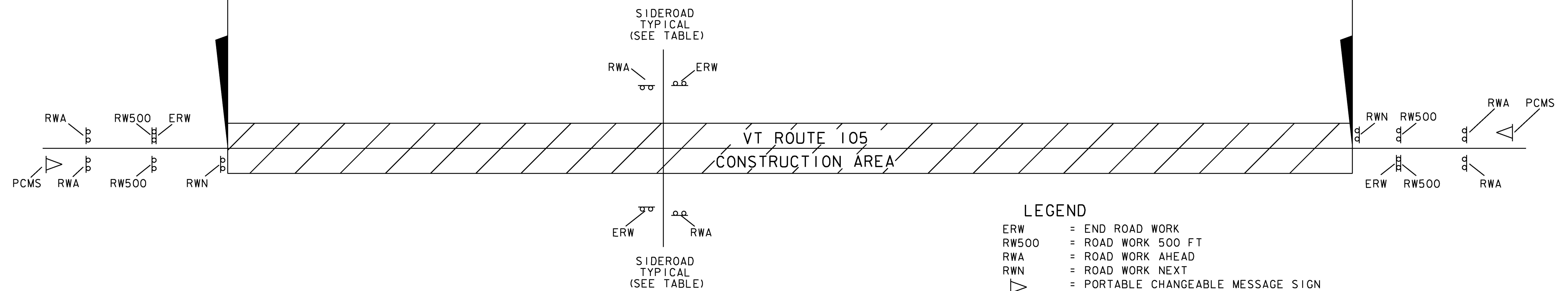


ENOSBURGH-RICHFORD STA. E 79+25.28 = (MM 1.501)
BEGIN STP 2969 (1)

ENOSBURGH-RICHFORD STA. R 80+09.76 = (MM 1.517)
END STP 2969 (1)



- LEGEND**
- ERW = END ROAD WORK
 - RW500 = ROAD WORK 500 FT
 - RWA = ROAD WORK AHEAD
 - RWN = ROAD WORK NEXT
 - ▶ = PORTABLE CHANGEABLE MESSAGE SIGN

SEE VTRANS STANDARDS T-10 AND T-17 FOR SIGN PLACEMENT.

LOCATION	ERW	RW500	RWA	RWN	▶
ENOSBURGH-RICHFORD VT ROUTE 105					
VT ROUTE 105 (BEGIN PROJECT)	1	2	2	1	1
WATER TOWER ROAD	1		1		
JAYVIEW DRIVE	1		1		
WHITE ROAD (TH-40)	1		1		
BOSTON POST ROAD (TH-2)	1		1		
CHOQUETTE ROAD (TH-38)	1		1		
SNTH 118 (TH-5)	1		1		
BERKSHIRE CENTER ROAD (TH-5)	1		1		
VT ROUTE 118	1		1		
MONTGOMERY ROAD	1		1		
RIVER ROAD (TH-46)	1		1		
NUTTING CORNERS (TH-29 & TH-34)	1		1		
RIVER ROAD (TH-46)	1		1		
HORSESHOE ROAD (TH-43)	1		1		
HORSESHOE ROAD (TH-43)	1		1		
MEMORIAL DRIVE (TH-49)	1		1		
MEMORIAL DRIVE (TH-49)	1		1		
MAGOON ROAD (TH-16)	1		1		
ELEMENTARY SCHOOL ROAD (TH-43)	1		1		
VT ROUTE 105 (END PROJECT)	1	2	2	1	1
TOTALS	18	4	20	2	2

INTRODUCTION:

- UNLESS OTHERWISE NOTED, THE OBJECTIVE OF THIS PLAN IS TO MINIMIZE IMPACT ON THE TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICLES AND PEDESTRIANS DURING AND AFTER CONSTRUCTION WORK HOURS.
- THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A GENERAL OUTLINE FOR HOW THE WORK SHOULD PROCEED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS SPECIFIC SITUATIONS. THIS RESPONSIBILITY INCLUDES PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELING DEVICES, ARROW PANELS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS (UTO'S) DURING LANE CLOSURES. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THIS OUTLINE, THE CONTRACTOR SHALL SUBMIT AN ALTERNATE PROPOSAL TO THE PAVEMENT DESIGN UNIT VIA THE ENGINEER. THE CONTRACTOR MUST ALLOW AT LEAST FOUR WEEKS FOR REVIEW AND APPROVAL OF THE COMPREHENSIVE PLAN AND TWO WEEKS FOR REVIEW AND APPROVAL OF MINOR CHANGES/DETAILS. ALL TRAFFIC CONTROL DETAILS MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD AND VTRANS STANDARDS T-1, T-10, T-17, T-24, T-28, T-29, T-30, T-31, T-35 AND T-36. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. 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.

TRAFFIC CONTROL NOTES

- THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ENGINEER PER SECTION 105.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE START OF CONSTRUCTION. FIELD OPERATIONS SHALL NOT BEGIN UNTIL THE TCP HAS BEEN ACCEPTED. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES, WORK ZONE SPEED REDUCTIONS AND BICYCLE 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.
- ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS E-SERIES AND T-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE ENGINEER.
- TWO-WAY TRAFFIC SHALL BE MAINTAINED DURING NON WORK HOURS. REFER TO SPECIAL PROVISIONS FOR STANDARD WORK PERIOD DEFINITION. LANE CLOSURES RESULTING IN ONE-WAY ALTERNATING TRAFFIC ONLY PERMITTED DURING THE STANDARD ONLY WORK PERIOD.
- SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
- A MINIMUM LANE WIDTH OF 12 FEET SHALL BE MAINTAINED. THE VERMONT DEPARTMENT OF MOTOR VEHICLES SHALL BE NOTIFIED FOR LANE WIDTHS REDUCTIONS TO 10 FEET OR LESS FOR SUPER LOAD PERMIT ROUTING PURPOSES.
- WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VTRANS STANDARDS T-17 AND T-30, SHALL BE PROVIDED.
- THE CONTRACTOR SHOULD LEAVE NO LONGITUDINAL DROP-OFFS DURING NON-WORK HOURS. THEREFORE, THE FULL ROADWAY WIDTH SHOULD BE COLD PLANED OR PAVED OR RESTORED WITH GRAVEL TO A CONDITION WHERE NO LONGITUDINAL DROP OFF EXISTS TO ALLOW ACCESS TO DRIVEWAYS DURING NON-WORK HOURS WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VTRANS STANDARDS T-35 AND T-36.
- MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES. MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES SHALL BE COORDINATED WITH THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED.

(CONTINUED ON NEXT SHEET)

NOT TO SCALE

PROJECT NAME:	ENOSBURGH-RICHFORD
PROJECT NUMBER:	STP 2969(1)
FILE NAME: z16vi04detall.dgn	PLOT DATE: 4/2/2018
PROJECT LEADER: G. EDWARDS	DRAWN BY: G. MERKLE
DESIGNED BY: G. MERKLE	CHECKED BY: J. LITTLE
CONSTRUCTION APPROACH SIGNING SHEET 1	SHEET 152 OF 222

