

NOTES:

- A. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT THE CSXT TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF CARRYING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.
- B. THE CONTRACTOR SHALL NOT BE PERMITTED TO USE THE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE CSXT RIGHT-OF-WAY MUST REMAIN CLEAR AT ALL TIMES.
- C. NO EQUIPMENT WILL BE PERMITTED TO BE STAGED WITHIN 15 FEET OF TRACK CENTERLINE AT ANY TIME DURING THE PERFORMANCE OF THE PROJECT WORK.
- D. THE CONTRACTOR SHALL BE REQUIRED TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.
- E. CSXT FACILITIES ARE NOT SUBJECT TO "MISS UTILITY" PROGRAMS SUCH AS NORTH CAROLINA 811. CONTRACTOR SHALL COORDINATE WITH CSXT TO HAVE ITS FACILITIES MARKED IN THE FIELD PRIOR TO PERFORMING WORK WITH THE POTENTIAL TO IMPACT BELOW-GRADE FACILITIES. CSXT WILL MARK OUT EXISTING CSXT FACILITIES AT PROJECT EXPENSE.
- F. A CSXT FLAGMAN MAY BE REQUIRED FOR ANY WORK WHICH REQUIRES ENTRY ONTO THE CSXT RIGHT-OF-WAY, ANY WORK THAT HAS POTENTIAL TO FOUL CSXT TRACK, AND ANY WORK TO BE PERFORMED WITHIN 50 FEET OF THE CENTERLINE OF TRACK. CSXT SHALL HAVE SOLE AUTHORITY TO DETERMINE THE NEED FOR FLAGGING REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY.
- G. THE CONTRACTOR MUST ADHERE TO THE PROVISIONS OF THE CSXT INSURANCE REQUIREMENTS, CSXT SPECIAL PROVISIONS, CSXT CONSTRUCTION SUBMISSION CRITERIA, CSXT SOIL AND WATER MANAGEMENT POLICY, AND PROJECT-SPECIFIC CONSTRUCTION REQUIREMENTS. IN THE EVENT THERE IS ANY DISCREPANCY OR PERCEIVED VARIANCE BETWEEN THE PROVISIONS WITHIN THE CSXT DOCUMENTS AND THOSE OF THE NCDOT AS RELATED TO THIS PROJECT, THEN THE PROVISIONS OF THE CSXT DOCUMENTS SHALL GOVERN.
- H. CSXT DOES NOT PERMIT ANY REDUCTION TO THE EXISTING HORIZONTAL OR VERTICAL CLEARANCES AT ANY TIME DURING CONSTRUCTION, OR IN THE FINAL CONDITION. ANY PROPOSED TEMPORARY REDUCTION OF THE EXISTING HORIZONTAL OR VERTICAL CLEARANCE MUST BE REVIEWED BY CSXT WITH NO GUARANTEE OF APPROVAL.
- I. CSXT TYPICALLY REQUIRES A MINIMUM HORIZONTAL CLEARANCE OF FIFTEEN FEET (15'-0") FROM CENTERLINE OF TRACK TO ANY TEMPORARY MEASURES TO BE INSTALLED BY THE CONTRACTOR. ANY TEMPORARY REDUCTIONS FROM THE EXISTING HORIZONTAL CLEARANCE ARE SUBJECT TO REVIEW BY CSXT, WITH NO GUARANTEE OF APPROVAL.
- J. DEMOLITION DEBRIS SHIELD SHALL BE INSTALLED PRIOR TO THE DEMOLITION OF THE BRIDGE DECK OR OTHER RELEVANT PORTIONS OF THE STRUCTURE. THE DEMOLITION DEBRIS SHIELD SHALL BE ERRECTED FROM THE UNDERSIDE OF THE BRIDGE OVER THE TRACK AREA TO CATCH ALL FALLING DEBRIS.
- K. MEANS AND METHODS FOR ALL UNDER DECK REPAIR WORK BY THE CONTRACTOR MUST BE REVIEWED AND APPROVED BY CSXT, PRIOR TO THE CONTRACTOR STARTING UNDER DECK REPAIR.
- L. SEE SPECIAL PROVISIONS FOR PROTECTION OF RAILROAD INTEREST FOR ADDITIONAL REQUIREMENTS AND MORE INFORMATION.

PROJECT NO. HI-0017
ROBESON COUNTY
BRIDGE NO. : 770452,
770453, 770456 & 770457



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

**NOTES FOR WORKING
OVER CSX
RIGHT OF WAY**

DRAWN BY : A. ABRAHA DATE : 6/2023
CHECKED BY : _____ DATE : _____

DOCUMENT NOT CONSIDERED
FINAL UNLESS ALL
SIGNATURES COMPLETED

REVISIONS						SHEET NO.
NO.	BY:	DATE:	NO.	BY:	DATE:	CSXN
1			3			TOTAL SHEETS
2			4			