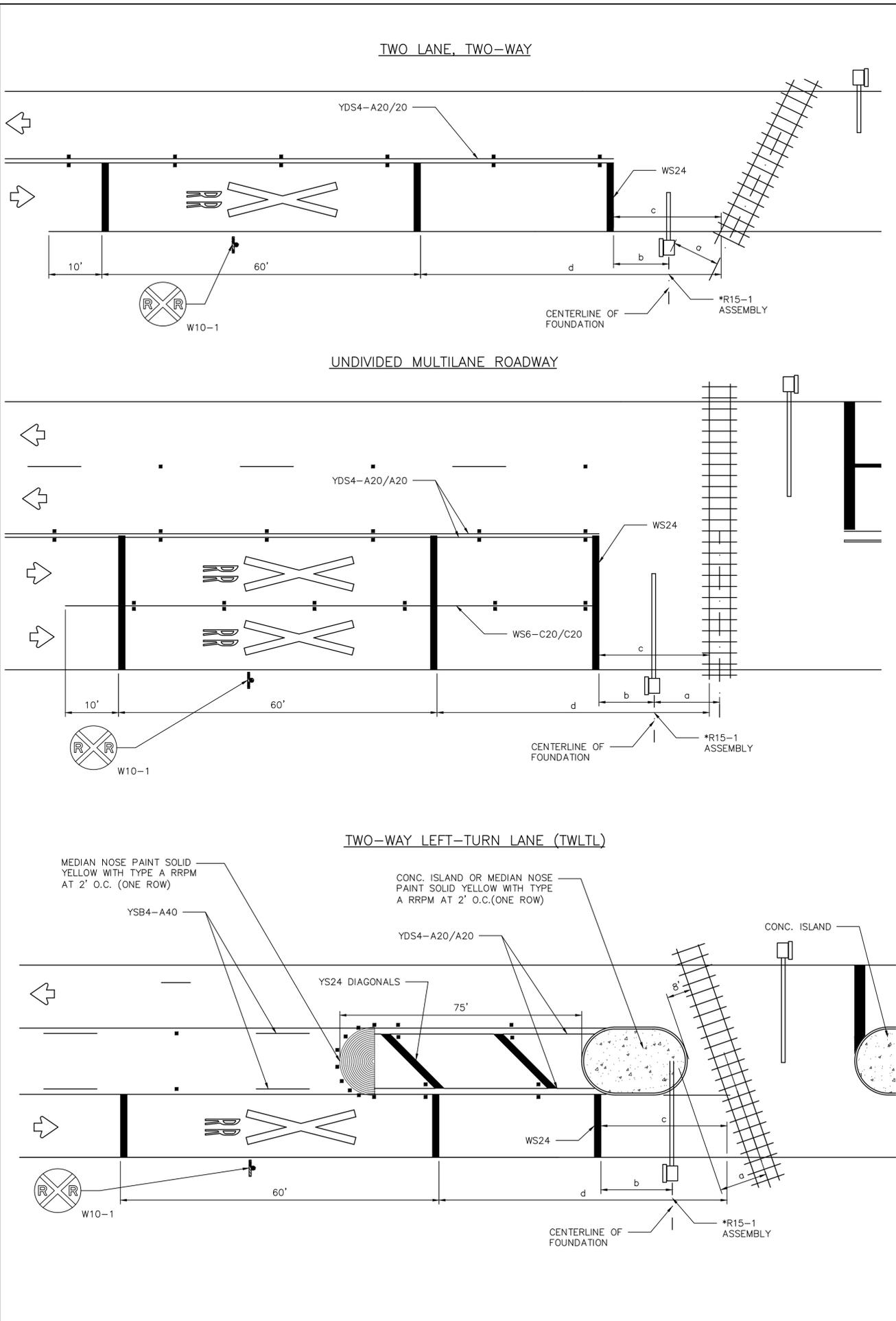


DISCLAIMER: THIS STANDARD IS GOVERNED BY THE TEXAS ENGINEERING PRACTICE ACT. THE DESIGN REQUIREMENTS ON THIS STANDARD DO NOT PURPORT TO ADDRESS ALL OF THE SAFETY CONCERNS ASSOCIATED WITH THE USE OF THE ENGINEER OF RECORD (EOR) IS TO REVIEW THESE DESIGN REQUIREMENTS AND BY AUTHORIZING THEIR USE, ACCEPTS RESPONSIBILITY FOR THEIR APPLICABILITY, ADEQUACY AND SAFETY. NO WARRANTY OF ANY KIND IS MADE BY THE CITY OF HOUSTON FOR ANY PURPOSES WHATSOEVER. THE CITY OF HOUSTON ASSUMES NO RESPONSIBILITY FOR INCORRECT RESULTS OR DAMAGES RESULTING FROM ITS USE.

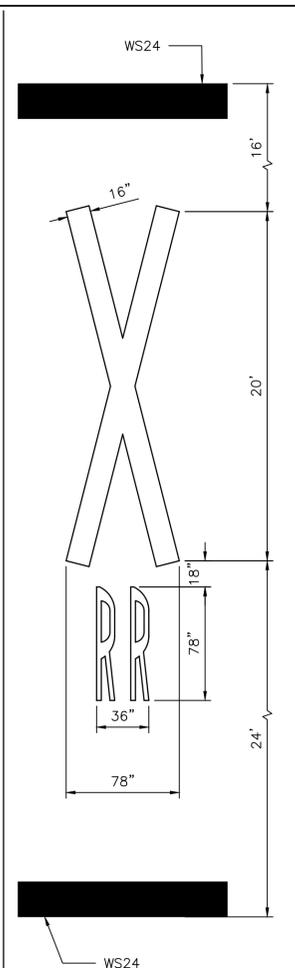


- a = 12 FEET MINIMUM, 15 FEET USUAL, IF ACTIVE WARNING DEVICES ARE PRESENT. DISTANCE "a" SHOULD BE MEASURED FROM THE CENTER-LINE OF \* R15-1 ASSEMBLY TO THE CENTER-LINE OF NEAREST TRACK.
- b = STOP LINES SHOULD BE APPROXIMATELY 8 FEET IN ADVANCE OF ACTIVE WARNING DEVICES (TYPE A, E OR F). STOP LINE 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".

d\* =

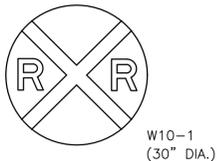
APPROACH SPEED LIMIT (MPH)	DESIRABLE PLACEMENT (FEET)
20	145
25	220
30	295
35	370
40	445
45	520
50	595
55	670
60	745
65	820
70	900

\*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 (EA) LANE IN PLACE. THE TRANSVERSE MARKINGS AND LANE LINES WILL BE MEASURED AND PAID FOR BY THE LINEAR FOOT (LF).
3. APPROACH LANES LESS THAN 8 FOOT WIDTH SHALL NOT HAVE MARKINGS.
4. MARKINGS SHOULD NOT BE PLACED WHERE LESS THAN 110 FEET OF APPROACH ROADWAY IS AVAILABLE FOR PLACEMENT UNLESS DIRECTED BY CITY TRAFFIC ENGINEER.
5. RR X-ING SYMBOLS SHOULD BE PLACED APPROXIMATELY IN THE CENTER OF THE APPROACH LANE.
6. ALL TRANSVERSE MARKINGS, INCLUDING STOP LINES, SHALL BE PLACED AT RIGHT ANGLES TO THE CENTERLINE AND ACROSS ALL APPROACH LANES.
7. 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.
8. ADDITIONAL MARKINGS AND PLACEMENT DETAILS MAY BE FOUND IN THE TMTCD, APPENDIX H.
9. 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.

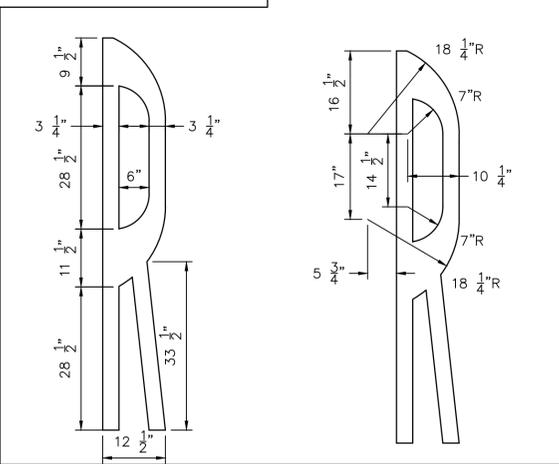


SIGN W10-1 TO BE PLACED AS SHOWN IN TYPICAL DETAILS WHEN PAVEMENT MARKINGS ARE INSTALLED.

**\*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



APPROVED BY: DocuSigned by: <i>Suhail Kanwar</i> 9EF800C41F5478	APPROVED BY: DocuSigned by: <i>KEATING NAUJEN</i> 9A219FD7A75B4C0
CITY ENGINEER	CITY TRAFFIC ENGINEER

APPROVED BY: DocuSigned by: <i>Carl Hallack</i> A83CA10B7253453
DIRECTOR OF HOUSTON PUBLIC WORKS

EFF DATE: NOV-27-2023	DWG NO: 02760-08
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**CITY OF HOUSTON**  
HOUSTON PUBLIC WORKS STANDARD

**RAILROAD CROSSING PAVEMENT MARKING DETAILS**

	FOR CITY OF HOUSTON USE ONLY
DRAWING SCALE	
NOT TO SCALE	