Section 8D.07 Traffic Control Signals at or Near Highway-Rail Grade Crossings

Option:
Traffic control signals may be used instead of flashing-light signals to control road users at industrial highway-rail grade crossings and other places where train movements are very slow, such as in switching operations.

Standard:
The appropriate provisions of Part 4 relating to traffic control signal design, installation, and operation shall be applicable where traffic control signals are used to control road users instead of flashing-light signals at highway-rail grade crossings.
Traffic control signals shall not be used instead of flashing-light signals to control road users at a mainline highway-rail grade crossing.

Guidance:
The highway agency or authority with jurisdiction, and the regulatory agency with statutory authority, if applicable, and the railroad company should jointly determine the preemption operation and timing of traffic control signals interconnected with highway-rail grade crossings adjacent to active traffic control systems signalized highway intersections.

Standard:
The type of preemption and any related timing parameters shall be provided to the railroad to design the train detection circuitry.

Guidance:
If a highway-rail grade crossing is equipped with a flashing-light signal system and is located within 60 m (200 ft) of an intersection or mid-block location controlled by a traffic control signal, the traffic control signal should be provided with preemption in accordance with Section 4D.13.

Coordination with the flashing-light signal system, queue detection, or other alternatives should be considered for traffic control signals located farther than 60 m (200 ft) from the highway-rail grade crossing. Factors to be considered should include traffic volumes, vehicle mix, vehicle and train approach speeds, frequency of trains, and queue lengths.