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STANDARD DRAWINGS

T-1	04-25-I6
T-23	08-06-I2
T-28	08-06-I2

PROJECT LOCATIONS:

- I-91 FROM MM 0.00 TO MM 177.432
- I-89 FROM MM 0.00 TO MM 130.256
- I-93 FROM MM 0.00 TO MM 11.100
- I-189 FROM MM 0.00 TO MM 1.490
- US-4 DIVIDED HIGHWAY FROM MM 0.00 TO MM 18.82
- (NEW YORK STATE LINE TO JCT US-7)

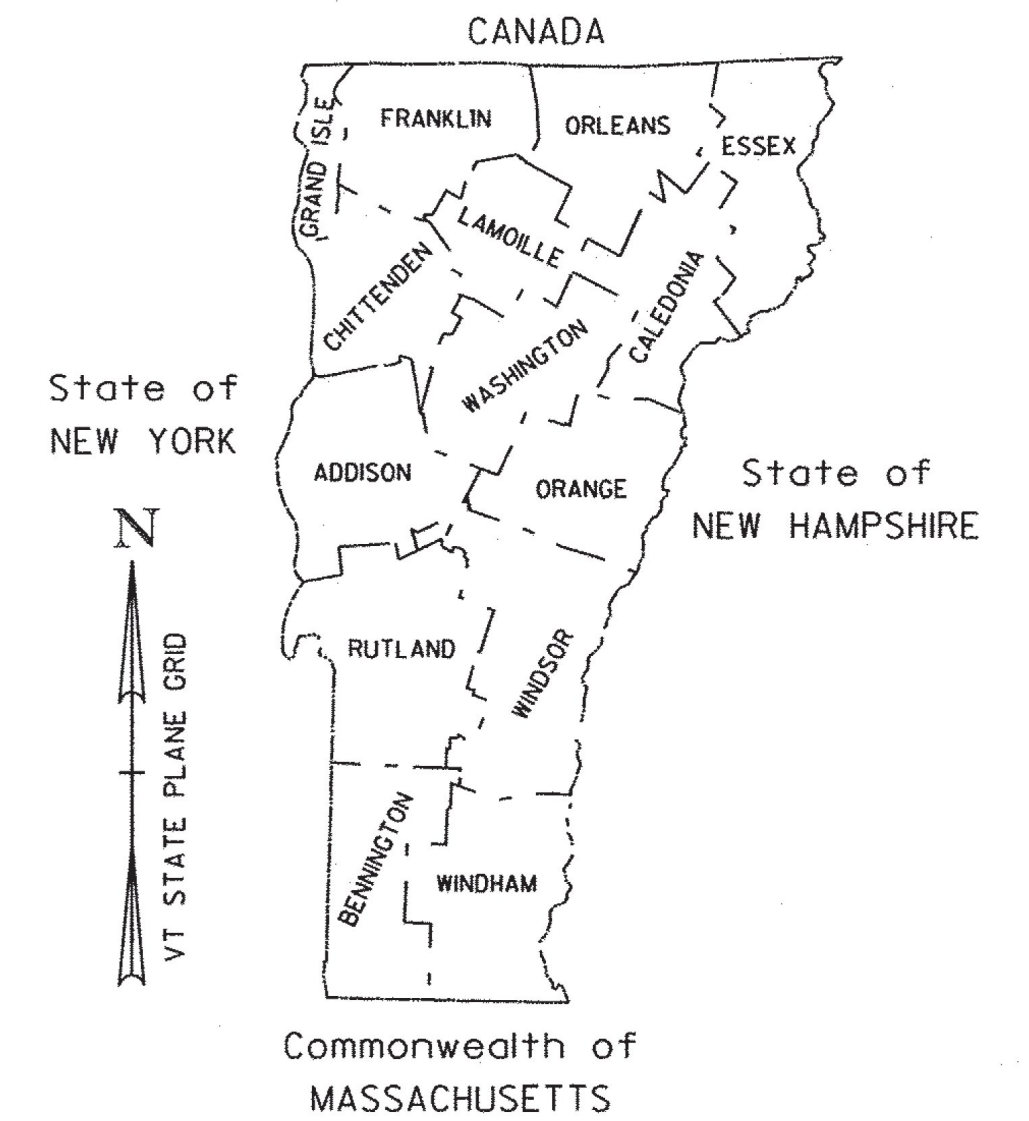
STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
STATEWIDE INTERSTATE MARKING

LENGTH OF PROJECT: 339.098 MILES

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, SYMBOLS, CROSSWALKS, AND OTHER HIGHWAY RELATED ITEMS.



END STATEWIDE IMG MARK(I16)
MM 130.256 I-89
CANADA VT
BORDER LINE

END STATEWIDE IMG MARK(I16)
I-91 MM 177.432
CANADA VT
BORDER LINE

BEGIN STATEWIDE IMG MARK(I16)
I-189 MM 0.00

BEGIN STATEWIDE IMG MARK(I16)
I-93 MM 0.00
NEW HAMPSHIRE VT
STATE LINE

END STATEWIDE IMG MARK(I16)
I-189 MM 1.490

END STATEWIDE IMG MARK(I16)
I-93 MM 11.10
JCT. I-91

BEGIN STATEWIDE IMG MARK(I16)
US-4 JCT NY LINE MM 0.00

END END STATEWIDE IMG MARK(I16)
JCT US 7 MM 18.82

BEGIN STATEWIDE IMG MARK(I16)
I-89 MM 0.00
NEW HAMPSHIRE / VT
STATE LINE

BEGIN STATEWIDE IMG MARK(I16)
I-91 MM 0.000
MASSACHUSETTS / VT
STATE LINE

Record Plans
Contractor: L&D Safety Marking
Resident Engineer: Joshua Hulett
Construction Began: April 24, 2017
Construction Complete: September 28, 2018
Record Plans By: Joshua Hulett / Geri Waldo

I hereby certify that all construction required by this set of drawings has been accomplished as indicated herein.

BY: Josh Hulett Resident Engineer

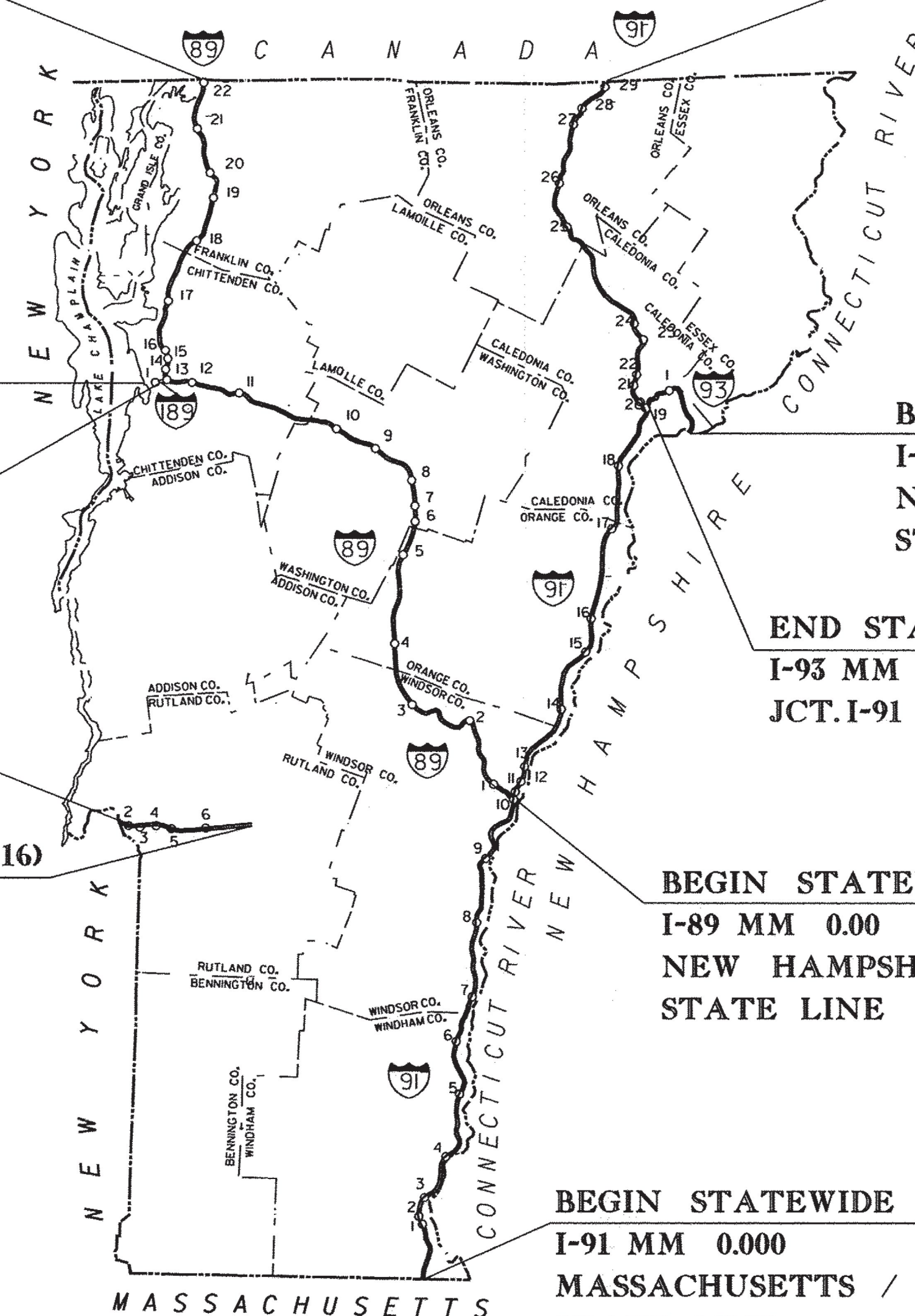
Date: October 13, 2018

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.

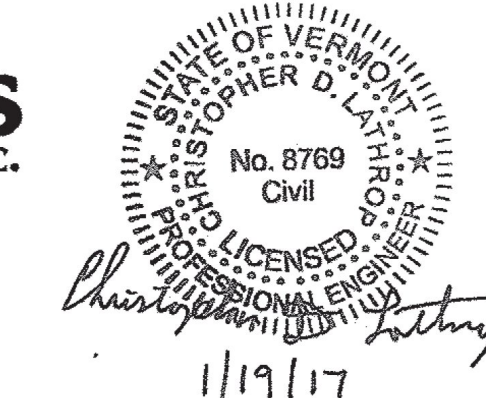
Project Built as Per Plan

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 I	
SURVEYED BY :	N/A
SURVEYED DATE :	N/A
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A



DuBois & King INC.

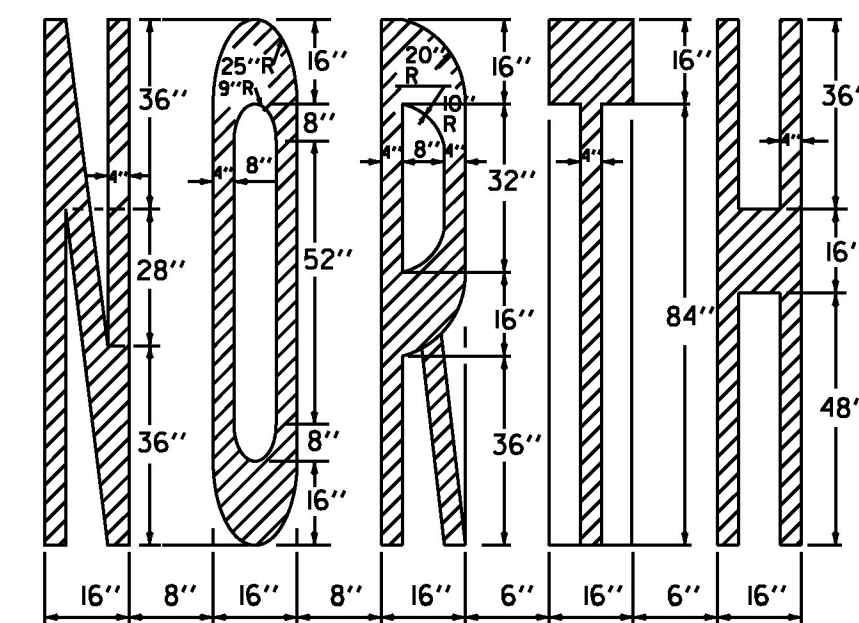


DIRECTOR OF PROJECT DELIVERY	
APPROVED <u>[Signature]</u>	DATE <u>1/23/2017</u>
PROJECT MANAGER : PATRICIA COBURN, P.E.	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : IMG MARK(I16)	
SHEET 1 OF 34 SHEETS	

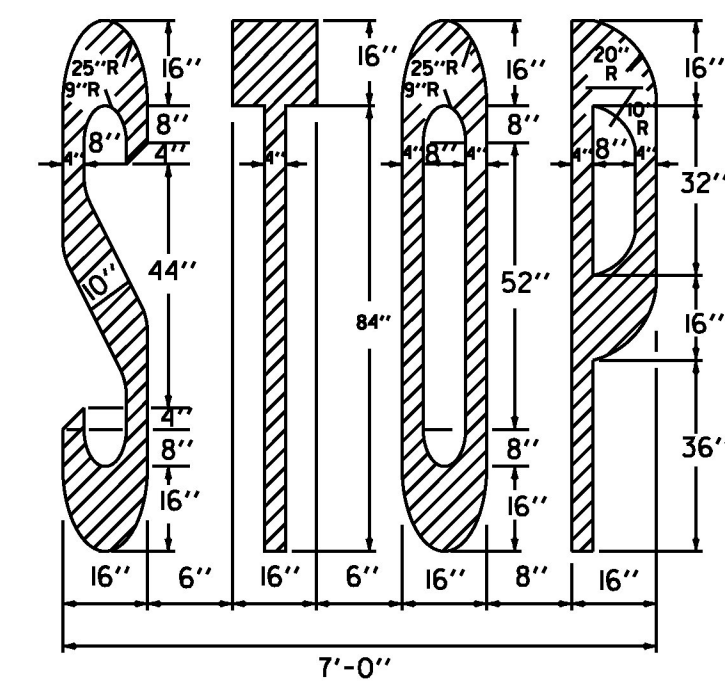
QUANTITY SHEET 1

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
QUANTITY SHEET	SHEET 2 OF 34

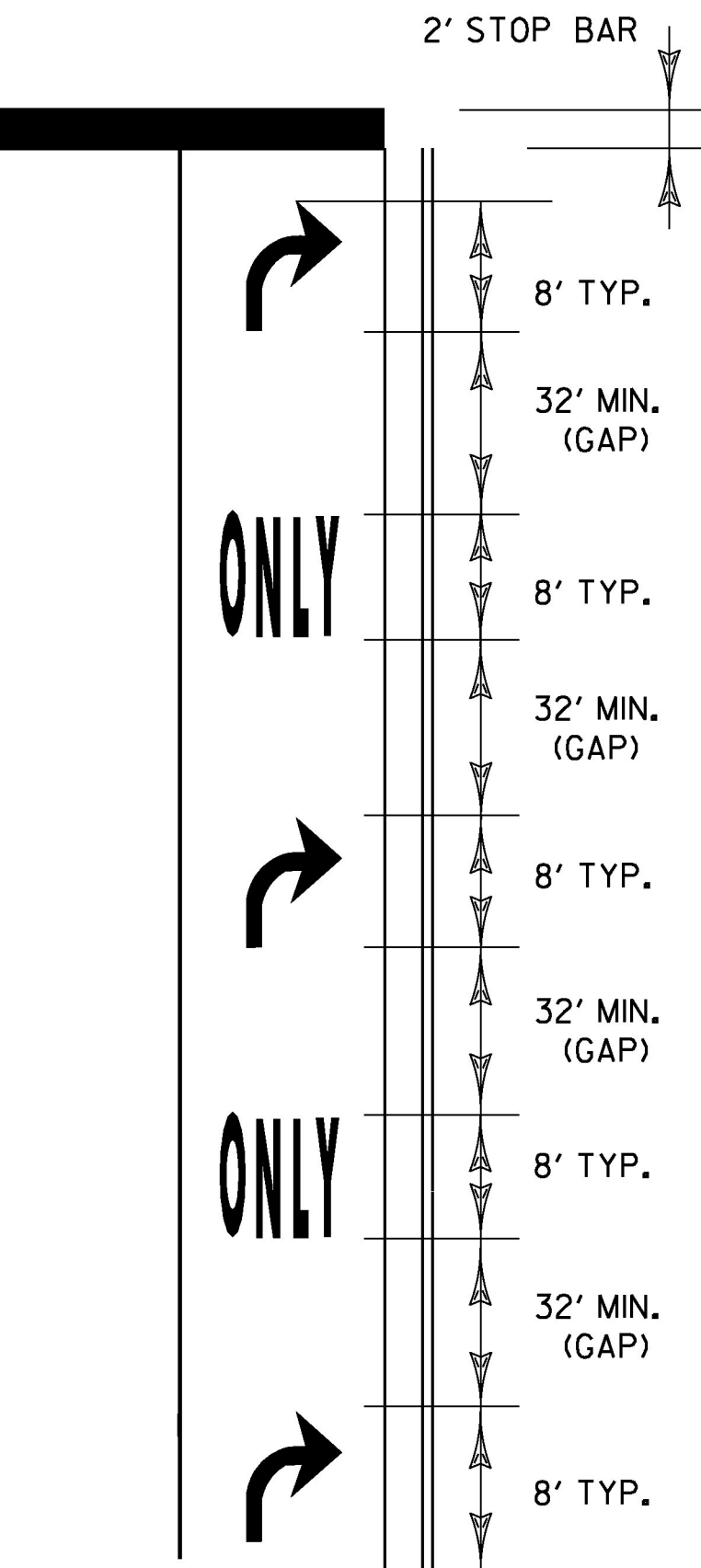
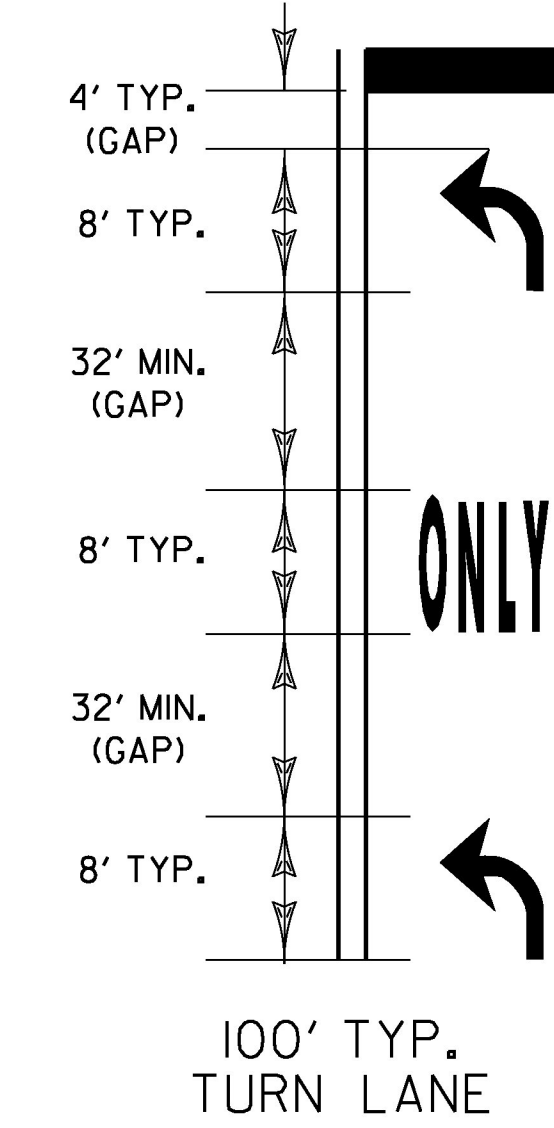
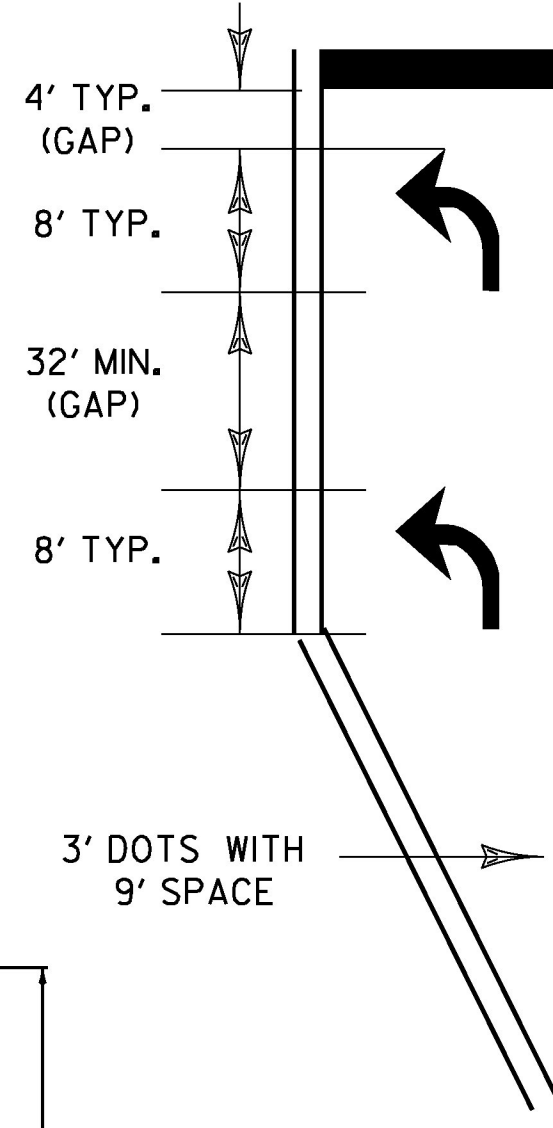
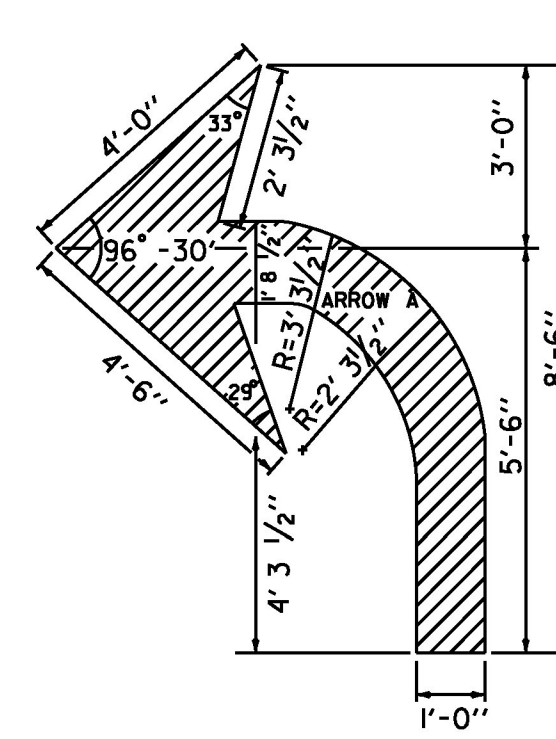
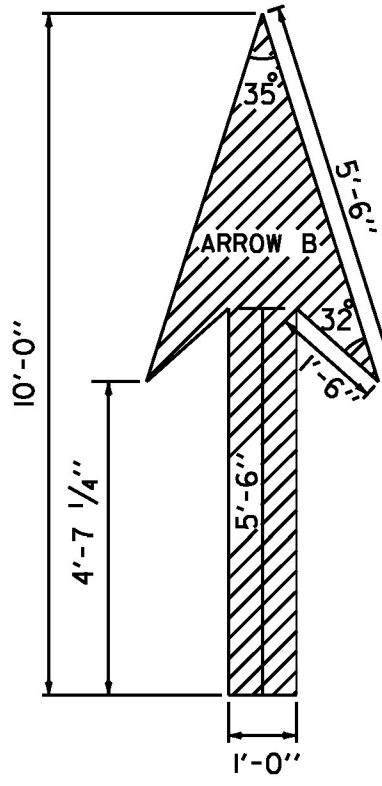
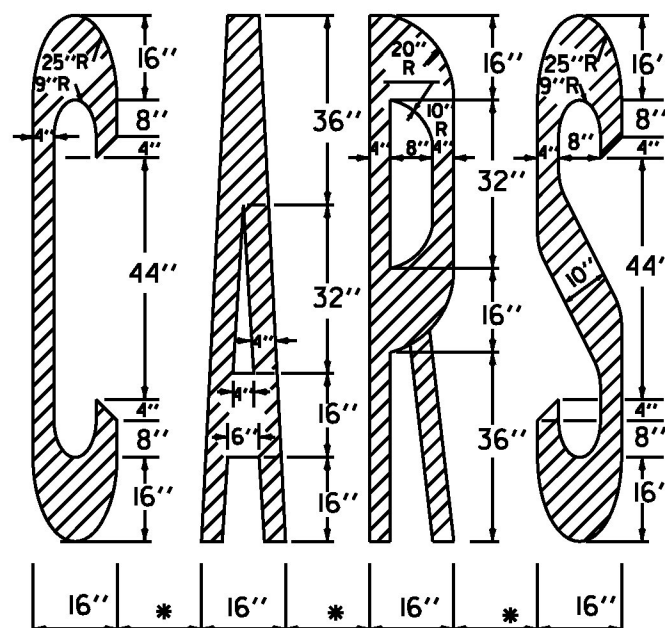
TYPICAL PAVEMENT MARKINGS



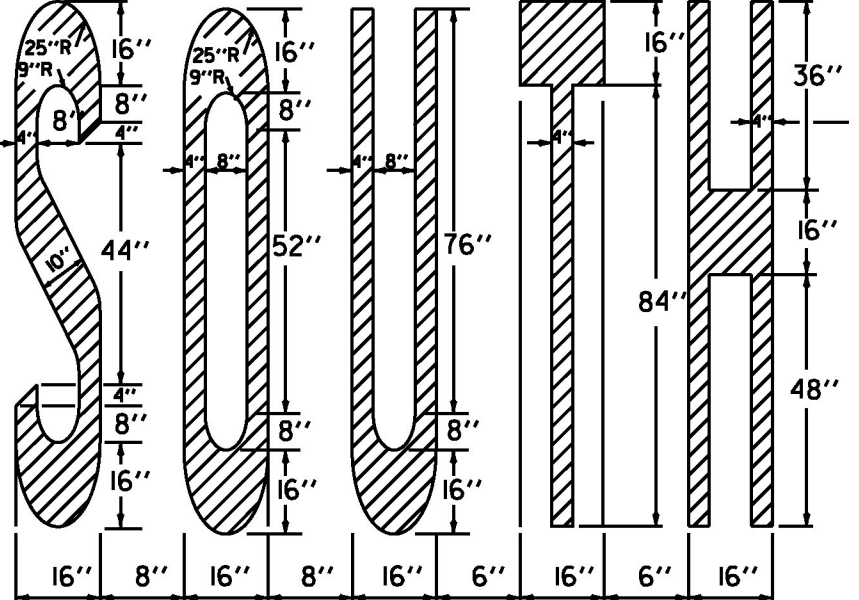
ADJUST TO AVAILABLE PAVEMENT WIDTH



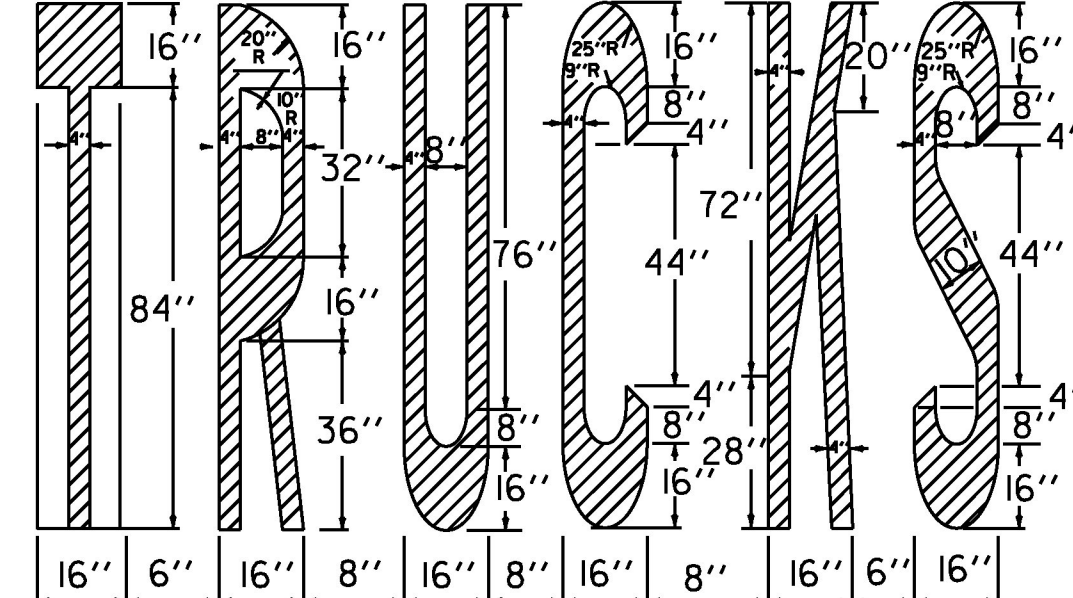
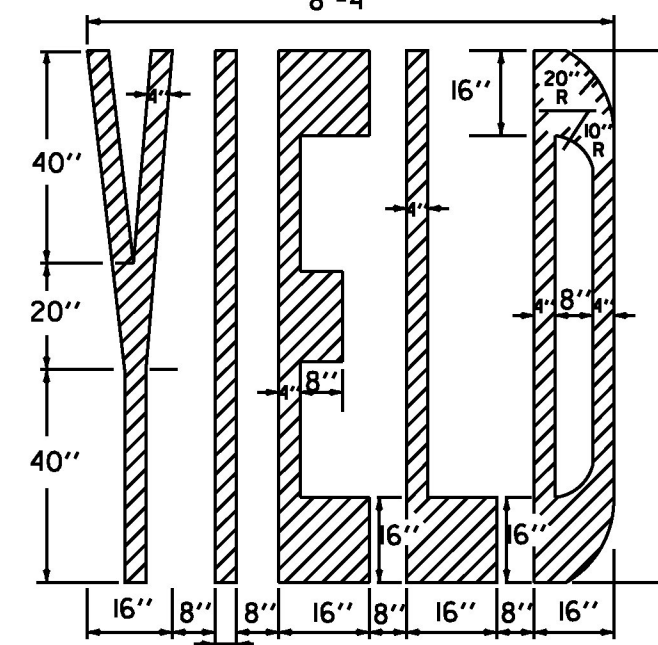
(* 6") - ADJUST TO AVAILABLE PAVEMENT WIDTH



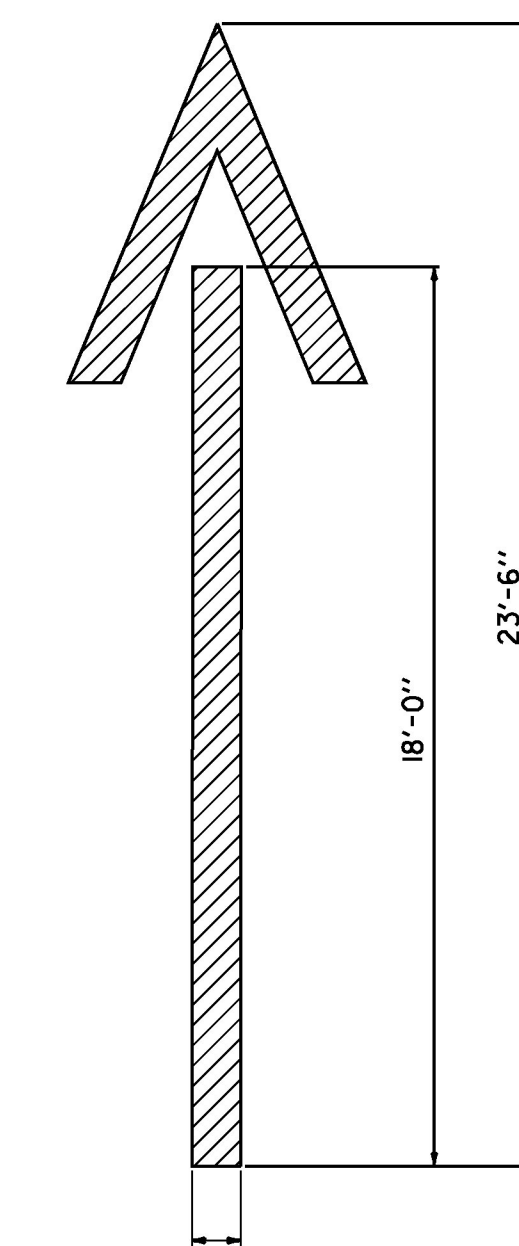
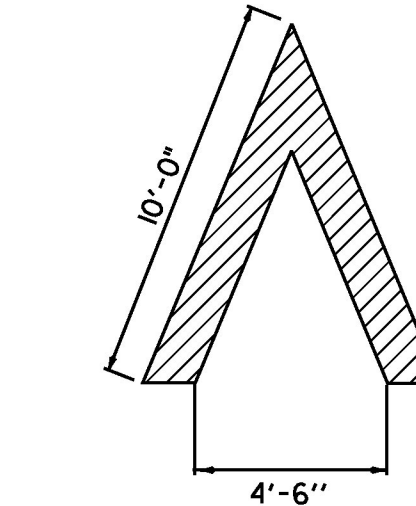
200' TYP. TURN LANE



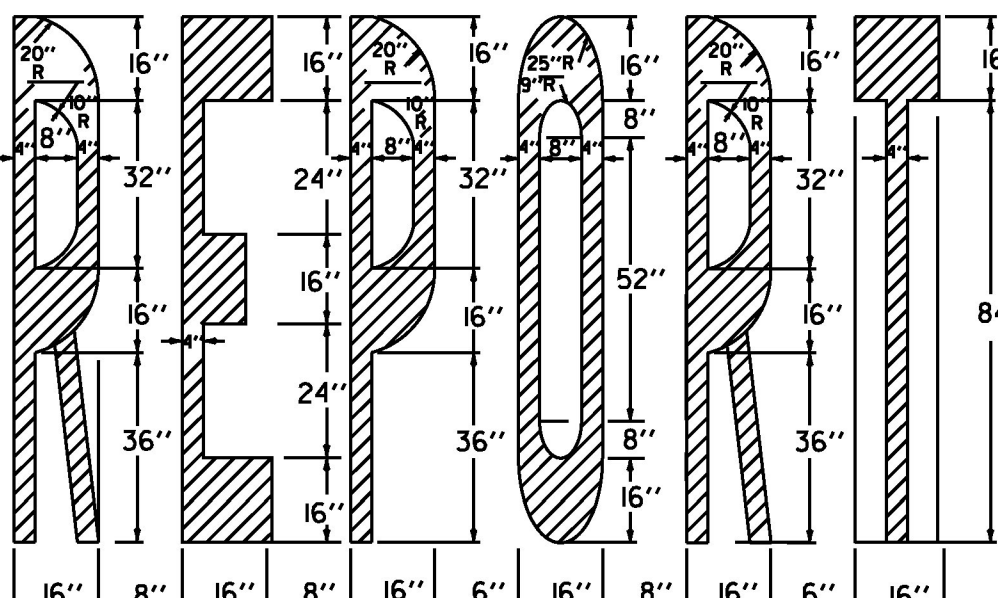
ADJUST TO AVAILABLE PAVEMENT WIDTH



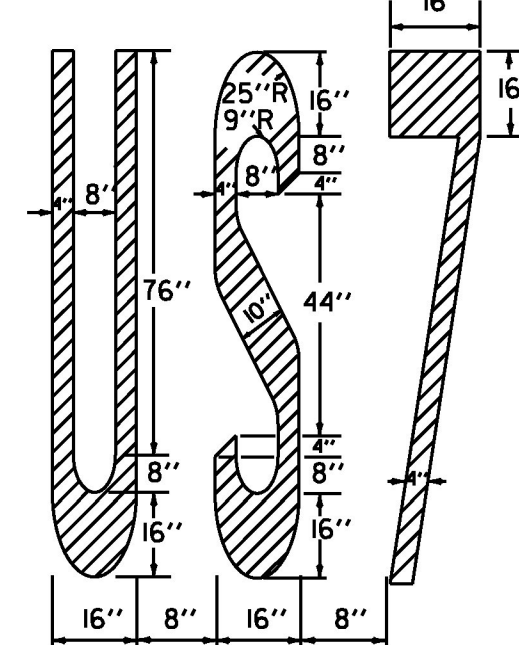
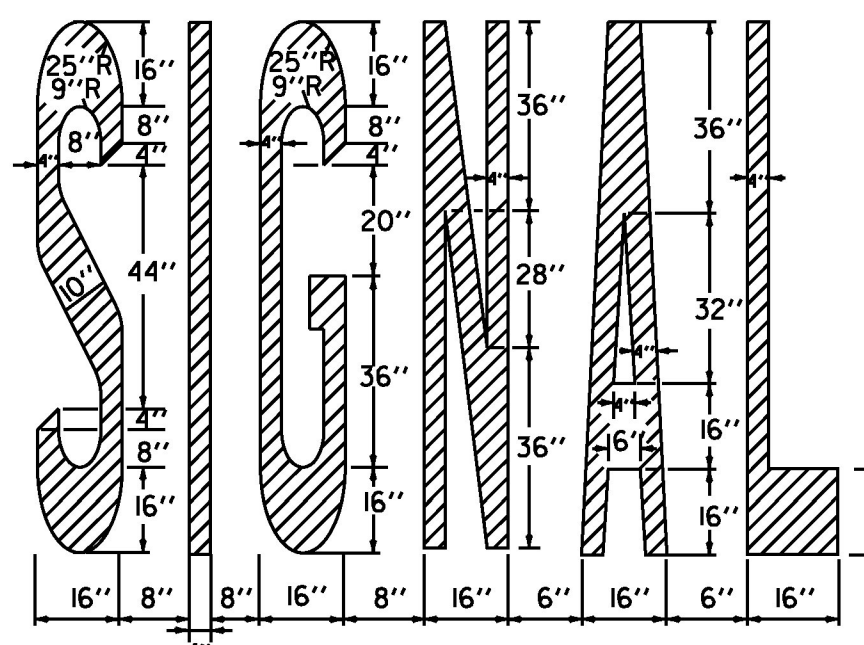
ADJUST TO AVAILABLE PAVEMENT WIDTH



WRONG WAY ARROW



ADJUST TO AVAILABLE PAVEMENT WIDTH



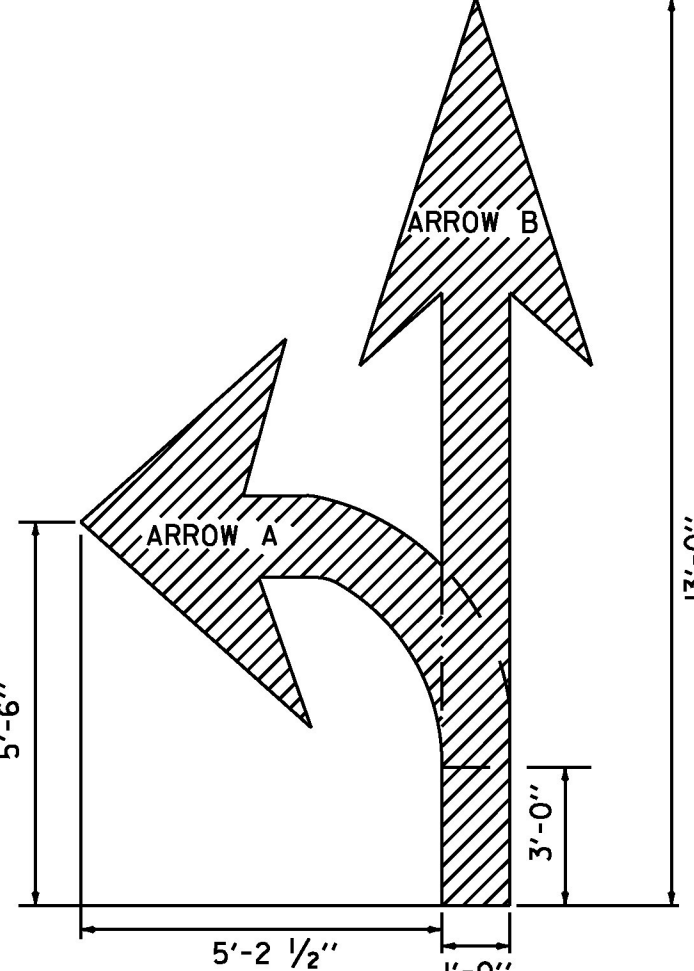
BLUE BACKGROUND
36" X 36" FOR MINIMUM
48" X 48" FOR STANDARD



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

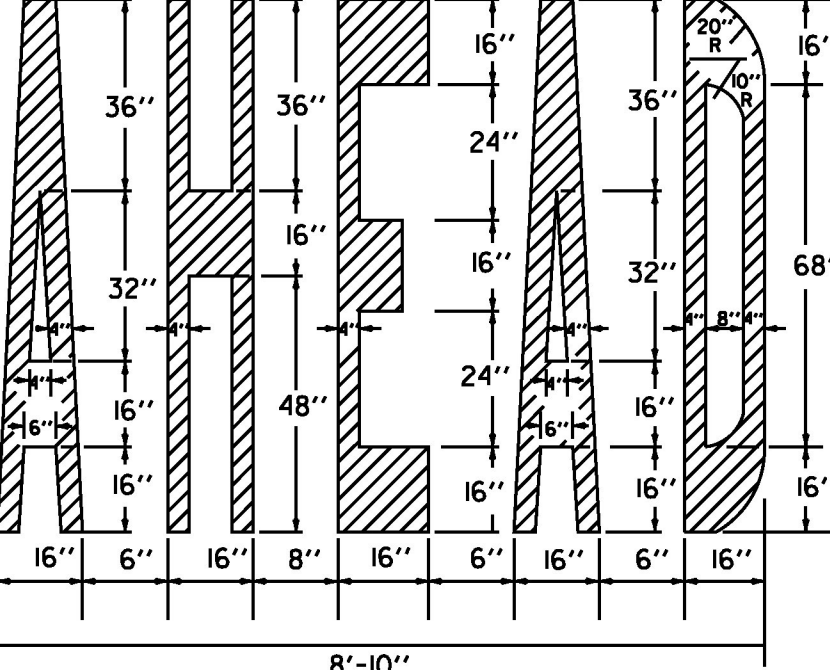
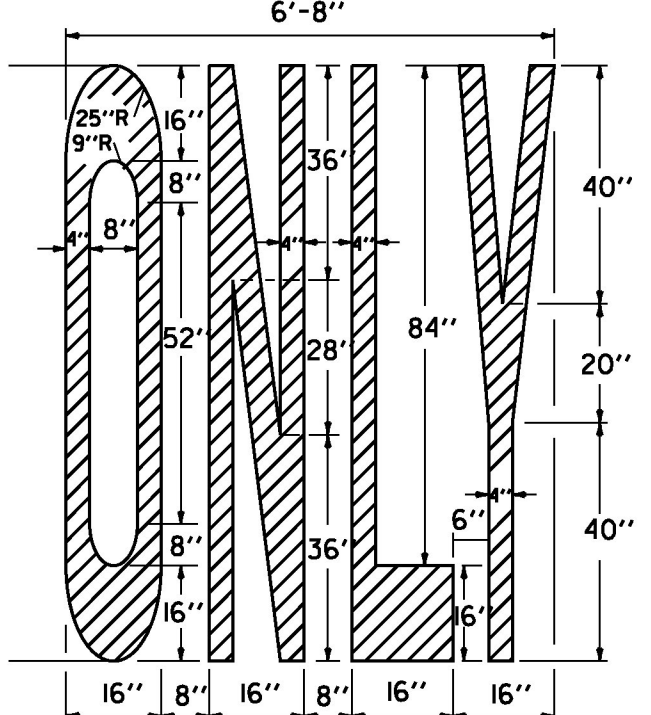
1. TURN ARROWS SHALL BE PLACED AT THE BEGINNING AND END OF THE LEFT OR RIGHT TURN LANE.
2. IF LANE LENGTH IS LESS THAN 100', TURN ARROWS SHOULD BE PLACED AT THE BEGINNING AND END OF THE LEFT OR RIGHT TURN LANE.
3. THE "ONLY" WORD MARKINGS SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS FOR TURN LANES 100' OR LONGER.
4. MORE ARROWS AND ONLY'S ARE OPTIONAL WHEN SPACE PERMITS. ARROW MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.
5. 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.
6. 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.
7. EXCLUSIVE TURN LANE LINES (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

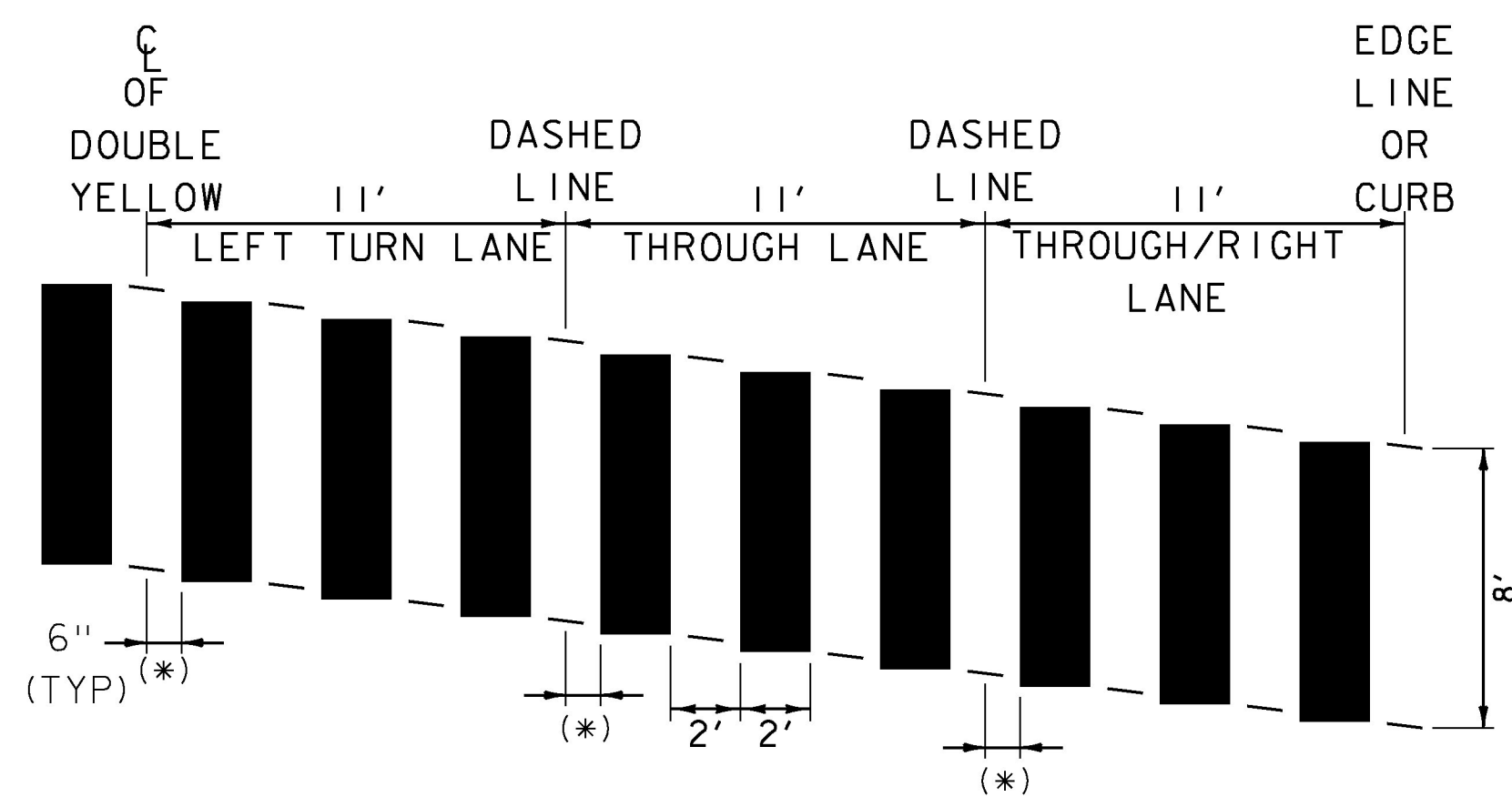
NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(116)
FILE NAME:	z16+084.dgn
PROJECT LEADER:	C. LATHROP
DESIGNED BY:	P. DAY
TYPICAL PAVEMENT MARKINGS SHEET 1	PLOT DATE: 1/23/2017 DRAWN BY: P. DAY CHECKED BY: C. LATHROP SHEET 3 OF 34

PAVEMENT MARKING DETAILS



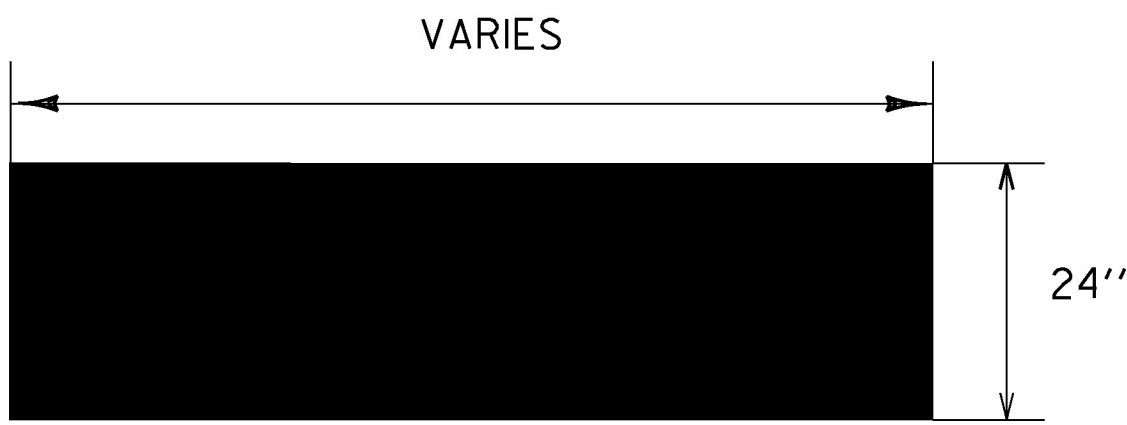
TYPICAL PAVEMENT MARKINGS



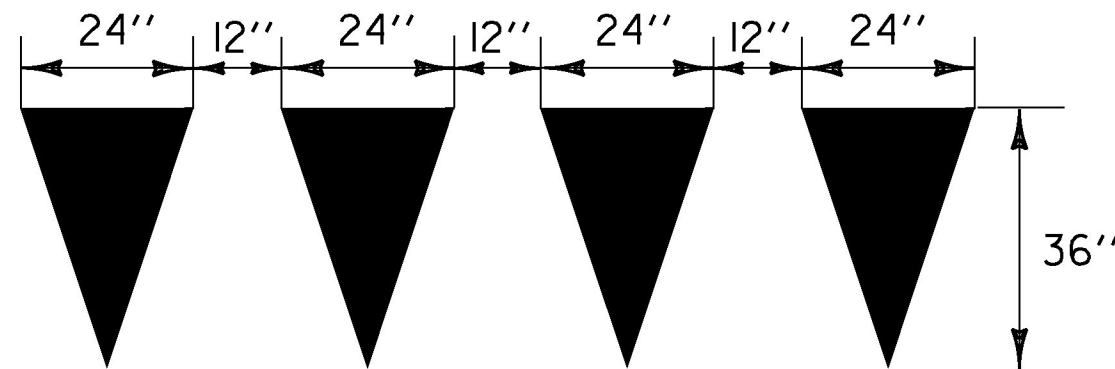
SKewed CROSSWALK PATTERN DETAIL

NOTES

- 1. THIS DETAIL IS CONFIGURED FOR AN 11FOOT LANE.
- 2. MARK LIGHT STRING LINE ON PAVEMENT ACROSS ROADWAY (CURB TO CURB).
- 3. ESTABLISH THE CENTERLINE OF THE ROADWAY (DOUBLE YELLOW LINE OR LANE LINE).
- 4. BLOCKS ARE PARALLEL OF THE CENTERLINE (DOUBLE YELLOW LINE OR LANE LINE). (OFFSET BLOCKS VERTICALLY TO ACHIEVE REQUIRED SKEW).
- 5. ALWAYS START MEASURING FROM THE CENTERLINE OR LANE LINE RIGHT, WITH THE FLOW OF TRAFFIC.
- 6. PAINTED BLOCKS ARE 24 INCHES (TYPICAL).
- (*)7. THIS DISTANCE WILL INCREASE TO 1FOOT FOR 12 FOOT LANES.

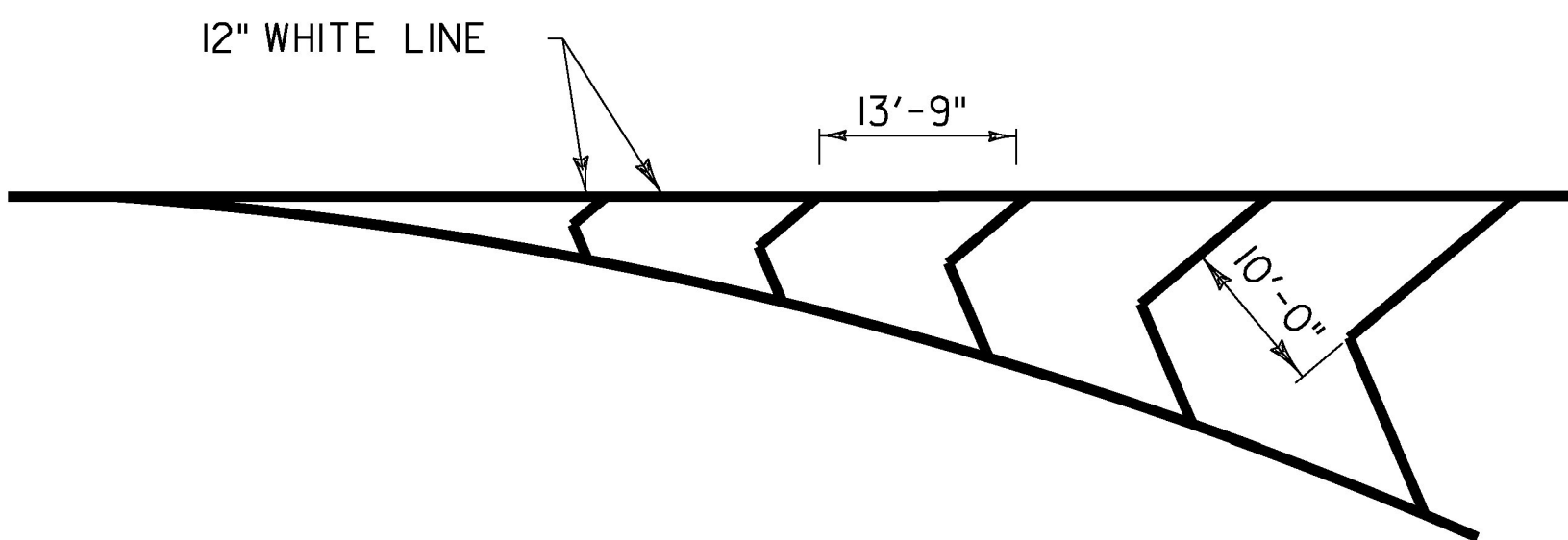


STOP BAR DETAIL

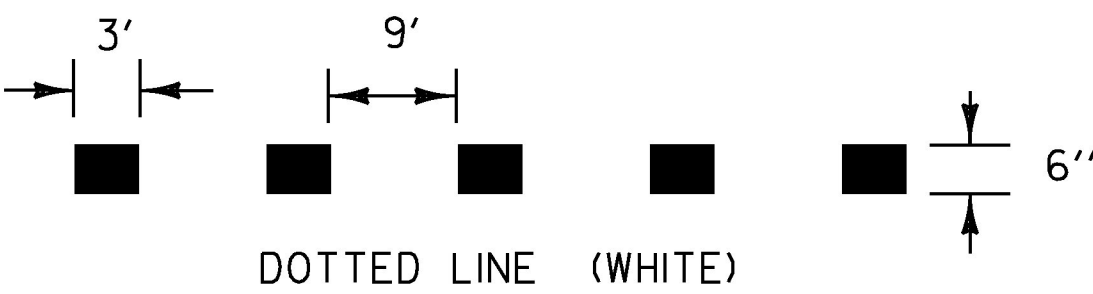


YIELD LINE DETAILS

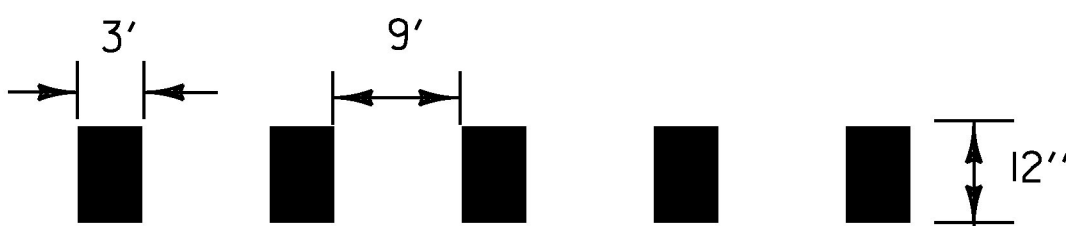
TO BE INSTALLED ONLY AT THE DIRECTION OF THE ENGINEER TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE



CHEVRON GORE MARKING DETAIL



DOTTED LINE (WHITE)



DOTTED LINE (WHITE)



SOLID LINE (WHITE OR YELLOW)

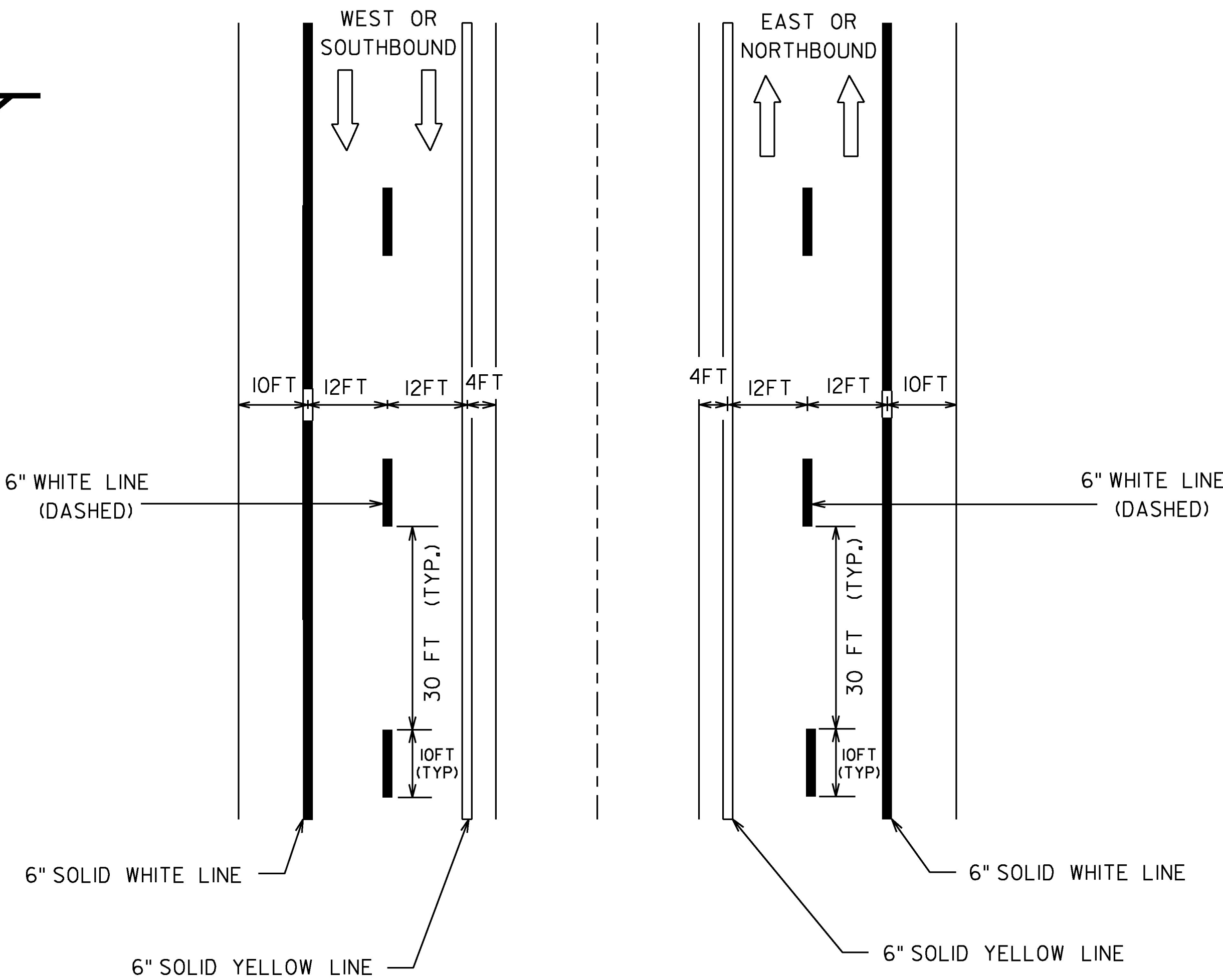


CHANNELIZING LINE (WHITE)



TYPICAL TWO-WAY RAMP CENTERLINE MARKING

PAVEMENT MARKING LINE DETAILS



TYPICAL MAINLINE MARKING PLAN

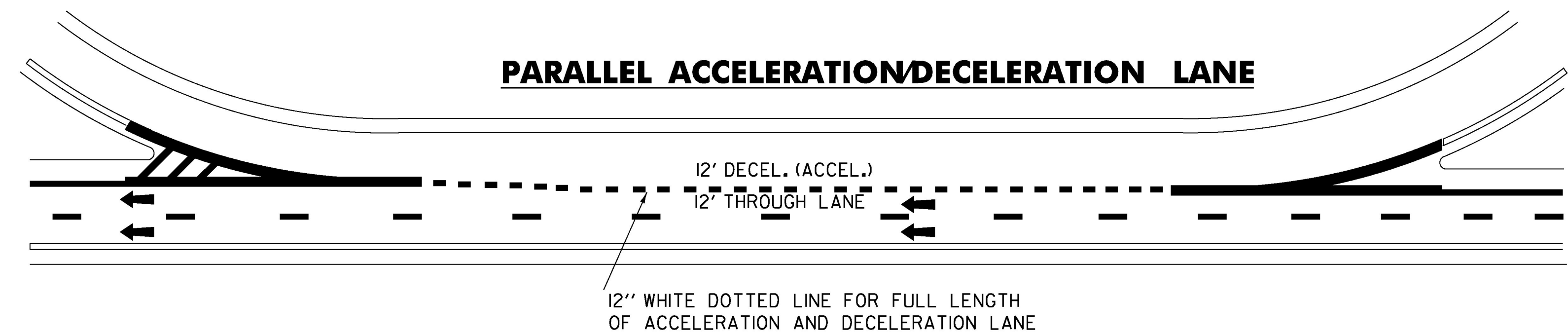
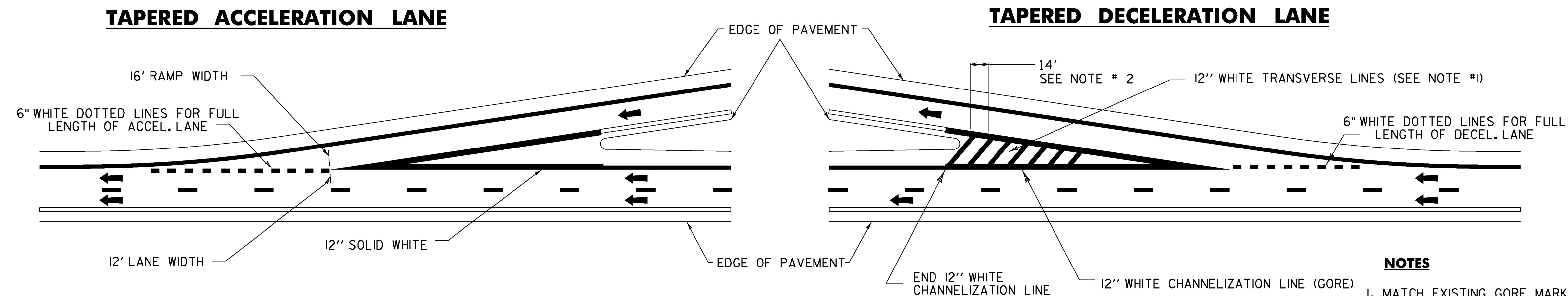
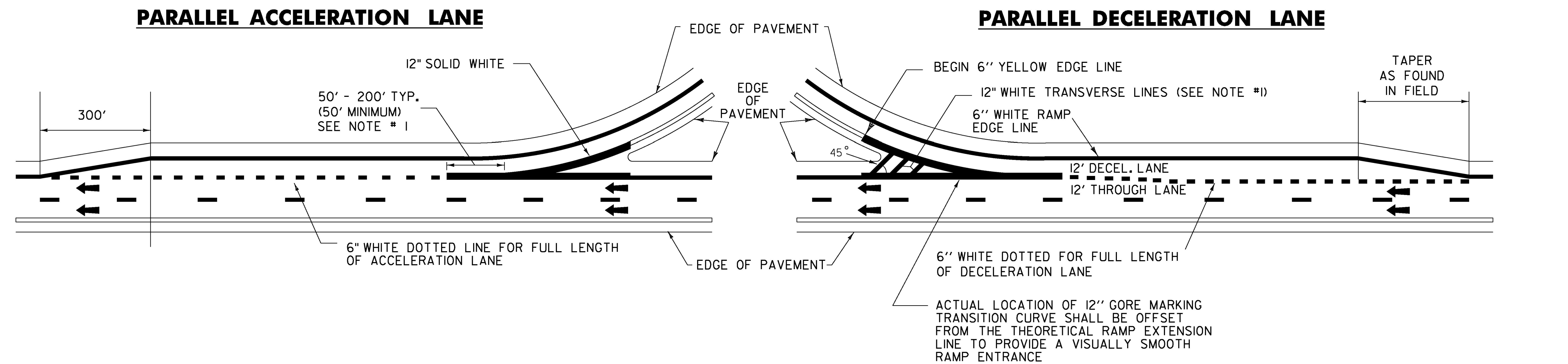
NOTE:

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

NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(116)
FILE NAME:	z16+084.dgn
PROJECT LEADER:	C. LATHROP
DESIGNED BY:	P. DAY
TYPICAL PAVEMENT MARKING SHEET 2	PLOT DATE: 1/23/2017 DRAWN BY: P. DAY CHECKED BY: C. LATHROP SHEET 4 OF 34

TYPICAL PAVEMENT MARKINGS



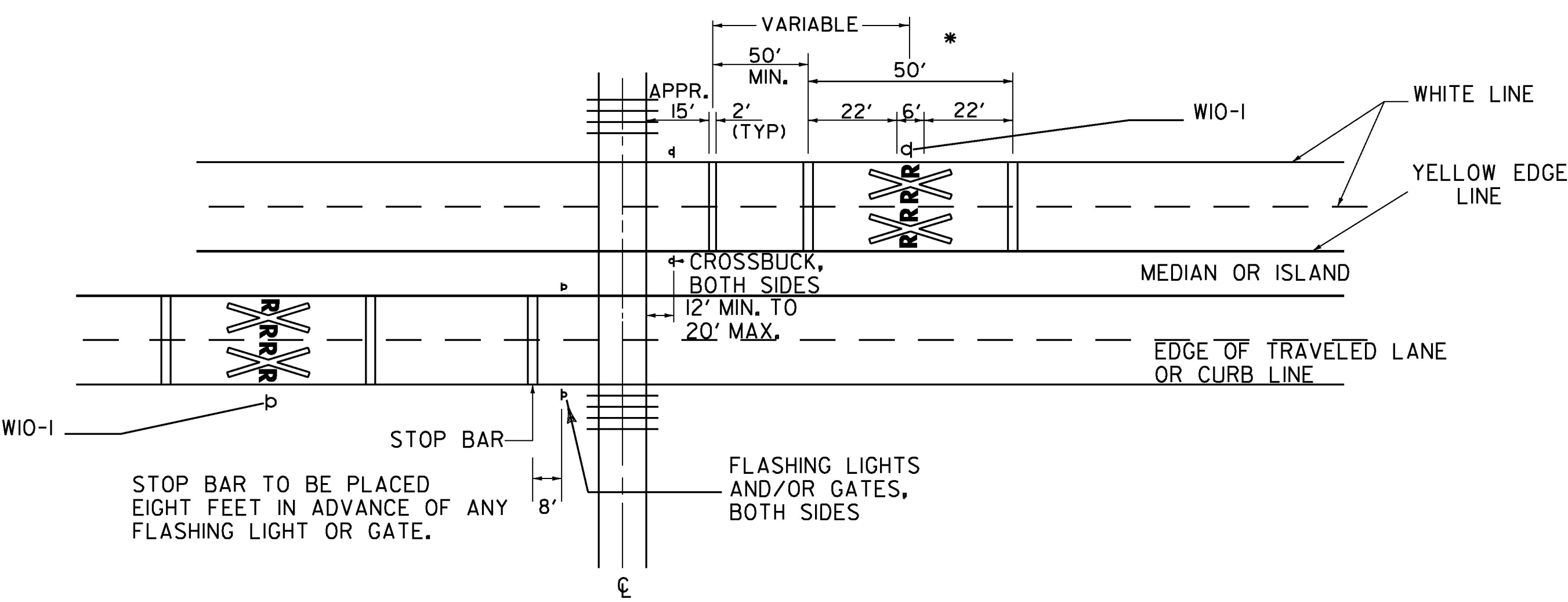
NOTES

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 INCH WHITE TRANSVERSE LINES SHALL SUPERCEDE EXISTING EIGHT INCH 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(116)
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
TYPICAL PAVEMENT MARKING SHEET 3	SHEET 5 OF 34

TYPICAL PAVEMENT MARKINGS

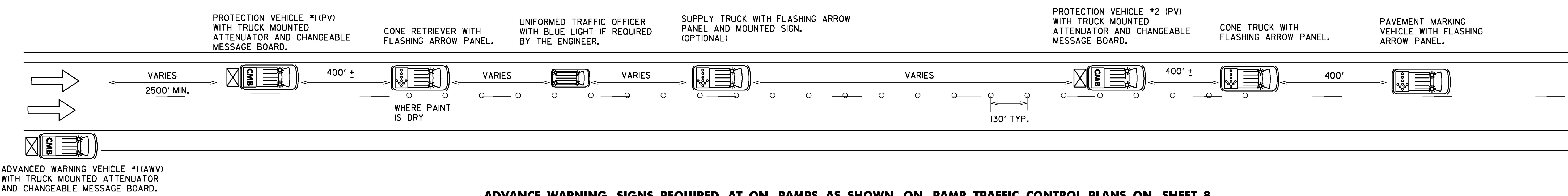


4 LANE DIVIDED HIGHWAY

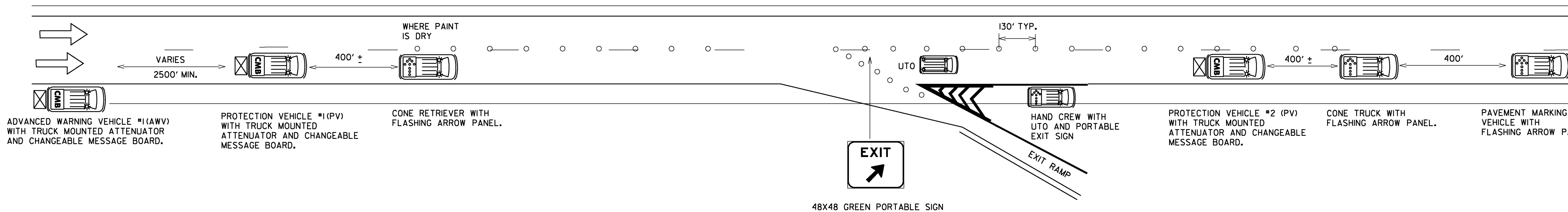
NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
TYPICAL PAVEMENT MARKING SHEET 4	SHEET 6 OF 34

LEFT LANE CLOSED CONTROL PLAN



RIGHT LANE AND GORE TRAFFIC CONTROL PLAN



NOTES

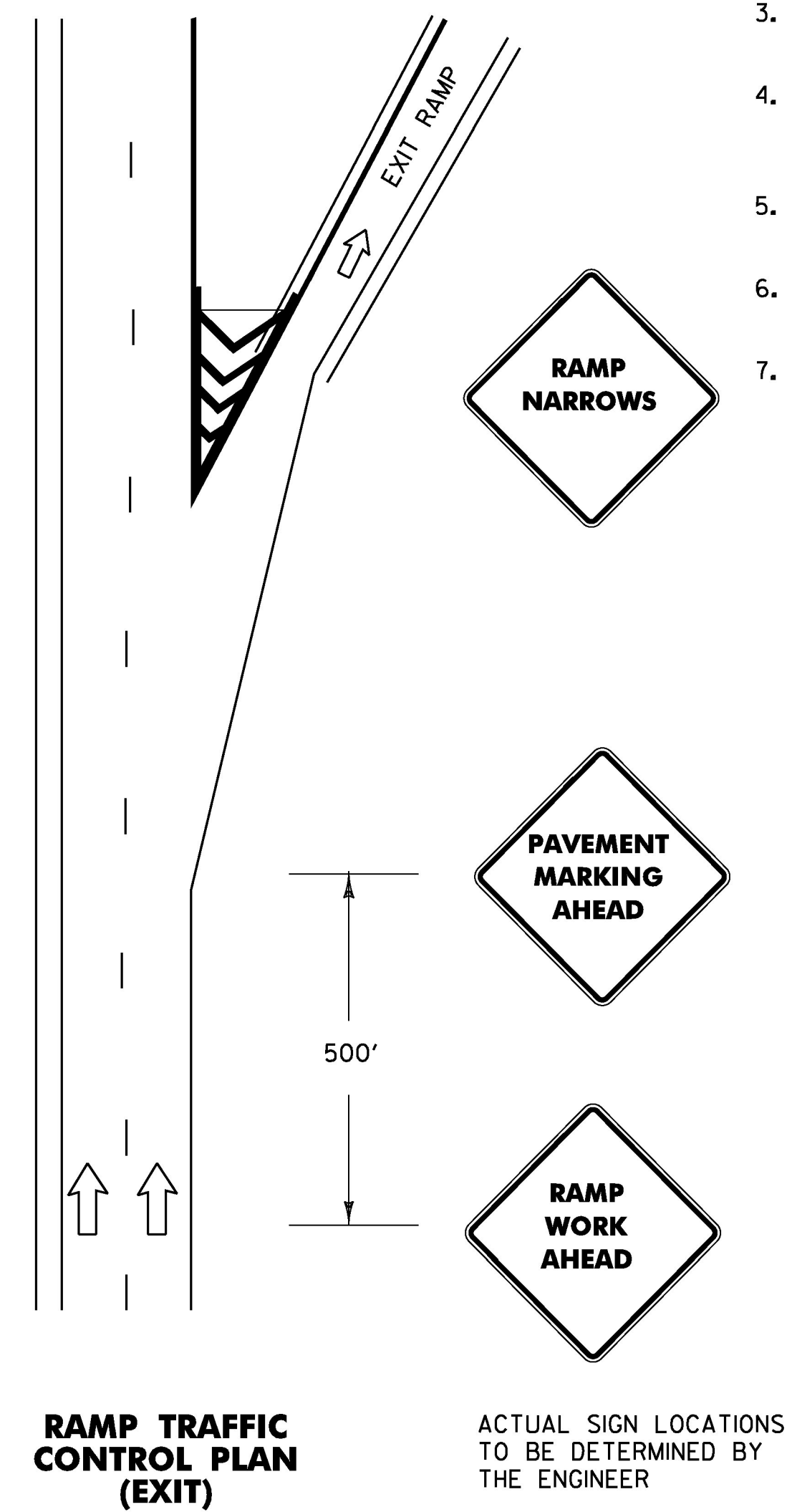
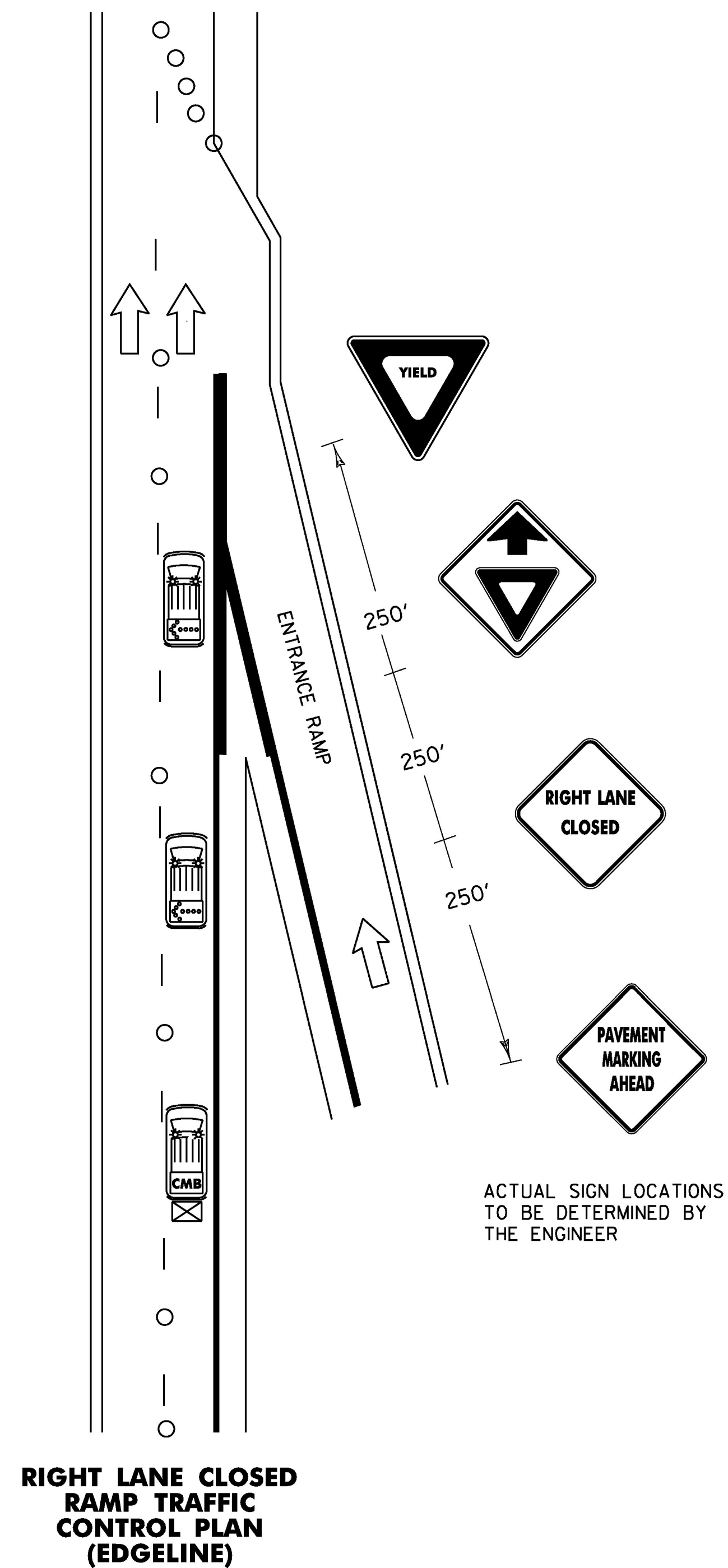
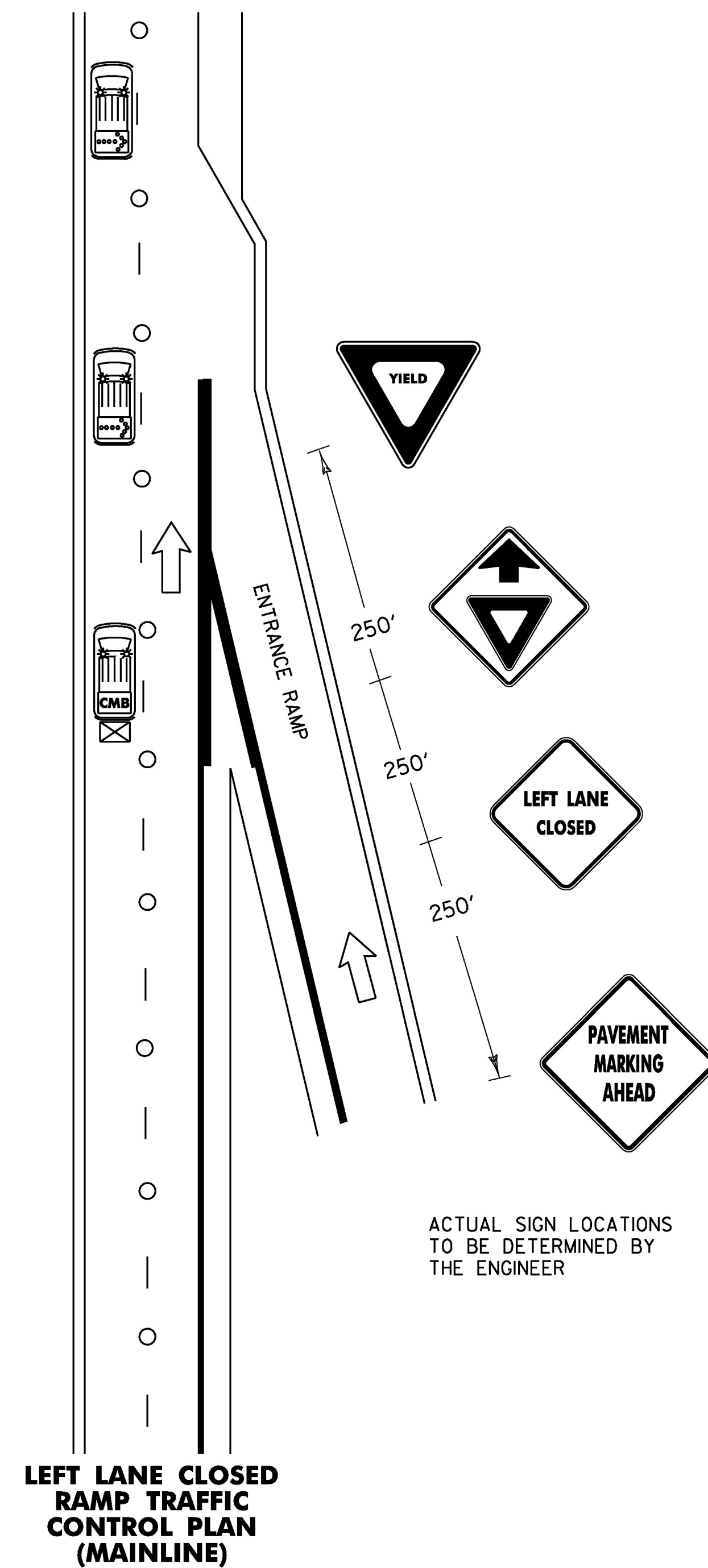
1. ALL WORK VEHICLES USED ON THE INTERSTATE SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.
2. ALL PROTECTION VEHICLES SHALL BE EQUIPPED WITH A TRUCK MOUNTED ATTENUATOR AND A CHANGEABLE MESSAGE BOARD. PAYMENT WILL BE MADE UNDER ITEM 608.50. SEE SHEET 32 FOR MESSAGES.
3. 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 TWO TIMES "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 THREE MILES.

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(116)
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
TRAFFIC CONTROL PLAN SHEET 1	SHEET 7 OF 34



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 641.0.
7. HAND BLOWERS OR BROOM MAY BE REQUIRED FOR DIRT REMOVAL. PAYMENT WILL BE CONSIDERED TO BE INCIDENTAL TO THE MARKING ITEM APPLIED AT THAT LOCATION.

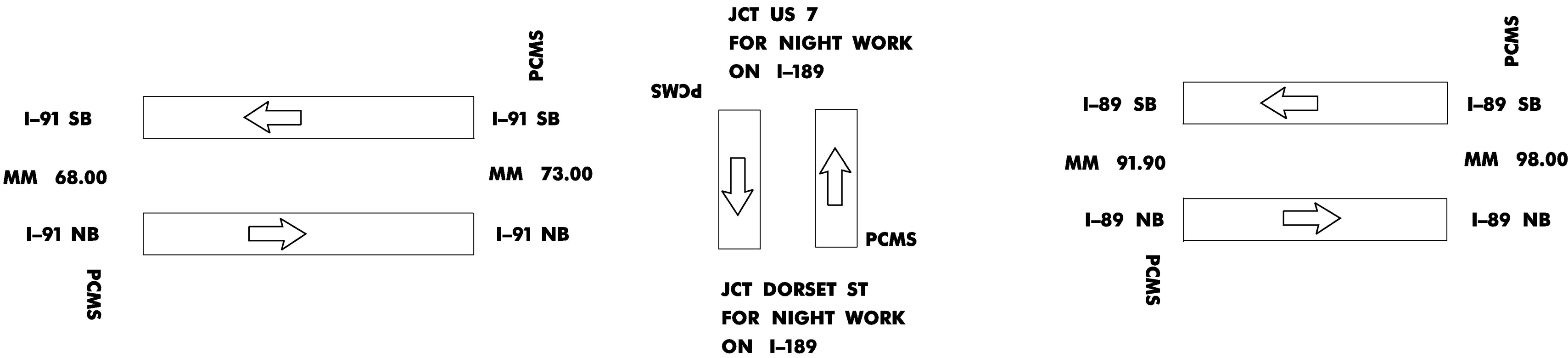
LEGEND

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

NOT TO SCALE

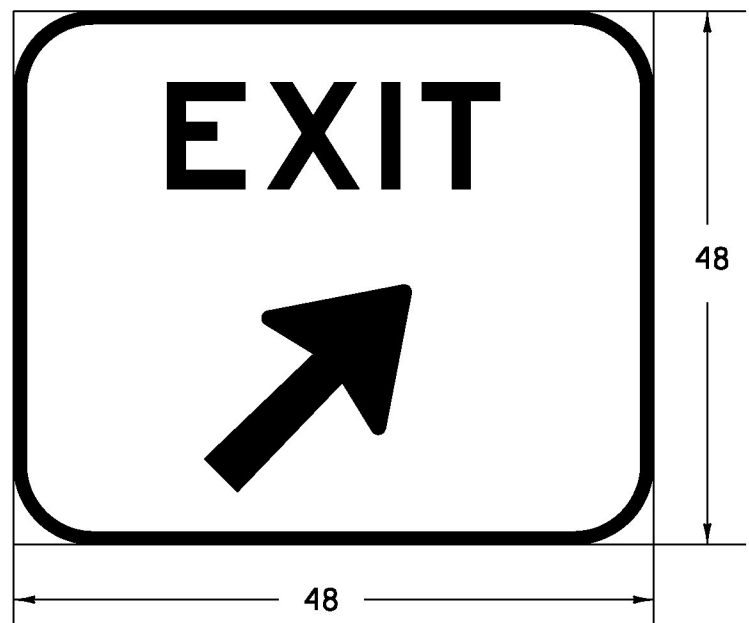
PROJECT NAME:	STATEWIDE		
PROJECT NUMBER:	IMG MARK(116)		
FILE NAME:	z16t084.dgn	PLOT DATE:	1/23/2017
PROJECT LEADER:	C. LATHROP	DRAWN BY:	P. DAY
DESIGNED BY:	P. DAY	CHECKED BY:	C. LATHROP
TRAFFIC CONTROL	PLAN SHEET 2	SHEET	8 OF 34

TRAFFIC CONTROL DEVICES

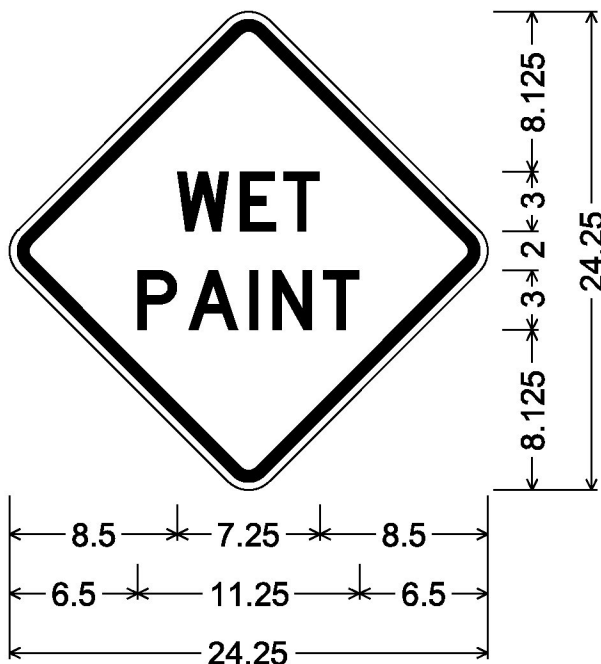


NOTES
NIGHT WORK IN
CHITTENDEN COUNTY
AND WHITE RIVER JCT
AREA
ACTUAL PCMS LOCATIONS
TO BE DETERMINED BY
THE ENGINEER
I-89 NIGHT WORK
MM 78.40 - MM 98.00
INCLUDES EXIT 17 RAMP
I-91 NIGHT WORK
MM 68.00 - MM 73.00
INCLUDES EXIT RAMP
I-89 NIGHT WORK
MM 0.00 - MM 1.49
INCLUDES EXIT RAMP

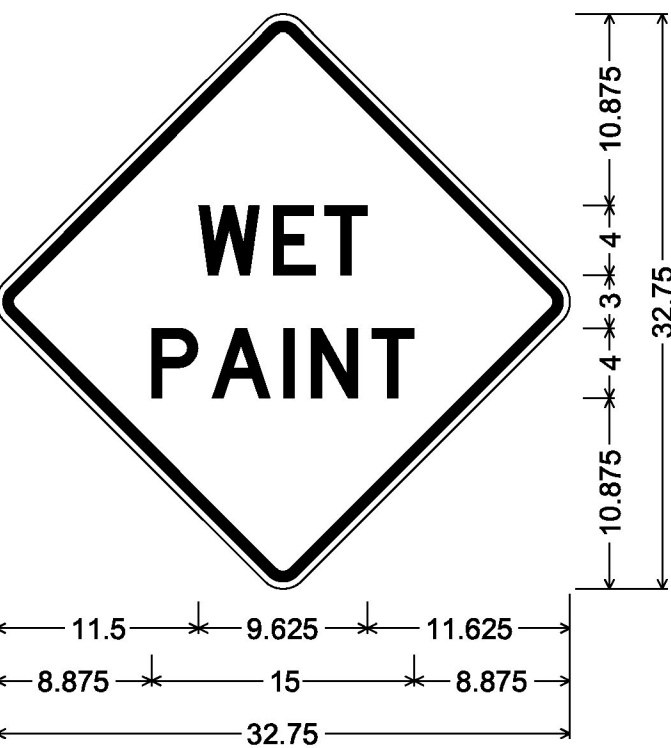
**PCMS PLACEMENT FOR NIGHT WORK
IN CHITTENDEN COUNTY AND
WHITE RIVER JCT AREA**
PCMS=PORTABLE CHANGEABLE MESSAGE SIGNS
→ =DIRECTION OF TRAVEL



SEE TYPICAL APPLICATION 42
MUTCD 2009 (REV.)



VC-885 Wet Paint (18");
18.000" across sides 1.500" Radius, 0.625" Border, 0.375" Indent, Black on Fluorescent orange;
[WET] D; [PAINT] D;



VC-885 Wet Paint (24);
24.000" across sides 1.500" Radius, 0.625" Border, 0.375" Indent, Black on Fluorescent orange;
[WET] D; [PAINT] D;

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

NOT TO SCALE

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
TRAFFIC CONTROL DEVICES	SHEET 9 OF 34

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE LF	MTL	6" YELLOW LINE LF	MTL	12" WHITE LINE LF	MTL	LETTER OR SYM. EA	MTL	STOP BAR LF	MTL	REM	CROSS WALK LF	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	1,240	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	34	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(116)	
FILE NAME: z161084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS I SHEET 10 OF 34	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE LF	MTL	6" YELLOW LINE LF	MTL	12" WHITE LINE LF	MTL	LETTER OR SYM. EA	MTL	STOP BAR LF	MTL	REM	CROSS WALK LF	REMARKS
SO BURLINGTON	I-89	87.40	13	NB	ON+OFF RAMPs	4,560	P	2,650	P	630	P	0	-	0	-	-	-	
			13	SB	ON+OFF RAMPs	1,095	P	1,600	P	1,000	P	0	-	0	-	-	-	
BURLINGTON	I-89	88.70	14	NB	ON+OFF RAMPs	5,785	P	3,550	P	1,565	P	11	P	0	-	-	-	SIGNAL(1)AHEAD(1)
			14	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	15	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)
			15	SB	ON RAMP	3,500	P	550	P	750	P	5	P	0	-	-	-	YIELD(1)
COLCHESTER	I-89	91.50	16	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)
			16	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)ABCDEFGHJIJWRONG 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	17	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)
			17	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	18	NB	ON+OFF RAMPs	3,295	P	1,325	P	600	P	14	P	40	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			18	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	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	4,735	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

SOME YIELD MARKINGS
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FILE NAME: z161084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS 2 SHEET 11 OF 34	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE LF	MTL	6" YELLOW LINE LF	MTL	12" WHITE LINE LF	MTL	LETTER OR SYM. EA	MTL	STOP BAR LF	MTL	REM	CROSS WALK LF	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	56	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		446		768		0	0	

NOTE

SOME YIELD MARKINGS
MAY BE S
INSTEAD OF YIELD WORD

LEGEND

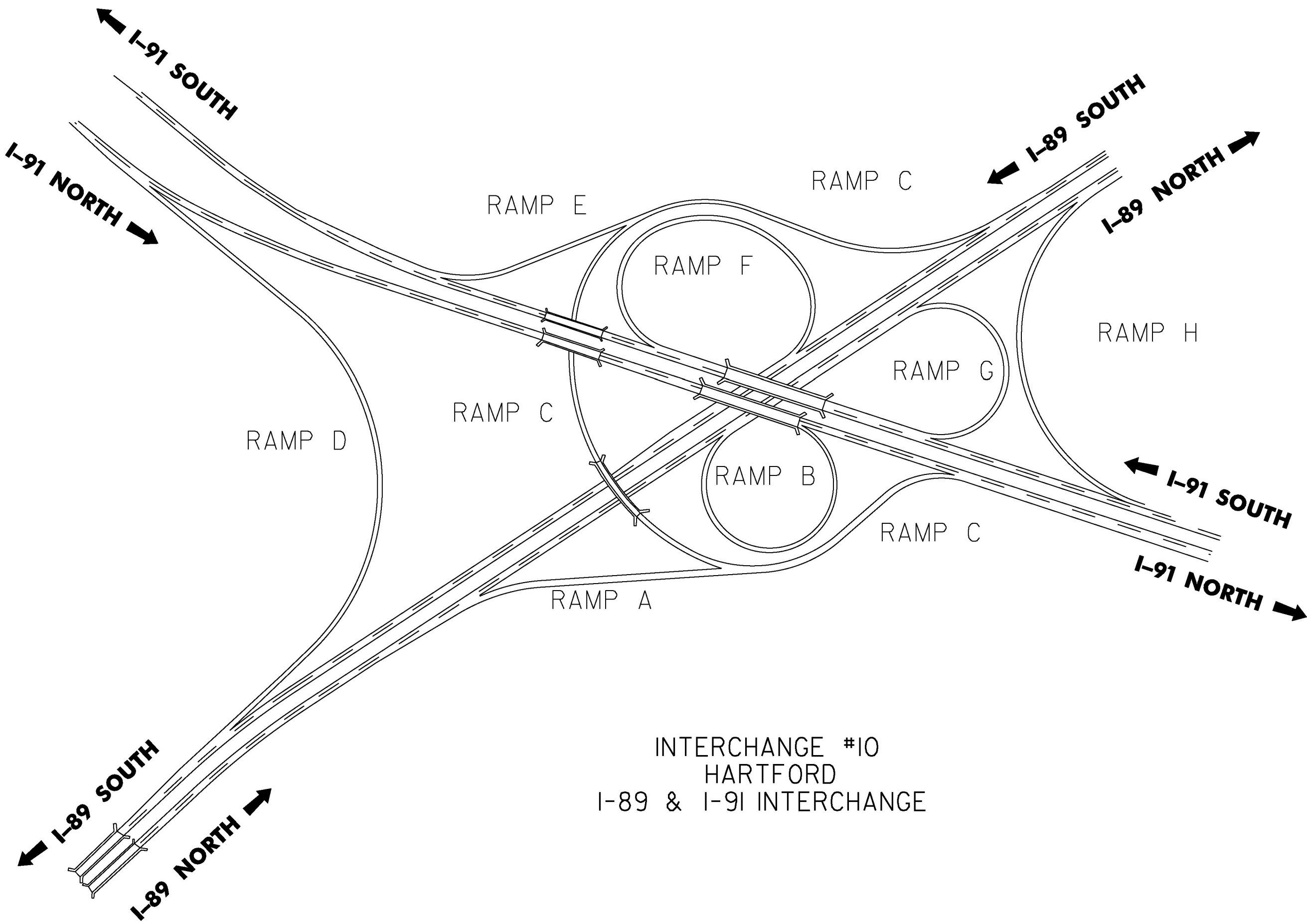
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FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER:	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS 3 SHEET 12 OF 34	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE LF	MTL	6" YELLOW LINE LF	MTL	12" WHITE LINE LF	MTL	LETTER OR SYM. EA	MTL	STOP BAR LF	MTL	REM	CROSS WALK LF	REMARKS
HARTFORD	I-91	69.80	NN	NB	RAMP A	800	P	800	P	50	P	I6	P	0	-	-	-	YIELD(2)AHEAD(1)WRONG WAY ARROW(1)
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(1)WRONG WAY ARROW(1)
	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	11	NB	ON+OFF RAMPS	2,800	P	2,300	P	1,300	P	I4	P	25	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			11	SB	ON+OFF RAMPS	3,850	P	3,780	P	1,250	P	I9	P	13	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
WILDER	I-91	72.00	12	NB	ON+OFF RAMPS	3,400	P	1,950	P	1,450	P	I4	P	30	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			12	SB	ON+OFF RAMPS	3,700	P	1,800	P	1,600	P	I4	P	35	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
END NIGHT APPLICATIONS																		END NIGHT APPLICATIONS
SHEET TOTALS						30,375		21,465		6,670		93		103		0	0	



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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS 4 SHEET 13 OF 34	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE LF	MTL	6" YELLOW LINE LF	MTL	12" WHITE LINE LF	MTL	LETTER OR SYM. EA	MTL	STOP BAR LF	MTL	REM	CROSS WALK LF	REMARKS
NORWICH	I-9I	74.99	13	NB	ON+OFF RAMPs	3,665	P	1,960	P	1,475	P	22	P	40	P	-	-	SIGNAL(1)AHEAD(1)ARROW(2)ONLY(2)WRONG WAY ARROW(1)
			13	SB	ON+OFF RAMPs	3,170	P	1,550	P	695	P	12	P	25	P	-	-	SIGNAL(1)AHEAD(1)WRONG WAY ARROW(1)
THETFORD	I-9I	84.20	14	NB	ON+OFF RAMPs	3,635	P	1,985	P	960	P	14	P	55	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			14	SB	ON+OFF RAMPs	3,810	P	2,700	P	1,125	P	14	P	36	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
FAIRLEE	I-9I	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	3,080	P	1,250	P	1,500	P	14	P	30	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
BRADFORD	I-9I	97.70	16	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(1)
			16	SB	ON+OFF RAMPs	3,650	P	1,650	P	835	P	14	P	45	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
BRADFORD	I-9I	100.10		NB	REST AREA	1,935	P	710	P	600	P	5	P	0	-	-		HC(2) BLUEWRONG WAY ARROW(1)
		100.20		SB	PARKING AREA	2,705	P	265	P	475	P	3	P	0	-	-		HC(2)WRONG WAY ARROW(1)
NEWBURY	I-9I	110.40	17	NB	ON+OFF RAMPs	3,030	P	1,540	P	1,030	P	19	P	52	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
			17	SB	ON+OFF RAMPs	3,300	P	1,800	P	850	P	19	P	59	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
RYEGATE	I-9I	113.40		NB	PARKING AREA	3,425	P	1,800	P	1,100	P	8	P	0	-	-	-	YIELD (1) HC (2)WRONG WAY ARROW(1)
		115.40		SB	PARKING AREA	5,140	P	1,850	P	1,378	P	8	P	0	-	-		YIELD (1) HC (2)WRONG WAY ARROW(1)
BARNET	I-9I	120.50	18	NB	ON+OFF RAMPs	3,700	P	1,910	P	865	P	14	P	50	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			18	SB	ON+OFF RAMPs	3,840	P	1,940	P	1,050	P	14	P	37	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
BARNET	I-9I	121.80		NB	SCENIC VIEW	1,740	P	665	P	785	P	1	P	0	-	-	-	WRONG WAY ARROW(1)
WATERFORD	I-9I	128.10	19	NB	ON+OFF RAMPs	1,760	P	1,760	P	950	P	1	-	0	-	-	-	WRONG WAY ARROW(1)
			19	SB	ON+OFF RAMPs	5,488	P	5,488	P	1,650	P	1	-	0	-	-	-	WRONG WAY ARROW(1)
ST JOHNSBURY	I-9I	128.90	20	NB	ON+OFF RAMPs	3,025	P	3,025	P	775	P	24	P	16	P	-	-	STOP(2)AHEAD(1)YIELD(2)WRONG WAY ARROW(1)
			20	SB	ON+OFF RAMPs	2,920	P	2,920	P	1,160	P	24	P	24	P	-	-	STOP(2)AHEAD(1)YIELD(2)WRONG WAY ARROW(1)
ST JOHNSBURY	I-9I	130.60	21	NB	ON+OFF RAMPs	3,612	P	3,612	P	400	P	19	P	17	P	-	-	STOP(2)AHEAD(1)YIELD(1)WRONG WAY ARROW(1)
			21	SB	ON+OFF RAMPs	4,795	P	4,795	P	375	P	14	P	20	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
ST JOHNSBURY	I-9I	132.50	22	NB	ON+OFF RAMPs	2,137	P	2,137	P	935	P	14	P	55	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
			22	SB	ON+OFF RAMPs	2,120	P	2,120	P	880	P	14	P	63	P	-	-	STOP(2)AHEAD(1)WRONG WAY ARROW(1)
LYNDON	I-9I	137.10	23	NB	ON+OFF RAMPs	5,000	P	1,940	P	425	P	14	P	36	P	-	-	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-9I	140.10	24	NB	ON+OFF RAMPs	4,760	P	3,030	P	680	P	14	P	30	P	-	-	STOP (2) AHEAD(1)WRONG WAY ARROW(1)
			24	SB	ON+OFF RAMPs	3,735	P	1,980	P	300	P	14	P	30	P	-	-	STOP (2) AHEAD(1)WRONG WAY ARROW(1)
LYNDON	I-9I	140.80		SB	REST AREA	3,145	P	1,253	P	750	P	11	P	0	-	-		YIELD(1) HC(2)BLUEWRONG WAY ARROW(2)
WHEELLOCK	I-9I	142.90		NB	SCENIC VIEW	3,540	P	450	P	518	P	3	P	0	-	-		HC (2)WRONG WAY ARROW(1)
GLOVER	I-9I	154.00		NB	SCENIC VIEW	4,445	P	964	P	536	P	3	P	0	-	-		HC (2)WRONG WAY ARROW(1)
BARTON	I-9I	155.90	25	NB	ON+OFF RAMPs	3,087	P	1,550	P	944	P	14	P	60	P	-	-	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						116,872		68,029		29,722		441		932		0	0	

NOTE

SOME YIELD MARKINGS
MAY BE S
INSTEAD OF YIELD WORD

LEGEND

P=TO BE PAINTED

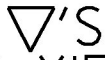
QUANTITIES ON THIS SHEET REPRESENT ALL
EXISTING MARKINGS. AT THE DIRECTION OF THE
ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS 5 SHEET 14 OF 34	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS

TOWN	ROUTE	MM	EXIT	DIR	ROADWAY TYPE	6" WHITE LINE LF	MTL	6" YELLOW LINE LF	MTL	12" WHITE LINE LF	MTL	LETTER OR SYM. EA	MTL	STOP BAR LF	MTL	REM	CROSS WALK LF	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		446		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,I79		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	I I	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)US 7(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 I6)	
FILE NAME: zI6+084.dgn	PLOT DATE: I/23/20I7
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS 6 SHEET I5 OF 34	

SUMMARY BY INTERCHANGE OF QUANTITIES & MATERIALS US 4 DIVIDED HIGHWAY

[illegible]

NOTE

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

LEGEND

P= TO BE PAINTED

QUANTITIES ON THIS SHEET REPRESENT ALL
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ENGINEER, AREAS WHICH DO NOT NEED TO BE
REPAINTED WILL BE EXCLUDED FROM THIS PROJECT.

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(116)	
FILE NAME: z16t084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
INTERCHANGE QUANTITIES AND MATERIALS 7	SHEET 16 OF 34

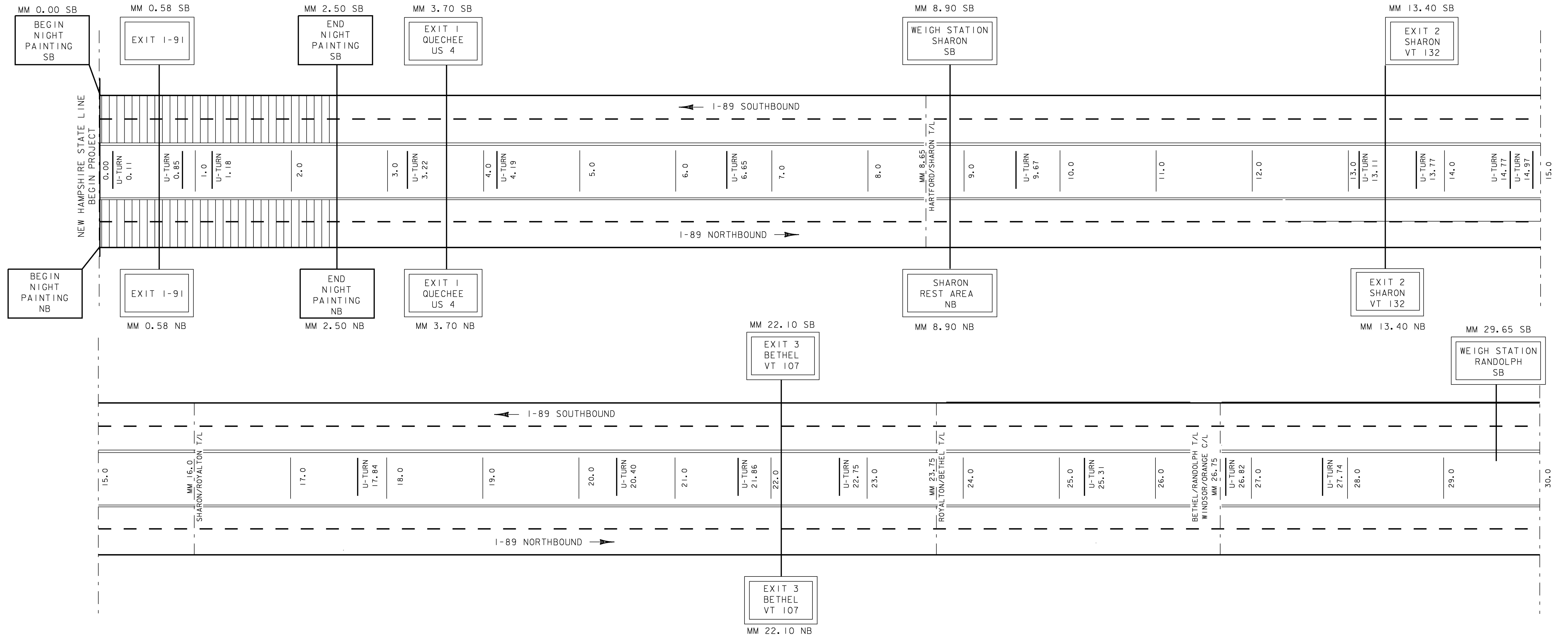
SUMMARY OF INTERCHANGE AND MAINLINE MILEAGE TOTALS

ROUTE		6" WHITE LINES (LF)	6" YELLOW LINES (LF)			12" WHITE LINE (LF)	LETTER OR SYMBOL (EA)	24" STOP BAR (LF)	CROSSWALK MARK (LF)
I-89									
	INTERCHANGES	222,560	109,530			64,328	975	1,781	420
	MAINLINE	1,640,180	1,375,504						
I-91									
	INTERCHANGES	277,582	159,419			71,117	1,179	2,187	
	MAINLINE	2,221,027	1,873,682						
I-93									
	INTERCHANGES	15,199	5,725			3,215	49	180	
	MAINLINE	140,395	117,216						
I-189									
	INTERCHANGES	3,500	2,650			1,300	100	85	205
	MAINLINE	19,668	15,734						
US-4									
	INTERCHANGES	18,235	16,970			12,305	230	371	
	MAINLINE	230,646	198,740						
	SUBTOTAL:	4,788,992	3,875,170		SUBTOTAL:	152,265	2,533	4,604	625
2017 -	SUBTOTAL:	4,788,992	3,875,170	2017 -	SUBTOTAL:	152,265	2,533	4,604	625
	YEAR ONE GAP OUT 8%:	383,119	310,014		YEAR ONE GAP OUT 8%:	12,181	203	368	50
	YEAR ONE TOTAL*:	4,405,873	3,565,156		YEAR ONE TOTAL*:	140,084	2,330	4,236	575
2018 -	SUBTOTAL:	4,788,992	3,875,170	2018 -	SUBTOTAL:	152,265	2,533	4,604	625
	YEAR TWO GAP OUT 15%:	718,349	581,276		YEAR TWO GAP OUT 5%:	7,613	127	230	31
	YEAR TWO TOTAL*:	4,070,643	3,293,895		YEAR TWO TOTAL*:	144,652	2,406	4,374	594
2017 - 2018 REAPPLY									
I-89	MAINLINE REAPPLY	1,640,180	1375504						
I-91	MAINLINE REAPPLY	913,787	770880						
I-189	MAINLINE REAPPLY	19,668	15734						
	SUBTOTAL:	2,573,635	2,162,118		* - SEE QUANTITY SHEET FOR ROUNDING AND TOTALS				
2017 -	SUBTOTAL:	2,573,635	2,162,118						
	YEAR ONE GAP OUT 8%:	205,891	172,969						
	YEAR ONE TOTAL*:	2,367,744	1,989,149						
2018 -	SUBTOTAL:	2,573,635	2,162,118						
	YEAR TWO GAP OUT 15%:	386,045	324,318						
	YEAR TWO TOTAL*:	2,187,590	1,837,800						

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(II6)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
SUMMARY OF MILEAGE TOTALS	SHEET 17 OF 34

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



LEGEND

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

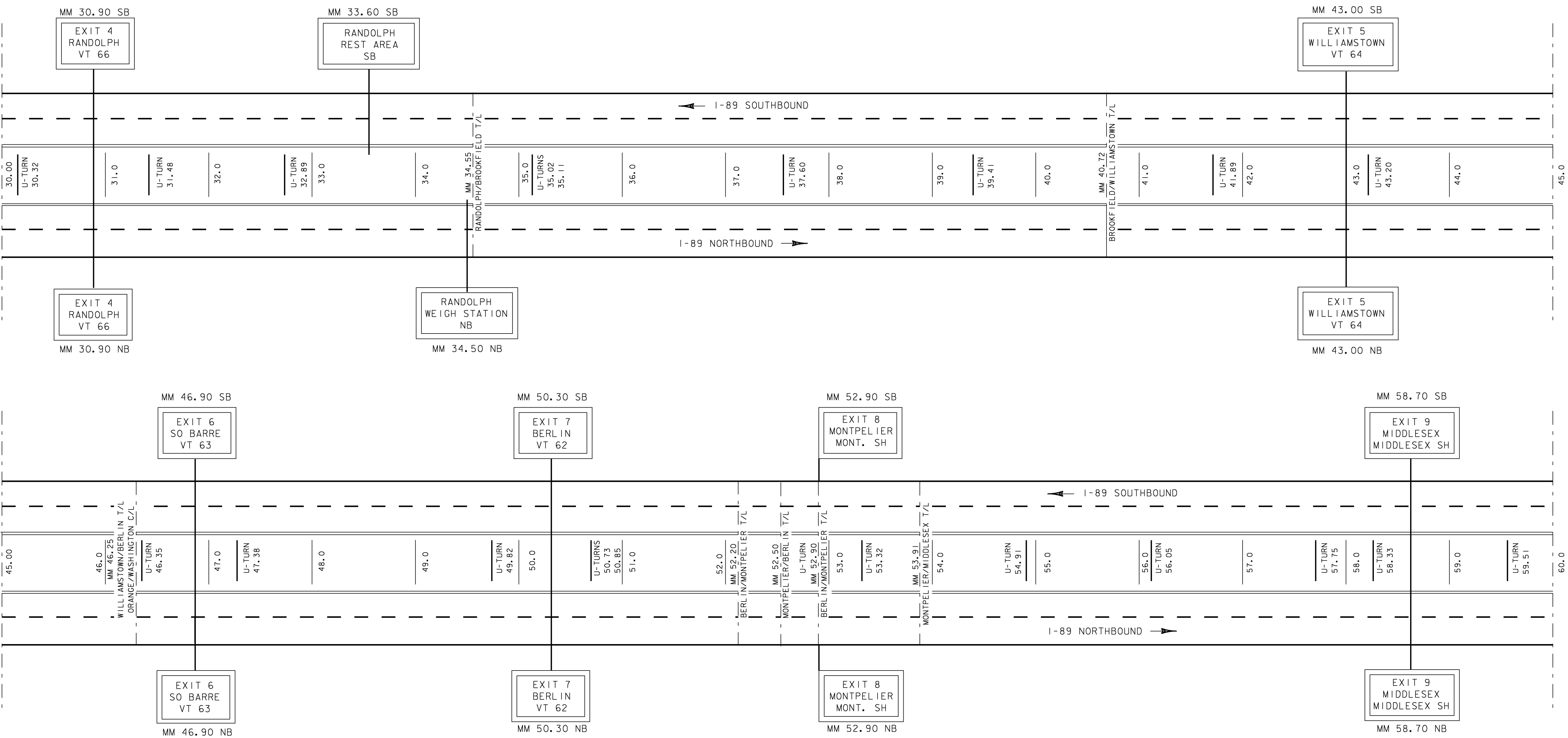
NOT TO SCALE

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(116)

FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-89 MAINLINE TREATMENT SCHEMATIC I	SHEET 18 OF 34

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



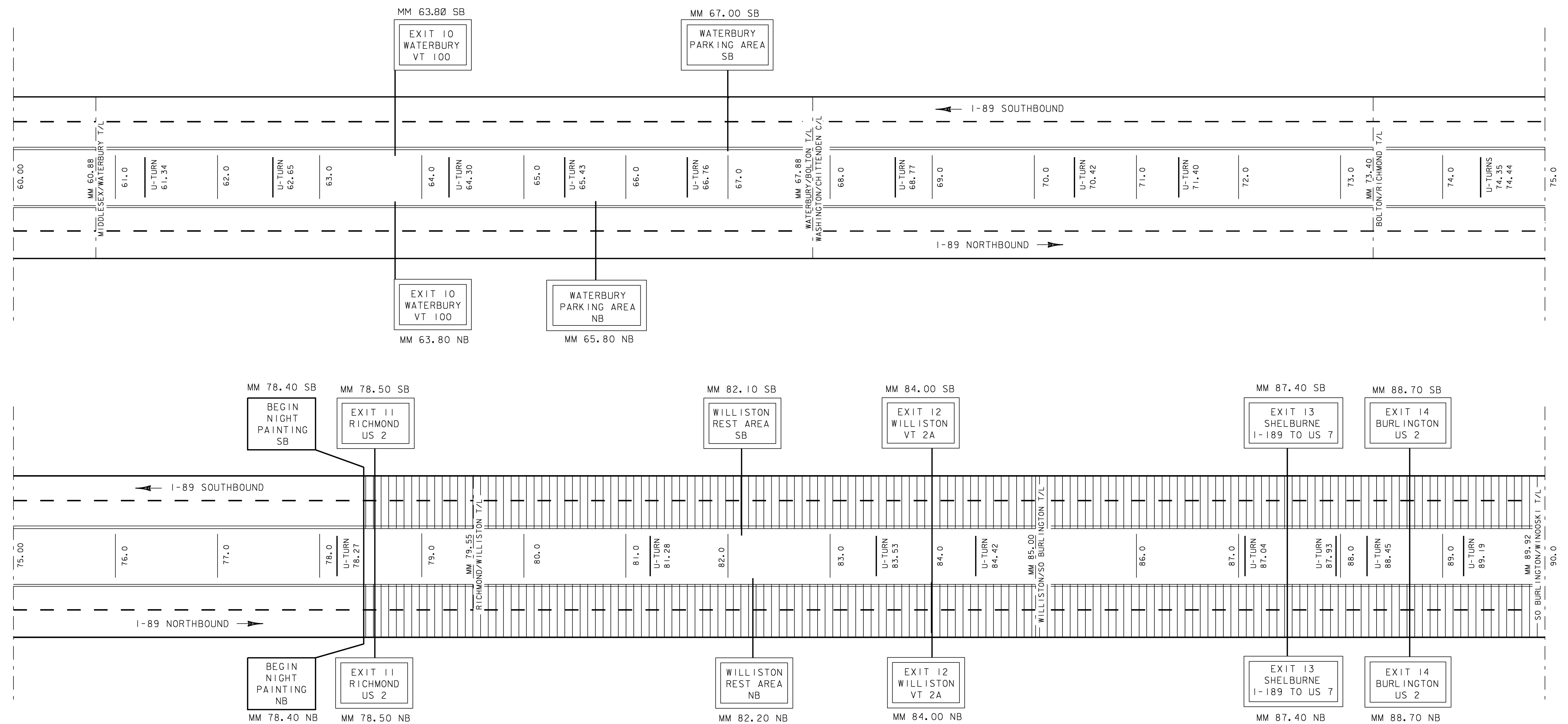
- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

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(II6)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-89 MAINLINE TREATMENT SCHEMATIC 2	SHEET 19 OF 34

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



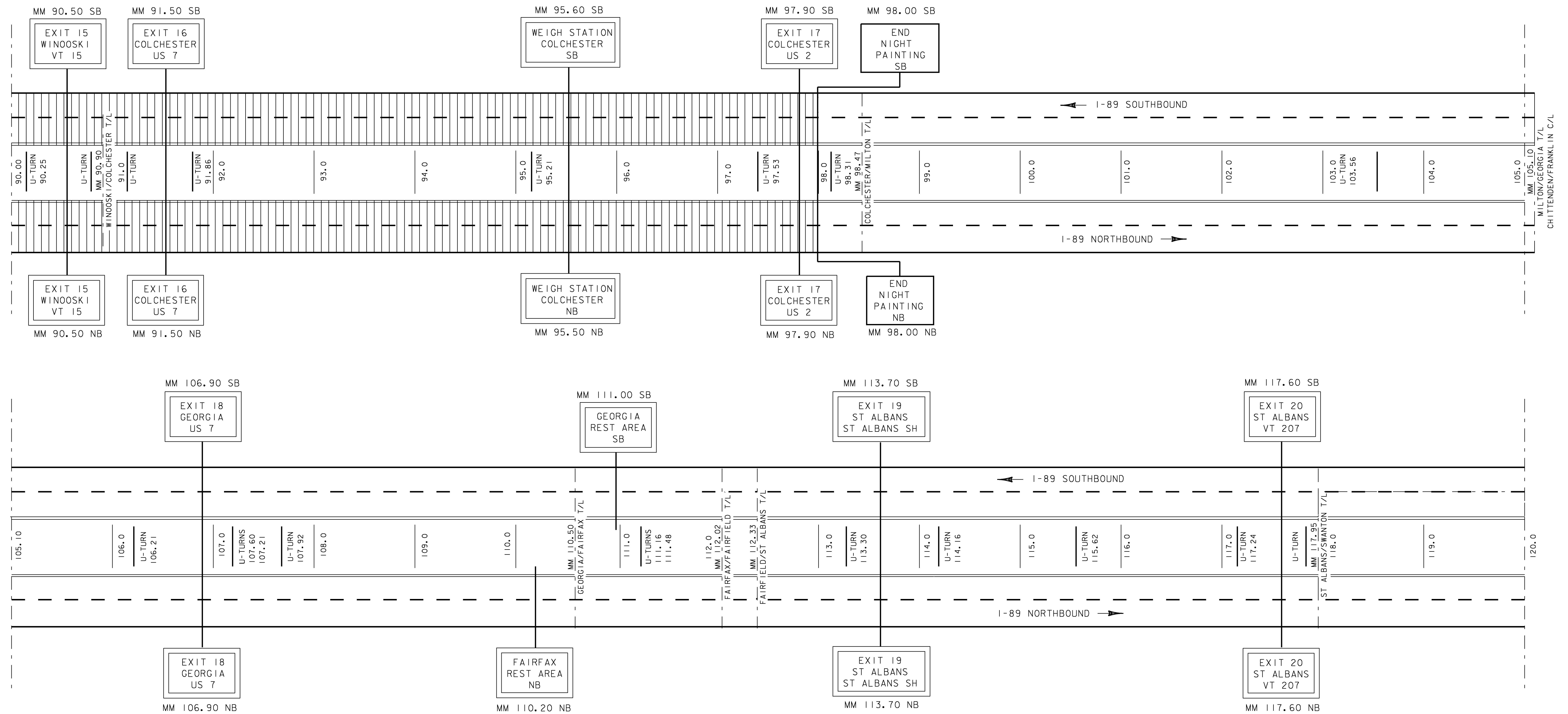
- LEGEND
- = AREA TO BE DONE AT NIGHT
 - = 6'' SOLID WHITE LINE
 - = 6'' DASHED WHITE LINE
 - = 6'' SOLID YELLOW LINE

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(II6)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-89 MAINLINE TREATMENT SCHEMATIC 3	SHEET 20 OF 34

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



LEGEND

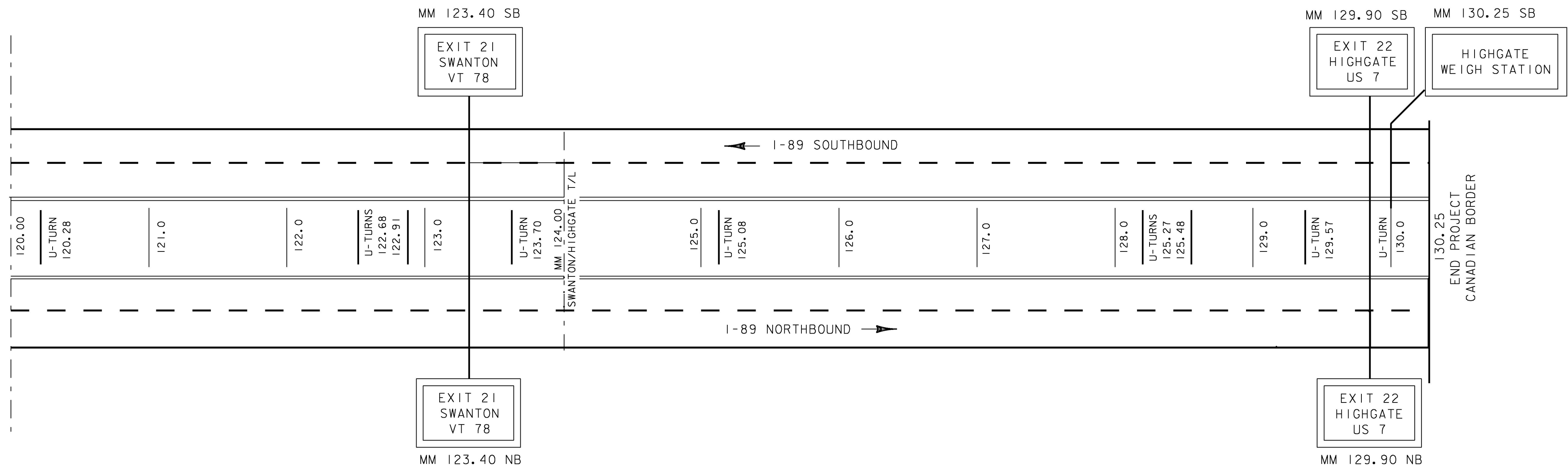
- = AREA TO BE DONE AT NIGHT
- = 6' SOLID WHITE LINE
- = 6' DASHED WHITE LINE
- = 6' SOLID YELLOW LINE

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-89 MAINLINE TREATMENT SCHEMATIC 4	SHEET 21 OF 34

INTERSTATE 89 MAINLINE TREATMENT SCHEMATIC



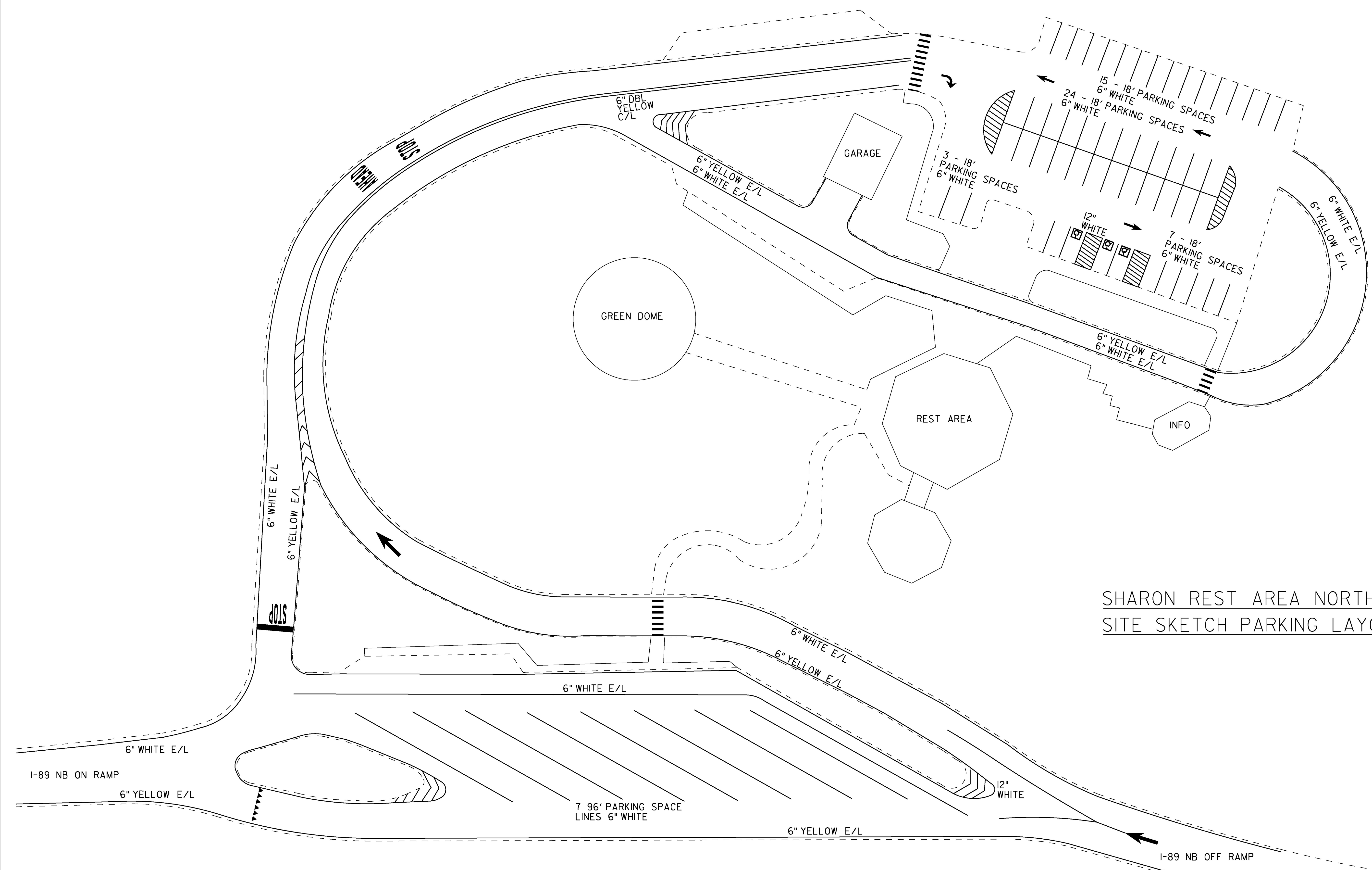
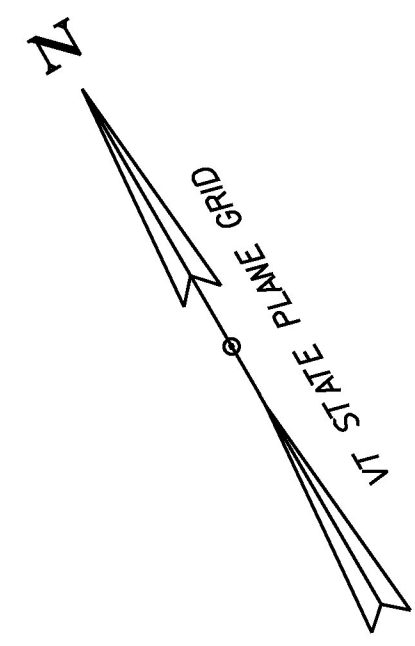
LEGEND

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

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-89 MAINLINE TREATMENT SCHEMATIC 5	SHEET 22 OF 34



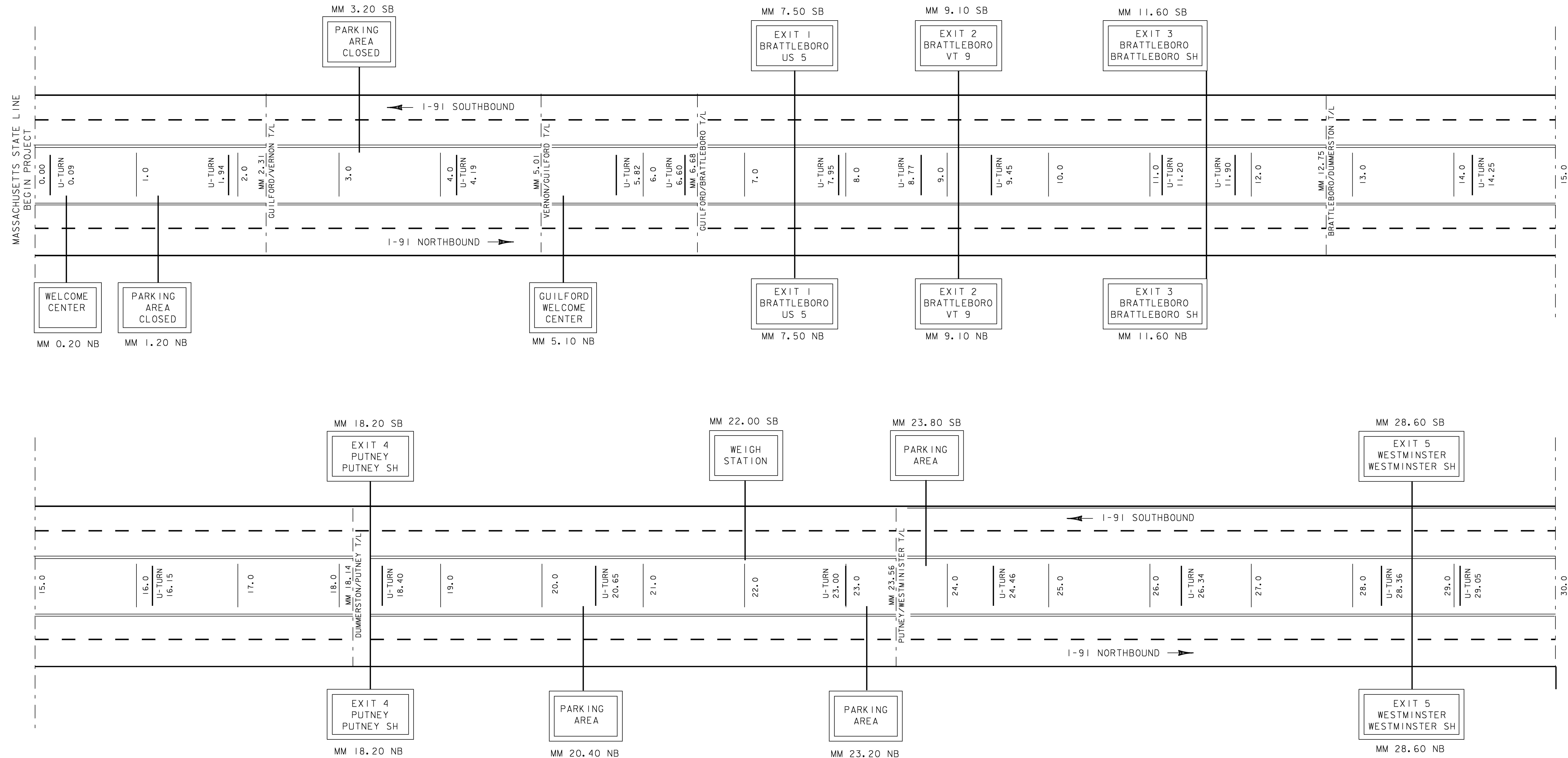
SHARON REST AREA NORTHBOUND
SITE SKETCH PARKING LAYOUT

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: IMG MARK(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: C. LATHROP
DESIGNED BY: P. DAY	CHECKED BY: P. DAY
SHARON REST AREA NORTHBOUND LAYOUT	SHEET 23 OF 34

INTERSTATE 89

NOT TO SCALE

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



LEGEND

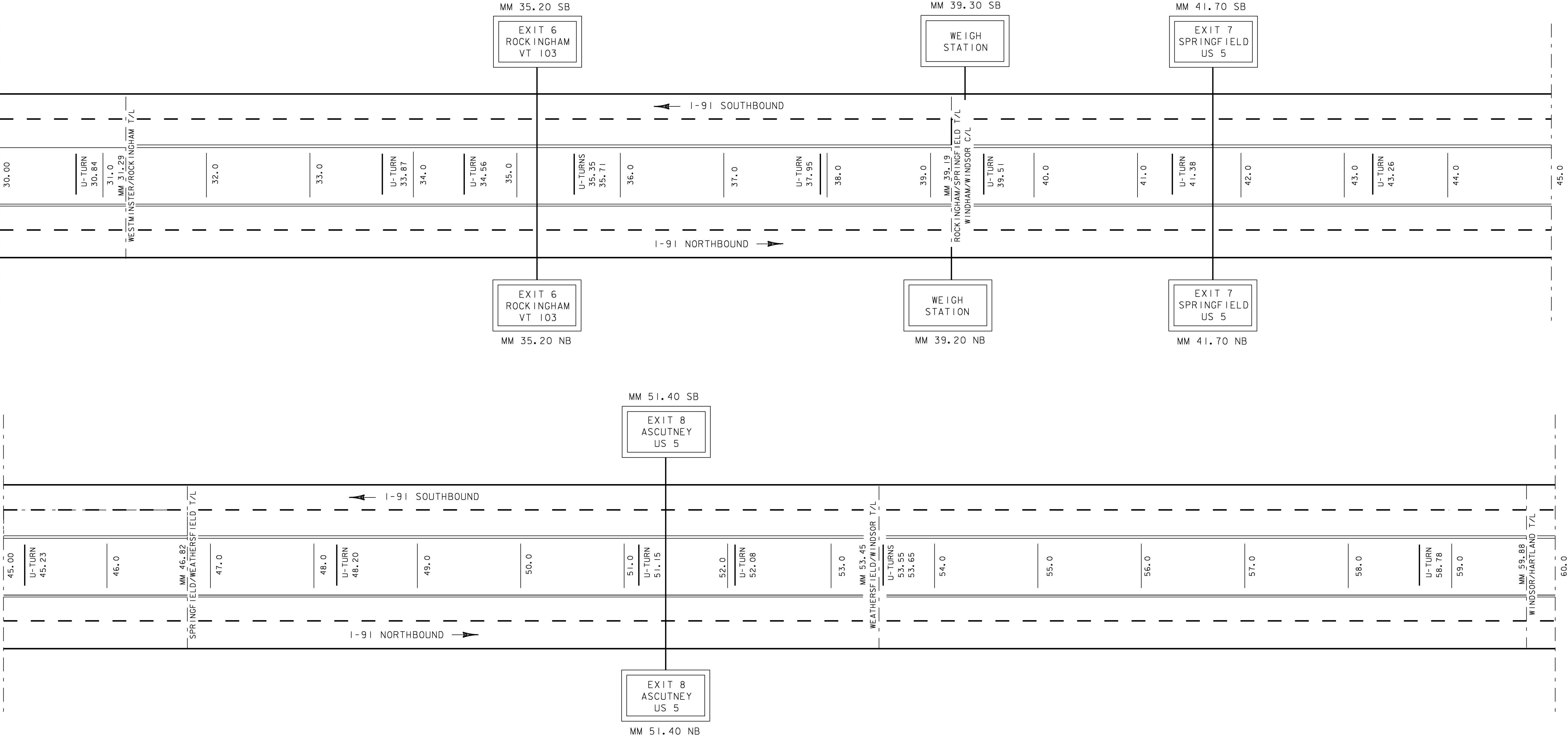
- [Hatched Box] = AREA TO BE DONE AT NIGHT
- [Solid Line] = 6'' SOLID WHITE LINE
- [Dashed Line] = 6'' DASHED WHITE LINE
- [Double Solid Line] = 6'' SOLID YELLOW LINE

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-91 MAINLINE TREATMENT SCHEMATIC 1	SHEET 25 OF 34

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



LEGEND

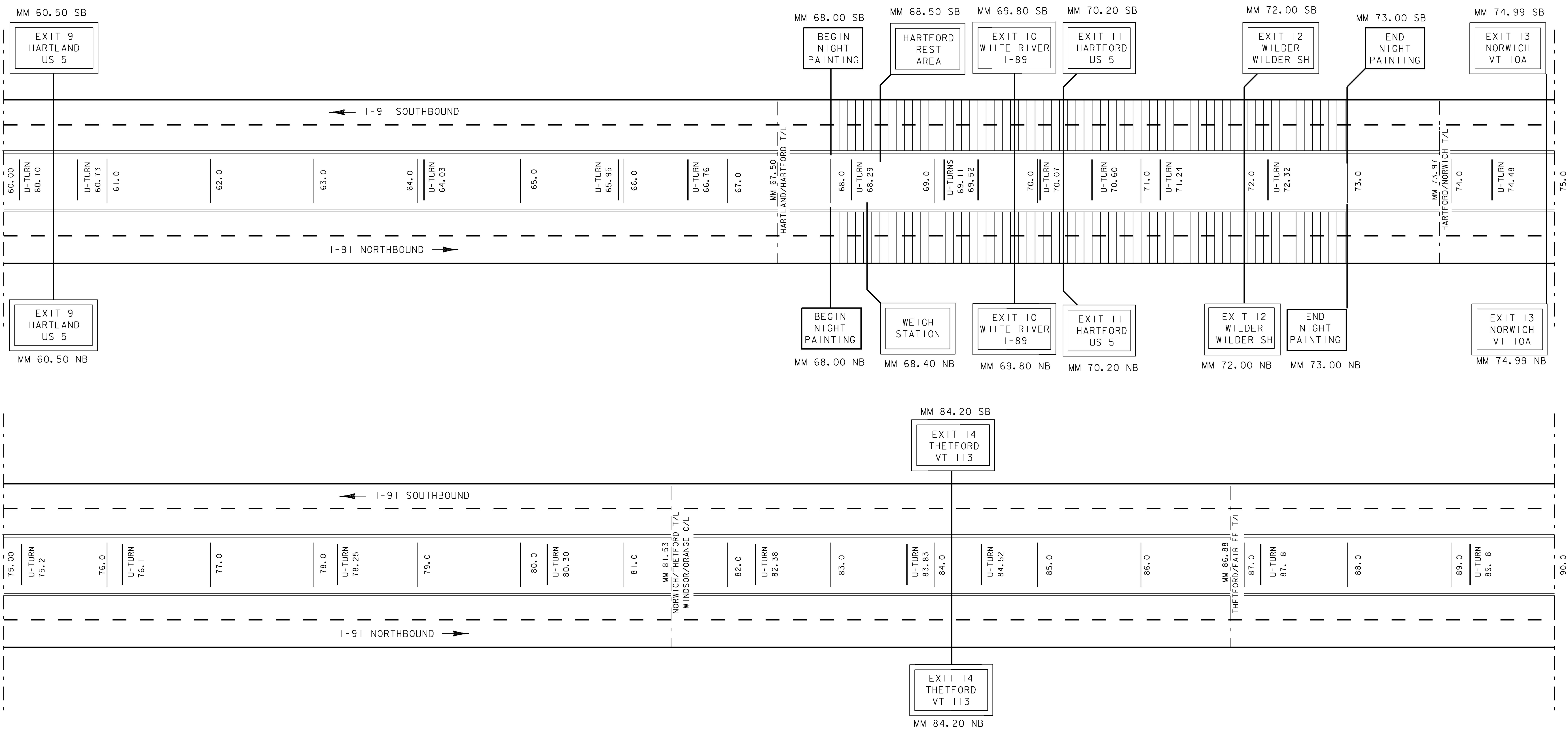
- = AREA TO BE DONE AT NIGHT
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-91 MAINLINE TREATMENT SCHEMATIC 2	SHEET 26 OF 34

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



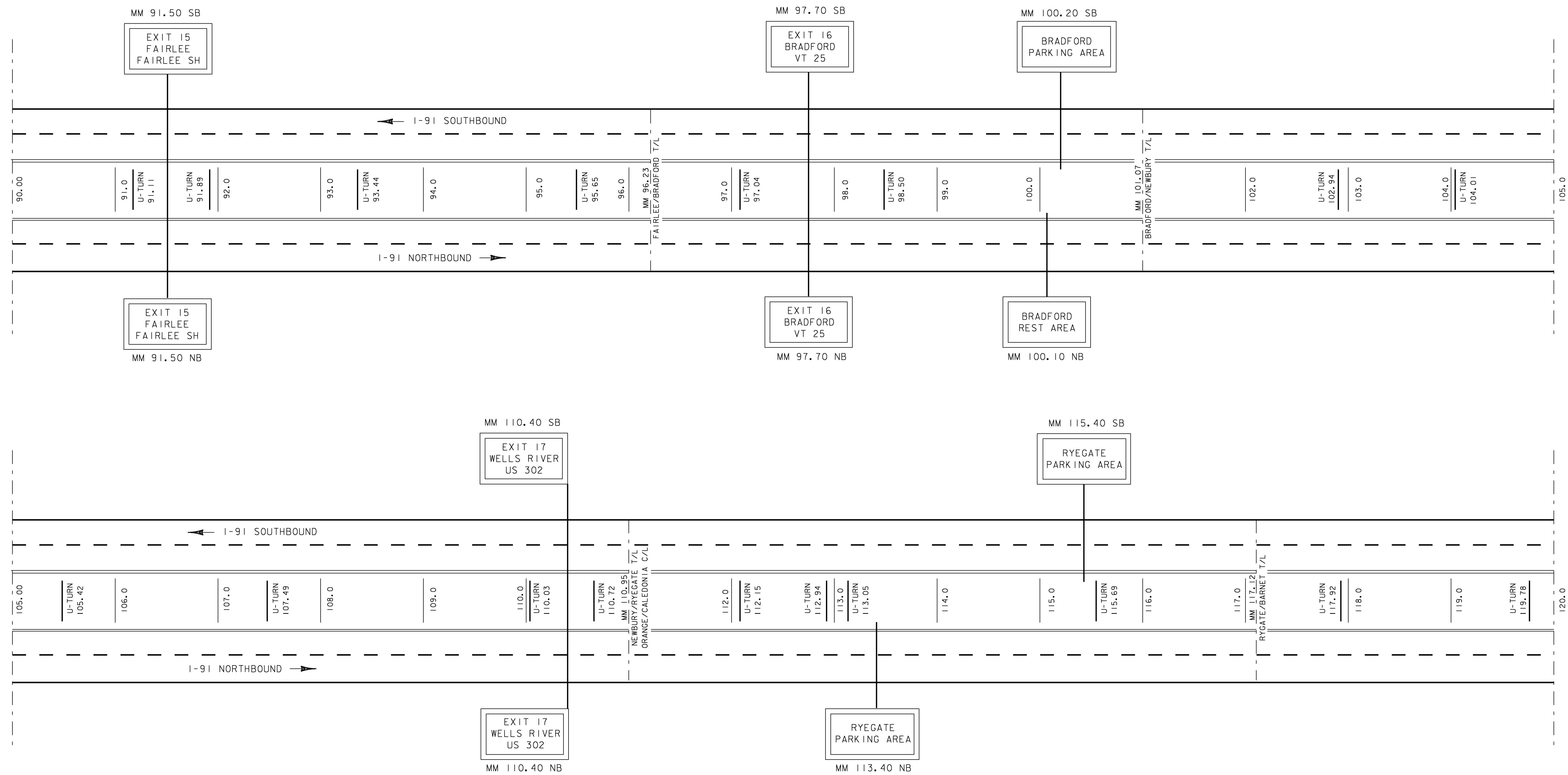
- LEGEND
- [Hatched Box] = AREA TO BE DONE AT NIGHT
 - [Solid Line] = 6' SOLID WHITE LINE
 - [Dashed Line] = 6' DASHED WHITE LINE
 - [Double Solid Line] = 6' SOLID YELLOW LINE

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-91 MAINLINE TREATMENT SCHEMATIC 3	SHEET 27 OF 34

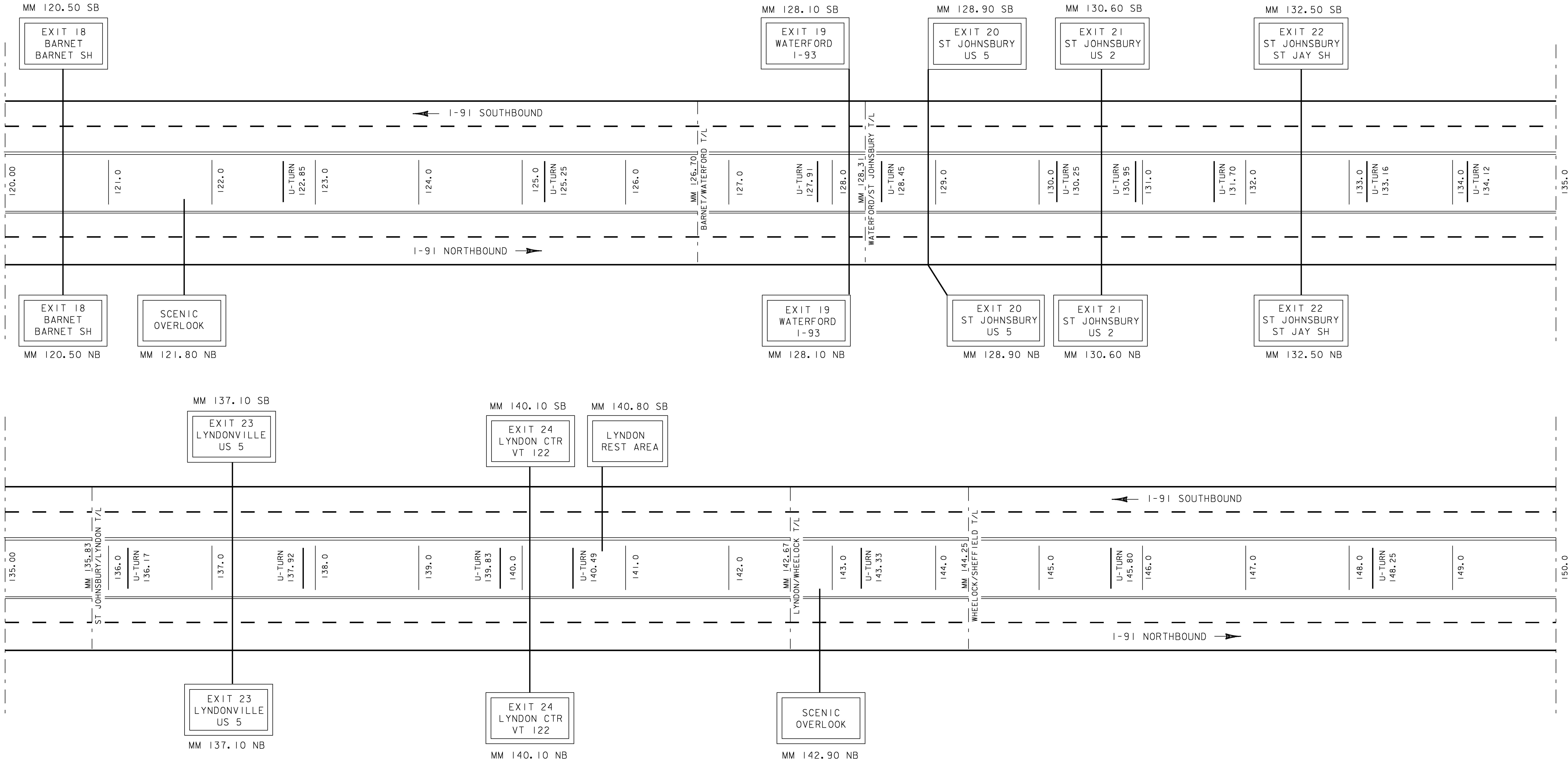
INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(116)
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-91 MAINLINE TREATMENT SCHEMATIC 4	SHEET 28 OF 34

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



LEGEND

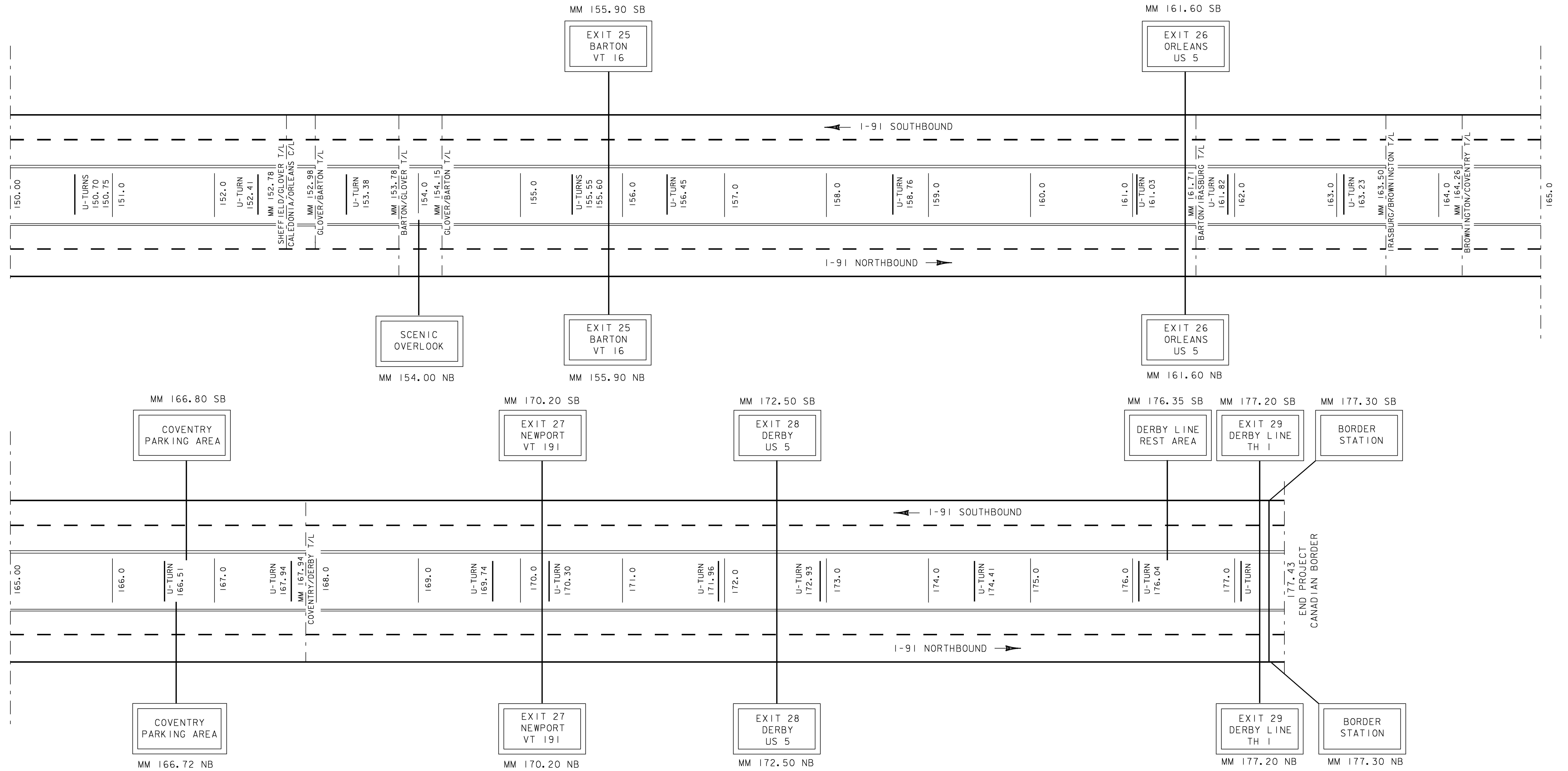
- = AREA TO BE DONE AT NIGHT
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-91 MAINLINE TREATMENT SCHEMATIC 5	SHEET 29 OF 34

INTERSTATE 91 MAINLINE TREATMENT SCHEMATIC



LEGEND

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

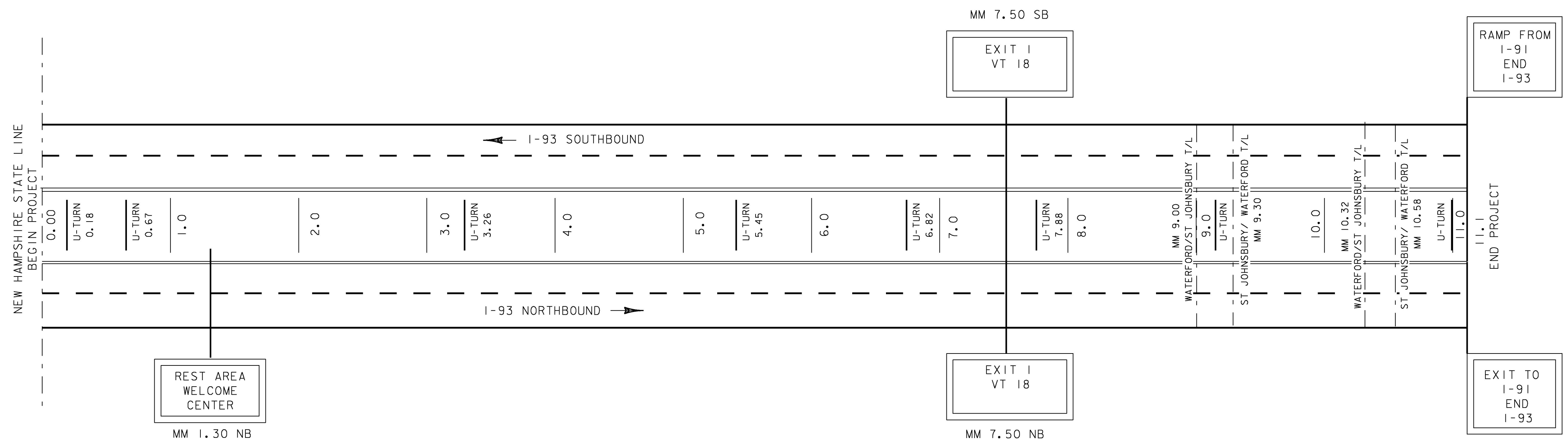
NOT TO SCALE

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	IMG MARK(II6)

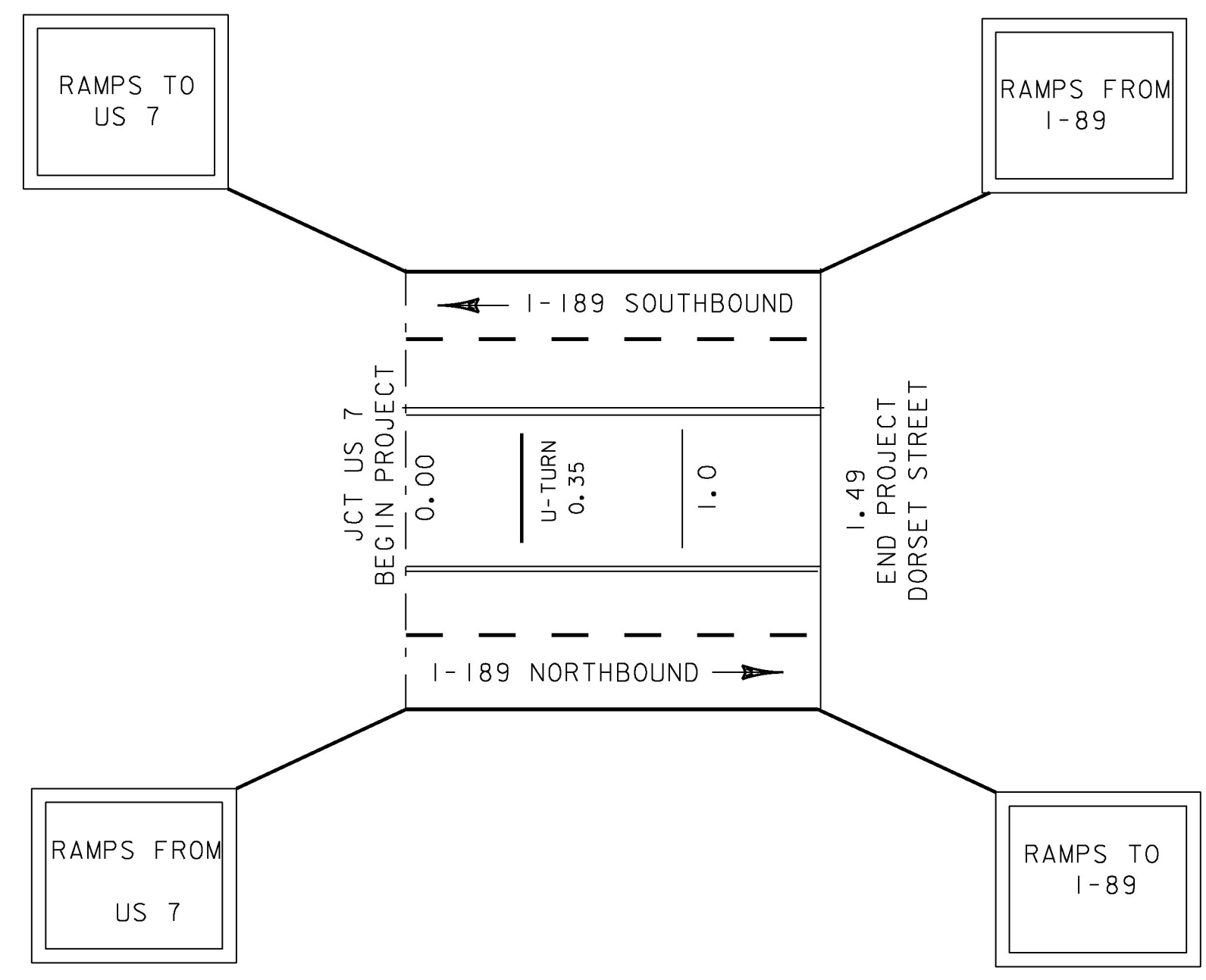
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-91 MAINLINE TREATMENT SCHEMATIC 6	SHEET 30 OF 34

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.

INTERSTATE 93 MAINLINE TREATMENT SCHEMATIC



INTERSTATE 189 MAINLINE TREATMENT SCHEMATIC



LEGEND

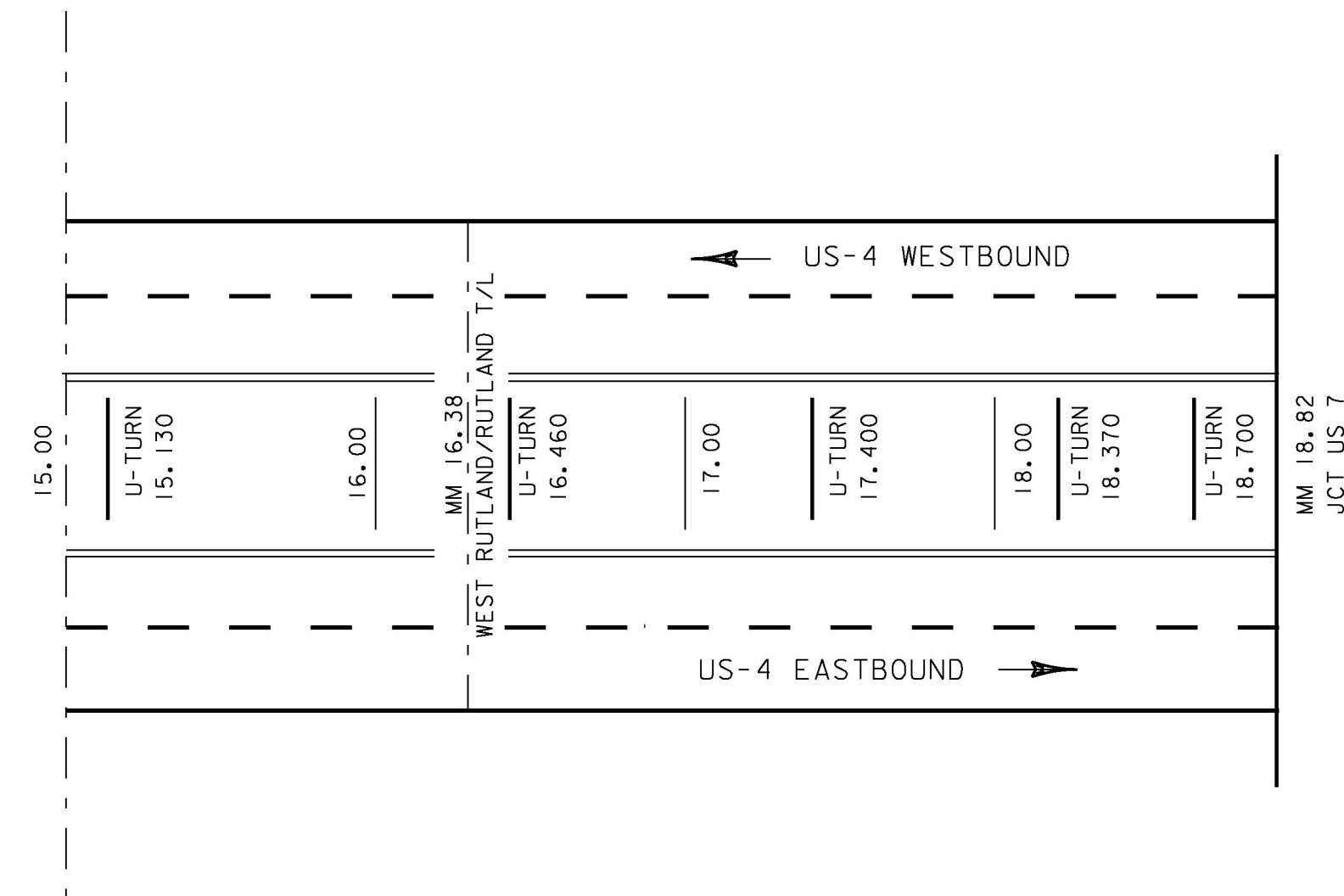
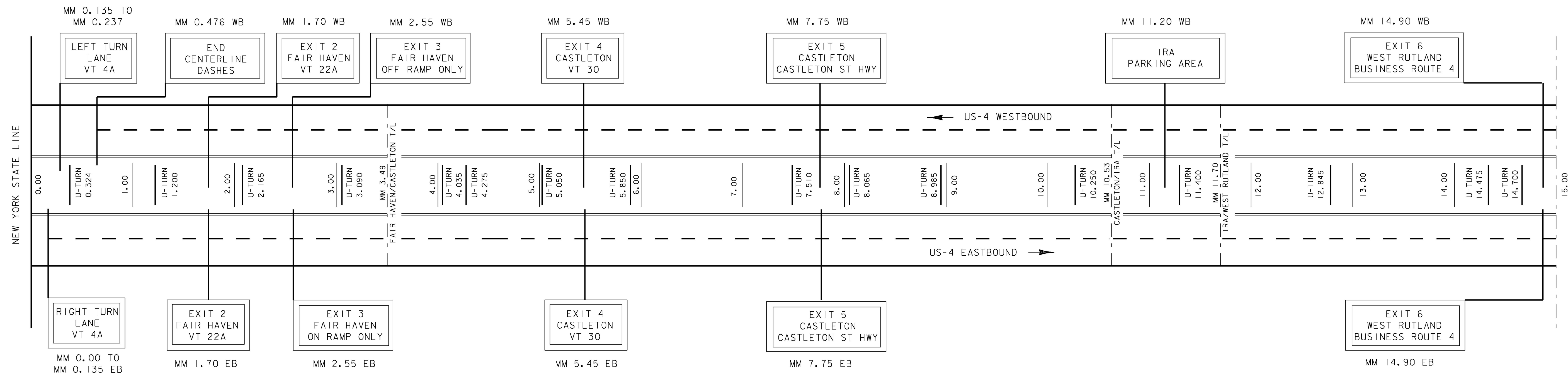
- = AREA TO BE DONE AT NIGHT
- = 6'' SOLID WHITE LINE
- = 6'' DASHED WHITE LINE
- = 6'' SOLID YELLOW LINE

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
I-93/I-189 MAINLINE TREATMENT SCHEMATIC SHEET 31 OF 34	

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(116)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
US-4 DIVIDED HIGHWAY MAINLINE SCHEMATIC SHEET 32 OF 34	

MESSAGES FOR PCMS

CHITTENDEN COUNTY AND WHITE RIVER AREA JCT 1 WEEK 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	S

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	S
	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	S
		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(II6)	
FILE NAME: z16+084.dgn	PLOT DATE: 1/23/2017
PROJECT LEADER: C. LATHROP	DRAWN BY: P. DAY
DESIGNED BY: P. DAY	CHECKED BY: C. LATHROP
MESSAGES FOR AWV/PV	SHEET 34 OF 34