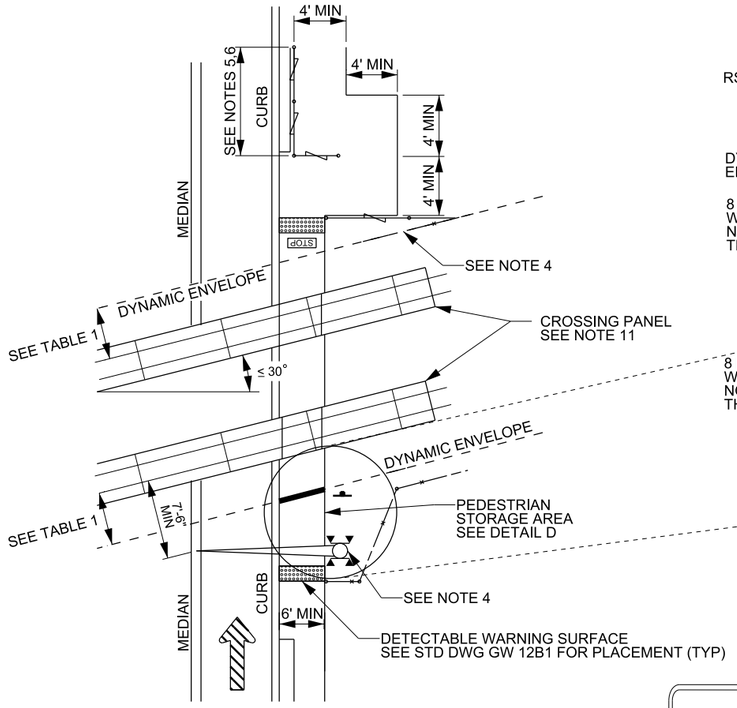
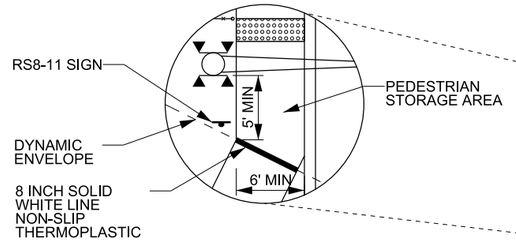
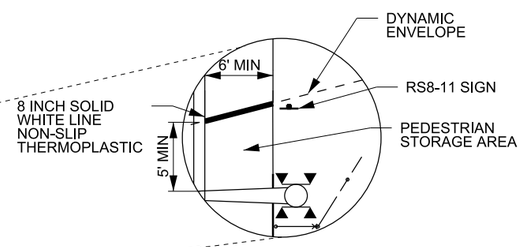


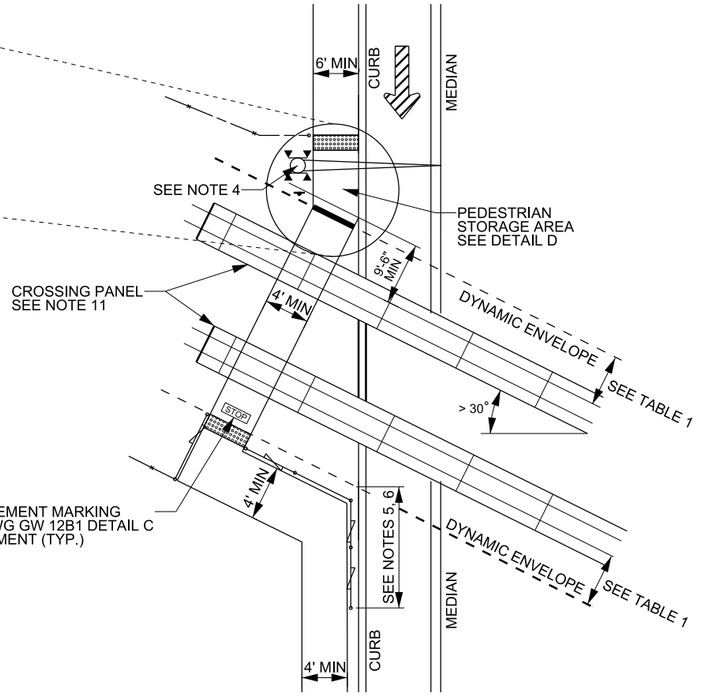
ANGLE CROSSINGS ≤ 30° DETAIL C



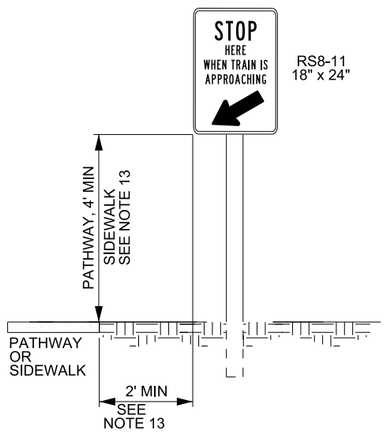


PEDESTRIAN STORAGE DETAIL D

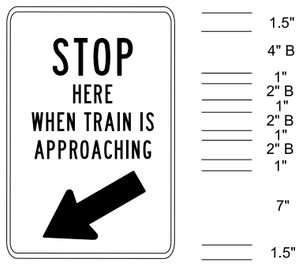
SEE NOTE 12



ANGLE CROSSINGS > 30° DETAIL E



PEDESTRIAN STORAGE AREA SIGN DETAIL F



RS8-11 SIGN DETAIL G

TABLE 1	
DYNAMIC ENVELOPE WIDTH	
VEHICLE TYPE	WIDTH*
LIGHT RAIL/TROLLEY ONLY	4'-6"
SHARED USE	6'-0"
HEAVY RAIL	6'-0"

* MEASURED FROM EDGE OF NEAREST RAIL

LEGEND:

- CHANNELIZING FENCE/BARRIER OR CHANNELIZING LANDSCAPING SEE STD DWG GW 12B2 DETAILS D1, D2, AND E
- CHANNELIZING FENCE/BARRIER SEE STD DWG GW 12B2 DETAILS D1 AND D2
- RIGHT-OF-WAY FENCE

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. ADJUST CHANNELIZATION AND BARRIER LAYOUT SHOWN ON THIS DRAWING AS NECESSARY BASED ON SITE SPECIFIC CONDITIONS, WHILE MAINTAINING COMPLIANCE WITH THE MINIMUMS SHOWN.
3. ALIGN CROSSING ENTRANCES TO MINIMIZE CROSSING DISTANCE AND MAXIMIZE VISIBILITY IN BOTH DIRECTIONS.
4. EXTEND CHANNELIZING FENCE/BARRIER PARALLEL TO TRACKS 25 FT MINIMUM OR EXTEND RIGHT-OF-WAY FENCE TO CONTROL DEVICES.
5. EXTEND CHANNELIZING FENCE/BARRIER PARALLEL TO ROADWAY IN NON-GATED QUADRANTS 25 FT MINIMUM OR TO RIGHT-OF-WAY LIMITS.
6. PLACE CHANNELIZING FENCE/BARRIER 18 INCHES FROM THE FACE OF CURB OR ADJACENT TO THE SIDEWALK WHICHEVER PROVIDES GREATER CLEARANCE FOR ROAD USERS WHEN CHANNELIZING FENCE/BARRIER RUNS PARALLEL TO THE ROADWAY.
7. DO NOT OBSTRUCT SIGHT DISTANCE WITH FENCING OR BARRIERS. USE A CHANNELIZING FENCE/BARRIER WITH A MINIMUM HEIGHT OF 42 INCHES AND A MAXIMUM HEIGHT OF 43 INCHES WHEN NEAR GRADE CROSSINGS.
8. PROVIDE DENSE LANDSCAPING WHEN USED IN PLACE OF CHANNELIZING FENCING/BARRIER TO RESTRICT PEDESTRIANS FROM USING LOCATIONS OTHER THAN PEDESTRIAN ACCESSES.
9. PLACE THE DETECTABLE WARNING SURFACE ACCORDING TO STD DWG GW 12B1, DETAILS A AND B, FOR LOCATIONS OTHER THAN EMERGENCY EXIT SWING GATES, AUTOMATIC VEHICLE GATES, OR ROADWAY/PEDESTRIAN FLASHING-LIGHT SIGNALS.
10. SEE STD DWG GW 12B1 FOR "STOP" PAVEMENT MARKING DETAILS.
11. EXTEND CROSSING PANEL A MINIMUM OF 2 FT BEYOND SIDEWALK.
12. PROVIDE AN AREA ACCORDING TO DETAIL D OUTSIDE THE DYNAMIC ENVELOPE WHERE PEDESTRIANS CAN STORE WHEN AN EMERGENCY EXIT SWING GATE IS NOT PROVIDED.
13. SEE STD DWG SN 7A FOR MOUNTING HEIGHT AND LATERAL OFFSET WHEN THE RS8-11 STOP HERE WHEN TRAIN IS APPROACHING SIGN IS USED AT A LOCATION OTHER THAN A PATHWAY SUCH AS A SIDEWALK, A STATION PLATFORM OR A ROADWAY.

SUPPLEMENTAL DRAWING

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

REVISIONS

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

PEDESTRIAN CONTROLS
SEMI-EXCLUSIVE
RAILROAD ALIGNMENTS
SHEET 2 OF 2

STANDARD DRAWING TITLE

STD. DWG. NO.
GW 12C2

DGN File: L:\Standard_Drawings\Imperial\2012Approved_Supplemental_Issues\Supp4Approved\GW12C2.dgn
09-MAY-2013