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VAOT STANDARDS

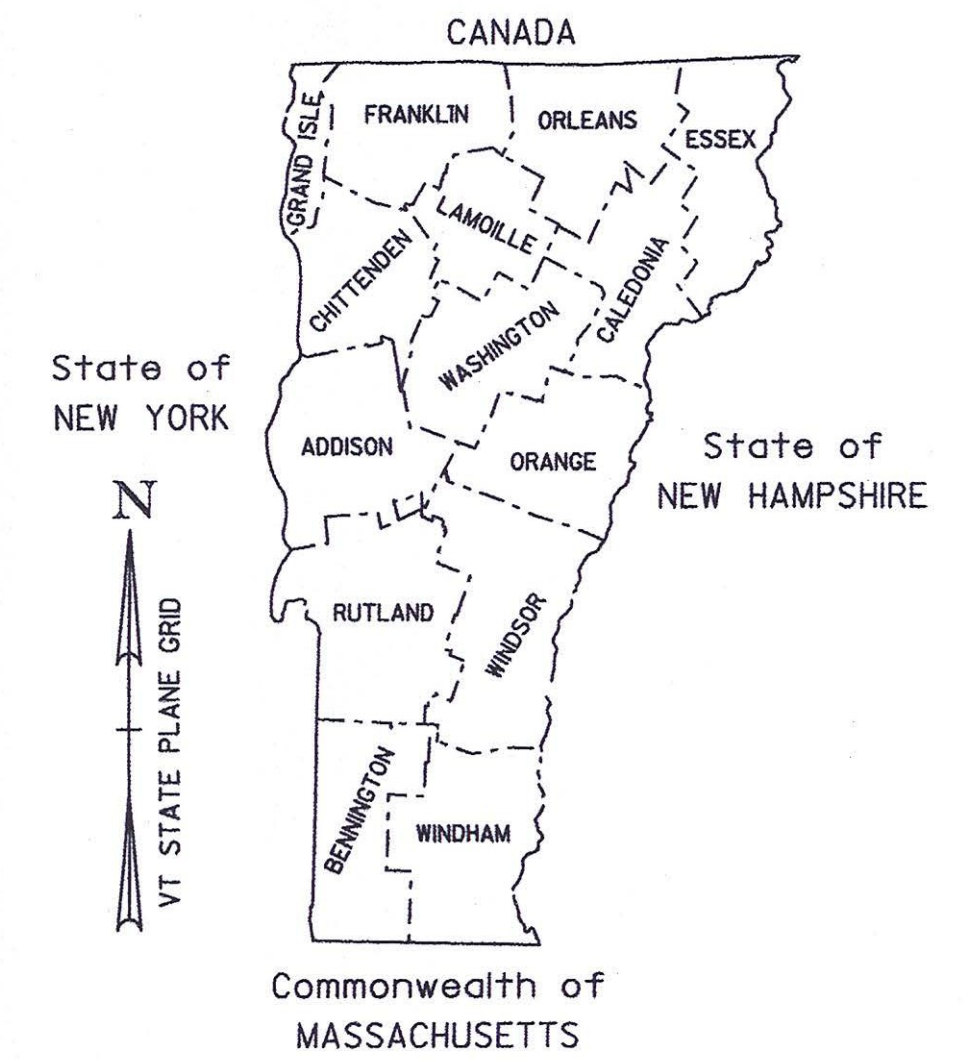
- T-1 04/25/16
- T-10 08/06/12
- T-11 08/06/12
- T-12 08/06/12
- T-16 08/06/12
- T-17 08/06/12
- T-20 08/06/12
- T-28 08/06/12
- T-29 08/06/12
- T-30 08/06/12
- T-31 08/06/12

STATE OF VERMONT AGENCY OF TRANSPORTATION

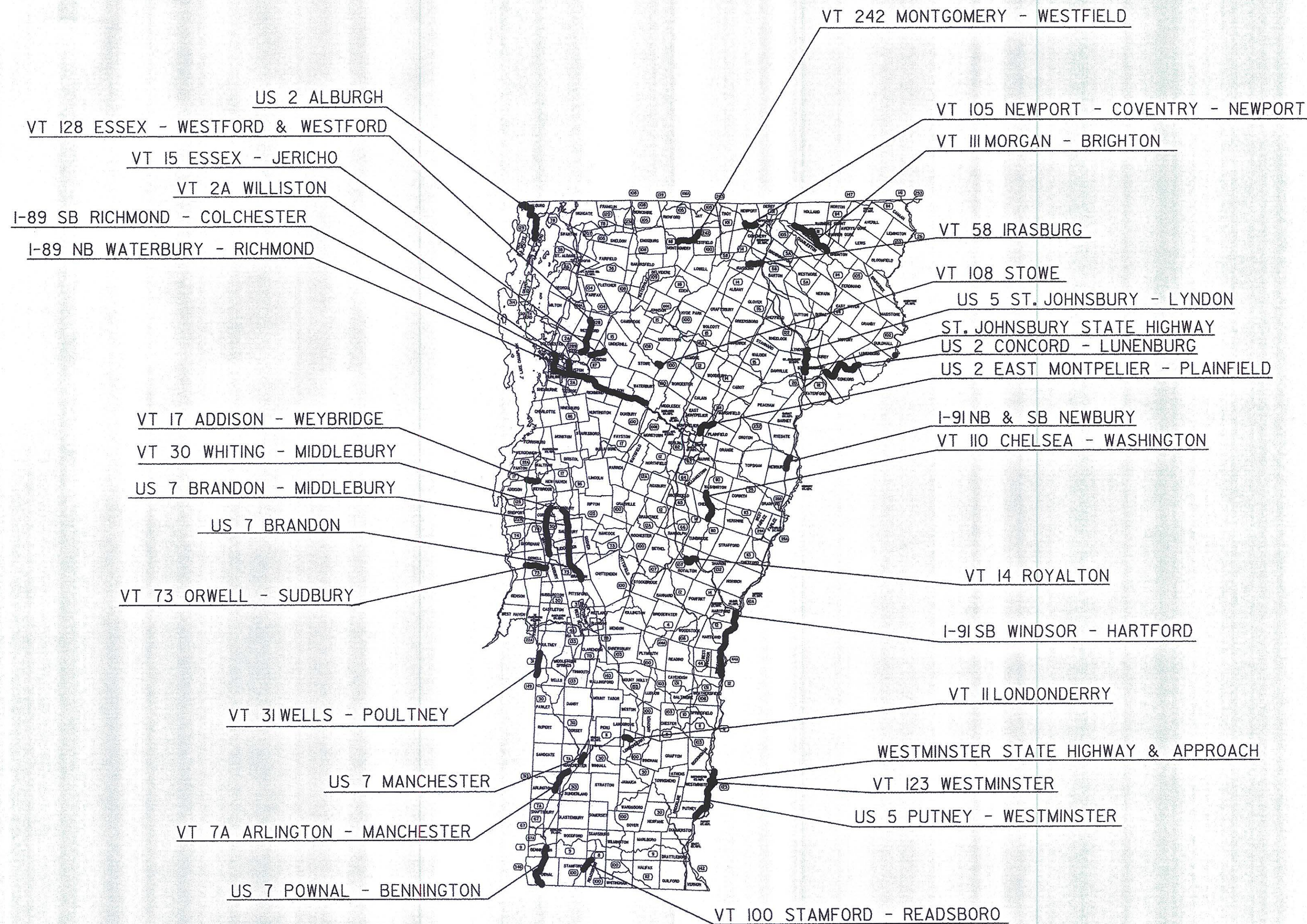


PROPOSED IMPROVEMENT STATEWIDE CRACK SEALING

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:	JOHN SLADYK
CONSTRUCTION BEGAN:	AUGUST 7, 2016
CONSTRUCTION COMPLETE:	OCTOBER 8, 2016
RECORD PLANS BY:	JOHN SLADYK & JESSE IVES
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY _____	RESIDENT ENGINEER
DATE <u>12-11-17</u>	
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.	



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2014, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

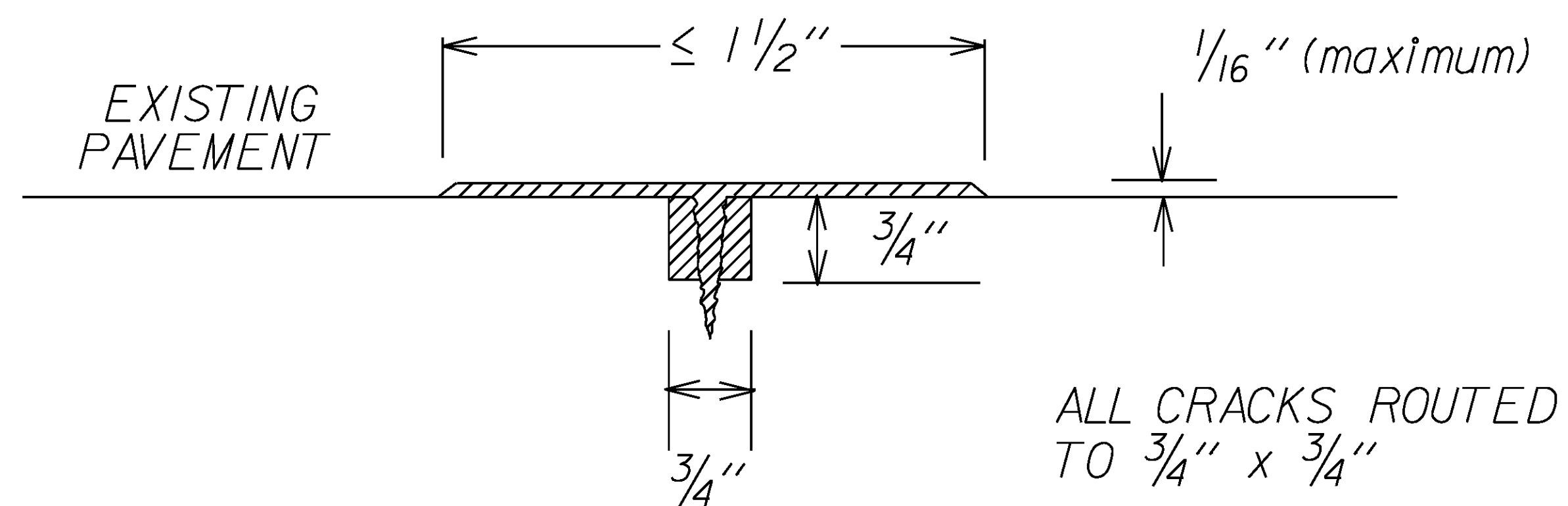


QUALITY ASSURANCE PROGRAM : LEVEL I
SURVEYED BY : N/A
SURVEYED DATE : N/A
DATUM
VERTICAL : N/A
HORIZONTAL : N/A

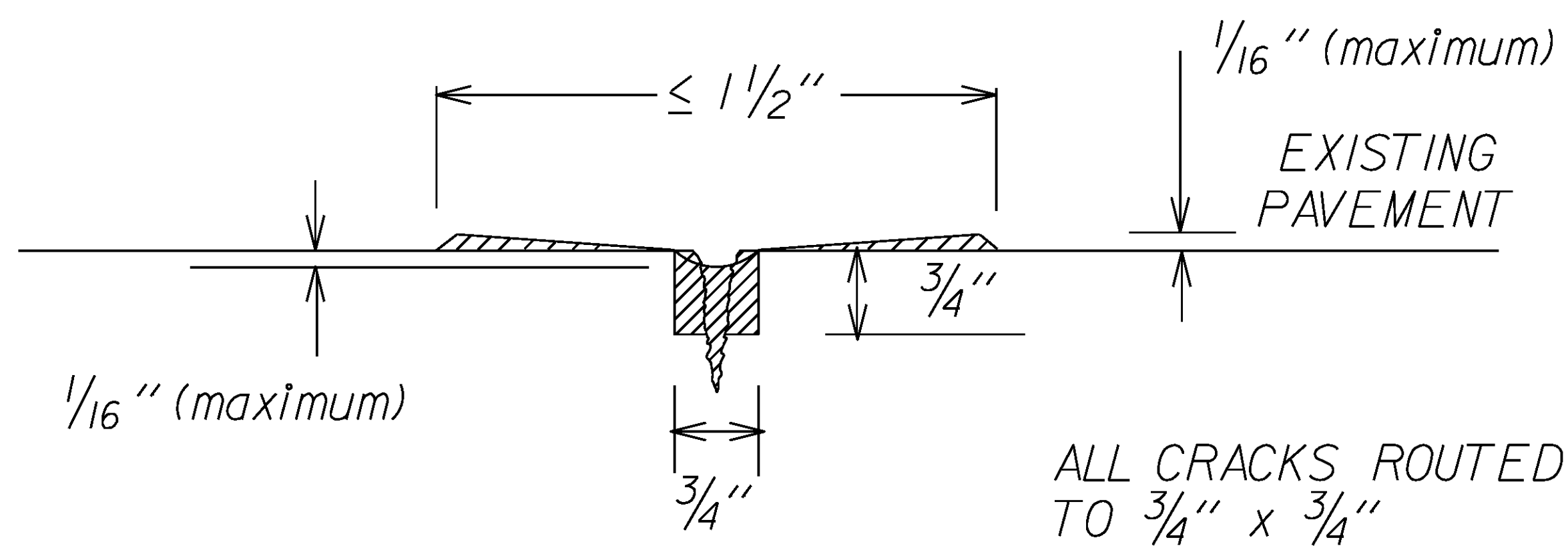
BUILT AS DESIGNED

DIRECTOR OF PROJECT DELIVERY
APPROVED <u>[Signature]</u> DATE <u>5/23/2016</u>
PROJECT MANAGER : MICHAEL J. FOWLER, P.E.
PROJECT NAME : STATEWIDE
PROJECT NUMBER : STP CRAK (34)
SHEET 1 OF 20 SHEETS

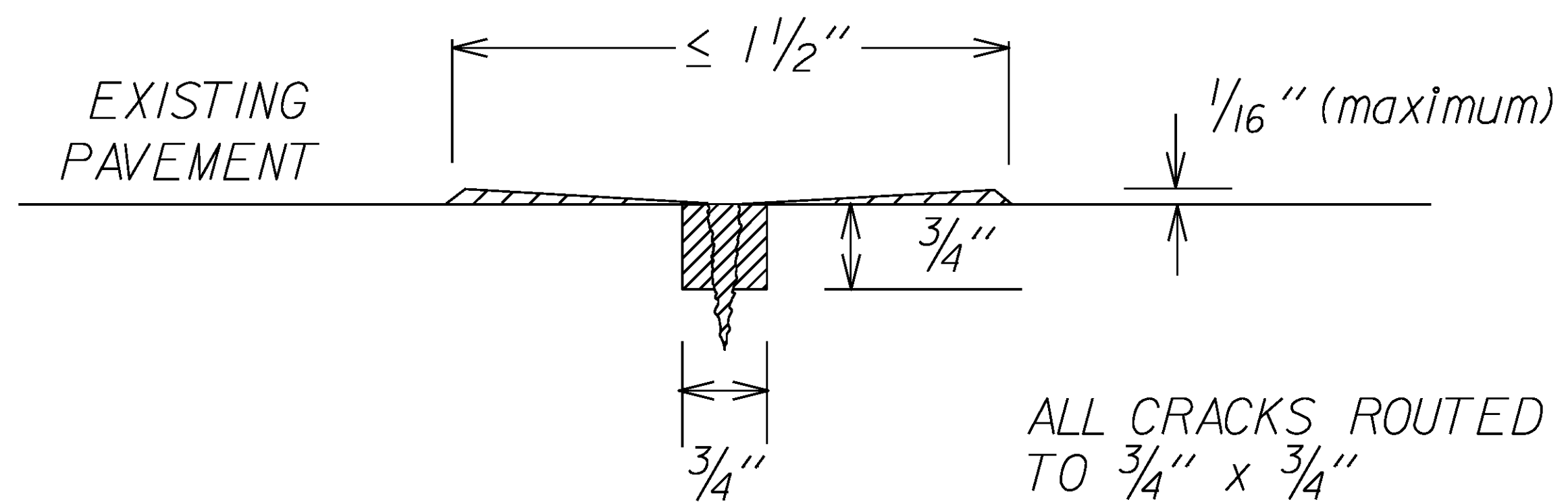
NOT TO SCALE



MAXIMUM FILL DEPTH



MINIMUM FILL DEPTH



TARGET FLUSH FILL

ALL CRACKS ROUTED TO 3/4" x 3/4"

ALL CRACKS ROUTED TO 3/4" x 3/4"

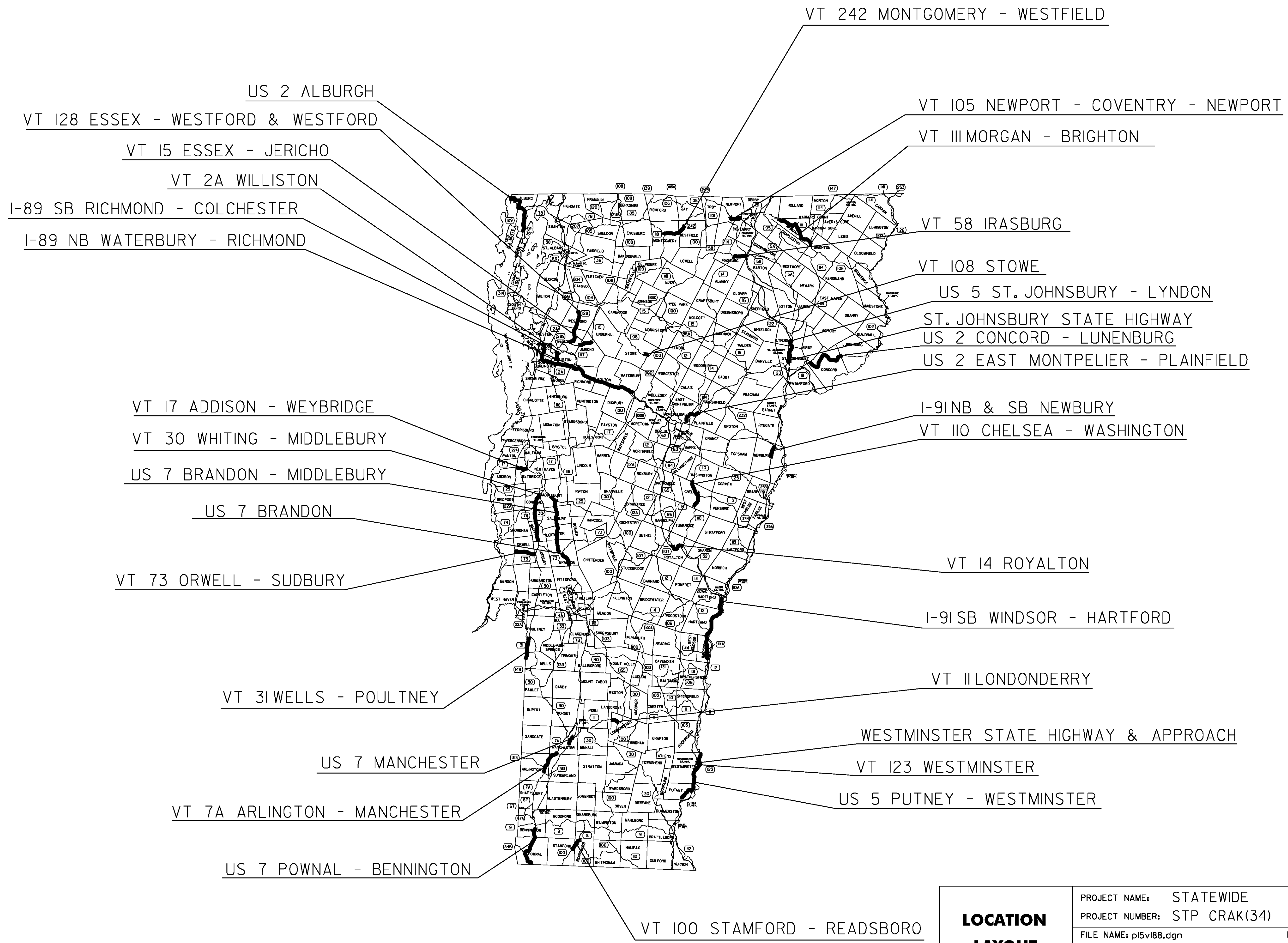
ALL CRACKS ROUTED TO 3/4" x 3/4"

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.

NOT TO SCALE

CRACK SEALING TYPICAL	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	PROJECT LEADER: FOWLER	SHEET 2 OF 20
	DESIGNED BY: LOCKE	
	p15v188_02.i	



LOCATION LAYOUT	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	PROJECT LEADER: FOWLER	SHEET 4 OF 20
	DESIGNED BY: LOCKE	
	p15v188_04.1	

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

ROUTE	TOWN BEGINNING	MM BEGINNING	TOWN END	MM ENDING	LENGTH	LANE LENGTH	DISTRICT
* 189 (NB)	WATERBURY	64.600	RICHMOND	79.000	14.400	28.800	5
** 189 (SB)	RICHMOND	79.000	COLCHESTER	91.880	12.880	25.760	5
*** 191 (NB)	NEWBURY	105.020	NEWBURY	110.700	5.680	11.360	7
\$ 191 (SB)	NEWBURY	104.995	NEWBURY	110.700	5.705	11.410	7
\$\$ 191 (SB)	WINDSOR	57.350	HARTFORD	70.480	13.130	26.260	4
US 2	CONCORD	0.000	LUNENBURG	2.000	12.765	25.530	7
US 2	ALBURGH	0.538	ALBURGH	11.732	11.194	22.388	8
US 2	EAST MONTPELIER	1.616	PLAINFIELD	0.987	4.295	8.590	7
US 5	PUTNEY	0.810	WESTMINSTER	8.215	12.990	25.980	2
US 5	ST. JOHNSBURY	2.857	LYNDON	2.638	7.456	14.912	7
US 7	POWNAI	0.000	BENNINGTON	2.156	10.144	20.288	1
\$\$\$ US 7	MANCHESTER	2.800	MANCHESTER	4.630	1.830	3.660	1
US 7	BRANDON	4.447	MIDDLEBURY	4.264	15.172	30.344	3 & 5
US 7	BRANDON	0.655	BRANDON	3.357	2.702	5.404	3
VT 2A	WILLISTON	3.848	WILLISTON	5.687	1.839	3.678	5
VT 7A	ARLINGTON	2.765	MANCHESTER	2.409	7.899	15.798	1
VT 11	LONDONDERRY	0.000	LONDONDERRY	1.947	1.947	3.894	2
VT 14	ROYALTON	2.500	ROYALTON	6.004	3.504	7.008	4
VT 15	ESSEX	7.258	JERICO	2.333	3.204	6.408	5
VT 17	ADDISON	8.427	WEYBRIDGE	0.221	2.927	5.854	5
VT 30	WHITING	0.000	MIDDLEBURY	0.550	11.853	23.706	3 & 5
VT 31	WELLS	0.000	POULTNEY	3.201	4.957	9.914	3
VT 58	IRASBURG	3.220	IRASBURG	6.496	3.276	6.552	9
VT 73	ORWELL	0.000	ADDISON	0.321	5.307	10.614	3 & 5
VT 100	STAMFORD	4.137	READSBORO	2.180	3.795	7.590	1
VT 105	NEWPORT	2.395	NEWPORT	5.628	4.350	8.700	9
VT 108	STOWE	1.533	STOWE	3.246	1.713	3.426	8

SHEET TOTAL (MILES)

186.914 373.828

- * INCLUDE EXIT 11 NORTHBOUND ON & OFF RAMPS
- ** INCLUDE EXITS 12 - 16 SOUTHBOUND ON & OFF RAMPS
- *** INCLUDE EXIT 17 NORTHBOUND ON & OFF RAMPS
- \$ INCLUDE EXIT 17 SOUTHBOUND ON & OFF RAMPS
- \$\$ INCLUDE EXITS 9, 10N & 10S & 11 SOUTHBOUND ON & OFF RAMPS. ALSO INCLUDE REST AREA AT MM 68.400.
- \$\$\$ INCLUDE RAMPS AT EXIT 4, NORTHBOUND OFF & SOUTHBOUND ON

**CRACK SEALING
 LOCATION
 DETAIL
 SHEET #1**

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(34)

FILE NAME: p15v188.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 p15v188_05.i

PLOT DATE: 19-MAY-2016
 DRAWN BY: LOCKE
 CHECKED BY: FOWLER
 SHEET 5 OF 20

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

<u>ROUTE</u>	<u>TOWN BEGINNING</u>	<u>MM BEGINNING</u>	<u>TOWN END</u>	<u>MM ENDING</u>	<u>LENGTH</u>	<u>LANE LENGTH</u>	<u>DISTRICT</u>
VT 110	CHELSEA	1.650	WASHINGTON	0.547	5.857	11.714	4 & 7
VT 111	MORGAN	0.962	BRIGHTON	0.137	10.262	20.524	9
VT 123	WESTMINSTER	0.000	WESTMINSTER	0.313	0.313	0.626	2
VT 128	ESSEX	0.011	WESTFORD	1.304	5.695	11.390	5
VT 128	WESTFORD	1.304	WESTFORD	4.000	2.696	5.392	5
VT 242	MONTGOMERY	0.004	WESTFIELD	2.626	6.438	12.876	8
ST. JOHNSBURY STATE HIGHWAY	ST. JOHNSBURY	0.000	ST. JOHNSBURY	1.019	1.019	2.038	7
WESTMINSTER STATE HIGHWAY	WESTMINSTER	0.000	WESTMINSTER	0.770	0.770	1.540	2
WESTMINSTER STATE HIGHWAY APPROACH	WESTMINSTER	0.000	WESTMINSTER	0.145	0.145	0.290	2

SHEET TOTAL (MILES) 33.195 66.390

PROJECT TOTAL (MILES) 220.109 440.218

**CRACK SEALING
 LOCATION
 DETAIL
 SHEET #2**

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(34)

FILE NAME: p15v188.dgn PLOT DATE: 19-MAY-2016
 PROJECT LEADER: FOWLER DRAWN BY: LOCKE
 DESIGNED BY: LOCKE CHECKED BY: FOWLER
 p15v188_06.i SHEET 6 OF 20

I-89 SOUTHBOUND
TO WATERBURY

U.S. ROUTE 2
RICHMOND

RAMP B

PARK & RIDE AREA

RAMP A

RAMP D
BR 56S

RAMP C

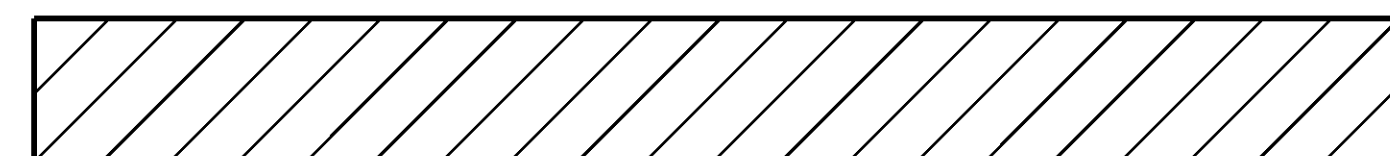
BR 56N

LIMIT OF
TREATMENT

I-89 NORTHBOUND
TO WILLISTON

TO WILLISTON
U.S. ROUTE 2

RAMPS REQUIRING CRACK SEALING



RICHMOND INTERCHANGE # 11 I-89

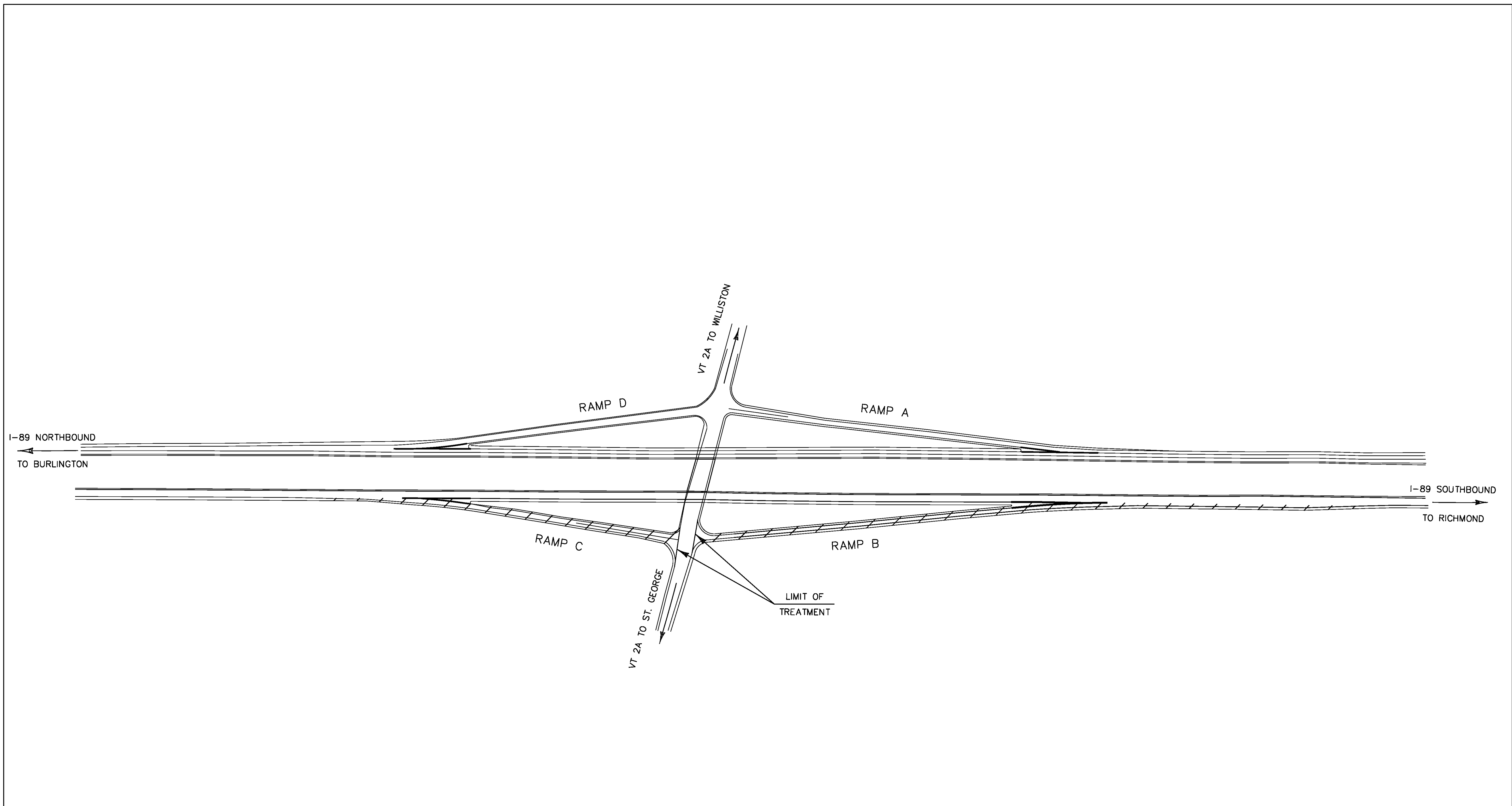
NOT TO SCALE

**INTERCHANGE
DETAIL
SHEET # 1**

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(34)

FILE NAME: p15v188.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p15v188_07.1

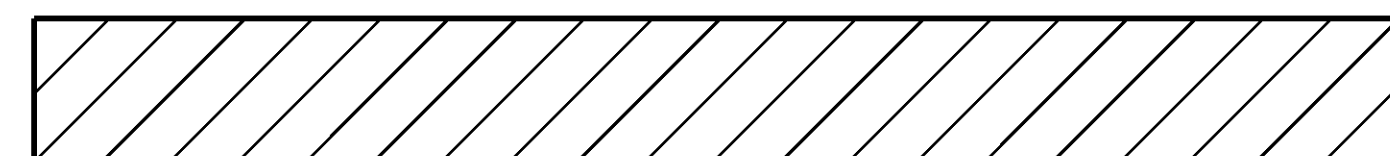
PLOT DATE: 19-MAY-2016
DRAWN BY: LOCKE
CHECKED BY: FOWLER
SHEET 7 OF 20



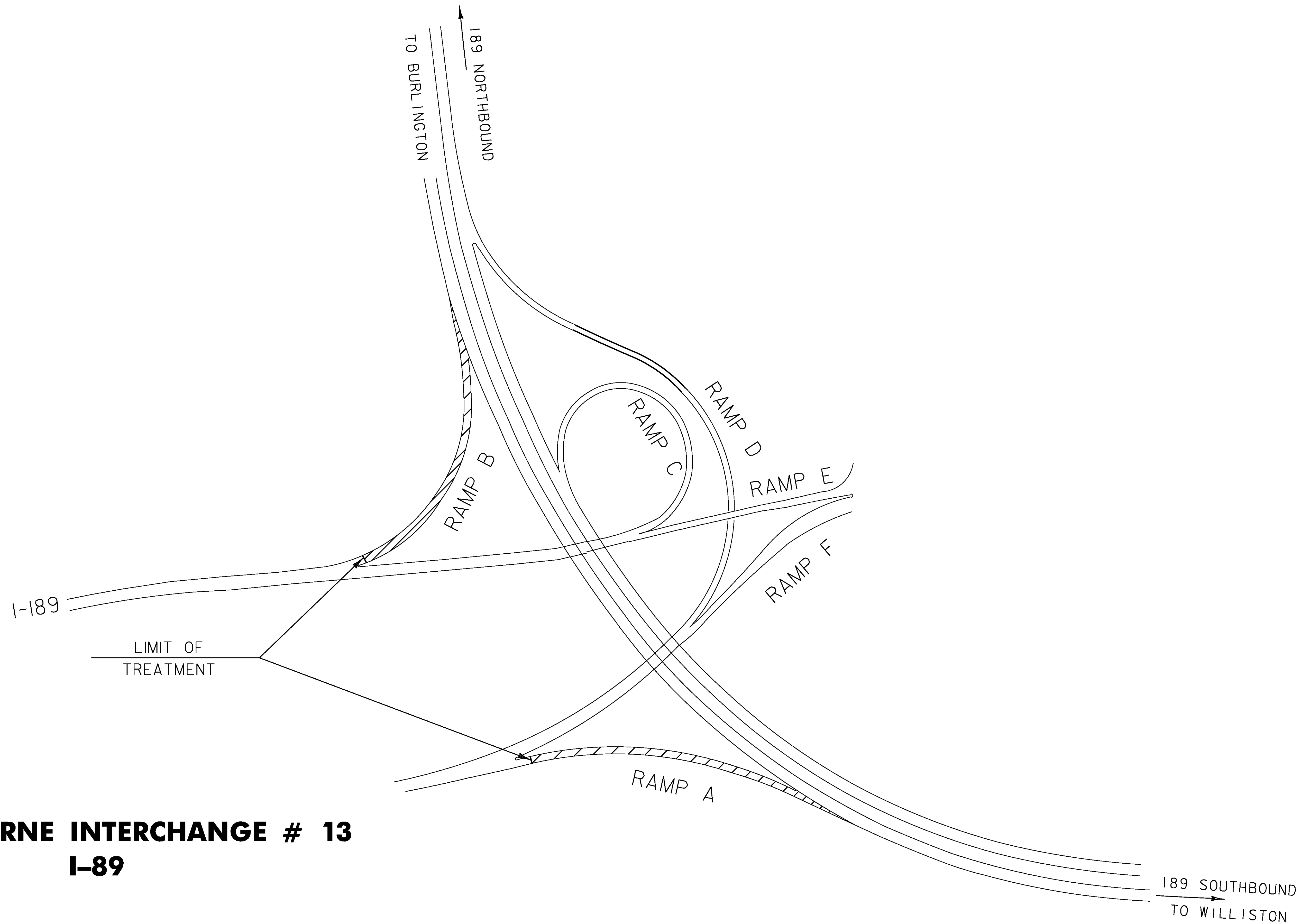
WILLISTON INTERCHANGE # 12
I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

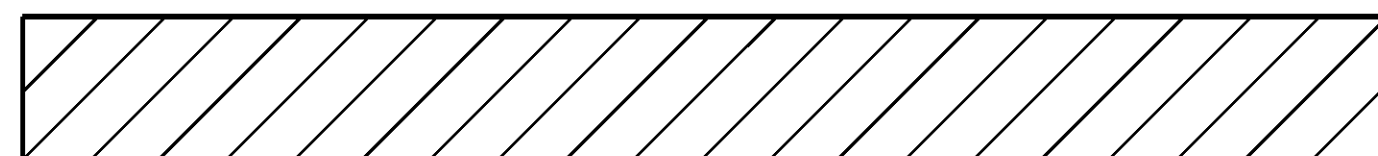


INTERCHANGE DETAIL SHEET # 2	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn PROJECT LEADER: FOWLER DESIGNED BY: LOCKE p15v188_08.i	CHECKED BY: FOWLER SHEET 8 OF 20



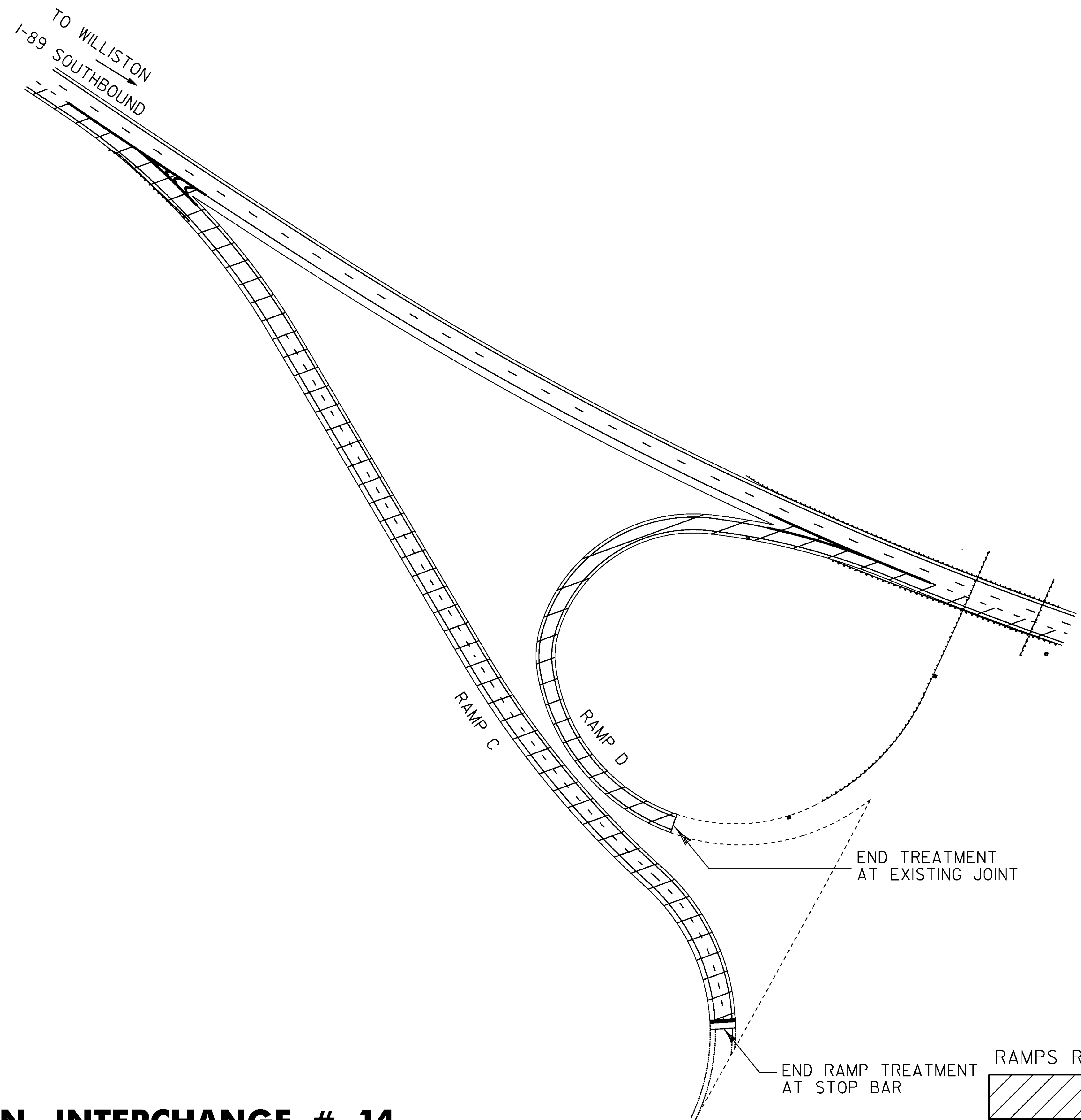
SHELBURNE INTERCHANGE # 13
I-89

RAMPS REQUIRING CRACK SEALING



NOT TO SCALE

INTERCHANGE DETAIL SHEET # 3	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	DESIGNED BY: LOCKE	SHEET 9 OF 20

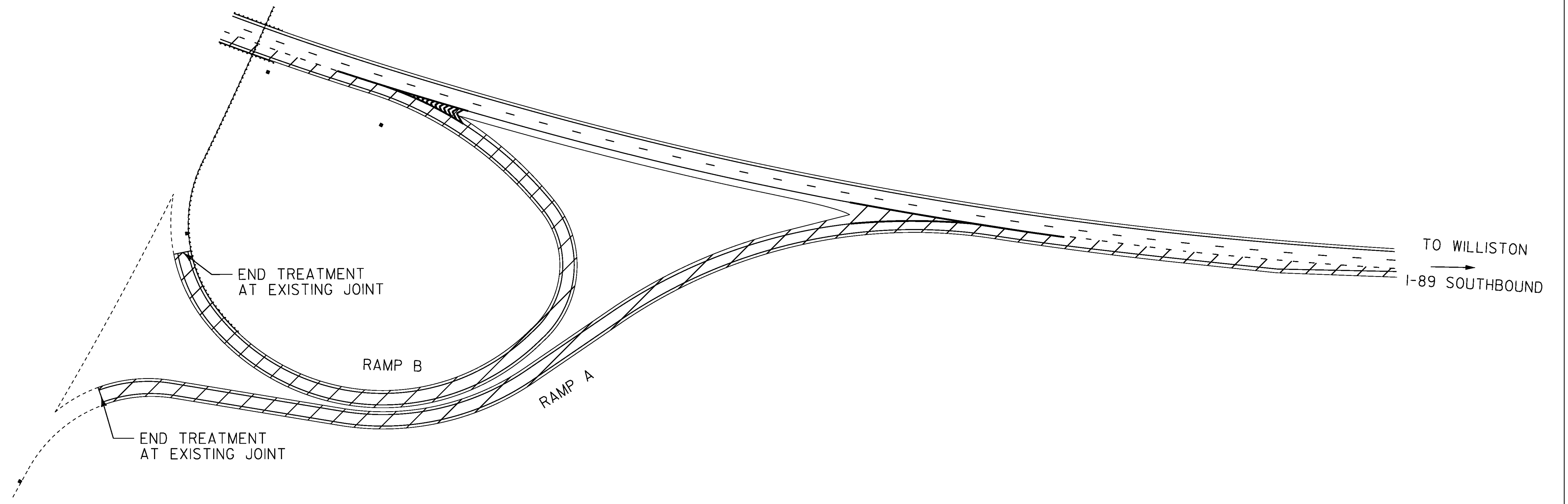


BURLINGTON INTERCHANGE # 14
I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

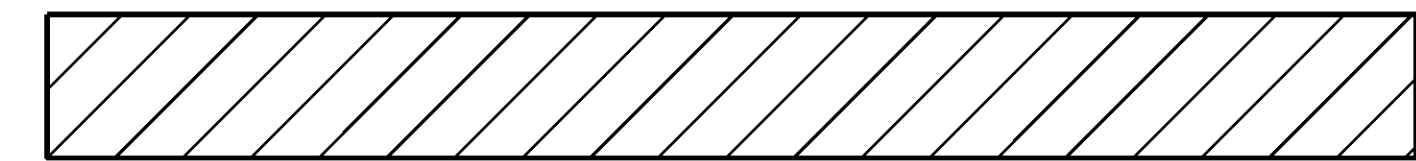
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	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	DESIGNED BY: LOCKE	SHEET 10 OF 20



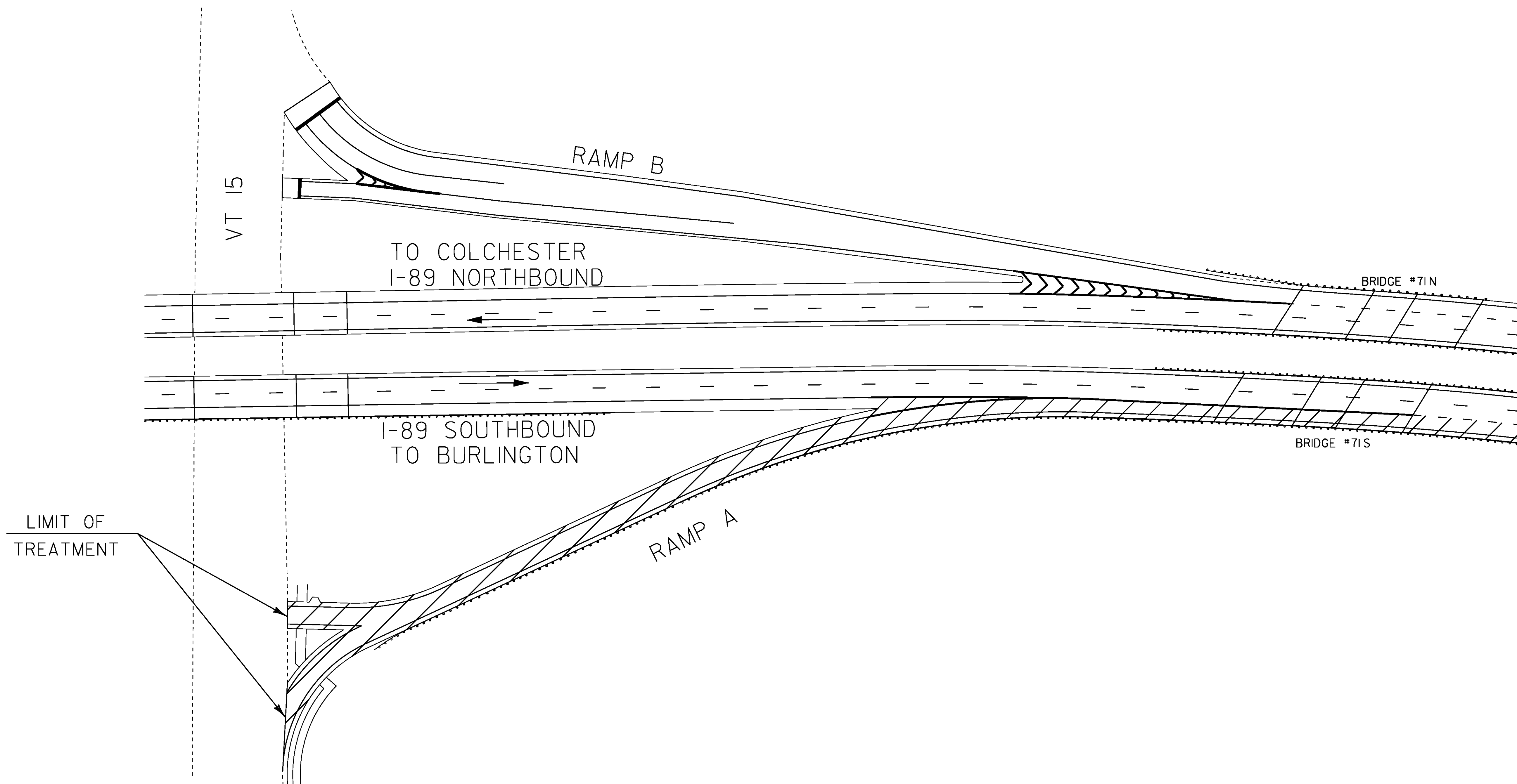
BURLINGTON INTERCHANGE # 14
I-89

NOT TO SCALE

RAMPS REQUIRING CRACK SEALING

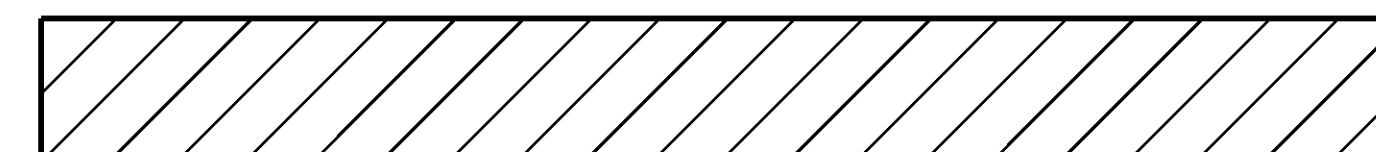


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	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	PROJECT LEADER: FOWLER	SHEET II OF 20
	DESIGNED BY: LOCKE	
	p15v188_II.1	



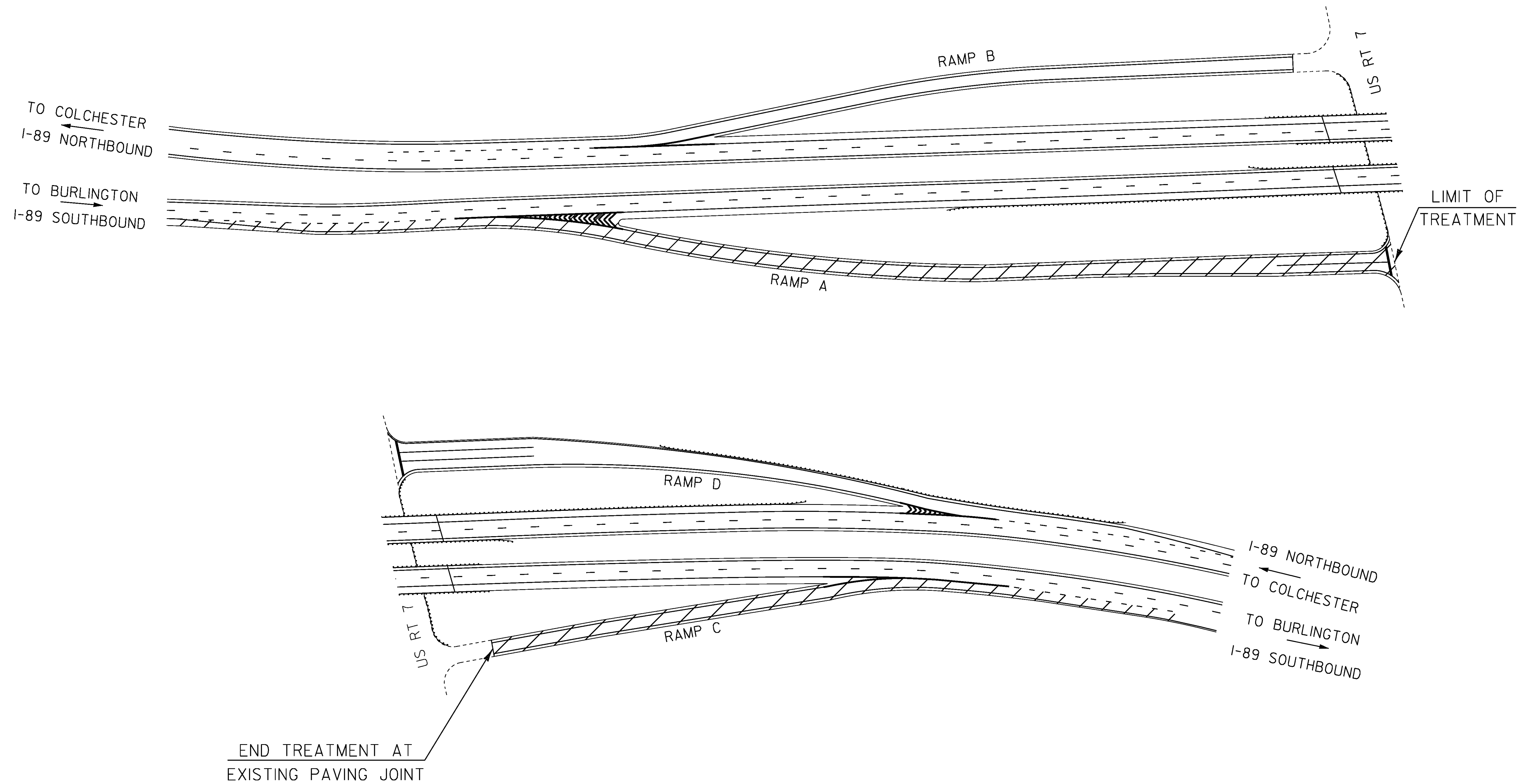
WINOOSKI INTERCHANGE # 15
I-89

RAMPS REQUIRING CRACK SEALING



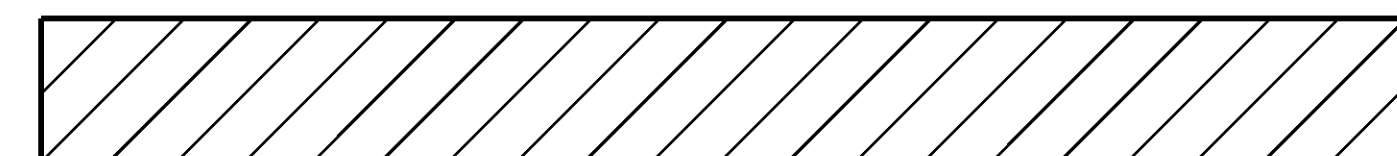
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	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	PROJECT LEADER: FOWLER	SHEET 12 OF 20
	DESIGNED BY: LOCKE	
	p15v188_12.1	

NOT TO SCALE



WINOOSKI NORTH INTERCHANGE # 16
I-89

RAMPS REQUIRING CRACK SEALING



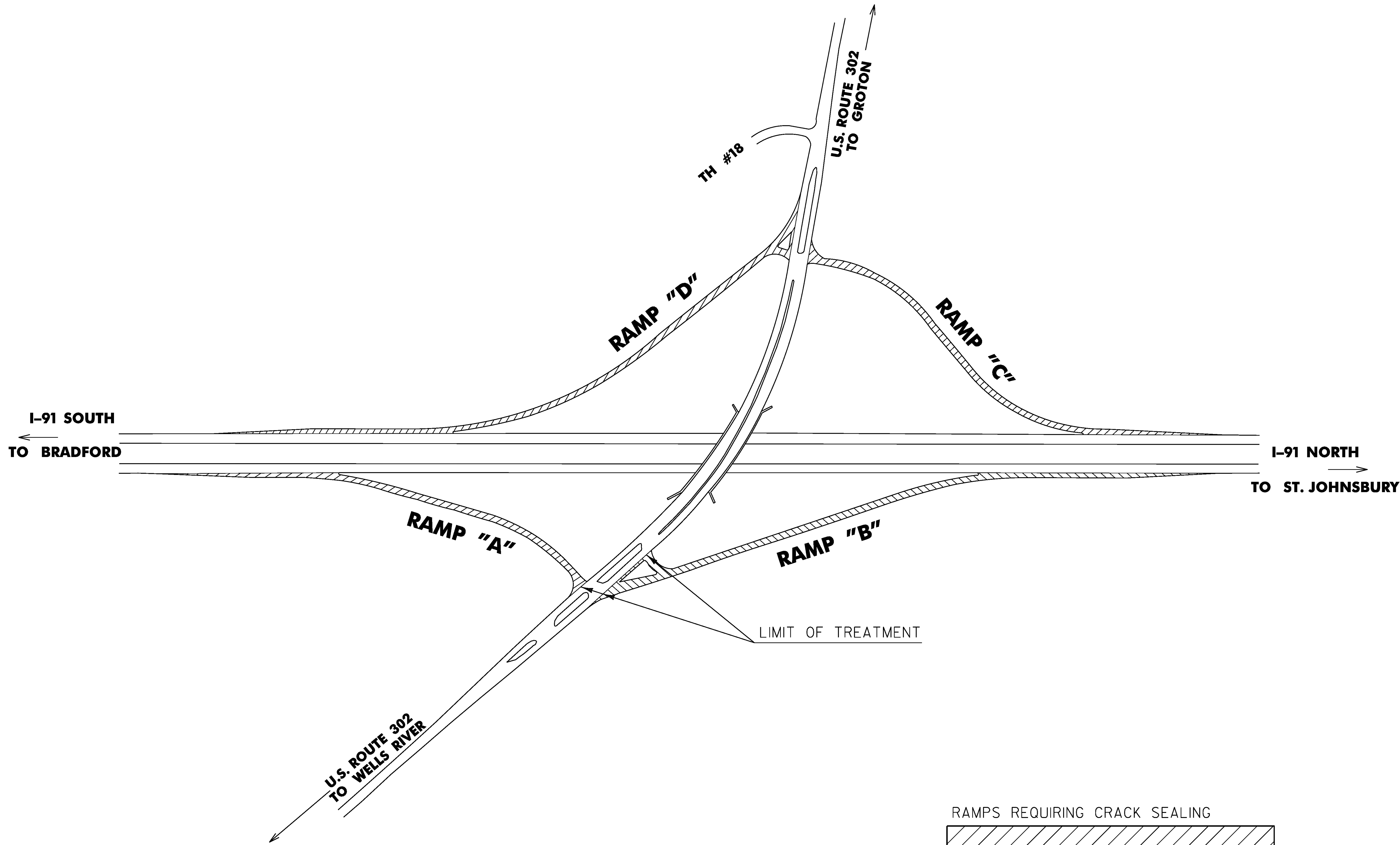
INTERCHANGE
DETAIL
SHEET # 7

PROJECT NAME: STATEWIDE
 PROJECT NUMBER: STP CRAK(34)

FILE NAME: p15v188.dgn
 PROJECT LEADER: FOWLER
 DESIGNED BY: LOCKE
 p15v188_13.1

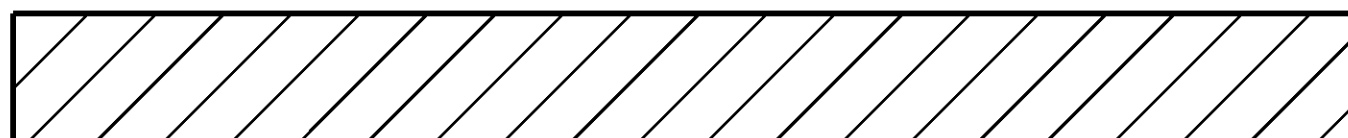
PLOT DATE: 19-MAY-2016
 DRAWN BY: LOCKE
 CHECKED BY: FOWLER
 SHEET 13 OF 20

NOT TO SCALE

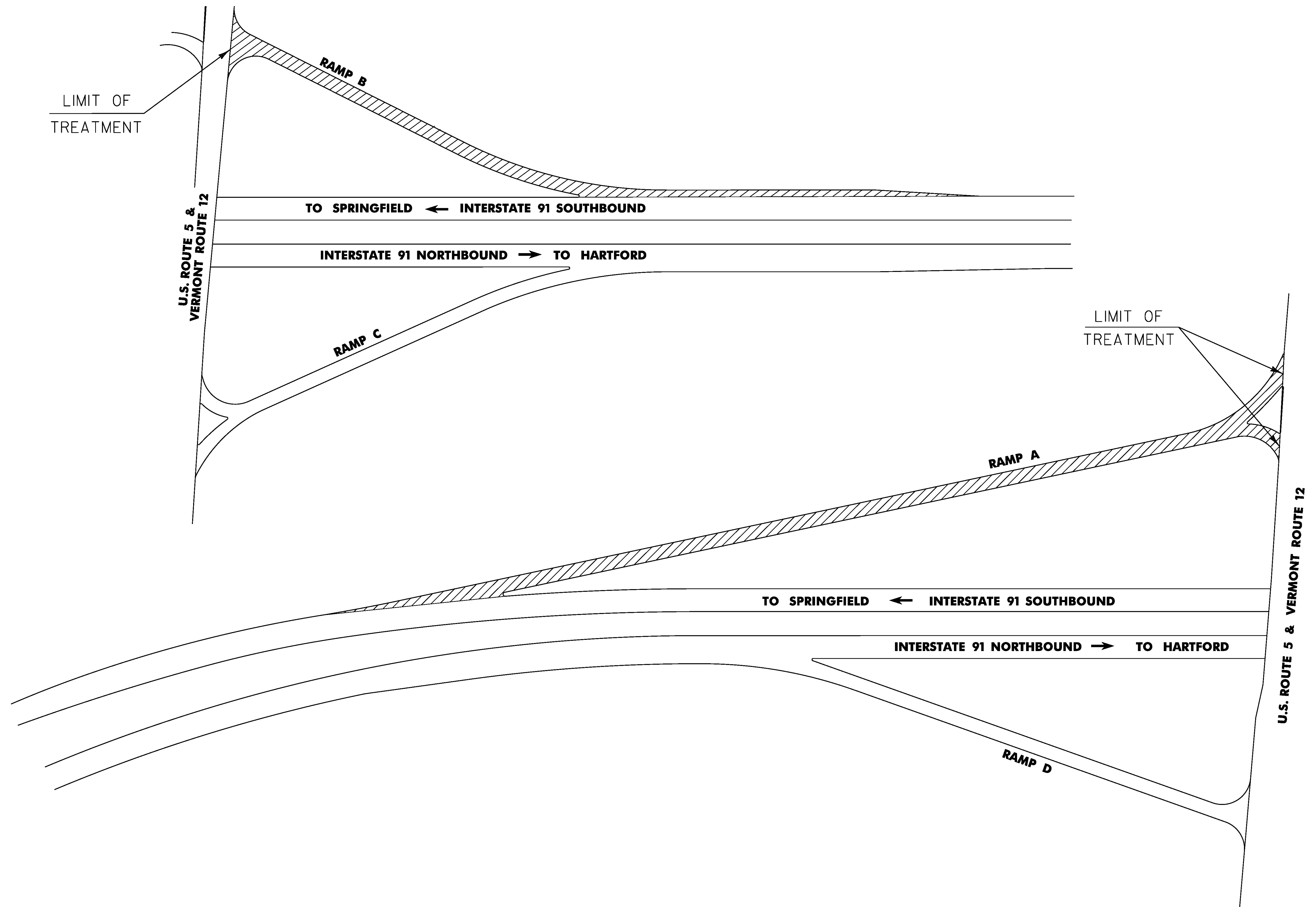


WELLS RIVER INTERCHANGE # 17
I-91

NOT TO SCALE

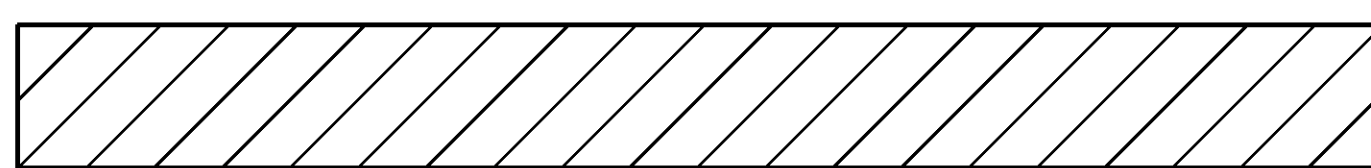
RAMPS REQUIRING CRACK SEALING


INTERCHANGE DETAIL SHEET # 8	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: FOWLER
	DESIGNED BY: LOCKE	SHEET 14 OF 20



HARTLAND INTERCHANGE # 9
I-91

RAMPS REQUIRING CRACK SEALING



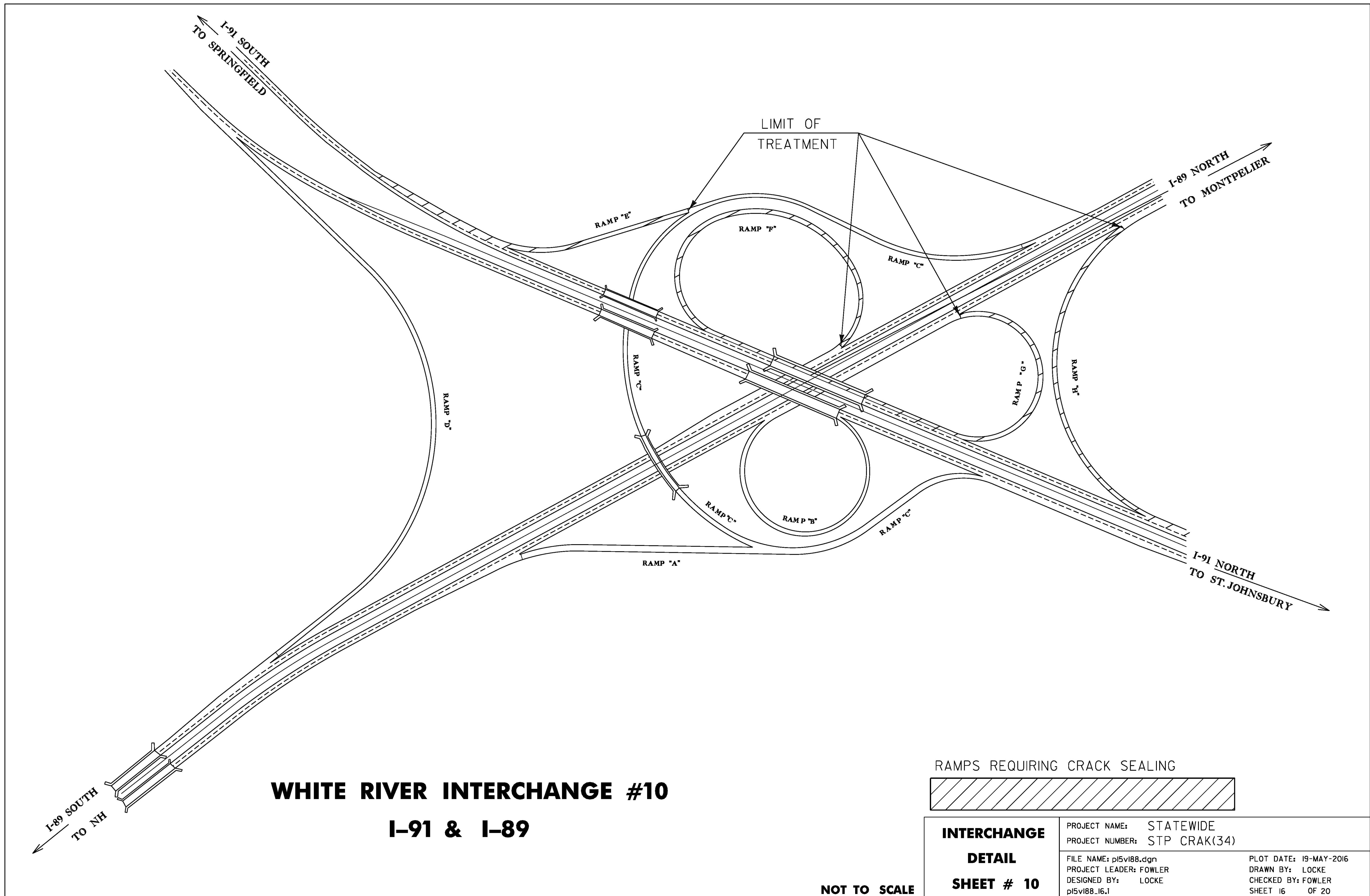
NOT TO SCALE

INTERCHANGE
DETAIL
SHEET # 9

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(34)

FILE NAME: p15v188.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p15v188_15.1

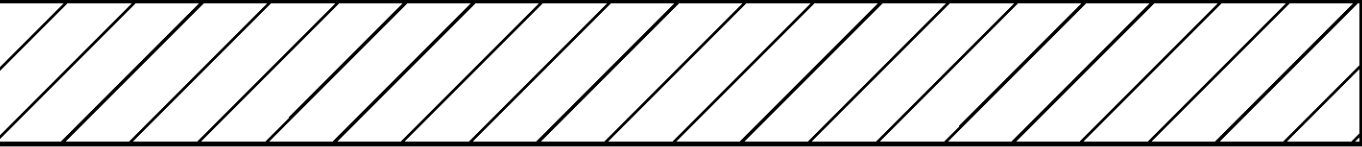
PLOT DATE: 19-MAY-2016
DRAWN BY: LOCKE
CHECKED BY: FOWLER
SHEET 15 OF 20



WHITE RIVER INTERCHANGE #10

I-91 & I-89

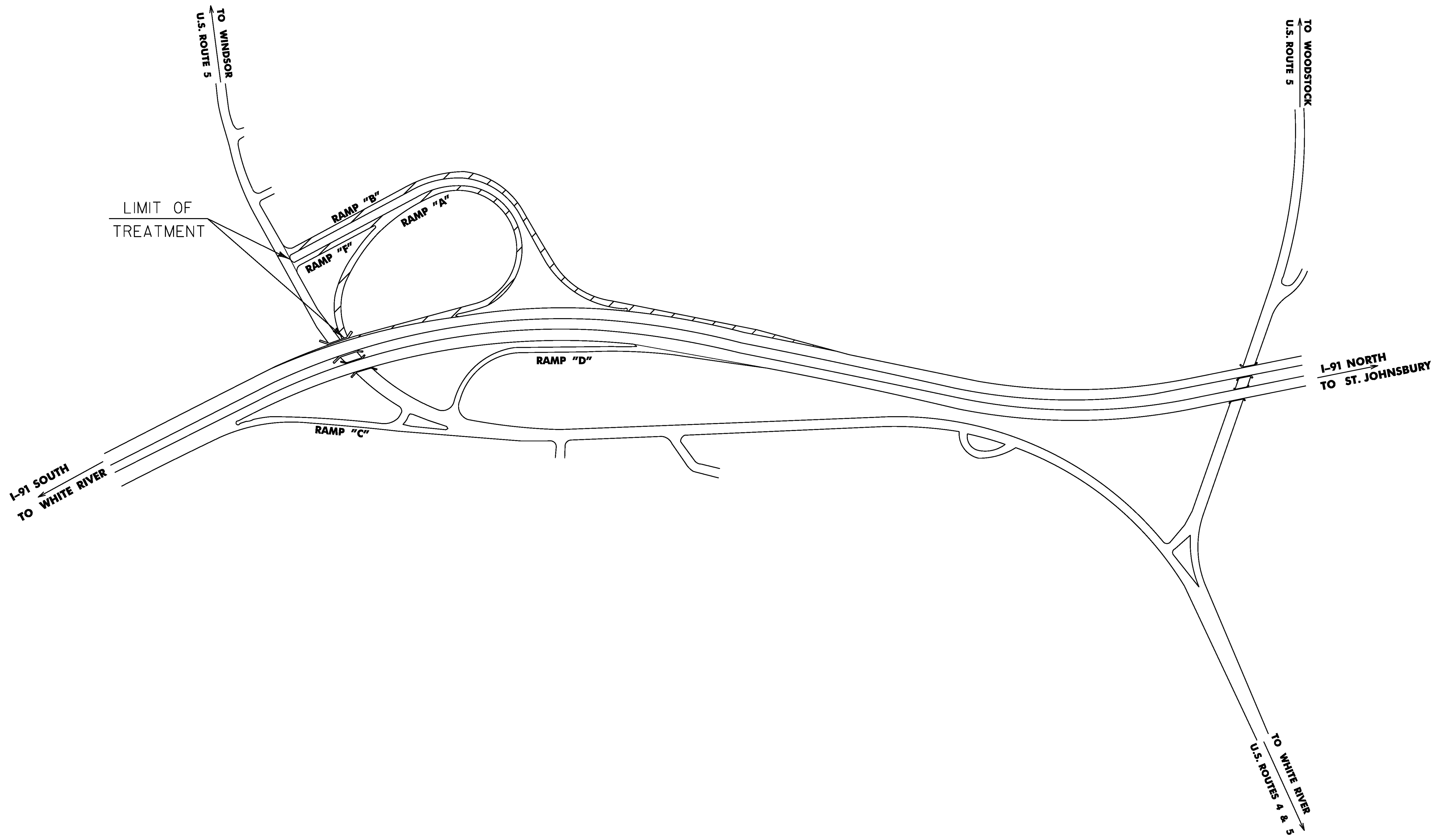
RAMPS REQUIRING CRACK SEALING



**INTERCHANGE
DETAIL
SHEET # 10**

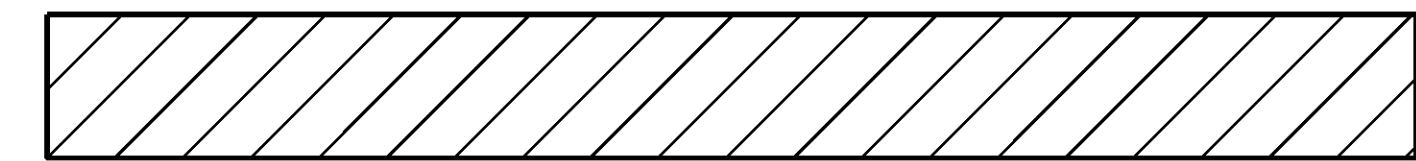
PROJECT NAME:	STATEWIDE	PLOT DATE:	19-MAY-2016
PROJECT NUMBER:	STP CRAK(34)	DRAWN BY:	LOCKE
FILE NAME:	p15v188.dgn	CHECKED BY:	FOWLER
PROJECT LEADER:	FOWLER	SHEET	16 OF 20
DESIGNED BY:	LOCKE		
	p15v188_16.1		

NOT TO SCALE



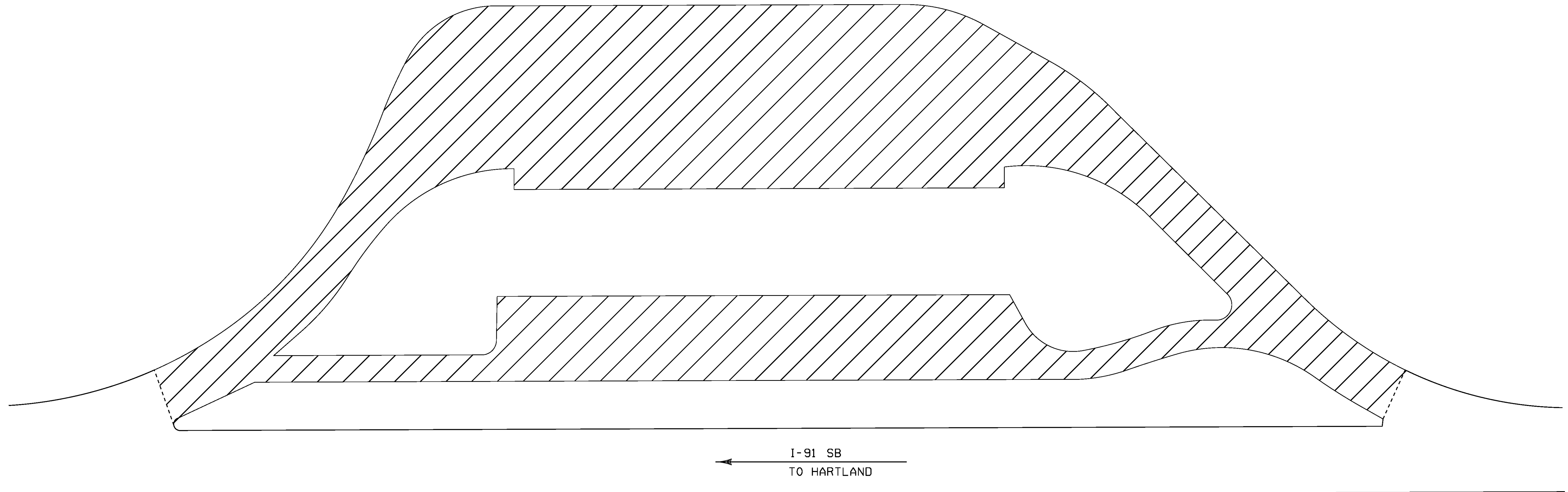
HARTFORD INTERCHANGE #11
I-91

RAMPS REQUIRING CRACK SEALING



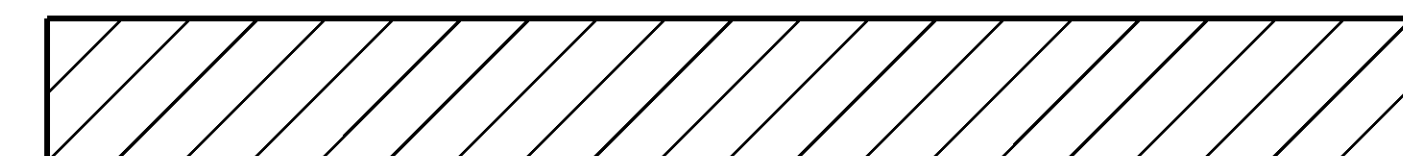
INTERCHANGE DETAIL SHEET # 11	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET 17 OF 20

NOT TO SCALE



HARTFORD REST AREA MM 68.400
I-91 SOUTHBOUND

AREA REQUIRING CRACK SEALING



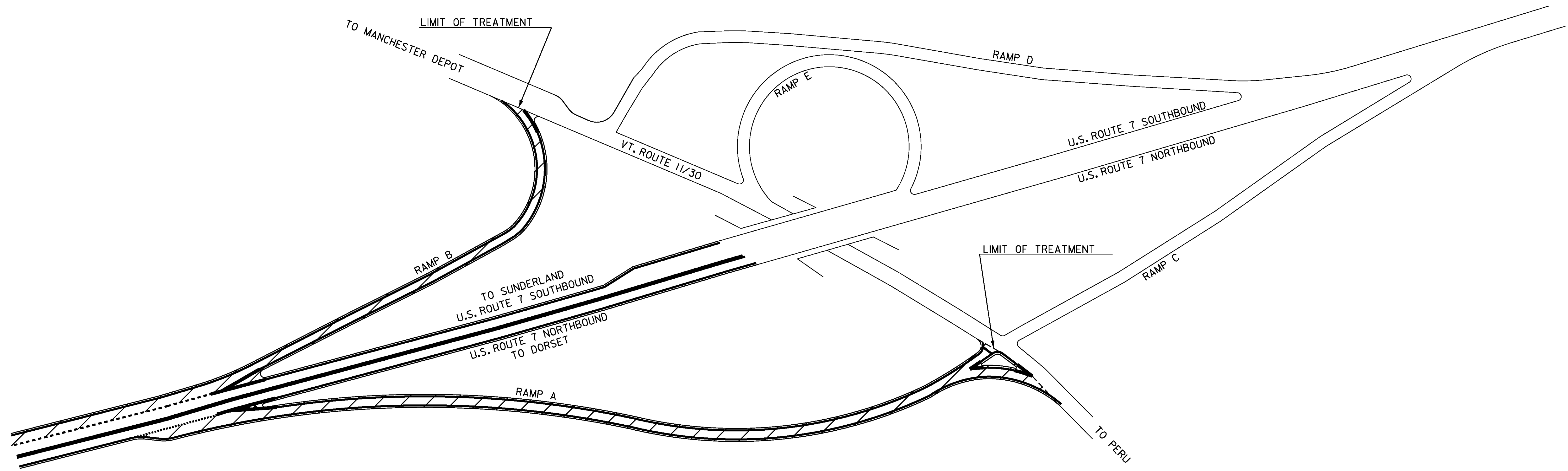
INTERCHANGE
DETAIL
SHEET # 12

PROJECT NAME: STATEWIDE
PROJECT NUMBER: STP CRAK(34)

FILE NAME: p15v188.dgn
PROJECT LEADER: FOWLER
DESIGNED BY: LOCKE
p15v188_18.1

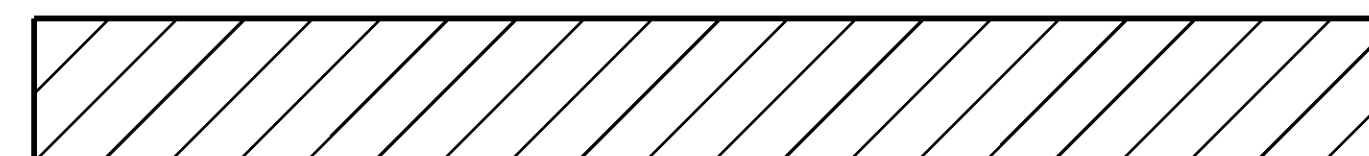
PLOT DATE: 19-MAY-2016
DRAWN BY: LOCKE
CHECKED BY: PAVT MGMT
SHEET 18 OF 20

NOT TO SCALE



MANCHESTER INTERCHANGE #4
US 7

RAMPS REQUIRING CRACK SEALING



INTERCHANGE DETAIL SHEET # 13	PROJECT NAME: STATEWIDE	PLOT DATE: 19-MAY-2016
	PROJECT NUMBER: STP CRAK(34)	DRAWN BY: LOCKE
	FILE NAME: p15v188.dgn	CHECKED BY: PAVT MGMT
	DESIGNED BY: LOCKE	SHEET 19 OF 20

NOT TO SCALE

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC 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) WILL NOT BE PAID SEPARATELY BUT WILL 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 STANDARDS AND THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL. WHERE CONFLICTS EXIST THE LATEST EDITION OF THE MUTCD GOVERNS OVER THE 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 MILE 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. G20-5aP "WORK ZONE" PLAQUES SHALL BE INSTALLED ABOVE EACH WORK ZONE SPEED LIMIT SIGN. R2-6aP "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 AS TO OTHERWISE OBSTRUCT PEDESTRIAN FACILITIES.
13. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM MASSDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE COMMONWEALTH OF MASSACHUSETTS. CONTACT IS MR. PETER NILES, P.E., DISTRICT HIGHWAY DIRECTOR, MASSDOT, HIGHWAY DISTRICT 1 TEL. 413-637-5700.
14. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM NHDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE. CONTACT IS MR. WILLIAM LAMBERT, ADMINISTRATOR BUREAU OF TRAFFIC, NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION. TEL. 603-271-2291.
15. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM NYDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW YORK. CONTACT IS MR. MICHAEL JOHNSON, P.E., DIRECTOR OF REGIONAL TRANSPORTATION OPERATIONS, NEW YORK DEPARTMENT OF TRANSPORTATION. TEL. 518-457-9878.

NOT TO SCALE

**TRAFFIC
CONTROL
NOTES**

PROJECT NAME:	STATEWIDE
PROJECT NUMBER:	STP CRAK(34)
FILE NAME: p15v188.dgn	PLOT DATE: 19-MAY-2016
PROJECT LEADER: FOWLER	DRAWN BY: LOCKE
DESIGNED BY: LOCKE	CHECKED BY: FOWLER
p15v188_20.1	SHEET 20 OF 20