

GENERAL NOTES:

1. DIMENSIONS ARE MEASURED PERPENDICULAR TO \bar{C} TRACK.
2. SUBMIT DETAILED PLANS INDICATING THE NATURE AND EXTENT OF THE TRACK PROTECTION SHORING FOR APPROVAL BY THE RAILROAD BEFORE COMMENCING ANY WORK. INSTALL THE TEMPORARY SHORING SYSTEM IN ACCORDANCE WITH THE APPROVED PLANS. DESIGN OF THE TEMPORARY SHORING SYSTEM TO COMPLY WITH BNSF-UPRR GUIDELINES FOR TEMPORARY SHORING EXCEPT CLEARANCE REQUIREMENTS ARE TO BE IN ACCORDANCE WITH THE UNION PACIFIC-BNSF RAILWAY GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS.
3. PROVIDE SHORING PLANS AND DESIGN CALCULATIONS SIGNED AND SEALED BY AN IDAHO LICENSED PROFESSIONAL ENGINEER FOR EXCAVATIONS WHICH ENCROACH INTO ZONE A.
4. PLACE SHORING WITHIN THE LIMITS OF ZONE A BEFORE THE START OF EXCAVATION.

NOTES:

1. DECK DRAINS WILL NOT BE USED ON THIS BRIDGE. STORM WATER WILL BE COLLECTED ON THE ROADWAY AT EACH END OF THE STRUCTURE.
2. SUBMIT FALSEWORK AND SHORING PLANS TO THE ENGINEER AND UPRR FOR REVIEW AND APPROVAL.
3. THE APPROACH RAIL AND TRANSITION SECTION FOR GUARDRAIL IS INCLUDED IN THE ROADWAY PLANS.

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

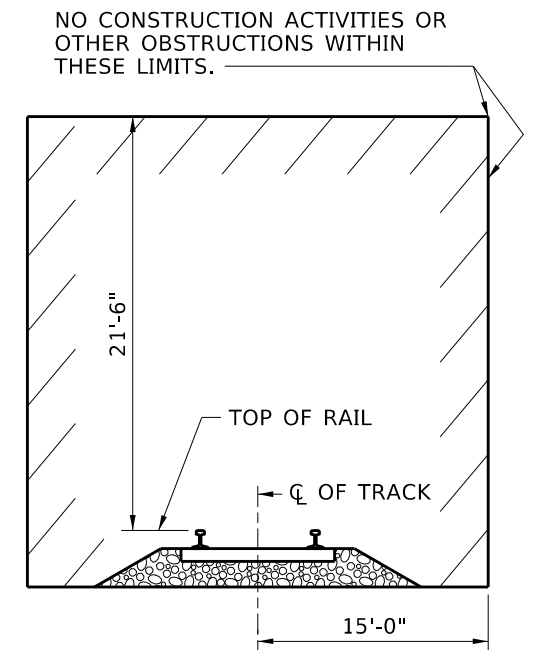
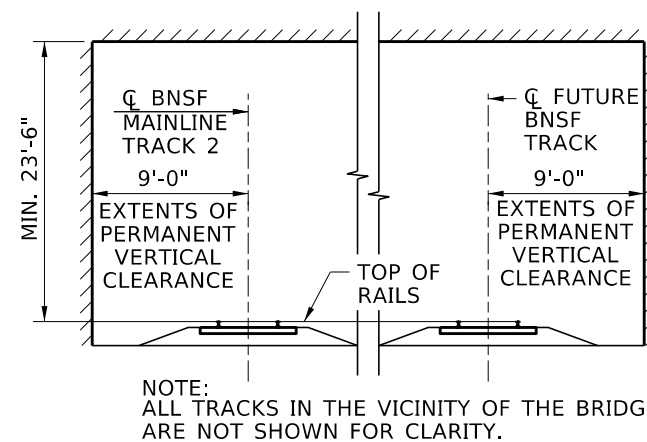


FIGURE 1
 MINIMUM CONSTRUCTION CLEARANCE ENVELOPE (NORMAL TO RAILROAD)



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

RAILROAD CONSTRUCTION NOTES:

1. 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.
2. DEMOLITION WITHIN THE RAILROAD'S RIGHT-OF-WAY OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS MUST COMPLY WITH THE RAILROAD'S DEMOLITION REQUIREMENTS.
3. ERECTION OVER THE RAILROAD'S TRACK MUST BE PLANNED SO IT ENABLES THE TRACK(S) TO REMAIN OPEN TO TRAFFIC IN ACCORDANCE WITH RAILROAD REQUIREMENTS.
4. VERIFY THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE BEFORE BEGINNING CONSTRUCTION. BRING DISCREPANCIES TO THE ATTENTION OF THE RAILROAD BEFORE CONSTRUCTION.
5. THE PROPOSED GRADE SEPARATION PROJECT WILL NOT CHANGE THE QUANTITY OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES OR DRAINAGE STRUCTURES.
6. SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD BEFORE BEGINNING ANY GRADING ON THE PROJECT SITE.
7. REFER TO THE RAILROAD'S COORDINATION REQUIREMENTS AS PART OF THE SPECIFICATIONS OR SPECIAL PROVISIONS OF THE PROJECT.
8. TEMPORARY CONSTRUCTION CLEARANCES, INCLUDING FALSEWORK CLEARANCES, MUST COMPLY WITH FIGURE 1.
9. VERIFY PERMANENT CLEARANCES BEFORE PROJECT CLOSEOUT.
10. RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE. WHEN A TRAIN PASSES THE WORK SITE, PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE EQUIPMENT.

REVISIONS			
NO.	DATE	BY	DESCRIPTION
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▲			
▲			
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DESIGNED
DESIGN CHECKED
DETAILED
DWG. CHECKED
CORRECTIONS

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME
Standards\Bridg Standard Drawings\B02_5.DGN
DRAWING DATE: OCT 2023

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