

TITLE
STORM WATER DRAINAGE AND DISCHARGE FROM ADJACENT PROPERTY ONTO AMTRAK RIGHT-OF-WAY

RECOMMENDED by Anthony Scorpio	DATE 4/25/01	PAGE 1 OF 2
APPROVED by CHIEF ENGR, STRUCTURES James Richter	DATE 4/27/01	

SCOPE AND NATURE

There are many areas along the railroad corridor that are receiving storm water from adjacent property that results in flooding during the smallest of storms. Increased storm water flow to the railroad property increases deposits of excessive amounts of sedimentation and could cause fouling of the track structure. With the introduction of the High Speed Rail Trains, passenger safety is of the utmost importance. Diminished track support from flooding and sedimentation will not be allowed.

It is Amtrak's policy to limit the resultant discharge and drainage of storm water from the development of adjacent properties to no more than pre-existing conditions, as demonstrated by engineering analyses through governmental regulatory processes.

It is Amtrak's policy to protect the railroad right-of-way from sediment, erosion and excess runoff during all stages of construction activities on adjacent properties, as demonstrated by engineering analyses through governmental regulatory processes.

SPECIAL REFERENCE

The following policy is to augment Specification 02861 of EP3005, Pipeline Occupancy Requirements and Specifications, and other Amtrak I&C, design and construction standards.

SPECIAL MATERIALS

N/A

PROCEDURE

The discharge of storm water onto railroad property will be prohibited for all construction projects on or adjacent to Railroad property, unless the applicant can demonstrate that there will be a "zero net runoff" result in the peak flow and total volume based on a 100 Year Storm event, and that receiving waters downstream will not be impacted.

Computations indicating this design and suitable topographic plans, prepared by a Professional Engineer, licensed in the state in which the work will be performed, shall be submitted to the Chief Engineer for approval at least 60 days in advance of construction. If the drainage is to discharge into an existing drainage channel on or under the Railroad Right of Way, a hydraulic analysis of the existing structures must be included.

Formal approval of the proposed design, by the appropriate governmental agency or agencies, must be submitted with the computations. Control of soil erosion and sedimentation must be demonstrated on the design plans in accordance with the appropriate state and local regulations.

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The Contractor shall be responsible for control of the site and protection of railroad property during the entire construction project, through completion. The design of sedimentation, erosion and runoff control during construction shall accommodate conditions of every phase of construction.

Review, monitoring and approval process:

1. The Contractor shall conform to this Amtrak policy, and demonstrate conformance by standard Amtrak review submissions and approvals, as noted above.
2. Amtrak I&C shall assure that agencies and other third parties proposing construction on or adjacent to Amtrak Right-of-Way conform to Amtrak policy detailed herein.
3. Amtrak Design and Construction shall review the Contractor's proposed design and construction procedures for conformance with Amtrak policy, as demonstrated through appropriate engineering analyses and the government regulatory process.
4. Amtrak Construction shall monitor the activities of the Contractor on-site to assure compliance/ adherence to approved procedures throughout the construction period.

REPORTING

N/A

RESPONSIBILITY

Amtrak I&C Staff	Comply with Procedure
Director I&C	Assure Compliance
Amtrak Design Staff	Comply with Procedure
Director Structures Design	Assure Compliance
Amtrak Construction Staff	Comply with Procedure
Sr. Director Construction	Assure compliance