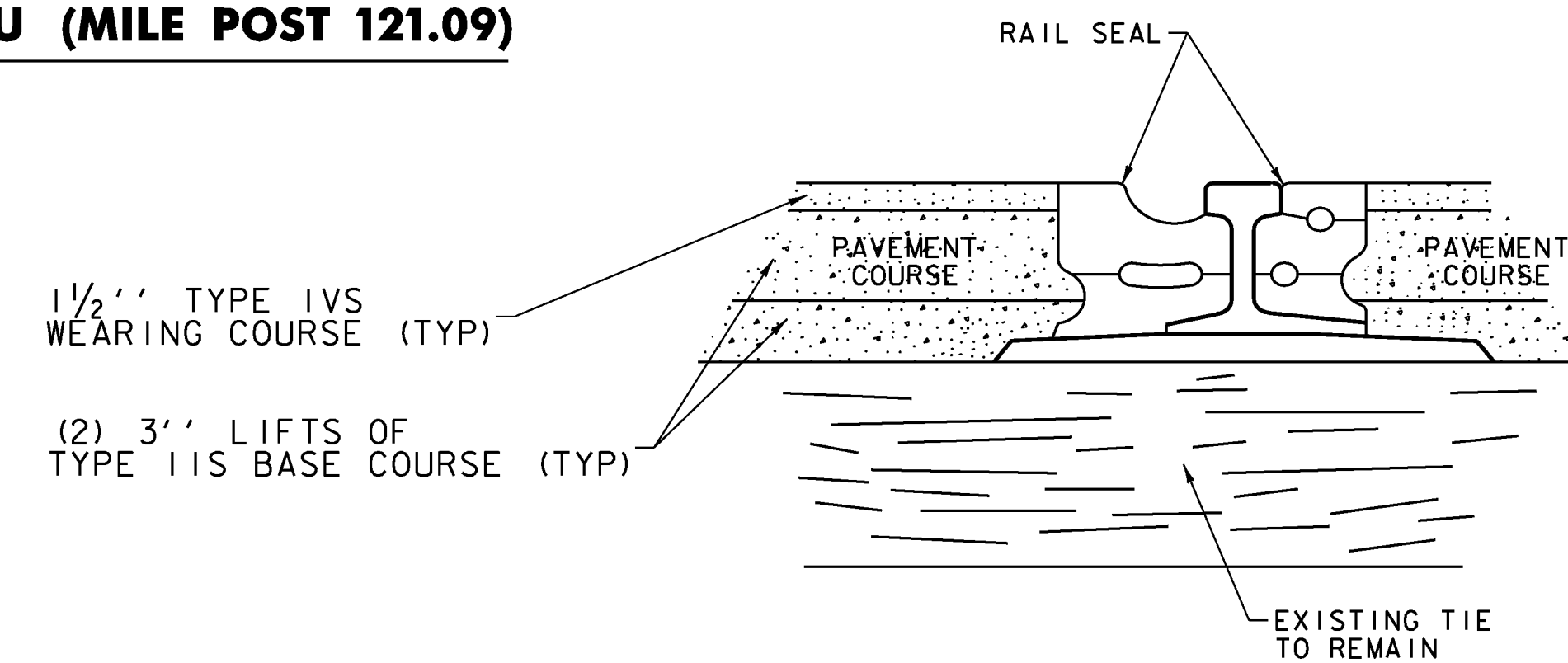


TYPICAL SECTION

**PAVED RAIL HIGHWAY CROSSING
VT 142 AT STA 61+61.00 (MM 1.167)
RAIL HIGHWAY CROSSING AARDOT #247-380U (MILE POST 121.09)**

NOTES

1. 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) (VT 142 - AARDOT 247-380U).
2. 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 ROUTE 142 - AARDOT 247-380U).
3. TEN DAYS PRIOR TO BEGINNING WORK ON THIS RAIL CROSSING THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH NEW ENGLAND CENTRAL RAILROAD 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.
4. 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 WORK DAY PERIOD THAT THE SPECIFIED CROSSING WORK IS NOT COMPLETED.
5. THE COSTS OF PROVIDING TRAFFIC CONTROL, DURING THE CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING SHALL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).
6. THE COST OF COLD PLANING THE TRANSITIONS TO THE OVERLAY TYPICAL FOR THE STP 2623(1) PAVING PROJECT SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING)(VT ROUTE 142 - AARDOT 247-380U).
7. 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 ROUTE 142 - AARDOT 247-380U). 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 STP 2623(1) PAVING PROJECT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
8. THE CONTRACTOR SHALL TAPER THE EXISTING VT 142 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.
9. NEW ENGLAND CENTRAL RAILROAD 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.



DETAIL A

NOTE
THE RAIL SEAL SHALL BE CONNECTED BY AN INTERCLAMP DEVICE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THIS DETAIL DOES NOT ILLUSTRATE THE INTERCLAMP DEVICES.

ITEM 900.645 SPECIAL PROVISION (PAVED RAIL-HIGHWAY CROSSING) (VT ROUTE 142 - AARDOT 247-380U)		
QTY	UNIT	DESCRIPTION
236	TON	BASE COURSE TYPE IIS
** 110	RF	FURNISH & INSTALL ELASTOMERIC INTERFACE FOR GRADE CROSSING
676	SY	COLD PLANING, BITUMINOUS PAVEMENT

** REVISED 05-13-10 BY SEH
REVISED QUANTITY AND UNITS

VT 142 RAILROAD GRADE CROSSING

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	STP 2623(1)
FILE NAME:	/pave/06d214/pd214
PROJECT LEADER:	PTS
DESIGNED BY:	NLL
IPARM FILE NAME:	06D214_17
PLOT DATE:	13-MAY-2010
DRAWN BY:	HJD
CHECKED BY:	PTS
SHEET	17 OF 163