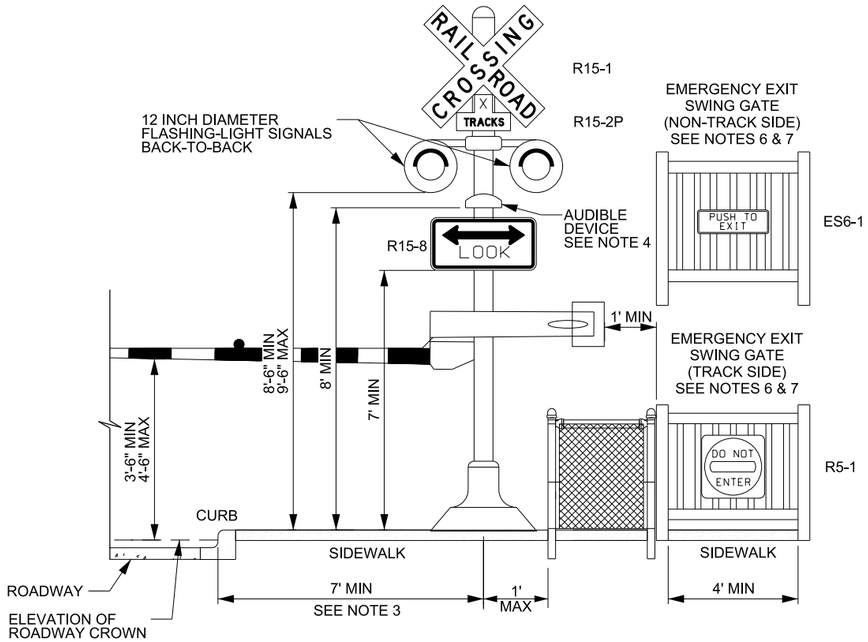
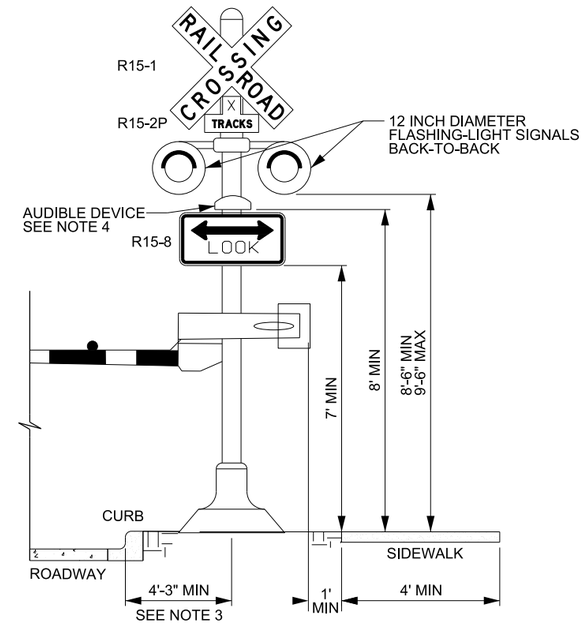


VEHICLE GATE STANDARD PLACEMENT DETAIL D

SEE NOTE 5



VEHICLE GATE ALTERNATE PLACEMENT DETAIL E

SEE NOTE 5

ES6-1 PUSH TO EXIT SIGN DETAIL F

TABLE 2		
SIGN SIZES		
SIGN	DETAIL D	DETAIL E
ES6-1	30" X 18"	NA
R5-1	30" X 30"	NA
R15-1	48" X 9"	48" X 9"
R15-2P	27" x 18"	27" x 18"
R15-8	36" x 18"	36" x 18"

NOTES:

1. DEFINITIONS:
   A. STREET RUNNING ALIGNMENT - A RAILROAD ALIGNMENT IN WHICH TRAINS OPERATE IN MIXED TRAFFIC WITH ALL TYPES OF ROAD USERS. THE ALIGNMENT IS TYPICALLY SEPARATED FROM TRAFFIC BY A CURB OR STRIPING.
   B. SEMI-EXCLUSIVE ALIGNMENT - A RAILROAD ALIGNMENT THAT IS IN A SEPARATE RIGHT-OF-WAY OR ALONG A ROADWAY WHERE MOTOR VEHICLES, PEDESTRIANS, AND BICYCLES HAVE LIMITED ACCESS AND CROSS AT DESIGNATED LOCATIONS ONLY. THE ALIGNMENT IS TYPICALLY SEPARATED BY FENCING OR BARRIERS BETWEEN CROSSINGS.
   C. DYNAMIC ENVELOPE - THE CLEARANCE REQUIRED FOR THE TRAIN OR LIGHT RAIL TRANSIT EQUIPMENT OVERHANG.
   D. SIDEWALK - THAT PORTION OF A STREET BETWEEN THE CURB LINE OR THE LATERAL LINE OF A ROADWAY AND THE ADJACENT PROPERTY LINE THAT IS PAVED OR IMPROVED AND INTENDED FOR USE BY PEDESTRIANS.
   E. PATHWAY - A PUBLIC WAY OUTSIDE OF THE TRAVELED WAY AND PHYSICALLY SEPARATED FROM THE ROADWAY BY OPEN SPACE OR BARRIER. PATHWAYS DO NOT INCLUDE SIDEWALKS.
   F. PEDESTRIAN ACCESS ROUTE - EITHER A SIDEWALK OR A PATHWAY.
2. DIRECT FLASHING-LIGHT SIGNALS TO ALL PEDESTRIAN APPROACHES. INSTALL ADDITIONAL FLASHING-LIGHT SIGNALS AS NECESSARY.
3. USE A LATERAL OFFSET OF A MINIMUM OF 4 FT 3 INCHES FROM THE FACE OF CURB AND A MINIMUM OF 8 FT 3 INCHES FROM THE EDGE OF THE TRAVELED WAY TO THE CENTER OF THE VEHICLE GATE SIGNAL POLE WHEN NO CURB IS PRESENT.
4. PLACE THE AUDIBLE DEVICE ON THE FRONT SIDE OF THE POLE WHERE IT DOES NOT CONFLICT WITH THE SIGNS OR FLASHING-LIGHT SIGNALS.
5. LOCATE VEHICLE GATES BEHIND THE SIDEWALK UNLESS SITE SPECIFIC CONDITIONS RESTRICT GATE ARM LENGTHS SUCH AS OVERHEAD UTILITIES, MULTIPLE TRAFFIC LANES, OR CONDITIONS THAT REQUIRE A GATE LONGER THAN 32 FT. LOCATE VEHICLE GATES IN FRONT OF THE SIDEWALK ACCORDING TO THE ALTERNATE PLACEMENT (DETAIL E) IF SITE SPECIFIC CONDITIONS PREVENT STANDARD PLACEMENT OF VEHICLE GATES BEHIND THE SIDEWALK (DETAIL D).
6. PROVIDE EMERGENCY EXIT SWING GATE UNLESS ADEQUATE SPACE EXISTS FOR A PEDESTRIAN REFUGE BETWEEN THE DYNAMIC ENVELOPE AND THE AUTOMATIC GATES. SEE STD DWG GW 12C2 FOR PEDESTRIAN REFUGE DETAILS.
7. DESIGN EMERGENCY EXIT SWING GATE TO ONLY OPEN AWAY FROM THE TRACKS.
8. SEE STD DWG GW 12B2 FOR CHANNELIZING BARRIER/FENCE DETAILS.

SUPPLEMENTAL DRAWING

REVISIONS

NO.	DATE	APPR.	REMARKS
1	04/25/2013	JLL	NEW DRAWING.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — APR.25,2013 DATE
CHAIRMAN STANDARDS COMMITTEE APPROVED — APR.25,2013 DATE
DEPUTY DIRECTOR

STANDARD DRAWING TITLE
ACTIVE PEDESTRIAN CONTROLS FOR RAILROAD CROSSINGS SHEET 2 OF 2

STD. DWG. NO.
GW 12A2

DGN File:L:\Standard_Drawings\Imperial\2012Approved_Supplemental_Issues\Sup4Approved\GW12A2.dgn
09-MAY-2013