

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
 - BID INSERTS (SH. NO.: 3C)
 - GENERAL NOTES (SH. NO.: ALL)

 - SPEC LIST (SH. NO.:)
 - SPECIAL PROVISIONS:)
 - ADDED:)

 - DELETED:

 - SPECIAL SPECIFICATIONS:
 - ADDED:

 - DELETED:

 - 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

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
GENERAL	
1	TITLE SHEET
2	PROJECT INDEX
3, 3A	GENERAL NOTES & SPEC. DATA
3C	QUANTITY SHEETS
4-12	PROJECT LOCATIONS
13, 13A-15	PROJECT SUMMARIES
TRAFFIC CONTROL STANDARDS	
16-27	BC (1) - (12) - 21
27A	WZ (STPM) - 23
28-31	TCP (3-1) - 13, (3-2) - 13, (3-3) - 14, (3-4) - 13
31A-31H	TCP (SC-1) - 22 THRU TCP (SC-8) - 22
PAVEMENT MARKING STANDARDS LISTED BELOW	
32-36	PM(1) - (5) - 22
37-42	FPM(1) - (6) - 22
43-44	RCD(1) - (2) - 22
45-46	TS2(PL-1)-23, TS2(PL-2)-23
47-51	RS(1) - (5) - 23
ENVIRONMENTAL ISSUES	
52	EPIC
53	SW3P
RAILROAD ITEMS	
54-63	RAILROAD SCOPE OF WORK
64-65	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.

J.S.

1

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

**VARIOUS HWY
PROJECT INDEX**



CONT	SECT	JOB	HIGHWAY
0923	00	070, ETC	VARIOUS
DIST	COUNTY		SHEET NO.
23	BROWN COUNTY		2

DATE: 1/22/2024 5:34:31 PM
FILE: T:\BWPDS\TEAM\Design Projects\District_Seq1_Coot\Thermo2024\DCNN INDEX.dgn

DNE: CK: DW: CK: CK:

GENERAL NOTES

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

Basis of Estimate

Table with 6 columns: Item, Description, Ref. #(s), Rate, SY, Quantity. Rows include Asph (RC-250) and Aggr (TY-B GR-5)(SAC-B).

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

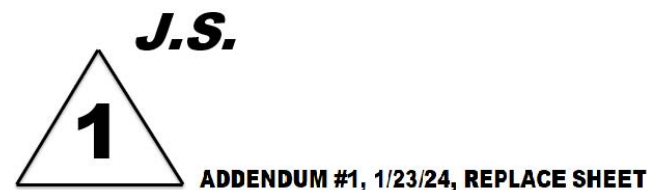
Fiber optic cable systems, gas lines, underground power lines, water lines, sewer lines, and other various utilities may be buried within the project limits. Protection of these utility systems is of extreme importance since any break could disrupt service to users resulting in business interruption and loss of revenue and profits.

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.

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

Table with 2 columns: Name, Email Address. Rows for Lucas DeLeon and Chris Graf, P.E.



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: https://tableau.txdot.gov/views/ProjectInformationDashboard/NoticetoContractors?%3Aembed=y&%3AisGuestRedirectFromVizportal=y

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.

Warm season asphalts are not to be placed between September 1st and April 30th 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.

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.

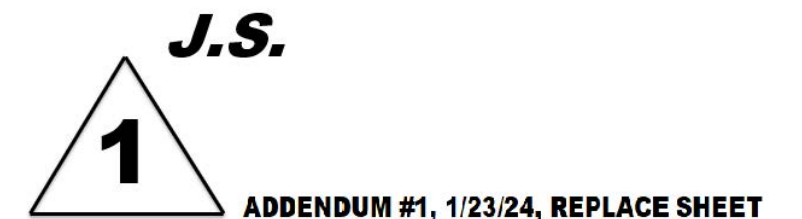
Removal of any transverse centerline rumble strips and raised pavement markers will be considered subsidiary to item 672.

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)






Estimate & Quantity Sheet

CONTROLLING PROJECT ID 0923-00-070

DISTRICT Brownwood
HIGHWAY Various

COUNTY Brown

CONTROL SECTION JOB				0923-00-070		0923-00-072		0923-00-084		TOTAL EST.	TOTAL FINAL
PROJECT ID				A00176112		A00176114		A00197445			
COUNTY				Brown		Brown		Brown			
HIGHWAY				Various		Various		Various			
ALT	BID CODE	DESCRIPTION	UNIT	EST.	FINAL	EST.	FINAL	EST.	FINAL		
	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	MO	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	

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

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

CSJ: 0923-00-084 RUMBLE STRIPS SUMMARY

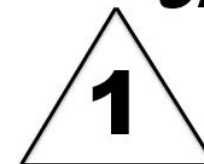
REFERENCE #	COUNTY	SECTION	HWY	RM BEGIN	RM END	GAL	CY	LF	LF	EA	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	
RS-1	BROWN	0054-06	US 67	580+1.326	586	220	9	24679	24679	0				0	0								0	
RS-2	BROWN	0480-04 & 0480-02	SH 279	318	334+1.258	1215	47	182245	91123	2850	300	31632		5695	136685			2					2280	
RS-3	BROWN	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								654
RS-35	COMANCHE	1366-01	FM 1477	314	318+1.718	135	5	0	30192	944				2000	45127	52								755
RS-36	COMANCHE	1366-02	FM 1477	320+0.831	324+0.397	84	4	0	18829	589				1560	29888	52								471
RS-37	COMANCHE	2542-01	FM 2561	486	494+0.636	203	8	0	45598	1425				3820	72658	52								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				1279	30683									512
PAGE TOTALS						18232	715	1785643	1630305	46295	46100	426487	0	118358	2175439	936	9	6	4	0	8	431	37036	

DATE: 1/22/2024 6:28:29 PM
FILE: \DGN\PROJECT_SUMMARY.S_dgn

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

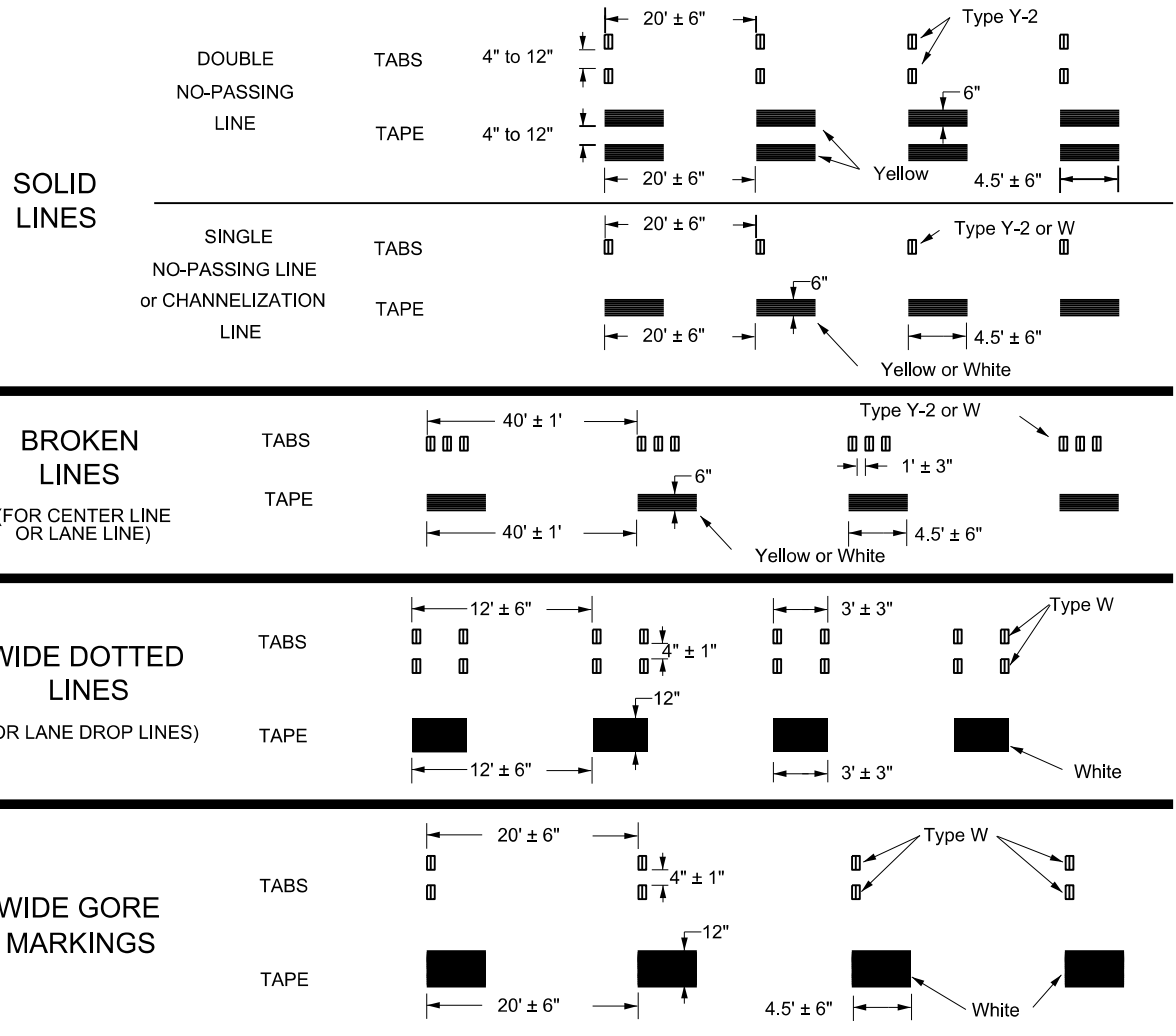
J.S.



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

**VARIOUS HWY
QUANTITY
SUMMARY**

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS



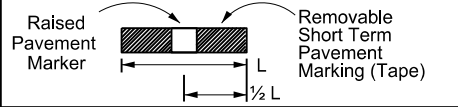
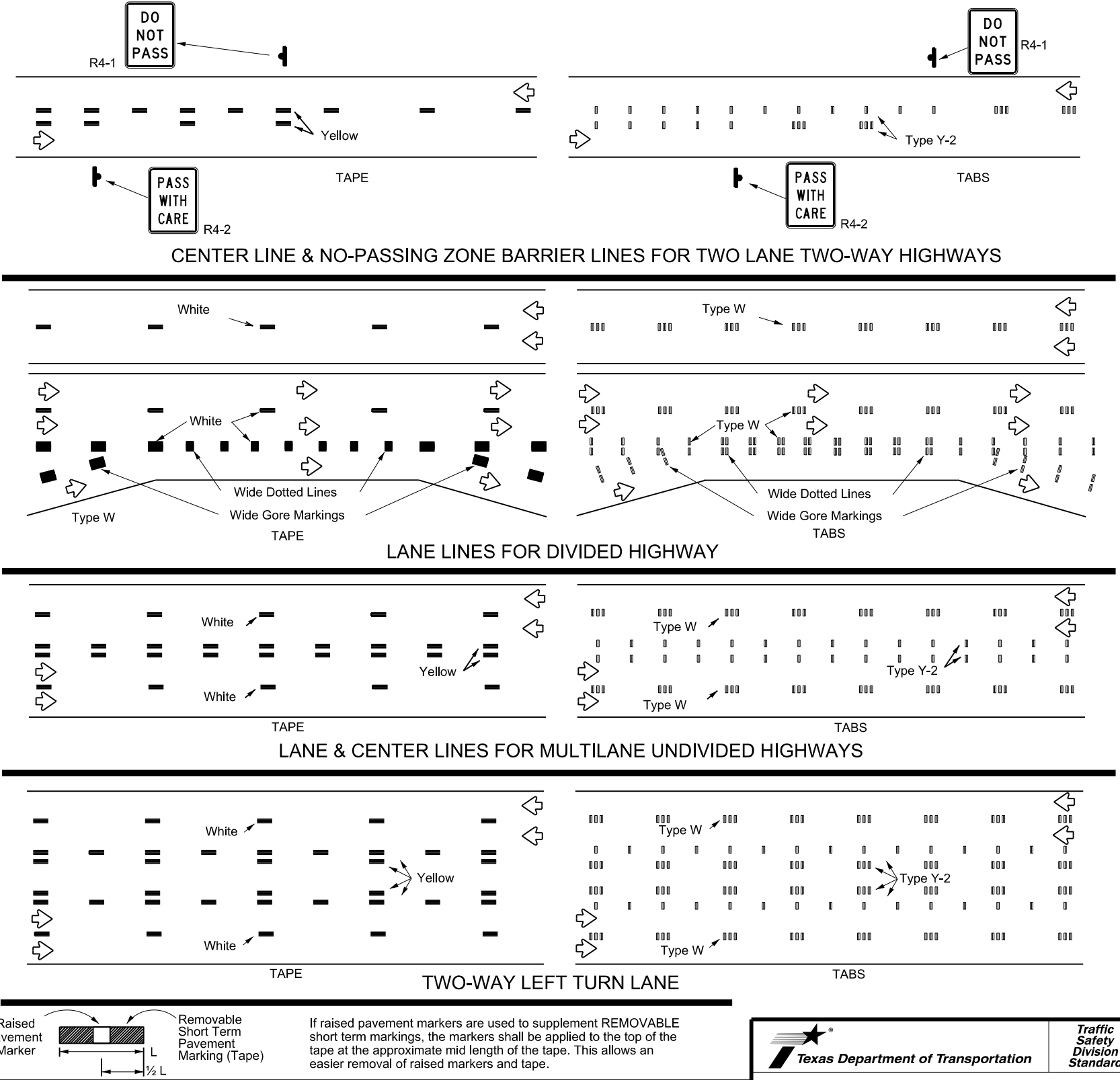
NOTES:

- Short term pavement markings may be prefabricated markings (stick down tape) or temporary flexible reflective roadway marker tabs unless otherwise specified elsewhere in plans.
- 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.
- 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.
- 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.
- 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).
- 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)

- 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).
- 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



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.

PREFABRICATED PAVEMENT MARKINGS

- Temporary Removable Prefabricated Pavement Markings shall meet the requirements of DMS-8241.
- Non-removable Prefabricated Pavement Markings shall meet the requirements of either DMS-8240 "Permanent Prefabricated Pavement Markings" or DMS-8243 "Temporary Construction-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)

- 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

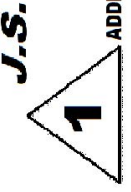
WZ(STPM)-23

FILE: wzsstpm-23.dgn	DWG: 0923	SECT: 00	JOB: 070, ETC	HIGHWAY: VARIOUS
DATE: 1/22/2024 3:39:53 PM	DESIGN: T:\BWD\GTEAM\Design\Projects\District Seal Coat\Thermo2024\Standards\WZ(STPM)-23.dgn	REV: 4-92 7-13	REV: 1-97 2-23	REV: 3-03
DIST: 23		COUNTY: BROWN COUNTY		SHEET NO.: 27A

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.

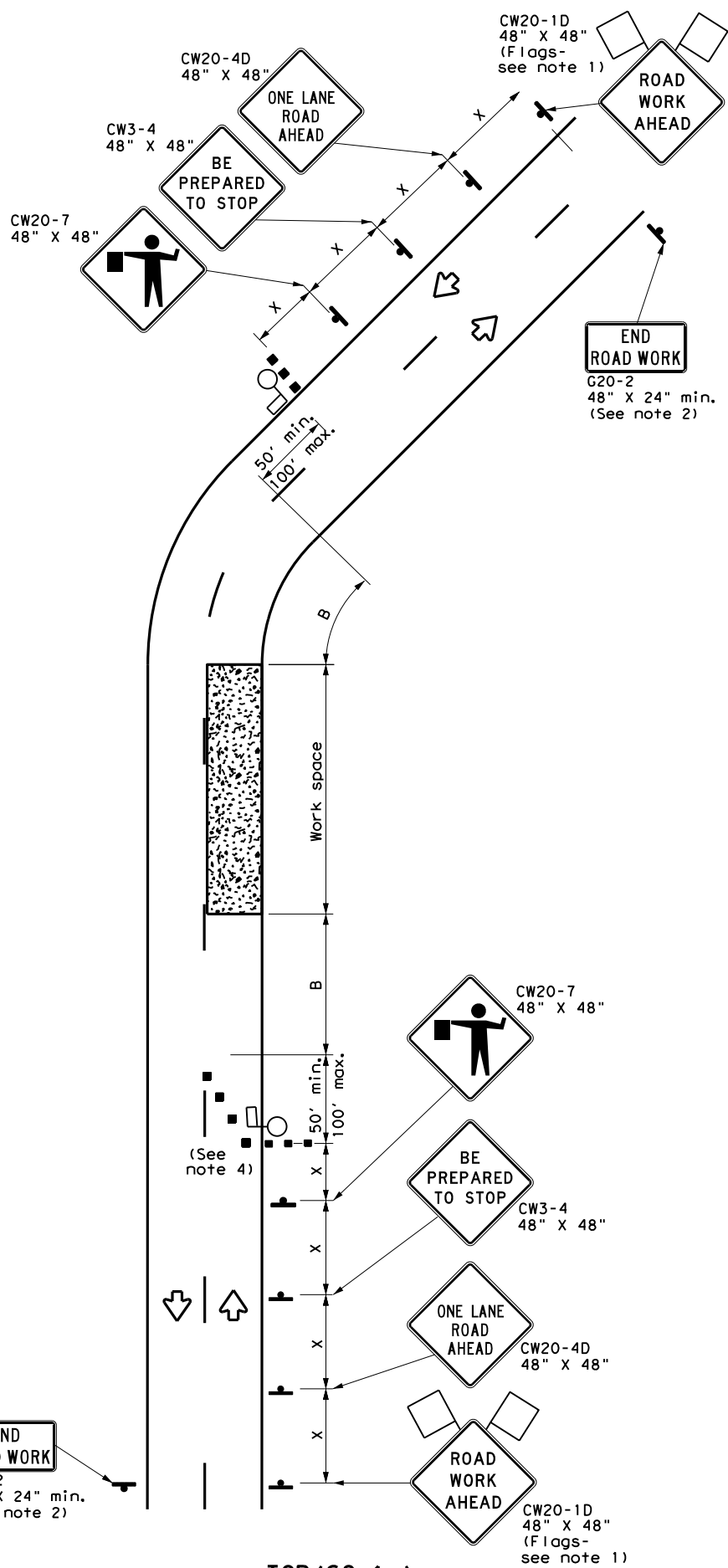
ADDENDUM #1, 01/23/2024, ADD SHEET

DATE: 1/22/2024 3:39:53 PM
 FILE: T:\BWD\GTEAM\Design\Projects\District Seal Coat\Thermo2024\Standards\WZ(STPM)-23.dgn

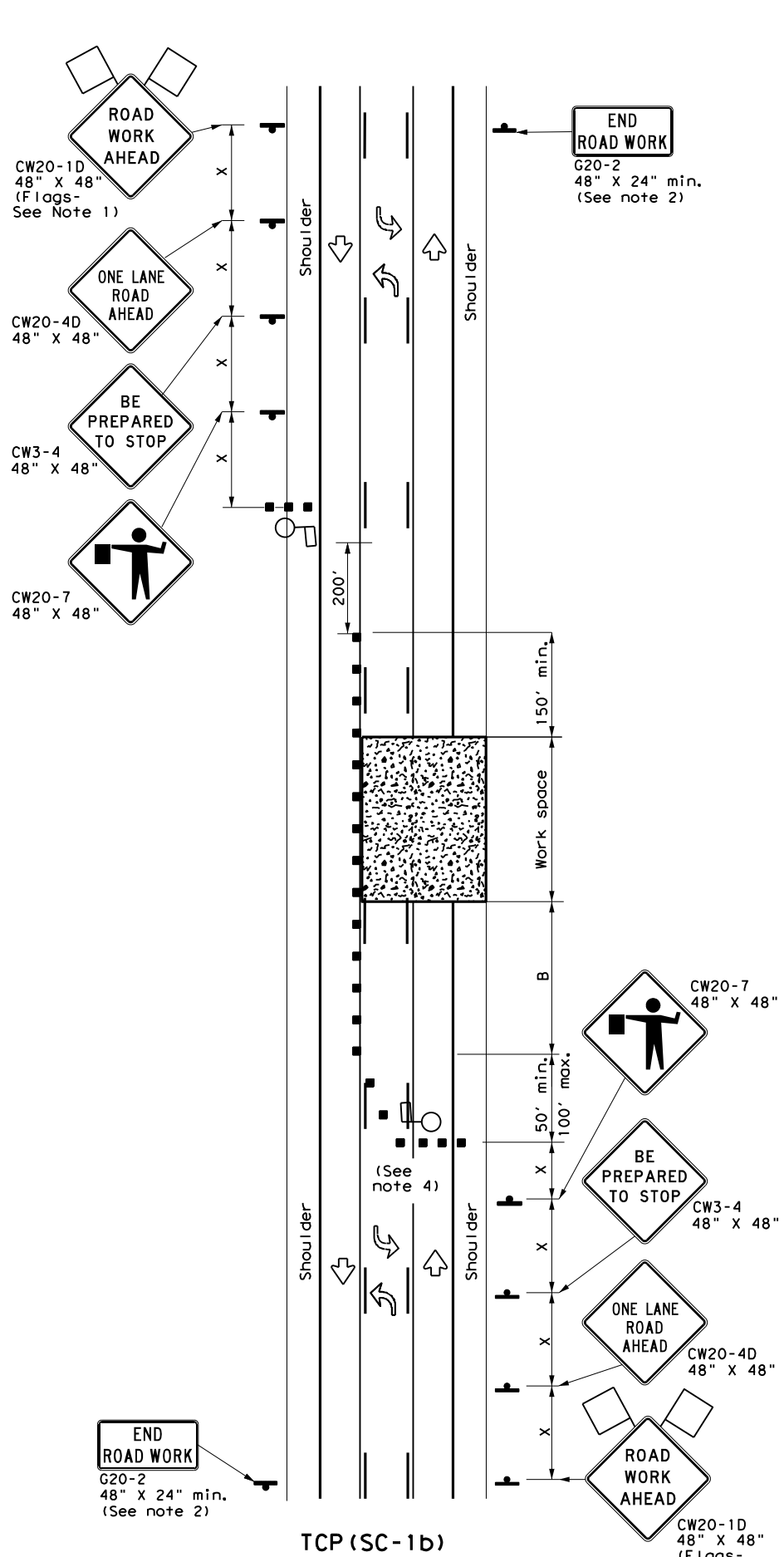


DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the conversion of any kind of information into digital format or for incorrect results or damages resulting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

DATE: 1/22/2024 2:12:39 PM
 FILE: T:\BWDSD\TEAM\Design Projects\Seal Coat\Thermo2024\Standards\Standard\TC-1-22.dgn



TCP (SC-1a)
ONE LANE TWO-WAY (TWO LANES)
CONTROL WITH PILOT VEHICLE



TCP (SC-1b)
ONE LANE TWO-WAY (THREE LANES)
CONTROL WITH PILOT VEHICLE
AND CHANNELIZING DEVICES

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	L = WS ² / 60	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	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

- 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.
- Sign spacing may be increased or an additional ROAD WORK AHEAD (CW20-1D) sign may be used if advance warning ahead of the flagger 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).
- 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.
- 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.

J.S.

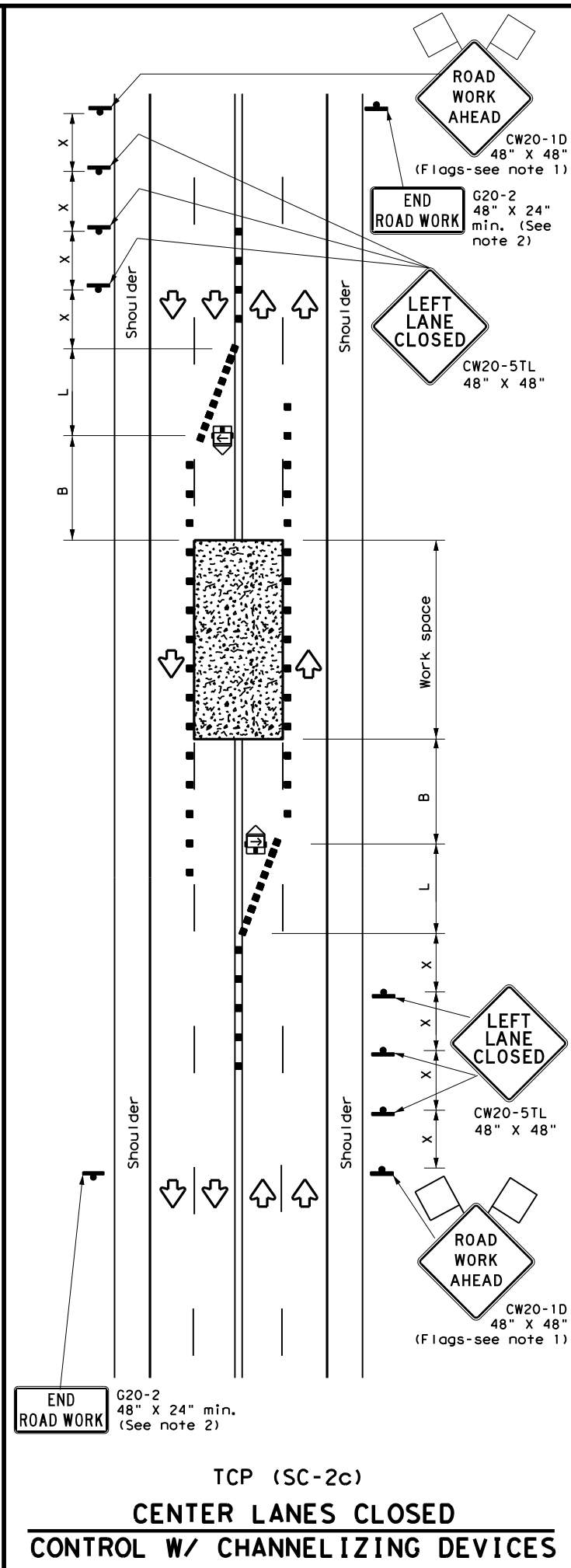
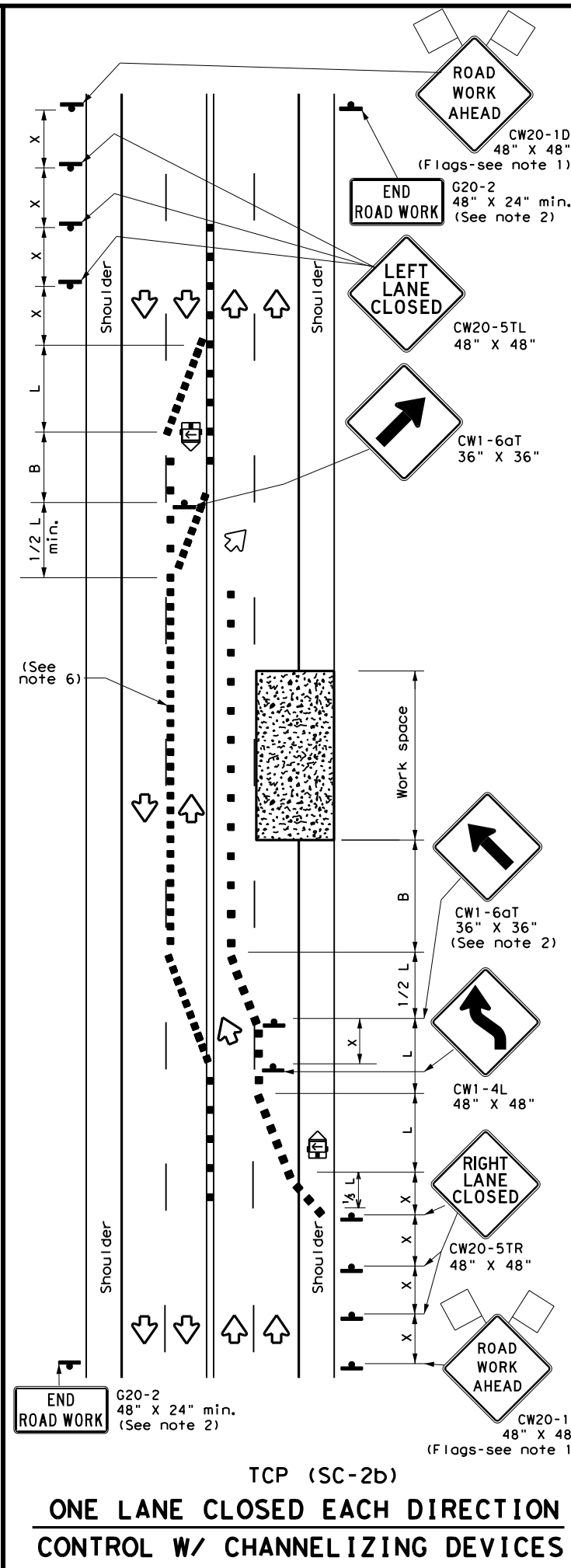
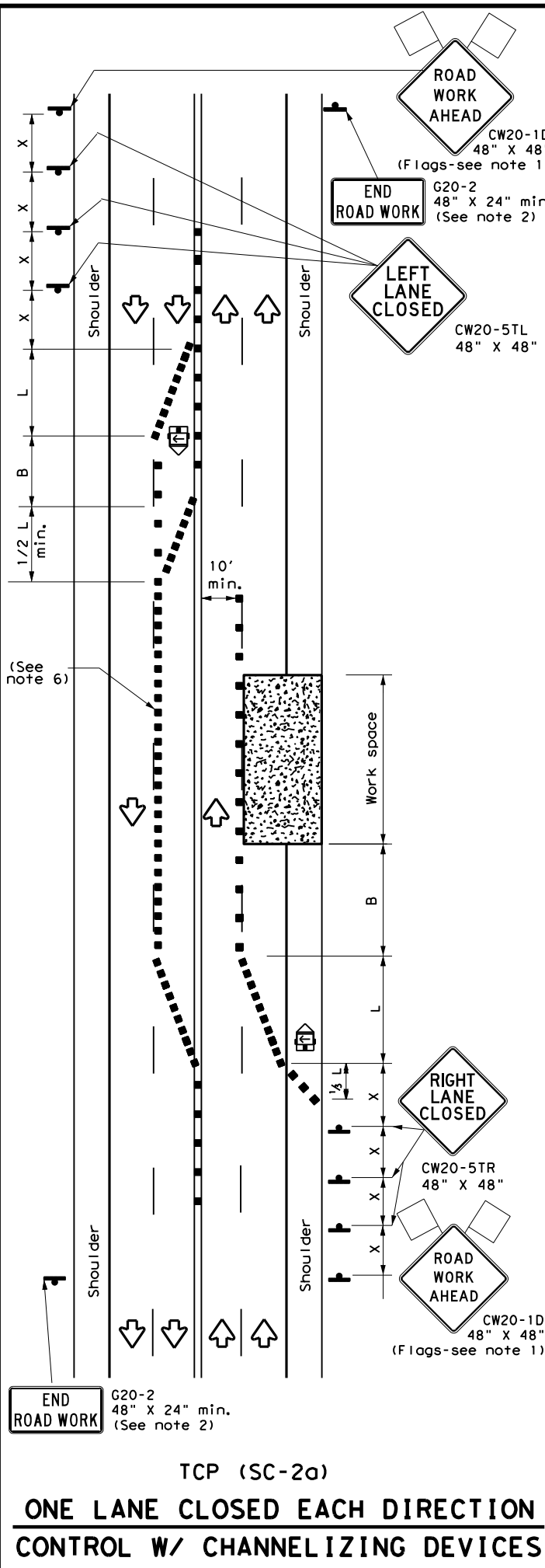
 ADDENDUM #1, 01/23/2024, ADD SHEET

SHEET 1 OF 8

		Traffic Safety Division Standard	
TRAFFIC CONTROL PLAN			
SEAL COAT OPERATIONS			
ONE-LANE TWO-WAY			
TCP (SC-1) - 22			
FILE: tcpsc-1-22.dgn	DWG: CK:	DWG: DW:	CK:
© TxDOT October 2022	CONT SECT	JOB HIGHWAY	
REVISIONS	0923 00	070, ETC	VARIOUS
4-21 10-22	DIST	COUNTY	SHEET NO.
	23	BROWN COUNTY	31A

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 units or for incorrect results or for damages resulting from its use.

DATE: 1/22/2024 2:12:40 PM
 FILE: I:\BDDSGTEAM\Design Projects\Seal Coat\Thermo2024\Standards\TTC\TC-2-22.dwg



LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		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
 ** 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**
- 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.
 - 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)

- Channelizing devices which separate two-way traffic shall be spaced on tapers at:
 - 20 feet;
 - 15 feet when posted speeds are 35 mph or slower; or
 - 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 2 OF 8

Texas Department of Transportation
 Traffic Safety Division Standard

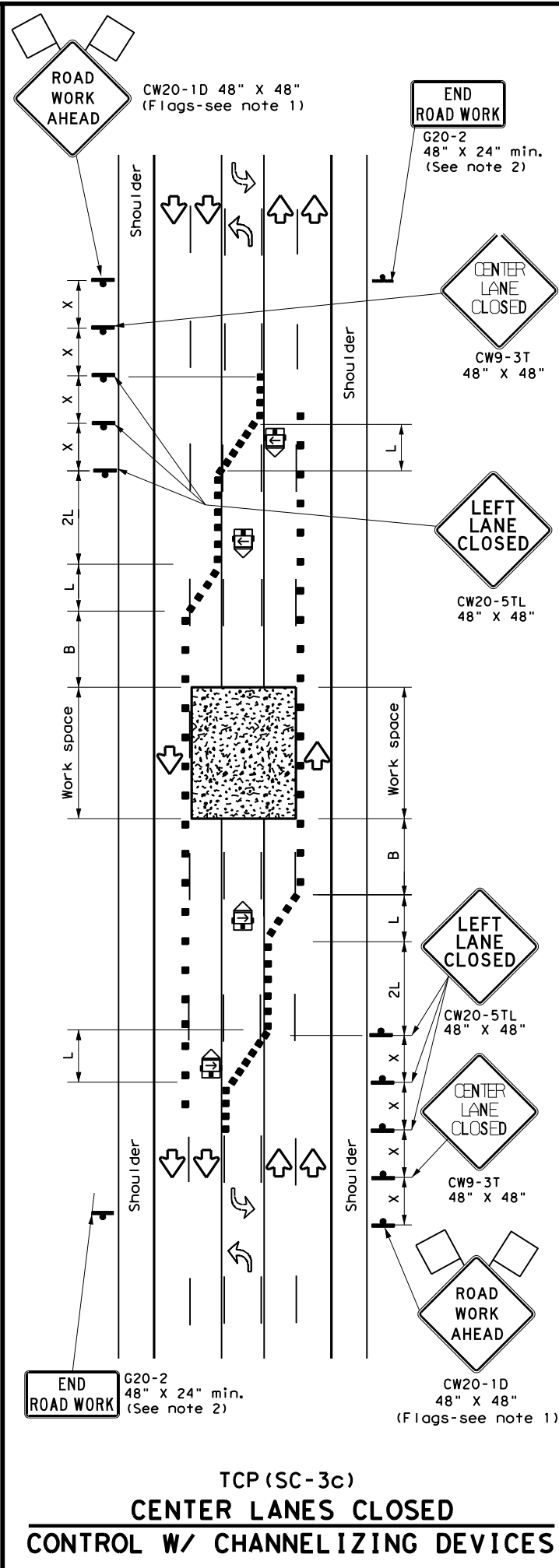
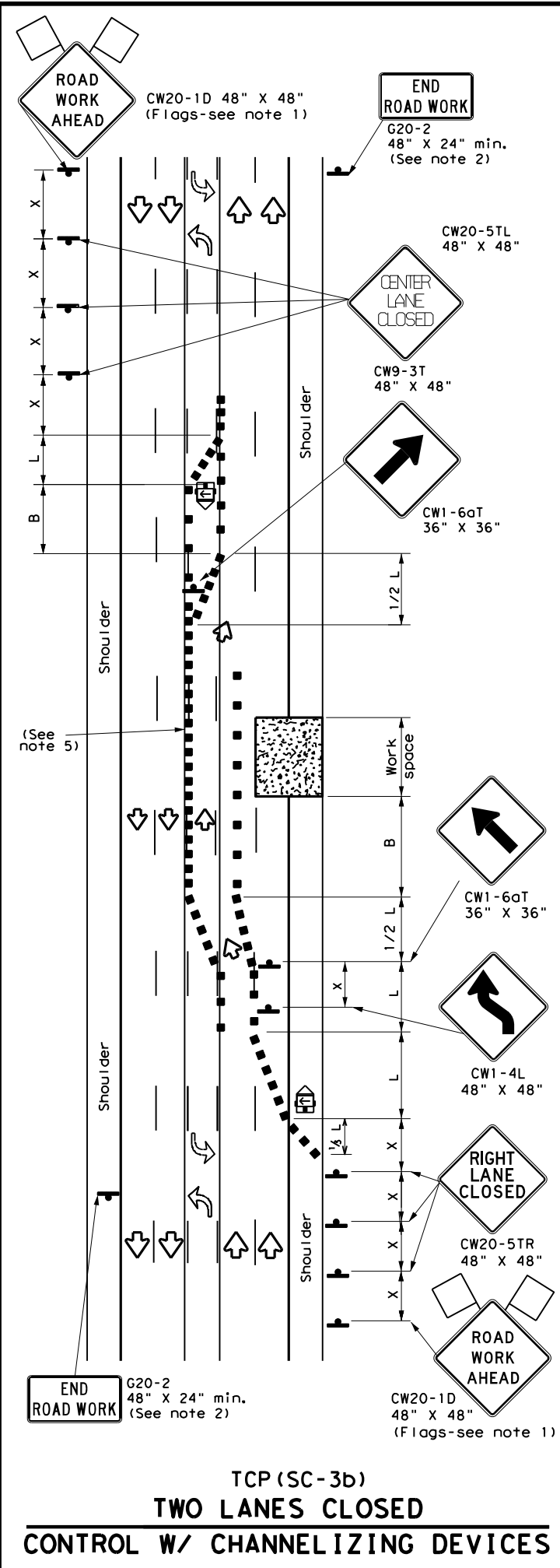
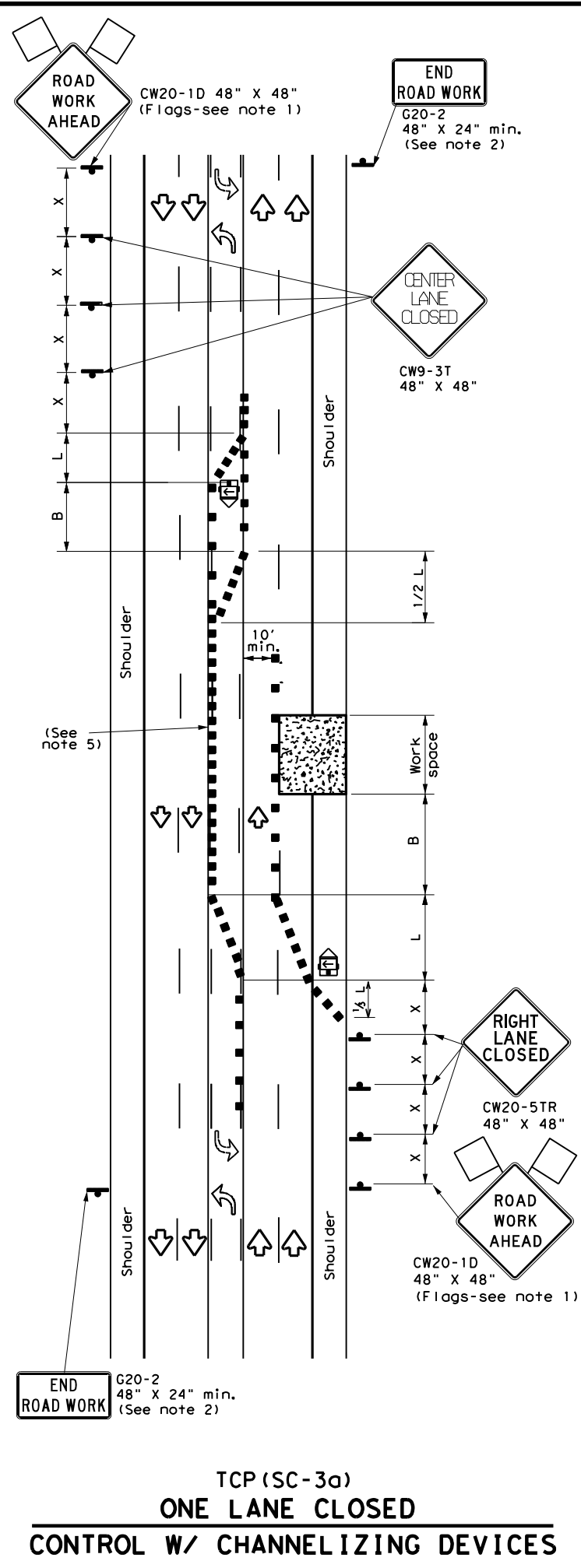
TRAFFIC CONTROL PLAN
SEALCOAT OPERATIONS
MULTILANE ROADS
(UNDIVIDED)
TCP (SC-2) -22

FILE: tcpsc-2-22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923 00	070, ETC	VARIOUS	
4-21	DIST	COUNTY	SHEET NO.	
10-22	23	BROWN COUNTY	31B	

218

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.

DATE: 1/22/2024 2:12:41 PM
 FILE: T:\BWDSD\TEAM\Design Projects\District_Seal_Coat\Thermo2024\Standards\TCPS\TCPS-3-22.dgn



LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed * X	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "X"	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	L = WS ² / 60	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	L = WS	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		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
 ** 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

- 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.
- 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.
- Temporary rumble strips are not required on seal coat operations.

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

- Channelizing devices which separate two-way traffic shall be spaced on tapers at:
 - 20 feet;
 - 15 feet when posted speeds are 35 mph or slower; or
 - 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

Texas Department of Transportation
Traffic Safety Division Standard

**TRAFFIC CONTROL PLAN
SEAL COAT OPERATIONS
MULTILANE ROADS
(W/ CENTER LEFT TURN LANE)
TCP (SC-3) - 22**

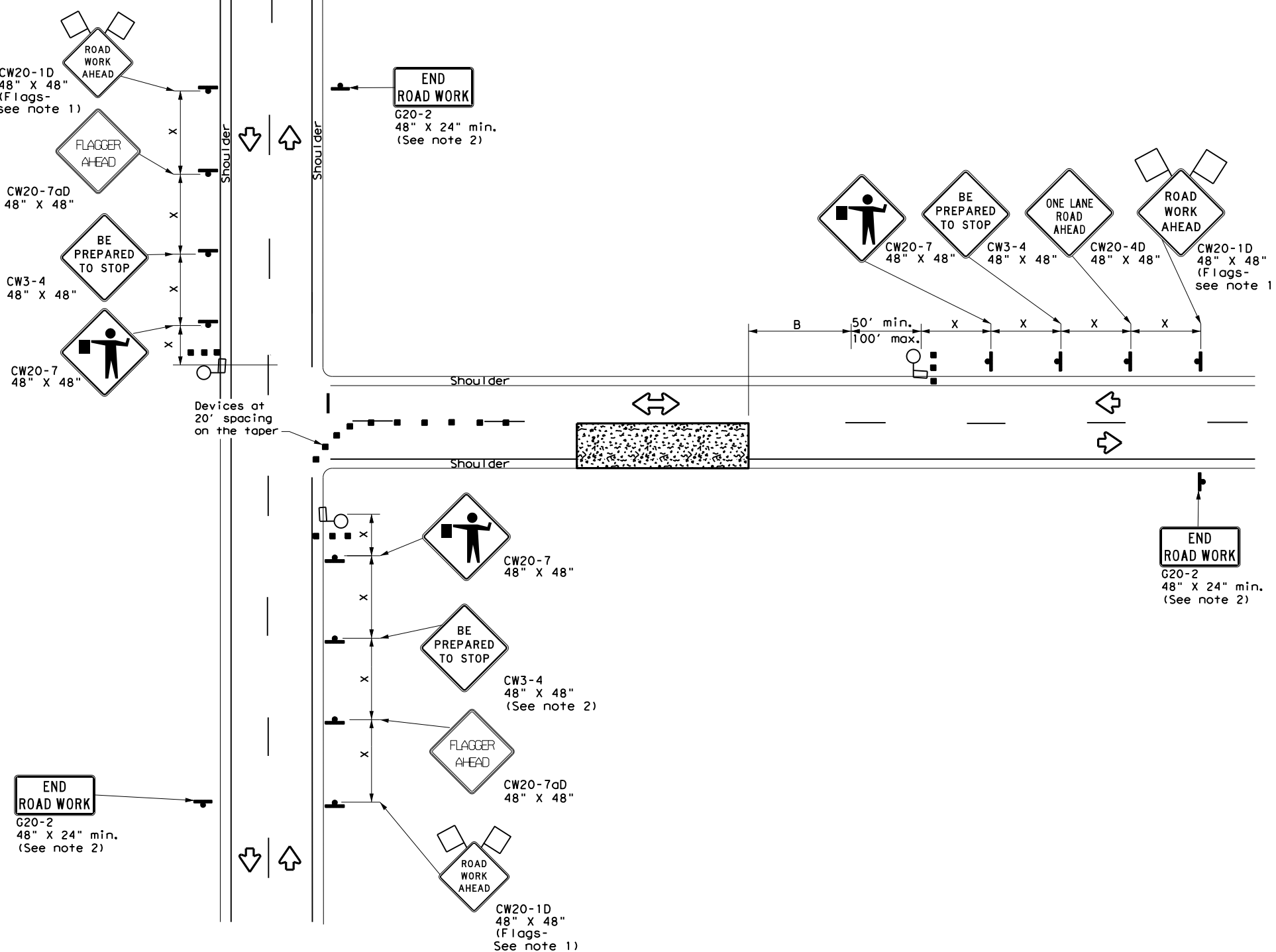
FILE: tcpsc-3-22.dgn	DN:	CK:	DW:	CK:
© TxDOT October 2022	CONT SECT	JOB	HIGHWAY	
REVISIONS	0923 00	070, ETC	VARIOUS	
4-21	DIST	COUNTY	SHEET NO.	
10-22	23	BROWN COUNTY	31C	

J.S. 1

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

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 any kind of units or for incorrect results or damages resulting from its use.

DATE: 1/22/2024 2:12:42 PM
 FILE: I:\BWDSD\TEAM\Design Projects\Thermo2024\Standards\TTC\170322\240923\240923.TCP (SC-4)-22.dgn



**ONE LANE TWO-WAY (T-INTERSECTION)
 CONTROL WITH PILOT VEHICLE**

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "x"	Suggested Longitudinal Buffer Space "B"	Stopping Sight Distance
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent			
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'	200'
35		205'	225'	245'	35'	70'	160'	120'	250'
40		265'	295'	320'	40'	80'	240'	155'	305'
45	L = WS	450'	495'	540'	45'	90'	320'	195'	360'
50		500'	550'	600'	50'	100'	400'	240'	425'
55		550'	605'	660'	55'	110'	500'	295'	495'
60		600'	660'	720'	60'	120'	600'	350'	570'
65		650'	715'	780'	65'	130'	700'	410'	645'
70		700'	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

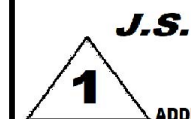
- Flags attached to signs where shown are REQUIRED.
- All traffic control devices illustrated are REQUIRED, except: if project signing is present, END ROAD WORK (G20-2) sign is optional with approval by the Engineer.
- Flaggers should use two-way radios or other methods of communication at all times 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).
- 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.



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

TCP (SC-4) - 22

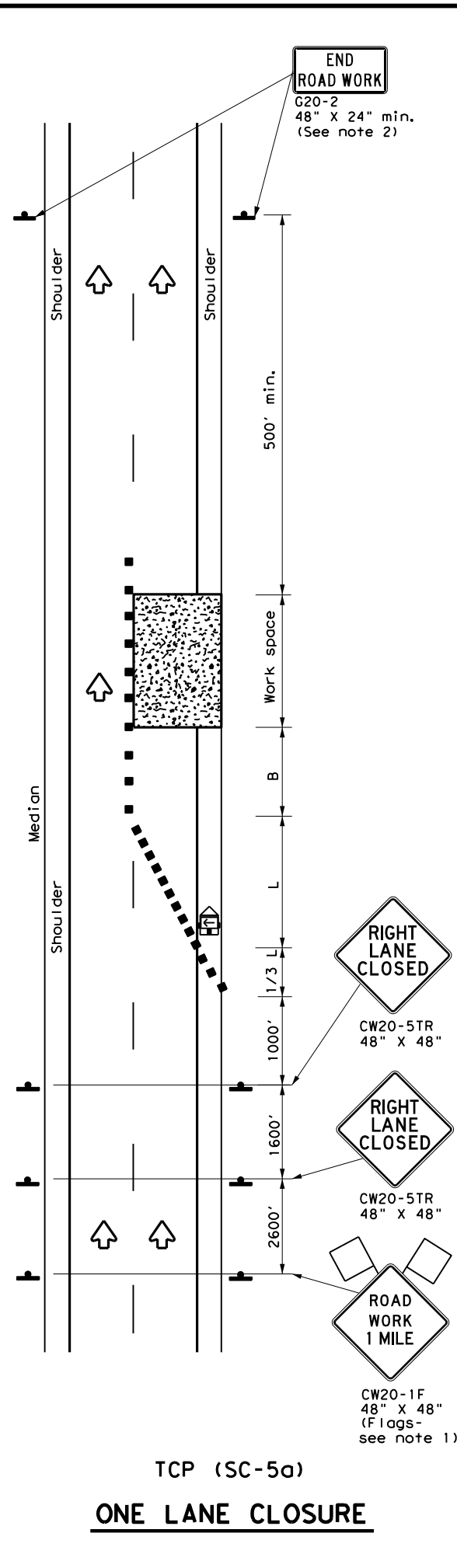
FILE: tcpsc-4-22.dgn	DN:	CK:	DW:	CK:
© TxDOT	October 2022	CON:	SECT:	JOB:
REVISIONS	0923	00	070, ETC	HIGHWAY
4-21	10-22	DIST:	COUNTY:	SHEET NO.:
		23	BROWN COUNTY	31D



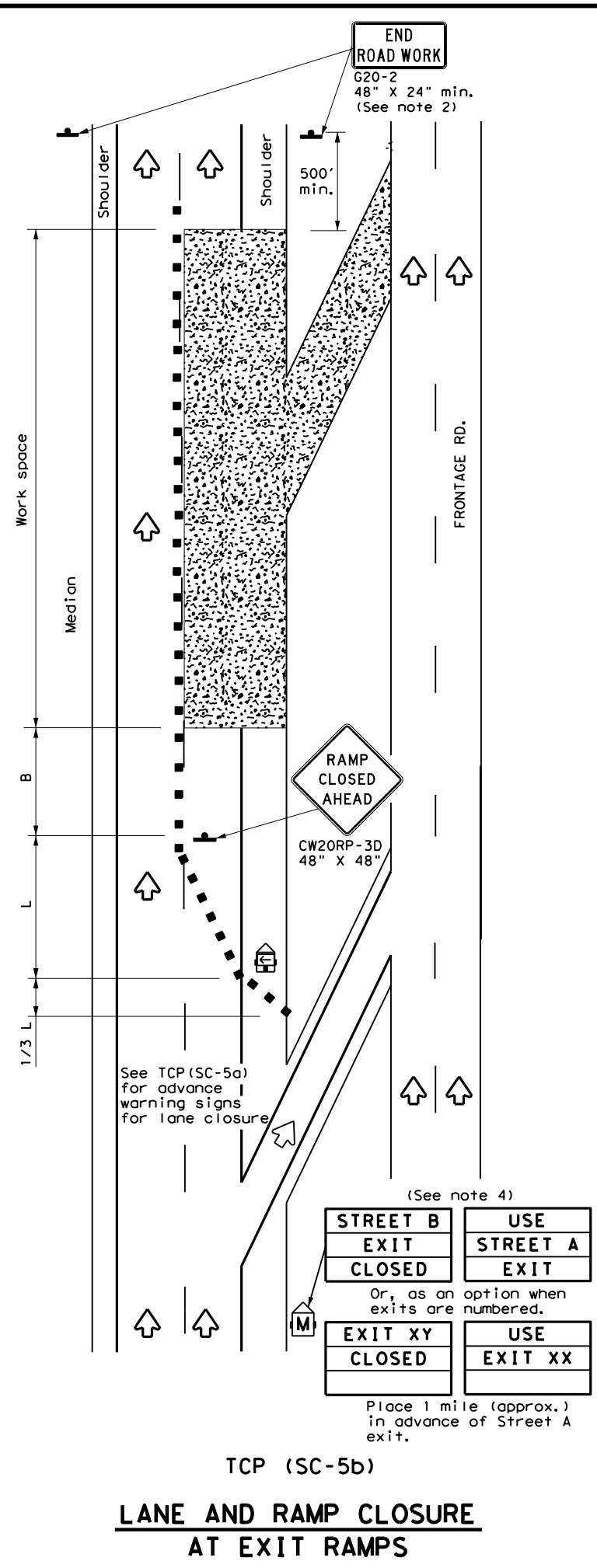
ADDENDUM #1, 01/23/2024, ADD SHEET

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.

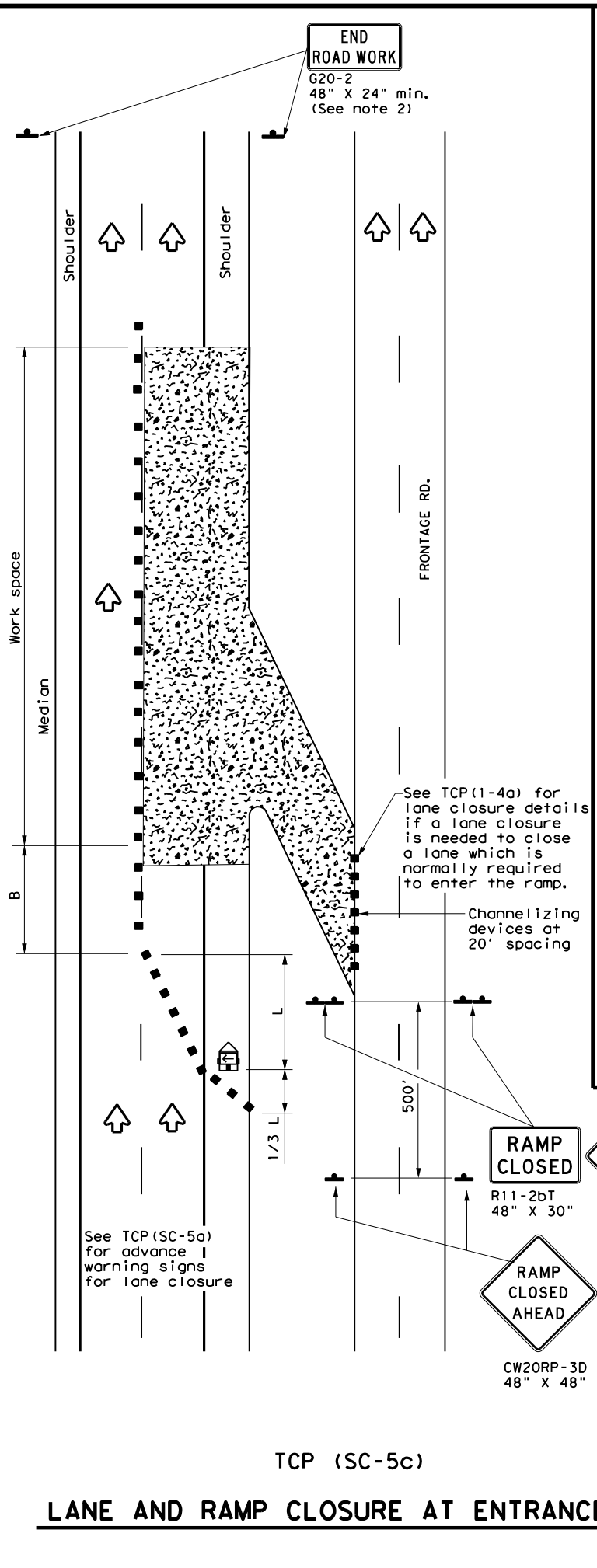
DATE: 1/22/2024 2:12:44 PM
 FILE: I:\BWDSDTEAM\Design Projects\District_Seal_Coat\Thermo2024\Standards\TCPS\22\1-22.dgn



TCP (SC-5a)
ONE LANE CLOSURE



TCP (SC-5b)
LANE AND RAMP CLOSURE AT EXIT RAMP



TCP (SC-5c)
LANE AND RAMP CLOSURE AT ENTRANCE RAMP

LEGEND			
	Type 3 Barricade		Channelizing Devices
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed *	Formula	Minimum Desirable Taper Lengths **			Suggested Maximum Spacing of Channelizing Devices		Minimum Sign Spacing Distance "X"	Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'	120'	90'
35		205'	225'	245'	35'	70'	160'	120'
40		265'	295'	320'	40'	80'	240'	155'
45	$L = WS$	450'	495'	540'	45'	90'	320'	195'
50		500'	550'	600'	50'	100'	400'	240'
55		550'	605'	660'	55'	110'	500'	295'
60		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
 ** 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**
- 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.
 - USE NEXT RAMP (CW25-1T) sign is optional with approval by the Engineer.
 - Channelizing devices used to close lanes may be supplemented with the Chevron Alignment Sign placed on every other channelizing device. Chevrons may be attached to plastic drums as per BC Standards.
 - The PCMS may be omitted if: it is replaced with a RAMP CLOSED AHEAD (CW20RP-3D) sign or when a permanent Dynamic Message Sign (DMS) is available in the appropriate location to display a similar message as called for on the PCMS.
 - Temporary rumble strips are not required on seal coat operations.

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

SHEET 5 OF 8

**TRAFFIC CONTROL PLAN
 SEAL COAT OPERATIONS
 DIVIDED HIGHWAYS**

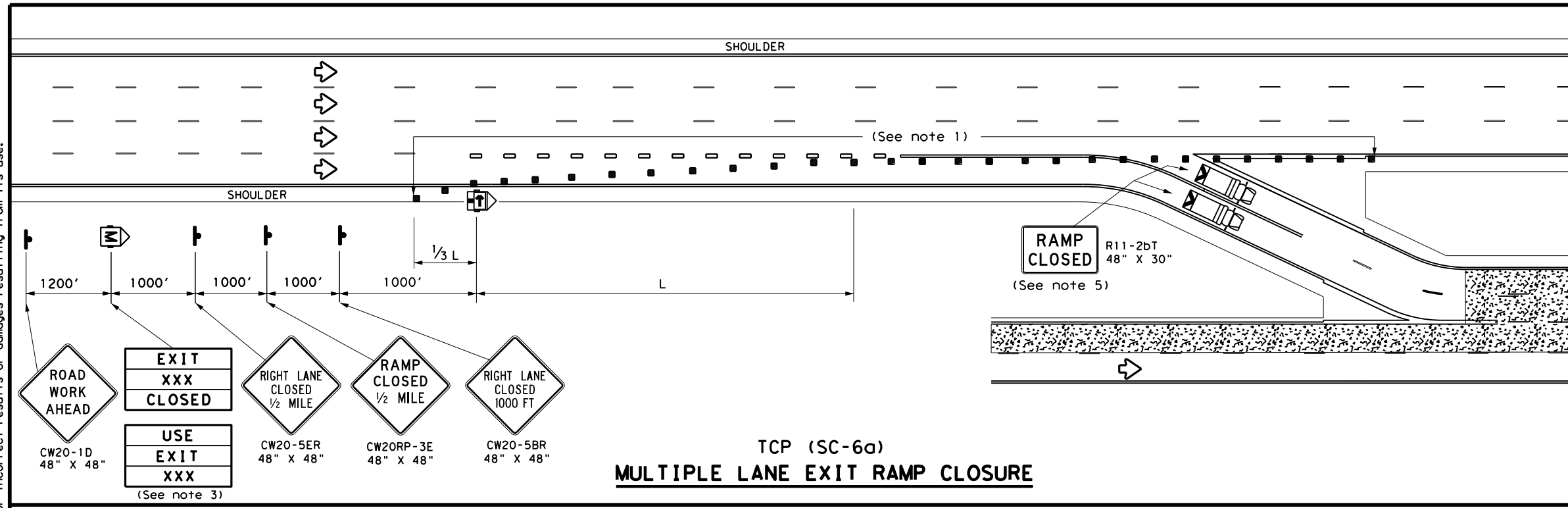
TCP (SC-5) -22

FILE: tcpsc-5-22.dgn	DN:	CK:	DW:	CK:
© TxDOT	October 2022	CON:	SECT:	JOB:
REVISIONS	0923	00	070, ETC	HIGHWAY
4-21				
10-22				
	DIST:	COUNTY:	SHEET NO.	
	23	BROWN COUNTY	31E	

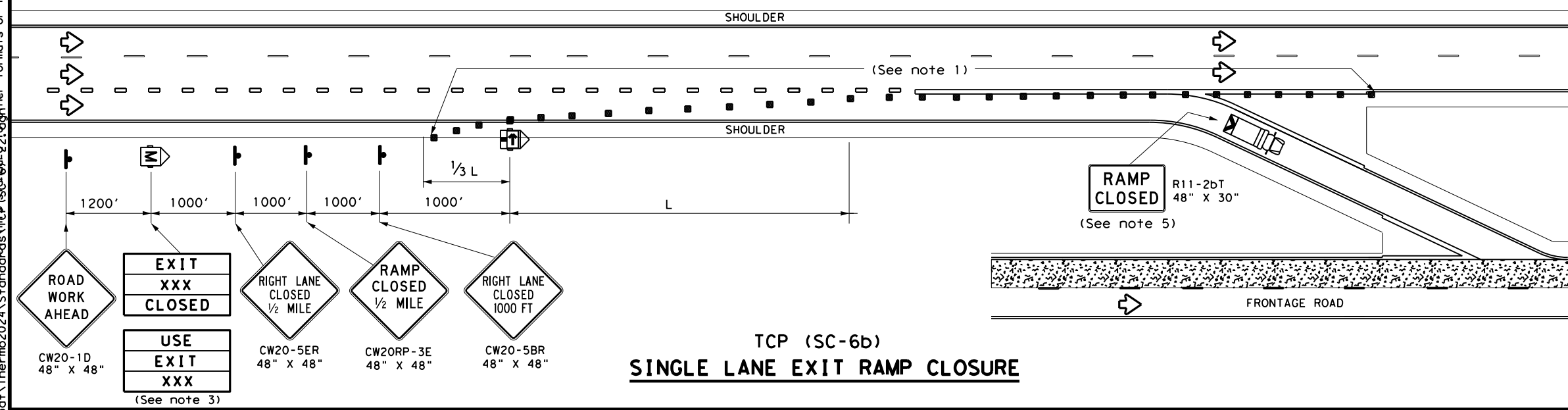
Traffic Safety Division Standard

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.

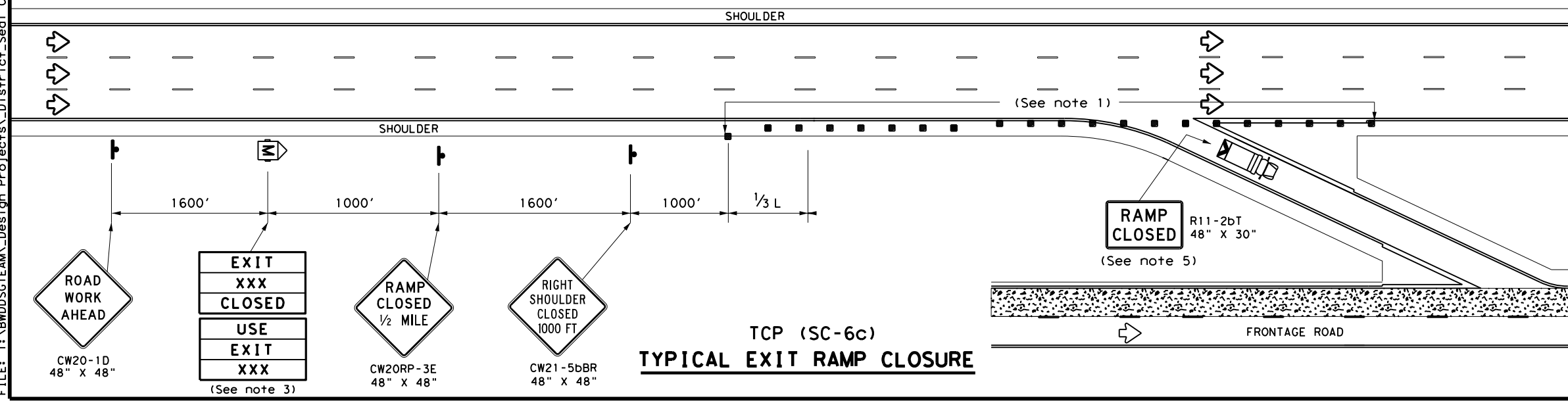
DATE: 1/22/2024 2:12:45 PM
 FILE: T:\BWDSDTEAM\Design Projects\District_Soal_Coat\Thermo2024\Standards\Traffic Control Plans\TCP (SC-6) - 22.dgn



TCP (SC-6a)
MULTIPLE LANE EXIT RAMP CLOSURE



TCP (SC-6b)
SINGLE LANE EXIT RAMP CLOSURE



TCP (SC-6c)
TYPICAL EXIT RAMP CLOSURE

LEGEND

	Type 3 Barricade		Channelizing Devices (CDs)
	Heavy Work Vehicle		Truck Mounted Attenuator (TMA)
	Trailer Mounted Flashing Arrow Board		Portable Changeable Message Sign (PCMS)
	Sign		Traffic Flow
	Flag		Flagger

Posted Speed	Formula	Minimum Desirable Taper Lengths "L" **			Suggested Maximum Spacing of Channelizing Devices		Suggested Longitudinal Buffer Space "B"
		10' Offset	11' Offset	12' Offset	On a Taper	On a Tangent	
45	L = WS	450'	495'	540'	45'	90'	195'
50		500'	550'	600'	50'	100'	240'
55		550'	605'	660'	55'	110'	295'
60		600'	660'	720'	60'	120'	350'
65		650'	715'	780'	65'	130'	410'
70		700'	770'	840'	70'	140'	475'
75		750'	825'	900'	75'	150'	540'
80		800'	880'	960'	80'	160'	615'
85		850'	935'	1020'	85'	170'	695'

** 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**
- Place channelizing devices at 20' spacings. Tighter spacing allowed as necessary to address field conditions or observed driver behavior.
 - See the Standard Highway Sign Design for Texas (SHSD) for sign details.
 - The PCMS may be omitted if replaced with a RAMP CLOSED AHEAD (CW20RP-3D) sign or when a permanent Dynamic Message Sign (DMS) is available in an appropriate location to display a similar message as called for on the PCMS.
 - When it is determined that a through lane should be closed in addition to the exit ramp, refer to TCP(6-4) for traffic control details.
 - A Truck Mounted Attenuator (TMA), where shown, is REQUIRED and shall have a RAMP CLOSED (R11-2bT) sign mounted on the rear of the truck.

J.S.

1

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

SHEET 6 OF 8

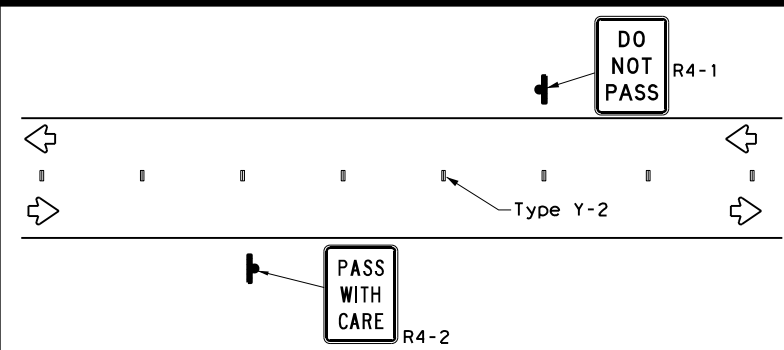
Texas Department of Transportation
 Traffic Safety Division Standard

**TRAFFIC CONTROL PLAN
 SEAL COAT OPERATIONS
 DIVIDED HIGHWAYS**

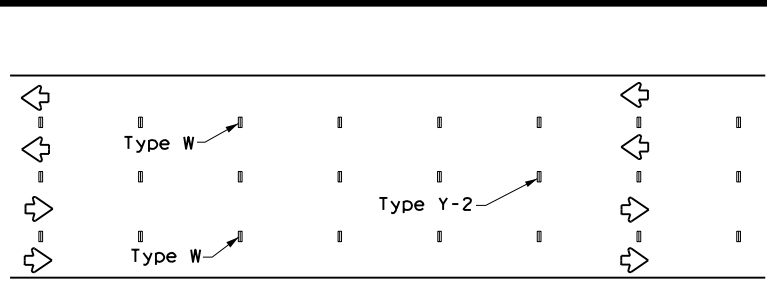
TCP (SC-6) - 22

FILE: fcpssc-6-22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
10-22	REVISIONS	0923 00	070, ETC	VARIOUS
	DIST	COUNTY	SHEET NO.	
	23	BROWN COUNTY	31F	

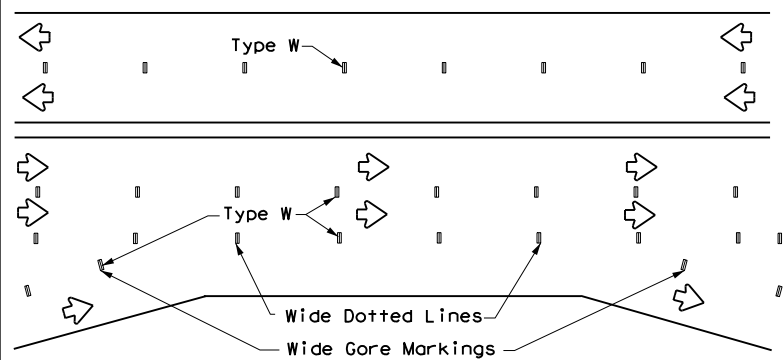
WORK ZONE SHORT TERM PAVEMENT MARKINGS PATTERNS (TABS)



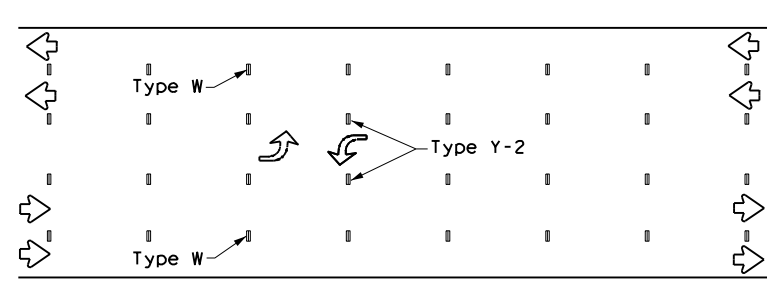
CENTER LINE & NO-PASSING ZONE BARRIER LINES FOR TWO LANE TWO-WAY HIGHWAYS



LANE & CENTER LINES FOR MULTILANE UNDIVIDED HIGHWAYS

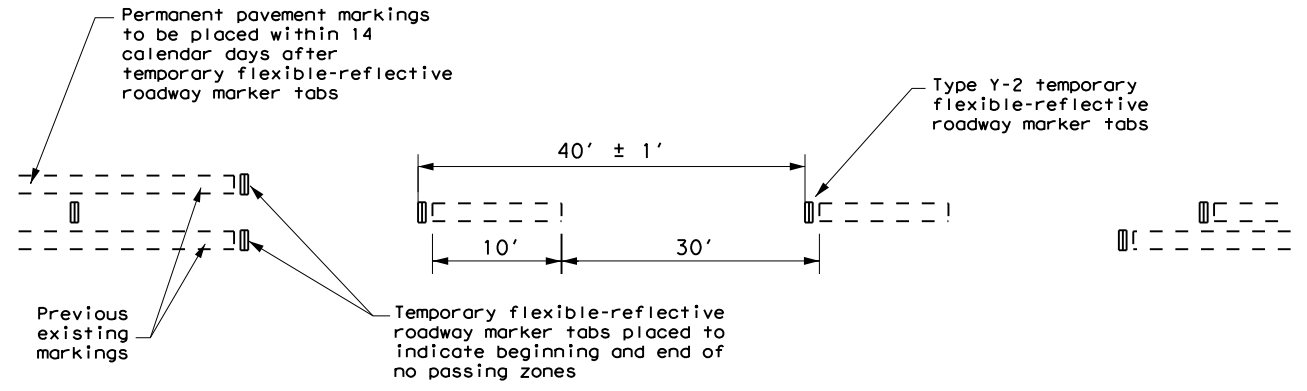


LANE LINES FOR DIVIDED HIGHWAY



TWO-WAY LEFT TURN LANE

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 pavement 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.
2. 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.

NOTES:

1. 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 1/4 inch, unless otherwise noted.

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

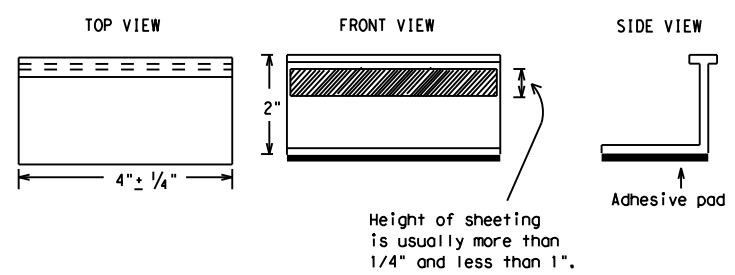
1. DMSs referenced above may be found along with embedded links to their respective MPLs at the following website: <http://www.txdot.gov>

SHEET 7 OF 8

WORK ZONE SHORT TERM PAVEMENT MARKINGS DETAILS (TABS)

SOLID LINES	DOUBLE NO-PASSING LINE	
	SINGLE NO-PASSING LINE OR CHANNELIZATION LINE	
	8" WIDE SOLID LINE	
BROKEN LINES (FOR CENTER LINE OR LANE LINE)		
WIDE DOTTED LINES (FOR LANE DROP LINES)		
WIDE GORE MARKINGS		

TEMPORARY FLEXIBLE-REFLECTIVE ROADWAY MARKER TABS



Texas Department of Transportation Traffic Safety Division Standard

TEMPORARY PAVEMENT MARKINGS FOR SEAL COAT OPERATIONS

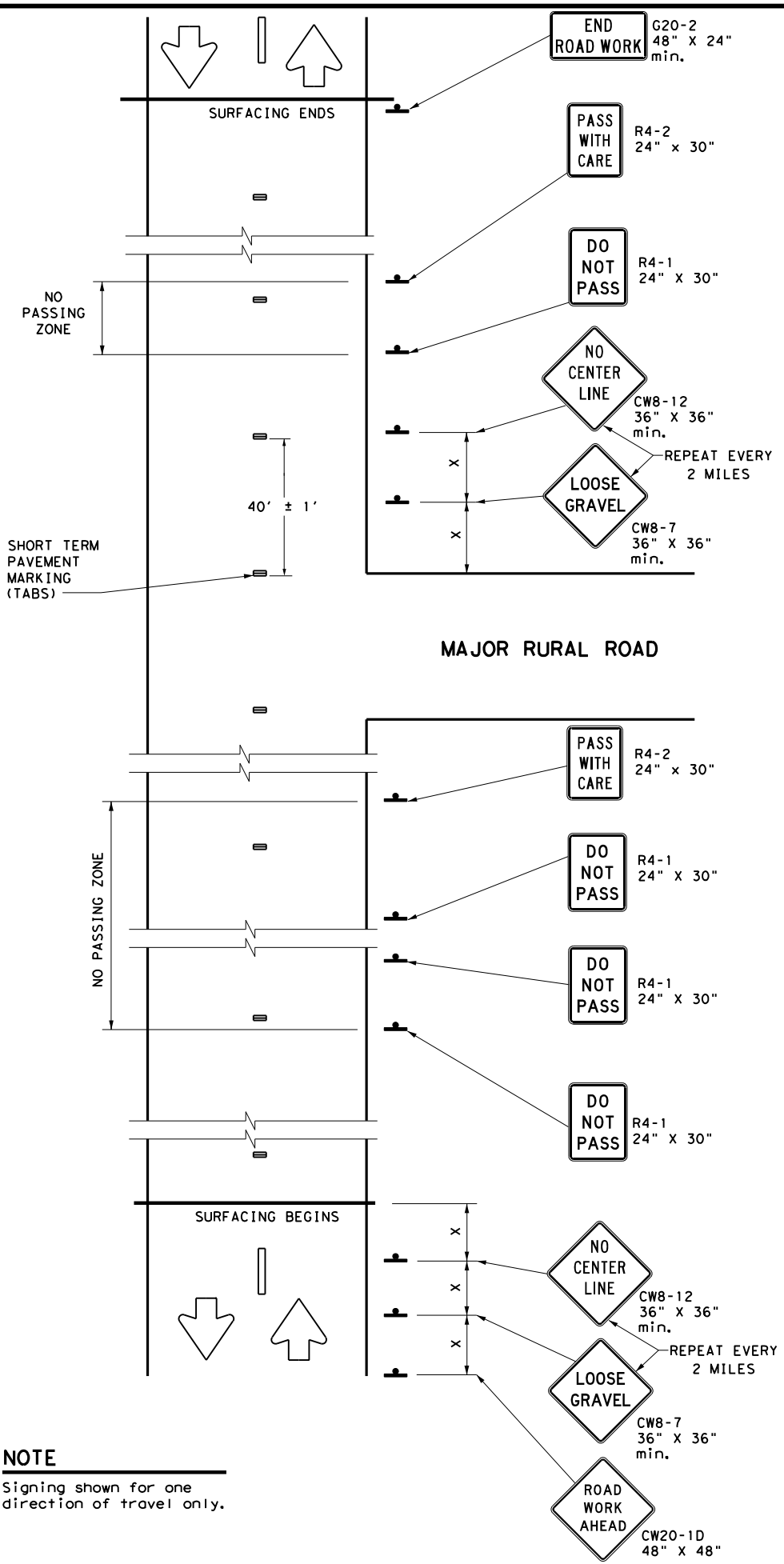
TCP (SC-7) -22

FILE: tcpsc-7-22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CK: TxDOT
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923 00	070, ETC	VARIOUS	
4-21	DIST	COUNTY	SHEET NO.	
10-22	23	BROWN COUNTY	31G	

J.S. 1
 DATE: 1/22/2024
 FILE: T:\BWPDS\TEAM\Design Projects\District_Seal_Coat\Thermo2024\Standards\TMS\Sample\21\21g.htm
 ADDENDUM #1, 01/23/2024, ADD SHEET
 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.

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 units or for incorrect results or damages resulting from its use.

DATE: 1/22/2024 2:12:48 PM
 FILE: T:\BWD\SGTEAM\Design Projects\Projects_District_Seal_Coat\Thermo2024\Standards\Signing\Signing\22\012224\012224.dgn



NOTE
 Signing shown for one direction of travel only.

NO PASSING ZONES ON TWO-LANE TWO-WAY ROADS

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

- A. 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 markings.
- B. 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 prohibited 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.
- C. 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 installed.

NO CENTER LINE (CW8-12) SIGN

- A. 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 markings.
- B. 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

- A. 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.
- B. The LOOSE GRAVEL signs are to remain in place until the condition no longer exists.

COORDINATION OF SIGN LOCATIONS

- A. 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.
- B. 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 the limits of surfacing.
 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	SHORT DURATION	SHORT TERM STATIONARY	INTERMEDIATE TERM STATIONARY	LONG TERM STATIONARY
	✓	✓		

GENERAL NOTES

1. 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.
2. 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.
3. 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.
4. When surfacing operations take place on divided highways, freeways or expressways, the size of diamond shaped construction warning signs shall be 48" x 48".
5. 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.

J.S.

1

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

SHEET 8 OF 8

		<i>Texas Department of Transportation</i>		<i>Traffic Safety Division Standard</i>
TRAFFIC CONTROL DETAILS FOR SEAL COAT OPERATIONS				
TCP (SC-8) -22				
FILE: tcpsc-8-22.dgn	DN: TxDOT	CK: TxDOT	DW: TxDOT	CR: TxDOT
© TxDOT October 2022	CONT	SECT	JOB	HIGHWAY
REVISIONS		0923 00	070, ETC	VARIOUS
4-21	DIST	COUNTY	SHEET NO.	
10-22	23	BROWN COUNTY	31H	

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.: 839262D
 Crossing Type: AT GRADE
 RR Company Operating Track at Crossing: UP
 RR Company Owning Track at Crossing: UP
 RR MP: 350.79
 RR Subdivision: BAIRD
 City: EASTLAND
 County: EASTLAND
 CSJ at this Crossing: 0923-00-070
 Latitude: 32.406344
 Longitude: -98.818103

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: SH 112 @ UP RR
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1-8)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	

J.S.

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

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>
- 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-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, 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: UNION PACIFIC RAILROAD (UPRR)

Railroad Emergency Line at: 888-877-7267

Location: DOT 839262D

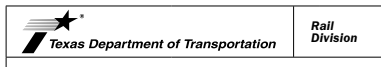
RR Milepost: 350.79

Subdivision: BAIRD

RRD Review Only

Initials: J.S.

Date: 1/22/2024



**RAILROAD SCOPE OF WORK
PROJECT SPECIFIC DETAILS**

FILE: <u>rr-scope-of-work.pdf</u>	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	54	

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.: 839269B
 Crossing Type: AT GRADE
 RR Company Operating Track at Crossing: UP
 RR Company Owning Track at Crossing: UP
 RR MP: 360.370
 RR Subdivision: BAIRD
 City: CISCO
 County: EASTLAND
 CSJ at this Crossing: 0923-00-070
 Latitude: 32.392189
 Longitude: -98.975155

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 183 @ UP RR
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1-8)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

- Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

- Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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
 - 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-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, 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: UNION PACIFIC RAILROAD (UPRR)
 Railroad Emergency Line at: 888-877-7267
 Location: DOT 839269B
 RR Milepost: 360.370
 Subdivision: BAIRD

RRD Review Only
 Initials: J.S.
 Date: 1/22/2024



**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	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	55	

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.: 021221K
 Crossing Type: RR UNDER
 RR Company Operating Track at Crossing: BNSF
 RR Company Owning Track at Crossing: BNSF
 RR MP: 378.01
 RR Subdivision: LAMPASAS
 City: COLEMAN
 County: COLEMAN
 CSJ at this Crossing: 0923-00-070
 Latitude: 31.826767
 Longitude: -99.413932

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 84 @ BNSF
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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-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, 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: BNSF RAILWAY (BNSF)
 Railroad Emergency Line at: 800-832-5452
 Location: DOT 021221K
 RR Milepost: 378.01
 Subdivision: LAMPASAS

RRD Review Only
 Initials: [Signature]
 Date: 1/23/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

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

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.: 021218C
 Crossing Type: RR UNDER
 RR Company Operating Track at Crossing: BNSF
 RR Company Owning Track at Crossing: BNSF
 RR MP: 378.01
 RR Subdivision: LAMPASAS
 City: COLEMAN
 County: COLEMAN
 CSJ at this Crossing: 0923-00-070
 Latitude: 31.798794
 Longitude: -99.386305

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 84 @ BNSF
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

Not Required
 Required. Contact Information for Construction Inspection:

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

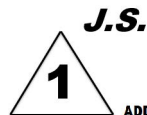
The Contractor shall confirm the insurance requirements with the Railroad as the insurance limits are subject to change without notice.

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	
<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: _____	



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

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-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, 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: BNSF RAILWAY (BNSF)

Railroad Emergency Line at: 800-832-5452

Location: DOT 021218C

RR Milepost: 378.01

Subdivision: LAMPASAS

RRD Review Only

Initials: J.S.

Date: 1/23/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: <u>TxDOT</u>	CK: _____	DW: _____	CK: _____
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	57	

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.: 021195X
 Crossing Type: AT GRADE
 RR Company Operating Track at Crossing: BNSF
 RR Company Owning Track at Crossing: BNSF
 RR MP: 357.960
 RR Subdivision: LAMPASAS
 City: BANGS
 County: BROWN
 CSJ at this Crossing: 1025-02
 Latitude: 31.716147
 Longitude: -99.118152

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: FM 586 @ BNSF
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

- Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

- Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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-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, 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: BNSF RAILWAY (BNSF)
 Railroad Emergency Line at: 800-832-5452
 Location: DOT 021195X
 RR Milepost: 357.960
 Subdivision: LAMPASAS

RRD Review Only
 Initials: [Signature]
 Date: 1/23/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: <u>TxDOT</u>	CK: _____	DW: _____	CK: _____
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	58	

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.: 021060S
 Crossing Type: RR UNDER
 RR Company Operating Track at Crossing: BNSF
 RR Company Owning Track at Crossing: BNSF
 RR MP: 344.870
 RR Subdivision: LAMPASAS
 City: BROWNWOOD
 County: BROWN
 CSJ at this Crossing: 0923-00-070
 Latitude: 31.698651
 Longitude: -98.928225

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: FM 2126 @ BNSF
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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-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, 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: BNSF RAILWAY (BNSF)

Railroad Emergency Line at: 800-832-5452

Location: DOT 021060S

RR Milepost: 344.870

Subdivision: LAMPASAS

RRD Review Only

Initials: J.S.

Date: 1/23/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: <u>TxDOT</u>	CK: _____	DW: _____	CK: _____
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	59	

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.: 021021B
 Crossing Type: RR UNDER
 RR Company Operating Track at Crossing: FWWR
 RR Company Owning Track at Crossing: FWWR
 RR MP: 109.120
 RR Subdivision: DUBLIN
 City: COMANCHE
 County: COMANCHE
 CSJ at this Crossing: 0923-00-070
 Latitude: 31.895962
 Longitude: -98.620392

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 67 @ FWWR
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3

On this project, night or weekend flagging is:

- Expected
 Not Expected

Flagging services will be provided by:

- Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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:
 William R. Parker,
 Director of Planning & Special Projects
 Fort Worth & Western Railroad Company
 (817) 2014-4450

Contractor must incorporate railroad construction inspection into anticipated construction schedule.

- Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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>
 CPKCR
https://jllrpg.360works.com/fmi/webd/rpo_web_kcs.fmp12
 Other Railroads: Fort Worth & Western Railroad Company

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

RRD Review Only
 Initials: [Signature]
 Date: 1/22/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	60	

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.: 924804S
 Crossing Type: AT GRADE
 RR Company Operating Track at Crossing: FWWR
 RR Company Owning Track at Crossing: FWWR
 RR MP: 109.19
 RR Subdivision: DUBLIN
 City: COMANCHE
 County: COMANCHE
 CSJ at this Crossing: 0923-00-070
 Latitude: 31.895962
 Longitude: -98.620392

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 67 @ FWWR
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3

On this project, night or weekend flagging is:

- Expected
 Not Expected

Flagging services will be provided by:

- Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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:
 William R. Parker,
 Director of Planning & Special Projects
 Fort Worth & Western Railroad Company
 (817) 2014-4450

Contractor must incorporate railroad construction inspection into anticipated construction schedule.

- Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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>
 CPKCR
https://jllrpg.360works.com/fmi/webd/rpo_web_kcs.fmp12
 Other Railroads: Fort Worth & Western Railroad Company

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, 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: Fort Worth & Western Railroad Company
 Railroad Emergency Line at: 817-738-2445
 Location: DOT 924804S
 RR Milepost: 109.19
 Subdivision: DUBLIN

RRD Review Only
 Initials: [Signature]
 Date: 1/22/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	61	

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.: 924803K
 Crossing Type: AT GRADE
 RR Company Operating Track at Crossing: FWWR
 RR Company Owning Track at Crossing: FWWR
 RR MP: 109.08
 RR Subdivision: DUBLIN
 City: COMANCHE
 County: COMANCHE
 CSJ at this Crossing: 0923-00-070
 Latitude: 31.895962
 Longitude: -98.620392

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 67 @ FWWR
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3

On this project, night or weekend flagging is:

- Expected
 Not Expected

Flagging services will be provided by:

- Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
- BNSF** BNSFinfo@railprofs.com
 Call Center 877-315-0513, Select #1 for flagging
- CPKCR** 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:
 William R. Parker,
 Director of Planning & Special Projects
 Fort Worth & Western Railroad Company
 (817) 2014-4450

Contractor must incorporate railroad construction inspection into anticipated construction schedule.

- Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	

J.S.

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

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>
 CPKCR
https://jllrpg.360works.com/fmi/webd/rpo_web_kcs.fmp12
 Other Railroads: Fort Worth & Western Railroad Company

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, 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: Fort Worth & Western Railroad Company
 Railroad Emergency Line at: 817-738-2445
 Location: DOT 924803K
 RR Milepost: 109.08
 Subdivision: DUBLIN

RRD Review Only
 Initials: [Signature]
 Date: 1/22/2024


Rail Division

RAILROAD SCOPE OF WORK
PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	62	

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.: 024585V
 Crossing Type: RR UNDER
 RR Company Operating Track at Crossing: BNSF
 RR Company Owning Track at Crossing: BNSF
 RR MP: 276.920
 RR Subdivision: LAMPASAS
 City: LAMPASAS
 County: LAMPASAS
 CSJ at this Crossing: 0251-05
 Latitude: 31.115519
 Longitude: -98.193870

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

MILLED IN RUMBLE STRIPS, STRIPING
 Location: US 281 @ BNSF
 TCP (3-1)-13
 TCP(3-2)-13
 TCP(3-3)-13
 TCP(3-4)-13
 TCP(SC-1)-22 thru TCP(SC-8)-22

Scope of Work to be performed by Railroad Company:

FLAGGING

II. FLAGGING & INSPECTION

No. of Days of Railroad Flagging Expected: 3
 On this project, night or weekend flagging is:
 Expected
 Not Expected

Flagging services will be provided by:

- Railroad Company: 1) Txdot will pay flagging invoices. Flagging Agreement with railroad will be needed or, 2) Permitted crossing. Railroad company to provide flagging.
 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 877-984-6777
 BNSF BNSFinfo@railprosfs.com
 Call Center 877-315-0513, Select #1 for flagging
 CPKCR 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 railroad construction inspection into anticipated construction schedule.

- Not Required
 Required. Contact Information for Construction Inspection:

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	
<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: _____	



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

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-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, 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: BNSF RAILWAY (BNSF)
 Railroad Emergency Line at: 800-832-5452
 Location: DOT 024585V
 RR Milepost: 276.920
 Subdivision: LAMPASAS

RRD Review Only
 Initials: J.S.
 Date: 1/23/2024



RAILROAD SCOPE OF WORK PROJECT SPECIFIC DETAILS

FILE: <u>rr-scope-of-work.pdf</u>	DN: TxDOT	CK:	DW:	CK:
© TxDOT June 2014	CONT	SECT	JOB	HIGHWAY
REVISIONS	0923	00	070	VARIOUS
6/2023	DIST	COUNTY	SHEET NO.	
	BWD	BROWN	63	