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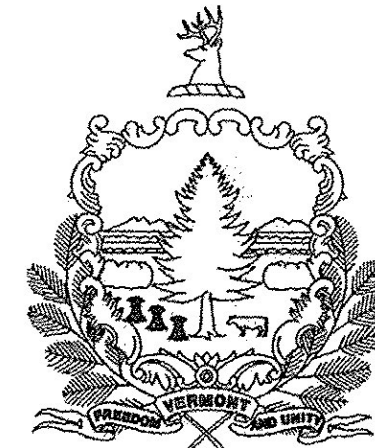
STANDARD DRAWINGS

T-1	08-06-12
T-23	08-06-12
T-28	08-06-12

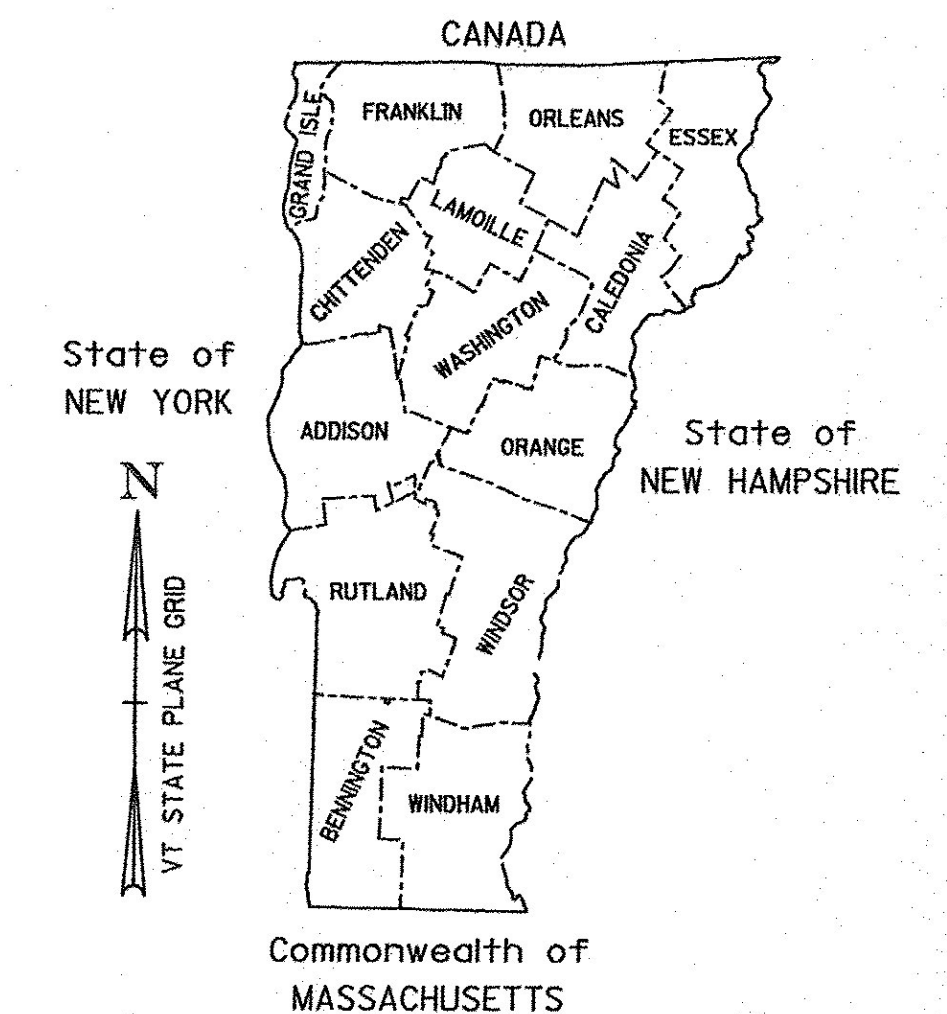
PROJECT LOCATIONS:

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-89 FROM MM 0.00 TO MM 1.490
US-4 DIVIDED HIGHWAY FROM MM 0.00 TO MM 18.82
(NEW YORK STATE LINE TO JCT US-7)

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
STATEWIDE INTERSTATE MARKING



LENGTH OF PROJECT: 339.098 MILES

END STATEWIDE IMG MARK(115)
MM 130.256 I-89
CANADA VT
BORDER LINE

END STATEWIDE IMG MARK(115)
I-91 MM 177.432
CANADA VT
BORDER LINE

BEGIN STATEWIDE IMG MARK(115)
I-189 MM 0.00

END STATEWIDE IMG MARK(115)
I-189 MM 1.490

BEGIN STATEWIDE IMG MARK(115)
US-4 JCT NY LINE MM 0.00

END STATEWIDE IMG MARK(115)
JCT US 7 MM 18.82

BEGIN STATEWIDE IMG MARK(115)
I-93 MM 0.00
NEW HAMPSHIRE VT
STATE LINE

END STATEWIDE IMG MARK(115)
I-93 MM 11.10
JCT. I-91

BEGIN STATEWIDE IMG MARK(115)
I-89 MM 0.00
NEW HAMPSHIRE / VT
STATE LINE

BEGIN STATEWIDE IMG MARK(115)
I-91 MM 0.000
MASSACHUSETTS / VT
STATE LINE

PROJECT DESCRIPTION

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

BUILT AS DESIGNED

RECORD PLANS

CONTRACTOR: L&D SAFETY MARKINGS CORP. - BERLIN, VT

RESIDENT ENGINEER: JOSH HULETT

CONSTRUCTION BEGAN: MAY 13, 2015

CONSTRUCTION COMPLETE: OCTOBER 20, 2016

RECORD PLANS BY: JOSH HULETT & JESSE IVES

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

BY *Josh Hulett* RESIDENT ENGINEER

DATE NOVEMBER 3, 2017

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.

DIRECTOR OF PROJECT DELIVERY

APPROVED *Patricia Coburn* DATE 1/29/2015

PROJECT MANAGER: PATRICIA COBURN, P.E.

PROJECT NAME: STATEWIDE

PROJECT NUMBER: IMG MARK (115)

SHEET 1 OF 33 SHEETS

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.

QUALITY ASSURANCE PROGRAM: LEVEL 1

SURVEYED BY: N/A

SURVEYED DATE: N/A

DATUM

VERTICAL: N/A

HORIZONTAL: N/A

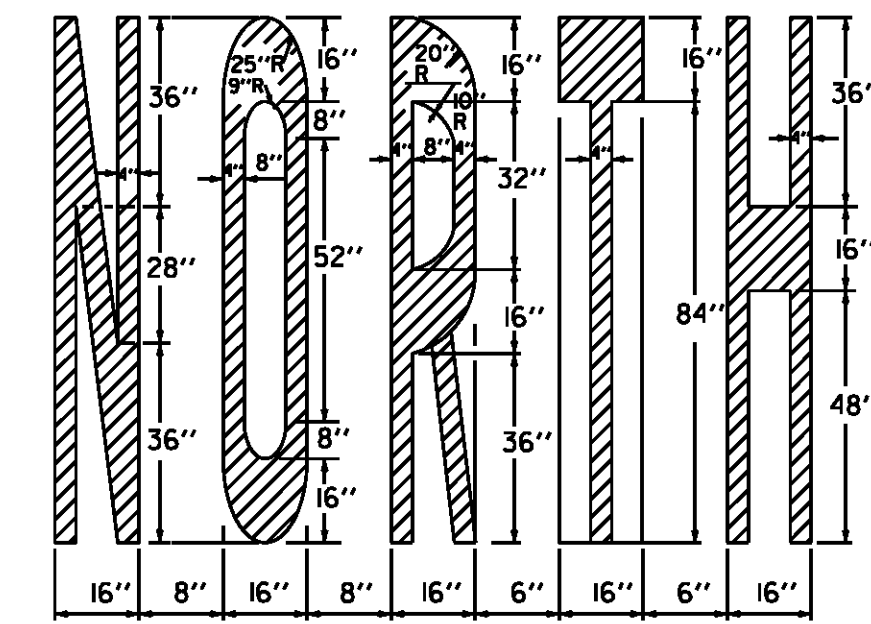
**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

QUANTITY SHEET

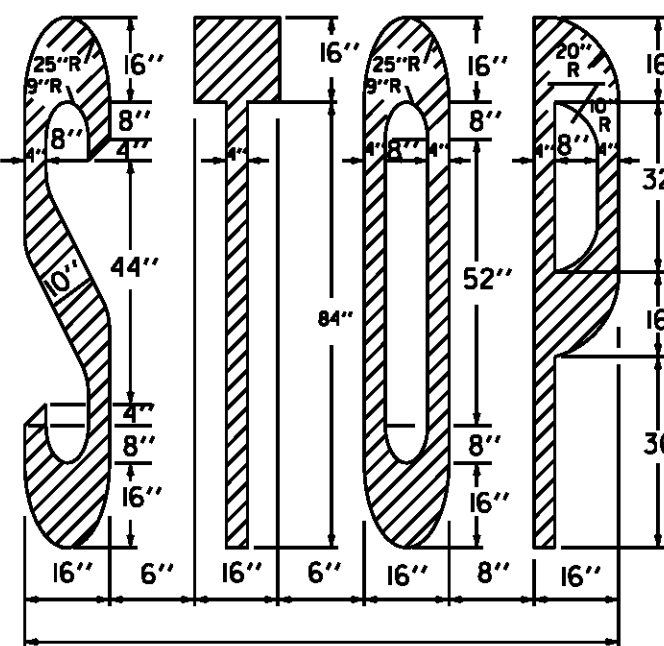
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PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: +14+185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
QUANTITY SHEET	SHEET 2 OF 33

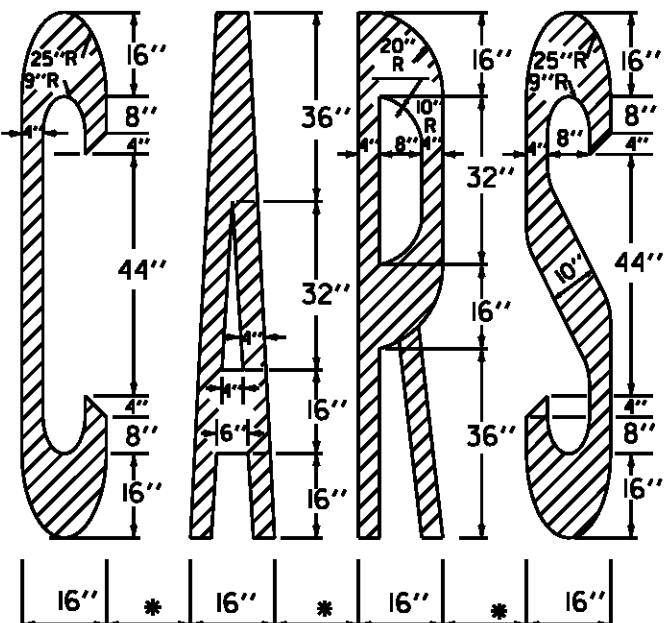
TYPICAL PAVEMENT MARKINGS



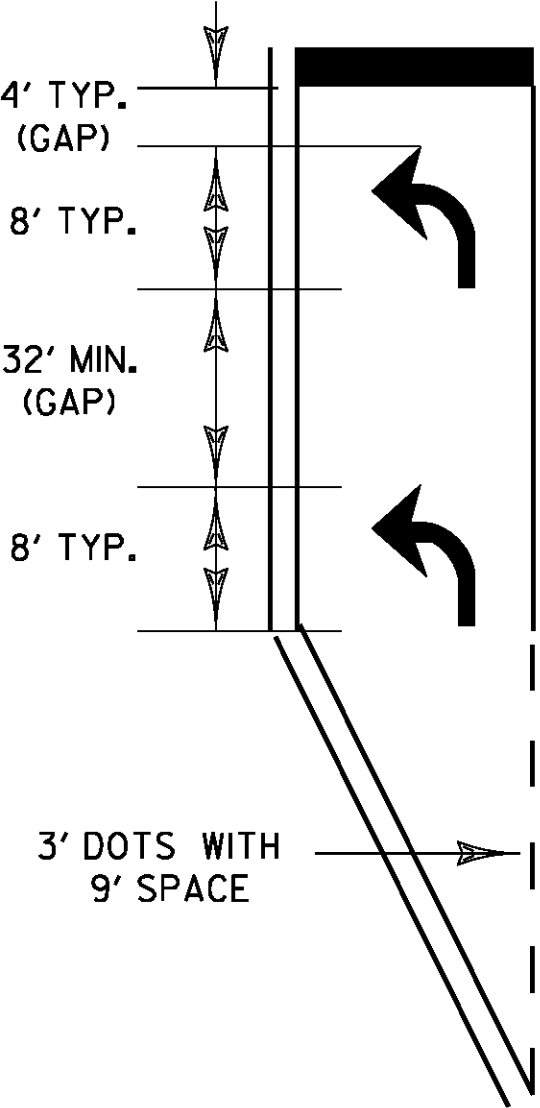
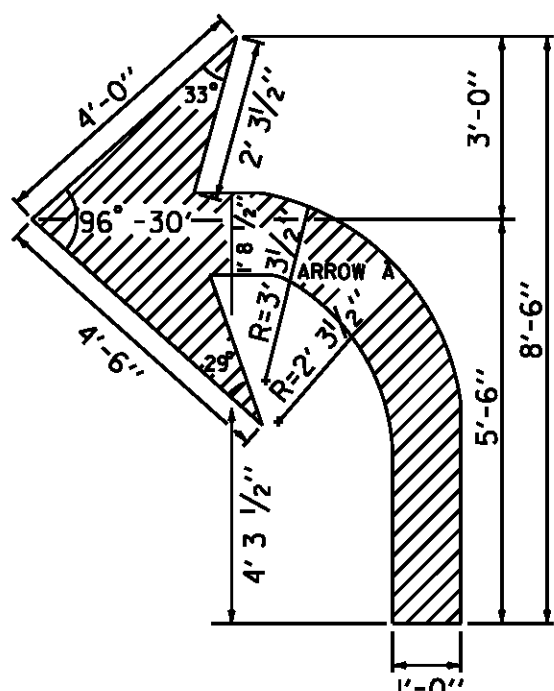
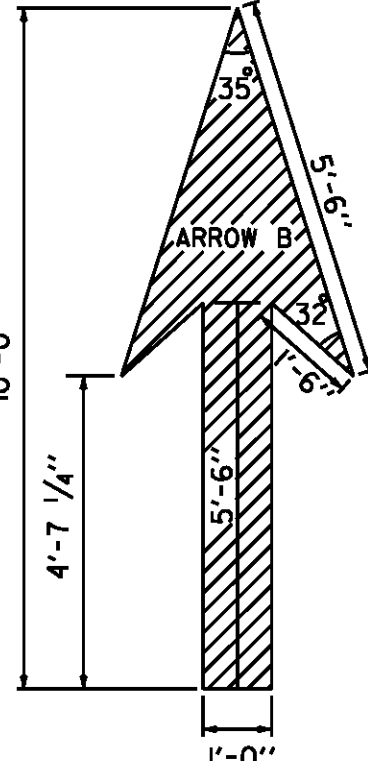
ADJUST TO AVAILABLE PAVEMENT WIDTH



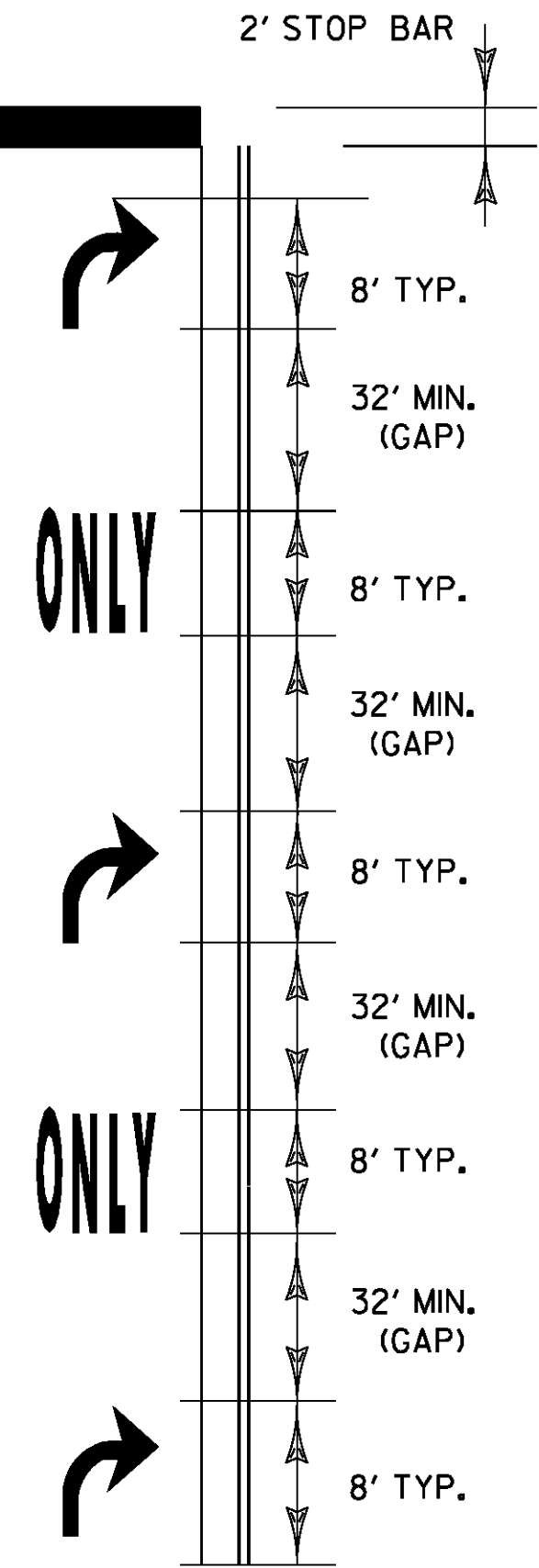
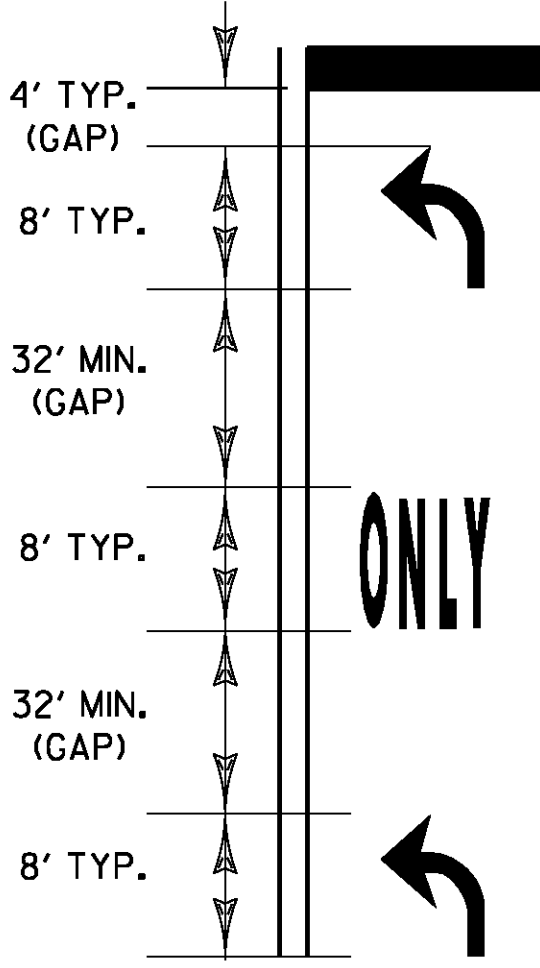
7'-0"



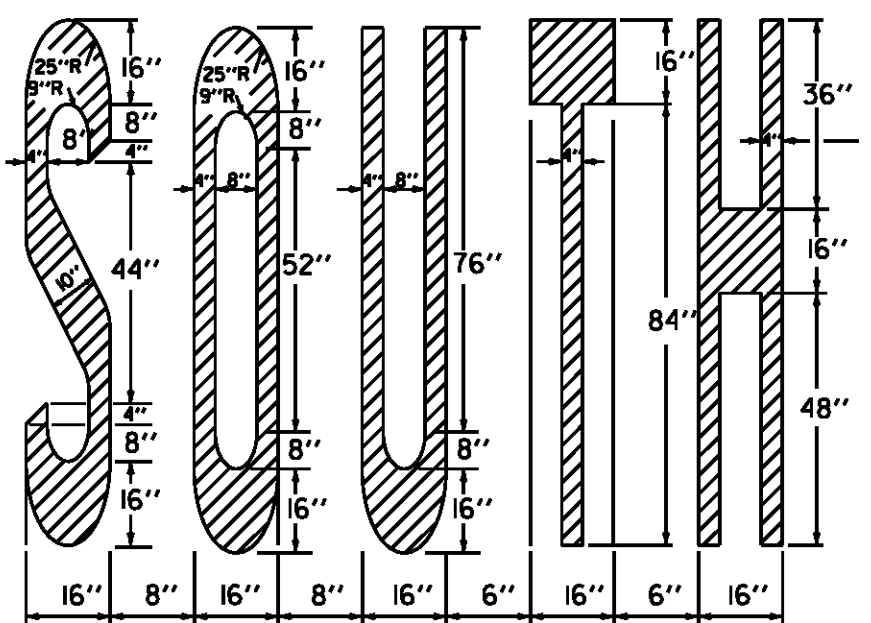
(• 6") - ADJUST TO AVAILABLE PAVEMENT WIDTH



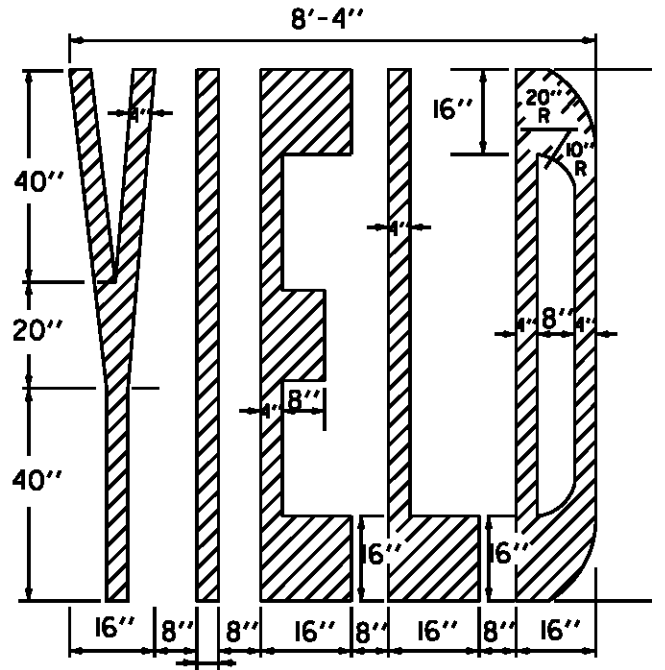
50'-100' TYP. TURN LANE



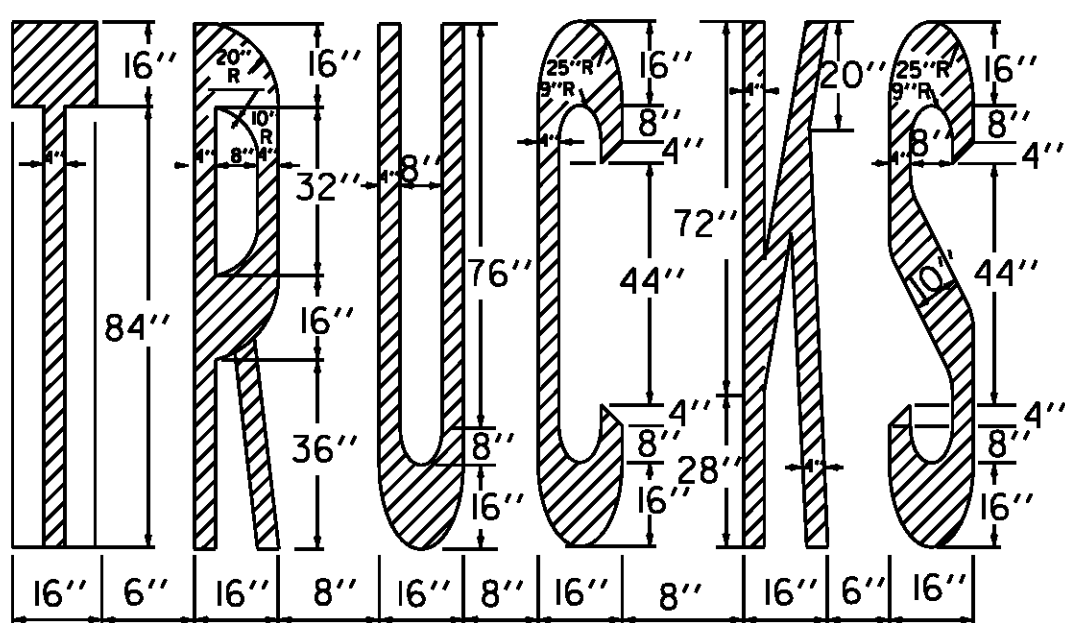
200' TYP. TURN LANE



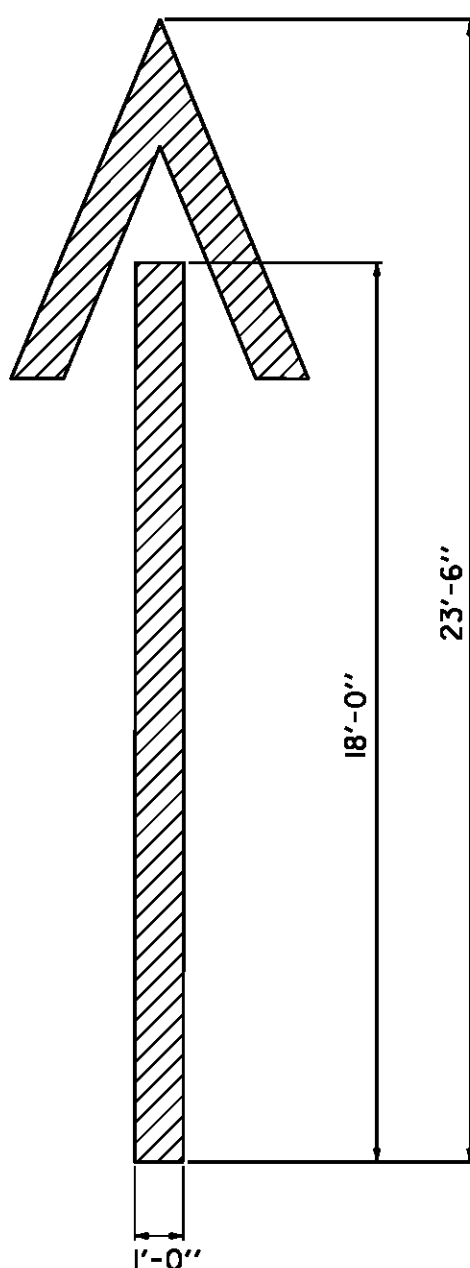
ADJUST TO AVAILABLE PAVEMENT WIDTH



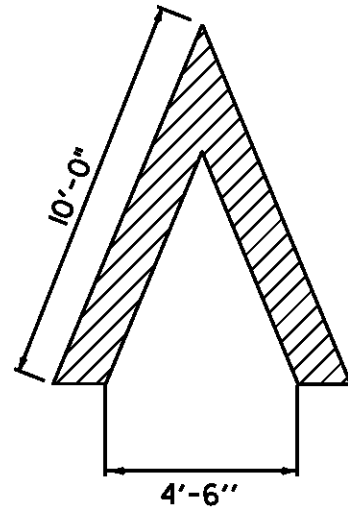
4'



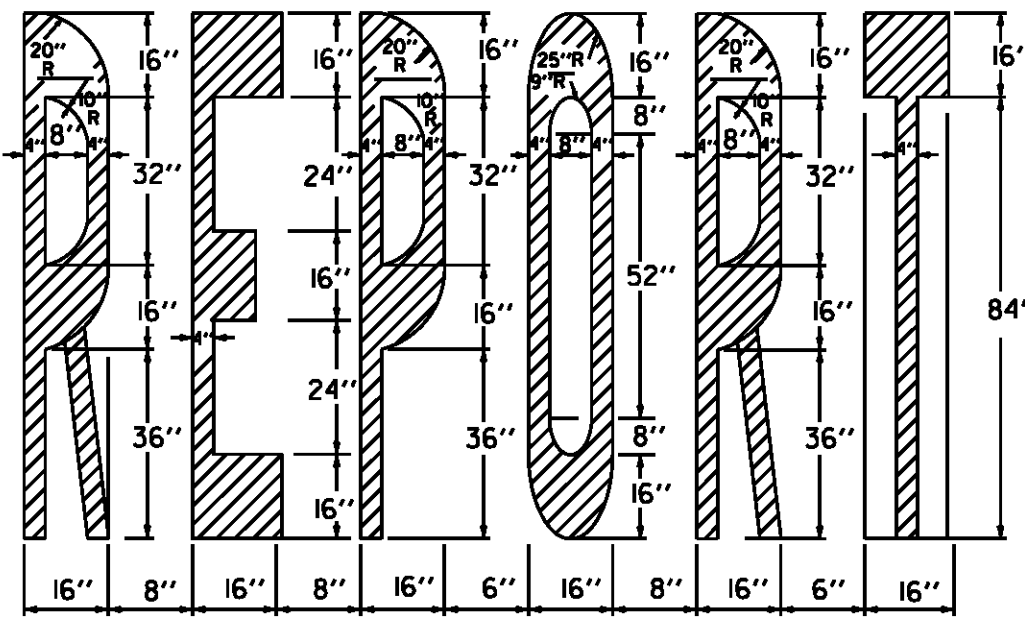
ADJUST TO AVAILABLE PAVEMENT WIDTH



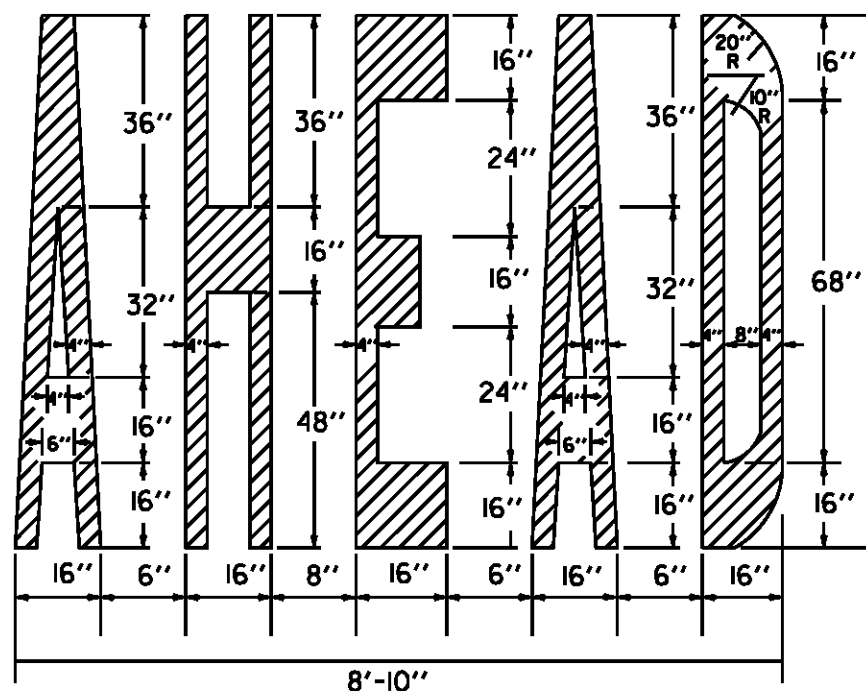
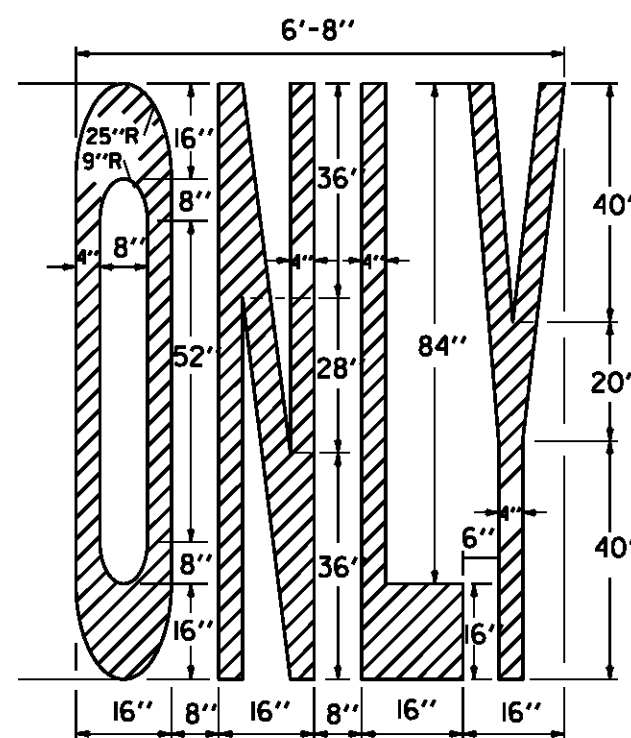
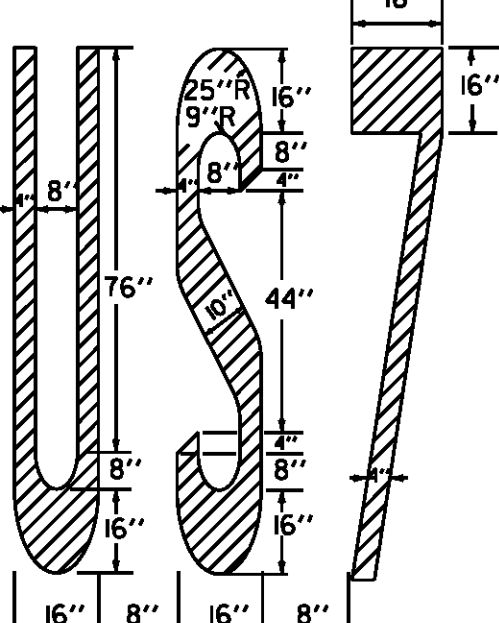
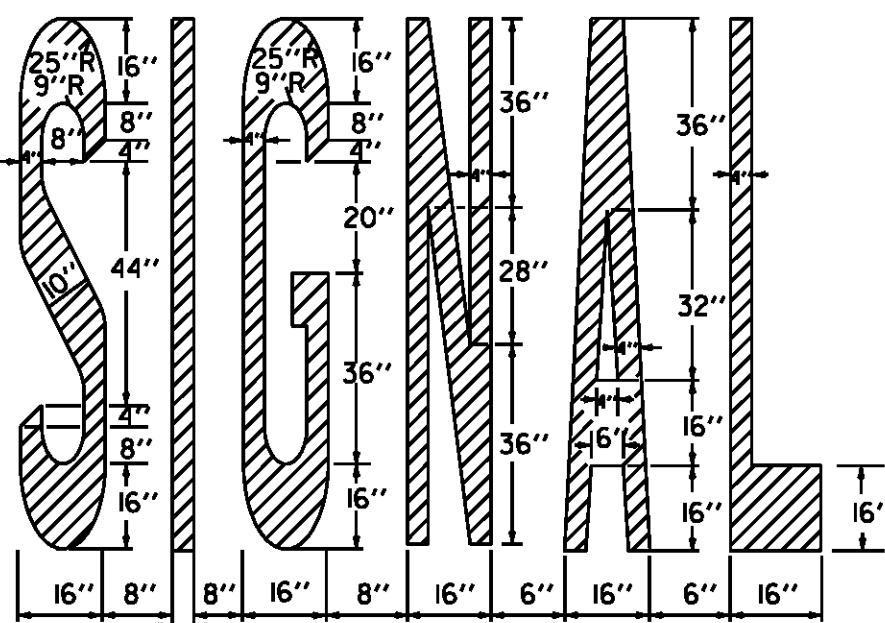
WRONG WAY ARROW



ARROW HEAD DETAIL

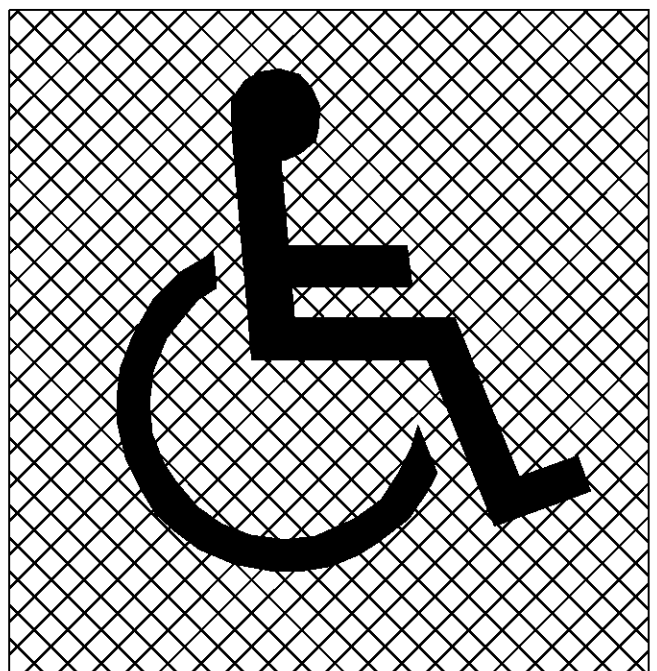


ADJUST TO AVAILABLE PAVEMENT WIDTH



8'-10"

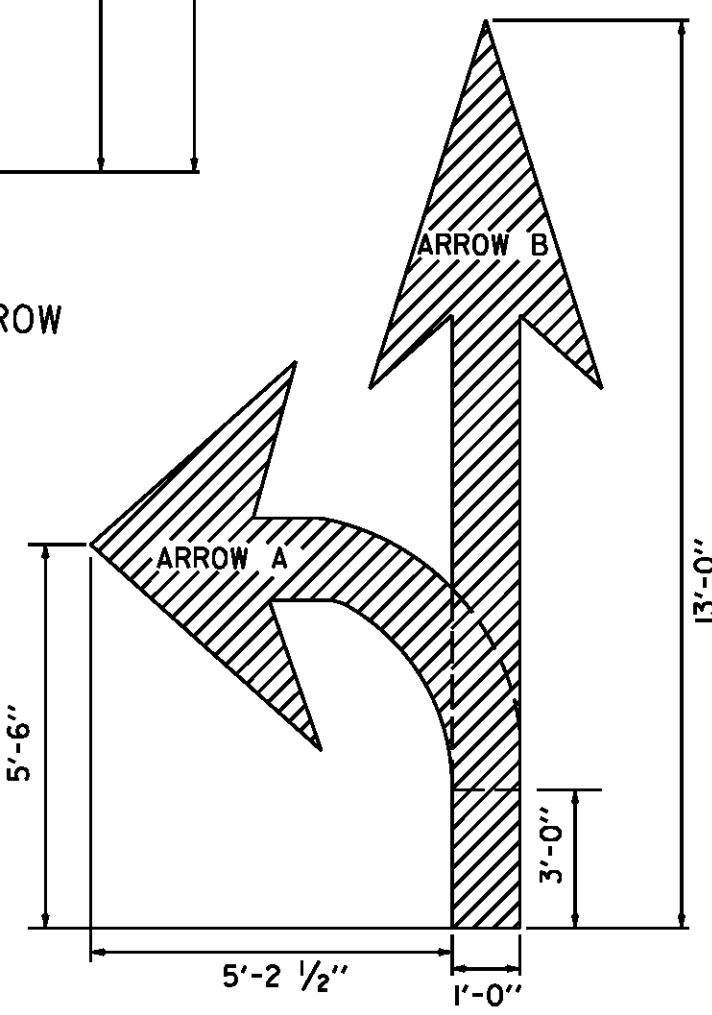
BLUE BACKGROUND
36" X 36" FOR MINIMUM
48" X 48" FOR STANDARD



HEIGHT OF SYMBOL
MINIMUM 28"
STANDARD 41"

WIDTH OF SYMBOL MINIMUM 24"
STANDARD 36"

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 LANE LANES (LEFT OR
RIGHT) 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

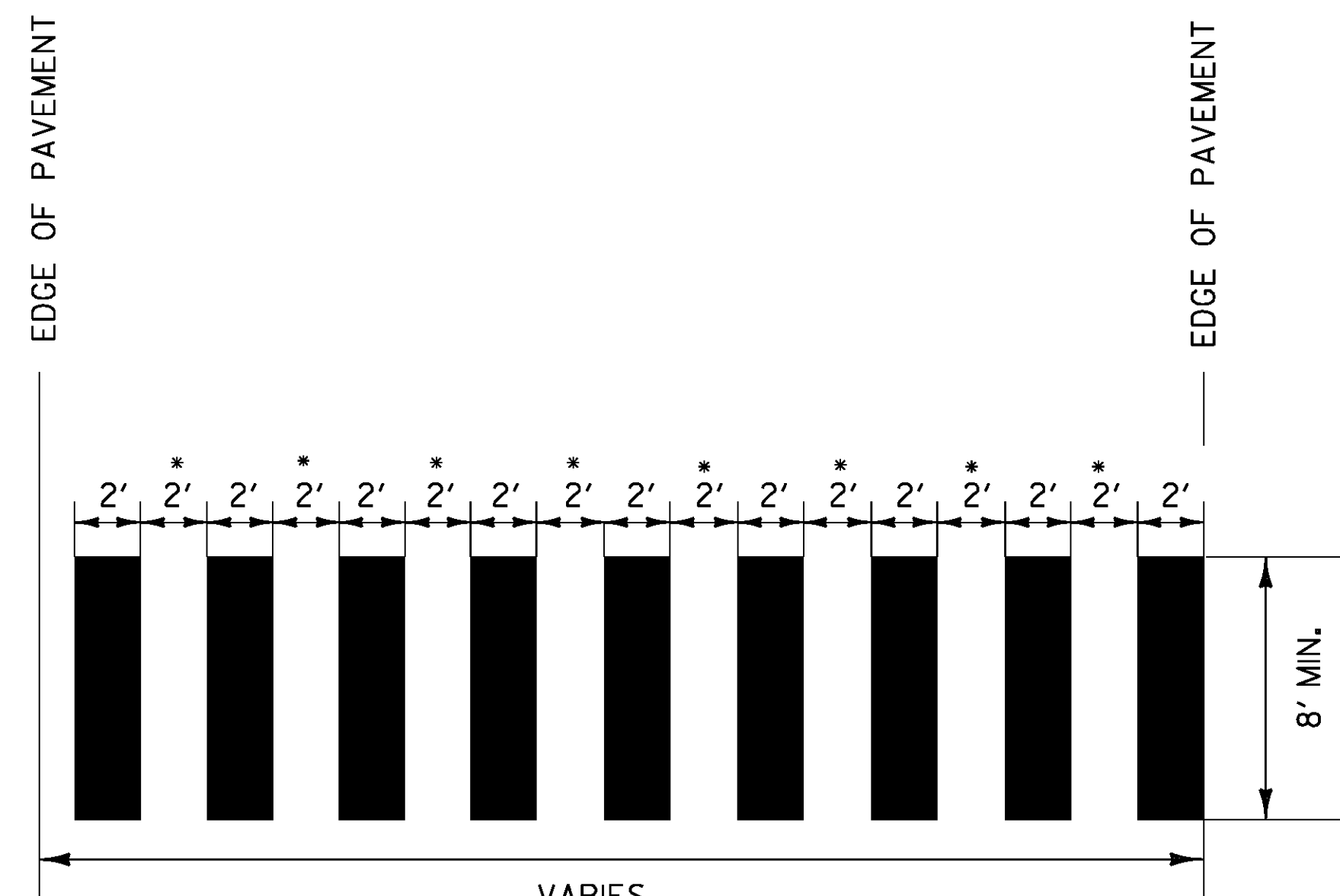
NOT TO SCALE

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK(115)

FILE NAME: t14t185.dgn
PROJECT LEADER: P. COBURN
DESIGNED BY: K. SWEET
TYPICAL PAVEMENT MARKINGS SHEET 1
PLOT DATE: 1/29/2015
DRAWN BY: K. SWEET
CHECKED BY: I. DEGUTIS
SHEET 3 OF 33

PAVEMENT MARKING DETAILS

TYPICAL PAVEMENT MARKINGS

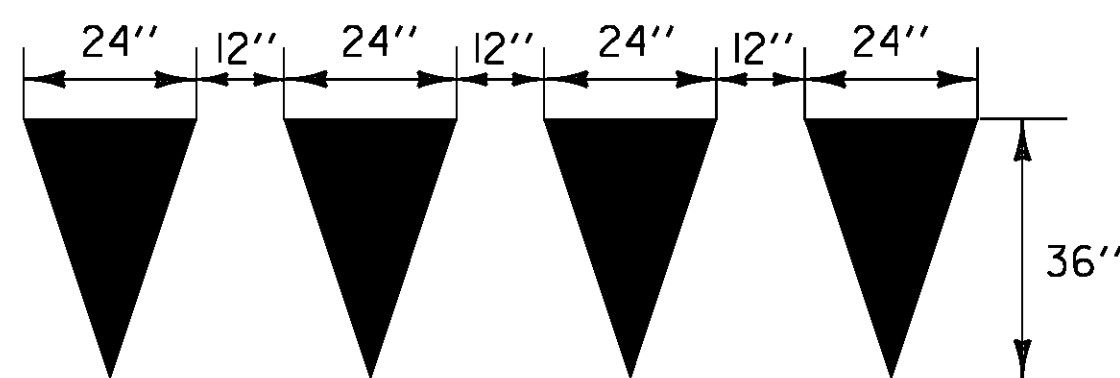


• ADJUST SPACING (12''-24'') TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL

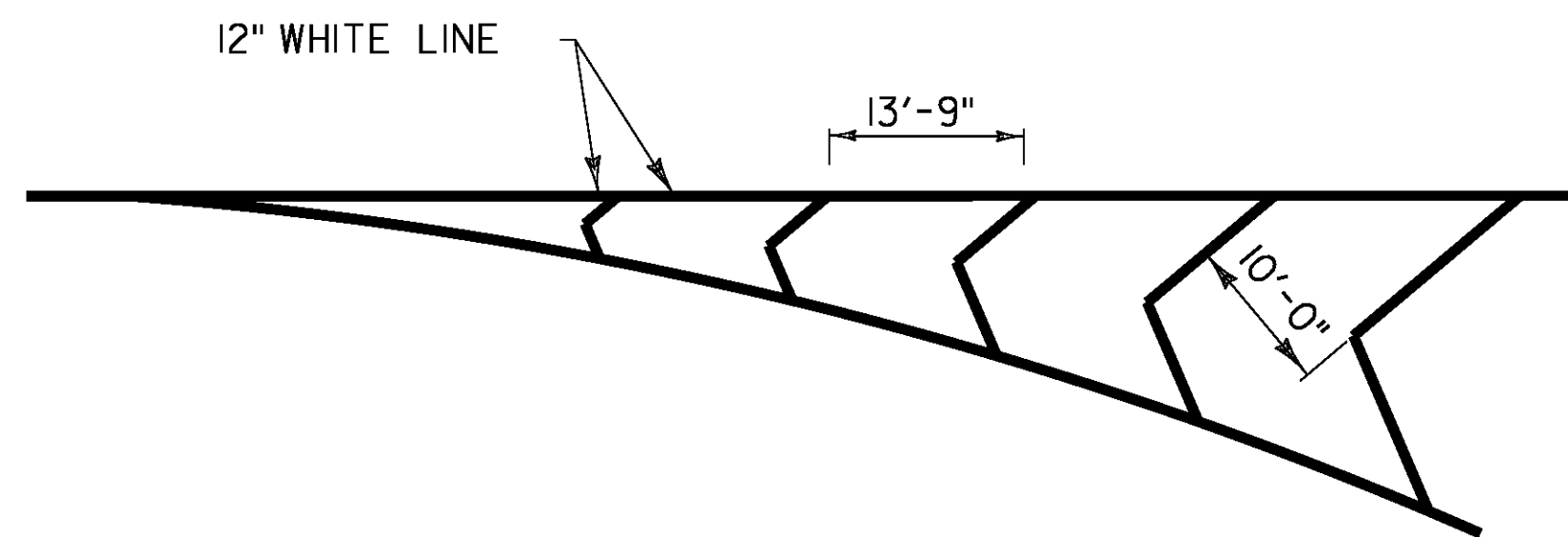


STOP BAR DETAIL

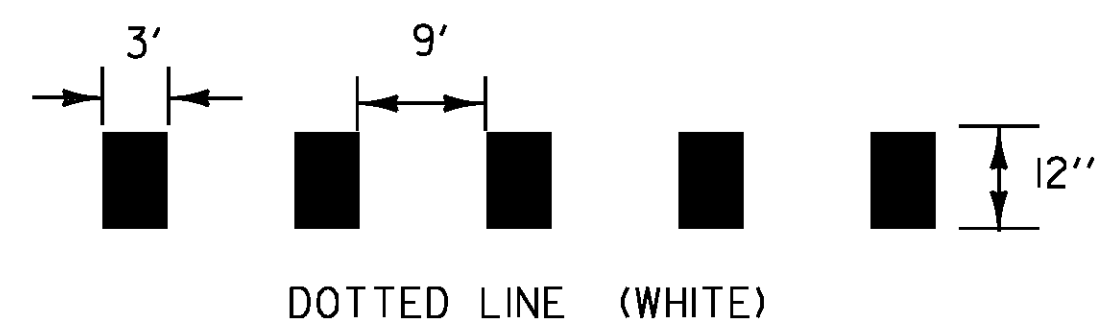
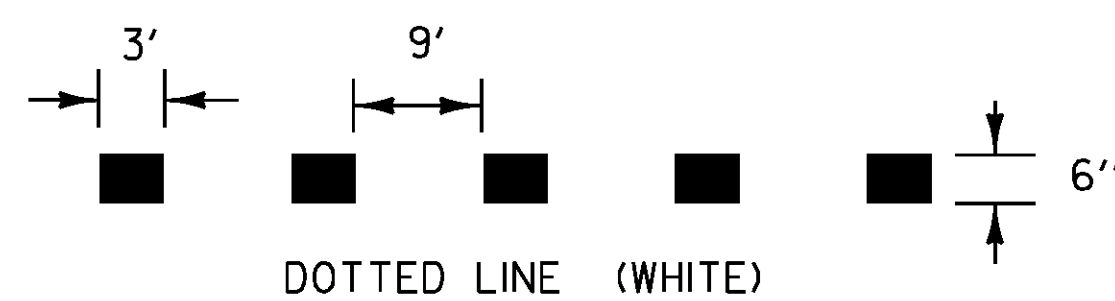


YIELD LINE DETAILS

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

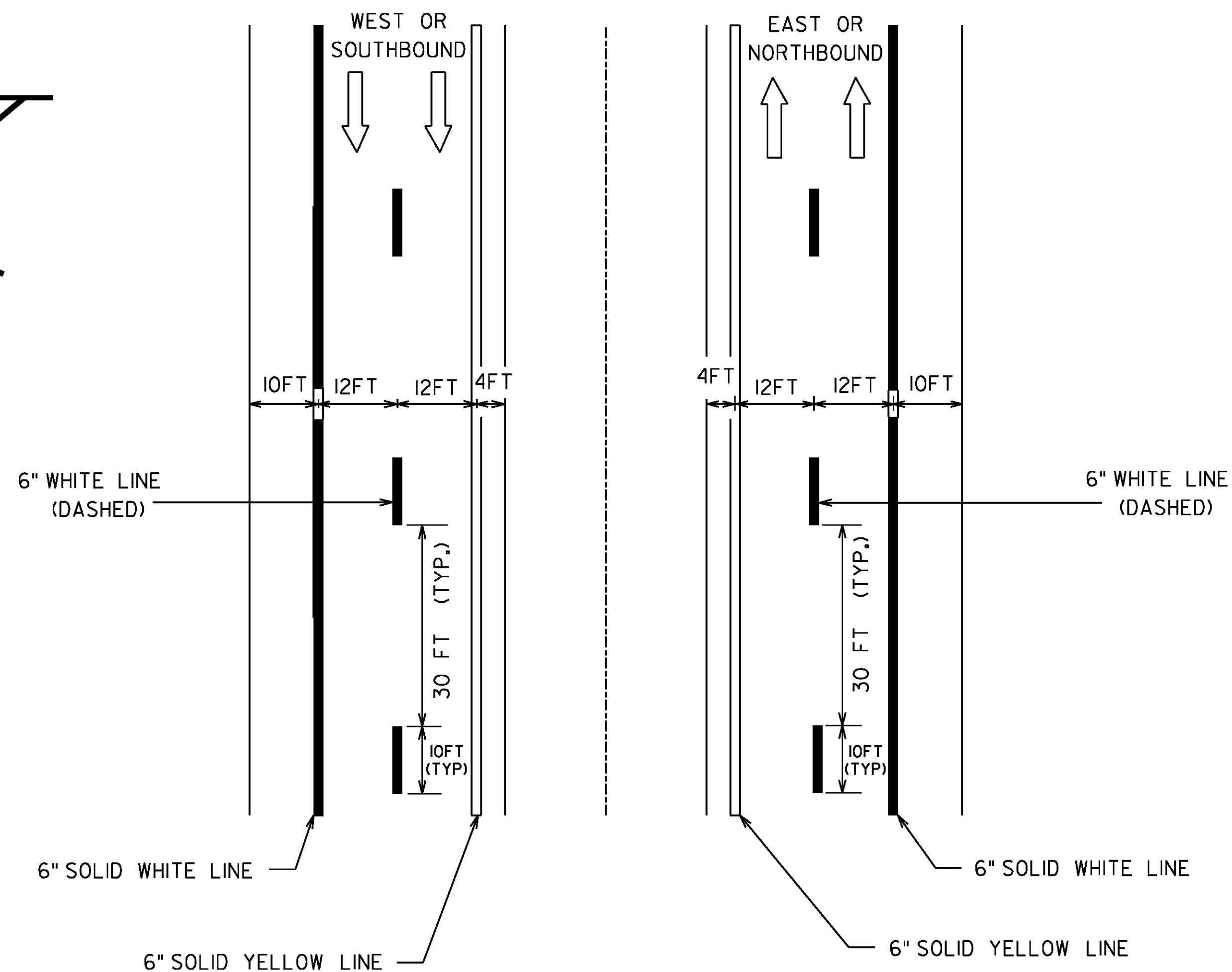


CHEVRON GORE MARKING DETAIL



TYPICAL TWO-WAY RAMP CENTERLINE MARKING

PAVEMENT MARKING LINE DETAILS



TYPICAL MAINLINE MARKING PLAN

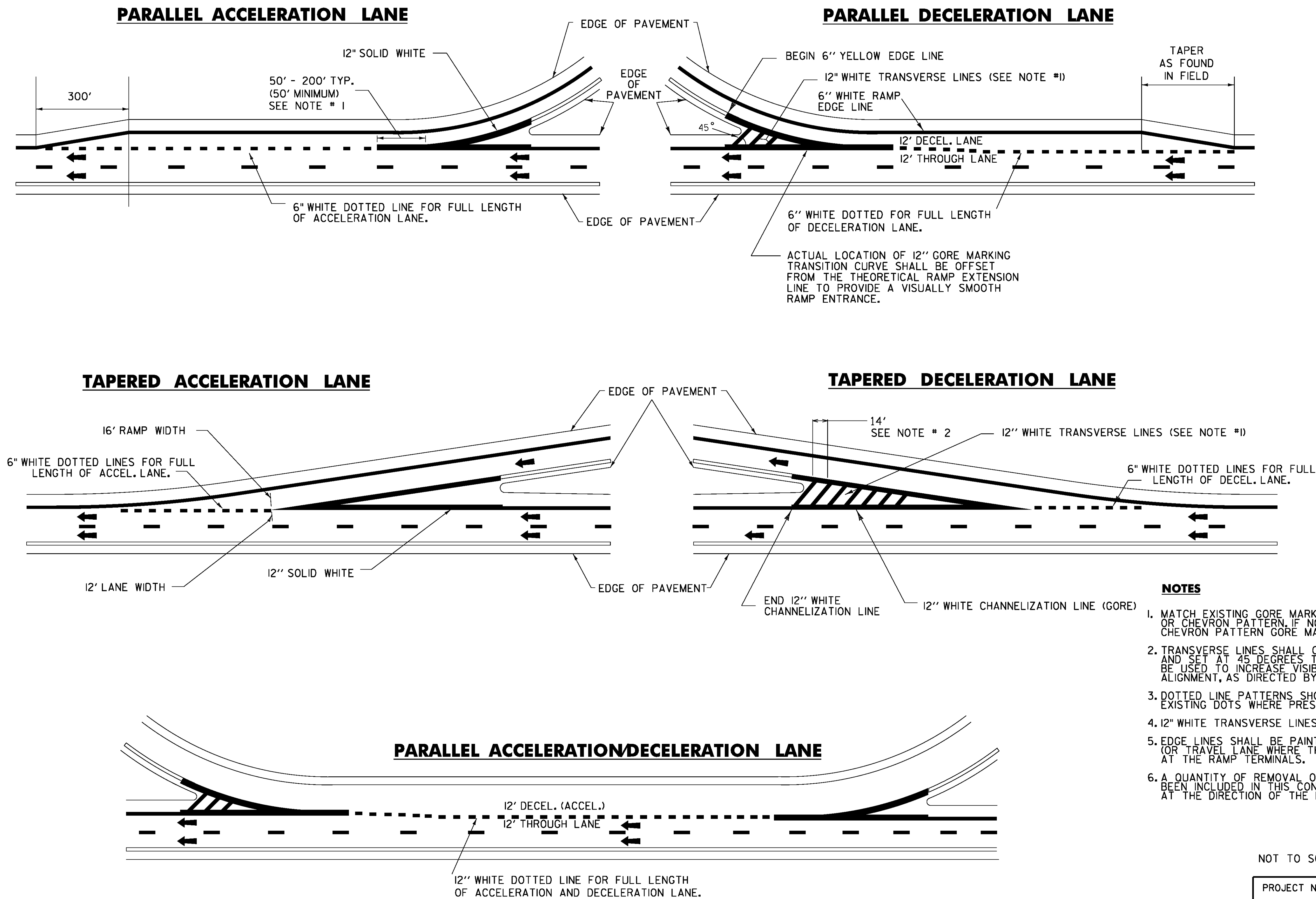
NOTE:

6'' SOLID WHITE LINE SHALL BE USED TO DELINEATE
PARKING SPACES IN REST AREAS, PARKING AREAS,
WEIGH STATIONS AND BORDER STATIONS. QUANTITIES
ARE INCLUDED IN 6'' WHITE LINE RAMP QUANTITIES.

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
TYPICAL PAVEMENT MARKING SHEET 2	SHEET 4 OF 33

TYPICAL PAVEMENT MARKINGS



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 EXISTING 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.
6. A QUANTITY OF REMOVAL OF EXISTING PAVEMENT MARKINGS HAS BEEN INCLUDED IN THIS CONTRACT. THIS ITEM IS TO BE USED AT THE DIRECTION OF THE ENGINEER.

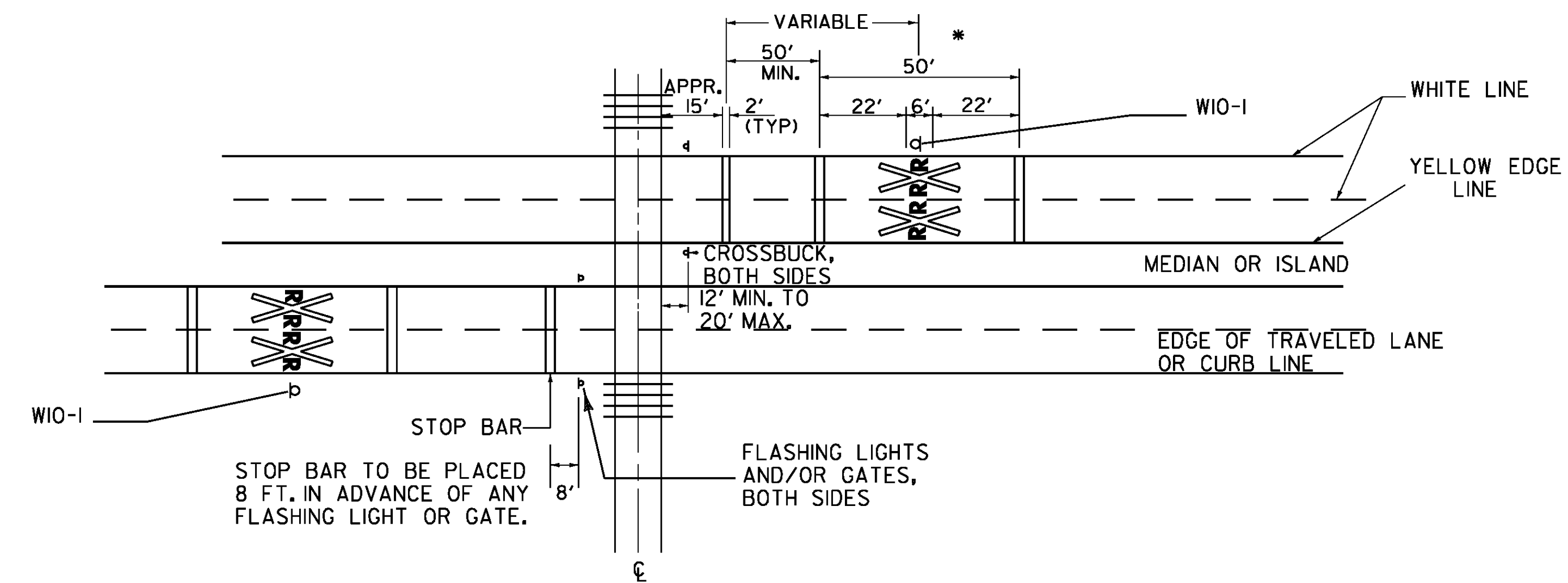
NOT TO SCALE

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK(115)

FILE NAME: t14t185.dgn
PROJECT LEADER: P. COBURN
DESIGNED BY: K. SWEET
TYPICAL PAVEMENT MARKING SHEET 3

PLOT DATE: 1/29/2015
DRAWN BY: K. SWEET
CHECKED BY: I. DEGUTIS
SHEET 5 OF 33

TYPICAL PAVEMENT MARKINGS

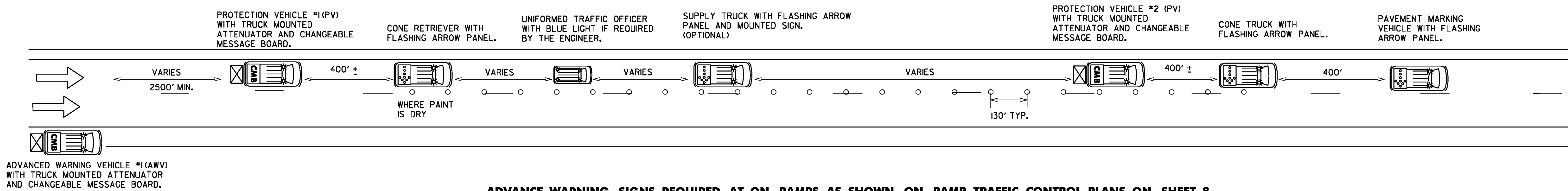


4 LANE DIVIDED HIGHWAY

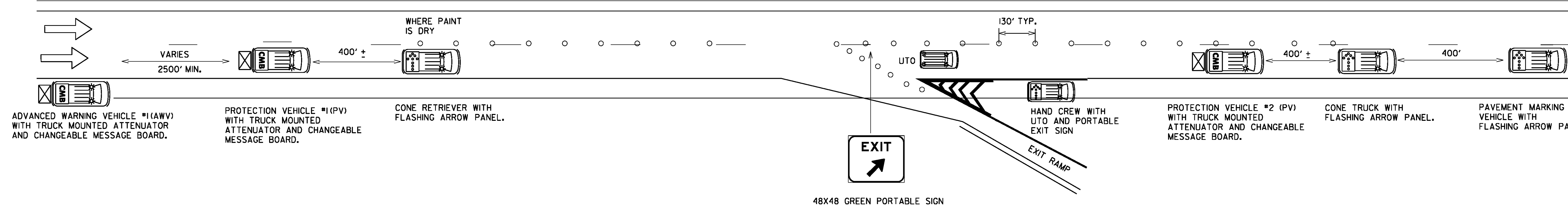
NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(IIS)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
TYPICAL PAVEMENT MARKING SHEET 4	SHEET 6 OF 33

LEFT LANE CLOSED CONTROL PLAN



RIGHT LANE AND GORE TRAFFIC CONTROL PLAN



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. PAYMENT WILL BE MADE UNDER ITEM 608.50. SEE SHEET 32 FOR MESSAGES.
3. FLASHING ARROW PANELS MOUNTED TO VEHICLES WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10.
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 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 RAMP OR GORES.
11. MAXIMUM ALLOWABLE LANE CLOSURE IS 3 MILES.

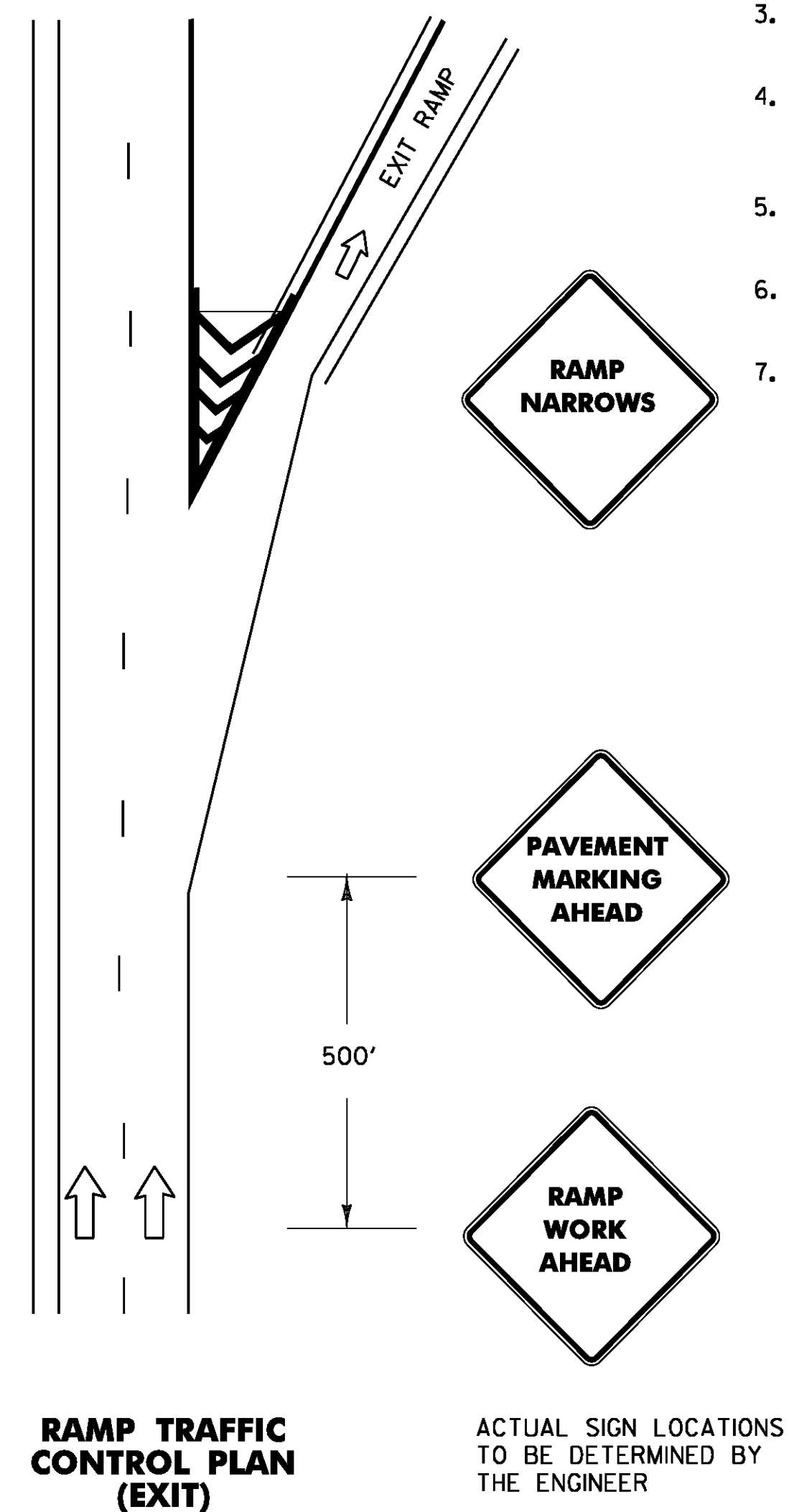
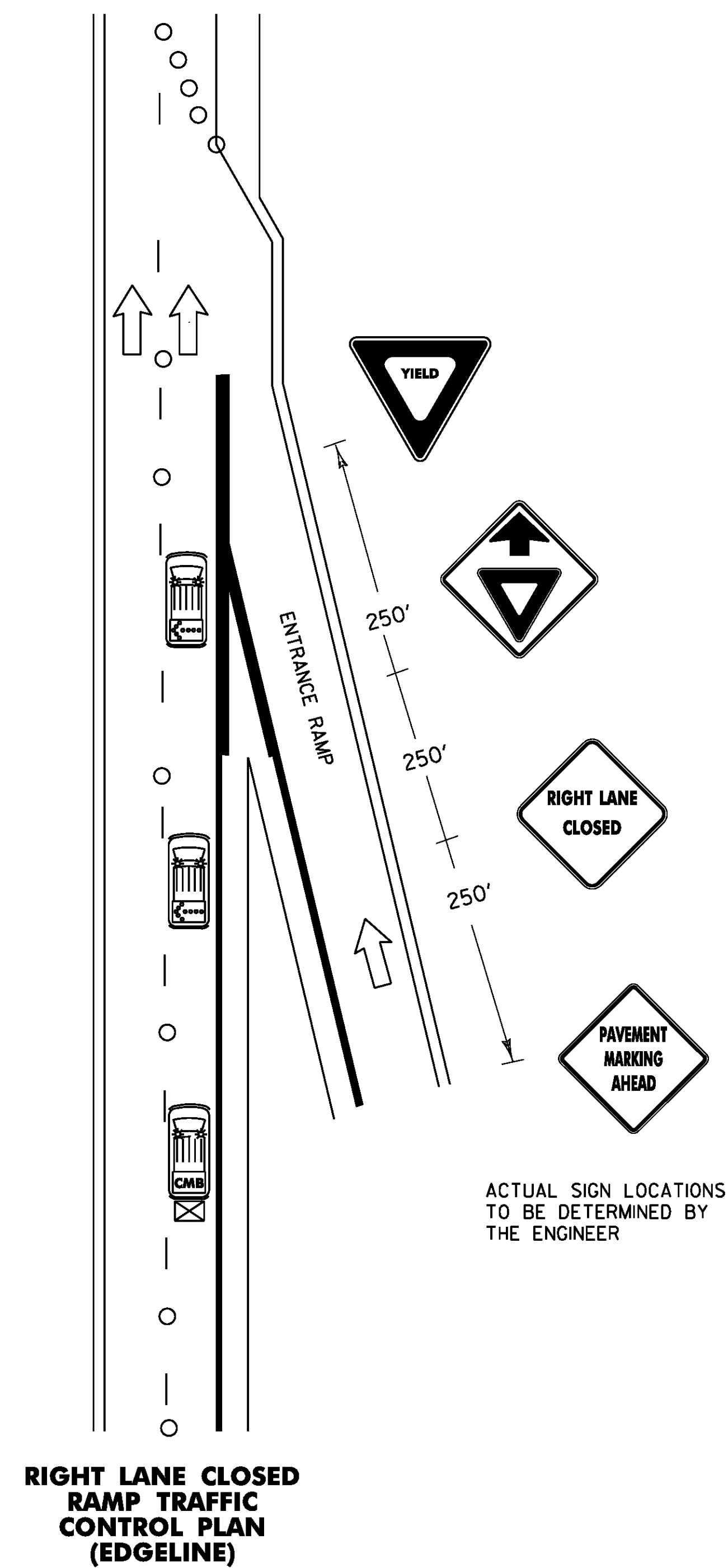
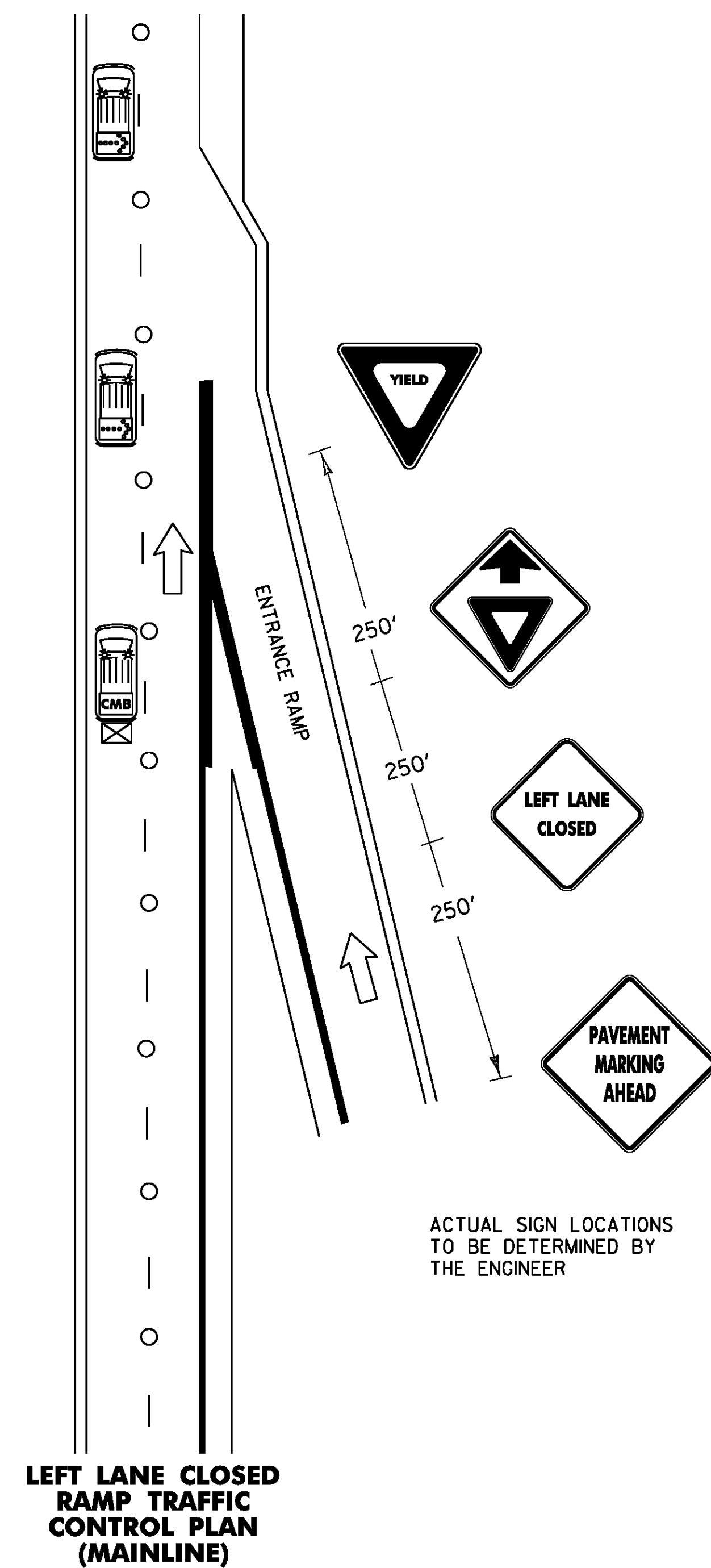
ADVANCE WARNING SIGNS REQUIRED AT ON RAMP AS SHOWN ON RAMP TRAFFIC CONTROL PLANS ON SHEET 8

LEGEND

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

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
TRAFFIC CONTROL PLAN SHEET 1	SHEET 7 OF 33



- ## 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.
6. PORTABLE LIGHT TOWERS SHALL BE USED WHEN DOING HAND WORK AT NIGHT. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 6411.0.
7. HAND BLOWERS OR BROOM MAY BE REQUIRED FOR DIRT REMOVAL. PAYMENT SHALL BE CONSIDERED TO BE INCIDENTAL TO THE MARKING ITEM APPLIED AT THAT LOCATION.

- ### LEGEND

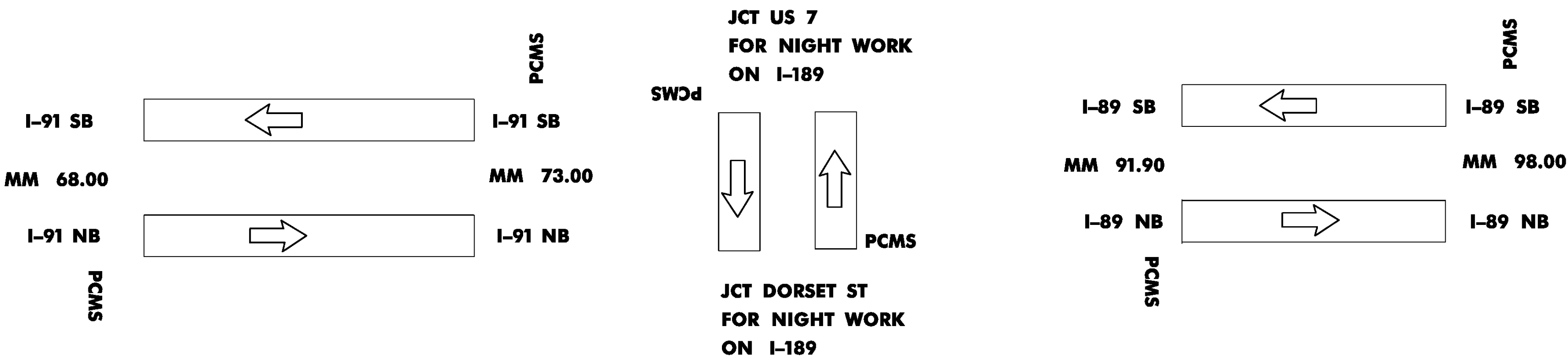
- | | |
|---|------------------------------|
|  | INDICATES TRAFFIC FLOW |
|  | FLASHING ARROW PANEL |
|  | TRUCK MOUNTED ATTENUATOR |
|  | CHANGEABLE MESSAGE BOARD |
|  | 28" RETROREFLECTORIZED CONES |

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(II5)

FILE NAME: t14+t85.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
TRAFFIC CONTROL PLAN SHEET 2	SHEET 8 OF 33

TRAFFIC CONTROL DEVICES



NOTES

NIGHT WORK IN
CHITTENDEN COUNTY
AND WHITE RIVER JCT
AREA

ACTUAL PCMS LOCATIONS
TO BE DETERMINED BY
THE ENGINEER

I-89 NIGHT WORK
MM 91.90 - MM 98.00
INCLUDES EXIT 17 RAMP

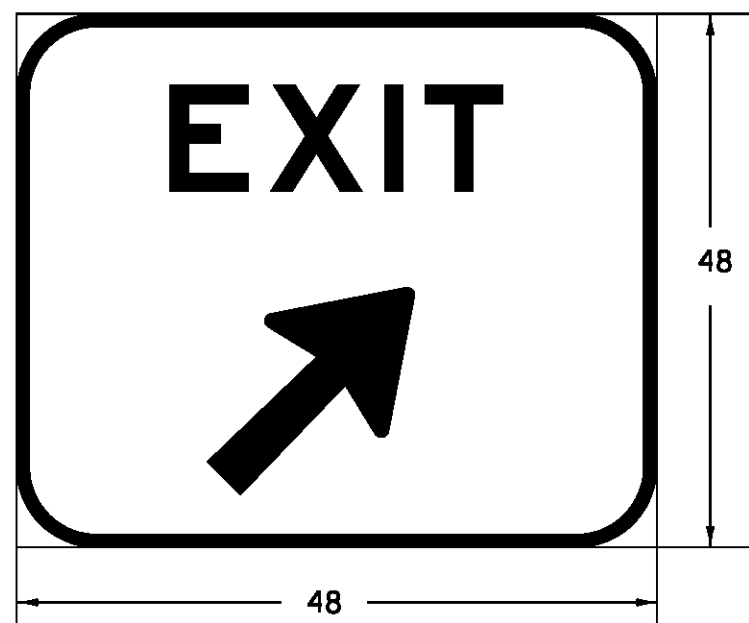
I-91 NIGHT WORK
MM 68.00 - MM 73.00
INCLUDES EXIT RAMP

I-189 NIGHT WORK
MM 0.00 - MM 1.49
INCLUDES EXIT RAMP

PCMS PLACEMENT FOR NIGHT WORK IN CHITTENDEN COUNTY AND WHITE RIVER JCT AREA

PCMS=PORTABLE CHANGEABLE MESSAGE SIGNS

➡ =DIRECTION OF TRAVEL



SEE TYPICAL APPLICATION 42
MUTCD 2009 (REV.)

NOTES

1. PCMS IN CHITTENDEN COUNTY ARE TO BE PLACED ONE WEEK PRIOR TO COMMENCING NIGHT APPLICATIONS AND REMAIN UNTIL NIGHT APPLICATIONS HAVE ENDED.
2. PCMS IN THE WHITE RIVER JCT AREA ARE TO BE PLACED ONE WEEK PRIOR TO COMMENCING NIGHT APPLICATIONS AND REMAIN UNTIL APPLICATIONS HAVE ENDED.
3. 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.
4. PORTABLE SIGNS SHALL BE KEPT LEVEL AND VERTICAL TO THE TRAVELING PUBLIC WHEN PLACED ON THE EDGE OF ROADWAY.
5. 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.
6. ALL CONSTRUCTION SIGNING AND DELINEATION DEVICES AS DETAILED IN THESE PLANS, AND AS REQUIRED BY THE ENGINEER, SHALL BE PAID UNDER ITEM 641.10. PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE PAID SEPARATELY UNDER CONTRACT ITEM 641.15.
7. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.

NOT TO SCALE

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK(115)

FILE NAME: t14t185.dgn
PROJECT LEADER: P. COBURN
DESIGNED BY: K. SWEET
TRAFFIC CONTROL DEVICES

PLOT DATE: 1/29/2015
DRAWN BY: K. SWEET
CHECKED BY: I. DEGUTIS
SHEET 9 OF 33

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	CROSS WALK	REMARKS
THE INTERCHANGE OF I-89 AND I-91 IN WHITE RIVER JCT (HARTFORD) IS SHOWN AS EXIT 10 I-91																		
QUECHEE	I-89	3.70	I	NB	ON+OFF RAMPS	3,095	P	2,350	P	790	P	18	P	37	P	-	-	STOP(3)AHEAD(I) Wrong Way Arrow(I)
			I	SB	ON+OFF RAMPS	3,890	P	3,140	P	845	P	10	P	0	P	-	-	STOP(I)AHEAD(I) Wrong Way Arrow(I)
SHARON	I-89	8.90		NB	REST AREA	6,575	P	2,200	P	575	P	27	P	19	P	-	50	STOP(2)AHEAD(I) YIELD LINES(6)HC(3)BLUE Wrong Way Arrow(2)
SHARON		8.90		SB	WEIGH STA.	0	-	0	-	0	-	0	-	0	-	-	-	REST AREA CLOSED 2009
SHARON	I-89	13.40	2	NB	ON+OFF RAMPS	3,550	P	1,855	P	1,045	P	14	P	35	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
			2	SB	ON+OFF RAMPS	3,200	P	1,600	P	1,235	P	14	P	45	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
ROYALTON	I-89	22.10	3	NB	ON+OFF RAMPS	5,345	P	2,865	P	1240	P	14	P	35	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
			3	SB	ON+OFF RAMPS	4,250	P	2,310	P	750	P	14	P	42	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
RANDOLPH	I-89	29.65		SB	WEIGH STA.	2,650	P	600	P	800	P	I	P	-	-	-	-	Wrong Way Arrow(I)
RANDOLPH	I-89	30.90	4	NB	ON+OFF RAMPS	4,675	P	2,400	P	910	P	14	P	73	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
			4	SB	ON+OFF RAMPS	3,825	P	1,760	P	900	P	14	P	74	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
RANDOLPH	I-89	33.60		SB	REST AREA	4,540	P	3,750	P	1,070	P	10	P	0	-	-	-	YIELD(I)HC(2)BLUE Wrong Way Arrow(I)
RANDOLPH		34.50		NB	WEIGH STA.	0	-	0	-	0	-	0	-	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	-	-	STOP(2)AHEAD(I)YIELD(2) Wrong Way Arrow(I)
NORTHFIELD			5	SB	ON+OFF RAMPS	4,900	P	2,700	P	1,500	P	19	P	20	P	-	-	STOP(2)AHEAD(I)YIELD(I) Wrong Way Arrow(I)
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(I) Wrong Way Arrow(I)
			6	SB	ON+OFF RAMPS	7,775	P	5,460	P	1,240	P	I	P	0	-	-	-	Wrong Way Arrow(I)
BERLIN	I-89	50.30	7	NB	ON+OFF RAMPS	4,995	P	1,850	P	2,470	P	0	P	0	-	-	-	
			7	SB	ON+OFF RAMPS	7,125	P	5,420	P	900	P	0	P	0	-	-	-	
MONTPELIER	I-89	52.90	8	NB	ON+OFF RAMPS	2,700	P	1,270	P	1,540	P	0	-	0	-	-	-	
			8	SB	ON+OFF RAMPS	5,500	P	2,250	P	1,500	P	0	-	0	-	-	-	
MIDDLESEX	I-89	58.70	9	NB	ON+OFF RAMPS	2,725	P	1,120	P	950	P	14	P	40	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
			9	SB	ON+OFF RAMPS	3,425	P	1,575	P	1,990	P	14	P	55	P	-	-	STOP(2)AHEAD(I) Wrong Way Arrow(I)
WATERBURY	I-89	63.80	10	NB	ON+OFF RAMPS	5,840	P	2,690	P	3,200	P	32	P	70	P	-	-	SIGNAL(I)AHEAD(I)ONLY(4)ARROW(6) Wrong Way Arrow(I)
			10	SB	ON+OFF RAMPS	4,970	P	3,005	P	2,200	P	42	P	15	P	-	-	SIGNAL(I)AHEAD(I)ONLY(6)ARROW(6) Wrong Way Arrow(I)
WATERBURY	I-89	65.80		NB	PARKING AREA	3,040	P	305	P	980	P	2	P	0	-	-	-	HC(I) Wrong Way Arrow(I)
		67.00		SB	PARKING AREA	2,350	P	450	P	975	P	2	P	0	-	-	-	HC(I) Wrong Way Arrow(I)
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(I)YIELD(I) Wrong Way Arrow(I)
			11	SB	ON+OFF RAMPS	2,130	P	1,250	P	550	P	29	P	75	P	-	-	SIGNAL(I)AHEAD(I)ONLY(2)ARROW(3)DBL ARROWS(3) Wrong Way Arrow(I)
WILLISTON	I-89	82.10		SB	REST AREA	5,260	P	1,050	P	1,035	P	13	P	0	-	-	-	YIELD(I)HC(3)BLUE Wrong Way Arrow(2)
	I-89	82.20		NB	REST AREA	4,480	P	1,050	P	1,100	P	13	P	0	-	-	-	YIELD(I)HC(3)BLUE Wrong Way Arrow(2)
WILLISTON	I-89	84.00	12	NB	ON+OFF RAMPS	3,700	P	1,800	P	1,185	P	34	P	40	P	-	-	SIGNAL(I)AHEAD(I)ONLY(4)ARROW(6) Wrong Way Arrow(I)
			12	SB	ON+OFF RAMPS	3,400	P	1,650	P	1,450	P	40	P	80	P	-	-	SIGNAL(I)AHEAD(I)ONLY(4)ARROW(6)DBL ARROWS(3) Wrong Way Arrow(I)
SHEET TOTALS						131,880		64,955		38,565		466		812		0	50	

NOTE

SOME YIELD MARKINGS
MAY BE S
INSTEAD OF YIELD WORD

LEGEND

P=TO BE PAINTED

QUANTITIES ON THIS SHEET REPRESENT ALL
EXISTING MARKINGS. AT THE DIRECTION OF THE
ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: L. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS I SHEET 10 OF 33	

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	CROSS WALK	REMARKS
SO BURLINGTON	I-89	87.40	I3	NB	ON+OFF RAMPS	4,560	P	2,650	P	630	P	0	-	0	-	-	-	
			I3	SB	ON+OFF RAMPS	1,095	P	1,600	P	1,000	P	0	-	0	-	-	-	
BURLINGTON	I-89	88.70	I4	NB	ON+OFF RAMPS	5,785	P	3,550	P	1,565	P	11	P	0	-	-	-	SIGNAL(1)AHEAD(1)
			I4	SB	ON+OFF RAMPS	5,875	P	3,600	P	2,425	P	24	P	0	-	-	-	SIGNAL(2)AHEAD(2)ARROWS(2)
WINOOSKI	I-89	90.50	I5	NB	OFF RAMP	3,200	P	450	P	500	P	35	P	15	P	-	30	SIGNAL(1)AHEAD(1)ARROWS(7)ONLY(4)WRONG WAY ARROW(1)
			I5	SB	ON RAMP	3,500	P	550	P	750	P	5	P	0	-	-	-	YIELD(1)
COLCHESTER	I-89	91.50	I6	NB	ON+OFF RAMPS	3,400	P	1,625	P	450	P	60	P	60	P	-	-	SIGNAL(1)AHEAD(1)ARROW(12)ONLY(9)WRONG WAY ARROW(1)
			I6	SB	ON+OFF RAMPS	3,850	P	1,675	P	500	P	24	P	57	P	-	-	SIGNAL(1)AHEAD(1)ARROW(2)ONLY(2)DBL ARROW(1)WRONG WAY ARROW(1)
COLCHESTER	I-89	95.50		NB	WEIGH STA.	3,545	P	750	P	1,120	P	15	P	40	-	-	-	STOP(1)ABCDEFGHJIWRONG WAY ARROW(1)
COLCHESTER	I-89	95.60		SB	WEIGH STA.	1,650	P	475	P	805	P	1	P	-	-	-	-	WRONG WAY ARROW(1)
COLCHESTER	I-89	97.90	I7	NB	ON+OFF RAMPS	2,400	P	3,000	P	1,350	P	17	P	26	P	-	-	SIGNAL(1)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
			I7	SB	ON+OFF RAMPS	2,365	P	1,840	P	300	P	27	P	23	P	-	-	SIGNAL(1)AHEAD(2)YIELD(2)WRONG WAY ARROW(1)
END NIGHT APPLICATIONS																		END NIGHT APPLICATIONS
GEORGIA	I-89	106.90	I8	NB	ON+OFF RAMPS	3,295	P	1,325	P	600	P	14	P	40	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			I8	SB	ON+OFF RAMPS	3,910	P	1,400	P	585	P	14	P	21	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(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)BLUEWRONG 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)BLUWRONG WAY ARROW(1)
ST ALBANS	I-89	113.70	I9	NB	ON+OFF RAMPS	5,500	P	4,770	P	1,025	P	12	P	0	-	-	-	SIGNAL(1)AHEAD(1)WRONG WAY ARROW(1)
			I9	SB	ON+OFF RAMPS	4,735	P	2,715	P	1,330	P	16	P	0	-	-	-	YIELD(2)AHEAD(1)WRONG WAY ARROW(1)
ST ALBANS	I-89	117.60	20	NB	ON+OFF RAMPS	3,195	P	1,350	P	1,480	P	29	P	47	P	-	-	SIGNAL(1)AHEAD(1)ARROW(3)DBL ARROW(3)ONLY(2)WRONG WAY ARROW(1)
			20	SB	ON+OFF RAMPS	3,275	P	1,510	P	1,220	P	14	P	47	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
SWANTON	I-89	123.40	21	NB	ON+OFF RAMPS	2,855	P	1,170	P	650	P	14	P	51	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			21	SB	ON+OFF RAMPS	3,750	P	1,300	P	1,378	P	14	P	57	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
SWANTON	I-89	129.90	22	NB	ON+OFF RAMPS	1,735	P	1,500	P	600	P	14	P	46	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			22	SB	ON+OFF RAMPS	2,290	P	2,110	P	583	P	14	P	26	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
HIGHGATE	I-89	130.25		NB	BORDER STA.	10,165	P	1,850	P	2,842	P	116	P	390	P	-	340	STOP(23)HC(2)BLUE CARS(5)
HIGHGATE	I-89	130.25		SB	BORDER STA.													
SHEET 11 TOTALS						90,680		44,575		25,763		509		969		0	370	
SHEET 10 TOTALS						131,880		64,955		38,565		466		812		0	50	
I-89 TOTALS						222,560		109,530		64,328		975		1,781		0	420	

NOTE

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PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS 2 SHEET 11 OF 33	

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	CROSS WALK	REMARKS
GUILFORD	I-9I	0.20		NB	WEIGH STATION	1,600	P	850	P	0	P	11	P	90	P	-	-	1,2,3,4,5,6,7,8,9,10
GUILFORD	I-9I	5.10		NB	WELCOME CTR	8,565	P	2,300	P	1,025	P	51	P	16	P			STOP(2)AHEAD(1)NO(1)PARKING(1)HC(7)BLUEARROWS(12)WRONG WAY ARROW(3)
BRATTLEBORO	I-9I	7.50	1	NB	ON+OFF RAMPS	2,575	P	2,420	P	900	P	23	P	37	P	-	-	STOP(3)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
			1	SB	ON+OFF RAMPS	3,725	P	3,230	P	800	P	19	P	21	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
BRATTLEBORO	I-9I	9.10	2	NB	ON+OFF RAMPS	3,125	P	2,525	P	525	P	19	P	55	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
			2	SB	ON+OFF RAMPS	4,485	P	4,335	P	450	P	24	P	33	P	-	-	STOP(3)AHEAD(1)ARROW(2)ONLY(1)WRONG WAY ARROW(1)
BRATTLEBORO	I-9I	11.60	3	NB	ON+OFF RAMPS	1,450	P	1,050	P	1,050	P	15	P	0	-	-	-	YIELD(1)AHEAD(1)ARROW(1)ONLY(1)
			3	SB	ON+OFF RAMPS	3,700	P	3,600	P	550	P	0	P	0	-	-	-	
PUTNEY	I-9I	18.20	4	NB	ON+OFF RAMPS	2,960	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	P	895	P	865	P	14	P	50	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
PUTNEY	I-9I	20.40		NB	PARKING AREA	2,625	P	610	P	980	P	1	P	0	-	-	-	WRONG WAY ARROW(1)
PUTNEY	I-9I	22.00		SB	WEIGH STA.	3230	P	500	P	940	P	18	P	30	P	-	-	STOP(3)AHEAD(1)WRONG WAY ARROW(1)
PUTNEY	I-9I	23.20		NB	PARKING AREA	2915	P	400	P	505	P	3	P	0	-	-	-	HC (2)WRONG WAY ARROW(1)
WESTMINSTER	I-9I	23.80		SB	PARKING AREA	2795	P	150	P	650	P	3	P	0	-	-	-	HC (2)WRONG WAY ARROW(1)
WESTMINSTER	I-9I	28.60	5	NB	ON+OFF RAMPS	5,335	P	2,125	P	1,135	P	14	P	50	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			5	SB	ON+OFF RAMPS	2,645	P	1,115	P	945	P	14	P	50	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
ROCKINGHAM	I-9I	35.20	6	NB	ON+OFF RAMPS	4,300	P	3,075	P	1,615	P	39	P	25	P	-	-	STOP(2)AHEAD(2)YIELD(4)WRONG WAY ARROW(1)
			6	SB	ON+OFF RAMPS	4,830	P	3,060	P	1,300	P	20	P	28	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(2)
SPRINGFIELD	I-9I	39.20		NB	WEIGH STA.	0	P	0	P	0	P	0	P	0	P	-	-	PARKING AREA CLOSED 12/2008
	I-9I	39.30		SB	WEIGH STA.	0	P	0	P	0	P	0	P	0	P	-	-	PARKING AREA CLOSED 12/2008
SPRINGFIELD	I-9I	41.70	7	NB	ON+OFF RAMPS	4,500	P	3,620	P	800	P	35	P	15	P	-	-	STOP(2)AHEAD(2)YIELD(3)WRONG WAY ARROW(2)
			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-9I	51.40	8	NB	ON+OFF RAMPS	3,100	P	1,575	P	850	P	18	P	64	P	-	-	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-9I	60.50	9	NB	ON+OFF RAMPS	2,735	P	1,660	P	800	P	19	P	37	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
			9	SB	ON+OFF RAMPS	3,420	P	2,160	P	850	P	19	P	47	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
BEGIN NIGHT APPLICATIONS																		
																		BEGIN NIGHT APPLICATIONS
HARTFORD	I-9I	68.40		NB	WEIGH STA.	0	P	0	P	0	P	0	P	0	-	-	-	REST AREA CLOSED 2009
		68.50		SB	REST AREA	4,880	P	1,620	P	1,100	P	10	P	0	-	-	-	YIELD(1)HCBLUE(2)WRONG WAY ARROW(1)
SHEET TOTALS						86,335		47,025		20,630		441		768		0	0	

NOTE

SOME YIELD MARKINGS
MAY BE S
INSTEAD OF YIELD WORD

LEGEND

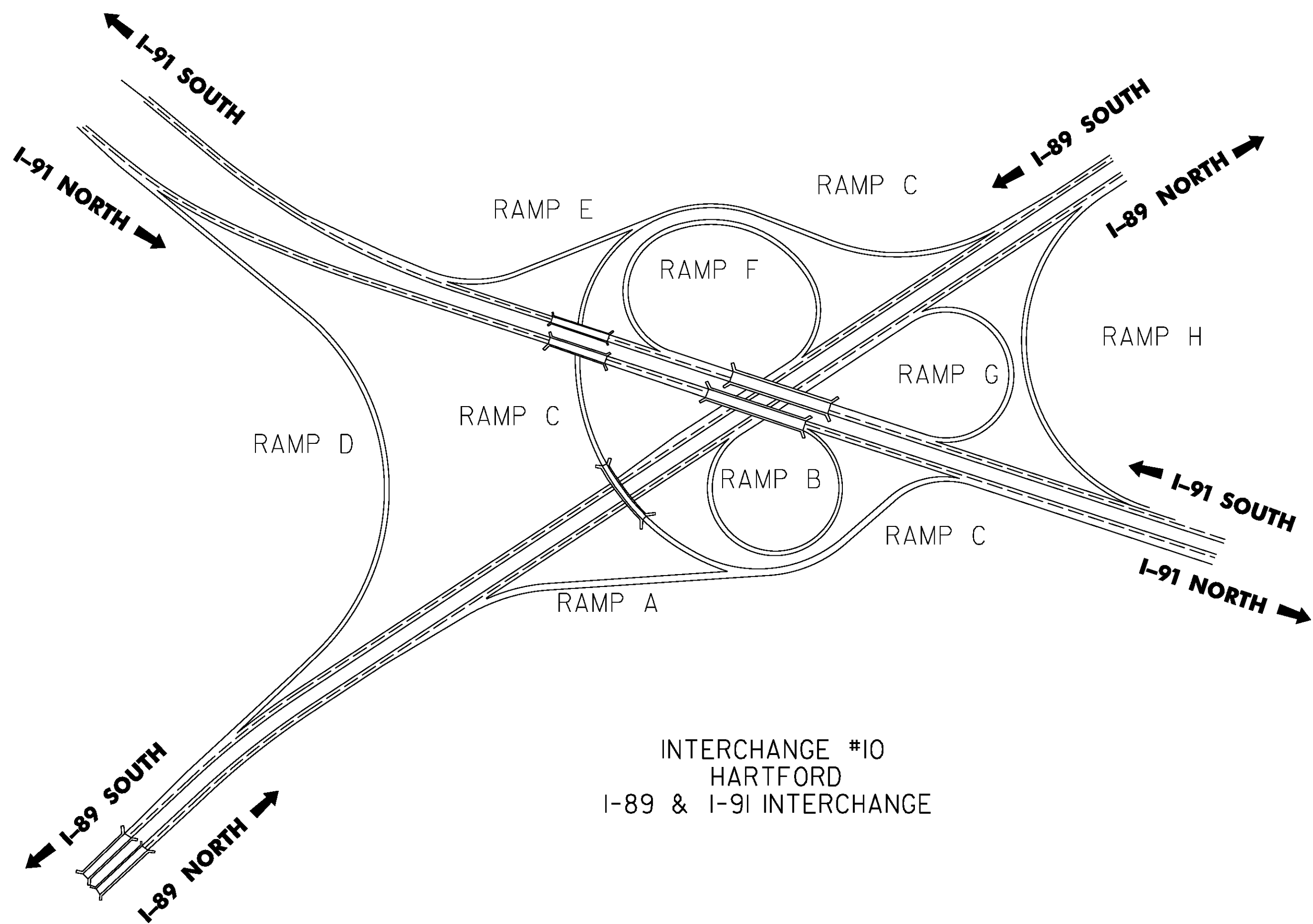
P=TO BE PAINTED

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PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(II5)
FILE NAME: t14t185.dgn	PLOT DATE: I/29/20I5
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS 3 SHEET I2 OF 33	

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	CROSS WALK	REMARKS
HARTFORD	I-91	69.80	NN	NB	RAMP A	800	P	800	P	50	P	I6	P	0	-	-	-	YIELD(2)AHEAD(I)WRONG WAY ARROW(I)
RAMPS GO BETWEEN I-91 & I-89	I-91		ION	NB	RAMP B	1,100	P	1,100	P	115	P	0	-	0	-	-	-	
	I-91		NN	NB	RAMP C	3,650	P	3,650	P	150	P	0	-	0	-	-	-	
	I-91		IOS	NB	RAMP D	2,400	P	2,400	P	180	P	I6	P	0	-	-	-	YIELD(2)AHEAD(I)WRONG WAY ARROW(I)
	I-91		NN	SB	RAMP E	2,250	P	510	P	100	P	0	-	0	-	-	-	
	I-91		IOS	SB	RAMP F	2,925	P	1,325	P	100	P	0	-	0	-	-	-	
	I-91		NN	SB	RAMP G	750	P	750	P	75	P	0	-	0	-	-	-	
	I-91		ION	SB	RAMP H	2,750	P	1,100	P	300	P	0	-	0	-	-	-	
HARTFORD	I-91	70.20	II	NB	ON+OFF RAMPS	2,800	P	2,300	P	1,300	P	I4	P	25	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			II	SB	ON+OFF RAMPS	3,850	P	3,780	P	1,250	P	I9	P	13	P	-	-	STOP(2)AHEAD(I)YIELD(I)WRONG WAY ARROW(I)
WILDER	I-91	72.00	I2	NB	ON+OFF RAMPS	3,400	P	1,950	P	1,450	P	I4	P	30	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			I2	SB	ON+OFF RAMPS	3,700	P	1,800	P	1,600	P	I4	P	35	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
END NIGHT APPLICATIONS																		END NIGHT APPLICATIONS
SHEET TOTALS						30,375		21,465		6,670		93		103		0	0	



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

LEGEND
P=TO BE PAINTED

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(I15)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS 4 SHEET 13 OF 33	

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	CROSS WALK	REMARKS
NORWICH	I-9I	74.99	I3	NB	ON+OFF RAMPs	3,665	P	I,960	P	I,475	P	22	P	40	P	-	-	SIGNAL(I)AHEAD(I)ARROW(2)ONLY(2)WRONG WAY ARROW(I)
			I3	SB	ON+OFF RAMPs	3,I70	P	I,550	P	695	P	I2	P	25	P	-	-	SIGNAL(I)AHEAD(I)WRONG WAY ARROW(I)
THETFORD	I-9I	84.20	I4	NB	ON+OFF RAMPs	3,635	P	I,985	P	960	P	I4	P	55	p	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			I4	SB	ON+OFF RAMPs	3,8I0	P	2,700	P	I,I25	P	I4	P	36	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
FAIRLEE	I-9I	9I.50	I5	NB	ON+OFF RAMPs	2,745	P	I,2I5	P	I,400	P	I4	P	45	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			I5	SB	ON+OFF RAMPs	3,080	P	I,250	P	I,500	P	I4	P	30	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
BRADFORD	I-9I	97.70	I6	NB	ON+OFF RAMPs	2,550	P	2,320	P	625	P	34	P	25	P	-	-	STOP(2)AHEAD(2)YIELD(3)WRONG WAY ARROW(I)
			I6	SB	ON+OFF RAMPs	3,650	P	I,650	P	835	P	I4	P	45	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
BRADFORD	I-9I	I00.I0		NB	REST AREA	I,935	P	7I0	P	600	P	5	P	0	-	-		HC(2) BLUEWRONG WAY ARROW(I)
		I00.20		SB	PARKING AREA	2,705	P	265	P	475	P	3	P	0	-	-		HC(2)WRONG WAY ARROW(I)
NEWBURY	I-9I	IIO.40	I7	NB	ON+OFF RAMPs	3,030	P	I,540	P	I,030	P	I9	P	52	P	-	-	STOP(2)AHEAD(I)YIELD(I)WRONG WAY ARROW(I)
			I7	SB	ON+OFF RAMPs	3,300	P	I,800	P	850	P	I9	P	59	P	-	-	STOP(2)AHEAD(I)YIELD(I)WRONG WAY ARROW(I)
RYEGATE	I-9I	I13.40		NB	PARKING AREA	3,425	P	I,800	P	I,I00	P	8	P	0	-	-	-	YIELD (I) HC (2)WRONG WAY ARROW(I)
		I15.40		SB	PARKING AREA	5,I40	P	I,850	P	I,378	P	8	P	0	-	-		YIELD (I) HC (2)WRONG WAY ARROW(I)
BARNET	I-9I	I20.50	I8	NB	ON+OFF RAMPs	3,700	P	I,9I0	P	865	P	I4	P	50	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			I8	SB	ON+OFF RAMPs	3,840	P	I,940	P	I,050	P	I4	P	37	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
BARNET	I-9I	I2I.80		NB	SCENIC VIEW	I,740	P	665	P	785	P	I	P	0	-	-	-	WRONG WAY ARROW(I)
WATERFORD	I-9I	I28.I0	I9	NB	ON+OFF RAMPs	I,760	P	I,760	P	950	P	I	-	0	-	-	-	WRONG WAY ARROW(I)
			I9	SB	ON+OFF RAMPs	5,488	P	5,488	P	I,650	P	I	-	0	-	-	-	WRONG WAY ARROW(I)
ST JOHNSBURY	I-9I	I28.90	20	NB	ON+OFF RAMPs	3,025	P	3,025	P	775	P	24	P	I6	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
			20	SB	ON+OFF RAMPs	2,920	P	2,920	P	I,I60	P	24	P	24	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
ST JOHNSBURY	I-9I	I30.60	2I	NB	ON+OFF RAMPs	3,6I2	P	3,6I2	P	400	P	I9	P	I7	P	-	-	STOP(2)AHEAD(I)YIELD(I)WRONG WAY ARROW(I)
			2I	SB	ON+OFF RAMPs	4,795	P	4,795	P	375	P	I4	P	20	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
ST JOHNSBURY	I-9I	I32.50	22	NB	ON+OFF RAMPs	2,I37	P	2,I37	P	935	P	I4	P	55	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			22	SB	ON+OFF RAMPs	2,I20	P	2,I20	P	880	P	I4	P	63	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
LYNDON	I-9I	I37.I0	23	NB	ON+OFF RAMPs	5,000	P	I,940	P	425	P	I4	P	36	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
			23	SB	ON+OFF RAMPs	4,000	P	2,475	P	8I0	P	I4	P	42	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
LYNDON	I-9I	I40.I0	24	NB	ON+OFF RAMPs	4,760	P	3,030	P	680	P	I4	P	30	P	-	-	STOP (2) AHEAD(I)WRONG WAY ARROW(I)
			24	SB	ON+OFF RAMPs	3,735	P	I,980	P	300	P	I4	P	30	P	-	-	STOP (2) AHEAD(I)WRONG WAY ARROW(I)
LYNDON	I-9I	I40.80		SB	REST AREA	3,I45	P	I,253	P	750	P	II	P	0	-	-		YIELD(I) HC(2)BLUEWRONG WAY ARROW(2)
WHEELLOCK	I-9I	I42.90		NB	SCENIC VIEW	3,540	P	450	P	5I8	P	3	P	0	-	-		HC (2)WRONG WAY ARROW(I)
GLOVER	I-9I	I54.00		NB	SCENIC VIEW	4,445	P	964	P	536	P	3	p	0	-	-		HC (2)WRONG WAY ARROW(I)
BARTON	I-9I	I55.90	25	NB	ON+OFF RAMPs	3,087	P	I,550	P	944	P	I4	P	60	P	-	-	STOP (2) AHEAD (I)WRONG WAY ARROW(I)
			25	SB	ON+OFF RAMPs	4,I83	P	I,420	P	886	P	I4	P	40	P	-	-	STOP (2) AHEAD (I)WRONG WAY ARROW(I)
SHEET TOTALS						I16,872		68,029		29,722		44I		932		0	0	

NOTE

SOME YIELD MARKINGS
MAY BE S
INSTEAD OF YIELD WORD

LEGEND

P=TO BE PAINTED

QUANTITIES ON THIS SHEET REPRESENT ALL
EXISTING MARKINGS. AT THE DIRECTION OF THE
ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(I15)
FILE NAME: t14t185.dgn	PLOT DATE: I/29/20I5
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS 5 SHEET 14 OF 33	

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	CROSS WALK	REMARKS
ORLEANS	I-9I	I6I.60	26	NB	ON+OFF RAMPS	3,820	P	2,235	P	I,390	P	I9	P	2I	P	-	-	STOP(2)AHEAD(I)YIELD(I)WRONG WAY ARROW(I)
			26	SB	ON+OFF RAMPS	4,860	P	2,I00	P	I,000	P	I4	P	7I	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
CONVENTRY	I-9I	I66.80		NB	PARKING AREA	4,050	P	I,625	P	2,445	P	I6	P	40	P	-	-	STOP(I)HC(2)YIELD(I)ABCDWRONG WAY ARROW(I)
				SB	PARKING AREA	5,520	P	2,040	P	I,550	P	I6	P	40	P	-	-	STOP(I)HC(2)YIELD(I)ABCDWRONG WAY ARROW(I)
NEWPORT	I-9I	I70.20	27	NB	ON+OFF RAMPS	4,265	P	2,570	P	750	P	24	P	2I	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
			27	SB	ON+OFF RAMPS	3,820	P	2,I70	P	I,700	P	24	P	25	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
DERBY	I-9I	I72.50	28	NB	ON+OFF RAMPS	3,590	P	2,I20	P	I,320	P	24	P	33	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
			28	SB	ON+OFF RAMPS	4,095	P	2,525	P	I,060	P	24	P	25	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
DERBY	I-9I	I76.35		SB	REST AREA	3,250	P	I,6I5	P	I,290	P	5	P	0	P	-	-	HCBLUE(2)WRONG WAY ARROW(I)
DERBY	I-9I	I77.20	29	NB	ON+OFF RAMPS	3,570	P	2,550	P	I,225	P	I9	P	83	P	-	-	STOP(2)AHEAD(I)YIELD(I)WRONG WAY ARROW(I)
			29	SB	ON+OFF RAMPS	3,I60	P	I,350	P	365	P	I4	P	25	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
DERBY	I-9I	I77.30		SB	BORDER STA.	0	P	0	P	0	P	0	P	0	P	-	-	
SHEET I5 TOTALS						44,000		22,900		I4,095		I99		384		0	0	
SHEET I2 TOTALS						86,335		47,025		20,630		44I		768		0	0	
SHEET I3 TOTALS						30,375		2I,465		6,670		93		I03		0	0	
SHEET I4 TOTALS						I I6,872		68,029		29,722		44I		932		0	0	
I-9I TOTALS						277,582		I59,4I9		7I,I I7		I,I74		2,I87		0	0	
BEGIN I-93																		BEGIN I-93
WATERFORD	I-93	I.30		NB	WELCOME CTR	5,960	P	I,250	P	934	P	II	P	90	P	-	-	YIELD (I) HC (2) BLUEWRONG WAY ARROW(2)
WATERFORD	I-93	7.50	I	NB	ON+OFF RAMPS	4,320	P	2,I50	P	I,355	P	24	P	36	P	-	-	STOP(2)AHEAD(I)YIELD(2)WRONG WAY ARROW(I)
WATERFORD	I-93	7.50	I	SB	ON+OFF RAMPS	4,9I9	P	2,325	P	926	P	I4	P	54	P	-	-	STOP(2)AHEAD(I)WRONG WAY ARROW(I)
I-93 TOTALS						I5,I99		5,725		3,2I5		49		I80			0	
BEGIN I-189																		BEGIN I-189
NIGHT APPLICATION																		NIGHT APPLICATION
SO BURLINGTON AT JCT US 7	I-189		2	WB	ON+OFF RAMPS	750	P	700	P	700	P	69	P	30	P	-	I I0	SIGNAL(2)AHEAD(2)ARROWS(5)ONLY(3)DBLARROWS(3)NORTH(I)SOUTH(I)US7(3)YIELD(I)
SO BURLINGTON AT JCT US 7	I-189		2	EB	ON+OFF RAMPS	750	P	700	P	0	P	0	P	0	-	-	-	
DORSET ST.	I-189		I	WB	ON+OFF RAMPS	I,025	P	625	P	0	P	0	P	0	P	-	-	
DORSET ST.	I-189		I	EB	ON+OFF RAMPS	I,025	P	625	P	600	P	3I	P	55	P	-	95	SIGNAL(I)AHEAD(I)ARROWS(6)ONLY(2)DBLARROWS(3)
I-189 TOTALS						3,550		2,650		I,300		I00		85		0	205	

NOTE

SOME YIELD MARKINGS
MAY BE S
INSTEAD OF YIELD WORD

LEGEND

P=TO BE PAINTED

QUANTITIES ON THIS SHEET REPRESENT ALL
EXISTING MARKINGS. AT THE DIRECTION OF THE
ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(I I5)
FILE NAME: tI4tI85.dgn	PLOT DATE: I/29/20I5
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS 6 SHEET I5 OF 33	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

[illegible]

NOTE

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

LEGEND

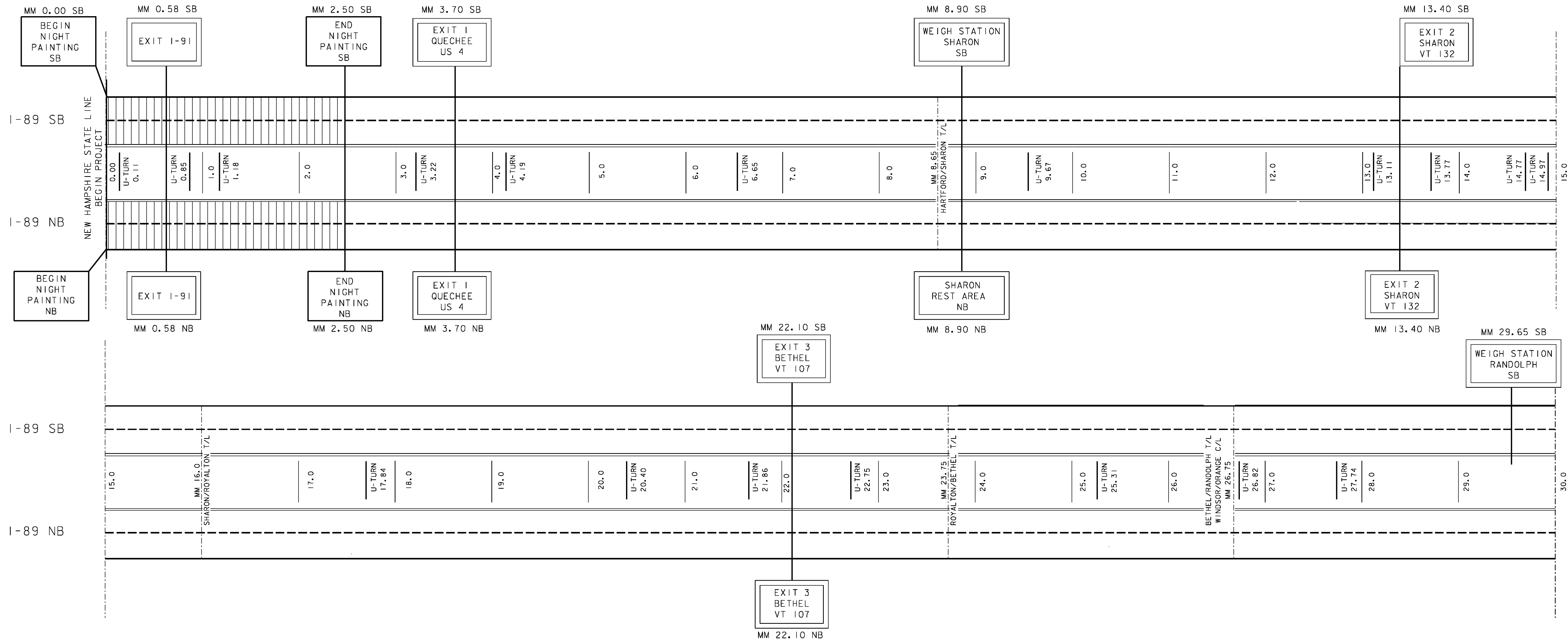
P= TO BE PAINTED

QUANTITIES ON THIS SHEET REPRESENT ALL
EXISTING MARKINGS. AT THE DIRECTION OF THE
ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK(115

FILE NAME: t14t185.dgn PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET CHECKED BY: I. DEGUTIS
INTERCHANGE QUANTITIES AND MATERIALS 7 SHEET 16 OF 33

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



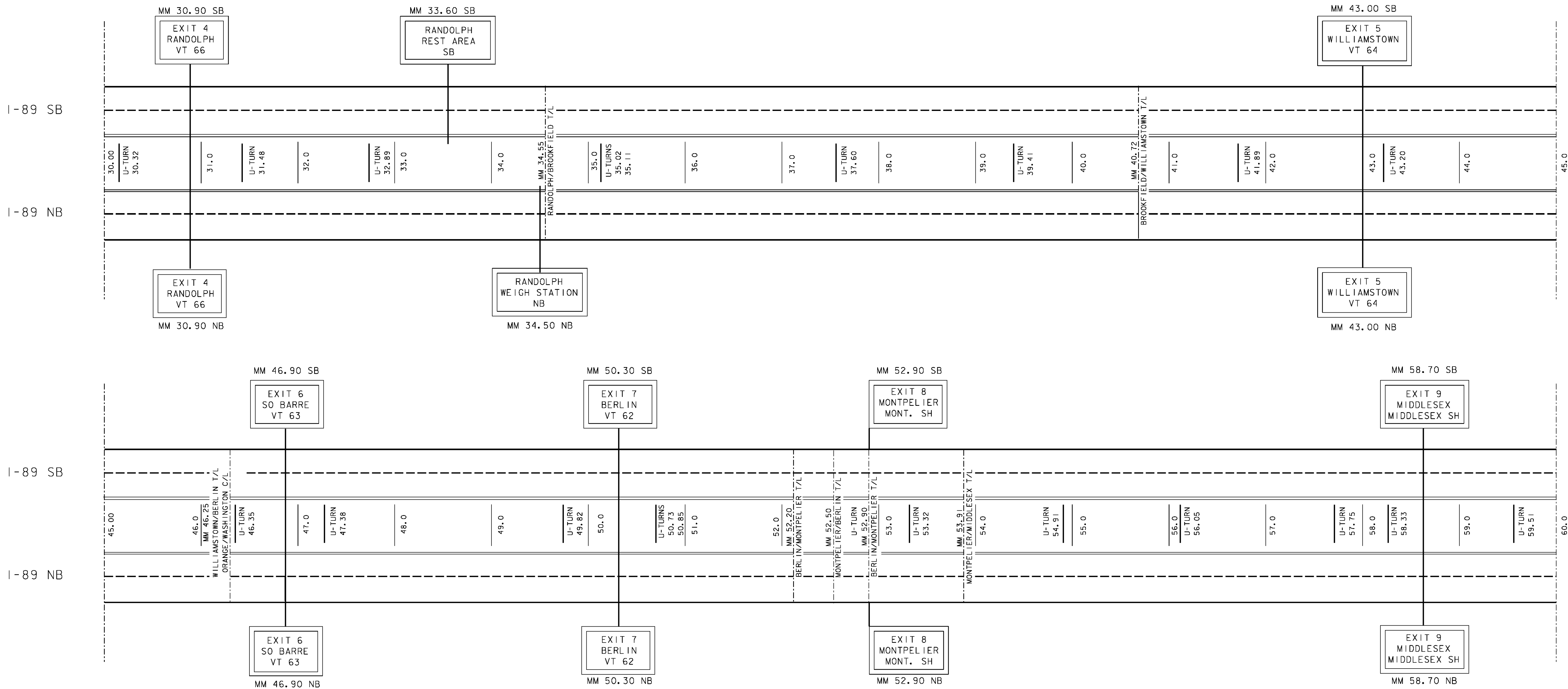
- LEGEND
- [Hatched Box] = AREA TO BE DONE AT NIGHT
 - [Solid Line] = 6'' SOLID WHITE LINE
 - [Dashed Line] = 6'' DASHED WHITE LINE
 - [Double Solid Line] = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: P. PELOQUIN
I-89 MAINLINE TREATMENT SCHEMATIC 1	SHEET 17 OF 33

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



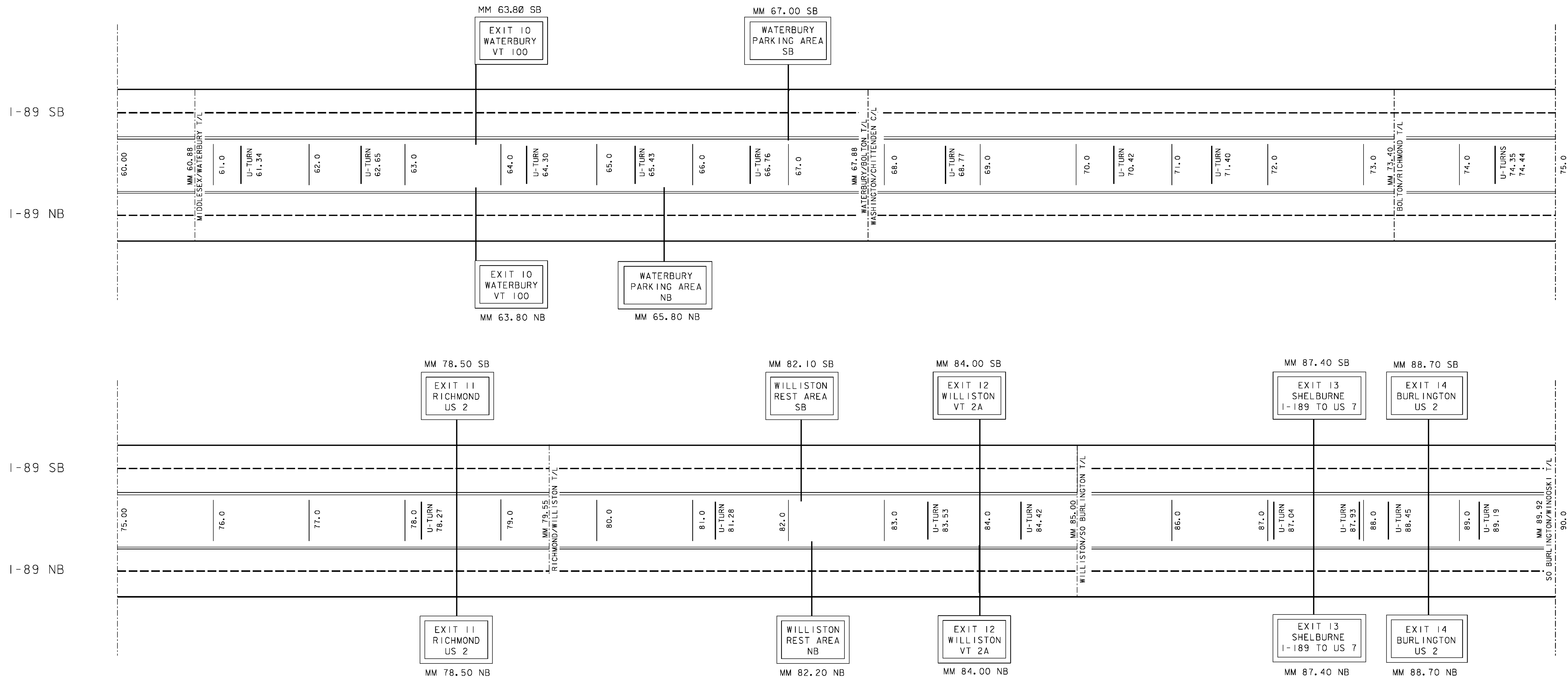
- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(II5)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-89 MAINLINE TREATMENT SCHEMATIC 2	SHEET 18 OF 33

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



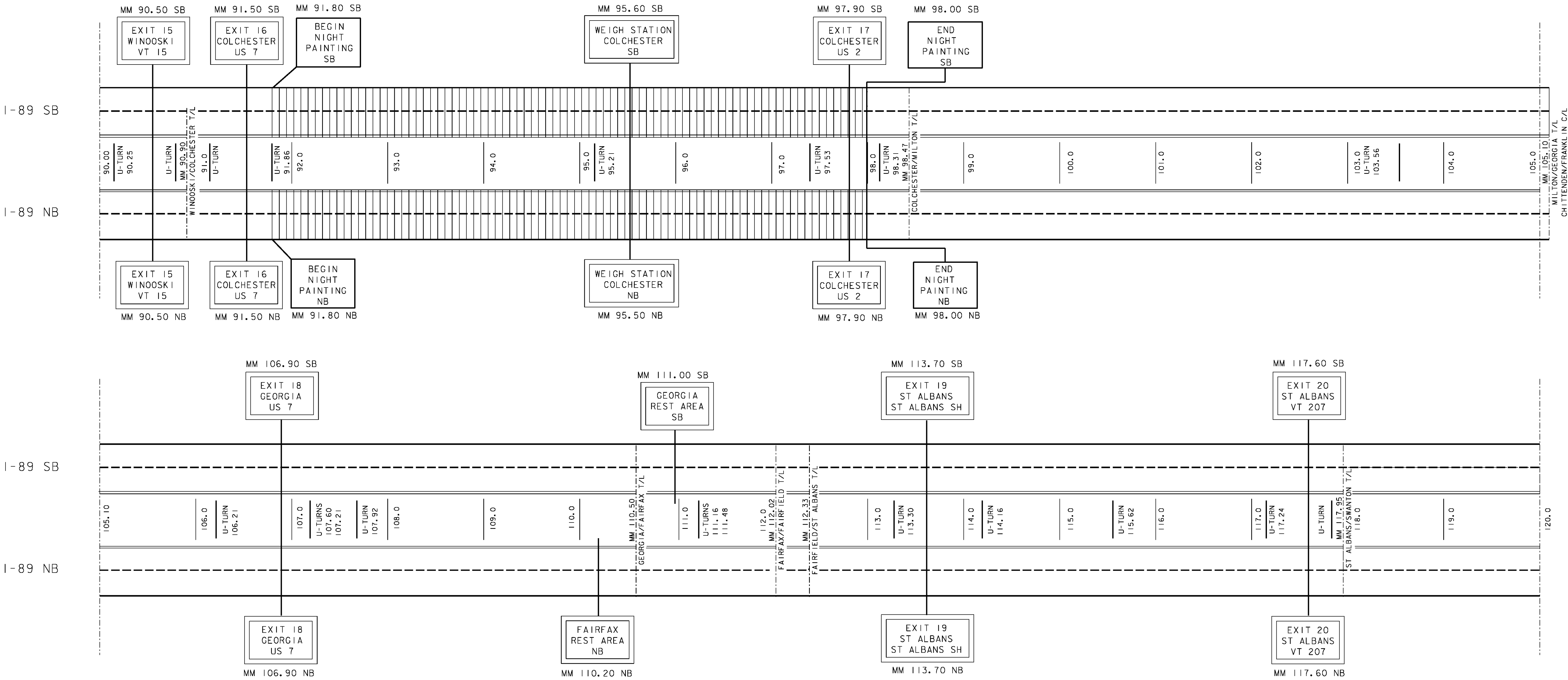
- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6' SOLID WHITE LINE
 - = 6' DASHED WHITE LINE
 - = 6' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-89 MAINLINE TREATMENT SCHEMATIC 3	SHEET 19 OF 33

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



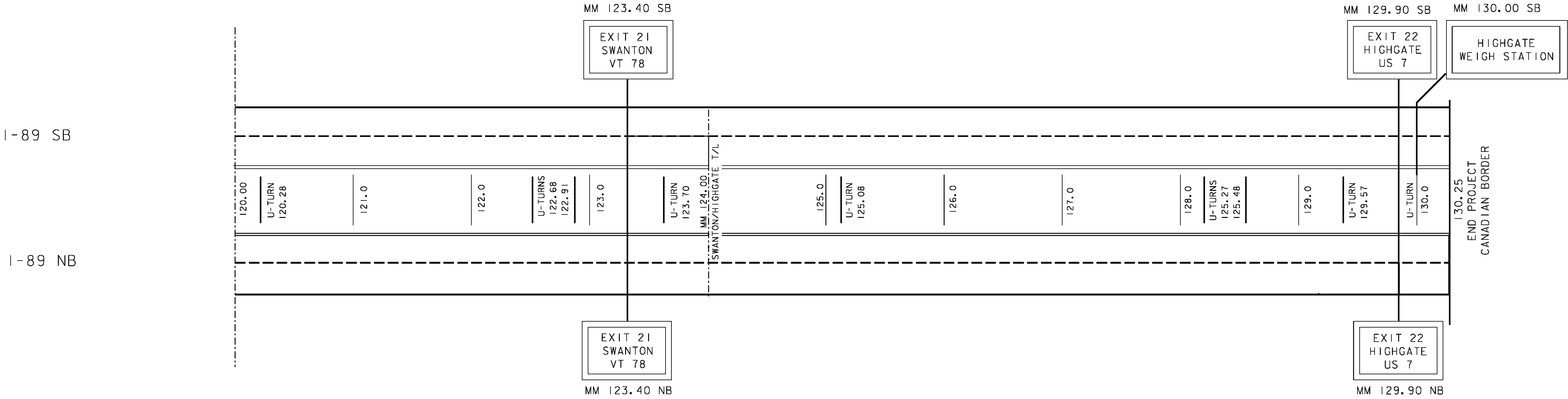
- LEGEND
- [Hatched Box] = AREA TO BE DONE AT NIGHT
 - [Solid Line] = 6' SOLID WHITE LINE
 - [Dashed Line] = 6' DASHED WHITE LINE
 - [Double Line] = 6' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-89 MAINLINE TREATMENT SCHEMATIC 4	SHEET 20 OF 33

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC

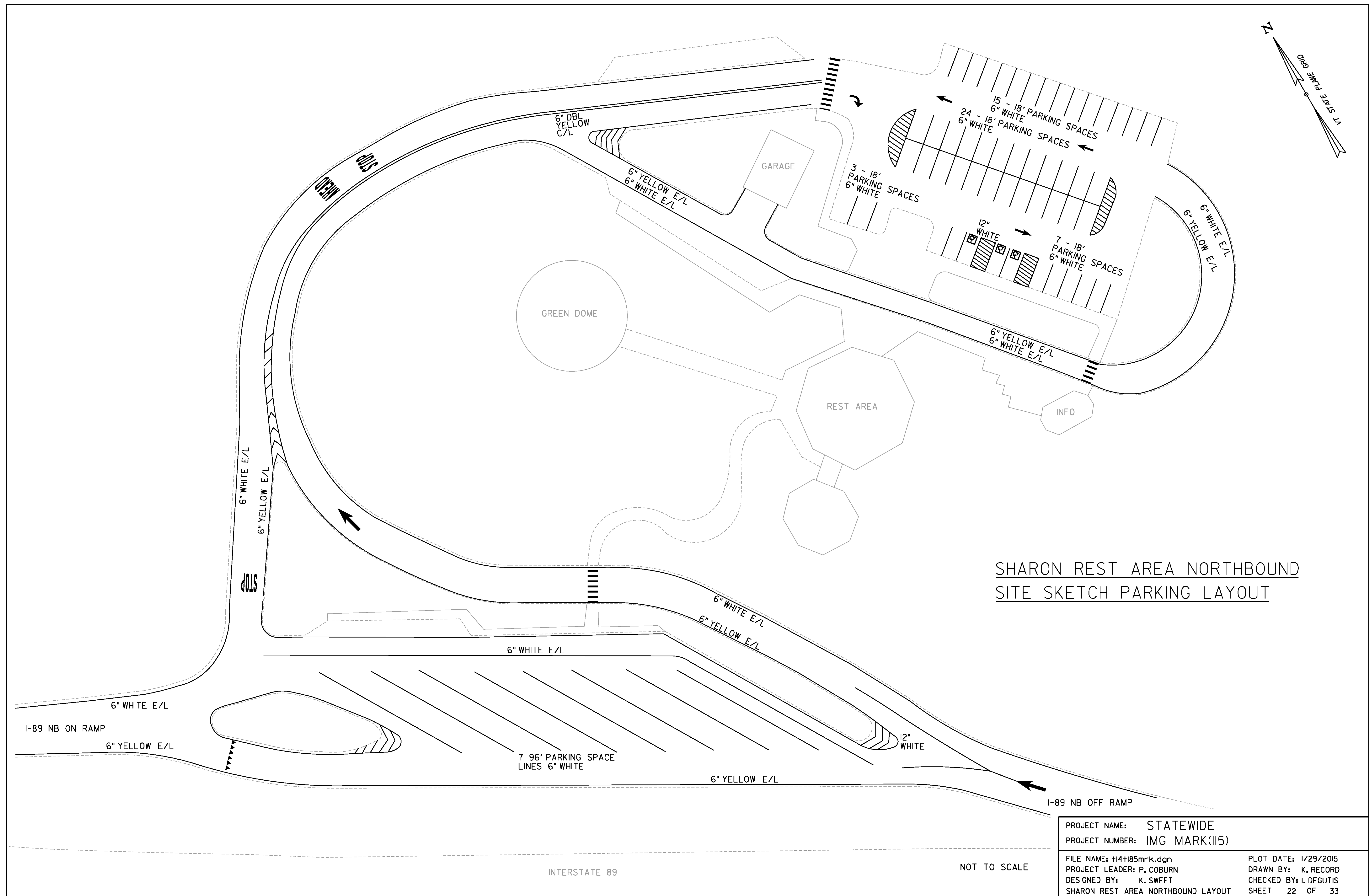
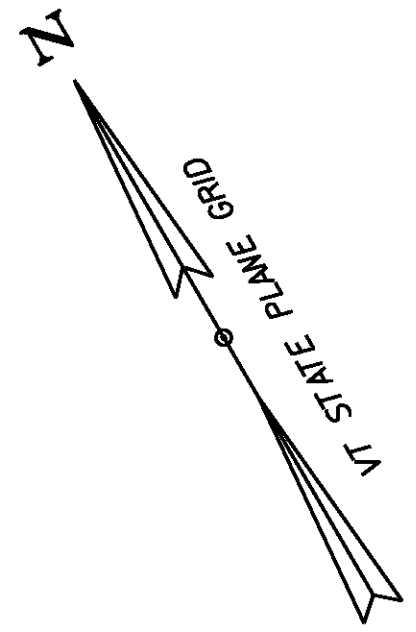


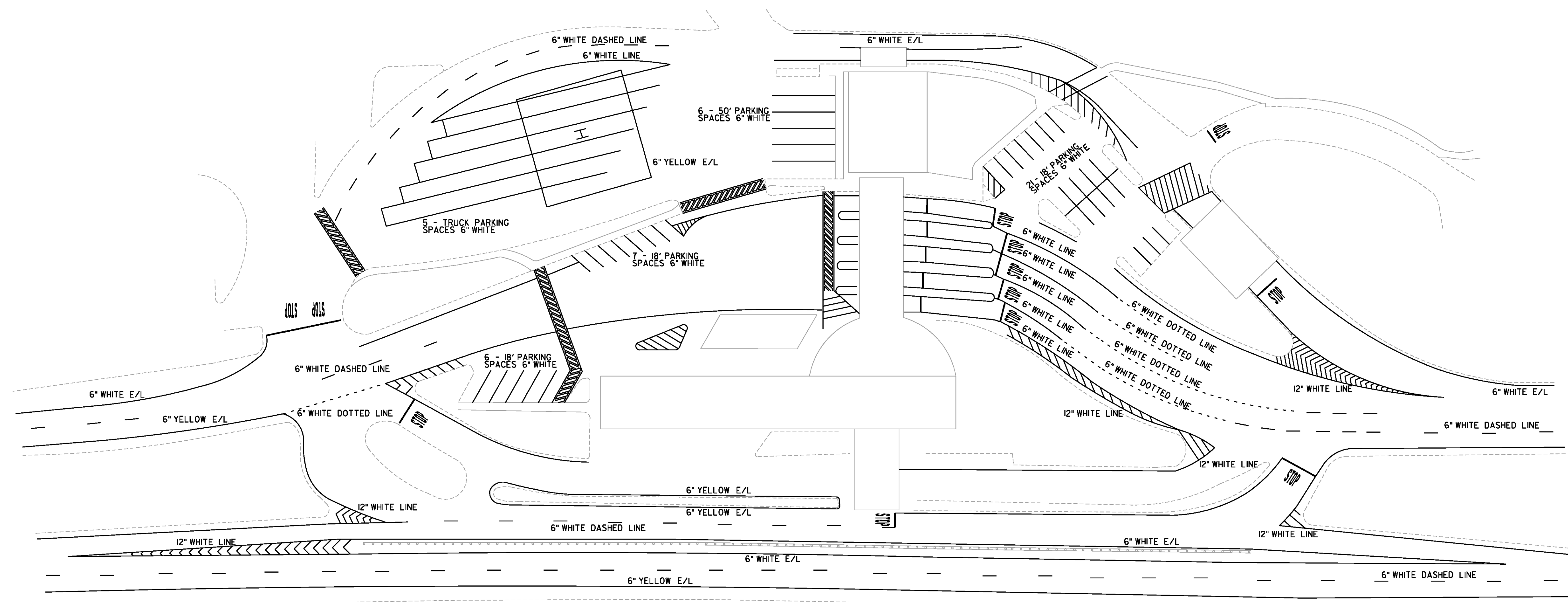
- LEGEND
- [Hatched Box] = AREA NOT TO BE PAINTED
 - [Vertical Lines Box] = AREA TO BE DONE AT NIGHT
 - [Solid Line] = 6'' SOLID WHITE LINE
 - [Dashed Line] = 6'' DASHED WHITE LINE
 - [Double Line] = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-89 MAINLINE TREATMENT SCHEMATIC 5	SHEET 21 OF 33

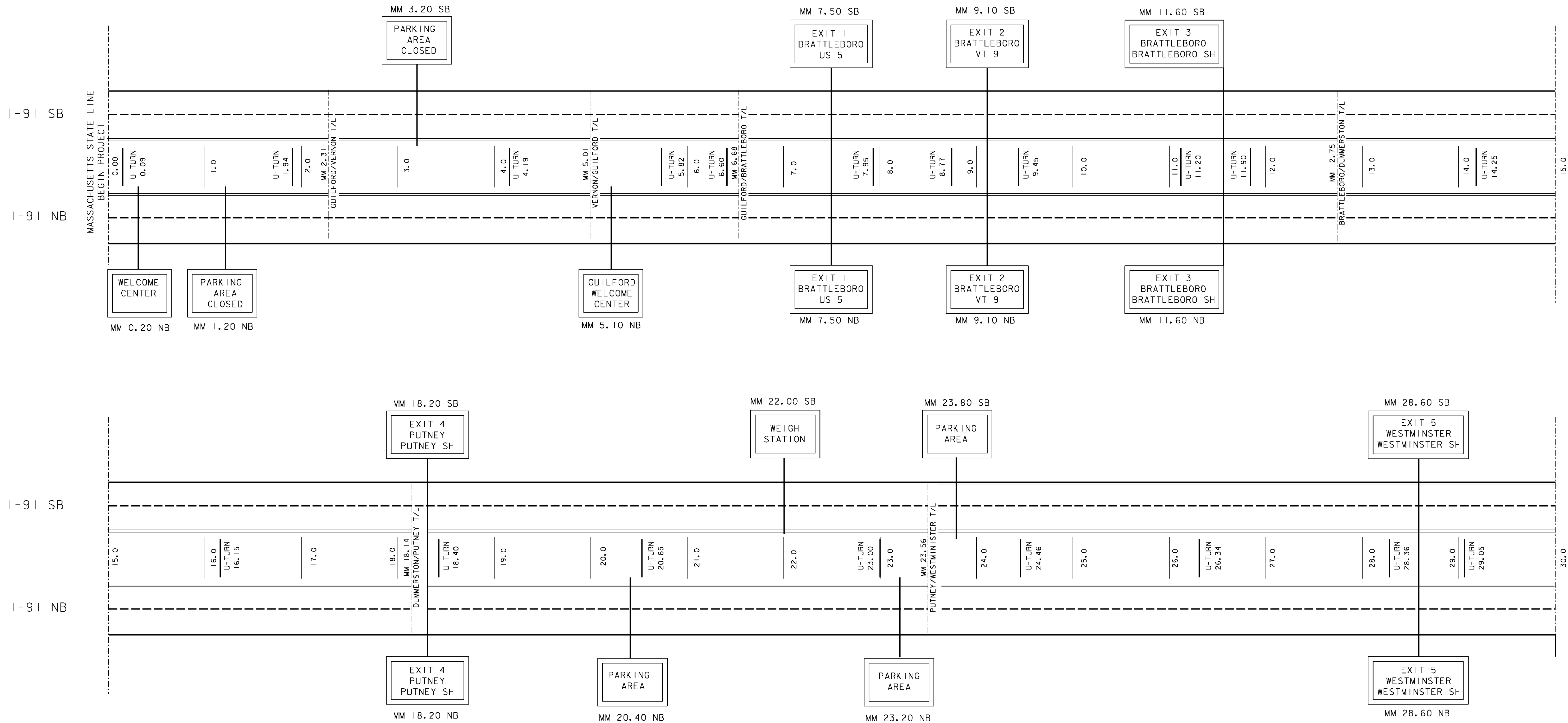




NOT TO SCALE

PROJECT NAME:	STATEWIDE	
PROJECT NUMBER:	IMG MARK(II5)	
FILE NAME: t14t185mrk.dgn	PLOT DATE: 1/29/2015	
PROJECT LEADER: P. COBURN	DRAWN BY: K. RECORD	
DESIGNED BY: K. SWEET	CHECKED BY: K. SWEET	
HIGHGATE BORDER STATION SITE LAYOUT	SHEET 23 OF 33	

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



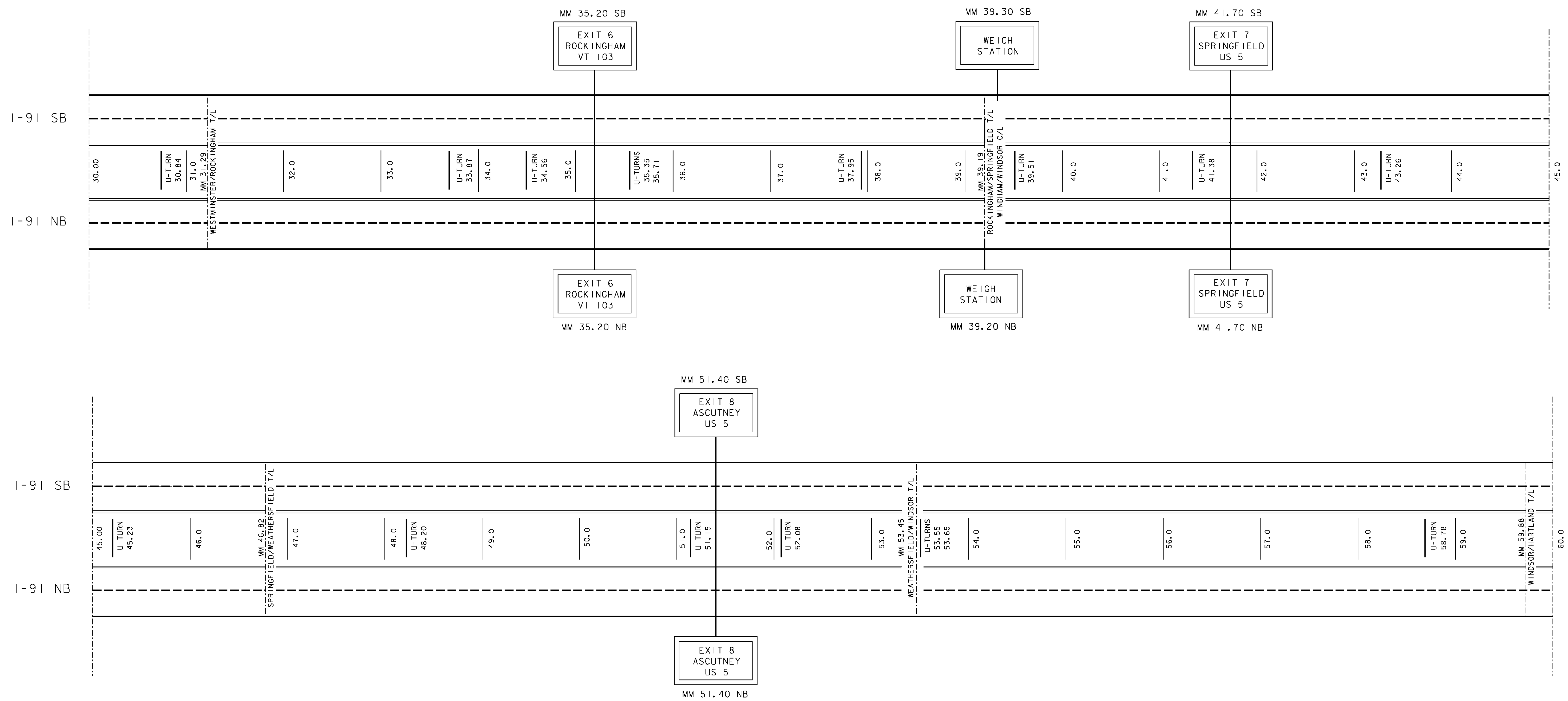
- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-91 MAINLINE TREATMENT SCHEMATIC 1	SHEET 24 OF 33

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

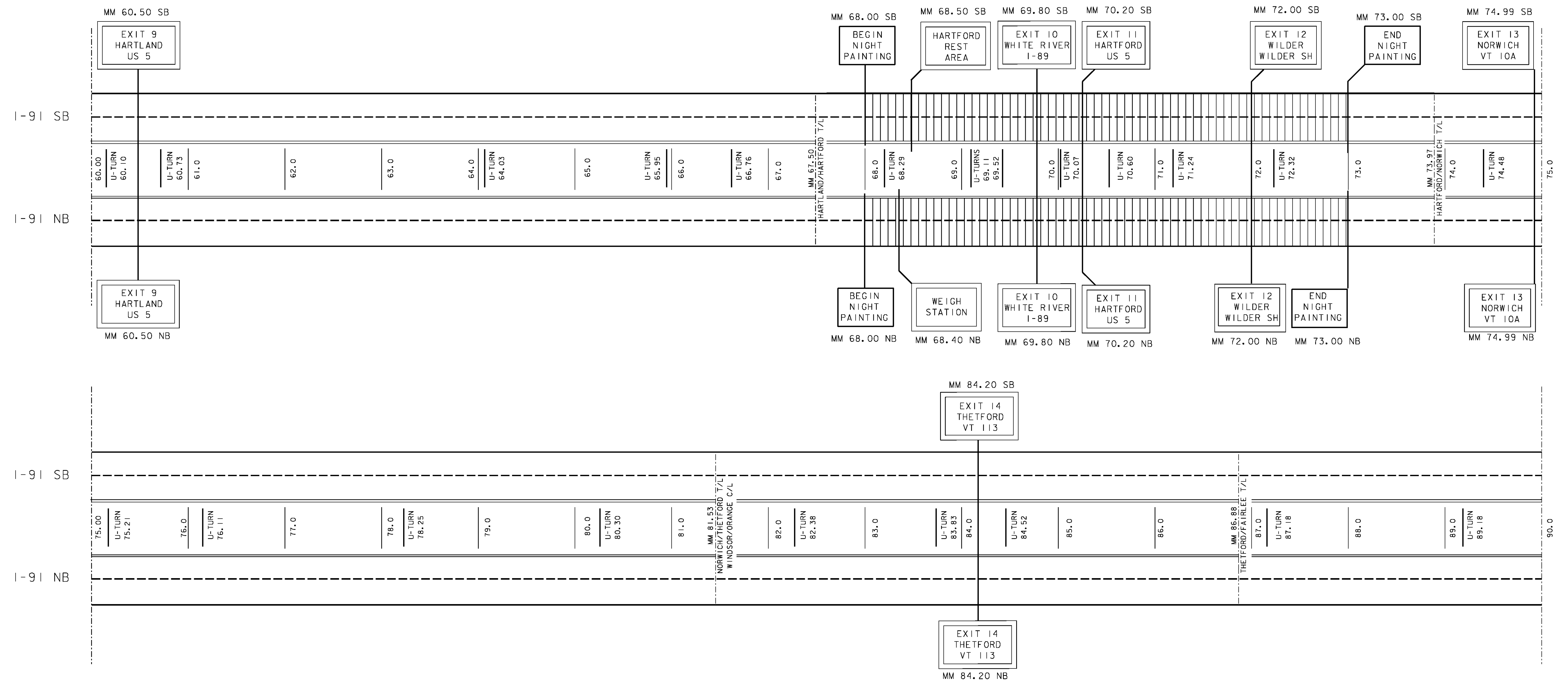


- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE	
PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-91 MAINLINE TREATMENT SCHEMATIC 2	SHEET 25 OF 33

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



LEGEND

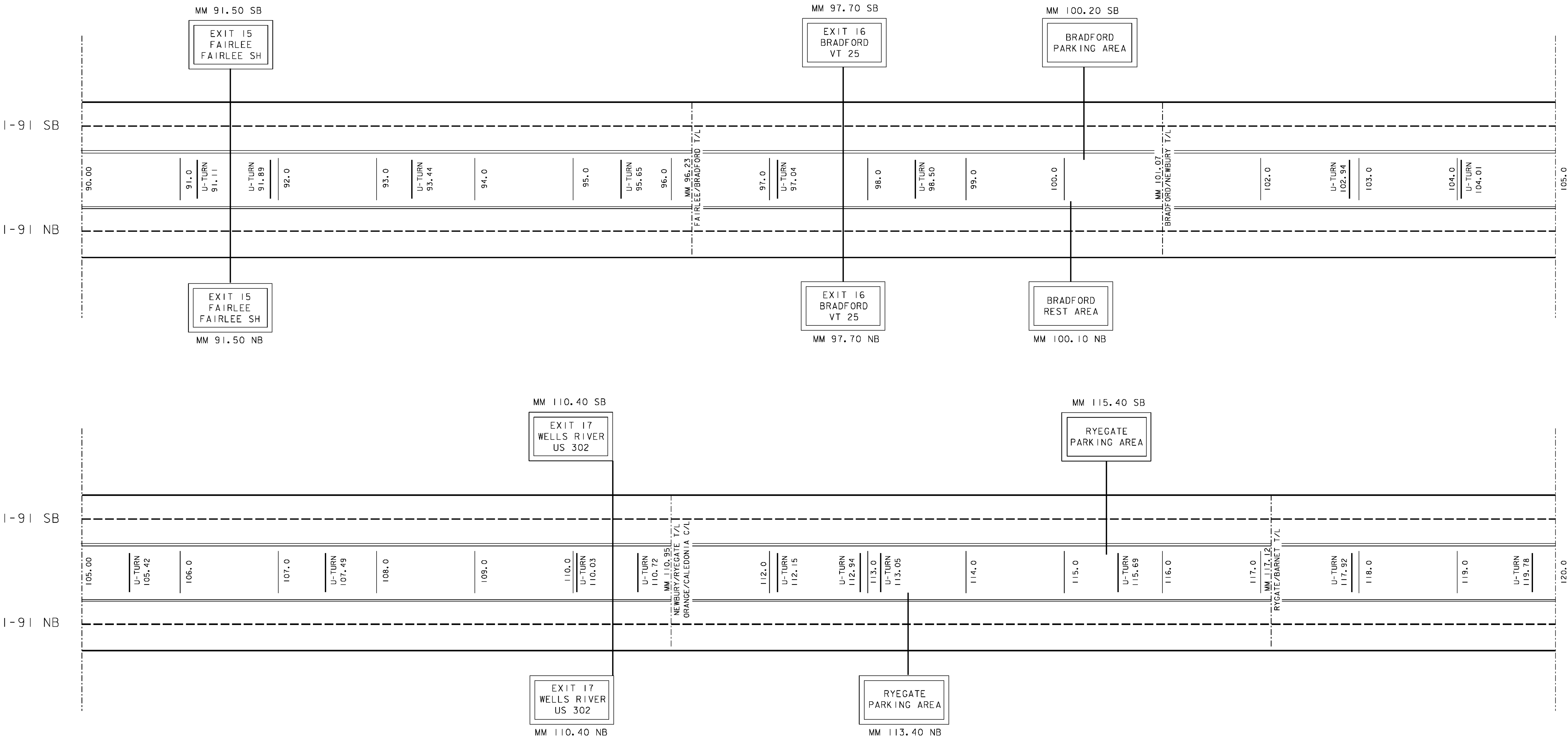
- [Hatched Box] = AREA TO BE DONE AT NIGHT
- [Solid Line] = 6' SOLID WHITE LINE
- [Dashed Line] = 6' DASHED WHITE LINE
- [Double Solid Line] = 6' SOLID YELLOW LINE

NOT TO SCALE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-91 MAINLINE TREATMENT SCHEMATIC 3	SHEET 26 OF 33

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC

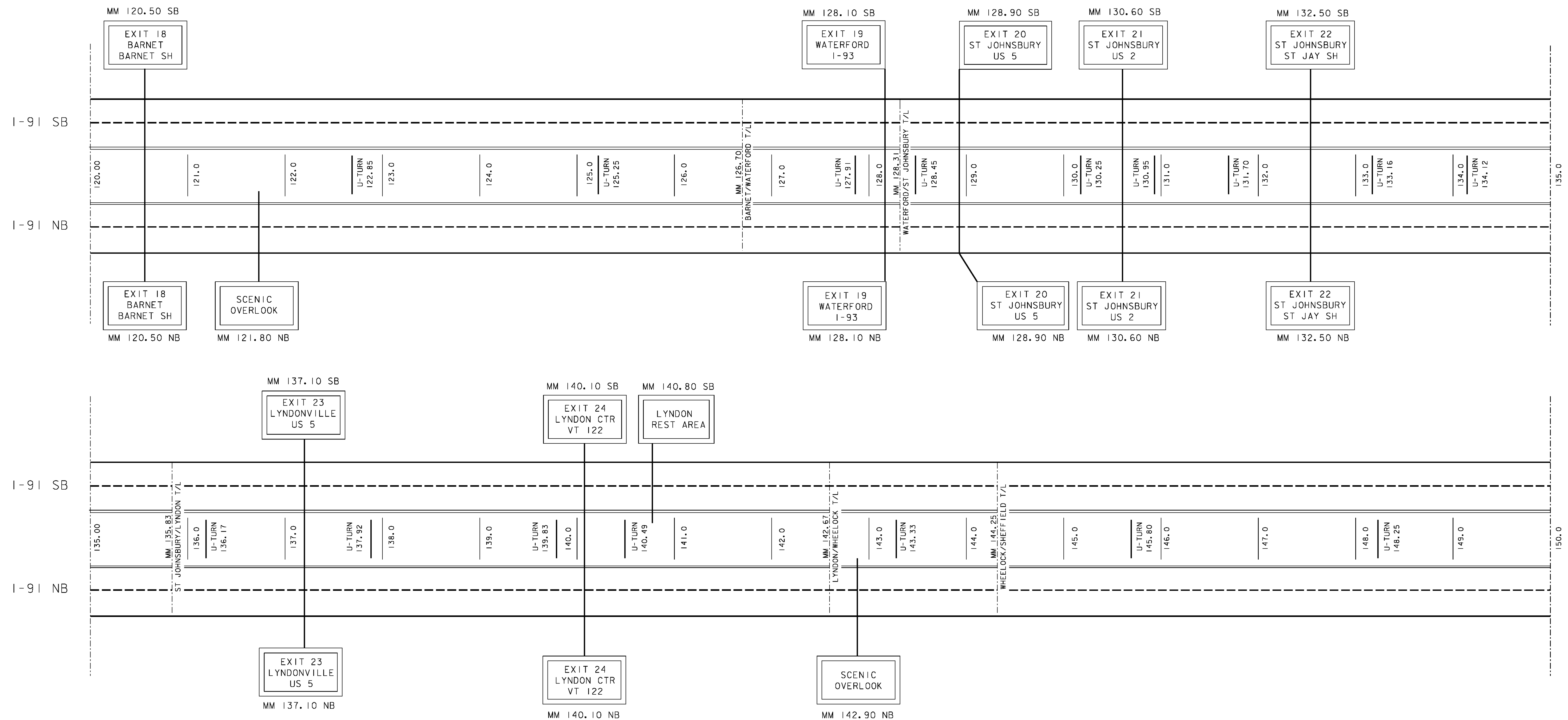


- LEGEND
- [Hatched Box] = AREA TO BE DONE AT NIGHT
 - [Solid Line] = 6'' SOLID WHITE LINE
 - [Dashed Line] = 6'' DASHED WHITE LINE
 - [Double Solid Line] = 6'' SOLID YELLOW LINE

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-91 MAINLINE TREATMENT SCHEMATIC 4	SHEET 27 OF 33

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



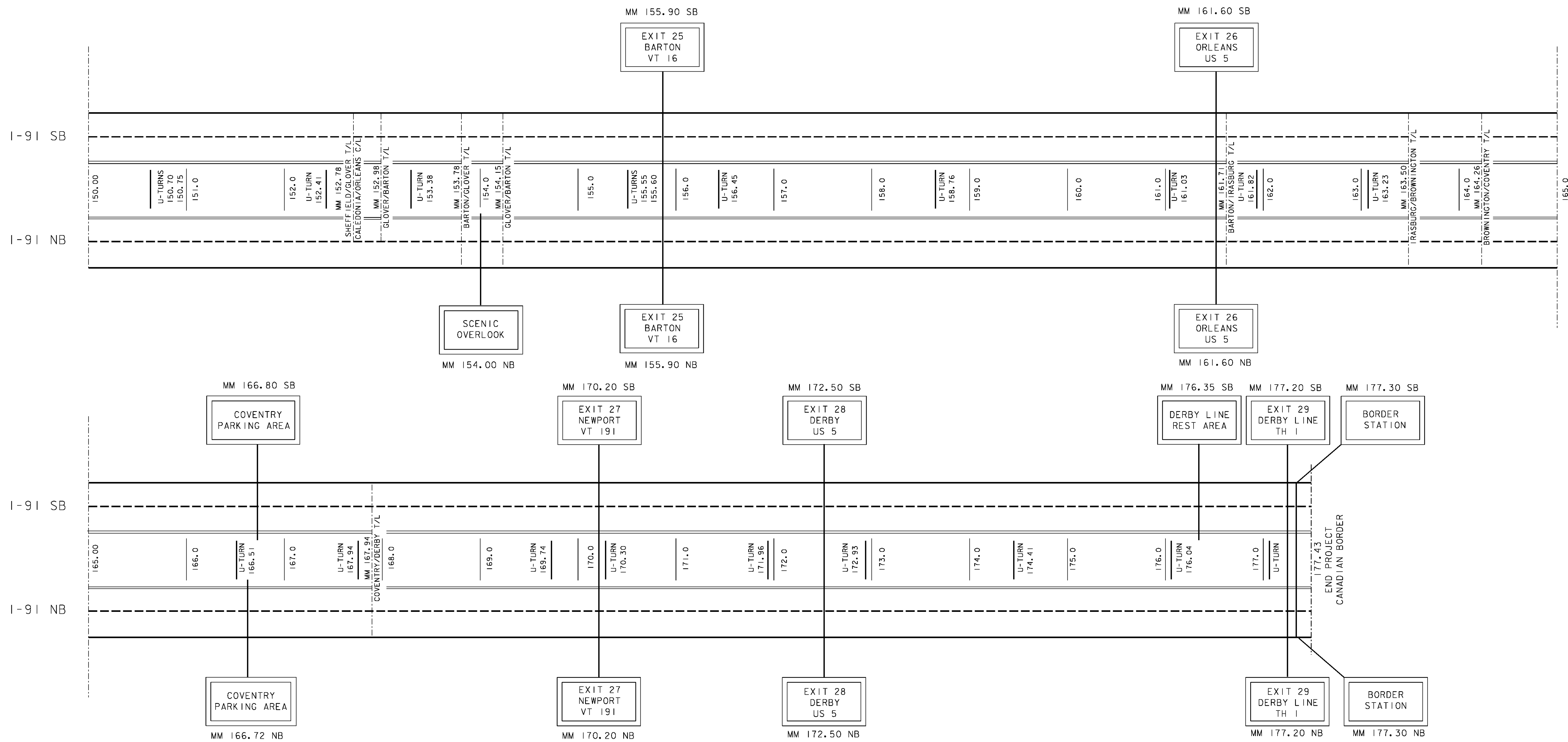
- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(115)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
I-91 MAINLINE TREATMENT SCHEMATIC 5	SHEET 28 OF 33

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



LEGEND

- = AREA TO BE DONE AT NIGHT
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

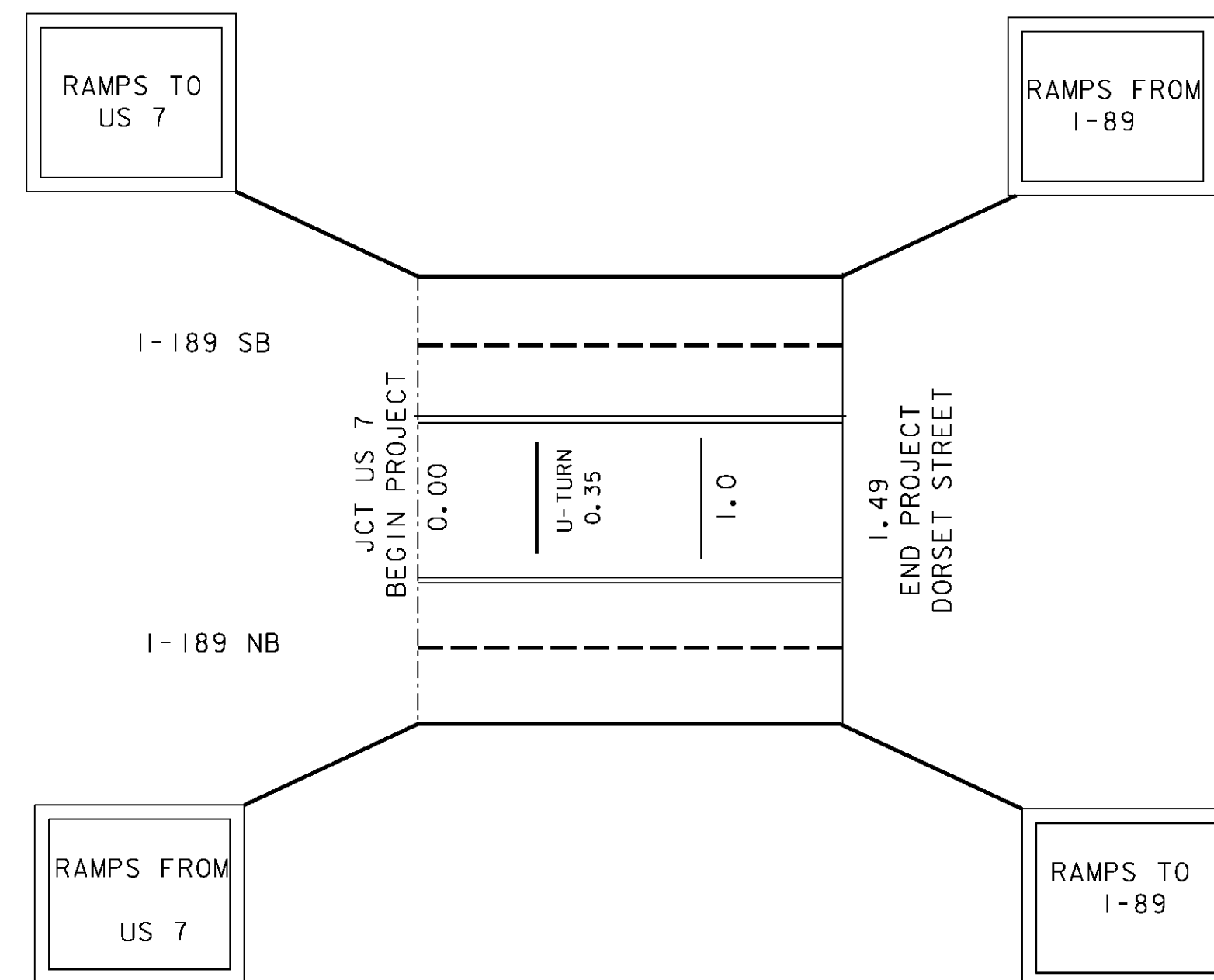
NOT TO SCALE

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK(115)

FILE NAME: t14t185.dgn
PROJECT LEADER: P. COBURN
DESIGNED BY: K. SWEET
I-91 MAINLINE TREATMENT SCHEMATIC 6

PLOT DATE: 1/29/2015
DRAWN BY: K. SWEET
CHECKED BY: I. DEGUTIS
SHEET 29 OF 33

INTERSTATE 189 MAINLINE TREATMENT SCHEMATIC

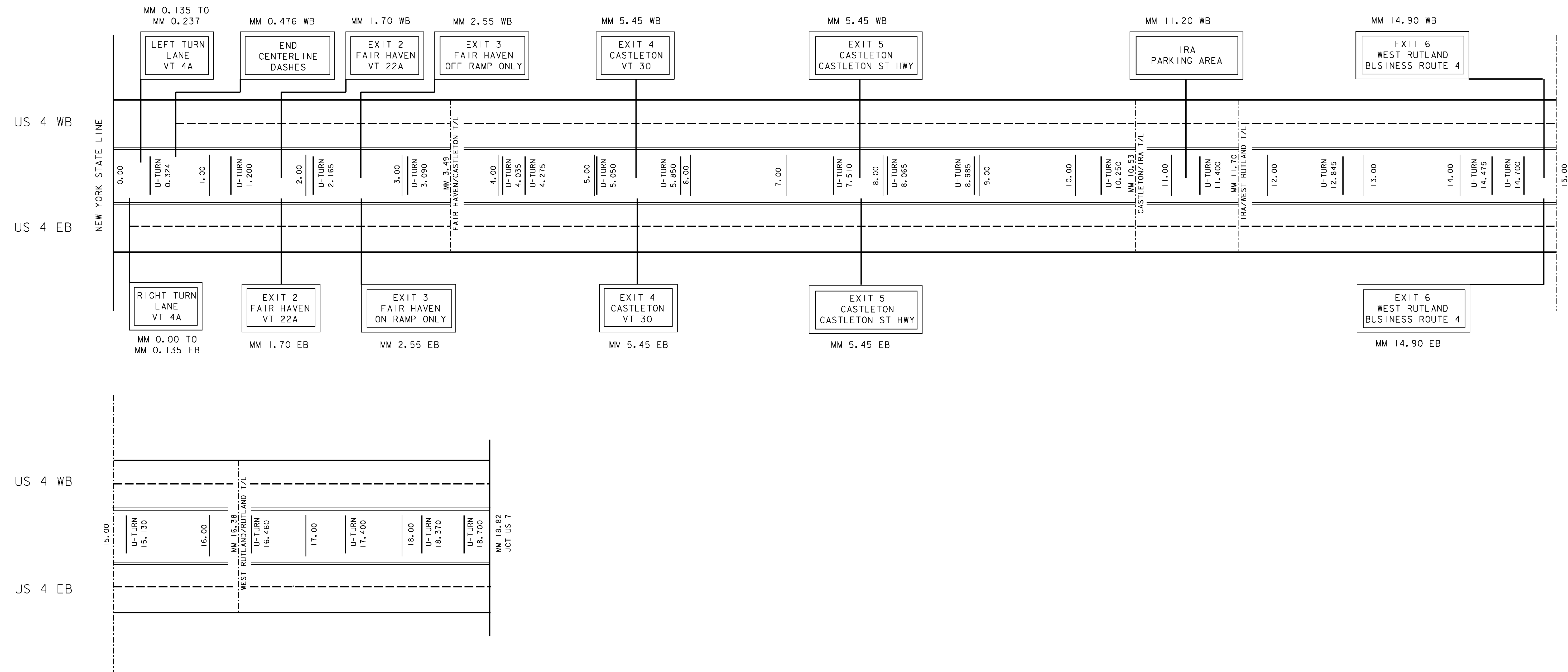


 = AREA TO BE DONE AT NIGHT
 = 6' ' SOLID WHITE LINE
 = 6' ' DASHED WHITE LINE
 = 6' ' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL
EXISTING MARKINGS. AT THE DIRECTION OF THE
ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(IIIS)	
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
1-93+I-189 MAINLINE TREATMENT SCHEMATIC	SHEET 30 OF 33

US 4 DIVIDED HIGHWAY MAINLINE TREATMENT SCHEMATIC



LEGEND

- = 6'' SOLID WHITE LINE
- - - = 6'' DASHED WHITE LINE
- === = 6'' SOLID YELLOW LINE

QUANTITIES ON THIS SHEET REPRESENT ALL EXISTING MARKINGS. AT THE DIRECTION OF THE ENGINEER, AREAS WHICH DO NOT NEED TO BE REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

NOT TO SCALE	
PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(115)
FILE NAME: t14t185.dgn	PLOT DATE: 1/29/2015
PROJECT LEADER: P. COBURN	DRAWN BY: K. SWEET
DESIGNED BY: K. SWEET	CHECKED BY: I. DEGUTIS
US-4 DIVIDED HWY MAINLINE SCHEMATIC	SHEET 31 OF 33

MESSAGES FOR PCMS

CHITTENDEN COUNTY AND WHITE RIVER AREA JCT 1WEEK AHEAD

PHASE ONE	I	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	I	2	3	4	5	6	7	8
		B	E	G	I	N	S	
	X	X	/	X	X	/	X	X

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

CHITTENDEN COUNTY AND WHITE RIVER JCT AREA DURING MARKING

PHASE ONE	I	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	I	2	3	4	5	6	7	8
	6	P	M					
				T	O			
						6	A	M

MESSAGES FOR ADVANCED WARNING VEHICLES AND PROTECTION VEHICLES

ADVANCED WARNING VEHICLE # 1

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

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

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

PROTECTION VEHICLE # 1 + # 2

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

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

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

SEQUENTIAL RIGHT CHEVRONS

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

SEQUENTIAL LEFT CHEVRONS

NOT TO SCALE

PROJECT NAME: STATEWIDE
PROJECT NUMBER: IMG MARK(II5)

FILE NAME: t14t185.dgn
PROJECT LEADER: P. COBURN
DESIGNED BY: K. SWEET
MESSAGES FOR AWV/PV

PLOT DATE: 1/29/2015
DRAWN BY: K. SWEET
CHECKED BY: I. DEGUTIS
SHEET 33 OF 33