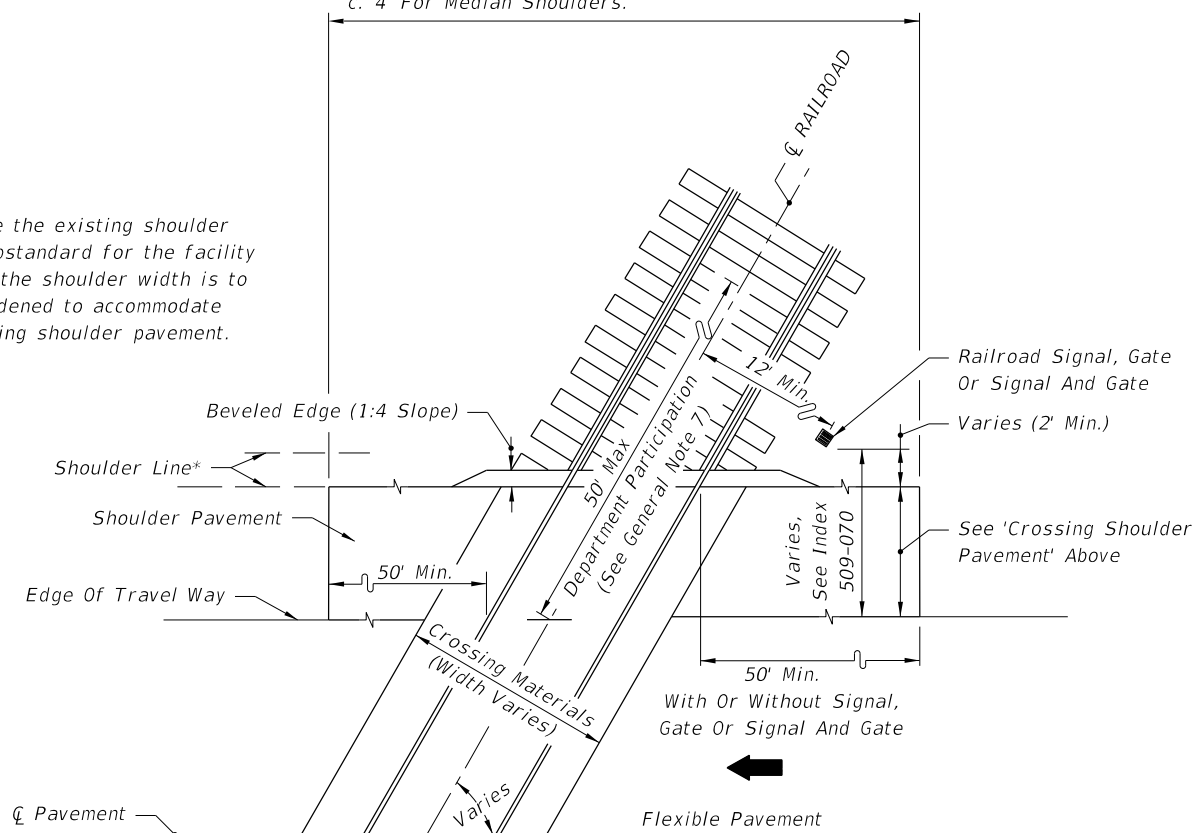
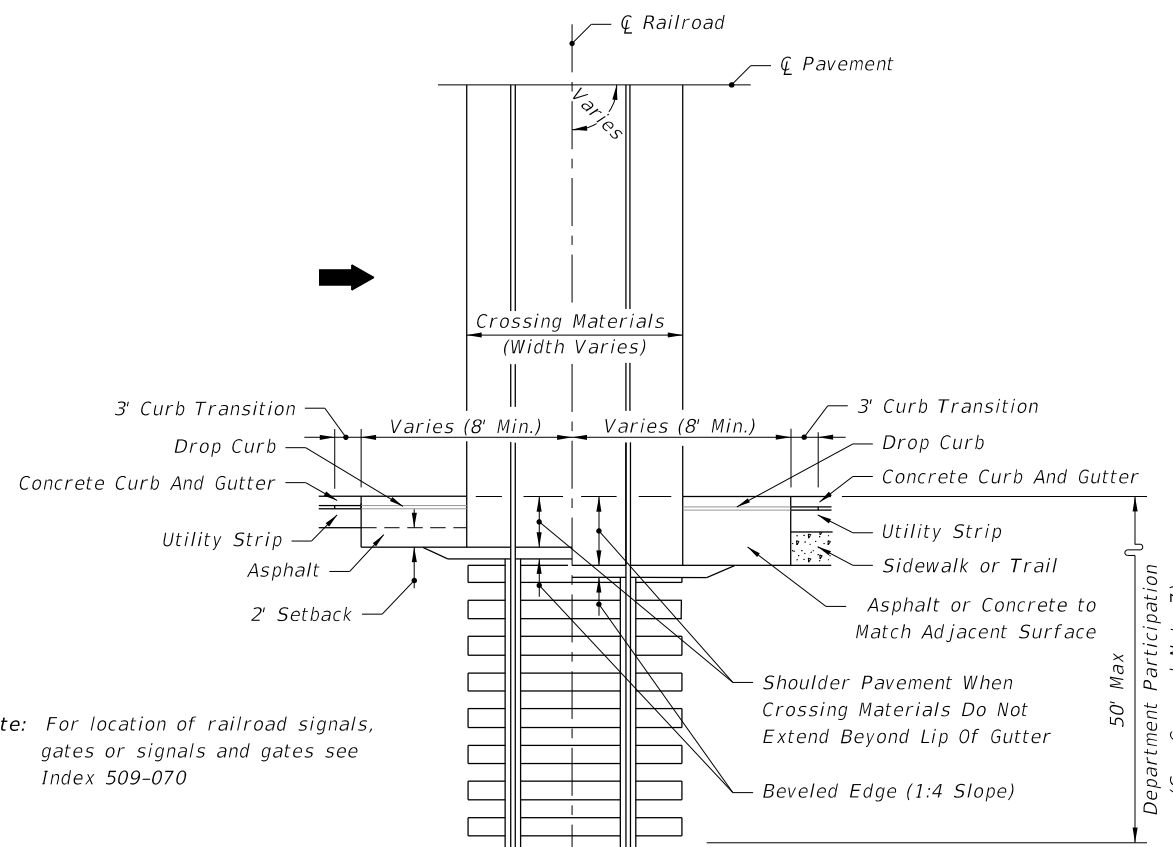


Crossing Shoulder Pavement  
 (Except Area Occupied By Crossing Surfacing Material):  
 a. To Shoulder Line For Outside Shoulders Less Than 8' Wide.  
 b. To 8' Maximum Width For Outside Shoulders 8' Or Wider  
 (Regardless Of Approach Shoulder Pavement Width).  
 c. 4' For Median Shoulders.

\* Where the existing shoulder is substandard for the facility type, the shoulder width is to be widened to accommodate crossing shoulder pavement.

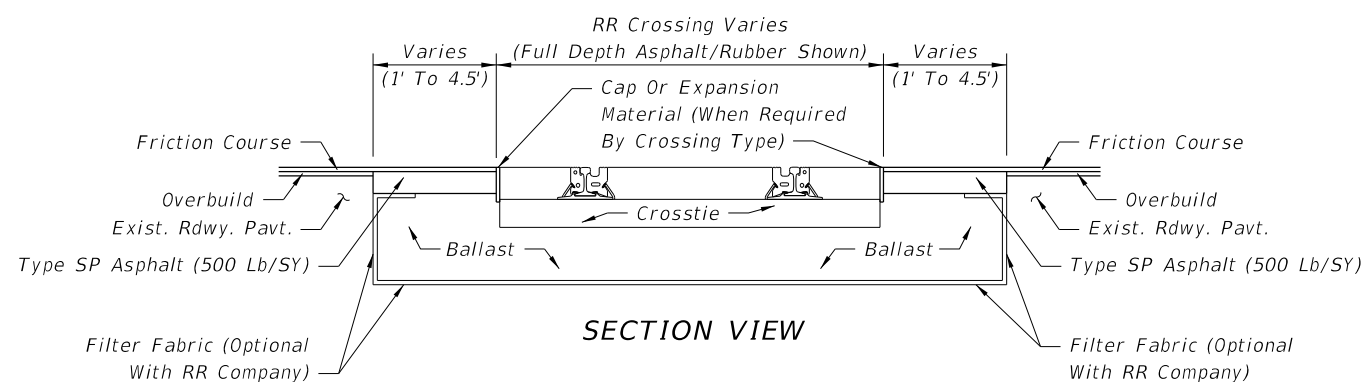


HALF PLAN  
ROADWAYS WITH FLUSH SHOULDERS

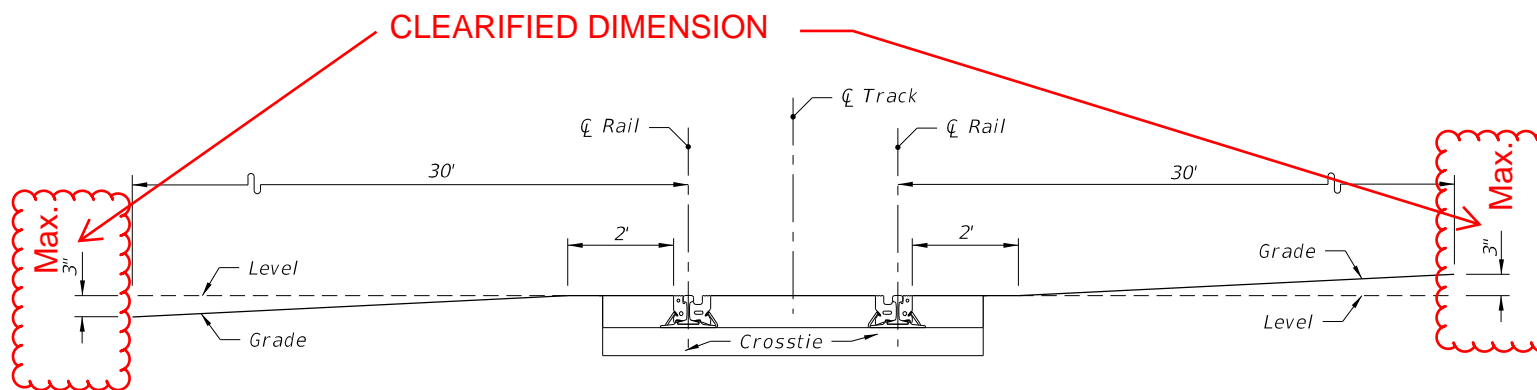


HALF PLAN  
CURBED ROADWAYS

Note: For location of railroad signals, gates or signals and gates see Index 509-070




TYPICAL CROSSING MATERIAL REPLACEMENT AT RR CROSSINGS



To prevent low-clearance vehicles from becoming caught on the tracks, the crossing surface should be at the same plane as the top of the rails for a distance of 2 feet outside the rails. The surface of the highway should also not be more than 3 inches higher or lower than the top of the nearest rail at a point 30 feet from the rail unless track superelevation makes a different level appropriate. Vertical curves should be used to traverse from the highway grade to a level plane at the elevation of the rails. Rails that are superelevated, or a roadway approach section that is not level, will necessitate a site specific analysis for rail clearances.

VERTICAL ROADWAY ALIGNMENT THROUGH A RAILROAD CROSSING

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