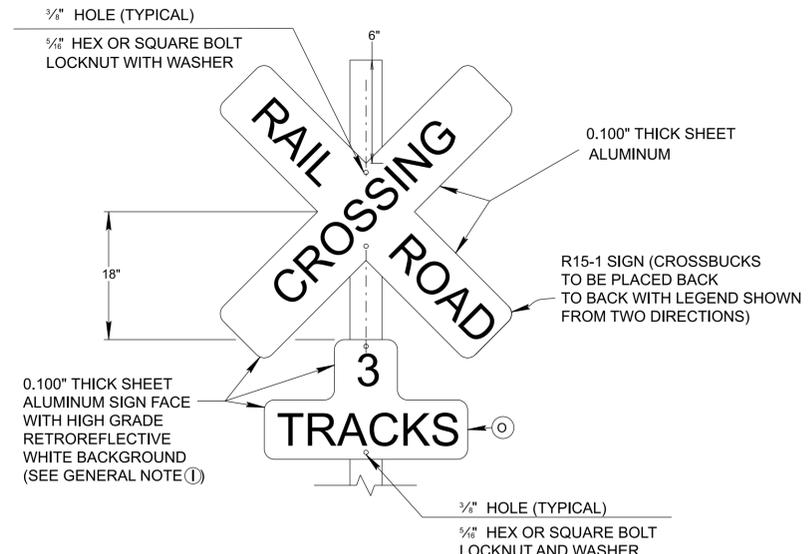
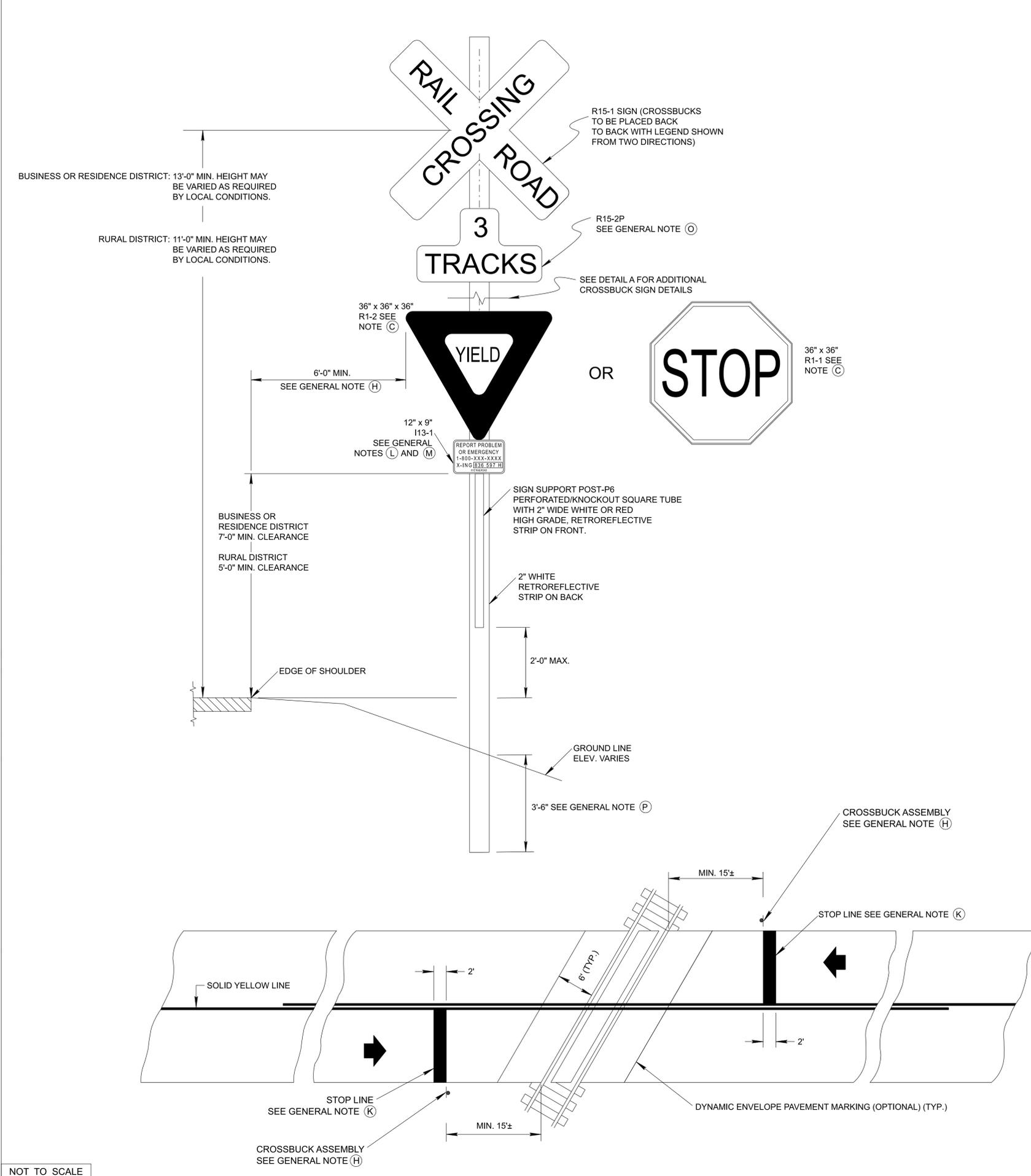


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DETAIL A: ADDITIONAL CROSSBUCK SIGN DETAILS

GENERAL NOTES

- (A) A PASSIVE RAILROAD CROSSING DOES NOT HAVE EQUIPMENT (E.G., FLASHING LIGHTS, GATES) ACTIVATED BY RAIL TRAFFIC.
- (B) A CROSSBUCK ASSEMBLY SHOULD NOT BE PLACED AT AN ACTIVE RAILROAD CROSSING WHICH HAS EQUIPMENT (E.G., FLASHING LIGHTS, GATES) ACTIVATED BY RAIL TRAFFIC.
- (C) A YIELD (R1-2) SIGN SHALL BE THE DEFAULT TRAFFIC CONTROL DEVICE FOR CROSSBUCK ASSEMBLIES ON ALL HIGHWAY APPROACHES TO PASSIVE GRADE CROSSINGS UNLESS A DIAGNOSTIC TEAM REVIEW PERFORMED BY THE REGULATORY AGENCY OR HIGHWAY AUTHORITY HAVING JURISDICTION OVER THE ROADWAY APPROACH DETERMINES A STOP (R1-1) SIGN IS APPROPRIATE. FOR CONVENTIONAL ROADS USE 36" x 36" x 36" YIELD SIGN. FOR MULTI-LANE CONVENTIONAL ROADS, USE 48" x 48" x 48" YIELD SIGN. FOR ADDITIONAL INFORMATION ON STOP AND YIELD SIZES, SEE TABLE 8B-1 OF THE MUTCD.
- (D) IF A YIELD OR STOP SIGN IS PRESENT AT A PASSIVE GRADE CROSSING, A YIELD AHEAD (W3-2) OR STOP AHEAD (W3-1) ADVANCE WARNING SIGN SHALL ALSO BE INSTALLED IF THE CRITERIA FOR THEIR INSTALLATION GIVEN IN MUTCD SECTION 2C.35 IS MET. IF A YIELD AHEAD OR STOP AHEAD SIGN IS INSTALLED ON THE APPROACH TO THE CROSSING, THE W10-1 SIGN SHALL BE INSTALLED UPSTREAM FROM THE YIELD AHEAD OR STOP AHEAD SIGN. THE YIELD AHEAD OR STOP AHEAD SIGN SHALL BE LOCATED IN ACCORDANCE WITH MUTCD TABLE 2C-3. THE MINIMUM DISTANCE BETWEEN THE SIGNS SHALL BE IN ACCORDANCE WITH MUTCD SECTION 2C.04 AND TABLE 2C-3.
- (E) IF A CROSSBUCK ASSEMBLY IS INSTALLED ON THE APPROACH TO A PASSIVE GRADE CROSSING LOCATED AT A HIGHWAY INTERSECTION CONTROLLED BY A TRAFFIC SIGNAL THAT IS NOT INTERCONNECTED WITH THE GRADE CROSSING AND NOT PREEMPTED BY THE APPROACH OF RAIL TRAFFIC, A DIAGNOSTIC TEAM SHALL BE CONVENED TO DETERMINE THE APPROPRIATE TRAFFIC CONTROL DEVICES. A STOP (R1-1) SIGN SHALL NOT BE INSTALLED ON A CROSSBUCK ASSEMBLY IN THIS SITUATION.
- (F) CROSSBUCK ASSEMBLY INSTALLATION SHOULD BE COORDINATED WITH THE PRIMARY RAILROAD COMPANY ASSOCIATED WITH THE CROSSING.
- (G) CROSSBUCK ASSEMBLY FOR PASSIVE CROSSINGS AND SUPPORT SHALL BE INSTALLED IN ACCORDANCE WITH T-S-17.
- (H) A CROSSBUCK ASSEMBLY SHOULD BE PLACED A MINIMUM OF 15 FEET FROM THE NEAREST RAIL, ADJACENT TO THE STOP LINE FOR THE CROSSING (IF PRESENT) AND IN ACCORDANCE WITH T-S-20 FOR OFFSET FROM THE TRAVELED WAY.
- (I) ONLY RETROREFLECTIVE SHEETING ON THE CURRENT TDOT QUALIFIED PRODUCTS LIST (QPL) SHALL BE USED.
- (J) RAILROAD CROSSBUCK (R15-1) SIGN AND SUPPORT, YIELD/STOP SIGN, AND NUMBER OF TRACKS AUXILIARY SIGN ARE TO BE PAID FOR UNDER ITEM NUMBER 713-16.05. RAILROAD CROSSBUCK (R15-1) SIGN AND SUPPORT PER EACH. THIS PAY ITEM SHALL INCLUDE THE FURNISHING AND INSTALLING OF THE SIGNS, SUPPORT AND HARDWARE.
- (K) LOCATION OF THE CROSSBUCK SIGN AND SUPPORT WITH RESPECT TO THE CENTERLINE OF THE NEAREST TRACK SHALL BE IN ACCORDANCE WITH THE TYPICAL LOCATION PLAN AS SHOWN IN FIGURE 8D-2 OF THE CURRENT EDITION OF THE MUTCD. A STOP LINE SHOULD BE PLACED A MINIMUM OF 15 FEET FROM THE NEAREST RAIL.
- (L) IF AN EXISTING CROSSBUCK SIGN AND SUPPORT IS TO BE REMOVED, THE CONTRACTOR SHALL REMOVE AND INSTALL THE EXISTING EMERGENCY NOTIFICATION SYSTEM (I13-1) SIGN WITH CROSSING NUMBER ON THE PROPOSED CROSSBUCK SIGN ASSEMBLY. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR ITEM 713-16.05.
- (M) EMERGENCY NOTIFICATION SYSTEM SIGNS SHOULD BE ORIENTED SO THE FACE OF THE SIGN IS APPROXIMATELY PARALLEL OR APPROXIMATELY PERPENDICULAR TO THE EDGE OF THE ROADWAY OR PATHWAY AND IS VISIBLE TO ROAD USERS OR PATHWAY USERS. THE VISIBILITY OF THE EMERGENCY NOTIFICATION SYSTEM SIGN SHOULD NOT BE OBSTRUCTED BY AUTOMATIC GATES IN EITHER THE VERTICAL OR HORIZONTAL POSITION.
- (N) SEE FIGURE 8B-2 AND SECTION 8B.04 OF THE MUTCD FOR ADDITIONAL INFORMATION FOR PASSIVE GRADE CROSSINGS.
- (O) IF THERE ARE TWO OR MORE TRACKS, INCLUDING SIDINGS, THE NUMBER OF TRACKS SHALL BE INDICATED ON A R15-2P PLAQUE MOUNTED BELOW THE CROSSBUCK.
- (P) IF ROCK IS ENCOUNTERED DURING THE INSTALLATION OF SUPPORT POSTS, THE HOLES FOR THE SUPPORTS SHALL BE DRILLED TO PROVIDE THE MINIMUM 3'-6" DEPTH IN GROUND.
- (Q) TO BE PAID UNDER ITEM NO. 713-16.20 THRU 39.

STATE OF TENNESSEE
STANDARD
DRAWING
DEPARTMENT OF TRANSPORTATION

**CROSSBUCK
ASSEMBLY FOR
PASSIVE RAILROAD
CROSSINGS**

12-5-25 T-RR-1

NOT TO SCALE