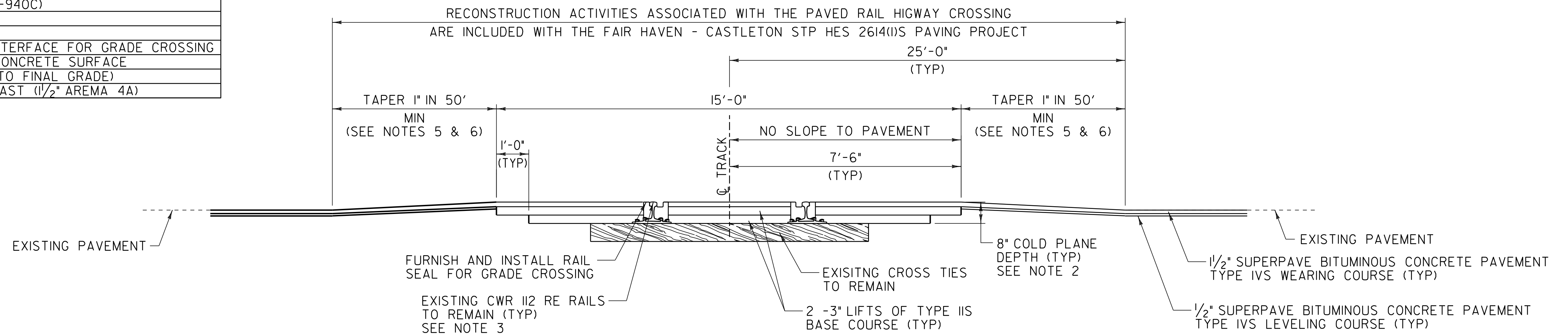


**PLAN VIEW OF
EXISTING AARDOT 248-940C HIGHWAY CROSSING (MP 85.07)**

ITEM 900.645 SPECIAL PROVISION (PAVED RAIL - HIGHWAY CROSSING) (VT. 4A - AARDOT 248-940C)		
QTY	UNIT	DESCRIPTION
325	TON	BASE COURSE TYPE IIS
165	TF	FURNISH & INSTALL ELASTOMERIC INTERFACE FOR GRADE CROSSING
985	SY	REMOVAL OF EXISTING BITUMINOUS CONCRETE SURFACE
500	TF	RAISE, ALIGN AND SURFACE TRACK (TO FINAL GRADE)
100	TN	FURNISH, PLACE AND COMPACT BALLAST (1/2" AREMA 4A)



**TYPICAL SECTION - ASPHALT GRADE CROSSING
PAVED RAIL HIGHWAY CROSSING
VT. ROUTE 4A AT FAIR HAVEN STA 40+70.88 (MM 0.771)
RAIL HIGHWAY CROSSING VTR AARDOT 248-940C**

NOTES:

- THE CONTRACTOR SHALL INSTALL THE ELASTOMERIC INTERFACE (ADVANTAGE GRADE) 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 ASPHALT 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 RESIDENT ENGINEER. THE COST OF FURNISHING AND INSTALLING THE ELASTOMERIC INTERFACE AND ATTACHMENT HARDWARE SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT. 4A - AARDOT 248-940C). IN THE EVENT THAT ANY RAIL JOINT IS ENCOUNTERED IN THE TRAVEL LANE, THE ELASTOMERIC INTERFACE WILL BE TERMINATED BEFORE THE RAIL JOINT, SPACED BETWEEN THE TIE, INTERCLAMPED AND PAVED.
- THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS CONCRETE SURFACE TO THE DEPTH SHOWN OR TO THE TOP OF THE EXISTING TIES, WHICHEVER IS LESS, AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL ADJUST THE THICKNESS OF THE BASE COURSE PAVEMENT TO MEET THE EXISTING PAVEMENT REMOVAL THICKNESS AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL BE ALLOWED THE OPTION OF REMOVING THE PAVEMENT BETWEEN THE RAILS TO THE REQUIRED DEPTH BY EXCAVATION OR COLD PLANING. PAYMENT FOR REMOVING THIS PAVEMENT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT. 4A - AARDOT 248-940C).
- TEN DAYS PRIOR TO BEGINNING WORK ON THIS RAIL CROSSING THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH CLARENDON AND PITTSFORD RAILROAD. TRACK AND ROADWAY SURFACE WILL BE IN SERVICE AT THE END OF EACH WORK DAY (VEHICULAR AND RAIL TRAFFIC). IT IS ANTICIPATED THAT WORKING HOURS SHALL BE FROM 10:00 A.M. TO 7:00 P.M. THE CONTRACTOR IS RESPONSIBLE TO HAVE THE TRACK BACK IN SERVICE AT THE END OF EACH WORK DAY. THE COST FOR COORDINATION WITH CLARENDON AND PITTSFORD RAILROAD SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING) (AARDOT 248-940C).

THE CONTRACTOR SHALL COMPLETE ALL WORK ASSOCIATED WITH THIS CROSSING WITHIN THREE CONTINUOUS DAYS. THE CONTRACTOR IS HEREBY NOTIFIED THAT LIQUIDATED DAMAGES IN ACCORDANCE WITH SUBSECTION 108.12 WILL BE ASSESSED FOR EVERY CALENDAR DAY FOLLOWING THE THREE CONSECUTIVE WORKDAY PERIOD THAT THE SPECIFIED WORK IS NOT COMPLETED.
- THE COST FOR COLD PLANING THE TRANSITIONS TO THE STP HES 2614(1)S PAVING PROJECT SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT. 4A - AARDOT 248-940C).
- THE COST OF PAVING THE TWO LIFTS OF TYPE IIS BASE COURSE AT THE RAIL APPROACHES AND BETWEEN THE RAILS SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT. 4A - AARDOT 248-940C). THE COST OF PAVING THE TYPE IVS LEVELING AND WEARING COURSES AT THE RAIL APPROACHES AND THE TYPE IVS WEARING COURSE BETWEEN THE RAILS SHALL BE PAID AS PART OF THE STP HES 2614(1)S PAVING PROJECT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
- THE CONTRACTOR SHALL TAPER THE EXISTING VT. ROUTE 4A PAVEMENT SURFACE AT A RATE OF 1" IN 50' MINIMUM TO THE HEIGHT OF THE EXISTING RAIL HIGHWAY CROSSING OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE COST OF PROVIDING RAILROAD FLAGGERS SHALL BE PAID FOR UNDER ITEM 630.20 FLAGGERS, RAILROAD.
- THE COST FOR PROVIDING TRAFFIC CONTROL DURING CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING SHALL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING) (AARDOT 248-940C). ANY SIGNAL WORK REQUIRED BY THE RAILROAD WILL BE PAID FOR UNDER THIS ITEM 900.645.
- UNCLASSIFIED EXCAVATION SHALL CONSIST OF THE EXCAVATION AND DISPOSAL FROM THE WORK SITE ALL MATERIALS OF ANY DESCRIPTION ENCOUNTERED IN THE COURSE OF CONSTRUCTION.
- TRACK SURFACING AND BALLAST REGULATING IS THE RESPONSIBILITY OF THE CONTRACTOR AND MUST BE COORDINATED WITH THE CLARENDON AND PITTSFORD RAILROAD PRIOR TO COMMENCING WORK.

NOT TO SCALE

AARDOT 248-940C GRADE CROSSING DETAIL SHEET	PROJECT NAME: FAIR HAVEN - CASTLETON	
	PROJECT NUMBER: STP HES 2614(1)S	
	FILE NAME: p06c058.dgn	PLOT DATE: 22-FEB-2012 12:51
	PROJECT LEADER: D.E.G. DESIGNED BY: M.J.M. IPARM FILE: p06c058r.rli	DRAWN BY: C.A.K. CHECKED BY: D.E.G. SHEET 76 OF 157