

Subject: Suffolk, Virginia – Proposed rehabilitation of the Lake Cohoon Road (SR 639) Bridge over CSXT; DOT# 623794G; Milepost SA-19.93; Southern East Zone, Portsmouth Subdivision, CSXT OP# VA0569

CONSTRUCTION REQUIREMENTS

When performing work on, over, or adjacent to CSX Transportation (“CSXT”) right-of-way or operations, the City of Suffolk (“City”) selected contractor (“Contractor”) must abide by the current CSXT Special Provisions, CSXT Construction Submission Criteria, and the following additional requirements.

1. All construction related correspondence shall be directed electronically to AECOM, acting as the Construction Monitoring Representative (“CMR”) on behalf of CSXT, with the following contact and address:

Paul Vourron
707 Grant Street
5th Floor
Pittsburgh, PA 15219
Paul.Vourron@aecom.com
Telephone: (412) 316-3580

All email correspondence with CSXT/AECOM should use the subject line “(Subject of Transmission) - VA0569 - Suffolk, VA - Lake Cohoon Road (SR 639) - FLAG - 623794G - Southern East Zone - Portsmouth Sub - SA-19.93 - Task 1118.2”. Failure to use this subject line may result in delayed project handling.

2. Prior to construction, City or Contractor shall provide an electronic copy of the entire and complete set of Final Approved-For-Construction Plans for the subject project to the CMR. Any subsequent revisions or addendums to the Final Approved-For-Construction Plans shall also be provided.
3. Prior to any construction activities on, over, under or adjacent to CSXT, the Contractor shall have a pre-construction meeting with CSXT’s designated representative and the CMR to discuss potential On-Track Safety issues during project construction activities.
4. Construction procedures for all work in the vicinity of CSXT property, that has the potential of affecting CSXT property or operations, shall be submitted electronically to the CMR. Prior to the work being performed, the Contractor shall obtain written acceptance of the submitted construction procedures from CSXT or their representative before proceeding with construction.

Up to thirty (30) days will be required to review all construction submissions. Up to an additional thirty (30) days will be required to review any subsequent submissions returned not approved with requests for additional information. Work will not be permitted to commence until the Contractor has provided CSXT with a satisfactory plan for the associated work, detailing how the work will be undertaken without impacting scheduling, performance or safety related issues.

NOTE: All construction work shall be performed in accordance with the construction procedure reviewed and accepted by CSXT or the CMR. Revisions to Contractor submissions may not be field approved. Any deviation(s) from a previously accepted plan including equipment substitutions will require a formal resubmission of the procedure for review and acceptance prior to performing any work.

The Contractor shall submit, as separate submittals, the following construction procedures and documents, and any additional construction procedures determined to be necessary by the CSXT or the CMR.

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- a. Means and Methods – The Contractor shall develop separate detailed submissions for each work items presenting the potential to impact CSXT property or operations. The work items requiring submissions should be coordinated with the CMR prior to their development and submission. Each submission shall:
 - i. Indicate the progression of work with specific times when tasks will be performed during the project.
 - ii. Provide a listing of the anticipated equipment to be used, a marked up plan with relevant dimensions detailing the location of all equipment to be used, and a contingency plan of action should a primary piece of equipment malfunction.
 - iii. Include a detailed narrative discussing the project level coordination of specific work operations and project safety issues between the City, Contractor, CSXT and the CMR.
 - iv. If determined by CSXT or the CMR to be necessary, include a walkthrough at which time CSXT and/or the CMR will be present.

Anticipated means and methods submissions include, but are not limited to, site access, equipment operations, pier & abutment repairs, deck removal, deck construction, parapet & pedestrian fence installation and temporary works.

- b. Temporary Work Platform and Containment System – Removed paint and debris may not be deposited on the CSXT right-of-way at any time during cleaning and painting operations. Vacuum type systems for paint removal operations to prevent paint and debris deposits are required in lieu of a containment system over the track(s). The Contractor shall submit a containment system for work over CSXT for acceptance by the railroad if the following CSXT horizontal and vertical clearance standards can be maintained. Any temporary containment system shall not encroach horizontally within eighteen feet (18'-0") measured perpendicularly from the centerline of the nearest track. Any containment system must also maintain the existing vertical clearance over all tracks or a minimum of twenty-three feet (23'-0") measured from top of high rail to the lowest point of structure in the clearance area which extends six feet (6'-0") to both sides from centerline of track. The temporary work platform and containment system shall include written installation and removal procedures along with plans and associated details of the proposed system. Engineering calculations that support the proposed temporary work platform and containment system are to be signed and sealed by a Professional Engineer licensed in the state in which the work is being performed. The design of the system shall also be in accordance with OSHA and fully comply with all federal, state, and local environmental laws, regulations, statutes and ordinances at all times.
- c. Construction Schedule – Within 30 days of the pre-construction meeting, Contractor shall submit a detailed construction schedule for the duration of the project clearly indicating the time periods while working on and around CSXT right-of-way. As the work progresses, this schedule shall be updated and resubmitted as necessary to reflect changes in work sequence, duration and method, etc.
- d. Emergency Action Plan – Submit an emergency action plan indicating the location of the site, contact numbers, access to the site, instructions for emergency response and location of the nearest hospitals (including map and directions from project site). This plan should cover all items required in the event of an emergency at the site including fire suppression. Coordinate the Emergency Action Plan with the safety related discussion of the Means and Methods submission discussed above. The plan should also include a method to provide this information to each project worker for each day on site.

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5. Ballast Protection – A ballast protection system may be required at the sole discretion of CSXT depending on the contractor's proposed methods to perform the work. The system shall use non-woven geotextile filter fabric and be placed over the entire track structure to keep the ballast clean and be placed over the entire track structure to keep the ballast clean. The ballast protection system shall extend along the rack structure a minimum of twenty-five feet (25'-0") beyond the limits of work being performed, or greater as determined by CSXT. Additional extents of ballast protection may be required, as determined by the CMR, to ensure protection of the CSXT ballast. The filter fabric shall be sufficiently overlapped and securely fastened to avoid a tripping hazard. The geotextile ballast protection shall be kept clean and maintained during the life of the project to prevent all contaminants from entering the ballast.
6. Submit all necessary insurance information in accordance with the current CSXT Insurance Requirements for approval. The Certificate of Insurance shall be prepared in keeping with the sample included in Exhibit A of this document. The complete original policies should be submitted to insurancedocuments@csx.com with a copy to the CMR.

The insurance policies will be required to be in place and approved prior to any work commencing on or that could potentially impact CSXT right-of-way. The City or Contractor shall maintain the necessary insurance coverage throughout the life of the project. Failure to maintain insurance coverage will result in the stoppage of work at no additional cost to CSXT.

As information for use in obtaining the required CSXT insurance, please note that CSXT operates approximately nine (9) total freight trains per day at a maximum authorized speed of 40 mph at the project location.

7. **CSXT Emergency Number:** The CSXT telephone number for emergencies is 800-232-0144. Reference the CSXT Milepost and DOT# 623794G for the project, as shown in the subject project description above, when calling.
8. No stormwater or construction generated water may discharge onto the CSXT right-of-way at any time during construction.
9. The Contractor must not use CSXT right-of-way for storage of materials or equipment during construction. The CSXT right-of-way must remain clear for railroad use at all times. Equipment may not be positioned to block the railroad access road, track area, or any part of the CSXT right-of-way without prior CSXT approval.
10. No temporary or permanent reductions to the existing horizontal and vertical clearances shall be permitted without prior CSXT approval. All Contractor work shall be performed in strict compliance with CSXT clearance requirements.
11. The Contractor will be required to abide by the provisions of the City/CSXT Construction Agreement. Periodically, throughout the project duration, the Contractor will be required to meet, discuss, and, if necessary, take immediate action at the discretion of CSXT personnel and/or the CMR to comply with provisions of that agreement and these specifications.
12. The Contractor shall not remove any existing CSXT owned material (including, but not limited to, soil, stone, bridge and retaining wall elements, communications and signals device components, and drainage facilities) from CSXT right-of-way without prior authorization from CSXT. In the event that such material cannot be relocated within CSXT's right-of-way in a manner satisfactory to CSXT, the material shall be properly tested by CSXT for contamination and disposed of in accordance with the CSX disposal policy. All costs associated with testing, coordination and/or disposal will be charged to the project.

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Initial environmental related requests should be made with the CMR at least thirty (30) days in advance.

13. This project will require use of CSXT Flagmen or Third-Party Field Construction Inspectors (FCI) to protect train operations from project activity in the area of the tracks. While CSXT cannot guarantee the availability of Flagmen or FCIs at all requested times, every accommodation will be extended to the Contractor when forces are available. To request flagging, the Contractor shall submit weekly Flagging Request Forms to FLAGGING@aecom.com by 5 PM on Monday for work scheduled for the following week. Incomplete or late submissions will not be considered.
14. All equipment operations that could potentially impact CSXT right-of-way must be coordinated with the CSXT Flagman.
15. The Contractor or the City shall be responsible to have painted on the structure the DOT Number assigned to the grade separation. This number shall be affixed at a location on either side of the CSXT tracks or property and in a manner such that it can be readily discerned and visible from track level. The font size of the DOT # numbers and letter should be at least four inches (4") tall and shall be black on a light-colored background or white on a dark-colored background of the grade separation component.
16. Prior to starting work on, over, or adjacent to CSXT right-of-way, the Contractor shall execute Schedule I (Contractor's Acceptance) which is part of the PE/Construction Agreement to be executed between the City and CSXT
17. At project completion, the City or Contractor shall submit a set of "As-Built" plans for the proposed bridge construction and any work performed on the CSXT right-of-way.
18. Contractor access will be limited to the immediate project area only. The CSXT right-of-way may not be used for contractor access to the project site and no temporary at-grade crossings will be allowed.

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Exhibit A

CERTIFICATE OF LIABILITY INSURANCE

Date: MM/DD/YY

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Phone:
Fax:
Name & Address of Producer

CONTACT NAME:
PHONE FAX
(A/C, No, Ext): (A/C, No):
E-MAIL
ADDRESS:
PRODUCER
CUSTOMER ID #:

INSURED
Name & Address of Insured

INSURER(S) AFFORDING COVERAGE NAIC #
INSURER A: **AM Best Rating A-, Or Better** provide
INSURER B: **AM Best Rating A-, Or Better** provide
INSURER C: **AM Best Rating A-, Or Better** provide
INSURER D: **AM Best Rating A-, Or Better** provide

COVERAGES CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR WVD	POLICY NUMBER	POLICY EFF DATE (MM/DD/YY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY COMMERCIAL GENERAL LIABILITY ✓ CLAIMS MADE ✓ OCCUR GENERAL AGG. LIABILITY APPLIES PER: POLICY PROJECT ✓ LOC AUTOMOBILE LIABILITY ANY AUTO ✓ ALL OWNED AUTOS ✓ SCHEDULED AUTOS ✓ HIRED AUTOS ✓ NON-OWNED AUTOS ✓ CA 20 70 ✓					EACH OCCURRENCE \$5,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS -COMP/OP AGG COMBINED SINGLE LIMIT \$1,000,000 (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)
	UMBRELLA FORM ✓ OCCUR EXCESS LIAB CLAIMS MADE DEDUCTIBLE					EACH OCCURRENCE AGGREGATE
D	RETENTION WORKERS COMPENSATION AND EMPLOYER'S LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below N/A ✓					✓ WC STATUTORY LIMITS OTHER E.L EACH ACCIDENT \$1,000,000 DISEASE - EA EMPLOYEE \$1,000,000 E.L.DISEASE - POLICY LIMIT \$1,000,000
	Railroad Protective Coverage Each Occurrence					\$5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES
CSX Transportation is listed as an Additional Insured.

CERTIFICATE HOLDER

CSX Transportation
Insurance Compliance
500 Water Street, Speed Code J-907
Jacksonville, FL 32202
RenewalCOI@CSX.com

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Certificate Must be Signed