

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 CRACK SEALING TYPICAL
- 3 QUANTITY SHEET
- 4 LOCATION LAYOUT
- 5 - 6 CRACK SEALING LOCATION DETAIL SHEETS 1 & 2
- 7 - 13 INTERCHANGE DETAIL SHEETS
- 14 TRAFFIC CONTROL NOTES

VAOT STANDARDS

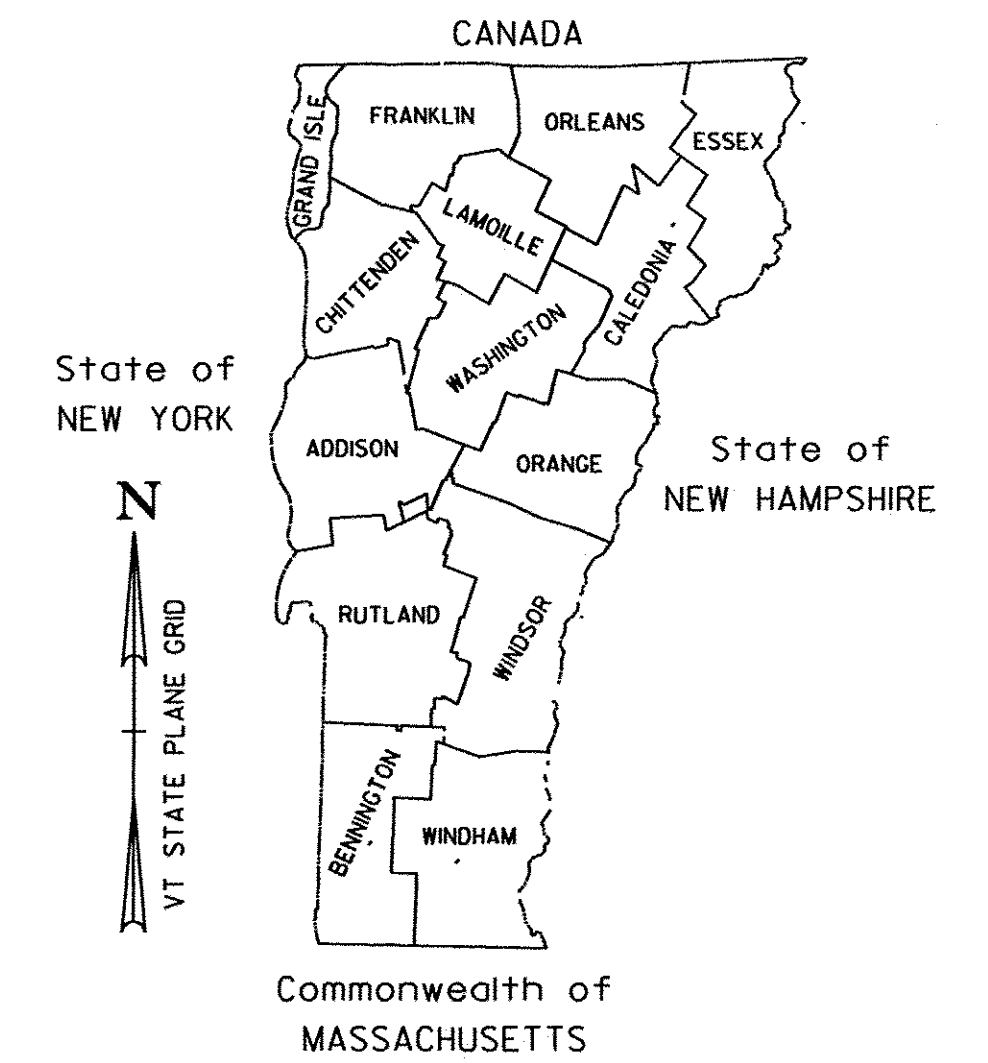
E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAILS	05/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	03/01/04
E-105	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY	05/01/04
E-106	TRAFFIC CONTROL MISCELLANEOUS DETAILS	03/01/04
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08/08/95

STATE OF VERMONT AGENCY OF TRANSPORTATION

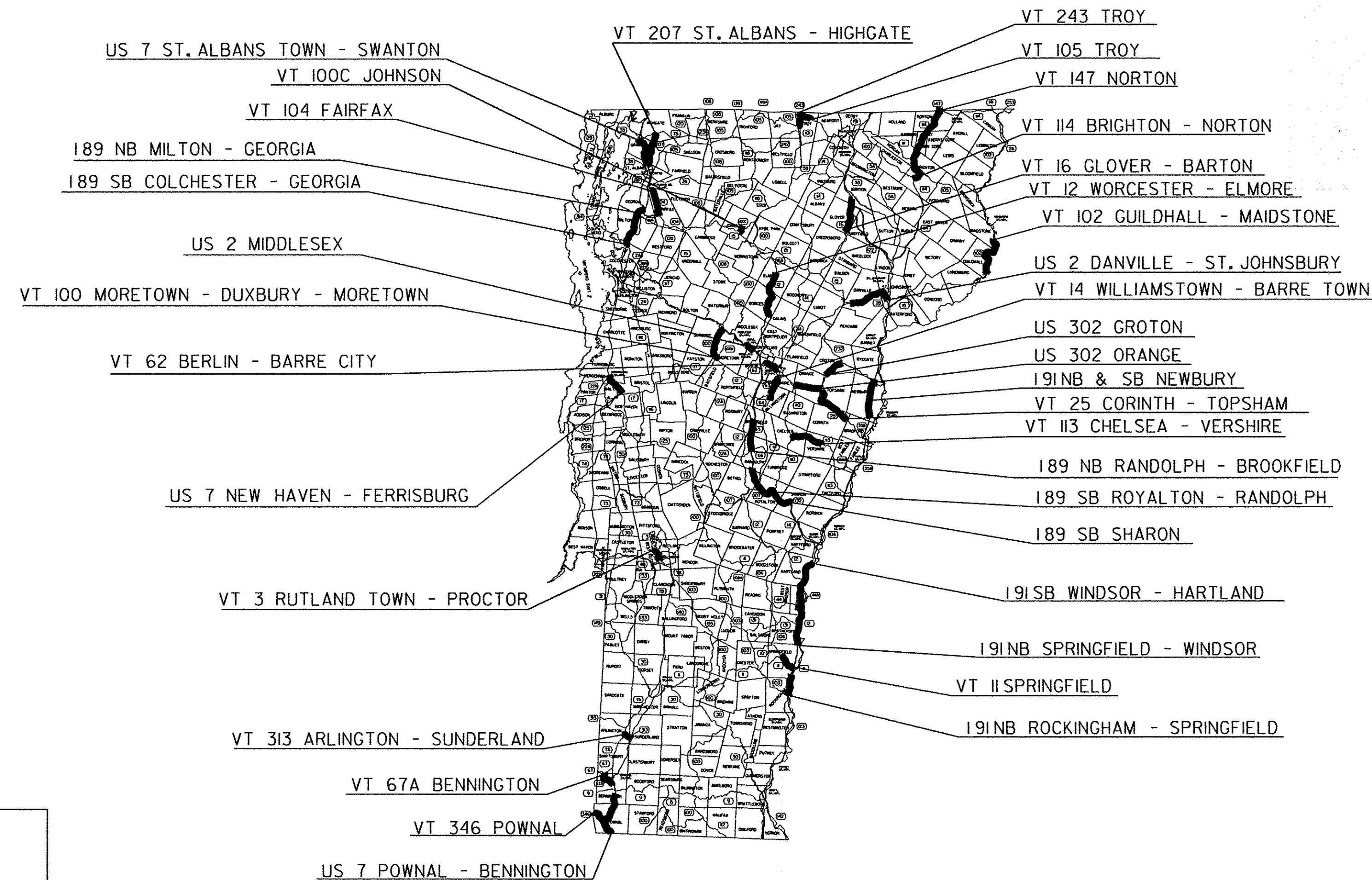


PROPOSED IMPROVEMENT STATEWIDE CRACK SEALING

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE ROUTING AND SEALING OF CRACKS IN BITUMINOUS CONCRETE PAVEMENT ON EXISTING STATE, U.S., AND INTERSTATE HIGHWAYS AND THE APPROPRIATE TRAFFIC CONTROL.



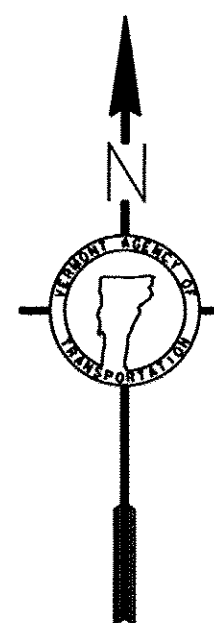
RECORD PLANS	
CONTRACTOR:	NICOM COATINGS CORP - BERLIN, VT
RESIDENT ENGINEER:	BRIGITTE CODLING
CONSTRUCTION BEGAN:	JULY 15, 2013
CONSTRUCTION COMPLETE:	SEPTEMBER 26, 2013
RECORD PLANS BY:	BRIGITTE CODLING & CRAIG PIERCE
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY:	<i>Brigitte Codling</i> RESIDENT ENGINEER
DATE:	1-10-14
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.	



QUALITY ASSURANCE PROGRAM: LEVEL 1

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	



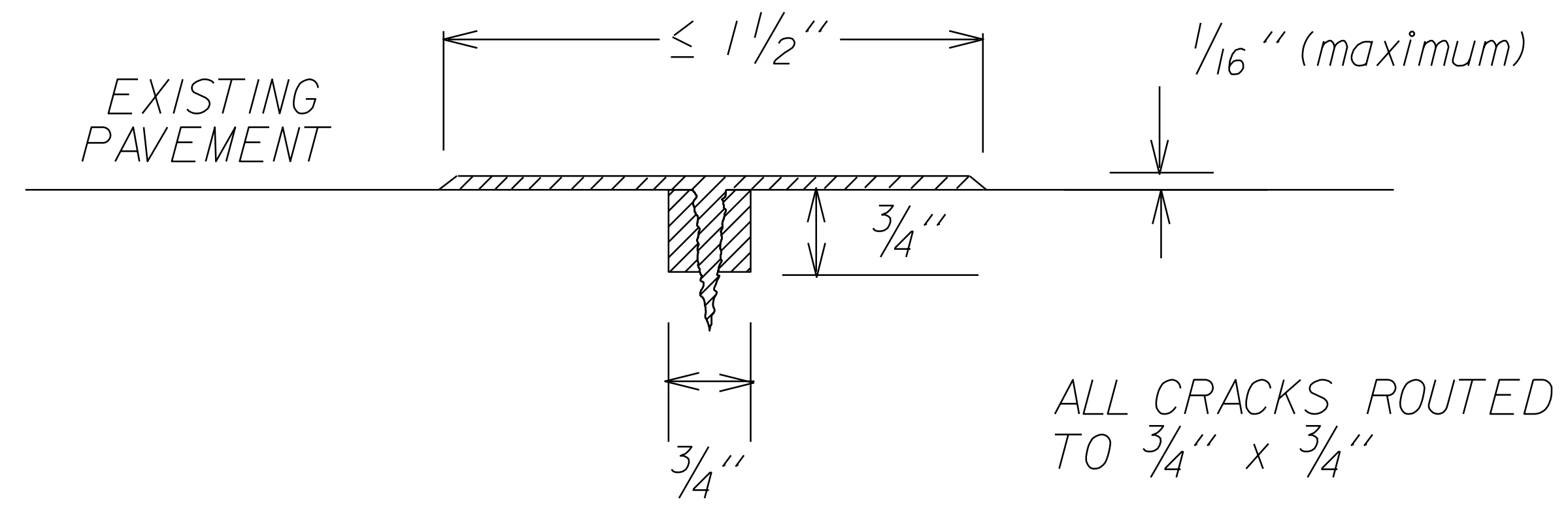
SURVEYED BY :	N/A
SURVEYED DATE :	N/A
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS. UNLESS OTHERWISE NOTED, THE DRAWINGS AND DETAILS ON THESE PLANS ARE DRAWN "NOT TO SCALE".

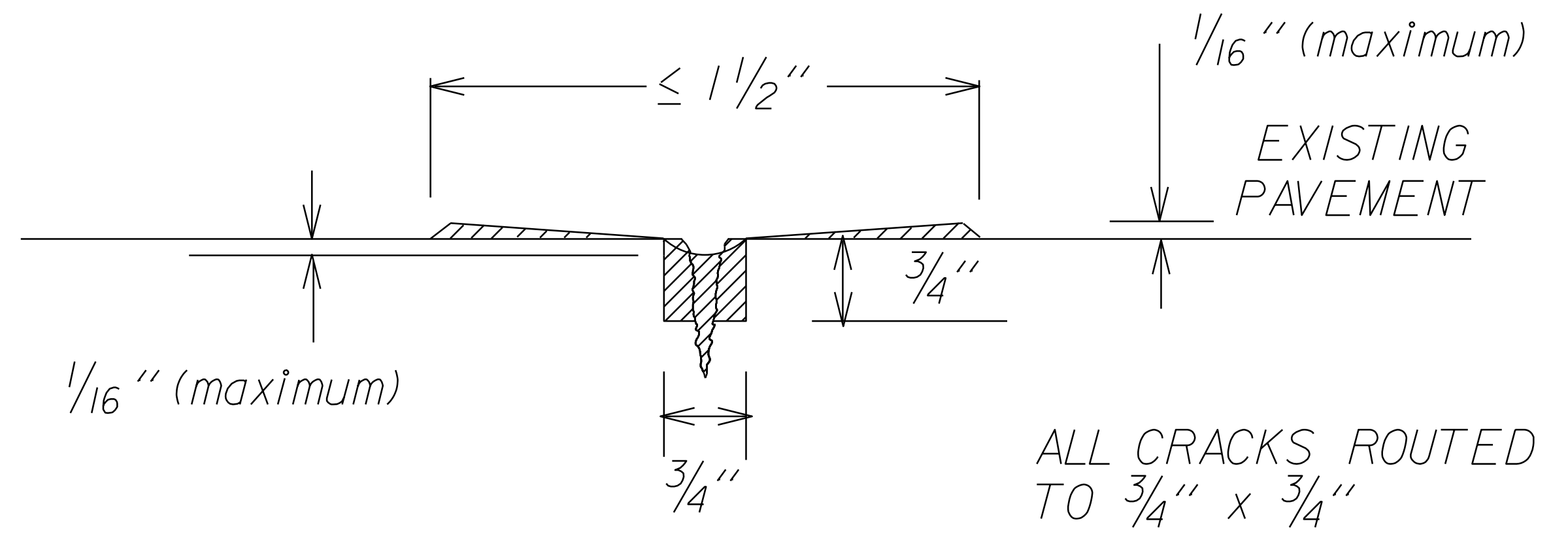
DIRECTOR OF PROGRAM DEVELOPMENT	
APPROVED _____	DATE _____
PROJECT MANAGER : MIKE FOWLER, P.E.	
PROJECT NAME : STATEWIDE	
PROJECT NUMBER : STP CRACK (31)	
SHEET 1 OF 14 SHEETS	

NOTES

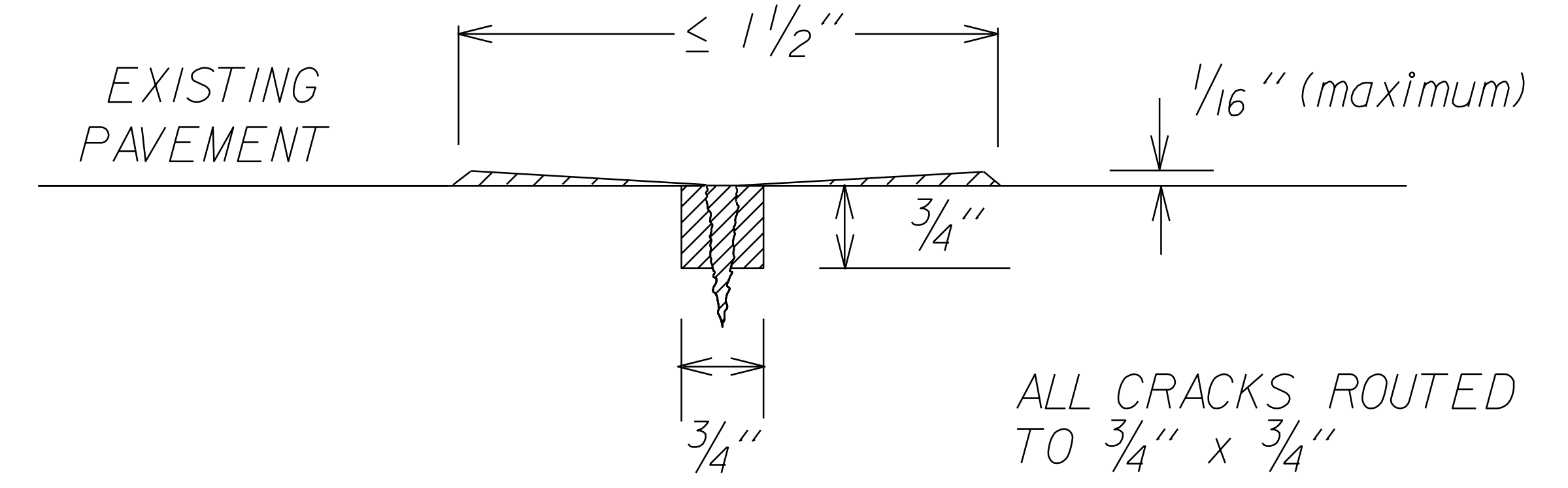
1. A STRIKE OFF FLUSH FILL TECHNIQUE SHALL BE USED FOR MATERIAL APPLICATION. STRIKE OFF MAY BE ACCOMPLISHED WITH A SHOE.
2. LIMITS OF WORK SHOWN ON PLANS, BEGIN AND END M.M., MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO ACCOUNT FOR CONDITIONS IN THE FIELD.
3. RELATIVE HUMIDITY SHOULD BE LESS THAN 80 PERCENT FOR APPLICATION OF THE CRACK SEALANT MATERIAL.
4. BACKFLUSHING OF HOSE AND APPLICATOR WAND IS NECESSARY ANY TIME THE APPLICATION OF SEALANT HAS BEEN DELAYED FOR A PERIOD GREATER THAN 15 MINUTES.
5. THE DISTANCE BETWEEN APPLICATOR AND SQUEEGEE SHOULD BE LESS THAN 3 FEET, BUT IN NO CASE SHOULD IT BE GREATER THAN 6 FEET.
6. THE TIME DELAY BETWEEN THE HOT AIR LANCE TREATMENT AND THE APPLICATION OF THE SEALANT SHOULD BE LESS THAN 2 MINUTES, BUT IN NO CASE GREATER THAN 5 MINUTES.
7. THE ACCEPTABLE SEALANT THICKNESS SHALL BE IN THE RANGE OF + 1/16" ABOVE SURFACE TO - 1/16" BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN 1/16" AND RECESSES GREATER THAN 1/16" BELOW THE SURFACE SHALL REFER TO SECTION 417 - BITUMINOUS CRACK SEALING, SUBSECTION 417.06 PLACING OF SEALER, OF THE STANDARD SPECIFICATIONS.
8. THE MANUFACTURER'S RECOMMENDATIONS ON CURING OF MATERIAL SHALL BE SUPPLIED IN ADVANCE OF ACTIVITIES. THE CURE TIMES MAY BE SHORTENED OR EXTENDED TO MEET CONDITIONS IN THE FIELD AS DIRECTED BY THE ENGINEER.



MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

NOT TO SCALE

CRACK SEALING TYPICAL	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(31)	
	FILE NAME: pl2k558.dgn	PLOT DATE: 28-FEB-2014 17:30
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: HARRINGTON
	pl2k558+yp.i	SHEET 2 OF 14

US 7 ST. ALBANS TOWN - SWANTON

VT 100C JOHNSON

VT 104 FAIRFAX

189 NB MILTON - GEORGIA

189 SB COLCHESTER - GEORGIA

US 2 MIDDLESEX

VT 100 MORETOWN - DUXBURY - MORETOWN

VT 62 BERLIN - BARRE CITY

US 7 NEW HAVEN - FERRISBURG

VT 3 RUTLAND TOWN - PROCTOR

VT 313 ARLINGTON - SUNDERLAND

VT 67A BENNINGTON

VT 346 POWNAL

US 7 POWNAL - BENNINGTON

VT 207 ST. ALBANS - HIGHGATE

VT 243 TROY

VT 105 TROY

VT 147 NORTON

VT 114 BRIGHTON - NORTON

VT 16 GLOVER - BARTON

VT 12 WORCESTER - ELMORE

VT 102 GUILDHALL - MAIDSTONE

US 2 DANVILLE - ST. JOHNSBURY

VT 14 WILLIAMSTOWN - BARRE TOWN

US 302 GROTON

US 302 ORANGE

191NB & SB NEWBURY

VT 25 CORINTH - TOPSHAM

VT 113 CHELSEA - VERSHIRE

189 NB RANDOLPH - BROOKFIELD

189 SB ROYALTON - RANDOLPH

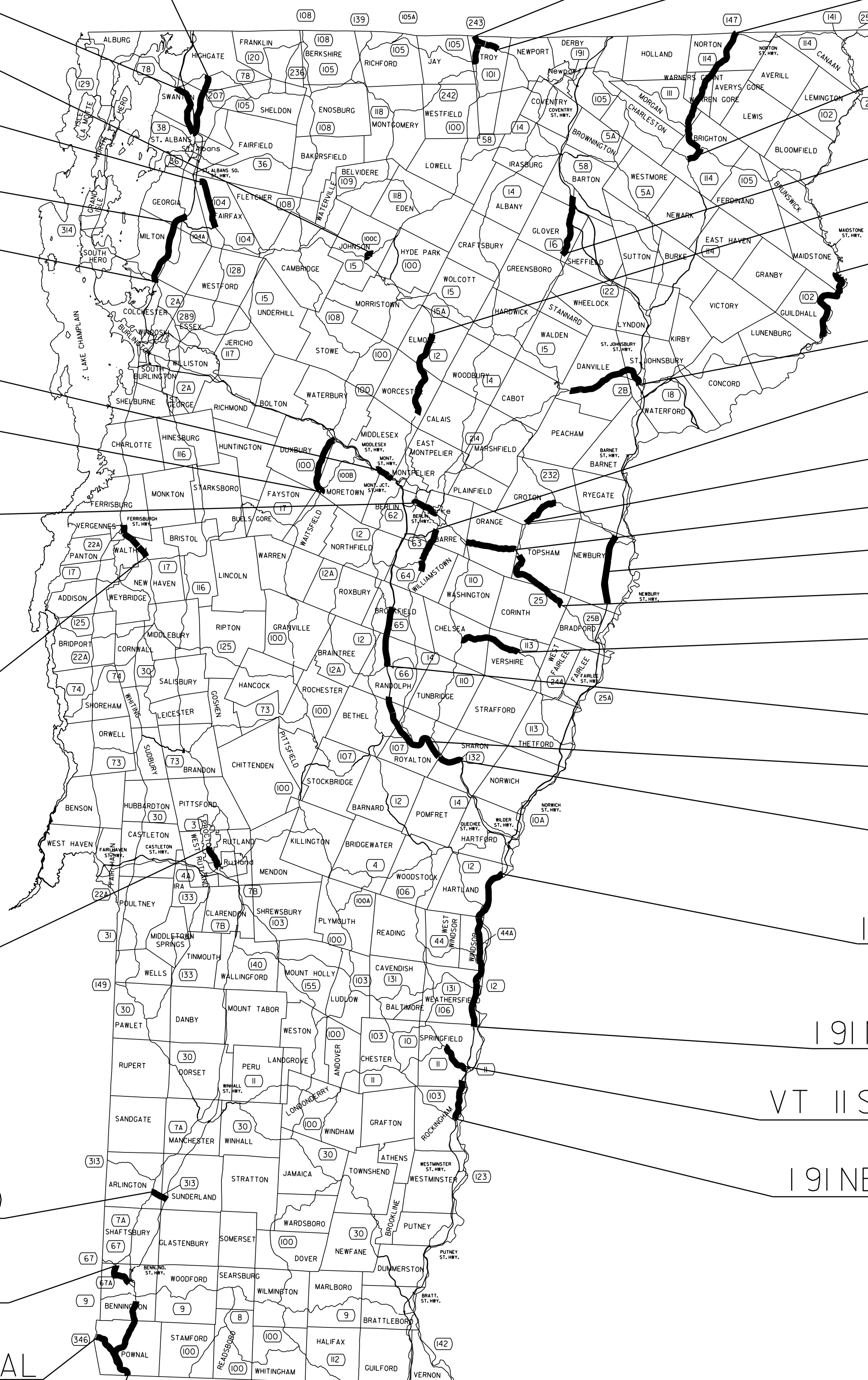
189 SB SHARON

191SB WINDSOR - HARTLAND

191NB SPRINGFIELD - WINDSOR

VT 11 SPRINGFIELD

191NB ROCKINGHAM - SPRINGFIELD



**LOCATION
LAYOUT**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(31)

FILE NAME: p12k558.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p12k558101.i

PLOT DATE: 28-FEB-2014 17:38
DRAWN BY: LOCKE
CHECKED BY: HARRINGTON
SHEET 4 OF 14

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

ROUTE	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT	ADT
* 189 (NB)	RANDOLPH	31.000	BROOKFIELD	37.700	6.700	13.400	4 & 6	7,700
189 (SB)	ROYALTON	23.500	RANDOLPH	27.000	3.500	7.000	4	8,300
** 189 (SB)	SHARON	13.000	SHARON	15.600	2.600	5.200	4	9,800
*** 189 (NB)	MILTON	103.600	GEORGIA	106.900	3.300	6.600	8	10,100
\$ 189 (SB)	COLCHESTER	98.000	GEORGIA	107.350	9.350	18.700	8	10,700
\$\$ 191 (NB)	SPRINGFIELD	44.900	WINDSOR	57.400	12.500	25.000	2 & 4	8,500
\$\$\$ 191 (SB)	WINDSOR	57.401	HARTLAND	66.158	8.757	17.514	4	9,700
191 (NB)	ROCKINGHAM	35.600	SPRINGFIELD	40.400	4.800	9.600	2	7,000
\$\$\$\$ 191 (NB)	NEWBURY	105.025	NEWBURY	110.600	5.575	11.150	7	2,700
\$\$\$\$ 191 (SB)	NEWBURY	105.025	NEWBURY	110.600	5.575	11.150	7	2,700
+ US 2	DANVILLE	4.900	ST. JOHNSBURY	2.690	8.560	3 LANES 17.120 25.68	7	7,200
US 2	MIDDLESEX	5.100	MIDDLESEX	5.628	0.528	1.056	6	4,300
++ US 7	NEW HAVEN	5.400	FERRISBURG	0.400	4.320	8.640	5	13,200
++ US 7	POWNAI	0.000	BENNINGTON	2.156	10.144	20.288	1	10,900
US 7	ST. ALBANS TOWN	2.224	SWANTON	5.096	5.769	11.538	8	3,500
+++ US 302	GROTON	1.500	GROTON	4.743	3.018	6.036	7	2,600
US 302	ORANGE	0.000	ORANGE	6.050	6.050	12.100	6	3,500
++++ VT 3	RUTLAND TOWN	0.000	PROCTOR	1.804	3.583	7.166	3	3,900

SHEET TOTAL (MILES)

104.629	209.258
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- * INCLUDE EXIT 4 NORTHBOUND ON RAMP
- ** INCLUDE EXIT 2 SOUTHBOUND ON AND OFF RAMPS
- *** INCLUDE EXIT 18 NORTHBOUND ON & OFF RAMPS
- \$ INCLUDE SOUTHBOUND ON & OFF RAMPS AT EXIT 18 AND SOUTHBOUND OFF RAMP AT EXIT 17
- \$\$ INCLUDE EXIT 8 NORTHBOUND ON & OFF RAMPS
- \$\$\$ INCLUDE EXIT 9 SOUTHBOUND ON & OFF RAMPS
- \$\$\$\$ INCLUDE ALL RAMPS AT EXIT 17
- + INCLUDE TRUCK LANE & 1.711 MILES OF DIVIDED HIGHWAY
- ++ INCLUDE TRUCK LANES
- +++ NO WORK BETWEEN MM 3.520 - MM 3.745
- ++++ INCLUDE VT 3 APPROACH, 0.042 MILES

**CRACK SEALING
 LOCATION
 DETAIL
 SHEET #1**

PROJECT NAME: STATEWIDE	
PROJECT NUMBER: STP CRAK(31)	
FILE NAME: p12k558.dgn	PLOT DATE: 28-FEB-2014 17:33
PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: HARRINGTON
p12k558de+1.i	SHEET 5 OF 14

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

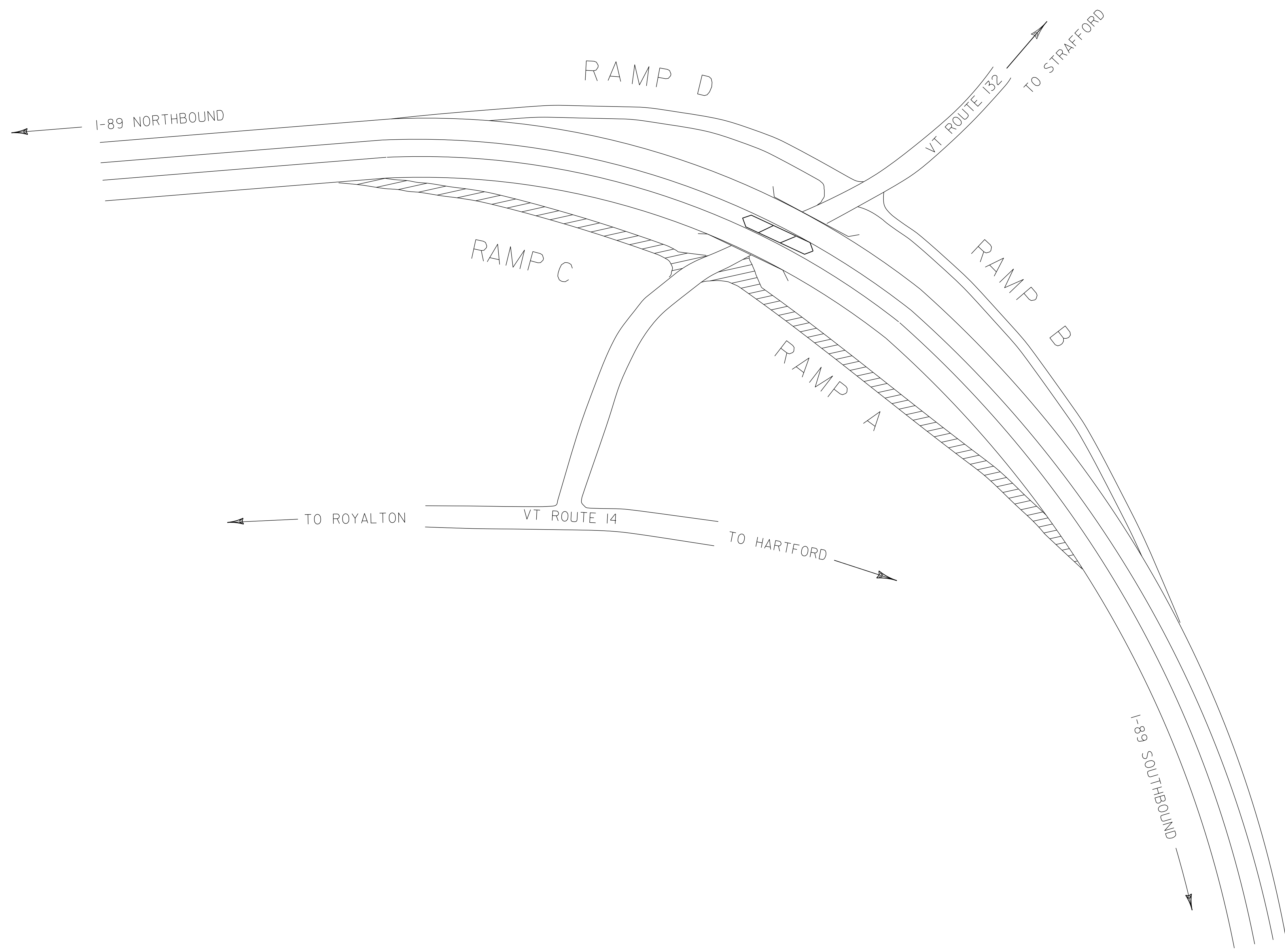
	ROUTE	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT	ADT
%	VT 11	SPRINGFIELD	6.349	SPRINGFIELD	7.770	2.842	5.684	2	13,440
	VT 12	WORCESTER	3.946	ELMORE	3.520	7.427	14.854	6	950
	VT 14	WILLIAMSTOWN	3.800	BARRE TOWN	2.319	5.352	10.704	6	8,000
	VT 16	GLOVER	2.810	BARTON	1.762	5.663	11.326	9	3,600
	VT 25	CORINTH	3.339 1.309	TOPSHAM	3.900	4.598 6.554	9.196 13.108	7	2,700
% %	VT 62	BERLIN	1.600	BARRE CITY	1.585	4.912	9.824	6	6,600
	VT 67A	BENNINGTON	0.850	BENNINGTON	2.130	1.280	2.560	1	11,100
	VT 100	MORETOWN	0.472	MORETOWN	1.229	6.989	13.978	6	5,600
	VT 100C	JOHNSON	0.000	JOHNSON	1.150	1.150	2.300	8	4,200
*	VT 102	GUILDHALL	0.000	MAIDSTONE	3.800	11.616	23.232	9	640
	VT 104	FAIRFAX	6.883	FAIRFAX	11.320	4.437	8.874	8	3,900
	VT 105	TROY	3.098	TROY	5.715	2.617	5.234	9	1,400
	VT 105	TROY	0.202	TROY	2.454	2.252	4.504	9	1,400
	VT 113	CHELSEA	0.008	VERSHIRE	3.560	6.992	13.984	4	1,000
	VT 114	BRIGHTON	4.892	NORTON	5.498	15.872	31.744	9	1,800
**	VT 147	NORTON	0.000	NORTON	0.145	0.178	0.356	9	800
	VT 207	ST. ALBANS	0.000	HIGHGATE	1.991	7.366	14.732	8	2,600
	VT 243	TROY	0.116	TROY	0.865	0.749	1.498	9	490
	VT 313	ARLINGTON	6.708	SUNDERLAND	0.714	1.912	3.824	1	2,400
	VT 346	POWNALE	0.000	POWNALE	0.500	0.500	1.000	1	2,600

SHEET TOTAL (MILES)	94.704	189.408
	96.660	193.32
PROJECT TOTAL (MILES)	199.333	398.666
	201.289	402.578

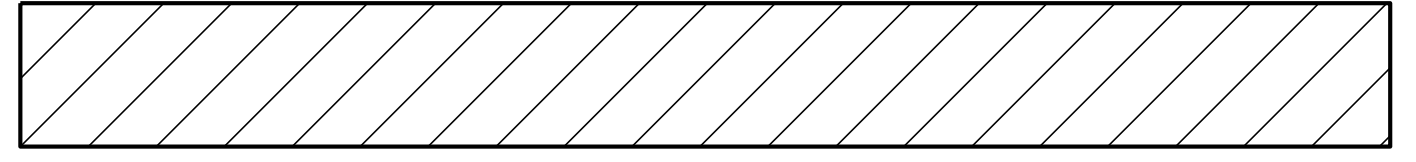
% 4 LANE UNDIVIDED HIGHWAY
 % % INCLUDE TRUCK LANE & 1.993 MILES OF DIVIDED HIGHWAY
 * INCLUDE VT 102 APPROACH, 0.068 MILES
 ** INCLUDE VT 147 APPROACH, 0.033 MILES

**CRACK SEALING
 LOCATION
 DETAIL
 SHEET #2**

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(31)
 FILE NAME: p12k558.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 p12k558det2.i
 PLOT DATE: 28-FEB-2014 17:33
 DRAWN BY: LOCKE
 CHECKED BY: HARRINGTON
 SHEET 6 OF 14



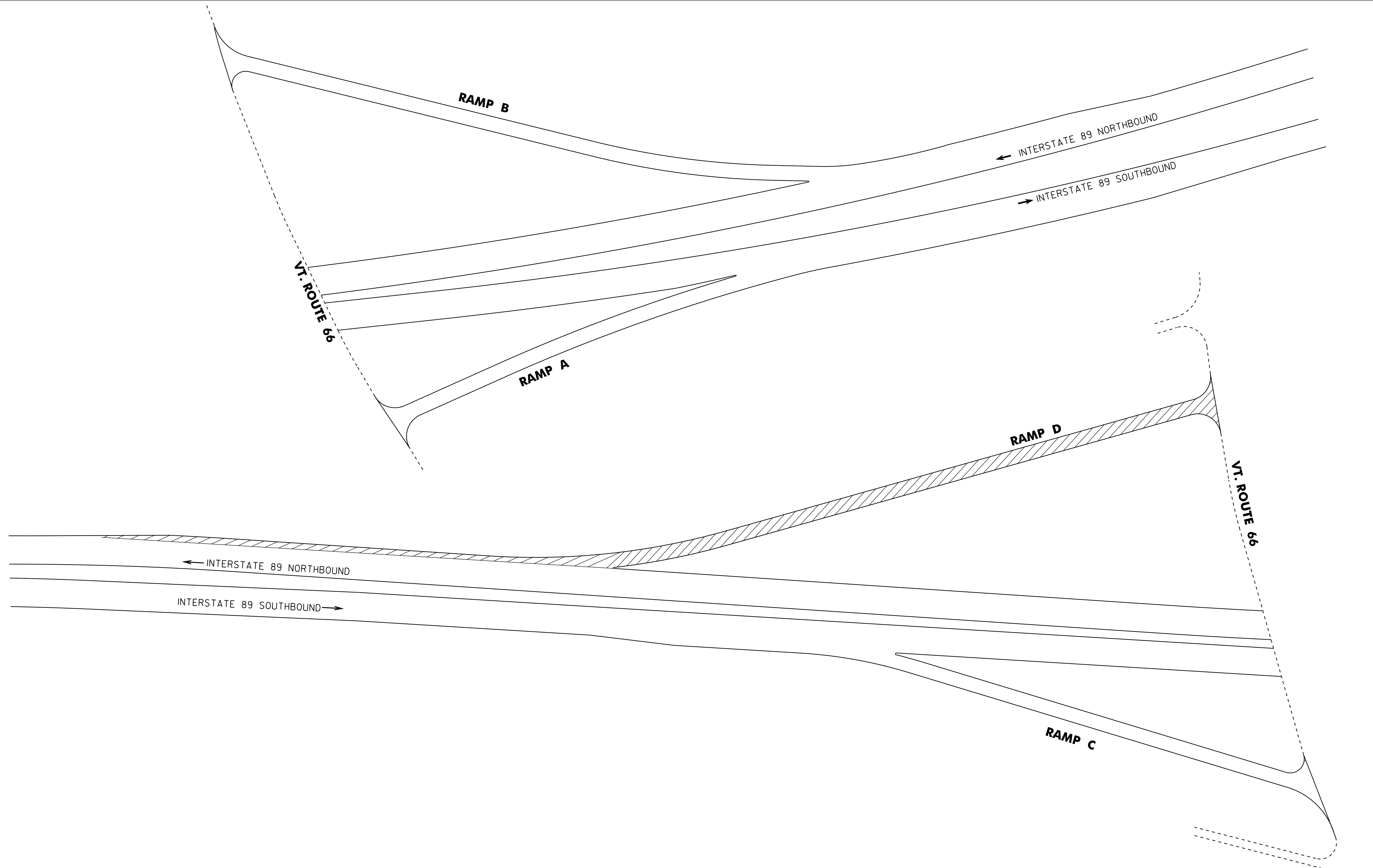
RAMPS REQUIRING CRACK SEALING



SHARON INTERCHANGE # 2
I-89

NOT TO SCALE

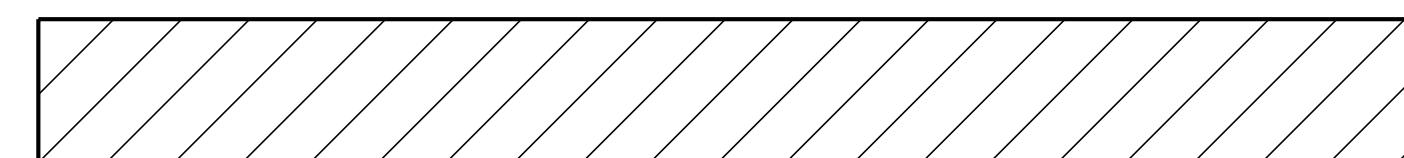
INTERCHANGE DETAIL SHEET # 1	PROJECT NAME: STATEWIDE	PROJECT NUMBER: STP CRAK(3I)
	FILE NAME: p12k558.dgn	PLOT DATE: 28-FEB-2014 17:33
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: HARRINGTON
	pl2k558in+1.i	SHEET 7 OF 14



RANDOLPH INTERCHANGE # 4
I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

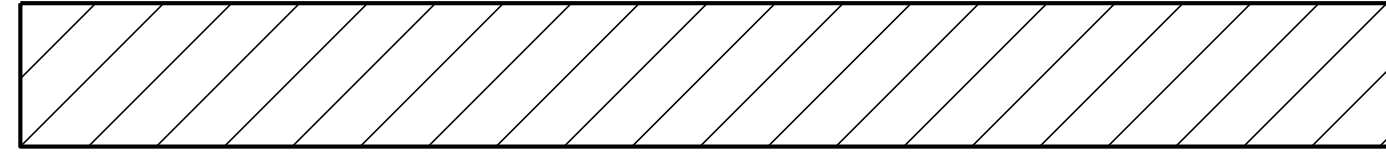


INTERCHANGE DETAIL SHEET # 2	PROJECT NAME: STATEWIDE	PLOT DATE: 28-FEB-2014 17:30
	PROJECT NUMBER: STP CRAK(3I)	DRAWN BY: LOCKE
	FILE NAME: p12k558.dgn	CHECKED BY: HARRINGTON
	PROJECT LEADER: FOWLER	SHEET 8 OF 14
	DESIGNED BY: LOCKE	
	p12k558in+2.i	



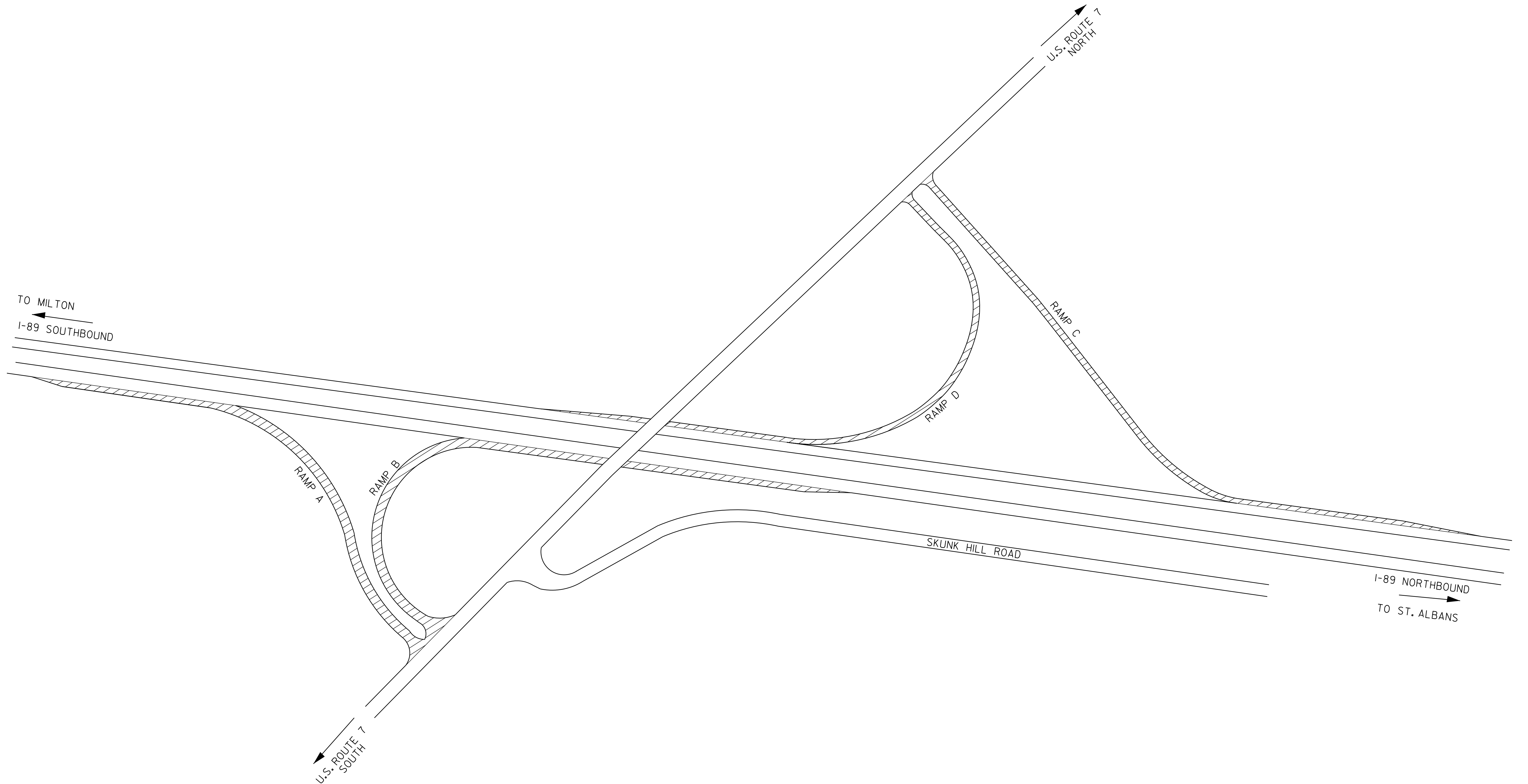
COLCHESTER INTERCHANGE #17
I-89

RAMPS REQUIRING CRACK SEALING



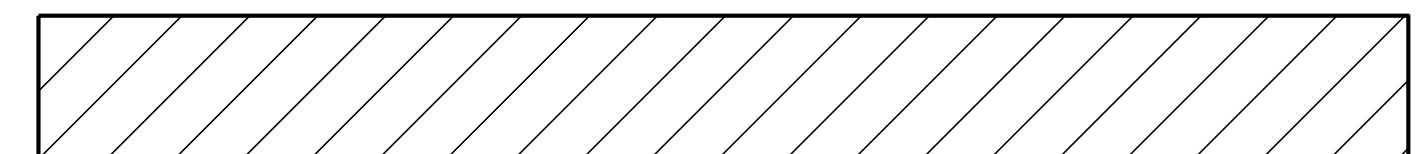
NOT TO SCALE

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	PROJECT NUMBER: STP CRAK(31)	DRAWN BY: LOCKE
	FILE NAME: p12k558.dgn	CHECKED BY: HARRINGTON
	DESIGNED BY: LOCKE	SHEET 9 OF 14
	p12k558in+3.i	



GEORGIA INTERCHANGE #18
I-89

RAMPS REQUIRING CRACK SEALING



NOT TO SCALE

INTERCHANGE
DETAIL
SHEET # 4

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(3I)

FILE NAME: pi2k558.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 pi2k558int4.i

PLOT DATE: 28-FEB-2014 17:38
 DRAWN BY: LOCKE
 CHECKED BY: HARRINGTON
 SHEET 10 OF 14

TO SPRINGFIELD
I-91 SOUTHBOUND
←

RAMP A

VT. ROUTE 131
← WEST

RAMP B

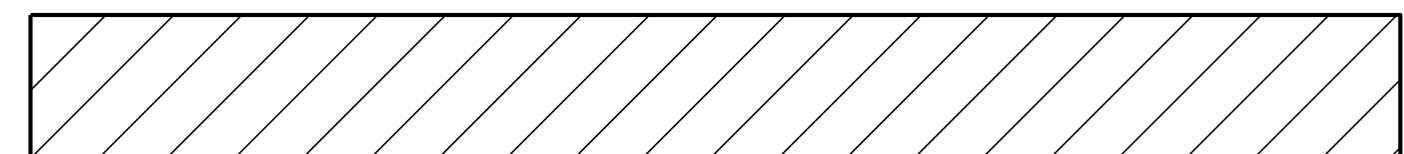
I-91 NORTHBOUND
TO WINDSOR →

RAMP C

RAMP D

VT. ROUTE 131
→ EAST

RAMPS REQUIRING CRACK SEALING



ASCUTNEY INTERCHANGE #8

I-91

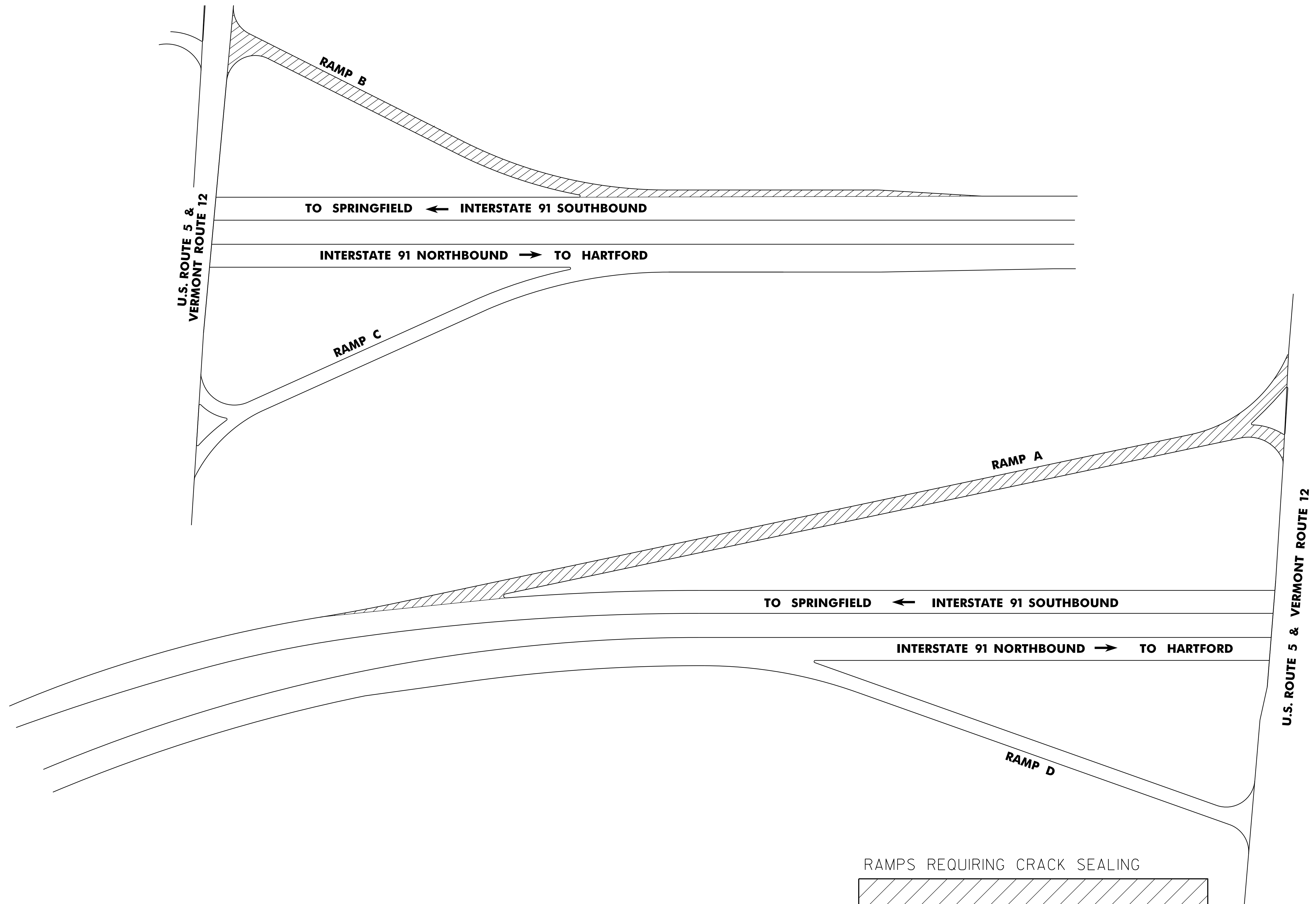
NOT TO SCALE

**INTERCHANGE
DETAIL
SHEET # 5**

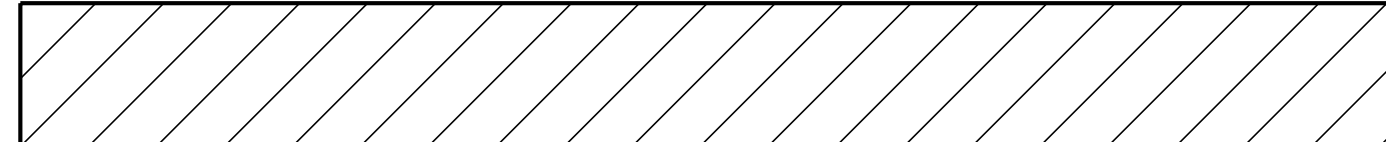
PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(31)

FILE NAME: p12k558.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p12k558in+5.i

PLOT DATE: 28-FEB-2014 17:33
DRAWN BY: LOCKE
CHECKED BY: HARRINGTON
SHEET 11 OF 14



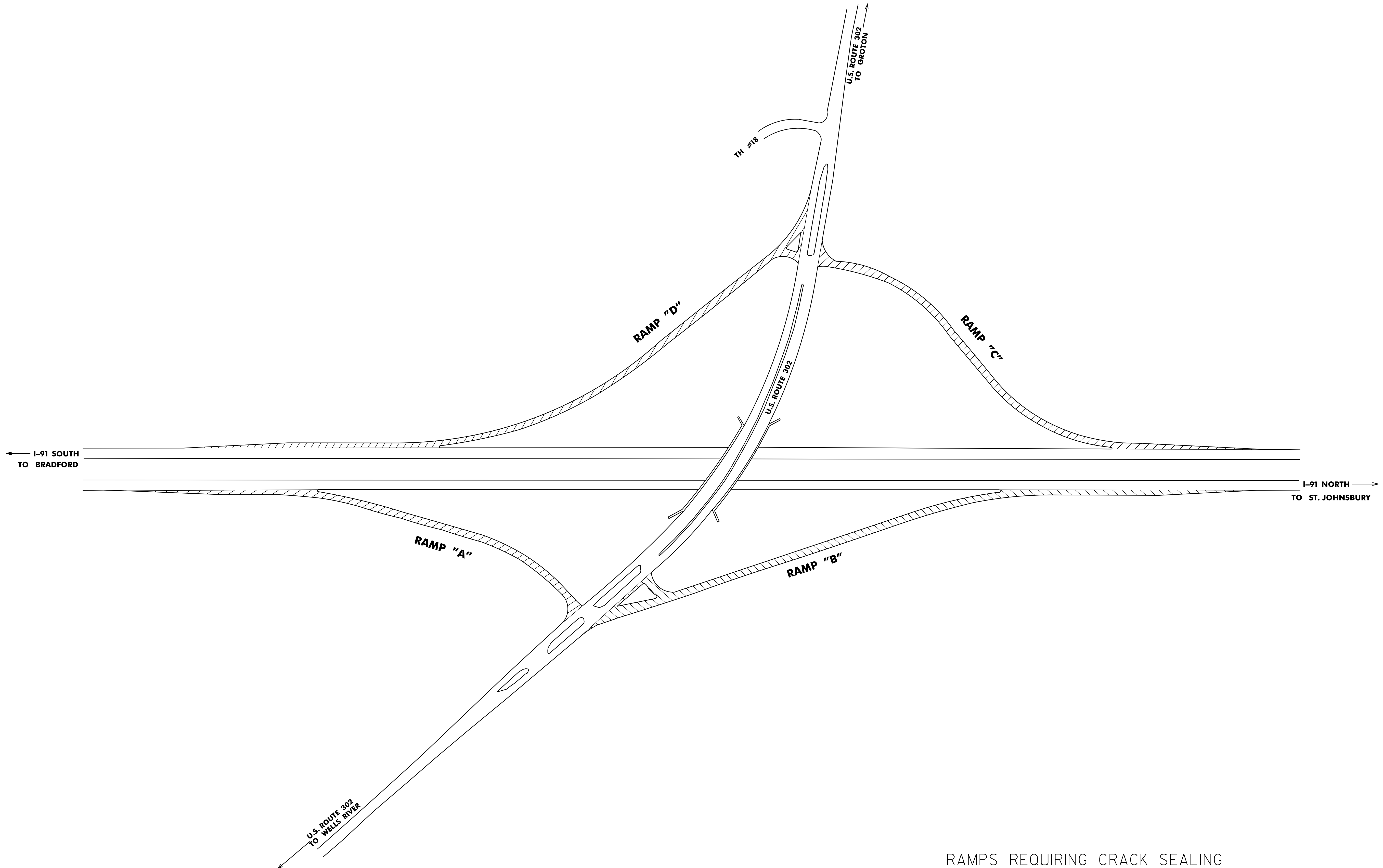
RAMPS REQUIRING CRACK SEALING



HARTLAND INTERCHANGE # 9
I-91

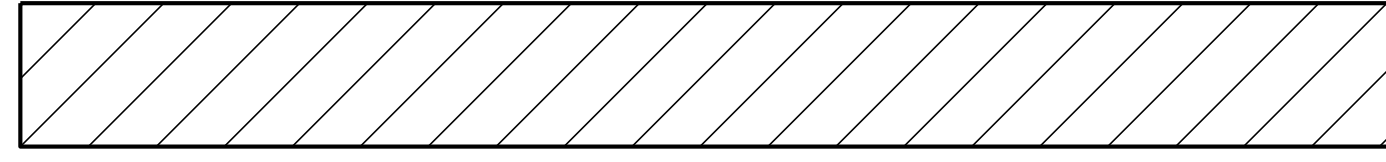
NOT TO SCALE

INTERCHANGE DETAIL SHEET # 6	PROJECT NAME: STATEWIDE	PLOT DATE: 28-FEB-2014 17:38
	PROJECT NUMBER: STP CRAK(3I)	DRAWN BY: LOCKE
	FILE NAME: p12k558.dgn	CHECKED BY: HARRINGTON
	DESIGNED BY: LOCKE	SHEET 12 OF 14
	p12k558in+6.i	



WELLS RIVER INTERCHANGE # 17
I-91

RAMPS REQUIRING CRACK SEALING



NOT TO SCALE

INTERCHANGE DETAIL SHEET # 7	PROJECT NAME: STATEWIDE	FILE NAME: p12k558.dgn	PLOT DATE: 28-FEB-2014 17:38
	PROJECT NUMBER: STP CRAK(31)	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	DESIGNED BY: LOCKE	CHECKED BY: HARRINGTON
	p12k558in+7.i		SHEET 13 OF 14

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VAOT STANDARD E-106 AND THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL. WHERE CONFLICTS EXIST THE LATEST EDITION OF THE MUTCD GOVERNS OVER THE E-STANDARDS.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.10 - UNIFORMED TRAFFIC OFFICERS, AND 630.15 - FLAGGERS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.

PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY.

THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.

THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.
5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
6. REFER TO VAOT STANDARDS AND THE LATEST EDITION OF THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.
7. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED. KEEP RECORDS WHEN POSTING THE WORK ZONE SPEED LIMIT FOR LEGAL PURPOSES; DOCUMENTING DATES, TIMES, AND LOCATIONS OF SIGNS. WHEN WORK ZONE SPEED LIMIT IS NOT IN USE ALL ASSOCIATED SIGNS SHALL BE COVERED, TURNED AND/OR LAID FLAT SO AS THE MOTORING PUBLIC CANNOT READ THESE SIGNS.
8. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY 1.5 TO 2 MILES WHERE APPLICABLE AND AFTER INTERSECTIONS AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE THE SPEED THEY SHOULD BE TRAVELING.
9. WHEN REDUCED REGULATORY SPEED LIMIT SIGNS ARE USED, THE RESUMPTION OF THE USUAL SPEED LIMIT SHALL BE INDICATED BY AN APPROPRIATE SPEED LIMIT SIGN AT THE END OF THE WORK ZONE.
10. G20-5dP "WORK ZONE" PLAQUES SHALL BE INSTALLED ABOVE EACH WORK ZONE SPEED LIMIT SIGN. R2-6dP "FINES DOUBLED" PLAQUES MAY BE INSTALLED BENEATH THE LEAD WORK ZONE SPEED LIMIT SIGNS IN PLACE OF VR-355 "FINE DOUBLED FOR SPEEDING IN WORK ZONE" SIGNS.
11. FLAGGER SIGNS SHALL BE REMOVED IF FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES. FLAGGER SIGNS SHOULD NOT BE MORE THAN 1000 FEET FROM THE FLAGGER STATION.
12. NO CONSTRUCTION SIGNS OR MATERIALS AND EQUIPMENT SHALL BE PLACED ON SIDEWALKS OR OTHERWISE OBSTRUCTING PEDESTRIAN FACILITIES.

NOT TO SCALE

TRAFFIC CONTROL NOTES	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(31)	
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