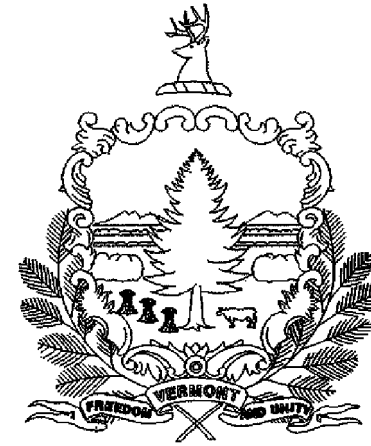


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- 4 INTERSTATE TYPICAL PAVEMENT MARKINGS
- 5 RAMP AND GORE TRAFFIC CONTROL PLAN
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STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT

PROPOSED IMPROVEMENT INTERSTATE SYSTEM PAVEMENT MARKING

DESCRIPTION OF WORK:
PAVEMENT MARKINGS, INCLUDING APPLICATION OF CENTERLINE, EDGE LINES, GORE MARKINGS, DASHED AND DOTTED LINES AT ACCELERATION AND DECELERATION LANES, STOP BARS, LETTERS OR SYMBOLS, CROSSWALK MARKING W/DIAGONAL LINES ON RAMPS, AND 4" LINES AT PARKING STALLS IN REST AREAS.

PROJECT LOCATIONS:

130.256 MILES INTERSTATE 89 FROM NEW HAMPSHIRE BORDER TO CANADIAN BORDER
177.432 MILES INTERSTATE 91 FROM MASSACHUSETTS BORDER TO CANADIAN BORDER
1.488 MILES INTERSTATE 189 FROM INTERSTATE 89 TO US 7

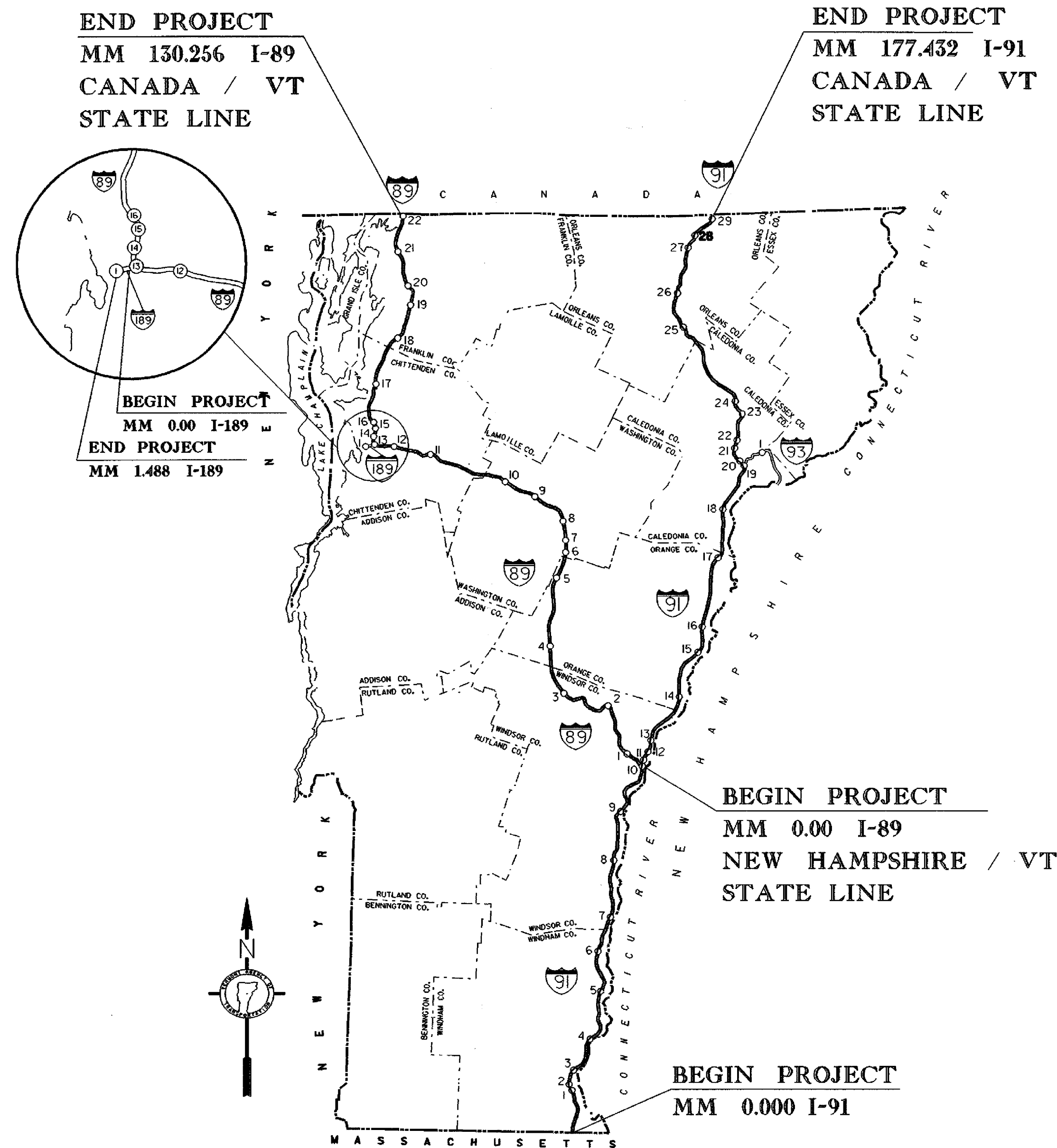
NOTE: AREAS DESIGNATED BELOW
WILL NOT BE PAINTED WITH THIS PROJECT:

- I-89**
- SB & NB MM 0.00 ~ MM 22.00 (PARTIAL--SEE SHEET I2 OF I2)
 - NB MM 47.20 ~ MM 53.044 IM 089-K2I
 - NB MM 53.54 ~ MM 54.91IM 089-2(26)
 - NB MM 64.50 ~ MM 66.87 IM 089-2(26)
 - NB MM 91.88 ~ MM 98.00 REPAIR
 - NB MM 106.9 ~ MM 114.10
 - NB MM 120.79 ~ MM 133.25 IM 089-2(26)
 - SB MM 36.90 ~ MM 53.00
 - SB MM 53.83 ~ MM 53.91IM 089-2(26)
 - SB MM 54.73 ~ MM 55.30 IM 089-2(26)
 - SB MM 64.61 ~ MM 66.77 IM 089-2(26)
 - SB MM 79.00 ~ MM 86.96 THERMO REAPPLICATION
 - SB MM 91.88 ~ MM 98.00
 - SB MM 106.83 ~ MM 114.10
 - SB MM 117.85 ~ MM 130.24
- FOR RAMP TREATMENTS, SEE SHEET 6 OF I2
- I-91**
- NB & SB MM 0.00 ~ MM 11.913
 - NB MM 33.01 ~ MM 34.08 IM 091-I(38)
 - NB MM 73.59 ~ MM 92.49
 - NB MM 127.871 ~ MM 150.10
 - SB MM 33.02 ~ MM 34.10SB MM 35.59 ~ MM 57.35 IM 091-I(38)
 - SB MM 76.45 ~ MM 98.44
 - SB MM 110.43 ~ MM 137.19
 - SB MM 150.70 ~ MM 155.97 PARTIAL THERMO REPAIR
 - SB MM 162.00 ~ MM 172.50

NOTE: AREAS BELOW WILL BE MARKED WITH DURABLE MARKINGS

- I-89 SB MM 79.00 ~ MM 86.95 REAPPLICATION
- I-89 NB MM 91.88 ~ MM 98.00 PARTIAL THERMO REPAIR(EST)
- I-91 SB & NB MM 0.00 ~ 11.913 YELLOW EDGE LINES
- I-91 SB MM 133.20 ~ 137.18 REAPPLICATION OVER 4"
- I-91 SB MM 150.70 ~ MM 155.97 PARTIAL THERMO REPAIR(EST.)
- I-91 SB MM 162.00 ~ MM 172.50 40 MIL SPRAY CAT 11WP

FOR DURABLE RAMP MARKINGS SEE SHEET I1 OF I2



CONTRACT PLANS

THESE PLANS DO NOT REFLECT CHANGES MADE
ON THE PROJECT AS "RECORD PLANS" WOULD.

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE CHIEF ENGINEER.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON MARCH 15, 1990 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

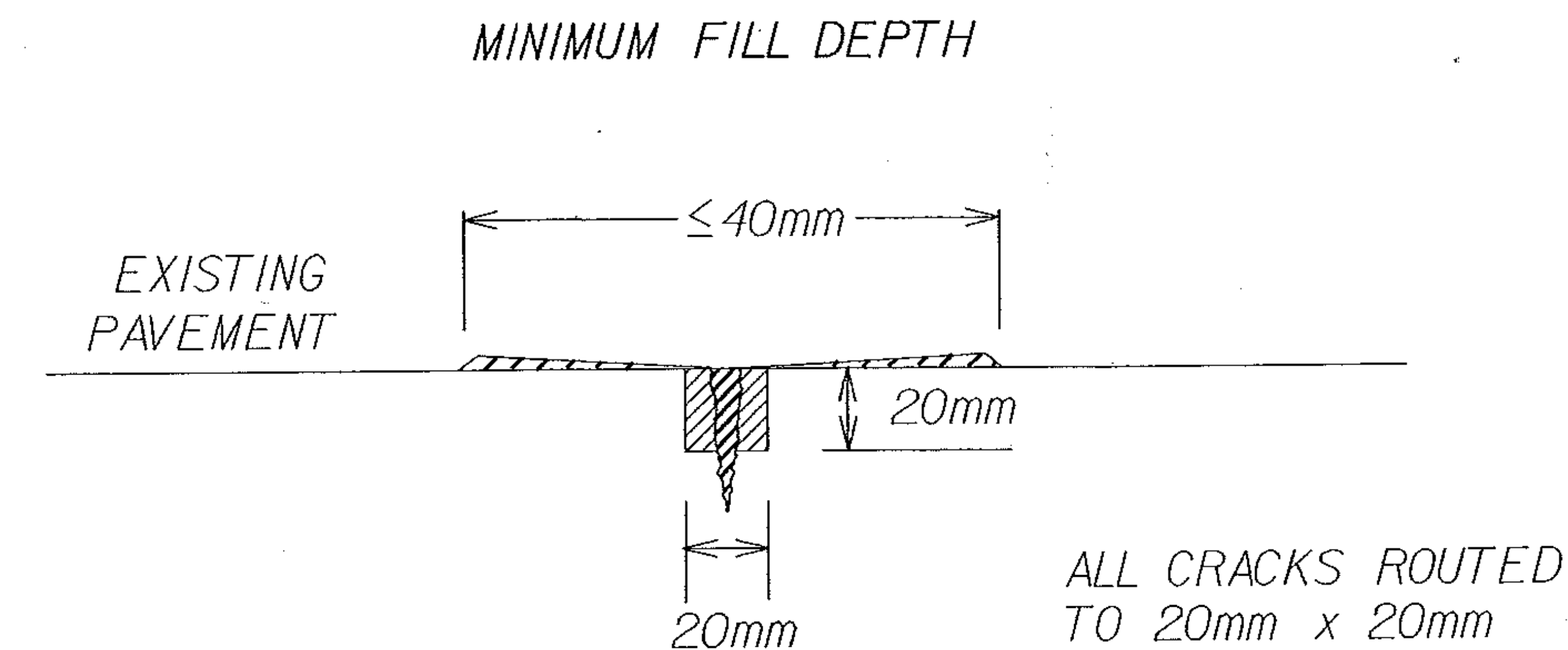
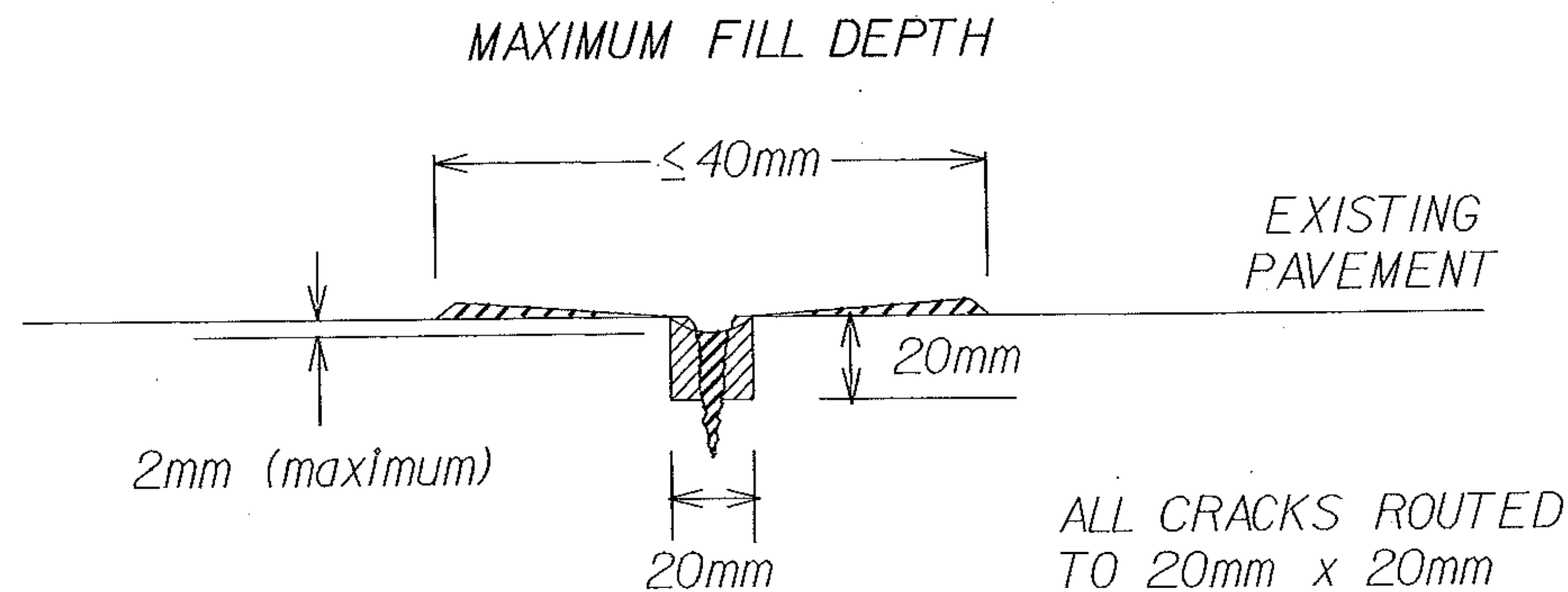
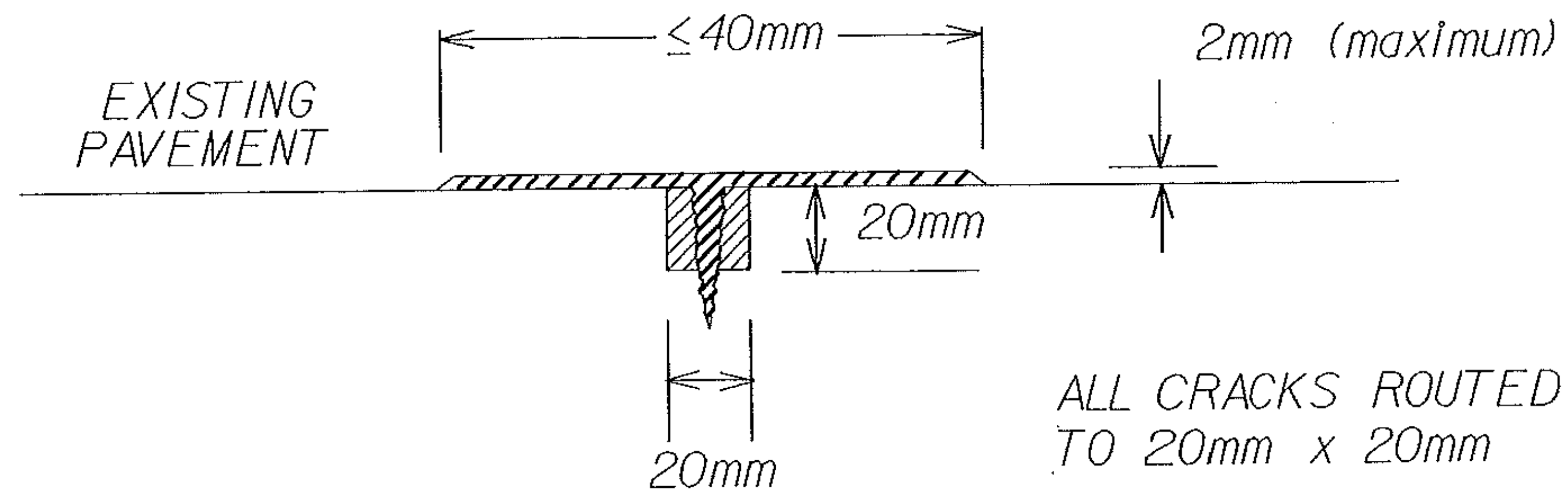
pave\00k284\mark10\dgn\mark00i

APPROVED *[Signature]* DATE 4/4/01
DIRECTOR OF
PROJECT DEVELOPMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED *[Signature]* DATE 5-4-01
DIVISION ADMINISTRATOR

PROJECT STATEWIDE INTERSTATE PAVEMENT
MARKING CONTRACT IMG MARK 000
SHEET 1 OF 12 SHEETS

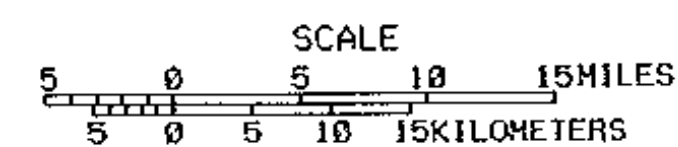
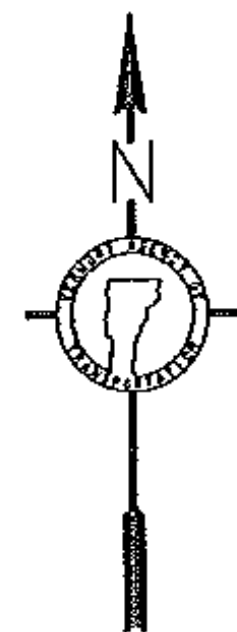
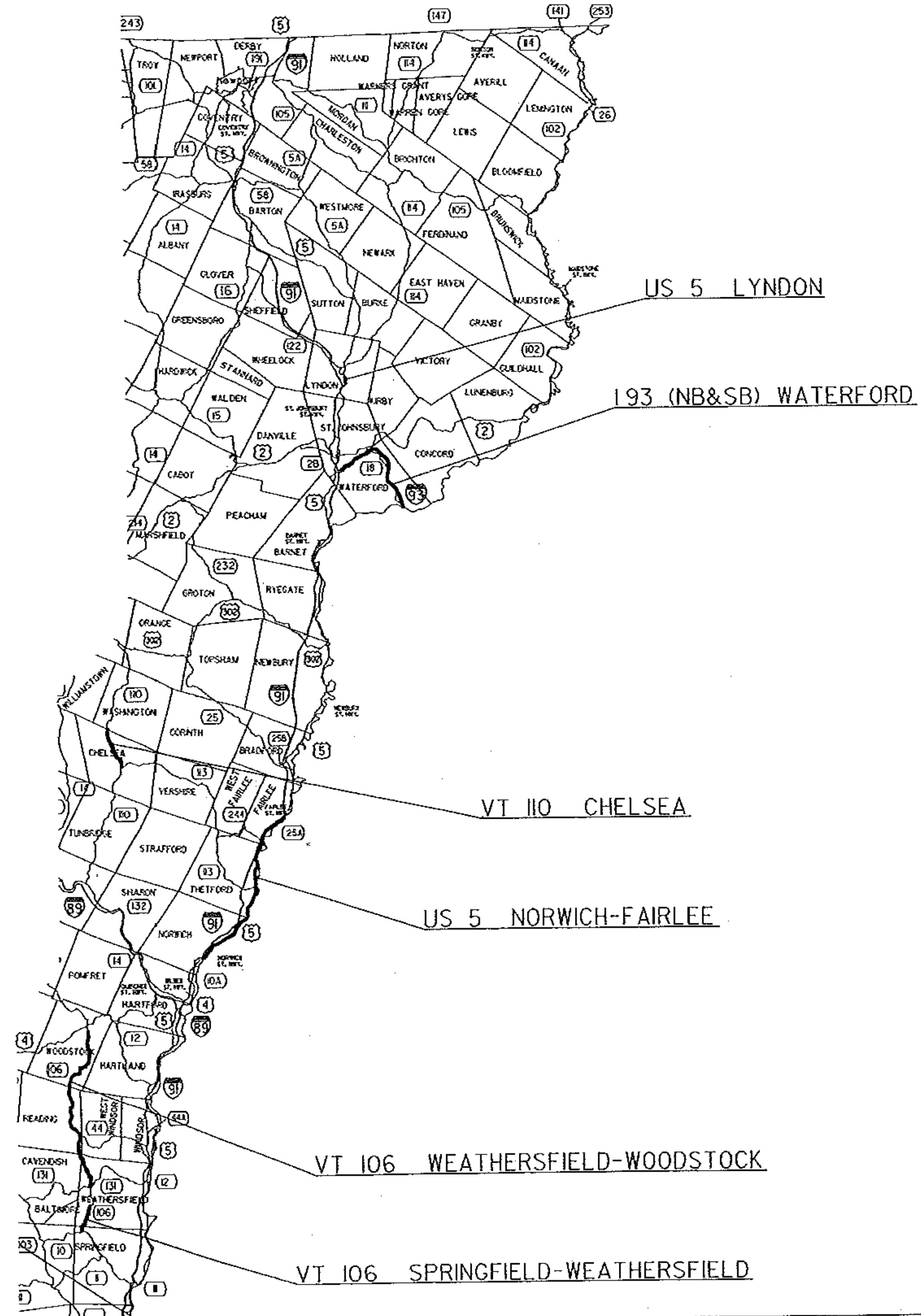


NOTES

1. A STRIKE OFF FLUSH FILL TECHNIQUE WILL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SHOE.
2. ALL CRACKS WILL BE ROUTED TO 20mm BY 20mm PRIOR TO SEALING. ROUTED CRACKS SHALL BE SEALED WITHIN THE SAME WORKDAY.
3. CRACKS THAT ARE TO BE ROUTED AND SEALED SHOULD HAVE WIDTHS NO LESS THAN 3mm AND NO GREATER THAN 20mm UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
4. LIMITS OF WORK SHOWN ON PLANS, BEGIN AND END M.M., MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO ACCOUNT FOR CONDITIONS IN THE FIELD.
5. AMBIENT TEMPERATURE RANGE: 5°C TO 40°C.
6. PAVEMENT TEMPERATURE RANGE: 10°C TO 60°C
7. RELATIVE HUMIDITY SHOULD BE LESS THAN 80 PERCENT.
8. PAVEMENT SURFACE AND CRACKS MUST BE CLEAN AND DRY PRIOR TO APPLICATION.
9. TEMPERATURE OF SEALANT ±3°C FROM MANUFACTURER'S SPECIFIED TEMPERATURE APPLICATION.
10. BACKFLUSHING OF HOSE AND APPLICATOR WAND IS NECESSARY ANYTIME THE APPLICATION OF SEALANT HAS BEEN DELAYED FOR A PERIOD GREATER THAN 15 MINUTES.
11. THE DISTANCE BETWEEN APPLICATOR AND SQUEEGEE SHOULD BE LESS THAN 1 METER, BUT IN NO CASE SHOULD IT BE GREATER THAN 2 METERS.
12. THE TIME DELAY BETWEEN THE HOT AIR LANCE TREATMENT AND THE APPLICATION OF THE SEALANT SHOULD BE LESS THAN TWO MINUTES, BUT IN NO CASE GREATER THAN FIVE MINUTES.
13. THE ACCEPTABLE SEALANT THICKNESS SHALL BE IN THE RANGE OF + 2mm ABOVE SURFACE TO - 2mm BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN 2mm AND RECESSES GREATER THAN 2mm BELOW THE SURFACE SHALL BE REMOVED, REPAIRED AND REPLACED.
14. THE MANUFACTURER'S RECOMMENDATIONS ON CURING OF MATERIAL WILL BE SUPPLIED IN ADVANCE OF ACTIVITIES. THE CURE TIMES MAY BE SHORTENED OR EXTENDED TO MEET CONDITION IN THE FIELD AS DIRECTED BY THE ENGINEER.
15. ANY MATERIAL HEATED ABOVE THE MANUFACTURERS RECOMMENDED MAXIMUM WILL NOT BE USED ON PROJECT.

CRACKFILL TYPICAL	PROJECT: STATEWIDE	PROJECT NO.: STP CRAK(13)
	DESIGN FILE NAME: /pave/crackfill/crackfill2001.dgn IPARM FILE NAME: park01type.i SURVEYED BY: SQUAD LEADER: C. FIELDER	PLOT DATE: 11-MAY-2001 SURVEY DATE: DRAWN BY: R. KINIRY SHEET: 2 OF 5

EAST REGION



CRACKFILL LOCATION LAYOUT

PROJECT:	STATEWIDE	PROJECT NO.:	STP CRAK(13)
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DESIGN FILE NAME:	/pave/crackfill/crackfill2001.dgn	PLOT DATE:	11-MAY-2001
IPARM FILE NAME:	parK01laye.l	SURVEYED BY:	
SQUAD LEADER:	C. FIELDER	DRAWN BY:	R. KINIRY
		SHEET:	4 OF 5

CRACK FILLING TO BE PERFORMED AT THE FOLLOWING LOCATIONS.

LOCATION MAY BE ADJUSTED BY THE RESIDENT ENGINEER TO ACCOUNT FOR FIELD CONDITIONS.

ROAD	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH KILOMETERS	LANE LENGTH KILOMETERS	DISTRICT
I 93 NB	WATERFORD	0.000	WATERFORD	11.104	17.866	35.733	7
I 93 SB	WATERFORD	0.000	WATERFORD	11.075	17.820	35.639	7
US 5	NORWICH	2.362	FAIRLEE	3.638	28.038	55.498	4, 7
US 5	LYNDON	1.865	LYNDON	2.638	1.244	2.488	7
VT 106	SPRINGFIELD	3.283	WEATHERSFIELD	2.347	4.605	9.210	2
VT 106	WEATHERSFIELD	4.305	WOODSTOCK	6.553	27.643	55.285	4
VT 110	CHELSEA	2.796	CHELSEA	6.960	6.700	13.400	4
TOTAL (KILOMETERS)					<u>103.916</u>	<u>207.253</u>	

**CRACK FILL
LOCATION
DETAIL**

PROJECT:	STATEWIDE	PROJECT NO.:	STP CRAK(3)
DESIGN FILE NAME:	/pave/crackfill/crackfill2001.dgn	PLOT DATE:	11-MAY-2001
IPARM FILE NAME:	porK0ldete.l	SURVEY DATE:	
SURVEYED BY:		DRAWN BY:	R. KINIRY
SQUAD LEADER:	C. FIELDER	SHEET:	5 OF 5