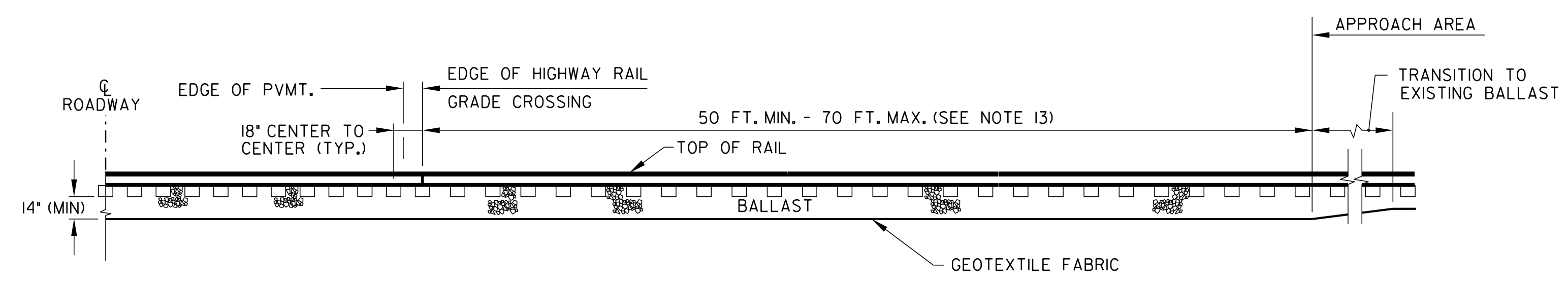
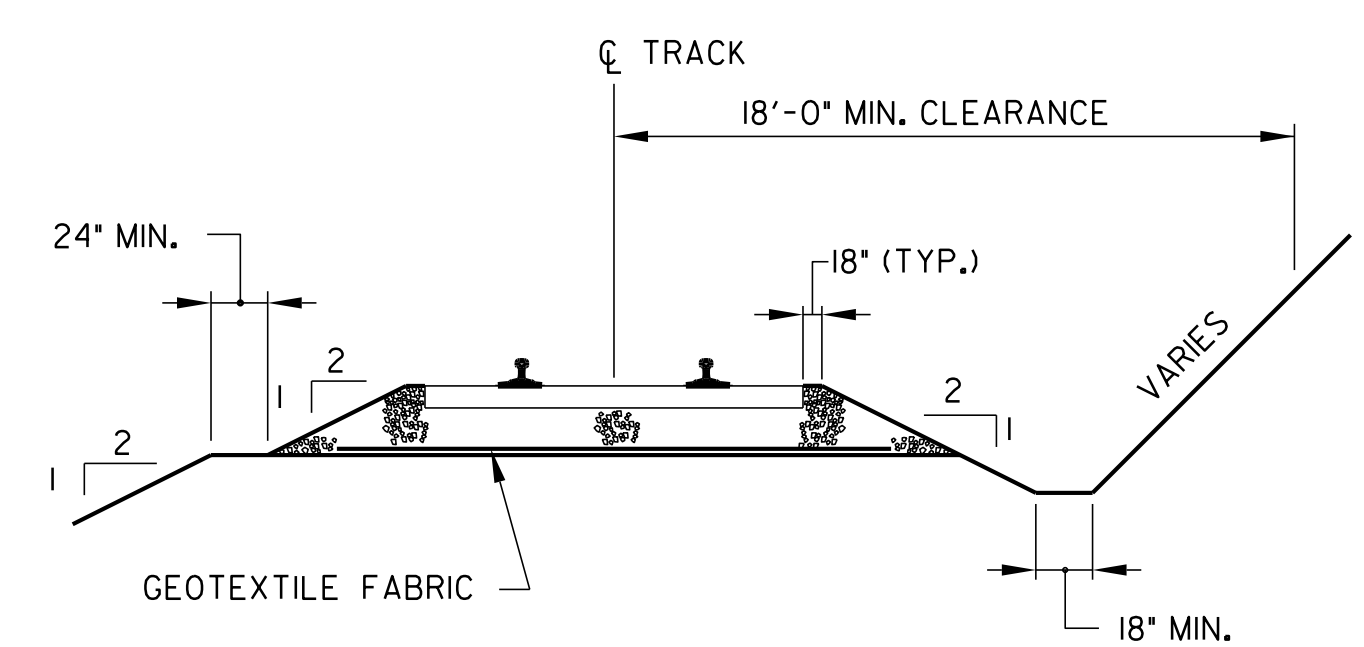


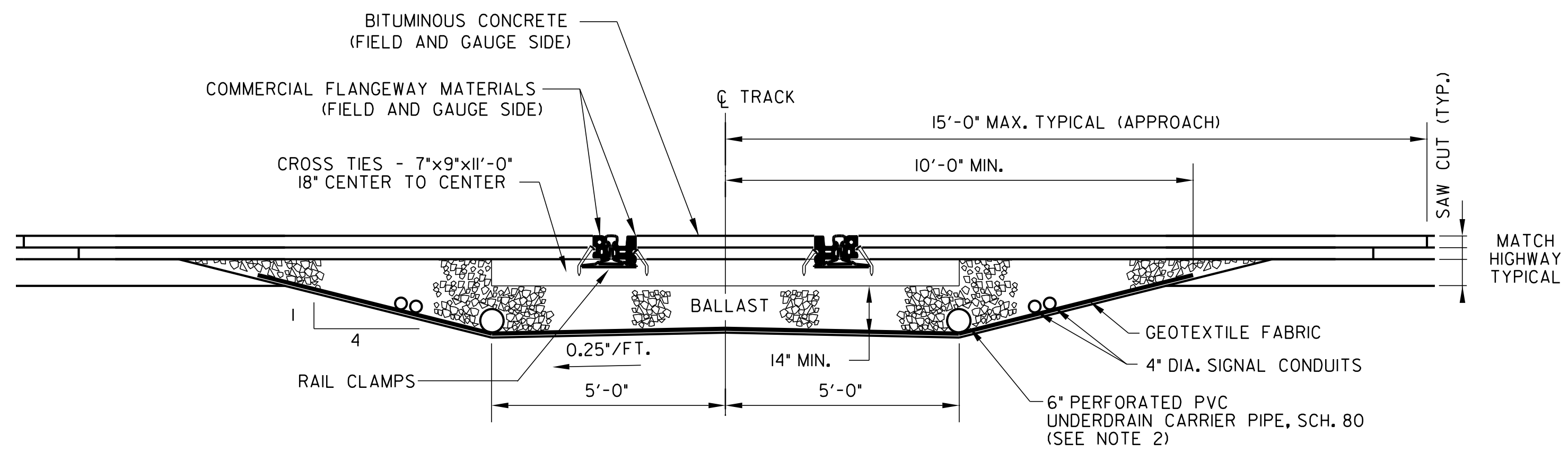
TYPICAL PLAN VIEW  
BAILEY AVENUE CROSSING  
NTS



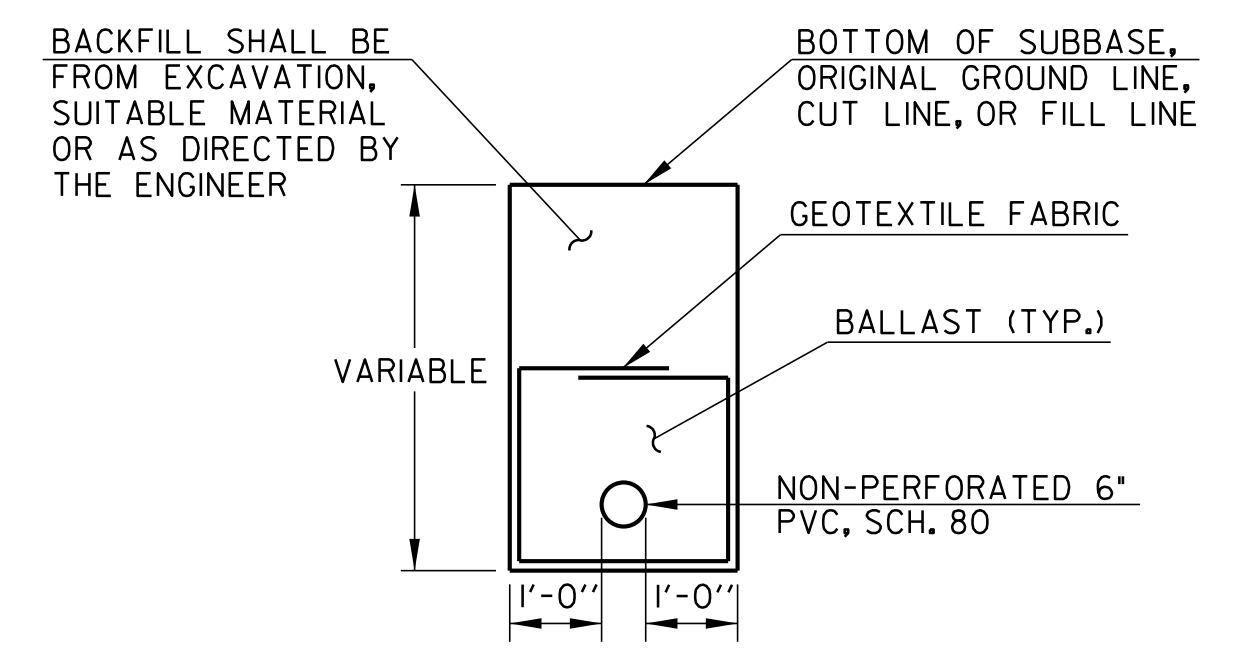
TYPICAL CENTERLINE SECTION  
NTS



TYPICAL FILL SECTION  
NTS



TYPICAL TRANSVERSE SECTION  
NTS



TYPICAL UNDERDRAIN  
CARRIER PIPE SECTION  
NTS

GENERAL NOTES

1. NEW UNDERDRAIN CARRIER PIPE SHALL OUTLET AS DIRECTED BY THE RESIDENT ENGINEER. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE.
2. 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.
3. TIE SPACING UNDER CWR AREA SHALL BE 18 INCHES ON CENTER OR AS REQUIRED BY THE RAILROAD.
4. NEW 7"x9"x11'-0" 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.
5. TIE PLATES SHALL BE NEW 14 INCH DOUBLE SHOULDER 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.
6. BALLAST SHALL EXTEND 18" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
7. TYPE AND DESIGN OF COMMERCIAL FLANGEWAY MATERIALS SHALL RECEIVE APPROVAL FROM THE ENGINEER.
8. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF COMMERCIAL FLANGEWAY MATERIALS.
9. INSTALLATION OF INSULATED JOINTS: THE MAXIMUM STAGGER BETWEEN RAIL JOINTS SHALL BE 4'-6", MINIMUM SHALL BE 3'-6".
10. 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.
11. 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. APPROACH AREA SHALL BE DEFINED AS 100 FEET FROM EDGE OF ROADWAY FOR BASIS OF PAYMENT.
12. JOINTS SHALL BE A MINIMUM OF 50 FEET AND A MAXIMUM OF 70 FEET FROM EDGE OF TRAVELLED WAY.

PROJECT NAME: MONTPELIER	
PROJECT NUMBER: NH 2604(1)	
FILE NAME: 6B034.DGN	PLOT DATE:
PROJECT LEADER:	DRAWN BY:
DESIGNED BY:	CHECKED BY:
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