

GENERAL NOTES

1. REPLACE SIGNAL CONDUIT. RETAIN EXISTING SIGNALS AND CASE. USE ONLY THE EXISTING WIRING UNDER THE ROAD. PAYMENT FOR ITEMS TO BE INCLUDED IN ITEM 932.10.
2. THE USE OF UNDERDRAIN, SAND BORROW AND GEOTEXTILE FABRIC SHALL BE DETERMINED UPON INSPECTION OF FIELD CONDITIONS BY THE RAILROAD AND THE ENGINEER.
3. ALL RAIL JOINTS, INCLUDING MUDRAIL JOINTS, WITHIN THE CROSSING AREA AND 30'-0" BEYOND WILL BE CROPPED AND THERMITE WELDED IN ACCORDANCE WITH THE LATEST REVISION OF A.R.E.A. SPECIFICATIONS.
4. NEW TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN APPROACH AREAS TO BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER.
5. TIE PLATES SHALL BE NEW OR RELAY PLATES MANUFACTURED FOR THE RAIL USED. PLATES SHALL BE INSPECTED AND APPROVED BY THE RAILROAD AND THE ENGINEER.
6. BALLAST IN APPROACH AREAS SHALL EXTEND 6" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
7. TYPE AND DESIGN OF PREFABRICATED EPFLEX RAIL SEAL SHALL RECEIVE APPROVAL OF THE STATE.
8. MANUFACTURERS SPECIFICATIONS SHALL BE FOLLOWED WHERE EPFLEX RAIL SEAL CROSSING SURFACES ARE TO BE INSTALLED.
9. MODIFICATIONS TO RAILROAD APPROACH AREAS MAY BE NECESSARY AS LOCAL CONDITIONS WARRANT.
10. 105 LB. DUDLY CONTINUOUS WELDED RAIL THROUGH CROSSING AND EXTEND TO WEST OF PROJECT TO THE RAILROAD BRIDGE.
11. WELDED JOINTS WILL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.
12. METHOD OF FABRICATION SHALL BE UP TO THE CONTRACTOR.
13. TEMPORARY CROSSING FOR NIGHT USE SHALL BE CONSTRUCTED OF GRAVEL OR TIMBER TIES.
14. RAIL IS TO BE REPLACED FROM ONE INSULATED JOINT TO THE NEXT. THIS IS APPROXIMATELY 195' ALONG THE CENTERLINE OF TRACK.
15. ALL TIES WITHIN CROSSING AREA ARE TO BE 18" ON CENTER.
16. RAIL TO BE FURNISHED BY THE STATE.
17. A ROLLER WITH A MAXIMUM DRUM WIDTH OF 40" IS SPECIFIED FOR THIS PROJECT. THIS IS NEEDED FOR THE EPFLEX RAIL SEAL INSTALLATION.