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	STANDARDS	DATE
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C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ...	OCT. 14, 2005
C-3A	SIDEWALK RAMPS	SEPT. 01, 2004
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	SEPT. 01, 2004
D-2	C.R.M. HEADWALLS, UNDERDRAIN, C.R.M. HEADWALLS & ...	JUN. 01, 1994
D-4	FLUSHING BASINS, END SECTION, ELBOWS, ...	JUN. 01, 1994
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E-100A	SIDE ROAD CONSTRUCTION - APPROACH SIGNS	JAN. 02, 2004
E-101	CONSTRUCTION SIGN DETAILS	MAY 30, 2003
E-102	CONSTRUCTION SIGN DETAILS	MAY 01, 2004
E-102A	CONSTRUCTION SIGN DETAILS	MAY 01, 2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	MAR. 01, 2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR ...	JUN. 30, 2003
E-107A	BREAKAWAY BARRICADE DETAILS	AUG. 08, 1995
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	AUG. 08, 1995
E-111	MINOR MAINTENANCE OPERATION	MAR. 11, 1997
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	AUG. 08, 1995
E-123	GUIDE SIGN PLACEMENT-MISCELLANEOUS DETAILS	MAR. 16, 2004
E-132	GENERAL MOTORIST SERVICE SIGN DETAILS	AUG. 18, 1995
E-146	REGULATORY SIGN DETAILS	SEPT. 20, 1995
E-152	WARNING SIGN DETAILS	MAY 01, 2004
E-153	WARNING SIGN DETAILS	MAY 01, 2004
E-160	FLANGED CHANNEL STEEL SIGN POST	MAY 20, 1999
E-175	POWER DROP STANCHIONS	NOV. 17, 1993
E-190	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS	JUN. 30, 2003
E-192	PAVEMENT MARKINGS DETAILS	OCT. 12, 2000
E-193	PAVEMENT MARKINGS DETAILS	AUG. 18, 1995

GENERAL NOTES

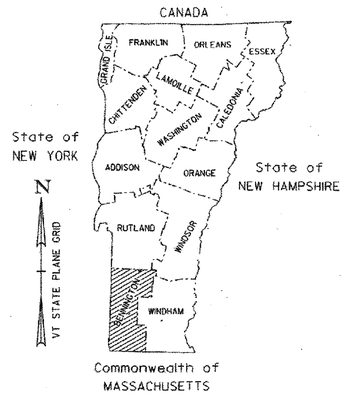
1. ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS
TOP OF CUT
TOE OF SLOPE

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT
STATEWIDE RAILROAD CROSSINGS (SOUTHERN)
COUNTY OF BENNINGTON
TOWNS OF
NORTH BENNINGTON
MANCHESTER
SHAFTSBURY
TH 3, CL. 2 (17-URBAN COLLECTOR)
TH 1, CL. 1 (16-URBAN MINOR ARTERIAL)
TH 4, CL. 2 (9-LOCAL ROAD)
TH 9, CL. 2 (7-RURAL MAJOR COLLECTOR)
TH 7, CL. 2 (9-LOCAL ROAD)



RECORD PLANS

CONTRACTOR: ECI RAIL CONSTRUCTORS, INC. - SO. BURLINGTON, VT
RESIDENT ENGINEER: MARK HAUGHWOUT
CONSTRUCTION BEGAN: JULY 16, 2007
CONSTRUCTION COMPLETE: JANUARY 8, 2008
RECORD PLANS BY: MARK HAUGHWOUT & N GARBACIK

I HEREBY CERTIFY THAT ALL THE CONSTUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.

BY Mark W. Haughwout RESIDENT ENGINEER
DATE 10/31/08

NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

TRANSYSTEMS CORPORATION
ONE CABOT ROAD, MEDFORD MA 02155 (781) 396-7775

STATE OF VERMONT JOHN H. READ NO. 5649 REGISTERED PROFESSIONAL ENGINEER

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED Richard Taft DATE 01/09/07

PROJECT MANAGER: JENNIFER ROYER

PROJECT NAME: STATEWIDE RR XING SOUTHERN REGION (RE-ADVERTISED)

SHEET 1 OF 21 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES

851-164P RAILROAD	BANK ST. ROADWAY	851-165W RAILROAD	MAIN ST. ROADWAY	851-199R RAILROAD	UNION ST. ROADWAY	851-200H RAILROAD	RICHVILLE ROADWAY	851-173N RAILROAD	AIRPORT ROADWAY	BRIDGE QUANTITY
	8		8		8		8		8	
	8		8		8		8		8	
16		40		16		40		16		
	0.2		0.2		0.2		0.2		0.2	
	0.2		0.2		0.2		0.2		0.2	
	1									
			1							
					1					
							1			
									1	
	0.2		0.2		0.2		0.2		0.2	
			3							
	350		600				265			
	1190		1120		600		1190		1050	
	104									
	24		24		24		24		24	
	2		2		1		2		1	
	420		420		210		420			
	14.2		14.2		38.5		14.2		38.95	
	26		26		66		26		92	
	15									
	3		2		3		1		4	
	2		1							
10		10		10		10		10		
1										
		1								
				1						
						1				
								1		
0.2		0.2		0.2		0.2		0.2		
		1								
						1				

TOTALS

ROUND	GRAND TOTAL	FINAL
	40	
	40	
	126	
	1	
	1	
	1	
	1	
	1	
	1	
	1	
	1	
	3	
	1235	
	5150	
	104	
	120	
	8	
	1470	
	120	
	274	
	15	
	13	
	3	
	50	
	1	
	1	
	1	
	1	
	1	
	1	
	1	
	1	

DESCRIPTIONS

UNIT	ITEMS	ITEM NUMBER
HR	UNIFORMED TRAFFIC OFFICERS	630.10
HR	FLAGGERS	630.15
HR	FLAGGERS (MOD. - RAILROAD)	630.15
LS	FIELD OFFICE-ENGINEERS	631.10
LS	MOBILIZATION / DEMOBILIZATION	635.11
LS	TRAFFIC CONTROL (BANK STREET - AARDOT 851-164P)	641.10
LS	TRAFFIC CONTROL (MAIN STREET - AARDOT 851-165W)	641.10
LS	TRAFFIC CONTROL (UNION STREET - AARDOT 851-199R)	641.10
LS	TRAFFIC CONTROL (RICHVILLE ROAD - AARDOT 851-200H)	641.10
LS	TRAFFIC CONTROL (AIRPORT ROAD - 851-173N)	641.10
LS	PUBLIC RELATIONS OFFICER	641.12
EACH	PORTABLE CHANGEABLE MESSAGE SIGN	641.15
LF	4" WHITE LINE	646.20
LF	4" YELLOW LINE	646.21
LF	8" WHITE LINE	646.22
LF	24" STOP BAR	646.26
EACH	RAILROAD CROSSING SYMBOL	646.32
SF	REMOVAL OF EXISTING PAVEMENT MARKINGS	646.85
SF	TRAFFIC SIGNS, TYPE A	675.20
LF	FLANGED CHANNEL SIGN POST	675.301
LF	SQUARE TUBE SIGN POSTS AND ANCHOR	675.341
EACH	REMOVING SIGNS	675.50
EACH	ERECTING SALVAGED SIGNS	675.60
EACH	REMOVAL AND REPLACEMENT OF CROSS TIES	901.10
LS	FLASHING LIGHT SIGNALS (BANK STREET - AARDOT 851-164P)	915.15
LS	FLASHING LIGHT SIGNALS (MAIN STREET - AARDOT 851-165W)	915.15
LS	FLASHING LIGHT SIGNALS (UNION STREET - AARDOT 851-199R)	915.15
LS	FLASHING LIGHT SIGNALS (RICHVILLE ROAD - AARDOT 851-200H)	915.15
LS	FLASHING LIGHT SIGNALS (AIRPORT ROAD - 851-173N)	915.15
LS	FLASHING LIGHT SIGNALS (MOD. - TEST TRAIN ALLOWANCE (NABI))	915.15
LS	RECONSTRUCT RAIL-HIGHWAY CROSSING (MAIN STREET - AARDOT 851-165W)	935.20
LS	RECONSTRUCT RAIL-HIGHWAY CROSSING (RICHVILLE ROAD - AARDOT 851-200H)	935.20

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS

PROJECT NAME: **STATEWIDE RR CROSSING SOUTHERN**
PROJECT NUMBER:

FILE NAME:
PROJECT MANAGER: **D. BUA**
DESIGNED BY: **GJB**
QUANTITY SHEET #1

PLOT DATE: **5/4/2006**
DRAWN BY: **LRD**
CHECKED BY: **BUA**
SHEET **2** OF **21**

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C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ...	OCT. 14, 2005
C-3A	SIDEWALK RAMPS	SEPT. 01, 2004
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	SEPT. 01, 2004
D-2	CEMENT RUBBLE MASONRY HEADWALLS & RETAINING ...	JUN. 01, 1994
D-4	FLUSHING BASINS, END SECTION, ELBOWS, ...	JUN. 01, 1994
E-100	CONSTRUCTION APPROACH SIGNS	JAN. 02, 2004
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E-102A	CONSTRUCTION SIGN DETAILS	MAY. 01, 2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	MAR. 01, 2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR U-TURNS ...	JUN. 30, 2003
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E-132	GENERAL MOTORIST SERVICE SIGN DETAILS	AUG. 18, 1995
E-152	WARNING SIGN DETAILS	MAY 01, 2004
E-160	FLANGED CHANNEL STEEL SIGN POST	MAY 20, 1999
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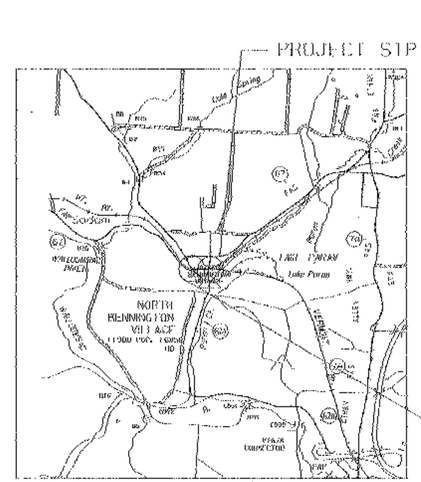
GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY

P73103062

STATE OF VERMONT
AGENCY OF TRANSPORTATION



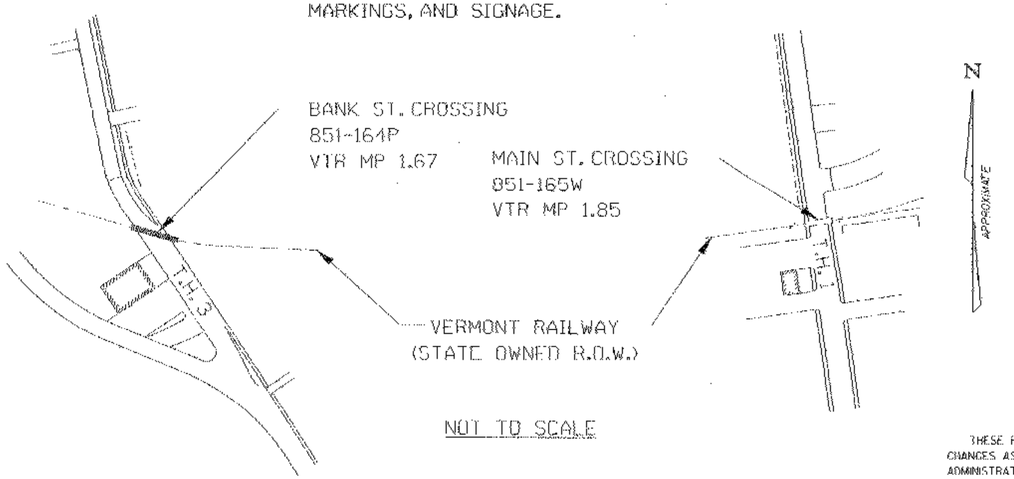
PROPOSED IMPROVEMENT
COUNTY OF BENNINGTON
TOWN OF NORTH BENNINGTON

TH 3, CL. 2 (17-URBAN COLLECTOR)

NORTH BENNINGTON; STP 2031 (10); PPMS 01G158
VERMONT RAILWAY CROSSING 851-164P - BANK STREET
WORK TO BE PERFORMED UNDER THIS PROJECT WILL INCLUDE THE RECONSTRUCTION OF RR CROSSING SIGNAL SYSTEM INCLUDING NEW SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE.

TH 1, CL. 1 (16-URBAN MINOR ARTERIAL)

NORTH BENNINGTON; STP 1200 (4); PPMS 01G160
VERMONT RAILWAY CROSSING 851-165W - MAIN STREET
WORK TO BE PERFORMED UNDER THIS PROJECT WILL INCLUDE THE RECONSTRUCTION RR CROSSING SURFACE AND SIGNAL SYSTEM INCLUDING UNDERDRAINS, BALLAST, TRACK, CROSSING SURFACE, SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE.



NOT TO SCALE

DESIGN SPEED AND CURENT RR OPERATIONAL SPEED

TRAFFIC DATA (BANK STREET) TH # 3

RAILROAD: V=10MPH (PASSENGER OPERATING SPEED)
V=10MPH (FREIGHT OPERATING SPEED)
V=40MPH (FREIGHT DESIGN SPEED)
V=59MPH (PASSENGER DESIGN SPEED)
(APRIL 2006)

HIGHWAY: V=30MPH
ADT=2500 (2004 ESTIMATED)

TRAFFIC DATA (MAIN STREET) TH # 1

RAILROAD: V=10MPH (PASSENGER OPERATING SPEED)
V=10MPH (FREIGHT OPERATING SPEED)
V=40MPH (FREIGHT DESIGN SPEED)
V=59MPH (PASSENGER DESIGN SPEED)
(APRIL 2006)

HIGHWAY: V=30MPH
ADT=3300 (2004 ESTIMATED)

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

TRANSYSTEMS CORPORATION
ONE CABOT ROAD, MEDFORD MA 02155 (781)396-1775

STATE OF VERMONT
JOHN H. ROSS
NO. 9649
REGISTERED PROFESSIONAL ENGINEER

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

PROJECT MANAGER : JENNIFER ROYER

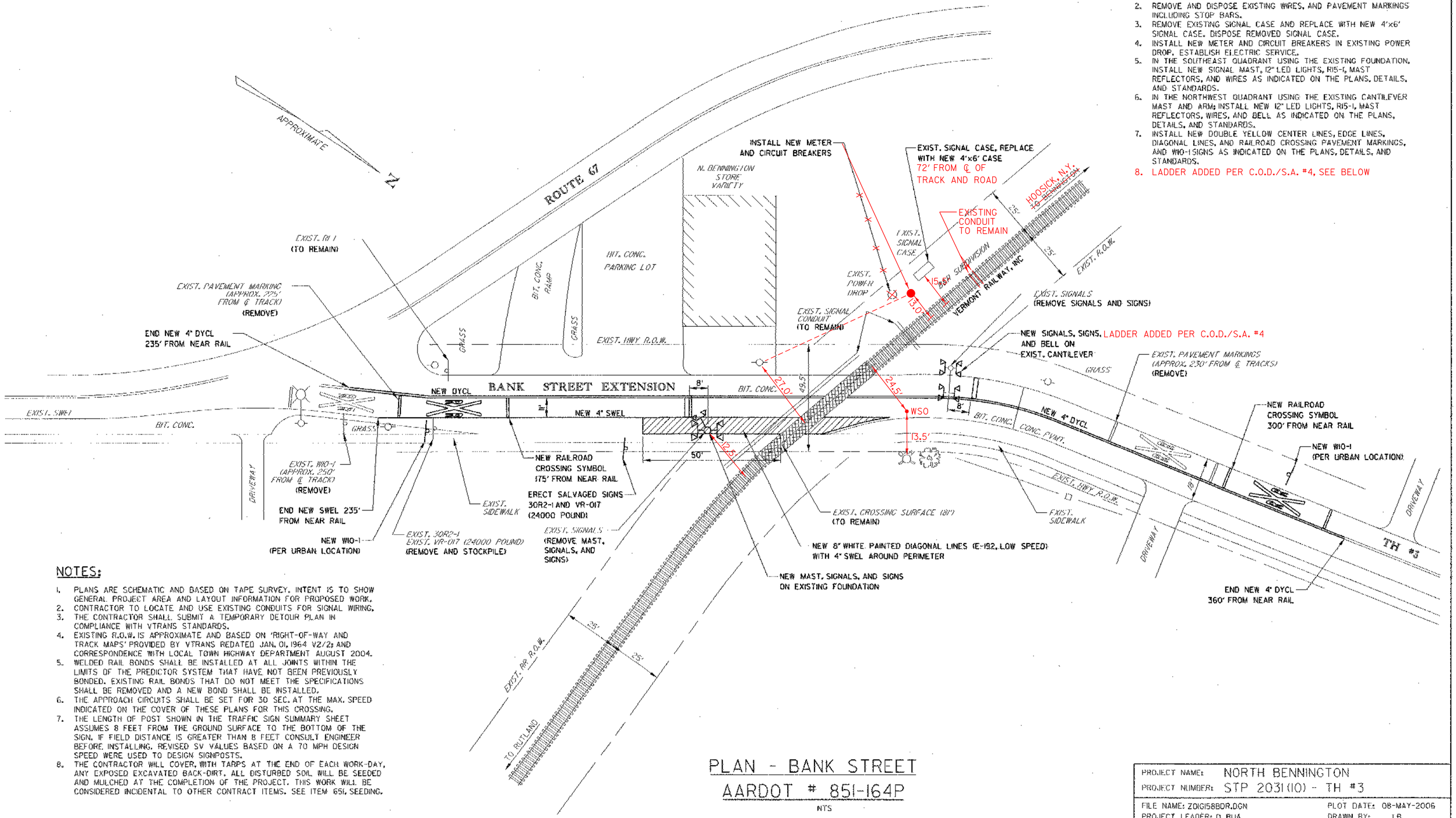
PROJECT NAME : NORTH BENNINGTON

PROJECT NUMBER : STP 2031 (10) TH #3;
STP 1200 (4) TH #1

SHEET 3 OF 21 SHEETS

SUMMARY OF WORK:

1. REMOVE EXISTING SIGNAL LIGHTS, R15-1 SIGNS, AND W10-1 SIGNS AND STOCKPILE 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. INSTALL NEW METER AND CIRCUIT BREAKERS IN EXISTING POWER DROP. ESTABLISH ELECTRIC SERVICE.
5. IN THE SOUTHEAST QUADRANT USING THE EXISTING FOUNDATION, INSTALL NEW SIGNAL MAST, 12" LED LIGHTS, R15-1, MAST REFLECTORS, AND WIRES AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
6. IN THE NORTHWEST QUADRANT USING THE EXISTING CANTILEVER MAST AND ARM; INSTALL NEW 12" LED LIGHTS, R15-1, MAST REFLECTORS, WIRES, AND BELL AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
7. INSTALL NEW DOUBLE YELLOW CENTER LINES, EDGE LINES, DIAGONAL LINES, AND RAILROAD CROSSING PAVEMENT MARKINGS, AND W10-1 SIGNS AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
8. LADDER ADDED PER C.O.D./S.A. #4, SEE BELOW



NOTES:

1. PLANS ARE SCHEMATIC AND BASED ON TAPE SURVEY. INTENT IS TO SHOW GENERAL PROJECT AREA AND LAYOUT INFORMATION FOR PROPOSED WORK.
2. CONTRACTOR TO LOCATE AND USE EXISTING CONDUITS FOR SIGNAL WIRING.
3. THE CONTRACTOR SHALL SUBMIT A TEMPORARY DETOUR PLAN IN COMPLIANCE WITH VTRANS STANDARDS.
4. EXISTING R.O.W. IS APPROXIMATE AND BASED ON 'RIGHT-OF-WAY AND TRACK MAPS' PROVIDED BY VTRANS REDATED JAN. 01, 1964 V2/2; 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.

PLAN - BANK STREET

AARDOT # 851-164P

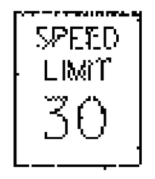
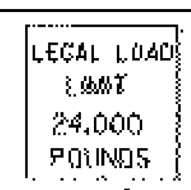
NTS

PROJECT NAME:	NORTH BENNINGTON
PROJECT NUMBER:	STP 2031(10) - TH #3
FILE NAME: Z01G158BDR.DGN	PLOT DATE: 08-MAY-2006
PROJECT LEADER: D. BUA	DRAWN BY: LB
DESIGNED BY: ASL, LB	CHECKED BY: BUA
	SHEET 4 OF 21

PTC030064

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	SALVAGE	NO. OF POSTS	NEW SIGN POSTS FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) 1.75 lb/ft 1.88	2.0 lb/ft 2.16	2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	4.0 lb/ft 1.7	4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	3.5 lb/ft 9.0	4.0 lb/ft 10.8	5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																							
		1	36	36	7.1						1			14																			W10-1		E-190
		1	36	36	7.1						1			14																			W10-1		E-190
		1	24	30			1				~~2~~ 1			16'		~~15~~																	30R2-1		E-142
		1	24	30			1																										VR-017, MOUNT ON POST WITH 30R2-1		E-141
												FT	FT	FT ~~28~~ 44	FT	FT ~~15~~ 0	FT		EA	LB	LB	LB		LB	LB	LB	LB								
	TOTALS				SF 14.2	SF	EA. 2	SF				FT ~~28~~ 44			FT ~~15~~ 0					LB			EA.	LB				EA.	EA.	LB					

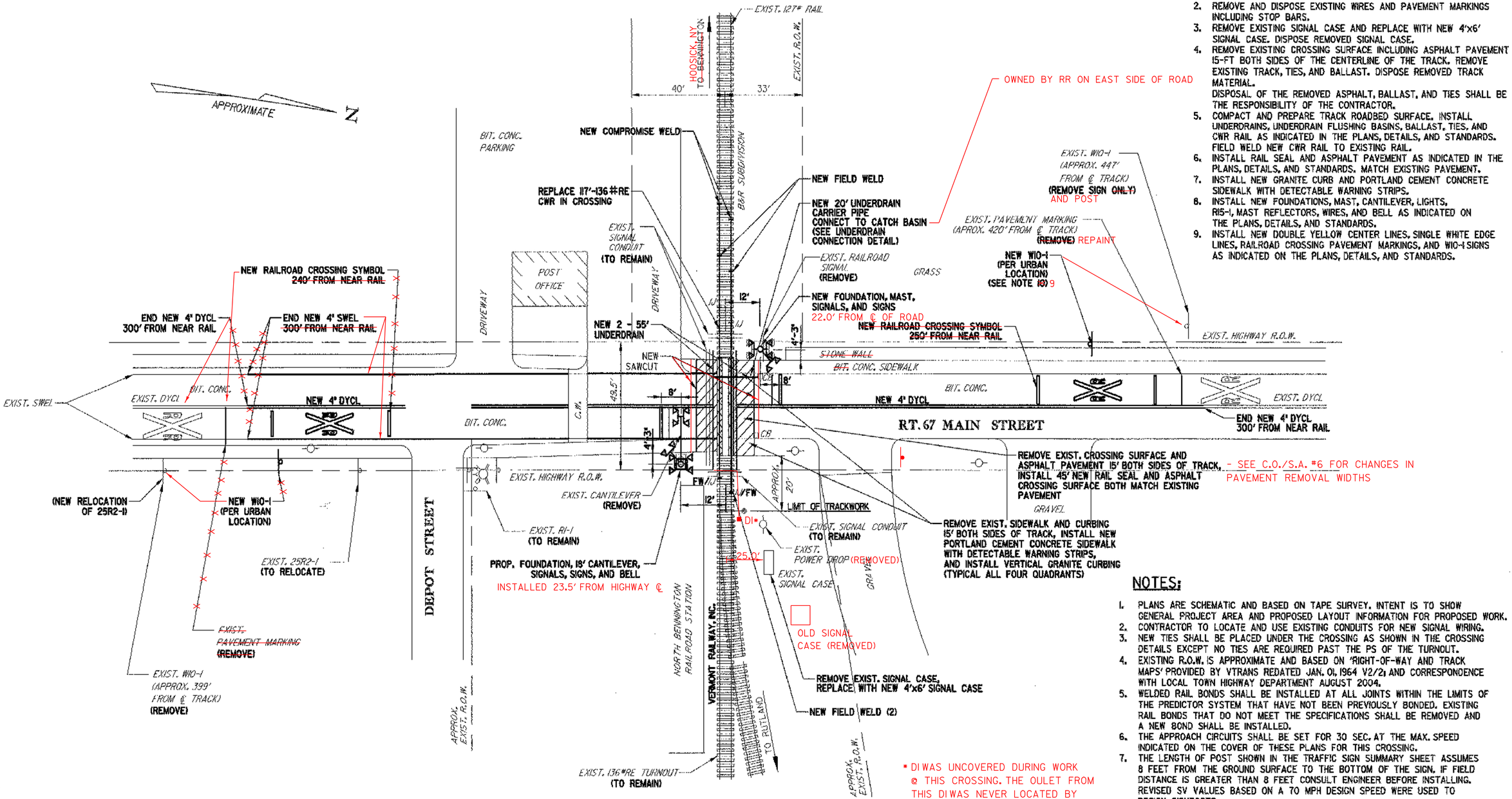
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: BENNINGTON
PROJECT NUMBER: STP 2031(10) - TH #3

FILE NAME: Z01C158SIGN.dgn
PROJECT LEADER: D. BUA
DESIGNED BY: ASL, LB
PLOT DATE: 08-MAY-2006
DRAWN BY: TSC
CHECKED BY: BUA
SHEET 5 OF 21

SUMMARY OF WORK:

1. REMOVE EXISTING FOUNDATIONS, MAST, CANTILEVER, LIGHTS, RI5-1, AND WI0-1 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, RI5-1, 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 WI0-1 SIGNS AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.



PLAN - MAIN STREET
AARDOT # 851-165W

NTS

* 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 ℄.

NOTES:

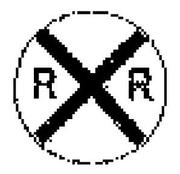
1. PLANS ARE SCHEMATIC AND BASED ON TAPE SURVEY. INTENT IS TO SHOW GENERAL PROJECT AREA AND PROPOSED LAYOUT INFORMATION FOR PROPOSED WORK.
2. CONTRACTOR TO LOCATE AND USE EXISTING CONDUITS FOR NEW SIGNAL WIRING.
3. NEW TIES SHALL BE PLACED UNDER THE CROSSING AS SHOWN IN THE CROSSING DETAILS EXCEPT NO 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 V2/2; 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.
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.

PROJECT NAME:	NORTH BENNINGTON
PROJECT NUMBER:	STP 1200 (4) TH #1
FILE NAME: Z0IG160BDR.DGN	PLOT DATE: 08-MAY-2006
PROJECT LEADER: D. BUA	DRAWN BY: LB
DESIGNED BY: ASL, LB	CHECKED BY: BUA
	SHEET 6 OF 21

P7910301O6

STATE OF VERMONT
AGENCY OF TRANSPORTATION

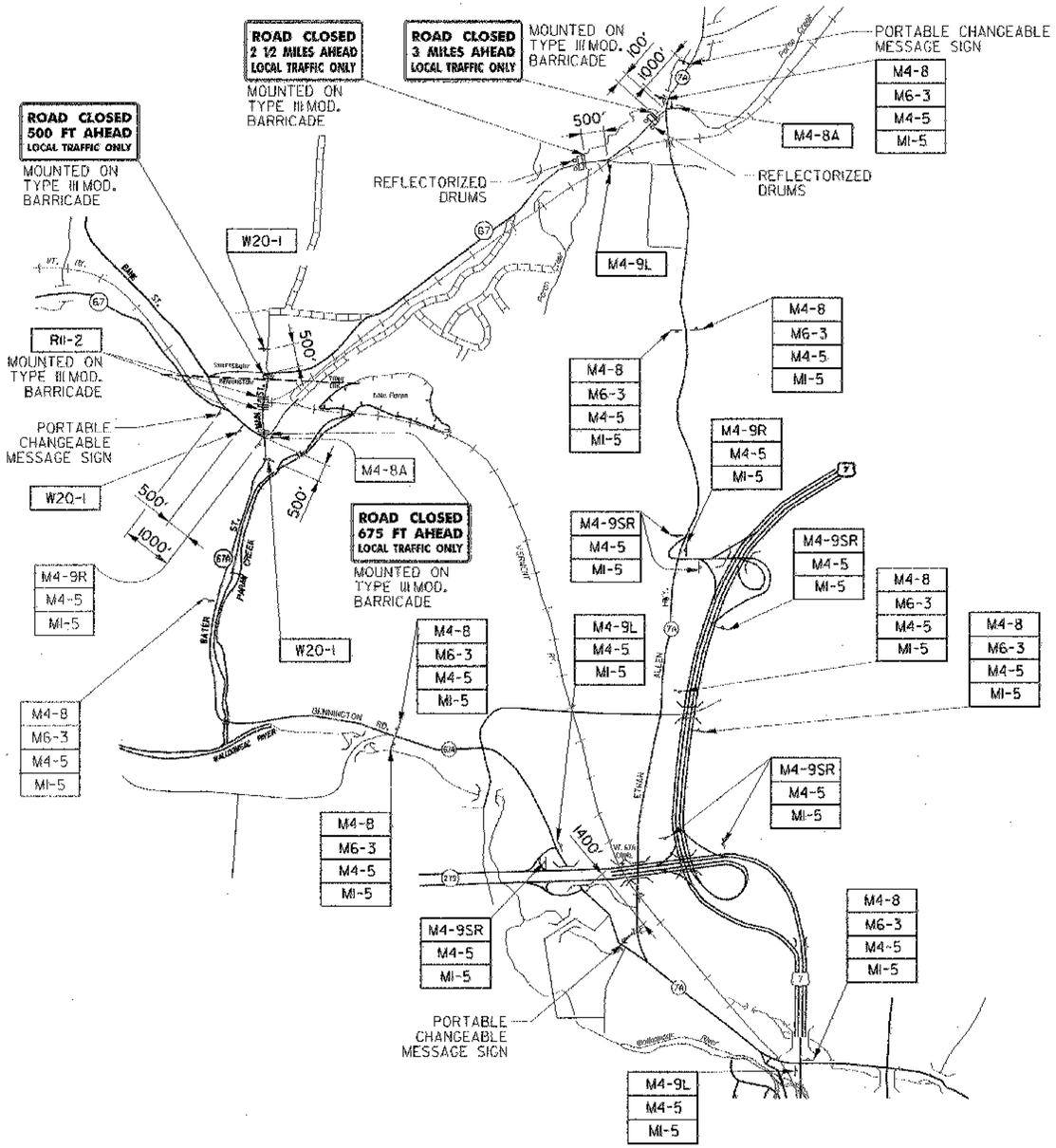
TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS: EA	SIGN DIMENSIONS: WIDTH (in)	SIGN DIMENSIONS: HEIGHT (in)	NEW & SALVAGED SIGNS: "A"	NEW & SALVAGED SIGNS: "B"	NEW & SALVAGED SIGNS: SALV SIGN	NEW & SALVAGED SIGNS: SALV T/S	EXIST POST: RETAIN	EXIST POST: SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 1.88	SQUARE STEEL (in) 2.0 lb/ft 2.16	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	SIGN DETAIL: STD. SHEET NUMBER
												OPTION ITEMS																							
		1	36	36	7.1						1			14																			W10-1 NORTH SIDE OF CROSSING		E-190
		1	36	36	7.1						1			~~14~~ 16																			W10-1 SOUTH SIDE OF CROSSING		E-190
		1	24	30			1																										SALVAGED SIGN - INSTALLED BELOW THE W10-1 SIGN ON SAME POST ON SOUTH SIDE OF CROSSING.		
												FT	FT	FT ~~28~~ 30	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
	TOTALS				SF 14.2	SF	EA.	SF				FT ~~28~~ 30			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: NORTH BENNINGTON
PROJECT NUMBER: STP 1200 (4) TH #1

FILE NAME: Z01G160SIGN.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 08-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 7 OF 21



MAIN STREET DETOUR PLAN
N.T.S.

CONSTRUCTION SIGNS
TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	UNIT AREA SQUARE FEET	AREA IN SQUARE FEET	REMARKS
MI-5	24	24	67	19	4	76	
M4-5	24	18	TO	19	3	57	
M4-8	24	12	DETOUR	9	2	18	
M4-8a	24	18	END DETOUR	2	3	6	
M4-9L	30	24	DETOUR ←	3	5	15	
M4-9R	30	24	DETOUR →	6	5	30	
M6-3	24	24	↑	4	8	32	
M4-9SR	30	24	DETOUR ↗	2	5	10	
RII-2	48	30	ROAD CLOSED	2	10	20	MOUNT ON TYPE III MOD. BARRICADE
RII-3A	60	30	ROAD CLOSED X FT AHEAD LOCAL TRAFFIC ONLY	4	12.5	50	MOUNT ON TYPE III MOD. BARRICADE
W20-1	48	48	SIDE ROAD WORK 500 FT	3	16	48	

TOTAL: 362 SF

PORTABLE CHANGEABLE MESSAGE SIGN NOTES:

PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE LOCATED AND OPERATING ON SITE ONE WEEK PRIOR TO CONSTRUCTION
THEY SHOULD BE FIELD LOCATED WITH AT LEAST 0.5 mi OF SIGHT DISTANCE

MESSAGE PRIOR TO CONSTRUCTION (2 PHASES, 3 SEC. PER PHASE)
FIRST PHASE
FIRST LINE: VT67 (EW or WB as appropiated)
SECOND LINE: CLOSED
THIRD LINE: AT RR

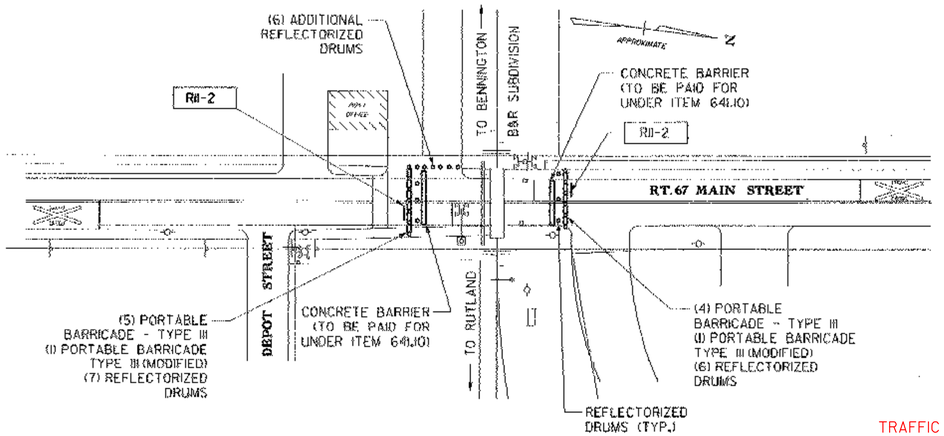
SECOND PHASE
FIRST LINE: DETOUR
SECOND LINE: FROM (DATES)
THIRD LINE: TO (DATES)

MESSAGE DURING CONSTRUCTION (2 PHASES, 3 SEC. PER PHASE)
FIRST PHASE
FIRST LINE: VT67 (EW or WB as appropiated)
SECOND LINE: CLOSED
THIRD LINE: AT RR

SECOND PHASE
FIRST LINE: USE
SECOND LINE: DETOUR
THIRD LINE: AHEAD

NOTES:

1. TEXT LETTER HEIGHT, VERTICAL SPACING, ARROWS, AND SIGN COLORS SHALL CONFORM TO LATEST REVISION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. MOUNTING POSTS SHALL BE SELECTED USING VTRANS STANDARD E-100.
3. DURING THE CLOSURE, ALL DESTINATION BOARDS AND ROUTE MARKERS THAT ARE IN CONTRADICTION TO THE VT67 DETOUR PLAN MUST BE COVERED.



MAIN STREET CLOSURE PLAN
NTS

TRAFFIC DETOUR MODIFIED PER
JOE KELLY- TRAFFIC AND SAFETY.

PROJECT NAME:	NORTH BENNINGTON
PROJECT NUMBER:	STP 2031(10); STP 1200(4)
FILE NAME: Z0IGI58DETOUR.DGN	PLOT DATE: 08-MAY 2006
PROJECT LEADER: D. BUA	DRAWN BY: LB
DESIGNED BY: ASL	CHECKED BY: BUA
	SHEET 8 OF 21

INDEX OF SHEETS

STANDARDS		DATE
C-1	CURBS, BITUMINOUS CONCRETE SIDEWALKS, ...	JAN. 03, 2000
C-2A	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE	OCT. 14, 2005
C-2B	PORTLAND CEMENT CONCRETE SIDEWALK DRIVE ...	OCT. 14, 2005
C-3A	SIDEWALK RAMPS	SEPT. 01, 2004
C-3B	SIDEWALK RAMPS AND MEDIAN ISLANDS	SEPT. 01, 2004
D-2	C.R.M. HEADWALLS, UNDERDRAIN, C.R.M. HEADWALLS &	JUN. 01, 1994
D-4	FLUSHING BASINS, END SECTION, ELBOWS, ...	JUN. 01, 1994
E-100	CONSTRUCTION APPROACH SIGNS	JAN. 02, 2004
E-100A	SIDE ROAD CONSTRUCTION - APPROACH SIGNS	JAN. 02, 2004
E-101	CONSTRUCTION SIGN DETAILS	MAY 30, 2003
E-102	CONSTRUCTION SIGN DETAILS	MAY 01, 2004
E-102A	CONSTRUCTION SIGN DETAILS	MAY 01, 2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	MAR. 01, 2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR ...	JUN. 30, 2003
E-107A	BREAKAWAY BARRICADE DETAILS	AUG. 08, 1995
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	AUG. 08, 1995
E-111	MINOR MAINTENANCE OPERATION	MAR. 11, 1997
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	AUG. 08, 1995
E-132	GENERAL MOTORIST SERVICE SIGN DETAILS	AUG. 18, 1995
E-146	REGULATORY SIGN DETAILS	SEPT. 20, 1995
E-152	WARNING SIGN DETAILS	MAY 01, 2004
E-153	WARNING SIGN DETAILS	MAY 01, 2004
E-160	FLANGED CHANNEL STEEL SIGN POST	MAY 20, 1999
E-175	POWER DROP STANCHIONS	NOV. 17, 1993
E-190	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS	JUN. 30, 2003

GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY

P7003307

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT
COUNTY OF BENNINGTON
TOWN OF MANCHESTER

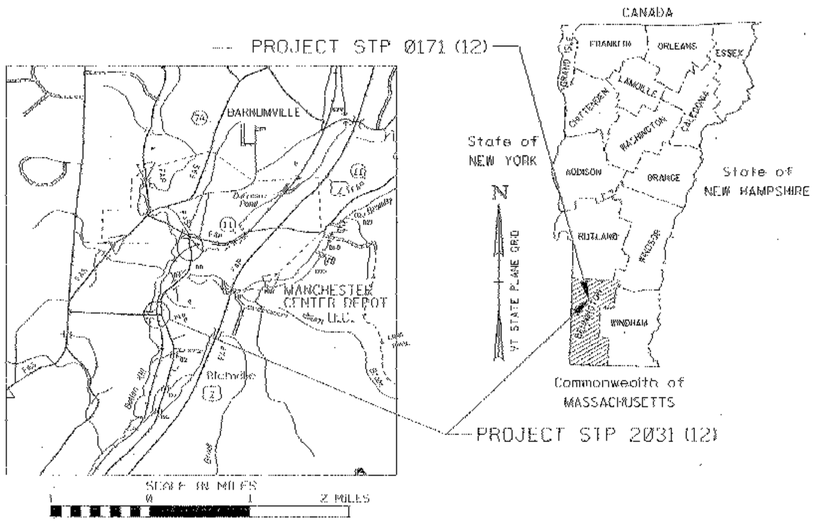
TH 4, CL. 2 (9-LOCAL ROAD)

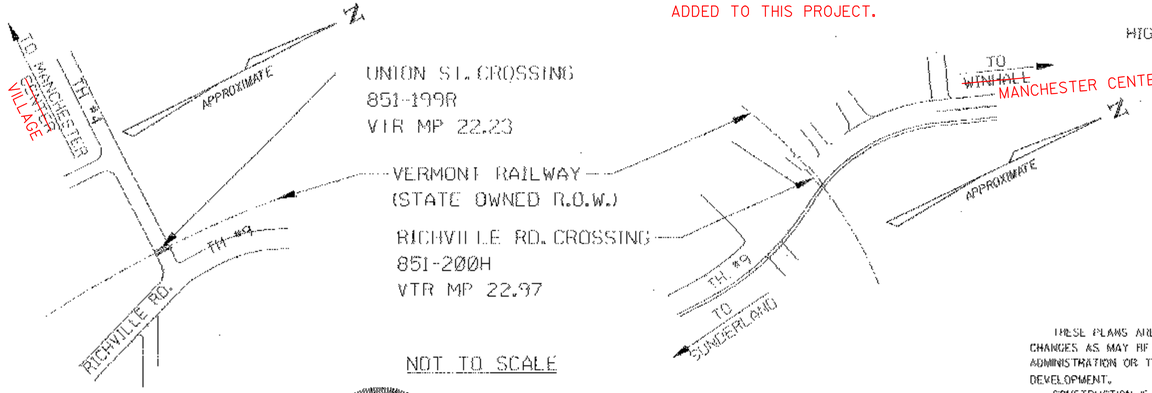
MANCHESTER; STP 2031 (12); PPMS 016164
VERMONT RAILWAY CROSSING 851-199R - UNION STREET
WORK TO BE PERFORMED UNDER THIS PROJECT WILL INCLUDE THE CONSTRUCTION OF A NEW RR CROSSING SIGNAL SYSTEM INCLUDING NEW ELECTRICAL SERVICE, SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE.

TH 9, CL. 2 (7-RURAL MAJOR COLLECTOR)

MANCHESTER; STP 0171 (12); PPMS 016166
VERMONT RAILWAY CROSSING 851-200H - RICHVILLE ROAD
WORK TO BE PERFORMED UNDER THIS PROJECT WILL INCLUDE THE RECONSTRUCTION RR CROSSING SURFACE AND SIGNAL SYSTEM INCLUDING UNDERDRAINS, BALLAST, TRACK, CROSSING SURFACE, SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE.

AS PER C.O./S.A. #2, WORK AT THE CROSSING AT VT RTE 11 & 30 WAS ADDED TO THIS PROJECT.





NOT TO SCALE

TRAFFIC DATA (UNION STREET) TH #4

RAILROAD: V=25MPH (PASSENGER OPERATING SPEED)
V=30MPH (FREIGHT OPERATING SPEED)
V=59MPH (PASSENGER DESIGN SPEED)
V=40MPH (FREIGHT DESIGN SPEED)
APRIL 2006

HIGHWAY: V=30MPH

ADT=580 (2000 ESTIMATED)

TRAFFIC DATA (RICHVILLE ROAD) TH #9

RAILROAD: V=25MPH (PASSENGER OPERATING SPEED)
V=30MPH (FREIGHT OPERATING SPEED)
V=59MPH (PASSENGER DESIGN SPEED)
V=40MPH (FREIGHT DESIGN SPEED)
APRIL 2006

HIGHWAY: V=30MPH

ADT=7500 (2000 INVENTORY)

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

TRANSYSTEMS CORPORATION
ONE CABOT ROAD, MEDFORD MA 02155 (781) 396 7775

STATE OF VERMONT JOHN R. REISTED No. 8545 REGISTERED PROFESSIONAL ENGINEER

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

PROJECT MANAGER: JENNIFER ROYER

PROJECT NAME : MANCHESTER

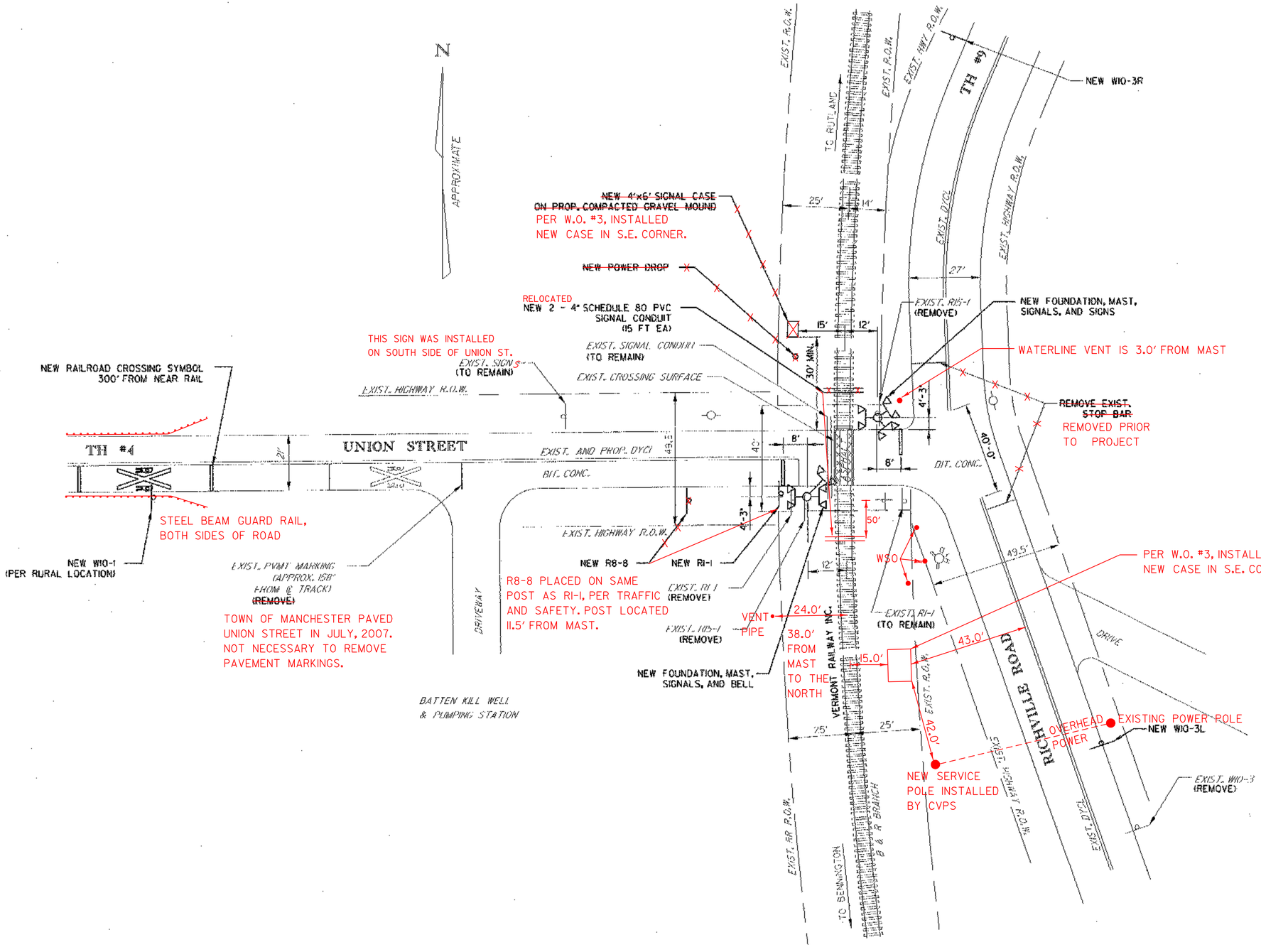
PROJECT NUMBER : STP 2031 (12) TH #4;
STP 0171 (12) TH #9

SHEET 9 OF 21 SHEETS

SUMMARY OF WORK:

1. REMOVE EXISTING RIS-1 SIGNS, AND WIO 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, RIS-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 WIO 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. WIO-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 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 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

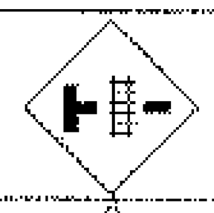
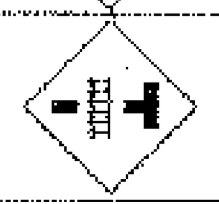
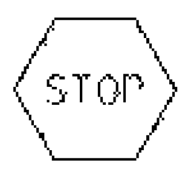
NTS

PROJECT NAME:	MANCHESTER
PROJECT NUMBER:	STP 2031(12) TH #4
FILE NAME: Z0G164BDR.DGN	PLOT DATE: 08-MAY-2006
PROJECT LEADER: D. BUA	DRAWN BY: LB
DESIGNED BY: ASL	CHECKED BY: BUA
	SHEET 10 OF 21

P7003007

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

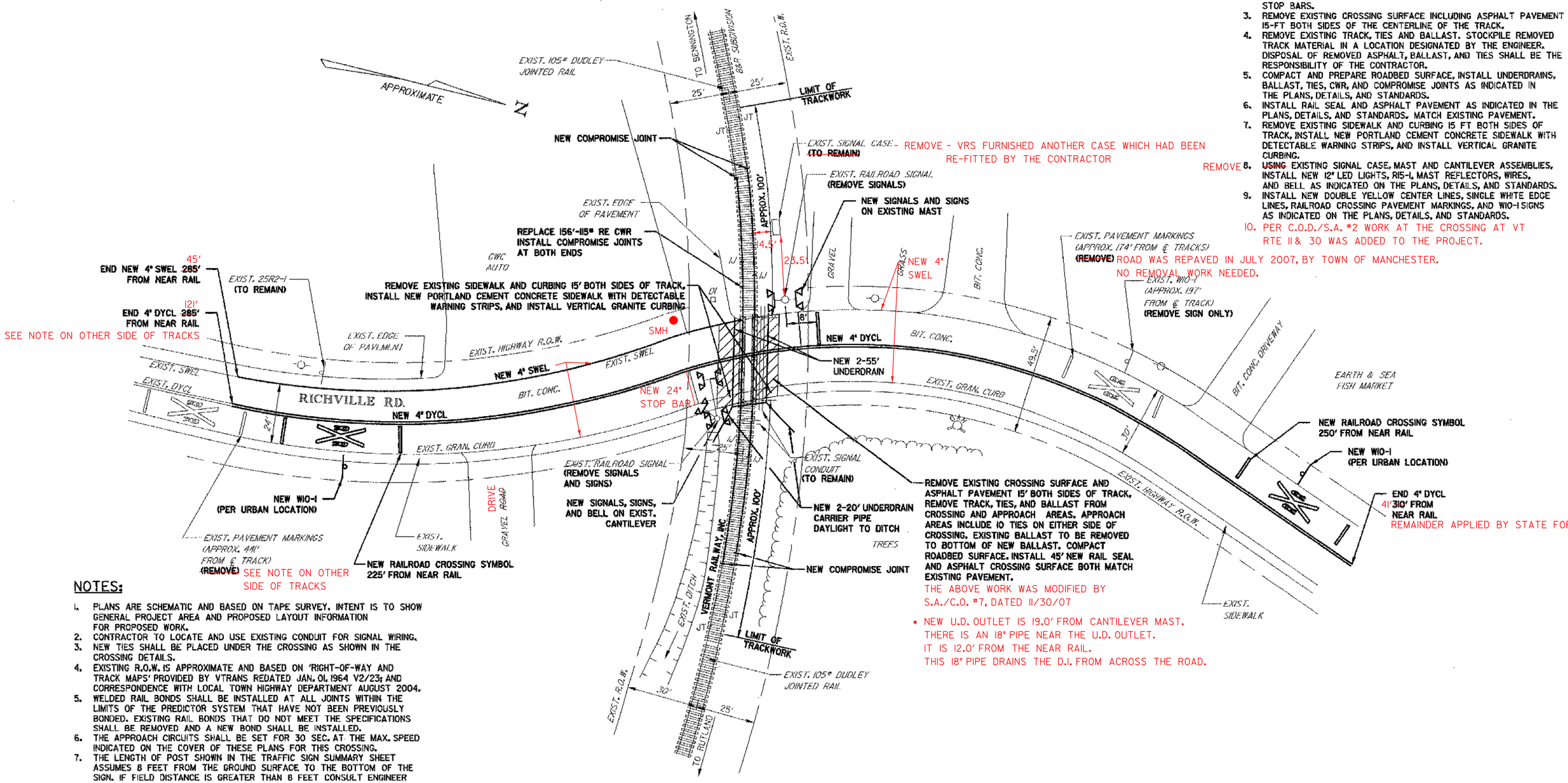
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	WIDTH (in)	HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NO. OF POSTS	FLANGED CHANNEL lb/ft 1.12	2.0	3.0	SQUARE STEEL (in) 1.75 (lb/ft 1.88)	2.0 (2.16)	2.5 (3.35)	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 (lb/ft 1.3)	4.0 (1.7)	4.0 MOD (1.7)	FOUNDATION	TUBULAR STEEL Ø (in) 3.0 (lb/ft 7.6)	3.5 (9.0)	4.0 (10.8)	5.0 (14.6)	W-SHAPE STEEL FTG. SIZE 24"	30"	WEIGHT	POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	STD. SHEET NUMBER
												OPTION ITEMS																							
		1	36	36	7.1						1			14																			W10-1		E-190
		1	36	36	9.0						~~2~~ 1			14																			W10-3R, MOUNT ON WESTERN HIGHWAY PRODUCTS 2 1/2" 12 GA. SLIP BASE OR APPROVED EQUAL	~~24~~ 19	
		1	36	36	9.0						~~2~~ 1			14																			W10-3L, MOUNT ON WESTERN HIGHWAY PRODUCTS 2 1/2" 12 GA. SLIP BASE OR APPROVED EQUAL	~~24~~ 19	
		1	24	30	5.0						1			~~14~~ 16																			R8-8 COMBINED AND ATTACHED TO POST BELOW R1-1 PER TRAFFIC OPS.		E-146
		1	~~30~~ 36	~~30~~ 36	~~6.25~~ 7.1						~~1~~ X			~~14~~ X X																			R1-1 SEE NOTE ABOVE		E-143

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

	"A"	"B"	SALV SIGN	SALV TIS	EXIST POST	FLANGED CHANNEL 1.12	2.0	3.0	SQUARE STEEL 1.75	2.0	2.5	ANCHOR	SLEEVE	TUB. ALUM. 3.0	4.0	4.0 MOD	FOUNDATION	TUB. STEEL 3.0	3.5	4.0	5.0	FTG 24"	30"	WEIGHT
Units						FT	FT	FT ~~98~~ 58	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB			
TOTALS	SF ~~38.45~~ 37.2	SF	EA.	SF		FT ~~98~~ 58			FT					LB			EA.	LB				EA.	EA.	LB

PROJECT NAME: MANCHESTER
PROJECT NUMBER: STP 2031(12) - TH #4

FILE NAME: Z01G164SIGN.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 08-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 11 OF 21



SUMMARY OF WORK:

1. REMOVE EXISTING SIGNAL LIGHTS, R15-1, AND W10-1 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~~ REMOVE EXISTING SIGNAL CASE, MAST AND CANTILEVER ASSEMBLIES, INSTALL NEW 12" LED LIGHTS, R15-1, 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 W10-1 SIGNS AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
10. PER C.O.D./S.A. #2 WORK AT THE CROSSING AT VT RTE 11 & 30 WAS ADDED TO THE PROJECT.

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 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.

PLAN - RICHVILLE ROAD
AARDOT # 851-200H

NTS

PROJECT NAME:	MANCHESTER		
PROJECT NUMBER:	STP 0171(12) TH #9		
FILE NAME:	Z01G166BDR.DGN	PLOT DATE:	08-MAY-2006
PROJECT LEADER:	D. BUA	DRAWN BY:	LB
DESIGNED BY:	ASL	CHECKED BY:	BUA
		SHEET	12 OF 21

P701035008

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

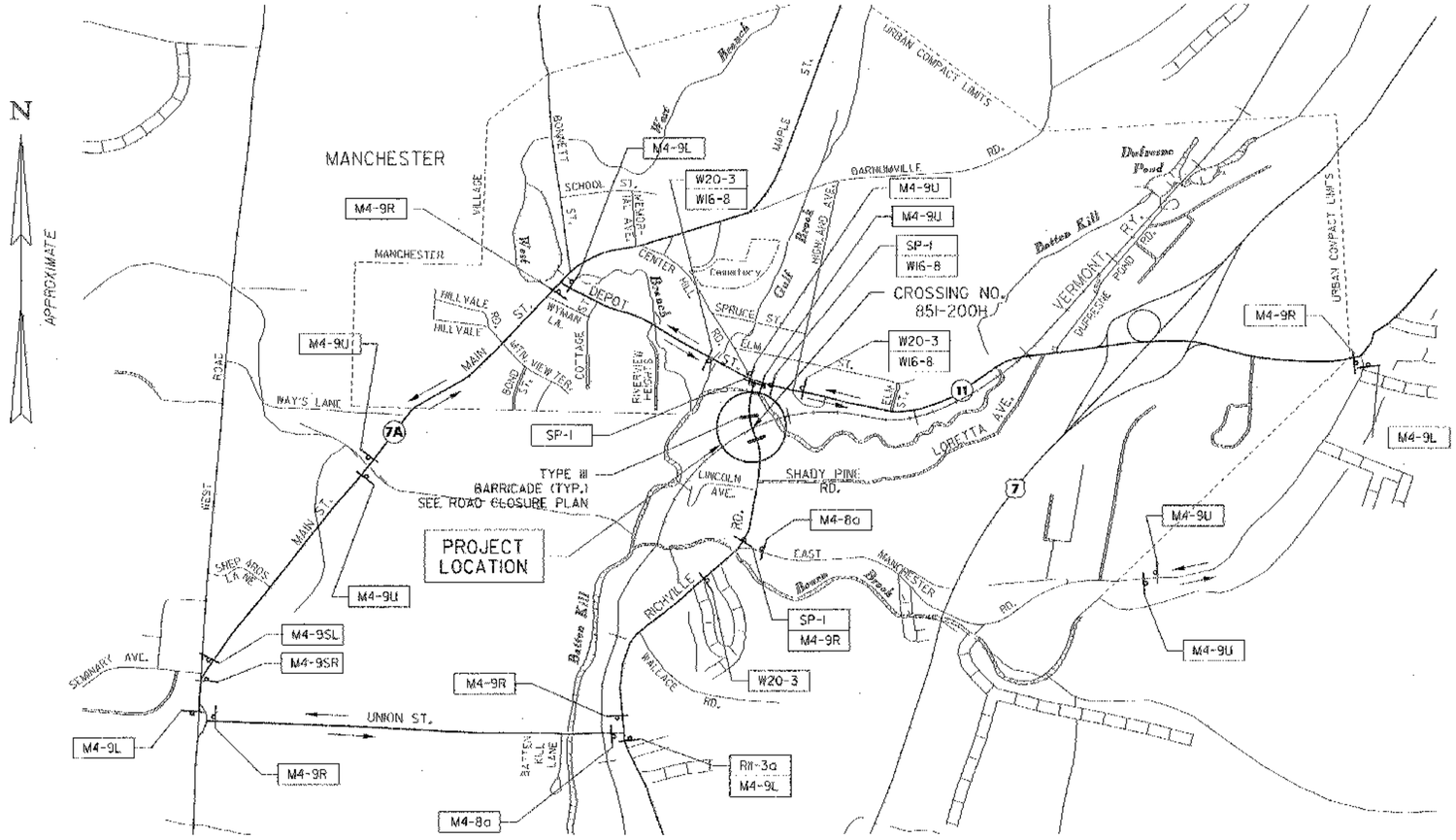
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NO. OF POSTS	NEW SIGN POSTS: FLANGED CHANNEL lb/ft 1.12	FLANGED CHANNEL lb/ft 2.0	FLANGED CHANNEL lb/ft 3.0	SQUARE STEEL (in) 1.75 lb/ft 1.88	SQUARE STEEL (in) 2.0 lb/ft 2.16	SQUARE STEEL (in) 2.5 lb/ft 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (in) 3.0 lb/ft 1.3	TUBULAR ALUMINUM Ø (in) 4.0 lb/ft 1.7	TUBULAR ALUMINUM Ø (in) 4.0 MOD lb/ft 1.7	FOUND-ATION	TUBULAR STEEL Ø (in) 3.0 lb/ft 7.6	TUBULAR STEEL Ø (in) 3.5 lb/ft 9.0	TUBULAR STEEL Ø (in) 4.0 lb/ft 10.8	TUBULAR STEEL Ø (in) 5.0 lb/ft 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	SIGN DETAIL: STD. SHEET NUMBER
												OPTION ITEMS																							
		1	36	36	7.1						1			14																			W10-1		E-190
		1	36	36	7.1						1			14																			W10-1		E-190
												FT	FT	FT 28	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB								
TOTALS					SF 14.2	SF	EA.	SF				FT 28			FT					LB			EA.	LB				EA.	EA.	LB					

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: MANCHESTER
PROJECT NUMBER: STP 0171(12) TH #9

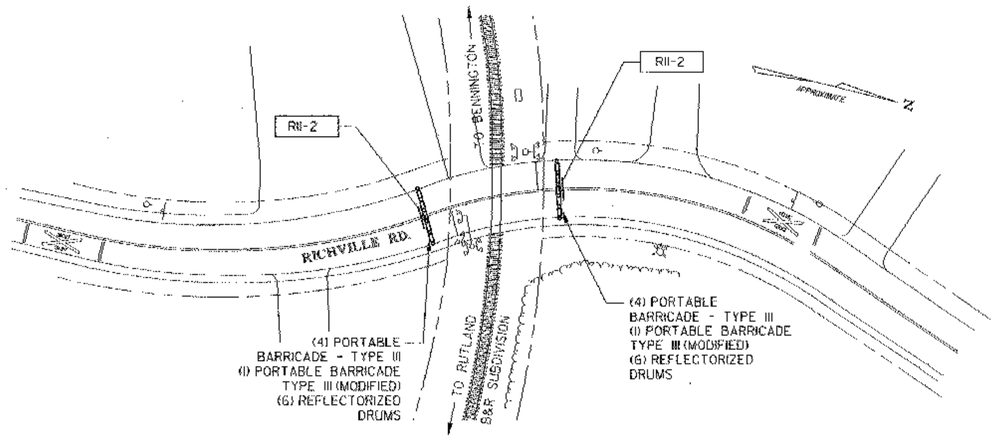
FILE NAME: Z01G166SIGN.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL

PLOT DATE: 08-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 13 OF 21



RICHVILLE ROAD DETOUR PLAN

SCALE 0.5 0 0.5 1 MILE



RICHVILLE ROAD CLOSURE PLAN

NTS

CONSTRUCTION SIGNS
TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	UNIT AREA SQUARE FEET	AREA IN SQUARE FEET	REMARKS
M4-8a	24	18	END DETOUR	2	3	6	
M4-9L	30	24	DETOUR ←	4	5	20	
M4-9R	30	24	DETOUR →	5	5	25	
M4-9SL	30	24	DETOUR ↖	1	5	5	
M4-9SR	30	24	DETOUR ↗	1	5	5	
M4-9U	30	24	DETOUR ↑	6	5	30	
R11-2	48	30	ROAD CLOSED	2	10	20	MOUNT ON TYPE III (MODIFIED) BARRICADE
R11-3a	60	30	ROAD CLOSED 1 MILE AHEAD LOCAL TRAFFIC ONLY	1	12.5	12.5	
W20-3	48	48	ROAD CLOSED 500 FT	3	16	48	
W16-8	36	12	RICHVILLE RD	3	3	9	
SP-1	60	30	ROAD CLOSED AT RAILROAD XING	3	12.5	37.5	

TOTAL: 218 SF

NOTES:
1. TEXT LETTER HEIGHT, VERTICAL SPACING, ARROWS, AND SIGN COLORS SHALL CONFORM TO LATEST REVISION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
2. MOUNTING POSTS SHALL BE SELECTED USING VTRANS STANDARD E-100.

TRAFFIC DETOUR MODIFIED PER
JOE KELLY, VAOT TRAFFIC AND SAFETY.

PROJECT NAME: MANCHESTER
PROJECT NUMBER: STP 0171(12) TH #9

FILE NAME: Z0IGSGDETOUR.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 08-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 14 OF 21

FY3 030108

INDEX OF SHEETS

	STANDARDS	DATE
E-100	CONSTRUCTION APPROACH SIGNS	JAN. 02, 2004
E-101	CONSTRUCTION SIGN DETAILS	MAY 30, 2003
E-102	CONSTRUCTION SIGN DETAILS	JUN. 30, 2003
E-102A	CONSTRUCTION SIGN DETAILS	MAY 01, 2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	MAR. 01, 2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR U-TURNS ON HIGHWAY	JUN. 30, 2003
E-107A	BREAKAWAY BARRICADE DETAILS	AUG. 08, 1995
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	AUG. 08, 1995
E-111	MINOR MAINTENANCE OPERATION	MAR. 11, 1997
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	AUG. 08, 1995
E-132	GENERAL MOTORIST SERVICE SIGN DETAILS	AUG. 18, 1995
E-152	WARNING SIGNS DETAILS	MAY 01, 2004
E-160	FLANGED CHANNEL STEEL SIGN POST	MAY 20, 1999
E-175	POWER DROP STANCHIONS	NOV. 17, 1993
E-190	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS	JUN. 30, 2003

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PROPOSED IMPROVEMENT

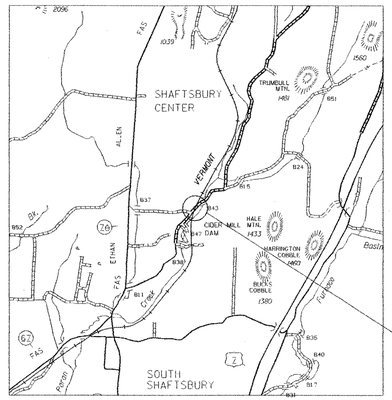
COUNTY OF BENNINGTON
TOWN OF SHAFTSBURY

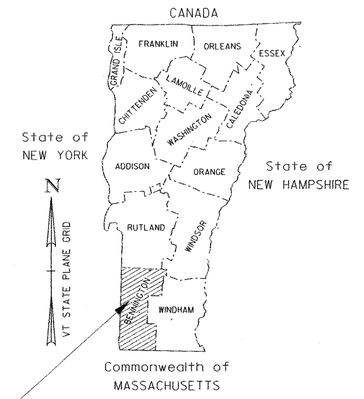
TH 7, CL. 2 (9-LOCAL ROAD)

SHAFTSBURY; STP 2031 (11); PPMS 01G162

VERMONT RAILWAY CROSSING 851-173N - AIRPORT ROAD

WORK TO BE PERFORMED UNDER THIS PROJECT WILL INCLUDE THE CONSTRUCTION OF A NEW RR CROSSING SIGNAL SYSTEM INCLUDING NEW ELECTRICAL SERVICE, SIGNALS, PAVEMENT MARKINGS, AND SIGNAGE.





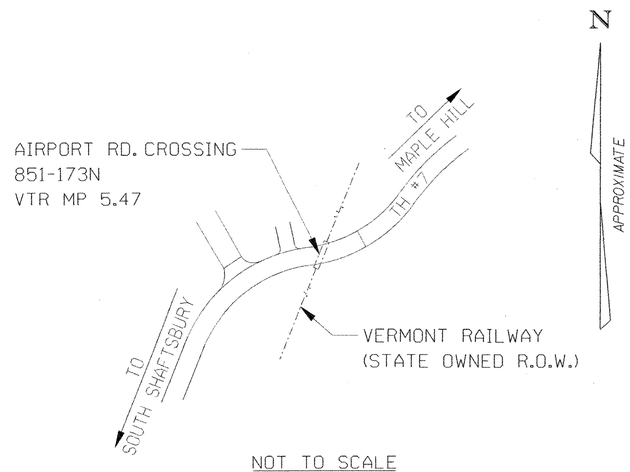
TRAFFIC DATA

RAILROAD: V=25MPH (PASSENGER OPERATING SPEED)
V=30MPH (FREIGHT OPERATING SPEED)
V=59MPH (PASSENGER DESIGN SPEED)
V=40MPH (FREIGHT DESIGN SPEED)
APRIL 2006

HIGHWAY: V=35MPH
ADT=350 (1999 ESTIMATED)

GENERAL NOTES

1. ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY



NOT TO SCALE

P70\03009

CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : N/A
SURVEYED DATE : N/A

DATUM
VERTICAL N/A
HORIZONTAL N/A

TRANSYSTEMS CORPORATION
ONE CABOT ROAD, MEDFORD MA 02155 (781) 396-7775

STATE OF VERMONT JOHN H. READY JR. NO. 5648 REGISTERED PROFESSIONAL ENGINEER

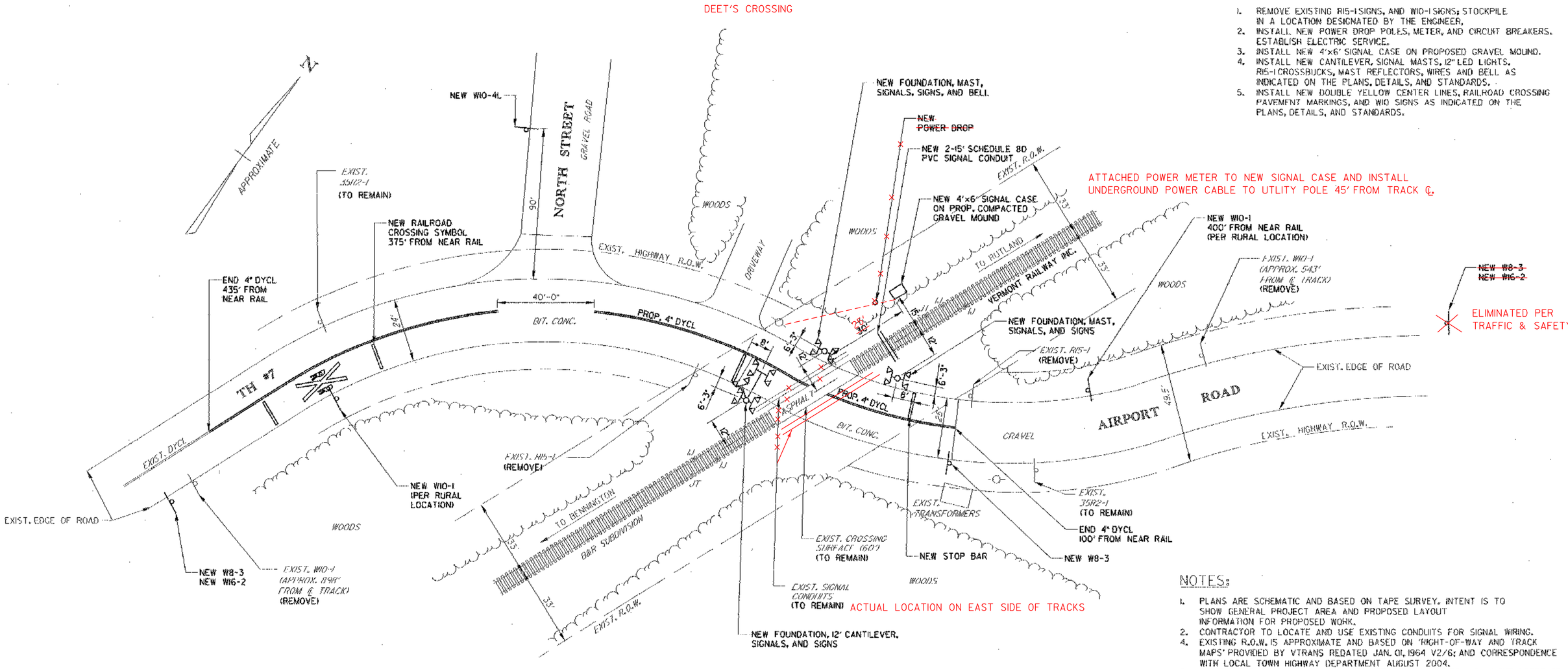
THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JANUARY 4, 2001 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

PROJECT MANAGER : JENNIFER ROYER

PROJECT NAME : SHAFTSBURY
PROJECT NUMBER : STP 2031(11) TH #7

SHEET 15 OF 21 SHEETS



SUMMARY OF WORK:

1. REMOVE EXISTING R15-1 SIGNS, AND W10-1 SIGNS; STOCKPILE IN A LOCATION DESIGNATED BY THE ENGINEER.
2. INSTALL NEW POWER DROP POLES, METER, AND CIRCUIT BREAKERS. ESTABLISH ELECTRIC SERVICE.
3. INSTALL NEW 4'x6' SIGNAL CASE ON PROPOSED GRAVEL MOUND.
4. INSTALL NEW CANTILEVER, SIGNAL MASTS, 12" LED LIGHTS, R15-1 CROSSBUCKS, MAST REFLECTORS, WIRES AND BELL AS INDICATED ON THE PLANS, DETAILS, AND STANDARDS.
5. INSTALL NEW DOUBLE YELLOW CENTER LINES, RAILROAD CROSSING PAVEMENT MARKINGS, AND W10 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 SIGNAL WIRING.
4. EXISTING R.O.W. IS APPROXIMATE AND BASED ON 'RIGHT-OF-WAY AND TRACK MAPS' PROVIDED BY VTRANS REDATED JAN. 01, 1964 V2/6; 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.

PLAN - AIRPORT ROAD
AARDOT # 851-173N

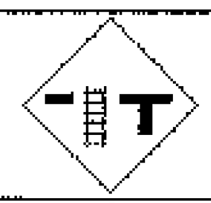
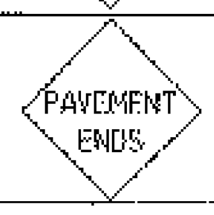
NTS

PROJECT NAME:	SHAFTSBURY
PROJECT NUMBER:	STP 2031(11) TH #7
FILE NAME: Z01G162BDR.DGN	PLOT DATE: 08-MAY-2006
PROJECT LEADER: D. BUA	DRAWN BY: LB
DESIGNED BY: ASL	CHECKED BY: BUA
	SHEET 16 OF 21

P701033109

STATE OF VERMONT
AGENCY OF TRANSPORTATION

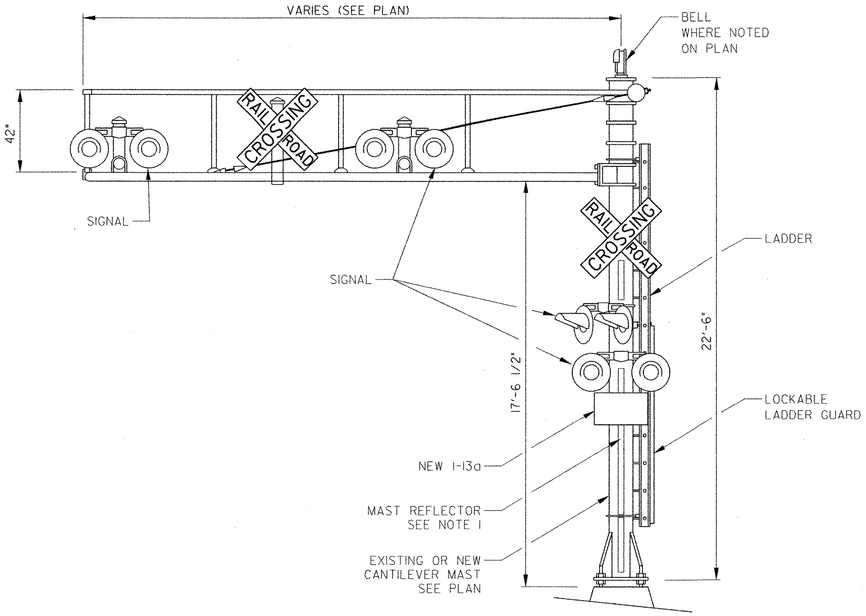
TRAFFIC SIGN SUMMARY SHEET

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS EA	SIGN DIMENSIONS WIDTH (in)	SIGN DIMENSIONS HEIGHT (in)	NEW & SALVAGED SIGNS "A"	"B"	SALV SIGN	SALV TIS	EXIST POST RETAIN	EXIST POST SALVAGE	NO. OF POSTS	FLANGED CHANNEL 1.12 lb/ft	FLANGED CHANNEL 2.0 lb/ft	FLANGED CHANNEL 3.0 lb/ft	SQUARE STEEL 1.75 (in) 1.88 lb/ft	SQUARE STEEL 2.0 (in) 2.16 lb/ft	SQUARE STEEL 2.5 (in) 3.35 lb/ft	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø 3.0 (in) 1.3 lb/ft	TUBULAR ALUMINUM Ø 4.0 (in) 1.7 lb/ft	TUBULAR ALUMINUM Ø 4.0 MOD 1.7 lb/ft	FOUNDATION	TUBULAR STEEL Ø 3.0 (in) 7.6 lb/ft	TUBULAR STEEL Ø 3.5 (in) 9.0 lb/ft	TUBULAR STEEL Ø 4.0 (in) 10.8 lb/ft	TUBULAR STEEL Ø 5.0 (in) 14.6 lb/ft	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	SIGN FRAME REQUIRED	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	SIGN DETAIL: STD. SHEET NUMBER
												OPTION ITEMS																							
		1	36	36	7.1						1			14																			W10-1		E-190
		1	36	36	7.1						1			14																			W10-1		E-190
		1	30	30	6.25						~~2~~ 1			~~16~~ 14																			W10-4L	19	
		2	30	30	12.50						~~2~~ 1			~~16~~ 14																			W8-3 (ONE ON EACH APPROACH)		
	600 FEET	~~2~~ 1	24	18	6.0																												W16-2 (INSTALL UNDER W8-3)		

	"A"	"B"	SALV SIGN	SALV TIS	EXIST POST	FLANGED CHANNEL 1.12	2.0	3.0	SQUARE STEEL 1.75	2.0	2.5	ANCHOR	SLEEVE	TUBULAR ALUMINUM 3.0	4.0	4.0 MOD	FOUNDATION	TUBULAR STEEL 3.0	3.5	4.0	5.0	FTG. 24"	FTG. 30"	WEIGHT
						FT	FT	FT ~~92~~ 72	FT	FT	FT		EA	LB	LB	LB		LB	LB	LB	LB			
TOTALS	SF 38.95	SF	EA.	SF		FT ~~92~~ 72			FT					LB			EA.	LB				EA.	EA.	LB

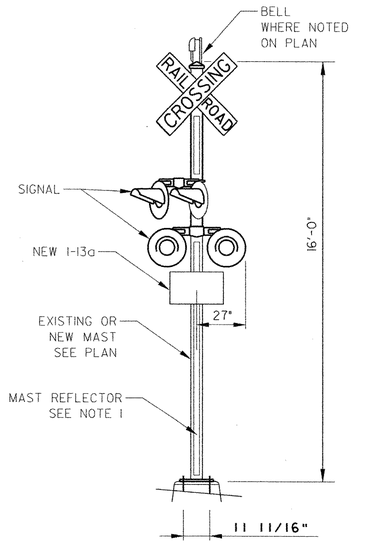
FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: SHAFTSBURY
PROJECT NUMBER: STP 2031(11) TH #7
FILE NAME: Z010162SIGN.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 08-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 17 OF 21



TYPICAL RAILROAD CANTILEVER SIGNAL DETAIL

NTS

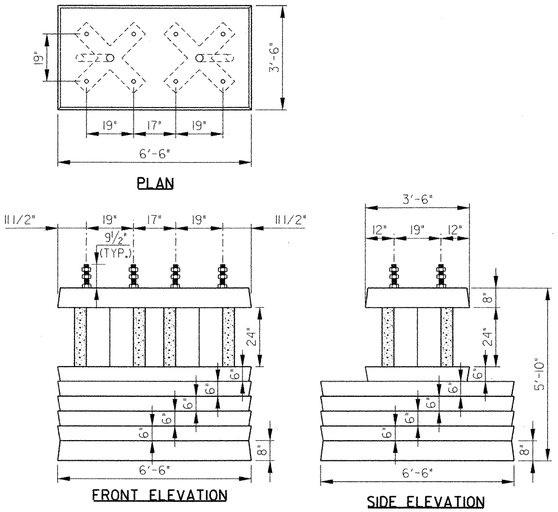


TYPICAL RAILROAD SIGNAL DETAIL

NTS

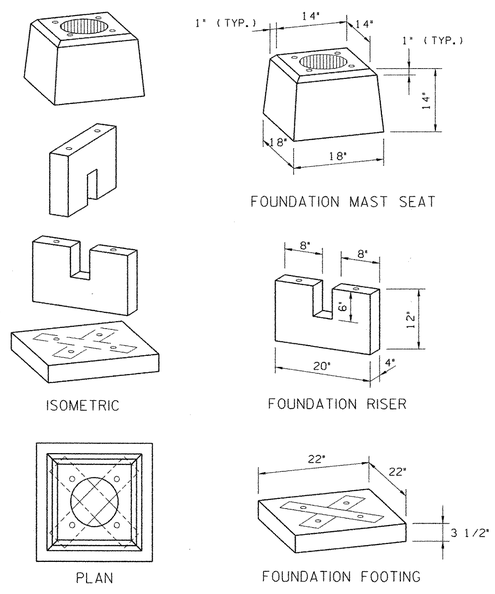
NOTES:

1. A STRIP OF ASTM TYPE III OR TYPE V RETROREFLECTIVE WHITE MATERIAL NOT LESS THAN 2 INCHES IN WIDTH, SHALL BE USED ON EACH SUPPORT AT HIGHWAY-RAIL GRADE CROSSING FOR THE FULL LENGTH OF THE FRONT AND BACK OF THE SUPPORT FROM THE CROSSBUCK SIGN OR NUMBER OF TRACKS SIGN TO NEAR GROUND LEVEL.
2. PLACE A MINIMUM OF (3) I-13a SIGNS AT EACH CROSSING. ONE ON EACH SIDE OF THE CROSSING ON SIGNAL MASTS AND ONE ON THE SIGNAL CASE OR HOUSE.
3. FLASHING LIGHT SIGNAL EQUIPMENT SHALL BE 12" LED FLASHING LIGHT UNITS.



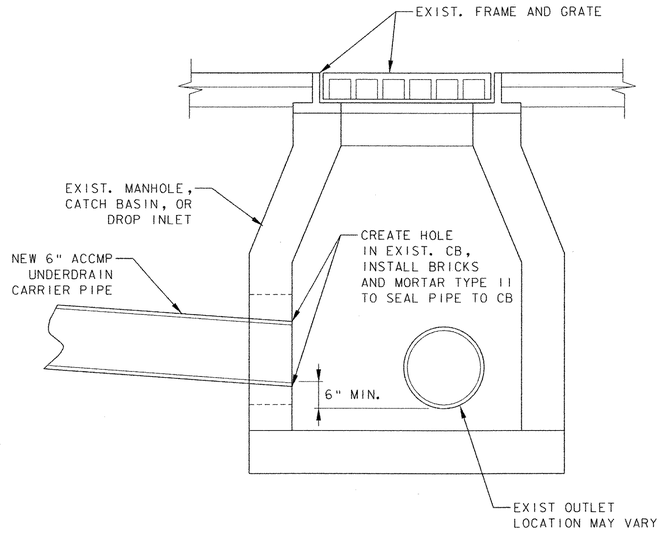
TYPICAL DOUBLE MAST FOUNDATION DETAIL

NTS



TYPICAL FOUNDATION DETAIL

NTS



UNDERDRAIN CONNECTION DETAIL

NTS

PROJECT NAME:	STATEWIDE RAILROAD X-ING - SOUTHERN
PROJECT NUMBER:	STP 203I(10) TH#3; STP 1200(4) TH#1 STP 203I(12) TH#4; STP 0170(12) TH#9 STP 203I(11) TH#7
FILE NAME:	Z01G158RRDETAILS.dgn
PROJECT LEADER:	D. BUA
DESIGNED BY:	ASL
PLOT DATE:	08-MAY-2006
DRAWN BY:	TSC
CHECKED BY:	BUA
SHEET	18 OF 21

P701030064

PERMANENT NUMBER SIGN

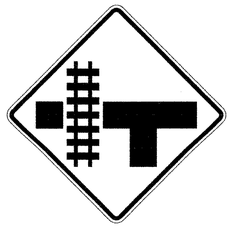
NTS

PERMANENT NUMBER SIGN NOTES:

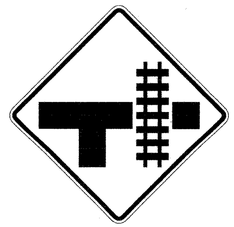
1. PERMANENT NUMBER SIGN PLATES SHALL BE MADE UP OF 0.032 GAGE ALUMINUM WITH RAISED NUMBERS AND LETTERS. SEE SPECIFICATIONS.
2. SEE AARDOT TABLE FOR CROSSING NUMBERS.

AARDOT TABLE

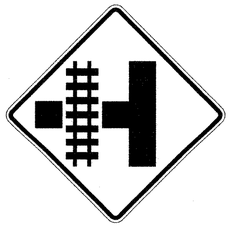
BANK STREET	-	851-164P
MAIN STREET	-	851-165W
UNION STREET	-	851-199R
RICHVILLE ROAD	-	851-200H
AIRPORT ROAD	-	851-173N



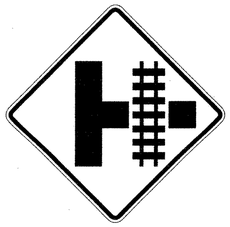
W10-4L SIGN



W10-4R SIGN



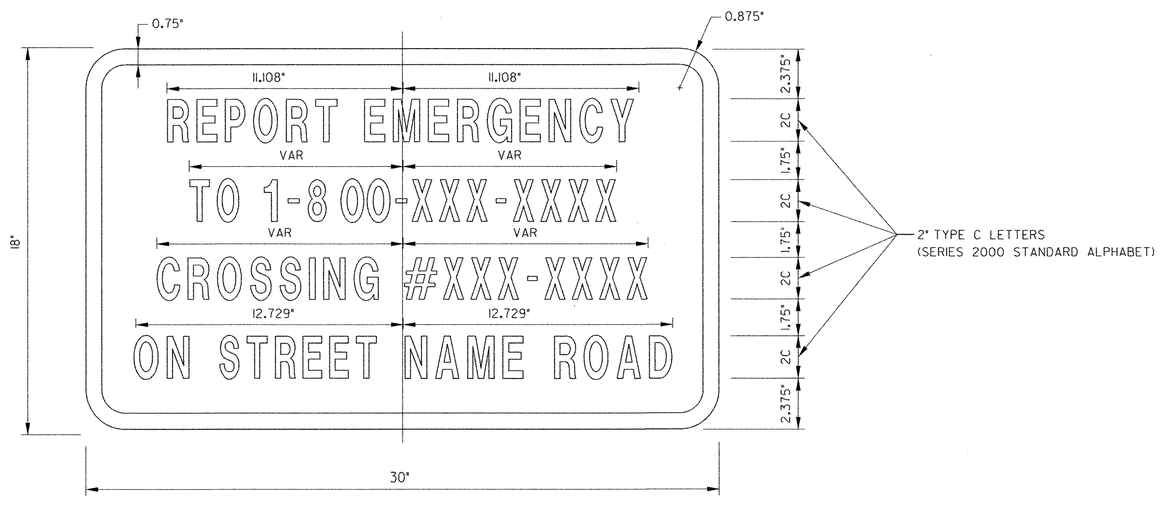
W10-3L SIGN



W10-3R SIGN

WARNING SIGN NOTES:

1. THE COLORS, MATERIALS, LETTERING, DESIGN, AND SPECIFICATIONSHALL CONFORM TO THE NOTES SHOWN ON VERMONT STANDARD E-152.



I-13a SIGN

COLORS: LEGEND WHITE (RETROREFLECTIVE)
BACKGROUND BLUE (RETROREFLECTIVE)

GENERAL MOTORIST SERVICE SIGN NOTES:

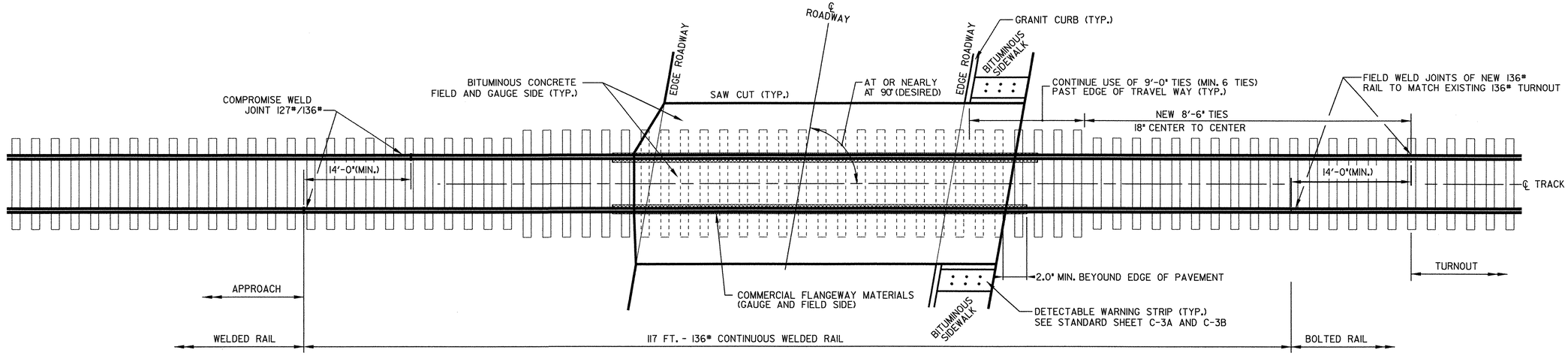
1. THE COLORS, MATERIALS, LETTERING, DESIGN, AND SPECIFICATION SHALL CONFORM TO THE NOTES SHOWN ON VERMONT STANDARD E-132.
2. THE EMERGENCY CONTACT TELEPHONE NUMBER IS 1-888-265-2735
3. PLACE A MINIMUM OF (3) I-13a SIGNS AT EACH CROSSING. ONE ON EACH SIDE OF THE CROSSING ON SIGNAL MASTS AND ONE ON THE SIGNAL CASE OR HOUSE.
4. SEE AARDOT TABLE FOR CROSSING NUMBERS AND STREET NAMES.

PROJECT NAME: STATEWIDE RAILROAD X-ING - SOUTHERN

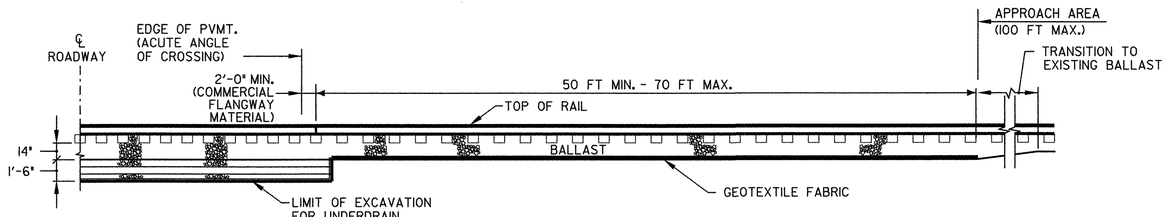
PROJECT NUMBER: STP 2031(10) TH#3; STP 1200(4) TH#1
STP 2031(12) TH#4; STP 0170(12) TH#9
STP 2031(11) TH#7

FILE NAME: Z01G158RRDETAILS.dgn
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 08-MAY-2006
DRAWN BY: TSC
CHECKED BY: BUA
SHEET 19 OF 21

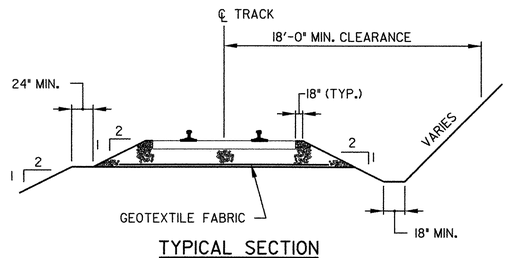
P701030064



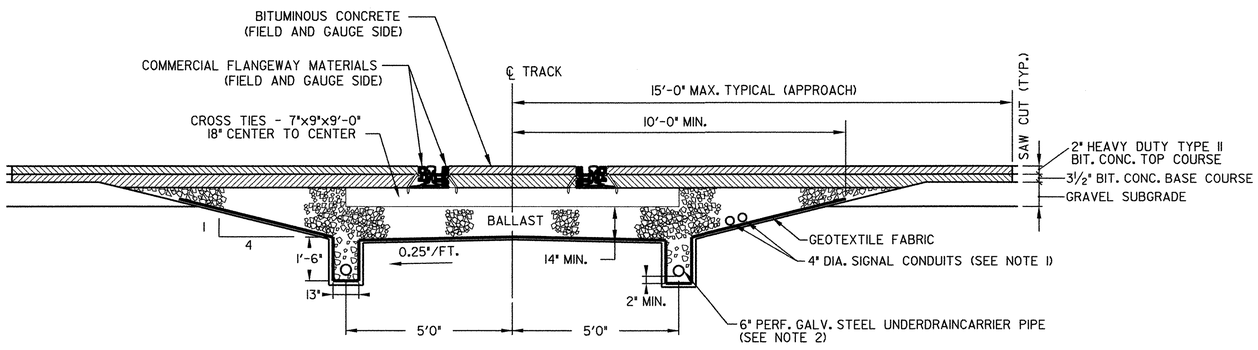
TYPICAL PLAN VIEW
MAIN STREET CROSSING



TYPICAL LONGITUDINAL SECTION
MAIN STREET CROSSING



TYPICAL SECTION
MAIN STREET



TYPICAL TRANSVERSE SECTION
MAIN STREET CROSSING

GENERAL NOTES

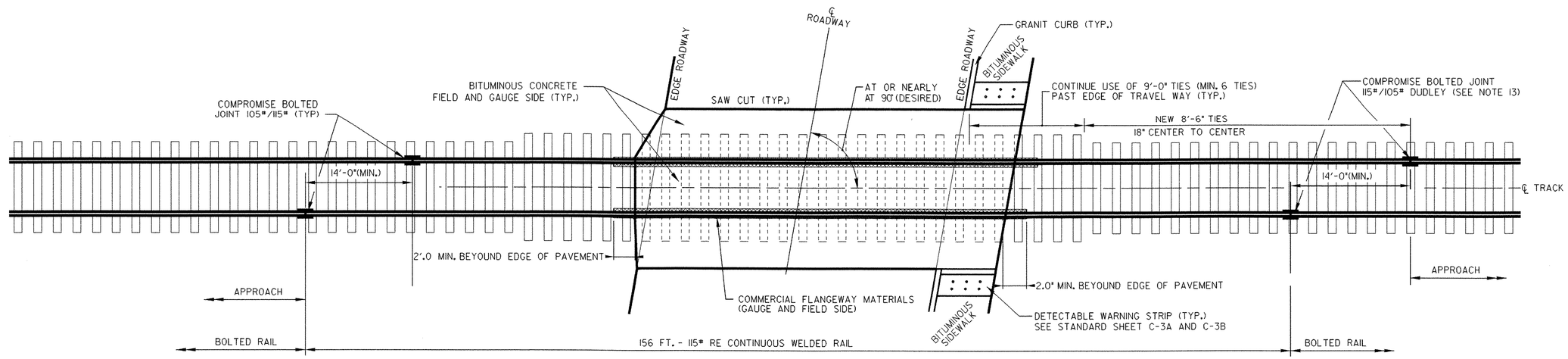
1. ON RICHVILLE ROAD THE EXISTING SIGNAL CONDUIT IS TO REMAIN AND THE CONTRACTOR SHALL BE CAREFUL DURING HIS EXCAVATION. IF THE CONTRACTOR DAMAGES THE SIGNAL CONDUIT HE SHALL REPLACE IT AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR TO VERIFY LOCATION OF SIGNAL CONDUIT.
2. NEW UNDERDRAIN CARRIER PIPE SHALL CONNECT TO EXISTING CATCH BASIN. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE.
3. ALL RAIL JOINTS WITHIN THE CROSSING AREA AND 50'-0" BEYOND WILL BE CROPPED AND WELDED IN ACCORDANCE WITH THE LATEST REVISION OF A.R.E.M.A. SPECIFICATIONS AT AN OFF-SITE ELECTRIC WELDING PLANT. WELDING CAN BE DONE IN FIELD UTILIZING THERMITE WELDING WITH ADVANCE APPROVAL FROM THE AGENCY. WELDED JOINTS SHALL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
4. TIE SPACING UNDER CWR AREA SHALL BE 18 INCHES ON CENTER OR AS REQUIRED IN CROSSING PANEL AREA BY MANUFACTURER.
5. NEW 7"x9"x9'-0" AND 7"x9"x8'-6" TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN APPROACH AREAS SHALL BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER.
6. TIE PLATES SHALL BE NEW 14 INCH PLATES, MANUFACTURED FOR THE RAIL SIZE USED. PLATES SHALL BE INSPECTED AND APPROVED BY THE RAILROAD AND THE ENGINEER. RAIL FASTENERS SHALL BE CUT TRACK SPIKES.
7. BALLAST SHALL EXTEND 18" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
8. TYPE AND DESIGN OF COMMERCIAL FLANGEWAY MATERIALS SHALL RECEIVE APPROVAL FROM THE ENGINEER.
9. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF COMMERCIAL FLANGEWAY MATERIALS.
10. INSTALLATION OF INSULATED JOINTS: THE MAXIMUM STAGGER BETWEEN RAIL JOINTS SHALL BE 4'-6", MINIMUM SHALL BE 3'-6".
11. APPROACH ASPHALT ROADWAY PAVING SHALL FOLLOW LATEST EDITION OF THE AGENCY'S STANDARD SPECIFICATION FOR CONSTRUCTION AND SHALL BE INSTALLED WITH PAVING MACHINE WITH MINIMUM 3" LIFTS (UNLESS OTHERWISE DIRECTED BY THE ENGINEER) AND SHALL BE LAID PARALLEL TO CROSSING TO MINIMIZE APPROACH SETTLEMENT.
12. EXISTING TRACK IS CONTINUOUS WELDED RAIL, JOINT SHALL BE FIELD WELDED OR BOLTED AS SHOWN ON THE PLANS. TRANSITION RAIL SHALL BE NEW AND MATCH RAIL SECTION THROUGH CROSSING, IF REQUIRED.
13. CONTRACTOR SHALL ADD BALLAST, LINE, TAMP, AND SURFACE TRACK IN APPROACH AREAS TO OBTAIN A SMOOTH TRANSITION BETWEEN EXISTING AND PROPOSED TRACK TO THE SATISFACTION OF THE ENGINEER AND RAILROAD. THIS WORK IS INCIDENTAL TO THE RAIL- HIGHWAY CROSSING ITEM.
14. JOINTS SHOULD BE A MINIMUM OF 50'0" AND A MANXIMUM OF 70'0" FROM EDGE OF TRAVELED WAY.

NOT TO SCALE

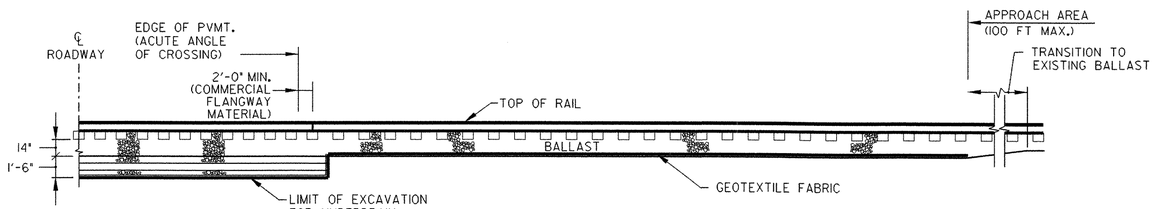
PROJECT NAME: NORTH BENNINGTON
PROJECT NUMBER: STP 2031(10) TH#3; STP 1200(4) TH#1

FILE NAME: Z01G158RRDETAILS2.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 08-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 20 OF 21

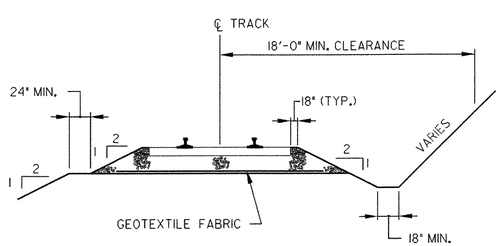
P701030064



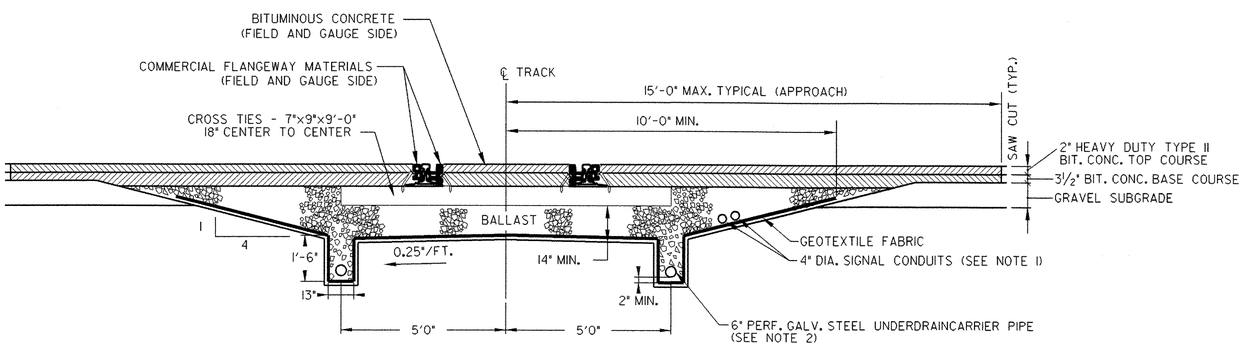
TYPICAL PLAN VIEW
RICHVILLE ROAD CROSSING



TYPICAL LONGITUDINAL SECTION
RICHVILLE ROAD CROSSING



TYPICAL SECTION
RICHVILLE ROAD CROSSING



TYPICAL TRANSVERSE SECTION
RICHVILLE ROAD CROSSING

NOT TO SCALE

GENERAL NOTES

1. ON RICHVILLE ROAD THE EXISTING SIGNAL CONDUIT IS TO REMAIN AND THE CONTRACTOR SHALL BE CAREFUL DURING HIS EXCAVATION. IF THE CONTRACTOR DAMAGES THE SIGNAL CONDUIT HE SHALL REPLACE IT AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR TO VERIFY LOCATION OF SIGNAL CONDUIT.
2. NEW UNDERDRAIN CARRIER PIPE SHALL DAYLIGHT TO EXISTING DITCH. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE.
3. ALL RAIL JOINTS WITHIN THE CROSSING AREA AND 50'-0" BEYOND WILL BE CROPPED AND WELDED IN ACCORDANCE WITH THE LATEST REVISION OF A.R.E.M.A. SPECIFICATIONS AT AN OFF-SITE ELECTRIC WELDING PLANT. WELDING CAN BE DONE IN FIELD UTILIZING THERMITE WELDING WITH ADVANCE APPROVAL FROM THE AGENCY. WELDED JOINTS SHALL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
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14. JOINTS SHOULD BE A MINIMUM OF 50'0" AND A MANXIMUM OF 70'0" FROM EDGE OF TRAVELED WAY.

PROJECT NAME: MANCHESTER
PROJECT NUMBER: STP 2031(12) TH#4;STP 0171(12) TH#9

FILE NAME: Z01G164RRDETAILS2.DGN
PROJECT LEADER: D. BUA
DESIGNED BY: ASL
PLOT DATE: 03-MAY-2006
DRAWN BY: LB
CHECKED BY: BUA
SHEET 21 OF 21

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