A-1-5: Community Grid Alternative – NYSW Railway Plans
Ea = 0.50"
R = 2000' (2°-52')
V = 10 MPH
P.T. = TMP 8+49.31
P.C. = TMP 9+50.62
LS = 31'
CURVE TMP-1
P.C. = 7+45.71
P.T. = 8+49.31
V = 10 MPH
R = 478.34' (12°-0')
Ea = 2.75"
R = 842.95' (6°-48')
V = 30 MPH
P.C. = 2+20.20
P.T. = TMP 4+82.28
LS = 93'
CURVE RR-2

DESCRIPTION OF ALTERATIONS:
AS-BUILT REVISIONS
6' CHAIN LINK FENCE

TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR,

SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
CURVE RR-3 (EXISTING)

PCC + 2400.20

V = 30 MPH
R = 1,316' (4°-21')
Eo = 1.25'
EV = 1.49'
LCS = 93'

PROPOSED CENTERLINE
PERMANENT RR TRACK
CENTERLINE ALIGNMENT

EXISTING RR TRACK ALIGNMENT
EXISTING CURVE RADIUS 1,316' +/-

EXISTING RR TRACK REALIGNMENT
MEET EXISTING

STA 0+50
END PERMANENT
RR TRACK REALIGNMENT

PARSONS

DRAWING NO. ST-CG-RR-04
SHEET NO. 2

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DEPICTING

EXISTING CURVE RADIUS 1,316' +/-

CURVE RR-3 (EXISTING)

PCC + 2400.20

V = 30 MPH
R = 1,316' (4°-21')
Eo = 1.25'
EV = 1.49'
LCS = 93'

PROPOSED CENTERLINE
PERMANENT RR TRACK
CENTERLINE ALIGNMENT

EXISTING RR TRACK ALIGNMENT
EXISTING CURVE RADIUS 1,316' +/-

EXISTING RR TRACK REALIGNMENT
MEET EXISTING

STA 0+50
END PERMANENT
RR TRACK REALIGNMENT

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SHEET NO. 2

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EXISTING CURVE RADIUS 1,316' +/-

CURVE RR-3 (EXISTING)

PCC + 2400.20

V = 30 MPH
R = 1,316' (4°-21')
Eo = 1.25'
EV = 1.49'
LCS = 93'

PROPOSED CENTERLINE
PERMANENT RR TRACK
CENTERLINE ALIGNMENT

EXISTING RR TRACK ALIGNMENT
EXISTING CURVE RADIUS 1,316' +/-

EXISTING RR TRACK REALIGNMENT
MEET EXISTING

STA 0+50
END PERMANENT
RR TRACK REALIGNMENT

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SHEET NO. 2

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EXISTING CURVE RADIUS 1,316' +/-

CURVE RR-3 (EXISTING)

PCC + 2400.20

V = 30 MPH
R = 1,316' (4°-21')
Eo = 1.25'
EV = 1.49'
LCS = 93'

PROPOSED CENTERLINE
PERMANENT RR TRACK
CENTERLINE ALIGNMENT

EXISTING RR TRACK ALIGNMENT
EXISTING CURVE RADIUS 1,316' +/-

EXISTING RR TRACK REALIGNMENT
MEET EXISTING

STA 0+50
END PERMANENT
RR TRACK REALIGNMENT

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SHEET NO. 2

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DEPICTING

EXISTING CURVE RADIUS 1,316' +/-

CURVE RR-3 (EXISTING)

PCC + 2400.20

V = 30 MPH
R = 1,316' (4°-21')
Eo = 1.25'
EV = 1.49'
LCS = 93'

PROPOSED CENTERLINE
PERMANENT RR TRACK
CENTERLINE ALIGNMENT

EXISTING RR TRACK ALIGNMENT
EXISTING CURVE RADIUS 1,316' +/-

EXISTING RR TRACK REALIGNMENT
MEET EXISTING

STA 0+50
END PERMANENT
RR TRACK REALIGNMENT

PARSONS

DRAWING NO. ST-CG-RR-04
SHEET NO. 2

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DEPICTING
CONCEPTUAL PHASING SCHEME

PHASE 1A
1. Once new boulevard is constructed and opened, demolish existing I-81 viaduct.
2. Construct majority of new retaining walls and track embankment.
3. Construct new permanent RR bridge adjacent to the existing RR bridge.

PHASE 1B
4. Using short term track outage (less than 10 days), construct permanent track connection at north end (between approximate station TMP 5+82 and RR 6+00) and extend and complete permanent track connection at south end (between approximate station RR 15+00 and RR 9+50). Adjust profile of existing track between stations TMP 9+50 and TMP 1+00.
5. Re-open track on completed permanent alignment.

PHASE 2A
6. Re-open track on completed permanent alignment.

PHASE 2B
7. Construct new permanent RR bridge adjacent to the existing RR bridge.
8. Construct new temporary track from approximately TMP 9+50 to RR 9+50 and temporary track from approximately TMP 1+00 to RR 1+00.
9. Using short term track outage (less than 10 days), remove temporary track.
10. Construct remaining portion of permanent track alignment at the northern end (between approximate station RR 9+50 and RR 4+00 and RR 15+00) and temporary track connection at the north end (between stations RR 9+50 and RR 4+00 and between stations RR 15+00 and RR 4+00). Adjust profile of existing track between stations RR 4+00 and RR 1+00.
11. Re-open track on new alignment and new bridge.

LOCATION WOULD BE APPROXIMATELY 12 FEET
OMIT BENCH WHERE WATER SHELTER COLUMN. NOTE THE EXISTING OFFSET (FACE OF EXISTING VIADUCT COLUMN TO CENTERLINE OF RR TRACK IS APPROXIMATELY 20 FEET, WHICH WILL BE REDUCED TO APPROXIMATELY 15 FEET WHILE THE TEMPORARY ALIGNMENT IS IN PLACE. ALLOWING 3 FEET FOR A CRASH WALL AND SUPERTAXATION, THE MINIMUM TEMPORARY CLEARANCE AT THIS LOCATION WOULD BE APPROXIMATELY 12 FEET.

RAILROAD TYPICAL SECTION

PARSONS

DEPARTMENT OF TRANSPORTATION
DESCRIPTION OF ALTERATIONS:

AS-BUILT REVISIONS

ON:

AFFIX SEAL:

FILE NAME =

USER =

DATE/TIME =

ALTERED BY:

SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER OR MODIFY THE STAMP OF A LICENSED PROFESSIONAL. TO ALTER THE STAMP OF A LICENSED PROFESSIONAL, AN ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR

PARSONS

PROJECT No.

LOCATION OR DESCRIPTION OF ALTERATION:

ON:

G1 = 0.71%

G2 = 0.27%

R = -0.436

L = 100.00 FT.

PROPOSED PERMANENT RAILROAD TRACK PROFILE

EXISTING T/R

PROPOSED T/R

STATION RR 16+68 AT APPROXIMATE MEET EXISTING TRACK

GROUND LINE

OF CENTER BRIDGE PIER

APPROXIMATE LOCATION

OF NEW BRIDGE ABUTMENT

APPROXIMATE LOCATION

OF CENTER BRIDGE PIER

APPROXIMATE LOCATION

OF CENTER BRIDGE PIER

0.71% 13+71.54

431.39

14+21.54

431.74

14+71.54

431.88

12+00

RR 11+00

RR 13+00

RR 14+00

RR 15+00

RR 16+00

RR 17+00

RR 18+00

RR 12+00

PROPOSED PERMANENT RAILROAD TRACK PROFILE

PERMANENT RR REALIGNMENT

CG ALTERNATIVE

NYSW TRACK PROFILE

DRAWING NO. 13-CG-RR-07

SHEET NO.
TEMPORARY TRACK PROFILE

DESCRIPTION OF ALTERATIONS:
AS-BUILT REVISIONS

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED

REGION: 3
COUNTY: ONONDAGA COUNTY, NY

DATE/TIME = 09/16/2016
PROJECT MANAGER
JOB MANAGER
DESIGN SUPERVISOR
DESIGN DRAFTING
CHECK
CHECK

FILE NAME =
USER =

STATION TMP 1+00
STATION TMP 9+50

PROPOSED T/R
EXISTING T/R

MP 1+00
MP 1+15
MP 1+85

MP 1+00
MP 1+15
MP 1+85

EL 420.37
EL 420.42
EL 420.62

EL 427.18
EL 427.70
EL 428.05

0.543
0.29%
0.71%

0.343
0.29%
1.05%

100.00 FT.
350.16

0.543
0.71%

G2
G1

R
G2
R
G1

1.05% 0.29%

ST-CG-RR-08

PARSONS

CONTRACT NUMBER
DRAWING NO.
SHEET NO.

Department of Transportation
STANDARD NOTES:
1. INSTALL TEMPORARY SHEET PILING BESIDE THE EXISTING SOUTH ABUTMENT AND APPROACH TO ALLOW CONSTRUCTION OF PROPOSED SOUTH ABUTMENT.
2. CONSTRUCT NEW BRIDGE ON NEW RAILROAD ALNIMENT.
3. DETERMINE TRAFFIC UNITS NEW ALIGNMENT AND REMOVE EXISTING TRAFFIC BARRIERS AT GRADE AND REMOVE SHEET PILING AS NECESSARY. SHEET PILING MAY BE REMOVED UP TO 1 FT AND BE REUSED WHEN POSSIBLE.

BRIDGE TYPICAL SECTION AT SOUTH ABUTMENT
CONSTRUCTION STAGE 1
SCALE: 1" = 10'

BRIDGE TYPICAL SECTION AT SOUTH ABUTMENT
CONSTRUCTION STAGE 2
SCALE: 1" = 10'
BRIDGE TYPICAL SECTION AT SOUTH ABUTMENT
CONSTRUCTION STAGE 3

SCALE 1" = 10'

STAGING NOTES:
1. INSTALL TEMPORARY SHEET PILING BEHIND THE EXISTING SOUTH ABUTMENT AND APPROACH TO ALLOW CONSTRUCTION OF PROPOSED SOUTH ABUTMENT.
2. CONSTRUCT NEW BRIDGE ON NEW RAILROAD ALIGNMENT.
3. COVER AND TRAFFIC ON NEW ALIGNMENT AND REMOVE EXISTING TRACK, REGRADE GROUND AND REMOVE SHEET PILING AS NECESSARY. SHEET PILING MAY REMAIN IN PLACE AND BE REUSED WHEN POSSIBLE.

DATE SCALE: 10
ALTERED BY:  

DATE:  

DEPARTMENT OF TRANSPORTATION

DRAWING NO. 002-301-05

SHEET NO. 05 OF 05

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER OR RENAME ANY PART OF THE 23-MILE APART OF THE CITY OF SPOKANE, WASHINGTON, ASA ALLEGE THE DRAWING OF A LICENSED PROFESSIONAL ENGINEER, LANDSCAPE ARCHITECT, OR LAND SURVEYOR.

AUTHORIZED REVISIONS:

DESCRIPTION OF ALTERATIONS:

ITEM:

PRE-EXISTING IDENTIFICATION:

ALTERATION:

DATE ISSUED:

SIGNATURE:

COORDINATING OFFICE:

SESSION NO.

CONTRACT NUMBER:

STATE CONSTRUCTION SECTIONS
WITH RAILROAD ALONG STREET
SESSION 2 OF 3

30TH STREET DECK
ALTERNATIVE C/D

BRIDGES

CULVERTS

BLUEPRINTS

SCALE 1" = 10'

003-003

002-301-05

05 05 05

0.00

0.00

0.00

0.00