Florida Department of Transportation

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TRAFFIC OPERATIONS BULLETIN 01-15

Date: March 2, 2015

To: District Traffic Operations Engineers

From: Mark C. Wilson, P.E., Director, Traffic Engineering and Operations Office

Copies: Fred Heery, Alan El-Urfali, Raj Ponnaluri, Angela Wilhelm

Subject: Yellow Change and Red Clearance Intervals at Signals with Rail Preemption

This bulletin establishes standardized policy for the implementation of updated yellow change and red clearance intervals at signals with railroad preemption in accordance with 2014 Traffic Engineering Manual (TEM).

BACKGROUND

Section 3.6 of the TEM describes the methodology to be used to establish yellow change intervals and red clearance intervals at signalized intersections. This section was recently updated to include increased yellow change and red clearance intervals. In the vicinity of railroad crossings, sensors installed on the tracks prompt signal preemption to clear queues when a train approaches the railroad crossing. The effort to relocate these sensors can be cost prohibitive. Central Office Traffic Operations is working with Central Office Rail to address items related to rail preemption.

REQUIREMENTS

Signalized intersections that cannot be adapted to include the timings in TEM Section 3.6 due to inadequate railroad preemption time must comply with the standards immediately upon modification of railroad preemption equipment. Until the preemption equipment is modified, the clearance intervals shall meet the minimum requirements set forth in MUTCD Section 4D.26.

At signalized locations with railroad preemption, Traffic Infraction Detectors shall not be installed on any approach. Permits for existing Traffic Infraction Detectors on any such approaches should not be renewed. This guidance is consistent with the January 2015 "Traffic Infraction Detector Placement and Installation Specifications."

CONTACTS

For related questions, contact:

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