

CITY OF WICHITA, KANSAS  
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER  
PAVING MODIFICATIONS IN CONNECTION WITH  
RUBBERIZATION OF RAILROAD CROSSINGS ON

~~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 WOSLEY~~

~~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 LEAD~~

~~OKLAHOMA, KANSAS AND TEXAS CROSSING ON HARRY AND LEAD~~

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.~~

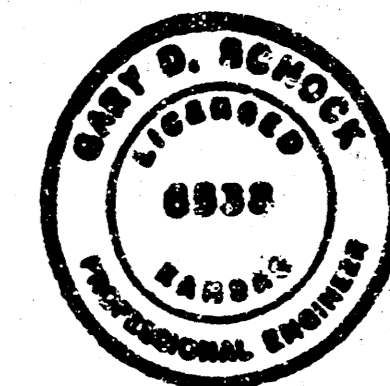
PROJECT NO. 472-76-245-81588-000-000-001

APRIL, 1987

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

GENERAL NOTES

- 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.
- 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.
- EXCEPT AT LOCATIONS WHERE THE PLANS SPECIFICALLY REQUIRE FULL DEPTH SAW CUTS, A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWS 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.
- 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.
- 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.
- 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.
- LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS.
- 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.
- CONCRETE JOINTING PATTERNS AND DIMENSIONS ARE APPROXIMATE. ENGINEER SHALL FIELD ADJUST AS REQUIRED TO MATCH EXISTING AND ADJACENT CONDITIONS.
- THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL HAS TELEVISED SEWERS WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND AFFORDED THE OPPORTUNITY TO RETELEVISE SEWER LINES AFTER SUBGRADE WORK HAS BEEN COMPLETED AND PRIOR TO PAVEMENT CONSTRUCTION TO DETERMINE IF SUCH SEWER LINES HAVE BEEN DAMAGED BY THE CONTRACTOR'S OPERATIONS. DAMAGED SEWER 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 SEWER MAINTENANCE DIVISION'S OFFICE AT CITY HALL.



SPECIAL NOTES

THE CONTRACTOR SHALL FURNISH ALL MATERIALS AND FEATURES NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING BOARD OR WOOD TIE SHIP BOARD, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY THE RUBBERIZED CROSSING CONTRACTOR SHALL BE THE SAME AS THE SUPPLIER'S ORIGINALS TO ASSURE THE BEST QUALITY OF THE RUBBERIZED CROSSING.

ADDITIONAL PIECES OF BOARD OR WOOD TIE SHIP BOARD SHALL BE USED TO BRIDGE OVER ANY GULLIES OR DITCHES. THE RUBBERIZED CROSSING SHALL BE INSTALLED TO BRIDGE OVER ANY GULLIES OR DITCHES. THE RUBBERIZED CROSSING SHALL BE INSTALLED TO BRIDGE OVER ANY GULLIES OR DITCHES. THE RUBBERIZED CROSSING SHALL BE INSTALLED TO BRIDGE OVER ANY GULLIES OR DITCHES.

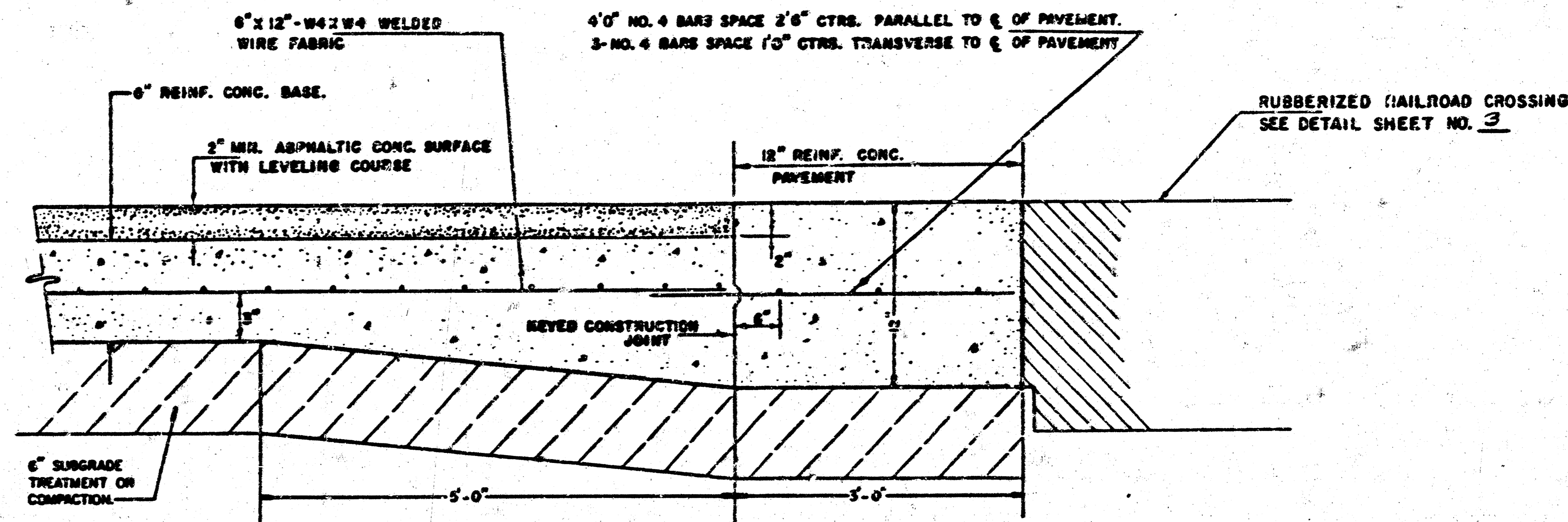
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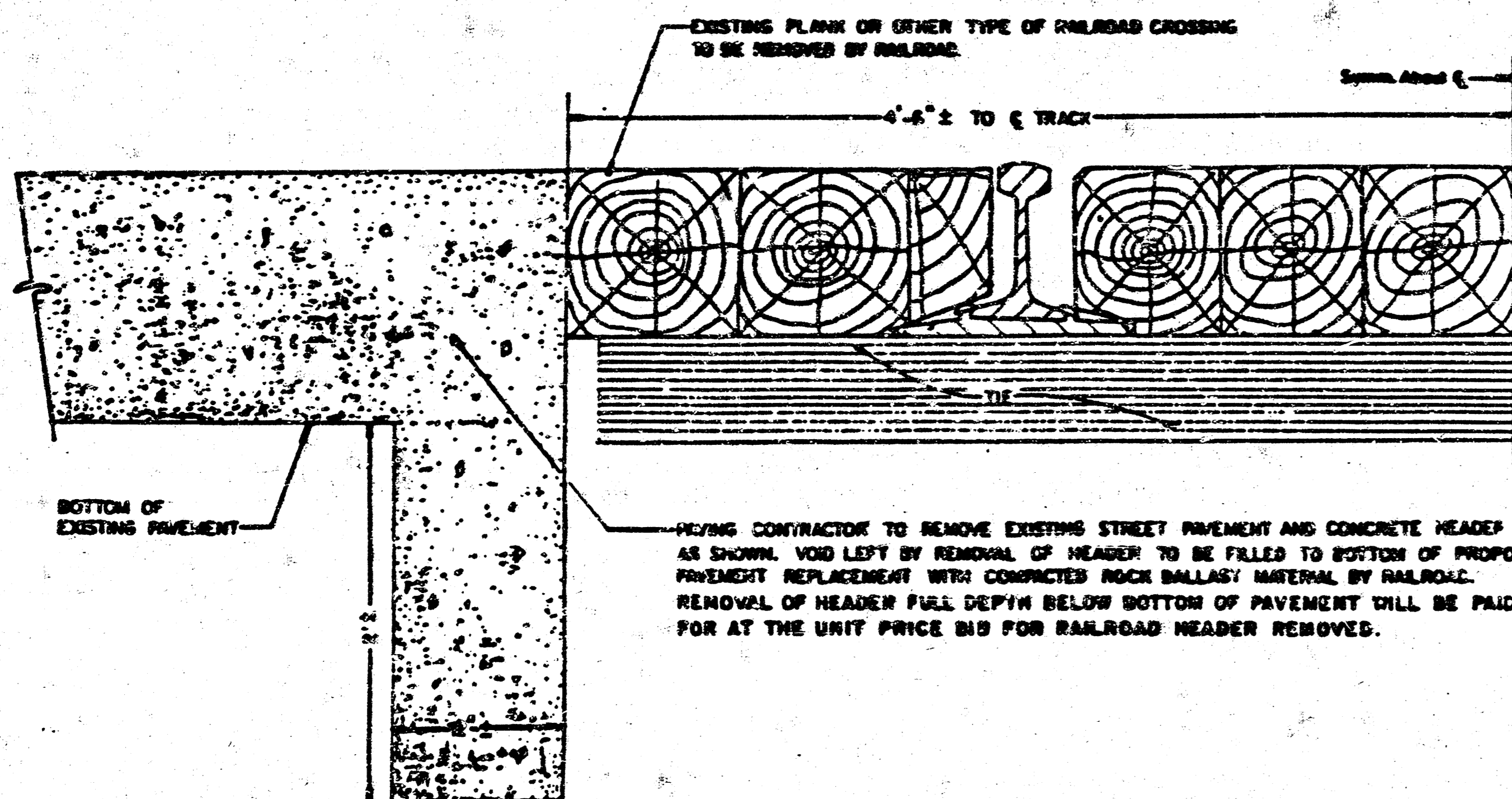
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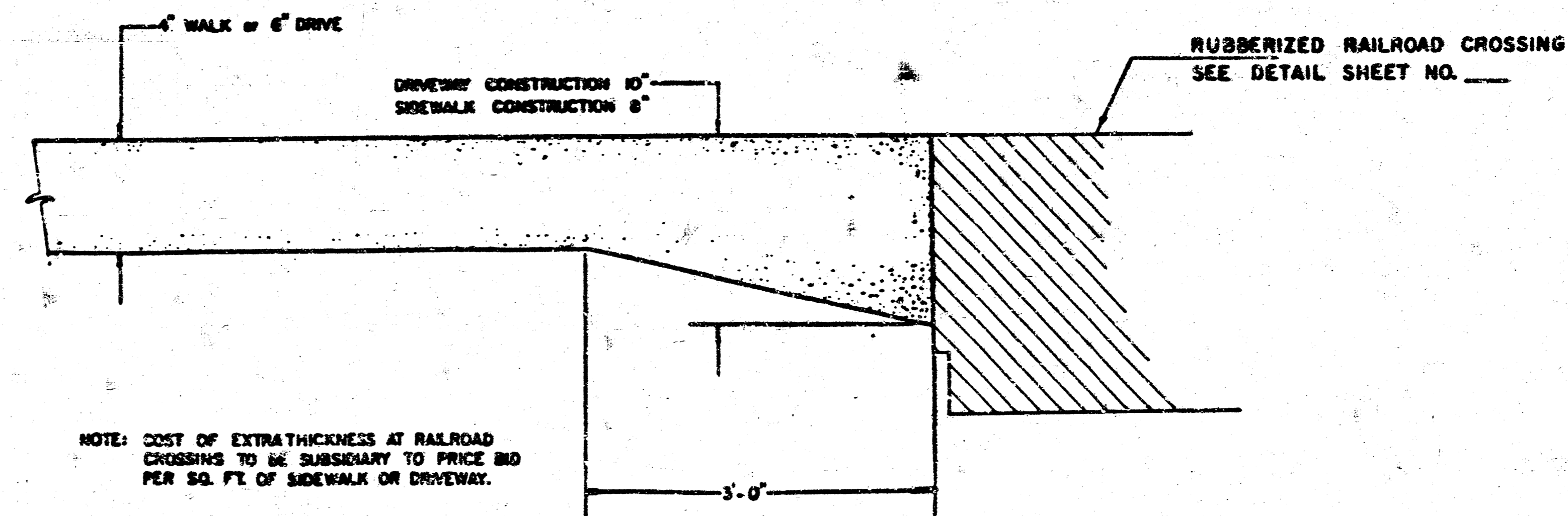


NOTE: COST OF EXTRA CONC. BASE THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF PAVEMENT. NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL HAVING SURFACES BETWEEN PAVEMENT AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN PAVEMENT AND RAILROAD CROSSING MATERIAL.

CROSS-SECTION DETAIL  
NEW PAVEMENT CONSTRUCTION  
ABUTTING RUBBERIZED RAILROAD CROSSING  
NO SCALE



CROSS-SECTION DETAIL  
PAVEMENT REMOVAL ABUTTING TRACKS  
TO FACILITATE INSTALLATION OF  
RUBBERIZED CROSSING  
NO SCALE

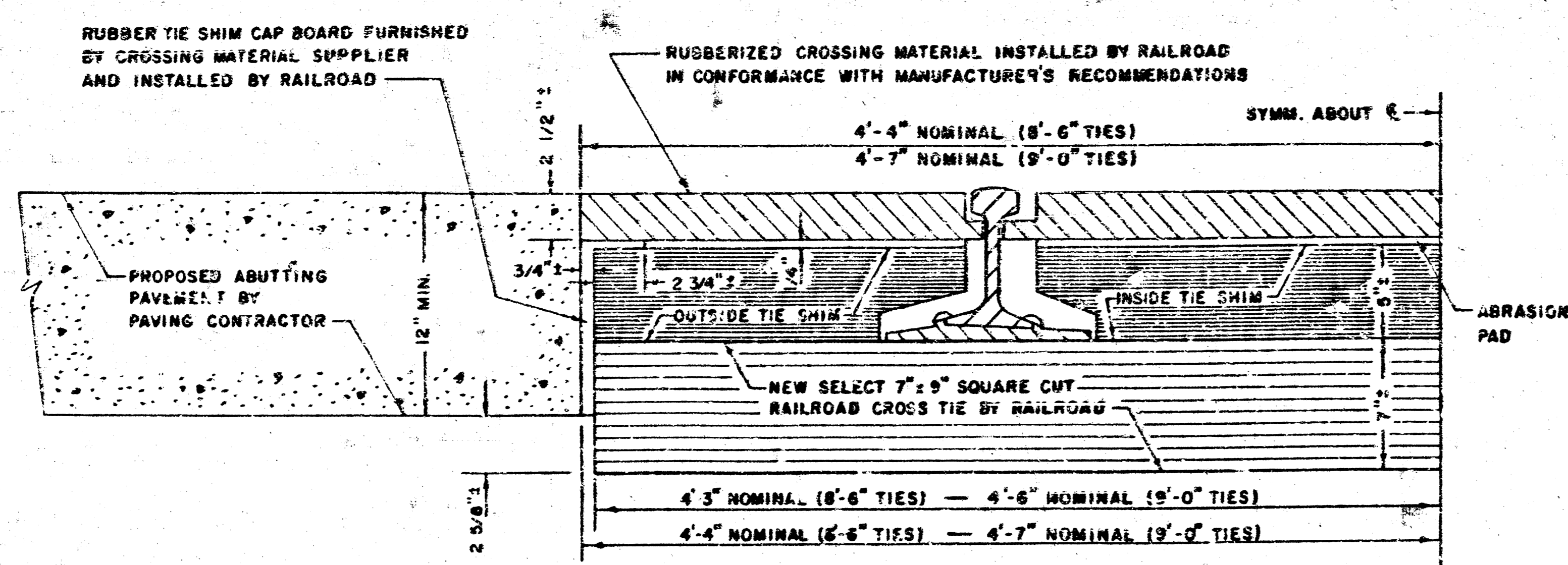


NOTE: COST OF EXTRATHICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF SIDEWALK OR DRIVEWAY.

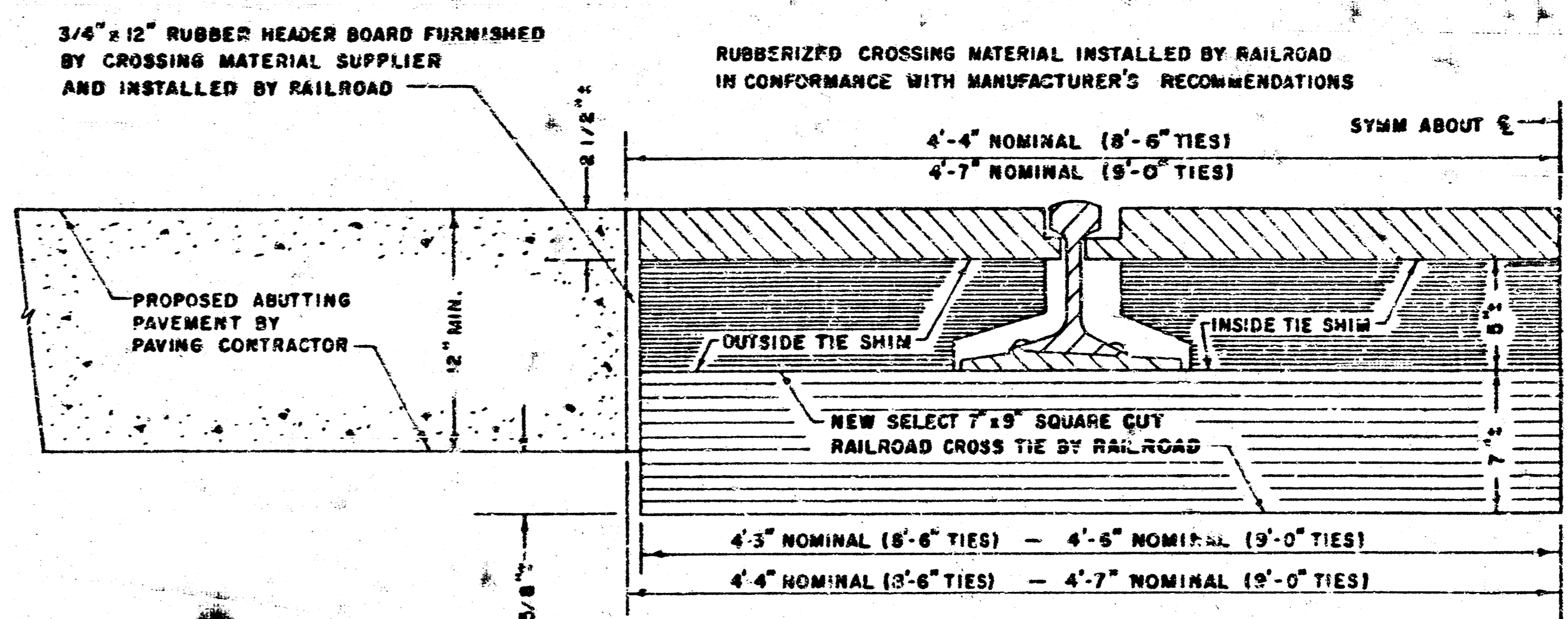
NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL HAVING SURFACES BETWEEN SIDEWALK OR DRIVEWAY CONSTRUCTION AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE SIDEWALK OR DRIVEWAY PAVEMENT AND RAILROAD CROSSING MATERIAL.

CROSS-SECTION DETAIL  
NEW SIDEWALK AND DRIVEWAY CONSTRUCTION  
ABUTTING RUBBERIZED RAILROAD CROSSING  
NO SCALE

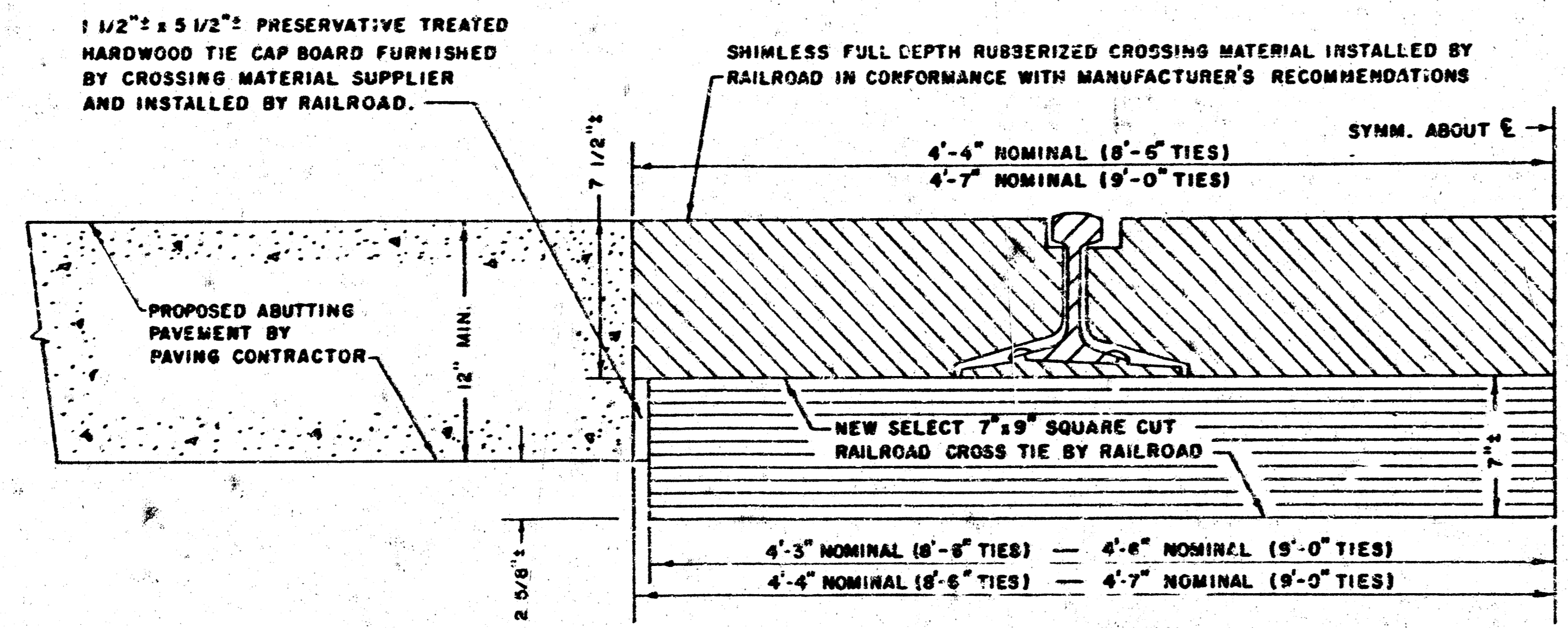
CITY OF WICHITA, KANSAS  
STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH  
RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE  
ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED  
8" PAVEMENT  
(2" ASPH. CONC. SURFACE WITH 6" REINF. CONC. BASE)



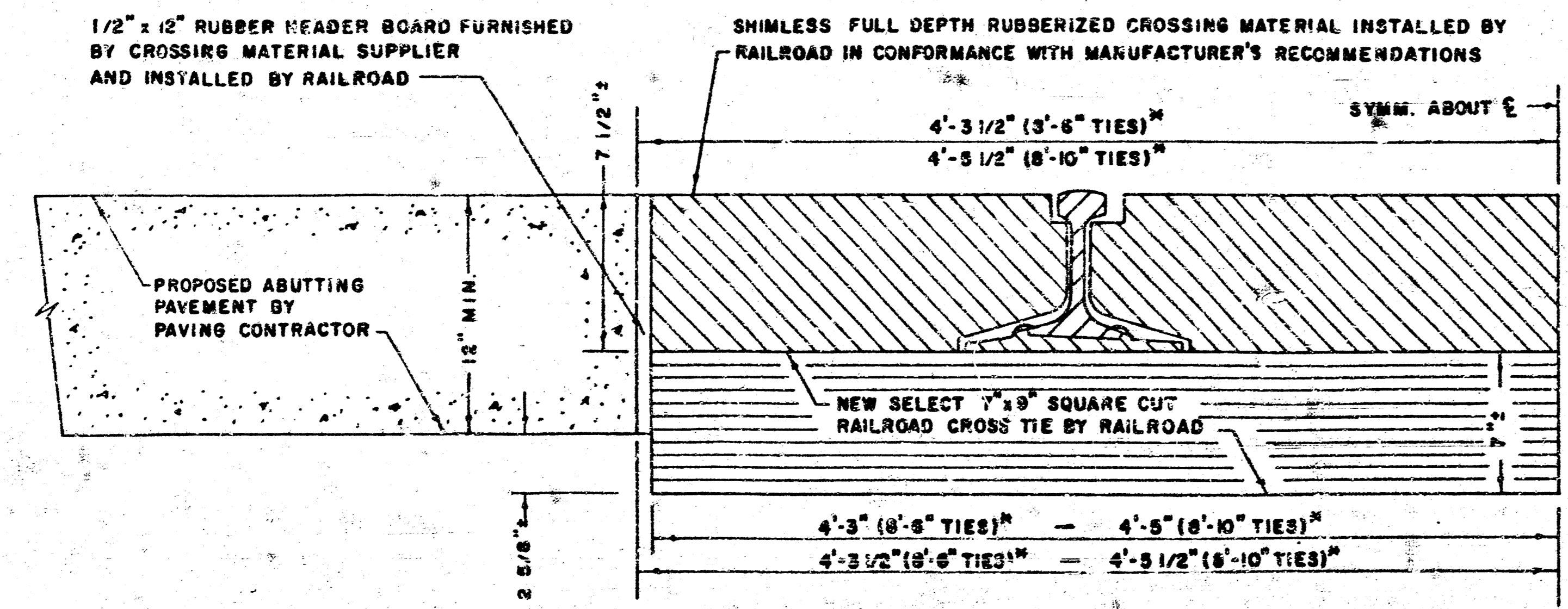
CROSS-SECTION DETAIL  
RUBBER PADS WITH WOOD TIE SHIMS  
NO SCALE



CROSS-SECTION DETAIL  
RUBBER PADS WITH WOOD TIE SHIMS (ALTERNATE)  
NO SCALE



CROSS-SECTION DETAIL  
FULL DEPTH RUBBER PADS (ALTERNATE)  
NO SCALE



CROSS-SECTION DETAIL  
FULL DEPTH RUBBER PADS  
NO SCALE

\* - TIES TO BE CUT AND FRAMED IN FACTORY OR IN FIELD.

NOTE: SEE SPECIAL NOTES ON PAVING MODIFICATION OR PAVING APPROACH DETAIL SHEET FOR ADDITIONAL APPLICABLE REQUIREMENTS PERTAINING TO WORK SHOWN ON THIS SHEET.

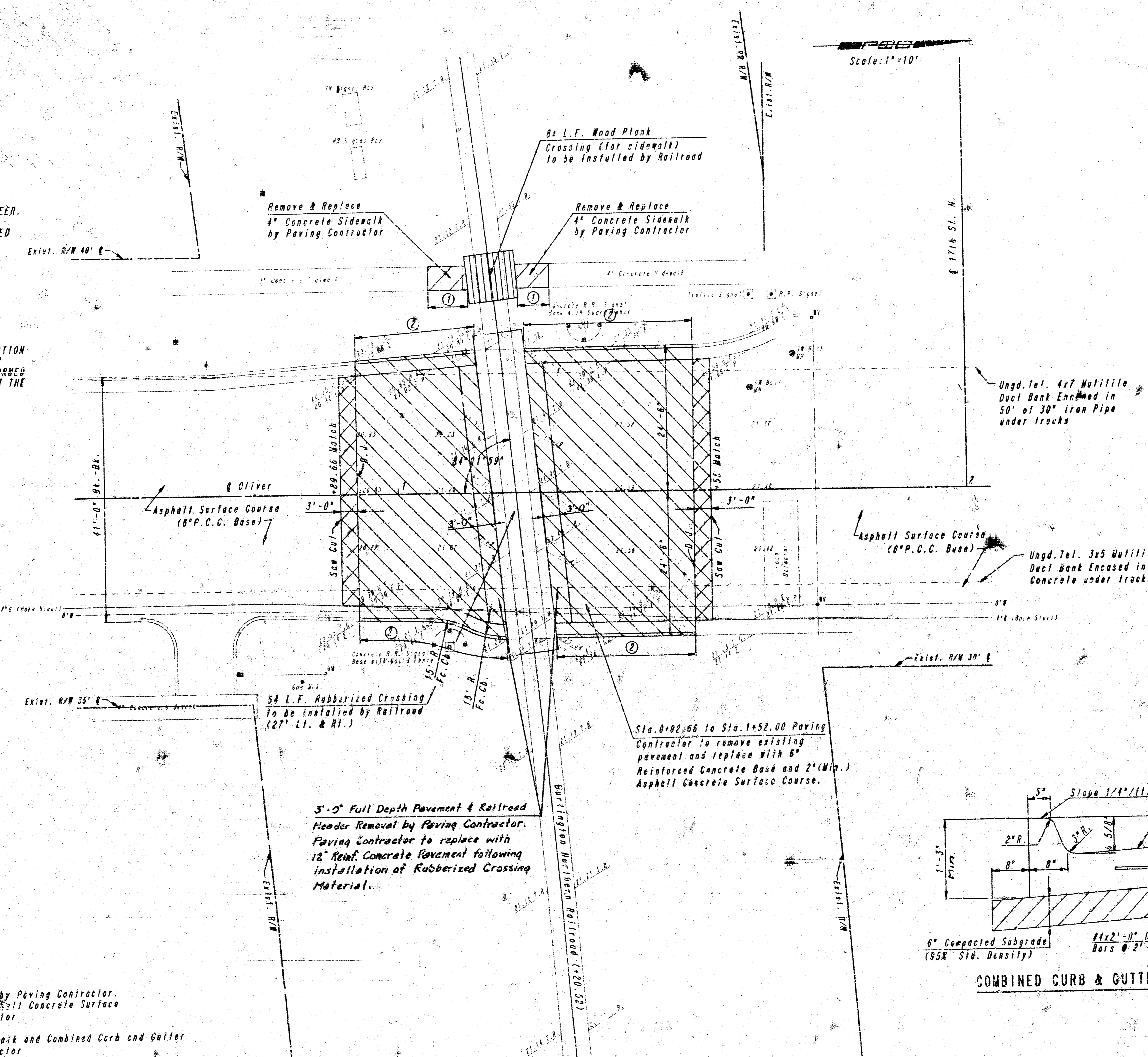
CITY OF WICHITA, KANSAS  
STANDARDS FOR:  
RUBBERIZED RAILROAD CROSSING  
INSTALLATION DETAILS

**NOTES**

1. REMOVE AND REPLACE 4" 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 LINES AS DIRECTED BY THE ENGINEER.

2. PAVING CONTRACTOR TO REMOVE AND REPLACE COMBINED CURB AND GUTTER. MATCH CURB AS SHOWN AND TRANSITION TO NO CURB HEIGHT AT EDGE OF RUBBER. TRANSITIONS SHALL BE PAID FOR AS COMBINED CURB AND GUTTER (6 5/8"). PROPOSED COMBINED CURB AND GUTTER SHALL BE TIED TO THE 6" REINFORCED CONCRETE BASE WITH #4x2'-0" BARS @ 2'-0" CTRS. SEE CURB & GUTTER DETAIL ON THIS SHEET.

PROPOSED 6" CONCRETE BASE SHALL BE REINFORCED WITH #12x12x12 WELDED WIRE FABRIC. NO CONTRACTION JOINTS ARE REQUIRED. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE TIED JOINTS WITH #4x2'-0" DEFORMED TIE BARS @ 2'-0" CTRS. AND SHALL BE LOCATED IN THE FIELD AS APPROVED BY THE ENGINEER.



**PROPOSED PAVEMENT ELEVATIONS**

STATION	WEST EDGE OF PAVEMENT	℄	EAST EDGE OF PAVEMENT
0+89.66	220.24(W)	220.74(W)	220.09(W)
0+92.66	220.33	220.83	220.31
0+95	220.48	220.90	220.54
1+00	220.73	221.02	220.78
1+05	220.97	221.10	221.00
1+10	221.18	221.18	221.00
1+13.86	221.24(R)		
1+15		221.23	221.15
1+16.16		221.24(R)	
1+18.46			221.24(R)
1+20			
1+22.58	221.30(R)		
1+24.88		221.30(R)	
1+25	221.30	221.30	
1+27.18			221.30(R)
1+30	221.30	221.36	221.31
1+35	221.29	221.42	221.32
1+40	221.25	221.47	221.32
1+45	221.20	221.50	221.31
1+50	221.15	221.51	221.29
1+55	221.12	221.51	221.28
1+55	221.08(W)	221.50(W)	221.25(W)

**EXISTING TOP OF RAIL ELEVATIONS**

LOCATION	NORTH RAIL	SOUTH RAIL
314.50' Lt.	221.03	220.90
289.10' Lt.	221.67	220.95
264.30' Lt.	221.09	221.00
240.20' Lt.	221.10	221.00
214.20' Lt.	221.16	221.05
190.00' Lt.	221.17	221.06
165.00' Lt.	221.23	221.10
141.20' Lt.	221.19	221.08
117.20' Lt.	221.22	221.14
94.30' Lt.	221.23	221.14
69.80' Lt.	221.21	221.12
45.40' Lt.	221.19	221.09
21.50' Lt.	221.16	221.22
10.00' Lt.	221.41	221.30
℄ Oliver	221.40	221.30
10.00' Rt.	221.40	221.27
24.50' Rt.	221.34	221.19
43.70' Rt.	221.35	221.12
67.30' Rt.	221.35	221.12
91.10' Rt.	221.43	221.21
115.10' Rt.	221.41	221.21
139.40' Rt.	221.43	221.23
162.60' Rt.	221.37	221.23
186.80' Rt.	221.32	221.17
211.60' Rt.	221.29	221.15
236.30' Rt.	221.26	221.14
261.20' Rt.	221.23	221.12
285.60' Rt.	221.20	221.11
310.70' Rt.	221.13	221.06
335.30' Rt.	221.14	221.04

**PROPOSED TOP OF RAIL ELEVATIONS**

West Edge of Pavement (22' Lt.)

North Rail=221.25  
South Rail=221.29

℄

North Rail=221.25  
South Rail=221.29

East Edge of Pavement (22' Rt.)

North Rail=221.25  
South Rail=221.29

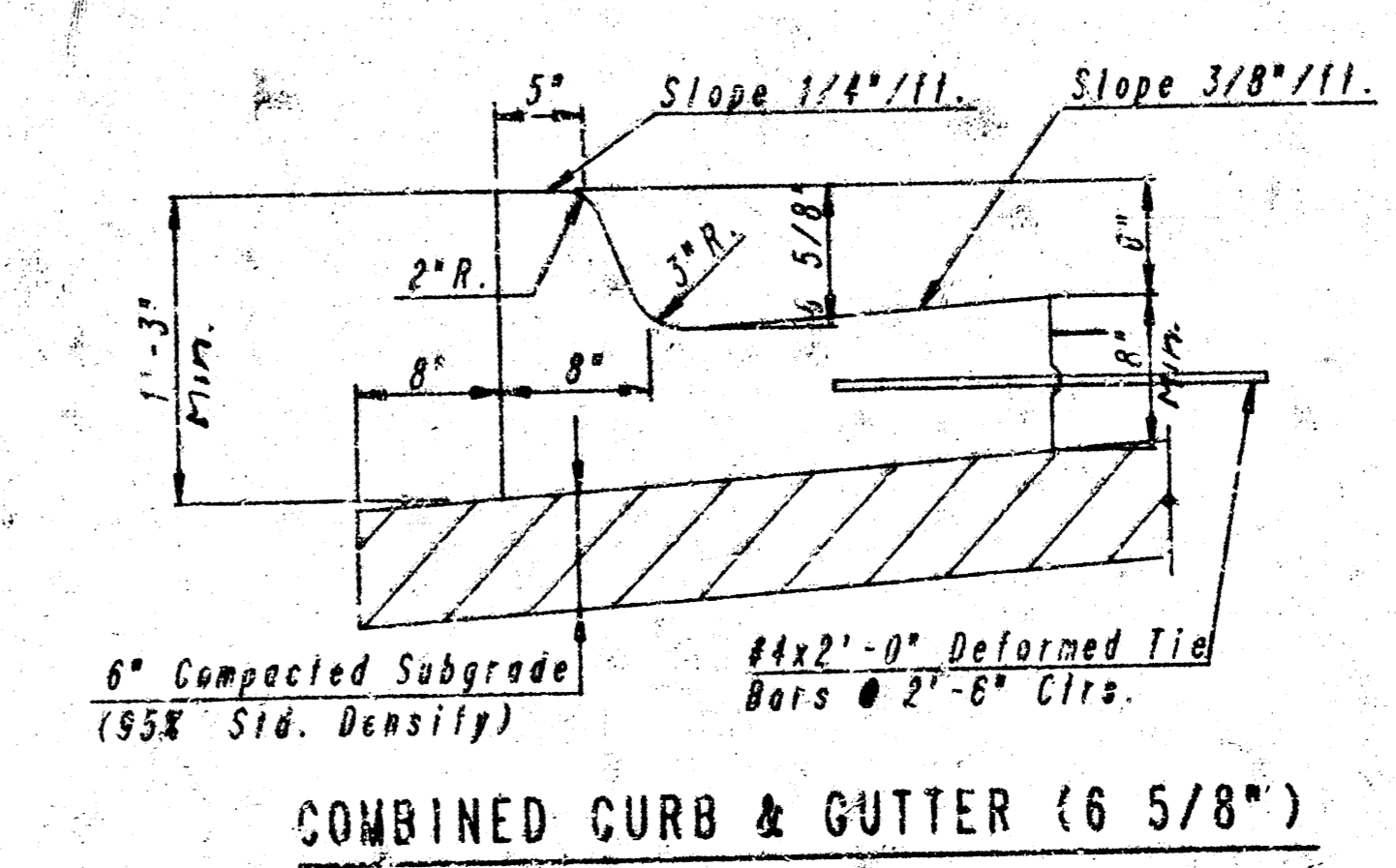
**LEGEND**

Asphalt Surface Removed by Paving Contractor. Construct 2" Minimum Asphalt Concrete Surface Course by Paving Contractor.

Pavement, Concrete Sidewalk and Combined Curb and Gutter Removed by Paving Contractor.

Dowel Joint (See "Concrete Paving Details" Sheet)

Note: Any Dirt Excavation Required to Const. Proj. Shall Be Subsidiary To The Proj.



Elevations are based on City of Wichita Paving Project No. C14-52 (Oliver) & Project No. C17-10 (17th Street)

**BURLINGTON NORTHERN AT OLIVER & 17TH STREET NORTH PLAN**

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

Designed by PAF  
Checked by GDS  
Date MAR 1957 Job No. 88568

Roll in Pavement of ℄ Sta. 0+70.78

D.W. - SE Bell of R.R. Signal 32.5' Lt. Sta. 1+06.10 Elev. 221.88

Table at ℄ Intersection Oliver & 17th Street  
1/4 Sec. Cor. ℄ Oliver  
& to South Sta. 2+80