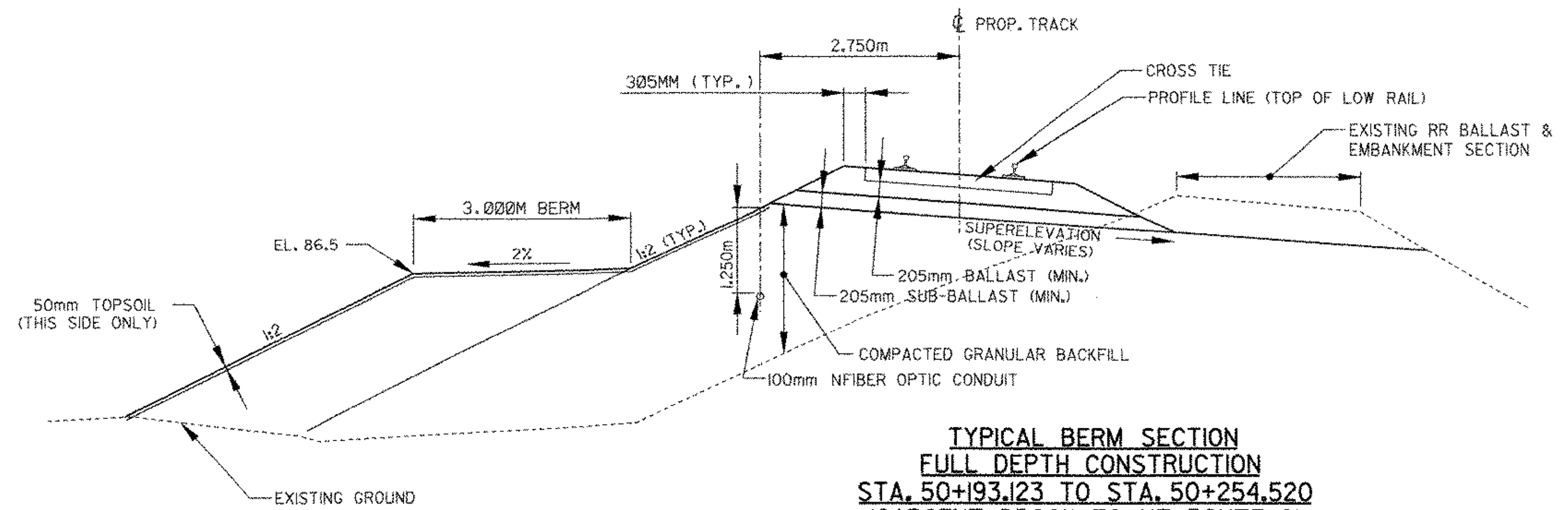


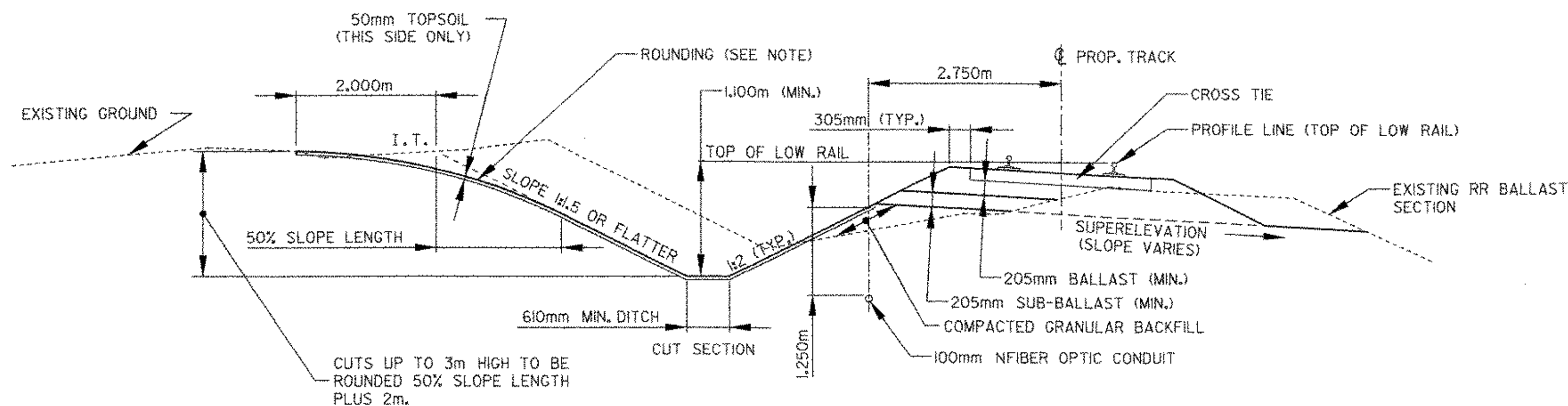
**TYPICAL TRACK TRANSITION SECTION**  
**STA. 50+500 TO STA. 50+580**

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

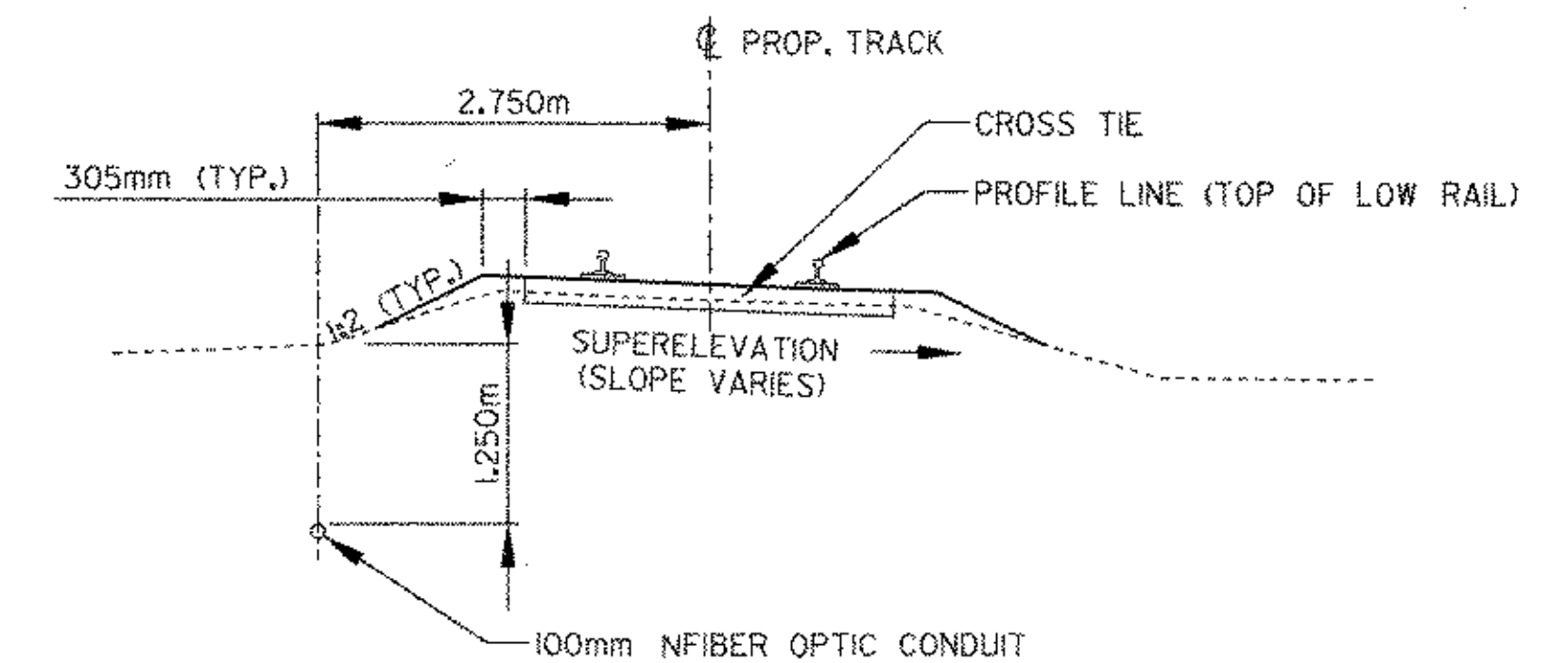


**TYPICAL TRACK TRANSITION SECTION**  
**STA. 50+120 TO STA. 50+186.417**

SCALE 1:50

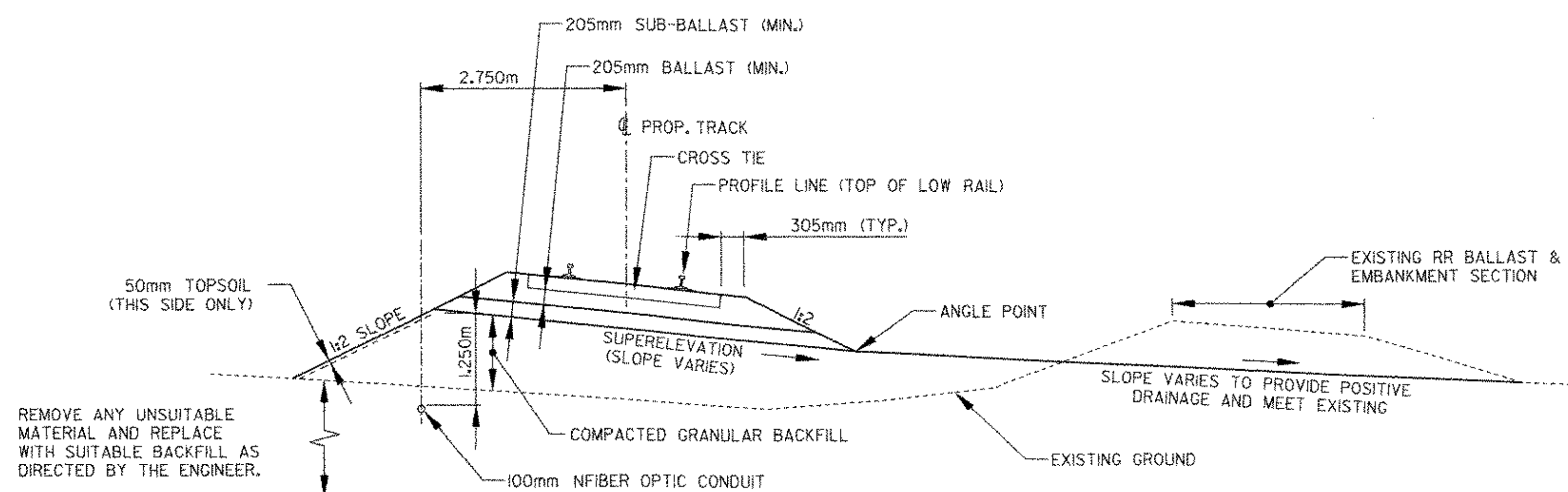
**NOTE:**

WHEN STEEPNESS OF EXISTING GROUND, SHALLOWSNESS 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 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

<b>DATUM</b>	
VERTICAL	_____
HORIZONTAL	_____

FEB 05 2003

**NOTES:**

- 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.
- RAIL TO BE #5 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.
- 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.

**RAILROAD TYPICAL SECTIONS**

SURVEYED BY	N/A	DATE	N/A
DRAWN BY	DHL	DATE	
SQUAD LEADER	JHR		
DESIGN FILE No.	95b270\structures\track_sect.dgn		
IPARM FILE	sb270trxs.l	DATE PLOTTED	09-MAR-2001
<b>BRATTLEBORO</b>			
NH BR F 012-K33)			
R.O.W. SHEET 4 OF 27 SHEETS			