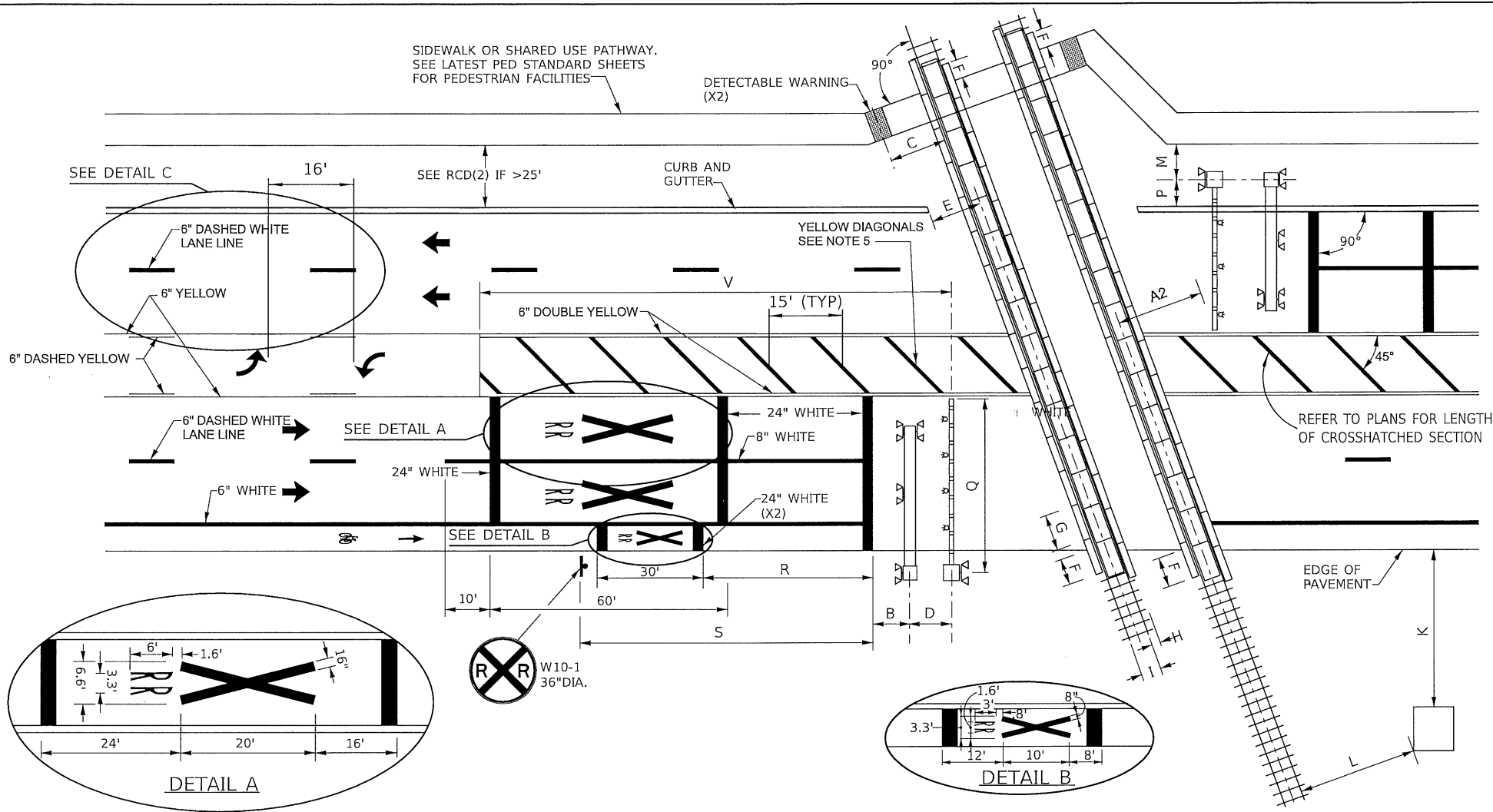


DISCLAIMER: ASSUMES NO RESPONSIBILITY FOR THE CONVERSION OF THIS STANDARD TO OTHER FORMATS OR FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.

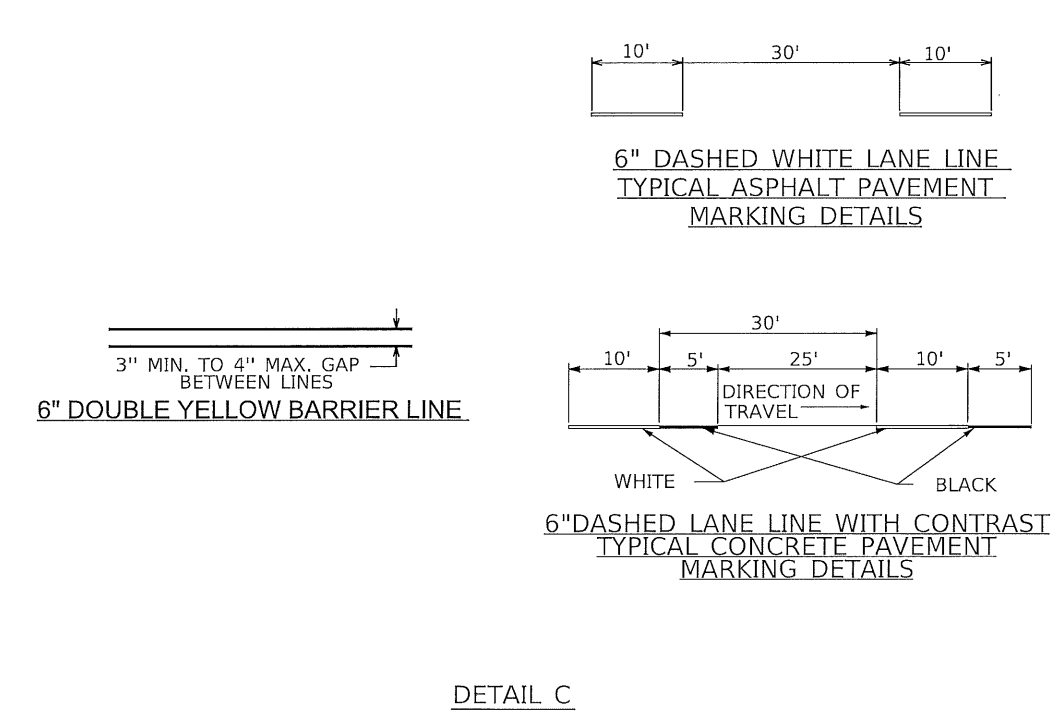
DESCRIPTION	REVISIONS	DATE
NEW SHEET		2/26/2019



NOTES

- A2: TIP OF GATE TO CENTER OF RAIL: 12' MINIMUM, 15' TYPICAL.
- B: CENTER OF MAST (CANTILEVER, GATE, OR MAST FLASHER) OF NEAREST ACTIVE TRAFFIC CONTROL DEVICE TO STOP LINE: 8' (NOTE: STOP LINE MAY BE MOVED AS NEEDED, BUT SHOULD BE AT LEAST 8' BACK FROM GATES, IF PRESENT).
- C: CENTER OF DETECTABLE WARNING DEVICE TO NEAREST RAIL: 12' MINIMUM
- D: CENTER OF GATE MAST TO CENTER OF CANTILEVER MAST: 6' TYPICAL. NOTE: CANTILEVER MAY BE LOCATED IN FRONT OR BEHIND GATES.
- E: EDGE OF MEDIAN OR CURB TO CENTER OF RAIL: 12' TYPICAL. NOTE: DESIGN MEDIAN EDGE TO BE PARALLEL WITH RAIL.
- F: EDGE OF PLANKING PANEL FROM EDGE OF PAVEMENT OR SIDEWALK: 3' MINIMUM. NOTE: FIELD PANELS NEED NOT BE IN LINE WITH GAUGE PANELS.
- G: LENGTH OF PANELS ALONG RAIL: 8' TYPICAL.
- H: WIDTH OF FIELD PANEL: 2' TYPICAL (CHECK WITH RAILROAD COMPANY).
- I: DISTANCE BETWEEN RAILS: 4'-8.5".
- K: NEAREST EDGE OF RR CABIN FROM EDGE OF PAVEMENT: 30' TYPICAL. NOTE: CABINET NOT REQUIRED TO BE PARALLEL TO EDGE OF PAVEMENT.
- L: NEAREST EDGE OF RR CABIN FROM NEAREST RAIL: 25' TYPICAL.
- M: CENTER OF RR MAST TO EDGE OF SIDEWALK: 6' MINIMUM.
- P: CENTER OF RR MAST TO FACE OF CURB: 4'-3" MINIMUM. CENTER OF RR MAST TO EDGE OF PAVEMENT (WITH SHOULDER): 6' MINIMUM. CENTER OF RR MAST TO EDGE OF PAVEMENT (NO SHOULDER): 8'-3" MINIMUM. NOTE: BNSF PREFERS 5'-3", 7', AND 9'-3" MINIMUMS, RESPECTIVELY.
- Q: GATE LENGTH: 28' OR LESS TYPICAL, BUT RAILROAD COMPANY MAY ALLOW UP TO 32' UNDER SPECIAL CIRCUMSTANCES.
- R: STOP LINE TO FIRST RR CROSSING TRANSVERSE LINE (BIKE LANE): 50' TYPICAL.
- S: STOP LINE TO GRADE CROSSING ADVANCE WARNING (W10-1) SIGN AND ADJACENT RR CROSSING PAVEMENT MARKINGS. SEE TABLE 1. SEE RCD(2) FOR OTHER SIGNS.
- V: FOR FIFTH LANE: THE FIFTH LANE SHALL NOT BE USED ON THE APPROACHES TO AN AT-GRADE RAILROAD CROSSING. THIS CAN BE ACCOMPLISHED BY RAISED ISLANDS, RUMBLE STRIPS OR STRIPING OUT THESE AREAS. (50' MINIMUM LENGTH, 100' RECOMMENDED LENGTH). IF RAISED MEDIAN IS USED FOLLOW PM8-1 (LATEST REVISION).

2-WAY, MULTIPLE LANES EACH DIRECTION WITH FIFTH LANE



DETAIL C

LEGEND

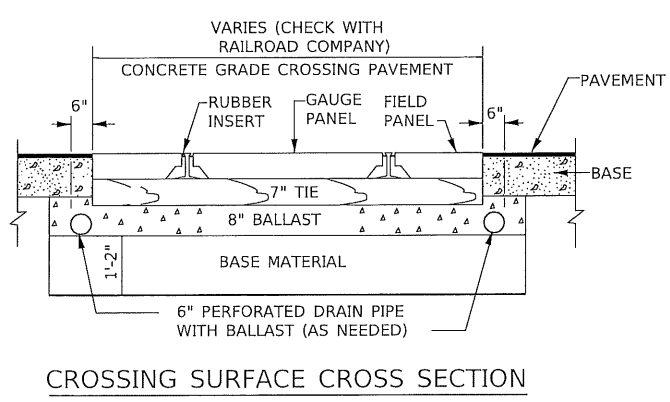
	SIGN
	OBJECT MARKER
	TRAFFIC FLOW
	CANTILEVER
	GATE ASSEMBLY
	MAST FLASHER PAIR

GENERAL NOTES

1. MEDIANS AND CURBS MUST BE NON-TRAVERSABLE TO QUALIFY AS A QUIET ZONE SUPPLEMENTARY SAFETY MEASURE (SSM). NON-TRAVERSABLE CURBS IN QUIET ZONES ARE 6" TALL MINIMUM AND USED ON ROADWAYS WHERE SPEED DOES NOT EXCEED 40 MPH.
2. RAISED PAVEMENT MARKERS MAY BE USED TO SUPPLEMENT STRIPING.
3. RAISED MEDIANS PREFERRED WHENEVER POSSIBLE TO PREVENT VEHICLES FROM DRIVING AROUND GATES.
4. LONGITUDINAL EDGE STRIPING MAY BE CONTINUED THRU CROSSING AS NEEDED. ILLUMINATION MAY ALSO BE CONSIDERED FOR NIGHTTIME VISIBILITY.
5. WIDTH OF DIAGONALS ARE AS FOLLOWS:
 ≥45 MPH - 12" WIDE
 <45 MPH - 8" WIDE

TABLE 1

APPROACH SPEED(MPH)	DESIRABLE PLACEMENT (FEET)
20	115
25	155
30	200
35	250
40	305
45	300
50	425
55	495
60	570
65	645
70	730
75	820



CROSSING SURFACE CROSS SECTION

BASIS OF PAYMENT

ITEM NO.	ITEM	UNIT
854(B)	TRAFFIC STRIPE (PAINT) (ARROW, WORDS, OR SYMBOLS)	EA
855(B)	TRAFFIC STRIPE (PLASTIC) (SYMBOLS)	EA
856(B)	TRAFFIC STRIPE (MULTI-POLYMER) (SYMBOLS, WORDS, ETC)	EA

APPROVED BY RAILROAD ENGINEER: *[Signature]* DATE: 2/26/2019

APPROVED BY TRAFFIC ENGINEER: *[Signature]* DATE: 2/26/2019

DOT TRAFFIC STANDARD PAVEMENT MARKING (RAILROAD CROSSING)

2009 SPECIFICATIONS

PM8-2	00
	T-108A