STATE OF VERMONT
AGENCY OF TRANSPORTATION

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VAOT STANDARDS

E-100	01/02/2004
E-100A	01/02/2004
E-101	05/30/2003
E-102	06/30/2003
E-102A	05/01/2004
E-103	03/01/2004
E-105	05/01/2004
E-106	05/01/2004
E-107A	06/08/2009
E-108	06/08/2009
E-108A	06/08/2009
E-110	08/08/1995
E-120	08/08/1995
E-121	08/08/1995
E-150	05/01/2004
E-164	06/08/2009
E-191	02/01/1999
E-193	08/18/1995

RECORD PLANS

CONTRACTOR: GORMAN GROUP, LLC - ALBANY, NY

RESIDENT ENGINEER: PAUL PERRY

CONSTRUCTION BEGAN: APRIL 16, 2012

CONSTRUCTION COMPLETE: SEPTEMBER 20, 2012

RECORD PLANS BY: PAUL PERRY & J. HYDE

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

BY Paul K. Perry RESIDENT ENGINEER

DATE 04/02/13

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.

PROPOSED IMPROVEMENT
TOWNS OF NORWICH, THETFORD, FAIRLEE AND BRADFORD
COUNTIES OF WINDSOR AND ORANGE
INTERSTATE 91 SOUTHBOUND

BEGINNING IN THE TOWN OF NORWICH IN THE SOUTHBOUND LANE AT MILE MARKER 76.443 AND EXTENDING NORTHERLY ALONG INTERSTATE 91 FOR A DISTANCE OF 116,091.36 FT (21.987 MILES) TO MILE MARKER 98.430 IN THE TOWN OF BRADFORD.

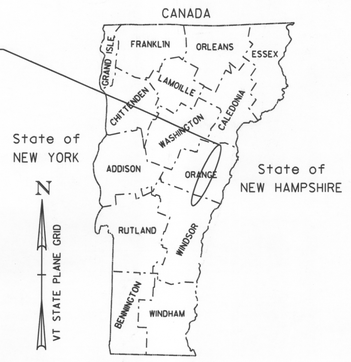
LENGTH OF ROADWAY = 116,091.36 FT = (21.987 MILES) (SOUTHBOUND LANE)
LENGTH OF PROJECT = 116,091.36 FT = (21.987 MILES) (SOUTHBOUND LANE)

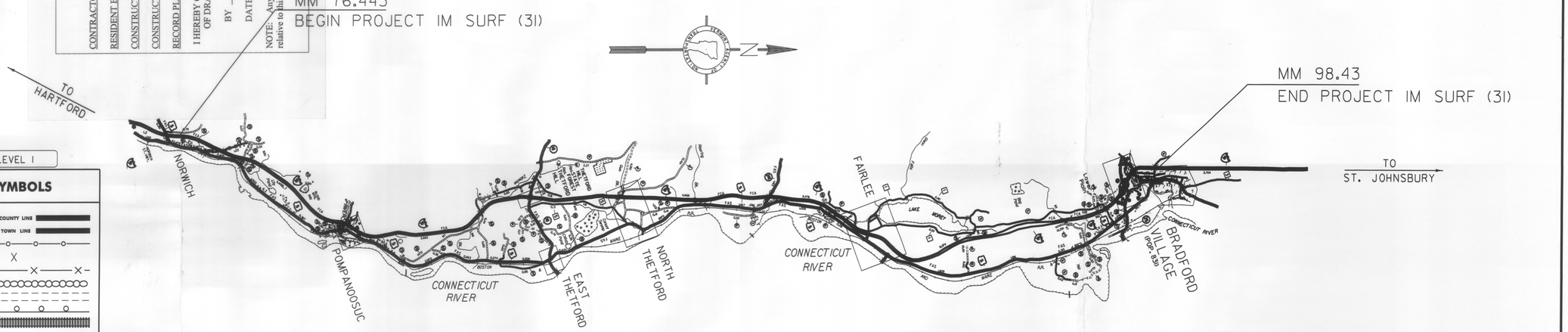
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK-SEALING; OVERLAYING WITH A THIN BITUMINOUS CONCRETE WEARING COURSE ON THE EXISTING INTERSTATE TYPICAL, AND APPLICABLE PAVEMENT MARKINGS.

TRAFFIC DATA

I-91 - SOUTHBOUND	2012 AADT	2022 AADT	2012 DHV	2022 DHV	FLEXIBLE ESALS (2012 - 2022)	FLEXIBLE ESALS (2012 - 2032)
BEGIN PROJECT TO EXIT 14	6,200	6,900	880	980	3,530,000	8,425,000
EXIT 14 TO EXIT 15	4,900	5,600	660	750	1,958,000	4,804,000
EXIT 15 TO EXIT 16	4,000	4,600	560	640	2,658,000	6,452,000
EXIT 16 TO END PROJECT	4,000	3,200	390	440	2,839,000	6,795,000

PROJECT LOCATION
NORWICH - BRADFORD IM SURF (31)





QUALITY ASSURANCE PROGRAM: LEVEL I

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 (SR SR SR)
TOP OF CUT
TOE OF SLOPE

SURVEYED BY :
SURVEYED DATE :

DATUM
VERTICAL
HORIZONTAL

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 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 Richard Taborsak DATE 2/6/12

PROJECT MANAGER : MIKE FOWLER

PROJECT NAME : NORWICH - BRADFORD
PROJECT NUMBER : IM SURF (31)

SHEET 1 OF 19 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES								TOTALS		DESCRIPTIONS		
MAINLINE I-89	RAMPS I-89	MAINLINE I-91	RAMPS I-91	MAINLINE I-93	RAMPS I-93	MAINLINE I-189	RAMPS I-189	GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUND
0	4	0	4	0	2	0	0	10	HR	POWER BROOM RENTAL, TYPE I	608.30	-
75	80	75	80	0	10	0	0	320	HR	UNIFORMED TRAFFIC OFFICERS	630.10	-
20	50	15	35	0	0	0	0	120	HR	UNIFORMED TRAFFIC OFFICERS (NIGHT)	630.10	-
0	20	0	20	0	5	0	0	45	HR	FLAGGERS	630.15	-
								1	LS	MOBILIZATION/DEMOBILIZATION	635.11	-
								1	LS	TRAFFIC CONTROL	641.10	-
								4	EA	PORTABLE CHANGEABLE MESSAGE SIGNS	641.15	-
								2	EA	PORTABLE ARROW BOARDS	641.16	-
0	13,665	0	11,535	0	1,300	0	0	26,500	LF	4'' WHITE LINE	646.20	-
1,164,485	175,000	1,300,100	136,000	146,520	13,895	0	0	2,936,000	LF	6'' WHITE LINE	646.214	-
960,900	95,200	1,040,100	83,800	117,275	5,725	0	0	2,303,000	LF	6'' YELLOW LINE	646.215	-
0	46,085	0	28,200	0	3,215	0	0	77,500	LF	12'' WHITE LINE	646.24	-
0	1,675	0	1,345	0	180	0	0	3,200	LF	24'' STOP BAR	646.26	-
0	911	0	668	0	49	0	0	1,628	EA	LETTER OR SYMBOL	646.30	-
0	536	0	64	0	0	0	0	600	LF	CROSSWALK MARKING	646.31	-
52,100	0	0	0	0	0	0	0	52,100	LF	DURABLE 6 INCH WHITE LINE, RECESSED POLYUREA	646.426	-
2,000	0	0	0	0	0	0	0	2,000	EA	LINE STRIPING TARGETS	646.76	-
0	0	0	840	0	0	0	0	840	SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85	-
485	90	500	80	35	10	0	0	1,200	HR	SPECIAL PROVISION (TRUCK MOUNTED ATTENUATOR, AWV/PV)	900.630	-

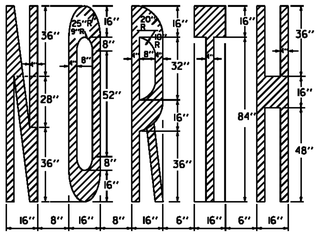
DETAILED SUMMARY OF QUANTITIES		
QUANTITIES	UNIT	ITEMS
0	HR	DID NOT USE ITEM ON PROJECT
403.3	HR	
77.5	HR	
0	HR	DID NOT USE ITEM ON PROJECT
1	LS	
1	LS	
4	EA	
2	EA	
20,660	LF	
2,820,946	LF	
2,258,967	LF	
90,423	LF	
3,264	LF	
1,601	EA	
484	LF	
65,277	LF	
2,173	EA	
0	SF	DID NOT USE ITEM ON PROJECT
752	HR	

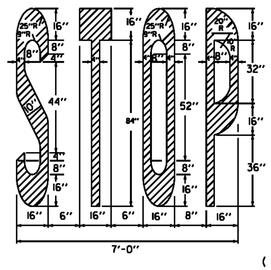
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

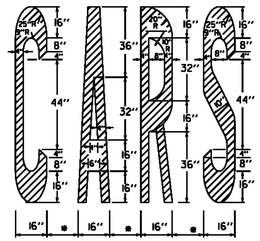
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274qs.i

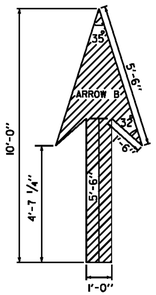
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 2 OF 29

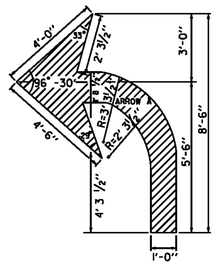
TYPICAL PAVEMENT MARKINGS

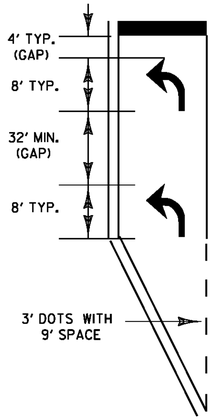




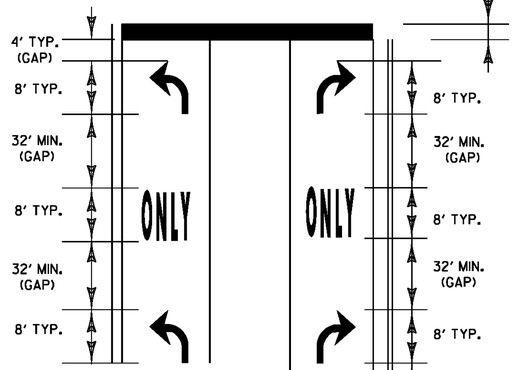




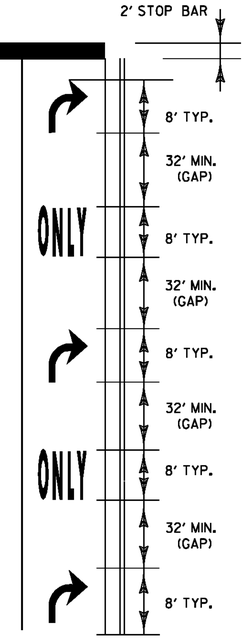




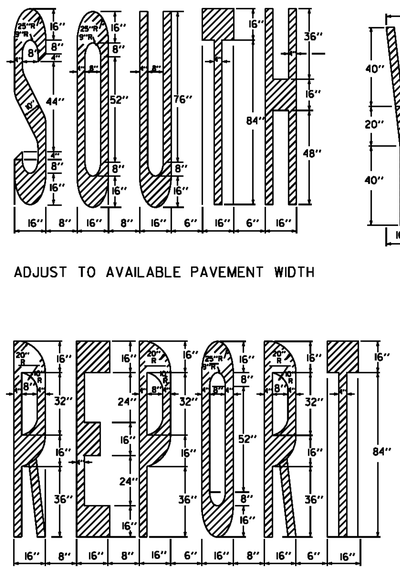
50'-100' TYP.
TURN LANE

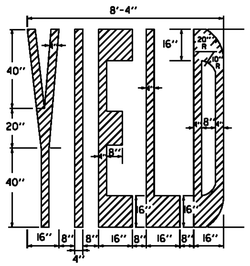


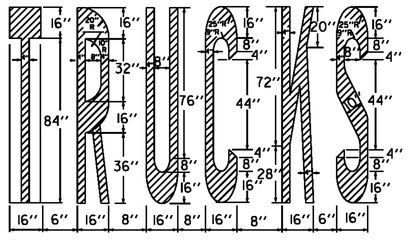
100' TYP.
TURN LANE



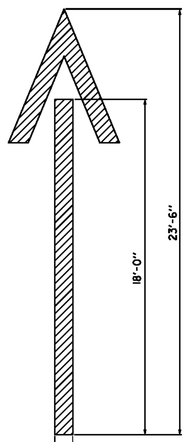
200' TYP.
TURN LANE



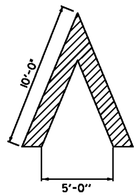




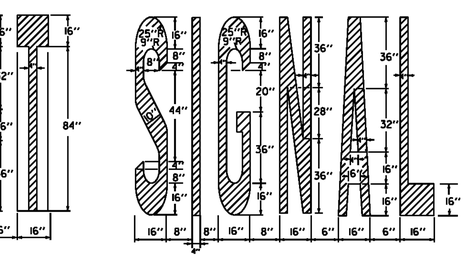
ADJUST TO AVAILABLE PAVEMENT WIDTH

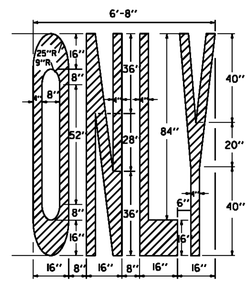


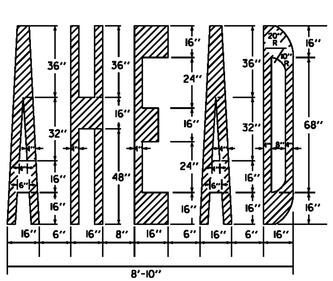
WRONG WAY ARROW



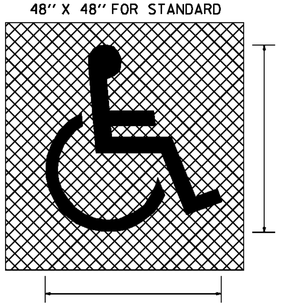
ARROW HEAD
DETAIL



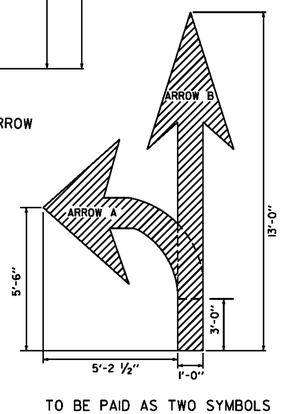




PAVEMENT MARKING DETAILS



HANDICAPPED SYMBOL WITH BLUE BACKGROUND
TO BE PAID AS TWO SYMBOLS
WITHOUT BLUE BACKGROUND TO BE PAID AS
ONE SYMBOL



TO BE PAID AS TWO SYMBOLS

ARROW DETAILS

TURN ARROWS SHALL BE PLACED AT THE BEGIN AND END OF THE LEFT OR RIGHT TURN LANE.

IF LANE LENGTH IS LESS THAN 100', TURN ARROWS SHOULD BE PLACED AT THE BEGINNING AND END OF THE LEFT OR RIGHT TURN LANE.

THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS FOR TURN LANES 100' OR LONGER.

MORE ARROWS AND ONLY'S ARE OPTIONAL WHEN SPACE PERMITS. ARROW MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

STOP BARS ARE INSTALLED ONLY WHERE A STOP SIGN OR TRAFFIC SIGNAL ARE LOCATED. STOP LETTERS ARE OPTIONAL. IF INSTALLED THEY SHALL BE 4' FROM THE STOP BAR.

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.

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. 3' DOTS WITH A 9' SPACE SHOULD BE EXTENDED THE FULL LENGTH OF THE LANE TAPER.

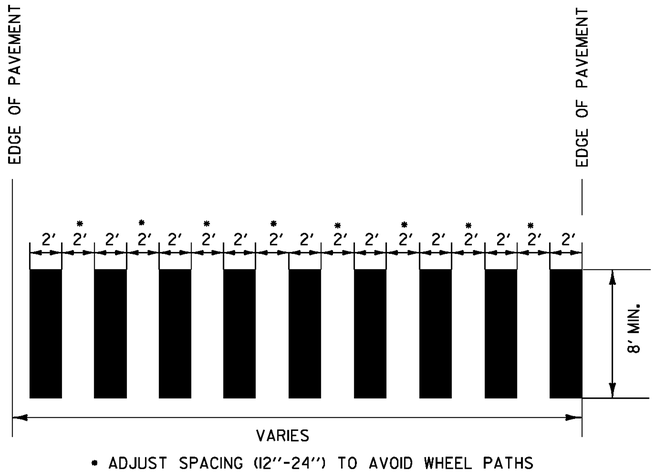
TYPICAL MARKINGS FOR TURN LANES

NOT TO SCALE

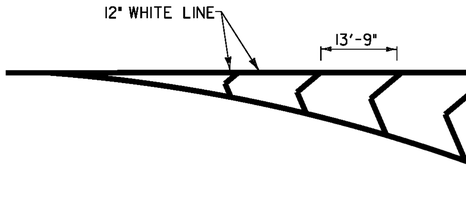
TYPICAL PAVEMENT MARKINGS SHEET 1

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (II2)
FILE NAME: II1k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274pm1.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 3 OF 29

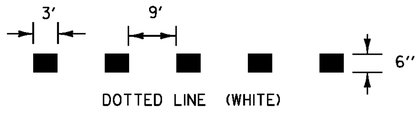
TYPICAL PAVEMENT MARKINGS

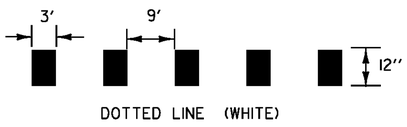


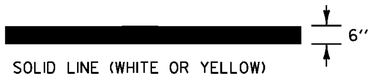
BLOCK PATTERN CROSSWALK DETAIL

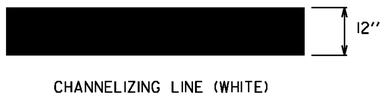


CHEVRON GORE MARKING DETAIL





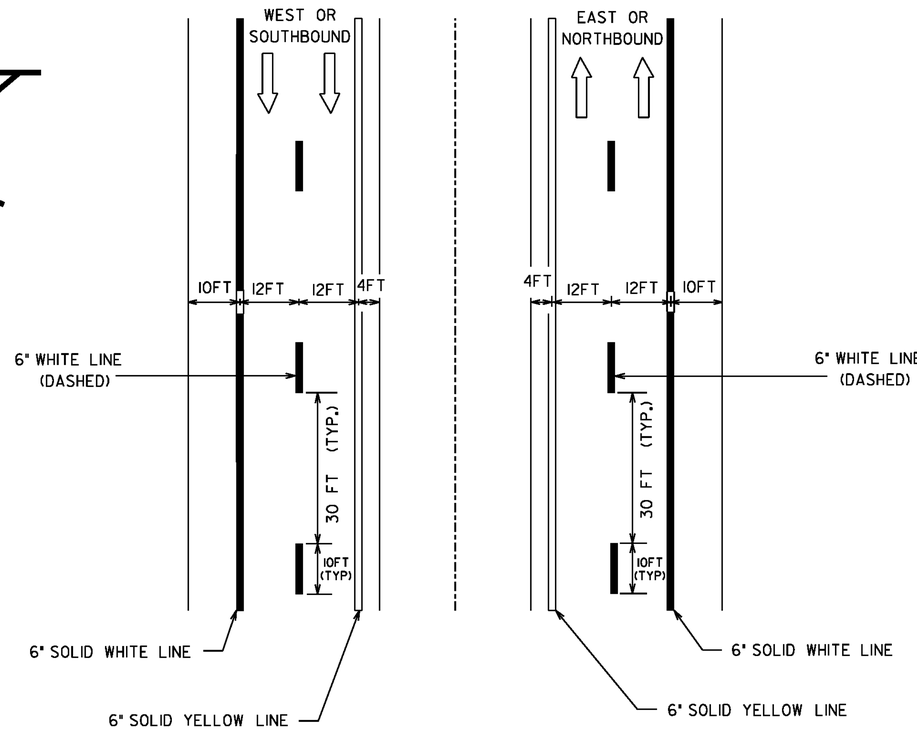




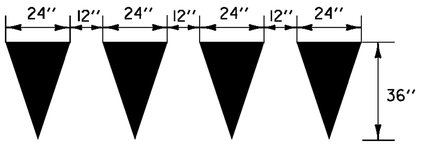


TYPICAL TWO-WAY RAMP CENTERLINE MARKING

PAVEMENT MARKING LINE DETAILS

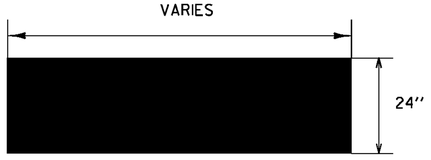


TYPICAL MAINLINE MARKING PLAN



YIELD LINE DETAILS

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



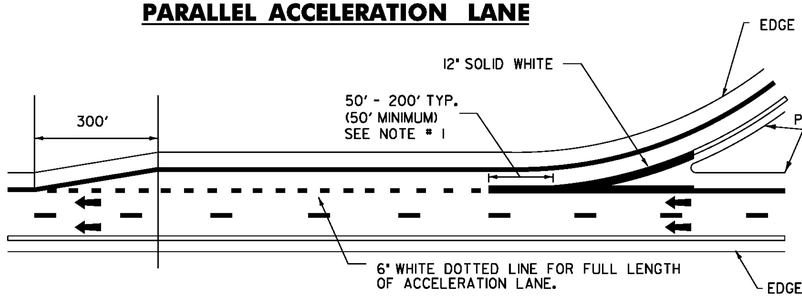
STOP BAR DETAIL

NOT TO SCALE

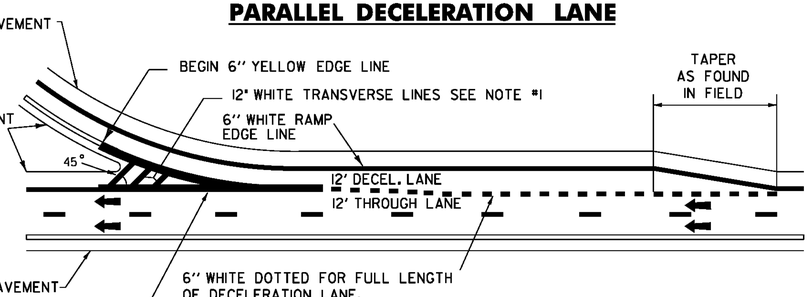
TYPICAL PAVEMENT MARKINGS SHEET 2	PROJECT NAME: STATEWIDE PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn PROJECT LEADER: A GAMBLE **IPARM FLIE: 11k274pm2.i**	PLOT DATE: 25-JAN-2012 DRAWN BY: KAS SHEET 4 OF 29

TYPICAL PAVEMENT MARKINGS

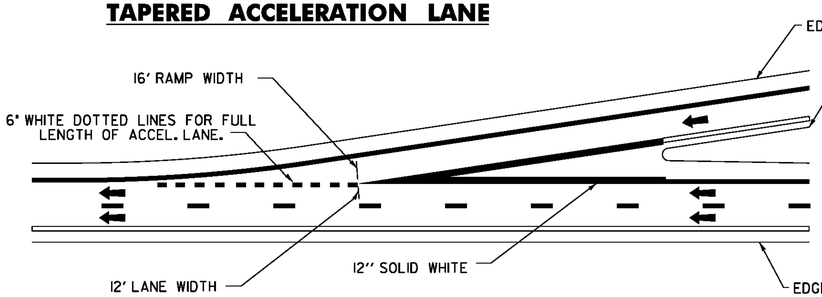
PARALLEL ACCELERATION LANE



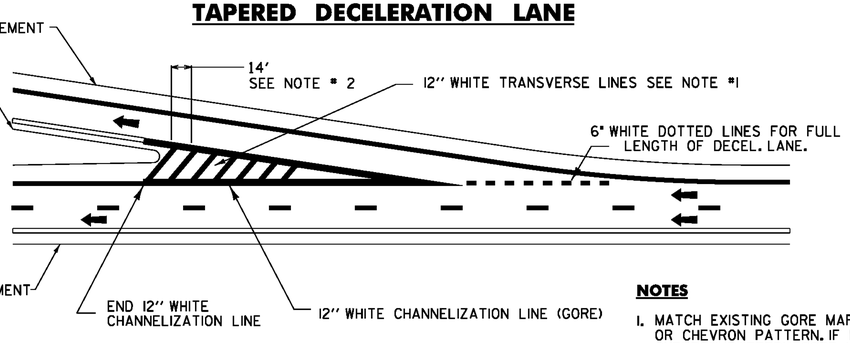
PARALLEL DECELERATION LANE



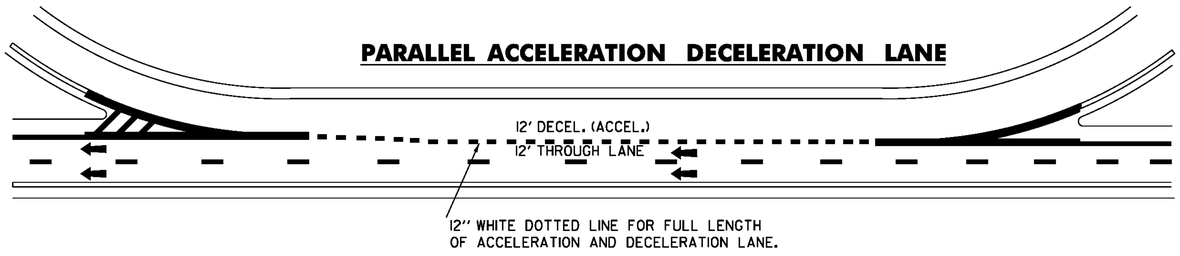
TAPERED ACCELERATION LANE



TAPERED DECELERATION LANE



PARALLEL ACCELERATION DECELERATION LANE



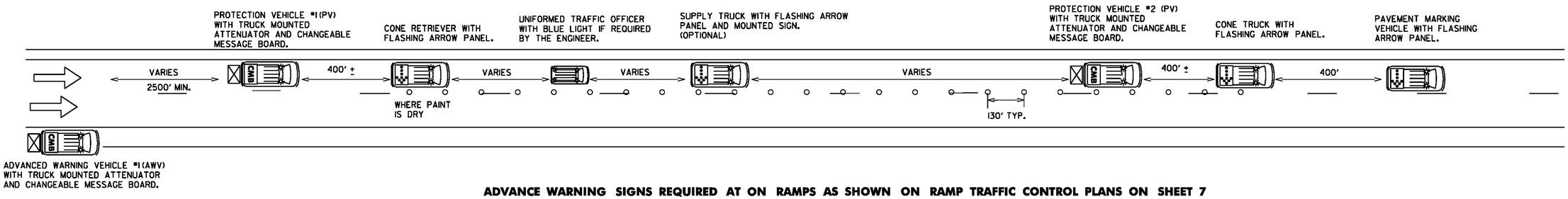
NOTES

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 ENGINEER.
3. DOTTED LINE PATTERNS SHOULD BE MODIFIED IN THE FIELD TO OVERLAY EXISTING DOTS WHERE PRESENT.
4. 12" WHITE TRANSVERSE LINES SHALL SUPERCEDE 8" WHITE LINES
5. EDGE LINES SHALL 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.

NOT TO SCALE

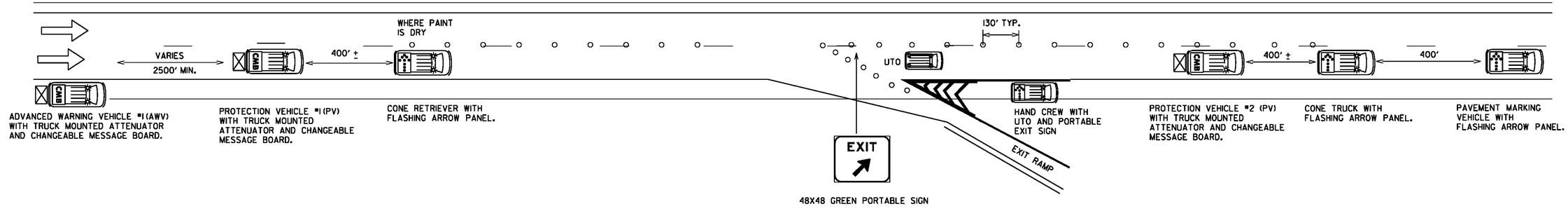
TYPICAL PAVEMENT MARKINGS SHEET 3	PROJECT NAME: STATEWIDE PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn	PLOT DATE: 25-JAN-2012
PROJECT LEADER: A GAMBLE	DRAWN BY: KAS
IPARM FLIE: 11k274pm3.i	SHEET 5 OF 29

LEFT LANE CLOSED CONTROL PLAN



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

RIGHT LANE AND GORE TRAFFIC CONTROL PLAN



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

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 BE 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 RAMPS OR GORES, AND AT OTHER TIMES AS DIRECTED BY THE 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 IS 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 IN PLACE BEFORE WORK BEGINS ON RAMPS OR GORES.
11. MAXIMUM ALLOWABLE LANE CLOSURE IS 3 MILES

LEGEND

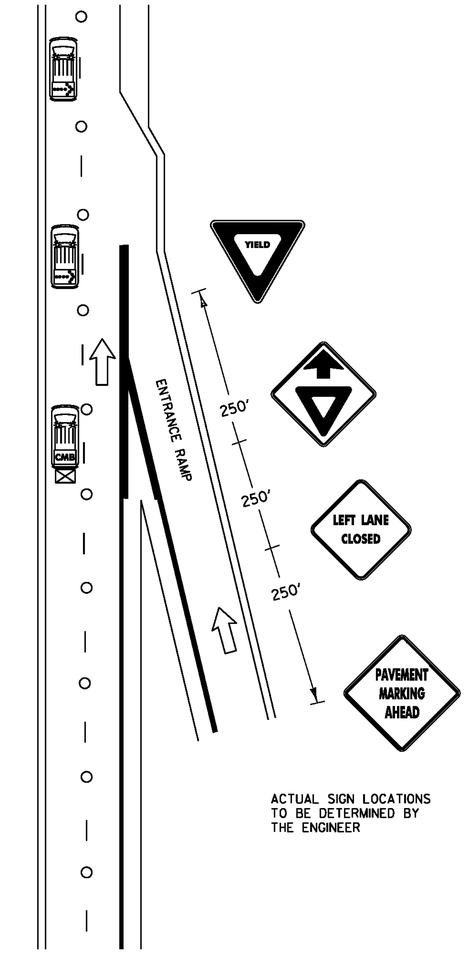
- INDICATES TRAFFIC FLOW
- FLASHING ARROW PANEL
- TRUCK MOUNTED ATTENUATOR
- CMB — CHANGEABLE MESSAGE BOARD
- 28" RETROREFLECTORIZED CONES
- MARKING OPERATIONS VEHICLE
- UNIFORMED TRAFFIC CONTROL OFFICER WITH BLUE LIGHT

NOT TO SCALE

LEFT LANE AND RIGHT LANE AND GORE TRAFFIC CONTROL PLAN

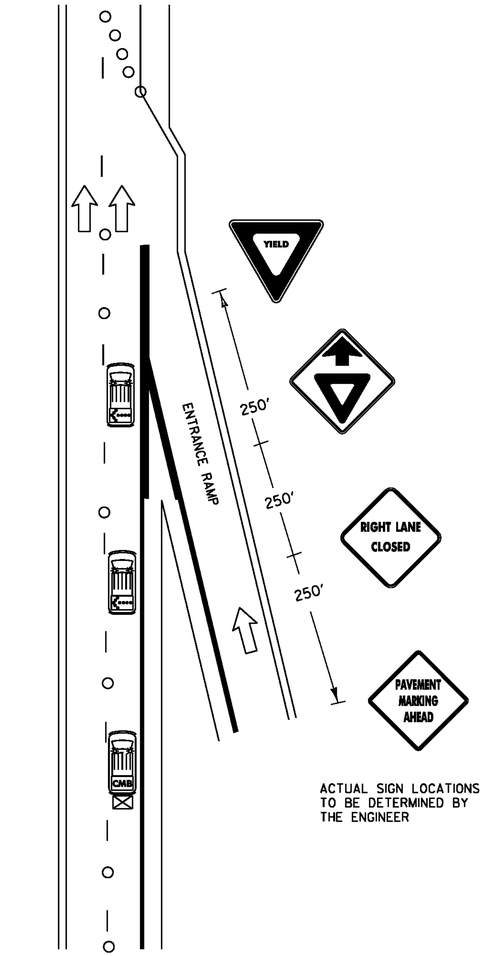
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274tcp1.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 6 OF 29

EXIT AND ENTRANCE RAMP TRAFFIC CONTROL PLAN



ACTUAL SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER

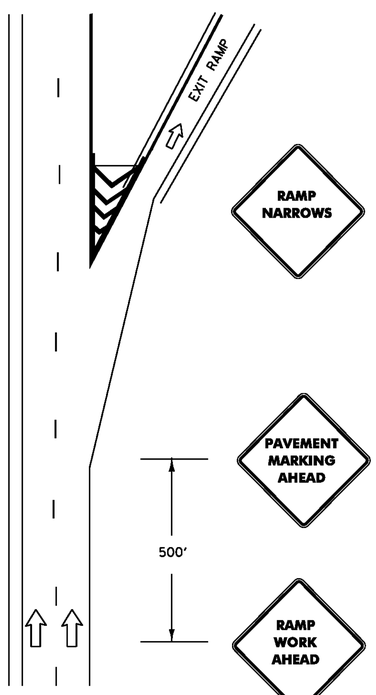
LEFT LANE CLOSED RAMP TRAFFIC CONTROL PLAN (MAINLINE)



ACTUAL SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER

RIGHT LANE CLOSED RAMP TRAFFIC CONTROL PLAN (EDGELINE)

ADVANCED WARNING SIGNS FOR RAMPS
FOR SIGN DETAILS SEE SHEET 8



RAMP TRAFFIC CONTROL PLAN (EXIT)

ACTUAL SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER

NOTES

1. ALL WORK VEHICLES USED ON THE INTERSTATE SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.
2. ALL HAND WORK MUST BE DONE WITH A SPOTTER AT ALL TIMES.
3. CONE TAPERS SHALL BE USED TO DIRECT TRAFFIC AROUND WORKERS AND WET PAINT ON RAMPS
4. UNIFORMED TRAFFIC OFFICER (UTO) REQUIRED FOR NIGHT WORK, WHEN ANY WORK IS BEING DONE ON RAMPS OR GORES, AND AT OTHER TIMES AS DIRECTED BY THE ENGINEER.
5. ALL SIGNS SHALL BE IN PLACE BEFORE WORK BEGINS ON RAMPS OR GORES.

LEGEND

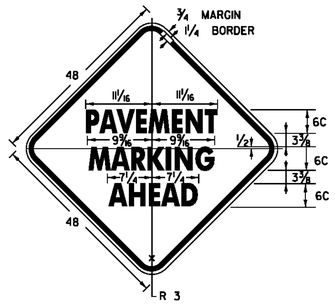
- INDICATES TRAFFIC FLOW
- FLASHING ARROW PANEL
- TRUCK MOUNTED ATTENUATOR
- CMB — CHANGEABLE MESSAGE BOARD
- 28" RETROREFLECTORIZED CONES

NOT TO SCALE

RAMP TRAFFIC CONTROL PLAN

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274tcp2.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 7 OF 29

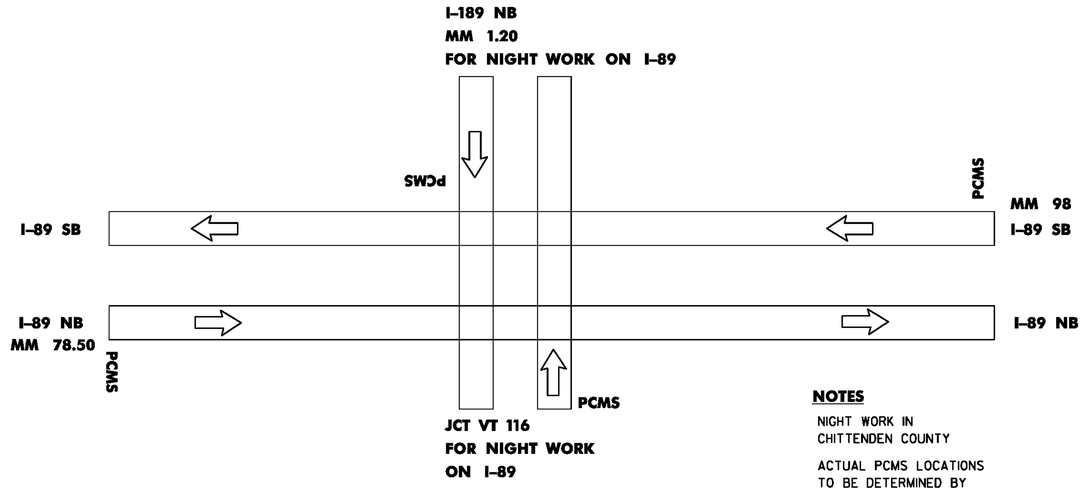
TRAFFIC CONTROL DEVICES



VC-813

COLORS

BORDER AND TEXT - BLACK
BACKGROUND - ORANGE
(RETROREFLECTIVE)



NOTES

NIGHT WORK IN
CHITTENDEN COUNTY

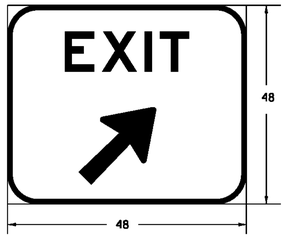
ACTUAL PCMS LOCATIONS
TO BE DETERMINED BY
THE ENGINEER

I-89 NIGHT WORK
MM 78.50 - MM 98.00
EXIT 11 - EXIT 17
INCLUDES ALL RAMPS

PCMS PLACEMENT FOR NIGHT WORK IN CHITTENDEN COUNTY

PCMS = PORTABLE CHANGEABLE MESSAGE SIGNS

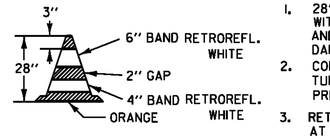
= DIRECTION OF TRAVEL



SEE TYPICAL APPLICATION 42
MUTCD 2009 (REV.)

NOTES

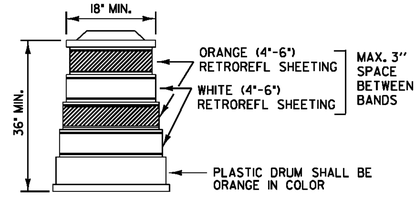
1. 28" CONES SHALL BE USED ON ROADWAYS WITH SPEED LIMITS OF 35 MPH OR MORE AND ON ALL ROADWAYS DURING HOURS OF DARKNESS.
2. CONES MAY BE WEIGHTED TO PREVENT OVER-TURNING, HOWEVER THE WEIGHTS SHALL NOT PRESENT A HAZARD IF THE CONE IS STRUCK.
3. RETROREFLECTIVE SHEETING SHALL BE AT A MINIMUM ASTM TYPE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

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 ENGINEER, SHALL BE PAID UNDER ITEM 641.10 (TRAFFIC CONTROL).
6. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.

NOT TO SCALE

TRAFFIC CONTROL DEVICES

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274tcd.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 8 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

(REFERENCE COMPUTATION BINDER SECTION 646.XXX FOR INSTALLED QUANTITIES)

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 RAMPS	3,095	P	2,350	P	790	P	18	P	37	P	-	-	-	-	STOP(3) AHEAD(1) WRONG WAY ARROW(1)
			1	SB	ON+OFF RAMPS	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) YIELDLINES(6) HC(3) 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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2011 PROJECT
			2	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	-	2011 PROJECT
ROYALTON	I-89	22.10	3	NB	ON+OFF RAMPS	5,345	TP	2,865	TP	0	T*	14	TP	35	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			3	SB	ON+OFF RAMPS	4,035	TP	2,310	TP	0	T*	14	TP	42	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
RANDOLPH	I-89	29.65		SB	WEIGH STA.	2,650	TP	600	TP	0	T*	1	TP	-	-	-	-	-	-	WRONG WAY ARROW(1)
RANDOLPH	I-89	30.90	4	NB	ON+OFF RAMPS	4,675	TP	2,400	TP	910	TP	14	TP	73	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			4	SB	ON+OFF RAMPS	3,825	TP	1,760	TP	900	TP	14	TP	74	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
RANDOLPH	I-89	33.60		SB	REST AREA	4,100	TP	3,750	TP	1,070	TP	10	TP	0	-	-	440	-	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(1)
RANDOLPH		34.50		NB	WEIGH STA.	0	T*	0	T*	900	TP	0	T*	0	-	-	-	-	-	REST AREA CLOSED 2009
WILLIAMSTOWN	I-89	43.00	5	NB	ON+OFF RAMPS	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 RAMPS	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 RAMPS	3,480	P	1,525	P	2,085	P	16	P	0	-	-	-	-	-	YIELD(2) AHEAD(1) WRONG WAY ARROW(1)
			6	SB	ON+OFF RAMPS	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 RAMPS	4,996	P	1,850	P	2,470	P	0	P	0	-	-	-	-	-	
			7	SB	ON+OFF RAMPS	7,125	P	5,420	P	901	P	0	P	0	-	-	-	-	-	
MONTPELIER	I-89	52.90	8	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	-	2010+2011 IM SURF (20)
			8	SB	ON+OFF RAMPS	3,000	P	2,250	P	1,500	P	0	-	0	-	-	-	-	-	
MIDDLESEX	I-89	58.70	9	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0		-	-	-	-	2010+2011 IM SURF (20)
			9	SB	ON+OFF RAMPS	3,425	P	1,575	P	1,990	P	14	P	55	P	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
WATERBURY	I-89	63.80	10	NB	ON+OFF RAMPS	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 RAMPS	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 RAMPS	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 RAMPS	2,130	P	1,250	P	550	TP	39	P	75	P	-	-	-	-	STOP(3) AHEAD(1) ARROW(3) DBLARROW(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 RAMPS	3,700	TP	1,800	TP	1,185	TP	32	TP	40	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ARROW(4) ONLY(4) WRONG WAY ARROW(1)
			12	SB	ON+OFF RAMPS	3,400	TP	1,650	TP	1,450	TP	48	TP	80	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ARROW(6) DBLARROW(3) ONLY(6) WRONG WAY ARROW(1)
SHEET TOTALS						103,126		55,970		31,062		437		692			9,975	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

NOT TO SCALE

INTERCHANGE QUANTITIES AND MATERIALS SHEET 1

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274iq1.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 9 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

(REFERENCE COMPUTATION BINDER SECTION 646.XXX FOR INSTALLED QUANTITIES)

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 RAMPS	4,560	TP	2,650	TP	630	TP	0	-	0	-	-	-	-	-	
			13	SB	ON+OFF RAMPS	1,095	TP	1,600	TP	1,000	TP	0	-	0	-	-	-	-	-	
BURLINGTON	I-89	88.70	14	NB	ON+OFF RAMPS	5,785	TP	3,550	TP	0	T*	41	TP	20	TP	-	-	60	-	SIGNAL(1) AHEAD(3) YIELD(4)
			14	SB	ON+OFF RAMPS	5,305	TP	4,025	TP	0	T*	37	TP	30	TP	-	-	70	-	SIGNAL(2) AHEAD(3) YIELD(2)
WINOOSKI	I-89	90.50	15	NB	OFF RAMP	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	0	-	2010 RAMP PROJECT
			15	SB	ON RAMP	3,500	TP	550	TP	0	TP	5	TP	0	-	-	-	-	-	YIELD(1)
COLCHESTER	I-89	91.50	16	NB	ON+OFF RAMPS	3,400	TP	1,625	TP	0	T*	57	TP	60	TP	-	-	-	-	SIGNAL(1) AHEAD(1) ARROW(9) ONLY(9) WRONG WAY ARROW(1)
			16	SB	ON+OFF RAMPS	3,850	TP	1,675	TP	0	T*	24	TP	60	TP	-	-	-	-	WRONG WAY ARROW(1) SIGNAL(1) AHD(1) ARROW(2) ONLY(2) DBLARROW (1)
COLCHESTER	I-89	95.50		NB	WEIGH STA.	2,355	TP	750	TP	1,120	TP	15	P	40	-	-	1,190	-	-	STOP(1) ABCDEFGHIJ WRONG WAY ARROW(1)
COLCHESTER	I-89	95.60		SB	WEIGH STA.	1,650	TP	475	TP	805	TP	1	P	-	-	-	-	-	-	WRONG WAY ARROW(1)
COLCHESTER	I-89	97.90	17	NB	ON+OFF RAMPS	2,400	P	3,000	P	1,350	P	17	P	26	TP	-	-	-	-	SIGNAL(1) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			17	SB	ON+OFF RAMPS	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																				**END NIGHT APPLICATIONS**
GEORGIA	I-89	106.90	18	NB	ON+OFF RAMPS	3,100	TP	1,325	TP	0	T*	14	TP	40	TP	-	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			18	SB	ON+OFF RAMPS	3,775	TP	1,400	TP	585	TP	13	TP	21	TP	-	-	-	-	STOP(2) AHEAD(1)
GEORGIA	I-89	110.20		NB	REST AREA	2,650	P	1,000	P	1,050	P	9	P	23	P	-	-	-	-	STOP(1) HC(2) BLUE WRONG WAY ARROW(1)
FAIRFAX	I-89	111.00		SB	REST AREA	2,100	P	810	P	1,025	P	10	P	0	-	-	-	-	-	YIELD(1) HC(2) BLUE WRONG WAY ARROW(1)
ST ALBANS	I-89	113.70	19	NB	ON+OFF RAMPS	5,500	P	4,770	P	1,025	P	12	P	0	-	-	-	-	-	SIGNAL(1) AHEAD(1) WRONG WAY ARROW(1)
			19	SB	ON+OFF RAMPS	4,400	P	2,715	P	1,330	P	16	P	0	P	-	-	-	-	YIELD(2) AHEAD(1) WRONG WAY ARROW(1)
ST ALBANS	I-89	117.60	20	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	14	TP	45	TP	-	-	-	-	2010 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)
			20	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	14	TP	25	TP	-	-	-	-	2010 PROJECT STOP(2) AHEAD(1) WRONG WAY ARROW(1)
SWANTON	I-89	123.40	21	NB	ON+OFF RAMPS	100	P	100	P	0	P	4	P	51	P	-	-	-	-	2012 IM SURF (28) STOP(1)
			21	SB	ON+OFF RAMPS	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 RAMPS	279	P	110	P	0	P	4	P	46	P	-	-	-	-	2012 IM SURF (28) STOP(1)
			22	SB	ON+OFF RAMPS	2,290	P	2,110	P	583	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.															
SHEET 10 TOTALS						71,874		39,230		15,023		474		983			3,690	470		
SHEET 9 TOTALS						103,126		55,970		31,062		437		692			9,975	66		
I-89 TOTALS						175,000		95,200		46,085		911		1,675			13,665	536		

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

NOT TO SCALE

iINTERCHANGE QUANTITIES AND MATERIALS SHEET 2

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274iq2.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 10 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

(REFERENCE COMPUTATION BINDER SECTION 646.XXX FOR INSTALLED QUANTITIES)

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*	18	TP	64	TP	-	-	-	2008 PROJECT STOP(3) AHEAD(1) WRONG WAY ARROW(1)
			8	SB	ON+OFF RAMPS	2,050	P	1,135	P	715	P	14	P	43	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
HARTLAND	I-91	60.50	9	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	19	TP	37	TP	-	-	-	2010 PROJECT STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
			9	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	19	TP	47	TP	-	-	-	2010 PROJECT STOP(2) AHEAD(1) YIELD(1) WRONG WAY ARROW(1)
BEGIN NIGHT APPLICATIONS																			**BEGIN NIGHT APPLICATIONS**
HARTFORD	I-91	68.40		NB	WEIGH STA.	0	P	0	P	0	P	0	P	0	P	-	-	-	REST AREA CLOSED 2009
		68.50		SB	REST AREA	0	T*	0	T*	0	T*	0	T*	0	T*	-		-	2011-2012 REST AREA PROJECT
SHEET TOTALS						55,447		32,506		11,787		350		636		840	6,362		

NOTE

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

LEGEND

P= TO BE PAINTED
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NOT TO SCALE

INTERCHANGE QUANTITIES AND MATERIALS SHEET 3

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

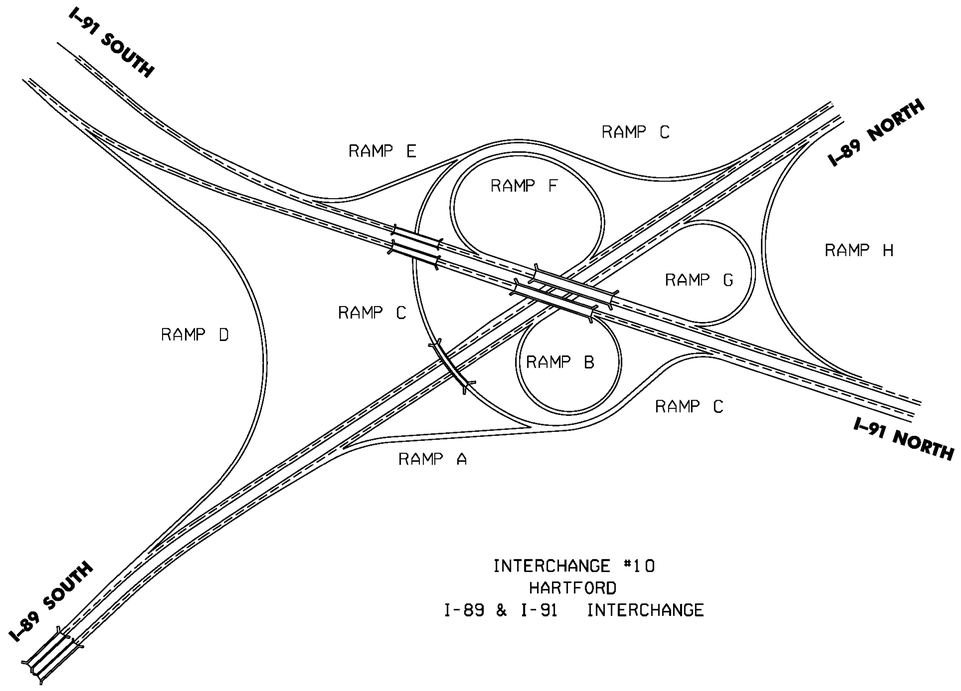
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274iq3.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 11 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

(REFERENCE COMPUTATION BINDER SECTION 646.XXX FOR INSTALLED QUANTITIES)

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					



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

LEGEND

P= TO BE PAINTED
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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
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274iq4.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 12 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

(REFERENCE COMPUTATION BINDER SECTION 646.XXX FOR INSTALLED QUANTITIES)

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 RAMPS	0	P	0	P	450	P	0	P	0	T*	-	-	-	2009 RAMP PROJECT
			13	SB	ON+OFF RAMPS	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 RAMPS	3,635	P	1,985	P	960	P	14	P	55	TP	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			14	SB	ON+OFF RAMPS	100	P	100	P	0	P	4	P	36	P	-	-	-	2012 IM SURF (31) STOP (1)
FAIRLEE	I-91	91.50	15	NB	ON+OFF RAMPS	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 RAMPS	100	P	100	P	0	P	4	P	30	P	-	-	-	2012 IM SURF (31) STOP (1)
BRADFORD	I-91	97.70	16	NB	ON+OFF RAMPS	2,550	TP	2,320	TP	625	TP	25	TP	0	TP	-	-	-	STOP(1) AHEAD(2) YIELD(2) WRONG WAY ARROW(1)
			16	SB	ON+OFF RAMPS	0	P	0	P	0	P	0	P	0	P	-	-	-	2012 IM SURF (31)
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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
			17	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT
RYEGATE	I-91	113.40		NB	PARKING AREA	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	2012 PROJECT
		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 RAMPS	100	P	100	P	0	T*	4	P	50	P	-	-	-	2012 PROJECT STOP (1)
			18	SB	ON+OFF RAMPS	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	0	T*	0	T*	0	T*	0	T*	0	-	-	-	-	2012 PROJECT
WATERFORD	I-91	128.10	19	NB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	-	0	-	-	-	-	2012 PROJECT
			19	SB	ON+OFF RAMPS	5,488	P	5,488	P	1,650	P	0	-	0	-	-	-	-	
ST JOHNSBURY	I-91	128.90	20	NB	ON+OFF RAMPS	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 RAMPS	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 RAMPS	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 RAMPS	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 RAMPS	2,137	P	2,137	P	0	P	14	P	55	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			22	SB	ON+OFF RAMPS	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 RAMPS	5,000	P	1,940	P	425	P	14	P	36	P	-	-	64	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			23	SB	ON+OFF RAMPS	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 RAMPS	4,760	P	3,030	P	680	P	15	P	30	P	-	-	-	STOP (2) AHEAD(1) WRONG WAY ARROW(2)
			24	SB	ON+OFF RAMPS	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	-	-	463	-	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	964	P	536	TP	3	TP	0	-	-	1,205	-	HC (2) WRONG WAY ARROW(1)
BARTON	I-91	155.90	25	NB	ON+OFF RAMPS	3,087	P	1,550	P	944	P	14	TP	60	TP	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
			25	SB	ON+OFF RAMPS	4,183	P	1,420	P	886	P	14	P	40	P	-	-	-	STOP (2) AHEAD (1) WRONG WAY ARROW(1)
SHEET TOTALS						80,553		51,294		16,413		318		709			5,175	64	

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
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NOT TO SCALE

INTERCHANGE QUANTITIES AND MATERIALS SHEET 5

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274iq5.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 13 OF 29

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

(REFERENCE COMPUTATION BINDER SECTION 646.XXX FOR INSTALLED QUANTITIES)

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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2012 PROJECT IM 091-3(48)
			26	SB	ON+OFF RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2012 PROJECT IM 091-3(48)
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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)
			27	SB	ON+OFF RAMPS	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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)
			28	SB	ON+OFF RAMPS	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 RAMPS	0	T*	0	T*	0	T*	0	T*	0	T*	-	-	-	2010 PROJECT IM 091-3(46)
			29	SB	ON+OFF RAMPS	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)
SHEET 14 TOTALS						0		0		0		0		0		0	0	0	
SHEET 11 TOTALS						55,447		32,506		11,787		350		636		840	6,362	0	
SHEET 12 TOTALS						0		0		0		0		0		0	0	0	
SHEET 13 TOTALS						80,553		51,294		16,413		318		709		0	5,173	64	
I-91 TOTALS						136,000		83,800		28,200		668		1,345		840	11,535	64	
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	-	1,300	-	YIELD (1) HC (2) BLUE WRONG WAY ARROW(2)
WATERFORD	I-93	7.50	1	NB	RAMP	4,320	P	2,150	P	1,355	P	24	P	36	P	-	-	-	STOP(2) AHEAD(1) YIELD(2) WRONG WAY ARROW(1)
WATERFORD	I-93	7.50	1	SB	RAMP	4,919	P	2,325	P	926	P	14	P	54	P	-	-	-	STOP(2) AHEAD(1) WRONG WAY ARROW(1)
I-93 TOTALS						13,895		5,725		3,215		49		180			1,300	0	
BEGIN I-189																			**BEGIN I-189**
NIGHT APPLICATION																			**NIGHT APPLICATION**
SO BURLINGTON AT JCT US 7	I-189		2	SB	RAMP A	0	P	0	P	0	P	0	P	0	-	-	-	-	2012 IM SURF (30)
DORSET ST.	I-189		1	NB	RAMP B	0	P	0	P	0	P	0	P	0	P	-	-		2012 IM SURF (30)
I-189 TOTALS						0		0		0		0		0					

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

NOT TO SCALE

INTERCHANGE QUANTITIES AND MATERIALS SHEET 6

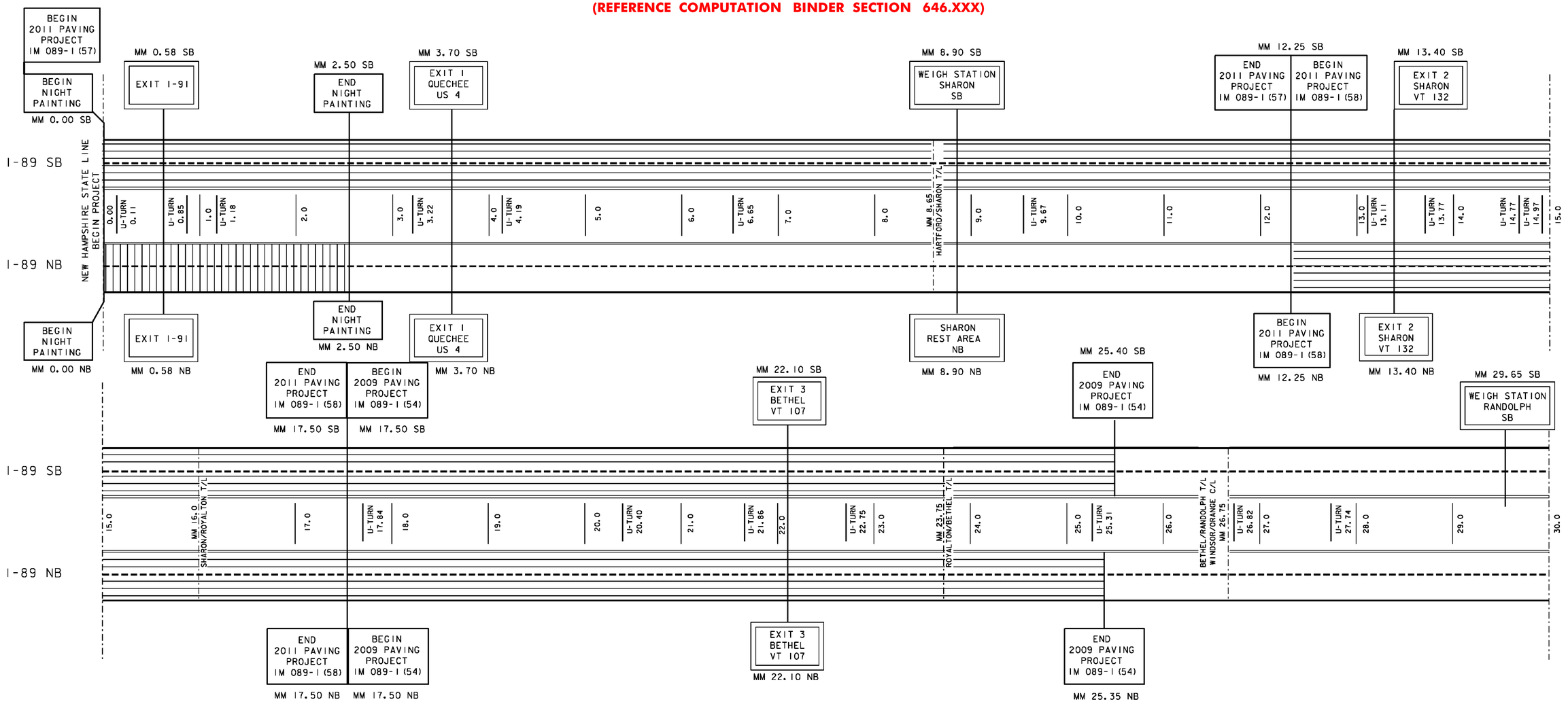
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274iq6.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 14 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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 1

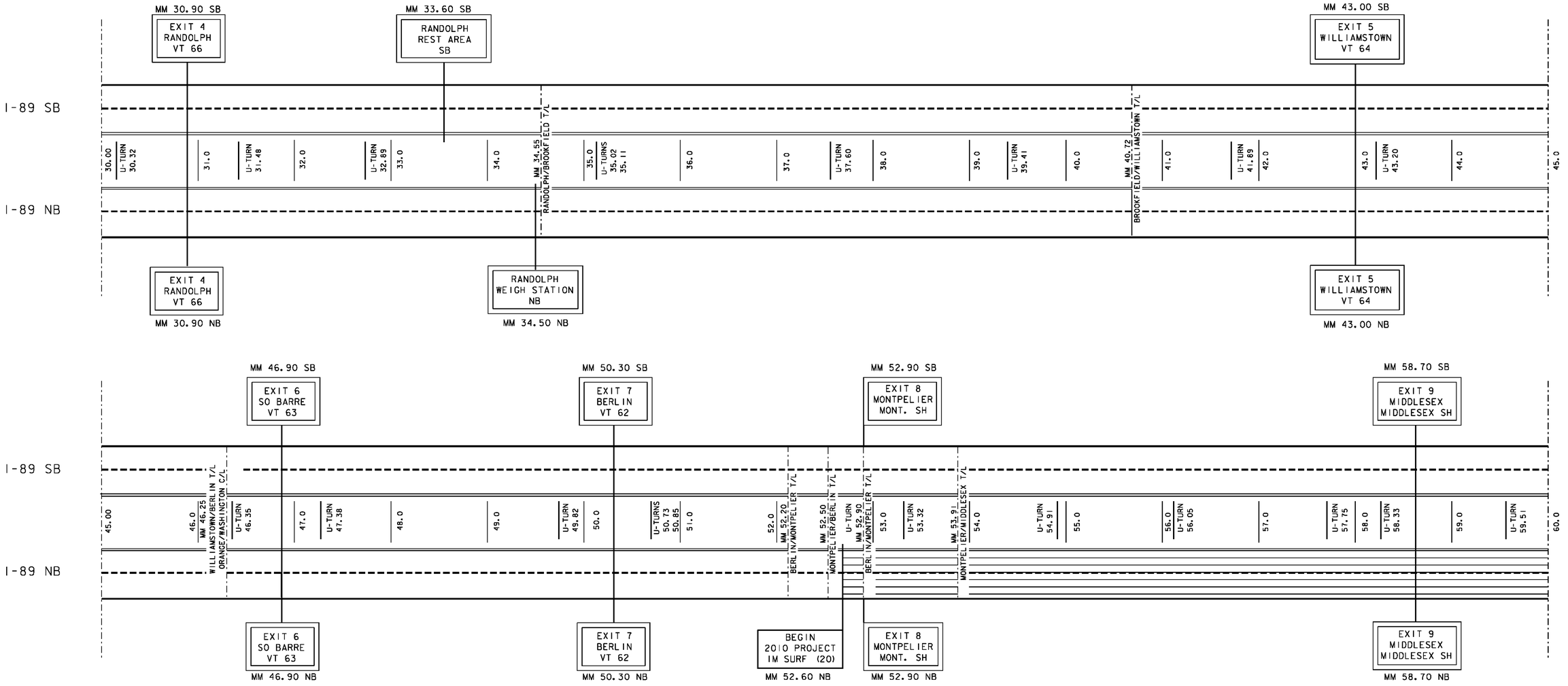
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms1.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 15 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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 2

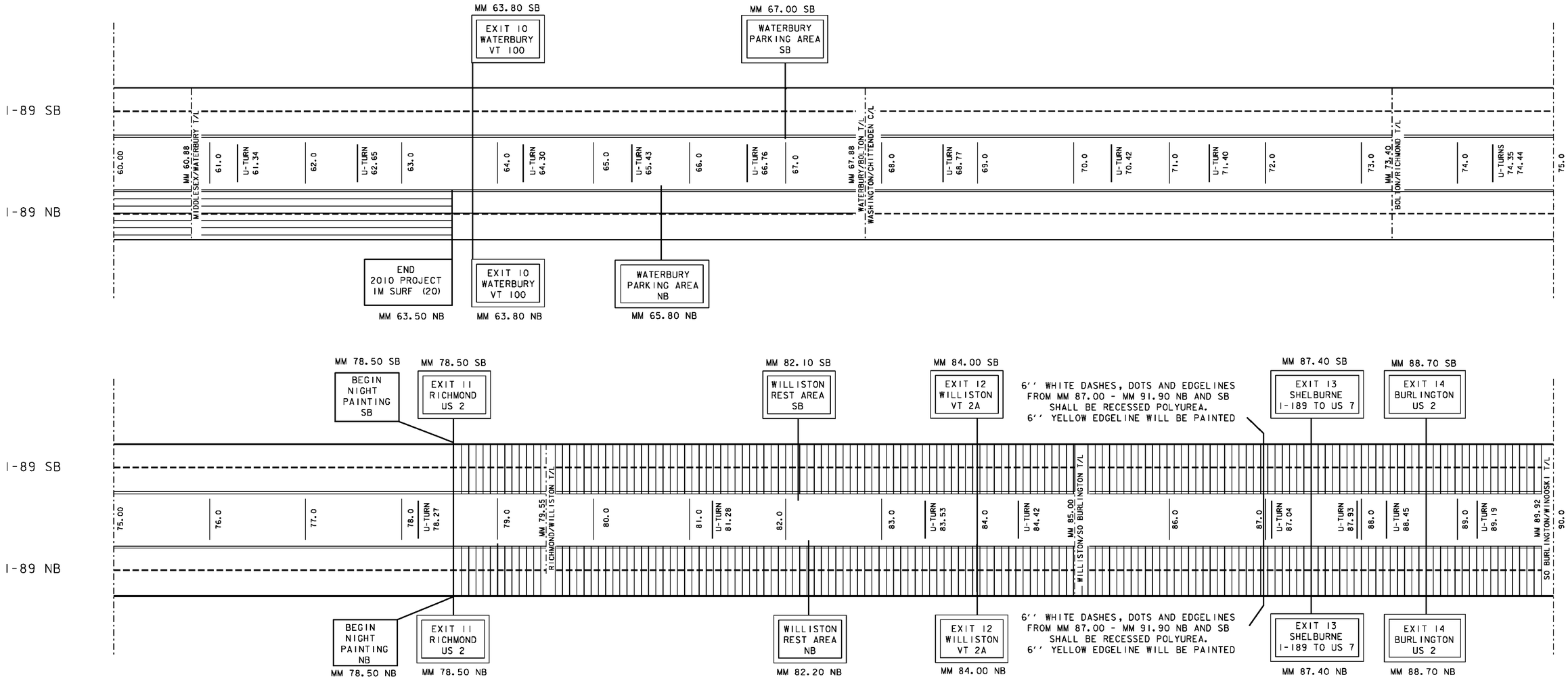
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms2.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 16 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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 3

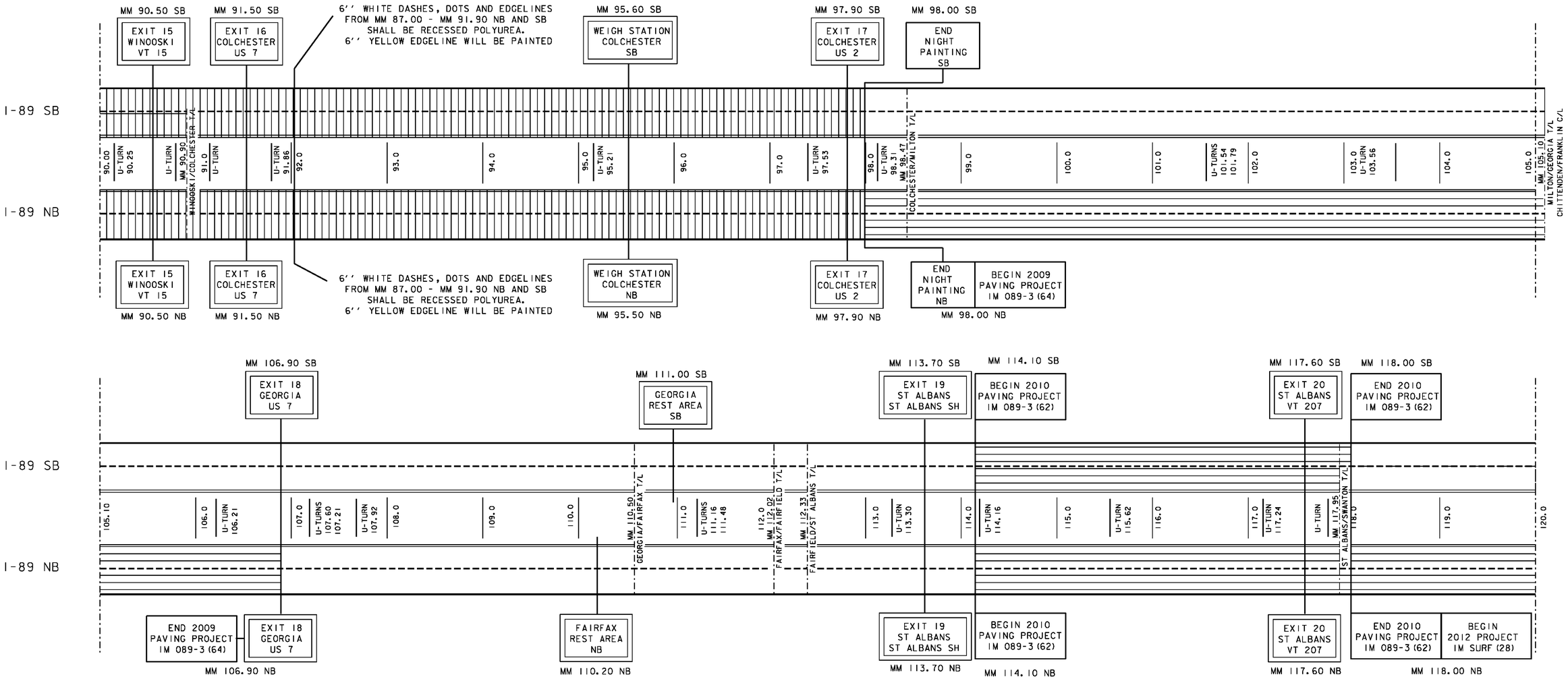
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms3.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 17 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



LEGEND

= AREA NOT TO BE PAINTED

= AREA TO BE DONE AT NIGHT

= 6'' SOLID WHITE LINE

= 6'' DASHED WHITE LINE

= 6'' SOLID YELLOW LINE

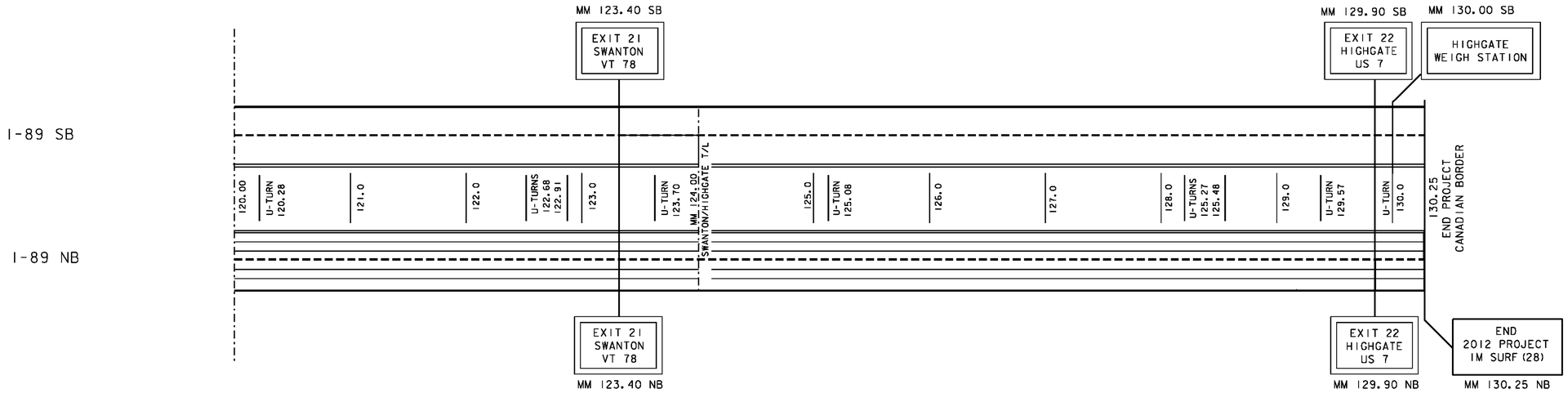
NOT TO SCALE

I-89 MAINLINE TREATMENT SCHEMATIC SHEET 4

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms4.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 18 OF 29

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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

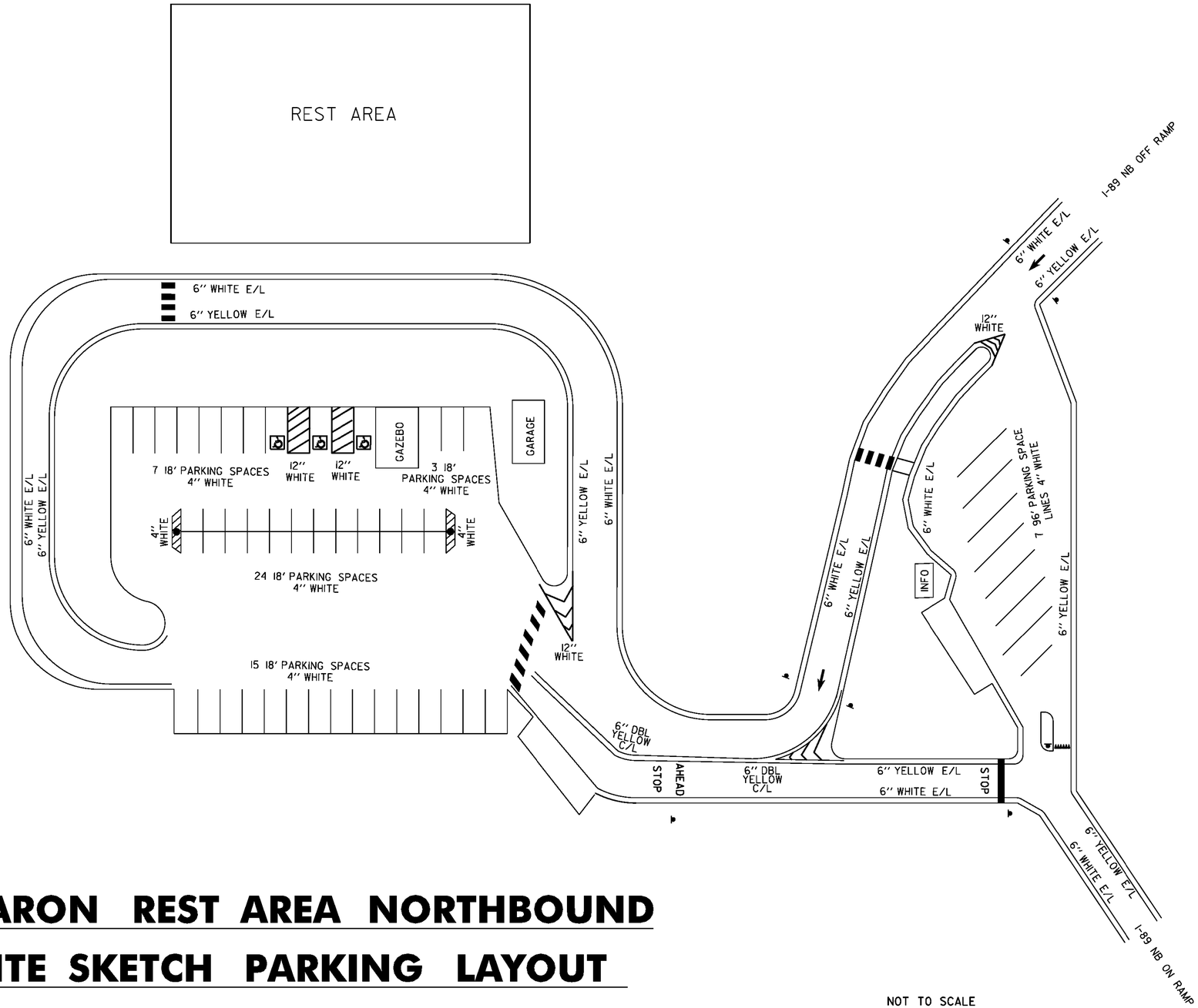
I-89 MAINLINE TREATMENT SCHEMATIC SHEET 5

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms5.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 19 OF 29

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



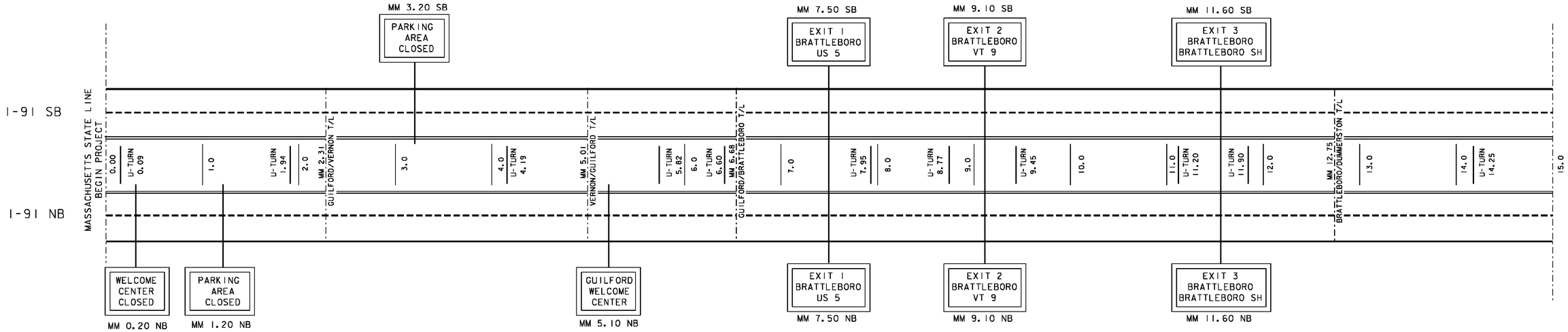
SHARON REST AREA NORTHBOUND
SITE SKETCH PARKING LAYOUT

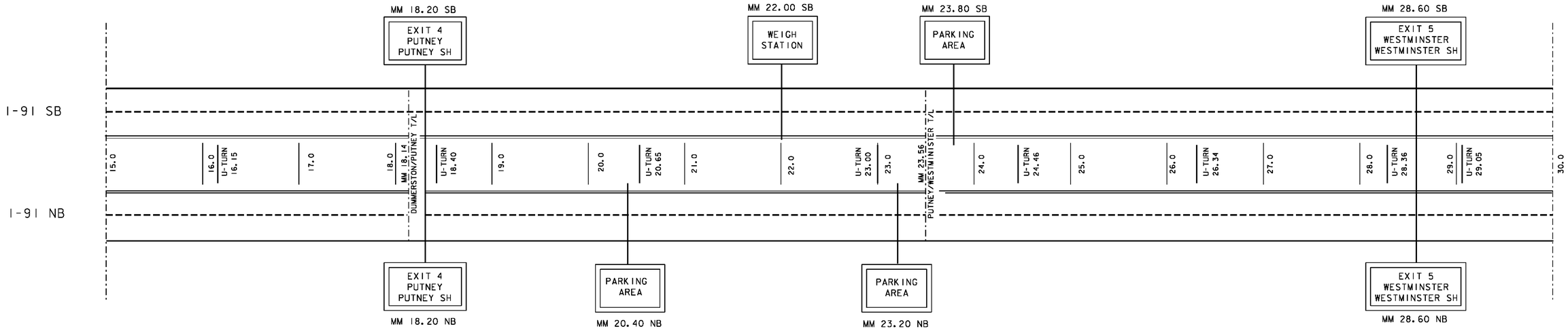
NOT TO SCALE

SHARON REST AREA NORTHBOUND LAYOUT SHEET	PROJECT NAME: STATEWIDE PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn PROJECT LEADER: A GAMBLE **IPARM FLIE: 11k274wc1.i**	PLOT DATE: 25-JAN-2012 DRAWN BY: KAS SHEET 20 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)





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

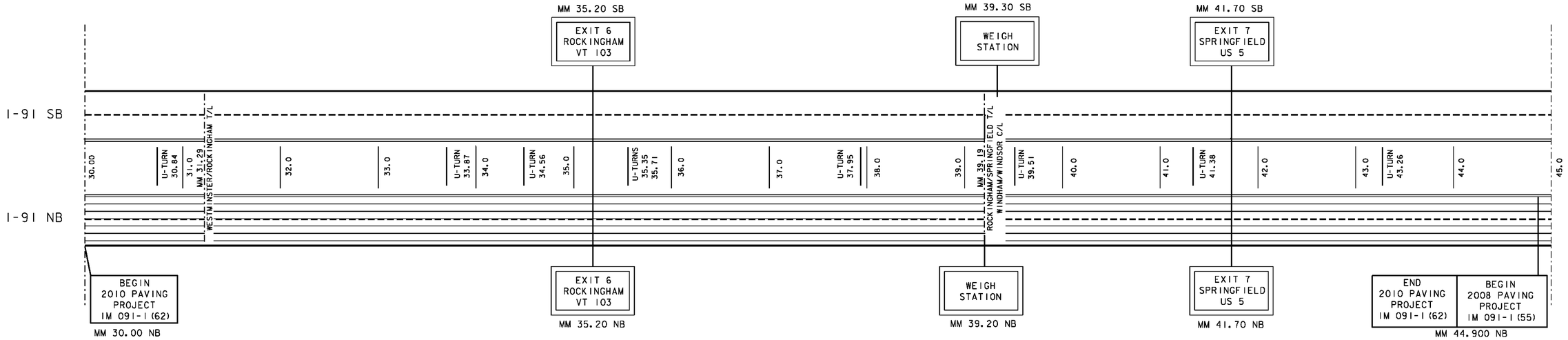
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

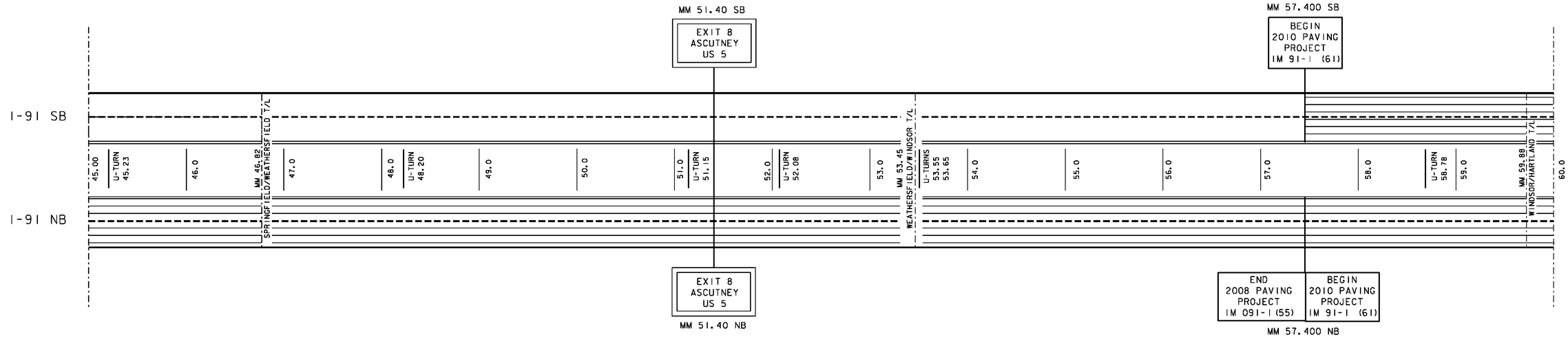
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms6.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 21 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)





LEGEND

= AREA NOT TO BE PAINTED

= AREA TO BE DONE AT NIGHT

= 6'' SOLID WHITE LINE

= 6'' DASHED WHITE LINE

= 6'' SOLID YELLOW LINE

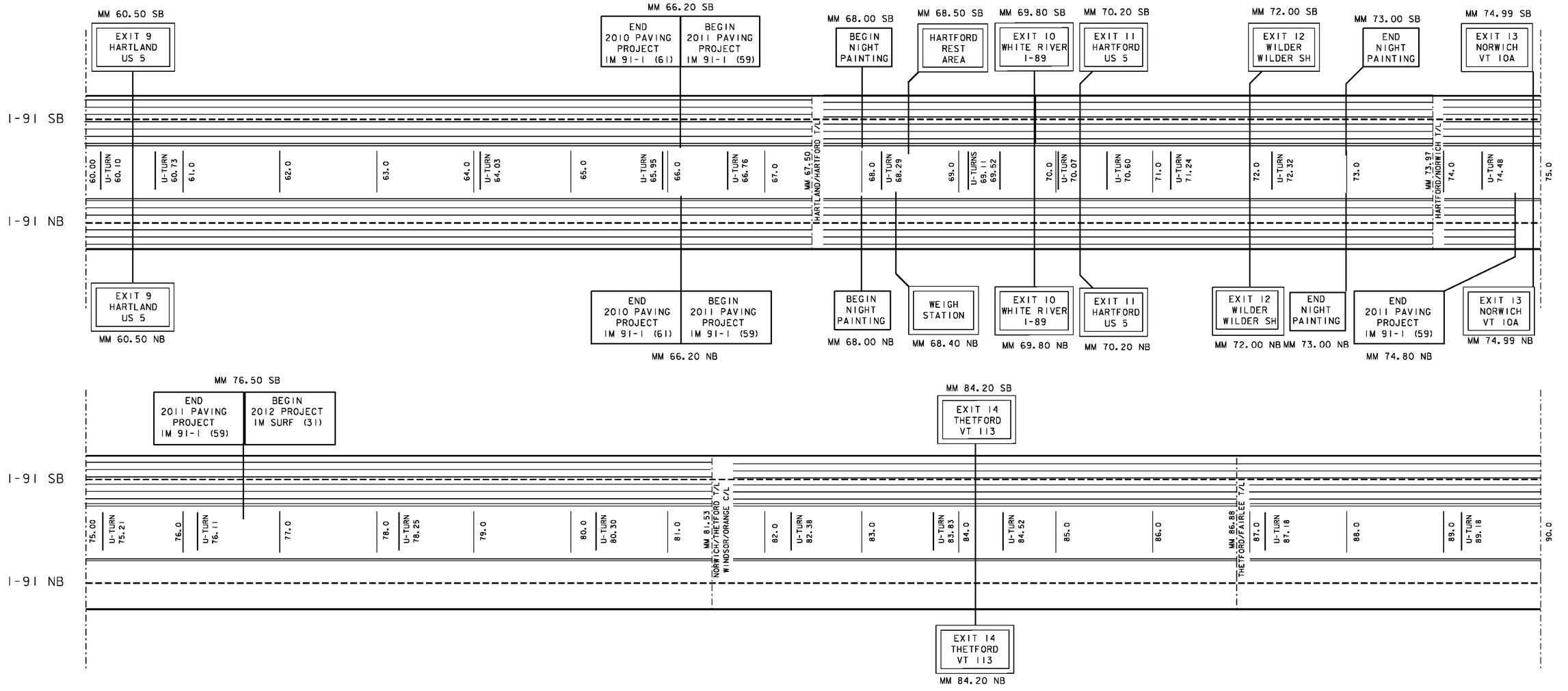
NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 2

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms7.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 22 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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 3

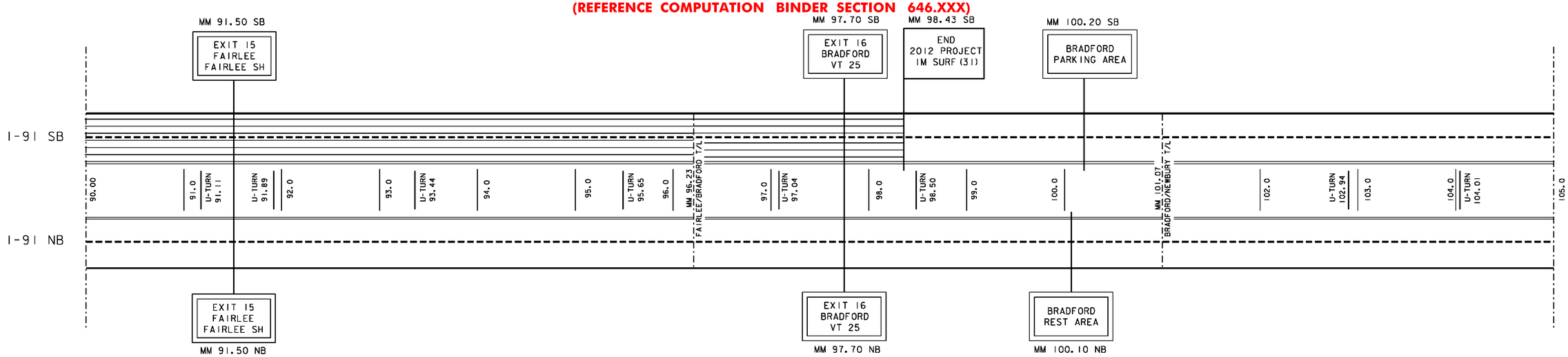
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

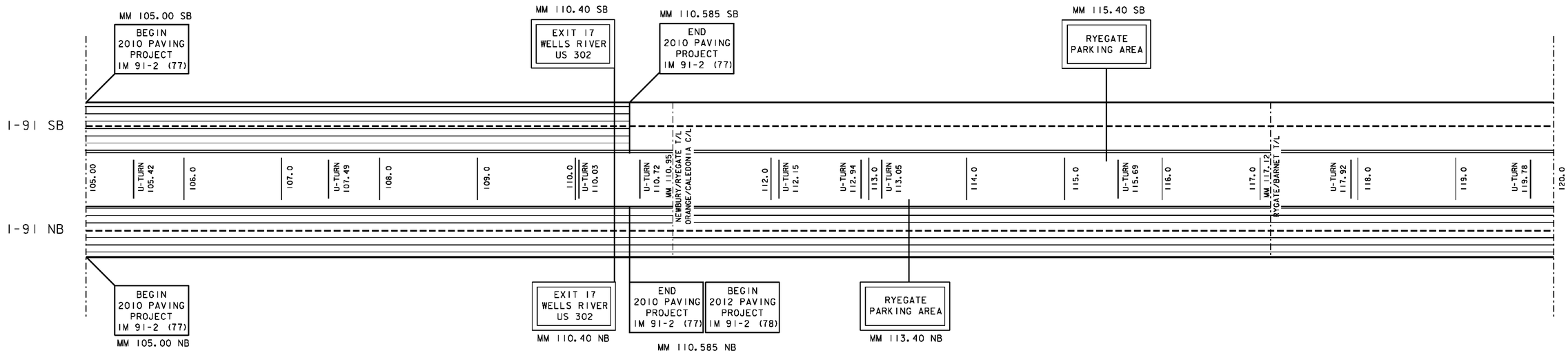
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms8.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 23 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)





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 4

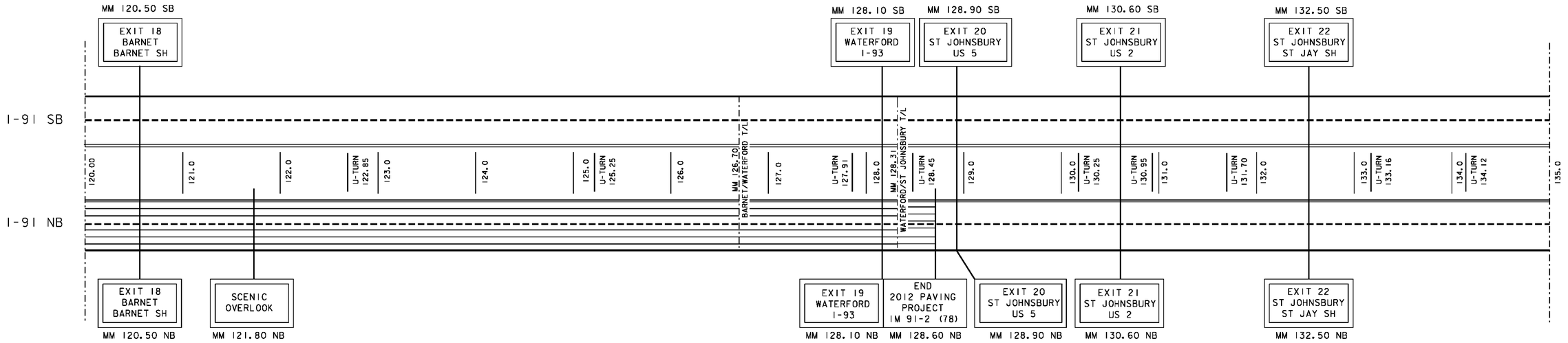
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms9.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 24 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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

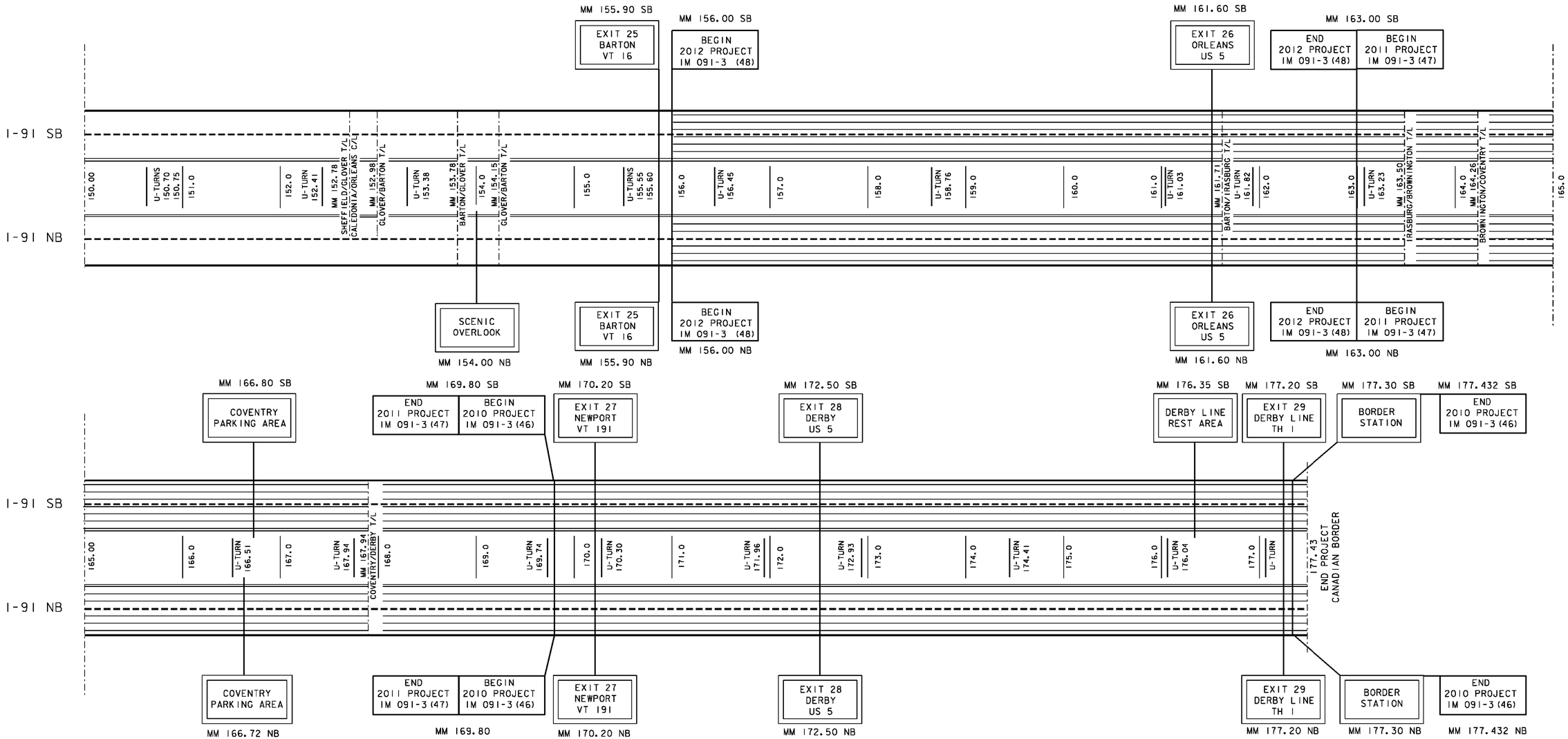
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms10.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 25 OF 29

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



LEGEND

= AREA NOT TO BE PAINTED

= AREA TO BE DONE AT NIGHT

= 6'' SOLID WHITE LINE

= 6'' DASHED WHITE LINE

= 6'' SOLID YELLOW LINE

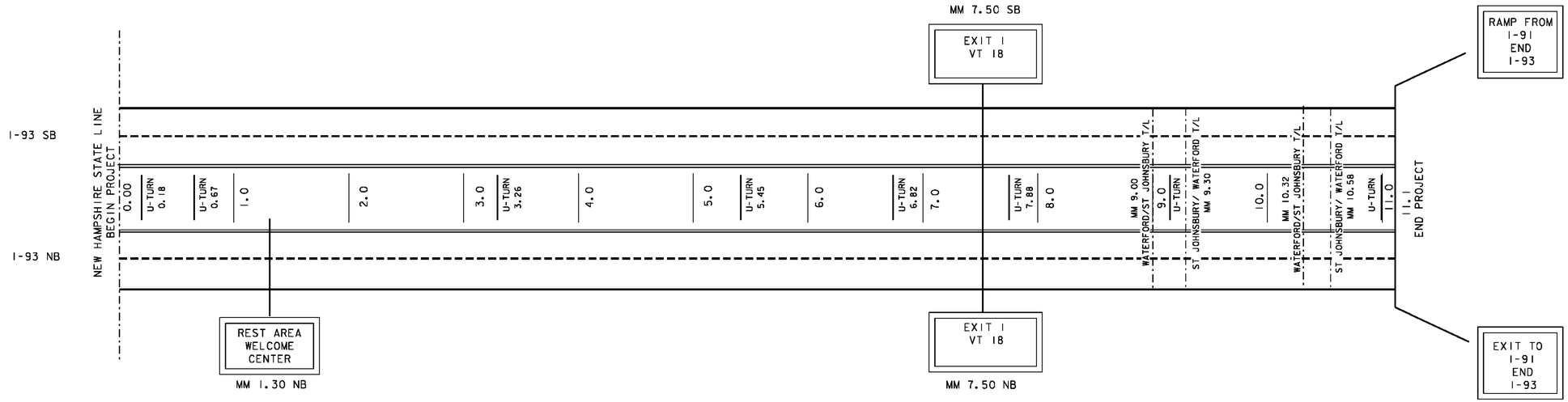
NOT TO SCALE

I-91 MAINLINE TREATMENT SCHEMATIC SHEET 6

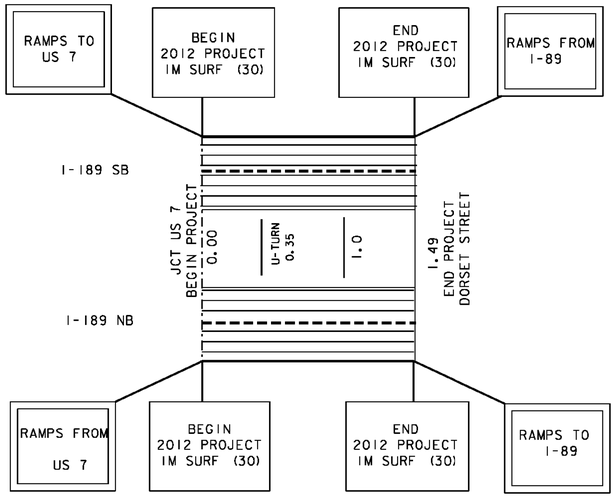
PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms11.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 26 OF 29

INTERSTATE 93 MAINLINE TREATMENT SCHEMATIC

(REFERENCE COMPUTATION BINDER SECTION 646.XXX)



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
PROJECT NUMBER: IMG MARK (112)

FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ms12.i

PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 27 OF 29

MESSAGES FOR PCMS

CHITTENDEN COUNTY 1WEEK AHEAD

PHASE ONE

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

ALT. PHASE TWO

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

CHITTENDEN COUNTY DURING MARKING

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	
T	O	N	I	G	H	T	

PHASE TWO

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

WHITE RIVER AREA DAY BEFORE

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	
T	O	N	I	G	H	T	

PHASE TWO

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

WHITE RIVER AREA DURING MARKING

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	
T	O	N	I	G	H	T	

PHASE TWO

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

NOT TO SCALE

MESSAGES FOR PCMS

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274pcms.i
PLOT DATE: 25-JAN-2012
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

NOT TO SCALE

MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK (112)
FILE NAME: 11k274.dgn
PROJECT LEADER: A GAMBLE
IPARM FLIE: 11k274ewv.i
PLOT DATE: 25-JAN-2012
DRAWN BY: KAS
SHEET 29 OF 29