

Bridge Removal Over and/or Adjacent to Railroad Tracks

In order to expedite the review process of the bridge removal work plan by railroad companies, it is advisable that the drawings submitted by the contractor adhere to the requirements of the guidelines produced by the associated railroad. The two main railroad demolition guidelines are listed below:

- Union Pacific Railroad (UPRR): *Guidelines for Preparation of a Bridge Demolition and Removal Plan for Structures Over Railroads*
- Burlington Northern Santa Fe Railway (BNSF): *Guidelines for Preparation of Bridge Demolition & Removal Plan Over the BNSF Railway*

The Special Provisions will also list any clearance requirements that need to be maintained. These measurements are taken from the centerline of the railroad tracks. If there are no clearances included in your contract documents, then refer to BNSF-UPRR Std. Dwg. No. 711000, *Temporary Clearance Envelope* found in the [BNSF/UPRR Guidelines for Railroad Grade Separation Projects](#).

Where there is a conflict between the *Contract Specifications* and the guidelines issued by the railroad, the *Contract Specifications* must prevail.

Railroad Requirements

Some common requirements are often overlooked and have resulted in submittals being returned by the railroad. The bridge removal work plan must state that all removal will comply with the latest railroad demolition guidelines. The bridge removal work plan must note how the contractor will gain access to the site, particularly if they must cross the railroad tracks. Track protection details are shown in the aforementioned guidelines, and details must be included on the demolition plans.

The bridge removal work plan must note if there are any existing drainage facilities, including drainage ditches, or access roads being affected by the contractor's operations. If there are no existing drainage facilities or access roads, the drawings must note this fact. Railroad personnel who are unfamiliar with the site often review the bridge removal work plan.

The above railroad requirements must be discussed at the preconstruction meeting with the contractor. Remind the contractor that approval of bridge removal work plan over and/or adjacent to railroad tracks will be contingent upon the railroad approving the plans.

Distribution of Bridge Removal Work Plan

The Structure Representative will review the bridge removal work plan and if necessary, return them to the contractor for correction. After the Structure Representative is satisfied that the bridge removal work plan meets the specification requirements, send the following items to SC Falsework Engineer via the sc.office.associates@dot.ca.gov email address:

1. The contractor's bridge removal work plan.
2. The contractor's calculations tabbed to show key elements affecting the bridge removal over and adjacent to the railroad company's tracks.
3. The Structure Representative's calculations tabbed to show key elements affecting the bridge removal over and adjacent to the railroad company's tracks.
4. Manufacturer's data relative to all manufactured devices.

Note: The Structure Representative must not stamp the bridge removal plans "Authorized" until SC HQ Falsework Engineer has notified them that the railroad has reviewed and authorized the plans.

Railroad Review and Authorization

Incomplete or unsatisfactory data will be returned to the Structure Representative for correction. The SC HQ Falsework Engineer will review this data. Upon confirming that the plans and calculations are complete and satisfactory, the information will be forwarded to the railroad for their review and acceptance.

Please note that all correspondence with the railroad regarding the status of submittals under their review must be directed to The SC HQ Falsework Engineer. At the railroad's request, under no circumstances should you contact the railroad directly.

When the railroad review is complete and determines the plans to be acceptable, the railroad notifies the SC Falsework Engineer, who will advise the Structure Representative to proceed with authorization of the bridge removal work. The Structure Representative will then stamp the plans "authorized" with the date of authorization and return to the contractor along with the Temporary Structures Analysis Report. Assuming proper notification has been made to the railroad that their horizontal and vertical clearances will be impaired and that a flagger is required, the contractor may begin removal work. Note that the contractor **must not begin** any removal within the railroad right-of-way until such time as the authorized plans have been issued to the contractor.