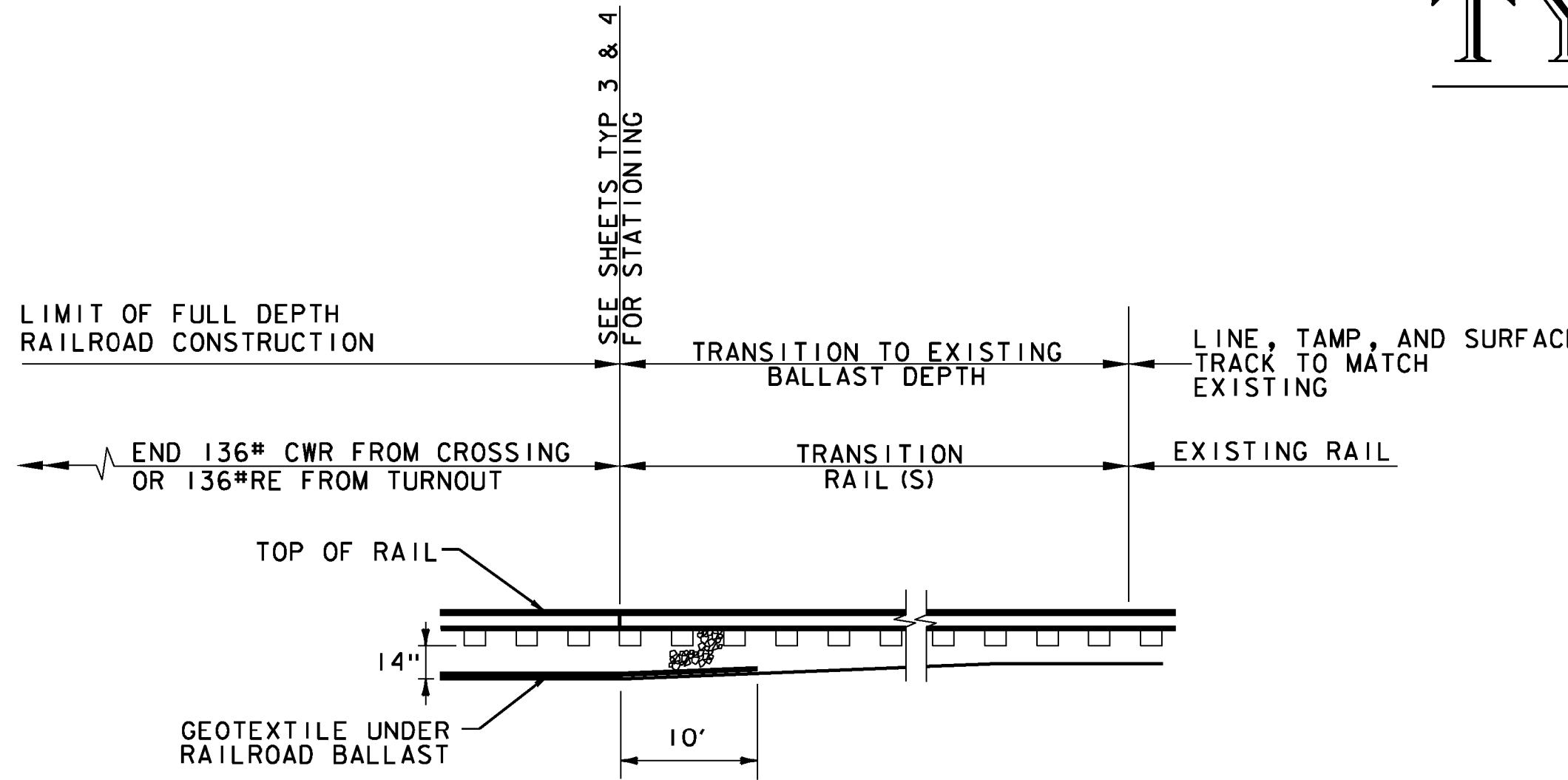


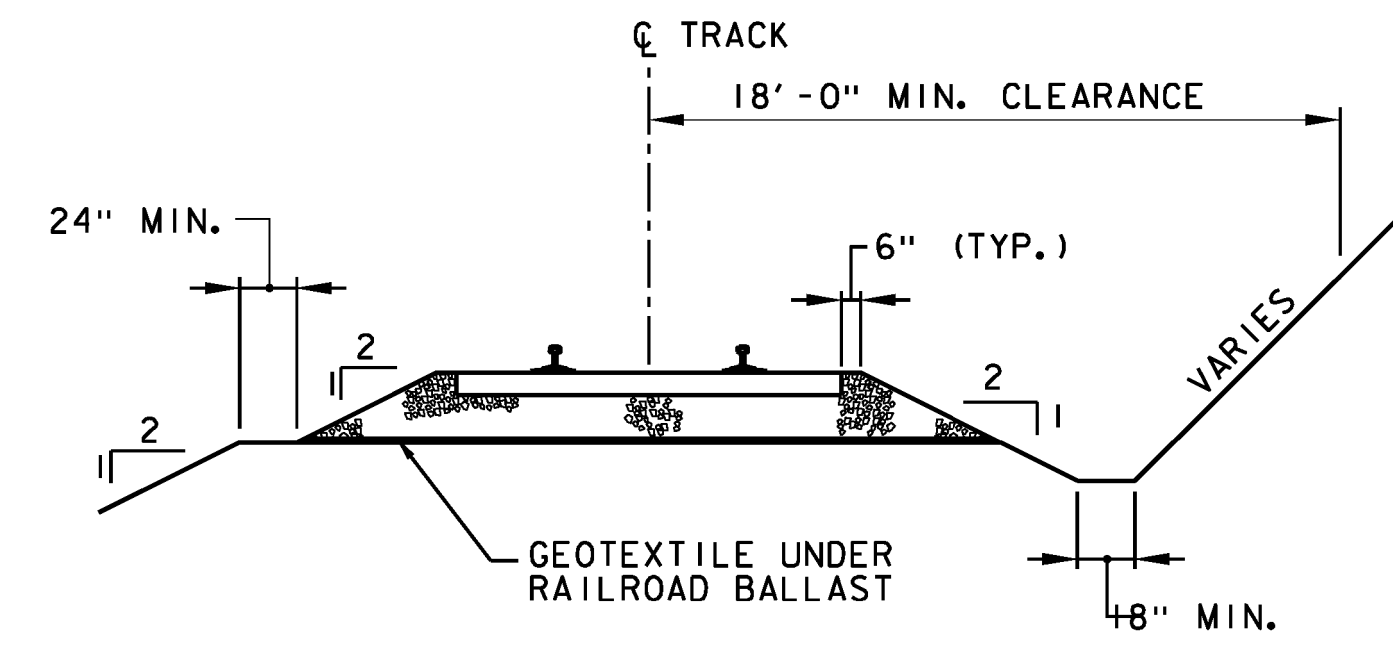
TYPICAL SECTIONS 2

GENERAL NOTES

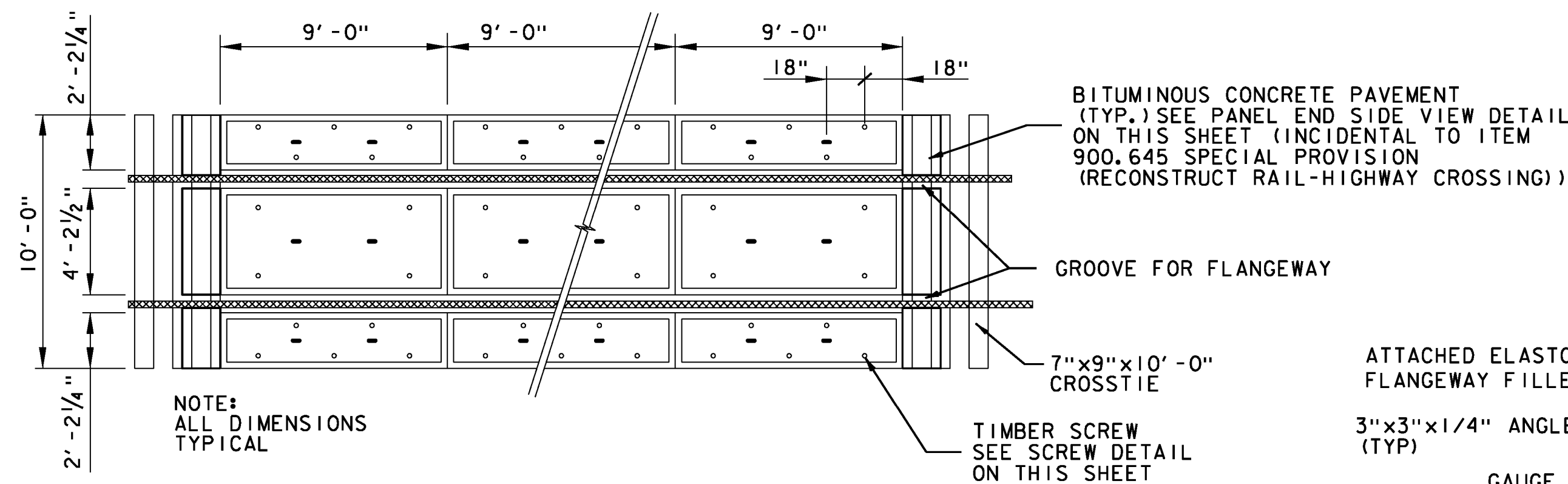
- NEW UNDERDRAIN PIPE SHALL OUTLET AS SHOWN ON PLAN. PERFORATIONS TO BE PLACED NEAR FLOW LINE OF PIPE. GEOTEXTILE SHALL BE GEOTEXTILE UNDER RAILROAD BALLAST. UNDERDRAIN PIPE SHALL BE SCHEDULE 80 PVC PERFORATED PIPE.
- ALL RAIL JOINTS WITHIN THE CROSSING AREA AND 50'-0" BEYOND WILL BE CROPPED AND WELDED 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.
- TIE SPACING UNDER CWR AREA SHALL BE 18 INCHES ON CENTER OR AS REQUIRED IN CROSSING PANEL AREA BY MANUFACTURER.
- NEW 7"x9"x10'-0" 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).
- 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.
- BALLAST OUTSIDE THE FULL DEPTH RAILROAD CONSTRUCTION AREA SHALL EXTEND 6" BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
- TYPE AND DESIGN OF COMMERCIAL FLANGEWAY MATERIALS SHALL RECEIVE APPROVAL FROM THE ENGINEER.
- MANUFACTURER'S SPECIFICATIONS SHALL BE FOLLOWED FOR THE INSTALLATION OF COMMERCIAL FLANGEWAY MATERIALS AND INSULATED JOINTS.
- 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).
- EXCAVATION, UNDERDRAIN, BALLAST, GEOTEXTILE, FLANGEWAY MATERIALS AND TIES ARE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (RECONSTRUCT RAIL-HIGHWAY CROSSING).
- SAW CUTTING SHALL NOT BE PAID SEPARATELY BUT BE INCIDENTAL TO ITEM 210.10.
- ALL COSTS ASSOCIATED WITH REMOVAL AND REPLACEMENT OF BALLAST AND GEOTEXTILE OUTSIDE THE RAIL-HIGHWAY CROSSING LIMITS SHALL BE PAID UNDER ITEM 900.608 SPECIAL PROVISION (RAILROAD BALLAST).



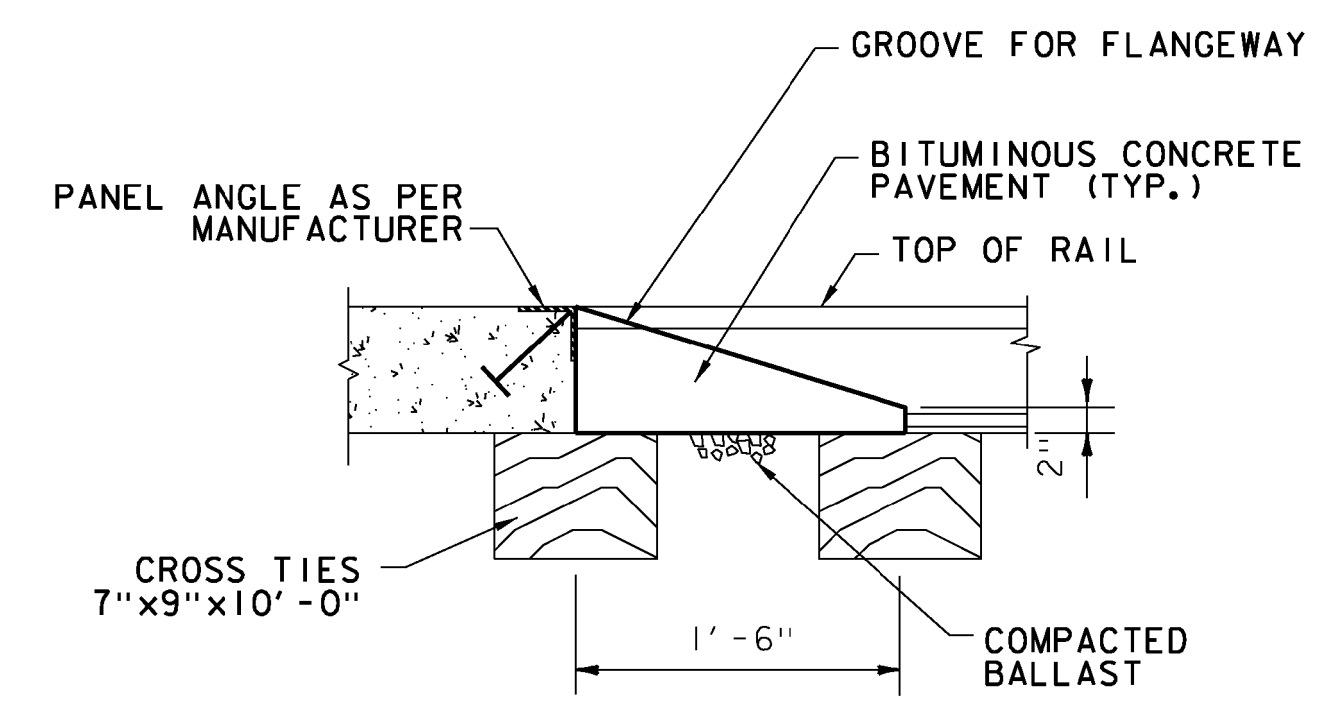
TYPICAL BALLAST TRANSITION
N. T. S.



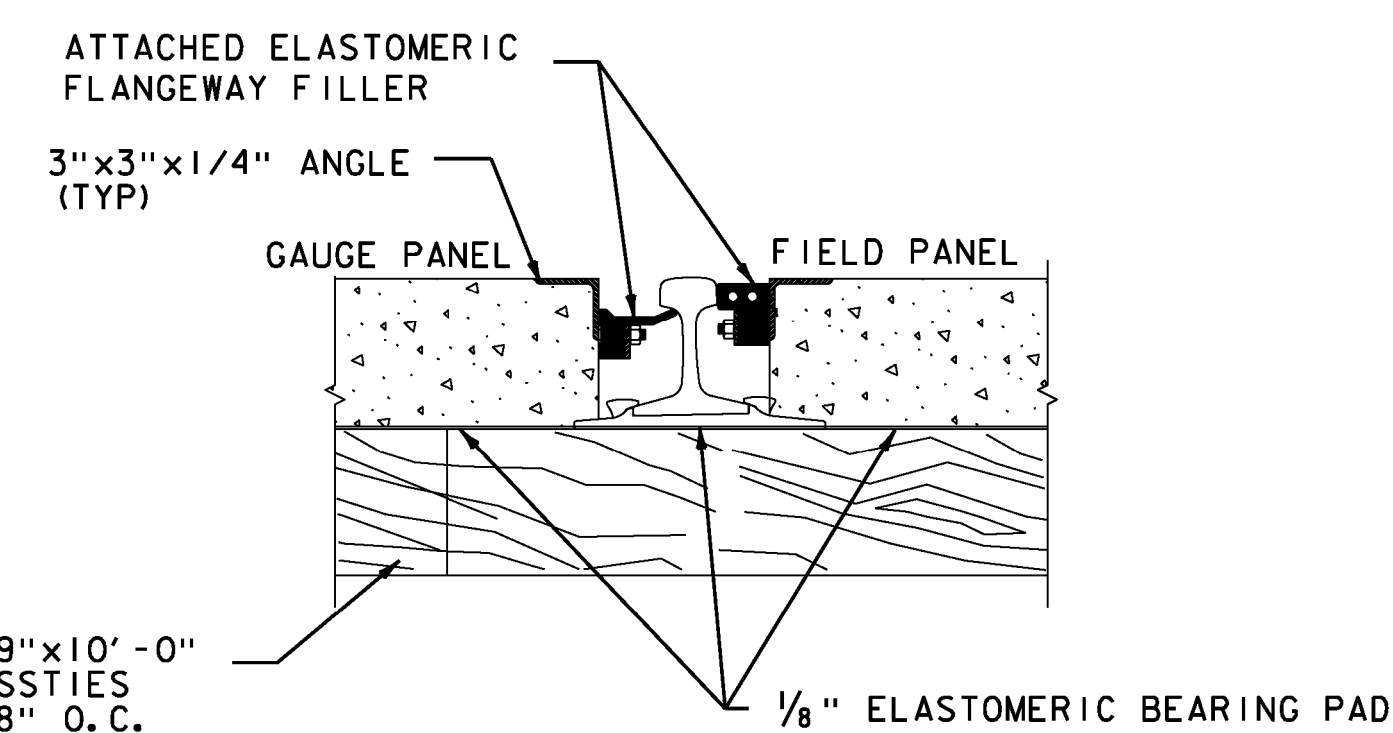
TYPICAL RAIL SECTION
N. T. S.



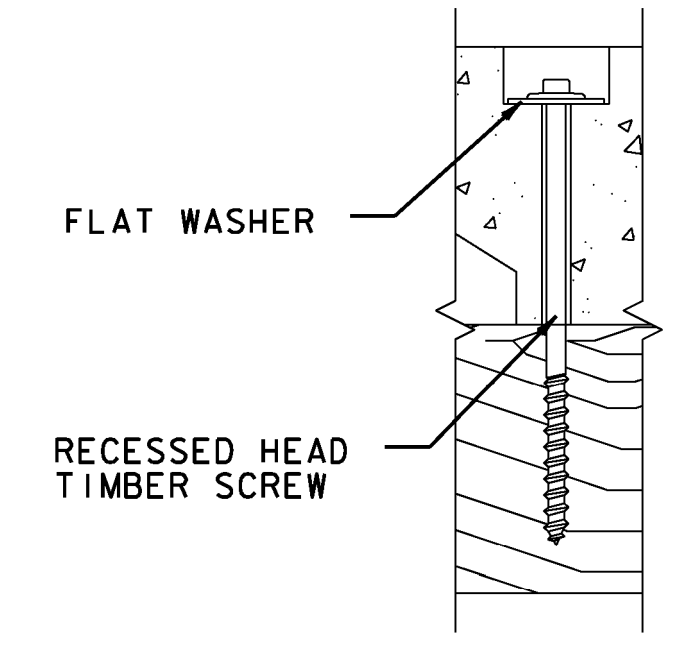
TYPICAL PLAN VIEW OF CROSSING PANELS
N. T. S.



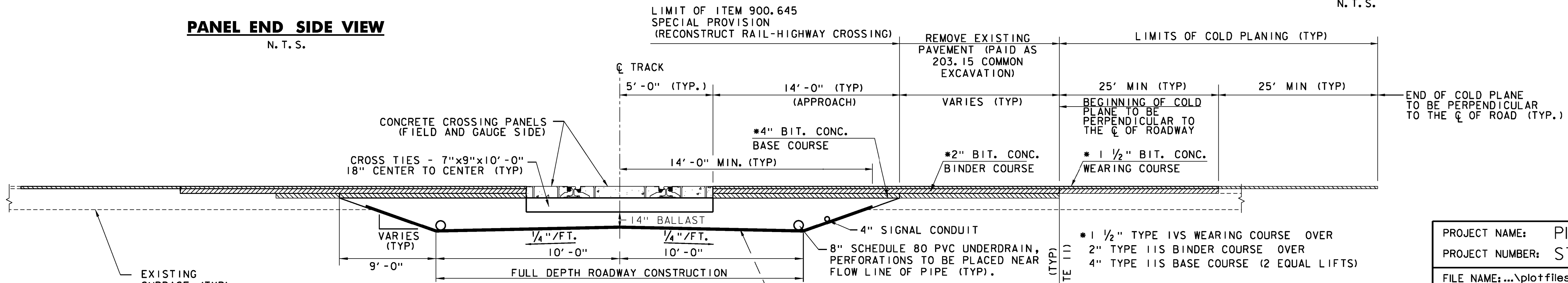
PANEL END SIDE VIEW
N. T. S.



RAIL-SEALS TYPICAL SECTION
N. T. S.



SCREW DETAIL
N. T. S.



TYPICAL TRANSVERSE SECTION
N. T. S.

PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	STP 2033(21)
FILE NAME:	...plotfiles\02 typicals.dgn
PROJECT LEADER:	G. EDWARDS
DESIGNED BY:	STANTEC
TYPICAL SECTIONS - TYP 2	
PLOT DATE:	6/7/2013
DRAWN BY:	DKG
CHECKED BY:	KJR
SHEET	4 OF 21

