



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-05

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-05
TOPIC: Detectable Warning at Swing Gates
ORIGIN OF REQUEST: RRLRT Technical Committee
AFFECTED SECTIONS OF MUTCD: Section 8E.06, Section 8E.09

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 revises the placement of detectable warnings in two Part 8 figures to locate them downstream of a swing gate for consistency in the placement of detectable warnings at all grade crossings.

DISCUSSION:

Figures 8E-6 and 8E-9 show the arrangement of traffic control devices at grade crossings with automatic pedestrian gates and an escape route that includes a swing gate. In both figures, the detectable warnings at the swing gates are shown on the rail side of the swing gate. Detectable warnings indicate when a pedestrian is entering and leaving a hazard area. At a grade crossing the detectable warnings on the downstream (exiting) side of the crossing need to be located where the pedestrian is clear of the crossing, which would be beyond the automatic pedestrian gate and swing gate. This proposal relocates the dateable warnings downstream of the swing gates and eliminates the North arrows because they do not add any useful information to the figures.

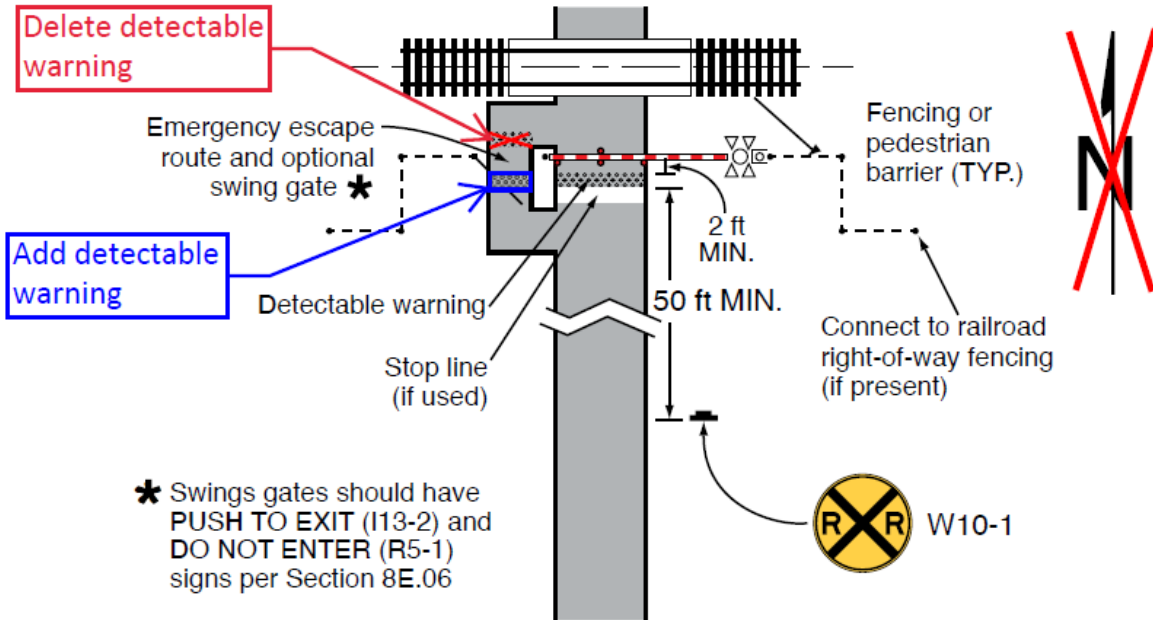
RECOMMENDED MUTCD CHANGES:

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

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

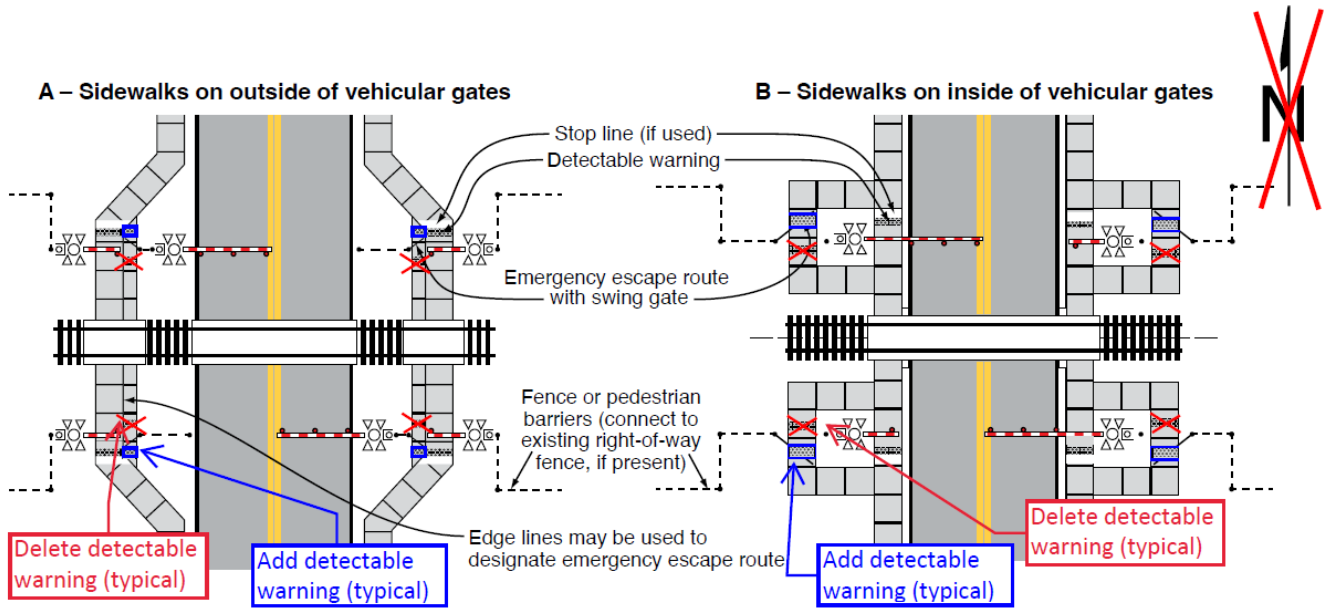
50 **CHAPTER 8E. PATHWAY AND SIDEWALK GRADE CROSSINGS**

51 **Figure 8E-6. Example of an Automatic Pedestrian Gate and an Emergency**
 52 **Escape Route at a Pathway Grade Crossing**



57
58

Figure 8E-9. Example of Active Traffic Control Systems with Automatic Pedestrian Gates and Swing Gates at a Sidewalk Grade Crossing



59