

Rail-Highway Crossing Resource Allocation Procedure

USER'S GUIDE, THIRD EDITION

Federal Railroad
Administration
Office of Safety Analysis
Washington, DC 20590

DOT/FRA/OS-87/10
DOT-TSC-FRA-87-1

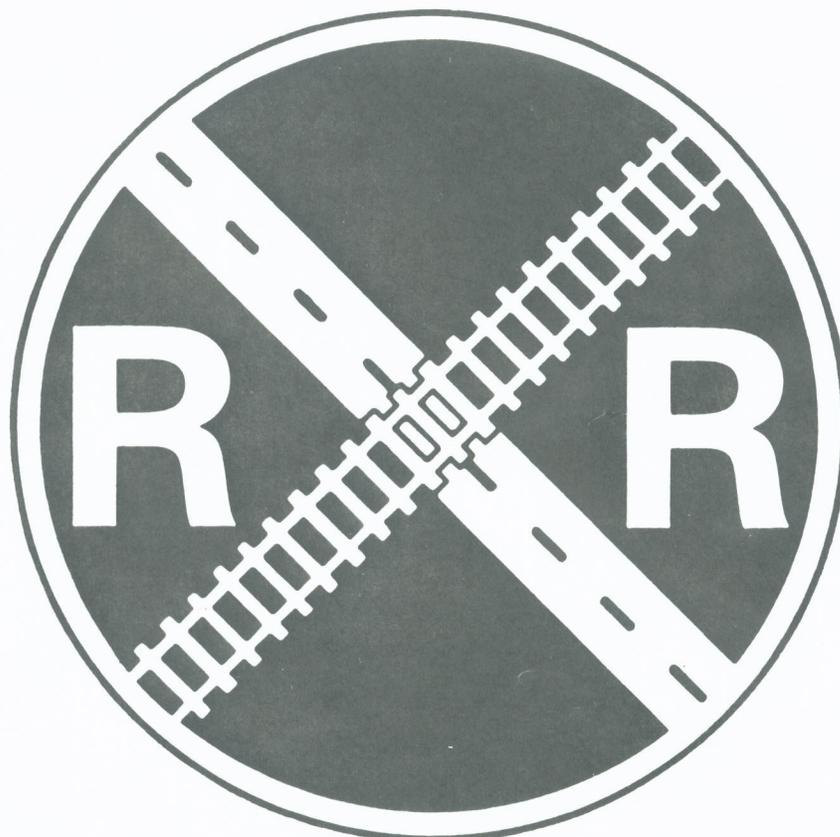
August 1987



U.S. Department
of Transportation

**Federal Railroad
Administration**

**Federal Highway
Administration**



This document is available to the U.S. public through the National Technical Information Service, Springfield, Virginia 22161

NOTICE

This document is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its contents or use thereof.

NOTICE

The United States Government does not endorse products or manufacturers. Trade or manufacturers' names appear herein solely because they are considered essential to the object of this report.

1. Report No. DOT/FRA/OS-87/10	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle RAIL-HIGHWAY CROSSING RESOURCE ALLOCATION PROCEDURE -USER's GUIDE, THIRD EDITION		5. Report Date August 1987	
		6. Performing Organization Code DTS-73	
7. Author(s) Edwin H. Farr		8. Performing Organization Report No. DOT-TSC- FRA-87- 1	
		10. Work Unit No. (TRAI5) RR780/R7027	
9. Performing Organization Name and Address U.S. Department of Transportation Research and Special Programs Administration Transportation Systems Center Cambridge, MA 02142		11. Contract or Grant No.	
		13. Type of Report and Period Covered Final Report April 1986 - January 1987	
12. Sponsoring Agency Name and Address U.S. Department of Transportation Federal Railroad Administration Office of Safety Analysis Washington, DC 20590		14. Sponsoring Agency Code RRS-21	
		15. Supplementary Notes	
16. Abstract The Highway Safety Acts of 1973 and 1976, the Surface Transportation Acts of 1978 and 1982 and the Surface Transportation and Uniform Relocation Assistance Act of 1987 provide funding authorizations for individual states to improve safety at public rail-highway crossings. Safety improvements frequently consist of the installation of active motorist warning devices such as flashing lights or flashing lights with gates. To assist states and railroads in determining effective allocations of Federal funds for rail-highway crossing improvements, the U.S. Department of Transportation has developed the DOT Rail-Highway Crossing Resource Allocation Procedure. The procedure consists of the DOT accident and severity Prediction formulas, which predict the number of accidents and casualties at crossings, and the resource allocation model, which nominates crossings for improvement on a cost-effective basis and recommends the type of warning device to be installed. This guide provides interested users with complete information for application of the DOT Rail-Highway Crossing Allocation Procedure. This third edition of the guide incorporates recalibrated accident and severity prediction formulas using recent inventory and accident experience, and a more flexible and more complete software system.			
17. Key Words Rail-Highway Crossing Grade Crossing Railroad Safety Resource Allocation		18. Distribution Statement DOCUMENT IS AVAILABLE TO THE PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD VIRGINIA 22161	
19. Security Classif. (of this report) UNCLASSIFIED	20. Security Classif (of this page) UNCLASSIFIED	21. No. of Pages 122	22. Price

PREFACE

The Department of Transportation's (DOT) rail-highway crossing accident prediction formula and resource allocation model, described in this report, were developed at the Transportation Systems Center (TSC) under the sponsorship of the Federal Railroad Administration's (FRA) Office of Safety Analysis. When used together, these procedures provide an automated and systematic means of making preliminary cost-effective allocations of funds for improvement options among individual crossings.

This user's guide provides complete information for application of the DOT procedures. Preparation of this third edition was the overall responsibility of Edwin H. Farr of TSC. Randhir Chhatwal of Bedford Research Inc., under contract to TSC, was responsible for development and description of computer programs required for application of the procedures.

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

Symbol When You Know Multiply by To Find Symbol

LENGTH

in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km

AREA

in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha

MASS (weight)

oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t

VOLUME

cup	teaspoons	5	milliliters	ml
1/2 cup	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cup	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft ³	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³

TEMPERATURE (exact)

of	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C
----	------------------------	----------------------------	---------------------	----

Approximate Conversions from Metric Measures

Symbol When You Know Multiply by To Find Symbol

LENGTH

mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
km	kilometers	1.1	yards	yd
		0.6	miles	mi

AREA

cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	

MASS (weight)

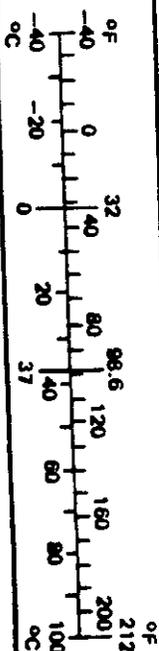
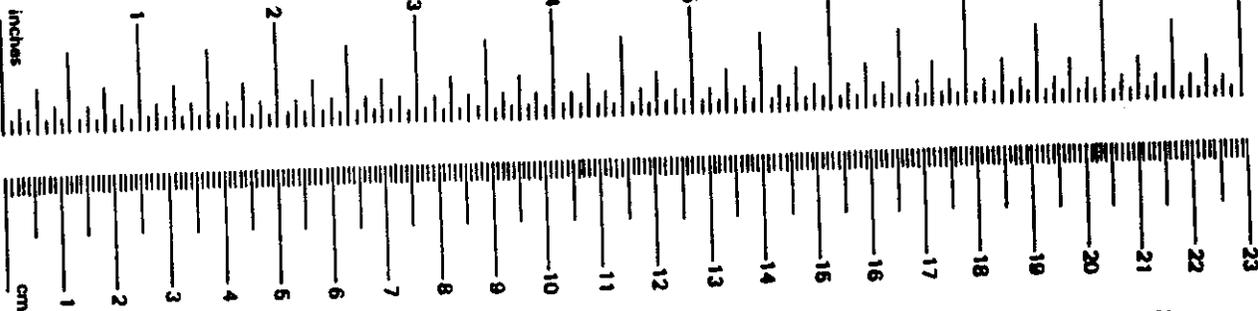
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	

VOLUME

ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	36	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³

TEMPERATURE (exact)

°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F
----	---------------------	-------------------	------------------------	----



1 in. = 2.54 cm (exactly). For other exact conversions and more detail tables see NBS Mon. Publ. 288, Units of Weight and Measure, Price \$2.25 S/D Catalog No. C13 10 288.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1. Introduction	1
1.1 Purpose	1
1.2 Background	1
1.3 Organization of Guide	2
2. DOT Rail-Highway Crossing Resource Allocation Procedure - Overview	3
3. DOT Accident and Casualty Prediction Formula	7
3.1 Introduction	7
3.2 Description of Formulas for Accident Prediction	8
3.2.1 Overview	8
3.2.2 Basic Formula	10
3.2.3 Accident History	13
3.2.4 General Accident Prediction Formula	17
3.3 Description of Formulas for Accident Severity	24
3.3.1 Overview	24
3.3.2 Fatality and Casualty Prediction Formulas	25
3.3.3 Combined Casualty Index Formula	31
4. Resource Allocation Model	34
4.1 Introduction	34
4.2 Resource Allocation Model for Active Warning Devices	34
4.2.1 Overview	34
4.2.2 Description of Model Algorithm	36
4.2.3 Demonstration of Model Algorithm	42
4.2.4 Active Warning Device Cost Data	46
4.2.5 Active Warning Device Effectiveness Data	49
4.2.6 Field Verification and Revision of Resource Allocation Results	51
4.3 Resource Allocation Model for Standard Highway Stop Signs	56
5. Application of DOT Resource Allocation Procedure	59
5.1 DOT Accident and Casualty Prediction Formula	59
5.1.1 Manual Calculation of Predicted Accidents and Casualties	59
5.1.2 Computer Program for Calculation of Predicted Accidents and Casualties	63

TABLE OF CONTENTS (Cont.)

<u>Section</u>	<u>Page</u>
5.2 Computer Program for Resource Allocation Model	66
APPENDIX A	A-1
APPENDIX B	B-1
REFERENCES	R-1

LIST OF ILLUSTRATIONS

<u>Figure</u>		<u>Page</u>
2-1	RAIL-HIGHWAY CROSSING RESOURCE ALLOCATION PROCEDURE	4
3-1	DOT RAIL-HIGHWAY CROSSING ACCIDENT AND SEVERITY PREDICTION FORMULAS	9
3-2	TYPICAL PLOTS OF PROBABILITY OF FATAL ACCIDENTS $P(FA A)$ AND PROBABILITY OF CASUALTY ACCIDENTS $P(CA A)$ AS A FUNCTION OF TIMETABLE TRAIN SPEED v ms	32
4-1	RESOURCE ALLOCATION ALGORITHM	40
4-2	FIELD VERIFICATION WORKSHEET	52
5-1	EXAMPLE OF INPUT PARAMETERS FOR PREDICTED ACCIDENTS PER YEAR	67
5-2	EXAMPLE OF RANKED LIST OF CROSSINGS FOR PREDICTED ACCIDENTS PER YEAR	68
5-3	EXAMPLE OF CROSSINGS SORTED BY ID FOR PREDICTED ACCIDENTS PER YEAR	69
5-4	EXAMPLE OF INPUT PARAMETERS FOR PREDICTED FATAL ACCIDENTS PER YEAR	70
5-5	EXAMPLE OF RANKED LIST OF CROSSINGS FOR PREDICTED FATAL ACCIDENTS PER YEAR	71
5-6	EXAMPLE OF CROSSINGS SORTED BY ID FOR PREDICTED FATAL ACCIDENTS PER YEAR	72
5-7	EXAMPLE OF INPUT PARAMETERS FOR COMBINED CASUALTY INDEX	73
5-8	EXAMPLE OF RANKED LIST OF CROSSINGS FOR COMBINED CASUALTY INDEX	74
5-9	EXAMPLE OF CROSSINGS SORTED BY ID FOR COMBINED CASUALTY INDEX	75
5-10	EXAMPLE OF INPUT PARAMETERS FOR RESOURCE ALLOCATION REPORT PROGRAM	77
5-11	EXAMPLE OF CROSSINGS SELECTED FOR UPGRADE	78
5-12	EXAMPLE OF SELECTED CROSSINGS SORTED BY ID	79
5-13	EXAMPLE OF CANDIDATE CROSSINGS FOR STOP SIGNS	80

LIST OF TABLES

<u>Table</u>	<u>Page</u>
3-1 EQUATIONS FOR CROSSING CHARACTERISTIC FACTORS	12
3-2 FACTOR VALUES FOR CROSSINGS WITH PASSIVE WARNING DEVICES	14
3-3 FACTOR VALUES FOR CROSSINGS WITH FLASHING LIGHT WARNING DEVICES	15
3-4 FACTOR VALUES FOR CROSSINGS WITH GATE WARNING DEVICES	16
3-5 VALUES OF B, GIVEN THE INITIAL PREDICTION AND ACCIDENT HISTORY, 1 YEAR OF ACCIDENT DATA (T=1)	18
3-6 VALUES OF B, GIVEN THE INITIAL PREDICTION AND ACCIDENT HISTORY, 2 YEARS OF ACCIDENT DATA (T=2)	19
3-7 VALUES OF B, GIVEN THE INITIAL PREDICTION AND ACCIDENT HISTORY, 3 YEARS OF ACCIDENT DATA (T=3)	20
3-8 VALUES OF B, GIVEN THE INITIAL PREDICTION AND ACCIDENT HISTORY, 4 YEARS OF ACCIDENT DATA (T=4)	21
3-9 VALUES OF B, GIVEN THE INITIAL PREDICTION AND ACCIDENT HISTORY, 5 YEARS OF ACCIDENT DATA (T=5)	22
3-10 EQUATIONS FOR CROSSING CHARACTERISTIC FACTORS FOR FATAL ACCIDENT PROBABILITY FORMULA	27
3-11 EQUATIONS FOR CROSSING CHARACTERISTIC FACTORS FOR CASUALTY ACCIDENT PROBABILITY FORMULA	28
3-12 FACTOR VALUES FOR FATAL ACCIDENT PROBABILITY FORMULA	29
3-13 FACTOR VALUES FOR CASUALTY ACCIDENT PROBABILITY FORMULA	30
4-1 EFFECTIVENESS/COST BY SYMBOL MATRIX	38
4-2 SAMPLE CROSSINGS FOR ALGORITHM DEMONSTRATION	43
4-3 EFFECTIVENESS/COST INPUT DATA	43
4-4 STEP 2: CALCULATION OF ACCIDENT REDUCTION/COST RATIOS	45
4-5 STEP 3: RANKING OF ACCIDENT REDUCTION/COST RATIOS	46
4-6 WARNING DEVICE IMPROVEMENT COSTS, 1983	47

LIST OF TABLES (Cont.)

<u>Table</u>		<u>Page</u>
4-7	STANDARD SET OF EFFECTIVENESS VALUES FOR WARNING DEVICE IMPROVEMENTS	50
4-8	EXTENDED SET OF EFFECTIVENESS VALUES FOR WARNING DEVICE IMPROVEMENTS	51
5-1	CHARACTERISTICS OF SAMPLE CROSSING	59