NOTES:
1) USE OF THIS STANDARD FOR NEW CONSTRUCTION IS LIMITED TO INDUSTRIAL LEAD TRACKS AND SPUR TRACKS WHERE THE AVERAGE DAILY TRAFFIC VOLUME DOES NOT EXCEED 200. USE ON MAIN LINES IS RESTRICTED TO TEMPORARY REPAIRS TO EXISTING CROSSING 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, GTM, TIES, BALLAST, AND ROADBED MUST BE IN EXCELLENT CONDITION. ALL TIES MUST BE 9 FT. LONG, SPACED AT 18 1/2" CENTERS AND EXTEND 5 TIES BEYOND END OF CROSSING. NEW TIES MUST BE INSTALLED IF NEEDED. IF CONDITIONS WARRANT, SITE MUST BE OVER-ECCAVATED AND CROSSING DRAINAGE SYSTEM INSTALLED USING COMPACTED, WELL-GRACED GRANULAR RAIL, SUBBALLAST, GROUNDTAPE, AND PERMANENT DRAINAGE PIPE. DRAINAGE REQUIREMENTS WILL BE DETAILLED IN DJI OR CIVIL ENGINEERING.

4) WHEN COMPLETE RENEWAL OF EXISTING CROSSING FOR NEW CONSTRUCTION, SUBBALLAST SECTIONS TO BE IN ACCORDANCE WITH CONSTRUCTION DESIGN STANDARDS OR AS REQUIRED BY STATE OR LOCAL AGENCIES. USE OF GEOTEXTILE AND DRAINAGE PIPE IS REQUIRED. ADDITIONAL DRAINAGE PIPE TO BE INSTALLED WHERE REQUIRED BY STATE OR LOCAL AGENCIES OR WHERE SPECIFICALLY DESIGNATED BY CHIEF ENGINEER.

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

6) 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).

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

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

9) 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.

10) USE STATE D.O.T. SPECIFICATION FOR THE ASPHALT SPRAY Tack COAT.

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

12) MATERIAL USED ON RUBBER SEAL BANDING WILL HAVE AN ELECTRICAL RESISTANCE OF A MINIMUM OF 10 MEGOHMS AT 500 VOLTS DC.

13) ALL EXCEPTIONS TO THIS PLAN MUST BE APPROVED BY THE CHIEF ENGINEER.

UNION PACIFIC RAILROAD
ENGINEERING STANDARDS
LIGHT DUTY ROAD CROSSING
ASPHALT WITH RUBBER SEAL SECTIONS

ORDERING NOTE:
RUBBER RAIL SEAL CROSSING SECTIONS ARE TO BE ORDERED BY "TRACK FEET" IN 5'-0" INCREMENTS. EACH 5'-0" INCREMENT WILL INCLUDE (2) GAGE & (2) FIELD SIDE RAIL SEAL SECTIONS. (10) CLAMPS & ANY REQUIRED HARDWARE TO CONNECT THE SECTIONS TOGETHER.

<table>
<thead>
<tr>
<th>RAIL SIZE</th>
<th>ITEM NO.</th>
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<tbody>
<tr>
<td>112-115 LB</td>
<td>540-0206</td>
</tr>
<tr>
<td>132-141 LB</td>
<td>540-1280</td>
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