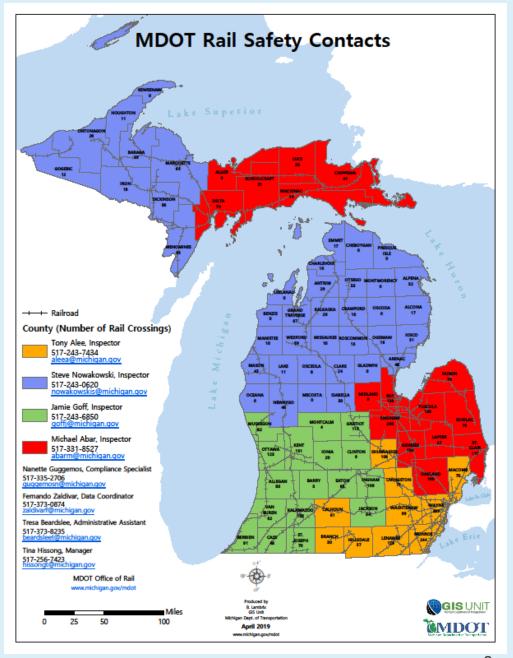


Rail Safety Section Statewide Coverage

www.michigan.gov/mdotrail



RAIL SAFETY SECTION WHAT DO WE DO?

- On Site Crossing Inspections Reviews of public crossings, approximately 2,300 crossings per year.
- Diagnostic Study Team Reviews (DSTRs)
 For road projects.
- Legal Orders & Enforcement.
- Assist Road Authorities and Railroads with crossing issues.



WHAT IS A DIAGNOSTIC STUDY TEAM REVIEW (DSTR)?



A DSTR team consists of knowledgeable representatives from MDOT, the Road Authority and the Railroad.

The MDOT Railroad Safety Inspector facilitates.

The Team reviews the railroad crossing configuration, including the surrounding roadway, and the road/trail/or track project specifics to determine if safety enhancements are warranted.

DSTRS FOR ROAD PROJECTS



- Are held when changes will be made to the width, height or configuration of the roadway.
- When traffic flow or volumes will change during construction.

➤ If changes to the roadway will increase permanent traffic volumes.

> If crossing surfaces need to be addressed.

WHEN AND HOW TO CONTACT US

- When a road or trail project will take place within 250' of a public railroad crossing.
- > Safety concerns with a crossing.
- Rough crossing surfaces.
- Obtain a Diagnostic Study Team Review Request (1425) form from the MDOT Website (Michigan.gov/MDOTRail) under the Safety Regulations Section



HOW WE HELP YOU



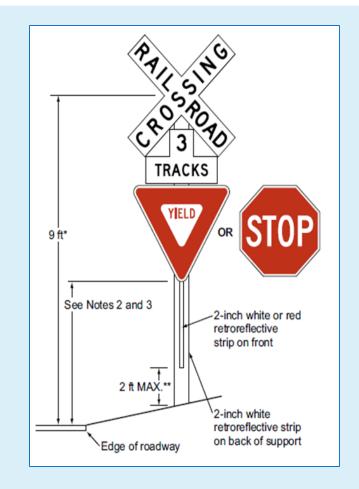
- Share communications and mandates
- Share knowledge and best practices relating to crossing safety
- Work with Railroads to resolve your crossing complaints
- Open the door of communication between railroads & road authorities

WHAT YOU NEED TO KNOW

Federal Railroad Administration Mandate:

All crossbuck only crossings must have Yield or Stop signs in place by December 31, 2019.

Road authorities are the responsible party to install and maintain the signs.



IMPORTANT NOTICE

Road Authorities,

Please be aware of forthcoming changes that may affect railroad crossings in your jurisdiction:

Per the Federal Highway Administration, by December 31, 2019 <u>passive crossings that are protected by Crossbucks only, must have a Yield or Stop sign installed either on the same support as the Crossbuck sign or on a separate support at a point where the highway vehicle is to stop, or as near to that point as practical. In all cases, the Yield or Stop sign is now considered part of the Crossbuck Assembly.</u>



old crossbuck standard

new crossbuck standard



The details of the Crossbuck Assembly are described in Section 8B.04 of the current Michigan Manual of Uniform Traffic Control Devices and shown in Figures 8B-2 and 8B-3.

Paragraph 5 of Section 8B.04 states that a YIELD sign *shall* be the default traffic control device for a Crossbuck Assembly.

Paragraph 6 states that the use of STOP signs at passive grade crossings should be limited to unusual conditions where requiring all vehicles to make a full stop is deemed essential by an engineering study that considers factors such as lines of sight to approaching trains, highway and railroad characteristics including the number of tracks and the speeds and number of trains and vehicles, and crash history at the crossing.

Indiscriminate use of STOP signs at passive grade crossings can result in poor compliance, which increases the collision risk at the crossing.

If you are considering installing STOP signs at a crossing, please contact the proper MDOT Railroad Safety Inspector via email (see the attached MDOT Rail Safety Contacts Map) and provide the Inspector with the location of the crossing and the US DOT/National Inventory Number (found on the blue notification sign at the crossing). The Inspector will then review our data to obtain specific details of the crossing and provide you with information that may assist in determining if STOP signs are appropriate for the crossing.

Also, please be sure to transfer/include the blue notification signs with any crossbuck assembly modifications as this sign is required by the Federal Railroad Administration. Thank you for helping to make Michigan railroad crossings safe! Please contact me with any questions you may have regarding this matter.

Tina Hissong, Manager MDOT Rail Safety Section 517-256-7423



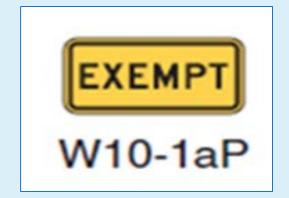
SOMETHING GOOD TO KNOW

Exempt Sign Changes

School buses and vehicles transporting hazardous material can utilize Exempt signs at crossings.



MDOT approval must be granted to use Exempt signs. (DSTR process)





WINTER'S COMING!

TIPS FOR SNOW PLOWING/SALTING AT AND NEAR RAILROAD CROSSINGS

- ♦ Reduce snowplow pressure and raise snowplow blades slightly when plowing over railroad tracks to avoid catching and/or gouging railroad materials with the snowplow blade.
- ♦ Avoid piling snow in front of railroad crossing warning devices, in areas that could block motorist view of approaching trains and under railroad gate mechanisms.
- ♦ Avoid piling snow in front of railroad bungalows/houses and railroad access roads parallel and adjacent to the tracks (railroads use these weekly/monthly to access their property & equipment).
- ♦ Reduce truck speeds when plowing around railroad crossings to help prevent damage to automatic warning devices (lights and gates) by the force of the snow hitting them.
- ◆ Do not pile snow on track, as this creates a potential damage to train equipment and causes derailments.
- ♦ Apply salt or gravel to railroad crossing approaches to assist motorists in maintaining adequate stopping distances. When possible, clear-off the railroad pavement markings on the roadway approaches.
- ♦ Never dump salt directly on railroad crossings. Salt causes circuitry wiring to short out, causing malfunctions to the lights and gates.

HOW CAN YOU HELP US?



- Submit updated average daily traffic counts every 3 years for crossing locations
- Provide updates on contact information to Tresa Beardslee
- Participate in the DSTR process
- Complete Ordered work on time
- Read our correspondence!! (please)









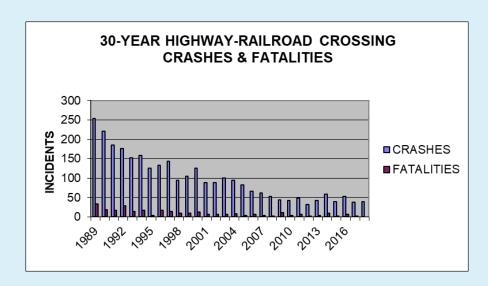






LOCAL GRADE CROSSING PROGRAM WARNING DEVICE ENHANCEMENTS

- 4300 local crossings
- 2100+ with no lights/gates
- 35-45 projects/year
- Importance of good data!
- Case study road project





- Federal/State funding
- Record low crashes
- O car/train deaths in 2018!
- 90% Crash reduction
- Crossing Closure Program

LOCAL GRADE CROSSING PROGRAM ROADWAY PROJECT COORDINATION

- Pre-Project Planning
- Alternative Solutions
- LAP Coordination
- Financial Assistance





- 3-6 Month Design
- 2-3 Month Material Lead
- 3-4 Week Installation
- Authorization Required!



LOCAL GRADE CROSSING PROGRAM **NEW SURFACE FUNDING**



RICK SNYDER

DEPARTMENT OF TRANSPORTATION

KIRK T. STEUDLE

December 7, 2016

Mr. David Agacinski, Manager Wayne County Road Commission 400 Monroe, 3rd Floor Detroit Michigan 48226

RE: New Local Grade Crossing Surface Program & Call for Projects

Dear Road Agency Partner:

As you may know, the road funding package signed into law in December of 2015 included the creation of a local public highway-railroad grade crossing surface program. The Michigan Department of Transportation (MDOT) has been tasked with development and administration of this annual program in accordance with its enabling legislation, details of which can be found in Act 51, MCL 247.661(1)(d), with relevant excerpts provided below for reference:

- In prioritizing projects, the department shall consider vehicular traffic volumes, relative crossing surface condition, the ability of the railroad and local road authority to make coordinated improvements...
- The grade crossing surface account shall fund 60% of the project, with the remaining 40% funded by the railroad company

In cooperation with the County Road Association of Michigan, the Michigan Municipal League, and the Michigan Railroads Association, MDOT has created a project solicitation and selection process that assures equal opportunity for all prospective participants. A brief overview of the inaugural program follows:

- Applications will be accepted if received via e-mail or postmarked by January 27, 2017
- Applications must be submitted by road agencies, in cooperation with a participating railroad Applications must include detailed railroad estimates and updated vehicle traffic counts
- Eligible project costs include materials, labor and equipment: engineering costs are not eligible
- Applications will be evaluated and projects will be selected and announced by early February
- · Project selection will be in compliance with the criteria established in the new law

All prospective projects require proof of 40% railroad participation and documentation that relevant MMUTCDcompliant traffic control plans have been approved by the affected road agency, so it is incumbent upon railroads and road agencies to work together to assure that applications are complete and accurate. It should also be noted there are significant public advantages if a proposed project includes coordinated adjacent road work, as the entire crossing environment can be enhanced all at one time. Therefore, road agencies are encouraged to seek opportunities to combine adjacent roadway surface improvement projects with any pending railroad crossing

Application materials and instructions are available on-line at the MDOT Office of Rail web page, and a list of railroad contact information is attached for your reference. Please feel free to contact my office directly at 517-335-3054 if you have any questions.

www.michigan.gov/mdotrail

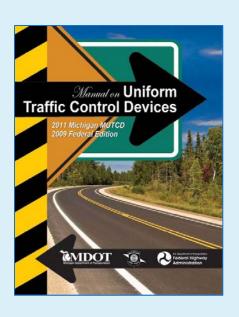
Enclosure: Railroad Crossing Contact List

MURRAY D. VAN WAGONER BUILDING • P.O. BOX 30050 • LANSING, MICHIGAN 48909

- \$3M Annual Program
- Eligible to Road Agencies
- 100 Applications/year
- 55 Projects/year
- Summer 2019 **Next Call for Projects**

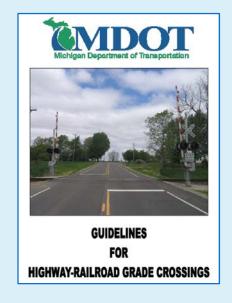
OFFICE OF RAIL GUIDANCE & SUPPORT

- Michigan Manual of Uniform Traffic Control Devices
- Guidelines for Highway-Railroad Grade Crossings
- Railroad Code (Public Act 354 of 1993)



CONTACTS

- Rail SafetyTina Hissong, 517-256-7423
- Local Grade CrossingsKris Foondle, 517-335-3054



www.michigan.gov/mdotrail

