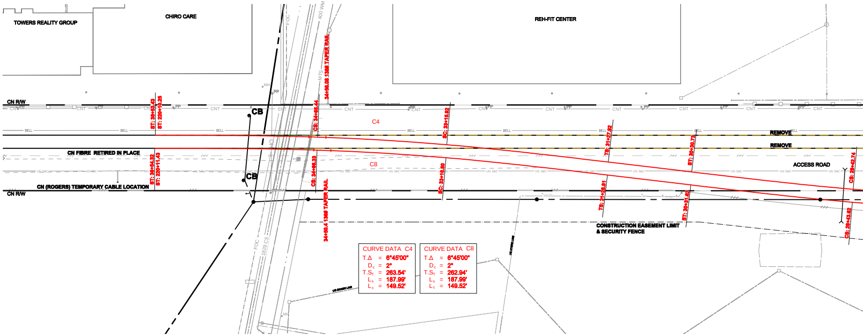
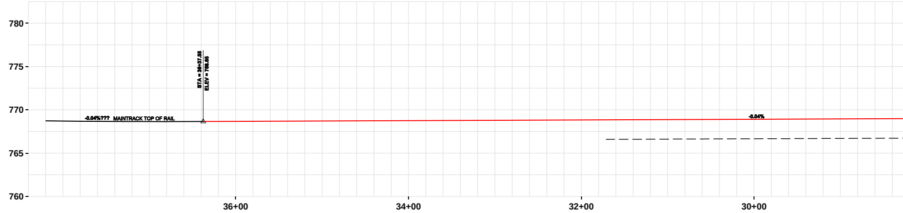
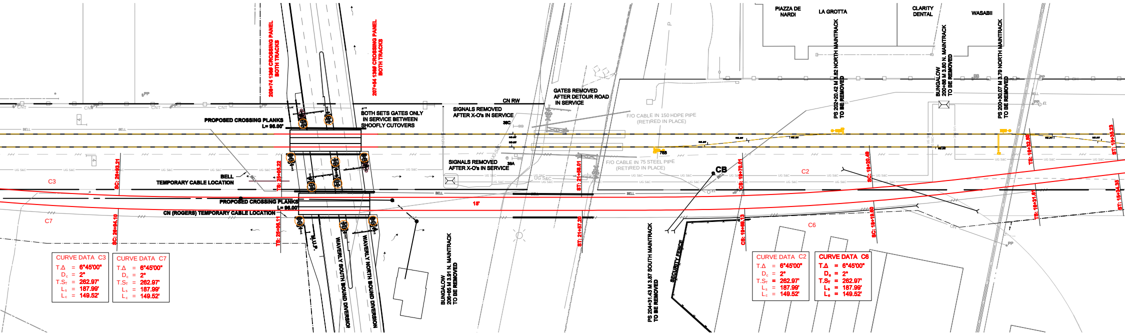

TOWERS REALITY GROUP
CHIRO CARE
REH-FIT CENTER
400 WM
MTS
FOC
1829 CS
MH
PP
CN R/W
CN
CNT
BELL
CB
CB
CN FIBRE RETIRED IN PLACE
CN (ROGERS) TEMPORARY CABLE LOCATION
CN R/W
UG S&C
ST: 36+53.43
ST: 220+10.25
ST: 36+54.32
ST: 220+11.43
CS: 34+65.44
CS: 34+66.33
34+56.08 136# TAPER RAIL
34+50.4 136# TAPER RAIL
C4
C8
SC: 33+15.92
SC: 33+16.80
TS: 31+27.92
TS: 31+28.81
ST: 30+30.73
ST: 30+31.62
CS: 28+42.74
CS: 28+43.62
REMOVE
REMOVE
ACCESS ROAD
CONSTRUCTION EASEMENT LIMIT
& SECURITY FENCE
UG HYDRO LINE
UG SEWER LINE

CURVE DATA	C4
T.Δ =	6°45'00"
D_c =	2°
$T.S_T$ =	263.54'
L_s =	187.99'
L_c =	149.52'

CURVE DATA	C8
T.Δ =	6°45'00"
D_c =	2°
$T.S_T$ =	262.94'
L_s =	187.99'
L_c =	149.52'



P:\60321148\900-Work\910-CAD\20-SHEETS\A\CR\Detailed Design\Shoofly\163353-C2-CR-501-SHOOFLY TRACK CONSTRUCTION.dwg

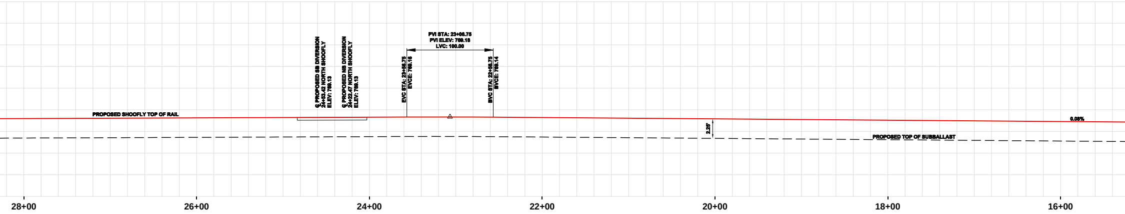

208+74 136# CROSSING PANEL BOTH TRACKS
207+54 136# CROSSING PANEL BOTH TRACKS
PROPOSED CROSSING PLANKS L= 96.00'
BOTH SETS GATES ONLY IN SERVICE BETWEEN SHOOFLY CUTOVERS
CN RW
SIGNALS REMOVED AFTER X-O's IN SERVICE
38C
GATES REMOVED AFTER DETOUR ROAD IN SERVICE
F/O CABLE IN 150 HDPE PIPE (RETIRED IN PLACE)
PIAZZA DE NARDI
LA GROTTA
CLARITY DENTAL
WASABII
PS 202+20.42 M 3.82 NORTH MAINTRACK TO BE REMOVED
BUNGALOW 200+88 M 3.80 N. MAINTRACK TO BE REMOVED
PS 200+30.07 M 3.79 NORTH MAINTRACK TO BE REMOVED
BELL
CNT
UG S&C
C3
SC: 26+93.21
BELL
TEMPORARY CABLE LOCATION
TS: 25+05.22
SIGNALS REMOVED AFTER X-O's IN SERVICE
38A
ST: 21+58.01
F/O CABLE IN 75 STEEL PIPE (RETIRED IN PLACE)
76B
CB
CS: 19+70.01
C2
SC: 18+20.49
TS: 16+32.50
ST: 15+35.23
PROPOSED CROSSING PLANKS L= 96.00'
CN (ROGERS) TEMPORARY CABLE LOCATION
15'
C7
SC: 26+94.10
TS: 25+06.11
M.U.P.
WAVERLY SOUTH BOUND DIVERSION
WAVERLY NORTH BOUND DIVERSION
BUNGALOW 208+65 M 3.91 N. MAINTRACK TO BE REMOVED
ST: 21+57.20
PS 204+31.43 M 3.87 SOUTH MAINTRACK TO BE REMOVED
SECURITY FENCE
CS: 19+69.13
C6
SC: 18+19.60
TS: 16+31.61
ST: 15+34.35
PP
OH

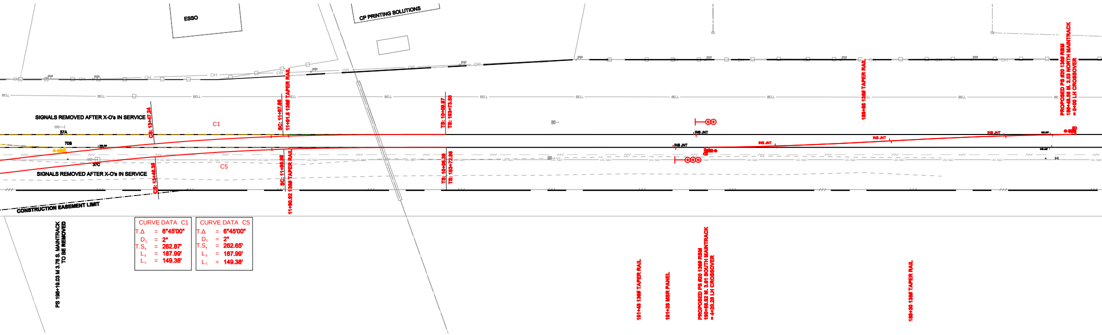
CURVE DATA C3		
T.Δ	=	6°45'00"
D_c	=	2°
$T.S_T$	=	262.97'
L_s	=	187.99'
L_c	=	149.52'

CURVE DATA C7		
T.Δ	=	6°45'00"
D_c	=	2°
$T.S_T$	=	262.97'
L_s	=	187.99'
L_c	=	149.52'

CURVE DATA C2		
T.Δ	=	6°45'00"
D_c	=	2°
$T.S_T$	=	262.97'
L_s	=	187.99'
L_c	=	149.52'

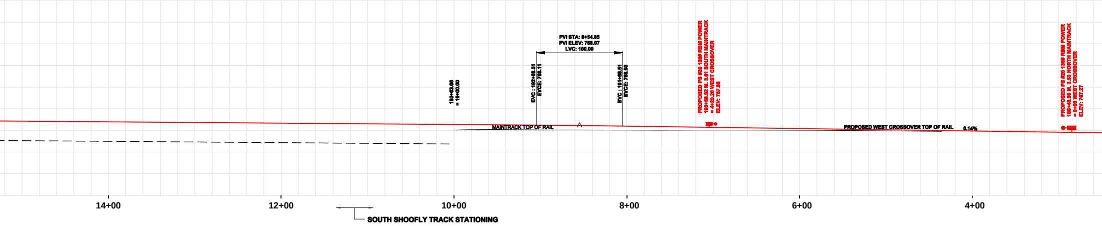
CURVE DATA C6		
T.Δ	=	6°45'00"
D_c	=	2°
$T.S_T$	=	262.97'
L_s	=	187.99'
L_c	=	149.52'

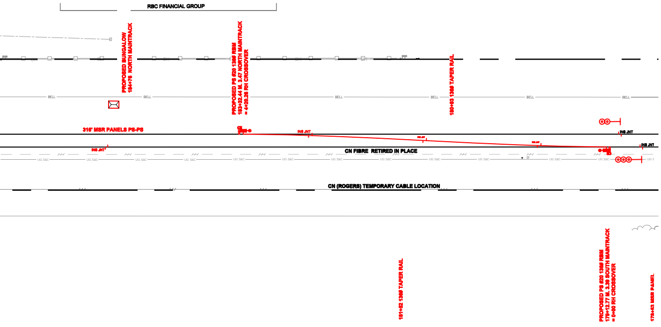

PROPOSED SHOOFLY TOP OF RAIL
℄ PROPOSED SB DIVERSION 24+53.42 NORTH SHOOFLY ELEV: 769.13
℄ PROPOSED NB DIVERSION 24+22.47 NORTH SHOOFLY ELEV: 769.13
PVI STA: 23+06.75
PVI ELEV: 769.18
LVC: 100.00
EVC STA: 23+56.75
EVCE: 769.16
BVC STA: 22+56.75
BVCE: 769.14
2.25'
0.08%
PROPOSED TOP OF SUBBALLAST
28+00
26+00
24+00
22+00
20+00
18+00
16+00


ESSO
CP PRINTING SOLUTIONS
SIGNALS REMOVED AFTER X-O's IN SERVICE
37A
70B
37C
SIGNALS REMOVED AFTER X-O's IN SERVICE
CONSTRUCTION EASEMENT LIMIT
CS: 13+47.24
CS: 13+46.36
C1
C5
SC: 11+97.86
11+91.8 136# TAPER RAIL
SC: 11+96.98
11+90.92 136# TAPER RAIL
TS: 10+09.87
TS: 193+73.55
TS: 10+08.39
TS: 193+72.96
INS JNT
INS JNT
INS JNT
INS JNT
INS JNT
189+88 136# TAPER RAIL
PROPOSED PS #20 136# RBM
186+48.56 M. 3.53 NORTH MAINTRACK
= 0+00 LH CROSSOVER
PS 198+19.03 M 3.76 S. MAINTRACK
TO BE REMOVED
191+48 136# TAPER RAIL
191+28 MSR PANEL
PROPOSED PS #20 136# RBM
190+68.82 M. 3.61 SOUTH MAINTRACK
= 4+20.26 LH CROSSOVER
188+30 136# TAPER RAIL
OH
PP
BELL
UG S&C

CURVE DATA C1	
T.Δ	= 6°45'00"
D_c	= 2°
$T.S_T$	= 262.87'
L_s	= 187.99'
L_c	= 149.38'

CURVE DATA C5	
T.Δ	= 6°45'00"
D_c	= 2°
$T.S_T$	= 262.65'
L_s	= 187.99'
L_c	= 149.38'


PVI STA: 8+54.85
PVI ELEV: 768.07
LVC: 100.00
193+63.66
= 10+00.00
EVC : 192+68.51
EVCE: 768.11
BVC : 191+68.51
BVCE: 768.00
MAINTRACK TOP OF RAIL
PROPOSED PS #20 136# RBM POWER
190+68.82 M. 3.61 SOUTH MAINTRACK
= 4+20.26 WEST CROSSOVER
ELEV: 767.86
PROPOSED WEST CROSSOVER TOP OF RAIL
0.14%
PROPOSED PS #20 136# RBM POWER
186+48.56 M. 3.53 NORTH MAINTRACK
= 0+00 WEST CROSSOVER
ELEV: 767.27
14+00
12+00
10+00
8+00
6+00
4+00
SOUTH SHOOFLY TRACK STATIONING


RBC FINANCIAL GROUP
PROPOSED BUNGALOW 184+76 NORTH MAINTRACK
PROPOSED PS #20 136# RBM 183+32.44 M. 3.47 NORTH MAINTRACK = 4+20.26 RH CROSSOVER
180+93 136# TAPER RAIL
BELL
316' MSR PANELS PS-PS
INS JNT
CN FIBRE RETIRED IN PLACE
UG S&C
CN (ROGERS) TEMPORARY CABLE LOCATION
181+82 136# TAPER RAIL
PROPOSED PS #20 136# RBM 179+12.77 M. 3.39 SOUTH MAINTRACK = 0+00 RH CROSSOVER
179+53 MSR PANEL

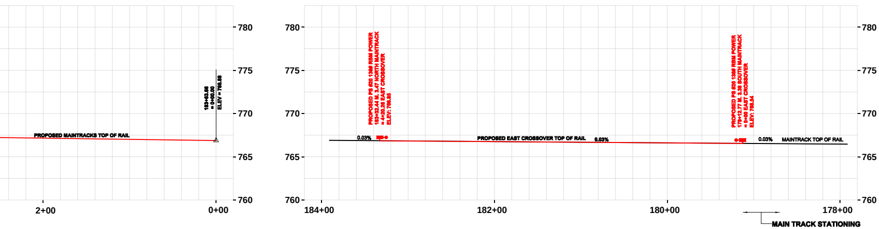
ALIGNMENT DATA			
NORTH MAINLINE SHOOFLY			
DESCRIPTION	STATION	NORTHING	EASTING
BEGIN	00+00	5523690.008	631586.494
PS	02+84.87	5523675.471	631480.889
TS	10+09.87	5523638.583	631263.012
SC	11+97.88	5523628.393	631206.628
CS	13+47.24	5523618.158	631162.266
ST	15+35.23	5523602.617	631107.117
TS	16+32.50	5523594.264	631078.671
SC	18+20.49	5523578.723	631023.522
CS	19+70.01	5523568.480	630979.118
ST	21+58.01	5523558.293	630922.734
TS	25+05.22	5523540.617	630818.388
SC	26+93.21	5523531.666	630761.794
CS	28+42.74	5523526.713	630716.494
ST	30+30.73	5523523.224	630659.303
TS	31+27.92	5523521.743	630629.715
SC	33+15.92	5523518.254	630572.524
CS	34+65.44	5523513.302	630527.225
ST	36+53.43	5523504.350	630470.631
END	36+63.07	5523503.860	630467.735

ALIGNMENT DATA			
SOUTH MAINLINE REPROFILING/SHOOFLY			
DESCRIPTION	STATION	NORTHING	EASTING
BEGIN	00+00	5523685.500	631567.257
PS	07+04.84	5523649.615	631355.440
TS	10+08.98	5523634.120	631264.041
SC	11+96.98	5523623.930	631207.657
CS	13+46.36	5523613.696	631163.296
ST	15+34.35	5523598.155	631108.146
TS	16+31.61	5523589.802	631079.701
SC	18+19.60	5523574.260	631024.551
CS	19+69.13	5523564.017	630980.147
ST	21+57.12	5523553.830	630923.763
TS	25+06.11	5523536.064	630818.886
SC	26+94.10	5523527.113	630762.292
CS	28+43.62	5523522.160	630716.992
ST	30+31.62	5523518.671	630659.801
TS	31+28.81	5523517.191	630630.213
SC	33+16.80	5523513.701	630573.022
CS	34+66.33	5523508.749	630527.722
ST	36+54.32	5523499.797	630471.129
END	36+67.40	5523499.131	630467.196

ALIGNMENT DATA			
PROPOSED EAST CROSSOVER			
DESCRIPTION	STATION	NORTHING	EASTING
PS	00+00	5523708.469	631702.856
TAN	01+56.00	5523701.957	631655.757
TAN	02+64.26	5523698.078	631622.989
PS	04+20.26	5523691.566	631575.890

ALIGNMENT DATA			
PROPOSED WEST CROSSOVER			
DESCRIPTION	STATION	NORTHING	EASTING
PS	00+00	5523675.471	631480.889
TAN	01+56.00	5523666.106	631434.274
TAN	02+64.26	5523658.976	631402.056
PS	04+20.26	5523649.611	631355.441

**NOTE: ALL STATIONING AND CURVE DATA IS IN IMPERIAL UNITS.
LOCALIZED COORDINATES ARE IN METRIC UNITS.**



LEG

FOR SHOOFLY AND FINAL

EXISTING	DESCRIPTION	PROPOSED
	POWER SWITCH	
	CROSSING PLANKS	
	CENTRELINE MAIN	
	CENTRELINE SPUR	
	RAIL REMOVE	
	RAIL RELIGN	
△ CP 000	SURVEY CONTROL POINT	
MH ●	MANHOLE	
→	DITCH FLOW DIRECTION	→
>—<	CULVERT	>—<
— – —	RAILWAY R/W	
TELE PED	TELEPHONE PEDESTAL	
	LIGHT POLE	
	GRAVEL ROADWAY	

SURVEY CON

CONTROL POINT	LOCATION
GBM_654006	GEODETIC BENCH MARK AT NW OF WAVERLY STREET DIVERSION AT W
GBM_654008	GEODETIC BENCH MARK AT SE CORNER OF CAMBRIDGE STREET.

NOTE: SURVEY CONTROL IS B

UNDERGROUND STRUCTURES

SUPV. U/G STRUCTURES   DATE

LOCATION OF UNDERGROUND STRUCTURES AS SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE, BUT NO GUARANTEE IS GIVEN THAT ALL EXISTING UTILITIES ARE SHOWN OR THAT THE GIVEN LOCATIONS ARE EXACT. CONFIRMATION OF EXISTENCE AND EXACT LOCATION OF ALL SERVICES MUST BE OBTAINED FROM THE INDIVIDUAL UTILITIES BEFORE PROCEEDING WITH CONSTRUCTION.

B.M.
ELEV.

NO.	REVISIONS	DATE	BY
0	ISSUED FOR TENDER	17/01/09	DBW

AECOM

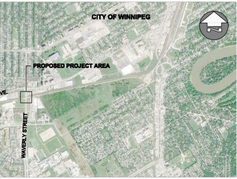
DESIGNED BY	–	CHECKED BY	–
DRAWN BY	–	APPROVED BY	–
HOR. SCALE	1:250	RELEASED FOR CONSTRUCTION	
VERTICAL	1:10		
DATE	–	DATE	

ENGINEER'S SEAL

CONSULTANT PROJECT NUMBER
16-3353

GENERAL NOTES

1. ALL UNITS ARE IN IMPERIAL (ft) UNLESS NOTED OTHERWISE.
2. THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTLITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT.
3. SURVEY CONTROL IS BASED ON LOCALIZED COORDINATES. DUE CARE MUST BE MADE TO PREVENT DESTRUCTION OR ALTERATION OF SITE CONTROL. IF UNAVOIDABLE THE ENGINEER ON SITE MUST BE NOTIFIED IMMEDIATELY.


CITY OF WINNIPEG
PROPOSED PROJECT AREA
VE.
WAVERLY STREET

LOCATION PLAN

NTS

END

EMBANKMENT DRAWINGS

EXISTING	DESCRIPTION	PROPOSED
	CONSTRUCTION EASEMENT	— · — · —
● CB	CATCH BASIN	● CB
—○——	SECURITY FENCE	—○——
—— OH —●P—	OVERHEAD POWER LINE WITH POLE	
——●P—	OVERHEAD TELEPHONE LINE WITH POLE	
—— T ——	UNDERGROUND TELEPHONE LINE	
—— GAS ——	UNDERGROUND GAS LINE	
—— P ——	UNDERGROUND POWER LINE	
————	PROPERTY LINE	
— UG S&C —	UNDERGROUND S & C CABLE	
—///—	UNDERGROUND FIBRE OPTIC LINE	—///—
— /// —	UNDERGROUND FIBRE RETIRE	
—— BELL ——	UNDERGROUND FIBRE OPTIC LINE (BELL)	—— BELL ——
— BELL — —	UNDERGROUND FIBRE REMOVE (BELL)	

NTROL POINTS

	ELEVATION	NORTHING	EASTING
CORNER ILKES AVENUE.	232.796	5523226.155	630679.436
F GRANT AVENUE AT	232.899	5524205.657	631153.515
ASED LOCALIZED COORDINATES.			

Winnipeg

THE CITY OF WINNIPEG
PUBLIC WORKS DEPARTMENT

WAVERLEY STREET UNDERPASS AT CN MILE 3.89 RIVERS SUB *CONTRACT 2: UNDERPASS STRUCTURE, RAILWORKS, ROADWORKS, LAND DRAINAGE SEWER, PUMPING STATION AND LANDSCAPING WORKS*	CITY DRAWING NUMBER U-239-2016-C2-CR-041
	SHEET 1 OF 1
PROPOSED SHOOFLY TRACK CONSTRUCTION	CONSULTANT DRAWING NUMBER C2-CR-501