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.
Proposed Change to Section 8B.28:

Section 8B.28  Stop and Yield Lines

Standard:

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

Guidance:

On paved roadway approaches to passive grade crossings where a STOP sign is installed in conjunction with the Crossbuck sign, a stop line should be installed to indicate the point behind which highway vehicles are required to stop or as near to that point as practical.

If a stop line is used at a grade crossing with active warning devices, it should be a traverse line at a right angle to the traveled way and should be placed approximately 8 feet in advance of the outer-most furthest upstream flashing-light signal warning device or gate (if present), but no closer than 15 feet in advance of the nearest rail.

Support:

Where grade crossings include traffic control signals, see Section 3B.16 for stop line location.

Option:

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

Guidance:

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

[Figure 8B-6 note to be modified]

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

SPONSOR COMMENT RESULTS:

Concur
Concur in Part
Do Not Concur

RRLRT TC VOTE:

For
Opposed
Abstentions