MUTCD UPDATES
RAILROAD & LIGHT RAIL
TRANSIT
TECHNICAL COMMITTEE

DALLAS-FORT WORTH TEXITE
JOINT MEETING
JULY 17, 2014
MUTCD Updates

The Railroad & Light Rail Transit Technical Committee of the National Committee on Uniform Traffic Control Devices is responsible for proposed changes to MUTCD Part 8.

The Technical Committee consists of approximately 60 individuals dedicated to improving Part 8 of MUTCD.

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MUTCD Updates

The Railroad and Light Rail Transit Technical Committee has been working on a number of proposed changes to MUTCD:

• Definitions
• Crossbuck Assembly
• Sidewalks at Grade Crossings
• Traffic Control Signals/Hybrid Beacons
MUTCD Updates

- Preemption and Interconnection
- Movement Prohibitions
- Pre-signals at Grade Crossings
- Pavement Markings
- Queue-cutter signals at grade crossings
- Train activated advance warning flashers
- BRT & LRT
Crossbuck Assembly - Yield/Stop
Crossbucks Assembly – Reflective Strip

- **Emergency Notification Sign**: Minimum mounting height see Notes 2, 3, 4.
- **2-inch white or red retroreflective strip on front and 2-inch white retroreflective strip on back of support to within 2 feet above the ground or elevation of the near edge of the traveled way whichever is greater.**

[Diagram of crossbuck assembly with dimensions and annotations]
Pathway & Sidewalks
Pathway & Sidewalks

Looks good for a pedestrian???

LOOK again!
Pathway & Sidewalks
Pathway & Sidewalks

Stop line with Detectable Warning (TYP.)
Pathway & Sidewalks

stop line with detectable warning

pedestrian barriers or fencing with MAX. 36-inch height on each pathway approach to the crossing. Maze fencing should be designed to fit pathway users.

railroad right of way fencing,
Pathway & Sidewalks

- Stop line with detectable warning
- Pedestrian barriers or fencing with MAX. 36-inch height on each pathway approach to the crossing. Maze fencing should be designed to fit pathway users.
- Railroad right of way fencing.
Pathway & Sidewalks

AUDIBLE DEVICE

DO NOT ENTER (R5-1) sign on the side of the swing gate facing away from the track.

PUSH TO EXIT (R8-11) sign on the track side of the swing gate.

CURB SIDEWALK

Emergency Exit Route
Pathway & Sidewalks

- Emergency exit route with emergency exit swing gate* (TYP.)
- Stop line with detectable warning (TYP.)
- Fence or pedestrian barriers* (TYP.)
- Connect to railroad right of way fence, if present
- 12 ft MIN.
- Pedestrian gate (TYP.)
Preemption – Traffic Control
Signals/Hybrid Beacons
Preemption – Supervised & Gate Down Circuits
Preemption Clearance Interval

Where automatic gates are present and the preemption clearance interval displays green indications, the preemption sequence shall be designed such that the green indications are not terminated until the automatic gate(s) that control access over the crossing toward the intersection is/are fully lowered.
Preemption - Movements Prohibited During Preemption (<100 feet)
Pre-Signals
Pavement Markings
Queue Cutter Signal
Advance Warning - Be Prepared to Stop When Flashing
MUTCD Updates

Information regarding NCUTCD is available on-line at www.ncutcd.org