



PO Box 508
Barton, VT 05822
Phone: (802)525-9506
Fax: (802)525-4616
www.jpsicard.com

Submittal Data Sheet

Submittal #: 4

Submission #: 1

Date: 4/22/2016

Project Name: Irasburg IM Deck (46)

Owner: Vermont Agency of Transportation

Engineer: VTrans

Contractor: J.P. Sicard, Inc.

Item Number: Special Provision 900.650 (Maintenance of Railroad Traffic)

Supplier: J.P. Sicard, Inc.

Description of Item: Proposed Methods for Protecting RR Traffic & Description of Construction Methods

Substitution: NO

Engineers Review Comments:

Submitted By: Brad Drake
Title: Project Manager
Company: JP Sicard, Inc.



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April 22, 2015

Seth Hisman
Resident Engineer
VTrans Construction Section

RE: Irasburg IM Deck (46) – 900.650 Maintenance of Railroad Traffic Submittals (a) & (b):
*Maintenance of Railroad Traffic & Description of Construction Methods for Work to
be Performed over, under, within, or adjacent to the RR ROW*

Proposed Methods for Protecting Railroad Traffic & Description of the Construction Methods for RR ROW Work

Railroad traffic shall be maintained at all times with safety and continuity and J.P. Sicard, Inc (JPS) shall conduct all operations on or over the railroad right-of-way fully within the rules, regulations and requirements of the Agency and the Railroad. Maintaining railroad traffic and coordinating with the Agency and the Railroad on all construction operations to be performed will be in accordance with the contract documents and as directed by the engineer. JPS will plan, coordinate and organize the protection of railroad traffic. JPS will obtain verification of the time and schedule of track occupancy from the railroad before proceeding with any construction work over, under within or adjacent to the railroad right-of-way.

JPS will use the railroad train operation schedule and communicate with a railroad representative daily so the railroad is up to date on the daily activities throughout the project. JPS will notify the railroad and receive a permit from the railroad in advance of starting work and/or locating equipment on the railroad right-of-way and leasehold. This will include obtaining the railroad traffic schedule and the scheduling of railroad flaggers or to provide inspection or other protective services as necessary for the protection of railway traffic and property. The character and extent of these services shall be as determined by the railroad as the work progresses and JPS will consult with the railroad to determine the type of protection required to ensure safety and continuity of railroad traffic.

JPS will perform work in such a manner that the tracks, traffic and appurtenances of the railroad will be safeguarded throughout the project. JPS will ascertain and comply with the requirements of the railroad relative to the project work on or adjacent to railroad premises. All existing signs, markers and other informational or operational indicators associated with the operations of the Railroad that are removed or damaged by JPS in the performance of project work shall be preserved, reinstalled or replaced as soon as possible. Reinstallation shall precede any train operation at the same locations as they are removed.

J.P Sicard construction equipment will be in good working condition so as to prevent failure that would cause delays to the operation of trains or damage to railroad facilities. J.P. Sicard maintains equipment maintenance logs. These logs will be up to date when equipment arrives to the site. These logs will be updated at the beginning and end of each day that the equipment is used. No equipment or materials will be used or placed as to foul the railroad track without permission from the railroad during nonexclusive access to the ROW. No equipment that cannot be moved by hand will be moved into the foul space within 30 minutes of a train approaching the site. The site Superintendent will inspect the location of equipment before trains enter the work area.

Materials and equipment bellowing to JPS shall not be stored adjacent to tracks without obtaining permission from the Railroad. JPS shall keep the tracks adjacent to the site clear of all refuse and debris and shall leave the property in the condition existing before the start of construction operations.



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In the construction of staging, falsework or forms, JPS shall maintain a minimum vertical clearance of twenty-two vertical feet above the top of the high rail and a minimum side clearance of twenty-five feet from the centerline of track during the approach or passing of a train. If possible JPS will suspend construction of staging, falsework or forms during the passing of all trains.

JPS will ensure the application and installation of proper shielding to negate any falling debris or materials when conducting forming, striping, bracing or demolition activities. Proper handling will take place of any bracing, forming or shielding materials when elevated and during installation. Materials used for shielding shall be of quality and shape to withstand forces and weights which they may be subjected to during the project.

JPS shall handle all equipment and materials so that no part of any equipment should foul an operated track or wire line without the permission of the Railroad. JPS operations taking place above the foul zone will be conducted to minimize any possible damage to the track and associated hardware or indicators. Machinery used to transport personnel or materials under the bridge deck or over the railroad shall be in well maintained and good working condition. All necessary tie-offs and fall-protection will be utilized under and following all applicable OSHA, VOSHA, Federal and State regulations and guidelines.