

GRADE CROSSING SAFETY
National Railroad Highway
Crossing Inventory

update manual

NATIONAL RAILROAD-HIGHWAY CROSSING INVENTORY



U.S. DEPARTMENT OF TRANSPORTATION

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NATIONAL RAILROAD-HIGHWAY CROSSING INVENTORY UPDATE MANUAL

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INTRODUCTION

PURPOSE

The purpose of this manual is to establish a set of procedures that will provide an up-to-date and accurate data base for:

1. A National Railroad-Highway Crossing Information Center (the Center) data file to be maintained by the Federal Railroad Administration.
2. Data files maintained by each State.
3. Data files maintained by each railroad, if desired.

The procedures for updating that are set forth in this manual are applicable upon completion of the basic inventory and are to be used for providing data to the Center and may be used by States and railroads for maintaining separate files.

GOAL

The major goal of the National Railroad-Highway Crossing Inventory and Numbering Project is to provide information to Federal, State, and local governments as well as the railroad industry for the improvement of safety at railroad-highway crossings. Good management practices necessitate maintaining the data base on a current basis. The data can continue to be useful only

if maintained and updated as inventory changes occur. Further, the Federal-Aid Highway Act of 1973 (section 203) requires that each State highway agency maintain an inventory of all crossings. According to the implementing instructions contained in the Federal-Aid Highway Program Manual (Volume 6, Chapter 8, Section 2, Sub-section 1), this inventory will satisfy the legislative requirement for an inventory.

OBJECTIVES

The five major objectives of this project are:

1. Maintain the quality and integrity of crossing data.
2. Eliminate massive workloads generated by performing exhaustive, periodic updates.
3. Respond to physical, operational, and administrative changes in the crossings.
4. Minimize data collection and data handling efforts associated with the flow of update information.
5. Provide a uniform inventory data base which will be merged with accident files and analyzed to provide useful information for planning and implementation of crossing improvement programs by public and private agencies responsible for railroad-highway crossings.

BACKGROUND

PROJECT HISTORY

In August, 1972, the U.S. Department of Transportation submitted a Report to Congress entitled: *Railroad-Highway Safety Part II: Recommendations For Resolving The Problem*. The primary goal of this report was to provide recommendations for alternative courses of action which would lead to a significant reduction in accidents, fatalities, personal injuries and property damage at railroad-highway crossings.

The report recommended the development of an adequate information system. Although various local, State, and Federal agencies have collected and maintained information about railroad-highway crossings, most crossing information systems have been fragmented and incomplete.

Certain site-specific information is necessary to provide for a systematic approach to the planning and evaluation of programs for the improvement of railroad-highway crossing safety, at both the state and federal level.

The Report further recommended that:

1. The Federal Railroad Administration issue requirements for the railroads to assign and display identification numbers at all railroad-highway crossings based upon a uniform national standard to be prescribed by the Department of Transportation. Further, contract with all railroads to provide site-specific inventory data for all crossings on their respective lines, and to annually provide information updating this inventory, following inventory standards established jointly by the Federal Highway Administration and the Federal Railroad Administration, working with appropriate railroad and State representatives.
2. The Federal Railroad Administration expand the current railroad-highway crossing accident reporting by the railroads to include all train-involved public and private crossing incidents.
3. The National Highway Traffic Safety Administration give early attention and emphasis to implementation of a plan to have all railroad-highway crossing accidents reported through some central state agency. Also, NHTSA require the inclusion of the crossing identification number in the accident report form used by police officers in reporting railroad-highway crossing accidents to permit correlation of railroad and police reports and correlation with the crossing inventory.

NOTE: the terms "accident" and "incident" are used interchangeably in this manual.

Following the submission of the report, the Federal Railroad Administration assumed principal responsibility for the development of the national railroad-highway crossing information system. Through the FRA budgeting process, federal funds were allocated for the project.

The Federal Railroad Administration entered into a contract with the Association of American Railroads to develop a "Comprehensive National Railroad-Highway Crossing Information and Numbering System." The project was established as a cooperative effort between all the nation's railroads and the U.S. Department of Transportation with the cost of the project to be funded equally by the railroads and the U.S. Department of Transportation.

The railroad companies, with direction and guidance from the Association of American Railroads and the American Short Line Railroad Association were assigned the responsibility for making a site-specific inventory of each railroad-highway crossing and for installing a unique identifying number at each location. The railroads will also be responsible for periodic update of certain inventory information and maintenance of the crossing number.

The State highway departments assisted in the project by providing site-specific highway locational and use data. State public utility commissions and other state and local governmental agencies also participated in the project. Certain data items will be kept updated through the efforts of these agencies.

The Federal Railroad Administration now requires the reporting of all train-involved crossing incidents. The new report form also includes the DOT-AAR crossing identification number. The form is illustrated in the appendix (Form No. FRA 6180-57).

DATA FILES

National Railroad-Highway Crossing Information Center
At the national level, railroad-highway crossing incident data will be integrated with the inventory file as the railroad-highway crossing information system is developed. The system will be used for the development of federal programs and goals; funding alternatives for crossing improvement; and studies related to railroad line relocation and abandonment, effectiveness of warning devices, high-speed railroad corridors, accident costs, public awareness and driver training, and other safety program development and research opportunities.

The Federal Railroad Administration's Office of Rail Systems Analysis and Program Development will serve as the National Railroad-Highway Crossing Information Center (known as The Center). The address is:

Office of Rail Systems Analysis and Program
Development (RPD-20)
Federal Railroad Administration
400 7th Street, S.W.
Washington, D.C. 20590

State and Railroad Files

Each state (and each railroad that desires) will be responsible for maintaining its respective file. In order for the files to serve as an effective data base, when notification of changes arrive, the states and those railroads maintaining their own file should immediately update them.

UPDATE PROCEDURES

GENERAL

The procedures established in this manual for updating the inventory are applicable to public, private, pedestrian, and grade separated crossings. They are designed to ensure availability and use of an up-to-date railroad-highway crossing data base and to ensure continued use of the channels of communication established during the initial inventory. Among the benefits to be gained from following the manual will be the establishment of uniform or consistent criteria for data collection and uniformity in the procedures used by the State agencies and the railroads. These standards will be particularly important when data submittals are made to the National Information Center (The Center).

These procedures are based on the concept that the State highway agencies are responsible for forwarding all data item changes for any and all crossings to The Center. This is consistent with the sequence of steps that was followed during the initial inventory: railroad to State to The Center. As will be seen, an additional step is included in the update process in situations where the State agency (rather than a railroad) initiates crossing changes. In these cases, the sequence is: State to railroad to State to The Center.

The process will require a continuing, cooperative effort between the agencies because one agency may have changes to report and the other may have none, yet both will have to review and update their records for crossings with any change.

In nearly all cases, key railroad, State highway agency, or local agency personnel are aware of major changes taking place at railroad-highway crossings. If some type of change has been made, someone is usually cognizant of the change. Channels should be established whereby such information is provided to the appropriate individuals in the railroad companies and the State highway agencies.

DEFINITIONS

Public Crossing: A public crossing is a location where the tracks cross a road which is under the jurisdiction of and maintained by a public authority and which is open to public travel.

Private Crossing: A private crossing is a location where a physical crossing is present but the road does not meet the conditions indicated above for a public crossing. Private crossings usually restrict public use by

an agreement which the railroad has with the property owner, or by farm gates or similar barriers.

In some instances changes in land use have resulted in an expansion of crossing use to the extent that it has become a public crossing in fact, whether or not any public agency has accepted responsibility for maintenance or control of the use of the traveled way over the crossing. The railroad company and highway agency should make every effort to mutually resolve and agree on the appropriate classification (either public or private) of questionable crossings.

An area where vehicles trespass is not considered to be a crossing. Crossings used only by the railroads are not to be reported. Crossings created to serve specific temporary activities such as construction sites are not to be reported.

Pedestrian Crossing: A pedestrian crossing is a designated area where pedestrians but not vehicles may cross a track. An area where pedestrians trespass is not to be considered a crossing. The designation of a crossing may be by a sign, device, or filled materials between the rails.

A railroad-highway crossing is to be regarded as a single crossing of all the tracks within the adjacent owned or leased railroad rights-of-way at the point of intersection with roadway at grade to the extent that the tracks are located within the limits of a single set of crossing signs or warning devices having an integrated set of actuating circuits.

All crossings of tracks at grade by public roads and streets are to be reported if any railroad operations are conducted. A crossing of a dual or multi-lane roadway is to be reported as a single crossing.

INVENTORY FORM

The form to be used for maintenance of the railroad-highway crossing inventory is shown in Figure 1 on page C-2.

The inventory forms are four-part forms with self-carbon feature. The forms require protection from direct sunlight and moisture.

This form is to be used for reporting all types of changes, including the establishment of a new crossing, closing of an existing crossing, or changes in the characteristics of a crossing.

Detailed instructions for completing the form are given in Section E, entitled Recording Instructions.

U.S. DOT - AAR CROSSING INVENTORY FORM

A. INITIATING AGENCY

RAILROAD STATE

C. REASON FOR UPDATE:

- CHANGES IN EXISTING CROSSING DATA
- NEW CROSSING
- CLOSED CROSSING

D. EFFECTIVE DATE

M D Y

B. CROSSING NUMBER

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

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

17. Public Vehicle Crossing

1. at grade 2. RR under 3. RR over

DO NOT WRITE IN THIS SPACE

State County

City Nearest City

RR Code Timetable Station

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)		Night (6 PM to 6 AM)	
thru trains	switching	thru trains	switching
<input type="text"/> 1	<input type="text"/> 2	<input type="text"/> 3	<input type="text"/> 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 other If other specify 3

4. Does Another RR Operate a Separate Track at Crossing?

Yes No Specify: RR 2

5. Does Another RR Operate Over Your Track at Crossing?

Yes No Specify: RR 2

6. Type of Warning Device at Crossing

A. Signs

Crossbucks		Standard Highway Stop Sign	Other Stop Signs	Other Signs: Specify	
reflectORIZED	non-reflectORIZED			05	06
<input type="text"/> 01	<input type="text"/> 02	<input type="text"/> 03	<input type="text"/> 04	<input type="text"/> 07	<input type="text"/> 08
Number	Number	Number	Number	Number	Number

B. Train Activated Devices

Gates		Cantilevered Flashing Lights		Mast Mounted Flashing Lights	Other Flashing Lights Specify	Highway Traffic Signals	Wigwags	Bells	
red & white reflectORIZED	other colored	over traffic lane	not over traffic lane						
<input type="text"/> 09	<input type="text"/> 10	<input type="text"/> 11	<input type="text"/> 12	<input type="text"/> 13	<input type="text"/> 14	<input type="text"/> 15	<input type="text"/> 16	<input type="text"/> 17	<input type="text"/> 18
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number

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 Number

4. Are Truck Pullout Lanes Present? Yes No

5. Is Highway Paved Yes No

6. Pavement Markings Stopl原因 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 1. Inventory/Update Form

The form does not provide space for comments. Should comments or explanation regarding a crossing be considered necessary or useful, a separate sheet should be used and attached to the form.

DATA ITEMS

Each data item contained on the form is considered to be within one of three categories: physical, operational, or administrative. Basically, the physical items describe the crossing configuration, the operational items pertain to the utilization of the crossing by railroads and the administrative items concern the management and jurisdiction of the crossing. Table I contains the elements in each of the categories. The table indicates the agency that is expected to be most aware of changes in certain of the items and therefore is responsible for initiating the update process.

RAILROAD PROCEDURES

In the steps discussed below, the following two actions are to be followed:

1. In all cases where an update form is prepared, the following items must be entered in addition to the items being updated:

Section	Item No.	Item
Heading	A	Initiating agency
Heading	B	Crossing Number
Heading	C	Reason for Update
Heading	D	Effective Date
Part I	1	Railroad Operating Company
Part I	4	State
Part I	5	County

2. Only the data items being updated, i.e., those items for which a value is being changed from the existing records, are to be entered in the appropriate place on the form. These items should then be circled.

Situation 1—Reporting Changes in Crossing Characteristics

Four basic steps are required to process an update. In all cases the responsibility for submitting the data changes to The Center lies primarily with the State highway agencies. The railroad will always be responsible for two of the four steps, which two depend on whether the railroad or the State highway agency initiates the update process. The sequence is illustrated in Figure 2 (page C-4) and Figure 3 (page C-6).

Railroad Initiated Updates

Depending on the data element involved (see Table 1), either a State or a railroad may be responsible for initiating an update form. Unless otherwise mutually agreed by the involved State and railroad, the responsibility for initiating an update will be in accordance with Table 1. When a railroad initiates the update, it is involved in steps 1 and 3 of Figure 2. It completes a form set, retaining a copy, and forwards three copies to the appropriate State highway agency (Step 1). That agency reviews the form, adding any changes it is aware of, and returns a copy to the railroad to use in updating its records (Step 3).

Step 1—Report New Characteristics to Railroad Contact Person.—An update form must be initiated when one or more of the physical, operational, or administrative characteristics are changed (see Table 1).

TABLE 1. DATA ELEMENT CATEGORIES AND UPDATING AGENCY

Item No.	Item Name	Agency	Item No.	Item Name	Agency
<u>Administrative Data Elements</u>			<u>Physical Data Elements</u>		
I- 4	State	State	II-3	Type, Number Tracks	Railroad
I- 5	County	Highway	II-4	Separate Track/Other Railroad	
I- 6	County Map Reference		II-6	Type of Warning Device	
I- 7	City		II-7	Commercial Power?	
I- 8	Nearest City		II-8	Speed Selection Provided	
I- 9	Highway Number		II-9	Signals for Train Control	
I-10	Street or Road Name		III-8	Crossing Surface	
IV- 1	Highway System		III-1	Development	State
IV- 2	Crossing on State System?		III-2	Crossing Angle	Highway
IV- 3	Functional Class		III-3	Number Traffic Lanes	
I- 1	Railroad Company	Railroad	III-4	Truck Pullout Lanes	
I- 2	Railroad Division		III-5	Is Highway Paved?	
I- 3	Railroad Subdivision		III-6	Pavement Markings	
I-11	Railroad I.D. Number		III-7	Advance Warning Signs	
I-12	Timetable Station		<u>Operational Data Elements</u>		
I-13	Branch or Line Name		II-1	Daily Train Movements	Railroad
I-14	Railroad Milepost		II-2	Maximum Train Speed/Crossing	
II- 5	Another Railroad?		IV-4	Estimated AADT	State
I-15	Pedestrian Crossing	State	IV-5	Estimated Percent Trucks	Highway
I-16	Private Vehicle Crossing	Highway or			
I-17	Public Vehicle Crossing	Railroad			

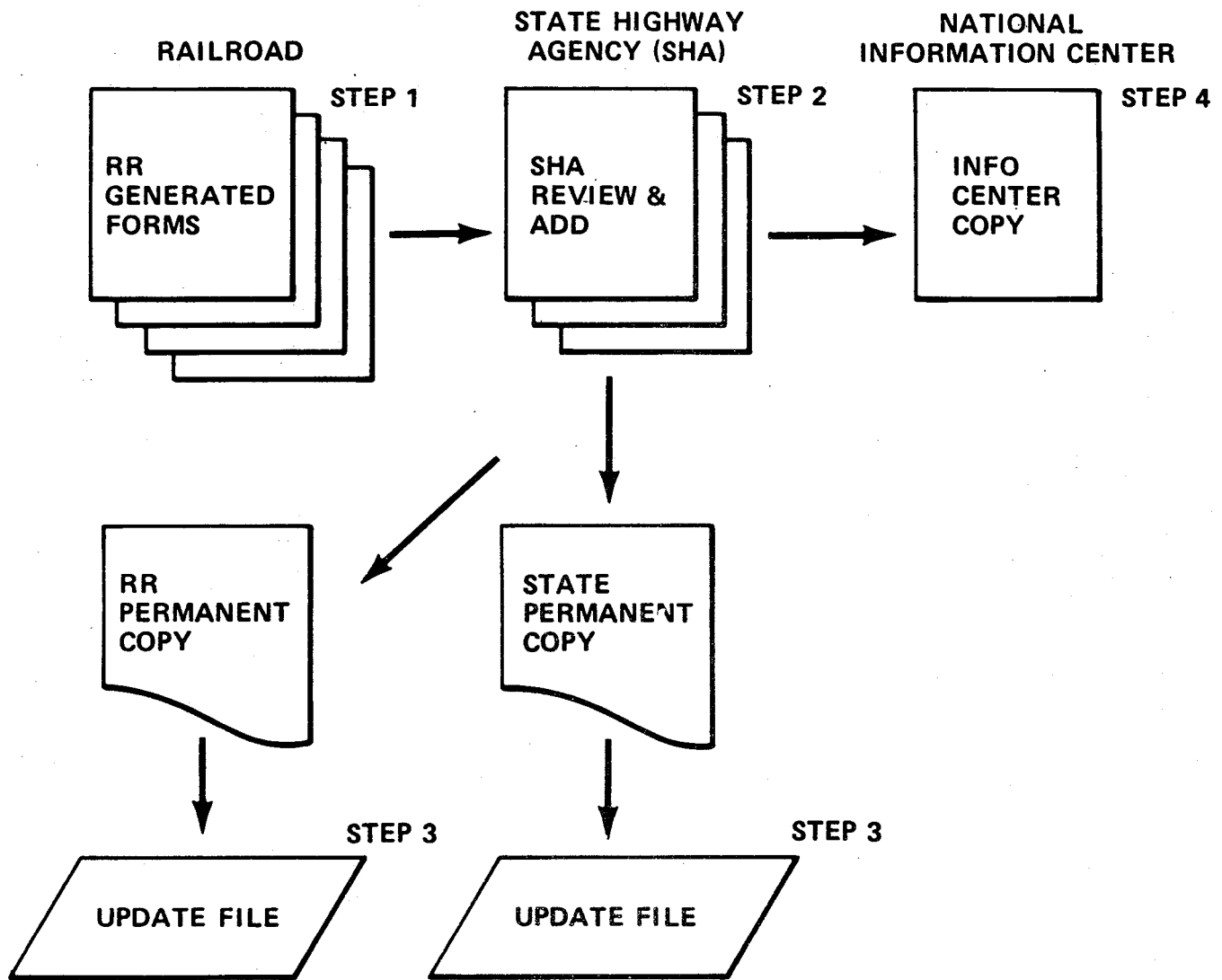


FIGURE 2. Railroad Initiated Update

Physical characteristic changes generally occur through a construction activity by some person or group of persons assigned to make the change. The authority for the work usually is in the form of a contract, work order, etc. Changes in administrative data elements usually occur because of an administrative action on the part of the railroad. A State regulatory agency may also make decisions that would result in changes in certain administrative elements. It is assumed that the railroad would be informed. If so, the railroad will prepare the update form.

It is recognized that the values of the operational data elements may change significantly only over long periods of time. The routine procedures of the railroad may be such that these items are updated infrequently. Whenever the changes are determined or become known, the data elements should be updated.

Whenever a data element that is the responsibility the railroad is changed, the update form should be prepared by the railroad and sent to the appropriate State highway agency. The orange copy will be retained by the railroad and three copies sent to the State highway agency.

Step 3—Update Records.—After the railroad has received its permanent single copy of the completed form set from the State highway agency, the railroad should accomplish its final step in the update process, updating its records. This may consist only of placing the pink update form in its proper place in a file cabinet, if the railroad does not maintain a computerized data base.

State Initiated Updates

When the State is responsible for initiating the update process (see Table 1), the railroad will be involved in Steps 2 and 3 (see Figure 3). The State will send

three copies of the form to the railroad. The railroad will review the form and make any additions they are aware of and then return two copies to the State (Step 2). It then will update its records with the copy it has retained (Step 3).

Step 2—Review Existing Records and Include Other Changes, if Any.—Whenever a form set (three copies) for a crossing is received from a State highway agency, existing records for the crossing should be reviewed, particularly the railroad operational items, although other items also should be checked. If it is known that the values for these items have changed, even if not shown on existing records, efforts should be made to determine the current values and they should be entered on the form. Two copies of the forms will then be returned to the state highway agency, one copy (pink) being retained for the railroad's permanent records.

This step provides an opportunity to include all data about a crossing that may have changed, but have not been reported. The items involved in these situations probably will be the operational items, but could include other administrative or physical items. If there is any doubt about whether a change has been reported previously, it should be included at this time.

Step 3—Update Records.—This step is explained on page C-4.

Situation 2—Reporting Newly Opened Crossings

The sequence of steps to be followed where a new crossing is opened is essentially the same as for the railroad initiated updates (page C-4). The railroads will complete an update form for any crossing that is opened, but will install an identification number *only at public crossings*. If the crossing is public, the form must be completely filled out. If the crossing is private or grade separated, only Part I of the form must be completed. Steps 1 and 3 then will be followed as explained previously.

Situation 3—Reporting Closing of an Existing Crossing

The sequences of steps to be followed when a railroad closes a crossing is the same as for railroad initiated updates (page C-4). The information to be provided is specified in item 1 on page C-3).

STATE HIGHWAY AGENCY PROCEDURES

In the steps discussed below, the following two actions are to be followed:

1. In all cases where an update form is prepared, the following items must be entered in addition to the items being updated:

Section	Item No.	Item
Heading	A	Initiating Agency
Heading	B	Crossing Number
Heading	C	Reason for Update
Heading	D	Effective Date
Part I	1	Railroad Operating Company
Part I	4	State
Part I	5	County

2. Only the data items being updated, i.e., those items for which a value is being changed from the existing records, are to be entered in the appropriate place on the form and then should be circled.

Situation 1—Reporting Changes in Crossing Characteristics

Four basic steps are required to process an update. In all cases the responsibility for submitting data changes to The Center lies primarily with the State highway agencies. The State highway agencies are always responsible for three of the four steps. While one of these steps is also completed by the railroads, two of the three steps are different depending on who has initiated the update process. This sequence is illustrated in Figure 2 (page C-4) and Figure 3 (page C-6).

State Initiated Updates

Depending on the data element involved (see Table 1), either a State or a railroad will be responsible for initiating an update form. When a State is the initiator, it is involved in steps 1, 3, and 4 (see page C-6). It completes a four-copy form set, retains one copy and sends three copies to the appropriate railroad. The railroad reviews the form, adding any additions or changes it is aware of, and returns two copies to the State. It will then update its records. The State will then update its records, using one of the two copies returned by the railroad. The fourth, original, copy will be forwarded to The Center.

Step 1—Report New Characteristics to State Highway Contact Person.—An update form must be initiated when one or more of the physical, operational, or administrative characteristics are changed (see Table 1).

Physical characteristic changes generally occur through a construction activity by some person or group of persons assigned to make the change. The authority for the work usually is in the form of contract, work order, etc. Administrative data element changes usually occur because of an administrative action on the part of a State highway agency or a local jurisdiction. A State regulatory agency may also make decisions that would cause changes in certain data elements. If the State highway agency is informed of this, it should check first with the railroad to see if the railroad has prepared a form. If the railroad has not prepared a form, the State should.

Routine procedures of the State may be such that operational changes are only updated infrequently. However, significant changes occur sometimes over short time periods (for example, opening of a new traffic generator such as a shopping center would create an increase in traffic on certain highway segments). It is important that these items be updated whenever the changes are known.

The orange copy will be retained temporarily by the State. Three copies will be sent to the appropriate railroad.

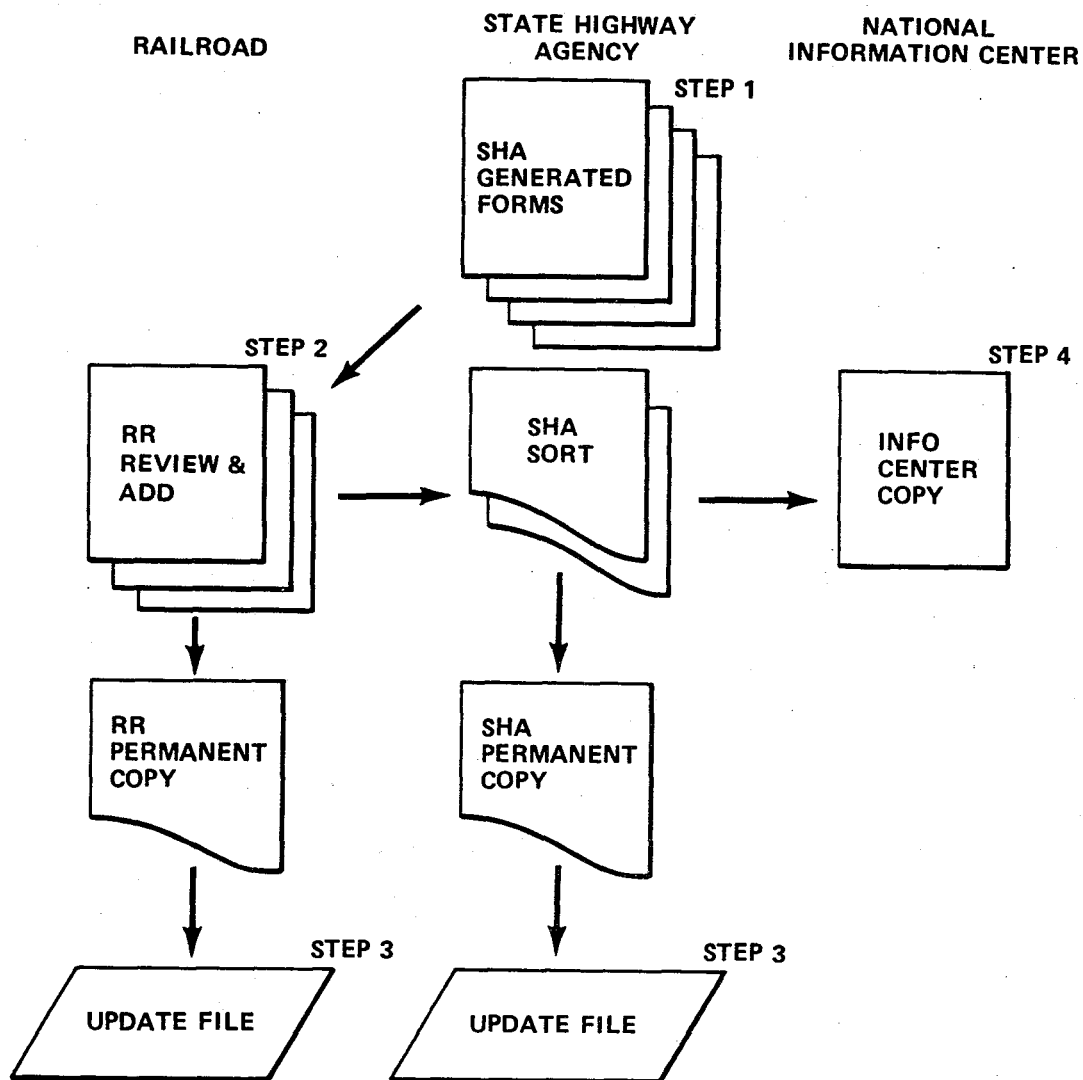


FIGURE 3. State Initiated Update

Step 3—Update Records.—The State highway agency will receive from the railroad two copies of the form (yellow and green copies). The yellow copy is to be retained by the State and placed into the records of the agency. The orange copy can now be destroyed. Most State highway agencies maintain a computerized file of railroad-highway crossing data. Such a file should be updated at this point.

Step 4—Forward Update Form to The Center.—The State highway agency alone accomplishes this step. The original (green) copy of the form will be sent to:

The National Railroad-Highway Crossing
Information Center
Office of Rail Systems Analysis and
Program Development (RPD-20)
Federal Railroad Administration
400 7th Street, S.W.
Washington, D.C. 20590

Railroad Initiated Updates

When the update process is initiated by the railroad, the State highway agency will be involved in Steps 2, 3, and

4. The State will receive three copies of the form from a railroad, will make any necessary changes and additions, will return a copy to the railroad, will update its own records, and will forward a copy to The Center.

Step 2—Review Existing Records and Include Other Changes, if Any.—When an update form set (three copies) is received from a railroad the existing records for that crossing should be checked. While the changes may have been updated in the State's records, they may not have been considered significant changes at the time and no update form generated. Such changes should be entered on the form set. One copy (pink) should then be returned to the appropriate railroad for updating its records (Step 3). One copy (yellow) will be retained for the State's records (Step 3).

Step 4—Forward Update Form to the Center.—This step is the same as explained on page C-6.

Situation 2—Reporting Newly Opened Crossing

The sequence of steps to be followed when a new crossing is opened is essentially the same as for the railroad initiated update (page C-4). The railroad will complete the form and forward copies to the State.

The highway agency should carefully review the forms to insure that the locational information is correct and that it concurs in the railroad's classification of the crossing as public or private. In cases of initial disagreement with regard to the crossing classification, every effort should be made by the highway agency, the State regulatory agency and the railroad to reach agreement prior to forwarding the inventory forms to The Center.

To the extent that it has the data readily available, it is suggested that the State highway agency may want to review other parts of the completed forms for public

crossings to insure that the data shown agree with its records.

When a State highway agency has completed the inventory form, it will mail the original (green) copy to The Center, return to the railroad company the pink copy, and retain the yellow copy for its records.

Situation 3—Reporting Closing of an Existing Crossing

The sequence of steps to be followed when a crossing is closed is the same as for railroad initiated updates (pages C-4 and C-5). The information to be provided is specified in item 1 on page C-5.

MOVEMENT OF FORMS

Following review and completion of the update forms, including resolution of any discrepancies between railroad and highway agency information, the forms are to be handled in the following manner:

1. The green (or original) copy is to be forwarded to The Center.
2. The second copy (yellow) is to be retained by the highway agency.
3. The third copy (pink) is to be retained by the railroad or returned to the railroad by the State.
4. The fourth copy (orange) is to be retained temporarily by the agency initiating the update form, and destroyed when the permanent pink or yellow copy is received.

It is suggested that a cover letter accompany each group of update forms shipped. This letter should include the total number of forms included in the mailing.

Railroads and State highway agencies may obtain needed forms from The Center (see page B-2 for the address).

RECORDING INSTRUCTIONS

This section provides detailed instructions for completing the inventory form.

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

U.S. DOT—AAR CROSSING INVENTORY FORM HEADING

- A. Initiating Agency.** Enter a check in the appropriate box (for either railroad or State) to indicate who is initiating the update form.
- B. Crossing Number.** Enter the Crossing Inventory Number here and at the bottom of the form.

- C. Reason for Update.** Check the appropriate box to indicate the type of change (or new crossing) being reported.
- D. Effective Date.** This should be the date the change was completed or put into operation.

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

<p>1. Railroad Operating Company</p> <input style="width: 100%; height: 15px;" type="text"/>	<p>2. Railroad Division or Region</p> <input style="width: 100%; height: 15px;" type="text"/>	<p>3. Railroad Subdivision or District</p> <input style="width: 100%; height: 15px;" type="text"/>
<p>4. State</p> <input style="width: 100%; height: 15px;" type="text"/>	<p>5. County</p> <input style="width: 100%; height: 15px;" type="text"/>	<p>6. County Map. Ref. No.</p> <input style="width: 100%; height: 15px;" type="text"/>

PART I: LOCATION AND CLASSIFICATION OF ALL CROSSINGS

ITEM 1. State name of reporting company. Reporting company should be the "operating company" that owns and maintains the roadbed, tracks, and signal system controlling the crossing. If reporting company is other than owning company, enclose reporting company name in parenthesis.

ITEM 2. If railroad system, for operating administrative purposes, is divided into regions, lines, or districts under jurisdiction of general managers (or equivalent), state name of region, line, or district.

ITEM 3. If railroad system (and/or region, line, or district), for operating administrative purposes, is divided into

divisions or similar classifications under jurisdiction of superintendents and division engineers (or equivalent), state name of division or other classification.

ITEM 4. Identify the state where the crossing is located. If the crossing is located on a State boundary so that parts of the crossing lay in two or more states, identify all states.

ITEM 5. Identify the county where the crossing is located. If the crossing is on a county line so that parts of the crossing lay in two or more counties, identify all counties.

ITEM 6. Enter county map identification or other reference number provided by the highway agency to specifically identify the crossing on the street and road system. If not available prior to field survey, leave blank.

7. City	8. Nearest City	9. Highway Type and No.
10. Street or Road Name	11. RR I. D. No.	

ITEM 7. Identify the name of the incorporated city where the crossing is located. If the crossing is on a city line so that parts of the crossing lay in two or more cities, identify all cities. If not within a city, omit this item and complete item 8.

ITEM 8. If the crossing is not within an incorporated city, town or village, identify the name of the unincorporated city, town or village or the nearest city, town, or village, whether or not on the railroad lines.

ITEM 9. Identify type of highway such as U.S. numbered, state, county, town, etc., and number of highway (please abbreviate). Number of highway should be posted on the

highway or found on state or county maps. If there is more than one number, enter all numbers.

ITEM 10. If highway or street has a name/s enter the name/s. If private roadway has a name, state such name in parenthesis.

ITEM 11. If a crossing identification number other than the DOT-AAR number or highway agency number (e.g., a railroad or PUC assigned number) is posted at or assigned to the crossing, enter that number. If a number has previously been assigned to the crossing, although not displayed at the crossing, enter that number.

12. Nearest RR Timetable Station	13. Branch or Line Name	14. Railroad Mile Post
15. Pedestrian Crossing	16. Private Vehicle Crossing	17. Public Vehicle Crossing
<input type="checkbox"/> 1. at grade <input type="checkbox"/> 2. RR under <input type="checkbox"/> 3. RR over	A. <input type="checkbox"/> 1. Farm <input type="checkbox"/> 2. Residential <input type="checkbox"/> 3. Recreational <input type="checkbox"/> 4. Industrial B. <input type="checkbox"/> 5. at grade C. <input type="checkbox"/> 8. signs-specify <input type="checkbox"/> 6. RR under <input type="checkbox"/> 9. signals-specify <input type="checkbox"/> 7. RR over <input type="checkbox"/> 0. none	<input type="checkbox"/> 1. at grade <input type="checkbox"/> 2. RR under <input type="checkbox"/> 3. RR over

ITEM 12. State name of nearest timetable station of operating company.

ITEM 13. Line or branch name as used by railroad to describe this segment of track in conjunction with milepost. If track is an industry lead, industry spur, yard lead, wye, etc., state name of such track.

ITEM 14. State railroad milepost in miles and hundredths of miles. (53 feet is approximately 1/100 mile.) Enough descriptive material must be in items 13 and 14 so that the crossing can be identified along a RR line.

ITEM 15. Check appropriate pedestrian crossing type.

ITEM 16A. For private crossings, check the box which best describes the crossing usage based on the following categories:

1. A farm crossing is any crossing used for the movement of motor vehicles, farm machinery or livestock in con-

nection with agricultural pursuits, forestry, or other land-productive purposes.

2. A residential crossing is any crossing used to provide vehicular access for occupants and their invitees to a private residence or residences.

3. A recreational crossing is any crossing used to provide access to otherwise isolated recreational areas.

4. An industrial crossing is any crossing used to provide access between industrial plant facilities or to an industrial or other commercial area.

ITEM 16B. Check appropriate box for crossing type.

ITEM 16C. Specify type of crossing warning device. If signs and signals exist, specify both.

ITEM 17. Check appropriate box for type of public crossing and complete the remainder of the form for public vehicular crossings at-grade, and for those crossings which cannot be clearly identified as private.

Part II Detailed Information for Public Vehicular at Grade Crossing

1A. Typical Number of Daily Train Movements

Daylight (6 AM to 6 PM)		Night (6 PM to 6 AM)	
thru trains	switching	thru trains	switching
<input type="text"/> 1	<input type="text"/> 2	<input type="text"/> 3	<input type="text"/> 4

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

2. Speed of Train at Crossing

A. Maximum timetable 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 No Specify: RR 2

PART II: DETAILED INFORMATION FOR PUBLIC VEHICULAR AT GRADE CROSSING ONLY

ITEM 1A1-1A2. Typical means normal or average daily train movements. Through trains are trains whose primary responsibility is to move cars over the road, may have a limited number of pickups and setouts along the route. Classify all others, i.e., locals, industrial runs, switch engine as switching movements. *Include total number of train movements both for the reporting company and for any other railroad operating over the crossing.*

ITEM 1B. Check if train frequency is less than one train per day.

ITEM 2A. Insert maximum timetable speed.

ITEM 2B. Insert typical speed range over crossing.

ITEM 3. A track is considered main if through trains operate on track. Give number and specify all other types of track.

ITEM 4. Specify names of other railroads that *operate separate tracks* within the warning devices operating for your crossing.

5. Does Another RR Operate Over Your Track at Crossing?

Yes No Specify: RR 2

6. Type of Warning Device at Crossing

A. Signs

Crossbucks		Standard Highway Stop Sign	Other Stop Signs	Other Signs: Specify	
reflectORIZED	non-reflectORIZED			<input type="text"/> 05	<input type="text"/> 06
<input type="text"/> 01	<input type="text"/> 02	<input type="text"/> 03	<input type="text"/> 04	<input type="text"/> 07	<input type="text"/> 08
Number	Number	Number	Number	Number	Number

B. Train Activated Devices

Gates		Cantilevered Flashing Lights		Mast Mounted Flashing Lights	Other Flashing Lights	Highway Traffic Signals	Wigwags	Bells
red & white reflectORIZED	other colored	over traffic lane	not over traffic lane					
<input type="text"/> 09	<input type="text"/> 10	<input type="text"/> 11	<input type="text"/> 12	<input type="text"/> 13	Number	Number	Number	Number
Number	Number	Number	Number	Number	Number	Number	Number	Number

ITEM 5. Specify names of other railroad companies that operate trains *over your track* at the crossing.

For Items 6A-6D: *If more than one type of warning device is present, fill in all applicable types of warning device. Enter "9" where number is 9 or greater.*

ITEM 6A. The number of masts with crossbucks is requested, not a count of all crossbucks signs. Two or more crossbucks mounted on a single mount are counted as one crossbuck. If the crossing has a train activated device, do not count the crossbucks mounted on that device.

A standard highway stop sign is red with white letters and has eight sides. Classify all other stop signs as "other stop signs." Also indicate number and type of any other passive signs at crossing.

ITEM 6B. Make a separate count of gates with red and white reflectORIZED arms from other marked gates.

All other colored gates.

Separate cantilevered flashers between those over traffic lanes of the approach roadway and those either not reaching the roadway or over only parking lanes, turnout lanes, or shoulders.

Count all flashers on a single mast as one flasher. Do not count flasher heads separately.

Flashing lights not in accord with the latest AAR Bulletin on Railroad-Highway Grade Crossing Warning Systems should be reported as other flashing lights.

Highway signals refer only to train activated red-amber-green signals that control street traffic over the crossing. Do not count highway signals controlling a nearby intersection even if they are interconnected with the crossing devices.

Count all wigwags.

Count bells if present, either alone or in conjunction with other protection.

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

ITEM 6C. Examples of special warning devices not train activated are: Manually operated signals and/or gates; train crew flagging the crossing; watchmen; and floodlights. For watchmen and for manually operated gates, the number of hours daily in effect should also be indicated. For floodlighting, the number of masts with lights should be reported. Only floodlighting which is of a type distinctive in volume, distribution or color from ordinary street or other lighting is to be reported.

ITEM 6D. Check if no signs or signals are present.

ITEM 7. Check *yes* if commercial electric power is available within 500 feet of the crossing.

ITEM 8. Check *yes* if the signal is equipped with a device to provide a uniform warning time for the speed range of trains listed in Item 2B. Check N/A (not applicable) box in those cases where there are no automatic signals at the crossing.

ITEM 9. Check *yes* if track has some type of automatic signals or interlocking to control train operation.

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 Number
 4. Are Truck Pullout Lanes Present? Yes No

5. Is Highway Paved Yes No
 6. Pavement Markings
 Stoplincs 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 III PHYSICAL DATA

ITEM 1. Check box which best describes the predominant type of development in the vicinity (up to 1000 feet) of the crossing based on the categories below. (More than one may be checked if a combination clearly predominates.)

1. Open space—undeveloped or sparsely developed, very lightly populated, agricultural.
2. Residential—built-up residential area.
3. Commercial—retail stores and businesses, offices, personal services.
4. Industrial—manufacturing, construction, heavy products, factories, warehouses.
5. Institutional—schools, churches, hospitals, parks, and other community facilities.

ITEM 2. Check box which most closely describes the smallest angle between the highway and the track. (The angle may be estimated by eye or with a simple device, such as a protractor.)

ITEM 3. Enter the number of through traffic lanes crossing the track. Do not include shoulders or lanes that are typically used for parking.

ITEM 4. Check *yes* only if special added lanes are provided to accommodate vehicles required to stop at crossings.

ITEM 5. Enter *yes* if highway is paved with material on which pavement markings can be effectively maintained. Enter *no* if highway surface is gravel, dirt or surface treatment on which markings cannot be maintained.

ITEM 6. Check if pavement markings as prescribed or generally similar to those contained in highway traffic manual are present. If both stop lines and RR crossing symbols are present, check both. If neither check *none*.

ITEM 7. Check *yes* if advance warning signs are present on any of the highway approaches. Check *no* if the crossing has no advance signs whatsoever.

ITEM 8. Check the box which most closely fits one of the descriptions below.

1. *Sectional Treated Timber.* Prefabricated units approximately 8 feet in length of treated timber individually installed and removable for maintenance and replacement purposes.
2. *Full Wood Plank.* Wood surface, other than section treated timber, covering the entire crossing area above the crossties.
3. *Asphalt.* Asphalt surface over the entire crossing area or in the area between planks or other material forming flangeway openings, with or without single planks on outside of running rails.
4. *Concrete Slab.* Precast concrete slabs, installed and removable, individually, for maintenance and replacement purposes.
5. *Concrete Pavement.* Concrete surface which is continuous over the track area and is not removable except by destruction of the surface.
6. *Rubber Slabs.* Preformed rubber sections, installed and removable, individually, for maintenance and replacement purposes.
7. *Metal Sections.* Preformed sections of steel or other metal, installed and removable, individually, for maintenance and replacement purposes.
8. *Other Metal.* Complete coverage of the crossing area with railroad rails or other metal materials not removable in limited sectional units.
9. *Unconsolidated.* Ballast or other unconsolidated material placed above the tops of crossties, with or without planks on one or both sides of the running rails.
10. *Other.* Surfaces other than the above: structural foam, plastic, etc.

ITEM 9. Check *yes* if the crossing involves track running parallel to and *within a street or highway*.

ITEM 10. Check *yes* for the street or highway at this crossing if intersected by another street or highway within 75 feet of this crossing.

Part IV Highway Department Information		1. Highway System <input type="text"/>	I. D. Number
2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input type="checkbox"/> No.	4. Estimate AADT <input type="text"/>		
3. Functional Classification of Road over Crossing <input type="text"/>	5. Estimate Percent Trucks <input type="text"/>		

PART IV HIGHWAY CHARACTERISTICS

ITEM 1. Highway System

Code	System
01	Interstate, rural, open to traffic
02	Interstate, urban, open to traffic
03	Other FA primary, rural
04	Other FA primary, urban
05	FA secondary rural, State jurisdiction
06	FA secondary urban, State jurisdiction
07	FA secondary rural, local jurisdiction
08	FA secondary urban, local jurisdiction
09	Other State highways, rural (Non-FA)
10	Other State highways, urban (Non-FA)
11	Local rural roads
12	Local city streets
14	Federal-aid urban

The following adjustments to the codes above should be used to reflect truck prohibitions and toll road:

For toll roads on which trucks are permitted, add 20 to the appropriate system code. For example, code 24 would be a toll facility on the Federal-aid primary urban system. For toll parkways on which trucks are not permitted, 60 should be added to the appropriate system code. For non-

toll roads on which trucks are not permitted, add 80 to the appropriate system code.

ITEM 2. Is crossing on State highway system? Enter *yes* or *no*.

ITEM 3. Functional Classification—enter the appropriate code as shown below for the latest functional classification of its highways that the State has made in accordance with the provisions contained in the Federal-Aid Highway Program Manual, Volume 4, Chapter 6, Section 7, paragraph 6.b.

<i>Rural</i>		<i>Urban</i>	
Interstate	01	Interstate	11
Other principal arterial	02	Other freeway and expressway	12
Minor arterial	03	Other principal arterial	13
Major collector	04	Minor arterial	14
Minor collector	05	Collector	15
Local	06	Local	16

ITEM 4. Enter the estimated present average daily traffic (total both directions) based on available traffic information. A reasonable estimate of the ADT will be acceptable even though traffic counts are not available.

ITEM 5. Enter the estimated percentage of trucks in the traffic stream.

APPENDIX I

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

HIGHWAY GRADE CROSSING
INCIDENT REPORT

FORM APPROVED
OMB NO. 04R4033

1. NAME OF REPORTING RAILROAD		Amtrak Autotrain	1a. Alphabetic Code	1b. Railroad Incident No.
2. NAME OF OTHER RAILROAD INVOLVED IN TRAIN INCIDENT			2a. Alphabetic Code	2b. Railroad Incident No.
3. NAME OF RAILROAD RESPONSIBLE FOR TRACK MAINTENANCE (single entry)			3a. Alphabetic Code	3b. Railroad Incident No.
4. U S DOT AAR GRADE CROSSING IDENTIFICATION NUMBER		5. DATE OF INCIDENT month day year		6. TIME OF INCIDENT am <input type="checkbox"/> pm <input type="checkbox"/>
LOCATION				
7. NEAREST RAILROAD STATION		8. COUNTY	9. STATE (two letter code)	CODE
10. CITY (if in a city)		11. HIGHWAY NAME OR NUMBER (if private crossing, so state)		
INCIDENT SITUATION				
HIGHWAY USER INVOLVED			RAILROAD EQUIPMENT INVOLVED	
12. TYPE 1. Auto 2. Truck 3. Truck-Trailer 4. Bus 5. School Bus 6. Motorcycle 7. Pedestrian 8. Other (specify)	CODE	16. EQUIPMENT 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify)	CODE	
13. SPEED (estimated mph at impact)	14. DIRECTION (geographical) 1. North 2. South 3. East 4. West	CODE	17. POSITION OF CAR/UNIT IN TRAIN	
15. POSITION 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing	CODE	18. CIRCUMSTANCE 1. Train struck highway user 2. Train struck by highway user		CODE
19. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway user 2. Rail equipment 3. Both 4. Neither				
ENVIRONMENT				
20. TEMPERATURE (specify if minus) °F		21. VISIBILITY (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	CODE	22. WEATHER (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow
TRAIN AND TRACK				
23. TYPE OF TRAIN 1. Freight 2. Passenger 3. Mixed 4. Work 5. Yard/Switching 6. Light Locomotive(s)		CODE	24. TRACK TYPE USED BY TRAIN INVOLVED 1. Main 2. Yard 3. Siding 4. Industry	
25. TRACK NUMBER OR NAME		26. FRA TRACK CLASSIFICATION		27. NUMBER OF LOCOMOTIVE UNITS
28. NUMBER OF CARS		29. TRAIN SPEED (recorded speed, if available) MPH Recorded	Est	30. TIME TABLE DIRECTION 1. North 2. South 3. East 4. West
CROSSING WARNING				
31. TYPE (place X in appropriate box(es)) 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig Wags 5. Hwy. Traffic Signals 6. Audible 7. Crossbucks 8. Stop Signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None		32. SIGNALLED CROSSING WARNING Was the signaled crossing warning identified in item 31 operating? 1. Yes 2. No		CODE
33. LOCATION OF WARNING 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach		CODE	34. CROSSING WARNING INTERCONNECTED WITH HIGHWAY SIGNALS 1. Yes 2. No 3. Unknown	35. CROSSING ILLUMINATED BY STREET LIGHTS OR SPECIAL LIGHTS 1. Yes 2. No 3. Unknown
MOTORIST ACTION				
36. MOTORIST PASSED STANDING HIGHWAY VEHICLE 1. Yes 2. No 3. Unknown		CODE	37. MOTORIST DROVE BEHIND OR IN FRONT OF TRAIN AND STRUCK OR WAS STRUCK BY SECOND TRAIN 1. Yes 2. No 3. Unknown	
38. MOTORIST 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Other (specify) 5. Unknown				
39. VIEW OF TRACK OBSCURED BY (primary obstruction) 1. Permanent structure 2. Standing railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 8. Not obstructed				
HIGHWAY VEHICLE PROPERTY DAMAGE/CASUALTIES				
40. HIGHWAY VEHICLE PROPERTY DAMAGE (est. dollar damage)		41. DRIVER WAS 1. Killed 2. Injured 3. Uninjured		42. WAS DRIVER IN THE VEHICLE? 1. Yes 2. No
43. TOTAL NUMBER OF OCCUPANTS KILLED		44. TOTAL NUMBER OF OCCUPANTS INJURED		45. TOTAL NUMBER OF OCCUPANTS (include driver)
46. IS A RAIL EQUIPMENT INCIDENT REPORT BEING FILED? 1. Yes 2. No				
47. TYPED NAME AND TITLE		48. SIGNATURE		49. DATE

PROCEDURES FOR PERMANENTLY DISPLAYING
THE RAILROAD-HIGHWAY CROSSING NUMBER

BACKGROUND

In 1972, the U.S. Department of Transportation submitted a two part report to Congress on Railroad-Highway Safety. Part II of that report "Recommendations for Resolving the Problem" recommended the assignment and display of identification numbers at all railroad-highway grade crossings based upon a uniform national standard to be prescribed by the Department of Transportation.

The report made further recommendations with regard to the collection of site-specific inventory data for all crossings and the collection of accident statistics.

In June, 1972, the DOT entered into contract with the Association of American Railroads to develop and implement a national inventory of railroad-highway crossings. The inventory project involved installing a crossing identification number of every crossing in the nation. It was decided that the crossing identification number would consist of a maximum of six numeric digits with a single alpha check character. In addition, a railroad identification code was placed on major railroad number boards along with the U.S. DOT-AAR designation. It was also decided that due to production difficulties and distribution costs of permanent number signs, only a "tag" would be installed during the initial inventory process. However, the "tag" was designed to have a minimum life of five years to ensure ample time to design

and implement a permanent numbering system.

GENERAL SPECIFICATIONS

The permanent numbering system is concerned with the display, maintenance, and assignment of unique numbers to railroad-highway crossings. The plan described below for the permanent display of numbers is designed to minimize total cost and provide for ease of installation and maintenance while establishing a necessary degree of uniformity in the display of information.

At all existing crossings, the original number assigned in the National Grade Crossing Inventory and Numbering Project will be displayed permanently in accordance with the specifications below. Assignment of numbers to new crossings is also described.

To ensure viability of the system, the display of number signs must be maintained by the railroads on public at-grade crossings. Substitution of a permanent number sign, in accordance with these specifications, in lieu of the initial "tag", should be accomplished as the tags deteriorate, are vandalized or, are otherwise rendered unreadable, or may be accomplished sooner at the discretion of the railroad. Display and maintenance of signs at private, pedestrian and grade separated crossings is optional. However, a number must be assigned and inventory forms submitted to the Federal Railroad Administration's National Railroad-Highway Crossing Information Center when a private, pedestrian, or grade separated crossing is opened.

The following general specifications apply to the display of the numbering sign. The sign is to be located on the signal mast or crossbucks at the crossing and must be clearly visible from the roadway. To ensure visibility, the numeric-alpha characters should be 1½" in height. The inclusion of the U.S. DOT-AAR designation on the sign is also necessary for identification purposes. This designation may be abbreviated "U.S. DOT-AAR". These characters should be no less than ½" in height.

FABRICATION OF SIGNS

The method of manufacture or production of the permanent number sign is left to the discretion of the railroads; however, the method used must comply with the above general specifications. The railroad may fabricate or purchase signs of metal, plastic, or other suitable materials, or may emboss, stencil, paint or otherwise inscribe the number in the proper location.

ASSIGNMENT OF NEW NUMBERS

Any remaining original number "tags" from the National Inventory project which have not been assigned to a crossing may be assigned to and installed at new crossings. When this supply is exhausted the FRA National Railroad-Highway Information Center will furnish, upon request, a series of unique numbers to be assigned to newly opened crossings. A railroad should request enough numbers to meet its

estimated yearly increase in new crossings. Railroads may address their requests to:

National Railroad-Highway Crossing
Information Center
Office of Rail Systems Analysis and
Program Development
Federal Railroad Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

CLOSURE OF CROSSINGS

The closure of a crossing must be reported to the FRA Center. Although the crossing will no longer be in use, the number assigned will be permanently associated with the closed crossing in the FRA's crossing data file. Therefore, it is imperative that the number not be re-assigned to a new crossing.

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