



**SPECIAL PROVISIONS
FOR
WORK ON RAILROAD RIGHT-OF-WAY
(IOWA INTERSTATE RAILROAD) – Permit No. 22-0083-CB358.04**

**Polk County
BRM-1945(869)--8N-77**

**Effective Date
January 22, 2025**

THE STANDARD SPECIFICATIONS, SERIES 2023, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE SPECIAL PROVISIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

A. DEFINITIONS.

RAILROAD Any references to Railroad in this specification refers to Iowa Interstate Railroad, LLC., its successors, and assigns, and agents.

RAILROADS' Representative In this specification, references to the Railroad's Representative is intended to mean the following: Railroad's Assistant Chief Engineer – Engineering Services or authorized representative. Refer to Section A.

B. PERMITS.

Contractor shall, before entering upon Railroad's property for performance of work secure permission from Railroad's Representative for occupancy and use of Railroad's property and shall confer with Railroad relative to requirements for railroad clearances, operation, and general safety regulations.

Contractor shall provide the Contracting Authority and Railroad with proposed construction schedule outlining the timing of activities that will need track protection services, as determined by the Railroad.

Contractor shall conduct work in a manner satisfactory to Railroad's Representative and shall not damage Railroad property or interfere with their operations.

Railroad's Representative will at all times have jurisdiction over the safety of Railroad operations, and the decision of Railroad's Representative as to procedures which may affect safety of Railroad operations shall be final, and Contractor shall be governed by such decision.

Should damage occur to Railroad property as a result of Contractor's operations, and Railroad deems it necessary to repair such damage or to perform work for protection of its property, the required materials, labor, and equipment shall be furnished by Railroad, and Contractor shall reimburse Railroad for costs so incurred as defined in Section E. Railroad Reimbursements.

Contractor shall contact Railroad at least 72 hours prior to access on Railroad property. Contractor shall contact Greg Mitchell as noted below.

Greg D. Mitchell, PE (IA)
Chief Engineer- Structures and Projects
Iowa Interstate Railroad, LLC.
203 2nd Street SE, Suite 500
Cedar Rapids, Iowa 52401-1405
Phone: 319-298-5424
gdmitchell@iaisrr.com

C. TEMPORARY GRADE CROSSINGS.

If Contractor requires construction of a temporary grade crossing across Railroad's track(s) for use during performance of the contract, Contractor shall make necessary arrangements with Railroad for construction, protection, and later removal of such temporary grade crossing. Costs of such temporary grade crossing construction, protection, maintenance, and later removal shall be reimbursed to Railroad on the basis of Railroad's bills, to be rendered monthly.

Contractor shall not cross Railroad's property or track(s) with vehicles or equipment of any kind or character except at such temporary grade crossing as may be constructed as outlined herein, or at an existing and open public grade crossing

D. CONTRACTOR SAFETY ORIENTATION

No employee of the Contractor, its subcontractors, agents or invitees that is working on the project may enter Railroad property without first having successfully passed an annual Railroad approved safety course. Proof of passing said course shall be in the employee's possession at all times when on Railroad property. Cost for the required training will be borne by Contractor. Information on approved safety courses can be obtained from Railroad's authorized representative.

E. RAILROAD TRACK PROTECTION SERVICES.

Track protection services required by Railroad will be provided by the Railroad and the cost shall be reimbursed to Railroad on the basis of Railroad's bills, to be rendered monthly. Requirements of the Railroad are as follows:

Track protection services will be required during: excavation, placing, and removal of cofferdams or sheeting; driving of foundation piling and placing of the concrete footings for piers adjacent to track(s); construction and removal of falsework, bracing, or forms over or adjacent to track(s); construction or equipment across the track; setting or placing of beams or girders in span(s) over any track(s); any construction operations involving direct interference with Railroad's track(s) or traffic, fouling of Railroad operating clearances or reasonable probability of accidental hazard to railroad traffic; or whenever workers or equipment will be working within 25 feet of the centerline of any live track. If an existing bridge or other structure is to be removed, services of at least one and possibly two watchmen or flagmen will be required during removal of that portion of existing structure immediately over or adjacent to any track. Track protection services will also be furnished whenever, in the opinion of the Railroad, such protection is needed.

In order that the Railroad may be prepared to furnish protective services, Contractor shall notify Railroad at least 72 hours in advance of when protective services will be needed. Services are subject to availability of Railroad personnel.

Any time track protection services are not being provided, Contractor must provide and maintain an effective physical barrier at a distance of 25 feet from track centerline to prevent unauthorized trespassing. Physical barrier must be posted with a sign stating "CAUTION, LIVE TRACK, TRACK PROTECTION NEEDED BEYOND THIS POINT". Typical barriers included concrete "J" barriers or safety fencing. Other barriers may be used to accommodate varying construction sites with approval of Railroad.

Railroad will notify the Contracting Authority and Contractor when non-compliance is reported by Railroad train crews or other Railroad employees. Contractor work performed without proper track protection services, when such protection is required, will be subject to a \$5,000.00 per day price adjustment to Contractor, and may result in the removal of Contractor by Railroad or the Contracting Authority from the project.

F. RAILROAD REIMBURSEMENT.

Rates of pay for Railroad employees will be the prevailing Railroad hourly wage for an 8 hour day for the class of employee(s) involved during the regularly assigned hours, overtime in accordance with any Labor Agreements and Schedules and Railroad's standard additives, all as in effect at the time the work is performed.

Railroad current Track Protection Services rates are \$140 per hour straight time and \$210 per hour overtime per Railroad Track Protective. A regular workday is 7:00 am to 3:00 pm unless otherwise arranged. Weekends and holidays are considered overtime. There is a minimum eight-hour charge per day, except when previously agreed upon by the parties.

Wage rates are subject to change, at any time, by law or by agreement between Railroad and employees, and may be retroactive as a result of negotiations or a ruling of an authorized Governmental Agency. If wage rates are changed, the Contractor shall pay on the basis of the new rates.

Contractor shall reimburse, monthly, the Railroad for costs of all services performed by Railroad for the Contractor, and furnish the Contracting Authority written evidence that Railroad has acknowledged receipt of same before final payment will be made for the project.

G. SAFETY OF OPERATIONS.

If the work is applicable for the project, during construction of footings or piers or other supports or structures adjacent to any track of the Railroad, Contractor shall make adequate provision against sliding, shifting, sinking, or in any way disturbing railroad embankment and track(s) adjacent to said piers, supports, or structures due to said construction operations, by driving temporary sheeting in a manner satisfactory to both the Contracting Authority and Railroad.

Before commencing repair work on any pier or structure adjacent to any track or for any work within 25 feet of the tracks, Contractor shall notify the Railroad's Representative in writing no less than ten working days in advance of the proposed time of the beginning of the repair work of the piers, supports, or structures adjacent to, or over the track(s).

Railroad shall determine if a track shield is required for repair work. If required, Railroad will determine the appropriate shielding to be provided by the Contractor in coordination with track protection services, as outlined in Section D. Contractor will immediately inform the Contracting Authority.

H. TEMPORARY CLEARANCES.

The following temporary clearances are the minimum which shall be maintained at all times during construction operations:

Vertical:	23 feet above top of highest rail
Horizontal:	15.0 feet from centerline of nearest track, measured at right angles thereto

If lesser clearances than the above are required for any part of the work, Contractor shall secure written authorization from Railroad's Representative for such lesser clearances in advance of the start of work of that portion of the project along, on, over, or across the property or track(s) of the Railroad.

Contractor shall not store any materials, supplies or equipment closer than 25.0 feet from centerline of any Railroad track, measured at right angles thereto.

I. FINAL CLEANUP.

Contractor shall, upon completion of the work, remove from within the limits of the property of the Railroad, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings of said Contractor; remove the approaches to any temporary grade crossing(s) constructed for Contractor's use, restoring same as nearly as practicable to conform to adjoining terrain; remove any accumulated silt in Railroad's side ditches, restoring proper flow thereto, employ erosion control measures as appropriate to prevent further siltation until ground cover is reestablished; and in all other respects leave said property in a neat condition satisfactory to Railroad's Representative.

Railroad reserves the right to perform site restoration. Cost for restoration work performed by the Railroad will be by force account and reimbursed by the Contractor. Estimate for said work will be provided to Contractor and the Contracting Authority for review and concurrence before work is performed.

J. RESPONSIBILITY OF SUPERVISION.

Nothing in this specification shall be construed to place any responsibility on Railroad for quality or conduct of the work performed by the Contractor hereunder. Any approval given or supervision exercised by Railroad hereunder, or failure of Railroad to object to any work done, material used, or method of operation shall not be construed to relieve Contractor of any obligations pursuant hereto or under the agreement this specification is appended to.

K. LIABILITY AND PROPERTY DAMAGE INSURANCE FOR WORK WHOLLY OR PARTLY WITHIN RAILROAD RIGHT-OF-WAY.

Before the contract is awarded, Contractor shall submit to the Department a certificate of insurance evidencing the coverage. The certificate shall identify the insurance company firm name and address, Contractor firm name, policy period, type of policy, limits of coverage, and scope of work covered (including project number). Policies shall provide no less than 30 calendar days prior written notice to Contracting Authority and Railroad of cancellation or material change in policies. Following award of the Contract, the Contractor shall submit a certificate of insurance evidencing the foregoing coverage to the Railroad and Contracting Authority (if other than the Department), and a certified, true, and complete copy of policy or policies to the Contracting Authority and Railroad. Upon request from either the Contracting Authority or Railroad, a certified duplicate original of any required certificate or policy shall be furnished at no cost to the Contracting Authority or Railroad. The Contractor shall not begin work upon or over Railroad's ROW until the Railroad has notified the Contracting Authority that such insurance provisions are in accordance with the contract documents. The insurance shall be kept in full force and effect during the performance of work and thereafter until the Contractor removes all tools, equipment, and material from Railroad's property and cleans the premises in a manner reasonably satisfactory to the Railroad.

In addition to the insurance requirements of the Standard Specifications, the Contractor shall carry insurance of the following kinds and amounts.

1. Insurance Required of Contractor.

- a. Statutory Workers Compensation and Employer's Liability Insurance.
- b. Automobile Liability in an amount not less than \$2,000,000 combined single limit.
- c. Comprehensive General Liability Occurrence Form in an amount not less than \$4,000,000 per occurrence. In the event the policy is Claims Made Policy, coverage shall include an aggregate of \$8,000,000. The Policy shall name Railroad as additional insured and shall not contain any exclusions related to:
 - i. Doing business on, near, or adjacent to railroad facilities.
 - ii. Loss or damage resulting from surface, subsurface pollution contamination or seepage, or handling, treatment, disposal, or dumping of waste materials or substances.

The above policies shall contain a waiver of the right of subrogation

d. An Occurrence Form Railroad Protective Policy with limits of not less than \$5,000,000 per occurrence for Bodily Injury Liability. Property Damage Liability and Physical Damage to Property, with \$10,000,000 aggregate for the term of the policy with respect of Bodily Injury, Liability, Property Damage Liability and Physical Damage to Property. The policy shall name: Railroad.

Contractor shall use the website listed below to acquire Railroad train movement information for the purpose of obtaining Railroad Protective Liability Insurance:

<http://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx>

The US DOT Crossing Inventory Number will be located in the project plans. Zero trains per day will be displayed on the crossing inventory report for locations with grade separated crossings or at-grade crossings when there is less than one train per day. In these situations generating a map to find alternative crossing locations may be used to provide the number of trains per day and speed nearest the project location.

It is understood and agreed that the foregoing insurance coverage is not intended to, and shall not relieve the Contractor from or serve to limit Contractor's liability or indemnity obligations under the provisions herein.

It is further understood and agreed that, so long as the Contract remains in force, the Railroad may from time to time revise the amount or form of insurance coverage provided as circumstances or changing economic conditions may require. The Railroad will give the Contractor written notice of any such requested change at least 30 calendar days prior to the date of expiration of the then existing policy or policies, and the Contractor agrees to, and shall, thereupon provide the Contracting Authority with such revised policy or policies therefore.

2. Insurance required of Subcontractor

If the Contractor chooses to hire a different company for performance of the work, before commencing work, the Contractor shall provide proof to the Contracting Authority and Railroad that all companies performing work under Contractor's supervision have provided insurance as required above or are covered under Contractor's Insurance.

L. INDEMNITY

Contractor shall indemnify, defend, and hold harmless the Railroad from any and all claims, demands, lawsuits, or liability for all losses, fines, damages, injuries, and deaths to persons or property (real or personal property) and all expenses and costs, including attorney fees, costs of litigation, and all other defense costs, resulting from or arising from the activities of the contractor(s) or any agents in the performance of the construction, repair, or maintenance work on said highway bridge. Notwithstanding the foregoing, nothing herein contained is to be deemed or construed as indemnification against the negligence of the Railroad and their officers, employees, or agents

M. MECHANICS' LIENS.

The Contractor shall not permit or suffer any mechanic's or material supplier's liens of any kind or nature to be enforced against any property of Railroad for any work performed. The Contractor shall indemnify and hold harmless Railroad from and against any liens, claims, demands, costs, or expenses of whatsoever nature in any way connected with or growing out of such work done, labor performed, or materials furnished.

N. METHOD OF MEASUREMENT AND BASIS OF PAYMENT.

Railroad Protective Liability Insurance for Iowa Interstate Railroad LLC will be paid for as a Lump Sum bid item. This payment shall be full compensation for complying with this specification. The Contractor will be paid the Lump Sum bid item price within 30 calendar days after receipt of a signed contract, provided that all necessary certificates of insurance have been submitted to the Department per Article SP-231044, K.