NOTES:

1. The location of flashing warning devices 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. 19'
   from nearest rail; or 8' from and parallel to gate when present.

5. When a cantilevered-arm flashing warning device is used, the
   minimum vertical clearance shall be 12'-6" from above the Crown
   of Roadway to the Lowest Point of the Overhead Signal Unit.

TRAFFIC CONTROL DEVICES FOR CRUBED ROADWAY

1. **TYPE I**
   - Flasher Units: As a Minimum, Position One Flasher Unit Over
     Lane Separation Lines (More Than One Flasher Unit If There Are
     More Than 2 Approach Lanes).
   - 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.
   - The location of flashing warning devices and stop lines shall be
     established based on future (or present) installation of gate with
     appropriate track clearances.

2. **TYPE II**
   - Flasher Units: As a Minimum, Position One Flasher Unit Over
     Lane Separation Lines (More Than One Flasher Unit If There Are
     More Than 2 Approach Lanes).
   - 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.
   - The location of flashing warning devices and stop lines shall be
     established based on future (or present) installation of gate with
     appropriate track clearances.

3. **TYPE III**
   - Flasher Units: As a Minimum, Position One Flasher Unit Over
     Lane Separation Lines (More Than One Flasher Unit If There Are
     More Than 2 Approach Lanes).
   - 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.
   - The location of flashing warning devices and stop lines shall be
     established based on future (or present) installation of gate with
     appropriate track clearances.

4. **TYPE IV**
   - Flasher Units: As a Minimum, Position One Flasher Unit Over
     Lane Separation Lines (More Than One Flasher Unit If There Are
     More Than 2 Approach Lanes).
   - 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.
   - The location of flashing warning devices and stop lines shall be
     established based on future (or present) installation of gate with
     appropriate track clearances.

5. **TYPE V**
   - Flasher Units: As a Minimum, Position One Flasher Unit Over
     Lane Separation Lines (More Than One Flasher Unit If There Are
     More Than 2 Approach Lanes).
   - 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.
   - The location of flashing warning devices and stop lines shall be
     established based on future (or present) installation of gate with
     appropriate track clearances.
NOTES:

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

2. Placement of sign W10-1 is 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 RR pavement message and the tracks an additional W10-1 sign and additional pavement message should be used.

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

4. Recommended location for FTP-61-06 or FTP-62-06 signs, 100' urban and 300' rural. See Index 17355 for sign details.

5. Gate Length Requirements:
   a. For Two-way undivided sections:
      The gate should extend to within 1' of the center line. On multiple approaches the maximum gate length may not reach to within 3' of the center line. For those cases, the distance from the gate to the center line shall be a maximum of 4'.
   b. 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'.
RAILROAD GATE ARM LIGHT SPACING

<table>
<thead>
<tr>
<th>Specified Length Of Gate Arm</th>
<th>Dimension &quot;A&quot;</th>
<th>Dimension &quot;B&quot;</th>
<th>Dimension &quot;C&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 Ft.</td>
<td>6&quot;</td>
<td>36&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>15 Ft.</td>
<td>18&quot;</td>
<td>36&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>16-17 Ft.</td>
<td>24&quot;</td>
<td>36&quot;</td>
<td>5&quot;</td>
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<tr>
<td>18-19 Ft.</td>
<td>28&quot;</td>
<td>41&quot;</td>
<td>5&quot;</td>
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<td>20-23 Ft.</td>
<td>36&quot;</td>
<td>4&quot;</td>
<td>5&quot;</td>
</tr>
<tr>
<td>24-28 Ft.</td>
<td>36&quot;</td>
<td>6&quot;</td>
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<td>9&quot;</td>
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<td>38 And Over</td>
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<td>10&quot;</td>
<td>10&quot;</td>
</tr>
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</table>

NOTE:


MEDIAN SECTION AT SIGNAL GATES

MEDIAN SIGNAL GATES FOR
MULTILANE UNDIVIDED URBAN SECTIONS
(THREE OR MORE DRIVING LANES IN ONE DIRECTION, 45 MPH OR LESS)