

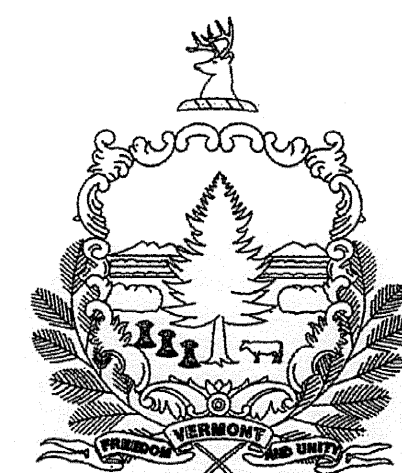
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- 5.-6. PAVEMENT MARKING LAYOUTS
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11. RUTTING DATA INFORMATION SHEET

VAOT STANDARDS

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E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
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E-191	PAVEMENT MARKING DETAILS	02/01/99

STATE OF VERMONT AGENCY OF TRANSPORTATION

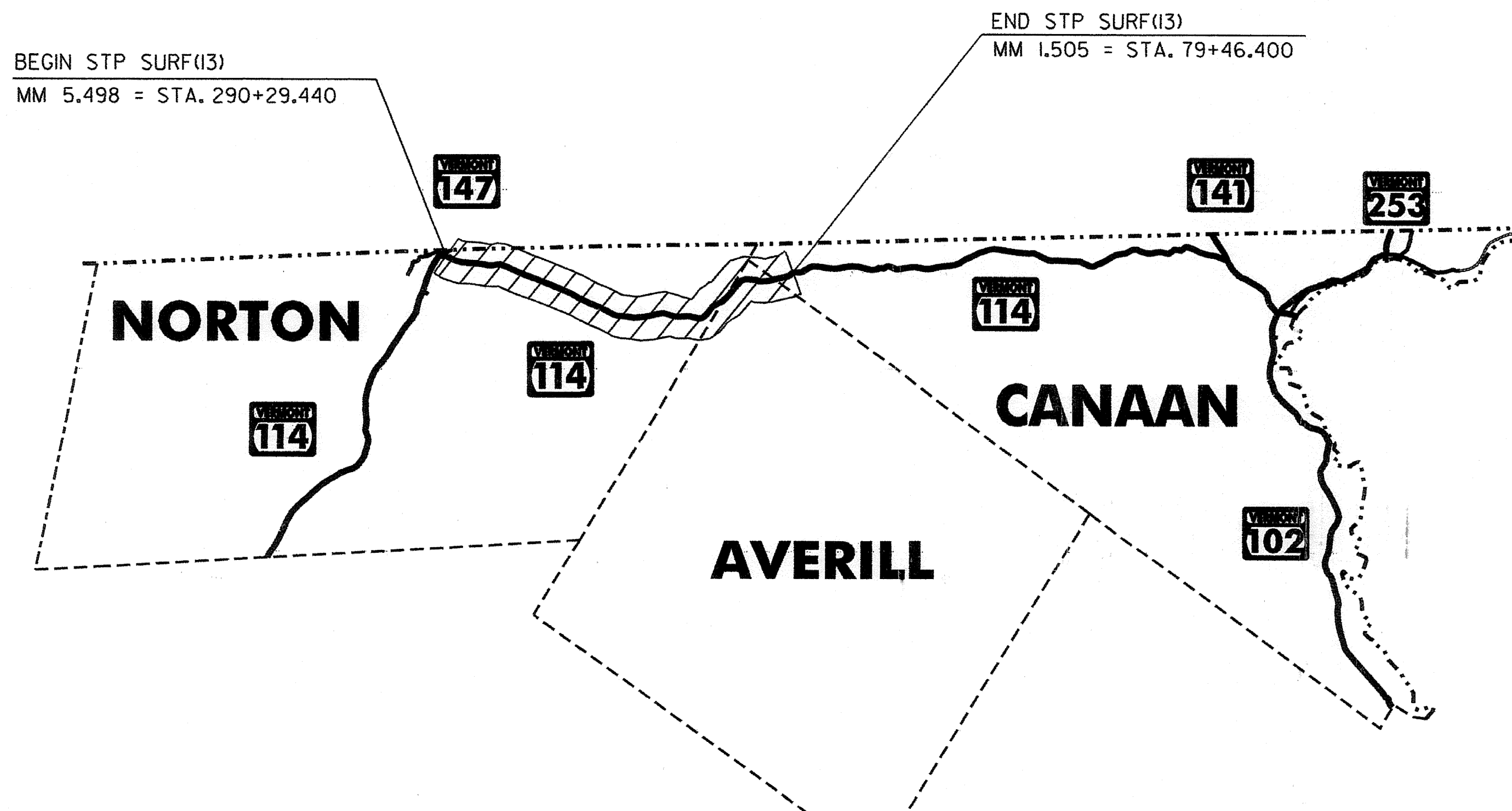
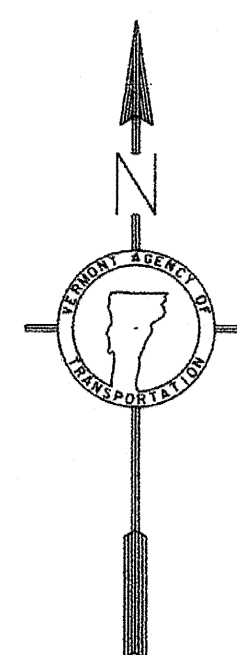
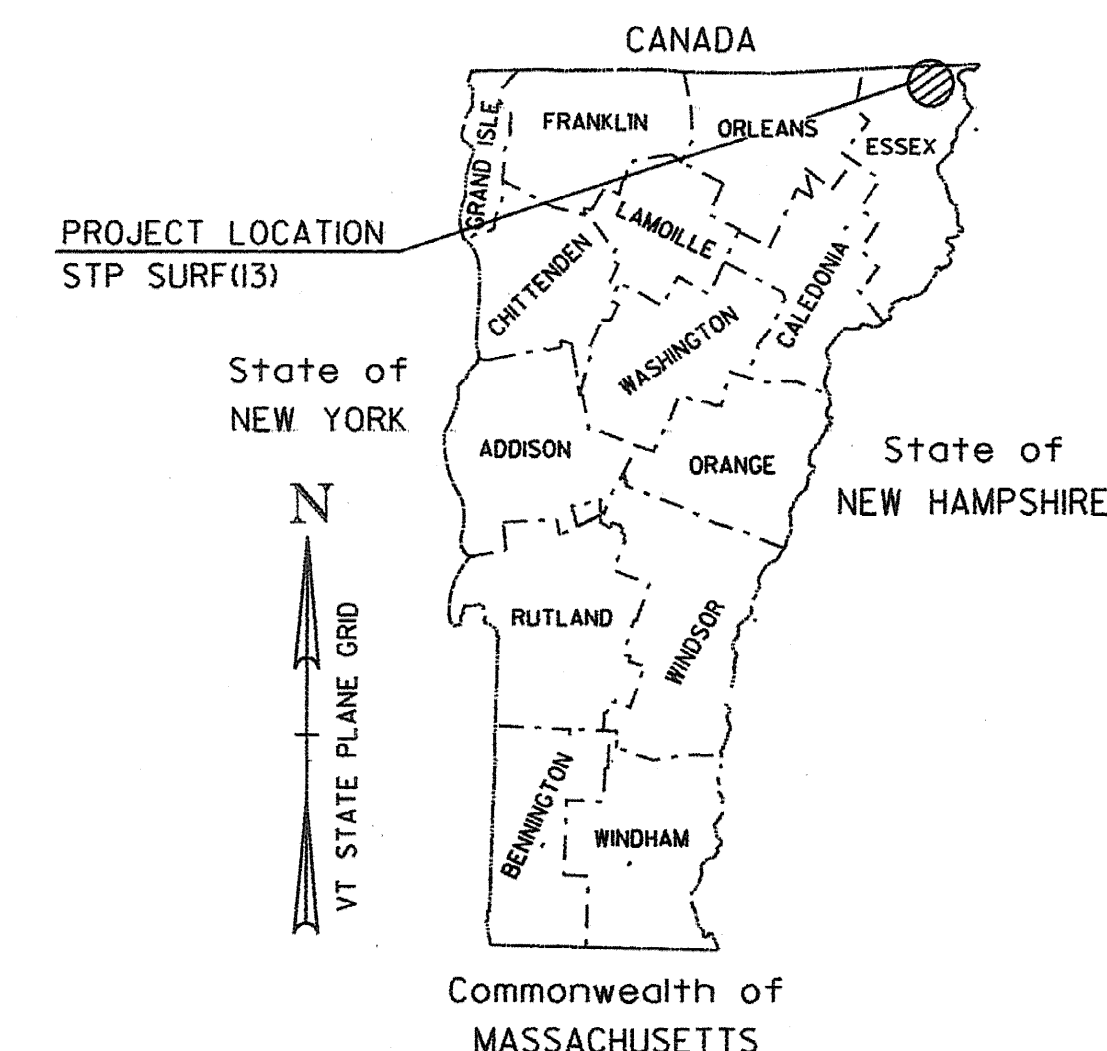


PROPOSED IMPROVEMENT TOWNS OF NORTON, AVERILL & CANAAN COUNTY OF ESSEX VT ROUTE 114

BEGINNING AT MM 5.498 ON VT ROUTE 114 IN THE TOWN OF NORTON
AND EXTENDING 6.861 MILES NORTH THROUGH THE TOWN OF AVERILL TO MM 1.505 IN THE
TOWN OF CANAAN.

LENGTH OF PROJECT 6.861 MILES
LENGTH OF ROADWAY 6.861 MILES

WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES SURFACE PREPARATION INVOLVING
PATCHING, POT HOLE REPAIR, AND CRACK SEALING; SOME SPOT LEVELING; OVERLAYING
WITH A THIN BITUMINOUS CONCRETE PAVEMENT WEARING COURSE AND TRAFFIC MARKINGS.



TRAFFIC DATA

HIGHWAY SECTION	AADT		DHV		ESALS	
	2009	2019	2009	2019	2009-2019	2009-2029
BEGIN PROJECT TO NORTON STATE HIGHWAY SOUTH	720	800	120	140	741,000	1,643,000
NORTON STATE HIGHWAY SOUTH TO NORTON STATE HIGHWAY NORTH	670	750	120	130	392,000	987,000
NORTON STATE HIGHWAY NORTH TO END PROJECT	710	790	120	130	867,000	1,911,000

CONVENTIONAL SIGNS

COUNTY LINE	---
TOWN LINE	- - - -
LIMITS OF ACCESS	○-○-○-○
POINT OF ACCESS	X
FENCE LINE	-x-x-
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	SR
SLOPE RIGHTS	○-△
TOP OF CUT	△
TOE OF SLOPE	○

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

RECORD PLANS

CONTRACTOR: PIKE INDUSTRIES, INC. - BERLIN, VT

RESIDENT ENGINEER: DOUG BUMPS

CONSTRUCTION BEGAN: MAY 4, 2009

CONSTRUCTION COMPLETE: JUNE 23, 2009

RECORD PLANS BY: DOUG BUMPS

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

BY *Doug Bumps* RESIDENT ENGINEER

DATE 2/11/10

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.

RIGHT OF WAY LIMITS, IF APPLICABLE, ARE PROVIDED SOLELY FOR THE CONVENIENCE OF THE STATE AND ITS CONTRACTOR DURING THE COURSE OF THIS PAVING PROJECT. ANY REFERENCES TO OFFSETS ON THESE PLANS ARE APPROXIMATE AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSES.

UNLESS OTHERWISE NOTED, ALL DRAWINGS AND DETAILS ON THESE PLANS ARE DRAWN 'NOT TO SCALE'.

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 JANUARY 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

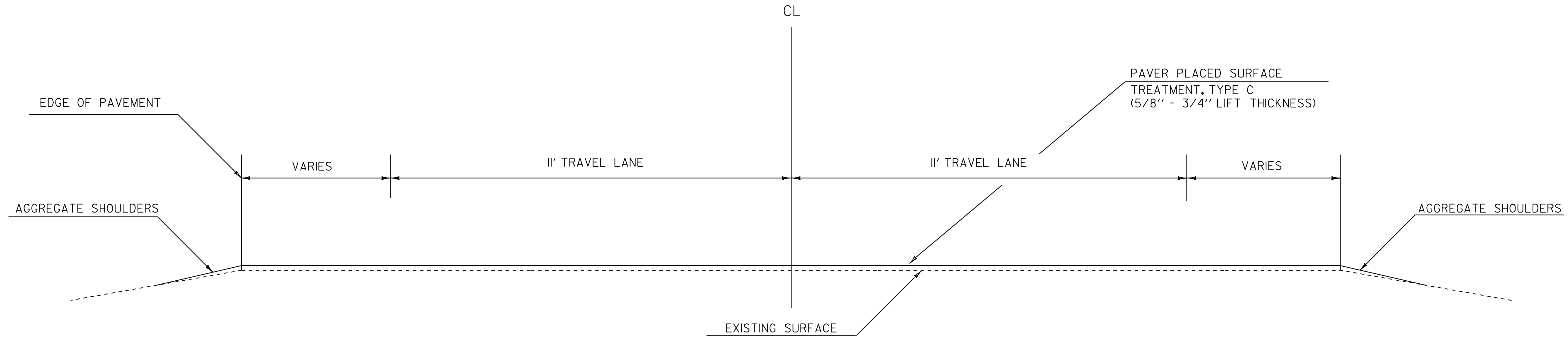
APPROVED *Doug Bumps* DATE 2-25-09
DIRECTOR OF PROGRAM DEVELOPMENT

PROJECT MANAGER: DOMEY

PROJECT NORTON - CANAAN
STP SURF(13)

SHEET 1 OF 11 SHEETS

ALTERNATIVE A



TYPICAL SECTION
VT 114 MM 5.498 - MM 1.505
 NOT TO SCALE
 STA. 290+29.440 - STA. 79+46.400

NOTES:

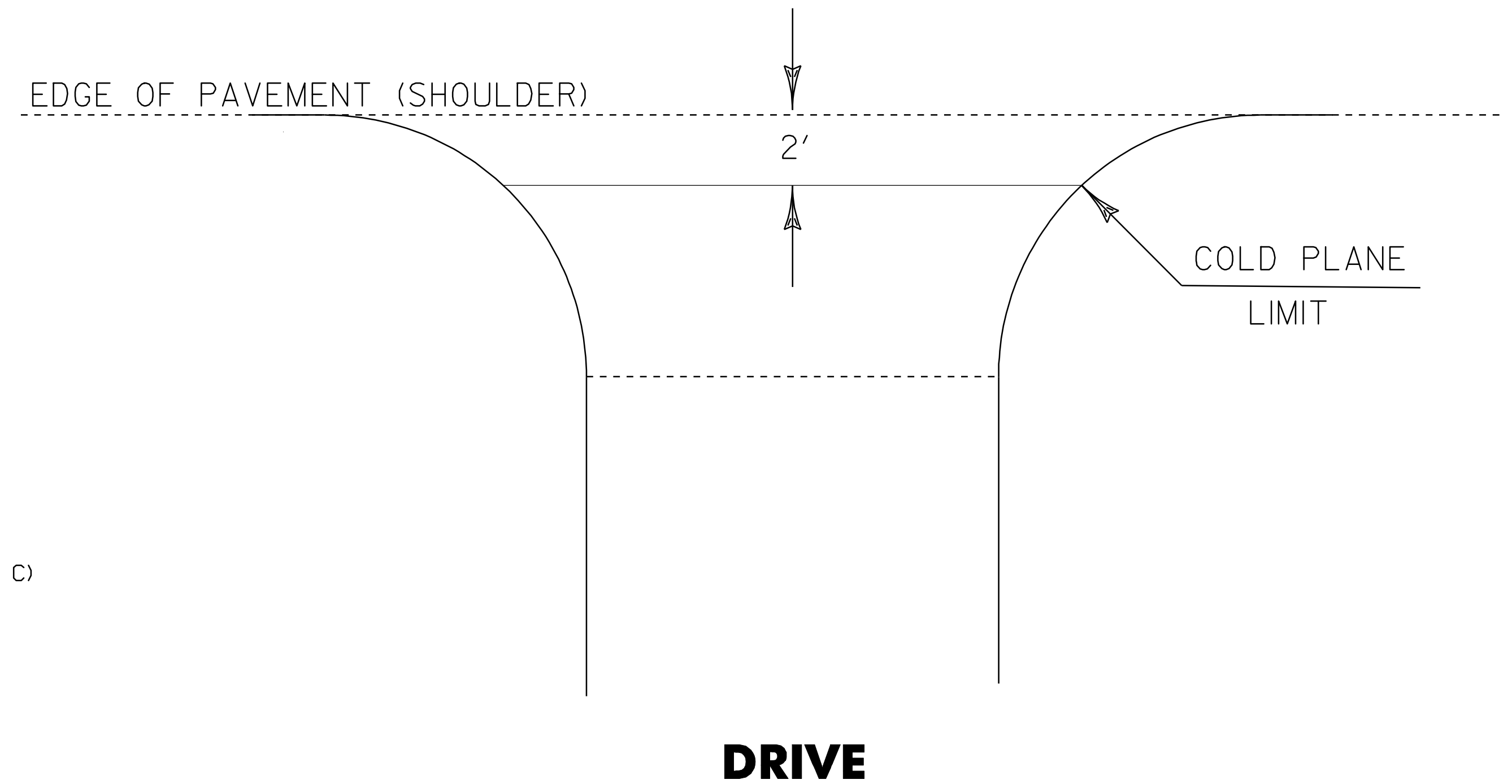
1. IT IS EXPECTED THAT SOME SPOT LEVELING WILL BE NECESSARY AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE WEARING COURSE. AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) AND ITEM 404.65 EMULSIFIED ASPHALT HAS BEEN INCLUDED FOR THIS PURPOSE.

2. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF GUARDRAIL WHERE WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER PLACEMENT OF LEVELING OR WEARING COURSES, THIS MATERIAL SHALL BE REMOVED PRIOR TO PAVING AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.

3. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND END. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE TAPERED AS DIRECTED BY THE RESIDENT ENGINEER. THE COLD PLANE LIMIT FOR TOWN HIGHWAYS WILL BE UP TO OR SLIGHTLY OFFSET FROM THE EXISTING STOP BARS OR AS DIRECTED BY THE ENGINEER. THE COLD PLANE LIMIT FOR DRIVES SHALL BE 2 FEET FROM THE EXISTING EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.

4. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POT HOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF ANY SPOT LEVELING OR PLACEMENT OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1.0 INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20 BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. STRIKE OFF OF EXCESS MATERIAL MAY BE ACCOMPLISHED WITH A SQUEEGEE. ALL CRACKS GREATER THAN 1.0 INCH, POT HOLES, AND ALL OTHER AREAS REQUIRING PATCHING SHALL BE REPAIRED WITH BITUMINOUS CONCRETE PAVEMENT TYPE IV OR TYPE V, OR SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS OR TYPE VS, AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I) HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

5. BRIDGES WITHIN THE PROJECT ARE:
- BRIDGE NUMBER 43, MM 5.649 (NORTON) 48" RCP (OVERLAY WITH PAVER PLACED SURFACE TREATMENT, TYPE C)
 - BRIDGE NUMBER 44, MM 8.825 (NORTON) 10' X 10' CONCRETE BOX (OVERLAY WITH PAVER PLACED SURFACE TREATMENT, TYPE C)
 - BRIDGE NUMBER 44A, MM 0.030 (CANAAN) 48" C.G.M.P.A.C. (OVERLAY WITH PAVER PLACED SURFACE TREATMENT, TYPE C)
 - BRIDGE NUMBER 45, MM 0.504 (CANAAN) C.G.M. PLATE ARCH (OVERLAY WITH PAVER PLACED SURFACE TREATMENT, TYPE C)
 - BRIDGE NUMBER 46, MM 1.211 (CANAAN) 72" C.G.M.P.A.C. (OVERLAY WITH PAVER PLACED SURFACE TREATMENT, TYPE C)
 - BRIDGE NUMBER 47, MM 1.369 (CANAAN) C.G.M. PLATE ARCH (OVERLAY WITH PAVER PLACED SURFACE TREATMENT, TYPE C)



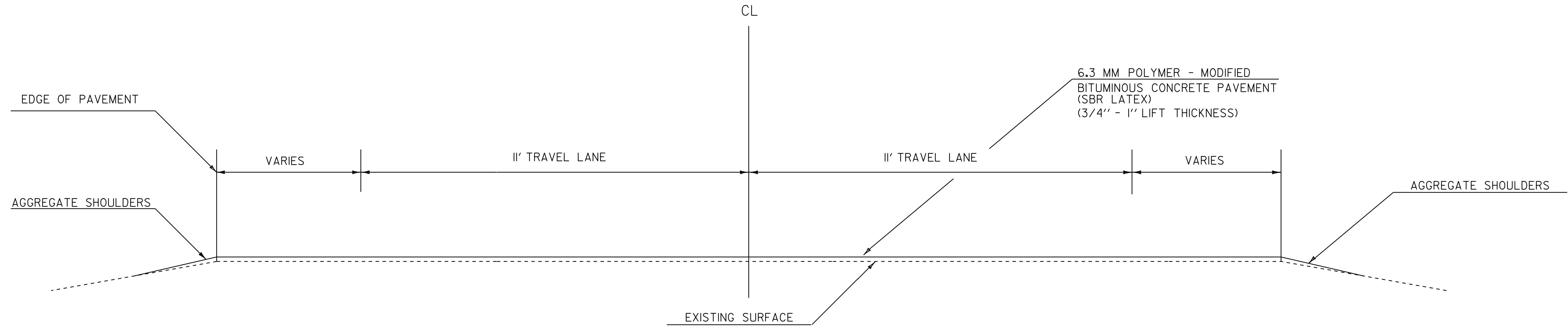
TYPICAL SECTION
ALTERNATIVE A

PROJECT NAME: NORTON - CANAAN
 PROJECT NUMBER: STP SURF(13)

FILE NAME: p08cl56.dgn
 PROJECT LEADER: DOMEY
 DESIGNED BY: LOCKE
 p08cl56+typ.i

PLOT DATE: 07-APR-2010
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 2 OF 11

ALTERNATIVE B



TYPICAL SECTION
VT 114 MM 5.498 - MM 1.505
 NOT TO SCALE
 STA. 290+29.440 - STA. 79+46.400

NOTES:

1. IT IS EXPECTED THAT SOME SPOT LEVELING WILL BE NECESSARY AS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE WEARING COURSE. AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) AND ITEM 404.65 EMULSIFIED ASPHALT HAS BEEN INCLUDED FOR THIS PURPOSE.

2. IF IT IS DETERMINED IN AREAS ALONG THE BASE OF GUARDRAIL WHERE WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER PLACEMENT OF LEVELING OR WEARING COURSES, THIS MATERIAL SHALL BE REMOVED PRIOR TO PAVING AS DIRECTED BY THE RESIDENT ENGINEER. AN ESTIMATED QUANTITY OF 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.

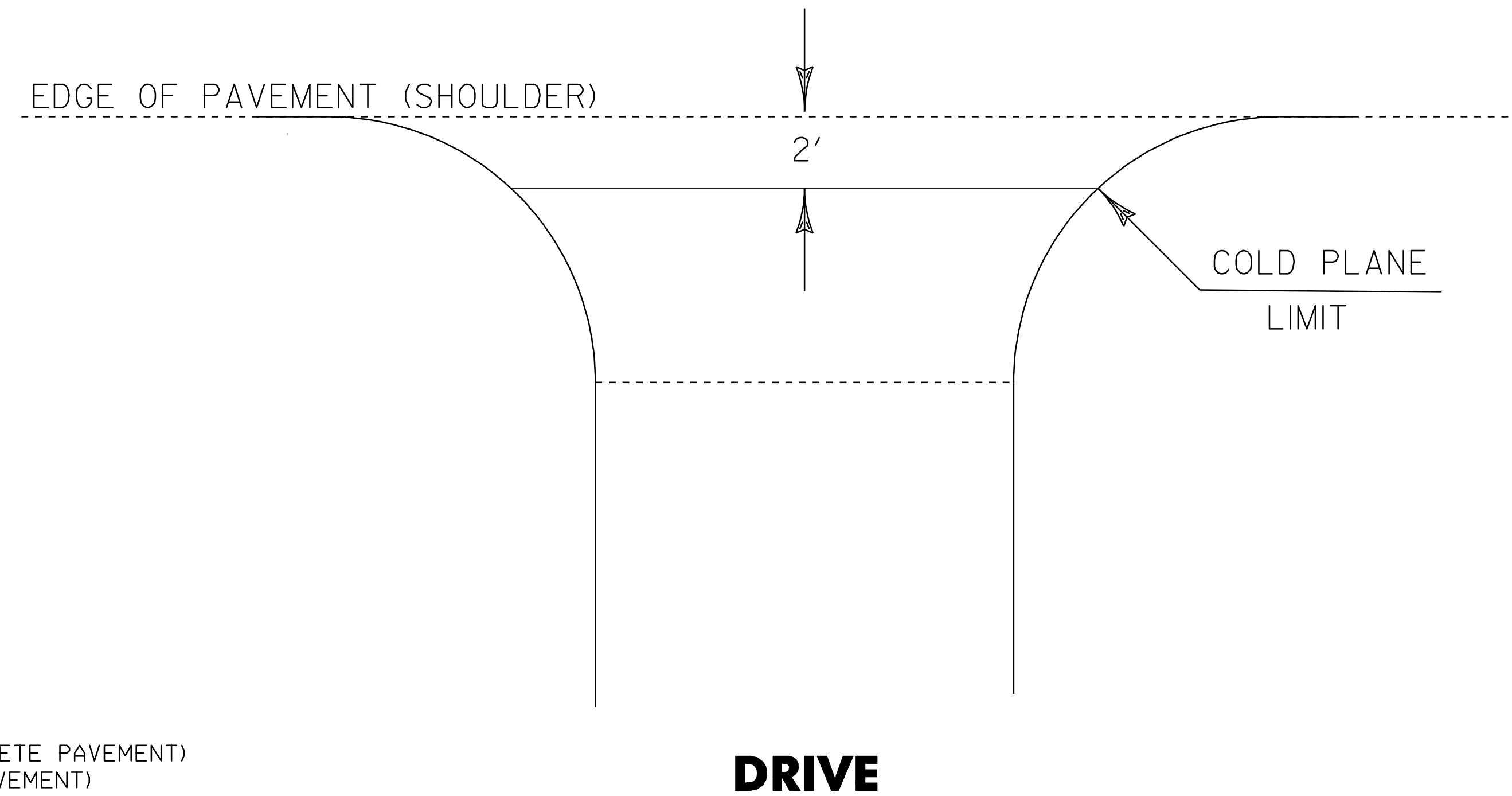
3. A 50' COLD PLANED WEDGE SHALL BE CONSTRUCTED AT THE PROJECT BEGIN AND END. THE LONGITUDINAL EDGES OF THE SURFACE TREATMENT SHALL BE TAPERED AS DIRECTED BY THE RESIDENT ENGINEER. THE COLD PLANE LIMIT FOR TOWN HIGHWAYS WILL BE UP TO OR SLIGHTLY OFFSET FROM THE EXISTING STOP BARS OR AS DIRECTED BY THE ENGINEER. THE COLD PLANE LIMIT FOR DRIVES SHALL BE 2 FEET FROM THE EXISTING EDGE OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.

4. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF ANY SPOT LEVELING OR PLACEMENT OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO 1.0 INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20 BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. STRIKE OFF OF EXISTING MATERIAL MAY BE ACCOMPLISHED WITH A SQUEEGEE. ALL CRACKS GREATER THAN 1.0 INCH, POT HOLES, AND ALL OTHER AREAS REQUIRING PATCHING SHALL BE REPAIRED WITH BITUMINOUS CONCRETE PAVEMENT TYPE IV OR TYPE V, OR SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE IVS OR TYPE VS, AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY OF ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE I) HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

5. PRIOR TO THE PLACEMENT OF THE WEARING COURSE, EMULSIFIED ASPHALT SHALL BE APPLIED TO ALL EXISTING PAVEMENT SURFACES AND ON ALL COLD PLANED SURFACES AT A RATE OF 0.080 GAL/SY (+/- 0.01 GAL/SY) OR AS DIRECTED BY THE RESIDENT ENGINEER. EMULSIFIED ASPHALT SHALL BE RS-1H OR CRS-1H PER THE MANUFACTURER'S RECOMMENDATION.

6. BRIDGES WITHIN THE PROJECT ARE:
- BRIDGE NUMBER 43, MM 5.649 (NORTON) 48" RCP (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 44, MM 8.825 (NORTON) 10' X 10' CONCRETE BOX (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 44A, MM 0.030 (CANAAN) 48" C.G.M.P.A.C. (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
 - BRIDGE NUMBER 45, MM 0.504 (CANAAN) C.G.M. PLATE ARCH (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)
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 - BRIDGE NUMBER 47, MM 1.369 (CANAAN) C.G.M. PLATE ARCH (OVERLAY WITH 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT)

7. THE GYRATION SPECIFICATION FOR THE 6.3 MM POLYMER - MODIFIED BITUMINOUS CONCRETE PAVEMENT SHALL BE 75.

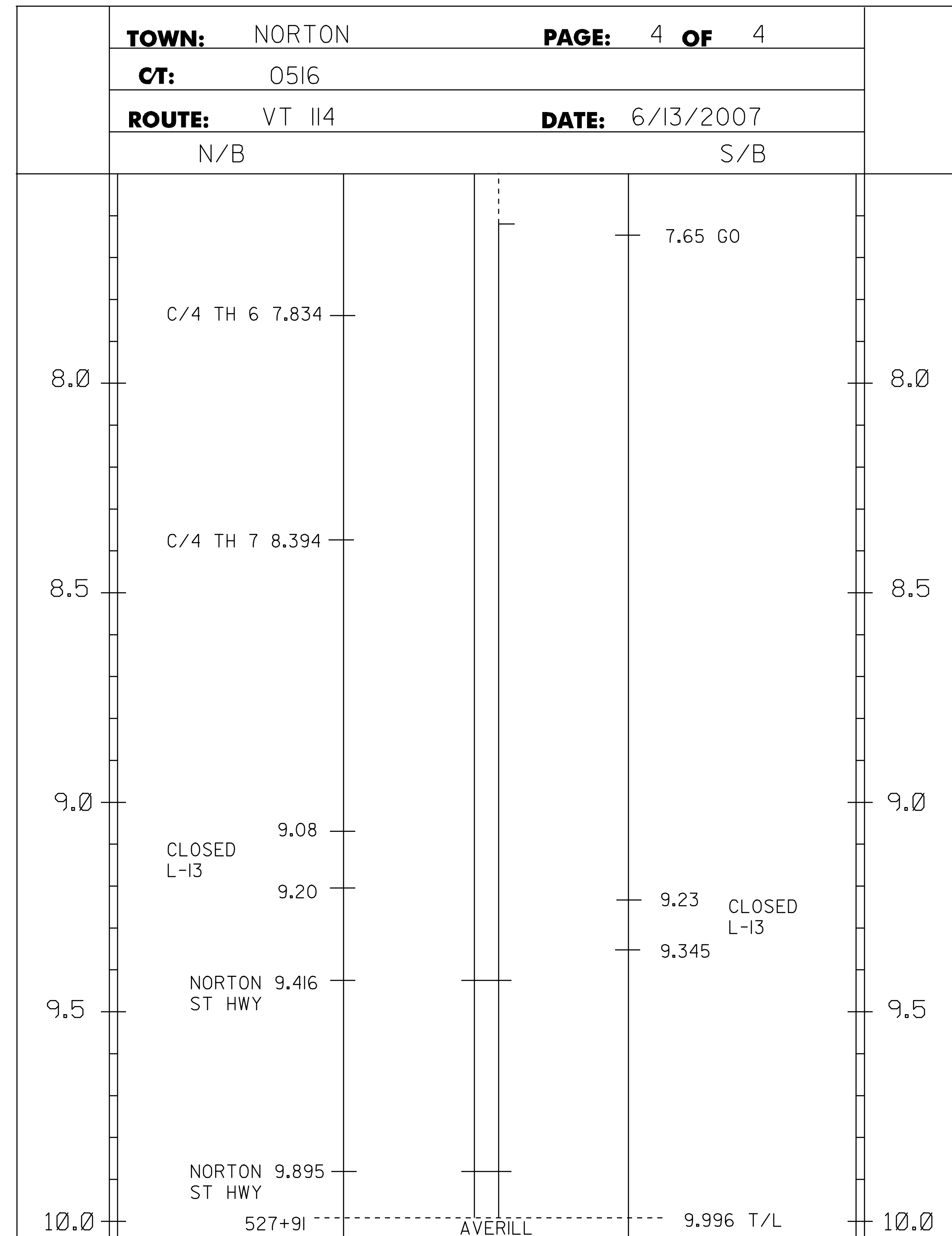
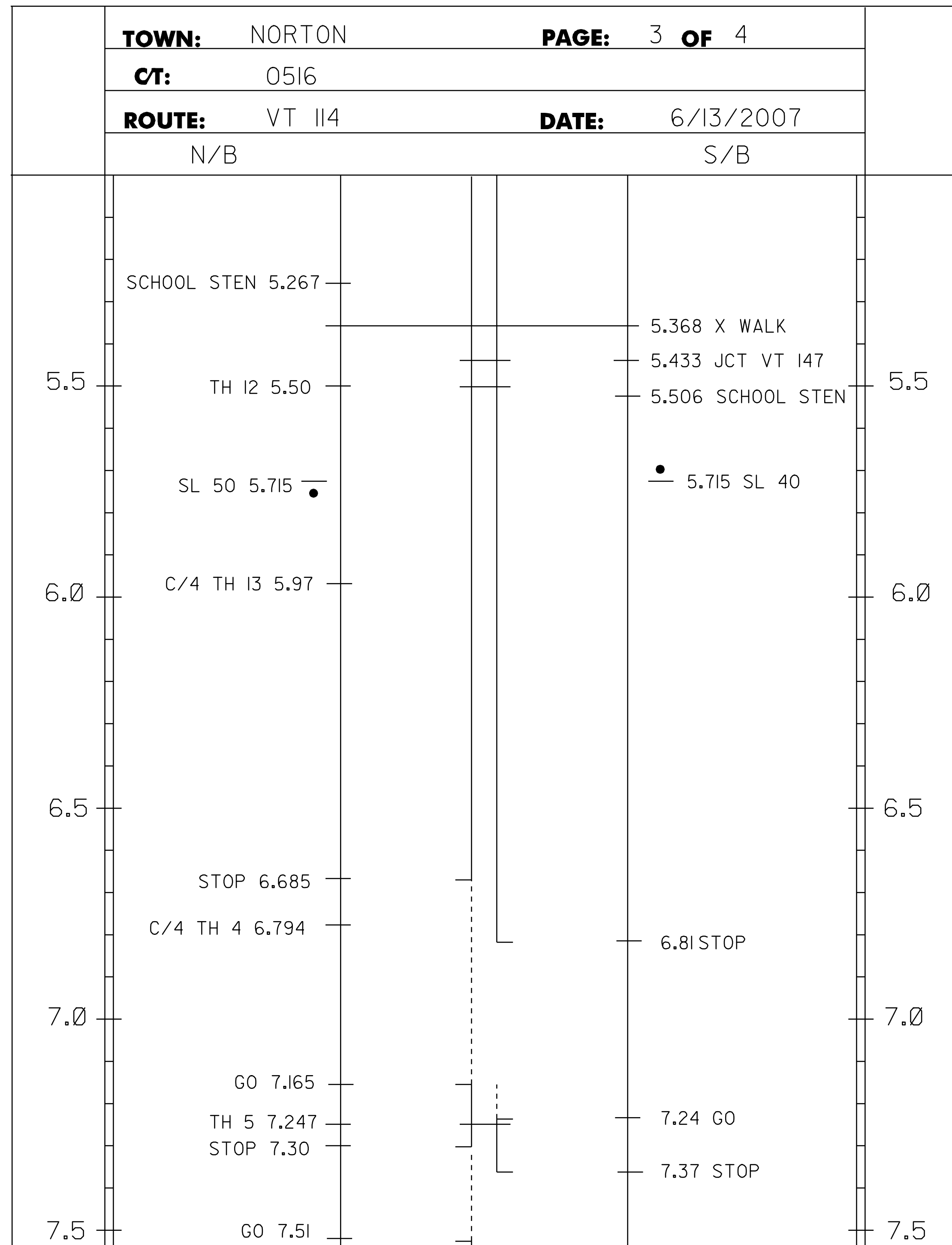


TYPICAL SECTION
ALTERNATIVE B

PROJECT NAME: NORTON - CANAAN
 PROJECT NUMBER: STP SURF(13)

FILE NAME: p08cl56.dgn
 PROJECT LEADER: DOMEY
 DESIGNED BY: LOCKE
 p08cl56+yp2.1

PLOT DATE: 07-APR-2010
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 3 OF 11



NOTE:

THIS SHEET TO BE USED FOR THE LAYOUT OF ALL CENTERLINE PAVEMENT MARKINGS. THE RESIDENT ENGINEER MAY CONTACT KEITH SWEET, PAVEMENT MARKING SUPERVISOR AT (802) 828-5573 FOR ASSISTANCE LAYING OUT THE CENTERLINE DURING CONSTRUCTION.

ALL PAINT PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT AND WILL BE APPLIED TWICE. THE PROJECT QUANTITIES HAVE BEEN ESTIMATED AND MULTIPLIED BY A FACTOR OF TWO TO ALLOW FOR THE DOUBLE APPLICATION.

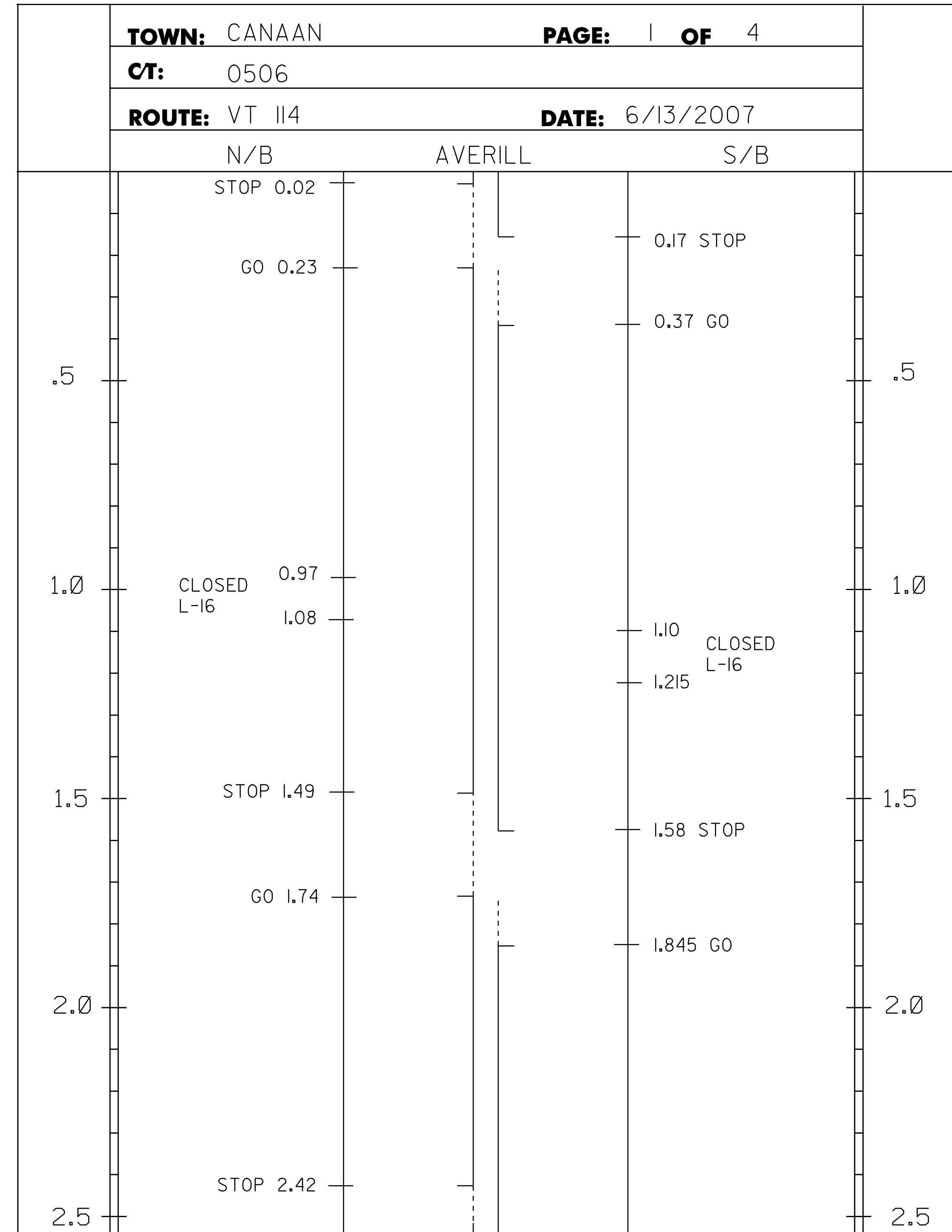
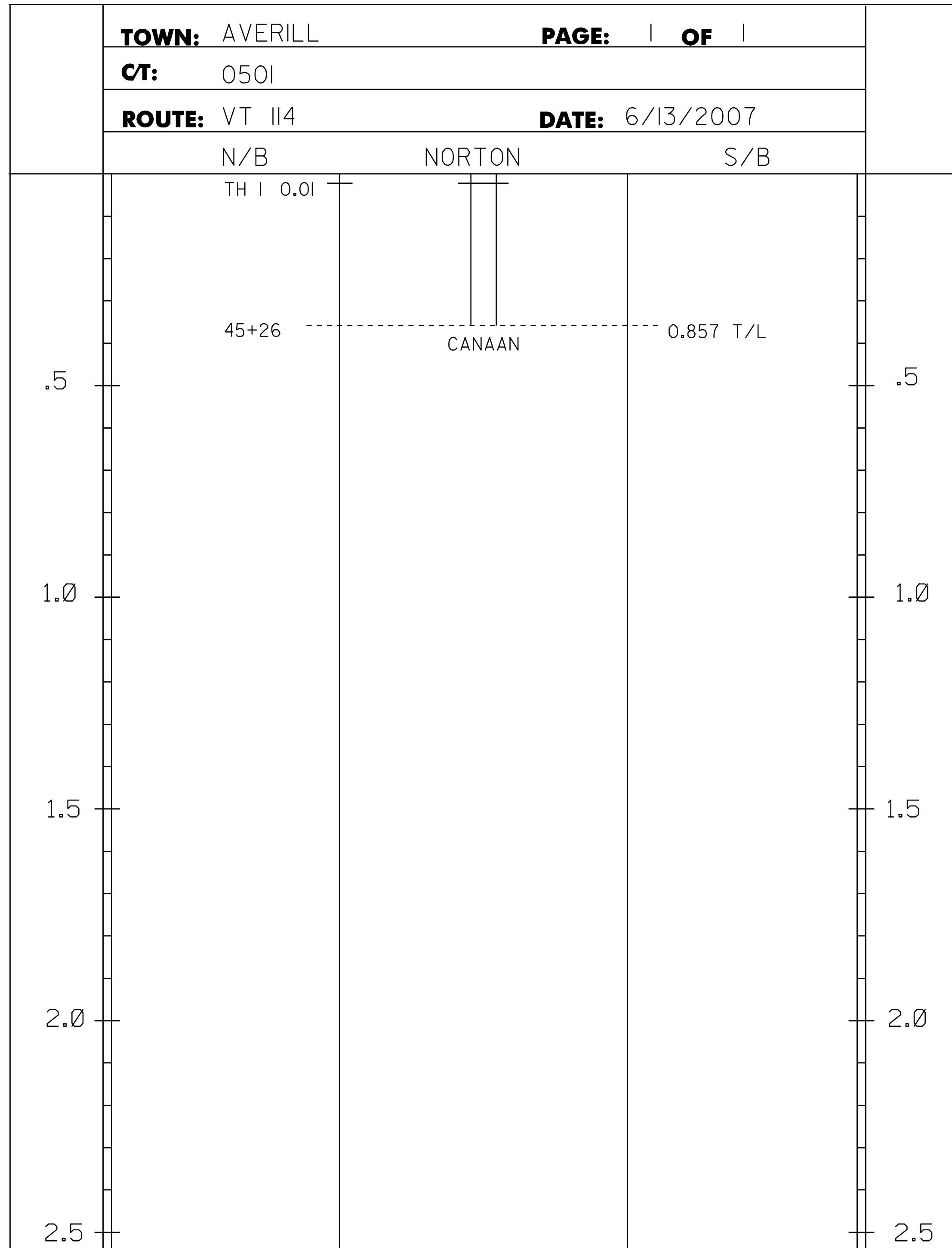
N.T.S.

PAVEMENT MARKING LAYOUT #1

PROJECT NAME: NORTON - CANAAN
PROJECT NUMBER: STP SURF(13)

FILE NAME: p08cl56.dgn
PROJECT LEADER: DOMEY
DESIGNED BY: LOCKE
p08cl56pml.1

PLOT DATE: 07-APR-2010
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 5 OF 11

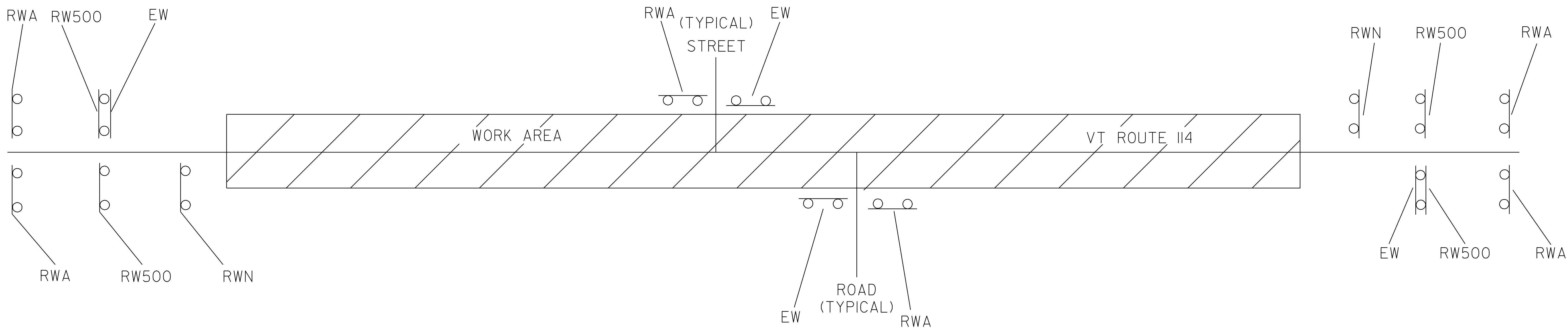


NOTE:
 THIS SHEET TO BE USED FOR THE LAYOUT OF ALL CENTERLINE PAVEMENT MARKINGS.
 THE RESIDENT ENGINEER MAY CONTACT KEITH SWEET, PAVEMENT MARKING SUPERVISOR AT (802) 828-5573
 FOR ASSISTANCE LAYING OUT THE CENTERLINE DURING CONSTRUCTION.

ALL PAINT PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT AND WILL BE APPLIED TWICE.
 THE PROJECT QUANTITIES HAVE BEEN ESTIMATED AND MULTIPLIED BY A FACTOR OF TWO TO ALLOW
 FOR THE DOUBLE APPLICATION.

N.T.S.

PAVEMENT MARKING LAYOUT #2	PROJECT NAME: NORTON - CANAAN	
	PROJECT NUMBER: STP SURF(13)	
	FILE NAME: p08cl56.dgn	PLOT DATE: 07-APR-2010
PROJECT LEADER: DOMEY	DRAWN BY: LOCKE	
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
p08cl56pm2.1	SHEET 6	OF 11



CONSTRUCTION APPROACH SIGNING

SEE STD. E-100 FOR SIGN PLACEMENT

LEGEND

RWA = ROAD WORK AHEAD
 RW500 = ROAD WORK 500 FEET
 EW = END WORK
 RWN = ROAD WORK NEXT 7 MILES

THE RESIDENT ENGINEER, AT HIS OR HER DISCRETION,
 MAY ELIMINATE CONSTRUCTION APPROACH SIGNING AT
 DEAD END LOCATIONS

NOTE:
 1. PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE
 UNDER CONTRACT ITEM 641.10.

TEMPORARY CONSTRUCTION SIGNING	PROJECT NAME: NORTON - CANAAN	PLOT DATE: 07-APR-2010
	PROJECT NUMBER: STP SURF (13)	DRAWN BY: LOCKE
	FILE NAME: p08cl56.dgn	CHECKED BY: PAVT MGMT
	PROJECT LEADER: DOMEY	SHEET 7 OF 11
	DESIGNED BY: LOCKE	
	p08cl56+cp.i	

Table 6H-2. Meaning of Symbols on Typical Application Diagrams

	Arrow panel
	Arrow panel support or trailer (shown facing down)
	Changeable message sign or support trailer
	Channelizing device
	Crash Cushion
	Direction of temporary traffic detour
	Direction of traffic
	Flagger
	High level warning device (Flag tree)
	Luminaire
	Pavement markings that should be removed for a long term project
	Sign (shown facing left)
	Surveyor
	Temporary barrier
	Temporary barrier with warning lights
	Traffic or Pedestrian signal
	Truck mounted attenuator
	Type III Barricade
	Warning lights
	Work space
	Work vehicle

Figure 6E-1. Use of Hand-Signaling Devices by Flaggers

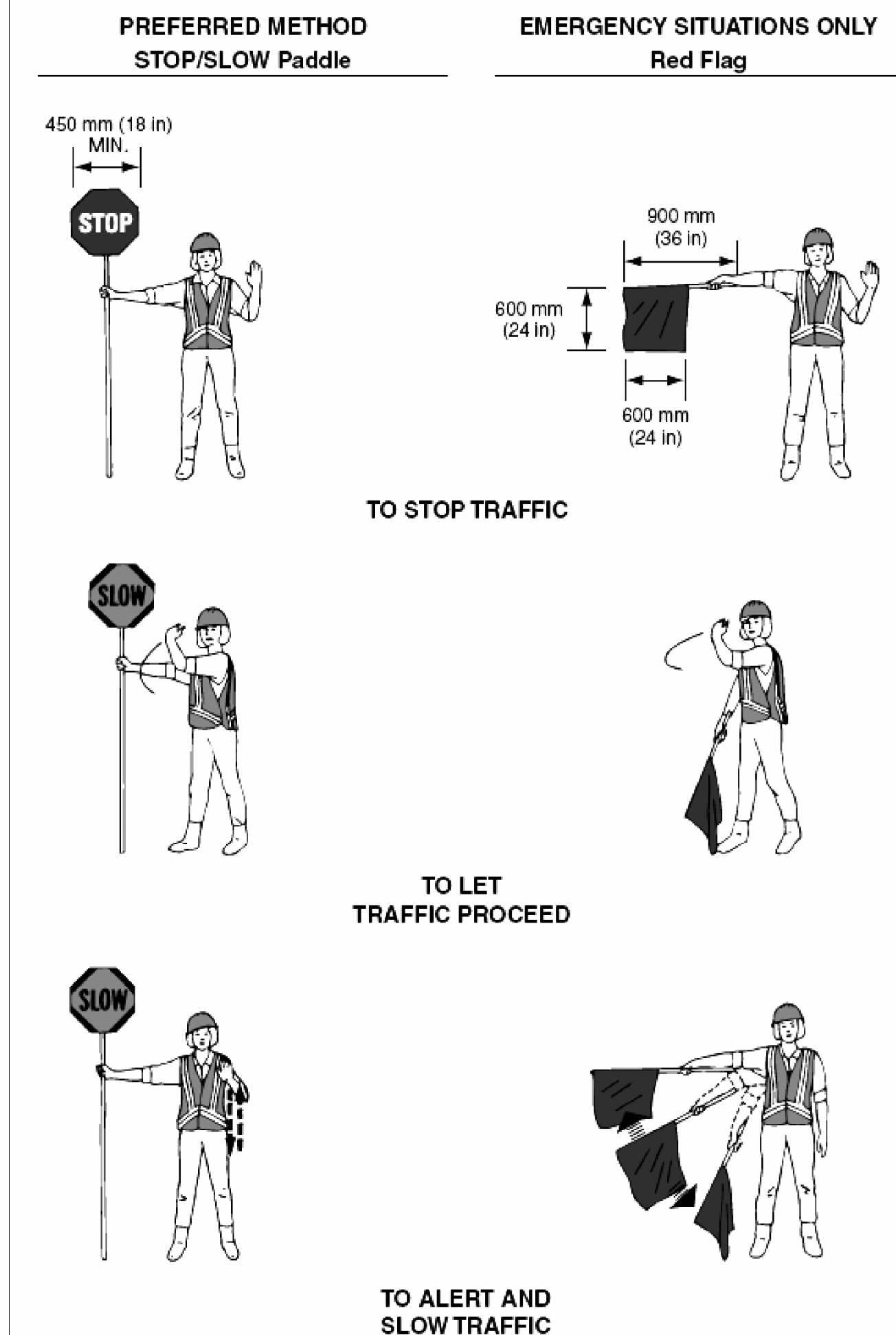


Figure 6C-2. Types of Tapers and Buffer Spaces

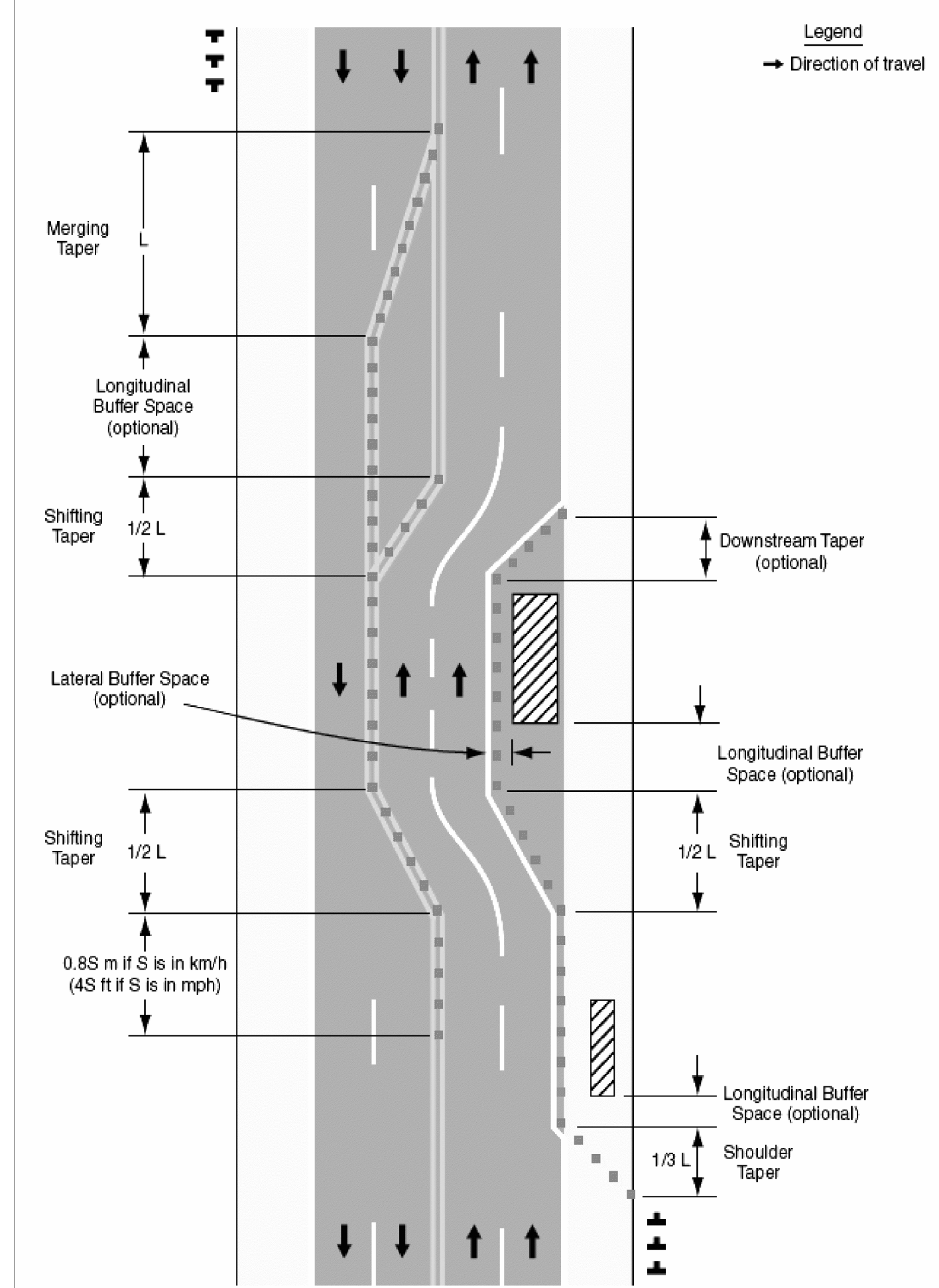


Figure 6H-1. Work Beyond the Shoulder (TA-1)

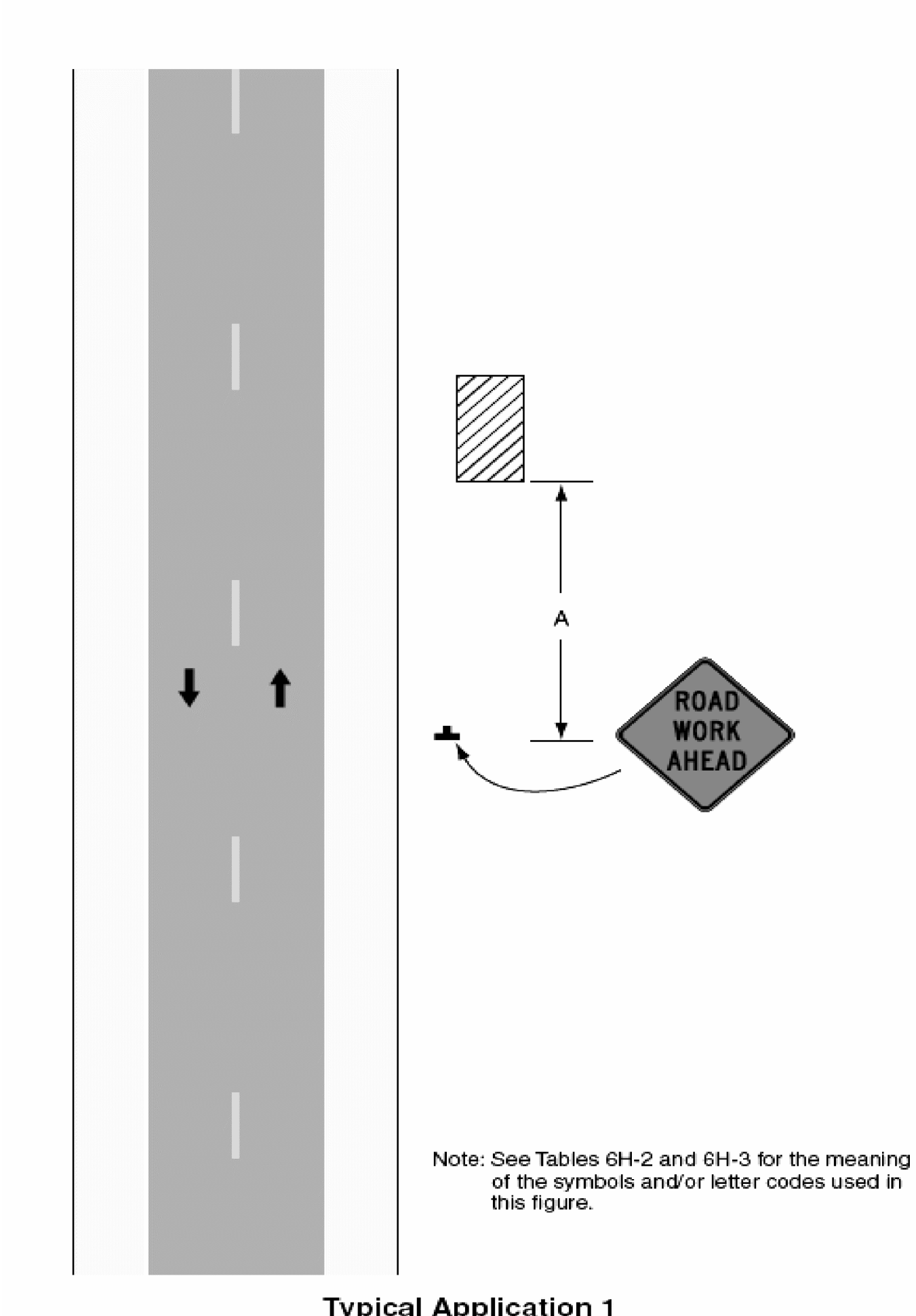


Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	30 m (100 ft) maximum
Downstream Taper	30 m (100 ft) per lane

Table 6C-4. Formulas for Determining Taper Lengths

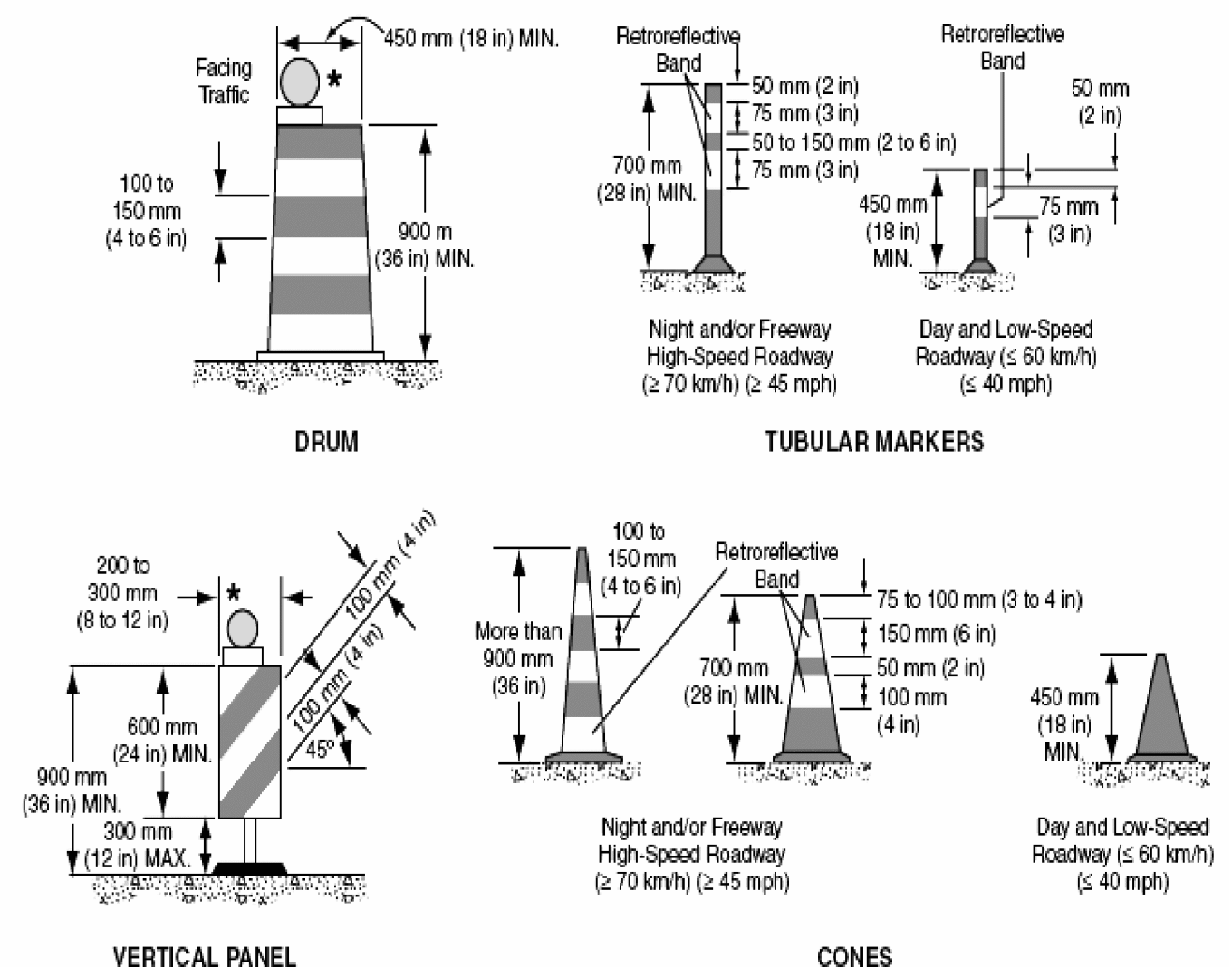
Speed Limit (S)	Taper Length (L) Meters	Speed Limit (S)	Taper Length (L) Feet
60 km/h or less	$L = \frac{WS^2}{155}$	40 mph or less	$L = \frac{WS^2}{60}$
70 km/h or more	$L = \frac{WS}{1.6}$	45 mph or more	$L = WS$

Where: L = taper length in meters (feet)

W = width of offset in meters (feet)

S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in km/h (mph)

Figure 6F-7. Channelizing Devices (Sheet 1 of 2)



* Warning lights (optional)

Note: If drums, cones, or tubular markers are used to channelize pedestrians, they shall be located such that there are no gaps between the bases of the devices, in order to create a continuous bottom, and the height of each individual drum, cone, or tubular marker shall be no less than 900 mm (36 in) to be detectable to users of long canes.

TEMPORARY TRAFFIC CONTROL NOTES

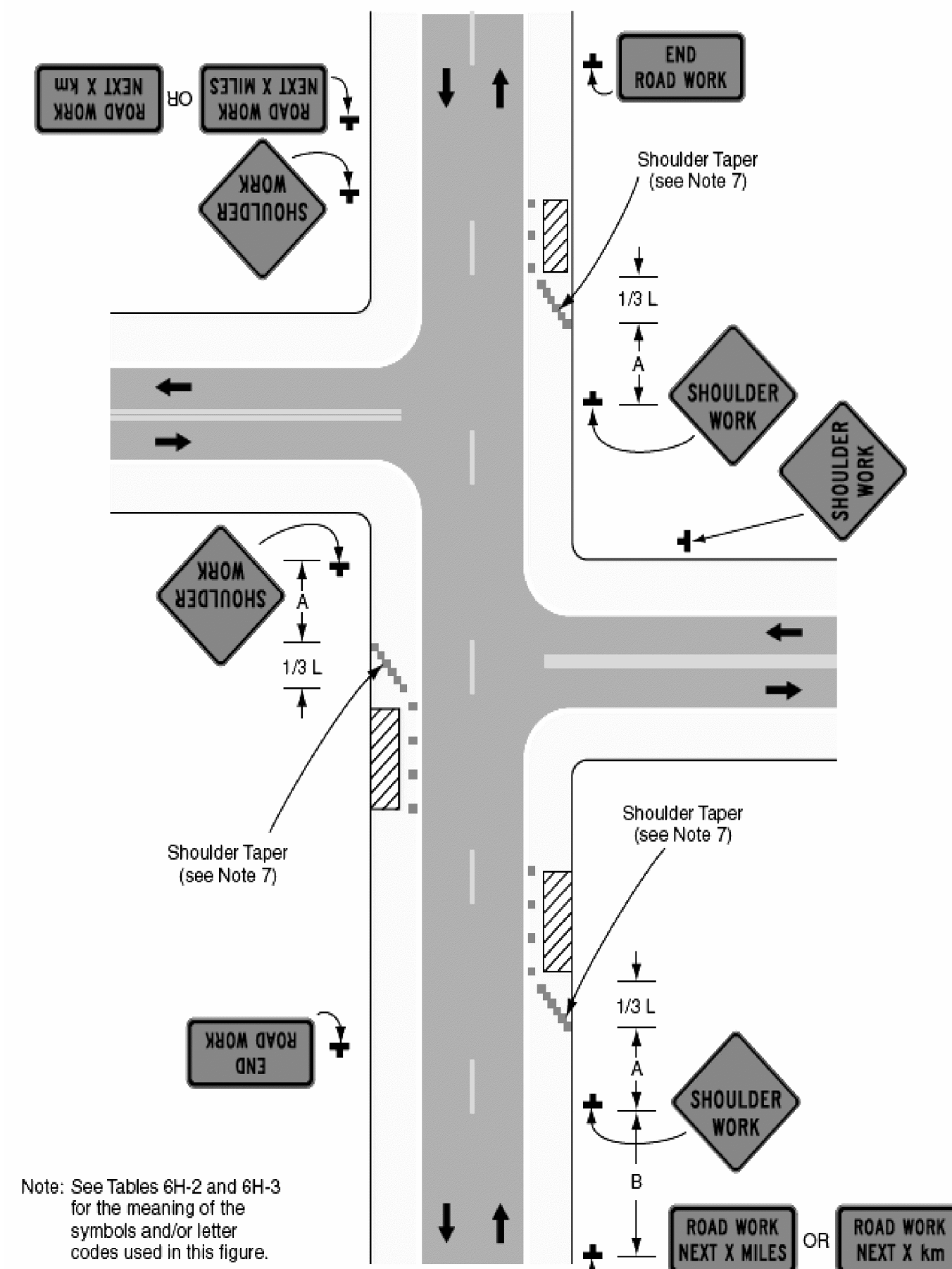
- ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS E-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2003, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THE TEMPORARY TRAFFIC CONTROL PROVIDED, HE/SHE MAY SUBMIT AN ALTERNATE PROPOSAL AT THE PRE-CONSTRUCTION MEETING IMPLEMENTING THE PROPOSED CHANGES FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER.
- THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
- THE CONTRACTOR SHALL CONDUCT THE WORK AT ALL TIMES IN SUCH A MANNER AND IN SUCH SEQUENCE SO AS TO ENSURE THE LEAST INTERFERENCE WITH TRAFFIC OCCURS.
- SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
- PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER CONTRACT ITEM 641.10.

PROJECT NAME: NORTON - CANAAN
PROJECT NUMBER: STP SURF(13)

FILE NAME: p08cl56.dgn
PROJECT LEADER: DOMEY
DESIGNED BY: KML
TRAFFIC CONTROL SHEET 1

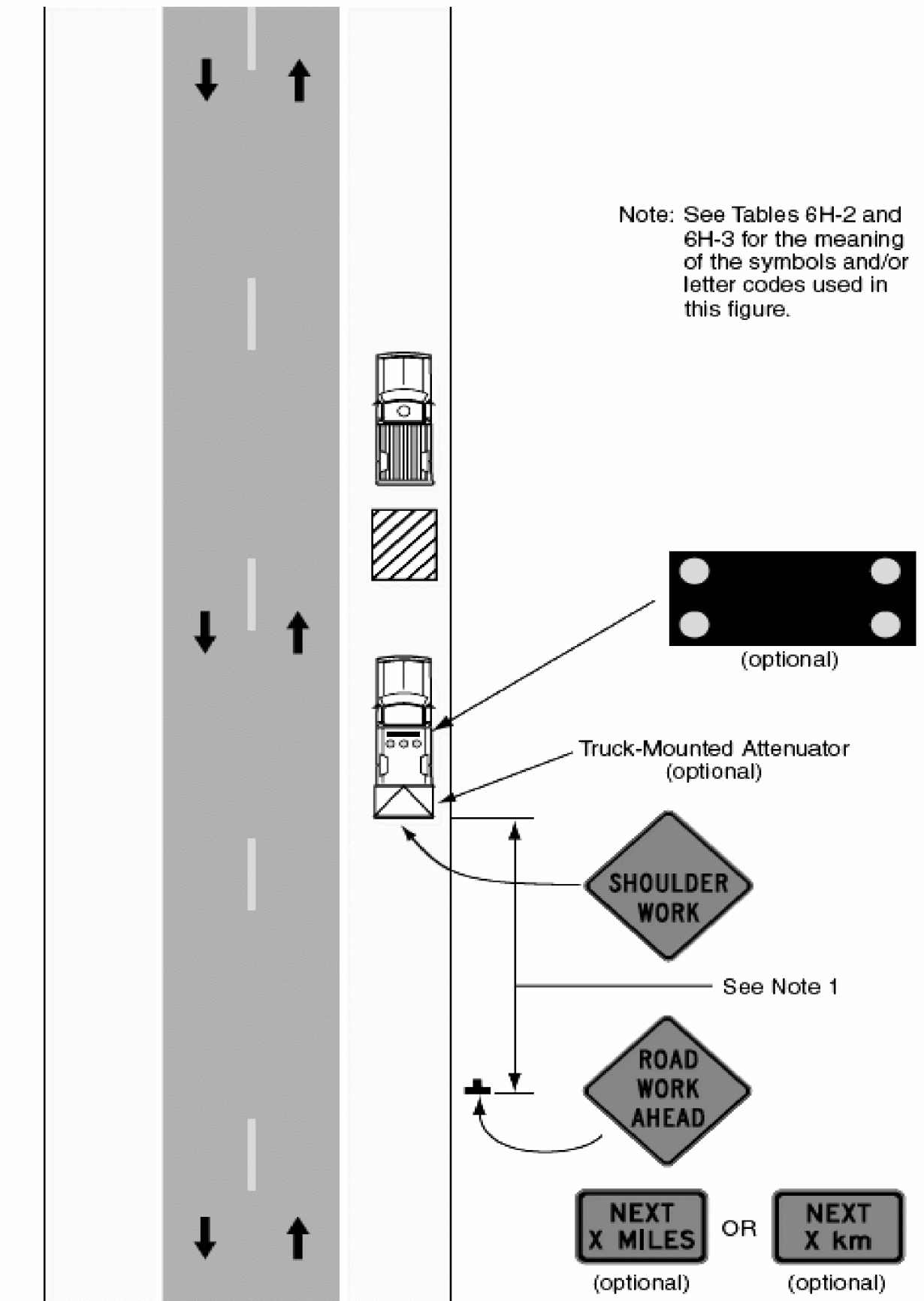
PLOT DATE: 07-APR-2010
DRAWN BY: KML
CHECKED BY: PAVT MGMT
SHEET 8 OF 11

Figure 6H-3. Work on Shoulders (TA-3)



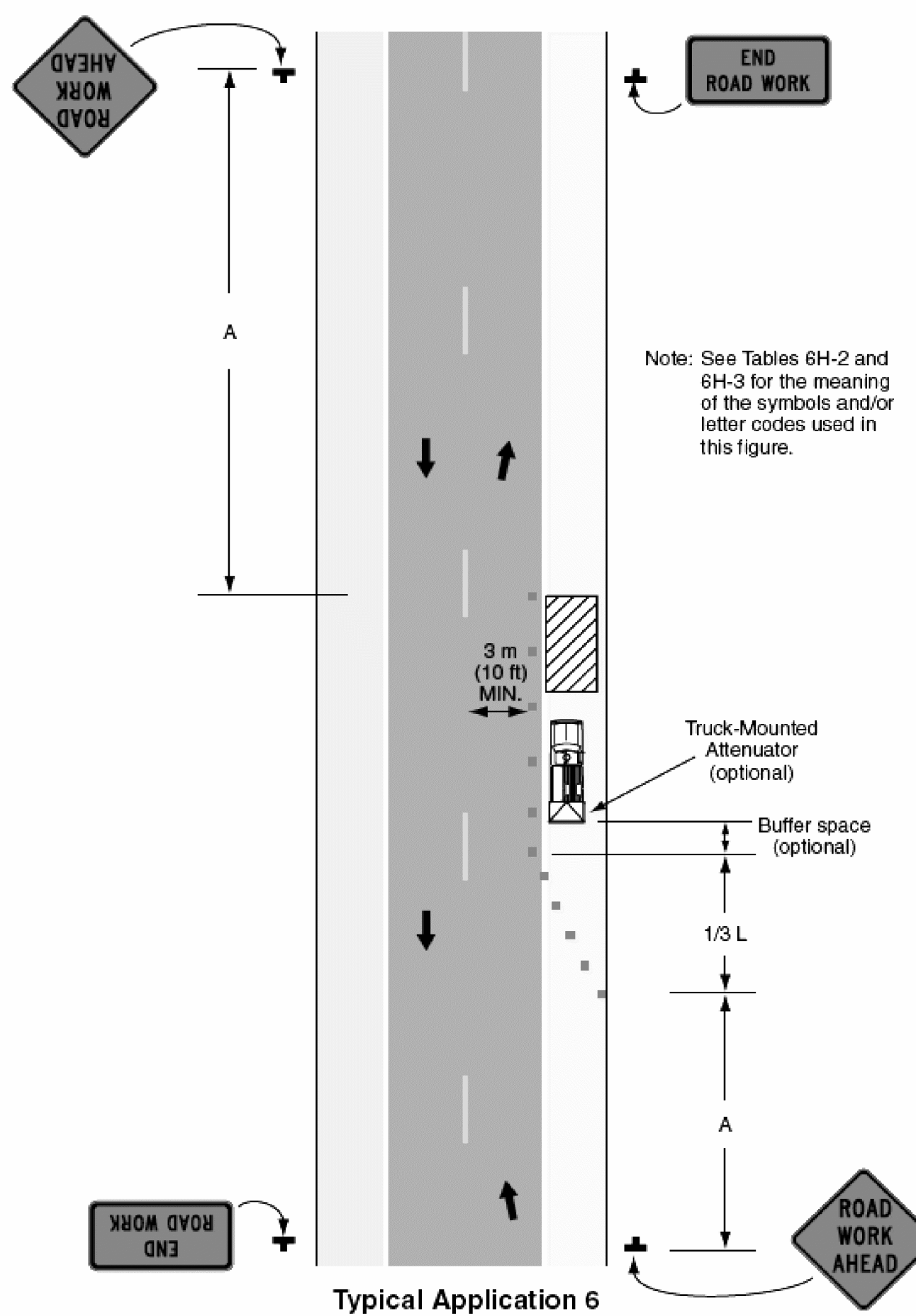
Typical Application 3

Figure 6H-4. Short-Duration or Mobile Operation on Shoulder (TA-4)



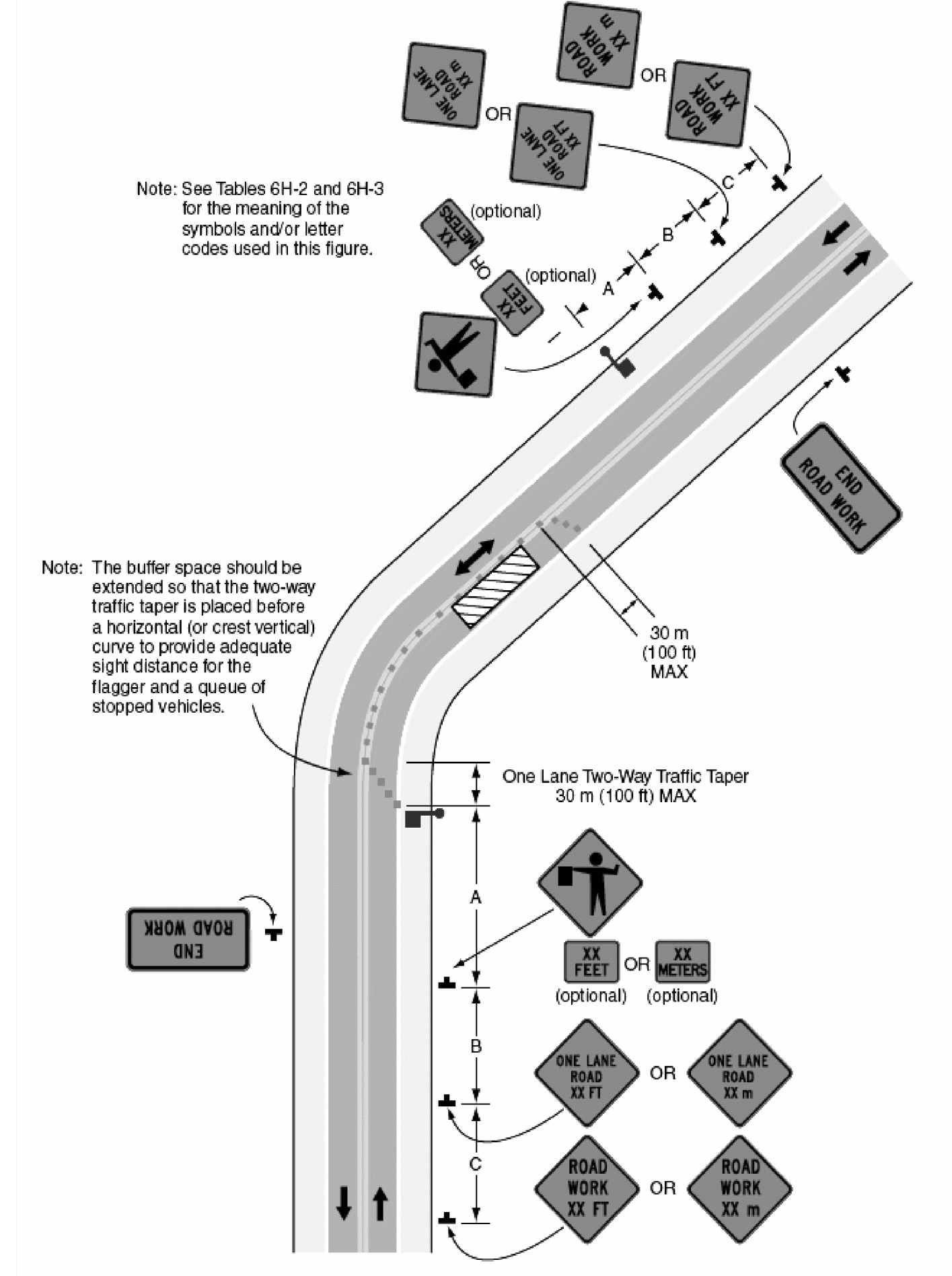
Typical Application 4

Figure 6H-6. Shoulder Work with Minor Encroachment (TA-6)



Typical Application 6

Figure 6H-10. Lane Closure on Two-Lane Road Using Flaggers (TA-10)



Typical Application 10

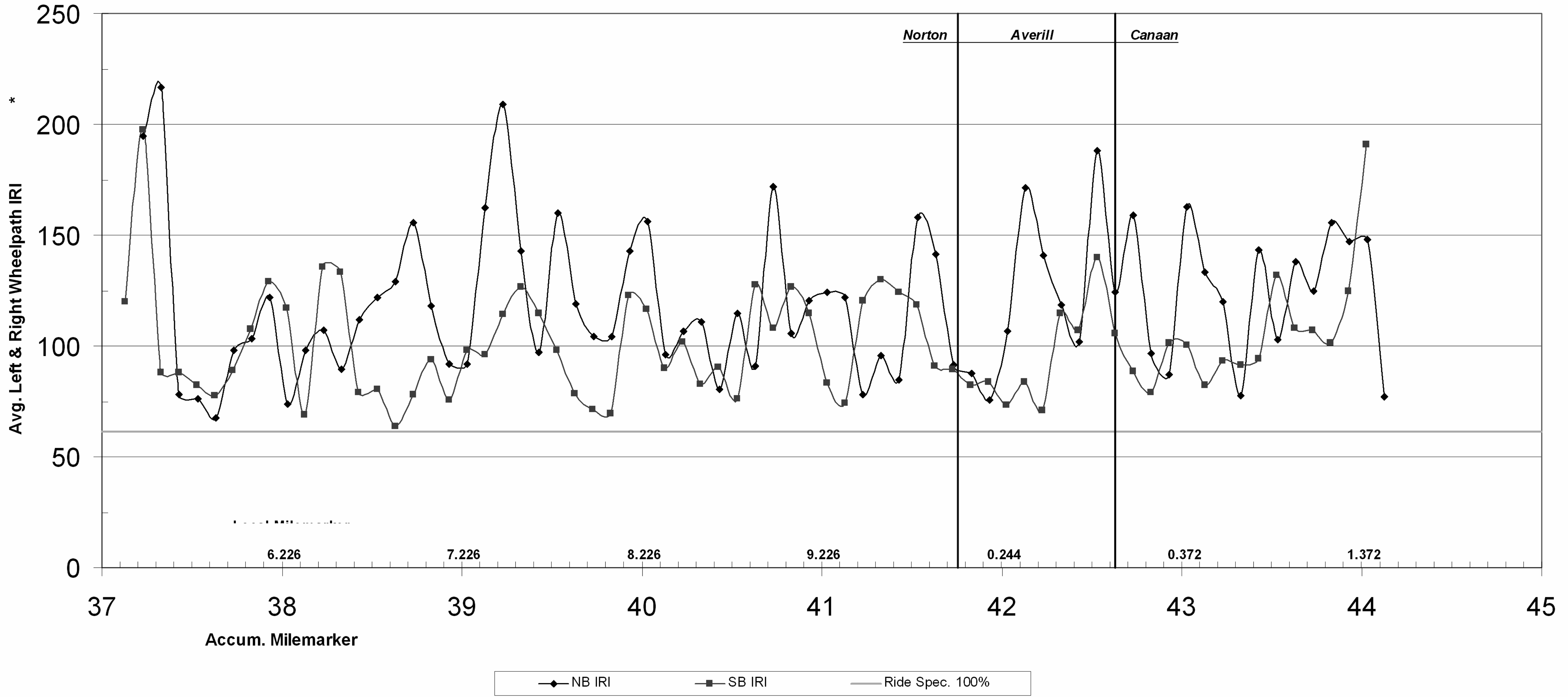
- TEMPORARY TRAFFIC CONTROL NOTES
1. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS E-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2003, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THE TEMPORARY TRAFFIC CONTROL PROVIDED, HE/SHE MAY SUBMIT AN ALTERNATE PROPOSAL AT THE PRE-CONSTRUCTION MEETING IMPLEMENTING THE PROPOSED CHANGES FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER.
 2. THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
 3. THE CONTRACTOR SHALL CONDUCT THE WORK AT ALL TIMES IN SUCH A MANNER AND IN SUCH SEQUENCE SO AS TO ENSURE THE LEAST INTERFERENCE WITH TRAFFIC OCCURS.
 4. SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
 5. PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER CONTRACT ITEM 64L10.

PROJECT NAME:	NORTON - CANAAN
PROJECT NUMBER:	STP SURF(13)
FILE NAME:	p08cl56.dgn
PROJECT LEADER:	DOMERY
DESIGNED BY:	KML
TRAFFIC CONTROL SHEET 2	
PLOT DATE:	07-APR-2010
DRAWN BY:	KML
CHECKED BY:	PAVT MGMT
SHEET 9 OF 11	

VT114 Norton-Averill-Canaan IM SURF(13) (2009)

Profiled 11/5/08

NB Avg. IRI = 120.4 SB Avg. IRI = 101.7

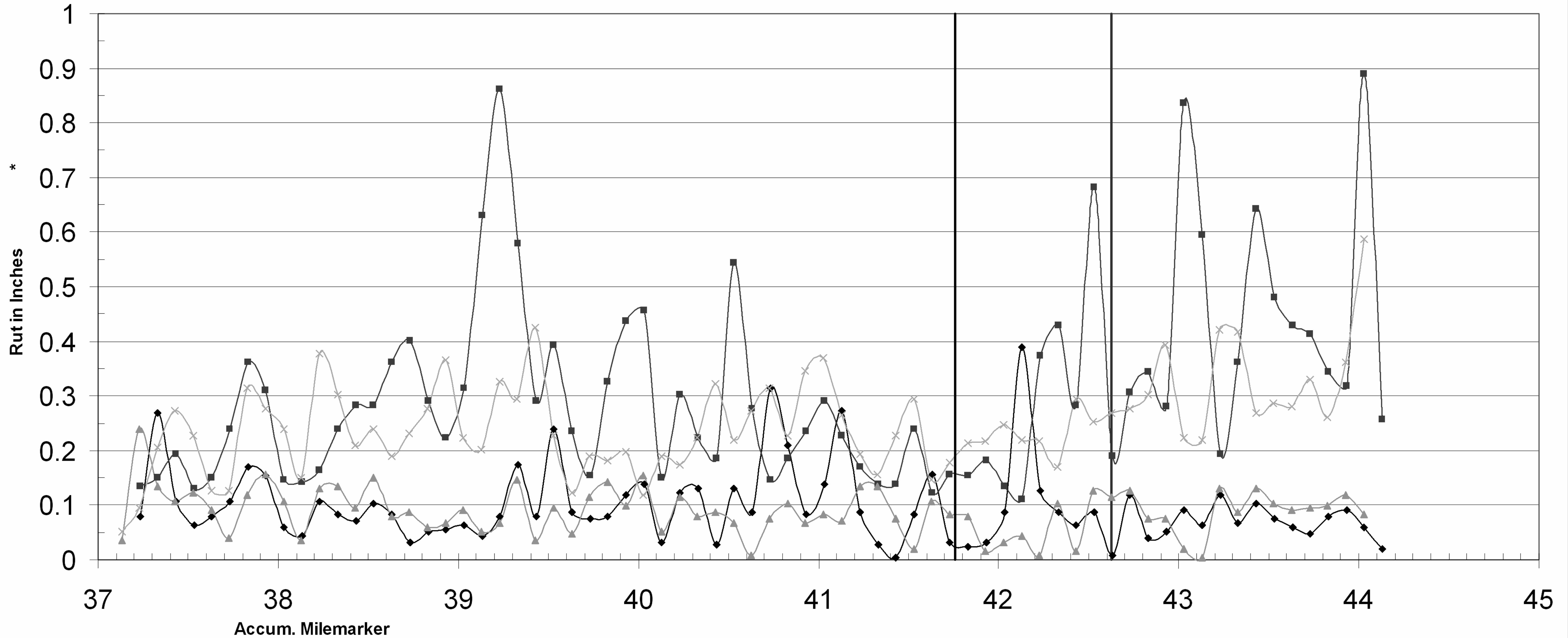


FOR INFORMATIONAL PURPOSES ONLY

ROUGHNESS DATA INFORMATION SHEET	PROJECT NAME: NORTON - CANAAN	
	PROJECT NUMBER: STP SURF(13)	
	FILE NAME: p08cl56.dgn	PLOT DATE: 07-APR-2010
PROJECT LEADER: DOMEY	DRAWN BY: LOCKE	
DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT	
p08cl561r1.1	SHEET 10 OF 11	

VT114 Norton-Averill-Canaan IM SURF(13) (2009)

Profiled 11/5/08



NB LWP Rut
 NB RWP Rut
 SB LWP Rut
 SB RWP Rut

LWP = LEFT WHEEL PATH
RWP = RIGHT WHEEL PATH

FOR INFORMATIONAL PURPOSES ONLY

RUTTING DATA INFORMATION SHEET	PROJECT NAME: NORTON - CANAAN	PLOT DATE: 07-APR-2010
	PROJECT NUMBER: STP SURF(13)	DRAWN BY: LOCKE
	FILE NAME: p08cl56.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET II OF II
	p08cl56rut.i	