

VT 25/WASHINGTON COUNTY RAILROAD
CONNECTICUT RIVER DIVISION
BRADFORD SUBDIVISION
RR MP 13.74
RR SPEED CLASS 2, 25 MPH FREIGHT, 30MPH PASSENGER
ROADWAY SPEED 40 MPH

AADT		DHV		ESALS	
2012	2022	2012	2022	2012-2022	2012-2032
4300	4500	4905	5100	399,000	1,003,000

GENERAL NOTES

1. DURING THE GRADE CROSSING CONSTRUCTION ENSURE THAT A GEOTEXTILE FABRIC IS PLACED ON TOP OF THE TIES TO PREVENT THE BITUMINOUS CONCRETE FROM BONDING TO THE TIES. THE GEOTEXTILE FABRIC SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL - HIGHWAY CROSSING) (AARDOT 053-579V).
2. ALL NEW RAIL JOINTS WITHIN THE CROSSING AREA AND BETWEEN THE INSULATED JOINTS 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 AGENCY. WELDED JOINTS SHALL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
3. TIE SPACING UNDER CWR AREA SHALL BE 18 INCHES ON CENTER.
4. NEW 7"x9"x9'-0" AND 7"x9"x8'-6" TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TO MAINTAIN FRA CLASS 2 TRACK TIE CONDITION IN THE APPROACHES, AS SHOWN ON THE PLANS, SELECT TIES SHALL BE IDENTIFIED BY THE RAILROAD FOR REPLACEMENT AND APPROVED BY THE ENGINEER.
5. TIE PLATES SHALL BE NEW 14 INCH PLATES, MANUFACTURED FOR THE RAIL SIZE USED. PLATES SHALL BE INSPECTED AND APPROVED BY THE RAILROAD AND THE ENGINEER. RAIL FASTENERS SHALL BE CUT TRACK SPIKES.
6. BALLAST SHALL EXTEND 6 INCHES BEYOND END OF TIES AND SLOPE 1:2 TO THE ROADBED. (SEE CROSSING DETAILS 2)
7. TYPE AND DESIGN OF EMBEDDED RUBBER RAIL SEAL MATERIAL SHALL RECEIVE APPROVAL FROM THE ENGINEER.
8. MANUFACTURER'S SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF THE EMBEDDED RUBBER RAIL SEAL MATERIALS.
9. INSTALLATION OF INSULATED JOINTS: THE MAXIMUM STAGGER BETWEEN INSULATED RAIL JOINTS SHALL BE 4'-6", MINIMUM SHALL BE 3'-6".
10. BITUMINOUS CONCRETE PAVEMENT SHALL FOLLOW LATEST EDITION OF THE AGENCY'S STANDARD SPECIFICATIONS FOR CONSTRUCTION AND SHALL BE PLACED PARALLEL TO CROSSING TO MINIMIZE APPROACH SETTLEMENT, UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
11. CONTRACTOR SHALL LINE, TAMP, AND SURFACE TRACK IN APPROACH AREAS TO OBTAIN A SMOOTH TRANSITION BETWEEN EXISTING AND PROPOSED TRACK TO THE SATISFACTION OF THE ENGINEER AND RAILROAD. THE WORK OF LINE, TAMP, AND SURFACE TRACK IS INCIDENTAL TO THE RECONSTRUCT RAIL - HIGHWAY CROSSING (AARDOT 053-579V) ITEM 900.645.
12. THE CONTRACTOR SHALL INSTALL THE EMBEDDED RUBBER 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 (RECONSTRUCT RAIL - HIGHWAY CROSSING) (AARDOT 053-579V).
13. THE COST OF PROVIDING TRAFFIC CONTROL, DURING THE CONSTRUCTION OF THIS PAVED RAIL HIGHWAY CROSSING SHALL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL - HIGHWAY CROSSING) (AARDOT 053-579V).
14. THE COST OF PAVING 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 (RECONSTRUCT RAIL - HIGHWAY CROSSING) (AARDOT 053-579V). 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 2917(I) PAVING PROJECT UNDER ITEM 490.30 SUPERPAVE BITUMINOUS CONCRETE PAVEMENT.
15. THE CONTRACTOR SHALL TAPER THE EXISTING VERTICAL VT 25 PAVEMENT AT A RATE OF 1INCH IN 50 FEET MINIMUM TO THE HEIGHT OF THE EXISTING RAIL HIGHWAY CROSSING OR AS DIRECTED BY THE RESIDENT ENGINEER.
16. SIGNAL CONDUITS 4" GALVANIZED STEEL (HEAVY WALL) TO BE INSTALLED WITH SECURED END CAPS IN LOCATIONS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS ITEM TO BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL - HIGHWAY CROSSING) (AARDOT 053-579V).
17. IN THE APPROACH AREA, THE CONTRACTOR SHALL REMOVE OLD TIES AND INSTALL NEW TIES AND BALLAST, AS DIRECTED BY THE ENGINEER, 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 LINE TAMP, AND SURFACE TRACK IN THE APPROACH AREA SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL - HIGHWAY CROSSING) (AARDOT 053-579V). 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).

CROSSING GENERAL NOTES

PROJECT NAME:	BRADFORD
PROJECT NUMBER:	STP 2917(I)
FILE NAME:	p10b236.dgn
PROJECT LEADER:	PTS
DESIGNED BY:	JHR
IPARM FILE NAME:	10B236.30X
PLOT DATE:	03-SEP-2014 12:50
DRAWN BY:	ABR
CHECKED BY:	JHR
SHEET	36 OF 105