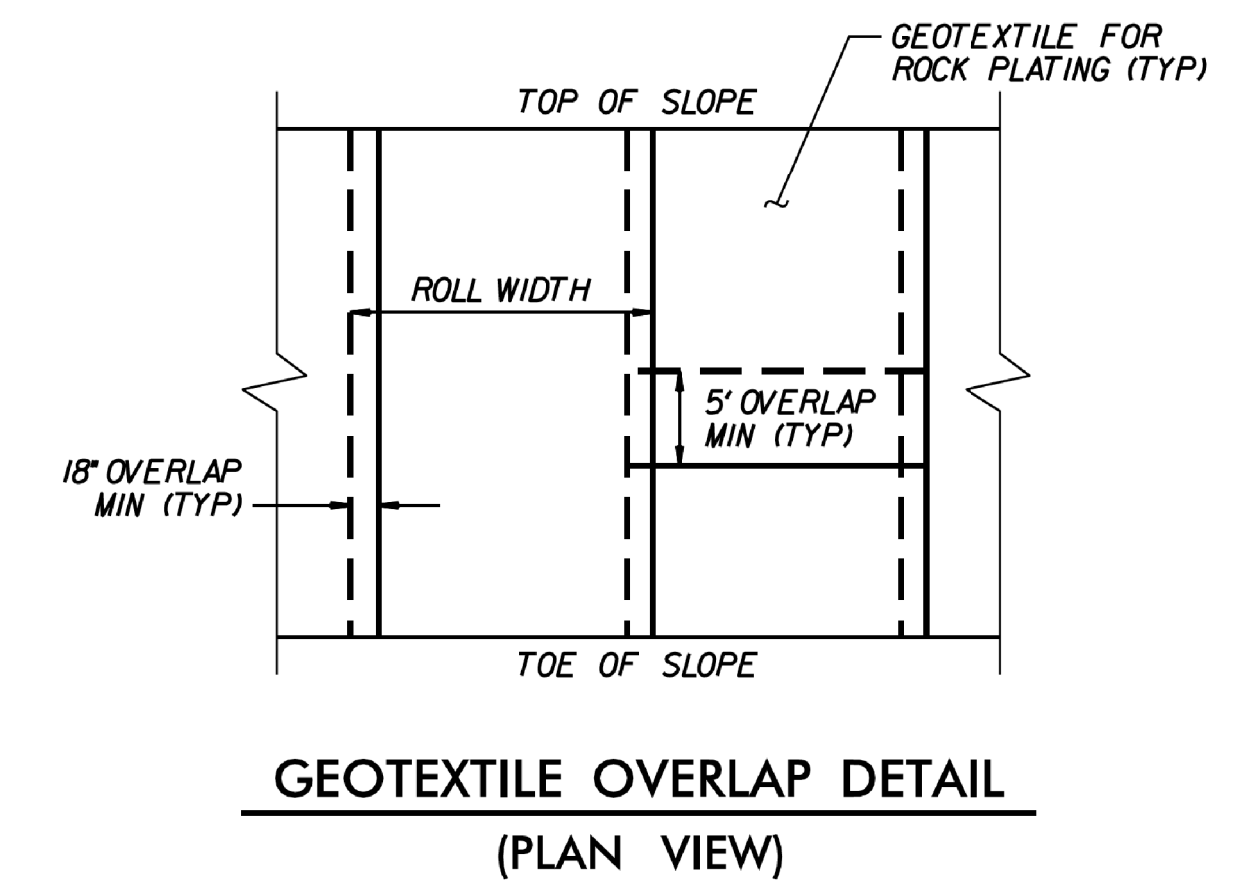
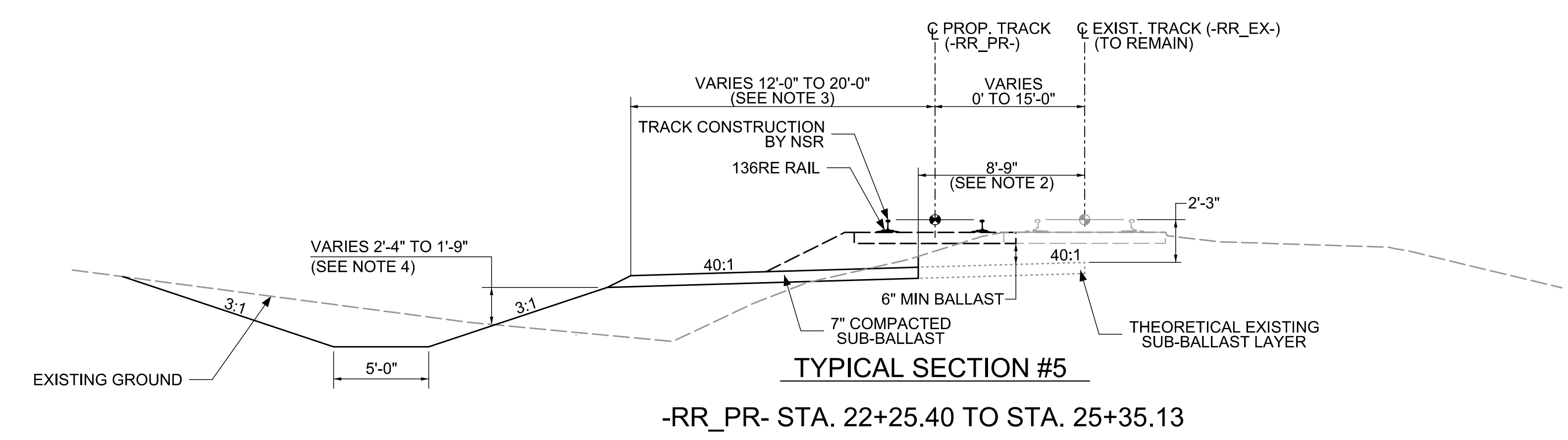
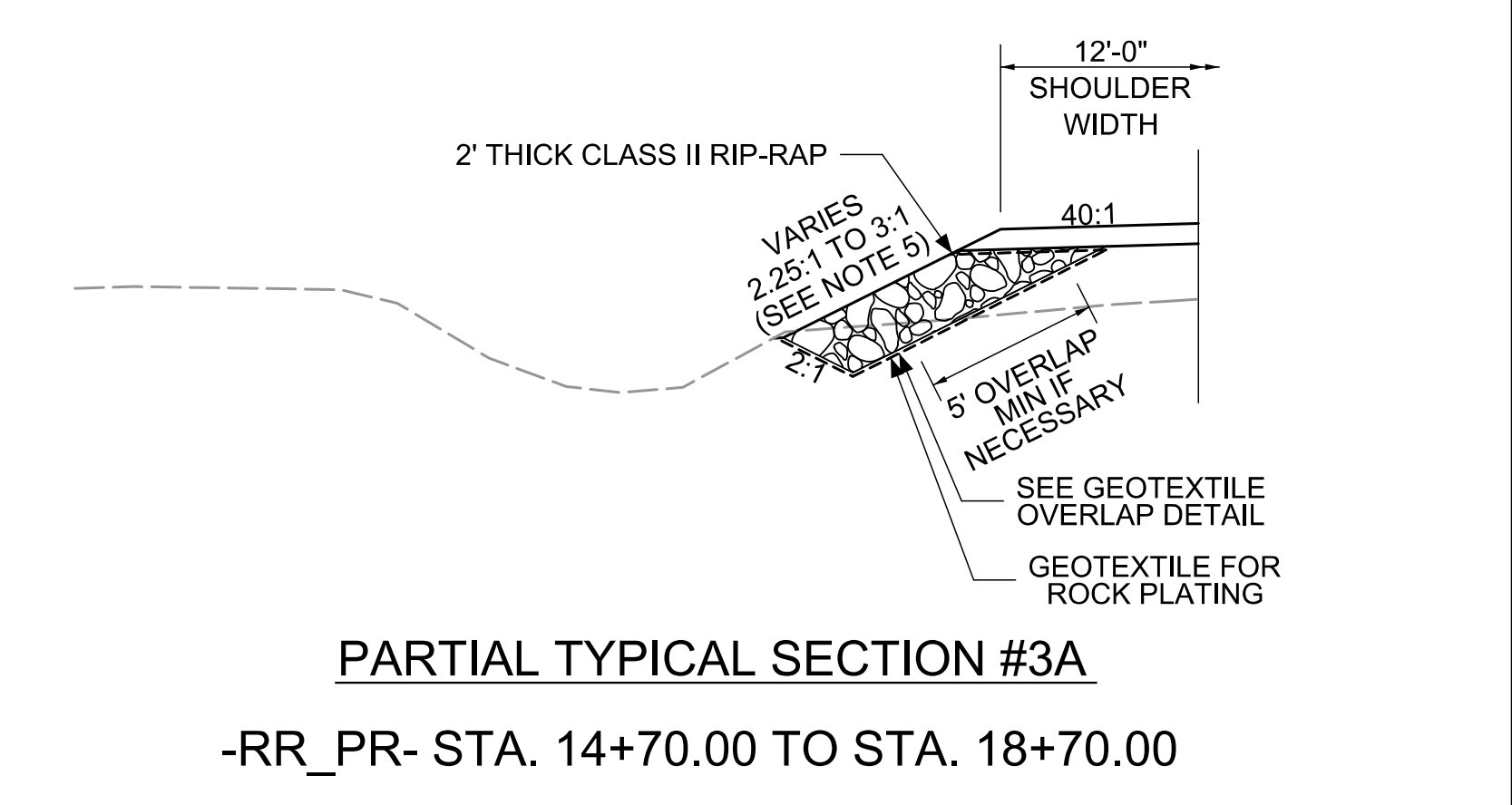
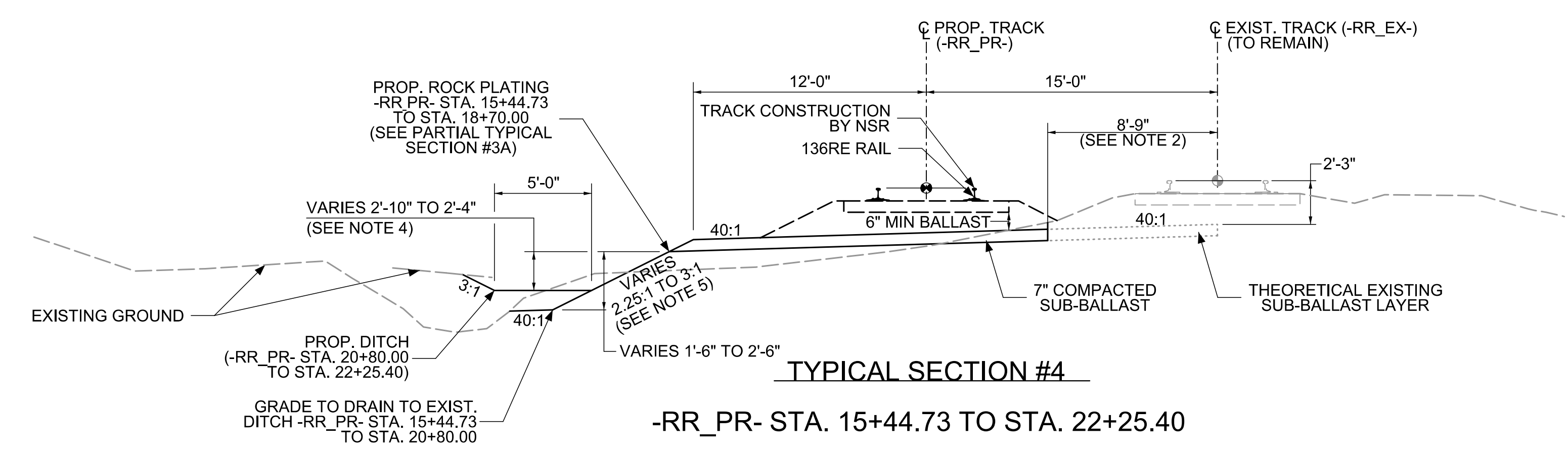
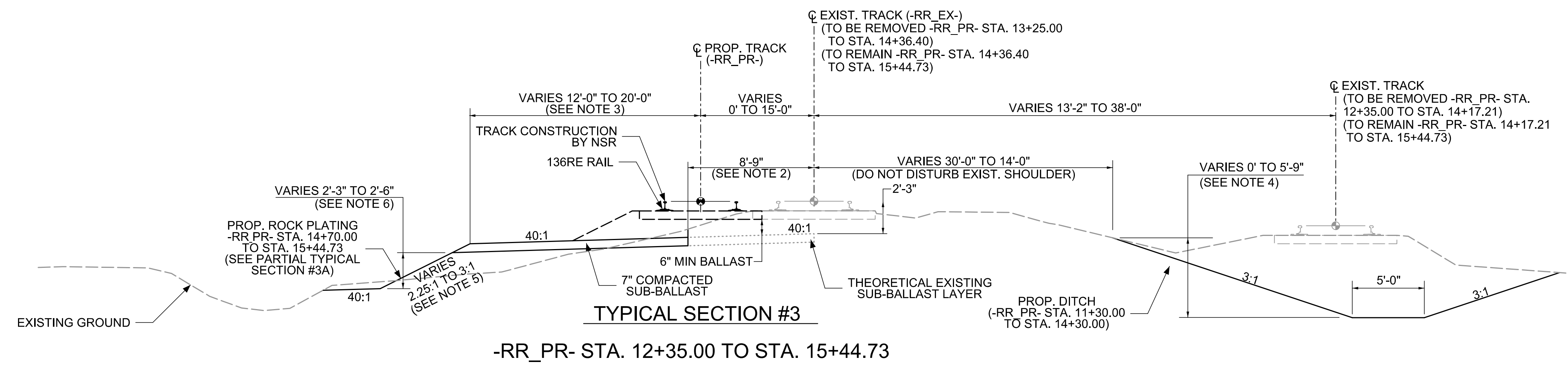
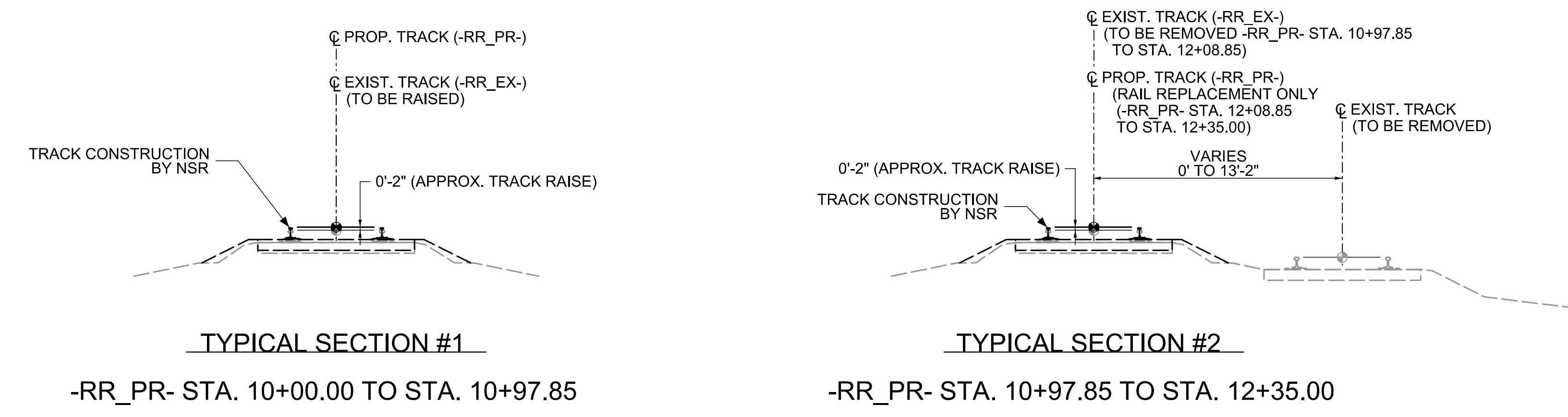


PROJECT REFERENCE NO. U-5724		SHEET NO. RR-2A	
R/W SHEET NO.			
RAILROAD DESIGN ENGINEER		HYDRAULICS ENGINEER	



- NOTES:
- THE TYPICAL SECTIONS TAKE PRECEDENCE OVER THE CROSS SECTIONS. CROSS SECTIONS ARE PROVIDED FOR REFERENCE ONLY.
 - DIMENSION SHOWN IS FOR BIDDING PURPOSES ONLY AND MUST BE COORDINATED WITH THE NORFOLK SOUTHERN REPRESENTATIVE PRIOR TO CONSTRUCTION. SEE 'EXCAVATION ADJACENT TO ACTIVE TRACK DETAIL' FOR REQUIREMENTS.
 - PROPOSED LEFT SUB-BALLAST WIDTH VARIES ACCORDING TO THE FOLLOWING:
 - STA. 12+35.00 TO 13+05.00: 14'-0" TO 20'-0"
 - STA. 13+05.00 TO 13+56.25: 20'-0"
 - STA. 13+56.25 TO 14+37.05: 20'-0" TO 12'-0"
 - STA. 14+37.05 TO 15+44.73: 12'-0"
 - STA. 22+25.40 TO 23+33.08: 12'-0"
 - STA. 23+33.08 TO 24+13.88: 12'-0" TO 20'-0"
 - STA. 24+13.88 TO 24+65.13: 20'-0"
 - STA. 24+65.13 TO 25+35.13: 20'-0" TO 14'-0"
 - DITCH ELEVATIONS ARE CONTROLLED BY SPECIAL DITCH GRADES SHOWN ON THE PROFILES.
 - EMBANKMENT SLOPE VARIES ACCORDING TO THE FOLLOWING: (SLOPES STEEPER THAN 3:1 SHALL REQUIRE ROCK PLATING.)
 - STA. 12+35.00 TO 14+70.00: 3:1
 - STA. 14+70.00 TO 15+20.00: 3:1 TO 2.25:1
 - STA. 15+20.00 TO 17+70.00: 2.25:1
 - STA. 17+70.00 TO 18+70.00: 2.25:1 TO 3:1
 - STA. 18+70.00 TO 22+25.40: 3:1

10/13/2022 2:11:21 PM psh_2A.dgn HNTB