



HOUSE BILL No. 5118

November 10, 1999, Introduced by Rep. Allen and referred to the Committee on Transportation.

A bill to amend 1993 PA 354, entitled "Railroad code of 1993," by amending section 315 (MCL 462.315).

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Sec. 315. (1) The department, by order, in accordance with
2 section 301, may prescribe active traffic control devices to warn
3 of the approach of trains about to cross a street or highway at
4 public railroad grade crossings consisting of signals with signs,
5 circuitry, or crossing gates and other appurtenances as depicted
6 in the Michigan manual of uniform traffic control devices. Such
7 determinations shall detail the number, type, and location of
8 signals with signs, circuitry, or gates and appurtenances, which,
9 however, shall conform as closely as possible with generally
10 recognized national standards.

1 (2) Except as otherwise provided for in this act, the cost
2 of any installation, alteration, or modernization of active
3 traffic control devices shall be at equal expense of the railroad
4 and road authority.

5 (3) After initial installation, all active traffic control
6 devices, circuitry, and appurtenances at crossings shall be main-
7 tained, enhanced, renewed, and replaced by the railroad at its
8 own expense, except that the road authority shall pay \$580.00 for
9 flashing signals on a single track, \$750.00 for flashing signals
10 and gates on a single track, \$520.00 for flashing signals on can-
11 tilevers on a single track, \$1,040.00 for flashing signals on
12 cantilevers with gates on a single track, \$940.00 for flashing
13 signals and gates on multiple tracks, and \$1,150.00 for flashing
14 signals on cantilevers and gates on a multiple track annually for
15 maintenance to the railroad for each crossing with active traffic
16 control devices not covered by existing or future railroad-road
17 authority agreements. The railroad shall furnish standard equip-
18 ment uniform for all railroads at a cost and installation basis
19 consistent for all railroads. By January 1, 1999, the department
20 shall complete a study to determine the cost of maintenance of
21 active traffic control devices and shall forward a copy of the
22 study to the members of the house and senate committees that con-
23 sider railroad legislation.

24 (4) Standard active railroad-highway traffic control devices
25 consisting of side of street flashing light signals with or with-
26 out half-roadway gates and cantilevers shall include the railroad
27 crossing (crossbuck) sign, ~~"stop on red signal" sign,~~ and

1 number of tracks sign located, designed, and maintained on the
2 signal support as prescribed by the Michigan manual of uniform
3 traffic control devices. The railroad shall perform actual
4 installation and maintenance of these signs. The railroad shall
5 also install, renew, and maintain any signs placed on cantile-
6 vered signal supports. Whenever active traffic control devices
7 are installed at any crossing, they shall be so arranged that for
8 every train or switching movement over the grade crossing, the
9 active traffic control device shall be in operation for a period
10 of not less than 20 seconds or more than 60 seconds in advance of
11 the train movement reaching the nearest established curb line or
12 highway shoulder and the devices shall continue to operate until
13 the train movement has passed the established curb line or shoul-
14 der on the far side of the highway.

15 (5) The department may order a railroad, at the railroad's
16 expense, to stop and flag a crossing for normal train service or
17 when active traffic control devices may become inoperable.