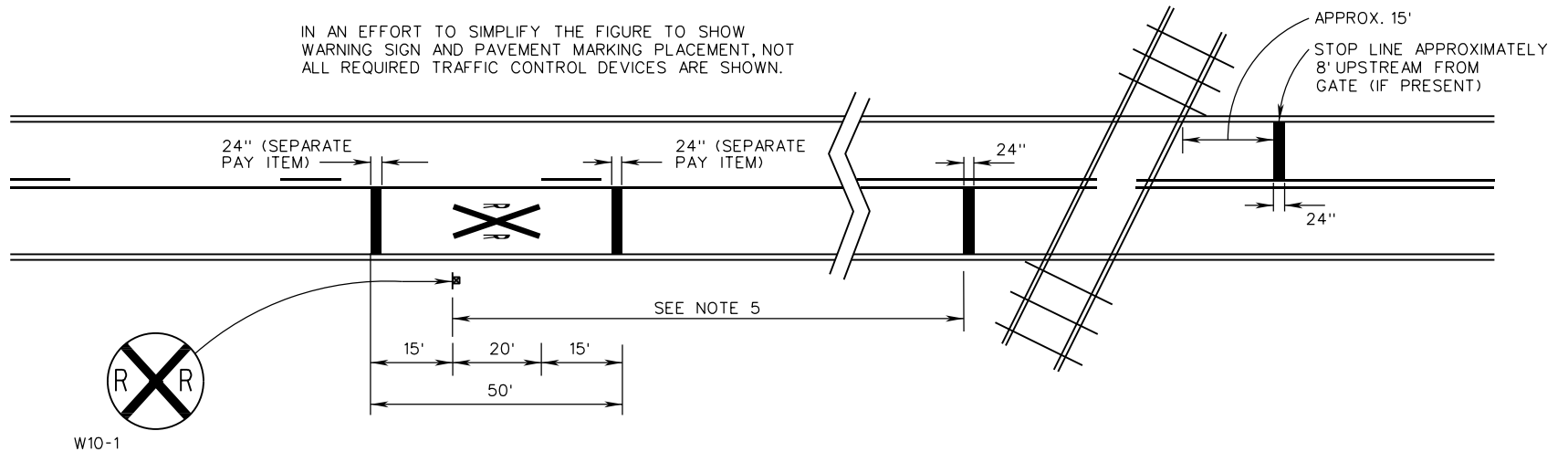
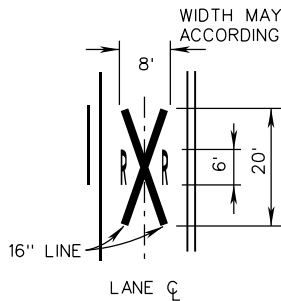


IN AN EFFORT TO SIMPLIFY THE FIGURE TO SHOW WARNING SIGN AND PAVEMENT MARKING PLACEMENT, NOT ALL REQUIRED TRAFFIC CONTROL DEVICES ARE SHOWN.



W10-1



A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1). IF NEEDED, SUPPLEMENTAL PAVEMENT MARKING SYMBOLS MAY BE PLACED BETWEEN THE ADVANCE WARNING SIGN AND THE CROSSING, BUT SHOULD BE AT LEAST 50' FROM THE STOP OR YIELD LINE.

**NOTES:**

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH THESE STANDARDS, THE MUTCD, AND THE VIRGINIA SUPPLEMENT TO THE MUTCD, UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.
2. ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHALL EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RAILROAD CROSSING (RXR) SYMBOLS SHALL BE USED IN EACH APPROACH LANE.
3. SEE PM-10 FOR RAILROAD CROSSING (RXR) SYMBOLS DETAILS.
4. REFER TO THE MUTCD FOR SIGNING REQUIREMENTS AT PASSIVE GRADE CROSSINGS (NO AUTOMATED TRAFFIC CONTROL DEVICES).
5. THE PLACEMENT OF THE GRADE CROSSING ADVANCE WARNING (W10-1) SIGN SHALL BE IN ACCORDANCE WITH SECTION 2C.05 AND TABLE 2C-4 (CONDITION B) OF THE MUTCD.
6. YIELD LINES MAY BE USED INSTEAD OF STOP LINES AT PASSIVE GRADE CROSSINGS WITH YIELD SIGNS INSTALLED.

SPECIFICATION REFERENCE
704

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

**TYPICAL PAVEMENT MARKING  
RAILROAD - HIGHWAY GRADE CROSSING**

VIRGINIA DEPARTMENT OF TRANSPORTATION

<b>VDOT</b>	
ROAD AND BRIDGE STANDARDS	
REVISION DATE	SHEET 1 OF 1
01/15	1330.70