TYPICAL SECTION A-A
TYPICAL FOR BOTH STRAIGHT AND SKEWED
SEE ALSO ALTERNATE SECTION A-A AND NOTE 6

DETAIL "A"
HEADER SLAB DETAILS

PLACE 4-INCH THICK JOB MIX ASPHALT
ACROSS PAVEMENT WIDTH AND MATCH
TO CROSSING PAD PLACE ACC
BETWEEN HEADER AND TIES

TYPE 'EF' JOINT
APPROXIMATE

REINFORCE PAVEMENT
PER DETAIL 2700-062

VARIABLES

10'

10'

VARIABLES

VARIABLES

NOTES:

1. DETAILS HEREIN SHOW TYPICAL CONSTRUCTION FOR PAVEMENT HEADERS ADJACENT TO RAILROAD CROSSINGS. CONCRETE FOR HEADER SHALL BE THE SAME AS FOR PAVEMENT. HEADER SHALL BE FINISHED SMOOTH AND SHALL HAVE BEEN PLACED AT LEAST 24 HOURS IN ADVANCE OF PAVEMENT. TAR PAPER OR OTHER APPROVED MATERIAL SHALL BE PLACED BETWEEN PAVEMENT AND HEADER TO PREVENT BOND.

2. CONCRETE FOR HEADER IS ESTIMATED AT 0.0556 CU. YD. PER FT. OF PAVEMENT WIDTH.

3. EXCAVATION FOR THE HEADER SHALL BE MADE IN COMPACTED SUBGRADE TO THE MINIMUM NEAT LINES INDICATED HEREIN. ANY SLOUGHED OFF EARTH SHALL BE REMOVED AND REPLACED WITH CONCRETE. FORMING OF ENDS WILL BE PERMITTED IF FORMS ARE PLACED OUTSIDE LIMITS OF PAVEMENT SECTION. THE USE OF FORMS FOR SIDES OF THE HEADER WILL NOT BE ALLOWED.

4. REINFORCING STEEL BARS SHALL BE WIRE-TIED AT ALL INTERSECTIONS WITH OTHER BARS. REINFORCING BARS SHALL BE LAPPED A MINIMUM OF 1'-0" WHEN NECESSARY AND SECURELY WIRE TIED.

5. REFER TO DETAIL PROJECT PLANS AND FOR REQUIREMENTS AT INDIVIDUAL LOCATIONS. ON HEADER CONSTRUCTION WHEN RAILBED IS NEW CONSTRUCTION, PLACE HEADER SO TOP OF PAVEMENT WILL BE 1/2" TO 3/4" BELOW TOP OF RAIL TO ALLOW FOR RAIL SETTLEMENT. WHEN RAILBED IS EXISTING, CONSTRUCT HEADER SO PAVEMENT WILL BE 0" TO 1/2" BELOW TOP OF RAIL.

6. PROJECT PLANS SHALL SPECIFY WHETHER TYPICAL SECTION OR ALTERNATE SECTION APPLY. IF NOT SPECIFIED USE TYPICAL SECTION.