



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 2, 2014

## **CIRCULAR LETTER 2014-06**

### **SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS**

COUNTY ENGINEERS/SUPERINTENDENT OF HIGHWAYS  
MUNICIPAL ENGINEERS/DIRECTORS OF PUBLIC WORKS/MAYORS  
CONSULTING ENGINEERS

Signing and pavement marking guidance has been developed in consultation with the Illinois Commerce Commission and the U.S. Department of Transportation's Grade Crossing Safety Task Force. This Circular Letter provides information on updates to the pavement marking and signing details from this guidance in order to incorporate changes adopted in the 2009 National Manual on Uniform Traffic Control Devices (MUTCD). These new details have been studied and tested by the Department and accepted by the Illinois Commerce Commission.

This guidance applies to projects which include railroad interconnected traffic signals, with or without pre-signals. This guidance also applies to non-signalized intersections that are within 81 feet of a railroad grade crossing. The Illinois Supplement to the MUTCD should be consulted for additional information on sign requirements at non-signalized intersections near railroad grade crossings.

These details will be included in a future update to the Bureau of Operations Traffic Policies and Procedures Manual.

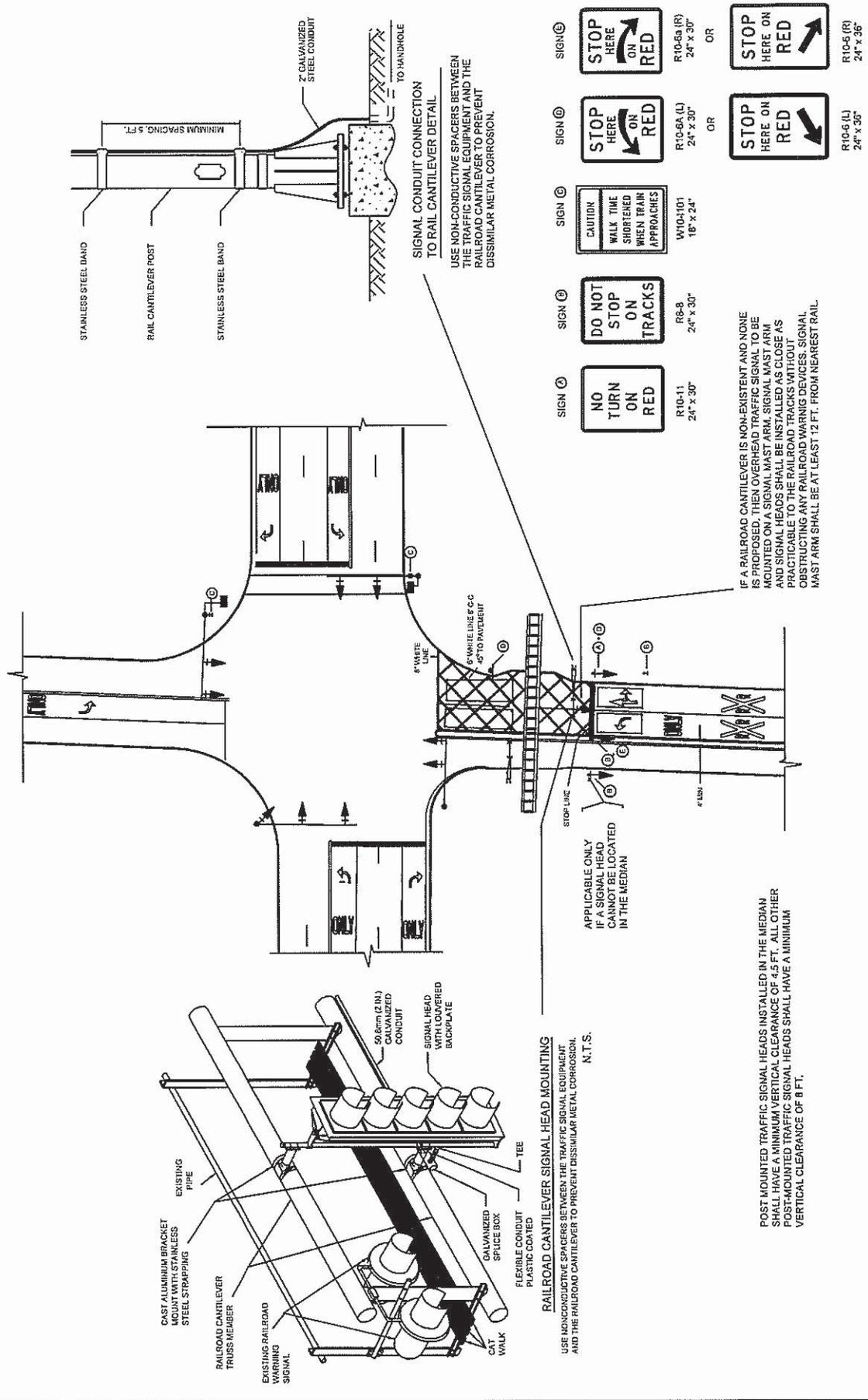
Please contact the BLRS Local Policy unit at [DOT.LocalPolicy@illinois.gov](mailto:DOT.LocalPolicy@illinois.gov) with any questions.

Sincerely,

A handwritten signature in cursive script that reads "James K. Klein".

James K. Klein, P.E., S.E.  
Acting Engineer of Local Roads and Streets

PW/tw



STAINLESS STEEL BAND  
RAIL CANTILEVER POST  
STAINLESS STEEL BAND  
2" GALVANIZED STEEL CONDUIT  
TO HANDHOLE

**SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL**  
USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

**SIGN (A)**  
NO TURN ON RED  
R10-11  
24" x 30"

**SIGN (B)**  
DO NOT STOP ON TRACKS  
R8-8  
24" x 30"

**SIGN (C)**  
CAUTION WILLY TIME SHORTENED WHEN TRAIN APPROACHES  
W10-101  
18" x 24"

**SIGN (D)**  
STOP HERE ON RED  
R10-8A (L)  
24" x 30"

**SIGN (E)**  
STOP HERE ON RED  
R10-8a (R)  
24" x 30"

IF A RAILROAD CANTILEVER IS NON-EXISTENT AND NONE IS PROPOSED, THEN OVERHEAD TRAFFIC SIGNAL TO BE MOUNTED ON A SIGNAL MAST ARM. SIGNAL MAST ARM AND SIGNAL HEADS SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE RAILROAD TRACKS WITHOUT OBSTRUCTING ANY RAILROAD WARNING DEVICES. SIGNAL MAST ARM SHALL BE AT LEAST 12 FT. FROM NEAREST RAIL.

APPLICABLE ONLY IF A SIGNAL HEAD CANNOT BE LOCATED IN THE MEDIAN

POST MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT. ALL OTHER POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.

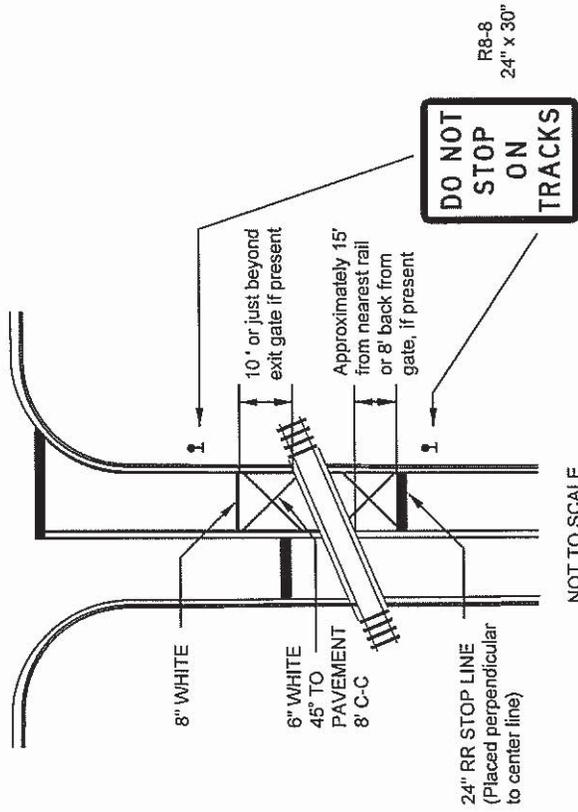
**RAILROAD CANTILEVER SIGNAL HEAD MOUNTING**  
USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.  
N.T.S.

EXISTING RAILROAD WARNING SIGNAL  
RAILROAD CANTILEVER TRUSS MEMBER  
EXISTING PIPE  
CAST ALUMINUM BRACKET MOUNT WITH STAINLESS STEEL STRAPPING  
EXISTING RAILROAD WARNING SIGNAL  
RAILROAD CANTILEVER TRUSS MEMBER  
EXISTING PIPE  
CAST ALUMINUM BRACKET MOUNT WITH STAINLESS STEEL STRAPPING  
50.8mm (2 IN) GALVANIZED CONDUIT  
SIGNAL HEAD WITH LOWERED BACKPLATE  
GALVANIZED SPICE BOX  
FLEXIBLE CONDUIT PLASTIC COATED  
TEE

TYPICAL TRAFFIC PRE-SIGNALS AT RAILROAD GRADE CROSSING		01/01/2011	
DESIGNED	REVISION	SECTION	COUNTY
CHECKED	REVISION	SCALE	CONTRACT NO.
DRAWN	REVISION	DATE	DRAWN BY / AS CHECKED
POST DATE	REVISION		
FILE NAME			
PAGE NO.			
PAGE COUNT			
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			

# TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

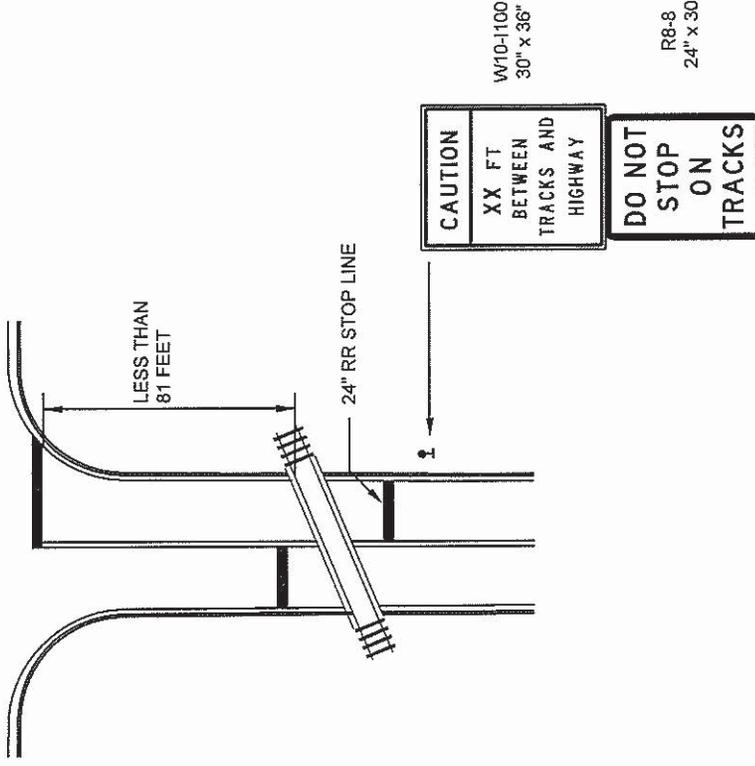
## WITH SIGNALIZED INTERSECTION



Note:

1. Pavement markings to be installed only on approaches to intersections controlled by traffic signals which are interconnected with the railroad warning signals.
2. Where near-side traffic signals are used the pavement markings extend to the intersection. (See Detail for Pre-Signals)

## WITH NON-SIGNALIZED INTERSECTION 81' or less to closest rail



Note:

1. Distance to be shown on sign measured from a point 6 feet from the rail closest to the intersection or from the closest point along the exit gate if present over the roadway when in the lowered position to the stop bar or crosswalk, which ever is closest, rounded down to nearest 5 feet. Where there is no stop line, measure to point where driver has a view of approaching traffic.
2. The clearance sign is also to be used as an interim measure at locations with interconnected intersection traffic signals where it is planned to change them to near-side signals at a future time. In this case, the distance to be shown on the sign is measured from the edge of the striped-out area instead of 6 feet from the rail. The sign is to be removed when the near-side signals are installed and the pavement markings extended to the intersection.