



National Committee on Uniform Traffic Control Devices

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ATTACHMENT NO. 2
Item No.: 16B-RW-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: Regulatory and Warning Signs Committee
ITEM NUMBER: 16B-RW-01
TOPIC: Gates – Setback for Parking Gates
ORIGIN OF REQUEST: SROPT Task Force from the National Parking Association and International Parking Institute representative. Randy McCourt (chair), Tom Heydel, Andy Ramisch, Bob Seyfried, Richard Meredith, Herman Hill
AFFECTED SECTIONS OF MUTCD: 2B.68

DEVELOPMENT HISTORY: task force: 4-12-16, revised 4-27-16, revised 12-28-16, updated 1-4-17

- Approved by Technical Committee: 06/09/2016
- Approved by Technical Committee following sponsor comments: 01/04/2017
- Approved by NCUTCD Council: 01/06/2017

This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

Section 2B.68 of the MUTCD includes specific setback distances for gates. While relevant for roadway or ramp crossing gates, this is not relevant for parking gates and was not included in the Site Roadways Open to Public Travel edits approved in January 2016.

DISCUSSION

Following the approval by Council of the Site Roadways Open to Public Travel (SROPT) edits for the various parts of the MUTCD, a comment was received from a SROPT Task Force member (Mary Smith) representing the National Parking Association regarding gate setback in Section 2B.68. This section the MUTCD notes two foot setbacks from face of curb to gates or equipment. This text relates to gates at roadways, ramps, grade crossings, toll plaza lanes, etc but is not relevant to parking gates at all SROPT. Parking gates (in the vertical position) and equipment are commonly within 6 inches of the face of curb to allow drivers to interact with the



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33 equipment (readers, ticket spitter). A SROPT “carve out” to separate parking gates from all
34 gates was proposed to consider standards in the MUTCD that may not be applied properly for
35 site roadways open to public travel. In order to address this revision Council approved removing
36 the language related to lateral offset at gates since this is addressed in AAHSTO design criteria
37 and a design aspect better suited for other design manuals. The text below addresses this
38 omission.

39

40 **RECOMMENDED MUTCD CHANGES**

41

42 The following present the proposed changes to the current MUTCD within the context of the
43 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
44 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
45 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
46 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
47 comments may be provided with the MUTCD text. These comments are indicated by
48 highlighted light blue in brackets.

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PART 2. SIGNS

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CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

53 **Section 2B.68 Gates**

54 Support:

55 01 Gates described in this section used for weather or other emergency conditions are typically
56 permanently installed to enable the gate to be immediately deployed as needed to prohibit the
57 entry of traffic to the highway segment(s).

58 02 A gate typically features a gate arm that is moved from a vertical to a horizontal position or is
59 rotated in a horizontal plane from parallel to traffic to perpendicular to traffic. Traffic is
60 obstructed and required to stop when the gate arm is placed in a horizontal position
61 perpendicular to traffic. Another type of gate consists of a segment of fence (usually on rollers)
62 that swings open and closed, or that is retracted to open and then extended to close.

63 03 Gates are sometimes used to enforce a required stop. Some examples of such uses are the
64 following:

- 65 A. Parking facility entrances and exits,
- 66 B. Private community entrances and exits,
- 67 C. Military base entrances and exits,
- 68 D. Toll plaza lanes,
- 69 E. Movable bridges (see Chapter 4J),



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- 70 F. Automated Flagger Assistance Devices (see Chapter 6E), and
71 G. Grade crossings (see Part 8).

72 04 Gates are sometimes used to periodically close a roadway or a ramp. Some examples of such
73 uses are the following:

- 74 A. Closing ramps to implement counter-flow operations for evacuations,
75 B. Closing ramps that lead to reversible lanes, and
76 C. Closing roadways for weather events such as snow, ice, or flooding, or for other
77 emergencies.

78 **Standard:**

79 05 **Except as provided in Paragraph 6, gate arms, if used, shall be fully retroreflectorized on**
80 **both sides, have vertical stripes alternately red and white at 16-inch intervals measured**
81 **horizontally as shown in Figure 8C-1.**

82 **Option:**

83 06 If used on a one-way roadway or ramp, the retroreflectorization may be omitted on the side of
84 the gate facing away from approaching traffic.

85 07 Where gate arms are used to block off ramps into reversible lanes or to redirect approaching
86 traffic, the red and white striping may be angled such that the stripes slope downward at an angle
87 of 45 degrees toward the side of the gate arm on which traffic is to pass.

88 **Standard:**

89 08 **The gate arm shall extend across the approaching lane or lanes of traffic to effectively**
90 **block motor vehicle and/or pedestrian travel as appropriate.**

91 ~~09 **When gate arms are in the vertical position or rotated to an open position, the closest**~~
92 ~~**part of the gate arm and support shall have a lateral offset of at least 2 feet from the face of**~~
93 ~~**the curb or the edge of the traveled way.**~~

94 ~~10 **When gate arms that are located in the median or on an island are in the horizontal**~~
95 ~~**position or rotated to a closed position, the closest part of the counterweight or its supports**~~
96 ~~**shall have a lateral offset of at least 2 feet from the face of the curb or the edge of the**~~
97 ~~**traveled way of the open roadway on the opposite side of the median or island.**~~

98 **Guidance:**

99 ~~09~~ *When a gate that is rotated in a horizontal plane is in the position where it is parallel to*
100 *traffic (indicating that the roadway is open), the outer end of the gate arm should be rotated to*
101 *the downstream direction (from the perspective of traffic in the lane adjacent to the gate support)*
102 *to prevent spearing if the gate is struck by an errant vehicle.*



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103 ~~12 If a pedestrian route is present and if it is not intended that pedestrian traffic be controlled by~~
104 ~~the gate, a minimum of 2 feet of lateral offset from supports, posts, counterweights, and gate~~
105 ~~mechanisms should be provided when the gate arm is in the open position and when the gate arm~~
106 ~~is in the closed position such that pedestrian travel is not impeded.~~

107 Option:

108 ~~13~~ 10 Red lights may be attached to traffic gates.

109 C:\ncutcd\June 2016\16B.RW.01 Section 2B.68 Gates APPROVED BY COUNCIL 1-6-17