



Manual on Uniform Traffic Control Devices

for Streets and Highways

2003 EDITION



MUTCD Proposed Revisions

MUTCD.fhwa.dot.gov

Proposed Revisions

- ▼ Proposed rule: December 2007
- ▼ 15,000 public comments
- ▼ National Committee has recommended some changes
- ▼ Next Edition: Late 2009 (?)

Part 8: Traffic Controls for Highway-Railroad Grade Crossings





Shall, Should, May

- ▼ Standard – mandatory, **bold type**, “shall”.
- ▼ Guidance – recommended, “should”.
- ▼ Option – permissive, “may”.
- ▼ Support – informational.

New Definitions

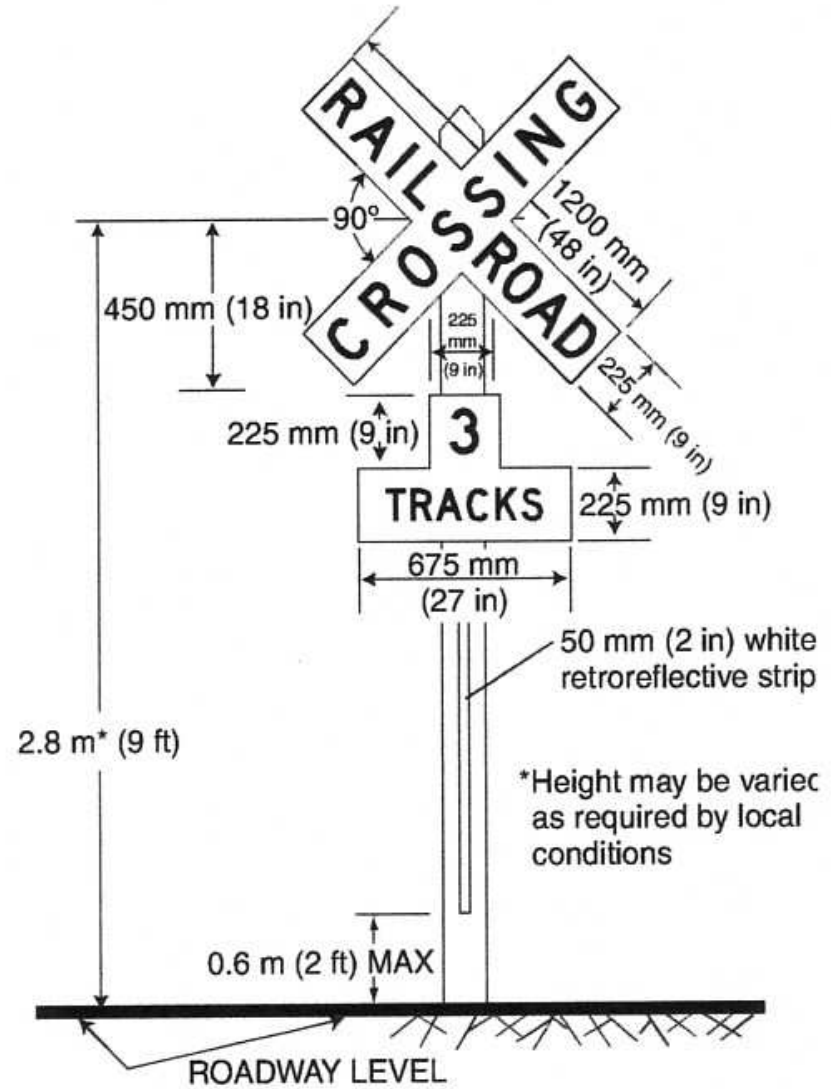
- ▶ Pathway-Rail Grade Crossing
- ▶ Quiet Zone
- ▶ Station Crossing
- ▶ Wayside Horn



R15-1
(drilled for 90-degree mounting)



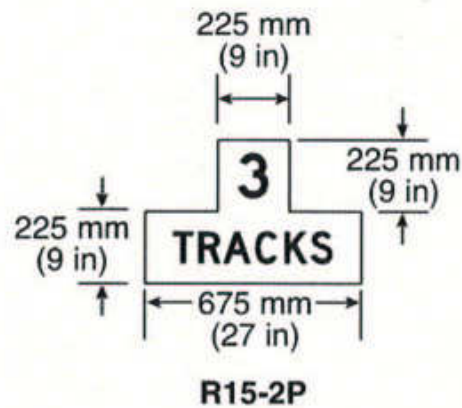
R15-2



Crossbuck Sign

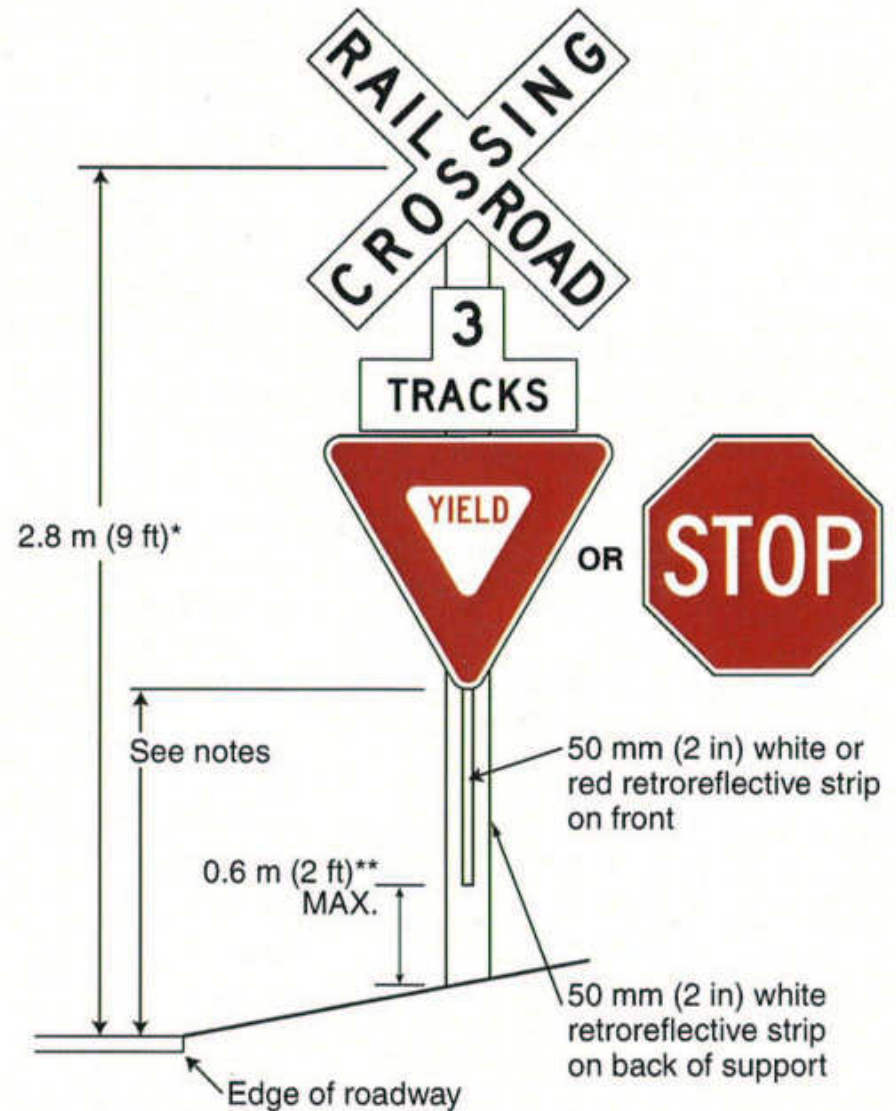
- ▶ STOP or YIELD sign (Crossbuck Assembly) required at every passive crossing
- ▶ YIELD is default device; STOP only for unusual conditions

Figure 8B-1. Highway-Rail Grade Crossing Regulatory Signs and Plaques



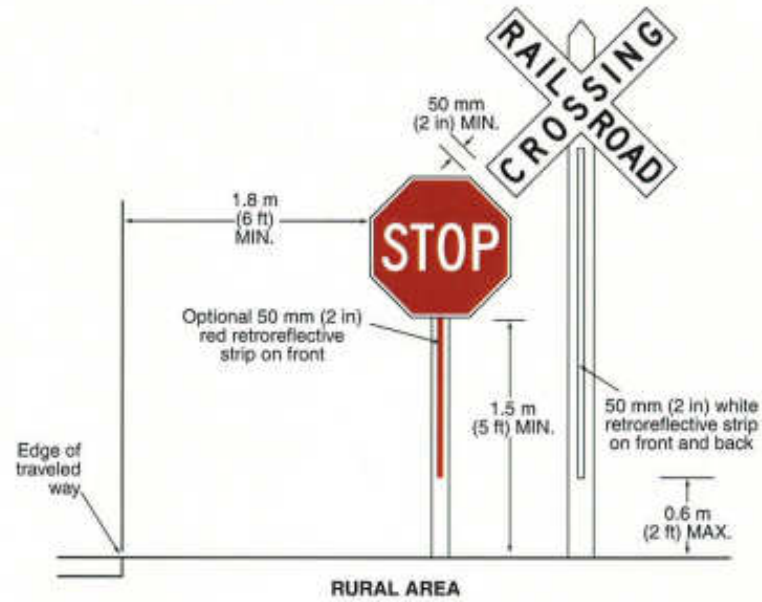
*Height may be varied as required by local conditions

**Measured to the ground level at the base of the support



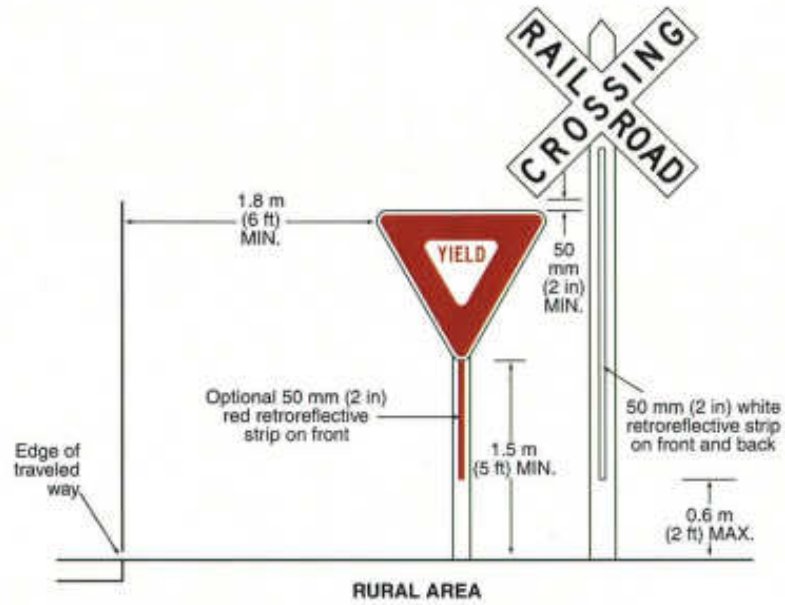
- Notes:
1. YIELD or STOP sign used only at passive crossings
 2. Mounting height of at least 1.2 m (4 ft) for installations of YIELD or STOP signs on existing Crossbuck sign supports
 3. Mounting height of at least 2.1 m (7 ft) in areas with pedestrian movements or parking

Figure 8B-2. Highway-Rail Grade Crossing (Crossbuck) Regulatory Signs with Separate Posts (Sheet 1 of 2)



Note: Place the face of the signs in the same plane and place the STOP sign closest to the traveled way. Provide a 50 mm (2 in) minimum separation between the edge of the Crossbuck sign and the edge of the STOP sign.

Figure 8B-2. Highway-Rail Grade Crossing (Crossbuck) Regulatory Signs with Separate Posts (Sheet 2 of 2)



Note: Place the face of the signs in the same plane and place the YIELD sign closest to the traveled way. Provide a 50 mm (2 in) minimum separation between the edge of the Crossbuck sign and the edge of the YIELD sign.

Advance Warning Sign

- ▼ Shall have supplemental plaque:
NO SIGNAL
SIGNAL AHEAD
- ▼ Also applies to Side Road sign



W10-1



W10-2



W10-3



W10-4



W10-9P



W10-10P



W10-16P

Emergency Notification Sign

- ▼ Should be installed at all crossings (no change)
- ▼ Shall have minimum 1/2 inch letter height
- ▼ May be displayed on signal enclosure
- ▼ Should be oriented to face drivers stopped on or at the crossing



I-13

Stop Lines

- ▼ Shall be used at all crossings with active devices

Wayside Horns

- ▼ May be supplemental or alternative to train horn
- ▼ If alternative, crossing shall have flashers and gates

Traffic Signal Preemption

- ▼ Traffic signals preempted by trains should have back-up power supply

Traffic Signal Warrant

- ▼ New signal warrant in Part 4 for intersections near RR crossings

Roundabouts

- ▼ Engineering study shall be made of queuing at crossings near roundabouts
- ▼ If impacted by queues, queues shall be cleared before train arrival
- ▼ Run tracks through center of roundabout?

New Section: Pathway Crossings

- ▼ Does not include sidewalks
- ▼ Device mounting height, lateral clearance, overhead clearance, distance from tracks, minimum sizes

Passive Crossings

- ▼ Crossbuck Assembly shall be used except:
 - (a) At stations
 - (b) Within 25 ft of highway

Active Crossings

- ▶ Flashing light signals must be provided for each direction
- ▶ Audible device is required
- ▶ Active devices usually not used if within 25 ft of highway
- ▶ Ped gates must be full width
- ▶ Separate mechanisms for vehicle and ped gates

Figure 10D-3. Example of Pedestrian Gate Placement Behind the Sidewalk

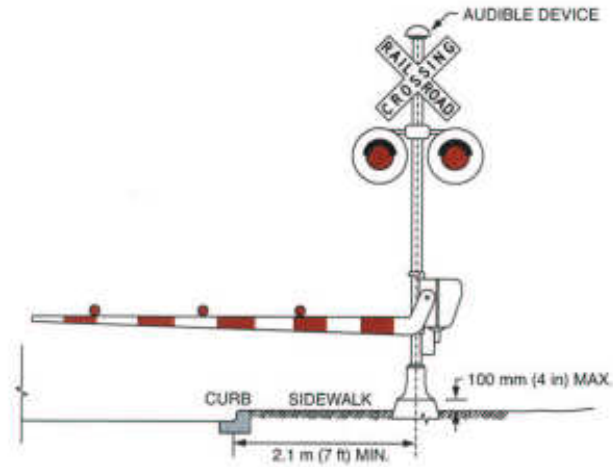
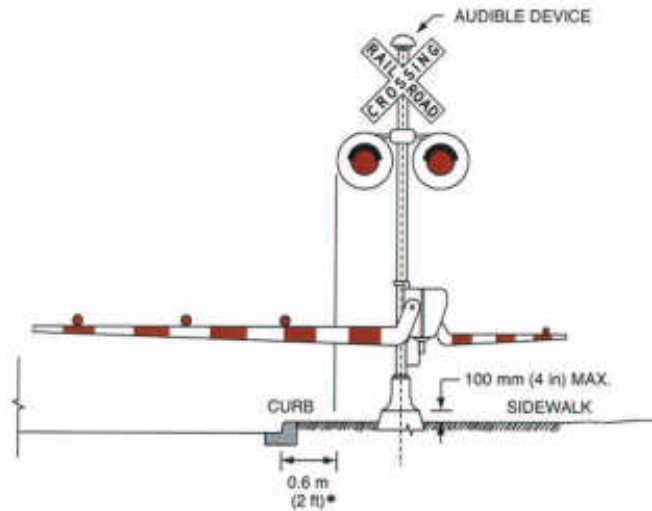


Figure 10D-4. Example of Pedestrian Gate Placement with Pedestrian Gate Arm



* For locating this reference line at other than curb section installation, see Section 8C.01.