



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
www.transportation.ky.gov/

Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

June 16, 2021

CALL NO. 330
CONTRACT ID NO. 212950
ADDENDUM # 1

Subject: Estill County, FE02 033 0052 B00016N 07.47
Letting June 25, 2021

(1) Added - Special Notes - Pages 69(a)-69(b) of 103

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

Rachel Mills,

A handwritten signature in black ink that reads "Rachel Mills".

Rachel Mills, P.E.
Director
Division of Construction Procurement

RM:mr
Enclosures

Special Notes for Protection of Railroad Interest

1. In addition to the Special Notes for Protection of Railroad Interest for CSX Transportation, Inc., the Contractor shall perform work in accordance with the railroad requirements as shown below when operating on or above the railroad right-of-way.
2. The Contractor will provide the necessary protection to keep all debris generated by the rehabilitation work, including but not limited to pressure washing, chipping, scraping, brushing and cleaning operations, and shall be contained, collected and properly disposed of by the Project Sponsor or its Contractor. The Project Sponsor and its Contractor agree to fully comply with all federal, state, and local environmental laws, regulations, statutes and ordinances at all times.
3. If Contractor has the potential to penetrate the deck in the railroad span during rehabilitation work, then Contractor will be required to install falsework/demo shield protection directly over the work area in the CSXT Railroad span. The falsework/demo shield protection will be installed prior to the deck being penetrated and will stay in place for the duration of the construction activities. The falsework/demo shield shall be designed and constructed in accordance to CSX's Construction Submission Criteria. In addition, filter fabric protection will be required to protect the track and ballast directly under the falsework/demo shield protection. Refer to The Special Notes for Protection of Railroad Interest, Section V. Construction Procedures; for demolition plan submittal and notifications procedures to satisfy CSX requirements.
4. Contractor will be required to construct a containment system for any cleaning (i.e. sand blasting) or painting (i.e. spraying) activities on or over the railroad right-of-way. The containment system must meet the criteria for SSPC Guide 6 – Containment Classification Class 2A for cleaning and painting of structural steel bridges. Contractor shall submit to the railroad, for review and approval, a detailed Containment System, with detailed calculations, signed and sealed by a licensed Kentucky Professional Engineer. The Contractor will provide the necessary apparatus' to keep all debris from the cleaning and painting operation off the railroad.
5. If any part of the structure, over the railroad right-of-way, is jacked to replace or repair the bearing supports, then the Contractor will be required to submit a Jack & Support plan to the railroad, for review and approval. The Jack and Support plan, shall be signed and sealed by a licensed Kentucky Professional Engineer.
6. Temporary construction Clearance - Ensure all falsework, bracing or forms have a minimum horizontal clearance of 12 feet measured perpendicular to the centerline of the nearest track and a minimum clearance of 20 feet measured vertically from the top of rail.
7. Means and Methods – The Contractor shall develop a detailed submission indicating the progression of work with specific times when tasks will be performed for work activities that are on or in the vicinity of the CSXT property. This submission may require a walkthrough at which time CSXT and/or the Representative will be present. Work will not be permitted to commence until the Contractor has provided CSXT with a satisfactory plan that the project will be undertaken without scheduling, performance or safety related issues. Provide a listing of the anticipated equipment to be used, the location of all equipment to be used and ensure a contingency plan of action is in place should a primary piece of equipment malfunction. All work in the vicinity of CSXT property that has the potential of affecting CSXT train operations must be submitted and approved by CSXT prior to work being performed. This submission will

also include a detailed narrative discussing the coordination of project safety issues between Contractor, CSXT and the Representative. The narrative shall address project level coordination and day to day, specific work operations including equipment operations, erection plans and temporary works.