1. Centerline of bridge and/or centerline of project.
2. Tracks layout and sides of railroad right-of-way with respect to centerline of main lines.
3. Future tracks, access roadways and identify the existing tracks on main, siding or spur etc.
4. Location of minimum vertical clearance.
5. Minimum horizontal clearance at right angle from the centerlines of the nearest existing or future track to the face of obstruction such as substructure above grade or foundation below grade.
6. Horizontal spacing at right angle between the centerlines existing or future tracks.
7. Limits of grading and minimum distance from centerline of the nearest tracks.
8. Top of slope and/or limits of retaining wall.
9. Railroad milepost and direction of increasing milepost.
10. Limits of barrier railroad and fence construction over the railroad right-of-way.
11. Depth of foundation below bottom of tie.
12. Existing and proposed ground line & roadway profile.
13. Type of slope paving.
14. Total width of superstructure.
15. Width of shoulder and/or sidewalks.
16. Top and bottom of spur projection with elevation relative to top of the fill elevation and cross-sectional dimensions.
17. Top of rail elevation information as shown in the table for all tracks with permanent vertical clearance of less than 24 feet. (This information is only required for new structures).

FUNDAMENTAL PLAN:
1. Existing contours.
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3. Direction of flow for all drainage system within the project limits.

RAILROAD GENERAL NOTES:
1. Railroad requires review and approval of all submitted plans for grading, demolition, excavation and rail work, no work shall be allowed prior to written railroad approval. Allow a minimum of four weeks for the review and approval of each submittal unless specified otherwise in the contract special provisions. Specific conditions or complex scope of submittals may substantially increase the time for review.
2. The proposed grade separation project shall not increase the quantity and/or characteristics of the flow in the railroad's ditches, culverts, or drainage structures. Flow caused by any increase in the flow rates or levels in the railroad's system shall not affect the railroad's operation.
3. The elevation of the existing supercritical profile shall be verified before beginning construction. All discrepancies shall be brought to the railroad's attention for approval prior to beginning any construction activities.
4. The contractor must submit a proposal of erosion and sediment control planning and have the method approved by the railroad.
5. All grading work that impacts the railroad's operations and/or supports the railroad's operation shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
6. All demolitions within the railroad right-of-way and/or demolition that may impact the railroad (whether existing or future) shall be designed and constructed per current Railroad Guidelines for Temporary Shoring.
7. All erosion over the railroad right-of-way shall be designed such that there is no impact to the railroad's normal operation, any traffic interruption shall be designed for and shall require prior railroad approval in writing.
8. Any construction phases that may impact the railroad's normal operation shall be designed for and shall require prior railroad approval in writing.
9. All falsework clearances shall comply with the minimum construction clearances envelope.
10. All permit clearances shall be verified prior to completion of the project.
11. For all railroad coordination during construction refer to the railroad's special provisions within the Contract Special Provision documents and the approved Construction and Maintenance C & M Agreement.

TYPICAL FENCE ON BARRIER DETAIL

THE FOLLOWING INFORMATION PER RAILROAD GUIDELINES SHALL BE PROVIDED ON THE BRIDGE PLANS

MINIMUM RAILROAD REQUIREMENTS FOR OVERHEAD STRUCTURE

RAILROAD GENERAL PLAN (GP):
1. Rail elevation and cross-sectional dimensions.
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GROUND PROFILE:
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