

COVER SHEET

SOUTHERN RAILWAY

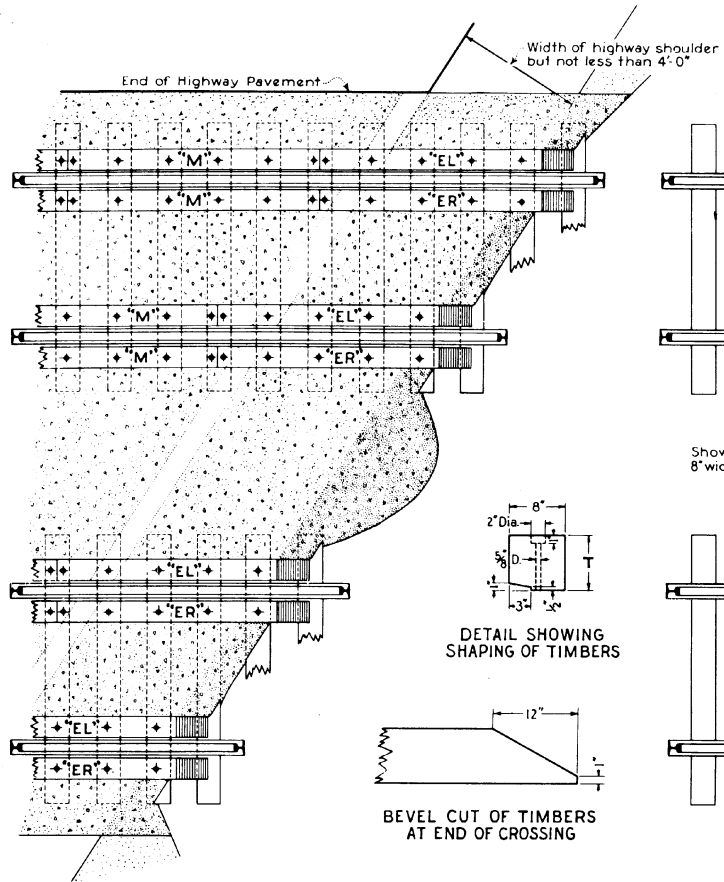
STANDARD PLANS
ASPHALT GRADE CROSSING

1975

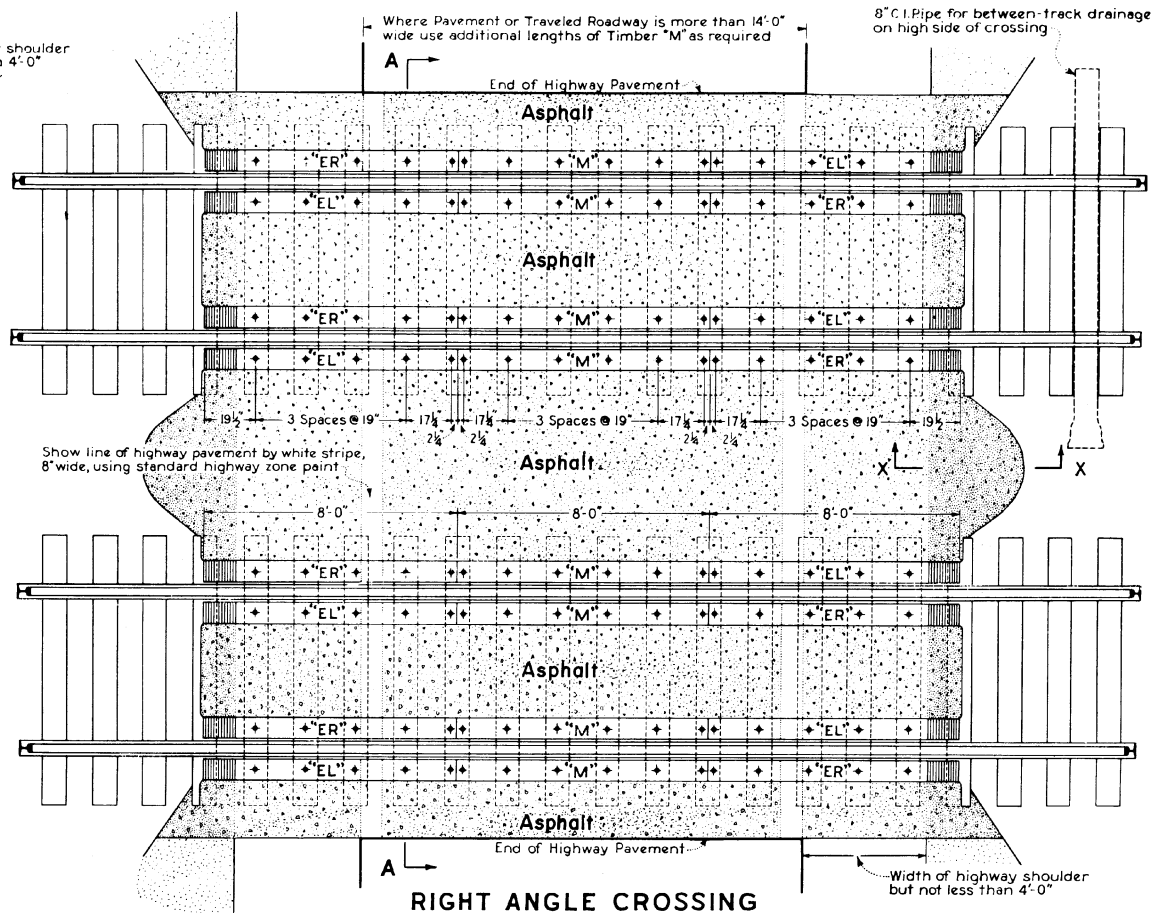
THIS DOCUMENT PROVIDED BY ALLEN STANLEY,
RAILROAD DATA EXCHANGE

THIS PAGE BY: DONNIE DIXON
February 15, 2010

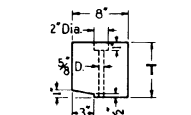




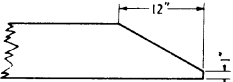
ACUTE ANGLE CROSSING



RIGHT ANGLE CROSSING



DETAIL SHOWING SHAPING OF TIMBERS

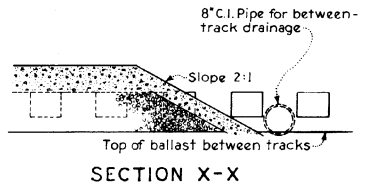


BEVEL CUT OF TIMBERS AT END OF CROSSING

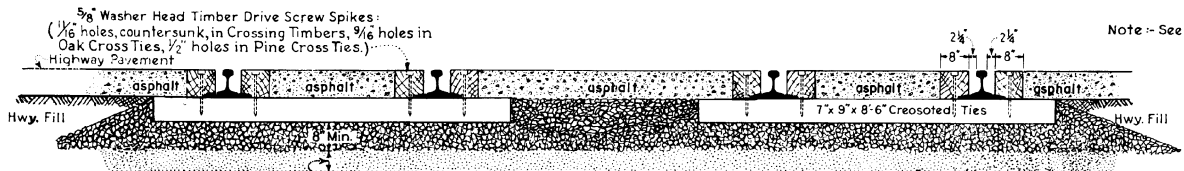
NOTES:

- Timbers to be gum or hill grown red oak, creosoted, sized on face only, shaped and bored prior to treatment. Countersunk spike holes to be sealed with mastic after spikes are driven.
- Pavement to be asphalt or of such other type as may be specified by highway authorities.
- Where highway or street has separate sidewalks entire width of crossing, out to out of sidewalks, will be paved. Show street curb lines, edge lines of pavement or limits of traveled roadway by white stripes, 8' wide, using standard highway zone paint.
- Provide between track drainage on high side of crossing where necessary

Thickness "T" of Timbers for Various Weights of Rail	75°	80°	85°	90°	100°	112-115°	130°	131-132°
Length of Spike Required	10"	10"	10"	10"	12"	12"	12"	12"



SECTION X-X



SECTION A-A

On new construction provide crusher run ballast 6" thick, under full width and length of crossing.

Ballast between tracks and each layer of asphalt to be well tamped to avoid future settlement.
Surface to be finished and maintained level with top of timbers.

- 5/8" DRIVE SCREW SPIKES (Plan I-3)**
- 10" Length for use with rail 90° R.A. and lighter
125 Spikes per 200' Keg
 - 12" Length for use with rail 100 R.E. and heavier
100 Spikes per 200' Keg

Note: - See Plan 5-13 for Highway Grade Crossing using Pre-fabricated Timber Sections.

**SOUTHERN RAILWAY SYSTEM
HIGHWAY GRADE CROSSING
ASPHALT PAVING**

FEBRUARY 1, 1975

OFFICE OF ASST. V.P. M.W. & S.
Atlanta, Georgia