

16

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

PAVING MODIFICATIONS IN CONNECTION WITH RUBBERIZATION OF RAILROAD CROSSINGS ON

INDEX OF SHEETS

GENERAL NOTES

1. PROJECT WILL BE CLOSED TO THROUGH TRAFFIC DURING THE TIMEFRAME THE RAILROAD COMPANY IS INSTALLING RUBBERIZED CROSSING MATERIAL. PROJECT MUST BE REOPENED TO THROUGH TRAFFIC IMMEDIATELY AFTER THE RAILROAD COMPANY HAS COMPLETED THEIR WORK INVOLVED WITH INSTALLATION OF THE RUBBER CROSSING MATERIAL UNLESS THE CITY ELECTS TO NOT REQUIRE SUCH THROUGH TRAFFIC TO BE MAINTAINED DURING THE NEXT PHASE OF CONSTRUCTION. DETOUR SIGNING AND CONSTRUCTION TRAFFIC CONTROL SIGNING DURING THE TIME THE RAILROAD COMPANY IS WORKING ON THE CROSSING WILL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS. CONSTRUCTION OF TEMPORARY PAVEMENT REQUIRED TO FACILITATE MAINTENANCE OF SUCH THROUGH TRAFFIC WILL ALSO BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.
2. UTILITY SERVICE LINES, POWER POLES, VALVE BOXES, METERS, ETCETERA, ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
3. EXCEPT AT LOCATIONS WHERE THE PLANS SPECIFICALLY REQUIRE FULL DEPTH SAW CUTS, A SAW CUT-UP AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-SIXTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION AFFECTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAID JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.
4. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.
5. REMOVAL OF EXISTING CONCRETE PARKING LOT PAVEMENTS, ASPHALT PARKING LOT PAVEMENTS, ASPHALT DRIVEWAY PAVEMENTS AND/OR ASPHALT SIDEWALK PAVEMENTS WILL BE PAID FOR AS SQUARE FEET OF ASPHALT PARKING LOT, WALK AND DRIVE REMOVED.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.
7. LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS.
8. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER AT THE PRICE BID FOR SAID ADJUSTMENTS. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES OR WATER VALVE BOXES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
9. CONCRETE JOINTING PATTERNS AND DIMENSIONS ARE APPROXIMATE. ENGINEER SHALL FIELD ADJUST AS NECESSARY TO MATCH EXISTING AND ADJACENT CONDITIONS.
10. THE CITY OF WICHITA'S SENIOR MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL HAS TELEVIEWED SENIOR WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND AFFORDED THE OPPORTUNITY TO RETELEVIEW SENIOR LINES AFTER SUBGRADE WORK HAS BEEN COMPLETED AND PRIOR TO PAVEMENT CONSTRUCTION TO PRESERVE IF SUCH SENIOR LINES HAVE BEEN DAMAGED BY THE CONTRACTOR'S OPERATIONS. DAMAGED SENIOR LINES WILL BE REPAIRED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. TELEVISION LOGS ARE AVAILABLE FOR INSPECTION BY THE CONTRACTOR DURING NORMAL OFFICE HOURS AT THE SENIOR MAINTENANCE DIVISION'S OFFICE AT CITY HALL.

MISSOURI PACIFIC CROSSING ON LINCOLN, WEST OF McLEAN BLVD.

ATCHISON TOPEKA AND SANTA FE CROSSING ON LINCOLN, EAST OF SANTA FE

BURLINGTON NORTHERN CROSSING ON LINCOLN AND MOSLEY

ATCHISON TOPEKA AND SANTA FE CROSSING ON HARRY, WEST OF K-15

ATCHISON TOPEKA AND SANTA FE CROSSING ON BROADWAY AND BAYLEY

MISSOURI PACIFIC CROSSING ON HARRY, WEST OF McLEAN BLVD.

BURLINGTON NORTHERN CROSSING ON 29TH STREET NORTH, EAST OF MEAD

OKLAHOMA, KANSAS AND TEXAS CROSSING ON HARRY AND MEAD

~~BURLINGTON NORTHERN CROSSING ON OLIVER AND 17TH STREET NORTH~~

BURLINGTON NORTHERN CROSSING ON WOODLAWN AND 17TH STREET NORTH

MISSOURI PACIFIC CROSSING ON SENECA, NORTH OF DOUGLAS

MISSOURI PACIFIC CROSSING ON WESTDALE, NORTH OF ZOO BLVD.

PROJECT NO. 472-76-245-81588-000-000-001

APRIL, 1987

PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS



PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245	1588-000-000-001	9/2

Scale: 1"=10'

PROPOSED PAVEMENT ELEVATIONS			
STATION	NORTH EDGE OF PAVEMENT	℄	SOUTH EDGE OF PAVEMENT
8+72.50	107.34(M)	107.35(M)	107.30(M)
8+75.00	107.36	107.37	107.31
8+80.00	107.41	107.42	107.35
8+85.00	107.45	107.45	107.39
8+90.00	107.48	107.47	107.41
8+95.00	107.52	107.50	107.44
9+00.00	107.55	107.53	107.46
9+05.00	107.58	107.55	107.48
9+10.00	107.62	107.57	107.49
9+15.00	107.64	107.58	107.50
9+20.00	107.65	107.59	107.50(R)
9+25.00	107.67	107.60	107.50(R)
9+30.00		107.60(R)	107.50(R)
9+35.00	107.68		107.49
9+40.00	107.69	107.60(R)	107.48
9+45.00	107.70	107.60(R)	107.45
9+50.00	107.70(R)	107.58	107.42
9+55.00	107.70(R)	107.53	107.38
9+60.00	107.67	107.48	107.35
9+65.00	107.59	107.43	107.32
9+70.00	107.52	107.30	107.29
9+75.00	107.44(M)	107.34(M)	107.25(M)

* - Note: 48" RCP Under tracks needs to be extended past at time of or prior to Rubberization

Note: Bench Mark elevations are based on pavement elevations as shown on Lincoln Street Paving Plans, City of Wichita Project No. C16-15, July, 1956

ATCHISON TOPEKA AND SANTA FE
AT LINCOLN, EAST OF SANTA FE
PLAN

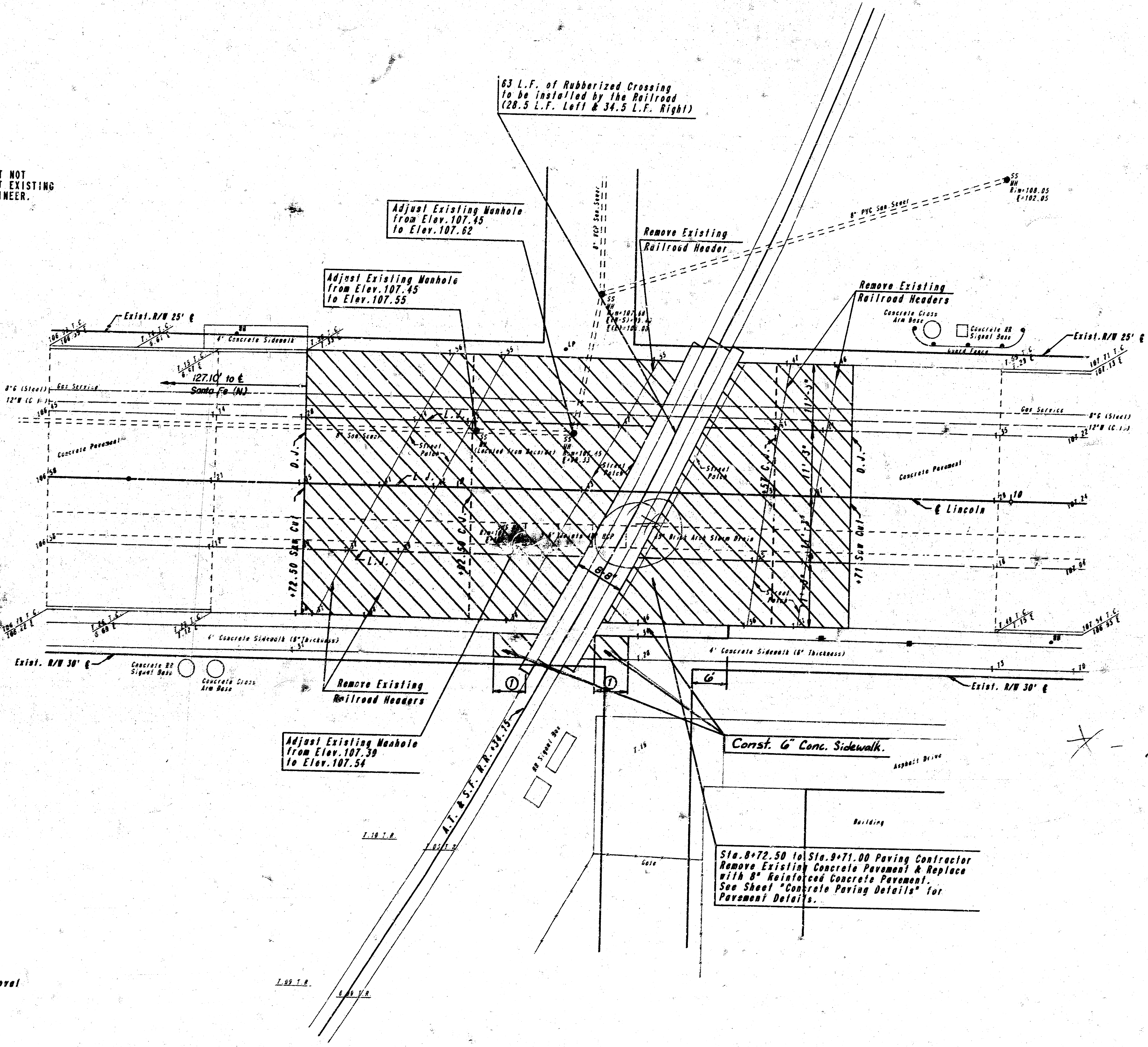
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by PDF Checked by GDS
Drawn by JGP Date Feb., 1987 Job No. 86586

① REMOVE SIDEWALK TO THE NEAREST EXISTING JOINT, BUT NOT MORE THAN 6'-0". IF MORE THAN 6'-0" TO THE NEAREST EXISTING JOINT, SAW CUT FOR REMOVAL AS DIRECTED BY THE ENGINEER.

PROPOSED TOP OF RAIL ELEVATIONS
North Edge of Pavement = 107.70
℄ = 107.60
South Edge of Pavement = 107.50

- LEGEND**
- Pavement and Sidewalk Removal
 - Longitudinal Joint
 - Contraction Joint
 - Doweled Joint



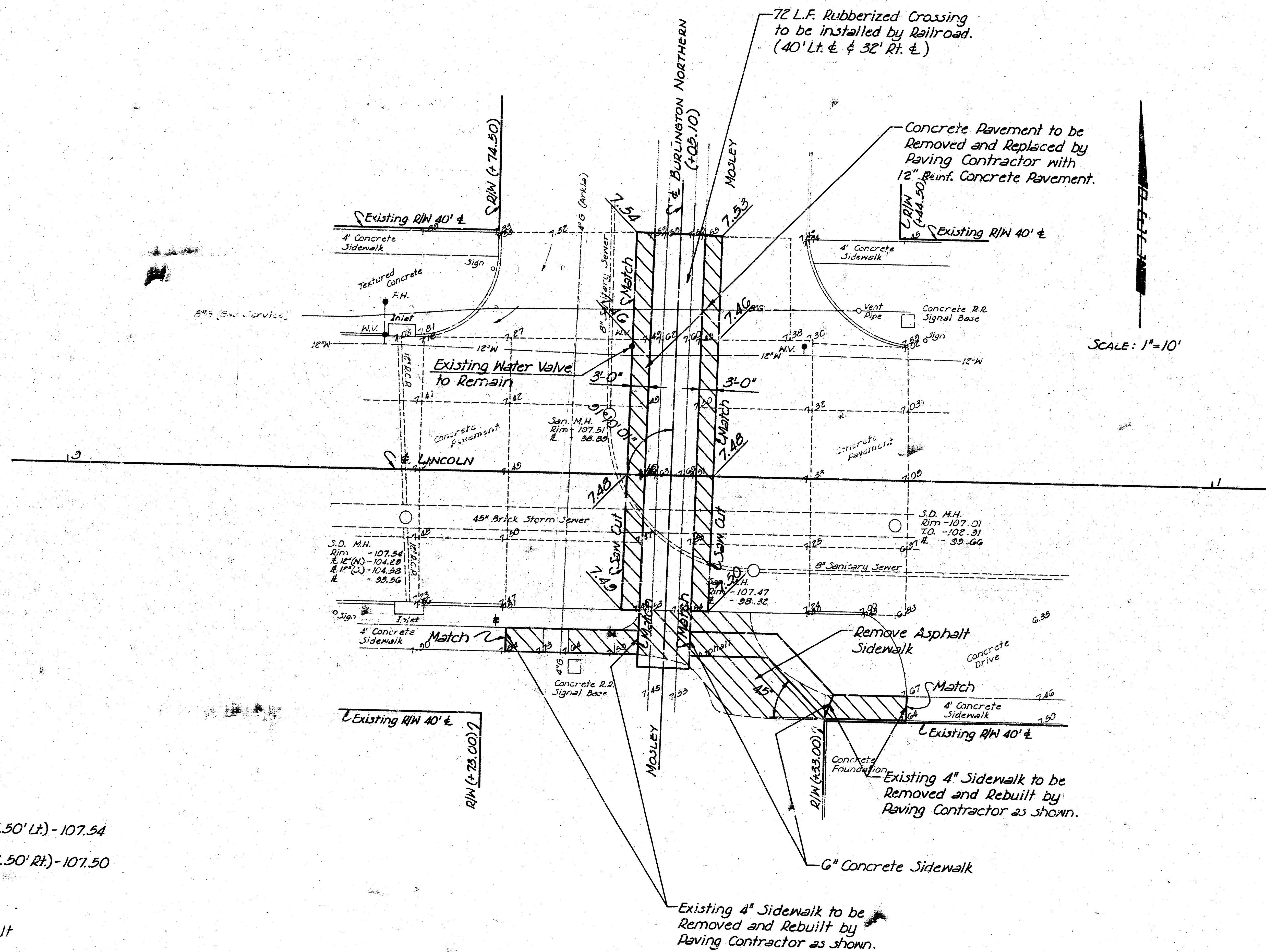
Half in ℄ joint P.O.T. Sta. 8+61

DN - Top of SE Wall of RR Signal Base NE Corner Intersection of Lincoln & A.T. & S.F. Elev. = 108.85

Half in ℄ joint P.O.T. Sta. 10+00

EXISTING TOP OF RAIL ELEVATIONS		
Location	West Rail	East Rail
159.85' Lt.	107.87	107.85
129.85' Lt.	107.88	107.90
99.85' Lt.	107.86	107.82
69.65' Lt.	107.77	107.70
39.80' Lt.	107.59	107.59
22.50' Lt.	107.62	107.60
± Lincoln	107.63	107.60
22.50' Rt.	107.53	107.54
36.50' Rt.	107.43	107.55
86.80' Rt.	107.39	107.39
137.40' Rt.	107.35	107.31
189.80' Rt.	107.26	107.29

PROJECT NO.	SHEET	TOTAL
472-76-245-81588-000-000-001	3/4	



Top of Rail Elevations:
 North Edge of Pavement (22.50' Lt.) - 107.54
 & - 107.52
 South Edge of Pavement (22.50' Rt.) - 107.50

LEGEND
 Concrete or Asphalt to be Removed

NOTE:
 Bench Mark Elevations are based on Pavement Elevations as shown on Lincoln Street Paving Plans, City of Wichita Project No. C16-15, July 1956.

Iron in Thimble at Intersection of
 ± Lincoln and ± Washington =
 S.E. Cor. N.W. ¼, Sec. 20, T27S, R1E.

Nail in ± Pavement Joint on Lincoln
 Sta. 9+26.66

B.M. - Top of N.E. Bolt on R.R. Signal Base
 32.1' Rt. Sta. 9+89 El. 108.30

Nail in ± Pavement Joint on Lincoln
 Sta. 10+00.00

BURLINGTON NORTHERN CROSSING ON LINCOLN AND MOSLEY	
PLAN	
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.	
ENGINEERS WICHITA, KANSAS	
Designed by P.D.F.	Checked by G.D.S.
Drawn by W.L.L.	Date Feb. 1987 Job No. 86596

PROJECT	SHEET NO.	TOTAL SHEETS
472-76-245-1500-000-001	24	25

PROPOSED PAVEMENT ELEVATIONS			
STATION	LEFT EDGE OF PAVEMENT	RIGHT EDGE OF PAVEMENT	RIGHT EDGE OF PAVEMENT
25+70.00	103.77(M)	104.15(M)	103.59(M)
25+75	103.89	104.20	103.75
25+80	104.06	104.27	103.97
25+85	104.25	104.37	104.20
25+90	104.45	104.49	104.44
25+95	104.55	104.54	104.53
25+95.00			
25+95.00		104.54(R)	104.53(R)
25+95.00	104.55(R)	104.54	
26+00	104.55	104.54	104.53
26+04.55			104.53(R)
26+04.72	104.55	104.54(R)	
26+04.90	104.55(R)		
26+05	104.55	104.54	104.53
26+10	104.44	104.48	104.47
26+15	104.23	104.38	104.30
26+20	103.85	104.26	104.09
26+23.28	103.87(M)	104.22(M)	103.83(M)

EXISTING TOP OF RAIL ELEVATIONS		
LOCATION	WEST RAIL	EAST RAIL
348.00' L.	108.43	106.37
318.70' L.	106.35	106.33
292.50' L.	106.27	106.27
265.70' L.	106.77	106.78
238.40' L.	106.05	106.08
212.80' L.	105.91	105.96
185.50' L.	105.75	105.78
158.50' L.	105.87	105.84
132.50' L.	105.41	105.44
106.00' L.	105.21	105.24
71.50' L.	104.93	104.91
35.40' L.	104.87	104.70
33.80' L.	104.58	104.58
24.50' L.	104.56	104.56
12.00' L.	104.52	104.52
0.00' L.	104.54	104.54
0.00' R.	104.57	104.57
24.50' R.	104.55	104.55
33.80' R.	104.55	104.53
41.20' R.	104.53	104.51
53.50' R.	104.46	104.45
68.40' R.	104.52	104.52
106.80' R.	104.82	104.86
133.40' R.	104.88	104.88
160.40' R.	105.12	105.11
197.40' R.	105.29	105.28
214.20' R.	105.47	105.46
241.10' R.	105.58	105.56
267.70' R.	105.73	105.73
294.90' R.	105.82	105.83
321.90' R.	105.85	105.85
347.80' R.	105.07	105.08

PROPOSED TOP OF RAIL ELEVATIONS
 North Edge of Pavement (24.5' L. R.) = 104.55
 R = 104.54
 South Edge of Pavement (24.5' R. R.) = 104.53

LEGEND

- Pavement or Sidewalk Pavement to be removed by Paving Contractor
- D.J. Doweled Joint
- C.J. Contraction Joint
- L.J. Longitudinal Joint

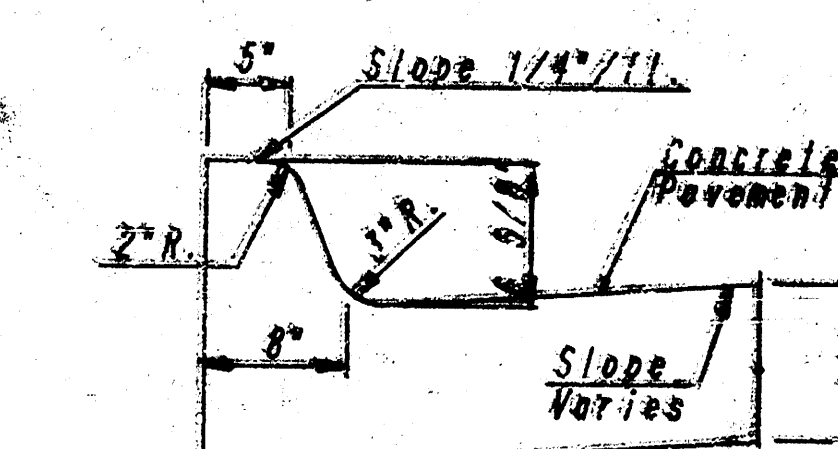
Well on Herry at Sta. 25+70.70

B.W. - SE Ball R.N. Signal Base at NE Corner Herry and Mead Elev. 104.50

Well on Herry at Sta. 25+33.87

B.W. - Concrete Footing on NE Corner Building at SW Corner Herry and Mead Elev. 104.30

Sta. 25+70.00 to Sta. 26+23.28
 Paving Contractor shall remove existing concrete pavement, sidewalk pavement, and curbs as shown. Paving Contractor shall replace with 8" Reinforced Concrete Pavement with Monolithic Edge Curb (6 5/8"). See "Concrete Paving Details" sheet for pavement details and this sheet for curb details.



MONOLITHIC EDGE CURB (6 5/8")

OCT CROSSING ON HERRY & MEAD PLAN

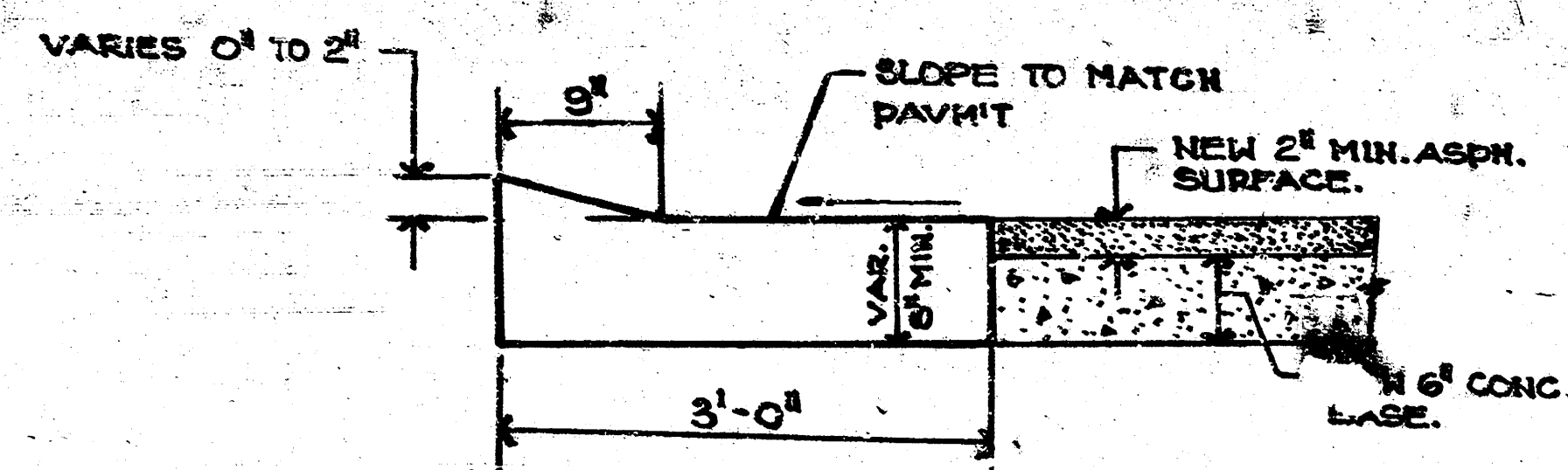
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS WICHITA, KANSAS			
Designed by	RUF	Checked by	GDS
Drawn by	VJK, DEP	Date	9/4/87 Job No. 96502

NOTES

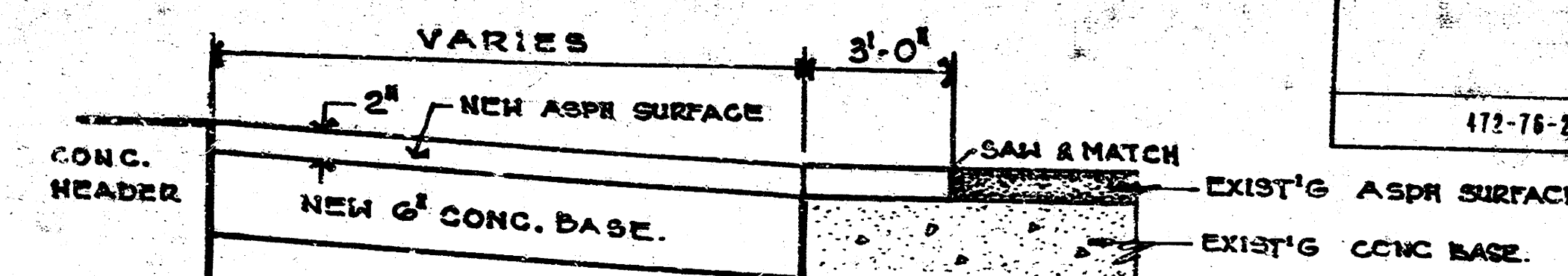
- REMOVE AND REPLACE 1" CONCRETE SIDEWALK BY PAVING CONTRACTOR. REMOVE TO NEAREST EXISTING JOINT, BUT NOT MORE THAN 6'-0" IF MORE THAN 6'-0" TO NEAREST JOINT, SAW CUT AND REMOVE AND REPLACE TO LIMITS AS DIRECTED BY THE ENGINEER.

PROPOSED 6" CONCRETE BASE SHALL BE REINFORCED WITH #12-#4 WELDED WIRE FABRIC. NO CONTRACTION JOINTS ARE REQUIRED. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE TIED JOINTS WITH #12-#4 REINFORCED TIE BARS @ 2'-0" CTRS. AND SHALL BE LOCATED IN THE FIELD AS APPROVED BY THE ENGINEER.



SPECIAL COMBINED CURB & GUTTER (2")

*TAPER CURB FROM FULL HEIGHT TO NO CURB IN 5'.



SECTION A-A

SCALE: 1"=10'

STATION	WEST EDGE OF PAVEMENT	E	EAST EDGE OF PAVEMENT
10+30.18	114.25(N)	114.25(N)	114.25(N)
10+35	114.30	114.30	114.30
10+40	114.45	114.45	114.45
10+45	114.50	114.50	114.50
10+45.02	114.50	114.50	114.50
10+45.24	114.50(R)	114.50(R)	114.50(R)
10+45.46	114.50	114.50	114.50
10+50	114.50	114.50	114.50
10+53.68	114.50	114.50	114.50
10+53.90	114.50(R)	114.50(R)	114.50(R)
10+54.12	114.50	114.50	114.50
10+55	114.50	114.50	114.50
10+60	114.52	114.52	114.52
10+65	114.52	114.52	114.52
10+68.79	114.52(N)	114.52(N)	114.52(N)
10+70	114.52	114.52	114.52
10+75	114.52	114.52	114.52
10+80	114.52	114.52	114.52
10+85	114.52	114.52	114.52
10+90	114.52	114.52	114.52
10+95	114.52	114.52	114.52
11+00	114.52	114.52	114.52
11+05	114.52	114.52	114.52
11+05.87	114.52(N)	114.52(N)	114.52(N)

LOCATION	NORTH RAIL	SOUTH RAIL
302.04' LI.	114.18	114.06
276.20' LI.	114.36	114.14
248.80' LI.	114.39	114.25
222.40' LI.	114.41	114.33
195.70' LI.	114.44	114.45
169.10' LI.	114.48	114.54
142.40' LI.	114.47	114.52
115.90' LI.	114.48	114.62
88.90' LI.	114.45	114.65
63.10' LI.	114.45	114.55
40.80' LI.	114.43	114.51
22.40' LI.	114.47	114.49
Seneca	114.48	114.43
22.40' RI.	114.42	114.47
40.10' RI.	114.40	114.45
64.10' RI.	114.50	114.41
88.30' RI.	114.55	114.45
115.70' RI.	114.61	114.44
141.90' RI.	114.62	114.48
168.30' RI.	114.64	114.47
193.70' RI.	114.55	114.48
220.10' RI.	114.45	114.44
247.10' RI.	114.36	114.41
273.10' RI.	114.26	114.38
298.60' RI.	114.16	114.34
326.10' RI.	114.07	114.23

PROPOSED TOP OF RAIL ELEVATIONS
Edge of Pavement (17'-0" x 2') - 114.50
E - 114.50
Edge of Pavement (17'-0" x 2') - 114.50

LEGEND

- Asphalt Surface Removed by Paving Contractor
- Construct 2" Minimum Asphalt Concrete Surface Course by Paving Contractor
- Pavement, Sidewalk, Driveway or Combined Curb and gutter to be Removed by Paving Contractor

Sta. 10+30.18 to Sta. 10+68.79 11.6
Sta. 10+30.18 to Sta. 11+05.87 RI.
Paving Contractor to remove Exist.
Pavement and replace with 6" Reinforced
Concrete Base & 2" (Min.) Asphalt
Concrete Surface Course. (3.9 L.F.
of 12" Reinforced Concrete Pavement
to be Constructed adjacent to Rubberized
Crossing Material per Crossing
Standard Sheet).

Paving Contractor to Remove &
Replace Concrete Drive to limits
shown. (Match Proposed Street
Pavement & Existing Sidewalk).
(CONST. 1 1/2" COMB. CURB & GTR.
THROUGH OPENING.)

Iron in thimble on E of Sta. 10+80

E.W. R.W. Cor. Concrete Curb
McDonalds Parking Lot Elev. 115.355

Iron in thimble at intersection of
Seneca and Second Street

Station E.W. - N.E. Cor. Top Concrete Slope
at House 8599 W. Second
City of Wichita Proj. No. 84KN 576084 Elev. 111.50

Modified By C.F.W. 9-25-87

MISSOURI PACIFIC AT
SENECA NORTH OF DOUGLAS
PLAN

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by: PBF
Drawn by: VJK, DEP
Checked by: GBS
Date: MAR., 1987 Job No.: 86586

NOTES

WESTDALE DRIVE MAY BE CLOSED TO ALL TRAFFIC FOR THE PAVING MODIFICATIONS AND RAILROAD RUBBERIZATION WORK. SEE SPECIAL PROVISION FOR PROJECT DETOUR REQUIREMENTS.

TRAFFIC SIGNAL CONTROL MODIFICATIONS, REQUIRED AS A RESULT OF EXISTING LOOP REMOVAL FOR CONSTRUCTION, AND LOOP REPLACEMENT FOLLOWING CONSTRUCTION WILL BE ACCOMPLISHED BY CITY OF WICHITA TRAFFIC ENGINEERING DIVISION PERSONNEL. THE PAVING CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE CITY OF WICHITA TRAFFIC ENGINEERING DIVISION AND SHALL FURNISH A MINIMUM OF FORTY-EIGHT (48) HOURS OF ADVANCE NOTICE OF REQUIRED WORK BY THE DIVISION. CONTACT MR. RALPH PECK AT (316) 268-4029.

① PAVING CONTRACTOR TO REMOVE AND REPLACE COMBINED CURB AND GUTTER. CURB HEIGHT SHALL BE TRANSITIONED FROM FULL CURB HEIGHT TO NO CURB HEIGHT AT THE EDGE OF RUBBER.

PAVING CONTRACTOR SHALL CALL 1-DIG-SAFE PRIOR TO CONSTRUCTION TO LOCATE UNDERGROUND TELEPHONE CABLE.

Curve Data

P.I. Sta. 40+38.88
 Δ=37°57'14"
 R=124'30"00"
 L=458.37'
 T=157.63'
 L=303.74'
 L=28.38'

PROJECT NO.	SHEET NO.	TOTAL SHEETS
872-78-243	1588-000-000-891	

PROPOSED PAVEMENT ELEVATIONS			
STATION	LEFT EDGE OF PAVEMENT (24' LT.)	RIGHT EDGE OF PAVEMENT (11.5' RT.)	
50+72.59	141.23(W)	141.18(W)	141.11(W)
50+75	141.30	141.24	141.24
50+80	141.43	141.43	141.43
50+85	141.55	141.52	141.48
50+85.59			141.49(R)
50+86.91		141.54(R)	
50+89.79	141.64(R)		
50+90	141.64	141.54	141.49
50+94.09			141.49(R)
50+95	141.64	141.54	141.49
50+95.65		141.54(R)	
50+99.01	141.64(R)		
51+00	141.64	141.52	141.47
51+05	141.56	141.50	141.43
51+10	141.47	141.46	141.34
51+15	141.37	141.42	141.33
51+18.55	141.37(W)	141.37(W)	141.32(W)

EXISTING TOP OF RAIL ELEVATIONS		
LOCATION	NORTH RAIL	SOUTH RAIL
351.40' LT.	143.20	143.14
328.80' LT.	143.07	143.06
301.60' LT.	142.98	142.95
275.60' LT.	142.84	142.80
250.90' LT.	142.73	142.71
226.20' LT.	142.60	142.57
201.60' LT.	142.51	142.48
176.50' LT.	142.37	142.35
152.00' LT.	142.26	142.21
126.40' LT.	142.13	142.11
103.40' LT.	142.01	141.99
80.20' LT.	141.87	141.82
55.70' LT.	141.69	141.69
39.80' LT.	141.60	141.61
22.67' LT.	141.57	141.57
0' Westdale	141.53	141.52
18.10' RT.	141.44	141.43
43.30' RT.	141.22	141.23
66.40' RT.	141.12	141.14
92.60' RT.	141.05	141.07
117.70' RT.	140.97	140.99
142.50' RT.	140.88	140.91
167.10' RT.	140.81	140.84
191.00' RT.	140.71	140.70
217.10' RT.	140.58	140.82
241.40' RT.	140.48	140.50
265.90' RT.	140.37	140.39
292.50' RT.	140.25	140.27
318.00' RT.	140.15	140.16
342.30' RT.	140.05	140.08

PROPOSED TOP OF RAIL ELEVATIONS

North Edge of Pavement (24' Lt. Q)=141.64

Q = 141.54

South Edge of Pavement (12' Rt. Q)=141.49

LEGEND

Asphalt Surface (2") Removed by Paving Contractor. Construct 2" Minimum Asphalt Surface Overlay by Paving Contractor

Pavement, Asphalt Mat and Combined Curb and Gutter to be Removed by Paving Contractor

L.J. Longitudinal Joint

D.J. Doweled Joint

M.S.L. Brass Disc at N.E. End of Southeastern Abutment of M.O.P.A.C. Bridge 1339.39 M.S.L. = C.O.W. Datum Elev. 142.98

B.M. - North bolt (point) on N.R. Signal Base East of R.R. and North of F.C.B.M. (C.O.W.) Elev. 142.07

MISSOURI PACIFIC AT WESTDALE DRIVE NORTH OF ZOO BOULEVARD
 PLAN

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS

WICHITA, KANSAS

Designed by

PDF

Checked by

GDS

Drawn by

VJK, DEP

Date

10/10/03

10-03-11