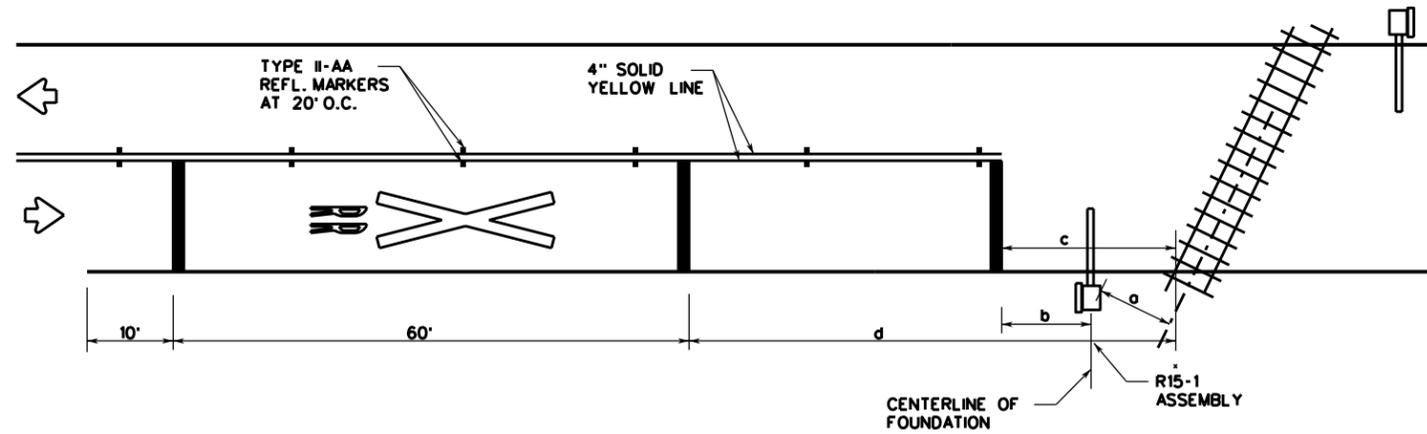
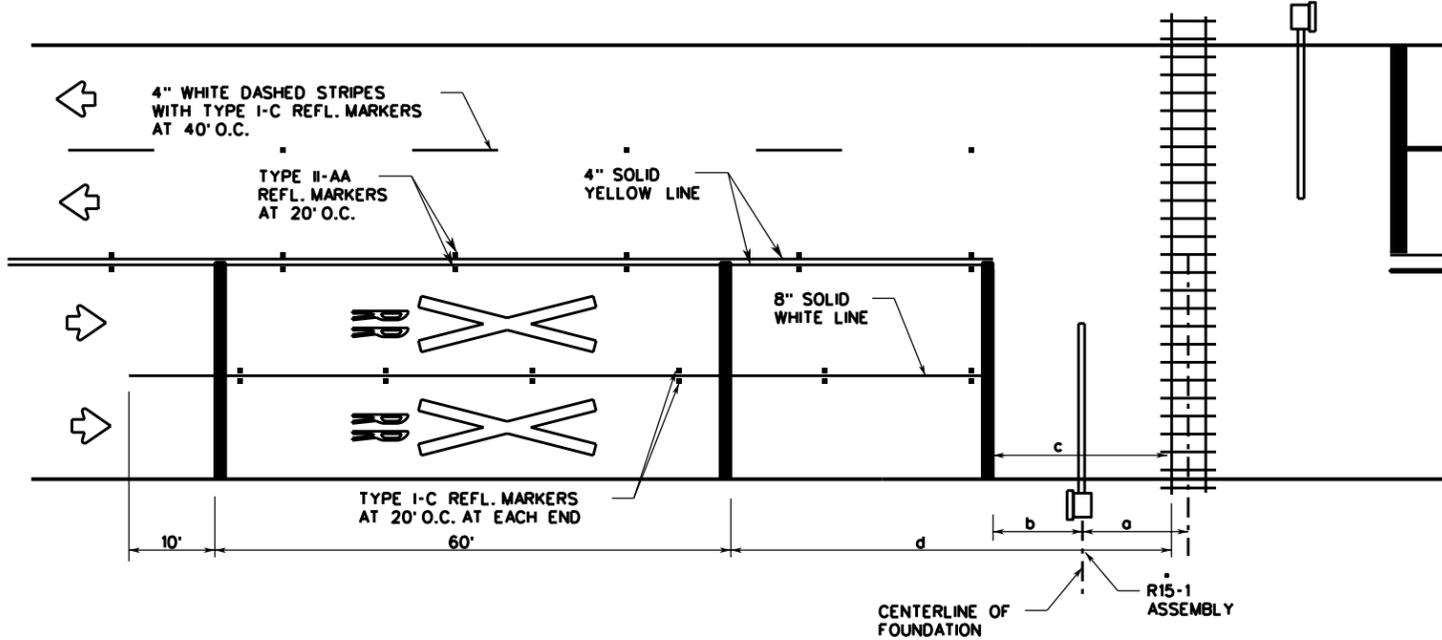


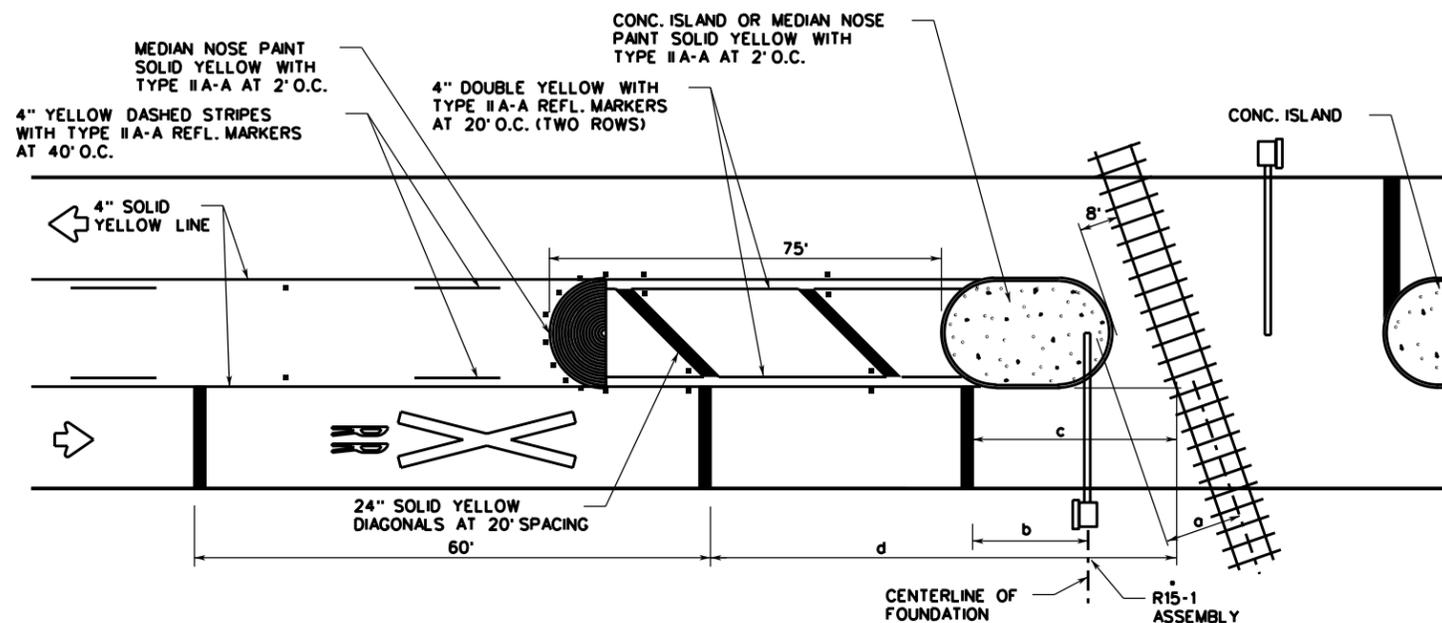
TWO LANE, TWO-WAY



UNDIVIDED MULTILANE ROADWAY



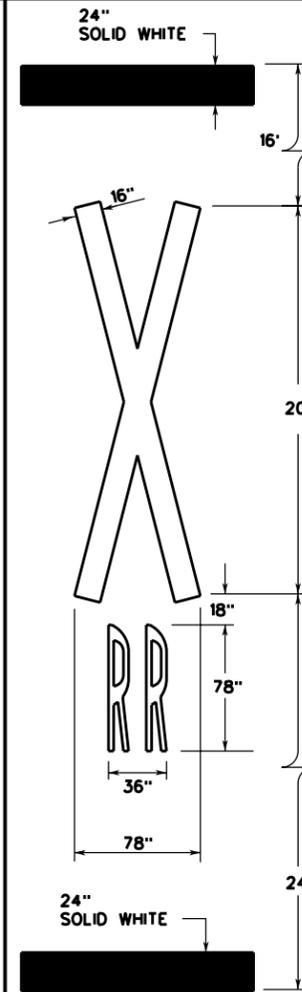
TWO-WAY LEFT-TURN LANE (TWLTL)



- a - 12 FEET MINIMUM, 15 FEET USUAL, IF ACTIVE WARNING DEVICES ARE PRESENT. DISTANCE "a" SHOULD BE MEASURED FROM THE CENTERLINE OF R15-1 ASSEMBLY TO THE CENTERLINE OF NEAREST TRACK.
- b - STOP LINES SHOULD BE APPROXIMATELY 8 FEET IN ADVANCE OF ACTIVE WARNING DEVICES (TYPE A, E OR F). STOP LINE SHOULD BE APPROXIMATELY 15 FEET FROM NEAR RAIL IF ONLY PASSIVE DEVICES (R15-1, PLUS R15-2 WHEN APPLICABLE) ARE PRESENT.
- c - 15 FEET DESIRABLE MINIMUM IF NO GATE OR SIGNAL IS PRESENT. R15-1 SHOULD BE PLACED BETWEEN STOP LINE AND RAILS WITH ADEQUATE DISTANCE PROVIDED FOR "a".

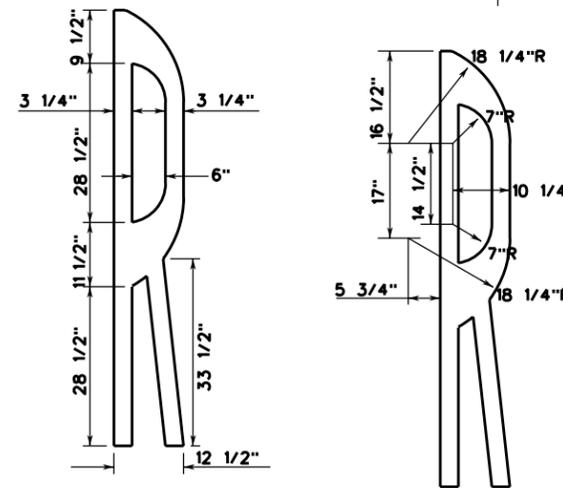
APPROACH SPEED (MPH)	DESIRABLE PLACEMENT (FEET)
20	145
25	220
30	295
35	370
40	445
45	520
50	595
55	670
60	745
65	820
70	900

* LOCAL CONDITIONS MAY REQUIRE ALTERNATE PLACEMENT LOCATIONS.



NOTES:

1. THE PAVEMENT MARKINGS ON AN APPROACH TO A RAILROAD GRADE CROSSING SHALL CONSIST OF:
 - A) THE RR X-ING SYMBOL.
 - B) THREE TRANSVERSE 24" LINES, AND
 - C) LANE LINES: A SOLID NO PASSING LINE FOR TWO-WAY TRAFFIC APPROACHES, OR SOLID LAND LINES FOR MULTILANE APPROACHES.
2. FOR BIDDING PURPOSES, THE RR X-ING SYMBOL WILL BE MEASURED AND PAID FOR AS FOR EACH LANE IN PLACE. THE TRANSVERSE MARKINGS AND LANE LINES WILL BE MEASURED AND PAID FOR BY THE LINEAL FOOT.
3. CENTERLINES SHALL BE YELLOW, OTHER MARKINGS SHALL BE WHITE.
4. APPROACH LANES LESS THAN 8 FOOT WIDTH SHALL NOT HAVE MARKINGS.
5. MARKINGS SHOULD NOT BE PLACED WHERE LESS THAN 110 FEET OF APPROACH ROADWAY IS AVAILABLE FOR PLACEMENT UNLESS DIRECTED BY CITY TRAFFIC ENGINEER.
6. RR X-ING SYMBOLS SHOULD BE PLACED APPROXIMATELY IN THE CENTER OF THE APPROACH LANE.
7. ALL TRANSVERSE MARKINGS, INCLUDING STOP LINES, SHALL BE PLACED AT RIGHT ANGLES TO THE CENTERLINE AND ACROSS ALL APPROACH LANES.
8. EXISTING NON-STANDARD MARKINGS SHALL BE REMOVED TO THE FULLEST EXTENT POSSIBLE SO AS NOT TO LEAVE A DISCERNABLE MARKING, BY ANY METHOD APPROVED BY THE CITY TRAFFIC ENGINEER. OVERPAINTING WILL NOT BE ALLOWED.
9. ADDITIONAL MARKINGS AND PLACEMENT DETAILS MAY BE FOUND IN THE TMUTCD, APPENDIX H.
10. THE CITY TRAFFIC ENGINEER MAY REQUIRE ADDITIONAL LONGITUDINAL MARKINGS IF THE DISTANCE BETWEEN THE STOP LINES IS GREATER THAN 80 FEET. MARKINGS ARE NOT REQUIRED ACROSS OR BETWEEN THE RAILS UNLESS SPECIFIED ELSEWHERE IN THE PLANS.



R15-1 ASSEMBLY

MAY CONSIST OF ONE OR MORE OF THE FOLLOWING:

- R15-1 CROSSBUCK SIGN
- R15-2 MULTIPLE TRACK SIGN
- TYPE A MAST FLASHERS
- TYPE E CANTILEVERS
- TYPE F GATES

SEPTEMBER 2009

CITY OF SAN ANTONIO
DEPARTMENT OF PUBLIC WORKS

TRAFFIC ENGINEERING STANDARDS
RAILROAD CROSSING PAVEMENT
MARKING (RCPM) DETAILS
SHEET 7 OF 16

DATE: _____	PROJECT NO.: _____	SUBMITTAL: _____
SHEET NO.: _____ OF _____	CHKD. BY: M.E.	DSGN. BY: C.B.W.
	LAN	DRWN. BY: _____