

PAVEMENT MARKINGS 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
US 4 (EB)	FAIR HAVEN	0.20	RUTLAND	18.82	18.62
US 4 (WB)	RUTLAND	18.82	FAIR HAVEN	0.61	18.21
US 7 (NB)	BENNINGTON	3.80	BENNINGTON	7.52	3.72
US 7 (NB)	SHAFTSBURY	0.00	SHAFTSBURY	5.36	5.36
US 7 (NB)	GLASTENBURY	0.00	GLASTENBURY	1.78	1.78
US 7 (NB)	SUNDERLAND	0.00	SUNDERLAND	7.18	7.18
US 7 (NB)	MANCHESTER	0.00	MANCHESTER	4.36	4.36
VT 279 (EB)	BENNINGTON	0.00	BENNINGTON	3.76	3.76

TOTAL (MILES) 62.99

INCLUDES CLIMBING LANES  
 INCLUDES DIVIDED HIGHWAY, ALL EXITS AND PARKING AREAS  
 INCLUDES 12 INCH YELLOW LINES AT PAINTED ISLANDS  
 INCLUDES PAINTED CURB AT JCT US 7 AND KOCHER DRIVE BENNINGTON

**NOTES**

- ALL MAINLINE CENTERLINE AND EDGELINE MARKINGS ON US 4 AND US 7 SHALL BE 6" RECESSED POLYUREA, ALL MAINLINE CENTERLINE AND EDGELINE MARKINGS ON VT 279 SHALL BE RECESSED THERMOPLASTIC.
- ALL OTHER MARKINGS SHALL BE WATERBORNE TRAFFIC PAINT.
- ALL MARKINGS SHALL BE PLACED WHERE EXISTING MARKINGS ARE LOCATED EXCEPT WHERE EXISTING STENCILS AND MARKINGS DO NOT CONFORM TO DETAIL DRAWINGS, EXISTING MARKINGS SHALL BE REMOVED PRIOR TO PLACING NEW MARKINGS.
- 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 RAMPS.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO EXPLAIN WHERE THE UTO SHOULD BE LOCATED TO WARN OF POTENTIAL LANE SHIFTS. BACKING ACROSS EXIT RAMPS IS PROHIBITED BY EITHER THE CONTRACTOR OR UTO.
- UNIFORMED TRAFFIC OFFICER (UTO) REQUIRED WHEN ANY WORK IS BEING DONE ON RAMPS AND AT OTHER TIMES AS DIRECTED BY RESIDENT ENGINEER

<b>PAVEMENT MARKING LOCATION DETAIL</b>	PROJECT: <b>STATEWIDE</b>	PROJECT NO.: <b>NHG MARK (202)</b>
	DESIGN FILE NAME: 09b002.dgn IPARM FILE NAME: 09b002det.f SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 03-APR-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 5 OF 10