



**CUY-90-14.90**

**PID 77332/85531**

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**APPENDIX RR-01**

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**CSX Railroad Agreement  
(Reference Document)**

State of Ohio  
Department of Transportation  
Jolene M. Molitoris, Director

**Innerbelt Bridge  
Construction Contract Group 1 (CCG1)**

IN THE MATTER OF THE DESIGN AND  
CONSTRUCTION OF A NEW GRADE  
SEPARATION STRUCTURE CARRYING  
INTERSTATE ROUTE 90 OVER THE  
TRACKS OF CSX TRANSPORTATION, INC.  
IN THE CITY OF CLEVELAND, CUYAHOGA  
COUNTY, OHIO.

**AGREEMENT NO.: 23204**

**PID: 77332**  
**(Preliminary Design/ROW)**  
**PID 85531**  
**(Final Design/Construction)**

***AGREEMENT***

THIS AGREEMENT, made this 14<sup>th</sup> day of December, 2009 between the **State of Ohio**, acting by and through the Director of Transportation of the State of Ohio, as First Party, hereinafter referred to as the STATE, and **CSX Transportation, Inc.**, as the Second Party, hereinafter referred to as the COMPANY.

**WITNESSETH:**

**WHEREAS**, Interstate Route 90 crosses over the COMPANY's tracks by an existing grade separation structure, and the STATE has determined that a new grade separation structure needs to be constructed to the north of and adjacent to the existing structure to handle increased vehicular traffic, and

**WHEREAS**, the STATE proposes to utilize a Design-Build contractor to design and construct a new grade separation structure to carry the westbound lanes of Interstate Route 90 over the tracks of the COMPANY at milepost BJB-74.02 in the City of Cleveland, Cuyahoga County, Ohio, and

**WHEREAS**, said work requires the design and construction of a new grade separation structure that separates the grade of the track of the COMPANY and the highway at the point hereinbefore mentioned. Said design and the resulting structure and necessary approaches thereto are hereinafter referred to as the PROJECT; and

**WHEREAS**, no existing COMPANY grade crossing will be eliminated as a result of the proposed construction; and

**WHEREAS**, under such conditions, Chapter 5523 of the Revised Code of Ohio and other grade crossing elimination laws of the State of Ohio do not apply to the PROJECT herein considered; and

**WHEREAS**, the Director of Transportation of the State of Ohio is empowered generally by Chapter 5501 of the Revised Code of Ohio to carry forward highway improvements of the type herein contemplated; and

**WHEREAS**, the Federal-Aid Highway Act of 1956, as amended, and Section 5531.03 of the Revised Code of Ohio have become effective, providing funds for the construction costs of projects such as is contemplated herein; and

**WHEREAS**, it is desired by the parties hereto to carry out and accomplish the design and construction of the PROJECT over the tracks of the COMPANY at the point hereinbefore mentioned and to determine and agree upon the manner of doing said work and the portion of said work to be done by each of said parties respectively, and the proportion of costs and expenses to be paid by each of said parties, and the mode and time of payment therefore.

**NOW THEREFORE**, for and in consideration of the mutual covenants hereinafter stipulated to be kept and performed, it is agreed between the parties as follows:

### **SECTION 1**

The plans of the STATE for the said improvement are anticipated to be identified by title as follows:

"State of Ohio, Department of Transportation, CUY-90-14.90 (Design-Build Westbound bridge), City of Cleveland, Cuyahoga County, Ohio".

In order for this agreement to remain in force and effect, future plans shall meet the approval of the parties hereto, and upon such approval shall become a part of this agreement by reference.

### **SECTION 2**

The work to be done under this agreement and to be shown on future plans, which will be attached hereto by future Addendum and incorporated herein as if fully rewritten described under SECTION 1 of this agreement, consists of the design and construction of a new grade separation structure carrying the westbound lanes of Interstate Route 90 over the tracks of the COMPANY and the necessary approaches thereto.

Said work for the new grade separation structure is anticipated to consist of installation of new underground piles; construction of new concrete substructure; new concrete piers and concrete or steel superstructure.

### **SECTION 3**

Responsibility for the several necessary items of work shall be as follows:

- a. The following items shall be let in contract by the STATE after competitive procurement as provided by law, at PROJECT expense, subject to the provisions of this agreement:
  1. Procurement of a Design-Build contractor to complete the design and construction of a new proposed grade separation structure.
  2. Acquisition and payment for all necessary temporary and permanent Right-of-Way.

3. Said Design-Build contractor will complete remaining design phases of the project, including but not limited to, overall substructure and superstructure design; coordination of necessary utility and railroad interface, and construction of the new proposed grade separation structure, including all grading, substructures, superstructure, roadway deck and lighting fixtures, drainage structures, approaches and all other elements deemed necessary for completion of the PROJECT.
- b. The following items shall be done or caused to be done by the COMPANY with its own forces, at PROJECT expense, subject to the provisions of this agreement.
1. Changes in communication and signal lines, interlocking and signal apparatus
  2. Provision of flagmen, watchmen and other protective services and devices to promote safety and insure continuity of train operations as may be necessary in connection with the work performed by the COMPANY's forces, or by that of the STATE's Design-Build contractor.
  3. Timely coordination and cooperation with the STATE's Design-Build contractor throughout the design and construction of the project, including reviewing and returning engineering comments within thirty (30) days from date of receipt at the office of COMPANY's designated representative to time of response back to the Design-Build contractor.

#### **SECTION 4**

Any work not specifically provided for in SECTION 3 shall be done by one of the parties hereto as may be mutually agreed upon from time to time during progress of the work, as provided for by the rules and regulations of the Federal Highway Administration as then in effect.

#### **SECTION 5**

All work to be done by the COMPANY under the provisions of this agreement shall be done in accordance with future plans, together with such other plans and specifications, detailed and supplementary thereto, as may be mutually agreed upon and as may be necessary to carry out the work fully in accordance with the intent of this agreement and in accordance with good engineering practice.

The STATE will require its Design-Build contractor to use Railroad protective personnel, services or devices as determined by the COMPANY to protect railroad traffic made necessary or occasioned by his operations, as set forth in special provisions to be approved by the parties hereto, which are more specifically set forth in the Special Clauses, which are included in this agreement by reference.

The COMPANY agrees to furnish the STATE's Design-Build contractor at PROJECT expense, and the STATE shall require its Design-Build contractor to use railroad protective personnel, services and devices, other than engineering personnel, as in the opinion of the COMPANY are required to promote the safety and insure continuity of railroad traffic during construction operations.

The COMPANY agrees to bill the STATE as a part of its regular force account work the actual cost for such protective services and devices, including the actual rate of pay, plus the amount paid for overtime, insurance, railroad retirement, vacation allowance, holidays, health and welfare, transportation, deadhead and turn around time, accounting and billing.

The STATE agrees to reimburse the COMPANY for said protective services and devices as a part of its regular force account work as set forth in this agreement.

## **SECTION 6**

The STATE and the Design-Build contractor shall have general charge of the engineering work on the PROJECT, and the COMPANY shall provide such engineering services as the STATE's Design-Build contractor may require. Nothing herein shall deny the COMPANY the right to place inspectors on work being done on its property or facilities. Preliminary engineering costs incurred by the COMPANY subsequent to February 28, 2006 may be charged against the PROJECT.

Construction engineering and inspection costs incurred by the COMPANY subsequent to the award of the Design-Build contractor by the STATE may be charged against the PROJECT.

## **SECTION 7**

The STATE shall require its Design-Build contractor at all times to use all reasonable care and diligence and to cooperate with the officials of the COMPANY in order to avoid accidents, damage or unnecessary delay to or interference with trains upon the tracks of the COMPANY.

If at any time the STATE's Design-Build contractor requires a temporary crossing over the COMPANY's tracks, the STATE shall require said Design-Build contractor to arrange with the COMPANY for such crossing, and to pay any and all associated costs for said temporary crossing

## **SECTION 8**

It is understood that the construction costs of the PROJECT herein contemplated are to be financed from funds provided by the STATE expended in accordance with Federal regulations, that all plans, specifications, estimates of costs, awards of contracts, acceptance of work and procedure in general will at all times conform to all Federal laws, rules, regulations, orders and approvals applying to a Federal-Aid Project, and the STATE shall reimburse the COMPANY for construction costs and for preliminary and construction engineering costs in accordance with Federal-Aid Policy Guide 140(I) of the Federal Highway Administration or any subsequent amendments thereto, in such amounts and forms as are proper and eligible for payment from Federal-Aid highway funds. The COMPANY shall render its billings to the STATE within 90 days of project completion, in accordance with said rules and regulations, and further agrees to provide and furnish such itemized records of and substantiating data for such costs as may be necessary.

In the event that delays or difficulties arise in securing necessary approvals or in securing necessary rights of way or settling damages or damage claims which, in the opinion of the STATE, render it impracticable to utilize funds from the current appropriation for the construction of the PROJECT, the STATE may serve formal notice of cancellation upon the COMPANY and this agreement shall, with the exception of the obligations set forth in the following sentence, become null and void.

The STATE shall reimburse the COMPANY for all costs and expenses incurred by it at the request of the STATE or the Design-Build contractor, on account of the PROJECT prior to such cancellation, and shall restore the COMPANY's property to the condition existing prior to the initiation of the PROJECT construction.

**SECTION 9**

The COMPANY may bill the STATE monthly or periodically for its force account when costs exceed \$1,000. Progressive invoices may be submitted for work done during the previous month or period showing the portion of estimated cost completed. A final bill covering actual cost of work and showing all details shall be submitted to the STATE within ninety (90) days after completion of said work. The STATE shall pay all bills that have been approved within sixty (60) days after receipt thereof. The STATE may hold a retainer on all bills not to exceed eight percent (8%) until final payment. Final payment for all amounts due the COMPANY shall be paid by the STATE within sixty (60) days after the final audit has been made and approved.

**SECTION 10**

The STATE shall acquire or settle all property, property rights and all damages to property affected by the PROJECT. The cost of said property, property rights and damages to property shall be included as a part of the PROJECT expense.

The COMPANY, insofar as it has the legal right so to do, shall permit the STATE and/or its Design-Build contractor to enter upon lands owned or operated by the COMPANY to construct and occupy said highway facilities across its property with sufficient width to permit construction and maintenance of the PROJECT. The STATE and COMPANY shall enter into good faith negotiations for a price to be consistent with the property interest determined by the Director of Transportation to be needed for the proposed improvement.

However, the price to be paid by the STATE to the COMPANY for said conveyances (representing the fair market value thereof plus damages, if any, to the residue) shall be as mutually agreed upon within nine (9) months from the date of occupancy by the STATE, and if agreement as to price is reached, an additional period of ninety (90) days shall be allowed for settlement, it being agreed however, that if no agreement as to price is reached within the aforesaid nine (9) month period, the STATE will within ninety (90) days thereafter institute an eminent domain proceeding authorized by law for the determination of the value of same. The provisions of this agreement shall survive the institution of such eminent domain proceeding.

The STATE, through the Design-Build contractor, shall furnish the plans and descriptions for any such conveyance. It is understood however, that the foregoing right of entry is a permissive use only, and this Section is not intended to convey or obligate the COMPANY to convey any interest in its land.

In case any action involving said improvement is brought by or against any party hereto, said party shall promptly notify the other parties of the pendency of such action.

**SECTION 11**

Each party hereto waives, but only against the others, any and all damages or right to claim damages to any of its property growing out of or in any way connected with the improvement herein contemplated, except as otherwise provided for in this agreement.

The STATE shall require of its Design-Build contractor a bond, conditioned according to Section 5525.16 of the Revised Code of Ohio, in favor of the STATE, and shall further require its contractor to take out before work is commenced, and keep in effect until work is completed and accepted, a policy of Railroad Protective Liability Insurance from an insurance company authorized to do business in the State of Ohio, to protect the COMPANY against loss or damage to property and injury to or death of persons, and against all claims, demands, expenses, suits or judgments arising because of, or resulting from the operations of the Design-Build contractor, his subcontractor, agents or employees; such policy of insurance shall provide for a single limit in the amount of \$5,000,000.00 per occurrence and subject to that limit, an aggregate in the amount of \$10,000,000.00 for each annual period for all damages arising out of bodily injuries to or death of one or more persons and out of injury to or destruction of property including such property in the care, custody and control of the COMPANY.

Required insurance provisions are specifically set forth in the attached Special Clauses which are included in this agreement by reference.

## **SECTION 12**

The work provided for in this agreement shall be commenced by the parties hereto upon the date on which the COMPANY has been notified by the STATE and/or the Design-Build contractor to proceed or the date on which all funds necessary therefore on the part of the STATE have been properly certified and made available; and it shall be completed within a reasonable time thereafter, or as agreed upon by the parties.

All obligations of the STATE provided for in this agreement which require the expenditure of funds by the STATE shall terminate at the end of the present biennium, being June 30, 2011. If construction covered under said agreement is not complete by June 30, 2011, it is the expressed intention of the parties to renew said obligations for one successive biennium period; with the renewal period beginning July 1, 2011 and ending no later than June 30, 2013; until such time as construction covered under said agreement is complete. Said renewal is conditioned upon the STATE determining future appropriations will permit the STATE to renew said obligations.

All financial obligations of the STATE as provided for in this agreement are subject to the provisions of Section 126.07 of the Ohio Revised Code.

## **SECTION 13**

Upon completion of the PROJECT herein contemplated the STATE shall at its own cost and expense, maintain, repair and renew, or by agreement with others provide for the maintenance, repair and renewal of the bridge structure and surfaces, approach grades and all other highway facilities constructed or changed under the terms of this agreement.

The COMPANY will permit access onto its property to perform said maintenance and shall at its own cost and expense, maintain, repair and renew all of its facilities constructed or changed under the terms of this agreement. The COMPANY will not be vested with any rights of ownership of the bridge structure, and will not have a duty to maintain the bridge structure, and will not, if the structure ceases to be a part of the highway system, have a duty to remove the facility from the COMPANY right of way.

The COMPANY shall have the right to attach to the portion of said structure, where it crosses the property of the COMPANY, such signal, electric and communication wires as may be requisite or useful in the operation of the COMPANY; any such attachments which are not a part of the PROJECT shall be made and maintained by the COMPANY at its own expense. No such attachments shall be made without the approval by the STATE of the COMPANY's detailed plans.

#### **SECTION 14**

This agreement shall be for the benefit of the parties hereto only and no person, firm or corporation shall acquire any rights whatsoever by virtue of this agreement, except the STATE and COMPANY and the successors and assigns of the COMPANY.

#### **SECTION 15**

The Federal Highway Administration's Federal-Aid Policy Guide 646(B) classifies this PROJECT in Classification No. 2 resulting in no ascertainable benefits to the COMPANY. The Parties signatory to this agreement accept this classification as applicable in this instance. The COMPANY's contribution shall be zero dollars.

#### **SECTION 16**

The COMPANY agrees to adhere to the requirements of Ohio Ethics law as provided by Section 102.04 of the Ohio Revised Code. O.R.C. Section 102.04(A) prohibits a state official or employee from receiving compensation, other than from his own agency, for personal services rendered in a case, proceeding application, or other matter before any state agency. O.R.C. Section 102.04(B) prohibits state officials and employees from selling goods or services to state agencies, except by competitive bidding.

It is understood by the parties that non-elected state officials and employees may qualify for an exemption under Section 102.04(D), if (1) the agency with which the official or employee seeks to do business is an agency other than the one with which he serves; and, (2) prior to rendering personal services or selling or agreeing to sell goods or services, the official or employee files an O.R.C. Section 102.04(D) statement with the Ohio Ethics Commission, the agency with which he serves, and the agency with which he seeks to do business. The statement must include a declaration that the non-elected state official or employee disqualifies himself for a period of two years from any participation in his official capacity as a board or commission member in any matter involving any official or employee of the agency with which he seeks to do business.

It is expressly understood and agreed to by the parties that a failure by the COMPANY to file a declaration statement as required under O.R.C. Section 102.04(D), may be considered by the STATE, a breach of material condition of this agreement and the STATE may, if it so elects, void this agreement.

#### **SECTION 17**

In carrying out this contract, the COMPANY shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, national origin, disability, age, or Vietnam-era veteran status. The COMPANY will ensure that applicants are hired and that employees are treated during employment without regard to their race, religion, color, sex, national origin, disability, age, or Vietnam-era veteran status.

Such action shall include, but not be limited to, the following: Employment, Upgrading, Demotion, or Transfer; Recruitment or Recruitment Advertising; Layoff or Termination; Rates of Pay or other forms of Compensation; and Selection for Training including Apprenticeship.

**SECTION 18**

COMPANY agrees to comply with all applicable state and federal laws regarding drug-free workplace. COMPANY shall make a good faith effort to ensure that all COMPANY employees, while working on state property, will not purchase, transfer, use or possess illegal drugs or alcohol or abuse prescription drugs in any way.

**IN WITNESS WHEREOF**, the parties hereunto have caused this agreement to be duly executed in duplicate as of the day and year first above written.

THE STATE OF OHIO

By Jolene M. Molitoris  
Jolene M. Molitoris  
Director

CSX TRANSPORTATION, INC.

By Charles E. Gullakson  
Print Name Charles E. Gullakson  
Assistant Chief Engineer  
Public Projects

CUYAHOGA COUNTY  
CUY-INNERBELT BRIDGE CCG-1, PID 77332

CSX Willow Industrial Track, Cleveland Subdivision, Western Region  
MP BJB-74.02

## SPECIAL CLAUSES

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### CSX TRANSPORTATION

#### I. Overview

The Design-Build consultant will be responsible for all technical coordination and drawing reviews with CSX Transportation, Inc. (CSX), as well as construction and flagman scheduling during subsequent construction phases.

The Railroad's General Engineering Consultant (GEC), representing CSX on technical and construction issues, will require review and approval of preliminary and final drawings of those elements of the project that may impact the Railroad. CSX has agreed to have their GEC provide a thirty (30) day review time from the time documents are received to the time comments and/or approval(s) are issued.

CSX has indicated that the following firm is the designated GEC for this project:

Mr. Larry Shaw, P.E.  
Project Manager  
URS Corporation  
One Indiana Square, Suite 2100  
Indianapolis, IN. 46204  
Phone: 317-532-5481  
Email: [Larry\\_Shaw@urscorp.com](mailto:Larry_Shaw@urscorp.com)

Copies of all correspondence with URS should be copied to ODOT's State Rail Coordinator:

Rich Behrendt  
Program Manager/State Rail Coordinator  
Ohio Dept. of Transportation  
1980 W. Broad St.  
Columbus, OH. 43223  
Phone: 614-387-3097  
Email: [richard.behrendt@dot.state.oh.us](mailto:richard.behrendt@dot.state.oh.us)

Construction around active railroad track, and/or on Railroad Right-of-Way, cannot begin until CSX (and/or their designated General Engineering Consultant) has acknowledged, in writing, approval of the project plans, and a fully executed Standard Railroad Construction Agreement has been executed with the State through ODOT's State Rail Coordinator in Columbus, and necessary insurance coverage for construction activities has been received and acknowledged in writing by CSX.

Preliminary Engineering Agreements have been executed with CSX, with necessary construction Agreements to be handled exclusively by ODOT's State Rail Coordinator in Columbus.

The Design-Build consultant should refer to the following for additional guidance and requirements for designing the new substructure and superstructure alongside and over CSX's track, which are included herein:

- CSX's *Design & Construction Standard Specifications*
- CSX's *Criteria for Overhead Bridges*
- ODOT's *Railroad Coordination Policy and Procedures Manual*

The following are added requirements for the Design/Build consultant and/or construction Contractor when working on or around active CSX railroad tracks, and are complimentary to the above-referenced CSX standards and criteria.

## **II General Requirements:**

The construction contractor agrees:

1. To cooperate at all times with the local officials of the railroad company, field inspectors, or their designees
2. To use all reasonable care and diligence in the work in order to avoid accidents, damage or unnecessary delay to, or interference with the trains and other property of the railroad company.
3. To conduct his work in a manner satisfactory to the Chief Engineer of the railroad company or his authorized representative, to perform his work in such manner and at such time as not to unnecessarily interfere with the movements of trains or railroad traffic, including train, signal, telephone services, or damage to CSXT's property, or to poles, wires, and other facilities of tenants on CSXT's property or right-of-way; and to hold his work at all times open to inspection of railroad company inspectors.
4. That the CSXT Representative shall have final authority in all matters affecting the safe maintenance of CSXT operations and CSXT property, and his or her approval shall be obtained by the State or its' contractor for methods of construction to avoid interference with CSXT operations and CSXT property and all other matters applicable to CSXT contemplated by the Agreement and these Special Clauses.
5. To cooperate with a public utility, railroad or other organizations having occasion to do work on or in connection with the improvement.
6. To avoid unnecessary use of railroad property without written permission of the railroad company and to remove all temporary grade crossings, temporary erosion control measures used to control drainage, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings, and to leave railroad roadbed and property in a condition acceptable to the Chief Engineer of the railroad company upon completion of the project.
7. To execute a bond conditioned according to Section 5525.16 of the Revised Code of Ohio, in favor of the State of Ohio and further to carry insurance of the following kinds and amounts:

a) **Railroad Protective Liability Insurance.**

In addition to the above, he shall furnish evidence to the highway department that, with respect to the operations he or any of his sub-contractors perform, he has provided for and in behalf of CSX Transportation Inc. in the amount of \$5,000,000 per occurrence and subject to that limit per occurrence, an aggregate limit in the amount of \$10,000,000 for each annual period.

The above railroad protective policy of insurance shall conform to the Railroad Liability requirements prescribed by the Federal Highway Administration in Federal-Aid Policy Guide 23 CFR 646A as amended. The insurer must be rated B+ or better by A.M. Best Company, Inc.

The corporate name and address of the "Named Insured" as listed on the policy shall be as follows:

CSX Transportation, Inc.  
500 Water Street, C-907  
Jacksonville, FL 32202

The description of operations must appear on the Declarations, must match the project description in this agreement and must include the appropriate MP and/or OP number as identified at the top of pg. 1

The job location must appear on the Declarations page and must include the city, state and appropriate highway name/number.

The name and address of the prime contractor must appear on the Declarations.

The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."

Endorsements that **must** be included:

- Pollution Exclusion Amendment – CG 28 31 (not required with CG 00 35 01 96 and newer versions)
- Delete Common Policy Conditions – Section E. Premiums

Other endorsements/forms that will be accepted are:

- Broad Form Nuclear Exclusion – Form IL 00 21
- 30-day Advance Notice of Non-renewal or cancellation
- Required State Cancellation Endorsement
- Quick Reference or Index Form CL/IL 240

**Endorsements/forms that are NOT acceptable are:**

- Any Pollution Exclusion Endorsement except CG 28 31
- Any Punitive or Exemplary Damages Exclusion
- Any other endorsement/form not specifically authorized above.
- Any type of deductible policy

**The number of trains operating through the improvement at both locations is estimated to be:**

**0 Passenger trains per day @ \_\_\_ miles per hour.**

**2 Freight trains per day @ 10 miles per hour.**

Additional Terms

1. The construction contractor must submit its original insurance policies and two (2) copies and all notices and correspondence regarding the insurance policies to:

Donna Melton  
CSX Corporation  
500 Water Street – C907  
Jacksonville, FL. 32202  
Phone: 904-359-1247  
FAX: 904-245-2833  
Email: donna\_melton@csx.com

2. The construction contractor may not begin work on the Project until it has received CSXT's written approval of the required insurance policies.

Certificate must be provided which evidences the following coverages and lists the Certificate Holder as:

CSX Transportation, Inc.  
500 Water Street, C-907  
Jacksonville, FL 32202

Commercial General Liability: as required by the Department's Construction and Material Specification, Section 107.12, and lists CSX Transportation, Inc. as additional insured.

Automobile Liability: Limits of minimum of \$1,000,000 per occurrence, and lists CSX Transportation, Inc. as additional insured.

**(b) General Insurance Requirements**

The insurance hereinbefore specified shall be with an acceptable insurance company authorized to do business in the State of Ohio, and shall be taken out before execution of the Contract by the Director and kept in effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by the formal acceptance by the State. Such policies shall include thirty (30) days canceling notice. .

Notwithstanding the Department's Construction and Material Specification No. 107.12 "Evidence" as above set forth shall consist of furnishing the Director of Transportation three (3) certified copies of the railroad policy.

3. To indemnify, defend, and hold CSXT and its affiliates harmless from and against all claims, demands, payments, suits, actions, judgments, settlements, and damages of every nature, degree, and kind (including direct, indirect, consequential, incidental, and punitive damages), for any injury to or death to any person(s) ( including, but not limited to the employees of CSXT, its affiliates, the State or the Contractor), for the loss of or damage to any property whatsoever (including but not limited to property owned by or in the care, custody, or control of CSXT, its affiliates, the State or the Contractor, and environmental damages and any related remediation brought or recovered against CSXT and its affiliates), arising directly or indirectly from the negligence, recklessness or intentional wrongful misconduct of the Contractor, the State, and their respective agents, employees, invitees, contractors, or its contractor's agents, employees or invitees in the performance of work in connection with the project or activities incidental thereto, or from their presence on or about CSXT's property. The foregoing indemnification obligation shall not be limited to the insurance coverage required in paragraph 6 above
4. The Railroad company will assign, at the sole cost and expense of the Department, railroad flaggers or other protective services and devices as necessary to insure the safety and continuity of the work to be performed as a part of this contract. Said services and devices will be provided when necessary, as determined by the railroad company, because of any of the Contractor's operations over, under or adjacent to tracks over which trains are operating. The provision of such protective personnel and devices does not relieve the Contractor from the liability of payment for damage caused by his operations.
5. Such protection will be required when men or equipment are working within clearances limits of 25 feet of a rail or when work being performed adjacent to or over operating tracks may present hazards to tracks, train operation, or when equipment does or may infringe upon such limits.
6. In general, a flagman is necessary in the following circumstances: (1) the driving of sheeting or piles within twenty-five (25) feet of the tracks; (2) the removal or demolition of all or part of an overhead or adjacent structure; (3) the erection of any structural material, or (4) the performance of any other operation that could obstruct or foul (as described above) the tracks or other facilities of CSXT as determined by CSXT.
7. Minimum overhead and lateral clearances as specified by CSXT shall be maintained during the performance of all work. Existing overhead and lateral clearances shall be maintained during construction unless a temporary reduction in clearance for construction purposes is approved, in writing, by CSXT. The contractor shall erect a highly visible construction fence no closer than fifteen (15) feet from the centerline of the track through the work area to insure that the lateral clearance requirement is being met.
8. The Contractor will not be permitted to operate any of his own equipment on railroad tracks except under an acceptable arrangement with the railroad company. Such equipment and the operation of such equipment, or equipment rented from the railroad company, shall be arranged for by the Contractor with the railroad and the cost for its use, including protection or railroad traffic, shall be borne by the Contractor.

9. The Contractor shall notify the following named individual for each railroad company at least 30 days, or as directed by the authorized representative of the Railroad, in advance of starting any work which might require protection:

Mr. Dave Fette, Regional Director R/W Construction  
CSX Transportation, Inc.  
1717 Dixie Highway, Suite 400  
Fort Wright, KY 41011 - 2785  
Telephone: (859) 344- 8137

10. The Contractor shall notify the railroad at least thirty (30) working days in advance of suspending or ceasing operations that require a flagger.
11. Railroad protective personnel assigned to the project will be responsible for notifying the Engineer upon arrival at the job site on the first working day that protective services begin and on the last day that he performs such services. This will be required for each separate period that such services are provided.
12. The Contractor will document such notification in the project diary. The Contractor will be responsible for protective services provided at his request and not utilized due to a change in the Contractor's construction schedule or if it is determined by the State that the requested services were not necessary. The actual costs for such protective services so assessed to the Contractor will be deducted from the Contract.
13. The minimum hours per day for railroad employees engaged in flagging service shall be eight (8) hours. The overtime rate will be charged for all time in excess of eight (8) hours. Flagmen are paid from the time they leave headquarters until they arrive back at headquarters. The travel time to and from the project site is known as "deadheading" and is paid at full rate of pay, plus travel expense.
14. The decision of the Director of Transportation shall be final in the event of controversy as to the necessity for any protection services provided and not utilized by the Contractor as described in the preceding paragraph.
15. To pay the railroad or owning company for any changes, requested for his convenience, to railroad property, facilities, wire, fiber optic and/or pipe lines other than shown on the plans for the project.
16. If at any time the contractor desires a temporary crossing of the railroad's tracks at other than an existing and open public road crossing, or included in the plans and approved by the railroad, he shall make a request for a temporary crossing from the railroad. If approved, he shall arrange with the railroad company, and execute a license agreement or right-of-entry agreement as deemed necessary by the railroad, covering the crossing desired, paying all construction, maintenance, removal, protection and other costs.
17. Methods and procedures for performing work on property of **CSX Transportation, Inc.** must be approved by:

David J. Fette, Regional Director Right of Way Construction  
CSX Transportation, Inc.  
1717 Dixie Highway, Suite 400  
Fort Wright, KY 41011-2785  
Phone: (859) 344-8137

18. Contractor shall arrange a schedule with CSXT for accomplishing stage construction involving work by CSXT. In arranging its schedule, Contractor shall ascertain, from CSXT, the lead time required for assembling crews and materials and shall make due allowance therefor.
19. Contractor may not charge any costs or submit any claims against CSXT for hindrance or delay caused by railroad traffic; work done by CSXT or other delay incident to or necessary for safe maintenance of railroad traffic; or for any delays due to compliance with these Special Clauses.
20. Contractor understands and agrees that CSXT does not assume any responsibility for work performed by others in connections with the Project. Contractor further understands and agrees that they shall no claim whatsoever against CSXT for any inconvenience, delay or additional cost incurred by CSXT on account of operations by others.

End of Special Clauses

CLEVELAND, CUYAHOGA COUNTY, OHIO  
CUY-Innerbelt-CGG1; PID 77332  
CSX TRANSPORTATION, INC.  
MILEPOST BJB-74.02  
CSXT OP# OH0775

**SCHEDULE I**

**CONTRACTOR'S ACCEPTANCE**

To and for the benefit of CSX Transportation, Inc. ("CSXT") and to induce CSXT to permit Contractor on or about CSXT's property for the purposes of performing work in accordance with the Agreement dated December 14, 2009, between the Ohio Department of Transportation and CSXT, Contractor hereby agrees to abide by and perform all applicable terms of the Agreement, including the Special Clauses In The Proposal.

Contractor: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

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