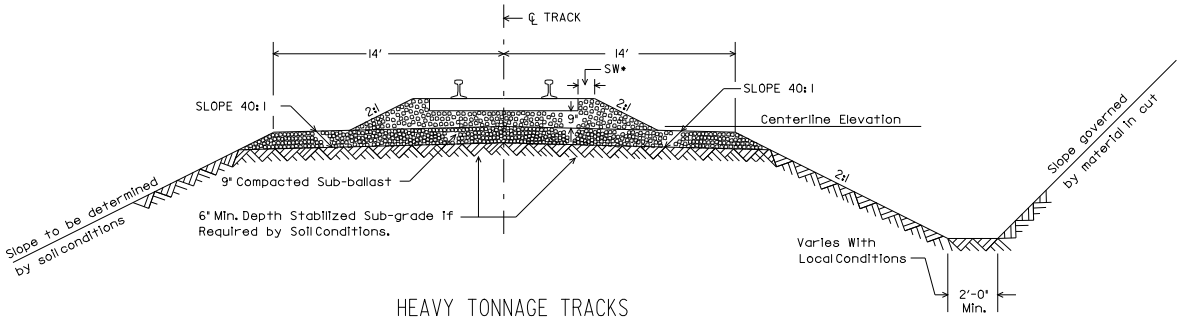


HEAVY TONNAGE TRACKS

FILL SECTION

CUT SECTION

SHOULDER WIDTH (SW) *

BALLAST WIDTH FROM END OF TIE TO EDGE OF SLOPE

	Jointed Rail	Welded Rail
SW (Inside of Curve)	0"	6"
SW (Outside of Curve)	6"	12"
SW (Tangent both sides)	0"	6"

(1) Sub-grade may be stabilized with lime, lime-fly ash, cement or stone.

(2) Tamping of ballast must not disturb compacted sub-ballast.

(3) Top of sub-grade is to be crowned.

REVISION

DATE

NORFOLK SOUTHERN RAILWAY COMPANY

ROADBED SECTION

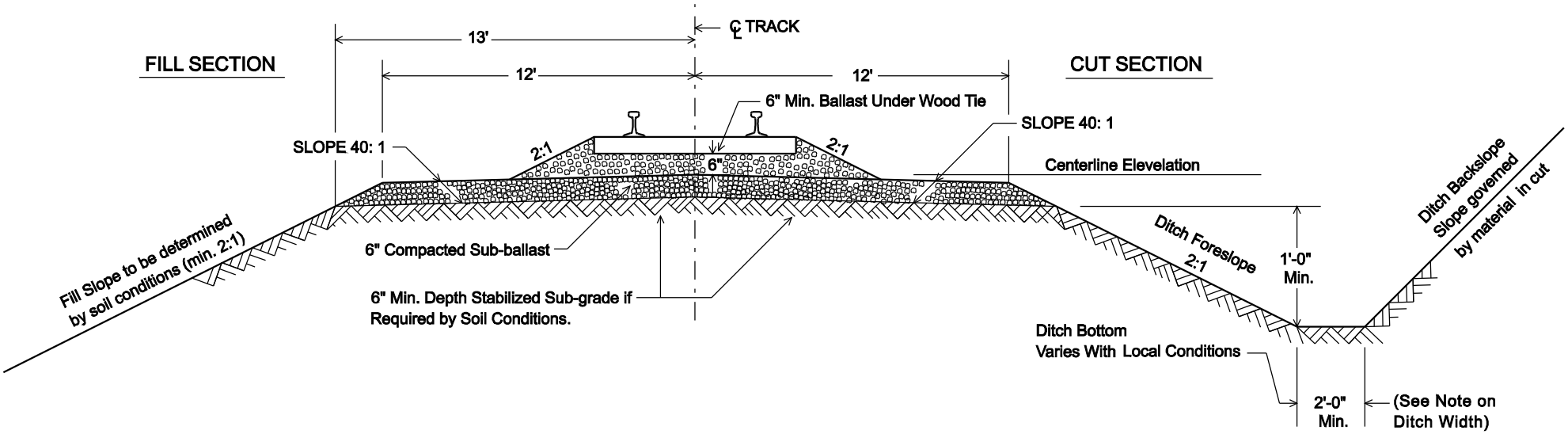
FOR HEAVY TONNAGE TRACKS OTHER THAN MAIN TRACKS

JANUARY 1989

Atlanta, Georgia

INDUSTRIAL TRACKS

PLAN NOT TO SCALE



GENERAL NOTES

(1) Sub-grade may be stabilized with lime, lime-fly ash, cement or stone.

(2) Tamping of ballast must not disturb compacted sub-ballast.

(3) Top of sub-grade is to be crowned.

DITCH WIDTH NOTES

(1) On NORFOLK SOUTHERN right-of-way, minimum ditch width should be calculated to carry volume of water for a 100 year storm event, or be at a minimum 5' wide, whichever is greater.

(2) Where ditch back slopes on NORFOLK SOUTHERN right-of-way are in cut sections greater than 25' in height, ditch width should be increased to a minimum of 10' wide.

NOTE:
Roadbed Sections Proposed Near Structures And/Or In Pavement Locations Will Need To Be Designed And Submitted For Review And Approval.

DATE	REVISION
11/06	ADDED CUT SECTION NOTES
03/10	ADD NOTE & 1' TO DITCH BOTTOM

NORFOLK SOUTHERN RAILWAY COMPANY

ROADBED SECTION

FOR INDUSTRIAL TRACKS

JANUARY 1989
Atlanta , Georgia