



Traffic Guidelines Manual

ORIGINATOR Director, Office of Traffic		8-2-9
CHAPTER 8	Railroad Grade Crossings	
SECTION 2	Signs and Markings	
SUBJECT 9	Stop and Yield Signs	

Reference is made to the following revision:

1988 MUTCD REVISION 2

Text changes to the MUTCD discussed in Final Rule Docket No. 92-11, Federal Register, Nov. 6, 1992. Delete Section 8B-9 (page 8B-7) in its entirety and replace with the following:

8B-9 STOP or YIELD Signs at Grade Crossings (R1-1, W5-1, R1-2, W5-2)

STOP or YIELD signs *may* be used at highway-rail grade crossings, at the discretion of the responsible State or local jurisdiction, for crossings that have two or more trains per day and are without automatic traffic control devices.

For other crossings with passive protection, STOP or YIELD signs *may* be used after need is established by a traffic engineering study. The study *should* take into consideration such factors as: volume and character of highway and train traffic, adequacy of stopping sight distance, crossing accident history, and need for active control devices.

For all highway-rail grade crossings where STOP or YIELD signs are installed, the placement **shall** conform to the requirements of MUTCD Section 2B-9 Location of Stop Sign and Yield Sign. STOP AHEAD or YIELD AHEAD Advance Warning signs **shall** also be installed.

We have received an opinion from our Office of General Counsel that highway maintaining agencies in Wisconsin *may*, if they choose, install yield signs at railroad crossings, in spite of the lack of specific reference to this usage in the state statutes.

Please note that the above revision replaces the previous section in its entirety, including some specific advice as to when to install stop signs. The new section emphasizes the use of traffic engineering studies, but gives no advice on the appropriate use of yield signs.

This topic however has been discussed on several occasions before, and there appears to be a repeated conclusion that yield signs are not a good traffic control device for grade crossings and *should* not be used in Wisconsin. There is concern that since there would be very minimal use of them, that the public would react unpredictably to their presence. Also, the sign is redundant because the crossbuck has the same meaning if used alone.

The next edition of the MUTCD Supplement *may* have a restriction against the use of yield signs at grade crossings in Wisconsin. Until then, in the unlikely event that a yield sign installation is contemplated on some agency's system we *should* advise negatively.