

MESSAGES FOR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) - REGIONAL DETOUR

STARTING 2 WEEKS PRIOR TO CLOSURE

(ROUTE) **	MESSAGE 1	MESSAGE 3***	(DATE) *
	VT 106	MMMM DD	
	ROAD CLOSED	TO	
		MMMM DD	(DATE) *

DURING CLOSURE

(ROUTE) **	MESSAGE 1	MESSAGE 2	***
	VT 106	WOODSTOCK	
	ROAD CLOSED	AT KENDALL RD	

DURING CLOSURE - DETAIL G PCMS (ADVANCE NOTICE NOT NECESSARY AT THIS LOCATION)

MESSAGE 1	MESSAGE 2
VT 106 N CLOSED	USE ROUTES 5 & 12
AT S WOODSTOCK	FOR WOODSTOCK

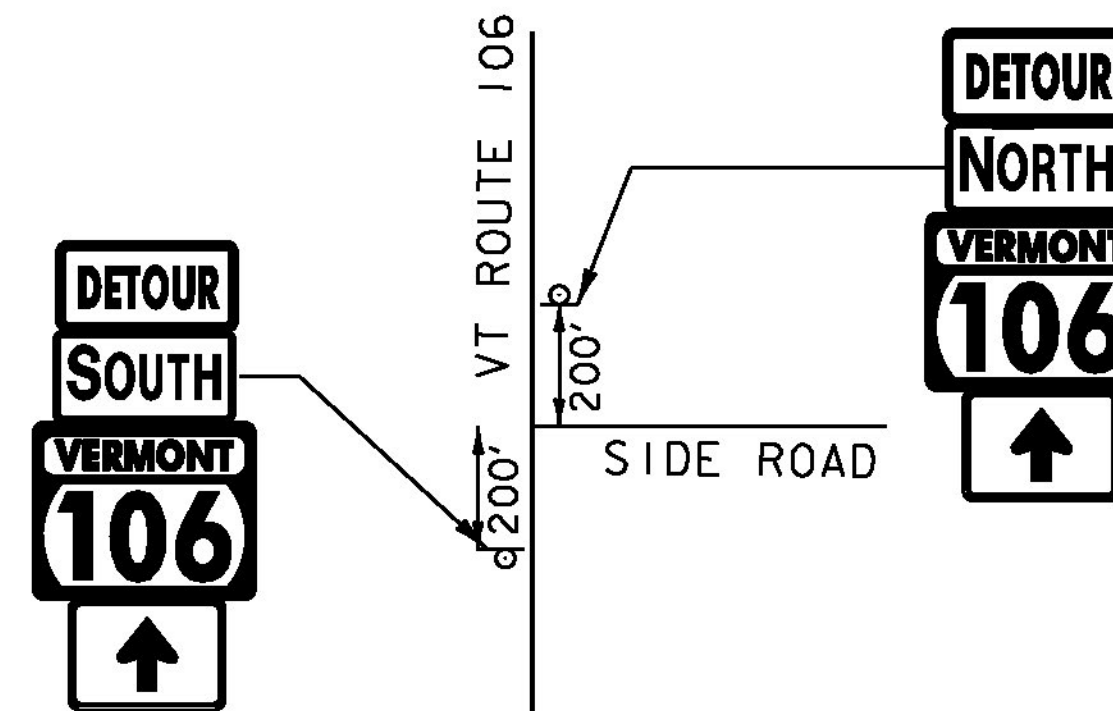
- * - DATE SHALL BE SPELLED OUT (I.E. JUNE 10 NOT 6/10)
- ** - ROUTE 106 SHALL SPECIFY N (NORTH) OR S (SOUTH) AS APPROPRIATE FOR THE DETOUR.
- *** - DISPLAY 'BRYANT RD' FOR NORTHBOUND DETOUR APPROACHES
- **** - PCMS WILL DISPLAY THAT THE ROAD HAS REOPENED UPON COMPLETION OF THE PROJECT

PCMS = PORTABLE CHANGEABLE MESSAGE SIGN

ID NUMBER	SIGN TEXT	SIZE OF SIGN		NUMBER OF SIGNS REQ'D.	AREA OF EACH SIGN (SF)	COLOR	REMARKS
		WIDTH	HEIGHT				
W20-2		48"	48"	4	16.00	B/FO	INSTALL ON 2 POSTS
M6-3		21"	15"	27*	2.19	B/FO	MOUNT BELOW MI-6A
M6-1R		21"	15"	5	2.19	B/FO	MOUNT BELOW MI-6A
M6-1L		21"	15"	4	2.19	B/FO	MOUNT BELOW MI-6A
M5-1L		21"	15"	4	2.19	B/FO	MOUNT BELOW MI-6A
M5-1R		21"	15"	4	2.19	B/FO	MOUNT BELOW MI-6A
M6-2L		21"	15"	2	2.19	B/FO	MOUNT BELOW MI-6A
M4-8		24'	12"	47*	2.00	B/FO	MOUNT ABOVE M3-1 OR M3-3
M4-8a		24'	18"	2	3.00	B/FO	MOUNT ABOVE M3-1 OR M3-3
M3-1		24'	12"	22*	2.00	W/G	MOUNT ABOVE MI-6A
M3-3		24'	12"	24*	2.00	W/G	MOUNT ABOVE MI-6A
		30'	24"	46*	5.00	W/G	SEE DETAIL E-136B
R11-3B		60"	30"	6	12.50	B/W	INSTALL ON 2 POSTS

B/FO = BLACK ON RETROREFLECTIVE ORANGE BACKGROUND
W/G = RETROREFLECTIVE WHITE ON RETROREFLECTIVE GREEN BACKGROUND
B/W = BLACK ON RETROREFLECTIVE WHITE BACKGROUND

* ACTUAL NUMBER MAY BE GREATER BASED ON EXISTING ROUTE MARKER ASSEMBLIES, SEE NOTE 4 ON THIS SHEET.



CONFIRMATION ROUTE MARKER ASSEMBLY

NOT TO SCALE

NOTES:

1. THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE FULLY OPERATIONAL A MINIMUM OF TWO WEEKS PRIOR TO THE CLOSURE OF VT 106.
2. PCMS'S SHALL HAVE MESSAGES CONFORMING TO THE LATEST EDITION OF THE MUTCD AND SHALL BE PLACED IN HIGHLY VISABLE LOCATIONS AS APPROVED BY THE ENGINEER.
3. DETOUR SIGNS SHALL BE LOCATED ADJACENT TO EXISTING INTERSECTION ROUTE MARKER ASSEMBLIES WHERE APPLICABLE.
4. COVER ANY CONFLICTING EXISTING SIGNS AS DIRECTED BY THE ENGINEER.
5. CONFIRMATION ROUTE MARKER ASSEMBLIES (SEE DETAIL, THIS SHEET) SHALL BE INSTALLED AT ALL LOCATIONS SHOWN ON THE DETOUR PLAN AND DETOUR DETAILS AND AT ALL LOCATIONS ALONG DETOUR WHERE ROUTE MARKERS EXIST FOR THE PARENT ROUTE.
6. SIGN SPACING IS FOR REFERENCE ONLY. FIELD ADJUSTMENTS WILL LIKELY BE NECESSARY, AS APPROVED BY THE ENGINEER.
7. DETOUR SIGNING IS THE RESPONSIBILITY OF THE CONTRACTOR. PAYMENT FOR ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR IMPLEMENTING THE DETOUR, INCLUDING BUT NOT LIMITED TO SIGNS, BARRICADES AND MESSAGE BOARDS, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

PROJECT NAME: WOODSTOCK
PROJECT NUMBER: BRF 015(21)

FILE NAME: z10c426detour.dgn
PROJECT LEADER: G. BOGUE
DESIGNED BY: E. ALLING
DETOUR DETAILS - DD 3

PLOT DATE: 9/2/2015
DRAWN BY: P.ARMATA
CHECKED BY: I.MAYNARD
SHEET 17 OF 50

