



National Committee on Uniform Traffic Control Devices

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Item No.: 15B-RR-02

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: Railroad & Light Rail Transit Technical Committee
ITEM NUMBER: 15B-RR-02
TOPIC: Stop Lines at Grade Crossings with Active Traffic Control Devices
ORIGIN OF REQUEST: RR/LRT TC
AFFECTED SECTIONS OF MUTCD: 8B.28 Proposed change

DEVELOPMENT HISTORY:

- Approved by Technical Committee: 06/24/2015
- Approved by NCUTCD Council: Not yet approved

This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes 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.

SUMMARY:

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.

35 **RECOMMENDED MUTCD CHANGES**

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

44
45 **PART 8. TRAFFIC CONTROL FOR RAILROAD AND**
46 **LIGHT RAIL TRANSIT GRADE CROSSINGS**

47
48 **CHAPTER 8B. SIGNS AND MARKINGS**

49
50 **Section 8B.28 Stop and Yield Lines**

51
52 **Standard:**

53 **01 On paved roadways at grade crossings that are equipped with active control devices**
54 **such as flashing-light signals, gates, or traffic control signals, a stop line (see Section 3B.16)**
55 **shall be installed to indicate the point behind which highway vehicles are or might be**
56 **required to stop.**

57
58 *Guidance:*

59 *02 On paved roadway approaches to passive grade crossings where a STOP sign is installed in*
60 *conjunction with the Crossbuck sign, a stop line should be installed to indicate the point behind*
61 *which highway vehicles are required to stop or as near to that point as practical.*

62 *03 If a stop line is used, it should be a traverse line at a right angle to the traveled way and*
63 *should be placed approximately 8 feet in advance of the outer-most warning device or gate (if*
64 *present), but no closer than 15 feet in advance of the nearest rail.*

65
66 **Option:**

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

71
72 *Guidance:*

73 *05 If a yield line is used, it should be a transverse line (see Figure 3B-16) at a right angle to the*
74 *traveled way and should be placed no closer than 15 feet in advance of the nearest rail (see*
75 *Figure 8B-7).*