

8830.0700 SUPPLEMENTARY ADVANCE-WARNING SIGNS.

Subpart 1. **Where signs are used.** Mn/DOT has adopted supplementary railroad advance-warning signs numbered W10-X1, W10-X2, W10-X3, and W13-1, as described in this part. These signs are intended for use in advance of grade crossings where neither active warning devices nor stop signs have been installed and where conditions indicate the need for additional advance warning supplementing that provided by the W10-1 circular railroad advance-warning sign. The use of these signs must be based on investigation by the road authority or the commissioner of conditions at the grade crossing, such as train and vehicle speeds, sight distractions or obstructions, stopping distances, and similar criteria.

The installation, maintenance, and costs of supplementary railroad advance-warning signs are responsibilities of the road authority.

Subp. 1a. **Reflectorization.** By January 1, 1997, all existing supplementary railroad advance-warning signs will be replaced with supplementary advance-warning signs that are reflectorized with wide-angle, prismatic, retroreflective sheeting or with a material that is equivalent.

After a supplementary railroad advance-warning sign reflectorized with wide-angle, prismatic, retroreflective sheeting or with an equivalent material is installed, future replacement of that supplementary railroad advance-warning sign by the road authority must be to at least the same level of reflectorization.

Subp. 2. **Preceded by advance-warning sign.** The supplementary advance-warning signs may be used individually or in logical sequence, but must always be preceded on the approach by the W10-1 sign, which is the initial and primary warning sign to be installed at grade crossings.

Subp. 3. **Intended functions of signs.** Supplementary advance-warning signs alert motorists as follows:

A. The track-angle sign, numbered W10-X1 and shown in part 8830.9931, subpart 1, shows that the track crosses the roadway at a skew, and alerts the motorist that extra care may be needed to ascertain whether trains are approaching. It must display a track symbol at 45 degrees left or right, depending if it's a left skew or right skew.

B. The blind-crossing sign, numbered W10-X2 and shown in part 8830.9931, subpart 2, warns of sight obstructions at the grade crossing area and calls for added vigilance on the part of the motorist.

C. The look for trains sign, numbered W10-X3 and shown in part 8830.9931, subpart 3, may follow the blind-crossing sign or other advance-warning sign for additional emphasis by providing a reminder that it is the motorist's obligation to ascertain whether or not it is safe to proceed over the grade crossing.

D. Advisory speed plates, numbered W13-1, may be mounted beneath a railroad advance-warning sign to indicate the safe vehicle-approach speed to the grade crossing.

Subp. 4. [Renumbered subp. 3, item B]

Subp. 5. [Renumbered subp. 3, item C]

Subp. 6. [Renumbered subp. 3, item D]

Subp. 7. [Repealed, 23 SR 524]

Statutory Authority: *MS s 218.071; 219.073; 219.165; 219.17; 219.384; 222.50; 222.58; 222.63*

History: *17 SR 1279; 23 SR 524*

Published Electronically: *October 2, 2007*