

BNSF RAILWAY COMPANY NOTES

REVISIONS		
REV. NO.	DESCRIPTION	DATE

**NOTIFICATION OF WORK:**

The Contractor is required to give the BNSF Railway Company at least 10 working days advance notice, in writing, before any work is started on the site.

To avoid hazards, the BNSF Railway Company may have a representative present, if deemed necessary, for the purpose of inspection and the issuance of any appropriate instructions for railway operations during the construction of bridge and approaches in Mounds, Creek County, as it relates to the BNSF Railway Company's property that intersects the project.

The contractor shall notify:

Walter Lee Miller  
Roadmaster  
BNSF Railway Company  
1200 Frisco Road  
Sherman, Texas 75090  
Phone: 817-352-2548  
Email: Walter.Miller2@BNSF.com

Ms. Kamie Young  
Public Projects Manager  
BNSF Railway Company  
4515 Kansas Avenue  
Kansas City, Kansas 66106  
Phone: 913-551-4484  
Email: Kamalah.Young@BNSF.com

**PROTECTION OF RAILROAD UNDER BRIDGE:**

The Contractor shall be responsible for protecting the railroad track bed during all construction operations. Prior to any work being started, a proposed method of preventing debris from falling on the railroad track bed shall be submitted to the railroad representative for his approval. Allow four weeks for BNSF Railway Company to review.

The Contractor shall not be permitted to leave any worker scaffolding in place in working position. At the end of each workday, the scaffolding shall be removed and set a safe distance away from any operating railway line. Scaffolding shall at all times maintain the minimum clearance as shown on the "Falsework Diagram" on the plans (GP&E 2.2).

**FLAGGING AND INSURANCE:**

Flagging and Insurance shall be provided as specified in Section 107 of the Standard Specifications and in the Special Provisions for RAILROAD FLAGGING (See Proposal for Special Provisions) and what is stated in the BNSF Railway Company Contractor's General Construction Agreement, Exhibits C and C-1. BNSF Railway Company's chosen flagging contractor RailPros, hereafter referred to as the Flagging Contractor, shall provide flagging for the railway during construction/ demolition operations.

The Contractor is required to reimburse the Flagging Contractor for flagging services provided. The Contractor shall also furnish satisfactory evidence to the State of Oklahoma that he has provided insurance of the kinds and amounts as specified in the Special Provisions for RAILROAD INSURANCE and in the BNSF Railway Contractor's General Construction Agreement, Exhibits C and C-1.

The Contractor will be required to enter into a Contractor's General Construction Agreement (Exhibits C and C-1) with the BNSF Railway Company before they will be allowed on the railroad's right-of-way.

**PRE-WORK MEETING:**

Prior to working on the BNSF Railway Company's right-of-way or in the vicinity of their tracks, you MUST contact the local roadmaster for the BNSF Railway Company to coordinate your work. It is vital that you have contact with the BNSF Railway Company Roadmaster prior to getting on the railroad's property.

If the contractor sees the need for a temporary haul road across the BNSF track, the contractor will need to fill out the BNSF application/permit for the temporary haul road crossing and submit to the BNSF. This process could take 70 days or more before a permit is issued. There is also a fee associated with the permit and the railroad material cost. All cost and responsibilities for the temporary haul road will be borne by the contractor. BNSF temporary haul road documents are in the contract for the project.

**COORDINATION WITH RAILROAD**

The contractor shall conduct construction operations in a manner which will not delay or interfere with train operations. Construction activity within 25 (twenty-five) feet of active tracks will require a flagman to be provided by the Flagging Contractor at the contractor's expense.

The contractor shall give notice to the BNSF Railway Company Roadmaster and the Flagging Contractor, a minimum of 30 (thirty) calendar days in advance of when flagging is required.

Special permission must be obtained from the BNSF Railway Company before moving any equipment or other object which could make the track impassable if it fell within the area shown on the construction clearance diagram.

Railroad flaggers, protective services, and protective devices will be required, but not limited to, events when:

- The contractor work activities are within 25 (twenty-five) feet of the track, measured from the track centerline.
- Activities are over or under the track.
- Cranes or similar equipment will be positioned where they could foul the track if they tipped over or experienced some other catastrophic event.
- In the opinion of the BNSF Railway Company Representative:
  - 1) It is necessary to safeguard the BNSF Railway Company property, employees, trains, engines, and facilities.
  - 2) When any excavation is performed below the bottom of the elevations and track or other BNSF Railway Company facilities may be subject to movement or settlement.
  - 3) When work in any way interferes with safe operation of trains and timetable speeds.
  - 4) When any hazard is presented to railroad track, signals, communications, electrical, or other facilities either due to person, material, equipment, or blasting in the area.

**CONSTRUCTION NOTES**

- 1) Any shoring system that impacts the Railroad's operation and/or supports the Railroad's embankment shall be designed and constructed per Railroad Guidelines for Temporary Shoring.
- 2) All demolition within the Railroad's right-of-way and/or demolition that may impact the Railroad's tracks or operations shall comply with the Railroad's Demolition requirements.
- 3) Erection over the Railroad's track shall be planned such that it enables the track(s) to remain open to traffic per Railroad's requirements.
- 4) The elevation of the existing top-of-rail profile shall be verified before beginning construction. All discrepancies shall be brought to the attention of the Railroad prior to construction.
- 5) The proposed grade separation project shall not change the quantity and/or characteristics of the flow in the Railroad ditches and/or drainage structures.
- 6) The contractor must submit a proposed method of erosion and sediment control and have the method approved by the Railroad prior to beginning any grading on the project sites.
- 7) Temporary Construction Clearances, including falsework clearances shall comply with the 'Falsework Clearance' diagram.
- 8) All permanent clearances shall be verified before project closeout.

**DEMOLITION OF STRUCTURES OVER RAILROAD:**

All demolition plans for removal of structures over railroad lines shall be reviewed and approved by the BNSF Railway Company before any removal may begin. The contractor shall allow a minimum of four weeks for review by the BNSF Railway Company.

Demolition of structures will be performed in accordance with the Railway's "Guidelines for Preparation of Bridge Demolition and Removal Plan over the BNSF Railway."

**EROSION CONTROL AND DRAINAGE**

The contractor will install, maintain, and remove all erosion control measures deemed necessary within the railroad right of way. The contractor will maintain the railroad drainage at all times when working within the railroad right of way.

**RAIL TRAFFIC**

The BNSF Railway Company has 16 trains per day at 49 mph on the Creek Subdivision. AARDOT 671 798N. Rail traffic is for informational purposes only. Actual rail traffic may vary.

US 75A OVER BNSF RR BRIDGE 'A'	CREEK COUNTY	Design	N/A	N/A
<b>GENERAL NOTES (RAILROAD)</b>		Detail	RWM	3/16
		Check	KMS	3/16
		Squad:	MAYFIELD	
		Eng.	ELYAZGI	
<b>STATE OF OKLAHOMA</b>	<b>DEPARTMENT OF TRANSPORTATION</b>	STATE JOB NO.	27075(04)	SHEET NO. 08