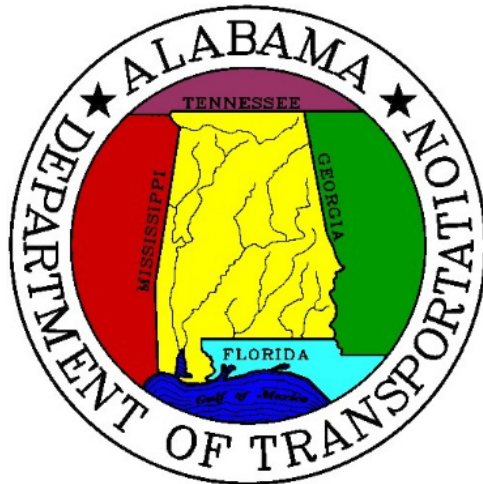


ALDOT  
RAIL-HIGHWAY PROGRAM  
GRADE CROSSING HAZARD ELIMINATION APPLICATION



DESIGN BUREAU  
TRAFFIC ENGINEERING DIVISION

REVISED MAY 2023

# REVISIONS TO APPLICATION

DATE OF REVISION	DESCRIPTION OF REVISION	REVISION TYPE
Sept. 2022	Table of Contents	minor
Sept. 2022	Infrastructure Investment and Jobs Act (IIJA), Bipartisan Infrastructure Law (BIL) updates [Denoted as <i>IIJA</i> ]	major
Sept. 2022	Minimum number of crossings for corridor project	minor
Sept. 2022	Process Overview	minor
Sept. 2022	Eligibility	minor
Sept. 2022	Funding	major
Sept. 2022	Program, Project Monitoring, and Reporting	minor
Sept. 2022	Application fillable form	minor
May 2023	Application fillable form	minor

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## Background

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[Section 130 Railway-Highway Crossing Program](#), Title 23, United States Code of Federal Regulations (CFR), 23 CFR 646.208 establishes funding for the elimination of hazards at public rail-highway grade crossings. The intent of this program and application is to reduce rail-highway grade crossing fatalities and crashes. The program is a cooperative effort between the Federal Highway Administration (FHWA) and Alabama Department of Transportation (ALDOT) as well as is in correlation with the [ALDOT Rail State Action Plan](#).

The purpose of the Rail-Highway Program Grade Crossing Hazard Elimination (HE) Application is to strategically provide an opportunity for local agencies, road authorities, ALDOT Region and Area Offices, and railroad companies to identify crossing locations that demonstrate a significant hazard to the traveling public and request funds for rail crossing safety improvements. The application develops a parallel program option to the ALDOT Priority Ranking List. The application process will aid in prioritizing locations with hazards identified. The funding and applications shall be administered in accordance with all applicable state and federal laws, regulations, executive orders, policies and procedures, program requirements, and eligibility criteria. Submission of an application does not guarantee or constitute selection or funding from the program.

## Process Overview

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Applications will be reviewed for eligibility for reducing hazards at public grade crossings, ranked based on data, engineering analysis, and cost benefit analysis. Consideration will be given to the crossing condition and characteristics, including train and vehicle counts, geometrics, accident history, access, existing warning devices, alternative safety measures, etc. Review [Eligibility](#) section for additional information.

Applications that succeed beyond the initial review phase will be subject to an in-depth diagnostic review, which is an on-site field inspection and analysis, evaluating the location to determine the feasibility of improvements or alternatives.

Applications that receive funding are programmed at a minimum of one (1) year in advance of the project authorization. The processing time frames are subject to change without notice based on funding, federal and state requirements, guidelines, and procedures. ALDOT reserves the authority to remove a project from the program, move a project to an alternative funding year, and/or make adjustments as deemed necessary.



## Eligibility

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The following section provides guidance for ALDOT administered type of work on public roadways in the State and impacts that qualify for the elimination of hazards funding. All eligibility is subject to approval.

- Eligibility includes but are not limited to:
  - Improvements at public grade crossings to eliminate hazards posed by blocked crossings. Information to be submitted with applications involving blocked crossings include but are not limited to frequency of crossing blockage (hours, days, blockage per day or month, etc.), cause of blockage (if known), other conditions related to the blockage, impact to community, etc.
  - **IIJA\*** Crossing consolidation, elimination, or relocation of roadway to eliminate a grade crossing. Crossing closure procedures are governed by the state law and procedures. Closure incentive payments can be made to local agencies for closing public crossings when there are matching funds from the railroad.
  - Installation or upgrade of active and/or passive warning devices at crossings to eliminate hazards. Installation and upgrades include but are not limited to warning devices, LED lights, interconnection for preemption, active advance warning devices i.e., train activated warning devices or solar powered warning devices, train activated blank-out sign, etc.
  - **IIJA\*** Replacement of functionally obsolete warning devices.
  - Road improvements include but are not limited to installation of median barriers at crossings, road geometry to improve approach at crossings, etc.
  - Eliminating hazards through a corridor approach by addressing safety improvements for any eligible work at multiple crossing locations along the same segment of rail track(s), vicinity, or ALDOT Region/Area. A corridor shall include a **minimum of three (3)** crossings. In lieu of multiple applications for each individual crossing identified in a corridor, **ONE** application with attached documentation including information from sections A-D of the application for each crossing is acceptable. The conditions set forth are guidelines, and the acceptance of a corridor approach will be at the discretion of ALDOT.
  - This application **may** be used for hazard elimination eligible works at a crossing location that is within the limits or near the terminus of a planned ALDOT construction, maintenance, or traffic project. Applications must be submitted a **minimum of two (2) fiscal years** in advance of the project start or letting date during call for application.
  - Incidental items such as repair or relocation of sidewalks, curbs, gutters, roadway and/or crossings surfaces, and drainage improvements may be considered necessary as a result of the project construction. Consideration is not guaranteed and is subject to project, location, and cost associated with improvements to the overall project.
- Eligible impacts include but are not limited to:
  - High volume of crashes per railroad route mile; increased train volume and/or train speed
  - Increased pedestrian volume for non-motorized and/or motorized pedestrian traffic
  - Increased vehicle traffic which includes significant increase in volume of truck, school bus, hazard vehicle, or non-motorized vehicle traffic, etc.
  - Other hazard elements impacting the safety of a public at-grade crossing
  - For all volumes and speed, prior, current, and projected data shall be provided
- Ineligible type of work and costs includes but are not limited to:
  - Right-of-way acquisition including easements; relocation of railroad track(s); utility relocation or adjustments; rough crossing surfaces related to the maintenance of the crossing; quiet zones; new crossings not a part of crossing consolidation/elimination/relocation of roadway; roadway widening; preliminary design studies; installation or replacement of highway traffic control devices including traffic signals; abandoned or re-opened crossings; private crossings

\*Infrastructure Investment and Jobs Act (IIJA)

- or private crossings with public access; crossings with no train traffic; and existing grade separated crossings.
- Funding shall not be used for the purpose of qualifying a crossing for “Quiet Zone” or improvements to a crossing classified as “Quiet Zone”.
- Any costs incurred prior to the issuance of the Notice to Proceed from ALDOT Office Engineer and not covered within the contract agreement scope of work will be ineligible for reimbursement.
- Non-program modifications to a crossing implemented by a local agency, road authority, or railroad in conjunction to a program funded location shall be at the expense of the local agency, road authority, and/or railroad.
- Other type of work and costs may be determined ineligible without any further notice or inclusion in this document.



### **Application Submittal**

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Applications for Grade Crossing Hazard Elimination are accepted on an annual basis during call for applications. A properly completed application provides the most compelling timely data and information for the proposed crossing location. The information presented in the application should define an eligible, cost-effective approach to improve safety at the grade crossing in accordance with federal and state guidelines and standards. Incomplete applications that contain inadequate information or are poorly prepared will not be considered.

All required sections of the application shall be completed upon submittal. It is recommended that the submitting authority include any relevant information and documentation believed to justify the application. Failure to return signed application and documents will delay the review process and cause application to be rejected.

- All completed applications and documentation must be received **no later than 5:00 PM CST** on the due date for consideration. Remit documents to the provided address:

**MAILING AND EMAIL ADDRESS:**

Alabama Department of Transportation  
ATTN: Rail-Highway Programs Group (DESIGN)  
1409 Coliseum Boulevard  
Montgomery, AL 36110  
[aldotrail@dot.state.al.us](mailto:aldotrail@dot.state.al.us)

**LETTER RECIPIENT INFORMATION:**

Mr. Stanley C. Biddick, P.E.  
State Design Engineer  
1409 Coliseum Blvd.  
Montgomery, AL 36110  
ATTN: Rail Programs Administrator

- All applications shall be submitted electronically or furnished on digital storage media (compact disc or USB flash drive). Applications submitted using any other form or format will be rejected. The digital storage media used to submit the application shall become the property of the State of Alabama, Department of Transportation.
- Filenames must include the Crossing Inventory DOT Number e.g., 123456A Location Map.pdf; 123456A Detailed Cost Estimate.pdf; ABC Railroad Corridor Multiple Crossing.xlsx, etc.
- Notification of incomplete applications will be provided to the submitting authority.
- Applications and submitted documentations will **NOT** be returned nor copy provided.
- The ALDOT Region/Area Offices, local road authorities, and/or railroad company are responsible for submitting applications. All other submittals will be rejected.
- Applications submitted by local road authority third party servicer or by railroad shall include a letter from the road authority acknowledging and supporting application.
- Separate applications may be submitted for multiple crossings each fiscal year during the call for applications.
- Crossing locations in which ALDOT is the road authority shall be coordinated and submitted through the department's respective Region/Area Offices and Region Railroad Coordinators. Applications should then be submitted to the Rail Programs Group by ALDOT's Region Railroad Coordinators.
- If available and where applicable, additional information that should be submitted with the application includes but is not limited to:
  - Operational characteristics of each crossing:
    - Accident history within most recent 5 years or other form of documented incidents
    - Location of nearest grade separated
    - Status of preemption to existing traffic signals
    - Studies, crossing evaluations, or prior diagnostic reviews
    - Studies on significant impact to safety, industry, and traveling public
  - Physical characteristics of each crossing:
    - Inventory of existing warning devices, condition, and installation date (if known) at crossing location
    - Provide photos (departure and approach of crossing)
    - List pavement type and condition, sight distance, railroad right-of-way limits, AADT, known hazards, clear zone obstructions, etc.
  - Cost of each proposed crossing improvement:
    - Railroad force account estimate
    - Low-cost improvements
    - Cost-Benefit analysis
  - Any other operational or physical characteristic and cost analysis deemed relevant to the location and application.

## Funding

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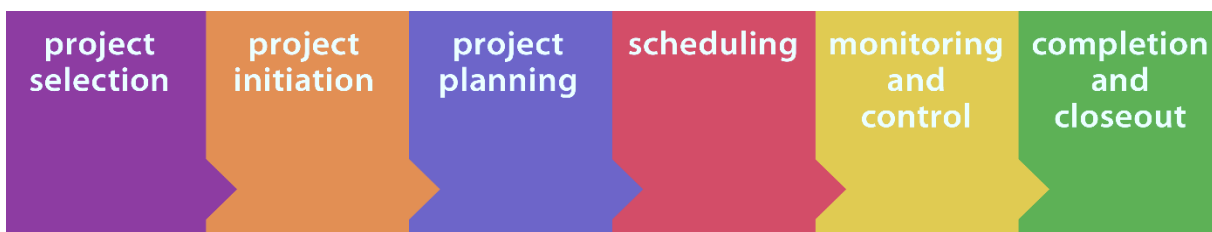
Funding under this program is subject to both availability and eligibility of Federal funds in accordance with 23 CFR 130(f), availability of federal funding obligation authority within ALDOT, and States administration of program funding.

- Funding level for the HE Application varies depending on scope of work.
- ALDOT projects such as NHS, IM, HSIP, STP, etc. in conjunction with Section 130 project as a jointed funded project is acceptable.
- Federal funds will be apportioned at **maximum** of fifty percent (50%) of the total project costs for applications submitted requesting replacement of functionally obsolete warning devices. Non-federal funding match for the remaining fifty percent (50%) of the total project costs are required by local road authority, state agency, or railroad company.
- For all other eligible works federal funding apportionment may vary. HE Applications will generally account for a **maximum** of ninety percent (90%) of the project total cost. A **minimum** ten percent (10%) non-federal funding match of the total project cost is required. Applicants may contribute more than the required minimum share, decreasing the federal funding apportionment.
- Incentive payments for crossing closures may vary.
- Each entity contributing to the non-federal funding match is required to provide a commitment letter acknowledging participation, availability of funds, and expectation of funds to be provided upon receipt of invoice from ALDOT. Each letter shall include the crossing inventory number of each crossing made a part of the submitted application(s).
- Failure to provide commitment letters for funding will result in the application being rejected.
- In accordance with 2 CFR 200.306, cost sharing or matching, federal funds cannot be used to match other federal funds. The funding match source cannot be from a federal funding source such as a federal grant unless specific written approval has been granted by the grant administrator and proof submitted with application(s).
- Applicants may contribute more than the required non-federal match.

## Program, Project Monitoring, and Reporting

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ALDOT must be able to demonstrate clearly that the Rail Safety Program resources are being managed in an appropriate manner and that individual projects are being managed within the guidelines and standards of federal and state regulations and procedures. The Rail Programs Group will monitor projects from selection to completion and project closeout. The project schedules will be coordinated and followed by all parties involved. Any changes or delays to the scope of work must be reported to the Rail Programs Group as soon as possible for review and approval. The Rail Programs Group and/or designated ALDOT representative may periodically plan and/or attend field inspections or reviews.





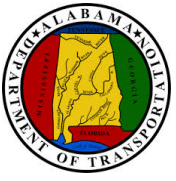
## Discovery and Admission

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This application, collected data, and supporting documentation is compiled, collected, and utilized by the Alabama Department of Transportation (ALDOT) for research and planning in its hazard elimination and rail-highway crossing safety improvement programs. The data shall not be referenced, disclosed, discussed, or otherwise made public other than allowed by ALDOT written consent. The provision of this data shall not be considered as a waiver of the provisions of 23 CFR 148(h)(4) and 407. The use of this data is governed by 23 CFR 148(h)(4) and 407 which states:

- 148(h)(4) Discovery and admission into evidence of certain reports, surveys, and information.
  - “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”
- 407 Discovery and admission as evidence of certain reports and surveys
  - “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mention or addressed in such reports, surveys, schedules, lists, or data.”
  - Upon submittal of this application, collected data, and supporting documentation the City/County/Governmental Entity/Road Authority/Railroad Company agrees its agents, servants, officers, officials, and employees in both their official and individual capacities that the data provided pursuant to this request shall not be discussed, disclosed, used, published, or released without prior written consent of ALDOT. Furthermore, if the data should be released or published without the consent of ALDOT or should an attempt be made to use the data in an action for damages against the State, ALDOT, its officials or employees, the request for access to data shall terminate immediately, the State and ALDOT expressly reserve their right under 23 CFR 148(h)(4) and 407 to object to the use of the data including any opinions drawn from the data and to recover damages caused by the improper and unauthorized release of the data.
  - By submittal of this application, the City, County, Governmental Entity, Road Authority, or Railroad Company is not an agent of ALDOT, its officers, employee’s agents or assigns. The City, County, Governmental Entity, Road Authority, and Railroad Company are independent entities from ALDOT and nothing in this application creates an agency relationship between the parties.
  - Applications under this program shall not be constituted as a debt of the State of Alabama in violation of Article 11, Section 213 of the Constitution of Alabama, 1901 as amended by Amendment Number 26.
  - The road authority, railroad, and/or local agency shall coordinate and resolve all utility relocation, right-of-way acquisition, or environmental mitigation conflicts without cost to the Section 130 Rail Safety Program.

(END OF PAGE)



# ALDOT RAIL-HIGHWAY GRADE CROSSING HAZARD ELIMINATION APPLICATION

NEW  
 RESUBMITTAL

**APPLICATION SUBMITTAL DEADLINE: AUGUST 15, 2023, BY 5:00 PM**

\*Required

**Section A: Crossing Information**

<b>* Street/Road Name (Include County/State/US Route)</b>		<b>TO BE COMPLETED BY ALDOT</b>	
<b>* County</b>	City/Town (In or Near)	Reference No.	
		CPMS Project No.	
<b>* Road Authority</b>		FA Project No.	
<b>* Railroad Owner (If unknown, include Primary Operating Railroad)</b>		<b>* Crossing Inventory Number (DOT # i.e., 123456A)</b>	

**Section B: Existing Operational and Physical Characteristics**

<b>* Provide brief description of existing warning devices (active and passive), site conditions, signage, pavement markings, advance warning signs, etc. (Provide current photos)</b>			
<b>* Provide description of hazard(s) at crossing impacting the public. e.g., blocked crossing, humped crossing, high rate of incidents at crossing, crossing geometry, etc. (Provide supporting documentation, if applicable)</b>			
<b>*Detailed Map</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		A detailed map, letter size or no larger than 11" x 17", is required with the crossing located in the center. For rural crossings (4 miles x 4 miles) and urban crossings (1 mile x 1 mile) showing all roads. Please mark each with the letter indicated: schools (s), industrial plants (i), landfills (l), hospitals (h), fire stations (f), Police Stations (p), and ambulatory services (a) within boundaries. Provide most up-to-date photos.	
<b>*Photos of Crossing</b> <input type="checkbox"/> Yes <input type="checkbox"/> No			
<b>*Hazardous Material Route</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>*AADT/YEAR</b> _____	<b>*Percentage of Truck Traffic</b> _____	<b>*School Bus Traffic</b> _____ buses per day
<b>*Emergency Vehicle Route</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	<b>* (Traffic data provided shall be from data collected no later than 2020.)</b>		
<b>*Number of Lanes</b> _____ <b>*Road Surface Type</b> _____ <b>*Shoulder Type</b> _____ <b>*Crossing Surface Type</b> _____	<b>Angle of Crossing</b> <input type="checkbox"/> 0-29° <input type="checkbox"/> 30-59° <input type="checkbox"/> 60-90° <b>*Road Width</b> _____ <b>*Shoulder Width</b> _____ <b>*Crossing Surface Width</b> _____		
<b>*Posted Speed Limit (MPH)</b> _____	<b>*Curb &amp; Gutter</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Is there a nearby intersection that could cause queuing over the crossing? Distance to nearest intersection from crossing (measure from centerline of crossing) _____ ft. Are there traffic control devices within 200' of crossing? Is the intersection signalized? Are traffic signals interconnected with existing crossing warning devices?		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Train Data</b>			
Type of Train	<input type="checkbox"/> Freight <input type="checkbox"/> Passenger <input type="checkbox"/> Transit <input type="checkbox"/> Shared use transit <input type="checkbox"/> Commuter <input type="checkbox"/> Tourist <input type="checkbox"/> Other		
<b>*Number of Tracks</b>	<input type="checkbox"/> Main _____ <input type="checkbox"/> Siding _____ <input type="checkbox"/> Yard _____ <input type="checkbox"/> Transit _____ <input type="checkbox"/> Industry _____		
Trains Per Day	<input type="checkbox"/> Main _____ <input type="checkbox"/> Siding _____ <input type="checkbox"/> Yard _____ <input type="checkbox"/> Transit _____ <input type="checkbox"/> Industry _____		
Train Speed	<input type="checkbox"/> Main _____ <input type="checkbox"/> Siding _____ <input type="checkbox"/> Yard _____ <input type="checkbox"/> Transit _____ <input type="checkbox"/> Industry _____		
Are there other tracks crossing this same roadway within 100 ft. Provide crossing DOT No. _____ Distance to nearest crossing (measure from centerline to centerline of crossing) _____ ft. If multiple tracks, can two trains occupy crossing at the same time?		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	

Existing Circuitry  
 Constant Warning Time     Motion Detection     Audio Frequency Overlay (AFO)     Positive train control (PTC)  
 Direct Current (DC)     Other \_\_\_\_\_  
 Additional Information:

**Pedestrian & Bicycle Data**

Regular Pedestrian Usage     Yes     No  
 Volume of Pedestrians     Occasional     ≤ 20     20-60     > 60     Other \_\_\_\_\_

Is sidewalk present on approach?     Yes     No  
 Which quadrant?     Northeast Quadrant     Northwest Quadrant     Southeast Quadrant     Southwest Quadrant

Does crossing surface accommodate pedestrians?     Yes     No

Pedestrian Generators Impact to Crossing  
 School     Entertainment Venues     Businesses     Park & Recreations     Other \_\_\_\_\_

Frequency of Impact  
 Daily     Weekly     Monthly     Annually     Occasionally Event Dependent     Other \_\_\_\_\_

Regular Bicycle Usage     Yes     No  
 Roadway     Dedicated Lane (On Street)     Dedicated Path (Off Street)     Sidewalk Use Only     Shared Use Path

**Utility Information Impact to Crossing**

Gas     Cable     Telephone     Fiber Optic Cable     Petroleum     Water     Sanitary Sewer  
 Other \_\_\_\_\_

Utility Provider \_\_\_\_\_  
 Additional Information:

**Section C: Proposed Improvements**

Provide brief description of proposed improvements (provide supporting documentation, if applicable)

Provide brief description of road improvement project/track work planned within the next 5 years at or near crossing location (provide supporting documentation, improvement type, agency, and timeline/completion)

Any future plans for pedestrian or bicycle access?     Yes     No  
 Documented unreported incident history (within last 5 years)     Attached     Not Available  
 Corridor (provide supporting documentation, if applicable)     Yes     No

**Section D: Crossing Improvement Funding Participation**

<b>*Estimated Project Funding</b>					
*Federal	*State	*Local	*Railroad	*Other	
% or \$ _____	% or \$ _____	% or \$ _____	% or \$ _____	% or \$ _____	
	Federal (Sec. 130)	State	Local	Railroad	Other
Preliminary Engineering					
Right of Way (ROW)	N/A				
Utilities	N/A				
Environmental	N/A				
Construction Engineering					
Other _____					

Preliminary Cost Estimate (Attach supporting documentation for estimates)

\*Funding Commitment Letter Attached     Yes     No

\*The undersigned, as representatives of their respective agency or company interest, concurs with this application and agree to comply with the Discovery and Admission section of the application guidelines, failure to do so will result in the rejection of this application. Governed by 23 C.F.R. §§148(h)(4) and 407, should the information be released to or by the City/County/Governmental Entity/Road Authority/Railroad Company be used in an action against the State, Department of Transportation, its officers, officials, agents, servants, and employee for damages, or any other prayer for relief, the undersigned City/County/Governmental Entity/Road Authority/Railroad Company, shall indemnify and hold harmless the State, Department of Transportation, along with its officers, officials, agents, servants, and employees from any claims, causes of action, or damages to the extent allowed by law.

Name (Print) \_\_\_\_\_ Signature \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ Phone \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_