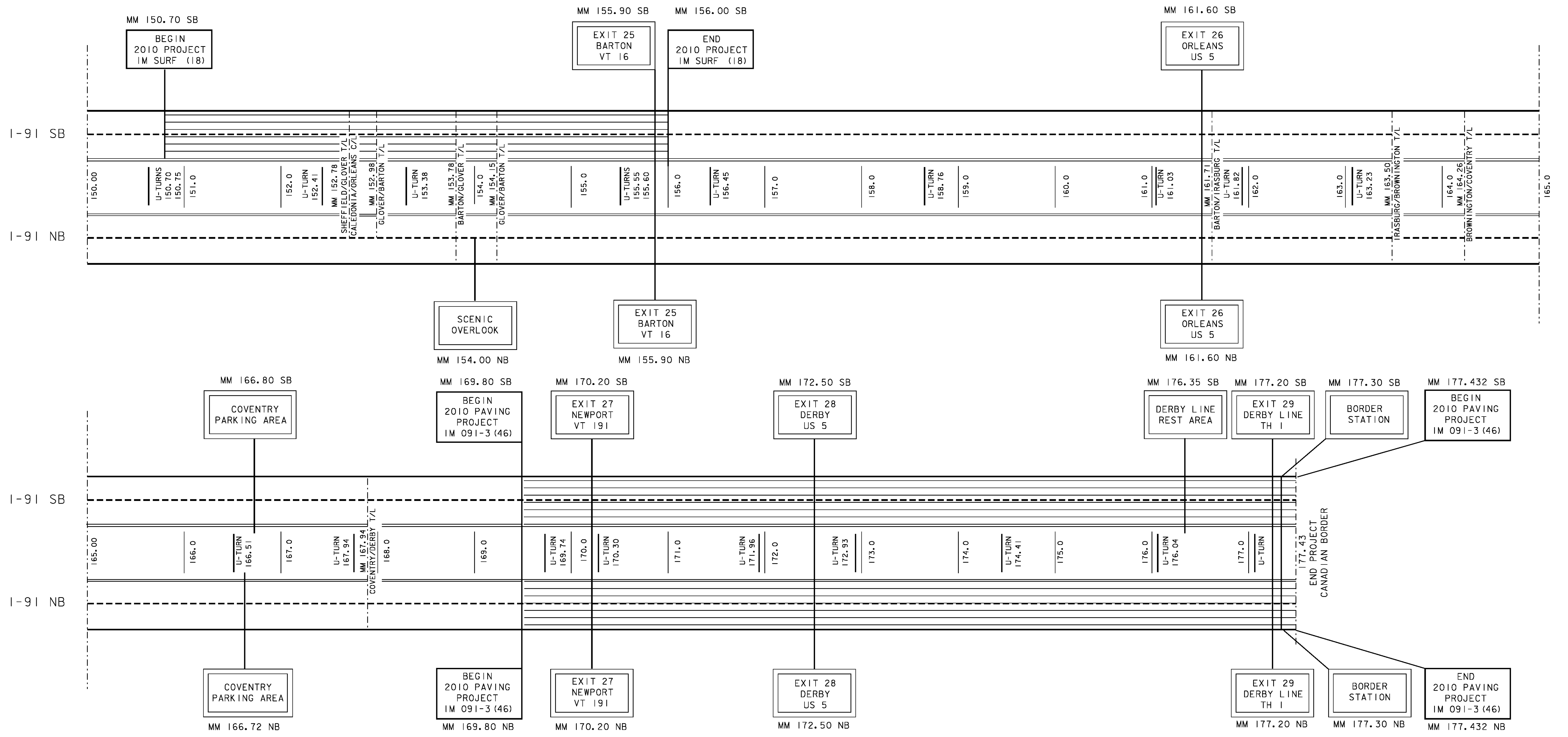


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 5	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09g328.dgn IPARM FILE NAME: p09g328msi0.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 25 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



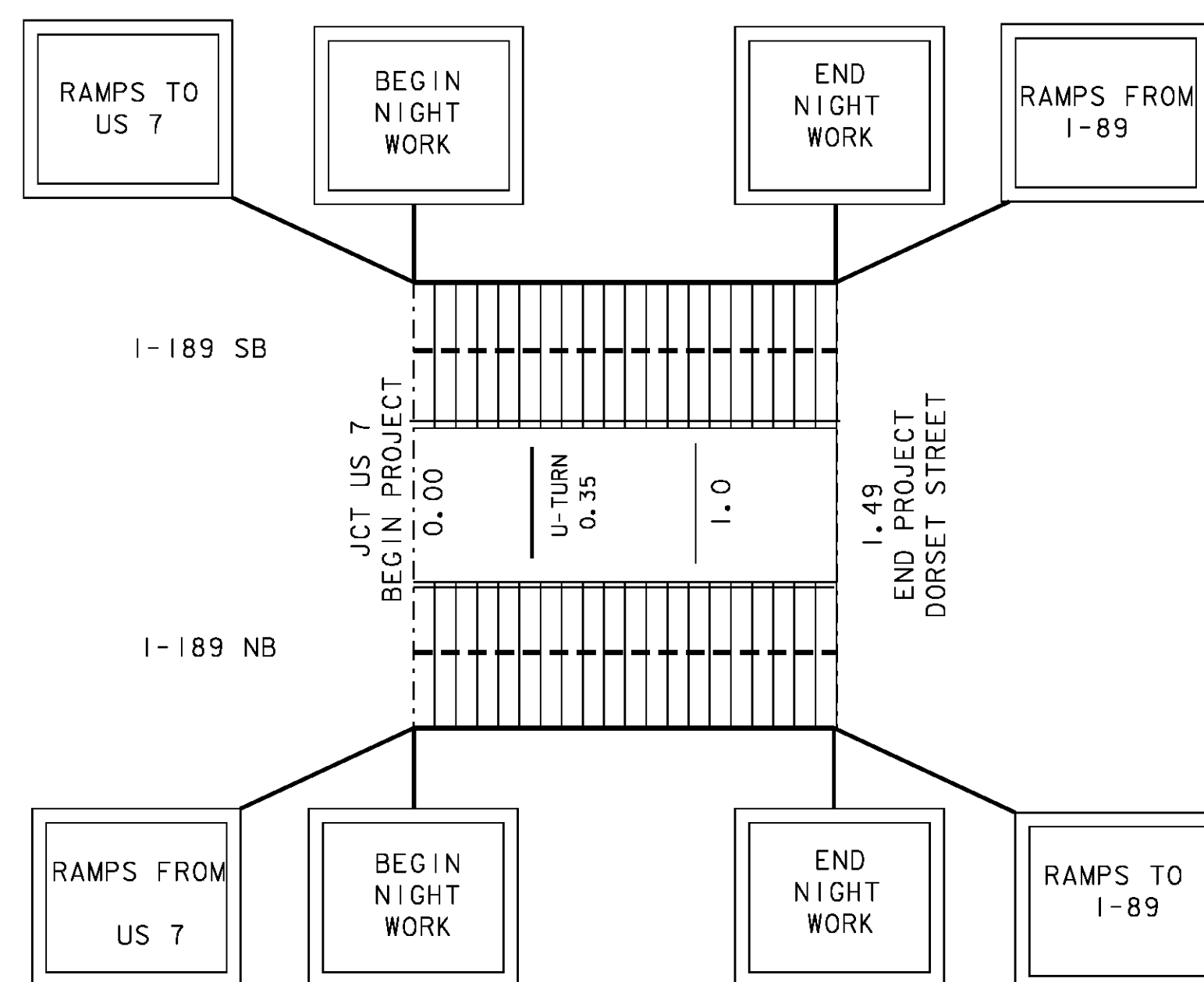
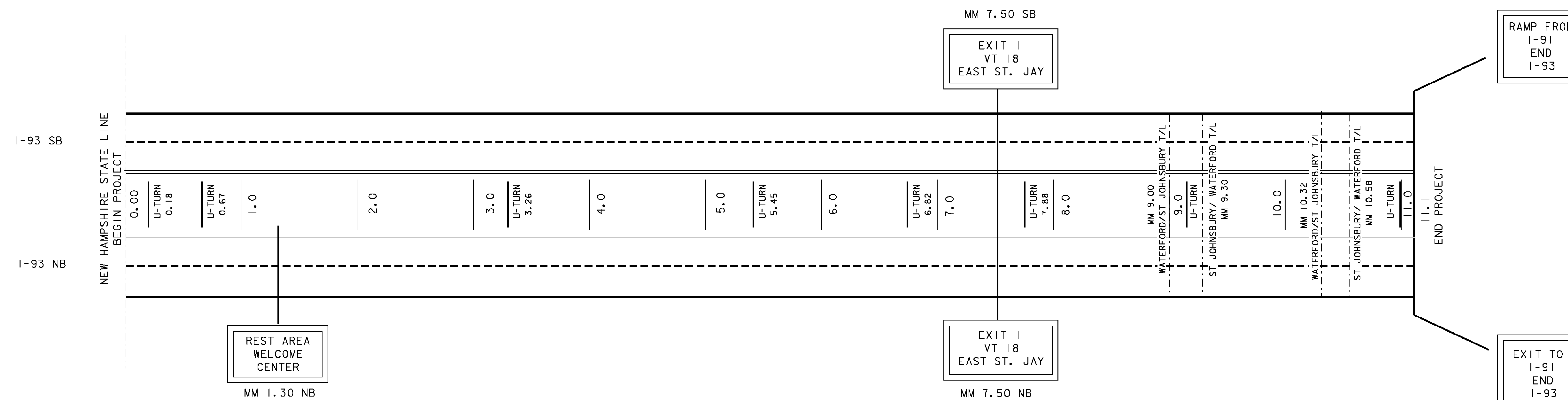
MATCHLINE MM 165.0 SEE BELOW

- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

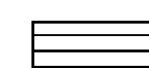



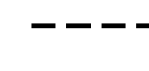
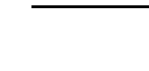
NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 6	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09g328.dgn	PLOT DATE: 19-JAN-2010
	IPARM FILE NAME: p09g328msl.t	SURVEY DATE:
	SURVEYED BY:	DRAWN BY: KAS
	SQUAD LEADER: A GAMBLE	SHEET: 26 OF 29

INTERSTATE 93 MAINLINE TREATMENT SCHEMATIC



LEGEND

-  = AREA NOT TO BE PAINTED
-  = AREA TO BE DONE AT NIGHT
-  = AREA OF WORN DURABLES WHERE ENGINEER MAY DESIGNATE AREAS TO BE PAINTED
-  = 6'' SOLID WHITE LINE
-  = 6'' DASHED WHITE LINE
-  = 6'' SOLID YELLOW LINE

INTERSTATE 189 MAINLINE TREATMENT SCHEMATIC

NOT TO SCALE

I-93 AND I-189 MAINLINE TREATMENT SCHEMATIC SHEET	PROJECT: STATEWIDE	PROJECT NO.: IMG MARK (110)
	DESIGN FILE NAME: p09a328.dgn IPARM FILE NAME: p09a328msl2.1 SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 19-JAN-2010 SURVEY DATE: DRAWN BY: KAS SHEET: 27 OF 29

MESSAGES FOR PCMS

CHITTENDEN COUNTY 1 WEEK AHEAD

	1	2	3	4	5	6	7	8
PHASE ONE		N	I	G	H	T		
	P	A	V	E	M	E	N	T
	M	A	R	K	I	N	G	

	1	2	3	4	5	6	7	8
PHASE TWO		N	E	X	T		X	
		N	I	G	H	T	S	

	1	2	3	4	5	6	7	8
ALT. PHASE TWO		B	E	G	I	N	S	
	X	X	/	X	X	/	X	X

CHITTENDEN COUNTY DURING MARKING

	1	2	3	4	5	6	7	8
PHASE ONE	P	A	V	E	M	E	N	T
	M	A	R	K	I	N	G	
	T	O	N	I	G	H	T	

	1	2	3	4	5	6	7	8
PHASE TWO	6	P	M					
				T	O			
						6	A	M

WHITE RIVER AREA DAY BEFORE

	1	2	3	4	5	6	7	8
PHASE ONE	P	A	V	E	M	E	N	T
	M	A	R	K	I	N	G	
	T	O	N	I	G	H	T	

	1	2	3	4	5	6	7	8
PHASE TWO		N	E	X	T		X	X
		M	I	L	E	S		

WHITE RIVER AREA DURING MARKING

	1	2	3	4	5	6	7	8
PHASE ONE	P	A	V	E	M	E	N	T
	M	A	R	K	I	N	G	
	T	O	N	I	G	H	T	

	1	2	3	4	5	6	7	8
PHASE TWO	6	P	M					
				T	O			
						6	A	M

MESSAGES FOR PCMS	PROJECT:	STATEWIDE	PROJECT NO.:	IMG MARK (110)
	DESIGN FILE NAME:	p09g328.dgn	PLOT DATE:	19-JAN-2010
	IPARM FILE NAME:	p09g328pcms.1	SURVEY DATE:	
	SURVEYED BY:		DRAWN BY:	KAS
	SQUAD LEADER:	A GAMBLE	SHEET:	28 OF 29

MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES

ADVANCED WARNING VEHICLE # 1

PHASE ONE	1	2	3	4	5	6	7	8
	P	A	V	E	M	E	N	T
	M	A	R	K	I	N	G	

PHASE TWO	1	2	3	4	5	6	7	8
		R	I	G	H	T		
			L	A	N	E		

ALT. PHASE TWO	1	2	3	4	5	6	7	8
			L	E	F	T		
			L	A	N	E		

PROTECTION VEHICLE # 1 + # 2

PHASE ONE	1	2	3	4	5	6	7	8
			L	E	F	T		
			L	A	N	E		

ALT. PHASE ONE	1	2	3	4	5	6	7	8
		R	I	G	H	T		
			L	A	N	E		

PHASE TWO	1	2	3	4	5	6	7	8
		X			X			X
	X			X			X	

SEQUENTIAL LEFT CHEVRONS

ALT. PHASE TWO	1	2	3	4	5	6	7	8
	X			X			X	
		X			X			X

SEQUENTIAL RIGHT CHEVRONS

MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES	PROJECT:	STATEWIDE	PROJECT NO.:	IMG MARK (110)
	DESIGN FILE NAME: p09g328.dgn			
	IPARM FILE NAME: p09g328@wv.l			
	SQUAD LEADER: A GAMBLE			
	PLOT DATE: 19-JAN-2010		SURVEY DATE:	
	DRAWN BY: KAS		SHEET: 29 OF 29	