

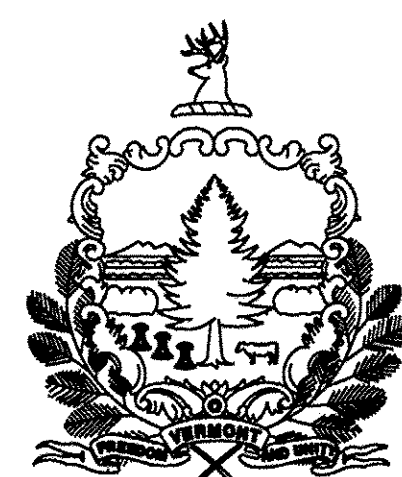
INDEX OF SHEETS

1	TITLE SHEET
2	CRACK SEALING TYPICAL
3	QUANTITY SHEET
4	LOCATION LAYOUT
5	CRACK SEALING LOCATION DETAIL
6 - 17	INTERCHANGE DETAIL SHEETS
18	TRAFFIC CONTROL NOTES

STANDARDS

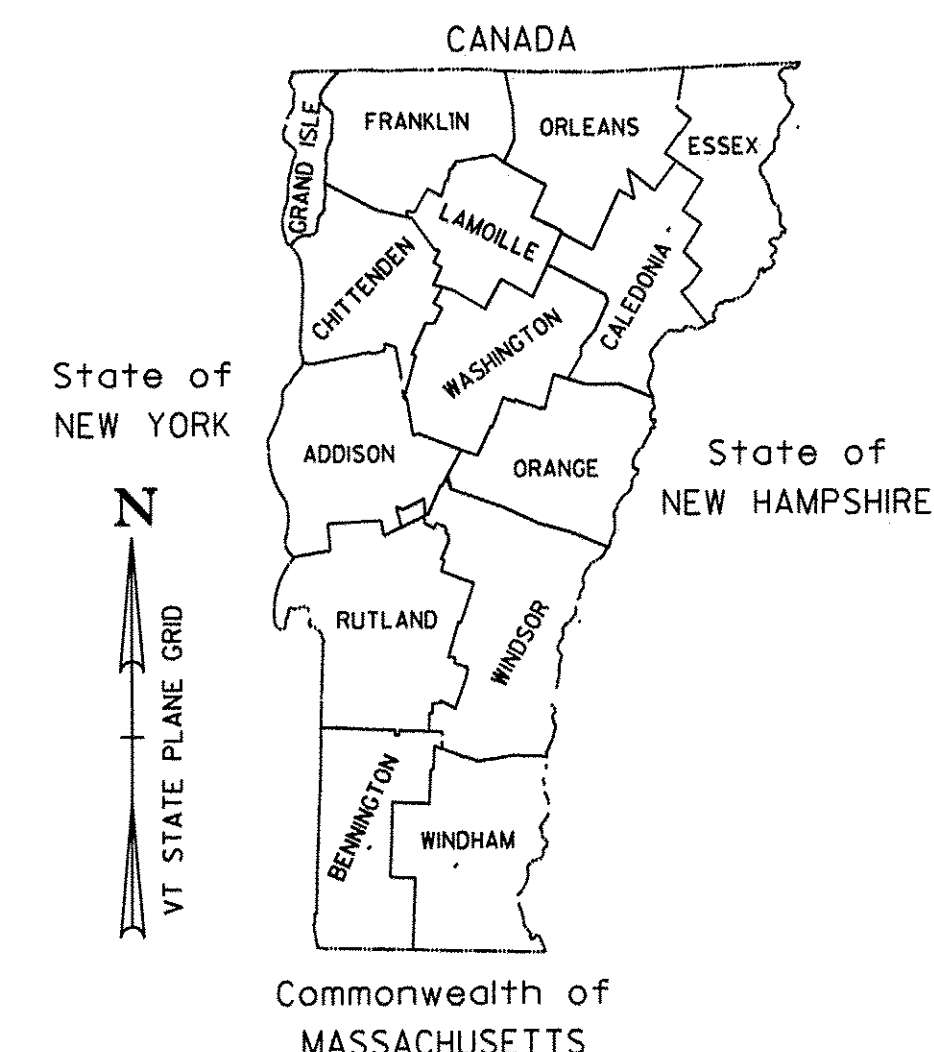
E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAILS	05/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY	03/01/04
	ONE LANE CLOSED	
E-105	TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE	05/01/04
	U-TURNS ON DIVIDED HIGHWAY	
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:	ALBERT JONES
CONSTRUCTION BEGAN:	JUNE 14, 2012
CONSTRUCTION COMPLETE:	OCTOBER 12, 2012
RECORD PLANS BY:	ALBERT JONES & CRAIG PIERCE

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

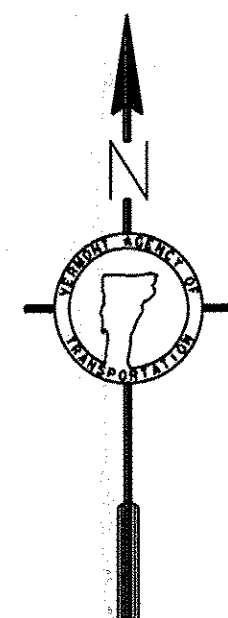
BY Albert Jones RESIDENT ENGINEER
DATE 3/29/13

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 I

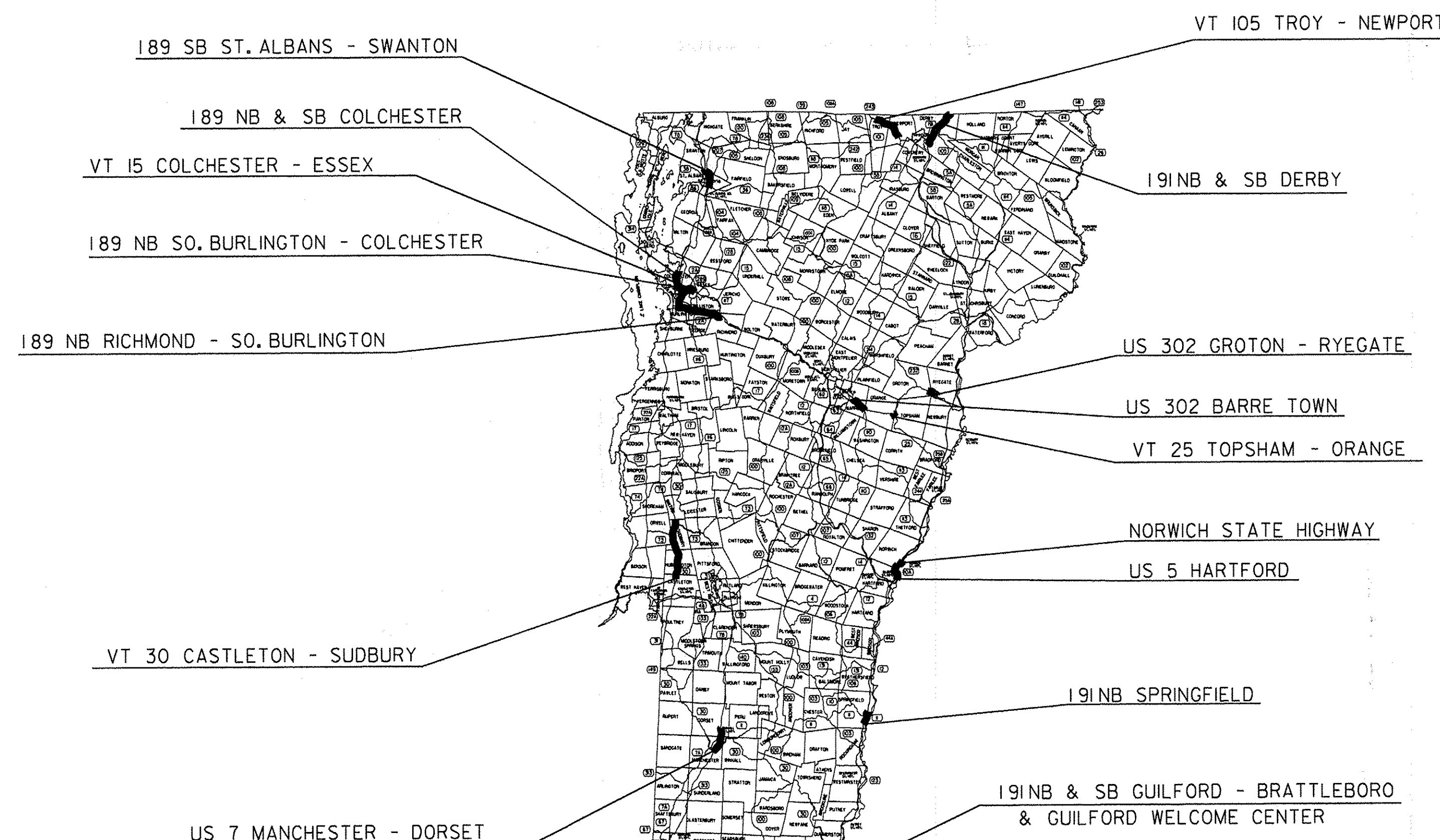
CONVENTIONAL SYMBOLS

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	



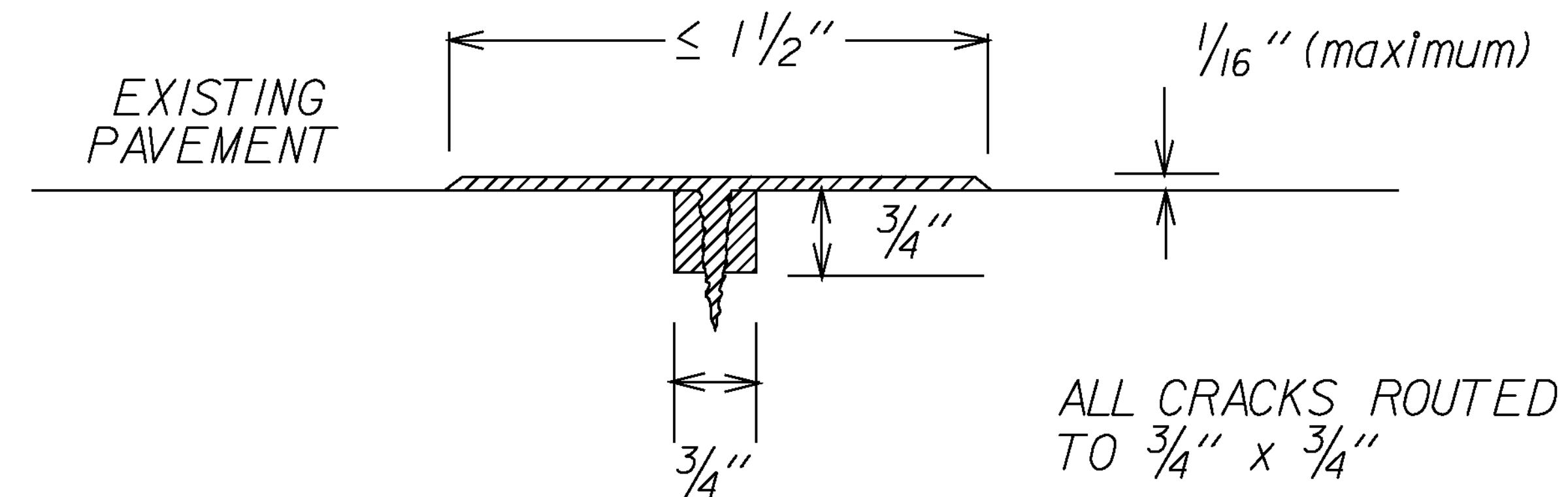
SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

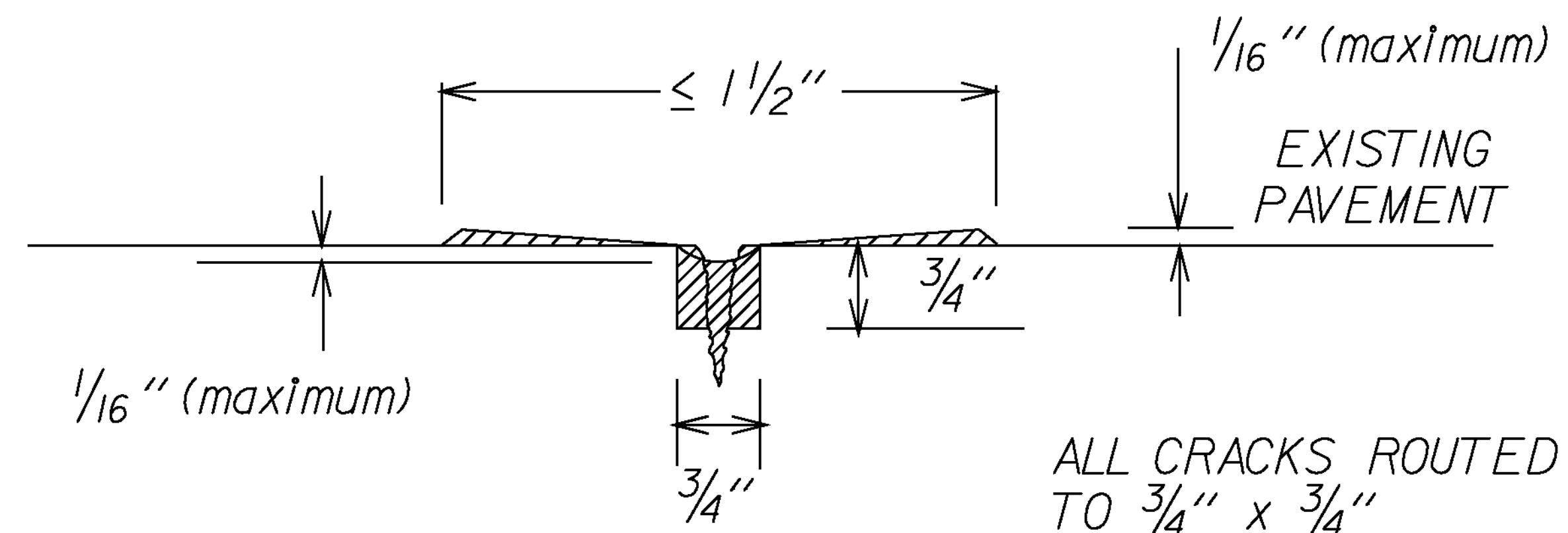


THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL 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.

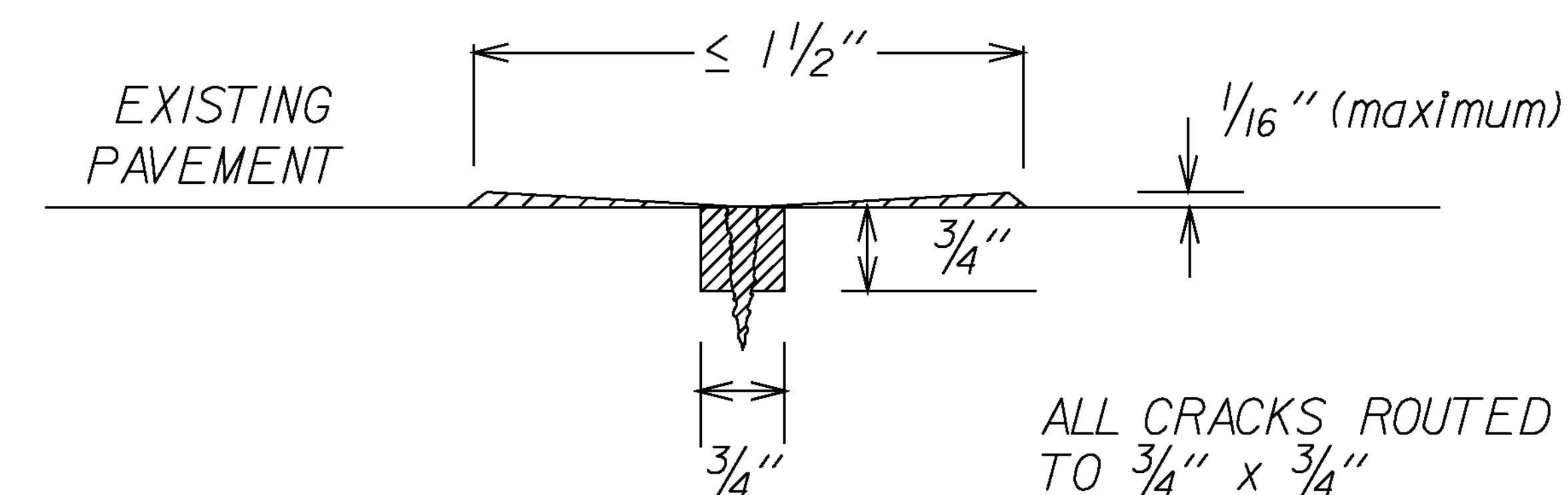
DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED <u>[Signature]</u> DATE <u>4-12-2012</u>
PROJECT MANAGER : MIKE FOWLER
PROJECT NAME : STATEWIDE
PROJECT NUMBER : STP CRK (30)
SHEET 1 OF 18 SHEETS



MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

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 $+\frac{1}{16}"$ ABOVE SURFACE TO $-\frac{1}{16}"$ BELOW SURFACE. THICKNESSES ABOVE THE SURFACE GREATER THAN $\frac{1}{16}"$ AND RECESSES GREATER THAN $\frac{1}{16}"$ 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.
9. 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.
10. WHERE CONFLICTS EXIST, THE 2009 MUTCD GOVERNS OVER THE E-STANDARDS.

NOT TO SCALE

CRACK SEALING TYPICAL

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k010+yp.l

PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 2 OF 18

QUANTITY SHEET

STATE OF VERMONT
AGENCY OF TRANSPORTATION

SUMMARY OF ESTIMATED QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

DETAILED SUMMARY OF QUANTITIES

[illegible]

189 SB ST. ALBANS - SWANTON

VT 105 TROY - NEWPORT

189 NB & SB COLCHESTER

VT 15 COLCHESTER - ESSEX

189 NB SO. BURLINGTON - COLCHESTER

191NB & SB DERBY

189 NB RICHMOND - SO. BURLINGTON

US 302 GROTON - RYEGATE

US 302 RYEGATE-NEWBURY (CO #001)

US 302 BARRE TOWN

VT 25 TOPSHAM - ORANGE

NORWICH STATE HIGHWAY

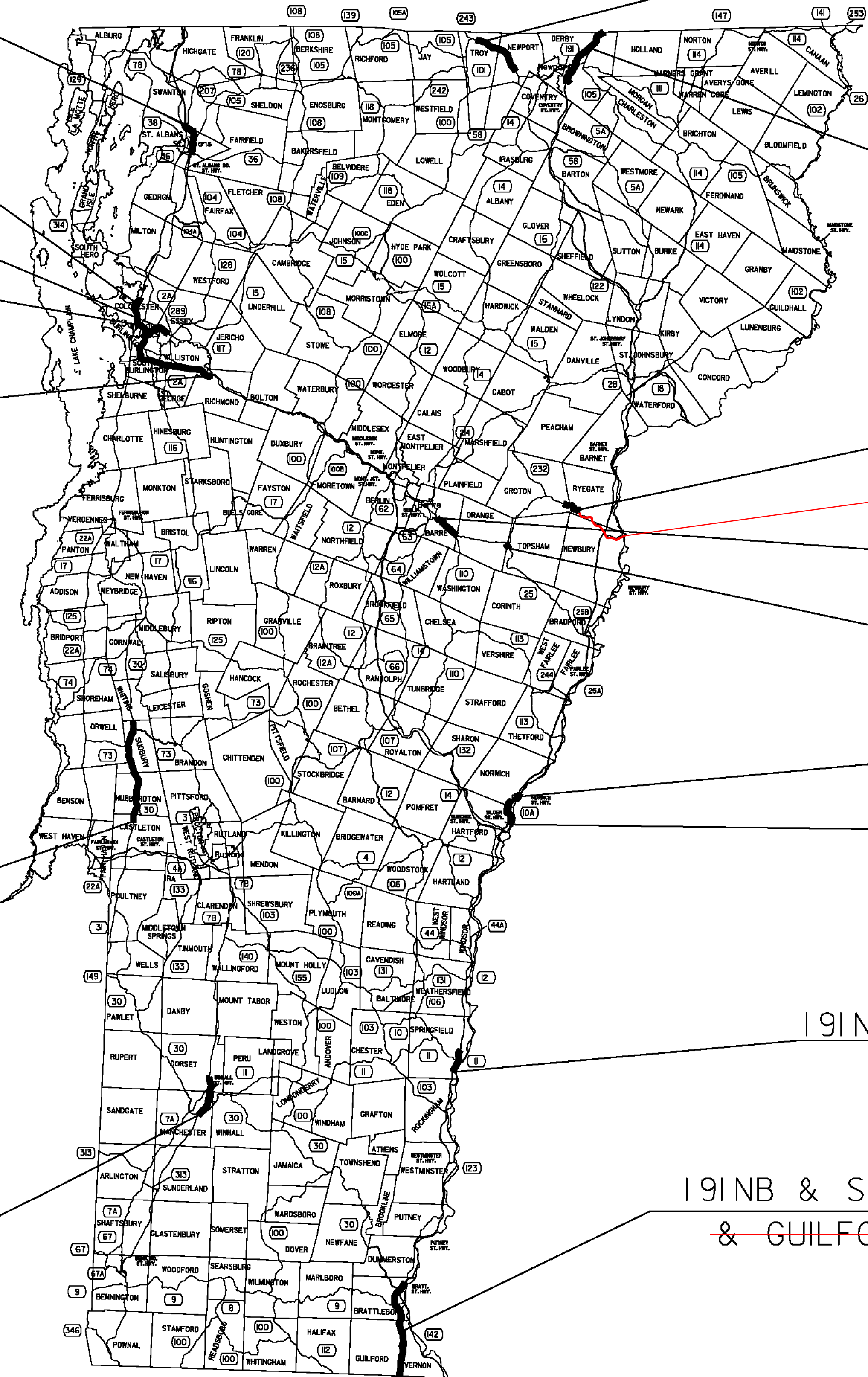
US 5 HARTFORD

VT 30 CASTLETON - SUDBURY

191NB SPRINGFIELD

US 7 MANCHESTER - DORSET

191NB & SB GUILFORD - BRATTLEBORO
& GUILFORD WELCOME CENTER NOT DONE W.O. #001



RCD
10-31-2012

LOCATION
LAYOUT

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: p12k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p12k010101.f

PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 4 OF 18

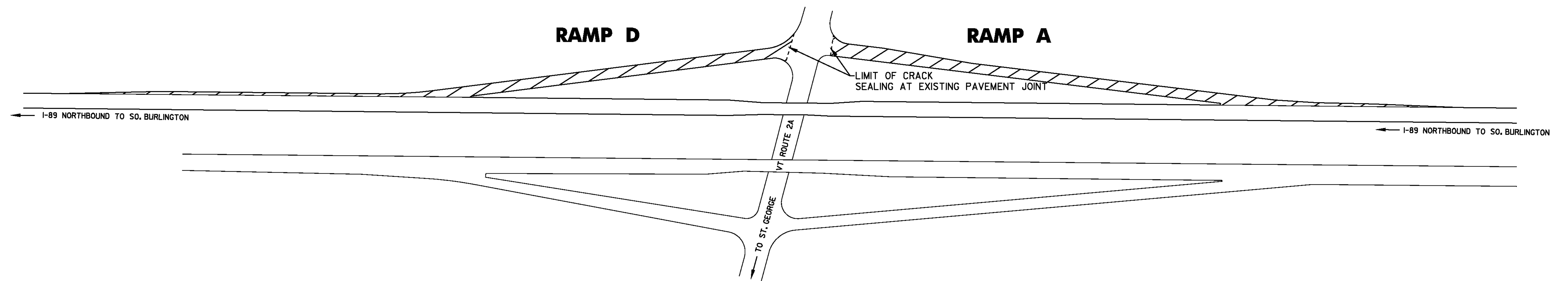
CRACK SEALING TO BE PERFORMED AT THE FOLLOWING LOCATIONS.
LOCATION MAY BE ADJUSTED BY THE RESIDENT ENGINEER TO
ACCOUNT FOR FIELD CONDITIONS.

ROUTE	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT	ADT
* 191(NB)	GUILFORD	-	GUILFORD	-	0.870	-	2	- NOT DONE W.O. #001
** 191(NB)	GUILFORD	0.000	BRATTLEBORO	12.000	12.000	24.000	2	14,780
** 191(SB)	GUILFORD	0.000	BRATTLEBORO	12.000	12.000	24.000	2	14,450
191(NB)	SPRINGFIELD	40.400	SPRINGFIELD	44.905	4.505	9.010	2	7,320
*** 191(NB)	DERBY	169.800	DERBY	177.279	7.479	14.958	9	2,200
**** 191(SB)	DERBY	169.800	DERBY	177.261	7.461	14.922	9	2,300
\$ 189 (NB)	RICHMOND	78.990	SO. BURLINGTON	87.397	8.407	16.814	5	20,020
\$\$ 189 (NB)	SO. BURLINGTON	87.397	COLCHESTER	91.880	4.483	8.966	5	31,950
\$\$\$ 189 (NB)	COLCHESTER	91.880	COLCHESTER	98.005	6.125	12.250	5	15,700
189 (SB)	COLCHESTER	91.880	COLCHESTER	98.005	6.125	12.250	5	15,700
\$\$\$\$ 189 (SB)	ST. ALBANS	114.100	SWANTON	117.980	3.880	7.760	8	10,800
+ US 7	MANCHESTER	4.616	DORSET	1.745	4.649	9.298	1	3,200
US 5	HARTFORD	6.100	HARTFORD	7.550	1.450	2.900	4	8,800
US 302	BARRE TOWN	0.000	BARRE TOWN	3.330	3.330	6.660	6	6,080
US 302	GROTON	6.897	RYEGATE	1.304	2.221	4.442	7	2,640
++ VT 15	COLCHESTER	0.000	ESSEX	0.560	4.853	9.706	5	29,000
VT 25	TOPSHAM	3.900	ORANGE	0.306	2.844	5.688	6, 7	2,850
VT 30	CASTLETON	5.182	SUDBURY	6.393	12.932	25.864	3	3,960
VT 105	TROY	5.759	NEWPORT	2.395	2.961	5.922	9	1,720
NSH	NORWICH	0.000	NORWICH	1.150	1.150	2.300	4	2,420
US 302	RYEGATE	1.304	NEWBURY	4.629	7.023	14.046	WORK ADDED WITH CO #001	
TOTAL (MILES)					109.725	217.710	RCD 10-31-2012	
					116.748	231.756		

NSH = NORWICH STATE HIGHWAY

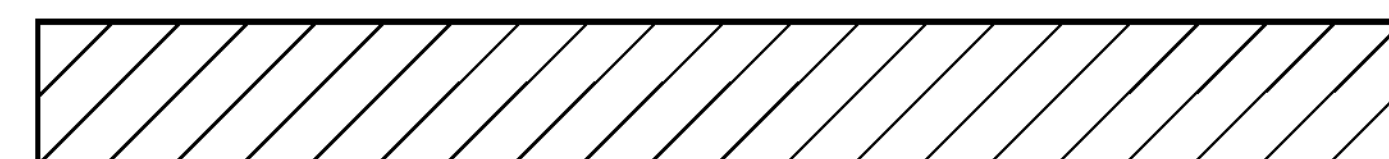
- ~~* GUILFORD WELCOME CENTER - LENGTH IS FOR RAMPS ONLY. 2 PARKING AREAS, 185' X 350' & 200' X 260'.~~
- ** MAINLINE ONLY, DO NOT INCLUDE ANY RAMPS. CRACK SEALED PREVIOUSLY IN 2010 UNDER STATEWIDE STP CRAK(28).
- *** INCLUDE ALL RAMPS
- **** INCLUDE ALL RAMPS AND REST AREA
- \$ INCLUDE RAMPS AT EXIT 12 AND AT WILLISTON REST AREA. CRACK SEALED PREVIOUSLY IN 2011 UNDER STATEWIDE STP CRAK(29).
- \$\$ INCLUDE ALL RAMPS EXCEPT THOSE AT EXIT 15
- \$\$\$ INCLUDE NB OFF RAMPS D & E AT EXIT 17
- \$\$\$\$ INCLUDE RAMPS AT EXIT 20
- + INCLUDE 3 RAMPS AT EXIT 4 & JUGHANDLE AT VT 7A
- ++ 4 LANE DIVIDED AND UNDIVIDED

CRACK SEALING LOCATION DETAIL	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(30)	
	FILE NAME: pl2k010.dgn	PLOT DATE: 12-APR-2012
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	pl2k010det.1	SHEET 5 OF 18



WILLISTON INTERCHANGE # 12
I-89

RAMPS REQUIRING CRACK SEALING



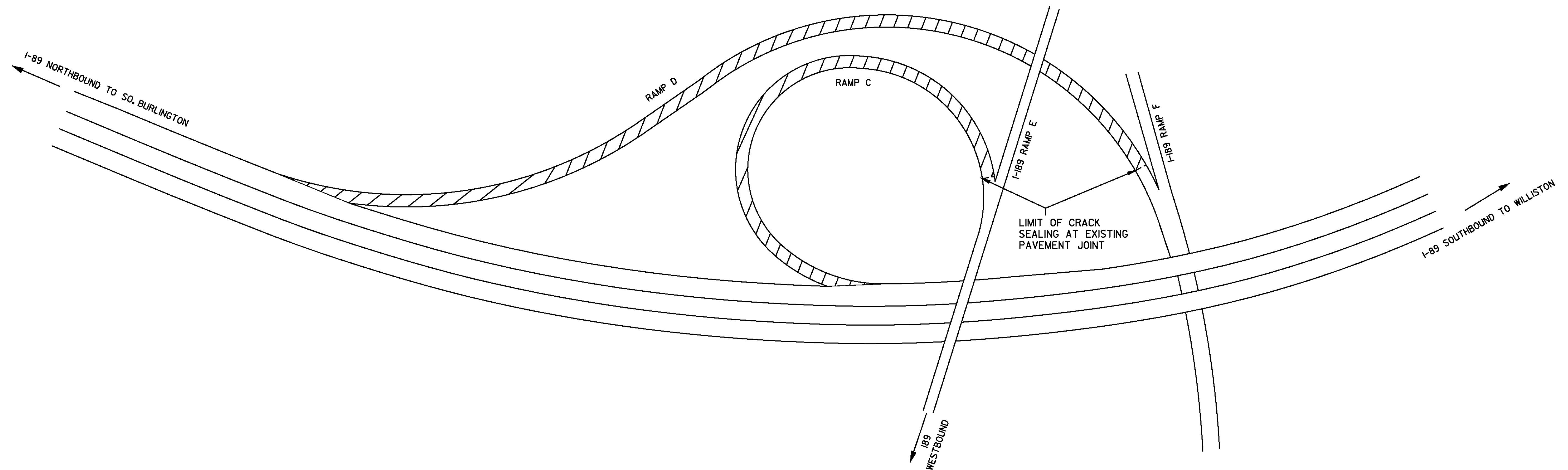
**INTERCHANGE
 DETAIL
 SHEET # 1**

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 pl2k010Int1.f

PLOT DATE: 12-APR-2012
 DRAWN BY: LOCKE
 CHECKED BY: PAVT MGMT
 SHEET 6 OF 18

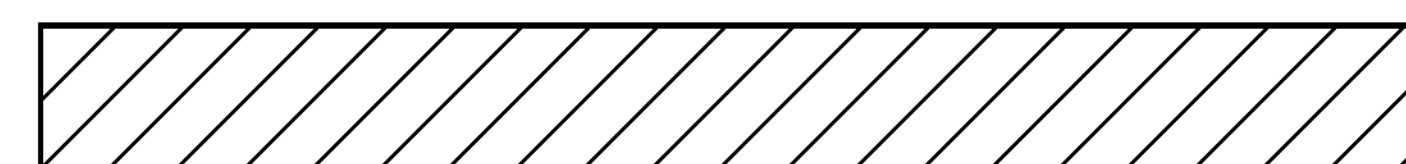
NOT TO SCALE



SHELBURNE INTERCHANGE #13 **I-89**

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING



**INTERCHANGE
DETAIL
SHEET # 2**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k010Int2.1

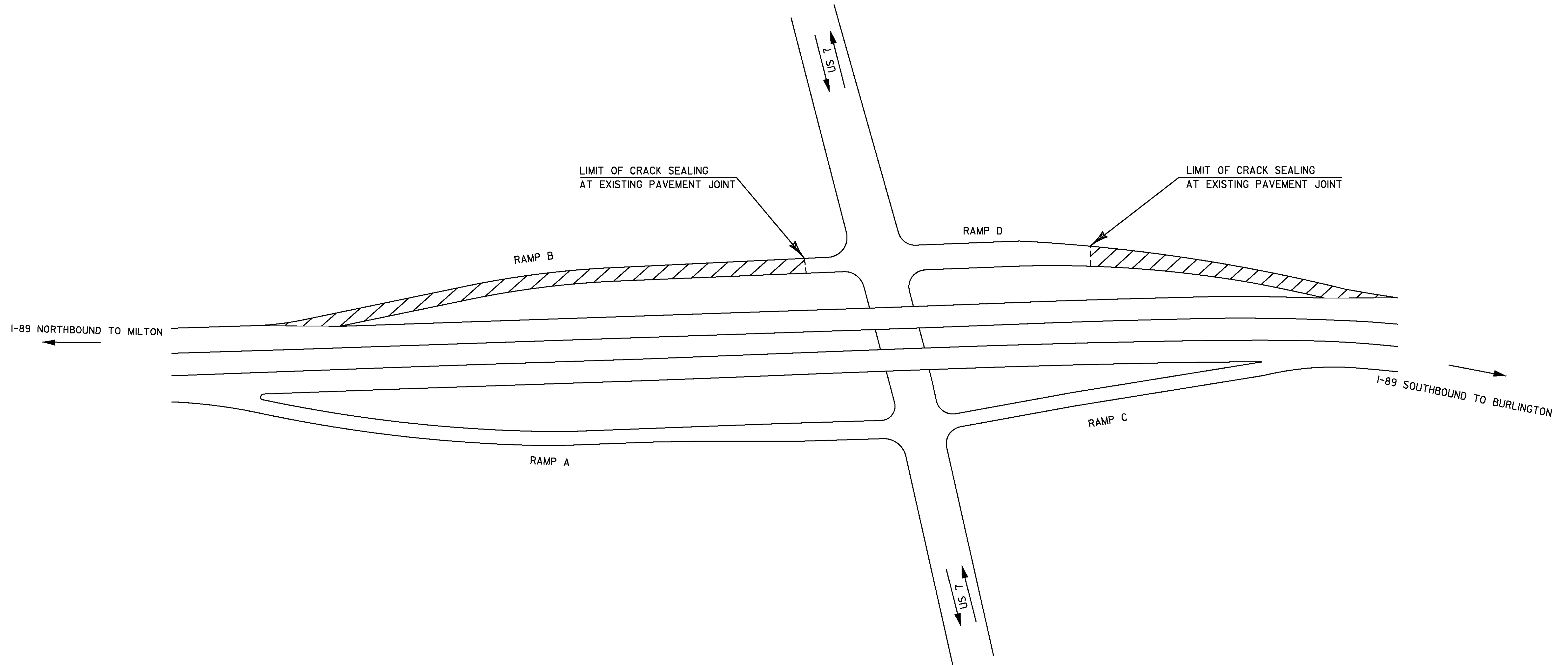
PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 7 OF 18



BURLINGTON INTERCHANGE #14
I-89

NOT TO SCALE

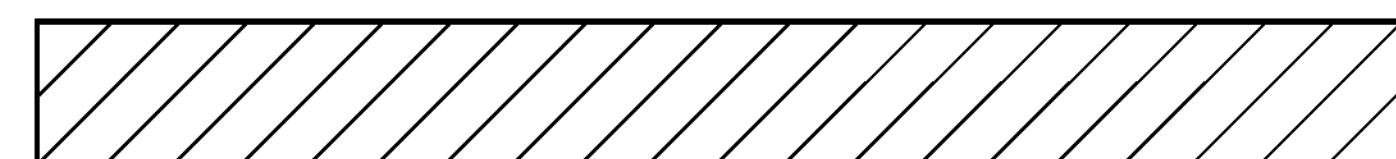
INTERCHANGE DETAIL SHEET # 3	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(30)	
	FILE NAME: pl2k010.dgn	PLOT DATE: 12-APR-2012
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	pl2k010Int3.1	SHEET 8 OF 18



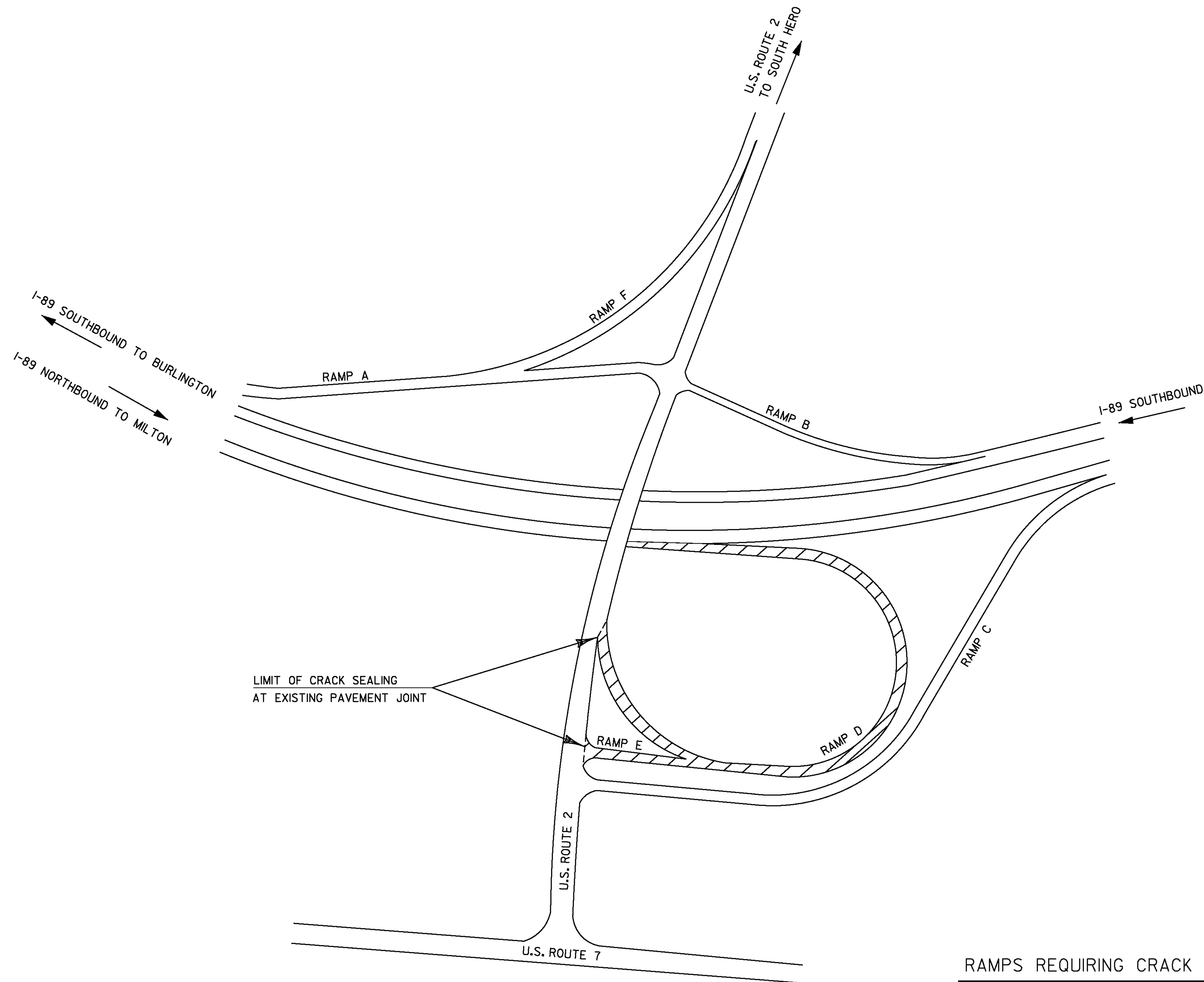
WINOOSKI NORTH INTERCHANGE # 16 **I-89**

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING



INTERCHANGE DETAIL SHEET # 4	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(30)	
	FILE NAME: pl2k010.dgn	PLOT DATE: 12-APR-2012
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	pl2k010Int4.1	SHEET 9 OF 18

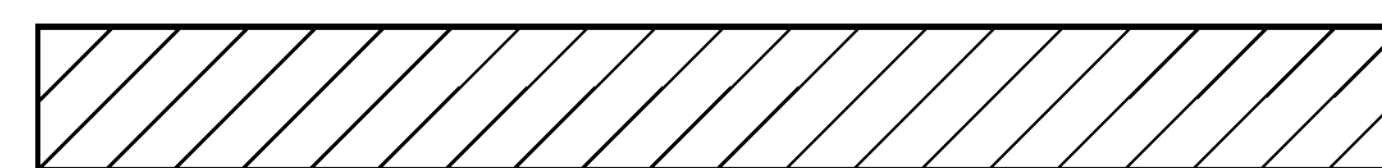


COLCHESTER INTERCHANGE #17

I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

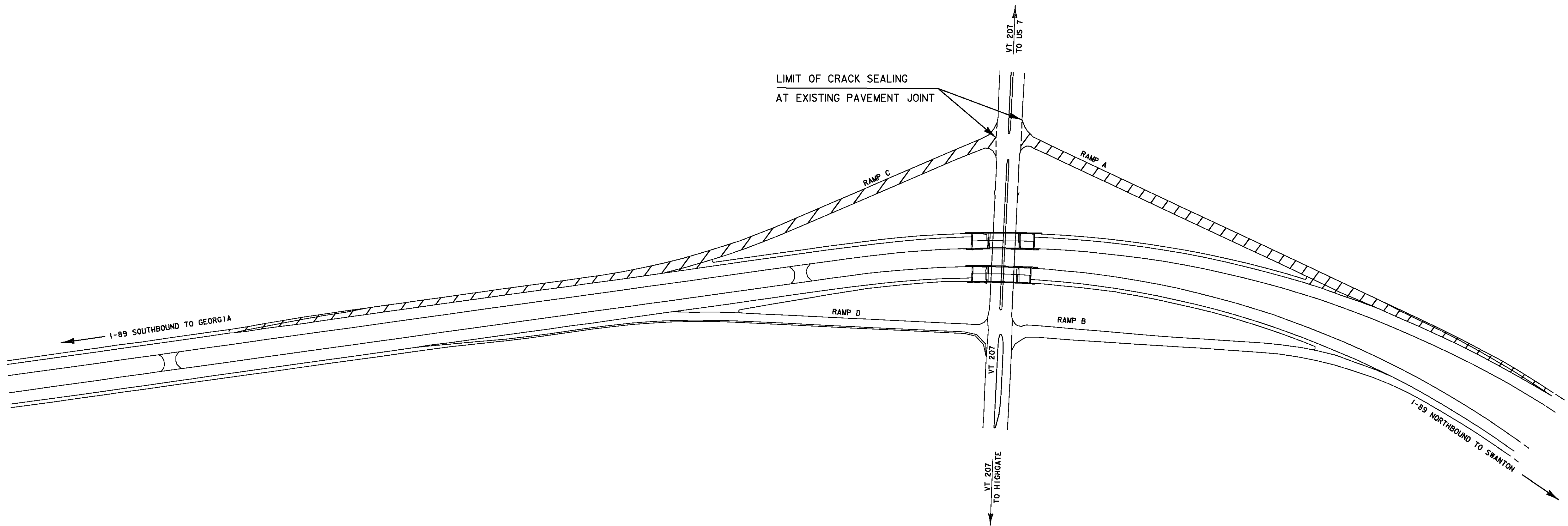


**INTERCHANGE
DETAIL
SHEET # 5**

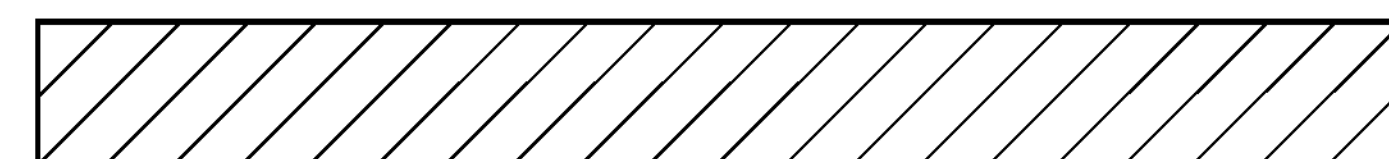
PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k0101n15.1

PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 10 OF 18



RAMPS REQUIRING CRACK SEALING



ST. ALBANS NORTH INTERCHANGE #20 **I-89**

NOT TO SCALE

**INTERCHANGE
DETAIL
SHEET # 6**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k010Int+6.I

PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 11 OF 18

**REST AREA
(NORTHBOUND)**

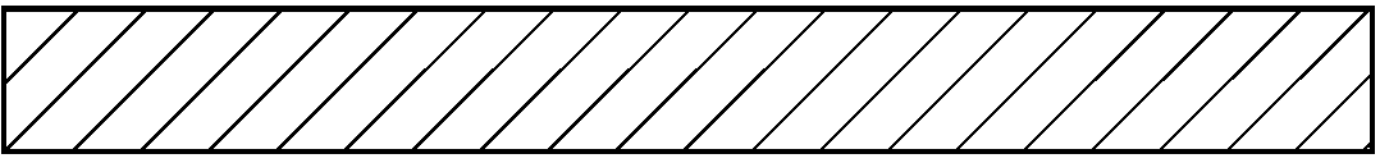
LIMIT OF CRACK SEALING
AT EXISTING PAVEMENT JOINT

LIMIT OF CRACK SEALING
AT EXISTING PAVEMENT JOINT

← I-89 NORTHBOUND

**WILLISTON REST AREA NORTHBOUND
I-89**

RAMPS REQUIRING CRACK SEALING

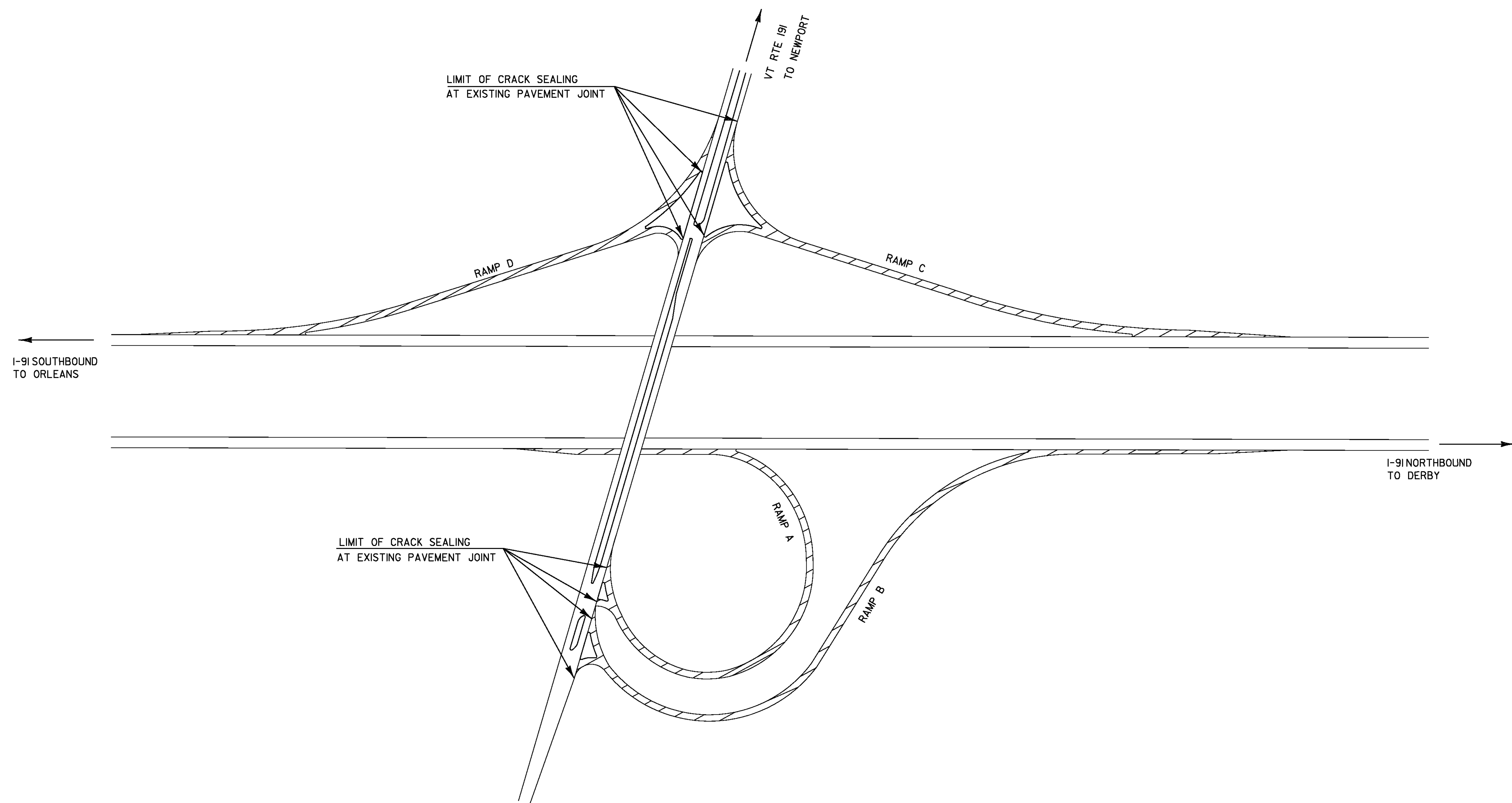


**INTERCHANGE
DETAIL
SHEET # 7**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)
FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k0101n7.1

PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 12 OF 18

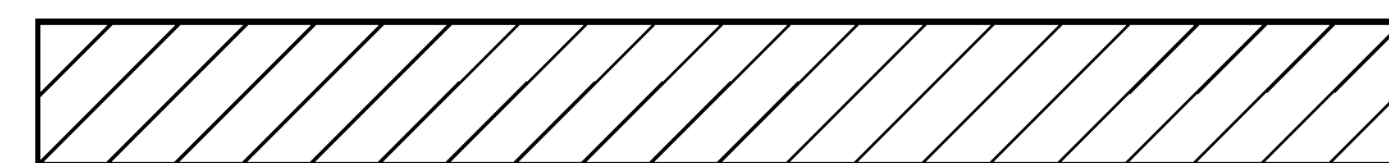
NOT TO SCALE



NEWPORT INTERCHANGE # 27
I-91

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

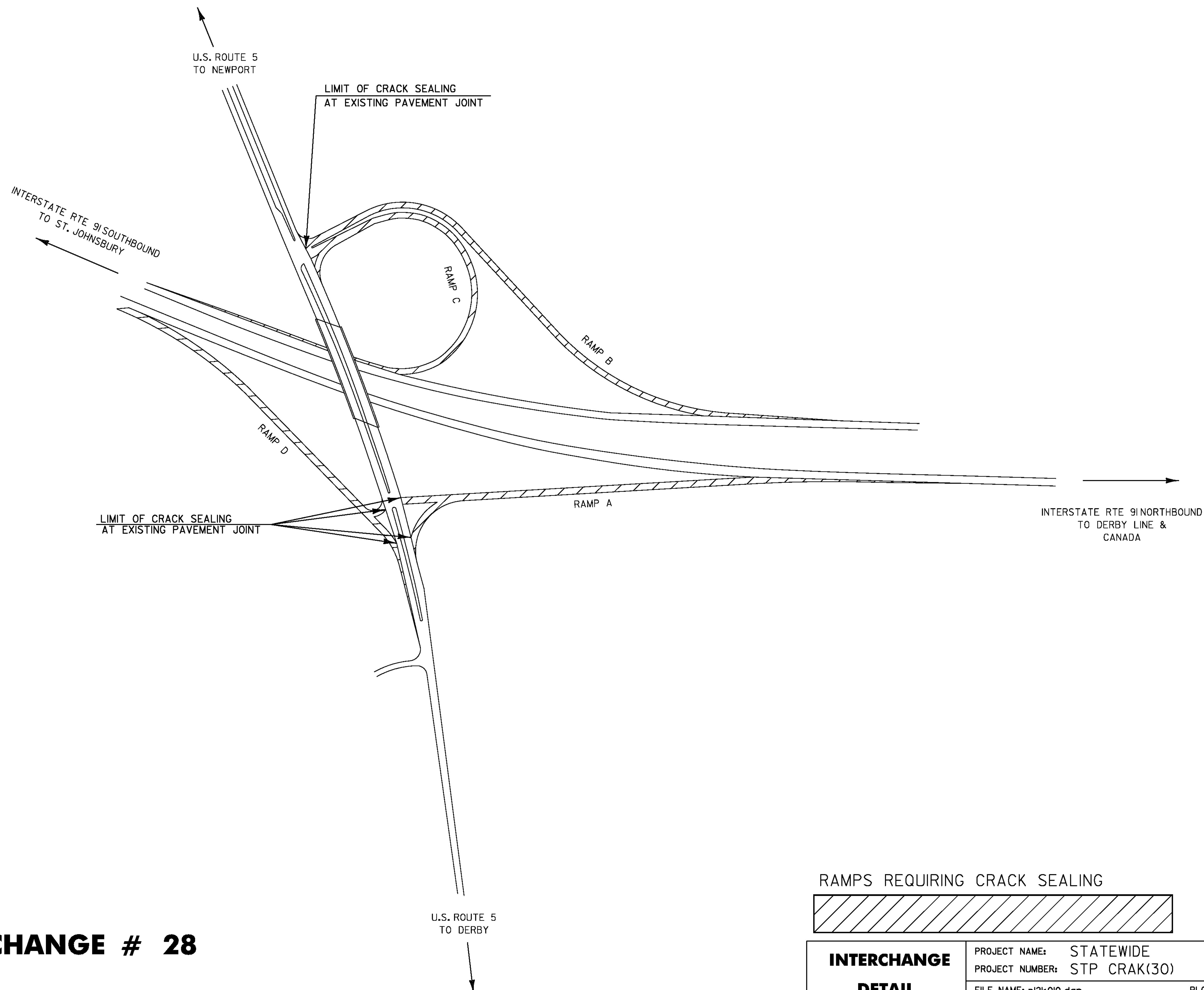


INTERCHANGE
DETAIL
SHEET # 8

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k0101n+8.1

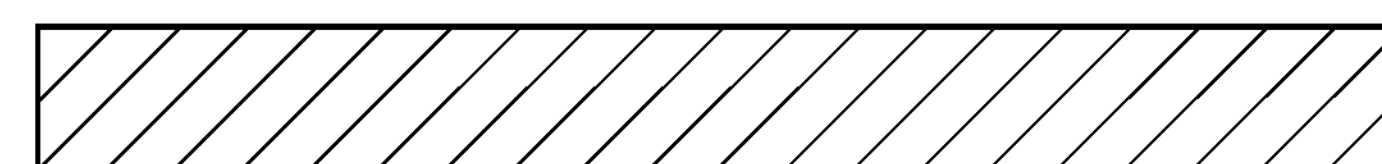
PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 13 OF 18



DERBY INTERCHANGE # 28
I-91

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

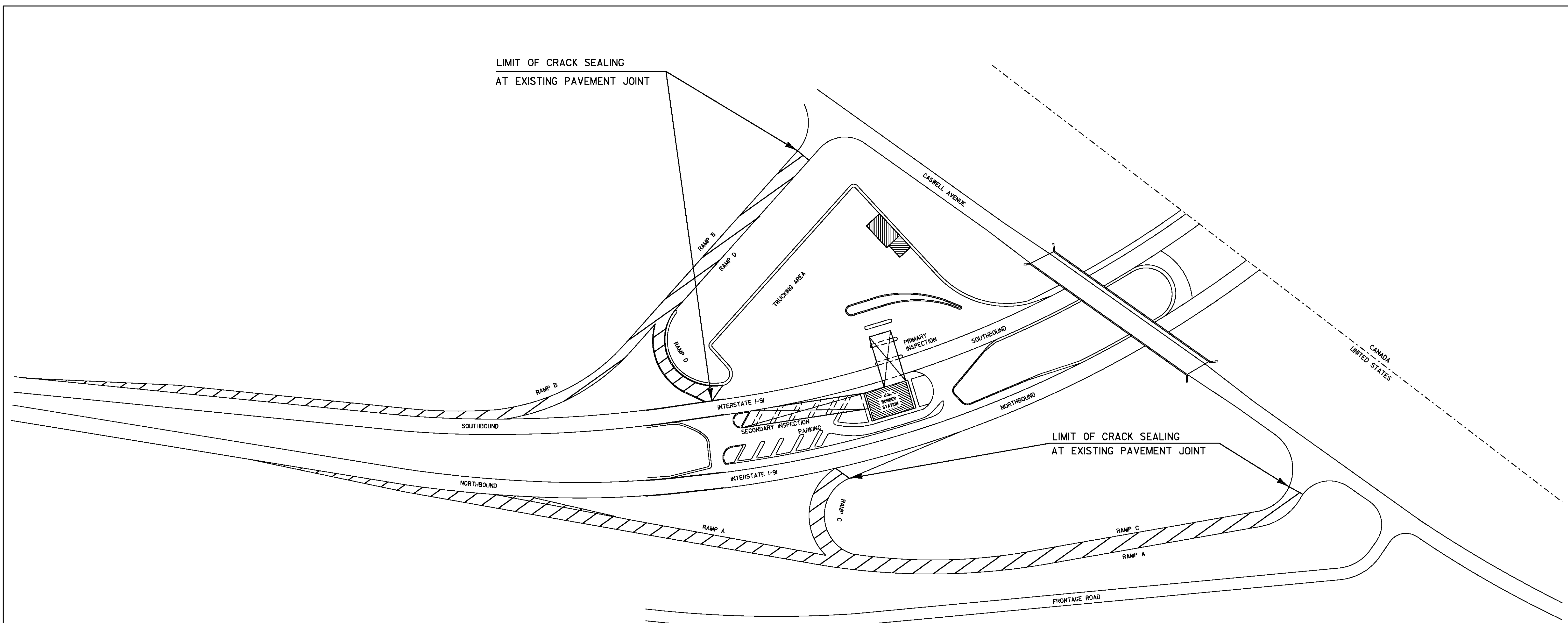


INTERCHANGE
DETAIL
SHEET # 9

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k010In+9.1

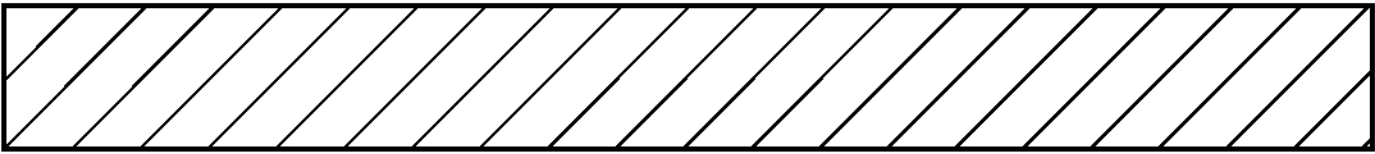
PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 14 OF 18



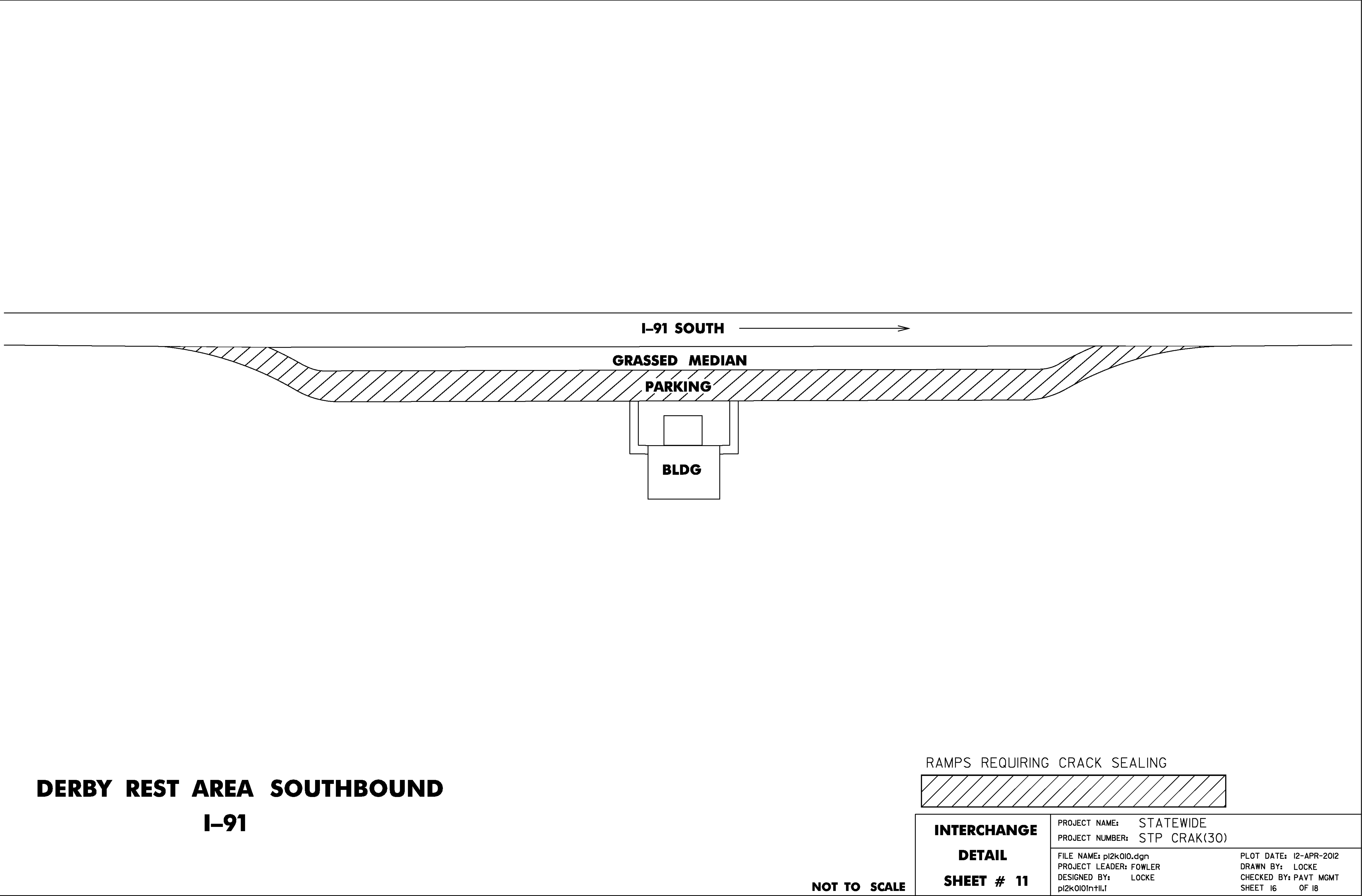
DERBY LINE INTERCHANGE # 29
I-91

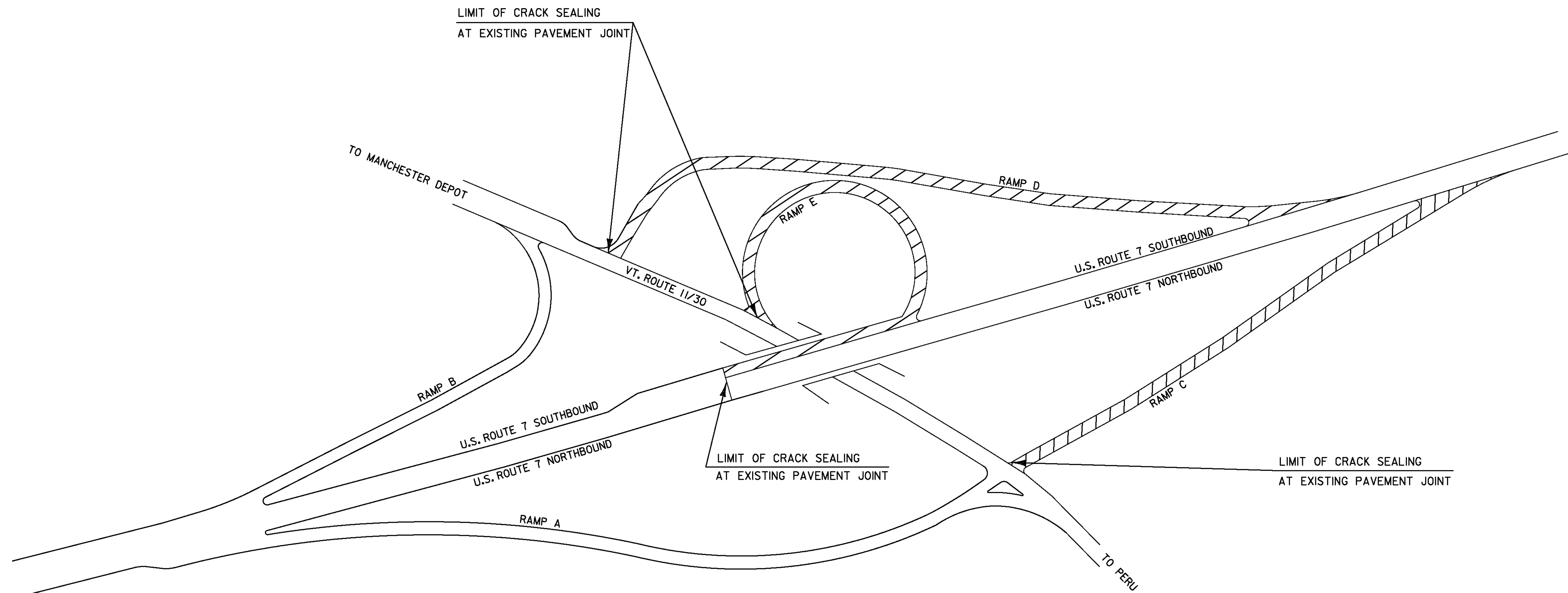
NOT TO SCALE

RAMPS REQUIRING CRACK SEALING



INTERCHANGE DETAIL SHEET # 10	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(30)	
	FILE NAME: pl2k010.dgn	PLOT DATE: 12-APR-2012
	PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
	DESIGNED BY: LOCKE	CHECKED BY: PAVT MGMT
	pl2k010Int10.I	SHEET 15 OF 18



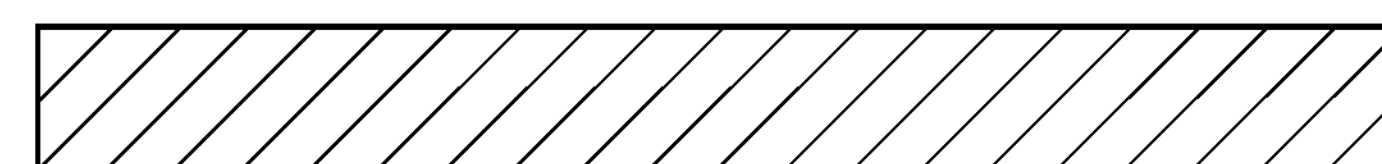


MANCHESTER INTERCHANGE #4

US 7

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING



**INTERCHANGE
DETAIL
SHEET # 12**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(30)

FILE NAME: pl2k010.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
pl2k010Int12.1

PLOT DATE: 12-APR-2012
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 17 OF 18

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE RESIDENT 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 64I.I0, 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-I06 AND THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 64I.I0, TRAFFIC CONTROL.

3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 64I.I0, 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 VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.I0 - UNIFORMED TRAFFIC OFFICERS, AND 630.I5 - 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 RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 64I.I5, 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 VT. STATE 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. PERMISSION MUST BE OBTAINED PRIOR TO PLACING CONSTRUCTION SIGNING IN CANADA. FOR THE APPROPRIATE PERMISSION AND PROTOCOL CONTACT: MR. MARC BOUCHARD AT CENTRE DE SERVICE DE SHERBROOKE ET COORDINATION TERRITORIALE DE L'EXPLOITATION, DIRECTION DE L'ESTRIE, 125 CHEMIN GEORGES-VALLIERES, SHERBROOKE (QUEBEC), J1H 0B7, (819) 562-2693 EXT.: 234.

NOT TO SCALE

TRAFFIC CONTROL NOTES	PROJECT NAME: STATEWIDE	
	PROJECT NUMBER: STP CRAK(30)	
	FILE NAME: pl2k0I0.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE pl2k0I0+cn.I	PLOT DATE: 19-APR-2012 DRAWN BY: LOCKE CHECKED BY: PAVT MGMT SHEET 18 OF 18