



- GENERAL NOTES**
1. SIGNAL CONDUIT TO BE INSTALLED IN LOCATIONS DIRECTED BY THE ENGINEER. PAYMENT FOR ITEM TO BE INCLUDED IN CROSSING COST.
  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 9 m 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 150 mm BEYOND END OF TIES AND SLOPED 1:2 TO THE ROADBED. (SEE DETAIL)
  7. RAIL MASS SHALL BE DETERMINED BY THE RAILROAD AND APPROVED BY THE ENGINEER.
  8. TYPE AND DESIGN OF PREFABRICATED SURFACE SHALL RECEIVE APPROVAL OF THE STATE.
  9. MANUFACTURER SPECIFICATIONS SHALL BE FOLLOWED WHERE PRE-FABRICATED CROSSING SURFACES ARE TO BE INSTALLED.
  10. MODIFICATIONS TO RAILROAD APPROACH AREAS MAY BE NECESSARY AS LOCAL CONDITIONS WARRANT.
  11. CONTINUOUS WELDED RAIL THROUGH CROSSING TO A MINIMUM OF 9 m EACH SIDE OF CROSSING SHOULDER.
  12. WELDED JOINTS WILL BE GROUND TO CONFORM TO THE SHAPE OF THE RAIL ON GAUGE AND FIELD SIDES.

REVISIONS AND CORRECTIONS  
 JUNE 13, 1997 - ORIGINAL APPROVAL DATE

APPROVED  
*Daniel M. Sullivan P.E.*  
 DIRECTOR OF RAIL, AIR AND PUBLIC TRANSIT

**RAIL - HIGHWAY CROSSING STANDARDS**  
**PAVED CROSSING FOR GRAVEL OR PAVED HIGHWAYS**



NOTE: ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.