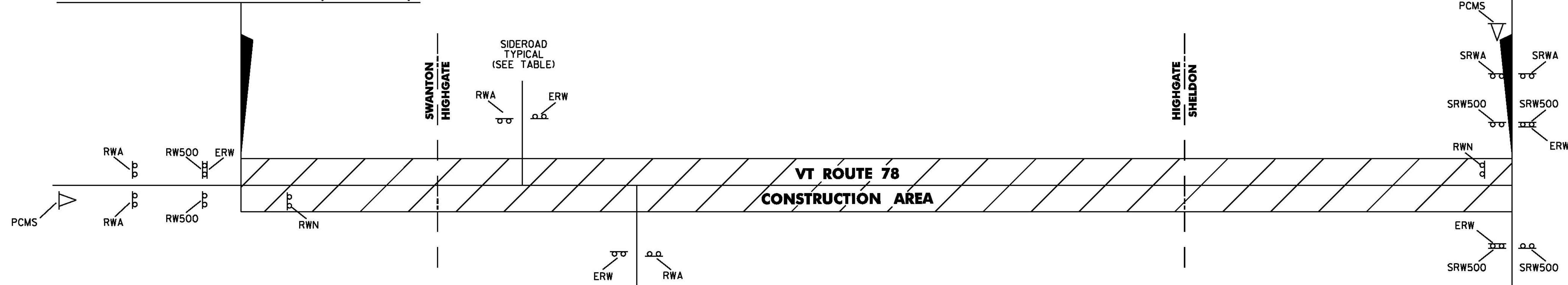


**BEGIN SWANTON-SHELDON STP 2715(1)**  
**SWANTON STA. 389+87.52 = (MM 7.384)**

**END SWANTON-SHELDON STP 2715(1)**  
**SHELDON STA. 95+19.84 (MM 1.803)**



SEE VAOT STANDARD T-10 FOR SIGN PLACEMENT.

SIDEROAD TYPICAL (SEE TABLE)

LOCATION	ERW	RW500	RWA	RWN	SRWA	SRW500	▶
<b>SWANTON</b>							
VT ROUTE 78 (BEGIN PROJECT)	1	2	2	1			1
ROBIN HOOD DRIVE (TH-69)	1		1				
MISSISQUOI STREET (TH-73)	1		1				
RAMP A	1						
RAMP B			1				
RAMP C			1				
RAMP D	1						
FRONTAGE ROAD (TH-9)	1		1				
WAUGH FARM ROAD (TH-17)	1		1				
TORRIE DRIVE (TH-59)	1		1				
<b>HIGHGATE</b>							
AIRPORT ROAD	1		1				
THERRIEN ROAD (TH-38)	1		1				
CARTER HILL ROAD (TH-1)	1		1				
VT ROUTE 207 (HIGHGATE ROAD)	1		1		1	1	1
MILL HILL ROAD (TH-64)	1		1				
ST ARMAND ROAD (TH-6)	1		1				
MILL HILL (TH-56)	1		1				
VT ROUTE 207 (GORE ROAD) (TH-2)	1		1		1	1	1
DECATUR STREET (TH-21)	1		1				
CROSS STREET (TH-3)	1		1				
FRANKLIN ROAD (TH-3)	1		1				
LAMKIN STREET (TH-5)	1		1				
HANNA ROAD (TH-62)	1		1				
MACHIA ROAD (TH-4)	1		1				
<b>SHELDON</b>							
RICE HILL ROAD (TH-9)	1		1				
SHAWVILLE ROAD (TH-1)	1		1				
VT ROUTE 78 (END PROJECT)				1			
VT ROUTE 105	2				4	4	2
<b>TOTALS</b>	<b>26</b>	<b>2</b>	<b>25</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>5</b>

**LEGEND**

- ERW = END ROAD WORK
- RW500 = ROAD WORK 500 FT
- RWA = ROAD WORK AHEAD
- RWN = ROAD WORK NEXT 10 1/2 MILES
- SRWA = SIDE ROAD WORK AHEAD
- SRW500 = SIDE ROAD WORK 500 FT
- ▶ = PORTABLE CHANGEABLE MESSAGE SIGN

**GENERAL NOTES:**

- THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES, WORK ZONE SPEED REDUCTIONS AND PEDESTRIAN ACCESS IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.0, TRAFFIC CONTROL.
- THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED, AND THEIR PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER IN ADVANCE FOR APPROVAL. THE PCMS SHOULD BE RELOCATED AS DETERMINED BY THE ENGINEER TO PROVIDE WORK ZONE TRAVEL INFORMATION THAT IS OTHERWISE DIFFICULT TO CONVEY WITH STATIC SIGNS. THE COST OF PROVIDING THESE MESSAGE SIGNS AND THEIR RELOCATION IF NECESSARY SHALL BE PAID UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
- THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.0, SHALL INCLUDE BUT IS NOT LIMITED TO ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN THE MUTCD AND VAOT STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED.
- THE LATEST EDITION OF THE MUTCD SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC 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 WITH SUCH STANDARDS.
- 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. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED OR REMOVED.
- SEE VAOT STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
- CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MUTCD, AND AS OUTLINED IN THE SPECIAL PROVISIONS.
- CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.
- DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
- RETROREFLECTIVE SHEETING SHALL BE AS NOTED ON VAOT STANDARD T-1 AND IN SUBSECTION 750.08.
- WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOMS OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.
- AS THE CONSTRUCTION OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 500 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
- BARRELS AND CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.
- FOR LANE CLOSURES GREATER THAN 1/2 MILE LONG, PLACE ONE TYPE III BARRICADE ACROSS THE CLOSED LANE AT 1500 FOOT INTERVALS.
- FOR TRAFFIC CONTROL GENERAL NOTES, SEE VAOT STANDARD T-1.
- ACCESS TO DRIVES FOR BUSINESSES MUST BE MAINTAINED AT ALL TIMES.

**PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES:**

- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.
- PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
- IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
- IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
- THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
- THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND TPAR HAVE BEEN PROVIDED.
- THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPAR'S AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT FOR DEVELOPING, IMPLEMENTING, AND MAINTAINING THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.0.

NOT TO SCALE

**CONSTRUCTION  
 APPROACH  
 SIGNING  
 SHEET**

PROJECT NAME: SWANTON-SHELDON  
 PROJECT NUMBER: STP 2715(1)

FILE NAME: p07cl86.dgn PLOT DATE: 4/24/2014  
 PROJECT LEADER: G. EDWARDS DRAWN BY: G. BARRETT  
 DESIGNED BY: G. BARRETT CHECKED BY: M. FOISY  
 SHEET 121 OF 121

