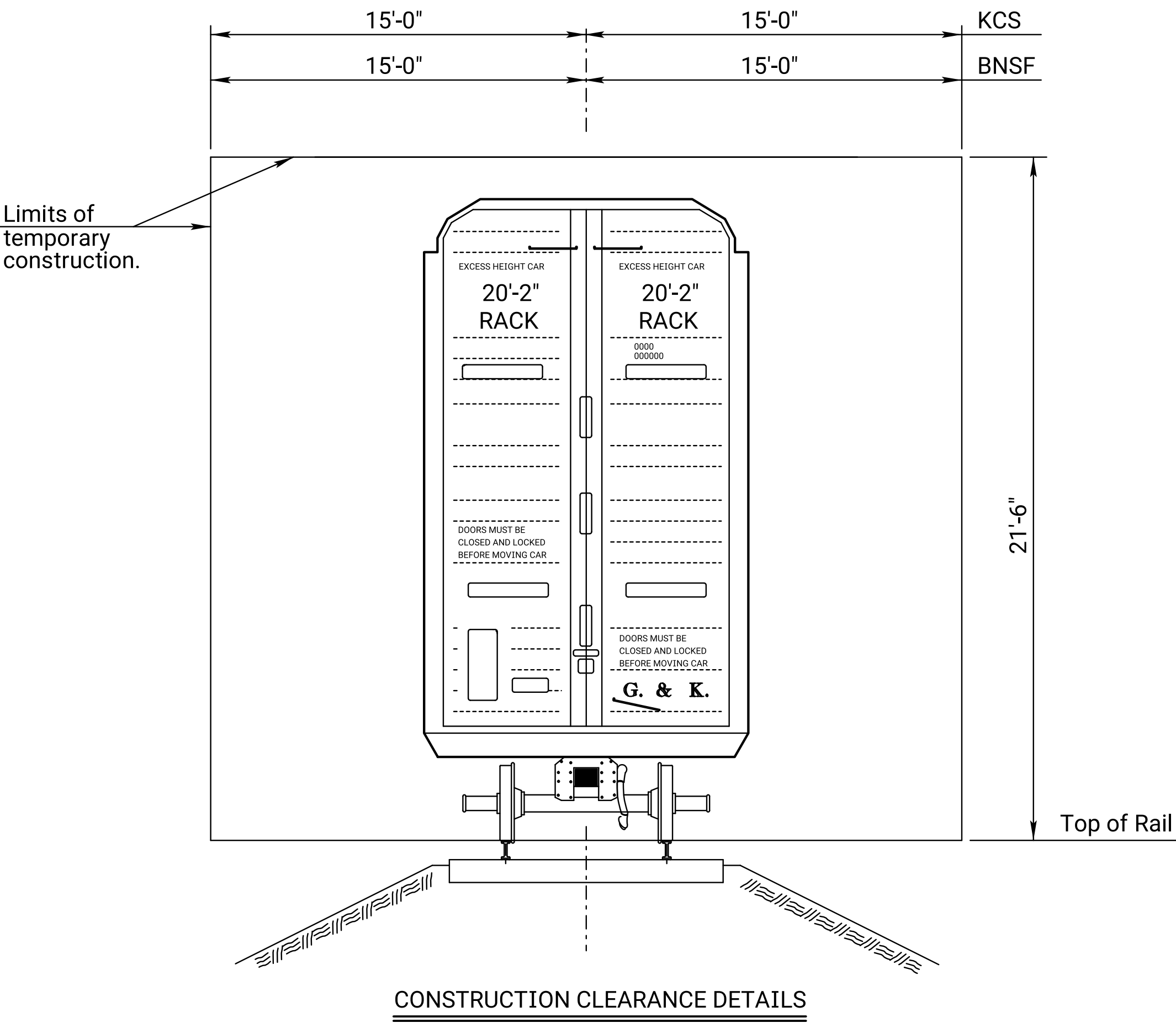


Plotted by : KDOT#CADD.Support_Ls.gov
File : br105.dgn
25-JUN-2022 00:04

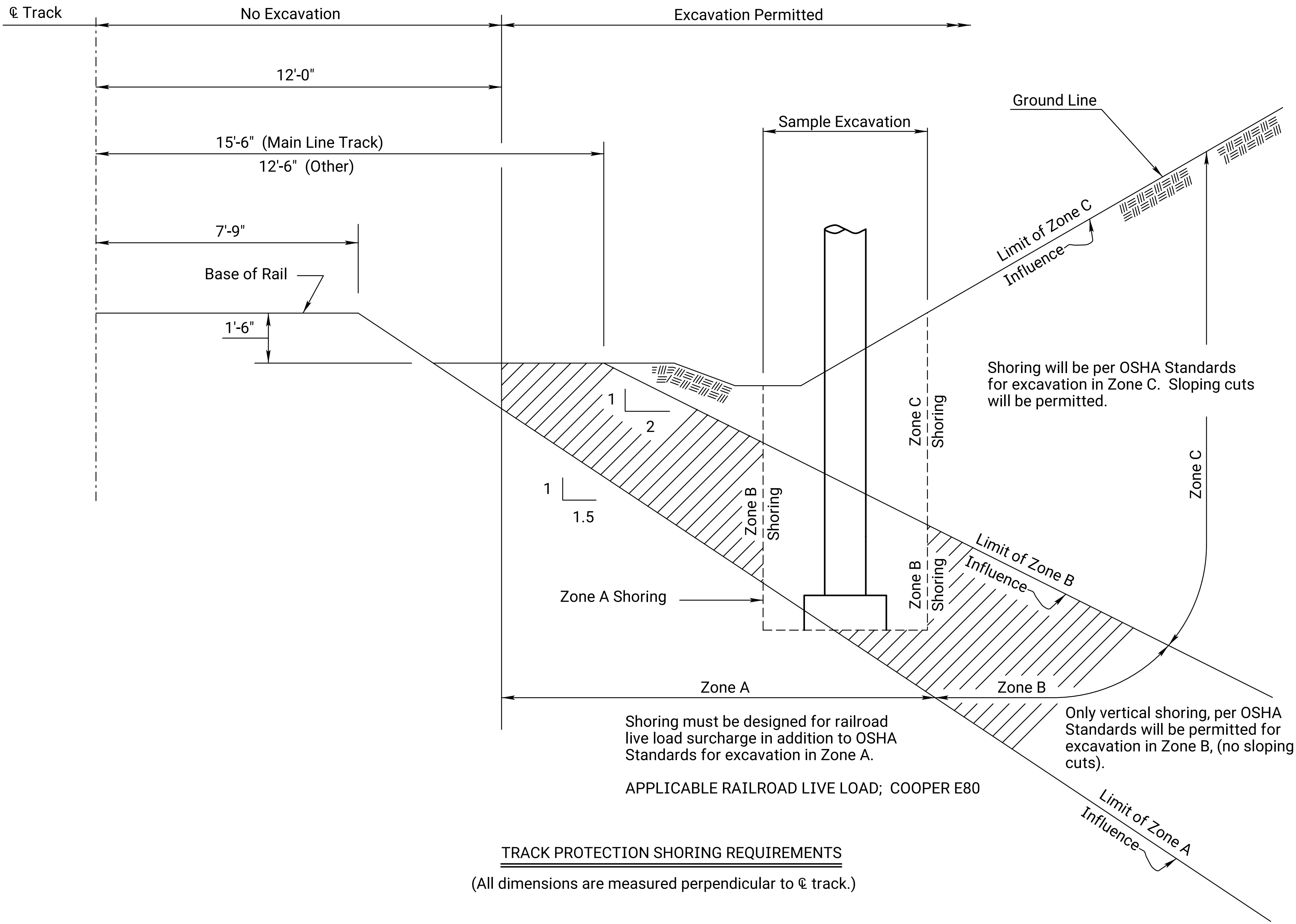
RAILROAD PROTECTION: If removal of concrete is required through the full thickness of the deck (i.e. full depth patching, edge of slab removal, or complete deck replacement), then the Contractor shall execute the work in such a manner and take any precautions necessary to prohibit broken concrete and other debris from falling on and damaging the rails, ties, ballast or other railroad property. As much as possible, do the work so as not to interfere with the normal use of the tracks. The Railroad Company and the Engineer shall approve the methods of protection proposed by the Contractor before any work begins.



NOTE: Clearances may not be attainable at all locations. If the clearances cannot be met, see the Construction Layout sheet for a sketch of Railroad approved clearances.

NOTE: Submit in accordance with KDOT Specifications bracing, shoring details and design calculations to be used for track protection for approval by the Railroad Company and the Engineer. A registered professional engineer shall design and seal these drawings and calculations.

NOTE: Drilled Shafts located within the Railroad Live Load influence shall be cased.



NOTE: The location of the theoretical lines that denote the "Zones of Influence" do not necessarily correspond to the geometrics of the track. Use the applicable shoring requirements within the defined zones.

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS		0	0	

09	04-05-21	Removed UPRR construction clearance	M.L.L.	M.A.H.
08	08-16-18	Added KCS construction clearance	M.L.L.	J.P.J.
07	03-23-18	Revised UPRR horizontal clearance	M.L.L.	J.P.J.
NO.	DATE	REVISIONS	BY	APPD
KANSAS DEPARTMENT OF TRANSPORTATION				
RAILROAD CLEARANCE AND TRACK PROTECTION				
BR105				
FHWA APPROVAL		07-25-07	APPD.	Kenneth F. Hurst
DESIGNED	DETAIL	G.F.K.	QUANTITIES	TRACED
DESIGN CK.	DETAIL CK.	L.R.R.	QUAN.CK.	TRACE CK.