



STOP SIGN FACT SHEET

To Accompany Missouri Field Inspection Form and Diagnostic Review Check Sheet If Traffic Engineering Study Is Performed

Crossing No. _____ Street/Highway _____

Railroad _____ City/County _____ Date _____

Circle Yes or No for each of the following factors, as they apply to the above-numbered highway-railroad grade crossing:

FUNDAMENTAL INDICATIONS: It is recommended that the following considerations be met in every case before a STOP sign is installed:

Yes	No	1. Local and/or State police and judicial officials will commit to a program of enforcement no less vigorous than would apply at a highway intersection equipped with STOP signs.
Yes	No	2. Installation of a STOP sign would not cause a more dangerous situation (taking into consideration both the likelihood and severity of highway-rail collisions and other highway traffic risks) than would exist with a YIELD sign.

POSITIVE INDICATIONS: Any one of the following conditions indicate that use of STOP signs would tend to reduce risk of a highway-rail collision. It is recommended that the following considerations be weighed against the contra-indications below.

Yes	No	3. Maximum train speeds equal or exceed 30 mph.
		4. Highway traffic mix includes:
Yes	No	A. Buses
Yes	No	B. Hazardous materials carriers
Yes	No	C. Large (trash or earth-moving) equipment.
Yes	No	5. Train movements are 10 or more per day, 5 or more days per week.
Yes	No	6. The rail line is used by passenger trains.
Yes	No	7. The rail line is regularly used to transport a significant quantity of hazardous material.
Yes	No	8. The highway crosses two or more tracks, particularly where both tracks are main tracks or one track is a passing siding that is frequently used.
Yes	No	9. The angle of approach to the crossing is skewed.
Yes	No	10. The line of sight from an approaching highway vehicle to an approaching train is restricted such that approaching traffic is required to substantially reduce speed.

CONTRA-INDICATIONS: Factors to be weighed in opposition to STOP signs.

Yes	No	11. The highway is other than secondary in character. Recommended maximum of 400 ADT in rural areas, and 1,500 ADT in urban areas. (If any of the positive indications apply to a crossing with traffic counts in excess of these levels, strong consideration should be given to installation of automated warning devices.)
		12. All three of the following factors apply:
Yes	No	A. The roadway is a steep ascending grade to or through the crossing;
Yes	No	B. Sight distance in both directions is unrestricted in relation to maximum closing speed;
Yes	No	C. The crossing is used by heavy vehicles.

Traffic Engineer's Recommendation: Based on all the pertinent facts known to me and recorded on this fact sheet, and on the accompanying MISSOURI FIELD INSPECTION FORM and DIAGNOSTIC INSPECTION CHECK SHEET, my recommendation on the question of whether to install Stop Signs as interim traffic control devices at this crossing, together with Stop Ahead advance warning signs, is as follows: (Please check only one box, add comments as desired, and sign the recommendation.)

- I recommend that Stop signs be installed at this highway-railroad grade crossing, as provided in MUTCD Section 8B-9, STOP or YIELD Signs at Grade Crossings, and placed in conformity with the provisions of MUTCD Section 2B-9, Location of Stop Sign and Yield Sign, until active warning devices are installed and placed in service at the crossing. I also recommend that Stop Ahead advance warning signs be installed simultaneously with the STOP signs.
- I do not recommend the installation of Stop Signs and Stop Ahead advance warning signs at this crossing at the present time.

Comments: _____

Signed: _____ Date: _____ Title/Position: _____
 Print Name: _____ Address/City: _____ Telephone: () _____

Also Present during Traffic Engineering Study: (Please sign on appropriate line)

For MCRS: _____ For MoDOT: _____
 For Railroad: _____ For City/County/Other: _____