

NOTE:
DIMENSIONS ARE MEASURED PERPENDICULAR TO \bar{C} TRACK.

SHORING MUST BE DESIGNED FOR RAILROAD LIVE LOAD SURCHARGE IN ADDITION TO OSHA STANDARD LOADS FOR EXCAVATION IN ZONE A.
APPLICABLE RAILROAD LIVE LOAD: COOPER E80
NO SLOPING CUTS ALLOWED

TRACK PROTECTION SHORING REQUIREMENTS
REFERENCE: UNION PACIFIC RAILROAD - BNSF RAILWAY GUIDELINES FOR TEMPORARY SHORING
NTS

RAILROAD CONSTRUCTION NOTES:

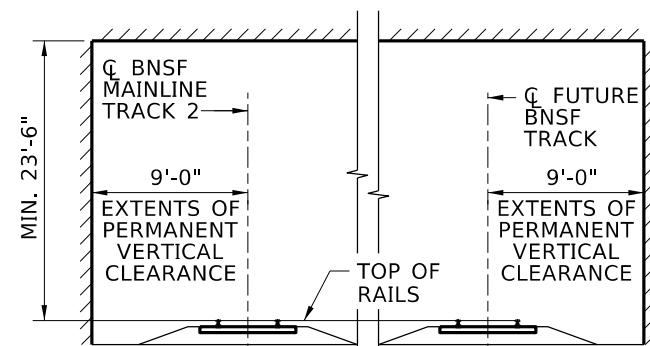
- DO NOT COMPROMISE SAFETY NOR IMPACT RAILROAD OPERATIONS WITH CONSTRUCTION ACTIVITIES AND PHASING.
- REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.
- SUBMIT SHORING PLANS AND DESIGN CALCULATIONS SIGNED AND SEALED BY AN IDAHO LICENSED PROFESSIONAL ENGINEER. DESIGN AND CONSTRUCT ANY SHORING SYSTEM THAT IMPACTS THE RAILROAD'S OPERATION OR SUPPORTS THE RAILROAD'S EMBANKMENT IN ACCORDANCE WITH RAILROAD GUIDELINES FOR TEMPORARY SHORING. PRIOR TO CONSTRUCTION, OBTAIN RAILROAD REVIEW AND APPROVAL OF SHORING. PLACE SHORING WITHIN THE LIMITS OF ZONE A FOR EXCAVATIONS AS SHOWN IN TRACK PROTECTION SHORING REQUIREMENTS DETAIL ON THIS SHEET BEFORE THE START OF EXCAVATION.
- PRIOR TO CONSTRUCTION, OBTAIN RAILROAD REVIEW AND APPROVAL OF RELEVANT CONSTRUCTION ITEMS, INCLUDING BUT NOT LIMITED TO, SHORING, TRACK & GROUND MONITORING, ERECTION, DEMOLITION, AND FALSEWORK. SUBMIT DETAILED PLANS INDICATING THE NATURE AND EXTENT OF WORK FOR APPROVAL BY THE RAILROAD BEFORE COMMENCING ANY WORK.
- PERFORM CONSTRUCTION ACTIVITIES WITHIN NATURALLY OCCURRING TRACK WINDOWS. COORDINATE ALL REQUESTS FOR CONSTRUCTION WORK WINDOWS WITH THE RAILROAD'S DESIGNATED REPRESENTATIVE TO ENSURE THAT THE WORK IS SCHEDULED TO ELIMINATE ANY POTENTIAL DISRUPTION TO THE RAILROAD'S OPERATION.
- DEMOLITION WITHIN THE RAILROAD'S RIGHT-OF-WAY OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL COMPLY WITH THE RAILROAD'S DEMOLITION REQUIREMENTS.
- MAINTAIN THE PERMANENT VERTICAL AND HORIZONTAL DESIGN CLEARANCES, WHICH ARE SPECIFIED IN THE BID DOCUMENTS APPROVED BY THE RAILROAD IN RELATION TO THE TOP-OF-RAIL AND CENTERLINE OF EXISTING AND FUTURE TRACKS, RESPECTIVELY. REDUCTION OF THESE CLEARANCES IS NOT PERMITTED.
- PROVIDE THE MINIMUM PERMANENT VERTICAL CLEARANCE OF 23'-6" MEASURED FROM TOP OF HIGHEST RAIL TO THE LOWEST OBSTRUCTION UNDER THE STRUCTURE. MEASURE THE EXTENT OF THIS VERTICAL CLEARANCE A MINIMUM OF 9'-0" TO THE FIELD SIDE OF THE OUTERMOST EXISTING OR FUTURE TRACKS, MEASURED PERPENDICULAR FROM THE CENTERLINE OF SAID TRACKS. THE PERMANENT VERTICAL CLEARANCE SHALL EXTEND TO COVER ALL EXISTING AND FUTURE TRACKS, INCLUDING THE SPACE IN BETWEEN. (IN CURVED TRACK, 9 FEET SHALL BE INCREASED EITHER 6 INCHES TOTAL OR 1.5 INCHES FOR EVERY DEGREE OF CURVE, WHICHEVER IS GREATER.)
- VERIFY PERMANENT CLEARANCES THROUGHOUT CONSTRUCTION. SUBMIT A COMPLIANCE REPORT TO THE RAILROAD BEFORE PROJECT CLOSING. BRING DISCREPANCIES TO THE ATTENTION OF THE RAILROAD.
- VERIFY THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE BEFORE STARTING OF CONSTRUCTION.
- TEMPORARY CONSTRUCTION CLEARANCES, INCLUDING FALSEWORK CLEARANCES, SHALL COMPLY WITH FIGURE 1.
- CONSTRUCTION ACTIVITIES ARE NOT ALLOWED WITHIN THE TEMPORARY CONSTRUCTION CLEARANCE ENVELOPE.
- SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD BEFORE BEGINNING ANY GRADING WITHIN THE RAILROAD RIGHT-OF-WAY.
- RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND PERSONNEL MUST SECURE EQUIPMENT AND CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE.

NOTES FOR UPRR PROJECTS:

- USE THE UNION PACIFIC RAILROAD PUBLIC PROJECTS MANUAL AS A GUIDE FOR ASSISTING IN ADMINISTERING, COORDINATING, PLANNING, AND IMPLEMENTING THIS PROJECT.
- FOR SPECIFIC RAILROAD REQUIREMENTS AND ADDITIONAL INFORMATION FOR UTILITIES, REFER TO WWW.UP.COM/CBUD.
- ABANDONMENT OF UTILITIES MUST FOLLOW THE UPRR GUIDELINES FOR ABANDONMENT OF SUBSURFACE UTILITY STRUCTURES.
- GIRDER SPLICES ABOVE UPRR TRACKS SHALL NOT REQUIRE FALSEWORK THAT ENCROACHES ON UPRR'S MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.
- CONSTRUCTION ACTIVITIES MUST ADHERE TO THE MOST RESTRICTIVE PROVISIONS OF THE CURRENT UPRR AND AREMA STANDARDS AND GUIDELINES IN EFFECT AT THE TIME THE WORK IS EXECUTED.
- ALLOW A MINIMUM OF 4 WEEKS FOR REVIEW AND APPROVAL OF EACH SUBMITTAL. EXPECT LONGER REVIEW TIMES FOR SUBMITTALS NOT IN ACCORDANCE WITH THESE NOTES.

PROJECT SPECIFIC NOTES:

- ADDITIONAL VERTICAL CLEARANCE HAS BEEN PROVIDED TO ALLOW FOR ADJUSTMENT OF SAG IN VERTICAL CURVE, FUTURE TRACK RAISE, FLOOD CONSIDERATIONS, CONSTRUCTION AND MAINTENANCE PURPOSES. BRING DISCREPANCIES TO THE ATTENTION OF THE RAILROAD BEFORE CONSTRUCTION.
- THE PROPOSED GRADE SEPARATION PROJECT WILL NOT CHANGE THE QUANTITY OR CHARACTERISTICS OF THE FLOW IN RAILROAD DITCHES OR DRAINAGE STRUCTURES.
- DECK DRAINS WILL NOT BE USED ON THIS BRIDGE. STORM WATER WILL BE COLLECTED ON THE ROADWAY AT THE END OF THE STRUCTURE.
- TOP-OF-RAIL SURVEY HAS BEEN PERFORMED FOR 1000 FEET ON EITHER SIDE OF PROPOSED OVERHEAD STRUCTURE.



NOTE:
ALL TRACKS IN THE VICINITY OF THE BRIDGE ARE NOT SHOWN FOR CLARITY.

PERMANENT VERTICAL RAILROAD CLEARANCE
REFERENCE: UNION PACIFIC RAILROAD - BNSF RAILWAY GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS SECTION 5.2
NTS

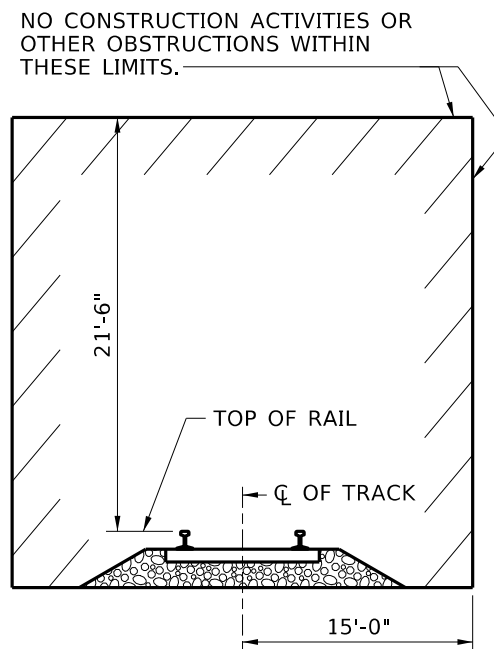


FIGURE 1
MINIMUM CONSTRUCTION CLEARANCE ENVELOPE (NORMAL TO RAILROAD)

REVISIONS			
NO.	DATE	BY	DESCRIPTION

DESIGNED
DESIGN CHECKED
DETAILED
DWG. CHECKED
CORRECTIONS

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME
Standards\Bridges Standard Drawings\B02_5.DGN
DRAWING DATE: DEC 2024

IDAHO TRANSPORTATION DEPARTMENT

YOUR Safety → YOUR Mobility → YOUR Economic Opportunity

APPROVED BY: BRIDGE ENGINEER **MICHAEL T. JOHNSON** DATE: _____

ENGLISH
PROJECT NO.

RAILROAD DETAILS
BRIDGE LRFD DESIGN MANUAL, B2.5

BRIDGE PLANS	
BRIDGE KEY NO.	
COUNTY	KEY NO.
BRIDGE DWG. NO.	SHEET OF