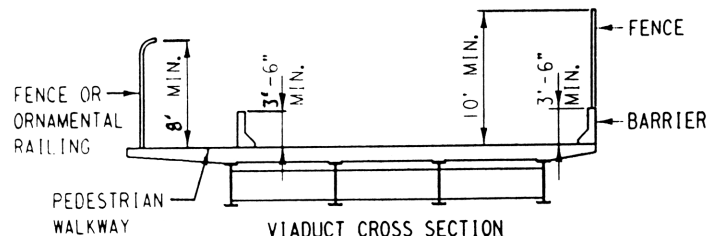
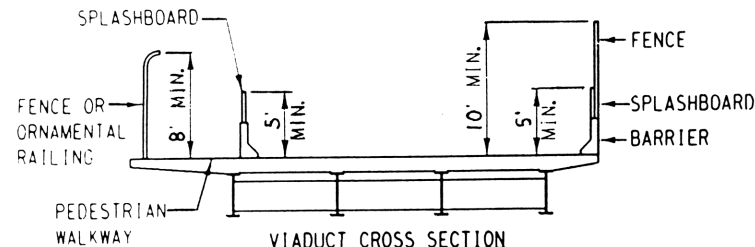


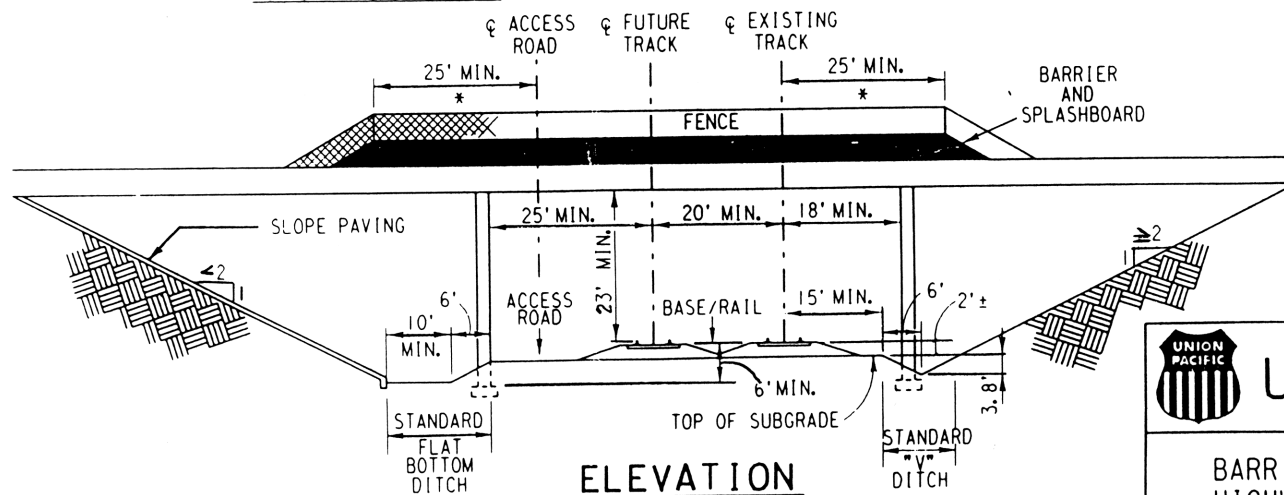
VIADUCT CROSS SECTION
NO SNOW REMOVAL AREAS



VIADUCT CROSS SECTION
WITH 3'-6" SOLID BARRIER AND FENCE
FOR SNOW REMOVAL AREAS



VIADUCT CROSS SECTION
WITH SPLASH BOARD AND FENCE
FOR SNOW REMOVAL AREAS



ELEVATION
PERPENDICULAR TO TRACKS

* Fences, splashboards, or solid barriers if required shall extend 25ft. beyond centerline of outer most track or access roadway.

GENERAL

Fence shall be provided as indicated on the cross sections and elevation view on both sides of the viaduct in ALL new or modified structures.

Splashboards or solid 3'-6" high barrier rail shall be provided as indicated on the cross sections and elevation view on both sides of the viaduct in ALL new or modified structures where snow removal is being performed.

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.

Falswork for construction of overhead structures shall comply to UPRR guidelines.

Demolition of existing overhead structures shall comply to UPRR guidelines.

Temporary shoring shall be designed in accordance with UPRR's Shoring Requirements (Drawing No. 106613) and UPRR guidelines.

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.

Exceptions to these standards must be approved by UPRR's Chief Engineer Design.

CLEARANCES

Minimum vertical clearance shall be 23 feet above the plane of top-of-rails. Additional clearance may be required for construction purposes or 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 in elevation view.

Minimum construction clearances shall be 21 feet vertical above the plane of top-of-rails and 12 feet horizontal at right angle from centerline of track.

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 road on both sides of tracks.

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 footings within 25' from centerline of track shall be a minimum of 6 feet below base of rail and a minimum of 1 foot below flow line of ditch.

DRAINAGE

Drainage from the overpass shall be diverted away from UPRR's tracks and not discharged onto the tracks or roadbed.

A standard "V"-shaped or flat-bottom ditch shall be provided on each side of the tracks as necessary.

Culverts may be installed on opposite side of column from track in lieu of standard Railroad ditches when approved by Chief Engineer Design. Maintenance of culverts is to be at applicant's expense.



UNION PACIFIC RAILROAD

BARRIERS AND CLEARANCES TO BE PROVIDED AT HIGHWAY, STREET, AND PEDESTRIAN OVERPASSES

OFFICE OF CHIEF ENGINEER DESIGN

REVISED: MAR. 31, 1998

STD. DWG. 0035