

GENERAL NOTES

1. ALL CONTRACTOR DESIGN, CONSTRUCTION AND FABRICATION SHALL CONFORM TO THE AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY ASSOCIATION (AREMA) MANUAL FOR RAILWAY ENGINEERING, 2016", THE "STATE OF VERMONT AGENCY OF TRANSPORTATION (VTRANS) STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2011" AND ITS LATEST REVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009 AND ITS LATEST REVISIONS.
2. TOWN HIGHWAY 26 CAMPGROUND ROAD TO CLOSE IN AREA OF WORK TO 7 CONTINUOUS DAYS TO TRAFFIC DURING CONSTRUCTION. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE 7 DAY WORK WINDOW. NIGHT WORK WILL BE ALLOWED. SEE SPECIAL PROVISION "NOTICE TO BIDDER - REQUIREMENT FOR NIGHT TIME WORK".
3. ROADWAY PROFILE RAISE TO BE ACCOMPLISHED USING A MAXIMUM OF 6" LIFTS.
4. ROADWAY PROFILE SHALL BE RAISED PRIOR TO INSTALLING GRADE CROSSING TRACK PANEL.
5. CONTINUOUS COORDINATION WITH THE RAILROAD OPERATOR, VERMONT RAILWAYS NORTHERN (VTR) SHALL BE REQUIRED DURING CONSTRUCTION. VTR WILL PROVIDE THE CONTRACTOR WITH FLAGGERS FOR THE PROTECTION OF RAILROAD TRAFFIC WHILE WORK IS PERFORMED ON THE RAILROAD ROW. THE CONTRACTOR SHALL NOT ENTER THE RAILROAD RIGHT OF WAY WITHOUT VTR AUTHORIZATION. ALL COSTS FOR RAILROAD FLAGGER PROTECTION AND RAILROAD COORDINATION SHALL BE INCLUDED UNDER ITEM SPECIAL PROVISION 900.615 (MAINTENANCE OF RAILROAD TRAFFIC) (N.A.B.I.) CONTRACTOR SHALL SUBMIT PLAN FOR CONSTRUCTION TO VTR FOR REVIEW AND ACCEPTANCE PRIOR TO INITIATION OF CONSTRUCTION.
6. ACCESS SHALL BE WITHIN THE ROW UNLESS OTHERWISE APPROVED BY THE PROPERTY OWNER(S) AND VTRANS ENVIRONMENTAL PERMITTING. THE CONTRACTOR SHALL COORDINATE DIRECTLY WITH THE PROPERTY OWNER(S) TO OBTAIN WRITTEN APPROVAL FOR LAND USE OUTSIDE THE RIGHT OF WAY. THE CONTRACTOR SHALL SUBMIT COPIES OF WRITTEN PROPERTY AGREEMENTS TO THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL PERMITTING REQUIRED FOR OUTSIDE THE ROW LAND USE.
7. THE CONTRACTOR SHALL PREVENT CONSTRUCTION DEBRIS FROM ENTERING WATERWAYS, PUBLIC OR PRIVATE PROPERTY, OR TRAVELED WAYS DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR ANY COSTS ASSOCIATED WITH THE CLEANUP OF DEBRIS OR CONTAMINATION RESULTING FROM THE WORK.
8. EXISTING CONDITIONS AND TOPOGRAPHY SHOWN ON THE DRAWINGS IS FROM AN ACTUAL FIELD SURVEY PERFORMED BY VERMONT SURVEY AND ENGINEERING, INC. CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING ALL EXISTING COMPONENTS IMPACTED BY THE NEW WORK TO ENSURE CONSISTENCY WITH THE PROPOSED MODIFICATIONS TO THE SITE. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT ITEMS.
9. CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN EXCAVATING NEAR AND BACKFILLING IN THE VICINITY OF EXISTING UTILITIES, AND SHALL USE HAND EXCAVATION WHERE APPROPRIATE. CONTRACTOR SHALL REPAIR ANY DAMAGE INCURRED DURING CONSTRUCTION TO EXISTING UTILITIES SCHEDULED TO REMAIN AT NO COST TO THE UTILITY, VTRANS OR VTR. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES IN SERVICE AT ALL TIMES. ALL UNDERGROUND UTILITIES SHALL BE RETAINED UNLESS OTHERWISE NOTED OR DIRECTED BY THE ENGINEER.
10. EXISTING COMPONENTS DAMAGED AS A RESULT OF THE WORK BUT INTENDED TO REMAIN IN USE SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AS DIRECTED AND APPROVED BY THE ENGINEER AT NO ADDITIONAL EXPENSE TO VTRANS OR VTR.
11. NEW 7"x9"x10'-0" TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN APPROACH AREAS SHALL BE REPLACED WITH NEW 8'-6" TIES AS DIRECTED BY THE ENGINEER. TIES REPLACED IN THE APPROACH AREAS SHALL BE PAID SEPARATELY UNDER PAY ITEM 900.620 REMOVAL AND REPLACEMENT OF CROSS TIES.
12. CONTRACTOR SHALL REMOVE THE TRACK, INCLUDING RAIL AND TIES, NECESSARY TO CONSTRUCT TRACK AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL PREPARE THE SUBGRADE, INSTALL GEOTEXTILE UNDER RAILROAD BALLAST, INSTALL THE BALLAST, AND RECONSTRUCT TRACK THAT WAS REMOVED. THE CONTRACTOR SHALL TAMP AND SURFACE THE TRACK TO OBTAIN A SMOOTH TRANSITION BETWEEN THE EXISTING AND PROPOSED TRACK TO THE SATISFACTION OF THE ENGINEER AND THE RAILROAD.
13. THE SUPERELEVATION OF THE RAILROAD THROUGH THE GRADE CROSSING SHALL BE INCREASED AS SHOWN. THE SUPERELEVATION SHALL BE MAINTAINED TO 50 FEET BEYOND EITHER SIDE OF THE CENTERLINE OF THE ROADWAY CROSSING, THE TRANSITION TO MATCH EXISTING SUPERELEVATION OVER A DISTANCE OF 100 FEET. BALLAST WILL BE ADDED BY THE CONTRACTOR AS REQUIRED TO MAINTAIN REQUIRED BALLAST SECTION.

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GENERAL NOTES SHEET SHEET **4** OF **42**

