

## Guidelines for the Use of EXEMPT Signs at Railroad Crossings in Michigan

As permitted by statute, EXEMPT signs may be used at railroad crossings with the consent of the Michigan Department of Transportation (MDOT). A road authority or railroad desiring to install or remove EXEMPT signs shall submit a Diagnostic Study Team Review (DSTR) request to MDOT. (use MDOT Form #1425)

Requests for EXEMPT signs will be evaluated on a case by case basis and the operating railroad will have an opportunity to share any concerns as part of the DSTR process. MDOT reserves the right to deny a request for an EXEMPT sign DSTR if it believes crossing conditions are not qualified.

If a crossing is approved for EXEMPT sign installation, the operating railroad will be required to provide proof that the track is out of service or that they have implemented a procedure to validate that vehicle traffic is clear of the crossing environment prior to any train or rail equipment entering the roadway.

### Crossing conditions that may qualify for use of EXEMPT signs

- Crossings with tracks that have been removed on both sides of the crossing.
- Crossings on abandoned rail lines waiting to be removed.
- Crossings on inactive rail lines (track not in use).
- Crossings on active rail lines used specifically for rail car storage.

### Crossing conditions that may not qualify for use of EXEMPT signs

- Crossings on multi-lane roadways that have higher traffic speeds.
- Crossings with regular rail service of four or more trains per month.
- Crossings with any rail shipments of hazardous materials.
- Crossings on high-volume roadways, difficult to assure vehicle clearance prior to train entering.
- Crossings with long surfaces, difficult to assure vehicle clearance prior to train entering.
- Crossings with passive warning devices adjacent to crossings with active warning devices.

### Guidance for Crossings with Active Warning Devices and EXEMPT signs

The operating railroad may choose to leave active warning devices in service to help protect railroad employees if the crossing is still being used. The railroad may also elect to use only the island circuit to help alleviate rusty rail conditions (if present) in the approaches.

### Placement of EXEMPT Signs

At crossings with passive warning devices, EXEMPT signs (R15-3P) may be installed below the Crossbuck sign or number of tracks plaque, or on an independent post in close proximity to the crossing.

At crossings with active warning devices, EXEMPT signs (R15-3P) may be installed on the warning device masts (with railroad permission) or on an independent post in close proximity to the crossing, as long as the sign does not obscure the motorist's view of flashing-light signals.

The supplemental EXEMPT sign (W10-1aP) should be used below the Advance Warning Sign.



R15-1



W10-1



R15-3P



W10-1aP