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STANDARDS:

E-121	STANDARD SIGN PLACEMENT CONVENTIONAL ROAD	08/08/1995
E-136B	STATE ROUTE MARKER SIGN DETAILS	08/08/1995
E-138	MILE MARKER DETAILS STATE AND TOWN HIGHWAYS	05/30/2003
E-164	SQUARE STEEL SIGN POST	06/08/2009

**2-1/2" SOIL BEARING SLIP BASE LOCATIONS
(ITEM 900.620 SPECIAL PROVISION):**

TOWN:	DIRECTION:	MILE POINT:	NO. REQ.:	SHEET:
HARTLAND	NB	7.602	2	23
HARTLAND	NB	7.664	2	24
HARTLAND	SB	7.682	2	26

- THE LOCATIONS SHOWN IN THE TABLE ABOVE WILL REQUIRE THAT EACH 2-1/2" SQUARE STEEL SIGN POST, AS SPECIFIED ON THE APPLICABLE SIGN SUMMARY SHEET, BE INSTALLED USING A SOIL BEARING SLIP BASE WITH ANCHOR SLEEVE. AT THESE SPECIFIED LOCATIONS THE 2-1/2" POSTS ARE NOT PROTECTED BY GUARD RAIL OR CURBING, THUS REQUIRING THE USE OF SOIL BEARING SLIP BASES FOR THIS SIZE POST.
- PAYMENT FOR SOIL BEARING SLIP BASE (EACH) WILL BE MADE UNDER CONTRACT ITEM 900.620 SPECIAL PROVISION (SOIL BEARING SLIP BASE) (2-1/2").

TEMPORARY TRAFFIC CONTROL NOTES:

- THE CONTRACTOR SHALL SUBMIT A SITE-SPECIFIC TRAFFIC CONTROL PLAN CONFORMING TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009, AND ITS LATEST REVISIONS, TO THE ENGINEER AT THE PRE-CONSTRUCTION MEETING, FOR REVIEW AND APPROVAL BY THE ENGINEER.
- WHEN WORKING IN THE VICINITY OF EXISTING PEDESTRIAN FACILITIES, AMERICAN WITH DISABILITIES ACT (A.D.A.) ACCESSIBLE PEDESTRIAN ACCOMMODATIONS SHALL BE MAINTAINED AT ALL TIMES. PAYMENT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR CONTRACT ITEM 641.10 TRAFFIC CONTROL.
- THE CONTRACTOR SHALL 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 THAT THE LEAST INTERFERENCE WITH TRAFFIC OCCURS.
- TEMPORARY TRAFFIC CONTROL SIGNS SHALL ONLY BE VISIBLE TO MOTORISTS AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORISTS WHEN THE FLAGGER IS ACTUALLY PRESENT AND PERFORMING THEIR DUTIES.
- PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER CONTRACT ITEM 641.10 TRAFFIC CONTROL.
- TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE MOVED AS THE WORK AREA MOVES. AT NO TIME SHALL THE FLAGGER SIGN BE GREATER THAN 1000 FEET IN ADVANCE OF THE FLAGGER STATION.

SIGN DESIGN AND FABRICATION:

- THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SIGN CODES PROVIDED IN THESE PLANS REFER TO THE 2009 MUTCD. DESIGN DETAILS FOR SIGNS INDICATED ON THE PLANS, AS FOUND IN THE STANDARD HIGHWAY SIGNS AND MARKINGS BOOK (SHSM), SHALL BE PER THE 2004 SHSM AND THE 2012 SUPPLEMENT TO THE 2004 EDITION.
- SIGN SHEETING FOR FLUORESCENT YELLOW (FY) AND FLUORESCENT YELLOW-GREEN (FYG) SHALL BE ASTM D4956 TYPE VII, VIII OR IX. ALL OTHER SIGN SHEETING SHALL BE TYPE III OR IV.
- SHEETING TYPES AND SHEETING FABRICATED BY DIFFERENT MANUFACTURERS SHALL NOT BE MIXED ON A SINGLE SIGN ASSEMBLY. SHEETING COLOR/TYPE SHOULD BE BY THE SAME MANUFACTURER AND SHOULD BE CONSISTENT THROUGHOUT THE PROJECT.
- SIGN BASE MATERIAL FOR ALL STREET NAME SIGNS SHALL BE EITHER 0.125 INCH THICK FLAT SHEET ALUMINUM OR EXTRUDED ALUMINUM WITH A 0.250 INCH THICK FLANGE AND 0.090 INCH MINIMUM WEB THICKNESS.
- UNLESS OTHERWISE NOTED ON THE PLANS, ALL SIGNS SHALL BE FLAT SHEET ALUMINUM WITH THE FOLLOWING MINIMUM THICKNESSES:

SIGN SIZE	12" X 12"		
	18" X 18"		
21" X 15"			
24" X 8"			
24" X 10"		48" X 18"	
24" X 12"	36" X 12"	48" X 24"	
24" X 18"	36" X 15"	48" X 30"	
24" X 24"	36" X 18"	48" X 42"	
24" X 30"	36" X 24"	48" X 48"	
30" X 15"	36" X 36"	48" X 60"	
30" X 18"	36" X 42"	72" X 10"	
30" X 30"	36" X 48"	72" X 12"	
30" X 42"	36" X 54"	72" X 20"	
THICKNESS	0.080"	0.100"	0.125"

SIGN POSTS:

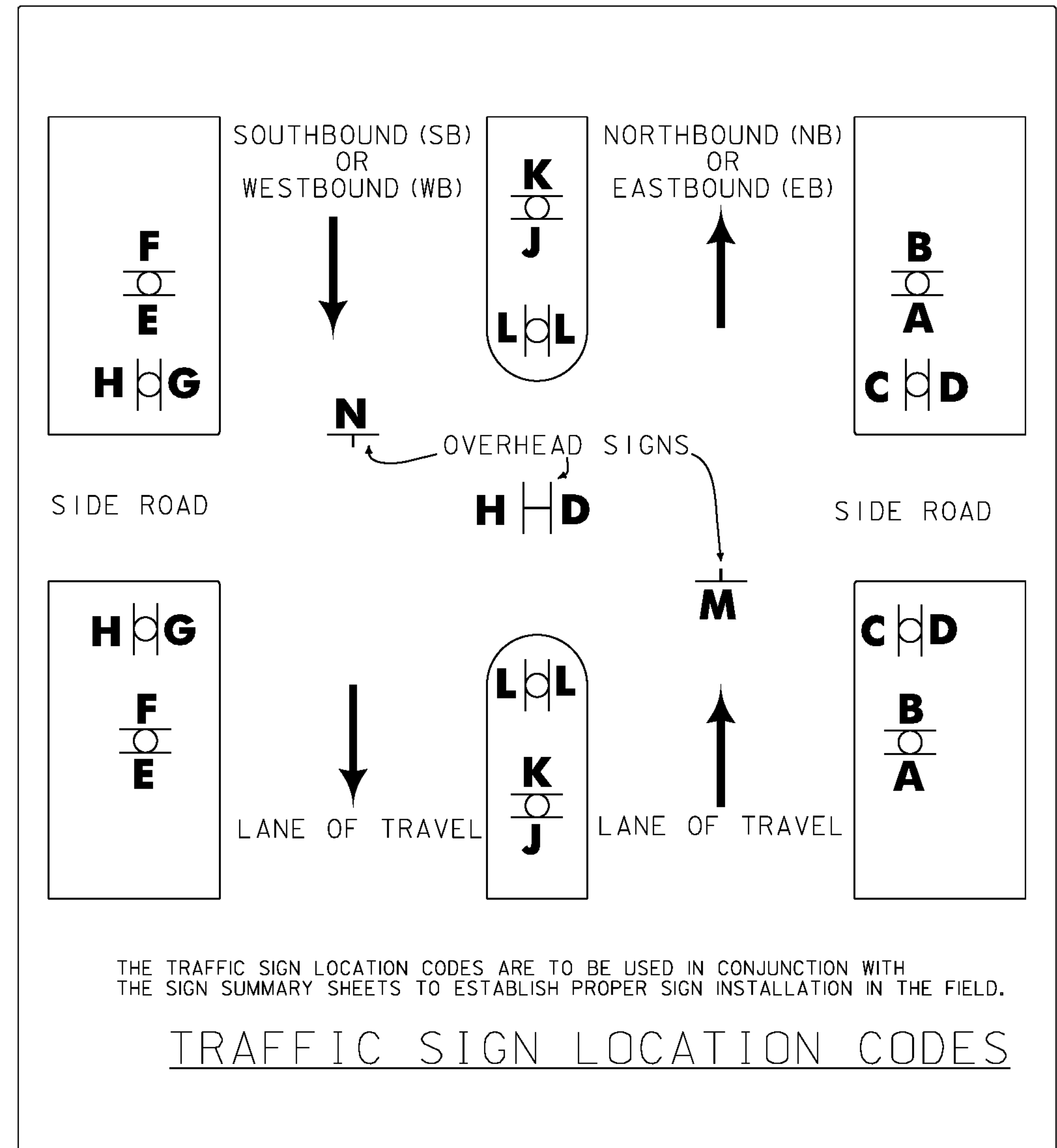
- ALL SQUARE STEEL SIGN POSTS SHALL BE INSTALLED IN A NEW ANCHOR. ALL SIGNS INSTALLED IN PAVED OR CONCRETE ISLANDS OR SIDEWALKS SHALL ALSO BE INSTALLED WITH AN 18" SLEEVE. PAYMENT FOR SLEEVE SHALL BE INCIDENTAL TO CONTRACT ITEM 675.341 SQUARE TUBE SIGN POST AND ANCHOR.
- THE 1.75" SQUARE STEEL POSTS SHALL BE 14 GAGE STEEL. THE 2.0" AND 2.5" SQUARE STEEL POSTS SHALL BE 12 GAGE STEEL.

SIGN INSTALLATION:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE AND AT NO EXPENSE TO THE STATE.
- ALL SIGNS WITHIN THE PROJECT LIMITS ARE TO BE REPLACED, UNLESS OTHERWISE NOTED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. SIGN LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE; EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
- ALL SIGN PLACEMENT SHALL BE IN CONFORMANCE WITH VAOT STANDARD E-121 STANDARD SIGN PLACEMENT CONVENTIONAL ROADS, UNLESS OTHERWISE NOTED.
- ALL SIGNS, FRAMES, MOUNTING HARDWARE, POSTS, AND ANCHORS FOR ANY SIGN ASSEMBLY SHALL BE REPLACED AT THE SAME TIME. MIXING OF OLD AND NEW SIGNS ON THE SAME ASSEMBLY WILL NOT BE ALLOWED.
- NEW SIGNS, WITH THEIR GREATER NIGHTTIME RETROREFLECTIVITY, CAN OBSCURE OLDER SIGNS MOUNTED IN CLOSE PROXIMITY TO THEM. TO AVOID CONFUSION OF ROAD USERS, WORK SHALL BE COORDINATED SUCH THAT ALL SIGNS ASSOCIATED WITH A CURVE, INTERSECTION OR SPEED LIMIT CHANGE SHALL BE REPLACED ON THE SAME DAY AND NOT LEFT INCOMPLETE OR WITH A MIXTURE OF OLD AND NEW SIGNS WITHIN A GROUP OF ASSOCIATED SIGNS.
- ALL NEW SIGN INSTALLATIONS, IF NEAR A UTILITY POLE, SHALL BE NO CLOSER THAN 10 FEET FROM THE UTILITY POLE.

STREET NAME SIGN INSTALLATION:

- SIDE ROAD STREET NAME SIGNS, COMMONLY INSTALLED PERPENDICULAR TO APPROACHING MAINLINE TRAFFIC, SHALL BE POSITIONED IN SUCH A WAY AS TO ENSURE THE BEST POSSIBLE VISIBILITY TO APPROACHING MAINLINE TRAFFIC FROM EACH DIRECTION. IN MOST CASES, STREET NAME SIGNS MAY BE INSTALLED ABOVE THE SIDE ROAD STOP SIGN. IN CASES WHERE THE SIDE ROAD STOP SIGN POSITION WOULD NOT BE SUITABLE FOR A TOP-MOUNTED STREET NAME SIGN, OR OTHER SITE-SPECIFIC CONSTRAINTS, THE STREET NAME SIGN MAY BE INSTALLED INDEPENDENTLY ON EITHER CORNER OF THE INTERSECTION. THE STREET NAME SIGNS SHALL BE INSTALLED A MINIMUM OF SIX FEET FROM THE EDGE OF PAVEMENT ON THE MAINLINE ROUTE TO THE NEAREST EDGE OF THE SIGN.
- STREET NAME SIGNS WITH A LENGTH EXCEEDING 42-INCHES SHALL BE INSTALLED ON TWO POSTS. UNLESS PROTECTED BY BARRIER, THIS TWO POST SIGN ASSEMBLY SHALL BE LATERALLY OFFSET A MINIMUM OF TWO FEET (IN THE DIRECTION OF MAINLINE TRAFFIC) FROM ANY OTHER SIGN POST; NO MORE THAN TWO POSTS SHALL OCCUPY AN EIGHT FOOT TRAVEL PATH, UNLESS PROTECTED BY BARRIER.
- TOP-MOUNTED STREET NAME SIGNS SHALL REQUIRE 12-INCH MOUNTING BRACKETS. ALL MOUNTING HARDWARE IS INCIDENTAL TO PAY ITEM 675.20 (TRAFFIC SIGN, TYPE A).
- IF EXISTING STREET NAME SIGNS ARE SALVAGED THEY SHALL BE RE-INSTALLED PER THE ABOVE NOTES OR AS DIRECTED BY THE ENGINEER.
- STREET NAME SIGNS FOR PRIVATE ROADS SHALL BE RETAINED, UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.



GENERAL NOTES:

- EXISTING STAND-ALONE MILE MARKER SIGNS, OR MILE MARKER SIGNS ATTACHED TO A RETAINED SIGN POST ASSEMBLY, SHALL BE RETAINED.
- EXISTING MILE MARKER SIGNS ON SIGN POSTS BEING REPLACED SHALL BE REMOVED AND SALVAGED ONTO THE NEW SIGN POST, UNLESS OTHERWISE NOTED ON THE APPLICABLE SIGN SUMMARY SHEET OR AS DIRECTED BY THE ENGINEER.
- EXISTING MILE MARKER SIGNS ATTACHED TO A SIGN ASSEMBLY THAT IS TO BE REMOVED OR RELOCATED SHALL BE REMOVED AND DISPOSED OF, UNLESS OTHERWISE NOTED ON THE APPLICABLE SIGN SUMMARY SHEET OR AS DIRECTED BY THE ENGINEER.
- ESTIMATED QUANTITIES OF CONTRACT ITEMS 675.50 REMOVING SIGNS AND 675.60 ERECTING SALVAGED SIGNS HAVE BEEN INCLUDED FOR MILE MARKER AND STREET NAME SIGNS.
- SELECTIVE CUTTING OF BRUSH OR TREE BRANCHES IN THE IMMEDIATE VICINITY OF A SIGN MAY BE NECESSARY TO PROVIDE FULL VISIBILITY FOR ANY EXISTING (RETAINED) OR NEW SIGN LOCATION. THIS WORK WILL BE PERFORMED AT THE DIRECTION OF THE ENGINEER AND PAID FOR UNDER CONTRACT ITEM 201.31 THINNING AND TRIMMING FOR SIGNS. THIS WORK SHALL BE DONE AT THE SAME TIME THE SIGN IS INSTALLED, OR AS DIRECTED BY THE ENGINEER.

PROJECT NAME:	HARTLAND - BETHEL	PLOT DATE:	01-AUG-2012
PROJECT NUMBER:	STPG SIGN (40)	DRAWN BY:	M. MILLER
FILE NAME:	I2C116.GN	CHECKED BY:	A. GAMBLE
PROJECT LEADER:	A. GAMBLE	DESIGNED BY:	M. MILLER
PROJECT NOTES		SHEET 2	OF 85