National Committee on
Uniform Traffic Control Devices

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Item Number: 26B-RR-01

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE:	Railroad & Light Rail Transit Technical Committee
ITEM NUMBER:	26B-RR-01
TOPIC:	Advanced Warning Sign Placement
ORIGIN OF REQUEST:	Railroad & Light Rail Transit TC
AFFECTED SECTIONS OF MUTCD:	8B.06, Figure 8C-1

DEVELOPMENT HISTORY:
Approved by RRLRT TC:.....01/08/2026
Concurrence from RWSTC:.....01/08/2026
Approved by NCUTCD Council: .....

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, options, or support. If approved by the NCUTCD Council, the recommended changes 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:
This proposal modifies Part 8 provisions for advance warning sign placement to refer to Section 2C.04 instead of Table 2C-3. Where Table 2C-3 is specifically referenced in Part 8, the language is proposed to be modified from Standard to Guidance for consistency with the language in Section 2C.04.

DISCUSSION:
Determination of the advance warning sign placement in Section 2C.04 provides Table 2C-3 as Guidance, whereas current Part 8 language regarding advance warning signs at grade crossings references Table 2C-3 in Standard statements. The references to Table 2C-3 in Part 8 Standard statements could appear to reduce practitioners' ability to utilize engineering judgement when determining advance warning sign placement, which is described in Section 2C.04 paragraph 3. The proposal modifies Part 8 to reference Section 2C.04 rather than Table 2C-3 and where Table 2C-3 is specifically referenced, changes the statement from Standard to Guidance to reinforce practitioners' ability to utilize engineering judgement in applying the distances shown in Table 2C-3.

RECOMMENDED MUTCD CHANGES:

The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by [bracketed white text in shaded green]. Deletions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in ~~highlighted red strikethrough and sans-serif text~~. Additions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in underline blue and sans-serif text.

PART 8

TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

CHAPTER 8B. SIGNS

Section 8B.06 Grade Crossing Advance Warning Signs (W10-1 Through W10-4)

Standard:

01 A Grade Crossing Advance Warning (W10-1) sign (see Figure 8B-4) shall be used on each highway in advance of every grade crossing, except in the following circumstances:

- **A. On an approach to a grade crossing from an intersection with a parallel highway if the distance from the nearest rail of the tracks to the edge of the parallel roadway is less than 100 feet and W10-2, W10-3, or W10-4 signs are used on the approaches of the parallel highway (see Paragraph 5 of this Section);**
- **B. On low-volume, low-speed highways crossing minor spurs or other tracks that are infrequently used and road users are directed by an authorized person on the ground to not enter the crossing at all times that approaching rail traffic is about to occupy the crossing;**
- **C. In business or commercial areas where active grade crossing traffic control systems are in use;**
- **D. Where physical conditions do not permit even a partially effective display of the sign; or**
- **E. At highway-LRT grade crossings where Crossbuck signs are not used (see Section 8B.03).**

02 The placement of the Grade Crossing Advance Warning sign shall be in accordance with Section 2C.04 ~~and Table 2C-3~~.

03 If a YIELD or STOP sign is present at a passive grade crossing, a Yield Ahead (W3-2) or Stop Ahead (W3-1) Advance Warning sign shall also be installed if the criteria ~~for their installation~~ given in Section 2C.35 is met. If a Yield Ahead or Stop Ahead sign is installed on the approach to the crossing, the W10-1 sign shall be installed upstream from the Yield Ahead or Stop Ahead sign. The Yield Ahead or Stop Ahead sign shall be located in accordance with ~~Table 2C-3~~ Section 2C.04. The minimum distance between the signs shall be in accordance with Section 2C.04 ~~and Table 2C-3~~.

Option:

04 On divided highways and one-way streets, an additional W10-1 sign may be installed on the left-hand side of the roadway.

Standard:

05 If the distance between the tracks and a parallel highway, from the nearest rail of the tracks to the edge of the parallel roadway, is less than 100 feet, a W10-2, W10-3, or W10-4 sign (see Figure 8B-4) shall be installed on each approach of the parallel highway to warn road users making a turn that they will encounter a 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.

~~06 If the W10-2, W10-3, or W10-4 sign is used, sign placement in accordance with the guidelines for Intersection Warning signs in Table 2C-3 using the speed of through traffic shall be measured from the highway intersection.~~

Guidance:

06a *If the W10-2, W10-3, or W10-4 sign is used, sign placement in accordance with the guidelines for Intersection Warning signs in Table 2C-3 using the speed of through traffic should be measured from the highway intersection.*

07 *If the distance between the tracks and the parallel highway, from the nearest rail of the tracks to the edge of the parallel roadway, is 100 feet or more, a W10-1 sign should be installed in advance of the grade crossing, and the W10-2, W10-3, or W10-4 sign should not be used on the parallel highway.*

Figure 8C-1. Example of Placement of Warning Signs and Pavement Markings at Grade Crossings

