



TEXAS DEPARTMENT OF TRANSPORTATION



RAIL-HWY PROJECT DEVELOPMENT GUIDE AND

New procedures for Railroad Right-of-Entry
Agreements & Bid Documents (SP Item 007)
Bridge Division Webinar - July 18, 2013

GUIDE TO RAILROAD PROJECT DEVELOPMENT - UPDATES

- Rail and Bridge Divisions have completed work on the June 2013 updates
- Updated RR Req't. sheets will be available on RRD Intranet site.
- Updated Guide available via email to “sher.neely@txdot.gov”
- Guide will be updated approx. every 6 months

The Guide has been restructured and expanded to include:

- 17 Sections
- New Sections discussing CDA Design-Build,
- Exhibit A Plan Sets & Other Supporting Document samples have been added

GUIDE TO RAILROAD PROJECT DEVELOPMENT - UPDATES

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- Exhibit A Plan Sets & Other Supporting Document samples have been added

- Section 3 Design Build Projects (NEW!)
- Section 10 Exhibit A Content Requirements (NEW!)
 Scope of Work & Schedule Matrix (NEW!)
- Section 11 Railroad Requirements for Highway
 Overpass Plan Sheet Sample (NEW!)
- Section 12 Highway Railroad Bridge/Culvert Structures
 Box and Pipe Culverts Under Railroad Live Load Influence (NEW!)
 Type Selection Report + Samples for Highway Underpasses (NEW!)
- Section 13 Track Work Design (NEW!)
- Section 14 Special Provision to Item 007 & New RR Right-of-Entry SOP (NEW!)

GUIDE TO RAILROAD PROJECT DEVELOPMENT - UPDATES

- Section 1 Overview of Responsibilities
Districts, Divisions, Railroads, & TxDOT Consultants
- Section 2 Project Development Process with Railroads
GUIDE TO RAILROAD PROJECT
DEVELOPMENT - UPDATES
- Section 3 Design Build Projects (NEW!)
- Section 4 Construction Project Agreement Approval Timeline

GUIDE TO RAILROAD PROJECT DEVELOPMENT - UPDATES

- Section 5 Construction Project Status Tracking
- Section 6 Project Development Information (PDI) Form
Sample PDI
- Section 7 Exhibit A Plan Set Submittal to Railroad
Sample Letters
- Section 8 Letter of Authorization (LoA)
Sample LoA

GUIDE TO RAILROAD PROJECT DEVELOPMENT - UPDATES

- Section 9 Types of Agreements & Documents Needed

- Section 10 Exhibit A Content Requirements (NEW!)
 Scope of Work & Schedule Matrix (NEW!)

- Section 11 Railroad Requirements General Notes
 Overview & Instructions
 For Non-Bridge
 For Bridges

 Railroad Requirements for Highway
 Overpass Plan Sheet Sample (NEW!)

Matrix for Scope & Schedule for Work on RR ROW

Task	Contractor Supplied	Railroad Supplied	Contractor Installed	Railroad Installed	Description
Main Line Ballast	X		X		Shifts & Shoofly
Other Ballast	X	Vestibulum	X	Vestibulum	Shifts & Shoofly
Remove Existing track, Xing Pklanks & Gates		X		X	By RR Signal Crew
Cutover new RR Signal House				X	By RR Signal Crew
Shift Shoofly Track back to Original Alighment (Contractor to supply ballast)		X		X	Shift existing RR Track to Shoofly (total XXX track foot Shift)

Many projects require detailed coordination at the beginning of the Project Development Stage: Hwy Underpass Replacement, New highway underpass, highway overpass over rail yard, roadway and track realignment, Open Cut or Jack and Bore

Railroad Requirements Sheets – Sheet 2 (Static) Updates

PART I - GENERAL

1.01 DESCRIPTION

This project includes construction work within the Right-of-Way and/or properties of the Railroad Company and adjacent to its tracks, wire lines and other facilities. These sheets describe the minimum special requirements for coordination with the Railroad when working upon, over or near Railroad Right-of-Way or when impacting current or future Railroad operations. Coordinate with the Railroad while performing the work outlined herein and obtain the same cooperation with the Railroad as with TxDOT. Complete all submittals and work in accordance with TxDOT Standard Specifications, Railroad Company rules and ARRA recommendations and modified by these minimum special requirements or as directed in writing by the Railroad Designated Representative.

For purposes of this project, the Railroad Designated Representative is the person or persons designated by the Railroad Manager of Quantity and Rail to Project to handle specific tasks related to the project.

1.02 RAILROAD CONTACTS

The primary Railroad point of contact for this project and the contact for Railroad flagging services and track work, can be identified by contacting the TxDOT Area Engineer responsible for the project.

1.03 REQUEST FOR INFORMATION / CLARIFICATION

Submit Requests for Information (RFI) involving work within any Railroad Right-of-Way to the TxDOT Engineer. The TxDOT Engineer will submit the RFI to the Railroad Designated Representative for review and approval. The RFI is not responsive to work within Railroad Right-of-Way. Allow a 10-day working time for review and approval, which includes ten (10) working days and one (1) working day by the Railroad.

1.04 PLANS / SPECIFICATIONS

TxDOT will receive written Railroad approval of the plans and specifications for this project. Any revisions or changes in the plans or specifications of the contract shall be the responsibility of TxDOT and the Railroad.

PART 2 - UTILITIES AND FIBER OPTIC

Coordinate all utility installations in accordance with current ARRA recommendations, Railroad, TxDOT and utility safety specifications and requirements. Railroad Company guidelines will be posted on the Railroad website or by contacting the Railroad Designated Representative.

PART 3 - CONSTRUCTION

3.01 GENERAL

- Perform all work in compliance with all applicable Railroad, FRA Federal Railway Administration and TxDOT rules and regulations. Grade and construct work in a manner that does not endanger or interfere with the safe operation of the tracks and property of the Railroad and the public using such tracks, or the wires, signals and other property of the Railroad, its interests or employees, or of the vicinity of the work. The safe operation of Railroad train movements takes precedence over any work to be performed by the Contractor. The Contractor is responsible for train safety and any lost revenue claims due to any delays or interruption of train operations resulting from Contractor's construction or other activities.
- Construction activities within 12 feet of the operational tracks will only be allowed if absolutely necessary and the Railroad's Designated Representative gives approval. Construction activities within 12 feet of the operational tracks preferably close the tracks to entry operations. In such cases, coordination and approval by the Railroad track manager is required with regard to signage, flagging, and slow orders. See Section 3.02 and 3.03 for additional instructions.
- Provide track protection for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail. When not in use, leave Contractor's equipment and materials at least 5 feet from the Railroad's nearest track.
- Whether operating on Railroad track or adjacent to existing operating, or four road crossings developed with Railroad approval.
- The Contractor is also advised that use of railroad facilities within the project may be denied by the Railroad. If equal quality, these facilities are distributed in the project. The user of the limits of responsibility and coordination efforts with the Railroad and TxDOT.

3.02 RAILROAD OPERATIONS

- Trains and/or equipment are operated on the track, at any time, in either direction, under various policies, signals, and/or other conditions in this location and structure. The assumed "intermittent" track closures in this project, as defined in Paragraph B that follows.
- All Railroad tracks within and adjacent to the Contract Site are closed, and all traffic over these tracks will be maintained throughout the project. All work activities within Railroad traffic and operations will occur continuously throughout the day and night on these tracks and shall be maintained at all times as defined herein. Coordinate and schedule the work so that construction activities do not interfere with Railroad operations.
- Coordinate work windows with TxDOT and the Railroad's Designated Representative. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:

- Conditional Work Window:** A Conditional Work Window is a period of time that Railroad operations have priority over construction activities. When construction activities may occur on and/or adjacent to the Railroad tracks within 25 feet of the nearest track, a Railroad flag person will be required in the direction of the Railroad flag person, upon approval of a train, and when trains are present on the tracks, the tracks must be closed. I.e., a construction equipment, material or personnel within 25 feet, as directed by the Railroad Designated Representative, from the tracks. Conditional Work Windows are available for the project.
- Absolute Work Window:** An Absolute Work Window is a period of time that construction activities are given priority over Railroad operations. During this time frame, the designated Railroad tracks will be inactive for train movements and may be closed by the Contractor. At the end of an Absolute Work Window, the Railroad tracks and/or signals must be completely operational for train operations and Railroad, Public Utility and Construction staff and FRA requirements, codes and regulations for operational tracks must be satisfied. In the event where the operating tracks and/or signals are not completely operational, the Railroad will perform inspections of the work prior to opening that track back into service. Railroad flag persons will be required for maintenance activities outside of Absolute Work Windows. Absolute Work Windows will not generally be granted. Any request will require a written explanation to the Railroad review.

3.03 RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

- Prior to beginning any work on or over the property of, or entering the facilities of the Railroad, enter into a Contractor's Right of Entry Agreement with Railroad. The fee for processing the agreement is the responsibility of the Contractor. Submit a copy of the executed agreement and the insurance policies, licenses, certificates and endorsements set forth within the TxDOT Right of Entry Agreement with Railroad property. Within the right of entry agreement, specify working time frames, flagging and inspector requirements, and any other items specified by the Railroad.
- Give advance notice to the Railroad as required in the Contractor's Right of Entry Agreement before commencing work in connection with construction work on over Railroad Right-of-Way and observe the Railroad's rules and regulations with respect thereto.
- Perform all work upon Railroad Right-of-Way in a manner to avoid interference with or endanger the operations of the Railroad. Whenever work may affect the operation or safety of trains, submit the work notice to the Railroad Designated Representative for approval. Approval does not relieve the Contractor of liability. Do not commence any work which requires flagging services or inspection services until the flagging protocol is required by the Railroad is available at the job site. See Section 3.18 for Railroad flagging requirements.
- Make requests in writing for both absolute and conditional work windows, at least 30 days in advance of any work. Include in the work request:
 - What the work entails.
 - The days and hours that work will be performed.
 - The exact location of work and proximity to the tracks.
 - The type of window requested and the amount of time requested.
 - The designated contact person.
- Provide a written confirmation notice to the Railroad at least 48 hours before commencing work in connection with approved work windows when work is within 25 feet of any track center line. Perform all work in accordance with previously approved work plans.
- Work provisions to protect operations and property of the Railroad should a condition arise during work, or in connection with the work, require immediate and unusual action. If in the judgment of the Railroad Designated Representative such provisions are insufficient, the Railroad Designated Representative may require or provide such provisions as deemed necessary. In any event, such provisions shall be at the Contractor's expense and without cost to the Railroad or TxDOT. In the event of such a condition, the Railroad will order the Contractor to temporarily cease operations in the event of an emergency or, if in the opinion of the Railroad Designated Representative, the Contractor's operations create an unsafe Railroad condition. In the event of such an order, immediately notify TxDOT of the order.

3.04 INSURANCE

Do not begin work upon or over Railroad Right-of-Way until the existing Railroad with the insurance policies, licenses, certificates and endorsements required by the Contractor's Right of Entry Agreement, and until the Railroad Designated Representative has reviewed TxDOT that such insurance is in accordance with the Agreement. Further information on insurance was provided in the Special Provisions in Item 7 of the TxDOT Standard Specifications and/or the project General Notes.

3.05 RAILROAD SAFETY ORIENTATION

Complete the Railroad course "Orientation for Contractor's Safety" and maintain current registration prior to working on Railroad property. This is available at www.contractorsafety.com. The course is required to be completed annually by Contractor and Subcontractor personnel working on site.

Contractors will use current on-track safety training certificates from other railroads. Contractor's employees entering the Railroad right-of-way must hold current certificates at all times. The training can be held by contacting Larry Siger of Trainsafe Inc. at 330-851-9661 or by email at latsiger@trainsafe.com.

Know and follow the Contractor's Right of Entry Agreement, EXHIBIT B, MINIMUM SAFETY REQUIREMENTS regarding flagging, personal protective equipment, and general safety requirements.

3.06 COOPERATION

The Railroad will cooperate with Contractor so that work may be conducted in an efficient manner and will cooperate with Contractor in enabling use of Railroad Right-of-Way in performing the work.

3.07 MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES

Maintain the following minimum temporary clearances during the course of construction:

- A. 15' - 0" (BSE) and 12' - 0" (BSE) minimum from centerline of track
- B. 21' - 0" vertical clearance over road.

For construction clearances less than listed above, submit local Railroad Operating Unit review and approval.

3.08 APPROVAL OF REDUCED CLEARANCES

- Maintain minimum track clearance during construction as specified in Section 3.07.
- Submit any proposed infringement of the specified minimum clearances to the Railroad Designated Representative through TxDOT at least 30 days in advance of the work. Do not proceed with such infringement without written approval by the Railroad Designated Representative.
- In the event advance work involving an approved infringement until receiving written assurance from the Railroad Designated Representative that arrangements have been made for any necessary flagging services.

SHEET 2 OF 3

Texas Department of Transportation
 (TxDOT)

RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

EXHIBIT "A"

REV.	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
01	11/01/2011	MM	ISSUED FOR PROJECT			
02	11/01/2011	MM	ISSUED FOR PROJECT			
03	11/01/2011	MM	ISSUED FOR PROJECT			
04	11/01/2011	MM	ISSUED FOR PROJECT			
05	11/01/2011	MM	ISSUED FOR PROJECT			
06	11/01/2011	MM	ISSUED FOR PROJECT			
07	11/01/2011	MM	ISSUED FOR PROJECT			
08	11/01/2011	MM	ISSUED FOR PROJECT			
09	11/01/2011	MM	ISSUED FOR PROJECT			
10	11/01/2011	MM	ISSUED FOR PROJECT			

RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

Railroad Requirements Sheets - Sheet 3 (Static) Updates

3.09 CONSTRUCTION AND AS-BUILT SUBMITTALS

- Provide TXDOT submittals for construction materials and procedures as outlined below and indicated in Table 1 Standard Specifications. A summary of non-TXDOT submittal requirements can be found at www.dot.state.tx.us/submittals/submittalitems_reviewed.pdf.
- The tables below provide the Railroad's minimum submittal requirements for the construction items noted. Submittal requirements are in addition to those specified elsewhere in these bid documents. The review times indicated below represent the total time, including the Railroad's required four (4) weeks.
- TXDOT will forward relevant submittals to the Railroad Manager of Construction and Public Projects unless otherwise directed by the Railroad. TXDOT and the Engineer of Record will review and include comments prior to forwarding to the Railroad. Submittal items in "CBIA" for both railroad overpass and underpass projects, as applicable. Submittal items in Table 2 for railroad underpass projects only.

TABLE 1 - RAILROAD SUBMITTAL REQUIREMENTS FOR OVERPASS & UNDERPASS PROJECTS

ITEM	DESCRIPTION	SETS	REVIEW TIME
1	Showing design and details	6	6 weeks
2	Reinforcement design and details	6	6 weeks
3	Drainage design provisions	6	6 weeks
4	Construction diagrams and sequence	6	1 week
5	Demolition diagram and sequence	6	6 weeks

TABLE 2 - RAILROAD SUBMITTAL REQUIREMENTS FOR UNDERPASS PROJECTS

ITEM	DESCRIPTION	SETS	NOTES	REVIEW TIME
1	Shop drawings	6	Steel and Concrete members	6 weeks
2	Rebarings	6	For C.I. structures	6 weeks
3	Concrete Mix Designs	6	For C.I. structures	6 weeks
4	Rebar & Strand certifications	6	For superstructure only	6 weeks
5	28 day concrete strength	6	For superstructure only	6 weeks
6	Waterproofing material permit citations and material of an procedure	6	Waterproofing & protective boards	6 weeks
7	Structural steel certification	6	All structure and all members & other members requiring improved notch toughness	6 weeks
8	Welding and Test reports	6	All free-area critical members & other members requiring improved notch toughness	6 weeks
9	Welding Procedures and Welder Certification	6	AWG requirements	4 weeks
10	Formwork, Reinforcement, Rebaring, and other reports for spread footings	6	Pile driving, drilled shaft construction, bearing spreading foot reports for spread footings	6 weeks
11	Compaction testing reports for backfill of abutments	6	Must meet 95% maximum dry density, Modified Proctor ASTM D1557	6 weeks

- TXDOT shall submit As-Built Records to the Railroad when TXDOT has processed the final project plans. These records shall consist of the following items:

- Electronic files of all structure design drawings with as-constructed modifications shown, in Microstation J or AutoCAD R14 format.
- Hard copies of all structure design drawings with as-constructed modifications shown.
- Final approved copies of shop drawings for concrete and steel members.
- Construction Records.
- Compaction testing reports for backfill of abutments.

3.10 APPROVAL OF DETAILS

Submit details for the construction of the Railroad tracks and other structures including in the Contract Files to the Railroad (Designated Representative through TXDOT for the Railroad) review and approval before such work is undertaken. Allow a minimum of 10 weeks for review and approval of these submittals, which includes the Railroad's four (4) week review time.

3.11 MAINTENANCE OF RAILROAD FACILITIES

- Maintain all of the bridge and drainage structures free of silt or other obstructions resulting from contractor's operations. Repair or replace any and all other damage to the Railroad's right-of-way and roadway or any other damage to the property of the Railroad, or its tenants.
- Perform all such maintenance and repair at the expense of the Contractor's contract or the Contractor's expense.
- Submit a proposed method of erosion control for review by the Railroad prior to beginning any grading on the Project Site. Comply with all applicable local, state and federal regulations when developing and implementing such erosion control.

3.12 SITE INSPECTIONS BY RAILROAD'S DESIGNATED REPRESENTATIVE

- In addition to the off-site review of contractor's submittals, site inspections may be performed by the Railroad Designated Representative at significant points during construction, including the following if applicable:
 - Pre-construction meetings.
 - Pile driving, drilling of caissons or drilled shafts.
 - Reinforcement and concrete placement for railroad bridge superstructure and underpass.
 - Placement of precast concrete or other bridge superstructure.
 - Placement of waterproofing for or placing bulkhead on bridge deck.
 - Completion of the bridge structure.
- Site inspection is not limited to the milestones events listed above. Site visits to check progress of the work may be performed at any time throughout the construction as deemed necessary by the Railroad.
- Provide a certified construction schedule, indicating the proposed sequence, horizontal and vertical alignments and construction sequence for all work to be submitted to the Railroad Designated Representative for review prior to commencement of work. Include the anticipated dates when the above listed events will occur. Update this schedule for the above listed events as necessary and each month of a minimum to allow the Railroad to minimize site inspections.

3.13 RAILROAD REPRESENTATIVES

- Railroad representatives, conductors, flag persons or other personnel will be provided by the Railroad at expense of TXDOT to protect Railroad facilities, property and movements of its trains or airplanes. In general, the Railroad will furnish such personnel or other protection services as follows:
- When any part of any equipment is standing or being operated within 25 feet, measured horizontally, from centerline of any track on which trains may operate, or when any object is off the ground and any extension thereof could extend inside the 25-foot limit, or when any operation or construction activity is in progress within such limits, regardless of elevation above or below track.
 - For any excavation or pile elevation of track subgrade if, in the opinion of the Railroad Designated Representative, the use of other Railroad facilities may be subject to settlement or movement.
 - During any grading, excavation, or grading in proximity to Railroad facilities, which, in the opinion of the Railroad Designated Representative, may endanger Railroad facilities or operations.
 - During any contractor's operations work, in the opinion of the Railroad Designated Representative, Railroad facilities, the utility, but not limited to, tracks, buildings, signals, wire lines, or pipe lines, may be endangered.
 - Arrange with the Railroad Designated Representative to provide the adequate number of flag persons to accomplish the work.

3.14 MAINWAYS REQUIRED

Maintain clear the outer side of each existing track of all pile or other track, and all single overhead frame, an underpass and continuous space suitable for "main" use in working away trains, extending to a line no less than twelve feet (12') from centerline of track. Remove any temporary encumbrance to work area and track, drainage encumbrances or obstructions all access during work hours before the close of each work day. Construct any temporary pile bents over main construction areas when in close proximity of track. Do not create all concrete encumbrances of these railings to centerline of track. Do not horizontally for tangent track or 9' - 6" horizontally for curved track.

3.15 COMMUNICATIONS AND SIGNAL LINES

If required, the Railroad will reorganize its communication and signal lines, its signal crossing warning devices, and its signal and track, and facilities that are in use and maintained by the Railroad's forces in connection with its operations at an expense of TXDOT. This work by the Railroad will be done by its own forces and it is not a part of the work under this contract.

3.16 TRAFFIC CONTROL

Complete any operations that control traffic forces on or about Railroad facilities with the Railroad Designated Representative.

3.17 CONSTRUCTION EXCAVATIONS AND BORING ACTIVITIES UNDER TRACK

- Take special precautions and care in connection with excavation and boring for construction of footings, piers, columns, walls or other facilities that require boring shall comply with requirements of TXDOT, OSHA, AEMA and Railroad "Guidelines for Temporary Shoring".
- The project plans indicate whether there are fiber optic lines or other equipment or communication systems that require consideration. Regardless, contact the necessary authority to determine if such cable systems are present.
 - UMTS 1-800-316-9393
 - 7:00 AM to 5:00 PM CST Monday-Friday except holidays, staffed 24 hours for emergencies
 - 48 hr notice required

3.18 RAILROAD FLAGGING

- Projects involving a boring or jack and bore operation under track such as pile driving, caissons or drilled shafts require on installation sites reviewed and approved by the Railroad and TXDOT prior to proceeding with such construction. A railroad inspector and contractor assigned maintainers of ground and rock movement is required to maintain safe passage of rail traffic. Stop rail traffic and do not allow passage of trains if movements in excess of 1/4" vertical or horizontal is measured in the track. Immediately repair the damage to the reconstruction of TXDOT and the Railroad before proceeding.

3.19 CLEANING OF RIGHT-OF-WAY

- When work is complete, remove all tools, implements, and other materials brought into Railroad Right-of-Way and leave the Right-of-Way in a clean and suitable condition to the satisfaction of TXDOT and the Railroad.

SHEET 3 OF 3



RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

EXHIBIT "A"

REV	DATE	BY	CHK'D	DESCRIPTION	DATE	BY	CHK'D
01	01/01/2003	TXDOT	TXDOT	ISSUED FOR REVIEW	01/01/2003	TXDOT	TXDOT
02	01/01/2003	TXDOT	TXDOT	ISSUED FOR REVIEW	01/01/2003	TXDOT	TXDOT

RAILROAD REQUIREMENTS FOR BRIDGE CONSTRUCTION

Section 12 Highway - Railroad Bridge/Culvert Structures

- Project Development, Plan Review, & Agreement Procedures
- Railroad Grade Separations - Exhibit A Prep Guide
- Box & Pipe Culverts Under Railroad Live Load Influence (NEW!)
- Design Conformance To Railroad Guidelines Report + Samples for Highway Overpasses
- Type Selection Report + Samples – for Highway Underpasses (NEW!)
- Railroad Cost Participation Guidelines
- Theoretical Structure Estimate Form Sample
- Theoretical Structure Plan Sheet Samples

GUIDE TO RAILROAD PROJECT DEVELOPMENT - UPDATES

- Section 13 Track Work Design (NEW!)
 - Adding new track construction special specification for TxDOT let projects

- Section 14 Special Provision to Item 007 (NEW!)
 - Railroad Insurance Requirements
 - New Contractor's Right of Entry Agreement SOP

- Section 15 Design Summary Report (DSR)

- Section 16 Railroad Right of Entry Agreements

- Section 17 Glossary of Railroad Terms

New Procedure for Railroad Right of Entry Agreement

- Initiated by Complaints from AGC
- Scope of New Procedural Changes:
 1. Streamline ROE agreement process-Bundle in new specs
 2. Improve coordination for railroad flagging & clearly define flagging requirements
 3. Address AGC insurance limit and indemnity concerns
 4. Define NON-INVASIVE types of project work vs. INVASIVE types of work activities on RR ROW

Non-Invasive Project Work

- Non-Invasive Construction/Engineering – not requiring ROE; however, required RR Protective Liability Insurance and flagging of trains; only Letter Agreements are required:
- Seal coat, fog seal, crack seal pavement maintenance
- Sign Work – minor repairs
- Painting - grade separations painting/maintaining highway underpass substructures (bearings down) and/or roadway striping
- Spot Pavement Repair (pot hole repair) - not within 25 feet of near rail
- Concrete, rip-rap, landscaping repair – not within 25 feet of near rail
- Safety End Treatment (SET) – not within 25 feet of near rail
- Sign bridge overhanging into RR ROW – not within 25 feet of near rail
- Civil Survey
- Non-Invasive Bridge Inspection – use of cameras, binoculars and other non-motorized equipment only for a short time period.
- Any construction or maintenance operation outside RR ROW that could result in interruption of train service. (e.g. overhead crane in vicinity of tracks).

Invasive Types of Project Work

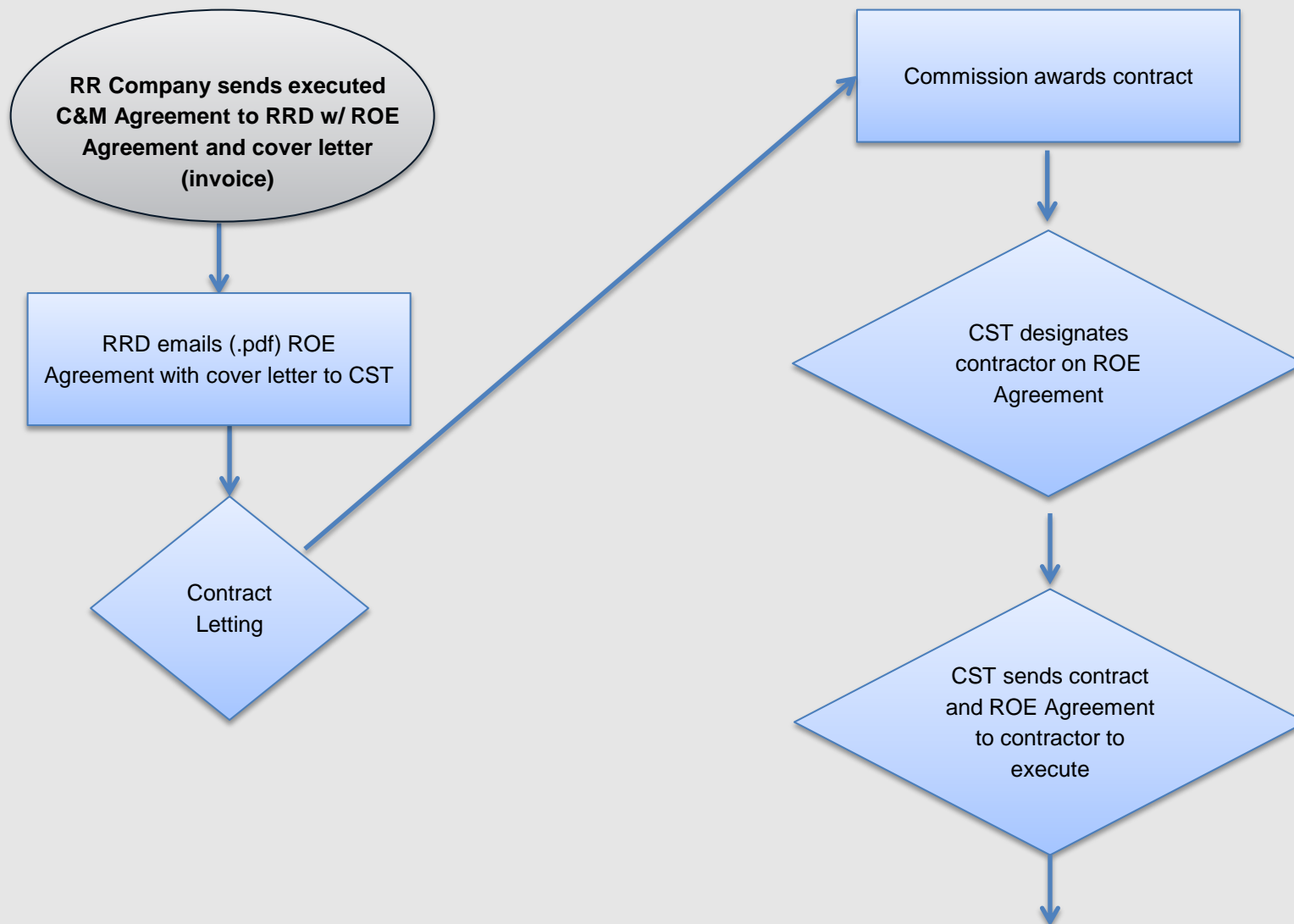
- Invasive Construction & Maintenance Project work utilizing heavy equipment within Railroad ROW requiring ROE, insurance and flaggers:
 - Roadway approach surface work including asphaltic concrete pavement overlay, and milling
 - Spot pavement repair/maintenance – within 25 feet of near rail
 - Sidewalk and curb and gutter repair or ADA (ramp) work that does not include RR signal work.
 - Painting Highway Overpass structure
 - Concrete, riprap, landscaping repair/maintenance within 25 feet of near rail
 - Metal beam guard fence rail repair – within 25 feet of near rail
 - Concrete traffic barrier (CTB) replacement/repair – within 25 feet of near rail
 - Safety end treatment (SET) replaced – within 25 feet of near rail
 - Sign bridges overhanging into RR ROW – within 25 feet of near rail
 - Traffic Management System (TMS) Fiber Optics – jack and bore under track
 - Drainage Improvement
 - Grade Separation – new or modifying existing, reconstruction, relocation
 - At grade crossing – new or modifying existing, reconstruction, relocation
 - Preemption (signal interconnect)
 - Raised medians – within 25 feet of near rail
 - Pedestrian crossing – new or modifying existing, reconstruction, relocation
 - Track Relocation
 - Core Drilling & Civil Survey's with extensive time on or above the RR ROW
 - Fracture Critical Highway Overpass Inspection

New Procedure for Railroad Right of Entry Agreement

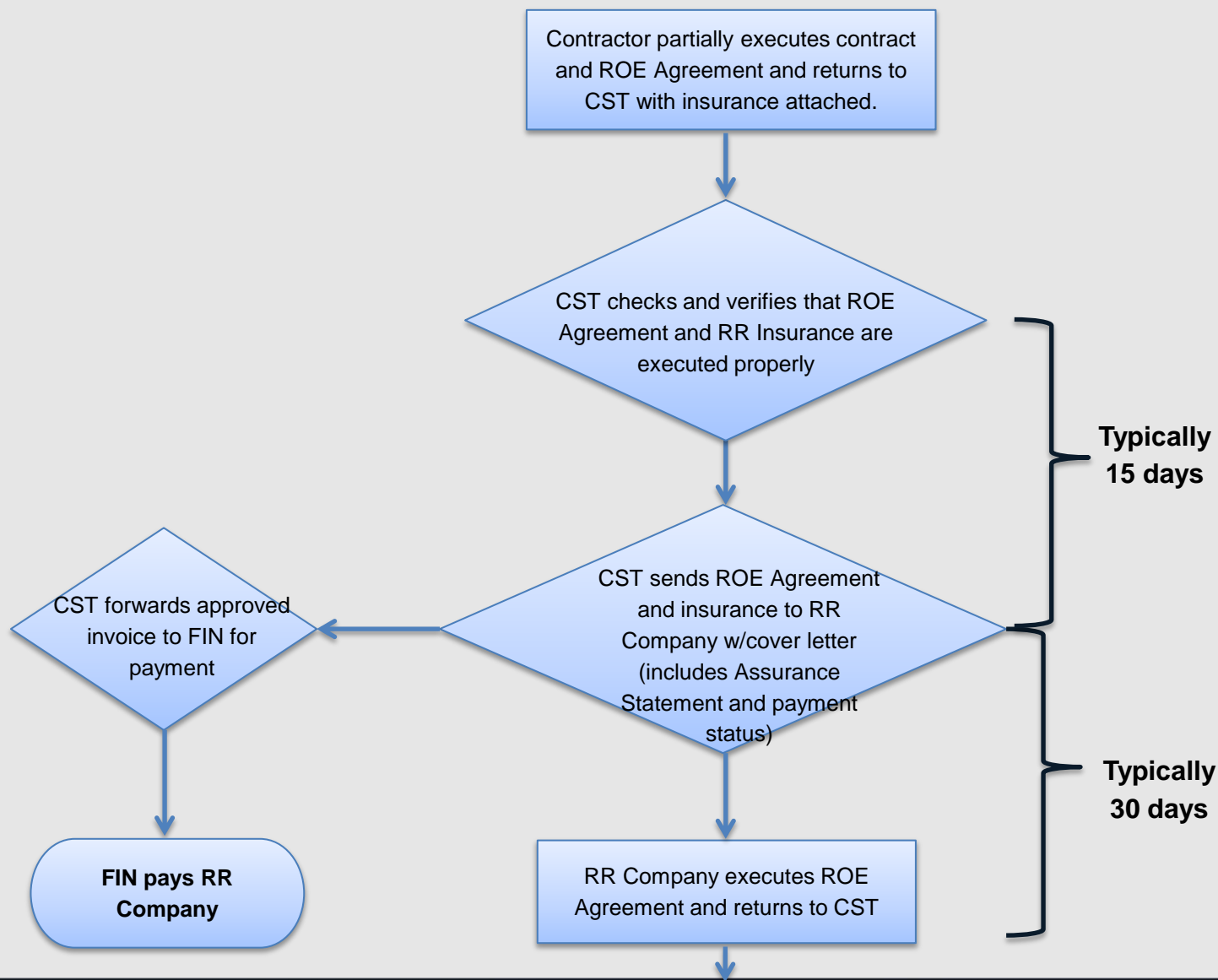
Anticipated Outcomes of New Procedure:

- Improve Project Coordination and Foster Communication
- Reduce approval time
- Eliminate processing errors
- Lower Risk to Project Stakeholders
- Improve Worker Safety

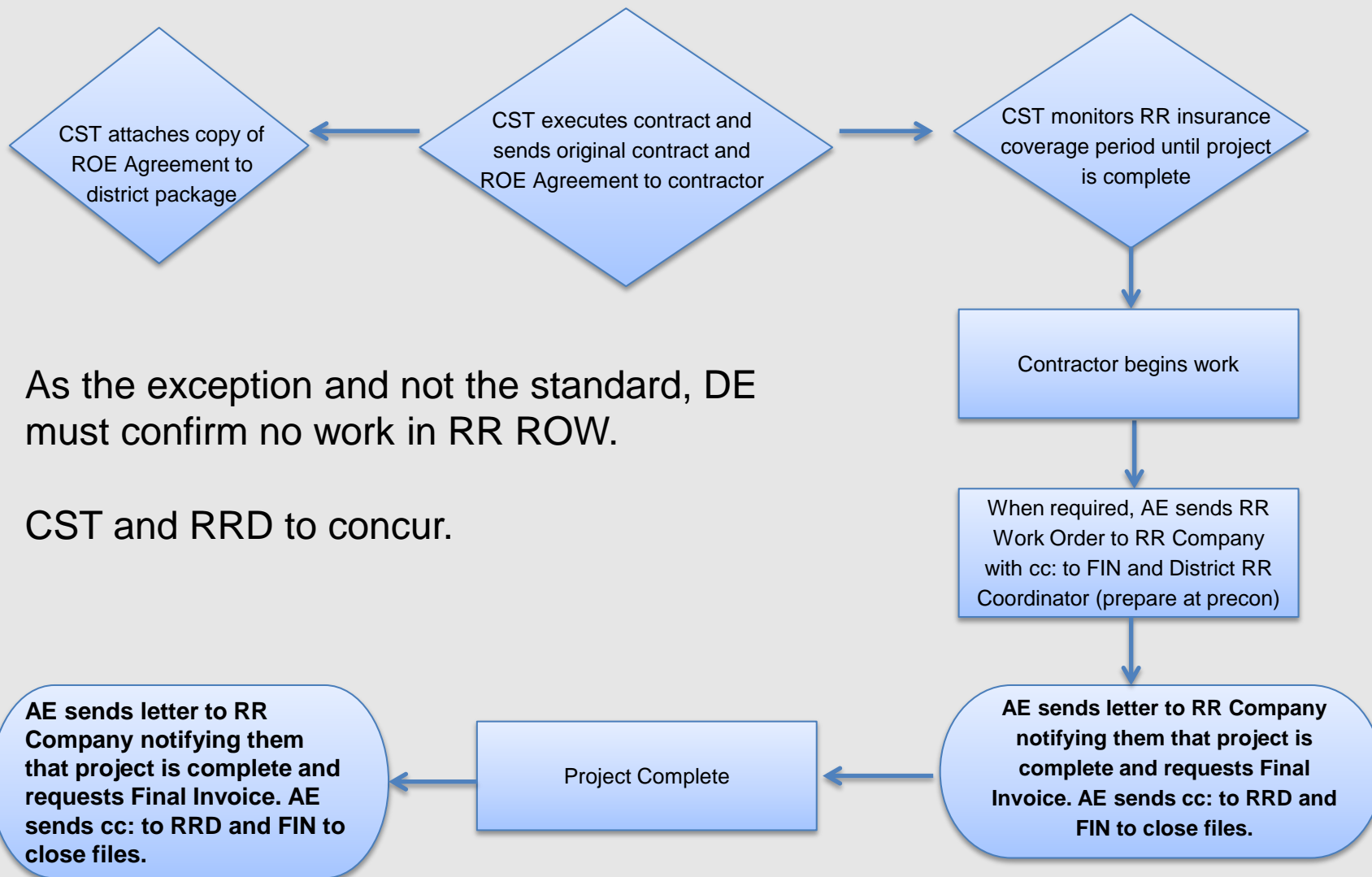
Right of Entry Agreement Flowchart



Right of Entry Agreement Flowchart



Right of Entry Agreement Flowchart



As the exception and not the standard, DE must confirm no work in RR ROW.

CST and RRD to concur.

Implementation of New ROE Procedure

- Still coordinating a lot of moving parts:
- Spec prov to Items 003 and 007
- New Statewide Spec for Railroad Work
- Spec Committee Approval
- AGC “Final” Approval
- Will “Pilot” new procedure on several projects in FY’14 Letting Schedule