



COLORADO

Department of
Transportation



Successes and Challenges of Master Agreements



Union Pacific Railroad

The CDOT-UPRR Master Agreement was signed in March 2012 for a term of 5 years, and was recently extended in 2017 for another 5 years.

CDOT and UPRR developed a process to streamline maintenance work under an existing Construction & Maintenance (C&M) Agreement by creating a Maintenance Consent Letter (MCL) that is requested by CDOT and provided by UPRR to document communication regarding maintenance work.





Union Pacific Railroad

CDOT developed and finalized a Master Agreement with the Union Pacific Railroad (UPRR), which standardized the legal language relevant to certain work, and would allow this work to be performed under the Master Agreement.

- [Preliminary Engineering by the Railroad](#)
- [Flagging \(during design\)](#)
- [Section 130 Funded Projects](#)
- [Force Account Work](#)



Union Pacific Railroad

CDOT is continuing to develop agreement templates for new and larger projects that cannot be authorized under the Master Agreement due to their complexity. It is the intent of CDOT to work with UPRR to standardize, as much as possible, agreements specific to certain project types (i.e., new grade separations, roadway widening projects) then provide the project specific in required attachments to the standard template.



Union Pacific Railroad Amendments

- Expanded the Master Agreement to apply to grade-separated crossing improvements
- Added Railroad Force Account Work
- Renewed contract for 5 years (1,825 days to February 28, 2022)
- Removed yearly cap of \$7 Million
 - C70: Phase Zero ~ \$35 Million



BNSF

CDOT and BNSF are currently working on a Master Construction & Maintenance (C&M) Agreement, which will standardize much of the language (i.e., legal, insurance requirements, safety requirements), and will be used for all projects. Project specific information will be attached in required exhibits to the Master Construction & Maintenance.

[Draft](#)





BNSF

The Master C&M was reviewed by staff at CDOT and BNSF in a combined meeting and the final version is in process. The Master C&M between CDOT and BNSF is expected to be signed by both parties by winter 2018.





Questions?

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