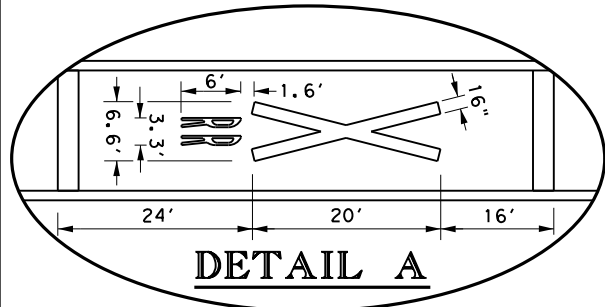
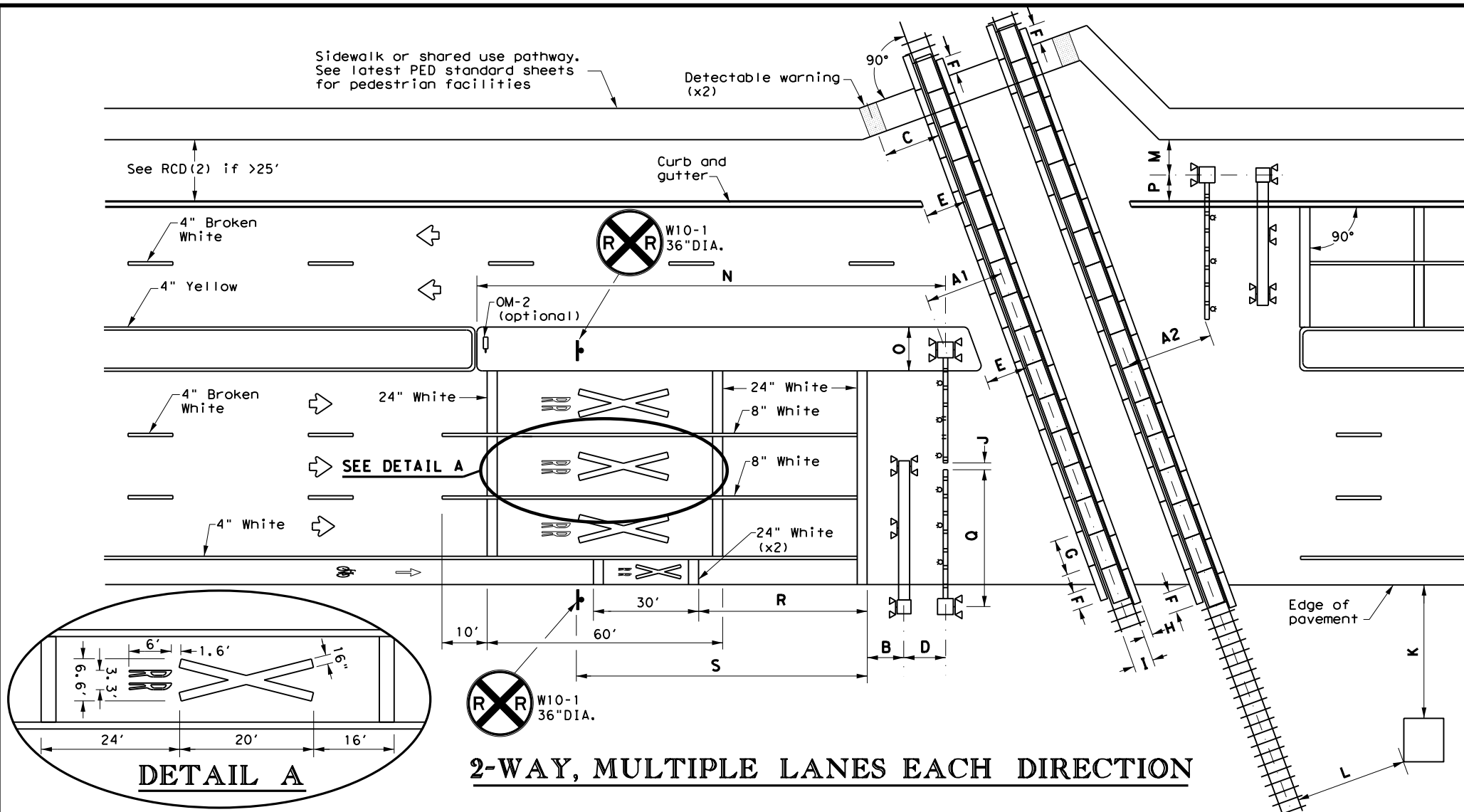
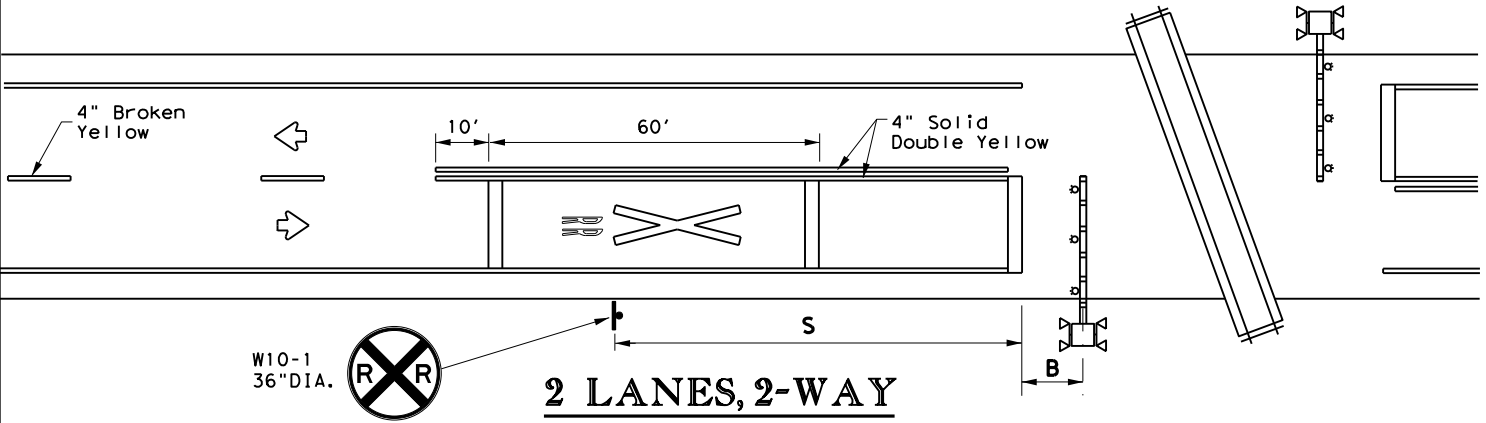


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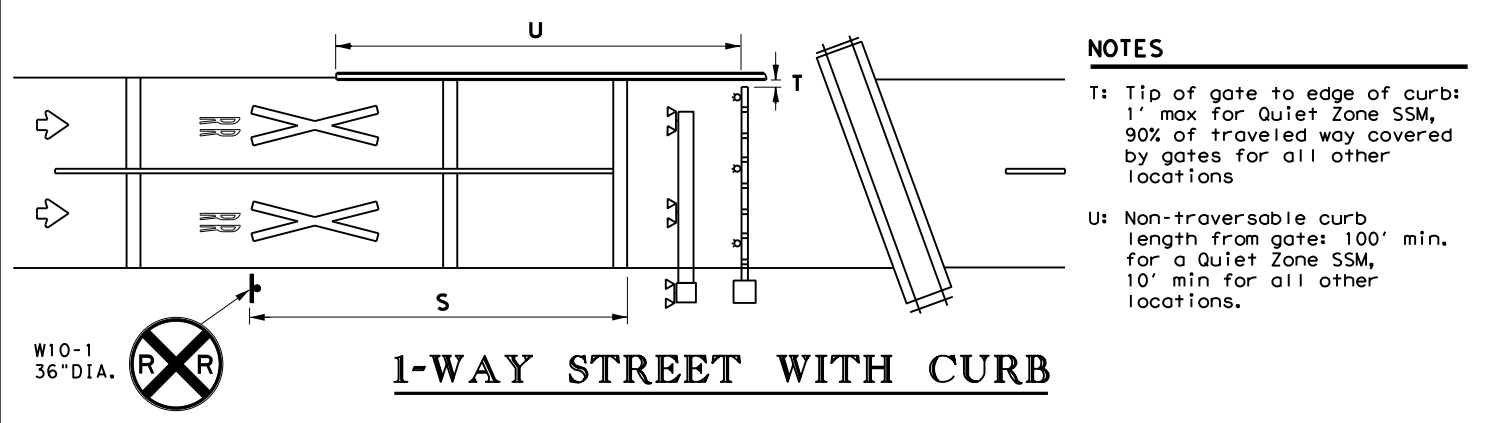
DATE: FILE:



**2-WAY, MULTIPLE LANES EACH DIRECTION**



**2 LANES, 2-WAY**



**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.

**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.

**TABLE 1**

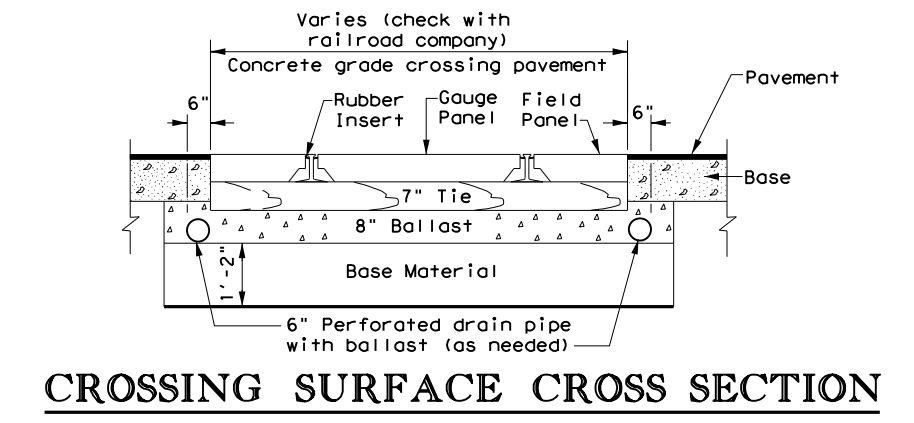
Approach Speed (mph)	Desirable Placement (feet)
20	100
25	100
30	100
35	100
40	125
45	175
50	250
55	325
60	400
65	475
70	550
75	650

**LEGEND**

	Sign
	Object Marker
	Traffic Flow
	Cantilever
	Gate Assembly
	Mast Flasher Pair

**GENERAL NOTES**

- 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.
- Raised pavement markers may be used to supplement striping. See PM(2) and PM(3) standard sheets.
- Medians preferred whenever possible to prevent vehicles from driving around gates.
- Longitudinal edge striping may be continued thru crossing as needed. Illumination may also be considered for nighttime visibility.
- See SMD standard sheets for sign mounting details.
- See the Standard Highway Sign Design for Texas (SHSD) manual for sign and pavement marking details.



**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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