

TYPICAL SECTION CONCRETE GRADE CROSSING

(The crown shall be worked out of the pavement on each side of the railroad crossing in accordance with the Super-elevation Table by raising the edge of the pavement to meet the rail elevation.)

The work required to construct the new grade crossing and the removal of the existing crossing. When no longer needed to maintain traffic, will be done by the New York Central Railroad Co.

SUPERELEVATION TABLE

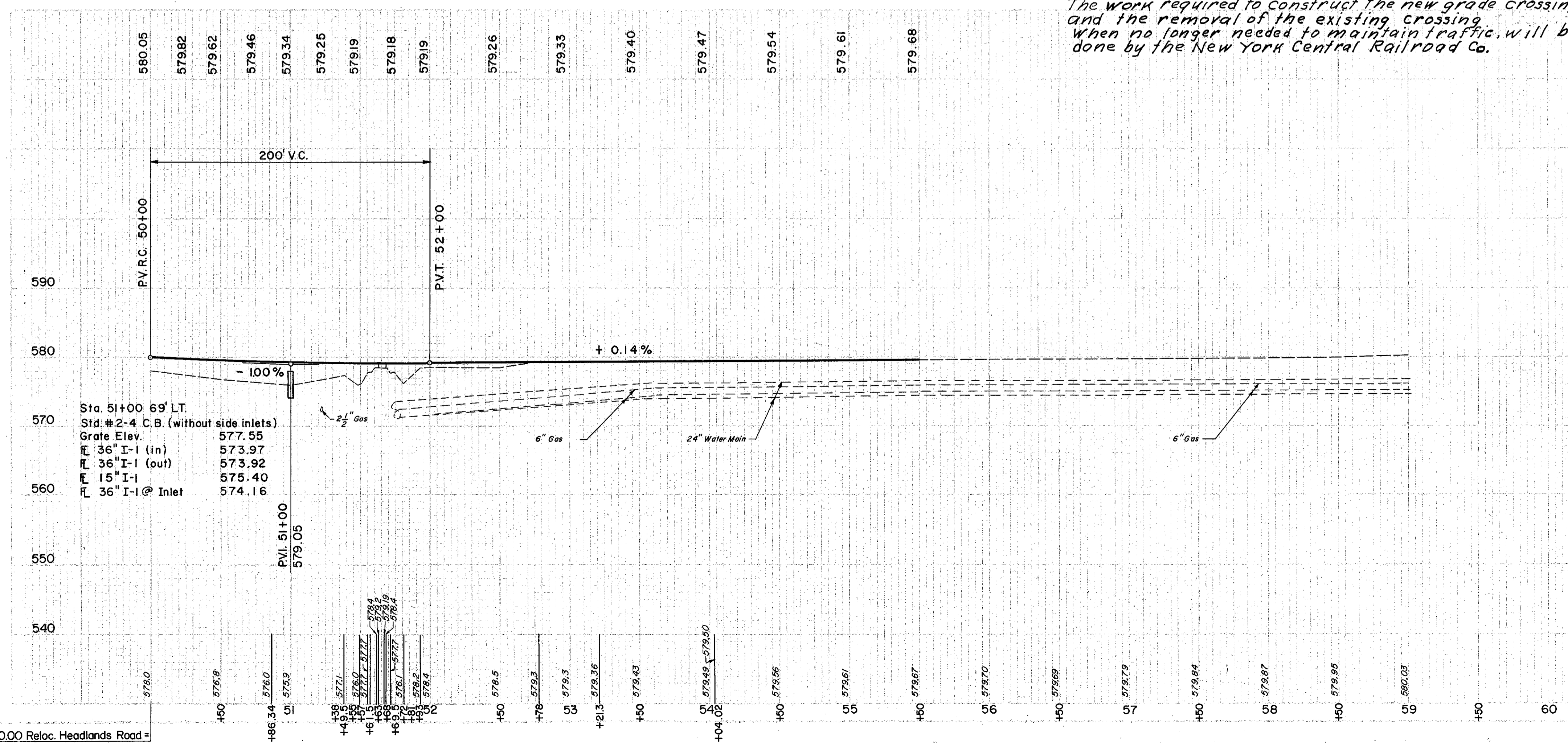
STATION	LT. EDGE	CL.	RT. EDGE
52 +00	579.33	579.19	579.05
+25	579.52	579.23	578.94
+50	579.69	579.26	578.83
+75	579.78	579.30	578.82
53 +00	579.81	579.33	578.85
+25	579.85	579.37	578.89
+50	579.88	579.40	578.92
+75	579.85	579.44	579.03
54 +00	579.73	579.47	579.21
+25	579.63	579.51	579.32
+50	579.53	579.54	579.35
+75	579.51	579.58	579.39
55 +00	579.47	579.61	579.42
+22	579.45	579.64	579.45

(D) DRAINAGE

REF. NO.	STATION	SIDE	L-10 SODDING	
			FROM	TO
I-D	52 +90	53 +00	LT.	8

(P) PAVEMENT

REF. NO.	STATION	SIDE	I-9	I-18	I-22	T-71	E-8
			STONE U-DRAIN NO. 2	STAB. CRUSH. AGGR. 5"	SUBBASE	REINF. PORT. CEM. CONC. PAVT. 9"	PAVT. REMOVAL
			L.F.	C.Y.	C.Y.	S.Y.	S.Y.
I-P	50 +00	55 +50	242	65	241	1445	752



EXCAVATION	1,029 C.Y.
EMBANKMENT	918 C.Y.
EMBANKMENT + 20'	1,102 C.Y.