

**BNSF RAILWAY CO. NOTES:**

OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	JOB PIECE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
6	OKLA.	29773(04)			
DESCRIPTION					DATE
REVISIONS					

**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 bridge rehabilitation on portion of Gilcrease Expressway ramp in Tulsa County as it relates to the BNSF Railway Company's property. (AARDOT 669 491C, Milepost 429.15)

The Contractor Shall notify:

Walter Lee Miller  
BNSF Roadmaster  
BNSF Railway Company  
1200 Frisco Road  
Sherman, TX 75090  
Phone: 806-672-4561  
Email: walter.miller2@bnsf.com

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

**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, at their discretion, shall provide flagging for the railway during construction operations.

The Contractor is required to reimburse BNSF Railway Company for flagging services provided.

The Contractor shall also furnish satisfactory evidence to the State of Oklahoma that they have 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 railroads 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.

**COORDINATION WITH RAILROADS:**

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 BNSF Railway Company at the contractor's expense.

The contractor shall give written notice to the BNSF Railway Company Roadmaster, 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's 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 the 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.

**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 from any operating railway line. Scaffolding shall at all times maintain the minimum clearance as shown on the "Falsework Diagram" on the plans.

**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 "INSTRUCTIONS FOR PREPARATION OF DEMOLITION PLANS FOR STRUCTURES OVER THE BNSF RAILROAD."

**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 10 trains per day at 25 MPH, on the Creek Subdivision. Rail traffic is for information purposes only. Actual rail traffic may vary.

**BNSF FALSEWORK CLEARANCE DIAGRAM:**

Clearance of Falsework required by railroad for operation during construction.

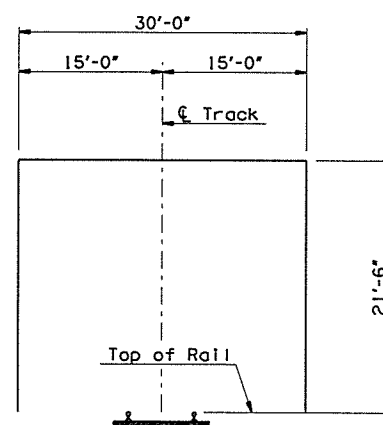
On Curves, add 1/2 inches per degree of track curvature to the horizontal clearance distance.

Horizontal dimensions shown are measured at right angles to the C of R.R. track.

Vertical dimension shown is perpendicular to plane of top of rails.

No construction activities or other obstructions can occur, or be placed within these clearance limits without preapproval or the BNSF Railway Company permission.

Clearances shown are a minimum. Deflections of falsework/scaffolding shall be included in clearance calculations. No material, form work, scaffolding, or other physical obstructions may be left in place within the clearance zone shown.



GILCREASE EXPRESSWAY RAMP OVER COUNTY ROAD & BNSF RR BRIDGE "A"		TULSA COUNTY	DESIGN	JTR	4/6
SUMMARY OF PAY QUANTITIES AND NOTES (BRIDGE) (SHEET 3 OF 4)			DETAIL	JTR	4/6
			CHECK	BRT	5/16
		<b>GARVER</b>			
STATE OF OKLAHOMA	DEPARTMENT OF TRANSPORTATION				
	JOB PIECE NO. 29773(04)	SHEET NO. 5			