CapMetro | 2910 East Fifth Street | Austin, Texas 78702
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RAIL EMERGENCY NUMBER (844) 592-8046

SAFETY NOTES FOR DESIGN & CONSTRUCTION OF ANY INFRASTRUCTURE

WITHIN

RAILROAD RIGHT-OF-WAY (ROW)

EFFECTIVE DECEMBER 4TH, 2025

CONTACT NAMES AND NUMBERS:

1. ROADWAY WORKER PROTECTION TRAINING IS PROVIDED BY HERZOG TRANSIT SERVICES:
   a. MOW ADMIN: (512) 970-0209
2. HERZOG MOW (CENTRAL SUBDIVISION)
   a. ANTHONY JONES: (512) 568-5580, IF NO ANSWER CALL
   b. SUL JALLOW: (469) 491-9076
3. HERZOG TECHNOLOGIES (CENTRAL SUBDIVISION)
   a. ROBBY SMITH: (857) 995-7622, IF NO ANSWER CALL
   b. CODY DECKER: (406) 550-3030
4. AUSTIN WESTERN RAILROAD (WATCO) (EAST & WEST SUBDIVISIONS)
   a. MICHAEL ALCORTA: (512) 552-2749
   b. ORLANDO ORTIZ CDL ELECTRIC: (806) 252-4393
5. TEXAS EXCAVATION SAFETY SYSTEM SERVICE ALERT (ONE CALL)
   a. (800) 344-8377
   b. TEXAS811.ORG
6. CAPMETRO WEBSITE
   a. WWW.CAPMETRO.ORG/RAILROW

CAPMETRO GENERAL NOTES:

1. TO WORK WITHIN THE RAILROAD RIGHT-OF-WAY (ROW) YOU MUST COMPLY WITH TRACK SAFETY STANDARDS IN RAILROAD RIGHT-OF-WAY PER 49 CFR CHAPTER 2 PART 213. IN ADDITION, ALL INDIVIDUALS WHO REQUIRE ACCESS TO THE ROW MUST COMPLY WITH BNSF MAINTENANCE OF WAY SAFETY RULES, (EFFECTIVE JANUARY 1, 2015). THESE RULES PRESCRIBE THE ONLY ACCEPTABLE PERSONAL PROTECTIVE EQUIPMENT (PPE) THAT MAY BE USED IN THE ROW OR IN THE FOUL OF THE TRACK. INDIVIDUALS WHO ARE WEARING PPE THAT DOES NOT MEET THE REQUIREMENTS OF THESE RULES WILL NOT BE ALLOWED TO ENTER THE ROW. THE LINK TO THE SAFETY RULES IS BELOW. THE ROADWAY WORKER IN CHARGE (RWIC) WILL HAVE A COPY IN THE FIELD FOR REVIEW.

2. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE APPROVED PLANS. ANY ADDITIONAL IMPROVEMENTS WILL REQUIRE PLAN REVISIONS AND APPROVAL BY CAPITAL METRO (CAPMETRO). THE EXISTING UTILITIES SHALL BE LOCATED PRIOR TO COMMENCING ANY EXCAVATIONS. APPROVAL OF THE PROJECT BY CAPMETRO DOES NOT CONSTITUTE A REPRESENTATION AS TO THE ACCURACY OR COMPLETENESS OF LOCATION OR THE EXISTENCE OR NON-EXISTENCE OF ANY UTILITIES OR STRUCTURES WITHIN THE LIMITS OF THIS PROJECT. THE APPROPRIATE REGIONAL NOTIFICATION CENTER [TEXAS EXCAVATION SAFETY SYSTEM SERVICE ALERT (ONE CALL) AT (8OO) 344-8377, TEXAS811.ORG], RAILWAY COMPANIES AND UTILITY COMPANIES SHALL BE NOTIFIED PRIOR TO PERFORMING ANY EXCAVATION CLOSE TO ANY UNDERGROUND PIPELINE, CONDUIT, DUCT, WIRE OR OTHER STRUCTURE. REFER TO CAPMETRO'S WEBSITE (WWW.CAPMETRO.ORG/RAILROW) TO ENSURE PROPER CONTACT INFORMATION AND PHONE NUMBERS. CAPMETRO IS NOT A MEMBER OF ONE CALL. IT IS THEREFORE NECESSARY TO CALL HERZOG TECHNOLOGIES TO HAVE SIGNAL SUPPORT SERVICES MARK, AT THE CONTRACTOR'S EXPENSE, SIGNAL AND COMMUNICATION CABLES AND CONDUITS IF WORKING IN THE CENTRAL SUBDIVISION. CALL AUSTIN WESTERN RAILROAD (WATCO) AND (CDL ELECTRIC) TO MARK, AT THE CONTRACTOR'S EXPENSE, SIGNAL AND COMMUNICATION CABLES AND CONDUITS, IF WORKING IN THE EAST AND WEST SUBDIVISIONS. WHEN THE NEW CROSSINGS INVOLVE GATES, THE MINIMUM REQUIRED CLEARANCE FROM EXISTING OVERHEAD WIRES SHALL BE MAINTAINED, AND GATE FOUNDATIONS CHECKED FOR UTILITIES. IF UTILITIES CANNOT BE LOCATED, POTHOLING SHALL BE DONE TO LOCATE THE UTILITIES. CAPMETRO AND THE APPROPRIATE UTILITY OWNERS SHALL BE NOTIFIED IMMEDIATELY WHEN UTILITY LINES NOT KNOWN OR INDICATED ON THE DRAWINGS ARE ENCOUNTERED. NO SERVICE SHALL BE DISRUPTED UNTIL THE UTILITY OWNER AND CAPMETRO HAVE DETERMINED THE REQUIRED ACTION ON SUCH LINES.

3. THE CONTRACTOR SHALL NOTIFY CAPMETRO AT LEAST THREE (3) WEEKS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN RAILROAD RIGHT-OF-WAY.

4. THE CONTRACTOR SHALL NOTIFY THE CITY AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK ON CITY RIGHT-OF-WAY. THE CONTRACTOR SHALL NOTIFY TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) AT LEAST FOUR (4) WEEKS PRIOR TO STARTING ANY WORK ON STATE RIGHT OF WAY. A CHANGEABLE MESSAGE BOARD SHALL BE PLACED ALONG THE ROADWAY A MINIMUM OF SEVEN (7) DAYS PRIOR TO BEGINNING THE WORK IN ORDER TO NOTIFY THE TRAVELING PUBLIC OF THE FUTURE ROAD WORK.

5. ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (OSHA) (COPIES OF THESE STANDARDS MAY BE PURCHASED FROM THE U.S. GOVERNMENT PRINTING OFFICE. INFORMATION AND RELATED REFERENCE MATERIAL MAY BE PURCHASED FROM OSHA, 903 SAN JACINTO, RM. 319, AUSTIN, TEXAS 78701), AS WELL AS FRA (FEDERAL RAILROAD ADMINISTRATION) REQUIREMENTS FOR ROADWAY WORKERS.TRENCH EXCAVATION PROTECTION: CONTRACTOR AND/OR

CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN/GEOTECHNICAL/SAFETY/EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE(S) WITHIN THE PROJECT WORKING AREA IN ORDER TO DEVELOP THE CONTRACTOR'S PLANS TO IMPLEMENT THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S PLANS SHALL PROVIDE FOR ADEQUATE TRENCH SAFETY EXCAVATIONS, ESPECIALLY, CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL DEVELOP AND IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS, COVERING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION. THE CONTRACTOR PLANS AND OUTLINE FOR TRENCH SAFETY PROGRAM SHALL BE FURNISHED BY THE CONTRACTOR TO THE OWNER, PRIOR TO EXECUTION OF THE CONTRACT, FOR INCLUSION AS PART OF THE CONTRACT DOCUMENTS. THE DOCUMENTS FURNISHED TO THE OWNER ARE NOT FOR THE OWNER'S REVIEW, APPROVAL OR ENDORSEMENT OF THE CONTRACTOR'S PLAN AND TRENCH SAFETY PROGRAM, BUT SOLELY FOR THE PURPOSE OF INCLUDING DETAILED TRENCH SAFETY PLANS FOR THE PROJECT IN DOCUMENTS. BORING ACTIVITIES WILL TAKE PLACE OUTSIDE OF REVENUE SERVICE, TYPICALLY AT NIGHT OR ON WEEKENDS.

6. SEE CONSTRUCTION SEQUENCING PLAN AND TRAFFIC CONTROL AND CLOSURE PLANS FOR DETAILS ON PROJECT PHASING AND DETAILS ON TRAFFIC CONTROL AND CLOSURE ITEMS. THE CITY SHALL BE CONTACTED 48 HOURS PRIOR TO THE INSTALLATION OF TRAFFIC CONTROL AND CLOSURES AS APPLICABLE FOR EACH AFFECTED ROADWAY.

7. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFF SITE. CONTRACTOR SHALL NOT DISPOSE OF SURPLUS MATERIAL FROM THE SITE WITHOUT NOTIFYING CAPMETRO 48 HOURS PRIOR TO THE REMOVAL. THE NOTIFICATION SHALL INCLUDE DISPOSAL LOCATION. CONTRACTOR SHALL DISPOSE OF CONTAMINATED SOIL IN ACCORDANCE WITH FEDERAL AND STATE REQUIREMENTS FOR APPROPRIATE DISPOSAL BASED ON ENVIRONMENTAL REQUIREMENTS.

8. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF ANY AND ALL EXISTING STRUCTURES ON SITE AS NOTED IN THE PLANS. CONTRACTOR SHALL REMOVE ITEMS AS DETAILED IN THE PLANS. CONTRACTOR SHALL REMOVE GRADE CROSSING EQUIPMENT, CONCRETE GRADE CROSSING PANELS AND SIGNAL HOUSES AND STOCKPILE USABLE TRACK MATERIALS AT CEDAR PARK YARD AND USABLE SIGNAL MATERIALS ABBOTT YARD.

9. ALL CONCRETE WORK SHALL CONFORM TO ALL APPLICABLE REQUIREMENTS OF ACI 301- 10 AND CONTRACT SPECIFICATIONS.

10. ALL EXPOSED CORNERS FOR CONCRETE WORK SHALL BE CHAMFERED 1-INCH.

11. THE INFORMATION CONTAINED ON THESE DRAWINGS IN REGARD TO EXISTING UTILITIES, TOPOGRAPHY, CONTOURS OR SUBSURFACE CONDITIONS IS FURNISHED SOLELY AS THE BEST INFORMATION AVAILABLE AT THIS TIME. ITS ACCURACY IS NOT GUARANTEED AND ITS USE IN NO WAY RELIEVES THE CONTRACTOR OF ANY RESPONSIBILITY FOR LOSSES DUE TO ANY INACCURACIES.

12. THE CONTRACTOR SHALL NOTIFY CAPMETRO BEFORE BEGINNING ANY UTILITY CONSTRUCTION IN PUBLIC ROW OR PUBLIC EASEMENT. NO PIPE SHALL BE LAID UNTIL CAPMETRO OR ITS REPRESENTATIVE HAS MET WITH THE CONTRACTOR OR HIS REPRESENTATIVE AT THE PROJECT SITE.

13. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITIONS, INCLUDING REVEGETATION (HYDROMULCH) AND GRADING TO DRAIN AS REQUIRED BY THE CITY AT NO ADDITIONAL COST TO CAPMETRO.

14. CONTRACTORS SHALL BE RESPONSIBLE FOR ITS OWN SURVEY.

15. NO WORK SHALL BE PERMITTED WITHOUT A ROADWAY WORKER IN CHARGE (RWIC) WHEN WORK IS WITHIN CAPMETRO ROW OR EQUIPMENT HAS THE POTENTIAL TO ENTER THE ROW. WORK IMPACTING RAILROAD SERVICES MAY REQUIRE A NIGHT OR WEEKEND SCHEDULE IF A FORM B CANNOT BE USED. ALL CONTRACTORS MUST SUBMIT AN ONLINE APPLICATION TO CAPMETRO's REAL ESTATE DEPARTMENT FOR DEPLOYMENT OF RWIC, AT THE REQUIRED LOCATION OF THEIR WORK, WITHIN THE ROW. THE LOCATION OF WORK PERMITTED MAY NOT CHANGE UNLESS A NEW ONLINE APPLICATION HAS BEEN SUBMITTED AND APPROVED. WHEN WORKING DIRECTLY ON CAPMETRO PROJECTS, RWIC FEES SHALL BE WAIVED UPON APPROVAL FROM LISTED CAPMETRO PROJECT MANAGER AND THE INTERNAL PROJECT NUMBER INCLUDED IN THE ONLINE REQUEST. FOR THIRD PARTY CONTRACTORS WORKING IN THE RAILROAD ROW, THERE WILL BE A CHARGE FOR RWIC DEPLOYMENT AT $100/HOUR.

16. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL QUANTITIES.

17. DESIGN AND CONSTRUCTION OF RAILROAD PROJECTS WITHIN THE ROW SHALL BE IN ACCORDANCE WITH THE AREMA MANUAL FOR RAILWAY ENGINEERING AND CAPMETRO GUIDELINES FOR RAILROAD GRADE SEPARATION PROJECTS (AS ANNOTATED BY TXDOT), OR KANSAS CITY SOUTHERN GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OVERPASSES AND UNDERPASSES AND TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MAINTENANCE OF HIGHWAYS, STREETS AND BRIDGES.

18. SAFETY AND SECURITY CERTIFICATION (SSC) WILL BE PERFORMED ON PROJECTS THAT REHABILITATE OR MODIFY AN EXISTING SYSTEM, NEW CONSTRUCTION THAT IMPACTS THE RAIL SYSTEM OR THE REPLACEMENT OF VEHICLES OR EQUIPMENT. SSC MAY ALSO BE PERFORMED AT THE REQUEST OF CAPMETRO SENIOR LEADERSHIP. SSC HAS THREE TIERS AND DEPENDING ON THE PROJECT'S SCOPE, SIZE AND IMPACT TO THE RAIL

SYSTEM, THIS WILL DETERMINE THE TIER THAT MUST BE COMPLIED WITH. CAPMETRO HAS A STANDARD SSC PROGRAM THAT MUST BE FOLLOWED. COMMISSIONING THE PROJECT IS CONTINGENT ON FINAL SSC. A CAPMETRO SSC REPRESENTATIVE WILL WORK WITH THE CONTRACTOR TO ENSURE THE PROCESS COMPLIES WITH THE CAPMETRO SAFETY AND SECURITY CERTIFICATION PROGRAM PLAN.

ELECTROMAGNETIC INTERFERENCE (EMI):

EMI STANDS FOR ELECTROMAGNETIC INTERFERENCE. IN ELECTRICAL ENGINEERING, IT IS DEFINED AS AN UNWANTED ELECTROMAGNETIC DISTURBANCE—ORIGINATING FROM EITHER MAN-MADE OR NATURAL SOURCES—THAT INTERRUPTS, OBSTRUCTS, OR OTHERWISE DEGRADES THE EFFECTIVE PERFORMANCE OF ELECTRICAL CIRCUITS AND ELECTRONIC EQUIPMENT. IT OCCURS DUE TO THE CLOSE RELATIONSHIP BETWEEN ELECTRICITY AND MAGNETISM: ALL ELECTRICAL FLOW PRODUCES A MAGNETIC FIELD, AND A MOVING MAGNETIC FIELD CAN INDUCE AN UNWANTED CURRENT IN A NEARBY CONDUCTOR, CREATING "NOISE" THAT LEADS TO DATA LOSS, SIGNAL ERRORS, OR TOTAL DEVICE FAILURE. CONSTRUCTION OF ELECTRICAL INFRASTRUCTURE NEAR RAILROADS WHEN CONSTRUCTING ELECTRICAL INFRASTRUCTURE OVER OR BENEATH RAILROAD TRACKS, CONTRACTORS MUST STRICTLY ADHERE TO THE AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA) GUIDELINES AND THE NATIONAL ELECTRICAL SAFETY CODE (NESC).

ADDITONAL NOTES:

- PLANS SHALL BE IN CONFORMANCE TO NATIONAL ELECTRICAL SAFETY CODE (NESC) AND INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE) STANDARDS IN ADDITION TO AREMA STANDARDS.
- EMI MITIGATION SHALL BE IDENTIFIED AND ADDRESSED BY THE CONTRACTOR PRIOR TO THE CONSTRUCTION AND INSTALLATION OF ELECTRICAL FACILITY.

GRADING NOTES:

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MAKE CERTAIN THAT ALL THE REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES. PROJECTS THAT WILL REQUIRE SAFETY AND SECURITY CERTIFICATION MUST HAVE THAT PROCESS IN PLACE.

2. BARRICADING, TRAFFIC CONTROL AND PROJECT SIGNS SHALL CONFORM TO STATE AND CITY BARRICADING AND CONSTRUCTION STANDARDS AS APPLICABLE AND THE CONTRACT SPECIFICATIONS.

3. THE CONTRACTOR SHALL VERIFY THE SUITABILITY OF ALL EXISTING AND PROPOSED SITE CONDITIONS, INCLUDING GRADES AND DIMENSIONS, BEFORE COMMENCEMENT OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES. MINOR ADJUSTMENT TO FINISH GRADE TO ACCOMPLISH SPOT

DRAINAGE IS ACCEPTABLE, IF NECESSARY, UPON PRIOR APPROVAL OF THE ENGINEER. PAVING INSTALLED SHALL MATCH EXISTING PAVING AT JOINTS AND NOT CREATE PUDDLES.

4. PROPOSED SPOT ELEVATION AND DESIGNATED GRADIENT ARE TO BE USED IN THE EVENT OF ANY DISCREPANCIES.

5. SITE PREPARATION AND GRADING AND FILL COMPACTION SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEERING REPORT.

6. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES DURING THE CONSTRUCTION OF THIS PROJECT.

RAILROAD NOTES:

ALL INFORMATION ASSOCIATED WITH CAPMETRO ROW REQUEST CAN BE LOCATED AT: CAPMETRO.ORG/RAILROW

ANY WORKERS WORKING WITHIN THE RAILROAD RIGHT-OF-WAY MUST HAVE ROADWAY WORKER PROTECTION (RWP) TRAINING AND SUCCESFULLY RECEIVE CERTIFCATION. WORKERS MUST PRESENT A COPY OF THEIR CERTIFICATION TO THE RWIC BEFORE ACCESS TO THE RIGHT-OF-WAY WILL BE GRANTED, AND THEY MUST CARRY THE CERTIFICATION WITH THEM AT ALL TIMES WHILE ON THE RIGHT-OF-WAY. CERTIICATIONS EXPIRE AFTER ONE (1) YEAR.

ROADWAY WORKER PROTECTION TRAINING IS PROVIDED BY HERZOG TRANSIT SERVICES. CONTACT MOW ADMIN FOR INFORMATION REGARDING TRAINING.

1. CAPMETRO MUST APPROVE ALL ACCESS TO AND ACTIVITIES WITHIN THE CAPMETRO ROW PRIOR TO ENTERING INTO THE RAILROAD ROW OR THE PERFORMANCE OF ANY WORK. ALL INDIVIDUALS OR CONTRACTORS REQUIRING ACCESS TO THE RAILROAD ROW MUST HAVE AN APPROVED LICENSE AGREEMENT AND/OR WORK PERMIT PRIOR TO ANY WORK WITHIN THE RAILROAD ROW. INDIVIDUALS OR CONTRACTORS MUST FOLLOW ALL THE SAFETY REQUIREMENTS OF CAPMETRO.

2. ANY WORK WITHIN THE CAPMETRO RIGHT OF WAY CAN ONLY PROCEED WITH THE PRESENCE OF A QUALIFIED RWIC AND AFTER AN INITIAL JOB BREFIING IS HELD OFF THE SITE. AT THAT TIME RWP CERTIFICATIONS WILL BE INSPECTED. ANY WORKER WHO CANNOT PRODUCE A VALID AND IN DATE CERTIFICATION WILL NOT BE PERMITTED IN THE ROW. ANY WORK INVOLVING EQUIPMENT THAT HAS THE POTENTIAL TO ENTER THE FOUL THE ROW MAY ONLY BE PERFORMED WITH THE PROTECTION OF A QUALIFIED RWIC. THE SCHEDULING OF RWICS IS COORDINATED BY CAPMETRO RAIL OPERATIONS.

3. CONTRACTOR SHALL NOTIFY CAPMETRO AND ITS OPERATIONS & MAINTENANCE CONTRACTOR, HERZOG TRANSIT SERVICES (IF WORKING IN THE CENTRAL SUBDIVISION) OR AUSTIN WESTERN RAILROAD (IF WORKING IN EAST OR WEST SUBDIVISION), THREE (3) WEEKS BEFORE COMMENCING WORK WITHIN THE

CAPMETRO RIGHT-OF-WAY IN ORDER TO SCHEDULE ROADWAY WORKER PROTECTION TRAINING CLASS, TRACK ACCESS AND RWIC SERVICES IF NEEDED AND SCHEDULE TRACK OUTAGES.

4. COMPLY WITH ALL CONDITIONS OF PERMIT FOR CONSTRUCTION IN RAILROAD ROW.

5. CONSTRUCTION IN RAILROAD ROW SHALL NOT PROGRESS UNTIL PROOF OF INSURANCE IS PROVIDED TO CAPMETRO.

6. THE CONTRACTOR MUST REQUEST THAT ALL RAILROAD SIGNAL GRADE CROSSING AND COMMUNICATION CABLES WITHIN THE LIMITS OF CONSTRUCTION BE LOCATED AND TAKE CARE NOT TO DAMAGE THEM. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN MARKING OF CABLES AND FOR THE REPAIR OF ANY DAMAGE TO CAPMETRO SIGNAL FACILITIES.

7. CONTRACTOR SHALL MAINTAIN A MINIMUM CONSTRUCTION CLEARANCE OF 23'-7" VERTICALLY ABOVE THE PLANE OF THE TOP OF RAIL (TOR).

8. ANY CONSTRUCTION FEATURE WILL HAVE 10' HORIZONTAL CLEARANCE FROM THE CENTER OF THE TRACK.

9. TRENCHING FOR THE UNDERGROUND CABLE OR UTILITY PIPE PARALLEL TO THE TRACK SHOULD BE PROVIDED TOWARD THE EDGE OF THE ROW.

10. BEFORE ANY EXCAVATION ON THE ROW GET DETAILS OF THE EMBEDDED PTC FIBER IN TERMS OF THE OFFSET & DEPTH OF THE FIBER OPTIC LINE IF WORKING WITHIN CENTRAL SUBDIVISION.

GENERAL SHORING REQUIREMENTS:

1. RAILROAD REVIEW AND APPROVAL OF SHORING, ERECTION, DEMOLITION AND FALSEWORK IS REQUIRED. ALLOW A MINIMUM OF FOUR (4) WEEKS FOR THE REVIEW AND APPROVAL OF EACH SUBMITTAL.

2. THE PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES. IN THE RARE EVENT THAT A GRADE SEPARATION PROJECT WILL INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF FLOW IN SUCH ELEMENTS, SUCH A DESIGN MUST BE REVIEWED AND APPROVED BY THE RAILROAD.

3. VERIFY THE ELEVATION OF THE EXISTING TOR PROFILE BEFORE BEGINNING CONSTRUCTION. BRING ALL DISCREPANCIES TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

4. SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL FOR APPROVAL BY THE RAILROAD.

5. DESIGN AND CONSTRUCT ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD OPERATIONS AND/OR SUPPORT THE RAILROAD'S EMBANKMENT PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.

6. COMPLY WITH RAILROAD DEMOLITION GUIDELINES FOR ALL DEMOLITIONS WITHIN THE RAILROAD ROW AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATION.

7. DESIGN ERECTION METHODS OVER THE RAILROAD ROW TO CAUSE NO INTERUPTION TO THE RAIL OPERATIONS, ENABLING THE TRACK TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENT. COORDINATE CONSTRUCTION WORK WINDOWS WITH RAILROAD REPRESENTATIVE.

8. DESIGN ALL CONSTRUCTION PHASING THAT MAY IMPACT THE RAILROAD OPERATIONS TO CAUSE NO INTERUPTION TO THE RAILROAD OPERATION, ENABLING THE TRACK TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENT. COORDINATE CONSTRUCTION WORK WINDOWS WITH THE RAILROAD'S REPRESENTATIVE.

9. COMPLY WITH MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK OUTLINED IN THE RAILROAD GUIDELINES.

10. VERIFY ALL PERMANENT CLEARANCES BEFORE PROJECT CLOSING.

11. FOR RAILROAD COORDINATION CONSULT WITH THE RAILROAD REPRESENTATIVE.