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RAILTRACK PLC

**MODEL CLAUSES FOR SPECIFYING
CIVIL ENGINEERING WORKS**

**SECTION 23 I
Public Vehicular Level Crossings**

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Page 1 of 18**

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Amendments

Amendments and additions since the previous issue are marked by a vertical line in the right hand margin.

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SECTION 231

PUBLIC VEHICULAR LEVEL CROSSINGS

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SECTION 231

PUBLIC VEHICULAR LEVEL CROSSINGS

NOTES TO SPECIFIER:

These notes do not form part of the Specification

Definition and origin

231.1 *Public vehicular level crossings are defined as those by which the general public have a legal right to cross over railway lines, by whatever means they choose, in accordance with the Highway Code.*

Such crossings were originally constructed at points where public roads were crossed by the Railway. The roads were therefore in existence as public roads before the Railway was constructed.

Scope of Section

231.2 *This Section specifies those elements of civil engineering work which are usually associated with construction works at public vehicular level crossings, and should be read in conjunction with Section 230 - Level Crossings - General.*

Use of Guidance Notes

231.3 *This Section should be read in conjunction with the Guidance Notes application to all the Level Crossing Sections.*

Supply and delivery of equipment

231.4 *In compiling these Clauses it has been assumed that the supply and delivery of all mechanical and electrical equipment will not fall within the scope of the civil engineering contract, but will be accommodated elsewhere in separate contract documentation.*

SECTION 23 I

PUBLIC VEHICULAR LEVEL CROSSINGS

Combined Permanent Way and surfacing system layout plan

231.001 Where not provided by Railtrack, a combined Permanent Way and surfacing system layout plan shall be provided by the Contractor for acceptance by the Employer's Representative, prior to commencing works associated with the Permanent Way or level crossing surfacing system. The combined Permanent Way and surfacing system layout plan shall detail the following:

- (i) Schematic line diagram (Scale 1:100) detailing the existing Permanent Way layout including rail joints, exact extent of timber/concrete sleepers with centre-lines of sleepers shown where a change of material occurs, surface cable routes, track equipment and outline of existing level crossing surfacing system.

Dimensions between all rail joint centre-lines shall be shown to the nearest millimetre.

Dimensions between rails of adjacent tracks shall be shown, back edge to back edge at 5.0 metre intervals.

Cross-check dimensions shall be shown at both ends of survey connecting cess and six foot rails together. Dimensions shown along any given rail shall numerically correlate with any other given rail.

Individual crossing surfacing components shall be detailed.

The rails shall be shown a minimum 65 metres in both directions for all tracks from the centre-line of the level crossing surfacing system.

NOTE TO SPECIFIER

The specified minimum distance of 65 metres does not contradict the minimum distance quoted of 50 metres stated in Section 22: Land and Trackwork Surveys. The former refers to precision measurements required for the combined Permanent Way and surfacing system layout plan whilst the latter applies for a general trackwork survey carried out for the purpose of design, and which should be used to produce the AFIGP.

- (ii) Schematic line diagram (Scale 1:100) detailing the proposed Permanent Way layout including rail joints, exact extent of timber or concrete sleepers with centre-lines of sleepers shown where a change of material occurs, surface cable routes, and outline of level crossing surfacing system.

Schematic line diagram shall cover the same overall length of track as specified (i) above.

Dimensions between all joints, existing or new, shall be shown to the nearest millimetre.