



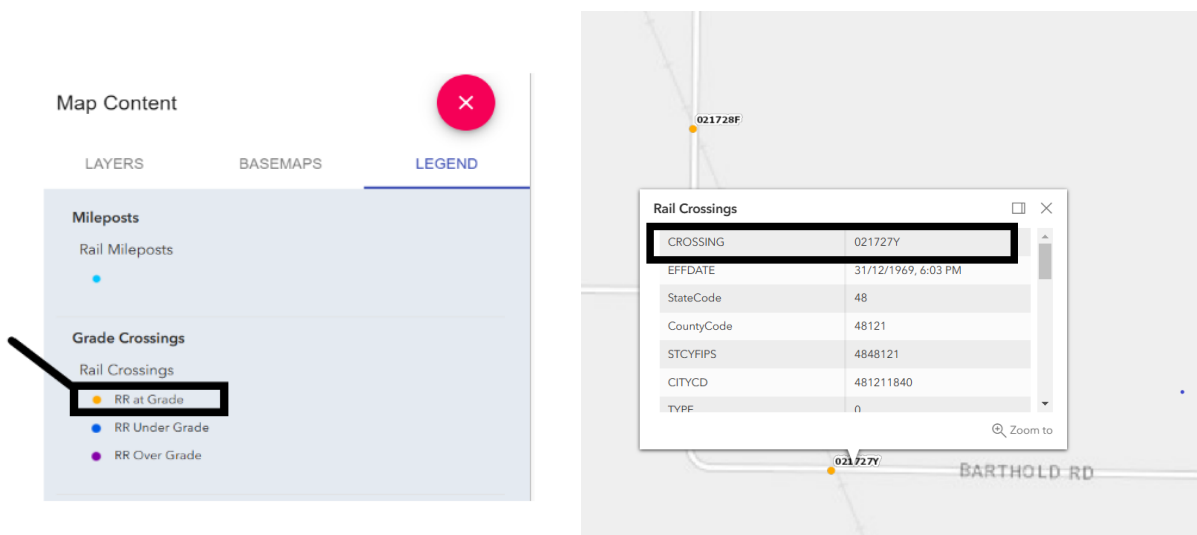
TA Program - Railroad Coordination Guidance

March 29, 2023

Coordination with a railroad (RR) is a requirement for all projects that are within 100 feet of railroad right-of-way (including grade-separated crossings) and/or all projects that begin or end within 500 feet from an at-grade highway-rail crossing to ensure traffic control and construction do not interfere with the active crossing.

These are some steps to take to initiate the coordination process:

- In order to coordinate with a RR company, it is necessary to identify which RR company is in the vicinity of the proposed project and which RR crossings are affected. RR ownership can be identified by using TxDOT's interactive Statewide Planning Map (link [here](#)) with the Railroads Overlay active or by using TxDOT's 2021 Texas Railroad Map (link [here](#)). Railroad Crossing Identifier DOT#s can be found using the Federal Railroad Administration Crossing Viewer (link [here](#)). Zoom into the project vicinity and look for an orange dot to obtain information for any present RR crossing. When you locate the RR crossing, click on the orange dot to display the RR crossing information. The Crossing Identifier DOT# will be needed for reference when coordinating with the railroad company.



- Reach out to your TxDOT District TA coordinator to obtain the District RR coordinator's contact information.

- Reach out to District RR coordinator for Public Projects Manager's contact information for the impacted RR and for help if having difficulty with identifying RR crossing identifier DOT#s.
- Reach out to the RR Public Projects Manager. The RR contact will determine what type of agreement will be required for the proposed project. Each RR handles their agreements differently. The State will execute the agreement if the final improvements are owned and maintained by the State. All other agreements will be between the Project Sponsor and the RR. An exhibit that shows the existing conditions and what is being proposed will be necessary for RR coordination.
- Railroad companies do not allow the use of an existing RR drainage structure such as a bridge or box culvert for non-motorized pathway use. Most RRs will not allow new pathways unless existing pathways across the RR are closed. Please consult with the affected RR guidelines below.
- Depending on the RR impacted, the RR may request replacement of the existing railroad grade crossing surface and signals which will be a condition of agreement. Typical costs include:
 - RR crossing installation or replacement
 - Typical cost - \$2,000 per linear foot
 - RR pedestrian signals
 - Typical cost - Varies between \$50k-\$200k, but can be up to \$1M if the traffic signal preemption needs to be updated
 - RR Coordination (Design Review and Construction Coordination)
 - Typical cost - \$50,000-\$130,000 per at-grade crossing
 - Maintenance Agreement (Flagging, Right of Entry)
 - Typical cost - \$15,000+
 - **Total Cost for New Railroad Pathway/Crossing** (Agreement, Engineering, Construction)
 - Typical cost - \$500,000-\$600,000

Start coordination as early as possible. 2023 TA Call for Projects will be awarded in October 2023. It is recommended you initiate coordination prior to submitting detailed application June 5, 2023.

These are links to railroad guidance:

- Burlington Northern and Santa Fe (BNSF) Railway - [BNSF Railway Public Projects Manual](#)
- Union Pacific Railroad (UPRR) - [pdf_up_public_projects_manual.pdf](#)
- Kansas City Southern (KCS) - https://ftp.txdot.gov/pub/txdot-info/brg/kcsr_guidelines.pdf
- TxDOT Railroad Design Guidelines - [Railroad design guidelines \(txdot.gov\)](#)