(37) Request VIII–36(C)—Signs and Markings for No Lane Change Zones at Railroad Crossings

The FHWA received a request from a private citizen in Pompano Beach, Florida, to require markings at railroadhighway grade crossings to prohibit vehicle lane changing on the tracks when there are two or more lanes in one direction. It was also recommended that longitudinal markings be placed 75 feet before a crossing and 75 feet beyond a crossing. These markings would designate a "safety zone" where no lane changing would be permitted.

The FHWA does not support adopting this as a MUTCD requirement because it believes that the implementation of "no passing zones" should be determined at each specific crossing based on an engineering study of that crossing.

(38) Request VIII–37(C)—Fast Train Signs

This request, from the Federal Railroad Administration (FRA), is for the development of a warning sign and warrants for use on approaches to high speed rail crossings that may or may not be already equipped with automatic warning devices. This warning sign would be a yellow diamond or circle and contain a message such as: "LOOK FOR HIGH SPEED TRAINS;" or "BEWARE FAST TRAINS." A supplemental plaque indicating the number of tracks is also proposed. This sign would only be used at crossings where high speed trains (80 to 110 mph) operate. The FHWA invites comments on the shape, message, and criteria for application of this proposed sign.

(39) Request VIII–38(C)— Supplementary Plaques on STOP and YIELD Signs Used at Railroad-Highway Grade Crossings

This second request from the FRA is to permit the use of a supplementary plaque with STOP or YIELD Signs at railroad-highway grade crossings. The supplementary plaque would have a red background and white lettering with messages such as: 2–TRACKS; or WATCH FOR SECOND TRAIN; etc. The FHWA invites comments on the appropriateness of the proposed supplementary plaques. The FHWA is concerned that a lengthy message will result in a supplemental sign which may detract from the regulatory message of STOP or YIELD.

(40) Request VIII–39(C)—Warrants for Warning Devices at Railroad-Highway Grade Crossings With High Speed Train Operations

This third request from the FRA is to include in Part VIII of the MUTCD recommended application criteria

(warrants) for the use of warning devices, i.e., signs, active advance warning signs, flashers, gates, fourquadrant gates, gates with median barriers, constant warning time circuitry and/or means (loops) for vehicle detection at crossings hosting high speed trains (80 to 110 mph). The FHWA supports this proposal, as it is important that applications be standardized and uniform. Highway users should encounter similar warning systems for similar railroad-highway grade crossing situations throughout the country. The FHWA invites comments on the warrants which should be applied for warning devices at railroadhighway grade crossings where high speed train operations are present.

(41) Request VIII–40(C)—Placement of the Crossing Identification Number Tag

This fourth request from the FRA is to include in Part VIII of the MUTCD the standards for the design and placement of the U.S. DOT/AAR National Rail-Highway Crossing Inventory number plate. This proposal would specify the sign size, material used, and the location of the plate at the crossing. The FHWA supports this proposal for the uniformity of location and durability of this tag.

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