



STATE OF
COLORADO

Martindale - CDOT, Rob <rob.martindale@state.co.us>

Overhead Structure, Preliminary Plans, MP 67.66, North Fork Sub, SH 92, Hotchkiss, CO, DOT 254041G - UPRR Engineering Review

3 messages

Kelly A. Abaray <KAABARAY@up.com>

Fri, Feb 1, 2013 at 1:29 PM

To: Rob.Martindale@dot.state.co.us

Cc: mat.flores@state.co.us

Proposed Grade Separation, RR Under
CO: Hotchkiss
SH 92
appx MP 68.0: North Fork Sub
DOT # Pending

Proposed Public Closure
CO: Lazear (really is Hotchkiss)
SH 92
MP 67.66
DOT # 254-041G

Proposed Closure
CO: Hotchkiss
Private
MP 68.06
DOT # 254-042N

Unfortunately, UPRR Engineering has rejected the most recent plan submittal for the proposed SH 92 Overpass.

I have found that the preliminary plans **do not** meet UPRR Grade Separation Guidelines.

[Please submit revised design plans reflecting the comments below. Provide a reply for each of the following comments.](#)

1. Provide the UPRR right of way on the plans.
2. Structure shall span UPRR right-of-way while maintaining the permanent vertical clearance over existing and future UP tracks. If the structure is unable to span the right-of-way provide a detailed explanation for this and for the structure selected. Explanation should show that all options have been exhausted.
3. Inside guardrail shall be required, at agency's cost, between track rails when piers are located within 25 feet from the nearest existing or future track
4. The limits of the protective fence with barrier rail shall extend to the limits of the Railroad right-of-way or a minimum of 25 feet beyond the centerline of the outermost track, future track or access road, whichever is greater. Barrier rail and fencing shall meet the following attached requirements.
5. Plan must indicate barrier rail is closed type and that no drainage will be discharged on Railroad right-of-way.
6. Temporary horizontal and vertical clearances shall be shown on the plans and every effort must be made to design for greater clearances. False-work clearances shall comply with minimum construction clearances. Provide and show the following Minimum Construction Clearance diagram.
7. Piers with a clear distance of less than 25 feet from centerline of nearest track shall be of heavy construction or shall be protected by a reinforced concrete protection wall designed per attachment, "Pier

Protection, AREMA 06".

8. The proposed project shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.

Include the following in the General Notes:

1. The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the Railroad's ditches and/or drainage structures.
2. The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
3. The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad.
4. All shoring systems that impact the Railroad's operations and/or supports the Railroad's embankment shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
5. All demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall be in compliance with the Railroad's Demolition Guidelines.
6. Erection over the Railroad's right-of-way shall be designed to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements.
7. Railroad requirements do not allow work within 50 feet of track centerline when a train passes the work site and all personnel must clear the area within 25 feet of the track centerline and secure all equipment.
8. False-work clearances shall comply with minimum construction clearances.
9. All permanent clearances shall be verified before project closing.

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3 attachments

 **Barrier Rail & Fencing.pdf**
63K

 **Construction Clearance.pdf**
22K

 **Pier Protection AREMA 2012 - For Agency.pdf**
135K

Martindale - CDOT, Rob <rob.martindale@state.co.us> Fri, Feb 1, 2013 at 3:03 PM
 To: Ronald Alexander - CDOT <Ronald.B.Alexander@state.co.us>
 Cc: Hans Egghart - CDOT <hans.egghart@state.co.us>, Dorlynn Erickson - CDOT <dorlynn.erickson@state.co.us>, Katherine Freeman - CDOT <kathy.freeman@state.co.us>, Pete Mertes - CDOT <pete.mertes@state.co.us>

Ron,

Comments are now available for SH 92 bridge, see below. Let me know if you have any questions.

Thanks,

Rob Martindale, Utility Engineer | Colorado Department of Transportation, Region 3, Grand Junction | (970) 683-6209 (Direct) | (970) 210-5913 (Mobile) | M-T 6:30-5:00 rob.martindale@state.co.us

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3 attachments



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Construction Clearance.pdf

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135K

Fullerton - CDOT, Jason <jason.fullerton@state.co.us>

Tue, Feb 5, 2013 at 11:09 AM

To: Rob Martindale - CDOT <rob.martindale@state.co.us>

Cc: Hans Egghart - CDOT <hans.egghart@state.co.us>, Ronald Alexander - CDOT

<ronald.b.alexander@state.co.us>

Hi Rob,

When you get a chance could you check your files or Dwight's old files for any official letters describing the UPRR variance for the bridge to not span the entire Right of Way? We have an email trail but we are hoping there was an official letter in the file.

Give me a call if you have any questions.

Thanks,

Jason

On Fri, Feb 1, 2013 at 3:46 PM, Alexander - CDOT, Ronald <ronald.b.alexander@state.co.us> wrote:

Mike, Paul -

Hans and I will work on the TO Monday and try to get this going. We are now critical path.

Thanks - Ron

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