

**RESCINDED  
JANUARY 2024**

This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.

**ATTACHMENT NO. 7**



## National Committee on Uniform Traffic Control Devices

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**TECHNICAL COMMITTEE:** Railroad & Light Rail Transit Technical Committee

**RRLRT TC ITEM #2**

**TOPIC:** Stop Lines at Grade Crossings with Active Traffic Control Devices

**STATUS/DATE OF ACTION:** Proposed

**RRLRT TC Drafts:** 06/24/2015

**Transmitted to Sponsors:** Fall 2015

**RRLRT TC Approval:** 01/06/2016

**Council Approval:** 01/08/2016

**ORIGIN OF REQUEST:** RR/LRT TC

**AFFECTED SECTIONS OF MUTCD:** 8B.28 Proposed change

### **SUMMARY OF PROPOSED CHANGE:**

The purpose of this change is to further clarify the location of a stop line at a grade crossing where active traffic control devices are in place. Existing language places the stop line 8 feet in advance of a gate (if present). However, in some applications, flashing lights are installed on a separate mast in advance the gate. With this application, the stop line would be so close to the flashing lights that the ability to view the flashing lights could be compromised. The proposed change moves the location of the stop line to 8 feet in advance of the outer-most warning device or gate (if present).

### **DISCUSSION:**

Comments are being requested from the sponsoring organizations for the following proposed change to Section 8B.28.

The Proposed Change is shown in underlined blue text.

Paragraphs 1 and 2 are included for reference only.

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**Proposed Change to Section 8B.28:**

**8B.28 Stop and Yield Lines**

**Standard:**

47 <sup>01</sup> On paved roadways at grade crossings that are equipped with active  
48 control devices such as flashing-light signals, gates, or traffic control signals, a stop  
49 line (see Section 3B.16) shall be installed to indicate the point behind which highway  
50 vehicles are or might be required to stop.

51 *Guidance:*

52 <sup>02</sup> *On paved roadway approaches to passive grade crossings where a STOP*  
53 *sign is installed in conjunction with the Crossbuck sign, a stop line should be installed to*  
54 *indicate the point behind which highway vehicles are required to stop or as near to that*  
55 *point as practical.*

56 <sup>03</sup> *If ~~Where~~ a stop line is used ~~at a grade crossing with active warning~~*  
57 *~~devices~~, it should be a ~~transverse~~ transverse line at a right angle to the traveled way and*  
58 *should be placed approximately 8 feet in advance of the ~~outer-most~~ furthest upstream*  
59 *~~flashing-light signal warning device~~ or gate (if present), but no closer than 15 feet in*  
60 *advance of the nearest rail.*

61 **Support:**

62 <sup>03a</sup> **Where grade crossings include traffic control signals, see Section 3B.16**  
63 **for stop line location.**

64 **Option:**

65 <sup>04</sup> On paved roadway approaches to passive grade crossings where a YIELD sign is  
66 installed in conjunction with the Crossbuck sign, a yield line (see Section 3B.16) or a stop line  
67 may be installed to indicate the point behind which highway vehicles are required to yield or  
68 stop or as near to that point as practical.

69 *Guidance:*

70 <sup>05</sup> *If a yield line is used, it should be a transverse line (see Figure 3B-16) at a right*  
71 *angle to the traveled way and should be placed no closer than 15 feet in advance of the nearest*  
72 *rail.*

73  
74 **[Figure 8B-6 note to be modified]**

75 Stop line approximately 8 ft upstream from **flashing-light signal or** gate (if present)

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77 **SPONSOR COMMENT RESULTS:**

- 78 Concur
- 79 Concur in Part
- 80 Do Not Concur

81  
82 **RRLRT TC VOTE:**

- 83 For
- 84 Opposed
- 85 Abstentions