STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION

PLANS OF PROPOSED
STATE HIGHWAY IMPROVEMENT
PROJECT NO. STP ( )
CONTROL ROADWAY
MONTGOMERY CO. CSJ 1400-04-035+ 12,251.83 FT. = 2.32 MI.
NET LENGTH OF PROJECT 1400-04-035+ 12,251.83 FT. = 2.32 MI.

MONTGOMERY COUNTY
FOR 1976

FOR THE CONSTRUCTION OF: THE WIDENING OF A NON-FREEMAY FACILITY
CONSISTING OF: GRADING, LIME-TREATED SUBGRADE, CEMENT TREATED BASE, BOND BREAKERS, CONTINUOUSLY
REINFORCED CONCRETE PAVEMENT, STORM SEWERS, SIGNS, PAVEMENT MARKINGS, TRAFFIC SIGNALS
LIMITS: FROM 576.50 FT (RMP 21.561) NORTH OF FM 1488 TO 237.60 FT (RMP 21.08) SOUTH OF W, LOST CREEK BLVD.

BEGIN PROJECT
BEGIN CONTROL: 1400-04-035
STA 1412+93.62
X = 374206.9452
Y = 10070803.4821
REF. MARKER: XXX-XX-XXX
MILE POINT: XXX-XXX

NOTES:
HORIZONTAL CONTROL
ALL BEARINGS AND COORDINATES SHOWN ARE BASED ON
THE TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE,
NORTH AMERICAN DATUM OF 1983 (NAD83), 1993 ADJUSTMENT.
ALL DISTANCES AND COORDINATES ARE SURFACE DATUM.
AND MAY BE CONVERTED TO GRID BY MULTIPLYING BY A
COMBINED ADJUSTMENT FACTOR OF 0.999970.

VERTICAL CONTROL
VERTICAL CONTROL IS REFERENCED TO THE NORTH AMERICAN
VERTICAL DATUM OF 1988 (NAVD88), 1991 ADJUSTMENT.

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF
TRANSPORTATION, JUNE 1, 2004, AND THE SPECIFICATION
ITEMS LISTED AND DATED AS FOLLOWS SHALL GOVERN ON
THIS PROJECT: REQUIRED CONTRACT PROVISIONS FOR ALL
FEDERAL-AID CONSTRUCTION CONTRACTS (FORM FHWA 1273,
MARCH, 1994).

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GENERAL NOTES

1. SIGNAL CIRCUITS ARE DESIGNED TO GIVE 20 SECONDS MINIMUM WARNING TIME, PLUS 0 SECONDS CLEARANCE TIME, PLUS 5 SECONDS BUFFER TIME, PLUS 5 SECONDS EQUIPMENT RESPONSE TIME, PLUS 40 SECONDS ADVANCE PREEMPTION TIME, FOR A TOTAL OF 70 SECONDS APPROACH TIME, PRIOR TO THE ARRIVAL OF THE FASTEST TRAIN AT THIS CROSSING. REFER TO SIGNAL LAYOUT FOR TOTAL APPROACH TIME.

2. PROPOSED CONSTANT WARNING CIRCUITS ARE TO BE USED AT THIS LOCATION, DAXING TO BLOCK SIGNAL IN THE WEST APPROACH FOR CIRCUIT UPGRADE.

3. CONDUIT, FILL DIRT AND CRUSHED COVER ROCK TO BE FURNISHED IN PLACE BY THE RAILROAD COMPANY OR ITS CONTRACTOR AT STATES EXPENSE.

4. THE RAILROAD COMPANY OR ITS CONTRACTOR WILL REMOVE THE EXISTING GATE AND DISPOSE OF THE FOUNDATION.

5. THE STATE’S CONTRACTOR WILL FURNISH AND INSTALL OR REPLACE THE APPROPRIATE PAVEMENT MARKINGS AS OUTLINED ON THE ATTACHED LAYOUT AND STANDARD SHEET AND IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

6. THE STATE’S CONTRACTOR WILL FURNISH AND INSTALL OR REPLACE THE FOLLOWING SIGNS IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) AND THE STANDARD HIGHWAY SIGN DESIGNS MANUAL FOR TEXAS (SHSD): 1 EA. (R10-1), 2 EA. (R10-2), 2 EA. (R15-4), 2 EA. (R8-8) (“DO NOT STOP ON TRACK”).

7. THE STATE AGREES TO MAINTAIN THE PAVEMENT MARKINGS AND ADVANCE WARNING SIGNS PLACED ALONG THE ROADWAYS UNDER THEIR JURISDICTION IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS SHOWN ON THE LAYOUT AND STANDARD SHEETS AS ACKNOWLEDGED ON THE TITLE SHEET.

8. THE RAILROAD COMPANY OR ITS CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN SIGN MOUNTING BRACKETS FOR THE REPORT SIGN (R15-4) AT THE STATES EXPENSE.

9. THE RAILROAD COMPANY OR ITS CONTRACTOR SHALL STENCIL THE DOT-ARR NUMBERS ON THE SIGNAL MASTS FACING THE ADJACENT ROADWAY IN THE 2” BLACK LETTERING.

10. THE RAILROAD COMPANY OR ITS CONTRACTOR WILL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

11. THE RAILROAD OR ITS CONTRACTOR WILL FURNISH AND INSTALL A RELAY TO PROVIDE ADVANCE PREEMPTION TO THE PROPOSED TRAFFIC SIGNAL, NORMALLY A CLOSED CIRCUIT IS REQUIRED BETWEEN THE CONTROLS RELAY OF THE GRADE CROSSING WARNING DEVICE AND THE TRAFFIC SIGNAL CONTROLLER OR FLASHER AS STATED IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

12. THE STATE’S CONTRACTOR SHALL INSTALL 35’,1”12/4C AND CONDUIT BETWEEN RAILROAD INSTRUMENT CASE AND TRAFFIC CONTROLLER AS SHOWN ON LAYOUT.

DESCRIPTION OF PROJECT

- 1 COMPLETE FLASHING LIGHT WITH GATE ASSEMBLY AND 1 BELL
- 1” LAMP HOUSING SHALL BE USED AND EQUIPPED WITH LED’S (LIGHT EMITTING DIODES) LIGHTS, OPERATED AT NOT LESS THAN 8.5 VOLTS UNDER NORMAL OPERATING CONDITIONS.
1. Signal circuits are designed to give 20 seconds minimum warning time, plus 1 seconds clearance time, plus 5 seconds buffer time, plus 5 seconds equipment response time, plus 42 seconds advance preemption time, for a total of 73 seconds approach time, prior to the arrival of the fastest train at this crossing. Refer to signal layout for total approach time.

2. Propose constant warning control circuits to be used at this location.

3. Conduit, fill dirt and crushed cover rock to be furnished in place by the railroad company or its contractor at States expense.

4. The State’s contractor will furnish and install or replace the following signs in accordance with the guidelines in the Texas Manual on Uniform Traffic Control Devices (MUTCD) and the Standard Highway Sign Designs Manual for Texas (SHSD): 2 ea. (W-10-11), 4 ea. (W-10-21), 2 ea. (R6-4), 4 ea. (R8-8) (do not stop on tracks).

5. The State agrees to maintain the pavement markings and advance warning signs placed along the roadways under its jurisdiction in accordance with the guidelines in the Texas Manual on Uniform Traffic Control Devices and as shown on the layout and standard sheets as acknowledged on the title sheet.

6. The railroad company or its contractor shall furnish, install and maintain sign mounting brackets for the report sign (R6-4) at the States expense.

7. The State agrees to trim and maintain trees and vegetation for adequate visibility of the crossing signals and advance warning signs as acknowledged on the title sheet.

8. The railroad company or its contractor will provide traffic control in accordance with the guidelines in the Texas Manual on Uniform Traffic Control Devices.

9. The railroad or its contractor will furnish and install a relay to provide advance preemption to proposed traffic signal controller, normally a closed circuit is required between the control relay of the grade crossing warning device and the traffic signal controller as stated in the Texas Manual on Uniform Traffic Control Devices.

10. The State’s contractor shall install 90°, 1-1/2/4C cable between railroad instrument case and traffic controller as shown on layout.

11. The railroad shall provide 4” PVC conduit from new house to TXDOT’s junction box as shown on layout, at project expense.

DESCRIPTION OF PROJECT

- 2 proposed flashing lights with gate assemblies with 2 bells to be installed as shown on layout, new flashing lights and gate in the northwest quadrant to be installed at UPRR expense.

- Existing 12” lamp housings shall be used.

- 2 existing cantilevers to be relocated to new location as shown and new foundations shall be poured to accommodate existing cantilever base bolt pattern.
FM 1774 PROPOSED TYPICAL SECTION A-A
TRAFFIC CONTROL PLAN PHASE 1 STEP 1
STA. 1460+00 TO STA. 1488+00
N.T.S.

NOTE:
The railroad ROW will be restored to
IT'S CURRENT CONDITION UPON COMPLETION
OF THE ROADWAY PROJECT.

EXIST STRIPING

2' D-GR HAMMERTY TY C
8" ASPHALT STAB BASE

275
270
265
260
255
250
245

EXHIBIT "A"
FM 1774
PROP. TEMP TCP
JOINT-USE DITCH
FROM RRMP 21.56
TO RRMP 21.08
NAVASOTA SUBDIV

SCALE: 1" = 100' HORIZ.
1" = 10' VERT.
SHEET 1 OF 4

Texas Department of Transportation

©MU TUBIT

10300 NE Loop 410
San Antonio, TX 78213
210.633.2000
www.dot.oregon.gov

4-19-11

Kingery, P.E.
FM 1774 PROPOSED TYPICAL SECTION A-A
TRAFFIC CONTROL PLAN PHASE 1 STEP 1
STA. 1460+00 TO STA. 1488+00
N.T.S.

NOTE:
The railroad tie will be restored to its current condition upon completion of the roadway project.

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EXHIBIT "A"
FM 1774
PROP. TEMP TCP JOINT-USE DITCH FROM RRMP 21.56 TO RRMP 21.08
NAVASOTA SUBDIV
SCALE: 1" = 100' HOR.
1" = 10' VERT.
SHEET 2 OF 6
FM 1774 PROPOSED TYPICAL SECTION A-A
TRAFFIC CONTROL PLAN PHASE 1 STEP 1
STA. 1460+00 TO STA. 1488+00
N.T.S.

NOTE:
The railroad ROW will be restored to its current condition upon completion of the roadway project.
PART 1 - GENERAL

1.01 DESCRIPTION
This project includes construction work within the Right-Of-Way of the Railroad. This includes all railroad structures, rail lines and other facilities. These works describe the Railroad and include all railroad operations that are performed when using, over or under Railroad Right-of-Way or when depotting on the Railroad Right-of-Way. Complete all the projects and work in accordance with TxDOT Standard Specifications, Railroad General Guidelines and TxDOT instructions as directed by the Railroad. The Contractor must coordinate with the Railroad while performing the work outlined herein, in accordance with the Railroad Designated Representative, and fulfill the requirements of the TxDOT Standard Specifications and/or the project General Notes.

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 discuss the RFI with the Railroad Designated Representative for review, and work windows are available within Railroad Right-of-Way. Allow six (6) weeks total time for review and approval, which includes time 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 and specifications of the Contractor shall receive written approval of the TxDOT Engineer and must have the approval of the Railroad Designated Representative.

PART 2 - UTILITIES AND FIBER OPTIC

Construct all utility installations in accordance with current TxDOT Standard Specifications, Railroad, TxDOT and owning utility specifications and requirements. Railroad general guidelines and TxDOT instructions must be followed prior to commencing any work or by contacting the Railroad Designated Representative.

PART 3 - CONSTRUCTION

3.01 GENERAL
A. Perform all work in compliance with all applicable Railroad, TxDOT and Railroad Designated Representative grants approval. Construction activities within the Right-of-Way shall be performed in a manner that does not endanger or interfere with the safe operation of the tracks and property of the Railroad, the Railroad, its tenants or licensees, or in the vicinity of the Work. The Contractor is responsible for the safe and proper operation of the tracks and property of the Railroad. Instructions must be followed prior to commencing any work or by contacting the Railroad Designated Representative.

B. Construction activities within 12 feet of the operational tracks will be performed only at the time and under conditions specified by the Railroad. The Contractor is responsible for the safe and proper operation of the tracks and property of the Railroad. Any construction activities must be performed in accordance with the written request and approval of the Railroad track manager and is required to consider the safety of the railroad personnel, the railroad safety regulations, and any other time specified by the Railroad.

C. Provide track protection for all work equipment including railroad structure. Provide protection for all work equipment within two (2) weeks of the written request and approved work plan.

D. The Contractor is also advised that new railroad facilities within the project may be built by the Railroad. If applicable, these facilities are delivered in the plans. Be aware of the location of the facilities and coordinate efforts with the Railroad and TxDOT.

3.02 RAILROAD OPERATIONS
A. Trains and/or equipment are expected on track, at any time, including during the night. Trains are expected to run on track or through the project area on scheduled and unscheduled trains. Schedule train movements in this location and structure built adjacent to the railroad, as defined in Paragraph B below.

1. Railroad operations within the right-of-way are performed in accordance with the Railroad. A detailed training program is required for train personnel. At the direction of the Railroad, trained railroad personnel on track, no new construction shall be performed until the railroad is trained personnel are clear of the area on the railroad tracks. All personnel must be trained in accordance with the Railroad Designated Representative of the tracks. The Railroad Designated Representative shall be provided with the approved training program. At the direction of the Railroad Designated Representative, any construction activity must be performed in accordance with the Railroad Designated Representative, the railroad is not expected to run the train, or the railroad is not expected to perform the train.

2. Absolute Work Area. An Absolute Work Area is a period of time when all railroad operations are completely stopped for construction activities. When construction activities may occur on a railroad track, the railroad track will be considered an Absolute Work Area. Any construction activity shall be performed in accordance with the Railroad Designated Representative, the railroad is not expected to perform the train, or the railroad is not expected to run the train. Any construction activity must be performed in accordance with the Railroad Designated Representative.

3. RIGHT-OF-WAY, ADVANCE NOTICE AND WORK STOPS
A. Prior to beginning any work or on the property of the Railroad, enter into a "Contractor's Right of Entry Agreement" with the Railroad. The fee for proceeding work is determined by the Railroad Designated Representative. The fee for proceeding work is determined by the Railroad Designated Representative and shall be paid to the Railroad Designated Representative prior to the commencement of work. The fees shall be paid to the Railroad Designated Representative prior to the commencement of work. The Contractor is responsible for the safe and proper operation of the tracks and property of the Railroad. Any construction activities must be performed in accordance with the written request and approval of the Railroad track manager and is required to consider the safety of the railroad personnel, the railroad safety regulations, and any other time specified by the Railroad.

B. Provide advance notice to the Railroad as required in the "Contractor's Right of Entry Agreement before commencing any construction activity. The Contractor is responsible for the safe and proper operation of the tracks and property of the Railroad. Any construction activities must be performed in accordance with the written request and approval of the Railroad track manager and is required to consider the safety of the railroad personnel, the railroad safety regulations, and any other time specified by the Railroad.

C. Do not commence work involving an approved or unscheduled train, or any construction activity involving a train, without the written request and approval of the Railroad Designated Representative. The Contractor shall not be held responsible for any construction activity involving a train, without the written request and approval of the Railroad Designated Representative.

3.03 RAILROAD OPERATIONS
A. Do not begin work upon any railroad track, right-of-way or property of the Railroad without the written request and approval of the Railroad. The Contractor is responsible for the safe and proper operation of the tracks and property of the Railroad. Any construction activities must be performed in accordance with the written request and approval of the Railroad track manager and is required to consider the safety of the railroad personnel, the railroad safety regulations, and any other time specified by the Railroad.

B. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

C. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

D. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

E. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

F. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

G. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

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K. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

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M. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

N. Make requests in writing for both Absolute and Conditional Work Windows. At least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment. Provide written notice to the contractor at least 48 hours prior to any work which will involve a train or railroad equipment.

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3.09 MAINTENANCE OF RAILROAD FACILITIES
A. Maintain all ditches and drainage structures free of silts or other accumulations resulting from construction operations. Supply and replace erosion control devices as necessary. Repairs made to any feature which will cause any other damage to the property of the Railroad, or its tenants.

B. Perform all maintenance and repair of damages due to the Contractor's operations at Contractor's expenses.

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.

3.10 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:
   1. Pre-construction meetings
   2. File driving/drilling of blowouts or drilled shafts
   3. Reinforcement and concrete placement for railroad bridge substructure and superstructure
   4. Placement of railroad bridge superstructure
   5. Placement of waterproofing prior to placing ballast on bridge deck
   6. Completion of the bridge approach

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 TDOT for submission 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 monthly at a minimum to allow the Railroad to schedule site inspections.

3.11 RAILROAD REPRESENTATIVES
Railroad representatives, contractors, flag persons or watch person will be provided by the Railroad at expense of TDOT to protect Railroad facilities, property and movement of its trains or engines. In general, the Railroad will furnish such personnel or other protective services as follows:

A. When any port 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 outside 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 grade level 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, signs, wires, poles, or other lines, may be endangered.

E. Arrive with the Railroad Designated Representative to provide the adequate number of flag persons to accomplish the work.

3.12 COMMUNICATIONS AND SIGNAL LINES
If required, the Railroad will regroup its communications and signal lines, its grade crossing warning devices, train signals and tracks, and facilities that may be disturbed or damaged by the Railroad's activities in connection with the operation or expense of TDOT. This work by the Railroad will be done by its own forces and it is not a part of the work under this Contract.

3.14 CONSTRUCTION EXCAVATIONS
A. Take special precaution and care in connection with excavating and sharing, excavations for construction of buildings, piles, and other construction operations. Comply with requirements of TDOT, OSHA, ARRA 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.

TDOT 1-800-336-9193
TDD 1-800-530-2881

3.15 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 1, "Work Near Railroads" in the TDOT Standard Specifications.

3.16 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 satisfaction of TDOT and the Railroad.

RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS
EXHIBIT "A"

SHEET 2 OF 2

Texas Department of Transportation
Bridge Division