

Since the MUTCD does not contain a symbol for the school bus sign, the FHWA proposes to adopt the symbol sign shown above and include it as an option in MUTCD section 7B-11. This proposal would not impose any additional financial burden on the State and local highway agencies.

(34) Request VIII-26(C)—Maximum Flash Rate at Railroad Highway Grade Crossings

This request is from the NCUTCD. The MUTCD currently requires that flashing light units at railroad-highway grade crossings shall flash alternately. Each incandescent lamp shall flash between a minimum of 35 and a maximum of 55 flashes per minute. The AAR Signal Manual of Recommended

Practices has recommended flash rates of 45 minimum and 65 maximum per minute. The Railroad-Highway Grade Crossing Handbook discusses flash rates between a minimum of 45 and a maximum of 65. These higher flash rates are supported by research. Some railroads are already reportedly using equipment that provides flash rates up to 60 per minute.

In order to insure that all three of the above documents are compatible, it is recommended that the MUTCD be revised to provide for a flash rate of 35 minimum and 65 maximum. This change will impose no additional requirements or additional costs. The FHWA supports this change.

(35) Request VIII-29(C)—Symbol for Railroad Advance Warning Sign

This request from a private citizen in Cheltenham, Pennsylvania, is to replace the standard round Railroad Advance Warning Sign (W10-1) with diamond shaped sign(s) as shown below. The rationale for this change is that the proposed warning signs are similar to other standard warning sign "crossing" messages as contained in the MUTCD.

The FHWA is not in favor of this proposal. The round Advance Warning Sign is intentionally unique from other warning signs and is intended to convey to motorists the special attention they need to apply when approaching a railroad-highway grade crossing.

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