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GENERAL NOTES

- All construction methods and materials shall be in conformance with the following standards unless otherwise noted:
 - Construction within NCR Corridor: Norfolk Southern Standard Specifications for Materials and Construction, Issued April 2014
 - Construction within CSXT Right of Way: CSXT Specifications, Issued January 30, 2009

Copies of applicable referenced specifications must be obtained by the Contractor and maintained on job site at all times.
- Temporary drainage during construction shall be provided by the Contractor to relieve areas that may cause damage to roadways as directed by the local jurisdiction.
- Lineal foot measurements shown on the plans are horizontal measurements, not slope measurements.
- No geotechnical or geological information is shown on these plans.
- The utility locations shown on these plans are approximate. This plan does not guarantee the existence, non-existence, size, type, location alignment or depth of any or all underground utilities or other facilities. Utility owners shall be notified 72 hours in advance of any excavation in the proximity of their utilities. The Contractor shall be responsible for repairing at his expense any existing utilities damaged during construction.
- When materials which are unsuitable for subgrade, or other purposes, are found within the limits of construction, the Contractor shall be required to excavate such material below the grade shown on the plans, and the areas so excavated shall be backfilled with approved suitable materials. The extent of undercutting and backfilling shall be determined by the Project Engineer.
- Clearing and grubbing operations and disposal of all debris therefrom shall be performed by the Contractor.
- All waste material resulting from the project shall be removed from the site by the Contractor and disposed of in a legal disposal site approved by the Railroad.
- All excavation shall be unclassified. No separate payment will be made for rock excavation.
- The Contractor shall maintain all erosion control devices as per the approved erosion control plan.
- All manholes, catch basins, utility valves and meter pits shall be adjusted or rebuilt to grade as required.
- Subgrade soil for all concrete structures, regardless of the type or location, shall be firm, dense and thoroughly compacted and consolidated; shall be free from muck and mud; and shall be sufficiently stable to remain firm and intact under the feet of the workmen or machinery engaged in subgrade surfacing, laying reinforcing steel, and depositing concrete thereon. In all cases where subsoil is mucky or works into mud or muck during such operation, a seal course of either concrete or rock shall be placed below subgrade to provide a firm base for working and for placing the floor slab.
- The Contractor is responsible for keeping all public and private roadways adjacent to the project free of mud, dirt and debris from the construction.
- The Contractor is responsible for the preservation of all survey control monuments.
- All disturbed/graded areas that will be seeded shall receive surface roughening. Payment for this work shall be included in the unit bid price for Seeding and Mulching.
- Construction staging areas and vehicle maintenance areas shall be constructed by the Contractor in a manner to minimize the runoff of pollutants. No measurement or payment will be made for this work.
- All pipe and culvert structures shall be designed to carry Cooper's E-80 loading with diesel impact. RCP under CSXT owned track shall be ASTM C-76, Class V, with "O" ring joints. Corrugated metal pipe under CSXT owned track shall be steel, fiber bonded, and asphalt coated with minimum 24" wide connecting bands. The minimum recommended diameter of pipe under CSXT owned tracks is 24".
- The contractor shall only remove out of service track at locations detailed in the plans. Any active tracks that require removal shall be removed by Railroad forces. Contractor payment for track removal shall only include the actual number of track feet which is acceptably removed by the contractor, measured along the center line of the track prior to the track being removed. Ownership of salvaged material shall be in accordance with the project special provisions.

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

PROJECT REFERENCE NO. U-3308	SHEET NO. RR-1A
RW SHEET NO.	
RAIL DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

GRADING AND TRACKWORK QUANTITIES					
Trackwork Item / Description	Performed By	Quantity			
		Units	Detour	Final	Total
Retire and Remove Exist. No. 10 Crossover	NS Forces	LS	1	-	1
Cut and Throw Exist. Live Track		TF	815	983	1,798
Line and Resurface Exist. Track		TF	143	1,394	1,537
Shift/Realign Exist. Track		TF	-	227	227
Construct 136RE Track		TF	1,088	2,433	3,521
Construct 136RE No. 10 Turnout		EA	1	-	1
Remove Exist. 136RE No. 10 Turnout		EA	-	1	1
Railroad Track to Be Removed		TF	2,433	376	2,809
Cut and Throw Exist. Live Track		TF	146	646	792
Construct 136RE Track		TF	-	48	48
Construct Bumping Post	CSXT Forces	EA	1	-	1
Railroad Track to Be Removed		TF	-	146	146
Remove Exist. Bumping Post		EA	-	1	1
Clearing and Grubbing		LS	1	-	1
Unclassified Excavation	Contractor	CY	2,882	5,873	8,755
Ballast		TN	3,500	-	3,500
Sub-Ballast		TN	2,012	2,510	4,522
Railroad Track to Be Removed		TF	1,144	48	1,192
FOR DRAINAGE ITEMS SEE DRAINAGE SUMMARY TABLE ON SHEET RR-3C					

CONSTRUCTION SEQUENCE

- NCDOT Contractor to construct embankment east of Alston Avenue north of the CSXT mainline.
- CSXT Forces shall cut and throw mainline track (-CSXN-) from -CSXN- station 15+47.36 to station 16+93.26, and install bumping post at the end of the CSXT detour track (-EXCSXREV2-). Once this detour track is operational, the CSXT mainline west of -CSXN- station 15+47.36 will be out of service.
- NCDOT Contractor to remove the out of service CSXT mainline between -CSXN- station 10+00.00 and 15+47.36.
- NCDOT Contractor to complete grading and drainage along NSR Detour track including the CSXT bridge with temporary span over existing Alston Avenue.
- NS Forces to construct NSR Detour Track (-NSD2-) from -NSD2- station 14+92.33 to station 24+08.66.
- During an outage, NS forces to remove #10 crossover west of Alston Avenue and replace with track panels for -NSS- and -NSN-. -NSS- and -NSN- shall remain in service after this step.
- NSN- to be placed out of service west of -NSN- station 36+00.00.
- Once -NSN- is placed out of service, NS Forces to cut and throw -NSN- to -SW2- from -NSN- station 12+40.29 to station 13+95.00, and line track along -NSD2- from 12+28.00 to station 13+81.33. NS Forces to construct #10 RHTO along -NSD2- from station 13+81.33 to station 14+92.33. NS Forces to construct -SW2- from station 11+55.00 to station 13+22.75. NS Forces to shift -NSN- track from station 25+87.08 to station 27+34.03 to the -NSD2- alignment.
- NS Forces shall remove out of service -NSN- track from -NSN- station 15+63.04 to station 25+87.08 and from station 27+34.03 to station 28+19.63.
- During an outage, NS Forces shall cut and throw existing main track from -NSS- station 11+90.00 to station 14+18.00, and from -NSS- station 27+41.21 to station 30+26.20. After this cutover is completed the NS detour track and the connection to the siding track will be complete and ready for service.
- After train traffic has been relocated onto -NSD2- the existing -NSS- will be out of service between -NSS- station 14+18.00 and station 27+41.21, and NS Forces shall remove out of service -NSS- from -NSS- station 14+18.00 to station 27+41.21.
- While -NSS- and -NSN- are out of service contractor to complete grading and drainage along mainline and siding including the new NSR bridge.
- Upon completion of grading and drainage work, NS Forces shall construct track along -NSS- from -NSS- station 14+18.00 to station 27+41.21, and -NSN- from -NSN- station 15+63.04 to station 25+87.08.
- During an outage, NS forces shall cut and throw -NSD2- to -NSS- from -NSS- station 11+90.00 to station 14+18.00 and -NSS- Station 27+41.21 and 30+26.20. NS forces to line and surface -NSS- from 30+26.20 to 36+00.00. -NSS- to be in service upon the completion of this work. -NSD2- and SW2- will be out of service after the cut and throws have been completed.
- NS Forces to remove out of service -NSD2- from station 12+28.00 to station 13+81.33 and remove #10 RHTO from station 13+81.33 to station 14+92.33. NS Forces shall cut and throw -SW2- to -NSN- from -NSN- station 12+40.29 to station 15+63.04 and from station 25+87.08 to station 27+34.03. Prior to placing -NSN- back in service NS Forces shall construct track from -NSN- station 27+34.03 to station 28+19.63, and line and surface from -NSN- station 12+00.00 to station 12+40.29 and from -NSN- station 28+19.63 to 36+00.00.
- NSN- can now be placed back in service west of -NSN- station 36+00.00.
- NS Forces shall remove out of service -NSD2- from -NSD2- station 14+92.33 to station 16+04.89 and from station 22+98.79 to station 24+08.66.
- NCDOT Contractor to remove track from station 13+22.12 to station 13+69.69. Upon completion of the final CSXT bridge span over Alston Ave., during an outage CSXT forces shall remove the bumping post on the CSXT (-EXCSXREV2-) and remove track from -EXCSXREV2- station 20+71.96 to station 22+18.20. CSXT to construct track from station 13+22.19 to station 13+69.69. CSXT shall shift the remaining portion of -NSD2- to the -CSXN- alignment from -CSXN- station 10+00.00 to station 16+93.26. After completion of this the CSXT mainline can be placed in service.