

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
PROJECT PERMIT SUPPLEMENT

Rev 7/23

**RULES AND REGULATIONS GOVERNING THE CONSTRUCTION OF RAILROAD
GRADE CROSSINGS ON STATE HIGHWAYS**

1. A railroad grade crossing may be constructed on a state highway only after a permit has been obtained from the Department of Transportation and Development (DOTD).
2. Application for permit must be on the DOTD Project Permit form and may require a guarantee deposit made payable to the State of Louisiana, Department of Transportation and Development to insure satisfactory completion of work. If the permit is for an industrial spur, the applicant for the permit shall be the property owner benefitting or being serviced by the track. The property owner can complete a power of attorney allowing the industry or railroad to act on their behalf; however, the property owner will ultimately be responsible for the responsibilities and obligations detailed in the permit.
3. The application for permit or letter of transmittal must give the following information:
 - a. The purpose of the crossing.
 - b. Whether the crossing is a main line or a spur.
 - c. Anticipated number of train movements on this crossing per 24 hours and time of day or night movements are to be made. If less than 1 train per day, provide the number of trains per week.
 - d. Anticipated speed of train movements across the highway.
 - e. Proposed method of affording warning to highway traffic at the crossing.
 - f. Sight distance in each direction along the highway from the point of crossing.
4. Four sets of drawings must accompany the application for permit. These drawings must show the following:
 - a. A plan and profile of the proposed crossing. The finished elevation of the track must conform to the finished surface of the roadway and finished profile consistent with the road classification, design, etc. Track is not to be superelevated.
 - b. The type of crossing to be constructed shall be as approved by DOTD and the operating railroad (if any). A 12-inch asphalt hardpan extending 10 ft. past both edges of roadway shall also be required under the new highway/rail crossing's ballast unless otherwise approved by the DOTD Highway/Rail Safety Engineer.
 - c. Drainage structures to provide for drainage in the highway side ditches. (The proposed drainage plan shall be approved by DOTD.)
 - d. A plan profile drawing of the highway for a minimum distance of 1,200' in each direction from the point of crossing, unless the District or DOTD HQ Permits Unit authorizes differently.
5. The applicant shall be required to submit a traffic control plan (with the permit application) to the District or DOTD HQ Permits Unit for approval. The traffic control plans shall conform to the MUTCD and DOTD's Standards for Temporary Traffic Control. Undue delay to traffic will not be permitted.
6. Where concrete highways are to be cut, the entire section of slab between joints shall be removed. Replacement of slab shall be in accordance with current DOTD Standards and Specifications.
7. The DOTD Highway/Rail Safety Engineer must approve proposed warning devices (see 3e) prior to their installation at the crossing. All warning devices must be in conformance with the Manual on Uniform Traffic Control Devices, published by the U.S. Department of Transportation, Federal Highway Administration, and shall be furnished and installed by the applicant. This includes all signs, markings and active warning devices that may be required at these sites. DOTD will maintain the railroad advance warning signs and markings, whereas, the applicant will be responsible for the future maintenance of the warning devices, crossing infrastructure (surfacing, track panel, ballast, etc.), and the asphalt approaches (within the servitude/permitted area) at the crossing site.
8. DOTD may, in the future, require tracks to be removed, the highway/rail crossing to be widened or a grade separation constructed by the applicant. If the roadway is widened within existing DOTD right of way, the applicant will be responsible for maintenance of the widened crossing infrastructure, asphalt approaches, and modified warning devices once construction is complete.

9. Pursuant to LA R.S. 48.386, the applicant and/or owner of property benefitting from the crossing shall be held responsible for the future maintenance of the crossing infrastructure and warning devices to DOTD's satisfaction. If the grade crossing and/or warning devices are in a poor state of repair and the applicant, after fifteen days' notice in writing, fails to make repairs, DOTD reserves the right to make the repairs and charge the expense thereof to the applicant. In the event the crossing infrastructure and/or warning devices deteriorate and become a potential hazard for roadway users, DOTD may require the removal of the crossing. DOTD shall notify the applicant and/or entity on file with the local tax assessor for the property being serviced by the track at least 60 days prior to removing the crossing. Any attempt to replace or install a new crossing will require the applicant to apply for a new permit.
10. The applicant shall obtain a U.S. Department of Transportation Railroad Crossing ID No. from the primary service railroad. This will enable the inclusion of this crossing in the National Inventory Data Base maintained by the Federal Railroad Administration, DOTD, and the primary service railroad.
11. After construction is complete, the applicant shall provide the District with an "as-built" set of plans reflecting any changes or modifications made during the construction process.