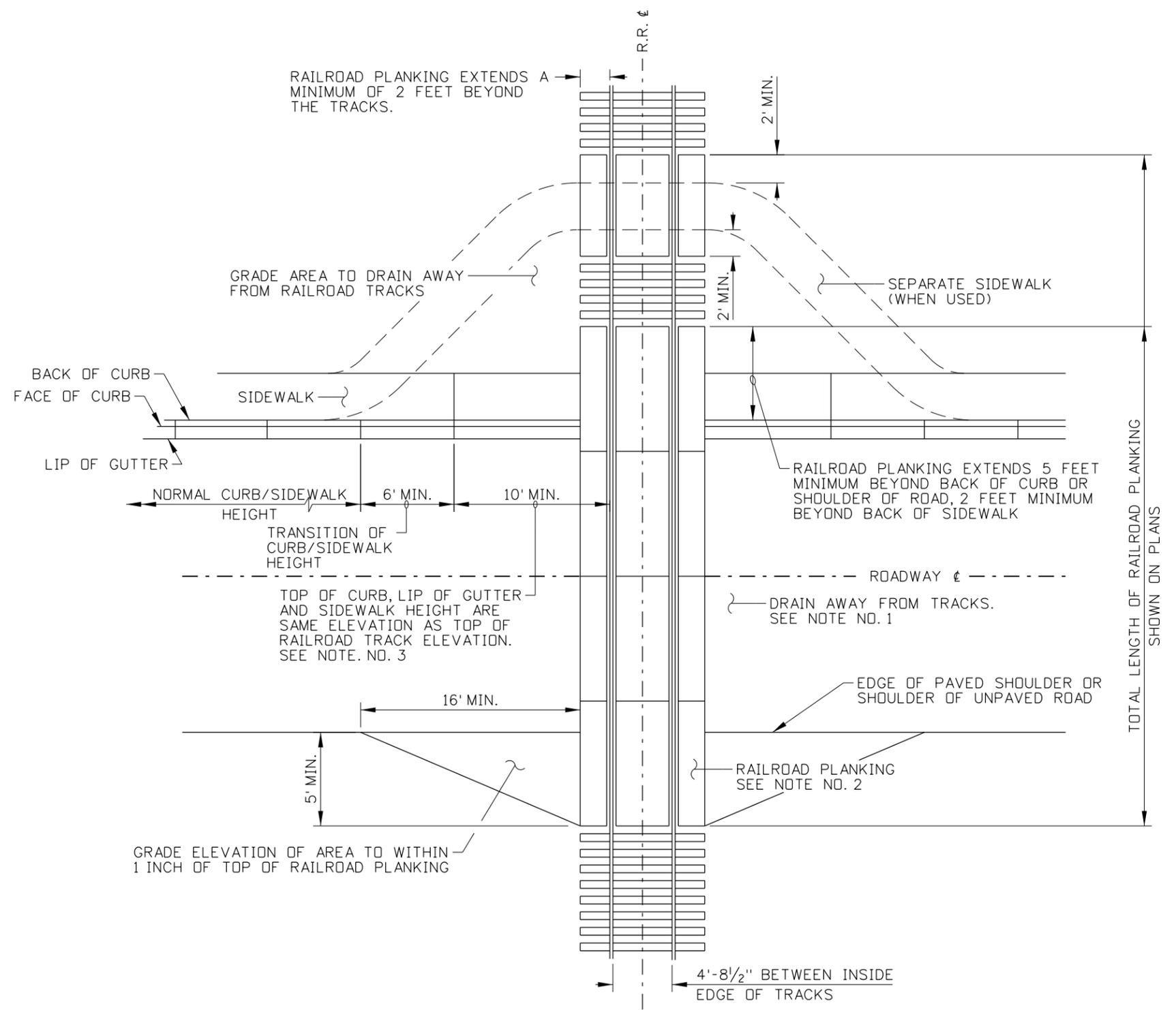


NOTES

1. LAYOUT OF THE HIGHWAY-RAILROAD GRADE CROSSING AREA REQUIRES THE TOP OF ROADWAY SURFACE TO MATCH THE TOP OF TRACK OR TOP OF RAILROAD CROSSING SURFACE MATERIAL IN A MANNER THAT WATER DRAINS AWAY FROM THE RAILROAD TRACKS. THE RAILROAD MAY CONCUR TO ADJUST THE ELEVATION OF THE RAILROAD TRACKS. IT IS EASIER TO RAISE RAILROAD TRACKS COMPARED TO LOWERING RAILROAD TRACKS.
2. LENGTH AND TYPE OF RAILROAD CROSSING SURFACE MATERIAL, ALSO CALLED RAILROAD PLANKING, SHALL BE AS SHOWN ON THE PLANS.
3. CURB, GUTTER AND SIDEWALK (IF USED) SHALL TRANSITION ON BOTH SIDES OF TRACKS FROM A NORMAL HEIGHT TO A "FLAT" SECTION AT THE SAME ELEVATION AS THE TOP OF THE TRACKS AND BUTT UP FLUSH TO RAILROAD PLANKING.
4. NOT TO SCALE.



PLAN VIEW

ORIGINAL STORED AT: ITD, Headquarters 3311 West State Boise, Idaho

ORIGINAL SIGNED BY: JONATHAN LENHART
DATE ORIGINAL SIGNED: MARCH 29, 2004

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY
CADD FILE NAME: r2_0304.dgn
DRAWING DATE: MARCH, 2004

IDAHO TRANSPORTATION DEPARTMENT



BOISE IDAHO

ORIGINAL SIGNED BY: STEVEN HUTCHINSON
ASSISTANT CHIEF ENGINEER (DEVELOPMENT)
ORIGINAL SIGNED BY: JIMMY ROSS
CHIEF ENGINEER

STANDARD DRAWING
HIGHWAY - RAILROAD GRADE CROSSING AREA

English
STANDARD DRAWING NO.
R-2
SHEET 1 OF 1