

Existing ATMS language is shown in black with a change bar in the margin to indicate revision of MUTCD language. Additional MUTCD paragraphs may have been included for context. Additions or deletions by this August 2015 interim addendum are shown in red with a change bar. Figures are modified with red strikeout.

Section 8B.101 BUSES & HAZMAT VEHICLES USE RIGHT LANE Sign (R16-115)

[This is a new section. There is no corresponding section in the MUTCD.]

Guidance:

01 If an extra lane has been provided for buses and hazmat vehicles to stop at railroad grade crossings, a BUSES & HAZMAT VEHICLES USE RIGHT LANE (R16-115) sign should be installed at the upstream end of the taper for the extra lane.

Support:

02 Certain vehicles, principally buses and vehicles transporting fuel or explosive substances, are required to stop before crossing a railroad grade (13 AAC 02.250). A bypass lane provides vehicles required to stop an opportunity to depart the through lanes before slowing and stopping at a railroad crossing, reducing the potential for severe rear-end crashes.

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Substitute the section below for the same section in the 2012 ATMS.

Section 8A.02 Use of Standard Devices, Systems, and Practices at Highway-Rail Grade Crossings

Guidance:

~~02 The appropriate traffic control system to be used at a highway-rail grade crossing should be determined by an engineering study involving both the highway agency and the railroad company.~~

02A Before any improvement is made at a railroad-highway crossing, an engineering study involving both the highway authority and the railroad company should be conducted to determine what actions should be taken to enhance safety at the crossing. Actions may include the installation of traffic control systems or other improvements that have a demonstrated capacity to enhance safety and operations at the crossing.

02B With regard to traffic control systems, the following should apply:

A. As a minimum, crossbucks, advance warning signs, appropriate regulatory signs, and pavement markings as prescribed in Part 8 of the MUTCD should be installed.

B. The determination of the type of highway traffic control system, other than the minimum as required in A above, at a particular crossing is a two-step process.

1. The first step is to calculate an Accident ~~Prediction~~**Prevention** Value (APV) or hazard index of the crossing in question. The APV should be expressed in accidents per year. The APV should be calculated using the procedures from the ~~Railroad-Highway Grade Crossing Handbook - Revised Second Edition (FHWA-SA-07-010)~~**Rail Highway Crossing Resource Allocation Procedure User's Guide, Second Edition (FHWA-IP-86-11)**, available through the National Technical Information Service. Using the calculated APV and the existing type of highway traffic control system at the crossing, the calculated APV should be compared to threshold values in Table 8A-100 to determine the type of traffic control system that should be installed.

2. The second step is to have the crossing evaluated by a diagnostic team as required by the Alaska Policy on Railroad/Highway Crossings.

C. When a diagnostic team recommends the installation of a traffic control system different from that indicated by APV threshold values, or recommends another type of crossing improvement, the recommendation of the diagnostic team should take precedence over the quantitative procedure.

