

UTILITY AND RAILROAD ENGINEERING (URR)

Railway-Highway Crossings Program (Section 130)

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Railroad

URR handles 3 primary RR functions:

- 1. Liaison between ADOT and the Railroads
- 2. Railway Highway Crossings Program (Sec 130)
- 3. Statewide RR Crossing Inventory



Railroad

- 2 Major Railroads and 10 short-line railroads in Arizona, including Passenger/ Tourist Railroads
- Railroad operations governed by Federal Railroad Administration (FRA) and Arizona Corporation Commission (ACC)
- Railroads have their own utilities or lease their land for 3rd party utilities. These utilities may not show up on Arizona Blue Stake
- Railroad perform all track and signal work, responsible for maintenance of this work
- Local Agency constructs roads, approach or sidewalk work

Railway Crossings Program (Section 130)



"Look both ways ...or DIE!"

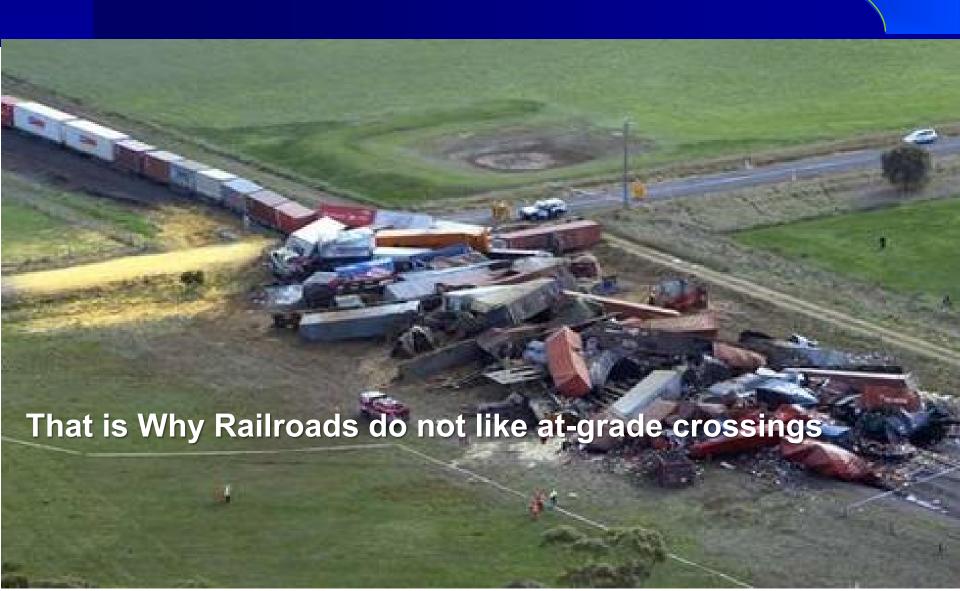
Passive Railroad Crossings





- Fatal accident due to limited sight distance
- Project needs installing flashing lights and gates

Passive Railroad Crossings



PASSIVE vs ACTIVE Crossing

Joint Efforts (LPA/URR Section 130)



BEFORE

AFTER



Active Railroad Crossing

Train Activated gates and lights improve safety



Utility & Railroad Engineering

SEC 130 HIGHLIGHTS

- Highway Safety act of 1973 first established the program to reduce the number and severity of RR-Hwy crashes.
- Title 23 USC; Section 130 provided a Nationwide program to improve safety at RR-Hwy crossings (aka Sec. 130 Prog.)
- Section 130 can be used on any public crossing in the State of Arizona



SECTION 130 HIGHLIGHTS (cont.)

- Section 130 is currently authorized under MAP-21
- Section 130 projects consist of Safety (Active railroad signal) or Hazard Elimination (crossing surface) projects.
- ADOT currently receives approximately \$2.3 Million per year for projects

Section 130 Project Selection

Project selection is based on input from the ADOT Railroad crossing database:

- Exposure index computed for each crossing based on several factors
- Index created for Hazard Elimination (surface work) and Protective Devices (Railroad signals)
- Crossings in the top 1/3 of their respective index are eligible for upgrades
- Selection is also based on input from Local Agencies, Az.
 Corporation Commission, FHWA, Railroad

Typical Projects

- Installation of concrete crossing surface
- Installation of train activated lights/ gates
- Installation of sidewalks
- Signing and striping updates
- Updating traffic signal preemption

Typical Projects

Typical work NOT covered unless authorized by Federal Highway Administration:

- Installing a new crossing
- Relocating existing crossing
- Widening existing crossing

Section 130 Project Development

- Project selection and management done by URR
- Involves onsite meetings and contract preparation
- Kickoff to project completion is approx. 2-3 years
- URR is responsible for agreements with affected railroad, and obtaining FHWA, ACC authorization

Section 130 Project Development

Local Public Agency Work (approaches, medians, sidewalks, etc.)

- Certification Acceptance Local agency follow their CA, URR will still request all authorizations and obtain railroad agreement
- Non-CA. ADOT Local Government will administer the design and construction of the improvements

SECTION 130 Project Process Flow

- Project Identified
- Onsite Diagnostic Meeting
- JPA executed
- FHWA Preliminary Engineering Authorization
- Project Design, Clearances and Agreements executed
- FHWA Construction Authorization
- Railroad work authorized
- Local Agency work authorized (as needed)
- ACC Opinion & Order issued (as needed)
- Local Agency perform final signing/striping
- Project closeout



For more RR info:

ADOT UTILITY AND RAILROAD ENGINEERING

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