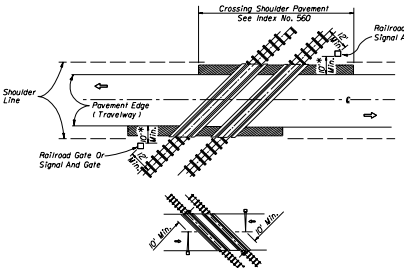
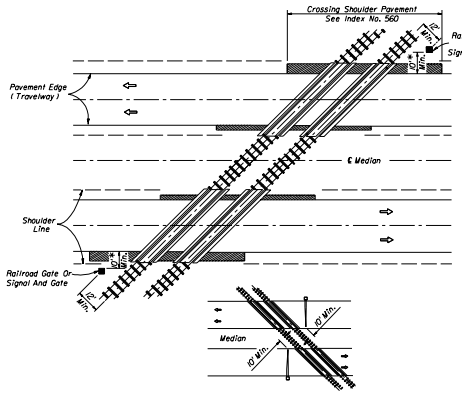
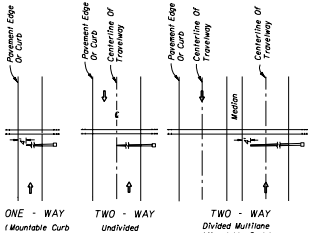


SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 - LANE DESIGN)

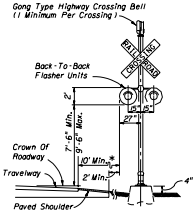


SIGNAL PLACEMENT AT RAILROAD CROSSING
(4 - LANE DESIGN)



Note :
Arrows denote direction of travel not lane indication

FIGURE I
Gate Length Requirements
See Note 6 Sheet 3



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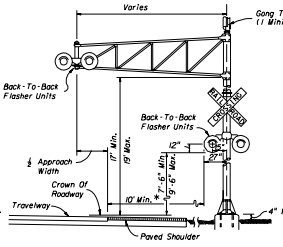

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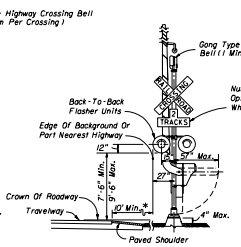

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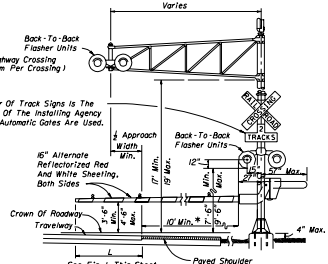


TYPE IV

General Notes

1. No guardrail is proposed for signals; however, some form of impact attenuation device may be specified for certain locations.
2. Advance flasher to be installed when and if called for in plans or specifications.
3. Top of foundation shall be no higher than 4" above finished shoulder grade.
4. Type of traffic control device
   - I Flashing signals
   - II Flashing signals with cantilever
   - III Flashing signals with gate
   - IV Flashing signals with cantilever & gate
   - V Gate
5. Class of traffic control devices
   - I Flashing signals - one track
   - II Flashing signals - multiple tracks
   - III Flashing signals and gates - one track
   - IV Flashing signals and gates - multiple tracks

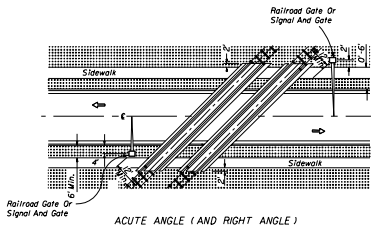
* When 10' is deemed impracticle the control device can be located as close as 2' from the edge of a paved shoulder but not less than 6' from the edge of the near traffic lane.

Note :
Two separate foundations may be required (one for signals, one for gate), depending on type of equipment used.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

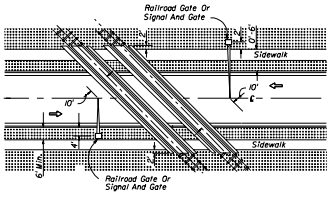
RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES

	Names	Dates	Approved By: Charles A. Hatfield
Designed By		4-76	State Traffic Plans Engineer
Drawn By			Revision	Sheet No.	Index No.
Checked By		4-76	00	1 of 4	17882



ACUTE ANGLE (AND RIGHT ANGLE)

SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 LANES, CURB & GUTTER)

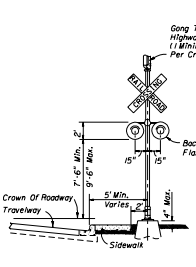


OBTUSE ANGLE

SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 LANES, CURB & GUTTER)

GENERAL NOTES

1. The location of flashing signals and stop lines shall be established based on future (or present) installation of gate with appropriate track clearances.
2. Where plans call for railroad traffic control devices to be installed in curbed medians, the minimum median width shall be 12'-6".
3. Location of railroad traffic control device is based on the distance available between face of curb & sidewalk.
   0' to 6' - Locate device outside sidewalk.
   Over 6' - Locate device between face of curb and sidewalk.
4. Stop line to be perpendicular to edge of roadway, approx. 15' from nearest rail; or 8' from and parallel to gate when present.



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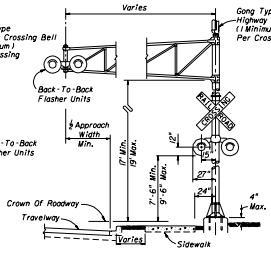

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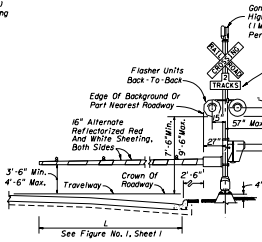

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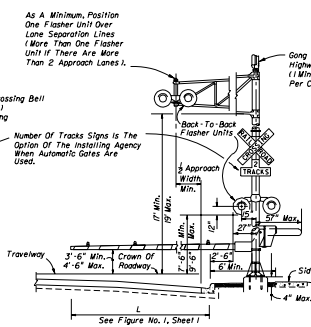
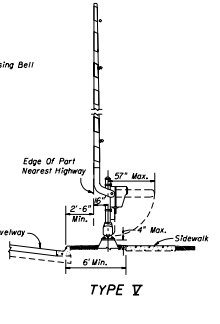


TYPE IV



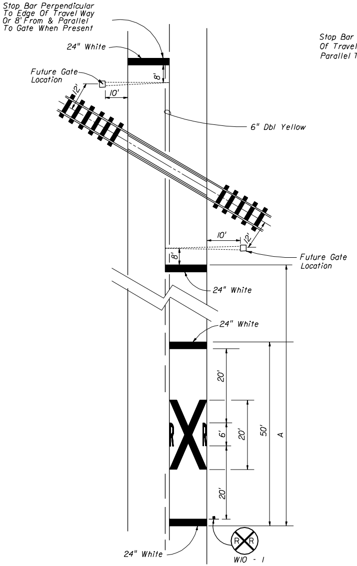
TYPE V

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

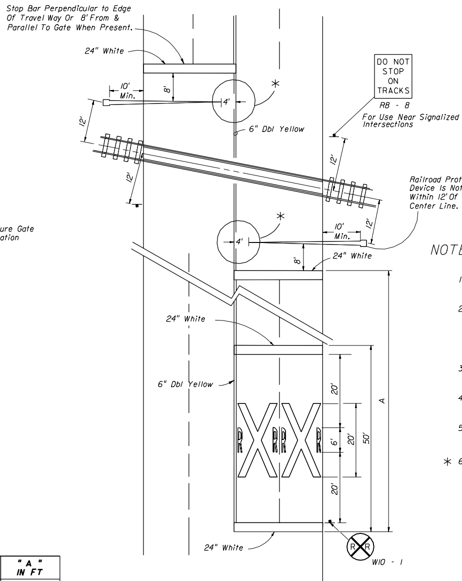
RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES

	Names	Dates	Approved By: Clark A. Scott, State Traffic Plans Engineer
Designed By		4-75	
Drawn By			Revision: 00 — Sheet No.: 2 of 4 — Index No.: 17882
Checked By		4-75	

RAILROAD CROSSING AT TWO (2) - LANE ROADWAY

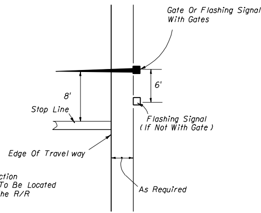


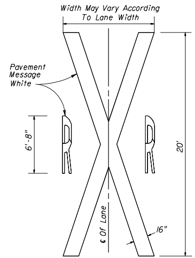
RAILROAD CROSSING AT MUTI-LANE ROADWAY

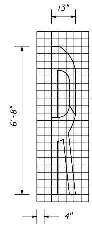


SPEED MPH	" A " IN FT
60	550
55	450
50	375
45	300
40	225
35	150
30	100
URBAN	**50 MIN.**

RELATIVE LOCATION OF CROSSING TRAFFIC CONTROL DEVICES







NOTES:

1. When computing pavement message, quantities do not include transverse lines.

2. Placement of sign W10-1 in a residential or business district, where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 100' from the crossing. Where street intersections occur between the R/R pavement message and the tracks an additional W10-1 sign and additional pavement message should be used.

3. Recommended location for sign FTP-38, 100' Urban & 300' Rural in advance of the crossing.

4. A portion of the pavement markings symbol should be directly opposite the W10-1 sign.

5. Recommended location for FTP-38 A or B signs, 100' urban and 300' rural. See index 17355 for sign details.

* 6. Gate Length Requirements

For two-way undivided sections:
The gate should extend to within 1' of the center line. On multilane approaches the maximum gate length may not reach to within 1' of the center line. For those cases, the distance from the gate to the center line shall be a maximum of 4'.

For one-way or divided sections:
The gate shall be of sufficient length such that the distance from the gate tip to the inside edge of pavement is a maximum of 4'.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES

	Names	Dates
Designed By		10-77
Drawn By		
Checked By		

Approved By: Clark A. Scott
State Traffic Plans Engineer

Revision	Sheet No.	Index No.
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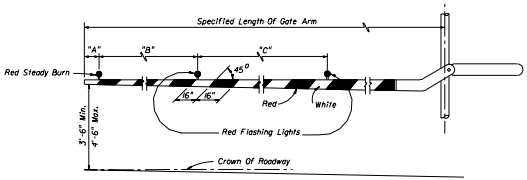
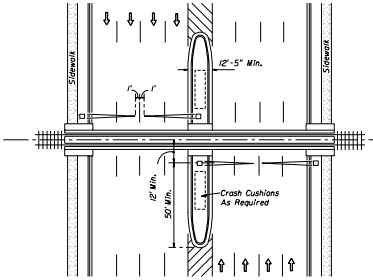
$$$$$$SYTIME$$$$$$

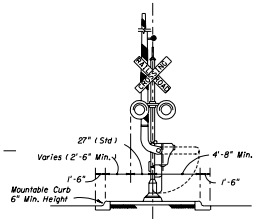


RAILROAD GATE ARM LIGHT SPACING

Specified Length Of Gate Arm	Dimension "A"	Dimension "B"	Dimension "C"
14 Ft.	6"	36"	5'
15 Ft.	18"	36"	5'
16-17 Ft.	24"	36"	5'
18-19 Ft.	28"	41"	5'
20-23 Ft.	28"	4'	5'
24-28 Ft.	28"	5'	5'
29-31 Ft.	36"	6'	6'
32-34 Ft.	36"	7'	7'
35-37 Ft.	36"	9'	9'
38 And Over	36"	10'	10'



PLAN



MEDIAN SECTION AT SIGNAL GATES

NOTE :

For additional information see the "Manual On Uniform Traffic Control Devices", Part VIII; The "Traffic Control Devices Handbook", Part VIII; and AASHTO "A Policy On Geometric Design Of Streets And Highways".

MEDIAN SIGNAL GATES FOR MULTI LANE UNDIVIDED URBAN SECTIONS

(THREE OR MORE DRIVING LANES IN ONE DIRECTION, 45 mph OR LESS)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES

	Names	Dates
Designed By		2-1-83
Drawn By		2-1-83
Checked By		

Approved By: Clark A. Scott
State Traffic Plans Engineer

Revision	Sheet No.	Index No.
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