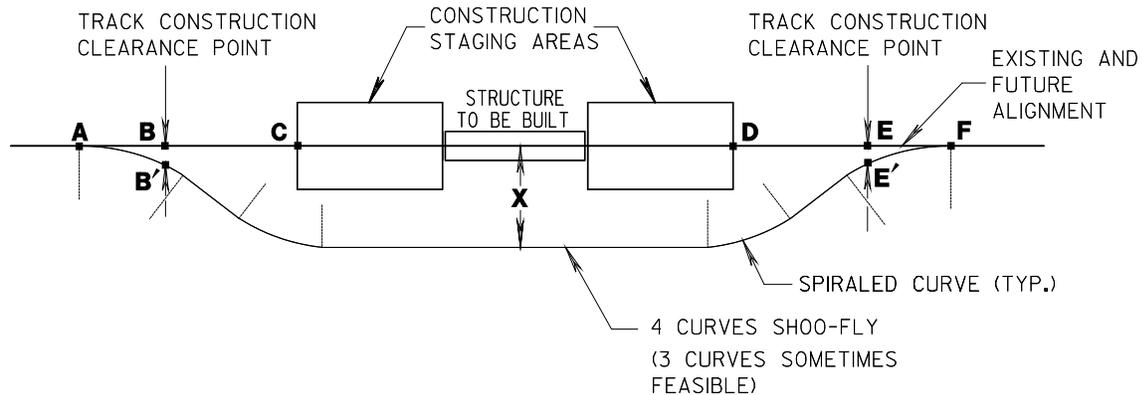


GENERAL SHOO-FLY CASE



Design the Shoo-Fly for a specific maximum train operating speed in consultation with railroad. This may be less than the timetable speed.

Offset = X (Perhaps 24 – 80 ft)

Considerations;

- Minimum - Preserve the integrity of railroad operations
Constructability
- Desirable - Available room
Site conditions
Economics (trade-off between substructure and excavation
shoring costs vs shoo-fly/site work costs)

Track Work Sequencing Before Underpass Construction

1. Construct track B' – E' between the 12-20 ft ± construction clearance points (center line of track to center line of track), (commonly by contractor)
2. Between train operations railroad workers shift track A-B and E-F to A-B' and E'-F
3. Remove track C-D (contractor or railroad)

Track Work Sequencing After Underpass Construction

1. Replace track C-D
2. Between train operations railroad workers shift track A-B' and E'-F to A-B and E-F
3. Remove shoo-fly track B' – E'