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- 21-26 I-91 MAINLINE TREATMENT SCHEMATIC SHEETS
- 27 I-93 AND I-189 MAINLINE TREATMENT SCHEMATIC SHEET
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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 2011:

- I-89**
- NB MM 12.250 ~ MM 25.350
 - NB MM 25.350 ~ MM 37.700 (YELLOW)
 - NB MM 52.600 ~ MM 63.500
 - NB MM 79.000 ~ MM 91.900 (YELLOW)
 - NB MM 98.000 ~ MM 118.000
- SB MM**
- SB MM 0.000 ~ MM 25.400
 - SB MM 25.400 ~ MM 36.950 (YELLOW)
 - SB MM 52.600 ~ MM 54.200
 - SB MM 87.700 ~ MM 91.900 (YELLOW)
 - SB MM 106.900 ~ MM 118.000

- I-91**
- NB MM 30.000 ~ MM 74.800
 - NB MM 105.000 ~ MM 110.600
 - NB MM 137.200 ~ MM 156.000
 - NB MM 163.000 ~ MM 177.432

- SB MM**
- SB MM 46.600 ~ MM 76.500
 - SB MM 105.000 ~ MM 110.600
 - SB MM 163.000 ~ MM 177.432

CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
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	

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
STATEWIDE INTERSTATE MARKING
IMG MARK (11)

LENGTH OF PROJECT: 318.788 MILES

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

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

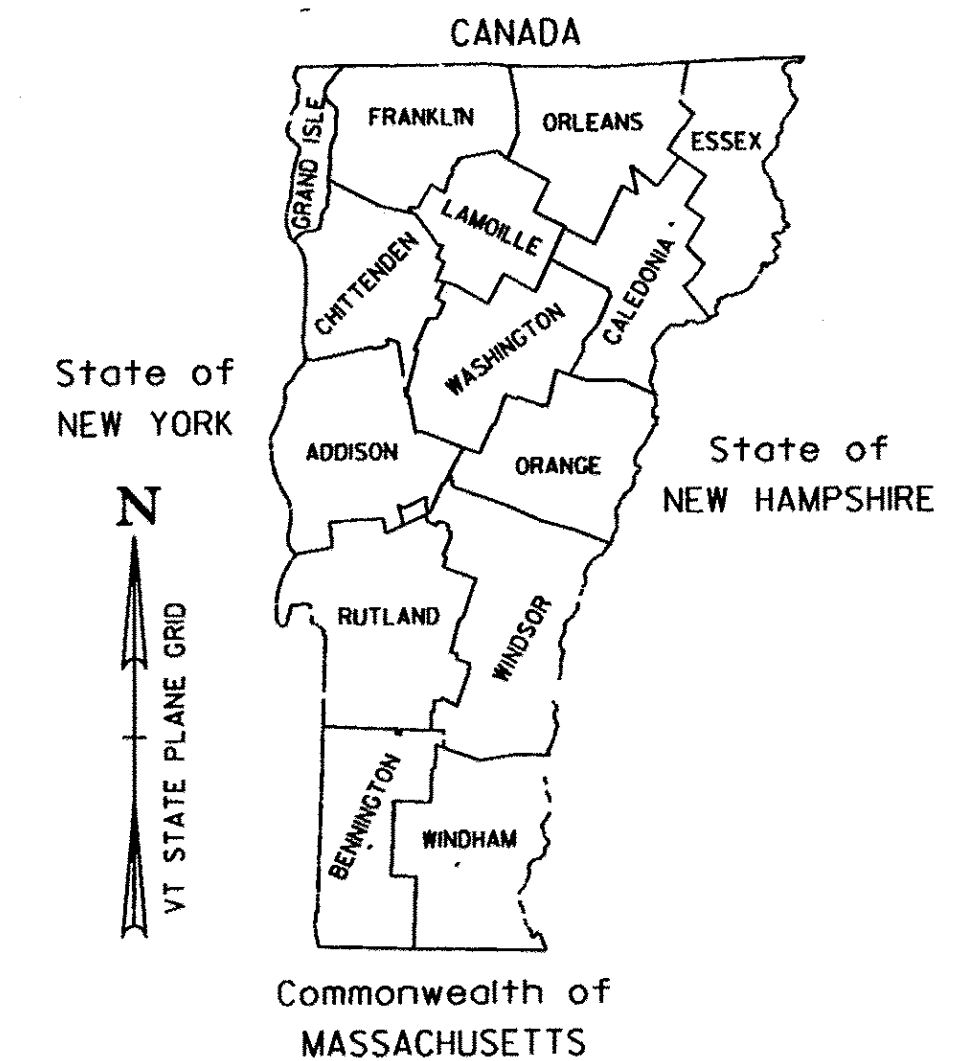
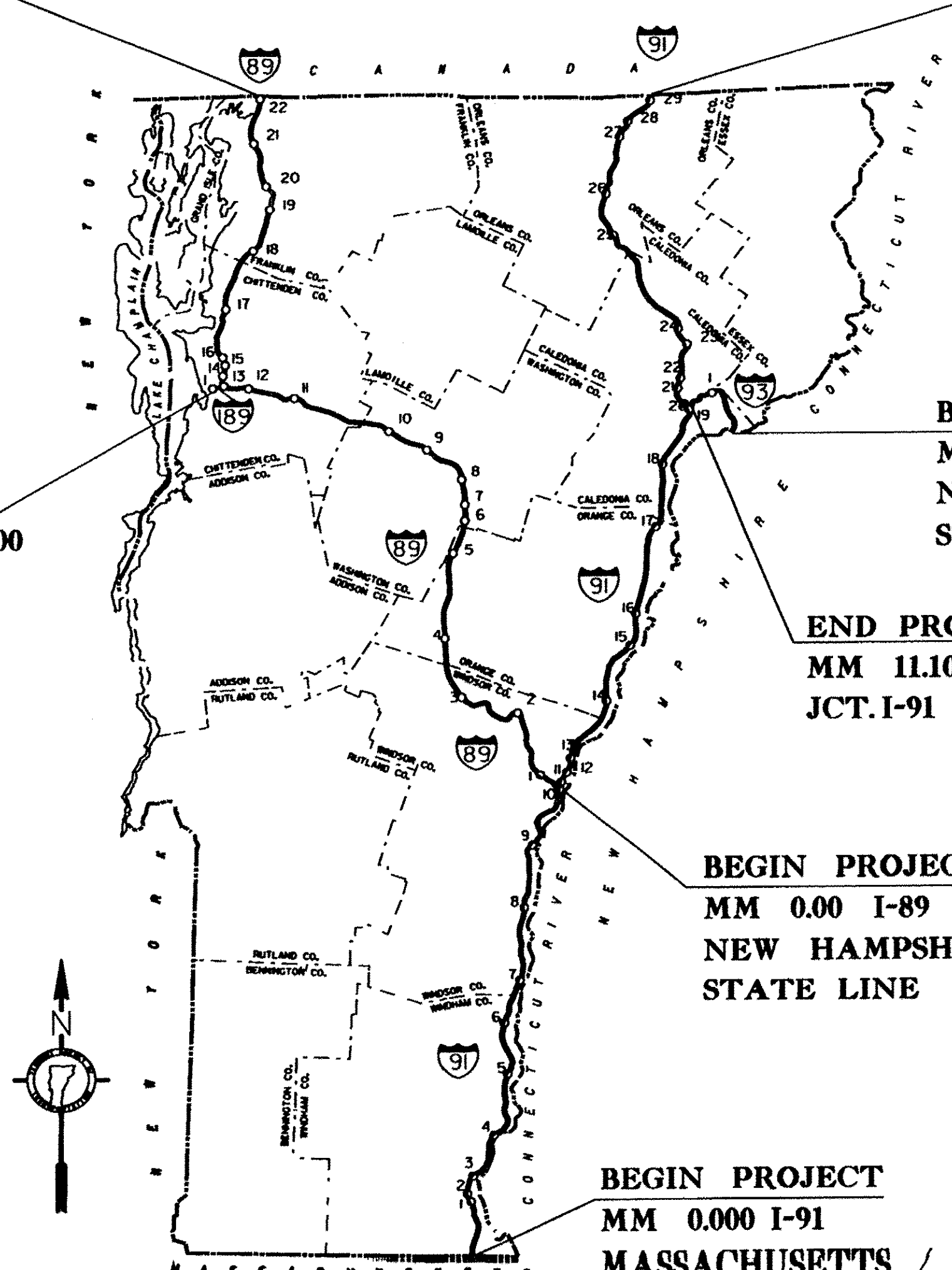
BEGIN-END PROJECT
I-189 JCT US 7 MM 0.00
RAMP A MM 1.490

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



**PROPOSED IMPROVEMENT
INTERSTATE SYSTEM
PAVEMENT MARKING**

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

RECORD PLANS

CONTRACTOR:	L&D SAFETY MARKINGS CORP.-BERLIN, VT
RESIDENT ENGINEER:	JEFF COTA
CONSTRUCTION BEGAN:	MAY 16, 2011
CONSTRUCTION COMPLETE:	JULY 20, 2011
RECORD PLANS BY:	JEFF COTA

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

BY RESIDENT ENGINEER
DATE 3/26/12

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 DATE 3/9/11

PROJECT MANAGER : A GAMBLE

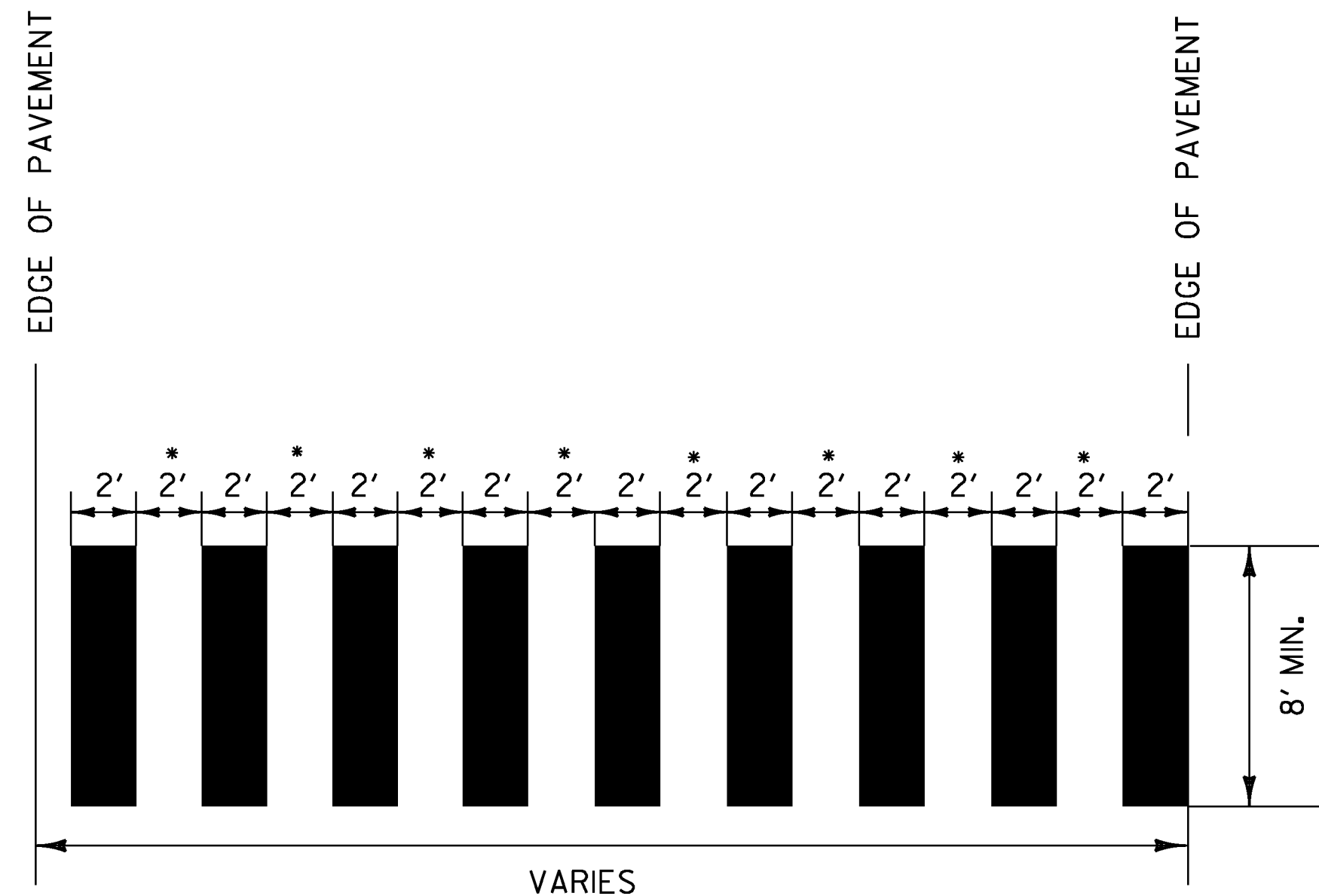
PROJECT NAME : STATEWIDE
PROJECT NUMBER : IMG MARK (11)

SHEET 1 OF 29 SHEETS

DESIGN FILE NAME: 11a008.dgn

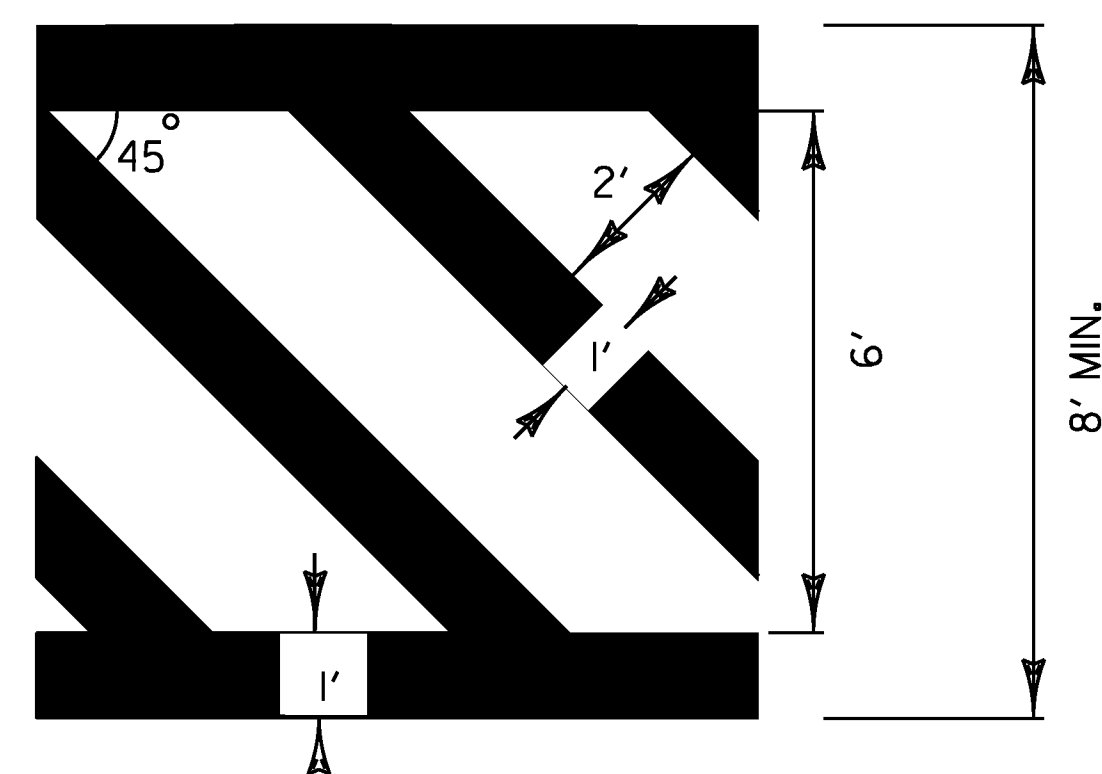
IPARM FILE NAME: 11a008ts.i

TYPICAL PAVEMENT MARKINGS

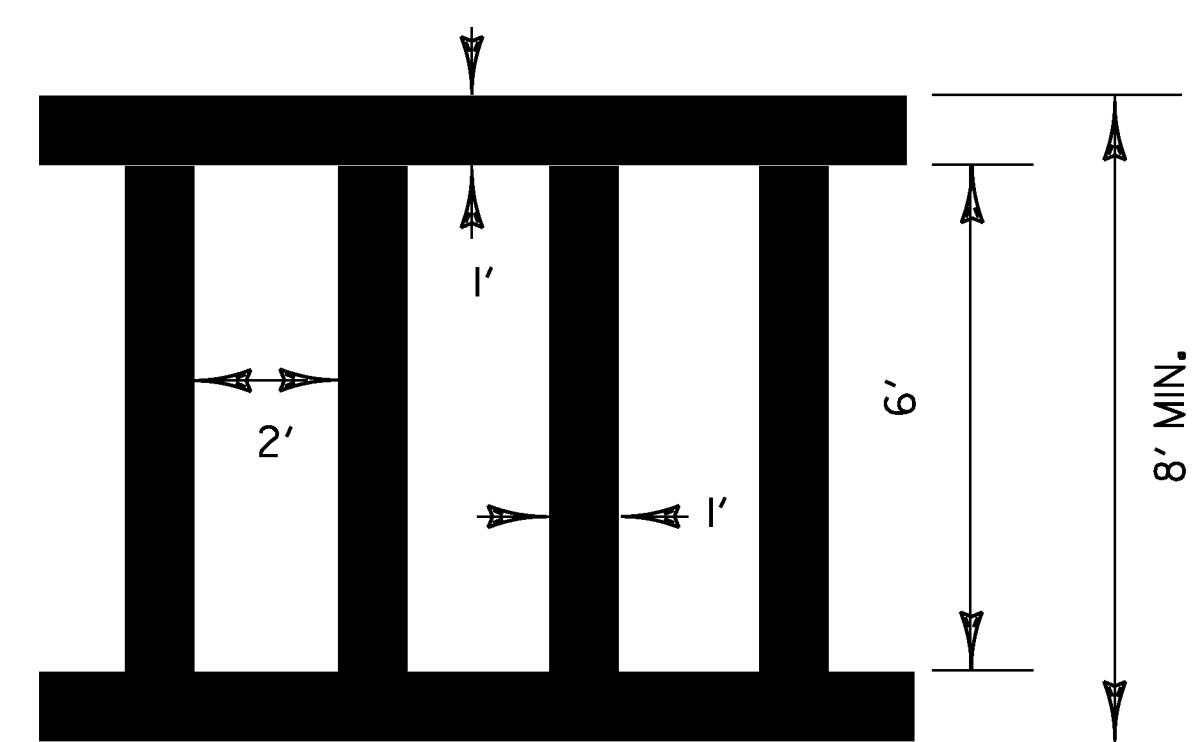


• ADJUST SPACING (12"-24") TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL

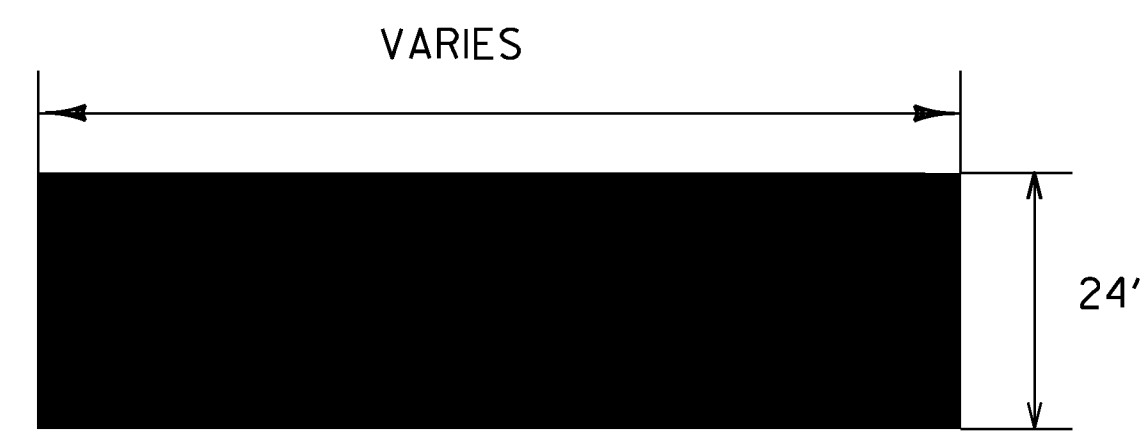


DIAGONAL PATTERN CROSSWALK DETAILS

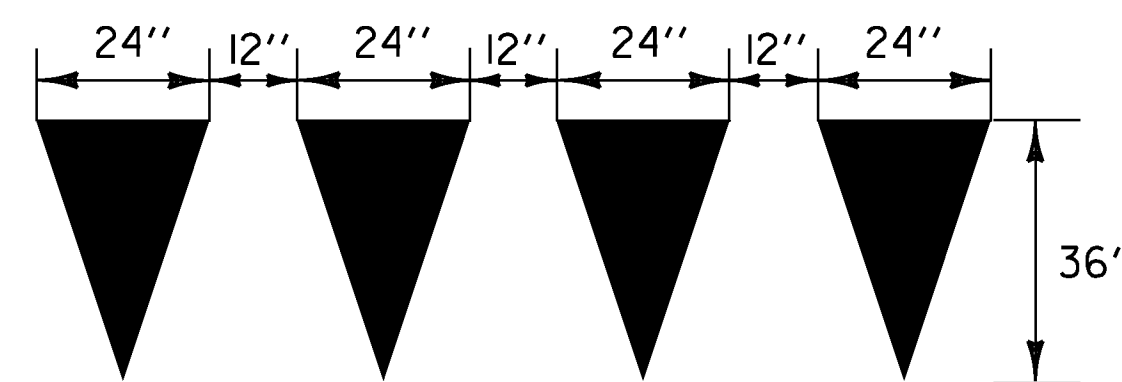


LADDER PATTERN CROSSWALK DETAILS

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

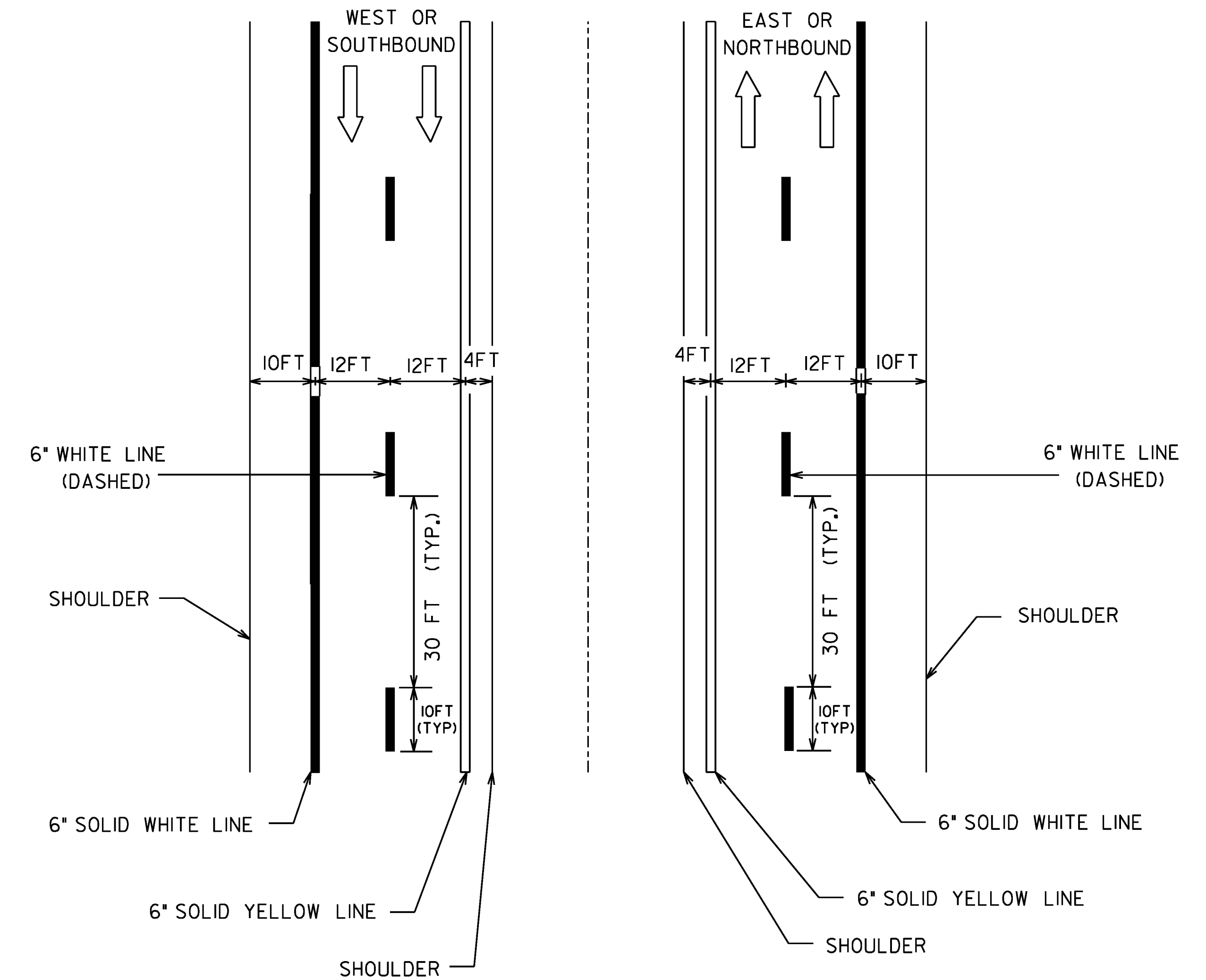


STOP BAR DETAIL

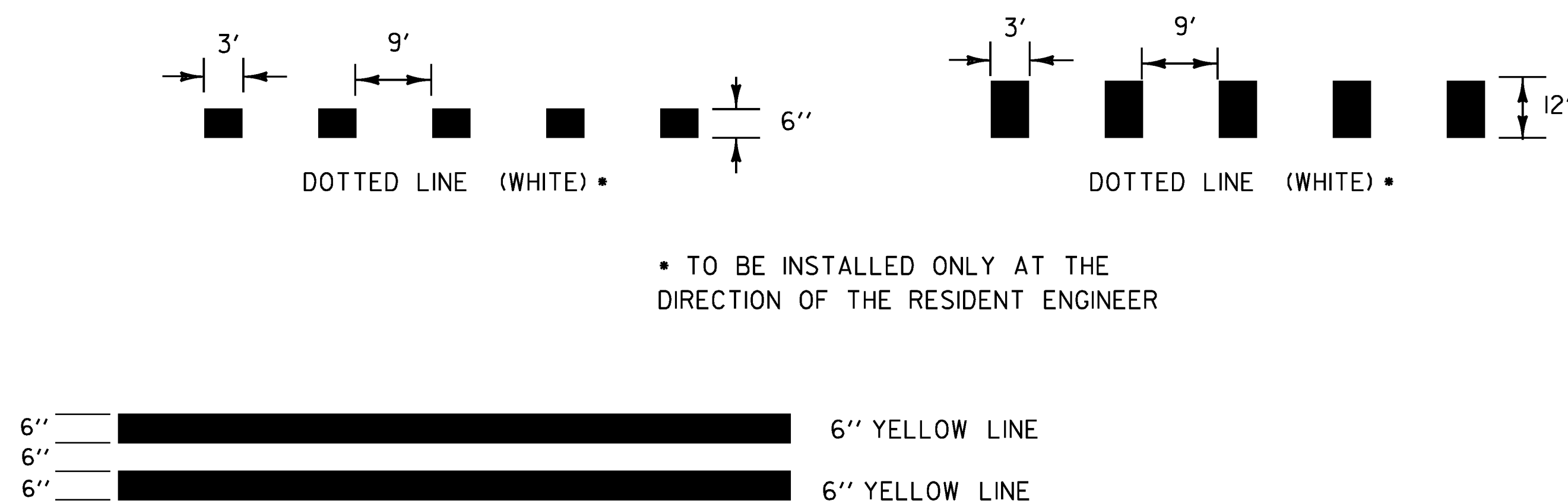
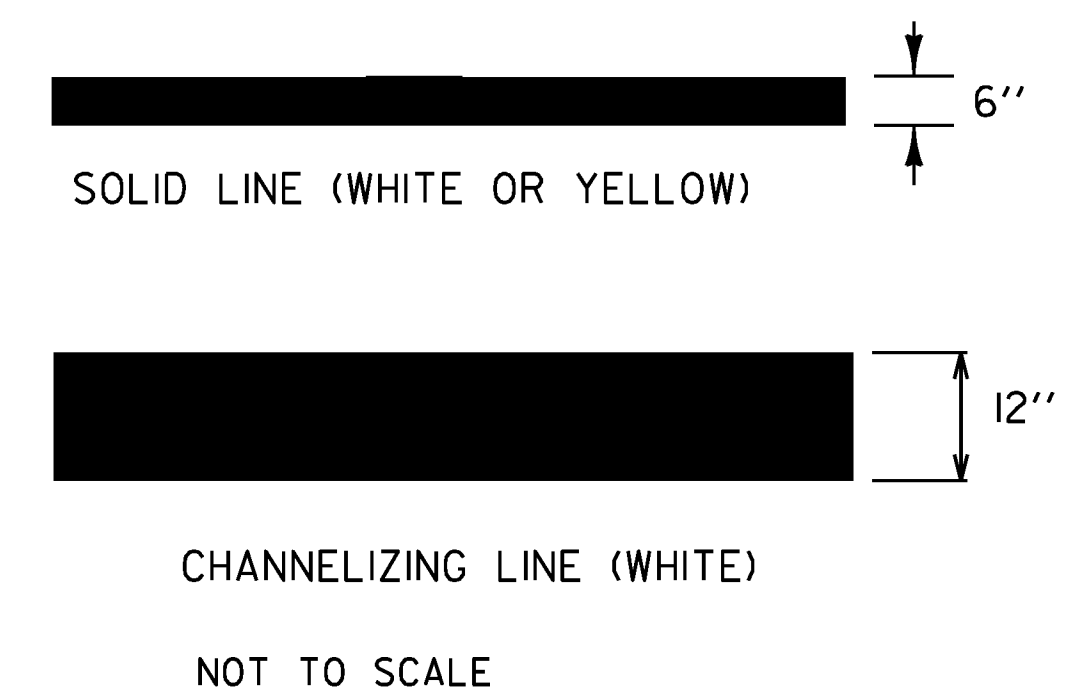


YIELD LINE DETAILS

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



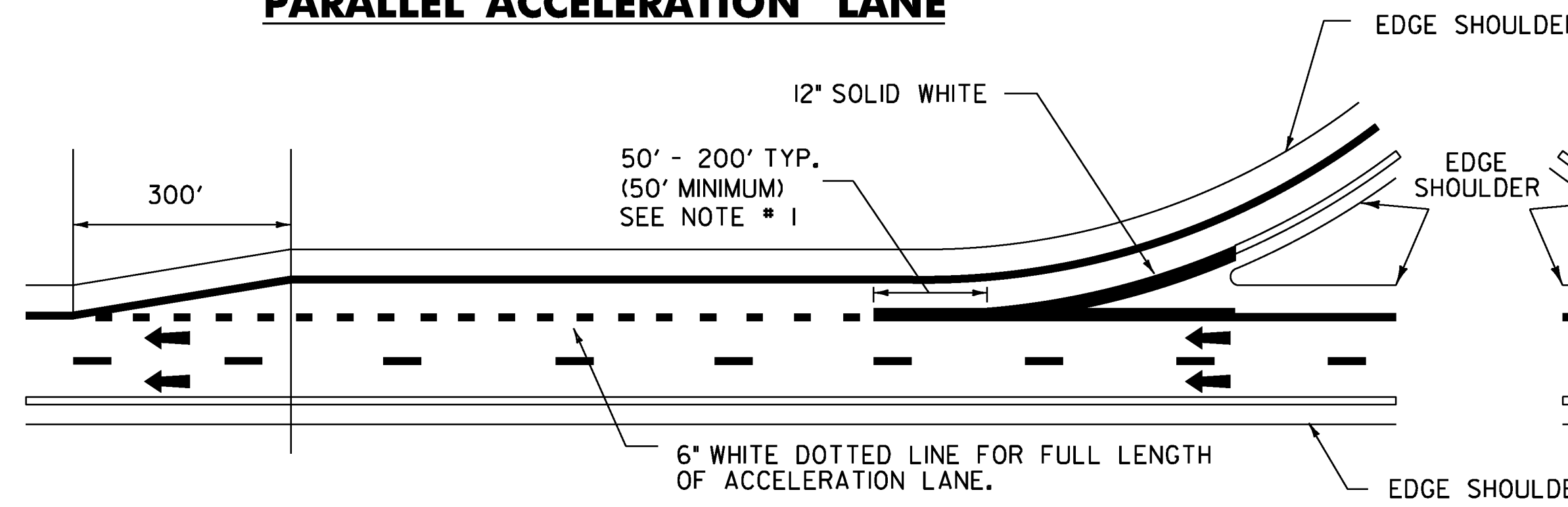
PAVEMENT MARKING LINE DETAILS

TYPICAL TWO-WAY RAMP CENTERLINE MARKING

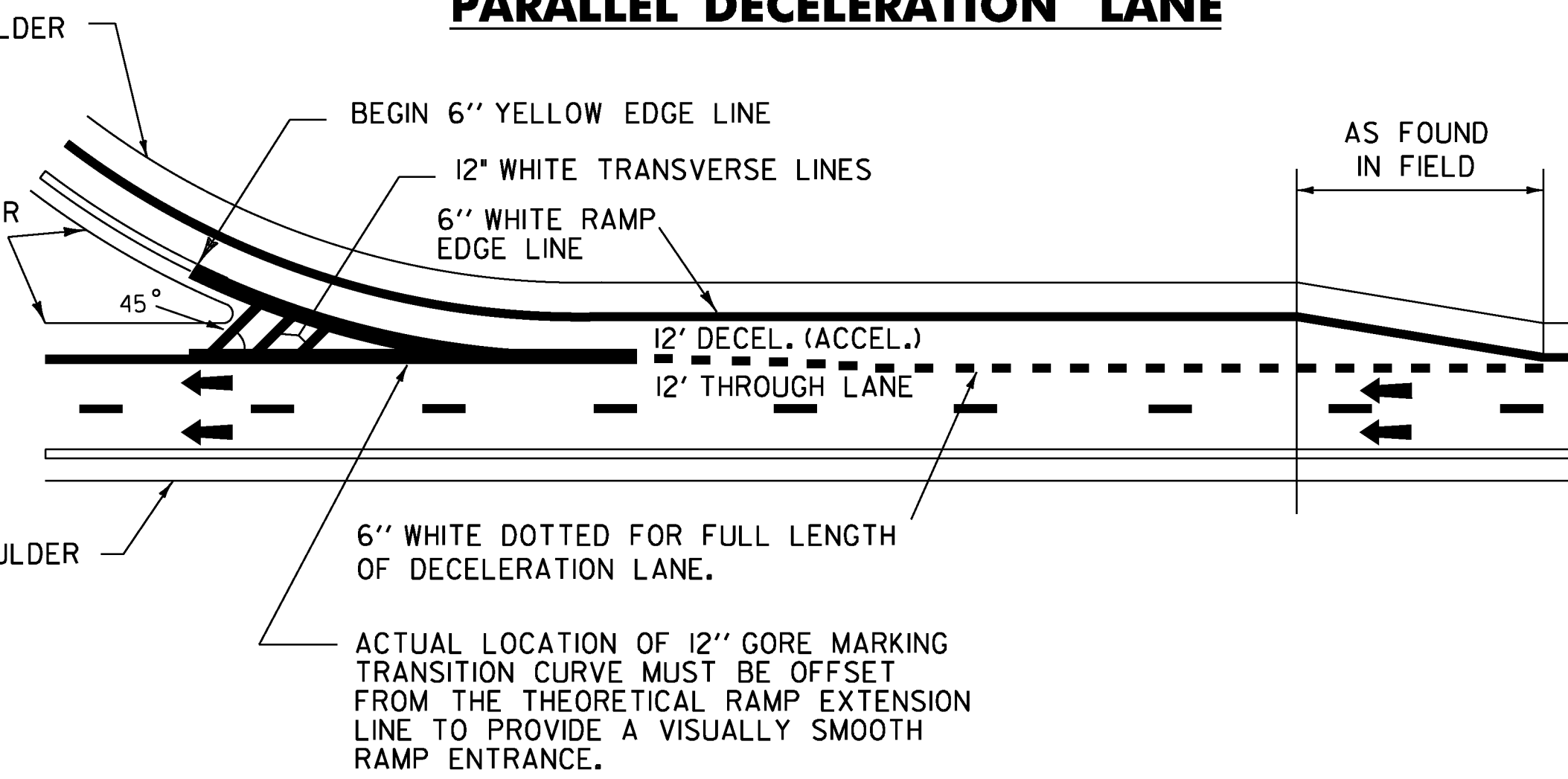
TYPICAL PAVEMENT MARKINGS SHEET 2	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 4 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008pm2.1	

TYPICAL PAVEMENT MARKINGS

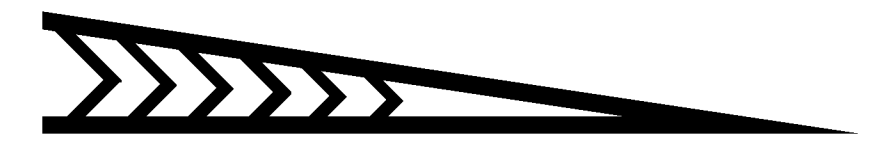
PARALLEL ACCELERATION LANE



PARALLEL DECELERATION LANE

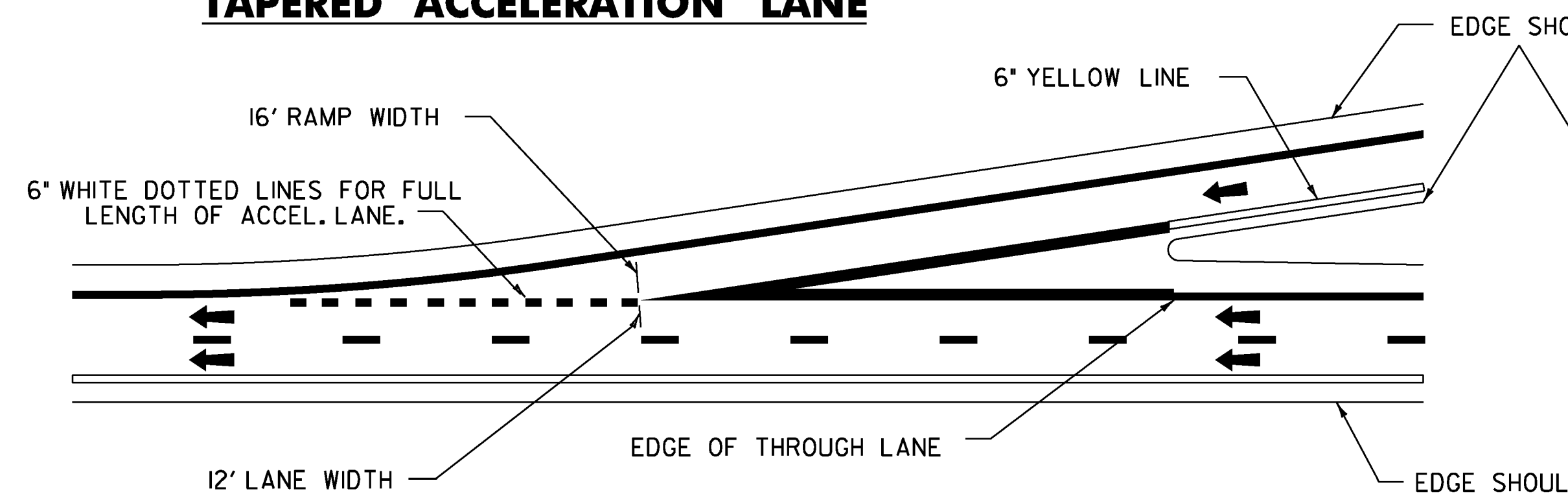


ALTERNATE PATTERN
GORE MARKING

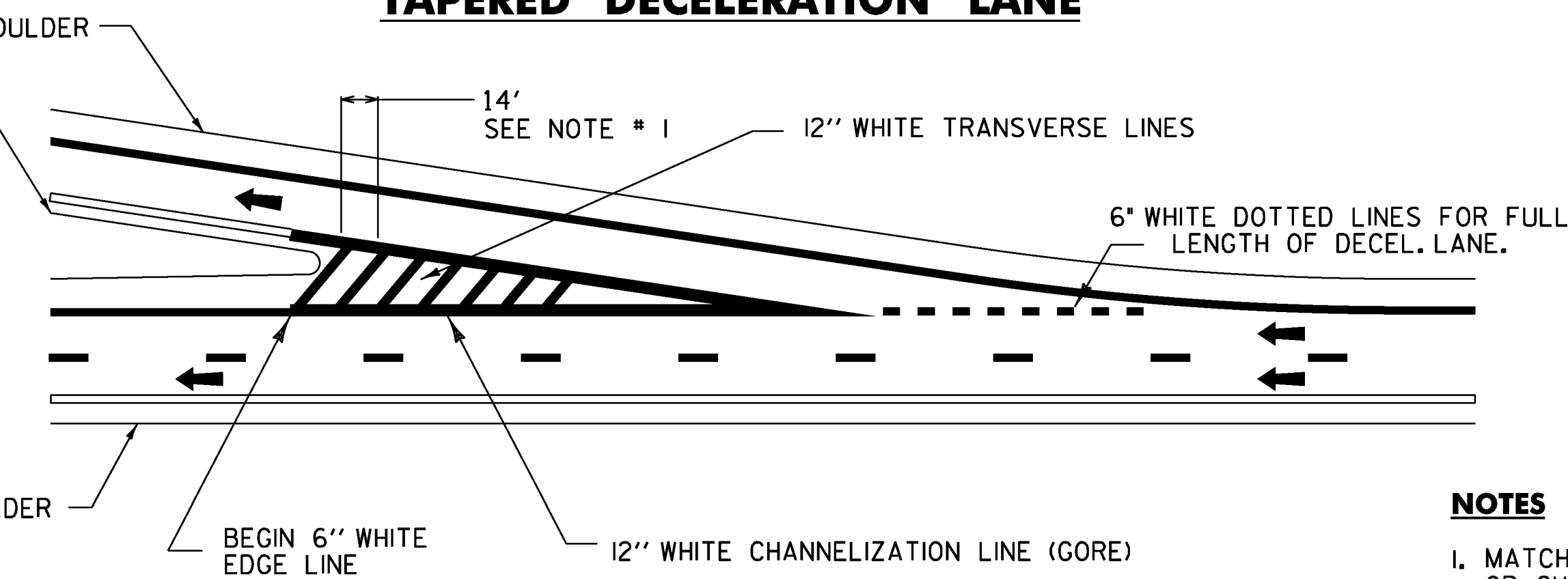


ALTERNATE PATTERN
GORE MARKING

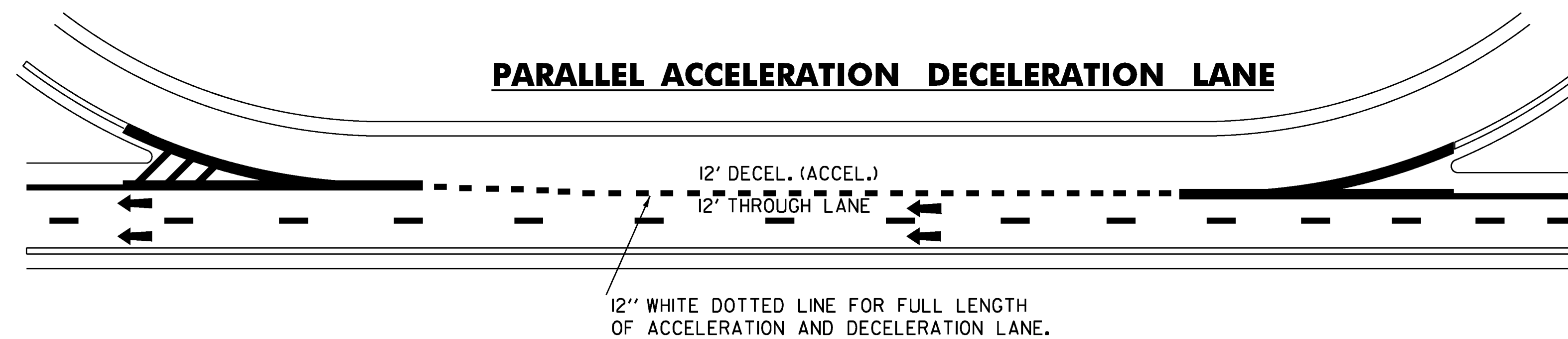
TAPERED ACCELERATION LANE



TAPERED DECELERATION LANE



PARALLEL ACCELERATION DECELERATION LANE



NOTES

1. MATCH EXISTING GORE MARKINGS IN THE FIELD EITHER TRANSVERSE LINES OR CHEVRON PATTERN. IF NO MARKINGS ARE PRESENT INSTALL, CHEVRON PATTERN GORE MARKINGS.
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. DOTTED LINE PATTERNS WILL BE MODIFIED IN THE FIELD TO OVERLAY EXISTING DOTS 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.

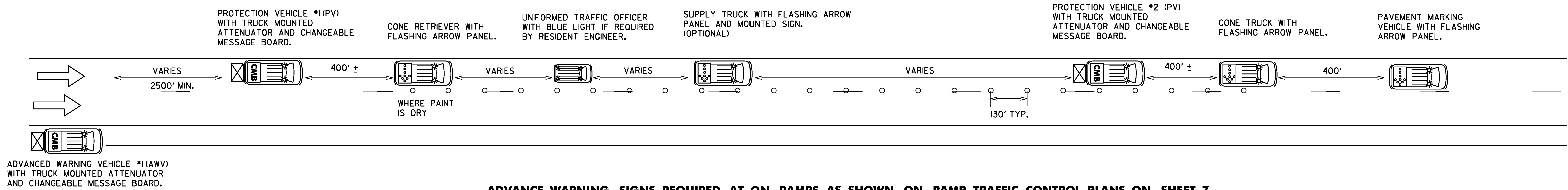
NOT TO SCALE

TYPICAL PAVEMENT MARKINGS SHEET 3

PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
DESIGN FILE NAME: Ila008.dgn	SHEET: 5 OF 29
PROJECT MANAGER: A GAMBLE	
IPARM FILE NAME: Ila008pm3.i	

LEFT LANE CLOSED CONTROL PLAN

SEE NOTES ON SHEET 7

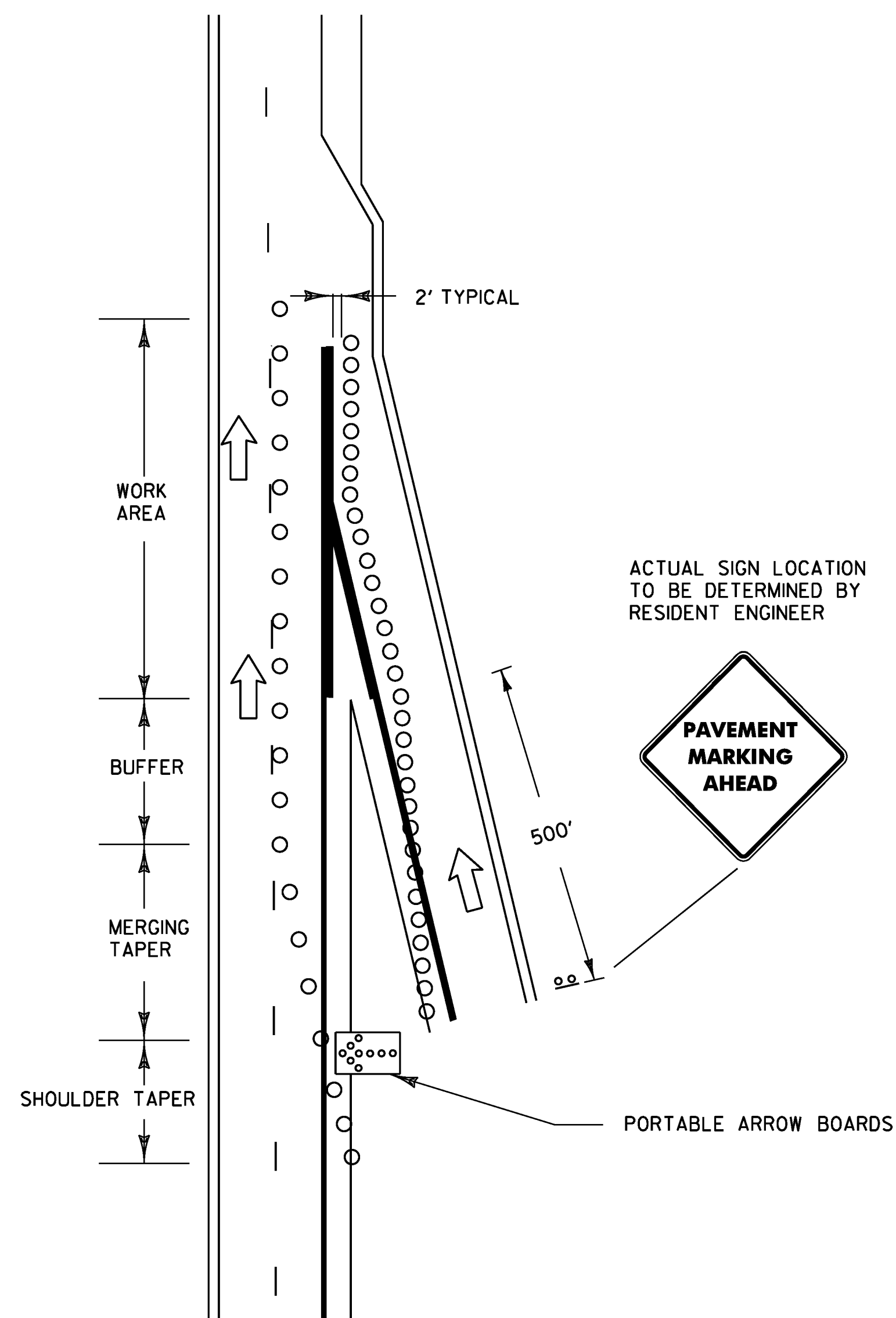


ADVANCE WARNING SIGNS REQUIRED AT ON RAMP AS SHOWN ON RAMP TRAFFIC CONTROL PLANS ON SHEET 7

RAMP AND GORE TRAFFIC CONTROL PLAN

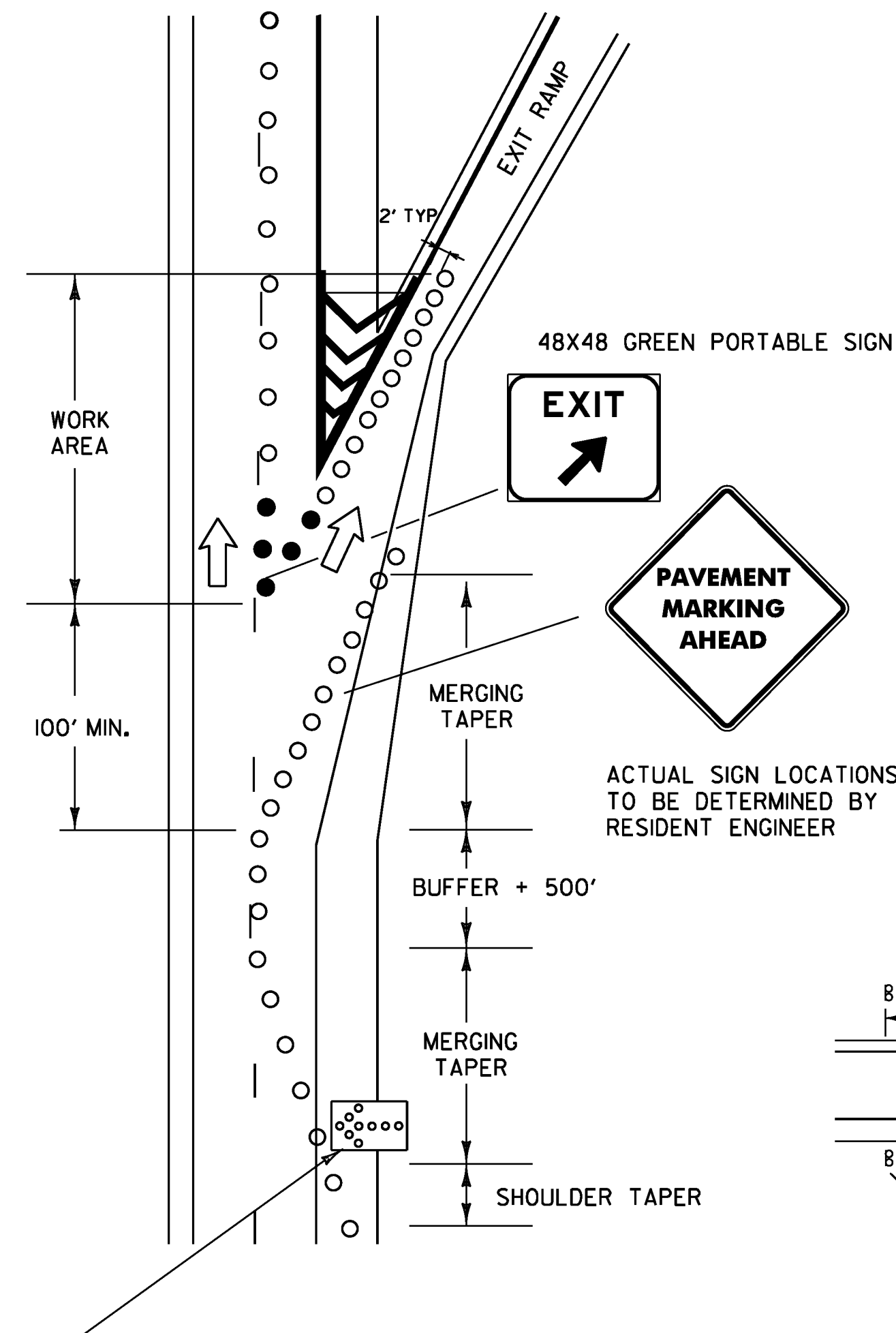
MAINLINE LANE CLOSURE AT AN ENTRANCE RAMP

THIS DETAIL SHALL BE USED WHEN THE WORK ZONE INCLUDES THE ACCELERATION LANE.



MAINLINE LANE CLOSURE AT AN EXIT RAMP

THIS DETAIL SHALL BE USED WHEN THE WORK ZONE INCLUDES THE DECELERATION LANE.



TAPER LENGTHS

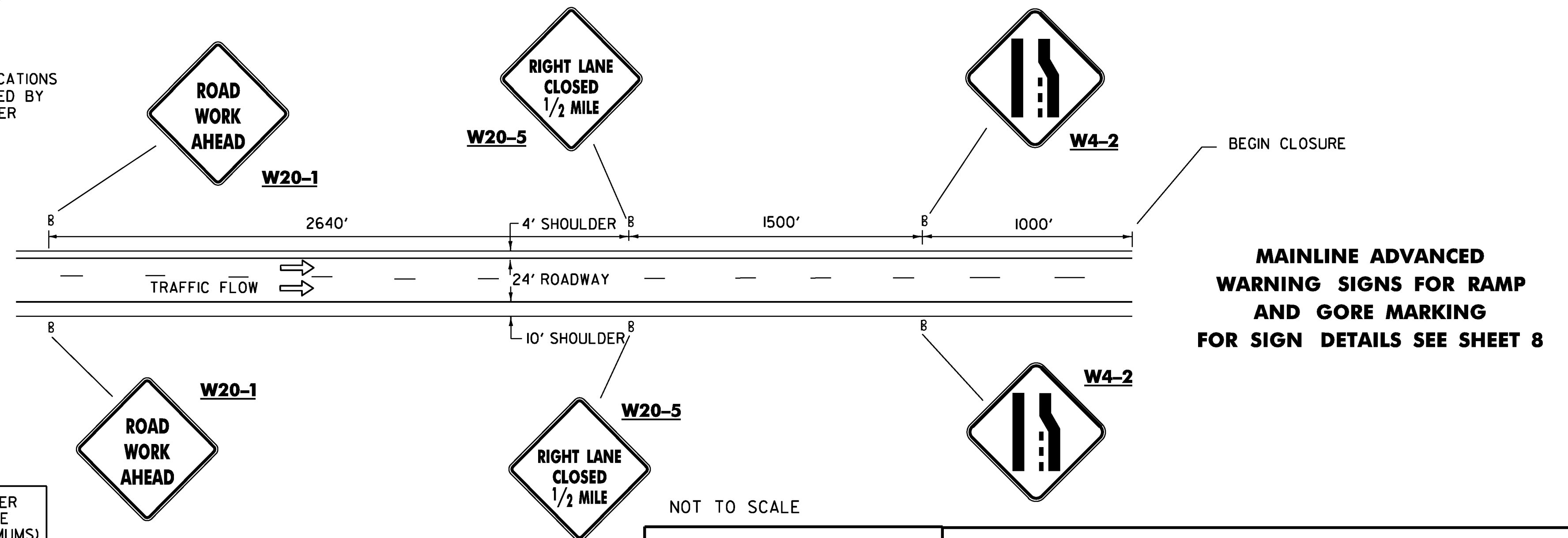
POSTED SPEED M.P.H.	MERGING TAPER 12' LANE	SHOULDER TAPER W=10'	BARRIER TAPER RATE	BUFFER SPACE (MINIMUMS)
40	320'	90'	9 TO 1	160'
45	540'	150'	-	270'
50	600'	170'	11 TO 1	300'
55	660'	190'	-	330'
60	720'	200'	13 TO 1	360'
65	780'	220'	-	390'

NOTES

- ALL WORK VEHICLES USED ON THE INTERSTATE SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.
- HAND WORK MUST BE DONE WITH A SPOTTER AT ALL TIMES.
- CONE TAPERS SHALL BE USED TO DIRECT TRAFFIC AROUND WORKERS AND WET PAINT ON RAMP.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXPLAIN WHERE THE UTO SHOULD BE LOCATED TO WARN OF POTENTIAL DETOURS. BACKING ACROSS EXIT RAMP IS PROHIBITED BY EITHER THE CONTRACTOR OR UTO.
- 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.
- 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.
- 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.
- ALL DISTANCES ARE DESIRABLE MINIMUMS, FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
- CONE VEHICLES SHALL HAVE PROTECTIVE CAGES TO PROTECT THE PERSON PLACING AND RETRIEVING CONES.
- ALL SIGNS SHALL BE IN PLACE BEFORE WORK BEGINS ON RAMP OR GORES.
- MAXIMUM ALLOWABLE LANE CLOSURE IS 3 MILES.
- CONES AND DRUMS ARE TO BE PAID AS PART OF TRAFFIC CONTROL.

LEGEND

- INDICATES TRAFFIC FLOW
- FLASHING ARROW PANEL
- TRUCK MOUNTED ATTENUATOR
- CHANGEABLE MESSAGE BOARD
- 28" RETROREFLECTORIZED CONES
- RETROREFLECTORIZED PLASTIC DRUMS
- MARKING OPERATIONS VEHICLE
- UNIFORMED TRAFFIC CONTROL OFFICER WITH BLUE LIGHT



MAINLINE ADVANCED WARNING SIGNS FOR RAMP AND GORE MARKING FOR SIGN DETAILS SEE SHEET 8

LEFT LANE AND RAMP AND GORE TRAFFIC CONTROL PLAN

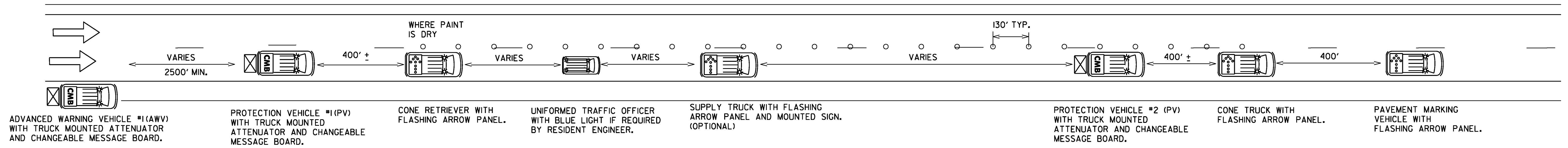
PROJECT NAME: **STATEWIDE**
PROJECT NUMBER: **IMG MARK(111)**

DESIGN FILE NAME: Ila008.dgn
PROJECT MANAGER: A GAMBLE
IPARM FILE NAME: Ila008+cpl.i

PLOT DATE: 10-MAR-2011
DRAWN BY: KAS
SHEET: 6 OF 29

RIGHT LANE CLOSED TRAFFIC CONTROL PLAN

ADVANCE WARNING SIGNS REQUIRED AT ON RAMP AS SHOWN ON RAMP TRAFFIC CONTROL PLANS BELOW



ADVANCED WARNING VEHICLE #1(AWV) WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE BOARD.

PROTECTION VEHICLE #1(PV) WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE BOARD.

CONE RETRIEVER WITH FLASHING ARROW PANEL.

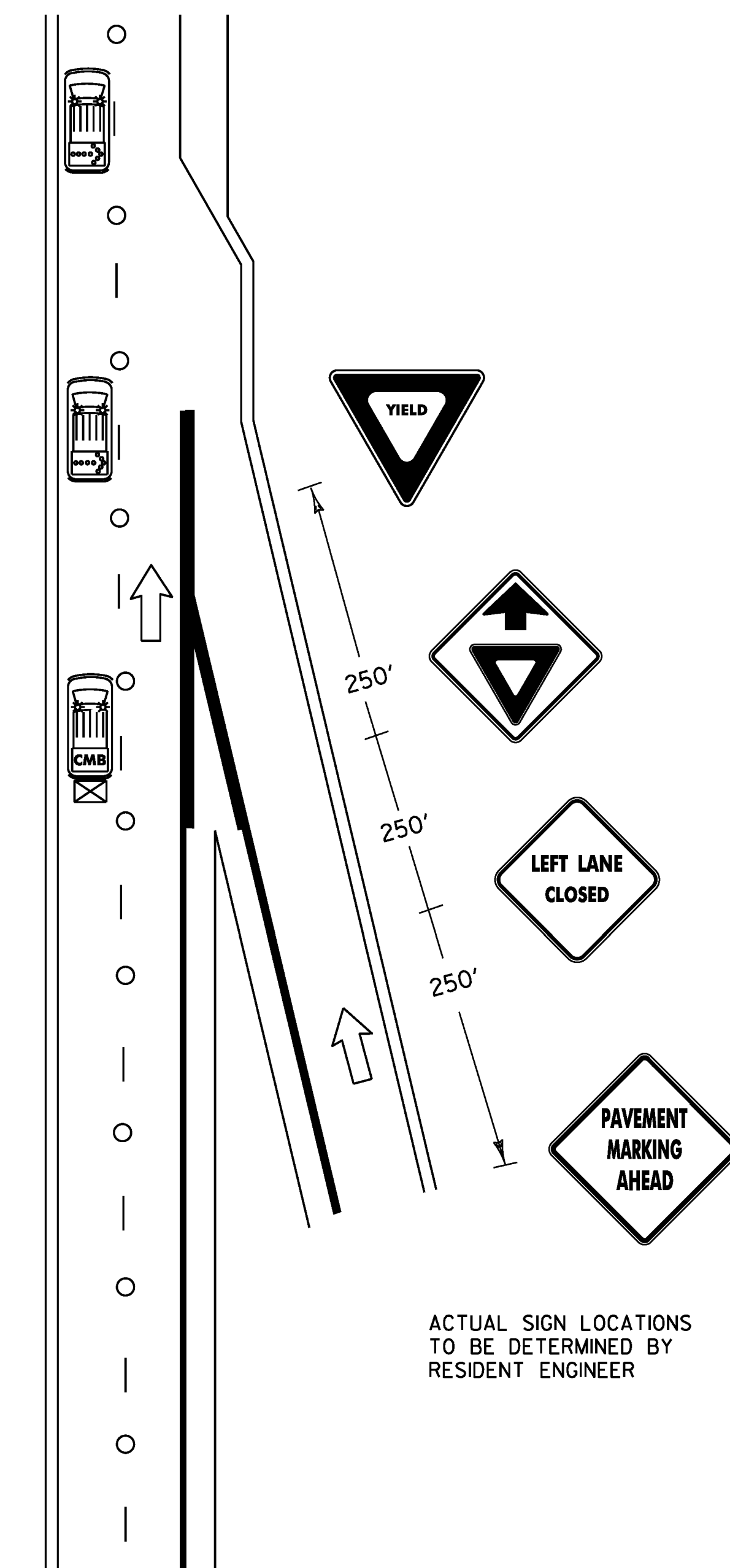
UNIFORMED TRAFFIC OFFICER WITH BLUE LIGHT IF REQUIRED BY RESIDENT ENGINEER.

SUPPLY TRUCK WITH FLASHING ARROW PANEL AND MOUNTED SIGN. (OPTIONAL)

PROTECTION VEHICLE #2 (PV) WITH TRUCK MOUNTED ATTENUATOR AND CHANGEABLE MESSAGE BOARD.

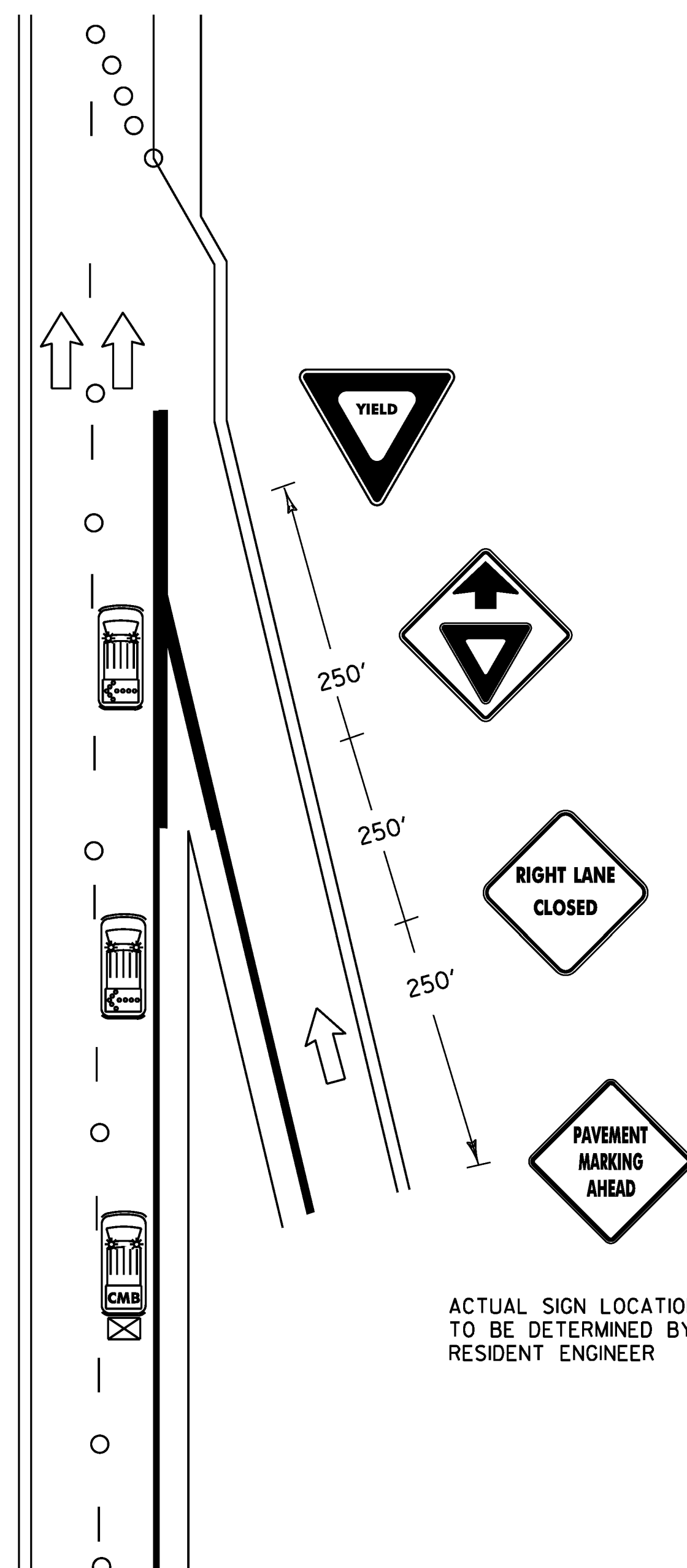
CONE TRUCK WITH FLASHING ARROW PANEL.

PAVEMENT MARKING VEHICLE WITH FLASHING ARROW PANEL.



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 WORK VEHICLES USED ON THE INTERSTATE SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.
2. ALL PROTECTION VEHICLES SHALL BE EQUIPPED WITH A TRUCK MOUNTED ATTENUATOR AND A CHANGEABLE MESSAGE BOARD. AND WILL BE PAID FOR UNDER ITEM 900.630 SPECIAL PROVISION (TRUCK MOUNTED ATTENUATOR AWV/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 64.10 (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.

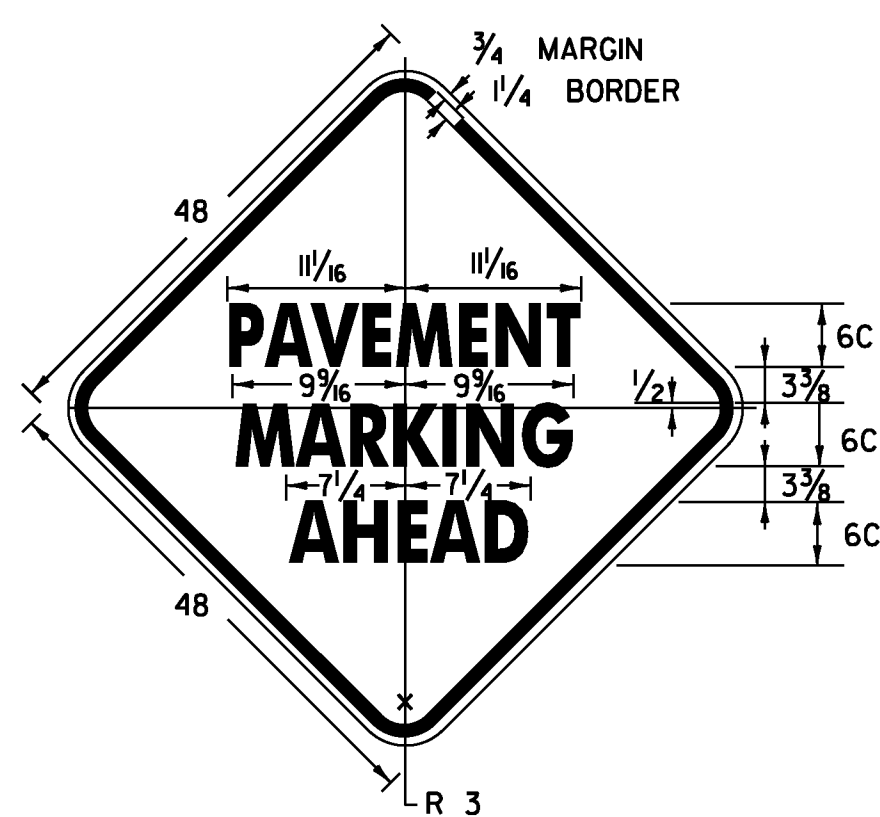
LEGEND

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

NOT TO SCALE

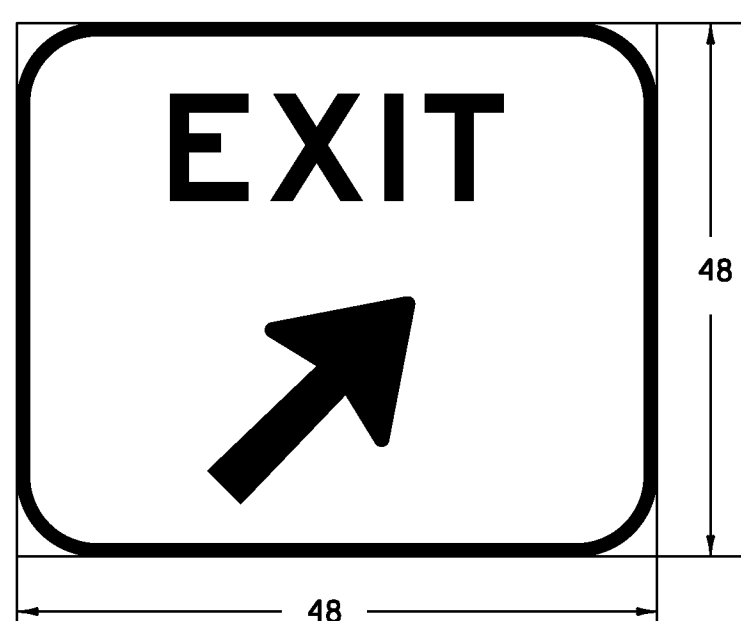
RIGHT LANE TRAFFIC CONTROL PLAN	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 7 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008TCP2.1	

TRAFFIC CONTROL DEVICES

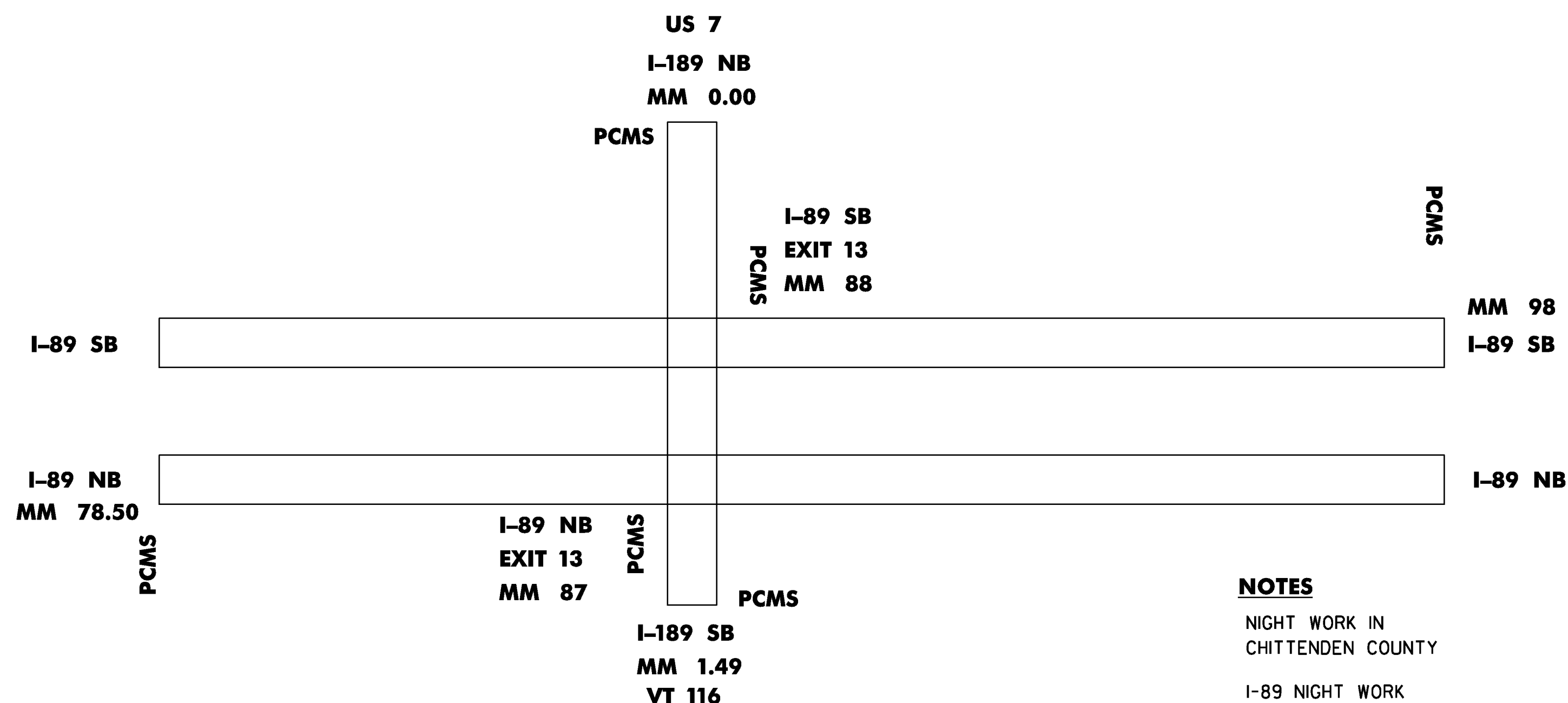


VC-813

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



SEE TYPICAL APPLICATION 42
 MUTCD 2009 (REV.)



**PCMS PLACEMENT FOR NIGHT WORK
 IN CHITTENDEN COUNTY**

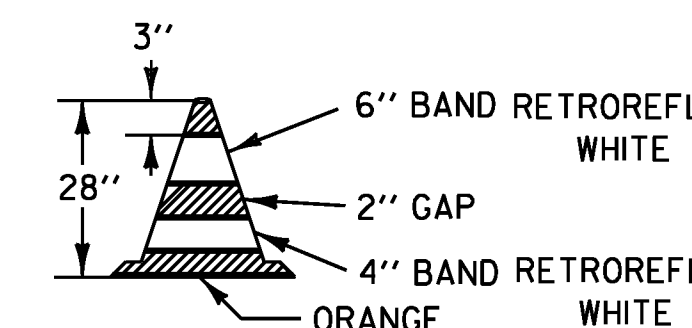
PCMS=PORTABLE CHANGEABLE MESSAGE SIGNS

NOTES

- NIGHT WORK IN CHITTENDEN COUNTY
- I-89 NIGHT WORK
 MM 78.50 - MM 98.00
 EXIT II - EXIT 17
 INCLUDES ALL RAMPS
- I-89 NIGHT WORK
 MM 0.00 - MM 1.49
 INCLUDES ALL RAMPS

NOTES

1. PCMS ARE TO BE PLACED ONE WEEK PRIOR TO COMMENCING NIGHT APPLICATIONS AND REMAIN UNTIL NIGHT APPLICATIONS HAVE ENDED.
2. ALL SIGNS SHALL BE PORTABLE. ALL SIGN SUPPORT SYSTEMS SHALL BE NCHRP-350 OR MASH 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.
3. PORTABLE SIGNS SHALL BE KEPT LEVEL AND VERTICAL TO THE TRAVELING PUBLIC WHEN PLACED ON THE EDGE OF ROADWAY.
4. 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.
5. ALL SIGNING AND DELINEATION DEVICES, AS DETAILED ON THIS SHEET, AND AS REQUIRED BY THE RESIDENT ENGINEER, SHALL BE PAID UNDER ITEM 641J0 (TRAFFIC CONTROL).
6. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.



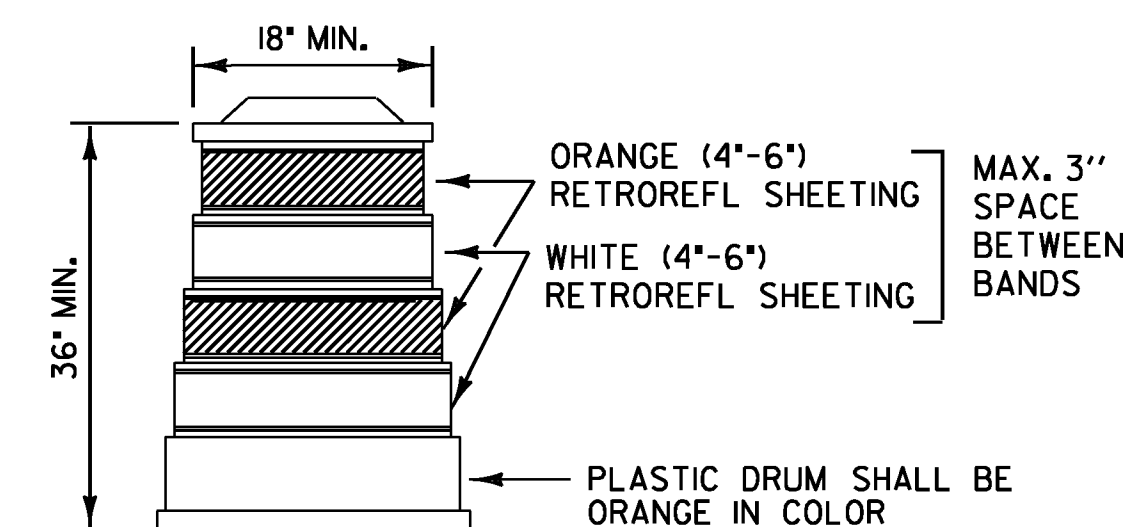
NOTES

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

NOTES

1. 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.
2. RETROREFLECTIVE SHEETING SHALL BE AT A MINIMUM ASTM TYPE III.



REFLECTORIZED PLASTIC DRUM

NOT TO SCALE

TRAFFIC CONTROL DEVICES	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: IMG MARK(111)	
	DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 14-MAR-2011
	PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS
	IPARM FILE NAME: Ila008+cd.I	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	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2011 PROJECT					
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	T*	0	T*	0	T*	0	T*	0	-	-	-	-	-	2011 PROJECT 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	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2011 PROJECT					
ROYALTON	I-89	22.10	3	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	14	TP	25	TP	-	-	-	-	2009 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)					
			3	SB	ON+OFF RAMP	0	T*	0	T*	0	T*	14	TP	30	TP	-	-	-	-	2009 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)					
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	4,675	TP	2,400	TP	910	TP	14	TP	73	TP	-	-	-	-	2007 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)					
			4	SB	ON+OFF RAMP	3,825	TP	1,760	TP	900	TP	14	TP	74	TP	-	-	-	-	2007 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)					
RANDOLPH	I-89	33.60		SB	REST AREA	2,252	TP	3,750	TP	0	T*	10	TP	0	-	-	350	-	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(1)					
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	P	0	P	0	P	0	P	0	-	-	-	-	-	2010+2011 IM SURF ()					
			8	SB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	-	-	-	-	-	2010+2011 IM SURF ()					
MIDDLESEX	I-89	58.70	9	NB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	P	-	-	-	-	2010+2011 IM SURF ()					
			9	SB	ON+OFF RAMP	3,425	P	1,575	P	1,990	P	14	P	55	P	-	-	-	-	2010 SURF STOP(2) AHEAD(1) WRONG WAY ARROW(1)					
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																					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	2,310	P	1,050	TP	1,035	TP	13	TP	0	-	-	2,170	-	-	YIELD(1) HC(3) BLUE WRONG WAY ARROW(2)					
	I-89	82.20		NB	REST AREA	2,310	TP	1,050	TP	1,100	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	1,200	TP	1,000	TP	0	T*	64	TP	40	TP	-	-	-	-	SIGNAL(2) AHEAD(2) ARROW(8) ONLY(8) WRONG WAY ARROW(2)					
			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						86,228		48,600		25,452		482		705			9,885	66							

NOTE
SOME YIELD MARKINGS
MAY BE ▽'S
INSTEAD OF YIELD WORD

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 NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
DESIGN FILE NAME: Ila008.dgn	SHEET: 9 OF 29
PROJECT MANAGER: A GAMBLE	
IPARM FILE NAME: Ila008Iql.i	

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	4,560	TP	2,650	TP	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*	41	TP	20	TP	-	-	60	-	SIGNAL(1) AHEAD(3) YIELD(4)
			14	SB	ON+OFF RAMP	1,000	TP	0	T*	0	T*	37	TP	30	TP	-	-	70	-	SIGNAL(2) AHEAD(3) YIELD(2)
WINOOSKI	I-89	90.50	15	NB	ON+OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	0	-	2010 RAMP 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	500	TP	0	T*	0	T*	56	TP	60	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ARROW(9) ONLY(9)
			16	SB	ON+OFF RAMP	1,200	TP	1,000	TP	0	T*	25	TP	60	TP	-	-	-	-	WRONG WAY ARROW(2) SIGNAL(1) AHD(1) ARROW(2) ONLY(2) DBL ARROW(1)
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	2,400	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*	14	TP	40	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			18	SB	ON+OFF RAMP	3,775	TP	1,400	TP	0	T*	13	TP	21	TP	-	-	-	-	-
GEORGIA	I-89	110.20		NB	REST AREA	0	P	0	P	0	P	0	P	0	P	-	-	-	-	2011 IM SURF (21)
FAIRFAX	I-89	111.00		SB	REST AREA	0	P	0	P	0	P	0	P	0	-	-	-	-	-	2011 IM SURF (21)
ST ALBANS	I-89	113.70	19	NB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	P	-	-	-	-	2011 IM SURF (21)
			19	SB	ON+OFF RAMP	0	P	0	P	0	P	0	P	0	P	-	-	-	-	-
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	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
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	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
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						38,203		19,918		9,511		414		887			3,690	470		
SHEET 9 TOTALS						86,228		48,600		25,452		482		705			9,885	66		
I-89 TOTALS						124,431		68,518		34,963		896		1,592			13,575	536		

NOTE
SOME YIELD MARKINGS
MAY BE ▽'S
INSTEAD OF YIELD WORD

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P= TO BE PAINTED
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**INTERCHANGE QUANTITIES
AND MATERIALS
SHEET 2**

PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
DESIGN FILE NAME: Ito008.dgn	SHEET: 10 OF 29
PROJECT MANAGER: A GAMBLE	
IPARM FILE NAME: Ito008!q2.i	

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 RAMPS	2,575	TP	2,420	TP	95	TP	23	TP	37	TP	-	-	-	STOP(3) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			1	SB	ON+OFF RAMPS	3,725	TP	3,230	TP	170	TP	19	TP	21	TP	420	-	-	STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
BRATTLEBORO	I-91	9.10	2	NB	ON+OFF RAMPS	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 RAMPS	4,485	TP	4,335	TP	110	TP	24	TP	33	TP	420	-	-	STOP(3) AHEAD(1) ARROW(2) ONLY(1) WRONG WAY ARROW(1)
BRATTLEBORO	I-91	11.60	3	NB	ON+OFF RAMPS	1,450	TP	1,050	TP	350	TP	15	TP	0	T*	-	-	-	2006 PROJECT YIELD(1) AHEAD(1) ARROW(1) ONLY(1)
			3	SB	ON+OFF RAMPS	3,700	TP	3,600	TP	0	T*	0	T*	0	T*	-	-	-	2007 PROJECT
PUTNEY	I-91	18.20	4	NB	ON+OFF RAMPS	2,961	P	1,160	P	900	P	14	P	55	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			4	SB	ON+OFF RAMPS	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	18	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 RAMPS	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 RAMPS	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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010+2011 PROJECT
			6	SB	ON+OFF RAMPS	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	0	T*	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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
			7	SB	ON+OFF RAMPS	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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2008 PROJECT
			8	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 SURF(23) PROJECT
HARTLAND	I-91	60.50	9	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
			9	SB	ON+OFF RAMPS	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						56,877		32,991		12,796		291		613		840	6,521		

NOTE
SOME YIELD MARKINGS
MAY BE ▽'S
INSTEAD OF YIELD WORD

LEGEND
P= TO BE PAINTED
TP= TO BE PAINTED OVER OLD DURABLE
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**INTERCHANGE QUANTITIES
AND MATERIALS
SHEET 3**

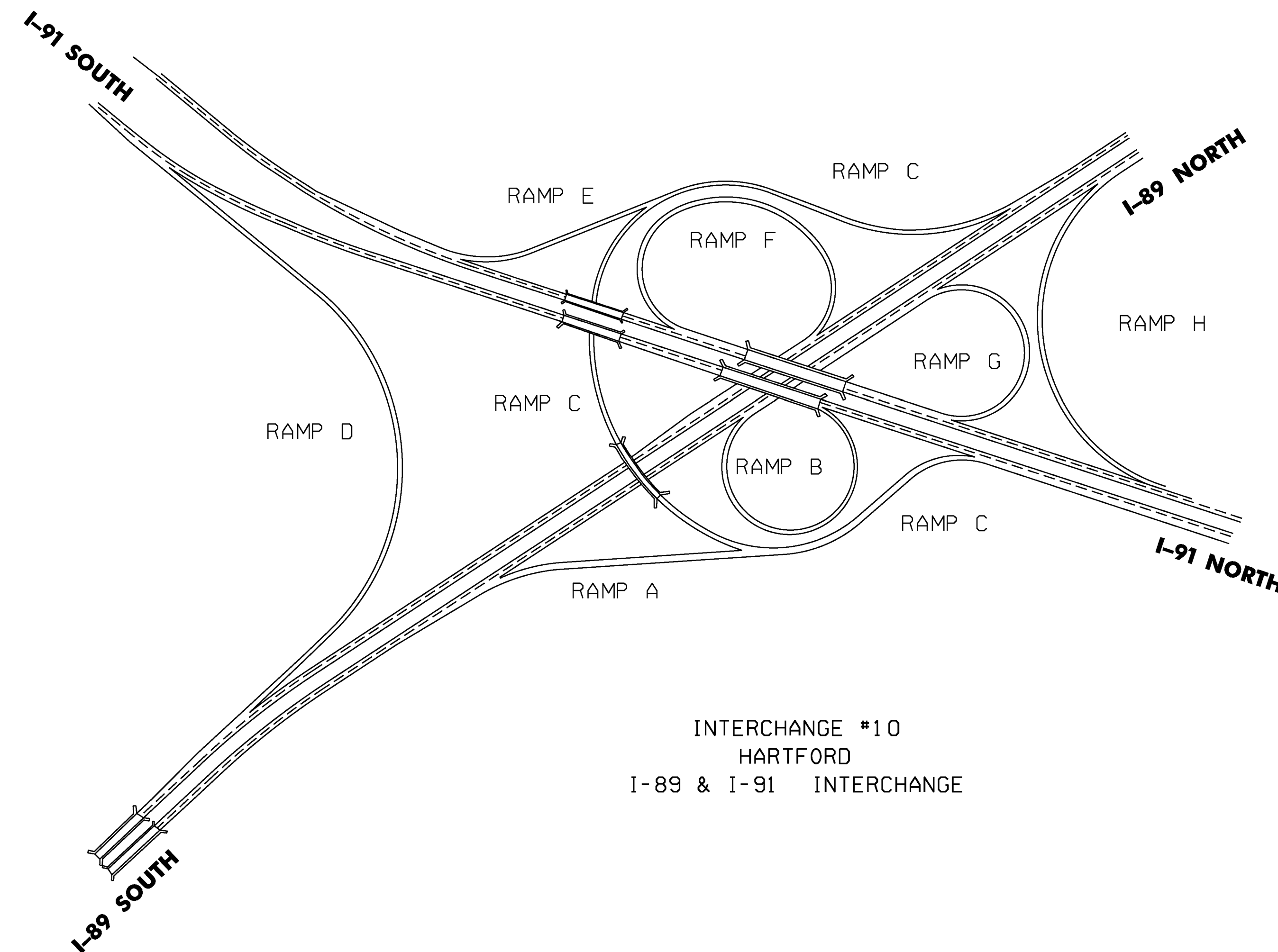
PROJECT NAME: **STATEWIDE**
PROJECT NUMBER: **IMG MARK(111)**

DESIGN FILE NAME: IIG008.dgn
PROJECT MANAGER: A GAMBLE
IPARM FILE NAME: IIG008Iq3.1

PLOT DATE: 10-MAR-2011
DRAWN BY: KAS
SHEET: 11 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	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	2011 PROJECT
RAMPS GO BETWEEN I-91 & I-89	I-91		10N	NB	RAMP B	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2011 PROJECT
	I-91		NN	NB	RAMP C	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2011 PROJECT
	I-91		10S	NB	RAMP D	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	2011 PROJECT
	I-91		NN	SB	RAMP E	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2011 PROJECT
	I-91		10S	SB	RAMP F	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2011 PROJECT
	I-91		NN	SB	RAMP G	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2011 PROJECT
	I-91		10N	SB	RAMP H	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2011 PROJECT
HARTFORD	I-91	70.20	11	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 PROJECT
			11	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 PROJECT
WILDER	I-91	72.00	12	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 PROJECT
			12	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 PROJECT
END NIGHT APPLICATIONS																			END NIGHT APPLICATIONS
SHEET TOTALS						0		0		0		0		0					



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 NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	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	450	P	0	P	0	T*	-	-	-	2009 RAMP PROJECT
			13	SB	ON+OFF RAMP	3,170	P	1,550	P	695	P	12	P	25	TP	-	-	-	SIGNAL(1) AHEAD(1) WRONG WAY ARROW(1)
THETFORD	I-91	84.20	14	NB	ON+OFF RAMP	3,635	P	1,985	P	960	P	14	P	55	TP	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			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	2,745	P	1,215	P	1,400	P	14	P	45	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			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	625	TP	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	1,150	TP	710	TP	600	TP	5	TP	0	-	-	785	-	HC(2) BLUE WRONG WAY ARROW(1)
		100.20		SB	PARKING AREA	2,125	TP	265	TP	475	TP	3	P	0	-	-	580	-	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	8	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	0	TP	0	TP	0	TP	2	TP	0	TP	-	-	-	2011 IM SURF (25) 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						96,573		59,665		22,860		370		744			5,152	63	

NOTE
SOME YIELD MARKINGS
MAY BE ▽'S
INSTEAD OF YIELD WORD

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 5**

PROJECT NAME: **STATEWIDE**
PROJECT NUMBER: **IMG MARK(111)**

DESIGN FILE NAME: Ila008.dgn
PROJECT MANAGER: A GAMBLE
IPARM FILE NAME: Ila0081q5.1

PLOT DATE: 10-MAR-2011
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	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 PROJECT IM 091-1(47)
				SB	PARKING AREA	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2011 PROJECT IM 091-1(47)
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	176.35		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						8,678		4,335		2,398		29		91			0	0	
SHEET 11 TOTALS						56,877		32,991		12,796		291		613		840	6,521	0	
SHEET 12 TOTALS						0		0		0		0		0			0	0	
SHEET 13 TOTALS						96,573		59,665		22,860		370		744			5,152	63	
I-91 TOTALS						162,128		96,991		38,054		690		1,448		840	11,673	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	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	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																			
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	

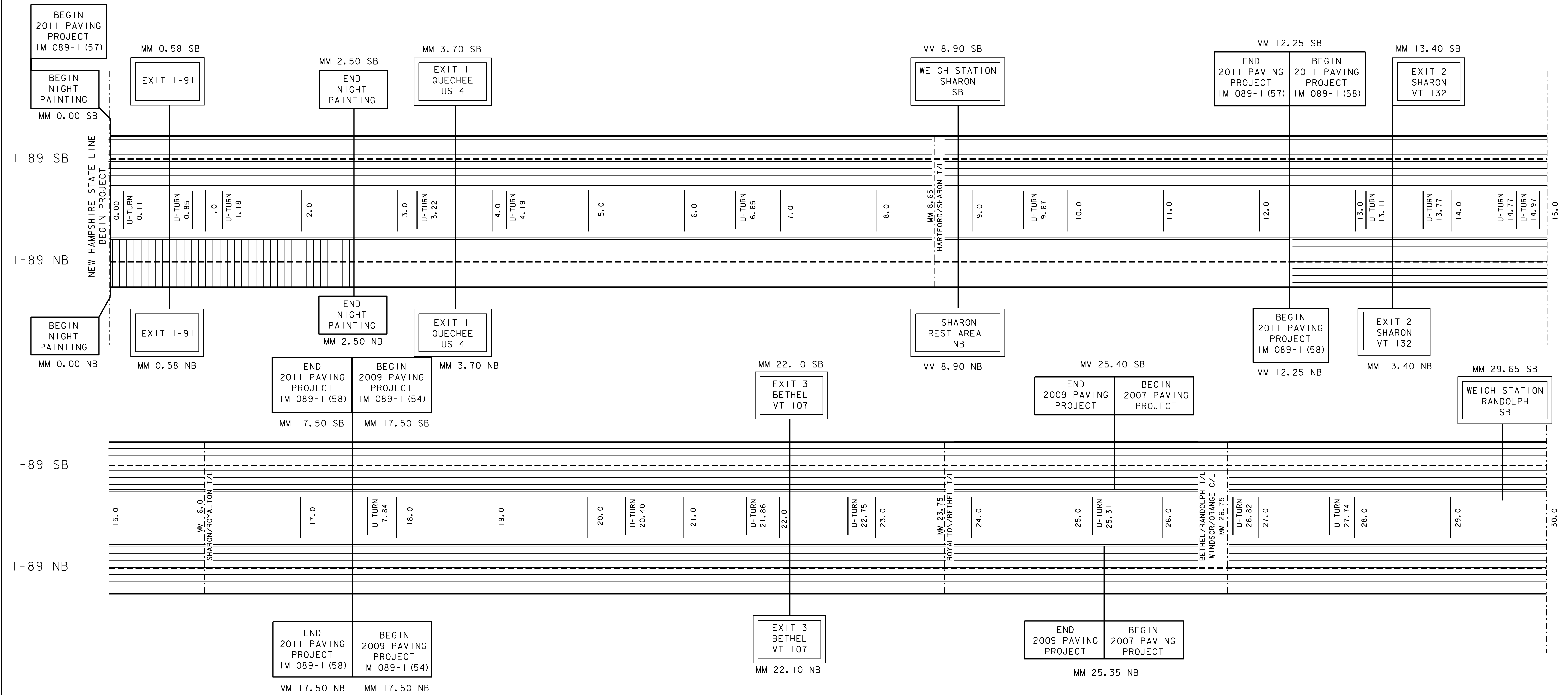
NOTE
SOME YIELD MARKINGS
MAY BE ▽'S
INSTEAD OF YIELD WORD

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 NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
DESIGN FILE NAME: Ila008.dgn	SHEET: 14 OF 29
PROJECT MANAGER: A GAMBLE	
IPARM FILE NAME: Ila008iq6.i	

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



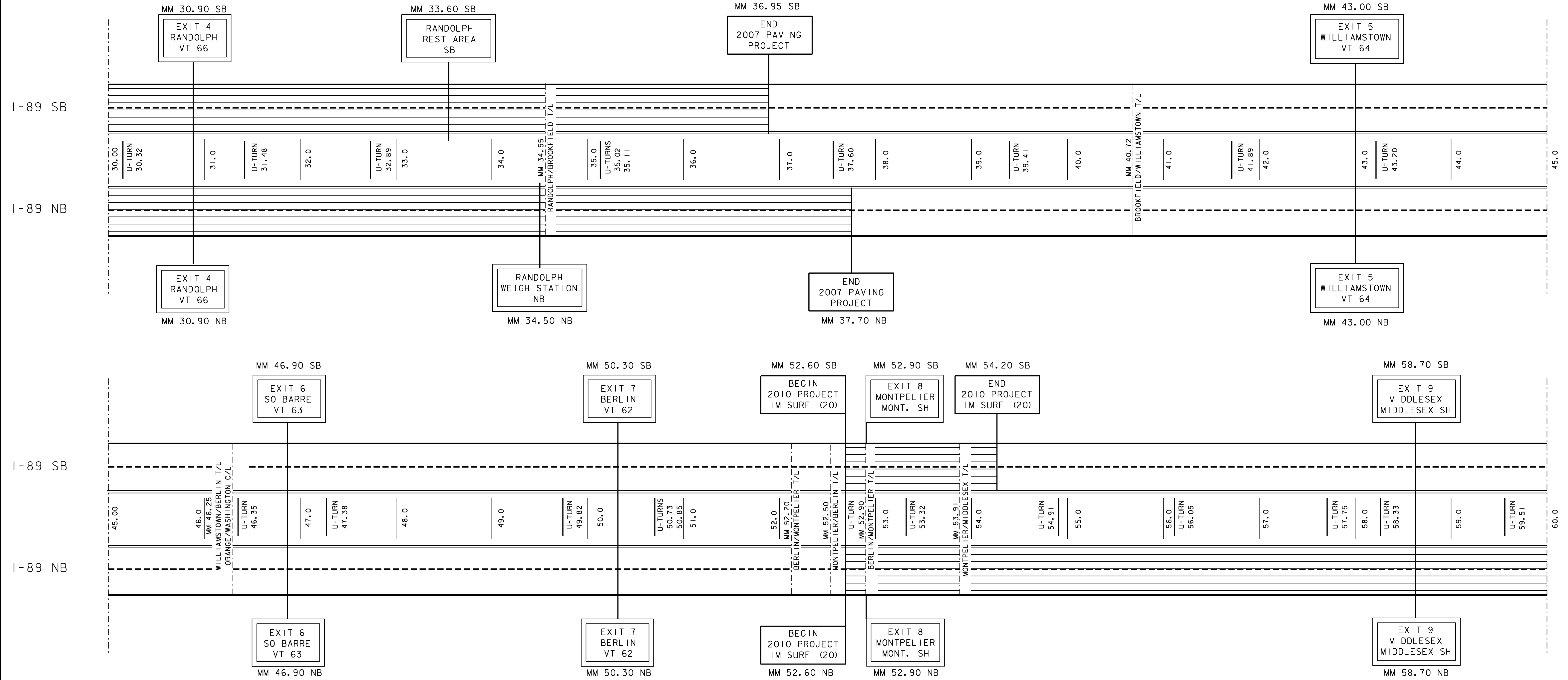
- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOTE
 PAINT WHITE EDGLINE AND DASHES
 MM 25.35 - MM 37.70 NB
 MM 25.40 - MM 36.95 SB

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 1	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: IMG MARK(111)	
	DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 10-MAR-2011
PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS	
IPARM FILE NAME: Ila008msl.i	SHEET: 15 OF 29	

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

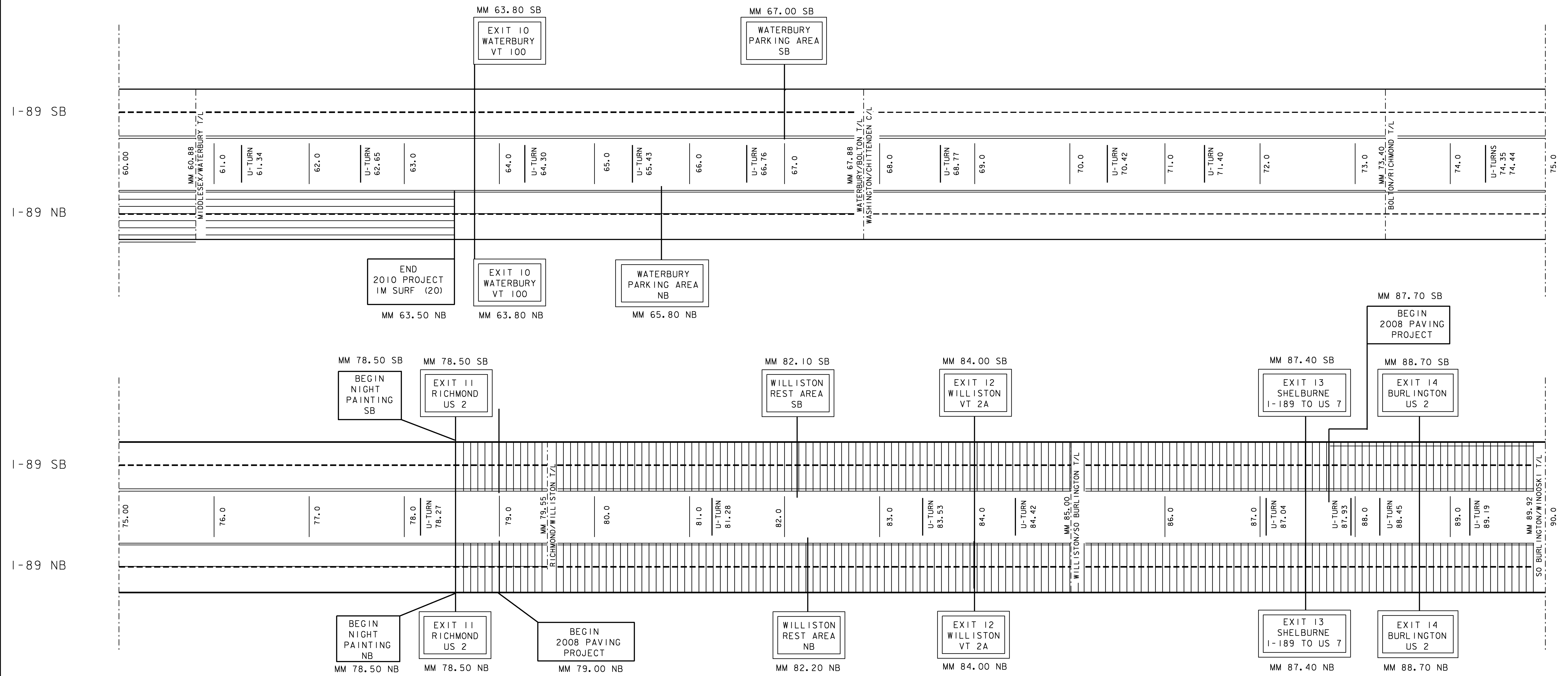
NOTE
 PAINT WHITE EDGLINE AND DASHES
 MM 25.35 - MM 37.70 NB
 MM 25.40 - MM 36.95 SB

NOT TO SCALE

**I-89 MAINLINE
 TREATMENT SCHEMATIC
 SHEET 2**

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(111)	
DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 10-MAR-2011
PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS
IPARM FILE NAME: Ila008ms2.i	SHEET: 16 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



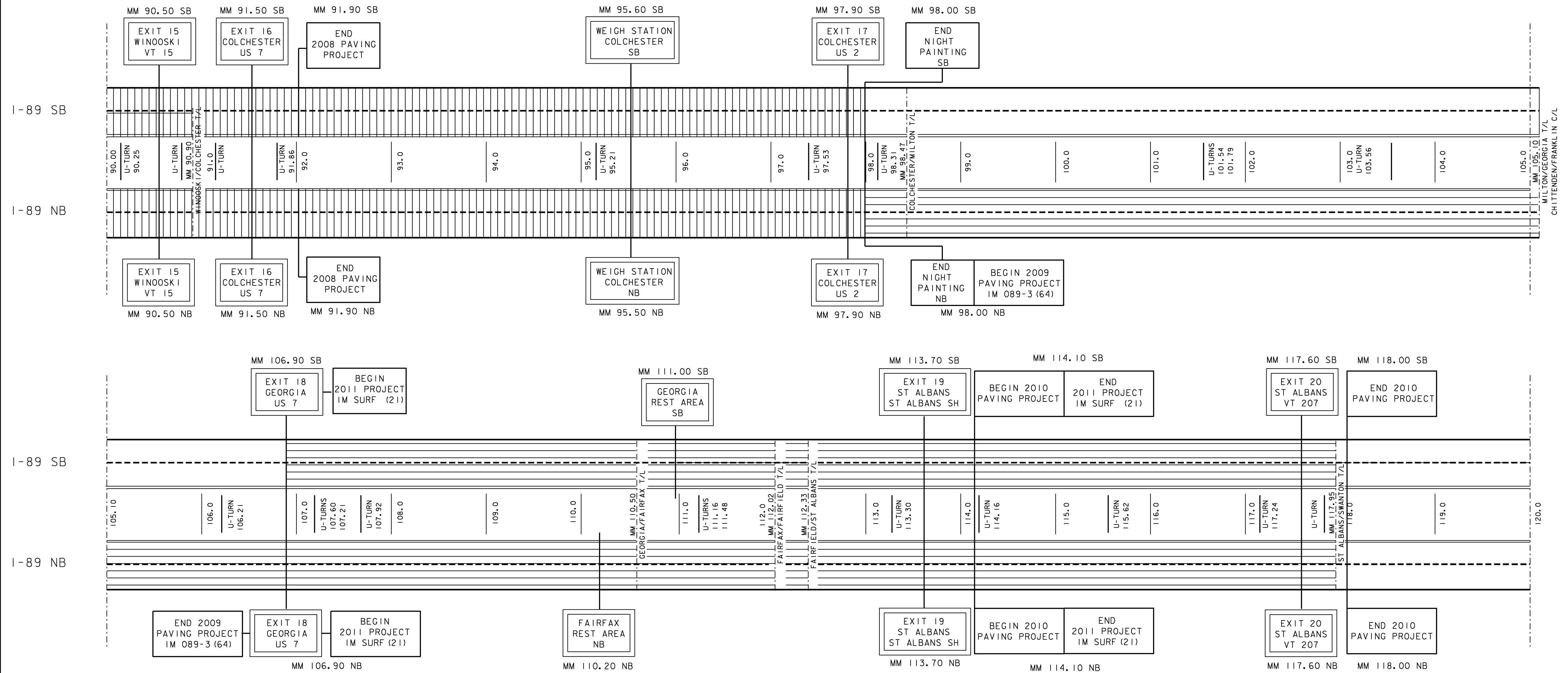
- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOTE
 PAINT WHITE EDGLINE AND DASHES
 MM 79.00 - MM 91.90 NB
 MM 87.70 - MM 91.90 SB

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 3	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: IMG MARK(111)	
	DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 10-MAR-2011
PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS	
IPARM FILE NAME: Ila008ms3.i	SHEET: 17 OF 29	

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



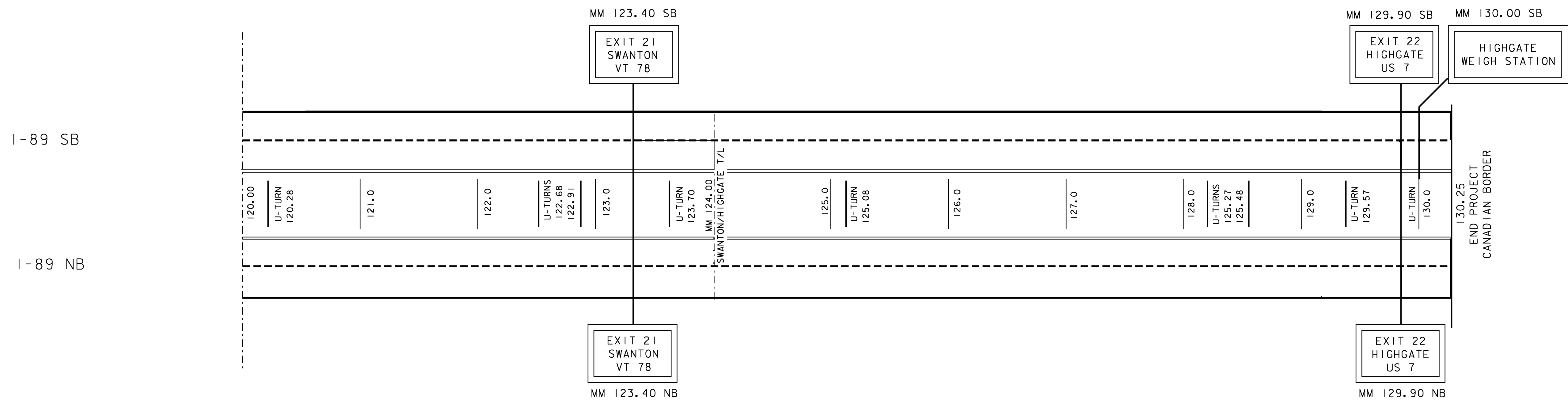
- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOTE
 PAINT WHITE EDGLINE AND DASHES
 MM 79.00 - MM 91.90 NB
 MM 87.70 - MM 91.90 SB

NOT TO SCALE

<p>I-89 MAINLINE TREATMENT SCHEMATIC SHEET 4</p>	<p>PROJECT NAME: STATEWIDE</p> <p>PROJECT NUMBER: IMG MARK(111)</p>
<p>DESIGN FILE NAME: Ila008.dgn</p> <p>PROJECT MANAGER: A GAMBLE</p> <p>IPARM FILE NAME: Ila008ms4.i</p>	<p>PLOT DATE: 10-MAR-2011</p> <p>DRAWN BY: KAS</p> <p>SHEET: 18 OF 29</p>

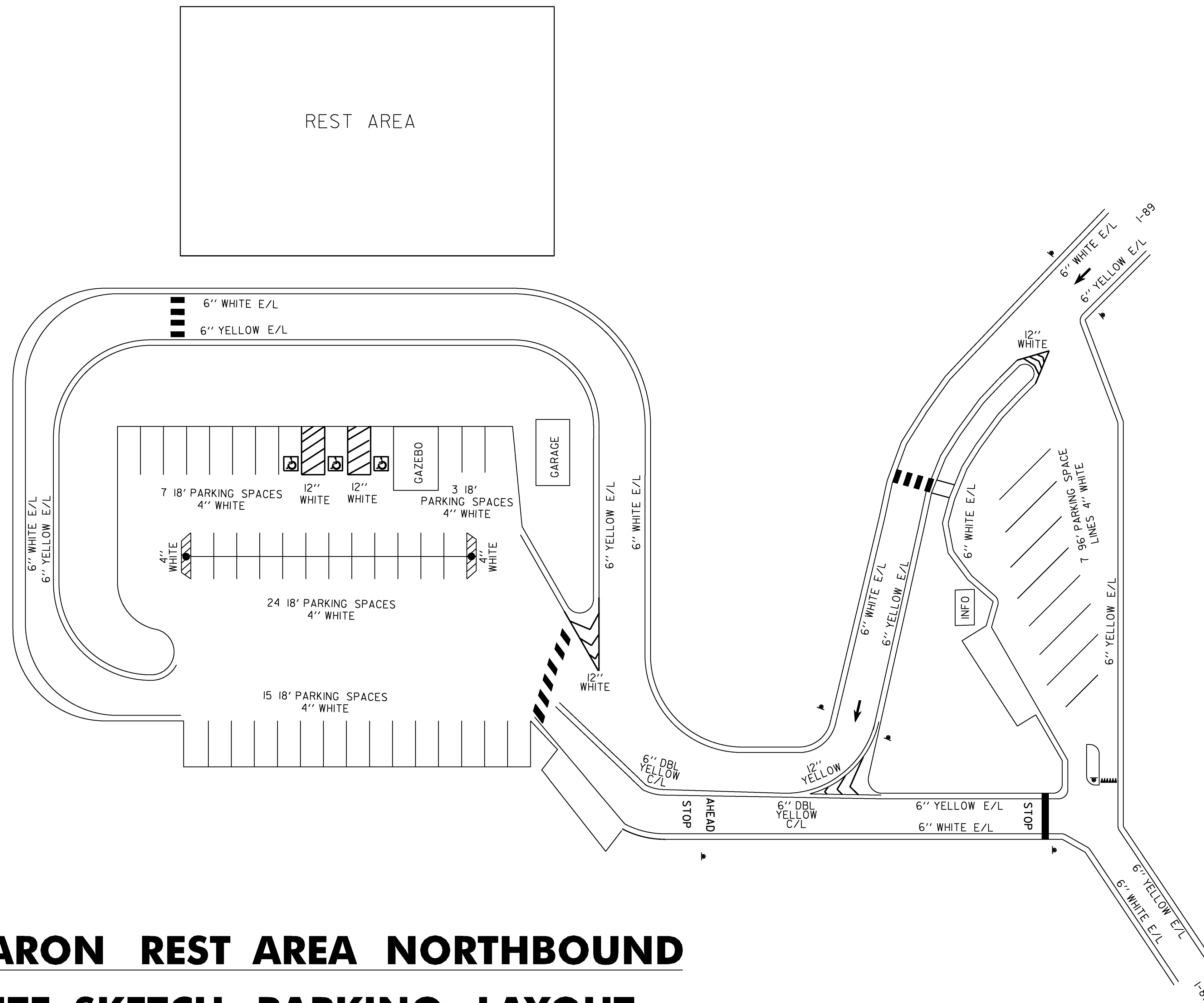
INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 5	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: IMG MARK(111)	
	DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 10-MAR-2011
	PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS
	IPARM FILE NAME: Ila008ms5.1	SHEET: 19 OF 29

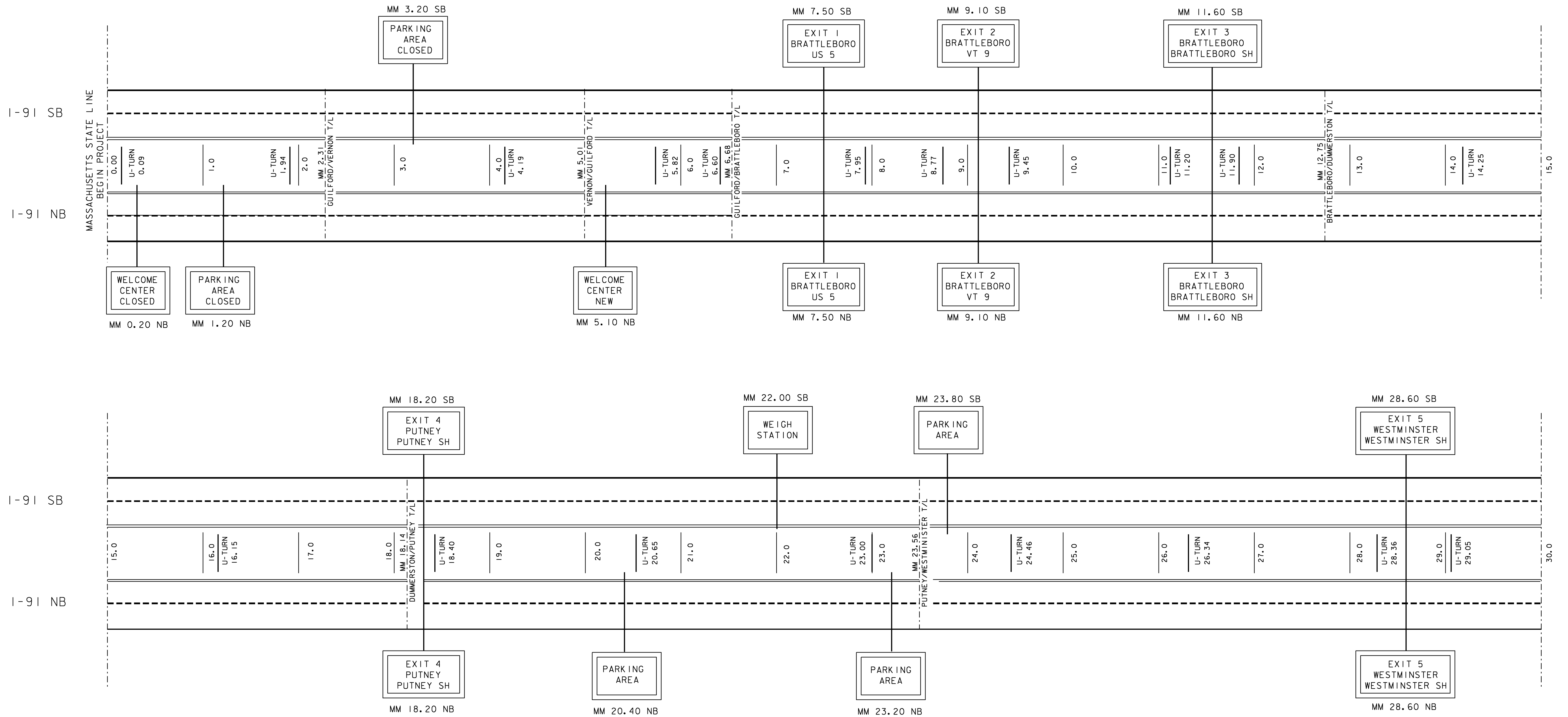


SHARON REST AREA NORTHBOUND
SITE SKETCH PARKING LAYOUT
CHECK WITH RESIDENT ENGINEER BEFORE MARKING

NOT TO SCALE

SHARON REST AREA NORTHBOUND LAYOUT SHEET	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 20 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

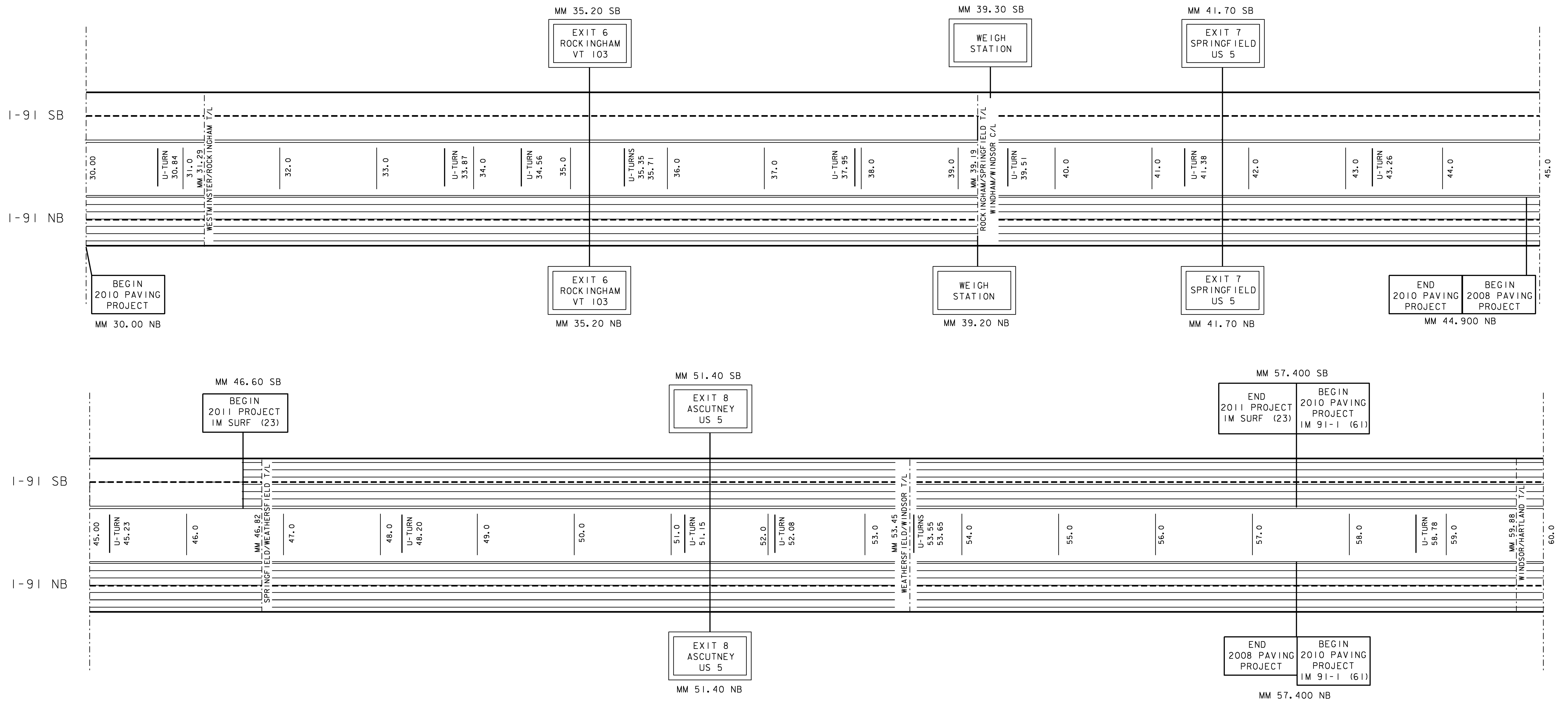


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 1	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 21 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008ms6.1	

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

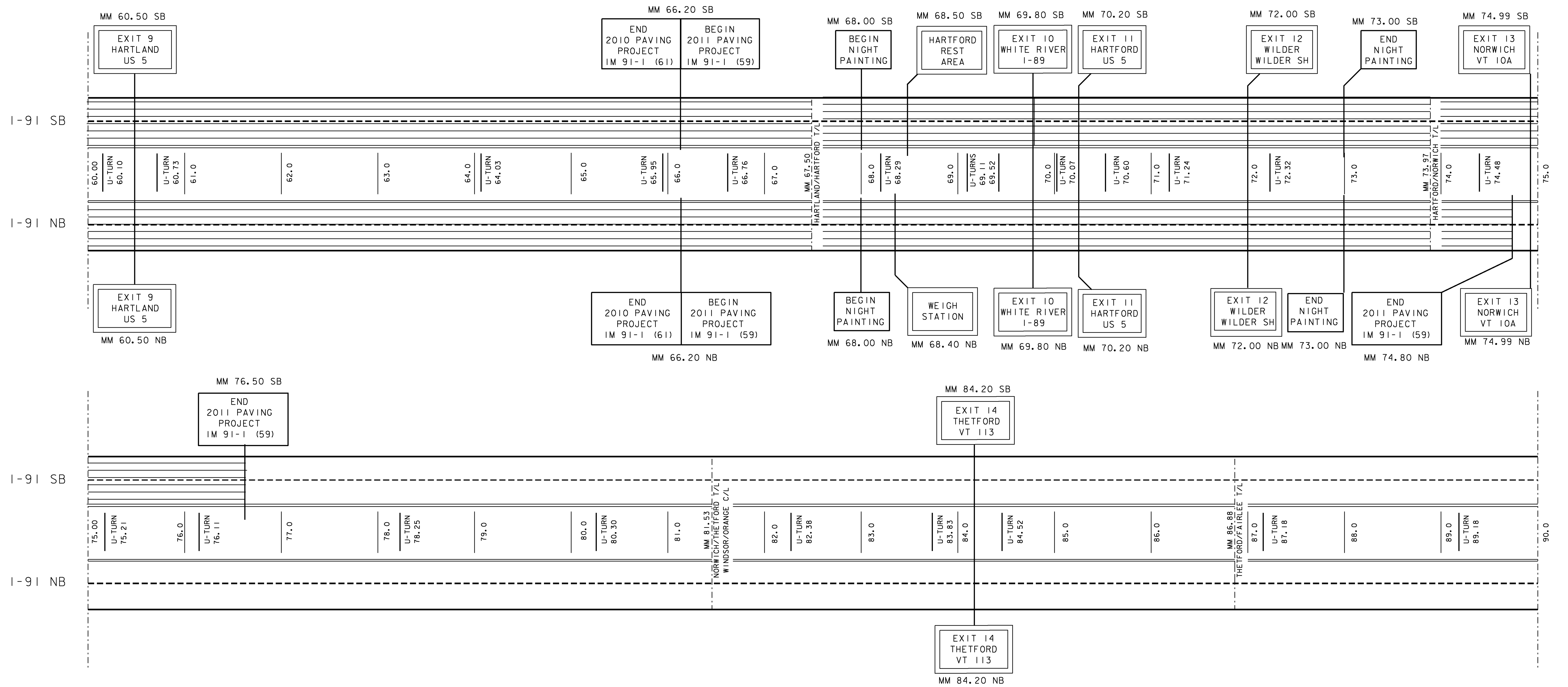


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 2	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: IMG MARK(111)	
	DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 10-MAR-2011
PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS	
IPARM FILE NAME: Ila008ms7.1	SHEET: 22 OF 29	

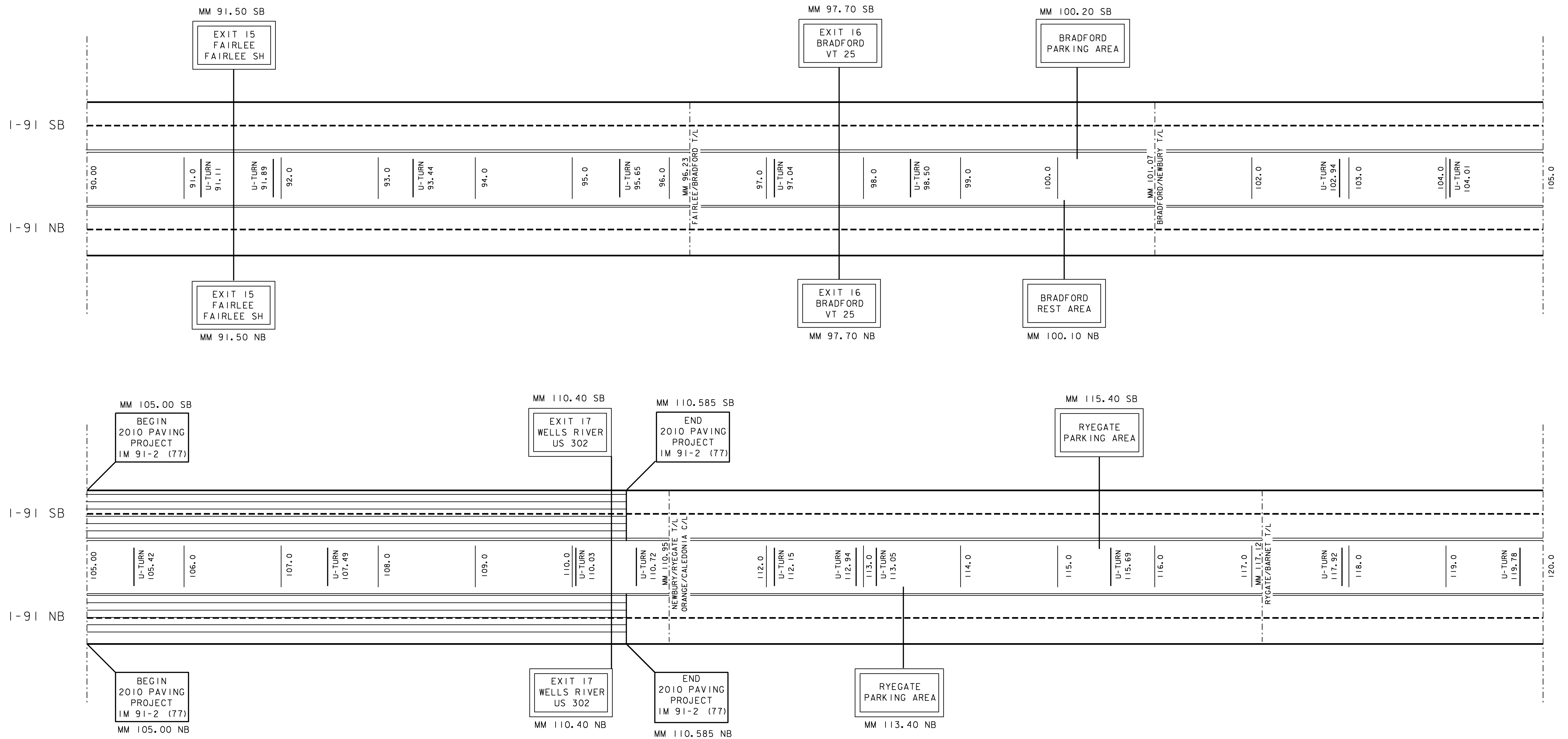
INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 3	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 23 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008ms8.1	

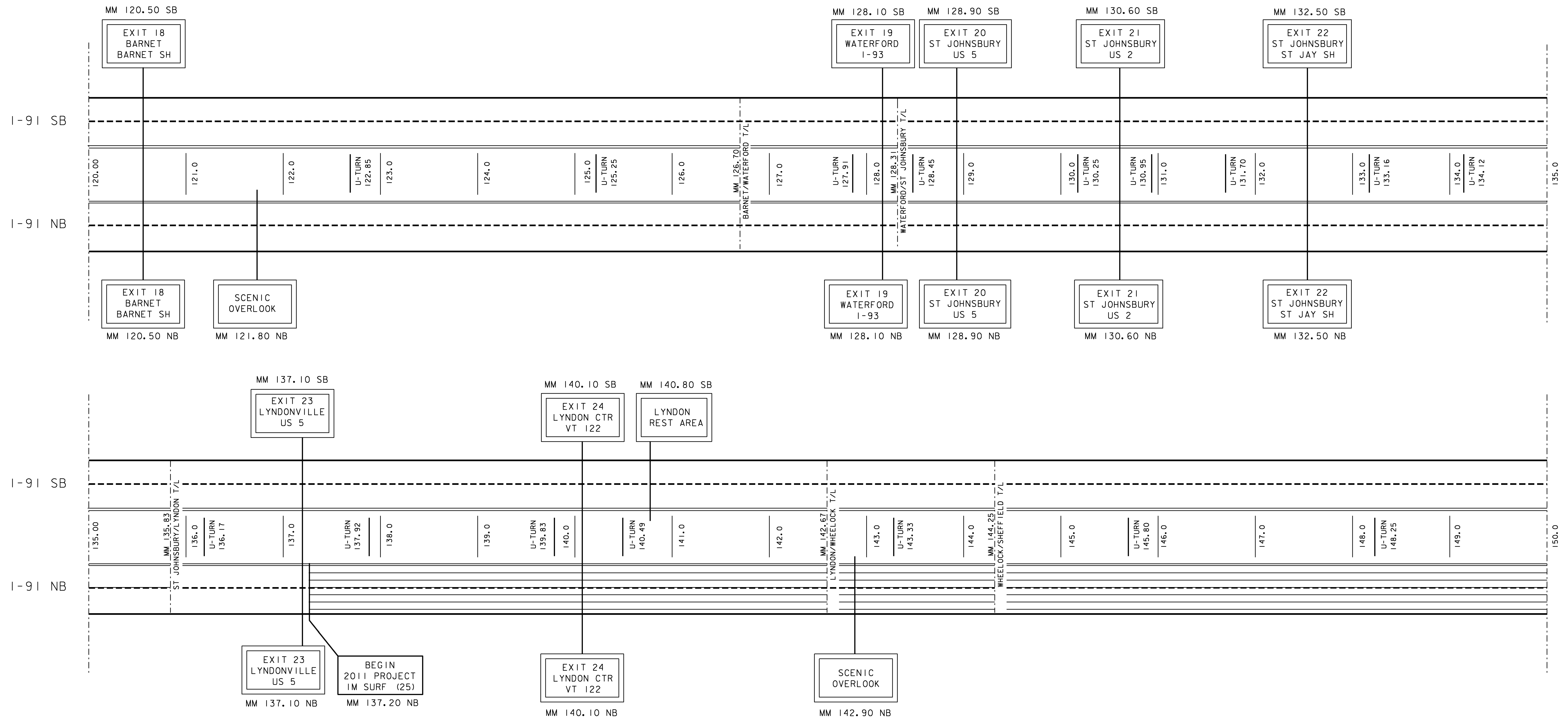
INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 4	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: IMG MARK(111)	
	DESIGN FILE NAME: Ila008.dgn	PLOT DATE: 10-MAR-2011
PROJECT MANAGER: A GAMBLE	DRAWN BY: KAS	
IPARM FILE NAME: Ila008ms9.1	SHEET: 24 OF 29	

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

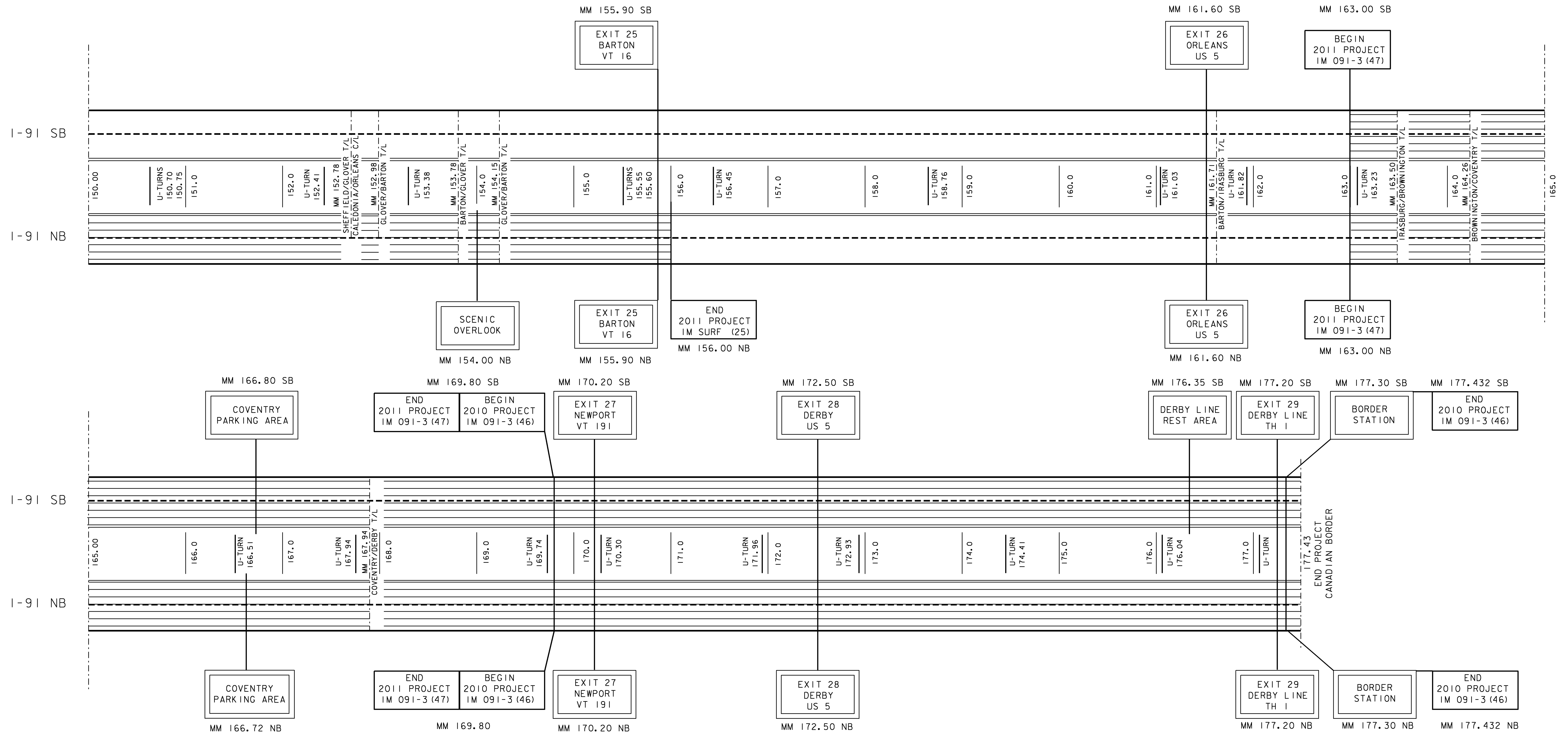


- LEGEND**
- = AREA NOT TO BE PAINTED
 - = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 5	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 25 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008msi0.1	

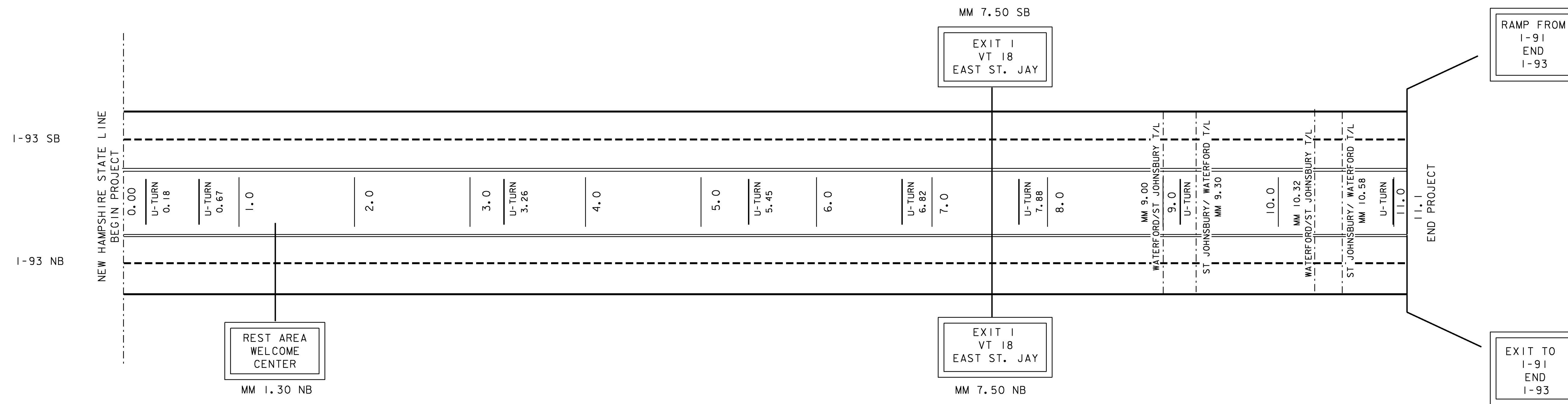
INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



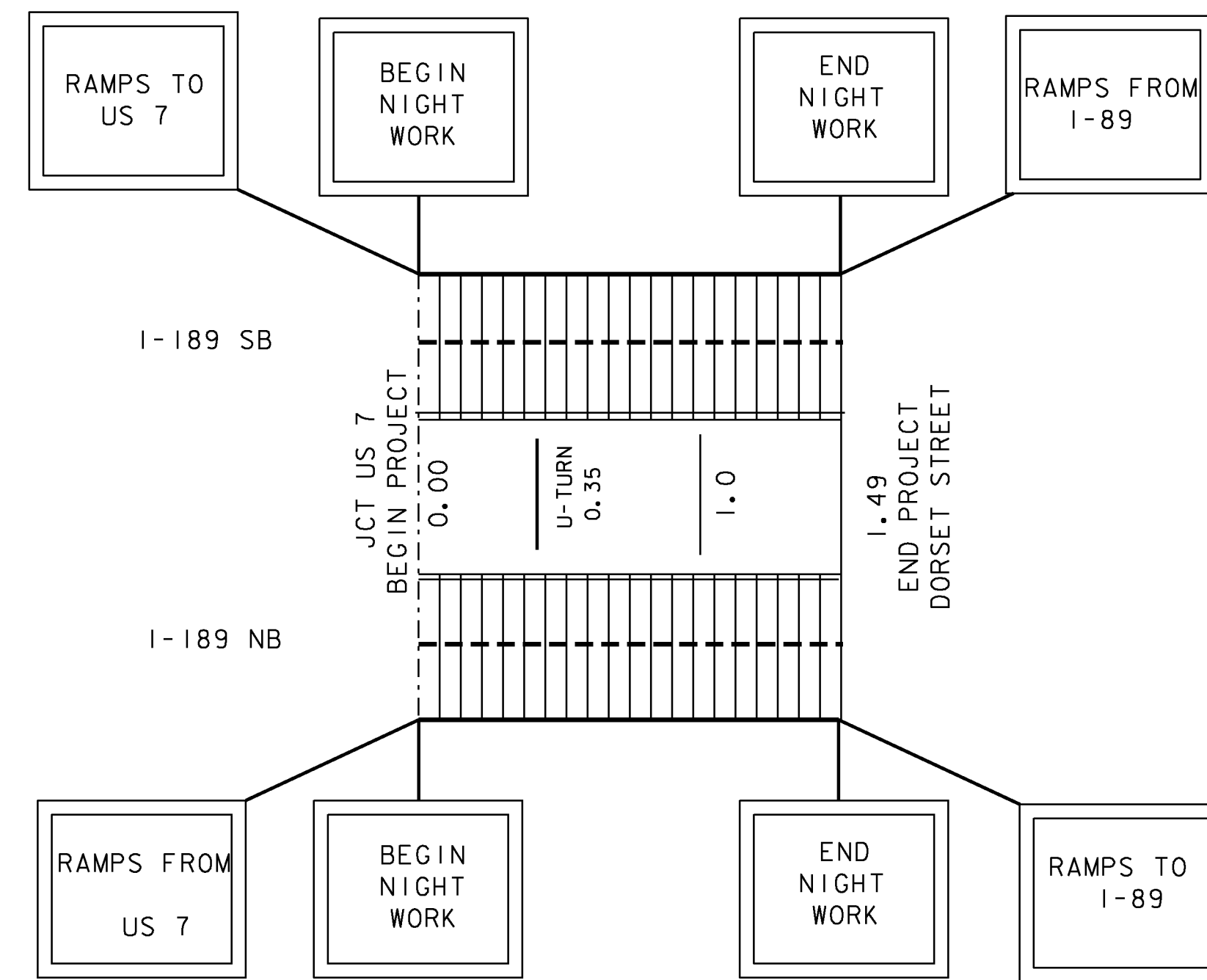
NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 6	PROJECT NAME: STATEWIDE	PLOT DATE: 14-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 26 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008msl1	

INTERSTATE 93 MAINLINE TREATMENT SCHEMATIC



INTERSTATE 189 MAINLINE TREATMENT SCHEMATIC



LEGEND

- = AREA NOT TO BE PAINTED
- = AREA TO BE DONE AT NIGHT
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

NOT TO SCALE

I-93 AND I-189 MAINLINE TREATMENT SCHEMATIC SHEET	PROJECT NAME: STATEWIDE	PLOT DATE: 10-MAR-2011
	PROJECT NUMBER: IMG MARK(111)	DRAWN BY: KAS
	DESIGN FILE NAME: Ila008.dgn	SHEET: 27 OF 29
	PROJECT MANAGER: A GAMBLE	
	IPARM FILE NAME: Ila008msi2.1	

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		B	E	G	I	N	S	
	X	X	/	X	X	/	X	X

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

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 NAME: **STATEWIDE**
PROJECT NUMBER: **IMG MARK(111)**

DESIGN FILE NAME: Ila008.dgn
PROJECT MANAGER: A GAMBLE
IPARM FILE NAME: Ila008pcms.i

PLOT DATE: 10-MAR-2011
DRAWN BY: KAS
SHEET: 28 OF 29

MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES

ADVANCED WARNING VEHICLE # 1

	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	
		A	H	E	A	D		

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

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

PROTECTION VEHICLE # 1 + # 2

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

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

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

SEQUENTIAL RIGHT CHEVRONS

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

SEQUENTIAL LEFT CHEVRONS

MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES

PROJECT NAME: **STATEWIDE**
PROJECT NUMBER: **IMG MARK(111)**

DESIGN FILE NAME: Ila008.dgn
PROJECT MANAGER: A GAMBLE
IPARM FILE NAME: Ila008ewv.l

PLOT DATE: 10-MAR-2011
DRAWN BY: KAS
SHEET: 29 OF 29