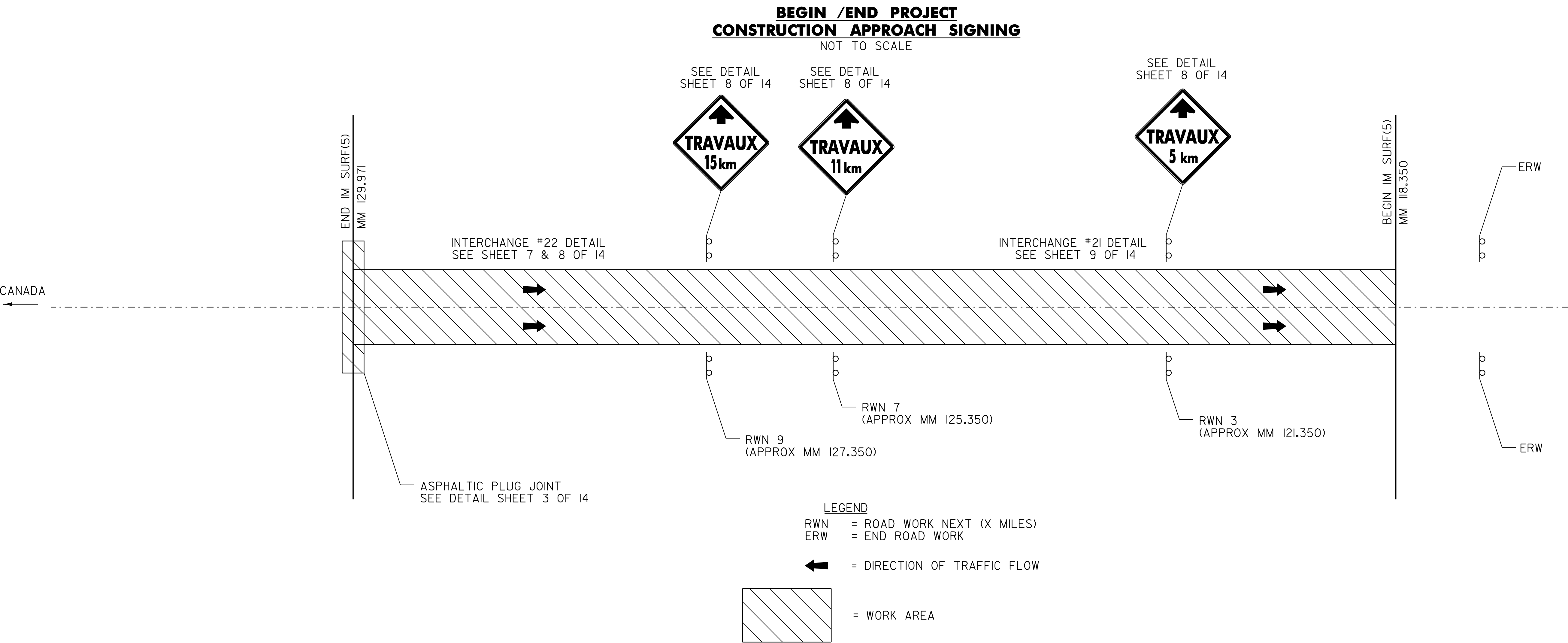




NOTES:

1. ALL WORK FROM THE END OF THE PROJECT TO APPROXIMATE STATION 129.600 SHALL BE COMPLETED FIRST. ONCE ALL WORK IS COMPLETED IN THIS AREA, RESUME ALL NORMAL TRAFFIC CONTROL DEVICES; IN COMPLIANCE WITH THE APPROPRIATE VTRANS STANDARD AND THE MUTCD.
2. THE DISTANCE SHOWN ON THE "ROAD WORK NEXT XX MILES" (G20-1) SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE. REFER TO PART 6 OF THE 2003 MUTCD SECTION 6F.51. THESE SIGNS SHOULD BE SPACED APPROXIMATELY EVERY 2-3 MILES ALONG THE PROJECT AS A REMINDER TO THE TRAVELLING MOTORIST.
3. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED, AS DIRECTED BY THE RESIDENT ENGINEER. 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 IN ORDER THAT MOTORISTS CANNOT READ THESE SIGNS.
4. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY 1.5 TO 2 MILES WHERE APPLICABLE AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE WHAT SPEED THEY SHOULD BE TRAVELLING.
5. 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.
6. FOR THE APPROVED SPEED REDUCTION, THE "SPEED LIMIT XX" AND OTHER RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN WORK IS NOT IN PROGRESS.
7. 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 BE PAID INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
8. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VTRANS STANDARD E-103. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
9. ADDITIONAL RAMP SIGNING MAY BE REQUIRED AS DIRECTED BY THE RESIDENT ENGINEER.

10. 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 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: 630.10 AND 630.15 - UNIFORMED TRAFFIC OFFICERS AND FLAGGERS.

11. 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 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN".
12. COORDINATION WITH THE BORDER PATROL WILL BE REQUIRED FOR ALL WORK FROM THE BEGINNING OF THE PROJECT TO APPROXIMATE STATION 129.600. CONTACT PORT DIRECTOR JAMES MCMILLAN AT (802) 868-2778 EXT. 136.
13. 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, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS.
14. 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, AS DIRECTED BY THE RESIDENT ENGINEER.
15. THE LATEST REVISION OF THE 2003 MUTCD SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM TO SUCH STANDARDS.
16. REFER TO VT. STATE STANDARDS AND THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN DIMENSIONS AND COLORS.
17. DURING CONSTRUCTION IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAINTAIN ONE-LANE TRAFFIC. IN NO CASE SHALL THE PAVED WIDTH FOR THIS ONE-LANE TRAFFIC, INCLUDING SHOULDERS, BE REDUCED TO LESS THEN 15 FEET IN WIDTH. THIS PAVED WIDTH SHALL REMAIN FREE OF OBSTRUCTIONS AND OBSTACLES AT ALL TIMES.

**TEMPORARY
CONSTRUCTION
SIGNING
SHEET #1**

PROJECT NAME: SWANTON - HIGHGATE
PROJECT NUMBER: IM SURF (5)

FILE NAME: ...07A278\...07A278.dgn
PROJECT LEADER: DOMEY
DESIGNED BY: HUNT
IPARM FILE NAME: 07A278casl.i

PLOT DATE: 11-FEB-2009
DRAWN BY: HUNT
CHECKED BY: PAVT MGMT
SHEET 6 OF 14