





SIDE ROAD CLOSED AHEAD
SEE SIGN DETAIL ON SHEET 240

- LEGEND**
-  = RAIL/HIGHWAY CROSSING WORK AREA
 -  = SIGN (SHOWN FACING LEFT)
 -  = TYPE 3 BARRICADE
 -  = TYPE 3 BARRICADE (MOD.)

NOTES:

1. MILL STREET WILL BE CLOSED TO THROUGH TRAFFIC BETWEEN U.S. ROUTE 5 AND PERKINS STREET DURING THE CONSTRUCTION OF THE AARDOT 850-939P RAILROAD CROSSING.
2. THE TRAFFIC DETOUR SHALL BE USED THROUGHOUT THE ENTIRE RAILROAD CROSSING CONSTRUCTION. THE INTENT OF THE DETOUR IS TO ELIMINATE VEHICLE TRAFFIC FROM THE RAILROAD CONSTRUCTION AREA.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE WORK IN SUCH A MANNER AS TO GIVE THE TOWN OF ST JOHNSBURY AT LEAST TWO WEEKS NOTICE PRIOR TO COMMENCING THE RAILROAD CROSSING CONSTRUCTION. 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, OR 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 MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE MOST RECENT VAOT STANDARDS.
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 VIII OR IX MINIMUM AS NOTED ON VAOT STANDARD T-1 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 TOWN, AND OTHER AFFECTED PARTIES THROUGH THE ENGINEER.
12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES IN CONFORMANCE WITH MUTCD SECTION 6D AND THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL NOTES ON SHEET 247.
13. THE CONTRACTOR SHALL MAINTAIN DRIVE ACCESS AT ALL TIMES.
14. ALL WORK DEPICTED ON THIS SHEET SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING) (AARDOT 850-939P).

TOWN OF ST JOHNSBURY	M4-9R	M4-9L	M4-10R	M4-10L	R3-1	R3-2	RII-2	SRCA	MILL ST.	TYPE 3 BARRICADE	TYPE 3 BARRICADE (MOD.)
RAILROAD ST.		1			1	1		2	1	4	1
RAILROAD ST. & MILL ST. INTERSECTION				1			3				
RAILROAD ST. & CONCORD AVE. INTERSECTION	2								2		
MILL ST. & PERKINS ST. INTERSECTION	1		1				3		1	4	1
TOTALS	3	1	1	1	1	1	6	2	4	8	2

NOT TO SCALE

RAILROAD CROSSING DETAIL SHEET #4



DETOUR PLAN FOR CROSSING AARDOT #850-939P

PROJECT NAME: ST JOHNSBURY - LYNDON	PLOT DATE: 5/5/2014
PROJECT NUMBER: STP 2936(I)	DRAWN BY: D. DRAPER
FILE NAME: pllc308.dgn	CHECKED BY: J. LITTLE
PROJECT LEADER: G. EDWARDS	SHEET 35 OF 250
DESIGNED BY: D. DRAPER	