NATIONAL RAILROAD-HIGHWAY CROSSING INVENTORY

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RECOMMENDATIONS OF REPORT TO CONGRESS

The Railroad Crossing Inventory was completed early in 1976. As a matter of background, in August 1972, the U.S. Department of Transportation submitted to Congress a report providing recommendations for alternative courses of action which would lead to a significant reduction in accidents, fatalities, personal injuries, and property damage at railroad-highway grade crossings.

The report recommended the development of an adequate information system—in other words the creation of a national railroad-highway grade crossing inventory, which would be consistent throughout the entire nation.

FRA MAKES INVENTORY FORM—RR DOES INVENTORY

The Federal Railroad Administration assumed principal responsibility for the development of the crossing inventory. The railroad companies would make an on-site inventory of each crossing and would install a unique identifying number at each location.

The railroad would also be responsible for periodic update of the inventory information and the maintenance of the crossing number—see Figure 1. Through a cooperative effort, the Indiana State Highway Commission would assist in the project by providing on-site locational- and use-data where possible.

CROSSING INVENTORY FORM

Figure 2 shows a copy of the form used in the crossing inventory—there is a considerable amount of information and data which is possible to record.

Part I of the form concerns itself with identification of the crossing, such as railroad company, crossing number, location or road name, and whether the crossing is public or private.

Note Part II of the form. If the crossing is a public vehicular crossing, we record further information—typical number of daily train movements, speed of train, type and number of tracks, type of warning device (either active or passive), etc.

Part III of the inventory form concerns itself with the physical data of the crossing, such as crossing angle, number of traffic lanes, and crossing surface.

Part IV concerns itself with the highway department information, such as functional classification, estimate of average annual daily traffic, and the estimated percent of trucks.

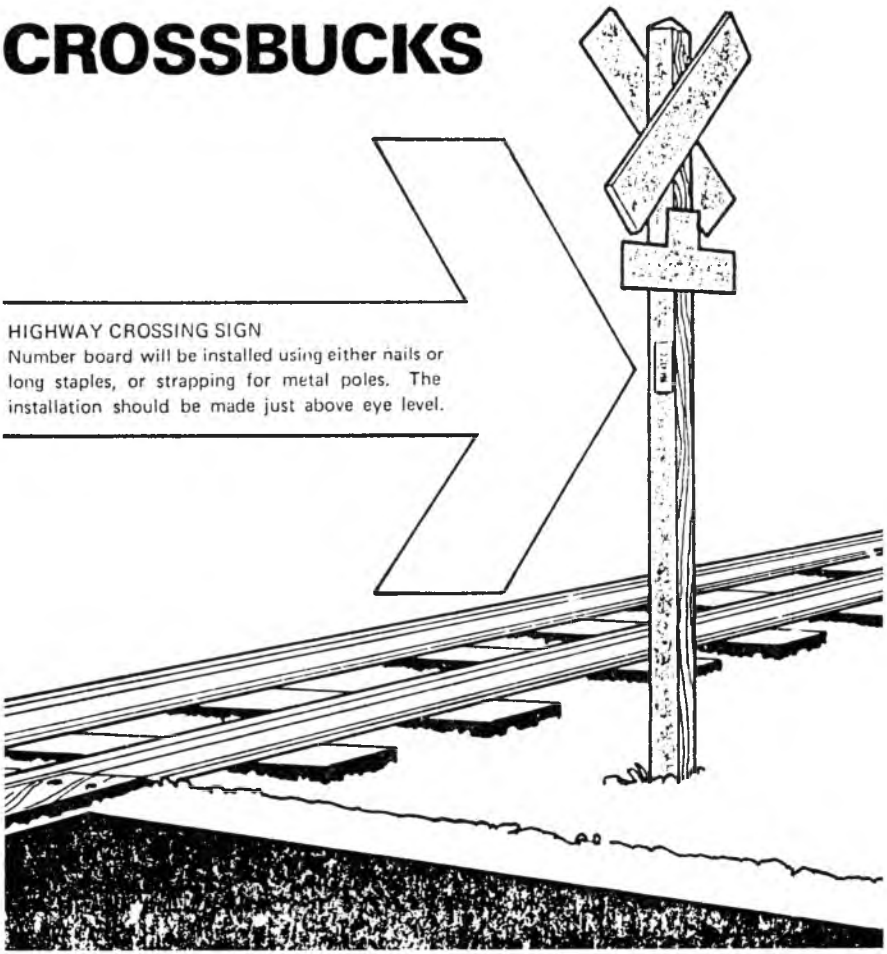
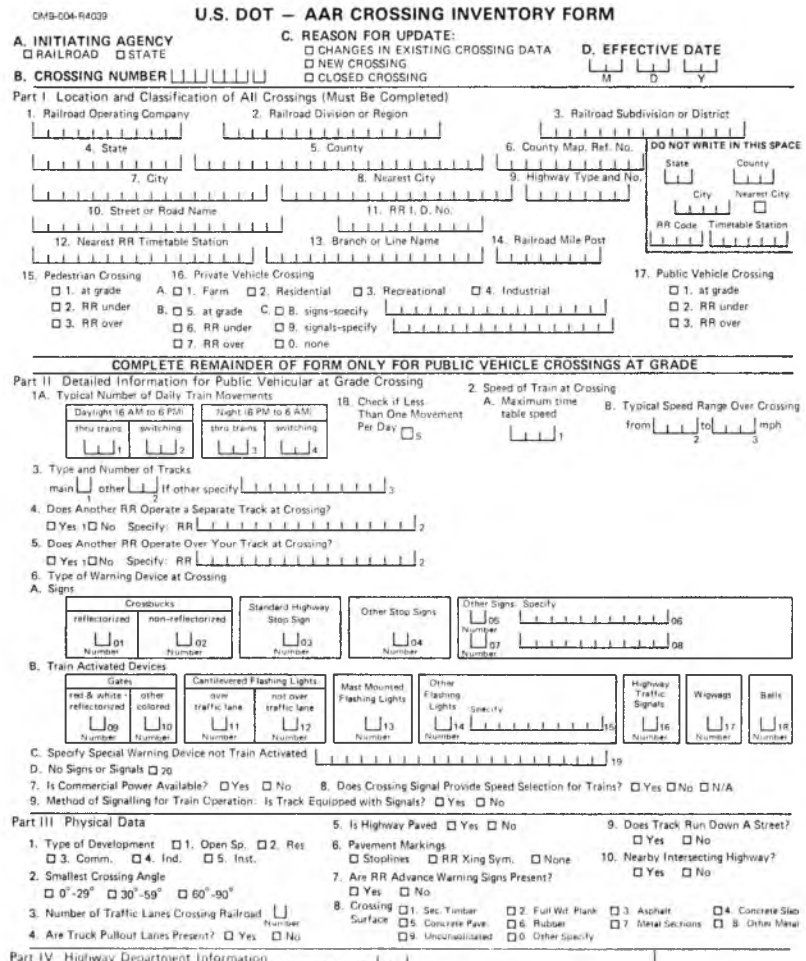


Figure 1.

STATE AND FEDERAL FILE RECORDS

Since such a large part of this data is of a highway nature, we have been designated as keeper of the file and coordinator of revisions. An updated computer file is maintained in Washington, D.C., and a physical file of crossings and revisions is available in my office.



OMB-004-R4039

U.S. DOT – AAR CROSSING INVENTORY FORM

A. INITIATING AGENCY ☐ RAILROAD ☐ STATE

B. CROSSING NUMBER

C. REASON FOR UPDATE: ☐ CHANGES IN EXISTING CROSSING DATA ☐ NEW CROSSING ☐ CLOSED CROSSING

D. EFFECTIVE DATE M D Y

Part I Location and Classification of All Crossings (Must Be Completed)

1. Railroad Operating Company
2. Railroad Division or Region
3. Railroad Subdivision or District
4. State
5. County
6. County Map. Ref. No.
7. City
8. Nearest City
9. Highway Type and No.
10. Street or Road Name
11. RR I. D. No.
12. Nearest RR Timetable Station
13. Branch or Line Name
14. Railroad Mile Post

DO NOT WRITE IN THIS SPACE — State, County, City, Nearest City, RR Code, Timetable Station

15. Pedestrian Crossing ☐ 1. at grade ☐ 2. RR under ☐ 3. RR over

16. Private Vehicle Crossing A. ☐ 1. Farm ☐ 2. Residential ☐ 3. Recreational ☐ 4. Industrial B. ☐ 5. at grade ☐ 6. RR under ☐ 7. RR over C. ☐ 8. signs-specify ☐ 9. signals-specify ☐ 0. none

17. Public Vehicle Crossing ☐ 1. at grade ☐ 2. RR under ☐ 3. RR over

COMPLETE REMAINDER OF FORM ONLY FOR PUBLIC VEHICLE CROSSINGS AT GRADE

Part II Detailed Information for Public Vehicular at Grade Crossing

1A. Typical Number of Daily Train Movements — Daylight (6 AM to 6 PM): thru trains (1), switching (2); Night (6 PM to 6 AM): thru trains (3), switching (4)

1B. Check if Less Than One Movement Per Day ☐ 5

2. Speed of Train at Crossing A. Maximum time table speed (1) B. Typical Speed Range Over Crossing from (2) to (3) mph

3. Type and Number of Tracks main (1) other (2) If other specify (3)

4. Does Another RR Operate a Separate Track at Crossing? ☐ Yes 1 ☐ No Specify: RR (2)

5. Does Another RR Operate Over Your Track at Crossing? ☐ Yes 1 ☐ No Specify: RR (2)

6. Type of Warning Device at Crossing

A. Signs — Crossbucks: reflectorized (01), non-reflectorized (02); Standard Highway Stop Sign (03); Other Stop Signs (04); Other Signs: Specify (05, 06, 07, 08)

B. Train Activated Devices — Gates: red & white reflectorized (09), other colored (10); Cantilevered Flashing Lights: over traffic lane (11), not over traffic lane (12); Mast Mounted Flashing Lights (13); Other Flashing Lights: Specify (14, 15); Highway Traffic Signals (16); Wigwags (17); Bells (18)

C. Specify Special Warning Device not Train Activated (19)

D. No Signs or Signals ☐ 20

7. Is Commercial Power Available? ☐ Yes ☐ No

8. Does Crossing Signal Provide Speed Selection for Trains? ☐ Yes ☐ No ☐ N/A

9. Method of Signalling for Train Operation: Is Track Equipped with Signals? ☐ Yes ☐ No

Part III Physical Data

1. Type of Development ☐ 1. Open Sp. ☐ 2. Res ☐ 3. Comm. ☐ 4. Ind. ☐ 5. Inst.

2. Smallest Crossing Angle ☐ 0°-29° ☐ 30°-59° ☐ 60°-90°

3. Number of Traffic Lanes Crossing Railroad

4. Are Truck Pullout Lanes Present? ☐ Yes ☐ No

5. Is Highway Paved ☐ Yes ☐ No

6. Pavement Markings ☐ Stoplines ☐ RR Xing Sym. ☐ None

7. Are RR Advance Warning Signs Present? ☐ Yes ☐ No

8. Crossing Surface ☐ 1. Sec. Timber ☐ 2. Full Wd. Plank ☐ 3. Asphalt ☐ 4. Concrete Slab ☐ 5. Concrete Pave. ☐ 6. Rubber ☐ 7. Metal Sections ☐ 8. Other Metal ☐ 9. Unconsolidated ☐ 0. Other Specify

9. Does Track Run Down A Street? ☐ Yes ☐ No

10. Nearby Intersecting Highway? ☐ Yes ☐ No

Part IV Highway Department Information

1. Highway System

2. Is Crossing on State Highway System? ☐ Yes ☐ No.

3. Functional Classification of Road over Crossing

4. Estimate AADT

5. Estimate Percent Trucks

I. D. Number

Figure 2.

UNPROTECTED CROSSINGS FOUND IN INDIANA

In closing, I would like to bring to your attention an early result of the railroad crossing inventory. It pointed out that several crossings in this state had little or no protection at all, therefore, a program was set up to install adequate passive protection at these deficient crossings. Work will continue in an attempt to improve all deficient crossings.