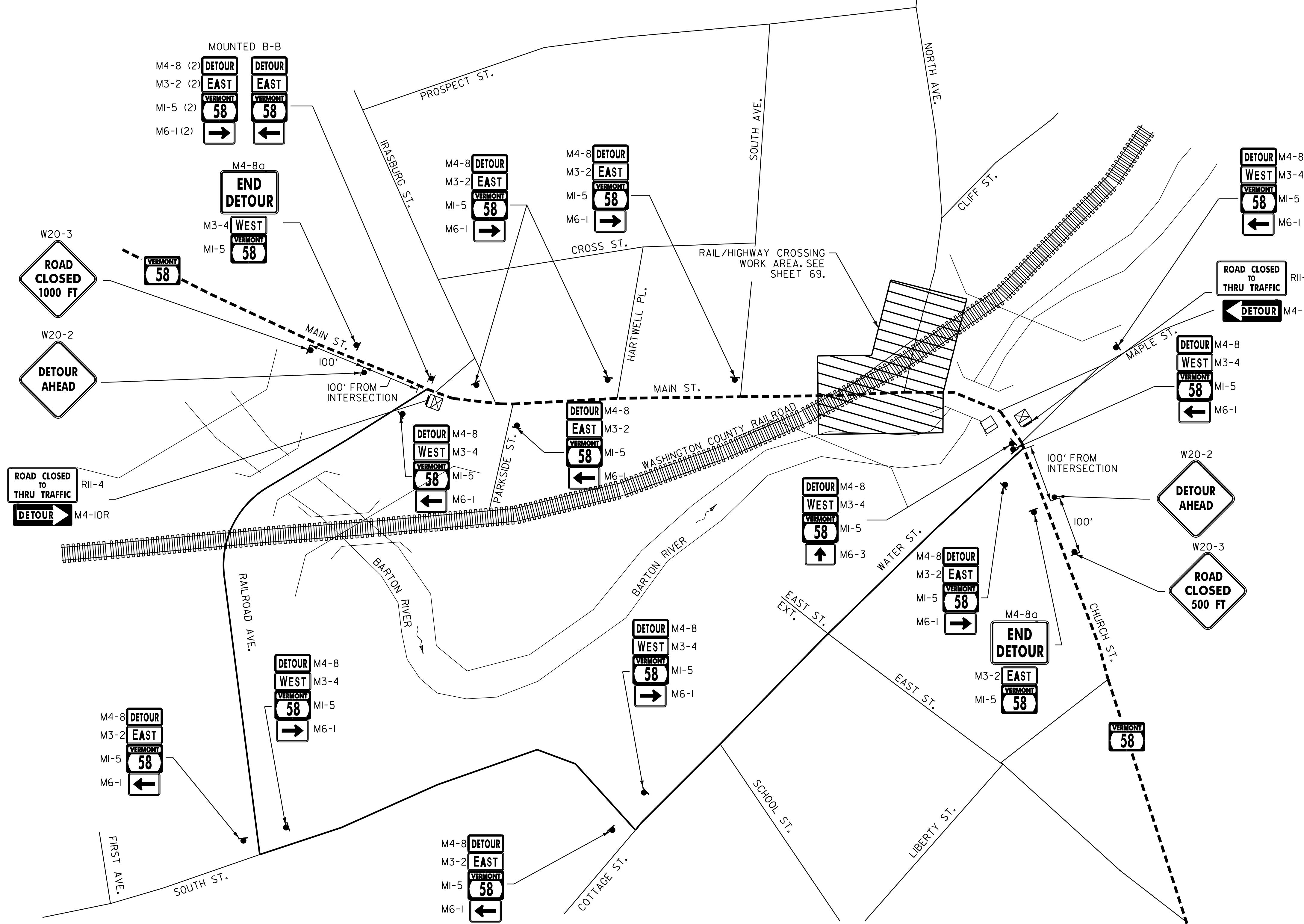


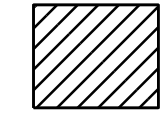

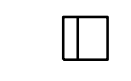

**NOTES**

1. MAIN STREET WILL BE CLOSED TO THROUGH TRAFFIC BETWEEN RAILROAD AVENUE AND WATER STREET DURING THE RAILROAD CROSSING CONSTRUCTION PROCESS. SEE SHEET 69 FOR ADDITIONAL DETAILS.
2. THE TRAFFIC DETOUR SHALL BE USED THROUGHOUT THE ENTIRE RAILROAD CROSSING CONSTRUCTION PROCESS, THE INTENT OF THE DETOUR IS TO ELIMINATE VEHICLE TRAFFIC FROM THE RAILROAD CONSTRUCTION AREAS.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE WORK IN SUCH A MANNER AS TO GIVE THE TOWN AT LEAST TWO WEEKS NOTICE PRIOR TO COMMENCING THE RAILROAD CROSSING CONSTRUCTION PROCESS. ALL COMMUNICATION SHALL INCLUDE EMERGENCY DISPATCH PERSONNEL AS DESCRIBED IN THE SPECIAL PROVISIONS.
4. NO DETOUR 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 THE DETOUR SHALL BE COMPLETELY COVERED OR REMOVED.
5. ALL TRAFFIC CONTROL DETAILS SHALL BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND VAOT STANDARDS E-100, E-100A, E-101, E-102, E-102A, E-106, E-107 AND E-107A.
6. DETOUR ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MUTCD.
7. DETOUR SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.
8. DIAMOND SHAPED DETOUR SIGNS SHALL BE 4' X 4' WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
9. RETROREFLECTIVE SHEETING SHALL BE TYPE III OR VIII MINIMUM AS NOTED ON VAOT STANDARD E-100 AND IN SUBSECTION 750.08.
10. WHERE DETOUR SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOMS OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.
11. THE ALLOWABLE DURATION AND TIMING OF ROAD CLOSURE SHALL BE COORDINATED WITH THE RAILROAD, THE VILLAGE, AND OTHER AFFECTED PARTIES THROUGH THE RESIDENT ENGINEER.
12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES IN CONFORMANCE WITH MUTCD SECTION 6D AND THE PEDESTRIAN TRAFFIC CONTROL NOTES ON SHEET 75.
13. ALL WORK DEPICTED ON THIS SHEET SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.



VILLAGE OF ORLEANS	R11-2	R11-4	M4-8a	M4-10R	M4-10L	W20-2	W20-3	TYPE 3 BARRICADE	TYPE 3 BARRICADE (MOD.)	M4-8	M3-2	M3-4	MI-5	M6-1	M6-3
RAILROAD WORK AREA (SEE SHEET 69)	8							4	8						
MAIN ST. & RAILROAD AVE. INTERSECTION		1	1	1		1	1			3	2	2	4	3	
RAILROAD AVE. & SOUTH ST. INTERSECTION										2	1	1	2	2	
SOUTH ST. & WATER ST. INTERSECTION										2	1	1	2	2	
WATER ST. & CHURCH ST. INTERSECTION		1	1		1	1	1	1	1	3	1	2	4	2	1
IRASBURG ST. & MAIN ST.										1	1		1	1	
PARKSIDE ST. & MAIN ST.										1	1		1	1	
HARTWELL PL. & MAIN ST.										1	1		1	1	
SOUTH AVE. & MAIN ST.										1	1		1	1	
MAPLE ST.										1		1	1	1	
<b>TOTALS</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>10</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>17</b>	<b>14</b>	<b>1</b>

**LEGEND**

-  = RAILROAD WORK AREA
-  = SIGN (SHOWN FACING LEFT)
-  = TYPE 3 BARRICADE
-  = TYPE 3 BARRICADE (MOD.)

NOT TO SCALE

**RAILROAD CROSSING DETOUR SHEET**



PROJECT NAME: BARTON	PLOT DATE: 30-OCT-2013 17:0
PROJECT NUMBER: STP 2702(1)	DRAWN BY: STANTEC
FILE NAME: p07c192.dgn	DESIGNED BY: STANTEC
PROJECT LEADER: JLL	CHECKED BY: STANTEC
IPARM FILE: p07c192rrcd.i	SHEET 70 OF 75