GENERAL NOTES:
1. All dimensions are measured perpendicular to the track.
2. Submit detailed plans indicating the nature and extent of the track protection shoring for approval by the railroad prior to commencing any work. Install the temporary shoring system per the approved plans. Design of the temporary shoring system to comply with BNSF-UPRR guidelines for temporary shoring except clearance requirements are to be per the Union Pacific-BNSF Railway guidelines for railroad grade separation projects.
3. Provide shoring plans and design calculations signed and stamped by a Professional Engineer registered in Idaho for excavations which encroach into zones A or B.

TRACK PROTECTION SHORING REQUIREMENTS
REFERENCE: UNION PACIFIC RAILROAD - BNSF RAILWAY GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS

RAILROAD CONSTRUCTION NOTES:
1. Design and construct any shoring system that impacts the railroad’s operation and/or supports the railroad’s embankment per railroad guidelines for temporary shoring.
2. All demolition within the railroad’s right-of-way and/or demolition that may impact the railroad’s tracks or operations will comply with the railroad’s demolition requirements.
3. Erection over the railroad’s track will be planned such that it enables the track(s) to remain open to traffic per railroad requirements.
4. Verify the elevation of the existing top-of-rail profile before beginning construction. Bring all discrepancies to the attention of the railroad prior to construction.
5. The proposed grade separation project will not change the quantity and/or characteristics of the flow in the railroad ditches and/or drainage structures.
6. Submit a proposed method of erosion and sediment control and have the method approved by the railroad prior to 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 plans, will comply with Figure 1.
9. Verify all 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. All personnel must clear the area within 25 feet of the track centerline and secure all equipment.

MINIMUM CONSTRUCTION CLEARANCE ENVELOPE
(NORMAL TO RAILROAD)

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 false work 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.

BASE OF RAIL

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

RAILROAD DETAILS
BRIDGE PLANS
ENGLISH