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## SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTEREST ON THE NCRR CORRIDOR

Under the terms of these Special Provisions, the North Carolina Department of Transportation shall hereinafter be called "Department," the North Carolina Railroad Company shall hereinafter be called "Company," and the Norfolk Southern Railway Company shall hereinafter be called "Railroad."

### 1. AUTHORITY OF RAILROAD ENGINEER AND DEPARTMENT ENGINEER:

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

The authorized representative of the North Carolina Department of Transportation, hereinafter referred to as the "Department Engineer," shall have authority over all other matters as prescribed herein including Project Specifications, Special Provisions, and the plans.

### 2. NOTICE OF STARTING WORK:

A. The Contractor shall not commence any work on Company's corridor until he has complied with the following conditions:

- (1) Give the Company and Railroad written notice, with copy to the Department Engineer who is designated to be in charge of the work, at least ten (10) days in advance of the date he proposes to begin work on Company's corridor to:

Assistant Chief Engineer – MW&S  
Norfolk Southern Corporation  
1200 Peachtree Street NE  
Internal Box 142  
Atlanta, Georgia 30309

Vice President - Engineering  
North Carolina Railroad Company  
2809 Highwoods Boulevard, Suite 100  
Raleigh, North Carolina 27604

- (2) Obtain written approval from the Company and Railroad of Railroad Protective Liability Insurance coverage as required by Section 14 herein. Neither the Railroad nor the Company accepts notation of Railroad protective insurance on a certificate of liability insurance form or Binders as Railroad and Company must have the full original countersigned policy. The policies will be reviewed by Railroad and Company for compliance prior to written approval. Due to the number of projects system-wide, it typically takes a minimum of 30-45 days for Railroad and Company to review.
- (3) Obtain Railroad's Flagging Services as required by Section 7 herein.

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- (4) Obtain written authorization from the Railroad to begin work on Company's corridor, such authorization to include an outline of specific conditions with which he must comply.
- (5) Furnish a schedule for all work within the Company corridor as required by Section 7B1 herein.

B. The Railroad's written authorization to proceed with the work will 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 will 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 Company or Railroad or to poles, wires, and other facilities of licensee on the corridor of the 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 (watchman) shall be deferred by the Contractor until the flagging protection or inspection service required by the Railroad is available at the job site.

B. Whenever work within Company's corridor 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 Company and 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 provision 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 Department, Company, or Railroad.

### 4. TRACK CLEARANCES:

A. The minimum track clearances to be maintained by the Contractor during construction are as follows:

- (1) Horizontal clearance measured from centerline of track to falsework:

13'-0" on tangent track

14'-0" on curved track

- (2) Vertical clearance from top of rail to falsework: 22'-0"

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B. However, before undertaking any work within Company's corridor, or before placing any obstruction over any track, the Contractor shall:

- (1) Notify the Railroad Engineer at least 72 hours in advance of the work.
- (2) Receive assurance from the Railroad Engineer that arrangements have been made for flagging service as may be necessary.
- (3) Receive permission from the Railroad Engineer to proceed with the work.
- (4) Ascertain that the Department 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 Company's corridor, tracks, and other facilities shall be:

- (1) Subject to the inspection and approval of the Railroad and the Company.
- (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 7'-0" from centerline of track and not more than 24 inches below top of rail. The 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 the Contractor to install 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 North Carolina Registered Professional Engineer ("Professional Engineer"). The 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 for shoring, shall first be reviewed by the Department

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Engineer then reviewed and approved by the Railroad Engineer, with a copy provided to the Company, but such approval shall not relieve the Contractor from liability. Additionally, a walkway with handrail protection may be required as noted in Section 11 herein.

## D. Demolition, Erection, Hoisting:

- (1) Tracks owned by Company and operated by Railroad, other Company corridor or property, or Railroad property must be protected from damage during the procedure.
- (2) The Contractor is required to submit a plan showing the locations 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 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 picks 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 filed measurements. The field measurements are to be made under the supervision of the 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 written procedure is to be submitted, including the order of lifts, time required for each lift, and any repositioning or rehitching of the crane or cranes.
- (7) All erection or demolition plans, procedures, data sheets, etc., submitted must be prepared, signed and sealed by a North Carolina 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 reviewed by the Department Engineer and then approved by the Railroad Engineer, with a copy provided to the Company, but such approval does not relieve the Contractor from liability.

## E. Blasting:

- (1) The Contractor shall obtain advance approval of the Railroad Engineer and Department Engineer for use of explosives on or adjacent to Company corridor, a copy of which will be provided to Company. 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:

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- (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 train 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 Section 2B above) 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 Company corridor resulting from the blasting as directed by the Railroad Engineer. If his actions result in delay of trains, the Contractor shall bear the entire cost thereof.
- (2) The Railroad Engineer will:
- (a) Determine the approximate location of trains and advise the Contractor the approximate 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 Company's corridor and repair any other damage to the property of the Company 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 corridor of the Company without first having obtained permission from the Railroad Engineer and the Company, and such permission will be with the understanding that neither the Company nor Railroad will 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 Company and

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Railroad, and any associated, controlled or affiliated corporation, harmless from and against all loss, costs, expenses, attorneys' fees, claim or liability for loss of 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 Company's corridor, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings of the Contractor, and leave said corridor in a neat condition satisfactory to the Chief Engineer of the Railroad or his authorized representative and satisfactory to the Company's authorized representative. Cleanup also includes removal, replacement, or cleaning of soiled or contaminated ballast in the construction area

### 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 Company or Railroad for repairing damages to its corridor or to property of its tenants, caused by or resulting from the operations of the Contractor, shall be paid directly to the Company or Railroad by the Contractor.

### 7. FLAGGING SERVICES:

#### A. Requirements:

Flagging services will not be provided until the Contractor's insurance has been reviewed and approved by the Company and Railroad.

Under the terms of the agreement between the Department, Company, and 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 men or equipment are, or are likely to be, working on the Company's corridor, or across, over, adjacent to or under a track, or when such work has disturbed or is likely to disturb a Company structure, Company 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 (3) flagmen may be required. However, if the Contractor works within distances which violate instructions given by the Railroad Engineer or performs work that has not been scheduled with the Railroad Engineer, a flagman, or flagmen may be required full time until the project has been completed. Should such violations or unscheduled, unauthorized work by the Contractor result in full time flagging being required by the Railroad, the additional cost of such flagging above normal flagging cost shall be deducted from the final payment to the Contractor as provided in Article 109-9 of the Standard Specifications. Neither the Department, Company, nor Railroad will be liable for damages resulting from unscheduled or unauthorized work.

#### 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 request Railroad approval of work schedules requiring a flagman presence in excess of 40 hours per week.
- (2) No later than the time that approval is initially requested to begin work on Company corridor, the Contractor shall furnish to the Department, Company, and Railroad a schedule for all work required to complete the portion of the project within Company corridor and arrange for a job site meeting between the Contractor, Department, and Railroad. 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 Engineer at least 10 working days of advance written notice of intent to begin work within Company's corridor in accordance with these Special Provisions. Once begun, when such work is then suspended at any time, or for any reason, the Contractor will be required to give the Railroad Engineer at least 3 working days of advance notice before resuming work on Company's corridor. Such notices shall include sufficient details of the proposed work to enable the Railroad Engineer to determine if flagging will be required. If such notice is in writing, the Contractor shall furnish the Department Engineer a copy; if notice is given verbally, it shall be confirmed in writing with a copy to the Department Engineer.
- (4) If flagging is required, no work shall be undertaken until the flagman, or flagmen, is 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 labor agreements, it is necessary to give 5 working days notice before flagging service may be discontinued and responsibility for payment stopped.
- (5) If, after the flagman is assigned to the project site, emergencies arise which require the flagman's presence elsewhere, the Contractor shall delay work on Company's corridor 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 Department, Company, or Railroad.

C. Payment:

- (1) The Department will be responsible for paying the Railroad directly for any and all costs of flagging which may be required to accomplish the construction. The Contractor shall reimburse the Railroad for any costs of the flagging which is required for work for the benefit of the Contractor.
- (2) The estimated cost of flagging service is the current rate per day based on a 10-hour work day. This cost includes the base pay for each flagman, overhead, and a per diem charge for travel expenses, meals, and lodging. The charge 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.

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- (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 1½ times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime pay at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2½ times the normal rate.
- (4) Railroad work involved in preparing and handling bills will also be charged to the Department. Charges to the Department by the Railroad shall be in accordance with applicable provisions of the Federal-Aid Policy Guide, Title 23 Subchapter B, Part 140I and Subchapter G, Part 646B 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 flagman or flagmen must be resolved in a timely manner. If need for flagman or flagmen is questioned, please contact Railroad's System Engineer of Public Improvements at (404) 529-1641. All verbal complaints must be confirmed in writing by the Contractor within 5 working days with copy to the Department Engineer. Address all written correspondence to:

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

- (2) The Railroad flagman assigned to the project will be responsible for notifying the Department 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 Department Engineer will document such notification and general flagging times for verification purposes in the project records. When requested, the Department Engineer will also sign the flagman's diary showing daily time spent and activity at the project site. Also if requested, the flagman will cooperate with the Department by submitting daily timesheets or signing the Department Engineer's diary showing daily time spent at the project site.



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## 8. HAUL ACROSS RAILROADS:

- A. Where the plans show or imply that materials of any nature must be hauled across a railroad track, unless the plans clearly show that the Department 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 track. The Contractor will be required to bear all costs incidental, including flagging, 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 railroad tracks of the Company unless specific authority for its installation, maintenance, necessary watching and flagging thereof and removal, all at the expense of the Contractor, must first obtain a temporary private crossing agreement from the Railroad Engineer and the Company. The approval process for a temporary private crossing agreement executed between the Contractor, Railroad, and Company 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 and included in the force account agreement between the Department, Company, and Railroad; or will be covered by appropriate revisions to same which will be initiated and approved by the Department, Company, and/or Railroad.
- B. Should the Contractor desire any changes in addition to the above, 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 licensees of Company. 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. The Contractor shall cooperate with others in the construction of the project to the end that all work may be accomplished to the best advantage.
- B. No charge or claims of the Contractor against the Department, Company, or Railroad will be allowed for hindrance or delay on account of railroad traffic, any work done by the Railroad, or other delay incident to or necessary for safe maintenance of railroad traffic or for any delays due to compliance with these Special Provisions.
- C. The Contractor's attention is called to the fact that neither the Department, Company, nor Railroad assumes any responsibility for any work performed by others in connection with the construction of the project, and the Contractor shall have no claim whatsoever against the Department, Company, or Railroad for any inconvenience, delay, or additional cost incurred by him on account of such operations by others.

## 11. TRAINMAN'S WALKWAYS:

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Along the outer side of each exterior track of multiple operated tracks, 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' from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while Railroad'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'-0" minimum clearance from centerline of track, shall be placed.

## 12. GUIDELINES FOR PERSONNEL ON COMPANY'S CORRIDOR:

- 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, and 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 safety boots is strongly recommended. In the vicinity of at-grade crossings, it is strongly recommended to wear reflective vests.
- B. No one is allowed within 25' 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' 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 FOR EQUIPMENT ON COMPANY'S CORRIDOR:

- A. No crane or boom equipment will be allowed to set up to work or park within boom distance plus 15' of centerline of track without specific permission from Railroad Engineer 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.

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- G. No equipment will be allowed within 25' 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' or above a standing train or railroad equipment without specific authorization of the flagman.
- J. All operating equipment within 25' 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 Company's corridor unless specific authorization is granted from the Railroad Engineer.
- N. All unattended equipment that is left parked on Company's corridor 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.

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### 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 provide coverage conforming to the requirements of the Federal-Aid Policy Guide outlined under Title 23 Subchapter G, Part 646A for all work to be performed on Company's corridor by carrying 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 Company and Railroad specified in Section 14A2(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 policies 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 policies 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.
- (c) The named insured on each policy as required to be issued to each Company and to Railroad shall read: (NOTE: The below insured is to be treated separately as an insured on each railroad protective policy for a total of (2) two separate policies being issued.)

North Carolina Railroad Company  
 2809 Highwoods Boulevard, Suite 100  
 Raleigh, North Carolina 27604-1000  
 ATTN: Property Department; and

Norfolk Southern Railway Company  
 Three Commercial Place

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Norfolk, Virginia 23510-2191  
ATTN: Risk Management

- (d) The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Department project and contract identification numbers.

The Description and Designation shall read as follows:

*Construction of a new overhead bridge on Caldwell Road (SR 1173) over the tracks owned by North Carolina Railroad Company and operated by Norfolk Southern Railway Company along with relocation of utilities in Cabarrus County, North Carolina, identified as State TIP P-5208F and Federal Project FRA-FR-HSR-0006-10-01-00.*

- (e) 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.

- (f) The name and address of the prime contractor must appear on the Declarations.
- (g) The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."

- (h) 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) 60-day written notice to the Department prior to cancellation or change;  
and/or
- (4) Quick Reference or Index Form CL/IL 240.

- (i) 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; and/or
- (5) Any other endorsement/form not specifically authorized in Section 14A2(h) above.

- B. If any part of the work is sublet, similar insurance, and evidence thereof as specified in Section 14A1 above, shall be provided by or on behalf of the subcontractor to cover its operations on Company's corridor. As an alternative, the Prime Contractor may provide insurance for the subcontractor by means of separate and individual policies.
- C. Prior to entry on Company's corridor, the original and one duplicate copy of the Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Department at the address below for its review and transmittal to the Company and

Railroad. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to the Department, Company, and Railroad at the addresses below, and one certified copy of the Prime Contractor and any Subcontractor's policy is to be forwarded to the Department for its review and transmittal to the Company and Railroad. All policies and 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 the Department, Company, and Railroad. The Railroad will not permit any work on Company's corridor until the Company and Railroad has reviewed and approved the evidence of insurance required herein.

D.

DEPARTMENT:

Assistant Director  
 Planning & Development  
 NCDOT Rail Division  
 1556 Mail Service Center  
 Raleigh, NC 27699-1556

RAILROAD:

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

COMPANY:

North Carolina Railroad Company  
 2809 Highwoods Boulevard, Suite 100  
 Raleigh, North Carolina 27604  
 ATTN: Property Department

- E. The insurance required herein shall in no way serve to limit the liability of Department or its Contractors under the terms of this agreement.
- F. The insurance amounts specified are minimum amounts and the Contractor may carry insurance in larger amounts if he so desires. As to "aggregate limits," if the insurer establishes loss reserves equal to or in excess of the aggregate limit specified in any of the required insurance policies, the Contractor shall immediately notify the Department and shall cease all operations until the aggregate limit is reinstated. If the insurer establishes loss reserves equal to or in excess of one-half of the aggregate limit, the Contractor shall arrange to restore the aggregate limit to at least the minimum amount stated in these requirements. Any insurance policies and certificates taken out and furnished due to these requirements shall be approved by the Department, Company, and Railroad as to form and amount prior to beginning work on Company's corridor.
- G. All insurance herein before specified shall be carried until the final inspection and acceptance of the project by the Department, Company and Railroad, or acceptance of that portion of the project within Company's corridor. At this point, no work or any other activities by the Contractor shall take place in Company's corridor without written permission from the Department, Company, and Railroad.
15. FAILURE TO COMPLY:
- A. In the event the Contractor violates or fails to comply with any of the requirements of these Special Provisions:

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- (1) The Railroad Engineer may require that the Contractor vacate Company's corridor; and
- (2) The Department 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 Department Engineer and Railroad Engineer.

16. PAYMENT FOR COST OF COMPLIANCE:

No separate payment will be made for any extra cost incurred on account of compliance with these Special Provisions. All such cost shall be included in the various prices bid to perform the work.

17. COMPLETION AND ACCEPTANCE:

Upon completion of the work, the Contractor shall remove from within the limits of the Company's corridor all machinery, equipment, surplus materials, rubbish, or temporary buildings of the Contractor, and leave said corridor in a neat and orderly condition. After the final inspection has been made and work found to be completed in a satisfactory manner acceptable to the Department, Company, and Railroad, the Department will be notified of the Railroad's acceptance in writing by the Railroad's Chief Engineer or his authorized representative within ten (10) days or as soon thereafter as practicable.

**P-5208F, Cabarrus**

## Railroad Site Data:

The following information was received from the Railroad on **February 13, 2013**, and is provided as a convenience to the Contractor in bidding this project. This information is subject to change and the Contractor may, at his discretion, contact the Railroad directly to verify its current accuracy. Since this information is shown as a convenience to the Contractor, but is subject to change, the Contractor shall have no claims whatsoever against either the Railroad or the Department of Transportation for any delays or additional costs incurred based on changes in this information which occur after the above date of receipt.

Type and number of tracks within 50 ft. of project (mainline, branchline, siding, yard, etc.).

**1 - Mainline**

Number of trains on affected track per day.

**46**

Type of trains (passenger or freight).

**8 – Passenger**

**38 – Freight**

Maximum authorized operating speed of trains.

**70 mph (Passenger)**

**60 mph (Freight)**

Type and number of RR employees assigned to job.

**1 - Flagman**