



TYPICAL SECTION - CONCRETE GRADE CROSSING

LOOKING DOWN STATION

NOTES:

- THE COST OF PAVING THE TWO LIFTS OF TYPE IIS BASE COURSE AT THE RAIL APPROACHES AND BETWEEN THE RAILS SHALL BE PAID FOR UNDER TO ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT. SEE SHEET 32 FOR ASPHALT QUANTITY BREAKDOWN.
- EXCAVATION SHALL CONSIST OF THE EXCAVATION AND DISPOSAL FROM THE WORK SITE ALL MATERIALS OF ANY DESCRIPTION ENCOUNTERED IN THE COURSE OF CONSTRUCTION AND SHALL BE PAID FOR UNDER ITEM 203.17 UNCLASSIFIED EXCAVATION.
- THE CONTRACTOR SHALL INSTALL THE ELASTOMERIC INTERFACE RAIL SEAL CONNECTED BY AN INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THESE DETAILS DO NOT ILLUSTRATE THE INTERCLAMP DEVICES. NO VEHICULAR TRAFFIC IS ALLOWED OVER THE RAIL SEAL UNTIL FULL DEPTH PAVEMENT IS PLACED ON BOTH SIDES OF THE RAIL. ANY DAMAGE TO THE NEW ELASTOMERIC INTERFACE RESULTING FROM THE CONTRACTOR'S INSTALLATION METHODS SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE AS DIRECTED BY THE ENGINEER. THE COST OF FURNISHING AND INSTALLING THE ELASTOMERIC INTERFACE AND ATTACHMENT HARDWARE SHALL BE INCIDENTAL TO ITEM 900.640 SPECIAL PROVISION (RUBBER RAIL SEAL).
- 15 DAYS PRIOR TO BEGINNING WORK ON THIS RAIL CROSSING, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH VERMONT RAILWAY. THE CONTRACTOR IS RESPONSIBLE TO HAVE THE TRACK BACK IN SERVICE AT THE END OF EACH WORK PERIOD. THE COST FOR COORDINATION WITH VERMONT RAILWAY SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (MAINTENANCE OF RAILROAD TRAFFIC) (N.A.B.I.).

THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE OF WORK ACTIVITIES TO THE ENGINEER AND VERMONT RAILWAY FOR REVIEW AND APPROVAL. IT IS ANTICIPATED THAT DISRUPTIONS TO RAIL TRAFFIC SHALL BE MINIMIZED AND THAT THE WORK ASSOCIATED WITH THE RECONSTRUCTION OF THE GRADE CROSSING WILL BE COMPLETED WITHIN FIVE CONSECUTIVE WORKDAY PERIODS.
- TIE PLATES SHALL BE MINIMUM 14" L x 7 3/4" W NEW OR FIT DOUBLE SHOULDERED TO FIT THE BASE OF THE RAIL ON WHICH THEY WILL BE USED. EACH TIE PLATE SHALL HAVE AT LEAST 6 HOLES PUNCHED FOR THE USE OF 3/8" TRACK SPIKES. FOUR OF THE HOLES SHALL BE SUCH THAT THEY ALLOW TWO RAIL HOLDING SPIKES ON EACH SIDE OF THE RAIL AND THERE SHALL ALSO BE AT LEAST TWO HOLES FOR PLATE HOLDING SPIKES. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL NEW TIE PLATES, SPIKES AND RAIL ANCHORS UNDER APPROPRIATE CROSS TIE ITEM 900.640 SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
- THE CONTRACTOR SHALL FIELD WELD ALL FACTORY BONDED INSULATED JOINTS AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER ITEM 900.620 SPECIAL PROVISION (THERMITE WELDING). ALL FACTORY BONDED INSULATED JOINTS SHALL BE PAID FOR UNDER ITEM 900.620 SPECIAL PROVISION (BONDED INSULATED JOINTS).
- THE CONTRACTOR SHALL PROVIDE NEW IISRE CWR AS SPECIFIED IN THE PLANS. RAIL WEIGHTS SHALL BE VERIFIED BY VERMONT RAILWAY AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL RAISE THE ELEVATION OF THE PROPOSED SIDING GRADE CROSSING A MINIMUM OF 3 INCHES OR AS DIRECTED BY THE ENGINEER TO PROMOTE POSITIVE DRAINAGE AWAY FROM THE GRADE CROSSING.

- THE CONTRACTOR SHALL RAISE, ALIGN & SURFACE THE TRACK WITHIN THE APPROACH AREA TO MEET THE ELEVATION CHANGES WITHIN THE PROPOSED CROSSING WORK PER ITEM 900.640 SPECIAL PROVISION (SURFACE AND ALIGN RAILROAD TRACKS). THE CONTRACTOR SHALL RAISE THE SIDING TRACK TO MATCH THE HIGH SIDE RAIL OF THE MAINLINE TRACK. THE CONTRACTOR SHALL MATCH THE EXISTING SUPERELEVATION OF THE MAINLINE TRACK AS DIRECTED BY VERMONT RAILWAY. SURFACING IS TO FINAL GRADE. MULTIPLE PASSES SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.640 SPECIAL PROVISION (SURFACE AND ALIGN RAILROAD TRACKS).
- THE CONTRACTOR SHALL PAVE THE WEARING SURFACE TO MATCH THE GRADE OF EACH TRACK TO THE LIMITS SHOWN. THE AREA BETWEEN THE TRACKS SHALL BE PAVED TO PROVIDE A SMOOTH TRANSITION AND PROVIDE POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.
- TRACK SURFACING AND BALLAST REGULATING IS THE RESPONSIBILITY OF THE CONTRACTOR AND MUST BE COORDINATED WITH VERMONT RAILWAY PRIOR TO COMMENCING WORK AND SHALL BE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (SURFACE AND ALIGN RAILROAD TRACKS).
- BALLAST MATERIAL SUPPLIED MUST BE APPROVED BY THE ENGINEER AND VERMONT RAILWAY PRIOR TO ITS ACCEPTANCE. BALLAST SURFACING AND BALLAST BASE COURSE TO BE PAID FOR UNDER ITEM 900.680 SPECIAL PROVISION (RAILROAD BALLAST, SURFACE COURSE) AND ITEM 900.680 SPECIAL PROVISION (RAILROAD BALLAST, BASE COURSE). THE ENGINEER AND VERMONT RAILWAY RESERVE THE RIGHT TO SAMPLE AND TEST THE STONE BALLAST UP TO AND INCLUDING THE POINT OF USE.
- THE CONTRACTOR SHALL INSTALL GEOTEXTILE UNDER THE RAILROAD BALLAST WITHIN THE RECONSTRUCTION LIMITS OF THE CROSSING PER SECTION 649 OR AS DIRECTED BY THE ENGINEER AND SHALL PAID FOR UNDER ITEM 649.21 GEOTEXTILE UNDER RAILROAD BALLAST.
- NEW 7"x9"x9" CROSSING TIES SHALL BE INSULATED WITHIN THE CROSSING AREA AS SHOWN ON THE PLANS. CROSS TIES LOCATED WITHIN THE APPROACH AREAS SHALL BE REPLACED WITH NEW 7"x9"x8"-6" TIES. ADDITIONAL TIES LOCATED WITHIN THE PROJECT AREA MAY NEED TO BE REPLACED WITH NEW 7"x9"x8"-6" TIES AS RECOMMENDED BY VERMONT RAILWAY AND APPROVED BY THE ENGINEER. CROSS TIES SHALL BE PAID FOR UNDER ITEM 900.620 SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
- THE CONTRACTOR SHALL GRADE THE ASPHALT SURFACE TO MATCH INTO THE EXISTING RIPLEY ROAD SURFACE AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE THE EXISTING RAILS, TIES AND ALL OTHER TRACK MATERIAL ASSOCIATED WITH THE SECOND SIDING TRACK. THE REMAINING SURFACE SHALL BE GRADED AND FILLED WITH ITEM 301.35 SUBBASE OF DENSE GRADED CRUSHED STONE AND ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT AS SHOWN ON THE TYPICAL SECTION OR AS DIRECTED BY THE ENGINEER.

- THE COST FOR PROVIDING VEHICULAR TRAFFIC CONTROL DURING CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING WILL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING) (RIPLEY ROAD-AARDOT 851-295T).
- THE CONTRACTOR SHALL BE AWARE THAT FOUR UNDERGROUND PIPES EXIST AT THE RIPLEY ROAD GRADE CROSSING. ACCORDING TO THE INFORMATION PROVIDED BY RUTLAND CITY, A 6 INCH C.I. WATER PIPE IS LOCATED 4'-2" BELOW THE EXISTING SURFACE, AN 8 INCH SANITARY SEWER LINE IS LOCATED 5'-0" BELOW THE EXISTING SURFACE, AN 8 INCH STORM LINE IS LOCATED 5'-6" BELOW THE EXISTING SURFACE, AND A 4 INCH GAS LINE IS LOCATED 6'-0" BELOW THE EXISTING SURFACE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT THESE PIPES THROUGHOUT CONSTRUCTION. SEE SHEETS 135 & 136 FOR THE APPROXIMATE LOCATION OF THESE PIPES.
- THE CONTRACTOR SHALL BE AWARE THAT UNDERGROUND FIBER OPTIC CABLES EXIST ON BOTH SIDES OF THE RIPLEY ROAD GRADE CROSSING AT A DEPTH OF 13'-0" FROM THE EXISTING SURFACE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT THIS CABLE THROUGHOUT CONSTRUCTION.

AARDOT 851-295T GRADE CROSSING QUANTITIES			
ITEM	DESCRIPTION	QTY	UNIT
203.17	UNCLASSIFIED EXCAVATION	60	CY
301.35	SUBBASE OF DENSE GRADED CRUSHED STONE	200	CY
490.30	SUPERPAVE BITUMINOUS CONCRETE PAVEMENT	260	TON
649.21	GEOTEXTILE UNDER RAILROAD BALLAST	100	SY
900.620	SPECIAL PROVISION (BONDED INSULATED JOINTS)	4	EA
900.620	SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES) (8'-6" TIES)	180	EA
900.620	SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES) (9'-0" TIES)	40	EA
900.620	SPECIAL PROVISION (THERMITE WELDING)	8	EA
900.640	SPECIAL PROVISION (CONTINUOUS WELDED RAIL)	325	LF
900.640	SPECIAL PROVISION (RUBBER RAIL SEAL)	150	LF
900.640	SPECIAL PROVISION (SURFACE AND ALIGN RAILROAD TRACKS)	700	LF
900.645	SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING) (RIPLEY ROAD-AARDOT 851-295T)	1	LS
900.650	SPECIAL PROVISION (MAINTENANCE OF RAILROAD TRAFFIC) (N.A.B.I.)	1	LU
900.680	SPECIAL PROVISION (RAILROAD BALLAST, BASE COURSE)	40	TON
900.680	SPECIAL PROVISION (RAILROAD BALLAST, SURFACE COURSE)	100	TON

NOT TO SCALE

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