

FREIGHT RAIL PROGRAM

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MDOT 645.2

MAKING TRACKS

2nd Edition
March 27, 2026



RAILROAD INFORMATION MANUAL

For Freight Railroad Corridor Assets
Under Maryland State Ownership



Prepared by:

Maryland Department of Transportation

Office of Planning, Programming and Project Delivery

Office of Rail Safety and Economic Development

7201 Corporate Center Drive

Hanover, MD 21076

*For the use of the general public, municipalities, counties,
state agencies, contractors, railroads, landowners,
and other interest groups and stakeholders.*

Second Edition, 2026

FREIGHT RAIL PROGRAM

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RAILROAD INFORMATION MANUAL

For Railroad Assets under Maryland State Ownership



Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

Maryland Department of Transportation
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Message from the MDOT Secretary and MTA Administrator

The Maryland Department of Transportation (MDOT) is a multimodal agency that operates and maintains a complex and interconnected system of assets that supports the public and the Statewide economy. Railroad service is an important transportation option for many industries, communities, and businesses. Over time, the State of Maryland has stepped

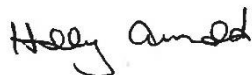
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of Maryland owns and mic development, to s for future interim or ntinuity of these r effective management

This Railroa has been developed specifications, and methods for the management of the State's railroad corridor assets. The policies and standards in this manual are adopted for use in administering applicable railroad corridor properties across the State. This manual is intended to be used by the general public, municipalities, counties, state agencies, contractors, railroads, landowners, and other interest groups and stakeholders.

ryland State Ownership sh common processes,


Paul J. Wiedefeld
Transportation Secretary



Digitally signed by
Holly Arnold.
Date: 2025.02.21

Holly Arnold
MTA Administrator

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MDOT Policy 645, *Management of Freight Railroad Corridors*, became effective February 28, 2025¹. The purpose of this policy is to establish common processes, specifications, and methods for the management of freight railroad corridor assets under Maryland State Ownership through the Railroad Information Manual for Freight Rail Assets under Maryland State Ownership (RIM). The RIM is intended to apply only to State-owned railroad properties which are part of the General Railroad System to promote economic development, achievement of sustainability goals, and preservation of railroad corridors for future interim or non-railroad use.

This *RIM 2nd Edition* has been developed and revised as a joint effort between the MDOT Office of Rail Safety and Economic Development, the Maryland Transit Administration, and local stakeholders and railroad partners. The MDOT Assistant Secretary of Planning and Project Development is responsible for the development and implementation of Policy 645 and the RIM. This *RIM 2nd Edition* has been reviewed under this policy and approved by the Assistant Secretary.

Joe McAndrew
MDOT Assistant Secretary of Planning and Project Development

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https://policymanual.mdot.maryland.gov/mediawiki/index.php?title=MDOT_645_Management_of_Freight_Railroad_Corridors

FORWARD TO THE 2ND EDITION

The first edition of *Making Tracks, A Railroad Information Manual for Freight Railroad Corridor Assets Under State of Maryland Ownership* was published February 21, 2025. Referred to by its acronym, the “RIM” contains information about a broad series of topics relating to the administration and use of state-owned freight railroad corridors. The manual is intended as a first-stop reference to help all stakeholders understand processes and expectations relating to the use of such railroad corridors. Available in print in a limited run, and online at www.mdot.maryland.gov/freight-rail, this manual has already become an indispensable tool in the management of railroad corridor assets under State ownership.

Section 5.1 of the RIM indicates how the document will be updated and modified. Modifying the RIM is a critical part of the process of ensuring the manual contains the most updated and accurate information possible. Changes in laws, regulations, operating procedures, contracts and projects can all cause the existing language in the RIM to become outdated. Unforeseen situations and practices can arise at any time which are not covered in older versions of the RIM, and these can create situations which could be unsafe due to the absence of methodology or criteria to address them.

In the interim time since the publication of the RIM, 1st Edition, many conditions that influence the accuracy of the information in the RIM have changed. These changes have led to the need to modify, update and create additional sections in this manual that reflects the most accurate information available. Where practical, updated language is footnoted for reference.

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About the MDOT Office of Rail Safety and Economic Development

The Office of Rail Safety and Economic Development at MDOT manages statewide freight and railroad matters including the development of the *Maryland State Rail Plan* and the *Maryland State Freight Plan*, departmental coordination of major rail improvement projects within the state, grade crossing safety management, and support of the rail freight system on both privately owned railroads and state-owned rail corridors, policies for the latter of which are promulgated in this *RIM 2nd Edition*.

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1 PURPOSE & NEED

Freight railroad service is an important transportation option for many industries and communities in Maryland. In the United States, most railroad corridors were constructed in the Nineteenth and Twentieth Centuries by private enterprises authorized and supported by either state governments or the United States federal government. The railroads provided critical service and helped grow many of the cities and towns we live in today. Eventually, the economics of transportation advanced and many railroad services no longer generated sufficient revenue to support their operation. In order to preserve the communities served by light-density railroad corridors and continue to realize the full potential of the current and former railroad corridors, the State of Maryland, through the actions of some of its departments, seeks to ensure the continuity of these corridors, their continued safe rail operation where practicable, and their effective management through interim use where rail service has ceased.

Figure 1
Preston, MD,
Circa 1910



A railroad is defined by Maryland state code as a “*carrier of people or property on cars that are operated on stationary rails*” ([MD Transportation Code, Title 21, Subtitle 1 – Definitions](#)²). This manual is intended to apply only to railroad properties owned by the State of Maryland which are part of the General Railroad System of Transportation of the United States or have historically been operated as part of that system. The United States Federal Railroad Administration describes the General Railroad System in [49 CFR Pt 209, Appendix A](#)³ as a “*network of standard gage track over which goods may be transported throughout the Nation and passengers may travel between cities and within metropolitan and suburban areas...*”. Under this definition of Railroad, this manual is not intended to apply to mass transit or rapid transit systems owned or operated by the State of Maryland or former railroad properties which have been fully abandoned for rail operation or service.

1.1 Why Does the State Own Railroad Corridors?

Over time, the State of Maryland has stepped in to preserve and protect many light-density railroad corridors across the state. The [Maryland Transportation Code §7-901](#)⁴ gives certain departments of the State of Maryland the ability to acquire railroad corridors under specific conditions. The economic value of a railroad corridor can be difficult to appreciate fully because most rail corridors are operated by private businesses and are not typically the subject of significant public planning efforts. However, the historical loss of many light-density railroad corridors and

² https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/21-101.pdf

³ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-II/part-209#Appendix-A-to-Part-209>

⁴ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/7-901.pdf

spurs has had a deleterious effect on the state as a whole and avoiding future losses will pay dividends for future generations of Marylanders.

While the State first seeks to support continued private railroad operations as long as possible, there may come a time when no private parties are willing to maintain the line and keep it intact. Generally, there are three reasons why Maryland may consider acquiring a railroad corridor, any one of which could justify the acquisition of an eligible line. The reasons include to secure or promote economic development; to secure or promote sustainability goals; or to preserve the railroad corridor for future interim or non-railroad use.

1.1.1 Economic Development

The State may acquire a light-density railroad corridor to promote an acceptable level of rail service on that line. Railroads, like many businesses, are subject to the general economic conditions of the nation, but railroad operations have an additional disadvantage of being heavily capital intensive. A safely run rail operation must dedicate a significant part of its revenue to the general maintenance of the tracks, bridges, facilities, locomotives, and cars. With other transportation methods, many of these costs are borne by the public in the form of public highways and roadways. Most railroads operate as private businesses and are subject to state and local taxes, which may put pressure on gross capital expenditures and reduce the amount of reinvestment possible. Typically, state ownership of a railroad corridor reduces this tax burden and may allow a previously uneconomic light-density railroad corridor to sustainably operate again.

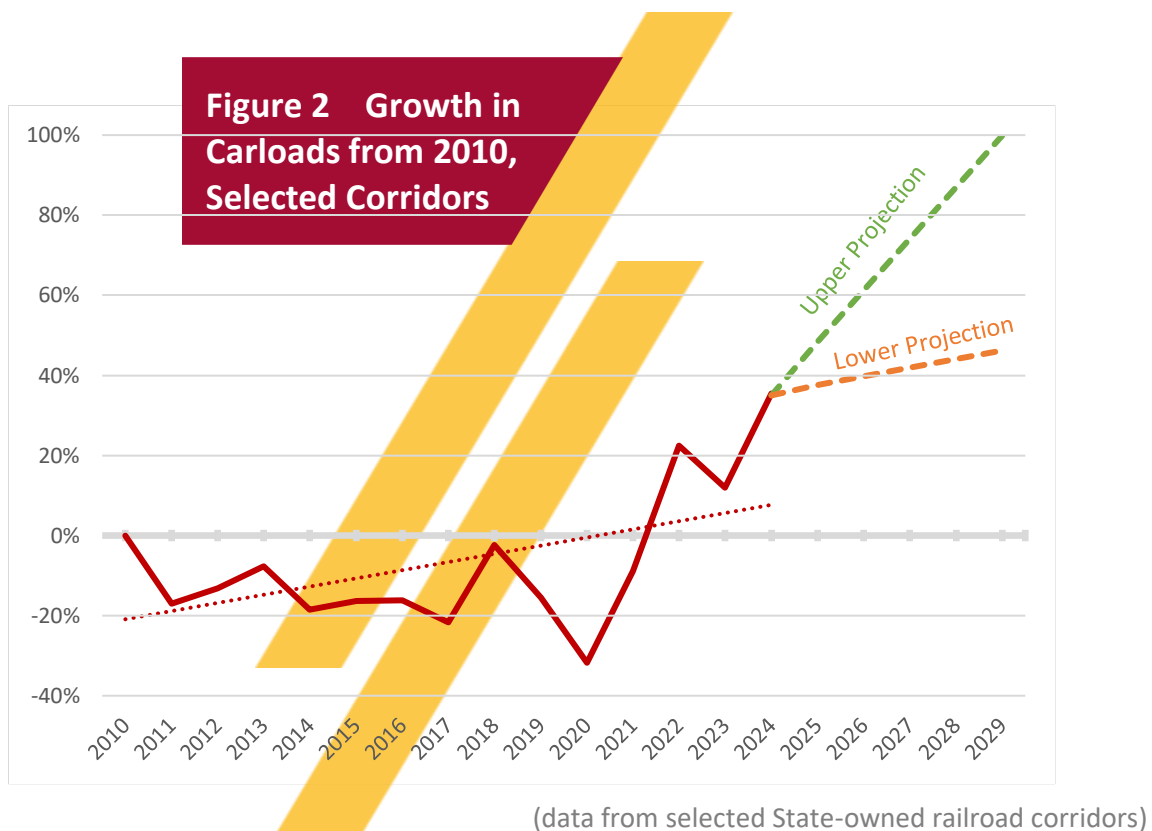
A recent study of the economic impact of continued rail service on State-owned corridors in Kent, Queen Anne's, Caroline and Dorchester Counties produced significant insight. It found a total of 20 companies along State-owned

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railroad corridors which actively shipped materials via rail service. These shippers are in industries such as agriculture, fertilizer, chemicals, wood and timber processing, manufacturing, and steel fabrication. Those shippers directly employed over 1,300 individuals in those communities and indirectly support many thousands more. The study also found the continued operation of the State-owned Centreville, Chestertown, and Cambridge rail corridors enable over \$500 million in annual economic output in the counties they serve. For urban areas, these numbers are not dramatic, but in a largely rural region like Maryland's Eastern Shore, the loss or reduction of rail service would have real and lasting effects on the economy of an area which accounts for about a third of the total area of the state.



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1.1.2 Sustainability

Acquisition of light-density railroad corridors by the State of Maryland could be a best practice for increasing the sustainability of its overall transportation system. The environmental case for the continued operation of railroad corridors, hauling either people or freight, is a powerful one. Railroad locomotives and cars by virtue of their design with steel wheels on steel rails, their massive size, and their preferential and highly engineered routes, can achieve a high level of efficiency in terms of their energy use intensity. The advantages of safe, sustainable freight rail service are clear: fewer trucks on the roadways, more opportunities for business, and fewer emissions and less harm to our shared environment.



Figure 3 – Trucks and Cars on Highway

According to multiple studies by the [Federal Railroad Administration](#)⁵ and Association of American Railroads, freight moved by train is up to 75% less energy intensive as most kinds of semi-trucks for any given ton of freight. Although many factors may account for individual examples and results, on average, railroad efficiency was shown to be even higher with an increase in volume, increase in “directness” or routing of shipment, and for bulk or heavy commodities. Continued advances in emissions reductions and electric motive power also mean future railroad traffic will be less carbon intensive; even as total energy intensiveness has remained relatively constant in recent years.

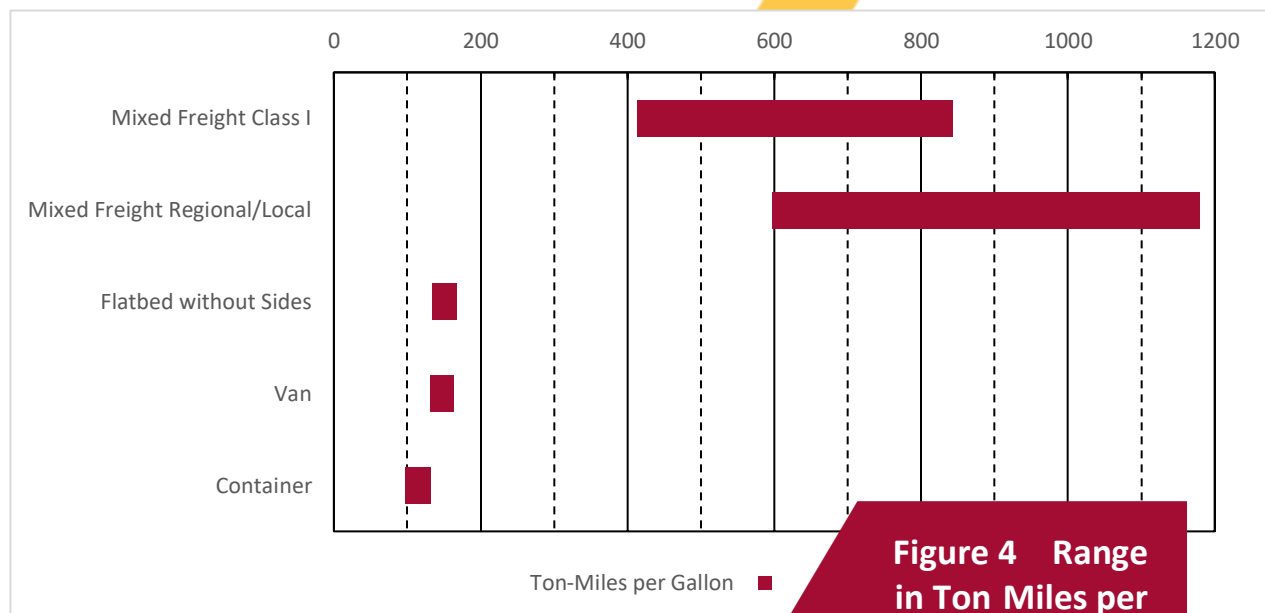


Figure 4 Range in Ton Miles per Gallon of Fuel

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https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/16332/1991_RAIL%20VS%20TRUCK%20FUEL%20EFFICIENCY%20-%20THE%20RELATIVE%20F%282%29.PDF

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1.1.3 Preservation of Corridors

The State of Maryland may acquire a light-density railroad corridor to preserve the continuity of the corridors for future interim or non-railroad related use. In Maryland, railroad corridors with no residual railroad service value have already been repurposed into mass transit or rapid transit lines, public roadways, and multi-use trails.

According to the [National Bureau of Economic Research](https://www.nber.org/)⁶, the United States once had a peak of 254,037 railroad route-miles in 1916. Since that time, the number of route-miles has fallen to 91,773 in 2020. This trend represents a 63.8% reduction nationally in the available railroad infrastructure available for the movement of people and freight. It's certain that the continued improvement in the efficient operation of trains over rail networks is one of the prominent forces in the route-mile reduction over time. However, it is also concerning that more areas of the nation are farther from active railroad corridors as a result of the loss of route-miles, with an increase in truck traffic serving some industries and the loss of competitiveness of rail service itself. The State of Maryland has experienced trends similar to those seen nationally.

⁶ <https://www.nber.org/>



Figure 5
Damaged Railroad in
Carroll County, MD

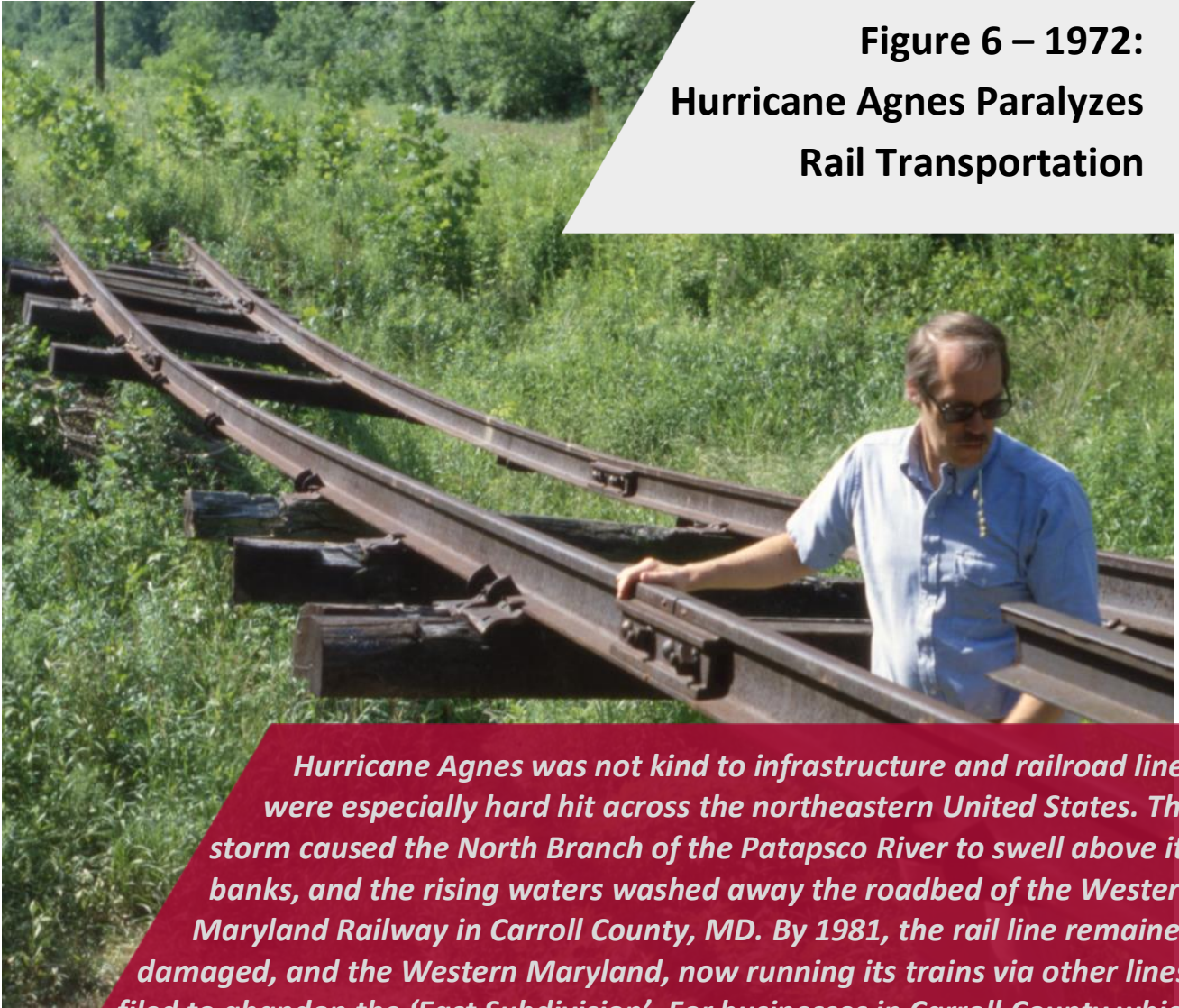
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**Figure 6 – 1972:
Hurricane Agnes Paralyzes
Rail Transportation**



Hurricane Agnes was not kind to infrastructure and railroad lines were especially hard hit across the northeastern United States. The storm caused the North Branch of the Patapsco River to swell above its banks, and the rising waters washed away the roadbed of the Western Maryland Railway in Carroll County, MD. By 1981, the rail line remained damaged, and the Western Maryland, now running its trains via other lines, filed to abandon the 'East Subdivision'. For businesses in Carroll County which had depended on the railroad, trucks became their only option. In 1983, with help from the Maryland Department of Transportation, the State Railroad Admin. purchased the disused railroad corridor from the Western Maryland. Over the next decade MDOT repaired the tracks and structures, and enabled the Maryland Midland Railroad to fully restore service. The line was sold in 2007 and remains in service today.

1.2 What Railroad Corridors are Owned by the State?

The Maryland Transit Administration (MTA) is the primary owner of active railroad corridors for the State. The MTA owns various railroad properties across Maryland and in parts of Delaware which are used or formerly used for freight rail transportation. These properties may or may not contain actual railroad tracks and may also occasionally include properties adjacent to the railroad right-of-way. Policies and management practices established in this manual are intended to apply to the following rail properties.

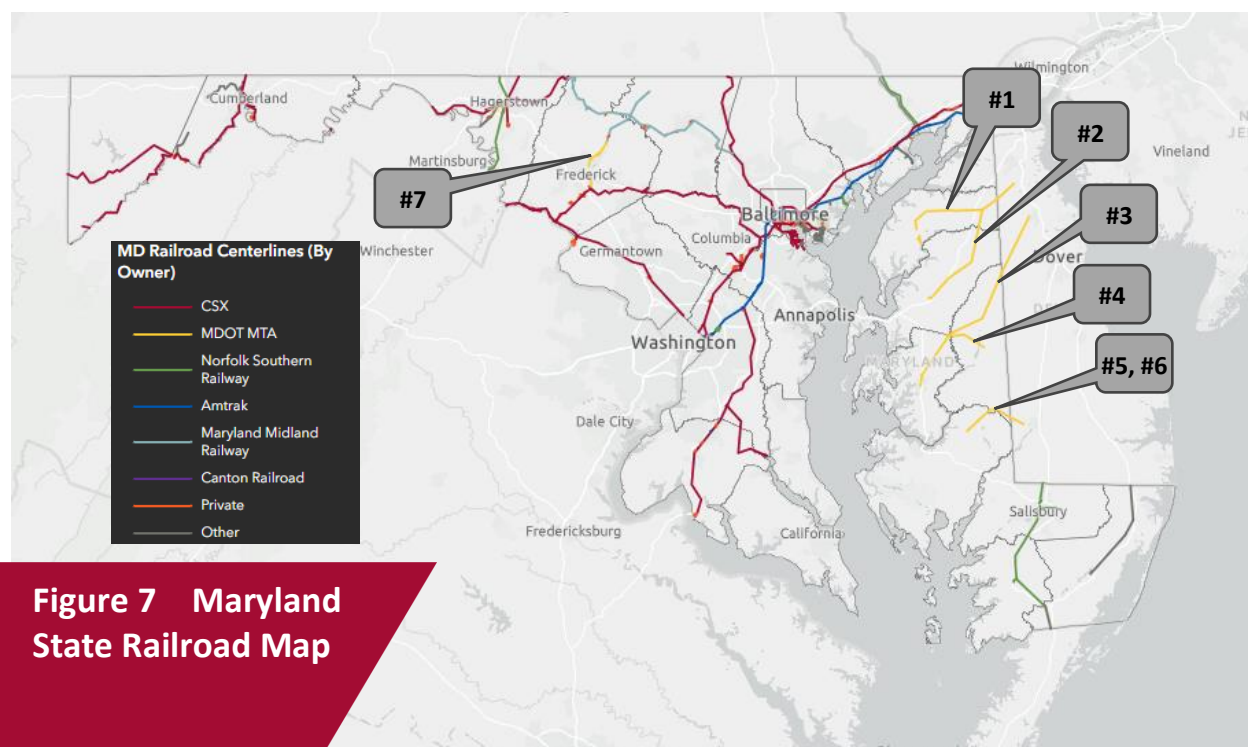
- 1) Chestertown Secondary (USRA Line 149) – This Line extends from Massey, MD to Chestertown, MD, approximately 20 mi. “Chestertown Line”.
- 2) Centreville Secondary (USRA Line 147/148) – This Line extends from Townsend, DE to Centreville, MD, approximately 35 mi. “Centreville Line”.
- 3) Oxford Secondary (USRA Line 169) – This Line extends from Clayton, DE to Easton, MD, approximately 45 mi. “Oxford Line”.
- 4) Denton Track (USRA Line 150) – This Line extends from Queen Anne, MD to Denton, MD, approximately 9 mi.
- 5) Preston Track (USRA Line 152) – This Line extends from Hurlock, MD to Preston MD, approximately 7 mi.
- 6) Cambridge Secondary (USRA Line 168) – This Line extends from Seaford, DE to Cambridge, MD, approximately 30 mi. “Cambridge Line”.
- 7) Frederick Secondary (USRA Line 198/199) – This Line extends from Walkersville, MD to Frederick, MD, approximately 9 mi. “Frederick Line”.

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The State of Maryland also owns several miscellaneous railroad corridors, properties, or businesses through other departments. The Torrey C. Brown Rail Trail and the Western Maryland Rail Trail are owned and operated by DNR for the use of a multi-use trail. The Terrapin Run Trail in Somerset County is owned by the Maryland State Highway Administration for the same purpose. The Canton Railroad is owned by the Maryland Transportation Authority (MDTA) and is in active operation. Each of these examples adhere to different policy and management approaches than those set out in this manual, although some of the underlying purpose and many of the realized benefits remain in common.

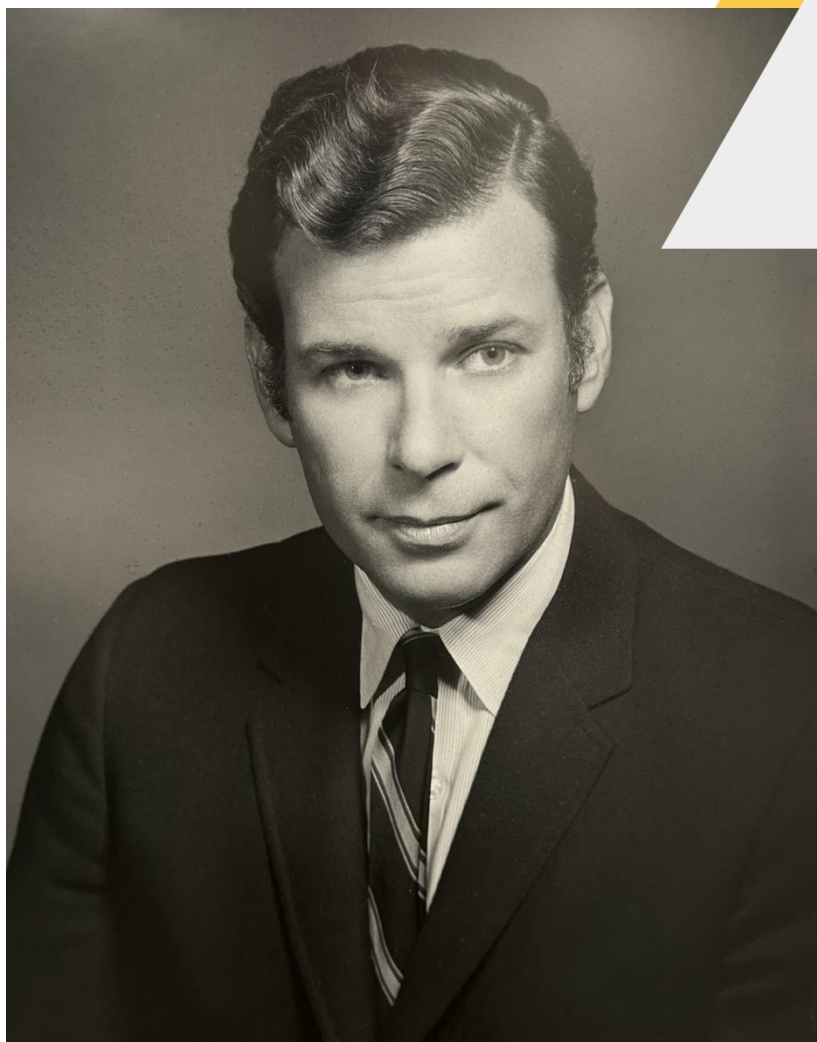


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1.3 MDOT Studies the Value of Rail



**Figure 8 – 1971: MDOT
Created, Harry R.
Hughes, First Secretary**

Authorized in 1970, the Maryland Department of Transportation began as a principal executive department on July 1, 1971 (Chapter 526, Acts of 1970). MDOT was formed by the consolidation of independent State agencies, each responsible for a specific transportation sphere. MDOT's first Secretary, Harry R. Hughes, defined MDOT's original goal of taking steps to build a balanced transportation system. A native of Denton, MD, on Maryland's Eastern Shore, he recognized the importance of rail service

to the communities and industries across the state. During his tenure, MDOT would be challenged by several railroad bankruptcies which threatened to limit freight rail service and hurt the state's economy. Other early accomplishments of MDOT include the origins of Baltimore-Washington International Airport, starting construction on the Baltimore Metro system and improving commuter rail service.

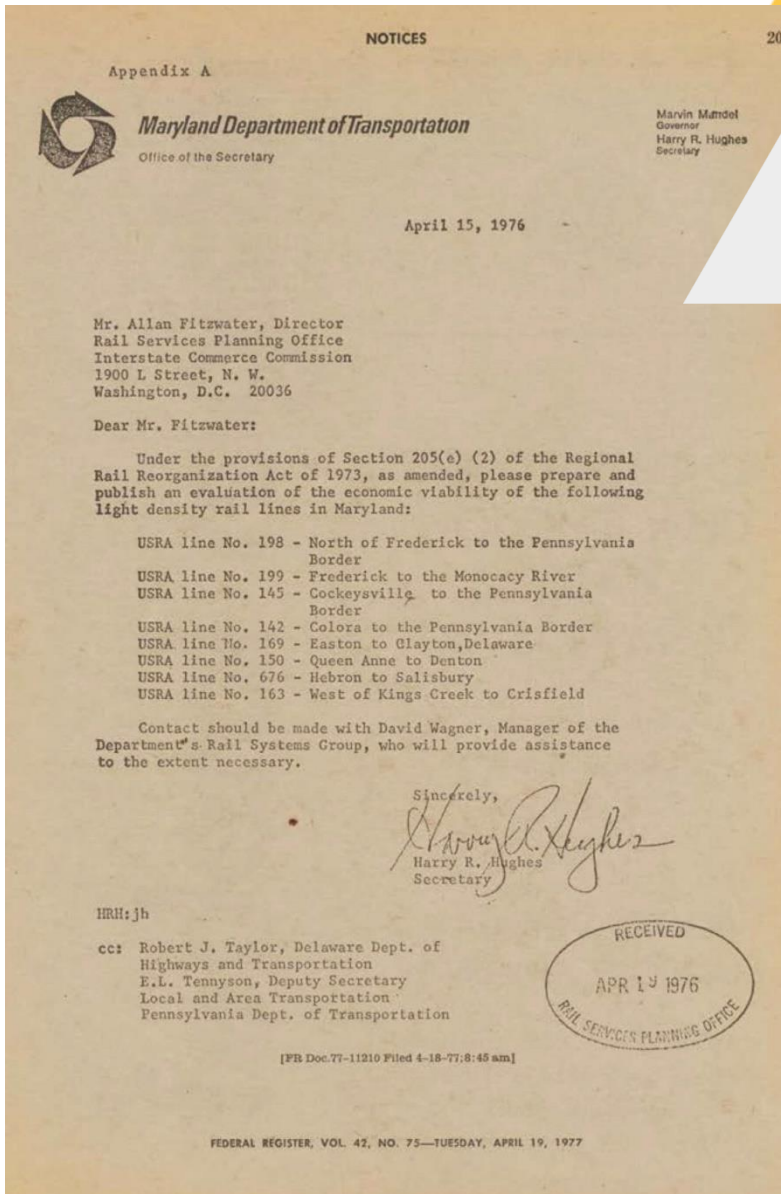


Figure 9 – 1976: MDOT Evaluates Acquisition of Rail Corridors

The U.S. Congress passed the Regional Rail Reorganization Act of 1973 ("3R Act"), and the Railroad Revitalization and Regulatory Reform Act of 1976 ("4R Act"), to stabilize the nations freight rail system after multiple bankruptcies of freight railroads. These laws together provided a framework for many light-density rail corridors to cease operation but also allowed for states to choose to subsidize or acquire them. In 1976, MDOT first began investigating how to support freight rail access by rail corridor management. After multiple years of providing a rail service subsidy to a railroad operator, MDOT determined it was worthwhile to

acquire many light-density freight railroad corridors rather than subsidize them. In 1979 Harry Hughes was elected Maryland's 57th Governor. Still seeking balance in Maryland's transportation System, MDOT would purchase over 200 miles of light-density railroad corridors from the previous railroad owner to ensure freight rail service would continue with the support of a dedicated capital investment program.

1.3.1 Areas of Critical Concern⁷

In January 1981, the Maryland Department of Planning published, *Areas of Critical State Concern: Designation Report*⁸, which examined the state of tidal and non-tidal wetlands, special areas, and the protection and enhancement of rail services. Then-Governor Harry Hughes designated the areas within this report as critical areas of concern on July 21, 1981, and directed “*all departments and agencies of State government, in cooperation with the Department of State Planning, local governments, other interested parties, and private landowners*” to “*carry out their responsibilities in a manner compatible with [the] report*”.

The *Designation Report* indicated “[*Railroad branch lines*] represent an important resource that could easily be lost if not protected and [*their*] future carefully planned.” It defined Critical Areas [with respect to the protection and enhancement of rail service] as “*Contain[ing] both operating and recently abandoned or disused rail lines, including segments of those lines outside the state, that are required to connect Maryland with rail networks of adjacent states. It also includes lines used for both commuter service and freight hauling, or inter-city passenger services.*” The report identified 15 different rail corridors, some of which would eventually be acquired by MDOT to ensure their protection.

The report concluded, “*To provide a balanced transportation system in Maryland which will best meet the future development needs of the State at the lowest cost, it will be necessary to do whatever is possible and necessary, within the limitations of competing demands on available resources, to provide essential rail transportation facilities and services*” and went on to establish guiding policies for the management of freight rail infrastructure which are still used today.

⁷ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

⁸ <https://archive.org/details/areasofcriticals819mary/page/n235/mode/2up>

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1.3.2 Direct Acquisition⁹

By 1982, MDOT staff had made the necessary arrangements to acquire many of the formerly subsidized railroad corridors it was supporting. On January 8, 1982, David C. Herring of MDOT and Paul Olson of the Penn Central Corporation finalized the State's purchase of several light-density railroad corridors. MDOT and its Administrative units would go on to acquire other railroad corridors to ensure their protection for use in freight rail service, transit service, and commuter rail.



**Figure 10 Maryland's
First Purchase of Rail
Corridors, 1982**

⁹ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

1.4 What State Agencies are Involved in Railroad Corridors?

There are multiple State agencies involved with the administration of State-owned railroad corridors. Each agency has a specific mandate and role to perform. The agencies work closely together to ensure that the properties are safely administered and protected, whether they host active railroad service or have been redeveloped for interim use like a multi-use trail.

1.4.1 MDOT

The Secretary's Office (TSO) of the Maryland Department of Transportation (MDOT) develops policy for the prioritization of State-owned railroad corridors. As provided by [Maryland Transportation Code §7-901](https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/7-901.pdf)¹⁰, railroad operators must notify the Secretary of Transportation of their intent to sell or dispose of railroad properties, and the Secretary may acquire those properties in accordance with the terms of that section. The Secretary also may approve or disapprove alterations or changes a railroad or person proposes to make to railroad crossings in the State, as provided by [Maryland Transportation Code §8-639](https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/8-639.pdf)¹¹. It is MDOT's responsibility to ensure that railroad corridors and assets are leveraged to the maximum benefit for the State of Maryland.

The MDOT Office of Rail Safety and Economic Development updates and implements the *Maryland State Rail Plan*. This plan outlines several goals for rail transportation, including preservation of rail freight access. This goal supports the State's Freight Rail Program, which seeks to preserve, manage, and accommodate uses on State-owned railroad corridors.

¹⁰ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/7-901.pdf

¹¹ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/8-639.pdf

1.4.2 MTA

The Maryland Transit Administration (MTA) is a modal division of the Maryland Department of Transportation and is empowered to operate some transit and passenger services in Maryland. It shares some of the same powers with MDOT from [Maryland Transportation Code §7-901](#), in addition, [Maryland Transportation Code §7-903](#)¹² states that any “rule, regulation, form, order and directive adopted by or relating to the former State Railroad Administration” was inherited by the MTA. [Maryland Transportation Code §7-204](#)¹³ elaborates by stating that the agency may “construct, acquire, own, operate, maintain and control any interest in any property, whether by contract, purchase, condemnation, lease as lessor or lessee...” The MTA is therefore the most appropriate administration to manage the state’s railroad corridor properties and has the responsibility to ensure effective administration of the State-owned railroad corridors through operating agreements or lease agreements. Since over \$50 million toward capital improvement projects, bridge and structure maintenance, and grade crossing improvements.

1.4.3 MDTA

The MDTA is an independent State authority responsible for financing, constructing, operating, and maintaining transportation facilities. In addition to managing the states tolled roadway facilities, the MDTA also manages other revenue producing transportation projects ([Maryland Transportation Code §4-204](#)¹⁴). The MDTA is the owner of the Canton Railroad, which serves rail shippers in Baltimore City and Baltimore County.

¹² https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/7-903.pdf

¹³ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/7-204.pdf

¹⁴ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/4-204.pdf

1.4.4 DNR

The Maryland Department of Natural Resources (DNR) was created in 1969 by combination of five former departments: The Department of Tidewater Fisheries; the Department of Game and Inland Fish; the Department of State Forests and Parks; the Department of Geology, Mines, and Water Resources; and the Department of Research and Education. [Maryland Natural Resources Code §5-1010](#)¹⁵ *“declared to be the public policy of this State to provide the means and procedures for establishing and expanding a network of recreational and scenic trails”, further asserted “Railroad corridor property is being abandoned at a high rate and is often sold in segments, thereby fragmenting the original corridors and leaving unconnected segments which may be suitable for acquisition for recreational trail use” and gave DNR the ability to “acquire railroad corridors pursuant to the National Trails Systems Act, 16 U.S.C. § 1241 et seq., as amended”.*

Since its creation, the DNR has successfully preserved the major former railroad corridors of the Torrey C. Brown Rail Trail and the Western Maryland Rail Trail, along with several minor sections. While these railroad corridors are no longer subject to the return of rail service, they remain intact and have proven to be greatly beneficial to the communities they connect.

1.5 Partner Organizations

In addition to the Maryland state governmental departments and private firms already mentioned, there are more organizations which play a role in the operation of state-owned railroad corridors. The Maryland Transit Administration contracts with private railroad operators to provide rail service and property

¹⁵ https://mgaleg.maryland.gov/2025RS/Statute_Web/gnr/5-1010.pdf

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maintenance. The Maryland & Delaware Railroad Company operates the Centreville Line, Chestertown Line and Cambridge Line, while the Walkersville Southern Railroad operates the Frederick Line. The DNR contracts with MTA to operate multi-use trail infrastructure on the Oxford Line, and the Town of Chestertown acts as the trail sponsor for the Wayne Gilchrest Rail Trail.

In Maryland, two governmental bodies are concerned with ensuring railroads operate safely, the Federal Railroad Administration (FRA) and the Maryland Department of Labor, Licensing, and Regulation (DLLR). Both play key roles ensuring Maryland's rail network delivers safe, dependable rail service.



Figure 11 Maryland & Delaware Railroad

2 PROPERTY USE & ADMINISTRATION

The various railroad corridor properties owned by the State of Maryland have unique operational conditions and requirements. Railroad corridors differ considerably in activity level from bustling daily activity to tranquil multi-use trail. Railroad corridors may have different types of operators responsible for their maintenance. Adjacent property owners and local communities may have different needs regarding the use of railroad corridors, and those needs may be handled in different ways depending on many factors.

Because of this situational complexity, careful management is necessary to enable the maximum benefit of the corridors' use. Maryland State agencies are required to ensure all uses, activities, and modifications of this corridor property are properly documented. MTA, Contractors and Railroad Operators shall work with local governments, state agencies, stakeholders, and adjacent landowners to accommodate all reasonable requests for use, so long as the proposed use is consistent with the purpose of the property, and the function of the corridor is protected.

2.1 Statuses of Railroad Property¹⁶

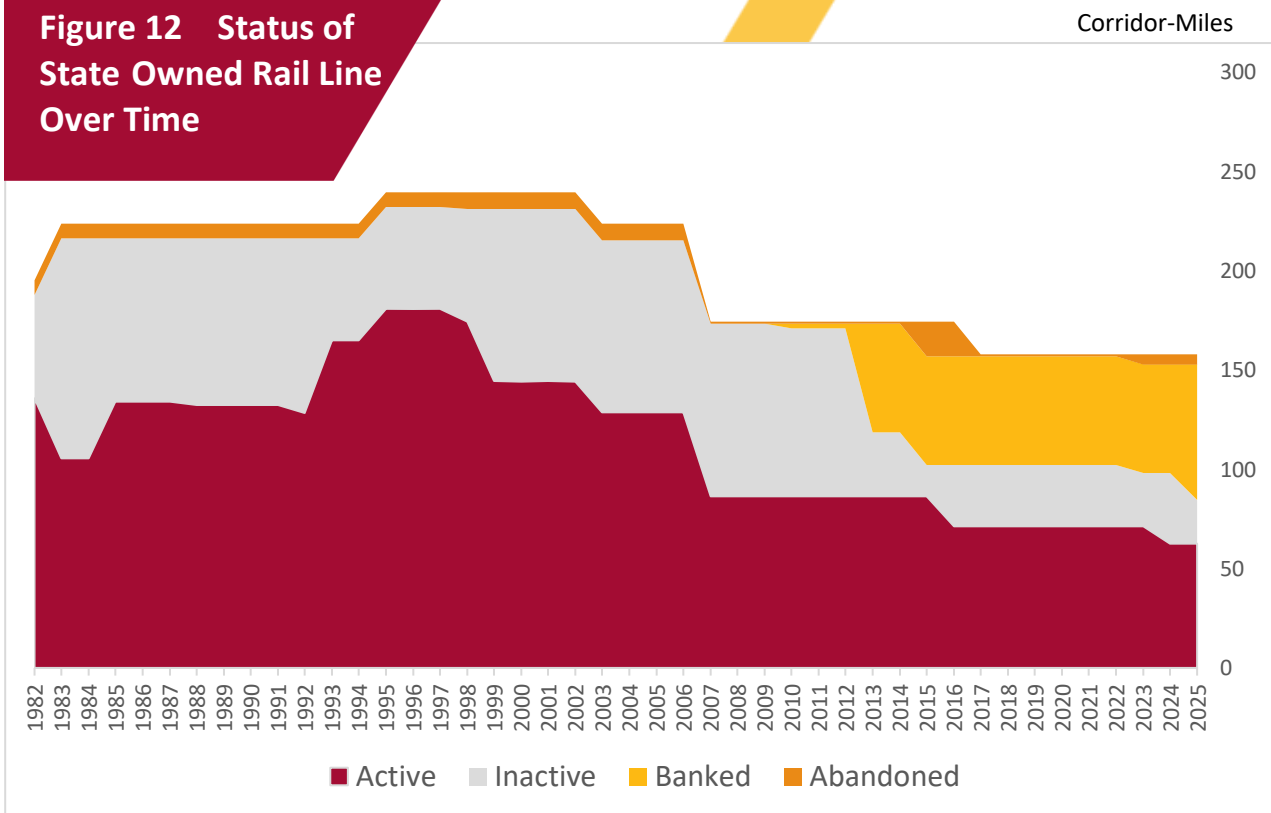
According to the *Maryland State Rail Plan*¹⁷, rail corridors may fall under one or more of several “*statuses*.” These are determined by several factors which influence the general management approach of the corridor and inform how access, use, and encroachment issues are managed. The following sections summarize the definitions from the *Maryland State Rail Plan*.

¹⁶ Section updated in RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

¹⁷ <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=151>

The amount of railroad corridor property in State ownership has changed over time. Railroad corridors may be purchased or sold, increasing or decreasing the total amount of property in the inventory. The status of a rail corridor may also change as segments may be deactivated, reactivated, railbanked or abandoned. In order to maximize the public benefit of state-owned rail corridors to local communities, MDOT uses a strategy of reducing or eliminating the “inactive” segments of corridors in favor of active or railbanked segments which both provide better accountability and relative utility.

Figure 12 Status of State Owned Rail Line Over Time



2.1.1 Active

“Railroad rights-of-way where railroad operations routinely occur or may occur depending on variabilities in economic activity”. Active state-owned railroad corridors are treated the same as any other active railroad track. Unauthorized use of these properties can present a danger of moving trains and is prohibited. Trains should be expected at any time, and in either direction on active tracks. Access must be authorized either by the owning agency, or the established operator of the railroad corridor, under the terms of their contract. Unauthorized access may be subject to criminal prosecution or other legal actions. These corridors are subject to regulation by U.S. Department of Transportation (USDOT) and the U.S. Surface Transportation Board (STB).



Figure 13 Active Railroad Tracks in Worton, MD

Trespassing is not permitted on any potentially active railroad property, whether a track looks used or not.

2.1.2 Inactive

“Railroad rights-of-way where no rail activity is currently occurring but for which formal abandonment authority has not been received from federal regulators are considered inactive”. Usually, regular activity must have ceased without definite plans for the return of railroad operations for a line to be considered inactive (or “idle”). If there is a likelihood of trains or equipment moving on the line, the segment is considered active. Access must be authorized either by the owning agency, or the established operator of the railroad corridor, under the terms of their contract. Unauthorized access may be subject to criminal prosecution or other legal actions. These corridors are subject to regulation by USDOT, and STB.



Figure 14 An Inactive Railroad Corridor near Linkwood, MD



Figure 15 – Wayne Gilchrest Rail-Trail on the Railbanked Chestertown Line

2.1.3 Railbanked

“A status of railroad corridor that is described by the National Trails System Act of 1983 (NTSA) and approved by the STB which provides protection for the continuity of the railroad corridor such that a return to routine railroad use is possible”. Railbanked corridors require sponsorship for any associated trail development or alternate use which may occur on the railbanked property. Depending on how these sponsorship or Trail Use agreements are constructed, Maryland, as owner, or the assigned Trail Sponsor may have responsibilities for different requests. Railbanking a corridor allows the Trail Sponsor to develop the property for non-railroad uses, such as multi-use trails, so long as the property is preserved as a corridor which could potentially be used in the future as an active railroad corridor again.

2.1.4 Abandoned

“Formal abandonment of a rail line requires the owner to seek approval by the US Surface Transportation Board (STB). Once formally abandoned, parcels of the right-of-way may be broken up and sold or potentially retained for other public uses, including for public transportation or recreation”. Abandoned railroad corridors are those which have formally been permitted through established STB processes, including both authorization and consummation of abandonment. STB Abandonment status means the properties are no longer regulated as commercial rail corridors, but it does not mean Maryland has abandoned its interest in the property. As with any other non-railroad property owned by Maryland, the use of these properties must still be permitted explicitly by the agency which owns the property. Fully abandoned railroad corridors which are owned by Maryland are not considered under this rail manual and are not managed under the Freight Rail Program.



Figure 16 Abandoned Freight Rail Service on MTA Light Rail Line

Abandonment means more than the physical condition of a railroad. Freight Rail Service was abandoned on part of the MTA’s Light Rail line in 2001.

2.2 The Role of Operators

Maryland state agencies may choose to directly administer a railroad corridor or enter into a contract with another party to manage, maintain, and/or operate, the corridor on its behalf. Such parties are called “*Corridor Operators*” (CO’s) and are usually either a Railroad or a Trail Sponsor.

A Railroad will typically act as the CO on Active or Inactive corridors subject to its contract or operating agreement with the MTA. A CO of a Maryland-owned railroad corridor is expected to provide for the safe operation of the line, in compliance with all applicable laws, regulations, and agreements with the State. Railroads which operate active corridors which are part of the General Railroad System are regulated by the FRA, STB, DLLR and others.

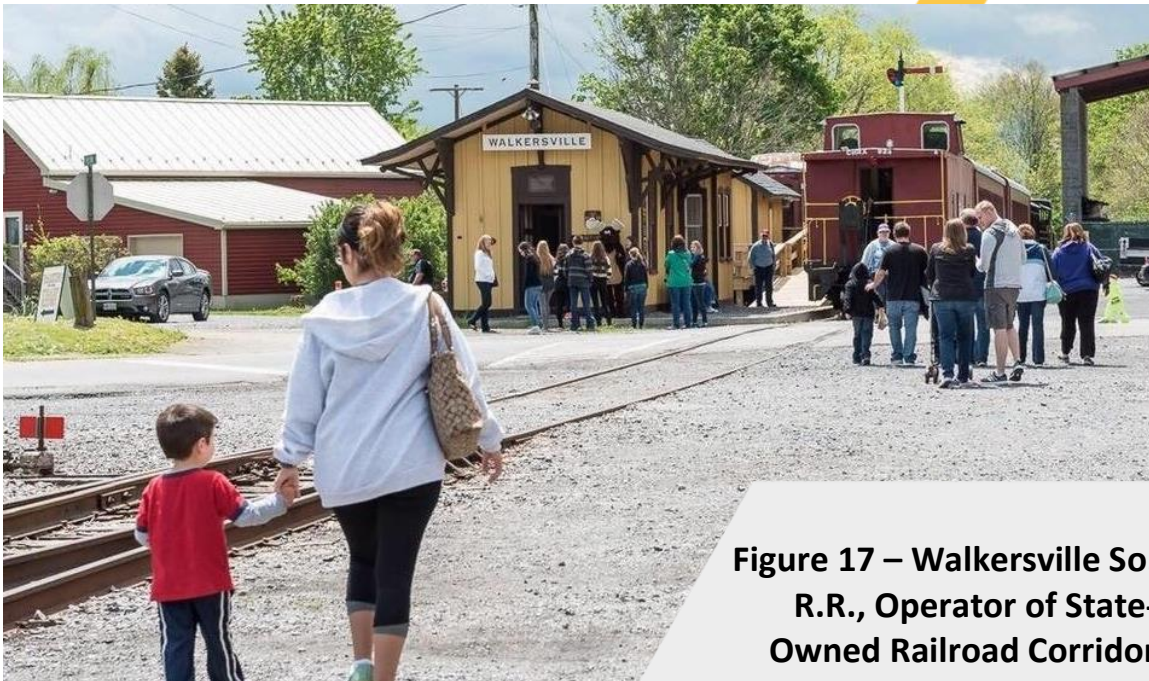


Figure 17 – Walkersville So. R.R., Operator of State-Owned Railroad Corridor

On railbanked corridors, a local organization must “*Sponsor*” that line. Detailed information may be found in [49 CFR §1152.29](https://www.ecfr.gov/current/title-49/subtitle-B/chapter-X/subchapter-B/part-1152/subpart-C/section-1152.29)¹⁸. A Trail Sponsor acts as the Operator for a railroad property which has ceased railroad activity and has been fully railbanked. This arrangement allows the Trail Sponsor to preserve the corridor for future potential railroad use, while using the line for other uses in the interim period where railroad activity has ceased, such uses are called “Interim-Use”.

Either a Railroad or a Trail Sponsor may be given authority to manage corridors like Corridor Operators when authorized by agreement with the State of Maryland. In other cases, the state agency which owns the property may exercise some direct operating or management responsibilities.

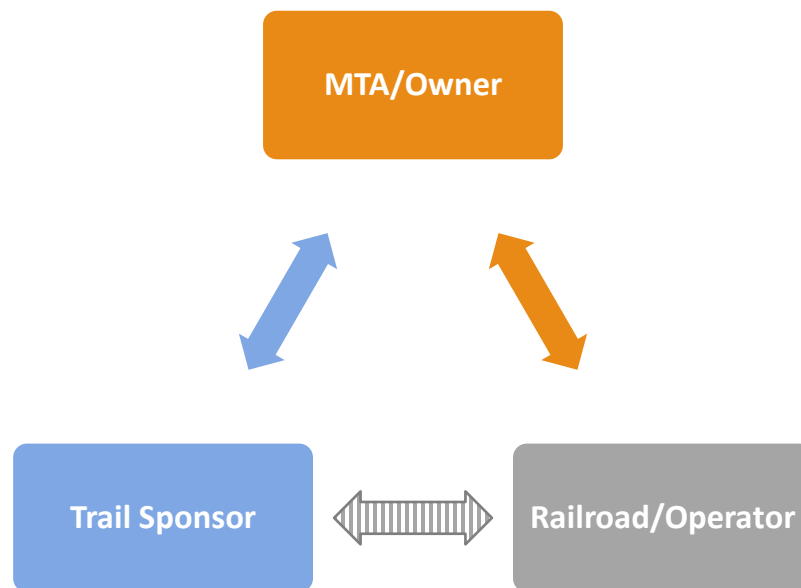


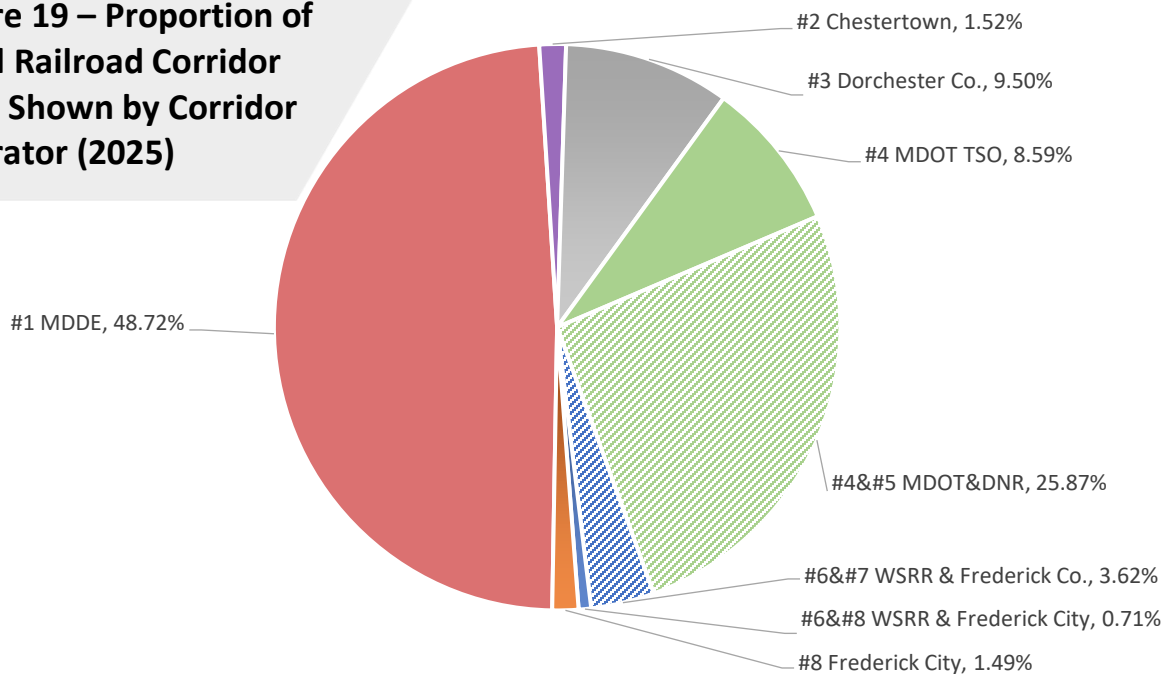
Figure 18 – Owner, Operator, and Trail Sponsor Relationship

¹⁸ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-X/subchapter-B/part-1152/subpart-C/section-1152.29>

2.2.1 Special Conditions for Rail Corridor Segments¹⁹

Each of the seven State-owned railroad corridors serve different communities, have different histories, and are managed by different Corridor Operators. The most significant difference between corridors is which Corridor Operator manages that section, and will inform procedures around access, design criteria and public uses. Detail of the status and special conditions for these activities are described in the following sections, and summarized in the graph and chart below. Rail Corridor Operator status is subject to change at any time, before any project, consult the MDOT Office of Rail Safety and Economic Development to confirm appropriate conditions.

Figure 19 – Proportion of Total Railroad Corridor Area Shown by Corridor Operator (2025)



¹⁹ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Figure 20 – Special Conditions for Freight Corridors in 2026

Segment	Active Segment	Railbanked Segment	Other Segment
Centreville Corridor	MP 0.2 - 35 • Note 1	-	-
Chestertown Corridor	MP 0.0 - 18.8 • Note 1	MP 18.8 - 20.2 & Strawboard Branch • Note 2	-
Cambridge Corridor	MP 2.3 - 24.25 • Note 1	MP 24.25 - 32.5 • Note 3	-
Preston Track	-	MP 25.1 - 31.2 • Note 3	-
Oxford Corridor	-	MP 0.4 - 45 • Note 4	MP 13.7 - 45 • Note 5
Denton Track	-	MP 11.75 - 20.4 • Note 4	MP 11.75 - 20.4 • Note 5
Frederick Corridor	MP 60 - 66.7 • Note 6	-	MP 60-65.6 • Note 7 MP 65.6-69 • Note 8

Table Notes

1. Managed by contract with Maryland & Delaware Railroad
2. Managed by Trail Use Agreement with Town of Chestertown
3. Managed by Trail Use Agreement with Dorchester County
4. Managed by Trail Use Agreement with MDOT
5. DNR involved some functions by agreement.
6. Managed by contract with Walkersville Southern Railroad
7. Managed by agreement with Frederick County
8. Managed by agreement with City of Frederick

2.3 Corridor Uses

Railroad corridors generally were first constructed by acquiring property either in “Fee Simple” or through easements. Fee Simple acquisition means full and irrevocable ownership of land, and any buildings on that land, while easements allow a railroad corridor to cross over an existing parcel, usually as long as the railroad operates the line or owns the tracks. In either case, there is an ownership stake in either the property itself or in the use of the property.

The majority of railroad corridor property now owned by the State was originally acquired by quitclaim deed from bankrupted railroads. Regardless of the original method of land acquisition, access to state-owned railroad property must be closely controlled to ensure the continued safe operation of trains. The precise method of property control will be informed by the railroad corridor status, and the terms of any operating agreement or lease which may exist for that line.

Figure 21 – Corridor Uses and Property Control Method

Example of Use	Standard Method
Private Grade Crossing	Grade Crossing Agreement (type of License Agreement)
Utility and Fiber Optic Crossing	License Agreement
Civic Uses such as Gardens or Trail Features	Trail Use Agreement (type of License Agreement)
Authorized Occupancies	License Agreement

2.3.1 Adjacent Properties

Railroad corridors are closely integrated with the communities they connect. Active railroad tracks frequently have sidings or spurs which depart from the corridor and enter into private adjacent properties. For rail-trails, pedestrian crossings connect with residential and commercial areas which sit alongside the corridors. While land-use and development occurring on adjacent properties is generally determined by the landowner and the local authorities, some considerations should be made for properties which sit next to railroad corridors, such as maximizing the use the limited frontage with the railroad corridor, mitigating the potential noise and other nuisance factors of rail activity, and balancing any previously existing property rights.

An active railroad corridor is a unique piece of infrastructure. Unlike public roadways, virtually no new railroad corridors have been constructed in Maryland in the last one hundred years. Freight railroad operations depend on the shippers served to provide traffic, while shippers need real estate to locate and grow their businesses. Because there is only limited frontage with active railroad corridors, there is also a finite amount of developable land which can be used for this kind of economic activity. Local authorities should consider this finite resource carefully when developing land use planning and zoning, and ideally, seek to preserve areas along railroad corridors for rail-dependent uses. For rail-trail corridors, consideration should be given to the potential for the return of active railroad service when buildings on adjacent parcels are designed and built.

Frequently, adjacent neighbors and landowners share feedback about some of the nuisances associated with railroad corridors, most common of which is the sounding of the locomotive horn at railroad crossings or other sounds or vibrations resulting from train operations. In the United States, sounding the locomotive horn

at railroad crossings is required under Federal regulations, with only the strictest of exceptions, and while it's never the intention of a railroad operator to produce excess noise, some noise is inevitable from typical train operations, including wheel squeal, locomotive noises or banging sounds as freight cars are pulled along. Existing operating conditions should be factored into local authority decision making such as where to build new residential homes, schools or other community centers.

Occasionally, some adjacent properties contain residual, preexisting or historical rights to cross railroad corridors, or provide for the use of some adjacent land for railroad activity. These provisions can take the form of deed references or restrictions, side-track agreements, easements or others. Where documented, best management practices dictate the provision for these residual rights to the extent they do not interfere with the operation of the railroad service. Each example of residual property rights is different, and every effort is made to ensure any existing rights are respected, or renegotiated, while balancing the overall integrity of the corridors and their related activities.

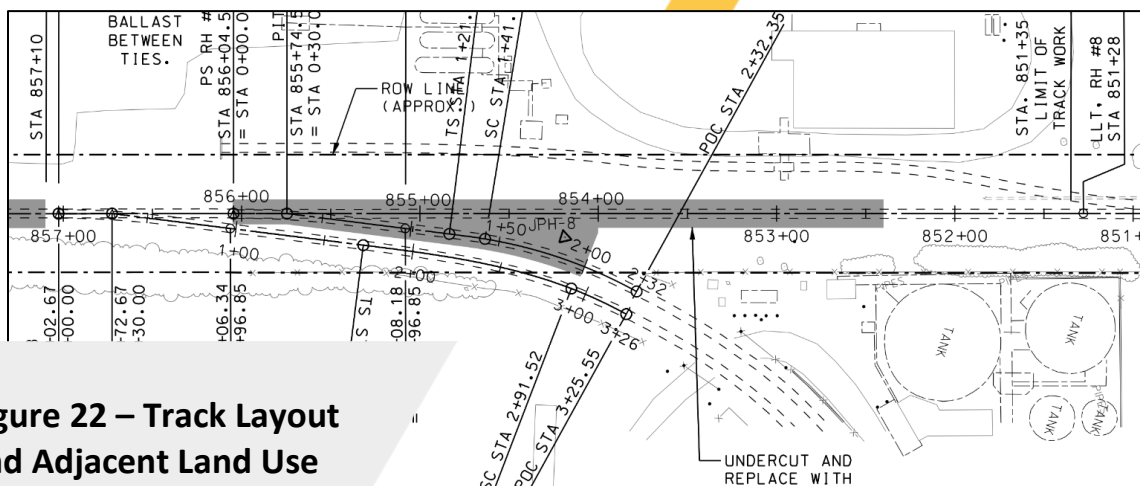


Figure 22 – Track Layout and Adjacent Land Use Coordination

2.3.2 Railbikes

Railbikes have become a popular and interesting activity which by which specially built human-powered quadracycles operate along railroad tracks. There are several rail-bike operators in the state of Maryland, but presently there are no such operations on state-owned railroad corridors. Regardless of the track owner, railbikes or other on-track vehicles must never be placed or operated on railroad tracks without the consent of the owner and the operator of the tracks. Doing so can be a serious safety concern and can lead to the injury of the operator or the railroad employees or customers.

Requests to operate railbikes or other on-track equipment on State-owned railroad corridors will be considered on a case-by-case basis and will depend upon whether the corridor is in active rail use, the nature and scope of the request, the level of risk involved in the activity, and other factors. The operation of railbikes and other on-track equipment such as motor cars pose many of the same risks of injury and collision that the operation of trains does, and therefore, FRA regulations for on-track equipment and roadway maintenance machines are used as guidance for requirements which could apply to those operations.

Even on tracks no longer regulated by the FRA, operators of railbikes and on-track vehicles on state-owned corridors will be required by MTA and MDOT to implement their own “On-Track Safety Programs” as defined by FRA regulations. These programs must be pre-approved for all operations and include but aren’t limited to establishing standards for employee training and qualifications, communications between vehicles, minimum spacing of vehicles, inspection standards, maximum traveling speeds, braking system inspections and testing, and emergency response procedures.

2.4 Unauthorized Activities²⁰

Any entry onto railroad corridor property or activity thereon which does not occur under a valid use agreement is considered unauthorized and could create a dangerous situation for the person or persons involved and the corridor operator. Some corridor segments have become available for public use activities such as recreation by the establishment of Trail Use Agreements, in other cases, access to the corridor by the general public is not authorized. Unauthorized activities generally fall into three categories, encroachments, trespassing, and vandalism.

2.4.1 Encroachments

The unauthorized permanent or semi-permanent use of railroad corridor property is referred to as an Encroachment. In either case, when found and documented, encroachments may be addressed by the corridor owner, or the Corridor Operator. These cases are serious issues whether corridors are actively used for railroad activities or not, as they must be kept free from unauthorized use.

State agencies are required to ensure all uses of state property are adequately documented. MDOT and MTA shall work with adjacent landowners and other stakeholders to accommodate reasonable requests for use, so long as the primary use of the property is unaffected, and the MDOT-MTA's interests are protected. While this section sets out a general process for identifying encroachments, communicating with stakeholders, and seeking corrective action, this document does not limit or confine the actions taken by the MTA and the agency reserves the right to act accordingly on case-by-case basis when necessary.

²⁰ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Encroachment Management Process:

1. Encroachments may be reported by third parties or discovered by railroad or state officials through [routine inspections](#). When a suspected encroachment is discovered, details of the location including railroad mile post and/or engineering station, scope of the encroachment, whether it presents an imminent safety risk and the land use or activity in place must be submitted to the MDOT Rail Program & Policy Manager for further review and verification.
2. MDOT staff will document the occurrence and refer the case to the MTA ORE if initial investigation indicates a possible encroachment or trespassing. MTA will confirm the encroachment and initiate communication with nearby parties which may be responsible for the encroachment. In some locations, a Railroad Operator may act on behalf of the MTA.
3. If a responsible party can be identified that party will receive a [formal written request](#) for the removal of the encroachment from MTA property, and/or a request for the provision of documentation within thirty (30) days which can establish the party's right to occupy the corridor. It is not presumed that any such occupancy documentation exists unless copies can be furnished to the MTA for consideration or are already in MTA's possession.
4. If adequate existing documentation has been provided to and accepted by MTA, or, if the encroaching party enters into an appropriate new use agreement governing the encroachment, terms may be established to accommodate the encroachment (thereafter to be called "Property Use"). Otherwise, the encroaching party will be required to remove the encroachment within ninety (90) days of the date of the initial letter.

5. If after ninety (90) days additional field inspections indicate the encroachment has not been removed or continues to be used, the case will be referred to the State of Maryland Office of the Attorney General for further administration.

2.4.2 Trespassing

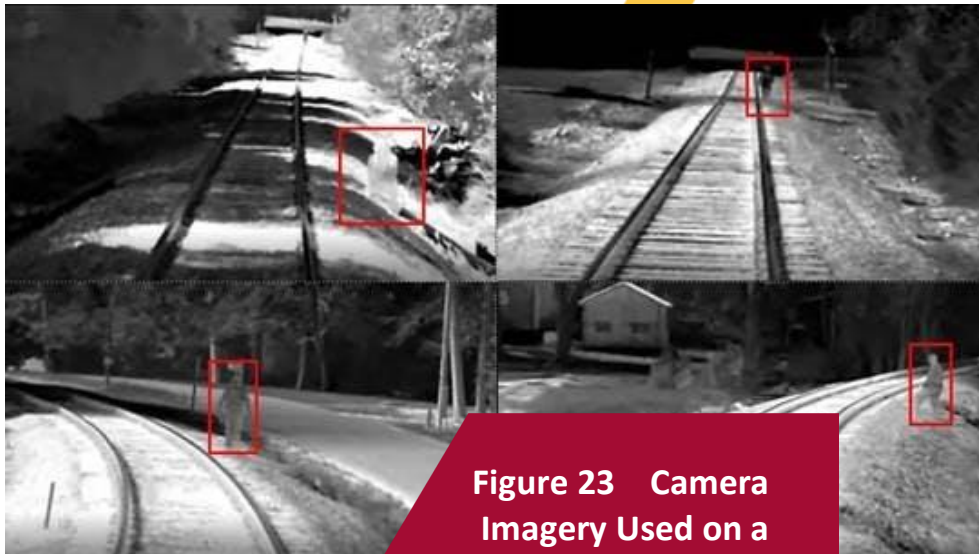


Figure 23 Camera Imagery Used on a Private Rail Corridor

Trespassing occurs when individuals enter railroad corridor property without permission of any kind and is considered a dangerous and serious problem. Trespassing on railroad corridors occurs for many reasons: pedestrians may identify a short-cut across a right-of-way, or there may be curiosity about the railroad corridor, tracks or structures. Many railroad corridors converted to public use spaces, such as parks, trails, or gardens, have been reengineered for safe public use. However, railroad corridors not so designated are never open to public use, regardless of appearance or perceived likelihood of train traffic. Just as entering a

neighbor's home without permission is illegal, entering railroad property is as illegal and far more dangerous as injury to the trespasser or others could result.

2.4.3 Vandalism²¹

Freight railroad corridors stretch for miles and sometimes traverse isolated locations. Railroad service can be intermittent or discontinued. These conditions can lead to occurrences of vandalism. Railroad corridor vandalism can be removing or tampering with track material or structures, placing materials on the tracks, breaking or damaging tracks or equipment, or anything else defined by state (see [Maryland Criminal Code §6–502](#)²²) or federal law. Vandalizing railroad property can bring severe consequences, frequently harms the viability of the railroad service, and increases corridor maintenance costs. When suspected, vandalism will be reported to the appropriate local or state authorities for investigation.



Figure 24
Unauthorized Aggregate
Pile on Tracks

²¹ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

²² <https://mgaleg.maryland.gov/mgaweb/Laws/StatuteText?article=gcr§ion=6-502>

2.5 Access to MTA and State-Owned Properties²³

Generally, access to state-owned railroad property can be granted for temporary needs, such as special events, or preliminary construction work activities using a “Right-of-Entry” agreement (ROE). For longer durations of time, such as for the provision of railway-roadway grade crossings, railway-utility crossings, or other infrastructure additions, a “License” agreement (LA) should be used for continued occupancy. A sub-type of the License Agreement which is used by Trail Sponsors for the building of multi-use trails is called a “Trail Use” agreement (TUA). Whether these agreements contain a construction component or are used for access-only depends on project requirements. All agreements perform the basic function of providing description of the nature of the access, the duration of the access and the fee, and requirements for insurance, design review, and safety.



Figure 25 – Railroad Coordination is Required

²³ Section updated in RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.



Figure 26 – Access Documentation is Required for Entry

Entering onto MTA-owned freight railroad corridors requires compliance with FRA regulations, MDOT Policies, and railroad operator procedures. Depending on the need for access to railroad corridor property and the work which will be performed, different sets of requirements will apply, and different parties must be involved. These requirements apply to all third parties, including Licensees, Grantees, contractors, subcontractors or others. Corridor Operator staff and employees may in some cases establish and require additional access requirements depending on the scope of their role.

Use the following criteria as guidance for determining the required actions. If in doubt, consult a qualified individual to confirm the safest course of action. Unless the property is railbanked, it should be considered active.

The following must be determined before allowing access to any railroad corridor:

1. Nature of the work to be performed
 - a. *Access-Only Activity (AO)* – A type activity which does not foul the track (outside 18 feet of track centerline) other than at existing grade crossings, and does not modify the railroad track or other structures
 - b. *Inspection Activity* – Inspections of certain railroad infrastructure defined by the FRA (or within 18 feet of track centerline, assume to be fouling track)
 - c. *Construction Project (CP)* – A type of activity on a railroad corridor which involves any construction, demolition, modification to existing infrastructure, use of on-track or on-ground mechanized equipment
2. Information about the state of the tracks (see [Section 2.1 Statutes](#))
 - a. *Railbanked* – Access coordinated with Trail Sponsor under Trail Use Agreement
 - b. *Active-Disconnected* – Active railroad corridor which has train or on-track movement which is not receiving interchange railroad traffic from the General Railroad System
 - c. *Active-Connected* – Active railroad corridor which has train or on-track movement which is receiving interchange railroad traffic from the General Railroad System
3. Method and Authority by which on-track safety is to be afforded or provided (see [Section 5.2 On-Track Safety](#))
 - a. Flag protection by Operating Railroad, such as
 1. Working Limits (WL), Provided by Track Occupancy
 2. Inaccessible Track (IAT), Provided by Work Group Job Briefing
 3. Temporal Separation/Curfew, provided by Out-of-Service Bulletin
 - b. On Track Safety provided by other qualified person, such as
 1. Individual Train Detection (ITD), Provided by on-track safety form
 2. Train Approach Warning (TAM), Provided by Work Group Job Briefing
4. Level of Training Required ([See Section 5.1 Training & Qualifications](#))
 - a. Roadway Worker Protection
 - b. Rules qualification
 - c. Territory qualification



Figure 27 Work Being Performed on Railbanked Tracks

While some responsibilities to grant access to state-owned railroad corridors may be exercised by Railroad Operators, MDOT Office of Rail Safety and Economic Development (FreightRail@mdot.maryland.gov) remains the first point of contact for inquiries related to requests to use, occupy, or access MTA-Owned railroad properties.

2.5.1 Project Initiation Process²⁴

Any request to access MTA Freight rail property should begin by following the Project Initiation Process outlined in [Section 3.1 MTA Review Process](#). After initial review, the project request may be referred to the MTA Office of Engineering and/or Office of Real Estate (MTA-ORE) for processing. For projects with MTA-contractors working on an MTA project, the contract or project manager may coordinate contact with MTA-ORE. Each request for access contains a unique set of circumstances, and MTA may at any time change or modify the process for granting access based on these conditions.

The provision of access via an appropriate agreement, and if necessary, the engineering review process outlined later are separate processes, although they frequently overlap or share steps. Each process can occur independently of the other if necessary, however, in most cases a property agreement must be completed before or in parallel with a design review process. As noted in [Section 9.3 Minimum Fee Structure](#) the application fees for agreement preparation are \$750, and for Engineering Review are \$450.

The table on the following page summarizes common circumstances involving various access requests under different rail corridor operating statuses.

²⁴ Section updated in RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Figure 28 – Access Request Processes Matrix

Desired Access	Status of Track	No Operator (MTA Management)	Trail Operator (Trail Use Agreement or similar)	Railroad Operator (Operating Contract or similar)
Right of Entry	Active	See Note 5	See Note 2; Railroad may have additional requirements.	See Note 3; Railroad may have additional requirements.
	Inactive	See Note 1	See Note 2; Party may have additional requirements.	See Note 3; Railroad may have additional requirements.
	Railbanked	See Note 5	See Note 2; Trail-Sponsor may have additional requirements.	See Note 5
License	Active	See Note 5	See Note 4; Railroad may have additional requirements.	See Note 4; Railroad may have additional requirements.
	Inactive	See Note 4	See Note 4; Railroad may have additional requirements.	See Note 4; Railroad may have additional requirements.

	Railbanked	See Note 5	See Note 4; Trail-Sponsor may have additional requirements.	See Note 5
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TABLE NOTES:

1. Right of Entry Agreements may be permitted by MTA ORE under the standard procedure.
2. In addition to MTA ORE, ROE Agreements may be permitted by the property Lessee or Licensee, under the conditions of their lease or license. MDOT ORSED will facilitate communication and coordination between the applicant and the Lessee or Licensee.
3. In addition to MTA ORE, ROE Agreements may be permitted by the contracted operator of the railroad corridor under the conditions of their contract. MTA ORE will facilitate communication and coordination between the applicant and the contracted Operator. ROEs may be terminated by either party with due notice to the other party or by MTA with a Reciprocal Right of Termination
4. Unless specifically outlined in an agreement with a Railroad Operator or Trail Sponsor, License Agreements may be permitted only by MTA ORE under the standard procedure. If any construction work is to be conducted that alters the property, MTA ORE may require railroad-specific design standards to be met as a condition of the license.
5. There are presently no railroad corridor segments managed in this way.

2.5.2 Temporary Right of Entry

In circumstances where temporary access is required to MTA property, MTA ORE may provide an applicant with a “Right-of-Entry”. As the name suggests, these agreements are temporary in nature and do not provide any type of ownership or

interest in the property. ROEs may be used for Construction Projects on the property, for observation needs such as providing access to an adjacent property for an unrelated project. For temporary access which occurs routinely such as maintenance to crossing roadways or utility lines, MTA-ORE may elect to establish a single “umbrella” ROE Agreement.

2.5.3 Use Agreements and Licenses²⁵

A [License Agreement](#) is a contract which gives an individual or entity permission to use real property for a specific purpose. Also called a Use Agreement, these agreements are the primary means railway owners grant access to or across railroad corridors. Depending on the nature of the agreed upon use, a License Agreement may be used when a property right is combined with a construction project, such as for the building and maintenance of an overhead bridge, or there may be no construction component such as the use of a private grade crossing. Usually, these agreements are renewed annually if needed for longer than one year. License Agreements may be terminated by either party with due notice to the other party or by MTA with a Reciprocal Right of Termination.



Figure 29 A License Agreement May Be Used to Maintain Crossings

²⁵ Section updated in RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

2.5.4 Easements and Sales

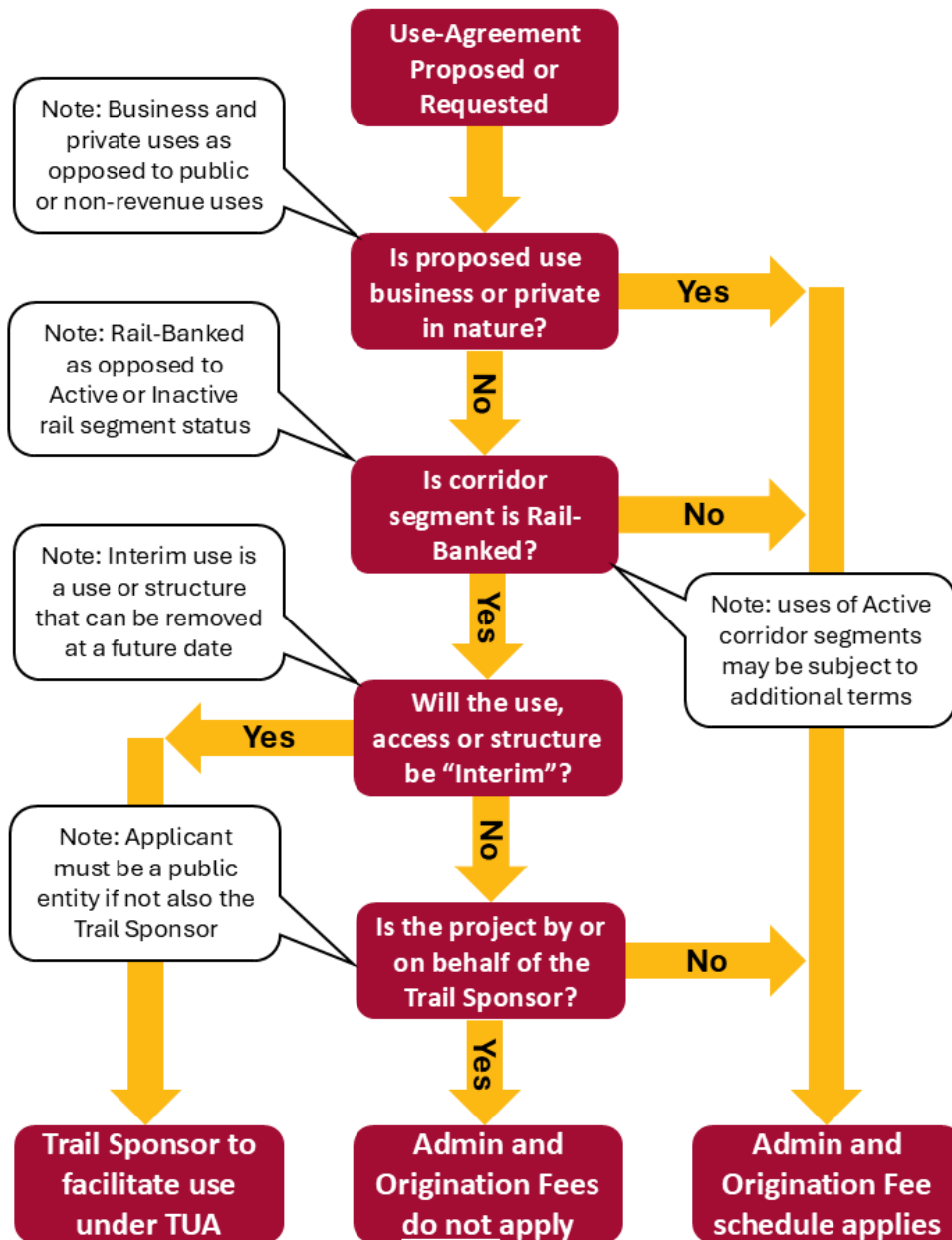
In special circumstances only, a specific kind of property sale may be used, called an Easement, which allows a party access for a long duration or in perpetuity. Those circumstances are exclusively handled on a case-by-case basis and contingent on the nature of the project. Due to the continued use of railroad corridor properties for railroad transportation and the accompanying property control risks involved, easements are generally not considered an appropriate instrument for granting access to state-owned railroad corridors. In cases where easements are used, the process should be expected to take at least 1 year, and fees based upon market (appraised) value for the property.

2.5.5 Application of Usage Fees and Rates²⁶

Access to railroad corridor property and the associated costs of administration and monitoring may be offset by charging fees outlined in the fee structure attached in Section [9.3 Minimum Fee Structure](#). These fees are administrative only, and do not cover additional costs which may be charged by the corridor operators such as their own administrative costs and on-track safety and protection costs. MTA Administrative fees may not apply if the project meets all of the following conditions: project is of public use (not business or private use); project is located on a railbanked corridor segment; and project is handled by the trail sponsor or at the request of the trail sponsor of that segment. See the following page for a summary of the circumstances where usage fees may not apply.

²⁶ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Figure 30 – Application of Fees



3 ENGINEERING REVIEW

Any construction or improvement project located on or within 50 feet of state-owned railroad property must be reviewed by MTA under one of the methods described in this section. To initiate a construction or improvement project, a project sponsor must define the scope of the project and submit all required documentation to the MTA for review. Once the plans for the project are approved by MTA, a right of entry, license agreement, and/or construction agreement will be developed for the project if one does not already exist. Coordination with other stakeholders such as Railroad Operators, or Trail Sponsors is also necessary, unless those parties are the sponsors of the project themselves.

Construction and improvement projects involving state-owned rail property may include but are not limited to:

- Roadway or Pedestrian-Rail Grade Crossings
- Utility crossings, overhead or underground
- Bridges over railroads
- Parallel Roads/Facilities
- Road/Bridge Widening Projects
- Multi-Use trails

All submissions or inquiries related to engineering review can be sent to FreightRail@mdot.maryland.gov, where an MDOT or MTA project manager will be assigned for follow up if appropriate.

3.1 MTA and MDOT Review Process

The purpose of the project review process is to identify issues related to safety, engineering, customer service, operations, legal and regulatory matters, expense, risk and other considerations specific to any proposed project and to determine that the project or improvements are constructed in accordance with its requirements and do not adversely impact or damage MTA property interests. Engineering plans should be submitted early in project development to ensure that MTA requirements can be incorporated.

3.1.1 Notice of Intent for a Project

When considering a project which could affect state-owned railroad property, the Project Sponsor should first notify the MTA and the MDOT ORSED Office by completing and submitting a [Project Initiation Form \(PIF\)](#). This form includes fields for data such as location information, scope of the project, property access status, and any conceptual or formal planning documents. This notice will establish a file for the project, and an external project number will be assigned for tracking purposes.

3.1.2 Application for Engineering Review

After the Project Sponsor has notified MTA and MDOT of the project using the PIF and feedback has been given about the extent of the project, the Project Sponsor may submit an [Application for Engineering Review \(AER\)](#). This form will include additional basic information about the project, construction methods, timeline, other stakeholders affected, other necessary procedures. Along with the AER, any and all drawings and specifications for the project must be submitted. Any final drawings must be stamped by a licensed Maryland Professional Engineer.

ENGINEERING REVIEW

50

RAILROAD INFORMATION MANUAL

For Railroad Assets under Maryland State Ownership

Figure 31 – Project Initiation Form Example.

**MARYLAND STATE-OWNED RAIL CORRIDOR
PROJECT INITIATION FORM (PIF)**

Project Name: _____

Organization: _____

Point of Contact: _____

Contact Information: _____

Date: _____

Project Reference No. (if applicable): _____

PART I – PROJECT LOCATION AND PROJECT DESCRIPTION

A. County/Municipality: _____

B. Route and/or Street(s): _____

C. Location description or estimated project limits by mile marker as follows:
Start: _____ End: _____

D. Provide a brief project description (Attach Project Narrative if Applicable):

Return to MDOT Rail and Intermodal Freight, FreightRail@mdot.maryland.gov

Figure 32 Application for Engineering Review Form Example

**MARYLAND STATE-OWNED RAIL CORRIDOR
APPLICATION FOR ENGINEERING REVIEW (AER)**

Date: ____/____/____

PROJECT INFORMATION:

Project Name: _____

Project Location/Address: _____

ORGANIZATION INFORMATION:

Organization: _____

Point of Contact: _____

Contact Information: _____

ENGINEER INFORMATION:

Firm Name: _____

Point of Contact: _____

Contact Information: _____

PLAN REVIEW REQUIRED:

☐ One-Step – 90% & Final plans

☐ Full Review – 30%, 60%, 90% & Final plans

☐ Other

Return to MDOT Rail and Intermodal Freight, FreightRail@mdot.maryland.gov

3.1.3 Review Process

After all materials have been submitted, MDOT and MTA will review the materials and indicate intent to either approve the plans or to request changes or additional information within thirty (30) calendar days. If additional information is required from the Project Sponsor, final approval cannot be provided until that information has been examined during a follow-up review. When all planning documents have been reviewed by MTA and MDOT and no issues remain, Engineering Approval will be granted. Engineering approval may be a prerequisite in some cases for a final execution of a Right of Entry agreement or License Agreement.

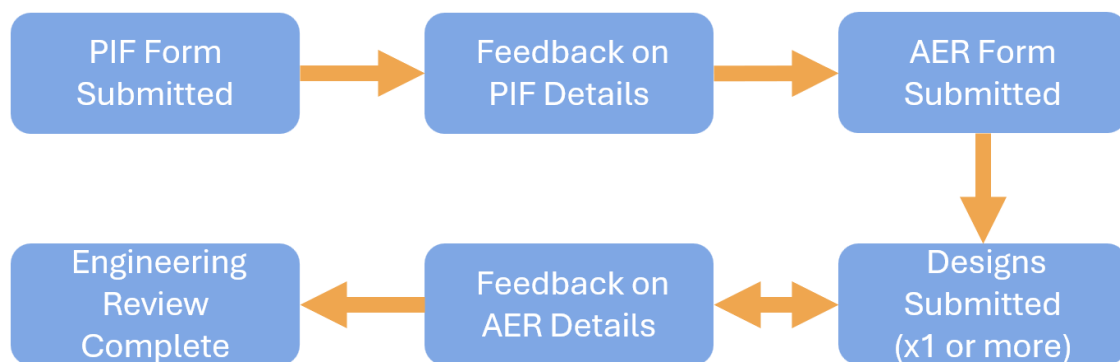


Figure 33 – Review Process Flow Chart

3.1.4 Engineering Review Submission Requirements²⁷

When submitting an Application for Engineering Review to the MTA, care should be taken to include all the relevant materials supporting the application. The AER form itself highlights some of the more common documents which could be required for each submittal level. The original Project Initiation Form will indicate how many review cycles are necessary for an adequate engineering review. In addition to these submittals, as-built drawings are always required for projects on railroad corridors.

Most submittals include:

1. Original AER form
2. Plan sets including site plan and details if needed
 - a. Each page stamped by Maryland licenses professional engineer (PE) unless otherwise indicated
3. Specifications
 - a. List which MTA specifications used, and if other specification sheets were used, include them for review
4. Cost estimate, updated as necessary
5. Construction schedule, updated as necessary
6. Reply to comments (if any)
7. Environmental Reports and/or permits
8. Stormwater management plan (if drainage is affected)
 - a. Calculations are required if drainage is changed or otherwise indicated

²⁷ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

- 9. Management of Traffic (MOT) plan if needed
- 10. Track and rail geometry, old and new if needed

3.1.5 Notice to Proceed ²⁸

For projects where engineering review is necessary for construction, Notice to Proceed (“NTP”) on the project will be given by either the return of a completed AER form from the MTA, by the execution of a Construction Consent Agreement (“CCA”), or by letter.

The AER form is intended to facilitate the design review of most projects. A completed form will indicate the design as submitted is approved. Further comments may be provided on this form. Insurance and training qualification submissions must also be confirmed before this final approval can be returned.

Some larger and more complex UA’s require a Construction Consent Agreement. These agreements are intended to provide a more detailed review of all necessary submissions before final NTP. Execution of these agreements serves as NTP for the project. The UA that governs the project will indicate if a Construction Consent Agreement is necessary.

The third way NTP can be given is by letter. If unforeseen circumstances inhibit the use of the AER form, or a CCA, NTP can be given by the appropriate authority by way of letter to the applicant confirming the design had been reviewed and completed and indicating any further necessary steps.

²⁸ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

3.2 Pre-Approval Ability for Railroad Operators

When authorized by a Lease or Operating agreement, the Railroad Operator may, under some conditions, exercise authority to grant Engineering Approval for projects on behalf of the MDOT or MTA (see Section 3.2.1 for conditions). This could be for simple projects such as private grade crossings, or other minor repairs.

When a railroad is authorized to perform this function, the process remains unchanged. Engineering review requests should be submitted as indicated in this process, at which point the application will be referred to the appropriate railroad officials for processing and administration rather than MDOT or MTA Project Managers. All engineering review cases are subject to continued MDOT and MTA oversight.



Figure 34 Workers Walk Along Railroad Construction Site

3.2.1 Conditions for Pre-Approval

Projects which may qualify for pre-approval must meet the following conditions at a minimum:

1. Railroad Operator must confirm the project qualifies for pre-approval in accordance with its Lease or Operating Agreement.
2. Project must be fully documented with all proposed specifications, and valid stamped drawings. Documentation must follow prescribed MTA Engineering Templates (Section 3.5).
3. Project designs must adhere to all Special Standards and Specifications (Section 3.3) in this Manual, and all other standards incorporated by reference.
4. Project must not need any policy exceptions granted (Section 5.2) to comply with requirements.
5. Projects may be reviewed at any time by MTA or MDOT staff.
6. All Grade Crossing projects are subject to separate MDOT Grade Crossing review processes.
7. Projects which require permanent or semi-permanent land use agreements which the Railroad Operator cannot provide are not eligible for Pre-Approval.

3.3 Special Standards and Specifications²⁹

Projects undertaken on State-owned railroad properties must meet the standards and specifications set forth in this section, or Policy Exemptions must be granted for individual cases where those standards cannot be met. The freight railroad industry benefits from many existing sets of standards and for the purpose of this manual the following sets of external or non-MTA standards are incorporated by reference as updated. See [Section 7 – Referenced Documents](#) for complete list of external and MDOT documentation related to this manual. The standards and specifications described in this manual are in addition to and/or supersede those listed in the documents listed below.

1. *Manual of Standards and Specifications*, Association of American Railroads
2. *Guide for the Development of Bicycle Facilities 5th edition (2024)*. American Association of State Highway and Transportation Officials (AASHTO).
3. *Manual for Railway Engineering (Updated Annually)*. American Railway Engineering and Maintenance of Way Association (AREMA).
4. *Portfolio of Trackwork Plans (Updated Annually)*. American Railway Engineering and Maintenance of Way Association (AREMA).
5. *Communications and Signals Manual (Updated Annually)*. American Railway Engineering and Maintenance of Way Association (AREMA).
6. *Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)*. (2012). U.S. DOT
7. *Rails with Trails: Best Practices and Lessons Learned (2021)*. U.S. DOT
8. *Highway-Rail Crossing Handbook (2019)*. U.S. DOT, Federal Highway Administration, Federal Railroad Administration.
9. *Standard Specifications for Construction and Materials*, Maryland State Highway Administration (2025) MDOT-SHA

²⁹ Section updated in RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

3.3.1 Roadbed and Track

Roadbed and track are both key elements to safe administration of railroad property, although requirements can vary depending on whether active train service occurs over the line.

The adequate maintenance of roadbed is of the utmost concern on all State-owned railroad property. As railroad corridors typically are highly engineered alignments, the corridors usually include unique grading, drainage features, and are intended to support the heavy loads of train traffic. The structure and condition of the track itself is critical to ensure the safe operation of trains, and even in locations where tracks are out of service, the track material and structure are valuable assets to Maryland.

1. The grading and alignment of all railroad properties must be always maintained in serviceable condition to facilitate the movement of trains or the reactivation of train service.
2. Adequate ditching or other drainage structures must be kept clear of all debris, including discarded ties and materials, to prevent water from unnaturally standing, eroding, or saturating the grading or the surrounding areas. Ditch maintenance must be done in accordance with all applicable laws and regulations.
3. When projects are determined to influence drainage characteristics of a site, adequate documentation and calculation of all stormwater management data should be included with any preliminary design including sizing of any new or existing culverts.



Figure 35 Newly installed roadway, drainage and track.

4. No modifications of the track or removal of any track materials may be made without the explicit permission of the MTA and MDOT, which under some circumstances may have been granted to a Railroad Operator or a Trail Sponsor only. Tampering with, removing, or modifying any railroad track without authority to do so should never be done, as it may be a crime.
5. The use of timber railroad ties and preservatives is widespread in the freight railroad industry; however, both materials present environmental challenges when used in the quantities required for rail operations. Rail Operators are encouraged to reduce or eliminate the use of timber ties and harmful wood preservatives wherever possible to reduce the likelihood of deforestation, the spread of chemicals into the soil or watershed, and end of life disposal challenges.

6. Lastly, used railroad ties which have been either removed from active tracks or from railbanked corridors must never be left discarded on railroad property, other than for temporary staging to facilitate further removal. Spent timber railroad ties produced from railroad maintenance should first be re-used, if possible, in other applications, and when reuse is not possible due to poor condition, ties should be disposed of at a facility which explicitly accepts timber railroad ties. Ties treated with preservatives should always be kept out of waterways, ditches or standing water.

3.3.2 Facilities & Structural Engineering

Maryland owned railroad corridors include a limited number of buildings, structures or facilities. These facilities may include locomotive or car shops, stations, platforms, foundations, light poles or fixtures, and tool sheds. These facilities are in place for the benefit of the railroad operator(s) only, any unauthorized use of facilities is strictly prohibited.

1. Facilities are to be kept in a state of good repair, secure from unauthorized entry, safe from unnecessary hazards or fire risks, and inspected in accordance with the [MTA Freight Bridge Inspection Manual](#).
2. In some cases, properties adjacent to the railroad corridor itself may have at one time contained additional facilities like stations, depots, or platforms, and while these structures may have been demolished over the years, the properties they occupied are still considered facilities are managed along with the remaining railroad properties.

3.3.3 Grade Crossing Engineering

All highway-rail grade crossings are site specific and rarely does a generic or standard design suffice as a final grade crossing design, especially for a public roadway. However, MTA and MDOT have provided a series of standard drawings to illustrate some potential designs for sample highway-rail grade crossings.

1. Grade Crossings are to be kept in a state of good repair, with adequate surface and track conditions, safe from unnecessary hazards, as referenced in the [Maryland Transportation Code § 8-640\(a\)](#)³⁰. The grade crossings shall be inspected in accordance with the [MTA Freight Railroad Grade Crossing Inspection Manual](#) by the MTA or Railroad Operator when authorized to do so.
2. Generally, highway-rail grade crossings that have increased truck traffic should consider a concrete or cement surfacing method. Grade crossings of lower traffic volume should consider asphalt or rubberized surfaces, and only farm or agricultural crossings in private use should employ stone, timber or earthen surfaces.
3. In any case, provision for adequate latitudinal (across tracks) and longitudinal (along tracks) drainage must be made to ensure the safe passage of water flows underneath tracks and roadway surfaces.
4. All signage and pavement markings at highway-rail grade crossings shall be in compliance with the latest version of the [Maryland Manual on Uniform Traffic Control Devices](#).
5. Final design of any grade crossing project is subject to the approval of MDOT under [Maryland Transportation Code § 8-639](#)³¹, and the review of MTA and/or the Railroad Operator.

³⁰ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/8-640.pdf

³¹ https://mgaleg.maryland.gov/2025RS/Statute_Web/gtr/8-639.pdf

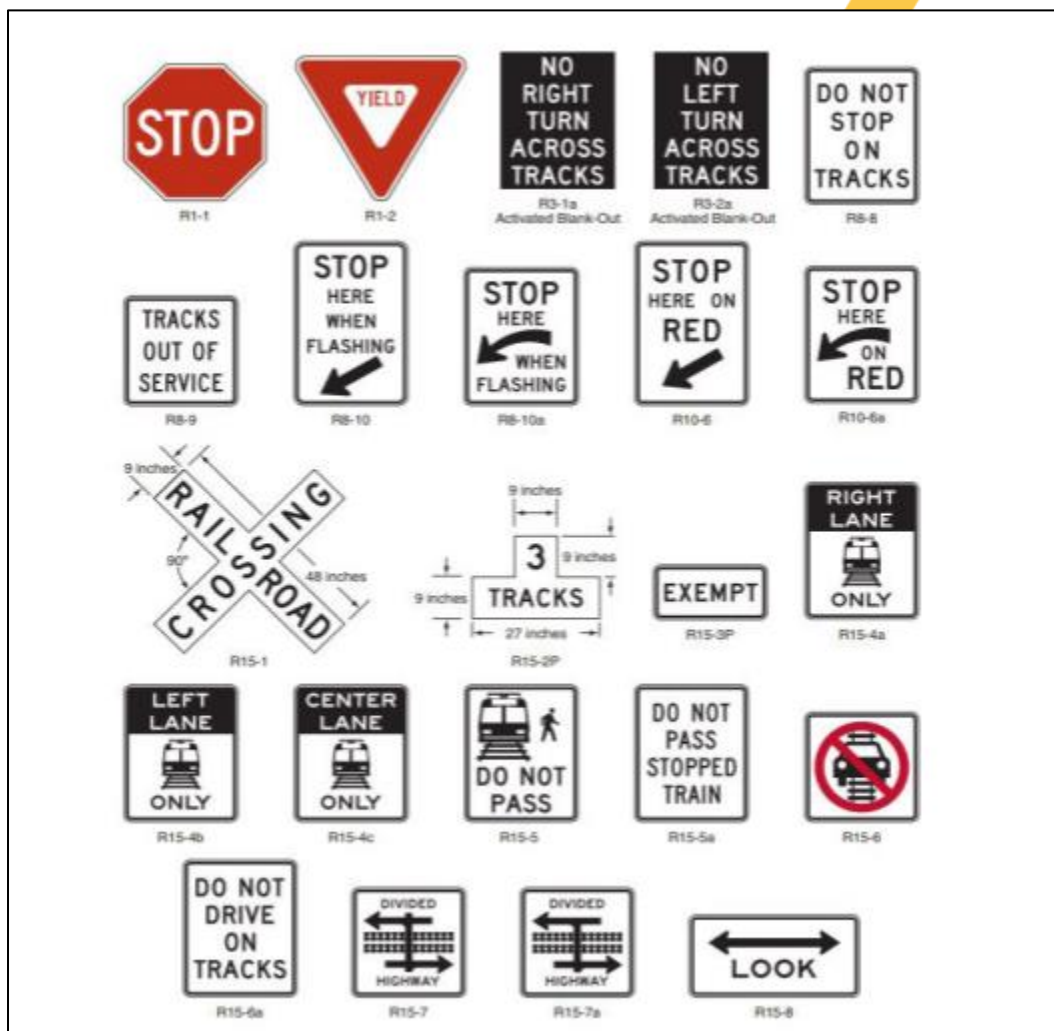


Figure 36 – Example of Highway-Road Signs used in the MUTCD

3.3.4 Bridges and Culverts

Railroad corridors require extensive use of bridges and culverts to facilitate the safe conveyance of the railroad track over various landscapes and topographies. MTA has adopted specific bridge and culvert inspection standards in [*MTA Freight Bridge Inspection Manual*](#), a separate manual, to inform Railroad Operators on additional details necessary to properly oversee the care and maintenance of railroad bridges and culverts. Details on the party responsible for work on bridges and structures will be specified in any Lease, License, or Operating agreement.



Figure 37 A 3 Pipe Culvert Shown After Cleaning and Repair

Type of Bridge	Inspection Requirement	Notes
Active Rail Bridges	Annual documented inspection per FRA regulation	Inspections only performed by MDOT, MTA or Railroad Operator
Inactive or Railbanked Rail Bridges	Up to 4-year inspection cycle allowable	Inspections may be performed by MDOT, MTA, Railroad Operator, or Trail Sponsor
Highway Bridges	Annual documented inspection per FHWA regulation	Inspections may be performed by MDOT, MTA, or per specific agreement.
Structures	Up to 4-year inspection cycle allowable	Inspections only performed by MDOT, MTA or Railroad Operator
Culverts	Up to 4-year inspection cycle allowable	Inspections may be performed by MDOT, MTA, Railroad Operator, or Trail Sponsor

Figure 38 – Bridge Inspection Frequency Matrix

3.3.5 Shared-Use Paths (Rail-Trails)

Shared-use paths along railroad corridors are a popular and beneficial feature which allows communities to maximize the use of a railroad corridor. There are two ways shared-use paths can be built. Known as rail-trails, some paths replace the railroad track with the path, which is constructed on top of the railroad grade, usually on corridors which have been railbanked. A rail-with-trail is instead placed parallel to a low density or low-speed railroad track by routing the trail alongside the track. Rail trails and rails-with-trails follow different processes to be developed. Specific details for specific rail trails will usually be found in the Trail Use Agreement or Use Agreement which permits the trail construction.

All Rail Trails

In either case, general considerations apply to the planning, design, construction and operation of rail-trails on MTA railroad corridor property. Primarily, trail construction must seek to preserve the functionality of the railroad corridor.

1. New culverts may be designed as part of the project to address drainage issues created by building a trail. Design, construction and maintenance of new culverts, or similar features, which intersect railroad tracks should be handed through the Railroad Operator at the specific location or the MTA in a separate maintenance agreement. Typically, the trail sponsor or party operating the trail will assume financial responsibility for these new culverts and other improvements.
2. Trail access points or “spurs” across the railroad corridor may be considered as part of the design to address and preempt trespassing concerns. These may take the form of new grade crossings, or simple trail access features

depending on whether tracks remain in place or not. Design, construction and maintenance of any new grade crossings which intersect railroad tracks should be handled through the Railroad Operator at the specific location or the MTA in a separate maintenance agreement. Trail access spurs may be allowed by the Trail Use Agreements. At all times effort must be made during trail construction to reduce and rationalize the number of grade crossings in place.



**Figure 39 Rail Trail
Example in Easton,
MD, built 1993**

Trails with Rails

The Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) produced *Rails with Trails: Best Practices and Lessons Learned Guide (2021)* which provides planning, design, construction and operational considerations for rail-with-trails. Some design considerations are as follows. *(Continued from above)*

3. In areas where rail-trails are to run concurrently to rail operations or active railroad tracks, pedestrian trail crossings must be fully compliant with all crossing regulations and intersect the tracks at not less than a 75-degree angle and use flangeway gap filler strips.
4. On State-owned corridors, Rail-with-Trails are not permitted to be built adjacent to railroad tracks of FRA Class 3 level or higher, or tracks with a speed limit above 25 MPH without additional project-specific mitigations.
5. A horizontal displacement or offset of at least 20ft from the centerline of the track to the centerline of the trail is suitable in most locations and is allowed when railroad operating speeds do not exceed 10MPH.
6. Additional precautions should be addressed on a case-by-case basis for higher train speeds when trail areas are more constricted.
7. For rail-with-trails, due to the shared-use path being in close proximity to rail operations, fencing between the trail and the track is highly recommended where space allows, and are required 100ft on each side of major bridges or where the elevation of the trail is higher than that of the railroad track. In each case the fencing is to prevent pedestrians from falling downward onto the tracks. Said fencing will be of a style with apertures larger than nine inches (9") to allow for railroad cross ties to pass through the fence, or of a style which can be disassembled to allow the placement of cross ties.

8. Planning, design, construction and operation of rail-with-trails must be coordinated with the railroad operator at that location. The railroad operator may elect to establish a “curfew” during work to ensure train activity and construction activity do not occur simultaneously (“temporal separation”).
9. All work conducted within 50 feet of active railroad tracks must be done in accordance with FRA’s roadway worker protection regulation, 49 CFR 214 Subpart C, unless an approved plan to implement an adequate curfew is put in place for the work.
10. Should elements of the project require cessation of railroad traffic, this work must be done on a schedule prescribed by the Railroad Operator and must not interfere with normal operations.
11. Discouragement of pedestrian trespassing into the railroad tracks should be done through the placement of adequately designed public notification signs at every access point along the concurrent section, e.g. “No Trespassing on Tracks”.



Figure 40 – Rail-with-Trail Example in Allegany County, MD

3.3.6 Utilities Above and Below Ground³²

The installation of utilities on railroad corridors is a common request. Electrical power, communications, water, stormwater, gas and other installations occasionally must cross or run alongside railroad corridor property to serve public or private interests. The criteria for these installations are highly dependent on localized conditions, the status of the railroad service in this area, and the type of utility being installed and its owner.

Utility installations above ground or below must adhere to AREMA standards for utility installations near tracks, unless specific conditions for each project are established by MTA and the operating railroad. Some of these conditions include but are not limited to ensuring that overhead wires are installed with at least twenty-seven (27) feet of clearance over the rail, and parallel utilities are installed not closer than eighteen (18) feet from the tracks. Underground installations must not disturb the nature of the sub roadbed the tracks sit on, and the preferred method to achieve this is through “jack and bore” or directional drilling.

Generally, utility installations on railbanked segments of corridor may be constructed with more conventional techniques. Depending on the location, the tracks may be removed, and traditional trenching practices may be used. Whether the tracks are active or railbanked, however, any proposed non-interim use of the property must be designed to accommodate the potential return of railroad service.

³² Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Utility installations, or any other kind of occupancy generally, must not contribute to additional stormwater runoff from the railroad corridor. New stormwater outfalls from upstream properties are not permitted on railroad corridors. All proposed new stormwater outfall must be transferred off the corridor to an appropriate outfall site.



Figure 41 – Underground Gas and Electric Lines Installed on Rail Corridor

3.4 Asset Management

MDOT is committed to an asset management program that embraces data-driven decision making, enhances transparency, supports continuous improvement, and employs structured management and infrastructure decision making processes. This commitment is developed through the publication of MDOT's [*Strategic Asset Management Plan \(SAMP\)*](#). This plan, updated every few years, establishes a framework for MDOT's asset management program, and seeks to enhance understanding of our most critical assets, advance data-driven and risk-based decision making, prioritize needs and efficiently allocate funding, and support workforce collaboration, training and development.

Management of asset inventories, condition scores, and performance data is essential to supporting a data-driven process which informs the allocation of resources and ensures MDOT makes the right investments at the right time and in the right way. To support this effort, record keeping and data management techniques are leveraged to gather and maintain multiple databases covering every aspect of the railroad corridors, whether active or not. These databases include but are not limited to:

1. Track, rail, tie and subgrade condition with one-tenth (1/10 or 0.10) of one mile resolution
2. Small structures and drainages; Large structures and bridges
3. Grade crossings
4. Facilities and buildings
5. Properties, occupancies, and real estate

Annual and cyclical inspections of these assets by the Railroad Operator, the Trail Sponsor, and/or MDOT/MTA are key to monitoring these assets and ensuring the most accurate data is available for review and analysis.

3.4.1 Responsibilities

Railroad Operators and Trail Sponsors may have the responsibility to facilitate the collection of data and the management of railroad property assets and structural assets on state owned railroad corridors. These responsibilities may be further defined in Operating and Trail Use Agreements, but should include at a minimum:

1. Inspection of active railroad track, rail, subgrade, small structures, drainages, bridges, grade crossings, facilities and buildings as required by regulation and MTA Inspection policies.
2. Inspection of railbanked sections of railroad corridor as prescribed in a trail use agreement, including sub grade, small structures, drainages and bridges.
3. Inspection of all property boundaries for unauthorized encroachments or uses.
4. Methods for the collection, distribution and use of datasets and databases, including specifics on the ownership, sensitivity and governance of the data.

3.4.2 Processes

MTA updates the [*MTA Freight Bridge Inspection Manual*](#) to aid in the systematic inspection of the bridges and small structures on the corridors. This manual is to be used by Trail Sponsors and Railroad Operators if they are required to perform the routine inspections on MTA's behalf. All reports and documentation must be submitted to the MTA for review annually. While regulatory requirements must always be met at a minimum, the following inspections cycles are required.

1. Active railroad bridges and culverts: Annually

2. Inactive railroad bridges and culverts: Two-year Cycle
3. Railbanked bridges and culverts: Four-year cycle

3.5 Engineering Specifications Templates

Construction projects undertaken by Railroad Operators with previously authorized Pre-Approval Authority for Engineering Review (“PARO”) must be thoroughly documented using the *specification templates* in this section to record all necessary specifications used in every capital project. The proper completion and submission of these specification templates to the MTA is an essential part of MDOT’s asset management process. The specification templates may be slightly altered to fit the specific circumstances of each project if necessary. However, any templates that are changed or added must remain compliant with details in this manual, and any referenced standard such as [AREMA](#). Major changes, substitutions, or revisions of a specification template must be approved by MTA Engineering, who may create or request additional specification templates if necessary for any given project. The PARO must always keep the required specifications in an orderly and assessable library for future need or review. These templates are described below and provided directly to the Railroad Operator.

List of Forms and Templates:

1. *SP 01 11 00 – Summary of Work*
 - a. This specification describes the general details of how a project will be conducted, organized and managed.
 - b. It is required for any project.
2. *SP 01 15 00 – Construction Procedures*
 - a. This specification describes the requirements for preparing to perform the work.

- b. It is required for any project.
- 3. *SP 01 18 13 – Interface Requirements*
 - a. This specification describes the Contractor's obligations and other pertinent information relative to the various interfaces between the Contractor and other third parties.
 - b. It is required for any project that interfaces with third parties such as utilities, roadway users, other railroads, Trail Sponsors.
- 4. *SP 01 33 00 – Submittals*
 - a. This specification describes the general requirements and procedures for preparing and transmitting design data to the Engineer for informational purposes, recording or for approval.
 - b. It is required for any project.
- 5. *SP 01 43 00 – Quality Assurance and Quality Control*
 - a. This specification describes the Quality Assurance/Quality Control (QA/QC) requirements for the work performed under this project.
 - b. It is required for any project.
- 6. *SP 01 55 26 – Maintenance of Traffic*
 - a. This specification describes general requirements for maintaining pedestrian and/or vehicular traffic and protecting the public from danger to persons and property within the limits of each work site.
 - b. It is required for any project which interfaces with roadways, shared-use paths, vehicular traffic, or pedestrian traffic.
- 7. *SP 01 57 13 – Temporary Erosion and Sediment Control*
 - a. This specification describes the application of measures to control soil erosion throughout the life of the project.

- b. It is required for any project which conducts significant soil disturbances.
- 8. *SP 01 57 19.01 – Temporary Maintenance of Stream Flow*
 - a. This specification describes the application of measures to temporarily redirect or manage the flow of streams or small waterways.
 - b. It is required for any project that must temporarily redirect or manage the flow of streams or small waterways.
- 9. *SP 01 61 00 – Products*
 - a. This specification describes the general requirements for products, including the handling, transportation, and storage thereof, and the use of trade names and alternatives.
 - b. It is required for any project which requires the use of consumable materials such as but not limited to adhesives, paints, chemicals, and cleaners.
- 10. *SP 09 97 13.23 – Exterior Steel Coatings*
 - a. This specification describes the properties, application and procedures for effective coating of outside steel features.
 - b. It is required for any project which includes the use of outside steel materials or components.
- 11. *SP 26 805 45 – Direct Buried Conduit for Trackwork*
 - a. This specification describes the general requirements for the installation and use of direct buried conduit for trackwork.
 - b. It is required for any project which utilizes direct buried conduit.
- 12. *SP 28 13 00 – Access Control*

- a. This specification describes the general requirements for the design, installation and use of the MTA's access control system.
 - b. It is required for any project which includes the use of a facilities access control system.
- 13. *SP 31 05 19.14 – Geotextiles for Track Work*
 - a. This specification describes specifications for furnishing and installing geotextile under tracks at the locations shown on plans.
 - b. It is required for any track or excavation project utilizing geotextiles.
- 14. *SP 31 23 00 – Excavation and Fill*
 - a. This specification describes methods and considerations for excavating, filling, disposal of concrete, and the removal of pavements.
 - b. It is required for any project which conducts excavations or filling.
- 15. *SP 31 23 33 – Trenching and Backfilling*
 - a. This specification describes excavation and backfill for underground conduits and duct work, as required.
 - b. It is required for any project which conducts trenching for the installation of utilities or similar structures.
- 16. *SP 31 37 00 – Riprap*
 - a. This specification describes the construction of riprap aprons as specified by plans or as directed by the Engineer.
 - b. It is required for projects which require the placement of riprap.
- 17. *SP 32 11 13 - Subgrade Modifications*

- a. This specification describes the techniques and requirements when the use of subgrade modifications is necessary to create stable platforms for equipment or structures.
- b. It is required for projects which require subgrade modifications, treatments or conditioning.

18. *S 32 11 23 – Aggregate Base Courses*

- a. This specification describes the techniques and requirements when the use of aggregate base courses are necessary under roadways or railways.
- b. It is required for projects which require the use of aggregate base courses.

19. *S 32 31 13 – Chain Link Fences and Gates*

- a. This specification describes design criteria and requirements for the design, placement, installation and maintenance of chain link fencing.
- b. It is required for projects which include installation or repair of chain link fencing.

20. *S 34 05 17 – Common Work Results for Track Work*

- a. This specification describes general information common to track installation at the grade crossing and construction of ballasted track.
- b. It is required for any project involving the manipulation or construction of railroad track.

21. *S 34 11 13 – Track Rail*

- a. This specification describes furnishing all labor, materials, and equipment for the manufacture, testing, fabricating and shipping of high strength 115 RE steel running rail for installation.

- b. It is required for any project installing new rail.

22. *S 31 11 13.05 – Track Restraining Rail*

- a. This specification describes furnishing all labor, materials, and equipment for the manufacture, testing, fabricating and shipping of high strength 115 RE steel restraining rail for installation.
- b. It is required for track projects which require installation of restraining rails.

23. *S 34 11 16 – Welded Track Rails*

- a. This specification describes requirements for field-welding of running rails.
- b. It is required for any track project involving welding rails.

24. *S 34 11 19 – Track Rail Joints*

- a. This specification describes the furnishing, fabricating, delivering, and installing track rail joints.
- b. It is required for track projects requiring track rail joint repair or installation.

25. *S 34 11 23 – Special Track Work*

- a. This specification describes the furnishing and installing ballasted special trackwork materials.
- b. It is required for track projects that involve turnouts, diamonds, road crossings and derails.

26. *S 34 11 26 – Ballasted Track Rail*

- a. This specification describes the construction of ballasted track
- b. It is required for any track project.

27. *S 34 11 26.13 – Track Rail Ballast*

- a. This specification describes furnishing and installation of mineral aggregate for ballast on ballasted track.
 - b. It is required for any track project.
- 28. *S 34 11 26.16 – Track Rail Subballast*
 - a. This specification describes furnishing and installation of mineral aggregate for subballast on ballasted track.
 - b. It is required for any track project.
- 29. *S 34 11 33.17 – Timber Ties*
 - a. This specification describes furnishing and installation of timber and composite railroad ties.
 - b. It is required for any track project.
- 30. *S 34 11 93 – Track Appurtenances and Accessories*
 - a. This specification describes furnishing new track materials required for the completion of trackwork.
 - b. It is required for any track project.
- 31. *S 5 4 1 - Pipelines (2024)*
 - a. This specification describes minimum requirements for pipelines installed on or adjacent to Railroad Rights-of-Way to convey liquid gaseous, flammable and nonflammable products, and highly volatile substances under pressure.
 - b. It is required for any project that would construct or repair pipeline(s) along or across a railroad corridor

4 HIGHWAY-RAIL GRADE CROSSINGS

MDOT and MTA apply an overall risk-reduction strategy to the management of existing highway-rail grade crossings which is consistent with Maryland's statewide grade crossing policies. A safe and properly authorized grade crossing can only exist with an applicable property agreement to govern it; therefore, all grade crossings must be subject to a formal agreement between the grade crossing owner (e.g., public agency, private landowner) and the MTA.

Grade crossings which allow pedestrian, cyclist, or vehicular traffic to cross railroad tracks create a potential for collisions between the road user and trains. Therefore, to limit the risk of collisions, the number of grade crossings and the intensity of their use must in general be limited and/or eliminated. As a general rule, a request for a new grade crossing, where one presently does not exist, will require the closing of another similar crossing. A proposed increase in the intensity of grade crossing use by a crossing user will require additional safety systems to be installed at the crossing. Final discretion over the general condition and suitability of grade crossing improvements is vested with the Secretary of Transportation.

4.1 MDOT Oversight of Crossings

[Maryland Transportation Code § 8-639](https://law.justia.com/codes/maryland/transportation/title-8/subtitle-6/part-viii/section-8-639/)³³, establishes the parameters where a railroad operator or a roadway operator can make changes to, construct, or improve a grade crossing. The code requires that before any changes to public or private grade crossings can be made, notification to and corresponding approval

³³ <https://law.justia.com/codes/maryland/transportation/title-8/subtitle-6/part-viii/section-8-639/>

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from the Secretary of Transportation or their designee is required. The authority to approve any changes has been designated to the Rail Safety Program Manager within MDOT ORSED. The process ensures the highway-rail grade crossings in Maryland all adhere to a basic level of consistent safety. Grade crossings on railbanked corridors should be treated as active crossings for the purposes of this requirement, even if decommissioned, so long as the corridor is subject to the return of railroad activity.



Figure 42 Public
Roadway Grade
Crossing

4.1.1 Highway-Rail Grade Crossing Safety Program³⁴

The Highway-Rail Grade Crossing Safety program (“HGCSP”) at MDOT is separately managed from the Freight Rail Program and performs state-wide oversight and management of highway-rail grade crossings. In general, the HGCSP:

- Approves crossing closures, modifications to existing crossings, and the installation of new crossings
- Maintains statewide inventory of all highway-rail grade crossings, pedestrian crossings, and grade separated crossings
 - Monitors the FRA’s Grade Crossing Inventory System (GCIS) for errors or issues
 - Provides State and local updates to the GCIS and assists railroads with their updates
- Ensures regulatory compliance with and manages the Manual on Uniform Traffic Control Devices (“MUTCD”) and other criteria
- Manages designs of certain railroad projects, including Section 130 funded grade crossing projects, projects funded by federal discretionary grants, etc., reviews all MDOT projects that fall within 500 feet of railroad tracks
- Develops and updates guidance, policy, and other documents associated with Section 130 program and grade crossings in general
- Supports coordination between local jurisdictions and Rail Operators relating to grade crossings

In contrast, the Freight Rail Program (FRCP) has a more direct role in facilitating grade crossing maintenance and safety. In general, the FRCP

³⁴ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

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coordinates the necessary actions with corridor operators to ensure grade crossings are meeting all regulatory and design standards for safe operation. Regulatory compliance for grade crossings cascades to the railroad operators, although occasionally projects may be performed directly by the MTA. For more information on both rail programs, visit www.mdot.maryland.gov/freight-rail

4.2 Types of Grade Crossings

Highway-rail grade crossings can be categorized in multiple ways. Typically, crossings are first categorized by the use of the roadway. Roadways can be publicly maintained or privately maintained in Maryland. Secondly, the activity level of railroad use is considered. This includes whether the crossing is deemed Active, Inactive or Railbanked and is dependent on the status of the railroad corridor at that location (See Section 2.1 for additional detail). Highway-rail grade crossing information is available on the [FRA website](#). All crossings on State-owned railroad corridors must be documented, most commonly as a Use-Agreement, so all parties involved have certainties about their responsibilities and the costs necessary to maintain the crossing.

4.2.1 Public Crossings

Public Crossings are the most common type of railroad crossing in Maryland. Public roadway crossings can be managed by the State Highway Administration or other State agency, a specific County, or Municipality. These roadways are open for general use by the public and therefore must adhere to strict grade crossing design standards and regulations which exist for the entire industry. The State of Maryland also publishes its own *Manual on Uniform Traffic Control Devices which covers the roadway* pavement markings and approach warning signage required on roadways. Multiple public roadway crossings may be managed under one property use agreement to reduce redundancy in administration and maintenance. Any individual or organization working within fifty (50) feet of railroad tracks **must** contact the Corridor Operator and MDOT to ensure work does not interfere with train operations. In addition, private landowners, property developers, utility companies, and organizations other than the Roadway owner working within fifty

(50) feet of the railroad corridor must also contact the jurisdiction in which the project is located.

4.2.2 Private Crossings

Private Crossings are locations where a private roadway or driveway crosses a railroad corridor. These crossings are typically managed by the railroad operator under specific agreements with the private roadway user. Each private railroad crossing is unique, and property rights may vary and inform the structure of any use agreement or the collection of maintenance fees at a location. For more information on grade crossing and other property use fees, refer to the [License Agreement Fee Sheet](#) attached to this document. To ensure continued safe conditions, it is important that only the Railroad Operator or other qualified party perform any work on the grade crossings, as the condition of the crossing can pose a risk to operating railroad equipment and trains.

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Figure 43 Private Roadway Grade Crossing

4.3 Maintenance of Grade Crossing Structures

Any new or modified grade crossing agreement must require all repair work or maintenance work performed to be done by the Railroad Operator, public roadway owner, or MDOT and must be done in coordination with all parties. Costs associated with the maintenance of grade crossings must be allocated under the use agreements which cover the grade crossings and may be subject to prior rights of either the railroad or roadway operator.

Process for Private Grade Crossing Maintenance

1. Request made for maintenance, or inspection detects maintenance required.
2. The agreement which governs the crossing is reviewed.

- a. Agreement may be pre-existing deed reference, easement, or license agreement.
 - b. If no agreement exists, the creation of an agreement is required to maintain the crossing.
 - c. All new agreements require crossing users to provide payment of annual maintenance fee in consideration of the use of the crossing.
- 3. Typically, the MTA, or the Railroad Operator performs all crossing maintenance, unless provided for specifically in the crossing agreement.

4.4 Intensity of Grade Crossing Use

Changes to the use of highway-rail grade crossings must be commensurate with the grade crossings design. Increases in vehicular traffic, pedestrian or cyclist traffic, or railroad traffic can all influence changes which may be needed at a grade crossing. Whether or not any grade crossing upgrades are required, they must be considered before any proposed changes to the intensity of use for a grade crossing. This process must be completed by the appropriate MDOT Rail Safety Program staff, who will document existing conditions, the proposed change in crossing use, and conduct on-site diagnostic meeting(s) with all grade crossing stakeholders to determine appropriate mitigations.

4.4.1 Active Corridors

Grade crossing configurations are very sensitive to local conditions, and each crossing tends to have unique challenges. Generally, the roadway surface for an active public grade crossing must be concrete or asphalt, as wood surfaces are not

permitted for public grade crossings on MTA-Owned railroad tracks. Whether an active public crossing has *Active Warning Devices* like lights, bells and gates, will depend on traffic volumes and visibility conditions at the crossing.

Private crossings of active railroad segments must be Concrete or Asphalt for commercial or business activities, however, wood and gravel surface crossings may be used in some cases for agricultural or residential crossings. Final approval for grade crossings changes and modifications can only be given by MDOT, and construction overseen by MTA either directly, or through a Railroad Operator.

4.4.2 Railbanked Corridors

Railbanked grade crossings are a unique type of railroad crossing. Tracks may or may not remain in place at a railbanked crossing, but the crossing should always be decommissioned first before being included in a railbanking corridor. If a trail has been constructed on the corridor, the crossing may instead take the form of a crosswalk, roadway intersection underpass, or overhead bridge. While the rules which govern active railroad crossings no longer apply to railbanked crossings, it's important to note that railbanked corridors are subject to the return of railroad service. These crossings must still be documented and treated as though they have the potential to support possible railroad activity in the future.

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**Figure 44 – Rail-Trail
Crossing of a State Road
in Cambridge, MD**

5 SAFE PRACTICES³⁵

Regardless of the location, status or condition of a railroad track or corridor, overall safety must be a primary concern for all stakeholders. MDOT and MTA seek to ensure the safest possible conditions on all state-owned railroad corridors and are committed to continuous improvement of conditions on both active railroad corridors, and inactive or railbanked railroad corridors.

On active railroad corridors, quality assurance techniques are leveraged to ensure the Railroad Operator is complying with all contract requirements. Partnering with state and federal regulating agencies, track inspections, equipment and operating practices are conducted routinely. The safety of highway-rail grade crossings is of particular concern due to the potential risk of grade crossing collisions with roadway vehicles, people walking, or bicycling.

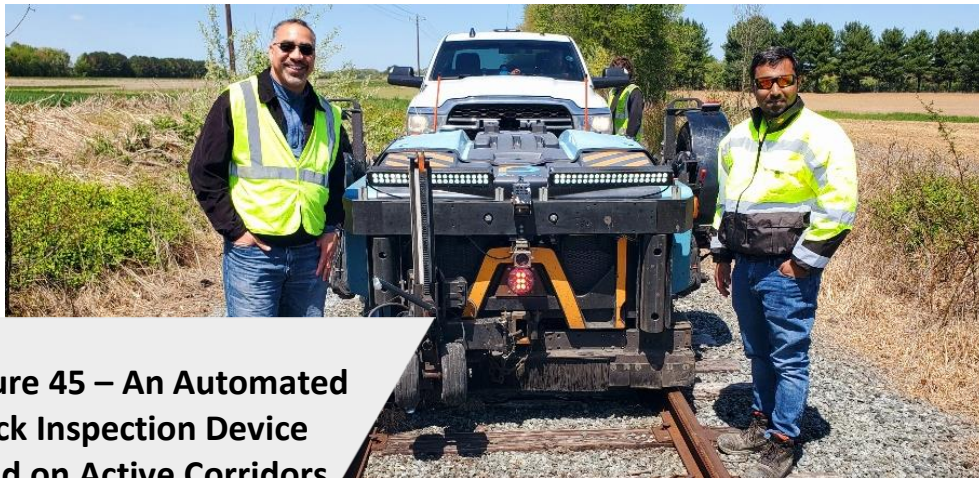


Figure 45 – An Automated Track Inspection Device Used on Active Corridors

³⁵ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Figure 46 Pedestrian Safety Devices Utilized at Former Road Crossing



On inactive and railbanked railroad corridors, appropriate maintenance methods and design upgrades are pursued to reduce environmental risks such as flooding or other damage. In areas that have or will be developed into multi-use paths, design review and maintenance plans must be in place before any such development may occur to ensure the general public has access to the highest quality infrastructure without the typical hazards associated with railroad property.

Specific attention should be given to the identification and reduction of risks as part of any use of state-owned railroad property. During all phases of project development, construction and general operation, the identification and mitigation of all varieties of hazards, such as safety, financial, engineering, environmental, and others, must be considered and documented by the party conducting the work.

5.1 Training & Qualifications³⁶

The operation of railroad service is subject to federal regulations, many of which describe the training and qualifications necessary to perform work on or near the railroad corridors. Rail Operators are expected to qualify their operating, mechanical, and roadway employees with the various certifications necessary for them to fulfil their roles. In addition, Operators must have effective On-Track Safety programs (See next section) which cover rail corridor or occupancy construction or maintenance projects. These programs must outline the specific training requirements for different tasks which are performed along the corridors. Only those qualified people can engage in these tasks.



Figure 47 – Roadway Work requires On-Track Safety Provision

³⁶ Section updated to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

When required by the railroad operator or by agreement, third parties working on or sometimes near the railroad corridors could be required to qualify employees for working on or about tracks, generally referred to as “Roadway Worker Protection” (49 CFR § 214 Subpart C³⁷). Contractors or parties working on rail corridors which are railbanked are not expected to fulfill RWP requirements because these railbanked segments are no longer subject to rail operations. Roadway Worker Protection training is available online from multiple providers. Further details may be provided by the Railroad Operator.

Other types of training and qualifications may include operating rules qualification and territory qualification. These qualifications ensure that the worker understands the methods the railroad uses to operate trains, ensure safe conditions, and familiarize workers with the geographic features of the railroad in the area of the project.

³⁷ <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-II/part-214/subpart-C>

5.2 On-Track Safety³⁸

On active railroad corridors, all work done on the corridor property or within fifty (50) feet of the tracks must include an adequate method of worker protection against the movement of trains as prescribed by Federal regulations, this protection is called On-Track Safety (OTS). Depending on the type of rail operation and the nature of the work, OTS may be provided by the rail-operator in a number of ways. It's critically important to coordinate with the railroad operator to establish a clear understanding of how OTS will be provided, and by whom. Most types of OTS utilize a qualified railroad employee to provide Flag Protection. The purpose of Flag Protection is to ensure moving trains are protected from ongoing work on a site, and that site workers are protected from moving trains.

Only the Railroad Operator at a location can provide OTS, or any other type of protection against the movement of trains. Work done on or near tracks which require flag protection may be subject to a fee for this service from the Railroad Operator, and the schedule and availability for this service are subject to change. Contact the railroad which Operates the corridor at the work location prior to finalizing plans for work.

Before planning any project, which will need OTS, a determination must be made for each of the four items listed in [Section 2.5 Access to MTA and State-Owned Properties](#) such as, nature of the work to be performed, information about the state of the tracks, authority by which on-track safety is to be afforded, and level of training and qualification required. The following pages can be used to determine the correct circumstances for any project.

³⁸ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

Methods of Protection and Required Qualifications:

1. Qualified railroad worker accompaniment (Flag Protection)
 - a. Advance notice to railroad is required to arrange
 - b. RWP and other qualifications are not required for the worker engaged in the observations because protection is provided by the qualified railroad worker.
 - c. The appropriate form of on track protection will be determined by the Qualified railroad worker providing flag protection.
2. Full Qualification (by consent of operating railroad only)
 - a. Workers must have rule qualification, territory qualification and RWP training and utilize appropriate on-track safety methods.
 - b. Only ITD and TAM may be utilized by qualified State Employees depending on the size of the group. Job briefing documents must be maintained for this or any other access. Appropriate railroad procedures must be followed beforehand.
3. Temporal Separation
 - a. The railroad must be confirmed to be placed fully out of service via bulletin, general order or other authority prior to the commencement of any work, no trains may operate.
 - b. RWP and other qualifications are not necessary because no on-track safety is needed.
 - c. Railroad must be fully inspected prior to the resumption of service.
4. No on-track safety is required.
 - a. The work is not considered “Roadway Work”, therefore, RWP is not required.
5. A Trail Sponsor has taken over operation of the rail-corridor, usually for public recreational use, and no trains operate on the property.
 - a. Notification to the Railroad or the Corridor Operator, additional training and other qualifications are not needed to facilitate access to the property, consult the property agreement for any project specific instructions.

ON TRACK SAFETY DECISION MATRIX:

	Active-Connected	Active-Disconnected	Railbanked
Access Only Activity	Method 1 or 2	Method 4	Method 5
Inspection Activity	Method 1 of 2	Method 1, 2 or 3	N/A
Construction	Method 1	Method 1 or 3	Method 5



Figure 48 – An Employee-in-Charge Gives a Stop Signal to a Train.

5.3 Personal Protective Equipment³⁹

Personal Protective Equipment (PPE) is gear or clothing that is designed to protect or mitigate from hazards like unintended movement, chemical exposures, or environmental conditions. While it should not be relied upon as the only measure taken, using PPE is a quick and easy method to reduce overall risks when working in hazardous environments.

The required PPE for performing work on State-owned railroad corridors must comply with the MTA Administrators PPE Directives, and include the following at all times:

- i. American National Standards Institute (ANSI) Class 2 high visibility apparel such as a vest, shirt, or jacket
- ii. American National Standards Institute (ANSI) Z87.1 safety glasses
- iii. American National Standards Institute (ANSI) Z89.1 Hard hat (in locations or for crafts where hard hat use is required, such as locomotive shops or around potential fall hazards)
- iv. Work boots with 6-inch lace and not less than 1 inch heel

These requirements are intended to be a minimum standard and railroad operators may require additional PPE measures or stricter standards. Understanding the operating rules of the railroad operator and the appropriate PPE requirements is a condition of gaining on-track safety authorization.

On railroad corridors that have been railbanked and are open to public recreation and enjoyment, PPE use is not required for the general public, but

³⁹ Section updated to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

those performing work of any kind on the property must continue to meet the requirements of this section.

5.4 Insurance Requirements on Freight Rail Corridors

All proposed uses of MTA property require insurance; however, insurance requirements vary based on the type of use proposed and the location of the activity. The types of insurance coverage for active and inactive railroad property may differ based on the use but generally include the following:

1. Commercial General Liability Insurance (CGL)
2. Railroad Protective Liability Insurance (RPL)
3. Automotive Insurance (Auto)
4. Workers' Compensation Insurance (WC)
5. Umbrella Liability Coverage (UL))

Active railroad areas where trains continually operate, and railbanked areas which are frequently converted to multi-use pathways have different insurance requirements. The following sections serve as a guide for understanding insurance requirements. All insurance requirements are subject to change without notice and are at the discretion of the MTA.

If the property use agreement includes a rail line which is railbanked, the existing Trail Use Agreement will provide additional information about the types and levels of insurance required to perform work on the property. These agreements typically provide for public access to railroad corridor property which has been converted to multi-use trail for the purposes of personal transportation

or recreation under the protection of insurance maintained by the trail sponsor. Additional access requirements may be required by the trail sponsor.

Figure 49 – Insurance Requirements Matrix

Corridor Type	Activity	Sec.2.6.1 CGL	Sec 2.6.2 RPL	Sec 2.6.3 Auto	Sec 2.6.4 WC	Sec 2.6.5 UUL
Active	Construction	A	B	B	B	Note
Active	Access Only	A, C	A	A	A	Note
Banked	Construction	B	C	C	C	Note
Banked	Access Only	B, C	A	A	A	Note

Green letter indicates coverage generally not required, Red letter indicates further detail in the section.

During any procurement phase for any project planned for a rail corridor, all insurance policies shall be endorsed to include a clause requiring the insurance carrier to provide the MTA and/or other parties as necessary, by certified mail, not less than 30 days' advance notice of any non-renewal, cancellation, or expiration. The project sponsor or contractor shall notify the MTA in writing, if policies are cancelled or not renewed within five (5) days of learning of such cancellation or nonrenewal. The Contractor shall provide evidence of replacement insurance coverage to the Procurement Officer at least fifteen (15) days prior to the expiration of the insurance policy then in effect.

5.4.1 Commercial General Liability Insurance

During the term of any property use agreement, license, and/or right of entry, the applicant shall maintain Commercial General Liability (CGL) insurance, and if necessary commercial umbrella insurance with:

- A limit of not less than \$5,000,000 each occurrence
- This coverage will name MDOT, MTA, and, depending on the circumstance, the Railroad Operator, or the Trail Sponsor for the corridor.
- Under some circumstances, governmental project partners may use qualifying self-insurance systems to meet this requirement.
- Waiver of Subrogation must be in favor of MTA.
- Coverage should be primary and non-contributory with regard to MTA.
- The exclusion of work within 50 feet of ROW must be deleted (Endorsement CG 2417) when possible.
- There Shall be no exclusion with respects to XCU and Terrorism
- The policy must name the Maryland Transit Administration, the Maryland Department of Transportation, and the State of Maryland as additional insured.

Matrix Notes:

- A) Railroad Operator must be added as additional insured.
- B) Trail Sponsor must be added as additional insured.
- C) Subject to MTA approval. Umbrella or some other insurance coverage may be used for private individuals in the case of private grade crossings. This will be confirmed with MTA as necessary.

5.4.2 Railroad Protective Liability Insurance

For projects that require RPL insurance with construction related work, the RPL insurance requirements are as follows:

- RPL Insurance (ISO/RIMA Form G-00-35 or equivalent) in the name of MDOT, MTA and State of Maryland.
- Amended definition of “Physical Damage to Property”
- Sudden and Accidental Pollution included
- Evacuation Expenses included

Matrix Notes:

- A) If a property use agreement on either an active or railbanked corridor governs access only and is not associated with any construction or maintenance component, such as the use of a private railroad crossing, RPL insurance may not be necessary if adequate liability coverage can be acquired and maintained, subject to approval by the MTA or other State agency.
- B) If the property use agreement includes a rail line which is not railbanked, applicant and/or contractors, subcontractors shall provide, with respect to activities it or any of its agents perform within 50 feet vertically or horizontally of railroad tracks, Railroad Protective Liability (RPL) insurance.
- i. This insurance coverage shall have limits of liability of not less than \$5 million per occurrence, combined single limits, of coverage A & B, for losses arising out of injury to our death of any person, and for physical loss or damage to or destruction of property, including the loss of use thereof. A \$10 million annual aggregate may apply.
 - ii. MTA provides an option for the contractor and/or subcontractor to buy into MTA’s blanket RPL coverage for only the duration of

construction through the MTA Office of Safety and Risk Management. CGL and all other requirements remain the responsibility of the licensee and their contractor and subcontractors.

- iii. The Railroad Operator and MTA should be consulted to confirm whether any special conditions apply to these projects.
- C) Subject to MTA approval, may not be required if CGL coverage can be confirmed to adequately cover projects on public-use rail-trails. Otherwise, projects that require RPL insurance on railbanked corridors will need the following:
- i. RPL Insurance (ISO/RIMA Form G-00-35 or equivalent), in the name of Maryland Department of Transportation, Maryland Transit Administration, and State of Maryland.
 - ii. The coverage shall have limits of liability of not less than Two Million Dollars and 00/100 (\$2,000,000) per occurrence, combined single limits, for coverage A & B, for losses arising out of injury to or death of any person, and for physical loss or damage to or destruction of property, including the loss of use thereof. A Six Million Dollars and 00/100 (\$6,000,000) annual aggregate may apply.

5.4.3 Automotive Insurance

Matrix Notes:

- A) If a property use agreement on either an active or railbanked corridor governs access only and is not associated with any construction or maintenance component, such as the use of a private railroad crossing, Auto insurance may not be necessary if adequate liability coverage can be acquired and maintained, subject to MTA approval.

- B) Commercial Automotive, Limit - \$2,000,000, MDOT, MTA and State of Maryland must be added as additional insured and the project partner if necessary. Exclusion for work within 50 feet of railroad must be deleted (Endorsement CA 2070), Waiver of Subrogation in favor of the Railroad.
- C) If property agreement or access agreement is with a nonprofit or other non-commercial group Auto insurance may not be necessary if adequate liability coverage can be acquired and maintained, subject to MTA approval.

5.4.4 Workers' Compensation Insurance

Matrix Notes:

- A) If a property use agreement on either an active or railbanked corridor governs access only and is not associated with any construction or maintenance component, such as the use of a private railroad crossing, Workers Compensation may not be necessary, subject to MTA approval.
- B) The Contractor shall maintain such insurance meeting the statutory requirements of the jurisdiction where the work will be performed, including Employer's Liability coverage with minimum limits of \$1,000,000 each accident for bodily injury or disease. Where and when applicable, Longshore and Harbor Workers' Compensation Act, (work performed on or over navigable waterways) to cover contractor's employees for wages, transportation, maintenance and cure, in accordance with applicable laws. Maritime Coverage Endorsement (Jones Act) for work upon navigable waterways and barges, tugboats, and all other vessels on the ocean and all intracoastal rivers and canals, covering drivers, divers, and underwater personnel, seamen, masters and members of a crew, providing remedy for damage or injury, in accordance with applicable laws.

- C) If property agreement or access agreement is with a nonprofit or other non-commercial group Workers Compensation insurance is not necessary if adequate liability coverage can be acquired and maintained.



**Figure 50 – Tour
Activity of Rail-Trail
Landmarks and Amenities**

5.4.5 Umbrella Liability Insurance

If any Excess or Umbrella Liability policies are used to meet the limits of liability required by this agreement, then said policies shall be on a true “following form” of the underlying insurance policy coverage, terms, conditions, and provisions and shall meet all of the insurance requirements stated in this document, including, but not limited to, the additional insured, contractual liability & “insured contract” definition for indemnity, occurrence, no limitation of prior work coverage, and primary & non-contributory insurance requirements stated therein. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until the Contractor’s primary and excess liability policies are exhausted.

- MDOT, MTA, State of Maryland must be added as additional insured as well as the jurisdiction of their project (Refer to Contract or Right-of-Entry Agreement)
- Waiver of Subrogation in favor of the Railroad
- Coverage should be primary and non-contributory in regard to the Railroad (MTA)

Contractor’s Pollution Liability Insurance - with minimum limits of \$1,000,000 per occurrence for work involving environmentally regulated substances or hazardous material exposures, including but not limited to handling, transporting or disposing of any hazardous substances and/or environmentally regulated materials and any sudden and/or non-sudden pollution or impairment of the environment, including cleanup costs and defense. This insurance may be

supplied by the subcontractor performing the work if the Contractor is not performing any of the relevant work and providing that MTA and the Contractor are named as additional insureds on the subcontractor's policy. In the event the Contractor or its subcontractor transports hazardous substances or any other environmentally regulated substance that requires a governmentally regulated manifest, the MCS-90 Endorsements shall be attached to the Contractor's (or subcontractor's) auto liability policy. The State shall be listed as an additional insured on the faces of the certificates associated with these coverages.

Additional Insured Status – The additionally insured party, its officers, officials, employees, and volunteers are to be covered as additional insureds on the coverages listed above, including umbrella and excess policies, excluding Workers Compensation and Professional Liability insurance with respect to liability arising out of work or operations performed by or on behalf of the contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

In consideration of Additional Named Insureds, these requirements must be included in the contract or written agreement between MTA and the party requesting access and the physical endorsement attached to the Certificate of Insurance (COI) as verification of coverage.

Primary Coverage - For any claims related to this contract, the Contractor's insurance coverage shall be primary and non-contributory and at least as broad as

ISO CG 20 01 04 13 as respects the Entity, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the Entity, its officers, officials, employees, or volunteers shall be excess of the contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella Liability policies but excludes Professional Liability.

In consideration of Primary and Non-contributory coverage, this requirement must be included in the contract or written agreement between MTA and the party requesting access and the physical endorsement attached to the Certificate of Insurance (COI) as verification of coverage.

Waiver of Subrogation – The contractor must grant to MTA and other appropriate parties, a waiver of any right to subrogation which any insurer of said contractor may acquire against the Entity by virtue of the payment of any loss under such insurance. The contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the Entity has received a waiver of subrogation endorsement from the insurer.

In consideration of Waiver of Subrogation, this requirement must be included in the contract or written agreement between MTA and the party requesting access and the physical endorsement attached to the Certificate of Insurance (COI) as verification of coverage.



Figure 51 – Contractors perform major track construction.

5.4.6 Parties Named Insured⁴⁰

Oftentimes multiple parties are permitted to perform certain tasks on state-owned railroad corridors, including Railroad Operators, Trail Sponsors and other third parties. Depending on the circumstance, the party or parties may require indemnification and insurance coverage along with the Maryland Transit Administration, the owner of the corridors subject to this manual.

The following parties must be considered when determining which are appropriate to include in any/all insurance coverages.

1. Maryland Transit Administration (MTA)
 - a. The MTA must always be named and insured consistent with the guidance in this manual.
2. The Maryland Department of Transportation (MDOT)
 - a. The MDOT acting as Trail Sponsor for this area, must be named on any policy which is contained in the geographic limits of the Oxford Line and Denton Tracks
3. The Maryland and Delaware Railroad Company (MDDE)
 - a. The MDDE must be named on any policy which is contained in the geographic limits of the Cambridge, Centreville and Chestertown lines, other than those segments which are railbanked.
4. The Walkersville Southern Railroad (WSRR)
 - a. The WSRR must be named on any policy which is contained in the geographic limits of the Frederick line, other than those segments which are solely operated as rail trail.

⁴⁰ Section added to RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

6 ADMINISTRATIVE REVIEW⁴¹

The information and policies outlined in this Railroad Information Manual have been assembled for the use of railroad operators, municipalities, counties, other state agencies and neighbors to the railroad corridors. The following sections describe how this manual is reviewed, updated and administered.

6.1 Manual Review and Update Process⁴²

This Railroad Information Manual is to be reviewed periodically for any changes or updates which have been deemed necessary by MDOT and the MTA. Changes to this manual may be made at any time and published on www.mdot.maryland.gov/freight-rail. Wholesale updates of this manual will be done on an as needed basis, and when done, be republished in the fourth quarter of each year and will take effect in the first quarter of the following year.

6.2 Exceptions

Exceptions to any of the policies in this Rail Information Manual may be granted by the Director of Rail and Intermodal Freight. Exceptions will only be granted in cases where an appeal has demonstrated an existing requirement has not been developed in consideration of a novel problem, where an existing requirement creates a safety concern, or where an existing requirement is no longer supported by the necessity under which it was adopted. Exceptions generally will inform the Rail Manual update and review process.

⁴¹ Section updated for RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

⁴² Section updated for RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

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6.3 Appeals Process

In order to document an appeal to a requirement in this manual, please email FreightRail@MDOT.Maryland.gov, and note which section or subsection the appeal is for and explain the situation in detail. The Rail and Intermodal Freight Team will respond to appeals within 30 days.

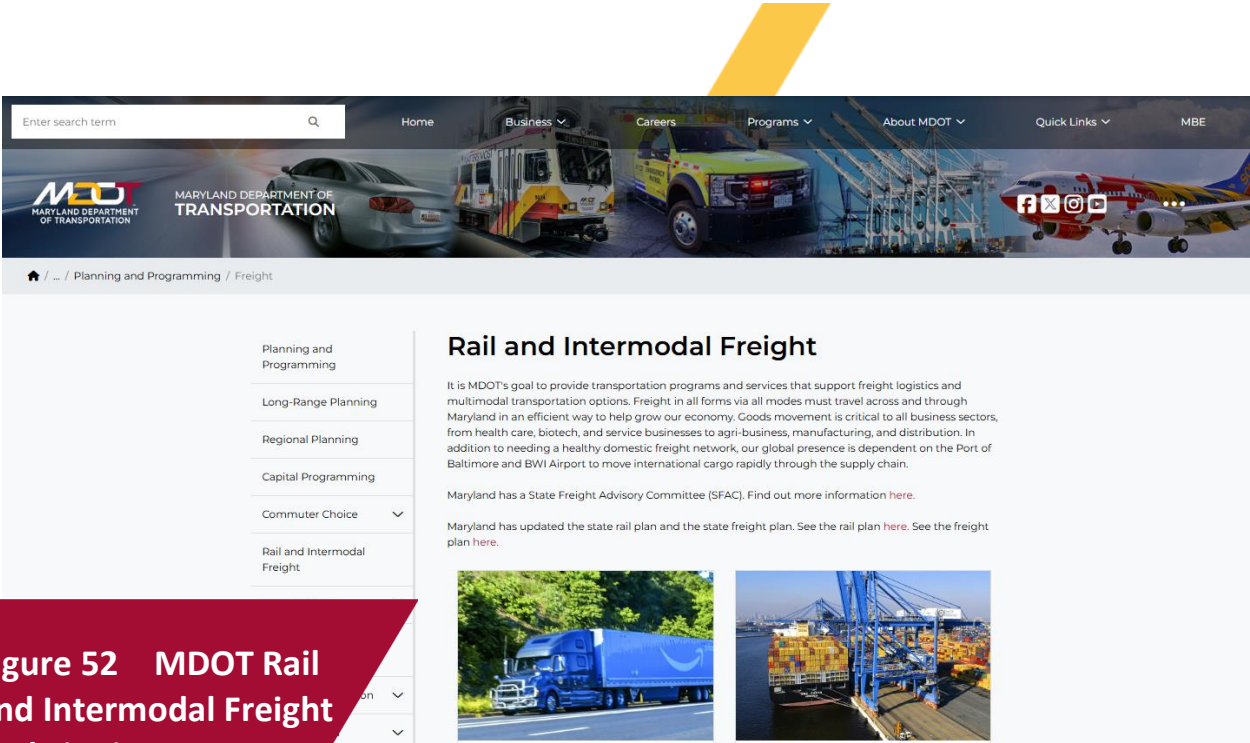


Figure 52 MDOT Rail and Intermodal Freight Website in 2024.

7 DEFINITIONS & REFERENCES⁴³

7.1 Definitions

The following terms or phrases have been used in this document.

1. [3R Act](#) (Regional Rail Reorganization Act of 1973) – As amended, this act of the US Congress provided for the creation of the United States Railway Association (USRA) to study the condition of railroads in the northeast United States and issue a plan for their reorganization.
2. [4R Act](#) (Railroad Revitalization and Regulatory Reform Act of 1976) – As amended, this act of the US Congress adopted the *Final System Plan* developed by the USRA and authorized creation of the new system, called the Consolidated Rail Corp, or Conrail.
3. [Abandoned Railroad](#) – According to the *Maryland State Rail Plan*, Formal abandonment of a railroad corridor requires the owner to seek approval by the US Surface Transportation Board.
4. [Active Railroad](#) - Railroad rights-of-way where railroad operations routinely occur or are likely to occur depending on variabilities in economic activity.
5. [Active Warning Devices](#) - Traffic control devices that are activated when a train is approaching a highway-rail grade crossing, typically bells, lights or automated gates.
6. [Access Only Activity \(AO\)](#) – A type of activity occurring on a railroad corridor which does not involve construction or commercial operations. Such activities could be simple crossing from one side to the other.

⁴³ Section updated for RIM 2nd Ed. See [Section 8 Revisions from Previous Edition](#) for all updates.

7. [Corridor Operator \(CO\)](#) – A party conducting business under a contract with a appropriate state agency, which manages, maintains, and/or operates, railroad corridor properties. May be a Railroad or a Trail Sponsor.
8. [Construction Project \(CP\)](#) – A type of activity on a railroad corridor which involves any construction, demolition, modification to existing infrastructure, use of on track or on-ground mechanized equipment.
9. [DLLR \(Maryland Department of Labor, Licensing and Regulation\)](#) – A departmental agency of the State of Maryland which is tasked among other things, enforcing state and federal railroad regulations.
10. [DNR](#) – *Department of Natural Resources*. A departmental agency of the State of Maryland which is tasked with maintaining natural resources including state parks, public lands, state forests, state waterways, wildlife, and recreation areas.
11. [Fee Simple](#) – Highest level of ownership of real estate property meaning full and irrevocable ownership of land, and any buildings on that land.
12. [FRA](#) – *Federal Railroad Administration*. A United States Department of Transportation (DOT) agency that ensures the safe and efficient transportation of people and goods by rail.
13. [General Railroad System of Transportation](#) - a “*network of standard gage track over which goods may be transported throughout the Nation and passengers may travel between cities and within metropolitan and suburban areas...*”
14. [Grade Crossing](#) – Usually a level crossing of a railroad track and a vehicular roadway, as opposed to *Grade-Separated Crossing* which allows the either the roadway or track to cross either above or below the other. Grade crossings can be public or private. Changes or construction to most grade crossings are subject to review by MDOT.

15. [Inactive Railroad](#) – According to the *Maryland State Rail Plan*, Railroad rights-of-way not formally abandoned or railbanked on which operations have ceased [without definite plans of resuming] are considered inactive. Inactive Railroad lines may continue to be subject to the STB's jurisdiction.
16. [Interim Use](#) – The use of a railbanked railroad corridor during the time between its initial usefulness for railroad operation and potential future return of that usefulness at an unknown date.
17. [Light-density Railroad Line](#) – A Railroad corridor where private railroad ownership and operation is no longer economically sustainable.
18. [Maryland State Rail Plan](#) – An MDOT issued plan which outlines public and private investments and policies that will ensure the efficient, safe, and sustainable movement of freight and passengers by rail.
19. [MDOT](#) – *Maryland Department of Transportation*. A departmental agency of the State of Maryland which is tasked with direct and indirect management of Maryland Transportation infrastructure.
20. [MDTA](#) – *Maryland Transportation Authority*. A state authority within MDOT, responsible for financing, constructing, operating, and maintaining transportation facilities.
21. [MTA](#) – *Maryland Transit Administration*. A modal division of the Maryland Department of Transportation which is empowered to operate some transit and passenger services in Maryland.
22. [MUTCD](#) – *Manual on Uniform Traffic Control Devices for streets and Highways*. Federal guidance which sets minimum standards for traffic control devices in the United States

23. [NTSA](#) – National Trails System Act of 1983 as amended, established the Railbanking process of reserving railroad corridors for the future return of rail service.
24. [ORSED](#) – Office of Rail Safety and Economic Development (MDOT), MDOT TSO's office dedicated to state-wide rail policy administration.
25. [Railbanked](#) - A status of railroad corridor that is described by the National Trails System Act of 1983 and determined by the STB retaining jurisdiction for the continuity of the railroad corridor such that a return to railroad use is possible.
26. [Railroad](#) - a *"carrier of people or property on cars that are operated on stationary rails"*
27. [RIM](#) – *Railroad Information Manual*. Published Standards containing technical requirements for track and project management on MTA Freight property.
28. [ROE \(Right of Entry\)](#) – A contract between the owner or operator of a corridor property and a party needing temporary or transient access to the property which provides this access under certain conditions.
29. [Status \(Rail Corridor\)](#) – As defined by the *Maryland State Rail Plan*, a railroad may be Active, Inactive, Railbanked, or Abandoned.
30. [STB](#) – *United States Surface Transportation Board*. An independent federal agency that regulates the economic aspects of surface transportation, particularly freight rail.
31. [Trail Sponsor](#) – In order for a corridor to become railbanked under the NTSA, a party must sponsor the corridor's redevelopment for interim-use.
32. [TSO](#) - The Secretary's Office. The consolidated administrative headquarters office of the Maryland Department of Transportation which sets policy for and coordinates the actions of multiple transportation modes.

7.2 Referenced Documents

The following external documents are incorporated by reference to this manual.

1. *Manual of Standards and Specifications* (as amended, all sections). Association of American Railroads (AAR)
2. *Guide for the Development of Bicycle Facilities 5th edition (2024)*. American Association of State Highway and Transportation Officials (AASHTO).
3. *Manual for Railway Engineering (Updated Annually)*. American Railway Engineering and Maintenance of Way Association (AREMA).
4. *Portfolio of Trackwork Plans (Updated Annually)*. American Railway Engineering and Maintenance of Way Association (AREMA).
5. *Communications and Signals Manual (Updated Annually)*. American Railway Engineering and Maintenance of Way Association (AREMA).
6. *Manual on Uniform Traffic Control Devices for streets and Highways (MUTCD)*. (2012). U.S. Dept. of Transportation, Federal Highway Administration.
7. *Rails with Trails: Best Practices and Lessons Learned (2021)*. U.S. Dept. of Transportation, Federal Highway Administration, Federal Railroad Administration.
8. *Highway-Rail Crossing Handbook (2019)*. U.S. Dept. of Transportation, Federal Highway Administration, Federal Railroad Administration.

The following MDOT documents are incorporated by reference to this manual.

9. *Maryland State Rail Plan (2022)*. Maryland Department of Transportation, <https://www.mdot.maryland.gov/railplan>
10. *Maryland Strategic Asset Management Plan (2019)*, Maryland Department of Transportation (MDOT) (and affiliated documentation), <https://www.mdot.maryland.gov/ctp>
11. *Comprehensive Structural Inspection of Aerial Structures and Bridges for the MTA Freight Rail Line System (2013)*, Maryland Transit Administration (MTA), www.mdot.maryland.gov/Freight-Rail
12. *Freight Railroad Grade Crossing Inspection Manual (2012)*, Maryland Transit Administration (MTA), www.mdot.maryland.gov/Freight-Rail
13. *Bicycle Policy & Design Guidelines (2015)*. Maryland State Highway Administration (SHA), https://mdot.maryland.gov/OPCP/bike_policy_and_design_guide.pdf
14. *Maryland State Transportation Trails Strategic Plan (2025)*. Maryland Department of Transportation, <https://www.mdot.maryland.gov/tso/pages/index.aspx?PageId=215>
15. *Standard Specifications for Construction and Materials*, Maryland State Highway Administration (2025) MDOT-SHA <https://www.roads.maryland.gov/ohd2/2025%20Standard%20Specification%20for%20Construction%20and%20Materials.pdf>

8 REVISIONS FROM PREVIOUS EDITION

Revisions of the RIM manual are summarized as follows.

Second Edition (2026)

- [Forward to the Second Edition](#), created
- [1.3 MDOT Studies the Value of Rail](#), section renamed
- [1.3.1 Areas of Critical Concern](#), created
- [1.3.2 Direct Acquisition](#), created
- [2.1 Statuses of Railroad Property](#), revised
- [2.2.1 Special Conditions for Rail Corridor Segments](#), created
- [2.4 Unauthorized Activities](#), created
- [2.4.3 Vandalism](#), created
- [2.5 Access to State-Owned Properties](#), revised
- [2.5.1 Project Initiation Process](#), created
- [2.5.3 Use Agreements and Licenses](#), revised
- [2.5.5 Application of Usage Fees and Rates](#), created
- [3.1.4 Engineering Review Submission Requirements](#), created
- [3.1.5 Notice to Proceed](#), created
- [3.3 Special Standards and Specifications](#), updated
- [3.3.6 Utilities Above and Below Ground](#), created
- [3.5.1 Adequate Design Thresholds](#), created
- [4.1.1 Highway-Rail Grade Crossing Safety Program](#), created
- [5 SAFE PRACTICES](#), revised from 1st Edition Sec 2.4

List Continued on Following Page

- [5.1 Training & Qualifications](#), revised from 1st Edition. Sec 2.4.2
- [5.2 On Track Safety](#), revised from 1st Edition Sec 2.4.3
- [5.4.6 Parties Named Insured](#), created
- [6 ADMINISTRATIVE REVIEW](#), revised, section number updated
- [6.1 Manual Review Process](#), revised
- [7 REFERENCES & DEFINITIONS](#), combination of 1st Edition Sec. 6 and Sec. 7

9 SAMPLE DOCUMENTS – ATTACHMENTS

The following is a list of sample documents or forms provided.

1. New Project Initiation Form
2. Application for Engineering Review
3. Minimum License Fee Structure
4. Sample Use/License Agreement
5. Sample Grade Crossing Maintenance Agreement
6. Sample Encroachment Letter
7. Sample Encroachment Inspection Form
8. Sample Grade Crossing Plan Drawings

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9.1 New Project Initiation Form

The Project Initiation Form (5 pages) begins on the Next Page.

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9.2 Application for Engineering Review

The Application for Engineering Review (2 pages) begins on the Next Page.

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9.3 Minimum License Fee Structure

The Minimum License Fee Structure (2 pages) begins on the next page. The Fee Structure is subject to update and change by the Maryland Board of Public Works.

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9.4 Sample Use/License Agreement

The Sample Use/License Agreement (10 pages) begins on the Next Page. The Agreement is subject to update and change by the MTA.

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9.5 Sample Grade Crossing Maintenance Agreement

The Sample Grade Crossing Maintenance Agreement (6 pages) begins on the Next Page. The Agreement is subject to update and change by the MTA.

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9.6 Sample Encroachment Letter



Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

December 22, 2024Year

Sent [Via Email] [First Class] [Certified] [Other]

Encroachment Responsible Party Name
Address
City, State, Zip

Subject: Encroachment on Maryland Transit Administration Railroad Corridor Property
(First Letter) (Second Letter) (Last Letter)

Dear (Name),

As you may be aware, the Maryland Transit Administration (MTA) owns the railroad corridor next to your property. A recent site inspection of the railroad corridor revealed _____.

Based on available information, we believe these features are occupying MTA property without authorization.

On behalf of the Director of the MTA Office of Real Estate, we would like to discuss this matter with you and review our findings. If documentation exists which authorizes these features to occupy MTA property, we request copies please be sent to us to review. Please contact (Name), Freight Rail Real Estate Manager, at (000)000-0000, to discuss this matter further and potential remedies.

Thank you for your consideration in this matter, we look forward to hearing from you.

Sincerely,

Name
Rail Program & Policy Manager
Office of Rail & Intermodal Freight
Maryland Department of Transportation
Cell: (000) 000-0000

CC: Name, Director, Office of Rail and Intermodal Freight, MDOT
Name, Director, Office of Real Estate, MTA
Name, Freight Rail Real Estate Manager, MTA
Name, Principal Counsel, MTA

Attachment:
xxxxxxxxxx -Encroachment Inspection form.Pdf

7201 Corporate Center Drive, Hanover, Maryland 21076 | 410.865.1000 | Maryland Relay TTY 410.859.7227 | mdot.maryland.gov

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9.7 Sample Encroachment Inspection Form



**MARYLAND STATE-OWNED RAIL CORRIDOR
ENCROACHMENT INSPECTION FORM (EIF)**

Date: ____/____/____

LOCATION INFORMATION:
Railroad corridor name and approximate mile post or engineer station:

Parcel Name: _____
Parcel Location/Address: _____
Parcel Number/Code: _____

INSPECTOR INFORMATION:
Inspected By: _____
Contact Information: _____

ENCROACHMENT INFORMATION:
Indicate type(s) of encroachment: (Structure) (Areal) (Grade Crossing) (Garbage) (Removed) (Other)
Were all boundaries walked/inspected? Describe:

Estimate approximate size and dimensions:

Survey Status: (Needed) (Not Needed) (Conducted) (Unknown)
Are survey monuments or other markers apparent?

Return to MDOT Rail and Intermodal Freight, FreightRail@mdot.maryland.gov



ENCROACHING PARTY:

Has contact been made with a responsible party? (Yes) (No)

Date of Contact: _____

Contact information for responsible party (if known):

Were any commitments made to remove the encroachment? Describe:

Follow Up With: (Inspection) (Use Agreement) (Warning Letter) (OAG Referral) (Thank You)

Date for Follow Up? _____

INSPECTION DETAILS:

This Inspection Is: (FIRST) (SECOND) (THIRD) (FOURTH)

Signature and Date of Inspector

Return to MDOT Rail and Intermodal Freight, FreightRail@mdot.maryland.gov

9.8 Sample Grade Crossing Plan Drawings

The Sample Grade Crossing Plan Drawings (3 pages) begin on the Next Page.

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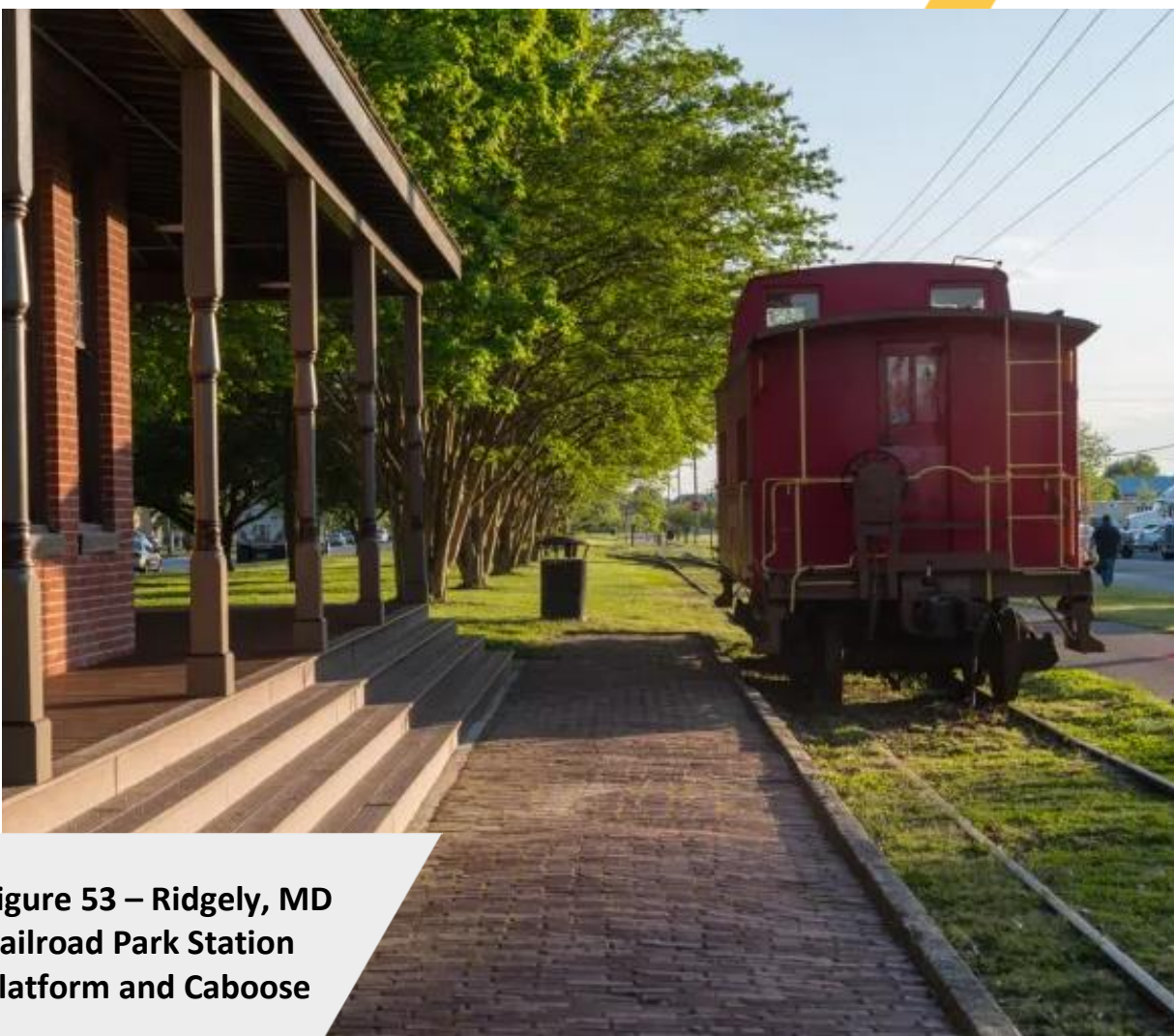
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FREIGHT RAIL PROGRAM

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**Figure 53 – Ridgely, MD
Railroad Park Station
Platform and Caboose**

