TECHNICAL COMMITTEE: Railroad / Light Rail Transit Technical Committee

TOPIC: Revision of signing and marking requirements for grade crossings

STATUS/DATE OF ACTION: Send for Sponsor Comment
TC Drafts: 06/30/2010
RRLRT TC Approval: 07/01/2010
Transmitted to Sponsors: 10/28/2010
Council Approval: 01/21/2011

ORIGIN OF REQUEST: RR/LRT TC

AFFECTED SECTIONS OF MUTCD: 8A.08 Change, 8B.01 Change, 8B.09 Change, 8B.10 Change, 8C.07 Change

SUMMARY:
The purpose of these changes is to clarify wording. These changes do not affect the meaning of the wording, and may be considered editorial in nature.

DISCUSSION
The proposed changes have been reviewed by the RR/LRT TC. It is recommended that the proposed changes be sent for sponsor comment.

RECOMMENDED CHANGES TO THE MUTCD
Note: Existing MUTCD text to be deleted is shown in double-strikethrough red. New text to be added is shown in underline blue.

1) Revised Section 8A.08:
Standard:
When a grade crossing exists either within or in the vicinity of a temporary traffic control zone, lane restrictions, flagging (see Chapter 6E), or other operations shall not be performed in a manner that would cause highway vehicles to stop on the railroad or LRT tracks, unless a flagger or uniformed law enforcement officer is provided at the grade crossing to minimize the possibility of highway vehicles stopping on the tracks, even if automatic warning devices are in place.

Guidance:

The agencies responsible for the operation of the LRT and highway should be contacted when the initial planning begins for any temporary traffic control zone that might directly or indirectly influence the flow of traffic on mixed-use facilities where LRT and road users operate.

2) Revised Section 8B.01:

Support:

Passive traffic control systems, consisting of signs and pavement markings only, identify and direct attention to the location of a grade crossing and advise road users to slow down or stop at the grade crossing as necessary in order to yield to any rail traffic occupying, or approaching and in proximity to, the grade crossing.

3) Revised Section 8B.09:

Guidance:

If a STOP or YIELD sign is installed at a location, including at a circular intersection, that is downstream from the grade crossing such that highway vehicle queues are likely to extend beyond onto the tracks, a DO NOT STOP ON TRACKS sign (R8-8) should be used.

4) Revised Section 8B.10:

Standard:

The R8-9 sign shall be removed when the tracks have been removed, covered paved over or when the grade crossing is returned to service.

5) Revised Section 8C.07:

Option:

A wayside horn system (see definition in Section 1A.13) may be installed in compliance with 49 CFR Part 222 to provide audible warning directed toward the road users at a highway-rail or highway LRT grade crossing or at a pathway grade crossing.
DISCUSSION IN RESPONSE TO SPONSOR COMMENTS:

VOTE:  For:
      Opposed:
      Abstentions: