

GENERAL

- EXISTING STAND-ALONE MILE MARKER SIGNS, OR MILE MARKER SIGNS ATTACHED TO A RETAINED SIGN POST ASSEMBLY, SHALL BE RETAINED UNLESS OTHERWISE NOTED ON THE APPLICABLE SIGN SUMMARY SHEET.
- 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.
- 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.
- EXISTING UNDERGROUND AND AERIAL FACILITIES ARE LOCATED THROUGHOUT THE ENTIRE PROJECT AREA. OWNERSHIP OF THESE FACILITIES INCLUDES OPERATIONAL UTILITY COMPANIES, MUNICIPALITIES AND INDIVIDUAL PROPERTY OWNERS. THESE UNDERGROUND AND AERIAL FACILITIES WILL NOT REQUIRE ADJUSTMENT DURING CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR IS CAUTIONED TO PROTECT THESE FACILITIES FROM DAMAGE.

TEMPORARY TRAFFIC CONTROL

- ALL TRAFFIC CONTROL DEVICES SHALL BE IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), VAOT "STANDARD DRAWINGS" AND THE SPECIAL PROVISIONS. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 641.10 TRAFFIC CONTROL.
- 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 WILL 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. IF WORK OCCURS WHEN SCHOOL IS IN SESSION, CONTRACTOR SHALL COORDINATE WITH LOCAL SCHOOL TRANSPORTATION COORDINATORS AS NOT TO DETAIN SCHOOL BUSES.
- 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.
- THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE, BUT LIMITED TO ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, 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.
- FLAGGERS AND/OR TRAFFIC CONTROL PERSONNEL SHALL DIRECT BICYCLISTS THROUGH THE CONSTRUCTION AREA IN THE SAME MANNER AS VEHICULAR TRAFFIC. FLAGGER PERSONNEL MAY ASK BICYCLISTS TO GO LAST TO ENSURE THEIR SAFETY.
- FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGER OPERATIONS CEASE FOR LONGER THAN FIFTEEN MINUTES.
- THE CONTRACTOR SHALL COORDINATE WITH THE TOWNS AND UTILITY COMPANIES WITHIN THE PROJECT LIMITS TO ENSURE THAT THE CONTRACTOR'S WORK SCHEDULE AND/OR TRAFFIC CONTROL SIGNS DO NOT CONFLICT WITH TRAFFIC CONTROL SIGNS FOR OTHER CONSTRUCTION PROJECTS, WORK BEING COMPLETED ON OTHER CONSTRUCTION PROJECTS, OR LOCAL EVENTS.
- NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE WITH STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
- APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD.
- ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.

SIGN INSTALLATION

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR, AT NO COST TO THE STATE.
- ALL SIGNS WITHIN THE PROJECT LIMITS ARE TO BE RETAINED, REMOVED OR REPLACED AS NOTED OR AS DIRECTED BY THE ENGINEER. SIGN LOCATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LOCATIONS TO BE DETERMINED IN THE FIELD.
- CONTRACTOR SHALL VERIFY CLEAR HEIGHT FOR ALL PROPOSED SIGNS TO BE INSTALLED ON RETAINED SIGN POSTS. SEE VAOT STANDARD E-121 AND TRAFFIC SIGN SUMMARY SHEET REMARKS FOR CLEAR HEIGHT REQUIREMENTS. EXISTING FLANGED OR SQUARE STEEL POST(S) THAT ARE RETAINED AND USED FOR PROPOSED SIGNS THAT DO NO MEET CLEAR HEIGHT REQUIREMENTS SHALL BE REPLACED WITH NEW POST(S) AS DIRECTED BY THE ENGINEER.
- 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 EXCEPT AS NOTED ON THE PLANS.
- NEW SIGNS WITH THEIR GREATER NIGHTTIME RETROREFLECTIVITY CAN OBSCURE OLDER SIGNS MOUNTED ADJACENT TO THEM. TO AVOID CONFUSION OF ROAD USERS, WORK SHALL BE COORDINATED SUCH THAT ALL SIGNS ASSOCIATED WITH A CURVE, INTERSECTION, OR SPEED CHANGE, SHALL BE REPLACED ON THE SAME DAY AND NOT LEFT INCOMPLETE NOR WITH A MIXTURE OF OLD AND NEW SIGNS WITHIN A GROUP OF ASSOCIATED SIGNS.
- ALL NEW SIGN INSTALLATIONS SHALL BE NO CLOSER THAN 10 FEET FROM EXISTING UTILITY POLES OR AS DIRECTED BY THE ENGINEER.

SIGN DESIGN AND FABRICATION

- ALL SIGNS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST REVISION OF THE MUTCD, THE 2004 STANDARD HIGHWAY SIGNS AND MARKINGS (SHSM), AND THE 2012 SUPPLEMENT TO THE 2004 EDITION (SHSM) DETAILS AS AVAILABLE, VAOT STANDARDS OR AS DETAILED IN THE PLANS.
- SIGN SHEETING FOR FLUORESCENT YELLOW AND FLUORESCENT YELLOW GREEN SHALL BE AASHTO M268 (ASTM D4956) TYPE VII, VIII OR IX. ALL OTHER SIGN SHEETING SHALL BE TYPE IV.
- SHEETING TYPES AND MANUFACTURERS SHALL NOT BE MIXED ON A SINGLE SIGN ASSEMBLY. SHEETING COLOR/TYPE SHOULD BE BY THE SAME MANUFACTURER AND 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 MINIMUM THICKNESS SPECIFIED BY THE TABLE ON STANDARD T-2.

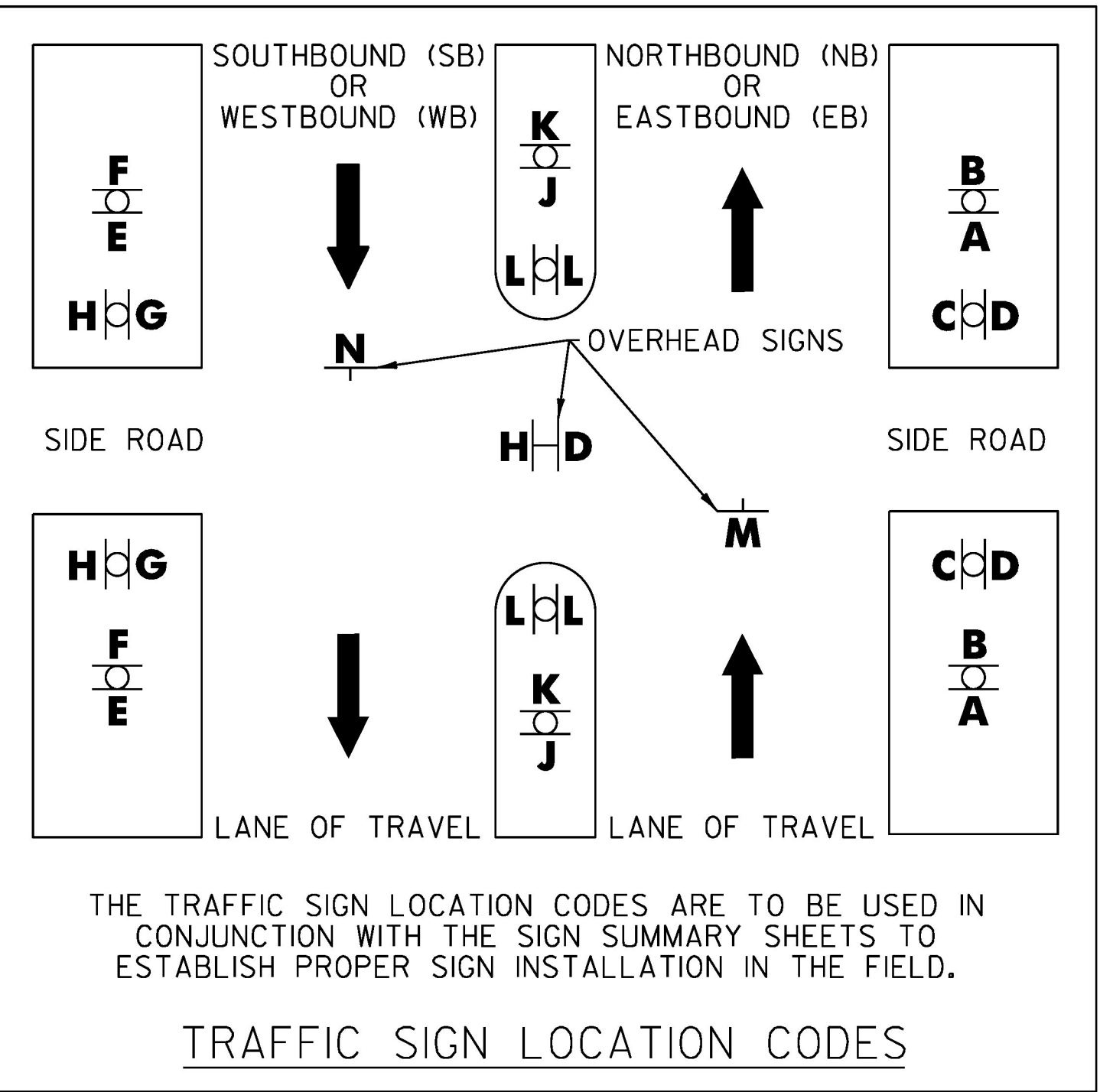
SIGN POSTS

- ALL 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 THE SIGN POST.

ITEM 900.620 SPECIAL PROVISION
2-1/2" SOIL BEARING SLIP BASE LOCATIONS

TOWN:	ROUTE:	DIRECTION:	MILE POINT:	NO. REQ:
LUDLOW	103	NB	1.303	1
MOUNT HOLLY	103	NB	5.164	2
MOUNT HOLLY	103	NB	7.455	2
CLARENDON	103	NB	1.758	2
CLARENDON	103	SB	1.798	2
CLARENDON	103	SB	1.735	1
VERNON	142	NB	0.082	2
VERNON	142	NB	1.035	2
VERNON	142	SB	1.280	2
BRATTLEBORO	142	NB	0.735	1
BRATTLEBORO	142	NB	1.100	1

- 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. AT THESE SPECIFIED LOCATIONS THE 2-1/2" POSTS ARE NOT PROTECTED BY GUARDRAIL OR CURBING, THUS REQUIRING THE USE OF SOIL BEARING SLIP BASES FOR THIS POST SIZE.
- PAYMENT FOR SOIL BEARING SLIP BASE (EACH) WILL BE MADE UNDER CONTRACT ITEM 900.620 SPECIAL PROVISION (SOIL BEARING SLIP BASE) (2-1/2").



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 EDGE OF PAVEMENT ON THE MAINLINE ROUTE TO THE NEAREST EDGE OF 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 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 AS NOTED ABOVE OR AS DIRECTED BY THE ENGINEER.
- STREET NAME SIGNS FOR PRIVATE ROADS SHALL BE RETAINED, UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER.
- ALL D3-1 STREET SIGNS WILL BE DOUBLE SIDED UNLESS OTHERWISE NOTED ON PLANS.

PROJECT NAME: STATEWIDE-SOUTH REGION	
PROJECT NUMBER: STPG SIGN(57)	
FILE NAME: z16t041frm.dgn	PLOT DATE: 2/27/2017
PROJECT LEADER: D. MUNRO	DRAWN BY: S. GOODWIN
DESIGNED BY: P. MCKECHNIE	CHECKED BY: J. BRZEWOWSKI
PROJECT NOTES SHEET	SHEET 4 OF 264