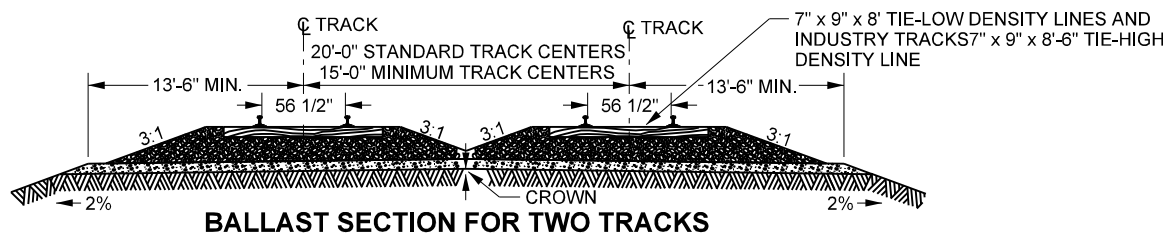
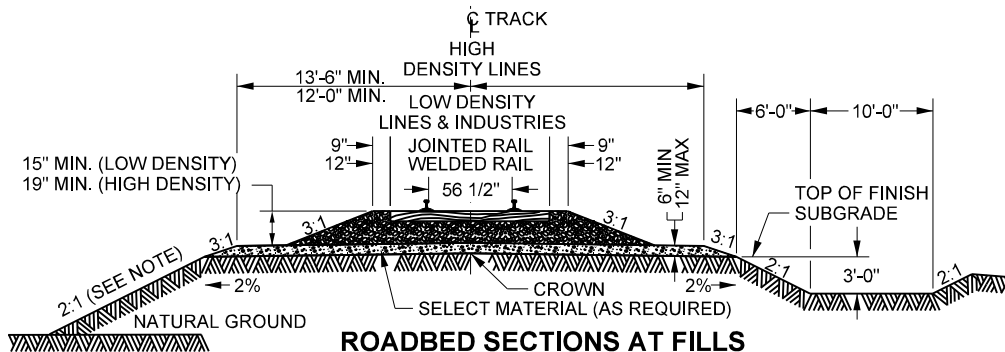
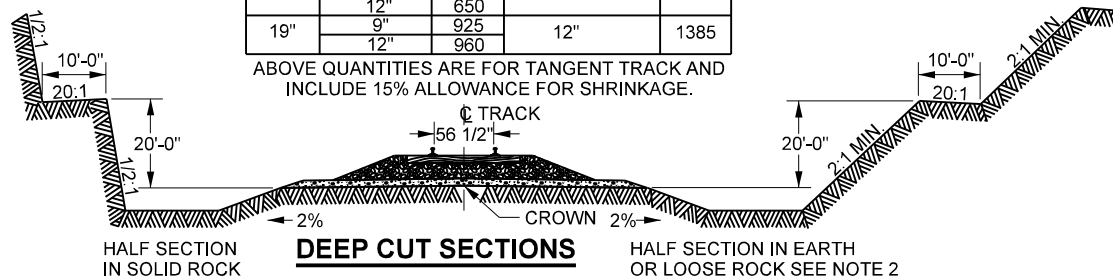


MATERIAL REQUIRED FOR 1000 FEET OF SINGLE TRACK				
BALLAST			SUBBALLAST	
DEPTH	SHOULDER	CUBIC YARDS	DEPTH ABOVE TOP SUBGRADE	CUBIC YARDS
15"	9"	625	6"	700
19"	12"	650		
	9"	925	12"	1385
	12"	960		

ABOVE QUANTITIES ARE FOR TANGENT TRACK AND INCLUDE 15% ALLOWANCE FOR SHRINKAGE.



NOTES:

1. THE DEPTH OF BALLAST AND DEPTH OF SELECTED MATERIAL SHALL BE DECIDED ON THE BASIS OF VOLUME OF TRAFFIC AND THE QUALITY OF SELECTED MATERIAL AND SUBGRADE DETERMINED BY THE RAILROAD'S ENGINEER SUBJECT TO THE APPROVAL OF THE AVP.
2. SLOPES SHOWN FOR BANKS IN CUTS AND ON FILLS SHALL BE CONSIDERED STANDARD AND GENERALLY USED, BUT MAY BE MODIFIED AS REQUIRED BY LOCAL CONDITIONS AND CHARACTER OF MATERIAL.
3. BALLAST MUST BE EQUALIZED IN ADVANCE OF DRESSING SO THAT FINAL SECTION WILL CONFORM TO SLOPE REQUIREMENTS AND CHARACTER OF MATERIAL.
4. WHERE OFF-TRACK ROADWAY IS TO BE PROVIDED, ADD 10'-0" ADDITIONAL WIDTH TO THE ROADBED SECTION AT TOP OF SELECTED MATERIAL ELEVATION.
5. ALL FILL SLOPES, BERMS AND OTHER DISTURBED AREAS SHALL BE FACED WITH COVER OF MATERIAL SUITABLE FOR GROWING GRASS AND HAVING A THICKNESS OF APPROXIMATELY 6 INCHES. THE OUTER SURFACE OF THIS COVER SHALL COINCIDE WITH THE DESIGN SLOPE OF THE EMBANKMENT. MATERIAL FOR THIS COVER MAY BE OBTAINED FROM STRIPPING. SEEDING SHALL CONFORM TO THE DEPARTMENT OF TRANSPORTATION SPECIFICATION FOR THAT STATE AND REGION.
6. FLOW LINE ON 0.2% MINIMUM GRADE DITCHES AND BENCHES.
7. FLAT BOTTOM DITCHES ARE REQUIRED FOR HIGH DENSITY LINES, HOWEVER A "V" DITCH IS ACCEPTABLE FOR INDUSTRY TRACKS WHEN RIGHT-OF-WAY IS LIMITED AND WHERE LOCAL CONDITIONS AND CHARACTER OF MATERIAL SO REQUIRE.

UNION PACIFIC RAILROAD ENGINEERING STANDARDS

ROADBED SECTION FOR WOOD TIE TRACK CONSTRUCTION



APPROVED: *Eric Robinson*
VP ENGINEERING
ADOPTED: JAN. 21, 1927
REVISED: NOV. 11, 2019
FILE NO.: 0001E

STD DWG

0001E

PAGE 1 OF 2



E (IN.)	L MIN.
0	13'-6"
1	14'-0"
2	14'-6"
3	15'-0"
4	15'-6"
5 OR OVER	16'-0"



NOTES:

1. SLOPES SHOWN FOR BANKS IN CUTS AND ON FILLS SHALL BE CONSIDERED STANDARD AND GENERALLY USED, BUT MAY BE MODIFIED AS REQUIRED BY LOCAL CONDITIONS AND CHARACTER OF MATERIAL.
2. BALLAST MUST BE EQUALIZED IN ADVANCE OF DRESSING SO THAT FINAL SECTION WILL CONFORM TO SLOPE REQUIREMENTS AND CHARACTER OF MATERIAL.

UNION PACIFIC RAILROAD ENGINEERING STANDARDS

ROADBED SECTION FOR WOOD TIE TRACK CONSTRUCTION



APPROVED: *Eric Debringer*
VP ENGINEERING
ADOPTED: JAN. 21, 1927
REVISED: NOV. 11, 2019
FILE NO.: 0001E

STD DWG

0001E

PAGE 2 OF 2