



MESSAGES FOR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

PCMS TO BE IN PLACE STARTING 2 WEEKS PRIOR TO CLOSURE AND REMOVED ONCE CONSTRUCTION BEGINS.

MESSAGE 1	MESSAGE 2*
PARK AND RIDE CLOSED	STARTING MMMM DD

* - DATE SHALL BE SPELLED OUT (I.E. JUNE 10 NOT 6/10)

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES:

1. 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.
2. 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.
3. 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.
4. 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.
5. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
6. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND TPAR HAVE BEEN PROVIDED.
7. 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 64110.
8. ALL EXISTING PARK AND RIDE SIGNS SHALL BE COVERED DURING PARK AND RIDE CLOSURE AS DIRECTED BY THE ENGINEER.

LEGEND
 ERW = END ROAD WORK
 RW500 = ROAD WORK 500 FT
 RWA = ROAD WORK AHEAD
 SRW500 = SIDE ROAD WORK 500 FT
 SRWA = SIDE ROAD WORK AHEAD
PCMS = PORTABLE CHANGEABLE MESSAGE SIGN

LOCATION	ERW	RW500	RWA	SRW500	SRWA	PCMS
VT ROUTE 11 EB	1			1	1	1
US ROUTE 5 SB / VT ROUTE 11 WB	1			1	1	1
US ROUTE 5 NB	1	2	2			1
TOTALS	3	2	2	2	2	3

CONSTRUCTION APPROACH SIGNING

NOT TO SCALE
 SEE VTrans STANDARDS T-1, T-10, T-30 FOR SIGN PLACEMENT.

PROJECT NAME:	SPRINGFIELD
PROJECT NUMBER:	CMG PARK (32)
FILE NAME:	z09k250+yp.dgn
PROJECT LEADER:	G. SANTY
DESIGNED BY:	I. MAYNARD
CONSTRUCTION APPROACH SIGNING	
PLOT DATE:	6/25/2014
DRAWN BY:	I. MAYNARD
CHECKED BY:	M. FOISY
SHEET	29 OF 43

