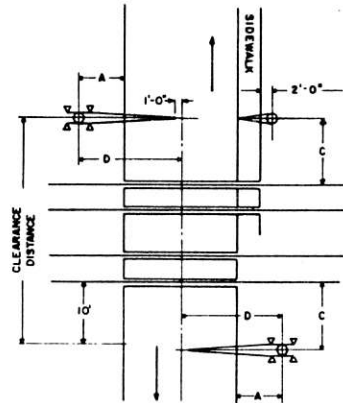
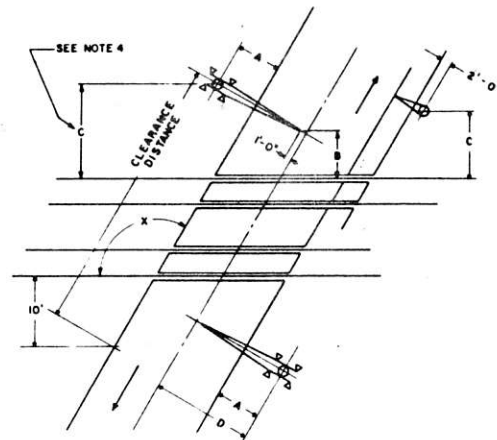


**ACUTE ANGLE CROSSING**



**RIGHT ANGLE CROSSING**



**OBTUSE ANGLE CROSSING**

AUTHORITY	A	B	C	D
CONRAIL PREFERRED	4'-1" MIN WITH CURBS ; OR 8'-1" MIN FROM TRAVELLED ROAD WITH NO CURBS	7' - 8' MIN.	12' - 0"	
MUTCD	3'-0" FROM CURB 6'-0" FROM EDGE OF HIGHWAY	7' - 8'	9' - 8'	
CANADA				18' - 0" MIN
CONNECTICUT				
DELAWARE				
INDIANA	4' - 1" FROM CURB			
ILLINOIS	4'-1" FROM CURB 8'-1" FROM EDGE OF HIGHWAY	12' - 0"	10' MIN 15' MAX.	
MARYLAND				
MASSACHUSETTS				
MICHIGAN	4' - 1" FROM CURB OR SHOULDER			
NEW YORK	4' PREFERRED FROM EDGE OF TRAVELLED WAY	5' - 8" MIN 15' MAX	15' MAX	
OHIO				
PENNSYLVANIA				
W. VIRGINIA				

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**SYMBOLS**

- BACK-TO-BACK  
FLASHING LIGHT SIGNAL
- BACK-TO-BACK  
FLASHING LIGHT  
SIGNAL AND GATE
- STUB MOUNTED  
GATE
- CANTILEVER  
MOUNTED FLASHING  
LIGHT SIGNALS

**NOTES :**

1. Flashing light signals without gates are to be located according to dimensions shown on this plan.
2. Placement of flashers and gates may vary from limits as shown on this plan due to obstructions, utilities, sidewalks, etc.
3. Dimensions not shown to be MUTCD standard.
4. As angle X approaches 90° from position shown, the use of dimension B will result in dimension C becoming less than the distance specified in the table. When this condition occurs, use dimension C to locate mast.
5. Gate arms shall be perpendicular to the centerline of the highway wherever conditions permit.

SHEET 1  
CONT'D ON SH. 2 CONRAIL CS-1000

STANDARD  
**HIGHWAY CROSSING SIGNALS**  
SIGNAL LOCATION PLAN  
FLASHING LIGHT SIGNALS AND GATES

JUNE 15, 1961  
Approved *[Signature]*  
Chief Engineer C & S