

FENCE SHALL BE PROVIDED AS INDICATED ON THE CROSS SECTION ON BOTH SIDES OF THE VIADUCT. THE FENCE SHALL EXTEND COMPLETELY ACROSS THE STRUCTURE OR UPRR RIGHT-OF-WAY, WHICHEVER IS SHORTER.

SPLASH BOARDS SHALL BE PROVIDED ON BOTH SIDES OF THE VIADUCT IN LOCATIONS WHERE SWITCHING OR OTHER FREQUENT RAILROAD ACTIVITIES ARE PERFORMED, THE SPLASHBOARD SHALL EXTEND COMPLETELY ACROSS THE STRUCTURE OR UPRR RIGHT-OF-WAY, WHICHEVER IS SHORTER.

LIGHTS ARE TO BE INSTALLED ON THE UNDERSIDE OF THE VIADUCT WHERE SHADOWS CAST BY THE STRUCTURE WOULD INTERFERE WITH RAILROAD OPERATIONS.

SLOPE PAVING SHALL BE PROVIDED WHERE END SLOPES EXCEED 2 HORIZONTAL TO 1 VERTICAL.

FALSEWORK, NETTING OR OTHER SUITABLE PROTECTION SHALL BE PROVIDED TO PREVENT DEBRIS FROM FALLING ON THE TRACK DURING DEMOLITION AND CONSTRUCTION OPERATIONS.

APPLICANT SHALL BE RESPONSIBLE FOR IDENTIFICATION,
LOCATION AND PROTECTION OF EXISTING UTILITIES.

CONTACT UPRR'S "CALL BEFORE YOU DIG" AT LEAST 48 HOURS PRIOR TO COMMENCING WORK AT 1-800-336-9193 TO DETERMINE LOCATION OF FIBER OPTICS.

CERTAIN LOCATIONS MAY REQUIRE ADDITIONAL CLEARANCES
OR FEATURES BEYOND THOSE SHOWN IN THIS DRAWING
BASED ON LOCAL CONDITIONS

EXCEPTIONS TO THESE STANDARDS MUST BE APPROVED
BY UPRB'S GENERAL DIRECTOR OF DESIGN.

NOTES:
CLEARANCES:

MINIMUM VERTICAL CLEARANCE SHALL BE 23' ABOVE THE PLANE OF TOP-OF-RAIL. ADDITIONAL CLEARANCE MAY BE REQUIRED IF SAG OF VERTICAL CURVE MUST BE ADJUSTED OR IF FUTURE TRACK RAISE FOR FLOOD CONSIDERATIONS OR MAINTENANCE IS PROBABLE.

MINIMUM HORIZONTAL CLEARANCES, MEASURED AT
RIGHT ANGLE FROM CENTERLINE OF TRACK, SHALL BE
AS SHOWN.

MINIMUM CONSTRUCTION CLEARANCES SHALL BE 21' VERTICAL ABOVE THE PLANE OF TOP-OF-RAIL AND 12' HORIZONTAL AT RIGHT ANGLE FROM CENTERLINE OF TRACK.

HORIZONTAL CLEARANCES ARE TO BE INCREASED 1 1/2" PER DEGREE OF CURVE WHERE THE STRUCTURE IS LOCATED ADJACENT TO OR WITHIN 80' OF THE CURVE LIMITS.

FUTURE TRACKS:

SPACE IS TO BE PROVIDED FOR ONE OR MORE FUTURE TRACKS AS REQUIRED FOR LONG RANGE PLANNING OR OTHER OPERATING REQUIREMENTS. WHERE PROVISION IS MADE FOR MORE THAN TWO TRACKS, SPACE IS TO BE PROVIDED FOR ACCESS ROADS ON BOTH SIDES OF TRACK.

PIERS:

PIER PROTECTION (CRASH WALLS) SHALL BE PROVIDED IN ACCORDANCE WITH AREA CHAPTER 8, PART 2.1.5 FOR PIERS WITHIN 25 FEET OF THE CENTERLINE OF TRACK.

TOP OF FOOTING SHALL BE A MINIMUM OF 6' BELOW
BASE OF RAIL AND A MINIMUM OF 1 FOOT BELOW FLOW
LINE OF DITCH.

TEMPORARY OR PERMANENT SHORING SHALL BE
DESIGNED IN ACCORDANCE WITH UPRR SHORING
REQUIREMENTS (DRAWING NO. 106613).

DRAINAGE:

DRAINAGE FROM THE OVERPASS SHALL BE DIVERTED AWAY FROM UPRR TRACKS AND NOT DISCHARGED ONTO THE TRACKS OR ROADBED.

A STANDARD "V"-SHAPE OR FLAT-BOTTOM DITCH SHALL BE PROVIDED ON EACH SIDE OF TRACKS AS NECESSARY

CULVERTS MAY BE INSTALLED ON OPPOSITE SIDES OF COLUMN FROM TRACK IN LIEU OF STANDARD RAILROAD DITCHES WHEN APPROVED BY GENERAL DIRECTOR OF DESIGN. MAINTENANCE OF CULVERTS IS TO BE AT APPLICANT'S EXPENSE.

UNION PACIFIC RAILROAD ENGINEERING STANDARDS

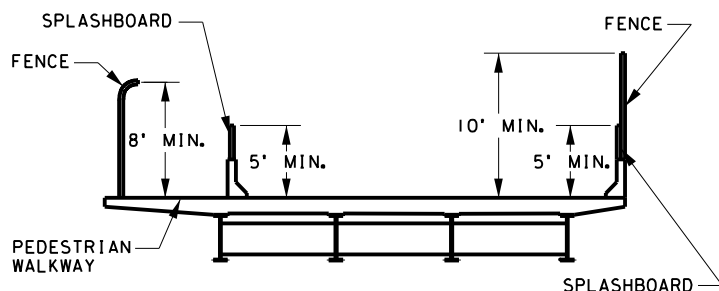
DESIGN CLEARANCES FOR HIGHWAY AND PEDESTRIAN OVERPASS



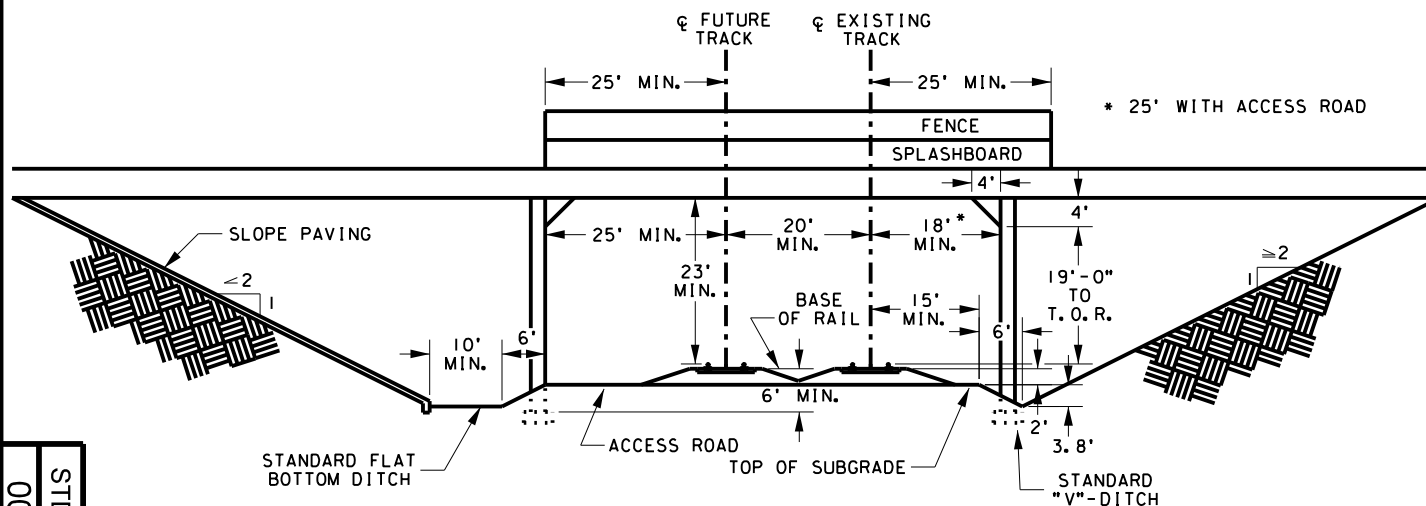
APPROVED: *Eric Selinger*
VP ENGINEERING
ADOPTED: DEC. 30, 1996
REVISED: NOV. 11, 2019
FILE NO.: 0035A

STD DWG

0035A



VIADUCT CROSS SECTION



ELEVATION PERPENDICULAR TO TRACKS

STD DWG
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