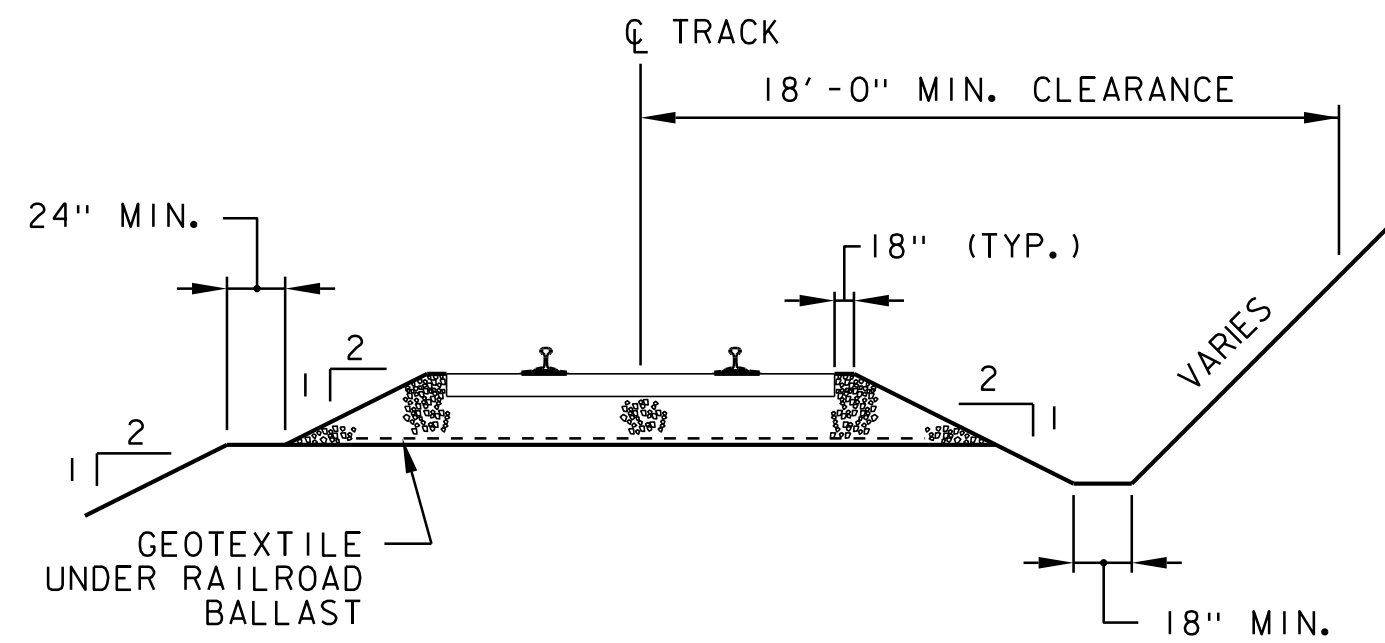


**TYPICAL LONGITUDINAL SECTION AT ROAD CROSSING**

NOT TO SCALE

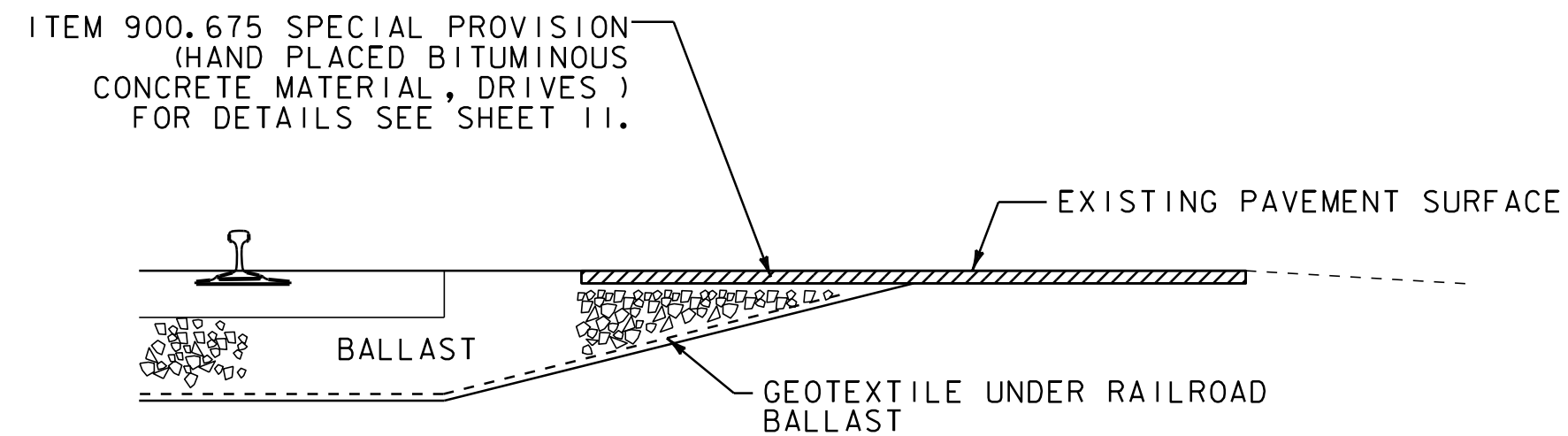
**GENERAL NOTES**

- CONSTRUCTION OF THIS PROJECT SHALL CONFORM TO THE 2011 STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, LATEST VERSIONS OF AREMA AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY.
- SIGNAL CONDUIT 4" GALVANIZED STEEL TO BE INSTALLED WITH SECURED END CAPS IN LOCATIONS DIRECTED BY THE ENGINEER. PAYMENT TO BE INCLUDED UNDER ITEM 900.645 SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM).
- ANY RAIL WELDING DONE IN FIELD SHALL UTILIZE THERMITE WELDING WITH ADVANCE APPROVAL FROM THE VERMONT AGENCY OF TRANSPORTATION. THE PREFERRED RAIL LAYING TEMPERATURE (PRLT) RANGE IS 100°F TO 110°F. THE PRLT IS 105°F. ANY WELDED JOINTS SHALL BE GROUNDED TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES. THIS WORK IS INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING).
- NEW UNDERDRAIN PIPE SHALL OUTLET AS SHOWN ON SHEET 65. IF NECESSARY THE OUTLET OF THE UNDERDRAIN SHALL BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE. GEOTEXTILE SHALL BE GEOTEXTILE UNDER RAILROAD BALLAST. UNDERDRAIN PIPE SHALL BE BITUMINOUS COATED CORRUGATED METAL OR SCHEDULED 40 PVC PERFORATED PIPE. PAYMENT FOR UNDERDRAIN SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING).
- NEW 7"x9"x10'-0" AND 7"x9"x8'-6" CROSS TIES SHALL BE USED IN CROSSING AREA AS SHOWN IN TYPICAL PLAN VIEW ON SHEET 68. CROSS TIES IN APPROACH AREAS SHALL BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER. TIES REPLACED IN APPROACH AREAS SHALL BE PAID SEPARATELY UNDER PAY ITEM 900.620 SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
- TIE PLATES SHALL BE NEW 14 INCH PLATES MANUFACTURED FOR THE RAIL USED. PLATES SHALL BE INSPECTED AND APPROVED BY THE RAILROAD AND THE ENGINEER. RAIL FASTENERS SHALL BE CUT TRACK SPIKES, SPECIFIC RAIL FASTENING SYSTEM SHALL BE RECOMMENDED BY THE RAILROAD AND APPROVED BY THE STATE OF VERMONT AGENCY OF TRANSPORTATION.
- BALLAST SHALL EXTEND 18" BEYOND END OF TIES AND SLOPED 1:2 TO ROADBED. (SEE DETAIL THIS SHEET)
- TYPE AND DESIGN OF COMMERCIAL FLANGEWAY MATERIALS SHALL RECEIVE APPROVAL FROM THE ENGINEER. MANUFACTURER'S SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF COMMERCIAL FLANGEWAY MATERIALS.
- INSTALLATION OF INSULATED JOINTS: THE MAXIMUM STAGGER BETWEEN RAIL JOINTS SHALL BE 4'-6", MINIMUM SHALL BE 3'-6".
- APPROACH ASPHALT ROADWAY PAVING SHALL FOLLOW THE 2011 STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION AND SHALL BE INSTALLED WITH PAVING MACHINE WITH LIFTS AS SHOWN ON SHEET 2.
- IN THE APPROACH AREA, THE CONTRACTOR SHALL REMOVE THE TRACK INCLUDING RAIL, TIES, AND OTM, NECESSARY TO EXCAVATE AND CONSTRUCT THE TRANSITION TO EXISTING BALLAST DEPTH, AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL PREPARE THE SUBGRADE, INSTALL THE GEOTEXTILE UNDER RAILROAD BALLAST, INSTALL THE BALLAST, CONSTRUCT NEW RAIL, ADD BALLAST, AND LINE, TAMP, AND SURFACE TRACK TO THE SATISFACTION OF THE ENGINEER AND THE RAILROAD. THE WORK OF TRACK REMOVAL, NEW BOLTED RAIL, LINE, TAMP, AND SURFACE TRACK IN THE APPROACH AREAS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING).
- THE APPROXIMATE LOCATION OF EXISTING UTILITIES ARE SHOWN ON SHEET 65. THE CONTRACTOR IS TO NOTIFY "DIG SAFE" PRIOR TO START OF WORK.
- THE CONTRACTOR SHALL AVOID DAMAGING ANY EXISTING UTILITY LINE. ANY DAMAGE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE EXISTING SIGNAL MASTS AND CANTILEVER ARE TO REMAIN IN PLACE. INSTALL NEW WIRING TO THE NEW LED LIGHTS, INSTALLED ON THE EXISTING SIGNAL STRUCTURES. PAID AS ITEM 900.645 SPECIAL PROVISION (RAIL-HIGHWAY CROSSING ACTIVE WARNING SYSTEM).
- ANY REMOVAL OF EXISTING CONCRETE PAVEMENT SHALL BE PAID AS ITEM 203.16 SOLID ROCK EXCAVATION.
- ALL RAILS AND OTHER MATERIAL REMOVED FROM THE RAILROAD CROSSING AREA BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL DISPOSE OF AND/OR RECYCLE ALL MATERIALS AS AUTHORIZED BY THE RESIDENT ENGINEER.



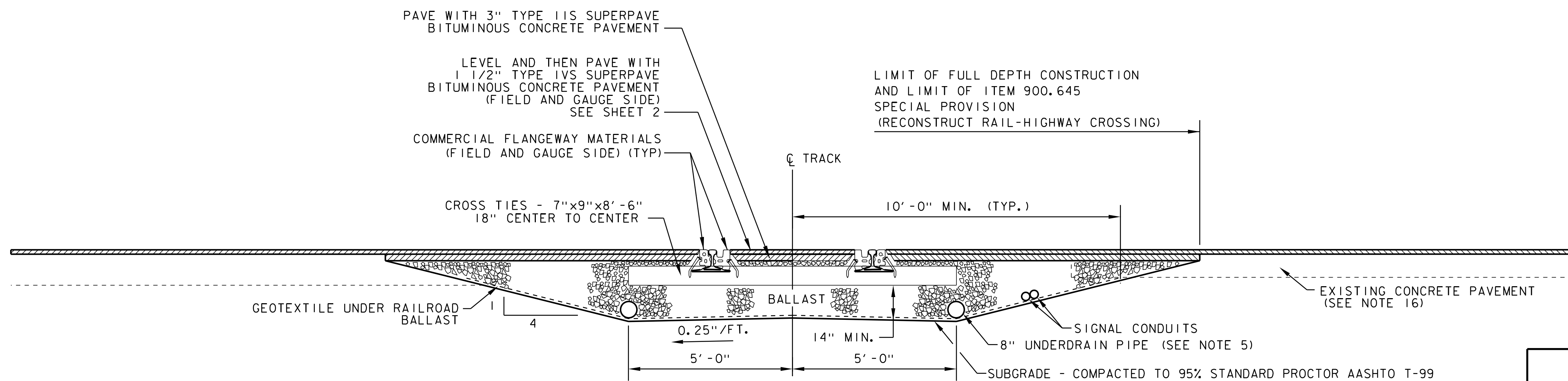
**TYPICAL SECTION RAILROAD**

NOT TO SCALE



**DRIVE RECONSTRUCTION SECTION NORTH AVENUE 0+75, LT**

NOT TO SCALE



**TYPICAL TRANSVERSE SECTION AT ROAD CROSSING**

NOT TO SCALE



**RAILROAD CROSSING TYPICAL SHEET #1**

PROJECT NAME: BARTON  
 PROJECT NUMBER: STP 2702(1)  
 FILE NAME: p07c192.dgn  
 PROJECT LEADER: JLL  
 DESIGNED BY: STANTEC  
 IPARM FILE: p07c192rts01.i

PLOT DATE: 30-OCT-2013 17:0  
 DRAWN BY: STANTEC  
 CHECKED BY: STANTEC  
 SHEET 67 OF 75