

"L"	SPEED(mph)						
	25	30	35	40	45	50	55
	285'	315'	335'	360'	410'	460'	560'

FOR INFORMATION PURPOSES ONLY

NOTE: A PORTION OF THE PAVEMENT SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCED WARNING SIGN (W10-1).

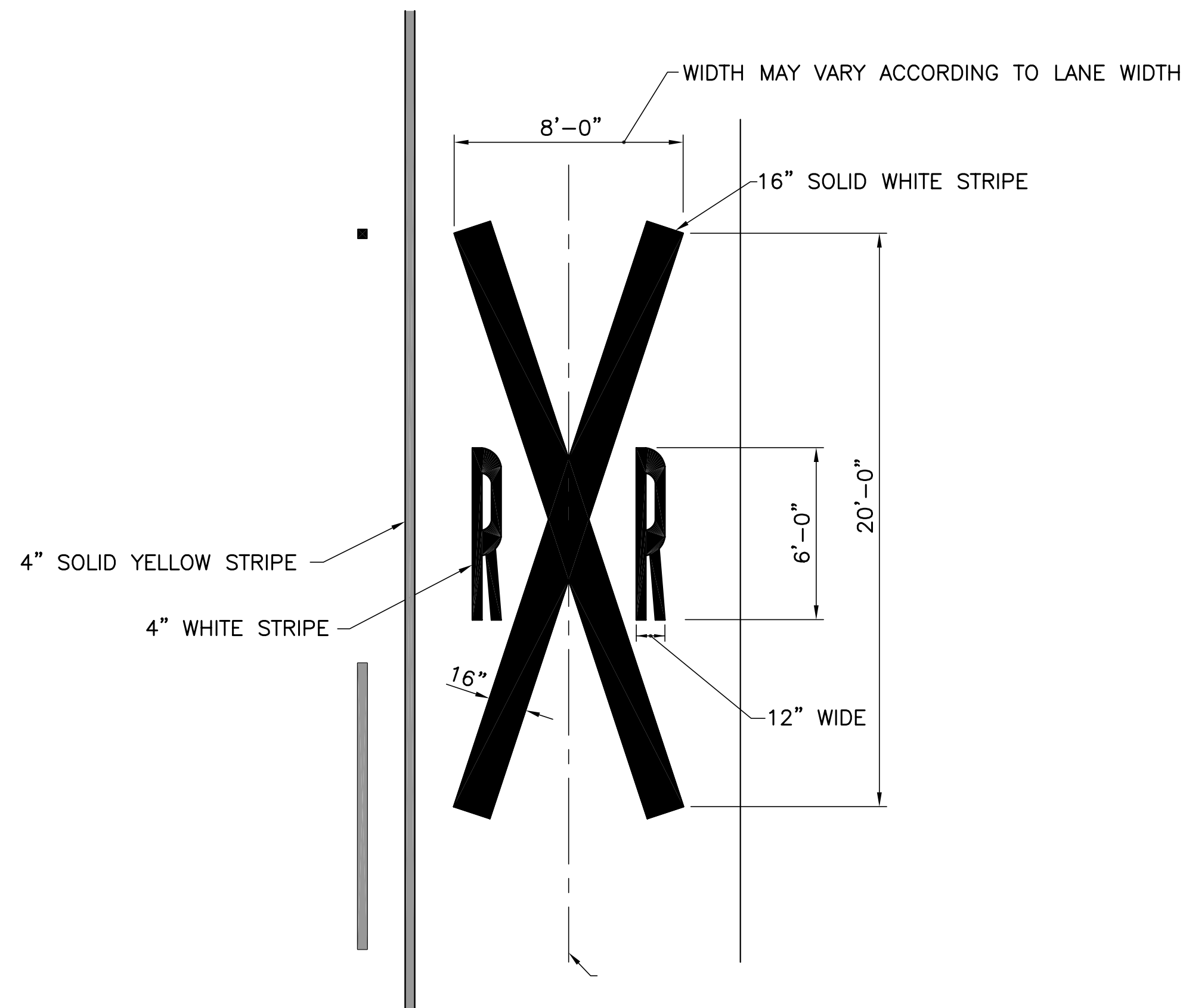
NOTES:

1. THE DISTANCES ARE ADJUSTED FOR A SIGN LEGIBILITY DISTANCE OF 175 FT FOR CONDITION A. THE DISTANCES FOR CONDITION B HAVE BEEN ADJUSTED FOR A SIGN LEGIBILITY DISTANCE OF 250 FT, WHICH IS APPROPRIATE FOR AN ALIGNMENT WARNING SYMBOL SIGN.
2. TYPICAL CONDITIONS ARE LOCATIONS WHERE THE ROAD USER MUST USE EXTRA TIME TO ADJUST SPEED AND CHANGE LANES IN HEAVY TRAFFIC BECAUSE OF A COMPLEX DRIVING SITUATION. TYPICAL SIGNS ARE MERGE AND RIGHT LANE ENDS. THE DISTANCES ARE DETERMINED BY PROVIDING THE DRIVER A PIEV (PERCEPTION, IDENTIFICATION, EMOTION, AND VOLITION) TIME OF 14.0 TO 14.5 SECONDS FOR VEHICLE MANEUVERS (2001 AASHTO POLICY, EXHIBIT 3-3, DECISION SIGHT DISTANCE, AVOIDANCE MANEUVER E) MINUS THE LEGIBILITY DISTANCE OF 175 FT FOR THE APPROPRIATE SIGN.
3. TYPICAL CONDITION IS THE WARNING OF A POTENTIAL STOP SITUATION. TYPICAL SIGNS ARE STOP AHEAD, YIELD AHEAD, SIGNAL AHEAD, AND INTERSECTION WARNING SIGNS. THE DISTANCES ARE BASED ON THE 2001 AASHTO POLICY, STOPPING SIGHT DISTANCE, EXHIBIT 3-1, PROVIDING A PIEV TIME OF 2.5 SECONDS, A DECELERATION RATE OF 11.2 FT/SECOND, MINUS THE SIGN LEGIBILITY DISTANCE OF 175 FT.
4. STOP BAR IS TYPICALLY LOCATED 8 FEET FROM RAILROAD CROSSING GATE IF PRESENT.
5. "R" SYMBOL SHALL BE IN ACCORDANCE WITH CURRENT MUTCD GUIDELINES.
6. REFER TO 905-50 FOR TYPICAL STRIPING LAYOUT AND DETAILS.

POSTED OR 85TH-PERCENTILE SPEED	ADVANCE PLACEMENT DISTANCE	
	RAILROAD SIGN W10-1 <sup>2</sup>	RAILROAD SIGN W10-1 <sup>3</sup>
	□ (2nd SIGN) (CONDITION A)	STOP (CONDITION B)
20 mph	225 ft	100 ft
25 mph	325 ft	100 ft
30 mph	450 ft	100 ft
35 mph	550 ft	100 ft
40 mph	650 ft	125 ft
45 mph	750 ft	175 ft
50 mph	850 ft	250 ft
55 mph	950 ft	325 ft
60 mph	1100 ft	400 ft
65 mph	1200 ft	475 ft
70 mph	1250 ft	550 ft

REFER TO INDICATED NOTES FOR APPLICATION OF TABLE INFORMATION. THE "STOP CONDITION" WILL ALWAYS APPLY FOR DEPARTMENT APPLICATIONS.

□ IN ACCORDANCE WITH NOTE 2, THE USE OF A SECOND SIGN WILL BE DEPENDENT ON THE ENGINEERING EVALUATION OF EACH SITUATION.



JUNE 30, 2008

STANDARD PLAN NO. 905-51	DATED JUNE 30, 2008	SHEET NO. 1 OF 1
<b>ROADWAY MARKING AND TYPICAL DETAILS (RAILROAD CROSSING)</b>		
ENGINEERING DIVISION <b>DEPARTMENT OF PUBLIC WORKS</b> CITY OF BATON ROUGE & PARISH OF EAST BATON ROUGE		
DESIGNED GLP	DRAWN GLP	CHECKED GLP
		APPROVED I. PARTENHIMER

DATE	DESCRIPTION REVISIONS	BY