



National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022
Phone/Text: 231-4-NCUTCD (231-462-8823)
E-mail: secretary@ncutcd.org Website: <https://ncutcd.org>

Item No.: 24B-RR-03

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE: Railroad & Light Rail Transit Technical Committee
ITEM NUMBER: 24B-RR-03
TOPIC: Crossbucks at Restricted Sight Distance Grade Crossings
ORIGIN OF REQUEST: RRLRT Technical Committee
AFFECTED SECTIONS OF MUTCD: Section 8B.03, Section 8B.04

DEVELOPMENT HISTORY:

Approved by RRLRT TC: 06/27/2024
Approved by NCUTCD Council:

This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee or joint task force 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:

The proposal eliminates Standards in Part 8 that are duplicative with provisions in Part 2 regarding installation of supplementary signs on the left side of the roadway.

DISCUSSION:

Section 8B.03 Paragraph 7 and Section 8B.04 Paragraph 3 contain Standards regarding installation of Grade Crossing (Crossbuck) signs on the left side of the roadway where the grade crossing has restricted sight distance or unfavorable geometry. The Option statement in Section 2A.13 Paragraph 14 already permits signs to be placed in the median or on the left-hand side of the road. In addition, the appropriate traffic control devices at a grade crossing, including the need for any supplementary signs, are to be recommended by the Diagnostic Team as described in Section 8A.03. Based on the existing provisions in Section 2A.13, the proposal eliminates the two Standard statements in Sections 8B.03 and 8B.04 that are unnecessary and duplicative.

RECOMMENDED MUTCD CHANGES:

36 The following present the proposed changes to the current MUTCD within the context of the
37 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
38 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
39 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
40 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
41 background comments may be provided with the MUTCD text. These comments are indicated
42 by bracketed white text in shaded green. Deletions made by a technical committee or task
43 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~
44 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after
45 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

46
47
48 **PART 8 RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS**

49
50 **CHAPTER 8B. SIGNS**

51
52 **Section 8B.03 Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque**
53 **(R15-2P) at Active and Passive Grade Crossings Active Traffic Control Systems**

54 **Standard:**

55 01 **The Grade Crossing (R15-1) sign (see Figure 8B-1), commonly identified as the Crossbuck**
56 **sign, shall be retroreflective white with the words RAILROAD CROSSING in black lettering,**
57 **mounted as shown in Figure 8B-2.**

58 **Support:**

59 02 **In most States, the Crossbuck sign requires road users to yield the right-of-way to rail traffic at a**
60 **grade crossing**

61 **Standard:**

62 03 **As a minimum, one Crossbuck sign shall be used on each highway approach to every highway-**
63 **rail grade crossing, alone or in combination with other traffic control devices.**

64 04 **As a minimum, one Crossbuck sign shall be used on each highway approach to every highway-**
65 **LRT grade crossing where flashing-light signals or automatic gates are used, alone or in**
66 **combination with other traffic control devices.**

67 **Option:**

68 05 **A Crossbuck sign may be used on a highway approach to a highway-LRT grade crossing where**
69 **flashing-light signals or automatic gates are not used, alone or in combination with other traffic control**
70 **devices.**

71 **Standard:**

72 06 **If there are two or more tracks at a grade crossing, the number of tracks shall be indicated on**
73 **a supplemental Number of Tracks (R15-2P) plaque (see Figure 8B-1) of inverted T shape mounted**
74 **below the Crossbuck sign in the manner shown in Figure 8B-2.**

75 07 **On each approach to a highway-rail grade crossing and, if used, on each approach to a**
76 **highway-LRT grade crossing, the Crossbuck sign shall be installed on the right-hand side of the**
77 **highway on each approach to the grade crossing. ~~Where restricted sight distance or unfavorable~~**
78 **~~highway geometry exists on an approach to a grade crossing, or where there is a one-way multi-lane~~**
79 **~~approach, an additional Crossbuck sign shall be installed on the left-hand side of the highway,~~**
80 **~~possibly placed back-to-back with the Crossbuck sign for the opposite approach, or otherwise~~**
81 **~~located so that two Crossbuck signs are displayed for that approach.~~**

82 **Section 8B.04 Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade**
83 **Crossings Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque (R15-**
84 **2P) at Active and Passive Grade Crossings Active Traffic Control Systems**

85 **Standard:**

86 01 A Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, and a Number of Tracks
87 (R15-2P) plaque if two or more tracks are present, that complies with the provisions of Section
88 8B.03, and either a YIELD (R1-2) or STOP (R1-1) sign installed on the same support, except as
89 provided in Paragraph 10 of this Section. YIELD or STOP signs used at passive grade crossings
90 shall be installed in compliance with the provisions of Section 2B.18, and Figures 8B-2 and 8B-3.

91 02 At all public highway-rail grade crossings that are not equipped with the active traffic control
92 systems that are described in Chapter 8D, except crossings where road users are directed by an
93 authorized person on the ground to not enter the crossing at all times that an approaching train is
94 about to occupy the crossing, a Crossbuck Assembly shall be installed on the right-hand side of the
95 highway on each approach to the highway-rail grade crossing.

96 03 If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing
97 that is not equipped with the active traffic control systems that are described in Chapter 8D, a
98 Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to
99 the highway-LRT grade crossing.

100 04 ~~Where restricted sight distance or unfavorable highway geometry exists on an approach to a~~
101 ~~grade crossing that has a Crossbuck Assembly, or where there is a one-way multi-lane approach, an~~
102 ~~additional Crossbuck Assembly shall be installed on the left hand side of the highway.~~

103 05 A YIELD sign shall be the default traffic control device for Crossbuck Assemblies on all
104 highway approaches to passive grade crossings unless an engineering study performed by the
105 regulatory agency or highway authority having jurisdiction over the roadway approach determines
106 that a STOP sign is appropriate.