City of Fairfield, Ohio – Public Works

Right-of-Way Permit Application for Temporary Closure of Public Road at Railroad Crossing

Name of Railroad _____

Public Road to be Closed _____

Nearest Railroad Milepost _____ Township / Jurisdiction _____

Nearest Roadway Intersections – Between _____

and _____

Closure Beginning Date _____ Closure End / Reopen _____

General Description of Work Pertaining to the Roadway _____

_____

_____

_____

Name of Applicant _____ Contact _____

Contact Address _____

Contact Phone _____ Fax _____ Email _____

By _____ Signature _____ Date _____

(See next page for instructions and the required information to be submitted.)

Instructions for Permit Application

Submit application 30 days in advance of project, along with the following information:

a. Plans giving details of all design and work to be performed, including profiles, cross sections, and any other details deemed necessary by Public Works to describe the project. See attached Standard drawing.
b. Permit holder is responsible for all Maintenance of Traffic items including posting a detour. Public Works will provide detour plans for the closure.
c. A list of all persons, contractors, and sub-contractors who will be performing work on or related to the project, emergency contact names and numbers, and persons who are in charge of the project.
d. All items of work and materials must comply with the current ODOT – CMS or be on ODOT's Approved Materials List.
e. With approval of the BCEO, the Railroad may ask the BCEO to manage a Contract to perform the Final Asphalt / Roadway Restoration portion of the work. The Railroad would still have to provide any temporary pavement and maintenance that would be required between the time of rail work and the final paving required for restoring the roadway.

The Public Works Director may require additional information to be submitted as well as apply other conditions to be followed to satisfy City of Fairfield Design and Safety Criteria.

After the Permit Application has been submitted, approved, and a RW Permit has been issued, the permit holder must schedule a Preconstruction Meeting with Public Works.

The permit holder must provide 48 hours' notice before any construction activity to allow the BCEO ample time to schedule an onsite inspector, as needed.

The permit holder shall assume responsibility for and shall hold Butler County harmless and defend any and all claims for personal injury and property damages that might be brought as a result of the proposed work.

Attachment: Rail crossing federal standard

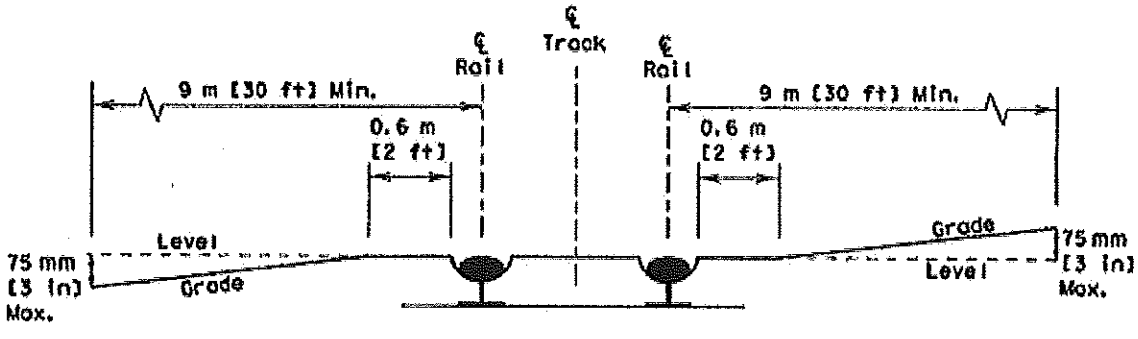
Vertical alignment Track maintenance can result in raising the track as new ballast is added to the track structure. Unless the highway profile is properly adjusted, this practice will result in a "humped" profile that may adversely affect the safety and operation of highway traffic over the railroad.

Low-clearance vehicles, such as those low to the ground relative to the distance between axles, pose the greatest risk of becoming immobilized at highway-rail grade crossings due to contact with the track or highway surface. With the exception of specialized vehicles such as tank trucks, there is little standardization within the vehicle manufacturing industry regarding minimum ground clearance. Instead, manufacturers are guided by the requirements of shippers and operators.

A similar problem may arise where the crossing is in a sag vertical curve. In this instance, the front or rear overhangs on certain vehicles may strike or drag the pavement.

The AREMA *Manual for Railway Engineering* recommends that the crossing surface be in the same plane as the top of rails for a distance of 2 feet outside of the rails, and that the surface of the highway be not more than 3 inches higher or lower than the top of the nearest rail at a point 30 feet from the rail, unless track superelevation dictates otherwise. This standard has been adopted by AASHTO in *A Policy on Geometric Design of Highways and Streets*.

Exhibit 9-102 Highway-Rail Grade Crossing Cross Section



Source: From A Policy on Geometric Design of Highway and Streets, 2004, *by the American Association of State Highway and Transportation Officials, Washington, DC. Used by permission.*