

## ***BNSF Position on At-Grade Trails and Parallel Roadways***

This generally addresses Agency Sponsored projects that include parallel roadways or pedestrian, bicyclist, or multi-use trails on or adjacent to BNSF right-of-way (ROW).

Parallel trails and roadways:

- In general, public parallel roadways or trails are not allowed on BNSF property. BNSF ROW is reserved for railroad infrastructure to ensure that current customer demands are met and to support future expansion needs.
- BNSF's maintenance and inspection roads are for the duties of operating, maintaining, and inspecting track. Public uses of railroad service roads are not acceptable for public roadway or trail use.
- BNSF rail bridges are designed to carry train traffic and are not designed for multimodal use. Trails parallel and/or attached to railroad bridges are not allowed.
- If trail is adjacent to BNSF property, fencing should be installed along the trail to keep users off of BNSF property.
- Trail construction and maintenance shall not reduce the BNSF ROW or adversely impact train operations during construction.
- Increased pedestrian activity adjacent to active track increases exposure points to train movement and potential for trespassing. Efforts to deter trespassing should be included in any trail project.

BNSF will consider accommodating parallel roadways within BNSF ROW when the new roadway will eliminate one or more at-grade crossings.

Trails crossing BNSF tracks at-grade:

- BNSF may accommodate trails that cross the tracks or BNSF ROW.
- Trails crossing the tracks at-grade must cross adjacent to an existing public at-grade crossing. Stand-alone at-grade trail crossings are not allowed.
- The trail should cross the railroad tracks at a 90-degree angle.
- Trail crossing must meet the requirements of the Manual on Uniform Traffic Control Devices, (MUTCD).
- Trail owners must enter into the proper license agreement with BNSF and be responsible for the ownership and maintenance of the trail.
- BNSF may require specific trail features at its discretion.

Trails combined with drainage structures are not allowed. For guidance on grade separated trails, refer to the Union Pacific Railroad – BNSF Railway Guidelines for Railroad Grade Separation Projects.

*BNSF publishes position statements to clarify BNSF's position on the subject matter. The information contained in a position statement is neither exhaustive nor exclusive to all circumstances or individuals. The relevance and implementation of these recommendations may be affected by local, state, or federal statutes, other rules or regulations, and differing project conditions. Position statements are not intended to provide any approval of a public agency project. Nothing in this position statement, supersedes or supplements the terms of a governing agency agreement with BNSF. The position statement should not be relied upon as being inclusive of all BNSF's policies on the subject matter, but only as a resource. BNSF takes great care in publishing position statements and reserves the right to rescind or modify these statements at any time.*

*Approved by Craig Rasmussen, AVP Engineering Services and Structures  
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