

## GENERAL NOTES

1. CONSTRUCTION OF THIS PROJECT SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION (2006), AREMA (2006), AND CURRENT MUTCD.
2. ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY.
3. SIGNAL CONDUIT 4" GALVANIZED STEEL (HEAVY WALL) TO BE INSTALLED WITH SECURED END CAPS IN LOCATIONS DIRECTED BY THE ENGINEER. PAYMENT FOR ITEM TO BE INCLUDED IN ITEM 900.645 - SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING) (US ROUTE 7-AARDOT 851-367U)
4. IF NECESSARY THE OUTLET OF THE UNDERDRAIN SHALL BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.
5. ALL RAIL JOINTS WITHIN THE CROSSING AREA AND 50'-0" BEYOND, UNLESS OTHERWISE SHOWN, 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 ENGINEER. WELDED JOINTS SHALL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
6. TIE SPACING UNDER CWR AREA SHALL BE 18 INCHES ON CENTER OR AS REQUIRED IN CROSSING PANEL AREA BY MANUFACTURER.
7. NEW 7"x9"x10'-0" AND 7"x9"x8'-6" 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. TIES REPLACED IN APPROACH AREAS SHALL BE PAID SEPARATELY UNDER PAY ITEM 900.620 - SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
8. 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 ENGINEER. TIE PLATES ON THE APPROACH AREAS SHALL BE INCIDENTAL TO PAY ITEM 900.620 - SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
9. BALLAST SHALL EXTEND 6' BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED.
10. TYPE AND DESIGN OF PRECAST CONCRETE CROSSING PANELS SHALL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL FROM THE ENGINEER.
11. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF CONCRETE CROSSING PANELS.
12. INSULATED JOINTS ON THE SIDING TRACK ARE TO BE REPLACED IN THE SAME LOCATION AS EXISTING. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF INSULATED JOINTS.
13. APPROACH ASPHALT ROADWAY PAVING SHALL FOLLOW LATEST EDITION OF THE AGENCY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND SHALL BE INSTALLED WITH PAVING MACHINE WITH LIFTS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
14. IF EXISTING TRACK IS CONTINUOUS WELDED RAIL, JOINTS SHALL BE FIELD WELDED OR BOLTED AS SHOWN ON THE PLANS. TRANSITION RAIL SHALL BE NEW AND MATCH RAIL SECTION THROUGH CROSSING.
15. 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, RECONSTRUCT THE TRACK THAT WAS REMOVED, ADD BALLAST, LINE, TAMP, AND SURFACE THE TRACK IN THE APPROACH AREA TO OBTAIN A SMOOTH TRANSITION BETWEEN THE EXISTING AND PROPOSED TRACK TO THE SATISFACTION OF THE ENGINEER AND RAILROAD. THE WORK OF TRACK REMOVAL, TRACK RECONSTRUCTION, LINE, TAMP, AND SURFACE TRACK IN THE APPROACH AREA SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING) (US ROUTE 7-AARDOT 851-367U). PAYMENT FOR EXCAVATION IN THE APPROACH AREA SHALL BE MADE UNDER ITEM 203.15 COMMON EXCAVATION. PAYMENT FOR BALLAST USED IN THE APPROACH AREA SHALL BE MADE UNDER ITEM 900.608 SPECIAL PROVISION (RAILROAD BALLAST). IN THE APPROACH AREA, PAYMENT FOR REMOVAL OF EXISTING TIES AND REPLACEMENT WITH NEW TIES, AS DIRECTED BY THE ENGINEER, SHALL BE MADE UNDER ITEM 900.620 SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
16. THE AREA BETWEEN THE TWO TRACKS AT THE HIGHWAY INTERSECTION SHALL BE FILLED WITH CONCRETE, HIGH PERFORMANCE CLASS AA. THE CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 501 AND SHALL BE CURED BY THE WATER CURING METHOD. DOWELS FOR RIGID PAVEMENT CONSTRUCTION JOINTS (CJ) SHALL BE GRADE 60, WITH A YIELD STRENGTH  $F_y = 60,000$  psi, AND SHALL BE SMOOTH EPOXY COATED.
17. THE CONTRACTOR SHALL PROVIDE, LOCATE AND MAINTAIN FOUR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AT FOUR LOCATIONS, AS APPROVED BY THE ENGINEER. THE MESSAGE BOARDS SHALL ADVISE THE TRAVELING PUBLIC WITH THE FOLLOWING MESSAGE:  
PHASE 1: "RR XING CONST"  
PHASE 2: "AT INT US & VT 17".  
THE PCMS SHALL BE PLACED AT LOCATIONS SUCH AS THE INTERSECTION OF ROUTE 23 AND VT 17 ON THE WEST, ALONG ROUTE 7 TO THE SOUTH AND ON VT 17 TO THE EAST AND TO THE WEST OF THE CONSTRUCTION SITE.
18. CONTRACTOR SHALL AVOID DAMAGING THE EXISTING FIBER OPTIC LINE. ANY DAMAGE SHALL BE REPAIRED AT THE CONTRACTOR'S COST.

## TRAFFIC DATA

RAILROAD: V=40MPH (PASSENGER)  
V=25MPH (FREIGHT)

HIGHWAY:  
ROUTE 7 V=40MPH  
ADT=8100 (2008 ESTIMATED)  
VT 17 V=35MPH  
ADT=1300 (ACT. TUBE COUNT)

PROJECT NAME: NEW HAVEN  
PROJECT NUMBER: RAIL 5307(16)

FILE NAME: 09g070/RAIL/bdr\_GEN.dgn PLOT DATE: 04-AUG-2010  
PROJECT LEADER: J.B.McCARTHY DRAWN BY: M.FESSEL  
DESIGNED BY: M.GAGULIC CHECKED BY: N.LUGO  
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