

BRIDGE CONSTRUCTION BULLETIN



Approved: original signed by R.P. Sommariva
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Office of Structure Construction

**File: BCM 124-3
DEMOLITION**

**Date: May 19, 1999
Expires: May 19, 2000
Supersedes: None**

Subject: Demolition Over and/or Adjacent to Union Pacific Railroad Company Tracks

Railroad Guidelines

To expedite the review process of demolition plans by the Union Pacific Railroad Company (UPRR), it is advisable that the drawings submitted by the contractor adhere to the requirements of Union Pacific. The latest railroad's requirements are titled GUIDELINES FOR PREPARATION OF A BRIDGE DEMOLITION AND REMOVAL PLAN FOR STRUCTURES OVER RAILROAD. Refer to Attachment No. 1 for a copy of this guideline.

The contract special provisions will list the clearance requirements measured from the centerline of the railroad tracks. If clearances are not included in your contract documents, refer to UPRR Std. Dwg. 0035, "Barriers and Clearances to be Provided at Highway, Street, and Pedestrian Overpasses" for minimum construction clearance requirements. Refer to Attachment No. 2 for a copy of this drawing. This drawing shows the latest UPRR clearance requirements and will be incorporated into future contracts.

Where there is a conflict between the contract specifications and the guidelines issued by the railroad, the contract specifications shall prevail.

Railroad Requirements

The UPRR has requested that drawings accompanying demolition plans be submitted on 11"x17" (279.4 mm x 431.8 mm) sized paper. Future special provisions will be revised to state that the drawings for the railroad should be on 11"x17" (279.4 mm x 431.8 mm) sized paper. Until this request becomes a specification requirement, you can request that the contractor submit the three sets of drawings

accompanying demolition plans for railroad review be on 11"x17" (279.4 mm x 431.8 mm) sized paper.

Some common requirements are often overlooked and have resulted in submittals being returned by the railroad. The demolition plans should state that all demolition will comply with the latest railroad demolition guidelines. The demolition plans should 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 UPRR guidelines, and details must be included on the demolition plans.

The demolition plans should note if there are any existing drainage ditches or access roads being affected by the contractor's operations. If there are no existing drainage facilities or access roads, the demolition drawings should note this fact. Keep in mind that personnel from the railroad who are unfamiliar with the site often review the demolition plans.

The above railroad requirements should be discussed at the pre-construction meeting with the contractor. It should also be stated that approval of demolition plans over and/or adjacent to UPRR tracks will be contingent upon UPRR approving the plans.

Distribution of Demolition Plans

The Structure Representative will check the demolition plans, and if necessary, return them to the Contractor for correction. After the demolition plans and calculations have been reviewed by the Structure Representative and he/she is satisfied that the demolition plans meet the specification requirements, the following items are to be sent to the Office of Structure Construction Headquarters (OSC HQ):

1. Four copies of Contractor's demolition plans (a minimum of three sets of 11x17 drawings for the railroad is preferred)
2. Three copies of the Contractor's calculations, tabbed to show key elements affecting the demolition over and adjacent to the railroad company's tracks

3. Three copies of Structure Representative's calculations, tabbed to show key elements affecting the demolition over and adjacent to the railroad company's tracks
4. Three copies of manufacturer's data relative to manufactured devices

Note: One copy of the above is for the OSC HQ office use, and the other copies are forwarded to the railroad. In the event that railroad personnel at the job site need copies of the above information, they are to obtain it from their headquarters.

In order to complete the demolition review within the contract time specified, the Structure Representative should expedite their review and forward the submittal to the OSC HQ (Attention: John Gillis) via overnight mail.

When the above noted data are submitted to the OSC HQ office, a letter of transmittal from the Structure Representative shall accompany them. The transmittal letter shall list the information submitted and state the demolition plans and calculations have been reviewed and that they are considered to be satisfactory. The Structure Representative should not stamp the demolition plans 'Approved' until OSC HQ has notified them that the railroad has reviewed and accepted the demolition plans.

Railroad Review and Approval

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

Please note that all correspondence with the railroad regarding the status of submittals under their review should be directed to John Gillis. At the railroad's request, in no case should you contact the railroad directly.

When the railroad completes their review and finds the plans to be acceptable, they will advise the OSC HQ who in turn will advise the Structure Representative that the railroad considers the demolition plans to be satisfactory. The Structure

Representative will then stamp the plans 'approved' and send a letter to the Contractor stating that the plans have been reviewed and approved. Assuming proper notification has been made to the UPRR that their horizontal and vertical clearances will be impaired and that a flagger is required, the Contractor may begin demolition work. Note that the Contractor shall not begin any demolition within the railroad right-of-way until such time as the approval letter has been issued to the Contractor.

Attachments

- c: BCR&P Manual Holders
- Consultant Firms
- CABomar, Chief, Railroad Agreements Section
- BFelker, Construction Program Manager