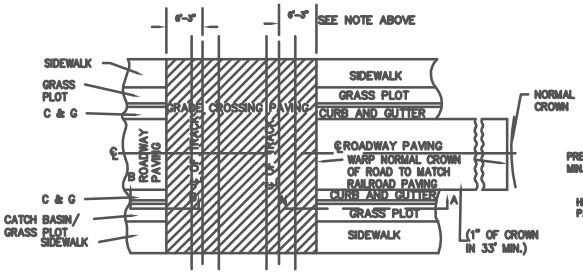
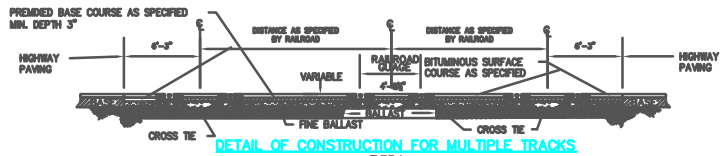
NOTE:
END HIGHWAY PAVING ADJACENT TO THE CROSSING AT THE CROSS TIES INSTEAD OF 6'-3" FROM C OF TRACK, IF PRECAST REINFORCED CONCRETE SLABS ARE USED.



PLAN VIEW
N.T.S.

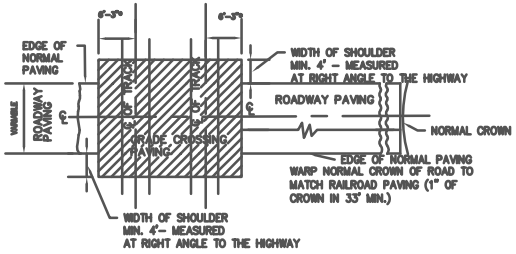


DETAIL OF CONSTRUCTION FOR MULTIPLE TRACKS
N.T.S.
TYPE 1 SECTION

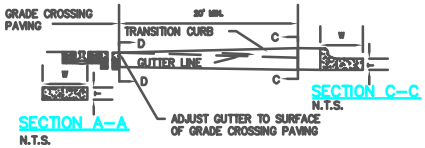
GENERAL NOTES

1. THE RAILROAD IS TO BE NOTIFIED BEFORE ANY WORK IS DONE BY HIGHWAY MAINTENANCE FORCES OR HIGHWAY CONTRACTORS BETWEEN THE RAILS AND WITHIN 8' OF THE CENTERLINE OF TRACK ON TANGENTS AND 10' OF CENTERLINE OF TRACK ON CURVES. aRAILROAD REPRESENTATIVE IS TO BE PRESENT TO SUPERVISE THE WORK BEING DONE AND TO PROTECT THE FORCES WORKING FROM RAILWAY TRAFFIC.
2. BALLAST, TIES, RUNNING RAILS, GUARD TIMBERS AND FILLERS (IF REQUIRED) FOR FLANGEWAY AND OUTSIDE OF RAIL, ARE TO BE FURNISHED AND PLACED BY RAILROAD WITH COSTS, ELIGIBLE FOR REIMBURSEMENT, BEING BILLED TO THE STATE UNDER FORCE ACCOUNT AGREEMENTS.
3. THE HIGHWAY CONTRACTOR TO FURNISH ALL WORK AND MATERIALS NECESSARY FOR CONSTRUCTING THE SURFACE COURSE AND BASE COURSE OF THE CROSSING. THE COST OF FLAGGING SERVICE REQUIRED BY THE RAILROADS FOR ANY CONSTRUCTION ACTIVITY AT GRADE CROSSINGS SHALL BE AT A COST TO THE CONTRACTOR. THIS COST SHALL BE BORNE BY THE CONTRACTOR, WHETHER THE FLAGGING SERVICE IS PERFORMED BY THE CONTRACTOR'S PERSONNEL OR, IF REQUIRED BY THE RAILROADS, TO BE DONE BY THE RAILROAD PERSONNEL.
4. BASIS OF PAYMENT:
   A. BITUMINOUS SRUFACE COURSE AS SPECIFIED.
   B. PREMIXED BASE COURSE AS SPECIFIED
   C. PRECAST REINFORCED CONCRETE SLABS – PER SQ.YD.

NOTE:
THE SECTION "A–A" AND "B–B" ARE TYPICAL OF ONE CONDITION AND ARE TO BE USED FOR INFORMATION ONLY. THE TRANSITION FOR THE CURB AND GUTTER SECTION TO THE GRADE CROSSING PAVING IS TO BE ADJUSTED AS DIRECTED BY THE ENGINEER.

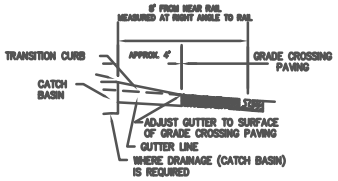


PLAN VIEW
N.T.S.

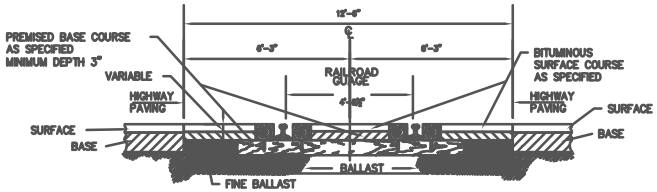


SECTION A–A
N.T.S.

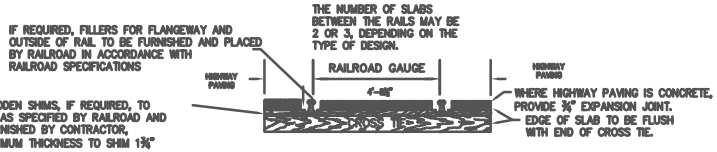
SECTION C–C
N.T.S.



SECTION B–B
N.T.S.



DETAIL OF CONSTRUCTION FOR SINGLE TRACK
N.T.S.
TYPE 2 SECTION



COMMERCIAL PRECAST REINFORCED CONCRETE SLABS
N.T.S.

GENERAL SPECIFICATIONS FOR COMMERCIAL PRECAST REINFORCED CONCRETE SLAB FOR RAILWAY CROSSING:

1. THE PLACING OF PRECAST REINFORCED CONCRETE SLABS WILL BE PERMITTED WHEN APPROVED BY THE RAILROAD AND THE STATE HIGWAY ENGINEER.
2. SLABS TO BE OF THE TYPE THAT CAN BE ANCHORED TO TIES AND REMOVED.
3. IF SLABS ARE OVER MULTIPLE TRACKS, THE INTERTRACK SLABS ARE TO BE PLACED ON LEVEL COMPACTED EARTH.
4. THE DEPTH OF THE SLABS SHALL BE SUCH THAT THE TOP SURFACE OF THE CROSSING WILL BE IN THE SAME PLANE AS THE TOP OF THE RAIL. SHIMS WILL BE USED IF REQUIRED.
5. ALL EXPOSED EDGES OF SLABS SHALL BE ARMORED.
6. PROTECTION OF THE END SLABS AGAINST DRAGGING BRAKE RIGGING WILL BE PROVIDED.
7. IN GENERAL, THE DESIGN OF SLABS WILL BE IN ACCORDANCE WITH (AREA) AMERICAN RAILWAY ENGINEERING ASSOCIATION SPECIFICATIONS.
8. THE TYPE OF COMMERCIAL PRECAST CONCRETE SLABS SELECTED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER.

NOTE:
DIMENSIONS OF PRECAST REINFORCED CONCRETE CLABS WILL VARY WITH DIFFERENT DESIGN.
THE TYPE 2 SECTION ABOVE IS TYPICAL OF ONE TYPE OF COMMERCIAL PRECAST SECTION AND IS TO BE USED FOR INFORMATION ONLY

FULTON COUNTY STANDARD 321
RAILROADS
GRADE CROSSINGS, SECTIONS, DETAILS

DATE	REVISIONS	DATE	REVISIONS
8/08	NRR		

DGS/DRN/CHKD: REB
APPROVED: REW
DATE: 12–2–05

FULTON COUNTY

FULTON COUNTY PUBLIC WORKS
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404–612–7400 FAX: 404–224–0498

DRAWING NO.
321