

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back S. Abut	647+66.28	32	445.28	-
CL Exp. Joint	647+68.62	32	445.32	-
CL Brg. S. Abut	647+69.99	32	445.35	445.35
1	647+79.99	32	445.55	445.62
2	647+89.99	32	445.74	445.88
3	647+99.99	32	445.94	446.13
4	648+09.99	32	446.13	446.36
5	648+19.99	32	446.33	446.58
6	648+29.99	32	446.52	446.77
7	648+39.99	32	446.72	446.95
8	648+49.99	32	446.91	447.12
9	648+59.99	32	447.09	447.26
10	648+69.99	32	447.27	447.39
11	648+79.99	32	447.44	447.52
12	648+89.99	32	447.60	447.64
CL Pier 1	649+02.49	32	447.80	447.80
13	649+12.49	32	447.94	447.93
14	649+22.49	32	448.08	448.07
15	1651+85.08	32	448.21	448.21
16	1651+95.08	32	448.33	448.34
17	1652+05.08	32	448.45	448.47
18	1652+15.08	32	448.55	448.59
19	1652+25.08	32	448.65	448.70
20	1652+35.08	32	448.74	448.79
21	1652+45.08	32	448.83	448.87
22	1652+55.08	32	448.91	448.94
23	1652+65.08	32	448.98	449.00
24	1652+75.08	32	449.04	449.05
25	1652+85.08	32	449.09	449.09
CL Pier 2	1652+98.33	32	449.15	449.15
26	1653+08.33	32	449.19	449.21
27	1653+18.33	32	449.22	449.26
28	1653+28.33	32	449.24	449.32
29	1653+38.33	32	449.25	449.36
30	1653+48.33	32	449.26	449.39
31	1653+58.33	32	449.25	449.41
32	1653+68.33	32	449.25	449.41
33	1653+78.33	32	449.23	449.38
34	1653+88.33	32	449.20	449.33
35	1653+98.33	32	449.17	449.25
36	1654+08.33	32	449.13	449.17
CL Brg. N. Abut	1654+14.58	32	449.10	449.10
CL Exp Joint	1654+15.94	32	449.10	-
Back N Abut	1654+18.28	32	449.09	-

RAILROAD GENERAL NOTES

- The proposed grade separation shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.
- The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guides for Temporary Shoring.
- All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's track or operations shall be in compliance with the Railroad's Demolition Guidelines.
- Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
- Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
- All permanent clearances shall be verified before project closing.
- The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
- False-work clearances shall comply with the minimum construction clearances.

Notes:
 Units = Feet
 Offsets are measured from Profile Grade Line.
 Negative values indicate offset is to left when looking ahead station.

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