

**SUMMARY OF WORK:**

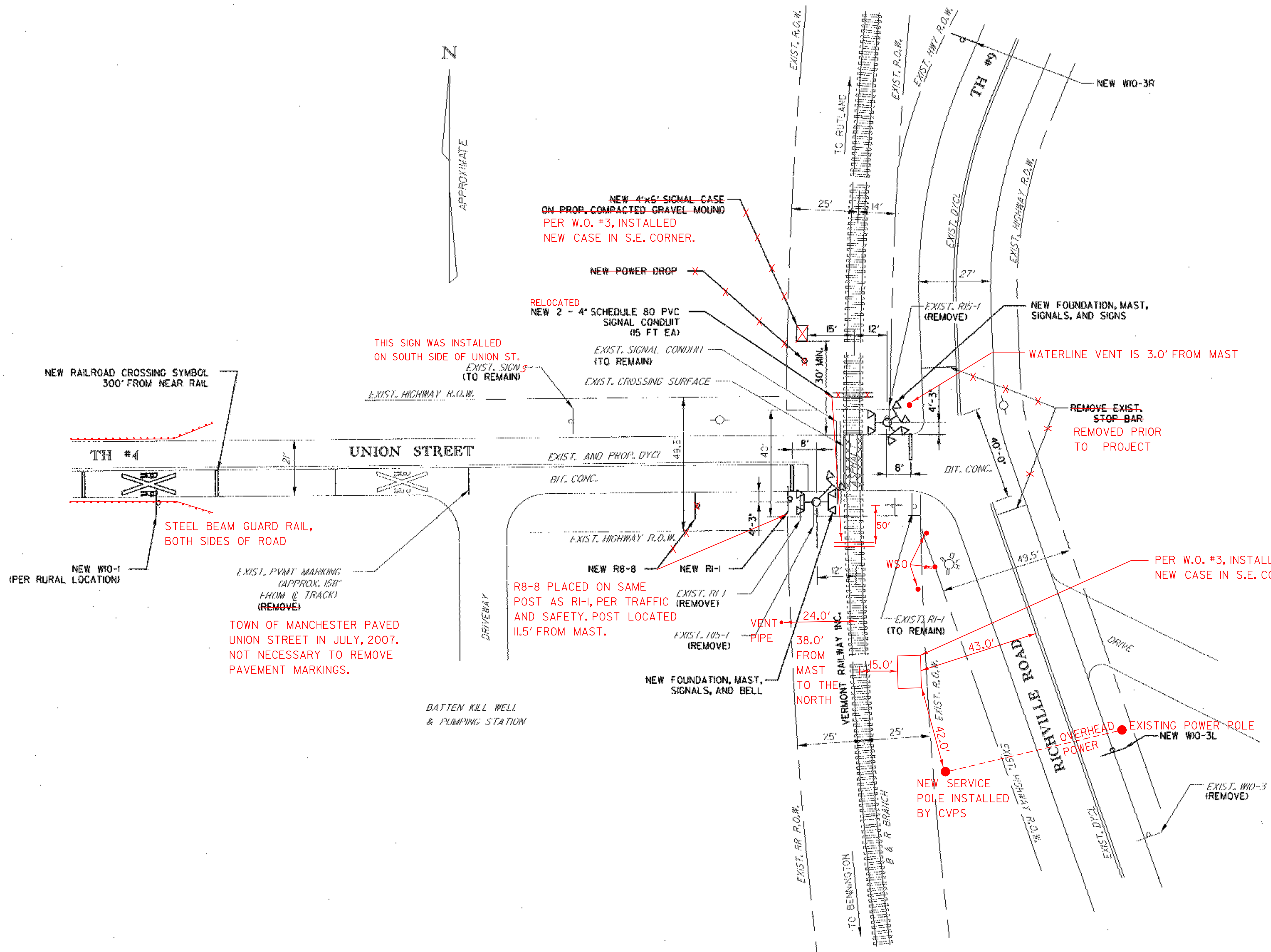
1. REMOVE EXISTING R15-1 SIGNS, AND W10 SIGNS; STOCKPILE IN A LOCATION DESIGNATED BY THE ENGINEER.
2. REMOVE AND DISPOSE EXISTING PAVEMENT MARKINGS INCLUDING STOP BARS.
3. INSTALL NEW POWER DROP, METER, AND CIRCUIT BREAKERS. ESTABLISH ELECTRIC SERVICE.
4. INSTALL NEW 4'x6' SIGNAL CASE ON PROPOSED GRAVEL MOUND. \*\*
5. INSTALL NEW SIGNAL MASTS, 12" LED SIGNAL LIGHTS, R15-1, MAST REFLECTORS, WIRES AND BELL AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
6. INSTALL NEW DOUBLE YELLOW CENTER LINES, RAILROAD CROSSING PAVEMENT MARKINGS, AND W10 SIGNS AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS. THE NEW DOUBLE YELLOW CENTER LINES SHALL BE PLACED ON UNION STREET FROM CROSSING TO JUST BEYOND THE RAILROAD MARKINGS. APPLIED BY STATE

\*\* (IN S.E. CORNER)

**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. W10-3 SIGN NORTH OF INTERSECTION IS PLACED 700' FROM UNION STREET DUE TO LIMITED CLEARANCE BETWEEN RICHVILLE ROAD AND THE RAILROAD TRACKS.
4. EXISTING R.O.W. IS APPROXIMATE AND BASED ON 'RIGHT-OF-WAY AND TRACK MAPS' PROVIDED BY VTTRANS REDATED JAN. 01, 1964 V2/23; 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 SEEDED AND MULCHED AT THE COMPLETION OF THE PROJECT. THIS WORK WILL BE CONSIDERED INCIDENTAL TO OTHER CONTRACT ITEMS. SEE ITEM 651 SEEDING.

- \* HYDRANT IS 22' FROM NEAR CORNER (N.E.) OF NEW SIGNAL CASE. IS 12.5' FROM NEAR EDGE OF PAVEMENT.
- WSO #1 IS 17.5' FROM NEAR CORNER (N.E.) OF NEW SIGNAL CASE. 4.5' FROM HYDRANT.
- WSO #2 IS 20.5' FROM NEAR CORNER (N.E.) OF NEW SIGNAL CASE. 2.0' FROM HYDRANT.
- WSO #3 IS 31.0' FROM NEAR CORNER (N.E.) OF NEW SIGNAL CASE. 9.5' FROM NEAR EDGE OF PAVEMENT



**PLAN - UNION STREET**  
AARDOT # 851-199R

NTS

|                 |                    |
|-----------------|--------------------|
| PROJECT NAME:   | MANCHESTER         |
| PROJECT NUMBER: | STP 2031(12) TH #4 |
| FILE NAME:      | Z01G164BDR.DGN     |
| PROJECT LEADER: | D. BUA             |
| DESIGNED BY:    | ASL                |
| PLOT DATE:      | 08-MAY-2006        |
| DRAWN BY:       | LB                 |
| CHECKED BY:     | BUA                |
| SHEET           | 10 OF 21           |

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