



# National Committee on Uniform Traffic Control Devices

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Item No.: 24B-RR-04

## 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-04  
**TOPIC:** Audible Warning Devices on Flashing-Light Signals  
**ORIGIN OF REQUEST:** RRLRT Technical Committee  
**AFFECTED SECTIONS OF MUTCD:** Section 8D.02

### 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 upgrades an existing Option statement regarding audible warning devices at grade crossings to a Guidance statement, consistent with other provisions in Part 8.

### DISCUSSION:

Section 8E.07 Paragraph 4 includes a Guidance statement that audible warning devices be provided at pathway and sidewalk grade crossings to warn pedestrians, bicycles, and other non-motorized users. However, Section 8D.02 Paragraph 5 states that audible warning devices on flashing-light signals are optional. Providing audible warning devices on all flashing-light signals is an industry best practice for safety because they provide warning to all road users. The existing Option statement in Section 8D.02 could also create inconsistencies where there is a bicycle facility in the street (i.e., not a pathway) at a grade crossing. The proposal changes the existing Section 8D.02 provision regarding audible warning devices from an Option to Guidance for consistency with Section 8E.07 and with industry best practice.

### 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.

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

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50 **CHAPTER 8D. FLASHING-LIGHT SIGNALS, AUTOMATIC GATES, AND TRAFFIC**  
51 **CONTROL SIGNALS**

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53 **Section 8D.02 Flashing-Light Signals**

54 Support:

55 01 Section 8D.04 contains additional information regarding flashing-light signals at highway-LRT  
56 grade crossings in semi-exclusive and mixed-use alignments.

57 **Standard:**

58 02 **If used, the flashing-light signal assembly (shown in Figure 8D-1) on the side of the highway**  
59 **shall include a standard Crossbuck (R15-1) sign, and where there is more than one track, a**  
60 **supplemental Number of Tracks (R15-2P) plaque, all of which indicate to motorists, bicyclists, and**  
61 **pedestrians the location of a grade crossing.**

62 *Guidance:*

63 03 *The bottom of the Number of Tracks (R15-2P) plaque (when used) should be located as low as*  
64 *practicable above the flashing-light backgrounds. The Crossbuck (R15-1) sign should be located just*  
65 *above the Number of Tracks (R15-2P) plaque or, if no plaque is present, the bottom of the Crossbuck sign*  
66 *should be located as low as practicable above the flashing-light backgrounds.*

67 Support:

68 04 Additional information regarding sizes and clearances of components used on flashing-light signals  
69 can be found in Part 3 of the “2023 AREMA Communications and Signals Manual” published by the  
70 American Railway Engineering and Maintenance-of-Way Association (AREMA).

71 ~~Option:~~ Guidance:

72 05 *At highway-rail grade crossings, bells or other audible warning devices ~~may~~ should be included in*  
73 *the assembly and ~~may~~ should be operated in conjunction with the flashing-light signals to provide*  
74 *additional warning for pedestrians, bicyclists, and/or other non-motorized road users.*