

Highway-Rail Crossing Safety Evaluation Form

(REVISED 7/1/03)

Date: _____

County: _____ City: _____

Railroad Crossing Inventory Number: _____ Railroad Mile Post: _____

Operating Railroad Company: _____

Local Road / Street Name: _____

State Route and U.S. Route Numbers: _____

Government Conducting Evaluation: _____

Table 1

Passenger Trains				Adjustment Factor
Number of Passenger Trains Per Day	Adjustment Factor for Speed (mph)			
		<30 mph	31-50 mph	50 mph<
0 passenger trains	0	0	0	
1 to 2 passenger trains	+1.3	+1.4	+1.6	
3 to 4 passenger trains	+1.4	+1.5	+1.7	
5 or more passenger trains	+1.5	+1.6	+1.8	

Table 2

Freight Trains				Adjustment Factor
Number of Freight Trains Per Day	Adjustment Factor for Speed (mph)			
		<30 mph	31-50 mph	50 mph<
0 to 5 freight trains	+1.2	+1.3	+1.5	
6 to 15 freight trains	+1.4	+1.5	+1.7	
16 to 30 freight trains	+1.6	+1.7	+1.8	
31 or more freight trains	+1.7	+1.8	+2.0	

Table 3

Distance Along Rail to Alternate Crossing		Adjustment Factor
Distance in miles		
0.0 to 0.25	+0.5	
0.26 to 2.0	0.0	
2.01 to 4.0	-0.50	
4.01 or more	-2.0	

Table 4

5-Year Vehicle/Train Crash History		
Total Crashes	Adjustment Factor	
0	0	
1 to 4	+1	
5 to 10	+3	
11 or more	+4	
		Adjustment Factor

Table 5

Existing Type of Warning Device		
Type	Adjustment Factor	
Bells, Lights, & Gates	-2.0	
Bells and Lights	-.50	
Crossbucks	+.50	
		Adjustment Factor

Table 6

Roadway Characteristics	
Vertical Alignment	
Approach #1 - Percent Grade	_____ %
Approach #2 - Percent Grade	_____ %
Horizontal Alignment	
Approach #1 - Angle of intersection	_____ degrees
Approach #2 - Angle of intersection	_____ degrees

Table 7

Ratio of Average Daily Traffic / Census Population			
Ratio	Adjustment Factor		Adjustment Factor
	Crossing Within City Limits	Crossing Within County	
0 to .25	0.0	0.0	
0.26 to .50	-0.5	-0.5	
0.51 or greater	-1.0	-1.0	

Table 8		
Posted Speed Limit		
Speed, mph	Adjustment Factor	
0 to 25 mph	0	
26 to 45 mph	+0.5	
46 mph or more	+1.0	
		Adjustment Factor

Table 9		
Effects of Elimination		
Type of Facility	Adjustment Factor (Maximum of -4.0)	
	Inconvenience	Major Inconvenience
Medical Facilities	0	-2.0
Government Facilities	0	-1.0
Commerce Facilities	0	-1.0
		Adjustment Factor

NOTE: Individual adjustment factors shall be determined for each type of facility listed in Table 9 and then added together to produce an overall adjustment factor for Table 9.

Table 10-1		
Vehicle Crossing Usage		
Type of Vehicle	Adjustment Factor (Range -3.0 to +3.0)	
	Unsafe Alternative	Safe Alternative
Haz Mat Vehicles	-1.0	+1.0
Vehicles For Hire	-1.0	+1.0
School Buses	-1.0	+1.0
		Adjustment Factor

NOTE: Individual adjustment factors shall be determined for each type of vehicle listed in Table 10-1 and then added together to produce an overall adjustment factor for Table 10-1.

Table 10-2		
Vehicle Crossing Usage		
Type of Vehicle	Adjustment Factor (Maximum of -4.0)	
	Inconvenience	Major Inconvenience
Emergency Vehicles	0	-3.0
Vehicles Owned by Utility Companies	0	-1.0
		Adjustment Factor

NOTE: Individual adjustment factors shall be determined for each type of vehicle listed in Table 10-2 and then added together to produce an overall adjustment factor for Table 10-2.

Table 11

GDOT Defined Variables		Adjustment Factor
Type	Adjustment Factor	
Clearing Sight Distance	+4.0	Adjustment Factor
Traversing the Crossing	+4.0	
High Profile / Humped Crossing	+4.0	
Land Locked Property	-8.0	
Crossing with bells, lights and gates within .5 miles (distance measured along rail)	+0.50	
Grade separated crossing within .25 miles (distance measured along rail)	+1.5	

NOTE: Individual adjustment factors shall be determined for each type of variable listed in Table 11 and then added together to produce an overall adjustment factor for Table 11.

SUM TOTAL OF ADJUSTMENT FACTORS	
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Evaluation Conducted by: _____

Name and Title

Date Completed: _____