TXDOT ENGAGEMENT ON SHRP2

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Initially engaged in several Implementation Planning Workshops to set up the work plans for specific SHRP2 products

Current work on 6 SHRP2 Solutions:

– Railroad-DOT Mitigation Strategies (R16) – User Incentive
– Precast Concrete Pavement (R05) – Lead Adopter
– Identifying and Managing Utility Conflicts (R15B) – Lead Adopter
– New Composite Pavement Systems (R21) – Lead Adopter
– 3-D Utility Location Data Repository (R01A) – Proof of Concept
– Planning Process Bundle (C02/08/09/12/15) – Lead Adopter
Everything is Bigger in Texas

- Texas has 10,384 route miles of railroad track.
- Three Class 1 Railroads: BNSF, Union Pacific and Kansas City Southern.
- More than 50 short line and terminal railroads.
- Nine passenger and tourist railroads including Amtrak, CAP MetroRail, TRE, A-Train, and TEX Rail (under construction).
**TxDOT Background**

- TxDOT has 25 districts that are responsible for project selection, design and construction.

- Rail Highway Safety Branch in the Traffic Operations Division oversees all railroad highway related agreements.

- Manages Section 130 program and state funded re-planking/resurfacing program.
Each year, the Rail Highway Safety Branch handle an average of:

- 200 construction and maintenance agreements,
- 90 Section 130 agreements, and
- 35 re-planking agreements.
Historical Challenges

- Planning for railroad coordination, property rights, plan approvals
- Negotiating agreements
- Railroads typically own underlying property
- 60+ railroads
- No two railroads are alike
- Who is the point of contact?
Streamlined the Union Pacific Railroad Agreements for construction, maintenance and safety projects

UPRR standard agreements involved a 2-year process including legal review and acceptance

Implemented electronic submittal of agreements to the various railroads

TxDOT tracking when agreements are sent to the railroad

Railroad able to quickly upload the agreement and do their legal/other reviews and approvals
Results

• The process has reduced railroad agreement processing from 16+ weeks to as little as 4-6 weeks; when using standard format agreements.

• Simple maintenance agreements which represent 2/3 of our State projects and are reduced from 2-3 month turn around to less than 1 month.
**TxDOT Model and Approach**

- Posting of representative guidelines, etc. on TxDOT Website
- Updated section guidelines including process, information needed, etc.
- New Rail-Highway Operating Manual went online in August 2015
• Texas Railroad Information System Database (TRIMS)
• Real time information sharing within TxDOT
• Allows for updating railroads on existing and planned projects
New Challenges

- Staff turnover at TxDOT and railroads
- New processes instituted by the railroads
- Railroad use of contracted flaggers during construction projects
- Railroad utility application process and engineering review/ approval
- Managing additional funding streams and deliverables
Final Thoughts about SHRP2 Program

- SHRP2 has been a great opportunity to share our state’s successes and best practices with other states.
- By using FHWA/AASHTO’s Implementation Assistance Program, we’ve been able to bring innovation to our state.
## SHRP2 Contacts

### Implementation Leads:

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<th>Name</th>
<th>Title</th>
<th>Email</th>
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<tbody>
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### Additional Resources:

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<th>SHRP2 Website:</th>
<th>FHWA Website:</th>
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<tr>
<td>GoSHRP2 Website:</td>
<td>fhwa.dot.gov/GoSHRP2</td>
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TXDOT AND SHRP2

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