

# ORIGINATION FORM

Proposed Revisions to a Standard Plans Index  
(Please provide all information – Incomplete forms will be returned)

## Contact Information:

Date: July 19, 2019  
Originator: Kathy Thomas  
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## Standard Plans:

Index Number: 830-T01  
Sheet Number (s): 2 of 2  
Index Title: Railroad (Grade) Crossing

## Summary of the changes:

Add a line indicating the curb continuing to the junction with the crossing. Remove the label about shoulder pavement in lieu of curb. Add a label for drop curb. Modify label "shoulder pavement" to "asphalt pavement" on the left half. Add "or trail" label to sidewalk on right half. Change "shoulder pavement" on right to asphalt or concrete pavement to match adjacent surface.



## Commentary / Background:

CSX is interpreting the current label of shoulder pavement as only asphalt. CSX is requiring the District to write a variance to place concrete in the area labeled shoulder pavement when adjacent to concrete sidewalk. I have attached a picture of what is typically built.

## Other Affected Offices / Documents: (Provide name of responsible personnel)

- | Yes                      | No                                  |                             |
|--------------------------|-------------------------------------|-----------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Other Standard Plans –      |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | FDOT Design Manual –        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Basis of Estimates Manual – |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Standard Specifications –   |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Approved Product List –     |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Construction –              |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Maintenance –               |

## Origination Package Includes: (Email or hand deliver package to Derwood Sheppard)

- | Yes                                 | N/A                                 |   |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Redline Mark-ups                          |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Proposed Standard Plan Instructions (SPI) |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Revised SPI                               |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Other Support Documents                   |

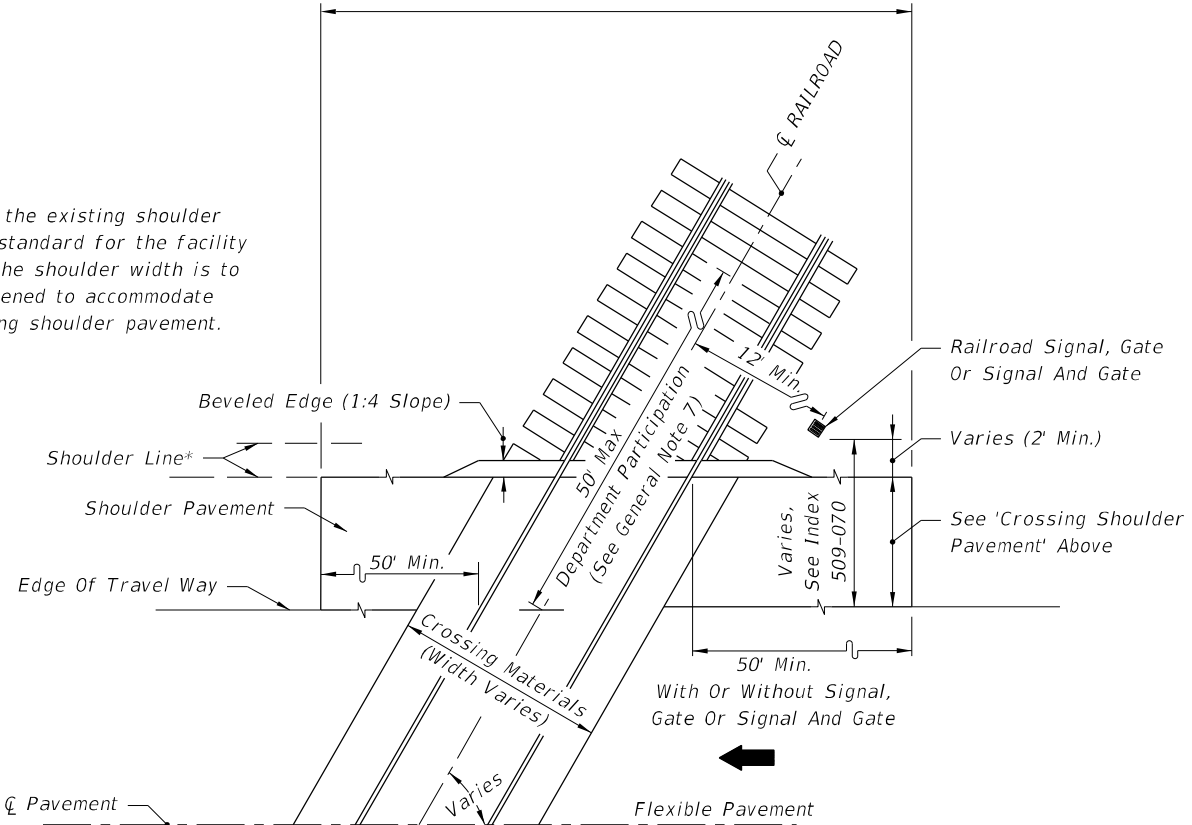
## Implementation:

- Design Bulletin (Interim)    DCE Memo    Program Mgmt. Bulletin    FY-Standard Plans (Next Release)

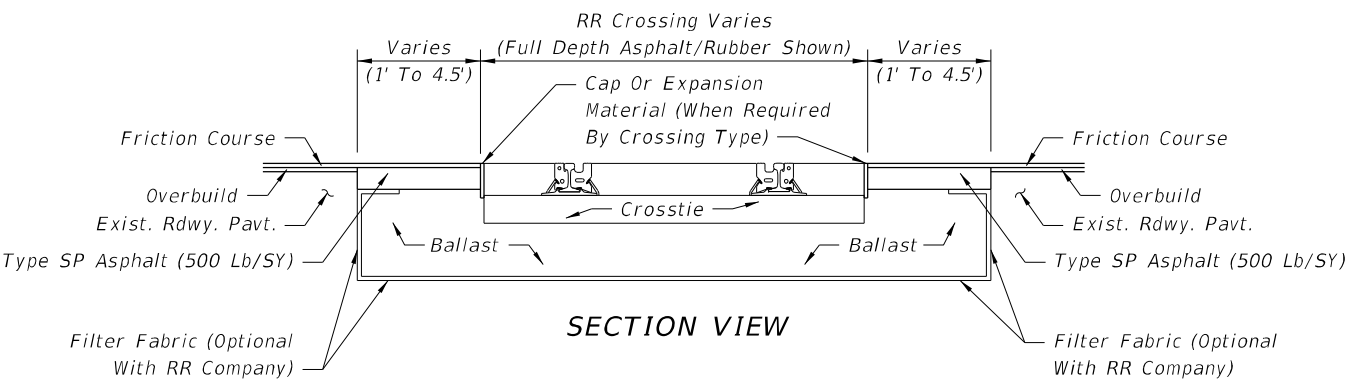
Contact the Roadway Design Office for assistance in completing this form

Crossing Shoulder Pavement  
 (Except Area Occupied By Crossing Surfacing Material):  
 a. To Shoulder Line For Outside Shoulders Less Than 8' Wide.  
 b. To 8' Maximum Width For Outside Shoulders 8' Or Wider  
 (Regardless Of Approach Shoulder Pavement Width).  
 c. 4' For Median Shoulders.

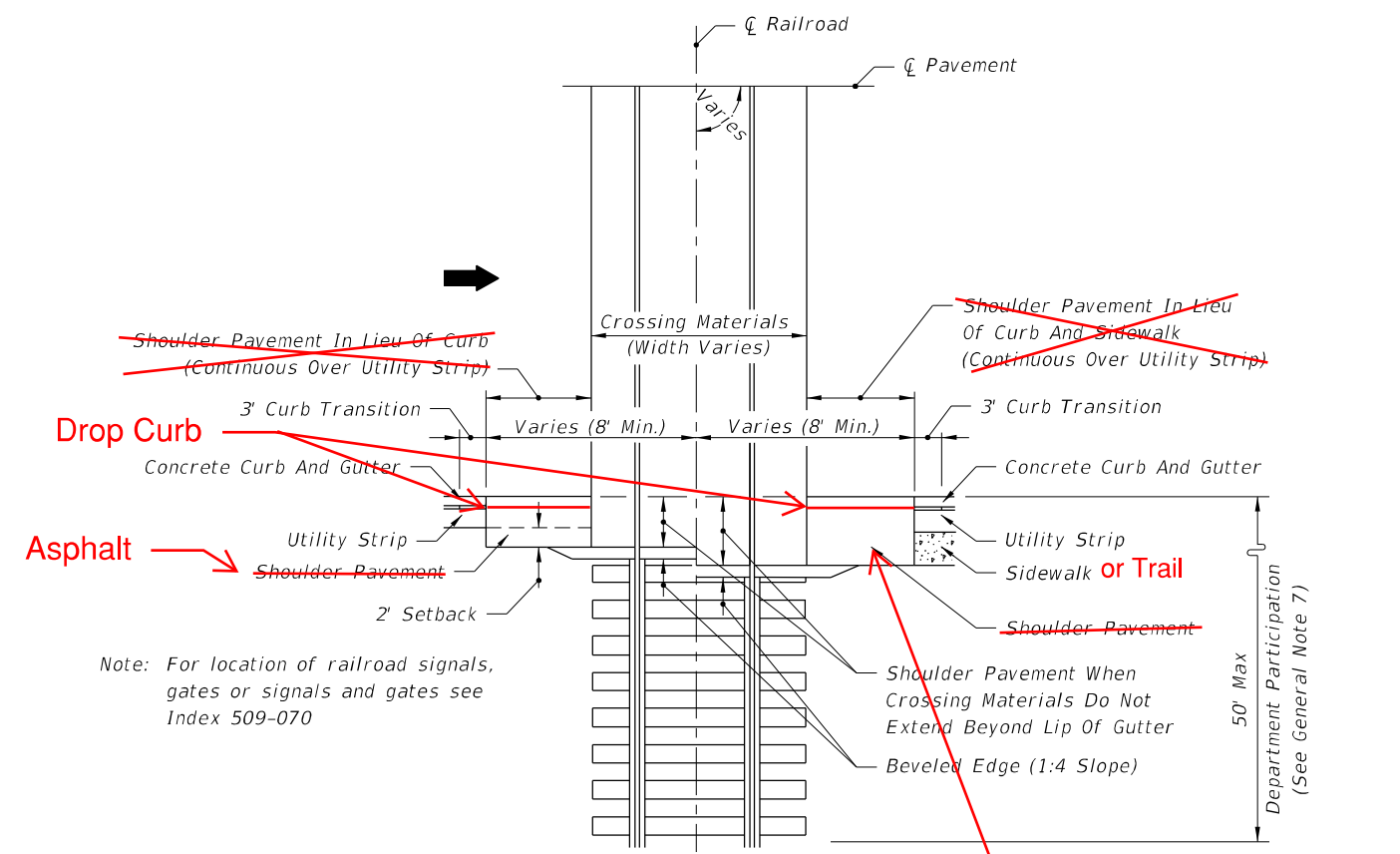
\* Where the existing shoulder is substandard for the facility type, the shoulder width is to be widened to accommodate crossing shoulder pavement.



HALF PLAN  
ROADWAYS WITH FLUSH SHOULDERS



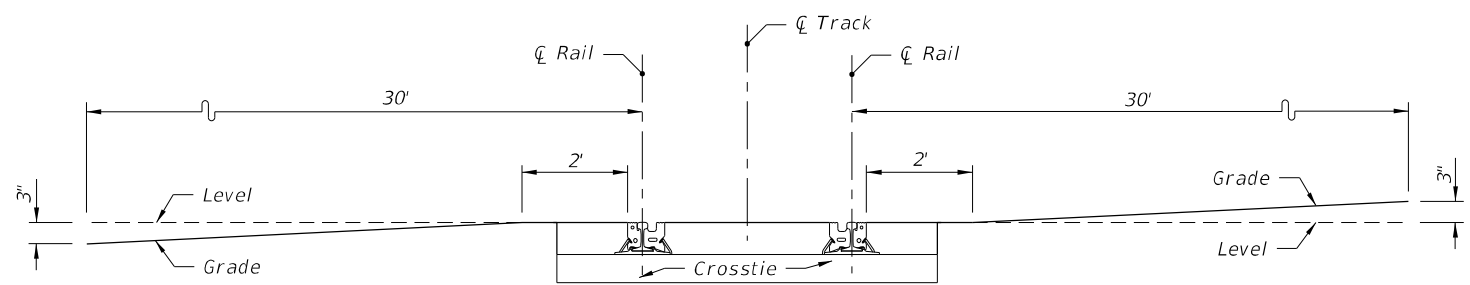
SECTION VIEW  
TYPICAL CROSSING MATERIAL REPLACEMENT AT RR CROSSINGS



HALF PLAN  
CURBED ROADWAYS

Asphalt or Concrete to Match Adjacent Surface


Note: For location of railroad signals, gates or signals and gates see Index 509-070



To prevent low-clearance vehicles from becoming caught on the tracks, the crossing surface should be at the same plane as the top of the rails for a distance of 2 feet outside the rails. The surface of the highway should also not be 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 makes a different level appropriate. Vertical curves should be used to traverse from the highway grade to a level plane at the elevation of the rails. Rails that are superelevated, or a roadway approach section that is not level, will necessitate a site specific analysis for rail clearances.

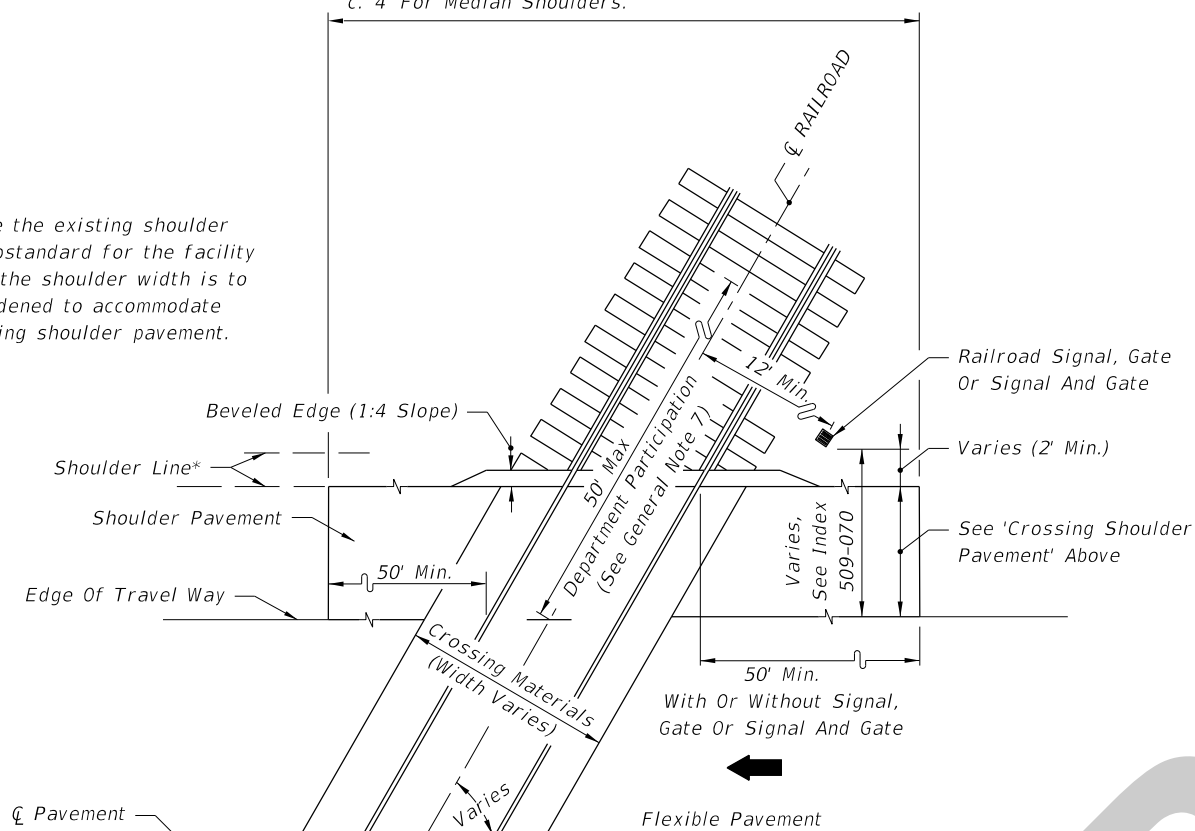
VERTICAL ROADWAY ALIGNMENT THROUGH A RAILROAD CROSSING

9/18/2018 2:00:50 PM

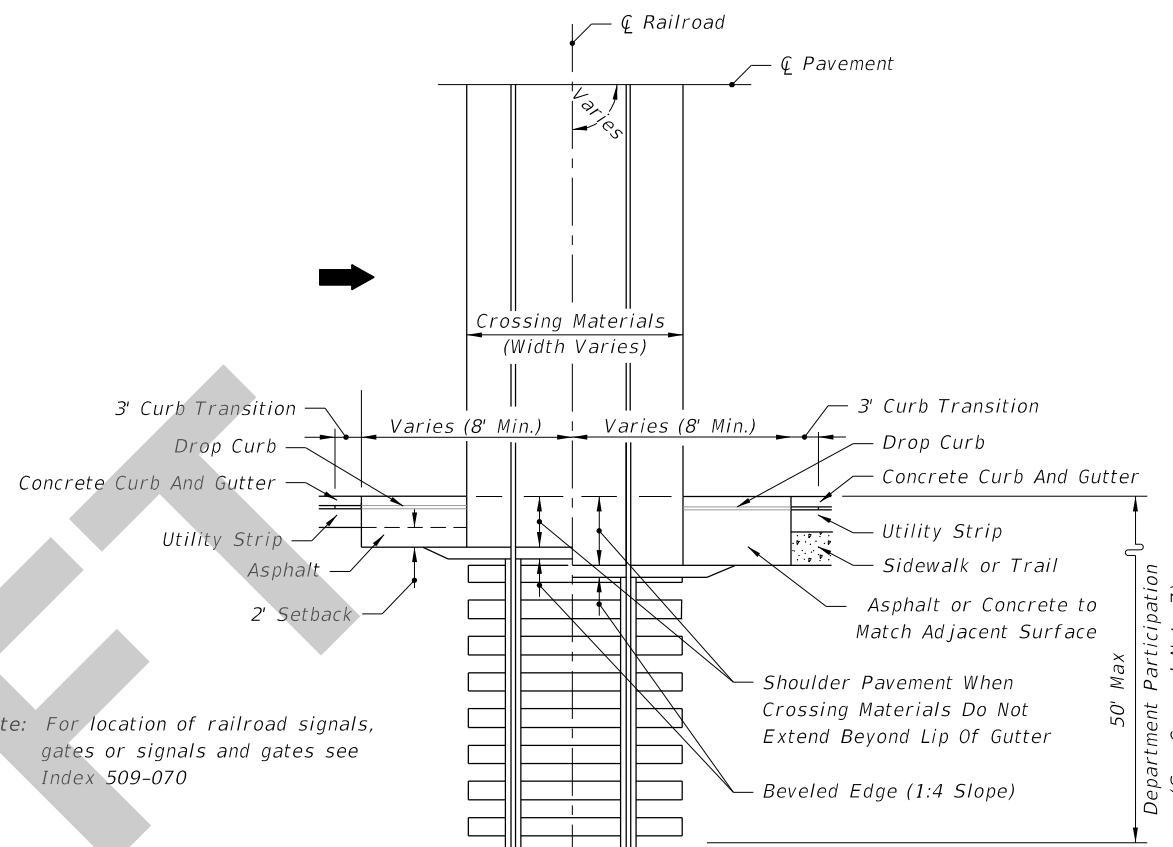
LAST REVISION <del>11/01/17</del>	DESCRIPTION: 11/01/19	 FY 2019-20 STANDARD PLANS	RAILROAD (GRADE) CROSSING	INDEX 830-T01	SHEET 2 of 2
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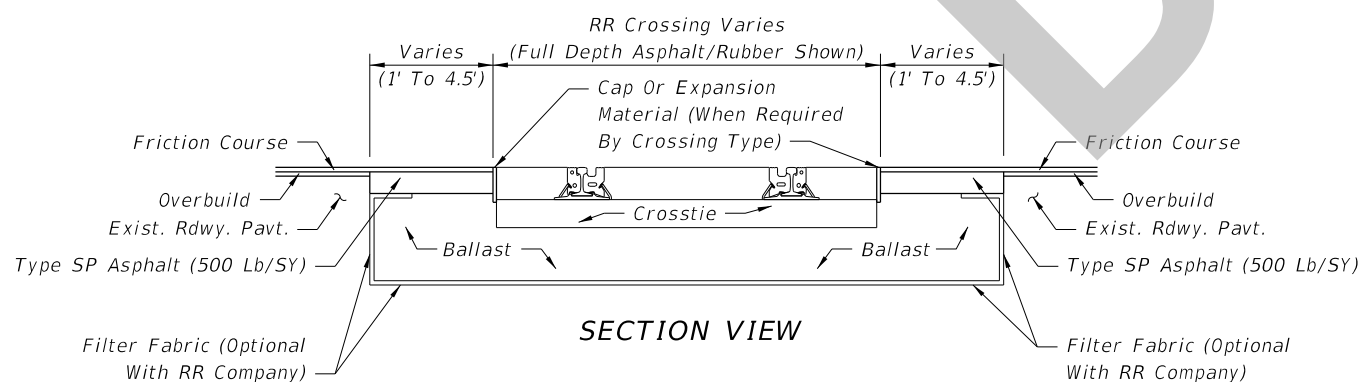


HALF PLAN  
 ROADWAYS WITH FLUSH SHOULDERS

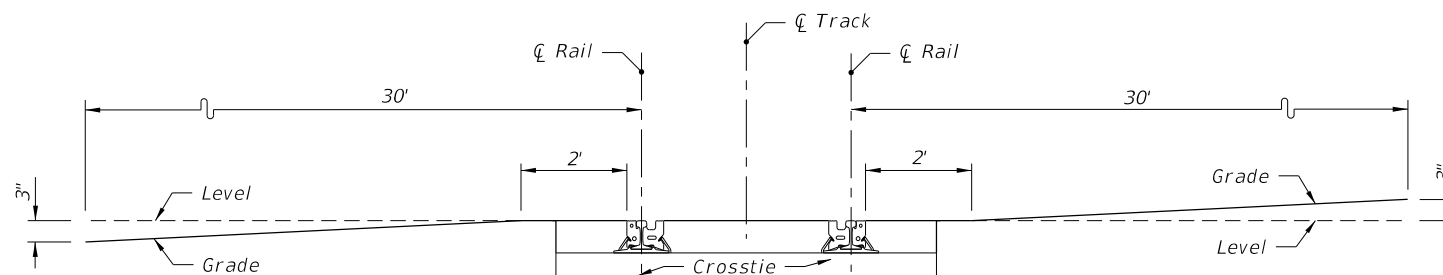


HALF PLAN  
 CURBED ROADWAYS

Note: For location of railroad signals, gates or signals and gates see Index 509-070




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VERTICAL ROADWAY ALIGNMENT THROUGH A RAILROAD CROSSING

7/31/2019 3:44:17 PM

LAST REVISION 11/01/19	DESCRIPTION:	 FY 2020-21 STANDARD PLANS	RAILROAD (GRADE) CROSSING	INDEX 830-T01	SHEET 2 of 2
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