crossing in a New Quiet Zone. Are all required warning devices, signals, pavement markings and advance signing in place, visible and in good condition for both day and night time visibility?

10. What kind of train detection is in place at each crossing? Are these systems old or outmoded; are they in need of replacement, upgrading, or refurbishment?

11. Are there sidings or other tracks adjacent to the crossing that are often used to store railroad cars, locomotives, or other equipment that could obscure the vision of road users as they approach the crossings in the quiet zone? Clear visibility may help to reduce automatic warning device violations.

12. Are motorists currently violating the warning devices at any of the crossings at an excessive rate?

13. Do collision statistics for the corridor indicate any potential problems at any of the crossings?

14. If school buses or transit buses use crossings within the proposed quiet zone corridor, can they be rerouted to use a single crossing within or outside of the quiet zone?

PRIVATE CROSSINGS WITHIN A PROPOSED QUIET ZONE

In addition to the items discussed above, a diagnostic team should note the following issues when examining any private crossings within a proposed quiet zone:

1. How often is the private crossing used?
2. What kind of signing or pavement markings are in place at the private crossing?
3. What types of vehicles use the private crossing?
   - School buses
   - Large trucks
   - Hazmat carriers
   - Farm equipment
4. What is the volume, speed and type of train traffic over the crossing?
5. Do passenger trains use the crossing?
6. Do approaching trains sound the horn at the private crossing?
   - State or local law requires it?
   - Railroad safety rule requires it?
7. Are there any nearby crossings where train horns sound that might also provide some warning if train horns were not sounded at the pedestrian crossing?
8. What are the approach sight distances?
9. What is the clearing sight distance for all approaches?
10. What are the private roadway approach grades?
11. What are the private roadway pavement surfaces?

PEDESTRIAN CROSSINGS WITHIN A PROPOSED QUIET ZONE

In addition to the items discussed in the section titled, “All crossings within a proposed quiet zone”, a diagnostic team should note the following issues when examining any pedestrian crossings within a proposed quiet zone:

1. How often is the pedestrian crossing used?
2. What kind of signing or pavement markings are in place at the pedestrian crossing?
3. What is the volume, speed, and type of train traffic over the crossing?
4. Do approaching trains sound the horn at the pedestrian crossing?
   - State or local law requires it?
   - Railroad safety rule requires it?
5. Are there any crossings where train horns sound that might also provide some warning if train horns were not sounded at the pedestrian crossing?
6. What are the approach sight distances?
7. What is the clearing sight distance for all approaches?

APPENDIX G TO PART 222—EXCESS RISK ESTIMATES FOR PUBLIC HIGHWAY-RAIL GRADE CROSSINGS

Ban Effects/Train Horn Effectiveness

[Summary table]

<table>
<thead>
<tr>
<th>Warning type</th>
<th>Excess risk estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nation (Except Florida East Coast Railway and Chicago Region Crossings)</td>
<td></td>
</tr>
<tr>
<td>Passive</td>
<td>74.9</td>
</tr>
<tr>
<td>Flashers only</td>
<td>30.9</td>
</tr>
<tr>
<td>Flashers with gates</td>
<td>66.8</td>
</tr>
<tr>
<td>Florida East Coast Railway Crossings</td>
<td></td>
</tr>
<tr>
<td>Flashers with gates</td>
<td>90.9</td>
</tr>
<tr>
<td>Chicago Region Crossings</td>
<td></td>
</tr>
<tr>
<td>Passive</td>
<td>To be determined.</td>
</tr>
<tr>
<td>Flashers only</td>
<td>To be determined.</td>
</tr>
<tr>
<td>Flashers with gates</td>
<td>To be determined.</td>
</tr>
</tbody>
</table>

Note One: The warning type column reflects primary warning device types. FRA is aware that a variety of arrangements are in place at individual crossings.

Note Two: The “excess risk estimate” is a figure that represents the amount by which collision frequency has been estimated to increase when routine locomotive horn sounding is restricted at public highway-rail grade crossings.

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