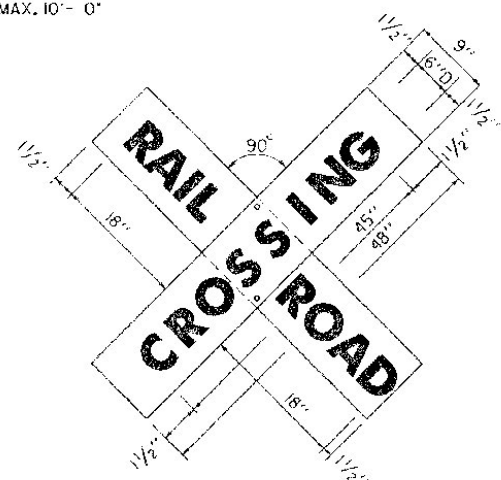
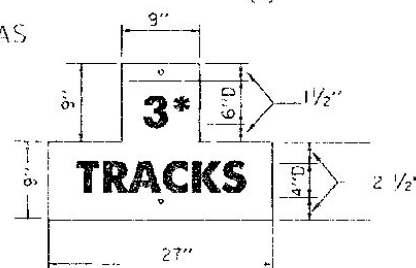


WIDTH MAY VARY ACCORDING TO LANE WIDTH, MAX. 10'-0"

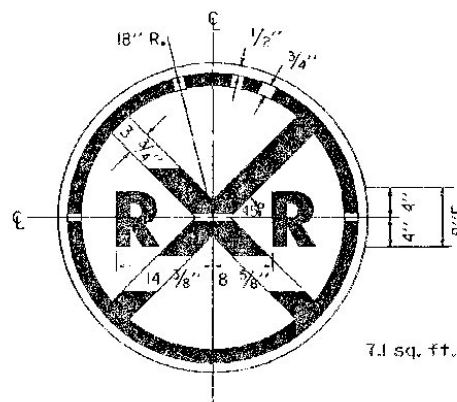
PAVEMENT MARKINGS



\* NUMBER AS REQUIRED



RAILROAD CROSSING SIGN (CROSSBUCK)

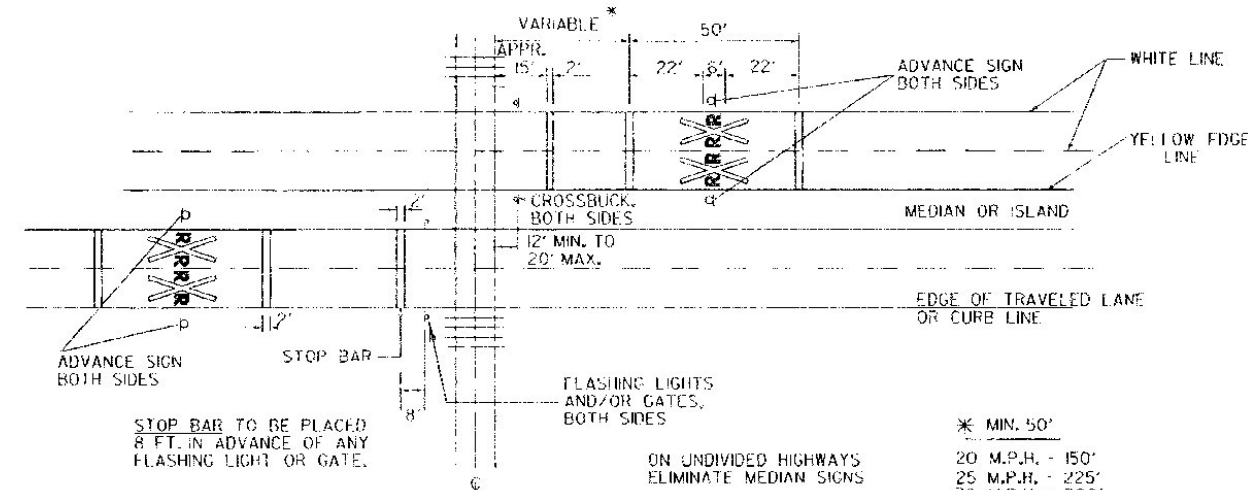


ADVANCE SIGN

**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.

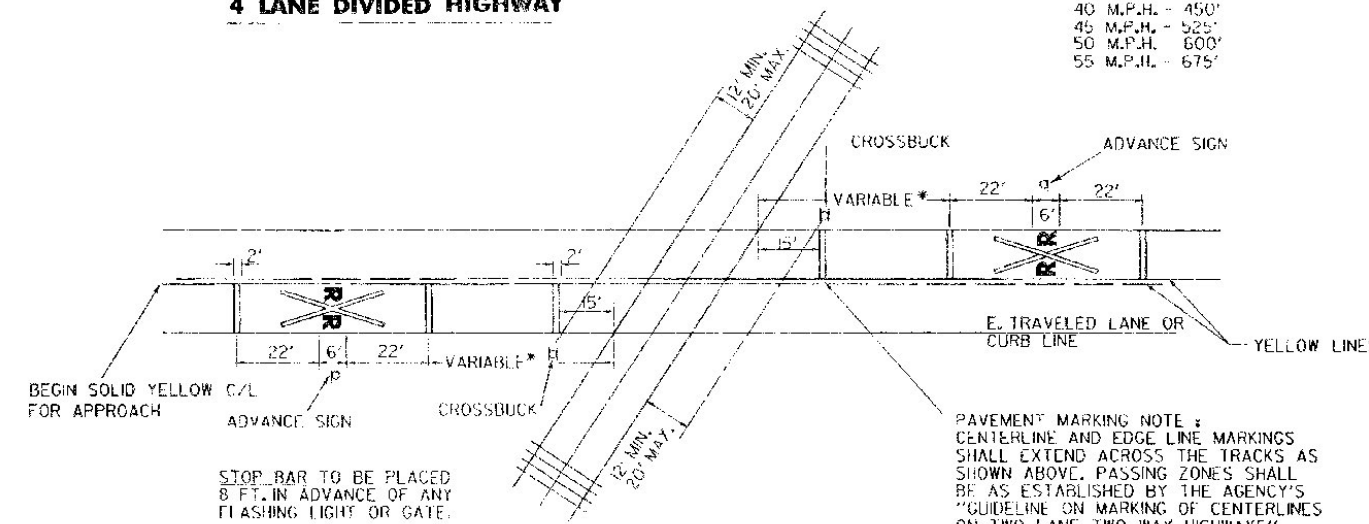
ADVANCE SIGN SHALL BE 0.025" ALUMINUM W/YELLOW REFLECTIVE SHEETING. MULTI-TRACK SIGN SHALL BE 0.06" ALUMINUM W/SILVER OR WHITE REFLECTIVE SHEETING. TEXT, STRIPES AND BORDERS SHALL BE EITHER BLACK PAINTED OR LETTERING FILM.



4 LANE DIVIDED HIGHWAY

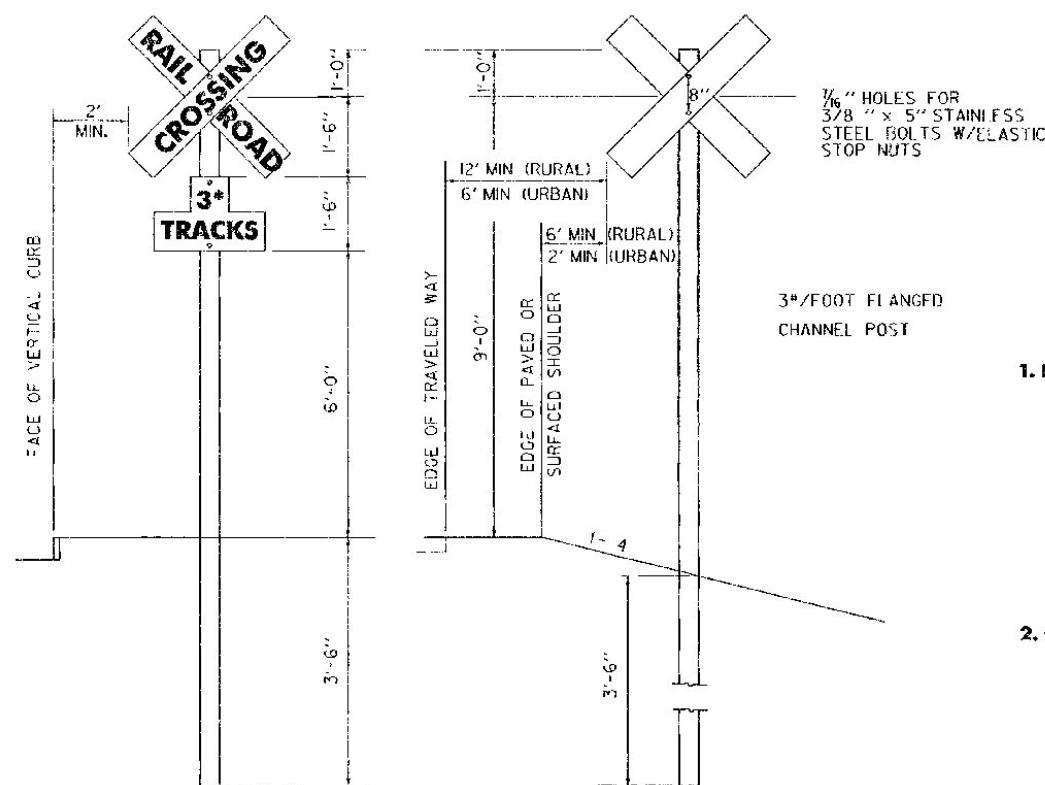
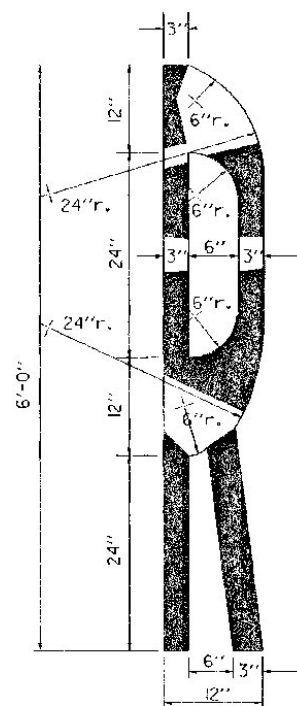
\* MIN. 50'

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**

**1. 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 EDGE LINES 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.

**2. 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.

**3. AUXILIARY SIGNS**

A "NUMBER OF TRACKS" SIGN SHALL BE USED WHERE THERE ARE TWO OR MORE TRACKS AT THE CROSSING.

**4. ADVANCE WARNING SIGNS**

RAILROAD ADVANCE WARNING SIGNS WILL BE PROVIDED AND LOCATED IN ACCORDANCE WITH SECTION 8B-3 OF MUTCD

THIS SHEET IS NOT TO SCALE

OTHER STDS E-160 REQUIRED

**REVISIONS AND CORRECTIONS**

- SEPT. 10, 1987 - DATE OF ORIGINAL ISSUE
- JAN. 12, 1988 - REVISE LOCATION OF ADVANCE SIGNS
- AUG. 18, 1995 - DELFTED ALUMINUM 3" X 3" TUBE

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

**APPROVED**

*Seamus D. McArthur*  
DIRECTOR OF ENGINEERING

*David A. Ross*  
TRAFFIC AND SAFETY ENGINEER

**RAILROAD CROSSING SIGNS AND PAVEMENT MARKINGS**

/traf/std/stdel90.dgn/sldel90.i



**STANDARD E-190**