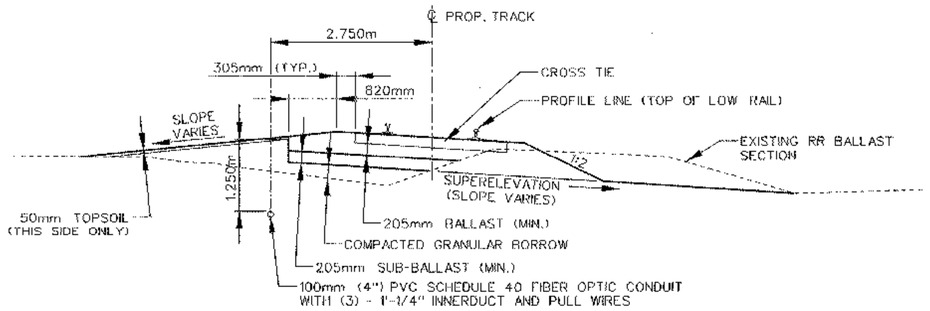
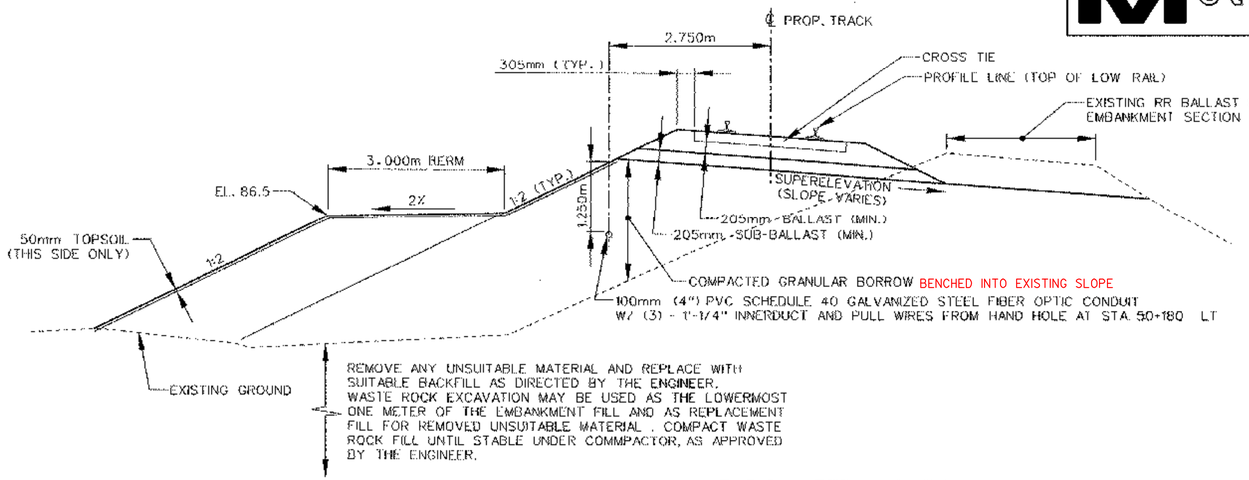


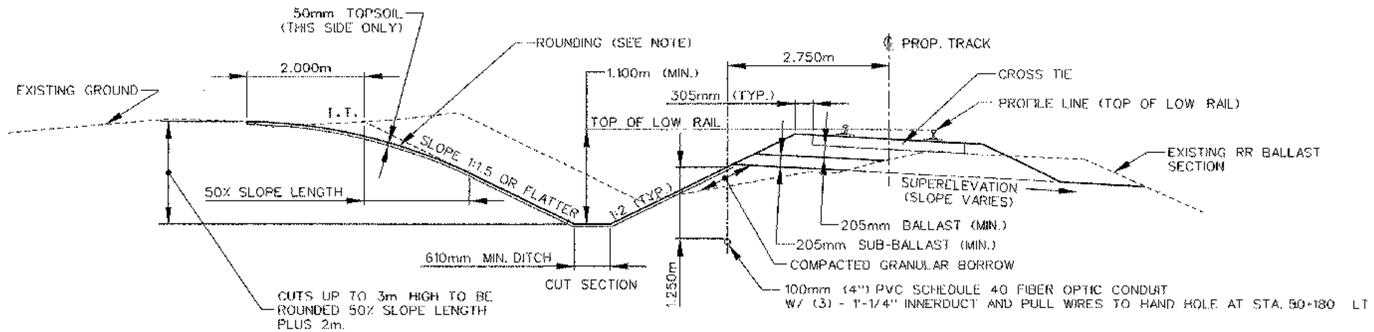
TYPICAL TRACK TRANSITION SECTION
STA. 50+500 TO STA. 50+580

SCALE 1:50



TYPICAL BERM SECTION
FULL DEPTH CONSTRUCTION
STA. 50+193.123 TO STA. 50+254.520
(SARGENT BROOK TO VT ROUTE 9)

SCALE 1:50

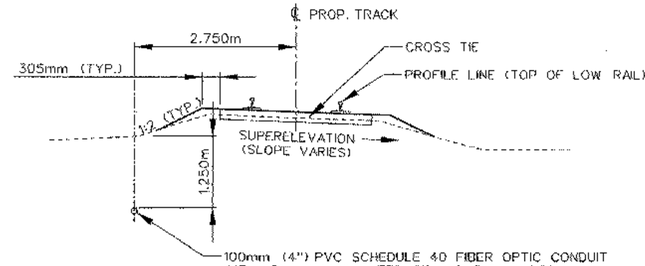


NOTE:

WHEN STEEPNESS OF EXISTING GROUND, SHALLOWNESS OF CUT OR PRESENCE OF EXISTING VEGETATION OR BUILDINGS IS CONSIDERED A FACTOR PREVENTING NORMAL ROUNDING, THE EXTENT OF THE ROUNDING SHOULD BE MODIFIED TO MEET CONDITIONS. SEE NOTE 3.

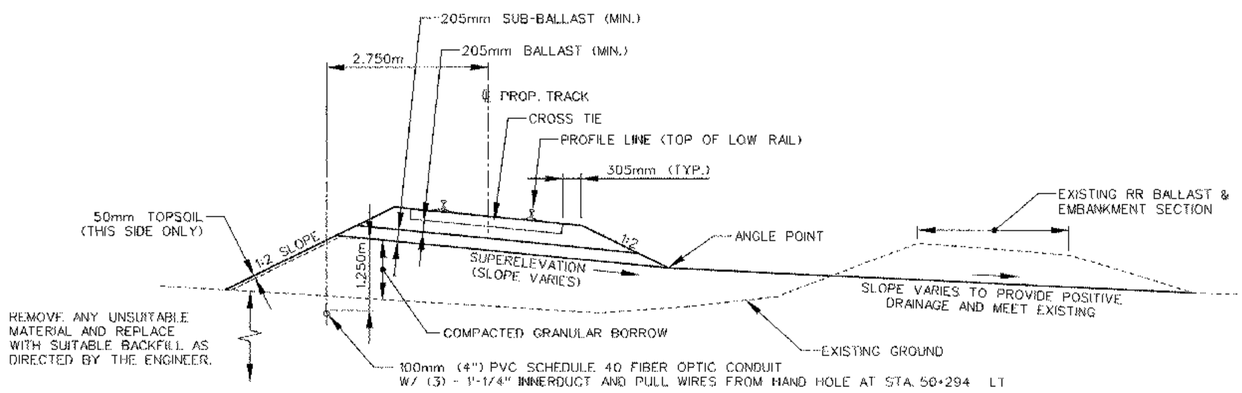
TYPICAL TRACK TRANSITION SECTION
STA. 50+120 TO STA. 50+186.417

SCALE 1:50



TYPICAL TRACK REHABILITATION SECTION
STA. 50+020 TO STA. 50+120
STA. 50+580 TO STA. 50+698.603

SCALE 1:50



TYPICAL SUPERELEVATED TRACK SECTION - (ON CURVE)
FULL DEPTH CONSTRUCTION
STA. 50+285.220 TO STA. 50+500

SCALE 1:50

NOTES:

1. REFER TO ROADWAY TYPICAL SECTIONS FOR "GENERAL NOTES FOR ROADWAY TYPICALS", AND UTILIZE AS APPLICABLE TO RAILROAD TYPICAL SECTIONS. NOTE THAT TOPSOIL AND/OR SEED IS NEVER TO BE APPLIED ABOVE RAILROAD SUBGRADE ELEVATION.
2. RAIL TO BE 115 POUND CONTINUOUS WELDED RAIL. CROSS TIES TO BE 7"X9"X8'-6" TIMBER. BALLAST TO BE STONE BALLAST, SIZE #4. SUB-BALLAST TO BE SCREENED GRAVEL. ALL ABOVE MATERIALS MUST MEET THE REQUIREMENTS OF AREMA. (WORK BY OTHERS)
3. ALLOWANCE FOR ROUNDING HAS NOT BEEN INDICATED ON RAILROAD PLANS AND CROSS SECTIONS. DUE TO UNTYPICAL CONDITIONS IN CUT, ROUNDINGS WILL BE AS DIRECTED BY THE ENGINEER.

DATUM
VERTICAL NGVD 1929
HORIZONTAL NAD 1983

RAILROAD TYPICAL SECTIONS

PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: NH 010-2(2)

FILE NAME: track sections
PROJECT LEADER: JHR
DESIGNED BY: GJB
PLOT DATE: 10-01-2002
DRAWN BY: DHL
CHECKED BY: TEM
SHEET 10 OF 145