Section 130

Railroad Crossing Safety Program
Overview of the Section 130 Program
Railroad Crossing Inventory

- Mission: Enhance the safety of railroad crossings.
- THE SAFEST CROSSING IS A CLOSED CROSSING!!!
- Limited funds: upgrades and improvements to the crossings have to be made on a priority basis.
- Rankings: Use a variety of physical and historical criteria.
- Number: 2,036 At-grade Open Public crossings.
  - We do not inspect over road or under road train passes.
- Goal: inspect each crossing every 3 years.
- Improvements: typically include gates, lights and bells.
KyTC Partner: Federal Railroad Administration (FRA)

- Monitors all train crossings nationwide.
- FHWA allocates a certain amount each year to upgrade crossings.
- FRA provides the formula used to determine the rankings.
- Amount of Highway Traffic
- Speed of Traffic
- Amount of Trains
- Speed of Trains
- Number of Road Lanes
- Number of Tracks
- Warning Devices present at the crossing
- Accident history
- Other Factors
Sec. 130 Annual Process

- Run report from our database to determine the rankings.
- Take the top 50-75 crossings
- Inspect those crossings
- Get accident data from FRA website
- Determine priority crossings
- Send recommendations to State Highway Engineer’s Office (SHEO)
• After get response from SHEO then request estimates from railroad companies of those crossings.
• Set up funding request.
• Write contract with the railroad.
• Have railroad install gates, lights and bell.
Section 130 Program: Funding

- Cost share:
  - Railroad’s cost is usually 10%
  - Federal apportionment is usually 90%

- Funds for a railroad safety upgrade project are set up as U and C.
  - U phase is to pay bills only.
  - C phase is to charge time and for District to put stop lines, RR crossing symbols and advance warning signs.
Central Office manages the railroad coordination.
- Acquires railroad cost estimate
- Writes, submits, and executes railroad’s agreement.
- Pays final bills.
• Invoicing:
  – The railroad is to submit invoices to the District Office Utility Supervisor
  – Current Bills are reviewed and paid at the District Office and copies sent to Central Office
  – Final invoices are to be approved by the District and submitted to Central Office’s Railroad Safety Coordinator for approval.
ATTENTION

REMOTE CONTROLLED EQUIPMENT MAY BE IN OPERATION

MOVING EQUIPMENT MAY BE UNOCCUPIED