SUBJECT: PLANS AND PROPOSAL ADDENDUMS PROJECT: C 923-00-70 CONTROL: 0923-00-070 COUNTY: BROWN LETTING: 02/01/2024 REFERENCE NO: 0123 PROPOSAL ADDENDUMS PROPOSAL COVER X BID INSERTS (SH. NO.: 3C X GENERAL NOTES (SH. NO.: ALL \_ SPEC LIST (SH. NO.: SPECIAL PROVISIONS: ADDED: DELETED: SPECIAL SPECIFICATIONS: ADDED: DELETED: X OTHER: PLAN SHEET AND OTHER CHANGES DESCRIPTION OF ABOVE CHANGES (INCLUDING PLANS SHEET CHANGES) \*\*\*\*BID INSERTS\*\*\*\* ADDED THE FOLLOWING BID ITEMS:672-6009, 662-6111 DELETED THE FOLLWING BID ITEMS:672-6006 \*\*\*\*GENERAL NOTES\*\*\*\* ADDED NOTE TO GENERAL SECTION AND ITEM 672, ADDED ITEM 662 \*\*\*\*\*PLAN SHEETS\*\*\*\* REPLACE SHEET 2 DUE TO ADDED SHEETS REPLACE SHEETS 3-3A,13,13A DUE TO ABOVE CHANGES REPLACE SHEETS 54-63 DUE TO BLANK RR SOW SHEETS

)

ADD SHEET 3C DUE TO MISSING E&Q SHEET

ADD SHEETS 27A, 31A-31H DUE TO MISSING WZ AND TCP STANDARDS

1-1

GENERAL

TITLE SHEET PROJECT INDEX

GENERAL NOTES & SPEC. DATA 3,3A

*3C* **QUANTITY SHEETS** 4-12 PROJECT LOCATIONS PROJECT SUMMARYS 13,13A-15

TRAFFIC CONTROL STANDARDS

BC (I) - (I2) - 2I 16-27 27A

WZ (STPM) - 23 TCP (3-1) - 13, (3-2) - 13, (3-3) - 14, (3-4) - 13 28-31 31A-31H TCP (SC-I) - 22 THRU TCP (SC-8) - 22

PAVEMENT MARKING STANDARDS LISTED BELOW

PM(1) - (5) - 22 *32-3*6 37-42 43-44 FPM(I) - (6) - 22 RCD(I) - (2) - 22

TS2(PL-1)-23, TS2(PL-2)-23 RS(I) - (5) - 23 45-46

47-51

ENVIRONMENTAL ISSUES

52 53 EPIC SW3P

RAILROAD ITEMS

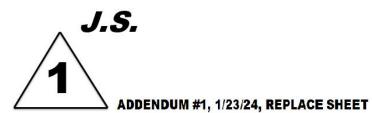
54-63 64-65

RAILROAD SCOPE OF WORK
RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS



01/23/2024

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ON THIS SHEET HAVE BEEN ISSUED BY ME AND ARE APPLICABLE TO THIS PROJECT.



VARIOUS HWY PROJECT INDEX



0923 00 070, ETC VARIOUS\_ 23 BROWN COUNTY 2

County: BROWN Sheet: 3

Highway: VARIOUS Control: 0923-00-070

Tiginay: Villa 000

# **GENERAL NOTES**

# TEST TO BE IN ACCORDANCE WITH TEXAS DEPARTMENT OF TRANSPORTATION STANDARD TEST METHODS.

# Basis of Estimate

Item	Description	Ref. #(s)	Rate	SY	Quantity
310	Asph (RC-250)	ALL RS'S	0.20 Gal/SY	229,060	44728 Gal
316	Aggr (TY-B GR-5)(SAC-B)	ALL RS'S	130 SY/CY	229,060	1762 CY

The Contractor will not be allowed to store equipment, materials, incidentals, hazardous chemicals, petroleum products, concrete washouts, etc. in the Department's R.O.W. without written permission from the Engineer.

See the "Environmental" section of the plans for additional information.

# **TEXAS ONE CALL**

Fiber optic cable systems, gas lines, underground power lines, water lines, sewer lines, and other various utilities may be buried within the project limits. Protection of these utility systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits. The Contractor will telephone Texas One Call at 1-800-344-8377 (a 24-hour number), to determine if utilities are buried anywhere on the project in accordance with all UNDERGROUND FACILITY DAMAGE PREVENTION AND SAFETY laws. This action; however, will in no way be interpreted as relief of responsibilities under the terms of the Contract as set out in the plans and specifications. Coordinate the repair of all damages caused by daily operations and have facilities restored to service in a timely manner as directed at no additional cost to TxDOT.

## **GENERAL**

Unless specifically noted as applying to only a certain project or projects, these general notes will apply to all projects associated to this contract.

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Contractor questions on this project are to be addressed to the following individual(s):

Name Email Address

Lucas DeLeon <u>Lucas.DeLeon@txdot.gov</u>

Chris Graf, P.E. Chris.Graf@txdot.gov

ADDENDUM #1, 1/23/24, REPLACE SHEET

County: BROWN Sheet: 3

Highway: VARIOUS Control: 0923-00-070

Contractor questions will be accepted through email, phone, and in person by the above individual(s).

Questions may also be submitted via the Letting Pre-Bid Q&A web page. This webpage can be accessed from the Notice to Contractors dashboard located at the following Address:

<a href="https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors?%3Aembed=y&%3AisGuestRedirectFromVizportal=y">https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors?%3Aembed=y&%3AisGuestRedirectFromVizportal=y</a>

All contractor questions will be reviewed by the Engineer. All questions and any corresponding responses that are generated will be posted through the same Letting Pre-Bid Q&A web page.

The Letting Pre-Bid Q&A web page for each project can be accessed by using the dashboard to navigate to the project you are interested in by scrolling or filtering the dashboard using the controls on the left. Hover over the blue hyperlink for the project you want to view the Q&A for and click on the link in the window that pops up.

For locations with fresh seal coat, time suspension will be allowed for seal to cure. (Reference sheets 13, 13A)

# ITEM 7 LEGAL RELATIONS AND RESPONSIBILITIES

No hazardous chemicals, petroleum products, etc. will be allowed to be stored in the Department's R.O.W.

Coordinate any adjustments to the schedule with the Engineer if the anticipated dates change.

No significant traffic generator events identified "OR" Roadway closures during the following key dates and/or special events are prohibited.

## **ITEM 8 PROSECUTION AND PROGRESS**

Working days will be computed and charged in accordance with Section 8.3.1.4. "Standard Workweek".

Work will not be performed without time being charged unless otherwise exempted by the Section as defined above.

# PROJECT SCHEDULES

For monthly submittals, the Contractor will provide the schedule in an Adobe Acrobat compatible format (PDF file). If the Engineer requests the schedule in an electronic format, the Contractor will submit a schedule that is fully compatible with Primavera P6 Professional Release 15.

# **ITEM 316 SURFACE TREATMENTS**

Furnish aggregate with a minimum B surface aggregate classification.

General Notes Sheet A Sheet B

County: BROWN Sheet: 3A

Highway: VARIOUS Control: 0923-00-070

Warm season asphalts are not to be placed between September 1<sup>st</sup> and April 30<sup>th</sup> unless otherwise directed/approved.

Protect all existing bridges, and other exposed concrete surfaces within the limits of this project(s), as much as practical, from asphalt materials by any means approved by the Engineer at the contractor's expense.

Use a medium pneumatic roller meeting the requirements of Item 210 as directed by the Engineer. This work will be subsidiary to the various bid items.

# ITEM 502 BARRICADES, SIGNS, AND TRAFFIC HANDLING

The Contractor Force Account "Safety Contingency" that has been established for this project is intended to be utilized for work zone enhancements, to improve the effectiveness of the Traffic Control Plan, that could not be foreseen in the project planning and design stage. These enhancements will be mutually agreed upon by the Engineer and the Contractor's Responsible Person based on weekly or more frequent traffic management reviews on the project. The Engineer may choose to use existing bid items if it does not slow the implementation of enhancement.

All devices shown on the TCP Standards are required and considered subsidiary to Item 502 unless specifically outlined elsewhere in the plans.

# ITEM 666 RETROREFLECTORIZED PAVEMENT MARKINGS

A mobile retroreflectometer is not required for this project.

Furnish a needlepoint micrometer gauge Mitutoyo - Model 342-711-30 or equivalent.

Sealed roadways will be allowed to cure for 3 days before final striping is placed unless otherwise directed by the Engineer.

Crosswalks will be 24 inch wide "longitudinal" style in accordance with TMUTCD 3B.18.15 or as directed by the Engineer.

Unless otherwise approved, all 6 in. longitudinal striping (centerline, edgeline, etc.) will be placed and approved before any other striping (crosswalks, stop bars, arrows, numbers, etc.) is allowed to begin.

# ITEM 662 WORK ZONE PAVEMENT MARKINGS

Temporary tabs will not be placed on a road more than 24 hours prior to operations beginning on the road.

The temporary tabs will be removed by an acceptable method approved by the Engineer once final striping has been placed.

County: BROWN Sheet: 3A

Highway: VARIOUS Control: 0923-00-070

# ITEM 672 RAISED PAVEMENT MARKERS

Place raised pavement markers no sooner than 24 hours after final striping has been placed or as directed by the engineer.

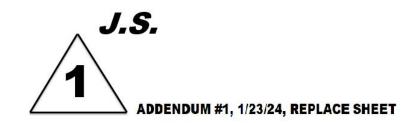
Removal of any transverse centerline rumble strips and raised pavement markers will be considered subsidiary to item 672.

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

Provide the number of vehicles with truck mounted attenuators (TMA) listed in the table below. 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.

STANDARD / PHASE	# TMA'S REQUIRED
TCP(3-1)	2
TCP(3-2)	3
TCP(3-3)	2 or 3
TCP(3-4)	1 or 2 per workspace

Mobile shadow vehicle(s) with TMA are estimated at 256 days for this project. (128 days x 2 TMA's)



General Notes Sheet C Sheet D



# **Estimate & Quantity Sheet**

**CONTROLLING PROJECT ID** 0923-00-070

DISTRICT BrownwoodHIGHWAY Various

**COUNTY** Brown

Report Created On: Jan 25, 2024 9:22:38 AM

		CONTROL SECTION PROJEC		0923-00	)-070	0923-00	0-072	0923-00	0-084		
		PROJI	ECT ID	A00176	5112	A00176	6114	A0019	7445		
		CC	DUNTY	Brow	/n	Brow	vn	Brov	vn	TOTAL EST.	TOTAL FINAL
		HIG	HWAY	Vario	us	Vario	us	Vario	us		TINAL
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL	EST.	FINAL	7	
	316-6029	ASPH (RC-250)	GAL					44,728.000		44,728.000	
	316-6177	AGGR(TY-B GR-5 SAC-B)	CY					1,762.000		1,762.000	
	500-6001	MOBILIZATION	LS	0.200				0.800		1.000	
	502-6001	BARRICADES, SIGNS AND TRAFFIC HANDLING	МО	8.000						8.000	
	533-6001	RUMBLE STRIPS (SHOULDER)	LF					3,368,436.000		3,368,436.000	
	533-6002	RUMBLE STRIPS (CENTERLINE)	LF					3,362,728.000		3,362,728.000	
	662-6111	WK ZN PAV MRK SHT TERM (TAB)TY Y-2	EA					100,349.000		100,349.000	
	666-6018	REFL PAV MRK TY I (W)6"(DOT)(100MIL)	LF	850.000						850.000	
	666-6030	REFL PAV MRK TY I (W)8"(DOT)(100MIL)	LF	1,006.000						1,006.000	
	666-6036	REFL PAV MRK TY I (W)8"(SLD)(100MIL)	LF	7,771.000				329.000		8,100.000	
	666-6162	RE PV MRK TY I(BLACK)6"(SHADOW)(100MIL)	LF	5,160.000						5,160.000	
	666-6225	PAVEMENT SEALER 6"	LF	88,715.000						88,715.000	
	666-6226	PAVEMENT SEALER 8"	LF	3,064.000						3,064.000	
	666-6306	RE PM W/RET REQ TY I (W)6"(BRK)(100MIL)	LF	30,220.000				47,270.000		77,490.000	
	666-6309	RE PM W/RET REQ TY I (W)6"(SLD)(100MIL)	LF	425,991.000				898,792.000		1,324,783.000	
	666-6318	RE PM W/RET REQ TY I (Y)6"(BRK)(100MIL)	LF	26,800.000		18,690.000		279,051.000		324,541.000	
	666-6321	RE PM W/RET REQ TY I (Y)6"(SLD)(100MIL)	LF	453,455.000		252,405.000		4,568,271.000		5,274,131.000	
	668-6076	PREFAB PAV MRK TY C (W) (24") (SLD)	LF	1,828.000		378.000		2,071.000		4,277.000	
	668-6077	PREFAB PAV MRK TY C (W) (ARROW)	EA	36.000				13.000		49.000	
	668-6083	PREFAB PAV MRK TY C (W) (LNDP ARROW)	EA	10.000				10.000		20.000	
	668-6085	PREFAB PAV MRK TY C (W) (WORD)	EA	24.000				10.000		34.000	
	668-6089	PREFAB PAV MRK TY C (W) (RR XING)	EA	6.000		2.000		1.000		9.000	
	668-6092	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	EA			10.000		31.000		41.000	
	668-6108	PREFAB PAV MRK TY C (Y) (24") (SLD)	LF	661.000				431.000		1,092.000	
	672-6009	REFL PAV MRKR TY II-A-A	EA					80,276.000		80,276.000	
	678-6002	PAV SURF PREP FOR MRK (6")	LF	88,715.000						88,715.000	
	678-6004	PAV SURF PREP FOR MRK (8")	LF	3,064.000						3,064.000	
	6185-6005	TMA (MOBILE OPERATION)	DAY	256.000						256.000	
	08	CONTRACTOR FORCE ACCOUNT RAILROAD FLAGGING (NON-PARTICIPATING)	LS	1.000						1.000	
		CONTRACTOR FORCE ACCOUNT EROSION CONTROL MAINTENANCE (NON-PARTICIPATING)	LS	1.000						1.000	
		CONTRACTOR FORCE ACCOUNT SAFETY CONTINGENCY (NON-PARTICIPATING)	LS	1.000						1.000	





DISTRICT	COUNTY	CCSJ	SHEET
Brownwood	Brown	0923-00-070	3C

# CSJ: 0923-00-084

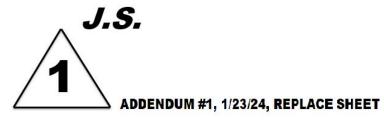
		23-00-0				316 6029	316 6177	533 6001	533 6002	662 6111	666 6306	666 6309	666 6036	666 6318	666 6321	668 6076	668 6077	668 6083	668 6085	668 6089	668 6092	668 6108	672 6009
RU	MBL	E STRI	PS S	SUMMA	ARY	ASPH (RC-250)	AGGR(TY-B GR-5 SAC-B)	RUMBLE STRIPS (SHOULDER)	RUMBLE STRIPS (CENTERLIN E)	WK ZN PAV MRK SHT TERM TY Y-2 REFL PAV MRKR TY	RE PM W/RET REQ TY I (W)6"(BRK) (100MIL)	RE PM W/RET REQ TY I (W)6"(SLD) (100MIL)	REFL PAV MRK TY I (W)8"(SLD) (100MIL)	RE PM W/RET REQ TY I (Y)6"(BRK) (100MIL)	RE PM W/RET REQ TY I (Y)6"(SLD)( 100MIL)	PREFAB PAV MRK TY C (W) (24") (SLD)	PREFAB PAV MRK TY C (W) (ARROW)	PREFAB PAN MRK TY C (W) (LNDP ARROW)	PREFAB PAV MRK TY C (W) (WORD)	PREFAB PAV MRK TY C (W) (RR XING)	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	PREFAB PAV MRK TY C (Y) (24") (SLD)	REFL PAV MRKR TY II-A-A
REFERNCE #	COUNTY	SECTION	HWY	RM BEGIN	RM END	GAL	CY	LF	LF	EA	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	LF	EA
RS-1	BROWN	0054-06	US 67	580+1.326	586	220	9	24679	24679	0				0	0								0
RS-2	BROWN	0480-04 & 0480-02	SH 279	318	334+1.258	1215	47	182245	91123	2850	300	31632		5695	136685			2					2280
RS-3	BROWN	0480-01 & 0480-02	SH 279	336+1.273	344+0.46	506	20	75900	37950	1148	0	9660		2370	56925								950
RS-4	BROWN	0636-03	FM 1850	448	450+0.9	69	3	0	15312	479		30048		1010	25818	48							383
RS-5	BROWN	1033-03	FM 1689	464	466+1.52	75	3	0	16896	528				1056	25344								422
RS-6	BROWN	1035-01	FM 585	330+0	346+0.96	398	16	0	89548	2799				5596	134323								2239
RS-7	BROWN	1777-03	FM 1849	336	340	94	4	0	21120	660				1320	31680								528
RS-8	BROWN	1777-04	FM 2492	448	452+0.7	111	5	0	24816	0	0	0		3520	26226	52							0
RS-9	BROWN	2039-01	FM 2126	340	344+1.836	411	16	61629	30815	964				1925	46221								771
RS-10	BROWN	2106-01	FM 2273	456	462+1.915	186	7	0	41792	1306				2612	62687								1045
RS-11	BROWN	2436-01	FM 2525	464+0.321	464+1.285	209	8	31300	15650	490				980	23475								392
#RS-12	COLEMAN	0099-01 & 0099-02	US 283	376	384+0.56	603	24	90394	45196	1413				2825	67794								1130
RS-13	COLEMAN	0054-02 & 0054-03	US 84	510	518+1.927	700	27	104830	52415	1650	37630	105714		0	106728								1320
RS-14	COLEMAN	0054-04	US 84	532+1.62	536+0.807	225	9	33655	16830	526	1950	7770		0	20010								421
#RS-15	COLEMAN	0054-04	US 84	538+0.182	542+0.849	329	13	49284	24642	770				1540	36963								616
RS-16	COLEMAN	0078-03	SH 206	350+0.385	354+0.3	276	11	41343	20672	646	3460	55195		7530	44508	403	7		3		8	311	517
#RS-17	COLEMAN	0437-05	US 283	336	350+1.251	1074	42	161051	80526	2518				5030	120790								2014
#RS-18	COLEMAN	0452-03	SH 206	322	344+0.677	1597	62	239470	119735	3744				7485	179602								2995
RS-19	COLEMAN	0869-04	FM 503	328	337	212	8	0	47520	1485				7310	57681	66							1188
RS-20	COLEMAN	1365-03	FM 1176	352+0.751	358+0.4	151	6	0	33792	1056		66263		4490	41575								845
RS-21	COLEMAN	2015-01	FM 2132	330	338+0.284	195	8	0	43740	1368				8270	41019	26							1094
RS-22	COLEMAN	2784-01	FM 2805	332	338+1.538	224	9	0	50360	1574				1020	33771	85							1259
RS-23	COMANCHE	0079-02	US 67	546+0.1	556	929	36	104508	104508	0				0	0								0
RS-24	COMANCHE	0079-03	US 67	528	534+0.86	483	19	72442	36221	1133				2265	54332								906
RS-25	COMANCHE	0079-03	US 67	542	542+0.962	68	3	10160	5080	159				320	7620								127
RS-26	COMANCHE	0182-02	SH 36	362+1.8	374	719	28	107712	53856	1684	2760	120205		8710	67477	24	2	4	1			120	1347
#RS-27	COMANCHE	0183-01	SH 36	376+1.54	386+0.74	648	25	97102	48551	1518				3035	72826								1214
#RS-28	COMANCHE	0183-01	SH 36	386+0.74	388+0.32	112	4	16714	8357	398				520	12536								318
RS-29	COMANCHE	0288-02	SH 16	348+0.84	354+1.554	473	19	70900	35550	1108				2215	53175								886
RS-30	COMANCHE	0288-01	SH 16	342+0.372	348+0.84	456	18	68302	34152	1068				2135	51226								854
RS-31	COMANCHE	1029-04	FM 573	332	344	282	11	0	63360	1980				6500	91595	24							1584
RS-32	COMANCHE	1036-01	FM 587	316	334+1.652	462	18	0	103763	3244				6486	155644								2595
RS-33	COMANCHE	1039-01	FM 1702	330+0.943	332+1.786	200	8	30022	15011	469				938	22516								375
RS-34	COMANCHE	1039-01	FM 591	494	498+0.952	117	5	0	26147	818				2770	34993	52			1				654
RS-35	COMANCHE	1366-01	FM 1477	314	318+1.718	135	5	0	30192	944				2000	45127	52			1				755
RS-36	COMANCHE	1366-02	FM 1477	320+0.831	324+0.397	84	4	0	18829	589				1560	29888	52			1				471
RS-37	COMANCHE	2542-01	FM 2561	486	494+0.636	203	8	0	45598	1425				3820	72658	52			1				1140
%RS-38	EASTLAND	0127-02	US 183	342+1.779	348+0.553	3370	130	50414	25207	788				1575	37810								630
RS-39	EASTLAND	0127-03	US 183	350+0.101	352+0.059	138	6	20677	10339	324				646	15508								259
RS-40	EASTLAND	0182-01	SH 36	350+0.126	354	273	11	40910	20455	640	400.00	400		1279	30683			<del>  _</del> _	<del>                                     </del>			40.1	512
					PAGE TOTALS	18232	715	1785643	1630305	46295	46100	426487	0	118358	2175439	936	9	6	4	U	8	431	37036

# **NOTES**

GR-5 AND RC-250 TO BE USED FOR ENCOUNTERING EXPOSED BASE WHEN MILLING RUMBLE STRIPS RC-250 TO BE PLACED WITHIN 1 WEEK OF EXPOSING BASE FROM MILLED RUMBLE STRIPS

% REF 38 ESTIMATED FOR FULL SEAL FOR WIDTH OF RUMBLE STRIPS

# MILLED IN RUMBLE STRIPS AND STRIPING TO BE PLACED AFTER 2024 SEAL COAT HAS COMPLETED SECTION



VARIOUS HWY **QUANTITY** SUMMARY



CONT	SECT	JC	ЭВ		HIGHWAY		
0923	00	070,	ETC	TC VARIOUS			
DIST		cou	JNTY		SHEET NO.		
23	В	ROWN	COUN	ΤΥ	13		

# CSJ: 0923-00-084 RUMBLE STRIPS SUMMARY CONT'D

						316 6029	316 6177	533 6001	533 6002	662 6111	666 6306	666 6309	666 6036	666 6318	666 6321	668 6076	668 6077	668 6083	668 6085	668 6089	668 6092	668 6108	672 6009
						ACDLI	AGGP/TV-R	RUMBLE STRIPS (SHOULDER)	RUMBLE	WK ZN PAV MRK SHT TERM	RE PM	RE PM W/RET REQ TY I (W)6"(SLD) (100MIL)	DEEL DAY	RE PM W/RET REQ				PREFAB PAV MRK TY C (W) (LNDP	PREFAB PAV	PREFAB PAV MRK TY C (W) (RR XING)	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	PREFAB PAV MRK TY C (Y) (24") (SLD)	REFL PAV MRKR TY II-A-A
REFERNCE #	COUNTY	SECTION	HWY	RM BEGIN	RM END	GAL	CY	LF	LF	EA	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	LF	EA
RS-41	EASTLAND	0257-02	SH 112	288	296	188	8	0	42240	1320	0	87940	329	6330	57809					1	8		1056
RS-42	EASTLAND	0257-02	US 183	318	320	141	6	21120	10560	330				660	15840								264
RS-43	EASTLAND	0288-03	SH 16	308+1.488	328+0.169	1315	51	197272	98636	3083				6165	147954								2466
RS-44	EASTLAND	0434-01	US 183	320	326+1.924	558	22	83678	41840	1308	580	76193		8420	29203			2					1046
#RS-45	EASTLAND	0452-01	SH 36	340	348+0.642	203	8	0	45630	1427				2852	68445								1141
#RS-46	EASTLAND	0708-01	FM 101	470	476+0.895	486	19	72812	36406	1139				2276	54609								911
RS-47	EASTLAND	0714-05	FM 2461	302	310+0.797	207	8	0	46448	1453				2095	69673								1162
RS-48	EASTLAND	1027-01	FM 570	472+0.607	480+1.411	207	8	0	46486	1454				2905	69728								1163
RS-49	EASTLAND	1027-01	FM 570	470+0.557	472+0.242	119	5	17794	8897	279				557	13346								223
%RS-50	EASTLAND	1697-02	FM 2214	474	476+0.655	1870	80	28037	14019	438				876 526	21028				-				350
%RS-51	EASTLAND EASTLAND	1697-02 1697-02	FM 2214 FM 2214	476+0.998 478+0.911	478+0.592 488+1.175	1130 7230	50 280	16833 108388	8417 54194	264 1694				3388	12625 81291								211 1355
%RS-52						113	5	0	25275	790				1700	42854								632
RS-53	EASTLAND	1778-02	FM 1864	452	456+0.787	37	2	0	8237	258				1510	8032	40			+				206
RS-54	EASTLAND	1778-03	FM 1864 FM 1853	456+0.44	458 288+1.502	83	3	0	18490	579				2300	25219	40			-				463
RS-55	EASTLAND	1782-02		286		519	20	77722	38861	1215	590	77482		7270	37593	40	4	2	6		15		972
RS-56 RS-57	EASTLAND LAMPASAS	2638-01 0231-01	SH 206 US 190	296 546+1.792	302+1.36 550+1.956	196	8	43972	36601	0	330	77402		1270	0		4		<del>                                     </del>		13		0
RS-58	LAMPASAS	0231-01	US 190	536+1.383	546+1.273	465	18	104439	0	0				1 0	0				+				0
RS-59	LAMPASAS	0231-01	US 190	536+1.383	538	15	10	0	3258	0				1 0	0								0
RS-60	LAMPASAS	0251-04	US 281	386	396+0.306	726	28	108832	54416	1701				3400	81625								1361
RS-61	LAMPASAS	0251-05	US 281	396+0.56	410+1.636	1062	41	159203	79601	2488				4975	119402								1990
RS-62	MCCULLOCH	0870-05	FM 765	426	452+0.64	626	24	0	140660	4395		139797		27390	105786	69							3516
RS-63	MILLS	0055-01	US 84	596+1.889	612+0.402	1022	40	153258	76629	2395				4790	114943								1916
RS-64	MILLS	0289-02	SH 16	372	374+0.795	197	8	29516	14758	461				923	22137								369
RS-65	MILLS	0289-02	SH 16	376	388+1.323	938	36	140691	70346	2199				4397	105519								1759
#RS-66	MILLS	0480-07	FM 45	358	362+0.41	311	12	46570	23285	729				1456	34930								583
RS-67	MILLS	1028-01	FM 574	464	484+1.813	606	24	0	136293	4260				8520	204438								3408
RS-68	MILLS	1029-02	FM 573	344	354+0.37	244	9	0	54754	1711	0	755		6250	78925	250							1369
RS-69	MILLS	1596-02	FM 218	474+1.795	490+0.935	356	14	0	79940	2499	0	0		9270	113419	24							1999
RS-70	SAN SABA	0868-02	FM 502	454	464+0.898	256	10	0	57542	1799				6390	81034	26							1439
RS-71	SAN SABA	1240-01	FM 1030	376	384	188	7	0	42240	1320		28463		2210	66340	14							1056
*#RS-72	STEPHENS	0011-09	US 180	480+1.65	498	3690	144	172656	86328	2698				5395	129492								2158
RS-73	STEPHENS	0714-03	FM 717	276-1.604	288+1.532	327	13	0	73540	2300				4600	110310								1840
RS-74	STEPHENS	1293-02	FM 1287	258	262+0.03	95	4	0	21280	665		42460		2640	28798								532
RS-75	STEPHENS	1293-03	FM 717	262	272+1.204	263	10	0	59158	1849				8260	76477	52			1				1479
RS-76	STEPHENS	1460-02	FM 1481	458	464+0.338	149	6	0	33465	1046				1560	59011	40							837
RS-77	STEPHENS	2095-01	FM 2231	462+0.769	470+1.122	197	8	0	44104	1379				2757	66156								1103
RS-78	STEPHENS	3347-01	FM 3253	260	264+0.854	114	5	0	25630	801				4080	28374	520							641
RS-79	STEPHENS	3469-01	FM 3099	268	270	47	2	0	10560	330		19215		1600	10467	60			1				264
					PAGE TOTALS	26496	1047	1582793	1732423	54054	1170	472305	329	160693	2392832	1135	4	4	6	1	23	0	43240

	316 6029	316 6177	533 6001	533 6002	662 6111	666 6306	666 6309	666 6036	666 6318	666 6321	668 6076	668 6077	668 6083	668 6085	668 6089	668 6092	668 6108	672 6009
	ASPH (RC-250)	AGGR(TY-B GR-5 SAC-B)	RUMBLE STRIPS (SHOULDER)	RUMBLE STRIPS (CENTERLIN E)		RE PM W/RET REQ TY I (W)6"(BRK) (100MIL)	TY I	REFL PAV MRK TY I (W)8"(SLD) (100MIL)	RE PM W/RET REQ TY I (Y)6"(BRK) (100MIL)	RE PM W/RET REQ TY I (Y)6"(SLD)( 100MIL)	PREFAB PAV MRK TY C (W) (24") (SLD)	PREFAB PAV MRK TY C (W) (ARROW)	MRK TY C	PREFAB PAV MRK TY C (W) (WORD)	PREFAB PAV MRK TY C (W) (RR XING)	PREFAB PAV MRK TY C (W) (36")(YLD TRI)	PREFAB PAV MRK TY C (Y) (24") (SLD)	REFL PAV MRKR TY II-A-A
	GAL	CY	LF	LF	EA	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	LF	EA
PROJECT TOTALS	44728	1762	3368436	3362728	100349	47270	898792	329	279051	4568271	2071	13	10	10	1	31	431	80276

# **NOTES**

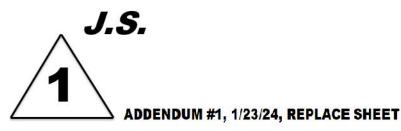
GR-5 AND RC-250 TO BE USED FOR ENCOUNTERING EXPOSED BASE WHEN MILLING RUMBLE STRIPS

RC-250 TO BE PLACED WITHIN 1 WEEK OF EXPOSING BASE FROM MILLED RUMBLE STRIPS

% REF 50,51,52 ESTIMATED FOR FULL SEAL FOR WIDTH OF RUMBLE STRIPS

\* REF 72 ESTIMATED FULL SEAL FOR WIDTH OF RUMBLE STRIPS BETWEEN RM 482 - 486

# MILLED IN RUMBLE STRIPS AND STRIPING TO BE PLACED AFTER 2024 SEAL COAT HAS COMPLETED SECTION



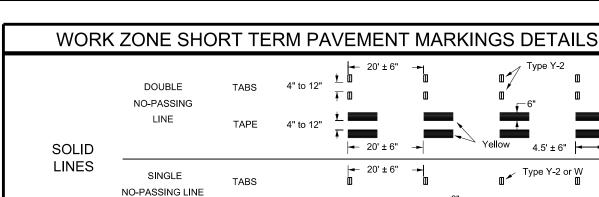
VARIOUS HWY
OUANTITY
SUMMARY

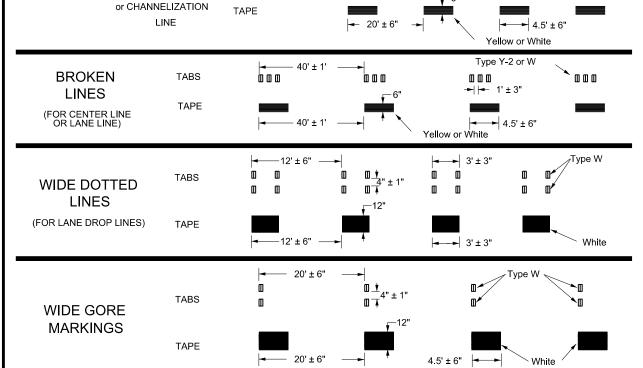
SHEET 2 OF 4

Texas Department of Transportation

CONT	SECT	JC	ЭВ		HIGHWAY
0923	00	070,	ETC	٧	ARIOUS
DIST		cou	JNTY		SHEET NO.
23	R	ROWN	COLIN	ΤΥ	134

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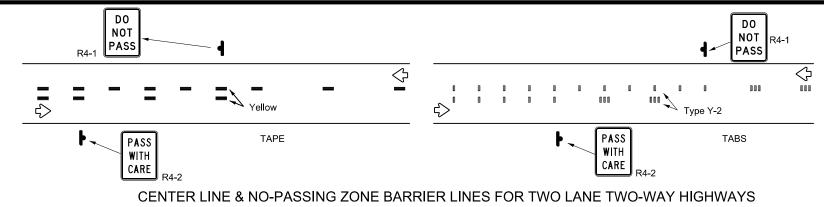
#### NOTES:

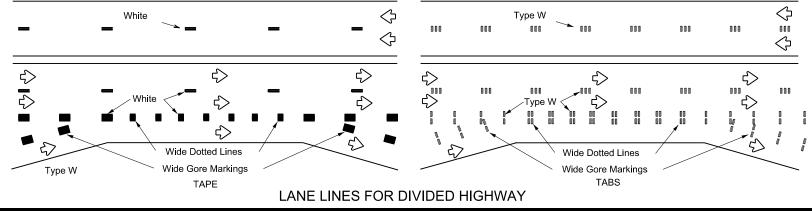
- Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible reflective roadway marker tabs unless otherwise specified elsewhere in plans
- 2. Short term pavement markings shall NOT be used to simulate edge lines.
- Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as 1/4 inch, unless otherwise noted.
- 4. Temporary flexible-reflective roadway marker tabs will require normal maintenance replacement when used on roadways with an ADT per lane of up to 7500 vehicles with no more than 10% truck mix. When roadways exceed these values, additional maintenance replacement of devices should be planned.
- 5. No segment of roadway open to traffic shall remain without permanent pavement markings for a period greater than 14 calendar days. The Contractor will be responsible for maintaining short term pavement markings until permanent pavement markings are in place. When the Contractor is responsible for placement of permanent pavement markings, no segment of roadway shall remain without permanent pavement markings for a period greater than 14 calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed as soon as weather permits.
- 6. For two lane, two-way roadways, DO NOT PASS signs shall be erected to mark the beginning of sections where passing is prohibited and PASS WITH CARE signs shall be erected to mark the beginning of sections where passing is permitted. Signs shall be in accordance with the "Texas Manual on Uniform Traffic Control Devices" (TMUTCD) and may be used to indicate the limits of no-passing zones for up to 14 calendar days. Permanent pavement markings should then be placed.
- For low volume two lane, two-way roadways of 4000 ADT or less, no-passing lines may be omitted when approved by the Engineer. DO NOT PASS and PASS WITH CARE signs shall be erected (see note 6).
- 8. For exit gores where a lane is being dropped place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are not allowed for this purpose.

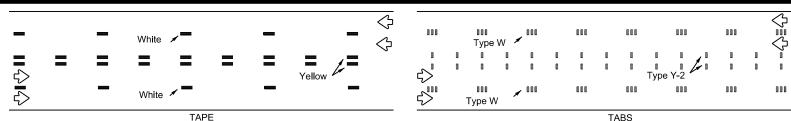
# TEMPORARY FLEXIBLE, REFLECTIVE ROADWAY MARKER TABS (TABS)

- 1. Temporary flexible-reflective roadway marker tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
- 2. Tabs shall meet requirements of Departmental Material Specification DMS-8242.
- When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low-beam head light at night, unless sight distance is restricted by roadway geometrics.
- No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 3.

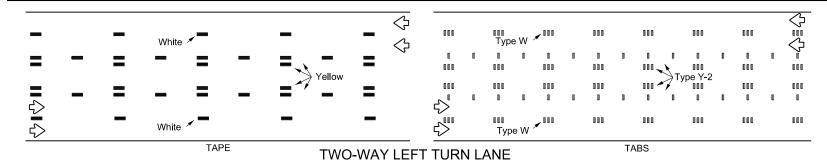
# WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS







# LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS



Raised Removable Short Term Pavement Marker Marking (Tape)

If raised pavement markers are used to supplement REMOVABLE short term markings, the markers shall be applied to the top of the tape at the approximate mid length of the tape. This allows an easier removal of raised markers and tape.

# Texas Department of Transportation

Traffic Safety Division Standard

# PREFABRICATED PAVEMENT MARKINGS

- 1. Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
- 2. Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Costruction-Grade Prefabricated Pavement Markings."

### RAISED PAVEMENT MARKERS

 All raised pavement markers used for work zone markings shall meet the requirements of Item 672, "RAISED PAVEMENT MARKERS" and DMS-4200.

#### DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

1. DMSs referenced above can be found along with embedded links to their respective MPLs at the following website:

http://www.txdot.gov/business/contractors\_consultants/material\_specifications/default.htm

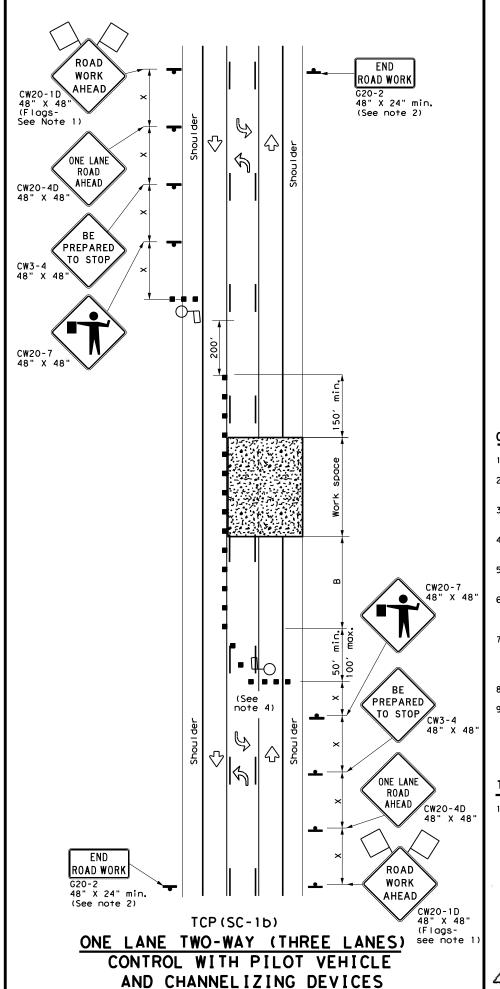
# WORK ZONE SHORT TERM PAVEMENT MARKINGS

WZ(STPM)-23

ILE:	wz	stpm-23.dgn	DN:		CK:	DW:	CK:
) TxE	ОТ	February 2023	CONT	SECT	JOB		HIGHWAY
		REVISIONS	0923	00	070, ET	C \	/ARIOUS
92 97	7-13 2-23		DIST		COUNTY		SHEET NO.
-03			23	BF	ROWN CO	UNTY	27A

ONE LANE TWO-WAY (TWO LANES)

CONTROL WITH PILOT VEHICLE



	LEGEND													
· / / /	Type 3 Barricade • Channelizing Device													
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)											
	Trailer Mounted Flashing Arrow Board	(M	Portable Changeable Message Sign (PCMS)											
-	Sign	♡	Traffic Flow											
$\Diamond$	Flag	P	Flagger											

Posted Speed	Formula	D	Minimur esirab er Len **	le	Spacin Channe		Minimum Sign Spacing Distance	Suggested Longitudinal Buffer Space	Stopping Sight Distance
*		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	"X"	"B"	
30	2	150'	1651	1801	30′	60′	1201	90′	200'
35	L = WS <sup>2</sup>	2051	225′	245'	35′	70′	160′	120′	250′
40	80	265′	295′	3201	40′	80′	240'	155′	305′
45		4501	495′	540'	45′	90'	3201	195′	360′
50		5001	550′	600'	50°	100'	400'	240′	425′
55		550′	6051	660′	55′	110′	500′	295′	495′
60	L=WS	600'	660′	7201	60′	120′	600'	350′	570′
65		650′	715′	780′	65 <i>°</i>	130′	700′	410′	645′
70		700′	770′	840′	701	140′	800′	475′	730′
75		750′	825′	900′	75′	150′	900′	540′	8201

\* Conventional Roads Only

\*\* Taper lengths have been rounded off.

L = Length of Taper (FT) W = Width of Offset (FT) S = Posted Speed (MPH)

TYPICAL USAGE						
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY		
	1	1				

# GENERAL NOTES

- 1. Flags attached to signs where shown are REQUIRED.
- 2. All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- Sign spacing may be increased or an additional ROAD WORK AHEAD (CW20-1D) sign may be used if advance warning ahead of the flagger sign is less than 1500 feet.
- Flaggers should use two-way radios or other methods of communication at all times for traffic control coordination.
- Flaggers should use 24" STOP (CW20-8) / SLOW (CW20-8aT) paddles to control traffic. Flags should be limited to emergency situations.
- If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
- 7. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personnel (flaggers) at the intersection.
- 8. Temporary rumble strips are not required on seal coat operations.
- The pilot car is used to guide vehicles through traffic control zone. The pilot car shall have an identification name displayed and PILOT CAR, FOLLOW ME (G20-4) sign or message board mounted in a conspicuous position on rear.

# TCP (SC-1a)

 Channelizing devices on the centerline are not required when a pilot car is leading traffic, unless directed by the Engineer. SHEET 1 OF 8

Texas Department of Transportation

TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS ONE-LANE TWO-WAY

Traffic Safety Division Standard

TCP(SC-1)-22

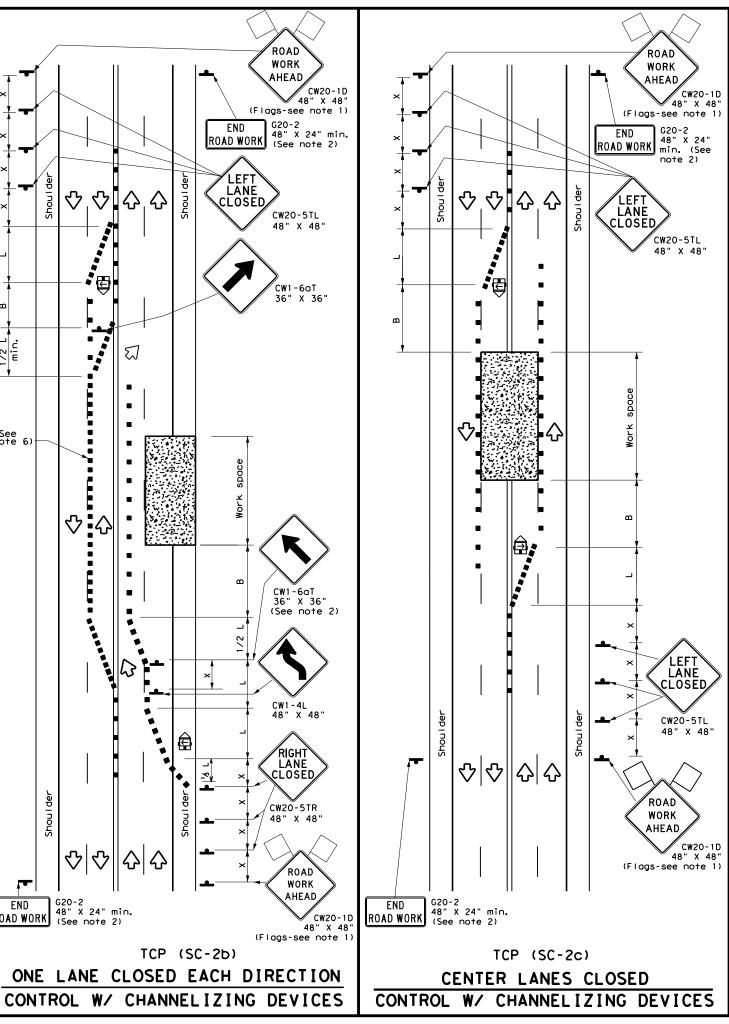
FILE: †	cpsc-1-22.dgn	DN:		CK:	DW:		CK:
C TxDOT	October 2022	CONT	SECT	JOE	3		HIGHWAY
4-21	REVISIONS	0923	00	070,	ETC	٧	ARIOUS
10-22		DIST		COUN	NTY		SHEET NO.
		23	В	ROWN (	COUN	TY	31A

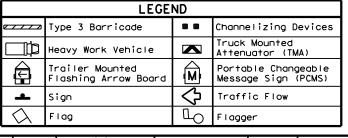
J.S.

ADDENDUM #1, 01/23/2024, ADD SHEET

217

ROAD WORK AHEAD CW20-1D 48" X 48' (Flags-see note 1 G20-2 48" X 24" min ROAD WORK (See note 2) LEFT LANE CLOSED  $\Diamond$ CW20-5TL 48" X 48" lmin. ♡ ↔ ♡፟፟፟፟፟፟፟ RIGHT LANE CW20-5TR 48" X 48' ROAD WORK AHEAD CW20-1D  $|\nabla|$  $\triangle | \triangle$ |쇼| 쇼 48" X 48" (Flags-see note 1) END G20-2 48" X 24" min. (See note 2) END ROAD WORK TCP (SC-2a) ONE LANE CLOSED EACH DIRECTION CONTROL W/ CHANNELIZING DEVICES





Posted Speed	Minimum Desirable Taper Lengths **X		Spacir Channe		Minimum Sign Spacing Distance	Suggested Longitudinal Buffer Space		
*		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	"X"	"B"
30	2	150′	165′	180′	30'	60′	120′	90′
35	$L = \frac{WS^2}{60}$	2051	225′	245'	35′	70′	160′	120′
40	80	265′	295′	3201	40'	80′	240′	155′
45		450'	4951	540'	45′	90′	320′	195′
50		500'	550′	600′	50′	100′	400′	240'
55		550′	605′	660′	55′	110′	500′	295′
60	L=WS	600'	660′	720′	60′	120′	600′	350′
65		650′	715′	780′	65′	130′	700′	410'
70		700′	770′	840'	70′	140′	800′	475′
75		750′	825′	900′	75′	150′	900′	540′

- \* Conventional Roads Only
- XX Taper lengths have been rounded off.
- L = Length of Taper (FT) W = Width of Offset (FT)
- S = Posted Speed (MPH)

TYPICAL USAGE					
MOBILE	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY	
	✓	1			

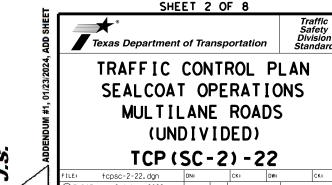
#### GENERAL NOTES

- 1. Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- The ROAD WORK AHEAD (CW20-1D) sign may be repeated if the visibility of the work zone is less than 1500 feet.
- 4. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personnel (flaggers) at the intersection.
- Temporary rumble strips are not required on seal coat operations.

# TCP (SC-2a) and (SC-2b)

- 6. Channelizing devices which separate two-way traffic shall be spaced on tapers at:
  - a.) 20 feet;
  - b.) 15 feet when posted speeds are 35 mph or slower; or c.) at  $1/2\,(\mathrm{S})$  for tangent sections.

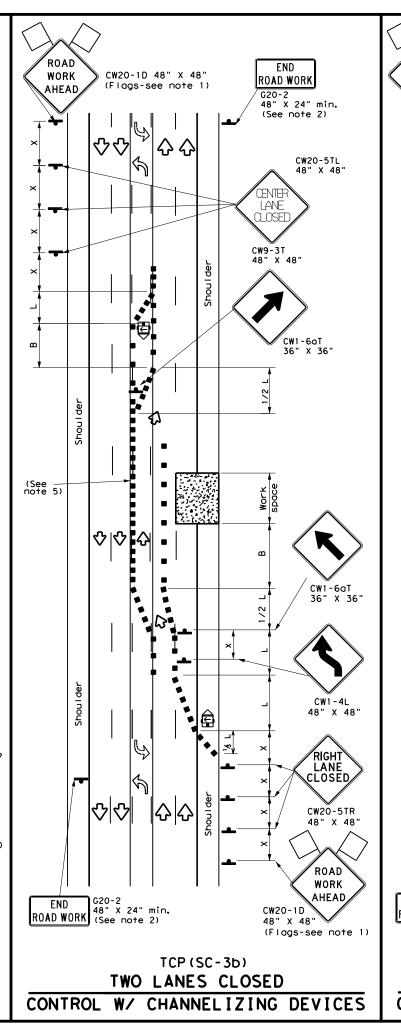
This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.

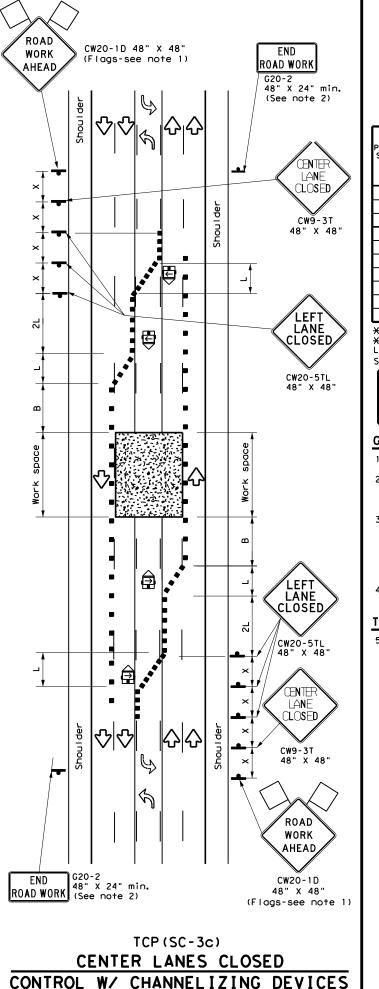


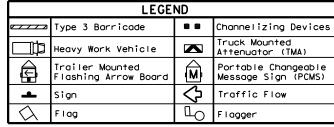
218

ROAD ROAD WORK CW20-1D 48" X 48" WORK No warranty of any for the conversion om its use. (Flags-see note 1) G20-2 AHEAD 48" X 24" min. (See note 2) 수 수 DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". Kind is made by IXDOI for any purpose whatsoever. IXDOI assumes no responsibility Afaiths standard/104Ather formats or for incorrect results or damages resulting fro LANE CW9-3T 48" X 48" (See — note 5) RIGHT LANE CLOSED CW20-5TR 48" X 48' ROAD WORK AHEAD CW20-1D 48" X 48" (Flags-see note 1) ROAD WORK (See note 2) TCP (SC-3a) ONE LANE CLOSED

CONTROL W/ CHANNELIZING DEVICES







Posted Speed	Formula	D	Minimum esirab er Leng **	le	Spacir Channe		Minimum Sign Spacing Distance	Suggested Longitudinal Buffer Space
*		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	"X"	"B"
30	2	1501	1651	180'	30′	60′	120′	90′
35	L = \frac{WS^2}{60}	2051	225′	245′	35′	70′	160′	120′
40	60	265′	295′	3201	40′	80′	240'	155′
45		4501	495′	540′	45′	90'	3201	195′
50		500′	550′	600′	50′	100′	400′	240′
55		5501	6051	660′	55′	110′	500′	295′
60	L=WS	600'	660′	720′	60′	120′	600′	350′
65		650′	715′	780′	65 <i>°</i>	130′	700′	410′
70		700′	770′	840′	70′	140′	800′	475′
75		750′	825′	900′	75′	150′	900'	540′

\* Conventional Roads Only

\*\* Taper lengths have been rounded off.
L = Length of Taper (FT) W = Width of Offset (FT)

S = Posted Speed (MPH)

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

#### GENERAL NOTES

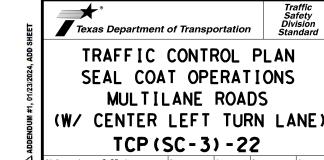
- 1. Flags attached to signs where shown are REQUIRED.
- 2. All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- 3. If the seal coat operation crosses intersections, traffic in these areas must be controlled. Care must be taken to prevent vehicles from crossing the asphalt before the aggregate is placed. This may require positioning additional traffic control personal (flaggers) at the intersection.
- 4. Temporary rumble strips are not required on seal coat operations.

## TCP (SC-3a) and (SC-3b)

5. Channelizing devices which separate two-way traffic shall be spaced on tapers at: a.) 20 feet;

b.) 15 feet when posted speeds are 35 mph or slower; or c.) at 1/2(S) for tangent sections.

This tighter device spacing is intended for the areas of conflicting markings, not the entire work zone.



SHEET 3 OF 8

tcpsc-3-22.dgn C) TxDOT October 2022 0923 00 070, ETC VARIOUS 23 BROWN COUNTY

	LEGEND						
~~~	Type 3 Barricade	0 0	Channelizing Devices				
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)				
	Trailer Mounted Flashing Arrow Board	(X	Portable Changeable Message Sign (PCMS)				
-	Sign	♡	Traffic Flow				
$\Diamond$	Flag	ПO	Flagger				

Posted Speed	Formula	Minimum Desirable Taper Lengths **		Spaci Channe	Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space	Stopping Sight Distance	
*		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	Distance "X"	"B"	
30	2	150′	165′	180′	30′	60′	120′	90'	200′
35	L = WS <sup>2</sup>	2051	2251	245'	35′	70′	160′	120′	250′
40	60	2651	2951	3201	40'	80′	240′	155′	305′
45		450′	4951	540′	45′	90′	320′	195′	360′
50		5001	550′	600'	50′	100′	400′	240′	425′
55		550′	605′	6601	55′	110'	500′	295′	495′
60	L=WS	600′	660′	720′	60′	120′	600′	350′	570′
65		650′	715′	780′	65′	130′	700′	410′	645′
70		7001	770′	840′	70′	140′	800′	475′	730′
75		750′	825′	900'	75′	150′	900′	540′	820′

\* Conventional Roads Only

\*\* Taper lengths have been rounded off.

L = Length of Taper (FT) W = Width of Offset (FT) S = Posted Speed (MPH)

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

# GENERAL NOTES

- 1. Flags attached to signs where shown are REQUIRED.
- 2. All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- Flaggers should use two-way radios or other methods of communication at all times for traffic control coordination.
- 4. Flaggers should use 24" STOP (CW20-8) / SLOW (CW20-8aT) paddles to control traffic. Flags should be limited to emergency situations.
- 5. If the work space is located near a horizontal or vertical curve, the buffer distances should be increased in order to maintain adequate stopping sight distance to the flagger and a queue of stopped vehicles (see table above).
- 6. Temporary rumble strips are not required on seal coat operations.
- 7. The pilot car is used to guide vehicles through traffic control zone. The pilot car shall have an identification name displayed and PILOT CAR, FOLLOW ME (G20-4) sign or message board mounted in a conspicuous position on rear.

SHEET 4 OF 8

Texas Department of Transportation

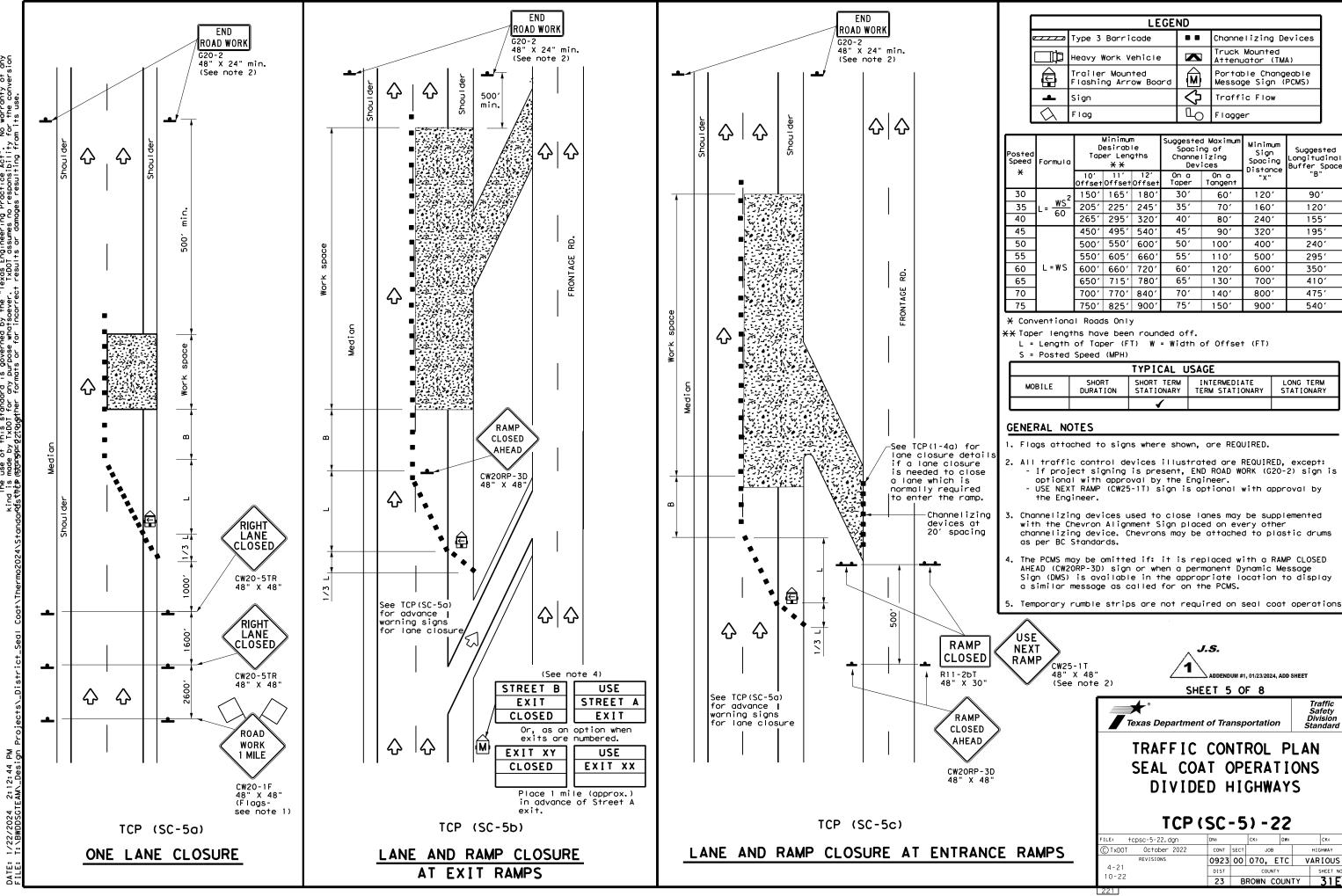
Traffic Safety Division Standard

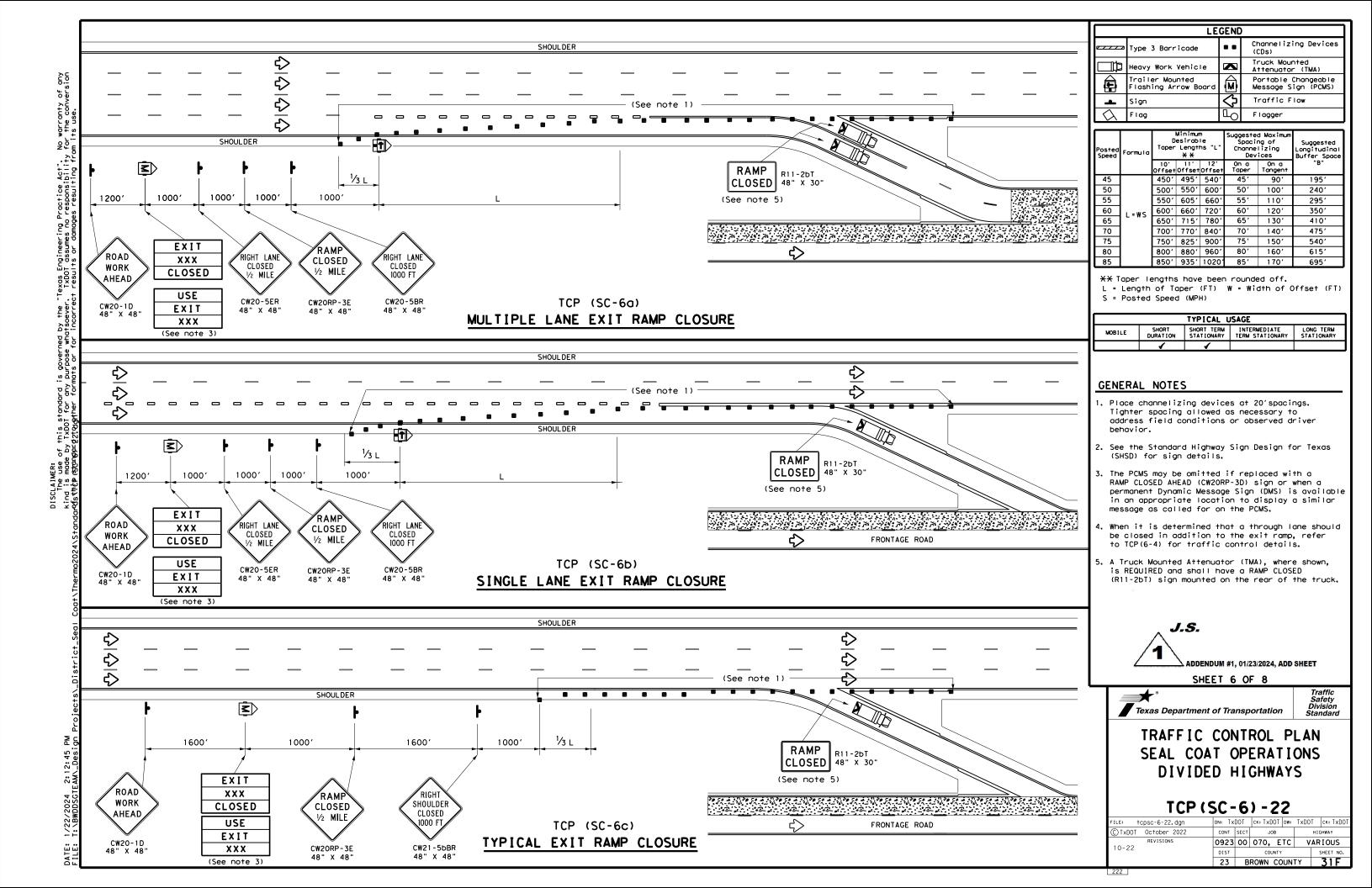
TRAFFIC CONTROL PLAN SEAL COAT OPERATIONS **NEAR INTERSECTION** 

TCP (SC-4) -22

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J.S. ADDENDUM #1, 01/23/2024, ADD SHEET

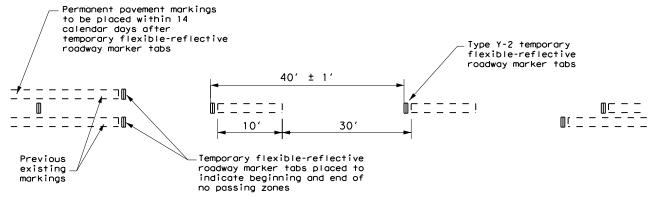




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# TABS ON CENTERLINES OF TWO-LANE TWO-WAY ROADS



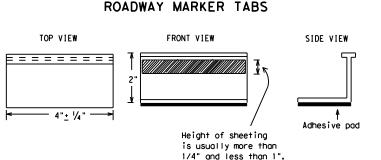
# TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS

- 1. Temporary markings for surfacing projects shall be Temporary Flexible-Reflective Roadway Marker Tabs with protective cover unless otherwise approved by the Engineer. Tabs are to be installed to provide true alignment for striping crews or as directed by the Engineer. Tabs will be placed at the spacing indicated. Tabs should be applied to the povement no more than two days before the surfacing is applied. After the surfacing is rolled and swept, the protective cover over the reflective strip shall be removed.
- Temporary Flexible-Reflective Roadway Marker Tabs detailed on this sheet will be designated Type Y-2 (two amber reflective surfaces with a yellow body); Type Y (one amber reflective surface with yellow body); and Type W (one white or silver reflective surface with white body). Additional details may be found on BC(11).
- 3. Temporary Flexible-Reflective Roadway Marker Tabs will require normal maintenance replacement when used on roadways with an Average Daily Traffic (ADT) per lane of up to 7500 vehicles with no more than 10% truck mix. When roadway volumes exceed these values, additional maintenance replacement of these devices should be planned for.
- 4. When dry, tabs shall be visible for a minimum distance of 200 feet during normal daylight hours and when illuminated by automobile low- beam head light at night, unless sight distance is restricted by roadway geometrics.
- 5. No two consecutive tabs nor four tabs per 1000 feet of line shall be missing or fail to meet the visual performance requirements of Note 4.
- 6. Tabs shall meet requirements of Departmental Material Specification DMS-8242.
- 7. Tabs shall NOT be used to simulate edge lines.
- The Contractor will be responsible for maintaining short term pavement markings until permanent pavement
  markings are in place. When the Contractor is responsible for placement of permanent pavement markings,
  no segment of roadway shall remain without permanent pavement markings for a period greater than 14
  calendar days unless weather conditions prohibit placement. Permanent pavement markings shall be placed
  as soon as weather permits.
- 2. For exit gores where a lane is being dropped, place wide gore markings or retroreflective channelizing devices to guide motorist through the exit. If channelizing devices are to be used it should be noted elsewhere in the plans. One piece cones are NOT acceptable.
- 3. Dimensions indicated on this sheet are typical and approximate. Variations in size and height may occur between markers or devices made by manufacturers, by as much as  $\frac{1}{4}$  inch, unless otherwise noted.

# DEPARTMENTAL MATERIAL SPECIFICATIONS (DMS) & MATERIAL PRODUCER LISTS (MPL)

 DMSs referenced above may be found along with embedded links to their respective MPLs at the following website: http://www.txdot.gov

SHEET 7 OF 8



TEMPORARY FLEXIBLE-REFLECTIVE



TCP (SC-7) -22

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#### DO NOT PASS (R4-1) SIGN and NO-PASSING ZONES

- Prior to the beginning of construction, all currently striped no-passing zones shall be signed with the DO NOT PASS (R4-1) signs and PASS WITH CARE (R4-2) signs placed at the beginning and end of each zone for each direction of travel, except as otherwise provided herein. Signs marking these individual no-passing zones need not be covered prior to construction if the signs supplement the existing pavement
- At the discretion of the Engineer, in areas of numerous no-passing zones, several zones may be combined as a single zone. If passing is to be prohibitd over one or more lengthy sections, a DO NOT PASS sign and a NEXT XX MILES (R20-1TP) plaque may be used at the beginning of such zones. The DO NOT PASS sign and the NEXT XX MILES plaque should be repeated every mile to the end of the no-passing zone. In areas where there is a considerable distance between no-passing zones, the end of the no-passing zone may be signed with a PASS WITH CARE sign and a NEXT XX MILES plaque.
- Depending on traffic volumes and length of sections, it may be desirable to prohibit passing throughout the project to prevent damage to windshields and lights. The DO NOT PASS sign and NEXT XX MILES plaque should be used and repeated as often as necessary for this purpose. Where several existing zones are to be combined into one individual no-passing zone, the sign at the beginning of the zone should be covered until the surfacing operation has passed this location so as not to have the DO NOT PASS sign conflict with the existing pavement markings. Also, unless one day of operation completes the entire length of such combined zones, appropriate DO NOT PASS and PASS WITH CARE signs should be placed at the beginning and end of the no-passing zones where the surfacing operation has stopped for the day.
- D. DO NOT PASS and PASS WITH CARE signs are to remain in place until permanent pavement markings are

## NO CENTER LINE (CW8-12) SIGN

- Center line markings are yellow pavement markings that delineate the separation between lanes that have opposite directions of travel on a roadway. Divided highways do not typically have center line markinas.
- At the time construction activity obliterates the existing center line markings (low volume roads may not have an existing center line), a NO CENTER LINE (CW8-12) sign should be erected at the beginning of the work area, at approximately two mile intervals within the work area, beyond major intersections, and other locations deemed necessary by the Engineer.
- C. The NO CENTER LINE signs are to remain in place until permanent pavement markings are installed.

#### LOOSE GRAVEL (CW8-7) SIGN

- When construction begins, a LOOSE GRAVEL (CW8-7) sign should be erected at each end of the work area and repeated at intervals of approximately two miles in rural areas and closer in urban areas.
- The LOOSE GRAVEL signs are to remain in place until the condition no longer exists.

# COORDINATION OF SIGN LOCATIONS

- The location of warning signs at the beginning and end of a work area are to be coordinated with other signing typically shown on the Barricade and Construction Standards for project limits to ensure adequate sign spacing.
- Where possible, the ROAD WORK AHEAD (CW20-1D), LOOSE GRAVEL (CW8-7), and NO CENTER LINE (CW8-12) signs should be placed:
  - a.) In the sequence shown following the OBEY WARNING SIGNS STATE LAW (R20-3T) sign and the TRAFFIC FINES DOUBLE (R20-5T) sign; and
  - b.) One "X" sign spacing prior to the CONTRACTOR (G20-6T) sign typically located at or near

LOOSE GRAVEL and NO CENTER LINE sign placements will then be repeated as described above.

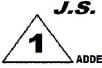
Posted Speed *	Minimum Sign Spacing Distance "X"
30	120′
35	160′
40	240′
45	320'
50	400′
55	500′
60	600,
65	700′
70	800,
75	900,

\* Conventional Roads Only

		TYPICAL	USAGE	
MOBILE			INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	1	<b>√</b>		

### GENERAL NOTES

- Surfacing operations that cover or obliterate existing pavement markings must first have the passing zones clearly marked with tabs as well as having any of the traffic control devices detailed on this sheet furnished and erected as directed by the Engineer.
- The devices shown on this sheet are to be used to supplement those required by the BC Standards or others required elsewhere in the plans.
- Signs shall be erected as detailed on the BC Standards or the Compliant Work Zone Traffic Control Devices List (CWZTCD) on supports approved for Short Duration / Short Term Stationary Work Zone Sign Supports.
- When surfacing operations take place on divided highways, freeways or expressways, the size of diamond shaped construction warning signs shall
- Signs on divided highways, freeways and expressways should be placed on both right and left sides of the roadway based on roadway conditions as directed by the Engineer.



ADDENDUM #1, 01/23/2024, ADD SHEET

SHEET 8 OF 8 Texas Department of Transportation

Traffic Safety Division Standard

TRAFFIC CONTROL DETAILS **FOR** SEAL COAT OPERATIONS

TCP(SC-8)-22

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TCP(3-2)-1 TCP(3-3)-1	
TCP(3-4)-1	
TCP(SC-1-8	3)-22 thru TCP(SC-8)-22
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☑ Not	Required
	uired. Contact Information for Construction Inspection:
III.	CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD
III. '	CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD
□ Red	uired.
☑ Not	Required
Dailros	d Point of Contact:

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 Liabil	ity Limits
☐ Not Required	
<ul> <li>Non - Bridge/Typical Maintenance Projects.</li> <li>Includes repairs to overpass/underpass and culvert structures</li> </ul>	\$2,000,000 / \$6,000,000
☐ Bridge Structure Projects. Includes new construction or replacement of overpass/ underpass structures	\$5,000,000 / \$10,000,000
□ Other:	



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

☑ Required: UPRR Maintenance Consent Letter. TxDOT to assist

☐ Required: TxDOT to assist in obtaining the UPRR CROE

☐ Required: Contractor to obtain

https://bnsf.railpermitting.com

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-entryagreements.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, CPKCR 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: UN	ION PACIFIC RAILROAD (UPRR)	
Railroad	Emergency Line at: 888-877-7267	
	: DOT 839262D	
RR Milep	ost: 350.79	
	ion: BAIRD	





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Contact Information			<u></u>	
TRUCTION WORK	K TO BE PERF	FORMED BY	THE RAILR	OAD
	TRUCTION WOR			TRUCTION WORK TO BE PERFORMED BY THE RAILS

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.

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Railroad Point of Contact:

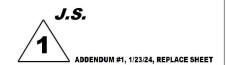
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Type of Insurance	Amount of Coverage (Minimum)			
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Railroad Protective Liability Limits					
☐ Not Required					
<ul> <li>Non - Bridge/Typical Maintenance Projects.</li> <li>Includes repairs to overpass/underpass and culvert structures</li> </ul>	\$2,000,000 / \$6,000,000				
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□ Other:					



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https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12

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Call: L	JNION PACIFIC RAILROAD (UPRR)
Railroa	ad Emergency Line at: 888-877-7267
	on: DOT 839269B
RR Mil	epost: 360.370
	rision: BAIRD





FILE: rr-scope-of-work.pdf	DN: TX	DOT	CK:	DW:		ск:	
© TxDOT June 2014	CONT	SECT	JOB		HIG	HWAY	
REVISIONS	0923	00	070		VAR	IOUS	

	ect is adjacent or parallel work, not within RR ROW:
DOT No.: 0	
	De: RR UNDER
	y Operating Track at Crossing: BNSF
	y Owning Track at Crossing: BNSF
RR MP: <u>378</u>	
	ion: LAMPASAS
City: COLEN	
County: CO	
	Crossing: 0923-00-070
Latitude: 3:	
Longitude: _	99.413932
Scope of Wo	ork, including any TCP, to be performed by State Contractor:
	RUMBLE STRIPS, STRIPING S 84 @ BNSF
TCP (3-1)-1	
TCP(3-2)-13	3
TCP(3-3)-13 TCP(3-4)-13	
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FLAGGING	rk to be performed by Railroad Company:
FLAGGING	OR TO BE PERFORMED BY HAIIIFOAD COMPANY:
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FLAGGING  II. FLAG  No. of Days	IGING & INSPECTION  of Railroad Flagging Expected: 3
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ΠN	Required
	uired. Contact Information for Construction Inspection:
III.	CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD
□ R	quired.
☑N	Required
Railr	ad Point of Contact:

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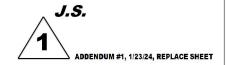
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https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12

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Call: E	BNSF RAILWAY (BNSF)
Railroa	ad Emergency Line at: 800-832-5452
	on: DOT 021221K
RR Mil	epost: 378.01
	vision: LAMPASAS





FILE: rr-scope-of-work.pdf		DN: TX	DOT	CK: DW:	ск:
© TxDOT	June 2014	CONT	SECT	JOB	HIGHWAY
	REVISIONS	0923	00	070	VARIOUS
6/2023		DIST		COUNTY	SHEET NO.
		BWD		BROWN	56

	ect is adjacent or parallel work, not within RR ROW:
DOT No.: 02	
	e: RR UNDER
	y Operating Track at Crossing: BNSF
	y Owning Track at Crossing: BNSF
RR MP: 378	3.01
	ion: LAMPASAS
City: COLEN	
County: CO	
CSJ at this (	Crossing: _0923-00-070
Latitude: 3	1.798794
Longitude:	99.386305
Scope of Wo	ork, including any TCP, to be performed by State Contractor:
MILLEDIN	RUMBLE STRIPS, STRIPING
Location: U	S 84 @ BNSF
TCP (3-1)-1	
TCP(3-2)-1: TCP(3-3)-1:	
TCP(3-4)-1:	3
TCP(SC-1)-2	22 thru TCP(SC-8)-22
Scope of Wo	rk to be performed by Railroad Company:
FLAGGING	
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☑ Not Req	uired
	d. Contact Information for Construction Inspection:
l .	
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☐ Require	d.
☑ Not Req	uired
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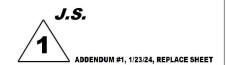
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https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12

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6/2023

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Railro	oad Emergency Line at: 800-832-5452	
	tion: DOT 021218C	
RR Mi	ilepost: 378.01	
	ivision: LAMPASAS	





ILE: rr-scope-of-work.pdf	DN: TX	DOT	ск:	DW:		ск:
© TxDOT June 2014	CONT	SECT	JOB		HIG	HWAY
REVISIONS	0022	20	070		1/05	NOUS

☐ This proje	ect is adjacent or parallel work, not within RR ROW:
DOT No.: 02	
	DE: AT GRADE
	y Operating Track at Crossing: BNSF
	y Owning Track at Crossing: BNSF
RR MP: <u>357</u>	
	ion: LAMPASAS
City: BANGS	
County: BR	
	Crossing: 1025-02
Latitude: 3	
Longitude: _	99.118152
Scope of Wo	ork, including any TCP, to be performed by State Contractor:
MILLED IN	RUMBLE STRIPS, STRIPING
	M 586 @ BNSF
TCP (3-1)-1 TCP(3-2)-13	
TCP(3-3)-13	
TCP(3-4)-13	
101(30-1)-2	22 thru TCP(SC-8)-22
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☑ Not Required	
Required. Contact Information for Construction Inspection:	
1	
III. CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD	
☐ Required.	
☑ Not Required	
Railroad Point of Contact:	

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

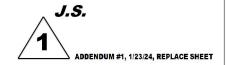
The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

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					
☐ Not Required					
<ul> <li>Non - Bridge/Typical Maintenance Projects.</li> <li>Includes repairs to overpass/underpass and culvert structures</li> </ul>	\$2,000,000 / \$6,000,000				
☐ Bridge Structure Projects. Includes new construction or replacement of overpass/ underpass structures	\$5,000,000 / \$10,000,000				
□ Other:					



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

☐ Required: UPRR Maintenance Consent Letter. TxDOT to assist

☐ Required: TxDOT to assist in obtaining the UPRR CROE

☐ Required: Contractor to obtain

☑ BNSF: Temporary Occupancy Permit by JLL

https://bnsf.railpermitting.com

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-entryagreements.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, CPKCR 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  ${\sf REQUIREMENTS}\ {\sf regarding}\ {\sf clothing},\ {\sf personal}\ {\sf protective}\ {\sf equipment},\ {\sf and}\ {\sf general}\ {\sf safety}\ {\sf requirements}.$ 

#### 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 Cas	e of Railroad Emergency	
Call: E	BNSF RAILWAY (BNSF)	
Railroa	ad Emergency Line at: 800-832-5452	
	on: DOT 021195X	
RR Mil	epost: 357.960	
	rision: LAMPASAS	





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	ect is adjacent or parallel work, not within RR ROW:
DOT No.: <u>0</u>	
	pe: RR UNDER
	y Operating Track at Crossing: BNSF
RR Compar RR MP: <u>34</u>	y Owning Track at Crossing: BNSF 4.870
RR Subdivis	sion: LAMPASAS
City: BROW	
County: BR	OWN
CSJ at this	Crossing: _0923-00-070
Latitude: <u>3</u>	
Longitude:	-98.928225
Scope of W	ork, including any TCP, to be performed by State Contractor:
Location: F	RUMBLE STRIPS, STRIPING M 2126 @ BNSF
TCP (3-1)-1 TCP(3-2)-1	
TCP(3-2)-1	
TCP(3-4)-1	3
TCP(SC-1)-	22 thru TCP(SC-8)-22
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III.	CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD
	CONSTRUCTION WORK TO BE PERFORMED BY THE RAILROAD
□ R	

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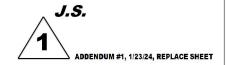
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Railroad Protective Liabil	ity Limits
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https://bnsf.railpermitting.com

https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12

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In Case	of Railroad Emergency	
Call: B	NSF RAILWAY (BNSF)	
Railroad	d Emergency Line at: 800-832-5452	
	n: DOT 021060S	
RR Mile	post: 344.870	
Subdivi	sion: LAMPASAS	





FILE: IT-SCOP	FILE: rr-scope-of-work.pdf PN: TxDOT CK: DW: CK:							
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DOT No.: 0	
	DE: RR UNDER
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	y Owning Track at Crossing: FWWR
RR MP: 109	
	ion: DUBLIN
City: COMA	
County: CO	MANCHE
	Crossing: _0923-00-070
Latitude: 3	1.895962
Longitude:	
Scope of W	ork, including any TCP, to be performed by State Contractor:
MILLED IN	RUMBLE STRIPS, STRIPING
Location: L TCP (3-1)-1	IS 67 @ FWWR
TCP(3-2)-1	
TCP(3-3)-1	3
TCP(3-4)-1	3 22 thru TCP(SC-8)-22
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(817) 2014-4450

<ul> <li>☑ Not Required</li> <li>☐ Required. Contact Information for Construction Inspection:</li> </ul>		
1 10	quirea. Contact information for Construction Inspection.	
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Escalated Limits				
Type of Insurance	Amount of Coverage (Minimum)			
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Commercial General Liability	\$2,000,000 / \$4,000,000			
Business Automobile	\$2,000,000			

Railroad Protective Liability Limits					
☐ Not Required					
<ul> <li>Non - Bridge/Typical Maintenance Projects.</li> <li>Includes repairs to overpass/underpass and culvert structures</li> </ul>	\$2,000,000 / \$6,000,000				
☐ Bridge Structure Projects. Includes new construction or replacement of overpass/ underpass structures	\$5,000,000 / \$10,000,000				
□ Other:					



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☑ Required: Contractor to obtain

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https://jllrpg.360works.com/fmi/webd/rpo\_web\_kcs.fmp12

☑ Other Railroads: Fort Worth & Western Railroad Company

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In Case of Railroad Emergency	
Call: Fort Worth & Western Railroad Company	
Railroad Emergency Line at: 817-738-2445	
Location: DOT 021021B	
RR Milepost: 109.120	
Subdivision: DUBLIN	





≅: rr-scope-of-work.pdf	DN: TXDOT		CK: DW:		CK:	
TxDOT June 2014	CONT	SECT	JOB		HIGHWAY	
REVISIONS	0923	00	070		VARIOUS	
/2023	DIST		COUNTY		SHEET NO.	
	BWD		BROWN		60	

DOT No.: 92 Crossing Typ	ect is adjacent or parallel work, not within RR ROW:
Crossing Typ	
	e: AT GRADE
	Operating Track at Crossing: FWWR
	Owning Track at Crossing: FWWR
RR MP: 109	
RR Subdivisi	
City: COMAN	
County: COM	
	crossing: 0923-00-070
Latitude: 31	
Longitude: _	96.020392
Scope of Wo	rk, including any TCP, to be performed by State Contractor:
MILLED IN F	RUMBLE STRIPS, STRIPING
Location: US	S 67 @ FWWR
TCP (3-1)-13 TCP(3-2)-13	
TCP(3-3)-13	
TCP(3-4)-13	
TCP(SC-1)-2	12 thru TCP(SC-8)-22
II. FLAG	GING & INSPECTION
No. of Days	of Railroad Flagging Expected: 3
On this proje	ct, night or weekend flagging is:
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☐ Expected	not, riight of weenend hagging is.
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(817) 2014-4450

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Non - Bridge/Typical Maintenance Projects. Includes repairs to overpass/underpass and culvert structures	\$2,000,000 / \$6,000,000				
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	DOT 924804S	
RR Milepo	st: 109.19	
	n: DUBLIN	





⊫: rr-scope-of-work.pdf		DN: TXDOT		ск:	DW:	ск:
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Bottom Line On-Track Safety Services bottomline076@aol.com, 903-767-7630
William R. Parker,

(817) 2014-4450

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☑ Not	Required
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	: DOT 924803K	
RR Mile	oost: 109.08	
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FILE: rr-scope-of-work.pdf		DN: TXDOT		CK: D	w:	ск:
© TxDOT	June 2014	CONT	SECT	JOB		IIGHWAY
	REVISIONS	0923	00	070	V	ARIOUS
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		BWD		BROWN		62

	ect is adjacent or parallel work, not within RR ROW:
DOT No.: 0	
	pe: RR UNDER
	y Operating Track at Crossing: BNSF
RR Compan	y Owning Track at Crossing: BNSF 5.920
	ion: LAMPASAS
City: LAMPA	
County: LAM	
	Crossing: <u>0251-05</u>
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Longitude: _	-98.193870
Scope of Wo	ork, including any TCP, to be performed by State Contractor:
MILLED IN	RUMBLE STRIPS, STRIPING
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TCP (3-1)-1 TCP(3-2)-13	
TCP(3-3)-1	
TCP(3-4)-1:	
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71 No	lot Required	
	equired. Contact Information for Construction Inspectio	n:
III.	CONSTRUCTION WORK TO BE PERFORMED BY	Y THE RAILROAD
□ Re	equired.	
☑ No	lot Required	
D-11	and Delet of Contact.	

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

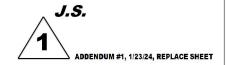
The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

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				
☐ Not Required				
<ul> <li>Non - Bridge/Typical Maintenance Projects.</li> <li>Includes repairs to overpass/underpass and culvert structures</li> </ul>	\$2,000,000 / \$6,000,000			
☐ Bridge Structure Projects. Includes new construction or replacement of overpass/ underpass structures	\$5,000,000 / \$10,000,000			
□ 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: Temporary Occupancy Permit by JLL

https://bnsf.railpermitting.com ☐ CPKCR

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-entryagreements.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, CPKCR 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  ${\tt REQUIREMENTS}\ {\tt regarding}\ {\tt clothing},\ {\tt personal}\ {\tt protective}\ {\tt equipment},\ {\tt and}\ {\tt general}\ {\tt safety}\ {\tt requirements}.$ 

#### 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

iii Case oi	Railroad Emergency	
Call: BNSF	RAILWAY (BNSF)	
Railroad En	nergency Line at: 800-832-5452	
	OT 024585V	
RR Milepos	t: 276.920	
Cubdivision	: LAMPASAS	





# **RAILROAD SCOPE OF WORK**

PROJECT	SPECIFIC	DETAILS

FILE: IT-SCOPE	DN: TXDOT		CK: DW:			ск:	
© TxDOT	June 2014	CONT	SECT	JOB		HIG	HWAY
	REVISIONS 2023		00	070		VAR	IOUS
6/2023			COUNTY			SHEET NO.	
		BWD		BROWN			63