

INNER GUARD RAIL

****From Rockingham STP GMRC(1)**

- xx. DESCRIPTION. This work shall consist of constructing the inner guard rail on a railroad bridge as shown in the Plans and as directed by the Engineer.
- xx. MATERIALS. Unless otherwise specified, all materials shall conform to the requirements of the AREMA Manual as follows:
 - (a) Rail, track bolts, nuts, and washers shall meet the requirements of Chapter 4 - Rail, Part 1 "Design" and Part 2 "Specifications".
The Contractor shall supply all new track bolts, nuts, and washers for the joint bars.
 - (b) Track spikes shall meet the requirements of Chapter 5 - Track, Part 2 "Track Spikes". The Contractor shall supply all new track spikes of the size specified in the Plans.
- xx. CONSTRUCTION REQUIREMENTS. Guard rails shall be installed on the bridge as indicated. Guard rails shall be approximately 11 inch from the gage side of track rails and shall extend a minimum of 50 feet beyond each end of the structure. The ends shall be curved inward and beveled. Guard rails shall be fully bolted. Guard rails shall not be higher than the running rail and shall not be more than 1 inch lower than the running rail. Each guard rail shall be spiked with two spikes to each tie but shall not be tie-plated.
- xx. METHOD OF MEASUREMENT. The quantity of Special Provision (Inner Guard Rail) to be measured for payment will be the number of meters (linear feet) of rail installed in the complete and accepted work.
- xx. BASIS OF PAYMENT. The accepted quantity of Special Provision (Inner Guard Rail) will be paid for at the Contract unit price per meter (linear foot). Payment will be full compensation for furnishing and installing new rail and hardware, curving and beveling the ends of the rail, and for furnishing all 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 (Inner Guard Rail)	Meter (Linear Foot)