

Right of Entry (ROE)

SCHEDULE OF FEES⁷

NO	ITEM	AMOUNT	UNIT OF MEASURE	DESCRIPTION
1	ROE Application – Standard Processing ^{1,2,11}	\$4,004.90	LS	<ul style="list-style-type: none"> Includes review of application package, verification of project compliance with SCRRRA requirements including engineering standards, design criteria, maintenance-of-way rules, and other railroad regulatory requirements. Includes review of the initial submittal⁸ and two (2) revised submittals⁸. An additional Standard Processing fee of \$4,004.90 is required for review of revisions 3, 4 and 5. Continue fee and review cycles as needed. <u>There is a 15-business day review time for the initial submittal and each re-submittal.</u> If the Initial Submittal and Construction Submittal are not submitted at the same time, an additional fee will be required for Construction Submittal. Once comments are resolved and all documents are received and approved , then the ROE agreement will be executed within 5 business days. <p>Does not include Specialized Engineering review or License Fees</p>
2	ROE Application – Expedited Processing ^{1,2,11}	\$9,548.10	LS	<ul style="list-style-type: none"> Includes review of a submittal⁸ within <u>5 business days</u> of receipt and review of one (1) revised submittal⁸ within <u>5 business days</u> of receipt. Continue fee and review cycles as needed. Once comments are resolved and all documents are received and approved , then the ROE agreement will be executed within <u>2 business days</u>. <p>Does not include Specialized Engineering review or License Fees</p>
3	Specialized Engineering Review ^{1,2,11}	\$3,182.70	LS	<ul style="list-style-type: none"> Includes review of Shoring Plans, falsework, impacts to a railroad bridge or structure, or other unique conditions requiring specialized engineering review. This fee includes the initial review and review of two (2) revised submittals⁹. An additional Specialized Engineering Review fee is required for review of revisions 3, 4 and 5. Continue fee and review cycles as needed. There is a <u>15-business day review</u> time for the initial submittal and each re-submittal. This Special Engineering Review fee is in addition to the ROE Application fee (either Standard or Expedited). Specialized engineering review is not required for review of temporary traffic control plans. There is no expedited processing for Specialized Engineering Review.

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4	Railroad Safety Training ^{1,10}	\$212.18	PERSON	<ul style="list-style-type: none"> Attendance of one individual to a (4) hour Railroad Safety training class, and one training badge. Training must be completed once per calendar year. Includes materials to complete the exam and printed copies of the curriculum and associated manuals for reference during the class <p>Note: If lost or damaged, there is a \$15 fee for a replacement badge.</p>
5	Communications and Signal (C&S) Cable Marking ^{3,11}	\$2,265.23.00	EACH	<ul style="list-style-type: none"> A one-time mark-out of one (1) location⁴ which is valid for 28-days. The C&S Cable Marking request includes administrative review, support, and coordination of the C&S Cable Marking request. There is no expedited processing for Initial C&S Cable Marking.
6	Railroad Flagging ^{3,5,6,10}	\$2,121.80	DAY	<ul style="list-style-type: none"> The per day estimate includes Railroad Protection for an 8-hour construction window for up to 10 workers at a location. The per day estimate also includes 2.5 hours for preparation and coordination with Railroad Dispatching and set- up and removal of flags when a "Form B" is used for railroad safety. Cancellation: 4-hours are billed if cancelling within 24-business hours of the scheduled start time. 8-hours are billed if cancelled within 4-hours of scheduled start time, after the scheduled start time or if the contractor does not show up.
7	Railroad Construction Inspection ^{3,5,10}	\$216.20	HOUR	<ul style="list-style-type: none"> Each Right of Entry Agreement will require Railroad Construction Inspection conducted periodically during critical phases of construction impacting the right-of-way and prior to the close out of the Right of Entry. Critical phases include (but are not limited to) verification of clearance, impacts to drainage, track stability or railroad operation. Time spent on the project will include field inspection, travel time and preparation (including familiarization with the project documentation). For budget planning, assume 4-hours per inspection.
8	Railroad Signal System Inspection ^{3,5,10}	\$230.98	HOUR	<ul style="list-style-type: none"> If this inspection type is needed it will be identified during submittal reviews. If field conditions change, this inspection type may be added during construction. Time spent on the project will include field inspection, travel time and preparation (including familiarization with the project documentation). For budget planning, assume 4-hours per inspection.
9	Railroad Communications Systems Inspection ^{3,5,10}	\$216.20	HOUR	<ul style="list-style-type: none"> If this inspection type is needed it will be identified during submittal reviews. If field conditions change, this inspection type may be added during construction. Time spent on the project will include field inspection, travel time and preparation (including

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				<p>familiarization with the project documentation).</p> <ul style="list-style-type: none"> ▪ For budget planning, assume 4-hours per inspection.
10	Railroad Track Inspection ^{3,5,10}	\$216.20	HOUR	<ul style="list-style-type: none"> ▪ If this inspection type is needed it will be identified during submittal reviews. If field conditions change, this inspection type may be added during construction. ▪ Time spent on the project will include field inspection, travel time and preparation (including familiarization with the project documentation). ▪ For budget planning, assume 4-hours per inspection.
11	Structural Inspection Services ^{3,5,10}	\$216.20	HOUR	<ul style="list-style-type: none"> ▪ If this inspection type is needed it will be identified during submittal reviews. If field conditions change, this inspection type may be added during construction. ▪ Time spent on the project will include field inspection, travel time and preparation (including familiarization with the project documentation). ▪ For budget planning, assume 4-hours per inspection.

Footnotes:

- 1 Non-refundable fee for the services described
- 2 Submittals that are grossly incomplete, incomprehensible, or submitted in a language other than English will be rejected within 3 business days of receipt. The application package must include the Application, Site Specific Work Plan (SSWP), insurance certificates, project plans, and, if applicable, temporary traffic control plans. If rejected, a 25% fee will be assessed, the remaining 75% of the fee associated with the submittal will be returned. Rejection of submittals applies for the initially submittal only. An initial submittal with minor issues or missing details that can be resolved within one review cycle will not be rejected. To contest a rejected submittal, email rightofentry@scrra.net.
- 3 Dollar amount shown is a guideline for estimates. The Applicant or their contractor shall reimburse SCRRRA and its contractor(s) for the actual cost and expense incurred for the services described.
- 4 A location is defined as a railroad at-grade crossing, a station platform or up 1,320-feet (0.25 mile) along the right-of-way. C&S Cable Markings beyond 0.25 miles will require an additional C&S Cable Marking Fee to be submitted.
- 5 Costs are billed on an hourly basis, as noted. Hourly rate includes management oversight, administrative support, vehicle, tools, overhead, profit and labor. The hourly rate listed is for straight time. Higher rates apply for night, weekend, overtime, double-time, or holiday work.
- 6 Straight-time hourly flagging rate is \$148.54
- 7 Fees are updated annually, effective August 1st
- 8 A submittal includes an application package, set of plans, Site Specific Work Plan (SSWP), insurance certificates, revised plans, revised SSWP, or any combination of items listed which is submitted at the same time. Emailing questions or requesting clarification of comments are not considered a submittal.
- 9 A submittal for Specialized Engineering Review includes the set of applicable engineering drawings, plans, specifications, and calculations needed to complete the review. Unsigned or unstamped plan sets or calculations may be submitted as a precursory review during the design process and will account for one (1) submittal. The signed and stamps plans and calculations must be sent and approved prior to executing a ROE agreement.
- 10 Costs incurred are invoiced by RailPros Field Services to the Applicant monthly or at the completion of the project, whichever occurs sooner.
- 11 Payment of fees are required in advance of services rendered.

Terms:**LS****Lump Sum****Form B****A type of railroad flagging protection commonly used for Right-of-Entry Third-party**

Example

Project details:

- Applicant requested Standard processing of the Right of Entry Application. The initial application was reviewed, and 3 revisions were needed prior to resolving all comments and issuing a ROE agreement.
- Jack and bore of an underground utility with receiving pits within Railroad Zone 3, requiring shoring plan submittal. Shoring plans were reviewed and required one resubmittal.
- C&S Marking is required for excavation within the railroad right-of-way. The work was completed within 28-days of the initial cable marking.
- Construction within the railroad right of way will be 5 days with a 15-person crew. For simplicity, flagging costs for this example will utilize the per day rate listed in the above table. However, in most circumstances, jack and bore operations require continuous boring through the right-of-way which would require higher rates for night, overtime or double-time shifts. When there are more than 10 individuals in a work crew or multiple sites involved additional Railroad Flaggers are required, this work will require 2 Railroad Flaggers each day.
- Railroad Construction Inspection will be needed to verify the depth of casing prior to the start of jack and bore operations, at the receiving pit and at the completion of the project within the railroad right of way. Also assume that Railroad Track Inspection is required once a day during jack and bore operations, assume 3 days.
- 15 individuals in the work crew each day. 5 individuals have worked on a project on the SCRRRA railroad right of way and have completed training. The training for these individuals will expire several months after the project will be completed.

Estimate:

Item	Description	Unit Cost	Unit of Measure	Quantity	Estimated Costs
1	ROE Application – Standard Processing	\$4,004.90	LS	2	\$8,009.80
2	Specialized Engineering	\$3182.70	LS	1	\$3,182.70
3	Railroad Safety Training	\$212.18	PERSON	10	\$2,121.80
4	C&S Cable Marking	\$2,265.23	EACH	1	\$2,265.23
5	Railroad Flagging	\$2,121.80	DAY	10	\$21,218.00
6	Railroad Construction Inspection	\$216.20	HOUR	12	\$2,594.40
7	Railroad Track Inspection	\$216.20	HOUR	12	\$2,594.40
Estimated cost for Right of Entry & Railroad Support					\$41,986.33