



National Committee on Uniform Traffic Control Devices

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Item No.: 24B-RR-03

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NCUTCD RECOMMENDATION FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE: Railroad & Light Rail Transit Technical Committee
ITEM NUMBER: 24B-RR-03
TOPIC: Crossbucks at Restricted Sight Distance Grade Crossings
ORIGIN OF REQUEST: RRLRT Technical Committee
AFFECTED SECTIONS OF MUTCD: Section 8B.03, Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque (R15-2P) at Active and Passive Grade Crossings
Section 8B.04, Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings

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DEVELOPMENT HISTORY:

Approved by RRLRT TC: 06/27/2024 and 01/09/2025
Approved by NCUTCD Council: 01/10/2025

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This is a recommended change to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

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SUMMARY:

The proposal eliminates Standards in Part 8 that are duplicative with provisions in Part 2 regarding installation of supplementary signs on the left side of the roadway.

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DISCUSSION:

Section 8B.03 Paragraph 7 and Section 8B.04 Paragraph 3 contain Standards regarding installation of Grade Crossing (Crossbuck) signs on the left side of the roadway where the grade crossing has restricted sight distance or unfavorable geometry. The Option statement in Section 2A.13 Paragraph 14 already permits signs to be placed in the median or on the left-hand side of the road. In addition, the appropriate traffic control devices at a grade crossing, including the need for any supplementary signs, are to be recommended by the Diagnostic Team as described in Section 8A.03. Based on the existing provisions in Section 2A.13, the proposal eliminates the two Standard statements in Sections 8B.03 and 8B.04 that are unnecessary and duplicative.

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32 **RECOMMENDED MUTCD CHANGES:**

33 The following present the proposed changes to the current MUTCD within the context of the
34 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
35 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
36 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
37 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
38 background comments may be provided with the MUTCD text. These comments are indicated
39 by [bracketed white text in shaded green].

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42 **PART 8 RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS**

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44 **CHAPTER 8B. SIGNS**

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46 **Section 8B.03 Grade Crossing (Crossbuck) Sign (R15-1) and Number of Tracks Plaque**
47 **(R15-2P) at Active and Passive Grade Crossings**

48 **Standard:**

49 01 **The Grade Crossing (R15-1) sign (see Figure 8B-1), commonly identified as the Crossbuck**
50 **sign, shall be retroreflective white with the words RAILROAD CROSSING in black lettering,**
51 **mounted as shown in Figure 8B-2.**

52 **Support:**

53 02 **In most States, the Crossbuck sign requires road users to yield the right-of-way to rail traffic at a**
54 **grade crossing**

55 **Standard:**

56 03 **As a minimum, one Crossbuck sign shall be used on each highway approach to every highway-**
57 **rail grade crossing, alone or in combination with other traffic control devices.**

58 04 **As a minimum, one Crossbuck sign shall be used on each highway approach to every highway-**
59 **LRT grade crossing where flashing-light signals or automatic gates are used, alone or in**
60 **combination with other traffic control devices.**

61 **Option:**

62 05 **A Crossbuck sign may be used on a highway approach to a highway-LRT grade crossing where**
63 **flashing-light signals or automatic gates are not used, alone or in combination with other traffic control**
64 **devices.**

65 **Standard:**

66 06 **If there are two or more tracks at a grade crossing, the number of tracks shall be indicated on**
67 **a supplemental Number of Tracks (R15-2P) plaque (see Figure 8B-1) of inverted T shape mounted**
68 **below the Crossbuck sign in the manner shown in Figure 8B-2.**

69 07 **On each approach to a highway-rail grade crossing and, if used, on each approach to a**
70 **highway-LRT grade crossing, the Crossbuck sign shall be installed on the right-hand side of the**
71 **highway on each approach to the grade crossing. ~~Where restricted sight distance or unfavorable~~**
72 **~~highway geometry exists on an approach to a grade crossing, or where there is a one-way multi-lane~~**
73 **~~approach, an additional Crossbuck sign shall be installed on the left hand side of the highway,~~**
74 **~~possibly placed back-to-back with the Crossbuck sign for the opposite approach, or otherwise~~**
75 **~~located so that two Crossbuck signs are displayed for that approach.~~ [Standard statement has been**
76 **replaced with an Option and a Guidance statement below to retain this information in Part 8.]**

77 **Option:**

78 07a Where identified by a Diagnostic Team, a Crossbuck sign may be installed on the left-hand side of
79 the highway, or placed back-to-back with the Crossbuck sign for the opposite approach.

80 Guidance:

81 07b Where there is a one-way multi-lane approach, an additional Crossbuck sign should be installed on
82 the left-hand side of the highway.

83 **Standard:**

84 08 **A strip of retroreflective white material not less than 2 inches in width shall be used on the**
85 **back of each blade of each Crossbuck sign for the length of each blade at all passive grade**
86 **crossings, except those where Crossbuck signs have been installed back-to-back or where double-**
87 **facd Crossbuck signs have been installed.**

88 Option:

89 09 A strip of retroreflective white material not less than 2 inches in width may be used on the back of
90 each blade of each Crossbuck sign for the length of each blade at active grade crossings.

91 *Guidance:*

92 10 *Minimum clearance dimensions for crossbuck signs relative to the proximity to the nearest rail*
93 *should conform to the requirements of the railroad company and/or transit agency, and the regulatory*
94 *agency with statutory authority (if applicable).*

95 11 *Except as provided in Paragraph 12 of this Section, the mounting height of Crossbuck signs,*
96 *measured vertically from the center of the sign to the elevation of the near edge of the pavement, should*
97 *be approximately 9 feet (see Figure 8B-2).*

98 Option:

99 12 The 9-foot mounting height for the Crossbuck sign may be varied as required by local conditions and
100 may be increased to accommodate signs mounted below the Crossbuck sign.

101 **Section 8B.04 Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade** 102 **Crossings**

103 **Standard:**

104 01 **A Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, and a Number of Tracks**
105 **(R15-2P) plaque if two or more tracks are present, that complies with the provisions of Section**
106 **8B.03, and either a YIELD (R1-2) or STOP (R1-1) sign installed on the same support, except as**
107 **provided in Paragraph 10 of this Section. YIELD or STOP signs used at passive grade crossings**
108 **shall be installed in compliance with the provisions of Section 2B.18, and Figures 8B-2 and 8B-3.**

109 02 **At all public highway-rail grade crossings that are not equipped with the active traffic control**
110 **systems that are described in Chapter 8D, except crossings where road users are directed by an**
111 **authorized person on the ground to not enter the crossing at all times that an approaching train is**
112 **about to occupy the crossing, a Crossbuck Assembly shall be installed on the right-hand side of the**
113 **highway on each approach to the highway-rail grade crossing.**

114 03 **If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing**
115 **that is not equipped with the active traffic control systems that are described in Chapter 8D, a**
116 **Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to**
117 **the highway-LRT grade crossing.**

118 04 ~~**Where restricted sight distance or unfavorable highway geometry exists on an approach to a**~~
119 ~~**grade crossing that has a Crossbuck Assembly, or where there is a one-way multi-lane approach, an**~~
120 ~~**additional Crossbuck Assembly shall be installed on the left hand side of the highway.**~~ [Standard
121 statement has been replaced with an Option and a Guidance statement to retain this information in
122 Part 8.]

123 Option:
124 04a Where identified by a Diagnostic Team, a Crossbuck sign may be installed on the left-hand side of
125 the highway, or possibly placed back-to-back with the Crossbuck sign for the opposite approach.

126 Guidance:
127 04b Where there is a one-way multi-lane approach, an additional Crossbuck sign should be installed on
128 the left-hand side of the highway.

129 **[All remaining paragraphs in Section 8B.04 are unchanged, except for paragraph renumbering to**
130 **accommodate the new paragraphs above.]**