



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

April 29, 2026
AGENDA ITEM #8

Discuss and consider approving an amendment to the Overpass License Agreement with Capital Metropolitan Transportation Authority on the 183A Toll for the ITS duct bank relocation included in the Texas Department of Transportation's 183A General Purpose Lane Project

Strategic Plan Relevance:	Collaboration, Stewardship
Department:	Engineering
Contact:	Mike Sexton, P.E., Director of Engineering
Associated Costs:	n/a
Funding Source:	n/a
Action Requested:	Consider and act on draft resolution

Project Description/Background: The CTRMA owns and operates an ITS duct bank along the east side of 183A. The underground duct bank crosses Capital Metropolitan Transportation Authority ("CapMetro") railroad right-of-way south of Brushy Creek Road under an existing right-of-way license agreement (#M0606011).

The Texas Department of Transportation ("TxDOT") is currently constructing continuous frontage roads along 183A from Avery Ranch Boulevard to FM 1431 (the US 183 General Purpose Lane Project), requiring reconstruction and relocation of the existing duct bank crossing of the CapMetro railroad. The existing underground duct bank will be abandoned in place, and its existing right-of-way license agreement (#M0606011) will be terminated, with a new duct bank mounted to CTRMA's existing northbound 183A toll bridge over the CapMetro railroad. The existing 183A bridge crosses CapMetro railroad right-of-way under an existing overpass license agreement (#M0504010).

To accommodate TxDOT's relocation of the duct bank, an amendment is required to this existing overpass license agreement between the CTRMA and CapMetro to depict the

addition of a new duct bank.

Previous Actions & Brief History of the Program/Project: The CTRMA executed License Agreement #M0504010 by and between the CTRMA and CapMetro for the existing 183A toll overpass bridge on April 29, 2005.

CTRMA executed License Agreement #M0606011 by and between the CTRMA and CapMetro for the existing underground duct bank on July 17, 2006.

CTRMA Board Resolution 24-072 was adopted October 30, 2024 approving execution of a Project Development Agreement between CTRMA and TxDOT establishing each agency's rights and obligations with respect to the development, operation and maintenance of the US 183 General Purpose Lane Project.

Financing: n/a

Action requested/Staff Recommendation: Approve the proposed license agreement amendment with CapMetro and authorize the Executive Director to finalize and execute the license agreement amendment on behalf of the Mobility Authority, in the form or substantially the same form attached hereto.

Backup provided:

Draft CTRMA Overpass License Agreement Amendment

Existing Overpass License Agreement #M0504010

Existing ROW License Agreement #M0606011

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 26-0XX

**APPROVING AN AMENDMENT TO THE OVERPASS LICENSE AGREEMENT WITH
CAPMETRO**

WHEREAS, the Mobility Authority owns and operates an underground intelligent transportation system (ITS) duct bank along the east side of 183A that crosses Capital Metropolitan Transportation Authority (“CapMetro”) railroad right-of-way south of Brushy Creek Road; and

WHEREAS, the Mobility Authority and CapMetro executed a right-of-way license agreement for the 183A toll overpass bridge on April 29, 2005 (the “Overpass License Agreement”); and

WHEREAS, the Mobility Authority and CapMetro executed a right-of-way license agreement for the underground duct bank along 183A on July 17, 2006 (the “Duct Bank License Agreement”); and

WHEREAS, the Mobility Authority and the Texas Department of Transportation (TxDOT) are pursuing the development, operation, and maintenance of the US 183 General Purpose Lane Project which requires the reconstruction and relocation of the duct bank crossing of the CapMetro railroad; and

WHEREAS, the existing underground duct bank will be abandoned in place, terminating the Duct Bank License Agreement; and

WHEREAS, a new duct bank will be mounted to the Mobility Authority’s northbound 183A toll bridge over the CapMetro railroad; and

WHEREAS, to accommodate TxDOT’s relocation of the duct bank, an amendment to the Overpass License Agreement is required; and

WHEREAS, the Executive Director and CapMetro have negotiated a proposed amendment to the Overpass License Agreement; and

WHEREAS, the Executive Director recommends that the Board of Directors approve the proposed amendment to the Overpass License Agreement in the form or substantially the same form attached hereto as Exhibit A.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors approves the proposed amendment to the Overpass License Agreement with the Capital Metropolitan Transportation Authority for the reconstruction and relocation of the existing ITS duct bank and authorizes the Executive Director to finalize and execute the proposed amendment to the Overpass License Agreement in the form or substantially the same form attached hereto as Exhibit A.

Adopted by the Board of Directors of the Central Texas Regional Mobility Authority on the 29th day of April 2026.

Submitted and reviewed by:

Approved:

James M. Bass
Executive Director

Robert W. Jenkins, Jr.
Chairman, Board of Directors

**AMENDMENT NO. 1
TO THE LICENSE TO USE RIGHT OF WAY NO. M0504010
(RAIL)**

THIS AMENDMENT NO. 1 to License Agreement (“Amendment”) by and between Capital Metropolitan Transportation Authority (“Licensor”), a political subdivision organized and existing under Chapter 451, Texas Transportation Code, with its principal office located at 2910 East Fifth Street, Austin, Texas 78702, and Central Texas Regional Mobility Authority (“Licensee”), whose address is 3300 North IH-35, Suite 300, Austin, TX 78705. Licensor and Licensee are referred to in this Amendment individually as a “Party” and collectively as the “Parties”.

RECITALS

- A. **WHEREAS**, the Licensor purchased from the City of Austin approximately 162 miles of railroad right-of-way including the track, track support structures, and the real property in the counties of Bastrop, Burnet, Lee, Llano, Travis, and Williamson, Texas by Deed dated May 20, 1998 recorded in Volume 13187, Page 3118 of the Real Property Records of Travis County, Texas, as more particularly described therein. The track, track support structures and the real property are collectively referred to herein as the “Giddings-Llano Line”.
- B. **WHEREAS**, the Parties entered into that certain License Agreement No. M0504010 dated April 29, 2005 (the “Agreement”), whereby Licensor granted Licensee permission to construct a grade-separated public crossing on the Giddings-Llano Line located at Mile Post 80.40 (“Licensed Property”) and temporary at-grade construction crossing for the purpose of Licensee’s development of the Highway 183-A Turnpike Project in Williamson County.
- C. **WHEREAS**, the Parties now desire to amend the Agreement as herein provided to modify certain provisions contained therein to reflect the agreement of the Parties. Unless otherwise expressly provided herein, capitalized terms used herein shall have the meanings as designated in the Amendment.

AGREEMENT

NOW, THEREFORE, in consideration of the premises and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Licensor and Licensee do hereby agree as follows:

**Amendment No. 1 to M0504010
CTRMA OH Duct Bank Under UH-183 Bridge
Mile Post 80.____ in Williamson County, Texas**

1. The following Part 3 is added to the Agreement and remaining parts re-numbered accordingly:
 3.
 - a. Licensee is permitted to install and maintain an ITS duct bank (“Facility”) exclusive to Licensee upon the Licensed Property. Licensee shall use the Licensed Property solely for installing, operating, and maintaining the Facility in strict compliance with all federal, state, municipal, and other governmental regulations and no other purpose. Licensee shall install the Facility within the Licensed Property, at its sole expense, in a manner and at such times which are satisfactory to Licensor. Licensee agrees that the Facility will be designed and constructed in accordance with the submitted plans and profile more fully described in the attached and incorporated herein as **Exhibit A**.
 - b. Abandonment in Place. As provided in Part 2 of this Amendment, Licensee shall abandon-in-place the legacy duct bank located on the Premises only upon a grant by Licensor to Licensee of a license permitting construction and operation of a new facility, as described in the attached **Exhibit A**.
2. Licensor and Licensee staff shall negotiate a new license agreement upon Licensee’s expansion of its infrastructure located on the Licensed Property.
3. This Amendment represents the entire agreement between the Parties concerning the subject matter of this Amendment and supersedes any and all prior or contemporaneous oral or written statements, agreements, correspondence, quotations, and negotiations.
4. This Amendment may be executed in any number of counterparts, each of which so executed shall be deemed to be an original, and such counterparts shall together constitute but one and the same Amendment. Any party shall be entitled to sign and transmit electronic signatures to this Amendment (whether by facsimile, .pdf, or electronic mail transmission), and any such signature shall be binding on the party whose name is contained therein. Any party providing an electronic signature to this Amendment agrees to promptly execute and deliver to the other parties, upon request, an original signed Amendment.
5. The recitals set forth above and the attached exhibit are incorporated herein.
6. Except as expressly amended and modified hereby, all of the covenants and conditions of the Agreement are ratified and confirmed by Licensor and Licensee.

This Amendment is hereby accepted and agreed to by the following individuals or officers who are duly authorized to bind the Parties as set forth above:

LICENSOR: CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY

By: _____
Kenneth Cartwright
Vice President, Capital Construction and Facility Management

Date: _____

Approved as to form:

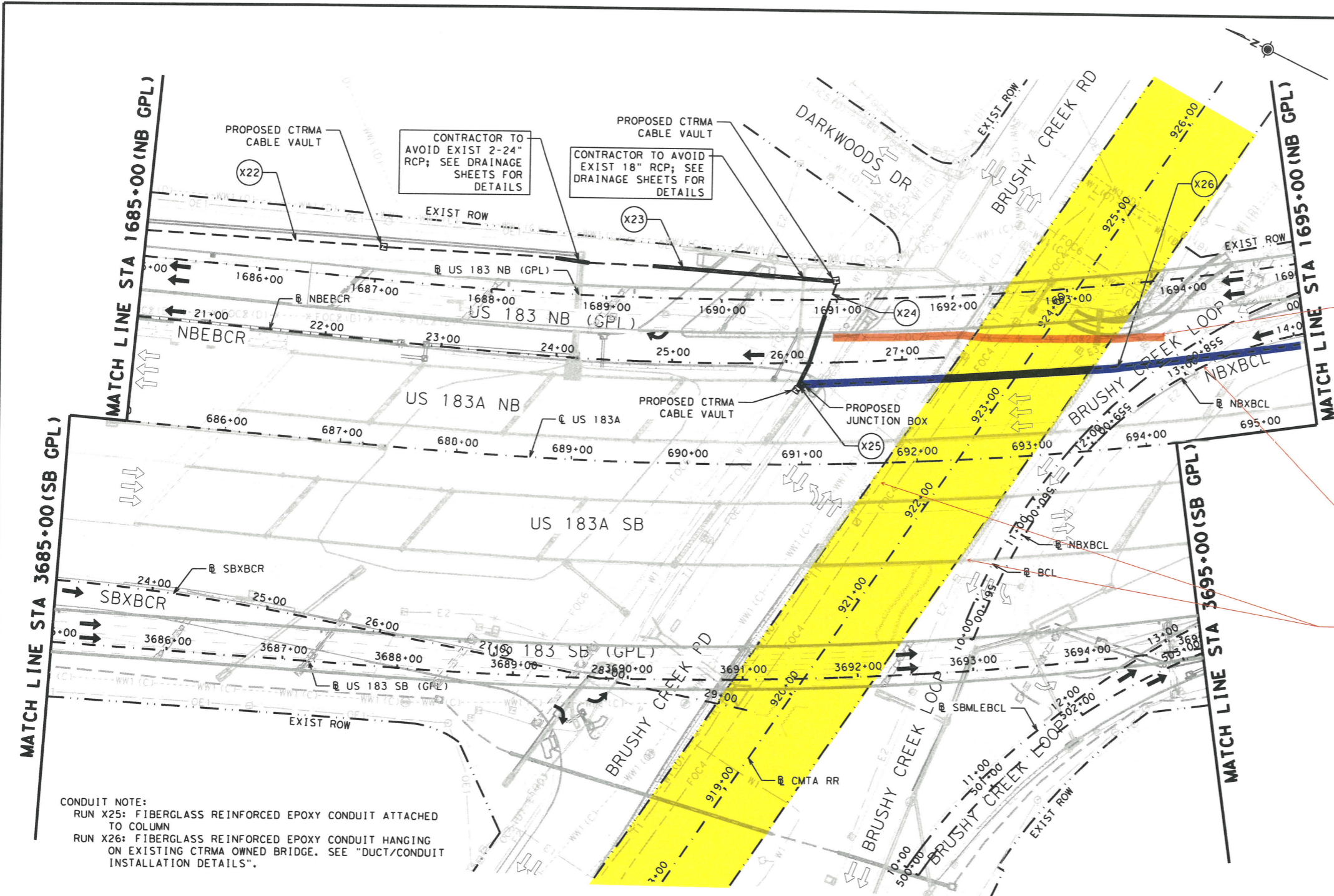
Lee Simmons
Associate Counsel

LICENSEE: CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

By: _____
James Bass
Executive Director

Date: _____

ITEM	DESCRIPTION	UNIT	QTY
0620-6002	ELEC CONDR (NO. 14) INSULATED	LF	1575
6007-6017	FIBER OPTIC CBL (SNGLE-MODE) (1144 FIBER)	LF	1575
6027-6004	JUNCTION BOX (INSTALL)	EA	1
6129-6001	CONCRETE ENCASED DUCT BANK	LF	537
6130-6001	UNDERGROUND CABLE VAULT	EA	3
6390-6002	2" ITS FIBERGLASS CONDUIT	LF	11141



Existing ITS conduit to be abandoned in place

Proposed Conduit to be installed hanging on the bridge.

Cap Metro ROW

LEGEND

EXIST	PROPOSED	ITS GROUND BOX TYPE 1
□	□	UNDERGROUND CABLE VAULT (UCV)
■	■	ITS CABINET
■	■	ELECTRIC GROUND BOX TYPE D
○	○	ELECTRIC SERVICE
■	■	ELECTRIC DISCONNECT
■	■	ITS CAMERA
■	■	RVSD
○	○	ITS POLE
←	←	TRAFFIC FLOW ARROW
- - -	- - -	PROPOSED FIBERGLASS CONDUIT
- - -	- - -	PROPOSED CONDUIT BORE
- - -	- - -	PROPOSED CONCRETE CONDUIT
- FOC2 (D) - -	- - -	EXISTING CTRMA CONDUIT
- W 12" -	- - -	EXISTING UTILITY

DESIGN

STATE OF TEXAS
 QING YE
 121263
 LICENSED PROFESSIONAL ENGINEER
 DATE: 4/15/2024

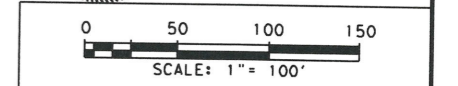
APPROVAL

STATE OF TEXAS
 GILMER D. GASTON
 80472
 LICENSED PROFESSIONAL ENGINEER
 DATE: 4/15/2024

EXHIBIT A

10-17-25

CAP METRO REAL ESTATE



CONDUIT NOTE:
 RUN X25: FIBERGLASS REINFORCED EPOXY CONDUIT ATTACHED TO COLUMN
 RUN X26: FIBERGLASS REINFORCED EPOXY CONDUIT HANGING ON EXISTING CTRMA OWNED BRIDGE. SEE "DUCT/CONDUIT INSTALLATION DETAILS".

RUN NO.	TOTAL RUN LENGTH (LF)	CONDUIT AND CABLE SCHEDULE														NOTES				
		CONDUIT TYPE (LF)				CONDUCTOR TYPE (LF)														
		2" PVC SCH 40		2" RIGID METAL		ITS MULTI-DUCT				COMMUNICATION		#14 XHHW		#6 BARE			#6 XHHW			
X23	388					1	188	200		1	413			1	413					
X24	95					1	66	29		1	120			1	120					
X25	31					1		5	312	1	56			1	56					RUN IS GOING UP EXISTING BRIDGE COLUMN TO JUNCTION BOX
X26	818					1			9816	1	893			1	843					RUN IS HANGING FROM BRIDGE. SEE ITS DUCT & CONDUIT INSTALLATION DETAILS
TOTAL**							254	234	10128		1482				1432					

*25' ADDED TO COIL IN CABLE VAULT / GROUND BOX ; 50' FIBER ADDED FOR EACH DIRECTION AT SPLICE LOCATION
 **10% ADDED TO CONDUIT AND CABLE TOTALS IN QUANTITIES SUMMARY

- NOTES:**
- UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL CALL FOR LOCATES PRIOR TO COMMENCING EXCAVATION. ALL UTILITY LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
 - PROPOSED DUCTBANK SHALL MAINTAIN A MINIMUM 24" SEPARATION FROM ALL EXISTING AND PROPOSED STORM DRAINS AND WALL FOOTINGS.
 - PROPOSED DUCTBANK SHALL BE INSTALLED A MINIMUM OF 4' BELOW LOWEST GRADE (EXISTING OR PROPOSED).

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 2000 NW LOOP 410 | SAN ANTONIO, TX 78213 | 210.375.9000
 TEXAS ENGINEERING FIRM #470 | TEXAS SURVEYING FIRM #10028800

2024
 Texas Department of Transportation

US 183 GPL

CTRMA ITS LAYOUT

SHEET 9 OF 16

DATE: 4/15/2024	CONT: 0151	SECT: 10	JOB: 001	HIGHWAY: US 183
DIST: AUS	COUNTY: WILLIAMSON	SHEET NO.: 1338		

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SAFETY NOTES FOR DESIGN & CONSTRUCTION OF ANY INFRASTRUCTURE

WITHIN
RAILROAD RIGHT OF WAY

CMTA GENERAL NOTES:

1. TO WORK IN THE RAILROAD RIGHT OF WAY (ROW) ALWAYS FOLLOW TRACK SAFETY STANDARDS IN RAILROAD RIGHT OF WAY PER 49 CFR, CHAPTER 2, PART 213.
2. ALL IMPROVEMENTS SHALL BE MADE IN ACCORDANCE WITH THE APPROVED PLANS. ANY ADDITIONAL IMPROVEMENTS WILL REQUIRE PLAN REVISIONS AND APPROVAL BY CAPITAL METRO (CMTA).
3. 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, TEXAS811.org], RAILWAY COMPANIES AND UTILITY COMPANIES SHALL BE NOTIFIED PRIOR TO PERFORMING ANY EXCAVATION CLOSE TO ANY UNDERGROUND PIPELINE, CONDUIT, DUCT, WIRE OR OTHER STRUCTURE. REFER TO CMTA'S WEBSITE (CapMetro.org/RailROW) TO ENSURE PROPER CONTACT INFORMATION AND PHONE NUMBERS.


CMTA IS NOT A MEMBER OF ONE CALL. IT IS THEREFORE NECESSARY TO CALL HERZOG TRANSIT SERVICES (JUSTON SMITH AT 512-963-4615) TO HAVE SIGNAL SUPPORT SERVICES MARK, AT THE CONTRACTOR'S EXPENSE, SIGNAL AND COMMUNICATION CABLES AND CONDUITS IF WORKING IN THE CENTRAL SUBDIVISION. CALL WATCO (DELMER ARMENTROUT AT 512-701-1644 AND KEN VEENSEN OF CDL, INC., AT 620- 687-7393) TO MARK, AT THE CONTRACTOR'S EXPENSE, SIGNAL AND COMMUNICATION CABLES AND CONDUITS IF WORKING IN THE EAST & WEST SUBDIVISIONS. IN CASE OF SIGNAL EMERGENCIES OR ROADWAY-RAIL GRADE CROSSING PROBLEMS, THE CONTRACTOR SHALL CALL CMTA'S 24-HOUR SIGNAL EMERGENCY NUMBER (800-772-7677).

WHEN THE NEW CROSSINGS INVOLVE GATES, THE MINIMUM REQUIRED CLEARANCE FROM EXISTING OVERHEAD WIRES SHALL BE MAINTAINED, AND GATE FOUNDATIONS CHECKED FOR UTILITIES. IF UTILITIES CANNOT BE LOCATED, POTHOLING SHALL BE DONE TO LOCATE THE UTILITIES. CMTA AND THE APPROPRIATE UTILITY OWNERS SHALL BE NOTIFIED IMMEDIATELY WHEN UTILITY LINES NOT KNOWN OR INDICATED ON THE DRAWINGS ARE ENCOUNTERED. NO SERVICE SHALL BE DISRUPTED UNTIL THE UTILITY OWNER AND CMTA HAVE DETERMINED THE REQUIRED ACTION ON SUCH LINES.

4. THE CONTRACTOR SHALL NOTIFY CAPITAL METRO AT LEAST THREE WEEKS PRIOR TO THE INSTALLATION OF ANY DRAINAGE FACILITY WITHIN RAILROAD RIGHT-OF-WAY.
5. THE CONTRACTOR SHALL NOTIFY THE CITY AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK ON CITY RIGHT OF WAY. THE CONTRACTOR SHALL NOTIFY TXDOT AT LEAST FOUR WEEKS PRIOR TO STARTING ANY WORK ON STATE RIGHT OF WAY. A CHANGEABLE MESSAGE BOARD SHALL BE PLACED ALONG THE ROADWAY A MINIMUM OF SEVEN DAYS PRIOR TO BEGINNING THE WORK IN ORDER TO NOTIFY THE TRAVELING PUBLIC OF THE FUTURE ROAD WORK.
6. ALL CONSTRUCTION OPERATIONS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH APPLICABLE REGULATIONS OF THE U.S. OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (OSHA) (COPIES OF THESE STANDARDS MAY BE PURCHASED FROM THE U.S. GOVERNMENT PRINTING OFFICE. INFORMATION AND RELATED REFERENCE MATERIAL MAY BE PURCHASED FROM OSHA, 903 SAN JACINTO, RM. 319, AUSTIN, TEXAS 78701), AS WELL AS FRA (FEDERAL RAILROAD ADMINISTRATION) REQUIREMENTS FOR ROADWAY WORKERS.
7. TRENCH EXCAVATION PROTECTION:
CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR STRUCTURAL DESIGN/GEOTECHNICAL/SAFETY/EQUIPMENT CONSULTANT, IF ANY, SHALL REVIEW THESE PLANS AND ANY AVAILABLE GEOTECHNICAL INFORMATION AND THE ANTICIPATED INSTALLATION SITE(S) WITHIN THE PROJECT WORKING AREA IN ORDER TO DEVELOP THE CONTRACTOR'S PLANS TO IMPLEMENT THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR'S PLANS SHALL PROVIDE FOR ADEQUATE TRENCH SAFETY EXCAVATIONS, ESPECIALLY, CONTRACTOR AND/OR CONTRACTOR'S INDEPENDENTLY RETAINED EMPLOYEE OR SAFETY CONSULTANT SHALL DEVELOP AND IMPLEMENT A TRENCH SAFETY PROGRAM IN ACCORDANCE WITH OSHA STANDARDS, COVERING THE PRESENCE AND ACTIVITIES OF INDIVIDUALS WORKING IN AND AROUND TRENCH EXCAVATION. THE CONTRACTOR PLANS AND OUTLINE FOR TRENCH SAFETY PROGRAM SHALL BE FURNISHED BY THE CONTRACTOR TO THE OWNER, PRIOR TO EXECUTION OF THE CONTRACT, FOR INCLUSION AS PART OF THE CONTRACT DOCUMENTS. THE DOCUMENTS FURNISHED TO THE OWNER ARE NOT FOR THE OWNER'S REVIEW, APPROVAL OR ENDORSEMENT OF THE CONTRACTOR'S PLAN AND TRENCH SAFETY PROGRAM, BUT SOLELY FOR THE PURPOSE OF INCLUDING DETAILED TRENCH SAFETY PLANS FOR THE PROJECT IN DOCUMENTS.
8. SEE CONSTRUCTION SEQUENCING PLAN AND TRAFFIC CONTROL AND CLOSURE PLANS FOR DETAILS ON PROJECT PHASING AND DETAILS ON TRAFFIC CONTROL AND CLOSURE ITEMS. THE CITY SHALL BE CONTACTED 48 HOURS PRIOR TO INSTALLATION OF TRAFFIC CONTROL AND CLOSURES AS APPLICABLE FOR EACH AFFECTED ROADWAY.
9. ALL EXCESS MATERIAL WILL BE DISPOSED OF OFF SITE. CONTRACTOR SHALL NOT DISPOSE OF SURPLUS MATERIAL FROM THE SITE WITHOUT NOTIFYING CMTA 48 HOURS PRIOR TO


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US 183 GPL

CMTA SAFETY NOTES

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DW: CK:	DIST		COUNTY	SHEET NO.
	AUS		WILLIAMSON	1479A



THE REMOVAL. THE NOTIFICATION SHALL INCLUDE THE DISPOSAL LOCATION. CONTRACTOR SHALL DISPOSE OF CONTAMINATED SOIL IN ACCORDANCE WITH FEDERAL AND STATE REQUIREMENTS FOR APPROPRIATE DISPOSAL BASED ON ENVIRONMENTAL REQUIREMENTS.

10. CONTRACTOR IS RESPONSIBLE FOR DEMOLITION AND DISPOSAL OF ANY AND ALL EXISTING STRUCTURES ON SITE AS NOTED IN THE PLANS. CONTRACTOR SHALL REMOVE ITEMS AS DETAILED IN THE PLANS. CONTRACTOR SHALL REMOVE GRADE CROSSING EQUIPMENT, CONCRETE GRADE CROSSING PANELS AND SIGNAL HOUSES AND STOCKPILE USABLE TRACK MATERIALS AT CEDAR PARK YARD AND USABLE SIGNAL MATERIALS ABBOTT YARD.
11. ALL CONCRETE WORK SHALL CONFORM TO ALL APPLICABLE REQUIREMENTS OF ACI 301-10 AND CONTRACT SPECIFICATIONS.
12. ALL EXPOSED CORNERS FOR CONCRETE WORK SHALL BE CHAMFERED 1 INCH.
13. THE INFORMATION CONTAINED ON THESE DRAWINGS IN REGARD TO EXISTING UTILITIES, TOPOGRAPHY, CONTOURS OR SUBSURFACE CONDITIONS IS FURNISHED SOLELY AS THE BEST INFORMATION AVAILABLE AT THIS TIME. ITS ACCURACY IS NOT GUARANTEED AND ITS USE IN NO WAY RELIEVES THE CONTRACTOR OF ANY RESPONSIBILITY FOR LOSSES DUE TO ANY INACCURACIES.
14. THE CONTRACTOR SHALL NOTIFY CAPITAL METRO BEFORE BEGINNING ANY UTILITY CONSTRUCTION IN PUBLIC ROW 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.
15. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITIONS, INCLUDING REVEGETATION (HYDROMULCH) AND GRADING TO DRAIN AS REQUIRED BY THE CITY AT NO ADDITIONAL COST TO CAPITAL METRO.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR ITS OWN SURVEY.
17. NO WORK SHALL BE PERMITTED WITHOUT A ROADWAY WORKER IN CHARGE (RWIC) WHEN WORK IS WITHIN 25 FEET OF THE FOUL ZONE/ROW OR EQUIPMENT HAS THE POTENTIAL TO ENTER THE FOUL ZONE. WORK WITHIN THE FOUL ZONE MAY REQUIRE A NIGHT OR WEEKEND SCHEDULE IF A FORM B CANNOT BE USED.
18. ALL CONTRACTORS WILL NEED TO SUBMIT AN ONLINE APPLICATION TO CMTA'S REAL ESTATE DEPARTMENT FOR DEPLOYMENT OF RWIC, AT THE REQUIRED LOCATION OF THEIR WORK, WITHIN THE ROW. WHEN WORKING DIRECTLY ON CMTA PROJECTS RWIC FEES SHALL BE WAIVED UPON APPROVAL FROM LISTED CMTA PROJECT MANAGER AND THE INTERNAL PROJECT NUMBER INCLUDED IN THE ONLINE REQUEST. FOR THIRD PARTY



CONTRACTORS WORKING IN THE RAILROAD ROW, THERE WILL BE A CHARGE FOR RWIC DEPLOYMENT AT \$100/HOUR.

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

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 MATCH EXISTING PAVING AT JOINTS AND NOT CREATE PUDDLES.
4. PROPOSED SPOT ELEVATION AND DESIGNATED GRADIENT ARE TO BE USED IN THE EVENT OF ANY DISCREPANCIES.
5. SITE PREPARATION AND GRADING AND FILL COMPACTION SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEERING REPORT.
6. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES DURING THE CONSTRUCTION OF THIS PROJECT.

RAILROAD NOTES:

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Texas Department of Transportation

US 183 GPL

CMTA SAFETY NOTES

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DS: CK:	0151	10	001	US 183
DW: CK:	DIST		COUNTY	SHEET NO.
	AUS		WILLIAMSON	1479B



ALL INFORMATION ASSOCIATED WITH CAPITAL METRO ROW REQUESTS CAN BE LOCATED [AT CAPMETRO.ORG/ROW](http://CAPMETRO.ORG/ROW).

1. ANY WORKERS WORKING WITHIN THE RAILROAD RIGHT OF WAY NEED TO GET RAILROAD WORKERS SAFETY TRAINING AND RECEIVE A YELLOW CARD AS A PROOF OF THAT TRAINING. ANY WORKERS WORKING IN THE RAILROAD ROW NEED TO CARRY THE YELLOW CARD AT ALL TIMES.
2. 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 INDIVIDUALS OR CONTRACTORS REQUIRING ACCESS TO THE RAILROAD ROW MUST HAVE AN APPROVED LICENSE AGREEMENT AND/OR WORK PERMIT PRIOR TO ANY WORK WITHIN THE RAILROAD ROW. INDIVIDUALS OR CONTRACTORS 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 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 OPERATIONS & MAINTENANCE CONTRACTOR, HERZOG TRANSIT SERVICES (IF WORKING IN THE CENTRAL SUBDIVISION) OR WATCO (IF WORKING IN EAST OR WEST SUBDIVISION), THREE WEEKS BEFORE COMMENCING WORK WITHIN THE CMTA RIGHT-OF-WAY IN ORDER TO SCHEDULE ROADWAY WORKER TRAINING CLASS, TRACK ACCESS AND RWIC SERVICES IF NEEDED AND SCHEDULE TRACK OUTAGES.

ROADWAY WORKER TRAINING IS PROVIDED BY HERZOG TRANSIT SERVICES. CONTACT HTSI'S MANAGER OF SAFETY AND TRAINING (PHILLIS WORTHY) AT 505-353-1357 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. CONTRACTOR SHALL MAINTAIN A MINIMUM CONSTRUCTION CLEARANCE OF 23'-7" VERTICALLY ABOVE THE PLANE OF THE TOP OF RAIL (TOR).
9. ANY CONSTRUCTION FEATURE WILL HAVE 10' HORIZONTAL CLEARANCE FROM THE CENTER OF THE TRACK
10. TRENCHING FOR THE UNDERGROUND CABLE OR UTILITY PIPE PARALLEL TO THE TRACK SHOULD BE PROVIDED TOWARD THE EDGE OF THE ROW.
11. BEFORE ANY EXCAVATION ON THE ROW GET DETAILS OF THE EMBEDDED PTC FIBER IN TERMS OF THE OFFSET & DEPTH OF THE FIBER OPTIC LINE IF WORKING WITHIN CENTRAL SUBDIVISION.

GENERAL SHORING REQUIREMENTS

1. RAILROAD REVIEW AND APPROVAL OF SHORING, ERECTION, DEMOLITION AND FALSEWORK IS REQUIRED. ALLOW A MINIMUM OF FOUR WEEKS FOR THE REVIEW AND APPROVAL OF EACH SUBMITTAL.
2. THE PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES. IN THE RARE EVENT THAT A GRADE SEPARATION PROJECT WILL INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF FLOW IN SUCH ELEMENTS, SUCH A DESIGN MUST BE REVIEWED AND APPROVED BY THE RAILROAD.
3. VERIFY THE ELEVATION OF THE EXISTING TOR PROFILE BEFORE BEGINNING CONSTRUCTION. BRING ALL DISCREPANCIES TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION
4. SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL FOR APPROVAL BY THE RAILROAD.
5. DESIGN AND CONSTRUCT ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD OPERATIONS AND/OR SUPPORT THE RAILROAD'S EMBANKMENT PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.
6. COMPLY WITH RAILROAD DEMOLITION GUIDELINES FOR ALL DEMOLITIONS WITHIN THE RAILROAD ROW AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATION.
7. DESIGN ERECTION METHODS OVER THE RAILROAD ROW TO CAUSE NO INTERRUPTION TO THE RAIL OPERATIONS, ENABLING THE TRACK TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S

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REQUIREMENT. COORDINATE CONSTRUCTION WORK WINDOWS WITH RAILROAD REPRESENTATIVE.

8. DESIGN ALL CONSTRUCTION PHASING THAT MAY IMPACT THE RAILROAD OPERATIONS TO CAUSE NO INTERRUPTION TO THE RAILROAD OPERATION, ENABLING THE TRACK TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENT. COORDINATE CONSTRUCTION WORK WINDOWS WITH THE RAILROAD'S REPRESENTATIVE.
9. COMPLY WITH MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK OUTLINED IN THE RAILROAD GUIDELINES.
10. VERIFY ALL PERMANENT CLEARANCES BEFORE PROJECT CLOSING.
11. FOR RAILROAD COORDINATION LIAISE WITH THE RAILROAD REPRESENTATIVE.

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