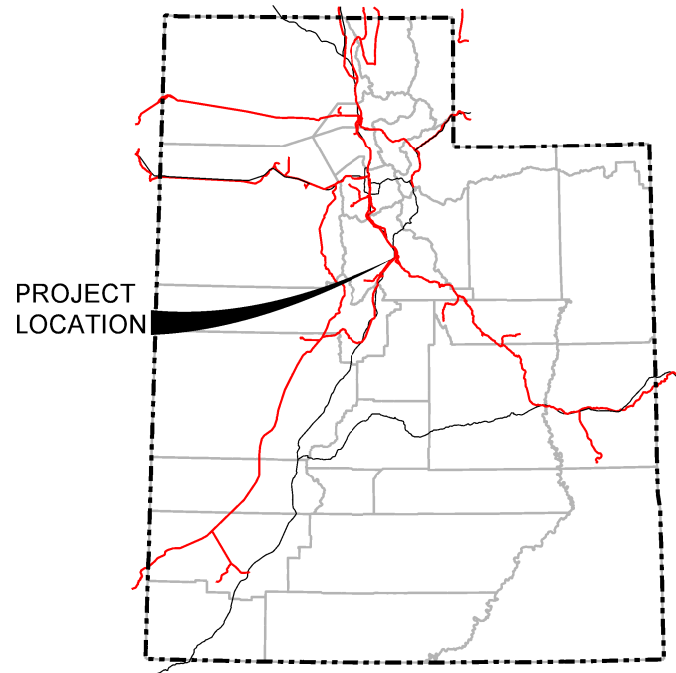
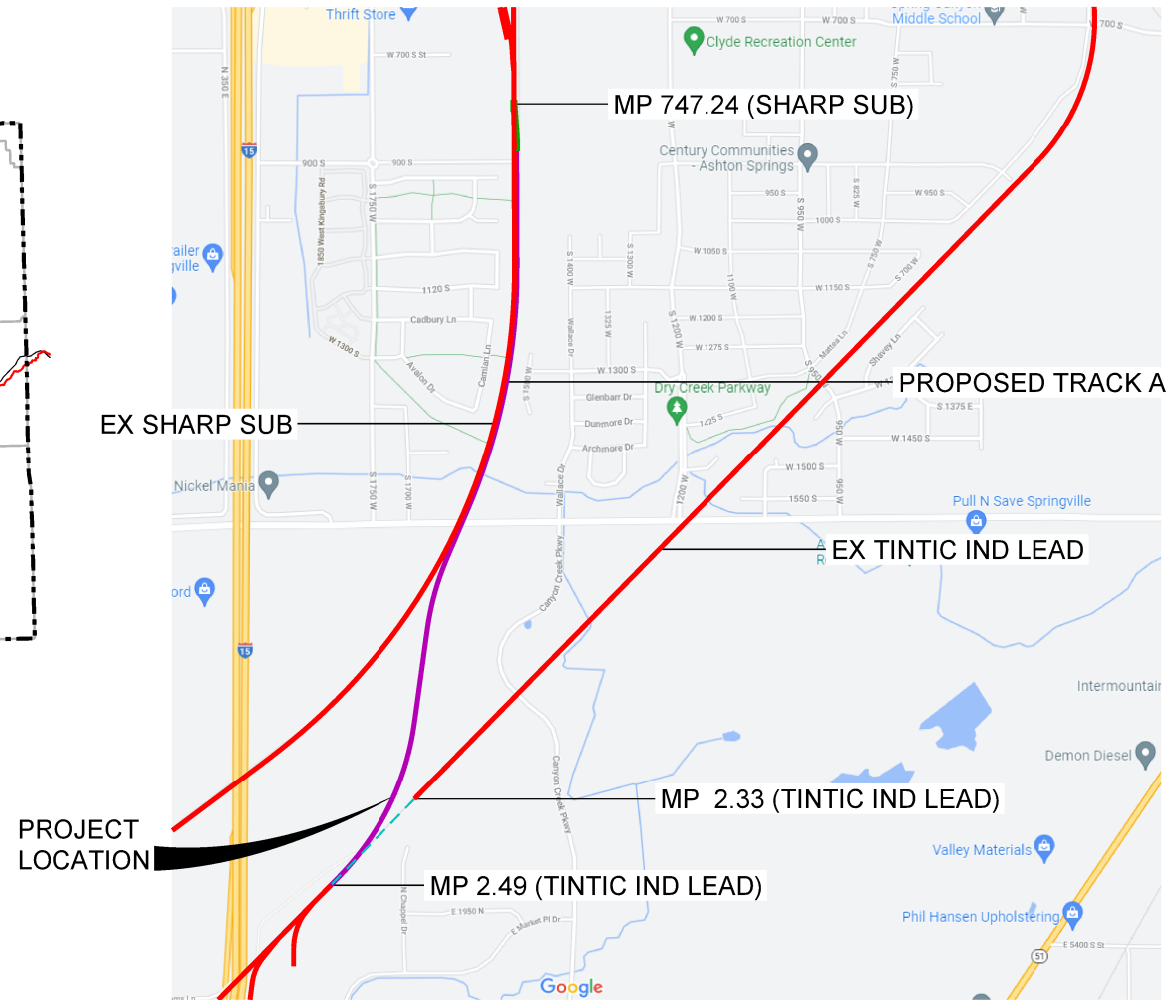




ENGINEERING DESIGN



State of Utah



Project Location Map

SPRINGVILLE, UTAH SHARP SUBDIVISION MP 747.24 SHARP SUB/ MP 2.49 TINTIC IND. LD. SHARP-TINTIC RAILROAD CONNECTION

10% PRELIMINARY

NOT FOR CONSTRUCTION

WORK ORDER: UPRR TO PROVIDE
PROJECT NUMBER: UPRR TO PROVIDE
BUDGET REFERENCE: UPRR TO PROVIDE

LAST REVISED
OCTOBER 22, 2021

ABBREVIATIONS

MISCELLANEOUS

Ac.	Acres
Ave.	Avenue
Blvd.	Boulevard
Bldg	Building
BNSF	BNSF Railway
C.Y.	Cubic Yards
Conc.	Concrete
D	Degree (s)
Dia.	Diameter
Dr.	Drive
Dwg.	Drawing
E	East
Elev.	Elevation
Exist.	Existing
'	Foot, Feet or Minute (s)
F.S.	Finished Surface
Horiz.	Horizontal
"	Inch, Inches or Second (s)
Inv.	Invert
Lt.	Left
L	Length
L.F.	Lineal Feet
LS	Length of Spiral
Max.	Maximum
Min.	Minimum
N	North
NTS	Not to Scale
No.	Number
OH	Overhead
PP	Power Pole
Prop.	Proposed
RR	Railroad
Rwy	Railway
ROW	Right of Way
Rt.	Right
S	South
S.F.	Square Feet
Sta.	Station
Std.	Standard
St.	Street
Twp.	Township
Typ.	Typical
UDOT	Utah Department of Transportation
UG	Underground
UPRR	Union Pacific Railroad
UTA	Utah Transportation Authority
V	Velocity
Wt.	Weight
W	West
X-ing	Crossing

SIGNAL

ABS	Automatic Block Signal
ATC	Automatic Train Control
CTC	Centralized Traffic Control
DED	Dragging Equipment Detector
DTC	Direct Traffic Control
ELTO	Electric Lock Turnout
HBD	Hot Box Detector
HTTO	Hand Throw Turnout
HWD	High Wide Dectector
POTO	Power Operated Turnout
TWC	Track Warrant Control
WILD	Wheel Impact Load Dectector

STRUCTURES

Bldg.	Building
Br.	Bridge
CB	Catch Basin
CPT	Concrete Pile Trestle - Ballast Deck
CIP	Cast Iron Pipe
CMP	Corrugated Metal Pipe
CMPA	Corrugated Metal Pipe Arch
CSP	Corrugated Steel Pipe
Culv.	Culvert
DI	Drop Inlet
DPGBD	Deck Plate Girder - Ballast Deck
DPGOD	Deck Plate Girder - Open Deck
EBW	East Backwall
F.L.	Flowline
F.F.	Finished Floor
GIP	Galvanized Iron Pipe
Hdw	Headwall
NBW	North Backwall
PCB	Prestressed Concrete Box
PSCT	Prestressed Concrete Trestle
RCA	Reinforced Concrete Arch
RCB	Reinforced Concrete Box
RCP	Reinforced Concrete Pipe
SBW	South Backwall
SSP	Smooth Steel Pipe
SPTBD	Steel Pile Trestle - Ballast Deck
SPTOD	Steel Pile Trestle - Open Deck
SPP	Structural Plate Pipe
TPGBD	Through Plate Girder - Ballast Deck
TPGOD	Through Plate Girder - Open Deck
TPTBD	Timber Pile Trestle - Ballast Deck
TPTOD	Timber Pile Trestle - Open Deck
TTBD	Through Truss - Ballast Deck
TTOD	Through Truss - Open Deck
TWB	Treated Wood Box
VCP	Vitrified Clay Pipe
Viad.	Viaduct
WBW	West Backwall
WIP	Wrought Iron Pipe

TRACK

ATR	Above Top of Rail
Align.	Alignment
BBR	Below Base of Rail
CLR	Clear
Cntrs.	Centers
CS	Curve to Spiral
CWR	Continuous Welded Rail
DSPD	Double Switch Point Derail
EOT	End of Track
HH	Head Hardened
HST	Hollow Switch Ties
HTTO	Hand Throw Turnout
ISHH	Intermediate Strength Hardened Head
Jtd.	Jointed Rail
LH	Left Hand
ML	Main Line
MM	Mile Marker
MP	Mile Post
NSC	Not Sufficient Clearance
OTM	Other Track Material
PCC	Point of Compound Curve
PC	Point of Curve
PCS	Point of Curve to Spiral
POC	Point on Curve
PF	1/2" Point of Frog
PI	Point of Intersection
PITO	Point of Intersection of Turnout
PS	Point of Spiral
PSC	Point of Spiral to Curve
POS	Point on Spiral
PT	Point of Tangent
POT	Point on Tangent
POTO	Power Operated Turnout
Pt. Sw.	Point of Switch
PVC	Point of Vertical Curve
PVI	Point of Vertical Intersection
PVT	Point of Vertical Tangent
R	Radius
RH	Right Hand
S	Spiral
SC	Spiral to Curve
SH	Second Hand
ST	Spiral to Tangent
SSPD	Single Switch Point Derail
TAN	Tangent
TC	Track Centers
T.F.	Track Feet
Trk.	Track
TS	Tangent to Spiral
UXO	Universal Cross-Over
X-Over	Cross-Over

UTILITIES

AIR	Compressed Air
F/O	Fiber Optic Cable
G	Gas Pipeline
SS	Overhead Power Line
SS	Sanitary Sewer
UGS	Underground Signal Line
UGS	Underground Signal Line
S	Storm Sewer
T	Telephone
UGE	Underground Electric
W	Water Main
UD	Under Drain
V.	Valve
M.H.	Manhole
C.B.	Catch Basin
F.H.	Fire Hydrant
J.B.	Junction Box
E.M.	Electric Meter
G.M.	Gas Meter
W.M.	Water Meter
M.W.	Monitoring Well
PUMP	Pump

TRACK

	Existing Mainline
	Existing Siding or Spur
	Proposed
	Remove
	Shift
	Relay
	Surface & Line
	Future
	Foreign Railroad or Industry
	In Buildings or Under Structures
	Turnout
	Power Turnout
	Bumping Post
	Earthen Bumper
	Inert Retarder
	Dowty Retarder
	Hayes Derail
	Double Switch Point Derail

PROPERTY

	Section Line
	Center Section Line
	Parcel or Easement Line
	Right of Way
	Former Right of Way
	Right of Way to be Acquired
	Foreign Right of Way

ROAD CROSSING WARNING DEVICES

	Crossbuck Sign
	Flashing Light Warning Device
	Flashing Light Warning Device with Gate
	Cantilever Flashing Light Warning Device
	Cantilever Flashing Light Signal with Gate

SIGNAL

	Absolute Signal
	Signal Bridge
	Cantilever Signal
	ACS or CTC Signal
	Dwarf Signal
	Begin CTC
	Microwave Tower
	AEI
	Battery Box
	Dragging Equipment Detector
	Generator
	Hot Box Detector

STRUCTURES

	Culvert
	Culvert with Headwalls
	Double Culvert
	Railroad Bridge
	Highway Overpass
	Highway Underpass
	Tunnel
	Building
	Flag Pole

OTHER

	Embankment
	Flow Line
	Milepost
	Milemarker
	Control Point
	Revision Number
	Revision Cloud

SIGNS

	Stop
	Yard Limit
	1 Mile to Yard Limit
	Whistle Post
	Flanger
	Station
	Reduce Speed
	Resume Speed
	General Purpose

FENCES

	Barbed Wire
	Chain Link
	Snow / Sand
	Cattle Guard

ROADS

	Paved Road
	Unimproved Road
	Interstate Highway
	Federal Highway
	State Highway
	County Highway

PERMITTING

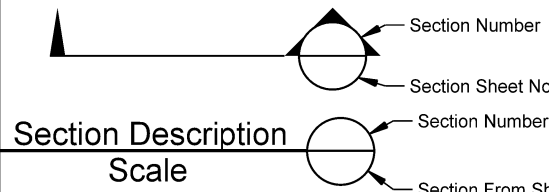
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	Sensitive Resources - Impacted / Permitted
	Sensitive Resources - Do Not Impact

CONSTRUCTION

	Note (Work by Contractor)
	Note (Work by Others)
	Cut Lines
	Fill Lines
	Grading Limits

LIGHTING

	Light Pole
	Light Tower



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		CHECKED BY: CA	
		DATE: 10/22/2021	
		SHEET NUMBER: G004 of G005	

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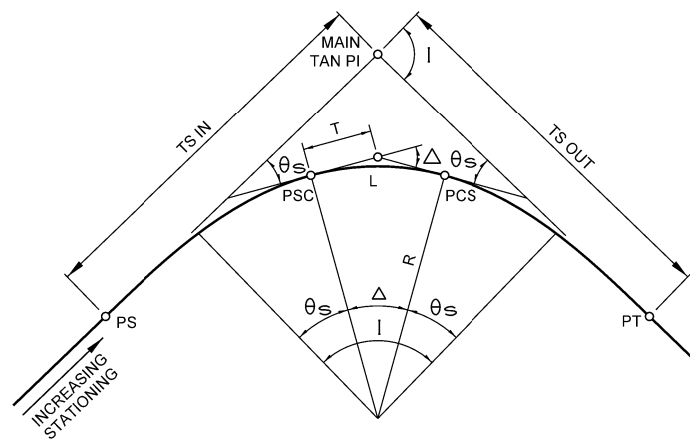


FIGURE A
CIRCULAR CURVES
WITH SPIRAL TRANSITION

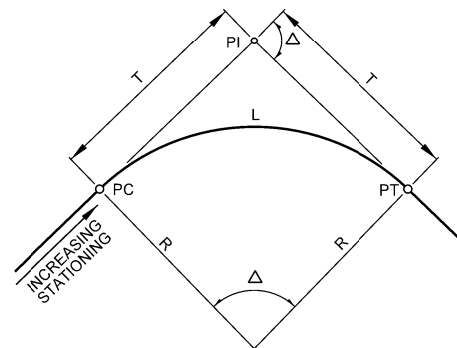


FIGURE B
SIMPLE CIRCULAR CURVE

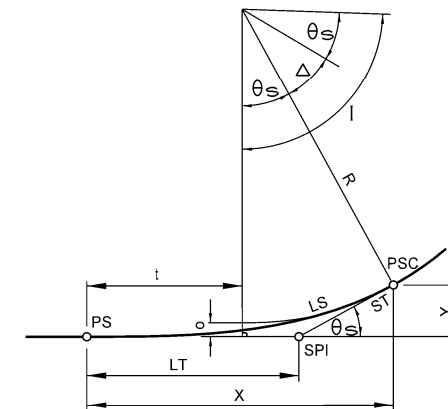


FIGURE C
SPIRAL TRANSITION CURVE

SPIRAL TRANSITION CURVE DATA:
THE SPIRAL USED IS DEFINED BY THE TALBOT SPIRAL.

I - TOTAL INTERSECTION ANGLE

θ_s - SPIRAL ANGLE = $\frac{AL^2}{2}$

Δ - CENTRAL ANGLE OF CIRCULAR CURVE = $I - 2\theta_s$

Dc - DEGREE OF CURVE

A - RATE OF CHANGE OF DEGREE OF CURVE PER 100-ft. OF LENGTH = $\frac{Dc}{L}$

R - RADIUS OF CIRCULAR CURVE

T - TANGENT LENGTH OF CIRCULAR CURVE = $R \tan \frac{\Delta}{2}$

L - LENGTH OF CIRCULAR CURVE = $\frac{\Delta}{Dc} \times 100$

PS - TANGENT TO SPIRAL

PSC - SPIRAL TO CURVE

PCS - CURVE TO SPIRAL

PT - SPIRAL TO TANGENT

MAIN TAN PI - POINT OF INTERSECTION OF MAIN TANGENTS

(TS IN) - TANGENT LENGTH OF COMPLETE CURVE = $(R+o) \tan \frac{1}{2} I + t$
(TS OUT)

(WHEN SPIRALS OF EQUAL LENGTH
ARE USED ON BOTH SIDES OF
CIRCULAR CURVE, SEE FIGURE C.
FOR o AND t).

R = RADIUS OF CIRCULAR CURVE

Δ = CENTRAL ANGLE OF CIRCULAR CURVE

$T = R \tan \frac{\Delta}{2}$

$L = \frac{\Delta}{Dc} \times 100$

$Dc = 2 \sin^{-1} (50/R) =$ DEGREE OF CURVE
(CHORD DEFINITION)

LS = LENGTH OF SPIRAL (TS TO PSC)

$\theta_s = \frac{AL^2}{2}$

$X = 100 L_1 - 0.000762A^2 L_1^5$

$Y = 0.291AL_1^3 - 0.00000158A^3 L_1^7$

$o = 0.0727AL_1^3$

$t = 50L_1 - 0.000127A^2 L_1^5$

$ST = \frac{Y}{\sin \theta_s}$

$LT = X - \frac{Y}{\tan \theta_s}$

$Dc = 2 \sin^{-1} (50/R) =$ DEGREE OF CURVE (CHORD DEFINITION)

L_1 - TOTAL NO. OF STATIONS IN SPIRAL

SPI - SPIRAL POINT OF INTERSECTION

NOTE: Dc, θ_s , Δ , AND I ARE IN DEGREES.
ALL OTHERS DIMENSIONS ARE FEET.

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NOT FOR CONSTRUCTION

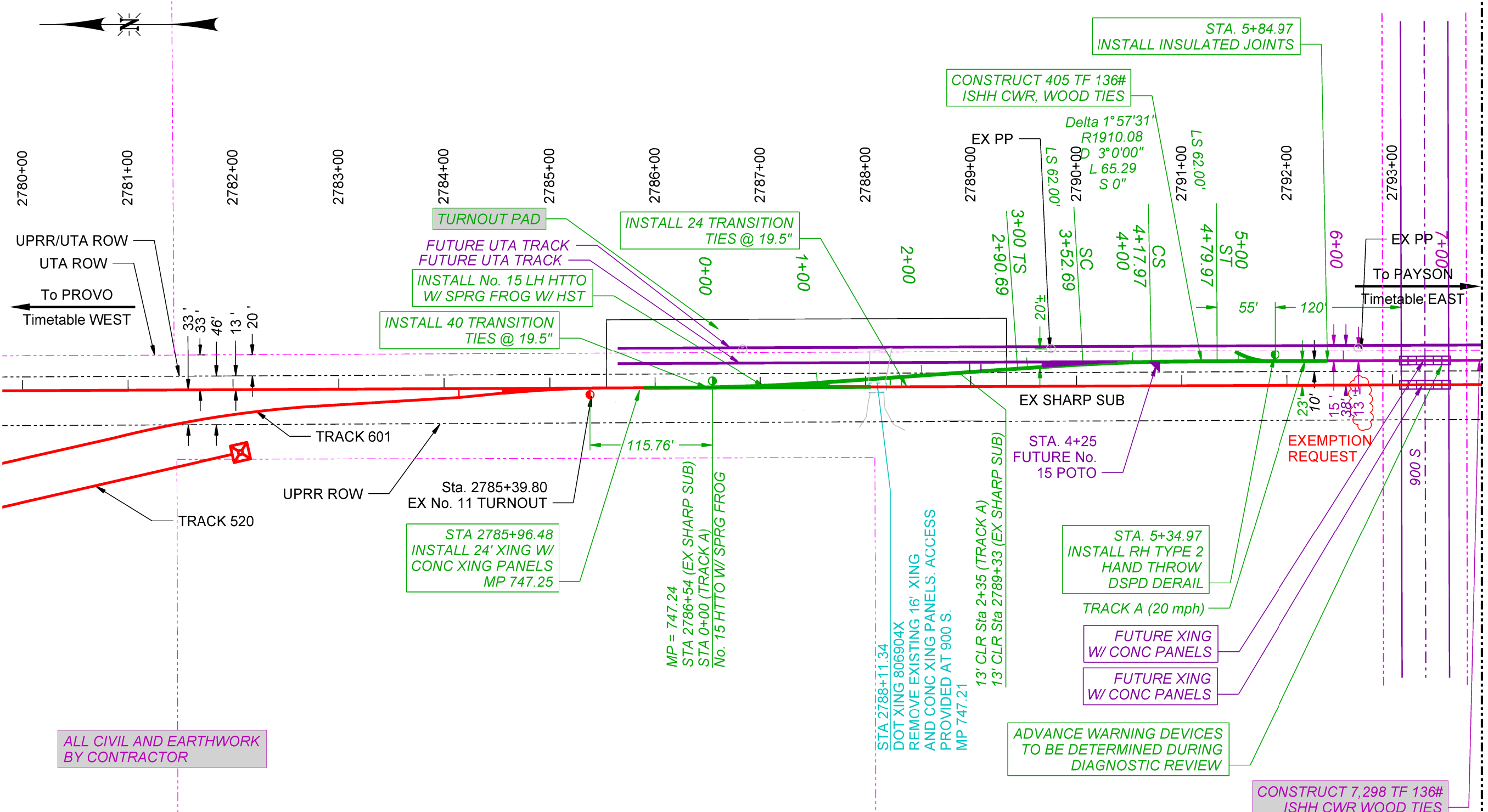
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SHEET TITLE: CONTROL POINTS AND GEOMETRY			

TRACK PROFILE PROVIDED AT 25% SUBMITTAL

CONSTRUCTED, OWNED,
AND, MAINTAINED BY UPRR

CONSTRUCTED, OWNED,
AND MAINTAINED BY
UDOT/UTA

MATCHLINE STA. 7+32 SEE SHEET P002



UPRR/UTA ROW
UTA ROW
To PROVO
Timetable WEST

To PAYSON
Timetable EAST

ALL CIVIL AND EARTHWORK
BY CONTRACTOR

STA 2785+96.48
INSTALL 24' XING W/
CONC XING PANELS
MP 747.25

MP = 747.24
STA 2786+54 (EX SHARP SUB)
STA 0+00 (TRACK A)
No. 15 HTTO W/ SPRG FROG

EX SHARP SUB
STA. 4+25
FUTURE No.
15 POTO

STA. 5+34.97
INSTALL RH TYPE 2
HAND THROW
DSPD DERAIL

FUTURE XING
W/ CONC PANELS

FUTURE XING
W/ CONC PANELS

ADVANCE WARNING DEVICES
TO BE DETERMINED DURING
DIAGNOSTIC REVIEW

CONSTRUCT 7,298 TF 136#
ISHH CWR WOOD TIES



PRELIMINARY
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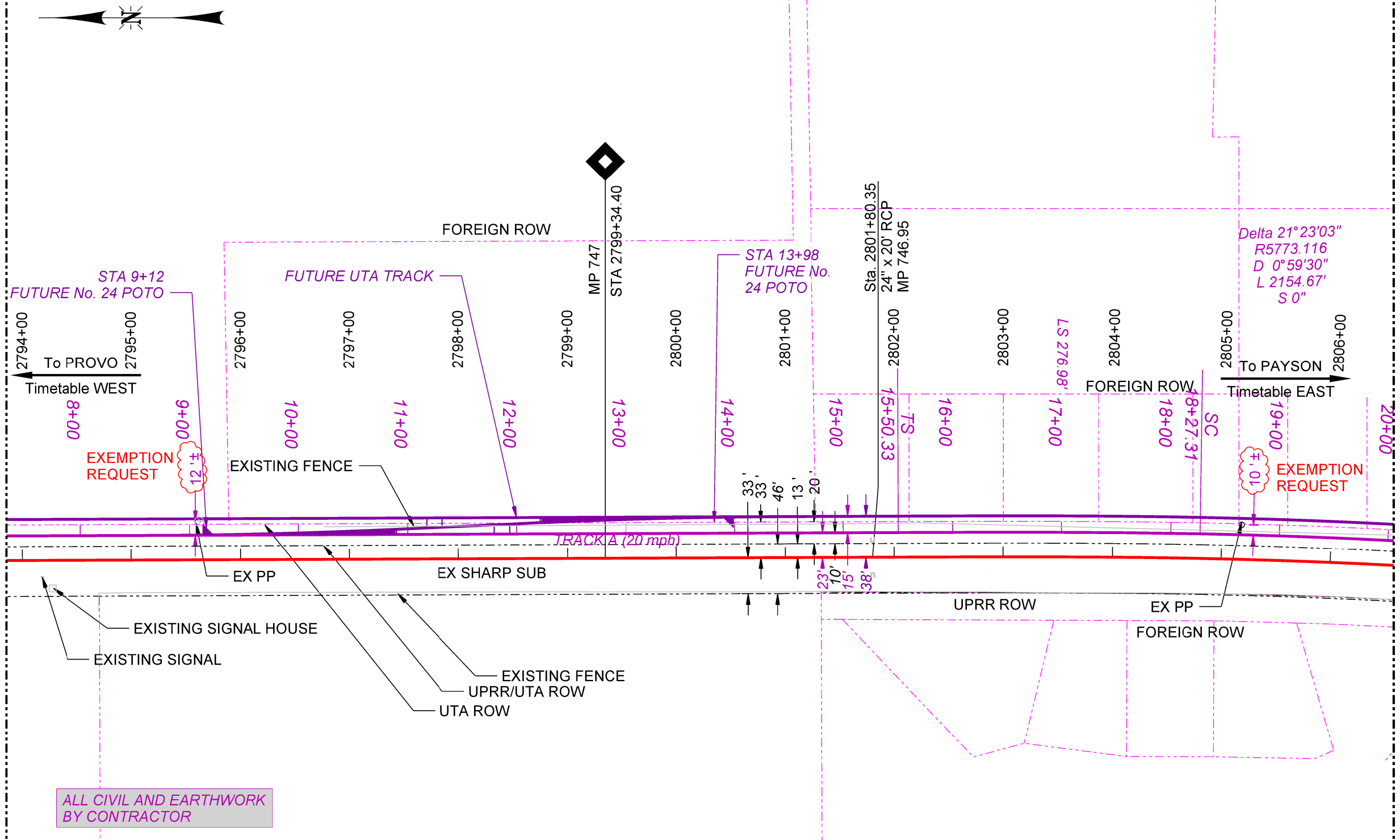
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MATCHLINE STA. 7+32 SEE SHEET P001

MATCHLINE STA. 20+05 SEE SHEET P003



ALL CIVIL AND EARTHWORK BY CONTRACTOR



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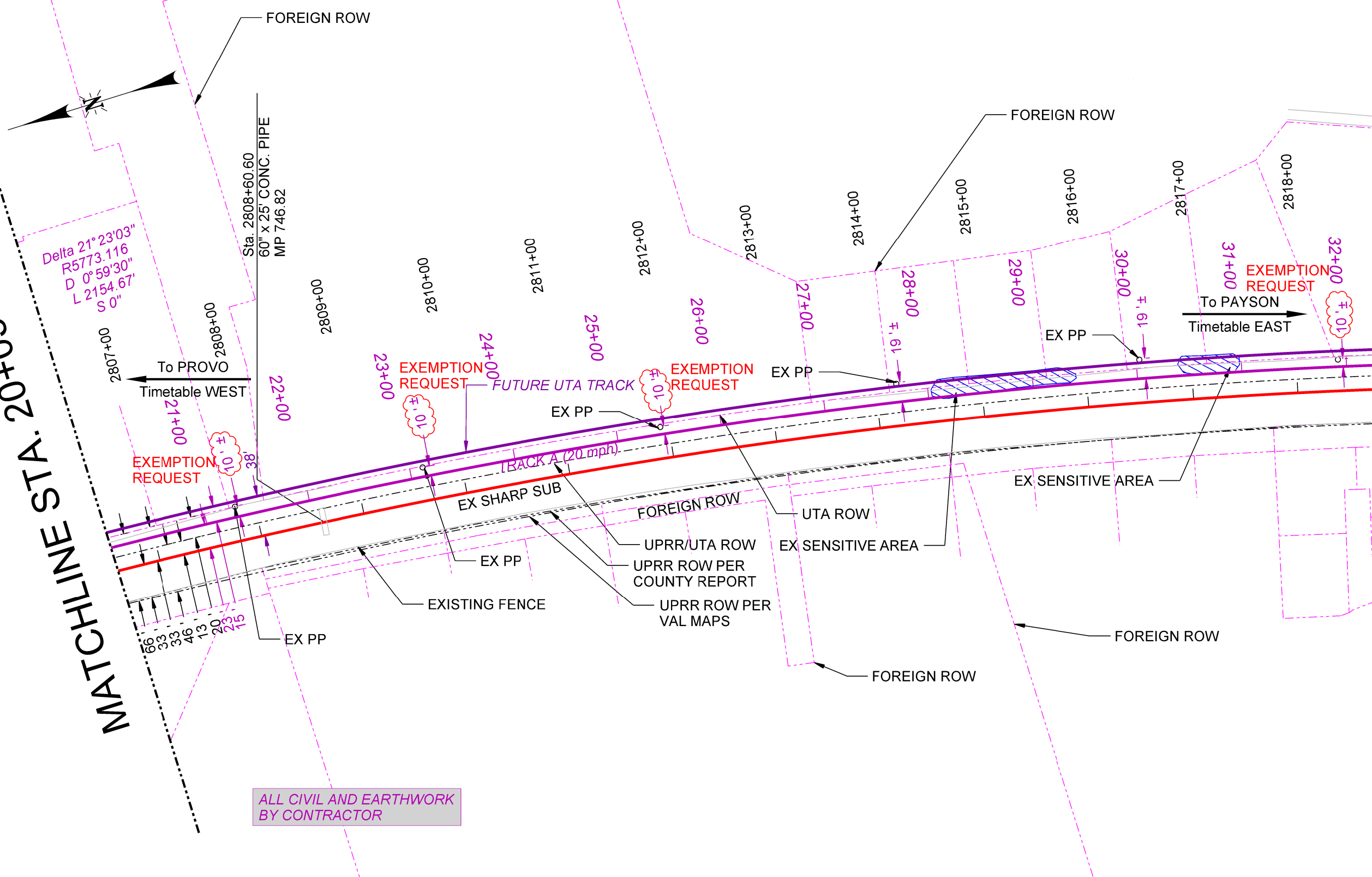
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MATCHLINE STA. 20+05 SEE SHEET P002

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MATCHLINE STA. 32+28 SEE SHEET P004



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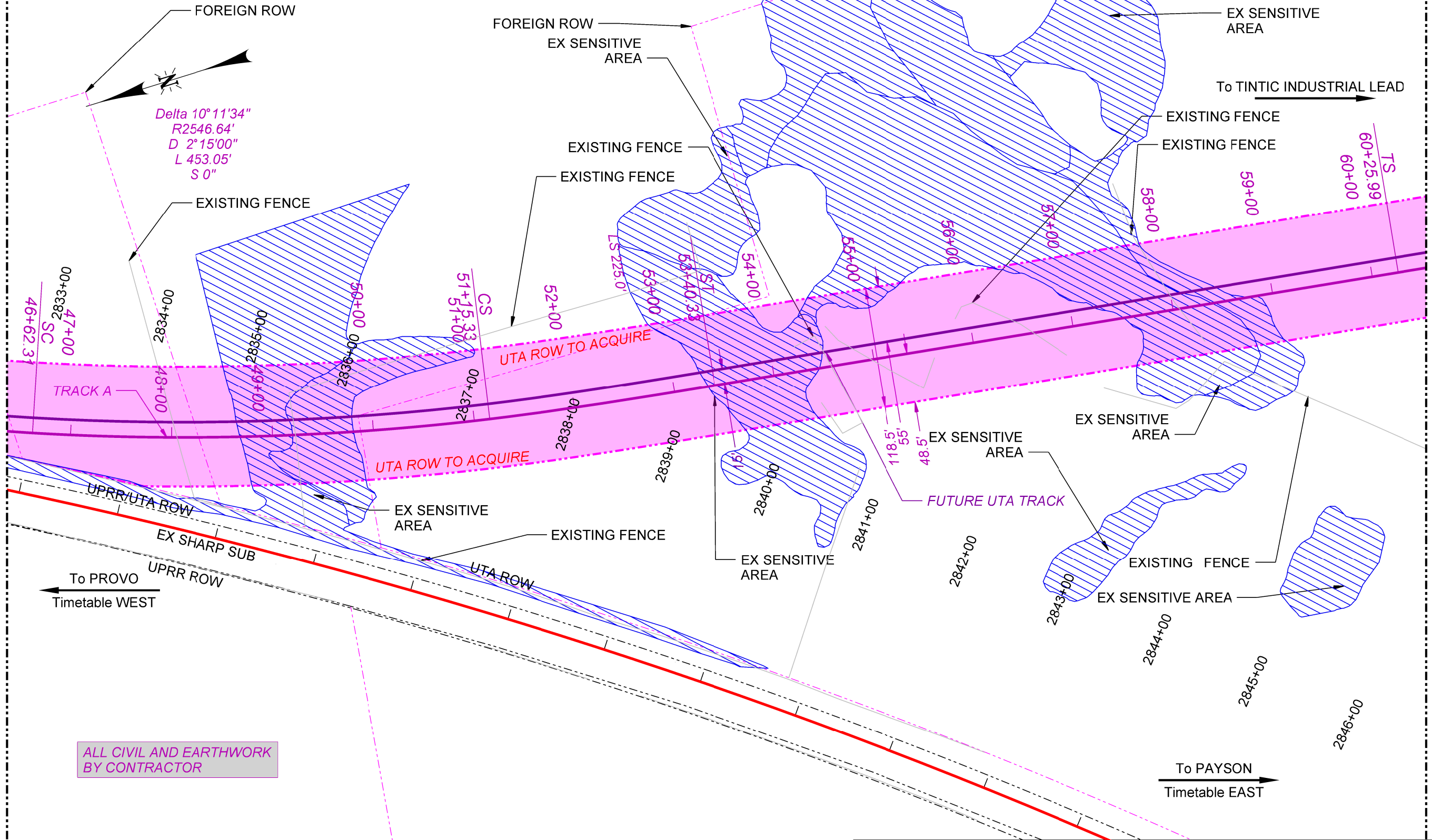
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MATCHLINE STA. 46+37 SEE SHEET P004

MATCHLINE STA. 60+54 SEE SHEET P006

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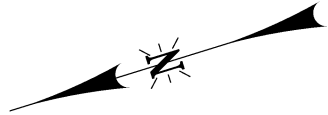
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SPRINGVILLE, UT, SHARP-TINTIC RAILROAD CONNECTION
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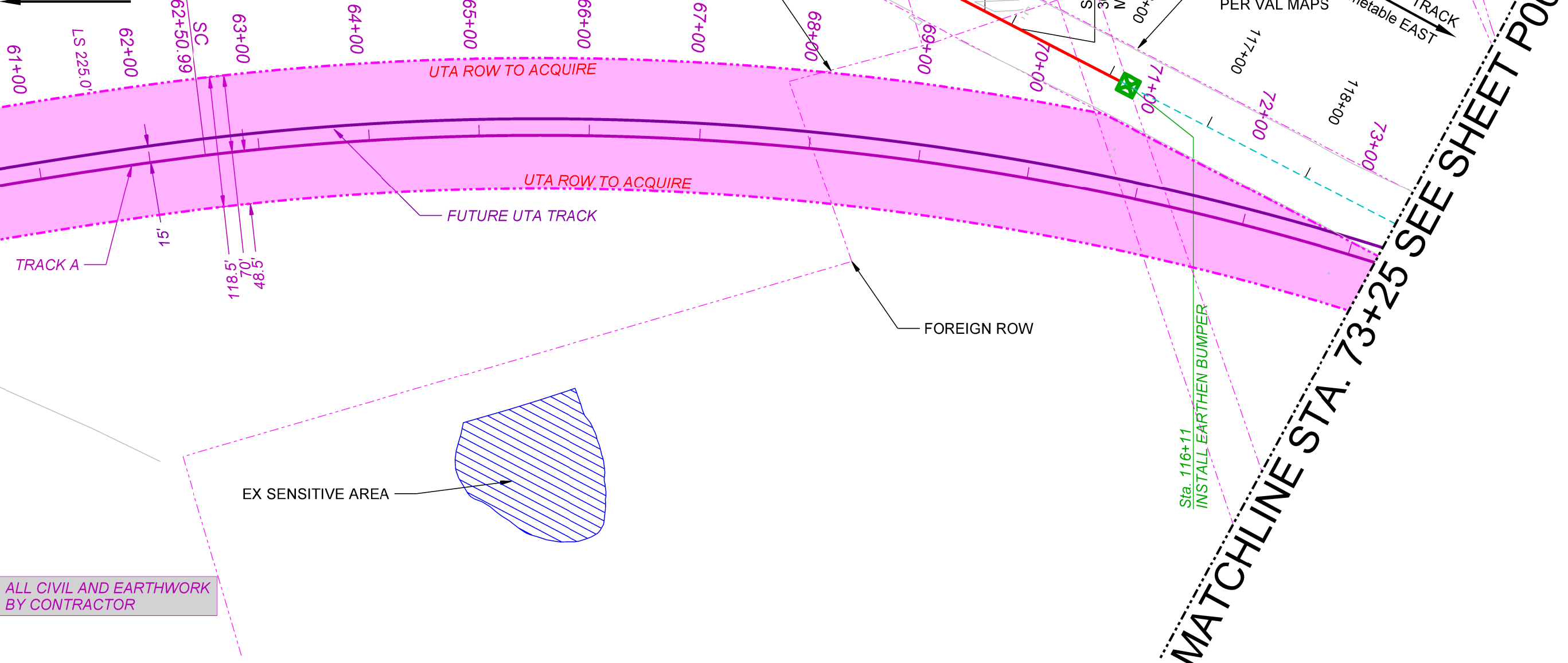
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MATCHLINE STA. 60+54 SEE SHEET P005

TRACK PROFILE PROVIDED
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To SHARP SUB



ALL CIVIL AND EARTHWORK
BY CONTRACTOR

MATCHLINE STA. 73+25 SEE SHEET P007

To END OF TRACK
Timetable EAST



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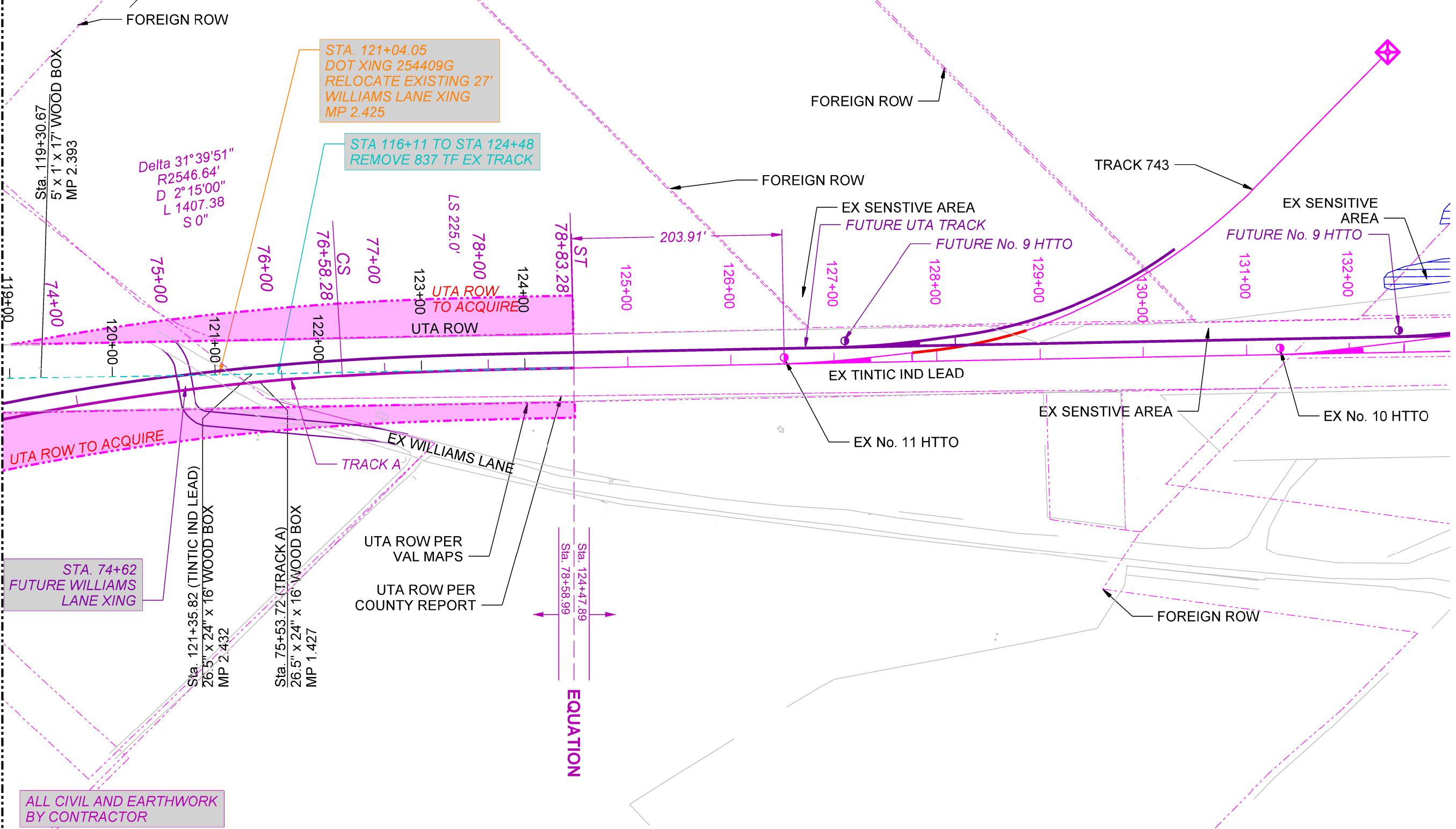
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To PROVO SUB
Timetable WEST

To END OF TRACK
Timetable EAST

TRACK PROFILE PROVIDED AT 25% SUBMITTAL

MATCHLINE STA. 73+25 SEE SHEET P006



UTA ROW TO ACQUIRE

STA. 74+62
FUTURE WILLIAMS
LANE XING

STA. 121+04.05
DOT XING 254409G
RELOCATE EXISTING 27'
WILLIAMS LANE XING
MP 2.425

STA 116+11 TO STA 124+48
REMOVE 837 TF EX TRACK

Delta 31°39'51"
R2546.64"
D 2°15'00"
L 1407.38"
S 0"

LS 225.0'

CS

ST

UTA ROW
TO ACQUIRE
UTA ROW

EX SENSITIVE AREA
FUTURE UTA TRACK

FUTURE No. 9 HTTO

EX SENSITIVE AREA
FUTURE No. 9 HTTO

EX TINTIC IND LEAD

EX SENSITIVE AREA

EX No. 10 HTTO

EX No. 11 HTTO

UTA ROW PER
VAL MAPS

UTA ROW PER
COUNTY REPORT

EQUATION

FOREIGN ROW

ALL CIVIL AND EARTHWORK
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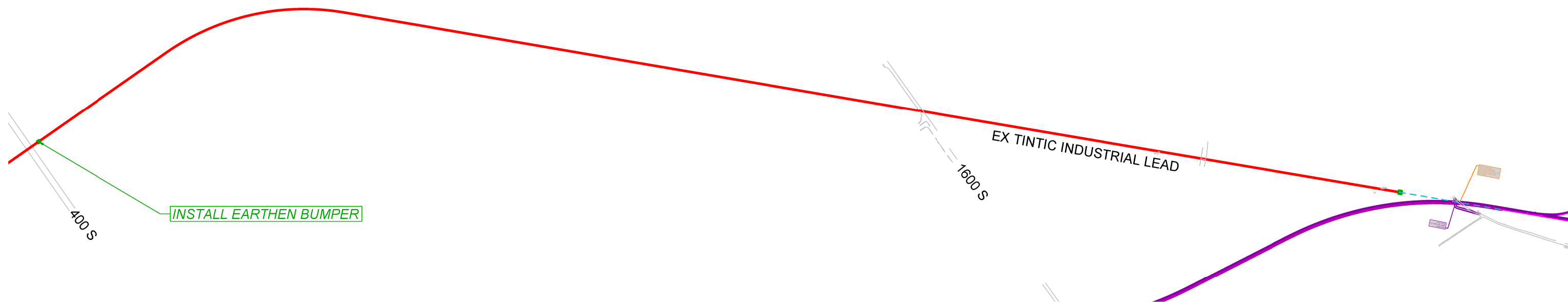
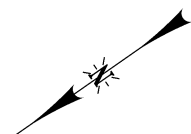
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SHEET TITLE:	PLAN VIEW

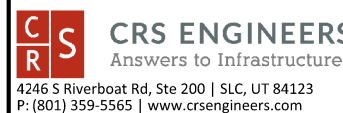
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To PROVO/PROVO SUB
← Timetable WEST

To SPANISH FORK
→ Timetable EAST



- PRELIMINARY -
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UNION PACIFIC RAILROAD
LOCATION & DESCRIPTION: SHARP SUBDIVISION
MP 747.24 SHARP SUBDIVISION/ MP 2.49 TINTIC IND. LD.
SPRINGVILLE, UT, SHARP-TINTIC RAILROAD CONNECTION
SHEET TITLE: PLAN VIEW

Color table
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10/22/2021