

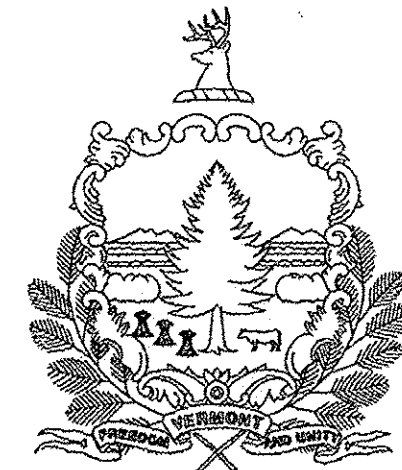
INDEX OF SHEETS

SHEET NUMBER	DESCRIPTION
1	TITLE SHEET
2	TIE SHEET
3-6	TYPICAL SECTIONS
7	QUANTITY SHEET
8-9	CONSTRUCTION PLANS
10-11	ALIGNMENT/ROW SHEETS
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16	TRAFFIC SIGN SUMMARY
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19-20	SIGNAL ASSEMBLY DETAILS
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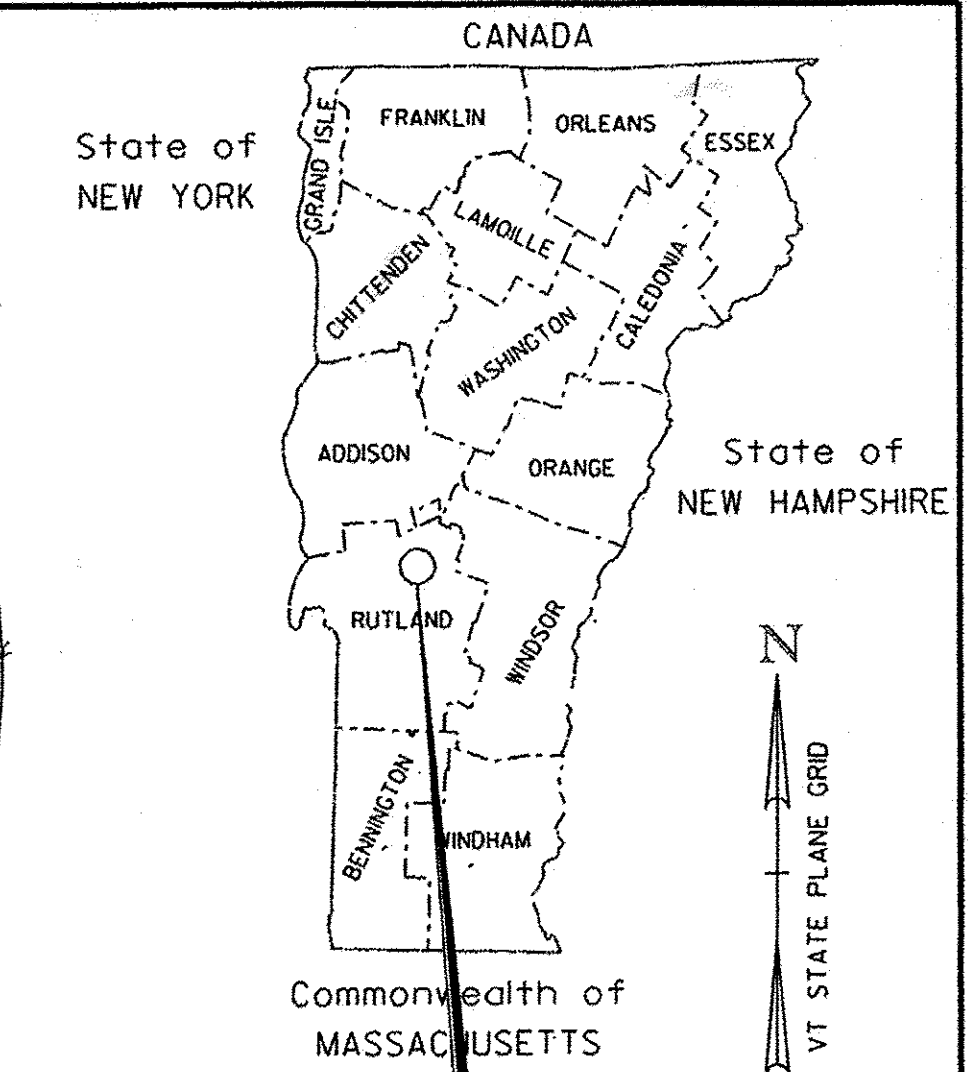
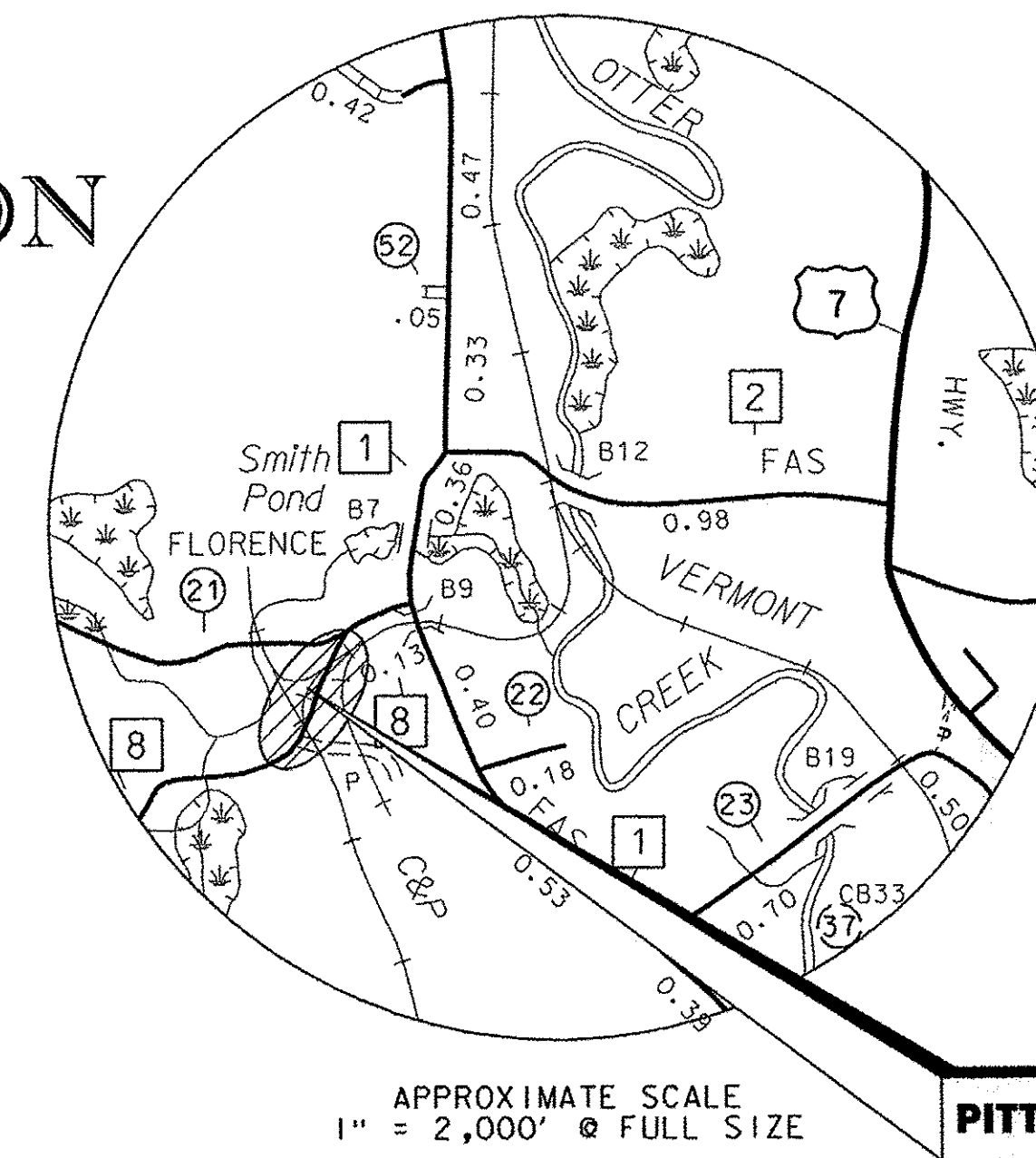
INDEX OF HIGHWAY STANDARDS

STANDARD	DESCRIPTION	DATE
B-71	STANDARD FOR RESIDENTIAL AND COMMERCIAL DRIVES	07/08/2005
D-15	PRECAST REINF CONC. MH-GRATES, CAST IRON GRATE WITH FRAME, TYPE D & E	06/01/1994
E-100	CONSTRUCTION APPROACH SIGNS	01/02/2004
E-100A	SIDE ROAD CONSTRUCTION - APPROACH SIGNS	01/02/2004
E-102	CONSTRUCTION SIGN DETAILS	06/30/2003
E-103	MAINLINE TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED	03/01/2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	03/01/2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/30/2003
E-107A	BREAKAWAY BARRICADE DETAILS	06/08/2009
E-108	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS	06/08/2009
E-108A	CONSTRUCTION ZONE LONGITUDINAL DROP OFFS FOR PAVING	06/08/2009
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08/08/1995
E-164	SQUARE STEEL SIGN POST	06/08/2009
E-173	PULL BOXES AND JUNCTION BOXES	08/09/1995
E-175	POWER DROP STANCHIONS	06/08/2009
E-190	RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS	06/30/2003
RR-1	RAIL CROSSING HIGHWAY STANDARDS PAVED CROSSING FOR GRAVEL OR PAVED HIGHWAYS	06/01/1994

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
TOWN OF PITTSFORD
COUNTY OF RUTLAND
WHIPPLE HOLLOW RD (TH 8, CL 2)
(MINOR COLLECTOR)



APPROXIMATE SCALE
1" = 2,000' @ FULL SIZE

PITTSFORD STP 2033(21)

RECORD PLANS

CONTRACTOR: MARKOWSKI EXCAVATING INC. - FLORENCE VT

RESIDENT ENGINEER: CHRIS WILLIAMS

CONSTRUCTION BEGAN: OCTOBER 4, 2013

CONSTRUCTION COMPLETE: JUNE 19, 2013

RECORD PLANS BY: CHRIS WILLIAMS & PERCY BANNERMAN

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

BY *Chris Williams* RESIDENT ENGINEER

DATE 4/16/2015

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

PROJECT LOCATION: TWO HIGHWAY-RAIL CROSSINGS, THE FIRST BEGINNING AT A POINT ON THE OMYA HOLLISTER TRACK APPROXIMATELY 112 FEET SOUTHEAST OF THE WHIPPLE HOLLOW ROAD RAIL HIGHWAY CROSSING AND EXTENDING 304 FEET NORTHWESTERLY ALONG THE RAILROAD CENTERLINE; THE SECOND BEGINNING AT A POINT ON THE FLORENCE TRACK APPROXIMATELY 203 FEET WEST OF THE WHIPPLE HOLLOW ROAD RAIL HIGHWAY CROSSING AND EXTENDING 351 FEET EASTERLY ALONG THE RAILROAD CENTERLINE.

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES RECONSTRUCTION OF THE AARDOT #837-138R AND #837-139X AT GRADE RAILROAD CROSSINGS ON WHIPPLE HOLLOW ROAD, NEW RAIL-HIGHWAY CROSSING FLASHING SIGNALS AND SIGNAGE, AND A NEW #7 TURNOUT AT HOLLISTER TRACK.

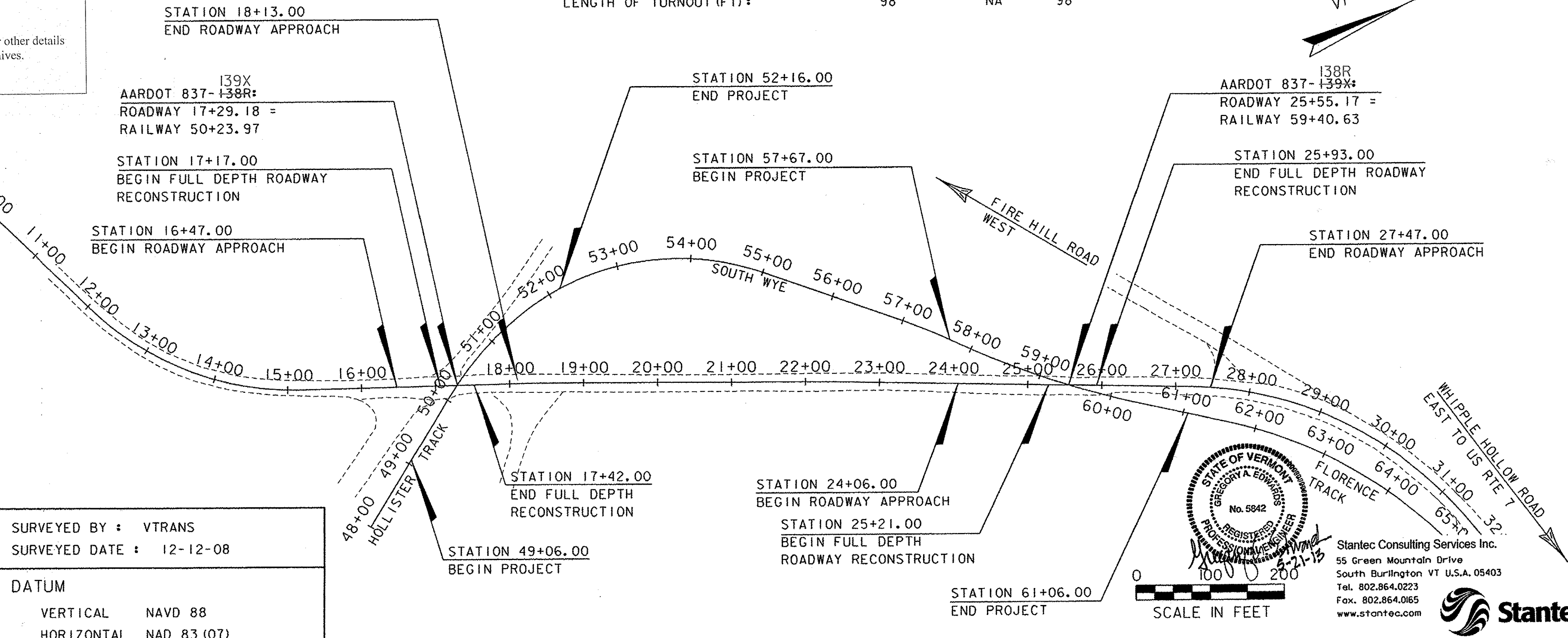
PROJECT LENGTHS:

CROSSING NUMBER:	139X	138R	TOTAL
LENGTH OF ROADWAY APPROACH (FT):	141	296	437
LENGTH OF FULL DEPTH ROADWAY RECONSTRUCTION (FT):	25	72	97
LENGTH OF RAILROAD APPROACH (FT):	98	110	208
LENGTH OF PROJECT (FT):	337	310	647
LENGTH OF TURNOUT (FT):	98	NA	98

QUALITY ASSURANCE PROGRAM: LEVEL 3

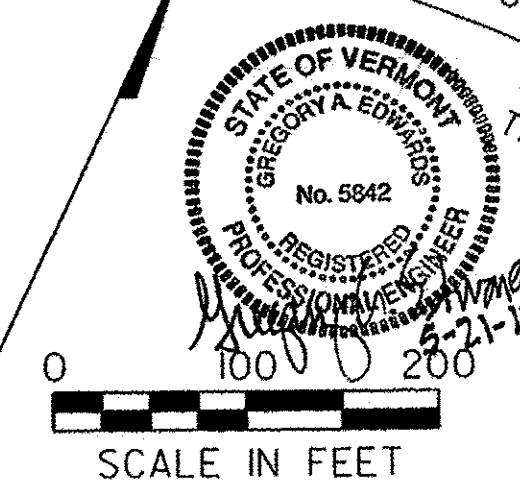
CONVENTIONAL SYMBOLS

COUNTY LINE	— — — — —
TOWN LINE	— — — — —
LIMITS OF ACCESS	— — — — —
POINT OF ACCESS	X
FENCE LINE	— X — X — X —
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 : VTRANS
SURVEYED DATE : 12-12-08

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (07)



Stantec Consulting Services Inc.
55 Green Mountain Drive
South Burlington VT U.S.A. 05403
Tel. 802.864.0223
Fax. 802.864.0165
www.stantec.com

HIGHWAY TRAFFIC DATA - TH #8
2008 AADT = 540
POSTED SPEED LIMIT = 35 MPH

RAILROAD DATA
V = 10 MPH

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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF POLICY, PLANNING AND INTERMODAL DEVELOPMENT DIVISION

APPROVED *Chris Gh* DATE 5/22/13

PROJECT MANAGER : JESSE DEVLIN, P.E.

PROJECT NAME : PITTSFORD
PROJECT NUMBER : STP 2033 (21)

SHEET 1 OF 21

GPS CONTROL POINTS

HVCTRL #1

DEPOT CB

NORTH = 441217.741
EAST = 1496776.774
ELEV. = 359.378

GENERAL LOCATION, PITTSFORD, VT. TO REACH FROM THE INTERSECTION OF US ROUTE 7 (ETHAN ALLEN HIGHWAY) AND VT ROUTE 3 GO NORTHWEST ALONG US ROUTE 7 FOR 1.3 MI (2.1 KM) TO THE INTERSECTION OF DEPOT HILL ROAD LEFT. TURN LEFT AND GO SOUTHWEST ALONG DEPOT HILL ROAD FOR 0.8 MI (1.3 KM) TO THE SOUTHWEST END OF THE DEPOT COVERED BRIDGE AND THE SITE OF THE MARK ON THE RIGHT. THE MARK IS SET 20 CM (8 INCHES) BELOW GROUND SURFACE IN THE TOP OF A 30 CM (12 INCHES) DIAMETER CONCRETE MONUMENT. IT IS 5.0 M (16.4 FT) NORTH OF AND ABOUT 1.0 M (3.3 FT) LOWER THAN THE CENTERLINE OF DEPOT HILL ROAD, 4.3 M (14.1 FT) SOUTH-SOUTHWEST OF POLE NO 17/13, 28.4 M (93.2 FT) WEST OF THE SOUTHWEST CORNER OF THE BRIDGE, 27.2 M (89.2 FT) WEST-SOUTHWEST OF THE NORTHWEST CORNER OF THE BRIDGE, 75.6 M (248.0 FT) EAST-NORTHEAST OF POLE NO 14, AND 0.7 M (2.3 FT) SOUTH-SOUTHEAST OF A FIBERGLASS WITNESS POST. NOTE, THE COVERED BRIDGE HAS A POSTED CLEARANCE OF 10.5 FEET. VEHICLES WITH A HEIGHT LIMITATION MUST REACH THE MARK USING THE FOLLOWING DIRECTIONS. TO REACH FROM THE INTERSECTION OF VT ROUTE 3 AND US ROUTE 7 GO NORTHWEST ALONG US ROUTE 7 FOR 2.2 MI (3.5 KM) TO THE INTERSECTION OF KENDALL HILL ROAD LEFT. TURN LEFT AND GO WEST ALONG KENDALL HILL ROAD FOR 1.0 MI (1.6 KM) TO THE T-INTERSECTION OF WEST CREEK ROAD RIGHT. TURN LEFT AND GO SOUTH ALONG WEST CREEK ROAD FOR 1.3 MI (2.1 KM) TO THE INTERSECTION OF DEPOT HILL ROAD LEFT. TURN LEFT AND GO NORTHWEST ALONG DEPOT HILL ROAD FOR 0.4 MI (0.6 KM) TO THE SOUTHWEST END OF THE BRIDGE AND THE SITE OF THE MARK ON THE LEFT.

HVCTRL #2

DEPOT CB AZ MK

NORTH = 441930.203
EAST = 1493107.933
ELEV. = 406.263

GENERAL LOCATION, PITTSFORD, IN THE VILLAGE OF FLORENCE, VT. TO REACH FROM THE INTERSECTION OF US ROUTE 7 (ETHAN ALLEN HIGHWAY) AND VT ROUTE 3 GO NORTHWEST ALONG US ROUTE 7 FOR 1.3 MI (2.1 KM) TO THE INTERSECTION OF DEPOT HILL ROAD LEFT. TURN LEFT AND GO SOUTHWEST ALONG DEPOT HILL ROAD FOR 1.2 MI (1.9 KM) TO THE T-INTERSECTION OF WEST CREEK ROAD, PASSING THROUGH THE DEPOT COVERED BRIDGE. TURN RIGHT AND GO NORTHWEST ALONG WEST CREEK ROAD FOR 0.5 MI (0.8 KM) TO THE INTERSECTION OF RIVER STREET RIGHT AND THE SITE OF THE MARK ON THE RIGHT. THE MARK IS SET IN THE TOP OF A MASSIVE ROCK OUTCROP. IT IS 9.7 M (31.8 FT) EAST OF AND ABOUT 1.0 M (3.3 FT) HIGHER THAN THE CENTERLINE OF WEST CREEK ROAD, 9.7 M (31.8 FT) SOUTH OF THE CENTERLINE OF RIVER STREET, 18.9 M (62.0 FT) SOUTH-SOUTHEAST OF POLE NO 17/11, 39.9 M (130.9 FT) NORTH-NORTHWEST OF POLE NO 17/12, AND 34.7 M (113.8 FT) SOUTHWEST OF THE SOUTHEAST CORNER OF GARAGE NO 27. NOTE, THE COVERED BRIDGE HAS A POSTED CLEARANCE OF 10.5 FEET. VEHICLES WITH A HEIGHT LIMITATION MUST REACH THE MARK USING THE FOLLOWING DIRECTIONS. TO REACH FROM THE INTERSECTION OF VT ROUTE 3 AND US ROUTE 7 GO NORTHWEST ALONG US ROUTE 7 FOR 2.2 MI (3.5 KM) TO THE INTERSECTION OF KENDALL HILL ROAD LEFT. TURN LEFT AND GO WEST ALONG KENDALL HILL ROAD FOR 1.0 MI (1.6 KM) TO THE T-INTERSECTION OF WEST CREEK ROAD RIGHT. TURN LEFT AND GO SOUTH ALONG WEST CREEK ROAD FOR 0.8 MI (1.3 KM) TO THE INTERSECTION OF RIVER STREET LEFT AND THE SITE OF THE MARK ON THE LEFT.

GPS CONTROL POINTS

HVCTRL #8

OMYA

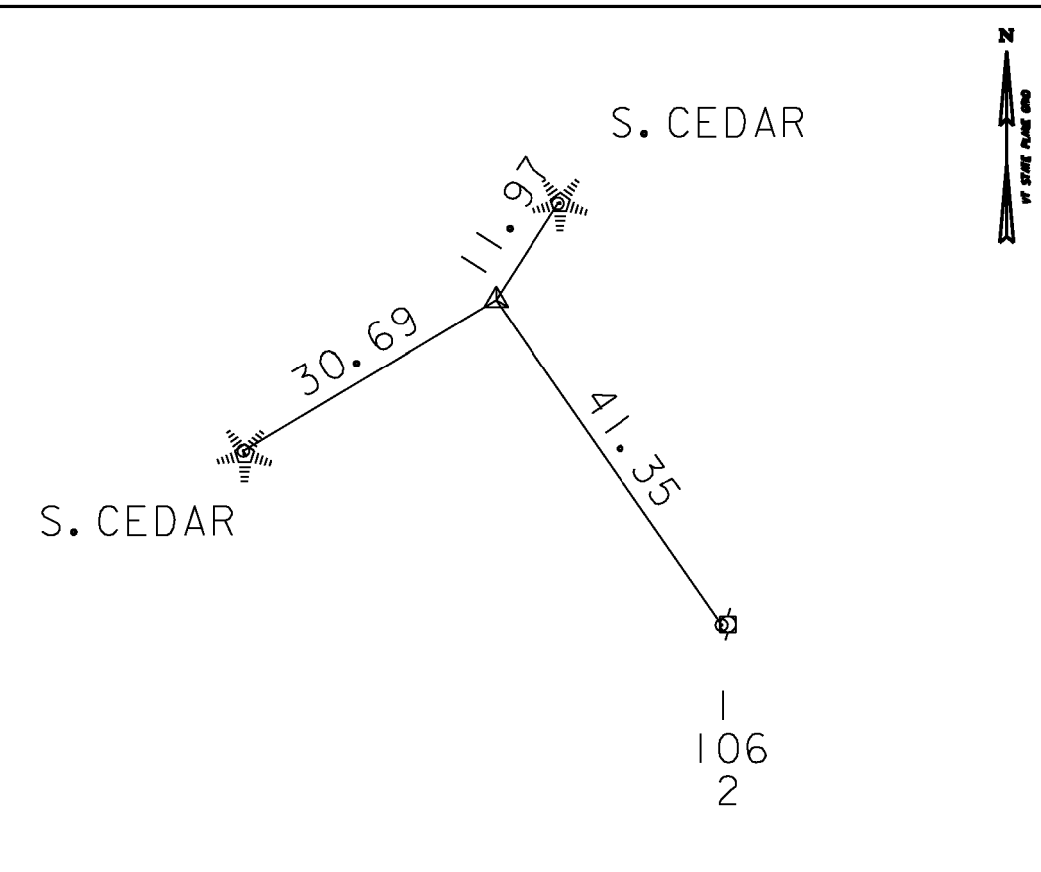
NORTH = 443350.718
EAST = 1491381.928
ELEV. = 435.835

GENERAL LOCATION, PITTSFORD, IN THE VILLAGE OF FLORENCE, VT. TO REACH FROM THE INTERSECTION OF US ROUTE 7 (ETHAN ALLEN HIGHWAY) AND VT ROUTE 3 GO NORTHWEST ALONG US ROUTE 7 FOR 1.3 MI (2.1 KM) TO THE INTERSECTION OF DEPOT HILL ROAD LEFT. TURN LEFT AND GO SOUTHWEST ALONG DEPOT HILL ROAD FOR 1.2 MI (1.9 KM) TO THE T-INTERSECTION OF WEST CREEK ROAD, PASSING THROUGH THE DEPOT COVERED BRIDGE. TURN RIGHT AND GO NORTHWEST ALONG WEST CREEK ROAD FOR 0.9 MI (1.4 KM) TO THE INTERSECTION OF WHIPPLE HOLLOW ROAD LEFT. TURN LEFT AND GO SOUTHWEST ALONG WHIPPLE HOLLOW ROAD FOR 0.1 MI (0.2 KM) TO THE Y-INTERSECTION OF FIRE HILL ROAD RIGHT. BEAR LEFT AND GO SOUTHWEST ALONG WHIPPLE HOLLOW ROAD FOR ABOUT 65 M (213.3 FT) TO A RAILWAY CROSSING AND THE SITE OF THE MARK ON THE RIGHT. THE MARK IS SET IN THE TOP OF A MASSIVE ROCK OUTCROP. IT IS 12.6 M (41.3 FT) NORTHWEST OF AND 1.1 M (3.6 FT) HIGHER THAN THE CENTERLINE OF WHIPPLE HOLLOW ROAD, 0.9 M (3.0 FT) NORTH-NORTHWEST OF THE SOUTH-SOUTHEAST EDGE OF THE OUTCROP, 9.5 M (31.2 FT) NORTH-NORTHWEST OF THE NORTH-NORTHWEST RAIL, 23.8 M (78.1 FT) EAST-NORTHEAST OF POLE NO 1/110A, 16.2 M (53.1 FT) SOUTH-SOUTHWEST OF THE WEST CORNER OF A CONCRETE PAD FOR TWO UTILITY BOXES, 38.6 M (126.6 FT) SOUTH-SOUTHEAST OF THE CENTERLINE OF FIRE HILL ROAD, 6.9 M (22.6 FT) SOUTHWEST OF AN ALUMINUM RAILROAD CROSSING SIGNPOST, AND 13.8 M (45.3 FT) SOUTHWEST OF POLE NO 1/110/10-3/6/10-5 AND A FIBERGLASS WITNESS POST.

TRAVERSE TIES

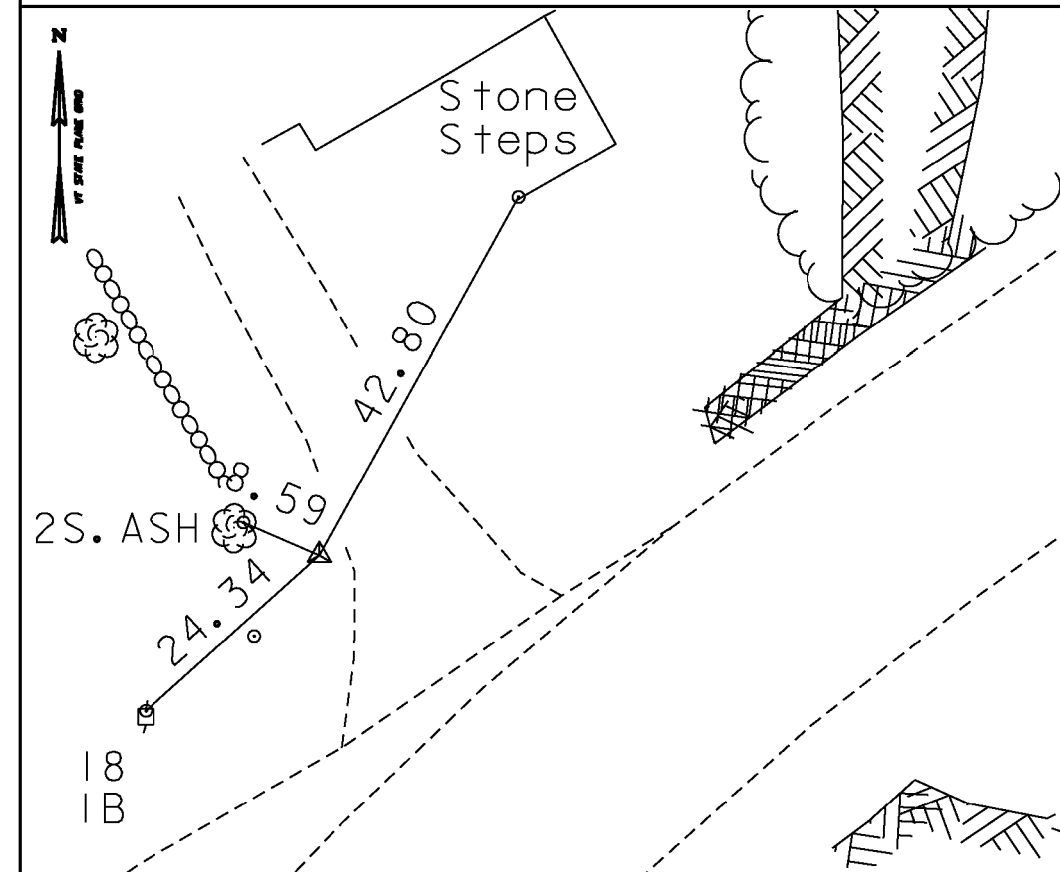
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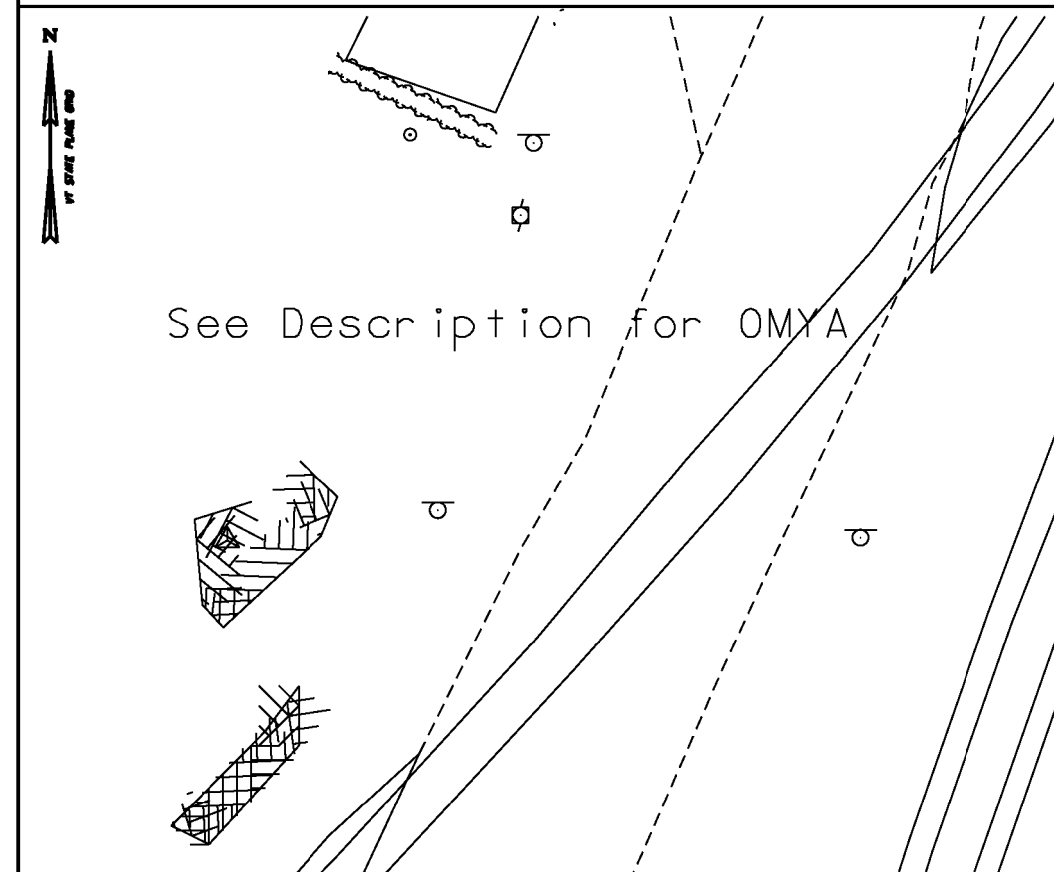
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ELEV. = 435.064



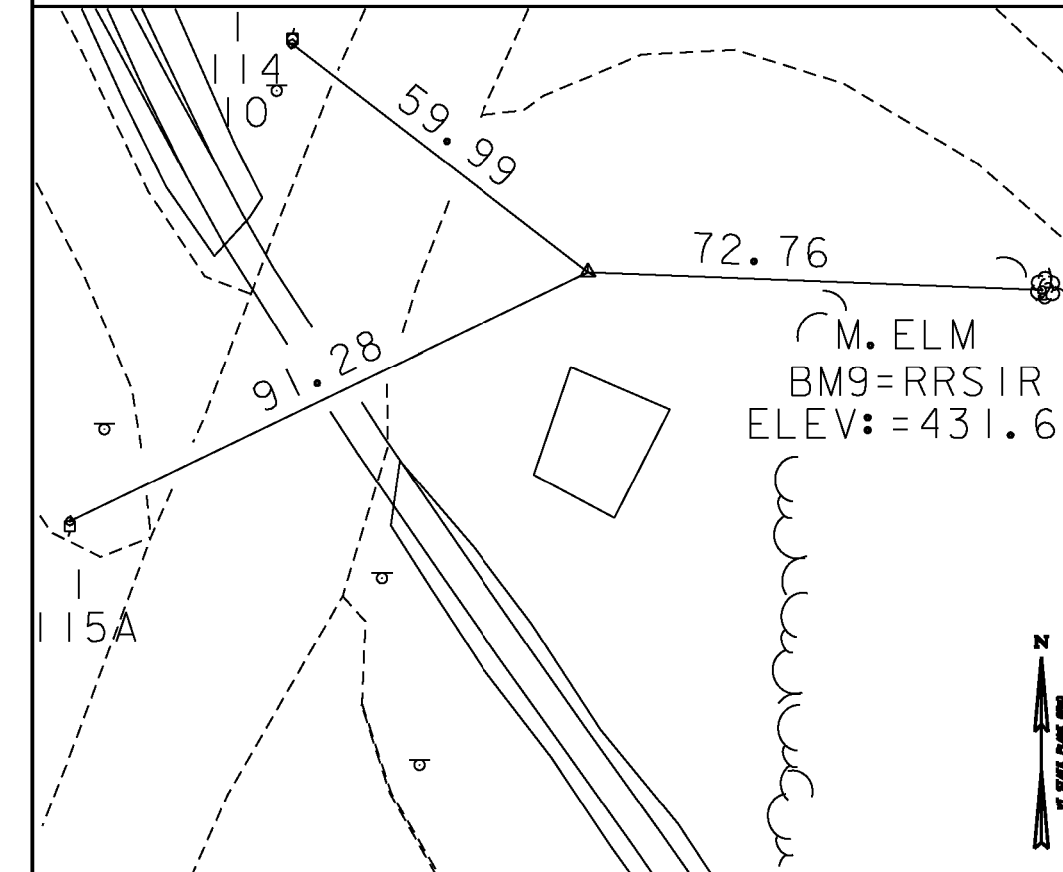
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ELEV. = 435.835



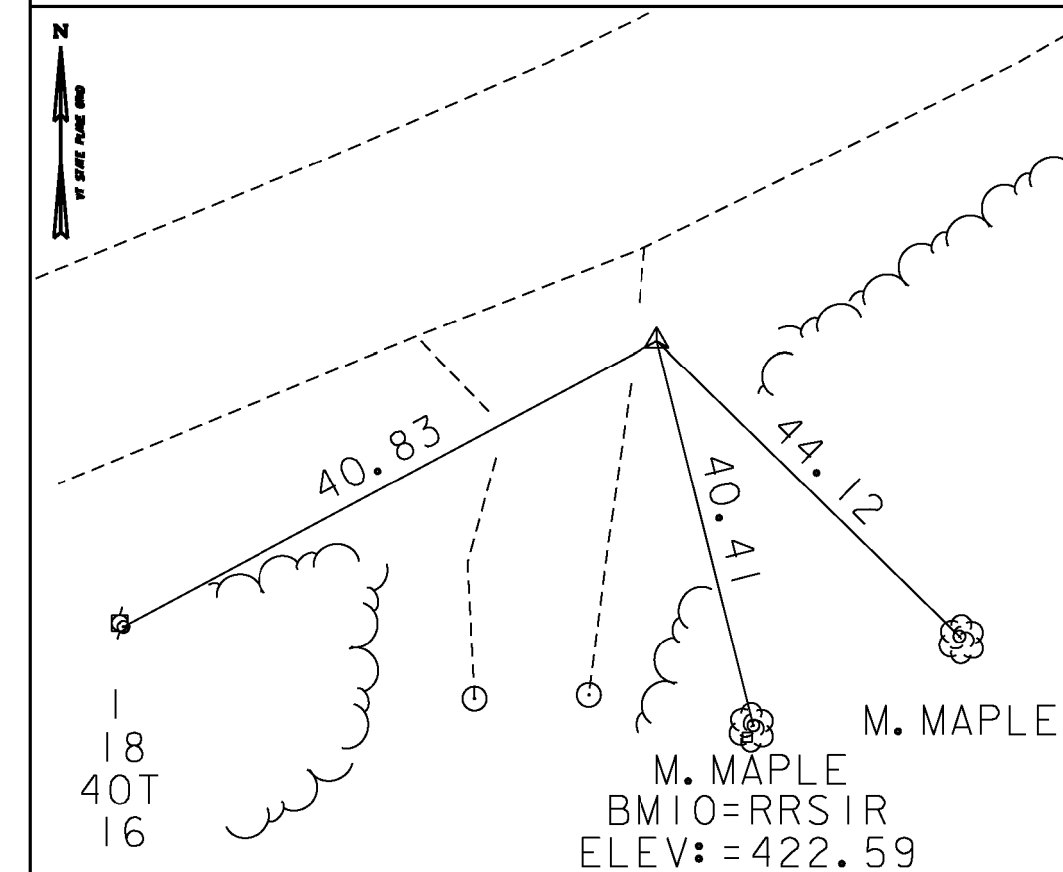
HVCTRL #9

NORTH = 442608.724
EAST = 1491134.306
ELEV. = 428.367



HVCTRL #10

NORTH = 442162.711
EAST = 1490793.843
ELEV. = 420.703



* Main Traverse Completed 12/12/2008 by L.Orvis & R. Bockus

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(07)
ADJUSTMENT	Compass

PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(21)
FILE NAME: ... \plotfiles\04 tie sheet.dgn	PLOT DATE: 5/21/2013
PROJECT LEADER: G. EDWARDS	DRAWN BY: VTRANS
DESIGNED BY: VTRANS	CHECKED BY: VTRANS
TIE SHEET	SHEET 2 OF 21

TYPICAL SECTIONS 1

MATERIAL ITEM THICKNESS / TOLERANCE

PAVEMENT +/- 1/4"

GENERAL NOTES

1. EMULSIFIED ASPHALT SHALL BE APPLIED ON EXISTING PAVEMENT SURFACES, BETWEEN ALL COURSES OF PAVEMENT AND ON COLD PLANED SURFACES, AT THE RATE OF 0.08 GAL/SY ON COLD PLANE SURFACES AND 0.04 GAL/SY ON ALL OTHER SURFACES OR AS DIRECTED BY THE ENGINEER.

2. COLD PLANING TO BE COMPLETED ACCORDING TO TYPICAL OR AS NOTED OTHERWISE ON THE PLANS. THE COLD PLANING AND PAVING SHALL MATCH THE EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AREAS BY THE USE OF A PAVED FILLET. SEE DETAIL ON THIS SHEET. ALL DRIVES SHALL RECEIVE A PAVED APRON AS DIRECTED BY THE ENGINEER.

3. ALL OTHER SUPERPAVE BITUMINOUS CONCRETE PAVEMENT WORK, WHICH COULD INVOLVE SOME HAND-WORK (SUCH AS DRIVEWAYS) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY).

SEEDING NOTES

VAOT RURAL AREA MIX					
LBS/AC					
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREeping RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX					
LBS/AC					
% WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	34	68	CREeping RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

GENERAL GUIDANCE					
FERTILIZER			LIME		
BROADCAST	HYDROSEED		BROADCAST	HYDROSEED	
10-20-10	19-19-19		PELLETIZED	LIQUID	
500 LBS/AC			2 TONS/AC	4.4 GAL/AC	

1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.

2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.

3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.

4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER

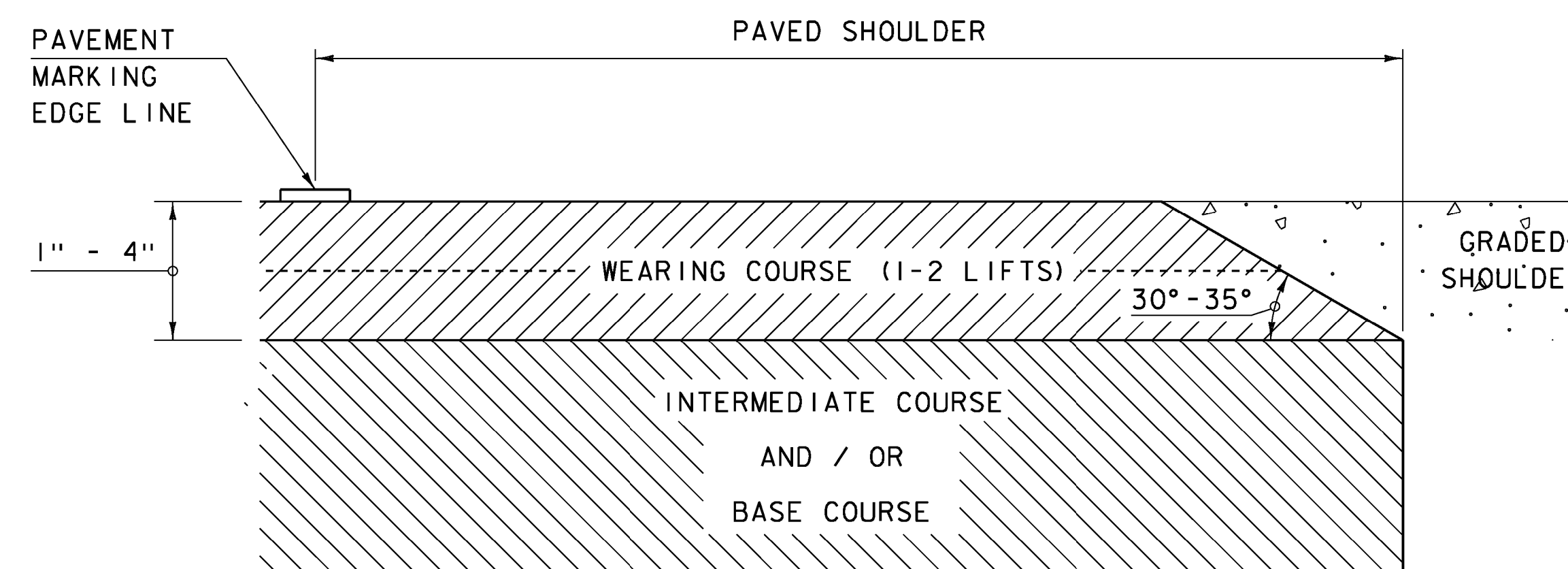
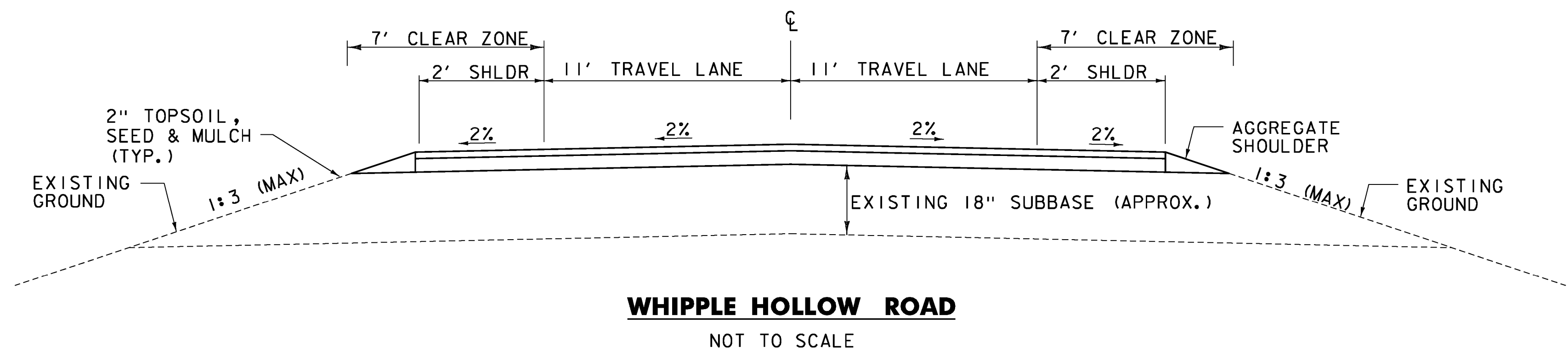
5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.

6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

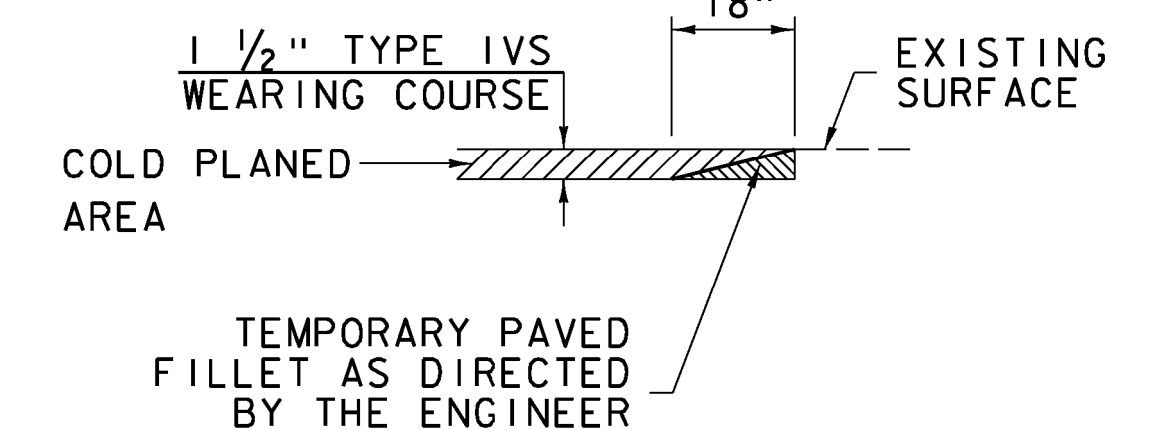
7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED

8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

1 1/2" BITUMINOUS CONCRETE PAVEMENT, TYPE IVS (1 LIFT)
2" BITUMINOUS CONCRETE PAVEMENT, TYPE IIS (1 LIFT)
FULL DEPTH PAVEMENT, FULL 26-FT WIDTH



- NOTES:
1. LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.
 2. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.



DETAIL AT VERTICAL COLD PLANE JOINTS

NOTE: THIS DETAIL SHALL BE USED AT LOCATIONS DESIGNATED BY THE ENGINEER. PAYMENT SHALL BE INCIDENTAL TO ITEM 210.10.

PROJECT NAME: PITTSFORD
PROJECT NUMBER: STP 2033(21)

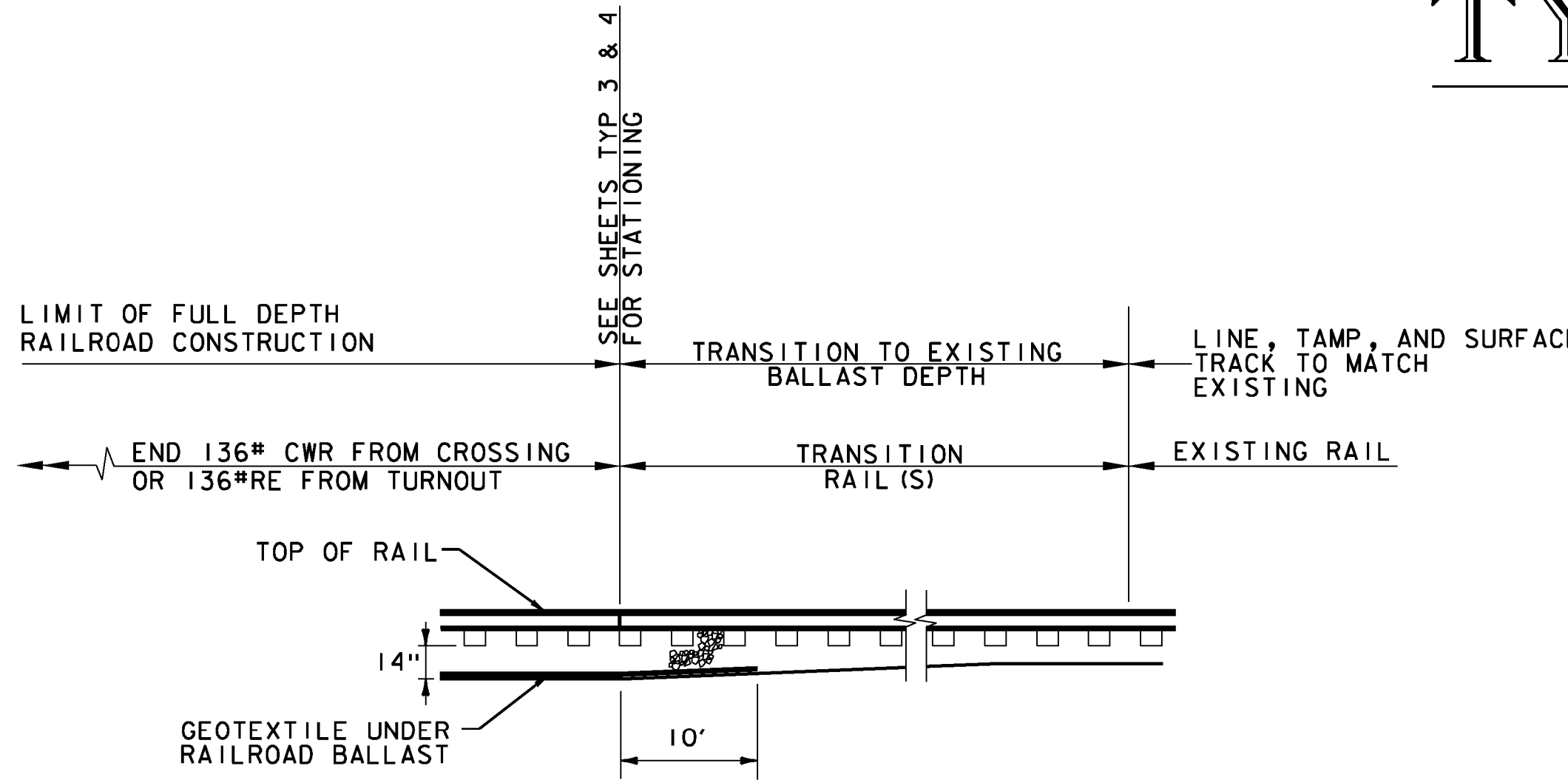
FILE NAME: ...plotfiles\02 typicals.dgn PLOT DATE: 5/21/2013
PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
DESIGNED BY: STANTEC CHECKED BY: KJR
TYPICAL SECTIONS - TYP 1 SHEET 3 OF 21



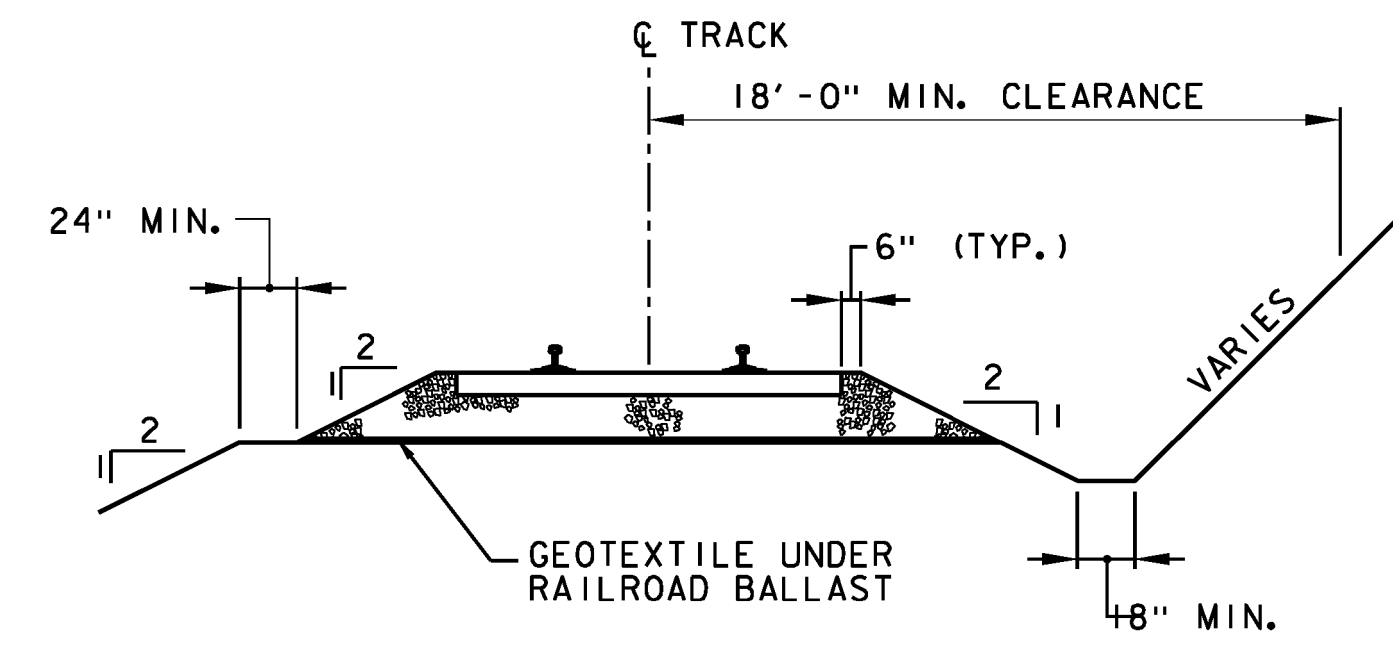
TYPICAL SECTIONS 2

GENERAL NOTES

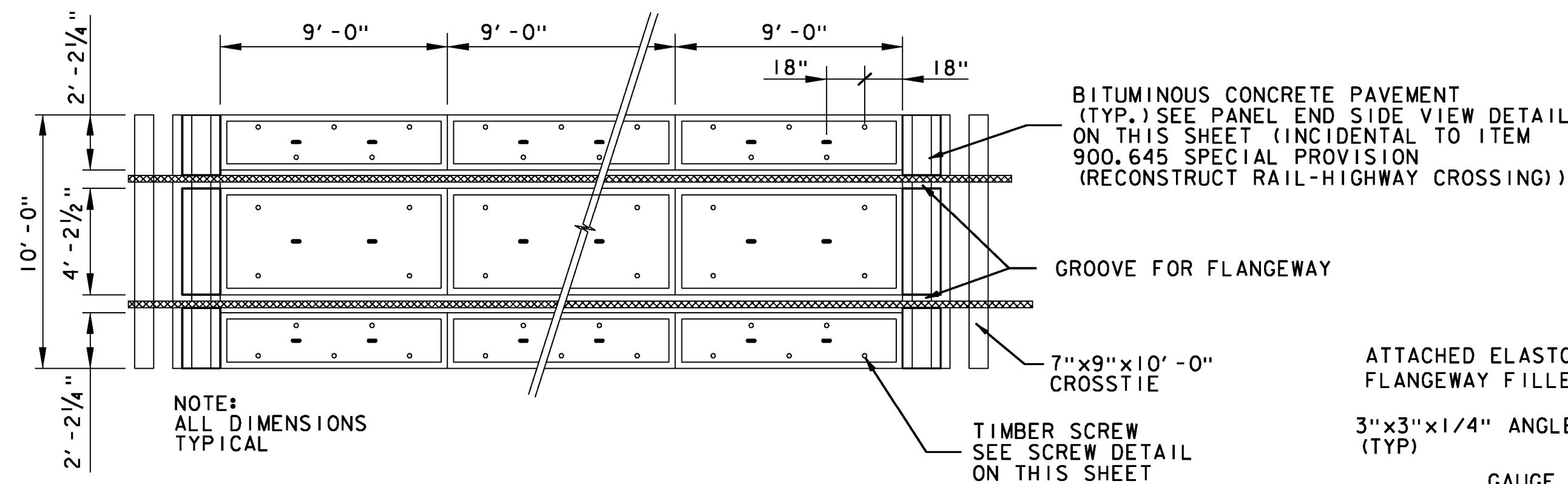
- NEW UNDERDRAIN PIPE SHALL OUTLET AS SHOWN ON PLAN. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE. GEOTEXTILE SHALL BE GEOTEXTILE UNDER RAILROAD BALLAST. UNDERDRAIN PIPE SHALL BE SCHEDULE 80 PVC PERFORATED PIPE.
- ALL RAIL JOINTS WITHIN THE CROSSING AREA AND 50'-0" BEYOND WILL BE CROPPED AND WELDED 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.
- TIE SPACING UNDER CWR AREA SHALL BE 18 INCHES ON CENTER OR AS REQUIRED IN CROSSING PANEL AREA BY MANUFACTURER.
- NEW 7"x9"x10'-0" TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN CROSSING AREAS SHALL BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER (PAID INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING)). TIES REQUIRED OUTSIDE OF CROSSING AREA SHALL BE PAID AS ITEM 900.620 SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
- 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.
- BALLAST OUTSIDE THE FULL DEPTH RAILROAD CONSTRUCTION AREA SHALL EXTEND 6" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
- TYPE AND DESIGN OF COMMERCIAL FLANGWAY MATERIALS SHALL RECEIVE APPROVAL FROM THE ENGINEER.
- MANUFACTURER'S SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF COMMERCIAL FLANGWAY MATERIALS AND INSULATED JOINTS.
- 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 ITEM 900.645 (RECONSTRUCT RAIL-HIGHWAY CROSSING).
- EXCAVATION, UNDERDRAIN, BALLAST, GEOTEXTILE, FLANGWAY MATERIALS AND TIES ARE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING).
- SAW CUTTING SHALL NOT BE PAID SEPARATELY BUT BE INCIDENTAL TO ITEM 210.10.
- ALL COSTS ASSOCIATED WITH REMOVAL AND REPLACEMENT OF BALLAST AND GEOTEXTILE OUTSIDE THE RAIL-HIGHWAY CROSSING LIMITS SHALL BE PAID UNDER ITEM 900.608 SPECIAL PROVISION (RAILROAD BALLAST).



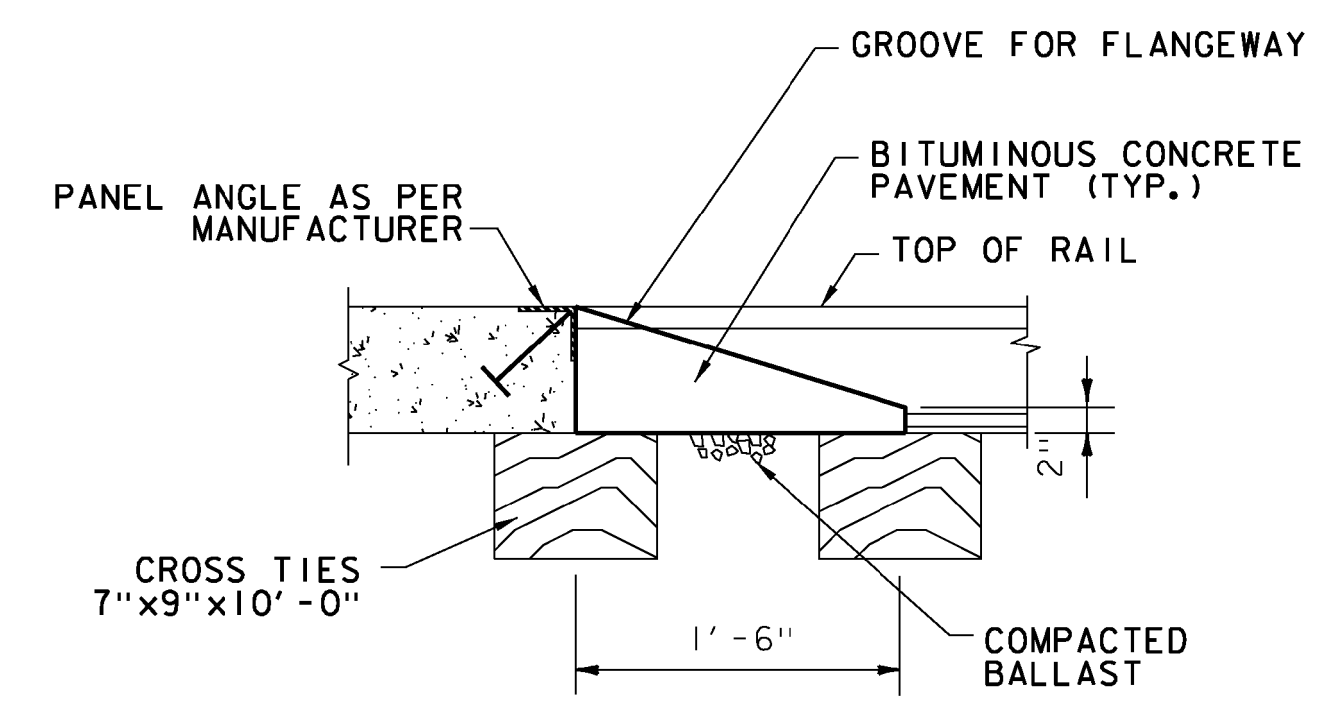
TYPICAL BALLAST TRANSITION
N. T. S.



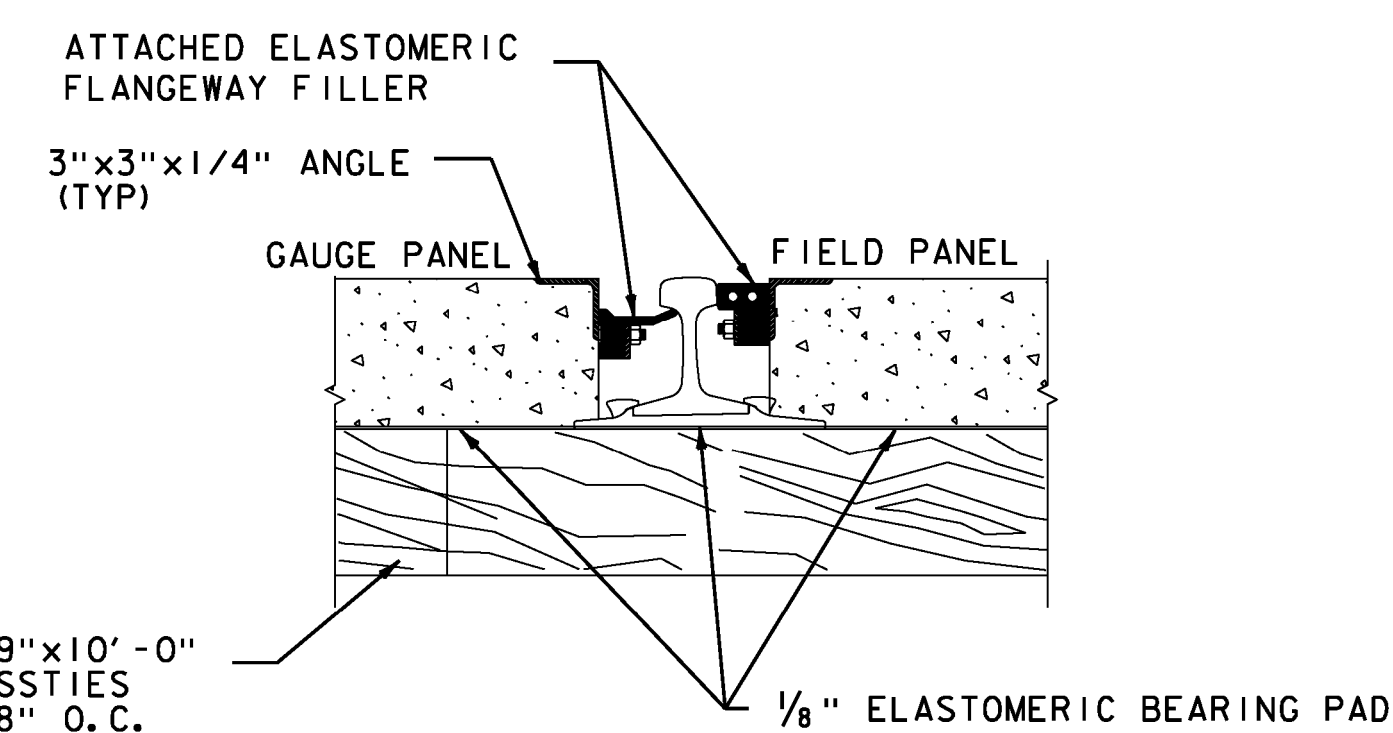
TYPICAL RAIL SECTION
N. T. S.



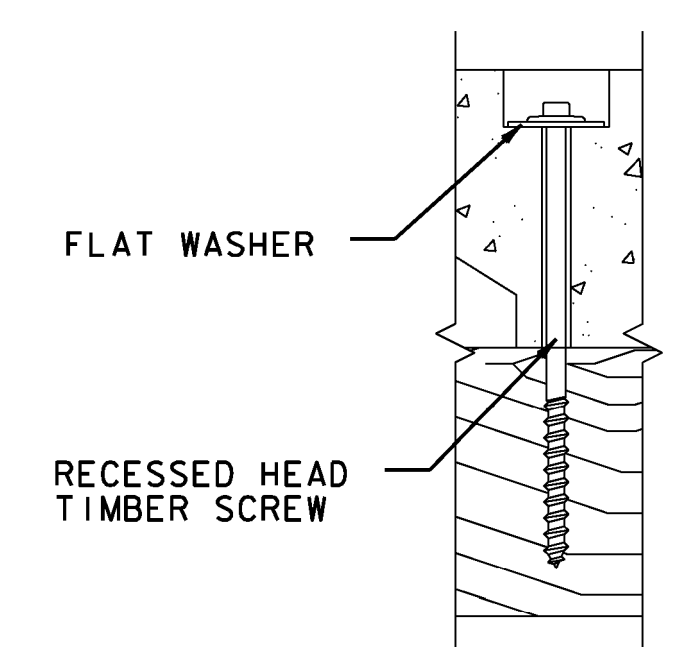
TYPICAL PLAN VIEW OF CROSSING PANELS
N. T. S.



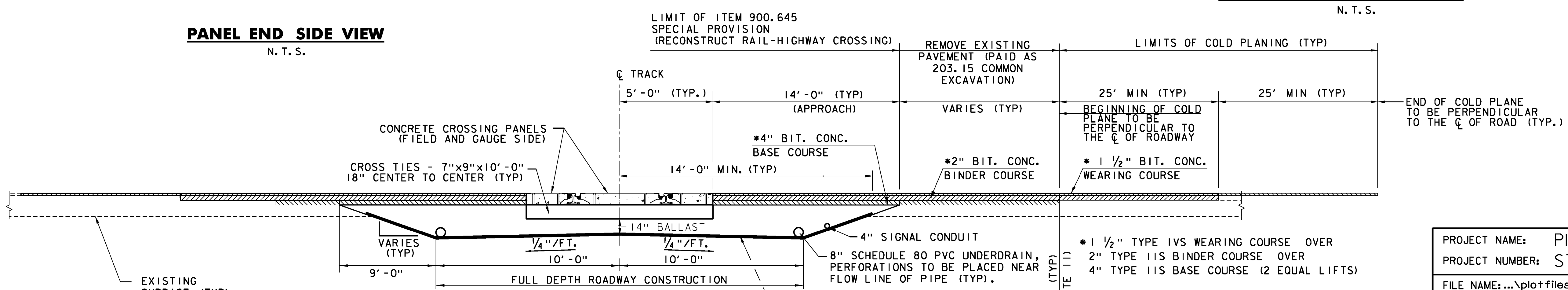
PANEL END SIDE VIEW
N. T. S.



RAIL-SEALS TYPICAL SECTION
N. T. S.



SCREW DETAIL
N. T. S.



TYPICAL TRANSVERSE SECTION
N. T. S.

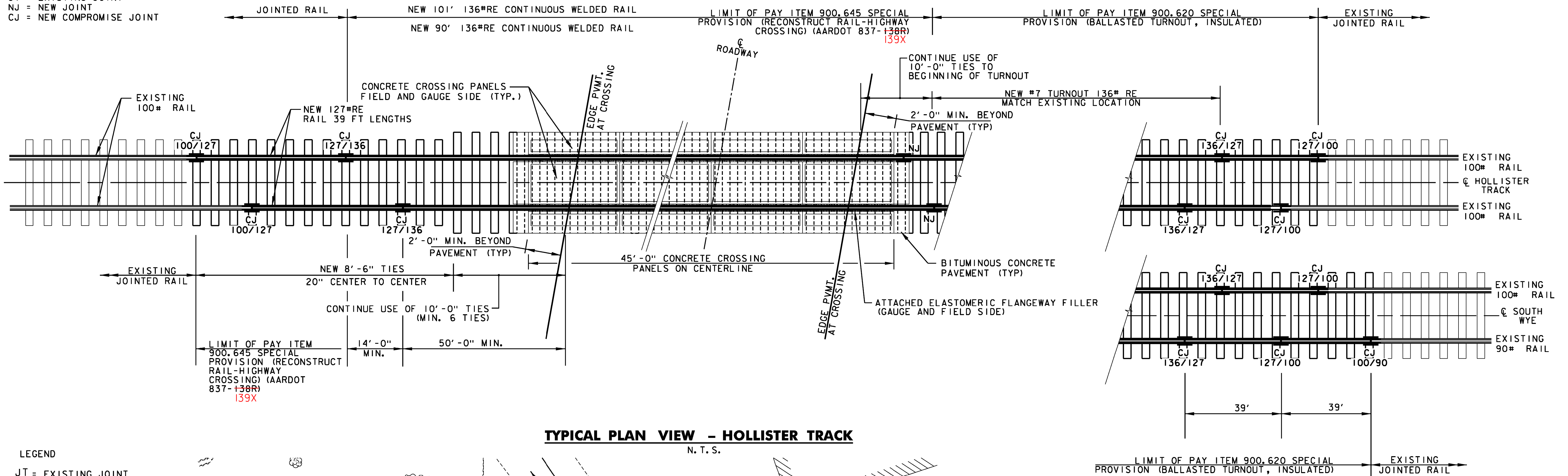
PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(21)
FILE NAME:	...plotfiles\02 typicals.dgn
PROJECT LEADER:	G. EDWARDS
DESIGNED BY:	STANTEC
TYPICAL SECTIONS - TYP 2	
PLOT DATE:	6/7/2013
DRAWN BY:	DKG
CHECKED BY:	KJR
SHEET	4 OF 21



TYPICAL SECTIONS 3

LEGEND

JT = EXISTING JOINT
 NJ = NEW JOINT
 CJ = NEW COMPROMISE JOINT

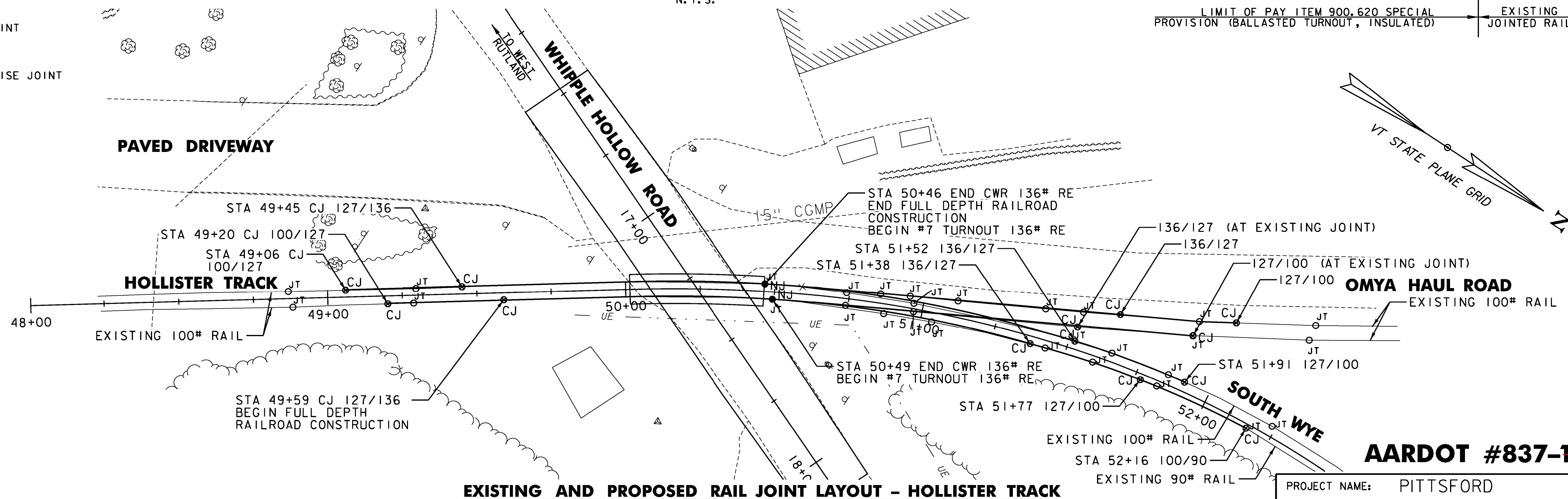


TYPICAL PLAN VIEW - HOLLISTER TRACK

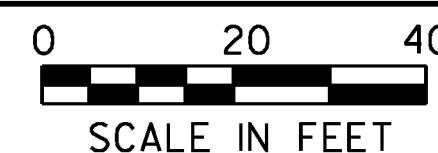
N. T. S.

LEGEND

JT = EXISTING JOINT
 NJ = NEW JOINT
 CJ = NEW COMPROMISE JOINT



EXISTING AND PROPOSED RAIL JOINT LAYOUT - HOLLISTER TRACK



AARDOT #837-138R 139X

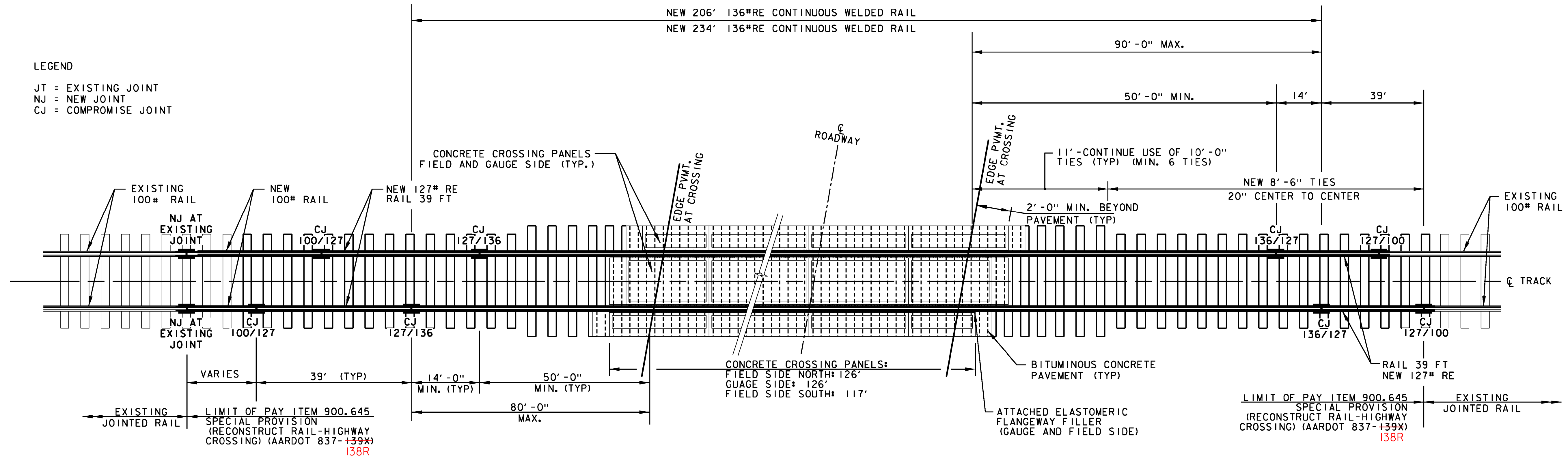
PROJECT NAME: PITTSFORD
 PROJECT NUMBER: STP 2033(21)

FILE NAME: ...plotfiles\02 typicals.dgn PLOT DATE: 5/21/2013
 PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
 DESIGNED BY: STANTEC CHECKED BY: KJR
TYPICAL SECTIONS - TYP 3 SHEET 5 OF 21



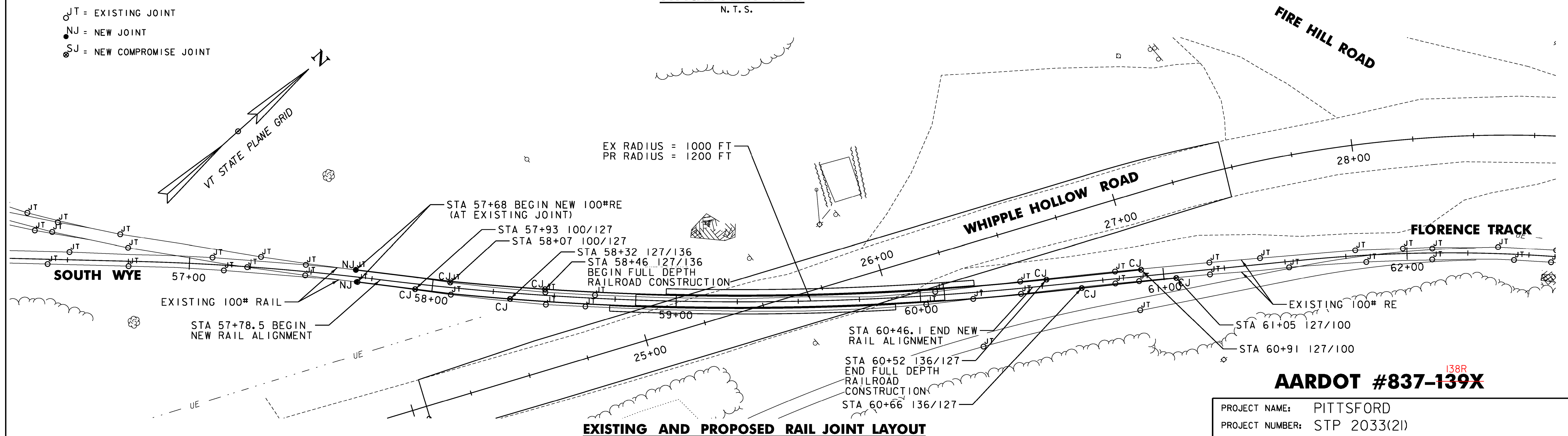
TYPICAL SECTIONS 4

LEGEND
 JT = EXISTING JOINT
 NJ = NEW JOINT
 CJ = COMPROMISE JOINT



TYPICAL PLAN VIEW
 N. T. S.

LEGEND
 ○JT = EXISTING JOINT
 ●NJ = NEW JOINT
 ⊗SJ = NEW COMPROMISE JOINT



EXISTING AND PROPOSED RAIL JOINT LAYOUT



AARDOT #837-139X 138R

PROJECT NAME: PITTSFORD
 PROJECT NUMBER: STP 2033(21)

FILE NAME: ...plotfiles\02 typicals.dgn PLOT DATE: 5/21/2013
 PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
 DESIGNED BY: STANTEC CHECKED BY: KJR
TYPICAL SECTIONS - TYP 4 SHEET 6 OF 21



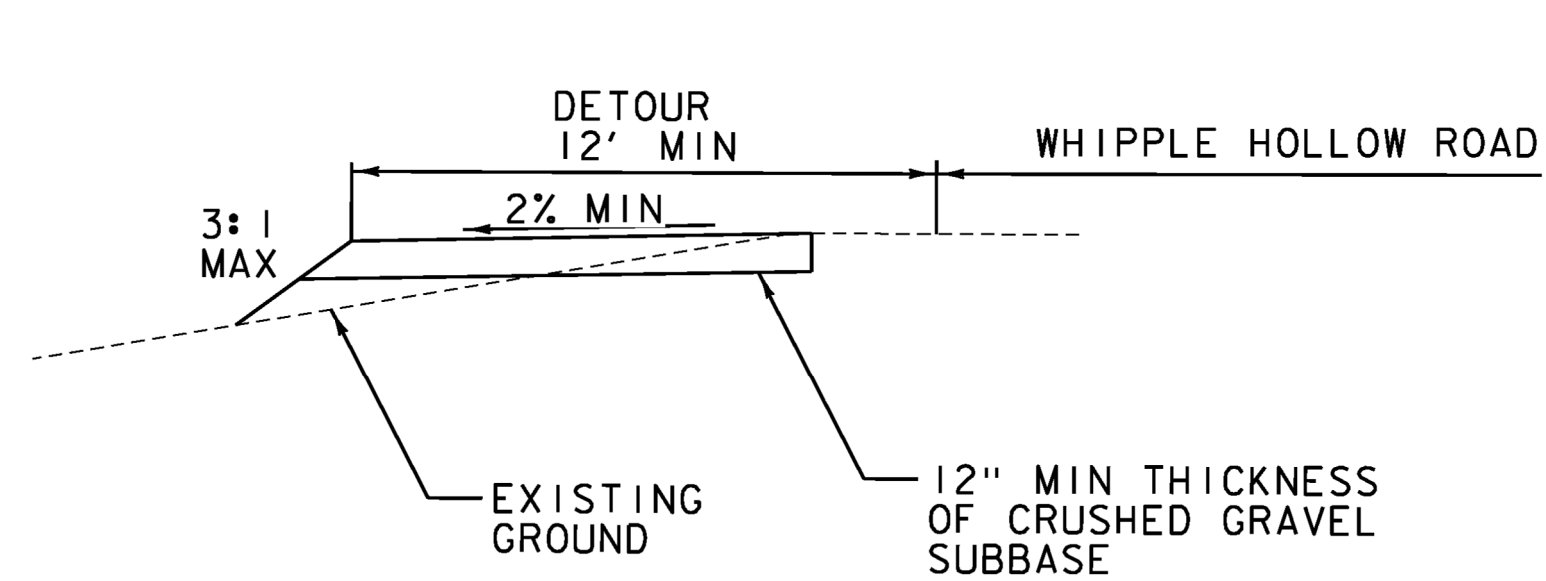
QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES			
						ROADWAY	AARDOT 837-138R ROADWAY	AARDOT 837-138R RAILROAD	AARDOT 837-139X ROADWAY	AARDOT 837-139X RAILROAD	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							10		50		60		CY	COMMON EXCAVATION	203.15	4.2			
							15				15		CY	TRENCH EXCAVATION OF EARTH	204.20	4.3			
							1		1		2		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	-			
							280		280		560		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	4.4			
							2.5		2.5		5		TON	AGGREGATE SHOULDERS	402.12	EST.			
							4		6		10		CWT	EMULSIFIED ASPHALT	404.65	1			
						1					1		LU	PRICE ADJUSTMENT, ASPHALT CEMENT (N.A.B.I.)	406.50	-			
							1				1		EACH	PRECAST REINFORCED CONCRETE DROP INLET WITH CAST IRON GRATE	604.18	-			
							1				1		EACH	YIELDING MARKER POSTS	619.17	-			
							50		50		100		HR	FLAGGERS	630.15	EST.			
						1					1		LS	MOBILIZATION/DEMOBILIZATION	635.11	-			
							320		620		940		LF	DURABLE 4 INCH YELLOW LINE	646.410	26			
							2		2		4		EACH	DURABLE RAILROAD CROSSING SYMBOL	646.510	-			
							10		10		20		LB	SEED	651.15	EST.			
							88		87		175		LB	FERTILIZER	651.18	EST.			
							0.35		0.35		0.7		TON	AGRICULTURAL LIMESTONE	651.20	EST.			
							0.35		0.35		0.7		TON	HAY MULCH	651.25	EST.			
							45		45		90		CY	TOPSOIL	651.35	EST.			
							160		160		320		LF	BARRIER FENCE	653.50	9			
							280		280		560		LF	PROJECT DEMARCATION FENCE	653.55	20			
							14.2		41.2		55.4		SF	TRAFFIC SIGNS, TYPE A	675.20	-			
							28		112		140		LF	SQUARE TUBE SIGN POST AND ANCHOR	675.341	-			
							6		6		12		EACH	REMOVING SIGNS	675.50	-			
								10		10	20		CY	SPECIAL PROVISION (RAILROAD BALLAST)	900.608	EST			
								1			1		EACH	SPECIAL PROVISION (BALLASTED TURNOUTS, INSULATED)	900.620	-			
								30		30	60		EACH	SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES)	900.620	EST			
								1			1		LS	SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM)(AARDOT 837-138R)	900.645	-			
									1		1		LS	SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM)(AARDOT 837-139X)	900.645	-			
								1			1		LS	SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING)(AARDOT 837-138R)	900.645	-			
									1		1		LS	SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING)(AARDOT 837-139X)	900.645	-			
								1			1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(AARDOT 837-138R)	900.645	-			
									1		1		LS	SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(AARDOT 837-139X)	900.645	-			
								0.5		0.5	1		LU	SPECIAL PROVISION (MAINTENANCE OF RAILROAD TRAFFIC) (N.A.B.I.)	900.650	-			
							1		1		2		LU	SPECIAL PROVISION (MAT DENSITY PAY ADJUSTMENT, SMALL QUANTITY) (N.A.B.I.)	900.650	-			
							1		1		2		LU	SPECIAL PROVISION (MIXTURE PAY ADJUSTMENT) (N.A.B.I.)	900.650	-			
							70		160		230		TON	SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY)	900.680	10.1			

PROJECT NAME: PITTSFORD
PROJECT NUMBER: STP 2033(21)

FILE NAME: ...\\plotfiles\03 quantity.dgn PLOT DATE: 6/7/2013
PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
DESIGNED BY: STANTEC CHECKED BY: KJR
QUANTITY SHEET SHEET 7 OF 21

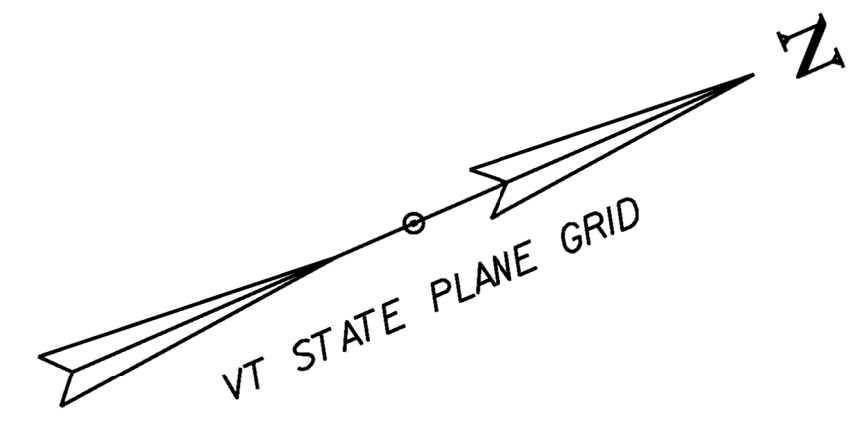
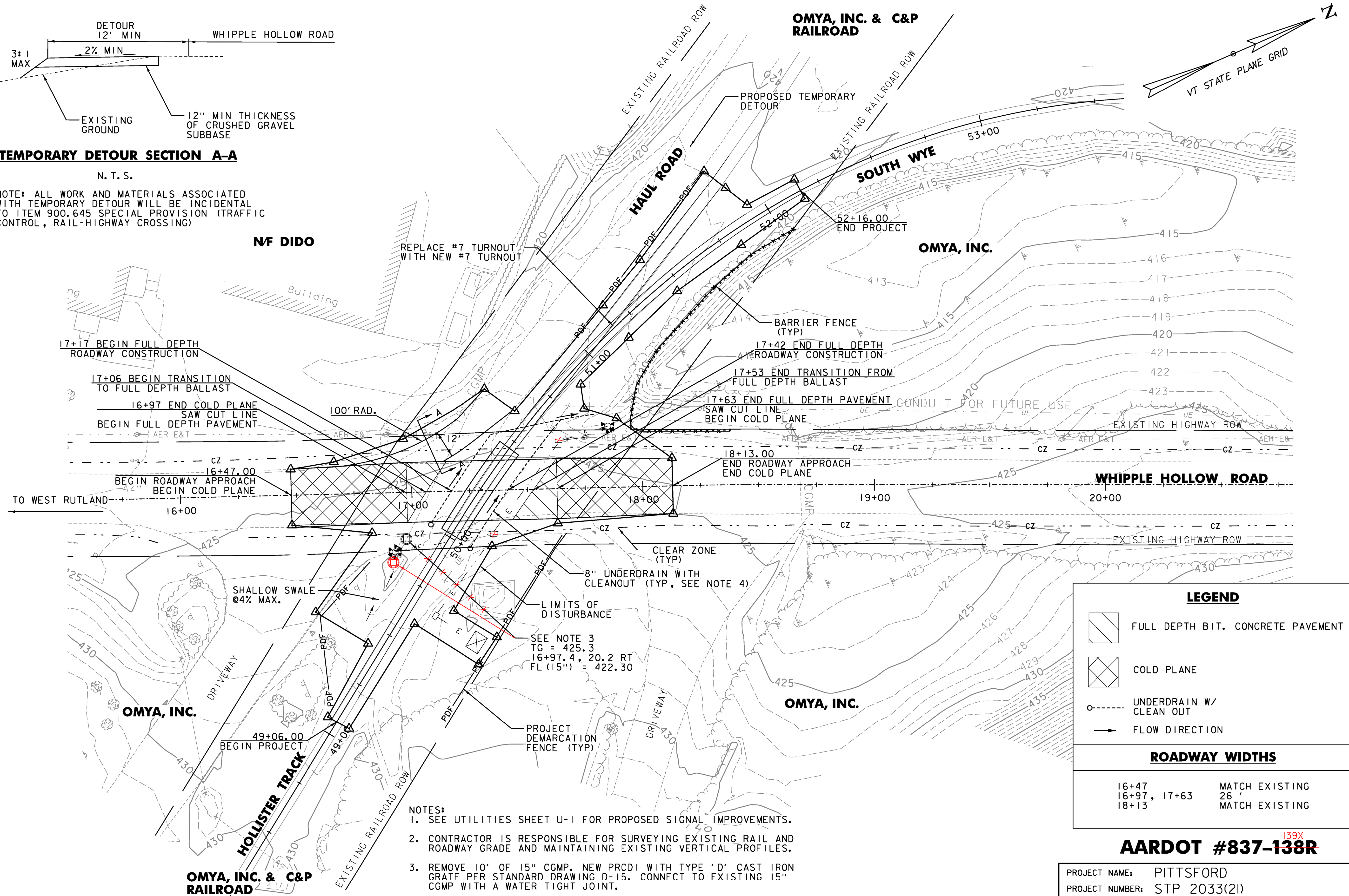




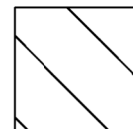
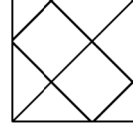
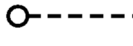
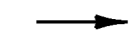
TEMPORARY DETOUR SECTION A-A

N. T. S.

NOTE: ALL WORK AND MATERIALS ASSOCIATED WITH TEMPORARY DETOUR WILL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)



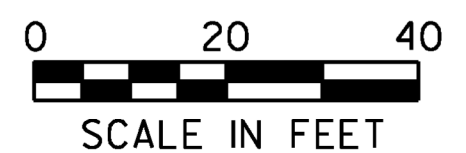
LEGEND

-  FULL DEPTH BIT. CONCRETE PAVEMENT
-  COLD PLANE
-  UNDERDRAIN W/ CLEAN OUT
-  FLOW DIRECTION

ROADWAY WIDTHS

16+47	MATCH EXISTING
16+97, 17+63	26'
18+13	MATCH EXISTING

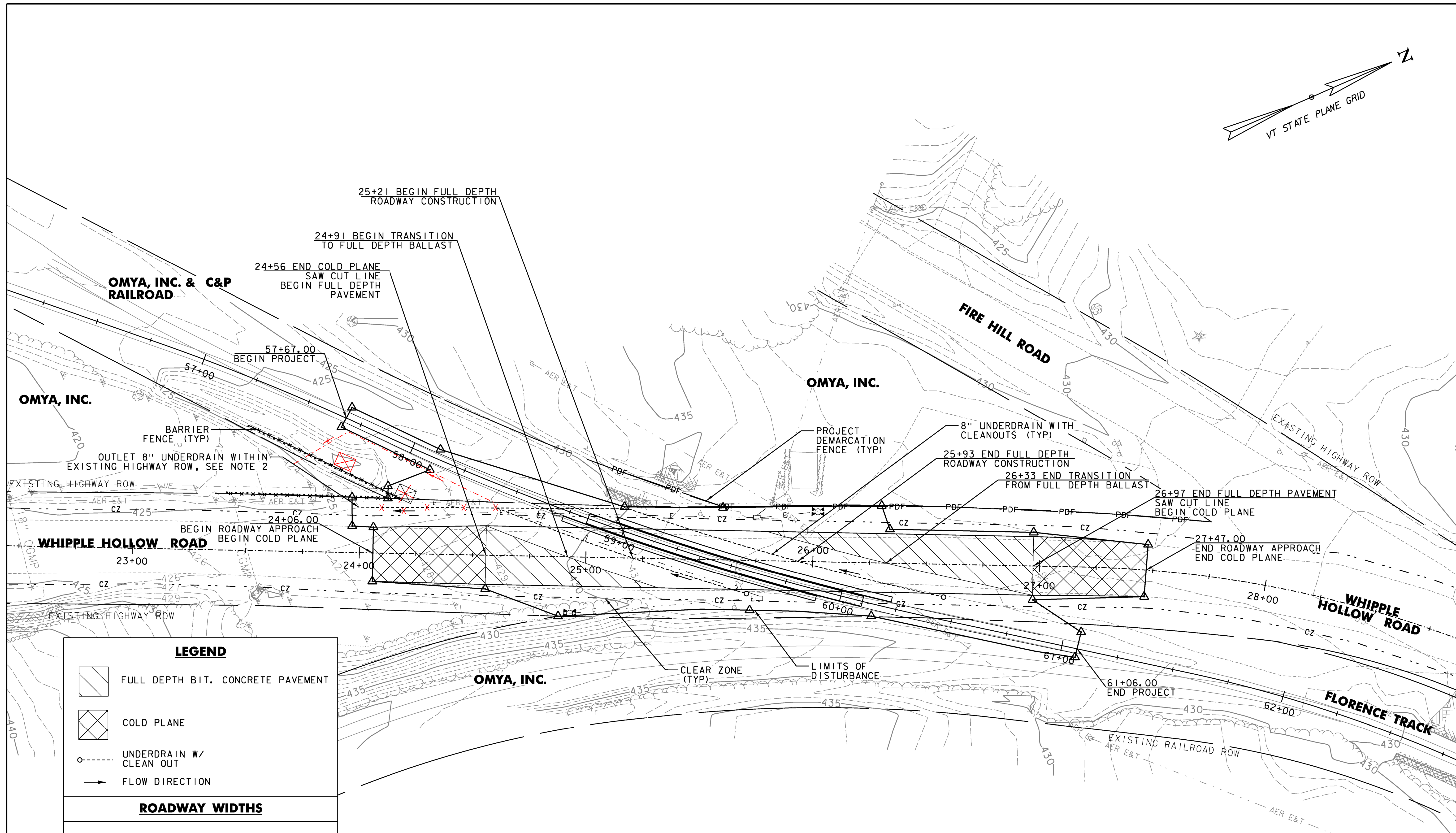
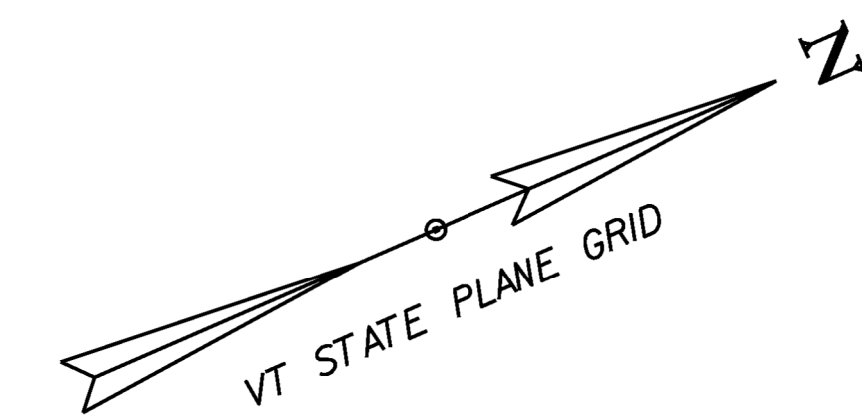
- NOTES:**
- SEE UTILITIES SHEET U-1 FOR PROPOSED SIGNAL IMPROVEMENTS.
 - CONTRACTOR IS RESPONSIBLE FOR SURVEYING EXISTING RAIL AND ROADWAY GRADE AND MAINTAINING EXISTING VERTICAL PROFILES.
 - REMOVE 10' OF 15" CGMP. NEW PRCDI WITH TYPE 'D' CAST IRON GRATE PER STANDARD DRAWING D-15. CONNECT TO EXISTING 15" CGMP WITH A WATER TIGHT JOINT.
 - ALL WORK AND MATERIALS ASSOCIATED WITH UNDERDRAIN SHALL BE PAID INCIDENTAL TO PAY ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING) (AARDOT 837-138R) **139X**



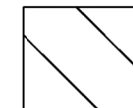

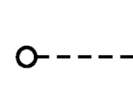
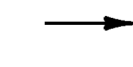
AARDOT #837-138R ^{139X}

PROJECT NAME: PITTSFORD
 PROJECT NUMBER: STP 2033(21)

FILE NAME: ...05 construction plans.dgn PLOT DATE: 5/21/2013
 PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
 DESIGNED BY: STANTEC CHECKED BY: KJR
CONSTRUCTION PLAN CP-1 SHEET 8 OF 21



LEGEND

-  FULL DEPTH BIT. CONCRETE PAVEMENT
-  COLD PLANE
-  UNDERDRAIN W/ CLEAN OUT
-  FLOW DIRECTION

ROADWAY WIDTHS

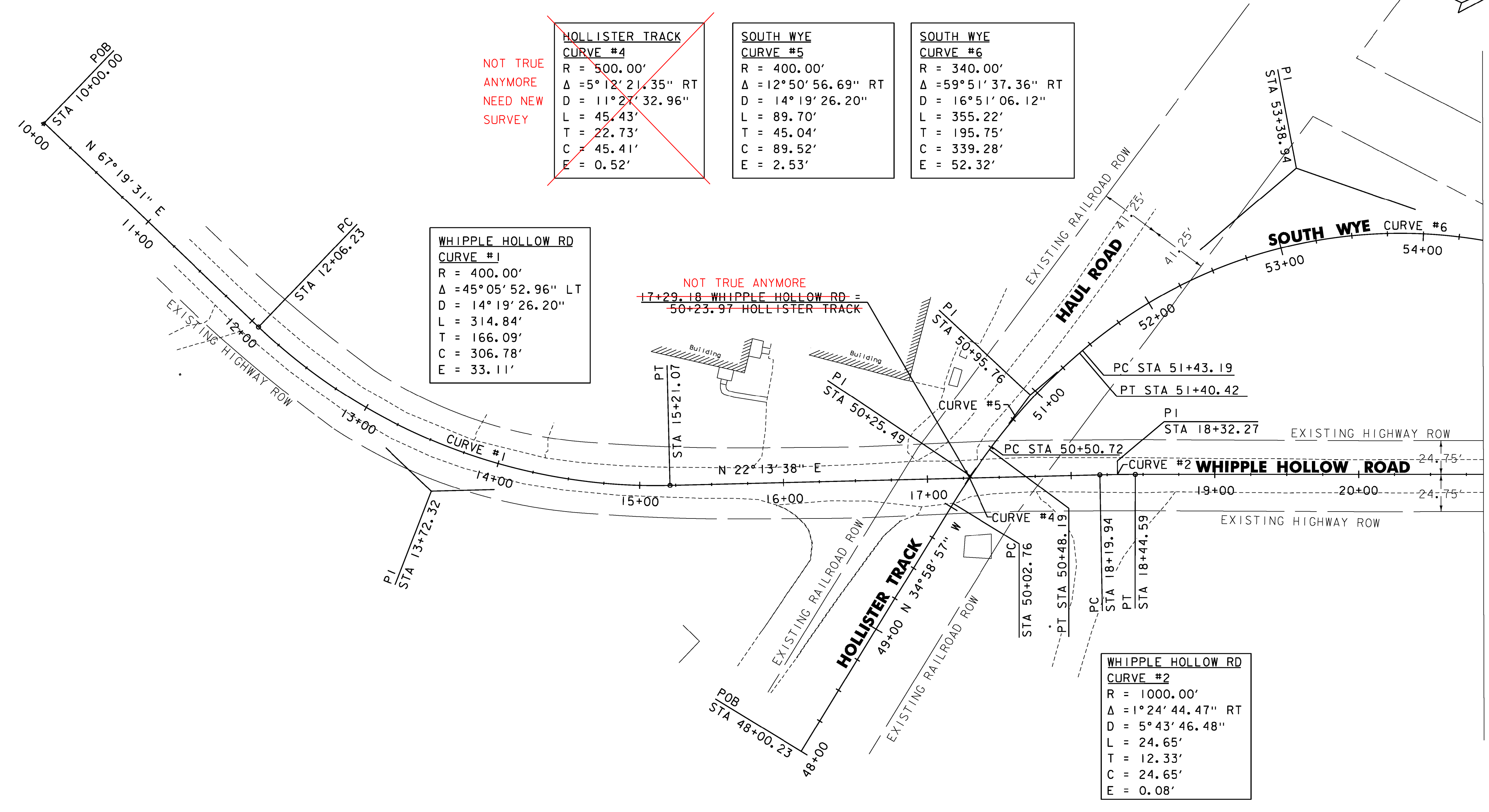
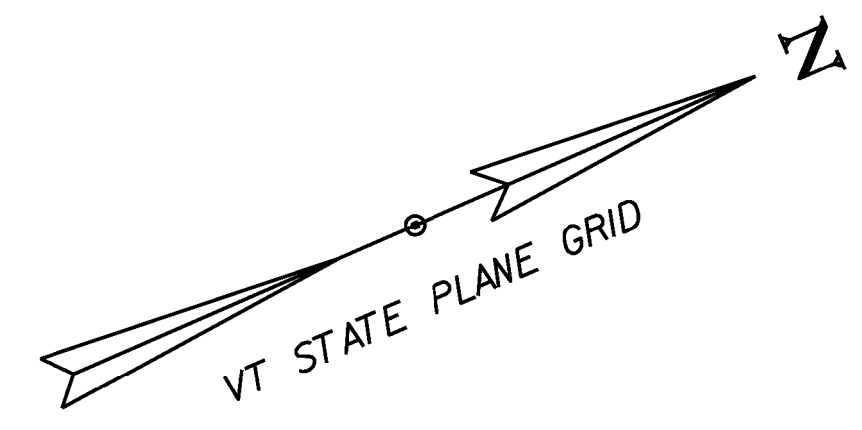
24+06	MATCH EXISTING
24+56, 26+97	26'
27+47	MATCH EXISTING

NOTES
 1. SEE UTILITIES SHEET U-2 FOR PROPOSED SIGNAL IMPROVEMENTS
 2. ALL WORK AND MATERIALS ASSOCIATED WITH UNDERDRAIN SHALL BE PAID INCIDENTAL TO PAY ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING) (AARDOT 837-139X)
 138R



AARDOT #837-139X 138R

PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(21)
FILE NAME:	...05 construction plans.dgn
PROJECT LEADER:	G. EDWARDS
DESIGNED BY:	STANTEC
CONSTRUCTION PLAN CP-2	
PLOT DATE:	5/21/2013
DRAWN BY:	DKG
CHECKED BY:	KJR
SHEET	9 OF 21



NOT TRUE
ANYMORE
NEED NEW
SURVEY

HOLLISTER TRACK	
CURVE #4	
R = 500.00'	
Δ = 5°12'21.35" RT	
D = 11°27'32.96"	
L = 45.43'	
T = 22.73'	
C = 45.41'	
E = 0.52'	

SOUTH WYE	
CURVE #5	
R = 400.00'	
Δ = 12°50'56.69" RT	
D = 14°19'26.20"	
L = 89.70'	
T = 45.04'	
C = 89.52'	
E = 2.53'	

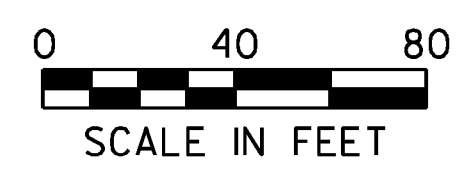
SOUTH WYE	
CURVE #6	
R = 340.00'	
Δ = 59°51'37.36" RT	
D = 16°51'06.12"	
L = 355.22'	
T = 195.75'	
C = 339.28'	
E = 52.32'	

WHIPPLE HOLLOW RD	
CURVE #1	
R = 400.00'	
Δ = 45°05'52.96" LT	
D = 14°19'26.20"	
L = 314.84'	
T = 166.09'	
C = 306.78'	
E = 33.11'	

NOT TRUE ANYMORE
~~17+29.18 WHIPPLE HOLLOW RD =~~
~~50+23.97 HOLLISTER TRACK~~

WHIPPLE HOLLOW RD	
CURVE #2	
R = 1000.00'	
Δ = 1°24'44.47" RT	
D = 5°43'46.48"	
L = 24.65'	
T = 12.33'	
C = 24.65'	
E = 0.08'	

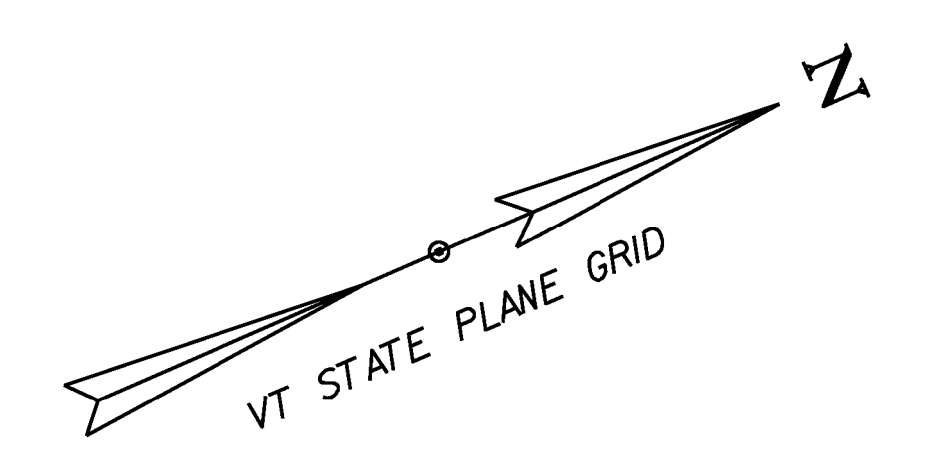
NOTE: CONTRACTOR IS RESPONSIBLE FOR SURVEYING EXISTING RAIL AND ROADWAY GRADE AND MAINTAINING EXISTING VERTICAL PROFILES.



MATCHLINE
SEE SHEET AR-2

PROJECT NAME: PITTSFORD	
PROJECT NUMBER: STP 2033(21)	
FILE NAME: ...\\plotfiles\08 alignment ROW.dgn	LOT DATE: 5/21/2013
PROJECT LEADER: G. EDWARDS	DRAWN BY: DKG
DESIGNED BY: STANTEC	CHECKED BY: KJR
ALIGNMENT /R.O.W. AR-1	SHEET 10 OF 21





**SOUTH WYE
CURVE #7**
 R = 1000.00'
 $\Delta = 5^\circ 37' 47.31''$ RT
 D = 5°43'46.48"
 L = 98.26'
 T = 49.17'
 C = 98.22'
 E = 1.21'

~~**SOUTH WYE
CURVE #8**
 R = 1200.00'
 $\Delta = 12^\circ 46' 37.34''$ LT
 D = 4°46'28.73"
 L = 267.60'
 T = 134.36'
 C = 267.05'
 E = 7.50'~~

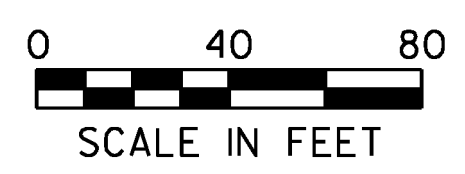
NOT TRUE
 ANYMORE
 NEED NEW
 SURVEY

**WHIPPLE HOLLOW RD
CURVE #3**
 R = 500.00'
 $\Delta = 48^\circ 30' 14.51''$ RT
 D = 11°27'32.96"
 L = 423.28'
 T = 225.25'
 C = 410.75'
 E = 48.40'

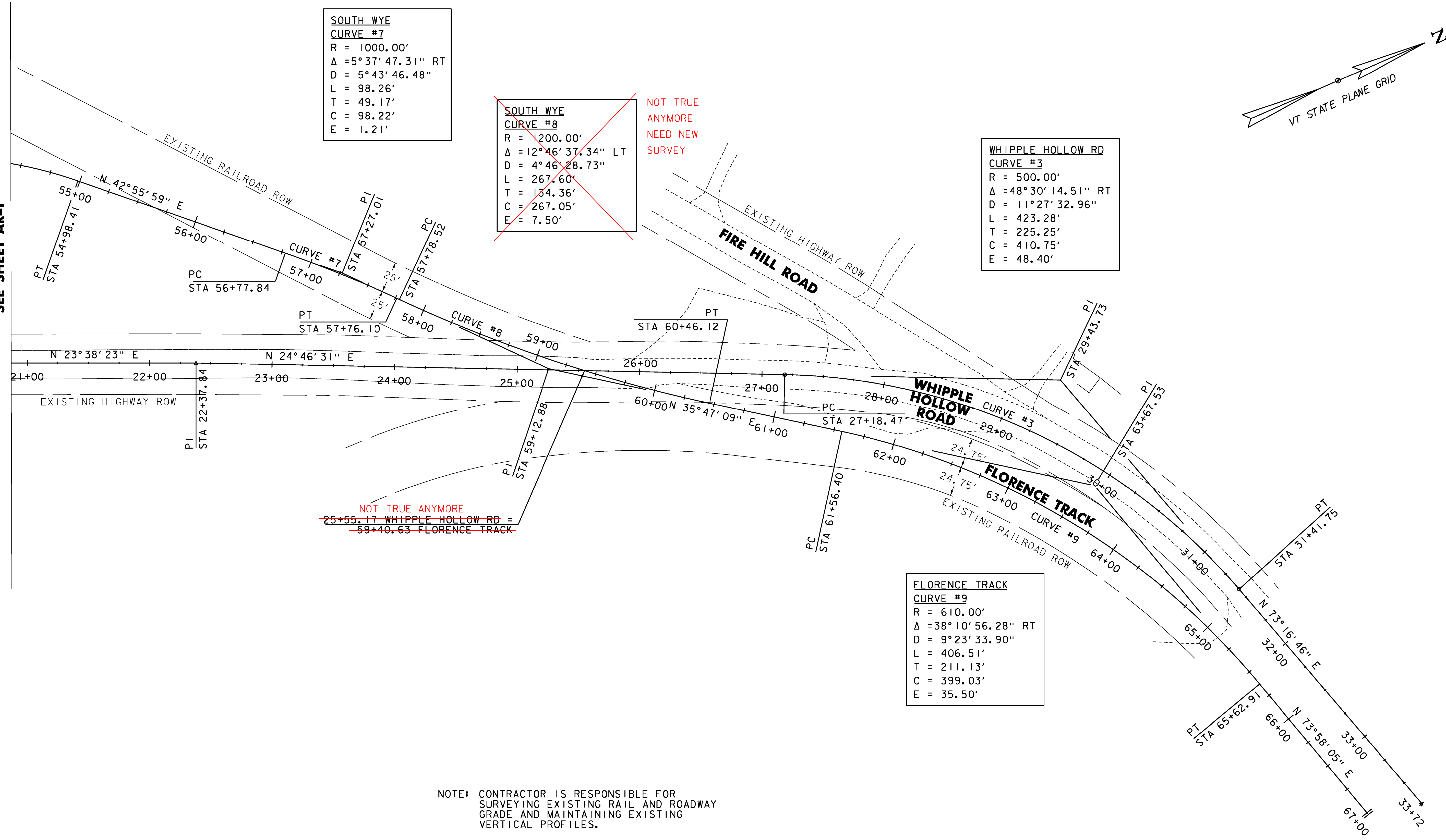
**FLORENCE TRACK
CURVE #9**
 R = 610.00'
 $\Delta = 38^\circ 10' 56.28''$ RT
 D = 9°23'33.90"
 L = 406.51'
 T = 211.13'
 C = 399.03'
 E = 35.50'

NOT TRUE ANYMORE
~~25+55.17 WHIPPLE HOLLOW RD =~~
~~59+40.63 FLORENCE TRACK~~

NOTE: CONTRACTOR IS RESPONSIBLE FOR SURVEYING EXISTING RAIL AND ROADWAY GRADE AND MAINTAINING EXISTING VERTICAL PROFILES.

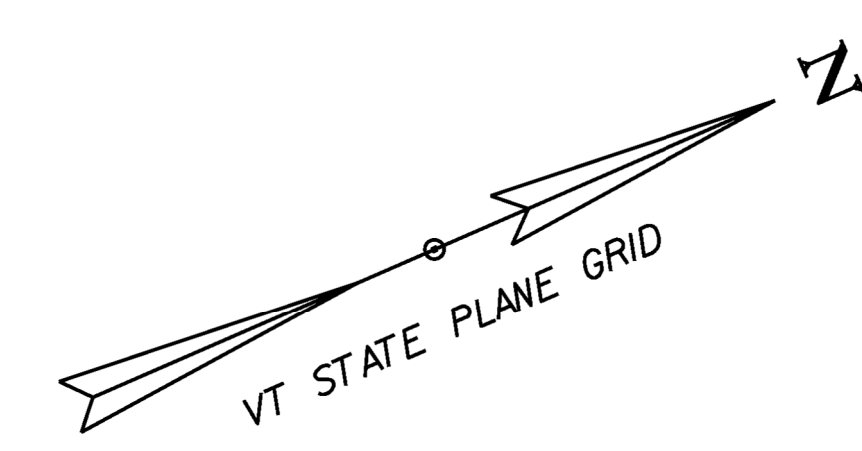


MATCHLINE
SEE SHEET AR-1



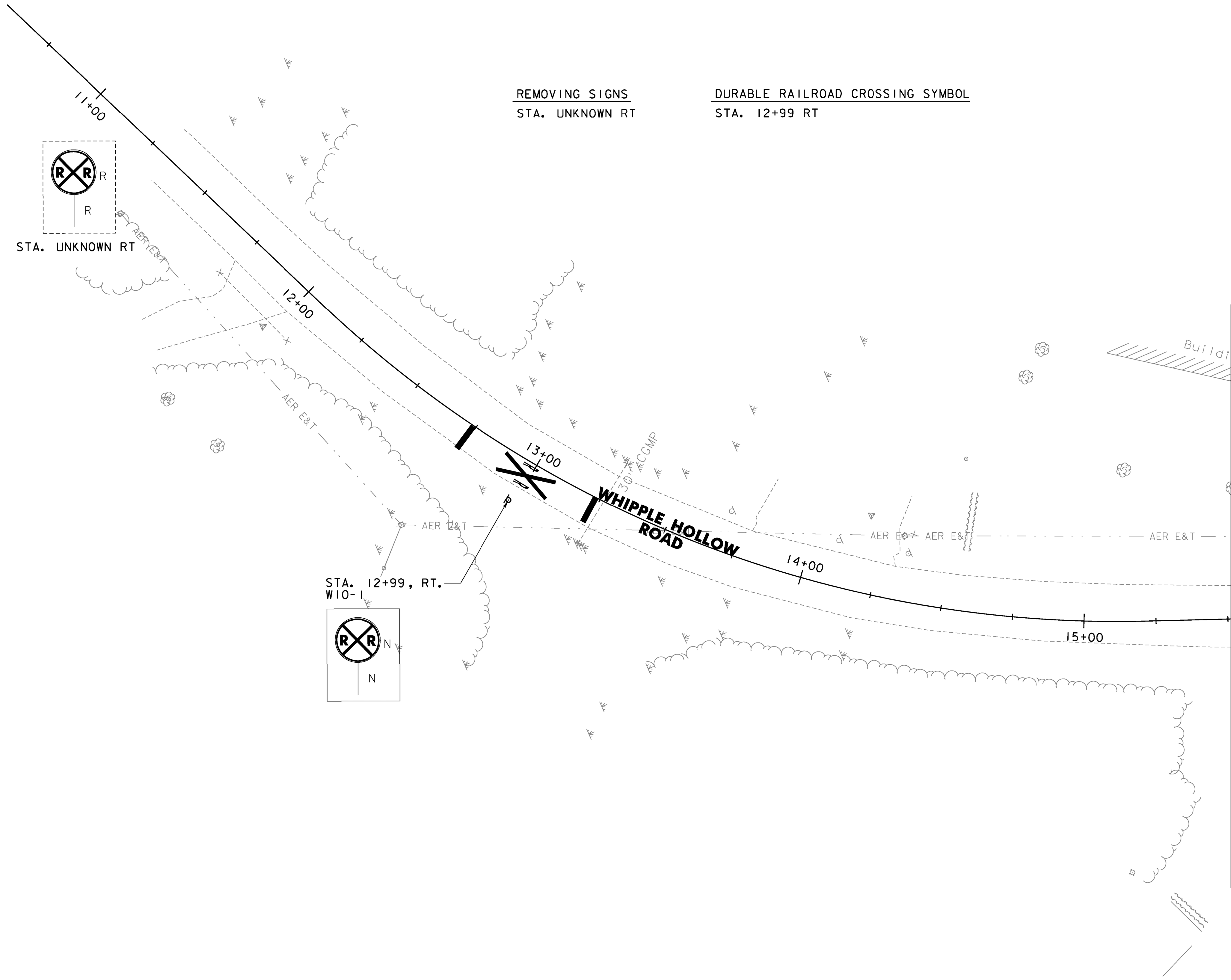
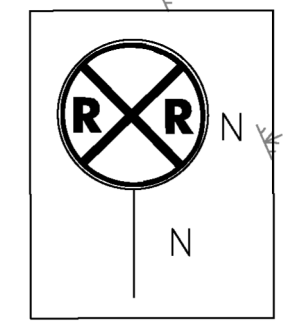
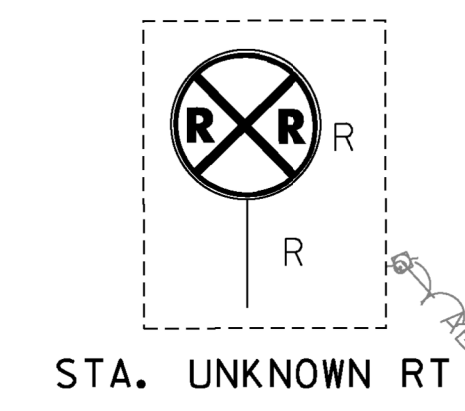
PROJECT NAME: PITTSFORD	
PROJECT NUMBER: STP 2033(21)	
FILE NAME: ... \plotfiles\08 alignment ROW.dgn	LOT DATE: 5/21/2013
PROJECT LEADER: G. EDWARDS	DRAWN BY: DKG
DESIGNED BY: STANTEC	CHECKED BY: KJR
ALIGNMENT /R.O.W. AR-2	SHEET II OF 21





REMOVING SIGNS
STA. UNKNOWN RT

DURABLE RAILROAD CROSSING SYMBOL
STA. 12+99 RT

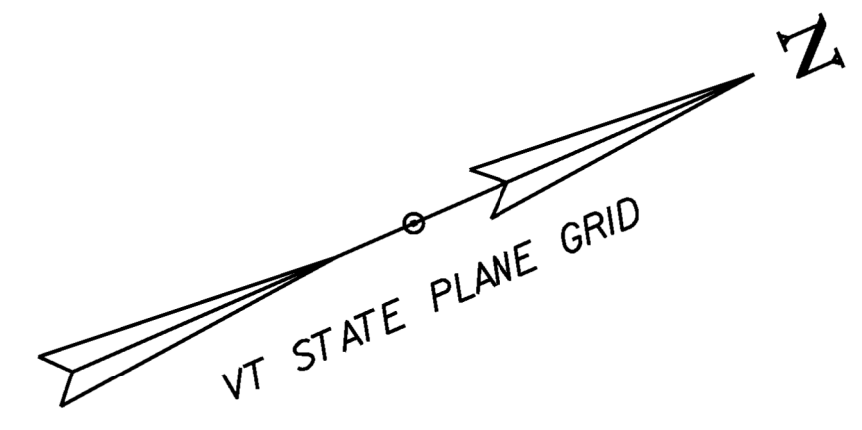


MATCHLINE
SEE SHEET SP-2

SIGN LEGEND	
N	= NEW
R	= REMOVE
R&S	= REMOVE & SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B-B	= BACK TO BACK



PROJECT NAME:	PITTSFORD		
PROJECT NUMBER:	STP 2033(21)		
FILE NAME:	...plotfiles\10 sign striping.dgn	PLOT DATE:	5/21/2013
PROJECT LEADER:	G. EDWARDS	DRAWN BY:	DKG
DESIGNED BY:	STANTEC	CHECKED BY:	KJR
SIGNING, PAVEMENT MARKINGS SP-1	SHEET 12	OF 21	

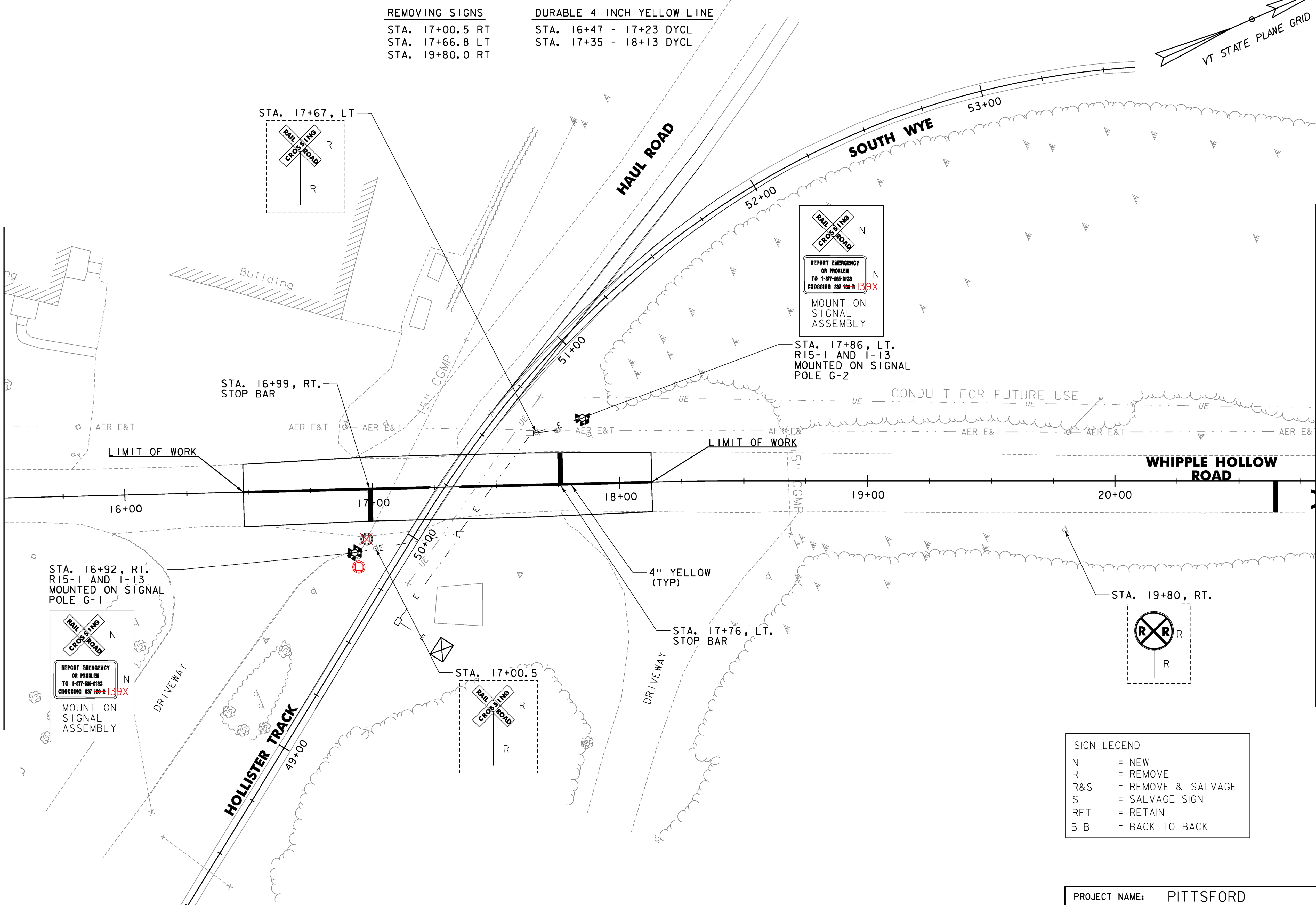


REMOVING SIGNS
 STA. 17+00.5 RT
 STA. 17+66.8 LT
 STA. 19+80.0 RT

DURABLE 4 INCH YELLOW LINE
 STA. 16+47 - 17+23 DYCL
 STA. 17+35 - 18+13 DYCL

MATCHLINE
SEE SHEET SP-1

MATCHLINE
SEE SHEET SP-3



STA. 16+92, RT.
 R15-1 AND I-13
 MOUNTED ON SIGNAL
 POLE G-1

REPORT EMERGENCY
 OR PROBLEM
 TO 1-877-969-9133
 CROSSING REF 100-139X

MOUNT ON
 SIGNAL
 ASSEMBLY

REPORT EMERGENCY
 OR PROBLEM
 TO 1-877-969-9133
 CROSSING REF 100-139X

MOUNT ON
 SIGNAL
 ASSEMBLY

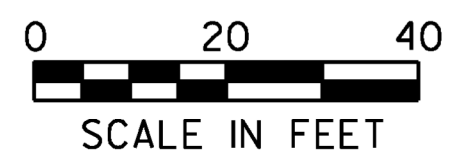
STA. 17+86, LT.
 R15-1 AND I-13
 MOUNTED ON SIGNAL
 POLE G-2

SIGN LEGEND

N	= NEW
R	= REMOVE
R&S	= REMOVE & SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B-B	= BACK TO BACK

PROJECT NAME: PITTSFORD
 PROJECT NUMBER: STP 2033(2I)

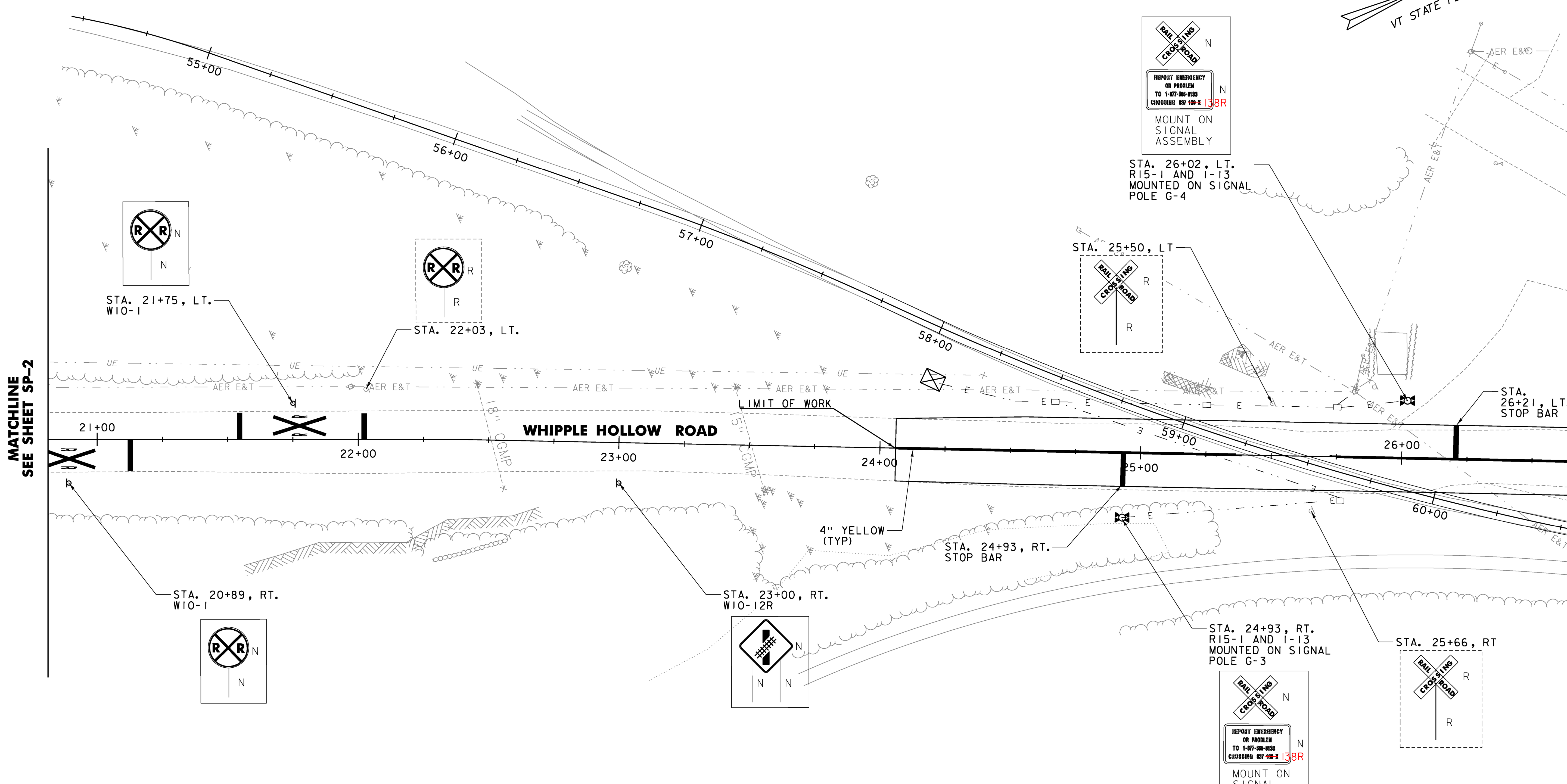
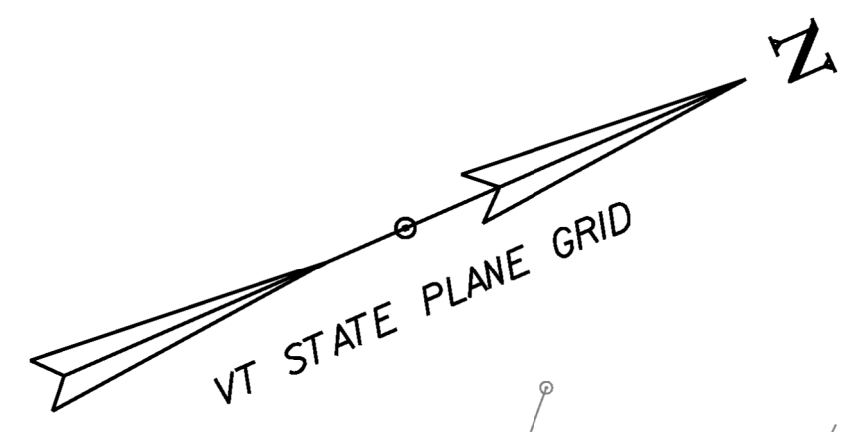
FILE NAME: ...\\plotfiles\10 sign striping.dgn PLOT DATE: 5/21/2013
 PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
 DESIGNED BY: STANTEC CHECKED BY: KJR
SIGNING, PAVEMENT MARKINGS SP-2 SHEET 13 OF 21



REMOVING SIGNS
 STA. 22+03 LT
 STA. 25+50 LT
 STA. 25+66 RT

DURABLE 4 INCH YELLOW LINE
 STA. 24+06 - 25+40 DYCL
 STA. 25+70 - 27+47 DYCL

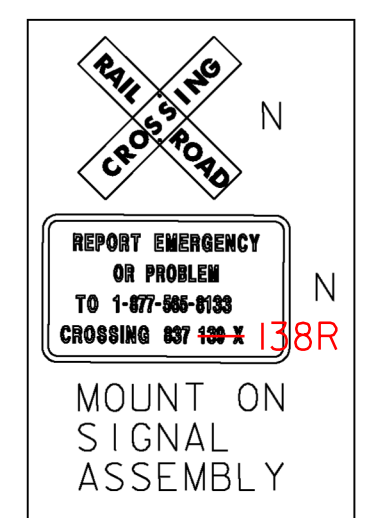
DURABLE RAILROAD CROSSING SYMBOL
 STA. 20+89 RT
 STA. 21+75 LT



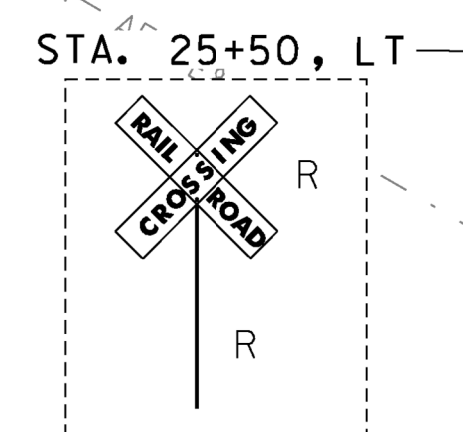
MATCHLINE
SEE SHEET SP-2

MATCHLINE
SEE SHEET SP-4

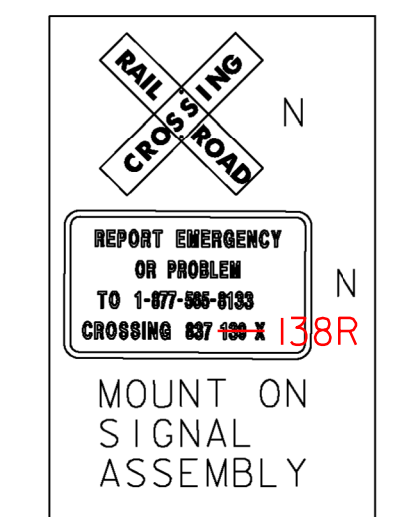
SIGN LEGEND	
N	= NEW
R	= REMOVE
R&S	= REMOVE & SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B-B	= BACK TO BACK



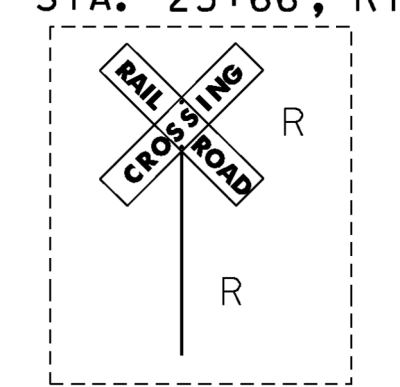
STA. 26+02, LT.
 R15-1 AND I-13
 MOUNTED ON SIGNAL
 POLE G-4



STA. 25+50, LT



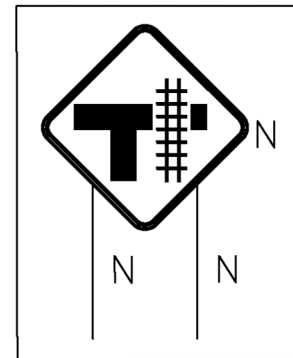
STA. 24+93, RT.
 R15-1 AND I-13
 MOUNTED ON SIGNAL
 POLE G-3



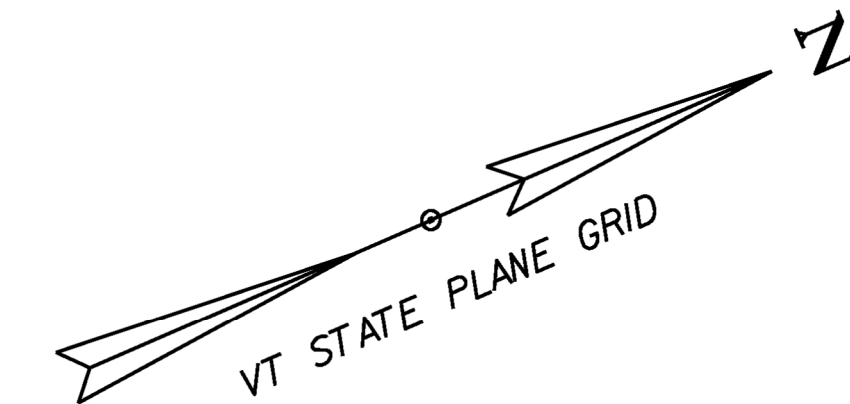
STA. 25+66, RT

PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(2I)
FILE NAME:	...\\plotfiles\10 sign striping.dgn
PLOT DATE:	5/21/2013
PROJECT LEADER:	G. EDWARDS
DRAWN BY:	DKG
DESIGNED BY:	STANTEC
CHECKED BY:	KJR
SIGNING, PAVEMENT MARKINGS SP-3	SHEET 14 OF 21





PLACE 200' PRIOR
TO STOP SIGN
W10-4R



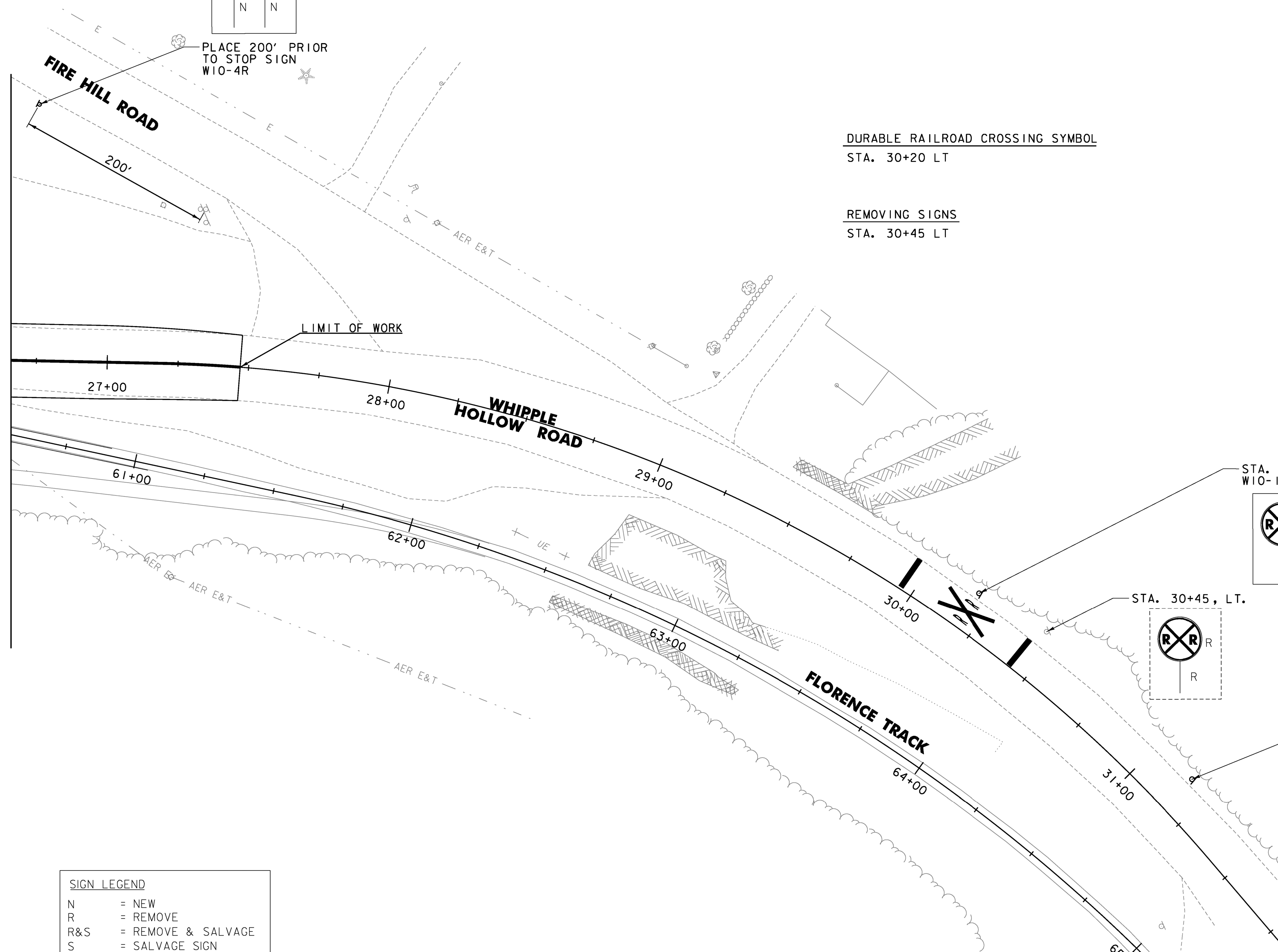
DURABLE RAILROAD CROSSING SYMBOL

STA. 30+20 LT

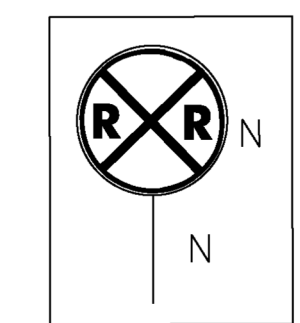
REMOVING SIGNS

STA. 30+45 LT

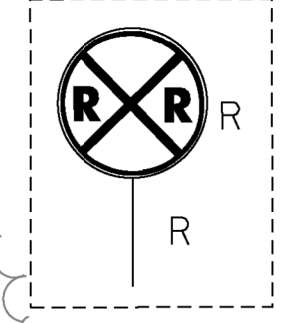
MATCHLINE
SEE SHEET SP-3



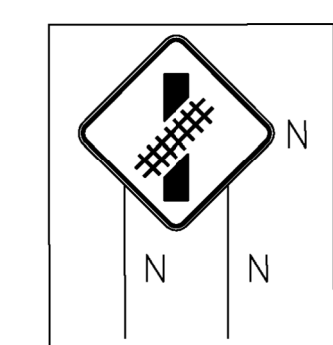
STA. 30+20, LT.
W10-1



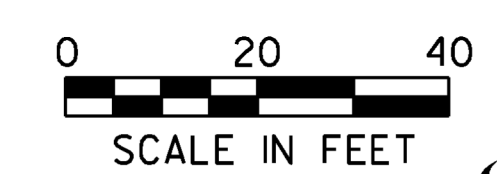
STA. 30+45, LT.



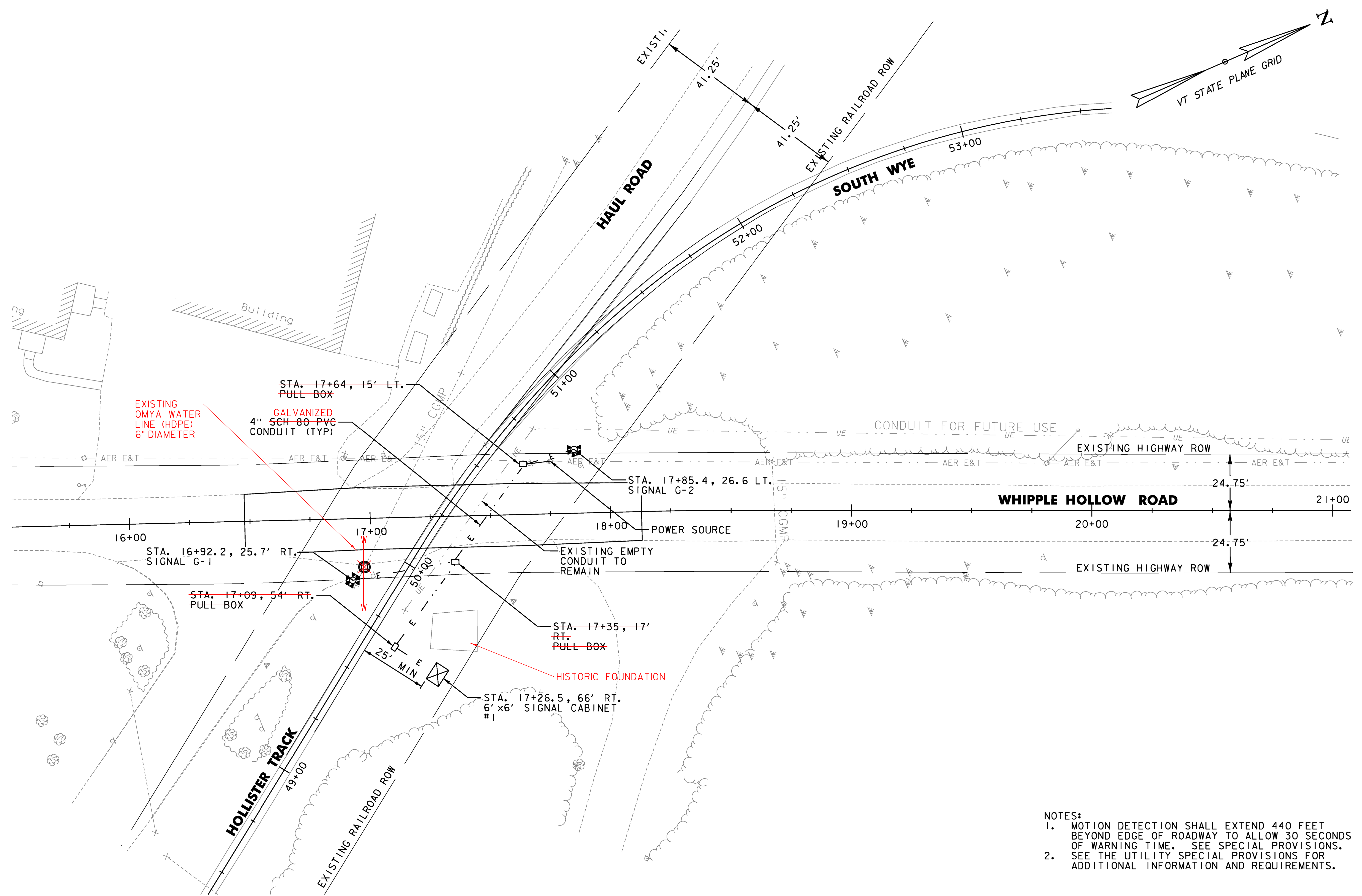
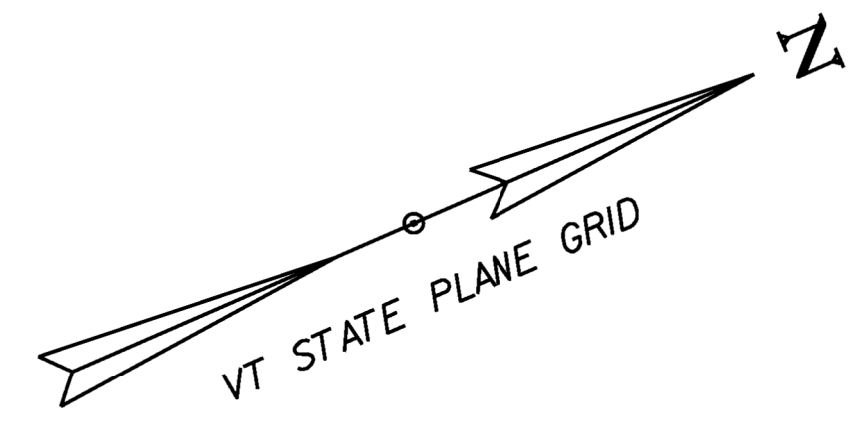
STA. 31+20, LT
W10-12R



SIGN LEGEND	
N	= NEW
R	= REMOVE
R&S	= REMOVE & SALVAGE
S	= SALVAGE SIGN
RET	= RETAIN
B-B	= BACK TO BACK



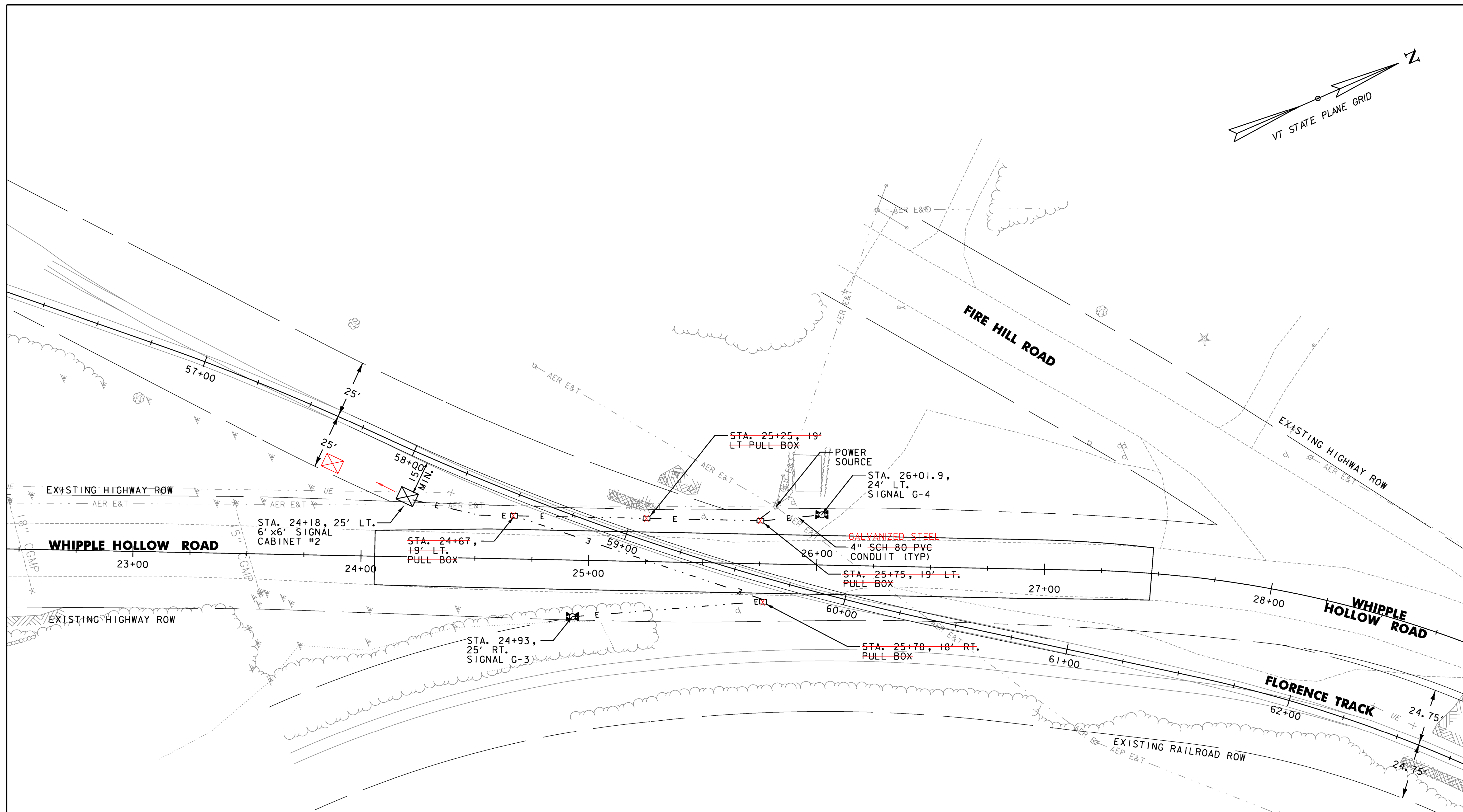
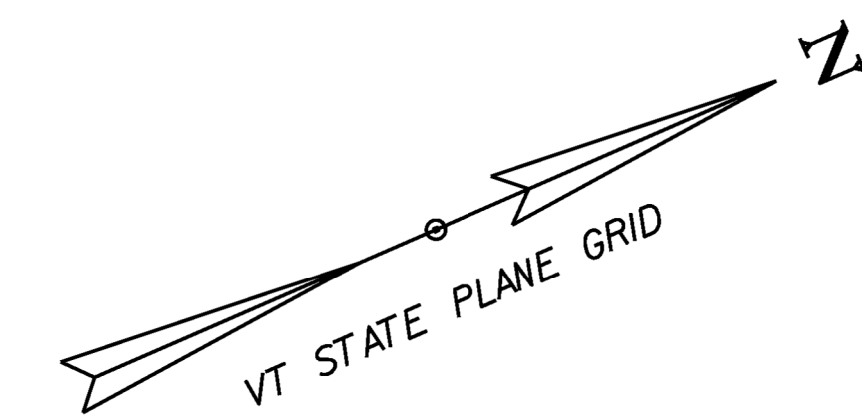
PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(2I)
FILE NAME:	...\\plotfiles\10 sign striping.dgn
PROJECT LEADER:	G. EDWARDS
DESIGNED BY:	STANTEC
SIGNING, PAVEMENT MARKINGS SP-4	SHEET 15 OF 21
PLOT DATE:	5/21/2013
DRAWN BY:	DKG
CHECKED BY:	KJR



- NOTES:
1. MOTION DETECTION SHALL EXTEND 440 FEET BEYOND EDGE OF ROADWAY TO ALLOW 30 SECONDS OF WARNING TIME. SEE SPECIAL PROVISIONS.
 2. SEE THE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.



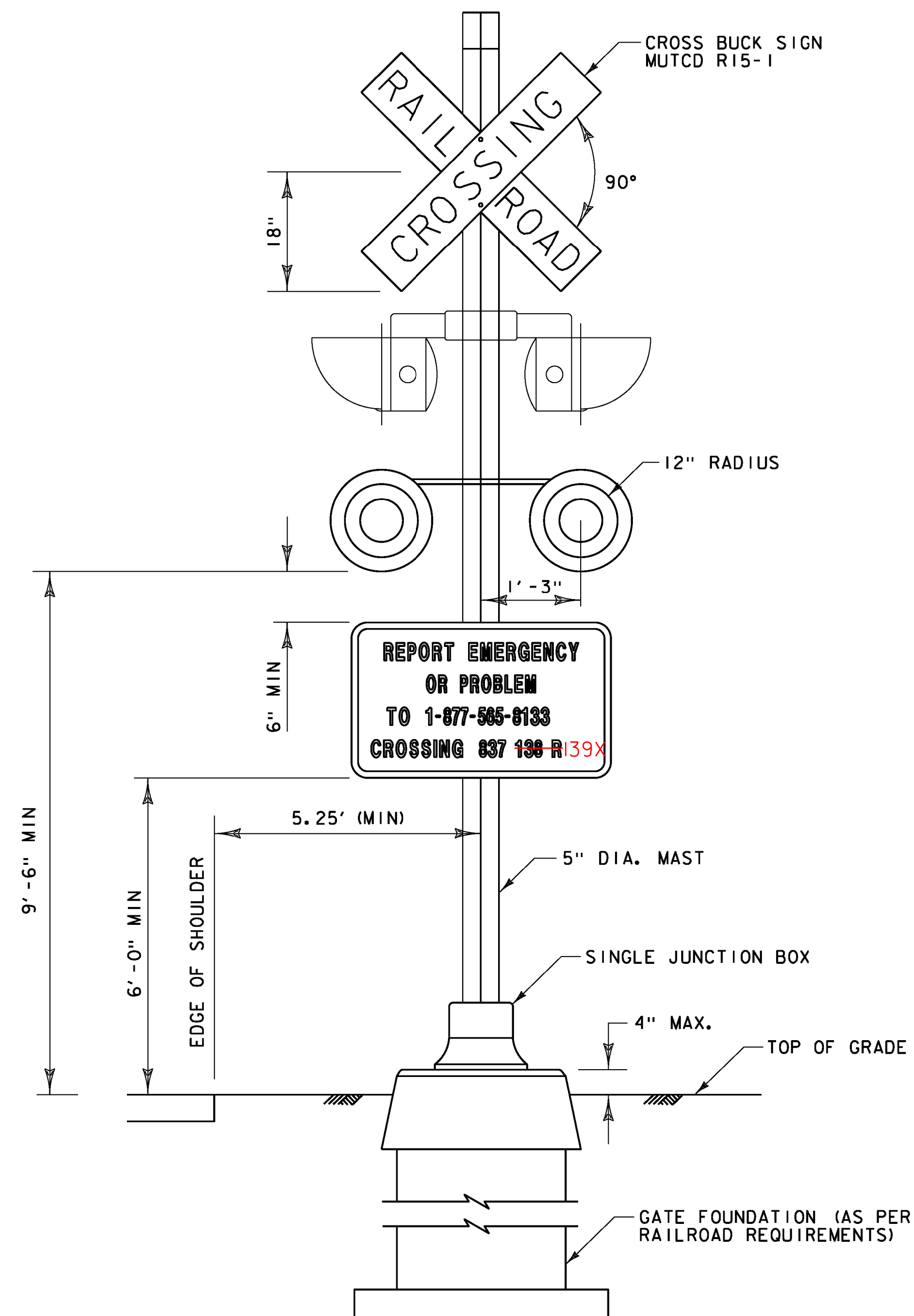
PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(2I)
FILE NAME:	...plotfiles\utility.dgn
PROJECT LEADER:	G. EDWARDS
DESIGNED BY:	STANTEC
UTILITIES U-1	
PLOT DATE:	5/21/2013
DRAWN BY:	DKG
CHECKED BY:	KJR
SHEET 17	OF 21



- NOTES:
1. MOTION DETECTION SHALL EXTEND 440 FEET BEYOND EDGE OF ROADWAY TO ALLOW 30 SECONDS OF WARNING TIME. SEE SPECIAL PROVISIONS.
 2. GROUND POWER AND COMMUNICATION CABLES ARE LOCATED FROM POLE #110/6 TO THE UTILITY CABINETS, THE CONTRACTOR SHALL USE CAUTION WHEN WORKING AROUND THESE EXISTING FACILITIES.
 3. SEE THE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.



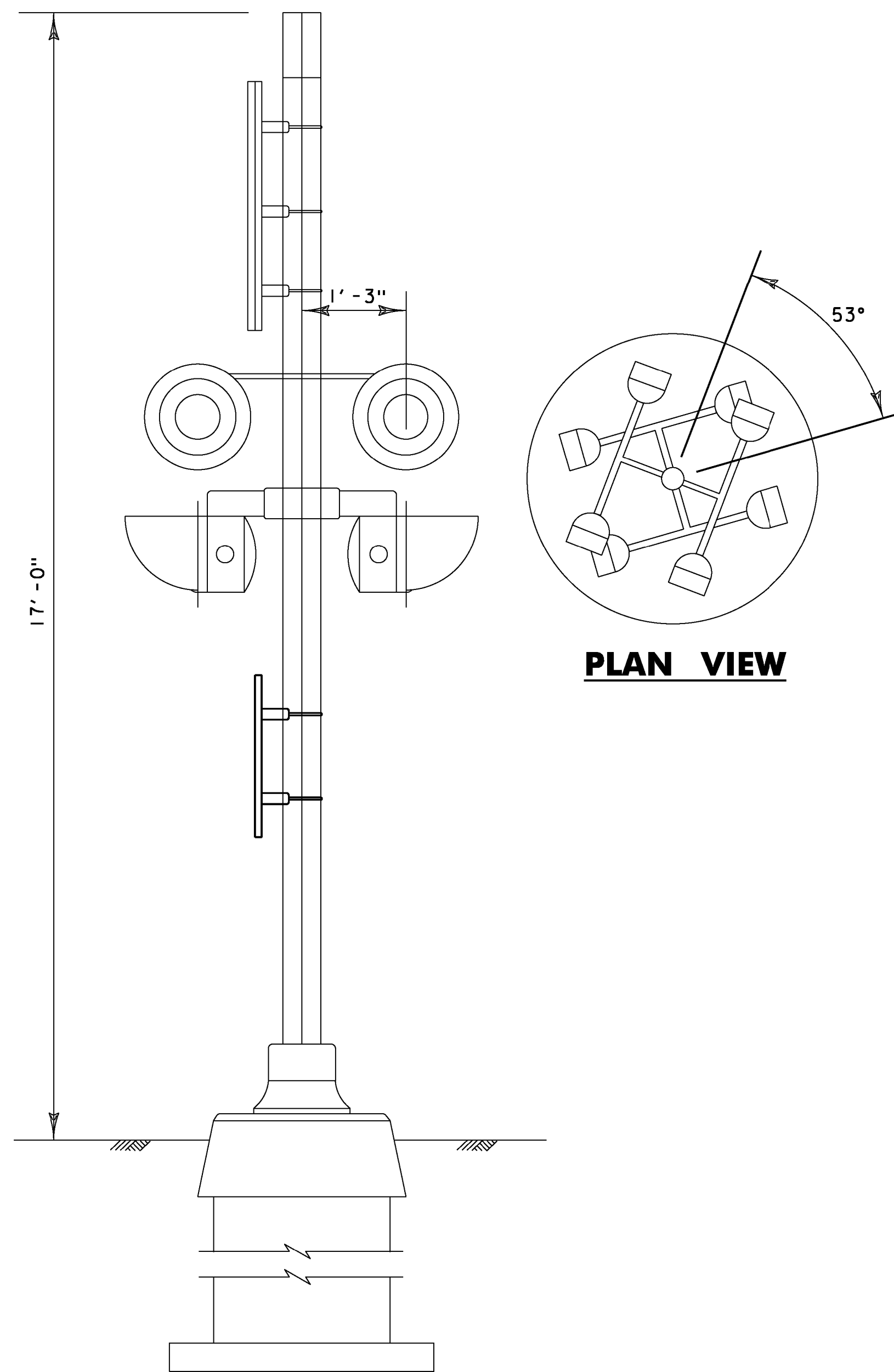
PROJECT NAME:	PITTSFORD	FILE NAME:	...plotfiles\utility.dgn	PLOT DATE:	5/21/2013
PROJECT NUMBER:	STP 2033(2I)	PROJECT LEADER:	G. EDWARDS	DRAWN BY:	DKG
		DESIGNED BY:	STANTEC	CHECKED BY:	KJR
		UTILITIES U-2		SHEET 18	OF 21



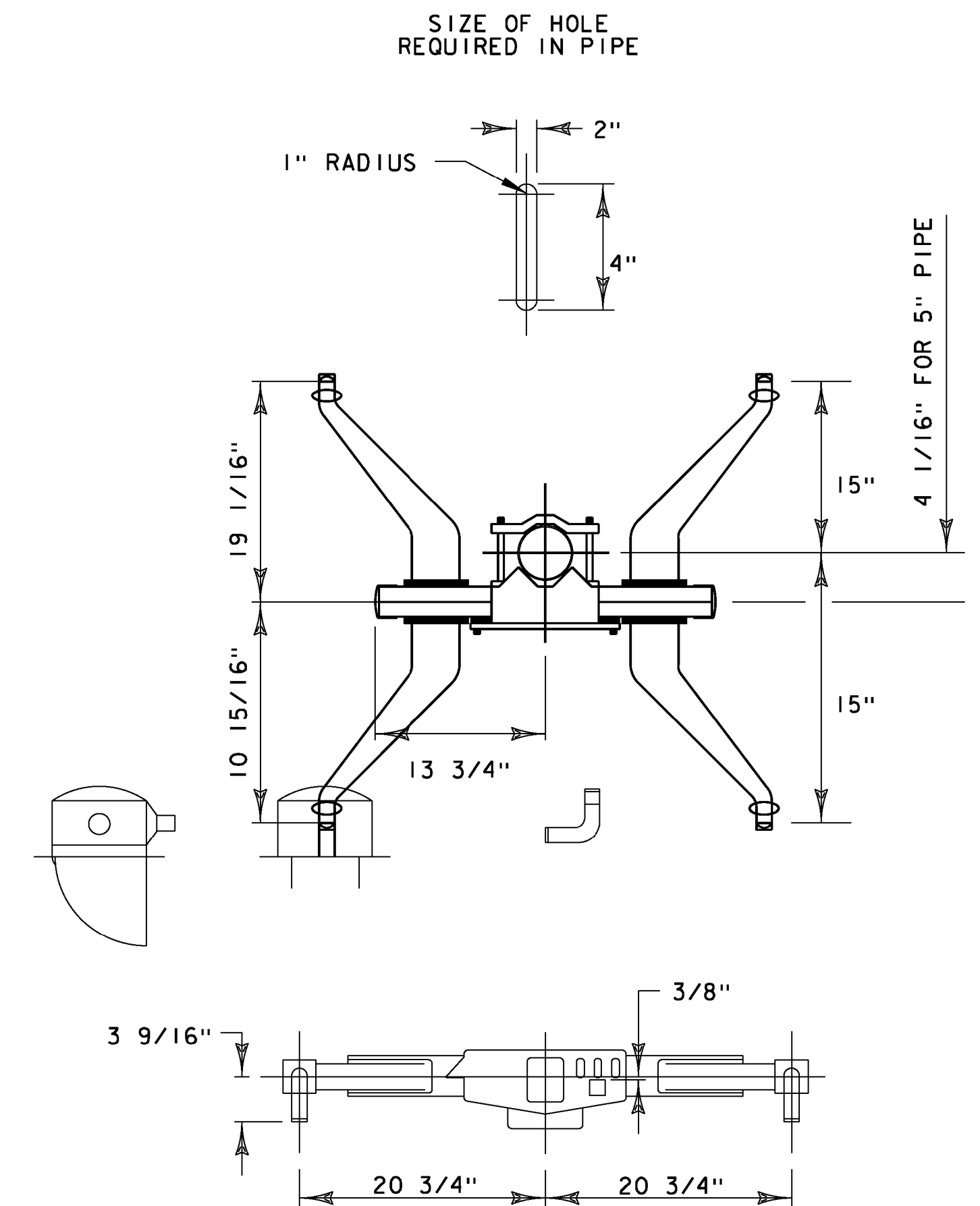
ROADWAY VIEW

SIGNAL ASSEMBLY G-1

NOT TO SCALE



SIDE VIEW



TYPICAL LAMP CROSSARM WITH BRACKETS

NOT TO SCALE

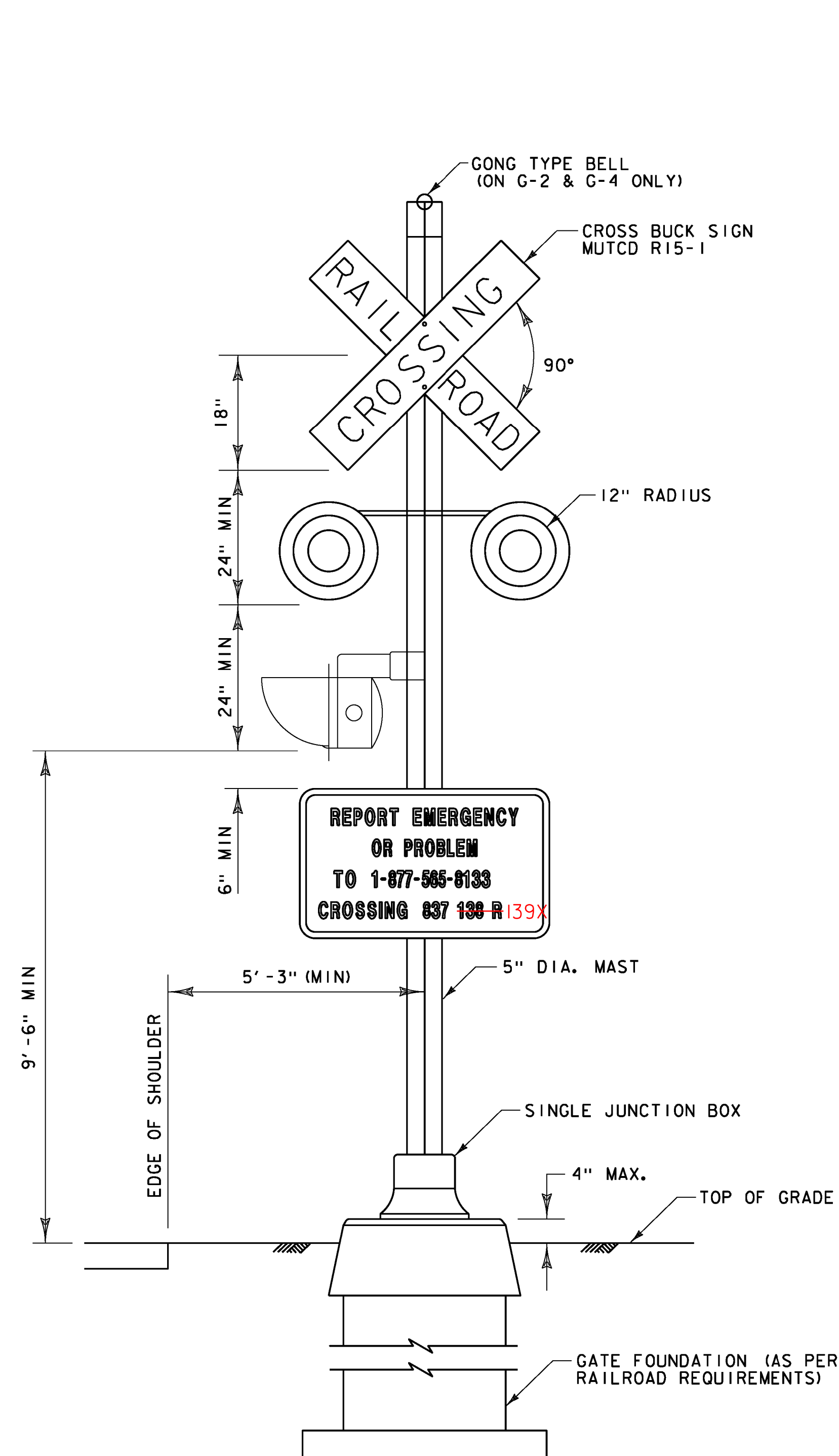
NOTES:

1. A STRIP OF ASTM D 4956 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 TO NEAR GROUND LEVEL.

PROJECT NAME: PITTSFORD
PROJECT NUMBER: STP 2033(21)

FILE NAME: ...13 signal assembly details.dgn PLOT DATE: 5/21/2013
PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
DESIGNED BY: STANTEC CHECKED BY: KJR
SIGNAL ASSEMBLY DETAILS 1 SHEET 19 OF 21

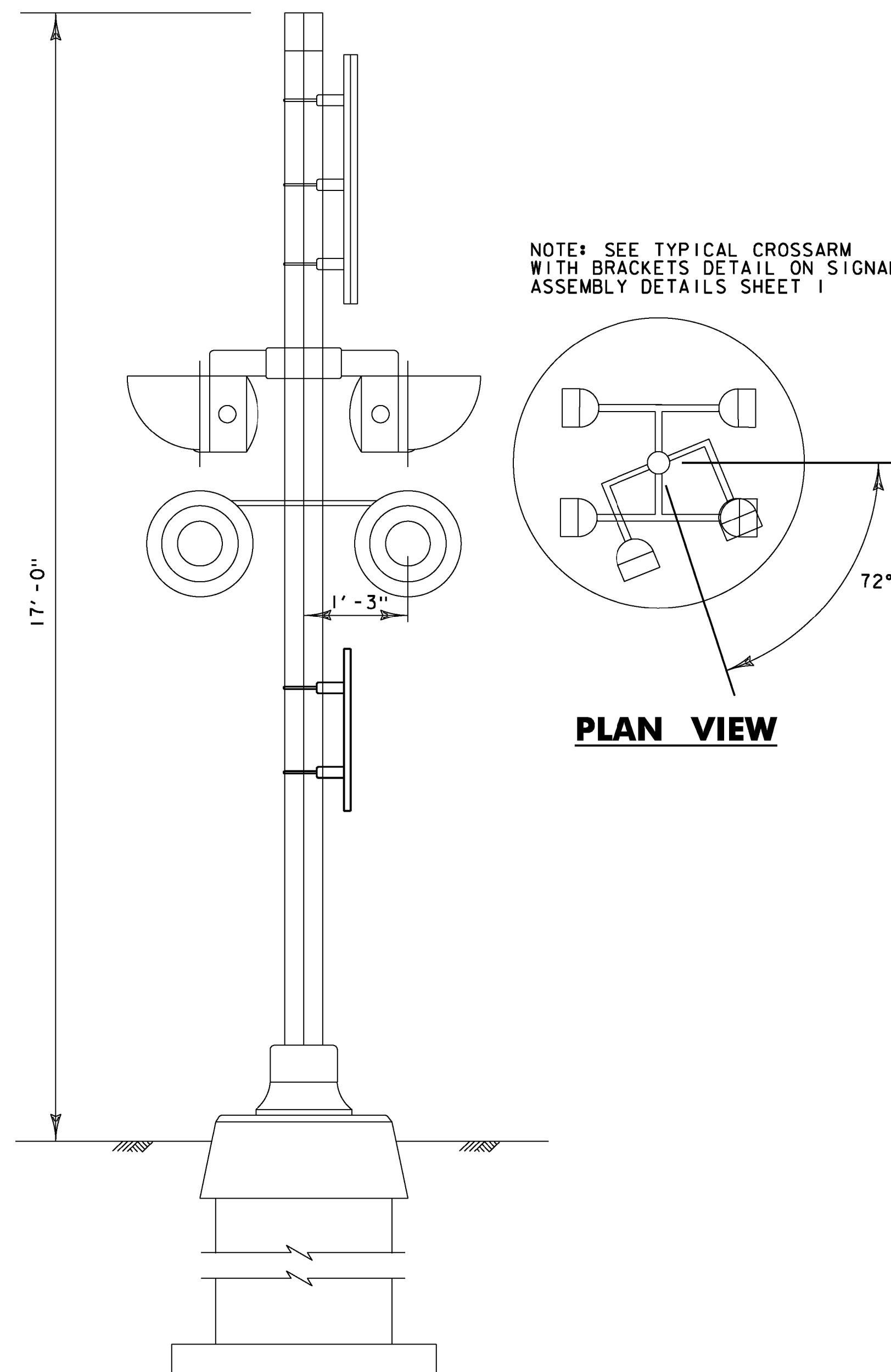




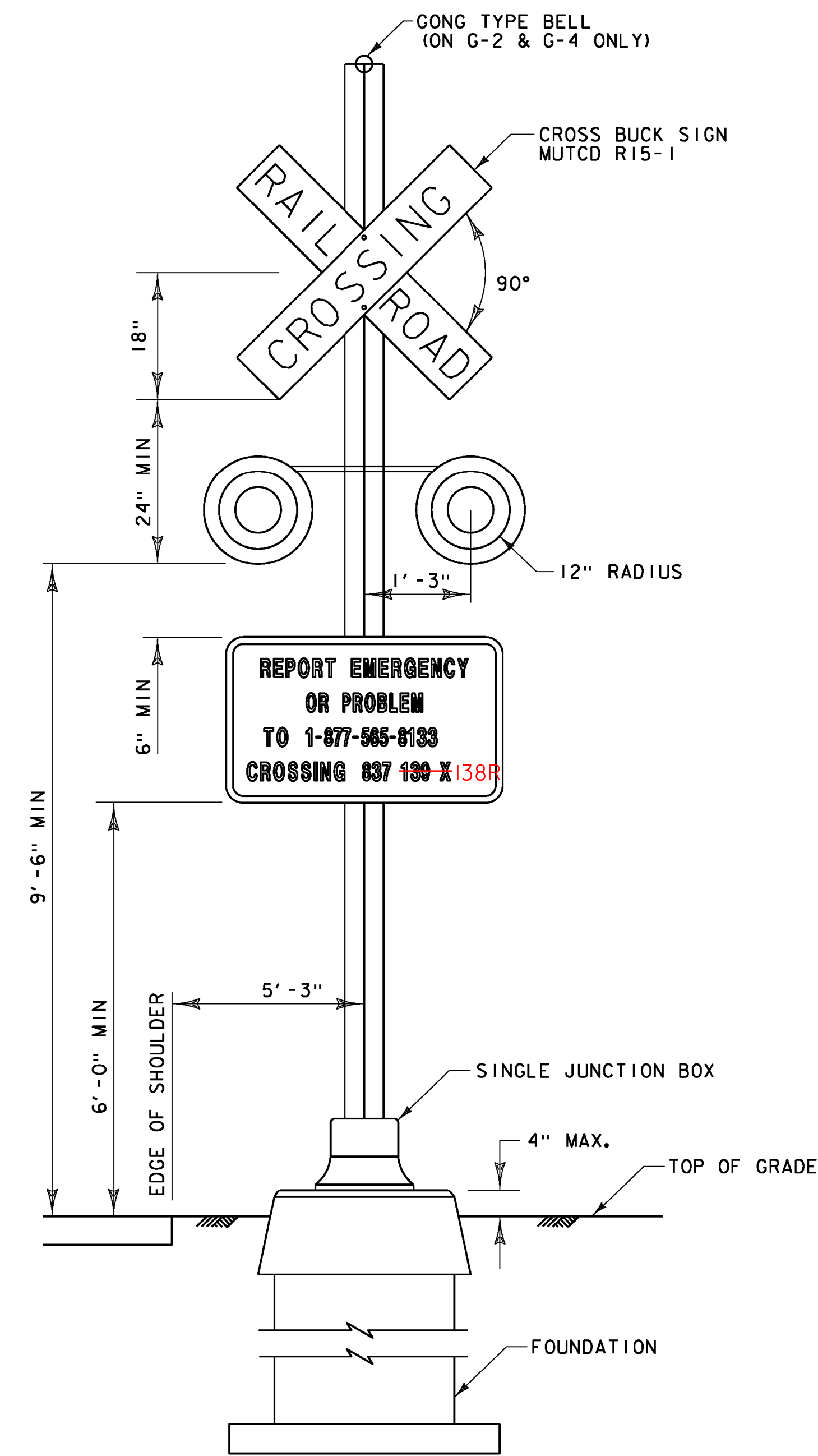
ROADWAY VIEW LOOKING SOUTH

SIGNAL ASSEMBLY G-2

NOT TO SCALE



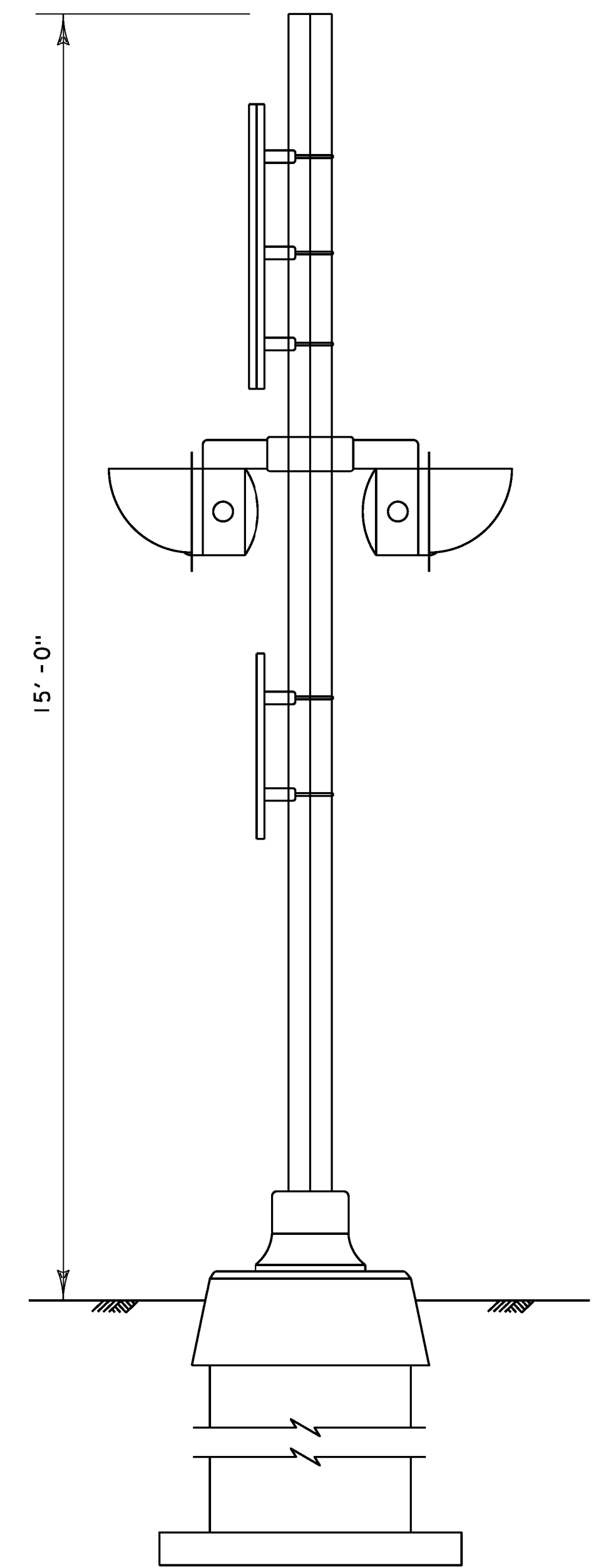
SIDE VIEW



ROADWAY VIEW

SIGNAL ASSEMBLY G-3, AND G-4

NOT TO SCALE

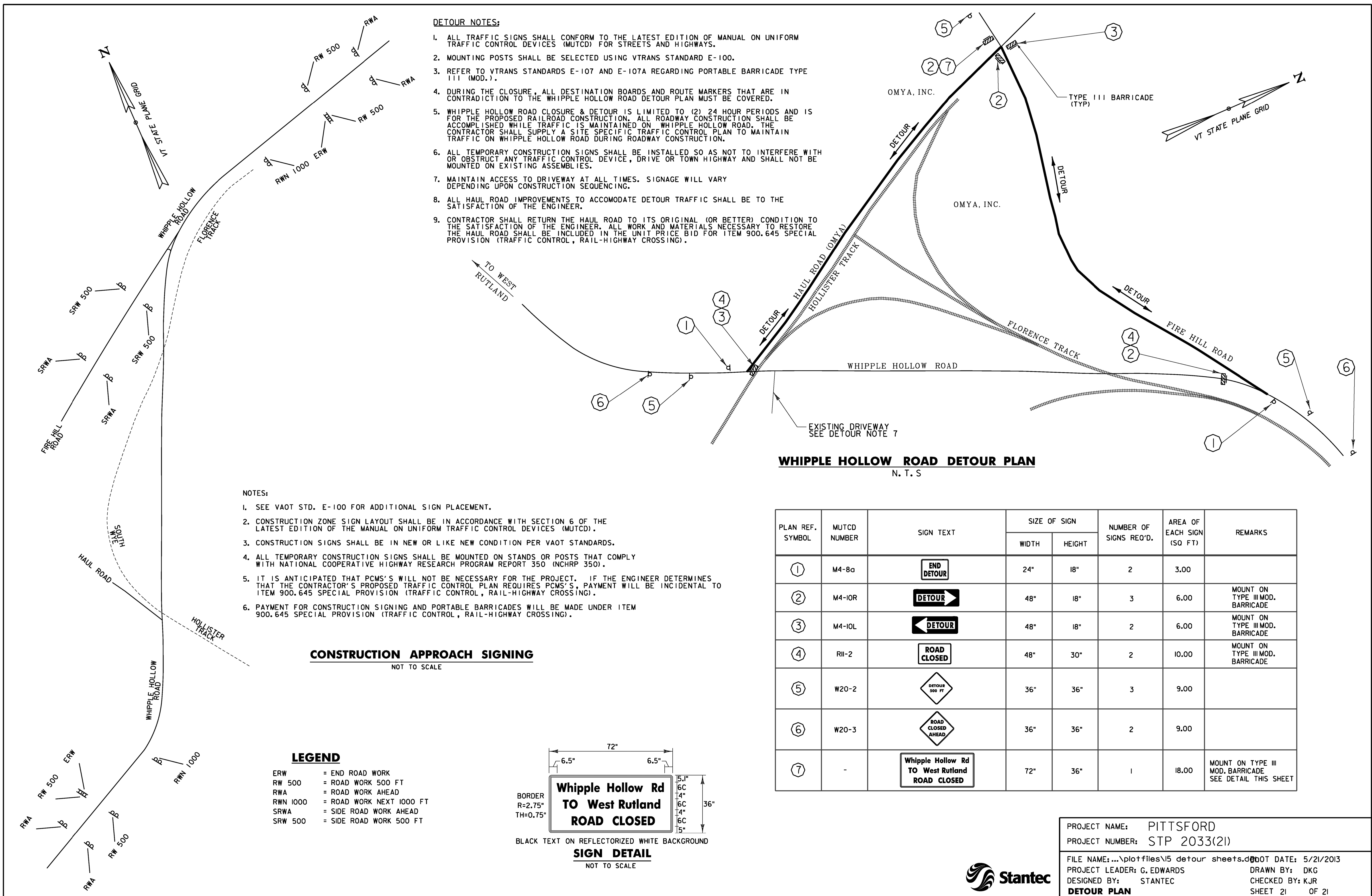


SIDE VIEW

PROJECT NAME: PITTSFORD
PROJECT NUMBER: STP 2033(21)

FILE NAME: ...13 signal assembly details.dgn PLOT DATE: 5/21/2013
PROJECT LEADER: G. EDWARDS DRAWN BY: DKG
DESIGNED BY: STANTEC CHECKED BY: KJR
SIGNAL ASSEMBLY DETAILS 2 SHEET 20 OF 21



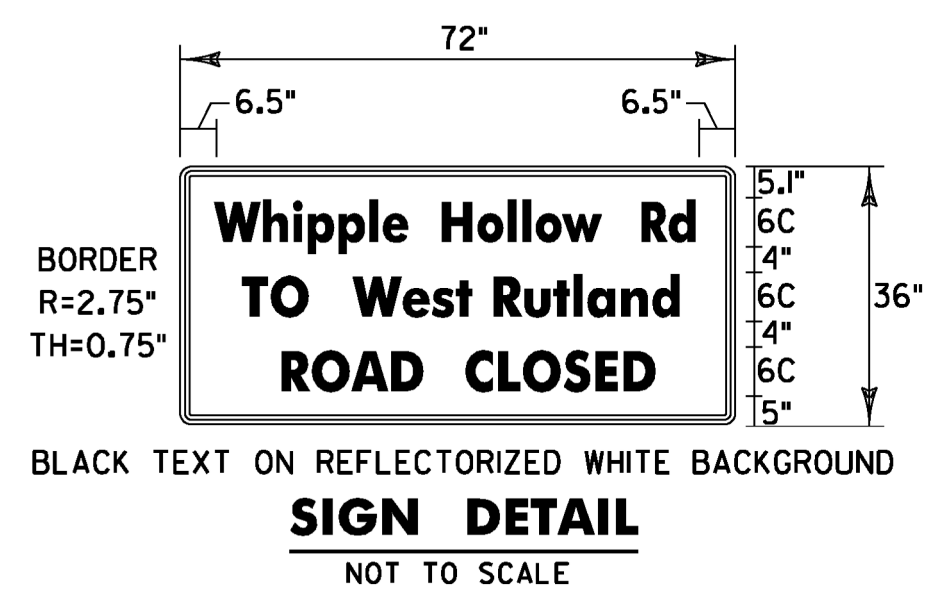


- DETOUR NOTES:**
1. ALL TRAFFIC SIGNS SHALL CONFORM TO THE LATEST EDITION OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS.
 2. MOUNTING POSTS SHALL BE SELECTED USING VTRANS STANDARD E-100.
 3. REFER TO VTRANS STANDARDS E-107 AND E-107A REGARDING PORTABLE BARRICADE TYPE III (MOD.).
 4. DURING THE CLOSURE, ALL DESTINATION BOARDS AND ROUTE MARKERS THAT ARE IN CONTRADICTION TO THE WHIPPLE HOLLOW ROAD DETOUR PLAN MUST BE COVERED.
 5. WHIPPLE HOLLOW ROAD CLOSURE & DETOUR IS LIMITED TO (2) 24 HOUR PERIODS AND IS FOR THE PROPOSED RAILROAD CONSTRUCTION. ALL ROADWAY CONSTRUCTION SHALL BE ACCOMPLISHED WHILE TRAFFIC IS MAINTAINED ON WHIPPLE HOLLOW ROAD. THE CONTRACTOR SHALL SUPPLY A SITE SPECIFIC TRAFFIC CONTROL PLAN TO MAINTAIN TRAFFIC ON WHIPPLE HOLLOW ROAD DURING ROADWAY CONSTRUCTION.
 6. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE INSTALLED SO AS NOT TO INTERFERE WITH OR OBSTRUCT ANY TRAFFIC CONTROL DEVICE, DRIVE OR TOWN HIGHWAY AND SHALL NOT BE MOUNTED ON EXISTING ASSEMBLIES.
 7. MAINTAIN ACCESS TO DRIVEWAY AT ALL TIMES. SIGNAGE WILL VARY DEPENDING UPON CONSTRUCTION SEQUENCING.
 8. ALL HAUL ROAD IMPROVEMENTS TO ACCOMMODATE DETOUR TRAFFIC SHALL BE TO THE SATISFACTION OF THE ENGINEER.
 9. CONTRACTOR SHALL RETURN THE HAUL ROAD TO ITS ORIGINAL (OR BETTER) CONDITION TO THE SATISFACTION OF THE ENGINEER. ALL WORK AND MATERIALS NECESSARY TO RESTORE THE HAUL ROAD SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING).

- NOTES:**
1. SEE VAOT STD. E-100 FOR ADDITIONAL SIGN PLACEMENT.
 2. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
 3. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.
 4. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE MOUNTED ON STANDS OR POSTS THAT COMPLY WITH NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350).
 5. IT IS ANTICIPATED THAT PCMS'S WILL NOT BE NECESSARY FOR THE PROJECT. IF THE ENGINEER DETERMINES THAT THE CONTRACTOR'S PROPOSED TRAFFIC CONTROL PLAN REQUIRES PCMS'S, PAYMENT WILL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING).
 6. PAYMENT FOR CONSTRUCTION SIGNING AND PORTABLE BARRICADES WILL BE MADE UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING).

CONSTRUCTION APPROACH SIGNING
NOT TO SCALE

- LEGEND**
- ERW = END ROAD WORK
 - RW 500 = ROAD WORK 500 FT
 - RWA = ROAD WORK AHEAD
 - RWN 1000 = ROAD WORK NEXT 1000 FT
 - SRWA = SIDE ROAD WORK AHEAD
 - SRW 500 = SIDE ROAD WORK 500 FT



WHIPPLE HOLLOW ROAD DETOUR PLAN
N. T. S.

PLAN REF. SYMBOL	MUTCD NUMBER	SIGN TEXT	SIZE OF SIGN		NUMBER OF SIGNS REQ'D.	AREA OF EACH SIGN (SQ FT)	REMARKS
			WIDTH	HEIGHT			
①	M4-8a	END DETOUR	24"	18"	2	3.00	
②	M4-10R	DETOUR	48"	18"	3	6.00	MOUNT ON TYPE III MOD. BARRICADE
③	M4-10L	DETOUR	48"	18"	2	6.00	MOUNT ON TYPE III MOD. BARRICADE
④	R11-2	ROAD CLOSED	48"	30"	2	10.00	MOUNT ON TYPE III MOD. BARRICADE
⑤	W20-2	DETOUR 500 FT	36"	36"	3	9.00	
⑥	W20-3	ROAD CLOSED AHEAD	36"	36"	2	9.00	
⑦	-	Whipple Hollow Rd TO West Rutland ROAD CLOSED	72"	36"	1	18.00	MOUNT ON TYPE III MOD. BARRICADE SEE DETAIL THIS SHEET

PROJECT NAME: PITTSFORD
 PROJECT NUMBER: STP 2033(21)
 FILE NAME: ...\\plottiles\15 detour sheets.dwg
 PROJECT LEADER: G. EDWARDS
 DESIGNED BY: STANTEC
 DRAWN BY: DKG
 CHECKED BY: KJR
 SHEET 21 OF 21

DATE: 5/21/2013

DETOUR PLAN

