

Design Standards Letter

Letter Number: G-1968-17

Letter Date: 05/24/1968

Effective Date: 05/24/1968

Section/Plan No.: None

Subject: Critical Path Scheduling for Railroad Separation Structures

Body

ALL DIVISION AND DISTRICT ENGINEERS AND CHIEF COUNSEL:

Due to the increasing complexity of the negotiations with the railroads, it will now be necessary to provide an additional activity on your critical path schedule when railroad separation structures are involved.

An activity between points 62 and 95 must provide 120 days when a railroad structure is involved as shown on the attached critical path schedule.

Negotiations with the railroad cannot start until the bridge design is virtually complete. There have been projects which did not make the scheduled letting date because of insufficient time provided for railroad negotiations and PSC approvals. The Critical Path Method of scheduling indicates that bridge design involving railroads must be completed 74 days earlier than other bridges in order to meet the letting schedule, therefore, submission of the necessary bridge reports must be at an early date.

Please add this activity on your reproducible Critical Path Schedule. This addition will not affect points 82 to 83 which should be scheduled as now set out in the Design Manual. The points 62 and 95 should be shown on the critical path input sheet and "R.R. Struct. Neg." inserted in the DESCRIPTION, in the column that now reads "062,094 Dummy".

It is emphasized that the first activity subsequent to final strip map approval should be the submission of the Bridge Survey Report to the Division of Bridges when a railroad structure is involved. Bridge design and railroad negotiations are almost always the critical activity.

Also enclosed is a revised table for Bridge Division activities. The only change on this table is for Event 48-49 "New Bridges with Railroad over Highway" which has been changed from 510 to 450 calendar days.

L.V. McLaughlin
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Surveys and Plans