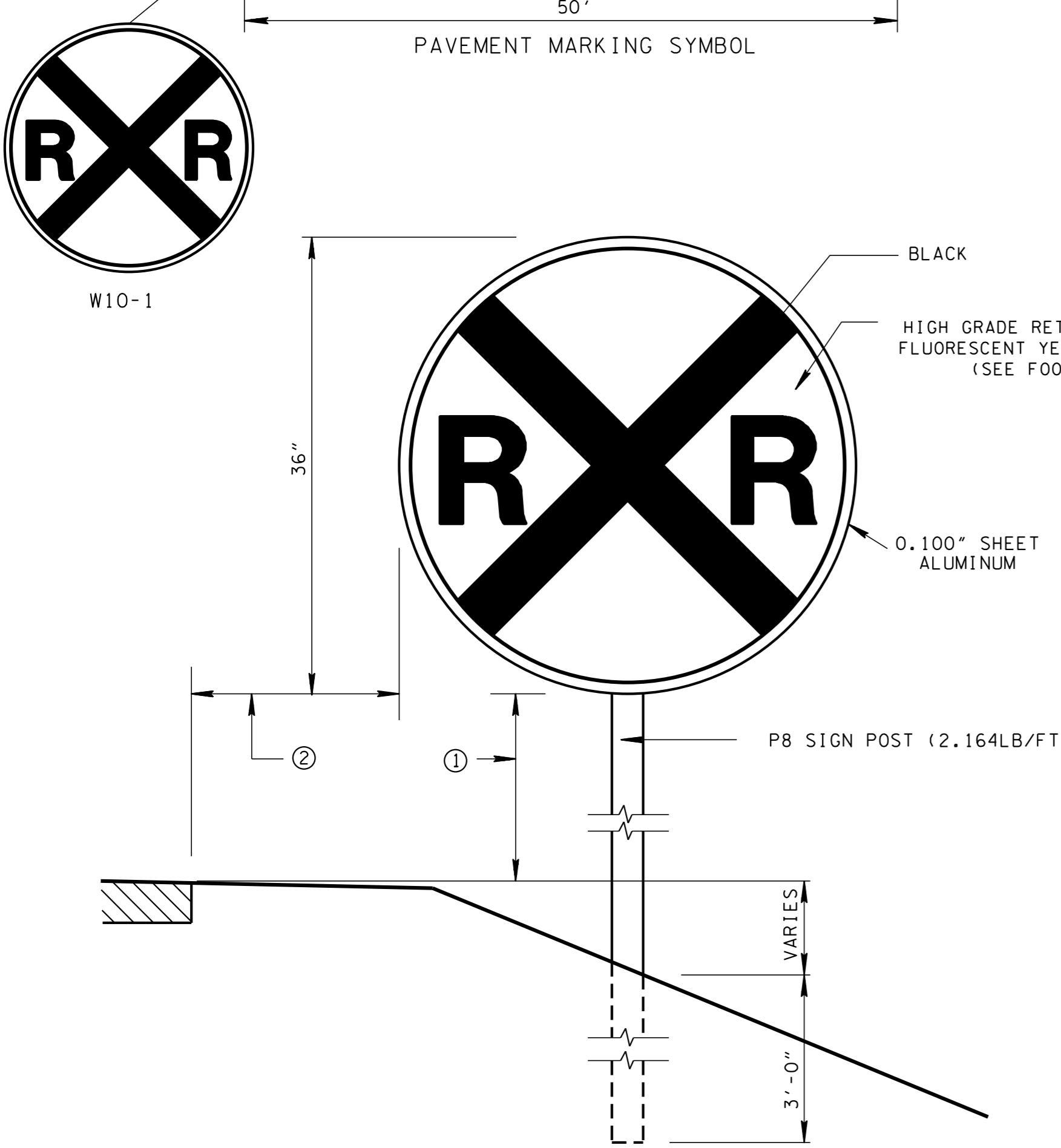
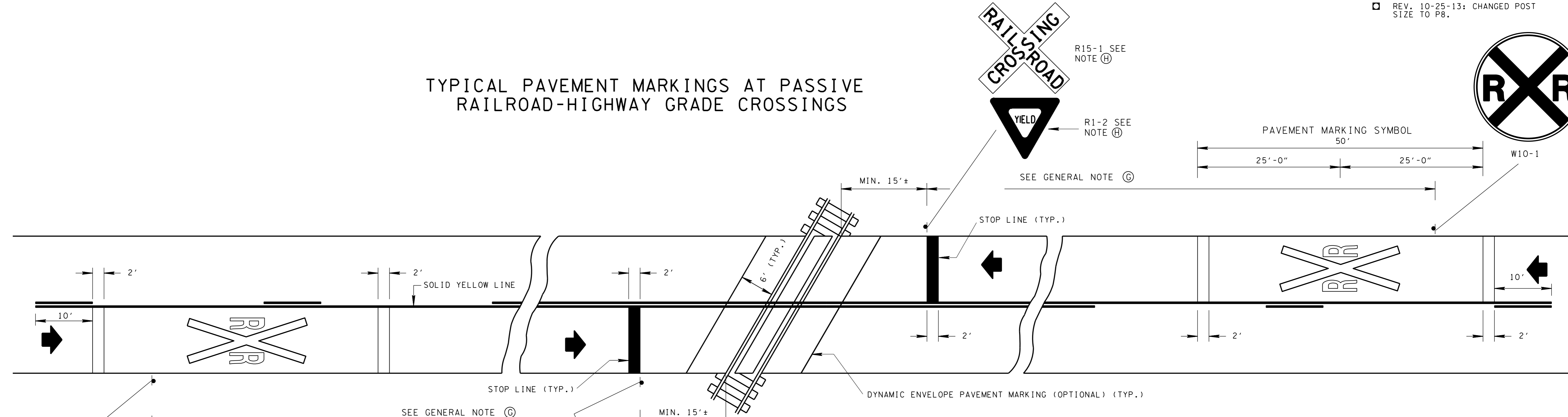
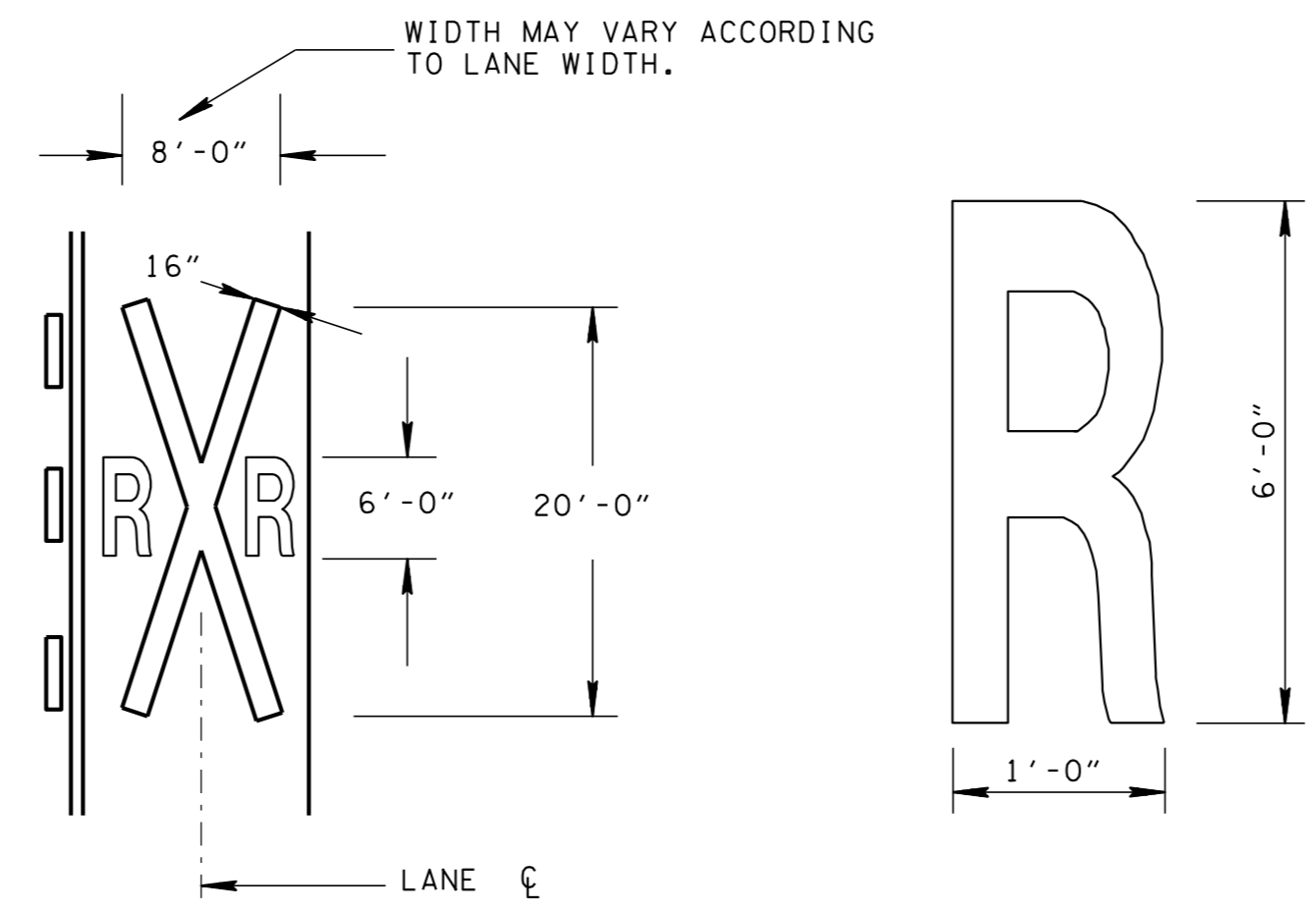
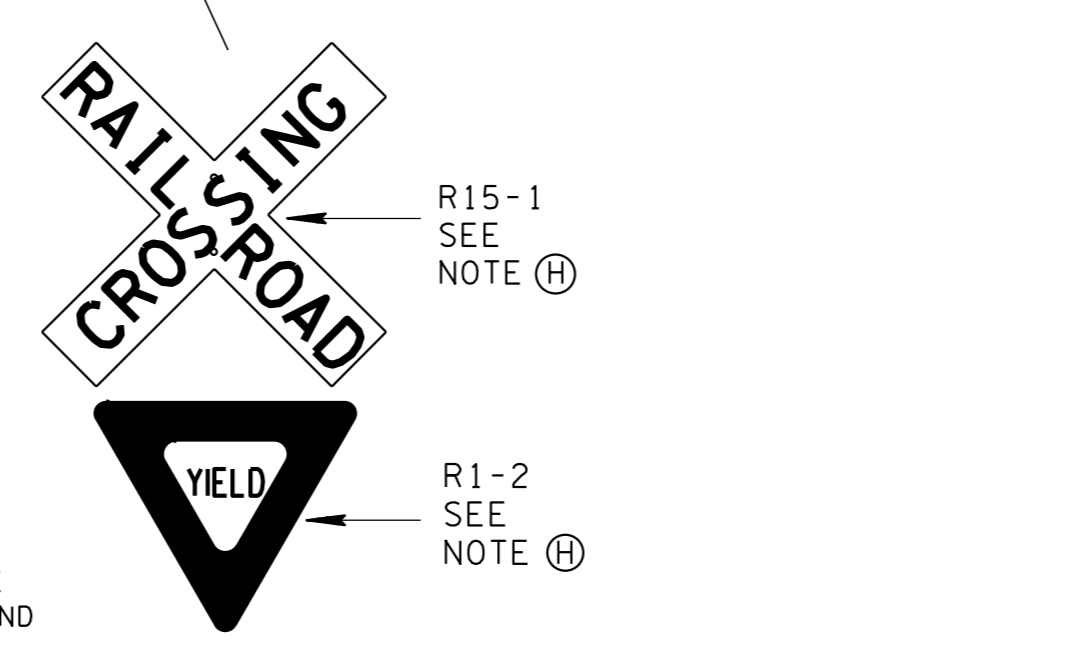


TYPICAL PAVEMENT MARKINGS AT PASSIVE RAILROAD-HIGHWAY GRADE CROSSINGS



TO BE PAID FOR UNDER ITEM 713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT.
(36 INCH 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 "RxxR" 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 RxxR SYMBOLS DETAILS.
 - (F) THE COST OF ALL TRANSVERSE BANDS SHALL BE IN THE PRICE BID FOR THE "RxxR" SYMBOLS AT EACH RAILROAD CROSSING.
 - (G) PLACEMENT OF THE RAILROAD ADVANCE WARNING SIGN SHALL GENERALLY BE IN ACCORDANCE WITH SECTION 2C-3 TABLE 2C-4 CONDITION B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
 - (H) RAILROAD CROSS-BUCK SIGN AND SUPPORT SHALL BE INSTALLED IN ACCORDANCE WITH T-S-16. REFER TO T-S-16A AT PASSIVE RAILROAD GRADE CROSSINGS FOR STOP SIGN OR YIELD SIGN INSTALLATION.

- ### FOOTNOTES
- ① SIGNS ERECTED AT THE SIDE OF THE ROAD IN RURAL DISTRICTS SHALL BE MOUNTED AT A HEIGHT OF AT LEAST 5 FEET, 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 7 FEET.
 - ② NORMALLY, SIGNS SHOULD NOT BE CLOSER THAN 6 FEET FROM THE EDGE OF THE SHOULDER, OR IF NONE, 12 FEET FROM THE EDGE OF THE TRAVELED WAY. IN URBAN AREAS A LESSER CLEARANCE MAY BE USED WHERE NECESSARY. ALTHOUGH 2 FEET IS RECOMMENDED AS A WORKING URBAN MINIMUM, A CLEARANCE OF 1 FOOT FROM THE CURB FACE IS PERMISSIBLE 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.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SIGNING AND MARKING AT PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS