

Notes for Figure 6H-46—Typical Application 46 Work in the Vicinity of a Grade Crossing

Guidance:

1. When grade crossings exist either within or in the vicinity of roadway work activities, extra care should be taken to minimize the probability of conditions being created, by lane restrictions, flagging, or other operations, where vehicles might be stopped within the grade crossing, considered as being 15 feet on either side of the closest and farthest rail. *This should include roadway work activities on a street parallel to a highway-rail grade crossing where right-hand turns or left-hand turns could be impacted.*

Standard:

2. If the queuing of vehicles across active rail tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the grade crossing to prevent **through or turning** vehicles from stopping within the grade crossing (as described in Note 1), even if automatic warning devices are in place.

Guidance:

3. Early coordination with the railroad company or light rail transit agency should occur before work starts.
4. In the example depicted, the buffer space of the activity area should be extended upstream of the grade crossing (as shown) so that a queue created by the flagging operation will not extend across the grade crossing.
5. The **DO NOT STOP ON TRACKS** sign should be used on all approaches to a grade crossing within the limits of a TTC zone.

Option:

6. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
7. A **BE PREPARED TO STOP** sign may be added to the sign series.

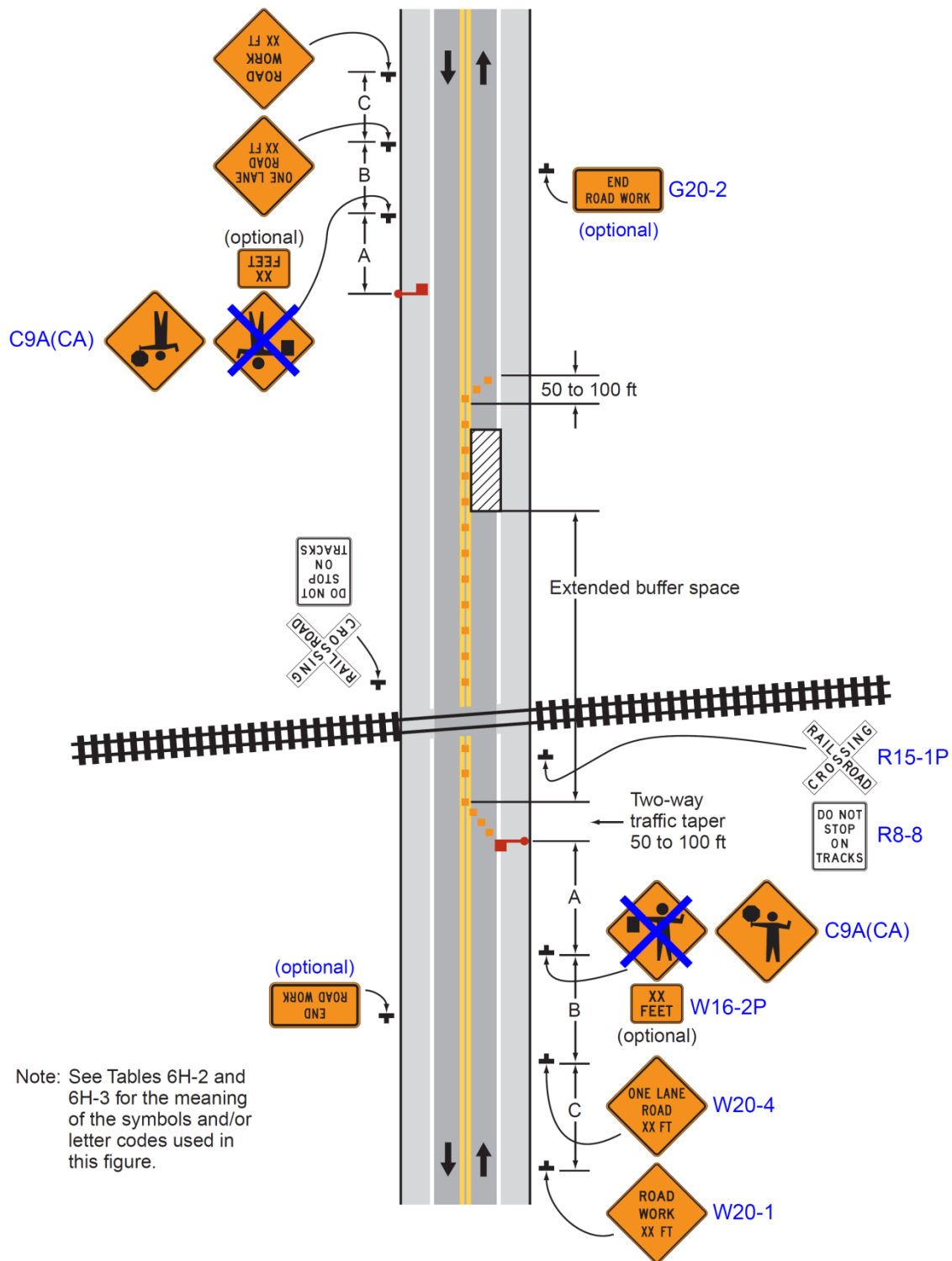
Guidance:

8. When used, the **BE PREPARED TO STOP** sign should be located ~~before~~ **after** the Flagger symbol sign.

Standard:

9. At night, flagger stations shall be illuminated, except in emergencies.

Figure 6H-46. Work in the Vicinity of a Grade Crossing (TA-46)



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