

LEGEND :

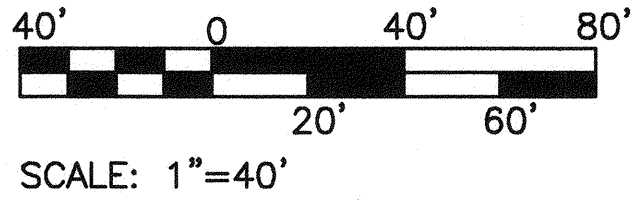
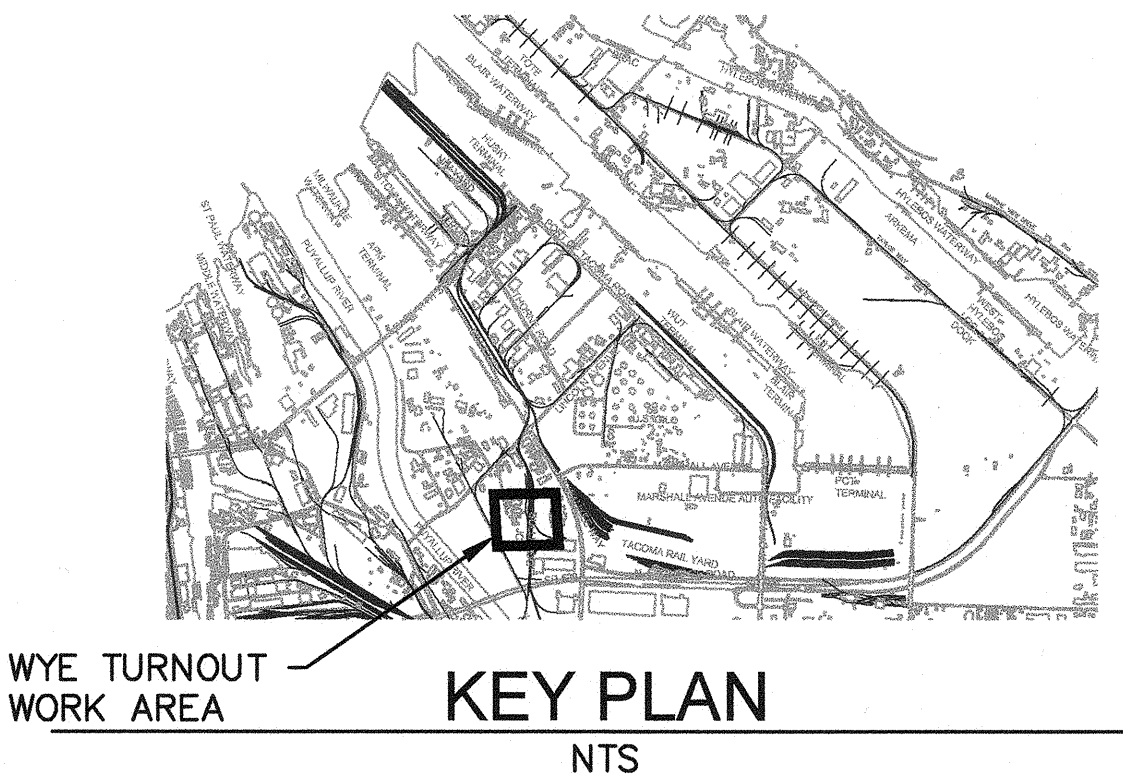
- EXISTING RAIL, TOP OF RAIL
- REPLACEMENT OF #9 TURNOUT (1) R4-T
- SURFACE, LINE, AND DRESS TRACK, SEE SPECIFICATIONS
- REMOVE EXISTING TRACK AND INSTALL NEW TRACK, CENTERLINE (1) R6-T
- POINT OF SWITCH (PS)
- COMPROMISE JOINTS

TESC LEGEND :

- INLET PROTECTION (2) R7-T
- STRAW WATTLES (1) R7-T

NOTES :

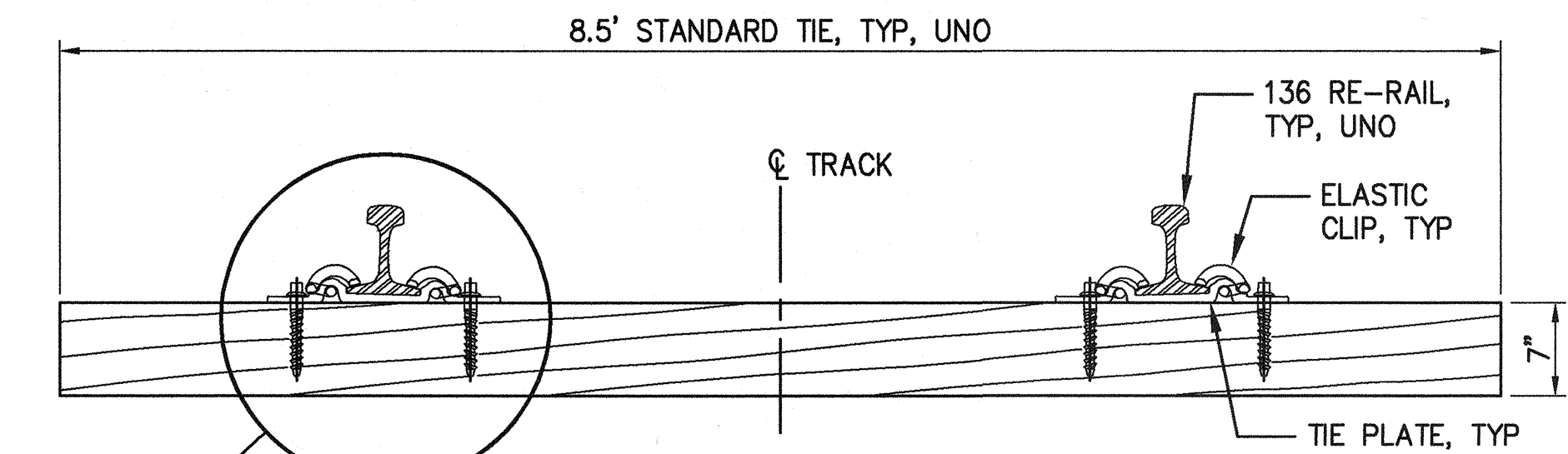
- SEE SHEETS R3-T THROUGH R6-T FOR TRACKWORK DETAILS.
- SEE SHEETS R4-T & R5-T FOR SPECIAL TRACKWORK DETAILS AND VARIATIONS FROM PROJECT STANDARDS REQUIRED FOR TURNOUT REPLACEMENTS INCLUDING ADDITIONAL RAIL, TIES, COMPROMISE JOINTS NOT INDICATED IN PROJECT STANDARD TURNOUT CONFIGURATION.
- TURNOUT REPLACEMENTS ARE WITHIN ACTIVE TRACKS AND YARDS. CONTRACTOR SHALL CONFINE OPERATIONS AND STAGING TO THE LAYDOWN AREA SHOWN AND THE LIMITS OF THE TURNOUTS TO BE REPLACED. CONTRACTOR SHALL YIELD TO RAIL TRAFFIC AT ALL TIMES. SEE SHEET G2 FOR SEQUENCING GUIDANCE AND REQUIREMENTS.
- AT LOCATIONS INDICATED, CONTRACTOR SHALL DEMOLISH EXISTING TURNOUT AND CONNECTING TRACK TO EXTENT NECESSARY TO INSTALL NEW TURNOUT AND TRACK SHOWN.
- TYPICAL BALLASTED TRACKBED SECTION SHALL BE APPLIED AT ALL LOCATIONS OF NEW RAIL, INCLUDING NEW TURNOUT LOCATIONS. FOR TYPICAL BALLASTED TRACKBED SECTION, SEE (1) R6-T
- ALL NEW RAIL SHALL BE 136 LB JOINTED RAIL, UNO.
- ALL NEW TRACK TIES ARE TIMBER, SEE R3-T FOR STANDARD DETAILS.
- ALL START AND END REPLACEMENT TRACK LOCATIONS, WHICH MATCH INTO EXISTING TRACK, ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE NEAREST EXISTING JOINT AT OR BEYOND MATCH POINT INDICATED, VERIFY VERTICAL AND HORIZONTAL ALIGNMENT AND TIE INTO EXISTING TRACK AT EXISTING JOINT.
- CONTRACTOR LAYDOWN AREA FOR WORK ON WYE TURNOUT SHOWN ON SHEET R2-T, ADJACENT TO TRANSFER YARD WORK. ALL LAYDOWN AREA MUST BE OFFSET MINIMUM 15' FROM CENTERLINE OF ACTIVE TRACKS AND OUTSIDE OF LINCOLN AVE LOOP RIGHT OF WAY.
- ALL LOCATIONS OF EXISTING IMPROVEMENTS SHOWN ARE FROM AVAILABLE GIS RECORDS AND FIELD SURVEY AND SHOULD BE CONSIDERED APPROXIMATE AND NOT NECESSARILY COMPLETE.
- CONTRACTOR SHALL MAINTAIN AND PROTECT ALL SITE IMPROVEMENTS NOT OTHERWISE NOTED FOR DEMOLITION. CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.



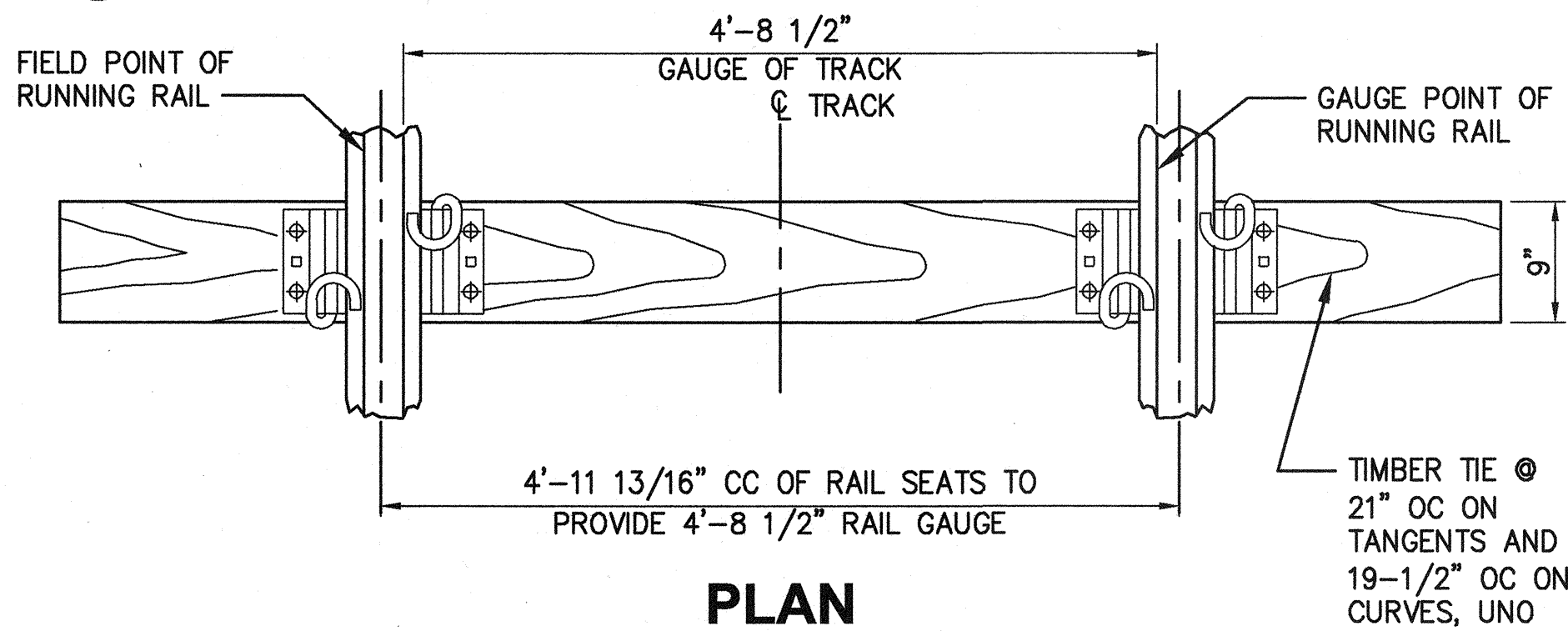
6569 R1-T SHEET 7 OF 22	REPLACEMENT OF RAILWAY TRACK AND SPECIAL TRACKWORK AT TRANSFER YARD WYE TURNOUT SITE PLAN				APPROVED: <i>John Handberg</i> 6-2017 DIRECTOR ENG. DATE	RLO CHECKED BY: <i>John Handberg</i> DATE: 06/14/2017	SWK PROJ. ENGR DATE: 06/14/2017	
	CONT/CONS: 070531 M. ID: 101081.01 PHASE: BID	TOWNSHIP: 20N RANGE: 03E SECTION: 2, 3	DATE-HRZ: VERT:	DRAWING SCALE: AS NOTED	PRINTED BY: mmedley DATE: Jun 20, 2017	PROJ. ENGR DATE: 06/14/2017	DATE: 06/14/2017	
PORT OF TACOMA 2407 Pacific Street, Suite 100 Tacoma, Washington 98402 (253) 396-0150 Fax (253) 396-0162				kpff P.O. BOX 187 TACOMA, WA 98401 (253) 393-5841				Port of Tacoma
MARK: REVISION:				BY:	APPR:	DATE:		

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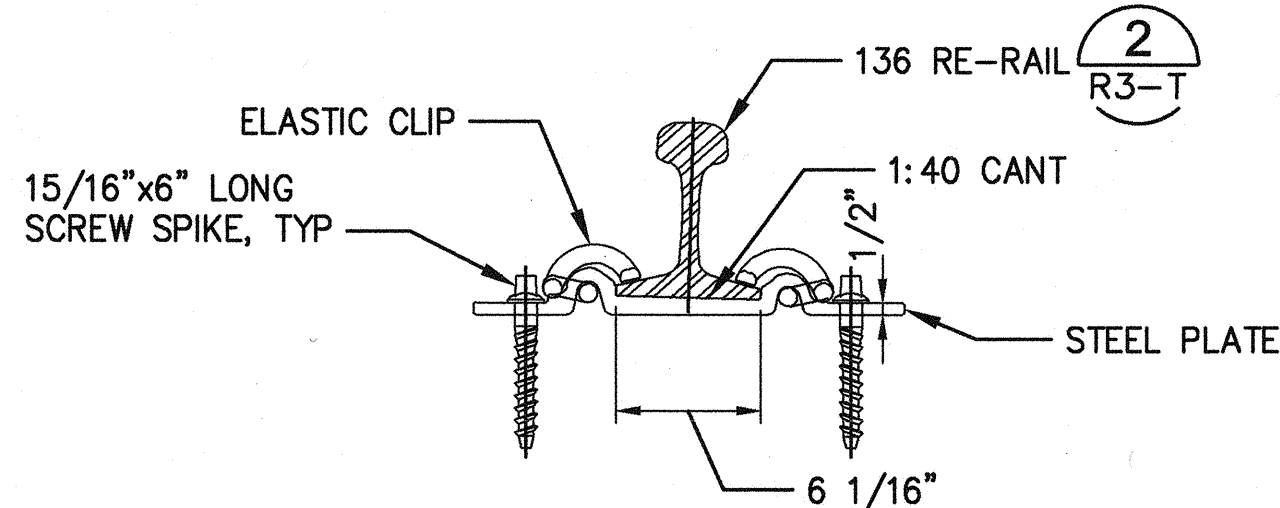
ELEVATION



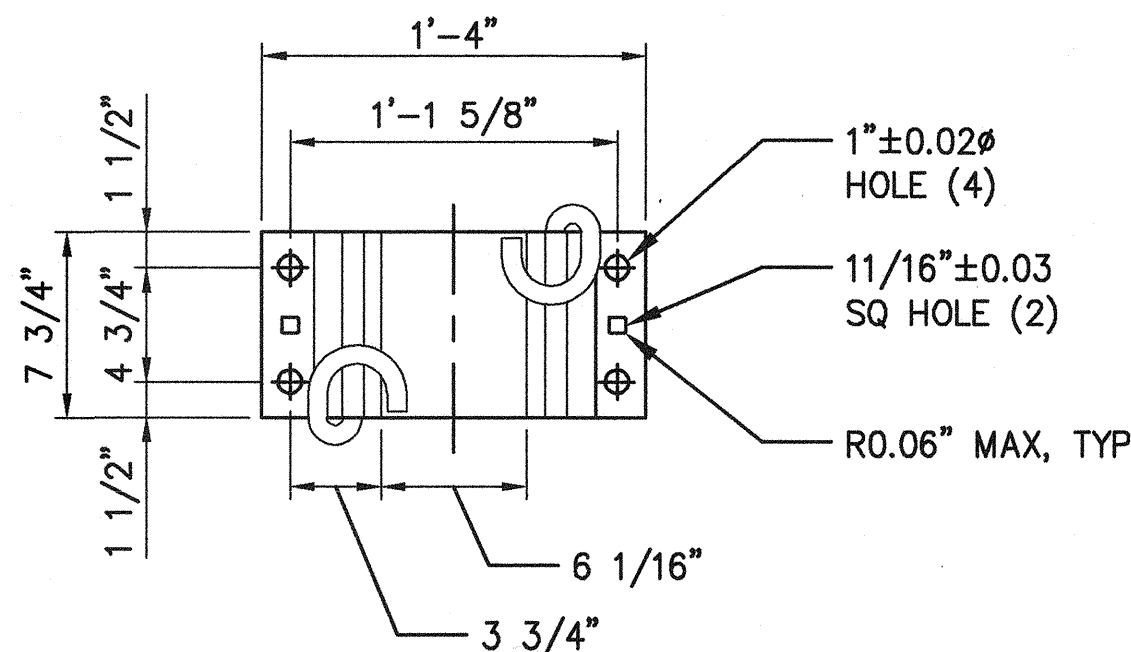
PLAN

TIMBER TIE

1" = 1'-0"



ELASTIC CLIPS ON TIMBER TIES

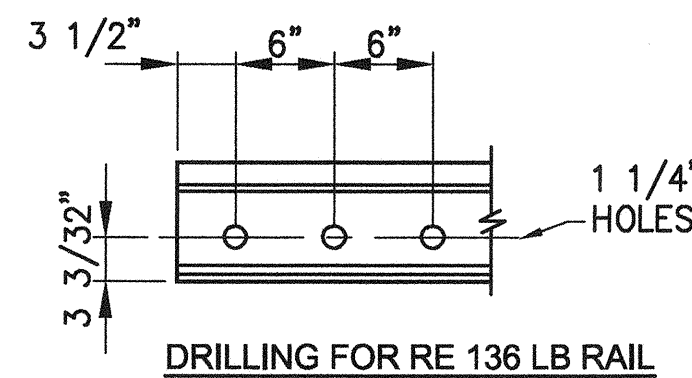
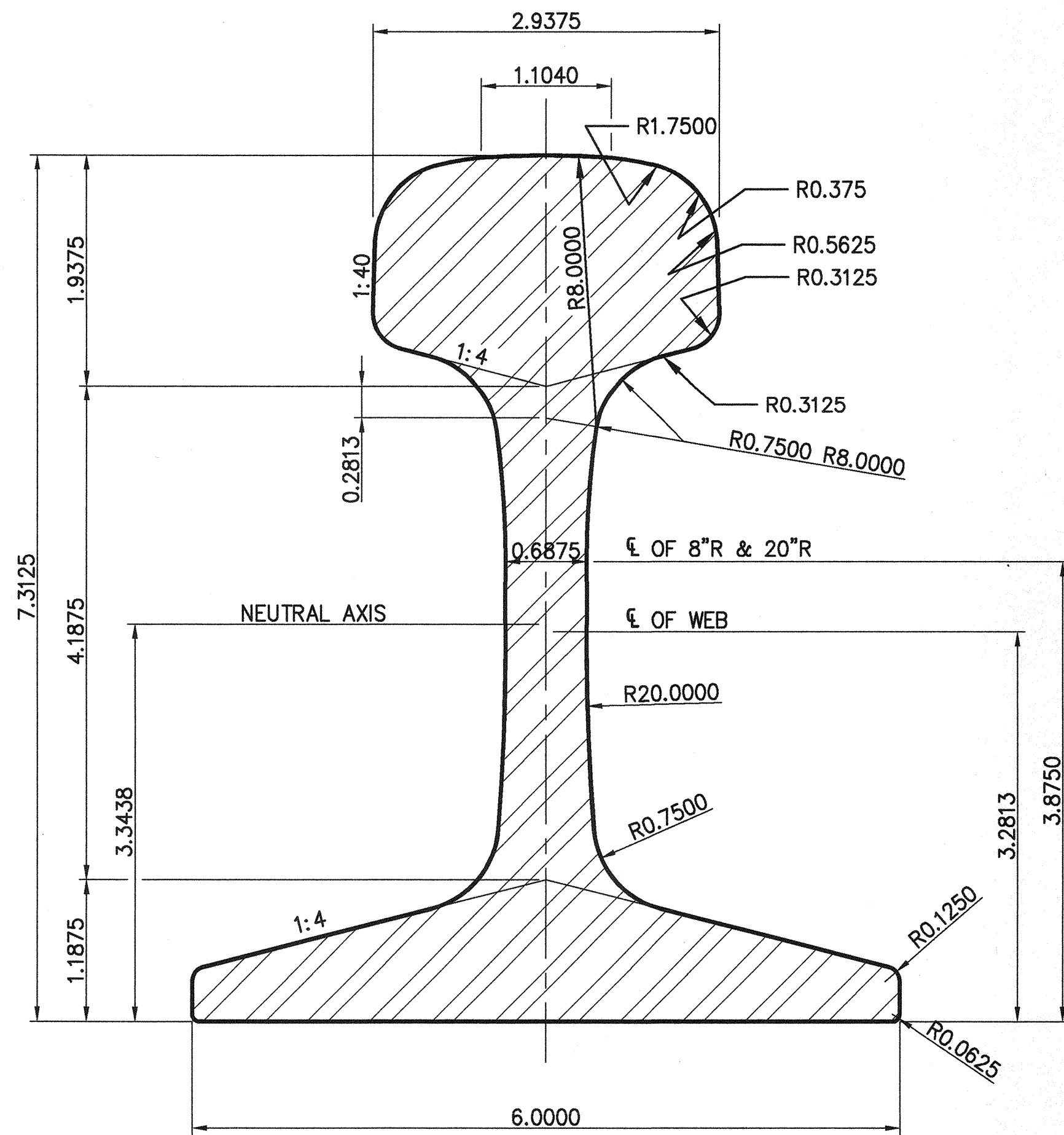


TYPICAL STANDARD PLATE FOR ELASTIC CLIP

3 TIMBER TIE FASTENERS W/136# RAIL

R3-T

1 1/2" = 1'-0"



PROPERTIES		
AREA OF HEAD	4.8187 SQ. IN.	36.2%
AREA OF WEB	3.6375 SQ. IN.	27.3%
AREA OF BASE	4.8702 SQ. IN.	36.5%
TOTAL AREA	13.3263 SQ. IN.	100.0%
MOMENT OF INERTIA	94.20	
SECTION MODULUS, HEAD	23.70	
SECTION MODULUS, BASE	28.20	
WEIGHT	135.8826 LBS PER YARD	

DETAIL - RAIL SECTION 136#

SCALE: 1"=1"

2 R3-T

6569 R3-T SHEET 9 OF 22	REPLACEMENT OF RAILWAY TRACK AND SPECIAL TRACKWORK AT TRANSFER YARD		RLO		06/14/2017
	RAIL DETAILS		CHECKED BY	DATE	
	TOWNSHIP: 20N		SWK	06/14/2017	
	DATE: 07/05/16		PROJ. ENGR	DATE	
M. ID: 101081.01		DAT-HRZ:	mmedley Jun 20, 2017	PRINTED BY:	
PHASE: BID		PARCEL: MULTIPLE	PORT ADDRESS: ONE SITCUM PLAZA	PORT ADDRESS: ONE SITCUM PLAZA	
		DRAWING SCALE: AS NOTED	TACOMA, WA 98401-1837		
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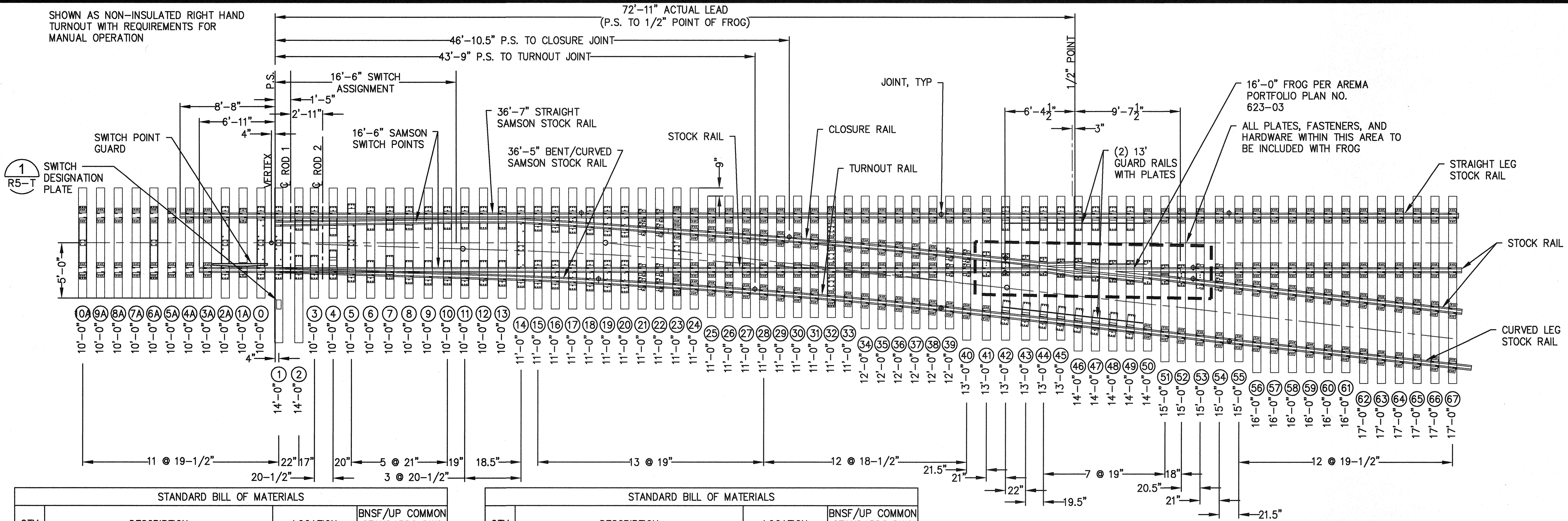
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MADE KINGSLEY
REGISTERED PROFESSIONAL
ENGINEER
WASHINGTON
No. 14477
EXPIRATION 12/31/2018

MARK:	REVISION:	BY:	APPR:	DATE:

SHOWN AS NON-INSULATED RIGHT HAND
TURNOUT WITH REQUIREMENTS FOR
MANUAL OPERATION



STANDARD BILL OF MATERIALS

QTY	DESCRIPTION	LOCATION	BNSF/UP COMMON STANDARDS DWG NUMBER
2	16'-6" (EXT. 35'-10") STRAIGHT SAMSON SWITCH POINTS		
1	36'-7" STRAIGHT SAMSON STOCK RAIL		
1	36'-5" BENT/CURVED SAMSON STOCK RAIL		
1	SWITCH ROD #1		241600
1	SWITCH ROD #2		241600
2	GAGE PLATE AHEAD OF POINT	TIES 6A & 10A	241304
1	ADJUSTABLE BRACE GAGE PLATE	TIE 1	241300
2	ADJUSTABLE BRACE GAGE PLATE	TIES 5 & 9	241305
6	ADJUSTABLE BRACE SLIDE PLATE	TIES 2, 3, & 7	241306
2	SLIDE PLATE	TIE 6	241306
2	RISER SLIDE PLATE	TIE 8	243309
2	RISER SLIDE PLATE	TIE 10	241306
18	TURNOUT PLATE	TIES 11, 12, 13, 15, 16, 17, 18, 19, & 20	241307
1	GAGE PLATE	TIE 14	241311
1	GAGE PLATE	TIE 23	241312
1	GAGE PLATE	TIE 32	241313
1	CLOSURE INSULATED JOINT RAIL		341001
1	INSULATED JOINT TURNOUT RAIL		341001
A/R	INSULATED JOINT CLIP ASSEMBLY		132800
1	CLOSURE RAIL		341001
1	TURNOUT RAIL		341001

STANDARD BILL OF MATERIALS

QTY	DESCRIPTION	LOCATION	BNSF/UP COMMON STANDARDS DWG NUMBER
A/R	136 RE RAIL		N/A
A/R	ELASTIC CLIP TIE PLATES	SEE NOTE 4	263000
14	MODIFIED ELASTIC CLIP TIE PLATE	TIES 21, 22, 39, 40, & 54	263001
A/R	ELASTIC CLIP E-2055		132500
A/R	15/16" DIA. X 6 1/2" LG. SCREW SPIKES		130800
2	FIXED HEEL BLOCKS		
1	NO. 9 16'-0" AREMA RBM FROG PER AREMA PORTFOLIO PLAN NO. 623-03 WITH SCREW SPIKE PLATES AND ELASTIC FASTENERS		N/A
2	GUARD RAILS PER AREMA PORTFOLIO PLAN NO. 504-03 (13') WITH SCREW PLATES AND ELASTIC FASTENERS		N/A
1	5'-0" RAISED SWITCH POINT GUARD. PROGRESS RAIL MODEL U69, OR APPROVED EQUAL	TIES 0, 1A, & 2A	N/A
1	SWITCH STAND, RACOR MODEL 22-E TRAILABLE, OR APPROVED EQUAL		N/A
20	136RE 36" JOINT BARS		
22	7" X 9" X 10'-0" TIE	TIES 0-10A & 3-13	
20	7" X 9" X 11'-0" TIE	TIES 14-33	
6	7" X 9" X 12'-0" TIE	TIES 34-39	
6	7" X 9" X 13'-0" TIE	TIES 40-45	
7	7" X 9" X 14'-0" TIE	TIES 1-2 & 46-50	
5	7" X 9" X 15'-0" TIE	51-55	
6	7" X 9" X 16'-0" TIE	TIES 56-61	
6	7" X 9" X 17'-0" TIE	TIES 62-67	

DETAIL - STANDARD NO. 9
TURNOUT ASSEMBLY

1
R4-T

SCALE: 1"=5'

NOTES :

- CONTRACTOR SHALL PROVIDE ALL MATERIALS REQUIRED FOR COMPLETION OF WORK.
- ALL SURPLUS TIES TO BE SUPPLIED TO THE PORT.
- IN ADDITION TO RAIL SHOWN WITHIN STANDARD NO. 9 TURNOUT ASSEMBLY AND ALL NEW RAIL SHOWN ON SHEETS R1-T THROUGH R2-T, CONTRACTOR SHALL PROVIDE A TOTAL OF (9) ADDITIONAL 136RE 39' RAIL STICKS FOR USE WITHIN TRANSFER YARD TO BE UTILIZED IF NECESSARY TO JOIN TURNOUTS TO EXISTING TRACK AND MAINTAIN MINIMUM JOINT SPACING AND JOINT STAGGER. ANY SURPLUS RAIL SHALL BE SUPPLIED TO THE PORT FOLLOWING COMPLETION OF WORK.
- ELASTIC CLIP TIE PLATES AND RESILIENT FASTENERS SHALL BE USED AT ALL LOCATIONS UNLESS OTHERWISE NOTED, SEE DETAIL 3 ON SHEET R3-T.
- THE GUARD RAIL IS TO BE 54 5/8" FROM THE GAUGE SIDE OF THE FROG POINT TO THE STRAIGHT GUARDING FACE OF THE GUARD RAIL.
- NO ALLOWANCE HAS BEEN MADE FOR EXPANSION GAPS OR END POST IN COMPUTING RAIL LENGTHS SHOWN.
- FRACTIONAL RAIL LENGTH CUTTINGS SHOWN ARE THEORETICAL AND ARE SUBJECT TO MINOR ADJUSTMENT TO MEET ACTUAL CLOSURE REQUIREMENTS IN THE FIELD.
- SWITCH STANDS SHALL BE INSTALLED IN A LOCATION TO MATCH EXISTING, AS SHOWN ON PLAN.
- CHORD METHOD IS USED TO CALCULATE TURNOUT CURVE DATA AND OFFSETS.
- TURNOUTS SHALL HAVE HORIZONTAL SWITCH RODS.
- FROG SHALL BE HIGH INTEGRITY, EXPLOSION HARDENED, RAIL BOUND MANGANESE STEEL CASTING WITH MITERED HEEL AND EXTENDED HEEL AND WING RAILS.
- ALL SWITCH RODS AND GAUGE PLATES ARE TO BE INSULATED TYPES.

FROG DATA	
ANGLE	6'-21'-35"
TURNOUT DATA	
RADIUS OF CENTERLINE	614'
T =	24.59'
CENTRAL ANGLE - CLOSURE CURVE	4'-35'-13"
DEGREE OF CURVE	9'-20'-31"
DIMENSIONS ALONG TURNOUT	
VERTEX TO P.C.	17'-7 9/32"
P.C. TO P.T.	614'-0" & RADIUS
P.T. TO FROG POINT	6'-4 1/2"

SWITCH DATA		
TURNOUT POINT	SWITCH LENGTH	16'-6"
	HEEL SPREAD	6 1/4"
	HEEL ANGLE	1'-46'-22"
	SWITCH ANGLE	1'-46'-22"
	THROW AT ROD #1	4 3/4"
	THICKNESS AT POINT	0"
TURNOUT POINT	RADIUS (CLOSURE CURVE)	616.3542'
	VERTEX DISTANCE	7 4/16"

LEGEND :

♦ JOINT, (2) 36" 136RE JOINT BARS

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MADE IN THE U.S.A.
KING OF PAPER FIBER FARM
EST. 1971
PROFESSIONAL

6569
R4-T
SHEET 10 OF 22

REPLACEMENT OF RAILWAY TRACK AND
SPECIAL TRACKWORK AT TRANSFER YARD
NO. 9 TURNOUT PLAN

APPROVED: *Ann Verduyn*
RLO 06/14/2017
CHECKED BY: *SWK* DATE: 06/14/2017
DIRECTOR ENG. DATE: 06/14/2017
PRINTED BY: mmedley Jun 20, 2017
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TACOMA, WA 98401-1837

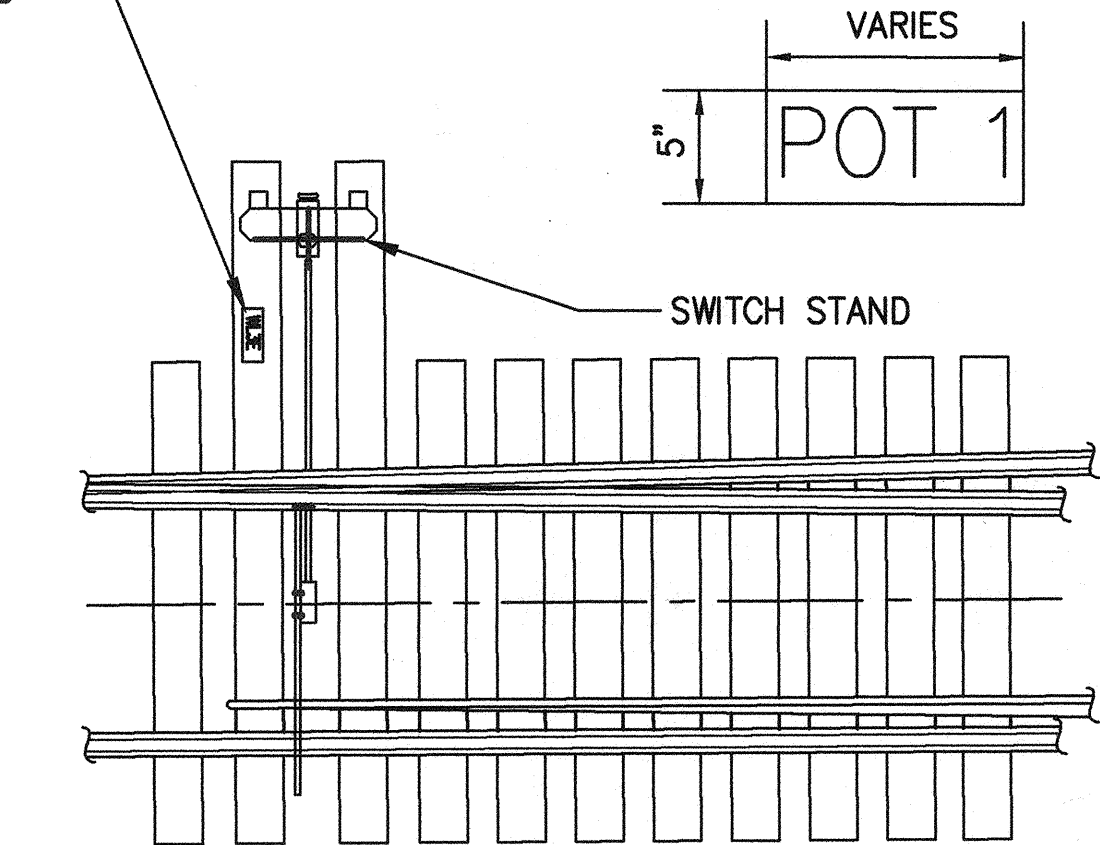
CONTRACTOR: 070531
M. ID: TOT081.01
PHASE: BID

SECTION: 2, 3
RANGE: 03E
TOWNSHIP: 20N
DATE-HRZ:
PARCEL: MULTIPLE
DRAWING SCALE: AS NOTED

DATE:
APPR:
BY:
REVISION:
MARK:
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TABLE 1 - LOCATION SPECIFIC VARIATION TO PROJECT STANDARD		
	VARIATION	NOTES
ALL TURNOUTS		
1	ADJUST TIE SPACING, IF NECESSARY, TO INTERLACE BETWEEN ADJACENT TIES	
2	UNLESS OTHERWISE NOTED 36'-7" STRAIGHT SAMSON STOCK RAIL, 36'-5" BENT/CURVED SAMSON STOCK RAIL, AND STOCK RAILS ON TURNOUT LEGS SHALL BE CUT AND DRILLED IN THE FIELD.	MODIFICATION TO ACCOMMODATE EXISTING JOINT LOCATIONS. JOINT LOCATION TO BE MARKED IN THE FIELD AND APPROVED BY PORT PRIOR TO CUTTING RAIL.
TURNOUT POT 1 (SHEET R2-T)		
1	REUSE EXISTING TIES AT TIE LOCATIONS 0-10A & 1-6	TIES 0-10A & 1-6 SUPPORT ADJACENT EXISTING TRACK.
2	TIES 58 & 59 SHALL NOT BE USED	TIES 58 & 59 TO BE PROVIDED AND SHARED BY NEW TURNOUT POT 2.
3	FIELD WELD STOCK RAILS AT JOINT WITH TURNOUT POT 2 STOCK RAILS	MODIFICATION TO ACCOMMODATE CLOSE PROXIMITY OF NEW TURNOUT POT 2. WELDED JOINT LOCATION TO BE MARKED IN THE FIELD AND APPROVED BY PORT PRIOR TO CUTTING NEW STOCK RAIL AND WELDING JOINT.
4	STOCK RAILS ON STRAIGHT LEG OF TURNOUT TO BE JOINED TO 133 RE RAIL. CONTRACTOR TO PROVIDE JOINT COMP BARS.	
TURNOUT POT 2 (SHEET R2-T)		
1	TIES 1 & 2 SHALL BE 22'-0"	TIES 1 & 2 SHALL BE SHARED WITH ADJACENT TURNOUT POT 1.
2	TIES 0-10A & 3-8 SHALL NOT BE USED	TIES 0-10A AND 3-8 SHALL BE PROVIDED AND SHARED BY REPLACED TURNOUT POT 1.
3	STOCK RAILS ON CURVED LEG OF TURNOUT AND FROG SHALL BE CUT AND WELDED IN THE FIELD.	MODIFICATION TO ACCOMMODATE CLOSE PROXIMITY OF REPLACEMENT TURNOUT POT 3. WELDED JOINT LOCATION TO BE MARKED IN THE FIELD AND APPROVED BY PORT PRIOR TO CUTTING NEW STOCK RAIL AND WELDING JOINT.
4	TIES 60 & 61 SHALL NOT BE USED	TIES 60 & 61 TO BE PROVIDED AND SHARED WITH ADJACENT TURNOUT POT 3.
TURNOUT POT 3 (SHEET R2-T)		
1	TIES 1 & 2 SHALL BE 22'-0"	TIES 1 & 2 SHALL BE SHARED WITH ADJACENT TURNOUT POT 2.
2	TIES 0-10A & 3-6 SHALL NOT BE USED	TIES 0-10A & 3-6 SHALL BE SHARED WITH REPLACED TURNOUT POT 2.
3	TIES 62 & 63 SHALL NOT BE USED	TIES 62 & 63 TO BE PROVIDED AND SHARED BY REPLACED TURNOUT POT 5
4	STOCK RAILS ON STRAIGHT LEG OF TURNOUT TO BE JOINED TO 133 RE RAIL. CONTRACTOR TO PROVIDE JOINT COMP BARS.	
5	STOCK RAILS ON CURVED LEG OF TURNOUT AND FROG SHALL BE CUT AND WELDED IN THE FIELD	MODIFICATION TO ACCOMMODATE CLOSE PROXIMITY OF REPLACEMENT TURNOUT POT 5. WELDED JOINT LOCATION TO BE MARKED IN THE FIELD AND APPROVED BY PORT PRIOR TO CUTTING NEW STOCK RAIL AND WELDING JOINT.
TURNOUT POT 4 (SHEET R2-T)		
1	TIES 58 & 59 SHALL NOT BE USED	TIES 58 & 59 TO BE PROVIDED AND SHARED BY REPLACED TURNOUT POT 6.
2	STOCK RAILS ON CURVED LEG OF TURNOUT AND FROG SHALL BE CUT AND WELDED IN THE FIELD	MODIFICATION TO ACCOMMODATE CLOSE PROXIMITY OF REPLACEMENT TURNOUT POT 6. WELDED JOINT LOCATION TO BE MARKED IN THE FIELD AND APPROVED BY PORT PRIOR TO CUTTING NEW STOCK RAIL AND WELDING JOINT.
3	STOCK RAILS ON STRAIGHT LEG OF TURNOUT TO BE JOINED TO 133 RE RAIL. CONTRACTOR TO PROVIDE JOINT COMP BARS.	
TURNOUT POT 5 (SHEET R2-T)		
1	TIES 1 & 2 SHALL BE 22'-0"	TIES 1 & 2 SHALL BE SHARED WITH ADJACENT TURNOUT POT 3.
2	TIES 0-10A & 3-6 SHALL NOT BE USED.	TIES 0-10A & 3-6 SHALL BE PROVIDED AND SHARED BY REPLACED TURNOUT POT 3.
3	STOCK RAILS ON BOTH LEGS OF TURNOUT TO BE JOINED TO 133 RE RAIL. CONTRACTOR TO PROVIDE JOINT COMP BARS.	
TURNOUT POT 6 (SHEET R2-T)		
1	TIES 1 & 2 SHALL BE 22'-0"	TIES 1 & 2 SHALL BE SHARED WITH ADJACENT TURNOUT POT 4.
2	TIES 0-10A & 3-8 SHALL NOT BE USED.	TIES 0-10A & 3-8 SHALL BE PROVIDED AND SHARED BY TURNOUT POT 4.
3	STOCK RAILS ON BOTH LEGS OF TURNOUT TO BE JOINED TO 133 RE RAIL. CONTRACTOR TO PROVIDE JOINT COMP BARS.	
4	SWITCH ROD SHALL BE 36"	MODIFICATION TO ACCOMMODATE THE CLOSE PROXIMITY OF TURNOUT POT 6 TO TRANSFER TRACK 405.

PLACE SWITCH DESIGNATION PLATES AT ALL NEW AND SALVAGED SWITCHES



1 SWITCH DESIGNATION PLATE
R5-T NTS

6569

R5-T

SHEET 11 OF 22


CONT / CONS: 070531

M. ID: T0T081.01

PHASE: BID

REPLACEMENT OF RAILWAY TRACK AND SPECIAL TRACKWORK AT TRANSFER YARD

RAILROAD NOTES

APPROVED:  6-20-17

RLO 06/14/2017


CHECKED BY: SWK

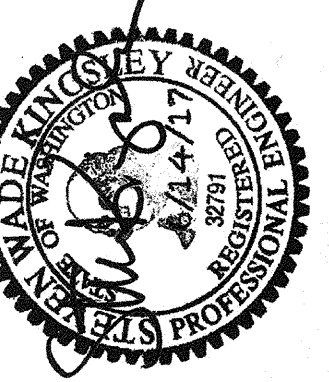
DATE: 06/14/2017


PROJ. ENGR: DATE

PRINTED BY: nmedley Jun 20, 2017

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DATE: _____

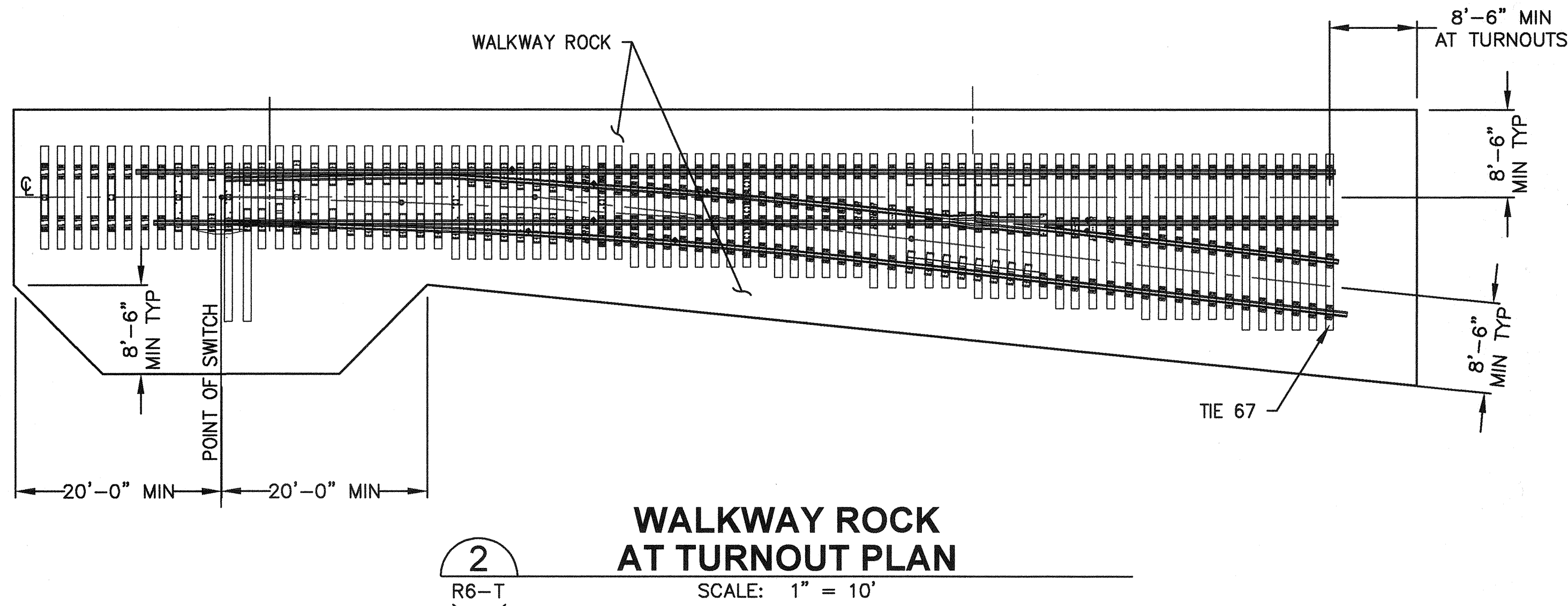
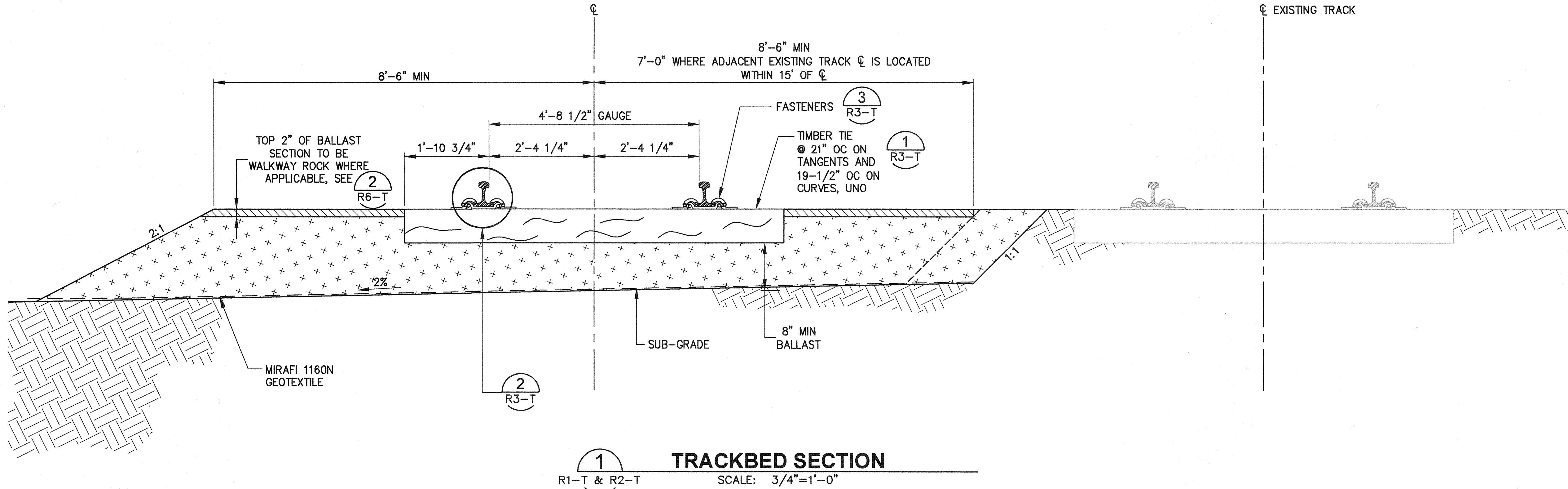
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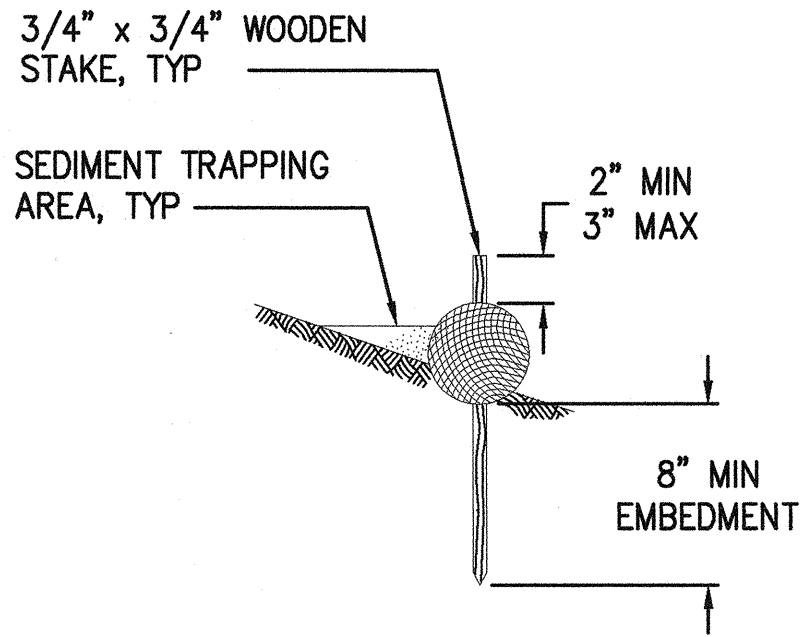


6569 R6-T SHEET 12 OF 22	REPLACEMENT OF RAILWAY TRACK AND SPECIAL TRACKWORK AT TRANSFER YARD RAIL DETAILS				APPROVED: <i>[Signature]</i> 6-20-17	RLO: 06/14/2017
	CONT/CONS: 070531	TOWNSHIP: 20N	RANGE: 03E	SECTION: 2, 3	DIRECTOR ENG. DATE: 6-20-17	CHECKED BY: DATE: 06/14/2017
M. ID: T01081.01	DAT-HRZ:	VERT:	PRINTED BY: nmedley Jun 20, 2017			SWK
PHASE: BID	PARCEL: MULTIPLE	DRAWING SCALE: AS NOTED	PORT ADDRESS: ONE SITCUM PLAZA			PROJ. ENGR DATE: 06/14/2017
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						APPR: DATE:

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WADE KINCAID
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
No. 2751
6/14/17

1
R1-T & R2-T



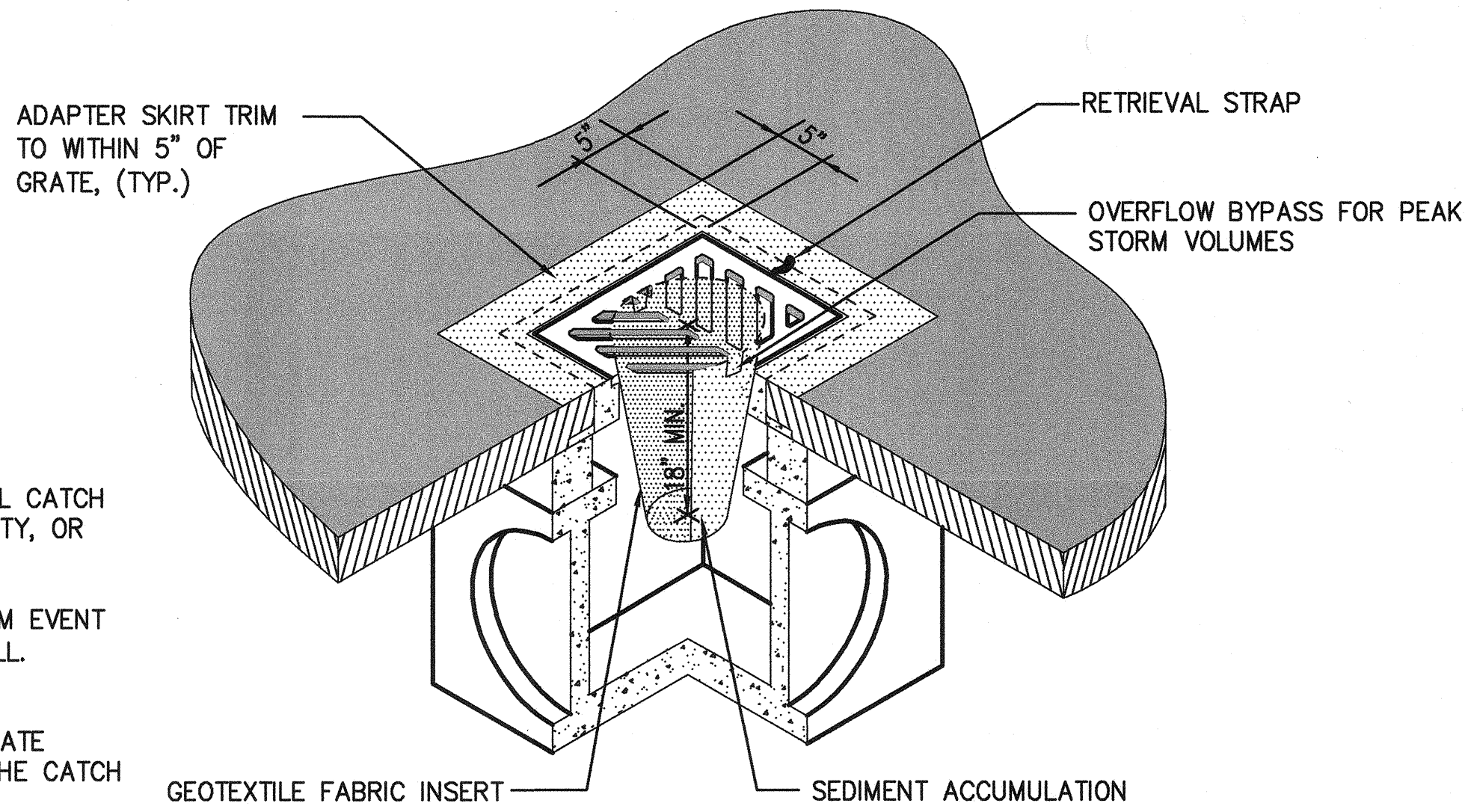
STRAW WATTLE DETAIL

NTS

NOTES:

1. INSERT SHALL BE INSTALLED IN ALL OPERATIONAL CATCH BASINS PRIOR TO CLEARING AND GRADING ACTIVITY, OR UPON PLACEMENT OF A NEW CATCH BASIN.
2. FILTERS SHALL BE INSPECTED AFTER EACH STORM EVENT AND CLEANED OR REPLACED WHEN IT IS 1/3 FULL.
3. SEDIMENT REMOVAL SHALL BE ACCOMPLISHED BY REMOVING THE INSERT, EMPTYING INTO APPROPRIATE DISPOSAL LOCATION, AND REINSERTING IT INTO THE CATCH BASIN.

2
R1-T & R2-T



INLET PROTECTION DETAIL

NTS

6569
R7-T
SHEET 13 OF 22

CONT./CONS: 070531
M. ID: 101081.01
PHASE: BID

REPLACEMENT OF RAILWAY TRACK AND
SPECIAL TRACKWORK AT TRANSFER YARD
CIVIL/SITE DETAILS

TOWNSHIP: 20N
RANGE: 03E
SECTION: 2, 3
DATE-HRZ:
PARCEL: MULTIPLE
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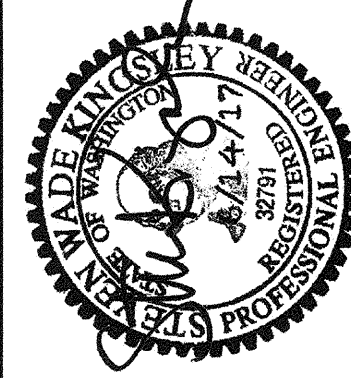
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