

**TECHNICAL COMMITTEE:** Railroad and Light Rail Transit Technical Committee

**DATE OF ACTION:** June 25, 2004

**TOPIC:** Advance Signs.

**STATUS:** *Approved by NCUTCD Council June 25, 2004*

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**Section 8B.06 4 Highway-Rail Grade Crossing Advance Warning Signs (W10 Series)**

**Standard:**

A Highway-Rail Grade Crossing Advance Warning (W10-1) sign (see Figure 8B-2) **with a supplemental plaque describing the type of traffic control at the highway-rail grade crossing installed directly beneath it** shall be used on each highway in advance of every highway-rail grade crossing except in the following circumstances:

- A. On an approach to a highway-rail grade crossing from a T-intersection with a parallel highway, if the distance from the edge of the track to the edge of the parallel roadway is less than 30 m (100 ft), and W10-3 signs are used on both approaches of the parallel highway; or
- B. On low-volume, low-speed highways crossing minor spurs or other tracks that are infrequently used and are flagged by train crews; or
- C. In business districts where active highway-rail grade crossing traffic control devices are in use; or
- D. Where physical conditions do not permit even a partially effective display of the sign.

**The supplemental plaque shall be an Active Control (W10-16) sign for those crossings with active traffic control devices and be a No Signal (W10-10) sign for those crossings without active traffic control devices.**

Placement of the Highway-Rail Grade Crossing Advance Warning sign shall be in accordance with **Chapter 2A Section 2C.05** and Table 2C-4.

**Yield Ahead (W3-2) or Stop Ahead (W3-1) Advance Warning sign (see Figure 2C-4) shall also be installed if the criteria for their installation given in Section 2C.29 is met. If a Yield Ahead or Stop Ahead sign is installed on the approach to the crossing, the W10-1 sign and supplemental plaque shall be installed in advance of the Yield Ahead or Stop Ahead sign. The Yield Ahead or Stop Ahead sign shall be located in accordance with Table 2C-4. The minimum distance between the signs shall be in accordance with Section 2C.05 and Table 2C-4.**

**Option:**

On divided highways and one-way streets, an additional W10-1 sign **with the appropriate supplemental plaque underneath** may be installed on the left side of the roadway.

**Standard:**

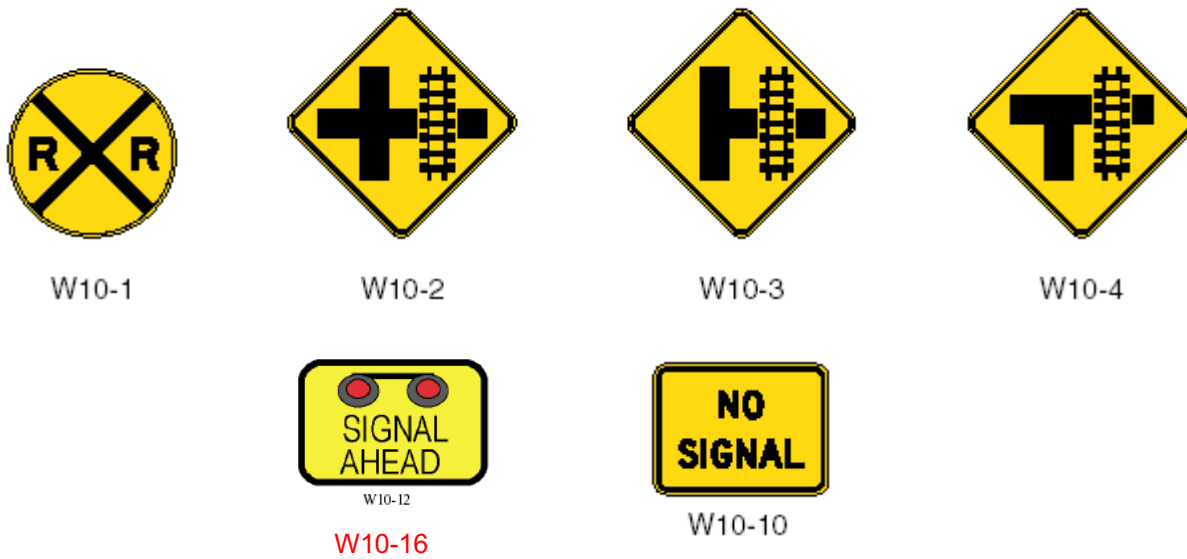
If the distance between the railroad tracks and a parallel highway, from the edge of the tracks to the edge of the parallel roadway, is less than 30 m (100 ft), W10-2, W10-3, or W10-4 signs (see Figure 8B-2) shall be installed on each approach of the parallel highway to warn road users making a turn that they will encounter a highway-rail grade crossing soon after making a turn, and a W10-1 sign for the approach to the tracks shall not be required to be between the tracks and the parallel highway.

If the W10-2, W10-3, or W10-4 signs are used, sign placement in accordance with the guidelines for Intersection Warning signs in Table 2C-4 using the speed of through traffic shall be measured from the highway intersection.

Guidance:

If the distance between the railroad tracks and the parallel highway, from the edge of the tracks to the edge of the parallel roadway, is 30 m (100 ft) or more, a W10-1 sign with the appropriate supplemental plaque sign underneath should be installed in advance of the highway rail grade crossing, and the W10-2, W10-3, or W10-4 signs should not be used on the parallel highway.

**Figure 8B-3 2 Advance Warning Signs**



### **Section 8B.15 NO SIGNAL Sign (W10-10) or NO GATES OR LIGHTS Sign (W10-13)**

Option:

~~A NO SIGNAL (W10-10) sign or a NO GATES OR LIGHTS (W10-13) sign (see Figure 8B-5) may be installed at highway-rail grade crossings that are not equipped with automated signals.~~

~~The NO SIGNAL (W10-10) sign or the NO GATES OR LIGHTS (W10-13) sign may be mounted as a supplemental plaque below the Advance Warning (W10-1) sign.~~

### **Section 8B.16 LOOK Sign (R15-8)**

Option:

~~At highway-rail grade crossings, the LOOK (R15-8) sign (see Figure 8B-3) may be mounted as a supplemental plaque on the Crossbuck (R15-1) sign post, or as on a separate sign post in the immediate vicinity of the highway-rail grade crossing on the railroad right-of-way.~~