



**NOTES:**

- SIGNS NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
- CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VI AND TYPE VII, VIII OR IX REQUIREMENTS, RESPECTIVELY, UNLESS OTHERWISE NOTED.
- SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
- ALL SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET BEHIND GUARDRAIL.
- PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
- WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED, STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
- THE "SPEED LIMIT XX" (R2-1) AND "SPEED REDUCTION WARNING" (W3-5) SIGNS SHALL ONLY BE USED IF A TEMPORARY SPEED LIMIT CERTIFICATE HAS BEEN APPROVED. THE "SPEED LIMIT XX" (R2-1) AND OTHER RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN WORK IS NOT IN PROGRESS AND ROADWAY IS NOT RESTRICTED.
- EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN TEMPORARY SPEED LIMIT SIGNS ARE POSTED.
- ALL SIGNS SHALL BE POST MOUNTED.
- ROADWAY AND SHOULDER WIDTHS MAY VARY.
- THE "SPEED LIMIT XX" (R2-1) SIGNS, WITH SOLID SUBSTRATE, SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268 [ASTM D 4956] TYPE III.
- THE CONTRACTOR MAY SUBMIT AN ALTERNATE TRAFFIC CONTROL PLAN AS OUTLINED IN SECTION 641- TRAFFIC CONTROL IN THE VERMONT AGENCY OF TRANSPORTATION 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- PAYMENT FOR TEMPORARY CONSTRUCTION SIGNING AND INDICATED TRAFFIC CONTROL DEVICES WILL BE MADE UNDER CONTRACT ITEM 641.10.

**LEGEND**

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM

PROJECT NAME:	BERLIN - MONTPELIER
PROJECT NUMBER:	IM 089-1(53)
FILE NAME:	07A150/DESIGN/D07A150FRM.DGN
PLOT DATE:	19-OCT-2011
PROJECT LEADER:	K. ROBBE
DRAWN BY:	I. SHEA
DESIGNED BY:	P. PELOQUIN
CHECKED BY:	S. MENARD
TRAFFIC CONTROL SHEET 1	SHEET 27 OF 29