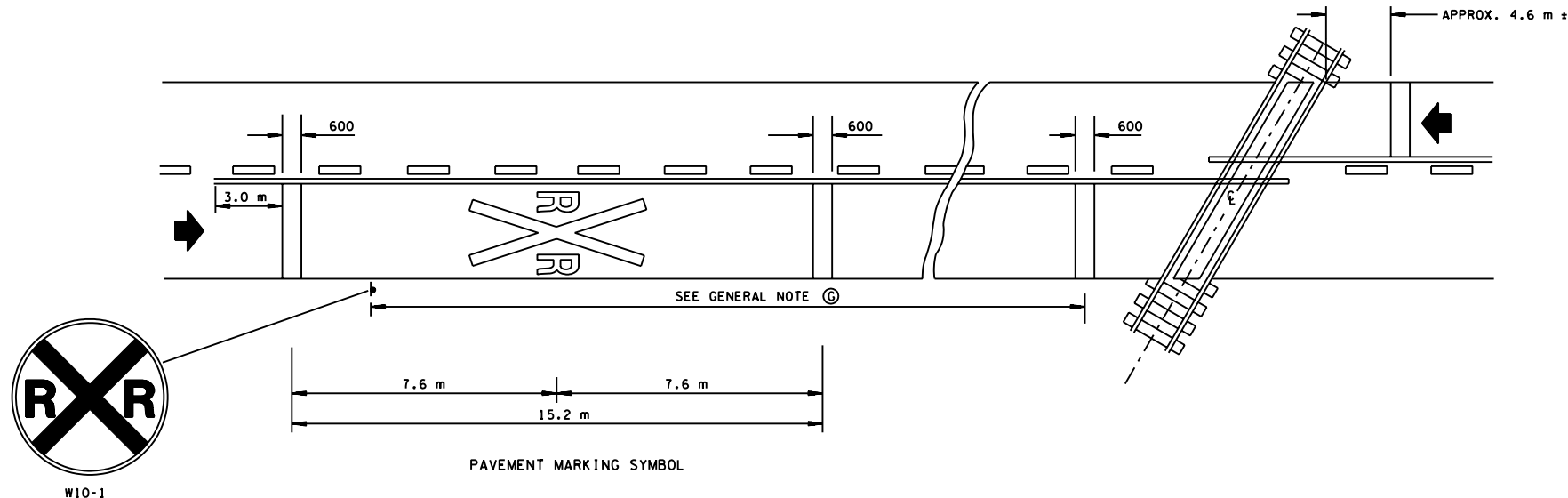
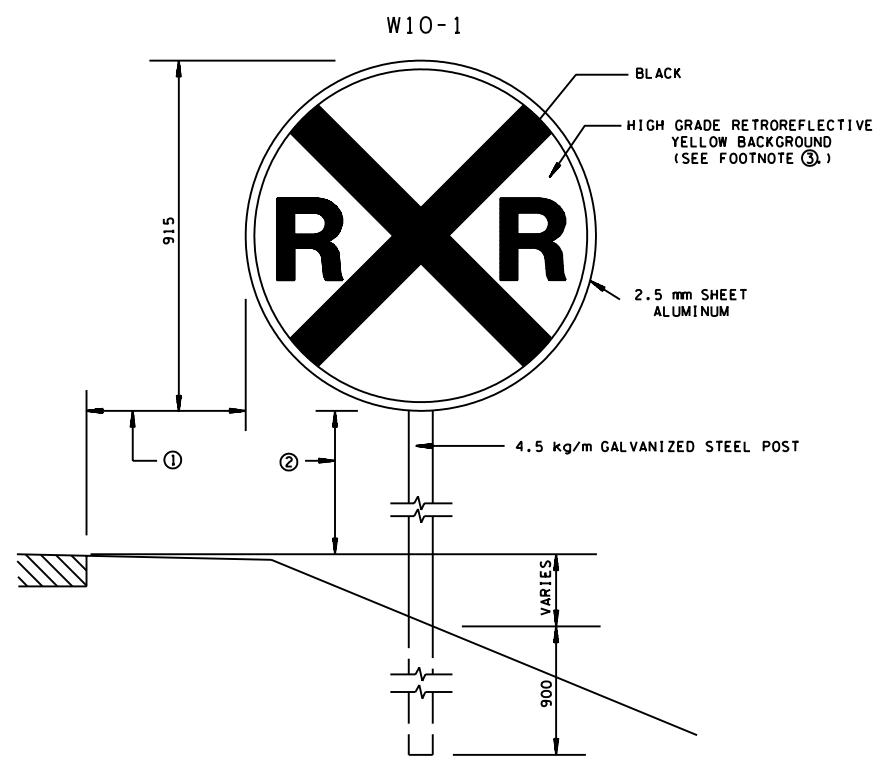
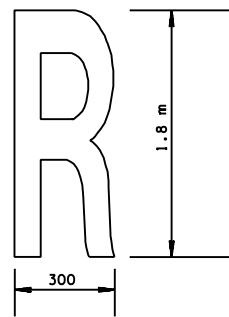
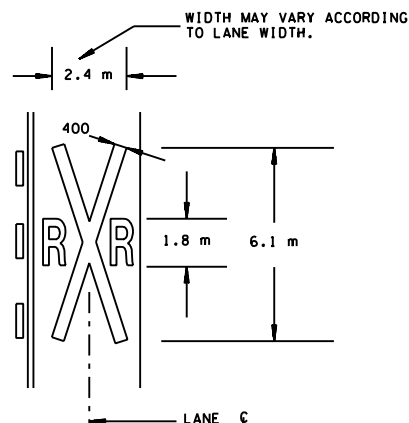


- REV. 11-1-95: CHANGED TO METRIC.
- REV. 7-29-96: CHANGED MATERIAL ON BACKGROUND OF RAILROAD ADVANCE WARNING SIGN.
- REV. 1-19-99: ADDED FOOTNOTE ③.
- REV. 7-29-04: CHANGED PLAN VIEW TO CLARIFY DETAIL.



TYPICAL PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSINGS



TO BE PAID FOR UNDER ITEM 713M16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT.

(915 mm DIAMETER SIGN)  
RAILROAD ADVANCE WARNING SIGN

GENERAL NOTES

- A A PORTION OF PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
- B A THREE LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.
- C ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL "R x R" SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.
- D PAVEMENT MARKINGS MATERIAL CAN BE EITHER PAINT OR PLASTIC AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
- E REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR R x R SYMBOLS DETAILS.
- F THE COST OF ALL TRANSVERSE BANDS SHALL BE IN THE PRICE BID FOR THE "R x R" SYMBOLS AT EACH RAILROAD CROSSING.
- G PLACEMENT OF THE RAILROAD ADVANCE WARNING SIGN SHALL GENERALLY BE IN ACCORDANCE WITH SECTION 2C-3 TABLE 11-1 CONDITION B AND SECTION 2A-21 TO 2A-27 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FOOTNOTES

- ① SIGNS ERECTED AT THE SIDE OF THE ROAD IN RURAL DISTRICTS SHALL BE MOUNTED AT A HEIGHT OF AT LEAST 1.5 m, MEASURED FROM THE BOTTOM OF THE SIGN TO THE NEAR EDGE OF THE PAVEMENT. IN BUSINESS, COMMERCIAL AND RESIDENTIAL DISTRICTS WHERE PARKING AND/OR PEDESTRIAN MOVEMENT IS LIKELY TO OCCUR OR WHERE THERE ARE OTHER OBSTRUCTIONS TO VIEW, THE CLEARANCE TO THE BOTTOM OF THE SIGN SHALL BE AT LEAST 2.1 m.
- ② NORMALLY, SIGNS SHOULD NOT BE CLOSER THAN 1.8 m FROM THE EDGE OF THE SHOULDER, OR IF NONE, 3.7 m FROM THE EDGE OF THE TRAVELED WAY. IN URBAN AREAS A LESSER CLEARANCE MAY BE USED WHERE NECESSARY. ALTHOUGH 600 mm IS RECOMMENDED AS A WORKING URBAN MINIMUM, A CLEARANCE OF 300 mm FROM THE CURB FACE IS PERMISSABLE WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB.
- ③ SEE TDOT SPECIAL PROVISION 713A REGARDING SPECIFICATIONS FOR HIGH GRADE REFLECTIVE SHEETING.



ALL UNITS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT  
MARKING AT RAILROAD-  
HIGHWAY GRADE CROSS-  
INGS AND RAILROAD  
ADVANCE WARNING SIGN

11-1-95 TM-RR-1



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