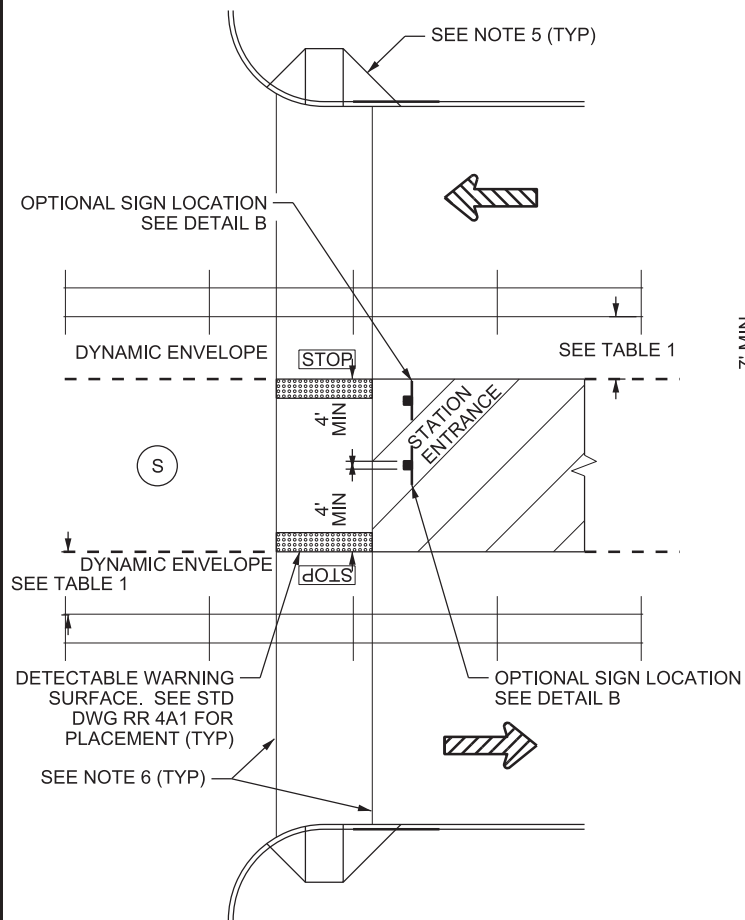


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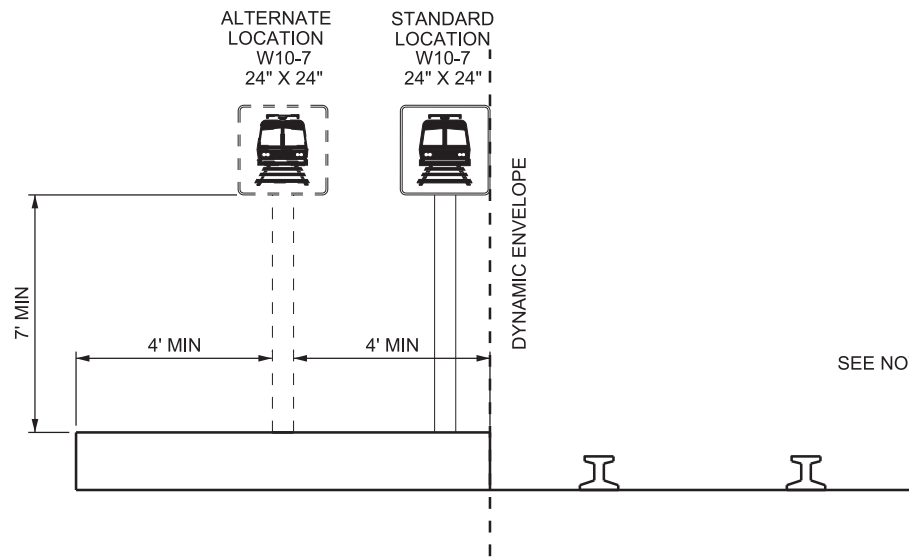
BLANK-OUT SIGNS AT STATION ENTRANCES (PLAN) DETAIL A

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

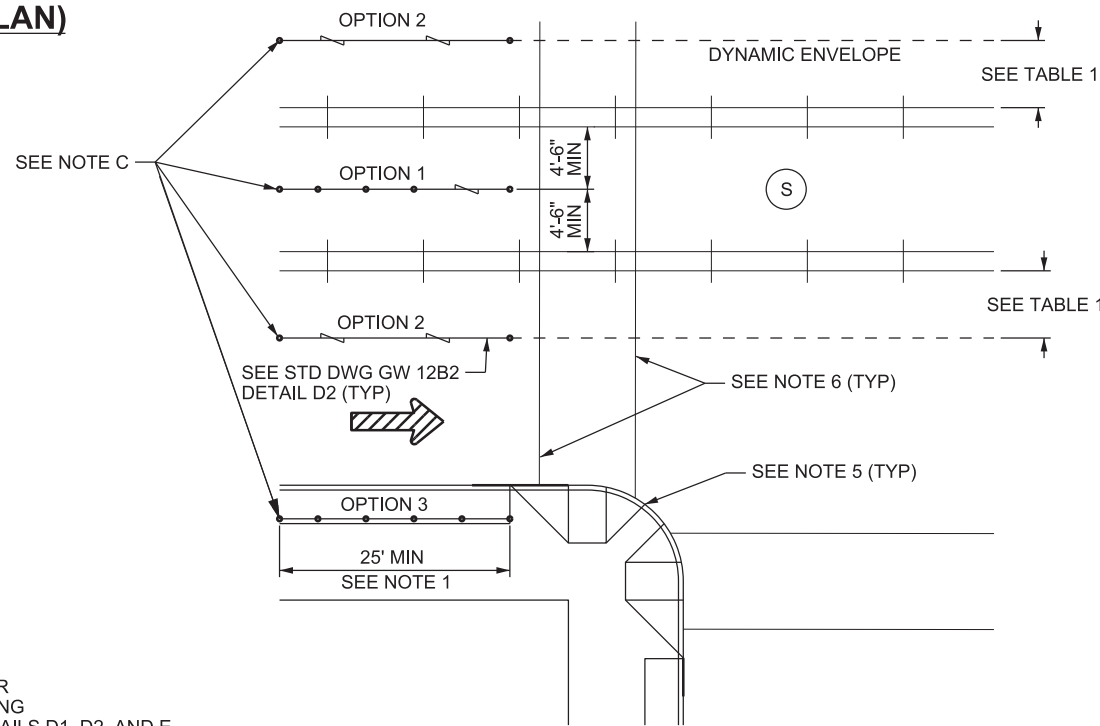
LEGEND:

- CHANNELIZING FENCE/BARRIER OR CHANNELIZING LANDSCAPING SEE STD DWG GW RR 4A2 DETAILS D1, D2, AND E
- CHANNELIZING FENCE/BARRIER SEE STD DWG GW RR 4A2 DETAILS D1 AND D2
- SIGNALIZED INTERSECTION

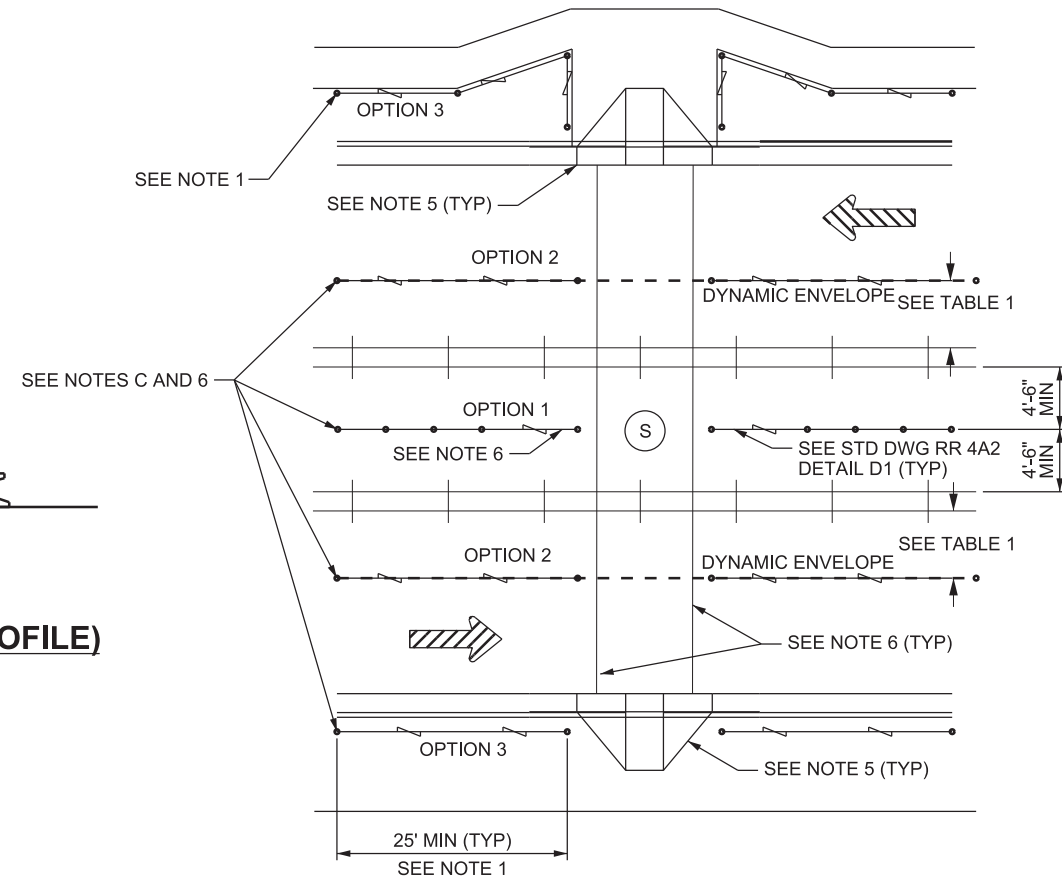


BLANK-OUT SIGN AT STATION ENTRANCE (PROFILE) DETAIL B

SEE NOTE B



INTERSECTIONS STREET RUNNING ALIGNMENTS DETAIL D



MID-BLOCK CROSSINGS STREET RUNNING ALIGNMENTS DETAIL C

SEE NOTE 1

DESIGN-ONLY NOTES:

- A. DEFINITIONS:**
- 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.
 - 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.
 - DYNAMIC ENVELOPE - THE CLEARANCE REQUIRED FOR THE TRAIN OR LIGHT RAIL TRANSIT EQUIPMENT OVERHANG.
 - 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.
 - 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.
 - PEDESTRIAN ACCESS ROUTE - EITHER A SIDEWALK OR A PATHWAY.
- B. PLACE A W10-7 BLANK-OUT SIGN IN THE ALTERNATE LOCATION ONLY IF THE 4 FT MINIMUM CLEARANCE CAN BE PROVIDED TO EITHER SIDE OF THE SIGN.**
- C. PLACE CHANNELIZING FENCE OR BARRIER 18 INCHES FROM THE FACE OF CURB OR ADJACENT TO THE SIDEWALK WHICHEVER PROVIDES GREATER CLEARANCE FOR ROAD USERS WHEN CHANNELIZING FENCE OR BARRIER RUNS PARALLEL TO THE ROADWAY.**
- D. PROVIDE DENSE LANDSCAPING WHEN USED IN PLACE OF CHANNELIZING FENCING OR BARRIER TO RESTRICT PEDESTRIANS FROM USING LOCATIONS OTHER THAN PEDESTRIAN ACCESSES.**
- NOTES:**
- PLACE CHANNELIZING FENCE OR BARRIER 18 INCHES FROM THE FACE OF CURB OR ADJACENT TO THE SIDEWALK WHICHEVER PROVIDES GREATER CLEARANCE FOR ROAD USERS WHEN CHANNELIZING FENCE OR BARRIER RUNS PARALLEL TO THE ROADWAY.
 - DO NOT OBSTRUCT SIGHT DISTANCE WITH FENCING OR BARRIERS. USE A CHANNELIZING FENCE OR BARRIER WITH A MINIMUM HEIGHT OF 42 INCHES AND A MAXIMUM HEIGHT OF 43 INCHES WHEN NEAR GRADE CROSSINGS.
 - ADJUST CHANNELIZATION AND BARRIER LAYOUT FROM THE LAYOUT SHOWN ON THIS DRAWING AS NECESSARY BASED ON SITE SPECIFIC SITUATIONS WHILE MAINTAINING COMPLIANCE WITH THE MINIMUMS SHOWN.
 - PLACE THE DETECTABLE WARNING SURFACE ACCORDING TO STD DWG RR 4A1, DETAILS A AND B, FOR LOCATIONS OTHER THAN AUTOMATIC VEHICLE GATES OR ROADWAY AND PEDESTRIAN FLASHING-LIGHT SIGNALS.
 - REFER TO PA SERIES STD DWGS FOR PEDESTRIAN RAMP DETAILS.
 - REFER TO ST SERIES STD DWGS FOR CROSSWALK MARKING DETAILS.

NO.	DATE	APPR.	REMARKS
1	8/29/19	MRB	UPDATED REFERENCES FOR THE ST STD DWGS

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

RECOMMENDED FOR APPROVAL:

CHAIRMAN STANDARDS COMMITTEE APPROVED

DEPUTY DIRECTOR:

DATE: AUG.29.2019

PEDESTRIAN CONTROLS STREET RUNNING RAILROAD ALIGNMENT SIGNALIZED INTERSECTIONS

STANDARD DRAWING TITLE

STD. DWG. NO. **RR 6**

SUPPLEMENTAL DRAWING