

Frank Phillips Blvd. Specifications

General Information:

The RAILROAD shall have the right to make any subsequent changes in the nature of the Scope of Work for this Project, either before or after it commences, and such changes shall in no way affect or negate the obligations of this Contract. If such changes appreciably affect the cost of material to the SUPPLIER, it shall so notify the RAILROAD in writing before proceeding with the transportation of materials, and the cost shall be equitably adjusted by the RAILROAD.

The Contractor(s) are responsible to work with Rail Signal Contractor (CDL) to provide adequate coverage for any signal disruption, as well as replacing bond wires, or placing signals out/in service. Any additional cost associated with CDL work, will be bore by the Contractor(s).

The Contractor(s) is required to conduct a follow-up inspection of the quality of work at the end of each day. Contractor(s) will be responsible for immediate repairs to the following: broken joint bars, kinked rail, broken bond wires, down ties, broken rail, high spikes, etc.)

SKOL – Frank Phillips Boulevard Specifications

(Crossing DOT#: 008485A; Bartlesville, OK)

Standard Plan as shown:

Tie into the existing curb with 290' of non-mountable 6" curb on the western approach of the crossing.

Install 21' of non-mountable 6" curb on the eastern approach of the crossing.

Install 35' of 4" mountable curb to form the raised median necessary to adequately channel motor vehicle traffic from a private drive on the eastern approach to the crossing and install 120' concrete surface.

Any planned road and/or curb work must be completed upon the arrival of CDL Installation crews.

The surface contractor will provide a temporary crossing for pedestrian access during the installation of the crossing surfaces.

Contractor(s) shall protect in place (by any means necessary) all existing utilities to remain unless otherwise specified herein, contractor shall be responsible for the complete repair at his/her expense, for any damage to existing utilities, structures, or other site features, as a result of his work.

C.D.L. Electric, Inc., will provide four insulated rail joints to define the island circuit; however, the required installation of these insulated rail joints is to be performed by others at no expense to C.D.L. Electric, Inc.

A provision for unclassified fill and asphalt quantities will be established with the quantities to be determined at the time of project cost estimation.

Railroad Advanced Warning Signs (W10-1) are to be installed on all location approaches as deemed necessary by the Oklahoma DOT Requirements.

Install new pavement markings per Oklahoma DOT Requirements.

A traffic control plan sheet must be submitted in conjunction with the project estimate, for any improvements requiring the detour of motor vehicle traffic during construction.

Contractor(s) responsibility is to coordinate with local entities, signal maintainers (CDL Electric, Inc.), traffic control, and road closures.

Contractor(s) must present a schedule to the SKOL Management 2 weeks prior to starting any crossing work.

All OTM and packaging materials and obsolete signal equipment I.E.: spike kegs, anchor bags, tie banding, pallets, etc., are to be removed from the site and disposed of properly.

CDL will provide and install:

A new pre-wired grade crossing control shelter with prediction type circuitry and flashing light/gate signal assemblies.

Due to the length of the required island circuit, a separate AC/DC island will be incorporated, and each approach circuit will use uni-directional prediction application.

The proposed signal system will include items listed on the accompanying material list.

Signal assemblies will include automatic gates with 12" LED light units, bells, signs and swing-away gate arm saving devices.

Underground signal cable, foundations and grounding components will be included as well.

New conduits will be required and furnished under the road and track.

The existing AC meter service will be upgraded, as required, at this location and guardrail for signal assemblies has been included in this proposal.

C.D.L. Electric, Inc., will provide four insulated rail joints to define the island circuit.

After the installation of the proposed signal system is complete, dress stone and grass seed will be placed, as needed, to properly finish the installation.

All OTM and packaging materials and obsolete signal equipment I.E.: spike kegs, anchor bags, tie banding, pallets, etc., are to be removed from the site and disposed of properly.

Additional Notes:

For Additional Specifications for the Frank Phillips Blvd. crossing, regarding concrete panels, geotextile, compaction specs, etc., refer to Crossing Specs for the CRISI Project. Any deviations from the Crossing Specs will be discussed at the Pre-Bid Meeting.