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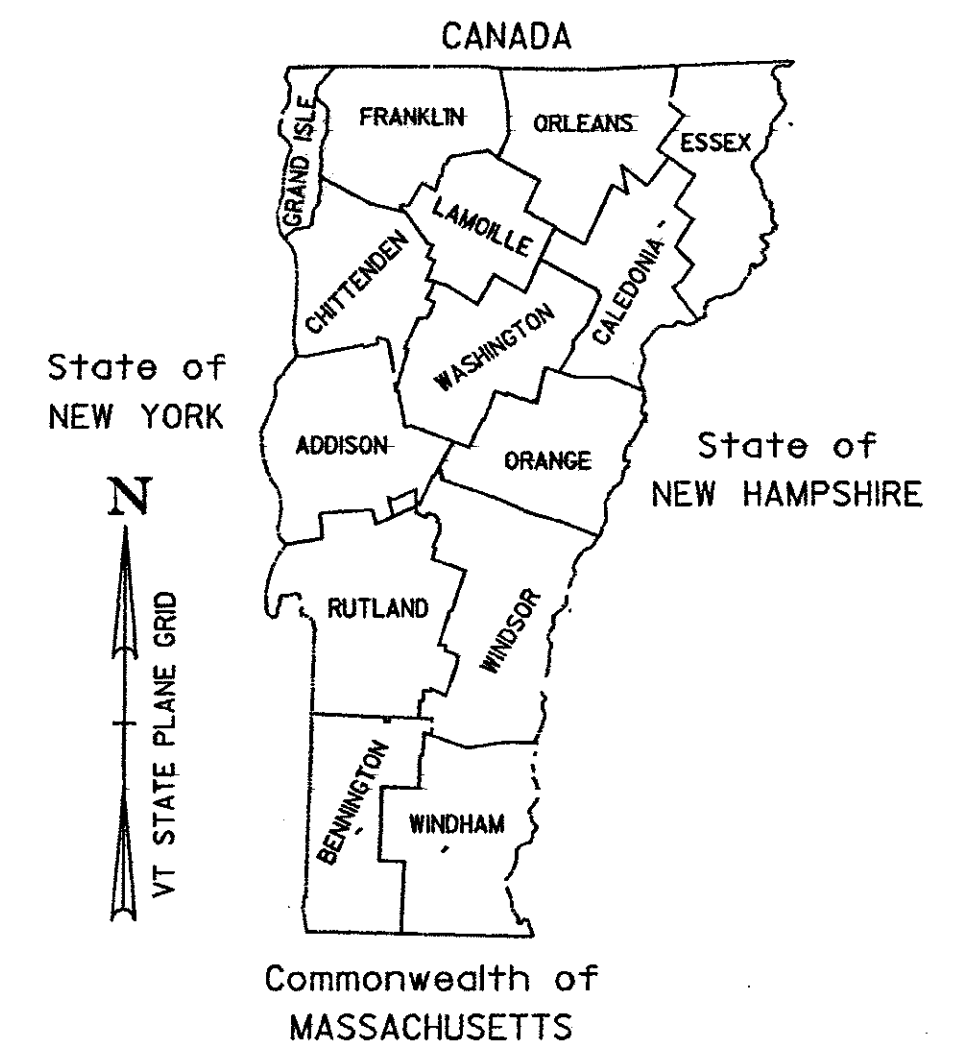
STANDARDS

- E-106 TRAFFIC CONTROL MISCELLANEOUS DETAILS 03/01/04
- E-110 TRAFFIC CONTROL FOR TYPICAL MOVING MAINTENANCE OPERATIONS 08/08/95

STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT STATEWIDE NATIONAL HIGHWAY SYSTEM MARKING NHG MARK (203)



PROPOSED IMPROVEMENT NATIONAL HIGHWAY SYSTEM PAVEMENT MARKING

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES GRINDING CENTERLINE RUMBLE STRIPS, NEW PAVEMENT MARKINGS INCLUDING CENTERLINES, EDGELINES, LANE LINES, DASHED AND DOTTED ACCELERATION AND DECELERATION LANES, GORE MARKINGS, RAMP EDGELINES, STOP BARS AND STOP LETTERS, SYMBOLS, AND CROSSWALKS.

VT 78 ALBURGH-SHELDON

US 2 BERLIN-DANVILLE

US 2 ST JOHNSBURY-NH LINE

US 7 DORSET-SO. BURLINGTON

US 4 RUTLAND TOWN-HARTFORD

VT 103 CHESTER-CLARENDON

VT 9 NY LINE-NH LINE

US 7 POWNAL-BENNINGTON

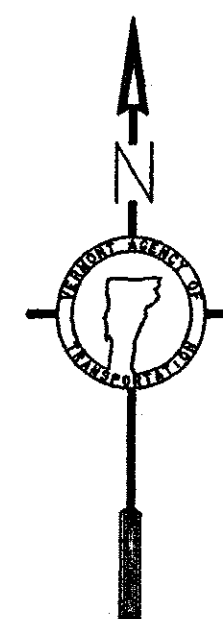
CONVENTIONAL SYMBOLS

COUNTY LINE	
TOWN LINE	
LIMITS OF ACCESS	
POINT OF ACCESS	
FENCE LINE	
STONE WALL	
TRAVELED WAY	
GUARD RAIL	
RAILROAD	
SURVEY LINE	
CULVERT	
POWER POLE	
TELEPHONE POLE	
TREES	
CONTROL OF ACCESS	
PROPERTY LINE	
R.O.W. TAKING LINE	
SLOPE RIGHTS	
TOP OF CUT	
TOE OF SLOPE	

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM

VERTICAL N/A
HORIZONTAL N/A



RECORD PLANS

CONTRACTOR: L&D SAFETY MARKINGS CORP. - BERLIN, VT
RESIDENT ENGINEER: BOB SUCKERT
CONSTRUCTION BEGAN: AUGUST 25, 2009
CONSTRUCTION COMPLETE: NOVEMBER 4, 2009
RECORD PLANS BY: BOB SUCKERT
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.
BY RESIDENT ENGINEER
DATE 2-25-11

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.

BUILT AS DESIGNED

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006. FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED DATE 5-18-09

PROJECT MANAGER : A GAMBLE

PROJECT NAME : STATEWIDE
PROJECT NUMBER : NHG MARK (203)

SHEET 1 OF 13 SHEETS

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

PROJECT:	PROJECT NO. :
STATEWIDE	NHG MARK (203)
DESIGN FILE NAME: 09b004.dgn	PLOT DATE: 17-JUL-2009
IPARM FILE NAME: 09b004qs.i	SURVEY DATE:
SURVEYED BY:	DRAWN BY: KAS
SQUAD LEADER: A GAMBLE	SHEET: 2 OF 13

SUMMARY OF QUANTITITES BY ROUTE

ROUTE	TOWN	MM	TO	MM	4" WHITE LINE	4" YELLOW LINE	8" WHITE LINE	8" YELLOW LINE	STOP BAR	LETTER OR SYM.	CROSS WALK	REMOVAL	REMARKS
VT 9	BENNINGTON	0.00	-	3.12	33,182	29,792	-	-	-	-	-	-	
VT 9	BENNINGTON	5.90	-	6.87	-	-	-	-	-	-	-	-	
VT 9	WOODFORD	0.00	-	8.67	94,830	86,671	-	-	-	12	-	-	SCHOOL(2) MM 8.67 WOODFORD-MM 3.54 SEARSBURG 2009 PROJECT
VT 9	SEARSBURG	3.54	-	5.68	22,600	19,155	-	-	-	-	-	-	
VT 9	WILMINGTON	0.00	-	1.67	17,636	14,411	-	-	-	-	-	-	MM 1.67 WILMINGTON-MM 7.22 WILMINGTON 2008 PROJECT
VT 9	MARLBORO	0.00	-	8.30	90,638	86,158	-	-	-	18	-	-	SCHOOL(3)
VT 9	BRATTLEBORO	0.00	-	4.26	47,346	43,456	-	250	-	35	-	166	ARROW(15) ONLY(5) REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
VT 9	BRATTLEBORO	7.10	-	7.25									APROX. 1000' BETWEEN THE ROUNDABOUT AND THE NH LINE
	TOTAL VT 9				306,232	279,643	-	250	-	65	-	166	
VT 78	ALBURGH	0.00	-	3.33	39,169	24,864	-	-	20	13	-	-	STOP(2) AHEAD(1)
VT 78	SWANTON	0.00	-	6.34	71,496	51,246	-	400	60	57	40	17	SCHOOL(1) SIGNAL(1) AHEAD(1) ARROW(12) ONLY(7)
VT 78	SWANTON	7.38	-	8.13									REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
VT 78	HIGHGATE	0.00	-	7.73	81,630	71,900	-	-	-	6	-	-	SCHOOL(1)
VT 78	SHELDON	0.00	-	1.84	19,430	18,530	-	-	20	13	-	-	STOP(2) AHEAD(1)
	TOTAL VT 78				211,725	166,540	-	400	100	89	-	17	
	SHEET TOTALS				517,957	446,183	-	650	100	154	40	183	

ROUTE QUANTITIES SHEET 1	PROJECT: STATEWIDE	PROJECT NO.: NHG MARK (203)
	DESIGN FILE NAME: 09b004.dgn IPARM FILE NAME: 09b004rql.i SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 17-JUL-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 3 OF 13

SUMMARY OF QUANTITITES BY ROUTE

ROUTE	TOWN	MM	TO	MM	4" WHITE LINE	4" YELLOW LINE	8" WHITE LINE	8" YELLOW LINE	STOP BAR	LETTER OR SYM.	CROSS WALK	REMOVAL	REMARKS
VT 103	ROCKINGHAM	0.00	-	6.75									MM 0.00 ROCKINGHAM-MM 6.75 ROCKINGHAM 2009 PROJECT (NO WORK)
VT 103	CHESTER	0.00	-	2.00									MM 0.00 CHESTER-MM 2.00 CHESTER 2009 PROJECT (NO WORK)
VT 103	CHESTER	2.00	-	2.60	6,350	6,350	-	-	-	-	-	-	
VT 103	CHESTER	4.27	-	9.88	56,180	47,690	-	-	-	-	-	-	MM 4.27 CHESTER-MM 9.88 CHESTER 2007 PROJECT 50% NEEDS REPAIR
VT 103	CAVENDISH	0.00	-	3.74									MM 0.00 CAVENDISH-MM 3.74 CAVENDISH 2007 PROJECT 50% NEEDS REPAIR
	LUDLOW	0.00	-	1.29									MM 0.00 LULOW-MM 1.29 LULOW 2007 PROJECT 50% NEEDS REPAIR
VT 103													
	LUDLOW	2.86	-	5.78	38,026	32,090	-	-	-	30	-	-	ARROW(6) ONLY(6)
VT 103													
	MT HOLLY	0.00	-	7.86	83,820	67,775	-	-	-	-	-	-	
VT 103													
	SHREWSBURY	0.00	-	4.24	45,304	36,520	-	-	60	4	-	-	RR XING (2) PAY ITEM 646.32
VT 103													
	CLARENDON	0.00	-	1.97	20,804	14,850	250	100	15	-	-	-	
	VT 103 TOTAL				250,484	205,275	250	100	75	34	-	-	
US 4	RUTLAND TOWN	0.00	-	1.23	14,375	13,628	-	375	65	44	-	143	SIGNAL(1) AHEAD(1) ARROW(9) ONLY(5)
													REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 4	MENDON	0.00	-	5.93	69,390	63,235	-	350	-	20		40	ARROW(4) ONLY(4) REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
												46,360	REMOVAL=GRINDING EXISTING CENTERLINE OFF FOR CENTERLINE RUMBLE STRIPS
US 4	KILLINGTON	0.00	-	7.60	93,534	59,814	940	1,100	15	68	-	360	STOP(2) AHEAD(1) ARROW(11) ONLY(11)
													REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 4	BRIDGEWATER	0.00	-	6.00	36,430	-	-	-	-	-	-	-	MM 7.60 KILLINGTON-MM 6.00 BRIDGEWATER 2007 PROJECT 50% OF WHITE NEEDS REPAIR
													MM 6.00 BRIDGEWATER-MM 5.65 WOODSTOCK 2008 PROJECT
US 4	WOODSTOCK	7.22	-	9.65	25,300	25,300	-	-	-	-	28	-	
US 4	HARTLAND	0.00	-	0.77	8,130	8,130	-	-	-	-	-	-	
US 4	HARTFORD	0.00	-	9.35	99,792	93,544	245	600	12	67	100	348	STOP(2) AHEAD(1) ARROW(10) DBLARROW(3) ONLY(5) YIELD(2)
													REMOVAL=ALIGNING ARROW'S AND ONLY'S AND REPLACING YIELD WORDS
													WITH YIELD MARKINGS PER 2003 MUTCD
	US 4 TOTALS				346,951	263,651	1,185	2,425	92	199	128	47,251	
	SHEET TOTALS				597,435	468,926	1,435	2,525	167	233	128	47,251	

ROUTE QUANTITIES SHEET 2	PROJECT:	PROJECT NO. :
	STATEWIDE	NHG MARK (203)
	DESIGN FILE NAME: 09b004.dgn IPARM FILE NAME: 09b004rq2.i SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 17-JUL-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 4 OF 13

SUMMARY OF QUANTITITES BY ROUTE

ROUTE	TOWN	MM	TO	MM	4" WHITE LINE	4" YELLOW LINE	8" WHITE LINE	8" YELLOW LINE	STOP BAR	LETTER OR SYM.	CROSS WALK	REMOVAL	REMARKS
US 2	BERLIN	0.00	-	1.39	14,680	14,290	-	-	-	-	-	-	
US 2	BARRE TOWN	0.00	-	0.09	910	570	-	-	-	-	-	-	
US 2	EAST MONTPELIER	0.00	-	4.82	50,900	44,730	-	-	-	-	-	-	
US 2	PLAINFIELD	0.00	-	1.49	15,788	12,618	-	-	-	-	26	-	
US 2	MARSHFIELD	0.00	-	8.21	86,785	84,540	-	-	-	6	-	-	ARROW(2) ONLY(1)
US 2	CABOT	0.00	-	6.23	67,600	64,100	-	-	-	-	-	-	
US 2	DANVILLE	0.00	-	1.78	18,800	24,030	-	-	-	18	94	-	SCHOOL(3)
US 2	DANVILLE	1.78	-	4.05									2007 PROJECT GOOD CONDITION (NO WORK)
US 2	DANVILLE	4.05	-	4.76	7,500	7,500							
US 2	DANVILLE	4.76	-	6.50	14,300								2007 PROJECT 25% OF WHITE NEEDS REPAIR (APPROX.)
US 2	DANVILLE	6.50	-	9.13									2007 PROJECT GOOD CONDITION (NO WORK)
US 2	ST JOHNSBURY	0.00	-	2.68									2007 PROJECT GOOD CONDITION (NO WORK)
US 2	ST JOHNSBURY	4.70	-	8.64	41,760	40,660	250	-	-	-	-	-	
US 2	KIRBY	0.00	-	0.97	10,190	10,190	-	-	-	-	-	-	
US 2	CONCORD	0.00	-	10.78	112,930	94,320	-	-	-	-	-	-	
US 2	LUNENBURG	0.00	-	9.03	94,616	80,696	-	-	-	12	70	-	SCHOOL(2)
US 2	GUILDHALL	0.00	-	1.16	12,220	10,450	-	-	-	-	-	-	
	TOTAL US 2				548,979	488,694	250	-	-	36	190	-	
	SHEET TOTALS				548,979	488,694	250	-	-	36	190	-	

ROUTE QUANTITIES SHEET 3	PROJECT: STATEWIDE	PROJECT NO. : NHG MARK (203)
	DESIGN FILE NAME: 09b004.dgn IPARM FILE NAME: 09b004rq3.i SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 17-JUL-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 5 OF 13

SUMMARY OF QUANTITITES BY ROUTE

ROUTE	TOWN	MM	TO	MM	4" WHITE LINE	4" YELLOW LINE	8" WHITE LINE	8" YELLOW LINE	STOP BAR	LETTER OR SYM.	CROSS WALK	REMOVAL	REMARKS
US 7	POWNAL	0.00	-	7.99	86,624	79,694	-	850	-	54	-	200	ARROW(10) ONLY(8) SCHOOL(2) REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 7	BENNINGTON	0.00	-	2.16	22,810	22,810	-	-	-	-	-	-	
US 7	DORSET	1.75	-	6.72	53,084	31,404	-	-	-	20	-	160	ARROW(4) ONLY(4) REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 7	MT TABOR	0.00	-	4.18	44,140	21,650	-	-	-	-	-	-	
US 7	DANBY	0.00	-	2.47	26,084	16,834	-	-	-	-	-	-	
US 7	WALLINGFORD	0.00	-	6.48	67,494	62,536	-	-	26	-	60	-	MM 6.48 WALLINGFORD-MM 1.79 RUTLAND TOWN 2006-2008 PROJECTS
US 7	RUTLAND TOWN	1.18	-	3.97	30,938	27,444	360	-	50	40	-	17	ARROW(2) ONLY(1) DBLARROW(6) SIGNAL(2) AHEAD(2)
													REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 7	PITTSFORD	0.00	-	7.59	81,796	74,430	325	600	-	50	80	225	ARROW(7) ONLY(7) SCHOOL(2) YIELD(1) REMOVAL=ALIGNING ARROW'S AND ONLY'S AND REPLACING
													YIELD WORDS WITH YIELD MARKINGS PER 2003 MUTCD
US 7	BRANDON	0.00	-	3.36	68,630	53,690	-	1,225	-	68	-	280	ARROW(12) ONLY(11) SCHOOL(2) REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 7	BRANDON	4.35	-	7.45									
US 7	LEICESTER	0.00	-	3.43	36,220	22,630	-	-	-	12	-	-	SCHOOL(2)
US 7	SALISBURY	0.00	-	4.50	47,520	31,825	-	-	-	-	-	-	
US 7	MIDDLEBURY	0.00	-	4.28	64,557	51,712	150	1,050	115	132	120	-	ARROW(22) ONLY(16) DBLARROW(6) SIGNAL(2) AHEAD(2) SCHOOL(2)
US 7	MIDDLEBURY	5.71	-	7.48									
US 7	NEW HAVEN	0.00	-	6.10	67,066	51,486	100	700	-	18	-	-	ARROW(4) ONLY(3) RRXING(2) MM 6.10 NEW HAVEN-MM 7.29 FERRISBURGH 2008 PROJECT
US 7	CHARLOTTE	0.00	-	6.55	72,243	51,953	-	925	80	60	-	57	ARROW(6) ONLY(5) DBLARROW(6) SIGNAL(2) AHEAD(2)
													REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
US 7	SHELBURNE	0.00	-	2.60	29,631	28,621	-	1,200	80	110	90	515	ARROW(13) ONLY(12) SIGNAL(4) AHEAD(4)
													REMOVAL=ALIGNING ARROW'S AND ONLY'S TO 2003 MUTCD
	US 7 TOTALS				798,837	628,719	935	6,550	351	564	350	1,454	
	SHEET TOTALS				798,837	628,719	935	6,550	351	564	350	1,454	
	PROJECT TOTALS				2,463,208	2,032,522	2,620	9,725	618	987	708	48,888	

ROUTE QUANTITIES SHEET 4	PROJECT: STATEWIDE	PROJECT NO. : NHG MARK (203)
	DESIGN FILE NAME: 09b004.dgn IPARM FILE NAME: 09b004rq4.i SURVEYED BY: SQUAD LEADER: A GAMBLE	PLOT DATE: 17-JUL-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 6 OF 13

PAVEMENT MARKINGS TO BE PERFORMED AT THE FOLLOWING LOCATIONS.
LOCATION MAY BE ADJUSTED BY THE RESIDENT ENGINEER TO ACCOUNT
FOR FIELD CONDITIONS.

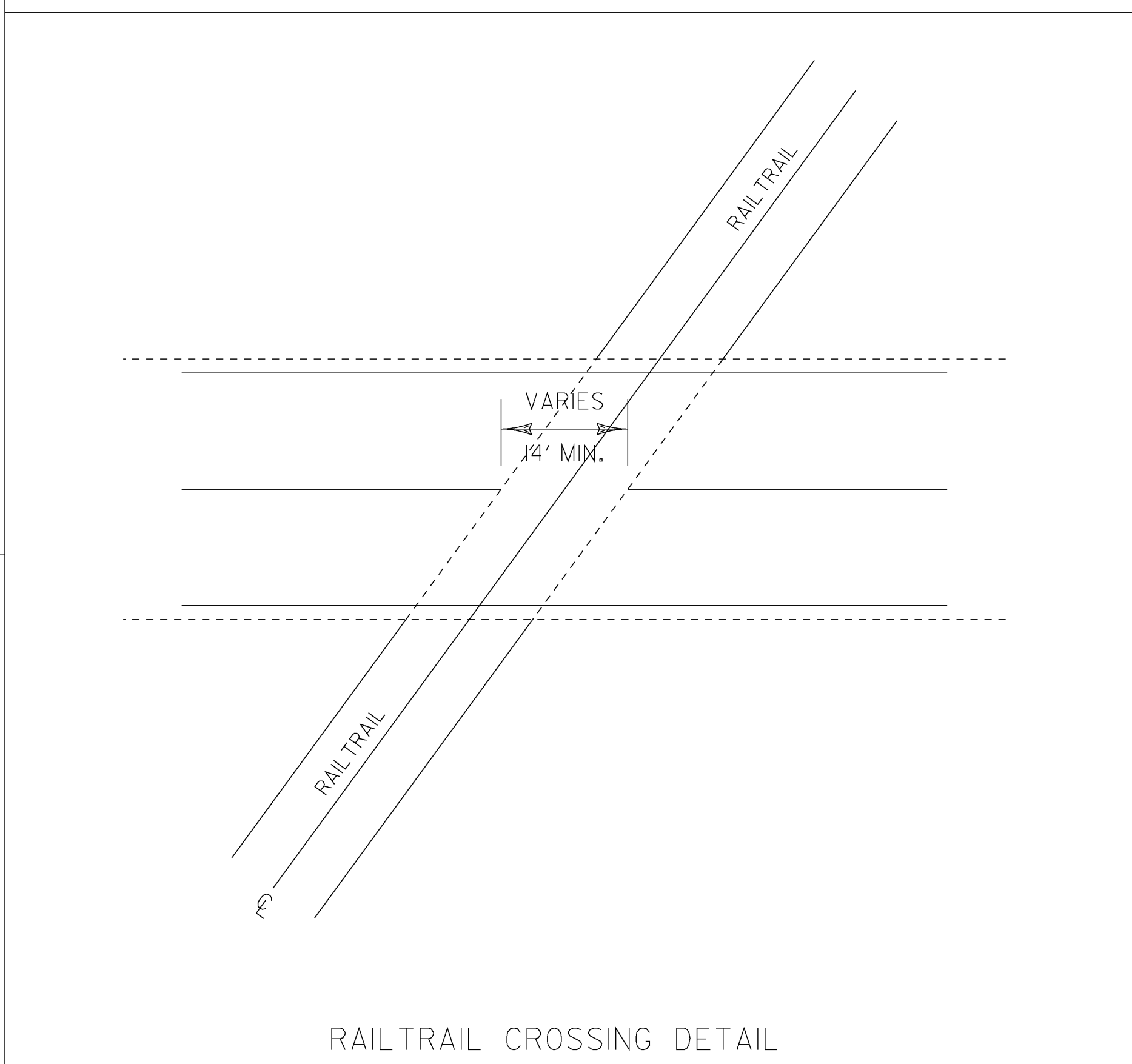
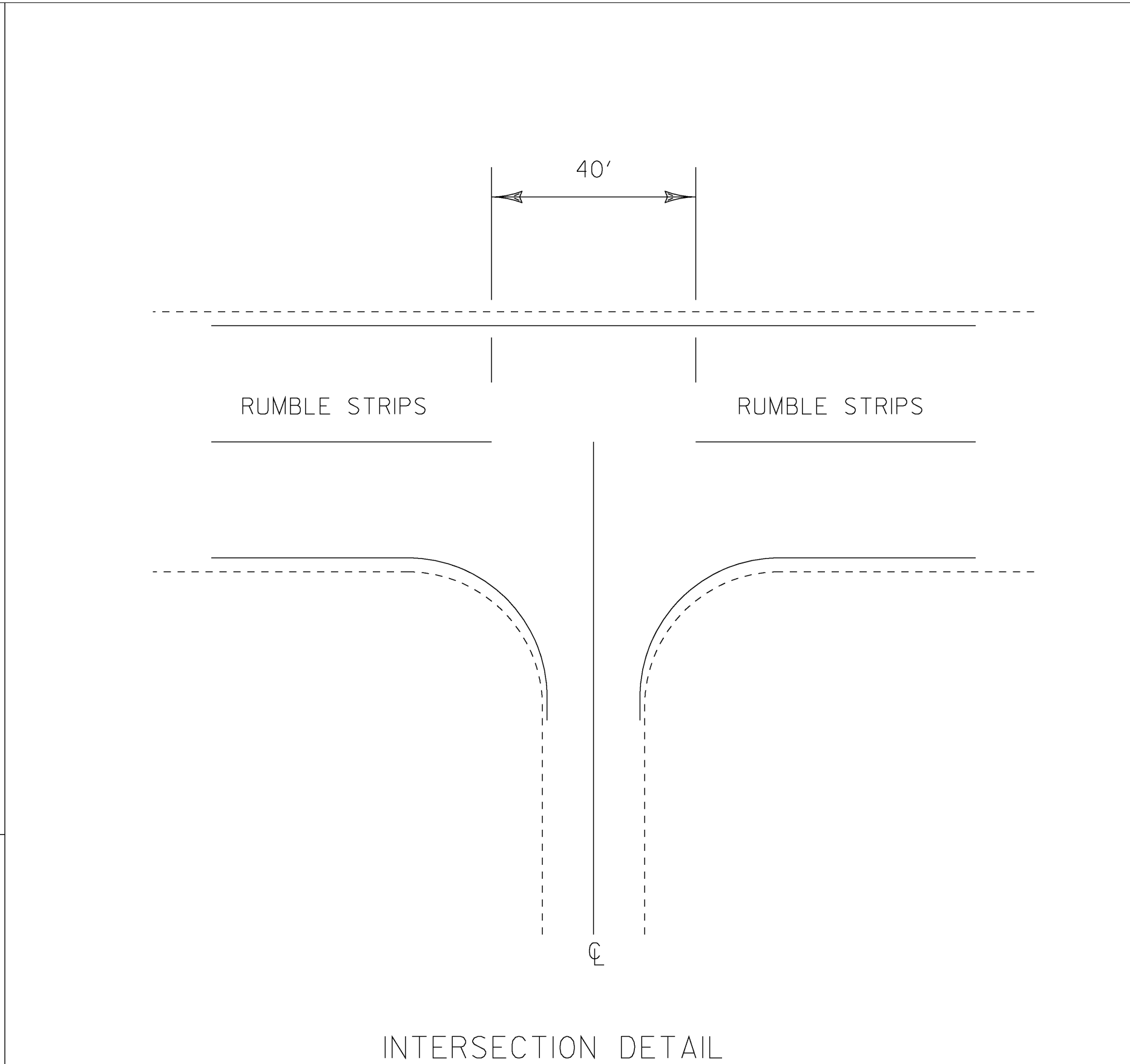
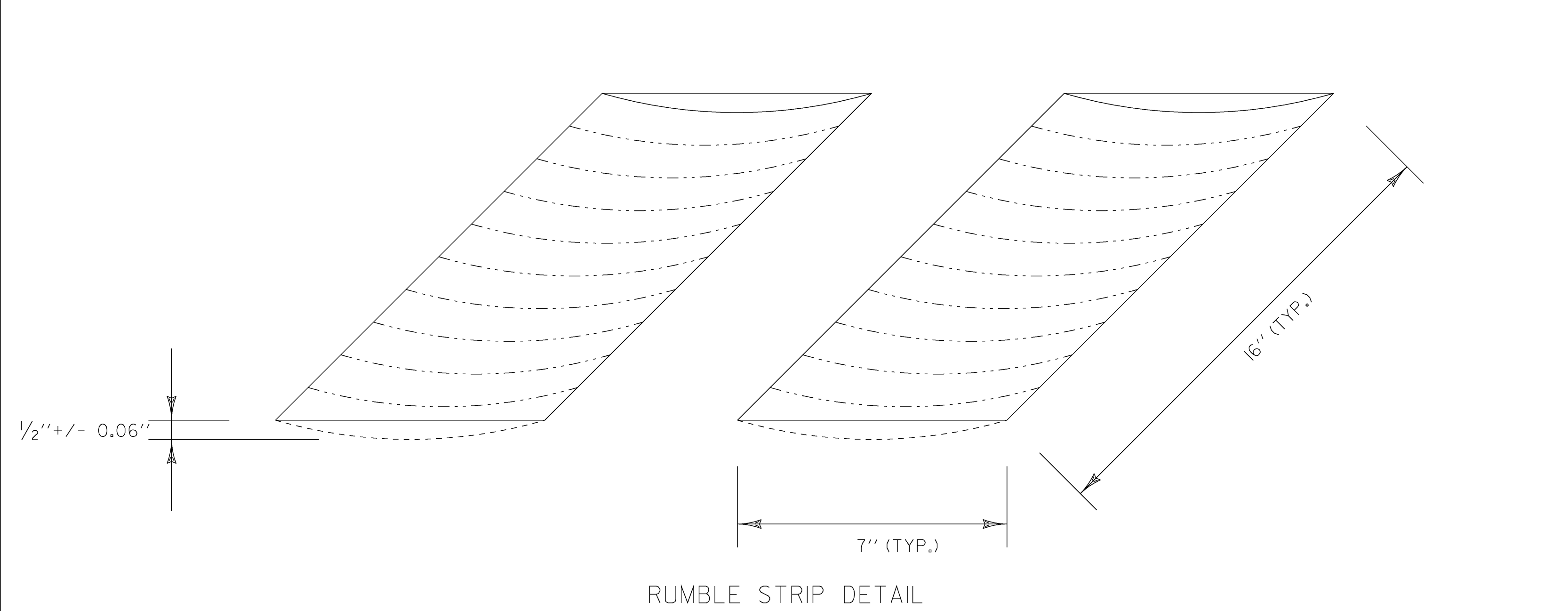
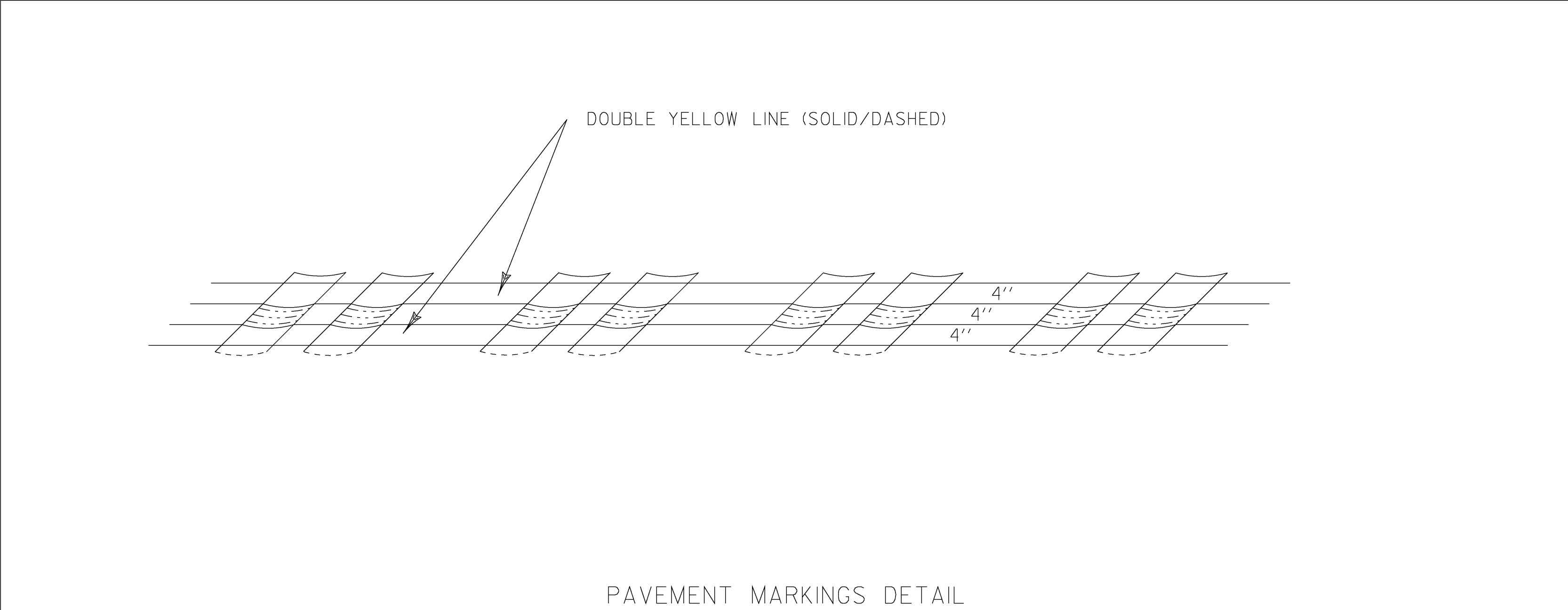
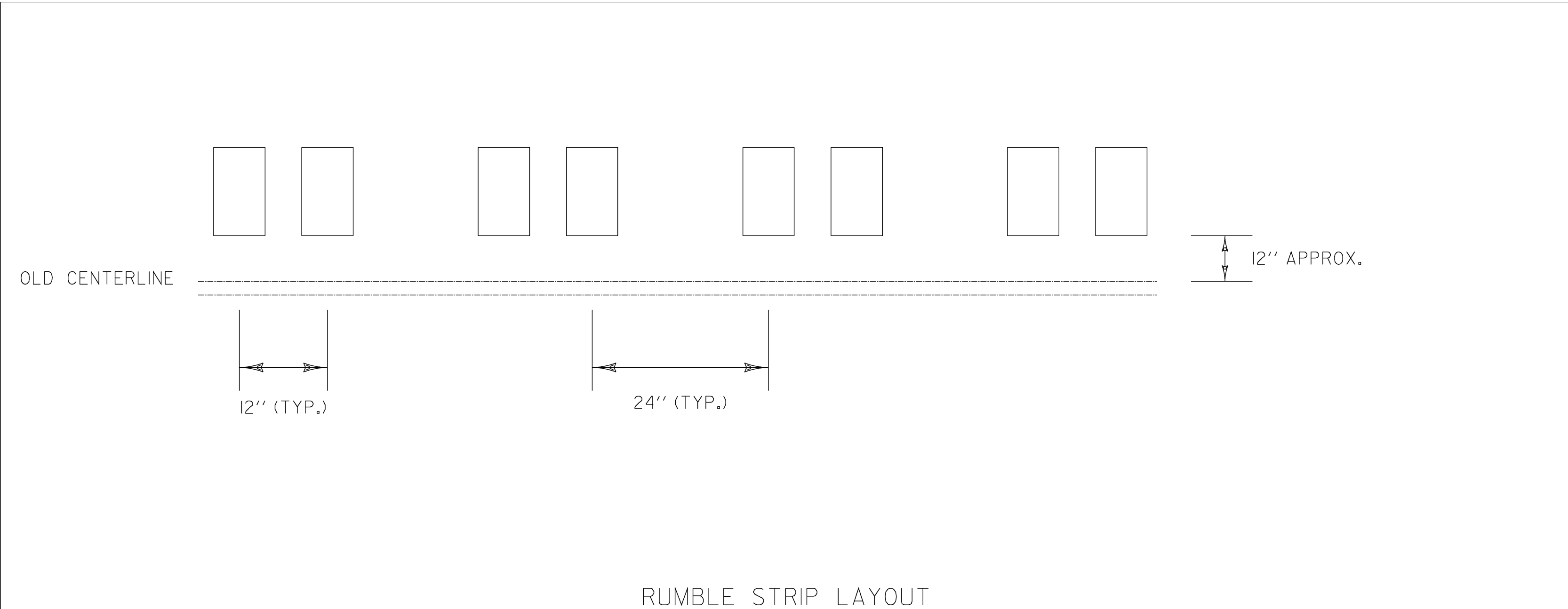
ROAD	TOWN BEGIN	MM BEGIN	TOWN END	MM END	LENGTH	ROAD	TOWN BEGIN	MM BEGIN	TOWN END	MM END	LENGTH	ROAD	TOWN BEGIN	MM BEGIN	TOWN END	MM END	LENGTH	
VT 9	BENNINGTON	0.00	BENNINGTON	3.12	3.12	US 2	BERLIN	0.00	BERLIN	1.39	1.39	US 7	POWNA	0.00	POWNA	7.99	7.99	
VT 9	BENNINGTON	5.90	BENNINGTON	6.87	0.97	US 2	BARRE TOWN	0.00	BARRE TOWN	0.09	0.09	US 7	BENNINGTON	0.00	BENNINGTON	2.16	2.16	
VT 9	WOODFORD	0.00	WOODFORD	8.67	8.67	US 2	E. MONTPELIER	0.00	E. MONTPELIER	4.82	4.82	US 7	DORSET	1.75	DORSET	6.72	4.97	
VT 9	SEARSBURG	3.54	SEARSBURG	5.68	2.14	US 2	PLAINFIELD	0.00	PLAINFIELD	1.49	1.49	US 7	MT TABOR	0.00	MT TABOR	4.18	4.18	
VT 9	WILMINGTON	0.00	WILMINGTON	1.67	1.67	US 2	MARSHFIELD	0.00	MARSHFIELD	8.21	8.21	US 7	DANBY	0.00	DANBY	2.47	2.47	
VT 9	MARLBORO	0.00	MARLBORO	8.30	8.30	US 2	CABOT	0.00	CABOT	6.23	6.23	US 7	WALLINGFORD	0.00	WALLINGFORD	6.48	6.48	
VT 9	BRATTLEBORO	0.00	BRATTLEBORO	4.26	4.26	US 2	DANVILLE	0.00	DANVILLE	1.78	1.78	US 7	RUTLAND TOWN	1.18	RUTLAND TOWN	3.97	2.79	
VT 9	BRATTLEBORO	7.10	BRATTLEBORO	7.25	0.15	US 2	DANVILLE	4.05	DANVILLE	4.76	0.71	US 7	PITTSFORD	0.00	PITTSFORD	7.59	7.59	
VT 9 TOTAL (MILES)					29.28	US 2	DANVILLE	4.76	DANVILLE	6.50	1.74	US 7	BRANDON	0.00	BRANDON	3.36	3.36	
						US 2	ST JOHNSBURY	4.70	ST JOHNSBURY	8.64	3.94	US 7	BRANDON	4.35	BRANDON	7.45	3.10	
ROAD	TOWN BEGIN	MM BEGIN	TOWN END	MM END	LENGTH	US 2	KIRBY	0.00	KIRBY	0.97	0.97	US 7	LEICESTER	0.00	LIECESTER	3.43	3.43	
VT 78	ALBURGH	0.00	ALBURGH	3.33	3.33	US 2	CONCORD	0.00	CONCORD	10.78	10.78	US 7	SALISBURY	0.00	SALISBURY	4.50	4.50	
VT 78	SWANTON	0.00	SWANTON	6.34	6.34	US 2	LUNENBURG	0.00	LUNENBURG	9.03	9.03	US 7	MIDDLEBURY	0.00	MIDDLEBURY	4.28	4.28	
VT 78	SWANTON	7.38	SWANTON	8.13	0.75	US 2	GUILDHALL	0.00	GUILDHALL	1.16	1.16	US 7	MIDDLEBURY	5.71	MIDDLEBURY	7.48	1.77	
VT 78	HIGHGATE	0.00	HIGHGATE	7.73	7.73	US 2 TOTAL (MILES)					52.34	US 7	NEW HAVEN	0.00	NEW HAVEN	6.10	6.10	
VT 78	SHELDON	0.00	SHELDON	1.84	1.84							US 7	CHARLOTTE	0.00	CHARLOTTE	6.55	6.55	
VT 78 TOTAL (MILES)					19.99							US 7	SHELBURNE	0.00	SHELBURNE	2.60	2.60	
																US 7 TOTAL (MILES)	74.32	
ROAD	TOWN BEGIN	MM BEGIN	TOWN END	MM END	LENGTH													
VT 103	CHESTER	2.00	CHESTER	2.60	0.60													
VT 103	CHESTER	4.27	CHESTER	9.88	5.61													
																MARK 203 TOTAL (MILES)	237.47	
VT 103	CAVENDISH	0.00	CAVENDISH	3.74	3.74													
VT 103	LUDLOW	0.00	LUDLOW	1.29	1.29													
VT 103	LUDLOW	2.86	LUDLOW	5.78	2.92													
VT 103	MT HOLLY	0.00	MT HOLLY	7.86	7.86													
VT 103	SHREWSBURY	0.00	SHREWSBURY	4.24	4.24													
VT 103	CLARENDON	0.00	CLARENDON	1.97	1.97													
VT 103 TOTAL (MILES)					28.23													
ROAD	TOWN BEGIN	MM BEGIN	TOWN END	MM END	LENGTH													
US 4	RUTLAND TOWN	0.00	RUTLAND TOWN	1.23	1.23													
US 4	MENDON	0.00	MENDON	5.93	5.93	SEE NOTE 5												
US 4	KILLINGTON	0.00	KILLINGTON	7.60	7.60	SEE NOTE 5												
US 4	BRIDGEWATER	0.00	BRIDGEWATER	6.00	6.00													
US 4	WOODSTOCK	7.22	WOODSTOCK	9.65	2.43													
US 4	HARTLAND	0.00	HARTLAND	0.77	0.77													
US 4	HARTFORD	0.00	HARTFORD	9.35	9.35													
US 4 TOTAL (MILES)					33.31													
INCLUDES TURN LANES AND CLIMBING LANES												PROJECT:			PROJECT NO. :			

INCLUDES TURN LANES AND CLIMBING LANES
INCLUDES 8 INCH WHITE GORE MARKINGS
INCLUDES 8 INCH YELLOW PAINTED ISLANDS

NOTES:

1. ALL MARKINGS SHALL BE WATERBORNE TRAFFIC PAINT
2. ALL MARKINGS SHALL BE PLACED WHERE EXISTING MARKINGS ARE LOCATED EXCEPT WHERE EXISTING STENCILS OR MARKINGS DO NOT CONFORM WITH DETAIL DRAWINGS, EXISTING MARKINGS SHALL BE REMOVED PRIOR TO PLACING NEW MARKINGS
3. HAND WORK MUST BE DONE WITH A SPOTTER AT ALL TIMES
4. CONE TAPERS SHALL BE USED TO DIRECT TRAFFIC AROUND WORKERS AND WET PAINT IN TURN LANES
5. EXISTING CENTERLINE MARKINGS WILL BE REMOVED FROM APPROX. MM 1.65 MENDON TO APPROX. MM 2.05 KILLINGTON. CENTERLINE RUMBLE STRIPS WILL BE INSTALLED AT APPROX. ONE FOOT OFF EXISTING LOCATION OF CENTERLINE (SEE DETAIL ON SHEET 8). NEW CENTERLINE SHALL BE PAINTED OVER THE RUMBLE STRIPS.

PAVEMENT MARKING LOCATION DETAIL	PROJECT:	STATEWIDE	PROJECT NO.:	NHG MARK (203)
	DESIGN FILE NAME:	09b004.dgn	PLOT DATE:	17-JUL-2009
	IPARM FILE NAME:	09b004det.i	SURVEY DATE:	
SURVEYED BY:			DRAWN BY:	KAS
SQUAD LEADER:			A GAMBLE	
			SHEET:	7 OF 13



INSTALL CENTERLINE RUMBLE STRIP
APPROX. 1' FROM EXISTING CENTERLINE
AS SHOWN BELOW, BREAKING WHERE THE
RUMBLE STRIP CROSSES THE PAVING JOINT

US 4 KILLINGTON APPROX. MM 2.05

12' LANE

11' LANE

13' LANE

INSTALL CENTERLINE RUMBLE STRIPS WITH NEW CENTERLINE

REMOVE EXISTING CENTERLINE

APPROX. MM 0.8 KILLINGTON

BREAK RUMBLE STRIP WHERE IT CROSSES PAVING JOINT

13' LANE

11' LANE

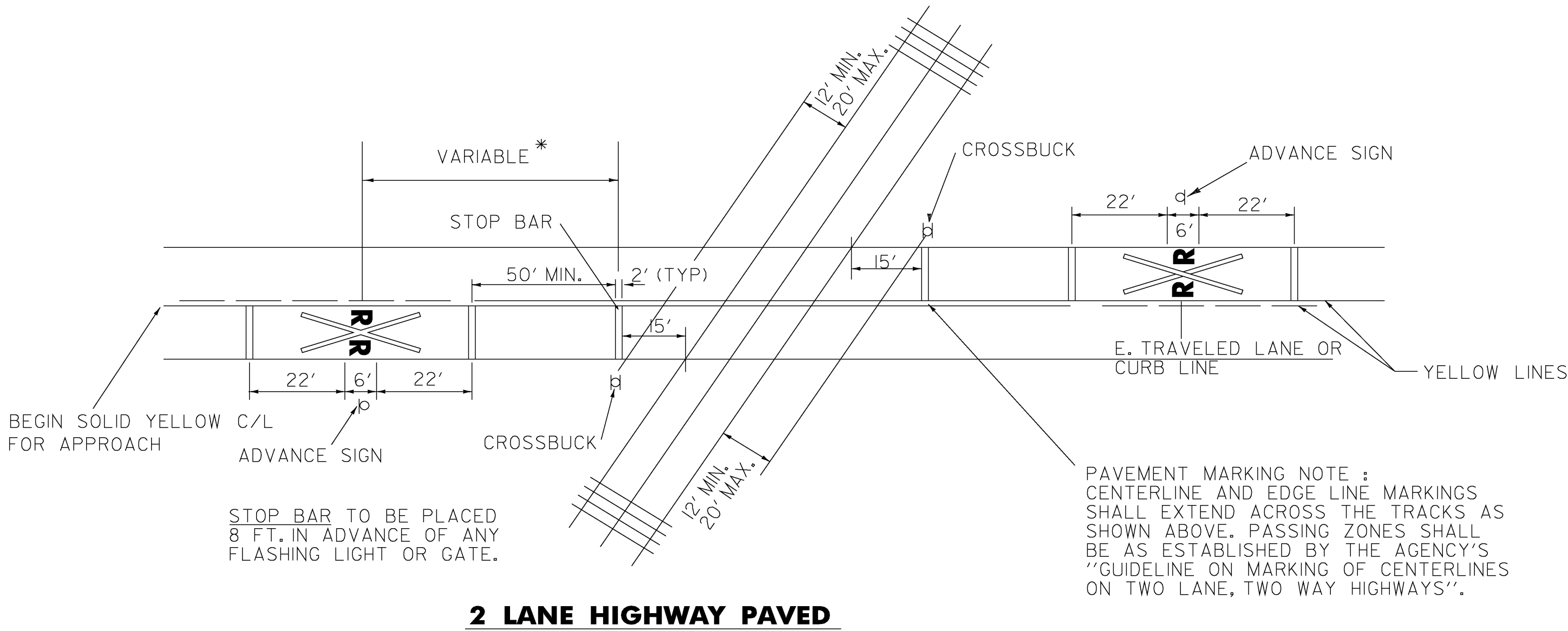
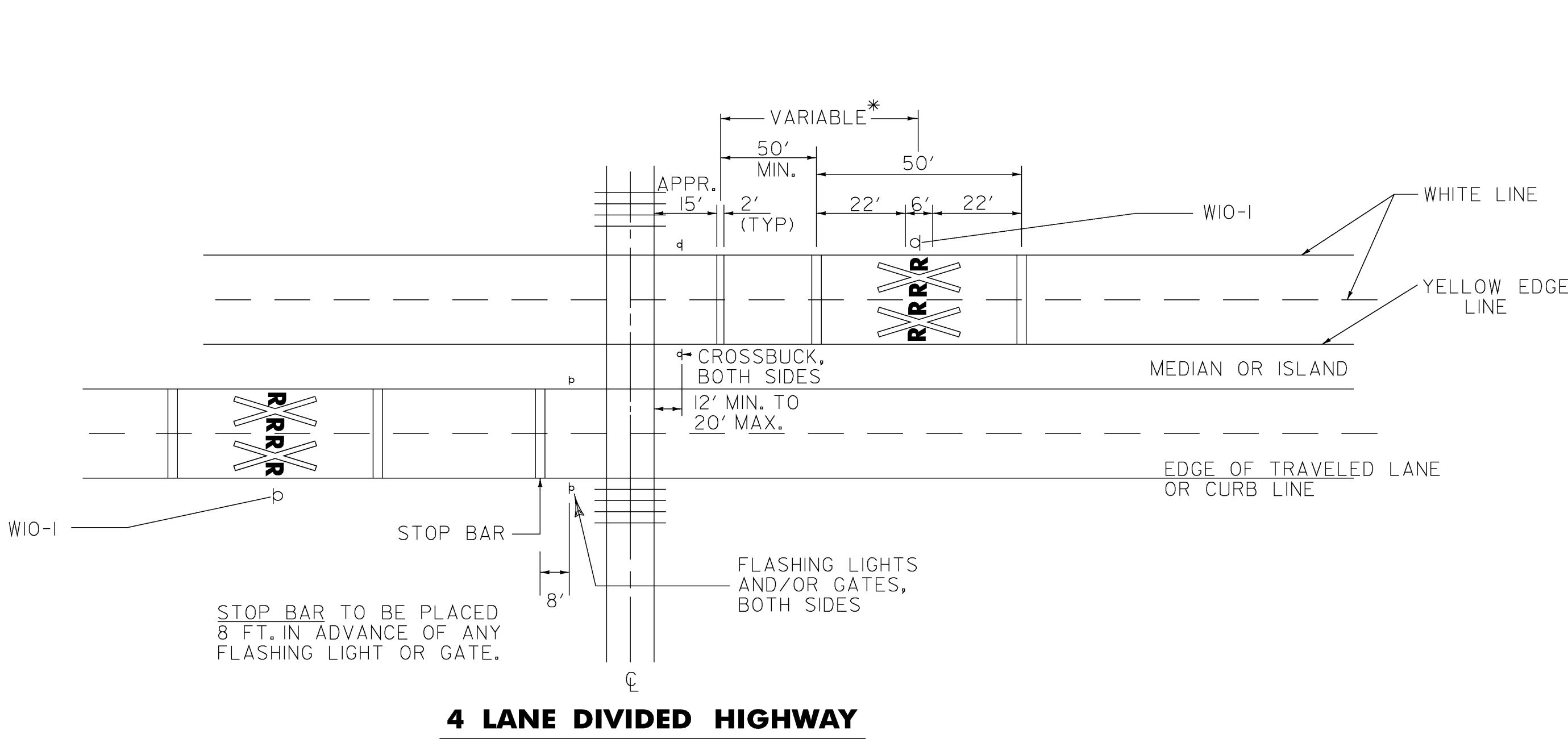
12' LANE

US 4 MENDON APPROX. MM 1.65

NOTES

- CENTERLINE NOT TO EXTEND BEYOND CENTERLINE RUMBLE STRIPS WHEN CENTERLINE IS A DOUBLE YELLOW LINE, WITH OR WITHOUT A PASSING ZONE.
- EXISTING CENTERLINE MARKINGS SHALL BE REMOVED FROM APPROX. MM 1.65 MENDON TO APPROX. MM 2.05 KILLINGTON. CENTERLINE RUMBLE STRIPS WILL BE PLACED APPROX. 1 FOOT OFF EXISTING LOCATION OF CENTERLINE. NEW CENTERLINE WILL BE PAINTED OVER THE RUMBLE STRIPS.
- CENTERLINE RUMBLE STRIP TO STOP 20 FEET PRIOR TO THE CENTERLINE OF AN INTERSECTION.
- WIDTH OF GAP AT RAILTRAIL CROSSINGS WILL VARY WITH SKEW OF CROSSING WITH A MINIMUM 14 FOOT GAP TO BE PROVIDED AT ALL RAILTRAIL CROSSINGS.

RUMBLE STRIP DETAIL SHEET	PROJECT:	PROJECT NO.:
	STATEWIDE	NHG MARK (203)
	DESIGN FILE NAME: 09b004.dgn IPARM FILE NAME: 09b004rdsdet.i SURVEYED BY: SQUAD LEADER: A GAMBLE	
PLOT DATE: 17-JUL-2009 SURVEY DATE: DRAWN BY: KAS SHEET: 8 OF 13		



GENERAL NOTES

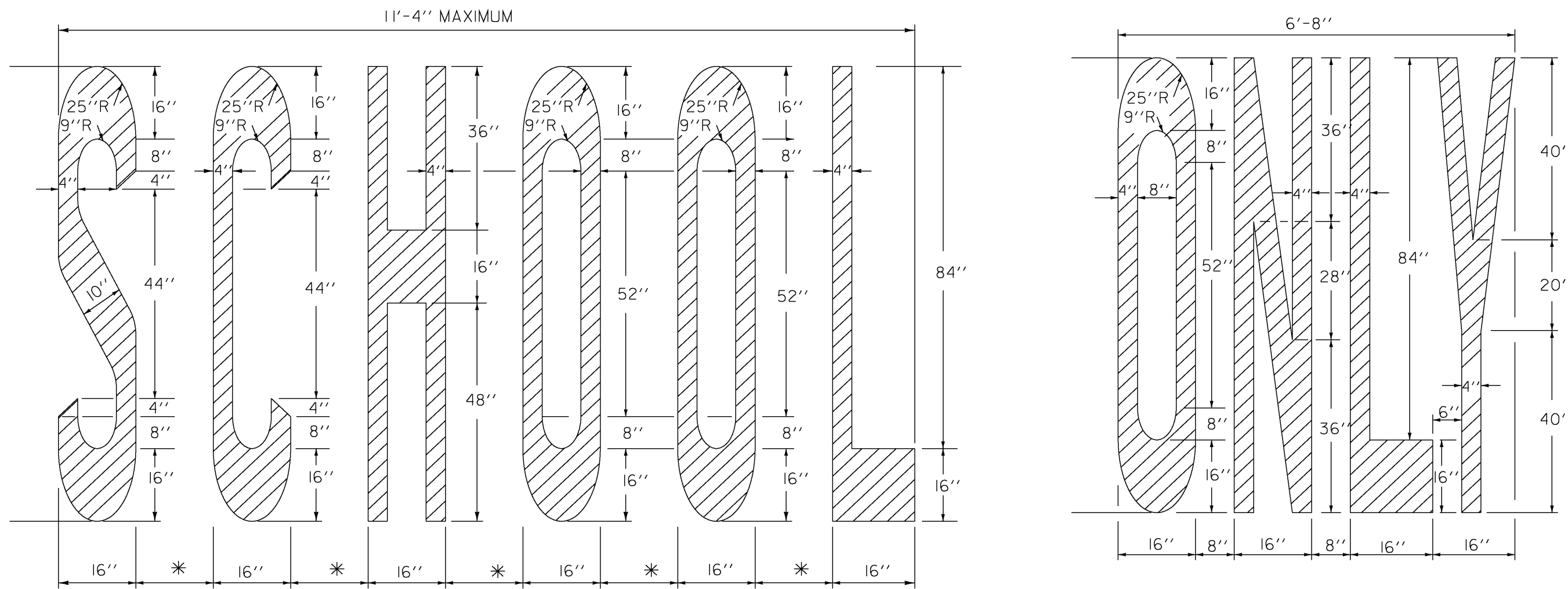
1. PAVEMENT MARKINGS

THESE MARKINGS SHALL BE PLACED, IF PHYSICALLY FEASIBLE, ON ALL PAVED APPROACHES TO RAILROAD CROSSINGS, WHERE THERE ARE SIGNALS AND/OR AUTOMATIC GATE AND AT ALL OTHER CROSSINGS WHERE THE PREVAILING SPEED OF HIGHWAY TRAFFIC IS 40 M.P.H. OR GREATER. THE MARKINGS SHALL ALSO BE PLACED AT CROSSINGS WHERE ENGINEERING STUDIES INDICATE THERE IS A SIGNIFICANT POTENTIAL CONFLICT BETWEEN VEHICLES AND TRAINS. ALL MARKINGS SHALL BE WHITE EXCEPT FOR MEDIAN EDGELINES AND CENTERLINE ON 2 LANE ROADS WHICH SHALL BE YELLOW. THE RAILROAD CROSSING SYMBOL SHALL CONSIST OF THE "X" FLANKED BY TWO "R"'S AND THREE 24" STOP BARS; TWO BRACKETING THE "X", ONE AT THE CROSSING. AT MINOR CROSSINGS OR IN URBAN AREAS, THESE MARKINGS MAY BE OMITTED IF AN ENGINEERING STUDY INDICATES THAT OTHER DEVICES INSTALLED PROVIDE SUITABLE PROTECTION.

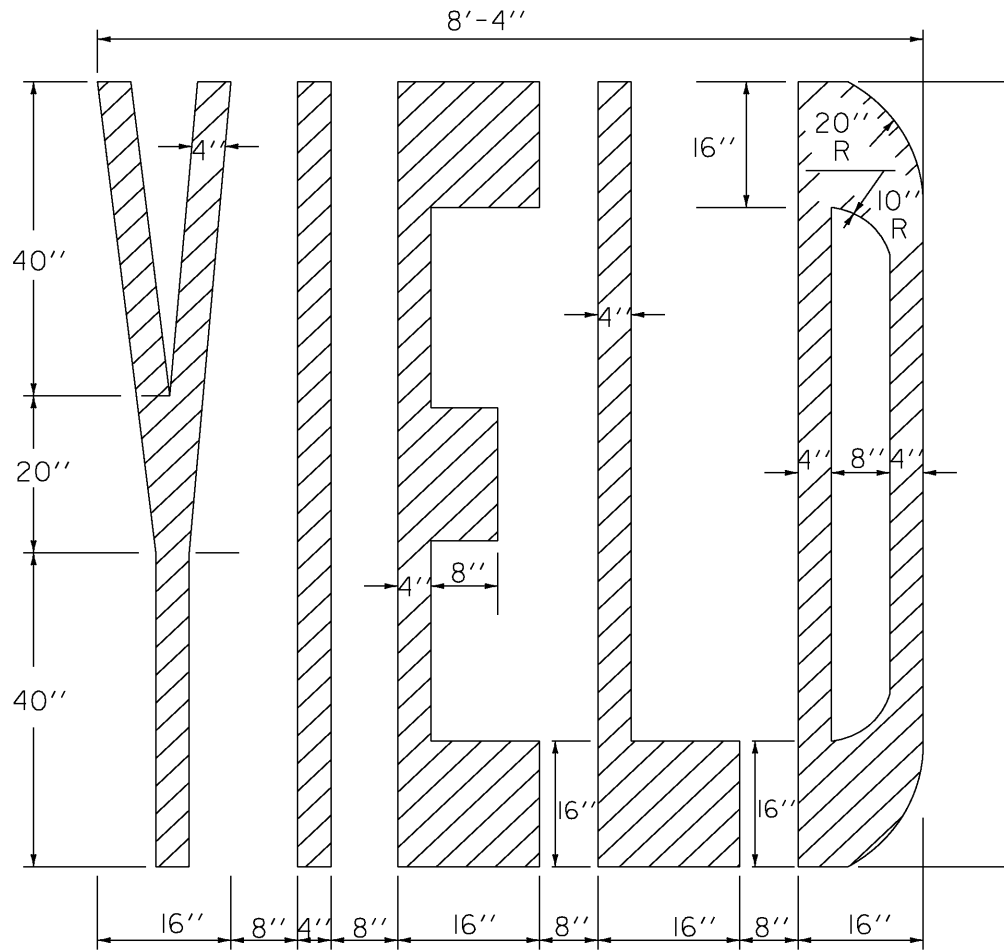
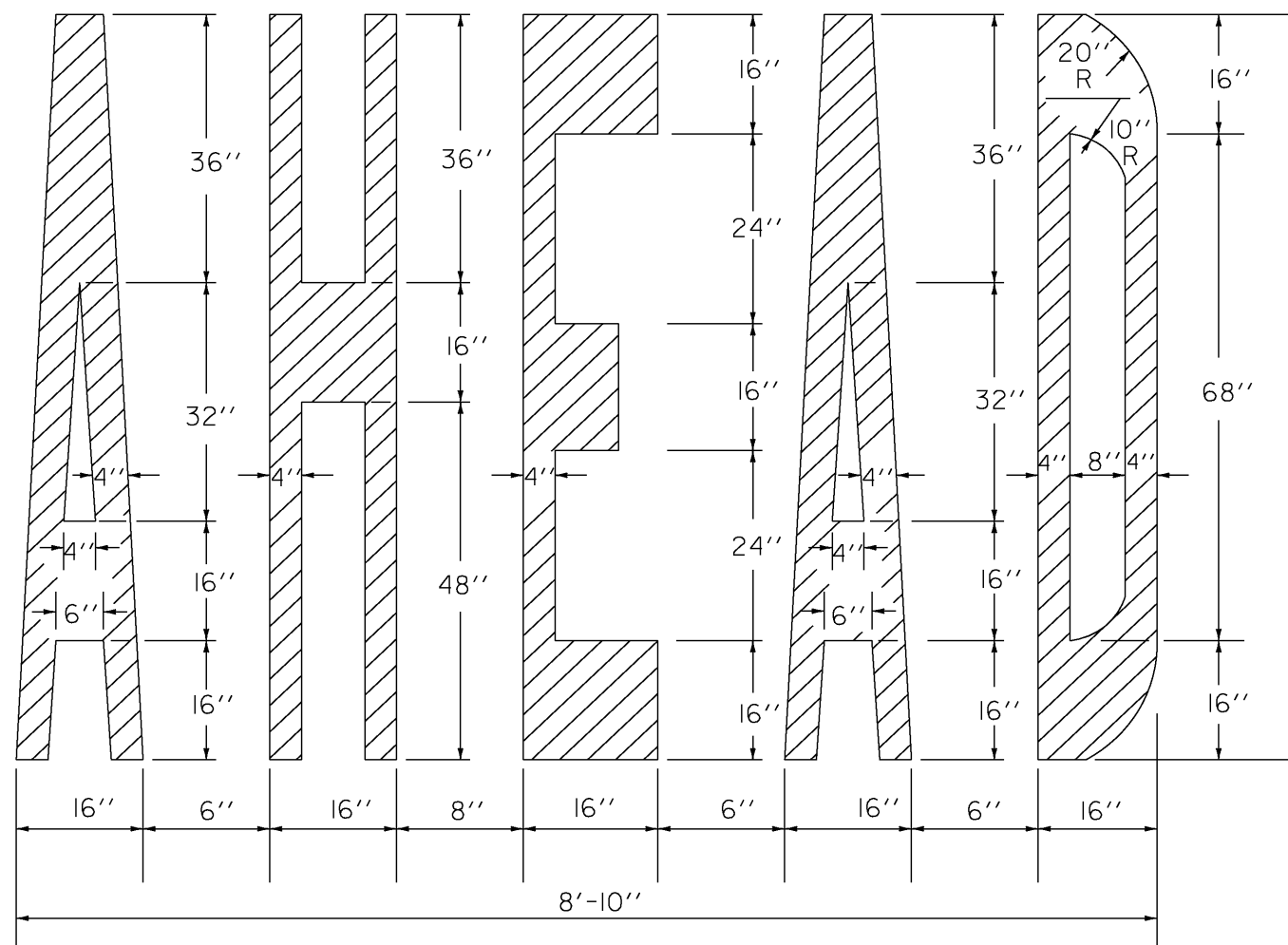
THIS SHEET IS
NOT TO SCALE

RAILROAD CROSSING PAVEMENT MARKINGS

PAVEMENT MARKING DETAILS SHEET 1	PROJECT:	STATEWIDE	PROJECT NO.:	NHG MARK (203)
	DESIGN FILE NAME:	09b004.dgn	PLOT DATE:	17-JUL-2009
	IPARM FILE NAME:	09b004pml.i	SURVEY DATE:	
	SQUAD LEADER:	A GAMBLE	DRAWN BY:	KAS
			SHEET:	9 OF 13



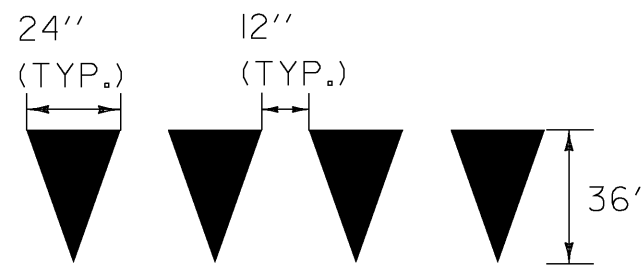
* (4'-8') - ADJUST TO AVAILABLE PAVEMENT WIDTH



SIGNAL
6" LETTER SPACING

LETTER HEIGHT

DIMENSIONS ARE FOR 8' - 4" LETTER HEIGHTS. A LESSER HEIGHT OF 8' - 0" IS ACCEPTABLE AS LONG AS THE DIMENSIONS ARE PROPORTIONAL TO THE DETAILS SHOWN. SEE NOTE BELOW.

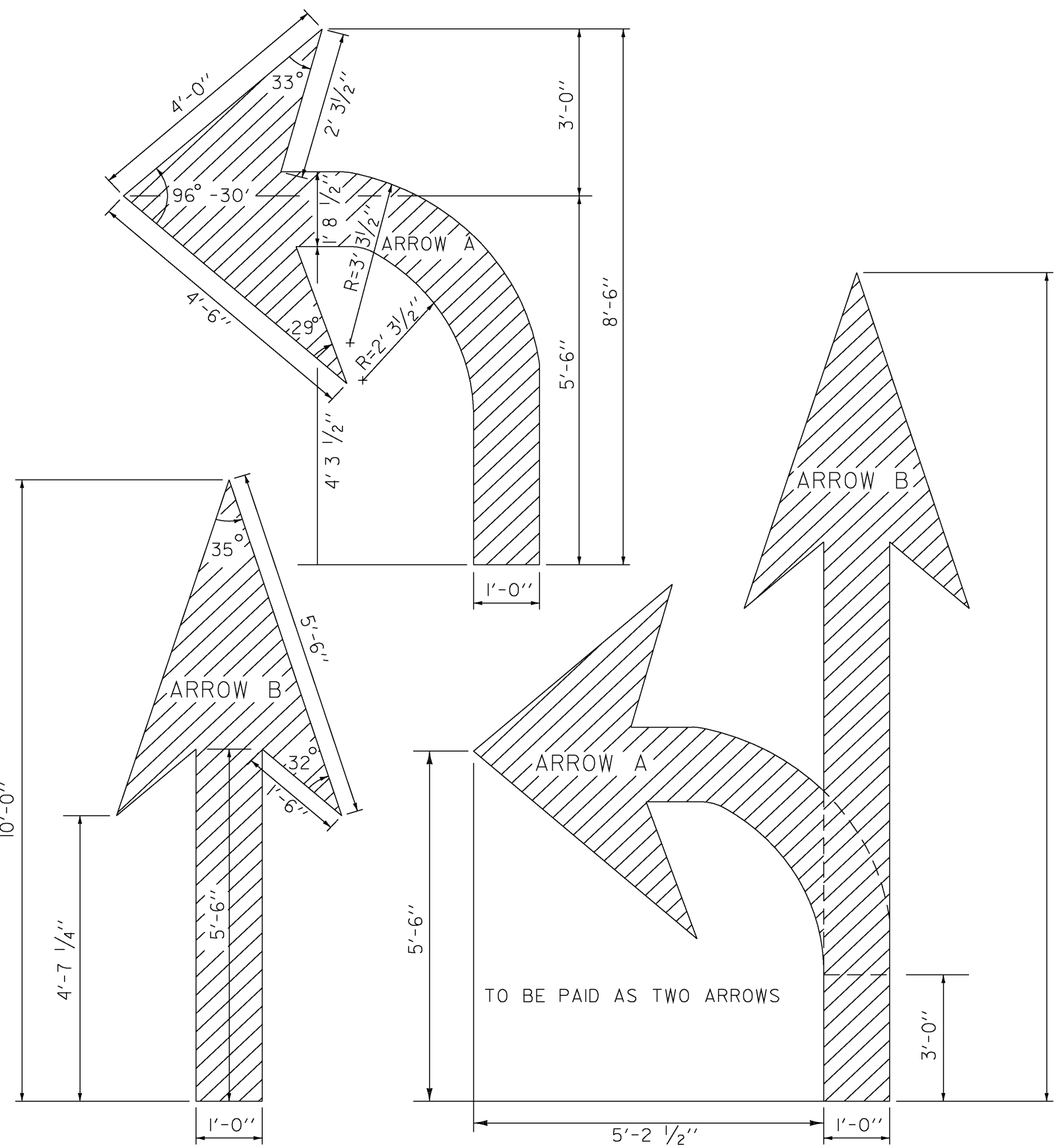


YIELD LINE DETAILS

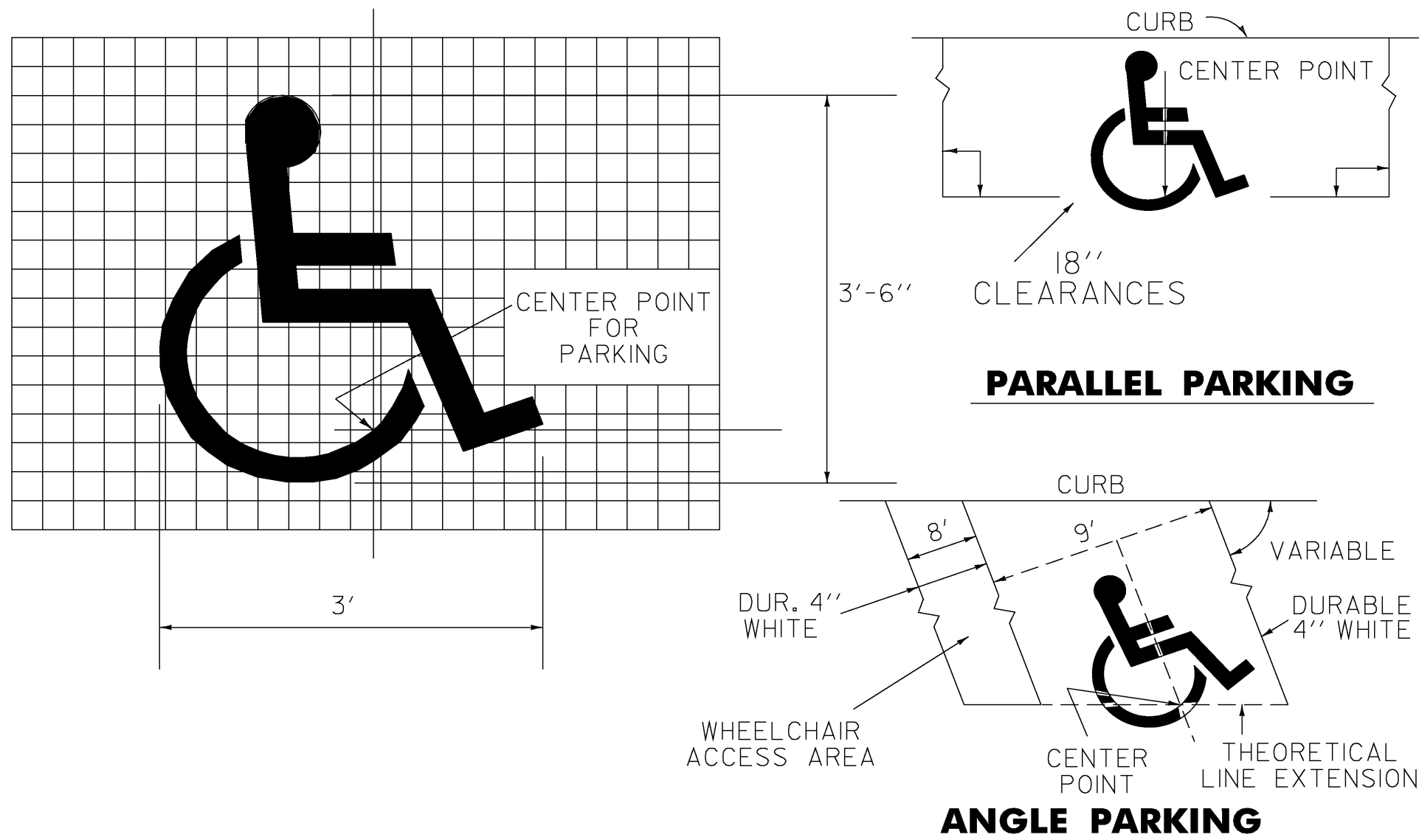
THE LETTER "G" PERTAINS TO THE WORD "SIGNAL". FOR OTHER LETTERS, SEE ABOVE.

ARROWS AND WORD MARKINGS THAT CONFORM TO THE DIMENSIONS SHOWN ON THIS SHEET OR AS DETAILED IN THE BOOKLET ENTITLED "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS," AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION) PREPARED BY THE FEDERAL HIGHWAY ADMINISTRATION WILL BE ACCEPTABLE.

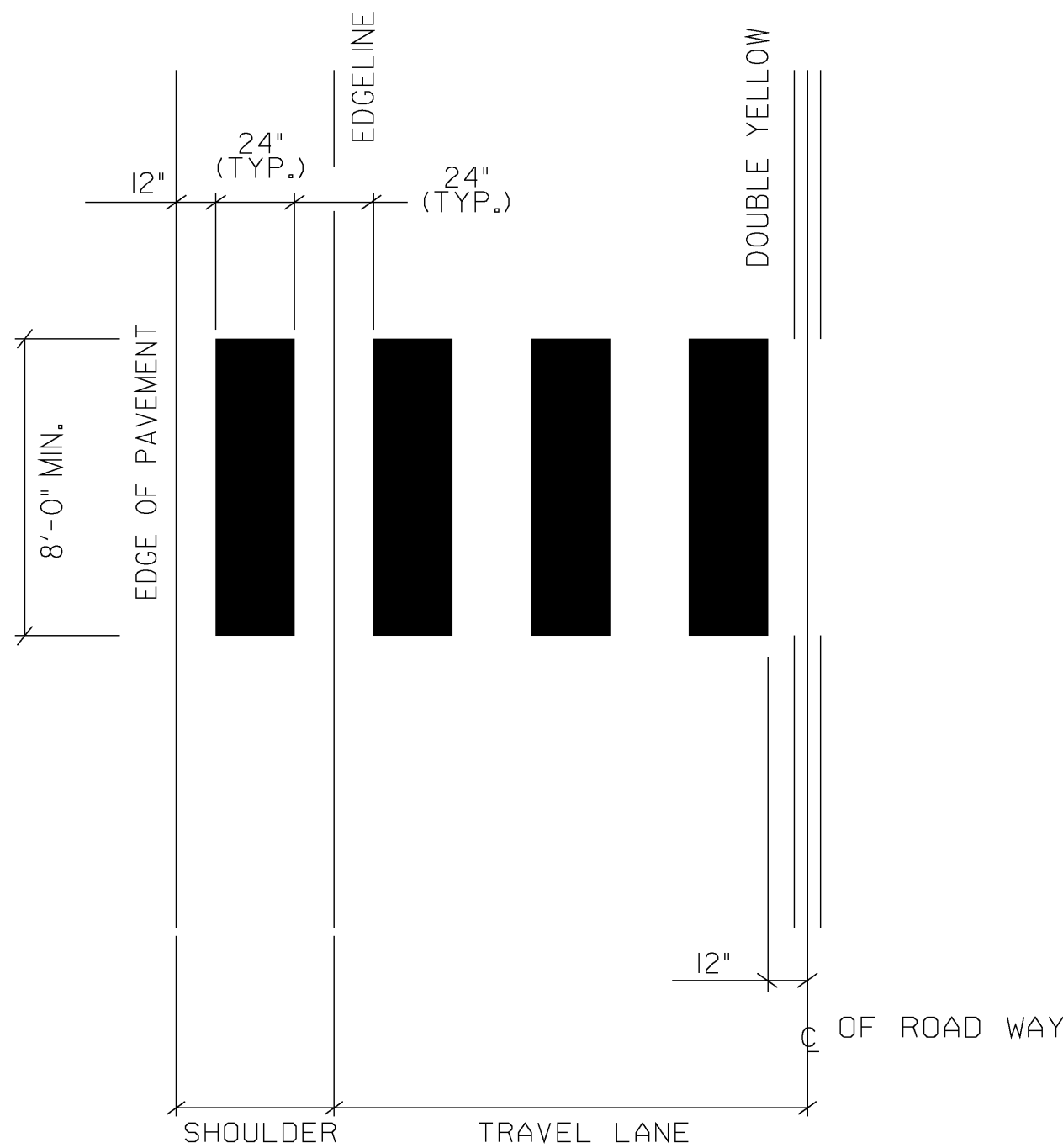
LETTER IN WORD MARKING AND YIELD LINE DETAILS



ARROW DETAILS



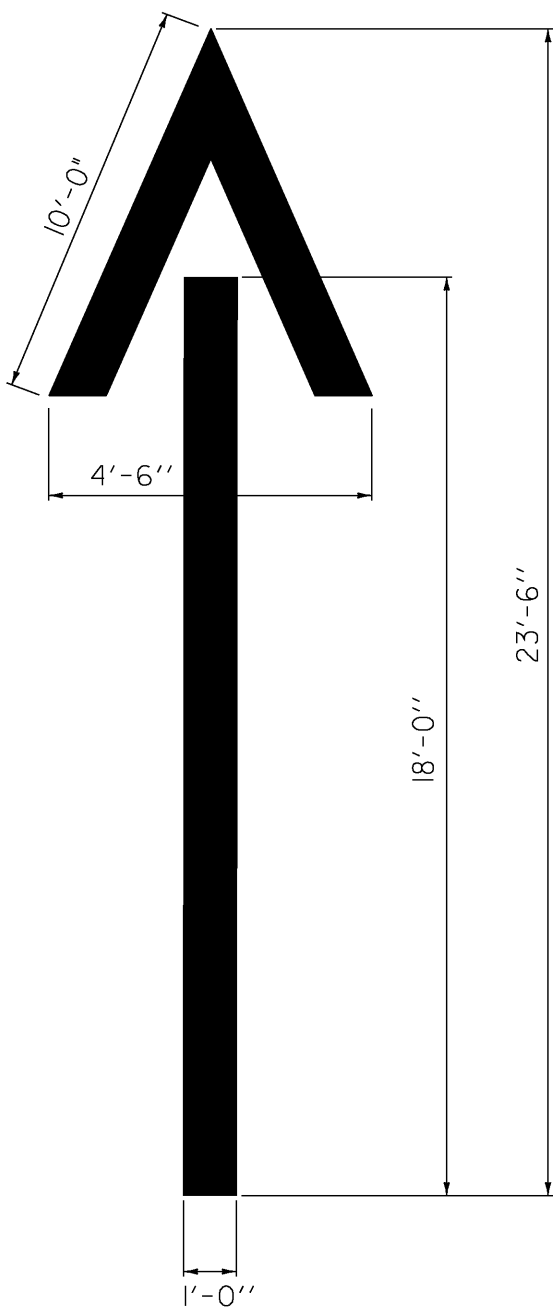
HANDICAPPED PAVEMENT MARKING DETAILS



ADJUST SPACING (1 - 2 FT) TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL

NOTES:
THE BLOCK PATTERN IS THE VTRANS PREFERRED CROSSWALK MARKINGS. SEE MUTCD FOR APPROVED OPTIONS.



WRONG WAY ARROW

PAVEMENT MARKING DETAILS

**PAVEMENT MARKING
DETAILS
SHEET 2**

PROJECT:	STATEWIDE	PROJECT NO. :	NHG MARK (203)
DESIGN FILE NAME:	09b004.dgn	PLOT DATE:	17-JUL-2009
IPARM FILE NAME:	09b004pm2.i	SURVEY DATE:	
SURVEYED BY:		DRAWN BY:	KAS
SQUAD LEADER:	A GAMBLE	SHEET:	10 OF 13

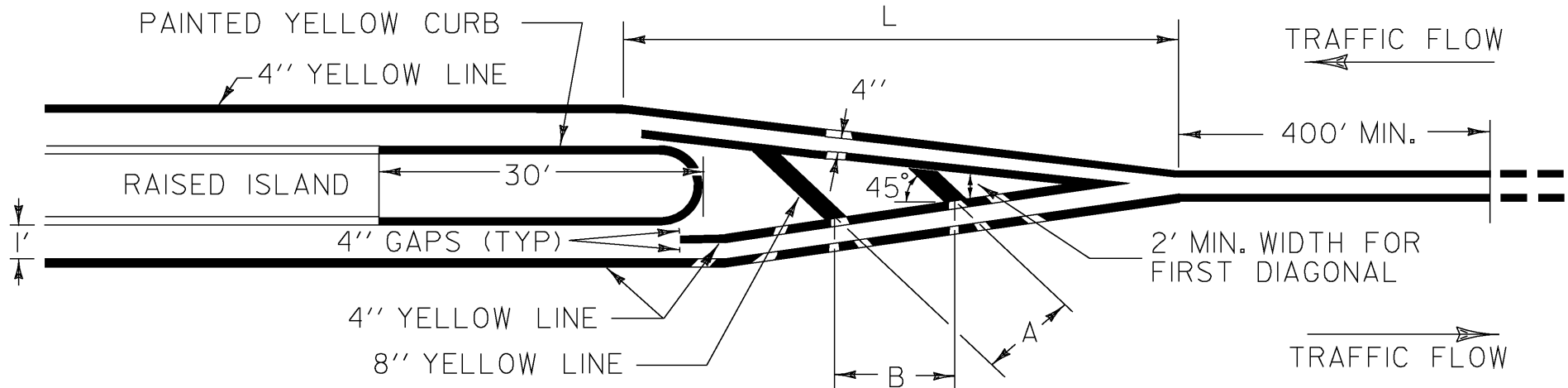
NOTE:

A SOLID LINE IN THE DIRECTION OF TRAVEL BEGINS AT A LOCATION 400 FEET MIN. IN ADVANCE OF THE BEGIN TAPER FOR THE PAVEMENT WIDTH TRANSITION. PASSING ZONE SHOWN FOR REFERENCE ONLY, ACTUAL MARKINGS BASED ON FIELD CONDITIONS.

$L = \frac{WS^2}{60}$ WHEN S = 40 MPH OR LESS

L = WS WHEN S = 45 MPH OR GREATER

EDGELINES SHALL BE 1' - 0" MIN. FROM CURB



RAISED ISLAND APPROACH MARKINGS

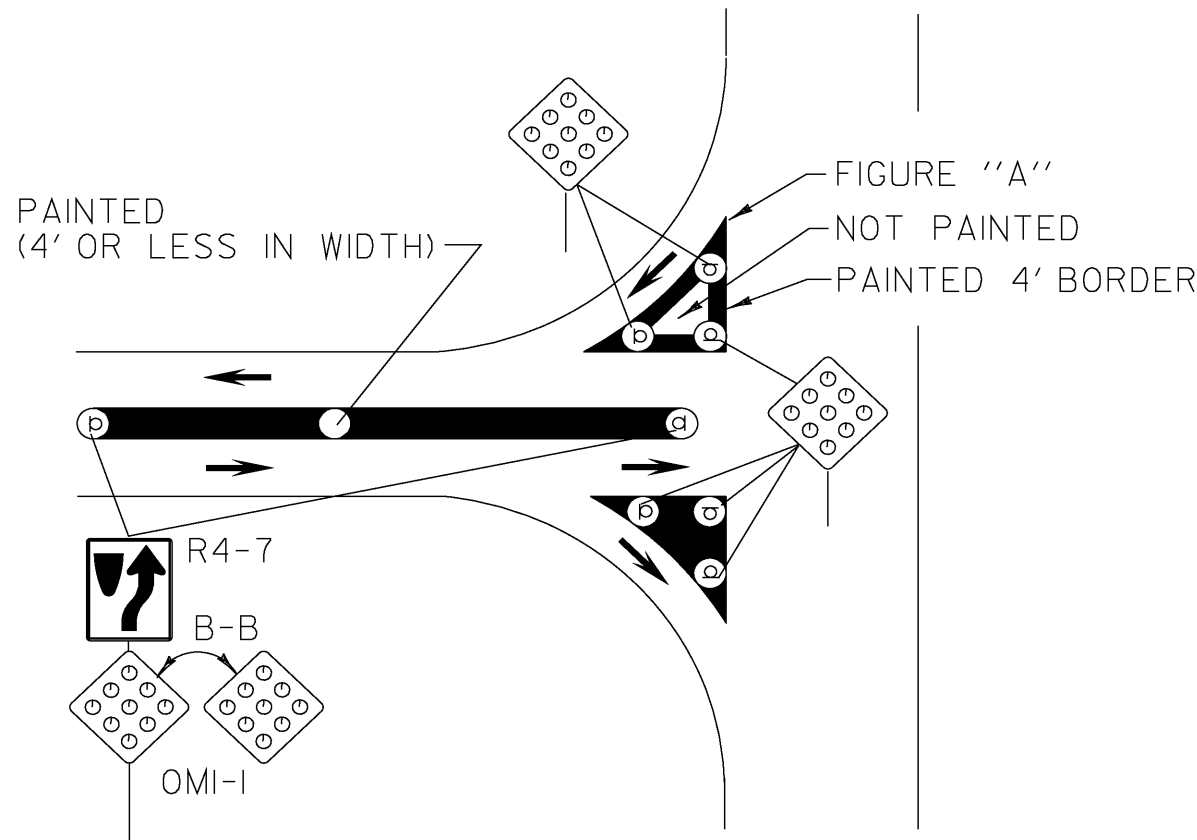
DIMENSIONS		CONDITIONS FOR USE	
A	B		
5'	7'	LOW SPEED OR HIGH SPEED/W POOR SIGHT DISTANCE, <200'	WHERE LENGTH OF DIAGONAL AREA IS 75' MAX.
10'	14'	HIGH SPEED AND GOOD SIGHT DISTANCE, ≥200'	WHERE LENGTH OF DIAGONAL AREA EXCEEDS 75'

THE FOLLOWING GUIDELINES WILL BE USED WHEN PAINTING ISLANDS ON STATE HIGHWAYS AND RECOMMENDED FOR ISLANDS ON OTHER SYSTEMS WITHIN THE STATE.

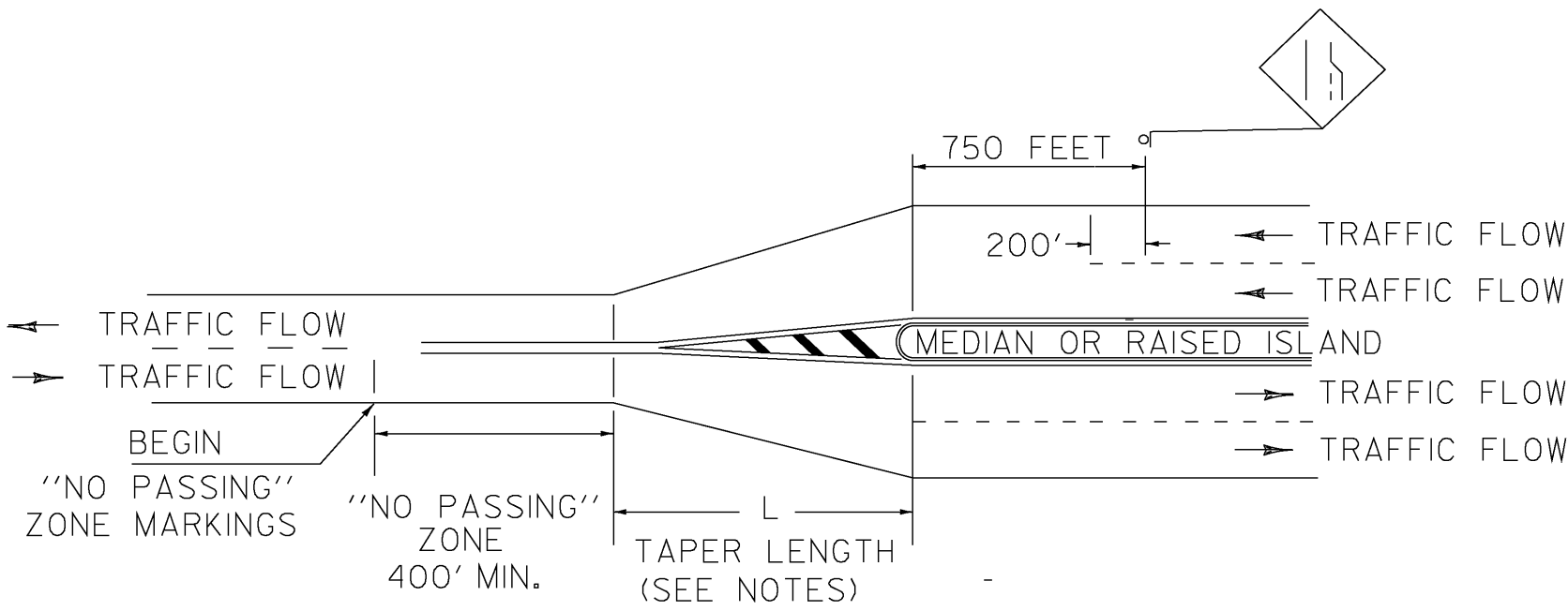
I. PAINTING: ISLANDS WHICH ARE FOUR FEET OR LESS IN WIDTH AND TRIANGULAR ISLANDS WHICH ARE LESS THAN FOUR HUNDRED AND FIFTY SQUARE FEET SHALL BE PAINTED ENTIRELY. TRIANGULAR ISLANDS WHICH ARE FOUR HUNDRED AND FIFTY SQUARE FEET AND LARGER SHALL BE PAINTED WITH A FOUR FOOT BORDER AS SHOWN ON FIGURE "A" BELOW.

II. SIGNS: ALL APPROACH NOSES TO THE ISLANDS IN THE LINE OF TRAFFIC WILL BE SIGNED WITH A KEEP RIGHT (R4-7) SIGN AS WELL AS OBJECT MARKERS (OMI-1) PLACED BACK TO BACK TO INDICATE THE BEGINNING (END) OF THE ISLAND.

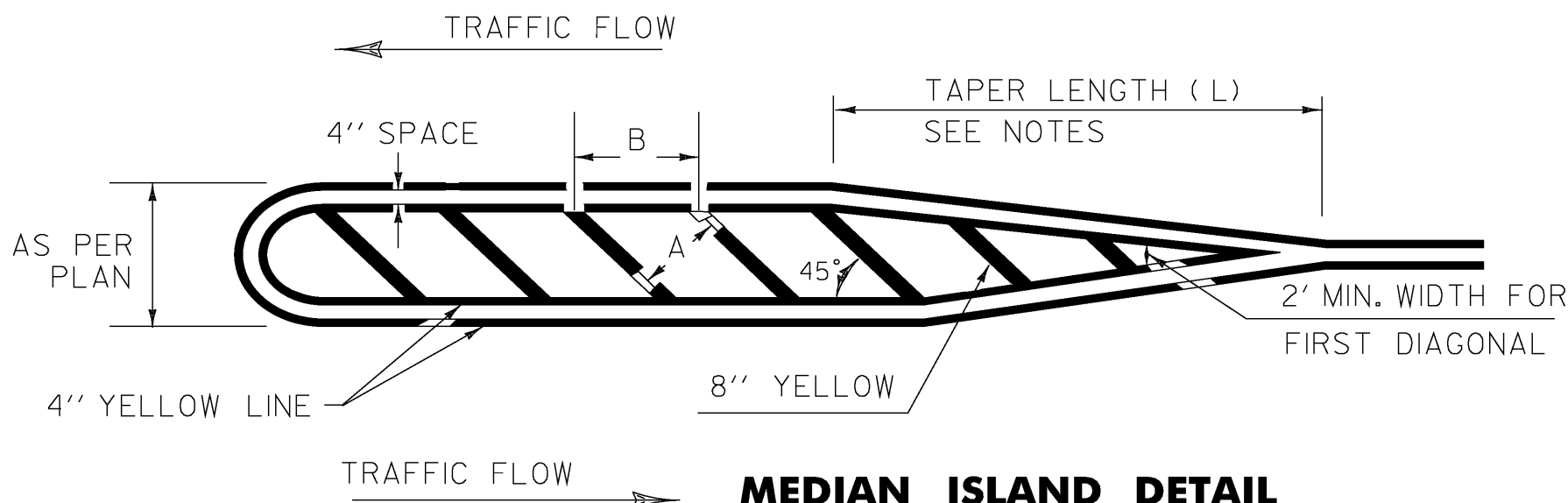
III. EXCEPTIONS: THERE WILL BE SPECIAL CASES WHICH REQUIRE AN EXCEPTION TO, OR MODIFICATION OF THIS GUIDELINE. THESE QUESTIONS SHOULD BE REFERRED TO THE ROADWAY, TRAFFIC AND SAFTY ENGINEER OR DELEGATED REPRESENTATIVE.



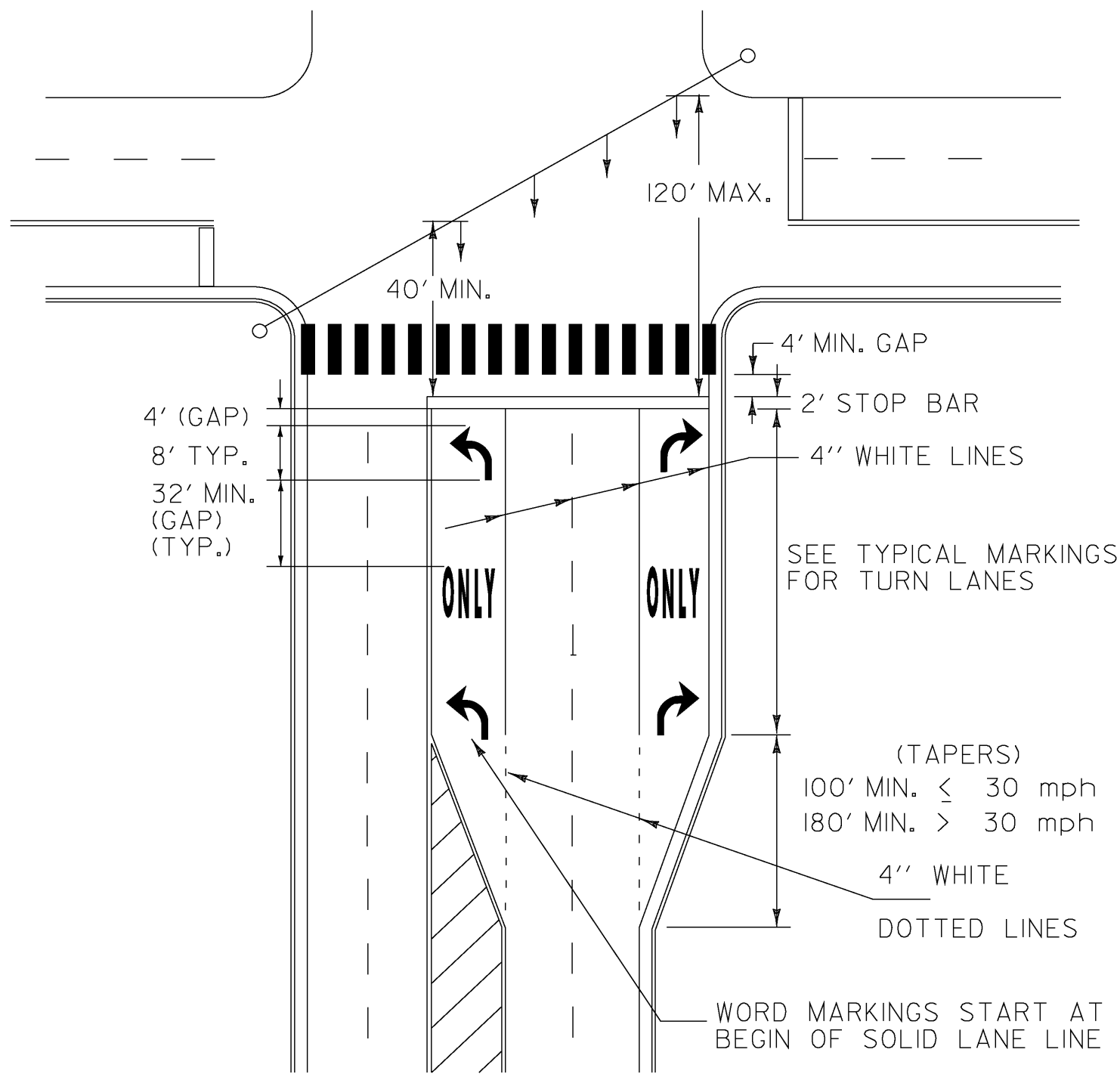
PAINTED RAISED ISLANDS



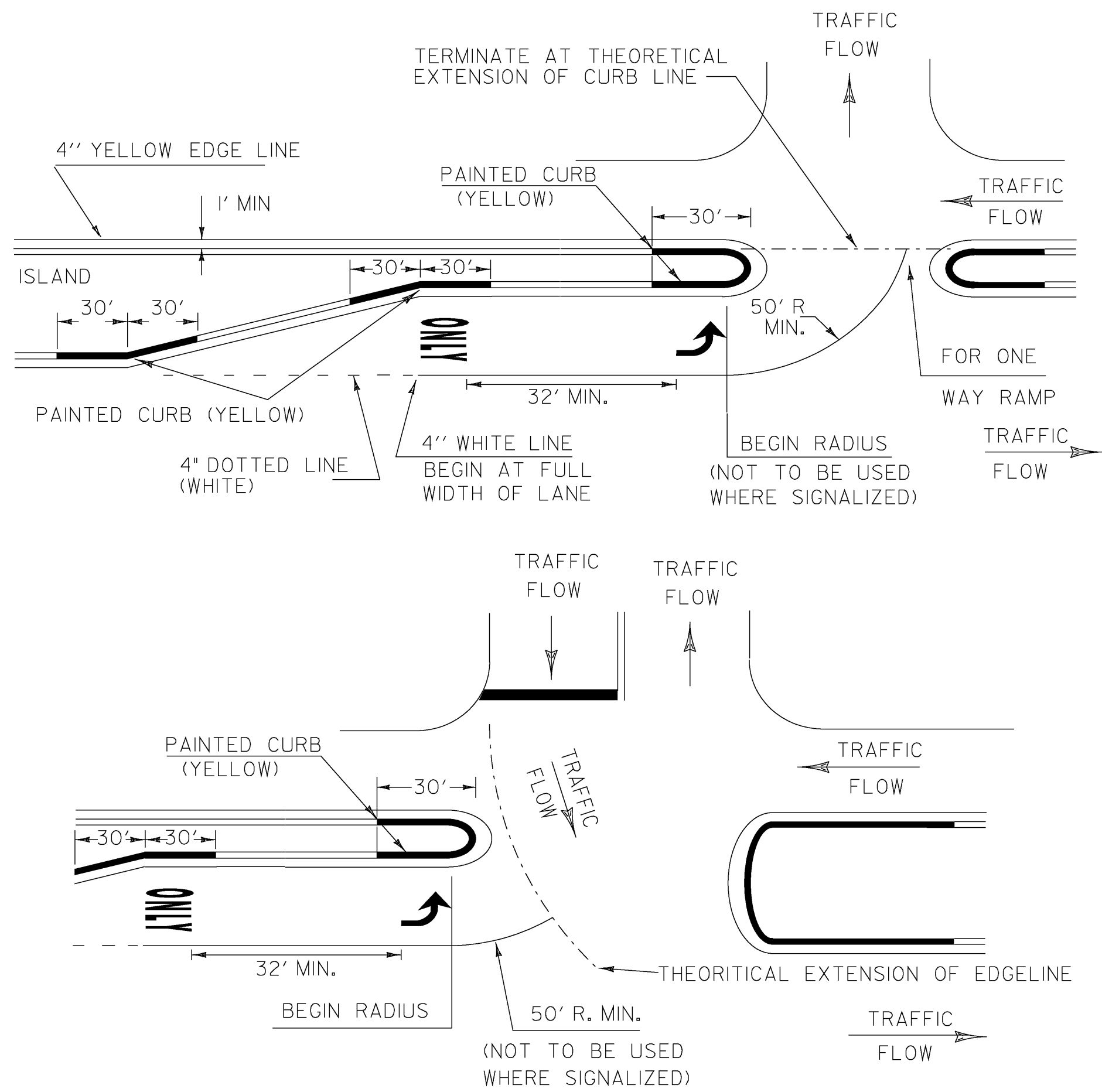
"NO PASSING" ZONE LAYOUT IN PAVEMENT WIDTH TRANSITIONS, TWO LANE HIGHWAY TO DIVIDED HIGHWAY



MEDIAN ISLAND DETAIL



TYPICAL MARKINGS FOR SIGNALIZED INTERSECTION



CURB SHALL BE PAINTED ON THE ISLAND NOSE AND TO A POINT 30 FEET FROM THE END OF THE ISLAND. IN ADDITION, CURB SHALL BE PAINTED 30 FEET FROM ANY CHANGE IN CURB DIRECTION.

TURN LANE AND PAINTED CURB DETAIL

TYPICAL MARKINGS FOR TURN LANES

EXCLUSIVE TURN (LEFT OR RIGHT) LANE(S) LINES SHALL BE SOLID AND EXTEND BACK FROM THE STOP LINE TO THE POINT OF FULL LANE WIDTH OF THE TURN LANE.

FOR DESIGN OF A LEFT OR RIGHT TURN LANE(S) REFER TO VTRANS "GUIDELINE FOR DETERMINING STORAGE, TAPER AND DECELERATION LENGTHS FOR LEFT AND RIGHT-TURN LANES AT INTERSECTIONS".

LEGEND(S) SHALL START AT THE BEGINNING OF SOLID LANE LINE.

THE "ONLY" WORD MARKING SHALL BE USED TO SUPPLEMENT LANE-USE ARROW MARKINGS.

IF LANE LENGTH IS LESS THAN 50 FEET ONLY ONE TURN ARROW PLACED AT THE BEGINNING OF THE SOLID LANE LINE IS REQUIRED.

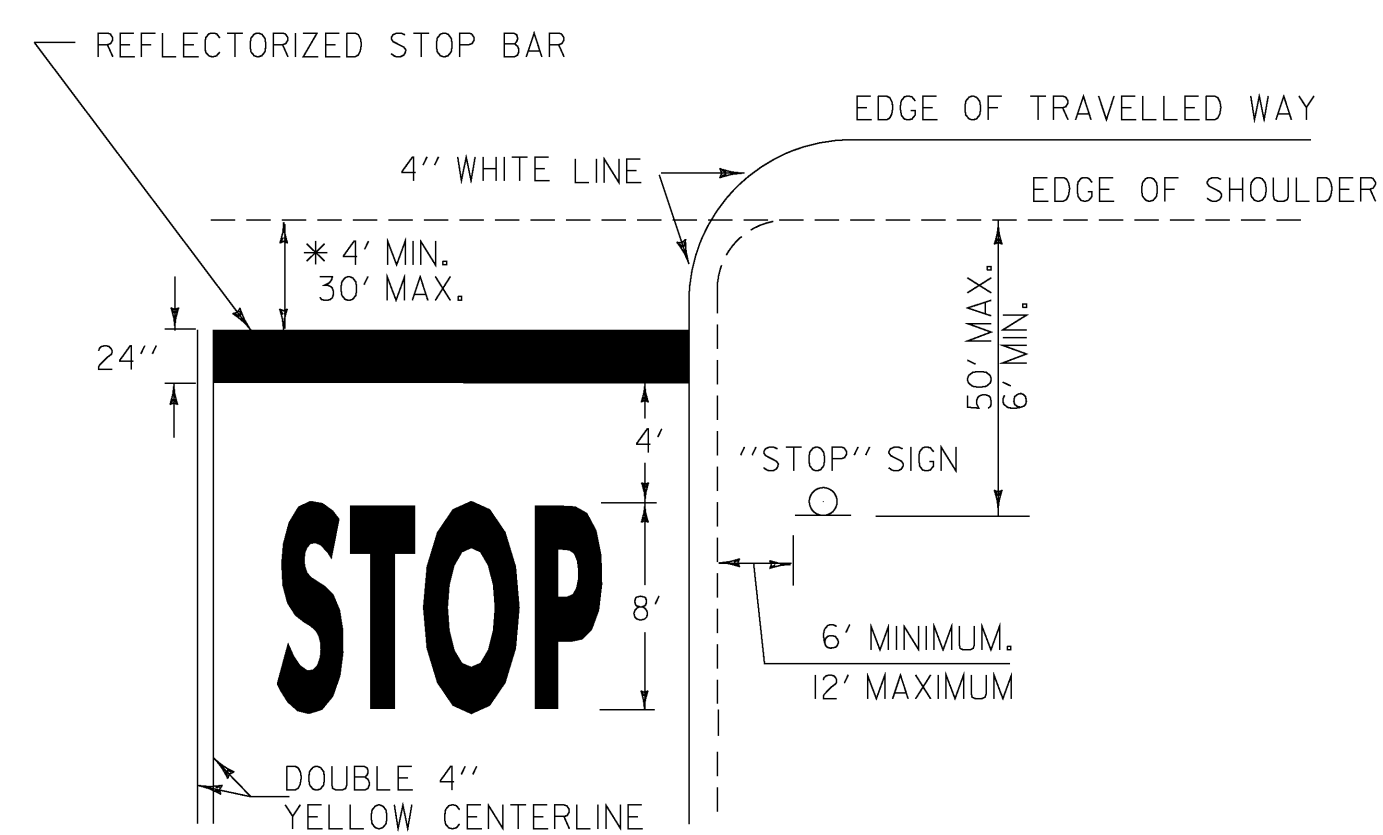
THE LONGITUDINAL SPACE BETWEEN LEGENDS SHOULD NOT BE MORE THAN TEN TIMES THE HEIGHT OF THE CHARACTERS UNDER ANY CONDITIONS.

A SECOND "ONLY" IS OPTIONAL WHEN SPACE PERMITS. MARKINGS START AT THE BEGINNING OF THE SOLID LANE LINE.

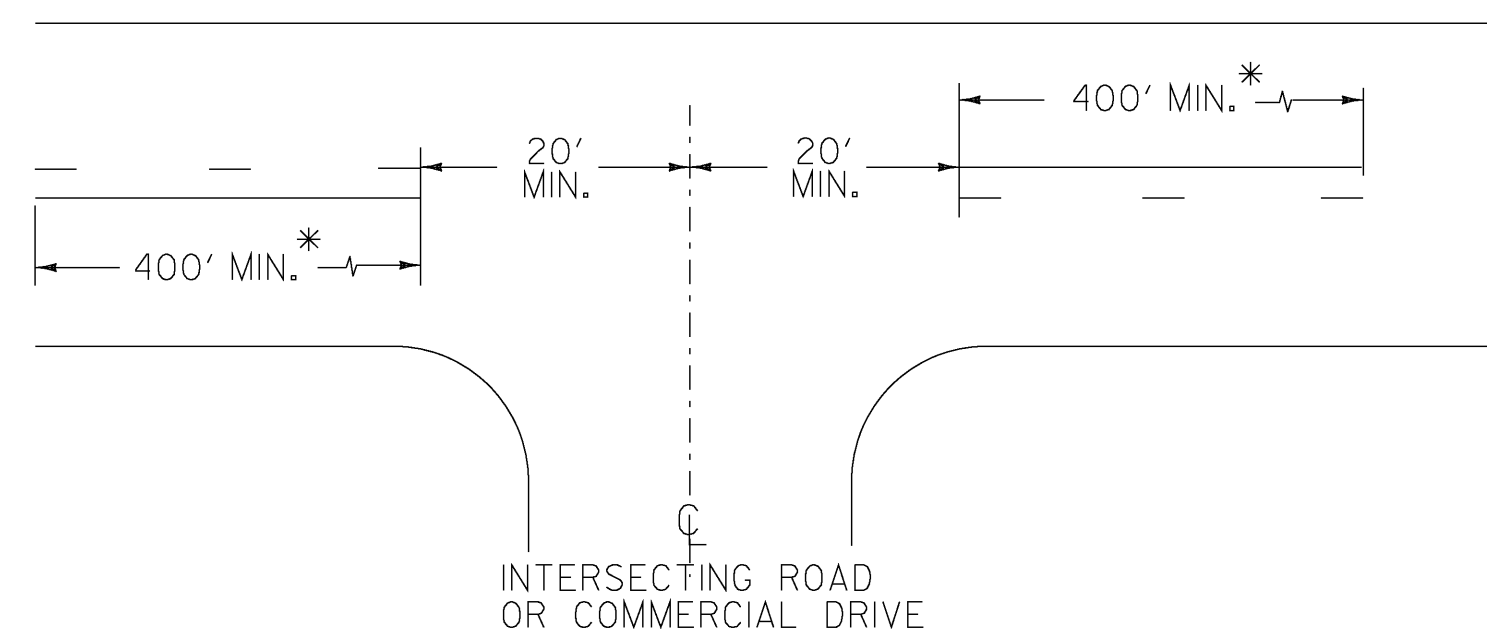
THIS SHEET IS NOT TO SCALE

PAVEMENT MARKING DETAILS SHEET 3

PROJECT:	STATEWIDE	PROJECT NO.:	NHG MARK (203)
DESIGN FILE NAME:	09b004.dgn	PLOT DATE:	I7-JUL-2009
IPARM FILE NAME:	09b004pm3.i	SURVEY DATE:	
SURVEYED BY:		DRAWN BY:	KAS
SQUAD LEADER:	A GAMBLE	SHEET:	II OF 13



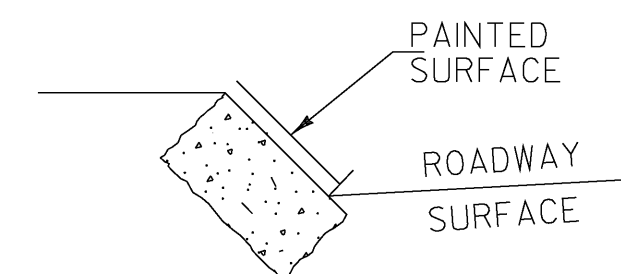
* THE "DESIRED STOPPING POINT" IS THE LOCATION BASED ON SITE CONDITIONS THAT BEST ALLOWS THE STOPPED VEHICLE TO VIEW THE APPROACHING TRAFFIC.



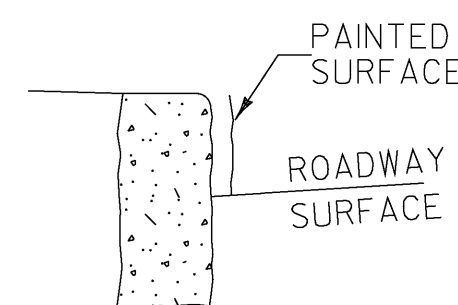
* THE SOLID LINE SHALL BE PAIRED WITH EITHER A SOLID OR DASHED LINE DEPENDING ON SIGHT DISTANCE AVAILABILITY IN THE OPPOSING DIRECTION. ADJUSTMENTS TO THE 40 FOOT CENTERLINE OPENING MAY BE MADE TO ACCOMMODATE SKEWED INTERSECTIONS.

CENTERLINE BREAKS:

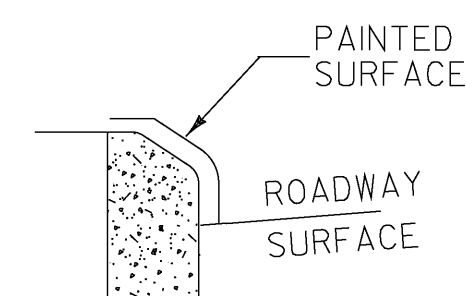
- A. AT ALL STATE HIGHWAYS AND TOWN HIGHWAYS THAT HAVE STOP AND LEGAL LOAD LIMIT SIGNS INSTALLED.
- B. COMMERCIAL DRIVES:
1. WHERE A SEPARATE TURN LANE EXISTS ON THE MAIN LINE (LT. OR RT.)
 2. SIGNIFICANT TRAFFIC VOLUMES EXISTS.



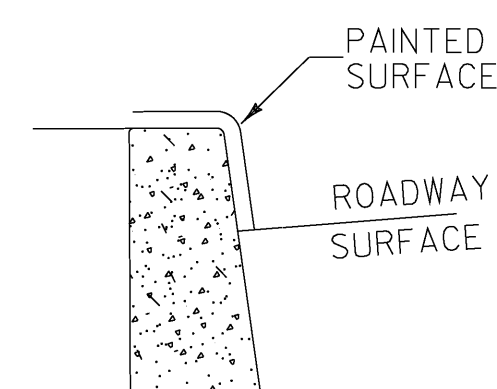
GRANITE SLOPE EDGING



VERTICAL GRANITE CURB

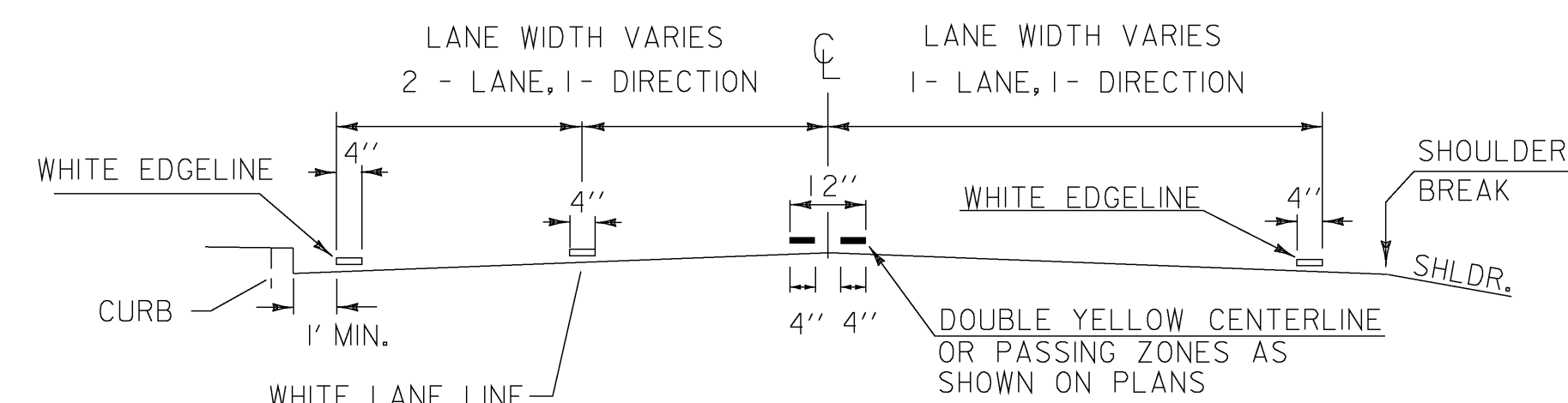


TYPE A (CONCRETE)

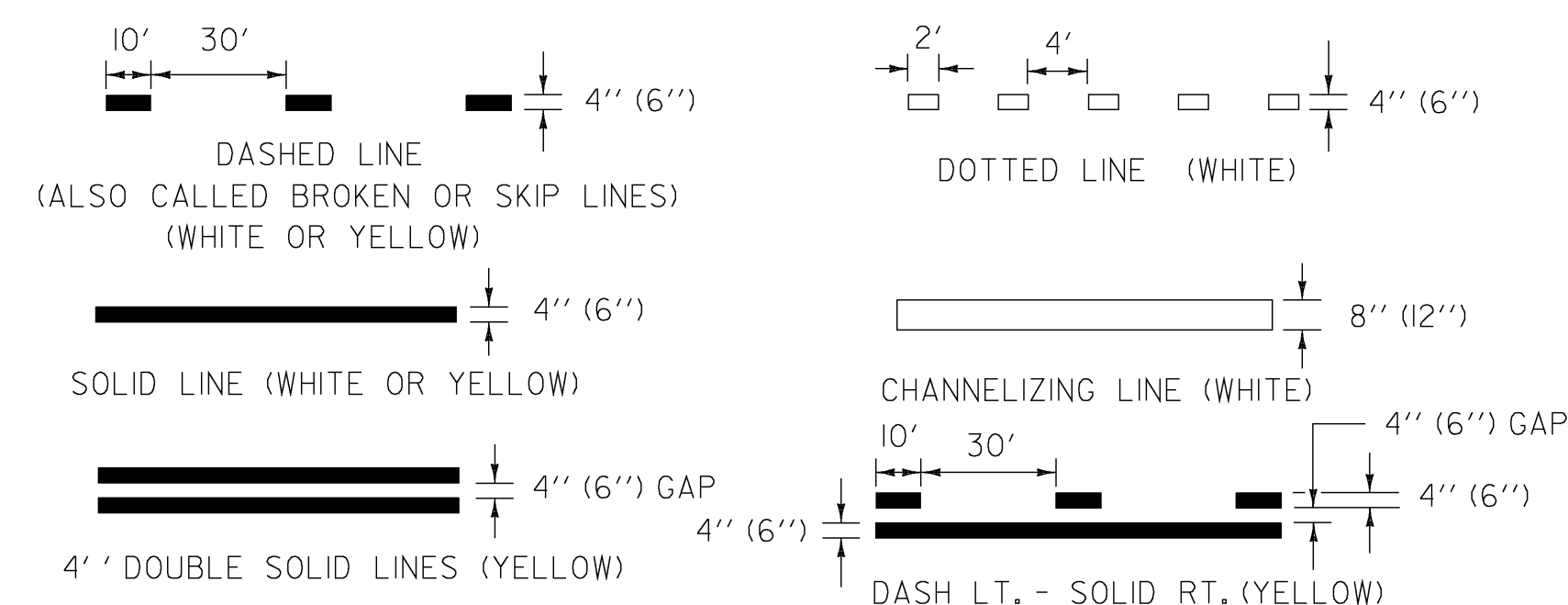


TYPE B (CONCRETE)

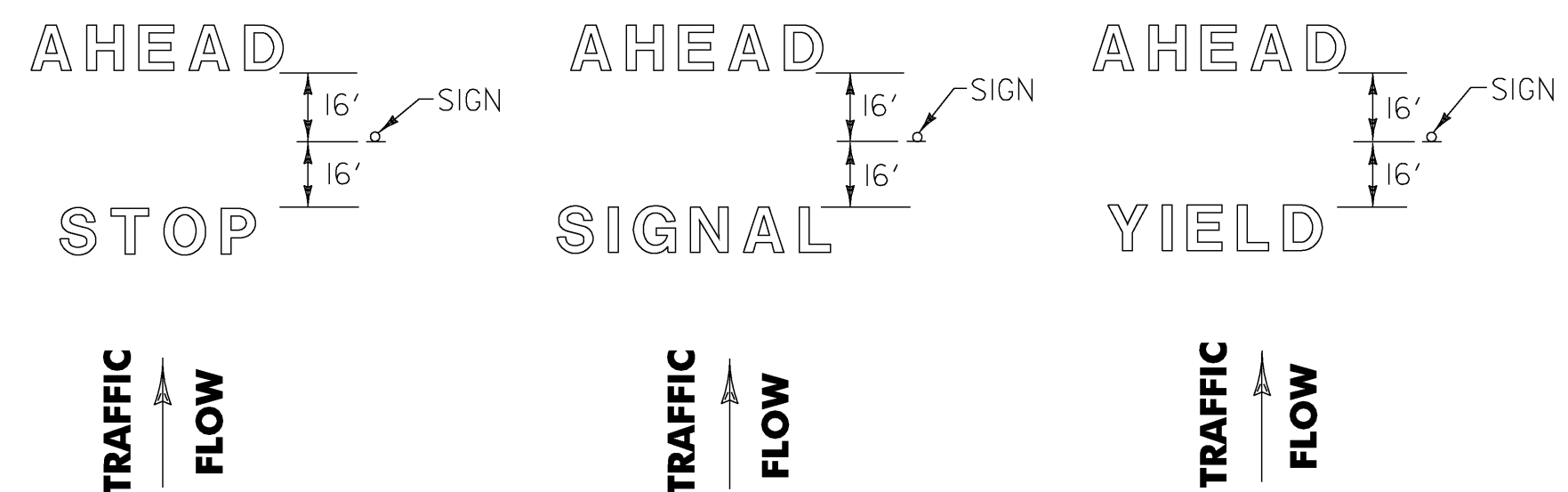
PAINTED CURB



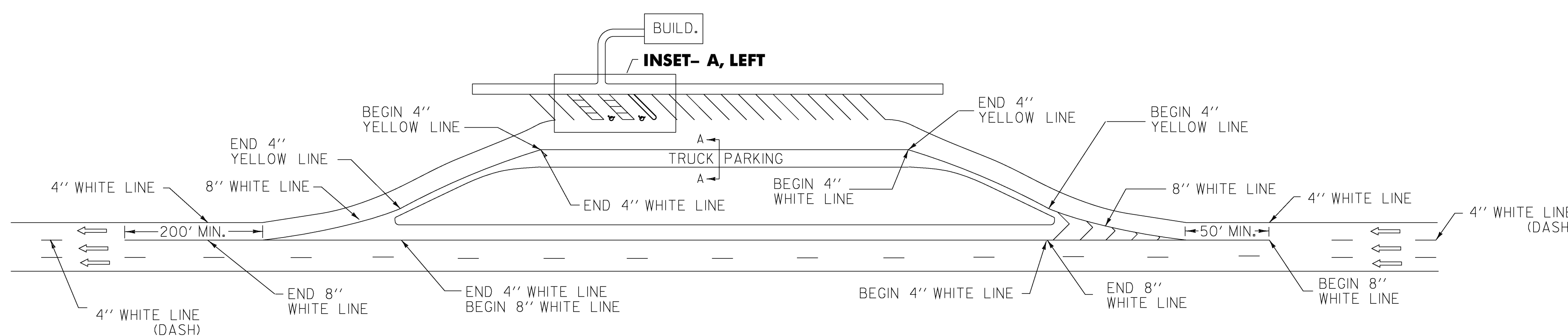
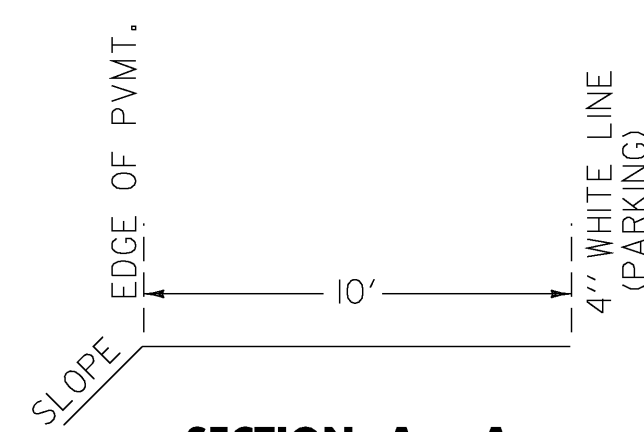
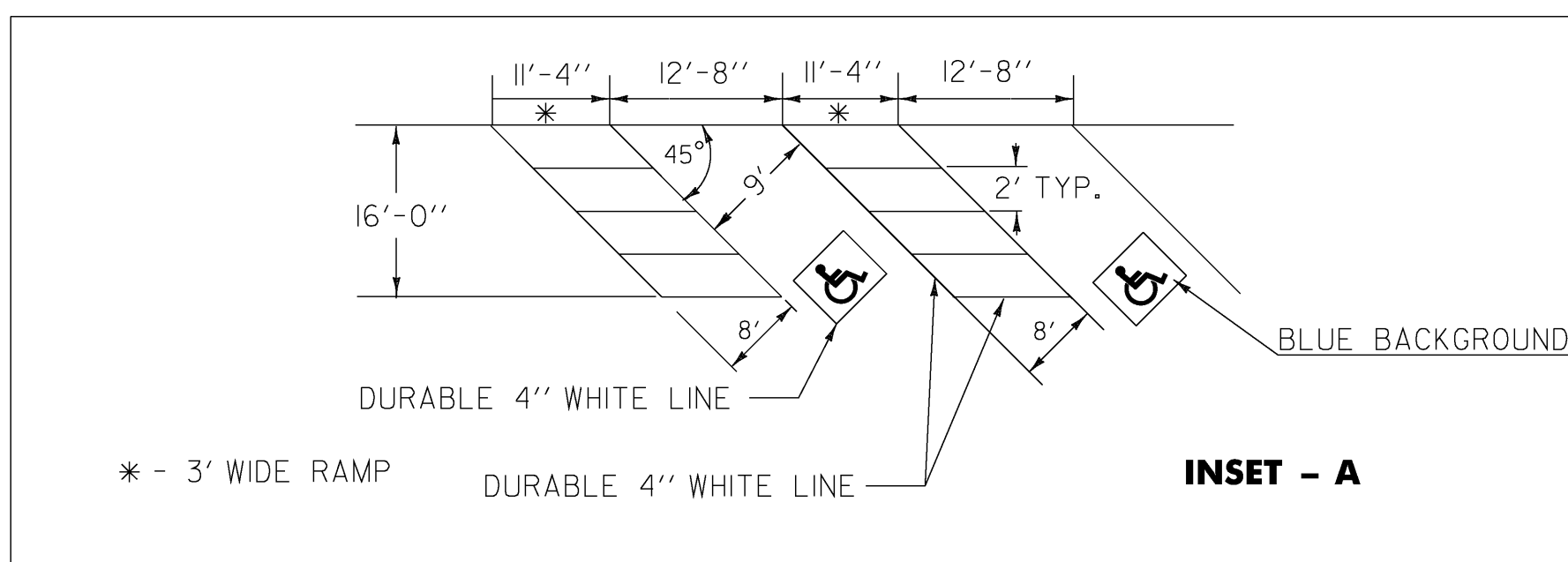
PAVEMENT MARKING PLACEMENT DETAIL



PAVEMENT MARKING LINE DETAILS
(X) = INTERSTATE OR LIMITED ACCESS



LETTER IN WORD MARKING SPACING DETAIL
NOTE: SINGLE WORDS CENTERED ON SIGN ie: SCHOOL OR YIELD



**THIS SHEET IS
NOT TO SCALE**

PAVEMENT MARKING DETAILS

PAVEMENT MARKING DETAILS SHEET 4

PROJECT:	STATEWIDE
DESIGN FILE NAME:	09b004.dgn
IPARM FILE NAME:	09b004pm4.i
SURVEYED BY:	
SQUAD LEADER:	A GAMBLE

PROJECT NO. :	NHG MARK (203)
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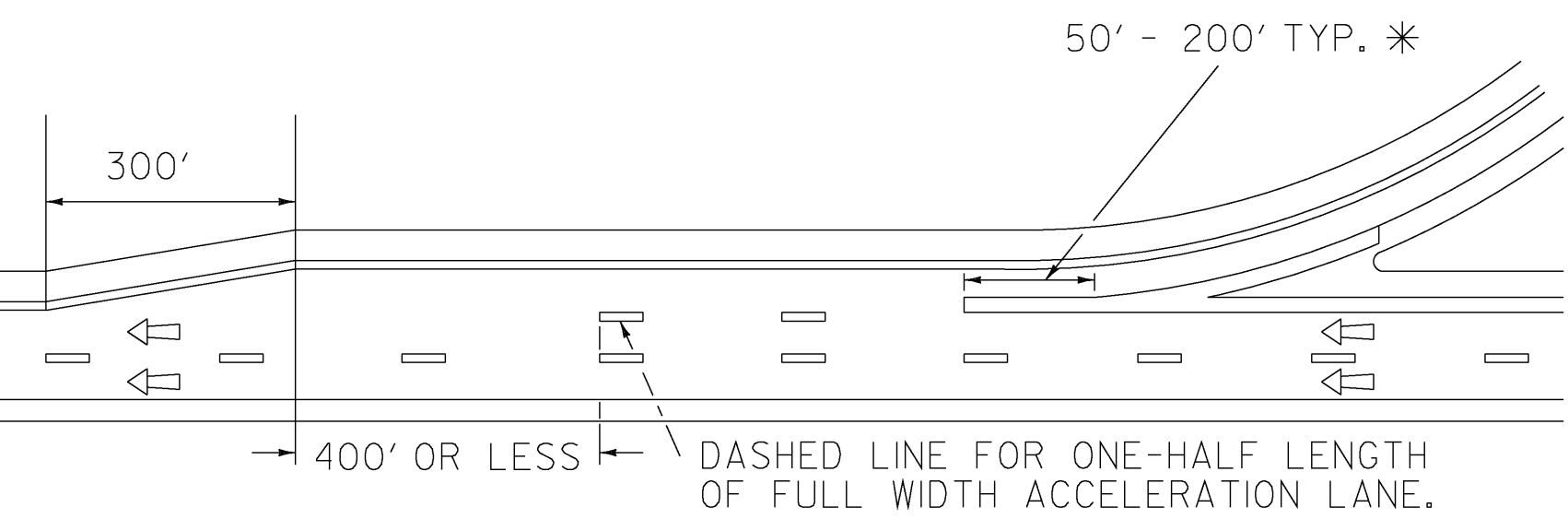
PLOT DATE: 17-JUL-2009
SURVEY DATE:
DRAWN BY: KAS
SHEET: 12 OF 13

SURVEY DATE:

DRAWN BY: KA

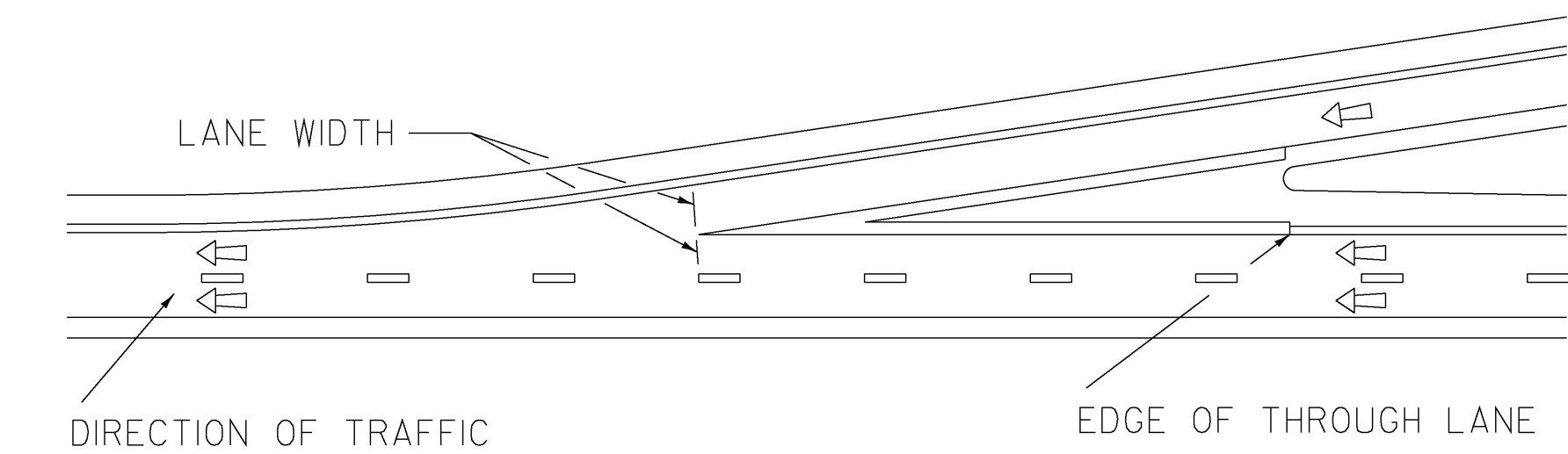
SHEET: 12 OF 13

RAMP MARKINGS

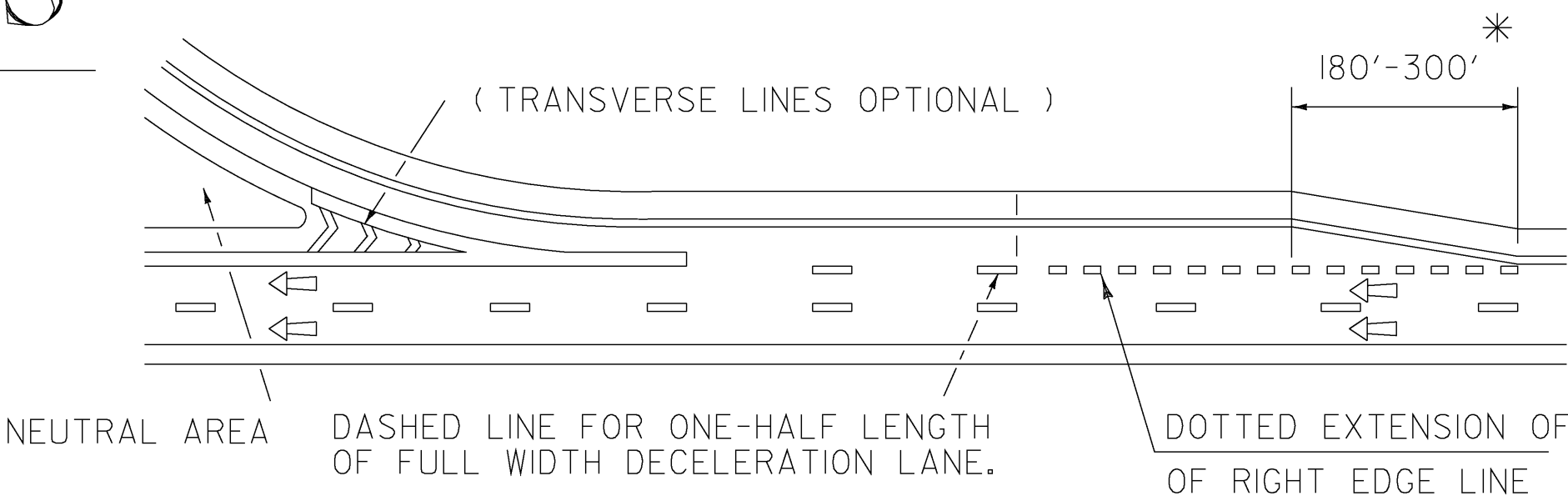


* USE LONGER LENGTH TO EMPHASIZE SITUATIONS WHERE THE CROSSING REQUIRES UNUSUAL CARE SUCH AS HIGH VOLUME MERGE AREAS.

PARALLEL ACCELERATION LANE

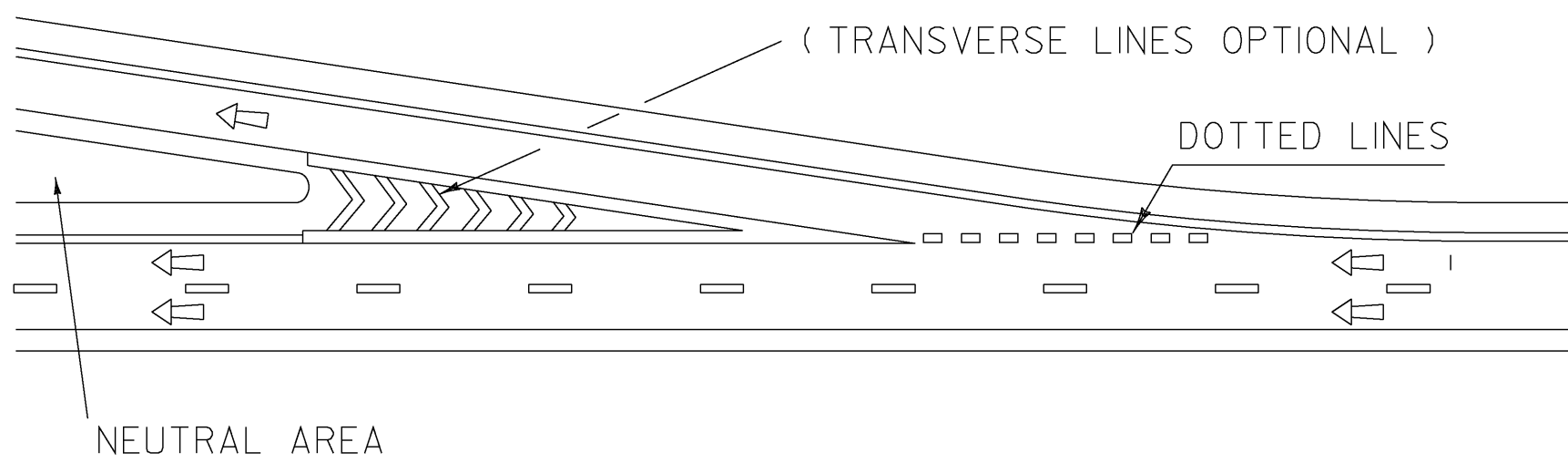


TAPERED ACCELERATION LANE

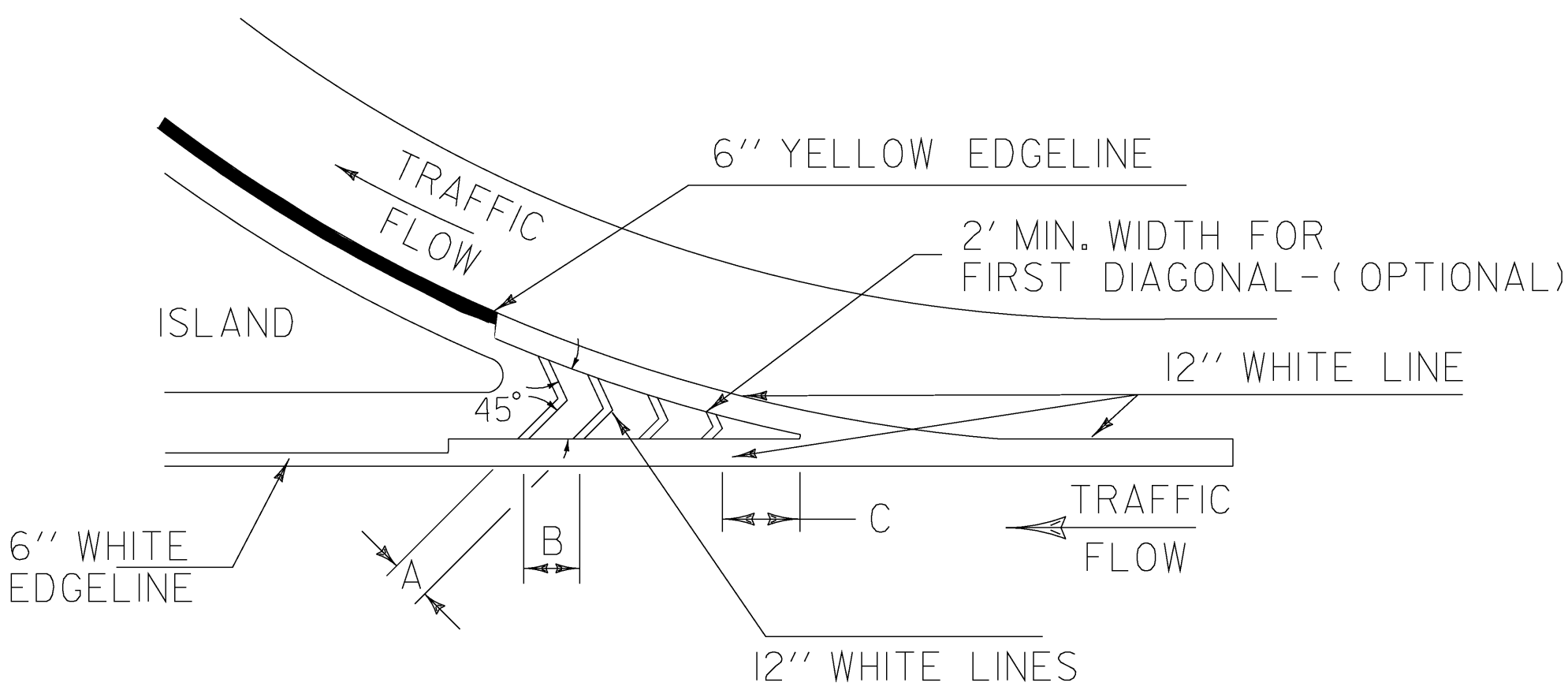


* SHORTER TAPERS GIVE A BETTER TARGET VALUE, HOWEVER ALIGNMENT MAY DICTATE A LONGER TAPER. ENGINEER SHALL ESTIMATE LENGTH.

PARALLEL DECELERATION LANE



TAPERED DECELERATION LANE

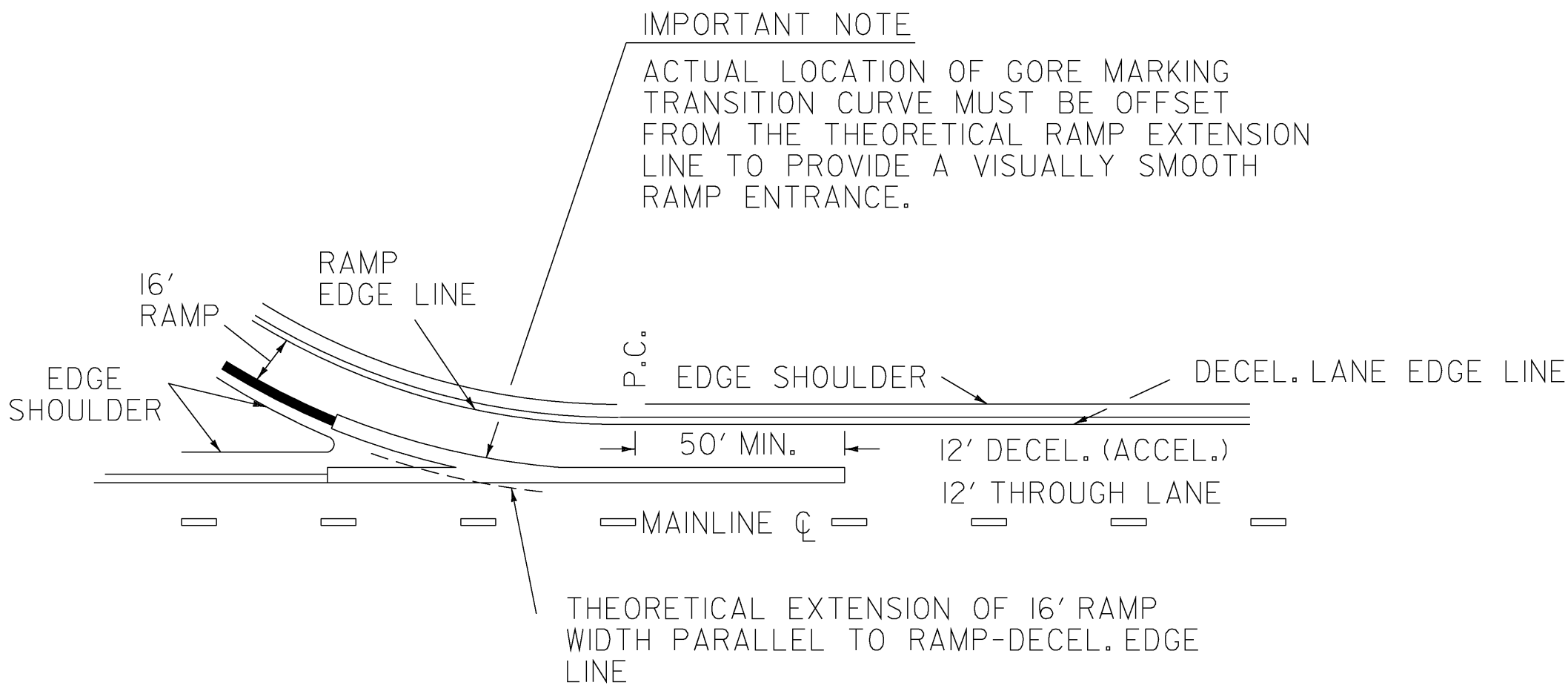


GORE MARKING DETAIL - EXIT TRANSVERSE LINES

LEGEND

- WHITE LINES
- YELLOW LINES
- CHANNELIZATION WHITE LINES
- WHITE DOTTED LINES (2' SOLID - 4' GAP)
- DIRECTION OF TRAFFIC FLOW

DIMENSIONS			CONDITIONS FOR USE	
A	B	C		
5'	7'	2'	LOW SPEED OR HIGH SPEED/W POOR SIGHT DISTANCE, <200'	WHERE LENGTH OF DIAGONAL AREA IS 75' MAX.
10'	14'	4'	HIGH SPEED AND GOOD SIGHT DISTANCE, ≥200'	WHERE LENGTH OF DIAGONAL AREA EXCEEDS 75'



DETAIL - GORE MARKING TRANSITION CURVE

THIS SHEET IS NOT TO SCALE

PAVEMENT MARKING DETAILS SHEET 5

PROJECT:	STATEWIDE	PROJECT NO.:	NHG MARK (203)
DESIGN FILE NAME: 09b004.dgn		PLOT DATE:	17-JUL-2009
IPARM FILE NAME: 09b004pm5.1		SURVEY DATE:	
SURVEYED BY:		DRAWN BY:	KAS
SQUAD LEADER: A GAMBLE		SHEET:	13 OF 13