24" WHITE STOP BAR PERPENDICULAR TO ROADWAY CENTERLINE AND A MINIMUM OF 15 FEET FROM NEAREST RAIL MEASURED ALONG ROADWAY CENTERLINE OR EDGE OF PAVEMENT WHICHEVER IS THE SHORTER DISTANCE (TYP.)

SUPPLEMENTAL RAILROAD GRADE CROSSING PAVEMENT MARKING MAY BE PLACED WHEN AN INTERSECTION FALLS BETWEEN THE TRACKS AND THE ADVANCED MARKING, WITH AT LEAST 100' BETWEEN THE TRACKS AND THE INTERSECTION SPRING POINT. (OPTIONAL)

RAILROAD GRADE CROSSING PAVEMENT MARKING (TYP.). (SEE DETAIL SHEET 4)

RAILROAD CROSSING AT TWO LANE ROADWAY
(OBTUSE TRACK/ROADWAY ANGLE SHOWN)
RAILROAD CROSSING AT MULTI LANE ROADWAY

(ACUTE TRACK/Roadway ANGLE SHOWN)
RAILROAD CROSSING AT SHARED-USE PATH

(ACUTE TRACK/ROADWAY ANGLE SHOWN)
CONVENTIONAL MARKINGS

ALTERNATE MARKINGS

NOTES:

1. This document shows active grade crossing devices on two lane and multi-lane roadways. If passive grade crossing devices (crossbucks) are present, the stop bar should be located at the crossbuck, but no closer than 15 feet from the nearest rail.

2. "R X R" pavement markings can be omitted for exclusive right turn lane locations. "R X R" pavement markings are optional for center lane left turn only lanes.

3. The alternate pavement markings may be specified at any grade crossing, but their use is particularly advantageous on roadways subjected to high traffic volumes, since they are designed to minimize the amount of markings applied in the wheel tracks, thereby extending marking life. Identical types of markings shall be installed on both roadway approaches.

4. The 24 inch transverse markings immediately above and below the "R X R" marking will be paid for separately.

5. See part 8 of the MMUCD for criteria regarding the placement of solid yellow, no passing zone markings.

6. When placed on a shared-use path, reduce all vertical dimensions (except for stop bars) by half.

7. STOP or YIELD signs are only to be used at passive crossings.

NOT TO SCALE