



**City Council**  
7224 GA Highway 21  
Port Wentworth, GA 31407

**SCHEDULED**

Meeting: 12/15/22 07:00 PM  
Department: Public Services  
Category: Agreement  
Prepared By: Omar Senati-Martinez  
Department Head: Omar Senati-Martinez

**AGENDA ITEM (ID # 2776)**

DOC ID: 2776

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## **Agreement between CSX Transportation and the City of Port Wentworth (12" Force Main Railroad Crossing)**

**Issue/Item:** Agreement between CSX Transportation and the City of Port Wentworth (12" Force Main Railroad Crossing)

**Background:** As part of the Correction Plan submitted and approved by EPD. The City must increase the size of the existing 8" Force Main to 12" main. The new Force Main will cross the CSX Railroad north of Fire Station #2.

**Facts and Findings:** This is an agreement between CSX Transportation and the City, which will allow the City to make a sub-grade pipeline crossing at the railroad track to install a new 12" Force Main. This project is part of the correction plan submitted to EPD.

**Funding: Budgeted Line Item**

**Recommendation:** APPROVAL

**ATTACHMENTS:**

- CSX965083 Agreement (PDF)

**CSX Transportation (CSXT) General Notes (Bore and Jack):**

Port Wentworth, GA

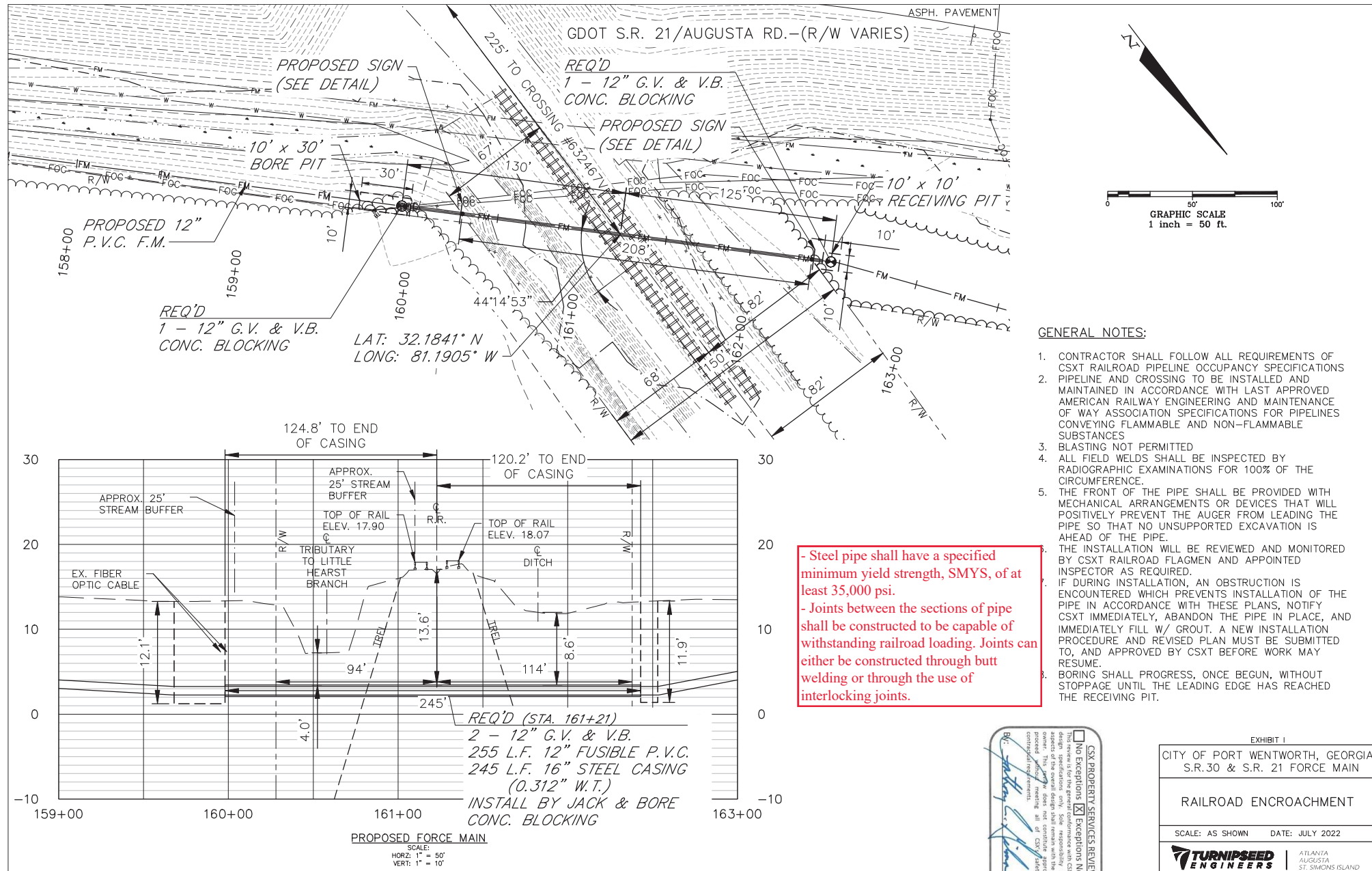
Division: FLORENCE / Sub Division: CHARLESTON / Nearest DOT: 973648R

MP: A 483.6 / Lat\_Long: 32.184100 / -81.190500

- 1) CSXT owns its right-of-way for the primary purpose of operating a railroad, and shall maintain unrestricted use of its property for current and future operations.
- 2) Agency or its contractor shall arrange and conduct its work so that there will be no interference with CSXT operations, including train, signal, telephone and telegraphic services, or damages to CSXT's property, or to poles, wires, and other facilities of tenants of CSXT's property or right-of-way.
- 3) Refer to the CSXT's "Design & Construction Standard Specifications Pipeline Occupancies" revised June 5, 2018 (4.1.2).
- 4) Work schedule is subject to the approval of all required construction submittals by the CSXT Construction Representative, verification that proposed work will not conflict with any CSXT U.G. Facilities, and the availability of CSXT Flagging and Protection Services. Construction submittals will be based upon the proposed scope of work and may include, but are not limited to; proposed work plan, project schedule, means and methods, site access, dewatering, temporary excavation/shoring, soil disposition/management, track monitoring, concrete placement work, structural lifting/rigging plans for hoisting operations, substructure construction plans, steel erection plans, roadwork plans, etc. No work may begin on, over, or adjacent to CSXT property, or that could potentially impact CSXT property, operations or safety without the prior completion and approval of the required aforementioned information and approvals.
- 5) Prior to construction, all signal facilities and/or warning devices at proposed facility crossing, i.e. cantilevers, flashers, and gates must be located and marked/flagged by CSXT. The traditional "One Call" utility locate services are not responsible for locating any CSX under-grade utilities or facilities Contractor shall be held liable for any damages to CSXT communication & signal facilities.
- 6) Contractor also has the sole responsibility of ascertaining that all other utilities have been properly located by complying with the local "call before you dig" regulation(s). Contractor shall solely be responsible for notifying owners of adjacent properties and of underground facilities and utility owners when prosecution of the work may affect them, and shall cooperate with them in the protection, removal, relocation and replacement of their property.
- 7) The use of construction safety fencing is required when a CSXT Flagman is not present. Distance of fencing from nearest rail to be determined by the CSXT Track Supervisor and shall be removed upon completion of the project.
- 8) Contractor access will be limited to the immediate project area only. The CSXT property outside the project area may not be used for contractor access to the project site and no temporary at-grade crossings will be allowed.
- 9) All material and equipment will be staged to not block any CSXT access or maintenance roads. No hoisting or auxiliary equipment necessary for the procedure shall be placed on CSXT track structure and / or ballast section. Clear working locations for equipment used will be laid out and approved by CSXT's representative prior to equipment set-up. Agency and contractor shall not store their materials or equipment on CSXT's property or where they may potentially interfere with CSXT's operations.
- 10) CSXT does not grant or convey an easement for this installation.
- 11) CSXT requires contractors, subcontractors, and vendors to participate in job safety briefings daily and as necessary with the CSXT flagger. The scope of work may require that various protection against train movements be discussed, understood, and utilized. Work shall only be undertaken with the presence and permission of the CSXT flagger. If at any time the CSXT flagger perceives that the hoisting procedure is causing or has the potential to cause a hazard or delay to CSXT operations through the project site, work will cease until such time as satisfactory modifications have been reviewed and approved.
- 12) The right of way shall be restored to a condition equal to or better than the condition prior to beginning the project before final acceptance will be provided. Punch lists shall be responded to prior to issuance of an acceptance memorandum signed by the CSXT representative.
- 13) No construction or entry upon the CSXT corridor is permitted until the document transaction is completed, you are in receipt of a fully executed document, and you have obtained authority from CSXT's.
- 14) The front of the pipe shall be provided with mechanical arrangements or devices that will positively prevent the auger from leading the pipe so that no unsupported excavation is ahead of the pipe. The bore head / auger set-up (sketch or photos) shall be submitted by contractor and accepted by assigned CSXT representative prior to start of the jack & bore.
- 15) The operation shall be progressed on a 24-hour basis without stoppage (except for adding lengths of pipe) until the leading edge of the pipe has reached the receiving pit.
- 16) The auger and cutting head arrangement shall be removable from within the pipe in the event an obstruction is encountered.
- 17) Pipeline shall be prominently marked at both sides of the CSXT property lines by durable, weatherproof signs located over the centerline of the pipe in accordance with CSXT specifications.
- 18) If required, a dewatering plan in accordance with CSXT specifications will be submitted to the CSXT representative for review and approval prior to any dewatering operations. Dewatering drawdown level at tracks shall be field verified that it meets the approved dewatering design prior to commencement of jack and bore operations.

*Revised July 21, 2022*

- 19) Blasting is not permitted under, on, or adjacent to CSXT property.
- 20) Jacking pit: identify hazards and put controls in place prior to start of excavation. Contractor shall erect a barrier and construction fence along the face of jacking pit construction limits and not encroach past it when preparing the pit. Stake or mark pit as needed for digging. Erosion control devices shall be placed at the jacking and receiving pits protecting CSXT property and ditches to the satisfaction of the CSXT representative.
- 21) Excavation: If the excavation is 5 feet or greater in depth, the walls may be sloped at 1.5 horizontal to 1 vertical to reduce the risk of cave-ins or slides. A safe manner in which to enter and exit the excavation must be established. The toe of slopes in excavation shall in no case be undercut by power shovels, bulldozers, graders, blasting, or in any manner. Excavation shall not be made in excess of the authorized cross-section.
- 22) Backfill, cover or fence all excavations when unattended. The CSXT representative will approve the protection method and the type of fencing material. Set fencing back at least 3 feet (91 centimeters) from the edges of the excavation. Set fence posts securely in the ground and insure the fencing is securely tied to posts with zip ties or some other tie wrap product.
- 23) For any excavations permitted on CSXT property, all backfill in excavations and trenches shall be compacted to 95% maximum dry density as defined in ASTM standard d1557 and installed in six-inch lifts. In-situ soil shall be used for backfill material. Should additional offsite backfill material be needed, offsite material sources are to meet state and residential clean fill requirements and be preapproved by CSXT's representative. CSXT does not require a specific testing requirement or standard for stone.
- 24) Track monitoring: prior to commencing jack & bore operations, contractor shall be required to conduct and submit a baseline survey along the top of each rail under CSXT flagger protection and in accordance with the preapproved settlement monitoring construction submittal. Additional survey data shall be collected and submitted once each day during casing pipe installation, or as directed by CSXT representative. Contractor shall also take elevation shots at top of tie and top of casing pipe before starting the bore to verify depth of cover proposed for the work has been met.
- 25) Projects that generate soils from CSXT property must adhere to CSXT's soil management policies. CSXT requires soils generated from its property to either be reused on CSXT property or properly disposed in a CSXT approved disposal facility. CSXT environmental department will handle waste characterization and profiling into an approved disposal facility. CSXT prohibits any environmental sampling on its property unless granted through a written environmental right-of-entry or approved in writing by the CSXT environmental department. The management of soils generated from CSXT property should be planned for and properly permitted (if applicable) prior to initiating any work on CSXT property. A list of CSXT approved laboratories and/or disposal facilities may be obtained from the CSXT manager environmental pro
- 26) CSX does not represent or warrant the right-of-way dimensions depicted on these drawings. A third party survey is recommended for verification and accuracy.



**NOTES:**

- SPACER WIDTH:
  - CARRIER PIPE <24"= 8" WIDE
  - CARRIER PIPE >24"= 12" WIDE
- NUMBER OF SPACER RUNNERS:
  - CARRIER PIPE <24"= 4 RUNNERS
  - CARRIER PIPE >24"= 6 RUNNERS
- APPROVED TYPES ARE CASCADE OR PSI.
- INSTALLATION SHALL BE IAW THE MANUFACTURERS STANDARDS
- WOODEN SKIDS SHALL NOT BE ACCEPTABLE



CENTERED/RESTRAINED  
POSITIONING FOR WATER MAINS.  
MECHANICAL JOINT PIPE  
REQUIRED FOR WATER MAINS.



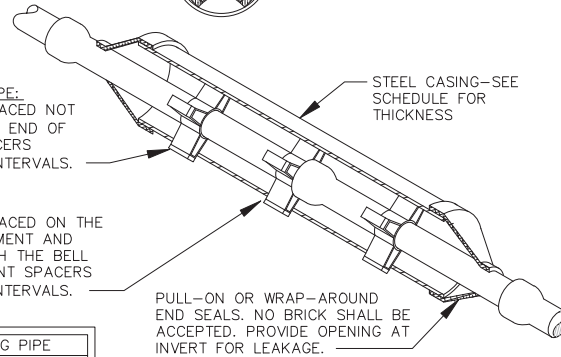
STANDARD POSITIONING  
FOR SANITARY SEWER

**SPACING FOR NON-PVC PIPE:**  
ONE SPACER SHALL BE PLACED NOT  
MORE THAN 2' FROM EACH END OF  
CASING. SUBSEQUENT SPACERS  
SHALL BE PLACED AT 8' INTERVALS.

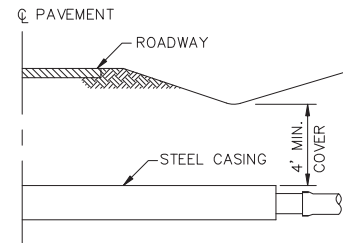
**SPACING FOR PVC PIPE:**  
ONE SPACER SHALL BE PLACED ON THE  
SPIGOT END OF EACH SEGMENT AND  
SHALL BE IN CONTACT WITH THE BELL  
OF THE JOINT. SUBSEQUENT SPACERS  
SHALL BE PLACED AT 6' INTERVALS.

D.I. PUSH-ON JOINT CARRIER PIPE SIZE	CASING PIPE	
	SIZE	THICKNESS * ROADWAY
4"	10"	.25"
6"	12"	.25"
8"	16"	.312"
10"	16"	.312"
12"	18"	.312"
16"	24"	.375"
18"	26"	.375"
20"	28"	.375"
24"	32"	.375"

\* .063" HAS BEEN ADDED TO MIN. FOR  
CORROSION ALLOWANCE

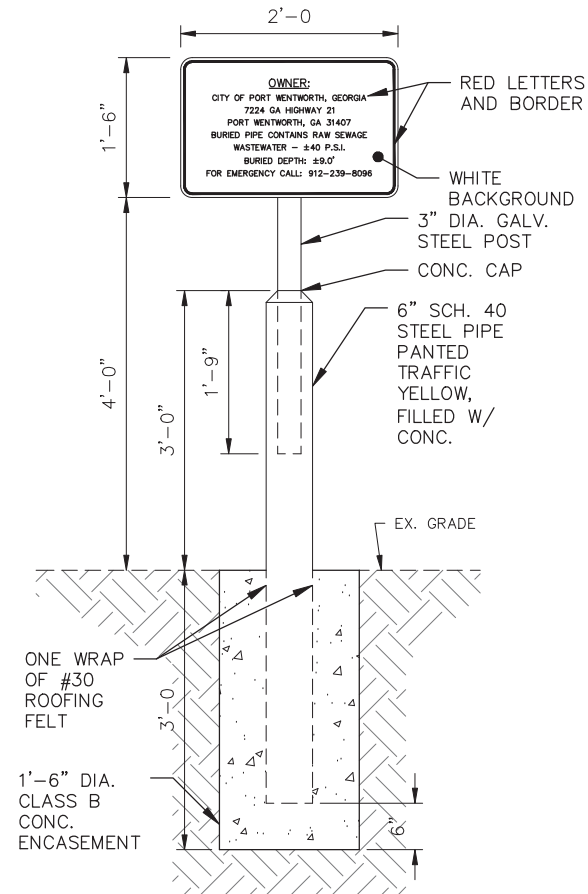


PULL-ON OR WRAP-AROUND  
END SEALS. NO BRICK SHALL BE  
ACCEPTED. PROVIDE OPENING AT  
INVERT FOR LEAKAGE.



**TYPICAL ENCASED CROSSING DETAIL**

N.T.S.



**RAILROAD  
SIGN DETAIL**

N.T.S.

EXHIBIT II

CITY OF PORT WENTWORTH, GEORGIA  
S.R.30 & S.R. 21 FORCE MAIN

**RAILROAD DETAILS**

SCALE: AS SHOWN DATE: JULY 2022

**TURNIPSEED  
ENGINEERS**

ATLANTA  
AUGUSTA  
ST. SIMONS ISLAND