

NSR BRIDGE MP H-56.10
CSXT BRIDGE MP SB-154.61

PROJECT REFERENCE NO. U-3308	SHEET NO. RR-3A
RW SHEET NO.	
RAIL DESIGN ENGINEER	HYDRAULICS ENGINEER

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

TRACK GEOMETRY DATA

-NSS- = PROPOSED NSR MAIN TRACK = BEST-FIT ALIGNMENT OF SURVEYED EXISTING TRACK

FEATURE NAME	DESC.	STATION	NORTHING	EASTING	BEARING	DISTANCE	Rc (ft)	Dc	L (ft)	I	Δc	Δs	Θs	Ls (ft)	X (ft)	Y (ft)	V (MPH)	E (in)	Ea (in)	Eu (in)	
POT		11+00.00	813,620.47	2,031,771.55	*** APPROXIMATE ST OF CURVE WEST OF GRANT ST ***																
					S 62° 40' 35.49" E	1,946.93															
PINC		30+46.93	812,726.81	2,033,501.26						0° 01' 19.07" (RT)											
					S 62° 39' 16.42" E	692.38															
PINC		37+39.31	812,408.76	2,034,116.27						0° 00' 47.81" (LT)											
					S 62° 40' 04.23" E	389.92															
POT		41+29.23	812,229.73	2,034,462.66	*** END SURVEY ***																

TRACK GEOMETRY DATA

-NSD2- = PROPOSED NSR MAIN TRACK DETOUR TRACK

FEATURE NAME	DESC.	STATION	NORTHING	EASTING	BEARING	DISTANCE	Rc (ft)	Dc	L (ft)	I	Δc	Δs	Θs	Ls (ft)	X (ft)	Y (ft)	Vf Vp (MPH)	Ef Ep (in)	Ea (in)	Eu,f Eu,p (in)		
POT		11+00.00	813,620.47	2,031,771.55	*** APPROXIMATE ST OF CURVE WEST OF GRANT ST ***																	
					S 62° 40' 35.49" E	90.00																
					*** EQUATION: STA 11+90.00 (BK) = STA 10+00.00 (AH) ***																	
4	TS	10+00.00	813,579.16	2,031,851.50																		
	SC	11+24.00	813,523.14	2,031,962.13																		
	PI	11+90.69	813,493.98	2,032,022.11			2,546.64	2° 15' 00.00"	133.33	5° 47' 23.35" (LT)	3° 00' 00.00" (LT)						50	3.94	2.00	1.94		
	CS	12+57.33	813,468.00	2,032,083.52														55	4.76		2.76	
	ST	13+81.33	813,421.56	2,032,198.49																		
					S 68° 27' 58.9" E	79.75																
1	P/TO	14+61.08	813,392.29	2,032,272.68																		
					S 68° 27' 58.9" E	31.25																
NO. 10 RH	PS	14+92.33	813,380.81	2,032,301.74																		
					S 68° 27' 58.9" E	109.00																
5	TS	16+01.33	813,340.81	2,032,403.14																		
	SC	17+25.33	813,294.36	2,032,518.11																		
	PI	19+21.06	813,218.11	2,032,698.37			2,546.64	2° 15' 00.00"	390.66	11° 34' 46.74" (RT)	8° 47' 23.3885" (RT)						50	3.94	2.00	1.94		
	CS	21+15.99	813,115.21	2,032,864.86														55	4.76		2.76	
	ST	22+39.99	813,048.31	2,032,969.27																		
					S 56° 53' 12.10" E	220.00																
6	TS	24+59.99	812,928.13	2,033,153.53																		
	SC	25+83.99	812,861.23	2,033,257.94																		
	PI	26+50.68	812,826.17	2,033,314.67			2,546.64	2° 15' 00.00"	133.33	5° 47' 23.35" (LT)	3° 00' 00.00" (LT)						50	3.94	2.00	1.94		
	CS	27+17.33	812,794.13	2,033,373.15														55	4.76		2.76	
	ST	28+41.33	812,736.32	2,033,482.85																		
					S 62° 40' 35.49" E	20.73																
					*** EQUATION: STA 28+41.33 (BK) = 30+26.20 (AH) ***																	
POT		30+46.93	812,726.81	2,033,501.26	*** EXISTING ALIGNMENT ***																	

SEE DWG. NO. RR-3 FOR ABBREVIATIONS AND NOMENCLATURE