

PART 1 - GENERAL

1.01 DESCRIPTION

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

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

1.02 REQUEST FOR INFORMATION / CLARIFICATION

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

1.03 PLANS / SPECIFICATIONS

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

PART 2 - UTILITIES AND FIBER OPTIC

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

PART 3 - CONSTRUCTION

3.01 GENERAL

- A. Perform all work in compliance with all applicable Railroad, FRA (Federal Railway Administration) and TxDOT rules and regulations. Arrange and conduct work in a manner that does not endanger or interfere with the safe operation of the tracks and property of the Railroad and the traffic moving on such tracks, or the wires, signals and other property of the Railroad, its tenants or licensees, at or in the vicinity of the Work. The safe operation of Railroad train movements takes precedence over any work to be performed by the Contractor. The Contractor is responsible for train delay cost and lost revenue claims due to any delays or interruption of train operations resulting from Contractor's construction or other activities.
- B. Construction activities within 15 feet of the operational tracks will only be allowed if absolutely necessary and the Railroad's Designated Representative grants approval. Construction activities within 15 feet of the operational track(s) preferably allow the tracks to stay operational. In such cases, coordination and approval by the Railroad Track Manager is required with regard to schedule, flagging, and slow orders. See Sections 3.07 and 3.08 for additional information.
- C. Provide track protection for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail. When not in use, keep Contractor machinery and materials at least 50 feet from the Railroad's nearest track.
- D. Vehicular crossings of railroad track are allowed only at existing crossings, or haulroad crossings developed with Railroad approval.
- E. The Contractor is also advised that new railroad facilities within the project may be built by the Railroad. If applicable, these facilities are delineated in the plans. Be aware of the limits of responsibilities and coordinate efforts with the Railroad and TxDOT.

3.02 RAILROAD OPERATIONS

- A. Trains and/or equipment are expected on any track, at any time, in either direction. Become familiar with the train schedules in this location and structure bid assuming intermittent track windows in this period, as defined in Paragraph B that follows.
- B. All railroad tracks within and adjacent to the Contract Site are active, and rail traffic over these facilities shall be maintained throughout the Project. Activities may include both through moves and switching moves to local customers. Railroad traffic and operations will occur continuously throughout the day and night on these tracks and shall be maintained at all times as defined herein. Coordinate and schedule the work so that construction activities do not interfere with railroad operations.
- C. Coordinate work windows with TxDOT and the Railroad's Designated Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:

1. Conditional Work Window: A Conditional Work Window is a period of time that railroad operations have priority over construction activities. When construction activities may occur on and/or adjacent to the railroad tracks within 25 feet of the nearest track, a Railroad flag person will be required. At the direction of the Railroad flag person, upon approach of a train, and when trains are present on the tracks, the tracks must be cleared (i.e., no construction equipment, materials or personnel within 25 feet, or as directed by the Railroad Designated Representative, from the tracks). Conditional Work Windows are available for the Project.
2. Absolute Work Window: An Absolute Work Window is a period of time that construction activities are given priority over railroad operations. During this time frame, the designated railroad track(s) will be inactive for train movements and may be fouled by the Contractor. At the end of an Absolute Work Window, the railroad tracks and/or signals must be completely operational for train operations and all Railroad, Public Utilities Commission (PUC) and FRA requirements, codes and regulations for operational tracks must be satisfied. In the situation where the operating tracks and/or signals have been affected, the Railroad will perform inspections of the work prior to placing that track back into service. Railroad flag persons will be required for construction activities requiring an Absolute Work Window. Absolute Work Windows will not generally be granted. Any request will require a detailed explanation for Railroad review.

3.03 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

- A. Do not perform any work within Railroad Right-of-Way without a valid executed Right of Entry Agreement if required on this project.
- B. Give advance notice to the Railroad as required in the "Contractor's Right of Entry Agreement" before commencing work in connection with construction upon or over Railroad Right-of-Way and observe the Railroad's rules and regulations with respect thereto.
- C. Perform all work upon Railroad Right-of-Way in a manner to avoid interference with or endanger the operations of the Railroad. Whenever work may affect the operations or safety of trains, submit the work method to the Railroad Designated Representative for approval. Approval does not relieve the Contractor from liability. Do not commence any work which requires flagging service or inspection service until the flagging protection required by the Railroad is available at the job site. See Section 3.18 for railroad flagging requirements.
- D. Make requests in writing for both Absolute and Conditional Work Windows, at least 90 days in advance of any work. Include in the written request:
1. Exactly what the work entails.
 2. The days and hours that work will be performed.
 3. The exact location of work, and proximity to the tracks.
 4. The type of window requested and the amount of time requested.
 5. The designated contact person.
- Provide a written confirmation notice to the Railroad at least 48 hours before commencing work in connection with approved work windows when work is within 25 feet of nearest rail. Perform all work in accordance with previously approved work plans.
- E. Make provisions to protect operations and property of the Railroad should a condition arising from, or in connection with the work, require immediate and unusual action. If in the judgment of the Railroad Designated Representative such provisions are insufficient, the Railroad Designated Representative may require or provide such provisions as deemed necessary. In any event, such provisions shall be at the Contractor's expense and without cost to the Railroad or TxDOT. The Railroad or TxDOT shall have the right to order the Contractor to temporarily cease operations in the event of an emergency or, if in the opinion of the Railroad Designated Representative, the Contractor's operations could endanger railroad operations. In the event of such an order, immediately notify TxDOT of the order.

3.04 INSURANCE

Do not begin work upon or over Railroad Right of Way until furnishing the Railroad with the insurance policies, binders, certificates and endorsements required by the "Contractor's Right-of-Entry Agreement", and until the Railroad Designated Representative has advised TxDOT that such insurance is in accordance with the Agreement.

3.05 RAILROAD SAFETY ORIENTATION

- A. Complete the Railroad's course "Orientation for Contractor's Safety", and maintain current 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.
- "Railroads will not accept on-track safety training certificates from other Railroads. Refer to each Railroad's specific contractor right of entry for training information."
- B. Know and follow the "Contractor's Right of Entry Agreement" EXHIBIT D, MINIMUM SAFETY REQUIREMENTS regarding clothing, personal protective equipment, and general safety requirements.

3.06 COOPERATION

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

3.07 MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES

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

A. 15' - 0" (BNSF), (UPRR) and CPKC horizontal from centerline of track

B. 22' - 0" (CPKC) and 21' - 6" (UPRR & BNSF) vertically above top of rail.

For construction clearance less than listed above, written variance request must be made thru railroad.

3.08 APPROVAL OF REDUCED CLEARANCES

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

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Texas Department of Transportation

RAIL DIVISION

RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

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3.09 CONSTRUCTION AND AS-BUILT SUBMITTALS

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

TABLE 1 - RAILROAD SUBMITTAL REQUIREMENTS FOR OVERPASS & UNDERPASS PROJECTS

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

TABLE 2 - RAILROAD SUBMITTAL REQUIREMENTS FOR UNDERPASS PROJECTS

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

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

Overpass Projects

- Electronic files of all structure design drawings with as-constructed modifications shown, in .PDF format.
- Copies of all structure design drawings with as-constructed modifications shown.

Underpass Projects

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

3.10 APPROVAL OF DETAILS

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

3.11 MAINTENANCE OF RAILROAD FACILITIES

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

3.12 SITE INSPECTIONS BY RAILROAD'S DESIGNATED REPRESENTATIVE

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

3.13 RAILROAD REPRESENTATIVES

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

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

3.14 WALKWAYS REQUIRED

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

3.15 COMMUNICATIONS AND SIGNAL LINES

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

3.16 TRAFFIC CONTROL

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

3.17 CONSTRUCTION EXCAVATIONS AND BORING ACTIVITIES UNDER TRACK

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

UPRR- <https://www.up.com/aboutup/community/telecom/groups/index.htm>
72 HR NOTICE REQUIRED
1-800-336-9193
24 hrs/day for emergencies

BNSF- 1-800-533-2891 and 800-832-5452
24 hour number
5 working days notice required

CPKC- Call_B4UDig@cpkcr.com
1-800-387-1833 OR 1-888-678-7272 OPTION 3

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

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

3.18 RAILROAD FLAGGING

Per the RIGHT OF ENTRY agreement for flagging, notify the Railroad Representative at least 10 working days in advance of Contractor work and at least 30 working days in advance of any Contractor work in which any person or equipment will be within 25 feet of nearest rail.

3.19 CLEANING OF RIGHT-OF-WAY

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

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Texas Department of Transportation

RAIL DIVISION


RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

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UPRR GENERAL NOTES FOR OVERHEAD STRUCTURES

1. COORDINATION: USE THE UNION PACIFIC RAILROAD PUBLIC PROJECTS MANUAL AS A GUIDE FOR ASSISTING IN ADMINISTERING, COORDINATING, PLANNING, AND IMPLEMENTING YOUR PROJECT.
2. DESIGN REVIEW: PRIOR TO CONSTRUCTION, OBTAIN RAILROAD REVIEW AND APPROVAL OF ALL RELEVANT CONSTRUCTION ITEMS, INCLUDING BUT NOT LIMITED TO, SHORING, TRACK & GROUND MONITORING, ERECTION, DEMOLITION, AND FALSEWORK. ALL DESIGNS MUST ADHERE TO THE MOST RESTRICTIVE PROVISIONS OF THE CURRENT UPRR AND AREMA STANDARDS AND GUIDELINES IN EFFECT AT THE TIME THE WORK IS EXECUTED. ALLOW A MINIMUM OF 4 WEEKS FOR REVIEW AND APPROVAL OF EACH SUBMITTAL. FOR SUBMITTALS NOT IN ACCORDANCE WITH THESE NOTES, LONGER REVIEW TIMES SHALL BE EXPECTED.
3. OPERATIONS: PROJECTS SHALL BE DESIGNED SUCH THAT ALL CONSTRUCTION ACTIVITIES AND PHASING WILL NOT COMPROMISE SAFETY NOR IMPACT RAILROAD OPERATIONS.
4. PASSING TRAINS: RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.
5. WORK WINDOWS: CONSTRUCTION ACTIVITIES MUST BE PERFORMED WITHIN NATURALLY OCCURRING TRACK WINDOWS. COORDINATE ALL REQUESTS FOR CONSTRUCTION WORK WINDOWS WITH THE RAILROAD'S DESIGNATED REPRESENTATIVE TO ENSURE THAT THE WORK IS SCHEDULED TO ELIMINATE ANY POTENTIAL DISRUPTION TO THE RAILROAD'S OPERATIONS.
6. TOP OF RAIL SURVEY: VERIFY THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE BEFORE STARTING CONSTRUCTION. TOP-OF-RAIL SURVEY SHALL BE PERFORMED FOR 1000 FEET ON EITHER SIDE OF PROPOSED OVERHEAD STRUCTURE. ADDITIONAL VERTICAL CLEARANCE MAY BE REQUIRED FOR ADJUSTMENT OF SAG IN VERTICAL CURVE, FUTURE TRACK RAISE, FLOOD CONSIDERATIONS, CONSTRUCTION AND MAINTENANCE PURPOSES. BRING ALL DISCREPANCIES TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.
7. TEMPORARY CONSTRUCTION CLEARANCES: CONSTRUCTION ACTIVITIES ARE NOT ALLOWED WITHIN THE TEMPORARY CONSTRUCTION CLEARANCE ENVELOPE PER THE CURRENT UPRR GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS AND GUIDELINES FOR TEMPORARY SHORING.
8. PERMANENT CLEARANCE ENVELOPE: THE MINIMUM PERMANENT VERTICAL CLEARANCE SHALL BE 23 -4 MEASURED FROM TOP OF HIGHEST RAIL TO THE LOWEST OBSTRUCTION UNDER THE STRUCTURE. THE EXTENT OF THIS VERTICAL CLEARANCE SHALL BE A MINIMUM OF 9 FEET TO THE FIELD SIDE OF THE OUTERMOST EXISTING OR FUTURE TRACKS, MEASURED PERPENDICULAR FROM THE CENTERLINE OF SAID TRACKS. IN CURVED TRACK, 9 FEET SHALL BE INCREASED EITHER 6 INCHES TOTAL OR 1.5 INCHES FOR EVERY DEGREE OF CURVE, WHICHEVER IS GREATER. THE PERMANENT VERTICAL CLEARANCE SHALL EXTEND TO COVER ALL EXISTING AND FUTURE TRACKS, INCLUDING THE SPACE IN BETWEEN.
9. VERIFY PERMANENT CLEARANCES: ALL PERMANENT CLEARANCES SHALL BE VERIFIED THROUGHOUT CONSTRUCTION. A COMPLIANCE REPORT SHALL BE SUBMITTED TO THE RAILROAD BEFORE PROJECT CLOSING. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD.
10. PERMANENT CLEARANCES FOR BID: THE PERMANENT VERTICAL AND HORIZONTAL DESIGN CLEARANCES, WHICH ARE SPECIFIED IN THE BID DOCUMENTS APPROVED BY THE RAILROAD, MUST BE MAINTAINED IN RELATION TO THE TOP-OF-RAIL AND CENTERLINE OF EXISTING AND FUTURE TRACKS, RESPECTIVELY. ANY REDUCTION ION OF THESE CLEARANCES IS NOT PERMITTED.
11. DRAINAGE: THE PROPOSED PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.
12. BEFORE YOU DIG: APPROPRIATE MEASURES FOR THE LOCATION AND PROTECTION OF UPRR FACILITIES SHALL BE ADDRESSED IN THE PLANS AND CONTRACT DOCUMENTS. FOR SPECIFIC RAILROAD REQUIREMENTS AND ADDITIONAL INFORMATION REFER TO WWW.UP.COM/CBUD. ABANDONMENT OF UTILITIES MUST FOLLOW THE UPRR GUIDELINES FOR ABANDONMENT OF SUBSURFACE UTILITY STRUCTURES.

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