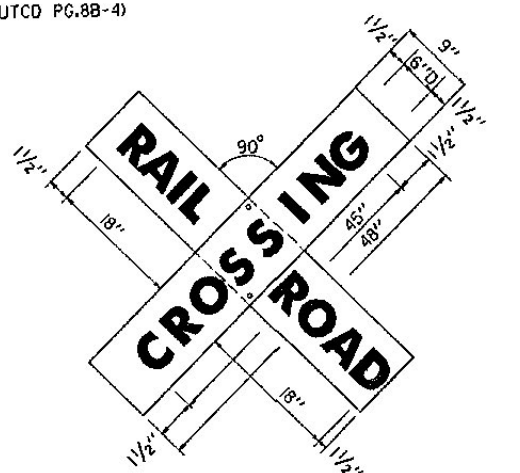


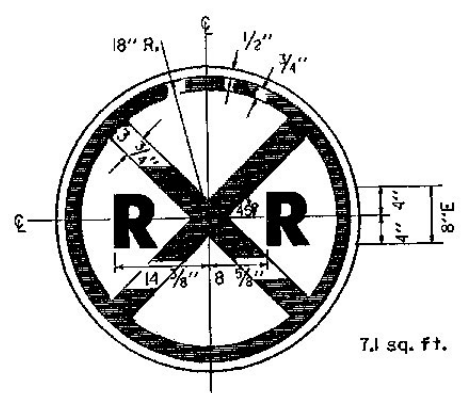
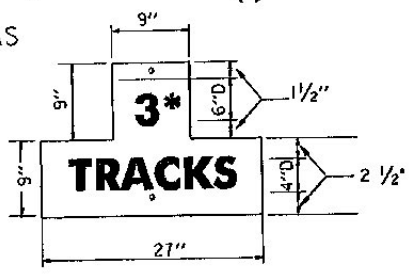
WIDTH MAY VARY ACCORDING TO LANE WIDTH (MUTCD PG.88-4) MAX. 10'-0"

PAVEMENT MARKINGS



* NUMBER AS REQUIRED

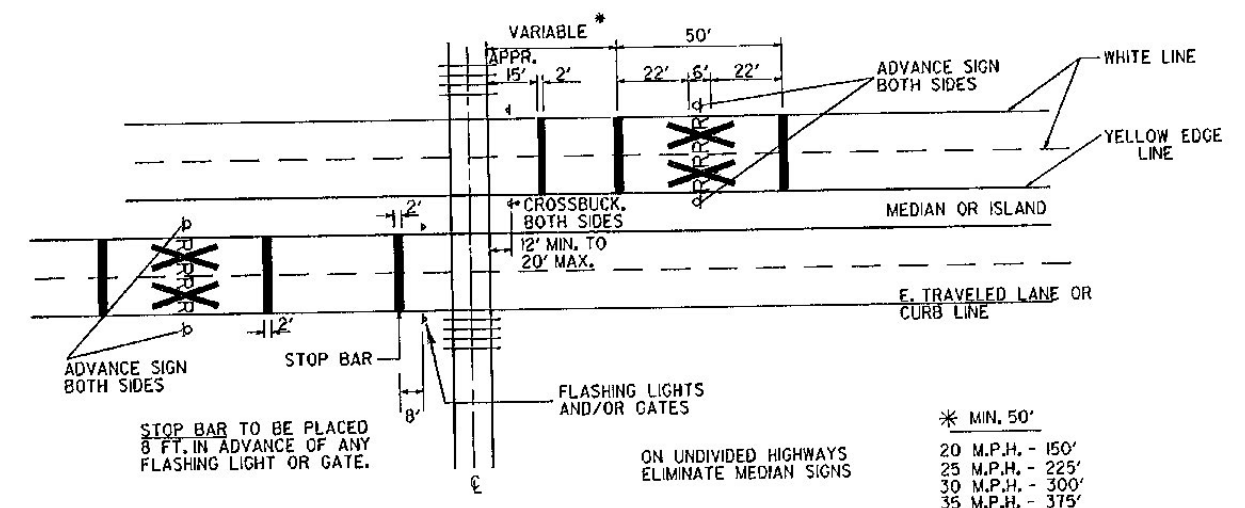
RAILROAD CROSSING SIGN (CROSSBUCK)



ADVANCE SIGN

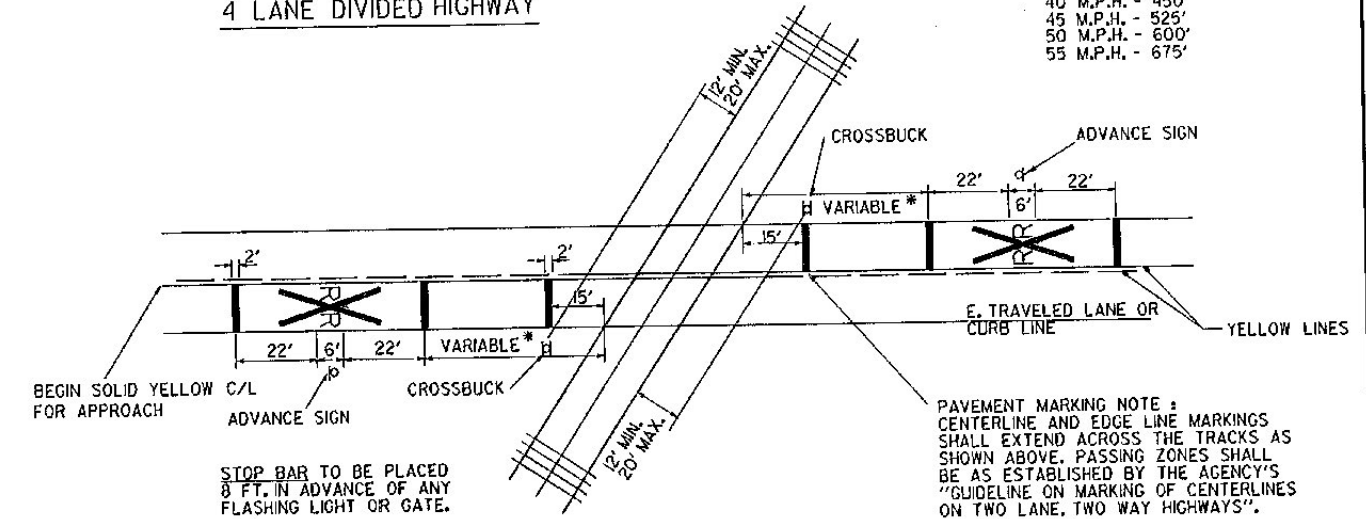
SIGN MATERIALS AND COLORS

CROSSBUCKS SHALL BE EITHER 5/8" HIGH DENSITY OVERLAY PLYWOOD OR 0.100" ALUMINUM W/SILVER OR WHITE ENCAPSULATED LENS SHEETING, APPLIED TO BOTH SIDES OF SIGN PANELS.
 ADVANCE SIGN SHALL BE 0.125" ALUMINUM W/YELLOW REFLECTIVE SHEETING. MULTI-TRACK SIGN SHALL BE 0.06" ALUMINUM W/SILVER OR WHITE REFLECTIVE SHEETING. TEXT, STRIPES AND BORDERS SHALL BE EITHER BLACK PAINTED OR LETTERING FILM.



4 LANE DIVIDED HIGHWAY

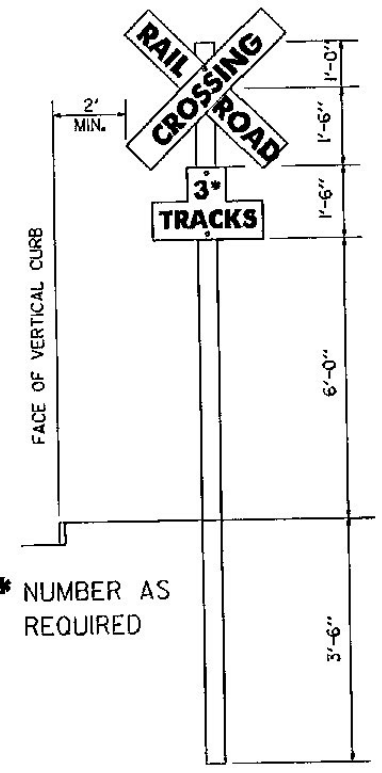
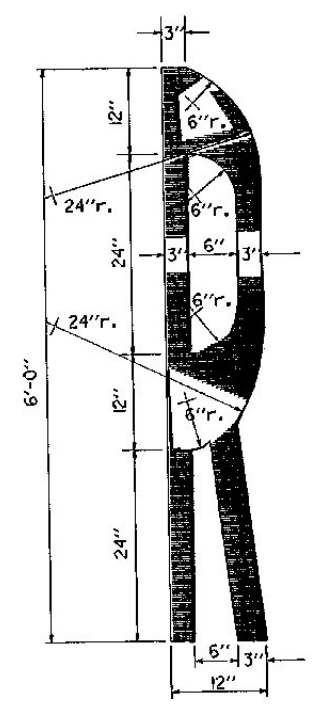
* MIN. 50'
20 M.P.H. - 150'
25 M.P.H. - 225'
30 M.P.H. - 300'
35 M.P.H. - 375'
40 M.P.H. - 450'
45 M.P.H. - 525'
50 M.P.H. - 600'
55 M.P.H. - 675'



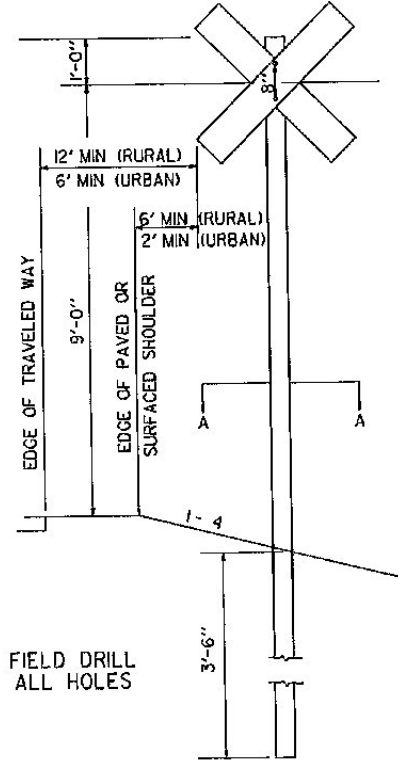
2 LANE HIGHWAY PAVED
 ALSO APPLICABLE TO UNPAVED ROADS FOR PLACEMENT OF CROSSBUCKS AND ADVANCE SIGNS

GENERAL NOTES

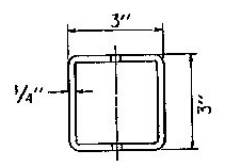
- PAVEMENT MARKINGS**
 THESE MARKINGS SHALL BE PLACED, IF PHYSICALLY FEASIBLE, ON ALL PAVED APPROACHES TO RAILROAD CROSSINGS, WHERE THERE ARE SIGNALS AND/OR AUTOMATIC GATE AND AT ALL OTHER CROSSINGS WHERE THE PREVAILING SPEED OF HIGHWAY TRAFFIC IS 40 M.P.H. OR GREATER.
 THE MARKINGS SHALL ALSO BE PLACED AT CROSSINGS WHERE ENGINEERING STUDIES INDICATE THERE IS A SIGNIFICANT POTENTIAL CONFLICT BETWEEN VEHICLES AND TRAINS. ALL MARKINGS SHALL BE WHITE EXCEPT FOR MEDIAN EDGELINES AND CENTERLINE ON 2 LANE ROADS WHICH SHALL BE YELLOW. THE RAILROAD CROSSING SYMBOL SHALL CONSIST OF THE "X" FLANKED BY TWO "R"'S AND THREE 24' STOP BARS; TWO BRACKETING THE "X", ONE AT THE CROSSING. AT MINOR CROSSINGS OR IN URBAN AREAS, THESE MARKINGS MAY BE OMITTED IF AN ENGINEERING STUDY INDICATES THAT OTHER DEVICES INSTALLED PROVIDE SUITABLE PROTECTION.
- CROSSBUCKS**
 WHERE PHYSICALLY FEASIBLE AND VISIBLE TO APPROACHING TRAFFIC, THESE SIGNS SHALL BE INSTALLED ON THE RIGHT-HAND SIDE OF THE ROADWAY FOR EACH APPROACH TO THE CROSSING. MULTI-LANE DIVIDED HIGHWAYS SHALL HAVE SIGNS MOUNTED ON BOTH SIDES OF THE ROADWAY APPROACHES.
- AUXILIARY SIGNS**
 A "NUMBER OF TRACKS" SIGN SHALL BE USED WHERE THERE ARE TWO OR MORE TRACKS AT THE CROSSING.
- ADVANCE WARNING SIGNS**
 RAILROAD ADVANCE WARNING SIGNS WILL BE PROVIDED AND LOCATED IN ACCORDANCE WITH SECTION 88-3 OF MUTCD



* NUMBER AS REQUIRED



7/16" HOLES FOR 3/8" x 5" STAINLESS STEEL BOLTS W/ELASTIC STOP NUTS



SECTION A-A
 ALUMINUM TUBE
 6061-T6 ALLOY

MATERIALS: REFER TO GENERAL SPECIAL PROVISIONS FOR ADDITIONAL REFLECTORIZED PAVEMENT MARKING INFORMATION.

REVISIONS AND CORRECTIONS
 JAN. 12, 1988 - REVISED LOCATION OF ADVANCE SIGNS

APPROVED
 SEPT. 10, 1987
 DATE
 David W. Kelley
 CHIEF ENGINEER
 Arthur J. ...
 DIRECTOR OF PLANNING AND PRE-CONSTRUCTION
 Gordon B. Mag. ...
 TRAFFIC AND SAFETY ENGINEER

RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS



STANDARD
 E-190