

**SECTION II**

**Railroad Policies**

**GTI - Rail Division  
Engineering Department**

**January 1995**

## II. GTI-RAIL DIVISION POLICIES

### A. Regarding obtaining Surface and Subsurface Information.

In the event that the property either operated or owned by GTI-Rail Division has to be entered upon to obtain surface or subsurface information, the contractor is to obtain Railroad approval for the boring locations, Railroad insurance, and execute the Standard Railroad Service Contract, prior to any work being done. The Assistant Chief Engineer-Design should be contacted for information and initiation of this process.

### B. Regarding Underground Utility Crossings.

#### 1. Method of Installation:

(a) In a Public Way: (No work shall be done without engineer approval by the Railroad and a Railroad Inspector present.)

1. In or immediately adjacent to an at-grade crossing which has been rebuilt within the past ten (10) years, no open cuts will be allowed. All sleeves will be installed by the jacking method.

2. In or immediately adjacent to an at-grade crossing not scheduled for rebuilding, the preferred method of installation is by jacking. As an alternate, the sleeve may be installed by open cut within an acceptable depth, with strict adherence to the backfill specifications, and with the Owners paying for the complete rebuilding of the crossing, train schedule permitting.

3. In or immediately adjacent to an at-grade crossing scheduled for rebuilding the preferred method of installation is by jacking. As an alternate, within seven (7) calendar days of the scheduled date of the crossing reconstruction, the sleeve may be installed by open cut within an acceptable depth, train schedule permitting. Strict adherence shall be made to the backfill specifications, which provides the Railroad with written certification from a testing lab or P.E. registered in the State in which the work is performed, that the backfill density requirements of the Railroad specifications have been met or exceeded.

(b) Not within a Public Way:

The accepted method of crossing the Railroad is by jacking of a pipe sleeve under the Railroad. Only upon written request, will an alternate of open cut be given consideration. The engineering decision shall be based upon, but not limited to track usage, depth of excavation, soil conditions, and physical constraints. In the event an open cut is allowed, the contractor or owner must adhere to the following items:

1. The installation is to be a continuous operation and performed to a Railroad approved schedule.
2. No work shall be done without a Railroad inspector present.
3. Strict adherence to the Railroad backfill specifications by the Owner or its Contractor.
4. The Owner or its Contractor is to provide the Railroad with a non-refundable, lump sum payment for after the fact maintenance. The determination of this amount is based on the individual situation. No work will be allowed until this payment is received. This payment is not to be confused with the advance deposit for Railroad protective services (flagging, inspection, etc.) also required from the Owner or its Contractor before he enters upon Railroad property. Checks are to be made payable to the Operating Railroad.

C. Regarding Insurance and Indemnification.

1. Before entering upon the property of the Railroad, the Owner or its Contractor shall:

- (a) Provide insurance, as specified in the Railroad specifications. The original policy shall be provided to the Railroad. No work will be done until an acceptable policy has been received and approved. The Railroad shall have the right to increase the limits of liability for both public liability and property damage during the life of the agreement.
- (b) The Contractor shall execute the Standard Railroad Service Contract which indemnifies and saves harmless the Railroad.
- (c) Provide payment as shall be required by the Railroad's Real Estate Department for preparation of agreement(s) and review of insurance.

D. Regarding Legal Documents for Temporary and Permanent Installations on:

1. Railroad lines:

(a) Outside Public Ways:

The Owner is required to either obtain a License Agreement, which includes an annual rental charge, that may be terminated by either party by giving 30 to 90 days notice, or the Owner may apply for a permanent easement, which may or may not be approved by the Railroad.

(b) Within Public Ways:

The Owner is not required to obtain an easement from the Railroad or obtain a License Agreement from the Railroad to install a facility. However, the Owner is required to conform with the requirements of C-1a and C-1b, and the Standard Railroad Specifications.

2. MBTA lines operated and controlled by the Railroad:

(a) Outside Public Ways:

The legal requirements will be as determined by the MBTA, however, the Railroad will require written notification and copy of the Agreement from the MBTA, indicating that their requirements have been met prior to any work being initiated, and the Contractor to sign a Standard Railroad Service Contract.

(b) Within Public Ways:

The Owner is not required to obtain an easement from the Railroad or to obtain a License Agreement from the Railroad to install a facility. However, the Owner is required to conform with the requirements of C-1a and C-1b, and the Standard Railroad Specifications.

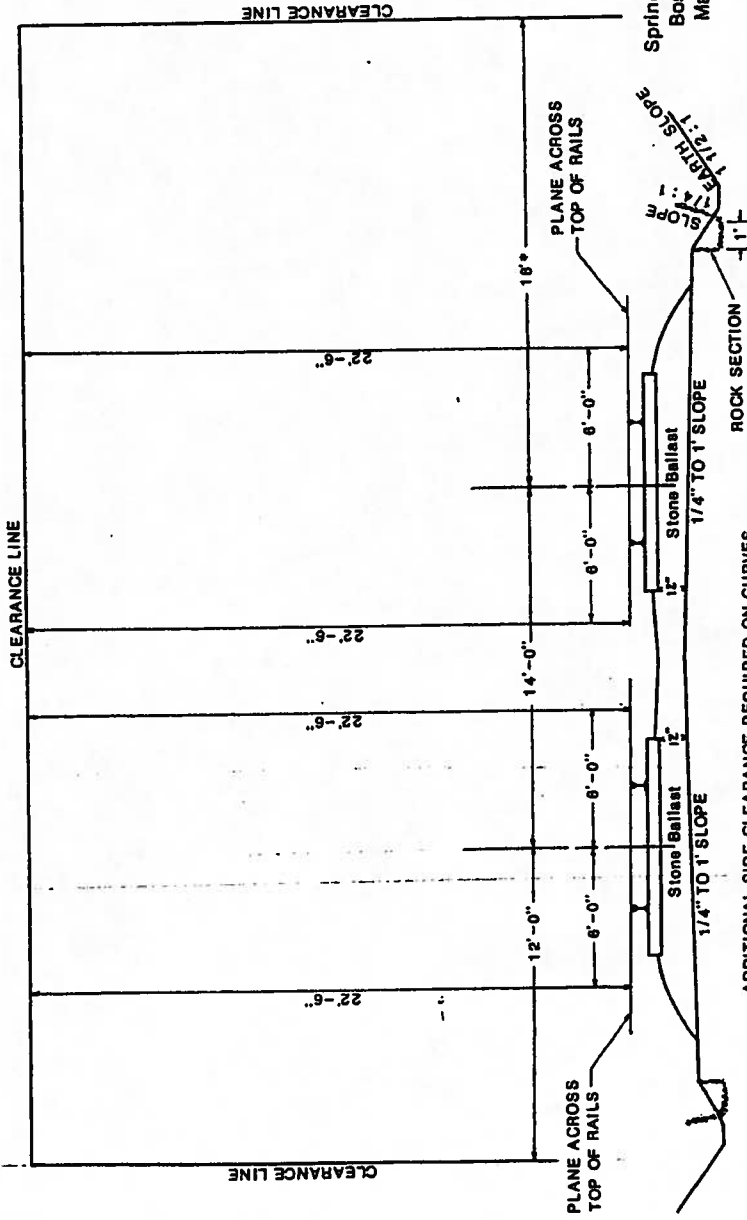
E. Regarding Permanent Clearances.

1. Railroad lines: All clearances for new construction shall adhere to those dimensions set forth on Standard Plan N8 entitled "GTI Rail Division Clearance Diagram New Bridge Construction". A copy of this standard plan is located at the end of this section. In the event of existing, severe limitations, the standard dimensions may be revised, at the discretion of the Railroad, but only upon written request.

2. MBTA lines operated and controlled by the Railroad.

- (a) Railroad freight operations - The Chief Engineering Officer, GTI Rail Division, shall determine the clearance dimensions required for freight service.

N8



Guilford Rail System  
 Springfield Terminal Railway Co.  
 Boston & Maine Corporation  
 Maine Central Railroad Co.

ADDITIONAL SIDE CLEARANCE REQUIRED ON CURVES  
 INCREASE SIDE CLEARANCES 1 1/2" ON EACH SIDE AND  
 3" BETWEEN TRACKS FOR EACH DEGREE OF CURVE  
 ON SUPERELEVATED TRACK, THE TRACK CENTERLINE IS  
 PERPENDICULAR TO A PLANE ACROSS TOP OF RAILS

Clearance Diagram  
 for  
 New Overhead Bridge Construction  
 George S. Thayer  
 CHIEF ENGINEER-DESIGN & CONSTRUCTION  
 VICE PRESIDENT-ENGINEERING

\* ACCESS ROAD LOCATION DETERMINED  
 BY SITE SPECIFICS

NOTE: OVERHEAD BRIDGE DRAINAGE MUST BE  
 DIRECTED AWAY FROM THE RAILROAD

Drawn HAT
Checked
DATE 0818
B 4/98