A flashing-light signal consists of two lights having 12-inch lens with red light emitting diodes also mounted in a horizontal line that flash alternately when activated. The flashing rate is 35 to 60 flashes per minute.

5. Number of flashing-light signals shall be as shown on plans. Flashing-light signals mounted back to back on the sides and back to back at the end of the cantilever span. Flashing-light signals shall be mounted above the center of each lane on the cantilever span. Other flashing-light signals, if necessary, shall be placed for the best visibility to other approaching roadway or pedestrian traffic.

6. Where there is a sidewalk, the flashing-light signals on the post shall be a minimum of 7 feet above the top of sidewalk.

7. When gates arms are used, lengths shall be as shown on plans. The tip of a gate arm in the down position shall be within a 1-foot either side of the edge of the road and a minimum of 8 feet measured perpendicular from the nearest rail of the railroad tracks. Gate arms longer than 28 feet require approval from the railroad company. The gate arm shall be fully retroreflective on both sides with vertical stripes alternately colored red and white at 16-inch intervals measured horizontally and have at least three red light emitting diodes (LED) on top of the gate arm. The gate arm lights, when activated, shall flash alternately in unison with the flashing-light signals except for the light nearest the top of the gate arm which shall be illuminated continuously.

8. Any post identification tag shall be attached to post immediately below the flashing-light signal or on the outside of the signal house.

9. Cross buck signs shall be mounted back to back on the post, a cross buck sign shall be mounted between the flashing-light signals on the cantilever span.

10. When there are two or more railroad tracks, this sign is optional when gate arms are used.

11. Bells or other audible warning devices may be included which will operate in conjunction with the flashing-light signals.

12. The need for guardrails shall not be based solely upon the roadside obstacle of a railroad crossing signal unless requested by the railroad company.

13. Not to scale.

NOTES