

# **Railroad-Highway Grade Crossing Handbook, Second Edition, August 2007**

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***U.S. Department of Transportation, Federal Highway Administration***

- Highway-rail grade crossings should be considered for grade separation or otherwise eliminated whenever one or more of the following conditions exist:
  - The highway is otherwise designed to have partial controlled access.
  - The posted highway speed exceeds 55 mph
  - AADT exceeds 50,000 in urban areas or 25,000 in rural areas.
  - Maximum authorized train speed exceeds 100 mph
  - An average of 75 or more trains per day or 150 million gross tons per year.
  - Crossing exposure (the product of the number of trains per day and AADT) exceeds 500,000 in urban areas or 125,000 in rural areas
  
- Active devices with automatic gates should be considered as an option at highway-rail grade crossings with AADT greater than 2,000 ADT in urban areas.
  
- Warning/barrier gate systems should be considered as supplemental safety devices at crossings in quiet zones.
  
- Closure should be considered as an option at an FRA Class 1, 2, or 3 track crossing when the following conditions occur:
  - AADT less than 500 in urban areas
  - Acceptable alternate access across the rail line exists within ¼ mile
  - Median trip length normally made over the subject crossing would not increase by more than ½ mile.