

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	RMC 6454-91-001	SH 6, ETC.
STATE	DISTRICT	COUNTY
TEXAS	BRY	BRAZOS, ETC.
CONTROL	SECTION	JOB SHEET NO.
		1

# STATE OF TEXAS DEPARTMENT OF TRANSPORTATION

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## PLANS OF PROPOSED HIGHWAY ROUTINE MAINTENANCE CONTRACT

PROJECT NUMBER: RMC 6454-91-001

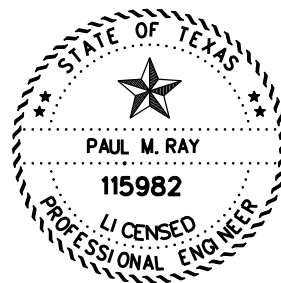
SH 6, ETC.

BRAZOS COUNTY, ETC.

DISTRICTWIDE

**TYPE OF WORK: DEBRIS PICKUP AND REMOVAL**

LIMITS: FROM VARIOUS  
TO VARIOUS



THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE WITH AN ASTERICK (\*) HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

DocuSigned by:

8/29/2023

PAUL M. RAY, P.E. (NO. 115982)

DATE

NO EXCEPTIONS  
NO EQUATIONS  
13 RAILROAD CROSSINGS



TEXAS DEPARTMENT OF TRANSPORTATION

SPECIFICATIONS ADOPTED BY THE TEXAS DEPARTMENT OF TRANSPORTATION, NOVEMBER 1, 2014 SHALL GOVERN ON THIS PROJECT.

RECOMMENDED FOR LETTING

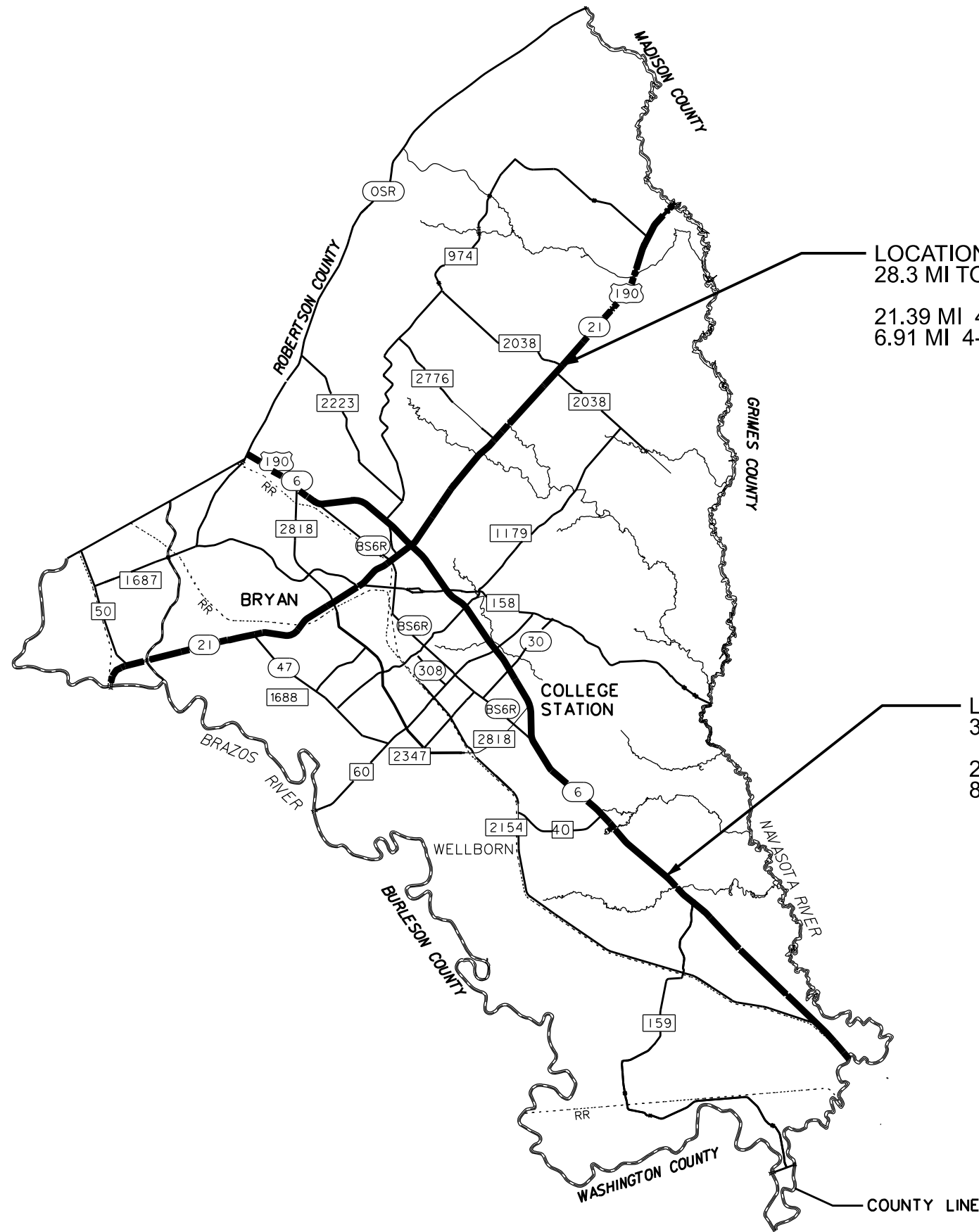
DocuSigned by:

JACE LEE, P.E. DIRECTOR OF MAINTENANCE

8/29/2023

DATE:

FILENAME: SFILES  
RMC:6454-91-001




LOCATION 2: SH 21/US 190  
28.3 MI TOTAL  
21.39 MI 4-LANE DIVIDED  
6.91 MI 4-LANE W/ TWO WAY LEFT TURN LANE (TWLTL)

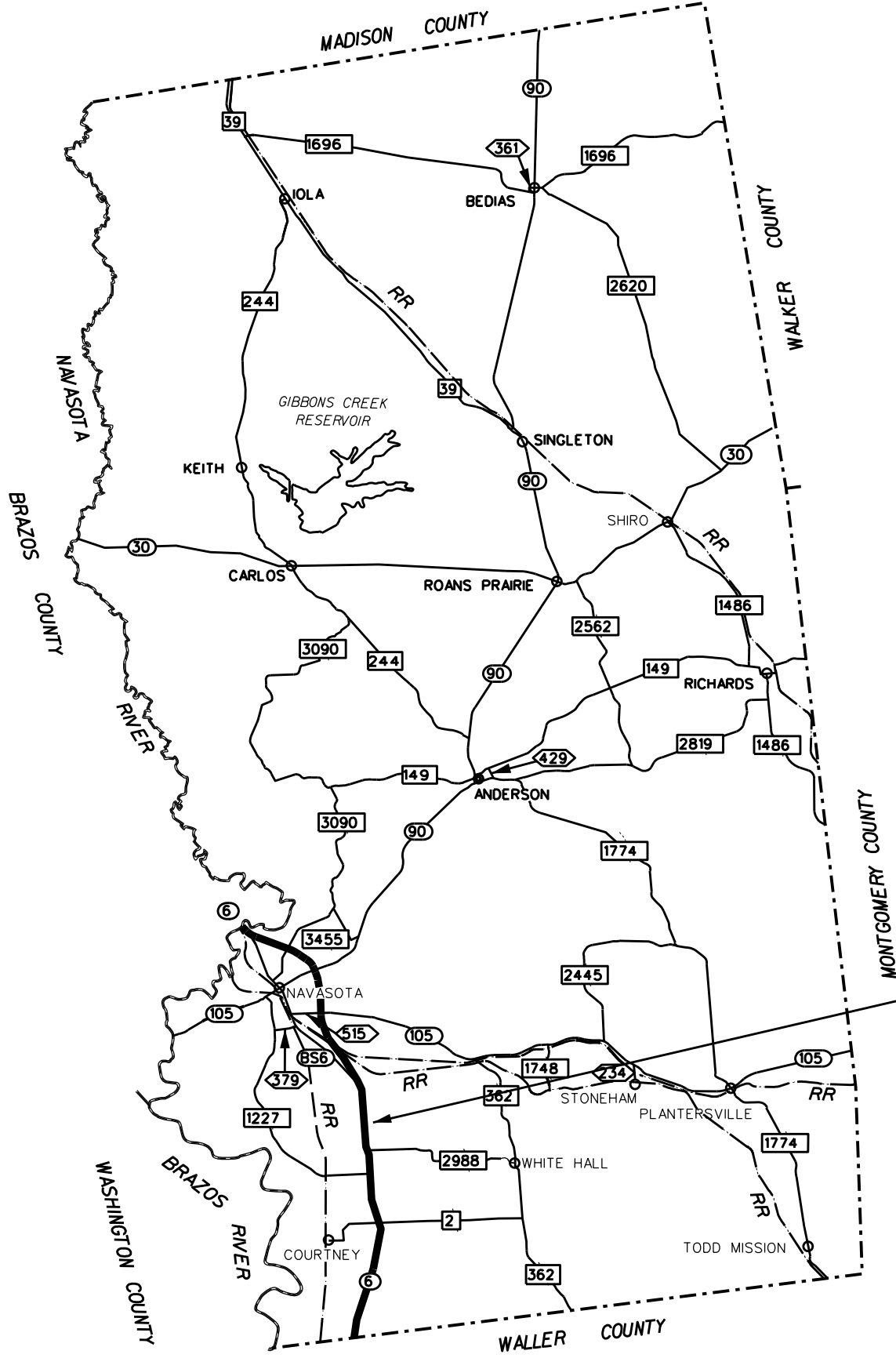
LOCATION 1: SH 6  
31.85 MI TOTAL  
23.15 MI 4-LANE DIVIDED  
8.69 MI 4-LANE W/ CONCRETE BARRIER



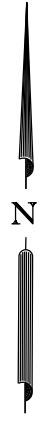
BRAZOS COUNTY

Drawings Not To Scale

 Texas Department of Transportation © 2023 Bryan District Maintenance Office			
LOCATION MAP			
SHEET 1 OF 4 SHEETS			
FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
6	RMC 6454-91-001	SH 6, ETC.	
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LOCATION 3: SH 6  
 14.563 MI TOTAL  
 14.563 MI 4-LANE DIVIDED



GRIMES COUNTY

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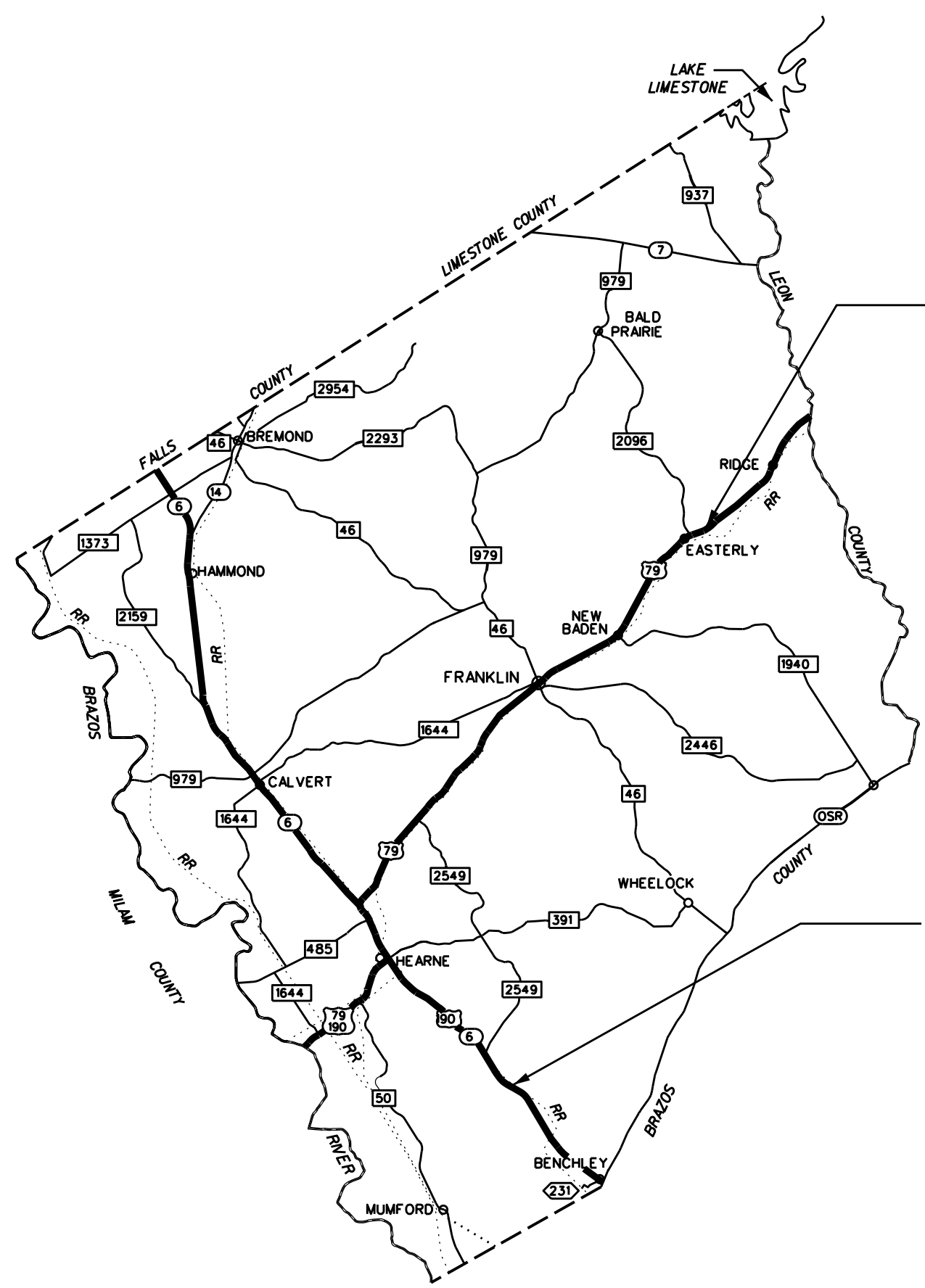
LOCATION MAP

SHEET 2 OF 4 SHEETS

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
6	RMC 6454-91-001	SH 6, ETC.	
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RMC:6454-91-001 FILENAME: SFILES

FILENAME: SFILES  
RMC:6454-91-001



LOCATION 5: US 79  
33.85 MI TOTAL  
25.48 MI 2-LANE  
3.52 MI 2-LANE W/ TWLTL  
0.16 MI 4-LANE  
1.03 MI 4-LANE DIVIDED  
3.66 MI 4-LANE W/ TWLTL

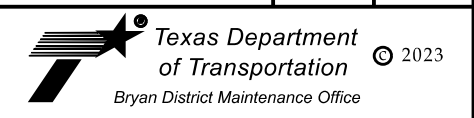
LOCATION 4: SH 6  
31.9 MI TOTAL  
18.68 MI 4-LANE DIVIDED  
11.72 MI 4-LANE W/ TWLTL  
1.50 MI 4 LANE



ROBERTSON COUNTY

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LOCATION MAP

SHEET 3 OF 4 SHEETS

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
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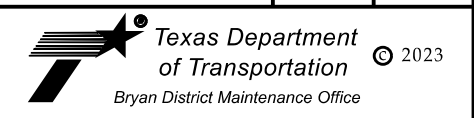
LOCATION 7: SH 36  
 13.24 MI TOTAL  
 2.13 MI 4-LANE DIVIDED  
 0.24 MI 4-LANE W/ CONCRETE BARRIER  
 10.87 MI 4-LANE W/ TWLTL

LOCATION 6: US 290  
 31.61 MI  
 26.37 MI 4-LANE DIVIDED  
 3.19 MI 4-MILE W/ TWLTL  
 2.05 MI 4-LANE W/ CONCRETE BARRIER

WASHINGTON COUNTY

Drawings Not To Scale

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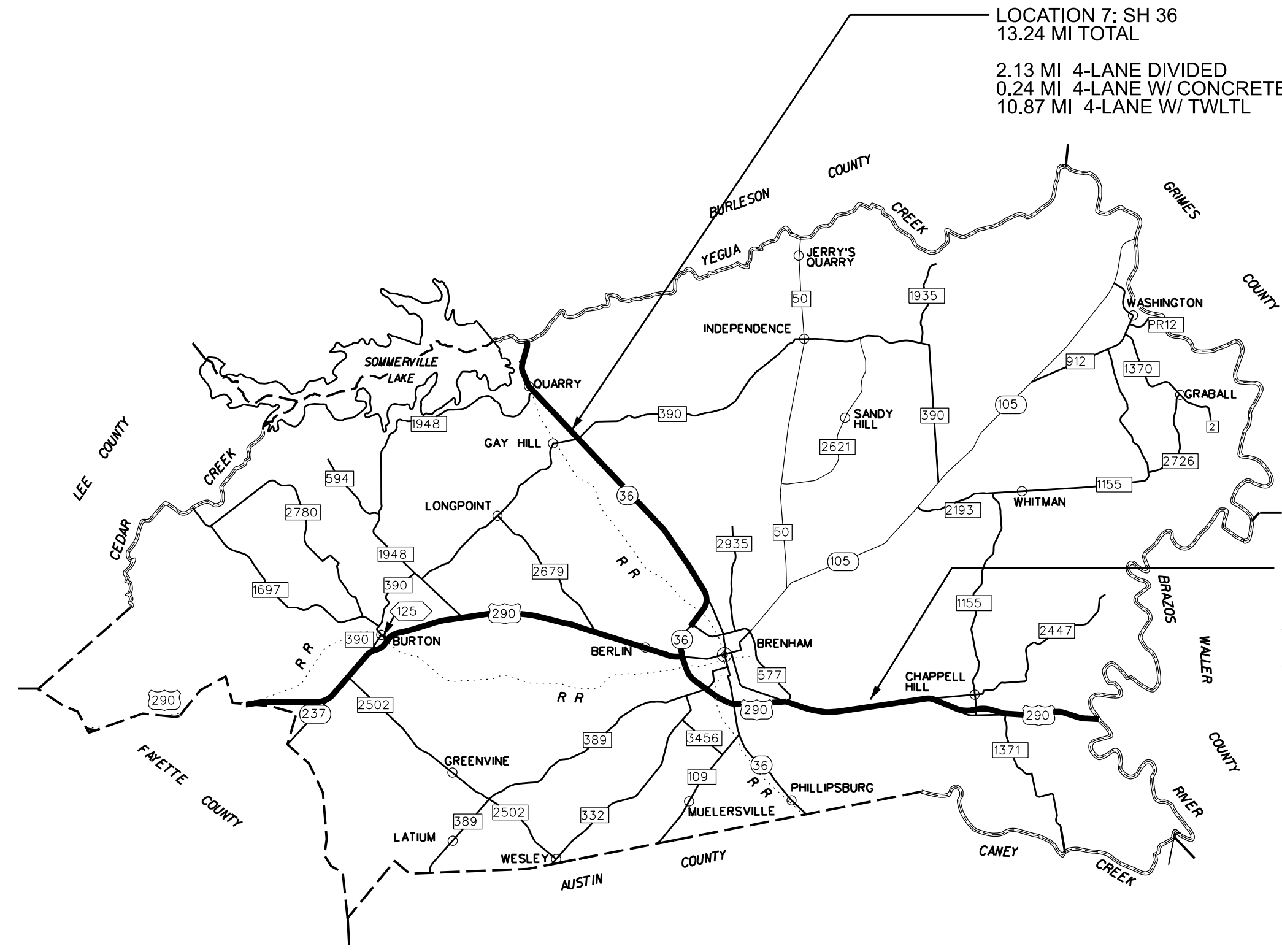


LOCATION MAP

SHEET 4 OF 4 SHEETS

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
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STATE	DISTRICT	COUNTY
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**GENERAL NOTES:**

**DEBT TO THE STATE:**

If the Comptroller is currently prohibited from issuing a warrant to the Contractor because of a debt owed to the State, then the Contractor agrees that any payment owing under the contract will be applied toward the debt or delinquent taxes until the debt or delinquent taxes are paid in full.

**GENERAL:**

Bid all work as shown on plans. This is a multiple county contract.

Contractor questions on this project are to be addressed to the following individuals:

Paul M. Ray, P.E., Bryan District Maintenance - [Paul.Ray@txdot.gov](mailto:Paul.Ray@txdot.gov)

Contractor questions will only be accepted through email to the above individual(s).

All contractor questions will be reviewed by the Engineer. Once a response is developed, it will be posted to TxDOT's Public FTP at the following address:

<https://ftp.dot.state.tx.us/pub/txdot-info/Pre-Letting Responses/>

All questions submitted that generate a response will be posted through this site. The site is organized by District, Project Type (Construction or Maintenance), Letting Date, CCSJ/Project Name.

The following Maintenance Section Supervisor oversees the county in this Contract:

Randy Jaquez	Brazos County Maintenance Supervisor	(979) 778-8054
Justin Kalisek	Grimes County Maintenance Supervisor	(936) 825-3446
Darnell Sandles	Robertson County Maintenance Supervisor	(979) 279-5339
Brett Sander	Washington County Maintenance Supervisor	(979) 836-9350

**ITEM 2 – INSTRUCTIONS TO BIDDERS**

View plan sheets on-line or download from the web at:

<https://www.txdot.gov/business/plans-online-bid-lettings.html>

Order plans from any of the plan reproduction companies shown on the web at:

[http://www.dot.state.tx.us/business/contractors\\_consultants/repro\\_companies.htm](http://www.dot.state.tx.us/business/contractors_consultants/repro_companies.htm)

**ITEM 3 AWARD AND EXECUTION OF CONTRACT:**

Prior to beginning operations, the Department will arrange a preconstruction conference between representatives of the Department and the Contractor to discuss execution of the Contract.

This contract will continue for one (1) calendar year after authorization to begin work is given.

**ITEM 4 SCOPE OF WORK:**

This contract allows for a 1-year extension with mutual agreement between Contractor and Engineer as allowed by SP 004-001.

**ITEM 7 LEGAL RELATIONS AND RESPONSIBILITIES:**

This project is on a hurricane evacuation route. Furnish at the pre-construction meeting a written plan outlining procedures to suspend work, secure the job site and safely handle traffic through and across the project in the event of a hurricane evacuation.

During the hurricane season (June 1 through November 30), do not close any travel lanes except when the Contractor can demonstrate that he can provide labor, equipment, material, work plan, and quality of work to satisfactorily return all lanes to an open, all-weather travel surface within three days of receiving written or verbal notice but no later than 3 days prior to hurricane landfall. Construction of temporary lanes to an all-weather surface will be paid in accordance with Article 9.7, "Payment for Extra Work and Force Account Method".

In addition to lane closures, cease work 3 days prior to hurricane landfall on or near the roadway that adversely impacts the flow of traffic and reduces the capacity of the highway during an evacuation. Prohibit the Contractor's, sub-contractors' or material suppliers' vehicles from entering or exiting the stream of traffic including material hauling and delivery, and mobilization or demobilization of equipment. When directed, this prohibition will include a reasonable time period for the evacuees to return to their point of origin.

In the event of the declaration of a hurricane watch, warning, other severe weather warning or national or state emergency that requires the roadways in the vicinity be used as evacuation routes, cease all work that requires the Contractor's, sub-contractors' or material suppliers' vehicles to enter the stream of traffic on these primary or secondary evacuation routes. This work includes material hauling and delivery, and mobilization or demobilization of equipment.

The following roadways are recognized evacuation routes in the Bryan District:

Primary Evacuation Routes: IH 45, US 290, SH 6, SH 36.

Secondary Evacuation Routes: US 79, US 84, SH 7, SH 30, SH 21, SH 105.

Other routes may be designated.

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RMC:6454-91-001

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GENERAL NOTES

SHEET 1 OF 2 SHEETS

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
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**ITEM 8 PROSECUTION AND PROGRESS:**

Duration of this contract is for 365 calendar days.

Commence work upon the issuance of work order by the Engineer.

Work will be performed once every week from April 1 through November 30 and performed once every two (2) weeks from December 1 through March 31. During work performed from December 1 through March 31 work will not be performed on consecutive weeks.

The Contractor will furnish all equipment necessary for the proper prosecution of the work. The equipment will be on the work site in good repair and operating condition. Any equipment found to be defective and potentially affecting the prosecution of the work will be immediately replaced.

All debris collected will be sorted and placed in the appropriate location of the maintenance yard in the county where it was picked up between the hours of 8:30 AM and 4:00 PM Monday through Thursday. Each maintenance yard shall have an area designated for scrap tire, scrap metal, and miscellaneous disposal.

Contractor will notify the County Maintenance Office by 8:15 AM daily prior to commencing any work. Contractor will also report, each day or as directed by the Engineer, time and locations of work expected to need inspection and acceptance as it develops and/or is completed.

Continuously prosecute work unless otherwise directed by the Engineer.

When work is being done at a location which experiences a heavy volume of traffic in the AM and PM commuting periods, the Engineer can direct the Contractor not to perform work for periods appropriate to the locations that may impact the free flow of traffic (including lane closures).

Do not commence work before sunrise. Coordinate work so no personnel or machinery is on the travel-way or in picnic areas after sunset. Complete work during daylight hours when weather conditions are appropriate. Any changes to daylight working schedule must be approved by the Engineer.

If work is not completed in the allotted days provided, liquidated damages will be charged in accordance with SP 000-1243 for each day the work is not finished.

**ITEM 735 DEBRIS REMOVAL:**

Debris shall be in accordance with Item 735.1 excluding dead animals. Should the Contractor discover a dead animal they are to immediately contact the appropriate county so that it can be properly disposed of by state forces.

“Lost and Found” items are to be turned over to the Department.

Contractor will furnish all tools, hard hats, safety vests, rubber boots, gloves, transportation to and from the work area, and all other safety devices necessary to perform the work in a safe and orderly manner.

Vehicles shall be equipped with at least one (1) but not more than two (2) highly visible omni-directional flashing amber warning lights mounted on the equipment in such a manner as to allow clear visibility from all directions.

Work includes removing debris from the travel lanes, shoulders, center median, entrance and exit ramps and the immediate ten (10 feet) of all grassy areas adjacent to the shoulders along the roadways shown. Refer to “Debris Pickup Limits” sheet for further details.

**ITEM 6185 TRUCK MOUNTED ATTENUATOR (TMA) AND TRAILER ATTENUATOR (TA)**

The truck mounted attenuators (TMA) as shown in the Traffic Control Plan Standard Sheets are not optional and are required to be mounted on each shadow vehicle.

Provide truck mounted attenuators (TMA) as shown on the appropriate traffic control plan sheets.

Submit to the Engineer on or before the pre-construction meeting a letter certifying all TMA devices used on the project meet NCHRP 350 or AASHTO Manual for Assessing Safety Hardware (MASH) requirements.

TMA’s shall meet the requirements of the Compliant Work Zone Traffic Control Device List. <http://ftp.txdot.gov/pub/txdot-info/cmd/mpl/cwzctcd.pdf>

Signs and arrow boards required on truck-mounted attenuators and pilot vehicles are subsidiary to Item 6185.

TMA’s will be paid for under Item 6185-6005 ‘TMA (MOBILE OPERATION)’ The Contractor shall refer to the General Notes in each TCP sheet to determine the number of TMAs required for daily operations. The contractor will be responsible for determining if one or more of these operations will be ongoing at the same time to determine the total number of TMAs needed for the project.

The Engineer has discretion to increase or lower the number of TMA’s called out under Item 6185.

352 TMA days are provided in the project estimate (4 days per cycle per TMA required).

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GENERAL NOTES

SHEET 2 OF 2 SHEETS

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**ESTIMATE SUMMARY**

ITEM CODE			DESCRIPTION	U N I T	PROJECT: 6454-91-001 HIGHWAY: SH 6, ETC.	
ITEM NO.	DESC CODE	SP NO.			ALL BID ITEMS	
					EST	Revised
735	6068		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (1)	CYC	44.000	
735	6069		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (2)	CYC	44.000	
735	6070		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (3)	CYC	44.000	
735	6071		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (4)	CYC	44.000	
735	6072		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (5)	CYC	44.000	
735	6073		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (6)	CYC	44.000	
735	6074		DEBRIS-CNTR MEDIANS/MAINLANES-AREA (7)	CYC	44.000	
6185	6005		TMA (MOBILE OPERATION)	DAY	352.000	

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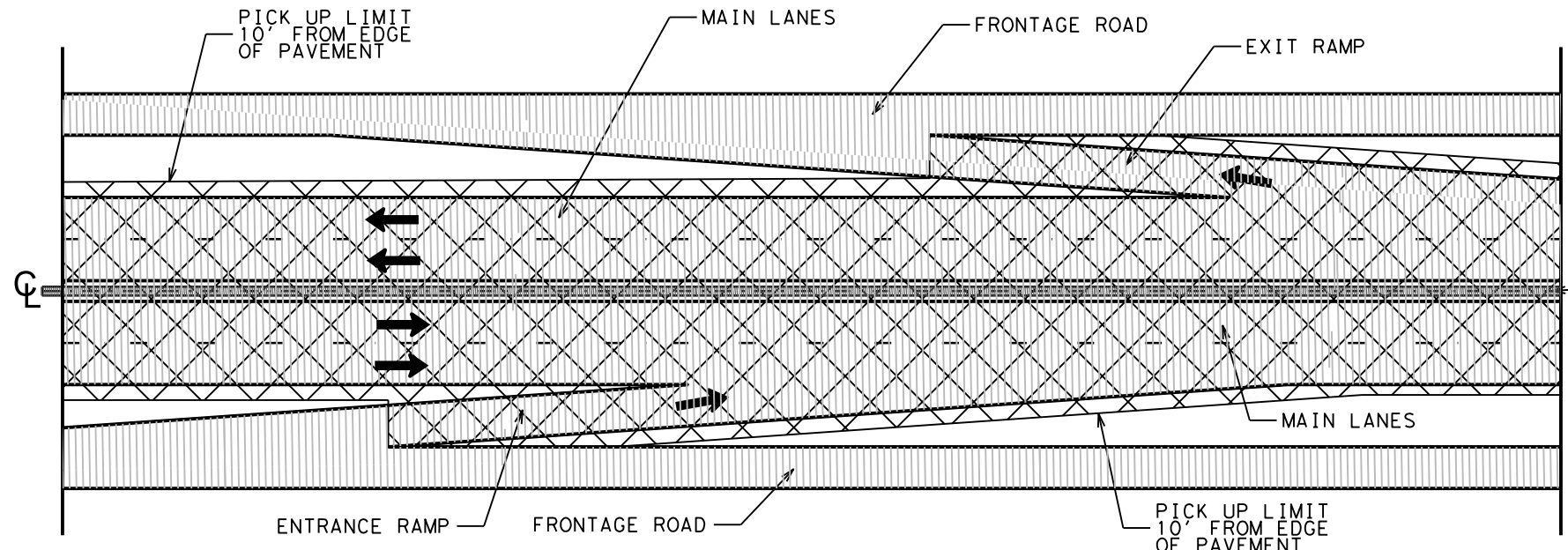


ESTIMATE AND  
QUANTITY SHEET

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
6	RMC 6454-91-001	SH 6, ETC.	
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FILENAME: T:\BryMaInt\1-ALL RMC PROJECT FILES\RMC Contracts\0-District-wide\District Debris\FY24 Debris 6454-91-001\LIMITS - SHADED.dgn  
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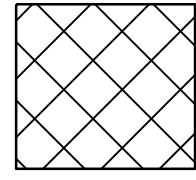
**ENTRANCE/EXIT RAMP**



10'

10'

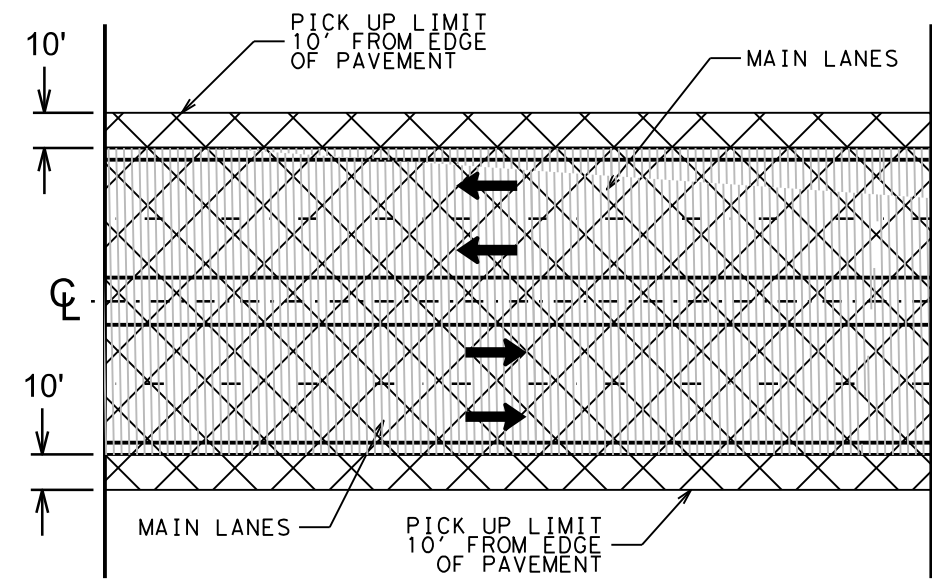
10'



**LIMITS FOR DEBRIS REMOVAL**

MEDIAN = CONCRETE BARRIER OR DIVIDED (GRASS)

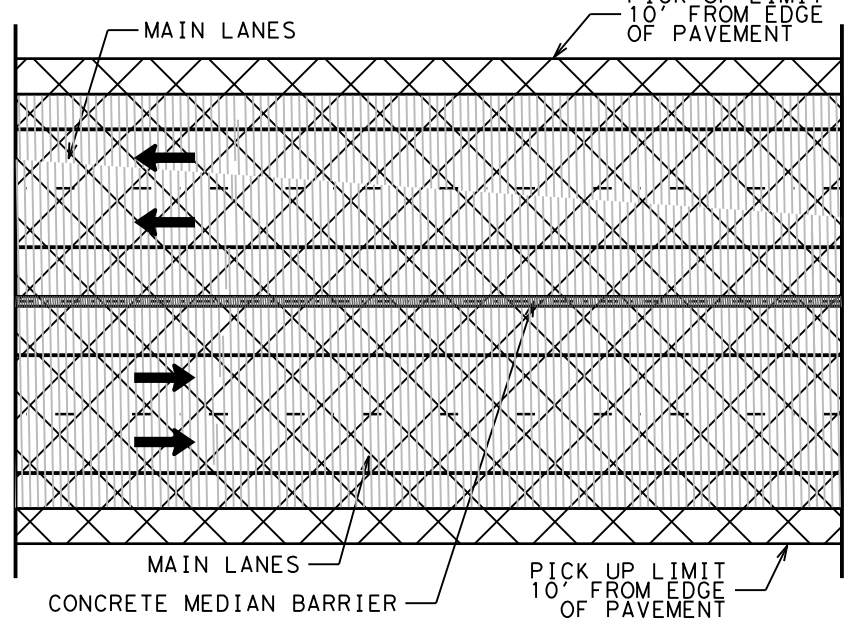
**CONTINUOUS HIGHWAY WITH TWLTL**



10'

10'

10'



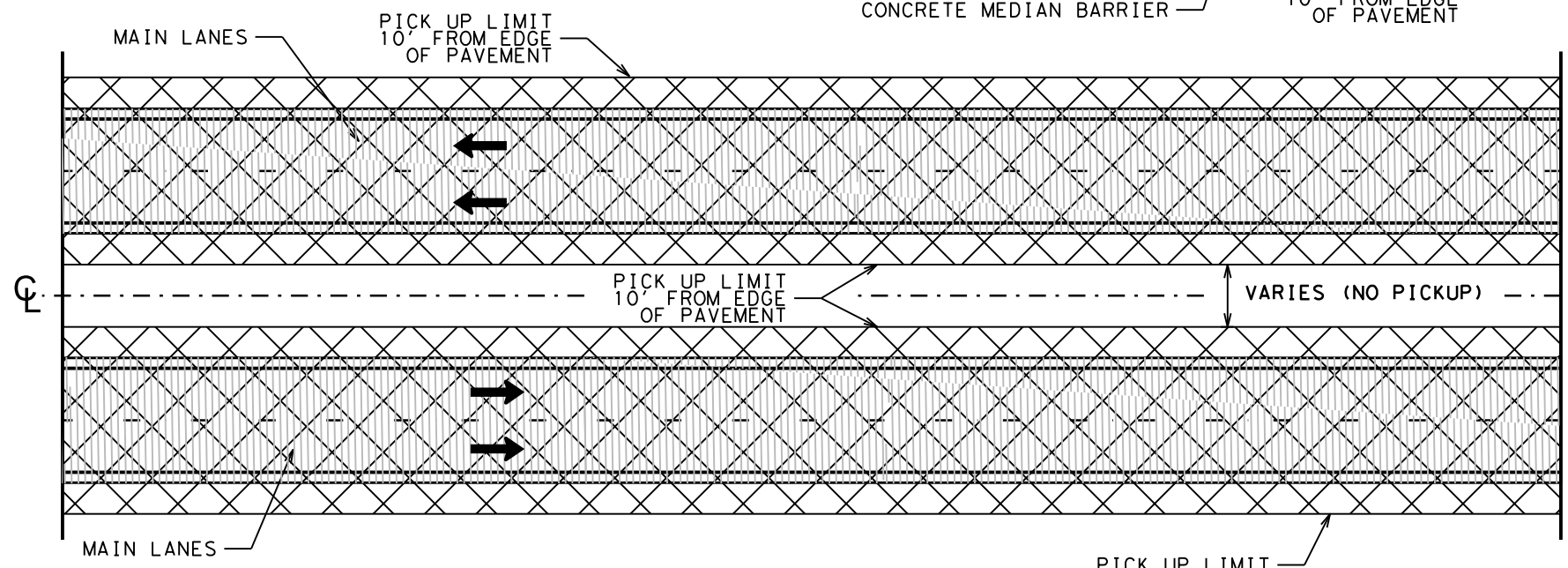
10'

10'

10'

**DIVIDED HIGHWAY (CONCRETE MEDIAN BARRIER)**

**DIVIDED HIGHWAY (GRASS MEDIAN)**

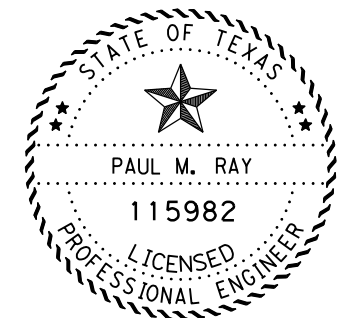


10'

10'

10'

10'



*Paul M Ray P.E.*  
 SIGNED: AUGUST 23, 2023

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 Bryan District Maintenance Office

**DEBRIS PICKUP LIMITS**

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**BARRICADE AND CONSTRUCTION (BC) STANDARD SHEETS GENERAL NOTES:**

1. The Barricade and Construction Standard Sheets (BC sheets) are intended to show typical examples for placement of temporary traffic control devices, construction pavement markings, and typical work zone signs. The information contained in these sheets meet or exceed the requirements shown in the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD).
2. The development and design of the Traffic Control Plan (TCP) is the responsibility of the Engineer.
3. The Contractor may propose changes to the TCP that are signed and sealed by a licensed professional engineer for approval. The Engineer may develop, sign and seal Contractor proposed changes.
4. The Contractor is responsible for installing and maintaining the traffic control devices as shown in the plans. The Contractor may not move or change the approximate location of any device without the approval of the Engineer.
5. Geometric design of lane shifts and detours should, when possible, meet the applicable design criteria contained in manuals such as the American Association of State Highway and Transportation Officials (AASHTO), "A Policy on Geometric Design of Highways and Streets," the TxDOT "Roadway Design Manual" or engineering judgment.
6. When projects abut, the Engineer(s) may omit the END ROAD WORK, TRAFFIC FINES DOUBLE, and other advance warning signs if the signing would be redundant and the work areas appear continuous to the motorists. If the adjacent project is completed first, the Contractor shall erect the necessary warning signs as shown on these sheets, the TCP sheets or as directed by the Engineer. The BEGIN ROAD WORK NEXT X MILES sign shall be revised to show appropriate work zone distance.
7. The Engineer may require duplicate warning signs on the median side of divided highways where median width will permit and traffic volumes justify the signing.
8. All signs shall be constructed in accordance with the details found in the "Standard Highway Sign Designs for Texas," latest edition. Sign details not shown in this manual shall be shown in the plans or the Engineer shall provide a detail to the Contractor before the sign is manufactured.
9. The temporary traffic control devices shown in the illustrations of the BC sheets are examples. As necessary, the Engineer will determine the most appropriate traffic control devices to be used.
10. Where highway construction or maintenance work is being undertaken, other than mobile operations as defined by the Texas Manual on Uniform Traffic Control Devices, CSJ limit signs are required. CSJ limit signs are shown on BC(2). The OBEY WARNING SIGNS STATE LAW sign, STAY ALERT TALK OR TEXT LATER and the WORK ZONE TRAFFIC FINES DOUBLE sign with plaque shall be erected in advance of the CSJ limits. The BEGIN ROAD WORK NEXT X MILES, CONTRACTOR and END ROAD WORK signs shall be erected at or near the CSJ limits. For mobile operations, CSJ limit signs are not required.
11. Traffic control devices should be in place only while work is actually in progress or a definite need exists.
12. The Engineer has the final decision on the location of all traffic control devices.
13. Inactive equipment and work vehicles, including workers' private vehicles must be parked away from travel lanes. They should be as close to the right-of-way line as possible, or located behind a barrier or guardrail, or as approved by the Engineer.

**WORKER SAFETY NOTES:**

1. Workers on foot who are exposed to traffic or to construction equipment within the right-of-way shall wear high-visibility safety apparel meeting the requirements of ISEA "American National Standard for High-Visibility Apparel," or equivalent revisions, and labeled as ANSI 107-2004 standard performance for Class 2 or 3 risk exposure. Class 3 garments should be considered for high traffic volume work areas or night time work.
2. Except in emergency situations, flagger stations shall be illuminated when flagging is used at night.

**COMPLIANT WORKZONE TRAFFIC CONTROL DEVICES**


1. Only pre-qualified products shall be used. The "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources.
2. Work zone traffic control devices shall be compliant with the Manual for Assessing safety Hardware (MASH).

<p><b>THE DOCUMENTS BELOW CAN BE FOUND ON-LINE AT</b>  <a href="http://www.txdot.gov">http://www.txdot.gov</a></p>
COMPLIANT WORK ZONE TRAFFIC CONTROL DEVICES LIST (CWZTCD)
DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS)
MATERIAL PRODUCER LIST (MPL)
ROADWAY DESIGN MANUAL - SEE "MANUALS (ONLINE MANUALS)"
STANDARD HIGHWAY SIGN DESIGNS FOR TEXAS (SHSD)
TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD)
TRAFFIC ENGINEERING STANDARD SHEETS

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

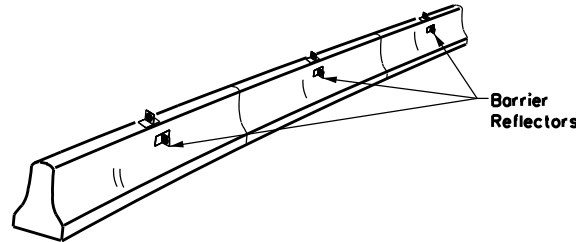
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SHEET 1 OF 12

 Texas Department of Transportation		Traffic Safety Division Standard	
<p><b>BARRICADE AND CONSTRUCTION                  GENERAL NOTES                  AND REQUIREMENTS</b></p> <p><b>BC(1)-21</b></p>			
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
© TxDOT November 2002	RMC		HIGHWAY
REVISIONS			
4-03	7-13	6454-91-001	SH 6, ETC.
9-07	8-14	DIST	COUNTY
5-10	5-21	BRY	SHEET NO. 10

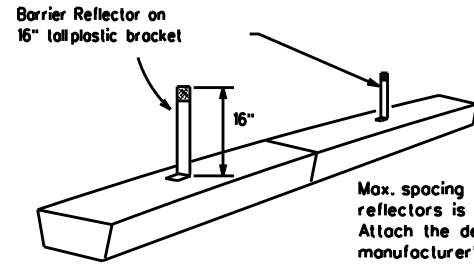
DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

- Barrier Reflectors shall be pre-qualified, and conform to the color and reflectivity requirements of DMS-8600. A list of prequalified Barrier Reflectors can be found at the Material Producer List web address shown on BC(1).
- Color of Barrier Reflectors shall be as specified in the TMUTCD. The cost of the reflectors shall be considered subsidiary to Item 512.



**CONCRETE TRAFFIC BARRIER (CTB)**

- Where traffic is on one side of the CTB, two (2) Barrier Reflectors shall be mounted in approximately the midsection of each section of CTB. An alternate mounting location is uniformly spaced at one end of each CTB. This will allow for attachment of a barrier grapple without damaging the reflector. The Barrier Reflector mounted on the side of the CTB shall be located directly below the reflector mounted on top of the barrier, as shown in the detail above.
- Where CTB separates two-way traffic, three barrier reflectors shall be mounted on each section of CTB. The reflector unit on top shall have two yellow reflective faces (Bi-Directional) while the reflectors on each side of the barrier shall have one yellow reflective face, as shown in the detail above.
- When CTB separates traffic traveling in the same direction, no barrier reflectors will be required on top of the CTB.
- Barrier Reflector units shall be yellow or white in color to match the edge line being supplemented.
- Maximum spacing of Barrier Reflectors is forty (40) feet.
- Pavement markers or temporary flexible-reflective roadway marker tabs shall NOT be used as CTB delineation.
- Attachment of Barrier Reflectors to CTB shall be per manufacturer's recommendations.
- Missing or damaged Barrier Reflectors shall be replaced as directed by the Engineer.
- Single slope barriers shall be delineated as shown on the above detail.



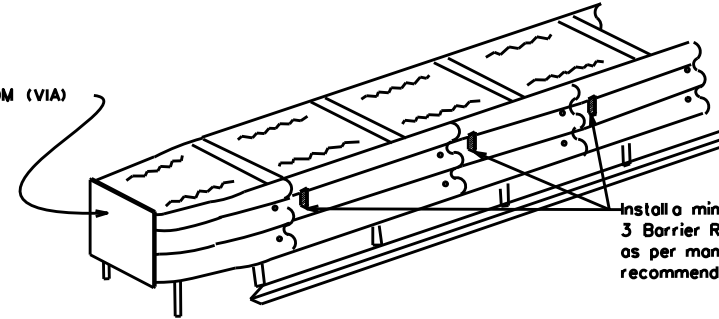
**LOW PROFILE CONCRETE BARRIER (LPCB) USED IN WORK ZONES**

LPCB is approved for use in work zone locations, where the posted speed is 45mph, or less. See Roadway Standard Sheet LPCB.

Max. spacing of barrier reflectors is 20 feet. Attach the delineators as per manufacturer's recommendations.

**LOW PROFILE CONCRETE BARRIER (LPCB)**

See D & OM (VIA)



**DELINEATION OF END TREATMENTS**

**END TREATMENTS FOR CTB'S USED IN WORK ZONES**

End treatments used on CTB's in work zones shall meet the appropriate crashworthy standards as defined in the Manual for Assessing Safety Hardware (MASH). Refer to the CWZTCD List for approved end treatments and manufacturers.

**BARRIER REFLECTORS FOR CONCRETE TRAFFIC BARRIER AND ATTENUATORS**

**WARNING LIGHTS**

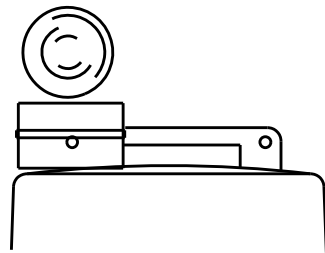
- Warning lights shall meet the requirements of the TMUTCD.
- Warning lights shall NOT be installed on barricades.
- Type A-Low intensity Flashing Warning Lights are commonly used with drums. They are intended to warn of or mark a potentially hazardous area. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "FL". The Type A Warning Lights shall not be used with signs manufactured with Type B or C sheeting, meeting the requirements of Departmental Material Specification DMS-8300.
- Type-C and Type D 360 degree Steady Burn Lights are intended to be used in a series for delineation to supplement other traffic control devices. Their use shall be as indicated on this sheet and/or other sheets of the plans by the designation "SB".
- The Engineer/Inspector or the plans shall specify the location and type of warning lights to be installed on the traffic control devices.
- When required by the Engineer, the Contractor shall furnish a copy of the warning light certification. The warning light manufacturer will certify the warning lights meet the requirements of the latest ITE Purchase Specifications for Flashing and Steady-Burn Warning Lights.
- When used to delineate curves, Type-C and Type D Steady Burn Lights should only be placed on the outside of the curve, not the inside.
- The location of warning lights and warning reflectors on drums shall be as shown elsewhere in the plans.

**WARNING LIGHTS MOUNTED ON PLASTIC DRUMS**

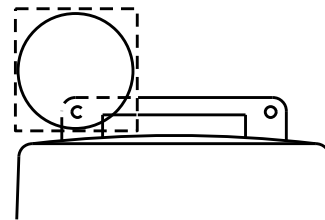
- Type A flashing warning lights are intended to warn drivers that they are approaching or are in a potentially hazardous area.
- Type A random flashing warning lights are not intended for delineation and shall not be used in a series.
- A series of sequential flashing warning lights placed on channelizing devices to form a merging taper may be used for delineation. If used, the successive flashing of the sequential warning lights should occur from the beginning of the taper to the end of the merging taper in order to identify the desired vehicle path. The rate of flashing for each light shall be 65 flashes per minute, plus or minus 10 flashes.
- Type C and D steady-burn warning lights are intended to be used in a series to delineate the edge of the travel lane on detours, on lane changes, on lane closures, and on other similar conditions.
- Type A, Type C and Type D warning lights shall be installed at locations as detailed on other sheets in the plans.
- Warning lights shall not be installed on a drum that has a sign, chevron or vertical panel.
- The maximum spacing for warning lights on drums should be identical to the channelizing device spacing.

**WARNING REFLECTORS MOUNTED ON PLASTIC DRUMS AS A SUBSTITUTE FOR TYPE C (STEADY BURN) WARNING LIGHTS**

- A warning reflector or approved substitute may be mounted on a plastic drum as a substitute for a Type C, steady burn warning light at the discretion of the Contractor unless otherwise noted in the plans.
- The warning reflector shall be yellow in color and shall be manufactured using a sign substrate approved for use with plastic drums listed on the CWZTCD.
- The warning reflector shall have a minimum retroreflective surface area (one-side) of 30 square inches.
- Round reflectors shall be fully reflectorized, including the area where attached to the drum.
- Square substrates must have a minimum of 30 square inches of reflectorized sheeting. They do not have to be reflectorized where it attaches to the drum.
- The side of the warning reflector facing approaching traffic shall have sheeting meeting the color and retroreflectivity requirements for DMS 8300-Type B or Type C.
- When used near two-way traffic, both sides of the warning reflector shall be reflectorized.
- The warning reflector should be mounted on the side of the handle nearest approaching traffic.
- The maximum spacing for warning reflectors should be identical to the channelizing device spacing requirements.



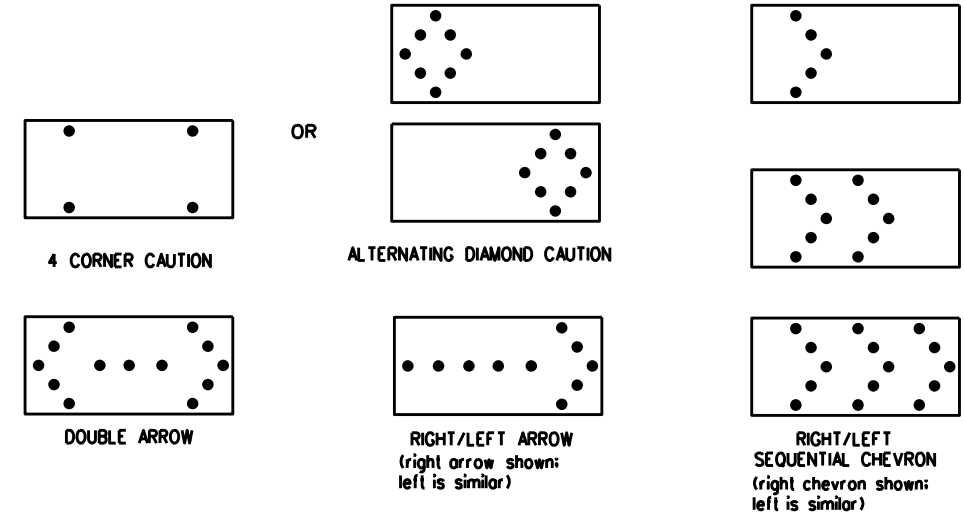
Type C Warning Light or approved substitute mounted on a drum adjacent to the travel way.



Warning reflector may be round or square. Must have a yellow reflective surface area of at least 30 square inches

Arrow Boards may be located behind channelizing devices in place for a shoulder taper or merging taper, otherwise they shall be delineated with four (4) channelizing devices placed perpendicular to traffic on the upstream side of traffic.

- The Flashing Arrow Board should be used for all lane closures on multi-lane roadways, or slow moving maintenance or construction activities on the travel lanes.
- Flashing Arrow Boards should not be used on two-lane, two-way roadways, detours, diversions or work on shoulders unless the "CAUTION" display (see detail below) is used.
- The Engineer/Inspector shall choose all appropriate signs, barricades and/or other traffic control devices that should be used in conjunction with the Flashing Arrow Board.
- The Flashing Arrow Board should be able to display the following symbols:



- The "CAUTION" display consists of four corner lamps flashing simultaneously, or the Alternating Diamond Caution mode as shown.
- The straight line caution display is NOT ALLOWED.
- The Flashing Arrow Board shall be capable of minimum 50 percent dimming from rated lamp voltage. The flashing rate of the lamps shall not be less than 25 nor more than 40 flashes per minute.
- Minimum lamp "on time" shall be approximately 50 percent for the flashing arrow and equal intervals of 25 percent for each sequential phase of the flashing chevron.
- The sequential arrow display is NOT ALLOWED.
- The flashing arrow display is the TxDOT standard; however, the sequential chevron display may be used during daylight operations.
- The Flashing Arrow Board shall be mounted on a vehicle, trailer or other suitable support.
- A Flashing Arrow Board SHALL NOT BE USED to laterally shift traffic.
- A full matrix PCMS may be used to simulate a Flashing Arrow Board provided it meets visibility, flash rate and dimming requirements on this sheet for the same size arrow.
- Minimum mounting height of trailer mounted Arrow Boards should be 7 feet from roadway to bottom of panel.

REQUIREMENTS			
TYPE	MINIMUM SIZE	MINIMUM NUMBER OF PANEL LAMPS	MINIMUM VISIBILITY DISTANCE
B	30 x 60	13	3/4 mile
C	48 x 96	15	1 mile

**ATTENTION**  
Flashing Arrow Boards shall be equipped with automatic dimming devices.

WHEN NOT IN USE, REMOVE THE ARROW BOARD FROM THE RIGHT-OF-WAY OR PLACE THE ARROW BOARD BEHIND CONCRETE TRAFFIC BARRIER OR GUARDRAIL.

**FLASHING ARROW BOARDS**

SHEET 7 OF 12

**TRUCK-MOUNTED ATTENUATORS**

- Truck-mounted attenuators (TMA) used on TxDOT facilities must meet the requirements outlined in the Manual for Assessing Safety Hardware (MASH).
- Refer to the CWZTCD for the requirements of Level 2 or Level 3 TMAs.
- Refer to the CWZTCD for a list of approved TMAs.
- TMAs are required on freeways unless otherwise noted in the plans.
- A TMA should be used anytime that it can be positioned 30 to 100 feet in advance of the area of crew exposure without adversely affecting the work performance.
- The only reason a TMA should not be required is when a work area is spread down the roadway and the work crew is on an extended distance from the TMA.



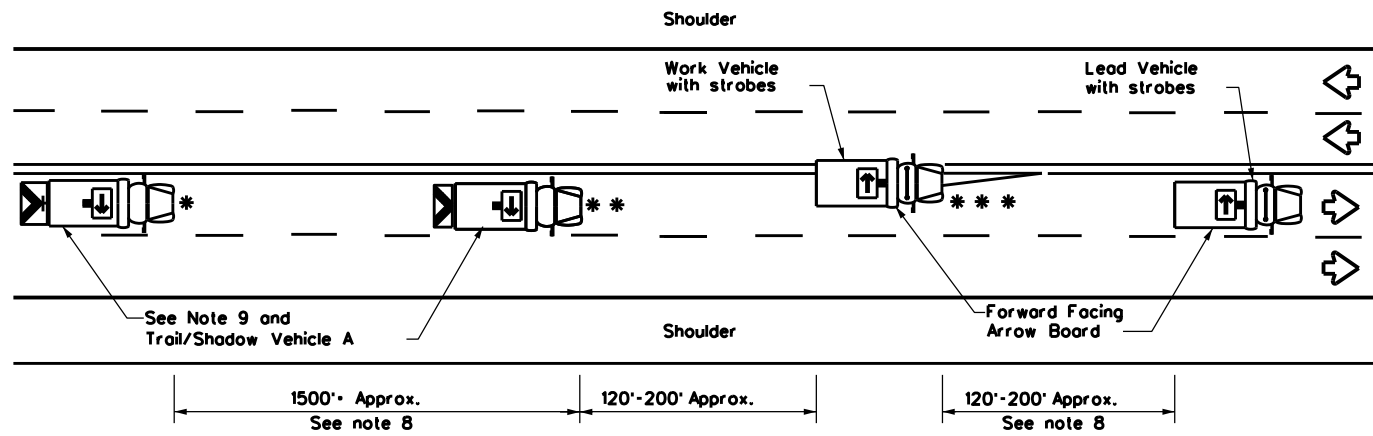
**BARRICADE AND CONSTRUCTION ARROW PANEL, REFLECTORS, WARNING LIGHTS & ATTENUATOR**

**BC(7)-21**

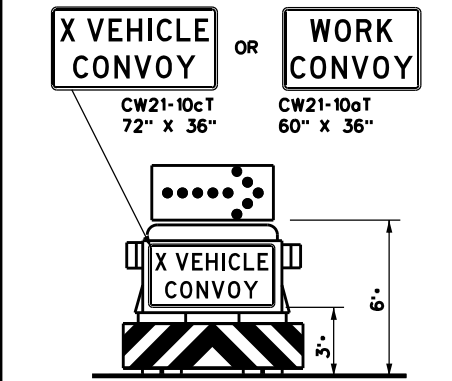
FILE: bc-21.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT November 2002	RMC		HIGHWAY	
REVISIONS	6454-91-001		SH 6, ETC.	
9-07 8-14	DIST	COUNTY	SHEET NO.	
7-13 5-21	BRY	BRAZOS, ETC	11	

DATE:  
FILE:

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**TCP (3-1a)**  
**UNDIVIDED MULTILANE ROADWAY**



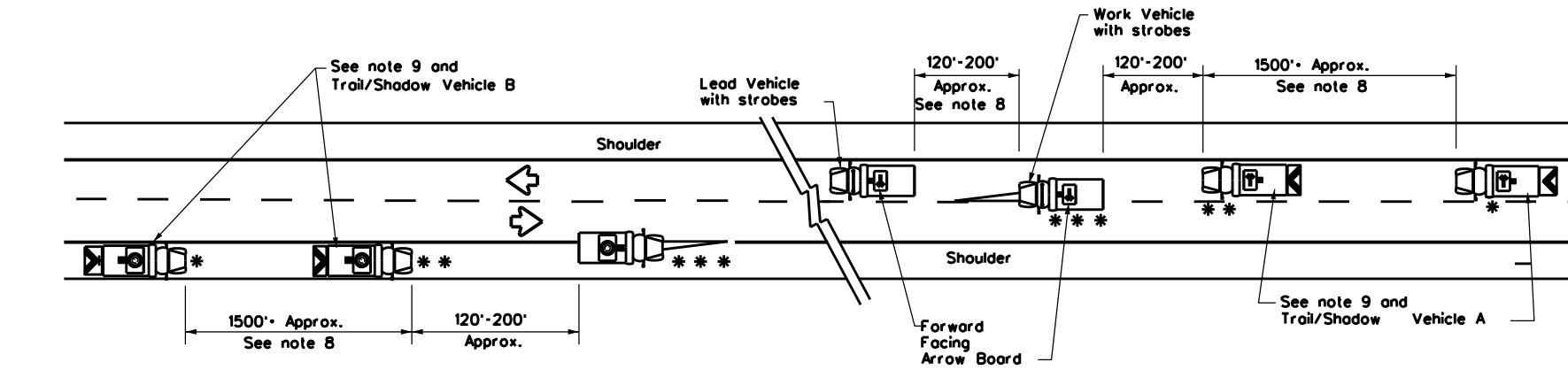
**TRAIL/SHADOW VEHICLE A**  
with RIGHT Directional display Flashing Arrow Board

LEGEND		ARROW BOARD DISPLAY	
*	Trail Vehicle		
**	Shadow Vehicle		
***	Work Vehicle		RIGHT Directional
	Heavy Work Vehicle		LEFT Directional
	Truck Mounted Attenuator (TMA)		Double Arrow
	Traffic Flow		CAUTION (Alternating Diamond or 4 Corner Flash)

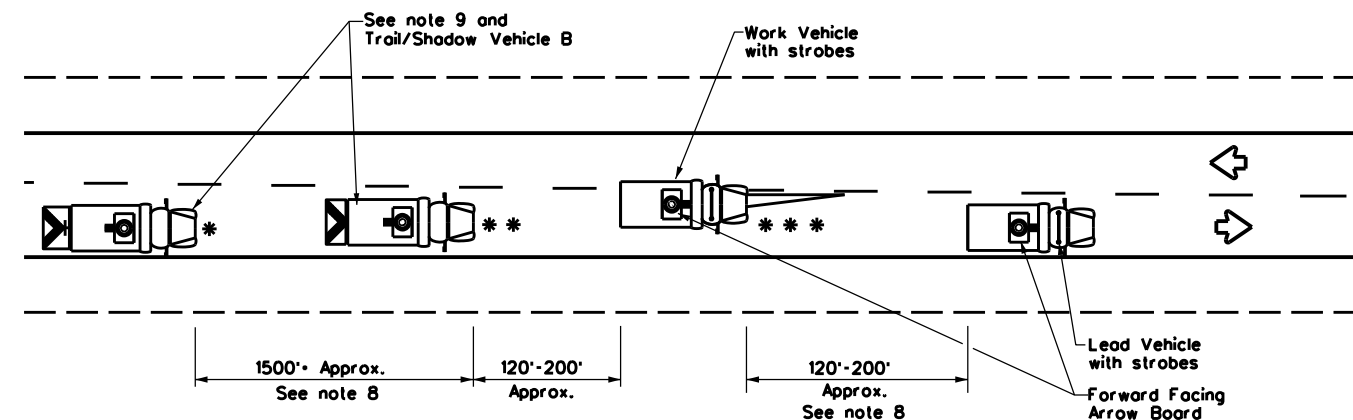
TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**GENERAL NOTES**

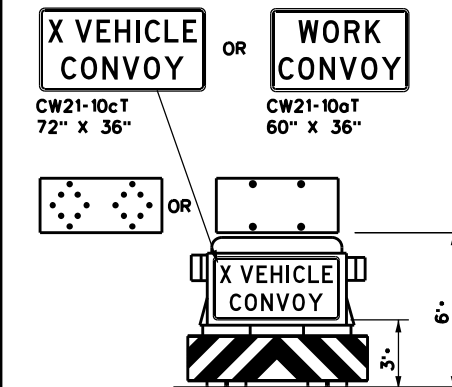
- TRAIL, SHADOW, and LEAD vehicles shall be equipped with arrow boards as illustrated. When a LEAD vehicle is not used the WORK vehicle must be equipped with an arrow board. The Engineer will determine if the LEAD VEHICLE and/or TRAIL VEHICLE are required based on prevailing roadway conditions, traffic volume, and sight distance restrictions.
- The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
- The use of truck mounted attenuators (TMA) on the SHADOW VEHICLE and TRAIL VEHICLE are required.
- Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DEPARTMENTAL MATERIAL SPECIFICATION DMS 8300, Type A.
- Flashing arrow boards shall be Type B or Type C as per the Barricade and Construction (BC) standards. The board shall be controlled from inside the vehicle.
- Each vehicle shall have two-way radio communication capability.
- When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
- Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE and vehicle spacing between WORK VEHICLE and LEAD VEHICLE may vary according to terrain, work activity and other factors.
- "X VEHICLE CONVOY" (CW21-10cT) or "WORK CONVOY" (CW21-10aT) signs shall be used on TRAIL VEHICLES and SHADOW VEHICLES as shown. As an option 48" X 48" diamond shaped "WORK CONVOY" (CW21-10T) or "X VEHICLE CONVOY" (CW21-10bT) signs may be used where adequate mounting space exists. When used, the X VEHICLE CONVOY sign shall have the number of the convoy vehicles displayed on the sign in the number designation "X" location. The "X VEHICLE CONVOY" sign shall not be used on the SHADOW VEHICLE if a TRAIL VEHICLE is used.
- On two-lane two-way roadways, the work and protection vehicles should pull over periodically to allow motor vehicle traffic to pass. If motorists are not allowed to pass the work convoy, a "DO NOT PASS" (R4-1) sign should be placed on the back of the rearmost protection vehicle.



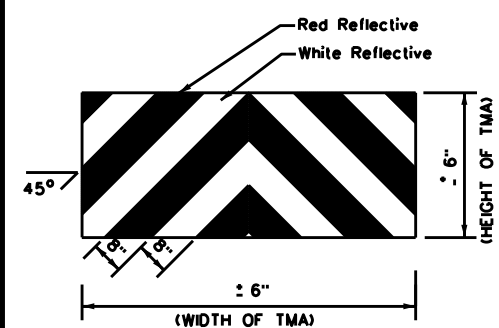
**TCP (3-1b)**  
**TWO-WAY ROADWAY WITH PAVED SHOULDERS**



**TCP (3-1c)**  
**TWO-WAY ROADWAY WITHOUT PAVED SHOULDERS**



**TRAIL/SHADOW VEHICLE B**  
with Flashing Arrow Board in CAUTION display



**STRIPING FOR TMA**



**TRAFFIC CONTROL PLAN  
MOBILE OPERATIONS  
UNDIVIDED HIGHWAYS**

**TCP(3-1)-13**

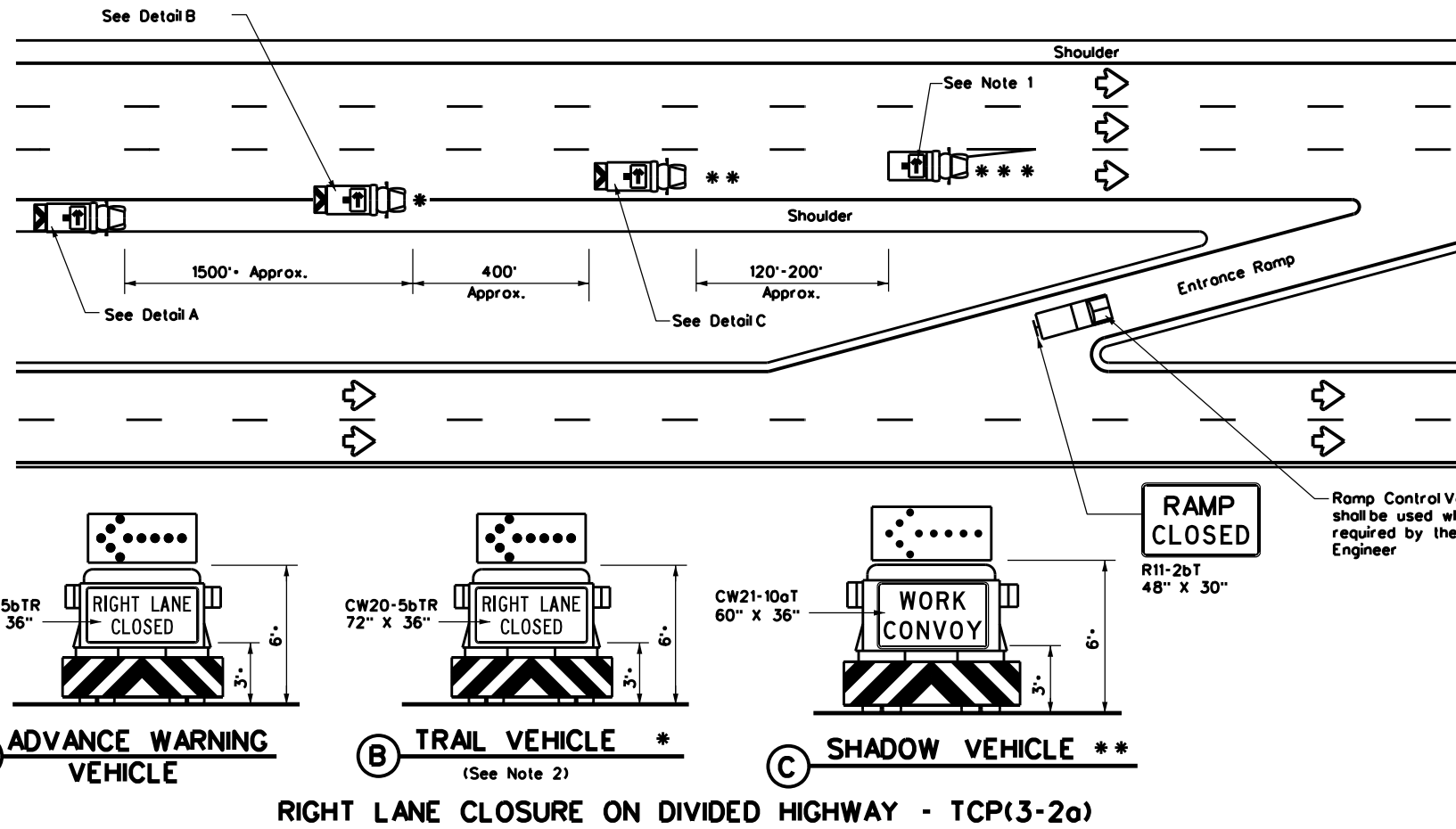
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© TxDOT December 1985	CONT	SECT	JOB	HIGHWAY
REVISIONS	6454-91-001		SH 6, ETC	
2-94 4-98	DIST	COUNTY	SHEET NO.	
8-95 7-13	BRY	BRAZOS, ETC	12	
1-97				

DATE: FILE:

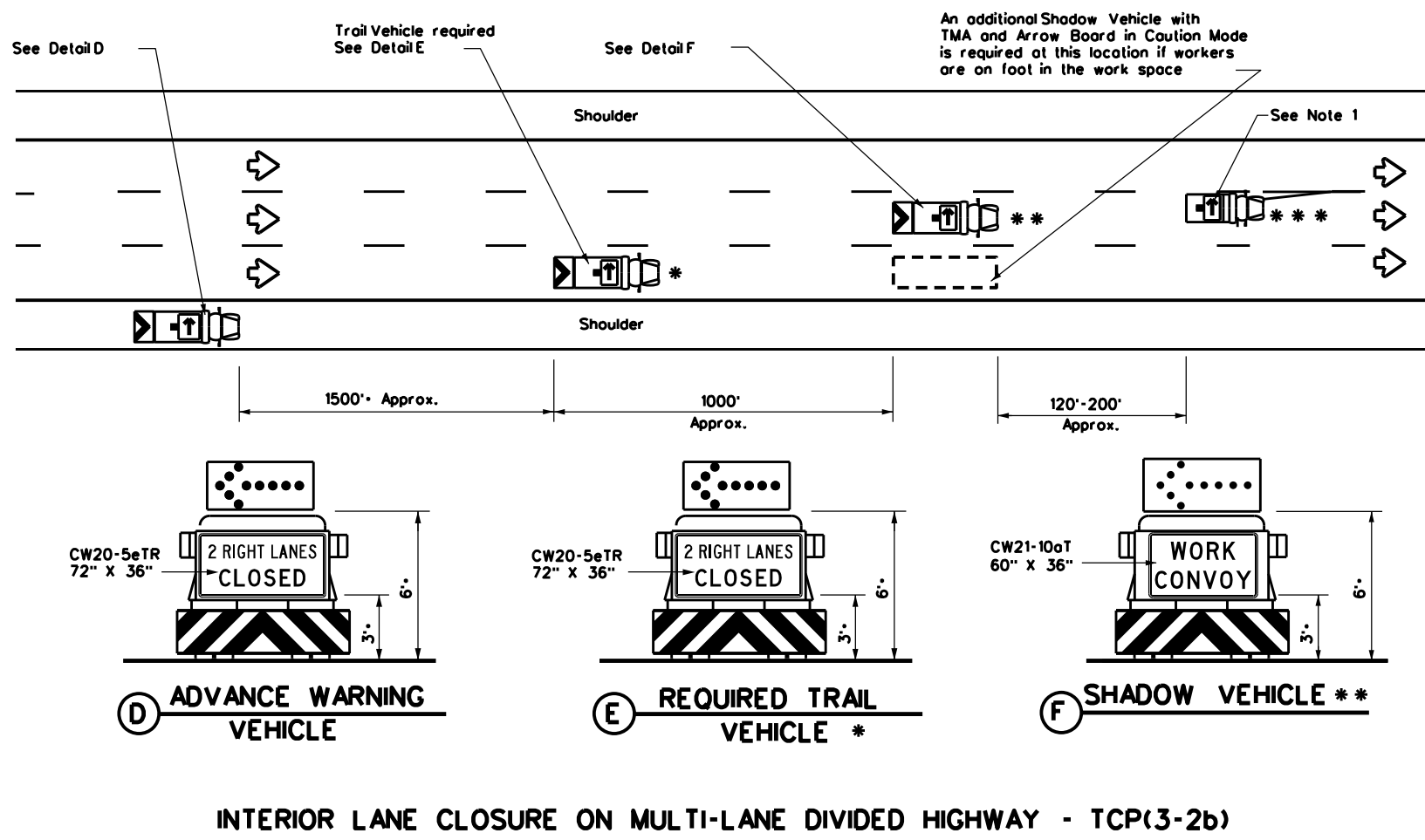


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DATE: FILE:



**RIGHT LANE CLOSURE ON DIVIDED HIGHWAY - TCP(3-2a)**



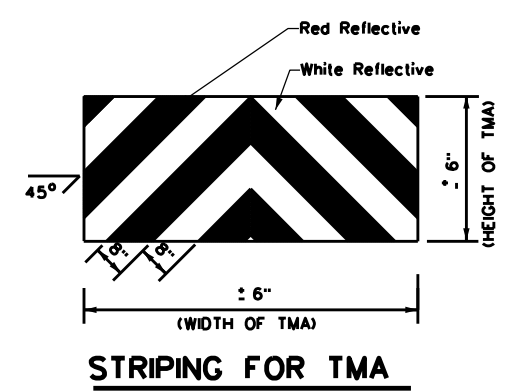
**INTERIOR LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY - TCP(3-2b)**

LEGEND			
*	Trail Vehicle	ARROW BOARD DISPLAY	
**	Shadow Vehicle		
***	Work Vehicle	→	RIGHT Directional
☐	Heavy Work Vehicle	←	LEFT Directional
⊠	Truck Mounted Attenuator (TMA)	↔	Double Arrow
⬅	Traffic Flow	⚠	CAUTION (Alternating Diamond or 4 Corner Flash)

TYPICAL USAGE				
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
✓				

**GENERAL NOTES**

- ADVANCE WARNING, TRAIL and SHADOW vehicles shall be equipped with Type B or Type C flashing arrow boards as per the Barricade and Construction (BC) standards. Arrow boards on WORK vehicles will be optional based on the type of work being performed. The arrow boards shall be operated from inside the vehicle.
- For TCP(3-2a) the Engineer will determine if the TRAIL VEHICLE is required based on prevailing roadway conditions, traffic volume, and sight distance restrictions. All other vehicles shown for both TCP(3-2a) and TCP(3-2b) are required.
- The use of amber high intensity rotating, flashing, oscillating, or strobe lights on vehicles are required. Blue high intensity rotating, flashing, oscillating or strobe lights when mounted on the driver's side of the vehicle may be operated simultaneously with the amber beacons or strobe lights.
- The use of truck mounted attenuators (TMA) on the ADVANCE WARNING, SHADOW, and TRAIL vehicles are required.
- Reflective sheeting on the rear of the TMA shall meet or exceed the reflectivity and color requirements of DMS 8300, Type A.
- Each vehicle shall have two-way radio communication capability.
- When work convoys must change lanes, the TRAIL VEHICLE should change lanes first to shadow the other convoy vehicles.
- Vehicle spacing between the TRAIL VEHICLE and the SHADOW VEHICLE will vary depending on sight distance restrictions. Motorists approaching the work convoy should be able to see the TRAIL VEHICLE in time to slow down and/or change lanes as they approach the TRAIL VEHICLE. Vehicle spacing between the WORK VEHICLE and SHADOW VEHICLE may vary according to terrain, work activity and other factors.
- Standard 48" X 48" diamond shaped warning signs with the same message as those shown may be used where adequate mounting space exists.
- The signs shown should be used on the Advance Warning Vehicle. As an option, a portable changeable message sign (PCMS) or a truck mounted changeable message sign (TMCMS) with a minimum character height of 12", and displaying the same legend may be substituted for these signs. An appropriate directional arrow display, simulating the size and legibility of the flashing arrow board, must be used in the second phase of the PCMS/TMCMS message. When this is done, the arrow board will not be required on the Advance Warning Vehicle.
- Standard diamond shape versions of the CW20-5 series signs may be used as an option if the rectangular signs shown are not available.
- The principles on this sheet may be used to close lanes from the left side of the roadway considering the number of lanes, shoulder width, sight distance, and ramp frequency.
- Signs and flashing arrow board modes shall be appropriately altered when implementing left lane closures or interior closures which close the left lanes.
- The Advance Warning Vehicle may straddle the edgeline when shoulder width makes it necessary.



**STRIPING FOR TMA**

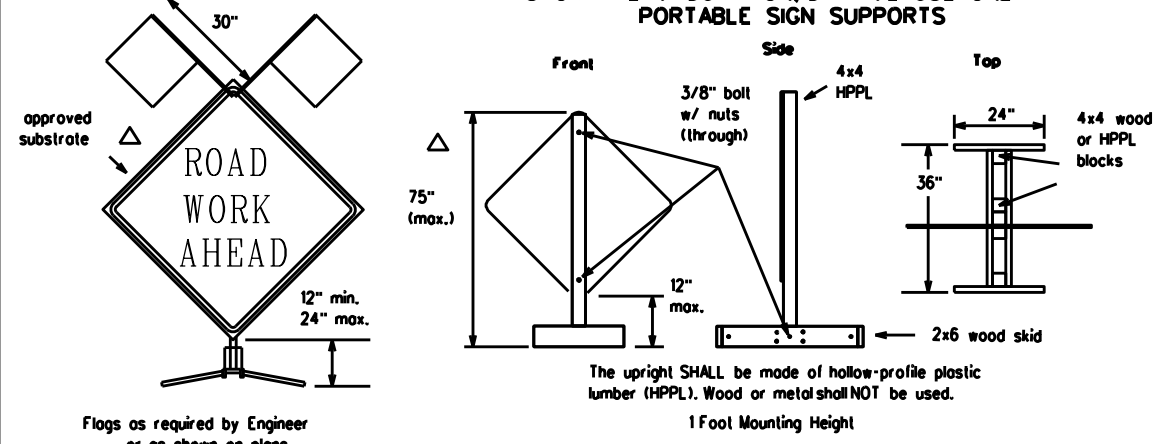
		Traffic Operations Division Standard	
<b>TRAFFIC CONTROL PLAN MOBILE OPERATIONS DIVIDED HIGHWAYS</b>			
<b>TCP(3-2)-13</b>			
FILE: tcp3-2.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT
© TxDOT December 1985	CONT	SECT	JOB
REVISIONS	6454-91-001		SH 6, ETC
2-94 4-98	COUNTY		SHEET NO.
8-95 7-13	BRY BRAZOS, ETC		13
1-97			

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1	2	3	4	5	6	7	8	9	10	11	12	13	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	63	

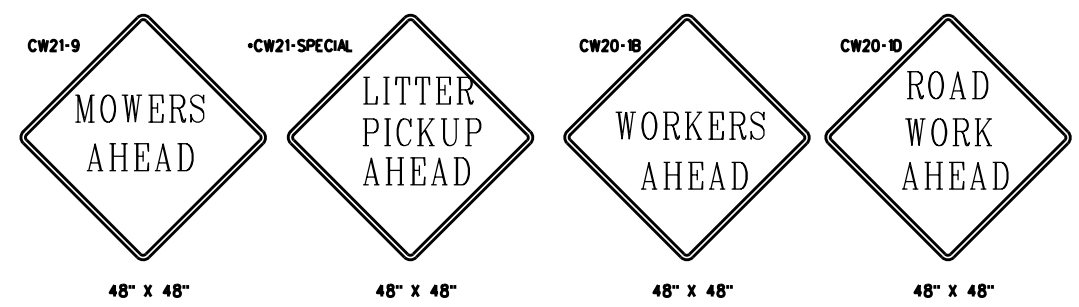
△ See the CWZTCD for the type of sign substrate that can be used for each approved sign support.

### EXAMPLES OF SIGN SUPPORTS



Attachment to wooden supports will be by bolts and nuts or screws. Use TxDOT's or manufacturer's recommended procedures for attaching sign substrates to other types of sign supports.

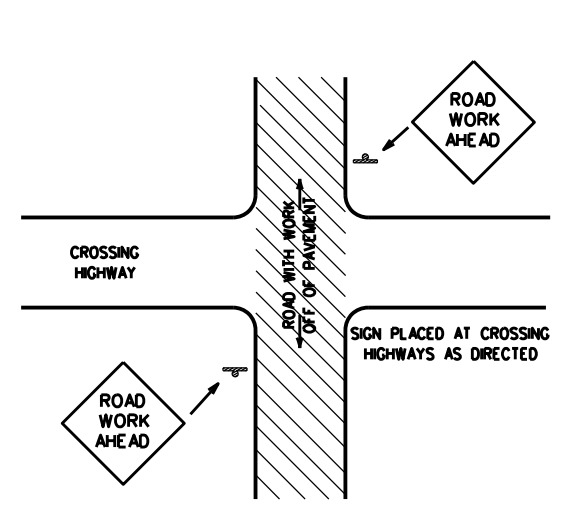
**Nails will NOT be allowed.**



**SIGN IN ACCORDANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS**  
**MOWERS AHEAD SIGNS ARE USED FOR MOWING OPERATIONS.**  
**LITTER PICKUP AHEAD, ROAD WORK AHEAD AND WORKER AHEAD SIGNS ARE USED AS DIRECTED FOR OTHER MAINTENANCE OPERATIONS WHEN ALL WORK OCCURS OFF OF THE PAVED HIGHWAY SURFACE.**

#### ROLL-UP SIGNS CONFORMING TO DMS-8310 AND THE CWZTCD ALLOWED

\*Letter dimensions and spacing for "CW21-SPECIAL" is the same as C20-1D

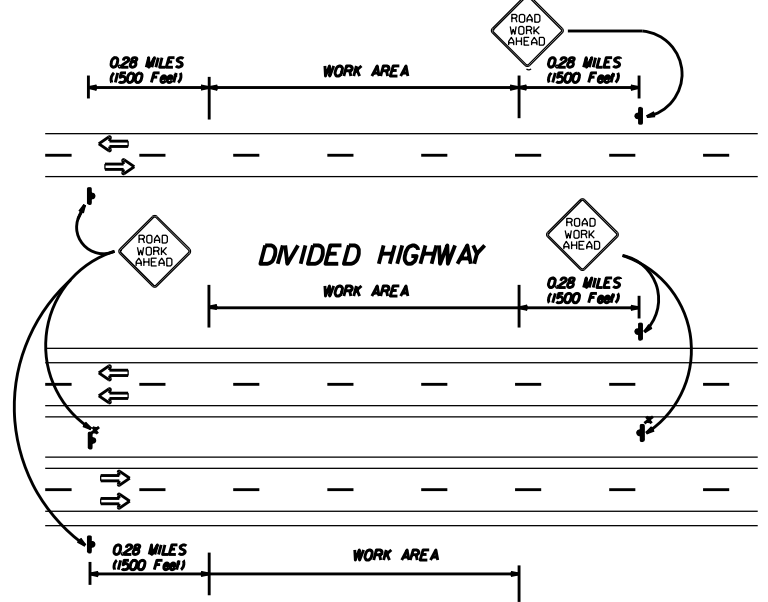


TYPICAL LOCATION OF SIGNS AT HIGHWAY CROSSING

WORK AREA IS A MAXIMUM OF 2.0 MILES UNLESS OTHERWISE DIRECTED.  
 SIGNS MAY REMAIN IN PLACE ONLY DURING DAYLIGHT HOURS.  
 SIGNS ARE TO BE PLACED 6' TO 12' OFF OF THE PAVED SURFACE UNLESS OTHERWISE DIRECTED.  
 ROAD WORK AHEAD SIGNS SHOWN AS EXAMPLES. ONE OF THE FOUR TYPE SIGNS WILL BE USED AS DIRECTED.

\* SIGNS IN THE MEDIAN ARE REQUIRED WHEN WORK OCCURS IN MEDIAN

#### UNDIVIDED HIGHWAY OR FRONTAGE ROAD



TRAFFIC CONTROL PLAN FOR WORK OFF OF THE PAVED SURFACE.

#### GENERAL NOTES FOR WORK ZONE SIGNS

- Contractor shall install and maintain signs in a straight and plumb condition and/or as directed by the Engineer.
- Wooden sign posts shall be painted white.
- Barricades shall NOT be used as sign supports.
- Nails shall NOT be used to attach signs to any support.
- All signs shall be installed in accordance with the plans or as directed by the Engineer. Signs shall be used to regulate, warn, and guide the traveling public safely through the work zone.
- The Contractor may furnish either the sign design shown in the plans or in the "Standard Highway Sign Designs for Texas" (SHSD). The Engineer/Inspector may require the Contractor to furnish other work zone signs that are shown in the TMUTCD but may have been omitted from the plans. Any variation in the plans shall be documented by written agreement between the Engineer and the Contractor's Responsible Person. All changes must be documented in writing before being implemented. This can include documenting the changes in the Inspector's TxDOT diary and having both the Inspector and Contractor initial and date the agreed upon changes. The additional signs requested by the Engineer/Inspector shall not be subsidiary.
- The Contractor shall furnish sign supports listed in the "Compliant Work Zone Traffic Control Device List" (CWZTCD). The Contractor shall install the sign support in accordance with the manufacturer's recommendations. If there is a question regarding installation procedures, the Contractor shall furnish the Engineer a copy of the manufacturer's installation recommendations so that the Engineer can verify the correct procedures are being followed.
- The Contractor is responsible for sign installations and replacing signs with damaged or cracked substrates and/or damaged or marred reflective sheeting as directed by the Engineer/Inspector.
- Identification markings may be shown only on the back of the sign substrate. The maximum height of letters and/or company logos used for identification shall be 1".
- The Contractor shall replace damaged wood posts. New or damaged wood sign posts shall not be spliced.

#### DURATION OF WORK (as defined by the "Texas Manual Uniform Traffic Control Devices" Part VII)

- The Contractor is responsible for ensuring the sign support and substrate meets crashworthiness. For mowing operation all signs and supports are Short-term Duration for daytime work.
- The Contractor shall furnish the sign sizes shown on this sheet or as directed by the Engineer.

#### SIGN SUBSTRATES

- The Contractor shall ensure that the sign substrate is allowed for the type of sign support that is being used. The CWZTCD lists each substrate that can be used on the different types and models of sign supports.
- "Mesh" type materials are NOT an approved sign substrate.
- All wooden individual sign panels fabricated from 2 or more pieces shall have one or more plywood cleat, 1/2" thick by 6" wide, fastened to the back of the sign and extending fully across the sign. The cleat shall be attached to the back of the sign using wood screws that do not penetrate the face of the sign panel. The screws shall be placed on both sides of the splice and spaced at 6" centers. The Engineer may approve other methods of splicing the sign faces.

#### REFLECTIVE SHEETING

- ReflectORIZED signs shall be constructed of sheeting meeting the color and retro-reflectivity requirements of DMS-8300 or DMS-8310. The DMS specifications can be accessed from the following web address: <http://manuals.dot.state.tx.us/80/dynaweb/colmatex/GenericCollectionView.aspx?default:ts-default>
- White sheeting, meeting the requirements of DMS-8300 Type C (High Specific Intensity), shall be used for signs with white background and channelizing devices.
- Orange sheeting, meeting the requirements of DMS-8300 Type E (Fluorescent Prismatic), shall be used for signs with orange backgrounds.

#### SIGN LETTERS

- All sign letters and numbers shall be clear, and open rounded type uppercase alphabet letters as approved by the Federal Highway Administration (FHWA) and as published in the "Standard Highway Sign Design for Texas" manual. Signs, letters and numbers shall be of first class workmanship in accordance with Department Standards and Specifications.

#### REMOVING OR COVERING

- Signs should be removed or completely covered when not mowing.
- Duct tape or other adhesive material shall NOT be affixed to a sign face.
- Signs and supports shall be removed by the end of the day.

#### SIGN SUPPORT WEIGHTS

- Where sign supports require the use of weights to keep from turning over, the use of sandbags with dry cohesionless sand is recommended.
- The sandbags will be tied shut to keep the sand from spilling and to maintain a constant weight.
- Rock, concrete, iron, steel or other solid objects will not be permitted for use as sign support weights.
- Sandbags should weigh a minimum of 35 lbs and a maximum of 50 lbs.
- Sandbags shall be made of a durable material that tears upon vehicular impact.
- Rubber (such as tire inner tubes) shall NOT be used for sandbags.
- Rubber ballasts (such as those used with cones or edgeline channelizers) shall NOT be used as sign support weights.
- Sandbags shall only be placed along or laid over the base supports of the traffic control device and shall not be suspended above ground level or hung with rope, wire, chains or other fasteners. Sandbags shall be placed along the length of the skids to weigh down the sign supports.
- Sandbags shall NOT be placed under the skid and shall not be used to level sign supports placed on slopes.

#### CONTRACTOR REQUIREMENTS FOR MAINTAINING PERMANENT SIGNS WITHIN THE PROJECT LIMITS

Any sign, sign support or traffic control device that is struck or damaged by the Contractor or his/her construction equipment shall be replaced or repaired as soon as possible by the Contractor at the Contractor's expense.

Only pre-qualified products shall be used. A copy of the "Compliant Work Zone Traffic Control Devices List" (CWZTCD) describes pre-qualified products and their sources and may be obtained by contacting:  
**Standards Engineer**  
 Traffic Operations Division - TE  
 Texas Department of Transportation  
 125 East 11th Street  
 Austin, Texas 78701-2483  
 Phone (512) 416-3120  
 Fax (512) 416-3299

Instructions to locate the "CWZTCD" on TxDOT website are:  
 Start of website - [www.dot.state.tx.us](http://www.dot.state.tx.us)  
 Click on "About TxDOT".  
 Click on "Organizational Chart".  
 Click on Traffic Operations Box.  
 Click on "Compliant Work Zone Traffic Control Devices".  
 Click on "View PDF".  
 This site is printable.

**Texas Department of Transportation**  
 Maintenance Division  
 Standard Plans

## ROADSIDE TRAFFIC CONTROL PLAN

SHEET 1 OF 1      RS-TCP-05      NOT TO SCALE

FILE: RSTCP05.DGN	DN: LJB	CK: JG	DW:	CK:	NEG NO:
© TxDOT FEBRUARY 2005		STATE DISTRICT: BRY	FEDERAL REGION: N/A	FEDERAL AID PROJECT: RMC 6454-91-001	
REVISED: September 17, 2004					SHEET: 14
REVISED: FEBRUARY 2, 2005 Sign placement in TCP		COUNTY: BRAZOS, ETC	CONTROL SECTION: N/A	JOB: N/A	HIGHWAY: SH 6, ETC



CROSSING 1: SH 21  
UNION PACIFIC RAILROAD COMPANY

RR OVER  
DOT# 743188G

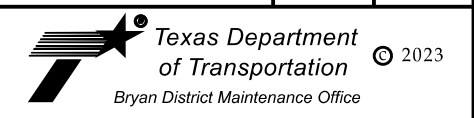
CROSSING 2: SH 21  
UNION PACIFIC RAILROAD COMPANY

RR OVER  
DOT# 430162N

### BRAZOS COUNTY

Drawings Not To Scale

PRINT DATE	REVISION DATE



### BRAZOS CO RAILROAD CROSSING EXHIBIT

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
6	RMC 6454-91-001	SH 6, ETC.	
STATE	DISTRICT	COUNTY	
TEXAS	BRY	BRAZOS, ETC.	
CONTROL	SECTION	JOB	SHEET NO.
			15

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**I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)**

This project is adjacent or parallel work, not within RR ROW:  
 DOT No.: 743188G / 430162N  
 Crossing Type: RR OVER  
 RR Company Operating Track at Crossing: UNION PACIFIC RAIL ROAD - UPRR  
 RR Company Owning Track at Crossing: UNION PACIFIC RAIL ROAD - UPRR  
 RR MP: 0100.760 / 0081.640  
 RR Subdivision: BRYAN / NAVASOTA  
 City: BRYAN  
 County: BRAZOS  
 CSJ at this Crossing: 6454-91-001

Scope of Work, including any TCP, to be performed by State Contractor:

Picking up debris and scrap rubber from the roadway

Scope of Work to be performed by Railroad Company:

none

**II. FLAGGING & INSPECTION**

No. of Days of Railroad Flagging Expected: 0  
 On this project, night or weekend flagging is:  
 Expected  
 Not Expected  
 Flagging services will be provided by:  
 Railroad Company: TxDOT will pay flagging invoices. Flagging Agreement with Railroad will be needed  
 Outside Party: Contractor will pay flagging invoices to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30-day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

**UPRR** UP.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 UP.request@nrssinc.net  
 Call Center 877-984-677

**BNSF** BNSFinfo@railprofs.com  
 Call Center 877-315-0513, Select #1 for flagging

**KCS** KCS.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 Bottom Line On-Track Safety Services  
 bottomline076@aol.com, 903-767-7630

OTHERS:

Contractor must incorporate Construction Inspection into anticipated construction schedule.

Not Required  
 Required. Contact Information for Construction Inspection:

**III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD**

Required. Railroad Point of Contact: \_\_\_\_\_  
 Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

**IV. RAILROAD INSURANCE REQUIREMENTS**

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

Insurance policies and corresponding certificates of insurance must be issued by the contractor on behalf of the Railroad. Separate insurance policies and certificates are required when more than one Railroad Company is operating on the same right of way, or when several Railroad Companies are involved and operate on their own separate right of ways.

No direct compensation will be made to the Contractor for providing the insurance coverages shown below or any deductibles. These costs are incidental to the various bid items.

Escalated Limits	
Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	\$500,000 / \$500,000 / \$500,000
Commercial General Liability	\$2,000,000 / \$4,000,000
Business Automobile	\$2,000,000

Railroad Protective Liability Limits	
<input type="checkbox"/> Not Required	
<input checked="" type="checkbox"/> Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Structure Projects. Includes new construction or replacement of overpass/underpass structures	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other: _____	

**V. CONTRACTOR'S RIGHT OF ENTRY (CROE)**

Not Required  
 Required: UPRR Maintenance Consent Letter. TxDOT to assist  
 Required: TxDOT to assist in obtaining the UPRR CROE  
 Required: Contractor to obtain
 

- BNSF: \_\_\_\_\_  
https://bnsf.railpermitting.com
- KCS  
https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12
- Other Railroads: \_\_\_\_\_

To view previously approved CROE templates agreed upon between the State and Railroad, see: <https://www.txdot.gov/business/resources/railroad-highway-crossing/sample-right-of-entry-agreements.html>

Approved CROE templates are not to be modified by the Contractor.

Contractor shall not operate within Railroad Right of Way without an executed Construction & Maintenance Agreement between the State and the Railroad and an executed CROE between the Contractor and the Railroad if required on project.

**VI. RAILROAD COORDINATION MEETING**

A Railroad Coordination Meeting is required. See item 5, Article 8.1, of the Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges Manual for more details.

**VII. RAILROAD SAFETY ORIENTATION**

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

UPRR, BNSF, KCS/TEXMEX will not accept on-track safety training certificates from other Railroads. Refer to each Railroad's specific contractor right of entry for training information.

Know and follow the Contractor's Right of Entry Agreement EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

**VIII. SUBCONTRACTORS**

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are subject to the same insurance requirements as the Prime Contractor.

**IX. EMERGENCY NOTIFICATION**

**In Case of Railroad Emergency**  
 Call: UNION PACIFIC RAILROAD COMPANY  
 Railroad Emergency Line at: 800-848-8715 / 888-877-7267  
 Location: DOT 743188G / 430162N  
 RR Milepost: 0100.760 / 0081.640  
 Subdivision: BRYAN / NAVASOTA

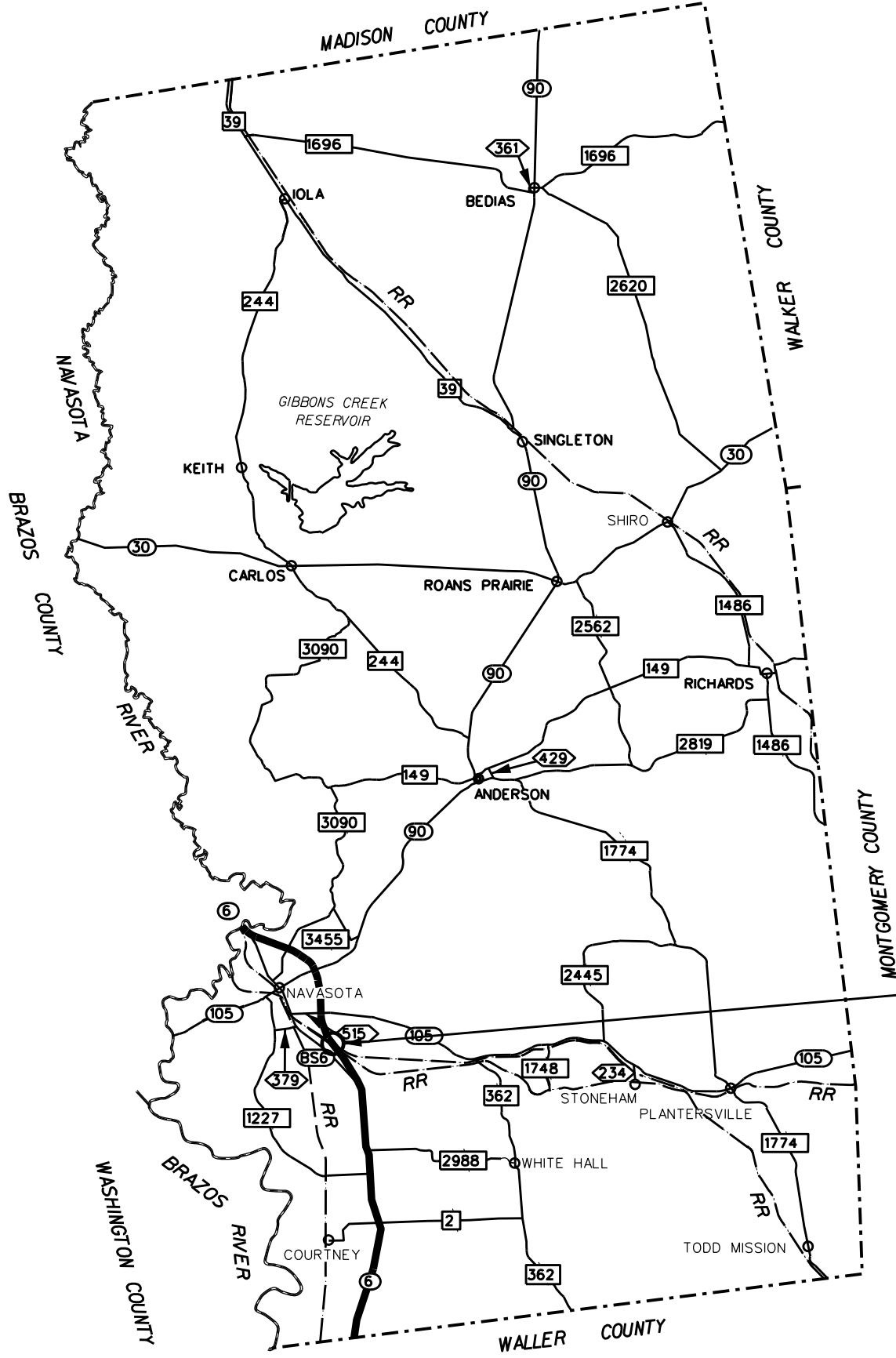
**RRD Review Only**  
 Initials: \_\_\_\_\_  
 Date: \_\_\_\_\_

**Rail Division**

## RAILROAD SCOPE OF WORK

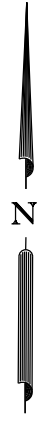
### PROJECT SPECIFIC DETAILS

FILE: rr-scope-of-work.pdf	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS			6454-91-001	SH 6, ETC
3/2023	DIST	COUNTY		SHEET NO.
	BRY	BRAZOS, ETC		16




CROSSING 3: SH 6  
UNION PACIFIC RAILROAD COMPANY  
RR UNDER  
DOT# 430130H

GRIMES COUNTY



Drawings Not To Scale

 <b>Texas Department of Transportation</b> © 2023 Bryan District Maintenance Office		PRINT DATE: _____ REVISION DATE: _____	
<b>GRIMES CO RAILROAD CROSSING EXHIBIT</b>			
FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
6	RMC 6454-91-001	SH 6, ETC.	
STATE	DISTRICT	COUNTY	
TEXAS	BRY	BRAZOS, ETC.	
CONTROL	SECTION	JOB	SHEET NO.
			17

RMC:6454-91-001 FILENAME: \$FILES

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**I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)**

This project is adjacent or parallel work, not within RR ROW:  
 DOT No.: 430130H  
 Crossing Type: RR UNDER  
 RR Company Operating Track at Crossing: UNION PACIFIC RAIL ROAD - UPRR  
 RR Company Owning Track at Crossing: UNION PACIFIC RAIL ROAD - UPRR  
 RR MP: 0046.200  
 RR Subdivision: NAVASOTA  
 City: NAVASOTA  
 County: GRIMES  
 CSJ at this Crossing: 6454-91-001

Scope of Work, including any TCP, to be performed by State Contractor:

Picking up debris and scrap rubber from the roadway

Scope of Work to be performed by Railroad Company:

none

**II. FLAGGING & INSPECTION**

No. of Days of Railroad Flagging Expected: 0  
 On this project, night or weekend flagging is:  
 Expected  
 Not Expected  
 Flagging services will be provided by:  
 Railroad Company: TxDOT will pay flagging invoices. Flagging Agreement with Railroad will be needed  
 Outside Party: Contractor will pay flagging invoices to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30-day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

**UPRR** UP.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 UP.request@nrssinc.net  
 Call Center 877-984-677

**BNSF** BNSFinfo@railprofs.com  
 Call Center 877-315-0513, Select #1 for flagging

**KCS** KCS.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 Bottom Line On-Track Safety Services  
 bottomline076@aol.com, 903-767-7630

OTHERS:

Contractor must incorporate Construction Inspection into anticipated construction schedule.

Not Required  
 Required. Contact Information for Construction Inspection:

**III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD**

Required. Railroad Point of Contact: \_\_\_\_\_  
 Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

**IV. RAILROAD INSURANCE REQUIREMENTS**

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

Insurance policies and corresponding certificates of insurance must be issued by the contractor on behalf of the Railroad. Separate insurance policies and certificates are required when more than one Railroad Company is operating on the same right of way, or when several Railroad Companies are involved and operate on their own separate right of ways.

No direct compensation will be made to the Contractor for providing the insurance coverages shown below or any deductibles. These costs are incidental to the various bid items.

Escalated Limits	
Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	\$500,000 / \$500,000 / \$500,000
Commercial General Liability	\$2,000,000 / \$4,000,000
Business Automobile	\$2,000,000

Railroad Protective Liability Limits	
<input type="checkbox"/> Not Required	
<input checked="" type="checkbox"/> Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Structure Projects. Includes new construction or replacement of overpass/underpass structures	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other: _____	

**V. CONTRACTOR'S RIGHT OF ENTRY (CROE)**

Not Required  
 Required: UPRR Maintenance Consent Letter. TxDOT to assist  
 Required: TxDOT to assist in obtaining the UPRR CROE  
 Required: Contractor to obtain
 

- BNSF: \_\_\_\_\_  
https://bnsf.railpermitting.com
- KCS  
https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12
- Other Railroads: \_\_\_\_\_

To view previously approved CROE templates agreed upon between the State and Railroad, see: <https://www.txdot.gov/business/resources/railroad-highway-crossing/sample-right-of-entry-agreements.html>

Approved CROE templates are not to be modified by the Contractor.

Contractor shall not operate within Railroad Right of Way without an executed Construction & Maintenance Agreement between the State and the Railroad and an executed CROE between the Contractor and the Railroad if required on project.

**VI. RAILROAD COORDINATION MEETING**

A Railroad Coordination Meeting is required. See item 5, Article 8.1, of the Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges Manual for more details.

**VII. RAILROAD SAFETY ORIENTATION**

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

UPRR, BNSF, KCS/TEXMEX will not accept on-track safety training certificates from other Railroads. Refer to each Railroad's specific contractor right of entry for training information.

Know and follow the Contractor's Right of Entry Agreement EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

**VIII. SUBCONTRACTORS**

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are subject to the same insurance requirements as the Prime Contractor.

**IX. EMERGENCY NOTIFICATION**

**In Case of Railroad Emergency**  
 Call: UNION PACIFIC RAILROAD COMPANY  
 Railroad Emergency Line at: 800-848-8715 / 888-877-7287  
 Location: DOT 430130H  
 RR Milepost: 0048.200  
 Subdivision: NAVASOTA

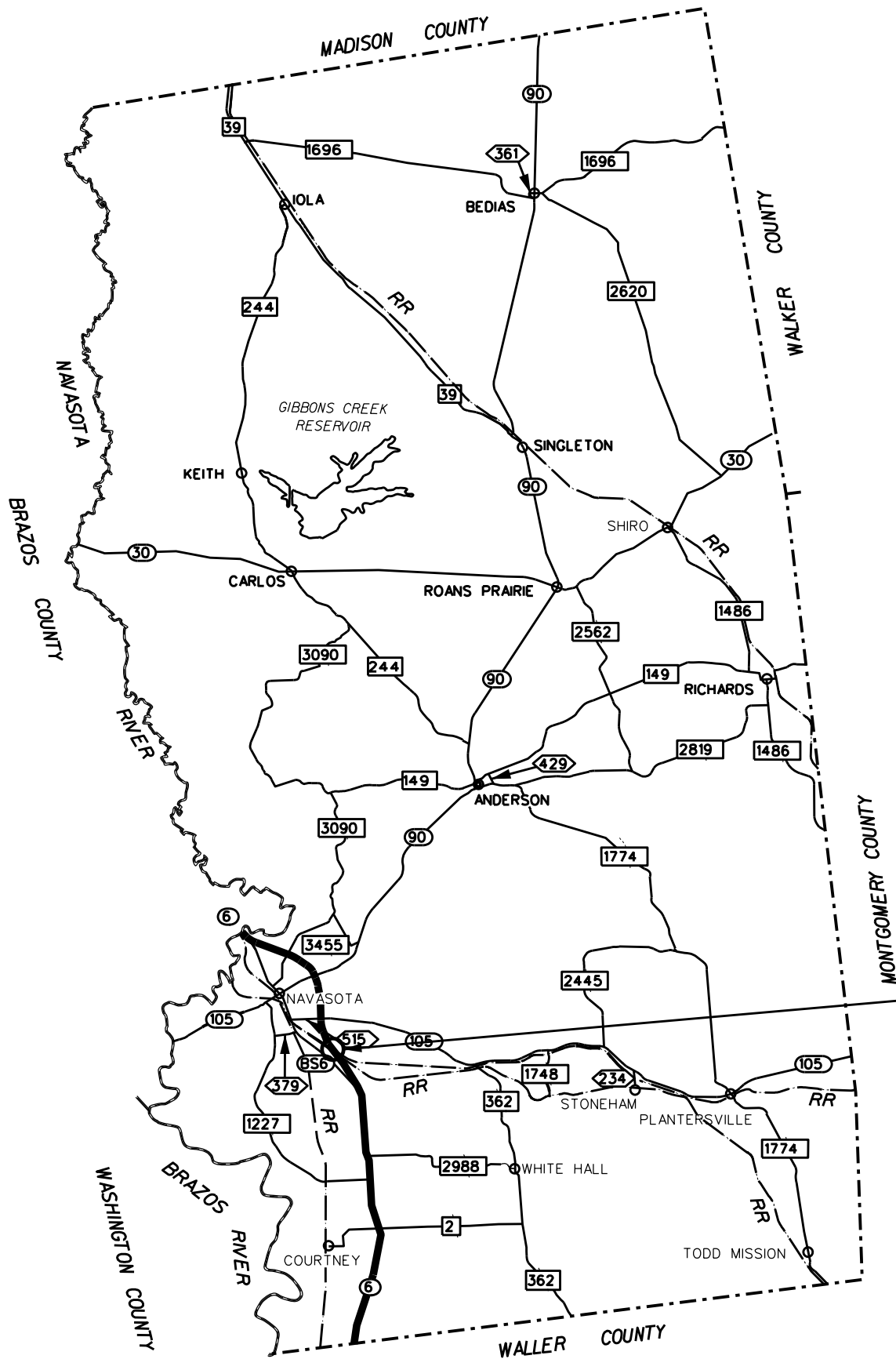
**RRD Review Only**  
 Initials: \_\_\_\_\_  
 Date: \_\_\_\_\_

**Rail Division**

## RAILROAD SCOPE OF WORK

### PROJECT SPECIFIC DETAILS

FILE: rr-scope-of-work.pdf	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS			6454-91-001	SH6, ETC
3/2023	DIST	COUNTY		SHEET NO.
	BRY	BRAZOS, ETC		18




CROSSING 4: SH 6  
BNSF RAILWAY COMPANY

RR UNDER  
DOT# 024299P



GRIMES COUNTY

Drawings Not To Scale

 Texas Department of Transportation © 2023 Bryan District Maintenance Office		GRIMES CO RAILROAD CROSSING EXHIBIT	
FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER	
6	RMC 6454-91-001	SH 6, ETC.	
STATE	DISTRICT	COUNTY	
TEXAS	BRY	BRAZOS, ETC.	
CONTROL	SECTION	JOB	SHEET NO.
			19

RMC:6454-91-001



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**I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)**

This project is adjacent or parallel work, not within RR ROW:  
 DOT No.: 024299P  
 Crossing Type: RR UNDER  
 RR Company Operating Track at Crossing: BNSF RAILWAY COMPANY  
 RR Company Owning Track at Crossing: BNSF RAILWAY COMPANY  
 RR MP: 0030.400  
 RR Subdivision: CONROE  
 City: NAVASOTA  
 County: GRIMES  
 CSJ at this Crossing: 6454-91-001

Scope of Work, including any TCP, to be performed by State Contractor:

Picking up debris and scrap rubber from the roadway

Scope of Work to be performed by Railroad Company:

none

**II. FLAGGING & INSPECTION**

No. of Days of Railroad Flagging Expected: 0  
 On this project, night or weekend flagging is:  
 Expected  
 Not Expected  
 Flagging services will be provided by:  
 Railroad Company: TxDOT will pay flagging invoices. Flagging Agreement with Railroad will be needed  
 Outside Party: Contractor will pay flagging invoices to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30-day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

**UPRR** UP.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 UP.request@nrssinc.net  
 Call Center 877-984-677

**BNSF** BNSFinfo@railprosf.com  
 Call Center 877-315-0513, Select #1 for flagging

**KCS** KCS.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 Bottom Line On-Track Safety Services  
 bottomline076@aol.com, 903-767-7630

OTHERS:

Contractor must incorporate Construction Inspection into anticipated construction schedule.

Not Required  
 Required. Contact Information for Construction Inspection:

**III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD**

Required. Railroad Point of Contact: \_\_\_\_\_  
 Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

**IV. RAILROAD INSURANCE REQUIREMENTS**

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

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Escalated Limits	
Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	\$500,000 / \$500,000 / \$500,000
Commercial General Liability	\$2,000,000 / \$4,000,000
Business Automobile	\$2,000,000

Railroad Protective Liability Limits	
<input type="checkbox"/> Not Required	
<input checked="" type="checkbox"/> Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Structure Projects. Includes new construction or replacement of overpass/underpass structures	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other: _____	

**V. CONTRACTOR'S RIGHT OF ENTRY (CROE)**

Not Required  
 Required: UPRR Maintenance Consent Letter. TxDOT to assist  
 Required: TxDOT to assist in obtaining the UPRR CROE  
 Required: Contractor to obtain
 

- BNSF: \_\_\_\_\_  
https://bnsf.railpermitting.com
- KCS  
https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12
- Other Railroads: \_\_\_\_\_

To view previously approved CROE templates agreed upon between the State and Railroad, see: <https://www.txdot.gov/business/resources/railroad-highway-crossing/sample-right-of-entry-agreements.html>

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**VI. RAILROAD COORDINATION MEETING**

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**VII. RAILROAD SAFETY ORIENTATION**

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**VIII. SUBCONTRACTORS**

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are subject to the same insurance requirements as the Prime Contractor.

**IX. EMERGENCY NOTIFICATION**

**In Case of Railroad Emergency**

Call: BNSF RAILWAY

Railroad Emergency Line at: 800-832-5452

Location: DOT 024299P

RR Milepost: 0030.400

Subdivision: CONROE

**RRD Review Only**

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

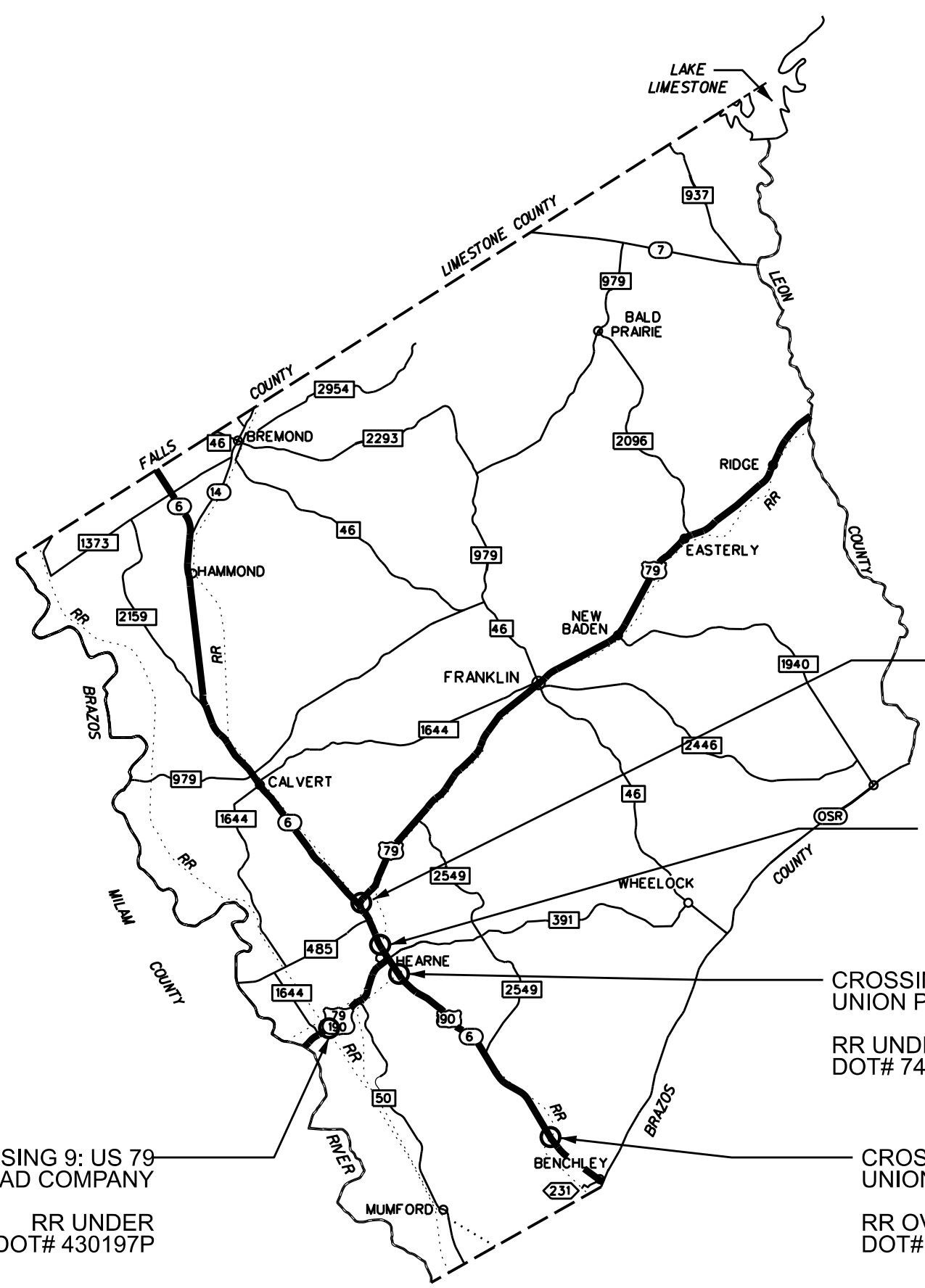
**Rail Division**

## RAILROAD SCOPE OF WORK

### PROJECT SPECIFIC DETAILS

FILE: rr-scope-of-work.pdf	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS			6454-91-001	SH 6, ETC
3/2023	DIST	COUNTY		SHEET NO.
	BRY	BRAZOS, ETC		20





CROSSING 9: US 79  
UNION PACIFIC RAILROAD COMPANY  
RR UNDER  
DOT# 430197P

CROSSING 10 & 11: US 79  
UNION PACIFIC RAILROAD COMPANY  
RR UNDER  
DOT# 745233F  
DOT# 745234M

CROSSING 7 & 8: SH 6  
UNION PACIFIC RAILROAD COMPANY  
AT GRADE  
DOT# 432273M  
DOT# 763408E

CROSSING 6: SH 6  
UNION PACIFIC RAILROAD COMPANY  
RR UNDER  
DOT# 745226V

CROSSING 5: SH 6  
UNION PACIFIC RAILROAD COMPANY  
RR OVER  
DOT# 743182R

ROBERTSON COUNTY

Drawings Not To Scale

PRINT DATE	REVISION DATE



Texas Department of Transportation © 2023  
Bryan District Maintenance Office  
ROBERTSON CO  
RAILROAD CROSSING  
EXHIBIT

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	RMC 6454-91-001	SH 6, ETC.
STATE	DISTRICT	COUNTY
TEXAS	BRY	BRAZOS, ETC.
CONTROL	SECTION	JOB SHEET NO.
		21

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**I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)**

This project is adjacent or parallel work, not within RR ROW:  
 DOT No.: 743182R / 745226V / 432273M / 763408E / 430197P / 745233F / 745234M  
 Crossing Type: RR OVER / RR UNDER / RR UNDER / AT GRADE / AT GRADE  
 RR Company Operating Track at Crossing: UNION PACIFIC RAILROAD - UPRR  
 RR Company Owning Track at Crossing: UNION PACIFIC RAILROAD - UPRR  
 RR MP: 0109.480 / 0001.220 / 0089.300 / 0089.248 / 0100.234 / 0122.346 / 0122.400  
 RR Subdivision: BRYAN / GIDDINGS / HEARNE / HEARNE / NAVASOTA / ENNIS / ENNIS  
 City: HEARNE  
 County: ROBERTSON  
 CSJ at this Crossing: 6454-91-001

Scope of Work, including any TCP, to be performed by State Contractor:

Picking up debris and scrap rubber from the roadway

Scope of Work to be performed by Railroad Company:

none

**II. FLAGGING & INSPECTION**

No. of Days of Railroad Flagging Expected: 0  
 On this project, night or weekend flagging is:  
 Expected  
 Not Expected  
 Flagging services will be provided by:  
 Railroad Company: TxDOT will pay flagging invoices. Flagging Agreement with Railroad will be needed  
 Outside Party: Contractor will pay flagging invoices to be reimbursed by TxDOT

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Contact Information for Flagging:

**UPRR** UP.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 UP.request@nrssinc.net  
 Call Center 877-984-677

**BNSF** BNSFinfo@railprofs.com  
 Call Center 877-315-0513, Select #1 for flagging

**KCS** KCS.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 Bottom Line On-Track Safety Services  
 bottomline076@aol.com, 903-767-7630

OTHERS:

Contractor must incorporate Construction Inspection into anticipated construction schedule.

Not Required  
 Required. Contact Information for Construction Inspection:

**III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD**

Required. Railroad Point of Contact: \_\_\_\_\_  
 Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

**IV. RAILROAD INSURANCE REQUIREMENTS**

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

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Escalated Limits	
Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	\$500,000 / \$500,000 / \$500,000
Commercial General Liability	\$2,000,000 / \$4,000,000
Business Automobile	\$2,000,000

Railroad Protective Liability Limits	
<input type="checkbox"/> Not Required	
<input checked="" type="checkbox"/> Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Structure Projects. Includes new construction or replacement of overpass/underpass structures	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other: _____	

**V. CONTRACTOR'S RIGHT OF ENTRY (CROE)**

Not Required  
 Required: UPRR Maintenance Consent Letter. TxDOT to assist  
 Required: TxDOT to assist in obtaining the UPRR CROE  
 Required: Contractor to obtain
 

- BNSF: \_\_\_\_\_  
https://bnsf.railpermitting.com
- KCS  
https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12
- Other Railroads: \_\_\_\_\_

To view previously approved CROE templates agreed upon between the State and Railroad, see: <https://www.txdot.gov/business/resources/railroad-highway-crossing/sample-right-of-entry-agreements.html>

Approved CROE templates are not to be modified by the Contractor.

Contractor shall not operate within Railroad Right of Way without an executed Construction & Maintenance Agreement between the State and the Railroad and an executed CROE between the Contractor and the Railroad if required on project.

**VI. RAILROAD COORDINATION MEETING**

A Railroad Coordination Meeting is required. See item 5, Article 8.1, of the Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges Manual for more details.

**VII. RAILROAD SAFETY ORIENTATION**

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

UPRR, BNSF, KCS/TEXMEX will not accept on-track safety training certificates from other Railroads. Refer to each Railroad's specific contractor right of entry for training information.

Know and follow the Contractor's Right of Entry Agreement EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

**VIII. SUBCONTRACTORS**

Contractor shall not subcontract work without written consent of TxDOT. Subcontractors are subject to the same insurance requirements as the Prime Contractor.

**IX. EMERGENCY NOTIFICATION**

**In Case of Railroad Emergency**  
 Call: UNION PACIFIC RAILROAD COMPANY  
 Railroad Emergency Line at: 800-848-8715 / 888-877-7287  
 Location: DOT SEE SECTION I  
 RR Milepost: SEE SECTION I  
 Subdivision: SEE SECTION I

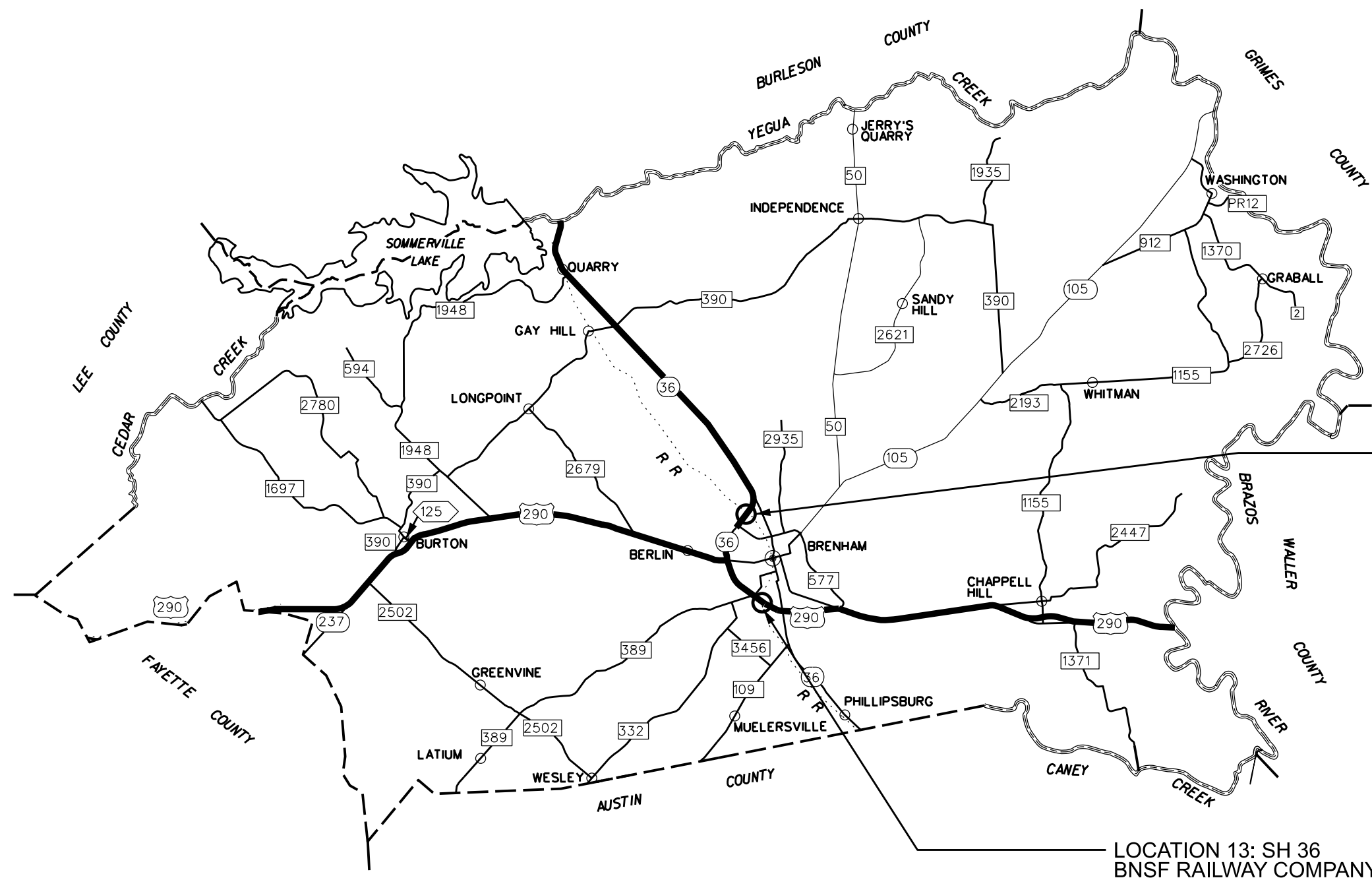
**RRD Review Only**  
 Initials: \_\_\_\_\_  
 Date: \_\_\_\_\_

**Rail Division**

## RAILROAD SCOPE OF WORK

### PROJECT SPECIFIC DETAILS

FILE: rr-scope-of-work.pdf	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS				
3/2023		6454-91-001	SH 6, ETC	
	DIST	COUNTY	SHEET NO.	
	BRY	BRAZOS, ETC	22	



CROSSING 12: SH 36  
BNSF RAILWAY COMPANY  
RR UNDER  
DOT# 022856S

LOCATION 13: SH 36  
BNSF RAILWAY COMPANY  
RR UNDER  
DOT# 022841C

WASHINGTON COUNTY

Drawings Not To Scale



WASHINGTON CO  
RAILROAD CROSSING  
EXHIBIT

FED. RD. DIV. NO.	PROJECT NUMBER	HIGHWAY NUMBER
6	RMC 6454-91-001	SH 6, ETC.
STATE	DISTRICT	COUNTY
TEXAS	BRY	BRAZOS, ETC.
CONTROL	SECTION	JOB SHEET NO.
		23

**DISCLAIMER:** The use of this standard is governed by the "Texas Engineering Practice Act." No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of this standard to other formats or for incorrect results or damages resulting from its use.

**I. WORK AT CROSSING LOCATIONS (AT GRADE, HIGHWAY OVERPASS, HIGHWAY UNDERPASS, PEDESTRIAN, OR CLOSED/ABANDONED)**

This project is adjacent or parallel work, not within RR ROW:  
 DOT No.: 022856S / 022841C  
 Crossing Type: RR UNDER  
 RR Company Operating Track at Crossing: BNSF RAILWAY COMPANY  
 RR Company Owning Track at Crossing: BNSF RAILWAY COMPANY  
 RR MP: 0127.780 / 0124.710  
 RR Subdivision: GALVESTON / GALVESTON  
 City: BREHAM  
 County: WASHINGTON  
 CSJ at this Crossing: 6454-91-001

Scope of Work, including any TCP, to be performed by State Contractor:

Picking up debris and scrap rubber from the roadway

Scope of Work to be performed by Railroad Company:

none

**II. FLAGGING & INSPECTION**

No. of Days of Railroad Flagging Expected: 0  
 On this project, night or weekend flagging is:  
 Expected  
 Not Expected  
 Flagging services will be provided by:  
 Railroad Company: TxDOT will pay flagging invoices. Flagging Agreement with Railroad will be needed  
 Outside Party: Contractor will pay flagging invoices to be reimbursed by TxDOT

Contractor must incorporate flaggers into anticipated construction schedule. The Railroad requires a 30-day notice if their flaggers are to be utilized. If Contractor falls behind schedule due to their own negligence and is not ready for scheduled flaggers, any flagging charges will be paid by Contractor.

Contact Information for Flagging:

**UPRR** UP.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 UP.request@nrssinc.net  
 Call Center 877-984-677

**BNSF** BNSFinfo@railprofs.com  
 Call Center 877-315-0513, Select #1 for flagging

**KCS** KCS.info@railpros.com  
 Call Center 877-315-0513, Select #1 for flagging  
 Bottom Line On-Track Safety Services  
 bottomline076@aol.com, 903-767-7630

OTHERS:

Contractor must incorporate Construction Inspection into anticipated construction schedule.

Not Required  
 Required. Contact Information for Construction Inspection:

**III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD**

Required. Railroad Point of Contact: \_\_\_\_\_  
 Not Required

Coordinate with TxDOT for any work to be performed by the Railroad Company. TxDOT must issue a work order for any work done by the Railroad Company prior to the work being performed.

**IV. RAILROAD INSURANCE REQUIREMENTS**

The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

Insurance policies and corresponding certificates of insurance must be issued by the contractor on behalf of the Railroad. Separate insurance policies and certificates are required when more than one Railroad Company is operating on the same right of way, or when several Railroad Companies are involved and operate on their own separate right of ways.

No direct compensation will be made to the Contractor for providing the insurance coverages shown below or any deductibles. These costs are incidental to the various bid items.

Escalated Limits	
Type of Insurance	Amount of Coverage (Minimum)
Workers Compensation	\$500,000 / \$500,000 / \$500,000
Commercial General Liability	\$2,000,000 / \$4,000,000
Business Automobile	\$2,000,000

Railroad Protective Liability Limits	
<input type="checkbox"/> Not Required	
<input checked="" type="checkbox"/> Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000
<input type="checkbox"/> Bridge Structure Projects. Includes new construction or replacement of overpass/underpass structures	\$5,000,000 / \$10,000,000
<input type="checkbox"/> Other: _____	

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https://bnsf.railpermitting.com
- KCS  
https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12
- Other Railroads: \_\_\_\_\_

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**IX. EMERGENCY NOTIFICATION**

**In Case of Railroad Emergency**  
 Call: BNSF RAILWAY  
 Railroad Emergency Line at: 800-832-5452  
 Location: DOT 022856S / 022841C  
 RR Milepost: 0127.780 / 0124.710  
 Subdivision: GALVESTON

**RRD Review Only**  
 Initials: \_\_\_\_\_  
 Date: \_\_\_\_\_

**Rail Division**

## RAILROAD SCOPE OF WORK

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© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS				
3/2023			6454-91-001	SH 6, ETC
	DIST	COUNTY		SHEET NO.
	BRY	BRAZOS, ETC		24