

Approved by NCUTCD Council January 20, 2006

TECHNICAL COMMITTEE: Railroad and Light Rail Transit Technical Committee

DATE OF ACTION: January 20, 2006

TOPIC: Gate Arm Striping

ORIGIN OF REQUEST: NCUTCD Railroad and Light Rail Transit Technical Committee

AFFECTED PORTIONS OF MUTCD: Figures 8D-1, 10D-3, 10D-4 and Section 8D.04

DISCUSSION: This proposed change was sent to sponsors and two comments were addressed. The first recommended and the RR&LRTTC agreed that a 10 year period should be allowed for implementation. The second recommendation was to drop a proposed addition to 6F.58 with which the technical committee agreed.

ACTION: Approved by National Committee

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Section 8D.04 Automatic Gates

Support:

An automatic gate is a traffic control device used as an adjunct to flashing-light signals.

Standard:

The automatic gate (see Figure 8D-1) shall consist of a drive mechanism and a fully retroreflectorized red- and white-striped gate arm with lights. When in the down position, the gate arm shall extend across the approaching lanes of highway traffic.

In the normal sequence of operation, unless constant warning time or other advanced system requires otherwise, the flashing-light signals and the lights on the gate arm (in its normal upright position) shall be activated immediately upon detection of the approaching train. The gate arm shall start its downward motion not less than 3 seconds after the flashing-light signals start to operate, shall reach its horizontal position at least 5 seconds before the arrival of the train, and shall remain in the down position as long as the train occupies the highway-rail grade crossing.

When the train clears the highway-rail grade crossing, and if no other train is detected, the gate arm shall ascend to its upright position, following which the flashing lights and the lights on the gate arm shall cease operation.

Gate arms shall be fully retroreflectorized on both sides, have vertical 45-degree diagonal stripes alternately red and white at 400 mm (16 in) intervals measured horizontally, and shall have at least three red lights as indicated in Figure 8D-1.

Figure 8D-1. Composite Drawing of Active Traffic Control Devices for Highway-Rail Grade Crossings Showing Clearances

Figure 10D-3. Example of Pedestrian Gate Placement Behind the Sidewalk

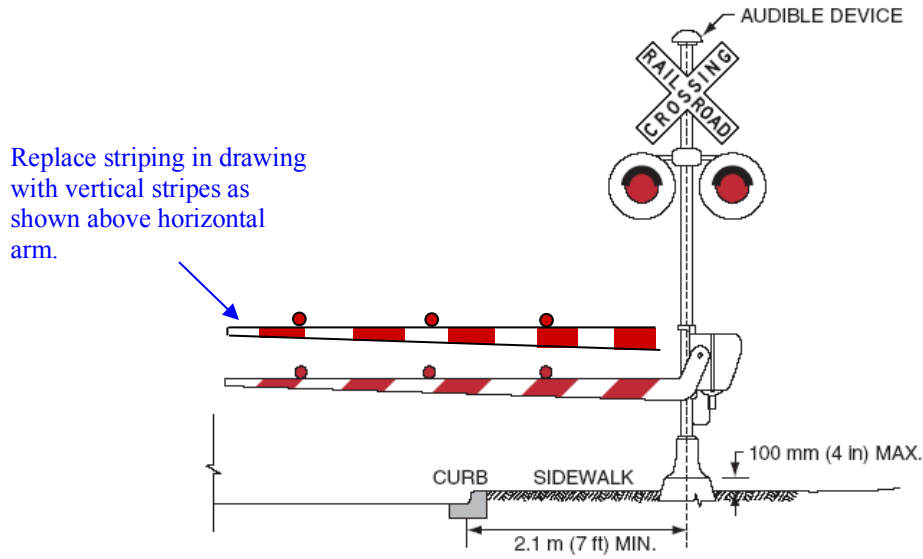
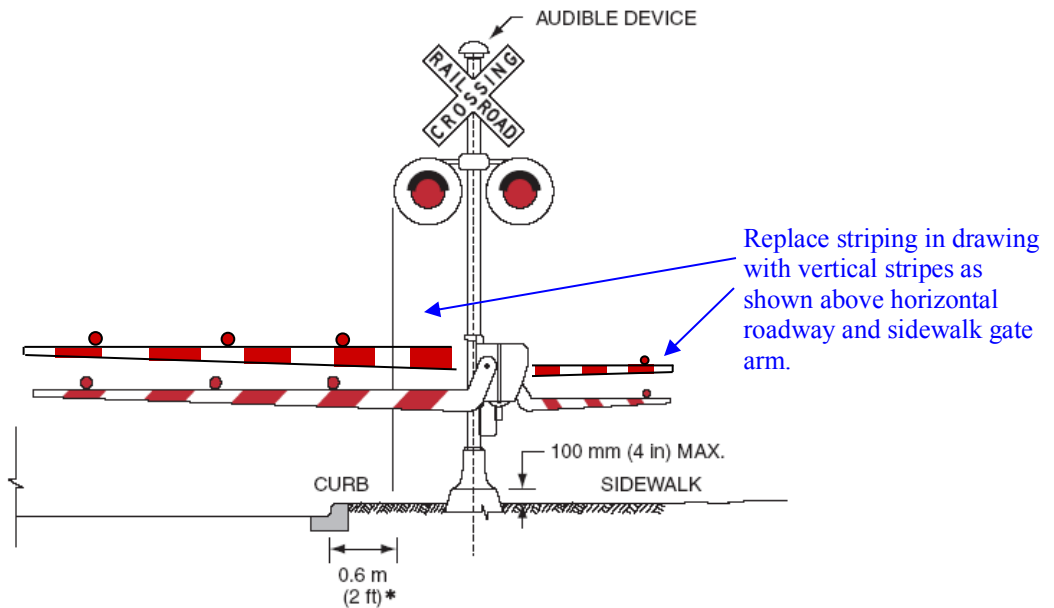


Figure 10D-4. Example of Pedestrian Gate Placement with Pedestrian Gate Arm



* For locating this reference line at other than curb section installation, see Section 8D.01.