

GENERAL NOTES:

1. The following notes shall apply unless noted otherwise on the plans or specifications. In the case of conflict with the plans or specifications, the more restrictive requirements shall apply.

REFERENCE SPECIFICATIONS:

1. Highway Live Loading: AASHTO LRFD Bridge Design Specifications, Section 3.6. Standard Design Capacity is HS20.
2. Rail Live Load and General Design: AREMA Manual for Railway Engineering. Standard Design Capacity is Cooper E80.

MATERIALS:

1. Aggregate conforms to ASTM C33.
2. Portland cement conforms to ASTM C150.
3. Fly Ash conforms to ASTM C618.
4. Minimum compressive strength (at 28 days) 7000 psi. Unless greater strength is required by project specifications.
5. All bar reinforcing steel conforms to ASTM A706 Grade 60.
6. Welded Wire Fabric conforms to ASTM A497, 65 KSI.
7. Admixtures conform to ASTM C494.
8. Air entraining admixtures conform to ASTM C260.

INSTALLATION:

1. Prior to dismantling the track assembly, stake out the alignment for the new crossing with offsets located every four track feet.
2. Remove existing track assembly including all rail, hardware, and ties.
3. Inspect for proper drainage and deficient subgrade. Remove any deficient subgrade material. The overall excavation should be at least 10 feet wide to accommodate the new construction.
4. Prepare the new subgrade with clean granular material or a controlled low strength material (CLSM or Flowable Fill). The top 6 inches of the subgrade is formed and screeded level. Granular material is placed in four inch lifts to finished top of subgrade. This material is compacted to 95% proctor density. Screenshot of subgrade to level. The subgrade is compacted again which will typically create a 3/4 inch gap to the top of subgrade. Compact 3/8 inch minus crushed stone (screenings) to top of subgrade. The subgrade is now complete for the granular subgrade option. If using CLSM, place the CLSM to the top of the leveling form. Screenshot the CLSM and allow to cure. For this option, the subgrade is complete.
5. Establish the centerline of the existing track. Mark the centerline at the bottom of the Premier® module. For a curved alignment, use offsets from centerline at 4 foot increments. Reference curve data chart for proper module spacing.
6. When placing modules for tangent track use 1/4 inch shims between modules. When placing modules on a curved alignment, refer to the curve data chart. Gaps are required between modules to prevent spalling. Make note at this time if beveled ends are used in the crossing.
7. Remove both center panels together and stack outside the immediate working area. Clean threaded inserts of fallen debris and protect the inserts to prevent debris from filling the insert during installation. Pull rail into position by pulling the rail from the middle of the existing track and through the middle of the modules. This ensures that a mishandled rail does not chip the exposed portion of the module.
8. After the rail is in position, lift it high enough to install the rubber boot. Unroll the boot and position the boot under the rail. Unfold the boot. Apply the rail boot continuously from one end of the rail to the other. Applying the boot from more than one location will create a bubble between the boot and the rail. Make sure the high side edge of the rubber boot is toward the field side of the rail.
9. Apply lubrication (Module Rail Slick) to the rail seat of the module.
10. Place the rail snug into the rail seat. Place track jacks end to end and jack the rail into the rail seat. Use two sets of track jacks at 4 to 8 foot intervals and leapfrog the jacks as you install the center panels. On extreme degree curves, leapfrog the track jacks in 4 foot intervals.
11. Install the center panels simultaneously and align the holes for the anchor bolts.
12. Install the anchor bolts by hand first, and then tighten them to 125 lbs. per foot maximum. **DO NOT OVER TIGHTEN.**
13. At the ends of the crossing, cut the rail boot flush and install two rail anchors per rail at each end of the module.
14. Inform the contractor placing the asphalt that roller equipment will damage the Premier® modules.