



National Committee on Uniform Traffic Control Devices

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Item No.: 18A-RR-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: RRLRT Technical Committee
ITEM NUMBER: 18A-RR-01
TOPIC: Another Train Coming
ORIGIN OF REQUEST: RRLRT Technical Committee
AFFECTED SECTIONS OF MUTCD: New Section 8C.XX (following 8C.07 Wayside Horn Systems)

DEVELOPMENT HISTORY:

- Approved by Technical Committee: 01/04/2018
- Approved by NCUTCD Council:

This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

This proposed change to MUTCD provides support and options for a new traffic control device whose purpose is to provide warning of another train approaching a grade crossing closely following a prior train.

DISCUSSION:

Nationally, the rail industry has seen an increase in pedestrian fatalities and injuries at multiple track grade crossings, especially near station stops where an inattentive pedestrian steps into the path of an oncoming train. This condition typically occurs when a train stops just beyond a grade crossing at a station platform. In many cases, the view of an approaching train on another track is obstructed by the stopped train. Errant pedestrians may conclude that the conventional warning devices remain active because of the stopped train when in fact they are operating due to the approaching train on another track. The rail industry has already installed a variety of devices intended to provide warning of another train coming with no standardization. In other cases, the

36 conditions that lead up to an incident involving another train coming are ignored. The purpose of
37 this proposed change is to provide awareness of the condition to a diagnostic team and provide
38 options for traffic control devices which may be used to provide additional warning.

39 40 **RECOMMENDED MUTCD CHANGES**

41
42 The following present the proposed changes to the current MUTCD within the context of the
43 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
44 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
45 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
46 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
47 comments may be provided with the MUTCD text. These comments are indicated by
48 highlighted light blue in brackets.

49 50 51 Section 8C.XX (following 8C.07 Wayside Horn Systems)

52 Support:

53 Conflicts between crossing users and trains can occur at multi-track crossings as well as near
54 station platforms when a train meets or overtakes a stopped or moving train. If the grade
55 crossing warning system has been activated by a prior train, grade crossing users may not
56 consider the arrival of another train on a different track and may fail to look both ways before
57 crossing each track.

58 59 Option:

60 If a diagnostic team determines that there is a need to warn grade crossing users at a multi-track
61 crossing that additional trains may be on approach to the crossing, supplemental warning devices
62 may be installed. Factors that may be considered in the determination include pedestrian
63 utilization and collision history, train volumes, speeds and operations, and the presence of a
64 nearby station or transit center.

65
66 The LOOK sign (R15-8) may be used at passive crossings as provided for in Section 8B.17.

67
68 An ANOTHER TRAIN COMING (Example 1) train-activated blank-out warning sign may be
69 used to warn of the approach of another train. The sign may be phased (flashed) in accordance
70 with Section 2L when activated, and may be supplemented with an audible sound which is
71 distinguishable from a normal railroad crossing bell, or with a verbal message.

72
73 The ANOTHER TRAIN COMING sign may be mounted on a flashing light signal support
74 below the flashing lights, on a separate support adjacent to the flashing lights, or on the back side
75 of a flashing light signal support on the left side of the grade crossing. If there are no flashing
76 lights, the sign may be installed where flashing lights would otherwise be located, or at a location
77 determined by the diagnostic team to have adequate visibility which may include mounting on
78 traffic signal infrastructure.

Example 1



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PROPOSED CHANGE TO MUTCD