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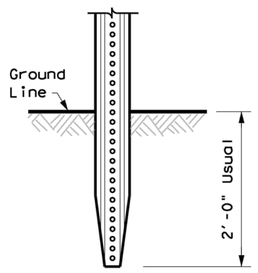
# POST TYPE AND SUPPORT FOUNDATION DETAILS

## WING CHANNEL (WC)

### GND

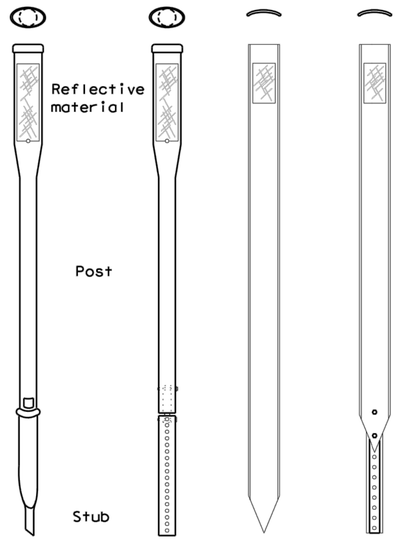



**NOTES**

1. Embedded Wing Channel (WC) post option may be used for Type 2 Object Markers and Delineators only.
2. 1.12 lbs/ft steel per ASTM A 1011 SS Gr. 50, or ASTM A499.

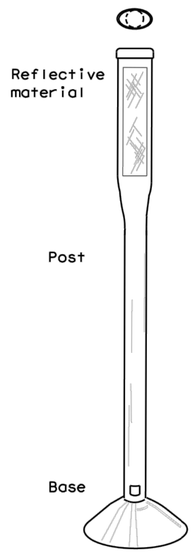
## FLEXIBLE POSTS (YFLX, WFLX)

### GND




EMBEDDED

### SRF



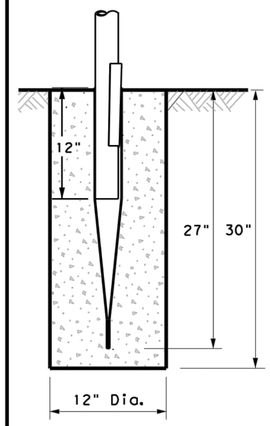

SURFACE MOUNT

**NOTES**

1. See "Flexible Delineator and Object Marker Posts" Material Producer List for approved devices.
2. Install per manufacturer's recommendations.
3. Post length may vary to meet field conditions.
4. When using yellow delineators with flexible posts to separate opposing direction of travel, such as centerline or median use, the flexible posts shall be yellow.

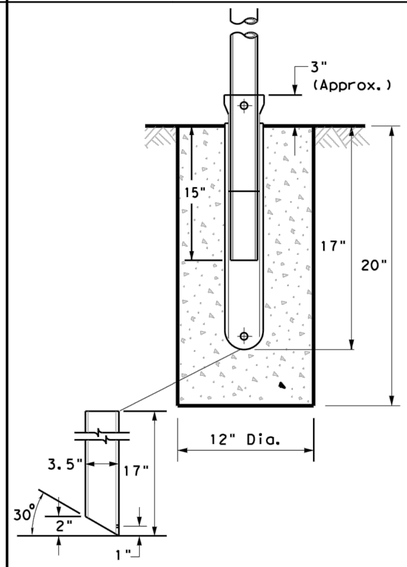
## WEDGE ANCHOR SYSTEMS

### WAS




STEEL

### WAP




PLASTIC

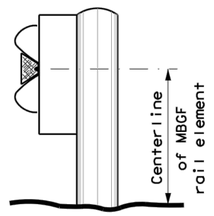
**NOTE**

1. Install per manufacturer's recommendations.

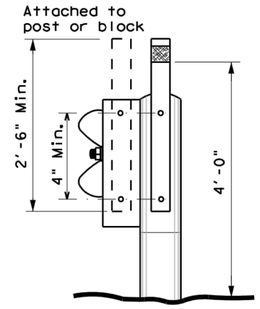
# TYPE OF BARRIER MOUNTS

## GUARD FENCE ATTACHMENT

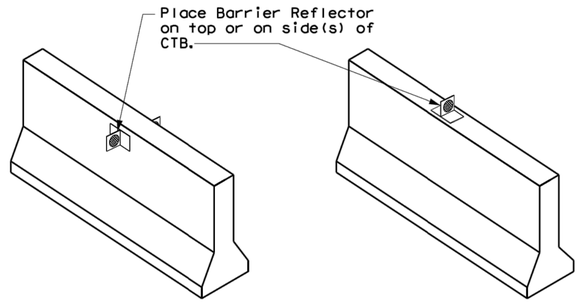
### GF1




### GF2



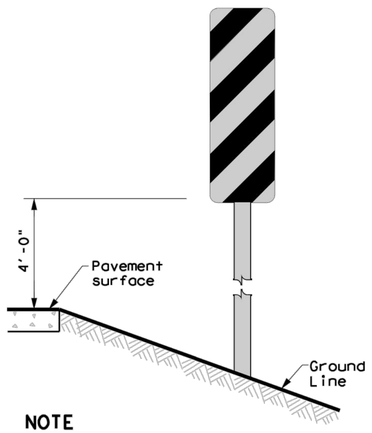

## CONCRETE TRAFFIC BARRIER (CTB)




**GENERAL NOTES**

1. Place delineators on a section of roadway at a consistent distance from the edge of pavement.
2. Where a restriction prevents consistent placement from the pavement edge, place the affected object markers in line with the innermost edge of the obstruction.
3. When Type 2 object markers and delineators are more than 8'-0" from the edge of the pavement, it may not be possible to maintain a height of approximately 4'-0". If this is the case, place the object marker or delineator as close to the desired height as possible.
4. Install all delineators, object markers and barrier reflectors in accordance with the manufacturer's recommendation.
5. Barrier reflectors should be installed a minimum of 18 inches above the edge of the pavement surface.
6. Diagonal stripes on Type 3 object markers shall slope down toward the intended travel lane.

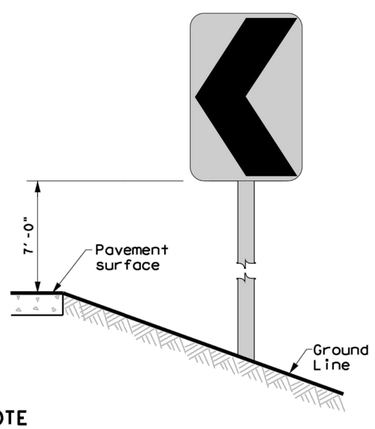
## TYPES 1, 3, AND 4 OBJECT MARKERS AND CHEVRONS




**NOTE**

Mounting at 4 feet to the bottom of the chevron is permitted for chevrons that will not exceed a height of 6'-6" to the top of the chevron (sizes 24" x 30" and smaller)

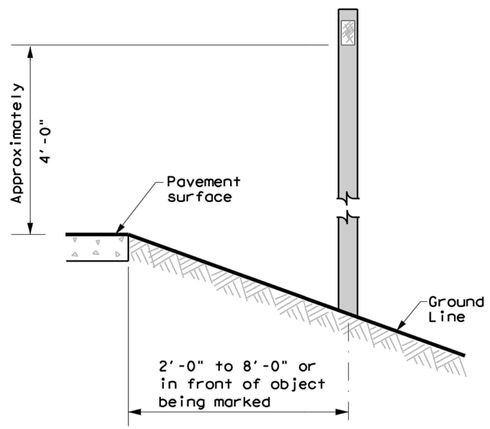
## CHEVRONS AND ONE DIRECTION LARGE ARROW SIGN




**NOTE**

Chevrons 30" x 36" and larger shall be mounted at a height of 7' to the bottom of the chevron. Chevron sign and ONE DIRECTION LARGE ARROW sign (W1-9T) shall be installed per SMD standard sheets and paid under item 644.

## DELINEATORS AND TYPE 2 OBJECT MARKERS




See general notes 1, 2 and 3.

Texas Department of Transportation

Traffic Safety Division Standard

# DELINEATOR & OBJECT MARKER INSTALLATION

# D & OM(2)-20

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| 10-09 3-15 | DIST | COUNTY | | SHEET NO. |
| 4-10 7-20 | | | | 41 OF 49 |

20B

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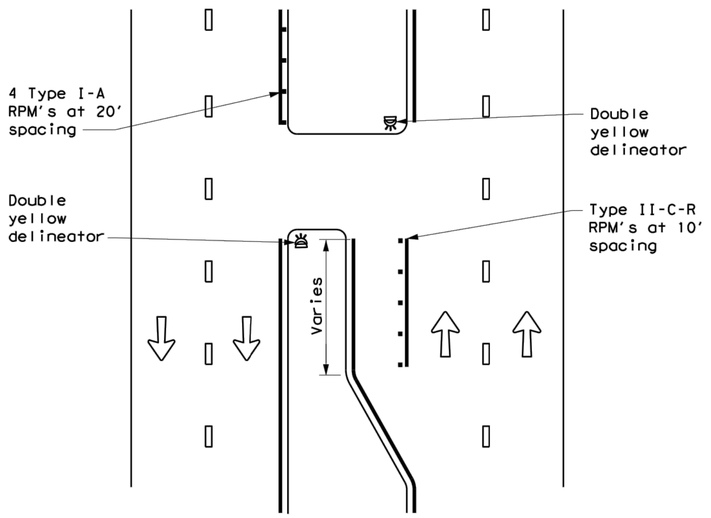
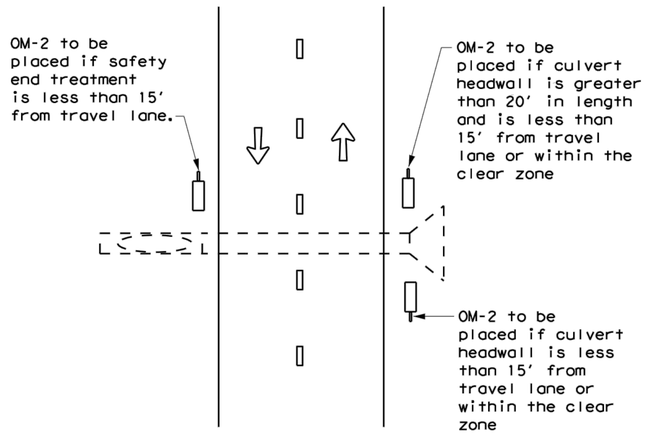
## CROSSOVERS



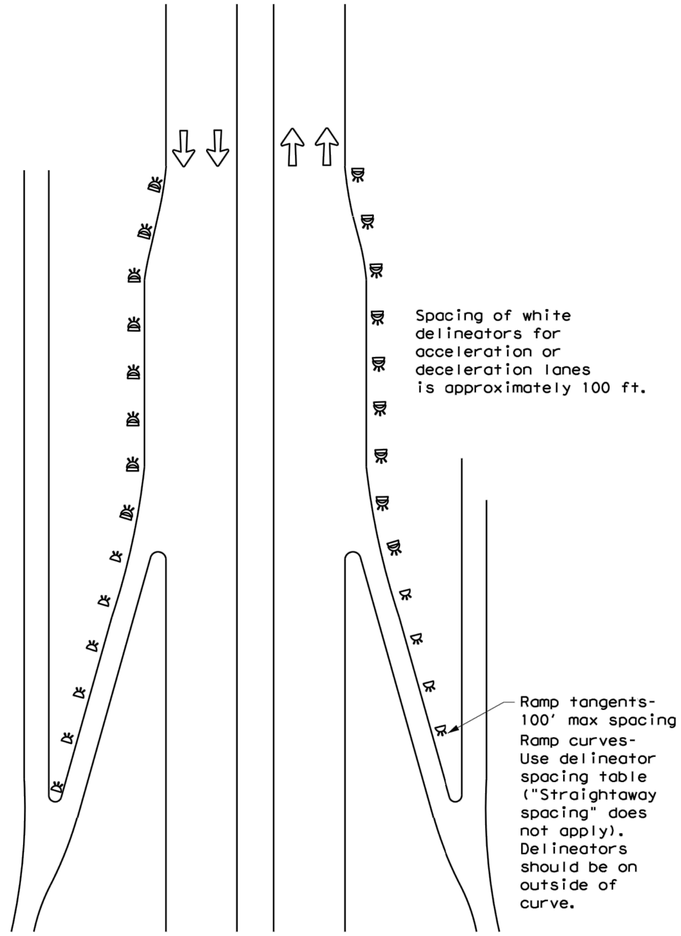

DETAIL 1

## FOR CULVERTS WITH MBGF



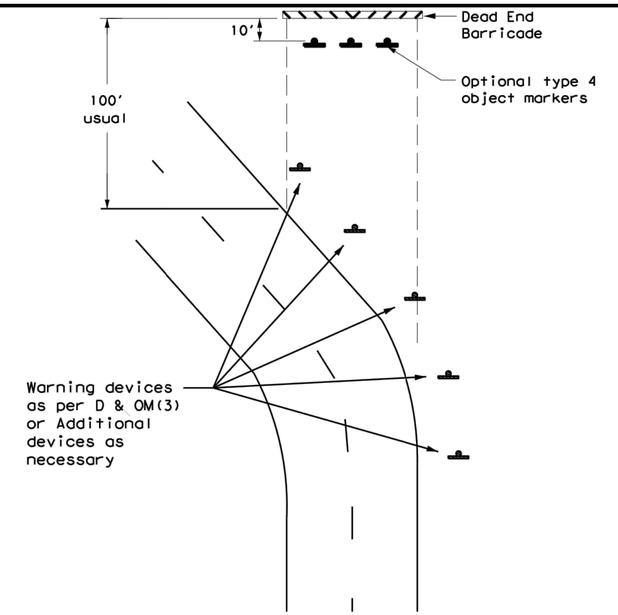

DETAIL 2

## FREEWAY DELINEATION FOR RAMPS AND ACCELERATION/DECELERATION LANES



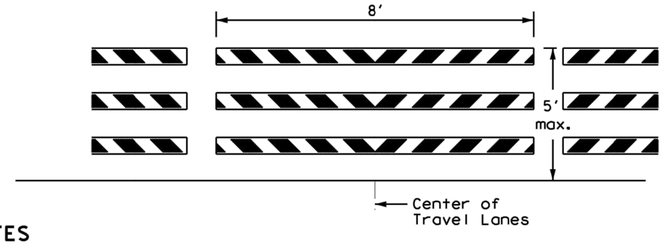

DETAIL 3

## TYPICAL APPLICATION OF DEAD END BARRICADE




DETAIL 4

## TYPICAL DEAD END BARRICADE INSTALLATION




### NOTES

1. Barricade striping shall be red and white reflective sheeting for all permanent road closures.
2. Barricade striping is red and white sloping toward the center of the roadway.
3. Type 3 Barricade Supports should be anchored to soil or pavement as described in compliant Work Zone Traffic Control Devices List, section D.2.f and D.2.g.

DETAIL 5

### LEGEND

| | |
|---|---|
| | Bidirectional Delineator |
| | Delineator |
| | OM-3 |
| | Barricade |
| | Sign |
| | OM-2 |
| | Double Delineator |

Texas Department of Transportation

Traffic Safety Division Standard

# DELINEATOR & OBJECT MARKER PLACEMENT DETAILS

# D & OM(4)-20

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20D


0 10 20 40 60

## LEGEND

- INLET PROTECTION
- DRAINAGE FLOW DIRECTION
- SILT FENCE (LIMITS OF DISTURBED AREA)

NOTE: CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCES/EXITS PER DETAIL AS NEEDED

STATE OF TEXAS
BRIAN D. O'NEILL
83980
LICENSED PROFESSIONAL ENGINEER

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FORT WORTH, TX 76109 817.412.7155
TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-10008001

# EROSION CONTROL PLAN
# S MAGNOLIA STREET
## QUIET ZONE IMPROVEMENT PROJECT
## (MAGNOLIA AND MUSTANG)
### CITY OF CROWLEY, TARRANT COUNTY, TX

| DESIGN | DRAWN | DATE | JOB NO. | SHEET NO. |
|---|---|---|---|---|
| CKT/ECW | CKT/ECW | MARCH 2022 | 3696-16.289 | 43 OF 49 |


0 10 20 40 60

## LEGEND

- INLET PROTECTION
- DRAINAGE FLOW DIRECTION
- SILT FENCE (LIMITS OF DISTURBED AREA)
- RFD-2 ROCK FILTER DAMS (TY2)

NOTE: CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCES/EXITS PER DETAIL AS NEEDED

STATE OF TEXAS
BRIAN D. O'NEILL
83980
LICENSED PROFESSIONAL ENGINEER

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Pacheco Koch
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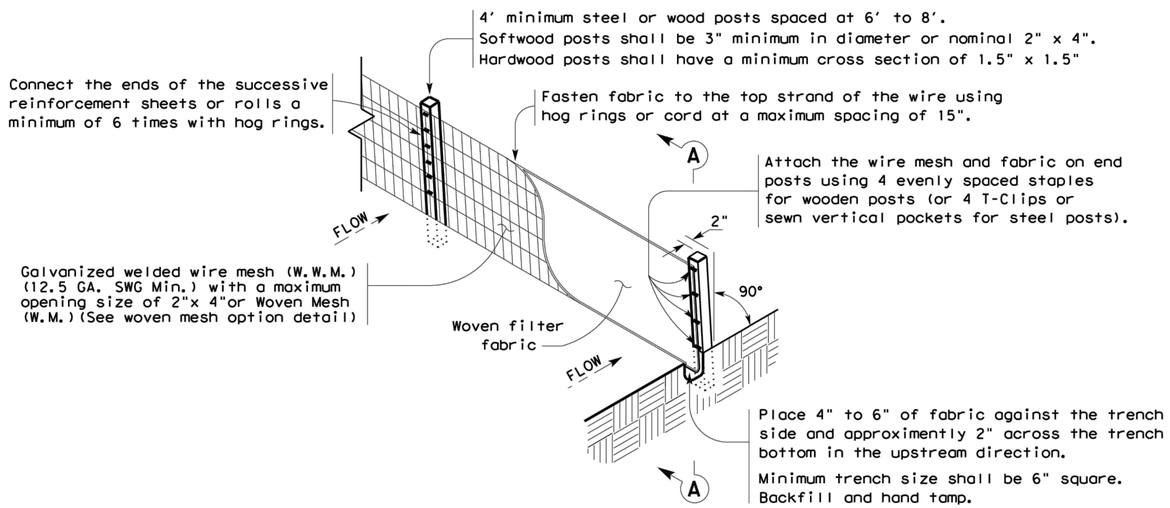
# EROSION CONTROL PLAN
# MUSTANG STREET
## QUIET ZONE IMPROVEMENT PROJECT
## (MAGNOLIA AND MUSTANG)
### CITY OF CROWLEY, TARRANT COUNTY, TX

| DESIGN | DRAWN | DATE | JOB NO. | SHEET NO. |
|---|---|---|---|---|
| CKT/ECW | CKT/ECW | MARCH 2022 | 3696-16.289 | 44 OF 49 |

CITY OF CROWLEY QUIET ZONE

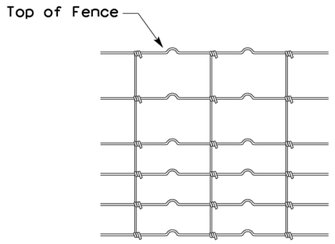
DBURTON
03/09/2022 - 8:56AM
M:\DWG-36\3696-16.289\DWG\CIVIL C3D 2015\QUIET ZONE\3696-16.289 QUIET ZONE EC PLANS.DWG

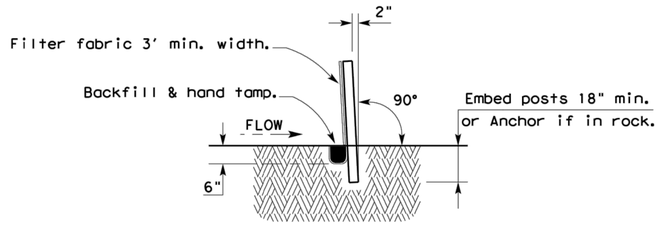
10:25 AM




## TEMPORARY SEDIMENT CONTROL FENCE

SCF




## SECTION A-A

## HINGE JOINT KNOT WOVEN MESH (OPTION) DETAIL

Galvanized hinge joint knot woven mesh (12.5 GA.SWG Min.) requires a minimum of five horizontal wires spaced at a maximum of 12 inches apart and all vertical wires spaced at a maximum of 12 inches apart.

## SEDIMENT CONTROL FENCE USAGE GUIDELINES

A sediment control fence may be constructed near the downstream perimeter of a disturbed area along a contour to intercept sediment from overland runoff. A 2 year storm frequency may be used to calculate the flow rate to be filtered.

Sediment control fence should be sized to filter a maximum flow through rate of 100 GPM/FT$^2$. Sediment control fence is not recommended to control erosion from a drainage area larger than 2 acres.

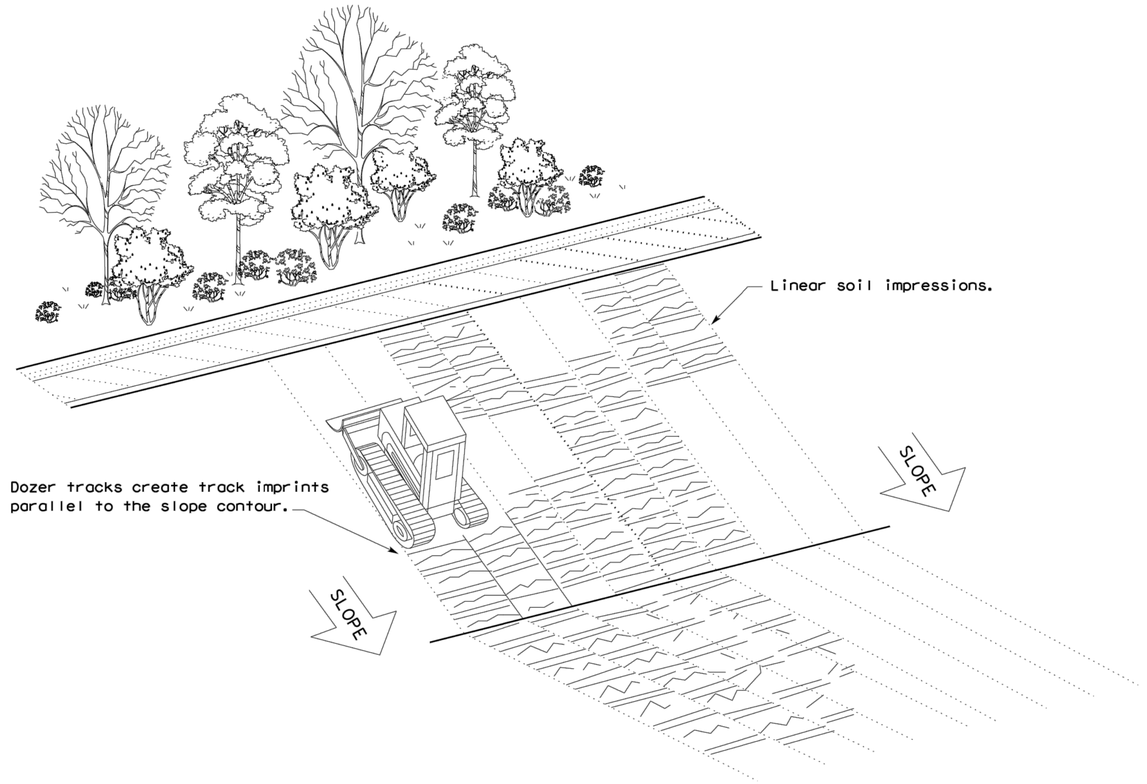
## LEGEND

Sediment Control Fence

SCF

## GENERAL NOTES

1. Vertical tracking is required on projects where soil distributing activities have occurred unless otherwise approved.
2. Perform vertical tracking on slopes to temporarily stabilize soil.
3. Provide equipment with a track undercarriage capable of producing linear soil impressions measuring a minimum of 12" in length by 2" to 4" in width by 1/2" to 2" in depth.
4. Do not exceed 12" between track impressions.
5. Install continous linear track impressions where the minimum 12" length impressions are perpendicular to the slope or direction of water flow.




## VERTICAL TRACKING

Texas Department of Transportation

Design Division Standard

# TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

## FENCE & VERTICAL TRACKING

## EC(1)-16

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| FILE: ec116 | DN: TxDOT | CK: KM | DW: VP | DN/CK: LS |
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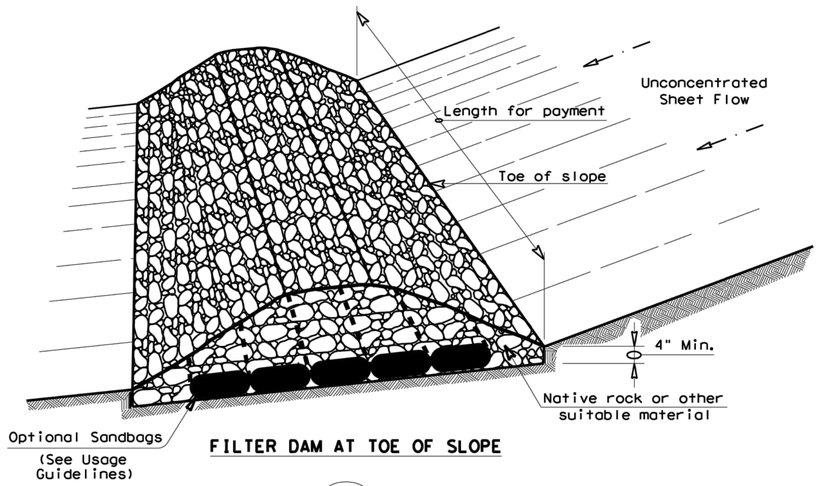
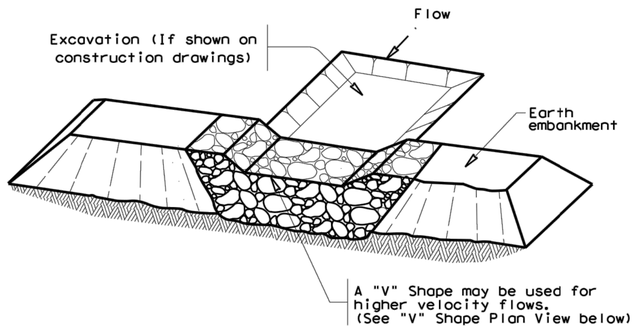


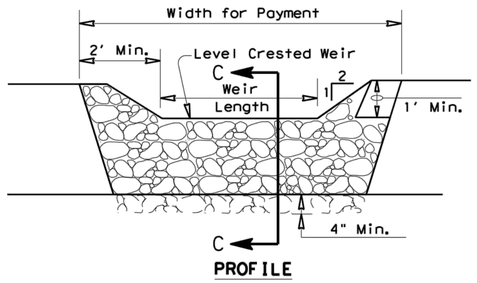

**FILTER DAM AT TOE OF SLOPE**

RFD1

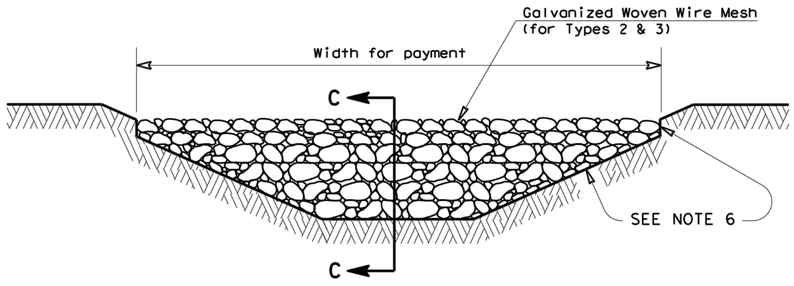



**FILTER DAM AT SEDIMENT TRAP**

RFD1 — OR — RFD2

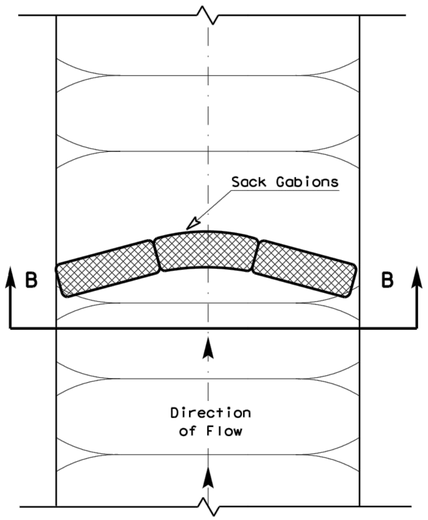



**PROFILE**

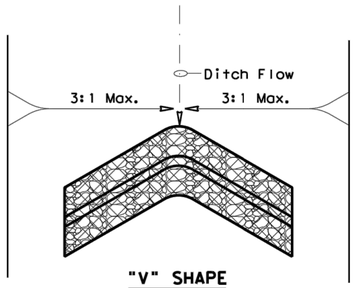



**FILTER DAM AT CHANNEL SECTIONS**

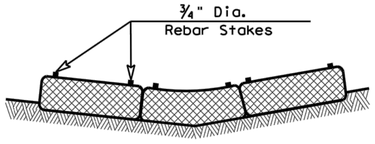
RFD1 — OR — RFD2 — OR — RFD3



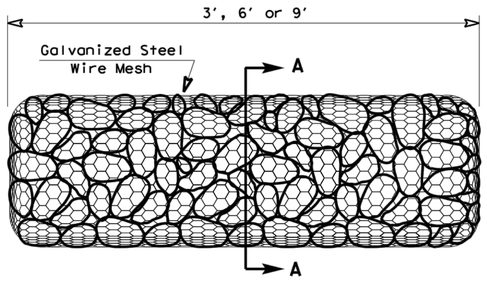

**PLAN VIEW**




**"V" SHAPE**
**PLAN VIEW**

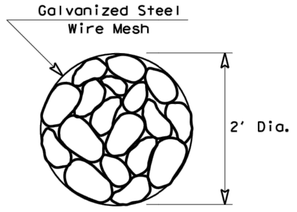



**SECTION B-B**

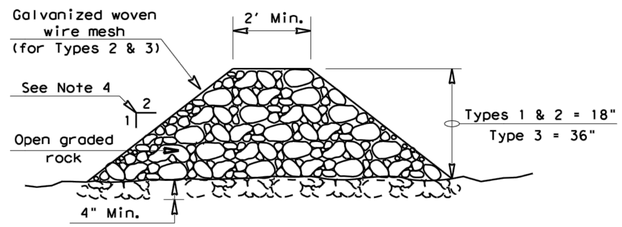



**TYPE 4 (SACK GABIONS)**

RFD4




**SECTION A-A**




**SECTION C-C**

## ROCK FILTER DAM USAGE GUIDELINES

Rock Filter Dams should be constructed downstream from disturbed areas to intercept sediment from overland runoff and/or concentrated flow. The dams should be sized to filter a maximum flow through rate of 60 GPM/FT$^2$ of cross sectional area. A 2 year storm frequency may be used to calculate the flow rate.

Type 1 (18" high with no wire mesh) (3" to 6" aggregate): Type 1 may be used at the toe of slopes, around inlets, in small ditches, and at dike or swale outlets. This type of dam is recommended to control erosion from a drainage area of 5 acres or less. Type 1 may not be used in concentrated high velocity flows (approximently 8 Ft/Sec or more) in which aggregate wash out may occur. Sandbags may be used at the embedded foundation (4" deep min.) for better filtering efficiency of low flows if called for on the plans or directed by the Engineer.

Type 2 (18" high with wire mesh) (3" to 6" aggregate): Type 2 may be used in ditches and at dike or swale outlets.

Type 3 (36" high with wire mesh) (4" to 8" aggregate): Type 3 may be used in stream flow and should be secured to the stream bed.

Type 4 (Sack gabions) (3" to 6" aggregate): Type 4 May be used in ditches and smaller channels to form an erosion control dam.

Type 5: Provide rock filter dams as shown on plans.

## GENERAL NOTES

1. If shown on the plans or directed by the Engineer, filter dams should be placed near the toe of slopes where erosion is anticipated, upstream and/or downstream at drainage structures, and in roadway ditches and channels to collect sediment.
2. Materials (aggregate, wire mesh, sandbags, etc.) shall be as indicated by the specification for "Rock Filter Dams for Erosion and Sedimentation Control".
3. The rock filter dam dimensions shall be as indicated on the SW3P plans.
4. Side slopes should be 2:1 or flatter. Dams within the safety zone shall have sideslopes of 6:1 or flatter.
5. Maintain a minimum of 1' between top of rock filter dam weir and top of embankment for filter dams at sediment traps.
6. Filter dams should be embedded a minimum of 4" into existing ground.
7. The sediment trap for ponding of sediment laden runoff shall be of the dimensions shown on the plans.
8. Rock filter dam types 2 & 3 shall be secured with 20 gauge galvanized woven wire mesh with 1" diameter hexagonal openings. The aggregate shall be placed on the mesh to the height & slopes specified. The mesh shall be folded at the upstream side over the aggregate and tightly secured to itself on the downstream side using wire ties or hog rings. For in stream use, the mesh should be secured or staked to the stream bed prior to aggregate placement.
9. Sack Gabions should be staked down with ¾" dia. rebar stakes, and have a double-twisted hexagonal weave with a nominal mesh opening of 2 ½" x 3 ¼"
10. Flow outlet should be onto a stabilized area (vegetation, rock, etc.).
11. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

## PLAN SHEET LEGEND

| | |
|---|---|
| Type 1 Rock Filter Dam | RFD1 |
| Type 2 Rock Filter Dam | RFD2 |
| Type 3 Rock Filter Dam | RFD3 |
| Type 4 Rock Filter Dam | RFD4 |

Texas Department of Transportation

Design Division Standard

# TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

## ROCK FILTER DAMS

## EC(2)-16

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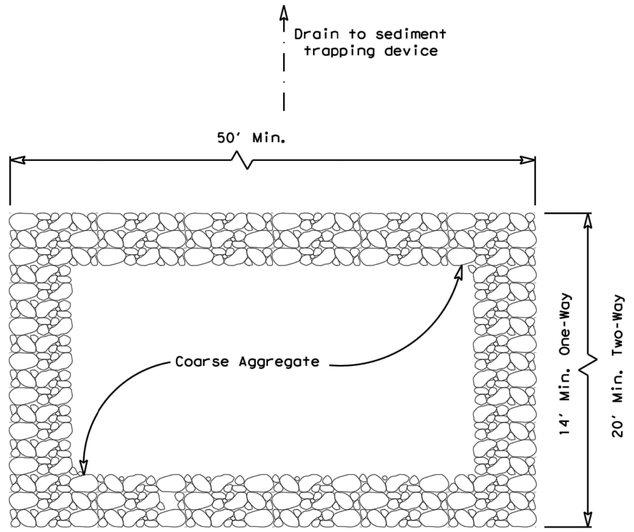
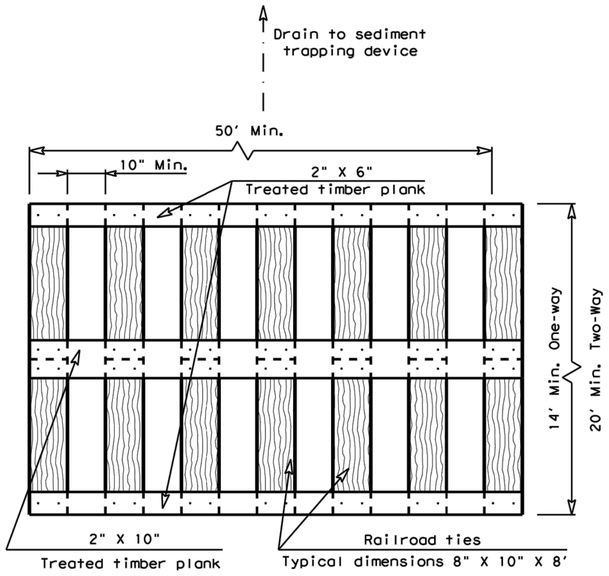



**PLAN VIEW**

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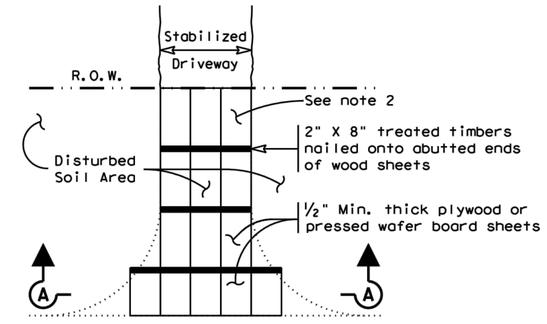
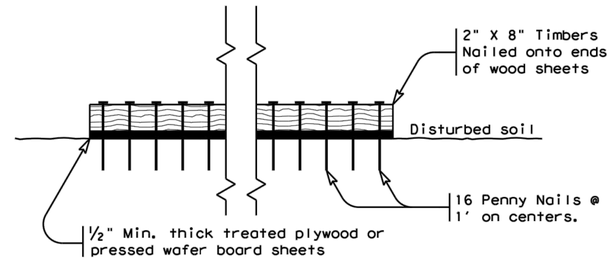


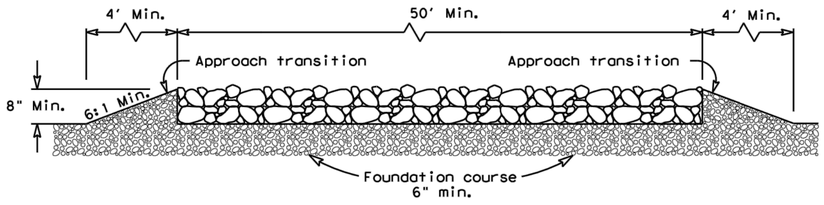

**PLAN VIEW**




**SECTION A-A**

**CONSTRUCTION EXIT (TYPE 3)**

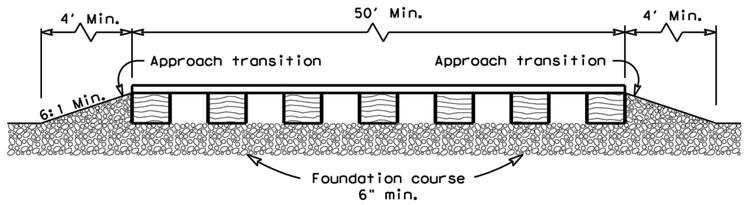
**SHORT TERM**




**ELEVATION VIEW**

**CONSTRUCTION EXIT (TYPE 1)**

**ROCK CONSTRUCTION (LONG TERM)**




**ELEVATION VIEW**

**CONSTRUCTION EXIT (TYPE 2)**

**TIMBER CONSTRUCTION (LONG TERM)**

**GENERAL NOTES (TYPE 1)**

1. The length of the type 1 construction exit shall be as indicated on the plans, but not less than 50'.
2. The coarse aggregate should be open graded with a size of 4" to 8".
3. The approach transitions should be no steeper than 6:1 and constructed as directed by the Engineer.
4. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other materialas approved by the Engineer.
5. The construction exit shall be graded to allow drainage to a sediment trapping device.
6. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
7. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

**GENERAL NOTES (TYPE 2)**

1. The length of the type 2 construction exit shall be as indicated on the plans, but not less than 50'.
2. The treated timber planks shall be attached to the railroad ties with ½"x 6" min. lag bolts. Other fasteners may be used as approved by the Engineer.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The approach transitions shall be no steeper than 6:1 and constructed as directed by the Engineer.
5. The construction exit foundation course shall be flexible base, bituminous concrete, portland cement concrete or other material as approved by the Engineer.
6. The construction exit should be graded to allow drainage to a sediment trapping device.
7. The guidelines shown hereon are suggestions only and may be modified by the Engineer.
8. Construct exits with a width of at least 14 ft. for one-way and 20 ft. for two-way traffic for the full width of the exit, or as directed by the engineer.

**GENERAL NOTES (TYPE 3)**

1. The length of the type 3 construction exit shall be as shown on the plans, or as directed by the Engineer.
2. The type 3 construction exit may be constructed from open graded crushed stone with a size of two to four inches spread a min. of 4" thick to the limits shown on the plans.
3. The treated timber planks shall be #2 grade min., and should be free from large and loose knots.
4. The guidelines shown hereon are suggestions only and may be modified by the Engineer.

Texas Department of Transportation

Design Division Standard

# TEMPORARY EROSION, SEDIMENT AND WATER POLLUTION CONTROL MEASURES

## CONSTRUCTION EXITS

## EC(3)-16

| | | | | | |
|---|---|---|---|---|---|
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| ©TxDOT: JULY 2016 | CONT | SECT | JOB | HIGHWAY | |
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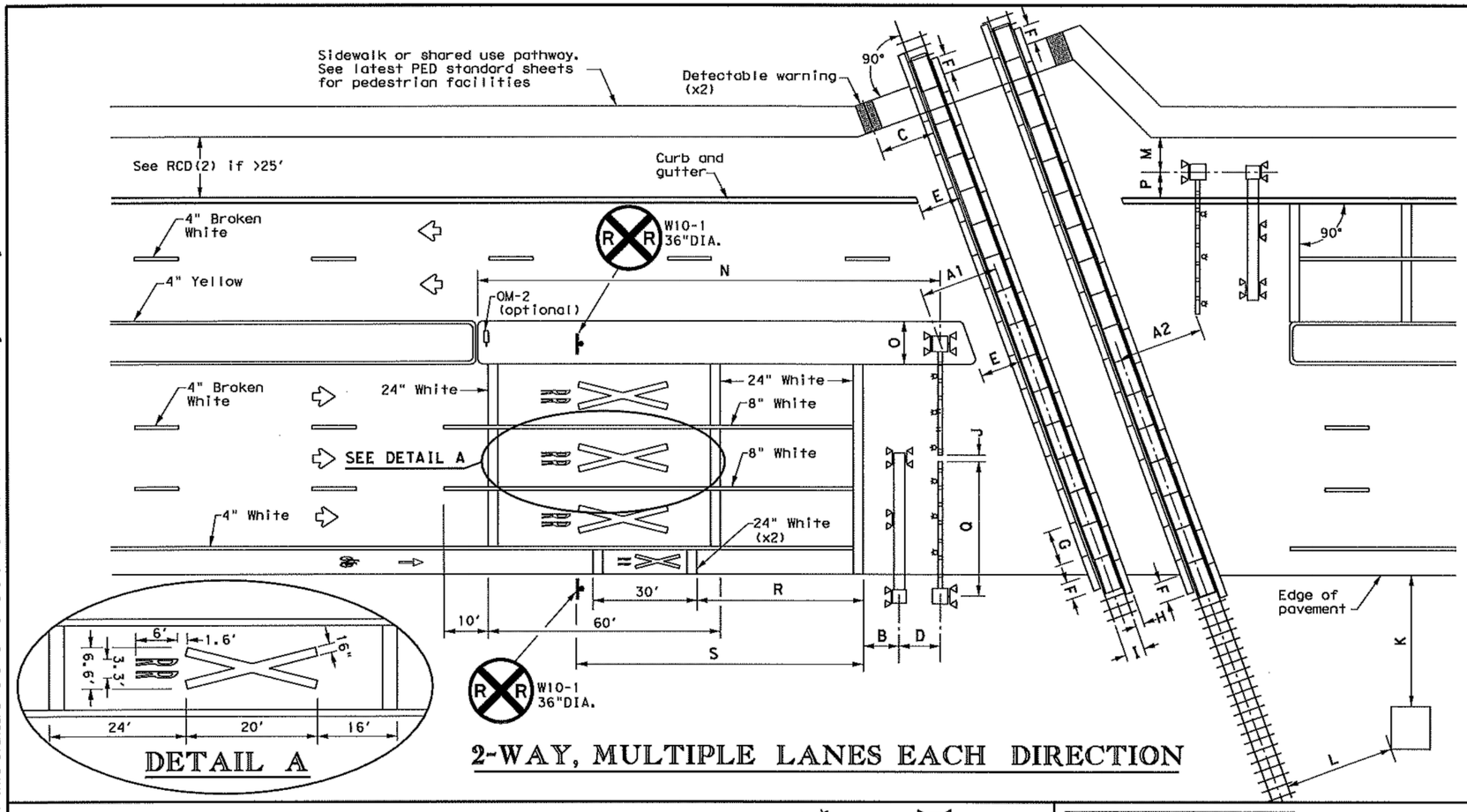



## 2-WAY, MULTIPLE LANES EACH DIRECTION

## NOTES

A1: Center of RR mast to center of rail: 12' minimum, 15' typical.

A2: Tip of gate to center of rail: 12' minimum, 15' typical.

B: Center of mast (cantilever, gate, or mast flasher) of nearest active traffic control device to stop line: 8' (NOTE: Stop line may be moved as needed, but should be at least 8' back from gates, if present).

C: Center of detectable warning device to nearest rail: 6' minimum

D: Center of gate mast to center of cantilever mast: 6' typical. NOTE: Cantilever may be located in front or behind gates.

E: Edge of median or curb to nearest rail: 10' typical. NOTE: Design median edge to be parallel with rail.

F: Edge of planking panel from edge of pavement or sidewalk: 3' minimum. NOTE: Field panels need not be in line with gauge panels.

G: Length of panels along rail: 8' typical.

H: Width of field panel: 2' typical (check with railroad company).

I: Distance between rails: 4'-8.5".

J: Tip of gate to tip of gate: 2' maximum for Quiet Zone SSM or 90% of traveled way covered by gates for all other locations.

K: Nearest edge of RR cabin from edge of pavement: 30' typical. NOTE: Cabinet not required to be parallel to edge of pavement.

L: Nearest edge of RR cabin from nearest rail: 25' typical.

M: Center of RR mast to edge of sidewalk: 6' minimum.

N: Center of gate mast to leading edge of non-traversable median: 100' minimum to qualify as a Quiet Zone SSM. NOTE: 60'will suffice if there is a street intersection within the 100' and all street intersections within 60' are closed.

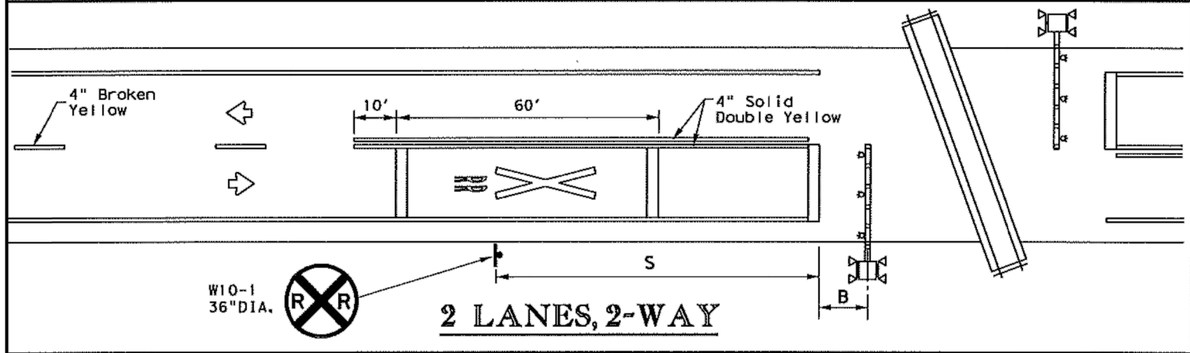
O: Width of median: 8'-6" minimum, 10' typical when using median gates. NOTE: Center of gate mast minimum 4'-3" from face of curb.

P: Center of RR mast to face of curb: 4'-3" minimum.
Center of RR mast to edge of pavement (with shoulder): 6' minimum
Center of RR mast to edge of pavement (no shoulder): 8'-3" minimum
NOTE: BNSF prefers 5'-3", 7', and 9'-3" minimums, respectively.

Q: Gate length: 28' or less typical, but railroad company may allow up to 32'under special circumstances.

R: Stop line to first RR Crossing transverse line (bike lane): 50' typical.

S: Stop line to GRADE CROSSING ADVANCE WARNING (W10-1) sign and adjacent RR Crossing pavement markings. See Table 1. See RCD(2) for other signs.



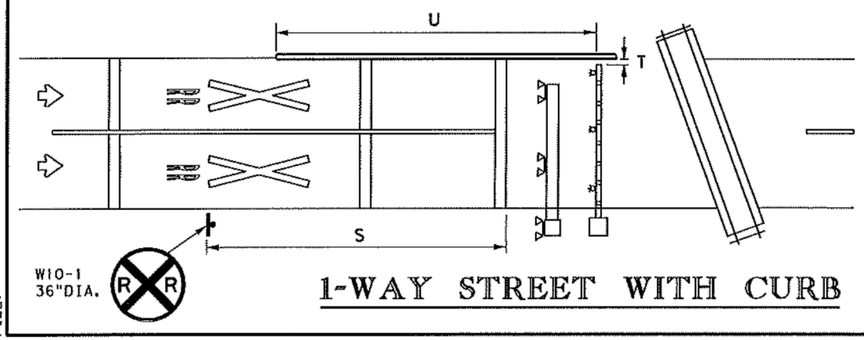

## 2 LANES, 2-WAY

| TABLE 1 | |
|---|---|
| Approach Speed(mph) | Desirable Placement (feet) |
| 20 | 100 |
| 25 | 100 |
| 30 | 100 |
| 35 | 100 |
| 40 | 125 |
| 45 | 175 |
| 50 | 250 |
| 55 | 325 |
| 60 | 400 |
| 65 | 475 |
| 70 | 550 |
| 75 | 650 |

| LEGEND | |
|---|---|
| | Sign |
| | Object Marker |
| | Traffic Flow |
| | Cantilever |
| | Gate Assembly |
| | Mast Flasher Pair |

## GENERAL NOTES

1. Medians and curbs must be non-traversable to qualify as a Quiet Zone Supplementary Safety Measure (SSM). Non-traversable curbs in Quiet Zones are 6" tall minimum and used on roadways where speed does not exceed 40 mph.
2. Raised pavement markers may be used to supplement striping. See PM(2) and PM(3) standard sheets.
3. Medians preferred whenever possible to prevent vehicles from driving around gates.
4. Longitudinal edge striping may be continued thru crossing as needed. Illumination may also be considered for nighttime visibility.
5. See SMD standard sheets for sign mounting details.
6. See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.

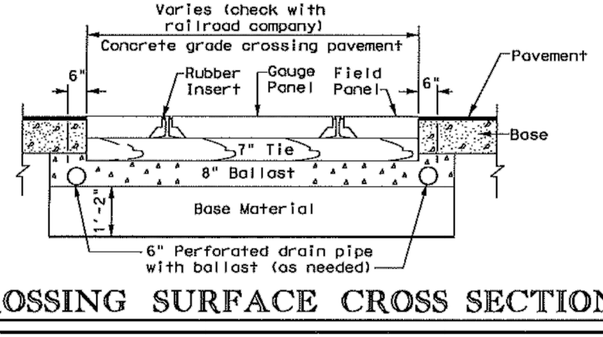



## 1-WAY STREET WITH CURB

## NOTES

T: Tip of gate to edge of curb: 1' max for Quiet Zone SSM, 90% of traveled way covered by gates for all other locations

U: Non-traversable curb length from gate: 100' min. for a Quiet Zone SSM, 10' min for all other locations.




## CROSSING SURFACE CROSS SECTION

Texas Department of Transportation

Traffic Operations Division Standard

# RAILROAD CROSSING DETAILS SIGNING, STRIPING, AND DEVICE PLACEMENT RCD(1)-16

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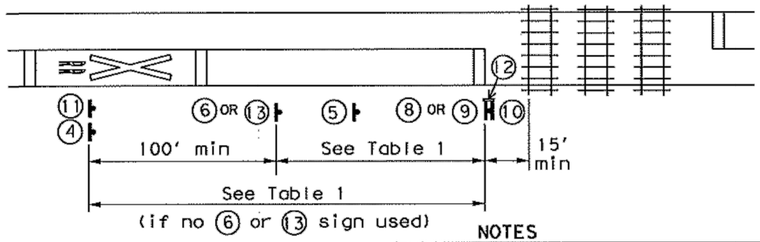
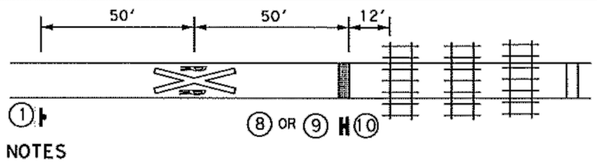



NOTES

1. Stop or yield sign may also be installed to the left of the crossbuck sign, rather than below it.
2. A 2" white retroreflective strip shall be installed on front and back of crossbuck sign post.

## PASSIVE CROSSING




NOTES

1. A shared use pathway is considered a separate pathway crossing when more than 25' from traveled way of adjacent roadway.
2. Detectable warning used at stop bar.
3. Smaller sign sizes preferred than shown to the right on this sheet.

## PATHWAY CROSSING

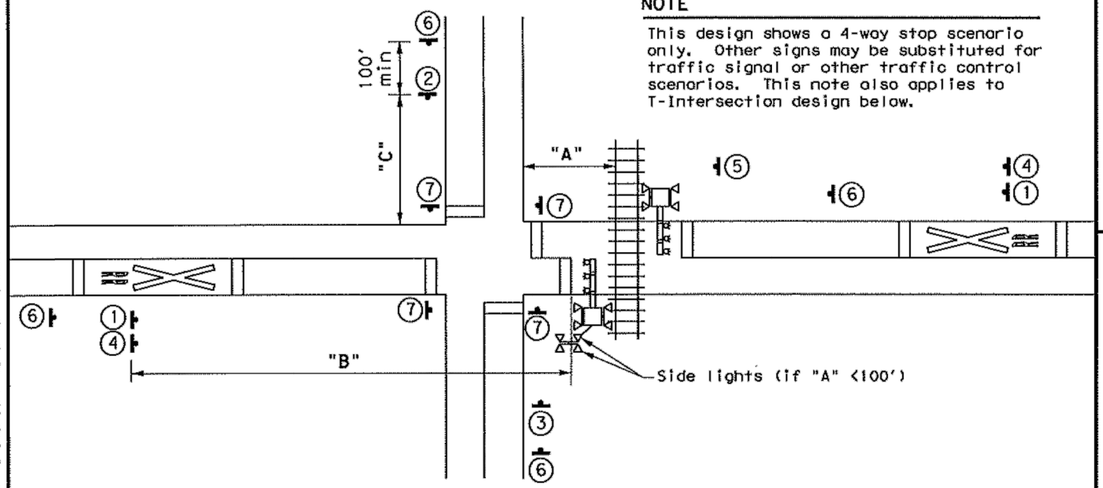
| TABLE 1 | |
|---|---|
| Approach Speed (mph) | Desirable Placement (feet) |
| 20 | 100 |
| 25 | 100 |
| 30 | 100 |
| 35 | 100 |
| 40 | 125 |
| 45 | 175 |
| 50 | 250 |
| 55 | 325 |
| 60 | 400 |
| 65 | 475 |
| 70 | 550 |
| 75 | 650 |

GENERAL NOTES

1. Railroad company to provide active traffic control devices, CROSSBUCK (R15-1), NUMBER OF TRACKS Plaque (R15-2P) (if more than 1 track), and EMERGENCY NOTIFICATION (I-13) signs.
2. LOW GROUND CLEARANCE (W10-5) signs may be relocated further upstream of crossing to provide advance warning of alternate route.
3. GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2) signs may be modified as needed to fit roadway geometry.
4. Table 1 placement distances may vary per Sect. 2C.05 of the TMUTCD.
5. See Table 1 to determine placement of STOP AHEAD (W3-1) and YIELD AHEAD (W3-2) signs unless shown otherwise.
6. DO NOT STOP ON TRACKS (R8-8) signs installed when potential for vehicles stopping on tracks is significant as determined by sealing engineer. Install so sign does not block view of RR mast.
7. See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.

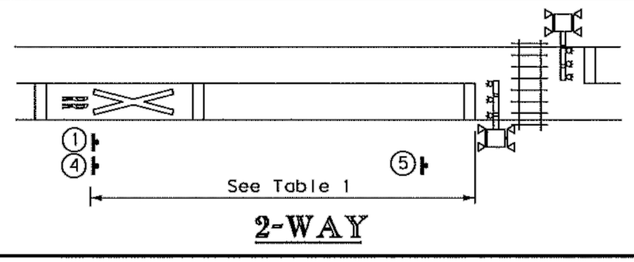
NOTE

This design shows a 4-way stop scenario only. Other signs may be substituted for traffic signal or other traffic control scenarios. This note also applies to T-Intersection design below.

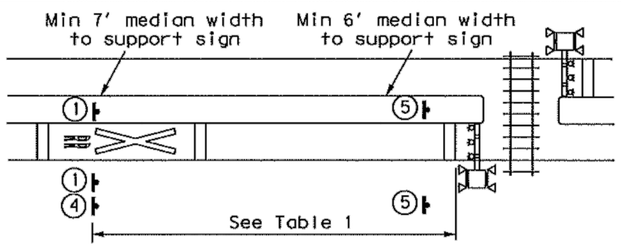



| | "A" <100' | "A" ≥100' |
|---|---|---|
| "B" | See Table 1. Place pavement markings and signs on opposite side of intersection from rail if spacing from Table 1 would put markings within intersection. | See Table 1. Place pavement markings and signs between rail and intersection if spacing from Table 1 would put markings within intersection. |
| "C" | See Table 1. | GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-2, W10-3, W10-4) signs should only be installed if W10-1 sign is not between intersection and railroad crossing. If needed, see Table 1. |

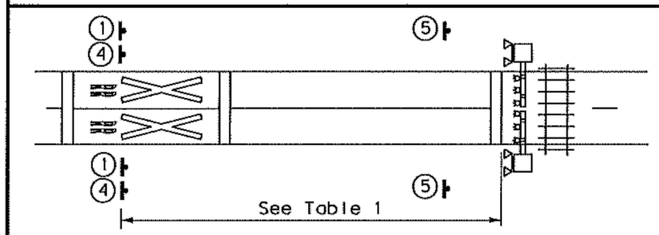
## GRADE CROSSING NEAR A PARALLEL STREET




## 2-WAY




## 2-WAY WITH MEDIAN




## 1-WAY

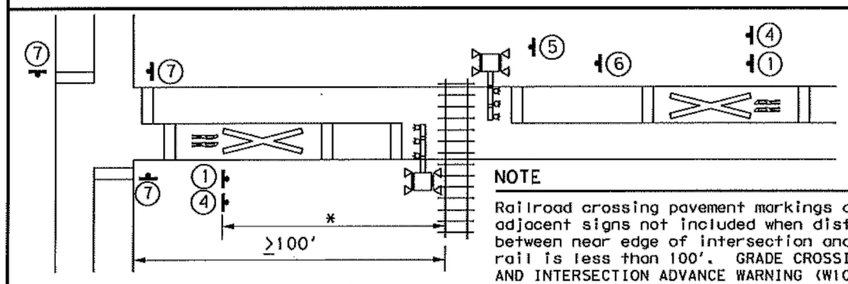
SIGNS

| | | | |
|---|---|---|---|
| ** R R — 1 W10-1 36"DIA. | ** — 2 W10-2L 36"X36" | ** — 3 W10-2R 36"X36" | IF NEEDED — 4 W10-5 36"X36"; LOW GROUND CLEARANCE W10-5P 30"x24" |
| IF NEEDED — DO NOT STOP ON TRACKS — 5 R8-8 24"X30" | IF NEEDED — 6 W3-1 30"X30" | STOP R1-1 36"X36"; ALL WAY R1-3P 18"X6" — 7 | RAIL CROSSING ROAD 3 TRACKS R15-1 48"X9"; R15-2P 27"X18"; STOP R1-1 36"X36" — 8 |
| RAIL CROSSING ROAD 3 TRACKS R15-1 48"X9"; R15-2P 27"X18"; YIELD — 9 R1-2 48"X48"X48" | RAIL CROSSING ROAD 3 TRACKS R15-1 48"X9"; R15-2P 27"X18" — 10 | R R W10-1 36"DIA.; NO GATES OR LIGHTS W10-13P 30"X24" — 11 ** | REPORT EMERGENCY OR PROBLEM 1-800-555-5555 CROSSING 836 597 H — Sign may be placed perpend. to travel lanes. — 12 I-13 15"X9" |
| IF NEEDED — 13 W3-2 30"X30" | | | |

** Includes a NO TRAIN HORN Plaque (W10-9P) if crossing is in a Quiet Zone. LOW GROUND CLEARANCE Plaque (W10-5P) if needed is mounted below W10-2/W10-3/W10-4 signs.

NO TRAIN HORN W10-9P 30"X24"

LOW GROUND CLEARANCE W10-5P 30"X24"

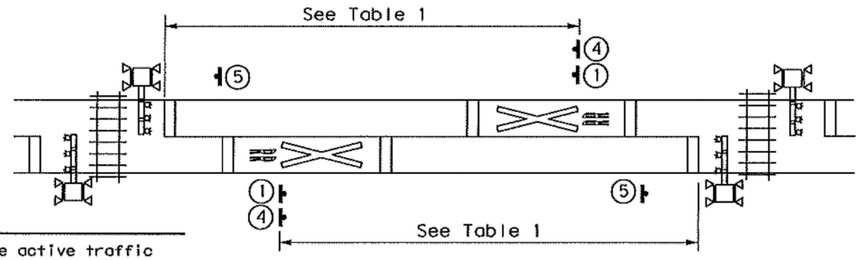



*Use Table 1 if sufficient space exists.

NOTE

Railroad crossing pavement markings and adjacent signs not included when distance between near edge of intersection and near rail is less than 100'. GRADE CROSSING AND INTERSECTION ADVANCE WARNING (W10-3) signs installed on roadway parallel with rail in this case.

## T-INTERSECTION




NOTE

Separate active traffic control devices, railroad crossing pavement markings, and adjacent signs required when tracks are more than 100' apart.

## 2 ADJACENT CROSSINGS

Texas Department of Transportation — Traffic Operations Division Standard

# RAILROAD CROSSING DETAILS SIGNING & STRIPING

RCD(2)-16

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