PREFACE

The following information is provided to help guide you through the planning, design, and construction procedures for developing a rail-served facility. Union Pacific Railroad (UPRR) is committed to working with you to develop the most efficient and cost-effective rail project to meet your transportation needs.

Safety is UPRR’s top priority and all parties involved (employees, industries, customers, contractors, and others) are responsible for compliance with all safety requirements. Safety information can be found in Section 4.00.

Design, materials, and methods of construction for all aspects of proposed improvements impacting UPRR owned or maintained property shall be in accordance with the most current edition of the UPRR General Conditions and Specifications, UPRR Engineering Track Maintenance Field Handbook, and UPRR Standard Drawings. This technical manual provides minimum requirements for Industry owned and maintained property and supplements the aforementioned documents as well as the Checklist for Industry Track Submittals and sample plans/exhibits, which are periodically revised. References made to applicable resources throughout this document are not necessarily exhaustive but have been included to assist with project development and construction. It is the responsibility of the user to update and comply with the most current information, which can be found through the following link:

https://www.up.com/customers/ind-dev/operations/specs/track/index.htm

The American Railway Engineering and Maintenance-of-Way Association (AREMA) is commonly referenced throughout this document. AREMA provides technical information and recommended practices pertaining to the design, construction, and maintenance of railway infrastructure. AREMA resources and publications may be obtained through the following link:

https://www.arema.org/

The Industry and all affiliates shall not take advantage of any apparent errors, omissions, or discrepancies encountered. Upon such discovery, the appropriate UPRR representative shall be immediately notified to provide further interpretation, clarification, or remediation to help fulfill intent or application. In all cases, UPRR specifications shall supersede those supplied by the Industry and, at a minimum, where not otherwise specified, all aspects of design and construction shall meet AREMA specifications. The most restrictive provisions shall govern when there are differences encountered.

If you have any questions concerning project development or require further assistance, please contact the appropriate UPRR Network Economic and Industrial Development (NEID) representative. Contact information can be found through the following link:

https://www.up.com/customers/ind-dev/contacts/index.htm
SECTION 1 – INDUSTRIAL TRACK DEVELOPMENT OVERVIEW

1.00 PROCEDURES FOR INDUSTRIAL TRACK DEVELOPMENT

Prior to engineering and construction, the Industry shall familiarize themselves with UPRR’s NEID process, which may be found through the following link:

https://www.up.com/customers/ind-dev/index.htm

All aspects of project improvements, including design and construction, whether completed by UPRR or others, shall be completed at the Industry’s expense. The Industry is responsible for procurement of contractors, engineering design services, materials, permitting, flagging, rights-of-entry, all incidentals, and shall meet all safety, insurance, and all other requirements necessary for the safe and legal execution of work.

No work shall occur on UPRR property without prior authorization from UPRR.

1.10 DOCUMENT SUBMITTALS AND PROCEDURES

The Industry (or Industry’s consultant) shall prepare and submit all applicable plans, documents, and other project related information for UPRR review and acceptance. Submittals shall be made through UPRR’s online Engineering Document Exchange System (EDS), which has a file size restriction of 100MB. General information, submittal guidelines, and link for submitting documents through UPRR’s EDS can be found through the following link:


It is important that the Industry submit documents in the correct sequence and into the proper category within the EDS system - failure to do so may result in project delays. Plan submittals must progress sequentially in the following order: DevCon, 30% Plans (when applicable), Construction Plans, and Exhibit “A”. Submittals made out of order, or without UPRR acceptance of previous milestones, may be rejected without review and removed from EDS. If the EDS category is not available as a selection, contact the NEID manager. Uploaded files should have short names without special characters.

EDS upload procedures:

A. Visit: https://www.uprr.com/customers/ind-dev/doc_ex/jas/index.jas
B. Enter login credentials, select “Submit”
C. Select “Browse…” to locate and select file for upload
D. Enter a brief description of the file being submitted
E. Select the appropriate Document Type from the drop-down menu (DevCon, 30% Plans, Construction Plans, Structures, Other, etc.)
F. If applicable, select appropriate Revision Type
G. Enter Response Email (the Industry’s designated representative whom will receive notifications, requested revisions, or acceptance of the submittal)
H. If desired, include additional Comments to help clarify submittals
I. Select “Submit” (confirmation screen will appear after submittal)

Upon receipt by UPRR's Engineering Department, submittals will be distributed to other UPRR departments for review and acceptance, as needed. EDS will send notification of requested revisions or acceptance for each document to the Industry via the email address provided by the Industry.
After all design issues are resolved, all project documents have been accepted, and when applicable, UPRR will develop a cost estimate for UPRR incurred project costs and both parties will sign and execute an Industry Track Agreement (ITA).

1.20 UTILITIES

For utilities not owned by UPRR, the Industry shall be responsible for locating, design, and construction for all underground and overhead utility improvements including new construction, relocation, modification, protection, removal, and/or abandonment. Utility design and construction shall comply with UPRR requirements and/or AREMA specifications and be submitted to UPRR and the utility Owner for review and acceptance. UPRR will be responsible for design and construction of all underground and overhead utilities owned by UPRR.

1.30 STRUCTURES

As required and as directed by UPRR, UPRR shall be responsible for design and construction of UPRR owned or maintained structures. All structural elements including bridges, crash walls, retaining walls, large drainage structures and end treatments, unloading pits, bore pits, temporary shoring, falsework, utility improvements, and other structural improvements requiring specialized design shall meet UPRR standards and requirements.

Any rail bridge located within 500 feet of a proposed or existing point of switch shall be subject to review by UPRR Structures for determination of required bridge modifications. Upon evaluation, UPRR will notify the Industry of necessary walkway/handrail or other project specific requirements. If the structure is owned or maintained by the UPRR, the design and installation of the walkway and handrail system shall be completed by UPRR at the Industry’s expense. If the structure is owned or maintained by the Industry, the Industry will design and install the walkway and handrail system. The design of the walkway and handrail system shall be reviewed and accepted by UPRR prior to construction.

It is the responsibility of the Industry to design and test all scales in accordance with current industry standards, guidelines, and specifications. UPRR will not review and/or test scales; however, if scales are ever found to have been constructed and tested out of compliance, UPRR will require scales be brought into compliance by whatever means necessary. Guidelines for scale design include, but are not limited to:

B. Association of American Railroads (AAR) Scale Handbook: [https://aarpublications.com/](https://aarpublications.com/)

1.40 ACCESS ROADS & ROAD CROSSINGS

The Industry shall be responsible for providing suitable temporary and/or permanent access for use by UPRR for purposes of construction, providing rail service, and maintenance of UPRR owned or operated equipment. Suitable access may include, but not be limited to, properly constructed and maintained access roads, at-grade crossings, bridges, or grade separations. Terms and conditions of access will be covered by applicable agreements to address ownership, maintenance, and use.

As a general policy, UPRR prohibits the construction of new public or private roadways across tracks owned by UPRR. If a project requires the construction of a new crossing across UPRR owned or operated tracks, written authorization will be required from UPRR Public Projects (UPRR field personnel cannot authorize) and all applicable governing agencies. If authorized, a separate crossing agreement will be required. The Industry will be responsible for necessary studies, design, construction, and obtaining of all applicable agency approvals, permits, and agreements.

Proposed track, turnouts, or removal of existing track at all crossings (at-grade or track/roadway grade separation), whether public or private, will require a diagnostic review. Each crossing location will be evaluated individually by UPRR and, if applicable, governing roadway agencies. All crossings shall
require the installation warning devices, to be jointly determined by means of a diagnostic review. The type(s) of warning device(s) on public roadways will be jointly determined amongst UPRR, roadway authorities, and/or governing agencies. Be advised, if a proposed road crossing is located near an existing crossing, the existing crossing warning devices may require upgrades including signage, pavement markings, automated crossing signals, flashers, or gates. In addition to required warning devices, all crossings (at-grade or track/roadway grade separation), whether public or private, shall be included in the Federal Railroad Administration (FRA) inventory of road crossings and will require an assigned Department of Transportation (DOT) number and Emergency Notification Sign(s).

If the portion of track owned and operated by Industry falls within close proximity of public or private roadways and requires signalization, UPRR will determine UPRR’s involvement with signal design, construction, and maintenance work, which may need to be designed and constructed by the Industry per UPRR and/or AREMA specifications.

If proposed construction intersects existing UPRR ROW road (at grade) and it is determined the UPRR ROW road will be allowed to cross the proposed track, ownership of proposed track, by UPRR, typically will extend to include the at-grade crossing.

1.50 CONSTRUCTION

All materials and methods of construction used for the proposed project shall comply with UPRR accepted plans and meet UPRR standards and specifications. All material provided for UPRR installation, ownership, and maintenance shall be new, unless approved by UPRR Engineering Project Design. UPRR prefers that Industries have their rail contractor furnish UPRR track material for projects requiring UPRR track construction. If required, the Industry shall supply temporary joint bars and other track materials (OTM) for temporary connection with UPRR track or turnouts until welds can be made. All temporary joint bars and OTM may be retained by the Industry upon completion of welding.

Upon UPRR acceptance of the Construction design, and prior to execution of the ITA, the Industry may purchase turnouts or any other required track materials from UPRR approved vendors (Std Dwg 6003) at Industry’s risk. The terms associated with the procurement, assembly, and installation of turnouts and track materials is project-specific, may be restrictive, and subject to UPRR acceptance. Some regions of the UPRR require all track material supplied (ties/turnouts) be pre-plated by robotic assembly. The industry shall supply track material on-site for UP installation that is pre-plated (ties/turnouts) and shall verify with the UPRR Engineering Design Representative, prior to ordering, if fully robotic assembly is required. The Industry shall provide the UPRR Engineering Design Representative verification the material is procured from a fully robotic assembly line in the form of a vendor invoice. This information will be outlined within the Scope of Work Matrix and included in the ITA.

Prior to performing any construction on UPRR property, the following shall occur:

A. Receive approval of Construction Plans.
B. Secure a fully-executed Contractor’s Right-of-Entry (CROE) agreement. All CROE and ITA agreement correspondence (excluding crossing agreements) shall be routed through UPRR_RETrack@up.com
C. The designated UPRR representative shall be notified in writing at least 30 working days prior to start of construction so that appropriate safety precautions may be taken.
D. All rights-of-entry and applicable permits shall be obtained at the Industry’s expense.
E. UPRR’s Call Before You Dig shall be contacted by submitting a ticket at http://www.up.com/cbud to obtain fiber optic information prior to track construction within UPRR property. The phone number 1(800)336-9193 remains active for emergency use only.
F. The Industry’s contractor is also responsible for utility locates and securing dig permits from appropriate local one-call services prior to any grading, construction, or other utility work.
G. Proposed improvements shall be constructed per UPRR accepted plans. Any subsequent changes made shall require written UPRR acceptance prior to construction, which may cause
project delays. Not seeking prior UPRR acceptance of subsequent changes may potentially result in reconstruction.

1.60 CONSTRUCTION BY UPRR

Typically, UPRR constructs, owns, and maintains the connection to any existing UPRR owned tracks from the switch connection (point of switch) to the 13-foot clearance point. For projects where the turnout and derail are powered and/or connected to UPRR’s signal system, UPRR will typically construct, own, and maintain track beyond the derail to a location determined by UPRR.

The Industry’s contractor shall be responsible for all grading and placement of subballast for the entire project, including regions designated for UPRR track, turnout, derail, wayside equipment, and signal construction. Areas requiring UPRR construction shall be prepared in accordance with UPRR General Conditions and Specifications and acceptance by UPRR in advance of UPRR mobilization and construction.

Generally, any signal work associated with connecting a new industry track to an existing UPRR owned track will be designed and constructed by UPRR labor forces. UPRR will review each project to evaluate project-specific needs and communicate anticipated signal design and construction requirements.

1.65 CONSTRUCTION COMPLETION

After performing any construction on UPRR property, the following shall occur:

A. The Industry shall restore UPRR property to conditions equal to or better than pre-construction conditions. UPRR owned rail and OTM may be retained by UPRR at the discretion of UPRR Engineering. The Industry shall dispose of all debris and excess materials (ties, ballast, subballast, soil, etc.) in a safe and legal manner.

B. Upon completion of construction, UPRR’s designated representative shall be contacted for an on-site walkthrough inspection and final UPRR acceptance of all improvements.

C. UPRR may request “as-built” plans from the Industry. The “as-built” plans will show the corrected stationing, geometry, structures, and clearances. If necessary, UPRR may require a revised or supplemented ITA.

D. UPRR will not provide service until UPRR acceptance has been made.

1.70 PROJECT EXEMPTIONS

At any time throughout engineering design and construction, the Industry shall be responsible for requesting project exemptions and obtaining documented acceptance if compliance with UPRR standards, specifications, requirements, and accepted submittals cannot be achieved. Requested exemptions shall be made by filling out the Exemption Table, which is to be included with each applicable submittal as Sheet 2 and include a concise description, project location, plan set reference location, and explanation for why the exemption request is being made. Upon request, graphic proof to scale will be required from the Industry and submitted along with the plan set drawing to document and show why UPRR’s standards cannot be met. UPRR’s acceptance of requested exemptions shall be obtained prior to procurement, fabrication, delivery, installation, or construction of anything related to each requested exemption. Requested exemptions will likely result in project delays.

If project exemptions are not required, the Exemption Table shall still be included with plan submittals to demonstrate that exemptions have not been requested or accepted by UPRR as part of the project. In such cases, the Exemption Table shall be completed with “None” or “N/A” entered in appropriate fields and submitted as Sheet 2 of all plan set submittals.
SECTION 2 – SUBMITTALS

2.00 SUBMITTAL REQUIREMENTS

All submittals shall include all applicable information outlined within UPRR’s Checklist for Industry Track Submittals. Plans shall use the UPRR Standard Border, Legend, and Abbreviations (UPRR Exhibit GL001). These files are available to assist the designer and include MicroStation seed files, sheet borders, etc. UPRR sample plans and exhibits represent UPRR’s preferred formatting and also include information typically required for each submittal. Sample plans and exhibits, UPRR resource files, the Checklist for Industry Track Submittals, and Exemption Table can be found through the following link:

https://www.up.com/customers/ind-dev/operations/specs/track/index.htm

Projects require the following milestones and submittals for UPRR review and acceptance:

A. DevCon: Industrial Development Concept (DevCon) is a simplified plan depicting key project elements with a description of proposed rail operations, which allows UPRR to evaluate rail serviceability.

B. 30% Plans: Upon UPRR’s evaluation of the DevCon submittal, UPRR will determine and notify the Industry if 30% Plans are required for the project. At a minimum, 30% Plans will be required for projects involving UPRR design or construction. If required, 30% Plans shall include additional details pertaining to track, signal, and other aspects of proposed construction; UPRR’s Signal Department will be responsible for all signal design work on track owned by UPRR whom will evaluate and assign signalization roles and responsibilities throughout project review process. UPRR will determine UPRR’s involvement with signal design, construction, and maintenance work, which may need to be designed and constructed by the Industry per UPRR and/or AREMA.

C. 30% On-site Meeting: For projects requiring 30% Plans and/or UPRR design or construction, an on-site project review meeting will be required. The on-site meeting shall be held with the Industry and UPRR to review existing site conditions and compatibility with proposed improvements. UPRR will coordinate the on-site meeting to closely align with the Industry’s submittal of 30% Plans.

D. Structures: Detailed drawings for all track structures (bridges, drainage structures, retaining walls, shoring, receiving pits, concrete loadout slabs, buildings, etc.), Drainage Study, clearance diagrams, and utility information/exhibits; the Industry shall include remarks in the comment section noting the type of document being uploaded.

E. Other: Miscellaneous project documents (i.e., pictures, construction schedules, traffic study, geotechnical report, electrical/lighting plans, exhibits, revisions/addenda, etc.); the Industry shall include remarks in the comment section noting the type of document being uploaded.

F. Construction Plans: Final plans including all track geometry, track plan and profiles, grading and cross sections, details, material specifications, etc. required to obtain UPRR’s acceptance prior to construction.

G. Pre-construction On-site Meeting: For all projects, and upon submittal of Construction Plans, an on-site pre-construction meeting will be required. The on-site meeting shall be held with the Industry and UPRR to review existing site conditions and compatibility with proposed improvements and all construction documents. UPRR will coordinate the on-site meeting after Industry submittal of the Construction Plans.

H. PTC-KMZ: Upon submittal of 30% Plans, the Industry shall submit a georeferenced .kmz file of the project. The file will encompass the proposed point of switch of the mainline connection to 1,200 feet beyond the UPRR end of maintenance including all proposed points of switches and 13’ clear points for existing and proposed tracks. The file will be submitted through EDS as a .zip file. (.kmz files are not directly supported). If track geometry changes are made after UPRR’s acceptance of 30% Plans, then resubmittal of the georeferenced .kmz file will be required and UPRR acceptance must be obtained. Uploaded files should have short names without special characters.
I. Exhibit “A”: A simplified track plan to be included as an exhibit within the ITA.

2.10 DEVELOPMENT CONCEPT (DEVCON)

The example UPRR DevCon Print should be used as a guideline for preparing the DevCon submittal. The DevCon is a simplified plan showing key components of the project including existing and proposed horizontal track geometry and proposed rail operations. UPRR will use the DevCon to evaluate feasibility of providing rail service to the site.

The DevCon submittal requirements are detailed in the Checklist for Industry Track Submittals. The following information provides supporting clarification to the DevCon submittal requirements:

A. Future Tracks: Future tracks are to be depicted to demonstrate compatibility with future expansion. UPRR will provide limited review of future tracks, which shall not be shown on subsequent submittals. UPRR acceptance of the DevCon submittal does not imply or guarantee acceptance of future track serviceability, layout, design, etc. Development of future tracks shall follow UPRR NEID procedures as a separate project.

B. Operating Plan: Operating plan needs to include the type of cars contemplated and the proposed sequence of these movements. Indicate whether UPRR shall accommodate Unit Train or Manifest service. Plans must also include the names of all tracks (as indicated on the Checklist for Industry Track Submittals), occupied by Unit Train service (i.e. receiving, staging, departure tracks), staging of inbound/outbound railcars, crew change locations, intraplant switching, and railcar moving devices. This information will be used for UPRR’s interdepartmental review.

C. Crossings: Existing and proposed crossings within 1000’ of any proposed connection to UPRR track shall be depicted. Existing and proposed crossings inside the Industry and any track mobile set-on/set-off are to be depicted and shall be called out as such. Call out with DOT number and roadway name shall be included for existing public or private crossings. Track mobile set-on/set-off shall be configured to ensure only one approach is accessible. The use of bollards or other devices may be used for this purpose. Failure to properly depict crossings or track mobile set-on/set-off will result in delays scheduling diagnostic meetings, plan approvals, and additional cost.

D. Dimensions: Include dimensions from proposed PS to items such as 13’CP, derail, insulated joints, EOM, etc. Distance from existing or proposed Industry driveway to existing or proposed roadway/rail crossing shall be identified.

2.20 30% PLANS

Upon acceptance of DevCon Plans, UPRR will notify the Industry if 30% Plans will be required, which are generally necessary for projects involving UPRR track and/or signal construction. The example UPRR 30% Design Print should be used as a guideline for preparing the 30% Plans submittal. The purpose of the 30% Plans is to establish the exact locations of turnouts, structures, road crossings, signalized equipment, and horizontal and vertical track geometry. Documents that are to be submitted through EDS under the “Structures” category (Drainage Study, structures, culverts, clearance, utilities, etc.) may be submitted concurrently with 30% Plans, or at the Industry’s earliest convenience. If turnout locations are altered after acceptance of 30% Plans, the signal design process will have to start over, causing delays and increasing costs.

The 30% Plans submittal requirements are detailed in the Checklist for Industry Track Submittals. The following information provides supporting clarification to the 30% Plans submittal requirements:

A. Track Materials: UPRR’s standard rail and tie configurations are to be used. If any other type of track support system is to be used, detailed structural plans and calculations shall be provided for UPRR review and acceptance.

B. Rail Bridges: All existing UPRR bridges within 500 feet of any turnout shall be shown.

C. Drainage: All existing and proposed drainage structures under all existing and proposed roads and in the construction area that would affect drainage on UPRR property shall be shown and
follow requirements. Detailed culvert and/or bridge plans and supporting hydrologic and hydraulic Drainage Study shall be submitted through UPRR’s EDS system under the “Structures” category.

D. Under Track Structures: Detailed plans of any proposed under track structures shall be submitted through UPRR’s EDS system under the “Structures” category.

E. Overhead Structures: The clearance envelope must show the minimum clearances when the device is in use and in the retracted position for train movements. Detailed plans of any proposed overhead loading devices, including side-unloading racks with retractable platforms, shall be submitted through UPRR’s EDS system under the “Structures” category.

F. Electrical Service: The Industry shall provide metered electrical service when the proposed track project requires power for facilities such as, but not limited to: wayside signals, active warning devices, power operated turnouts and/or derails, switch heaters, overhead lighting and illumination, impaired clearance signs, or other facilities. Show location, indicate overhead or underground, and the size of proposed electrical service. Show location of poles and size of wireline for any overhead lights, etc.

G. Utilities: All existing and proposed utilities (overhead or underground) that cross or parallel within close proximity of any existing or proposed track shall be depicted. Utility drawings and exhibits shall be submitted through UPRR’s EDS system under the “Structures” category.

H. GPS Information: Call out all proposed point of switch, point of derail, 13’ clear point, End of Maintenance signs to 1,200 feet inside the Industry beyond the UPRR End of Maintenance. Measurements shall be taken from center of track using WGS84 Datum in decimal format, to eight decimal places. End of UPRR Operations signs, regardless of location, will require this information.

I. PTC-KMZ: Upon submittal of 30% Plans, the Industry shall submit a georeferenced .kmz file of the project. The file will encompass the proposed point of switch of the mainline connection to 1,200 feet beyond the UPRR end of maintenance including all proposed points of switches and 13’ clear points for existing and proposed tracks. The file will be submitted through EDS as a .zip file. (.kmz files are not directly supported). If track geometry changes are made after UPRR’s acceptance of 30% Plans, then resubmittal of the georeferenced .kmz file will be required and UPRR acceptance must be obtained. Uploaded files should have short names without special characters

2.30 CONSTRUCTION PLANS

Construction Plans are required for all projects to establish all elements of existing conditions and proposed improvements for UPRR’s acceptance prior to construction.

The Construction Plans submittal requirements are detailed in the Checklist for Industry Track Submittals. The following information provides supporting clarification to the Construction Plans submittal requirements:

A. Track Grounding: The track, or segment of track, on which railcars may stand while a flammable liquid or flammable compressed gas is being loaded or unloaded shall be bonded at each rail and grounded (see UPRR Std. Dwg. No. 6002).

B. Clearances: Show all horizontal clearances, perpendicular from adjacent track centerline, to any obstruction within 20 feet of all existing and proposed tracks.

2.40 EXHIBIT “A”

The example UPRR Exhibit “A” Print should be used as a guideline for preparing the Exhibit “A”. All industry tracks operated by UPRR are covered by an ITA that specifies each party’s responsibility for construction, maintenance, and operations of the industry tracks. The Exhibit “A” drawing is a simplified track plan used as an exhibit in the ITA, and because the ITA is a legally binding agreement, the Exhibit “A” shall be accurate, legible having a minimum 10-point font, easy to interpret, and shall not contain aerial imagery.
SECTION 3 – DESIGN SPECIFICATIONS

Engineering design of proposed construction being performed on UPRR property shall comply with the most current versions of the UPRR General Conditions and Specifications and UPRR Standard Drawings. The design specifications below are minimum requirements for all other construction. For any specifications not covered, contact UPRR’s designated project representative.

3.00 TRACK ALIGNMENTS

Geometry:

Tracks alignment geometry and stationing shall be established using the 100-foot chord definition:

**FIGURE A**
CIRCULAR CURVES WITH SPIRAL TRANSITION

- $I$ - TOTAL INTERSECTION ANGLE
- $\Theta_s$ - SPIRAL ANGLE = $\frac{\Delta L}{2}$
- $\Delta$ - CENTRAL ANGLE OF CIRCULAR CURVE = $I - 2\Theta_s$
- $Dc$ - DEGREE OF CURVE
- $A$ - RATE OF CHANGE OF DEGREE OF CURVE PER 100 FT. OF LENGTH = $\frac{\Delta c}{L}$
- $R$ - RADIUS OF CIRCULAR CURVE
- $T$ - TANGENT LENGTH OF CIRCULAR CURVE = $R \tan \frac{\Delta}{2}$
- $L$ - LENGTH OF CIRCULAR CURVE = $\frac{\Delta}{Dc} \times 100$

**FIGURE B**
SIMPLE CIRCULAR CURVE

- $R$ - RADIUS OF CIRCULAR CURVE
- $\Delta$ - CENTRAL ANGLE OF CIRCULAR CURVE
- $T$ - TANGENT LENGTH OF CIRCULAR CURVE
- $L$ - LENGTH OF CIRCULAR CURVE = $\frac{\Delta}{Dc} \times 100$

$Dc = 2 \sin^{-1} \left( \frac{R}{R+T} \right)$ - DEGREE OF CURVE (CHORD DEFINITION)

**Legend**
- PS - TANGENT TO SPIRAL
- PSC - SPIRAL TO CURVE
- PCS - CURVE TO SPIRAL
- PT - SPIRAL TO TANGENT
- MAIN TAN PI - POINT OF INTERSECTION OF MAIN TANGENTS
- (TS IN) - TANGENT LENGTH OF COMPLETE CURVE = $(R+\Theta) \tan \frac{1}{2} \Theta$
- (TS OUT) - TANGENT LENGTH OF COMPLETE CURVE = $(R-\Theta) \tan \frac{1}{2} \Theta$ (WHEN SPIRAIS OF EQUAL LENGTH ARE USED ON BOTH SIDES OF CIRCULAR CURVE, SEE FIGURE C. FOR $\Theta$ AND $I$)
Stationing:

Track stationing for UPRR tracks shall be determined from UPRR valuation maps, or as otherwise directed by UPRR. Industrial track alignments and stationing shall begin with Sta. 0+00 at the point of switch for each track alignment.

Horizontal Curves:

Horizontal curves shall be designed having the minimum degree of curvature practical and have a preferred minimum length of 100 feet, and shall not be less than 60 feet in length.

For unit train operations, horizontal curves shall not exceed 7°30'00" (chord definition, radius = 764.49 ft.); curves exceeding 7°30'00" will require acceptance from UPRR’s Engineering Department. The addition of curve block plates and continuous welded rail may be requested for curves exceeding 7°30'00".

For manifest operations, horizontal curves shall not exceed 10°00'00" (chord definition, radius = 573.69 ft.); curves exceeding 10°00'00" will require acceptance from UPRR’s Engineering Department. The addition of curve block plates and continuous welded rail may be requested for curves exceeding 10°00'00".

Horizontal curves adjacent to turnouts shall comply with turnback curve radii shown on UPRR Std. Dwg. 0050.

Horizontal curves shall not begin, end, or fall within the limits a vertical curve or turnout, from stock rail prior to the switch point through the last long tie of the turnout.

The minimum tangent distance between reversing curves shall comply with UPRR Std. Dwg. 0018.

The minimum facing point distance between turnouts shall comply with UPRR Std. Dwg. 0017.

Minimum Track Centers for Industrial Tracks:

Other than required connections, industry tracks, access roads, and facilities shall be designed and constructed off UPRR property. All industry tracks shall meet the following minimum requirements:

A. 15-foot track centers preferred between industry owned tracks.
B. 15-foot track centers when industry owned track is adjacent to an industry owned lead track.
C. 20-foot track centers when industry owned track is adjacent to an industry owned switching lead.
D. 25-foot track centers when industry owned track is adjacent to a UPRR track not considered a main or branch line track.
E. 45-foot track centers when industry owned track is adjacent to a UPRR main or branch line track.

Clear Lengths:

Track clear lengths and track storage capacities shall account for clearance point markings, at-grade crossing clearances, end of track device with properly installed sign, any buffer distance, and be calculated in accordance with UPRR Std. Dwg. 0025, UPRR Std. Dwg. 0026, and UPRR Std. Dwg. 0030, and consideration for coupling with locomotive and first car both in tangent track.

Resources:

A. UPRR Exhibit “A-3” – Preferred Layout Standards for Industrial Track
B. UPRR Std. Dwg.:
   i. 0017 – Facing Point Turnout Arrangement
   ii. 0018 – Minimum Tangent Distance

Last Revised: November 10, 2022
 iii. 0025 – Rail Marking for Engines, Cars or Equipment clear of Road Grade Crossings
iv. 0026 – Clearance Point Marking
v. 0030 – Standard Treatment for End of Track
vi. 0050 – Design Data for Turnout Layout
vii. 0080 – Standard Turnout Applications
viii. 5001 – Nomenclature for Most Turnouts

C. AREMA Manual:
   i. Chapter 5, Part 3 – Curves
   ii. Chapter 14, Part 4.4.2.6.1 – Track Geometry - Unit Train Facility
   iii. Chapter 14, Part 4.4.2.6.2 – Track Geometry - Non-Unit Train System

3.10 TRACK PROFILES

Track profiles shall be designed for the least grade practical, having minimal grades changes, and with grades not exceeding those shown on UPRR Exhibit “A-3”.

Vertical curves must have a minimum length of 100 feet and be designed with the longest curve and smallest V/L practical. Per UPRR Std. Dwg. 0016, the V/L shall not exceed values corresponding with each track’s designated classification.

For unit train operations, the rate of change for vertical curves shall be no more than 0.12 per 100 foot station in sags and 0.20 per 100 foot station in summits.

The minimum distance between vertical curves shall be 100 feet.

Vertical curves shall not begin, end, or fall within the limits a horizontal curve or turnout, from stock rail prior to the switch point through the last long tie of the turnout.

Resources:
   A. UPRR Exhibit “A-3” – Preferred Layout Standards for Industrial Track
   B. UPRR Std. Dwg. 0016 – Vertical Curve Design
   C. AREMA Manual:
      i. Chapter 5, Part 3 – Curves
      ii. Chapter 14, Part 4.4.2.6.1 – Track Geometry - Unit Train Facility
      iii. Chapter 14, Part 4.4.2.6.2 – Track Geometry - Non-Unit Train System

3.20 TURNOUTS

Turnout application, size, frog type, and materials for proposed turnouts shall correspond with UPRR Std. Dwg. 0080. Common Standard turnouts shall be used for turnouts owned and/or maintained by UPRR. Industry owned turnouts shall be No. 9 or larger; industry turnouts meeting AREMA specifications will be acceptable.

All turnouts along UPRR owned or maintained track shall be insulated and equipped with a new standard switch stand and target supplied by a UPRR approved vendor. The type of switch stand shall be designated by UPRR’s Engineering Department.

Proposed turnouts located within 300 feet from the edge of an at-grade crossing's surface will require written approval from UPRR’s Engineering Department. If a proposed turnout is located near an at-grade crossing or rail/roadway grade separation, refer to Section 1.40 – Access Roads & Road Crossings.

If a turnout is to be powered operated (POTO), special ties and components may be required. In most cases, POTO turnouts do not require a standard switch stand. Power operated derails with special ties and components may be required if a POTO is used.
If a proposed turnout is located within 500 feet of a bridge, refer to Section 1.30 – Structures. Turnouts shall not be installed within 100’ of a rail bridge.

Resources:
A. UPRR Industrial Track Specifications, Section 4.80 – Track
B. UPRR Std. Dwg.:  
   i. 0017 – Facing Point Turnout Arrangement  
   ii. 0050 – Design Data for Turnout Layout  
   iii. 0080 – Standard Turnout Applications  
   iv. 5001 – Nomenclature for Most Turnouts
C. AREMA Manual Chapter 5, Part 3.4 – Speeds of Trains through Level Turnouts

3.30 DERAILS

Derail application, type, and location of proposed derails shall correspond with UPRR Std. Dwg. 2000. Power operated derails with special ties and components may be required if a POTO is used.

Resources:
A. UPRR Industrial Track Specifications, Section 4.80 – Track
B. UPRR Std. Dwg. 2000 – Permanent Derail Installation Instructions

3.40 DRAINAGE

A comprehensive hydrologic and hydraulic Drainage Study is required when the following occurs:

A. Additional runoff is discharged towards UPRR’s right-of-way.
B. A UPRR drainage structure is being added, removed, or modified.
C. A drainage structure is being added, removed, or modified upstream or downstream of a UPRR structure.

The Drainage Study and all drainage improvement designs, plans, drawings, and exhibits shall be submitted through UPRR’s EDS system under the “Structures” category.

The Drainage Study for UPRR owned or maintained track must include, but is not limited to:

A. Top of rail elevations.
B. The 50-year and 100-year water surface elevations for both the existing and proposed conditions.
C. Flow rates for both events.
D. Location map of drainage area(s), including UPRR mileposts and engineering stations.
E. Size of the drainage area(s).
F. Location of the water flowing along the right-of-way.
G. Location where the water leaves the right-of-way.

The following UPRR criteria for sizing bridges and culverts on UPRR owned or maintained track is used to determine the adequacy of existing and proposed structures:

A. The 50-year flood elevation shall not come into contact with the crown of the culvert or the low chord of the bridge, whichever is applicable.
B. The 100-year flood elevation shall not exceed the track subgrade elevation at the structure.
C. Both UPRR’s criteria and local criteria shall be evaluated, and the more restrictive shall be adopted in sizing the drainage structure or replacement.
D. If the existing structure opening more than satisfies the foregoing criteria, a smaller section which satisfies the criteria set forth above may be recommended.
E. Minimum preferred culvert diameter allowed under UPRR owned or maintained track is 36 inches (36”).

F. The use of any drainage culverts other than helical lockseam corrugated metal pipe (CMP) or smooth steel pipe (SSP) will require prior acceptance by UPRR before installation.

G. The use of elliptical or arch pipe is strictly prohibited.

If an existing bridge or culvert does not meet design criteria, UPRR will consider and evaluate alternatives such as relief bridges on the overbank floodplain, raising track grades, or other measures. All drainage structures shall be designed, at a minimum, to meet the latest edition of the AREMA Manual. If the drainage structure falls within a FEMA-designated floodplain or floodway, the water surface elevation for a 100-year event shall be determined, regardless of line classification.

The Drainage Study for Industry owned or maintained track must include, but is not limited to:

A. Top of rail elevations.
B. The 25-year and 50-year water surface elevations for both the existing and proposed conditions.
C. Flow rates for both events.
D. Location map of drainage area(s), including UPRR mileposts and engineering stations.
E. Size of the drainage area(s).
F. Location of the water flowing along the right-of-way.
G. Location where the water leaves the right-of-way.

The following UPRR criteria for sizing bridges and culverts on Industry owned or maintained track is used to determine the adequacy of existing and proposed structures:

A. The 25-year flood elevation shall not come into contact with the crown of the culvert or the low chord of the bridge, whichever is applicable.
B. The 50-year flood elevation shall not exceed the track subgrade elevation at the structure.
C. Both UPRR’s criteria and local criteria shall be evaluated, and the more restrictive shall be adopted in sizing the drainage structure or replacement.
D. If the existing structure opening more than satisfies the foregoing criteria, a smaller section which satisfies the criteria set forth above may be recommended.
E. Minimum preferred culvert diameter allowed under Industry owned or maintained track is 30 inches (30”).
F. The use of any drainage culverts other than CMP or SSP will require prior acceptance by UPRR before installation.
G. The use of elliptical or arch pipe is strictly prohibited.

Resources:

A. UPRR Industrial Track Specifications, Section 4.40 – Shoring
B. UPRR Bridge Std. Plan:
   i. 680000 – General Notes and Details for Round Steel Pipe Culverts
   ii. 680010 – Construction Notes and Table for Smooth Steel Pipe Culverts
   iii. 680021 – Construction Notes Corrugated Metal Pipe Culverts
   iv. 680030 – Construction Notes and Table for Structural Plate Pipe Culverts
C. UPRR General Conditions and Specifications:
   i. Section 33 42 00 – Culverts
   ii. Section 33 42 16 – Reinforced Concrete Box Culverts
   iii. Section 33 42 20 – Smooth Steel Pipe Culverts
   iv. Section 31 37 00 – Rip Rap
   v. Section 40 05 39 – Reinforced Concrete Pipe
D. UPRR Engineering Track Maintenance Field Handbook:
   i. Section 1.2 – Drainage
   ii. Section 1.3 – Surface Drainage
   iii. Section 1.4 – Subsurface Drainage

Last Revised: November 10, 2022
E. AREMA Manual:
   i. Chapter 1, Part 3 – Natural Waterways
   ii. Chapter 1, Part 4 – Culverts
   iii. Chapter 8, Part 10 – Reinforced Concrete Culvert Pipe

3.50 CLEARANCES

Horizontal and vertical clearances shall comply with UPRR Guidelines for Rail Separation Projects and UPRR Std. Dwg. 0038. All clearance exhibits shall be submitted through UPRR’s EDS system under the “Structures” category.

States may have vertical or horizontal clearance requirements slightly less than UPRR standards. In these instances, UPRR may accept the State’s lesser clearance requirements; however, the Industry will be required to sign an agreement with UPRR that includes language regarding the impaired clearance. In any instance, when either horizontal or vertical clearances are less than those of the State, UPRR, or Public Service Commission, the Industry shall secure necessary approval from the appropriate State Authority for each impaired clearance. The agreement covering service to the Industry’s track will include specific reference to the substandard clearance involved. When State law requires clearances that are more restrictive, such laws shall govern.

Clearance Warning Signs shall be in accordance with UPRR Std. Dwg. 0507.

Minimum clearances with respect to installation of loading or unloading facilities for handling Liquefied Petroleum Gas (LPG), anhydrous ammonia, ethanol, or other Hazardous Materials shall be maintained in accordance with Sec. 172.101-Hazardous Materials Table, of the U.S. Dept. of Transportation’s hazardous materials regulations.

Loading and unloading tracks, storage tanks and other permanent installations shall be governed by the following table:

<table>
<thead>
<tr>
<th>Activity / Description</th>
<th>Class 3: Combustible Liquids</th>
<th>Class 8: Corrosive Materials</th>
<th>Class 9</th>
<th>All Other Classes of Hazardous Materials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loading and Unloading</td>
<td>50 Feet</td>
<td>25 Feet</td>
<td>50 Feet</td>
<td>100 Feet</td>
</tr>
<tr>
<td>Storage of Loaded Tank Cars</td>
<td>25 Feet</td>
<td></td>
<td>50 Feet</td>
<td></td>
</tr>
<tr>
<td>Storage in Tanks</td>
<td>50 Feet</td>
<td></td>
<td>100 Feet</td>
<td></td>
</tr>
</tbody>
</table>

Exceptions to these clearances will require a project exemption request followed by review and acceptance from UPRR.

Consideration must be given for placement of turnouts and derails to avoid conflicts with adjacent tracks, signal and wayside equipment, communication lines, utilities, access roads, ditches, waterways, structures, or other adjacent features.

Resources:
A. Guidelines for Rail Separation Projects
B. UPRR Std. Dwg.:
   i. 0025 – Rail Marking for Engines, Cars or Equipment Clear of Road Grade Crossing
   ii. 0038 – Standard Minimum Operating Clearances
   iii. 0507 – Clearance Warning Signs
C. UPRR Engineering Track Maintenance Field Handbook, Section 2.4 – Clearances
D. AREMA Manual, Chapter 28 – Clearances
3.60 UTILITIES

Design of utility improvements shall comply with UPRR requirements and/or AREMA specifications and be submitted to UPRR and the utility Owner for review and acceptance.

Proposed utility improvements within UPRR right-of-way shall be submitted through the following link:

http://www.up.com/real_estate/utilities/index.htm

Proposed utility improvements outside UPRR right-of-way shall be submitted through UPRR’s EDS system under the “Structures” category.

UPRR’s wireline specifications can be found through the following link:

http://www.up.com/real_estate/utilities/wireline/wirespecs/index.htm

UPRR’s pipeline crossing procedures can be found through the following link:

https://www.up.com/real_estate/utilities/pipeline/pipeline_procedure/index.htm

Resources:

A. UPRR Industrial Track Specifications:
   i. Section 1.20 – Utilities
   ii. Section 3.50 – Clearances
   iii. Section 4.40 – Shoring

B. UPRR General Conditions and Specifications:
   i. Section 01 18 13 – Utility Lines
   ii. Section 33 05 23 – Pipe Under Crossing
   iii. Section 33 05 25 – Horizontal Directional Drilling

C. AREMA Manual, Chapter 1, Part 5 – Utilities

3.70 STRUCTURES

All structural elements including road bridges, rail bridges, crash walls, retaining walls, culverts, end treatments, unloading pits, bore pits, temporary shoring, falsework, utility improvements, and other structural improvements require specialized design and shall meet all UPRR requirements. All structural designs, plans, drawings, and exhibits shall be submitted through UPRR’s EDS system under the “Structures” category.

Resources:

A. UPRR Industrial Track Specifications
   i. Section 1.20 – Utilities
   ii. Section 3.40 – Drainage
   iii. Section 3.50 – Clearances
   iv. Section 4.40 – Shoring

B. UPRR Exhibit “B” – Unloading Pit Specifications

C. AREMA Manual:
   i. Chapter 7 – Timber Structures
   ii. Chapter 8 – Concrete Structures and Foundations
   iii. Chapter 9 – Seismic Design for Railway Structures
   iv. Chapter 10 – Structures, Maintenance and Construction
   v. Chapter 15 – Steel Structures
3.80 ROAD CROSSINGS

Grade separation and/or at-grade roadway crossing design shall comply with all UPRR and governing agency standards, specifications, and requirements.

Resources:

A. UPRR Industrial Track Specifications:
   i. Section 1.40 – Road Crossings
   ii. Section 1.60 – Construction by UPRR
   iii. Section 3.50 – Clearances
   iv. Section 4.95 – Road Crossings

B. UPRR Std. Dwg.:
   i. 0301 – Installation of Road Crossing with Prefab Timber Panels
   ii. 0302 – Light Duty Road Crossing Asphalt with Rubber Seal Sections
   iii. 0304 – Installation of Road Crossing with Precast Concrete Panels
   iv. 0308 – General Specifications for Road Crossings with Concrete Panels
   v. 0311 – StarTrack Standard Road Crossing
   vi. 0312 – StarTrack Heavy Duty Road Crossing

C. Common Std. Dwg.:
   i. 320, 321, 322 – Concrete Panels for 10’ Long Wood Ties (10W)
   ii. 323, 324 – Concrete Panels for 9’ Long Wood Ties (9W)
   iii. 325, 326, 327 – Concrete Panels for 10’ Long Concrete Ties (10C)
   iv. 328, 329 – Concrete Panels for 8’-6” Long Concrete Ties (85C)
   v. 330 – Typical Details for Concrete Panels
   vi. 331 – Curved Concrete Panels

D. UPRR General Conditions and Specifications:
   i. Section 01 55 13 – Access Roads and Crossings
   ii. Section 32 01 13 – Asphalt Concrete Paving
   iii. Section 32 12 16 – Hot Mix Asphalt Paving
   iv. Section 32 13 00 – Rigid Paving
   v. Section 32 13 13 – Cement Concrete Pavement
   vi. Section 32 17 23 – Paint Striping and Markings
   vii. Section 34 11 10 – Railroad Track Construction

E. UPRR Engineering Track Maintenance Field Handbook:
   i. Section 1.3.5 – Grade Crossing Drainage
   ii. Section 1.4 – Subsurface Drainage
   iii. Section 6.4 – Roadways

F. AREMA Manual, Chapter 5, Part 8 – Highway/Railway Grade Crossings

G. Manual on Uniform Traffic Control Devices (MUTCD)
SECTION 4 – CONSTRUCTION SPECIFICATIONS

All materials and methods of construction for work being performed on UPRR property shall comply with the most current versions of the *UPRR General Conditions and Specifications*, *UPRR Engineering Track Maintenance Field Handbook*, and UPRR Standard Drawings. The specifications below are minimum requirements for all other construction. For any specifications not covered, contact UPRR’s designated project representative.

4.00 SAFETY REQUIREMENTS

Safety of personnel, property, rail operations, and the public is of paramount importance in the prosecution of the work pursuant to the project. As reinforcement and in furtherance of overall safety measures to be observed (and not by way of limitation), industries, customers, contractors, and all affiliates shall comply with all CROE safety requirements (Exhibit D) in addition to UPRR safety rules and requirements, which can be found through the following link:

https://www.up.com/suppliers/contractor-safety/index.htm

Construction activities and equipment operations shall be performed by contractors specialized, experienced, and/or normally engaged in performing relevant services. At all times during the performance of the work, the Industry shall exercise precaution for the protection of persons and property. The Industry shall observe and comply with all current and applicable Federal, State and Local laws, regulations, codes, and requirements governing the safety of men and materials throughout construction including Occupational Safety and Health Administration (OSHA), and Code of Federal Regulations (CFR). Machinery, equipment, and other hazards shall be guarded in accordance with the safety provisions of the Manual of Accident Prevention in Construction, published by the Associated General Contractors of America (AGC), to the extent such provisions are not inconsistent with applicable law or regulations.

4.10 GRADING AND EARTHWORK

Grading activities include, but are not limited to, the following: dust control, demolition, clearing and grubbing, excavation, loading, hauling, subgrade preparation, proofrolling, scarification, moisture conditioning, stabilization, compaction, finish grading, and testing. Grading activities shall be performed in accordance with *UPRR General Conditions and Specifications*, UPRR Standard Drawings, UPRR accepted typical sections, and as directed by a geotechnical engineer.

Additional grading and roadbed width will be required along all track, turnout, derail, wayside equipment, and signal construction to provide adequate room for installation of equipment and walkways. See Section 4.70 – Walkways.

Grading activities shall be performed in a manner and sequence that will provide positive drainage away from track infrastructure at all times.

**Benching of Existing Embankment:**

Wherever an embankment is placed on or against an existing embankment, the existing embankment shall be benched (stepped) per Section 31 24 13, Part 3, 3.03, C., 2 of the *UPRR General Conditions and Specifications*. Existing embankments shall be supported, as necessary, at all times to accommodate rail traffic. Slopes shall be cleared and benched immediately ahead of placing embankment lifts. No benches or steps shall remain exposed overnight.
Moisture, Compaction, and Testing:

All imported materials shall comply with the Soil Import Specifications document. It is the responsibility of the user to update and comply with the most current version, which can be found through the following link:

https://www.up.com/emp/engineering/mapcontent/standards/track%20standard%20drawings/SOIL_IMPORT_SPECIFICATIONS.pdf

All finished track subgrade within the top three feet (3') of finished subgrade elevation, including excavation, embankment, or backfill, shall be compacted to an unyielding condition not less than 95% of maximum density as determined by ASTM D1557 (Modified Proctor). Material below the upper three feet (3') from finished subgrade elevation shall be compacted to not less than 90% of maximum density as determined by ASTM D1557 (Modified Proctor).

Moisture content of structural fill, at the time of compaction, shall be within three percent (3% ±) of the optimum moisture content as determined by ASTM D1557 (Modified Proctor), by field tests performed in accordance with ASTM standards, or as directed by a geotechnical engineer.

Each embankment lift shall be tested for compaction compliance before the next lift is placed. All compaction shall be determined using ASTM D1556 or ASTM D6938 for field tests and ASTM D1557 for moisture and density. Copies of all soils tests, observations, and discrepancy reports shall be provided to the UPRR Engineer.

At completion of clearing, grubbing, and grading, the subgrade shall be observed and approved (by proofrolling or other approved methods) for stability and suitability prior to additional construction and placement of subballast.

Turnout Construction Pad:

In accordance with UPRR Exhibit “T.O. Pad”, the Industry shall provide a turnout construction pad adjacent to the location where a turnout will be installed along UPRR track. The construction pad must be sufficiently sized to facilitate turnout assembly and installation.

Resources:

A. UPRR Exhibit “T.O. Pad” – Industrial Construction Turnout Pad Details
B. UPRR Std. Dwg.:
   i. 0001 – Roadbed Section for Wood Tie Track Construction
   ii. 0002 – Roadbed Sections for Concrete Tie Track Construction
   iii. 0003 – Roadbed Section for Industrial Track Construction
C. UPRR General Conditions and Specifications:
   i. Section 31 11 00 – Clearing and Grubbing
   ii. Section 31 14 14 – Topsoil
   iii. Section 31 22 19 – Finish Grading
   iv. Section 31 23 26 – Compaction Control and Testing
   v. Section 31 24 13 – Excavation, Embankments and Other Fills
D. UPRR Engineering Track Maintenance Field Handbook, Chapter 1 – Roadbed
E. AREMA Manual:
   i. Chapter 1, Part 1 – Roadbed
   ii. Chapter 1, Part 10 – Geosynthetics
4.20 EROSION AND SEDIMENT CONTROL

The Industry shall be responsible for meeting all National Pollutant Discharge Elimination System (NPDES), State, and Local requirements including development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) along with installation, maintenance, and removal of all Best Management Practices (BMPs). The Industry shall also be responsible for applications, fees, filing of the Notice of Intent (NOI), Notice of Termination (NOT), and all other applicable requirements.

Resources:
A. UPRR General Conditions and Specifications:
   i. Section 31 14 14 – Topsoil - Stockpile and Placing
   ii. Section 31 35 20 – Slope Protection and Erosion Control
   iii. Section 31 37 00 – Rip Rap
   iv. Section 32 92 19 – Seeding
B. UPRR Engineering Track Maintenance Field Handbook, Section 1.3.7 – Erosion Control

4.30 DRAINAGE STRUCTURES

Materials and methods of construction for bridges, culverts, riprap, or any other drainage improvements owned or maintained by UPRR shall be in accordance with the UPRR accepted Drainage Study, UPRR General Conditions and Specifications, and UPRR Standard Drawings.

Culvert installations may require a bore and/or receiving pit. A detailed plan of the pit, including shoring (see Section 4.40 - Shoring), shall be accepted by the UPRR Engineering Department before work begins.

Foundation, bedding, and backfill shall be compacted to an unyielding condition not less than 100% of maximum density as determined by ASTM D1557 (Modified Proctor), with moisture content adjusted as necessary to achieve density. Foundation, bedding, and backfill material shall be placed simultaneously on both sides of the pipe and between multiple pipes and compacted in lift thicknesses not exceeding six inches (6”). Each lift shall be properly compacted, and verified with field tests, before the next lift is placed.

Resources:
A. UPRR Industrial Track Specifications:
   i. Section 3.40 – Drainage
   ii. Section 3.70 – Structures
   iii. Section 4.40 – Shoring

4.40 SHORING

When working near UPRR tracks, temporary shoring may be required. The UPRR Guidelines for Temporary Shoring document can be found at the following site:

http://www.up.com/customers/ind-dev/operations/specs/

Before beginning any work that would require shoring, as determined by the above standards, the Industry shall provide detailed plans of proposed bore pits and/or shoring. If the shoring falls within Zones A or B, the plans shall include design calculations. Detailed drawings and calculations shall be sealed and signed by a licensed Professional Engineer and shall be accepted by UPRR before work begins.

Resources:
A. Guidelines for Temporary Shoring
B. Common Std. Plan:
   i. 710000 – General Shoring Requirements
   ii. 710001 – Live Load Pressure Due to Cooper E80
C. UPRR General Conditions and Specifications, Section 01 71 23 – Field Engineering

4.50 SUBBALLAST AND BASE MATERIAL

Subballast and base materials shall meet specifications of Section 34 11 27 of the UPRR General Conditions and Specifications, UPRR Std. Dwg. 0010, and UPRR Std. Dwg. 0013, or as directed by a geotechnical engineer. The Industry shall provide certification that subballast/base material meets applicable UPRR and AREMA specifications. Use of recycled crushed concrete (RCC) or reclaimed asphalt pavement (RAP) for subballast material is strictly prohibited.

Resources:
A. UPRR Exhibit “T.O. Pad” – Industrial Construction Turnout Pad Details
B. UPRR Std. Dwg.:
   i. 0001 – Roadbed Section for Wood Tie Track Construction
   ii. 0002 – Roadbed Sections for Concrete Tie Track Construction
   iii. 0003 – Roadbed Section for Industrial Track Construction
   iv. 0010 – Ballast & Subballast Gradation Table
   v. 0013 – Grain Size Distribution for Subgrade Soils
C. UPRR General Conditions and Specifications:
   i. Section 01 71 23 – Field Engineering
   ii. Section 34 11 27 – Subballast
D. AREMA Manual, Chapter 1, Part 2 – Ballast

4.60 BALLAST

Ballast material shall meet specifications of UPRR Std. Dwg. 0010 and AREMA Manual Chapter 1, Part 2, or as directed by a geotechnical engineer. The Industry shall provide certification that ballast material meets applicable UPRR and/or AREMA specifications. Experienced personnel skilled in railroad construction shall supervise track laying and surfacing.

Resources:
A. UPRR Std. Dwg. 0010 – Ballast & Subballast Gradation Table
B. UPRR General Conditions and Specifications, Section 34 11 10 – Railroad Track Construction
C. UPRR Engineering Track Maintenance Field Handbook, Section 1.6 – Ballast
D. AREMA Manual, Chapter 1, Part 2 – Ballast

4.70 WALKWAYS

Walkways are required around all turnout and derail switch stands and shall be constructed in accordance with UPRR Std. Dwg. 0008. Walkways shall be maintained to provide a traversable walking surface and shall be maintained in a safe condition clear of vegetation, debris, standing water, and other obstructions. Walkways are to be constructed with the correct class of ballast unless prior acceptance by UPRR’s Engineering Department is granted for alternate material.

All walkway construction shall conform to the UPRR specifications or Federal, State, and/or Local specifications, whichever is the most protective from the standpoint of public safety. The Industry shall be responsible for the proper construction of all walkways. In some areas, the Industry will be required to stockpile sufficient walkway ballast, at a location designated by UPRR’s representative, for subsequent walkway installation by UPRR forces.

If a proposed turnout is located within 500 feet of a bridge, refer to Section 1.30 – Structures.
Resources:
A. UPRR Industrial Track Specifications, Section 4.60 – Ballast
B. UPRR Std. Dwg. 0008 – Recommended Ballast Section for Renewed Turnouts and Derails
C. UPRR General Conditions and Specifications, Section 34 11 10 – Railroad Track Construction

4.75 FENCING AND GATES

Resources:
A. UPRR Std. Dwg.:
   i. 0075 – Standard Right-of-Way Fence
   ii. 0076 – High Security Gate at Grade Crossing
B. UPRR General Conditions and Specifications:
   i. Section 32 31 10 – Right of Way Fences and Gates
   ii. Section 32 31 13 – Chain Link Fencing and Gates
   iii. Section 32 31 56 – Wire Fences (Deer Proof)
C. UPRR Engineering Track Maintenance Field Handbook, Section 6.5 – Fencing
D. AREMA Manual, Chapter 1, Part 6 – Fences

4.80 TRACK

Unless otherwise specified below, all industry track materials shall be new or reprocessed secondhand material. Experienced personnel skilled in railroad construction shall supervise track laying and surfacing.

Industry Rail:

112 lb. to 141 lb. new or relay rail is required. Rail shall meet or exceed AREMA Class 1 specifications for tracks having anticipated railcar traffic greater than 300 cars per year; Class 2 rail is acceptable for tracks having anticipated railcar traffic less than 300 cars per year.

Rail shall be unloaded, stored, and/or distributed along the roadbed in such a manner as to prevent damage. Rails shall be cut square and clean by means of rail saws. Cutting rails by means of torching is prohibited. Rail shall not be struck with maul or heavy tool when spiking, gauging or lining. The bottom of the rail, the tie plate and the wearing surface of the tie shall be cleaned before the rail is laid. Rails less than 15 feet long shall not be used except for temporary closures.

Tie Plates:

Tie plates shall be double shouldered plates having a width no less than twice the base width of the rail. The use of single shoulder tie plates is prohibited. Track shall be fully-plated with plate shoulders bearing against the outside base of the rail. Tie plates shall be applied at the time the rail is laid to avoid unnecessary spiking.

Track Bolts:

Track bolts shall be appropriately sized for the bolt holes in the rail section with sufficient length for a full nut and heavy-duty spring washers, which shall be new material.

Track Spikes:

Track spikes shall be new 5/8" x 6" or 5/8" x 6 ¼" installed per Common Std. Dwg. 0416 and UPRR Std. Dwg. 0417. Spikes shall be started vertically and square and be driven straight with full bearing against the base of the rail. The pulling of spikes, once driven, shall be avoided. If spikes are pulled, the holes shall be immediately plugged with creosoted tie plugs of the proper size to completely fill the hole, or an approved form of plugging compound shall be used. Straightening with maul or spikes started crooked
will not be permitted. Spikes started crooked shall be pulled, the holes plugged and spikes redriven. Immediately after completion of track surfacing, spikes shall be settled in place with the underside of the head of the spike contacting the top of base with a minimum of pressure.

**Rail Anchors:**

Rail anchors control longitudinal rail movement on ties from temperature variations, traffic, grade, and train braking. On all tracks, apply rail anchors per *UPRR Std. Dwg. 0420* with out-of-face along each rail, directly across from each other on the same tie. As specified, use Standard Box Pattern (Pattern #1, every other tie) or Solid Box Pattern (Pattern #2, every tie).

**Joint Bars:**

Joint bars shall match the rail section used per *UPRR Std. Dwg. 0901*. When jointed track is constructed, joints should be staggered between consecutive rail joints on opposite rails of 12 feet, plus or minus two feet. When staggering joints through a curve, a shorter rail may be required on the low rail of the curve to maintain the stagger. Joints shall be kept out of road crossings. All UPRR standards and specifications regarding bolt hole drilling shall apply to jointed industry track construction. If temporary jointed connections are required, refer to Section 1.50 – Construction.

**Transition Rails & Compromise Joints:**

Transition rails should be used in place of compromise joint bars whenever feasible. If used, compromise joint bars shall match the rail sections used per *UPRR Std. Dwg. 0902*. Compromise joints/transition rails are not allowed within a turnout. Turnouts shall use the same rail section on the running rail, closure rail, and turnout components throughout the body of the turnout. As specified within the Scope of Work Matrix, the Industry shall provide transition when compromise joints/transition rail is required at the transition from UPRR ownership/maintenance to Industry ownership/maintenance.

**Insulated Joints / I-Bonds:**

Insulated joints / I-bonds are to be furnished by Industry and shall be all new material. Insulated joints / I-bonds will be installed by the Industry at locations designated by UPRR and in accordance with *UPRR Std. Dwg. 0903*.

**Grounding / Bonding:**

Tracks on which railcars of flammable liquids are spotted shall be bonded, protected by insulated joints, and grounded in accordance with *UPRR Std. Dwg. 6002*. Such insulated rail joints shall not be bridged by rail equipment or other means during transfer operations.

**Crossties:**

Crossties meeting AREMA specifications (Grade 4 or Grade 5), shall be acceptable for tracks owned and maintained by the Industry. For UPRR owned and maintained track Grade 5 ties will be required. Crosstie materials, installation, and other specifications shall meet the following requirements for various tie materials:

A. **Timber Ties (UPRR Std. Dwg. 0230):**
   i. New creosoted Oak or Douglas fir ties only for new construction.
   ii. Only new creosoted Oak or Douglas fir switch ties will be used to accommodate turnout pattern.

B. **Concrete Ties (UPRR Std. Dwg. 0204 as an example 720 lb. tie):**
   i. CWR is recommended for use with concrete ties.
   ii. Concrete switch ties may be used where concrete standard ties are used.
iii. Concrete ties shall be new ties produced in accordance with UPRR’s Concrete TieSpecifications for Construction.

C. Steel Ties (UPRR Std. Dwg. 0221, and 0222) shall have 10 mm thickness.

D. Composite Ties (UPRR Std. Dwg. 0230)

Industry ties shall be uniformly spaced no greater than 20 ties per 39 feet (24” centers) from center to center of tie. Ties shall be laid perpendicular to the rail with at least one tie located at the joint location per FRA track standards for Class 1 track. Care shall be taken to not damage ties during installation.

Turnouts:

All turnout components in UPRR owned or maintained track shall be new material supplied by UPRR, or a UPRR approved vendor, and comply with Common Standard Drawings. The Industry shall provide verification that turnouts are from a UPRR approved vendor. Turnouts meeting AREMA specifications will be acceptable for turnouts owned and maintained by the Industry.

The Industry shall verify with the UPRR Engineering Design representative that turnouts to be installed on the UPRR owned portion of the track will be provided loose or assembled. Turnouts to be provided shall meet provisions of the local collective bargaining agreements. If turnout assembly is performed by the Industry, the assembly, in all cases, shall occur outside of 25 feet from live track unless flagging protection is provided according to CROE.

Derails:

A derail is required for all new connections to UPRR track, and shall be clearly visible, appropriately sized for the designated rail section, complete with proper length connecting rod and operating stand with target. The type of derail required, its placement, and type of switch stand to be used shall comply with UPRR accepted drawings, as determined by the UPRR’s Engineering Department, and be in accordance with UPRR Std. Dwg. 2000, 2003, 2007, 2008, 2009, 2020, 2021 and/or 2022.

End of Track Device:

All open-ended or stub-ended tracks shall be equipped with an end of track device and applicable sign. Earthen bumpers shall be used when possible. If Industry proposes to install an end of track device other than an earthen bumper, the Industry shall submit proposed device(s) for UPRR review. Any acceptance is afforded on a case-by-case basis. If bumping posts are proposed, they shall be Hayes Type WD with Shock Free Head, or equivalent.

Resources:

A. Turnouts:
   i. UPRR Std. Dwg.:
      a. 0050 – Design Data for Turnout Layout
      b. 0080 – Standard Turnout Applications
      c. 5001 – Nomenclature for Most Turnouts
   ii. Common Std. Dwg.:
       a. 5009 – No. 9 Turnout
       b. 5011 – No. 11 Turnout
       c. 5015 – No. 15 Turnout

B. Derails:
   i. UPRR Std. Dwg.:
      a. 2000 – Permanent Derail Installation Instructions
      b. 2020 – 16’-6” Double Switch Point Derail
      c. 2021 – Single Switch Point Derail
      d. 2007 – Sliding Derail with Wheel Crowder
C. Track Materials:
   i. UPRR Std. Dwg.:
      a. 0030 – Standard Treatment for End of Track
      b. 0204 – Concrete Tie 497S For Safelok I Fasteners
      c. 0208 – Rubber Padded Concrete Ties
      d. 0230 – Wood and Composite Cross Ties
      e. 0270 – Standard Transition Zones
      f. 0309 – Landing Pad
      g. 0417 – Spiking Pattern
      h. 0420 – Rail Anchor Patterns
      i. 0460 – Double Shoulder Tie Plate 5 ½” and 6” Base Rail
      j. 0461 – Double Shoulder Tie Plate 8” x 14” for 6” Base Rail
      k. 0462 – Double Shoulder Tie Plate for 5 ½” Base Rail
      l. 0463 – Double Shoulder Tie Plate for 132 Lb. and 136 Lb. Rail
      m. 0513 – End of Track Sign
      n. 0464 – Double Shoulder Tie Plate for 6” Base Rail – 1:40 Cant
      o. 0539 – End of UPRR Maintenance Sign
      p. 0902 – Compromise Joints
      q. 0903 – Insulated Joint Plug Rails
      r. 0904 – Miscellaneous Joint Bars
      s. 0923 – Transition Rail 141 Lb. to 132 Lb. Worn
      t. 0924 – Transition Rail 136 Lb. to 132 Lb. Worn
      u. 6002 – Grounding Detail for Loading and Unloading Flammable Commodities
   ii. Common Std. Dwg.:
      a. 0416 – 6” Track Spike
      b. 0431 – Rectangular Head Timber Coach Screw

D. Switch Stands:
   i. UPRR Std. Dwg.:
      a. 2100 – Switch Targets
      b. 2105 – Switch Padlock
      c. 2115 – Switch Stand Placement
      d. 2130 – No. 112E High Switch Stand
      e. 2132 – 36-E and 36-EH Switch Stands
      f. 2136 – No. 22-E Switch Stand, Trailable
      g. 2138 – No. 1003ARS Automatic Switch Stands, Trailable
      h. 2140 – No. 1004ARS Manual Switch Stand

E. UPRR General Conditions and Specifications, Section 34 11 10 – Railroad Track Construction

F. UPRR Engineering Track Maintenance Field Handbook:
   i. Chapter 3 – Ties and Fastenings
   ii. Chapter 4 – Rail and Joints
   iii. Chapter 5 – Turnouts

G. AREMA Manual:
   i. Chapter 4 – Rail
   ii. Chapter 5 – Track
   iii. Chapter 30 – Ties

4.85 WELDING

Electric flash-butt welding, where practicable, shall be utilized for welding of all components assembled by Industry for UPRR installation, ownership, or maintenance.

When granted an exception, UPRR approved welds may be installed. Welds currently approved by UPRR are Railtech Boutet one shot kits and Orgo-Thermit single use kits. The Industry and the individual installing the welds shall be qualified by the manufacturer of the kits being used and have documentation to support such qualification. All welds shall conform, at a minimum, to meet AREMA specifications.
Field welds made for UPRR owned or maintained track shall be inspected by the UPRR Manager of Track Construction (MTC) or a designated representative.

In all instances, welds for UPRR owned or maintained track are required to have associated weld test/inspection results available for review by UPRR or a designated representative.

Resources:
A. UPRR General Conditions and Specifications, Section 34 11 10 – Railroad Track Construction
B. UPRR Engineering Track Maintenance Field Handbook:
   i. Section 4.10 – Field Welding (Thermite)
   ii. Section 4.11 – In-Track Welding
   iii. Section 4.12 – Weld Tolerance Specifications
C. AREMA Manual:
   i. Chapter 4, Part 3.10 – Specification for the Quality Assurance of Electric-Flash Butt Welding of Rail
   ii. Chapter 4, Part 3.11 – Specification for Fabrication of Continuous Welded Rail
   iii. Chapter 4, Part 3.12 – Inspection and Classification of Second Hand Rail for Welding
   iv. Chapter 4, Part 3.13 – Specification for the Quality Assurance of Thermite Welding of Rail

4.90 UTILITIES

Utility improvements shall comply with UPRR requirements, UPRR and utility Owner accepted utility drawings, and/or AREMA specifications.

The Industry shall be responsible for coordinating with all utility agencies and verifying locations and elevations of existing utilities, whether known or unknown, prior to construction. The Industry shall protect in place, by any means necessary, all existing utilities to remain. The Industry shall be responsible for the complete repair at their expense, for any damage to existing utilities, structures, or other features, as a result of its work.

Be advised that no UPRR underground facilities will be located by the “One Call” service. UPRR’s NEID representative can help arrange for the UPRR underground utility location.

Please note that fiber optic cable systems may be buried on UPRR property within the project limits. UPRR’s Call Before You Dig shall be contacted by submitting a ticket at http://www.up.com/cbud to obtain fiber optic information prior to track construction within UPRR property. The phone number for Telecommunications Operation Center, 1 (800) 336-9193, remains active for emergency use only.

Resources:
A. UPRR Industrial Track Specifications:
   i. Section 1.20 – Utilities
   ii. Section 3.50 – Clearances
   iii. Section 3.60 – Utilities
   iv. Section 4.40 – Shoring
B. AREMA Manual, Chapter 1, Part 5 – Utilities
4.95 ROAD CROSSINGS

All crossings on UPRR owned tracks shall be constructed with UPRR precast concrete crossing materials. Curved concrete panels, per *UPRR Std. Dwg. 0331*, shall be utilized as conditions warrant. Road crossings on industry-owned trackage may be constructed with precast concrete, timber, or asphalt crossing materials. Timber crossing materials shall conform to *UPRR Std. Dwg. 0301* and shall be square-edged and of sound creosoted planks of fir, hemlock, or equal, with the height of plank equal the distance from top of tie to top of rail. Timber planks are to be fastened with countersunk ¾” x 12” galvanized Lewis washer head drive spikes, in pre-drilled holes. The Industry shall maintain the flangeway opening along the gauge side of the running rail at no less than a width of three inches (3”).

Resources:

A. UPRR Industrial Track Specifications:
   i. Section 1.40 – Road Crossings
   ii. Section 1.60 – Construction by UPRR
   iii. Section 3.50 – Clearances
   iv. Section 3.80 – Road Crossings