

ATTACHMENT NO. 1**RW # 9, January 2011**

TECHNICAL COMMITTEE: Regulatory & Warning Signs following sponsor comments

TOPIC: Low Volume Road RR Xings

STATUS/DATE OF ACTION:

TC Drafts: 01/28/10, 02/03/10, 03/31/10, 01/10/11
Revisions Yellow

TC Approval: RR LRT 06/XX/2006, RWSTC 06/20/2010

Transmitted to Sponsors: RR LRT 10/XX/2006 RW #9 10/28/2010

TC Approval following sponsor comments: 1-20-11

Council Approval: 1-21-11

ORIGIN OF REQUEST: RWSTC

AFFECTED SECTIONS OF MUTCD: 5F.02, 5F.04, & Figure 5F-1.

SUMMARY:

The Technical Committee recommended text and Figures in Part 5 MUTCD for Low Volume Rural Roads to make Part 5 consistent with Part 8. The NCUTCD approved those revisions on 6/21/08 based on recommendations of RR/LRT and recommended them to FHWA. In the review of the comments to rulemaking, the FHWA agreed with the changes but through oversight failed to get them in the final document.

DISCUSSION

This additional text in Part 5 is still an important detail for low volume rural roads as the conversion in signing is made to provide YIELD or STOP signs at all passive highway-rail grade crossings. The addition in Part 5 will catch the attention of local jurisdictions with grade crossings on low volume roadways and encourage the upgrade of the traffic control devices to the new standards. The NCUTCD reiterates our previous approval of this request and recommends that it be added to the MUTCD. The text as recommended by the FHWA in Final Rulemaking has been incorporated in the changes.

The RWSTC initiated these revisions to Part 5 again in 2010 with the recommended changes going out to Sponsors fall of 2010. The changes proposed by RWSTC varied from the ones that were proposed and approved in 2006 resulting in several comments from the Sponsors. Based on the Sponsors comments, the recommendations have been changed back to the text and figure changes proposed and approved in 2006.

RECOMMENDED MUTCD PROVISIONS/ REVISIONS

Section 5F.02 Grade Crossing Crossbuck Assembly (Crossbuck) Sign and Number of Tracks Plaque (R15-1, R15-2P)

-Support:

01 In most States, the Grade Crossing (Crossbuck) (R15-1) sign (see Figure 5F-1) requires road users to yield the right-of-way to rail traffic at a highway-rail grade crossing.

Standard:

02 The Crossbuck (R15-1) sign shall be used at all highway-rail grade crossings, except as otherwise provided in Section 8B.03. For all low-volume roads, Crossbuck signs shall be used on the right-hand side of each approach. If there are two or more tracks, the supplemental Number of Tracks (R15-2P) plaque (See Figure 5F-1) shall display the number of tracks and shall be installed below the Crossbuck sign. For all low-volume roads, a Crossbuck Assembly consisting of a Crossbuck (R15-1) sign, a Number of Tracks (R15-2) sign if two or more tracks are present, and either a YIELD (R1-2) sign or a STOP (R1-1) sign as required (see Figure 5F-1 and Section 8B.04) shall be used on the right-hand side of each approach at all highway-rail grade crossings not equipped with active traffic control systems.

03 A strip of retroreflective white material not less than 2 inches in width shall be used on the back of each blade of each Crossbuck sign for the length of each blade, at all highway-rail grade crossings, except those where Crossbuck signs have been installed back-to-back.

04 A vertical strip of retroreflective white material, not less than 2 inches in width, shall be used on each support at passive highway-rail grade crossings for the full length of the front and back of the support from the Crossbuck sign or Number of Tracks plaque to within 2 feet above the ground, except on the side of those supports where a STOP (R1-1) or YIELD (R1-2) sign or flashing lights have been installed or on the back side of supports for Crossbuck signs installed on one-way streets.

A YIELD sign shall be the default traffic control device on all highway approaches to passive highway-rail grade crossings unless an engineering study determines that a STOP sign is appropriate (See Section 8B.04).

Section 5F.04 STOP and YIELD Signs (R1-1, R1-2) Stop Ahead and Yield Ahead Signs (W3-1, W3-2).

Standard:

01 The use and application at passive highway-rail grade crossings on low-volume roads of Crossbuck Assemblies with YIELD (R1-2) signs or STOP (R1-1) signs shall comply with the provisions of Section 8B.04.

02 At all highway-rail grade crossings where YIELD or STOP signs are installed, Yield Ahead (W3-2) or Stop Ahead (W3-1) signs shall also be installed if the criteria for their installation in Section 2C.36 is met.

A Stop Ahead (W3-1) sign or Yield Ahead (W3-2) sign shall be used in advance of a STOP or YIELD sign at a highway-rail grade crossing if the STOP or YIELD sign is not visible for an adequate distance that enables the road user to bring the vehicle to a safe stop in advance of the highway-rail grade crossing.

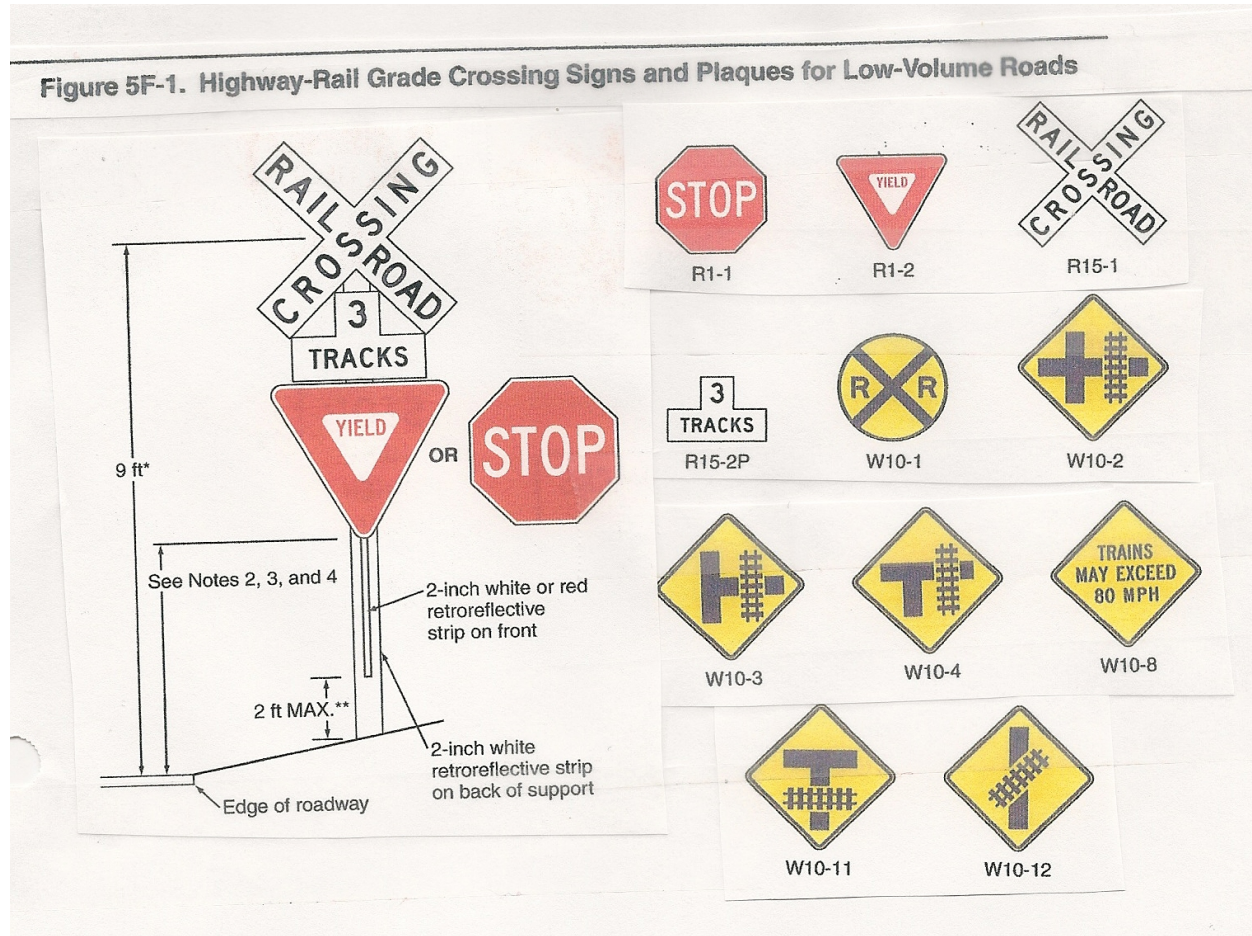
If a Yield Ahead (W3-2) or Stop Ahead (W3-1) sign is installed on the approach to a crossing, the W10-1 sign shall be installed in advance of the Yield Ahead or Stop Ahead sign. The Yield Ahead or Stop Ahead sign shall be located in accordance with Table 2C-4. The minimum distance between the signs shall be in accordance with Section 2C.05 and Table 2C-4.

Section 5F.05 Pavement Markings

Guidance:

Pavement markings at highway-rail grade crossings *in accordance with Sections 8B.20 and 8B.21*, should be used on paved low-volume roads, particularly if they are already deployed at most other highway-rail grade crossings within the immediate vicinity, or when the roadway has center line markings.

Revise Figure 5F-1. Highway-Rail grade Crossing Signs and Plaques for Low Volume Roads
Replace the Crossbuck sign and Tracks plaque with items outlined in Red.



Vote: RWSTC For 21

Opposed 1

Abstentions 1

Approved 1-20-11

Vote: Council For: 37 Opposed: 0 Abstentions: 1

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