

SEE NOTE 7 FOR TRAIN
DETECTOR INFORMATION

SEE NOTES 6 & 8 FOR
FOUNDATION AND CABINET
INFORMATION.

POWER SOURCE
SEE NOTE 4

PULL BOX, STANDARD
(TYP.)

SIGNAL
"G-1"

SIGNAL
"G-3"

CONDUIT (TYP.)
SEE NOTE 5

SIGNAL
"G-2"

SEE NOTE 7 FOR TRAIN
PREDICTOR INFORMATION

UTILITY NOTES:

1. CONTRACTOR SHALL PROVIDE WIRING DIAGRAMS INCLUDING POWER DISTRIBUTION, LIGHTING, MECHANICAL & POWER SUPPLY CIRCUITS, FLOOR LAYOUTS, WALL AND TERM BOARD ARRANGEMENTS.
2. CONTRACTOR TO VERIFY ALL LOCATIONS OF BURIED UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTRACTOR SHALL NOTIFY VTRANS AND ENGINEER OF ANY POTENTIAL CONFLICTS. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
3. SEE SIGNAL ASSEMBLY DETAIL SHEETS 16-17 FOR MORE INFORMATION.
4. CONTRACTOR SHALL PROVIDE POWER CONNECTION AS INDICATED ON VTRANS STANDARD E-175, OPTION #4, WITH THE METER AND DISCONNECT INSTALLED ON THE EXISTING UTILITY POLE SHALL BE USED.
5. ALL CONDUIT TO BE 4" DIAMETER SCHEDULE 80 PVC UNLESS OTHERWISE SHOWN. PAID AS ITEM 900.645, "SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM)". ALL CONDUIT WITHIN 8 FEET OF THE RAIL SHALL HAVE A MINIMUM VERTICAL COVER OF 48" BELOW THE BOTTOM OF THE TIE TO THE TOP OF CONDUIT AND EXTEND 8 FEET HORIZONTALLY BEYOND THE NEAR RAIL (MEASURED PERPENDICULAR TO THE RAIL).
6. SIGNAL CABINET SHALL BE LOCATED NO CLOSER THAN 30' FROM THE EDGE OF TRAVEL WAY AND 25' FROM THE NEAREST RAIL OR AS DIRECTED BY THE ENGINEER. PAID AS ITEM 900.645, "SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM)". CONCRETE PAD AND SUBBASE SHALL MEET THE DETAIL SHOWN ON VTRANS STANDARD SHEET E-171B.
7. TRACK WIRES AND SHUNTS TO BE MOUNTED AS PER NECR REQUIREMENTS OR MANUFACTURER'S INSTRUCTIONS 1297' FROM THE NORTHERLY AND SOUTHERLY EDGES OF TRAVEL WAY OF COMSTOCK ROAD.
8. 81"x74"x30" INSTRUMENT CASE AS PER RAIL AMERICA DRAWING RA-MS-021 PAID AS ITEM 900.645, "SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM)".
9. SIGNALS G-1, G-2 & G-3 TO BE PAID AS ITEM 900.645, "SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM)".

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PROJECT LEADER: G. EDWARDS
DESIGNED BY: KJR
UTILITY PLAN

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SHEET 18 OF 25

