Recommended Configuration Plan for Grade Crossing Warning Devices With or Without Gates, One or More Tracks, Angled Crossing, Divided Highway, Signal(s) in Median, Two or Three Lanes Each Way

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Figure 3136J-1: Single Or Multiple Track, Obtuse Angle, Without Gates, With Median Signal

Note 1 – Where minimum clearances and preferred dimensions cannot be achieved, actual locations of devices and gate arm length may vary based on recommendations of a diagnostic team.

Figure 3136J-2: Single Or Multiple Track, Acute Angle, Without Gates, With Median Signal

Note 1 – Where minimum clearances and preferred dimensions cannot be achieved, actual locations of devices and gate arm length may vary based on recommendations of a diagnostic team.

Figure 3136J-3: Single Or Multiple Track, Obtuse Angle, Gate Between Cantilever And Track, With Median Signal And Split Gate Between Cantilever And Track

Note 1 – Where minimum clearances and preferred dimensions cannot be achieved, actual locations of devices and gate arm length may vary based on recommendations of a diagnostic team.

Note 2 – Unless specified on the plans the gate arm shall extend across at least 90% of each approach lane.

Note 3 - See Manual Part 3.1.36, Recommended Functional Guidelines for Configuration Plans for Grade Crossing Warning Devices for additional information.
Figure 3136J-4: Single Or Multiple Track, Acute Angle, Gate Between Cantilever And Track, With Median Signal And Split Gate Between Cantilever And Track

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Note 3 - See Manual Part 3.1.36, Recommended Functional Guidelines for Configuration Plans for Grade Crossing Warning Devices for additional information.
Figure 3136J-5: Single Or Multiple Track, Obtuse Angle, Gate Outside Of Cantilever, With Median Signal And Split Gate Outside Of Cantilever

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Note 3 - See Manual Part 3.1.36, Recommended Functional Guidelines for Configuration Plans for Grade Crossing Warning Devices for additional information.
Figure 3136J-6: Single Or Multiple Track, Acute Angle, Gate Outside Of Cantilever, With Median Signal And Split Gate Outside Of Cantilever

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Note 2 – Unless specified on the plans the gate arm shall extend across at least 90% of each approach lane.

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