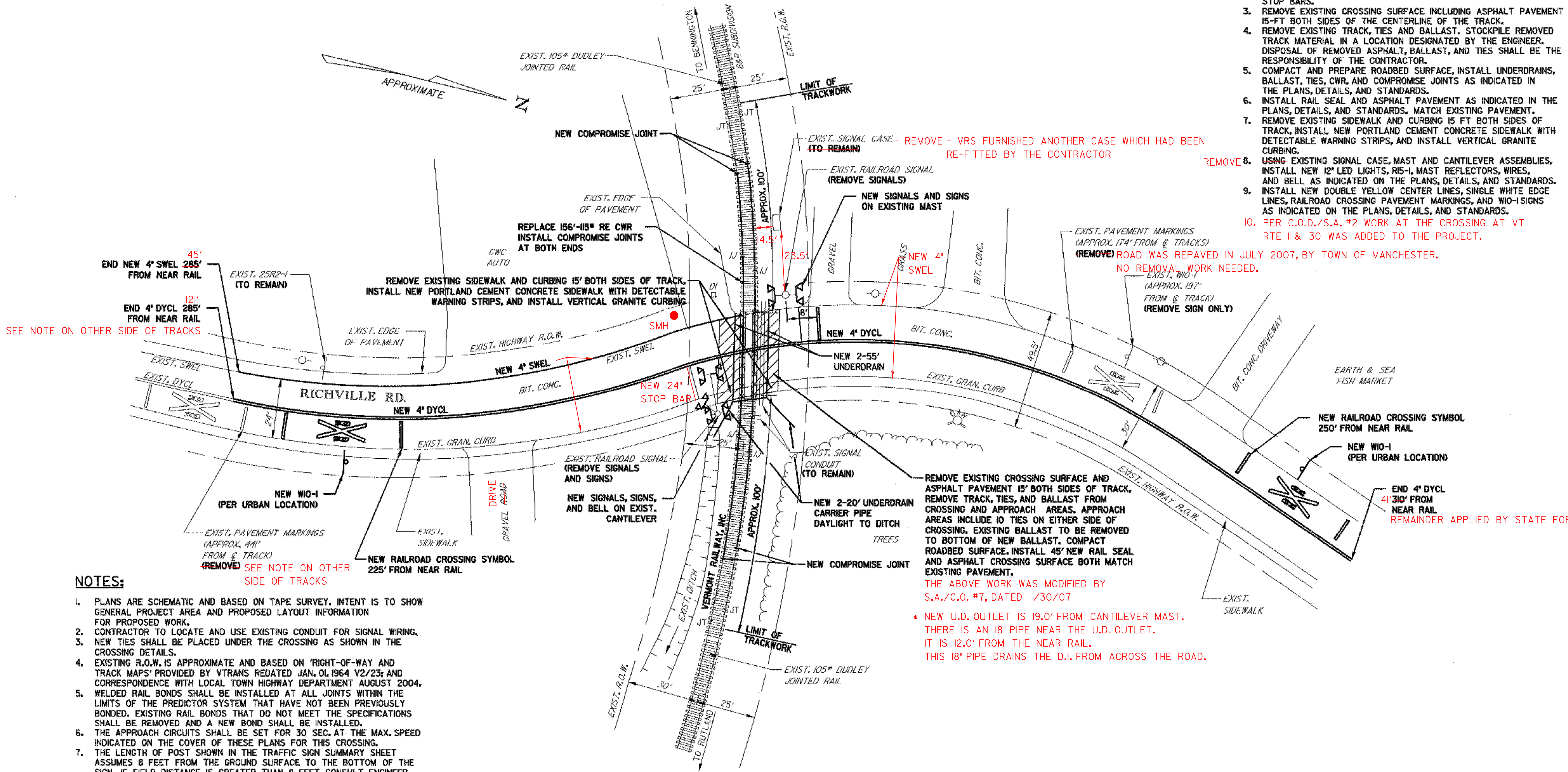


SUMMARY OF WORK:

1. REMOVE EXISTING SIGNAL LIGHTS, RIS-1, AND WIO-1 SIGNS; STOCKPILE IN A LOCATION DESIGNATED BY THE ENGINEER.
2. REMOVE AND DISPOSE WIRES AND PAVEMENT MARKINGS INCLUDING STOP BARS.
3. REMOVE EXISTING CROSSING SURFACE INCLUDING ASPHALT PAVEMENT 15-FT BOTH SIDES OF THE CENTERLINE OF THE TRACK.
4. REMOVE EXISTING TRACK, TIES AND BALLAST. STOCKPILE REMOVED TRACK MATERIAL IN A LOCATION DESIGNATED BY THE ENGINEER. DISPOSAL OF REMOVED ASPHALT, BALLAST, AND TIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. COMPACT AND PREPARE ROADBED SURFACE, INSTALL UNDERDRAINS, BALLAST, TIES, CWR, AND COMPROMISE JOINTS AS INDICATED IN THE PLANS, DETAILS, AND STANDARDS.
6. INSTALL RAIL SEAL AND ASPHALT PAVEMENT AS INDICATED IN THE PLANS, DETAILS, AND STANDARDS. MATCH EXISTING PAVEMENT.
7. REMOVE EXISTING SIDEWALK AND CURBING 15 FT BOTH SIDES OF TRACK, INSTALL NEW PORTLAND CEMENT CONCRETE SIDEWALK WITH DETECTABLE WARNING STRIPS, AND INSTALL VERTICAL GRANITE CURBING.
8. USING EXISTING SIGNAL CASE, MAST AND CANTILEVER ASSEMBLIES, INSTALL NEW 12" LED 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.
10. PER C.O.D./S.A. #2 WORK AT THE CROSSING AT VT RTE II & 30 WAS ADDED TO THE PROJECT.



SEE NOTE ON OTHER SIDE OF TRACKS

NO REMOVAL WORK NEEDED.

REMAINDER APPLIED BY STATE FORCES

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 CONDUIT FOR SIGNAL WIRING.
3. NEW TIES SHALL BE PLACED UNDER THE CROSSING AS SHOWN IN THE CROSSING DETAILS.
4. EXISTING R.O.W. IS APPROXIMATE AND BASED ON 'RIGHT-OF-WAY AND TRACK MAPS' PROVIDED BY VTRANS 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 65/SEEEDING.
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.

REMOVE EXISTING CROSSING SURFACE AND ASPHALT PAVEMENT 15' BOTH SIDES OF TRACK, REMOVE TRACK, TIES, AND BALLAST FROM CROSSING AND APPROACH AREAS. APPROACH AREAS INCLUDE 10 TIES ON EITHER SIDE OF CROSSING. EXISTING BALLAST TO BE REMOVED TO BOTTOM OF NEW BALLAST. COMPACT ROADBED SURFACE. INSTALL 45' NEW RAIL SEAL AND ASPHALT CROSSING SURFACE BOTH MATCH EXISTING PAVEMENT.
 THE ABOVE WORK WAS MODIFIED BY S.A./C.O. #7, DATED 11/30/07
 * NEW U.D. OUTLET IS 19.0' FROM CANTILEVER MAST. THERE IS AN 18" PIPE NEAR THE U.D. OUTLET. IT IS 12.0' FROM THE NEAR RAIL. THIS 18" PIPE DRAINS THE D.I. FROM ACROSS THE ROAD.

PLAN - RICHVILLE ROAD
AARDOT # 851-200H

NTS

PROJECT NAME:	MANCHESTER	FILE NAME:	Z01G66BDR.DGN	PLOT DATE:	08-MAY-2006
PROJECT NUMBER:	STP 0171(12) TH #9	PROJECT LEADER:	D. BUA	DRAWN BY:	LB
DESIGNED BY:	ASL	CHECKED BY:	BUA	SHEET	12 OF 21