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Notes for Figure 6P-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.

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 vehicles from stopping within the grade crossing (as described in Note 1 above), even if automatic warning devices are in place.

Guidance:

- 3. Early coordination with the railroad company or 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. Positive protection devices may be used per Section 6M.02.
- 7. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
- 8. A BE PREPARED TO STOP sign may be added to the sign series.
- 9. Automated Flagger Assistance Devices (see Section 6L.02) may be used in situations where there is only one lane of approaching traffic in the direction to be controlled.

Guidance:

10. When used, the BE PREPARED TO STOP sign should be located before the Flagger symbol sign.

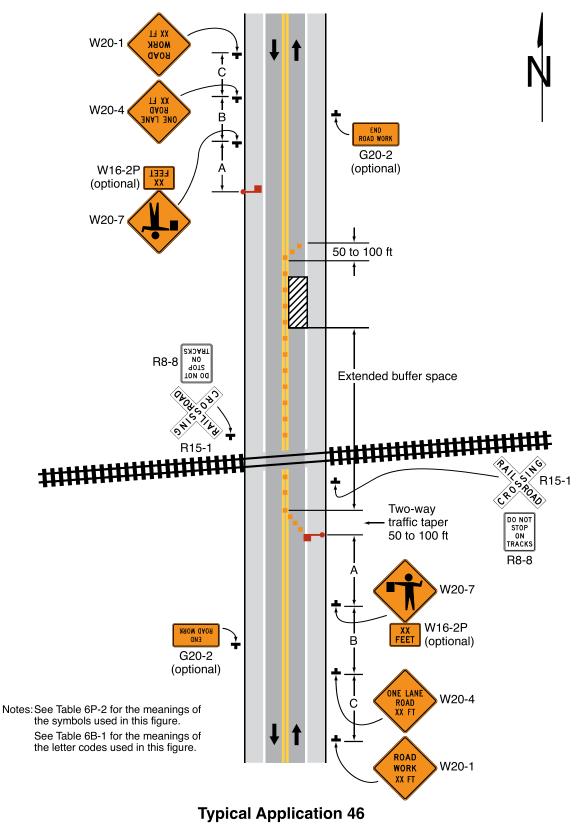
Standard:

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

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



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