PURPOSE

Railroad corporations have unique legal abilities and responsibilities. Due to this fact, some signage responsibility for highway traffic falls to the railroad. These requirements are listed in various sections of the Wisconsin State Statutes. This policy will clarify installation and maintenance responsibilities for traffic signs at at-grade crossings.

DEFINITIONS

Passive Grade Crossings are defined as at-grade highway-railroad crossings without automatic gates or flashing-light signals.

Maintaining Authority is defined as the unit of government with the responsibility for roadway maintenance at a given crossing.

POLICY AND GUIDELINES

The following table summarizes the installation and maintenance responsibilities of various sign installed in conjunction with at-grade railroad crossings. See the text following the table for further details.

<table>
<thead>
<tr>
<th>SIGN</th>
<th>INSTALLED BY</th>
<th>MAINTAINED BY</th>
</tr>
</thead>
<tbody>
<tr>
<td>R15-1</td>
<td>Railroad</td>
<td>Railroad</td>
</tr>
<tr>
<td>R15-2P</td>
<td>Railroad</td>
<td>Railroad</td>
</tr>
<tr>
<td>R1-2</td>
<td>Railroad</td>
<td>Railroad</td>
</tr>
<tr>
<td>R1-1</td>
<td>Maintaining Authority</td>
<td>Maintaining Authority</td>
</tr>
<tr>
<td>R15-3P</td>
<td>Maintaining Authority</td>
<td>Railroad</td>
</tr>
<tr>
<td>R8-9</td>
<td>Railroad</td>
<td>Railroad</td>
</tr>
<tr>
<td>W10-1</td>
<td>*</td>
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</tr>
<tr>
<td>W10-1A</td>
<td>Maintaining Authority</td>
<td>Maintaining Authority</td>
</tr>
<tr>
<td>Other W10 series signs</td>
<td>Maintaining Authority</td>
<td>Maintaining Authority</td>
</tr>
<tr>
<td>I-13</td>
<td>Railroad</td>
<td>Railroad</td>
</tr>
</tbody>
</table>

REGULATORY SIGNS

R15-1 (Crossbuck) signs: These signs shall be installed and maintained by the Railroad at all at-grade crossings, per State Statute 192.29(5)(a). The railroad shall also install and maintain an R15-2P (Number of Tracks) sign below the R15-1 at all non-gated grade crossings with multiple tracks.

R1-2 (Yield) signs: These signs shall be installed and maintained by the Railroad at all non-stop controlled passive grade crossings, per State Statute 192.29(5)(b).

R1-1 (Stop) signs: These signs may be installed at at-grade crossings when deemed necessary for the public safety. If installed, these signs shall be installed and maintained by the maintaining authority, per State Statute 349.085.

R15-3P (Exempt): These signs shall be installed underneath the R15-1 sign (or R15-2P sign, if present) at crossings declared Exempt by the Office of the Commissioner of Railroads. The initial furnishing and installation of these signs shall be the responsibility of the maintaining authority, but shall be maintained by the Railroad. See State Statutes 195.285 and 346.45(3)(d).

R8-9 (Tracks Out of Service) signs: These signs should be used in place of crossbucks when railroad tracks have been taken out of service as described in the 2009 Wisconsin MUTCD Section 8B.10. These signs shall be installed and maintained by the Railroad.

WARNING SIGNS
*W10-1 (Grade Crossing Advance Warning) sign: These signs shall be installed at all at-grade highway crossings, unless specifically not required in the 2009 Wisconsin MUTCD Section 8B.06. When used, these signs (and any needed replacements) shall be furnished, upon request, by the Railroad for at-grade crossings of county or township maintained roadways, and by the maintaining authority for at-grade crossings of state, city, or village maintained roadways. These signs shall be installed by the maintaining authority. See State Statute 195.286(1).

W10-1A (Exempt) sign: These signs shall be installed underneath the W10-1 sign at crossings declared Exempt by the Office of the Commissioner of Railroads. These signs shall be installed and maintained by the maintaining authority. See State Statutes 195.285 and 346.45(3)(d).

All other W10 series signs – If used, these signs shall be installed and maintained by the maintaining authority.

OTHER SIGNS

I-13 (Emergency Notification Sign): These signs shall be installed and maintained by the Railroad at all at-grade highway crossings. These signs shall also be installed by the Railroad at all private at-grade crossings, by request of the landowner, per State Statute 192.29(6).

8-2-29 Dynamic Envelope Markings

PURPOSE

The MUTCD Section 8B.29 defines dynamic envelope pavement markings as a 4-inch solid white line, placed parallel to and 6 feet away from the nearest rail of an at-grade crossing. The MUTCD further defines a supplemental marking consisting of 12-inch solid white lines, placed at a 45-degree angle and 5 foot spacing between the 4-inch solid lines. This policy will define when a dynamic envelope pavement marking installation may be desirable.

POLICY AND GUIDELINES

Between the 4-inch parallel lines, dynamic envelope markings fully cover 20 percent of the driving surface. This broad coverage area presents a potential safety hazard to bicycles and motorcyclists, as pavement marking material offers significantly less surface friction than unmarked pavement. In addition, this large amount of marking creates a maintenance issue for the department. For these reasons, the following policies shall apply to dynamic envelope marking installations on state maintained roadways:

1. Dynamic envelope pavement markings shall not be permanently installed on state maintained roadways. They shall only be used at at-grade crossings along detours of State, US, or Interstate highways on non-state maintained roadways.

2. Dynamic envelope pavement markings shall not be installed without prior approval from DTIM Rails and Harbors Section.

3. If used, dynamic envelope markings shall conform to the attached details (Figures 1-7).

4. Dynamic envelope markings shall be supplemented by appropriate signs, such as R8-8 DO NOT STOP ON TRACKS or W10-11-A Storage Space sign.

5. If installed along a detour route, the markings shall be either temporary paint or temporary epoxy. After construction, the department will not remove the markings. The maintaining authority of the roadway may remove the markings, maintain the markings, or allow the markings to fade away.
FIG. 1 90° CROSSING
DYNAMIC ENVELOPE MARKING

FIG. 2 LHF SKEW
DYNAMIC ENVELOPE MARKING

FIG. 3 RHF SKEW
DYNAMIC ENVELOPE MARKING

FIG. 4 90° CROSSING
SUPPLEMENTAL DYNAMIC ENVELOPE MARKING
FIG. 5 LHF SKEW
SUPPLEMENTAL DYNAMIC ENVELOPE MARKING

FIG. 6 RHF SKEW
SUPPLEMENTAL DYNAMIC ENVELOPE MARKING

FIG. 7 4 LANE DIVIDED
SUPPLEMENTAL DYNAMIC ENVELOPE MARKING