

**PUBLIC ROAD CROSSING LICENSE AGREEMENT  
M2010012**

This Public Road Crossing License Agreement (this “**Agreement**”), is made by and between Capital Metropolitan Transportation Authority (“**Licensor**”), a political subdivision of the State of Texas organized and existing under Chapter 451, Texas Transportation Code, whose address is 700 Lavaca Street, Suite 1400, Austin, Texas 78701, and Williamson County, a county of the State of Texas (“**Licensee**”), whose address is 3151 S. E. Inner Loop, Suite B, Georgetown, Texas 78626. Licensor and Licensee are referred to in this Agreement individually as a “**Party**” and collectively as the “**Parties**”.

**RECITALS**

- A.** Licensor maintains 162 miles of railroad right-of-way (“**Railroad ROW**”) including the track, track support structures and the real property in the counties of Bastrop, Burnet, Lee, Llano, Travis and Williamson, Texas (collectively the “**Giddings-Llano Line**”).
- B.** Licensee desires to construct, modify, maintain and use a public road crossing (the “**Crossing**”) over the Giddings-Llano Line within the portion of the Railroad ROW located at Latitude 30°40'34.95"N, Longitude 97°55'56.75"W and Mile Post 95.3, in Liberty Hill, Williamson County, Texas as described in **Exhibit “A”** attached hereto (the “**Crossing Area**”), which may include modifications and relocation of the existing grade crossing warning system, and the construction of sidewalks and culverts (collectively, the “**Improvements**”). The term “public road crossing” or “Crossing” shall include the concrete crossing material, pavement, grading, barricades, street lighting, drainage, facilities, signs, pavement markings, active warning devices/signals and approaches.
- C.** Licensor desires to grant Licensee the right to construct, maintain and use the Crossing over the Giddings-Llano Line subject to the terms set forth below.

**AGREEMENT**

For and in consideration of the mutual promises, covenants, obligations and benefits contained herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

**1. LICENSE GRANT**

Licensor, subject to the conditions, limitations and reservations hereinafter set forth, hereby grants Licensee a non-exclusive license in, on, over, through and across the Crossing Area, for the limited purpose of constructing, maintaining, using, and repairing the Crossing over and across the Crossing Area for the Permitted Use (defined below). In consideration of the license granted herein, Licensee, on behalf of itself and its successors and assigns, acknowledges that any prior use of the Crossing by Licensee or its predecessors in interest was with the permission of Licensor and was not adverse to the rights of Licensor, and Licensee on behalf of itself and its successors and assigns hereby terminates and releases any and all rights of access over the Crossing Area that were or could have been acquired through prescriptive or other implied rights. The foregoing release shall be included in the Memorandum of License attached hereto as **Exhibit “D”**.

**2. MAINTENANCE AND USE OF THE CROSSING AREA**

- (a) Compliance with Laws.** Licensee shall strictly comply with all applicable federal, state, municipal and other governmental regulations in Licensee’s use of the Crossing and in the exercise of any

rights granted to Licensee hereunder. Licensee shall immediately send Licensor copies of any notices received from public or government authorities relating to the Crossing.

(b) **Required Approvals.** Licensee shall, at its sole cost and expense, obtain all necessary governmental approvals and permits for Licensee's use of the Crossing. Licensee shall provide evidence of such easements, licenses, approvals and permits to Licensor immediately upon request by Licensor. Licensee shall, where necessary, pay to have present at the time of construction, contractors designated by Licensor to oversee the construction activities ("**RWIC**") at the rates set at the time of construction

(c) **Use.** Licensee represents and warrants to Licensor that the Crossing shall be used for the construction, modification, maintenance and use of a public road in accordance with the terms of this Agreement (the "**Permitted Use**"). Licensee shall (i) not change the use of the Crossing to a use other than the Permitted Use without the prior written consent of Licensor, and (ii) take any and all necessary actions to preserve the public character of the Crossing and to prevent the use of the Crossing for other purposes, at its sole cost and expense.

(d) **Design, Construction, Operation and Maintenance.**

i. **Performance by Pre-Approved Contractors.** Except as otherwise required by applicable state or federal procurement laws, rules or regulations (together, "**Procurement Laws**"), Licensee hereby agrees that the design, construction, modification and maintenance of the Crossing shall be performed by approved vendors on Licensor's design and construction firms list attached hereto as **Exhibit "B"** (the "**Pre-Approved Contractors**") who have the special expertise needed to design, construct and, where applicable, relocate and activate the Improvements (the "**Work**") at Licensee's sole cost and expense. Licensor reserves the right to modify the Pre-Approved Contractor list at its sole discretion with reasonable notice to the Licensee.

ii. **Performance by Alternative Contractors.** In the event Procurement Laws prohibit Licensee from using Pre-Approved Contractors to perform all or a portion of the Work, Licensee may select qualified design and/or construction contractors of its choosing through its normal procurement process (the "**Alternative Contractors**").

iii. **Approval of Plans and Specifications.** During the design phase and prior to commencing any Work on the Crossing Area, Licensee must submit copies of the design plans and specifications ("**Plans and Specifications**") to Licensor for review and written approval. The Plans and Specifications must be approved by State-certified engineers. If any part of the Plans and Specifications is performed by an Alternative Contractor, Licensor reserves the right to have Licensor's contractor review the Alternative Contractor's designs at Licensee's sole cost and expense (the "**Design Review**"). Design Review shall be completed and payment for the Design Review, as applicable, shall be made in advance at 30%, 60%, 90% and 100% completion of the Plans and Specifications. By reviewing the Plans and Specifications, neither Licensor nor its contractor assume Licensee's responsibility for the design. Licensee shall bear all costs arising from the discovery of any errors, inconsistencies or omissions in the Plans and Specifications, including those identified during the Design Review.

iv. **Approval of Construction Plans.** It is agreed that Licensor shall have absolute approval authority over the final design of the Crossing. During the design phase and prior to commencing construction on the Crossing Area, a copy of the construction plans ("**Construction Plans**") showing the exact location, type and depth of the construction, any

cathodic protection measures and any working area, shall be submitted for written approval to Licensor. Such approval shall not be unreasonably withheld. No Work shall commence until the Construction Plans have been approved by Licensor.

- v. **Remediation Process.** Licensor's failure to provide comments or approval of the Plans and Specifications or Construction Plans within ten (10) business days after Licensee's submittal of same shall be deemed as disapproval thereof. If the Plans and Specifications or Construction Plans are returned to Licensee with comments, but not bearing approval of Licensor, the Plans and Specifications or Construction Plans, as applicable, shall be immediately revised by Licensee and resubmitted to Licensor for approval within ten (10) business days of their receipt by Licensee. If Licensor disapproves the revised Plans and Specifications or Construction Plans, Licensee shall further revise the Plans and Specifications or Construction Plans, as applicable, to meet Licensor's objections, if any, and resubmit the further revised Plans and Specifications or Construction Plans to Licensor for its review and approval. The foregoing procedure shall be repeated until the Plans and Specifications are approved in accordance with the terms of this Agreement.
- vi. **Construction Inspection and Testing.**
  - a. If any part of the Work is performed by an Alternative Contractor, Licensor reserves the right to inspect and test, or have its contractor inspect and test the Alternative Contractor's Work at Licensee's sole cost and expense. If Licensor in its sole discretion determines that the Work is unacceptable, Licensor may elect to remediate the Work, or have its contractor remediate the work, at Licensee's sole cost and expense, to ensure the Giddings-Llano Line is available for uninterrupted service.
  - b. Licensor has the right to test and commission or have its contractor test and commission the Crossing prior to use ("**Performance Testing**"). If Licensor determines, in its sole discretion, that the Crossing fails the Performance Testing, then Licensee shall immediately take such actions as are required to correct the Work so as to ensure the proper functioning of the Crossing, and notify Licensor when the Crossing is ready to be re-tested. The foregoing procedure shall be repeated, at Licensee's sole cost and expense, until the Performance Testing is approved by Licensor. Alternatively, Licensor may elect to remediate the Work, or have its contractor remediate the Work, at Licensee's sole cost and expense.
- vii. **Positive Train Control ("PTC").** In the event it is determined that a modification to the PTC system is required, Licensee shall be solely responsible for the related design, construction and testing costs.
- viii. **Standards.** Licensee shall require its Contractors ("**Contractor**" means Pre-Approved Contractors or Alternative Contractors, as applicable) performing the Work to design any modification to the Crossing Area to be consistent with Licensor standards and policies and applicable state and federal laws, rules and regulations including but not limited to the Federal Railroad Administration regulations and requirements, including those for designation as a quiet zone as specified in 49 C.F.R. Part 222, including Appendix A Supplementary Safety Measures, and American Railway Engineering and Maintenance-of-Way Association standards and policies.
- ix. **No Obstruction.** Licensee shall keep all property (including all improvements and personal property) owned by Licensee that is located within 250 feet from the Crossing and parallel and perpendicular to the tracks (but excluding any portion thereof lying within the Giddings-

Llano Line), free and clear of any and all vegetation, undergrowth and debris, so as not to obscure the view of trains and approaching vehicles.

- x. **Barriers.** Licensee shall construct, erect and maintain, to Licensor's satisfaction, fencing, cattle guards and other barriers as may be reasonably necessary (in Licensor's sole opinion) to prevent cattle and other animals from entering onto the Giddings-Llano Line.
- xi. **Corrosion.** Licensor's use of the Crossing Area may include the use of electrically powered equipment. Notwithstanding Licensor's inclusion within its system of measures designed to reduce stray current which may cause corrosion, Licensee is hereby warned that such measures may not prevent electrical current being present in proximity to the Crossing Area and that such presence could produce corrosive effects to the Crossing Area. Licensee waives any claim and releases Licensor with regard to any claim arising from such corrosion.
- xii. **No interference.** All design, construction, reconstruction, replacement, removal, operation and maintenance of the Crossing on the Crossing Area shall be done in such a manner so as not to interfere in any way with the operations of Licensor or with any railroad operations. In particular, cathodic protection or other stray current corrosion control measures of the Crossing Area as required shall be made a part of the design and construction of the Crossing Area.
- xiii. **No Hazards.** Licensee agrees to design, construct, reconstruct and maintain the Crossing Area in such a manner so as not to create a hazard to the use of the Crossing Area, and further agrees to pay any damages which may arise by reason of Licensee's use of the Crossing Area.
- xiv. **Cathodic Protection.** Licensee agrees to institute and maintain a reasonable testing program to determine whether additional cathodic protection of construction on the Crossing Area is necessary and if it is or should become necessary, such shall be responsible for the cost of cathodic protection shall be immediately instituted by Licensee at its sole cost and expense as necessary for the construction of the Crossing Area.
- xv. **Financial Obligations.**
  - a. Licensee shall pay for the entire cost of designing, constructing and maintaining the Crossing, including but not limited to costs associated with engineering services, permits, application fees and RWIC charges, except as provided in subsection (b) below.
  - b. Licensor shall pay for the cost of maintaining the railroad tracks and the area within a two (2)-feet distance of the railroad tracks within the Crossing Area.
  - c. Licensee shall pay the future costs of reconstruction within the limits of the railroad ties within the Crossing Area. This area of the public road crossing may become impossible to maintain. In the event maintenance is no longer possible and reconstruction is necessary, Licensor and Licensee shall agree on the type of reconstruction, and Licensee shall reconstruct the road crossing within the limits of the railroad ties, at the sole cost of the Licensee.
  - d. Licensee shall timely pay submitted invoices under this Agreement within thirty (30) days after the receipt of each invoice from Licensor. The invoices will be accompanied by supporting documentation, detailing the Work performed and the cost of materials and labor to perform the Work.

- xvi. Duty of Care.** Licensee and/or its Contractors shall use reasonable care during the construction period and thereafter, to avoid damaging existing building, equipment, vegetation on or about the Crossing Area and any adjacent property owned by or under the control of Licensor. If Licensee or its Contractors cause damage, Licensee and/or its Contractors shall immediately make appropriate replacement or repair the damage at no cost or expense to Licensor. If Licensee or its Contractors fail or refuse to make such replacement, Licensor shall have the right, but not the obligation, to make or effect any such repair or replacement at the sole cost and expense of Licensee.
  - xvii. Traffic Control.** Licensee shall provide traffic control and all necessary safety measures during construction or maintenance operations to accommodate Work.
  - xviii. Subsurface Installations.** Licensor makes no warranty regarding subsurface installations on the Crossing Area. Licensee shall conduct its own inspection of same and will not rely on the absence or presence of markers.
  - xix. Grade Separation.** If at any time, in Licensor's determination, traffic volume or other circumstances should warrant a grade separation for the Crossing licensed hereunder, Licensee shall be responsible for the cost of installation of such grade separation to Licensor's standards, at no cost to Licensor.
- (e) **Damage to Signage and Support Structures.** If any of Licensor's signage or support structures installed at the Crossing are damaged or defaced, then, regardless of the cause of such damage or defacement, the cost to replace or repair the signage or support structures shall be at Licensee's expense. In the event of such damage or defacement, Licensor may replace or repair the signage or support structures, as applicable, and invoice Licensee for the cost thereof. Licensee shall pay such invoice within thirty (30) days from the date the invoice is sent to Licensee.

### **3. LIMITATION AND SUBORDINATION OF RIGHTS GRANTED**

- (a) **Licensor's Rights.** This Agreement and the rights granted to Licensee hereunder are and shall be subordinate to (i) the prior and continuing right and obligation of Licensor to use and maintain the Giddings-Llano Line, (ii) Licensor's rail freight operations and passenger rail operations, and (iii) Licensor's rights expressly reserved herein.
- (b) **Superior Rights.** This Agreement and the rights granted to Licensee hereunder are and shall be subordinate to all outstanding superior rights including all easements, restrictions, covenants, licenses, encumbrances, leases, conditions, liens and claims of title affecting the Crossing Area and/or the Giddings-Llano Line, including the prior rights of the City of Austin set forth in Quitclaim Deed dated May 20, 1998 recorded in Volume 13187, Page 3118 of the Real Property Records of Travis County, Texas, and the right of Licensor to renew and extend the same.
- (c) **Federal Grants and Loans.** This Agreement and the rights granted to Licensee hereunder are and shall be subordinate to the authority of the Federal Transit Administration and the requirements of any federal grants or other financing obtained by Licensor (whether prior to or after the date hereof) in connection with its acquisition, use, repair and maintenance of the Giddings-Llano Line.
- (d) **Rail Freight Services Contracts.** This Agreement and the rights granted to Licensee hereunder are and shall be subordinate to all existing and future contracts entered into by Licensor for rail freight services along the Giddings-Llano Line.

#### 4. LICENSOR'S RIGHTS

Notwithstanding anything herein to the contrary, Licensor reserves the right, to be exercised by Licensor or any other parties who may obtain permission or authority from Licensor, to construct, maintain, repair, renew, use, operate, change, modify or relocate (i) railroad tracks and related structures, facilities and appurtenances, (ii) signal, power, communication, fiber optics or other wire lines and appurtenances (whether or not used in connection with Licensor's operations), and (iii) water, gas or other pipelines and appurtenances (whether or not used in connection with Licensor's operations), upon, over, along, across or under any or all parts of the Crossing Area and the Giddings-Llano Line, any of which may be freely done at any time by Licensor without liability to Licensee or to any other Party for compensation or damages. Licensor, and its agents, successors and assigns, consistent with the rights herein granted, reserve the right to use the Crossing Area and the Giddings-Llano Line for any and all other purposes not inconsistent with the rights granted to Licensee in this Agreement.

#### 5. LICENSOR'S RIGHT TO CLOSE OR RELOCATE THE CROSSING

Whenever Licensor deems it necessary or desirable in the furtherance of its railroad operating requirements or for the improvement and use of the Giddings-Llano Line to relocate the Crossing or close the Crossing, Licensor may do so, in which event this Agreement and the Memorandum of License shall terminate.

#### 6. TERM

(a) **Term.** This Agreement shall commence on the Effective Date and shall continue in full force and effect unless terminated as herein provided.

(b) **Licensor Termination Rights.** Licensor may terminate this Agreement at any time upon the occurrence of any of the following events:

- i. There is a significant change in the volume or nature of traffic at the Crossing, which shall be determined in Licensor's sole discretion;
- ii. Licensee is using the Crossing Area for a purpose or in a manner not permitted by this Agreement;
- iii. Licensor deems it necessary or desirable in the furtherance of its railroad operating requirements or for the improvement and use of the Giddings-Llano Line to close the Crossing;
- iv. Licensee fails to perform or comply with any other term or provision of this Agreement and does not remedy such failure within five (5) days after receipt of written notice from Licensor of such noncompliance, unless such default could pose a safety risk, in which event Licensor may terminate this Agreement without notice or opportunity to cure.

#### 7. INSURANCE

Licensee shall cause its respective Contractors hired to perform any Work in connection with this Agreement to obtain and maintain insurance of the types and in the amounts as set forth on **Exhibit "C"** attached to this Agreement.

## **8. RESPONSIBILITY FOR LIABILITY**

To the extent allowed by Texas law, the Parties agree that each Party is responsible to the exclusion of any such responsibility of the other Party for its own proportionate share of liability for its negligent acts and omissions for claims, suits, and causes of action, including claims for property damage, personal injury and death, arising out of or connected to this agreement and as determined by a court of competent jurisdiction, provided that the execution of this Agreement will not be deemed a negligent act.

## **9. ENVIRONMENTAL COMPLIANCE**

Licensee shall not keep, store, use or discharge any hazardous materials or toxic substances on or under the Crossing Area or any part of the Giddings-Llano Line, or cause or permit the foregoing to be done by third parties. Licensee shall comply strictly with all applicable Federal, State and local laws, ordinances, rules and regulations regarding hazardous materials or toxic substances with respect to the Crossing Area and the Giddings-Llano Line. Licensor may take all necessary actions to investigate and clean up or respond to any known, suspected, or threatened discharge of any hazardous materials or toxic substances on or under the Crossing Area or any part of the Railway ROW. To the extent such discharge was caused by Licensee, its guests, tenants, employees, contractors, invitees, agents, or predecessors-in-interest, Licensee shall reimburse Licensor for its costs and expenses incurred to remediate such discharge within thirty (30) days after receipt of an invoice from Licensor for such costs and expenses. If Licensor elects to remediate any discharge on or under the Crossing Area or any part of the Railway ROW, Licensee shall cooperate with and grant Licensor such rights and privileges as may be necessary to investigate, clean up or respond to such discharge, and Licensee hereby grants Licensor the right to access any property owned by Licensee as may be necessary (in Licensor's sole opinion) for Licensor to do the same. The provisions of this paragraph shall survive termination of this Agreement.

## **10. DEFAULT**

In the event of default by Licensee under this Agreement, Licensor may pursue any right or remedy provided herein or available at law or in equity, including, without limitation, the right to immediately terminate this Agreement. Additionally, (and without limiting Licensor's other remedies), Licensor, at its option, may elect to remedy or cure Licensee's default at Licensee's cost and expense, in which case Licensee shall reimburse Licensor for its costs and expenses incurred to remedy or cure such breach within thirty days after receipt of an invoice from Licensor for such costs and expenses. If Licensor elects to cure or remedy a Licensee default, Licensee shall cooperate with and grant Licensor such rights and privileges as may be necessary to effectuate such cure or remedy, and Licensee hereby grants Licensor the right to access any property owned by Licensee as may be necessary (in Licensor's sole opinion) for Licensor to cure or remedy a breach of Licensee's obligations under this Agreement (including, without limitation, Licensee's maintenance, safety and environmental obligations hereunder).

## **11. RIGHT TO EJECT**

Licensor may eject or cause to be ejected from the Crossing Area Licensee or any person acting under Licensee's authority or direction (including Licensee's Contractors, guests, tenants and invitees) who is engaging in conduct that is unlawful or unsafe, in Licensor's sole discretion. Licensor shall not be liable to Licensee for any damages that may be sustained by Licensee or the ejected person through Licensor's exercise of such right.

## 12. BLOCKED ACCESS

Licensor shall not be liable to Licensee for events beyond the reasonable control of Licensor that prevent or restrict access to the Crossing Area. If the use of the Crossing Area is prevented in whole or in material part by an event beyond the reasonable control of Licensor for more than thirty consecutive days, Licensor may terminate this Agreement upon written notice to Licensee. Licensee hereby releases and waives all claims against Licensor for any cost, loss, expense, liability or damages sustained by reason of such termination or restricted access to the Crossing Area.

## 13. MISCELLANEOUS

- (a) **No Warranty.** Licensor makes no representation or warranty as to the nature or extent of its right, title or interest in or to the Crossing Area, and any implied representation or warranty as to the nature or extent of Licensor's right, title and interest in or to the Crossing Area is hereby expressly disavowed by Licensor. Furthermore, Licensee acknowledges and agrees that it accepts the condition of the Crossing Area "as-is" with any and all latent and patent defects, and licensee acknowledges that Licensor has not made and does not make any warranties of the condition of the crossing area or that the Crossing Area is fit for a particular purpose.
- (b) **Obligation to Report.** Licensee agrees to report any dangerous or defective condition that exists on the Crossing Area to Licensor by telephone at (512) 997-0010.
- (c) **No Waiver.** The failure of Licensor to insist in any one or more cases upon the performance of any of the provisions, covenants, agreements or conditions of this Agreement or to exercise any option herein contained shall not be construed as a waiver or a relinquishment for the future enforcement of any such provision, covenant, agreement, condition or option.
- (d) **Governing Law and Venue.** This Agreement shall be governed by, construed and enforced in accordance with the laws of the State of Texas, and venue shall be in Travis County, Texas.
- (e) **Compliance with Laws.** Licensor reserves the right, in its sole discretion, to unilaterally amend this Agreement at any time to incorporate any modifications necessary for Licensor's compliance, with all applicable state and federal laws, regulations, requirements and guidelines.
- (f) **No Third-Party Beneficiaries.** No term or provision of this Agreement is intended to be, or shall be, for the benefit of any person, firm, organization or corporation not a Party to this Agreement and no such other person, firm organization or corporation shall have any right or cause of action hereunder.
- (g) **Severability.** If any provisions of this Agreement are, for any reason, held by a court to be unenforceable, then the invalidity of such provision will not invalidate any other provisions, which other provisions will remain in full force and effect unless removal of such invalid provision destroys the legitimate purpose of the Agreement, in which event the Agreement will be terminated.
- (h) **Memorandum.** Licensor and Licensee agree to execute a "Memorandum of License" in the form attached hereto as **Exhibit "D"** at the same time they execute this Agreement. The Memorandum of License may be recorded in the Real Property Records where the Crossing Area is located. In no event shall this Agreement, the terms of this Agreement, or the Memorandum of License be recorded without Licensor's consent. Upon expiration or earlier termination of this Agreement, Licensee agrees to execute, acknowledge and deliver an appropriate instrument in



writing evidencing such expiration or earlier termination. Licensor is hereby irrevocably vested with full power and authority as attorney in fact for Licensee and in Licensee's name, place and stead (which shall be deemed coupled with an interest and irrevocable), to execute such instrument.

- (i) **Other Instruments.** The Parties covenant and agree that they will execute other and further instruments and documents as may become necessary or convenient to effectuate and carry out the purposes of this Agreement.
- (j) **Time is of the Essence and Dates of Performance.** Time is of the essence in this Agreement. In the event that the date for performance by either Party of any obligation under this Agreement are required to be performed by such Party falls on a Saturday, Sunday or national holiday, the time for performance of such obligation shall be deemed extended until the next business day following such date.
- (k) **Notice.** All notices, demands, requests, consents, and approvals required under this Agreement or by law by either Party to the other shall be in writing and may be effected by personal delivery in writing or by registered or certified mail, return receipt requested when mailed to the proper Party, at the following addresses:

If to Licensee:           Williamson County  
County Engineer/Road and Bridge  
Attn: J. Terron Evertson, P.E.  
3151 S. E. Inner Loop, Suite B  
Georgetown, Texas 78626

If to Licensor:           Capital Metropolitan Transportation Authority  
Attn: Director of Real Estate  
507 Calles Street  
Austin, Texas 78702

With copy to:           Capital Metropolitan Transportation Authority  
Attn: Chief Counsel  
700 Lavaca Street, Suite 1400  
Austin, Texas 78701

- (l) **Signature.** This Agreement may be executed simultaneously in counterparts, each of which shall be deemed an original, but all of which, together shall constitute one and the same instrument. A copy, pdf or facsimile signature shall be deemed an original signature for all purposes hereunder.
- (m) **No Assignment.** Licensee shall not assign this Agreement without the written consent of Licensor. If Licensee fails to secure Licensor's consent to any assignment, Licensee will continue to be responsible for the obligations and liabilities assumed herein. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of the Parties hereto, their respective heirs, executors, administrators, successors and assigns.
- (n) **Interpretation.** Whenever used herein, the term "including" shall be deemed to be followed by the words "with limitation." Words used in the singular number shall include the plural, and vice-versa, and any gender shall be deemed to include each other gender. Descriptive headings/captions herein are for convenience only and do not affect this Agreement's construction or interpretation.

- (o) **Survival.** Termination of this Agreement shall not relieve Licensee's liability or obligation set forth in this Agreement that is expressly stated to survive termination of this Agreement.
- (p) **Application.** Licensor is granting the license to use the Crossing in reliance on the information provided by Licensee. Licensee warrants that the information provided by Licensee is true, correct and complete. Breach of the foregoing warranty by Licensee, shall be a default under this Agreement.
- (q) **Sovereign Immunity.** Nothing in this Agreement shall be construed as a waiver of sovereign immunity by either Party.
- (r) **Entire Agreement.** This Agreement contains the complete and entire Agreement between the Parties respecting the matters addressed herein, and supersedes all prior negotiations, agreements, representations, and understanding, if any, between the Parties respecting the construction of the project. This Agreement may not be modified, discharged, or changed in any respect whatsoever except by a further agreement in writing duly executed by authorized representatives of the Parties.
- (s) **Invalid Provision.** Any clause, sentence, provision, paragraph, or article of this Agreement held by a court of competent jurisdiction to be invalid, illegal, or ineffective shall not impair, invalidate, or nullify the remainder of this Agreement, but the effect thereof shall be confined to the clause, sentence, provision, paragraph, or article so held to be invalid, illegal, or ineffective.

#### 14. FEDERAL NOTICES

- (a) **Non-Discrimination.** Licensee shall not discriminate or permit discrimination against any person or organization because of race, color, age, religion, sex or national origin or for any other reason prohibited by law.
- (b) **Compliance with Environmental Standards.** Licensee shall comply with the provisions of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

#### 15. ACKNOWLEDGEMENTS

This Agreement is in memory of the late Thomas N. Olechowski, P.E., HNTB's Director of Rail Engineering. Tom as we called him, was a true pioneer of the rail industry and major contributor to the success of the County Road 200 Project. Not only did Tom have the skills for building things, but he had a special gift for building relationships with the people he came in contact with. His knowledge and warm presence will truly be missed by his industry colleagues.

***SIGNATURE PAGE FOLLOWS***

**IN WITNESS WHEREOF**, the Parties have caused this Agreement to be duly executed as the date of the last of the Parties to sign (the “**Effective Date**”).

**LICENSOR**

**Capital Metropolitan Transportation Authority**

By: \_\_\_\_\_  
Shanea Davis  
Vice President  
Property, Asset Management and Real Estate

Approved as to form

By: \_\_\_\_\_  
Ayeola Williams, Staff Attorney

**LICENSEE**

**Williamson County**

By: \_\_\_\_\_  
Bill Gravell, Jr.  
Williamson County Judge

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

**EXHIBIT A**  
**DESCRIPTION OF CROSSING AREA (PLANS)**

# WILLIAMSON COUNTY

## CR 200 AT-GRADE CROSSING REPLACEMENT MP 95.30

### PRECINCT NUMBER 2

## CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY WEST SUBDIVISION, LIBERTY HILL, TEXAS

ROADWAY	CLASSIFICATION	DESIGN SPEED
ROADWAY	ADT (CURRENT)	ADT (DESIGN YEAR)
ROADWAY	DHV (CURRENT)	DHV (DESIGN YEAR)
ROADWAY	DIRECTIONAL DISTRIBUTION (D)	PERCENT TRUCKS (T)

FINAL  
SUBMITTAL

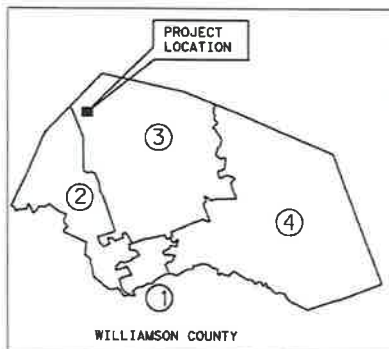
FOR THE RECONSTRUCTION OF THE EXISTING AT-GRADE CROSSING  
AT MP 95.30

CR 200  
AT-GRADE CROSSING  
DOT # 7448005  
MP 95.30

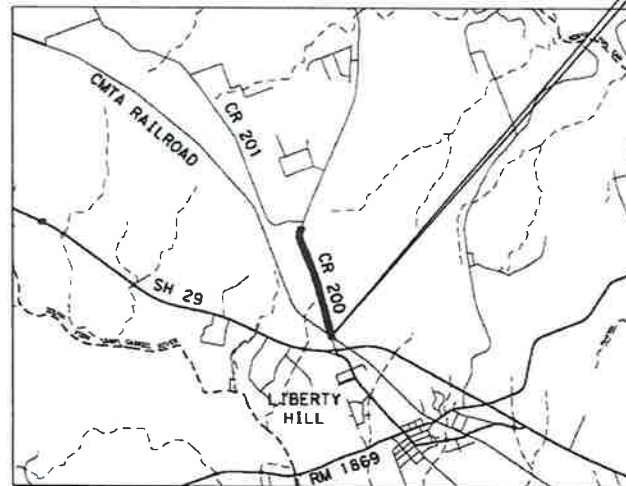
EXCEPTIONS: NONE  
EQUATIONS: NONE  
RAILROAD CROSSINGS: CMTA R.R. AT STA 105+93.25  
WATERSHED: NONE  
AREA OF DISTURBANCE: NONE

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION NOT REQUIRED

REQUIRED SIGNS SHALL BE PLACED IN ACCORDANCE WITH STANDARD  
SHEETS BC(1)-14 THRU BC(12)-14 AND THE "TEXAS MANUAL ON UNIFORM  
TRAFFIC CONTROL DEVICES."



TxDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION  
OF HIGHWAYS, STREETS AND BRIDGES ADOPTED ON  
NOVEMBER 1, 2014 AND ALL APPLICABLE SPECIAL PROVISIONS  
AND SPECIAL SPECIFICATIONS AS INDICATED IN THE BID  
DOCUMENTS SHALL GOVERN ON THIS PROJECT.



VICINITY MAP  
N. T. S.



THE CAPITAL METRO RAIL STAFF SIGNATURE REFERENCES  
ONLY THE WORK TO BE CONSTRUCTED IN THE CAPITAL  
METRO RAILROAD RIGHT-OF-WAY (ROW).

REVIEWED BY:  
CMTA

E-SIGNED by King Kaul  
on 2020-10-05 20:40:30 GMT

KING KAUL, PE

DATE

Program Manager IV

E-SIGNED by David Dech  
on 2020-10-06 12:19:01 GMT

DAVID DECH

DATE

Vice President Rail



ENGINEER:

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701 Brazos St., Suite 450  
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(512) 447-5590



3/05/2020

EXHIBIT A

# GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DEPTHS AND LOCATIONS OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES WITH CONSTRUCTION PLANS FOUND IN THE FIELD SHALL BE BROUGHT IMMEDIATELY TO THE ATTENTION OF THE ENGINEER.
2. THE CONTRACTOR SHALL CONTACT THE TEXAS EXCAVATION SYSTEM AT 1-800-344-8377 FOR EXISTING UTILITY LOCATIONS 48 HOURS PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES THAT ARE TO BE EXTENDED, TIED TO, CROSSED, OR ALTERED; OR SUBJECT TO DAMAGE/INCONVENIENCE BY THE CONSTRUCTION OPERATIONS.
3. CONTACT THE CITY OF LIBERTY HILL PUBLIC WORKS DEPARTMENT FOR EXISTING WATER AND WASTEWATER LOCATIONS 48 HOURS PRIOR TO CONSTRUCTION.
4. ANY CHANGES OR REVISIONS TO THESE PLANS MUST FIRST BE SUBMITTED TO THE HNTB DESIGN ENGINEER FOR REVIEW AND WRITTEN APPROVAL PRIOR TO CONSTRUCTION OF THE REVISION.
5. A TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO ANY PARTIAL OR COMPLETE ROADWAY CLOSURES. TRAFFIC CONTROL PLANS SHALL BE SITE SPECIFIC AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER. LANE CLOSURES ON ARTERIALS AND ANY FULL ROAD CLOSURES REQUIRE MESSAGE BOARDS NOTIFYING THE PUBLIC ONE WEEK PRIOR TO THE CLOSURE.
6. NO WORK IS TO BE PERFORMED BETWEEN THE HOURS OF 6:00 P.M. AND 7:00 A.M. THE CITY INSPECTOR RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO UNCOVER ALL WORK PERFORMED WITHOUT INSPECTION.
7. CONTACT THE CITY INSPECTOR 4 DAYS PRIOR TO WORK TO SCHEDULE ANY INSPECTIONS ON WEEKENDS OR CITY HOLIDAYS.
8. NO BLASTING IS ALLOWED.
9. ANY EXISTING UTILITIES, PAVEMENT, CURBS, SIDEWALKS, STRUCTURES, TREES, ETC., THAT ARE DAMAGED OR REMOVED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.
10. THE CONTRACTOR SHALL GIVE THE CITY OF LIBERTY HILL 48 HOURS NOTICE BEFORE BEGINNING EACH PHASE OF CONSTRUCTION. CONTACT ASSIGNED CITY INSPECTOR.
11. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD WITH THE CONTRACTOR, DESIGN ENGINEER/PERMIT APPLICANT AND THE CITY OF LIBERTY HILL REPRESENTATIVES PRIOR TO INSTALLATION OF EROSION/SEDIMENTATION CONTROLS AND TREE PROTECTION MEASURES AND PRIOR TO BEGINNING ANY WORK.
12. THE CONTRACTOR AND ENGINEER SHALL KEEP ACCURATE RECORDS OF ALL CONSTRUCTION THAT DEVIATES FROM THE PLANS. THE ENGINEER SHALL FURNISH THE CITY OF LIBERTY HILL ACCURATE "RECORD DRAWINGS" FOLLOWING THE COMPLETION OF ALL CONSTRUCTION. THESE "RECORD DRAWINGS" SHALL MEET THE SATISFACTION OF THE ENGINEERING DEPARTMENTS PRIOR TO FINAL ACCEPTANCE. THE CONTRACTOR TO PROVIDE THE ENGINEER PDF HALF-SIZE (11"x17") AS-CONSTRUCTED DRAWINGS. THE ENGINEER WILL PROVIDE WILLIAMSON COUNTY AND CITY OF LEANDER ELECTRONIC HALF-SIZE PDF & CAD FILES REFLECTING CONTRACTOR'S AS-CONSTRUCTED DRAWINGS.
13. WHEN CONSTRUCTION IS BEING CARRIED OUT WITHIN EASEMENTS, THE CONTRACTOR SHALL CONFINE HIS WORK TO WITHIN THE PERMANENT AND TEMPORARY EASEMENTS. PRIOR TO ACCEPTANCE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL TRASH AND DEBRIS WITHIN THE PERMANENT EASEMENTS. CLEANUP SHALL BE TO THE SATISFACTION OF THE ENGINEER.
14. CONTRACTOR TO LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS. RE-ESTABLISH DISTURBED OR DESTROYED ITEMS BY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, AT NO ADDITIONAL COST TO OWNER.
15. THE CONTRACTOR SHALL PROTECT ALL EXISTING FENCES. IN THE EVENT THAT A FENCE MUST BE REMOVED, THE CONTRACTOR SHALL REPLACE SAID FENCE OR PORTION THEREOF WITH THE SAME TYPE OF FENCING TO A QUALITY OF EQUAL OR BETTER THAN THE ORIGINAL FENCE.
16. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST CITY OF LIBERTY HILL STANDARD SPECIFICATIONS. CITY OF LIBERTY HILL STANDARDS SHALL BE USED UNLESS OTHERWISE NOTED IN DETAILS.
17. ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA). OSHA STANDARDS MAY BE PURCHASED FROM THE GOVERNMENT PRINTING OFFICE. INFORMATION AND RELATED REFERENCE MATERIALS MAY BE PURCHASED FROM OSHA, 1033 LA POSADA DR. SUITE 375, AUSTIN, TEXAS 78752-3832.
18. ALL MATERIALS AND CONSTRUCTION PROCEDURES WITHIN THE SCOPE OF THIS CONTRACT WHERE NOT SPECIFICALLY COVERED IN THE PROJECT SPECIFICATIONS SHALL CONFORM TO ALL CITY OF LIBERTY HILL DETAILS, AND CITY OF AUSTIN STANDARD SPECIFICATIONS.
19. PROJECT SPECIFICATIONS TAKE PRECEDENCE OVER PLANS AND SPECIAL CONDITIONS GOVERN OVER TECHNICAL SPECIFICATIONS.
20. HOT MIX ASPHALTIC CONCRETE PAVEMENT SHALL BE MINIMUM THICKNESS OF 2 INCHES WITH NO RECYCLED ASPHALT SHINGLES CONTENT.
21. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY QUESTIONS THAT MAY RISE CONCERNING THE INTENT, PLACEMENT, OR LIMITS OF DIMENSIONS OR GRADES NECESSARY FOR THE CONSTRUCTION OF THIS PROJECT.
22. CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ALL PERMITS, TESTS, APPROVALS AND ACCEPTANCES REQUIRED TO COMPLETE CONSTRUCTION OF THIS PROJECT.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION BETWEEN HIMSELF AND OTHER CONTRACTORS AND UTILITIES IN THE VICINITY OF THE PROJECT. THIS INCLUDES GAS, WATER, WASTEWATER, ELECTRICAL, TELEPHONE, CABLE TV AND STREET DRAINAGE WORK. ONCE THE CONTRACTOR BECOMES AWARE OF A POSSIBLE CONFLICT, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER WITHIN TWENTY-FOUR (24) HOURS.
24. THE CONTRACTOR MUST OBTAIN A CONSTRUCTION WATER METER FOR ALL WATER USED DURING CONSTRUCTION. A COPY OF THIS PERMIT MUST BE CARRIED AT ALL TIMES BY ALL WHO USE WATER.
25. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ROADS AND DRIVES ADJACENT TO AND NEAR THE SITE FREE FROM SOIL, SEDIMENT AND DEBRIS. CONTRACTOR WILL NOT REMOVE SOIL, SEDIMENT OR DEBRIS FROM ANY AREA OR VEHICLE BY MEANS OF WATER. ONLY SHOVELING AND SWEEPING WILL BE ALLOWED. CONTRACTOR WILL BE RESPONSIBLE FOR DUST CONTROL FROM THE SITE.
26. THE CITY OF LIBERTY HILL SHALL NOT BE PETITIONED FOR ACCEPTANCE UNTIL ALL NECESSARY EASEMENT DOCUMENTS HAVE BEEN SIGNED AND RECORDED.
27. AN ENGINEER'S CONCURRENCE LETTER AND RECORD DRAWINGS SHALL BE SUBMITTED TO THE ENGINEERING DEPARTMENT PRIOR TO THE ISSUANCE OF CERTIFICATE OF COMPLETION OR SUBDIVISION ACCEPTANCE. THE ENGINEER AND CONTRACTOR SHALL VERIFY THAT ALL FINAL REVISIONS AND CHANGES HAVE BEEN MADE TO THE DIGITAL COPY PRIOR TO CITY SUBMITTAL. RECORD CONSTRUCTION DRAWINGS, INCLUDING ROADWAY AND ALL UTILITIES SHALL BE PROVIDED TO THE CITY IN DIGITAL FORMAT AS AUTOCAD ".DWG" FILES, MICROSTATION ".DGN" FILES OR ESRI ".SHP" FILES. LINE WEIGHTS, LINE TYPES AND TEXT SIZE SHALL BE SUCH THAT IF HALF-SIZE PRINTS (11"x17") WERE PRODUCED, THE PLANS WOULD STILL BE LECIBLE. ALL REQUIRED DIGITAL FILES SHALL CONTAIN A MINIMUM OF TWO CONTROL POINTS REFERENCED TO THE STATE PLANE GRID COORDINATE SYSTEM - TEXAS CENTRAL ZONE (4203), IN US SURVEY FEET AND SHALL INCLUDE ROTATION INFORMATION AND SCALE FACTOR REQUIRED TO REDUCE SURFACE COORDINATES TO GRID COORDINATES IN US SURVEY FEET. SUBMITTALS WILL BE DONE ELECTRONICALLY.
28. TREES IN EXISTING ROW SHOULD BE PROTECTED OR NOTED IN THE PLANS TO BE REMOVED.

# CONSTRUCTION SEQUENCE NOTES

1. SEE 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 INSTALLATION OF TRAFFIC CONTROL AND CLOSURES AS APPLICABLE FOR EACH AFFECTED ROADWAY. TxDOT SHALL BE CONTACTED AT LEAST FOUR (4) WEEKS PRIOR TO INSTALLATION OF TRAFFIC CONTROLS AND CLOSURES FOR EACH AFFECTED ROADWAY.
2. BARRICADES AND WARNING SIGNS SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND ARE GENERALLY LOCATED TO AFFORD MAXIMUM PROTECTION TO THE PUBLIC AS WELL AS CONSTRUCTION PERSONNEL AND EQUIPMENT TO ENSURE EXPEDITIOUS TRAFFIC FLOW AT ALL TIMES. DURING THE PROGRESS OF WORK, THE CONTRACTOR SHALL PROVIDE ACCESS FOR LOCAL TRAFFIC.

# EROSION CONTROL NOTES

1. THE CONTRACTOR SHALL INSTALL EROSION/SEDIMENTATION CONTROLS AND TREE PROTECTIVE FENCING PRIOR TO ANY WORK (CLEARING, GRUBBING OR EXCAVATION). CONTACT LIBERTY HILL FOR ON SITE INSPECTION PRIOR TO BEGINNING CONSTRUCTION.
2. THE CONTRACTOR IS REQUIRED TO INSPECT THE CONTROLS AND FENCES AT WEEKLY INTERVALS AND AFTER SIGNIFICANT RAINFALL EVENTS TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. THE PERSON(S) RESPONSIBLE FOR MAINTENANCE OF CONTROLS AND FENCES SHALL IMMEDIATELY MAKE ANY NECESSARY REPAIRS TO DAMAGED AREAS. SILT ACCUMULATION AT CONTROLS MUST BE REMOVED WHEN THE DEPTH REACHES SIX (6) INCHES.
3. IF NEEDED, THE TEMPORARY SPOILS DISPOSAL SITE IS TO BE SHOWN IN THE EROSION CONTROL MAP.
4. ANY ON-SITE SPOILS DISPOSAL SHALL BE REMOVED PRIOR TO ACCEPTANCE UNLESS SPECIFICALLY SHOWN ON THE PLANS. THE DEPTH OF SPOIL SHALL NOT EXCEED 10 FEET IN ANY AREA. CONTRACTOR WILL MAINTAIN DUST CONTROL.
5. ALL AREAS DISTURBED OR EXPOSED DURING CONSTRUCTION SHALL BE RESTORED WITH A MINIMUM OF 6 INCHES OF TOPSOIL AND COMPOST BLEND. TOPSOIL ON SINGLE FAMILY LOTS MAY BE INSTALLED WITH HOME CONSTRUCTION. THE TOPSOIL AND COMPOST BLEND SHALL CONSIST OF 75% TOPSOIL AND 25% COMPOST.
6. SEEDING FOR REESTABLISHING VEGETATION SHALL COMPLY WITH THE WILLIAMSON COUNTY'S PROTOCOL FOR SUSTAINABLE ROADSIDES (SPEC 164--WC001 SEEDING FOR EROSION CONTROL). RESEEDING VARIETIES OF BERMDA SHALL NOT BE USED.
7. STABILIZED CONSTRUCTION ENTRANCE IS REQUIRED AT ALL POINTS WHERE CONSTRUCTION TRAFFIC IS EXITING THE PROJECT ONTO EXISTING PAVEMENT. LINEAR CONSTRUCTION PROJECTS MAY REQUIRE SPECIAL CONSIDERATION. ROADWAYS SHALL REMAIN CLEAR OF SILT AND MUD.
8. TEMPORARY STOP SIGNS SHOULD BE INSTALLED AT ALL CONSTRUCTION ENTRANCES WHERE A STOP CONDITION DOES NOT ALREADY EXIST.
9. IN THE EVENT OF INCLEMENT WEATHER THAT MAY RESULT IN A FLOODING SITUATION, THE CONTRACTOR SHALL REMOVE INLET PROTECTION MEASURES UNTIL SUCH TIME AS THE WEATHER EVENT HAS PASSED.



3/05/2020



WILLIAMSON  
COUNTY  
PRECINCT  
#2



**METRO**

**HNTB**

TYPE E704  
REGISTRATION NO. 1420

CR 200  
AT-GRADE CROSSING  
MP 95.30 LIBERTY HILL, TX

GENERAL NOTES  
SHEET 1 OF 2

SHEET 3

1. ALL SIDEWALKS SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT. THE CITY OF LIBERTY HILL HAS NOT REVIEWED THESE PLANS FOR COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, OR ANY OTHER ACCESSIBILITY LEGISLATION, AND DOES NOT WARRANTY OR APPROVE THESE PLANS FOR ANY ACCESSIBILITY STANDARDS.
2. CONTRACTOR SHALL PROVIDE QUALITY TESTING FOR ALL INFRASTRUCTURES TO BE ACCEPTED AND MAINTAINED BY THE CITY OF LIBERTY HILL AFTER COMPLETION. THE CONTRACTOR SHALL NOTIFY THE CITY OF LIBERTY HILL ENGINEERING DEPARTMENT AT 512-778-5449 NO LESS THAN 48 HOURS PRIOR TO ANY TESTING.
3. DEPTH OF COVER FOR ALL CROSSINGS UNDER PAVEMENT, INCLUDING GAS, ELECTRIC TELEPHONE, CABLE TV, ETC., SHALL BE A MINIMUM OF 36" BELOW SUBGRADE.
4. BARRICADES BUILT TO THE CITY OF LIBERTY HILL STANDARDS SHALL BE ERECTED ON ALL DEAD-END STREETS AND AS NECESSARY DURING CONSTRUCTION TO MAINTAIN JOB AND PUBLIC SAFETY.
5. ALL STRIPING, WITH THE EXCEPTION OF STOP BARS, CROSS WALKS, WORDS AND ARROWS, IS TO BE TYPE II (WATER BASED). STOP BARS, CROSS WALKS, WORDS AND ARROWS REQUIRE TYPE I THERMOPLASTIC.
6. MANHOLE FRAMES, COVERS, VALVES, CLEAN-OUTS, ETC. SHALL BE RAISED TO GRADE PRIOR TO FINAL PAVEMENT CONSTRUCTION.
7. CONTRACTOR SHALL NOTIFY THE LIBERTY HILL ENGINEERING DEPARTMENT AT 512-778-5449 AT LEAST 48 HOURS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN A DRAINAGE EASEMENT OR STREET ROW. THE METHOD OF PLACEMENT AND COMPACTION OF BACKFILL IN THE CITY'S ROW MUST BE APPROVED PRIOR TO THE START OF BACKFILL OPERATIONS.
8. A STOP BAR SHALL BE PLACED AT ALL STOP SIGN LOCATIONS.

1. POSITIVE DRAINAGE SHALL BE MAINTAINED ON ALL SURFACE AREAS WITHIN THE SCOPE OF THIS PROJECT. CONTRACTOR SHOULD TAKE PRECAUTIONS NOT TO ALLOW ANY PONDING OF WATER.
2. AREAS OF SOIL DISTURBANCE ARE LIMITED TO GRADING AND IMPROVEMENTS SHOWN. ALL OTHER AREAS WILL NOT BE DISTURBED.

ALL INFORMATION ASSOCIATED WITH THE CAPITAL METRO RIGHT-OF-WAY (ROW) REQUESTS CAN BE LOCATED ON THE CMTA WEBSITE AT: [WWW.CAPMETRO.ORG/RAILROW](http://WWW.CAPMETRO.ORG/RAILROW)

A. CMTA - COORDINATOR FOR CAPITAL METRO TRANSIT AUTHORITY  
B. RR ROW - IS RAILROAD RIGHT OF WAY  
C. TOR - TOP OF RAIL  
D. MOW - MAINTENANCE OF WAY

1. ANY WORKERS WORKING WITHIN THE RAILROAD RIGHT OF WAY NEEDED TO GET RAILROAD WORKERS SAFETY TRAINING AND RECEIVE A YELLOW CARD AS PROOF OF THAT TRAINING. ANY WORKERS IN THE RAILROAD ROW NEEDED TO CARRY THE YELLOW CARD AT ALL TIMES.

2. CAPITAL METRO MUST ALLOW ALL ACCESS TO AND ACTIVITIES WITHIN THE CAPITAL METRO ROW PRIOR TO ENTERING INTO THE RAILROAD ROW OR THE PERFORMANCE OF ANY WORK. ALL INDIVIDUAL(S)/CONTRACTOR(S) REQUIRING ACCESS TO THE RAILROAD ROW MUST HAVE AN APPROVED LICENSE AGREEMENT AND/OR WORK PERMIT PRIOR TO ANY WORK WITHIN THE RAILROAD ROW. INDIVIDUAL(S)/CONTRACTOR(S) SHALL FOLLOW ALL SAFETY REQUIREMENTS OF CAPITAL METRO AND ALL WORKERS PERFORMING WORK IN THE RAILROAD ROW MUST SUCCESSFULLY COMPLETE THE CAPITAL METRO ROADWAY WORKER CERTIFICATION. AT ALL TIMES, A VALID CERTIFICATION CARD MUST BE IN THEIR POSSESSION WHILE IN THE RAILROAD ROW.

3. ANY WORK WITHIN THE FOUL ZONE (DEFINED AS 25 FEET FROM THE CENTER OF THE NEAREST TRACK) OF THE RAILROAD ROW CAN ONLY PROCEED WITH THE PRESENCE OF A QUALIFIED EMPLOYEE IN CHARGE (RWIC). ANY WORK INVOLVING EQUIPMENT THAT HAS THE POTENTIAL TO ENTER THE FOUL ZONE MAY ONLY BE PERFORMED WITH THE PROTECTION OF A QUALIFIED RWIC. SCHEDULING OF RWICs IS COORDINATED BY CAPITAL METRO RAIL OPERATIONS.

4. CONTRACTOR SHALL NOTIFY CMTA AND ITS MOW AND OPERATIONS CONTRACTOR, HERZOG TRANSIT SERVICES, THREE (3) WEEKS BEFORE COMMENCING WORK WITHIN THE CMTA RIGHT-OF-WAY IN ORDER TO SCHEDULE ROADWAY WORKER TRAINING CLASSES, TRACK ACCESS AND EMPLOYEE-IN-CHARGE (RWIC) SERVICES IF NEEDED AND SCHEDULE TRACK OUTAGES. CONTRACTOR IS RESPONSIBLE FOR ALL RWIC COSTS.

ROADWAY WORKER TRAINING IS PROVIDED BY HERZOG TRANSIT SERVICES (HTSI). CONTACT HTSI'S DIRECTOR OF SAFETY AND TRAINING AT (512) 852-7289 FOR INFORMATION REGARDING TRAINING.

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

6. CONSTRUCTION IN RAILROAD ROW SHALL NOT PROGRESS UNTIL PROOF OF INSURANCE IS PROVIDED TO CMTA.

7. 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 CAPITAL METRO SIGNAL FACILITIES.

8. SIGNAL CIRCUITS ARE DESIGNED TO GIVE 20 SECONDS MINIMUM WARNING TIME (MWT) PRIOR TO THE ARRIVAL OF THE FASTEST TRAIN AT THIS CROSSING.

9. CONSTANT WARNING GCP ALSTOM ELECTROLOGIX XP4 CIRCUITS ARE TO BE USED AT THIS LOCATION.

10. THE CONTRACTOR WILL FURNISH AND INSTALL OR REPLACE THE APPROPRIATE PAVEMENT MARKINGS AS OUTLINED ON THE ATTACHED LAYOUT AND STANDARD SHEET IN ACCORDANCE WITH THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

11. CITY OF LIBERTY HILL AGREES TO MAINTAIN THE PAVEMENT MARKINGS AND ADVANCE WARNING SIGNS PLACED ALONG THE ROADWAY UNDER THE JURISDICTION OF THE CITY OF LIBERTY HILL IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS SHOWN ON THE LAYOUT AND STANDARDS SHEETS AS ACKNOWLEDGED ON THE TITLE SHEET.

12. THE CONTRACTOR SHALL STENCIL THE DOT-ARR NUMBERS ON THE SIGNAL MASTS FACING THE ADJACENT ROADWAY IN 2" BLACK LETTERING.

13. CITY OF LIBERTY HILL TO TRIM AND MAINTAIN TREES AND VEGETATION FOR ADEQUATE VISIBILITY OF THE CROSSING SIGNALS AND ADVANCED WARNING SIGNS AS ACKNOWLEDGED ON THE TITLE SHEET.

14. THE CONTRACTOR WILL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

15. 6 TRAINS PER DAY AT 35 M.P.H. 5400 V.P.D. AT 30 M.P.H.

16. TRACKS ARE TO BE ADJUSTED TO PROVIDE A SMOOTH RIDE AS DIRECTED BY THE ENGINEER OR THEIR REPRESENTATIVE.

17. REMOVE AND REPLACE CROSSTIES.

18. CROSSTIES ARE TO BE REPLACED IN ACCORDANCE WITH CROSSING MATERIAL SPECS.

19. PROJECT SHALL BE COMPLETED WITHIN X HRS OF INITIATION OF CROSSING WORK.

20. WORK TO BE DONE BY CONTRACTOR:

1. FURNISH AND INSTALL BARRICADES AND ADVANCE WARNING SIGNS
2. PROVIDE PERSONNEL TO OPERATE CONTINUOUS TRAFFIC CONTROL.
3. REPAIR ROADWAY AFTER COMPLETION OF THE PROJECT.
4. FURNISH AND INSTALL BASE MATERIAL UNDER CROSSING IF NECESSARY.



WILLIAMSON  
COUNTY  
PRECINCT  
#2

# HNTB

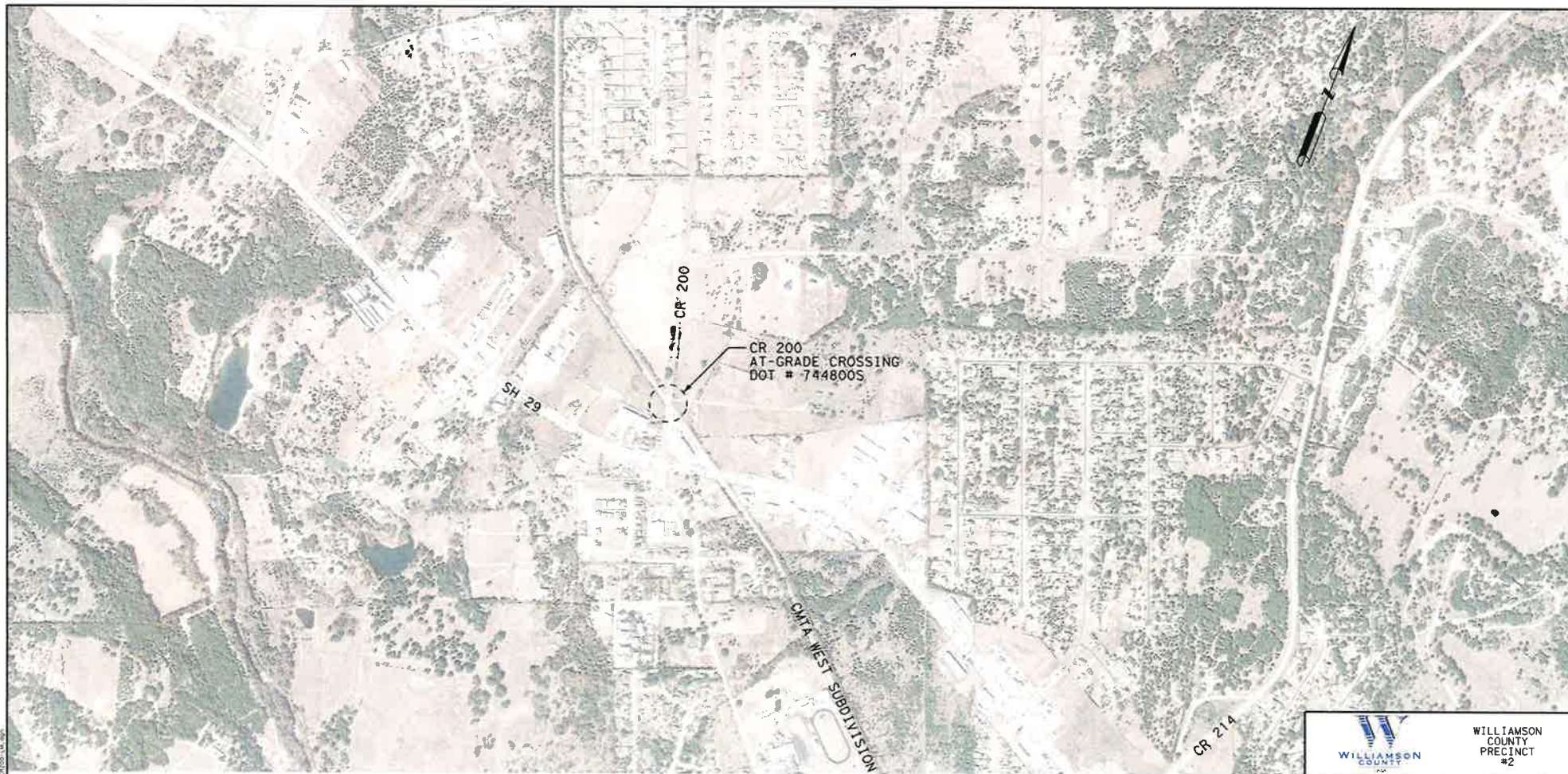
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Registration No. 1420

CR 200  
AT-GRADE CROSSING  
MP 95.30 LIBERTY HILL, TX

GENERAL NOTES  
SHEET 2 OF 2

**SHEET 4**





WILLIAMSON  
COUNTY  
PRECINCT  
#2



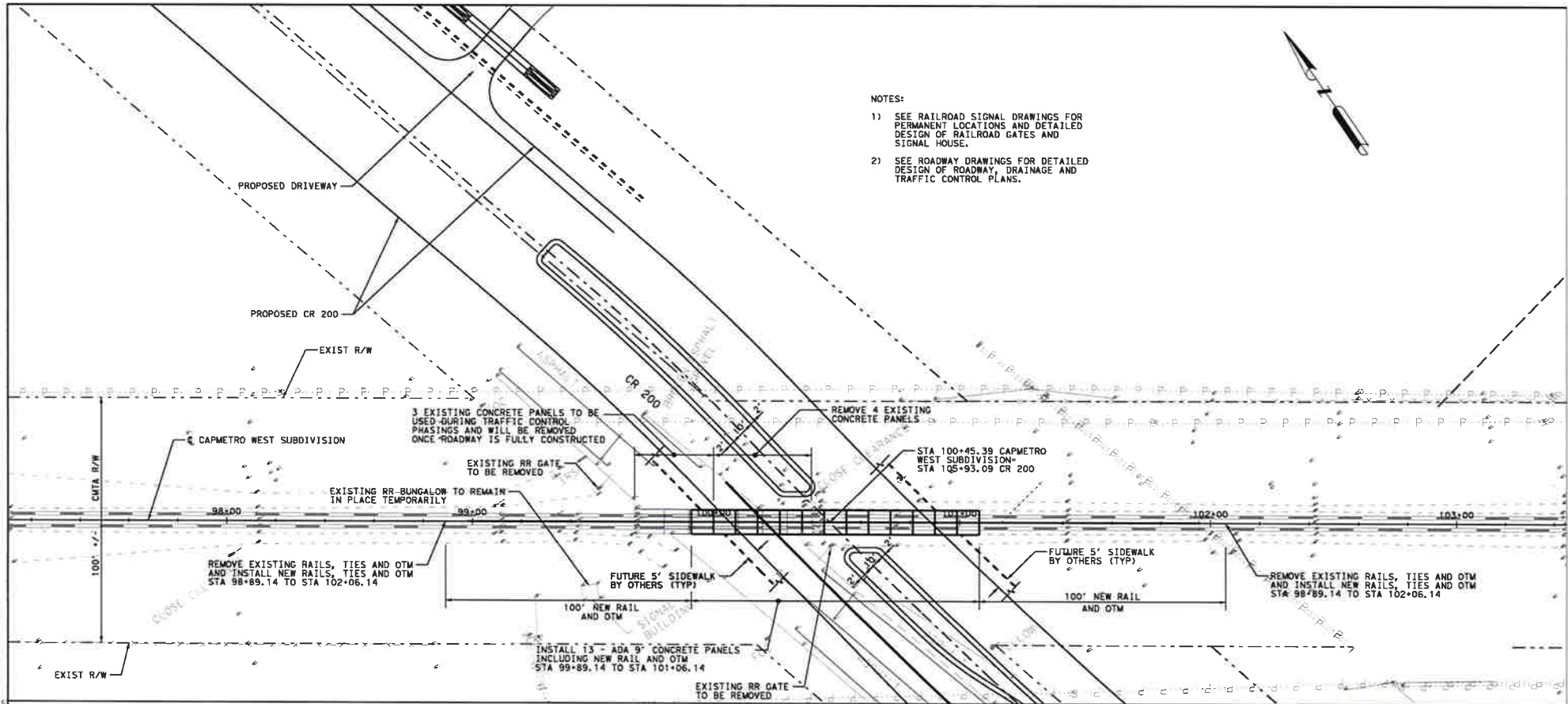
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Registration No. 1420

CR 200  
AT-GRADE CROSSING  
MP 95.30 LIBERTY HILL, TX

LOCATION MAP  
SHEET 1 OF 1

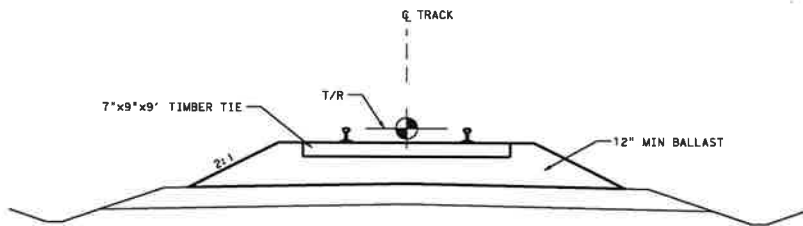
**SHEET 5**





NOTES:

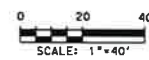
- 1) SEE RAILROAD SIGNAL DRAWINGS FOR PERMANENT LOCATIONS AND DETAILED DESIGN OF RAILROAD GATES AND SIGNAL HOUSE.
- 2) SEE ROADWAY DRAWINGS FOR DETAILED DESIGN OF ROADWAY, DRAINAGE AND TRAFFIC CONTROL PLANS.



(NOT TO SCALE)  
 PROPOSED TYPICAL SECTION - NEW RAIL AND OTM  
 STA 98+89.14 TO STA 99+89.14 AND STA 101+06.14 TO 102+06.14  
 (TIE TO GRADE CROSSING PANELS)



3/05/2020



WILLIAMSON  
 COUNTY  
 PRECINCT  
 #2



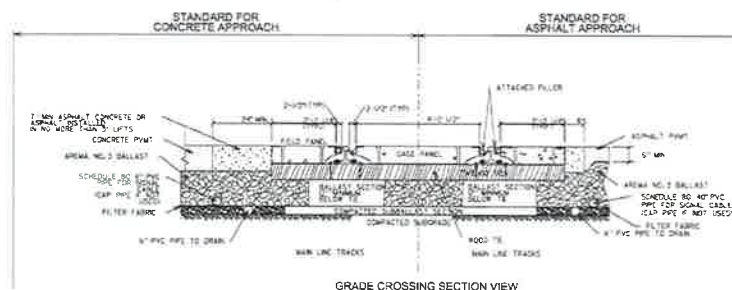
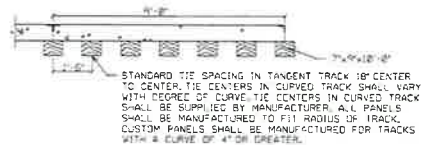
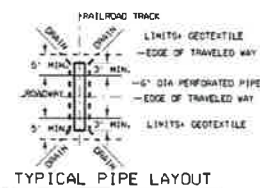
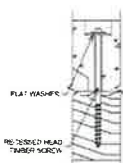
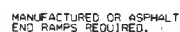
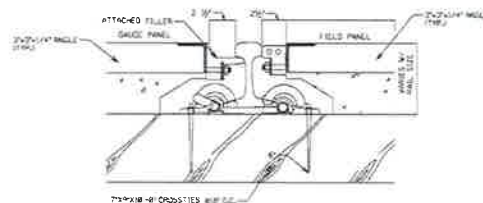
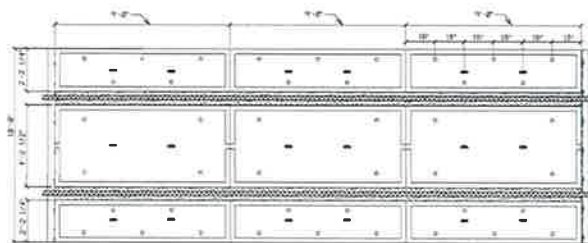
CR 200  
 AT-GRADE CROSSING  
 MP 95.30 LIBERTY HILL, TX

TRACK PLAN AND PROFILE  
 SHEET 1 OF 2

SHEET 6

WILLIAMSON  
 COUNTY  
 PRECINCT  
 #2





WILLIAMSON  
COUNTY  
PRECINCT  
#2

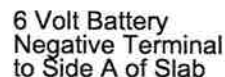


TYPE FIRM  
Registration No. 141

CR 200  
AT-GRADE CROSSING  
MP 95.30 LIBERTY HILL, TX

DETAILS  
SHEET 1 OF 2

SHEET 8



**ELECTRICAL TEST STEPS:**

1. BATTERY SHALL BE 5.0 (FIVE) AMPS OR GREATER.
2. SLABS ARE READY FOR TESTING WHEN 72 HOURS HAVE ELAPSED FROM CASTING OF CONCRETE.
3. MUST BE LESS THAN 2.0 (TWO) AMPS TO PASS THE TEST. RE-TEST AFTER TWO (2) DAYS IF GREATER THAN 2.0 (TWO) AMPS. REJECT IF CURRENT REMAINS ABOVE 2.0 (TWO) AMPS.
4. 0.3-0.4 AMPS IS A NORMAL READING. 2.0 (TWO) AMPS OR LESS PASSES THE TEST.
5. ELECTRICAL TEST SHALL BE PERFORMED BY THE CONSTRUCTION CONTRACTOR IN THE PRESENCE OF CAPITAL METRO OR ITS REPRESENTATIVE AND SHALL BE VERIFIED TO MEET THE REQUIREMENTS ABOVE BY CAPITAL METRO OR ITS REPRESENTATIVE.

[illegible]

WILLIAMSON  
COUNTY  
PRECINCT  
#2



TYPE FIRM  
Registration No. 1420

CR 200  
AT-GRADE CROSSING  
MP 95.30 LIBERTY HILL, TX

DETAILS  
SHEET 2 OF 2

SHEET 9

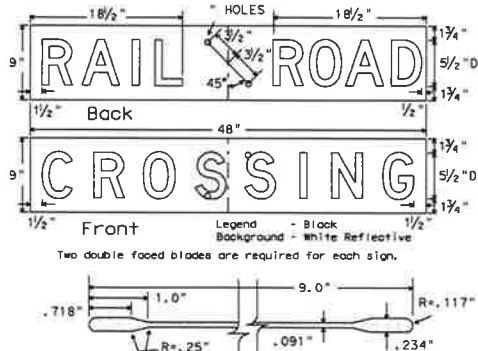


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DISCLAIMER

DATE:  
FILE:

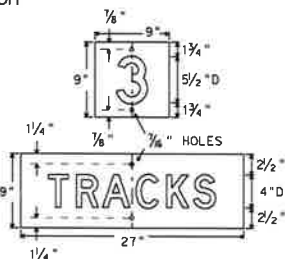
# R15-1 Blade Detail



Blade cross section  
ASTM B221 aluminum alloy  
6061-T6 or 6063-T6

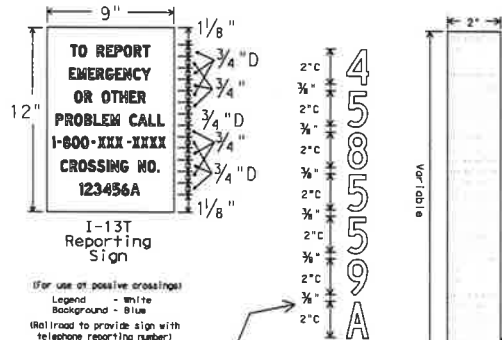
## R15-2 Multiple Track Sign Detail

Legend - Black  
Background - White  
Reflective



## R15-4 Report Sign

Legend - Black  
Background - White  
Reflective

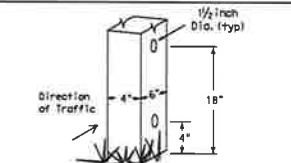
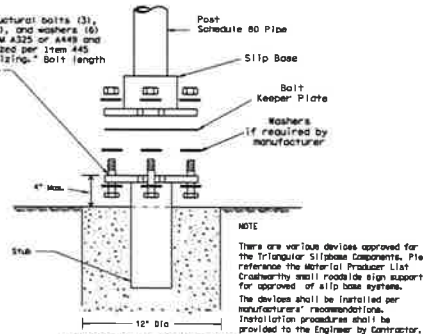


Spacing for  
DOT-AAR number  
(See Note 6)

Multidirectional  
Reflector  
(See Note 9)

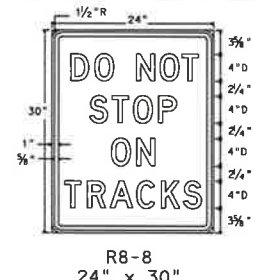
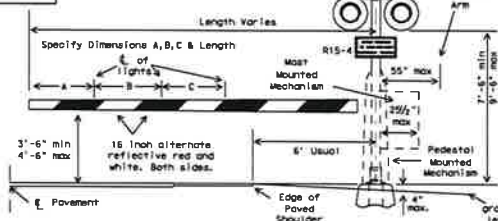
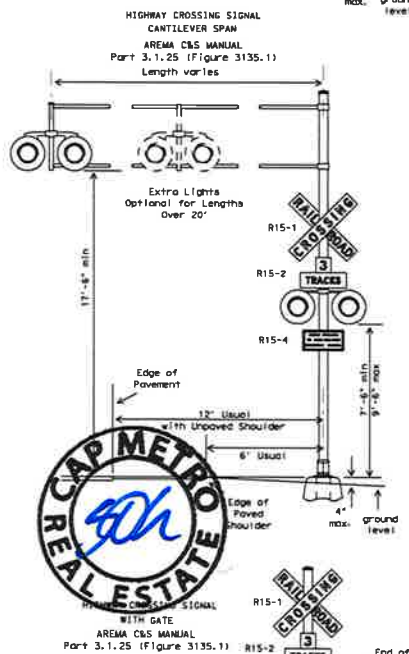
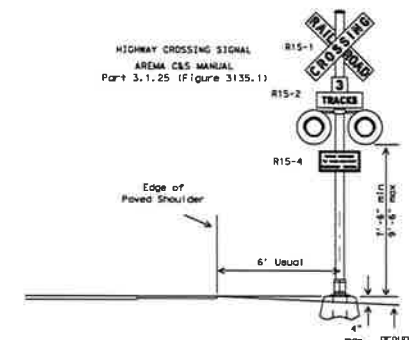
## Assembled Elevations RAILROAD CROSSBUCK SIGN INSTALLATION (NEW POLE AND FOUNDATION) (R15-1)

### Triangular Slipbase Components



Drilled support for optional use  
of 4"x6" wood support post  
(for use at passive crossings only.)

## LATERAL CLEARANCES FOR SIGNS



DEPARTMENTAL MATERIAL SPECIFICATIONS		
ALUMINUM SIGN BLANKS	DMS-T110	
SIGN FACE MATERIALS	DMS-8300	
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	BLUE	TYPE C SHEETING
LEGEND & BORDERS	WHITE	TYPE D SHEETING
LEGEND & BORDERS	WHITE	TYPE C SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM

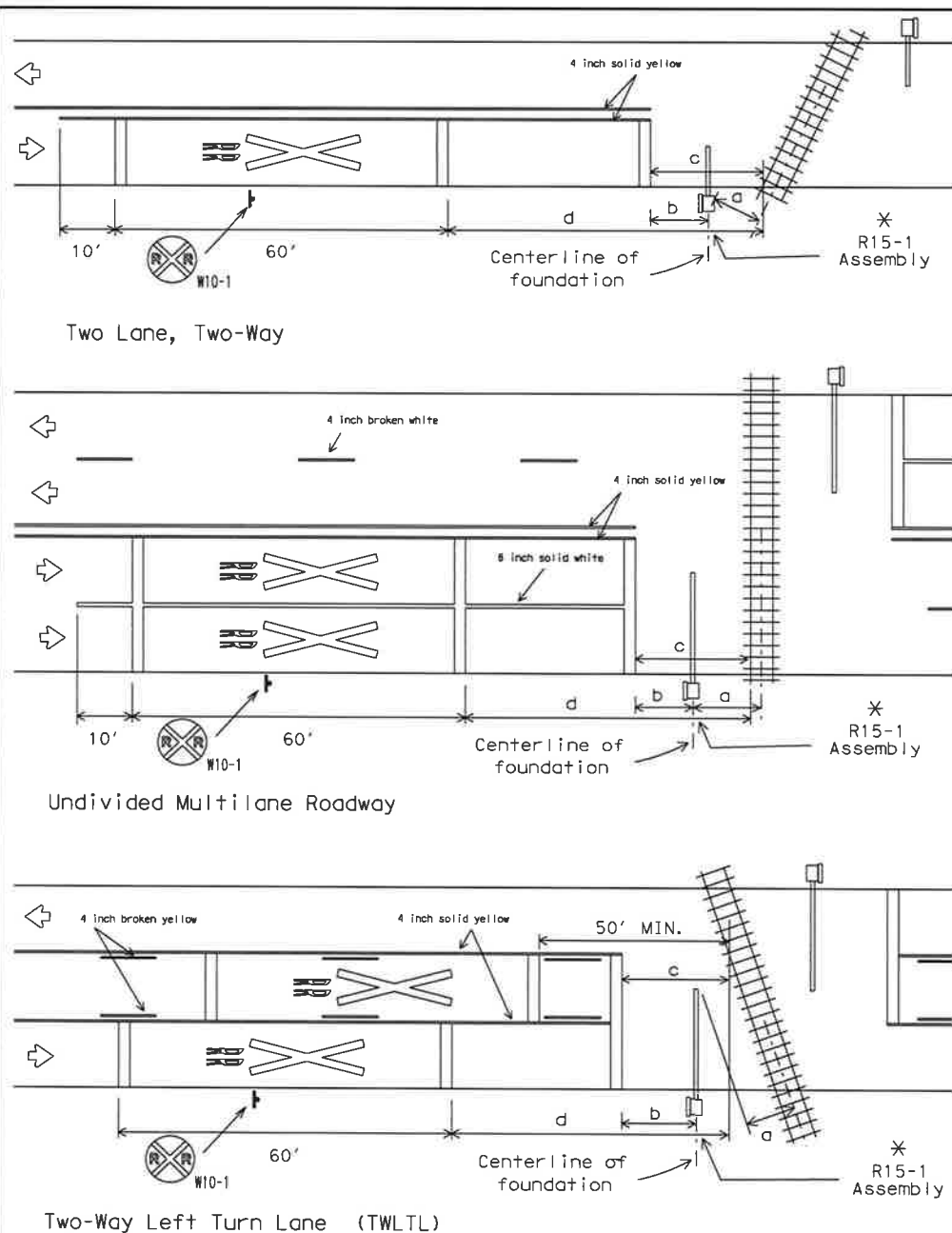
- GENERAL NOTES:
- All signals and installations shall conform to the American Railway Engineering and Maintenance of Way Association (AREMA) Communications & Signals Manual of Recommended Practices, Volume 1, Section 3.
  - Unfinished metal parts shall receive a prime coat of paint and a finish coat of aluminum paint. Finished aluminum parts will not require painting.
  - Railroad Company standard type signal foundations may be used. Concrete foundation surfaces exposed to view shall be finished by rubbing with a carborundum stone or equal abrasive until a smooth uniform appearance results.
  - Top of foundation to be at the same elevation as the traveled way and no more than 4 inches above the surface of the ground.
  - Any existing crossbuck sign which is in poor condition, does not conform to the Texas "Manual on Uniform Traffic Control Devices", or is not located in accordance with the plans shall be replaced and/or relocated.
  - The designated DOT-AAR number shall be placed on all crossbuck sign and signal supports at each crossing as shown on the adjacent sketch, "DOT-AAR NUMBER". At passive crossings (un-signalized), see RCSS(1)-09. The Emergency Report sign (I-13T) shall be Blue background with White legend. The sign shall be mounted facing the roadway. The sign text should convey a clear and simple message that is visible to anyone stalled or disabled on or near the railroad tracks, and to anyone reporting other problems. At active crossings (signalized), the Emergency Report sign (R15-4) shall be White background with Black legend. The sign shall be mounted facing the roadway approach. The Railroad may also stencil the number on the sign or signal support post using Black paint.
  - A crossbuck sign should be erected for each roadway approach and should normally be located on the right-hand side. See Standard Sheet RCPM for details. Minimum lateral clearances should be maintained between the railroad and highway, but exact locations shall be as directed by the Engineer. A crossbuck and R15-2 sign, indicating the number of tracks, should be installed at multi-track crossings (adjacent tracks separated by less than 100 feet).
  - Sign blanks shall be one piece 0.080 inch thick sheet aluminum alloy conforming to AAS-T110, Aluminum Sign Blanks.
  - Multidirectional reflectors shall be white reflective sheeting with pressure sensitive adhesive conforming with Departmental material DMS - 8300, Sign Face Material.

Texas Department of Transportation  
Traffic Operations Division

## RAILROAD CROSSING SIGNS AND SIGNALS

RCSS(1)-09

©1x001 AUGUST 2005	REV	DATE	BY	CHK	APP
4-92	8-95	4-98	8-09		
BA					

DATE: \_\_\_\_\_  
FILE: \_\_\_\_\_

12 feet minimum, 15 feet usual, if active warning devices are present. Distance "a" should be measured from the centerline of R15-1 assembly to the centerline of nearest track.

b =

Stop lines should be approximately 8 feet in advance of the active warning devices.

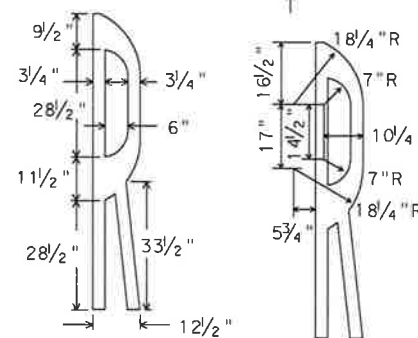
Stop line should be approximately 15 feet from near rail if only passive devices (R15-1, plus R15-2 when applicable) are present.

C = 15 feet desirable minimum.  
R15-1 should be placed between  
stop line and rails with  
adequate distance provided for  
"a".

$$d =$$

Approach Speed (mph)	Desirable Placement (feet)
20	190
25	290
30	415
35	515
40	615
45	715
50	815
55	915
60	1065
65	1165
70	1215

✱✱ Local conditions may require alternate placement locations



To be placed as shown in typical section when pavement markings are installed.



Where Pavement markings are not installed:  
Placement of the Highway-Rail Grade Crossing Advance  
Warning sign shall be in accordance with Chapter 2A  
and Table 2C-4 Condition (B) of the TMUTCD. (see note#2)

## ESTIMATED QUANTITIES

(for Contractor Information ONLY)

24 INCH WHITE TRANSVERSE MARKINGS AND STOP LINES

		LANE WIDTH (FT)			
		11	12	13	14
No. of Approach Lanes (Include TWLTL)	1	33	36	39	42
	2	66	72	78	84
	3	99	108	117	126
	4	132	144	156	168

4 INCH SOLID YELLOW NO PASSING LINE = "d" - "c" + 70

For: Two Lane, Two-Way, Single Lane Approach per Direction

8 INCH SOLID WHITE LANE LINE = "d" - "a" + 70

For: Two-Way or One-Way Traffic, 2 or More Approach Lanes  
In Same Direction (Do NOT Include TWLTL)

## GENERAL NOTES

1. The pavement markings on an approach to a railroad grade crossing shall consist of:
  - a. The RR Xing symbol,
  - b. Three transverse 24" lines, and
  - c. Lane lines: a solid no passing line for two-way traffic approaches, or solid lane lines for multi-lane approaches.
2. Identical markings shall be placed in each approach lane on all paved approaches to highway-rail grade crossings where signals or automatic gates are located, and on all other highway-rail grade crossings where the posted or statutory highway speed is 40 mph or greater. Pavement markings shall not be required at highway-rail grade crossings where the posted or statutory highway speed is less than 40 mph, or in urban areas, if an engineering study indicates that other installed devices provide suitable warning and control.
3. For bidding purposes, the RR Xing symbol will be measured and paid for as for each lane in place. The transverse markings and lane lines will be measured and paid for by the lineal foot.
4. Centerlines shall be yellow, other markings shall be white.
5. Approach lanes less than 8 foot width shall NOT have markings.
6. Markings should NOT be placed where less than 110 feet of approach roadway is available for placement.
7. RR Xing symbols should be placed approximately in the center of the approach lane.
8. All transverse markings, including stop lines, shall be placed at right angles to the centerline and across all approach lanes.
9. Existing non-standard markings shall be removed to the fullest extent possible so as not to leave a discernable marking, by one approved by the engineer. OVERPAINTING WILL NOT BE ALLOWED.
10. Additional markings and placement details may be found in the MUTCD, Appendix H.
11. The Engineer may require additional longitudinal markings if the distance between the stop lines is greater than 80 feet. Workings are not required on or between the rails unless specified elsewhere in the plans.

R15-1  
Assembly

May consist of one or more of the following:

R15-1 Crossbuck Sign  
R15-2 Multiple Track Sign  
R15-4 Report Sign  
Most Flashers  
Cantilevers  
Gates



# RAILROAD CROSSING PAVEMENT MARKING TYPICAL DETAILS

RCPM-09

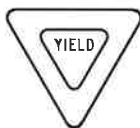
© TxDOT August 1990		Per: TxDOT	Ch: TxDOT	Rev: TxDOT	Ch: TxDOT
4-92	W23X130	Qn1	Qn2	Qn3	Qn4
8-95					
2-96					
6-99					

DISCLAIMER: The use of this standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by the Texas Department of Transportation for the use of this standard or for the results or damages resulting from its use.

DATE: FILE:

## REQUIREMENTS FOR RED BACKGROUND REGULATORY SIGNS

(STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



### REQUIREMENTS FOR FOUR SPECIFIC SIGNS ONLY

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	RED	TYPE B OR C SHEETING
BACKGROUND	WHITE	TYPE B OR C SHEETING
LEGEND & BORDERS	WHITE	TYPE B OR C SHEETING
LEGEND	RED	TYPE B OR C SHEETING

## REQUIREMENTS FOR WHITE BACKGROUND REGULATORY SIGNS

(EXCLUDING STOP, YIELD, DO NOT ENTER AND WRONG WAY SIGNS)



### TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	ALL OTHERS	TYPE B OR C SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND, BORDERS AND SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

## REQUIREMENTS FOR WARNING SIGNS



### TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	FLUORESCENT YELLOW	TYPE B <sub>FL</sub> OR C <sub>FL</sub> SHEETING
LEGEND & BORDERS	BLACK	ACRYLIC NON-REFLECTIVE FILM
LEGEND & SYMBOLS	ALL OTHER	TYPE B OR C SHEETING

## REQUIREMENTS FOR SCHOOL SIGNS



### TYPICAL EXAMPLES

SHEETING REQUIREMENTS		
USAGE	COLOR	SIGN FACE MATERIAL
BACKGROUND	WHITE	TYPE A SHEETING
BACKGROUND	FLUORESCENT YELLOW GREEN	TYPE B <sub>FL</sub> OR C <sub>FL</sub> SHEETING
LEGEND, BORDERS AND SYMBOLS	BLACK	ACRYLIC NON-REFLECTIVE FILM
SYMBOLS	RED	TYPE B OR C SHEETING

## GENERAL NOTES

- Signs to be furnished shall be as detailed elsewhere in the plans and/or as shown on sign fabrication sheet. Standard sign designs and arrow dimensions can be found in the "Standard Highway Sign Designs for Texas" (SHSD).
- Sign legend shall use the Federal Highway Administration (FHWA) Standard Highway Alphabets (B, C, D, E, Emad or F).
- Lateral spacing between letters and numerals shall conform with the SHSD, and any approved changes thereto. Lateral spacing of legend shall provide a balanced appearance when spacing is not shown.
- Block legend and borders shall be applied by screening process or cut-out acrylic non-reflective black film to background sheeting, or combination thereof.
- White legend and borders shall be applied by screening process with transparent colored ink, transparent colored overlay film to white background sheeting, or cut-out white sheeting to colored background sheeting, or combination thereof.
- Colored legend shall be applied by screening process with transparent colored ink, transparent colored overlay film or colored sheeting to background sheeting, or combination thereof.
- Sign substrate shall be any material that meets the Departmental Material Specification requirements of DMS-7110 or approved alternative.
- Mounting details for roadside mounted signs are shown in the "SMD series" Standard Plan Sheets.

### ALUMINUM SIGN BLANKS THICKNESS

Square Feet	Minimum Thickness
Less than 7.5	0.080
7.5 to 15	0.100
Greater than 15	0.125

### DEPARTMENTAL MATERIAL SPECIFICATIONS

ALUMINUM SIGN BLANKS	DMS-7110
SIGN FACE MATERIALS	DMS-8300

The Standard Highway Sign Designs for Texas (SHSD) can be found at the following website.

<http://www.txdot.gov/>



Texas Department of Transportation		Traffic Operations Division Standard	
<b>TYPICAL SIGN REQUIREMENTS</b>			
<b>TSR(4) - 13</b>			
FILE: 1344-13.dgn	DN: TxDOT	OK: TxDOT	OK: TxDOT
12-03 October 2003	CON: JEB	SHEET: JEB	HIGHWAY: 13
REVISIONS			
12-03 7-13	OK: JEB	COUNT: 1	SHEET NO. 1
9-08			



## 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 for RFI's corresponding to work within Railroad Right-of-Way within 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 existing 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

- Perform all work in compliance with all applicable Railroad, Federal Railroad Administration (FRA), 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, 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.
- Construction activities within 12 feet of the operational tracks will only be allowed if absolutely necessary and the Railroad's Designated Representative grants approval. Construction activities within 12 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.
- 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.
- Vehicular crossings of railroad track are allowed only at existing crossings, or haul road crossings developed with Railroad approval.
- 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.
- Railroad requirements do not allow work within 50 feet of track centers when a train passes the work site and all personnel must clear the area within 50 feet of the track centerline and secure all equipment. Additional allowances may be pursued as outlined in 3.02 and 3.03.
- All permanent clearances shall be verified before project closing.

### 3.02 RAILROAD OPERATIONS

- 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.
- 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.
- 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:
  - 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 of all 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.
  - 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

- Do not perform any work within Railroad Right-of-Way without a valid executed Right of Entry Agreement if required on this project.
- 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.
- 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 3.15 for railroad flagging requirements.
- Make requests in writing for both Absolute and Conditional Work Windows, at least 30 days in advance of any work. Include in the written request:
  - Exactly what the work entails.
  - The days and hours that work will be performed.
  - The exact location of work, and proximity to the tracks.
  - The type of window requested and the amount of time requested.
  - 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.
- 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

- Complete the Railroad course "Orientation for Contractor's Safety", and maintain current registration prior to working on Railroad property. This orientation is available at [www.contractororientation.com](http://www.contractororientation.com). This course is required to be completed annually by Contractor and Subcontractor personnel working on site.  
"KCS/TEXMEX will not accept on-track safety training certificates from other railroads. Contractor's employees entering the KCS railroad shall hold current certificates at all times. The training can be had by contacting Larry Slater of TrackSense Inc. at 330-847-8661 or by email at [lslater@neo.rr.com](mailto:lslater@neo.rr.com)."
- 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), 14' - 0" (KCS), and 12' - 0" (UPRR) horizontal from centerline of track.  
B. 22' (KCS) and 21' - 6" (UPRR & BNSF) vertically above top of rail.

For construction clearance less than listed above, obtain local Railroad Operating Unit review and approval.

### 3.08 APPROVAL OF REDUCED CLEARANCES

- Maintain minimum track clearances during construction as specified in Section 3.07.
- 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.
- Do not commence work involving an approved infringement without receiving written assurance from the Railroad Designated Representative that arrangements have been made for any necessary flagging service.



SHEET 1 OF 2

		Traffic Operations Division	
<b>RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS</b>			
FILED:	DATE: TxDOT October 2014	DATE: TxDOT	DATE: TxDOT
REVISIONS:	DATE: TxDOT	DATE: TxDOT	DATE: TxDOT
DATE:	DATE:	DATE:	DATE:
DATE:	DATE:	DATE:	DATE:



### 3.09 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.

### 3.10 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:
  1. Pre-construction meetings.
  2. Pile driving/drilling of caissons or drilled shafts.
  3. Reinforcement and concrete placement for railroad bridge substructure and/or superstructure.
  4. Erection of precast concrete or steel bridge superstructure.
  5. Placement of waterproofing (prior to placing ballast on bridge deck).
  6. 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.

### 3.11 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.

### 3.12 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.

### 3.13 TRAFFIC CONTROL

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

### 3.14 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 1-800-336-9193  
1:00 AM to 9:00 PM CST Monday-Friday except holidays,  
staffed 24 hrs/day for emergencies  
48 hrs notice required  
BNSF 1-800-533-2891  
24 hour number  
5 working days notice required  
KCS 1-800-344-8377  
Texas One Call, a 24 hour number  
48 hrs notice required, excluding weekends and holidays  
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" vertical or horizontal is detected in the tracks. Immediately repair the damage to the satisfaction of TxDOT and the Railroad before proceeding.

### 3.15 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.

### 3.16 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.

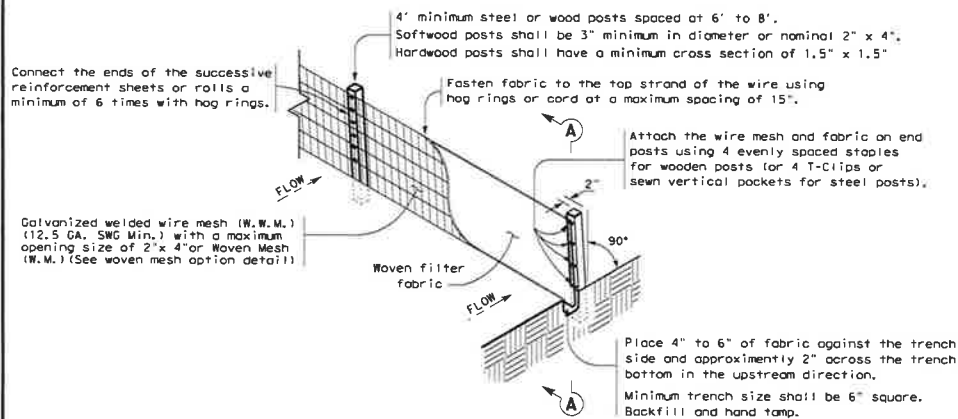


SHEET 2 OF 2

		Traffic Operations Division	
<b>RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS</b>			
FILED	DATE	BY	REVISIONS
TxDOT	October 2014	EDM	SEEK
DIST		COUNTY	SHEET NO.

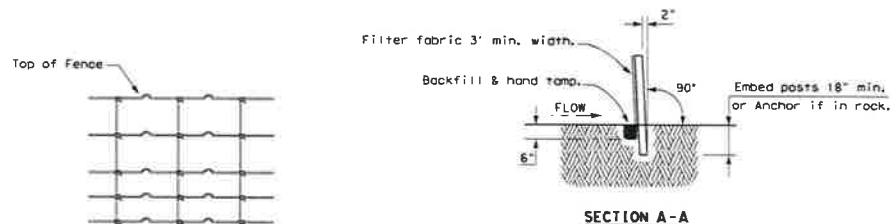
DISCLAIMER: This standard is governed by the "Texas Engineering Practice Act". No warranty of any kind is made by TxDOT for any purpose whatsoever. TxDOT assumes no responsibility for the construction of this standard to other formats or for incorrect results or damages resulting from its use.

DATE  
FILE



#### TEMPORARY SEDIMENT CONTROL FENCE

SCF



#### HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

Galvanized hinge joint knot woven mesh (12.5 GA. SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

#### SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT<sup>2</sup>. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

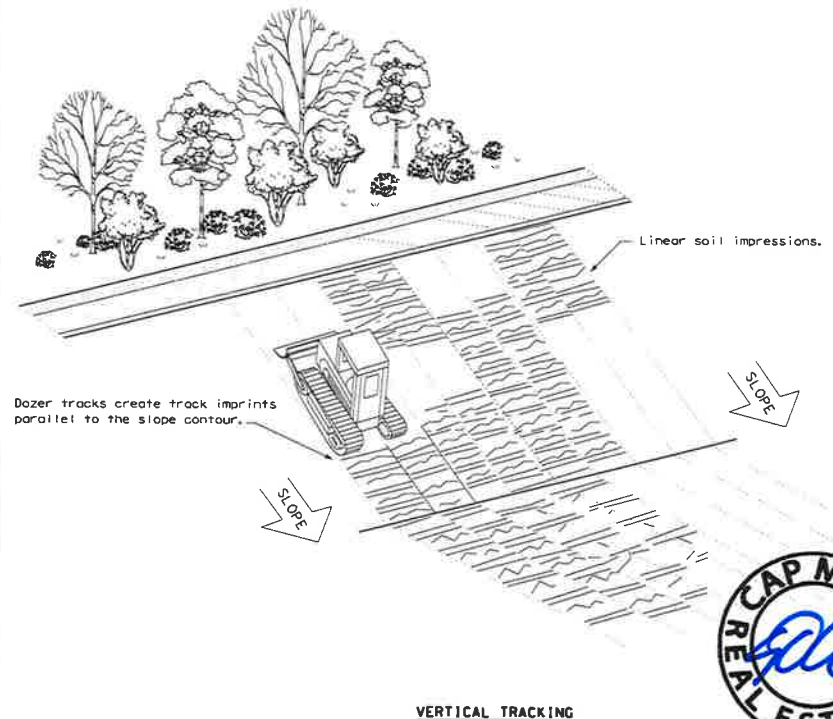
#### LEGEND

Sediment Control Fence

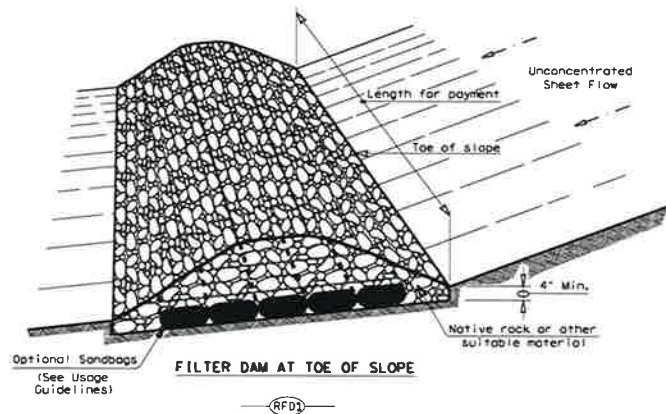
SCF

#### GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continuous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.

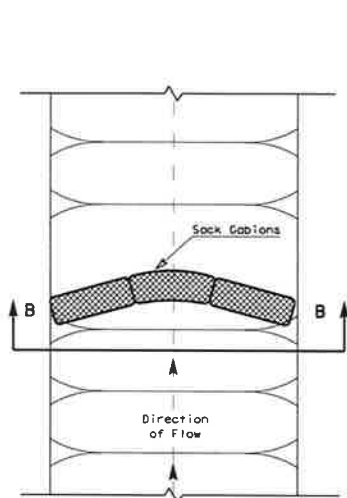


Texas Department of Transportation		Design Division Standard	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE &amp; VERTICAL TRACKING</b> <b>EC(1)-16</b>			
FILE: ec116	DR: TxDOT	DR: KM	DR: VP
DATE: JULY 2016	CON: SEIT	JOB: H-10-000	
REVISIONS:			
REV	DATE	DESCRIPTION	SHEET NO.

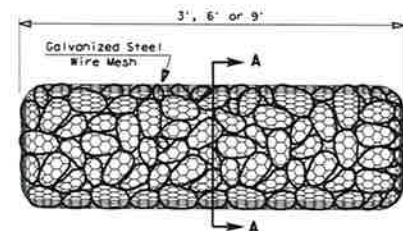


**FILTER DAM AT TOE OF SLOPE**

(RFD1)

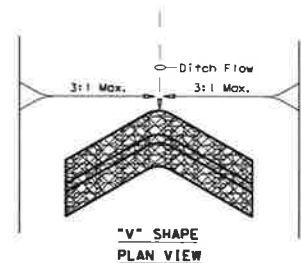


**PLAN VIEW**

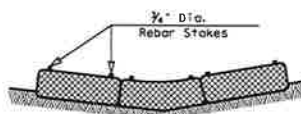


**TYPE 4 (SACK GABIONS)**

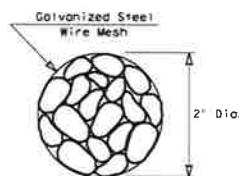
(RFD4)



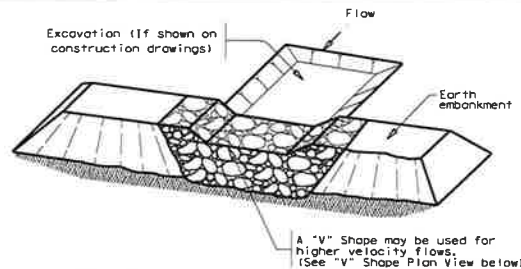
**V-SHAPE PLAN VIEW**



**SECTION B-B**

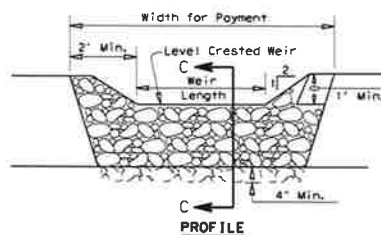


**SECTION A-A**

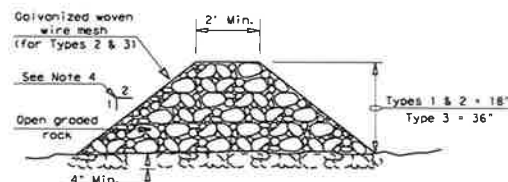


**FILTER DAM AT SEDIMENT TRAP**

(RFD1) OR (RFD2)



**PROFILE**



**SECTION C-C**

#### ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT<sup>2</sup> of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

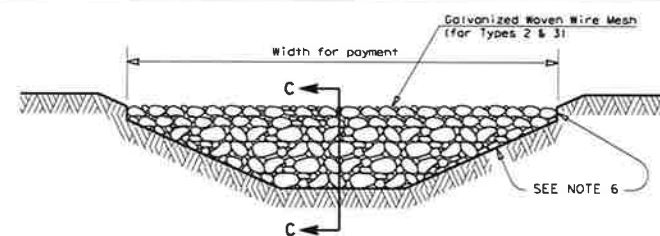
**Type 1** (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximately 8 ft/sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

**Type 2** (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

**Type 3** (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

**Type 4** (Sack gabions) (3" to 6" aggregate): Type 4 may be used in ditches and smaller channels to form an erosion control dam.

**Type 5:** Provide rock filter dams as shown on plans.



**FILTER DAM AT CHANNEL SECTIONS**

(RFD1) OR (RFD2) OR (RFD3)

#### GENERAL NOTES

- If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
- Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
- The rock filter dam dimensions shall be as indicated on the SW3P plans.
- Side slopes should be 2:1 or flatter. Dams within the safety zone shall have side slopes of 6:1 or flatter.
- Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
- Filter dams should be embedded a minimum of 4" into existing ground.
- The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
- Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
- Sack Gabions should be staked down with 3/4" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 1/2" x 3 1/4".
- Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
- The guidelines shown hereon are suggestions only and may be modified by the Engineer.

#### PLAN SHEET LEGEND

- Type 1 Rock Filter Dam (RFD1)  
Type 2 Rock Filter Dam (RFD2)  
Type 3 Rock Filter Dam (RFD3)  
Type 4 Rock Filter Dam (RFD4)



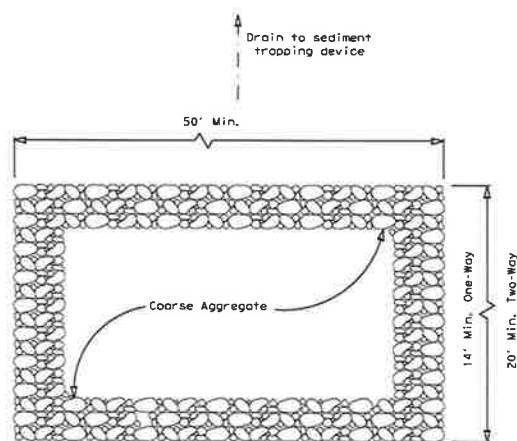
**TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES**

**ROCK FILTER DAMS**

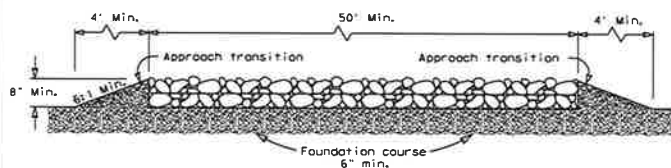
**EC(2)-16**

FILE: ec216	DR: TxDOT	EX: RVP	DR: VP	DR: L/S
DATE: JULY 2016	DATE: JULY 2016	DATE: JULY 2016	DATE: JULY 2016	DATE: JULY 2016
REVISIONS	NO.	DATE	DESCRIPTION	SHEET NO.
1	1	07/15/16	ISSUED FOR CONSTRUCTION	16





PLAN VIEW

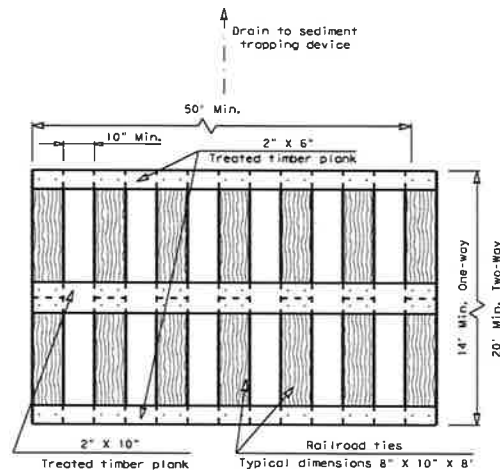


ELEVATION VIEW

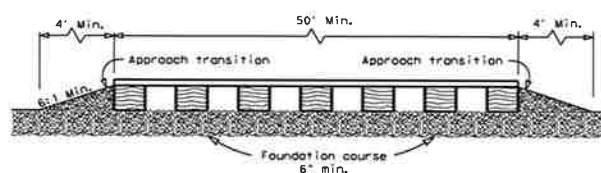
**CONSTRUCTION EXIT (TYPE 1)  
ROCK CONSTRUCTION (LONG TERM)**

**GENERAL NOTES (TYPE 1)**

1. The length of the type 1 construction exit shall be as indicated on the plans, but not less than 50'.
2. The coarse aggregate should be open graded with a size of 4" to 8".
3. The approach transitions should be no steeper than 6:1 and constructed as directed by the Engineer.
4. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other materials approved by the Engineer.
5. The construction exit shall be graded to allow drainage to a sediment trapping device.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
7. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.



PLAN VIEW

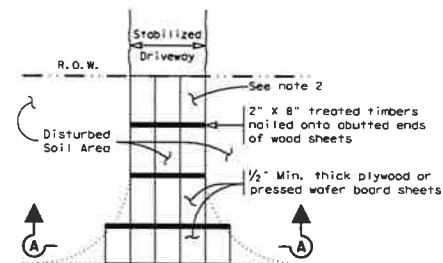


ELEVATION VIEW

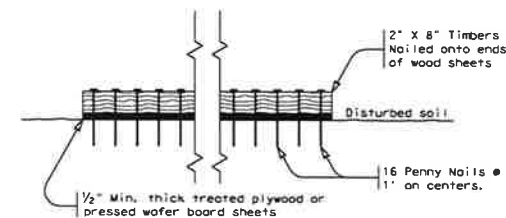
**CONSTRUCTION EXIT (TYPE 2)  
TIMBER CONSTRUCTION (LONG TERM)**

**GENERAL NOTES (TYPE 2)**

1. The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50'.
2. The treated timber planks shall be attached to the railroad ties with 1/2" x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
5. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
6. The construction exit should be graded to allow drainage to a sediment trapping device.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.



PLAN VIEW



**SECTION A-A  
CONSTRUCTION EXIT (TYPE 3)  
SHORT TERM**

**GENERAL NOTES (TYPE 3)**

1. The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
2. The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The guidelines shown hereon are suggestions only and may be modified by the Engineer.



Texas Department of Transportation		Design Division Standard	
<b>TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES</b>			
<b>CONSTRUCTION EXITS</b>			
<b>EC (3) - 16</b>			
FILE: EC316	DATE: 8/24/16	BY: JRM	CHECKED: L.S.
© 1001: JULY 2016			
REVISIONS			
REV	DATE	BY	DESCRIPTION
001	08/24/16	JRM	SHWTS
002	08/24/16	JRM	SHWTS
003	08/24/16	JRM	SHWTS
004	08/24/16	JRM	SHWTS
005	08/24/16	JRM	SHWTS
006	08/24/16	JRM	SHWTS
007	08/24/16	JRM	SHWTS
008	08/24/16	JRM	SHWTS
009	08/24/16	JRM	SHWTS
010	08/24/16	JRM	SHWTS

# WILLIAMSON COUNTY

## CR 200 AT-GRADE CROSSING REPLACEMENT MP 95.30 PRECINCT NUMBER 2 CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY WEST SUBDIVISION, LIBERTY HILL, TEXAS

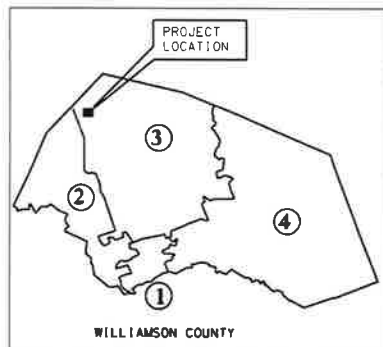
ROADWAY	CLASSIFICATION	DESIGN SPEED
ROADWAY	ADT (CURRENT)	ADT (DESIGN YEAR)
ROADWAY	DHV (CURRENT)	DHV (DESIGN YEAR)
ROADWAY	DIRECTIONAL DISTRIBUTION (D)	PERCENT TRUCKS (T)

FOR THE RECONSTRUCTION OF THE EXISTING AT-GRADE CROSSING  
AT MP 95.30

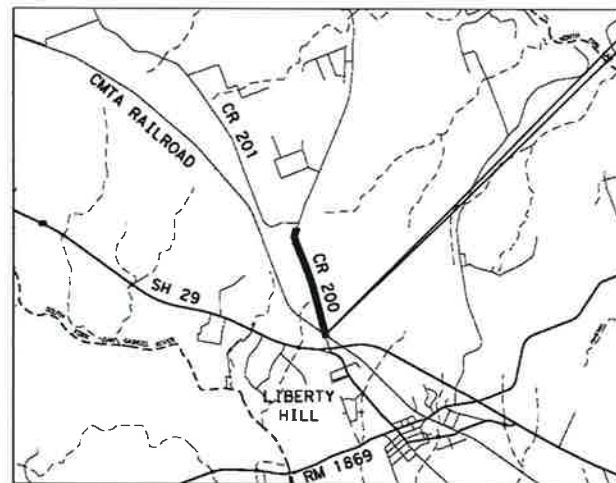
EXCEPTIONS: NONE  
EQUATIONS: NONE  
RAILROAD CROSSINGS: CMTA R.R. AT STA 105+93.25  
WATERSHED: NONE  
AREA OF DISTURBANCE: NONE

REGISTERED ACCESSIBILITY SPECIALIST (RAS) INSPECTION NOT REQUIRED

REQUIRED SIGNS SHALL BE PLACED IN ACCORDANCE WITH STANDARD  
SHEETS BC(1)-14 THRU BC(12)-14 AND THE "TEXAS MANUAL ON UNIFORM  
TRAFFIC CONTROL DEVICES."



TXDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION  
OF HIGHWAYS, STREETS AND BRIDGES ADOPTED ON  
NOVEMBER 1, 2014 AND ALL APPLICABLE SPECIAL PROVISIONS  
AND SPECIAL SPECIFICATIONS AS INDICATED IN THE BID  
DOCUMENTS SHALL GOVERN ON THIS PROJECT.



VICINITY MAP  
N.T.S.



PROJECT INFORMATION:  
OWNER'S REPRESENTATIVE:  
NAME  
TITLE  
CITY OF LIBERTY HILL, TX  
WILLIAMSON COUNTY

ENGINEER:  
THOMAS N. OLECHOWSKI, PE  
PROJECT MANAGER  
HNTB CORPORATION  
701 BRAZOS ST. SUITE 450  
AUSTIN, TX 78701  
(512) 447-5590

CR 200  
AT-GRADE CROSSING  
DOT # 7448005  
MP 95.30

FINAL



APPROVED BY:  
WILLIAMSON COUNTY

BILL GRAVELL, JR. DATE  
WILLIAMSON COUNTY JUDGE

COMMISSIONER CYNTHIA LONG DATE  
WILLIAMSON COUNTY COMMISSIONER, PRECINCT X

REVIEWED BY:  
CMTA  
KING KAUL, PE DATE  
CAPITAL METRO RAIL PROGRAM MANAGER IV

DAVID DECH DATE  
CAPITAL METRO RAIL OPERATIONS VICE PRESIDENT





CR 200

WEST SUBDIVISION  
AUSTIN, TEXAS

MP 95.30

INSTALLATION SHALL BE IN COMPLIANCE WITH  
MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES  
(MUTCD) & THE AMERICAN RAILWAY ENGINEERING  
AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA).

ALL WORK TO CONFORM TO CURRENT CAPITAL  
METROPOLITAN TRANSPORTATION AUTHORITY  
SPECIFICATIONS.

SHT#	SHEET DESCRIPTION	SHT#	SHEET DESCRIPTION	SHT#	SHEET DESCRIPTION
0	COVER SHEET & INDEX	13	LIGHTING CIRCUITS A	26	TRACK WIRE TYPICAL
1	RAILROAD SIGNAL LAYOUT	14	GATE MECHANISM B	27	GENERAL NOTES (1 OF 2)
2	RAILROAD SITE LAYOUT	15	LIGHTING CIRCUITS B	28	GENERAL NOTES (2 OF 2)
3	GATE ASSEMBLY TYPICAL	16	GATE MECHANISM C		
4	XP4 SETUP SHEET	17	LIGHTING CIRCUITS C		
5	XP4 CIRCUITS	18	GATE MECHANISM D		
6	XP4 CIRCUITS	19	LIGHTING CIRCUITS D		
7	XP4 CIRCUITS	20	POWER DISTRIBUTION		
8	XP4 CIRCUITS	21	SIDE D		
9	LIGHTING ARRESTOR PANEL	22	RACK LAYOUT/ SIDE B		
10	LIGHTING ARRESTOR PANEL	23	SIDE A		
11	POWER CIRCUITS	24	SIDE C		
12	GATE MECHANISM A	25	HOUSE DETAIL		



WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY  
INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15  
AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO  
PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR  
PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION  
OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY  
ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION.  
UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR  
OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC  
DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR  
PARTS 15 AND 1520.



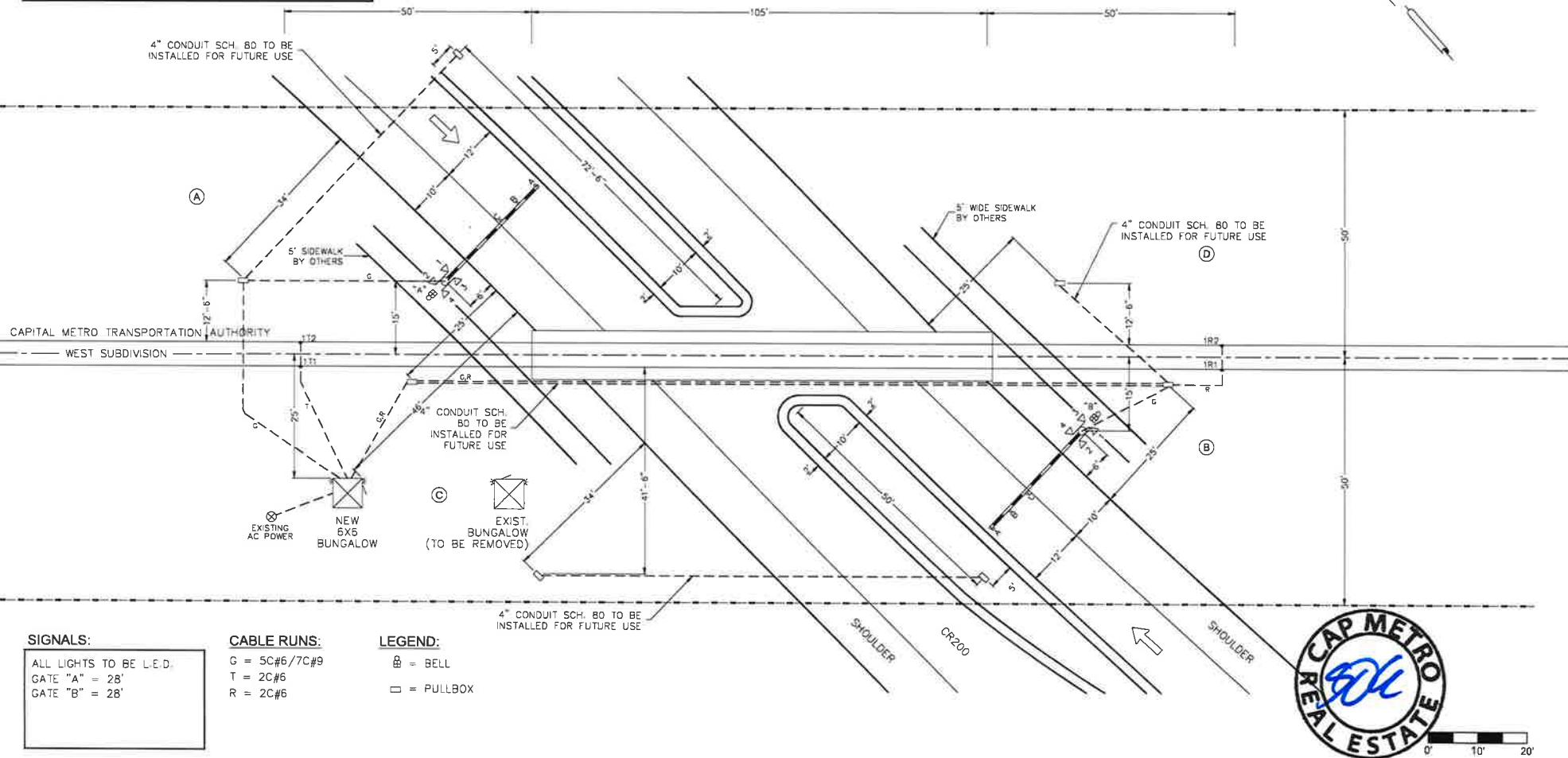
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DRAWN CTC
DESIGNED CTC
CHECKED CTC
IN CHARGE HNTB
DATE 10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 600S  
COVER SHEET & INDEX

CONTRACT	DWG No.	REV
	9530-00	

# CONSTRUCTION NOTES:

1. APPROACHES TO BE BONDED  
MIN. 100' PAST SHUNTS
2. TRANSMITTER WIRE 1T1 & 1T2 MUST BE RUN TO THE  
TRACK HOUSE SIDE OF CROSSING.



## SIGNALS:

ALL LIGHTS TO BE L.E.D.  
GATE "A" = 2B'  
GATE "B" = 2B'

## CABLE RUNS:

G = 5C#6/7C#9  
T = 2C#6  
R = 2C#6

## LEGEND:

⊞ = BELL  
□ = PULLBOX



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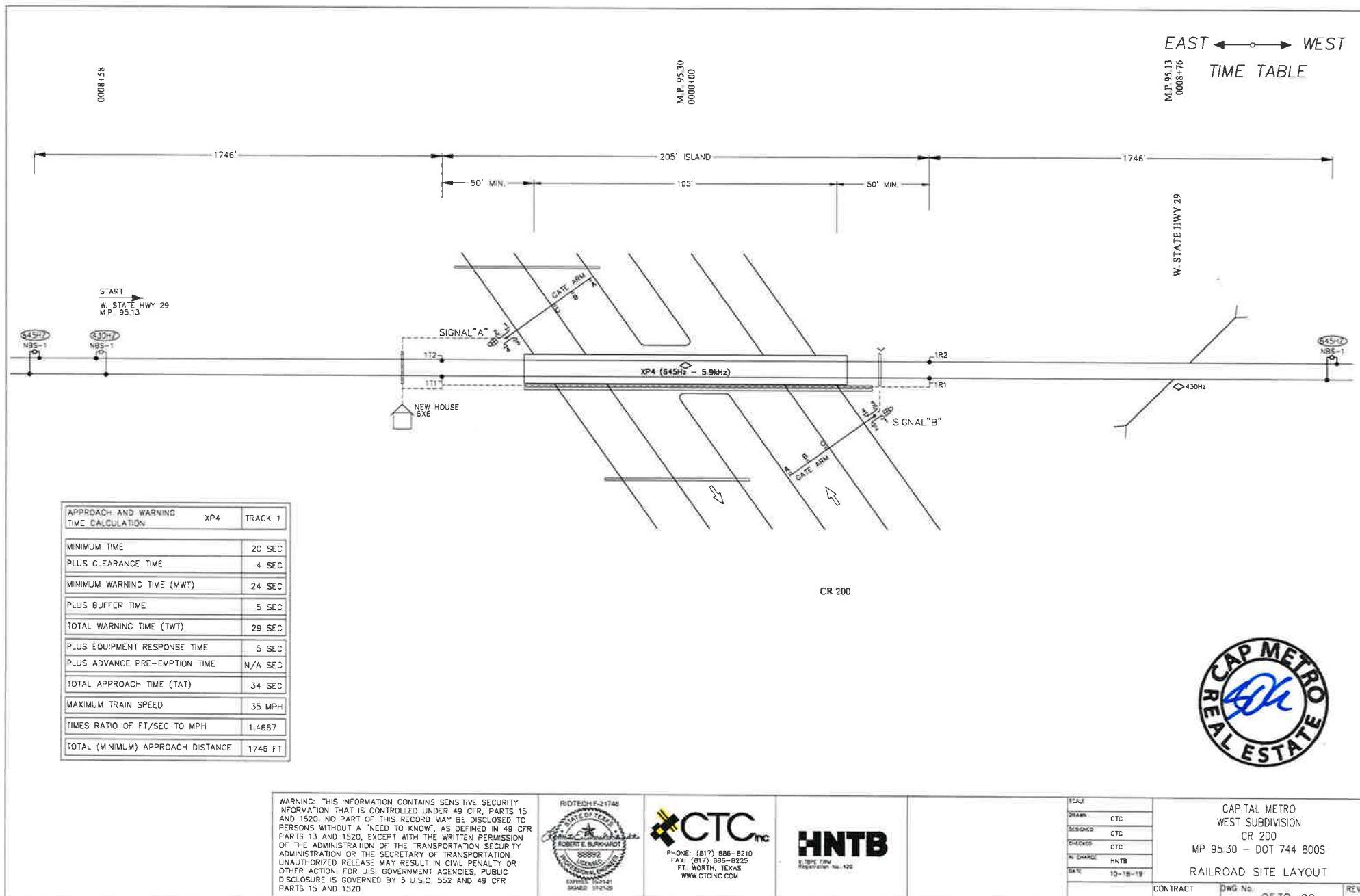


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DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

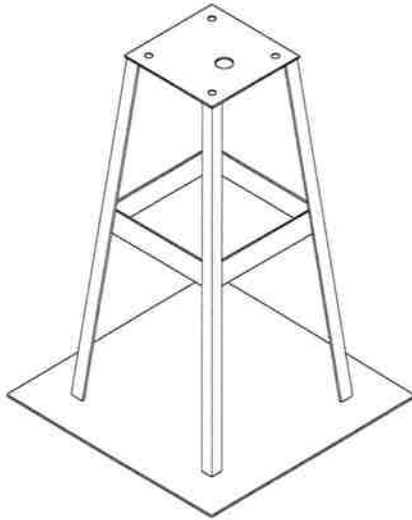
CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
RAILROAD SIGNAL LAYOUT

CONTRACT	DWG No.	REV
	9530-01	

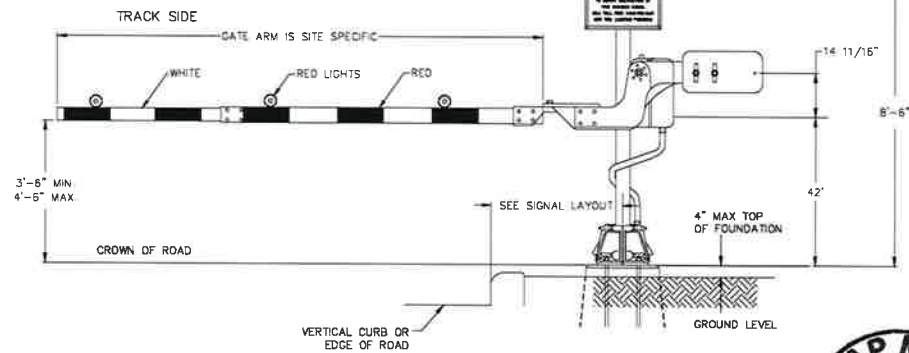
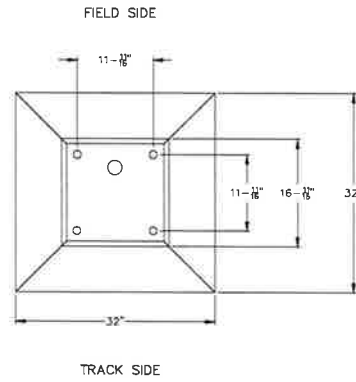








TYPICAL GALV. STEEL FOUNDATION



WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
GATE ASSEMBLY TYPICAL

CONTRACT	DWG No.	REV
	9530-03	

ADJUSTMENT NAME		MDR1				MDR2			
NAME		XR				HIGHWAY CROSSING			
WARNING TIME		29 SEC				85 SEC			
CW/MD		CW				CW			
AP TIME		00 SEC				00 SEC			
CWE-WT		00 SEC				00 SEC			
AUX RECOVERY DELAY		05 SEC				05 SEC			
TRACK ASSIGNED		TK1	TK2	TK3	TK4	TK1	TK2	TK3	TK4
OFFSET DISTANCE		D FT				D FT			
MD RESTART		*				*			
SUDDEN SHUNT ZONE		*				*			
POSITIVE START	PSN	DISABLE				DISABLE			
	PSRX	NA				NA			
	PST	NA				NA			
POST JOINT DETECT	PJEN	DISABLE				DISABLE			
	PJRX	NA				NA			
	PJDT	NA				NA			

APPLICATION SOFTWARE INFORMATION	
NAME	CR200
REV.	1
CHECKSUM	
CRC	
CHASSIS ID	
CHASSIS ID	
LOCATED BEHIND UCI-3	0000000000

○ = TAB INTACT  
● = TAB PUNCHED OUT

EXECUTIVE INFORMATION		
VPM-3	VERSION	PART NUMBER
CROSSING SOFTWARE	*	DB3024-716

BASIC TRACK SETUP				
	TK1	TK2	TK3	TK4
FREQUENCY	645 HZ			
MASTER/SLAVE	MASTER			
RX ADJUST	100			
TCA	*			
DIRECTION MODE	BI			
LIA	*			
ADVANCED APR CAL	INACTIVE			
NBS COMP RX	*			
TRK ISLAND ASSIGN	ISL1			
APPROACH LENGTH	1746			
AUTO RX	ENABLE			

IXC A/C SETUP				
CROSSING TEST MODE	OFF			
FLASH RATE	55FPM			
	TK1	TK2	TK3	TK4
VOLTAGE REGULATION	ON			
L1 VOLTAGE	* 12.0			
L2 VOLTAGE	* 12.0			
GATE 1 DELAY	3 SEC			
GATE 2 DELAY	3 SEC			

IXC B/D SETUP				
CROSSING TEST MODE	OFF			
FLASH RATE	55FPM			
	TK1	TK2	TK3	TK4
VOLTAGE REGULATION	ON			
L1 VOLTAGE	* 12.0			
L2 VOLTAGE	* 12.0			
GATE 3 DELAY	3 SEC			
GATE 4 DELAY	3 SEC			

#### SHUNT RECORDS

ADVANCED TRACK SETUP				
	TK1	TK2	TK3	TK4
MOTION DET TIMER	MDEN	DISABLE		
	MDTT	NA		
FALSE SHUNT	FSEN	DISABLE		
	FSRX	NA		
	FST	NA		
APPROACH RELEASE	AREN	DISABLE		
	ARRX	NA		
	ART	NA		
LOS TIME	10 SEC			
LJ-LOS TIME	5 SEC			
NRML_SHHTR_VRSHT	NRML *			

APPROACH 1 (EAST)		NO SHUNT		100% SHUNT		50% SHUNT		LIA ADDED
		RX	PHASE	RX	PHASE	RX	PHASE	
Track 1	Normal							
	Standby							
Track 2	Normal							
	Standby							
APPROACH 2 (WEST)		NO SHUNT		100% SHUNT		50% SHUNT		LIA ADDED
		RX	PHASE	RX	PHASE	RX	PHASE	
Track 1	Normal							
	Standby							
Track 2	Normal							
	Standby							

INITIAL VALUES WHEN PLACED IN SERVICE

ISLAND SETUP				
	TK1	TK2	TK3	TK4
ENABLE/DISABLE	ENABLE			
FREQUENCY	5.9 KHZ			
LOSS OF SHUNT	4 SEC			
FAULT DELAY	2			



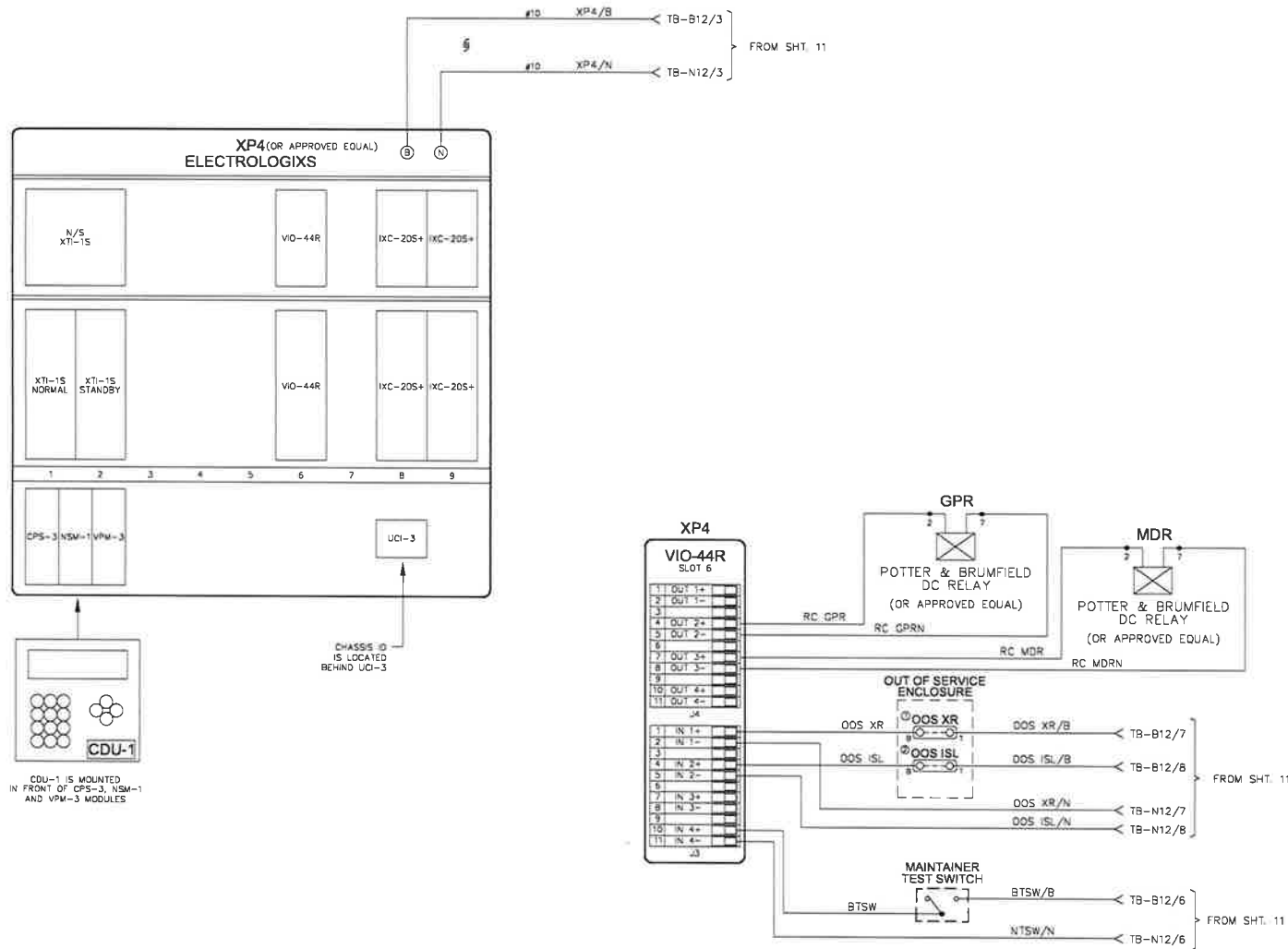
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SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 8005  
XP4 SETUP SHEET

CONTRACT	DWG No.	REV
	9530-04	



- \* PLACE JUMPER TO TAKE DESIGNATED FUNCTION OUT OF SERVICE
- ① "XR" = HIGHWAY GRADE CROSSING WARNING SYSTEM REMOVED FROM SERVICE & NON-FUNCTIONAL
- ② "ISL" = ISLAND FUNCTION ONLY. HIGHWAY GRADE CROSSING WARNING SYSTEM APPROACHES REMOVED FROM SERVICE & NON-FUNCTIONAL

NOTES: ALL WIRING THIS SHEET #16 AWG UNLESS NOTED OTHERWISE.



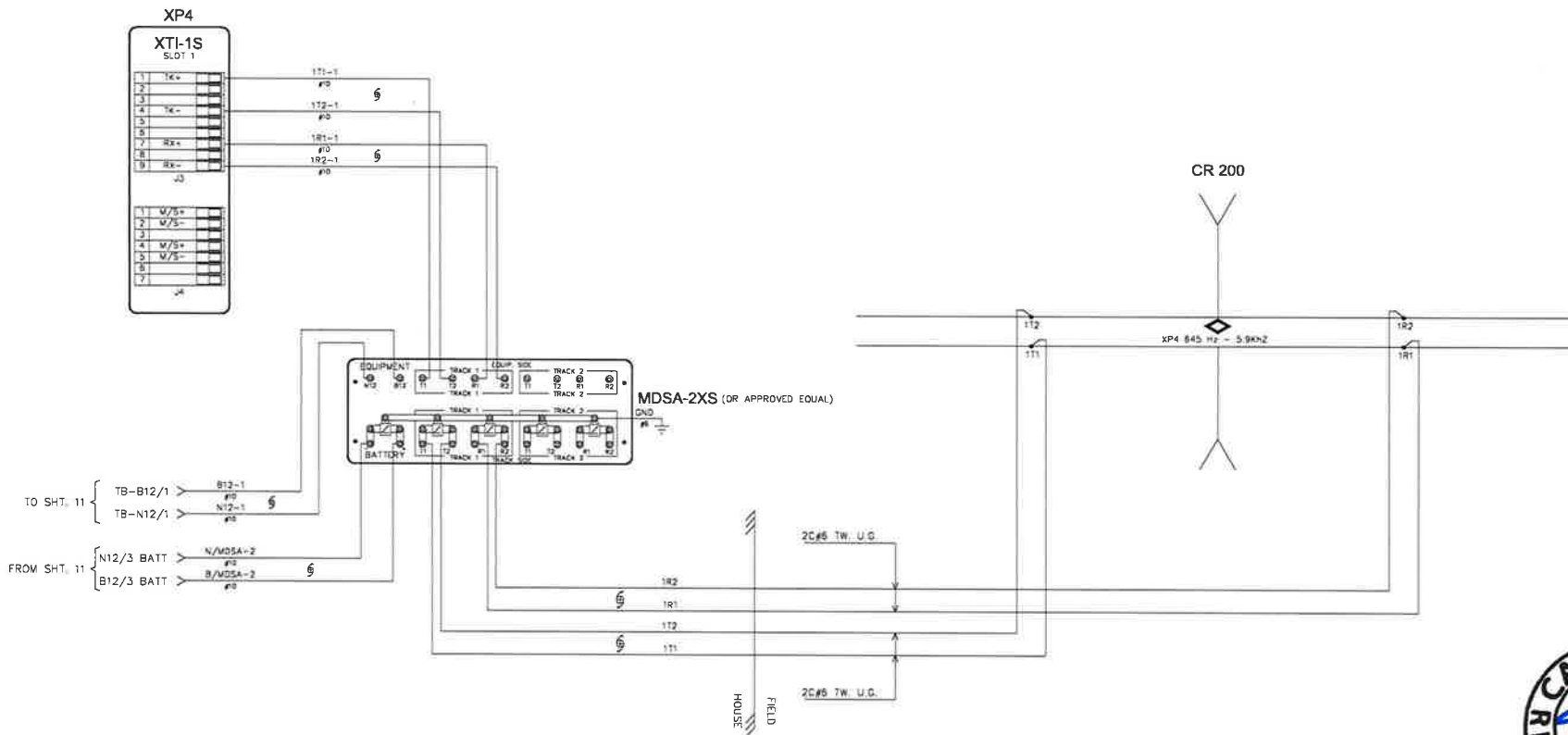
WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



**CTC** inc  
PHONE: (817) 886-8210  
FAX: (817) 886-8225  
FT. WORTH, TEXAS  
WWW.CTCINC.COM

**HNTB**  
REGISTERED PROFESSIONAL ENGINEERS  
REGISTERED PROFESSIONAL ARCHITECTS

SCALE		CAPITAL METRO
DRAWN	CTC	WEST SUBDIVISION
DESIGNED	CTC	CR 200
CHECKED	CTC	MP 95.30 - DOT 744 800S
IN CHARGE	HNTB	XP4 CIRCUITS
DATE	10-18-19	
CONTRACT	DWG No	9530-05
		REV



WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 15 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION, FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S

XP4 CIRCUITS

CONTRACT	DWG No.	REV
	9530-06	

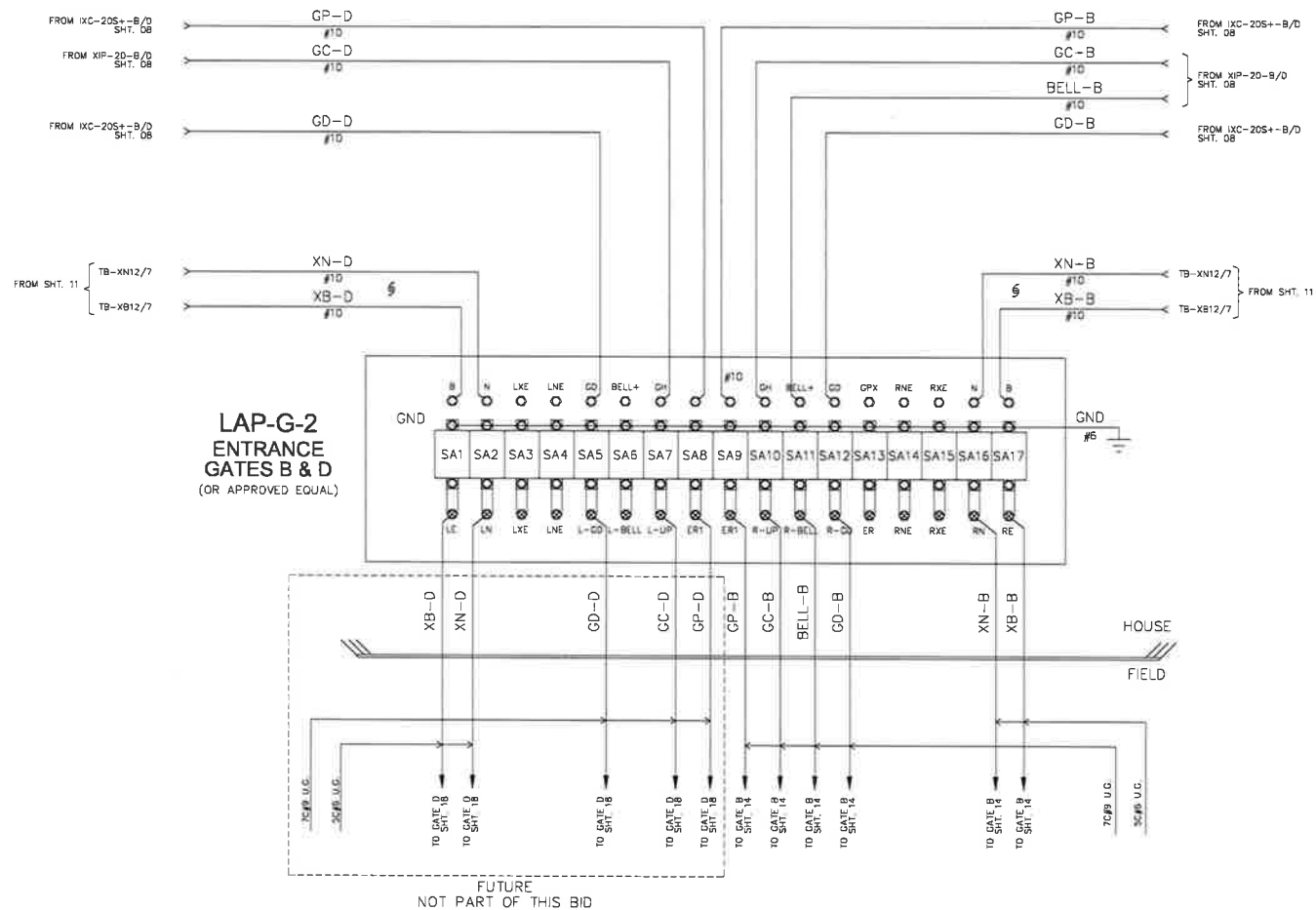




CONTRACT	DWG No.	9530-07	REV
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WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS COVERED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.

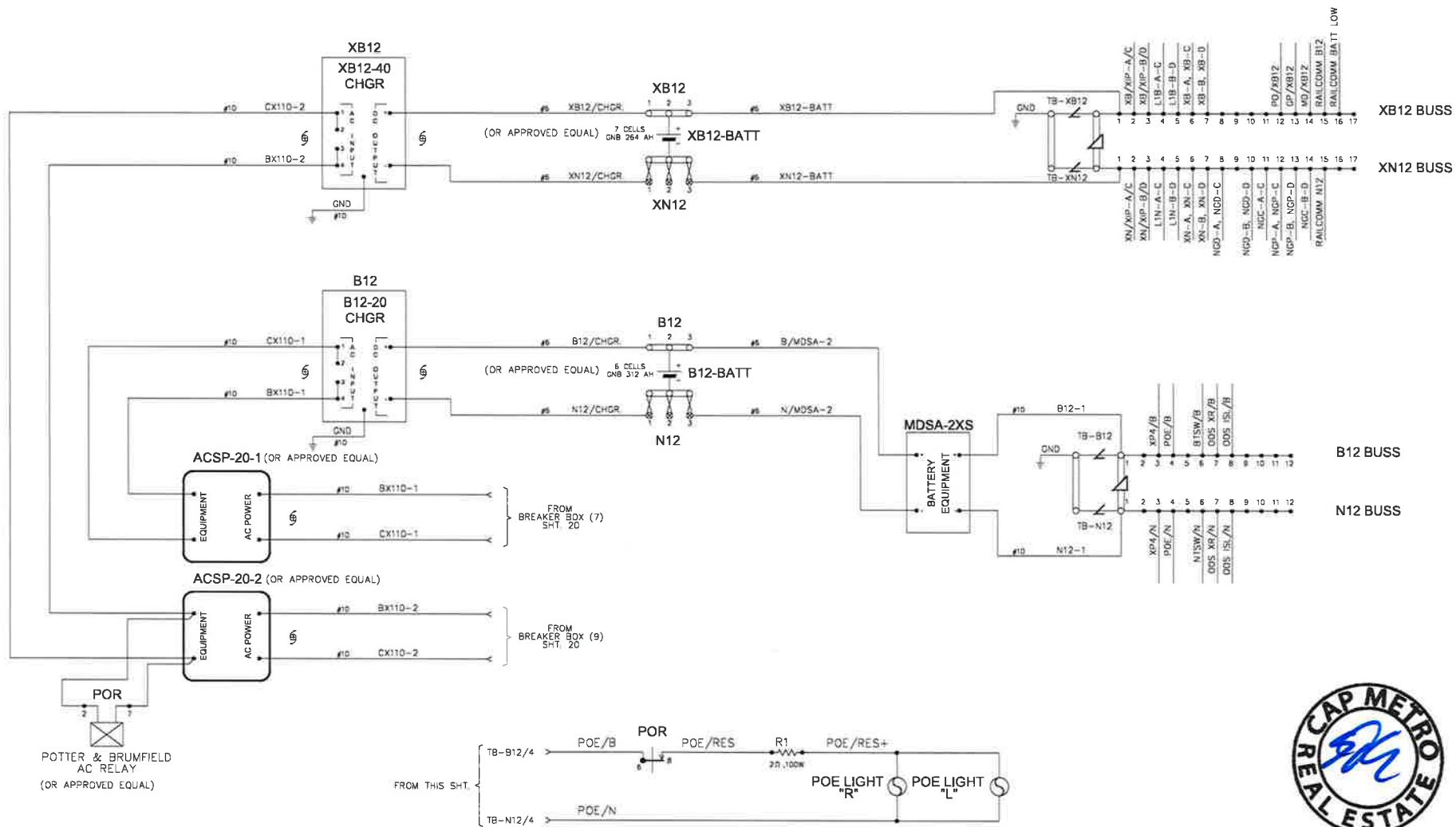


SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CONTRACT	DWG No.	REV
	9530-10	

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 8005  
LIGHTING ARRESTOR PANEL





NOTES: ALL WIRING THIS SHEET #16 AWG  
UNLESS NOTED OTHERWISE.

WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO WEST SUBDIVISION CR 200 MP 95.30 - DOT 744 8005 POWER CIRCUITS	CONTRACT	DWG No.	9530-11	REV
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SAFETRAN MODEL S-60  
GATE MECHANISM

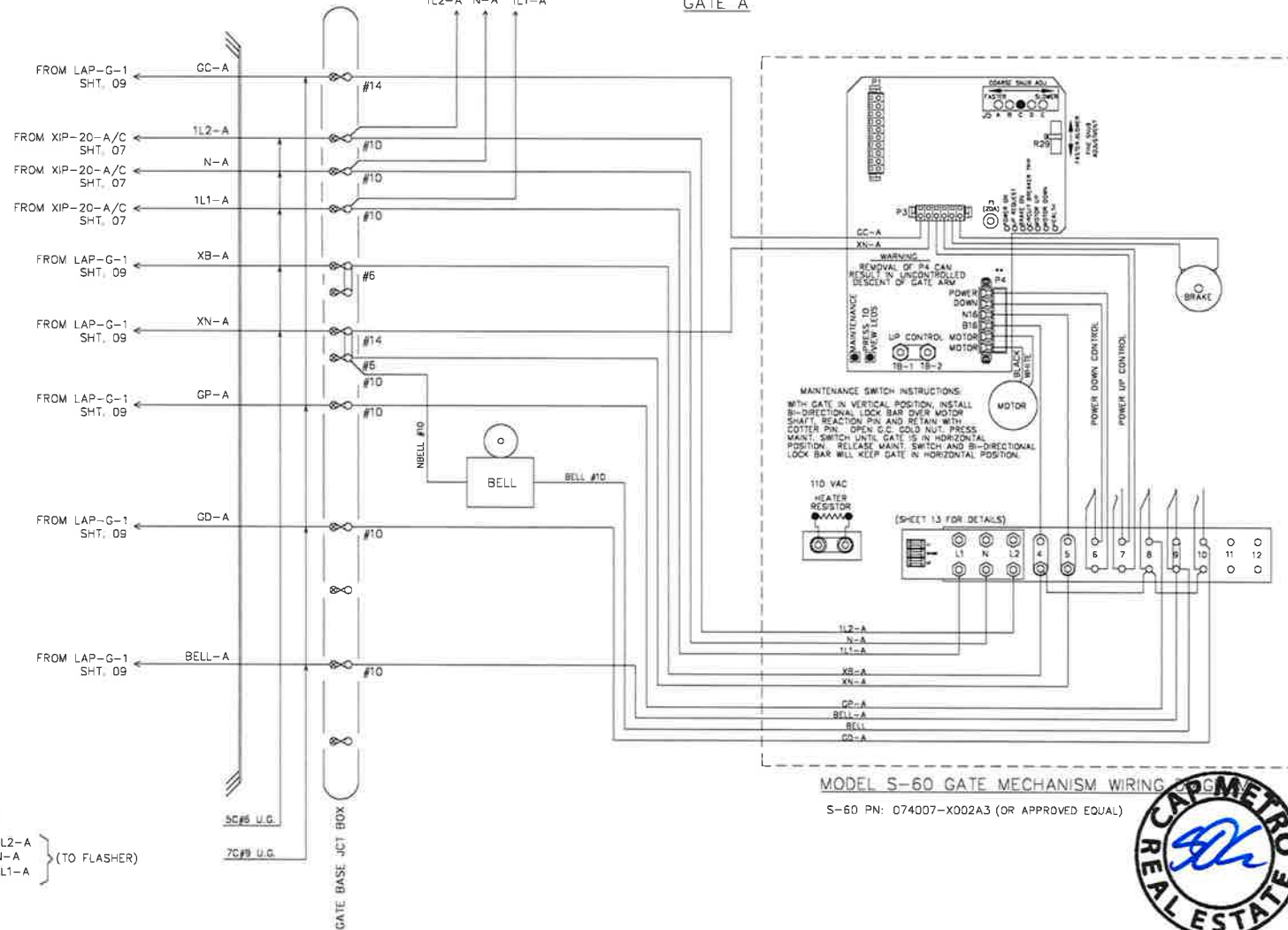
CONTACT	CLOSED	FUNCTION
6	1°-90°	POWER DOWN
7	0°-89°	POWER UP
8	83°-90°	FLASHING LIGHT
9	5°-90°	SPARE
10	0°-5°	GATE DOWN
11		SPARE
12		SPARE

WITH GATE IN UP POSITION

TO MAST MOUNTED FLASHERS

(SHEET 13 FOR DETAILS)  
1L2-A N-A 1L1-A

GATE A



MODEL S-60 GATE MECHANISM WIRING

S-60 PN: 074007-X002A3 (OR APPROVED EQUAL)

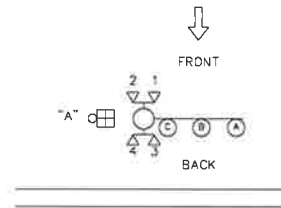
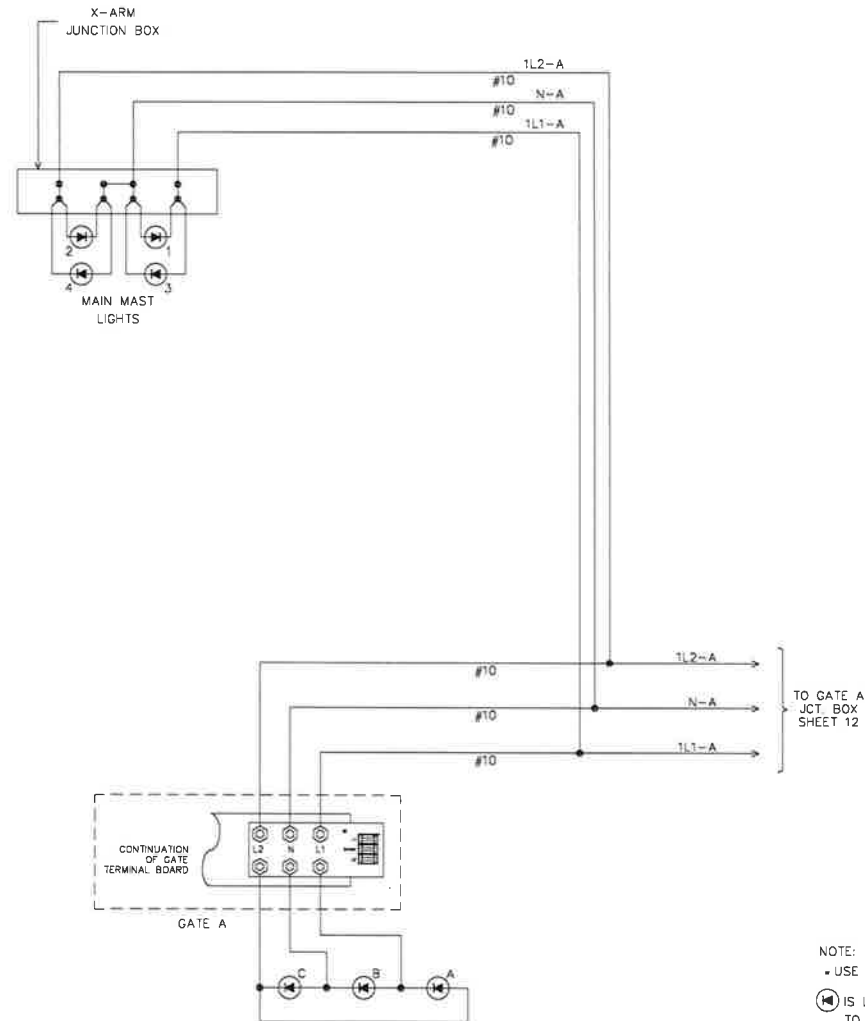


WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 15 AND 1520. EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION, UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



SCALE	CTC	CAPITAL METRO WEST SUBDIVISION CR 200 MP 95.30 - DOT 744 800S GATE MECHANISM A	CONTRACT	DWG No.	9530-12	REV
DRAWN	CTC					
CHECKED	CTC					
IN CHARGE	HNTB					
DATE	10-18-19					

# GATE A



WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-13

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 ~ DOT 744 800S  
LIGHTING CIRCUITS A

CONTRACT	DWG No.	9530-13	REV
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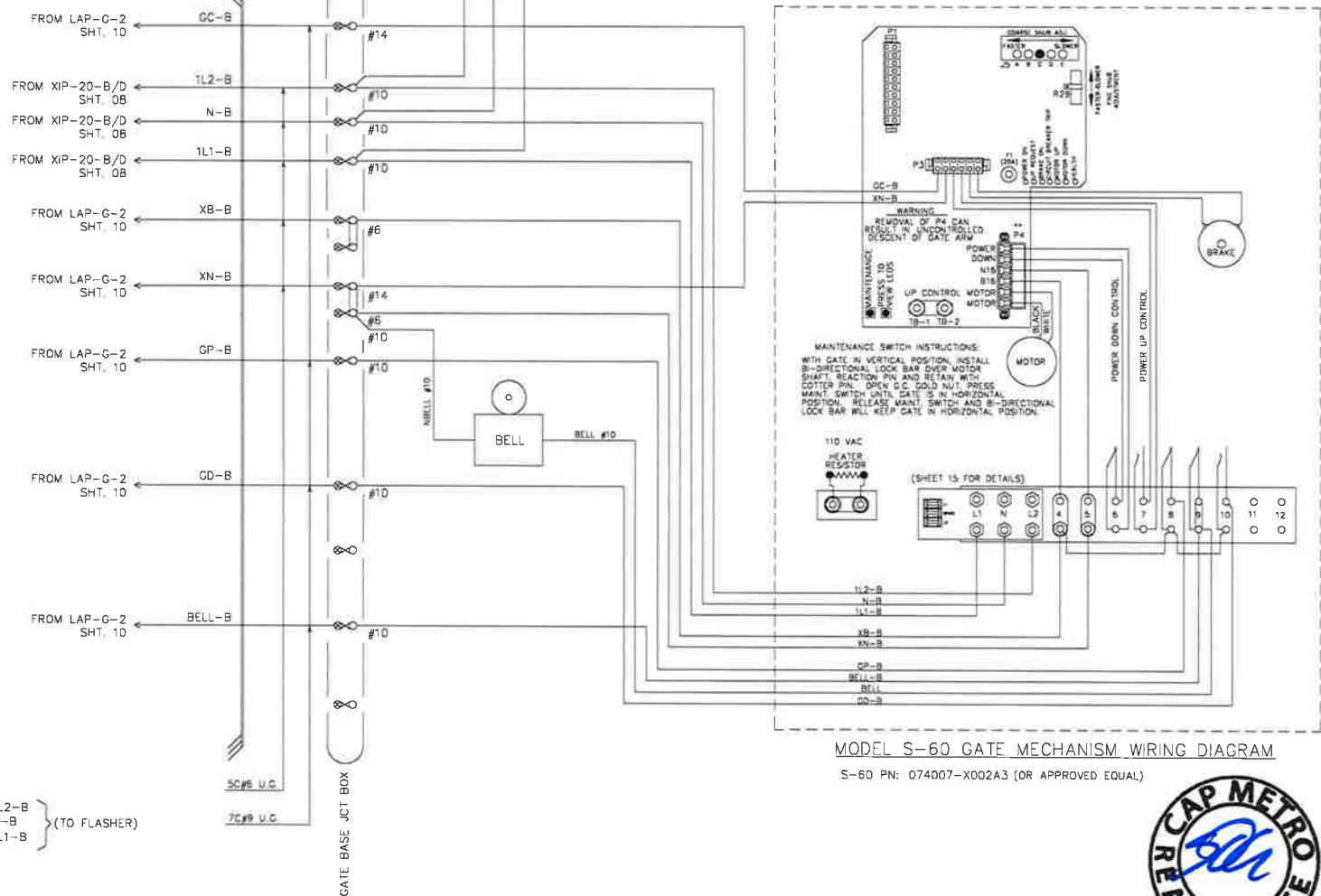
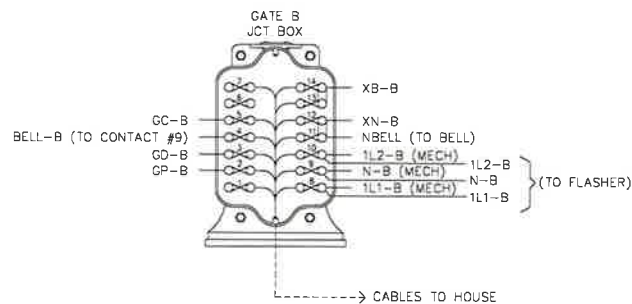
SAFETRAN MODEL S-60  
GATE MECHANISM

CONTACT	CLOSED	FUNCTION
6	1"-90"	POWER DOWN
7	0"-89"	POWER UP
8	83"-90"	FLASHING LIGHT
9	5"-90"	SPARE
10	0"-5"	GATE DOWN
11		SPARE
12		SPARE

WITH GATE IN UP POSITION

TO MAST MOUNTED FLASHERS  
(SHEET 15 FOR DETAILS)  
1L2-B N-B 1L1-B

GATE B



MODEL S-60 GATE MECHANISM WIRING DIAGRAM

S-60 PN: 074007-X002A3 (OR APPROVED EQUAL)

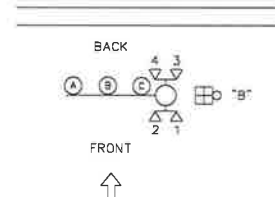
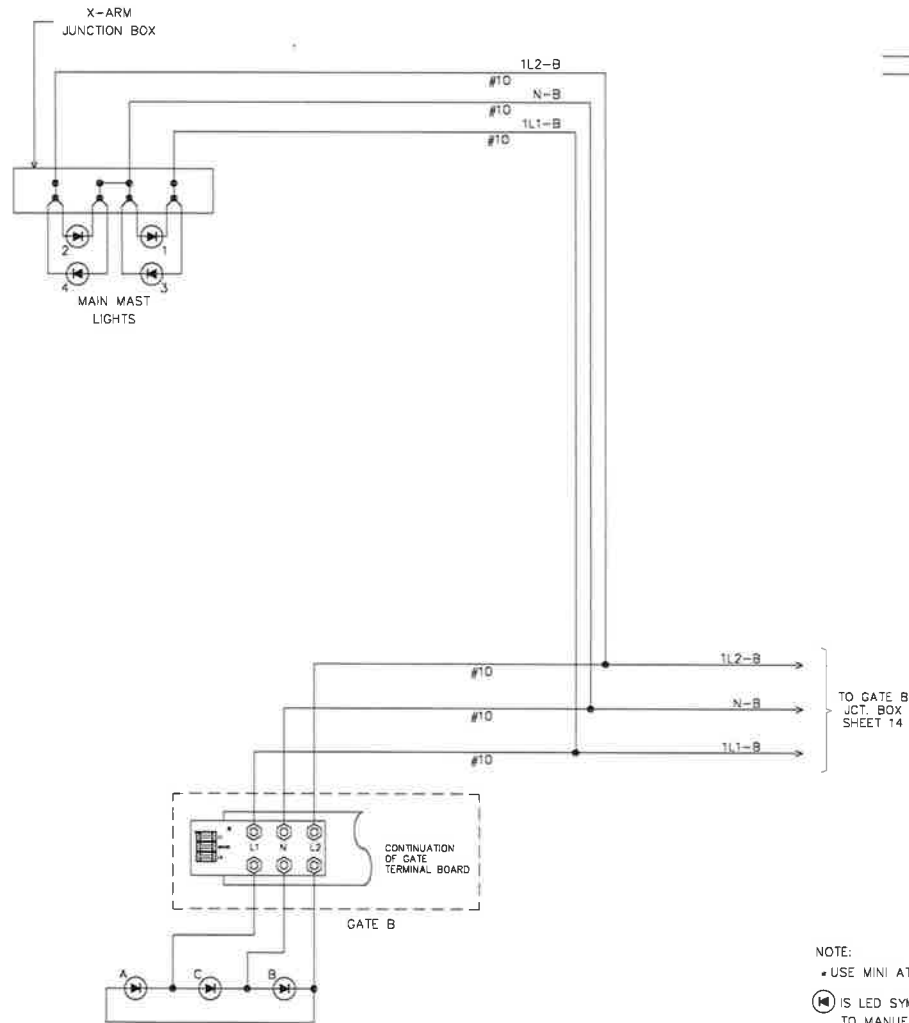


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SCALE		CAPITAL METRO WEST SUBDIVISION CR 200 MP 95.30 - DOT 744 8005 GATE MECHANISM B		
DRAWN	CTC			
DESIGNED	CTC			
CHECKED	CTC			
IN CHARGE	HNTB			
DATE	10-18-19			
CONTRACT		DWG No.	9530-14	REV

# GATE B



WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.



SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-10

CONTRACT	DWG No.	REV
	9530-15	

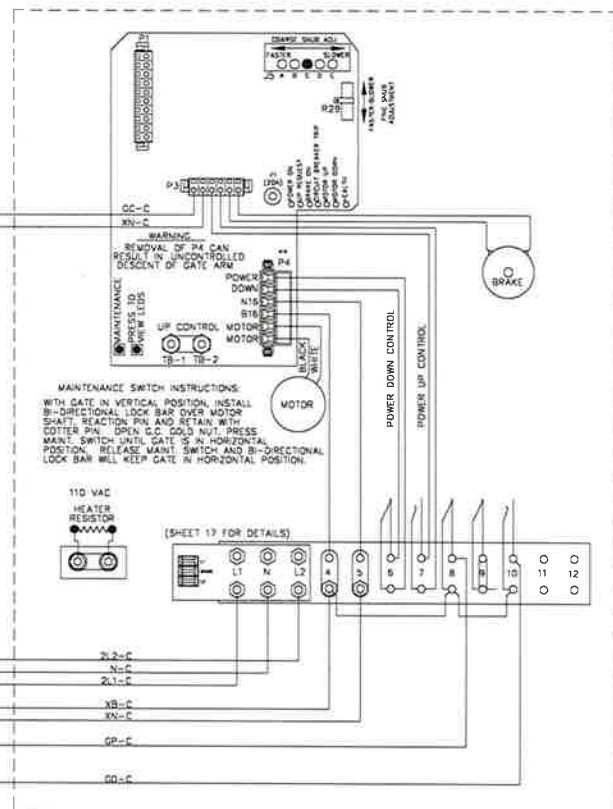
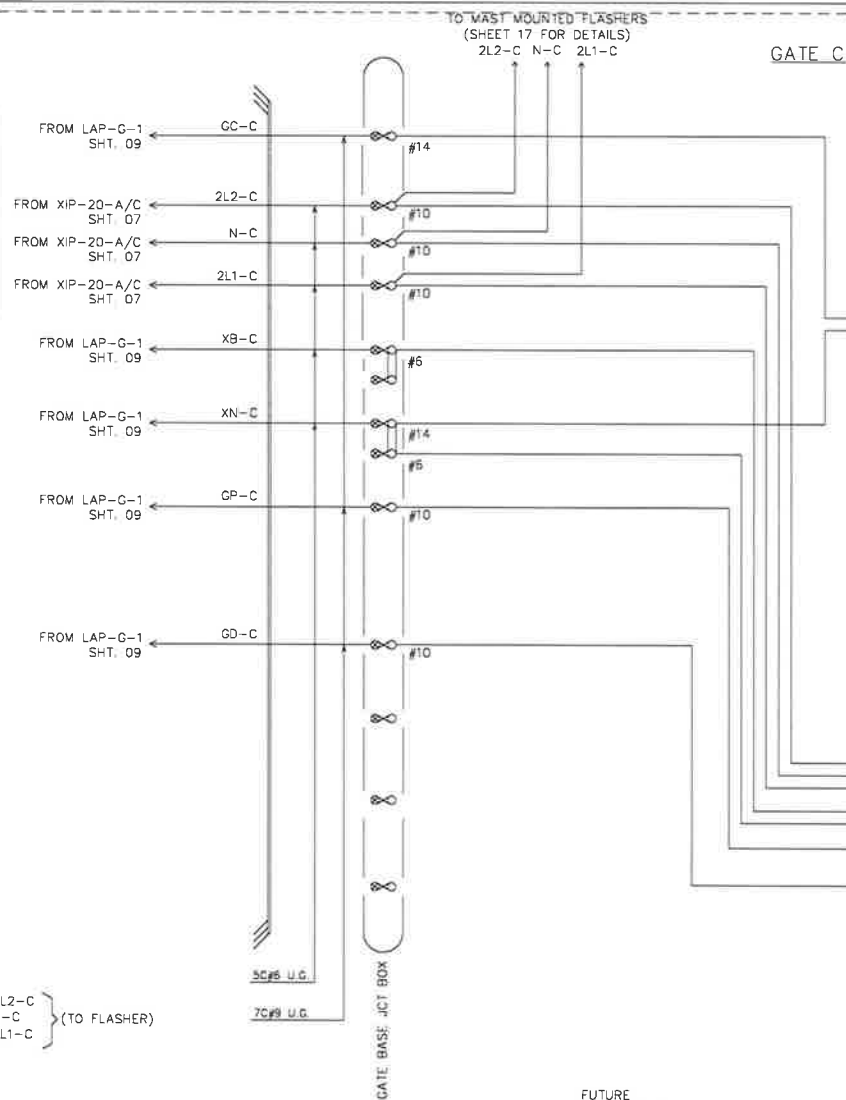
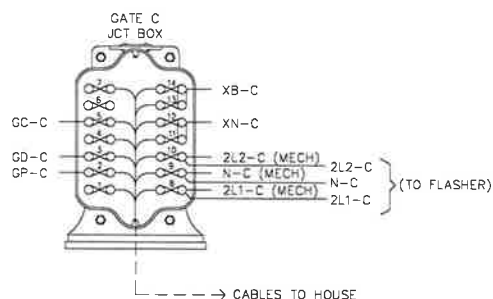
CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
LIGHTING CIRCUITS B



SAFETRAN MODEL S-60  
GATE MECHANISM

CONTACT	CLOSED	FUNCTION
6	1°-90°	POWER DOWN
7	0°-89°	POWER UP
8	83°-90°	FLASHING LIGHT
9	5°-90°	SPARE
10	0°-5°	GATE DOWN
11		SPARE
12		SPARE

WITH GATE IN UP POSITION



MODEL S-60 GATE MECHANISM WIRING DIAGRAM

S-60 PN: 074007-X002A3 (OR APPROVED EQUAL)



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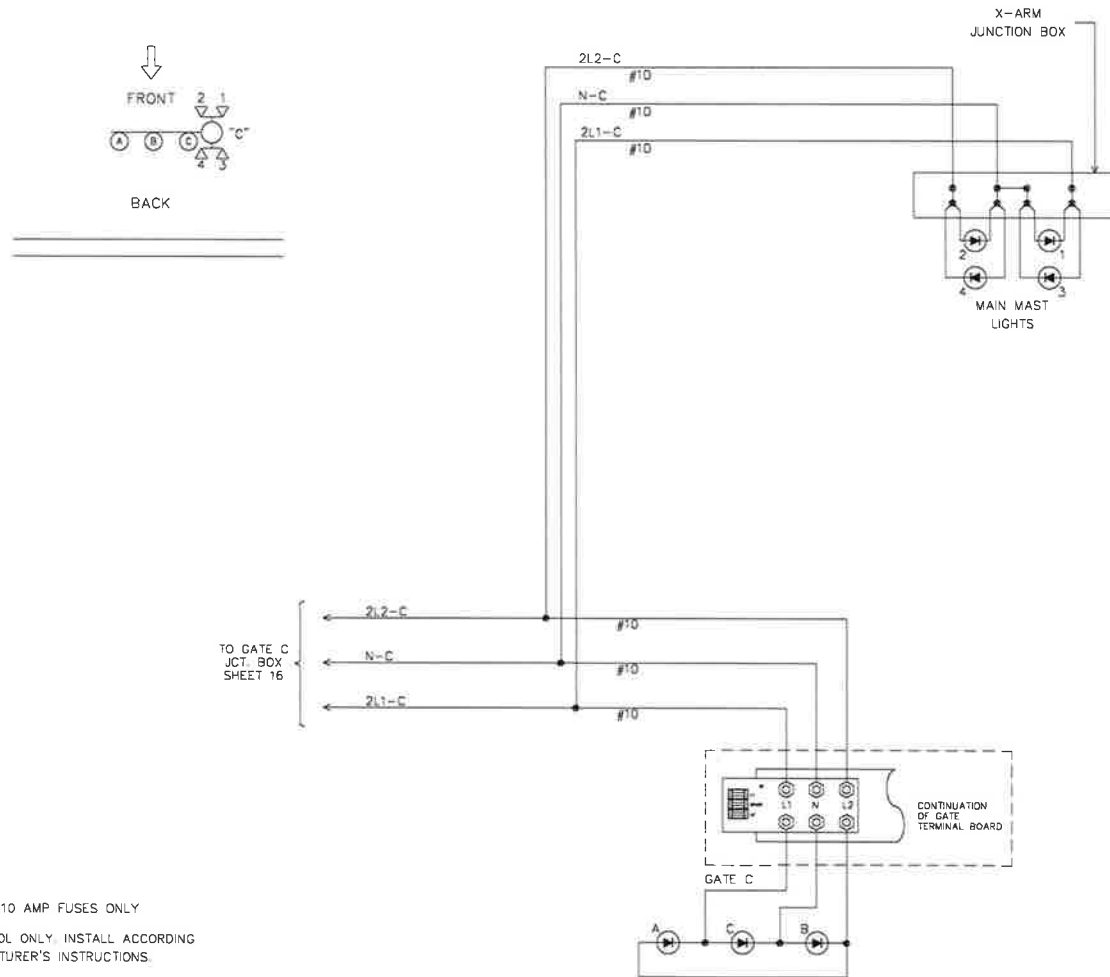


SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-16-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 8005  
GATE MECHANISM C

CONTRACT	DWG No.	REV
	9530-16	

# GATE C



NOTE:

→ USE MINI-ATO 10 AMP FUSES ONLY

Ⓜ IS LED SYMBOL ONLY. INSTALL ACCORDING TO MANUFACTURER'S INSTRUCTIONS.

FUTURE  
NOT PART OF THIS BID



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SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

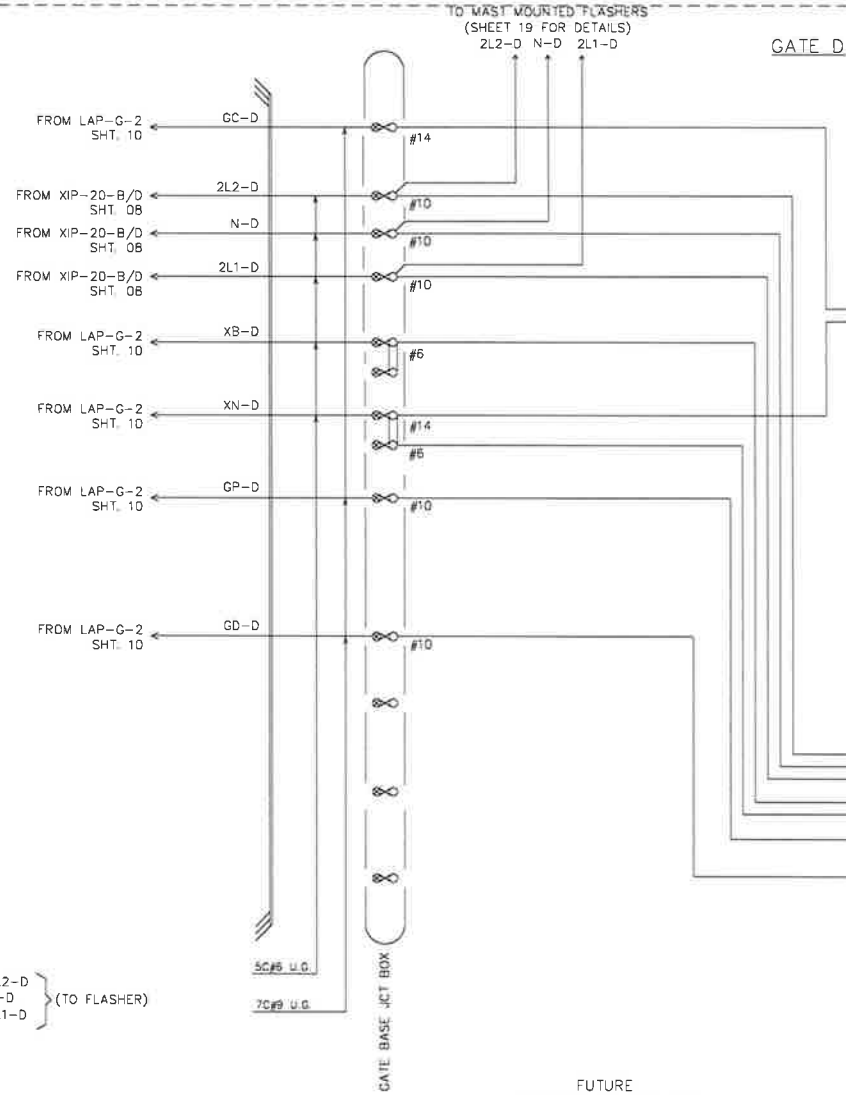
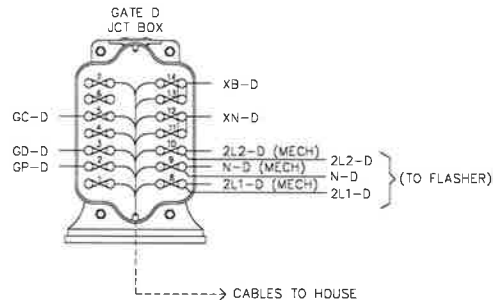
CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
LIGHTING CIRCUITS C

CONTRACT	DWG No.	9530-17	REV
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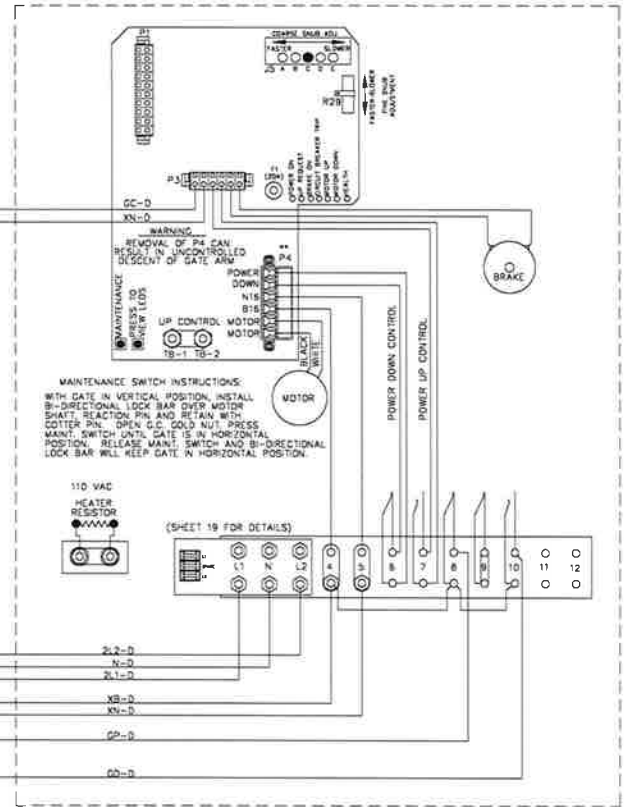
SAFETRAN MODEL S-60  
GATE MECHANISM

CONTACT	CLOSED	FUNCTION
6	1°-90°	POWER DOWN
7	0°-89°	POWER UP
8	83°-90°	FLASHING LIGHT
9	5°-90°	SPARE
10	0°-5°	GATE DOWN
11		SPARE
12		SPARE

WITH GATE IN UP POSITION



GATE D



MODEL S-60 GATE MECHANISM WIRING DIAGRAM

S-60 PN: 074007-X002A3 (OR APPROVED EQUAL)



WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 152. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW," AS DEFINED IN 49 CFR PARTS 13 AND 152, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION FOR U.S. GOVERNMENT AGENCIES. PUBLIC DISCLOSURE IS GOVERNED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 152.



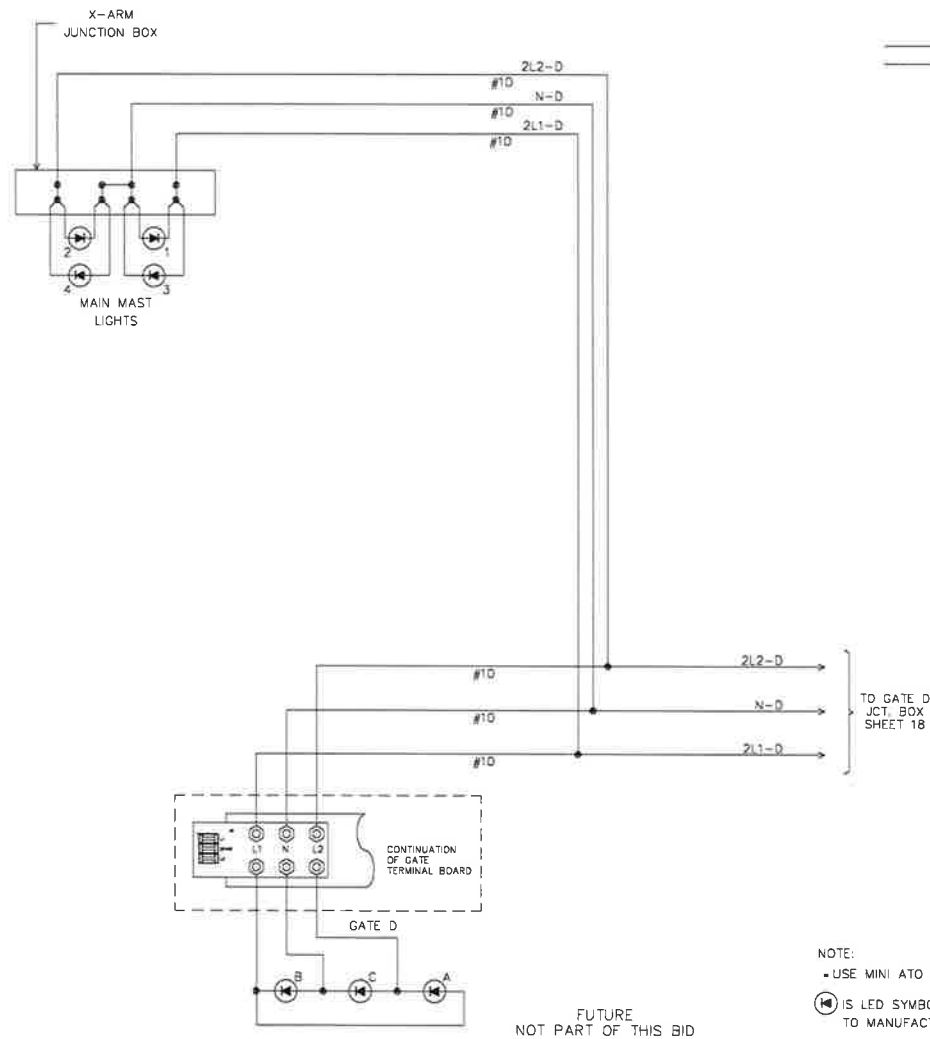
SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 8005

GATE MECHANISM D

CONTRACT	DWG No.	REV
	9530-18	

# GATE D



NOTE:  
 • USE MINI ATO 10 AMP FUSES ONLY  
 • IS LED SYMBOL ONLY. INSTALL ACCORDING TO MANUFACTURER'S INSTRUCTIONS

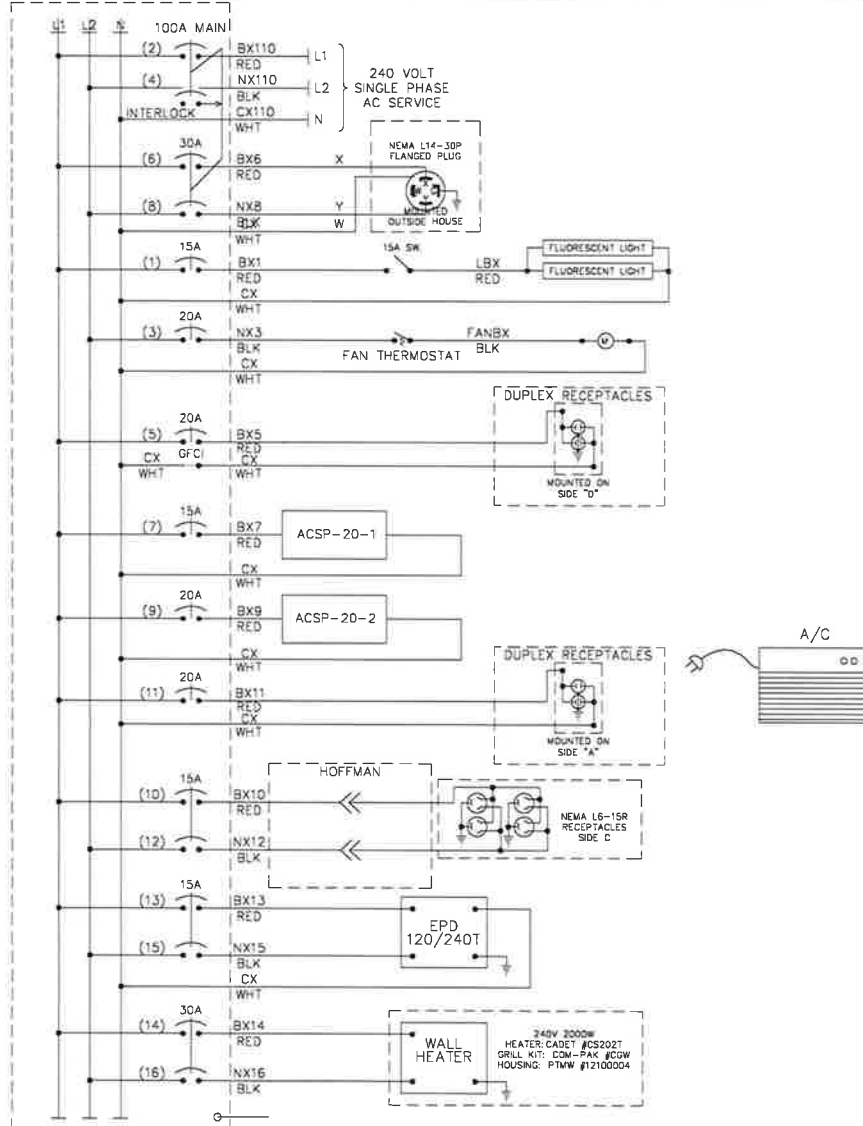


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SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO WEST SUBDIVISION CR 200 MP 95.30 - DOT 744 800S LIGHTING CIRCUITS D	
CONTRACT	DWG No. 9530-19
	REV



#### NOTES:

- USE THE FOLLOWING COLOR CODE:  
GRN - GREEN - SAFETY EQUIPMENT GROUND  
WHT - WHITE - CX110 (NEUTRAL)  
BLK - BLACK - NX110 (L2)  
RED - RED - BX110 (L1)  
EXCEPTIONS TO THE ABOVE COLOR CODE ARE THE PRE-WIRED, SEALED ARRESTOR UNITS MOUNTED ON THE BREAKER BOX WHICH HAVE TWO BLACK AND ONE WHITE WIRE EACH.
- MINIMUM WIRE SIZE  
10 AMP - NO. 14 AWG THHN OR THWN SOLID  
20 AMP - NO. 12 AWG THHN OR THWN SOLID  
30 AMP - NO. 10 AWG THHN OR THWN SOLID
- GROUND FAULT INTERRUPT (GFCI) MUST BE USED ON ALL CIRCUITS SERVING CONVENIENCE OUTLETS AND ANY EQUIPMENT OUTSIDE THE BUNGALOW. RECEPTACLE MOUNTED GFCI MAY BE USED INSTEAD OF BREAKER TYPE.
- ALL GROUND WIRES RUN TO BREAKER BOX GROUND BUSS

SQUARE D PART NUMBERS  
BREAKER BOX: Q0116L125G  
SURFACE KIT: Q0C204100S  
GROUND KIT: PK90TA  
INTERLOCK: Q02DT1

#### BREAKER BOX DISTRIBUTION Q0116L125G

1	15A LIGHTS	100A MAIN	2
3	20A FAN		4
5	20A GFCI RECEPTACLE		6
7	15A ACSP-20-1	30A GENERATOR RECEPTACLE	8
9	20A ACSP-20-2		10
11	20A GFCI RECEPTACLE	15A TWIST LOCK RECEPTACLE	12
13	15A EPD 120/240T		14
15	30A HEATER		16



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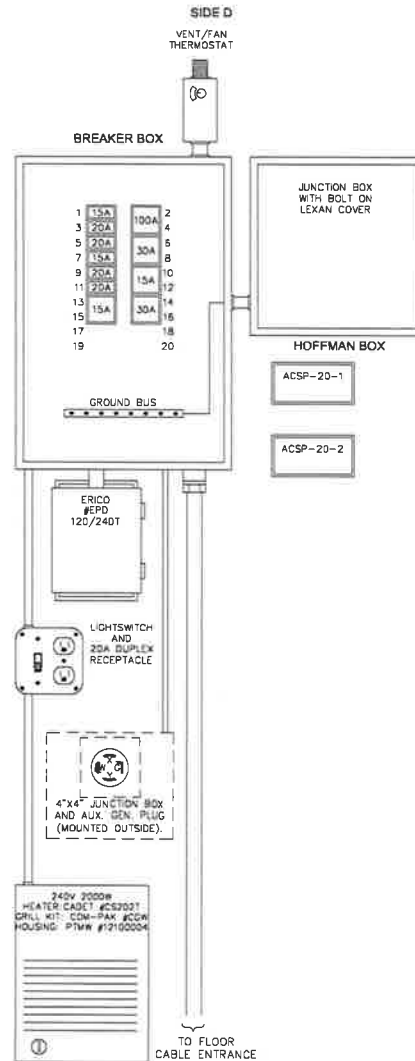


SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

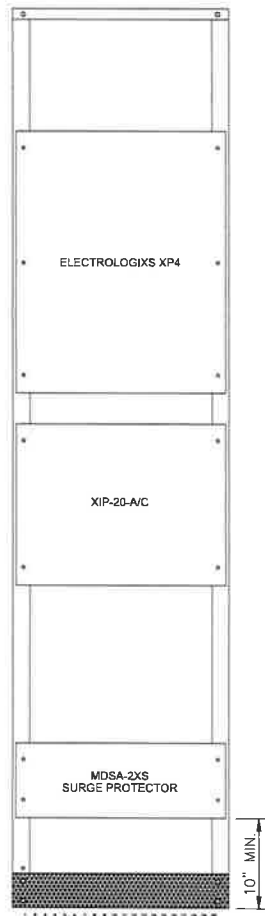
CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
POWER DISTRIBUTION

CONTRACT	DWG No.	9530-20	REV
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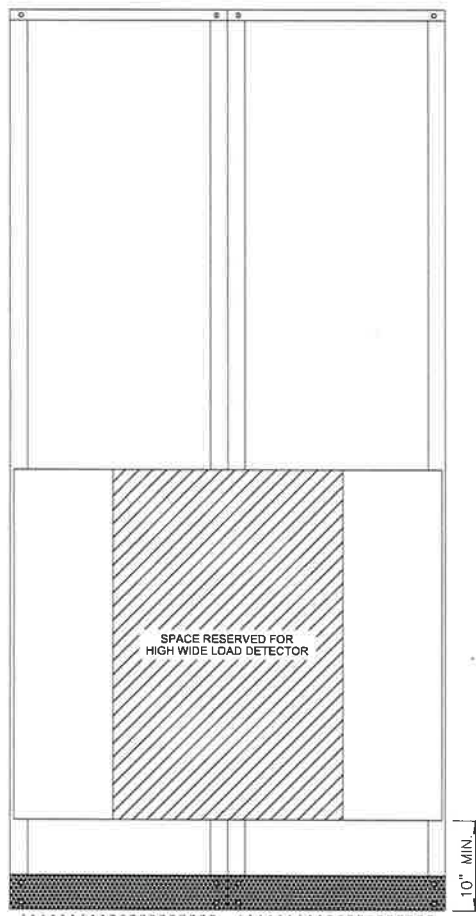




<p>WARNING: THIS INFORMATION CONTAINS SENSITIVE SECURITY INFORMATION THAT IS CONTROLLED UNDER 49 CFR, PARTS 15 AND 1520. NO PART OF THIS RECORD MAY BE DISCLOSED TO PERSONS WITHOUT A "NEED TO KNOW", AS DEFINED IN 49 CFR PARTS 13 AND 1520, EXCEPT WITH THE WRITTEN PERMISSION OF THE ADMINISTRATION OF THE TRANSPORTATION SECURITY ADMINISTRATION OR THE SECRETARY OF TRANSPORTATION. UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC DISCLOSURE IS COVERED BY 5 U.S.C. 552 AND 49 CFR PARTS 15 AND 1520.</p>		<p>ROTECH F-21748</p>	<p><b>CTC</b> inc.</p> <p>PHONE: (817) 856-8210 FAX: (817) 856-8225 FT. WORTH, TEXAS WWW.CTCINC.COM</p>	<p><b>HNTB</b></p> <p>REGISTERED FIRM Registration No. 420</p>	<p>SCALE</p> <p>DRAWN CTC</p> <p>DESIGNED CTC</p> <p>CHECKED CTC</p> <p>IN CHARGE HNTB</p> <p>DATE 10-18-19</p>	<p>CAPITAL METRO WEST SUBDIVISION CR 200 MP 95.30 - DOT 744 800S</p> <p>SIDE D</p>	<p>CONTRACT</p> <p>DWG No. 9530-21</p> <p>REV</p>
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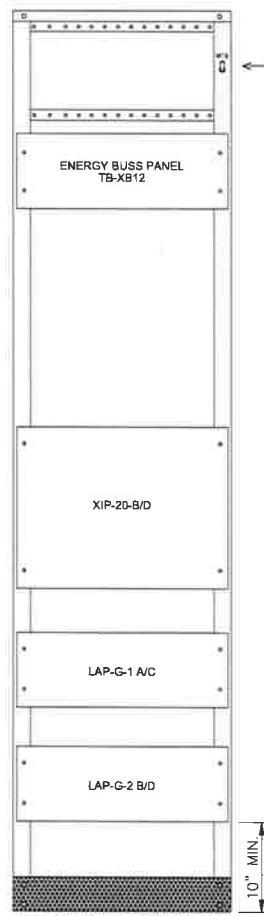


RACK-1  
FRONT VIEW  
(N-1B)

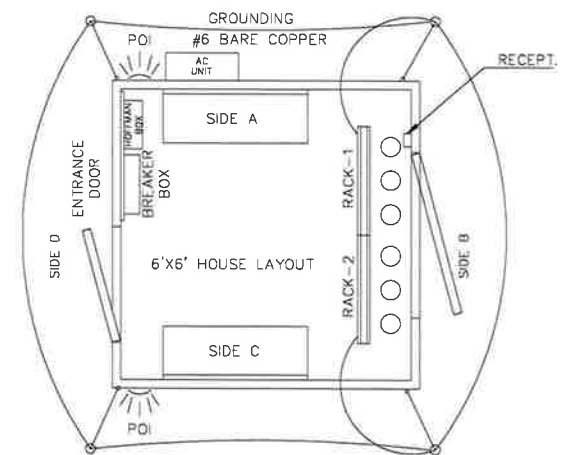
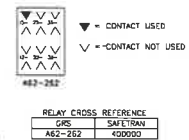
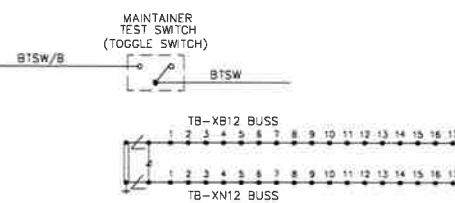


RACK-1  
REAR VIEW  
(N-1A)

RACK-2  
REAR VIEW  
(N-2A)



RACK-2  
FRONT VIEW  
(N-2B)



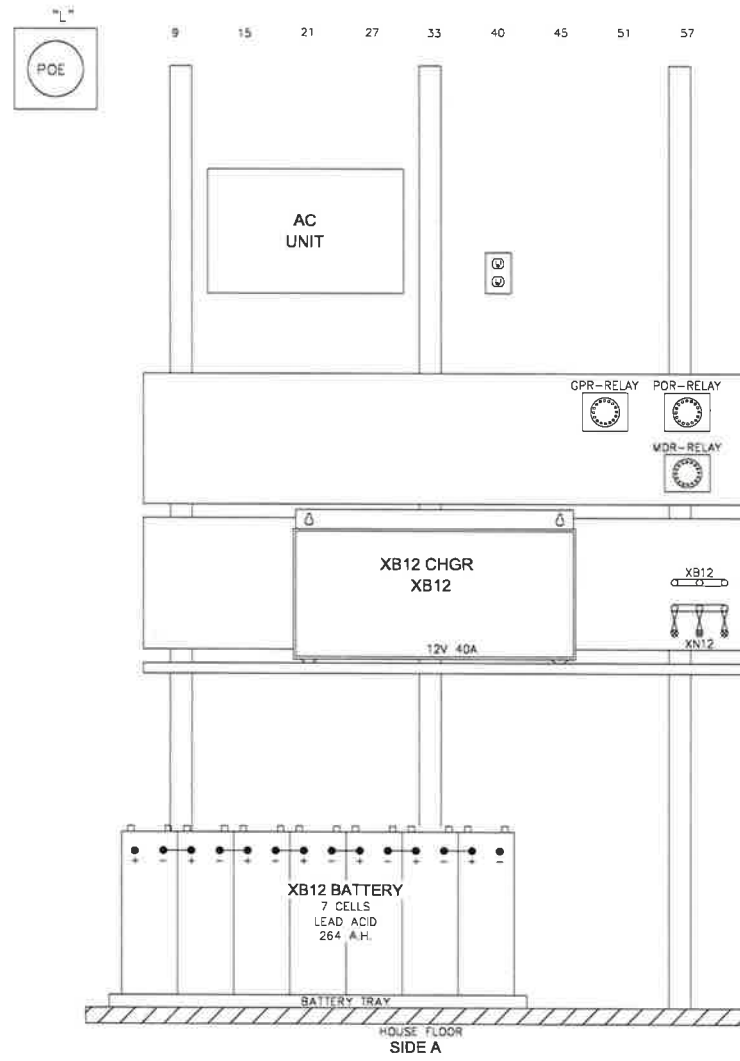
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SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
RACK LAYOUT/SIDE B

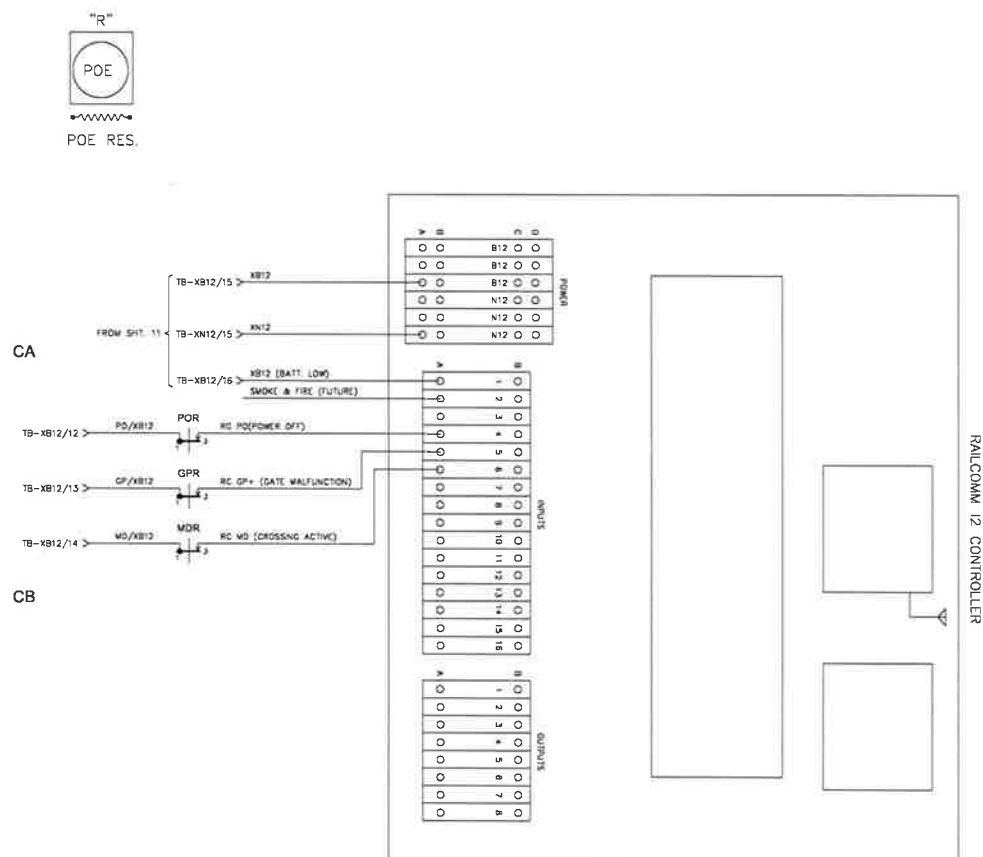
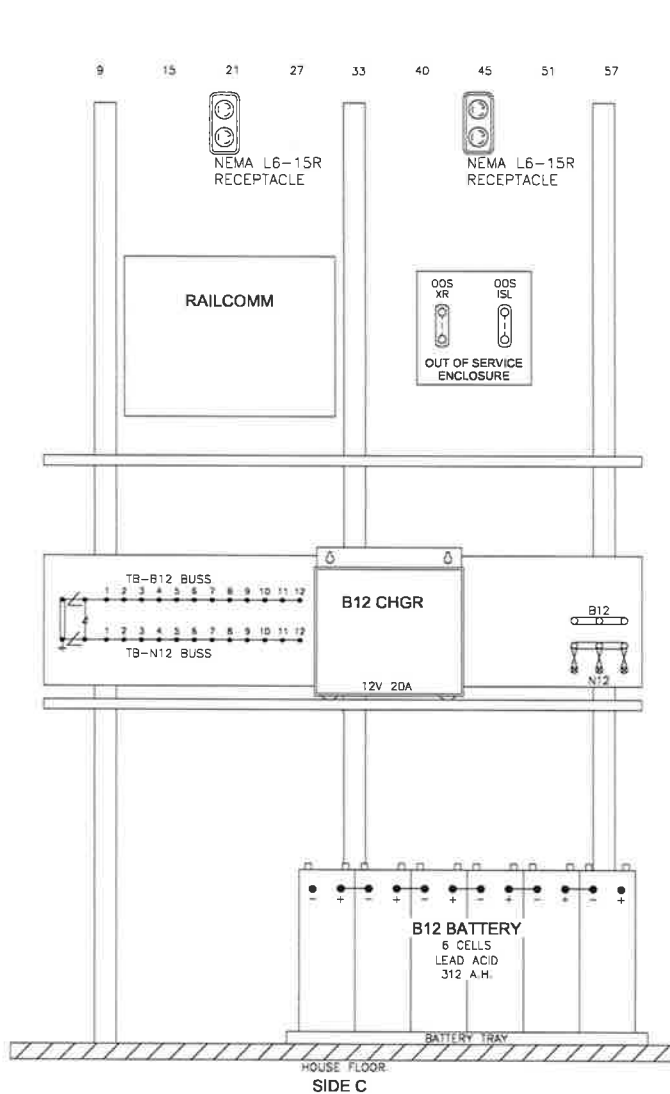
CONTRACT	DWG No.	REV
	9530-22	



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SCALE		CAPITAL METRO
DRAWN	CTC	WEST SUBDIVISION
DESIGNED	CTC	CR 200
CHECKED	CTC	MP 95.3D - DOT 744 800S
IN CHARGE	HNTB	SIDE A
DATE	10-18-19	
CONTRACT	DWG No.	9530-23
	REV	



NOTES:  
1) ALL WIRING #16 AWG UNLESS OTHERWISE NOTED.  
2) # DENOTES TWISTED PAIRS



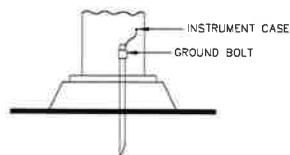
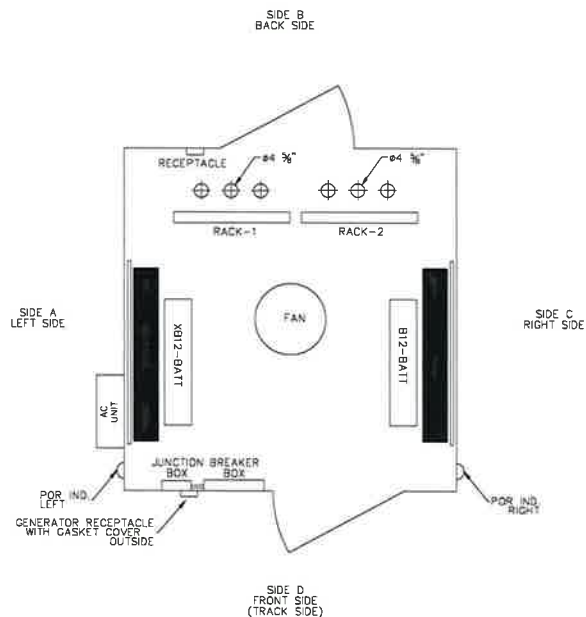
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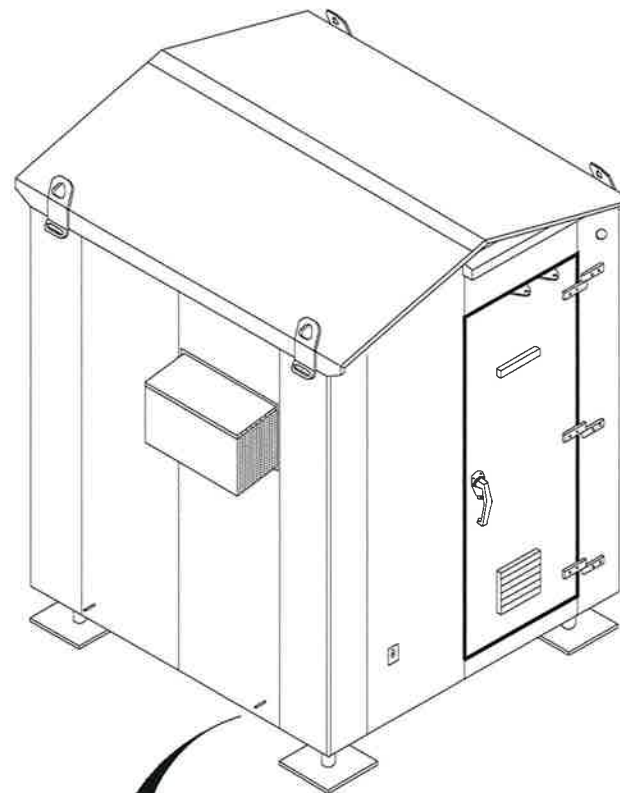
SCALE	CTC
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IN CHARGE	HNTB
DATE	10-18-19

CONTRACT	DWG No.	REV
	9530-24	

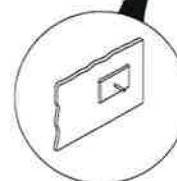
CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
SIDE C



TYPICAL GROUND LAYOUT AT CASE



ISOMETRIC VIEW  
6'X6' ALUMINUM HOUSE  
PTMW (OR APPROVED EQUAL)



GROUND POST



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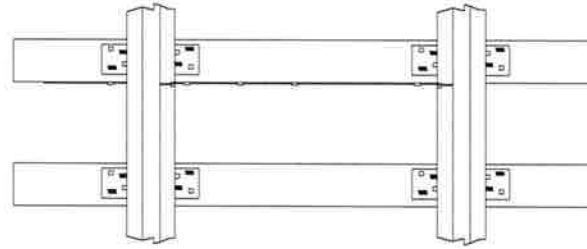


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CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

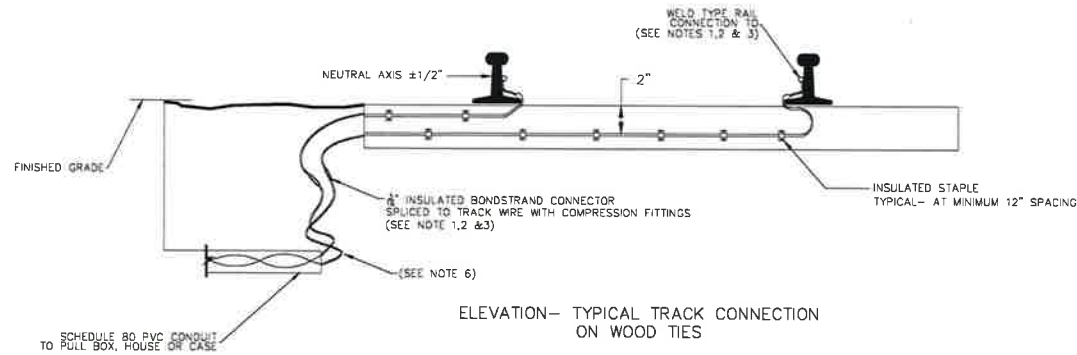
CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 8005  
HOUSE DETAIL

CONTRACT	DWG No.	9530-25	REV
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PLAN— TYPICAL TRACK CONNECTION  
ON WOOD TIES



ELEVATION— TYPICAL TRACK CONNECTION  
ON WOOD TIES

- 1.— TRACK CIRCUIT RAIL CONNECTION TO BE MADE USING 3/16" INSULATED BONDSTRAND. BONDSTRAND SHALL BE WELDED TO WEB OF RAIL USING CADWELD BONDING MATERIAL AS MANUFACTURED BY ERICO RAIL PRODUCTS OR APPROVED EQUAL. RAIL SHALL BE GROUND CLEAN PRIOR TO APPLICATION OF BOND. NO-OXIDE GREASE SHALL BE APPLIED TO CONNECTION IMMEDIATELY AFTER INSTALLATION OF BOND IN ACCORDANCE WITH MANUFACTURER'S DIRECTIONS.
- 2.— RAIL CONNECTION NEAREST TO INSULATED JOINT SHALL BE PLACED NO MORE THAN 3" FROM END OF JOINT BAR.
- 3.— SPLICE 3/16" INSULATED BOOTLEG TO TRACK WIRE USING COMPRESSION CONNECTOR. SPLICE BONDSTRAND TO NO. 6 AWG SOLID TRACK WIRE USING COMPRESSION FITTING. SEAL COMPRESSION FITTING WITH LENGTH OF HEAT SHRINK TUBING. COAT COMPRESSION FITTING AND BARE WIRE ENDS WITH A NO-OXIDE GREASE BEFORE APPLYING HEAT SHRINK. HEAT SHRINK TO EXTEND A MINIMUM OF 1" ONTO WIRE INSULATION. WIRE INSULATION NOT TO BE STRIPPED BACK UNTIL JUST PRIOR TO MAKING SPLICE CONNECTION.
- 4.— FASTEN TRACK WIRE TO BASE OF RAIL WITH HAMMER-ON TYPE CABLE RETAINER CLIPS SIMILAR TO ERICO PART NO. SBA251 FOR PARALLEL CONNECTIONS AND SBA248A FOR PERPENDICULAR CONNECTIONS. MINIMUM OF ONE CABLE CLIP TO BE USED FOR EACH RAIL CONNECTION WHERE RAIL CONNECTION MORE THAN 24" FROM CONDUIT STUB-UP. ADDITIONAL CABLE CLIPS TO BE USED WITH SPACING OF NO MORE THAN 18" APART.
- 5.— TRACK WIRES AND JUMPER WIRES SHALL BE SECURED TO THE SIDE OF CONCRETE TIES USING SERIES SBA257A STAINLESS STEEL SNAP-ON TYPE CONCRETE TIE CLIPS WITH CLIPS AS MANUFACTURED BY ERICO RAIL PRODUCTS OR APPROVED EQUAL. MINIMUM OF THREE TIE CLIPS TO BE USED PER TIE. FOR WOOD TIES, INSULATED STAPLES SHALL BE USED.
- 6.— COIL 3' OF SLACK TRACK WIRE BELOW NEAR TRACK CONNECTION A MINIMUM OF 24" BELOW BASE OF RAIL.
- 7.— SEAL CONDUIT AFTER TRACK CABLE HAS BEEN INSTALLED.



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**HNTB**  
A TRC FIRM  
Registration No. 420

SCALE	
DRAWN	CTC
DESIGNED	CTC
CHECKED	CTC
IN CHARGE	HNTB
DATE	10-18-19

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S  
TRACK WIRE TYPICAL

CONTRACT	DWG No.	REV
	9530-26	

## GENERAL NOTES

1. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THESE APPROVED PLANS. ANY ADDITIONAL IMPROVEMENTS WILL REQUIRE PLAN REVISIONS AND APPROVAL BY CAPITAL METRO (CMTA).
2. THE EXISTING UTILITIES SHALL BE LOCATED PRIOR TO COMMENCING ANY EXCAVATIONS. APPROVAL OF THE PROJECT BY CMTA 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 (800)344-8377, <http://www.onecalltexas.com>], 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 CMTA'S WEBSITE <http://www.capmetro.org/railrow/> TO ENSURE PROPER CONTRACT INFORMATION AND PHONE NUMBERS.  
  
CMTA IS NOT A MEMBER OF ONE CALL. IT IS, THEREFORE, NECESSARY TO CALL HTS'S SIGNAL SUPPORT SERVICES (JUSTIN SMITH AT 512-983-4615) TO MARK. AT THE CONTRACTOR'S EXPENSE, SIGNAL AND COMMUNICATION CABLES AND CONDUITS. IN CASE OF SIGNAL EMERGENCIES OR ROADWAY-RAIL GRADE CROSSING PROBLEMS, THE CONTRACTOR SHALL CALL CMTA'S 24-HOUR SIGNAL EMERGENCY NUMBER (844)592-8048.  
  
WHEN THE CROSSINGS INVOLVE NEW OR RELOCATED 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. CMTA AND 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 CMTA HAVE DETERMINED THE REQUIRED ACTION ON SUCH LINES.
3. THE CONTRACTOR SHALL NOTIFY THE CITY AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO STARTING ANY WORK ON CITY RIGHT OF WAY. THE CONTRACTOR SHALL NOTIFY TxDOT AT LEAST FOUR (4) WEEKS PRIOR TO STARTING ANY WORK ON STATE RIGHT OF WAY.
4. ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (COPIES OF OSHA 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.
5. BARRICADES AND WARNING SIGNS: BARRICADES AND WARNING SIGNS SHALL CONFORM TO THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND ARE GENERALLY LOCATED TO AFFORD MAXIMUM PROTECTION TO THE PUBLIC AS WELL AS CONSTRUCTION PERSONNEL AND EQUIPMENT TO ASSURE EXPEDITIOUS TRAFFIC FLOW AT ALL TIMES. DURING THE PROGRESS OF WORK, THE CONTRACTOR SHALL PROVIDE ACCESS FOR LOCAL TRAFFIC.
6. 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.
7. THE INFORMATION CONTAINED ON THESE DRAWINGS IN REGARDS 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.
8. THE CONTRACTOR SHALL NOTIFY CAPITAL METRO BEFORE BEGINNING ANY UTILITY CONSTRUCTION IN PUBLIC R.O.W. OR PUBLIC EASEMENT. NO PIPE SHALL BE LAID UNTIL CMTA OR ITS REPRESENTATIVE HAS MET WITH THE CONTRACTOR OR HIS REPRESENTATIVE AT THE PROJECT SITE.
9. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITIONS, INCLUDING REVEGETATION (HYDROMULCH) AND GRADING TO DRAIN AS REQUIRED BY THE CITY AND TxDOT AS APPLICABLE AT NO ADDITIONAL COST TO CAPITAL METRO.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR ITS OWN SURVEY.
11. NO WORK WILL BE PERMITTED DURING WEEKDAY COMMUTE HOURS LESS THAN TWENTY-FIVE (25) FEET HORIZONTALLY FROM CENTERLINE OF THE NEAREST RAIL UNTIL AFTER 9:00 AM AND PRIOR TO 3:30 PM. WORK CLOSER THAN TWENTY-FIVE (25) FEET FROM CENTERLINE OF THE NEAREST RAIL MAY REQUIRE A NIGHT OR WEEKEND SCHEDULE. SOME WORK PERFORMED MORE THAN TWENTY-FIVE (25) FEET HORIZONTALLY FROM CENTERLINE OF THE NEAREST RAIL MAY BE RESTRICTED (DUE TO TYPE OF EQUIPMENT BEING USED WITH THE POTENTIAL TO FOUL THE TRACK) TO NIGHT AND WEEKENDS WHEN SO REQUIRED BY THE APPROVED SITE-SPECIFIC WORK PLAN (SSWP).
12. EMPLOYEE-IN-CHARGE (EIC) SHALL BE PROVIDED BY CMTA AT NO COST TO THE CONTRACTOR (MAXIMUM OF 2 EIC/DAY FOR 8 HOURS/DAY FOR 6 DAYS). CONTRACTOR SHALL PAY FOR ANY EIC COSTS BEYOND THIS.
13. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL QUANTITIES.



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SCALE		
DRAWN	CTC	
DESIGNED	CTC	
CHECKED	CTC	
IN CHARGE	HNTB	
DATE	10-18-19	
CONTRACT	DWG No.	9530-GN-01
		REV

CAPITAL METRO  
WEST SUBDIVISION  
CR 200  
MP 95.30 - DOT 744 800S

GENERAL NOTES SH. 1 OF 2

## GRADING NOTES

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL MAKE CERTAIN THAT ALL 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.
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 "FLUSH OUT" AT ANY JUNCTURE WITH EXISTING PAVING.
4. PROPOSED SPOT ELEVATION AND DESIGNATED GRADIENT ARE TO BE USED IN THE EVENT OF ANY DISCREPANCIES.
5. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES DURING THE CONSTRUCTION OF THIS PROJECT.

## EROSION AND SEDIMENTATION CONTROL NOTES

1. THE CONTRACTOR SHALL INSTALL EROSION/SEDIMENTATION CONTROLS PRIOR TO ANY SITE PREPARATION WORK (CLEARING, GRUBBING, EXCAVATION).
2. THE PLACEMENT OF EROSION/SEDIMENTATION CONTROLS SHALL BE IN ACCORDANCE WITH THE EROSION CONTROL PLAN, FRA REQUIREMENTS, AND THE RELATED REGULATIONS OF THE CITY AND TxDOT.
3. A PRE-CONSTRUCTION CONFERENCE AS REQUIRED BY THE CITY SHALL BE HELD ON-SITE WITH THE CONTRACTOR, ENGINEER OF RECORD, CMTA, AND THE CITY AFTER INSTALLATION OF THE EROSION/SEDIMENTATION CONTROLS AND PRIOR TO BEGINNING ANY SITE PREPARATION WORK.
4. ANY MAJOR VARIATION IN MATERIALS OR LOCATIONS OF CONTROLS OR FENCES FROM THOSE SHOWN ON THE APPROVED PLANS WILL REQUIRE A REVISION AND MUST BE APPROVED BY THE ENGINEER AND CMTA OR ITS REPRESENTATIVE AS APPROPRIATE. MINOR CHANGES TO BE MADE AS FIELD REVISIONS TO THE EROSION AND SEDIMENTATION CONTROL PLAN MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION TO CORRECT CONTROL INADEQUACIES.
5. THE CONTRACTOR IS REQUIRED TO INSPECT THE CONTROLS AND FENCES AT WEEKLY INTERVALS AND AFTER SIGNIFICANT RAINFALL EVENTS TO INSURE THAT THEY ARE FUNCTIONING PROPERLY AND PER TCEQ REQUIREMENTS. THE PERSON(S) RESPONSIBLE FOR MAINTENANCE OF CONTROLS AND FENCES SHALL IMMEDIATELY MAKE ANY NECESSARY REPAIRS TO DAMAGED AREAS. SILT ACCUMULATION AT CONTROLS MUST BE REMOVED WHEN THE DEPTH REACHES SIX (6) INCHES.
6. PRIOR TO FINAL ACCEPTANCE BY CAPITAL METRO AND THE CITY, HAUL ROADS AND WATERWAY CROSSINGS CONSTRUCTED FOR TEMPORARY CONTRACTOR ACCESS MUST BE REMOVED, ACCUMULATED SEDIMENT REMOVED FROM THE WATERWAY AND THE AREA RESTORED TO THE ORIGINAL GRADE AND REVEGETATED. ALL LAND CLEARING DEBRIS SHALL BE DISPOSED OF IN APPROVED SPOIL DISPOSAL SITES. CITY SHALL ISSUE FINAL PERMIT PRIOR TO REMOVAL OF SWPPP.
7. WHERE SILT FENCE CANNOT BE PROPERLY INSTALLED USE TRIANGULAR FILTRATION DIKES, HAY BALES OR OTHER METHOD THAT CAN BE INSTALLED AS APPROVED BY THE ENGINEER.
8. CONTRACTOR SHALL OBTAIN NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT AS REQUIRED TO COMPLETE THE WORK AND SHALL PROVIDE A PROJECT SITE BOARD WITH PROJECT ITEMS AS REQUIRED.

## QUIET ZONE NOTES

1. INSTALLATION OF QUIET ZONE IMPROVEMENTS SHALL MEET REQUIREMENTS SET IN 49 CFR PARTS 222 AND 229.

## RAILROAD NOTES

1. ALL INFORMATION ASSOCIATED WITH THE CAPITAL METRO RIGHT-OF-WAY (ROW) REQUESTS CAN BE LOCATED ON THE CMTA WEBSITE VIA THE FOLLOWING INTERNET ADDRESS: [HTTP://WWW.CAPMETRO.ORG/RAILROW](http://www.capmetro.org/railrow).

CAPITAL METRO MUST APPROVE ALL ACCESS TO AND ACTIVITIES WITHIN THE CAPITAL METRO ROW PRIOR TO ENTERING INTO THE RAILROAD ROW OR THE PERFORMANCE OF ANY WORK. ALL INDIVIDUAL(S)/CONTRACTOR(S) REQUIRING ACCESS TO THE RAILROAD ROW MUST HAVE AN APPROVED LICENSE AGREEMENT AND/OR WORK PERMIT PRIOR TO ANY WORK WITHIN THE RAILROAD ROW. INDIVIDUAL(S)/CONTRACTOR(S) SHALL FOLLOW ALL SAFETY REQUIREMENTS OF CAPITAL METRO AND ALL WORKERS PERFORMING WORK IN THE RAILROAD ROW MUST SUCCESSFULLY COMPLETE THE CAPITAL METRO ROADWAY WORKER CERTIFICATION. AT ALL TIMES, A VALID CERTIFICATION CARD MUST BE IN THEIR POSSESSION WHILE IN THE RAILROAD ROW.

ANY WORK WITHIN THE FOUL ZONE (25 FEET FROM THE CENTER OF THE TRACK) OF THE RAILROAD ROW CAN ONLY PROCEED WITH THE PRESENCE OF A QUALIFIED EMPLOYEE IN CHARGE (EIC). ANY WORK INVOLVING EQUIPMENT THAT HAS THE POTENTIAL TO ENTER THE FOUL ZONE MAY ONLY BE PERFORMED WITH THE PROTECTION OF A QUALIFIED EIC. SCHEDULING OF EICs IS COORDINATED BY CAPITAL METRO RAIL OPERATIONS.

CONTRACTOR SHALL NOTIFY CMTA AND ITS MOW AND OPERATIONS CONTRACTOR, HERZOG TRANSIT SERVICES, THREE (3) WEEKS BEFORE COMMENCING WORK WITHIN THE CMTA RIGHT-OF-WAY IN ORDER TO SCHEDULE ROADWAY WORKER TRAINING CLASS, TRACK ACCESS AND EMPLOYEE-IN-CHARGE (EIC) SERVICES IF NEEDED AND SCHEDULE TRACK OUTAGES.

ROADWAY WORKER TRAINING IS PROVIDED BY HERZOG TRANSIT SERVICES (HTSI). CONTACT HTSI'S DIRECTOR OF SAFETY AND TRAINING (JAMES BEADLE) AT (512)284-3954 FOR INFORMATION REGARDING TRAINING. THE COST OF EIC SERVICES ARE \$70/HOUR AND \$100/HOUR FOR OVERTIME BEYOND MAXIMUM OF 2 EIC/DAY FOR 8 HOURS/DAY.

2. COMPLY WITH ALL CONDITIONS OF PERMIT FOR CONSTRUCTION IN RAILROAD ROW.
3. CONSTRUCTION IN RAILROAD ROW MUST BE AS PER RAILROAD SPECIFICATIONS AND HAVE INSURANCE REQUIRED PER CMTA.
4. THE CONTRACTOR MUST REQUEST THAT ALL RAILROAD SIGNAL CABLES WITHIN THE LIMITS OF CONSTRUCTION BE LOCATED AND TAKE CARE NOT TO DAMAGE THEM. THE CONTRACTOR IS RESPONSIBLE FOR THE REPAIR OF ANY DAMAGE TO CAPITAL METRO SIGNAL EQUIPMENT OR TRACK.



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SCALE		CAPITAL METRO
DRAWN	CTC	WEST SUBDIVISION
DESIGNED	CTC	CR 200
CHECKED	CTC	MP 95.30 - DOT 744 8005
IN CHARGE	HNTB	GENERAL NOTES SH. 2 OF 2
DATE	10-18-19	
CONTRACT	DWG No.	9530-GN-02
		REV

## SHEET INDEX

SHEET NO.	DESCRIPTION
1	COVER
2	SHEET INDEX
3	GENERAL NOTES SHEET 1 OF 2
4	GENERAL NOTES SHEET 2 OF 2
5	LOCATION MAP
6	TRACK PLAN AND PROFILE SHEET 1 OF 2
7	TRACK PLAN AND PROFILE SHEET 2 OF 2
	CAPMETRO STANDARDS
8	DETAILS SHEET 1 OF 2
9	DETAILS SHEET 2 OF 2
	TXDOT STANDARDS
10	RCSS(1)-09 RAILROAD CROSSING SIGNS AND SIGNALS
11	RCPM-09 RAILROAD CROSSING PAVEMENT MARKING TYPICAL DETAILS
12	TSR(4)-13 TYPICAL SIGN REQUIREMENTS
13	RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS SHEET 1 OF 2
14	RAILROAD REQUIREMENTS FOR NON-BRIDGE CONSTRUCTION PROJECTS SHEET 2 OF 2
15	EC(1)-16 TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES FENCE & VERTICAL TRACKING
16	EC(2)-16 TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES ROCK FILTER DAMS
17	EC(3)-16 TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES CONSTRUCTION EXITS

## SHEET INDEX (CONTINUATION)

SHEET NO.	DESCRIPTION
	RAILROAD SIGNAL
0	COVER SHEET & INDEX
1	RAILROAD SIGNAL LAYOUT
2	RAILROAD SITE LAYOUT
3	GATE ASSEMBLY TYPICAL
4	XP4 SETUP SHEET
5	XP4 CIRCUITS
6	XP4 CIRCUITS
7	XP4 CIRCUITS
8	XP4 CIRCUITS
9	LIGHTING ARRESTOR PANEL
10	LIGHTING ARRESTOR PANEL
11	POWER CIRCUITS
12	GATE MECHANISM
13	LIGHTING CIRCUITS
14	GATE MECHANISM
15	LIGHTING CIRCUITS
16	GATE MECHANISM
17	LIGHTING CIRCUITS
18	GATE MECHANISM
19	LIGHTING CIRCUITS
20	POWER DISTRIBUTION
21	SIDE D
22	RACK LAYOUT/ SIDE B
23	SIDE A
24	SIDE C
25	HOUSE DETAIL
26	TRACK WIRE TYPICAL
27	GENERAL NOTES (1 OF 2)
28	GENERAL NOTES (2 OF 2)



3/05/2020

WILLIAMSON  
COUNTY  
PRECINCT  
#2

METRO

HNTB

TYPE C100  
REGISTRATION No. 1420CR 200  
AT-GRADE CROSSING  
MP 95.30 LIBERTY HILL, TXINDEX OF SHEETS  
SHEET 1 OF 1

SHEET 2

**EXHIBIT B**  
**PRE-APPROVED CONTRACTOR LIST**

DESIGN CONTRACTORS

HNTB  
Huitt Zollars  
LJA Engineering, Inc.  
Bowman Engineering & Consulting  
Bridgefarmer & Associates

CONSTRUCTION CONTRACTORS

Herzog Transit Services  
Koppers Railroad Structures  
E80 Plus Constructors  
RailWorks Track System  
M&M Sales & Service  
COLO Railroad Builders  
Queen City Railroad Construction  
Lone Star Railroad Contractors  
Balfour Beatty  
R J Corman  
Delta Railroad Construction  
Atlas Railroad Construction, LLC  
Osmose Railroad Services, Inc.  
Hulcher Services, Inc.  
Austin Bridge & Road  
Kiewit Infrastructure South Company  
McCarthy



**EXHIBIT C**  
**INSURANCE PROVISIONS**

- (1) **Comprehensive General Liability Insurance** coverage with limits of not less than One Million Dollars and No/100 Dollars (\$1,000,000) per occurrence Combined Single Limit of Liability for Bodily Injury and Property Damage with an aggregate of Two Million Dollars and No/100 Dollars (\$2,000,000) with coverage that includes:
  - (i) Products and Completed Operations Liability
  - (ii) Independent Contractors
  - (iii) Personal Injury Liability extended to claims arising from employees of Contractor and the Authority.
  - (iv) Contractual Liability pertaining to the liabilities assumed in the agreement.
- (2) **Automobile Liability Insurance** covering all owned, hired and non-owned automobiles used in connection with work with limits not less than One Million and No/100 Dollars (\$1,000,000) Combined Single Limit of Liability for Bodily Injury and Property Damage.
- (3) **Workers' Compensation Insurance** providing Statutory Workers' Compensation coverage in the State of Texas. Employers Liability Insurance with minimum limits of liability of One Million Dollars and No/100 Dollars (\$1,000,000).

**Other Insurance for Construction Contractor:**

- (4) **Builders Risk/Equipment Installation** insurance covering the full value of equipment being installed. Insurance should provide coverage for all peril and provide Replacement Cost for the equipment in the event of a loss.
- (5) **Pollution Liability Insurance** with limits of not less than One Million Dollars and No/100 Dollars (\$1,000,000) with an aggregate of One Million Dollars (\$1,000,000) per occurrence.
- (6) **Railroad Protective Liability** coverage with limits not less than Five Million Dollars and No/100 Dollars (\$5,000,000).
- (7) **Umbrella Liability** Limits of not less than Five Million Dollars (\$5,000,000) per occurrence.

**Other Insurance for Engineering and Design Consultant Contractor:**

- (1) **Professional Liability Insurance** covering negligent acts, errors and omissions arising from the Contractor's work to pay damages for which the Contractor may become legally obligated. Minimum limits of liability shall be not less than One Million Dollars and No/100 Dollars (\$1,000,000) on an annual aggregate basis.
- (2) **Umbrella Liability** Limits of not less than Five Million Dollars (\$5,000,000) per occurrence.

**Note:** Such policies of insurance and certificates provided by Licensee shall provide (i) that Licensor is named as an additional insured (except for workers' compensation insurance), (ii) that the named insured's insurance is primary and non-contributory with any insurance maintained by Capital Metro, (iii) a contractual waiver of subrogation where required by written contract or agreement, and (iv) that Capital Metro shall receive notice of any cancellation of the policy.

## EXHIBIT D

### MEMORANDUM OF LICENSE

THE STATE OF TEXAS                   §  
  §                   KNOW ALL BY THESE PRESENTS:  
COUNTY OF \_\_\_\_\_ §

### MEMORANDUM OF PRIVATE ROAD CROSSING LICENSE AGREEMENT

This Memorandum of Public Road Crossing License Agreement (this “**Memorandum**”) is made by and between Capital Metropolitan Transportation Authority (“**Licensor**”), a political subdivision of the State of Texas organized and existing under Chapter 451, Texas Transportation Code, and \_\_\_\_\_ (“**Licensee**”).

Pursuant to the terms, covenants and conditions of that certain Public Road Crossing License Agreement dated \_\_\_\_\_, 202\_ between Licensor and Licensee (the “**Agreement**”), Licensor has granted Licensee a non-exclusive license in, on, over, through and across the property described on Exhibit A attached hereto (the “**Crossing Area**”), for the limited purpose of constructing, modifying, maintaining and using a public road in accordance with the terms of this Agreement (the “**Crossing**”).

Licensor may elect to relocate the Crossing to a location which continues to provide access to the Licensee Property, in which case Licensor may record an amendment to this Memorandum updating the legal description of the Crossing Area.

The Crossing is being used for public purposes, and Licensee may not change the use of the Crossing without Licensor’s prior written consent.

The Agreement shall continue in full force and effect until terminated in accordance with the Agreement.

Licensee on behalf of itself and its successors and assigns hereby terminates and releases any and all rights of access over the Crossing Area that were or could have been acquired through prescriptive or other implied rights.

Licensee may not assign the Agreement, or any interest therein to any purchaser, lessee or other holder of the Crossing or to any other person, without the written consent of Licensor. Subject to the foregoing, the Agreement is binding upon and inures to the benefit of the parties thereto, their respective heirs, executors, administrators, successors and assigns. Upon any transfer, conveyance or lease of all or any part of the Crossing, (i) Licensee shall immediately notify Licensor in writing thereof, and (ii) the Agreement and the terms and conditions of the Agreement shall be binding upon and inure to the benefit of the purchaser, transferee or lessee, and shall run with the Crossing. Upon such transfer, conveyance or lease, Licensee shall continue to be jointly and severally liable for the Licensee obligations and liabilities under the Agreement, whether or not Licensee owns the Crossing, unless and until (i) Licensee provides a duly executed assignment and assumption agreement to Licensor evidencing the purchaser’s, transferee’s or lessee’s agreement to assume all obligations and liabilities of Licensee under the Agreement, and (ii) Licensor consents in writing to such assignment.

This Memorandum constitutes notice of the existence of the Agreement, the terms, covenants, and conditions of which are completely incorporated by reference herein to the same extent as if they had been set forth verbatim in this Memorandum.

EXECUTED this\_\_\_\_ day of \_\_\_\_\_, 2020.

**LICENSEE:**

**Williamson County**

THE STATE OF \_\_\_\_\_ §  
COUNTY OF \_\_\_\_\_ §

This instrument was acknowledged before me on the \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_ by \_\_\_\_\_.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 202\_\_.

\_\_\_\_\_  
Notary Public, State of Texas

My Commission Expires:\_\_\_\_\_