

GAGING TRACK

****From Rutland - Leicester FRT11(024)
Rutland - Burlington VTRY(5)**

- xx. DESCRIPTION. The work shall consist of correcting track gage conditions at the locations indicated in the Contract Documents or at locations designated by the Engineer.
- xx. MATERIALS. Track spikes shall be new 5/8" reinforced throat. They shall meet the dimensional requirements of the detail entitled: Chapter 5, Section 2.2 Design of Cut Track Spikes, AREMA Manual - current edition. The material requirements of the spikes shall be in accordance with the Specification entitled: Chapter 5, Section 2.1 Specifications for Soft-Steel Track Spikes, AREMA Manual - current edition.

Tie plugs shall meet the requirements of the Specification entitled: Chapter 30, Section 3.1.5 Specification for Tie Plugs and Synthetic Tie Plugging Materials, AREMA Manual - current edition.

- xx. CONSTRUCTION REQUIREMENTS. The track gage shall be restored to standard gage of 4'-8½" and the work shall be coordinated with the tie renewal work in a manner that will avoid the removal and re-driving of spikes in new cross ties. Gage is measured between the heads of the rails at right angles to the rails in a plane 5/8" below the top of the rail head.

When correcting gage, all spike pulling and driving must be done on the rail opposite the rail used for lining. Where spikes are pulled, the holes in the ties must be plugged with treated tie plugs of a size sufficient to completely and tightly fill the hole or synthetic tie plugging material.

Rail holding spikes shall be driven vertically and square with the rail. They shall be driven so as to allow a 1/8" space between the underside of the spike head and the top of the base of the rail. The spike shall not be overdriven. Spikes shall not be bent against the rail.

Plate holding spikes shall be driven vertically and square with the tie. The spikes shall be driven tight to the tie plate.

- (a) No spike shall be straightened while being driven.
- (b) No spike shall be driven against the ends of joint bars.
- (c) No spike shall be driven in a slot in a rail joint.

If a spike is allowed to be removed, the resulting hole shall be plugged with a treated tie plug of a size sufficient to completely and tightly fill the hole. Spikes may be driven through a tie plug. If, in the opinion of the Engineer, the tie plug is not completely and tightly filling the spike hole or if the tie plug is not properly holding a driven spike, the wood cross tie shall be removed and replaced.

xx. METHOD OF MEASUREMENT. The quantity of Special Provision (Gaging Track) to be measured for payment will be the number of meters (linear feet) of track gaged in the complete and accepted work. Measurement will be taken along the centerline of the track.

xx. BASIS OF PAYMENT. The accepted quantity of Special Provision (Gaging Track) will be paid for at the Contract unit price per meter (linear foot). Payment will be full compensation for furnishing all materials, including new track spikes where required, labor, tools, equipment, and incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
900.640 Special Provision (Gaging Track)	Meter (Linear Foot)