

6			1
TEXAS	SAT	GUADALUPE	
0535	01	072	IH 10

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT

FEDERAL AID PROJECT:

GUADALUPE COUNTY

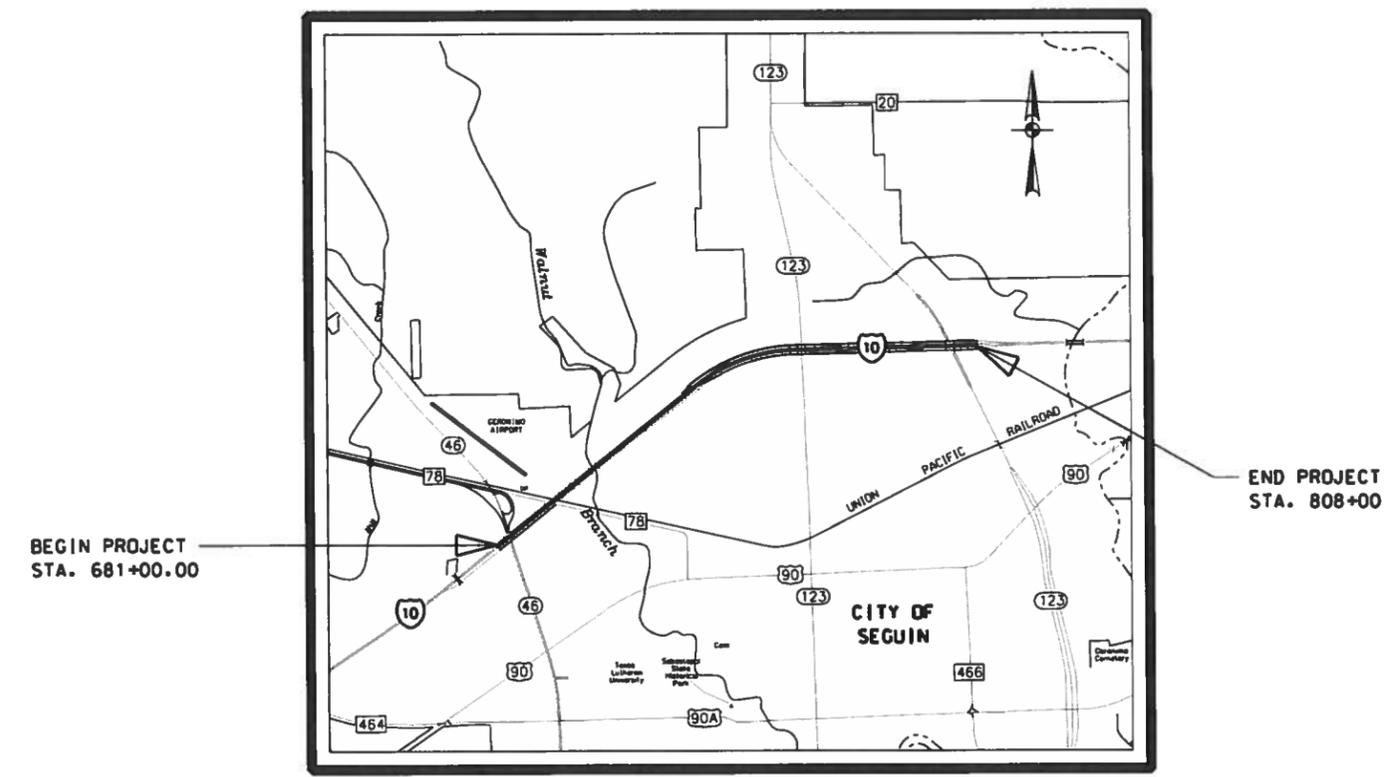
IH 10 - WBFR FLYOVER BRIDGE
LIMITS: FROM HWY. 46 TO S.H. 123 (BUS.)

CSJ 0535-01-072

FOR THE CONSTRUCTION OF A NEW OVERPASS
SUMMARY OF WORK BY THE STATE: CONSTRUCTION OF OVERPASS
SUMMARY OF WORK BY THE RAILROAD: PROVIDE 20 DAYS OF FLAGGING AND INSPECTION

SHEET INDEX

- 1 TITLE SHEET
- 2 BRIDGE LAYOUT
- 3 BRIDGE TYPICAL SECTION
- 4-6 EXISTING RAIL PLAN AND PROFILE
- 7-9 RAILROAD REQUIREMENTS



LOCATION MAP
N. T. S.

EXCEPTIONS: NONE
EQUATIONS: NONE
RR X-INGS: YES, AT "G" STA. 714+42.50

EXHIBIT "A"

RRMP: 175.63
DOT No.: 742659 R
TRAIN SPEED: 70 MPH
DAILY TRAINS: 26
IH-10 ADT: 34500 (2017)

GLIDDEN SUBDIVISION

PAPE-DAWSON ENGINEERS
2000 HW LOOP 410 | SAN ANTONIO, TEXAS 78213 | PHONE: 210.375.9000
FAX: 210.375.9010
TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 410

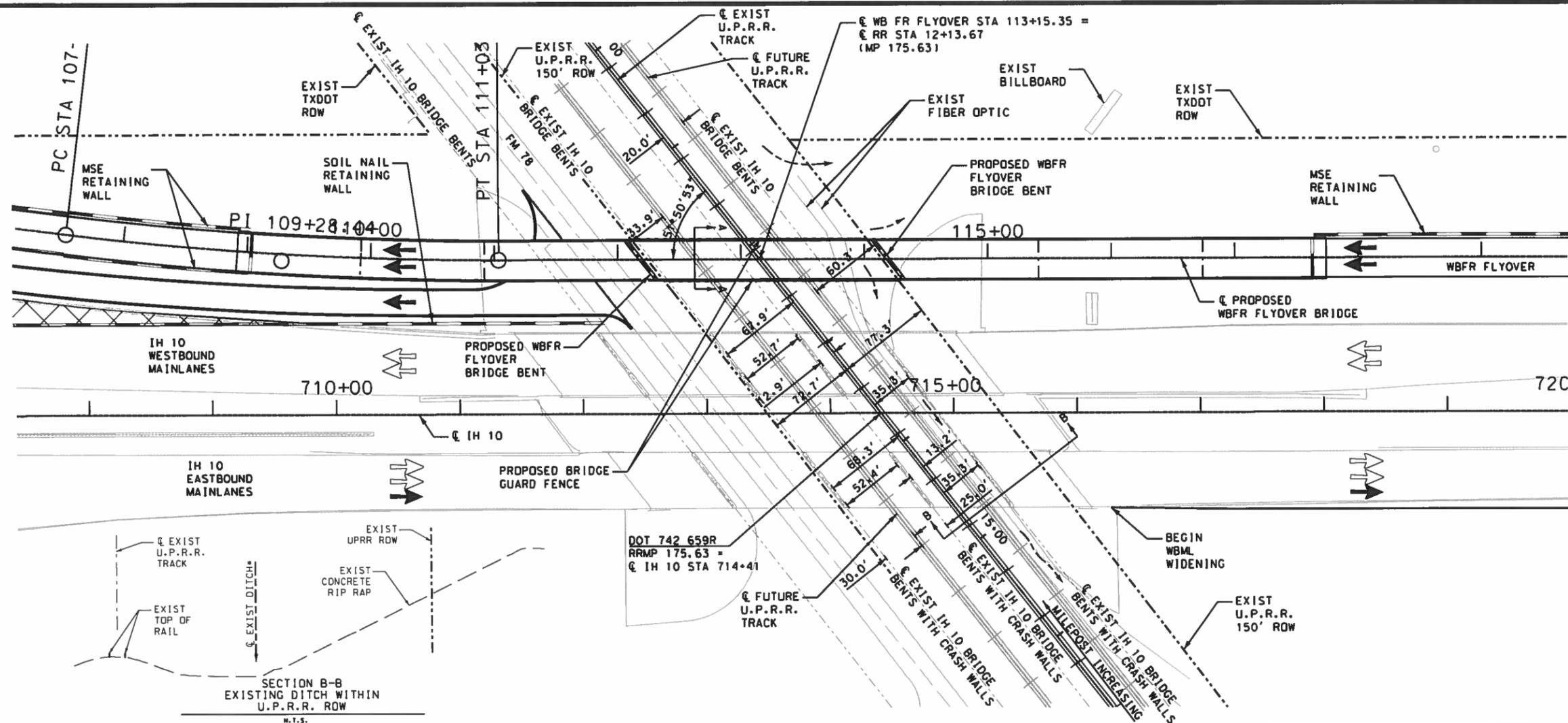
STATE OF TEXAS
JAMES A. LUTZ
84722
LICENSED PROFESSIONAL ENGINEER
9/18/2014
DATE
JAMES A. LUTZ, P.E.

Texas Department of Transportation
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Plotted on 9/18/2014

LEVELS DISPLAYED
COUNTY _____ PROJ. NO. _____
HWY. NO. _____ LETTING DATE _____
DATE ACCEPTED _____

Plotted on: sDATES



LEGEND

- EXIST RUNOFF FLOW PATH
- EXIST DIRECTION OF TRAVEL
- PROP DIRECTION OF TRAVEL
- EXIST ROW
- PROP RET WALL

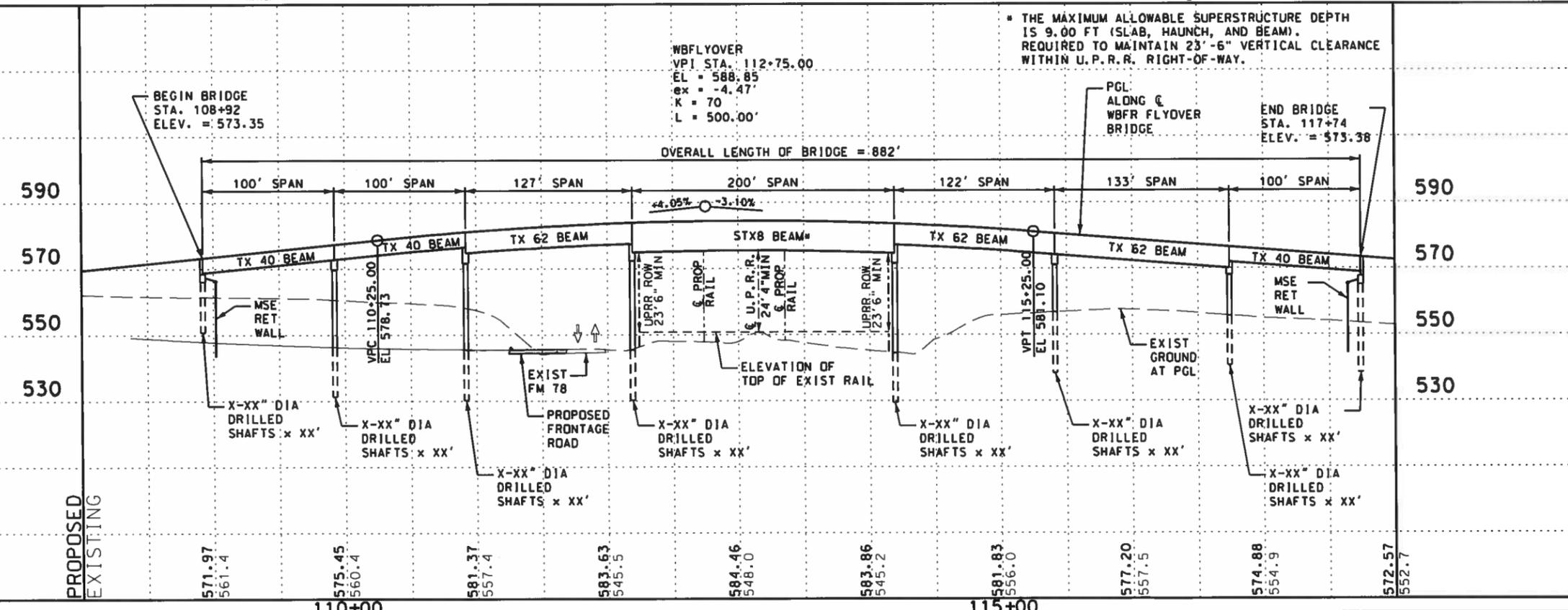
NOTES:

- 1) ORANGE CONSTRUCTION FENCING WILL BE INSTALLED AT 25' FROM CENTERLINE OF TRACKS PRIOR TO BEGINNING CONSTRUCTION
- 2) ALL MEASUREMENTS BETWEEN EXISTING TRACKS AND CRASH WALLS ARE MEASURED FROM C OF TRACKS TO FACE OF WALL
- 3) SEE WB FLYOVER TYPICAL SECTION SHEET FOR SECTION A-A
- 4) NO DRAINAGE DIRECTLY FROM BRIDGE ONTO RAILROAD RIGHT-OF-WAY

SECTION B-B
EXISTING DITCH WITHIN
U.P.R.R. ROW
M.T.S.

DOT 742 659R
RRMP 175.63 =
C I-10 STA 714+41

* THE MAXIMUM ALLOWABLE SUPERSTRUCTURE DEPTH IS 9.00 FT (SLAB, HAUNCH, AND BEAM). REQUIRED TO MAINTAIN 23'-6" VERTICAL CLEARANCE WITHIN U.P.R.R. RIGHT-OF-WAY.



STATE OF TEXAS
JAMES A. LUTZ
84722
LICENSED PROFESSIONAL ENGINEER
JAMES A. LUTZ, P.E.
DATE

SCALE: PLAN 1"=100'
PROFILE 1"=40'

REV. NO.	DATE	DESCRIPTION	BY

Pape-Dawson Engineers
2000 NW LOOP 410 | SAN ANTONIO, TEXAS 78213 | PHONE: 210.375.9000
FAX: 210.375.9010
TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470

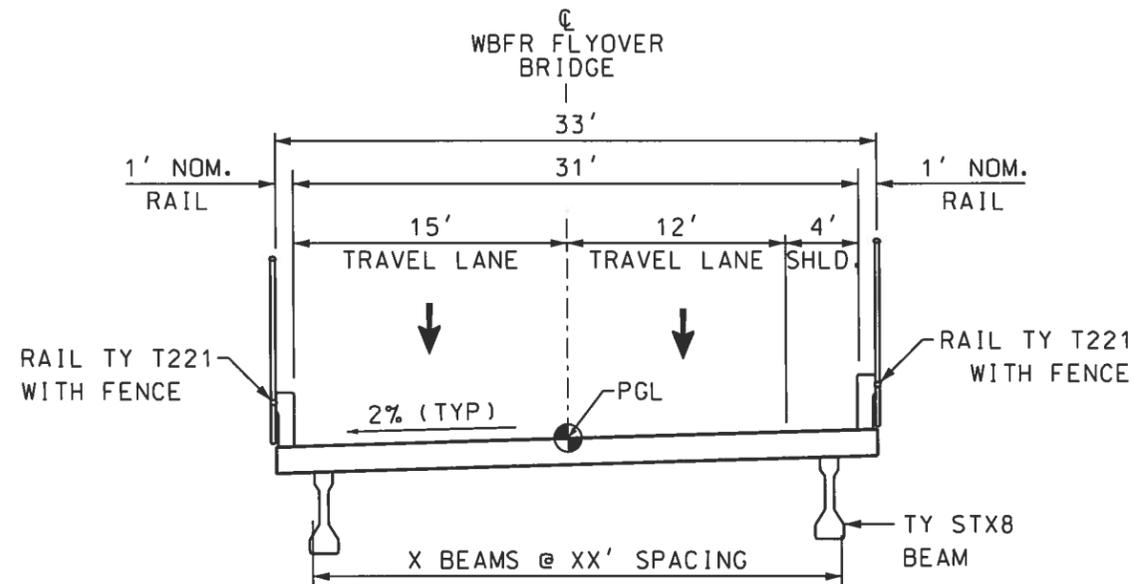
Texas Department of Transportation
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I-10 EXHIBIT "A" BRIDGE LAYOUT WBFR FLYOVER AT UPRR OVERPASS DOT 742 659R RRMP 175.63 SHEET 1 OF 1

CDN	PRO. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.		
	6	TEXAS	XXX XXXX	I-10		
CDN	DIST.	COUNTY	CONTR. NO.	SECT. NO.	JOB NO.	SHEET NO.
	SAT	GUAD	0535	01	072	2

Design File name: sFILES

Plotted on: sDATES



SECTION A-A
 IH 10 WBFR FLYOVER BRIDGE
 AT FM 78 & U.P.R.R.

STA. 110+81 TO STA. 114+74
 N.T.S.



JAMES A. LUTZ, P.E.
 #DATES
 DATE

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

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 FAX: 210.375.9010
 TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470

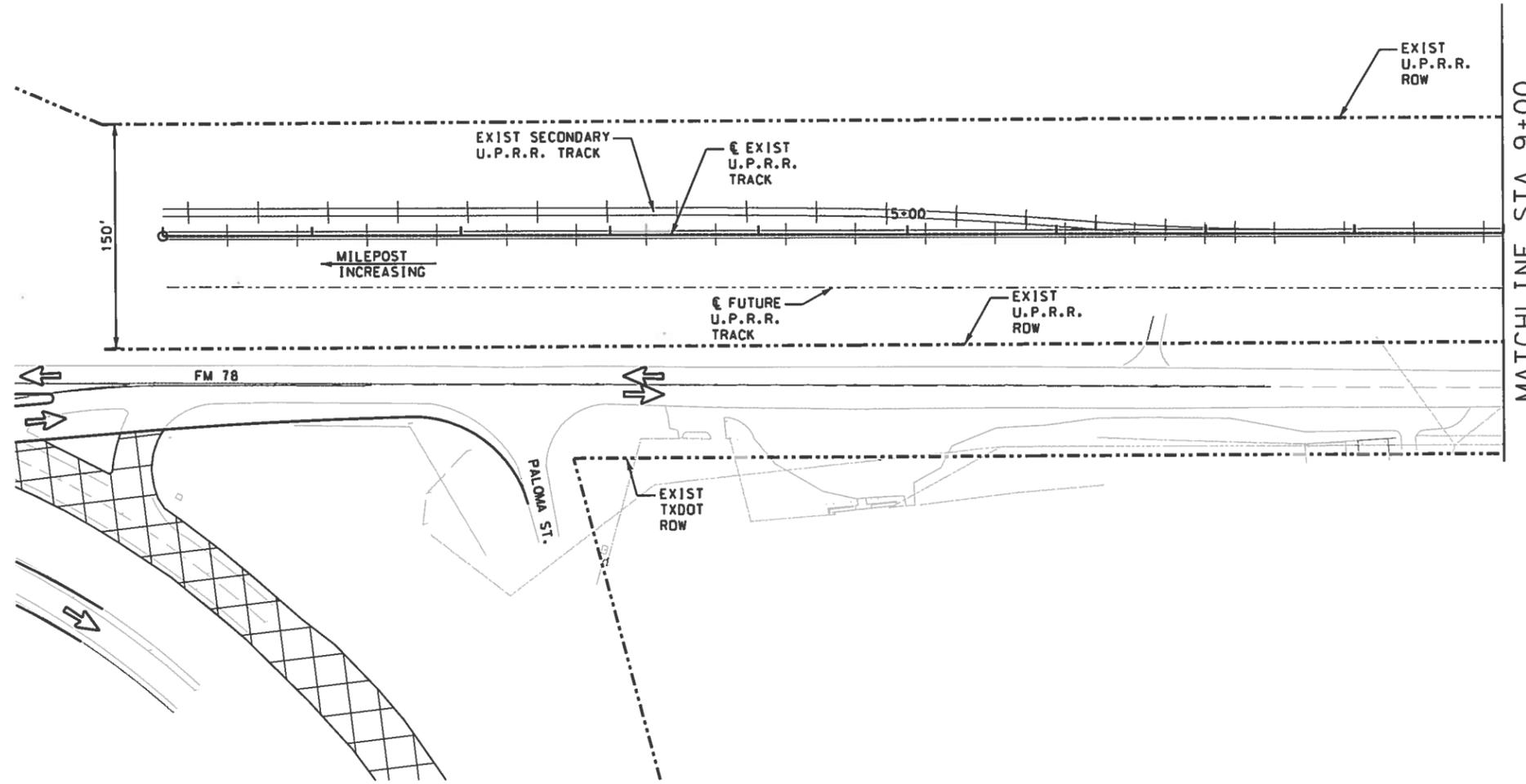
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IH 10
 EXHIBIT "A"
 WBFR FLYOVER
 TYPICAL SECTION
 AT UPRR OVERPASS
 DOT 742 659R RRMP 175.63
 SHEET 1 OF 1

CDM	FIG. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.		
	6	TEXAS	XXX XXXX	IH-10		
CDM	DIST.	COUNTY	CONF. NO.	SECT. NO.	JOB NO.	SHEET NO.
	SAT	GUAD	0535	01	072	3

Design Filename: sFILES

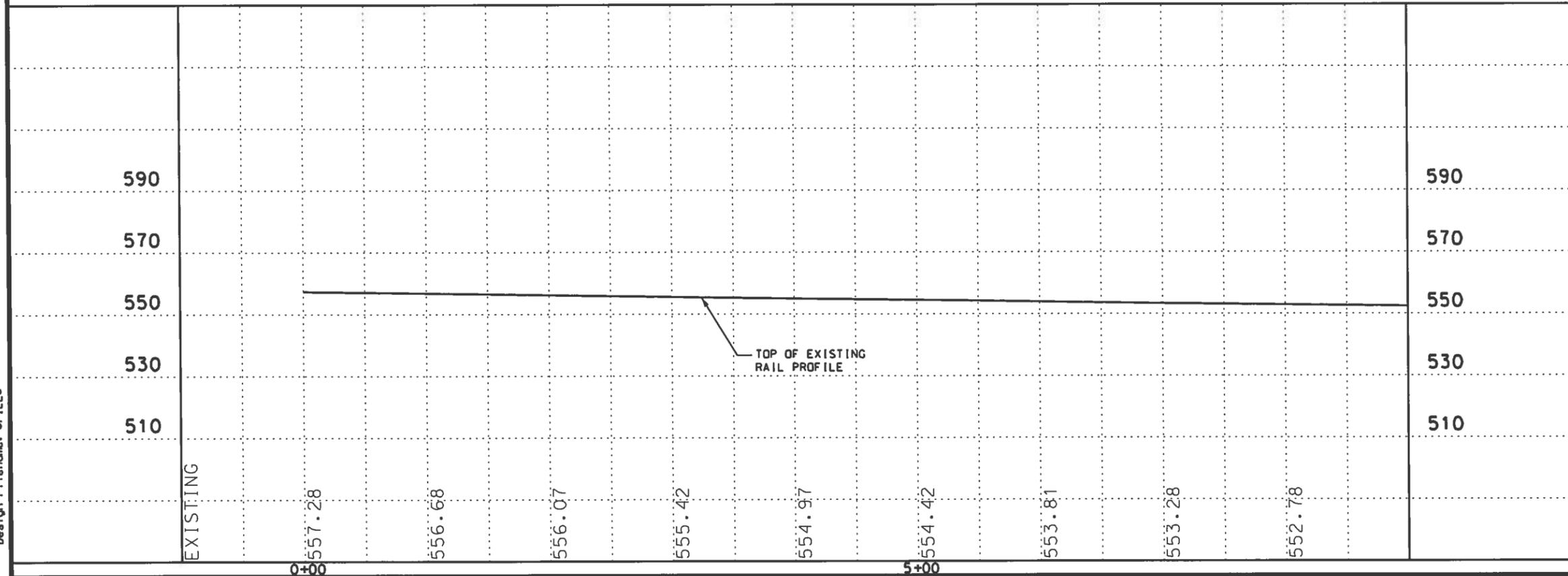
Plotted on: sDATES



MATCHLINE STA 9+00



Design Filename: sFILES



JAMES A. LUTZ, P.E.

 #DATES: _____

 DATE: _____

SCALE: PLAN 1"=100'
 PROFILE 1"=40'

REV. NO.	DATE	DESCRIPTION	BY

PAPE-DAWSON ENGINEERS

 2000 NW LOOP 410 | SAN ANTONIO, TEXAS 78213 | PHONE: 210.375.9000

 FAX: 210.375.9010

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Texas Department of Transportation

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IH 10

EXHIBIT "A"

EXISTING RAIL

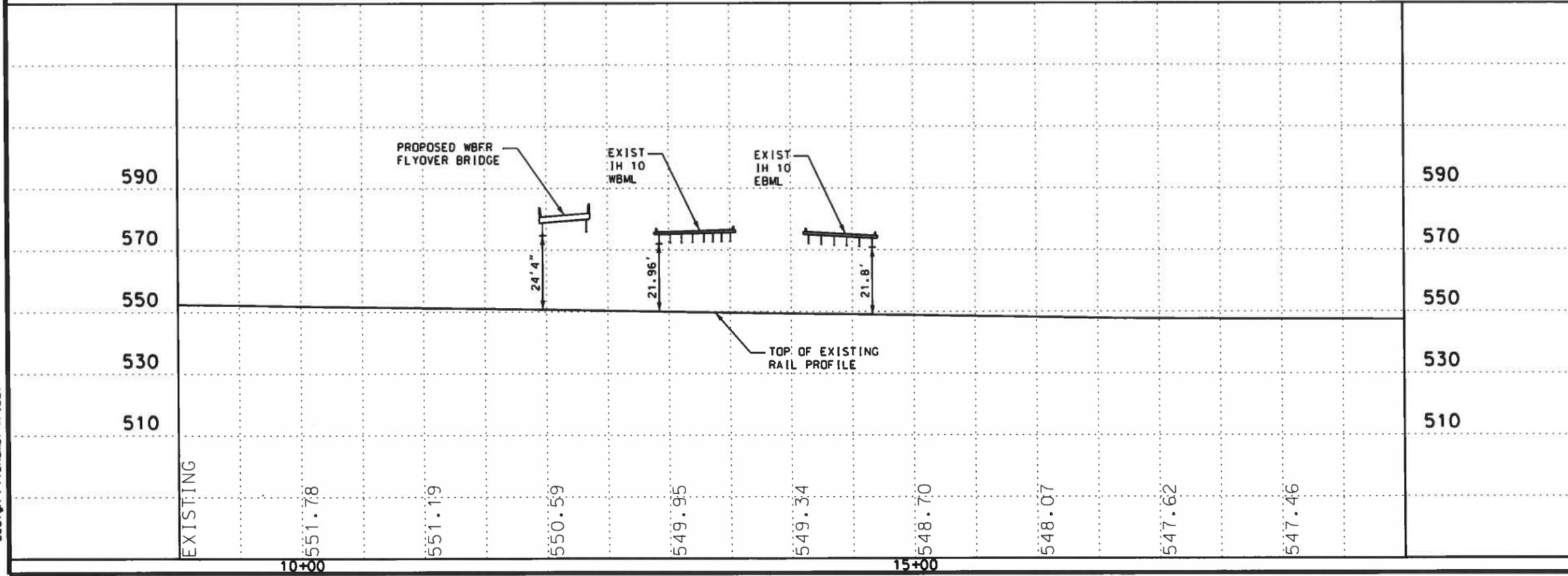
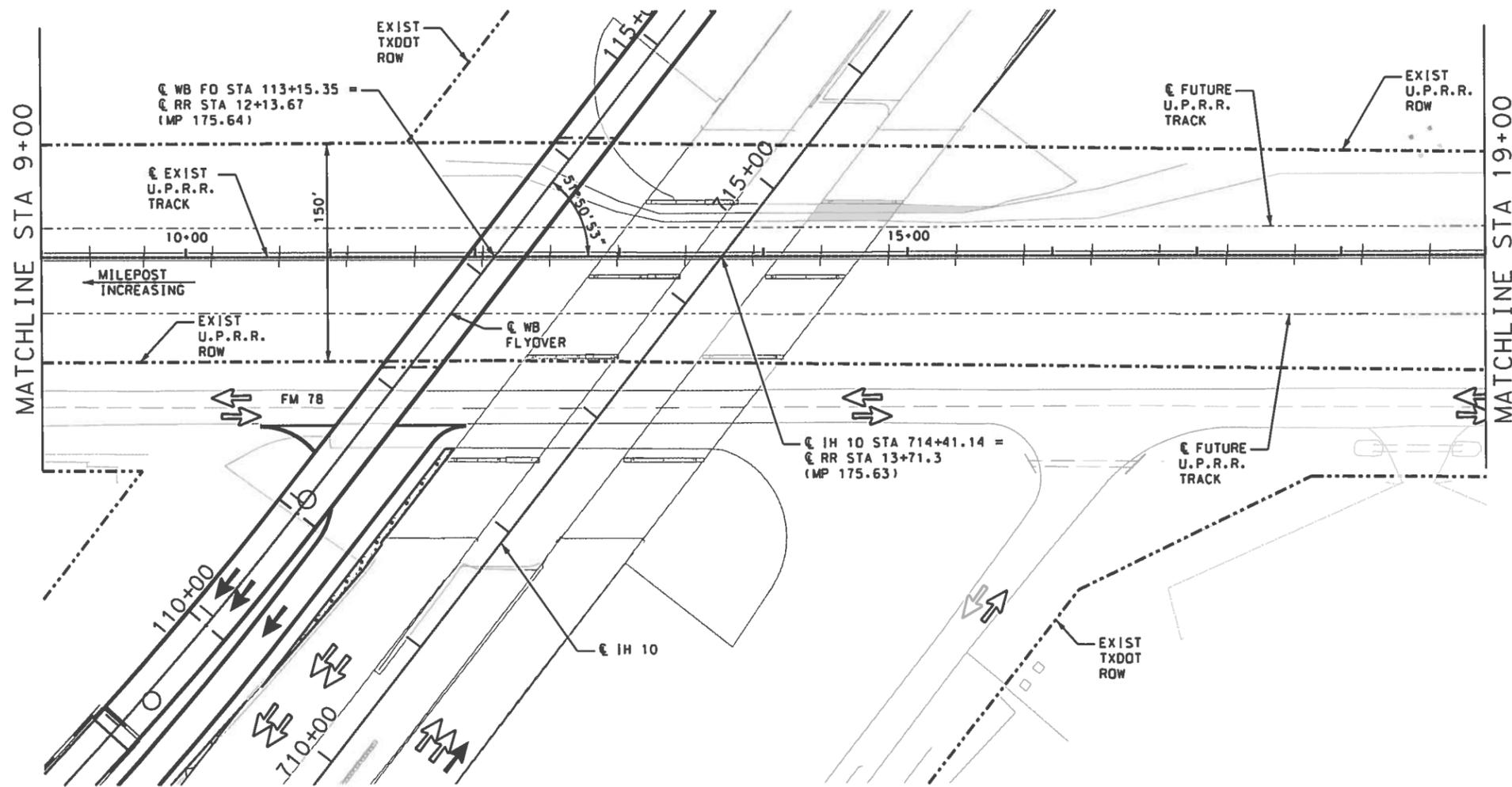
PLAN & PROFILE

 DOT 742 659R RRMP 175.63

SHEET 1 OF 3

CDR	FED. RD. DIV. NO.	STATE	FEDERAL AID PROJECT NO.			HIGHWAY NO.
	6	TEXAS	XXX XXXX			IH-10
		DIST.	COUNTY	CONF. NO.	SECT. NO.	JOB NO.
		SAT	GUAD	0535	01	072
						4

Plotted on: sDATES





 JAMES A. LUTZ, P.E.
 LICENSED PROFESSIONAL ENGINEER
 STATE OF TEXAS
 #DATES DATE

SCALE: PLAN 1"=100'
 PROFILE 1"=40'

REV. NO.	DATE	DESCRIPTION	BY



PAPE-DAWSON ENGINEERS
 2000 NW LOOP 410 | SAN ANTONIO, TEXAS 78213 | PHONE: 210.375.9000
 FAX: 210.375.9010
 TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470


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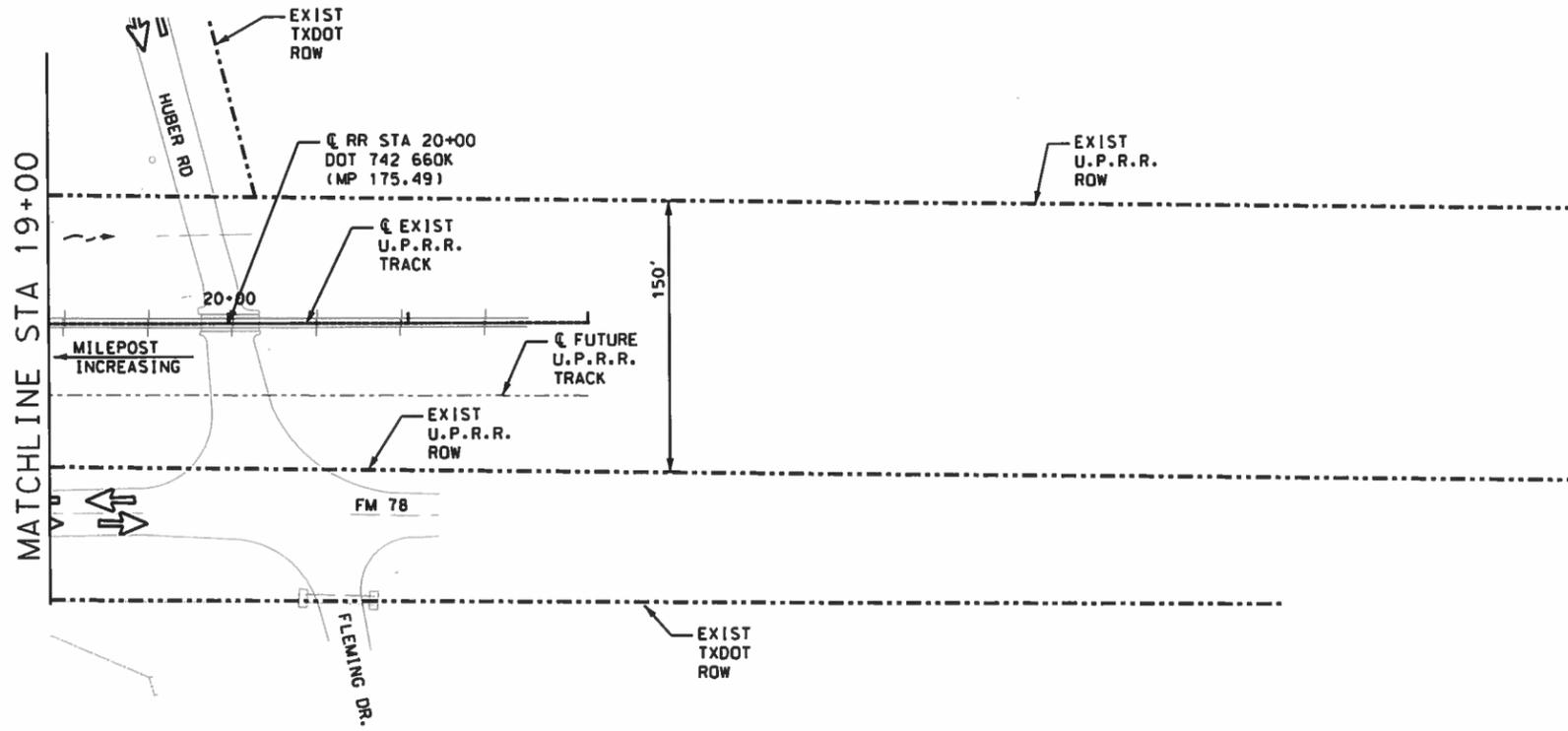
IH 10
EXHIBIT "A"
EXISTING RAIL
PLAN & PROFILE
 DOT 742 659R RRMP 175.63

SHEET 2 OF 3

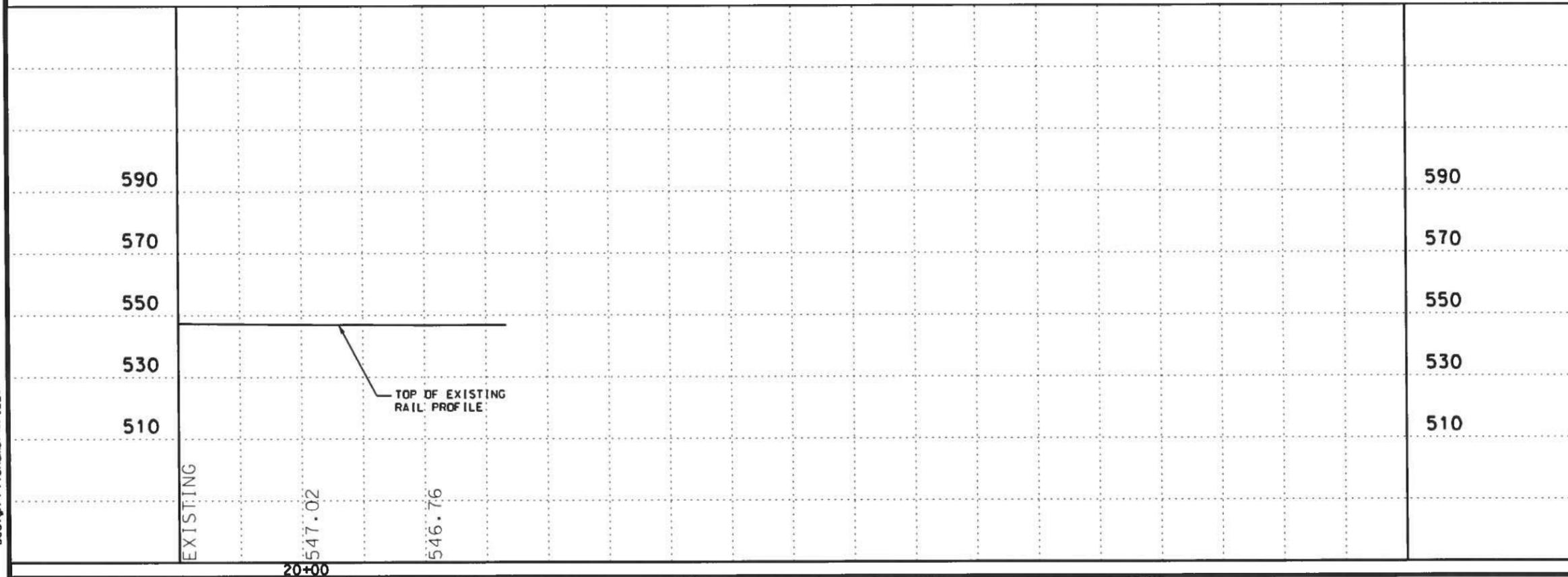
CDN	FED. DIV. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.		
	6	TEXAS	XXX XXXX	IH-10		
CON	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
	SAT	GUAD	0535	01	072	5

Design Filename: sFILES

Plotted on: \$DATES



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JAMES A. LUTZ, P.E.
DATE

SCALE: PLAN 1"=100'
PROFILE 1"=40'

REV. NO.	DATE	DESCRIPTION	BY

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FAX: 210.375.9010
TEXAS BOARD OF PROFESSIONAL ENGINEERS, FIRM REGISTRATION # 470

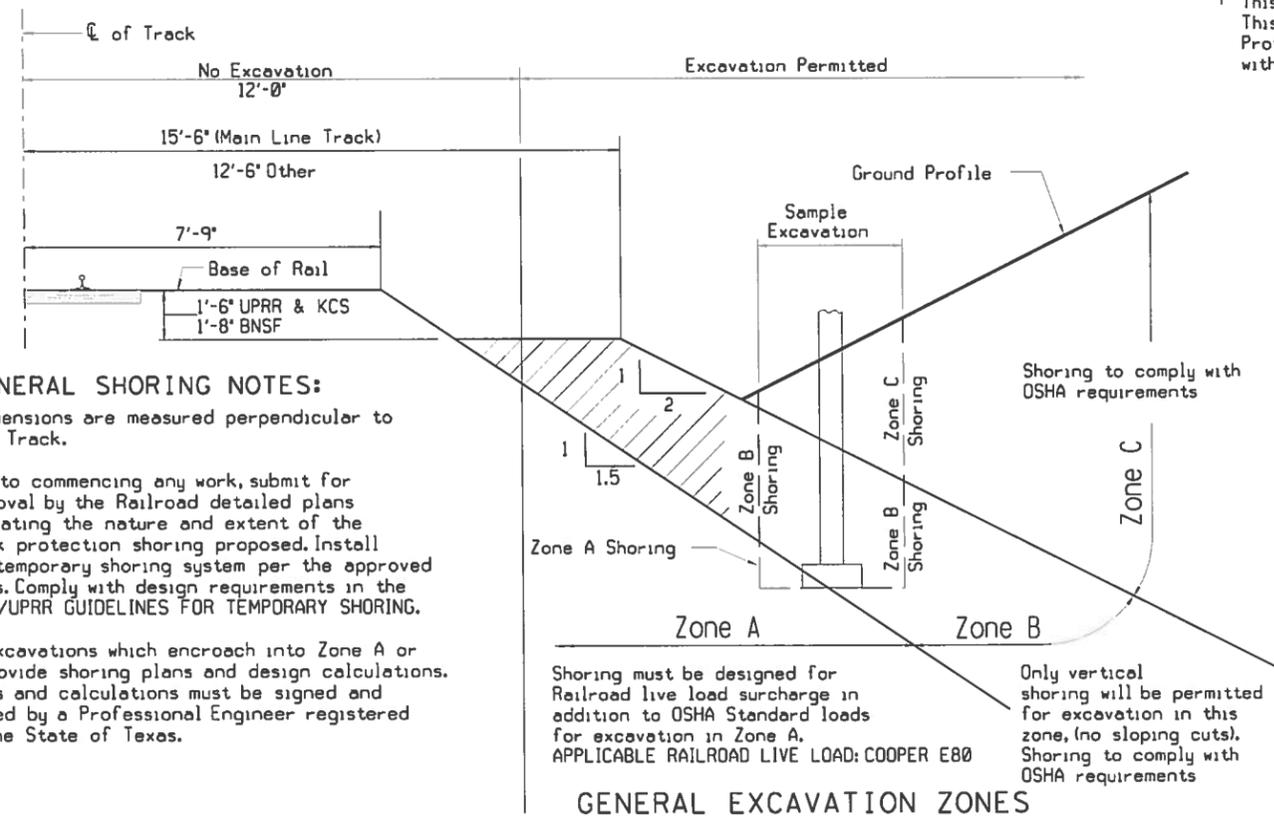
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**IH 10
EXHIBIT "A"
EXISTING RAIL
PLAN & PROFILE
DOT 742 659R RRMP 175.63**

SHEET 3 OF 3

CDR	PRG. NO.	STATE	FEDERAL AID PROJECT NO.	HIGHWAY NO.		
	6	TEXAS	XXX XXXX	IH-10		
CHG	DIST.	COUNTY	CONT. NO.	SECT. NO.	JOB NO.	SHEET NO.
	SAT	GUAD	0535	01	072	6

† This table is primarily required for overpass projects. This table is not required for underpass projects if the provided Plan and Profile sheets indicate this information at a minimum of every 100 ft and within bounds including 1500 ft before and after the limits of trackwork.



- GENERAL SHORING NOTES:**
- All dimensions are measured perpendicular to \bar{C} of Track.
 - Prior to commencing any work, submit for approval by the Railroad detailed plans indicating the nature and extent of the track protection shoring proposed. Install the temporary shoring system per the approved plans. Comply with design requirements in the BNSF/UPRR GUIDELINES FOR TEMPORARY SHORING.
 - For excavations which encroach into Zone A or B, provide shoring plans and design calculations. Plans and calculations must be signed and sealed by a Professional Engineer registered in the State of Texas.

Shoring must be designed for Railroad live load surcharge in addition to OSHA Standard loads for excavation in Zone A. APPLICABLE RAILROAD LIVE LOAD: COOPER E80

Only vertical shoring will be permitted for excavation in this zone, (no sloping cuts). Shoring to comply with OSHA requirements

GENERAL EXCAVATION ZONES

GENERAL SHORING REQUIREMENTS

RAILROAD GENERAL NOTES:

- Railroad review and approval of shoring, erection, demolition, and falsework is required. Allow a minimum of four weeks for the review and approval of each submittal. See ‡
- 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. In the rare event that a grade separation project will increase the quantity and/or characteristics of flow in such elements, such a design must be reviewed and approved by the Railroad.
- Verify the elevation of the existing top-of-rail profile before beginning construction. Bring all discrepancies to the attention of the Railroad prior to construction.
- Submit a proposed method of erosion and sediment control for approval by the Railroad.
- Design and construct all shoring systems that impact the Railroad's operations and/or support the Railroad's embankment per current Railroad Guidelines for Temporary Shoring. See ‡
- Comply with Railroad Demolition Guidelines for all demolitions within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations.
- Design erection methods over the Railroad's right-of-way to cause no interruption to the Railroad's operation, enabling the track(s) to remain open to traffic per the Railroad's requirements. Coordinate construction work windows with the Railroad's Designated Representative.
- Design all construction phasing that may impact the Railroad operations to cause no interruption to the Railroad's operations, enabling the track(s) to remain open to traffic per the Railroad's requirements. Coordinate construction work windows with the Railroad's Designated Representative.
- Comply with minimum construction clearances for falsework outlined in the Railroad's Guidelines.
- Verify all permanent clearances before project closing.
- For Railroad coordination please refer to Sheets 2 and 3 and the TxDOT Standard Specifications.

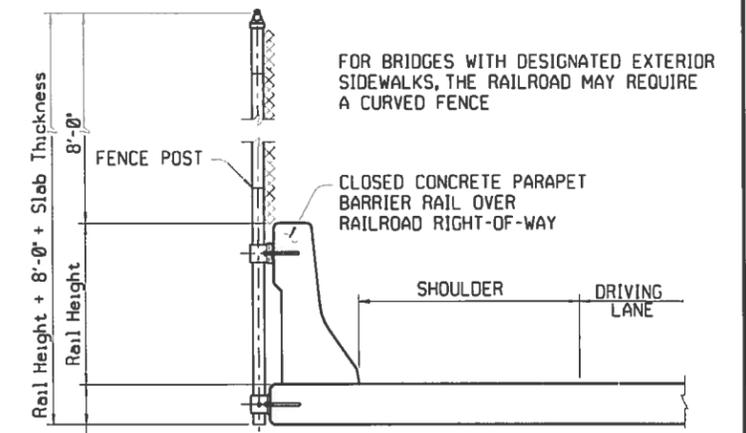
‡ For shoring/excavations in Zone A or B, TxDOT requires a pre-designed and approved shoring design in the PS&E. If this is the case no Contractor submittal is required.

FOR THE FOLLOWING INFORMATION PLEASE REFER TO THE PLAN AND ELEVATION DRAWINGS OF THE BRIDGE PLANS. THE PLAN AND ELEVATION DRAWINGS SHALL SHOW ALL REQUIRED INFORMATION PER BNSF/UPRR GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECT PLAN NO. 711100 SHEET 2.

- Centerline of bridge and/or centerline of project.
- Track layout and limits of Railroad right-of-way with respect to centerline of main lines.
- Future tracks, access roadways and existing tracks as main line, siding, spur, etc.
- Point of minimum vertical clearance and distance, measured perpendicular, from the centerline of nearest track.
- Horizontal clearance at right angle from centerline of nearest existing or future track to the face of obstruction such as substructure above grade.
- Horizontal clearance at right angle from centerline of nearest existing or future track to the face of nearest foundation below grade.
- Horizontal spacing at right angle between centerlines of existing and/or future tracks.
- Limits of shoring and minimum distance at right angle from centerline of nearest track.
- All existing facilities and utilities and their proposed relocation, if required.
- Toe of riprap or earth slope and/or limits of retaining wall.
- Existing and proposed contours. (not required if the existing groundlines or drainage characteristics in Railroad ROW will not be altered).
- Railroad Milepost and direction of increasing Milepost.
- Direction of flow for all drainage systems within project limits.
- Limits of barrier rail and fence with respect to centerline of track.
- Depth of foundation below bottom of tie. (for footings only)
- Top and bottom of pier protection wall elevation relative to top of rail elevation.
- Controlling dimensions of drainage ditches and/or drainage structures.
- Top of rail elevations for all tracks.
- Minimum permanent vertical clearance above top of high rail to the lowest point under the bridge.
- Existing and proposed groundline & roadway profile.
- Type of riprap slope paving.
- Location of deck drains.
- Total width of superstructure.
- Width of shoulder and/or sidewalk.

TABLE OF TOP OF RAIL PROFILE †				
STATIONS INCREASE IN OPPOSITE DIRECTION OF MILEPOST INCREASE				
	MAIN LINE			
	ALIGNMENT: LEFT RAIL		ALIGNMENT: RIGHT RAIL	
100' STATIONS	ELEVATION	100' STATIONS	ELEVATION	
1000' PRIOR TO PROJECT	0+00	557.36	0+00	557.38
	1+00	556.67	1+00	556.68
	2+00	556.07	2+00	556.07
	3+00	555.38	3+00	555.47
	4+00	554.96	4+00	554.99
	5+00	554.41	5+00	554.43
	6+00	553.78	6+00	553.84
	7+00	553.26	7+00	553.30
	8+00	552.73	8+00	552.83
	9+00	552.32	9+00	552.36
WITHIN PROJECT	10+00	551.77	10+00	551.78
	11+00	551.18	11+00	551.21
	12+00	550.59	12+00	550.59
	12+13.67	550.58	12+13.67	550.59
1000' AFTER PROJECT	13+00	549.94	13+00	549.96
	14+00	549.32	14+00	549.36
	15+00	548.69	15+00	548.71
	16+00	548.06	16+00	548.08
	17+00	547.62	17+00	547.63
	18+00	547.43	18+00	547.48
	19+00	547.23	19+00	547.26
	20+00	547.00	20+00	547.04
	21+00	546.75	21+00	546.77
	22+00		22+00	
23+00		23+00		
24+00		24+00		

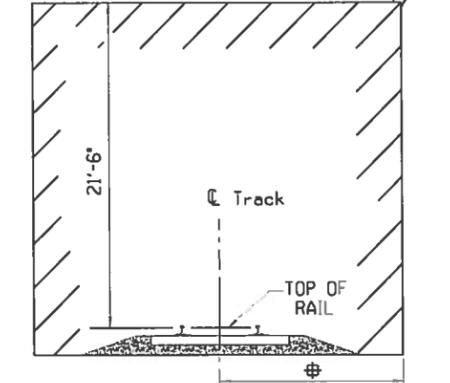
■ † EXISTING TRACK STA. 12+13.67
 = ‡ CONSTRUCTION STA. 113+15.35



TYPICAL FENCE ON BARRIER DETAIL

ONLY REQUIRED ON OVERPASSES IF SHOWN ON BRIDGE LAYOUT. (AREAS WITH PEDESTRIANS ON BRIDGE, RAIL YARDS, OR HISTORY OF VANDALISM)

NO CONSTRUCTION ACTIVITIES OR OTHER OBSTRUCTION SHALL BE PLACED WITHIN THESE LIMITS



MINIMUM CONSTRUCTION CLEARANCE ENVELOPE

(NORMAL TO RAILROAD)
 ‡ 15'-0" for BNSF and 12'-0" for UPRR & KCS

GENERAL NOTES:

Design and Construction for Railroad Projects shall be in accordance with the AREMA Manual for Railway Engineering and BNSF/UPRR Guidelines for Railroad Grade Separation Projects (as annotated by TxDOT) or Kansas City Southern Guidelines for the Design and Construction of Overpasses and Underpasses, or DART Light Rail Project Design Criteria Manual, and the TxDOT Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges AS APPLICABLE TO THE RAILROAD COMPANY INVOLVED. See BNSF/UPRR Guidelines for Grade Separation Projects Plan No. 711100 and TxDOT Railroad Fence Details Sheet for additional information. A curved top fence extending 8'-0" above top of sidewalk is acceptable only where there is a traffic rail between roadway and sidewalk. See Kansas City Southern Guidelines for the Design and Construction of Overpasses and Underpasses for corresponding BNSF/UPRR sheets referenced.

SHEET 1 OF 3

Texas Department of Transportation
 Bridge Division

RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

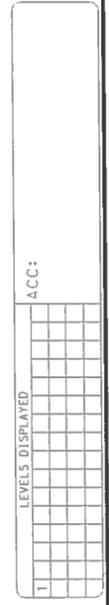
DOT 742 659R RRMP 175.63

EXHIBIT "A"

FILE: TxDOT FEBRUARY 2008	DISTRICT: SAT	CR: TxDOT	DR: TxDOT	CR: TxDOT	SHEET: 7
REVISIONS		COUNTY: GUAD		CONTROL: 0535	SECT: 01
DATE: 9/18/2014		JOB: 072		HIGHWAY: 1H-10	



JAMES A. LUTZ, P.E.



PART 1 - GENERAL

1.01 DESCRIPTION

This project includes construction work within the Right-of-Way and/or properties of the Railroad Company and adjacent to its tracks, wire lines and other facilities. These sheets describe the minimum special requirements for coordination with the Railroad when working upon, over or under Railroad Right-of-Way or when impacting current or future Railroad operations. Coordinate with the Railroad while performing the work outlined herein, and afford the same cooperation with the Railroad as with TxDOT. Complete all submittals and work in accordance with TxDOT Standard Specifications, Railroad Guidelines and AREMA recommendations as modified by these minimum special requirements or as directed in writing by the Railroad Designated Representative.

For purposes of this project, the Railroad Designated Representative is the person or persons designated by the Railroad Manager of Industry and Public Projects to handle specific tasks related to the project.

1.02 RAILROAD CONTACTS

The primary Railroad point of contact for this project and the contact for Railroad flagging services and track work, can be obtained by contacting the TxDOT Area Engineer responsible for the project.

1.03 REQUEST FOR INFORMATION / CLARIFICATION

Submit Requests for Information ("RFI") involving work within any Railroad Right-Of-Way to the TxDOT Engineer. The TxDOT Engineer will submit the RFI to the Railroad Designated Representative for review and approval for RFI's corresponding to work within Railroad Right-Of-Way. Allow six (6) weeks total time for review and approval, which includes four (4) weeks for review and approval by the Railroad.

1.04 PLANS / SPECIFICATIONS

TxDOT has received written Railroad approval of the plans and specifications for this project. Any revisions or changes in the plans after award of the Contract must have the approval of TxDOT and the Railroad.

PART 2 - UTILITIES AND FIBER OPTIC

Construct all utility installations in accordance with current AREMA recommendations, Railroad, TxDOT and owning utility specifications and requirements. Railroad general guidelines can be found on the Railroad website or by contacting the Railroad Designated Representative.

PART 3 - CONSTRUCTION

3.01 GENERAL

- A. Perform all work in compliance with all applicable Railroad, FRA (Federal Railway Administration) and TxDOT rules and regulations. Arrange and conduct work in a manner that does not endanger or interfere with the safe operation of the tracks and property of the Railroad and the traffic moving on such tracks, or the wires, signals and other property of the Railroad, its tenants or licensees, at or in the vicinity of the Work. The safe operation of Railroad train movements takes precedence over any work to be performed by the Contractor. The Contractor is responsible for train delay cost and lost revenue claims due to any delays or interruption of train operations resulting from Contractor's construction or other activities.
- B. Construction activities within 12 feet of the operational tracks will only be allowed if absolutely necessary and the Railroad's Designated Representative grants approval. Construction activities within 12 feet of the operational track(s) preferably allow the tracks to stay operational. In such cases, coordination and approval by the Railroad Track Manager is required with regard to schedule, flagging, and slow orders. See Sections 3.07 and 3.08 for additional information.
- C. Provide track protection for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail. When not in use, keep Contractor machinery and materials at least 50 feet from the Railroad's nearest track.
- D. Vehicular crossings of railroad track are allowed only at existing crossings, or haul road crossings developed with Railroad approval.
- E. The Contractor is also advised that new railroad facilities within the project may be built by the Railroad. If applicable, these facilities are delineated in the plans. Be aware of the limits of responsibilities and coordinate efforts with the Railroad and TxDOT.

3.02 RAILROAD OPERATIONS

- A. Trains and/or equipment are expected on any track, at any time, in either direction. Become familiar with the train schedules in this location and structure bid assuming intermittent track windows in this period, as defined in Paragraph B that follows.
- B. All railroad tracks within and adjacent to the Contract Site are active, and rail traffic over these facilities shall be maintained throughout the Project. Activities may include both through moves and switching moves to local customers. Railroad traffic and operations will occur continuously throughout the day and night on these tracks and shall be maintained at all times as defined herein. Coordinate and schedule the work so that construction activities do not interfere with railroad operations.
- C. Coordinate work windows with TxDOT and the Railroad's Designated Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:
 - 1. Conditional Work Window: A Conditional Work Window is a period of time that railroad operations have priority over construction activities. When construction activities may occur on and/or adjacent to the railroad tracks within 25 feet of the nearest track, a Railroad flag person will be required. At the direction of the Railroad flag person, upon approach of a train, and when trains are present on the tracks, the tracks must be cleared (i.e., no construction equipment, materials or personnel within 25 feet, or as directed by the Railroad Designated Representative, from the tracks). Conditional Work Windows are available for the Project.
 - 2. Absolute Work Window: An Absolute Work Window is a period of time that construction activities are given priority over railroad operations. During this time frame, the designated railroad track(s) will be inactive for train movements and may be fouled by the Contractor. At the end of an Absolute Work Window, the railroad tracks and/or signals must be completely operational for train operations and all Railroad, Public Utilities Commission (PUC) and FRA requirements, codes and regulations for operational tracks must be satisfied. In the situation where the operating tracks and/or signals have been affected, the Railroad will perform inspections of the work prior to placing that track back into service. Railroad flag persons will be required for construction activities requiring an Absolute Work Window. Absolute Work Windows will not generally be granted. Any request will require a detailed explanation for Railroad review.

3.03 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

- A. Prior to beginning any work on or over the property of, or affecting the facilities of the Railroad, enter into a "Contractor's Right of Entry Agreement" with Railroad. The fee for processing the agreement is the responsibility of the Contractor. Submit a copy of the executed agreement and the insurance policies, binders, certificates and endorsements set forth therein to TxDOT prior to commencing work on Railroad property. Within the right of entry agreement, specify working time frames, flagging and inspection requirements, and any other items specified by the Railroad.
- B. Give advance notice to the Railroad as required in the "Contractor's Right of Entry Agreement" before commencing work in connection with construction upon or over Railroad Right-of-Way and observe the Railroad's rules and regulations with respect thereto.
- C. Perform all work upon Railroad Right-of-Way in a manner to avoid interference with or endanger the operations of the Railroad. Whenever work may affect the operations or safety of trains, submit the work method to the Railroad Designated Representative for approval. Approval does not relieve the Contractor from liability. Do not commence any work which requires flagging service or inspection service until the flagging protection required by the Railroad is available at the job site. See Section 3.18 for railroad flagging requirements.
- D. Make requests in writing for both Absolute and Conditional Work Windows, at least 30 days in advance of any work. Include in the written request:
 - 1. Exactly what the work entails.
 - 2. The days and hours that work will be performed.
 - 3. The exact location of work, and proximity to the tracks.
 - 4. The type of window requested and the amount of time requested.
 - 5. The designated contact person.

Provide a written confirmation notice to the Railroad at least 48 hours before commencing work in connection with approved work windows when work is within 25 feet of any track center line. Perform all work in accordance with previously approved work plans.
- E. Make provisions to protect operations and property of the Railroad should a condition arising from, or in connection with the work, require immediate and unusual action. If in the judgment of the Railroad Designated Representative such provisions are insufficient, the Railroad Designated Representative may require or provide such provisions as deemed necessary. In any event, such provisions shall be at the Contractor's expense and without cost to the Railroad or TxDOT. The Railroad or TxDOT shall have the right to order the Contractor to temporarily cease operations in the event of an emergency or, if in the opinion of the Railroad Designated Representative, the Contractor's operations could endanger railroad operations. In the event of such an order, immediately notify TxDOT of the order.

3.04 INSURANCE

Do not begin work upon or over Railroad Right-of-Way until furnishing the Railroad with the insurance policies, binders, certificates and endorsements required by the "Contractor's Right-of-Entry Agreement", and until the Railroad Designated Representative has advised TxDOT that such insurance is in accordance with the Agreement. Further information on insurance requirements appear in the Special Provisions to Item 7 of the TxDOT Standard Specifications and/or the project General Notes.

3.05 RAILROAD SAFETY ORIENTATION

- A. Complete the Railroad course "Orientation for Contractor's Safety", and maintain current registration prior to working on Railroad property. This orientation is available at www.contractororientation.com. This course is required to be completed annually by Contractor and Subcontractor personnel working on site.

"KCS/TEXMEX will not accept on-track safety training certificates from other railroads. Contractor's employees entering the KCS railroad shall hold current certificates at all times. The training can be had by contacting Larry Slater of TrackSense Inc. at 330-847-8661 or by email at lslater@neo.rr.com."
- B. Know and follow the "Contractor's Right of Entry Agreement" EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

3.06 COOPERATION

The Railroad will cooperate with Contractor so that work may be conducted in an efficient manner, and will cooperate with Contractor in enabling use of Railroad Right-of-Way in performing the work.

3.07 MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES

Abide by the following minimum temporary clearances during the course of construction:

- A. 15' - 0" (BNSF) and 12'-0" (UPRR & KCS) horizontal from centerline of track
- B. 21' - 6" vertically above top of rail.

For construction clearance less than listed above, obtain local Railroad Operating Unit review and approval.

3.08 APPROVAL OF REDUCED CLEARANCES

- A. Maintain minimum track clearances during construction as specified in Section 3.07.
- B. Submit any proposed infringement on the specified minimum clearances to the Railroad Designated Representative through TxDOT at least 30 days in advance of the work. Do not proceed with such infringement without written approval by the Railroad Designated Representative.
- C. Do not commence work involving an approved infringement until receiving written assurance from the Railroad Designated Representative that arrangements have been made for any necessary flagging service.

ACTIVE FILE LEVELS DISPLAYED
1 2 3 4 5 6 7 8 9 10 11 12 14 15
16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46
47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62



RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION
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EXHIBIT "A"

FILE: TxDOT NOVEMBER 2007	DISTRICT: SAT	CR: TxDOT	DW: TxDOT	CR: TxDOT	SHEET: 8
REVISIONS		SAT		XXX XXXX	
05/24/18 - Revised Part 2 - Utilities And Fiber Optic Note		COUNTY: GUAD	CONTROL: 0535	SECT: 01	JOB: 072
07/17/13 - Various Revisions to Match Current RDE Agreements		HIGHWAY: 17-1			

3.09 CONSTRUCTION AND AS-BUILT SUBMITTALS

- A. Provide TxDOT submittals for construction materials and procedures as outlined below and indicated in TxDOT Standard Specifications. A summary of most TxDOT submittal requirements can be found at: [www.dot.state.tx.us/publications/bridge/items reviewed.pdf](http://www.dot.state.tx.us/publications/bridge/items%20reviewed.pdf)
- B. The tables below provide the Railroad's minimum submittal requirements for the construction items noted. Submittal requirements are in addition to those specified elsewhere in these bid documents. The review times indicated below represent the total time, including the Railroad's required four (4) weeks.
- C. TxDOT will forward relevant submittals to the Railroad Manager of Industry and Public Projects unless otherwise directed by the Railroad. TxDOT and the Engineer of Record will review and include comments prior to forwarding to the Railroad. Submit items in Table 1 for both railroad overpass and underpass projects, as applicable. Submit items in Table 2 for railroad underpass projects only.

TABLE 1 - RAILROAD SUBMITTAL REQUIREMENTS FOR OVERPASS & UNDERPASS PROJECTS

ITEM	DESCRIPTION	SETS	REVIEW TIME
1	Shoring design and details	6	6 weeks
2	Falsework design and details	6	6 weeks
3	Drainage design provisions	6	6 weeks
4	Erection diagrams and sequence	6	6 weeks
5	Demolition diagram and sequence	6	6 weeks

TABLE 2 - RAILROAD SUBMITTAL REQUIREMENTS FOR UNDERPASS PROJECTS

ITEM	DESCRIPTION	SETS	NOTES	REVIEW TIME
1	Shop drawings	6	Steel and Concrete members	6 weeks
2	Bearings	6	For all structures	6 weeks
3	Concrete Mix Designs	6	For all structures	6 weeks
4	Rebar & Strand certifications	6	For superstructure only	6 weeks
5	28 day concrete strength	6	For superstructure only	6 weeks
6	Waterproofing material certifications and installation procedure	6	Waterproofing & protective boards	6 weeks
7	Structural steel certifications	6	All fracture critical members & other members requiring improved notch toughness	6 weeks
8	Fabrication and Test reports	6	All fracture critical members & other members requiring improved notch toughness	6 weeks
9	Welding Procedures and Welder Certification	6	AWS requirements	6 weeks
10	Foundation Construction Reports or Notes	6	Pile driving, drilled shaft construction, bearing pressure test reports for spread footings	6 weeks
11	Compaction testing reports for backfill at abutments	6	Must meet 95% maximum dry density, Modified Procter ASTM D1557	6 weeks

- D. TxDOT shall submit As-Built Records to the Railroad when TxDOT has processed the final project plans. These records shall consist of the following items:

Overpass Projects

- Electronic files of all structure design drawings with as-constructed modifications shown, in Microstation J or Acrobat .PDF format.
- Hard copies of all structure design drawings with as-constructed modifications shown.

Underpass Projects

- Electronic files of all structure design drawings with as-constructed modifications shown, in Microstation J or Acrobat .PDF format.
- Hard copies of all structure design drawings with as-constructed modifications shown.
- Final approved copies of shop drawings for concrete and steel members.
- Foundation Construction Reports
- Compaction testing reports for backfill at abutments

3.10 APPROVAL OF DETAILS

Submit details of the construction affecting Railroad tracks and property not already included in the Contract Plans to the Railroad Designated Representative through TxDOT for the Railroad's review and written approval before such work is undertaken. Allow a total six (6) weeks for review and approval of these submittals, which includes the Railroad's four (4) week review time.

3.11 MAINTENANCE OF RAILROAD FACILITIES

- A. Maintain all ditches and drainage structures free of silt or other obstructions resulting from Contractor's operations. Repair eroded areas and any other damage within Railroad Right-of-Way and repair any other damage to the property of the Railroad, or its tenants.
- B. Perform all such maintenance and repair of damages due to the Contractor's operations at Contractor's expense.
- C. Submit a proposed method of erosion control for review by the Railroad prior to beginning any grading on the Project Site. Comply with all applicable local, state and federal regulations when developing and implementing such erosion control.

3.12 SITE INSPECTIONS BY RAILROAD'S DESIGNATED REPRESENTATIVE

- A. In addition to the office reviews of construction submittals, site inspections may be performed by the Railroad Designated Representative at significant points during construction, including the following if applicable:
 - Pre-construction meetings.
 - Pile driving/drilling of caissons or drilled shafts.
 - Reinforcement and concrete placement for railroad bridge substructure and/or superstructure.
 - Erection of precast concrete or steel bridge superstructure.
 - Placement of waterproofing (prior to placing ballast on bridge deck).
 - Completion of the bridge structure.
- B. Site inspection is not limited to the milestone events listed above. Site visits to check progress of the work may be performed at any time throughout the construction as deemed necessary by the Railroad.
- C. Provide a detailed construction schedule, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to TxDOT for submittal to the Railroad Designated Representative for review prior to commencement of work. Include the anticipated dates when the above listed events will occur. Update this schedule for the above listed events as necessary and each month at a minimum to allow the Railroad to schedule site inspections.

3.13 RAILROAD REPRESENTATIVES

Railroad representatives, conductors, flag person or watch person will be provided by the Railroad at expense of TxDOT to protect Railroad facilities, property and movements of its trains or engines. In general, the Railroad will furnish such personnel or other protective services as follows:

- A. When any part of any equipment is standing or being operated within 25 feet, measured horizontally, from centerline of any track on which trains may operate, or when any object is off the ground and any dimension thereof could extend inside the 25 foot limit, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.
- B. For any excavation below elevation of track subgrade if, in the opinion of the Railroad Designated Representative, track or other Railroad facilities may be subject to settlement or movement.
- C. During any clearing, grubbing, excavation or grading in proximity to Railroad facilities, which, in the opinion of the Railroad Designated Representative, may endanger Railroad facilities or operations.
- D. During any contractor's operations when, in the opinion of the Railroad Designated Representative, Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines, or pipe lines, may be endangered.
- E. Arrange with the Railroad Designated Representative to provide the adequate number of flag persons to accomplish the work.

3.14 WALKWAYS REQUIRED

Maintain along the outer side of each exterior track of multiple operated track, and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains, extending to a line not less than twelve feet (12') from centerline of track. Remove any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours before the close of each work day. Construct walkways with railings over open excavation areas when in close proximity of track. Do not violate allowable clearances of these railings to centerline of track: 8' - 6" horizontally for tangent track or 9' - 6" horizontally for curved track.

3.15 COMMUNICATIONS AND SIGNAL LINES

If required, the Railroad will rearrange its communications and signal lines, its grade crossing warning devices, train signals and tracks, and facilities that are in use and maintained by the Railroad's forces in connection with its operation at expense of TxDOT. This work by the Railroad will be done by its own forces and it is not a part of the Work under this Contract.

3.16 TRAFFIC CONTROL

Coordinate any operations that control traffic across or around Railroad facilities with the Railroad Designated Representative.

3.17 CONSTRUCTION EXCAVATIONS AND BORING ACTIVITIES UNDER TRACK

- A. Take special precaution and care in connection with excavating and shoring. Excavations for construction of footings, piers, columns, walls or other facilities that require shoring shall comply with requirements of TxDOT, OSHA, AREMA and Railroad "Guidelines for Temporary Shoring".
- B. The project plans indicate whether there are fiber optic lines or other such telecommunications systems that require consideration. Regardless, contact the necessary call center to determine if such cable systems are present:

UPRR 1-800-336-9193
7:00 AM to 9:00 PM CST Monday-Friday except holidays,
staffed 24 hrs/day for emergencies
48 hrs notice required

BNSF 1-800-533-2891
24 hour number
5 working days notice required

KCS 1-800-344-8377
Texas One Call, a 24 hour number
48 hrs notice required, excluding weekends and holidays

If a telecommunications system is buried anywhere on or near Railroad property, coordinate with TxDOT, the Railroad and the Telecommunication Company(ies) to arrange for relocation or protective measures prior to beginning work on or near Railroad property. Refer to the project General Notes for additional information.

- C. Projects involving a boring or jack and bore operation under track such as drainage pipes or culverts and utilities require an installation plan reviewed and approved by the Railroad and TxDOT prior to proceeding with such construction. A railroad inspector and contractor-assisted monitoring of ground and track movement is required to maintain safe passage of rail traffic. Stop installation and do not allow passage of trains if movements in excess of 1/4" vertical or horizontal is detected in the tracks. Immediately repair the damage to the satisfaction of TxDOT and the Railroad before proceeding.

3.18 RAILROAD FLAGGING

Railroad flagging will be required for any work within 25 ft horizontally of the track. Provisions for flagging are also described in Item 7.16 "Work Near Railroads" in the TxDOT Standard Specifications. Per the RIGHT OF ENTRY agreement for flagging, notify the Railroad Representative at least 10 working days in advance of Contractor work and at least 30 working days in advance of any Contractor work in which any person or equipment will be within 25 feet of track.

3.19 CLEANING OF RIGHT-OF-WAY

When work is complete, remove all tools, implements, and other materials brought into Railroad Right-of-Way and leave the Right-of-Way in a clean and presentable condition to the satisfaction of TxDOT and the Railroad.



RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

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EXHIBIT "A"

FILE:	DISTRICT:	EX:	DW:	CR:
© TxDOT NOVEMBER 2007	NOVEMBER 2007	FEDERAL AID PROJECT		SHEET
REVISIONS		SAT	XXX XXXX	9
06/24/10 - Revised Part 2 - Utilities And Fiber Optic Note 07/17/13 - Various Revisions to Match Current RDE Agreements		COUNTY	CONTROL	SECT
		GUAD	0535	01 072 IH-10

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