

Thomas, Duane (KYTC)

From: Thomas, Duane (KYTC)
Sent: Thursday, January 02, 2003 4:29 PM
To: 'jerry.fowler@saline.org'
Subject: NPZ Markings on all RR approaches

On behalf of the Markings Technical Committee, we would like to propose a change to the MUTCD in Part 3 and Part 8 regarding the current standard that requires a No Passing Zone marking on the approach to highway-rail grade crossings in almost every situation on two-lane highways. The standard in Part 8 is contained in Section 8B.16. It currently reads:

Pavement markings in advance of a highway-rail grade crossing shall consist of an X, the letters RR, a no-passing zone marking (two-lane highways), and certain transverse lines as shown in figures 8B-2 and 8B-3.

Our interpretation of the relevant sections in Parts 3, 5 and 8 is that **ALL** crossings shall have a no passing zone marked unless:

1. it is in an urban area, and an engineering study determines they are not needed, or
2. the posted speed limit is less than 40 MPH, or
3. it qualifies as a "low volume" road (< 400 ADT) and the conditions of 5F.05 are met.

While we support the standard for NPZ markings if the road is otherwise striped with centerline markings, we believe there are situations that need further exemption from the current language.

The current standard requires that agencies stripe a double yellow line for some unspecified distance on many roads that otherwise have no markings. In particular, this would include rural crossings, with statutory speed limits of 55 mph (typically unposted), that would not otherwise be striped (based on 3B.01 - volume, classification, width and engineering judgment). In many cases, volumes (> 400 ADT) are not low enough to be considered "low-volume roads". If this requirement remains in place, agencies could end up with very narrow lanes in the crossing area. In some cases, the approach to the crossing area would be the only section of the roadway with centerline markings.

We would like to propose a change to 8B.16 as follows:

On paved roadways, pavement markings in advance of a highway-rail grade crossing shall consist of an X, the letters RR, a no-passing zone marking (two-lane, two-way highways with centerline markings), and certain transverse lines as shown in figures 8B-2 and 8B-3.

If you would present the proposed language to your committee for discussion, we would greatly appreciate it. Depending on the recommendation of your committee, we will make the necessary revision to 3B.02 to appropriately match the final language adopted by your committee. If you have any questions regarding this matter or would like me to be available to discuss with your committee next week, please feel free to contact me. You can contact me at (502) 564-3020 through Monday of next week. I will be available by cell phone next week at the January NCUTCD meeting at (502) 330-7377, or you can contact me at the hotel (I plan to be there by late Tuesday afternoon). Thank you in advance for your consideration of this matter.

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Cabinet

Approved revision to 8B.19

On paved roadways, pavement markings in advance of a highway-rail grade crossing shall consist of an X, the letters RR, a no-passing zone marking (two-lane, two-way highways with centerline markings in conformance with Section 3B.01), and certain transverse lines as shown in figures 8B-2 and 8B-3.

3B.02 (In rev.2)

No-passing zone markings shall be used on approaches to highway-rail grade crossings in conformance with Section 8B.19.