

2015 Changes to the 2011 MMUTCD October 2015

The requirements for the EXEMPT (R15-3P) and (W10-1aP) plaques have been revised to reflect changes in MCL 257.669 and 257.1857. Prior to the change a stop need not be made at an industrial or spur line railroad grade crossing marked with a sign reading "Exempt." The revision to the MCL removed this phrase to make the provision apply to all crossings marked as exempt. In addition a stop does not need to be made by a school bus for crossings marked with a sign reading "Exempt."

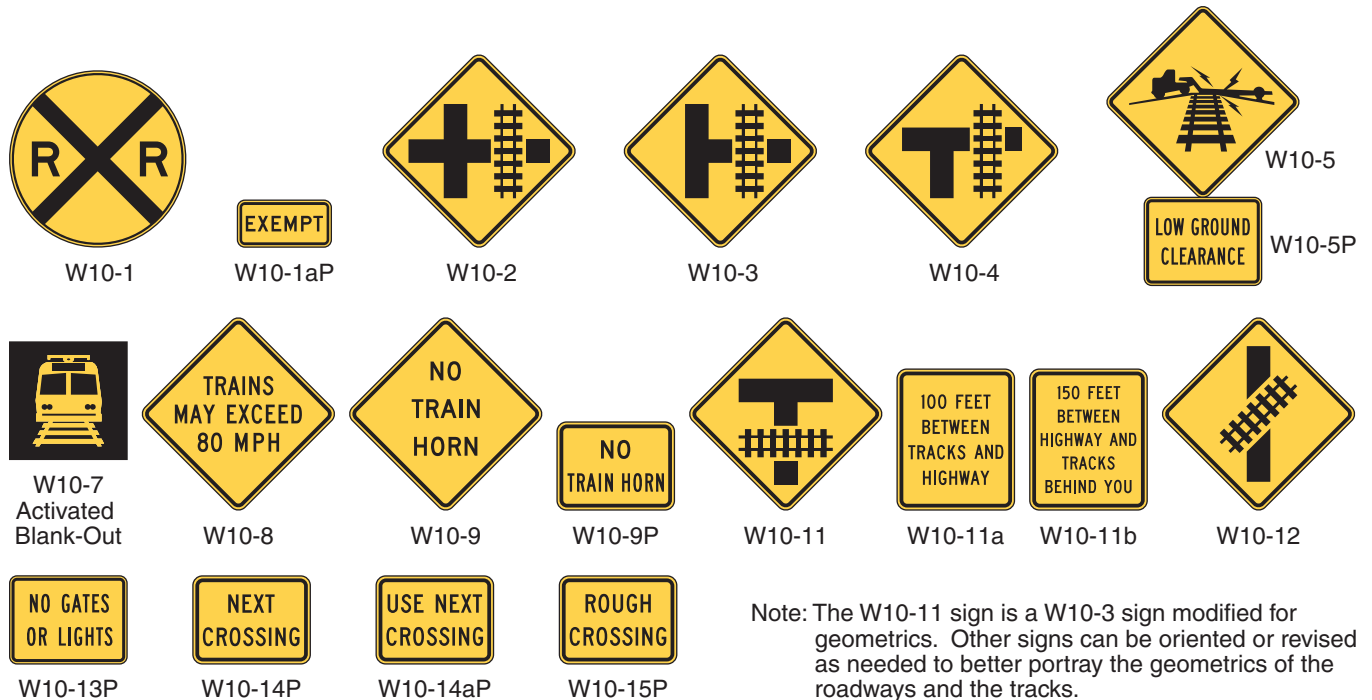
The phrase "industrial or spur line" in Section 8B.07, Option, paragraph 1, page 759 (MI) has been deleted.

For the Support, page 760 (MI) paragraph 3 has been replaced with the following language:

“These supplemental signs inform drivers of vehicles transporting 16 or more passengers, vehicles carrying passengers for hire, vehicles marked or placarded under 49 C.F.R. parts 100 to 180 or school buses that a stop is not required at highway-rail grade crossings.”

This page is intentionally blank.

Figure 8B-4. Warning Signs and Plaques for Grade Crossings



- 03 A Yield Ahead (W3-2) or Stop Ahead (W3-1) Advance Warning sign (see Figure 2C-6) shall also be installed if the criteria for their installation given in Section 2C.36 is met. If a Yield Ahead or Stop Ahead sign is installed on the approach to the crossing, the W10-1 sign shall be installed upstream from the Yield Ahead or Stop Ahead sign. The Yield Ahead or Stop Ahead sign shall be located in accordance with Table 2C-4. The minimum distance between the signs shall be in accordance with Section 2C.05 and Table 2C-4.

Option:

- 04 On divided highways and one-way streets, an additional W10-1 sign may be installed on the left-hand side of the roadway.

Standard:

- 05 If the distance between the tracks and a parallel highway, from the edge of the tracks to the edge of the parallel roadway, is less than 100 feet, W10-2, W10-3, or W10-4 signs (see Figure 8B-4) shall be installed on each approach of the parallel highway to warn road users making a turn that they will encounter a grade crossing soon after making a turn, and a W10-1 sign for the approach to the tracks shall not be required to be between the tracks and the parallel highway.

- 06 If the W10-2, W10-3, or W10-4 signs are used, sign placement in accordance with the guidelines for Intersection Warning signs in Table 2C-4 using the speed of through traffic shall be measured from the highway intersection.

Guidance:

- 07 If the distance between the tracks and the parallel highway, from the edge of the tracks to the edge of the parallel roadway, is 100 feet or more, a W10-1 sign should be installed in advance of the grade crossing, and the W10-2, W10-3, or W10-4 signs should not be used on the parallel highway.

Section 8B.07 EXEMPT Grade Crossing Plaques (R15-3P, W10-1aP)

Option:

- 01 When authorized by the Michigan Department of Transportation, a supplemental EXEMPT (R15-3P) plaque (see Figure 8B-1) with a white background may be used below the Crossbuck sign or Number of Tracks plaque, if present, at the grade crossing, and a supplemental EXEMPT (W10-1aP) plaque (see Figure 8B-4) with a yellow background may be used below the Grade Crossing Advance Warning (W10 series) sign.

- 02 Where neither the Crossbuck sign nor the advance warning signs exist for a particular highway-LRT grade crossing, an EXEMPT (R15-3P) plaque with a white background may be placed on its own post on the near right-hand side of the approach to the crossing.

Support:

- 03 These supplemental signs inform drivers of vehicles transporting 16 or more passengers, vehicles carrying passengers for hire, vehicles marked or placarded under 49 C.F.R. parts 100 to 180 or school buses that a stop is not required at highway-rail grade crossings.

Section 8B.08 Turn Restrictions During Preemption*Guidance:*

- 01 At a signalized intersection that is located within 200 feet of a highway-rail grade crossing, measured from the edge of the track to the edge of the roadway, where the intersection traffic control signals are preempted by the approach of a train, all existing turning movements toward the highway-rail grade crossing should be prohibited during the signal preemption sequences.

Option:

- 02 A blank-out or changeable message sign and/or appropriate highway traffic signal indication or other similar type sign may be used to prohibit turning movements toward the highway-rail grade crossing during preemption. The R3-1a and R3-2a signs shown in Figure 8B-1 may be used for this purpose.

Support:

- 03 LRT operations can include the use of activated blank-out sign technology for turn prohibition signs. The signs are typically used on roads paralleling a semi-exclusive or mixed-use LRT alignment where road users might turn across the LRT tracks. A blank-out sign displays its message only when activated. When not activated, the sign face is blank.

Guidance:

- 04 An LRT-activated blank-out turn prohibition (R3-1a or R3-2a) sign should be used where an intersection adjacent to a highway-LRT crossing is controlled by STOP signs, or is controlled by traffic control signals with permissive turn movements for road users crossing the tracks.

Option:

- 05 An LRT-activated blank-out turn prohibition (R3-1a or R3-2a) sign may be used for turning movements that cross the tracks.
- 06 As an alternative to LRT-activated blank-out turn prohibition signs at intersections with traffic control signals, exclusive traffic control signal phases such that all movements that cross the tracks have a steady red indication may be used in combination with No Turn on Red (R10-11, R10-11a, or R10-11b) signs (see Section 2B.53).

Standard:

- 07 Turn prohibition signs that are associated with preemption shall be visible or activated only when the grade crossing restriction is in effect.

Section 8B.09 DO NOT STOP ON TRACKS Sign (R8-8)*Guidance:*

- 01 A DO NOT STOP ON TRACKS (R8-8) sign (see Figure 8B-1) should be installed whenever an engineering study determines that the potential for highway vehicles stopping on the tracks at a grade crossing is significant. Placement of the R8-8 sign should be determined as part of the engineering study. The sign, if used, should be located on the right-hand side of the highway on either the near or far side of the grade crossing, depending upon which position provides better visibility to approaching drivers.
- 02 If a STOP or YIELD sign is installed at a location, including at a circular intersection, that is downstream from the grade crossing such that highway vehicle queues are likely to extend beyond the tracks, a DO NOT STOP ON TRACKS sign (R8-8) should be used.

Option:

- 03 DO NOT STOP ON TRACKS signs may be placed on both sides of the track.
- 04 On divided highways and one-way streets, a second DO NOT STOP ON TRACKS sign may be placed on the near or far left-hand side of the highway at the grade crossing to further improve visibility of the sign.

Section 8B.10 TRACKS OUT OF SERVICE Sign (R8-9)

Option:

- 01 The TRACKS OUT OF SERVICE (R8-9) sign (see Figure 8B-1) may be used at a grade crossing instead of a Crossbuck (R15-1) sign and a Number of Tracks (R15-2P) plaque or instead of a Crossbuck Assembly when