

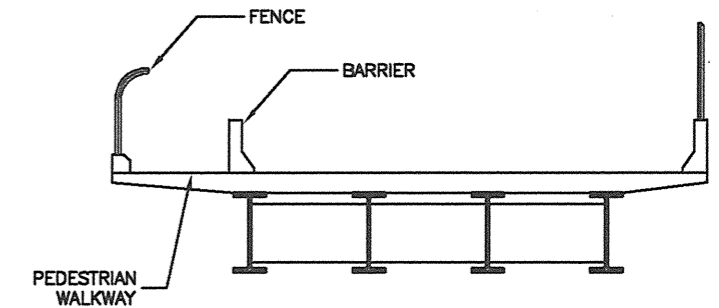
ELEVATION

PERPENDICULAR TO TRACKS

NOTE:

WIDTH AND HEIGHT SUBJECT TO HYDRAULIC REQUIREMENTS.

* THE LIMITS OF THE FENCE WITH BARRIER RAIL SHALL EXTEND TO THE LIMITS OF RAILROAD RIGHT-OF-WAY OR A MIN. OF 25 ft BEYOND THE CENTERLINE OF THE OUTERMOST EXISTING TRACK, FUTURE TRACK OR ACCESS ROADWAY, WHICHEVER IS GREATER.



OVERHEAD STRUCTURE CROSS SECTION WITH FENCE

GENERAL

FENCE SHALL BE PROVIDED AS INDICATED ON THE CROSS SECTIONS AND ELEVATION VIEW ON BOTH SIDES OF THE OVERHEAD STRUCTURE IN ALL NEW OR MODIFIED STRUCTURES.

BARRIER RAIL FOR OVERHEAD STRUCTURES, WITHOUT WALKWAYS, THAT MAY BE SUBJECT TO SNOW REMOVAL SHALL BE A MINIMUM OF 42 INCHES IN HEIGHT WITH A 4 FOOT WIDE SHOULDER OR 30 INCHES IN HEIGHT WITH A 6 FOOT WIDE SHOULDER.

LIGHTS ARE TO BE INSTALLED ON THE UNDERSIDE OF THE OVERHEAD STRUCTURE 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 FOR CONSTRUCTION OF OVERHEAD STRUCTURES SHALL COMPLY WITH RAILROAD REQUIREMENTS.

TEMPORARY SHORING SHALL BE DESIGNED IN ACCORDANCE WITH RAILROAD GUIDELINES FOR TEMPORARY SHORING.

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

CALL THE FOLLOWING NUMBERS AT LEAST 48 HOURS PRIOR TO COMMENCING WORK TO DETERMINE LOCATION OF FIBER OPTICS: CP "CALL BEFORE YOU DIG", 1-866-291-0741

CLEARANCES

MINIMUM VERTICAL CLEARANCE SHALL BE 23'-0" ABOVE THE TOP OF HIGH RAIL WITHIN 25' OF CENTERLINE OF TRACK. 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.

PIERS

PIERS SHALL BE LOCATED OUTSIDE RAILROAD RIGHT-OF-WAY.

PIER PROTECTION WALLS SHALL BE PROVIDED IN ACCORDANCE WITH THE CP "REQUIREMENTS FOR THE DESIGN OF STEEL AND CONCRETE STRUCTURES CARRYING RAILWAY TRAFFIC".

TOP OF FOOTINGS LOCATED WITHIN 25 FEET FROM CENTERLINE OF TRACK SHALL BE A MINIMUM OF 6 FEET BELOW BASE OF RAIL AND A MINIMUM OF 1 FOOT BELOW FLOWLINE OF DITCH.

DRAINAGE

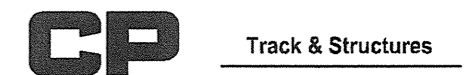
DRAINAGE FROM THE OVERHEAD STRUCTURE SHALL BE DIVERTED AWAY FROM AND NOT DISCHARGED ONTO THE TRACKS, ROADBED AND RAILROAD RIGHT-OF-WAY.

AT MINIMUM, A 3' FLAT-BOTTOM DITCH SHALL BE PROVIDED ON EACH SIDE OF THE TRACKS AS NECESSARY.

CULVERTS MAY BE INSTALLED IN LIEU OF STANDARD RAILROAD DITCHES WHEN APPROVED BY THE CHIEF ENGINEER BRIDGE. MAINTENANCE OF CULVERTS WILL BE AT APPLICANT'S EXPENSE.

FUTURE TRACKS AND ACCESS ROAD

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 AN ACCESS ROAD ON BOTH SIDES OF TRACKS.



PROPOSED OVERHEAD STRUCTURE CLEARANCES FOR NEW CONSTRUCTION

 CHIEF ENGINEER STRUCTURES	DRAWN BY: YYW	CHK BY: JJ
	CAD FILE #:	
DATE: JAN. 5, 2015	DRAWING #: STDCLR-001	