

SP-121028  
(New)



## Iowa Department of Transportation

**SPECIAL PROVISIONS  
FOR  
CONSTRUCTION WORK ON RAILROAD RIGHT-OF-WAY WITH A+B BIDDING RAILROAD  
FLAGGERS (NORFOLK SOUTHERN RAILROAD)**

**Polk County  
NHS-U-1945(409)--8G-77**

**Effective Date  
May 21, 2013**

**THE STANDARD SPECIFICATIONS, SERIES 2012, ARE AMENDED BY THE FOLLOWING  
MODIFICATIONS AND ADDITIONS. THESE ARE SPECIAL PROVISIONS AND THEY SHALL  
PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.**

**1. AUTHORITY OF RAILROAD ENGINEER AND CONTRACTING AUTHORITY ENGINEER.**

The authorized representative of the Railroad Company, hereinafter referred to as Railroad Engineer, shall have final authority in all matters affecting the safe maintenance of Railroad traffic of his Company including the adequacy of the foundations and structures supporting the Railroad tracks.

The authorized representative of the Contracting Authority, hereinafter referred to as the Contracting Authority Engineer, shall have authority over all other matters as prescribed herein and in the Project Specifications.

**2. NOTICE OF STARTING WORK.**

A. The Contracting Authority's Prime contractor shall not commence any work on railroad rights-of-way until he has complied with the following conditions:

1. Given the Railroad written notice, with copy to the Contracting Authority Engineer who has been designated to be in charge of the work, at least ten days in advance of the date he proposes to begin work on Railroad rights-of-way.

Office of Chief Engineer  
Bridges & Structures  
Norfolk Southern Corporation  
1200 Peachtree Street NE  
Internal Box #142  
Atlanta, Georgia 30309

2. Obtained written approval from the Railroad of Railroad Protective Liability Insurance coverage as required by paragraph 14 herein. It should be noted that Railroad Company does not accept notation of Railroad Protective insurance on a certificate of liability insurance form or Binders as Railroad Company must have the full original countersigned policy. Further, please note that mere receipt of the policy is not the only issue but review for compliance. Due to the number of projects system-wide, it typically takes a minimum of 30-45 days for Railroad Company to review.
3. Obtained Railroad's Flagger Services as required by paragraph 7 herein.
4. Obtained written authorization from the Railroad to begin work on Railroad rights-of-way, such authorization to include an outline of specific conditions with which he must comply.
5. Furnished a schedule for all work within the Railroad rights-of-way as required by paragraph 7,B,1.

B. The Railroad's written authorization to proceed with the work shall include the names, addresses, and telephone numbers of the Railroad's representatives who are to be notified as hereinafter required. Where more than one representative is designated, the area of responsibility of each representative shall be specified.

**3. INTERFERENCE WITH RAILROAD OPERATIONS:**

A. The Contractor shall so arrange and conduct his work that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad Company or to poles, wires, and other facilities of tenants on the rights-of-way of the Railroad Company. Whenever work is liable to affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad Engineer for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor which requires flagging service or inspection service

shall be deferred by the Contractor until the flagging service or inspection service required by the Railroad is available at the job site.

- B. Whenever work within Railroad rights-of-way is of such a nature that impediment to Railroad operations such as use of runaround tracks or necessity for reduced speed is unavoidable, the Contractor shall schedule and conduct his operations so that such impediment is reduced to the absolute minimum.
- C. Should conditions arising from, or in connection with the work, require that immediate and unusual provisions be made to protect operations and property of the Railroad, the Contractor shall make such provisions. If in the judgment of the Railroad Engineer, or in his absence, the Railroad's Division Engineer, such provisions is insufficient, either may require or provide such provisions as he deems necessary. In any event, such unusual provisions shall be at the Contractor's expense and without cost to the Railroad or the Contracting Authority.

#### **4. TRACK CLEARANCES.**

The minimum track clearances to be maintained by the Contractor during construction are shown on the Project Plans. However, before undertaking any work within Railroad right-of-way, or before placing any obstruction over any track, the Contractor shall:

- Notify the Railroad's representative at least 72 hours in advance of the work.
- Receive assurance from the Railroad's representative that arrangements have been made for flagging service as may be necessary.
- Receive permission from the Railroad's representative to proceed with the work.
- Ascertain that the Contracting Authority Engineer has received copies of notice to the Railroad and of the Railroad's response thereto.

#### **5. CONSTRUCTION PROCEDURES.**

##### **A. General.**

Construction work and operations by the Contractor on Railroad property shall be:

1. Subject to the inspection and approval of the Railroad.
2. In accord with the Railroad's written outline of specific conditions.
3. In accord with the Railroad's general rules, regulations and requirements including those relating to safety, fall protection and personal protective equipment.
4. In accord with these Special Provisions.

##### **B. Excavation.**

The subgrade of an operated track shall be maintained with edge of berm at least 10 feet from centerline of track and not more than 24 inches below top of rail. Contractor will not be required to make existing section meet this specification if substandard, in which case existing section will be maintained.

Additionally, the Railroad Engineer may require installation of orange construction safety fencing for protection of the work area.

##### **C. Excavation for Structures.**

The Contractor will be required to take special precaution and care in connection with excavating and shoring pits, and in driving piles or sheeting for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which they carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. All plans and calculations for shoring shall be

prepared and signed by a Registered Professional Engineer. The Registered Professional Engineer will be responsible for the accuracy for all controlling dimensions as well as the selection of soil design values which will accurately reflect the actual field conditions. The procedure for doing such work, including need of and plans and calculations for shoring, shall first be approved by the Contracting Authority Engineer and the Railroad Engineer, but such approval shall not relieve the Contractor from liability.

Additionally, walkway with handrail protection may be required as noted in paragraph 11 herein.

#### **D. Demolition, Erection, Hoisting**

1. Railroad tracks and other railroad property must be protected from damage during the procedure.
2. The Contractor is required to submit a plan showing the location of cranes, horizontally and vertically, operating radii, with delivery or disposal locations shown. The location of all tracks and other railroad facilities as well as all obstructions such as wire lines, poles, adjacent structures, etc. must also be shown.
3. Crane rating sheets showing cranes to be adequate for 150% of the actual weight of the pick. A complete set of crane charts, including crane, counterweight, and boom nomenclature is to be submitted.
4. Plans and computations showing the weight of the pick must be submitted. Calculations shall be made from plans of the existing and/or proposed structure showing complete and sufficient details with supporting data for the demolition or erection of the structure. If plans do not exist, lifting weights must be calculated from field measurements. The field measurements are to be made under the supervision of the Registered Professional Engineer submitting the procedure and calculations.
5. A data sheet must be submitted listing the types, size, and arrangements of all rigging and connection equipment.
6. A complete procedure is to be submitted, including the order of lifts, time required for each lift, and any repositioning or re-hitching of the crane or cranes.
7. All erection or demolition plans, procedures, data sheets, etc. submitted must be prepared, signed and sealed by a Registered Professional Engineer.
8. The Railroad Engineer or his designated representative must be present at the site during the entire demolition and erection procedure period.
9. All procedures, plans and calculations shall first be approved by the Contracting Authority Engineer and the Railroad Engineer, but such approval does not relieve the Contractor from liability.

#### **E. Blasting.**

1. The Contractor shall obtain advance approval of the Railroad Engineer and the Contracting Authority Engineer for use of explosives on or adjacent to Railroad property. The request for permission to use explosives shall include a detailed blasting plan. If permission for use of explosives is granted, the Contractor will be required to comply with the following:
  - a. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Contractor and a licensed blaster.

- b. Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way radios.
  - c. No blasting shall be done without the presence of the Railroad Engineer or his authorized representative. At least 72 hours advance notice to the person designated in the Railroad's notice of authorization to proceed (see paragraph 2B) will be required to arrange for the presence of an authorized Railroad representative and such flagging as the Railroad may require.
  - d. Have at the job site adequate equipment, labor and materials and allow sufficient time to clean up debris resulting from the blasting without delay to trains, as well as correcting at his expense any track misalignment or other damage to Railroad property resulting from the blasting as directed by the Railway's authorized representative. If his actions result in delay of trains, the Contractor shall bear the entire cost thereof.
2. The Railroad representative will:
- a. Determine approximate location of trains and advise the Contractor the appropriate amount of time available for the blasting operation and clean up.
  - b. Have the authority to order discontinuance of blasting if, in his opinion, blasting is too hazardous or is not in accord with these special provisions.

**F. Maintenance of Railroad Facilities.**

- 1. The Contractor will be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from his operations and provide and maintain any erosion control measures as required. The Contractor will promptly repair eroded areas within Railroad rights-of-way and repair any other damage to the property of the Railroad or its tenants.
- 2. All such maintenance and repair of damages due to the Contractor's operations shall be done at the Contractor's expense.

**G. Storage of Materials and Equipment.**

Materials and equipment shall not be stored where they will interfere with Railroad operations, nor on the rights-of-way of the Railroad Company without first having obtained permission from the Railroad Engineer, and such permission will be with the understanding that the Railroad Company will not be liable for damage to such material and equipment from any cause and that the Railroad Engineer may move or require the Contractor to move, at the Contractor's expense, such material and equipment. All grading or construction machinery that is left parked near the track unattended by a watchman shall be effectively immobilized so that it cannot be moved by unauthorized persons. The Contractor shall protect, defend, indemnify and save Railroad, and any associated, controlled or affiliated corporation, harmless from and against all losses, costs, expenses, claim or liability for loss or damage to property or the loss of life or personal injury, arising out of or incident to the Contractor's failure to immobilize grading or construction machinery.

**H. Cleanup.**

Upon completion of the work, the Contractor shall remove from within the limits of the Railroad rights-of-way, all machinery, equipment, surplus materials, falsework, rubbish or temporary buildings of the Contractor, and leave said rights-of-way in a neat condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

**6. DAMAGES.**

- A. The Contractor shall assume all liability for any and all damages to his work, employees, servants, equipment and materials caused by Railroad traffic.

- B. Any cost incurred by the Railroad for repairing damages to its property or to property of its tenants, caused by or resulting from the operations of the Contractor, shall be paid directly to the Railroad by the Contractor.

## **7. FLAGGING SERVICES.**

### **A. Requirements.**

Flagging services will not be provided until the contractor's insurance has been reviewed & approved by the Railroad. Under the terms of the agreement between the Contracting Authority and the Railroad, the Railroad has sole authority to determine the need for flagging required to protect its operations. In general, the requirements of such services will be whenever the Contractor's personnel or equipment are or are likely to be, working on the Railroad's right-of-way, or across, over, adjacent to, or under a track, or when such work has disturbed or is likely to disturb a railroad structure or the railroad roadbed or surface and alignment of any track to such extent that the movement of trains must be controlled by flagging.

Normally, the Railroad will assign one flagman to a project; but in some cases, more than one may be necessary, such as yard limits where three flagmen may be required. However, if the Contractor works within distances that violate instructions given by the Railroad's authorized representative or performs work that has not been scheduled with the Railroad's authorized representative, a flagman or flagmen may be required full time until the project has been completed.

### **B. Scheduling and Notification.**

1. The Contractor's work requiring railroad flagging should be scheduled to limit the presence of a flagman at the site to a maximum of 50 hours per week. The Contractor shall receive Railroad approval of work schedules requiring a flagman's presence in excess of 40 hours per week.
2. Not later than the time that approval is initially requested to begin work on Railroad right-of-way, Contractor shall furnish to the Railroad and the Contracting Authority a schedule for all work required to complete the portion of the project within Railroad right-of-way and arrange for a job site meeting between the Contractor, the Contracting Authority, and the Railroad's authorized representative. Flagman or Flagmen may not be provided until the job site meeting has been conducted and the Contractor's work scheduled.
3. The Contractor will be required to give the Railroad representative at least 10 working days of advance written notice of intent to begin work within Railroad right-of-way in accordance with this special provision. Once begun, when such work is then suspended at any time, or for any reason, the Contractor will be required to give the Railroad representative at least 3 working days of advance notice before resuming work on Railroad right-of-way. Such notices shall include sufficient details of the proposed work to enable the Railroad representative to determine if flagging will be required. If such notice is in writing, the Contractor shall furnish the Engineer a copy; if notice is given verbally, it shall be confirmed in writing with copy to the Engineer. If flagging is required, no work shall be undertaken until the flagman, or flagmen are present at the job site. It may take up to 30 days to obtain flagging initially from the Railroad. When flagging begins, the flagman is usually assigned by the Railroad to work at the project site on a continual basis until no longer needed and cannot be called for on a spot basis. If flagging becomes unnecessary and is suspended, it may take up to 30 days to again obtain from the Railroad. Due to Railroad labor agreements, it is necessary to give 5 working days notice before flagging service may be discontinued and responsibility for payment stopped.

4. If, after the flagman is assigned to the project site, an emergency arises that requires the flagman's presence elsewhere, then the Contractor shall delay work on Railroad right-of-way until such time as the flagman is again available. Any additional costs resulting from such delay shall be borne by the Contractor and not the Contracting Authority or Railroad.

**C. Payment.**

1. The Contracting Authority will be responsible for paying the Railroad directly for any and all costs of flagging which may be required to accomplish the construction.
2. The estimated cost of flagging is current rate per day based on a 10 hour work day. This cost includes the base pay for the flagman, overhead, and includes a per diem charge for travel expenses, meals and lodging. The charge to the Contracting Authority by the Railroad will be the actual cost based on the rate of pay for the Railroad's employees who are available for flagging service at the time the service is required.
3. Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at 1 and 1/2 times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 and 1/2 times the normal rate.
4. Railroad work involved in preparing and handling bills will also be charged to the Contracting Authority. Charges to the Contracting Authority by the Railroad shall be in accordance with applicable provisions of Subchapter B, Part 140, Subpart I and Subchapter G, Part 646, Subpart B of the Federal-Aid Policy Guide issued by the Federal Highway Administration on December 9, 1991, including all current amendments. Flagging costs are subject to change. *The above estimates of flagging costs are provided for information only and are not binding in any way.*

**D. Verification.**

1. Railroad's flagman will electronically enter flagging time via Railroad's electronic billing system. Any complaints concerning flagging must be resolved in a timely manner. If need for flagging is questioned, please contact Railroad's System Engineer Public Improvements (404) 529-1641. All verbal complaints will be confirmed in writing by the Contractor within 5 working days with a copy to the Highway Engineer. Address all written correspondence to:

Office of Chief Engineer Attn:  
 Bridges & Structures System Engineer  
 Norfolk Southern Corporation Public Improvements  
 1200 Peachtree Street NE,  
 Internal Box 142  
 Atlanta, Georgia 30309

2. The Railroad flagman assigned to the project will be responsible for notifying the Contracting Authority Engineer upon arrival at the job site on the first day (or as soon thereafter as possible) that flagging services begin and on the last day that he performs such services for each separate period that services are provided. The Contracting Authority Engineer will document such notification in the project records. When requested, the Contracting Authority Engineer will also sign the flagman's diary showing daily time spent and activity at the project site.

**8. HAUL ACROSS RAILROAD.**

- A. Where the plans show or imply that materials of any nature must be hauled across a Railroad, unless the plans clearly show that the Contracting Authority has included arrangements for such haul in its agreement with the Railroad, the Contractor will be required to make all necessary arrangements with the Railroad regarding means of transporting such materials across the Railroad. The Contractor will be required to bear all costs incidental to such crossings whether services are performed by his own forces or by Railroad personnel.
- B. No crossing may be established for use of the Contractor for transporting materials or equipment across the tracks of the Railroad Company unless specific authority for its installation, maintenance, necessary watching and flagging thereof and removal, until a temporary private crossing agreement has been executed between the Contractor and Railroad. The approval process for an agreement normally takes 90 days.

**9. WORK FOR THE BENEFIT OF THE CONTRACTOR**

- A. All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans; included in the force account agreement between the Contracting Authority and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the Contracting Authority and/or the Railroad.
- B. Should the Contractor desire any changes in addition to the above, then he shall make separate arrangements with the Railroad for same to be accomplished at the Contractor's expense.

**10. COOPERATION AND DELAYS.**

- A. It shall be the Contractor's responsibility to arrange a schedule with the Railroad for accomplishing stage construction involving work by the Railroad or tenants of the Railroad. In arranging his schedule he shall ascertain, from the Railroad, the lead time required for assembling crews and materials and shall make due allowance therefore.
- B. No charge or claim of the Contractor against either the Contracting Authority or the Railroad Company will be allowed for hindrance or delay on account of railway traffic; any work done by the Railway Company or other delay incident to or necessary for safe maintenance of railway traffic or for any delays due to compliance with these special provisions.

**11. TRAINMAN'S WALKWAYS.**

Along the outer side of each exterior track of multiple operated track, and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains, extending to a line not less than 10 feet from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while Railway's protective service is provided shall be removed before the close of each work day. If there is any excavation near the walkway, a handrail, with 10 feet minimum clearance from centerline of track, shall be placed and must conform to AREMA and/or FRA standards.

**12. GUIDELINES FOR PERSONNEL ON RAILROAD RIGHT-OF-WAY.**

- A. All persons shall wear hard hats. Appropriate eye and hearing protection must be used. Working in shorts is prohibited. Shirts must cover shoulders, back and abdomen. Working in tennis or jogging shoes, sandals, boots with high heels, cowboy and other slip-on type boots is prohibited. Hard-sole, lace-up footwear, zippered boots or boots cinched up with straps which fit snugly about the ankle are adequate. Wearing of safety boots is strongly



recommended. In the vicinity of at-grade crossings, it is strongly recommended that reflective vests be worn.

- B. No one is allowed within 25 feet of the centerline of track without specific authorization from the flagman.
- C. All persons working near track while train is passing are to lookout for dragging bands, chains and protruding or shifted cargo.
- D. No one is allowed to cross tracks without specific authorization from the flagman.
- E. All welders and cutting torches working within 25 feet of track must stop when train is passing.
- F. No steel tape or chain will be allowed to cross or touch rails without permission.

**13. GUIDELINES EQUIPMENT ON RAILROAD RIGHT-OF-WAY.**

- A. No crane or boom equipment will be allowed to set up to work or park within boom distance plus 15 feet of centerline of track without specific permission from railroad official and flagman.
- B. No crane or boom equipment will be allowed to foul track or lift a load over the track without flag protection and track time.
- C. All employees will stay with their machines when crane or boom equipment is pointed toward track.
- D. All cranes and boom equipment under load will stop work while train is passing (including pile driving).
- E. Swinging loads must be secured to prevent movement while train is passing.
- F. No loads will be suspended above a moving train.
- G. No equipment will be allowed within 25 feet of centerline of track without specific authorization of the flagman.
- H. Trucks, tractors or any equipment will not touch ballast line without specific permission from railroad official and flagman.
- I. No equipment or load movement within 25 feet or above a standing train or railroad equipment without specific authorization of the flagman.
- J. All operating equipment within 25 feet of track must halt operations when a train is passing. All other operating equipment may be halted by the flagman if the flagman views the operation to be dangerous to the passing train.
- K. All equipment, loads and cables are prohibited from touching rails.
- L. While clearing and grubbing, no vegetation will be removed from railroad embankment with heavy equipment without specific permission from the Railroad Engineer and flagman.
- M. No equipment or materials will be parked or stored on Railroad's property unless specific authorization is granted from the Railroad Engineer.

- N. All unattended equipment that is left parked on Railroad property shall be effectively immobilized so that it cannot be moved by unauthorized persons.
- O. All cranes and boom equipment will be turned away from track after each work day or whenever unattended by an operator.

**14. INSURANCE.**

- A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Prime Contractor will be required to carry insurance of the following kinds and amounts:
  - 1. Commercial General Liability Insurance having a combined single limit of not less than \$2,000,000 per occurrence for all loss, damage, cost and expense, including attorneys' fees, arising out of bodily injury liability and property damage liability during the policy period. Said policy shall include explosion, collapse, and underground hazard (XCU) coverage, shall be endorsed to name Railroad specified in item A.2.c. below both as the certificate holder and as an additional insured, and shall include a severability of interests provision.
  - 2. Railroad Protective Liability Insurance having a combined single limit of not less than \$2,000,000 each occurrence and \$6,000,000 in the aggregate applying separately to each annual period. If the project involves track over which passenger trains operate, the insurance limits required are not less than a combined single limit of \$5,000,000 each occurrence and \$10,000,000 in the aggregate applying separately to each annual period. Said policy shall provide coverage for all loss, damage or expense arising from bodily injury and property damage liability, and physical damage to property attributed to acts or omissions at the job site.

The standards for the Railroad Protective Liability Insurance are as follows:

- a. The insurer must be rated A- or better by A.M. Best Company, Inc.
- b. The policy must be written using one of the following combinations of Insurance Services Office ("ISO") Railroad Protective Liability Insurance Form Numbers:
  - 1) CG 00 35 01 96 and CG 28 31 10 93; or
  - 2) CG 00 35 07 98 and CG 28 31 07 98; or
  - 3) CG 00 35 10 01; or
  - 4) CG 00 35 12 04.
- d. The named insured shall read:  
Norfolk Southern Railway Company  
Three Commercial Place  
Norfolk, Virginia 23510-2191  
Attn: Risk Management
- e. The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Contracting Authority project and contract identification numbers.
- f. The job location must appear on the Declarations and must include the city, state, and appropriate highway name/number. NOTE: Do not include any references to milepost on the insurance policy.
- g. The name and address of the prime contractor must appear on the Declarations.
- h. The name and address of the Contracting Authority must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."
- i. Other endorsements/forms that will be accepted are:
  - 1) Broad Form Nuclear Exclusion – Form IL 00 21
  - 2) 30 day Advance Notice of Non-renewal or cancellation
  - 3) Required State Cancellation Endorsement
  - 4) Quick Reference or Index Form CL/IL 240

- j. Endorsements/forms that are NOT acceptable are:
  - 1) Any Pollution Exclusion Endorsement except CG 28 31
  - 2) Any Punitive or Exemplary Damages Exclusion
  - 3) Known injury or Damage Exclusion form CG 00 59
  - 4) Any Common Policy Conditions form
  - 5) Any other endorsement/form not specifically authorized in item No. 2.h above.
- B. If any part of the work is sublet, similar insurance, and evidence thereof as specified in A.1 above, shall be provided by or on behalf of the subcontractor to cover its operations on Railroad's right of way.
- C. Prior to entry on Railroad right-of-way, the original Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Contracting Authority at the address below for its review and transmittal to the Railroad. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to the Railroad and the Contracting Authority at the addresses below, and forwarded to the Contracting Authority for its review and transmittal to the Railroad. The certificates of insurance shall state that the insurance coverage will not be suspended, voided, canceled, or reduced in coverage or limits without 30 days advance written notice to Railroad and the Contracting Authority. No work will be permitted by Railroad on its right-of-way until it has reviewed and approved the evidence of insurance required herein.

CONTRACTING AUTHORITY:  
City of Des Moines  
City Hall  
400 Robert D. Ray Drive  
Des Moines, IA 50309

RAILROAD:  
Risk Management  
Norfolk Southern Railway Company  
Three Commercial Place  
Norfolk, Virginia 23510-2191

- D. The insurance required herein shall in no way serve to limit the liability of Contracting Authority or its Contractors under the terms of this agreement.

**15. FAILURE TO COMPLY.**

In the event the Contractor violates or fails to comply with any of the requirements of these Special Provisions:

- A. The Railroad Engineer may require that the Contractor vacate Railroad property.
- B. The Engineer may withhold all monies due the Contractor on monthly statements.

Any such orders shall remain in effect until the Contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

**16. A + B BIDDING FOR RAILROAD FLAGGING.**

**A. General.**

The determination of the low bidder on this project will involve a combination of the contract sum and the bidder's proposed time to complete all work requiring the use of railroad flaggers. Railroad flagging will be required whenever the conditions in Article 7 of SP-121028 are encountered.

A Critical Path Method schedule will be required according to Section 1110 of the Standard Specifications.

**B. Definitions.**

**1. Daily Railroad Flagging Cost.**

The amount that represents the average daily cost of a single railroad flagger. The daily railroad flagger cost will be shown on the proposal form.

**2. Railroad Flagger Day**

Any calendar day that a railroad flagger is required according to Article 7 of SP-121028. The need for railroad flaggers at multiple sites per calendar day will result in the Contractor being charged an additional number of railroad flagger days.

**C. Preparation of Proposal.**

The bidder shall establish the number of days they propose to use to complete all work requiring the use of railroad flagging services under this proposal. The proposal form may state a maximum number of railroad flagger days allowable. Bids showing railroad flagger days in excess of the maximum amount will be considered non-responsive and will not be considered.

**D. Consideration of Bids.**

Each bid submitted shall consist of two parts:

(A) = Contract sum.

(B) = Total number of railroad flagger days proposed by the bidder to complete all work requiring the use of railroad flaggers. The bidder shall enter the number of railroad flagger days on the proposal form.

The successful bid will be determined by the lowest combination of (A) and (B) according to the following formula:

$(A) + [(B) \times (\text{Daily Railroad Flagging Cost})] = \text{Bid amount for award consideration.}$

**E. Charging of Railroad Flagger Days.**

A Railroad flagger day will be charged whenever railroad flaggers are required as described in Article 7 of SP-121028. Railroad flagger days will be only charged in whole days.

The Contractor shall submit to the Engineer a log of railroad flagger usage that identifies all railroad flagger requests to begin, modify, and end work activities; and number of railroad flaggers provided. This report shall be submitted to the Engineer weekly (reporting the previous week's activities). This report shall also include a written statement of any objections to railroad flagger days charged by the Engineer.

**F. Railroad Flagger Payment or Assessment.**

Railroad flagger incentive payment or disincentive assessment will be as follows:

**1. Incentive Payment.**

The Contractor will be paid an amount equal to the Daily Railroad Flagging Cost multiplied by the number of railroad flagger days remaining after all work requiring railroad flagging services have been completed.

**2. Disincentive Assessment.**

The Contractor will be assessed an amount equal to the Daily Railroad Flagging Cost multiplied by the number of railroad flagger days used in excess of the total number of days entered on the Proposal Form. There will be no maximum amount for disincentive assessment.

## **G. Consideration for Extra Work or Delays During Railroad Flagging Periods.**

### **1. Railroad Flaggers.**

No consideration for additional railroad flagger days will be considered for the first two consecutive days of delay for each extraordinary circumstance. The Contractor will be responsible for obtaining necessary weather forecasts prior to ordering railroad flagging services.

### **2. Additional Time.**

Additional time will be given by the Engineer for extra work, overruns of contract items, or extraordinary circumstances meeting the following requirements:

- a. Approved extra work or overruns of contract items that extend the duration of the railroad flagging period shall be documented and included in the critical path of the project. The revised critical path diagram shall be submitted to the Engineer for approval.
- b. Non-weather related extraordinary circumstances that delay the Contractor during the railroad flagging periods shall be documented by the Contractor and a written request for additional time shall be submitted to the Engineer within 72 hours of the beginning of the delay. The Engineer will approve or deny all requests for additional closure time resulting from non-weather related extraordinary circumstances. Non-weather related extraordinary circumstances will be limited to the following:
  - 1) Strikes: Strikes which are not directed against the Contractor.
  - 2) Legal Stoppages: Legal Stoppages will be allowed if they result from legal action against the Contracting Authority or against the Contractor if not based on a specification violation.
  - 3) Late Delivery of Material: Procurement of material for a project is the sole responsibility of the Contractor. Late delivery will be considered an extraordinary circumstance only when the Contractor can show that orders were placed with a reliable supplier in sufficient time for materials to be delivered when needed and only when there is:
    - A nationwide shortage,
    - An industry wide strike,
    - Transportation strike which delays the delivery of material, or
    - Delays due to a change in material commitments when caused by a Federal emergency or order.
  - 4) Natural Disaster: A suspension order may be issued on any project in a declared disaster area, if the disaster causes conditions that do not allow productive work.
- c. Adverse weather including rain, snow, wind, flood, extreme heat, and the results thereof, such as inaccessibility or non-workability of materials, is only considered as extraordinary circumstance if the Contractor is working or ready to work on the contract and the adverse weather conditions do not allow productive work on the critical path. Adverse weather that delays the Contractor during the critical closure activity shall be documented by the Contractor and a written request for additional closure days shall be submitted to the Engineer within ten calendar days of the beginning of the delay. Some delays for weather have been included in the number of closure days allowed. Therefore, additional closure days for adverse weather will not be allowed for the first five consecutive closure days of each delay.

## **17. METHOD OF MEASUREMENT AND BASIS OF PAYMENT:**

NS Insurance provisions required by the specification above those required by Division 11 of the Standard Specifications will be measured as Lump Sum. With the exception of payment of Lump Sum for insurance as described, no separate payment will be made for any extra cost incurred on account of compliance with these special provisions. All such costs shall be included in prices bid for other items of the work as specified in the payment items.

Office of Chief Engineer  
Bridges & Structures  
Norfolk Southern Corporation  
1200 Peachtree Street, N. E.  
Internal Box 142  
Atlanta, GA 30309

Date:

File:

Milepost: