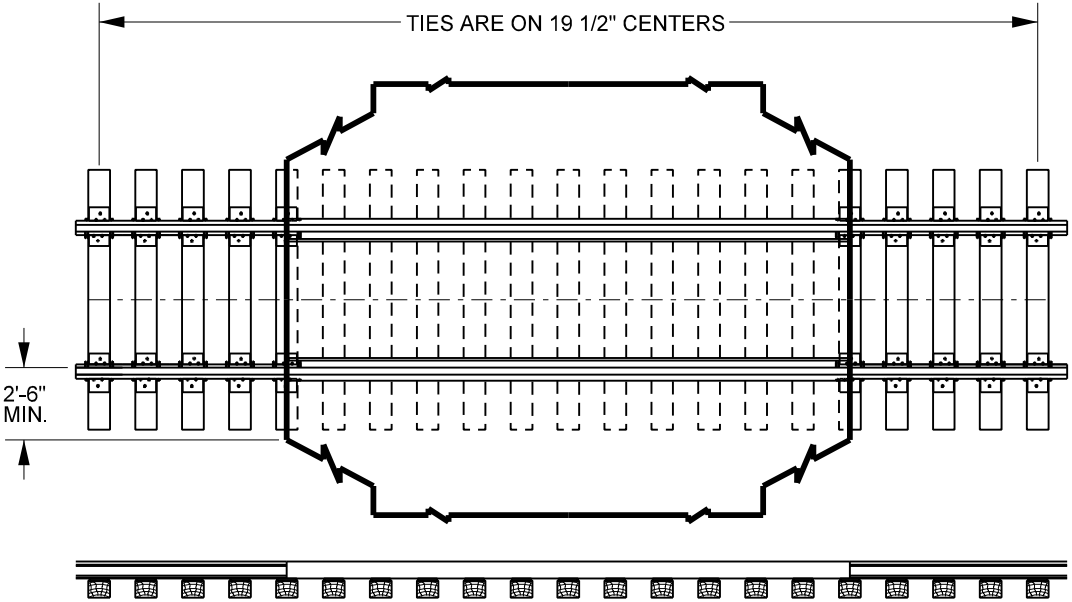
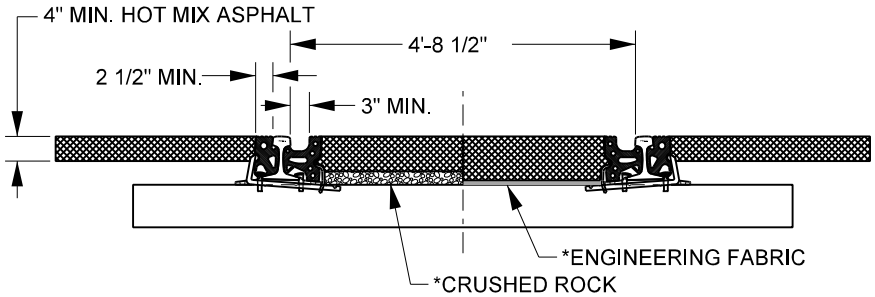
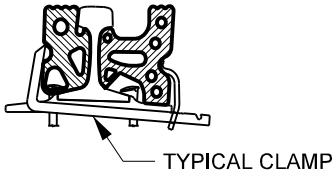


NOTE: SEE STD DWG 0301 FOR DRAINAGE DETAILS



*ENGINEERING FABRIC OR 2" OF CRUSHED ROCK MUST BE USED TO PREVENT HOT MIX ASPHALT FROM BONDING TO TIES

CROSS SECTION DETAIL



SEAL SECTION

ORDERING NOTE:
RUBBER RAIL SEAL CROSSING SECTIONS ARE TO BE ORDERED BY "TRACK FEET" IN 8'-0" INCREMENTS. EACH 8'-0" INCREMENT WILL INCLUDE (2) GAGE & (2) FIELD SIDE RAIL SEAL SECTIONS, (10) CLAMPS & ANY REQUIRED HARDWARE TO CONNECT THE SECTIONS TOGETHER.

RAIL SIZE	ITEM NO.
112-115 LB.	540-0206
132-141 LB.	540-1290

NOTES:

1) USE OF THIS STANDARD FOR NEW CONSTRUCTION IS LIMITED TO INDUSTRIAL LEAD TRACKS, INDUSTRY AND YARD TRACKS WHERE THE AVERAGE DAILY TRAFFIC VOLUME DOES NOT EXCEED 500. USE ON MAIN LINES IS RESTRICTED TO TEMPORARY REPAIRS TO EXISTING CROSSINGS SURFACES.

2) CROSSING SITE IS TO BE INSPECTED PRIOR TO START OF INSTALLATION TO DETERMINE THAT PROPER DRAINAGE AND SURFACE SUPPORT IS PROVIDED, TRACK GRADE IS UNIFORM.

3) FOR COMPLETE RENEWAL OF CROSSING & NEW CONSTRUCTION: TRACK STRUCTURE INCLUDING RAIL, OTM, TIES, BALLAST, AND ROADBED MUST BE IN EXCELLENT CONDITION. ALL TIES MUST BE 8'-6" LONG, SPACED AT 19 1/2" CENTERS AND EXTEND 5 TIES BEYOND END OF CROSSING. NEW 7"X9"X8'-6"' TRACK TIES TO BE INSTALLED IF NECESSARY. IF CONDITIONS WARRANT, SITE IS TO BE OVER-EXCAVATED AND CROSSING DRAINAGE SYSTEM INSTALLED USING COMPACTED, WELL-GRADED GRANULAR FILL; SUBBALLAST, GEOTEXTILE, AND PERFORATED DRAINAGE PIPE (IF REQUIRED) INSTALLED PER DETAILS OF THIS DRAWING. ADDITIONAL SITE DRAINAGE INCLUDING PROPER DRAINAGE AT EACH QUADRANT OF CROSSING SHALL BE COMPLETED TO ENSURE CROSSING DRAINAGE. SUBBALLAST SECTION TO BE A MINIMUM OF 4" WHEN COMPLETE RENEWAL OF EXISTING CROSSING. FOR NEW CONSTRUCTION, SUBBALLAST SECTION TO BE IN ACCORDANCE WITH CONSTRUCTION DESIGN STANDARDS OR AS REQUIRED BY STATE OR LOCAL AGENCIES. USE OF GEOTEXTILE AND DRAINAGE PIPE TO BE ONLY AT LOCATIONS WHERE REQUIRED BY STATE OR LOCAL AGENCIES OR WHERE SPECIFICALLY DESIGNATED BY CHIEF ENGINEER.

4) IN ALL INSTALLATIONS THE RAIL JOINTS SHOULD FALL OUTSIDE THE CROSSING AREA A MINIMUM OF 15 FEET FROM THE END OF THE CROSSING.

5) USE OF CLAMPS ARE REQUIRED IN EACH TIE CRIB WITHIN THE LIMITS OF THE CROSSING. CLAMPS MUST BE ATTACHED PRIOR TO PLACEMENT OF ASPHALTIC CONCRETE (SEE SECTION DETAILS).

6) HOT MIX ASPHALTIC CONCRETE MUST COMPLY WITH STATE D.O.T. SPECIFICATIONS AND BE PLACED IN 2 INCHES MINIMUM & 4 INCHES MAXIMUM LIFTS. CARE MUST BE TAKEN DURING COMPACTION OF ASPHALT TO PREVENT DAMAGE TO HOLD DOWN CLAMPS OR RUBBER. ASPHALT SHOULD BE ROLLED PARALLEL TO THE RAIL UNTIL THE FINAL LIFT AND COMPACTION. FINAL LIFT OF ASPHALT IS TO BE LEVEL WITH THE TOP OF RAIL FOR 30 INCHES FROM THE FIELD SIDE OF THE RAIL.

7) SLOPE EDGE OF PAVING TO RETURN TO ORIGINAL EDGE OF PAVING ALIGNMENT. LENGTH OF TRANSITION WILL DEPEND ON LOCAL CONDITIONS.

8) AT THE TIE-IN POINT WITH THE EXISTING PAVEMENT, THE OLD PAVEMENT MUST BE CUT DOWN A MINIMUM 2" TO ELIMINATE A FEATHER EDGE ON THE NEW PAVEMENT.

9) USE STATE D.O.T. SPECIFICATION FOR THE ASPHALT SPRAY TACK COAT.

10) ENVIRONMENTAL RULES OF THE GOVERNMENT BODY HAVING AUTHORITY WILL BE FOLLOWED WHEN DISPOSING OF THE PAVEMENT REMOVED FROM THE CROSSING.

11) MATERIAL USED ON GAGE SIDE RAIL SEAL SHALL HAVE AN ELECTRICAL RESISTANCE OF A MINIMUM OF 10 MEGOHMS AT 500 VOLTS DC.

UNION PACIFIC RAILROAD ENGINEERING STANDARDS

LIGHT DUTY ROAD CROSSING ASPHALT WITH RUBBER SEAL SECTIONS

UNION PACIFIC

APPROVED: Eric Gebringer
VP ENGINEERING
ADOPTED: FEB. 3, 2001
REVISED: DEC. 9, 2019
FILE NO.: 0302B

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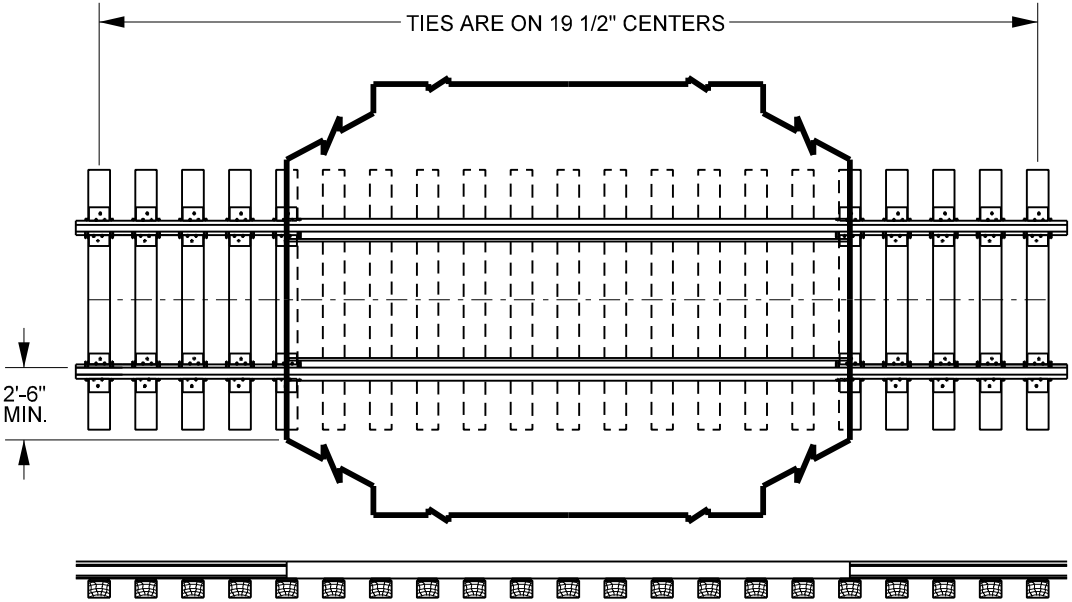

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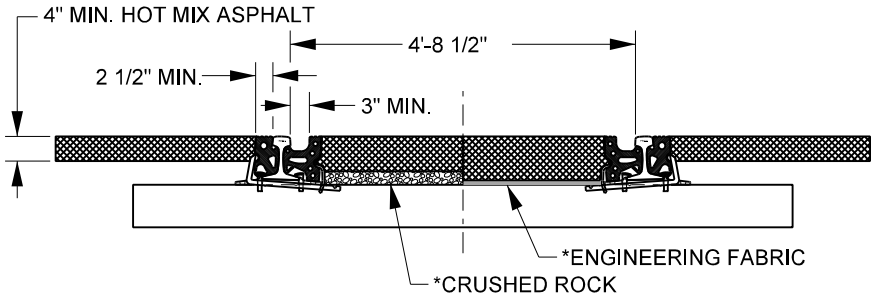

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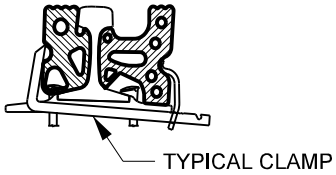

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