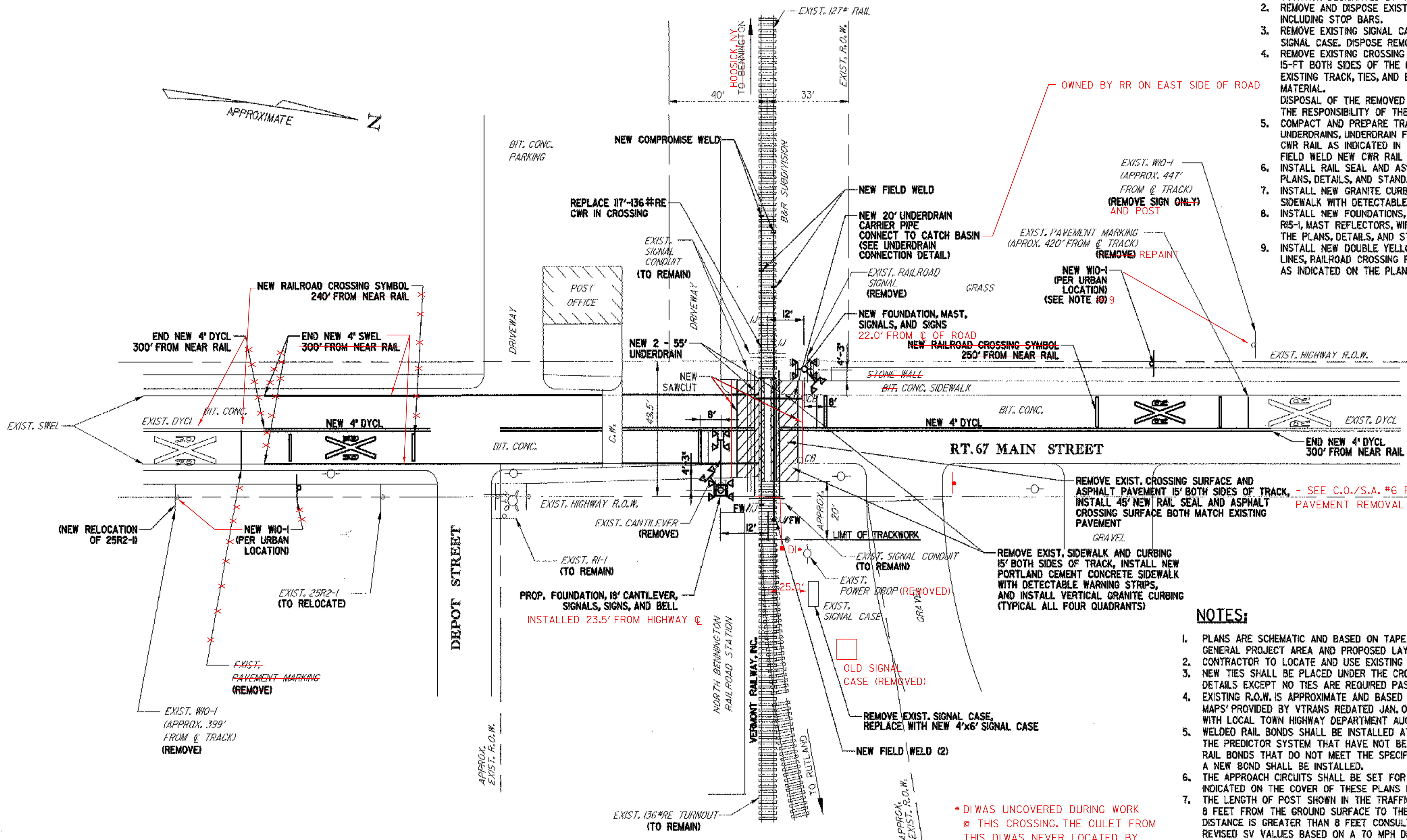


SUMMARY OF WORK:

1. REMOVE EXISTING FOUNDATIONS, MAST, CANTILEVER, LIGHTS, RIS-1, AND WIO-1 SIGNS; STOCKPILE SIGNS AND SIGNALS IN A LOCATION DESIGNATED BY THE ENGINEER.
2. REMOVE AND DISPOSE EXISTING WIRES AND PAVEMENT MARKINGS INCLUDING STOP BARS.
3. REMOVE EXISTING SIGNAL CASE AND REPLACE WITH NEW 4'x6' SIGNAL CASE. DISPOSE REMOVED SIGNAL CASE.
4. REMOVE EXISTING CROSSING SURFACE INCLUDING ASPHALT PAVEMENT 15-FT BOTH SIDES OF THE CENTERLINE OF THE TRACK. REMOVE EXISTING TRACK, TIES, AND BALLAST. DISPOSE REMOVED TRACK MATERIAL. DISPOSAL OF THE REMOVED ASPHALT, BALLAST, AND TIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. COMPACT AND PREPARE TRACK ROADBED SURFACE. INSTALL UNDERDRAINS, UNDERDRAIN FLUSHING BASINS, BALLAST, TIES, AND CWR RAIL AS INDICATED IN THE PLANS, DETAILS, AND STANDARDS. FIELD WELD NEW CWR RAIL TO EXISTING RAIL.
6. INSTALL RAIL SEAL AND ASPHALT PAVEMENT AS INDICATED IN THE PLANS, DETAILS, AND STANDARDS. MATCH EXISTING PAVEMENT.
7. INSTALL NEW GRANITE CURB AND PORTLAND CEMENT CONCRETE SIDEWALK WITH DETECTABLE WARNING STRIPS.
8. INSTALL NEW FOUNDATIONS, MAST, CANTILEVER, LIGHTS, RIS-1, MAST REFLECTORS, WIRES, AND BELL AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
9. INSTALL NEW DOUBLE YELLOW CENTER LINES, SINGLE WHITE EDGE LINES, RAILROAD CROSSING PAVEMENT MARKINGS, AND WIO-1 SIGNS AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.



NOTES:

1. PLANS ARE SCHEMATIC AND BASED ON TAPE SURVEY. INTENT IS TO SHOW GENERAL PROJECT AREA AND PROPOSED LAYOUT INFORMATION FOR PROPOSED WORK.
2. CONTRACTOR TO LOCATE AND USE EXISTING CONDUITS FOR NEW SIGNAL WIRING.
3. NEW TIES SHALL BE PLACED UNDER THE CROSSING AS SHOWN IN THE CROSSING DETAILS EXCEPT NO TIES ARE REQUIRED PAST THE PS OF THE TURNOUT.
4. EXISTING R.O.W. IS APPROXIMATE AND BASED ON 'RIGHT-OF-WAY AND TRACK MAPS' PROVIDED BY VTRANS REDATED JAN. 01, 1964 V2/21 AND CORRESPONDENCE WITH LOCAL TOWN HIGHWAY DEPARTMENT AUGUST 2004.
5. WELDED RAIL BONDS SHALL BE INSTALLED AT ALL JOINTS WITHIN THE LIMITS OF THE PREDICTOR SYSTEM THAT HAVE NOT BEEN PREVIOUSLY BONDED. EXISTING RAIL BONDS THAT DO NOT MEET THE SPECIFICATIONS SHALL BE REMOVED AND A NEW BOND SHALL BE INSTALLED.
6. THE APPROACH CIRCUITS SHALL BE SET FOR 30 SEC. AT THE MAX. SPEED INDICATED ON THE COVER OF THESE PLANS FOR THIS CROSSING.
7. THE LENGTH OF POST SHOWN IN THE TRAFFIC SIGN SUMMARY SHEET ASSUMES 8 FEET FROM THE GROUND SURFACE TO THE BOTTOM OF THE SIGN. IF FIELD DISTANCE IS GREATER THAN 8 FEET CONSULT ENGINEER BEFORE INSTALLING. REVISED SV VALUES BASED ON A 70 MPH DESIGN SPEED WERE USED TO DESIGN SIGNPOSTS.
8. THE CONTRACTOR WILL COVER, WITH TARPS AT THE END OF EACH WORK-DAY, ANY EXPOSED EXCAVATED BACK-DIRT. ALL DISTURBED SOIL WILL BE SEED AND MULCHED AT THE COMPLETION OF THE PROJECT. THIS WORK WILL BE CONSIDERED INCIDENTAL TO OTHER CONTRACT ITEMS. SEE ITEM 651, SEEDING.
9. THE CONTRACTOR SHALL PROVIDE HORIZONTAL AND VERTICAL CONTROL IN ORDER TO LOCATE EXISTING TRACK ALIGNMENT AND PROFILE. THE CONTRACTOR SHALL CONSTRUCT PROPOSED TRACK AND ROADWAY LIKE EXISTING GEOMETRY UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

*DI WAS UNCOVERED DURING WORK @ THIS CROSSING. THE OULET FROM THIS DI WAS NEVER LOCATED BY DIST. #1, CONST. OR RR PERSONEL. THE OLD UNDERDRAIN SYSTEM WAS REMOVED & FULLY PLUGGED. THE NEW UNDERDRAIN SYSTEM WAS INSTALLED TO OUTLET AT THIS DI.
 DI IS 7.0' FROM RR @.
 DI IS 38.0' FROM HIGHWAY @.

**PLAN - MAIN STREET
 AARDOT # 851-165W**

NTS

PROJECT NAME:	NORTH BENNINGTON
PROJECT NUMBER:	STP 1200 (4) TH #1
FILE NAME:	Z01G1608DR.DGN
PROJECT LEADER:	D. BUA
DESIGNED BY:	ASL, LB
PLOT DATE:	08-MAY-2006
DRAWN BY:	LB
CHECKED BY:	BUA
SHEET	6 OF 21

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