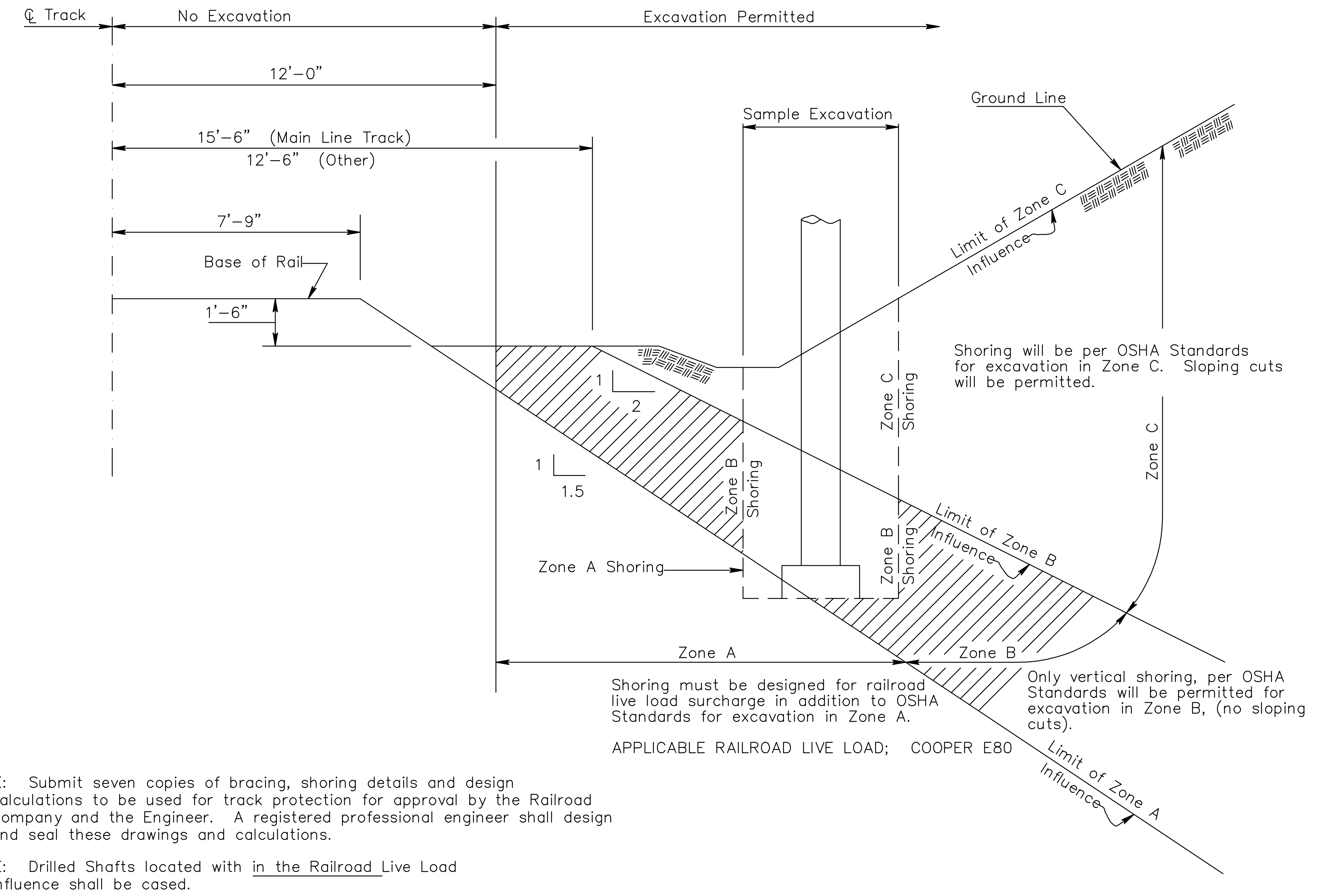


CONSTRUCTION CLEARANCE DETAILS

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.

±± 21'-6" is preferred 21'-0" is the Railroad Minimum

RAILROAD PROTECTION: 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.



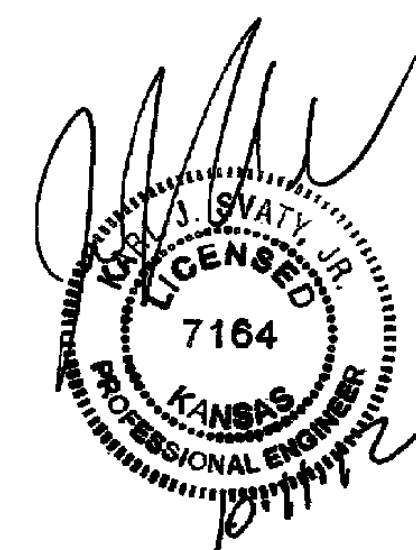
NOTE: Submit seven copies of bracing, shoring details and design calculations to be used for track protection for approval by the Railroad Company and the Engineer. A registered professional engineer shall design and seal these drawings and calculations.

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

TRACK PROTECTION SHORING REQUIREMENTS

(All dimensions are measured perpendicular to C track.)

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.



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NO.	DATE	REVISIONS	BY	APP'D
6	6-26-07	Revised Clearances & Shoring	JPJ	KFH
5	11-17-04	Revised Horizontal Distances	RAM	KFH
4	5-01-00	Revised shoring requirements	RAM	KFH
3	4-2-99	New Constr. Clearance Details	RAM	KFH
2	11-17-97	Revised SI Vert. Clearance	RAM	KFH
1	4-4-97	Add US dimensions	LRR	KFH

KANSAS DEPARTMENT OF TRANSPORTATION

RAILROAD CLEARANCE AND TRACK PROTECTION

BR105 101

DESIGNED	7/25/07	APP'D	KENNETH F. HURST
DESIGN CK.	DETAIL CK.	LRR QUAN. CK.	CADD CK.