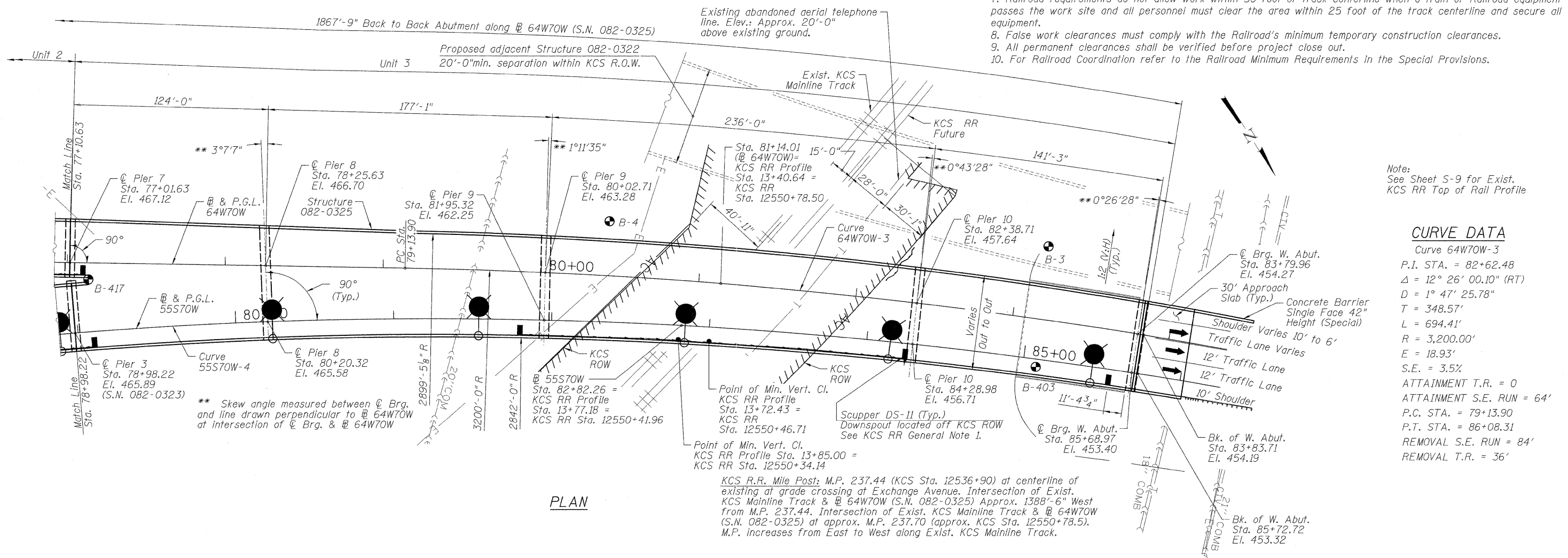


** Removal of existing properties & soil remediation under separate contract.

ELEVATION - STRUCTURE NO. 082-0325 - UNIT 3

- KCS Railroad General Notes:**
1. The proposed structure and/or approach roadways shall not increase the quantity and/or characteristics of the flow in the railways' ditches and/or drainage structures.
 2. 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 Engineer and the Railroad prior to construction.
 3. The Contractor shall submit a proposed method of erosion and sediment control, including maintenance thereof, and have the method reviewed and approved by the Engineer and the Railroad.
 4. All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines, Section IV, "Design and Construction of Shoring Adjacent to and on Railroad Right-of-Way". Railroad review and approval of detailed Contractor prepared plans and design calculations are required before construction begins.
 5. All demolitions within Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines. Railroad review and approval of detailed Contractor demolition plans is required before demolition begins.
 6. Erection of overpass components over Railroad's right-of-way shall not interrupt the Railroad's operations, enabling the tracks to remain open to traffic per the Railroad's requirements.
 7. Railroad requirements do not allow work within 50 foot of track centerline when a train or Railroad equipment passes the work site and all personnel must clear the area within 25 foot of the track centerline and secure all equipment.
 8. False work clearances must comply with the Railroad's minimum temporary construction clearances.
 9. All permanent clearances shall be verified before project close out.
 10. For Railroad Coordination refer to the Railroad Minimum Requirements in the Special Provisions.



Note:
See Sheet S-9 for Exist.
KCS RR Top of Rail Profile

CURVE DATA

Curve 64W70W-3

P.I. STA.	= 82+62.48
Δ	= 12° 26' 00.10" (RT)
D	= 1° 47' 25.78"
T	= 348.57'
L	= 694.41'
R	= 3,200.00'
E	= 18.93'
S.E.	= 3.5%
ATTAINMENT T.R.	= 0
ATTAINMENT S.E. RUN	= 64'
P.C. STA.	= 79+13.90
P.T. STA.	= 86+08.31
REMOVAL S.E. RUN	= 84'
REMOVAL T.R.	= 36'

KCS R.R. Mile Post: M.P. 237.44 (KCS Sta. 12536+90) at centerline of existing at grade crossing at Exchange Avenue. Intersection of Exist. KCS Mainline Track & 64W70W (S.N. 082-0325) Approx. 1388'-6" West from M.P. 237.44. Intersection of Exist. KCS Mainline Track & 64W70W (S.N. 082-0325) at approx. M.P. 237.70 (approx. KCS Sta. 12550+78.5). M.P. increases from East to West along Exist. KCS Mainline Track.

PLAN