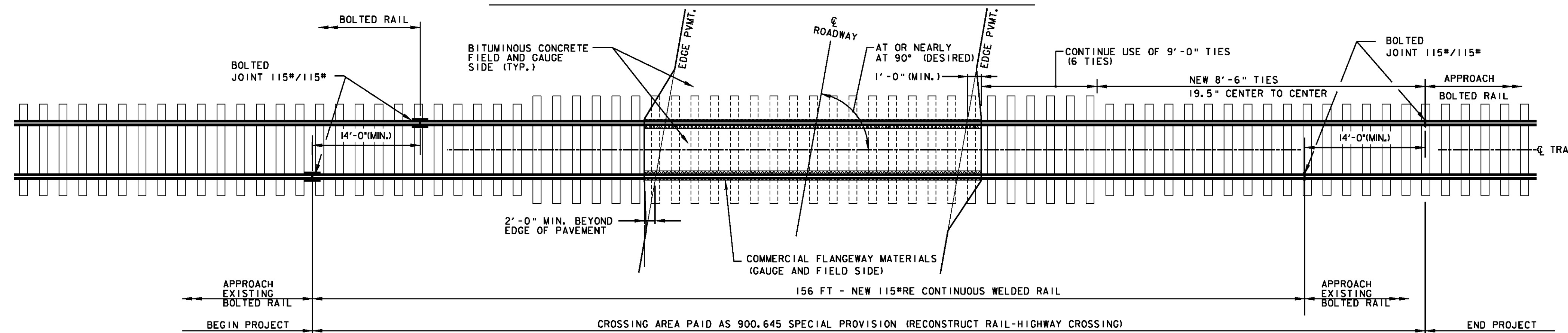


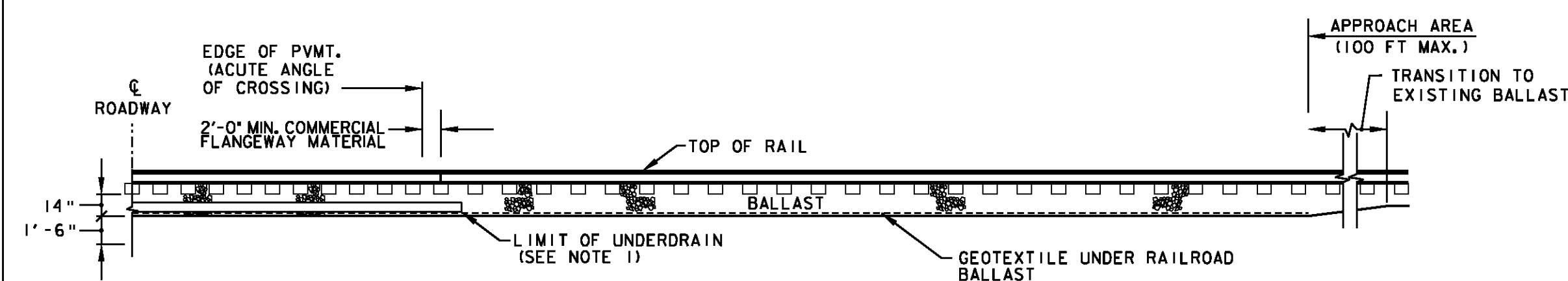
TYPICAL SECTIONS 2



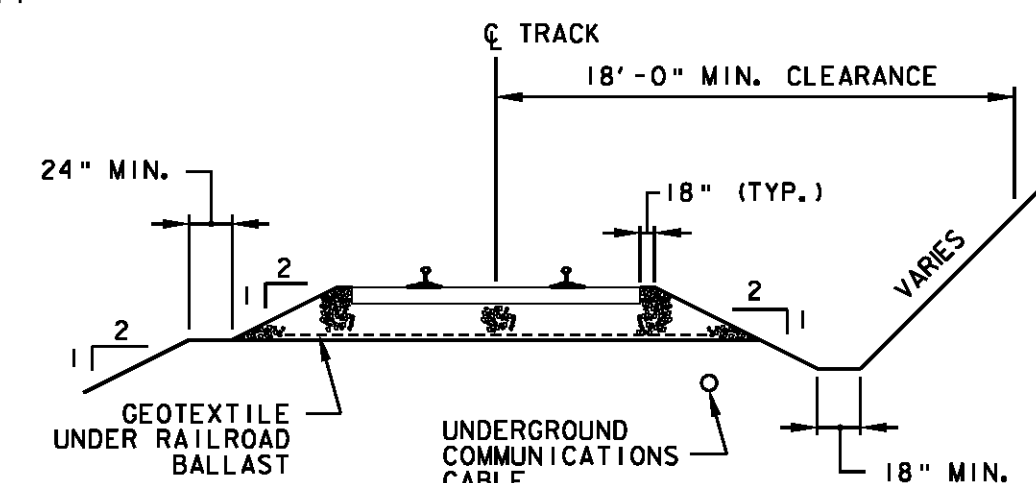
**TYPICAL PLAN VIEW
COMSTOCK ROAD CROSSING**
NOT TO SCALE

GENERAL NOTES

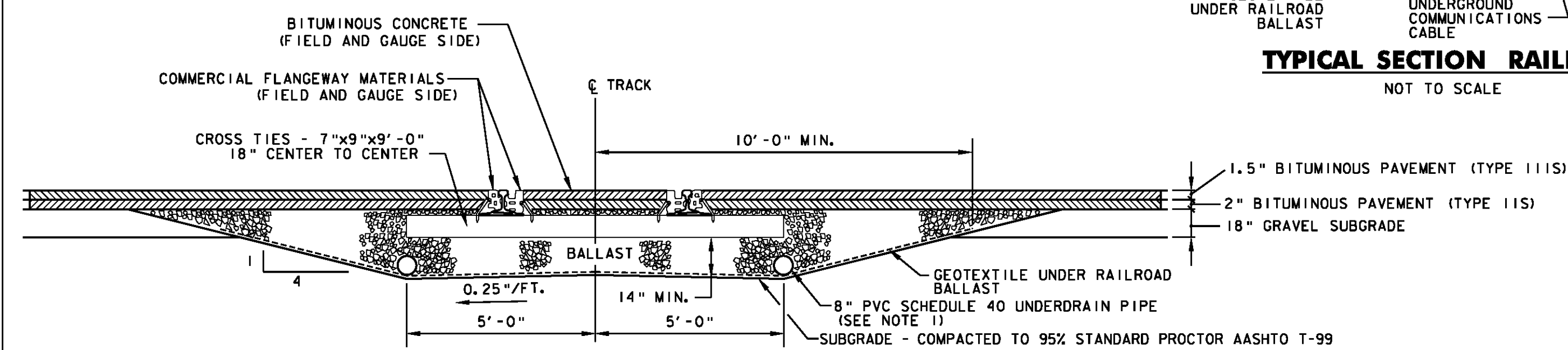
1. NEW UNDERDRAIN PIPE SHALL OUTLET AS SHOWN ON PLAN. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE. GEOTEXTILE SHALL BE GEOTEXTILE UNDER RAILROAD BALLAST. UNDERDRAIN PIPE SHALL BE BITUMINOUS COATED CORRUGATED METAL OR SCHEDULE 40 PVC PERFORATED PIPE.
2. ALL RAIL JOINTS WITHIN THE CROSSING AREA AND 50'-0" BEYOND 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 19.5 INCHES ON CENTER OR AS REQUIRED IN CROSSING PANEL AREA BY MANUFACTURER.
4. NEW 7"x9"x9'-0" AND 7"x9"x8'-6" TIES SHALL BE USED IN CROSSING AREA AS SHOWN. TIES IN CROSSING AREAS SHALL BE REPLACED AS RECOMMENDED BY THE RAILROAD AND APPROVED BY THE ENGINEER (PAID INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL HIGHWAY CROSSING)). TIES REQUIRED OUTSIDE OF CROSSING AREA SHALL BE PAID AS ITEM 900.620 SPECIAL PROVISION (REMOVAL AND REPLACEMENT OF CROSS TIES).
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 18" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
7. TYPE AND DESIGN OF COMMERCIAL FLANGEWAY MATERIALS SHALL RECEIVE APPROVAL FROM THE ENGINEER.
8. MANUFACTURER'S SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF COMMERCIAL FLANGEWAY MATERIALS.
9. INSTALLATION OF INSULATED JOINTS: THE MAXIMUM STAGGER BETWEEN RAIL JOINTS SHALL BE 4'-6", MINIMUM SHALL BE 3'-6".
10. CONTRACTOR SHALL ADD BALLAST, 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. THIS WORK IS INCIDENTAL TO ITEM 900.645 (RECONSTRUCT RAIL-HIGHWAY CROSSING).
11. EXCAVATION, UNDERDRAIN, BALLAST, GEOTEXTILE, FLANGEWAY MATERIALS AND TIES ARE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING).
12. THE RAIL HIGHWAY CROSSING SHALL BE RECONSTRUCTED IN STAGES WHILE MAINTAINING TRAFFIC OPERATIONS. ONE LANE ON TH-33 SHALL BE KEPT OPEN TO TRAFFIC AT ALL TIMES AND A COMPLETE ROAD CLOSURE IS NOT PERMITTED. TH-33 SHALL BE LEFT OPEN FOR TWO WAY TRAFFIC AT THE END OF EACH WORKING DAY.



**TYPICAL LONGITUDINAL SECTION
COMSTOCK ROAD CROSSING**
NOT TO SCALE



TYPICAL SECTION RAILROAD
NOT TO SCALE



**TYPICAL TRANSVERSE SECTION
COMSTOCK ROAD CROSSING**
NOT TO SCALE



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PROJECT LEADER: G. EDWARDS	DRAWN BY: KJR
DESIGNED BY: STANTEC	CHECKED BY: GAE
TYPICAL SECTIONS - TYP 2	SHEET 3 OF 25