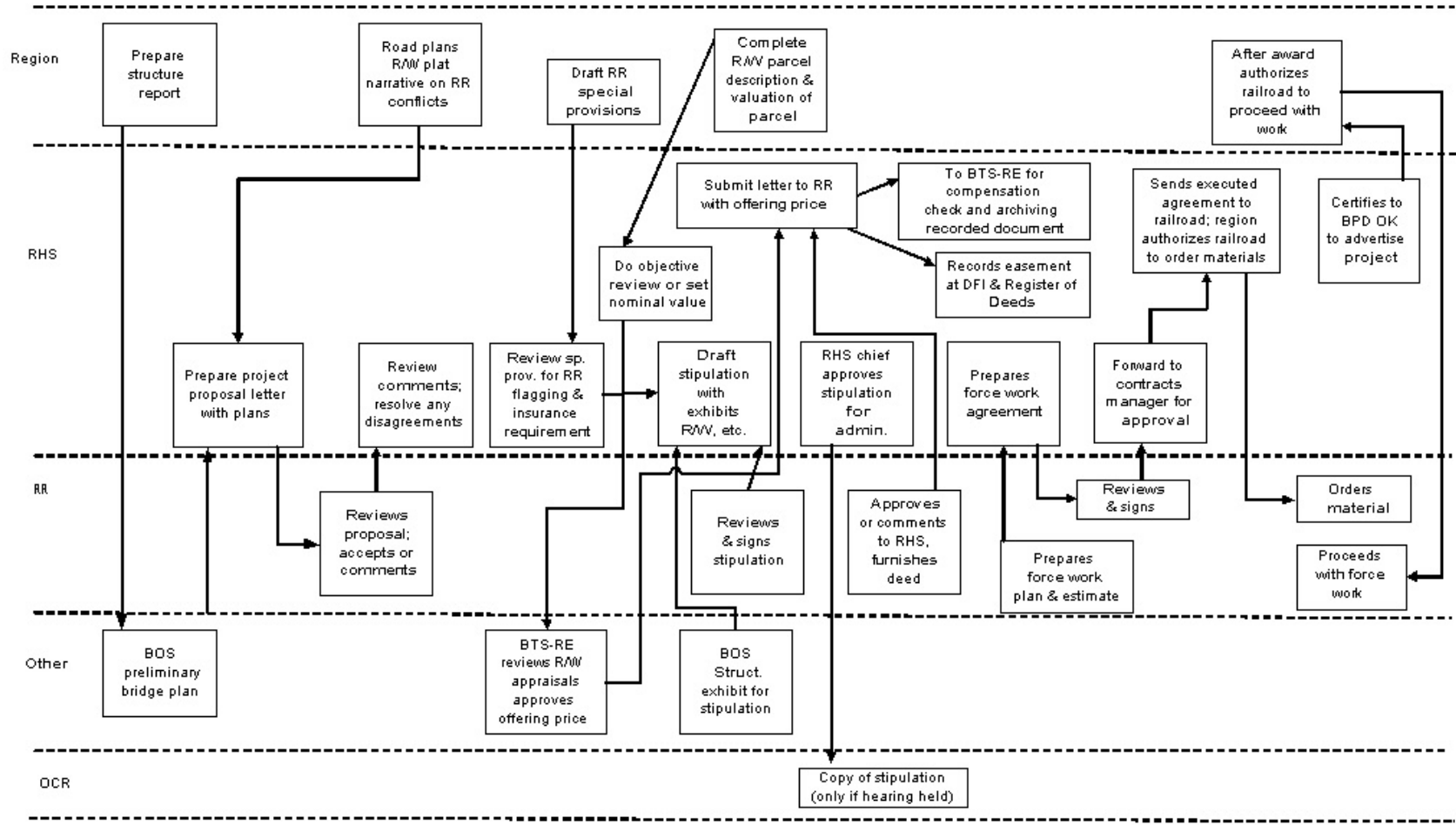
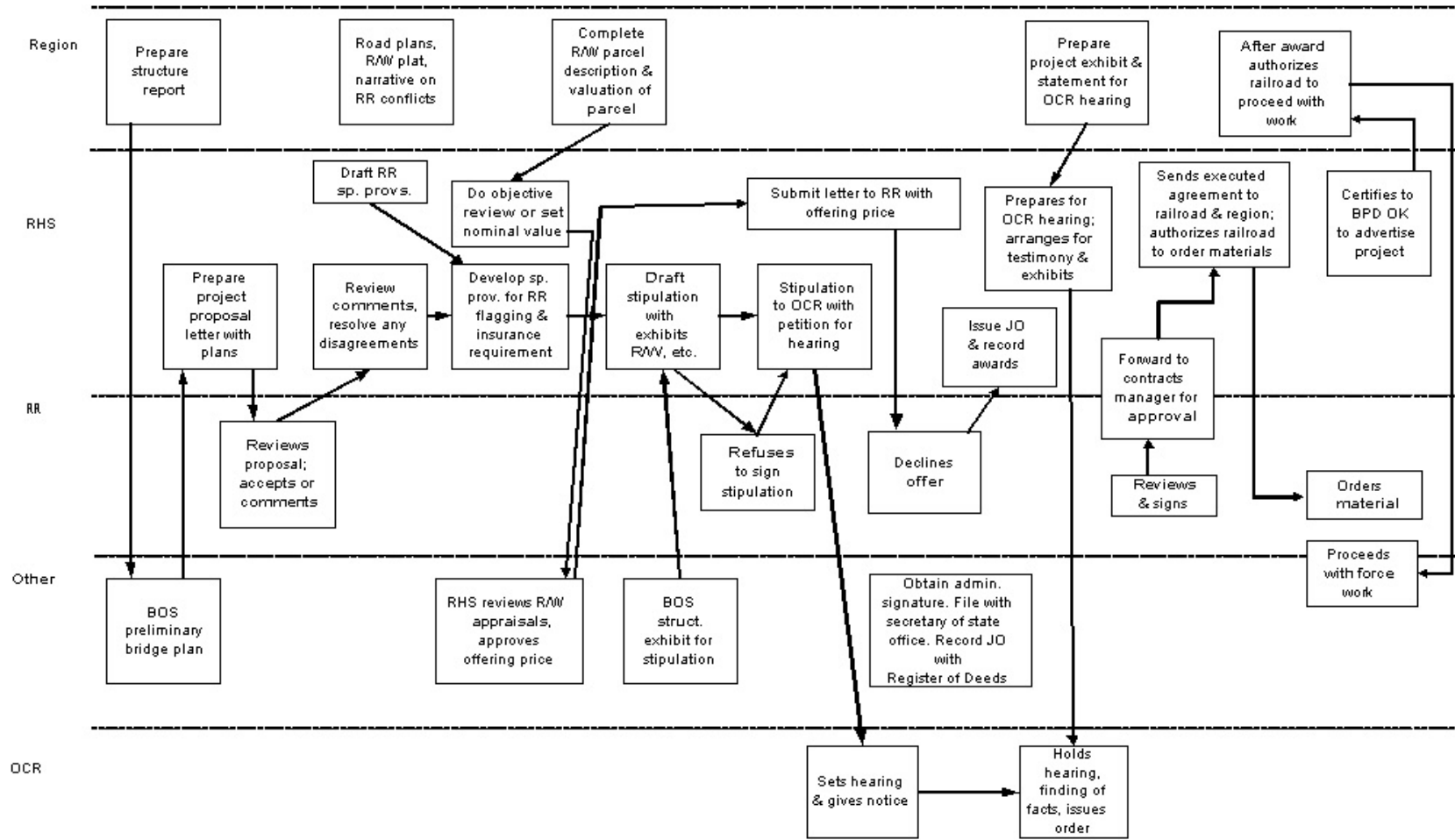


**Structure Project at Railroad Crossing Development of Agreements & Acquiring Right of Way from Railroad Process to Be Followed When The Railroad is Willing to Sign The Stipulation**



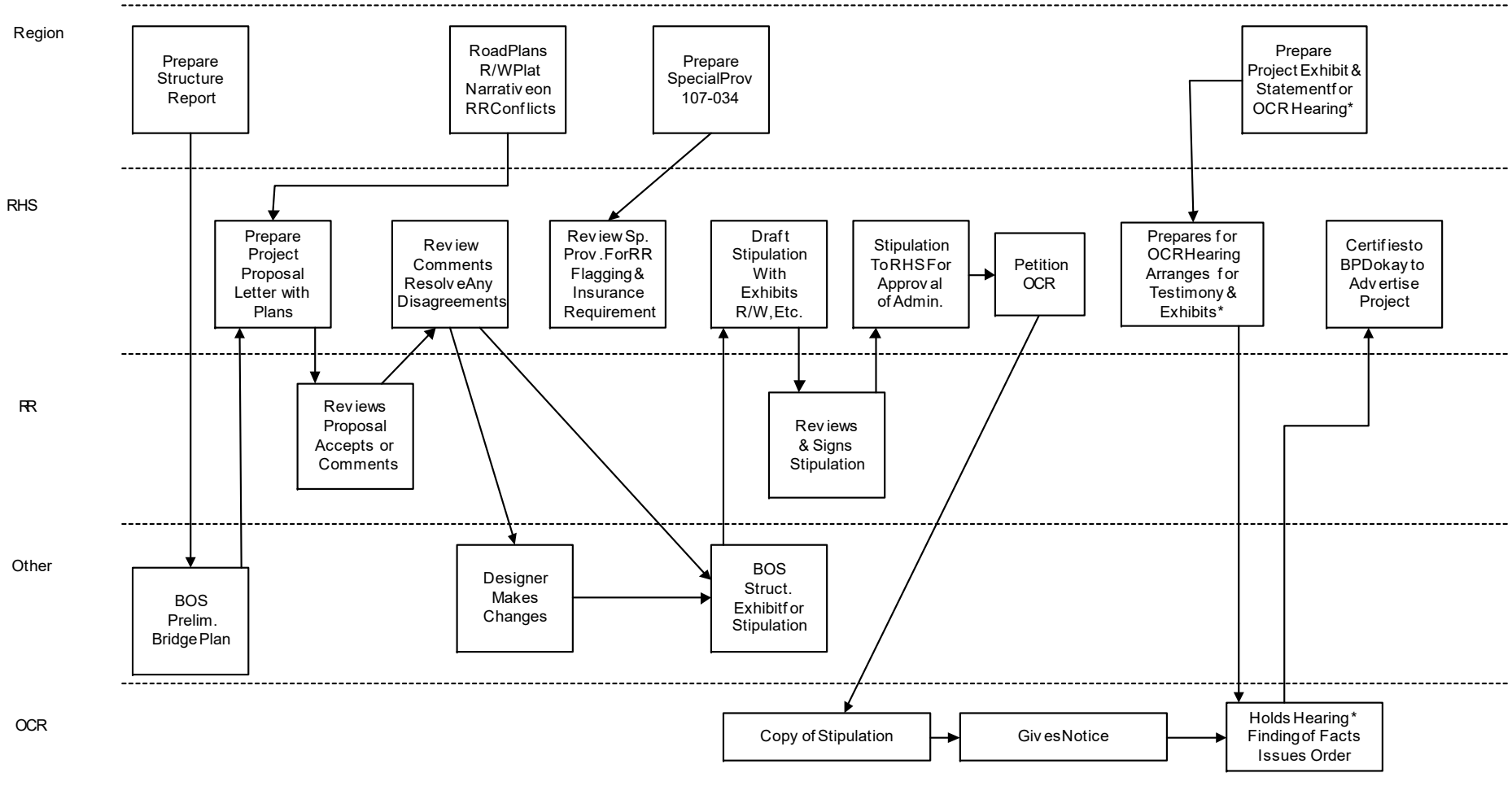
Region	Transportation Region	RR	Railroad
FHWA	Federal Highway Administration	RHS	Railroads and Harbors Section
BOS	Bureau of Structures	BTS-RE	Bureau of Technical Services-Real Estate
BPD	Bureau of Project Development	OCR	Office of the Commissioner of Railroads
DFI	Department of Financial Institutions		

**Structure Project at Railroad Crossing Development of Agreements & Acquiring Right of Way from Railroad Process to Be Followed When The Railroad is Unwilling to Sign The Stipulation**



Region	Transportation Region	RR	Railroad
FHWA	Federal Highway Administration	RHS	Railroads and Harbors Section
BOS	Bureau of Structures	BTS-RE	Bureau of Technical Services-Real Estate
BPD	Bureau of Project Development	OCR	Office of the Commissioner of Railroads
DFI	Department of Financial Institutions		

**Structure Overpass Project at Railroad Crossings Process to Be Followed For <23' Vertical Clearance Supplement to the Process to be Followed When the Railroad is Willing to Sign the Stipulation`**



Region	Transportation Region	RR	Railroad
FHWA	Federal Highway Administration	RHS	Railroads and Harbors Section
BOS	Bureau of Structures	BTS-RE	Bureau of Technical Services-Real Estate
BPD	Bureau of Project Development	OCR	Office of the Commissioner of Railroads
DFI	Department of Financial Institutions		

\*Only if a hearing is required. An OCR hearing is usually not required. OCR may issue an order without hearing if no objections to the proposed reduced vertical clearance are received.

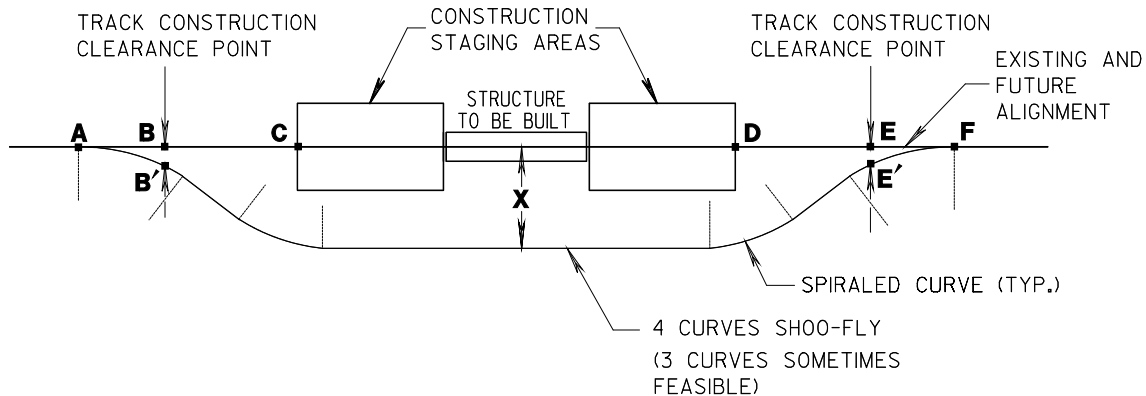
The following structure project submittal package is to be furnished to the Regional Railroad Coordinator (RRC) who will review it and send to the Railroad Project Coordination Engineer in the DTIM Railroads and Harbors Section (RHS):

1. Design ID
2. Construction ID
3. Roadway Name
4. Letting Date
5. Name & Phone number of Project Manager
6. Indicate if structure is located in (City) (Town) or (Village) of \_\_\_\_\_.
7. Title Sheet or Location Map
8. Plan & Profile (60% showing all existing and proposed utilities)
9. Preliminary Bridge Plans
10. Right-of-Way plat
11. Easement description(s) if needed
12. Photographs of site (with description of direction of view)
13. DSR
14. Drainage impact to railroad statement (if impacting railroad, include rates & volumes).
15. Plan view of site showing drainage flows described above.
16. Cross Sections along track if necessary due to drainage impacts along the RR
17. Railroad force work required (construction crossing required Pole line alteration required?, etc.)
18. If it is a local or county road, provide Name, Title, Address, and Phone # of person to send stipulation to for execution.
19. If there are longitudinal roadway encroachments along the RR, provide cross sections including location of the nearest track, R/W lines, TLE, and/or PLE limits.
20. If railroad lands will be needed for construction access, provide plan showing the required temporary interests.
21. Impacts to crossings within 1000' of the project (closure, widening, signalization, other)

RRCs will provide the Debris Containment specials, Railroad Requirements and Coordination.

Note the average lead times required to work with a railroad per [FDM 17-20-5](#). Consider railroad coordination as a critical path item. The material listed above should be provided as soon as the design will allow (The right-of-way plat and easement description can be furnished after the initial submittal).

## 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'