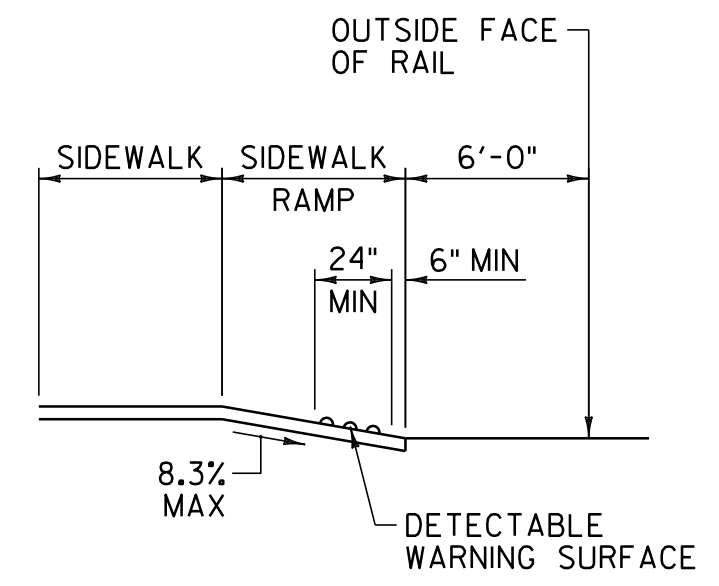
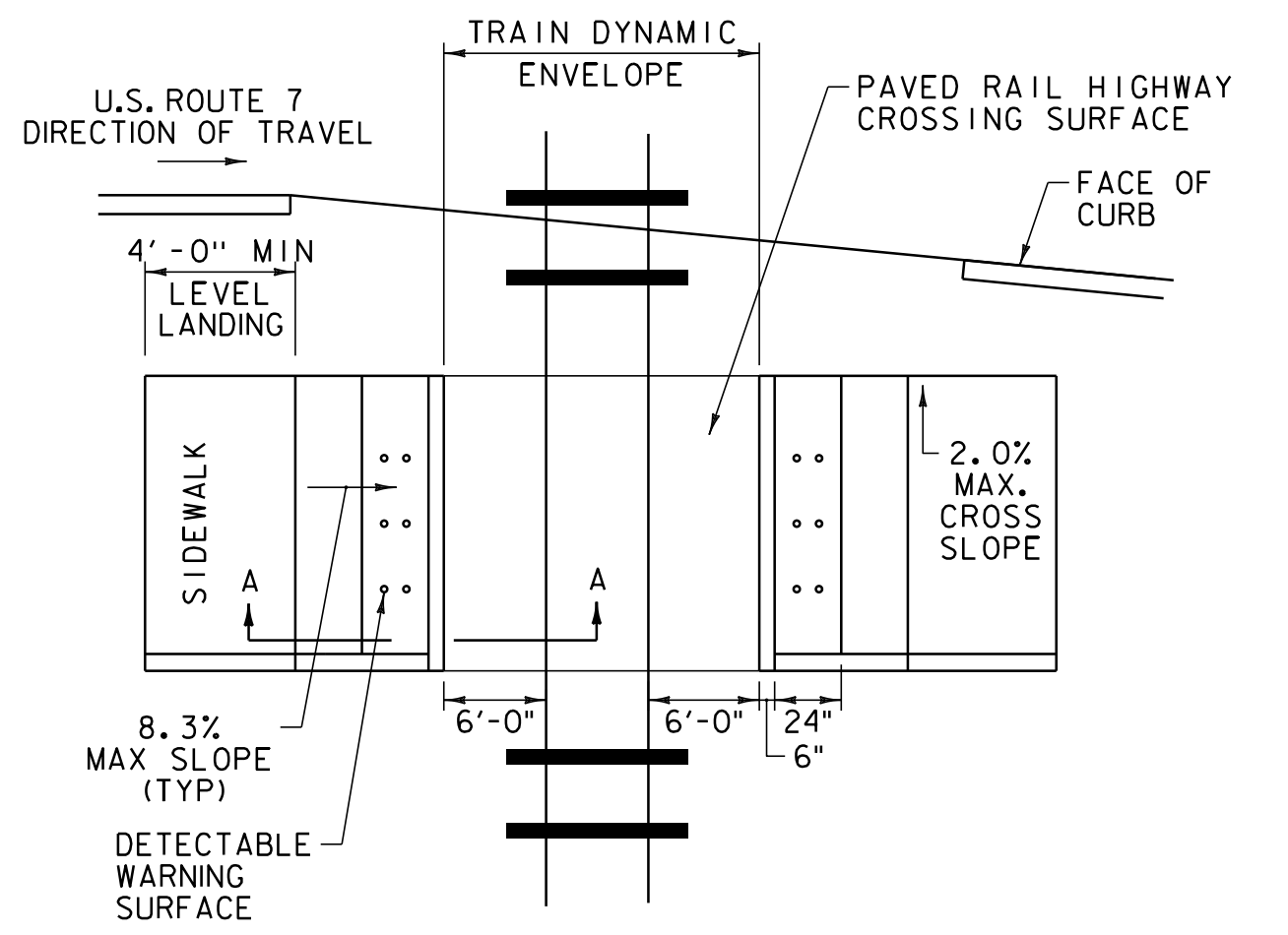


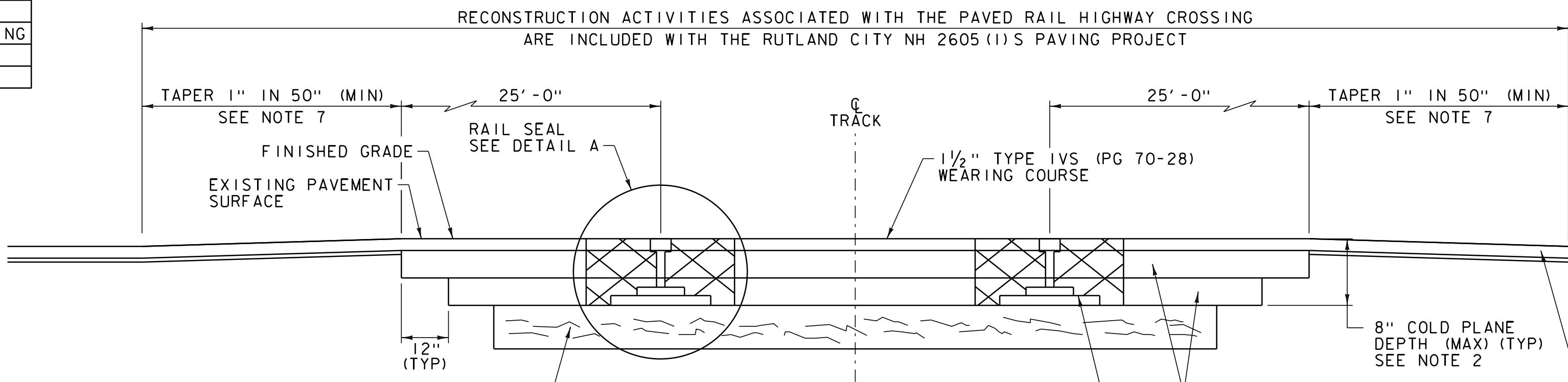
PLAN VIEW



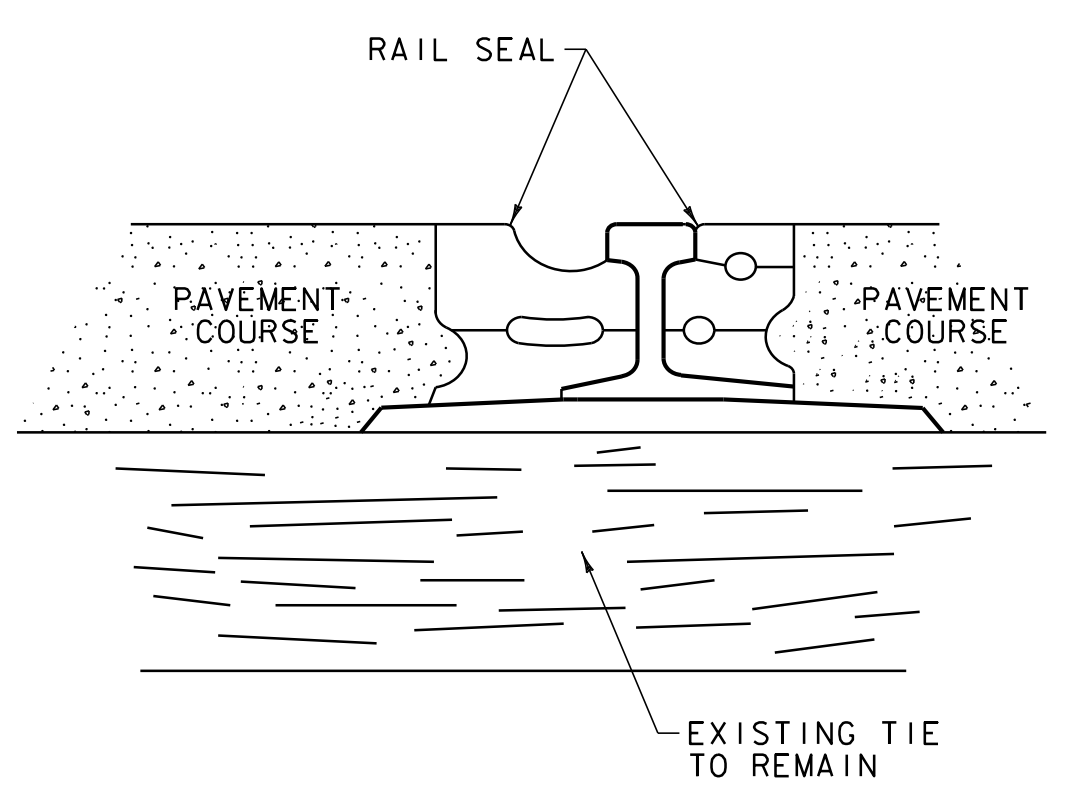
SECTION A-A



DETAIL B - RAIL SIDEWALK CROSSING



TYPICAL SECTION



DETAIL A

**PAVED RAIL HIGHWAY CROSSING
U.S. ROUTE 7 AT RUTLAND STA 25+34.40 (MM 0.480)
RAIL HIGHWAY CROSSING VTR AARDOT 851-286U**

ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (U.S. 7 - AARDOT 851-286U)		
QTY	UNIT	DESCRIPTION
250	TON	BASE COURSE TYPE IIS (PG 70-28)
180	TF	FURNISH & INSTALL ELASTOMERIC INTERFACE FOR GRADE CROSSING
650	SY	REMOVAL OF EXISTING BITUMINOUS CONCRETE SURFACE
27	EA	REMOVAL OF PARKCO PANEL

- NOTES:**
- THE CONTRACTOR SHALL INSTALL THE ELASTOMERIC INTERFACE (ADVANTAGE GRADE) RAIL SEAL BY INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. 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) (U.S. 7 - AARDOT 851-286U).
 - 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) (U.S. 7 - AARDOT 851-286U).
 - TEN DAYS PRIOR TO BEGINNING WORK ON THIS RAIL CROSSING THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH VERMONT RAILWAY TO ALLOW RAILROAD WORK FORCES TO MAKE REPAIRS TO THE EXISTING RAIL THROUGH THE CROSSING AREA AFTER THE EXISTING PAVEMENT HAS BEEN REMOVED. THERE WILL BE NO EXTRA COMPENSATION TO THE CONTRACTOR FOR WORKING WITH AND AROUND THESE RAILROAD WORK FORCES.
 - THE CONTRACTOR SHALL NOT BEGIN WORK ASSOCIATED WITH THE CROSSING UNTIL THE RAILROAD WORK FORCES HAVE COMPLETED THEIR WORK. ONCE THE WORK HAS BEGUN, THE CONTRACTOR SHALL COMPLETE ALL WORK ASSOCIATED WITH THE CROSSING WITHIN THREE CONSECUTIVE WORK 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 CROSSING WORK IS NOT COMPLETED.
 - THE COSTS OF PROVIDING TRAFFIC CONTROL, FLAGGERS AND RAILROAD FLAGGERS DURING THE CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING SHALL BE PAID UNDER THE APPROPRIATE CONTRACT ITEMS.
 - THE COST OF COLD PLANING THE TRANSITIONS TO THE OVERLAY TYPICAL FOR THE NH 2605(I)S PAVING PROJECT SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (U.S. 7 - AARDOT 851-286U).
 - 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) (U.S. 7 - AARDOT 851-286U). THE COST OF PAVING THE TYPE IVS LEVELING AND WEARING COURSES AT THE RAIL APPROACHES AND TYPE IVS WEARING COURSE BETWEEN THE RAILS SHALL BE PAID AS PART OF THE NH 2605(I)S PAVING PROJECT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT (PG 70-28).

- THE CONTRACTOR SHALL TAPER THE EXISTING U.S. ROUTE 7 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 EXISTING PARKCO PANELS SHALL BE REMOVED AND DISPOSED OF AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PREPARE THE UNDER SURFACE FOR THE NEW PAVED RAIL HIGHWAY CROSSING AS DIRECTED BY THE RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH REMOVING THE PARKCO PANELS AND PREPARING THE SURFACE SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (U.S. 7 - AARDOT 851-286U).
- THE EXISTING RAIL SIDEWALK CROSSING SHALL BE RECONSTRUCTED IN ACCORDANCE WITH VAOT STANDARD SHEET C-3B. ALL WORK ASSOCIATED WITH RECONSTRUCTING THE EXISTING SIDEWALK RAMPS SHALL BE PAID FOR UNDER THE APPLICABLE ITEM(S) AS SHOWN ON SHEET 9.
- VERMONT RAILWAY SHALL REPAIR ANY EXISTING RAILS THAT ARE BROKEN WITHIN THE LIMITS OF THE PAVED RAIL HIGHWAY GRADE CROSSING PRIOR TO THE CONTRACTOR'S INSTALLATION OF THE NEW ELASTOMERIC INTERFACE AS DIRECTED BY THE RESIDENT ENGINEER. ALL RAIL REPAIRS SHALL HAVE A MINIMUM LENGTH OF 30 FEET AFTER CROPPING AND SHALL BE FIELD WELDED BY RAILROAD FORCES IN ACCORDANCE WITH THE LATEST REVISIONS OF AREMA MANUAL CURRENT EDITION.

NOT TO SCALE

**RAILROAD
GRADE
CROSSING
DETAIL SHEET**

PROJECT NAME: <u>RUTLAND CITY</u>	PLOT DATE: <u>03-AUG-2012 12:2</u>
PROJECT NUMBER: <u>NH 2605(I)S</u>	DRAWN BY: <u>CAK</u>
FILE NAME: <u>p06d050.dgn</u>	DESIGNED BY: <u>MJL</u>
PROJECT LEADER: <u>DEG</u>	CHECKED BY: <u>DWE</u>
IPARM FILE: <u>p06d050rrc.i</u>	SHEET <u>74</u> OF <u>76</u>