

WICHITA, KANSAS

PAVEMENT REMOVAL AND RECONSTRUCTION

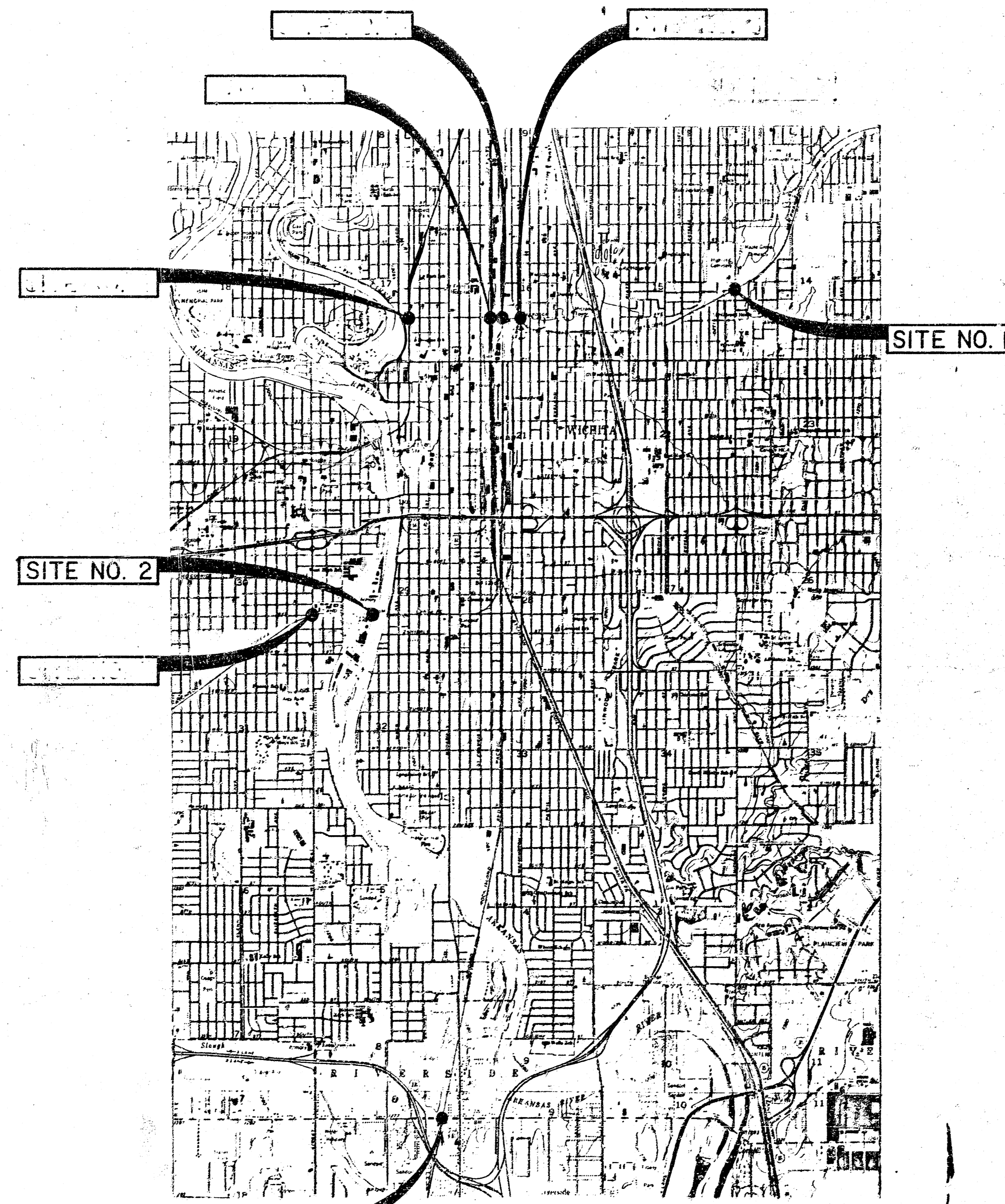
IN CONNECTION WITH RUBBERIZED RAILROAD CROSSING INSTALLATION

SITE LOCATIONS

SITE 1: HILLSIDE AT MOSSMAN
SITE 2: McLEAN N. OF WALKER

INDEX TO DRAWINGS

2	PAVING DETAILS
3	ASPHALT HEADER DETAIL
4	CONCRETE HEADER DETAIL
5	RUBBER MATERIAL DETAIL
6	HILLSIDE AT MOSSMAN PLAN
7	MCLEAN N. OF WALKER PLAN
8	DRIVEWAY DETAIL



LOCATION MAP

SCALE: 1" = 3000' (APPROX)

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. 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. SAWED 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 WACED 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. LOCATION THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.
5. THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL HAS TELEVIEWED SEWERS WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND AFFORDED THE OPPORTUNITY TO RE-TELEVIEW SEWER LINES AFTER SURFACE 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.
6. 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 WALK AND DRIVE REMOVED.
7. 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.
8. LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS.
9. 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.
10. CONCRETE JOINTING PATTERNS AND DIMENSIONS ARE APPROXIMATE. ENGINEER SHALL FIELD ADJUST AS REQUIRED TO MATCH EXISTING AND ADJACENT CONDITIONS.
11. REPLACE ALL EXISTING ASPHALT FILLED MANHOLE LIDS IN AREAS TO BE PAVED WITH THE STANDARD CITY OF WICHITA MANHOLE FRAME AND COVER.
12. ASPHALT LEVELING COURSE WILL VARY FROM A MAXIMUM THICKNESS OF AS MUCH AS 4 1/2 INCHES ADJACENT TO EXISTING PAVEMENT TO NO THICKNESS AT THE CONCRETE HEADER ADJACENT TO THE RAILROAD TRACKS. LEVELING COURSE MAY BE CONSTRUCTED USING BC-1 BASE COURSE MIX.

MIKE LINDEBAK, P.E.

CITY ENGINEER

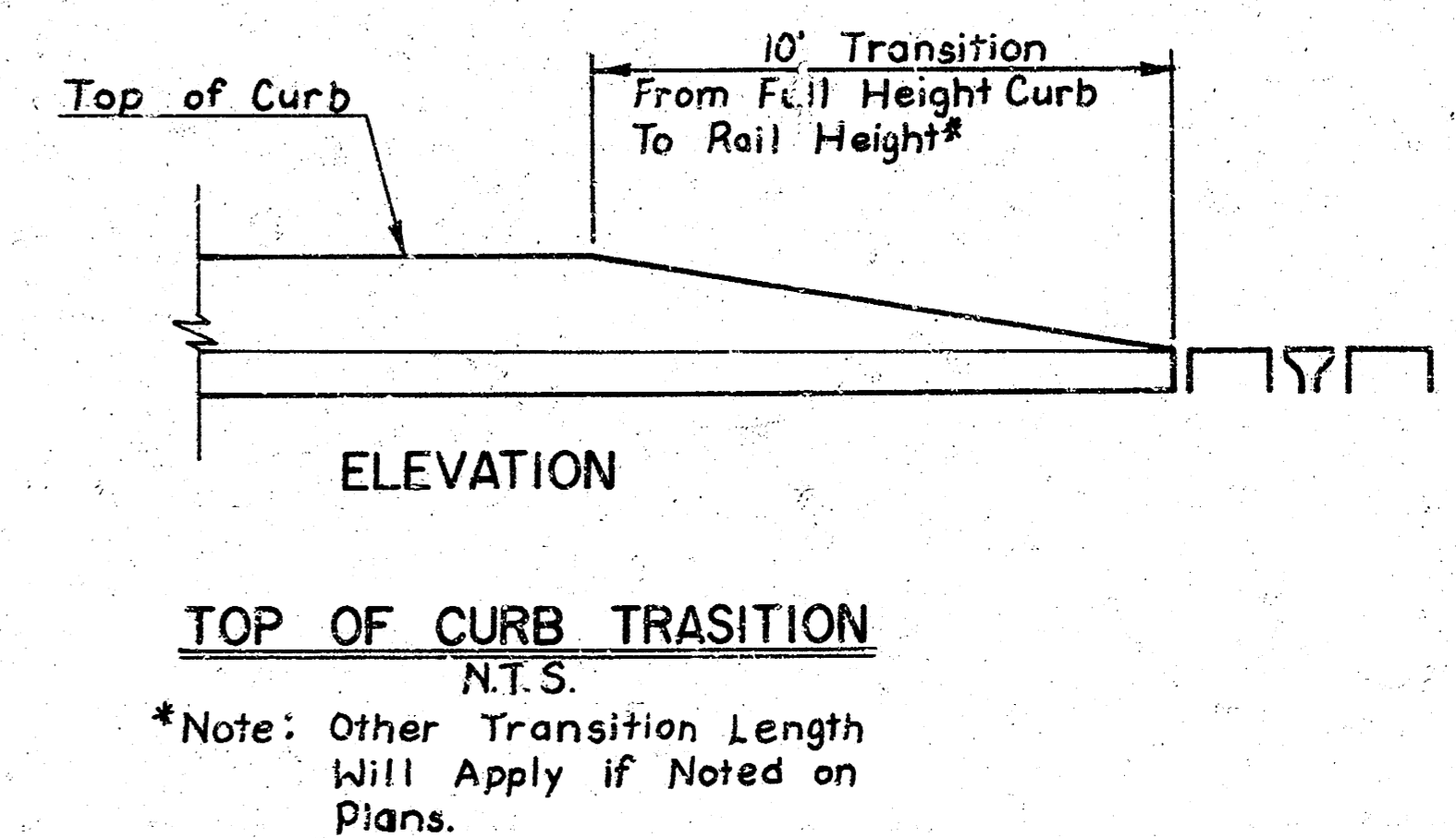
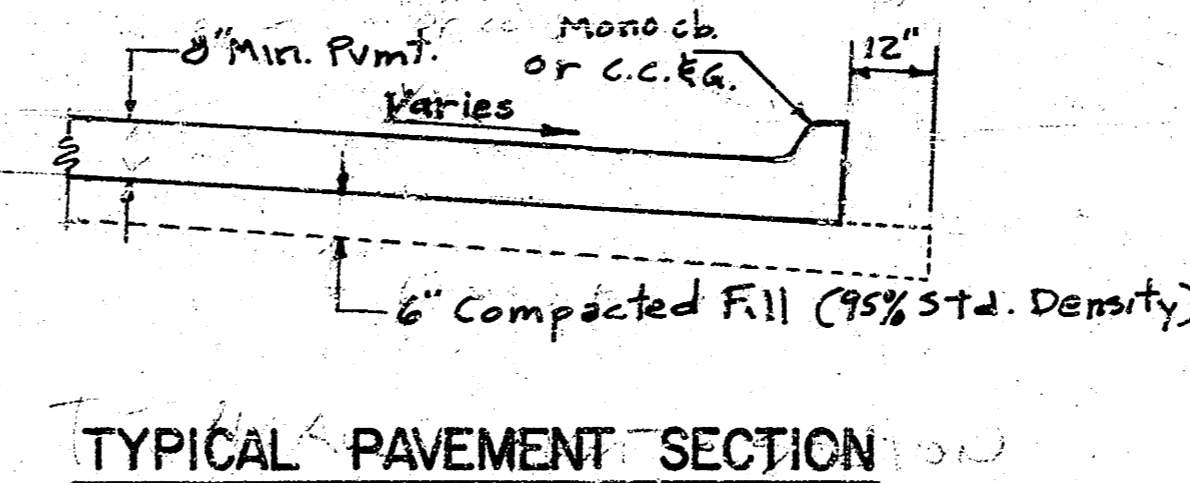
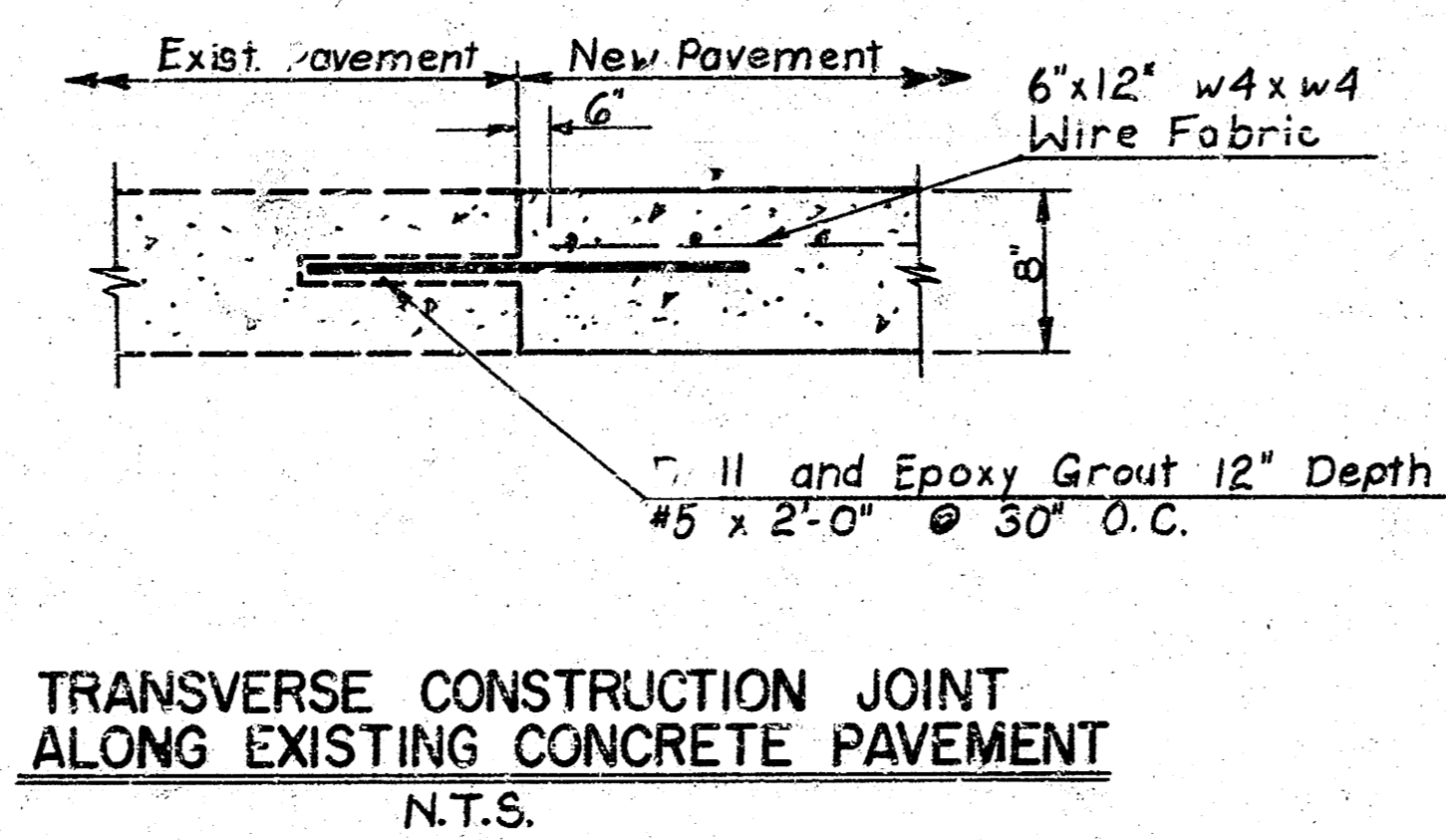
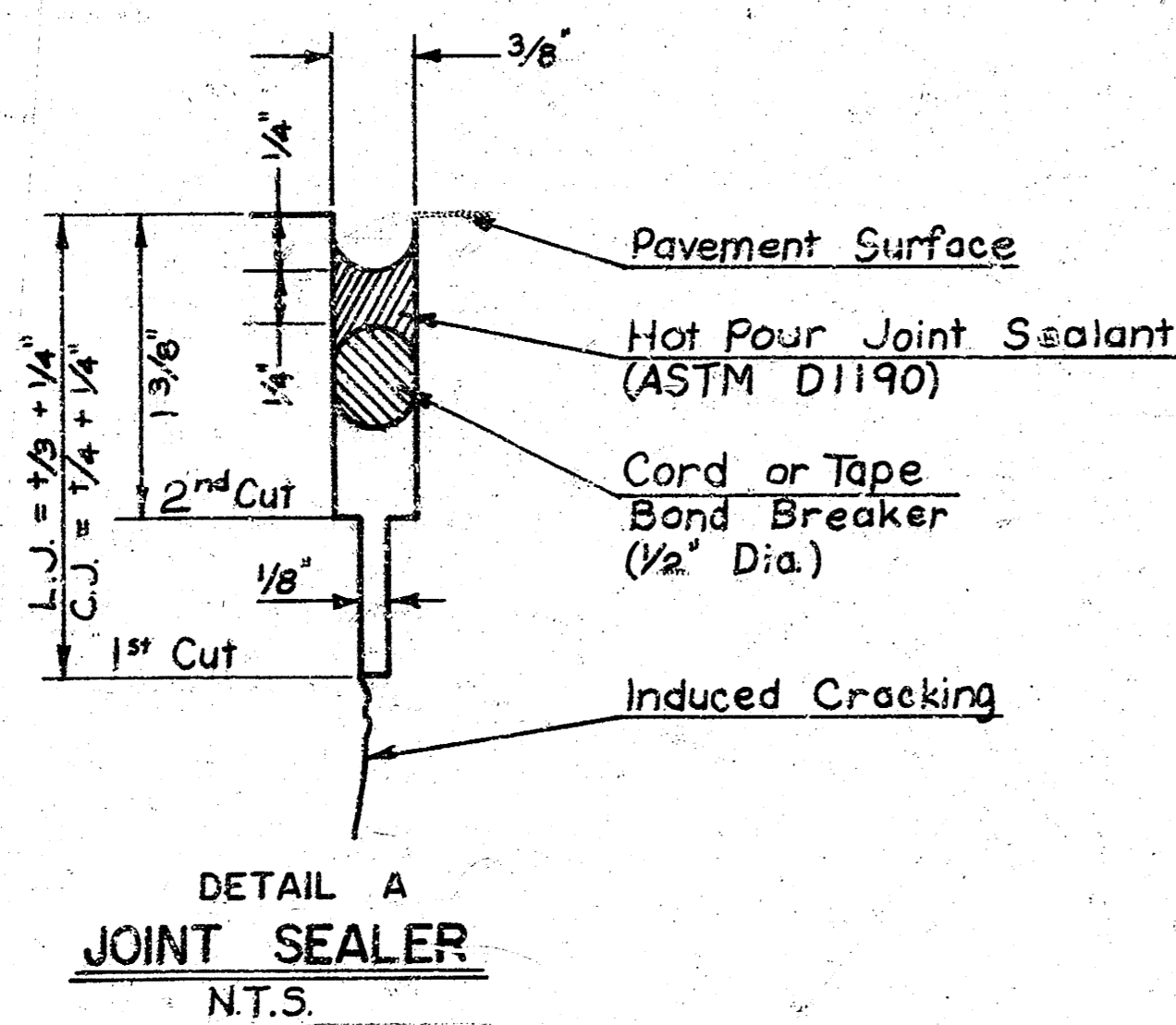
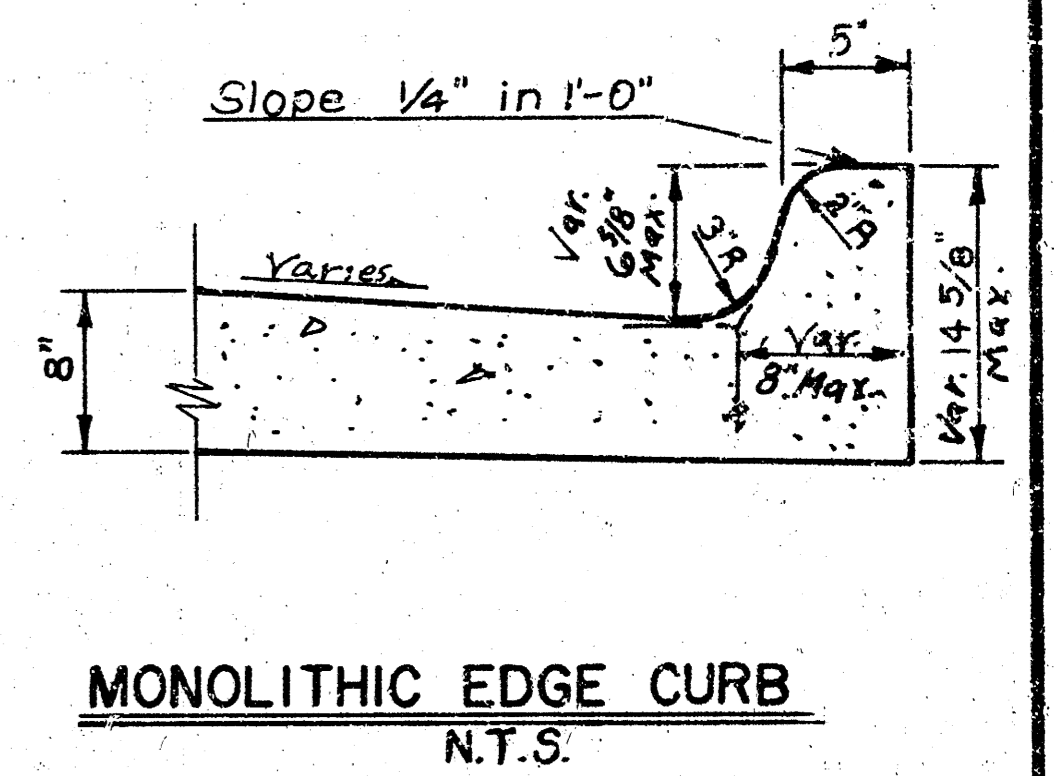
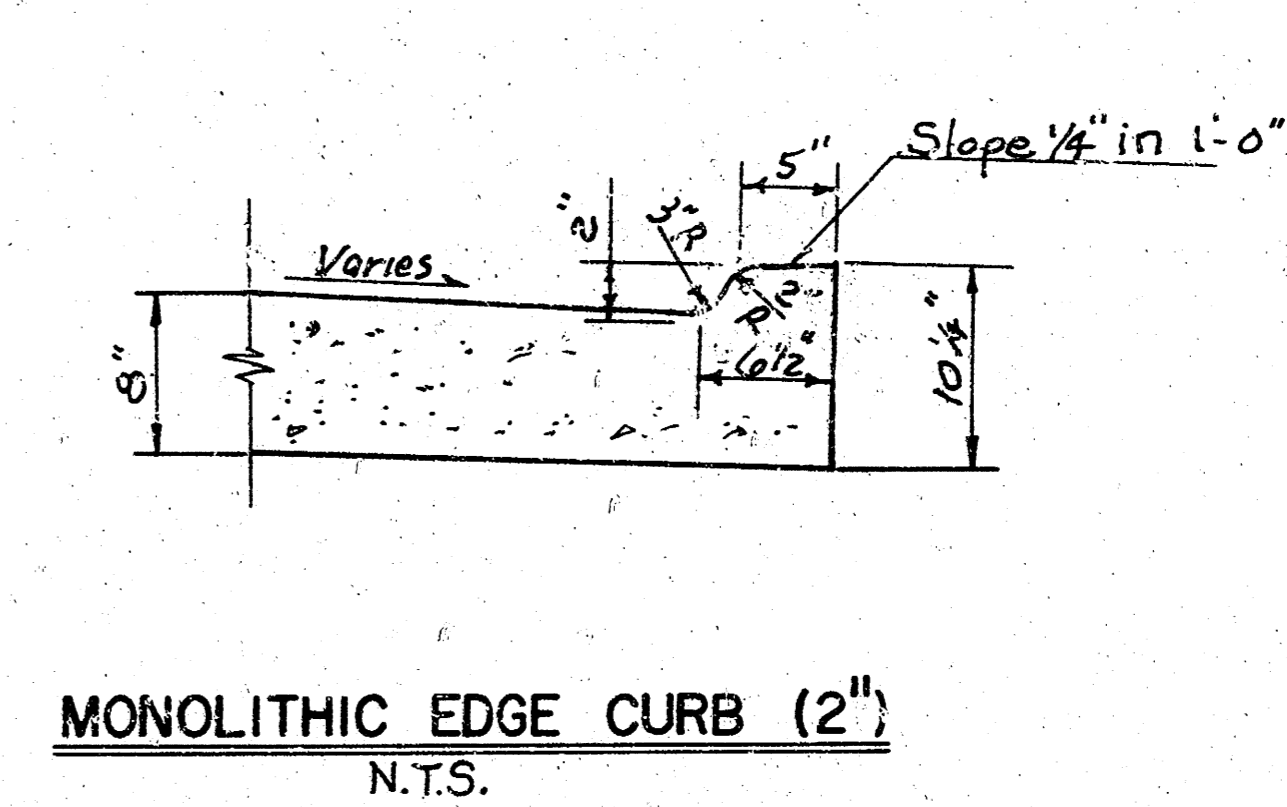
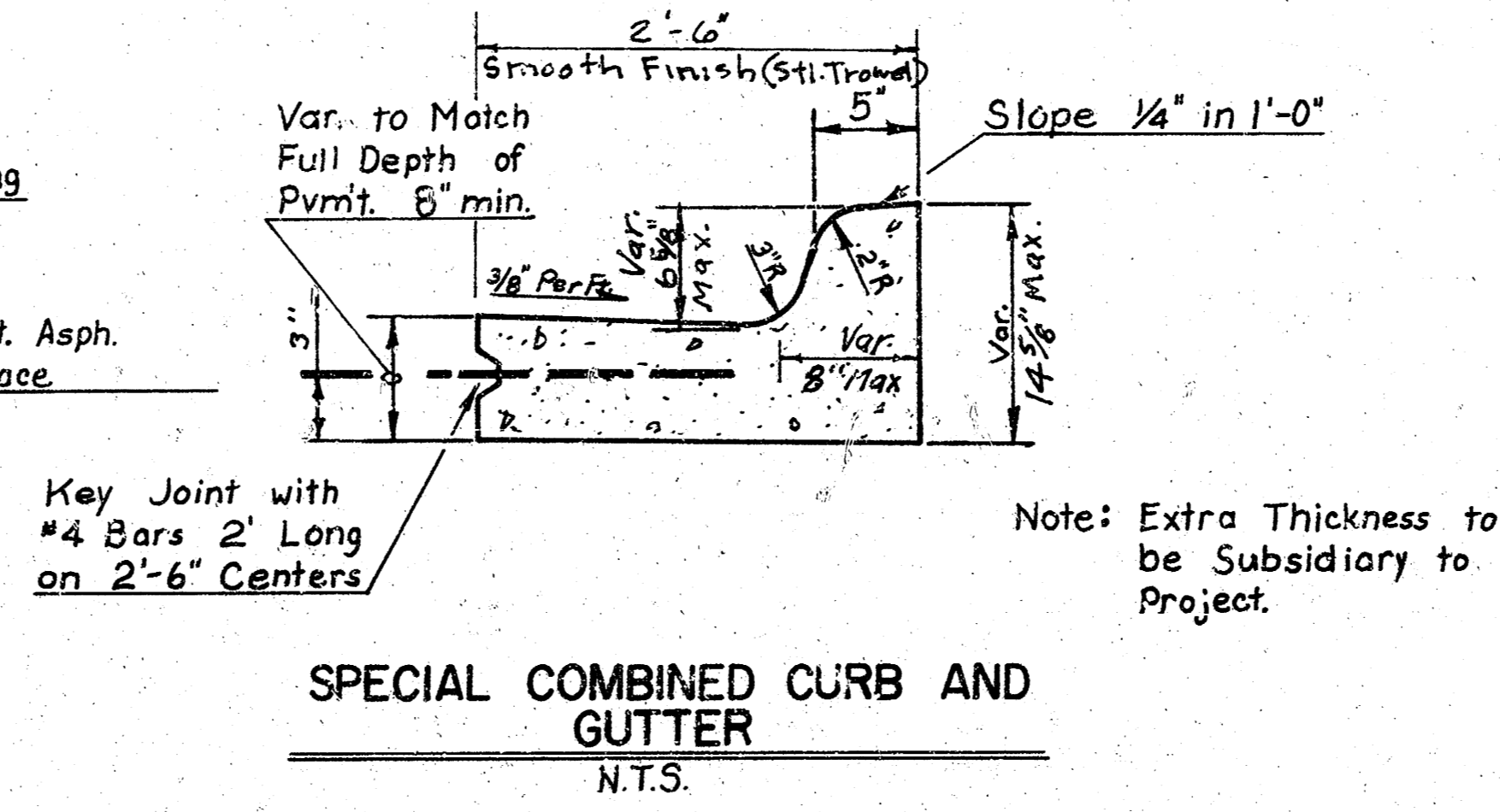
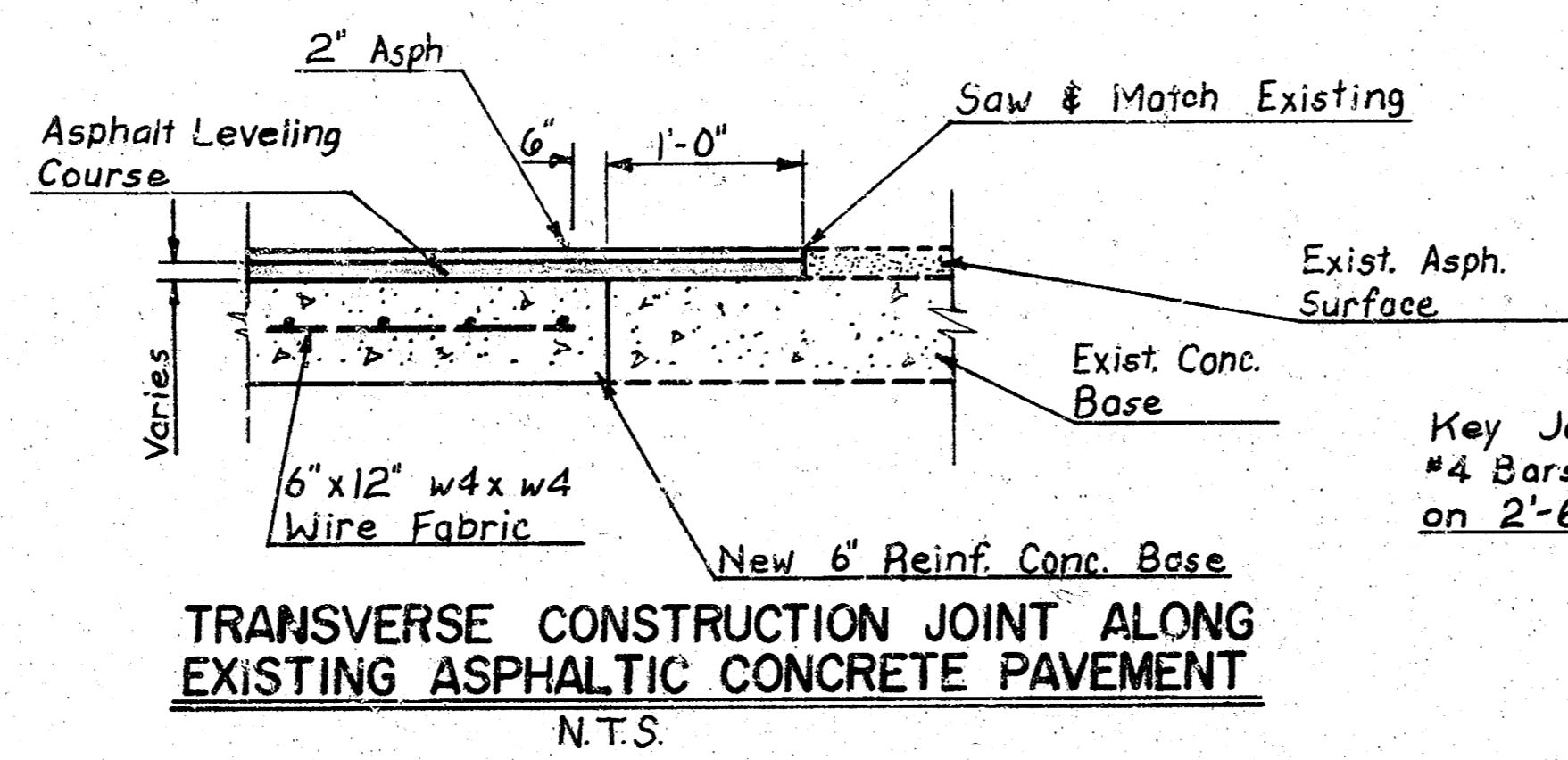
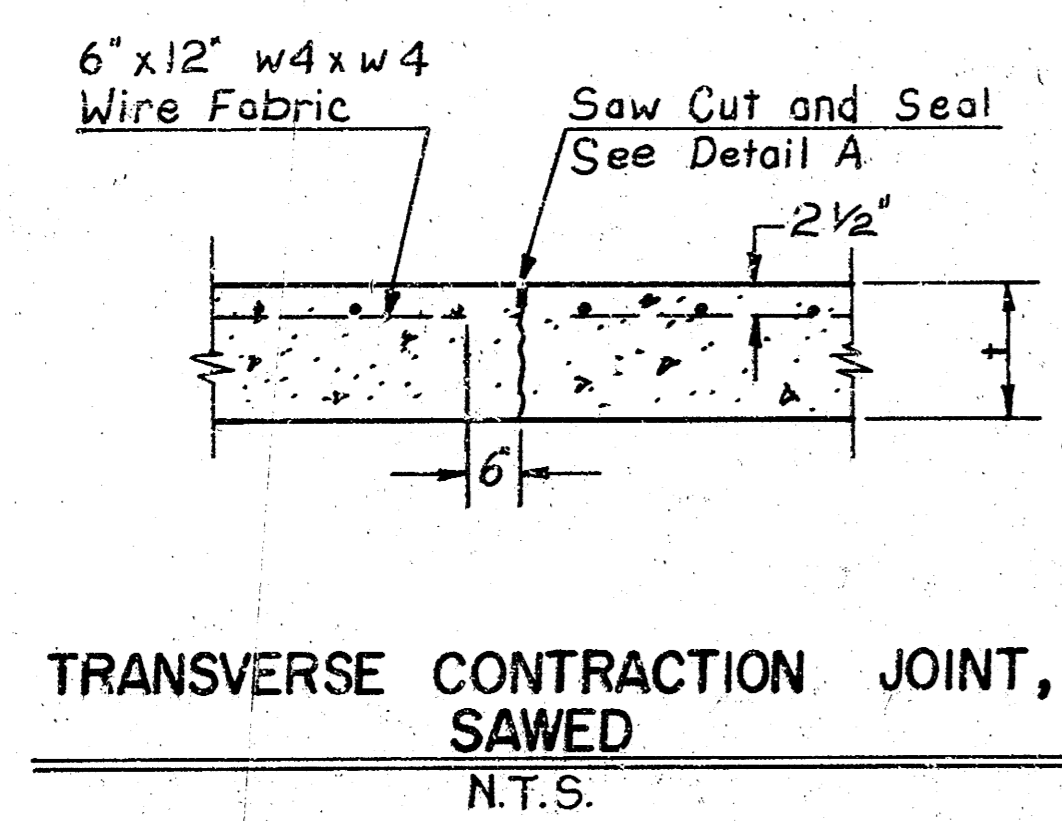
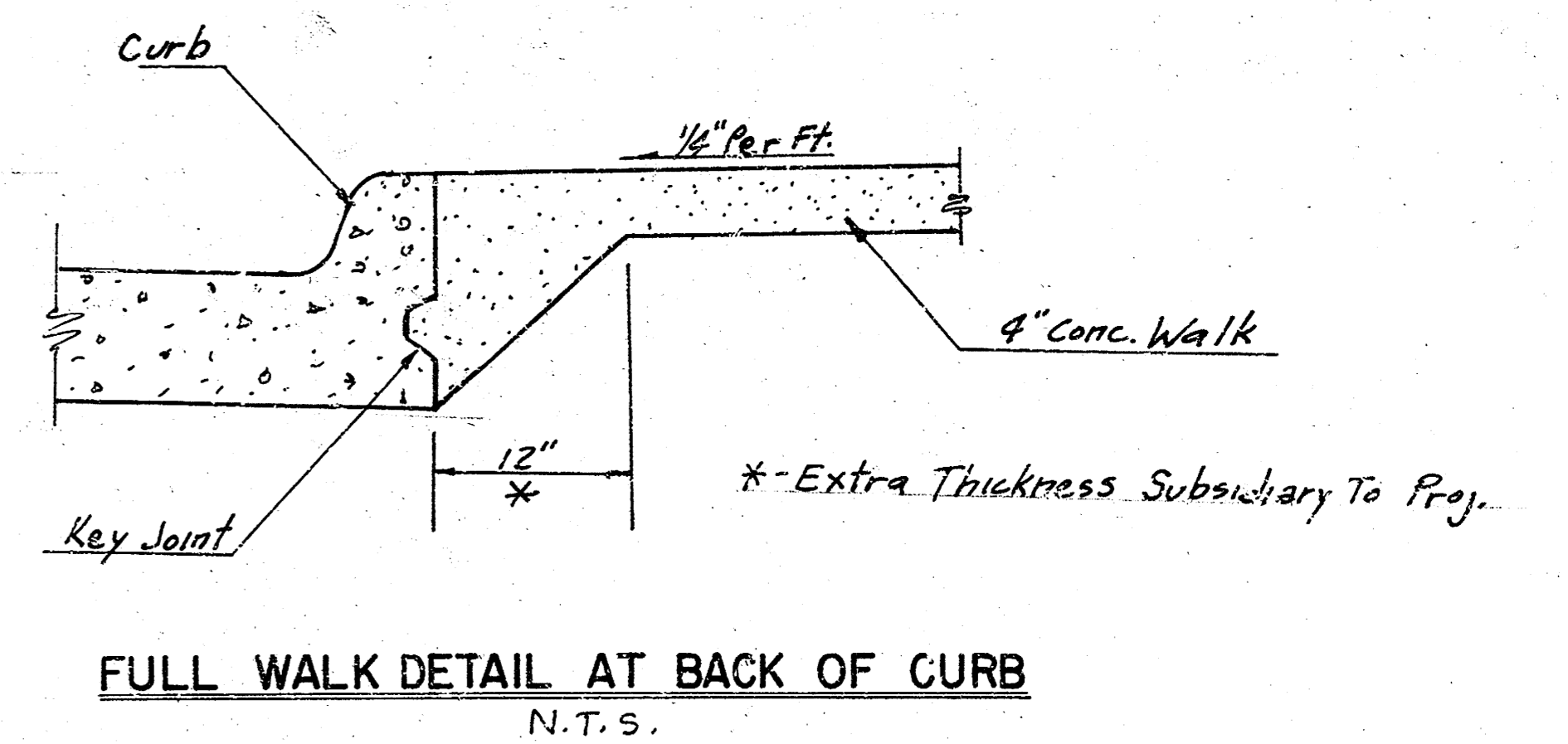
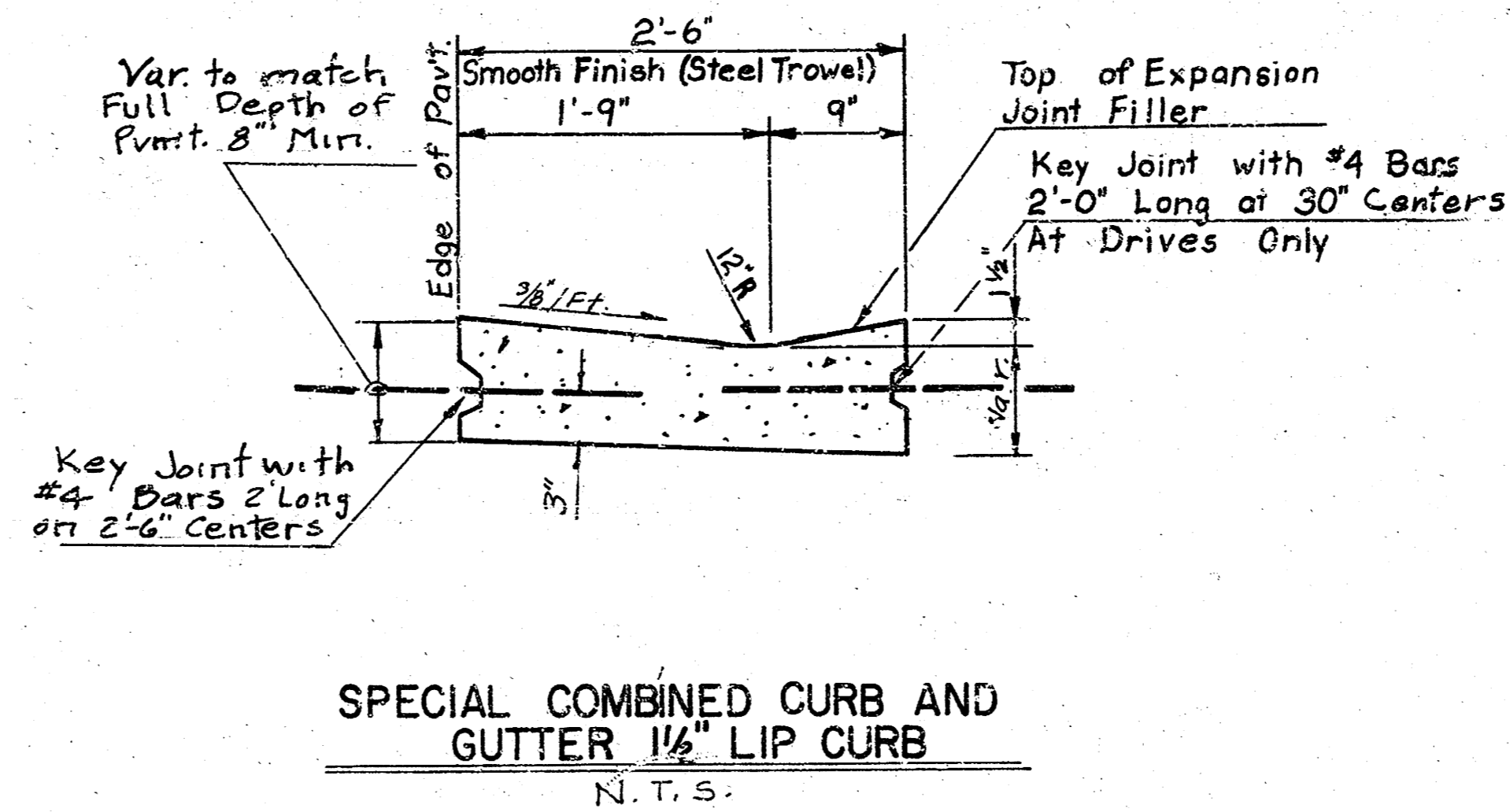
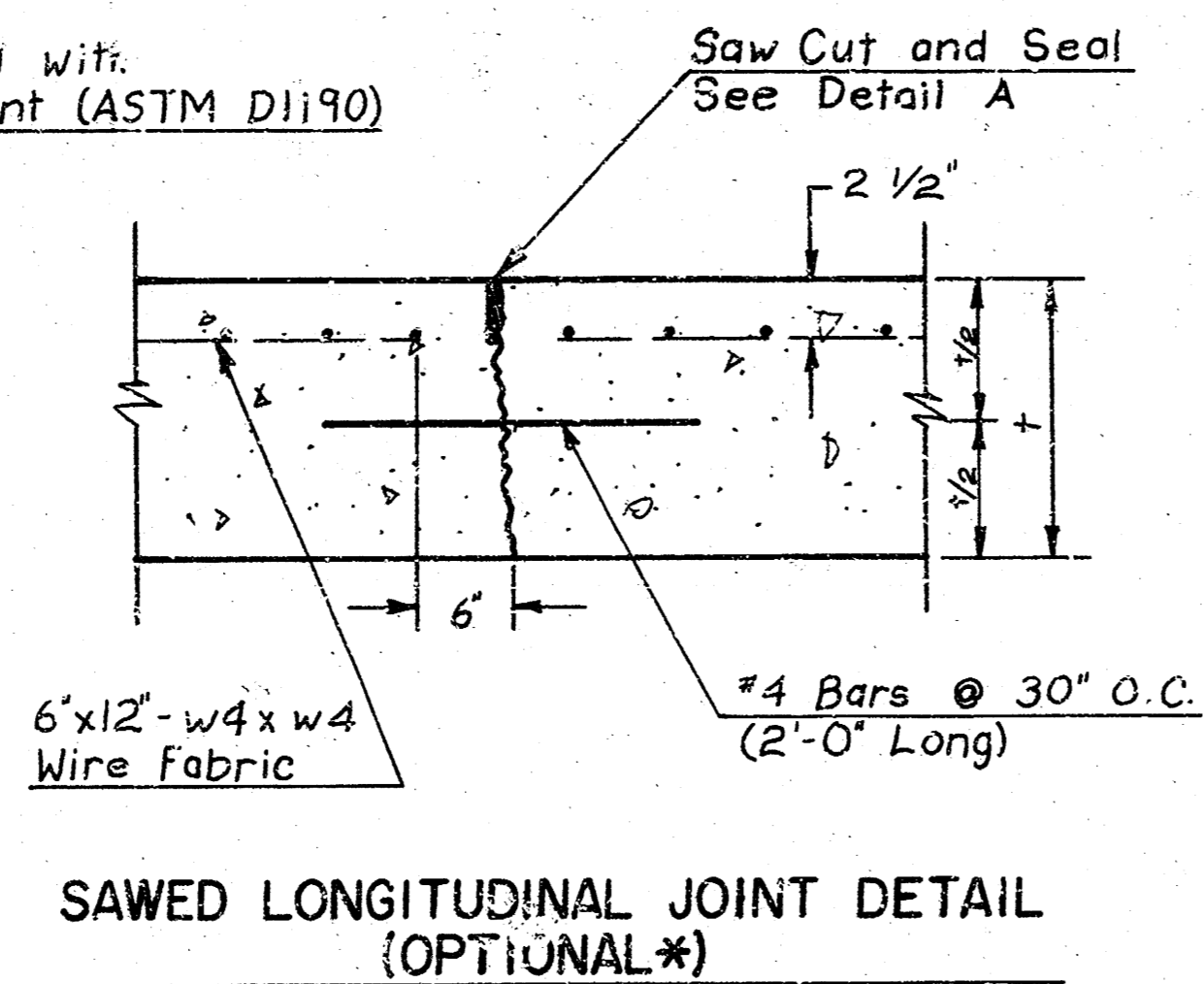
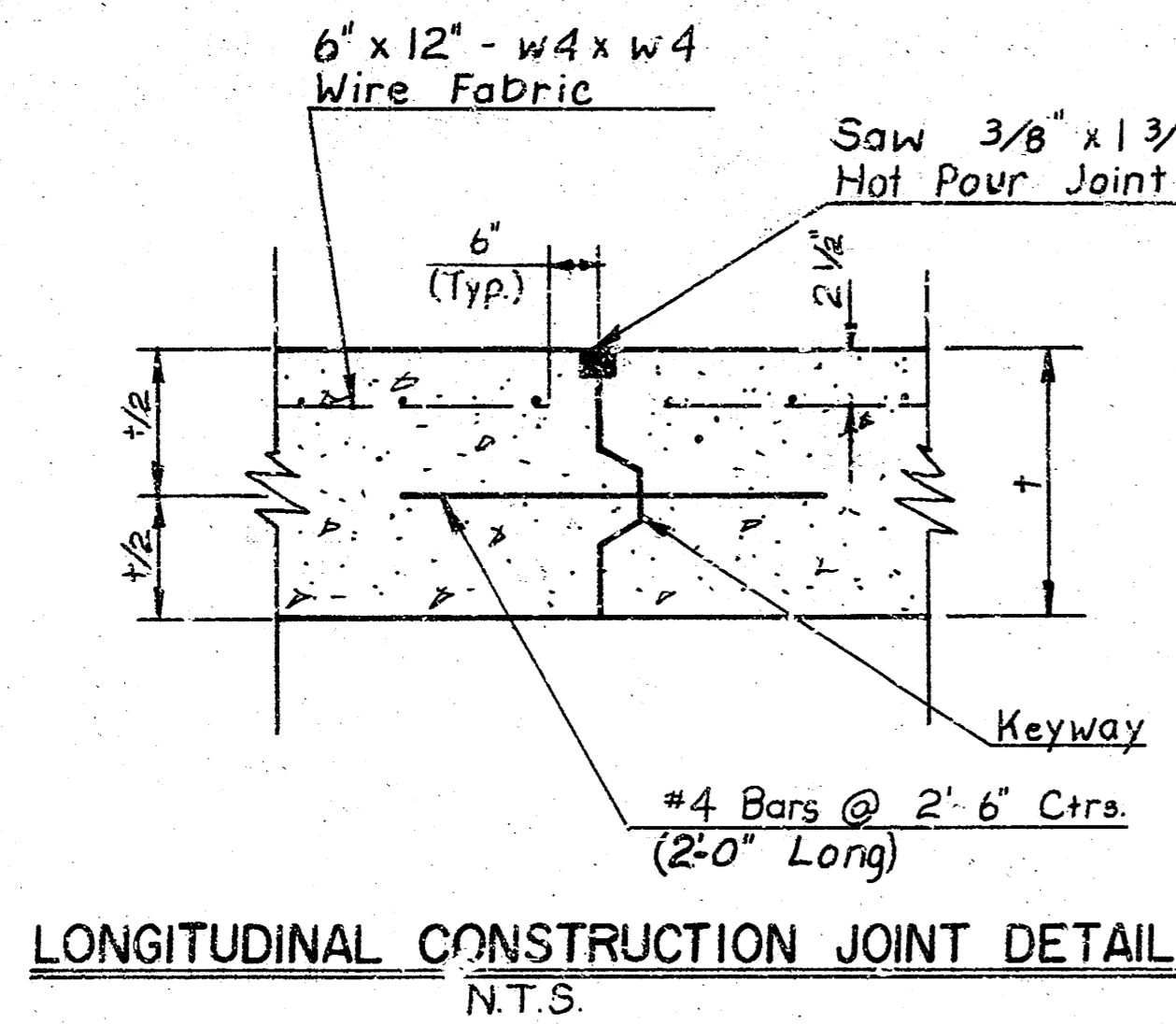
CITY OF WICHITA, KANSAS

PROJECT NO. 472-76-245-81499-000-0001

Revised 4-26-88

**WILSON
& COMPANY**
ENGINEERS
ARCHITECTS

WICHITA - KANSAS



CITY OF WICHITA PROJECT NO. 472-76-245-81499-000-001

WICHITA, KANSAS
RUBBERIZED RAILROAD CROSSING
PAVEMENT DETAILS AND MISCELLANEOUS DETAILS

DESIGN MEK/CDM	DRAWN JMR	DATE: OCT. 1986
		FILE NO. 85-345
		SHEET NO. 2 OF 8
REVISION	DATE	BY

SPECIAL NOTES

RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND PARTS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING RUBBER OR WOOD TIE SHOWN CAP BORDS, AND ANY OTHER INCIDENTAL MATERIALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY THE RUBBERIZED CROSSING MANUFACTURER SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE MATERIAL SUPPLIER.

INTERVENING PIECES OF RUBBER OR WOOD CAP BORDS SHALL NOT BE LESS THAN SIX (6) FEET LONG EXCEPT WHERE NECESSARY TO PROVIDE SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTHS. SHORTER LENGTHS OF UNMATCHED RUBBER OR WOOD CAP BORDS SHALL NOT BE LESS THAN THREE (3) FEET. RUBBER OR WOOD CAPBORDS SHALL BE INSTALLED SUCH THAT WHEN THE ABUTTING PAVEMENT IS CONSTRUCTED, THERE WILL BE SMOOTH VERTICAL SURFACES FORMED AT THE JUNCTION BETWEEN THE PAVEMENT AND THE CAP BORD FOR THE FULL DEPTH OF THE PAVEMENT. RUBBER OR WOOD CAP BORDS SHALL BE INSTALLED IN DIRECT CONTACT WITH THE RAILROAD CROSS TIES. ONE THICKNESS OF TARPAPER SHALL BE INSTALLED BY THE PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN THE PAVEMENT AND THE RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE PAVEMENT AND THE RAILROAD CROSSING MATERIAL.

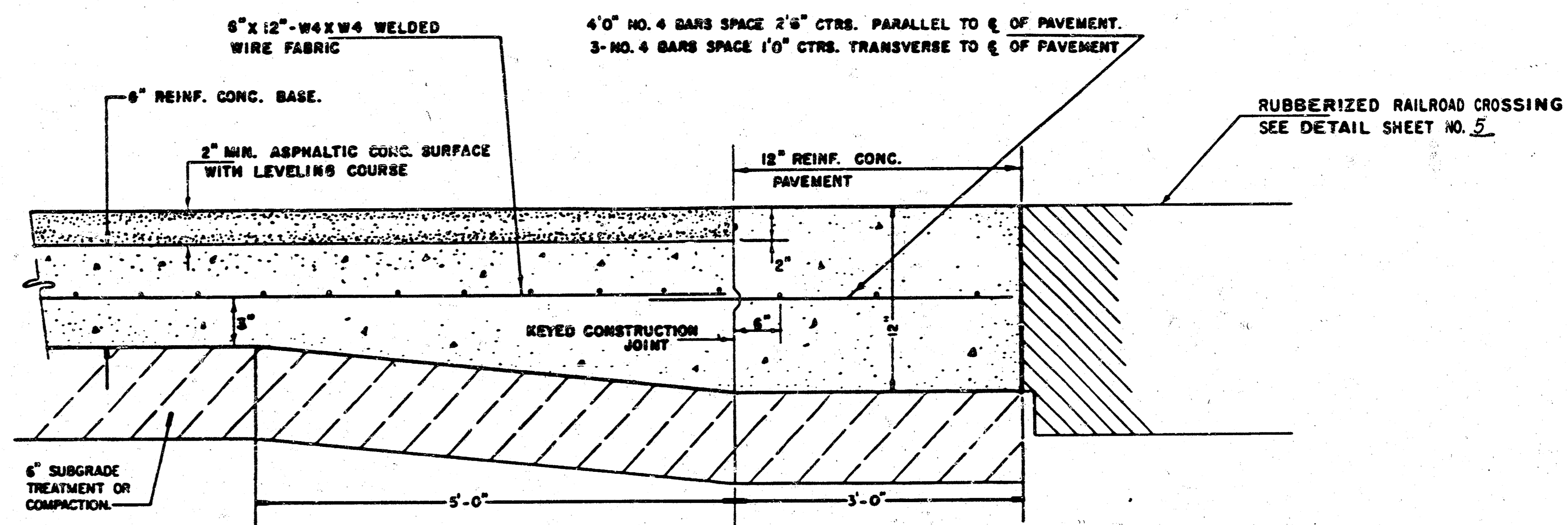
LOCATION OF RUBBER OR WOOD TIE SHOWN CAP BORDS AS SHOWN ON DETAIL DRAWINGS WILL REQUIRE INSTALLATION OF RUBBERED CROSSING OR THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4" - 3" FOR 6" - 6" TIES AND 4" - 6" FOR 8" - 8" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE SHOWN CAP BORDS AS SHOWN ON DETAIL DRAWINGS WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 4" - 3" FOR 6" - 6" TIES AND 4" - 6" FOR 8" - 8" TIES FROM THE CENTERLINE OF THE TRACK.

EXISTING PAVEMENT SHALL BE REMOVED BY THE PAVING CONTRACTOR. PAVEMENT IMMEDIATELY ADJACENT TO AND WITHIN THREE (3) FEET OF THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIAL. PAVING CONTRACTOR SHALL COMPLETE PAVEMENT EXTERIOR AT EACH CROSSING LOCATION WITH THE INVOLVED RAILROAD COMPANY. ALL EXPOSED JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK OR DRIVEWAY SHALL BE KEAT LINES FORMED EITHER BY SAW CUT OR EXISTING JOINT.

LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND EACH SIDE OF THE PAVED MAIN THROTTLE FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY AND SHOULDER CROSSINGS WHERE NECESSARY. THE INVOLVED RAILROAD COMPANIES SHALL ADJUST THEIR BILLS TO REFLECT THE AS SHOWN ON THE PLANS FOR EACH CROSSING LOCATION. VARIATIONS FROM THE TOP OF RAIL ELEVATIONS SHOWN WILL BE PERMITTED ONLY WHEN APPROVED BY THE FIELD ENGINEER FOR ANTICIPATED TRACK SETTLEMENT.

SURFACE OF NEW PAVEMENT AND RUBBERIZED CROSSING MATERIAL SHALL BE SET TO IDENTICAL ELEVATIONS AT THEIR POINT OF JUNCTION ONLY WHEN THE RAILROAD COMPANY USES APPROVED MECHANICAL EQUIPMENT TO COMPACT RAILROAD FILL AND BALLAST SUCH TO PRECLUDE TRACK SETTLEMENT. RAILROAD TRACK AND RUBBERIZED CROSSING MATERIAL ELEVATIONS ON PAVEMENT ELEVATIONS SHALL BE ADJUSTED IN A RANGE OF ONE-FOURTH (1/4) INCH TO ONE (1) INCH TO ALLOW FOR TRACK SETTLEMENT WHEN THE RAILROAD COMPANY USES HAND METHODS FOR COMPACTING OF RAILROAD FILL AND BALLAST OR USE OF OTHER COMPACTOR METHODS WHICH DO NOT PRECLUDE TRACK SETTLEMENT. THE EXACT ELEVATION DIFFERENTIAL BETWEEN CROSSING MATERIAL AND PAVEMENT SHALL BE DETERMINED BY THE RAILROAD BASED ON THEIR EXPERIENCE FOR TRACK SETTLEMENT WITH CONCURRENCE OF THE ENGINEER.

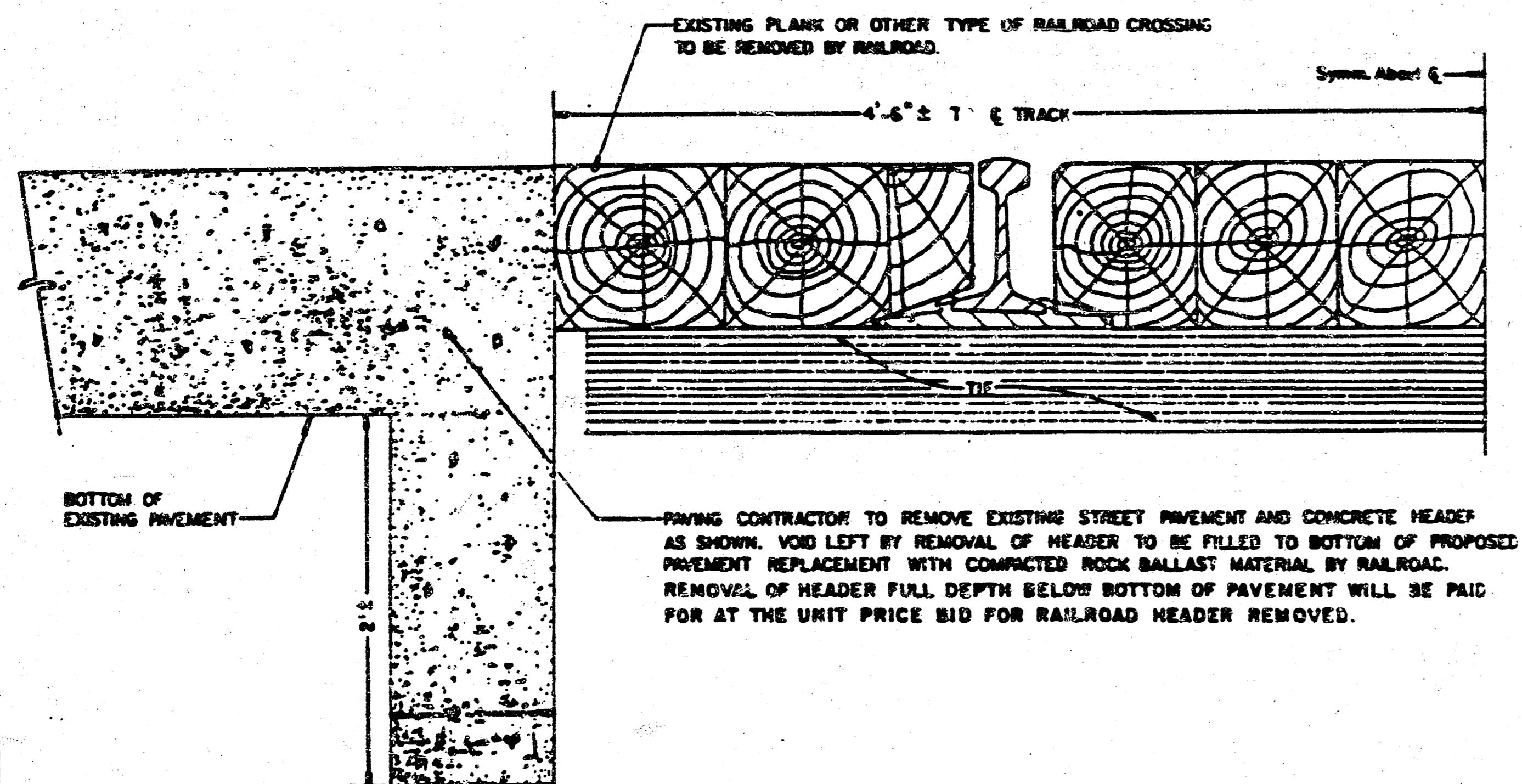
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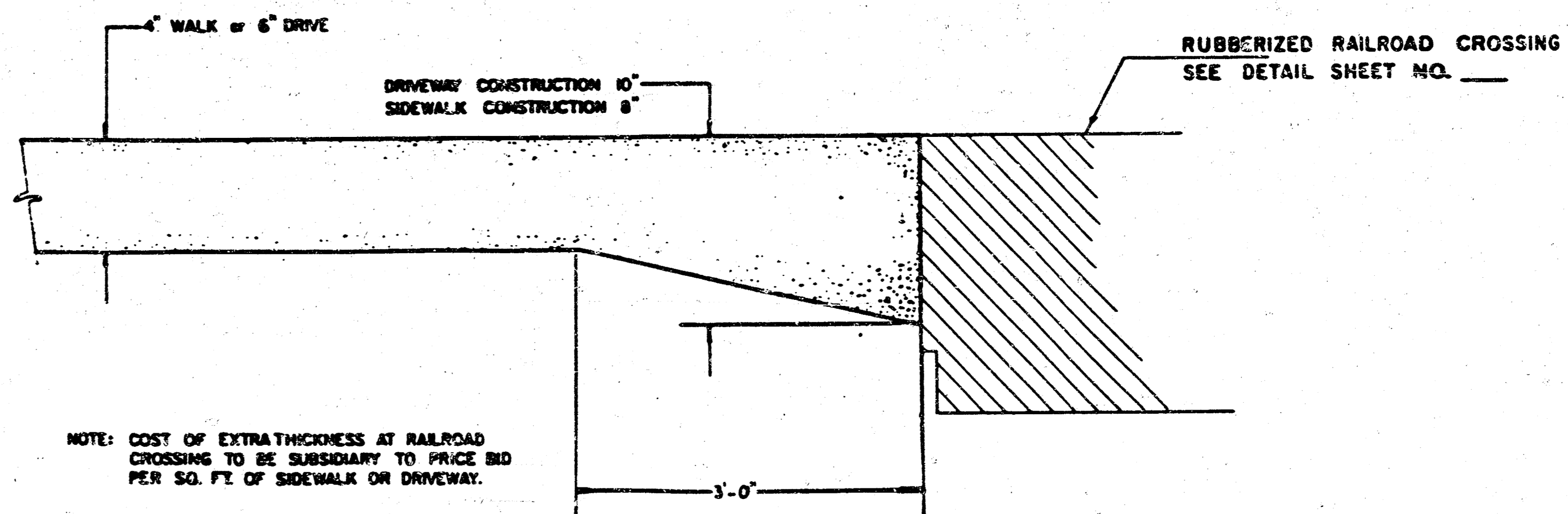
NOTE: COST OF EXTRA CONC. BASE THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING 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 MATING 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)

SPECIAL NOTES

RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING RUBBER OR WOOD TIE SHIM CAP BOARDS, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY THE RUBBERIZED CROSSING MANUFACTURER SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE MATERIAL SUPPLIER.

INDIVIDUAL PIECES OF RUBBER OR WOOD CAP BOARDS SHALL NOT BE LESS THAN SIX (6) FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL RUBBER OR WOOD CAP BOARDS PIECES SHALL NOT BE LESS THAN THREE (3) FEET. RUBBER OR WOOD CAPBOARDS SHALL BE INSTALLED SUCH THAT UPON THE ADJUTING PAVEMENT IS CONSTRUCTED, THERE WILL BE SMOOTH VERTICAL SURFACES FORMED AT THE JUNCTURE BETWEEN THE PAVEMENT AND THE CAP BOARD FOR THE FULL DEPTH OF THE PAVEMENT THROUGHOUT AND THROUGHOUT SHALL BE DIRECT CONTACT WITH THE RAILROAD CROSS TIES. THE THICKNESS OF THINNER SHALL BE INSTALLED BY THE PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN THE PAVEMENT AND THE RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE PAVEMENT AND THE RAILROAD CROSSING MATERIAL.

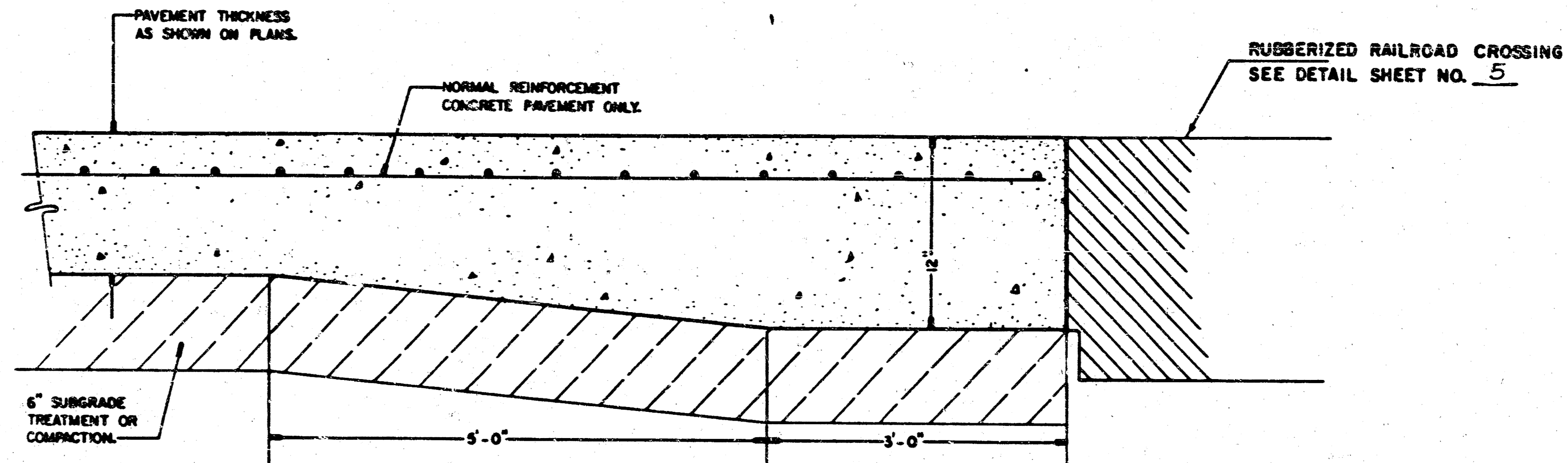
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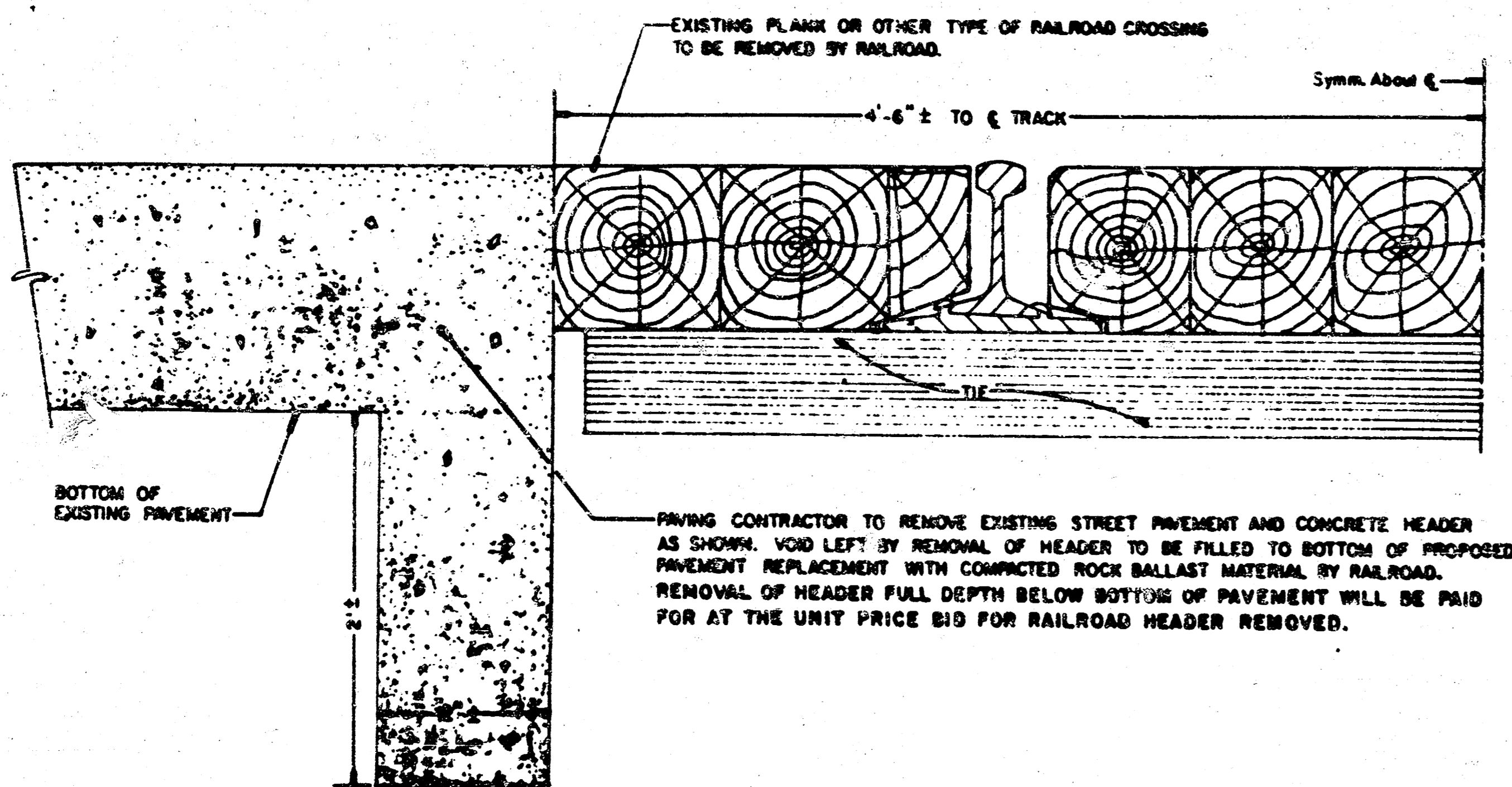
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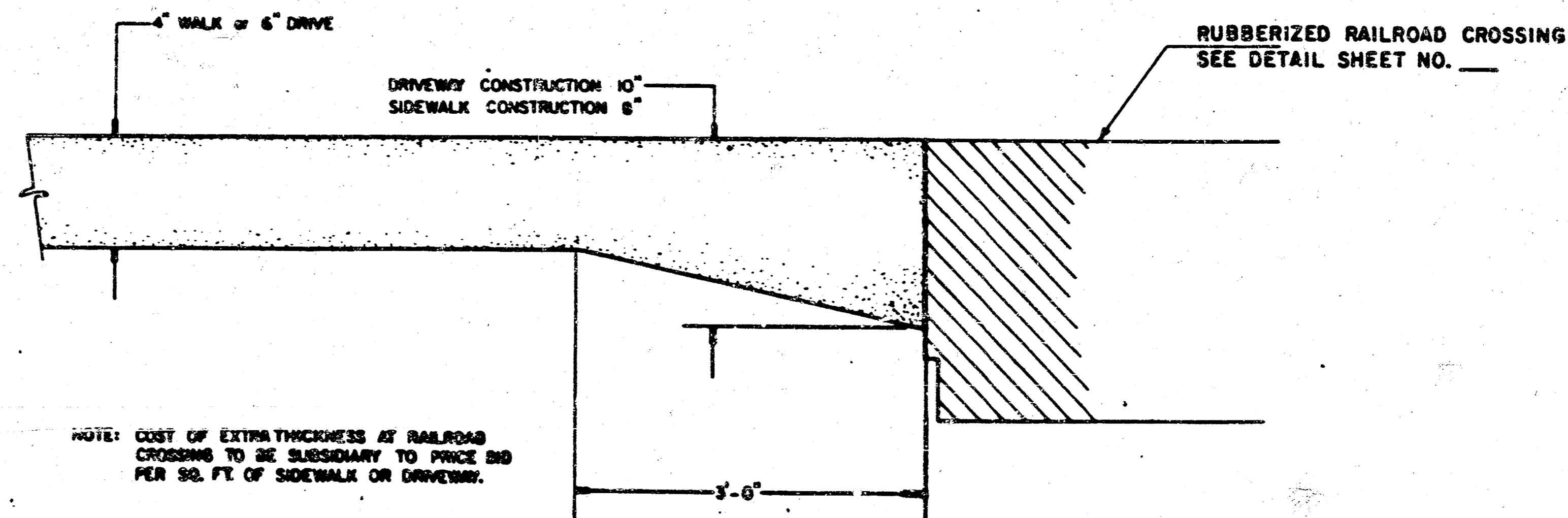
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CROSS-SECTION DETAIL
NEW PAVEMENT CONSTRUCTION
ABUTTING RUBBERIZED RAILROAD CROSSING
NO SCALE



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

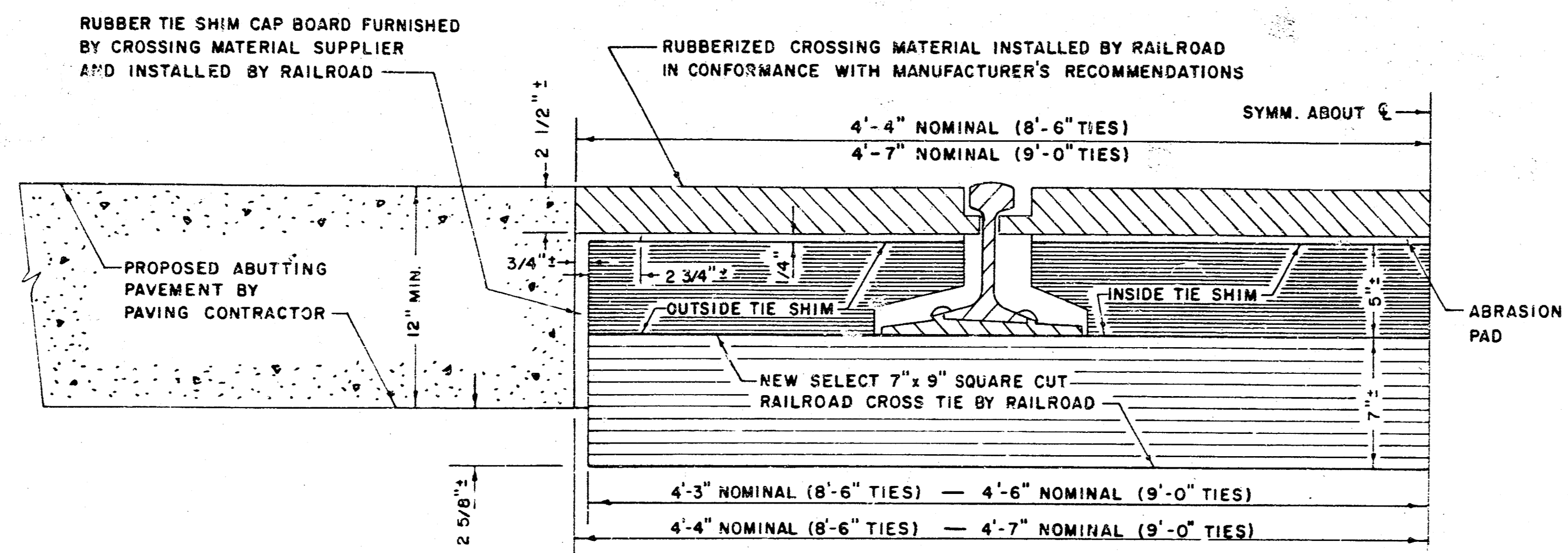


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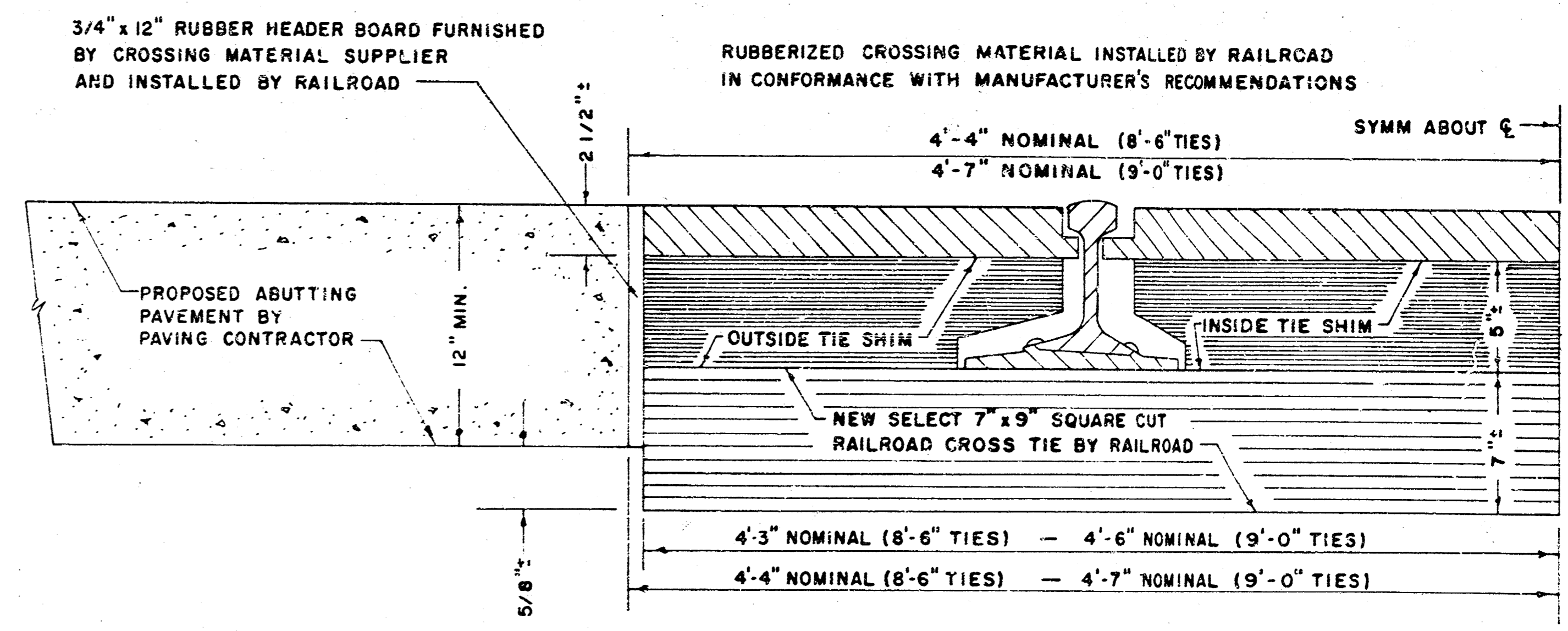
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CROSS-SECTION DETAIL
NEW SIDEWALK AND DRIVEWAY CONSTRUCTION
ABUTTING RUBBERIZED RAILROAD CROSSING
NO SCALE

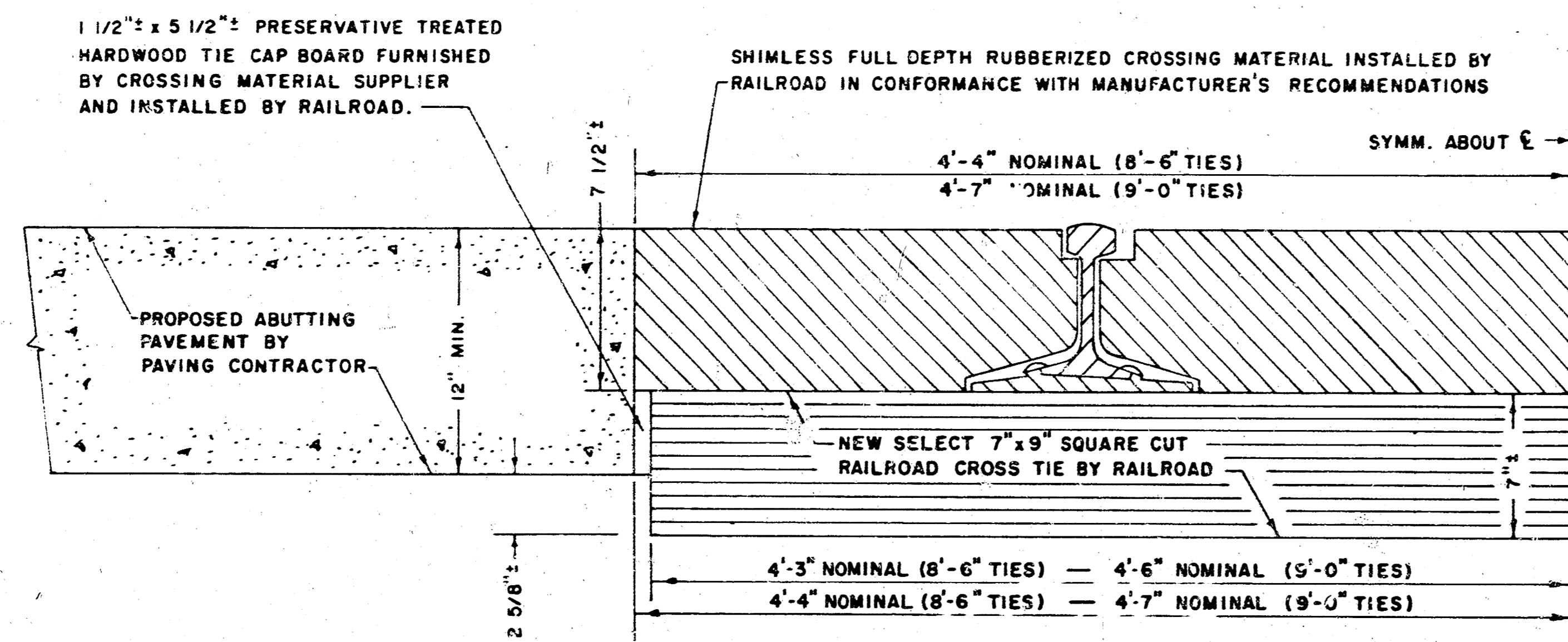
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STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH
RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE
ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED
8" REINFORCED CONCRETE PAVEMENT
4 OF 8



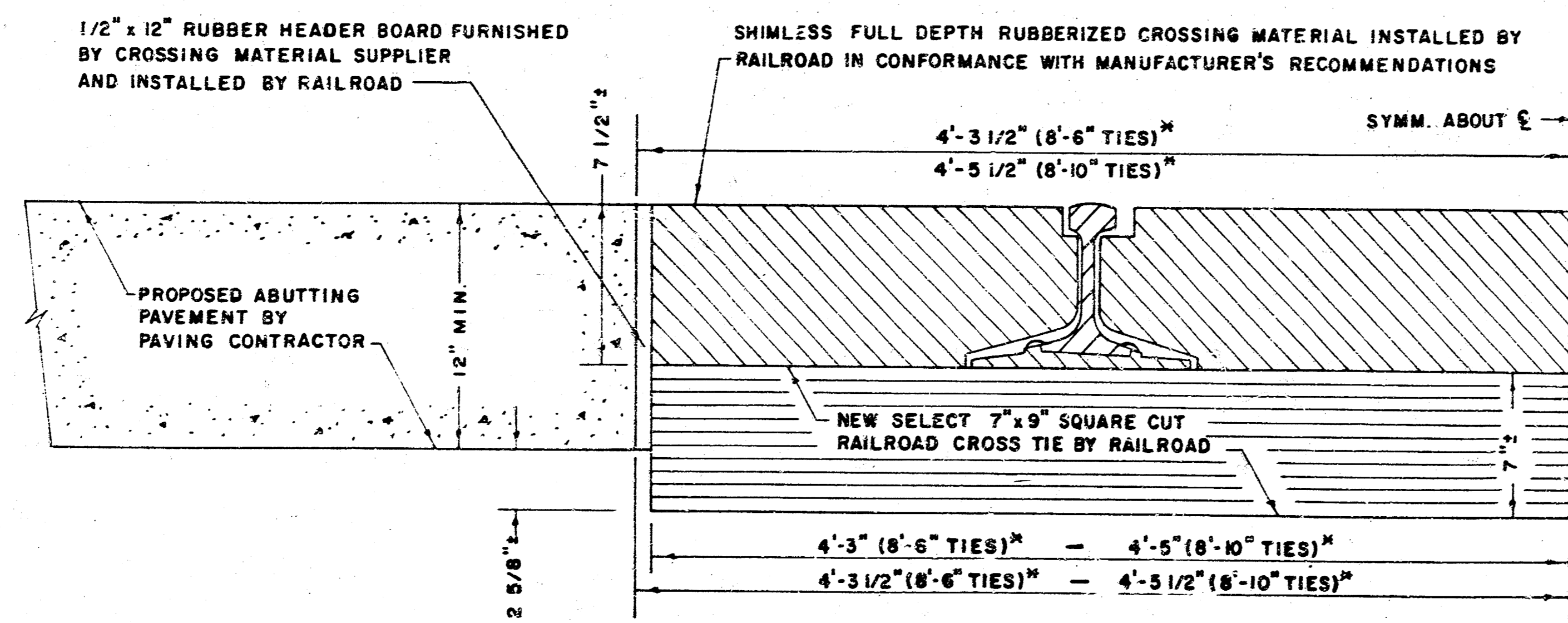
CROSS-SECTION DETAIL
RUBBER PADS WITH WOOD TIE SHIMS
NO SCALE



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



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



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

CROSS-SECTION DETAIL
FULL DEPTH RUBBER PADS
NO SCALE

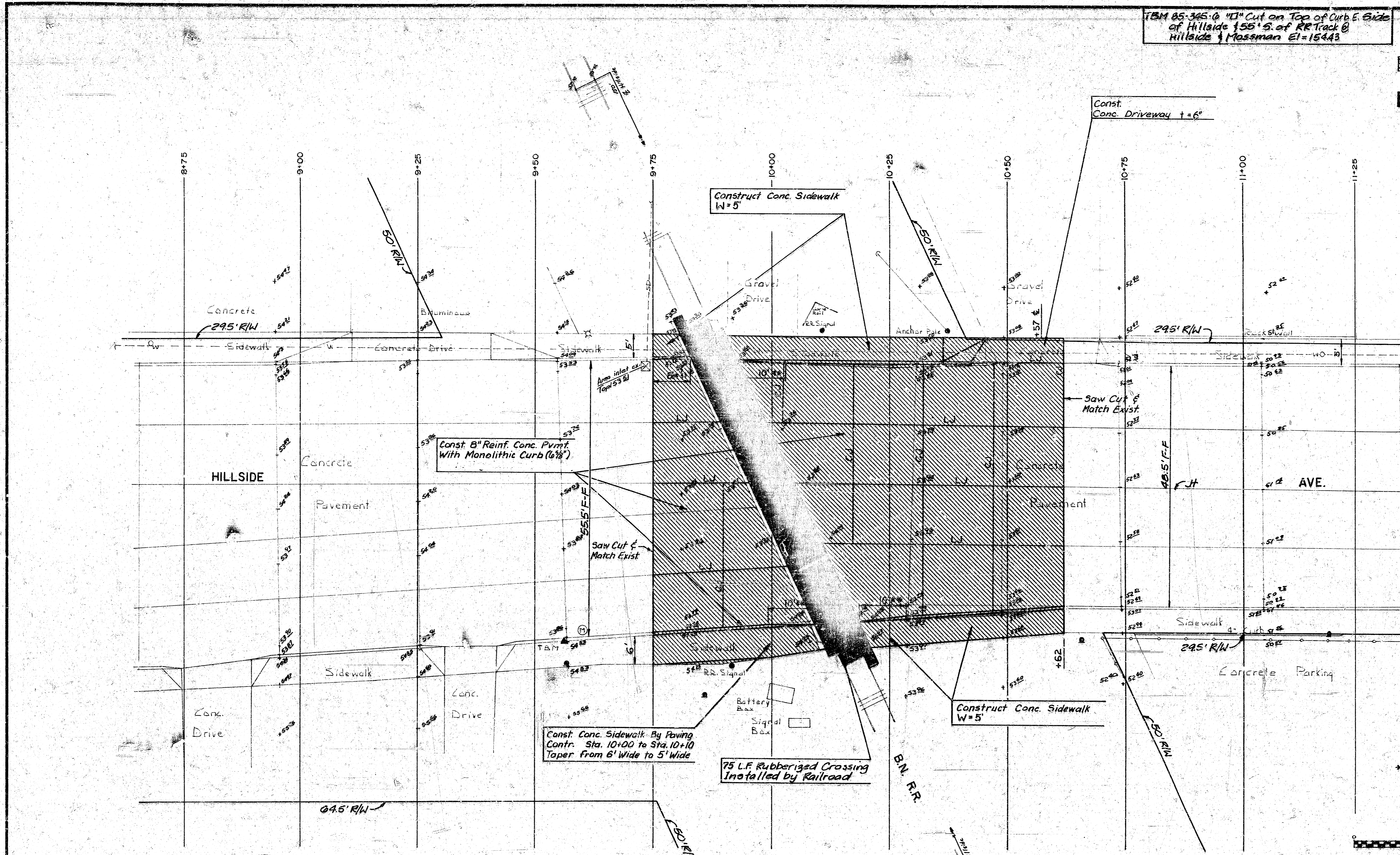
NOTE: SEE SPECIAL NOTES ON PAVING MODIFICATION OR PAVING APPROACH DETAIL SHEET FOR ADDITIONAL APPLICABLE REQUIREMENTS PERTAINING TO WORK SHOWN ON THIS SHEET.

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

TBM 85-345-0 41" Cut on Top of Curb E. Side of Hillside 150' S. of RR Track @ Hillside & Mossman El=154.45

SYMBOL	DESCRIPTION
	REMOVE EXISTING CONCRETE PAVT. CURB AND GUTTER, SIDEWALK AND BITUMINOUS PAVT. AND REPLACE AS SHOWN. (BY PAVING CONTRACTOR)
	RUBBERIZED CROSSING MATERIAL (INSTALLED BY RAILROAD)

NOTE:
Sidewalks are to be removed to the nearest Existing 1/2 in.
* Transition Curb from full Height to No Curb in Length Indicated.



PROPOSED ELEVATIONS
(R) - Edge of Rubber (CL) - Centerline
(M) - Match Existing (FL) - Flowline
(H.E.) - High Edge

STATION	WEST EDGE PAVEMENT (FL)	CL	EAST EDGE PAVEMENT (FL)
9+75	153.53 (M)*	153.34 (M)*	153.96 (M)*
9+80	153.57*	153.93*	153.98*
9+83	153.60(R)	---	---
9+85	---	153.91*	154.00*
9+90	---	153.88*	154.01*
9+95	153.60(R)	---	---
9+95.5	153.59	153.85(R)	154.03*
10+00	153.57	---	154.05
10+05	153.55	---	154.08
10+05.5	---	153.85(R)	---
10+05	---	---	154.10(R)
10+10	153.53	153.84	---
10+15	153.51	153.83	---
10+19.5	---	---	154.10(R)
10+20	153.48	153.82	154.09
10+25	153.46	153.81	154.05
10+30	153.41	153.79	154.01*
10+35	153.33	153.76	153.90
10+40	153.23	153.69	153.81*
10+45	153.10	153.60	153.57*
10+50	152.95	153.48	153.38*
10+55	152.78*	153.34	153.20*
10+60	152.59*	153.17	---
10+62	152.52 (M)*	153.08 (M)	153.11 (M)*

* REVISED 4-26-88

SCALE IN FEET
CITY OF WICHITA PROJECT NO. 472-76-215-81495-000-001

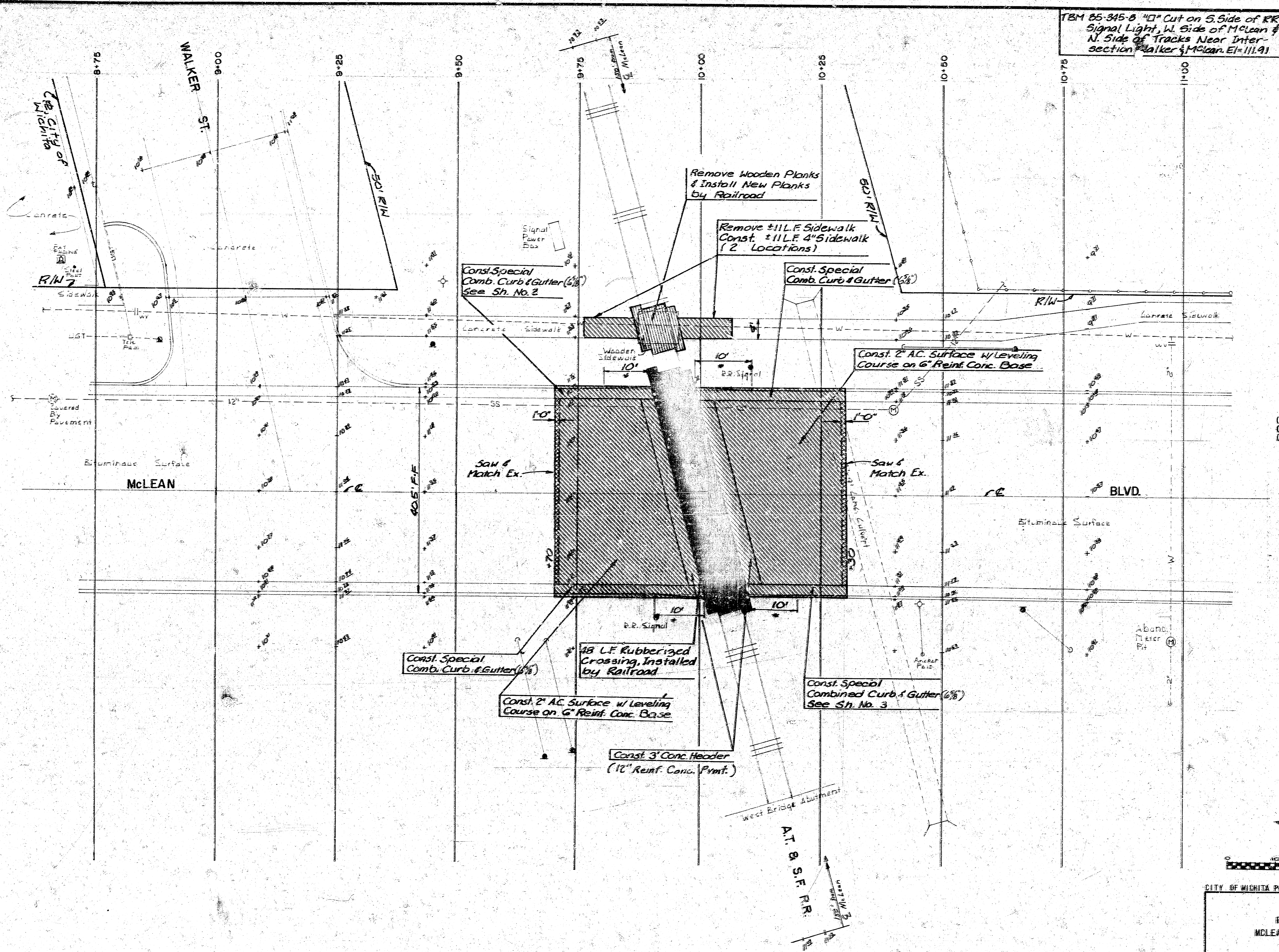
HILLSIDE AT MOSSMAN (SITE NO. 5)

NEW TOP OF RAIL ELEVATIONS	
	Track 1
W. Curb Line	153.60
E. Curb Line	154.10

REVISION	DATE	BY

WICHITA, KANSAS
RUBBERIZED RAILROAD CROSSING
HILLSIDE AT MOSSMAN (SITE NO. 1)
PAVING PLAN

DESIGN JMO	DRAWN TWS/MSK	DATE: FEB. 1988
WILSON & COMPANY ENGINEERS & ARCHITECTS WICHITA - KANSAS		FILE NO. 85-345
		SHEET NO. 6 OF 8



TBM 85-345-B "10" Cut on S. Side of RR Signal Light, W. Side of McLean & N. Side of Tracks Near Intersection Walker & McLean. E.I. 111.91

LEGEND

SYMBOL	DESCRIPTION
[Hatched pattern]	REMOVE EXISTING CONCRETE PAVT., CURB AND GUTTER, SIDEWALK AND BITUMINOUS PMT. AND REPLACE AS SHOWN. (BY PAVING CONTRACTOR)
[Solid black]	RUBBERIZED CROSSING MATERIAL (INSTALLED BY RAILROAD)
[Cross-hatched]	REMOVE ASPH. SURFACE

Note: Sidewalks are to be removed to the nearest existing joint.

* Transition curb from full height to no curb in 10'

PROPOSED ELEVATIONS

(R) - Edge of Rubber (CL) - Centerline
 (M) - Match Existing (FL) - Flowline
 (H.E.) - High Edge

STATION	WEST EDGE PAVEMENT (H.E.)	CL	EAST EDGE PAVEMENT (H.E.)
9+70	111.17+(M)	111.58+(M)	111.44+(M)
9+75	111.29	111.57	111.46
9+80	111.41	111.56	111.48
9+85	111.45	111.55	111.50
9+90	111.49(R)	111.53	111.52
9+95	111.52(R)	111.53	111.53
9+99	111.4(R)	111.52	111.54
10+01	111.47	111.55(R)	111.55(R)
10+05	111.45	111.52(R)	111.52
10+10	111.40	111.52	111.55(R)
10+15	111.36	111.52	111.50
10+20	111.30	111.52	111.46
10+25	111.25	111.52	111.41
10+30	111.20+(M)	111.53+(M)	111.36+(M)

McLEAN, NORTH OF WALKER (SITE NO. 2)

NEW TOP OF RAIL ELEVATIONS

	Track 1
W. Curb Line	111.49
E. Curb Line	111.55

CITY OF WICHITA PROJECT NO. 472-76-245-81899-000-001
 WICHITA, KANSAS
 RUBBERIZED RAILROAD CROSSING
 McLEAN, NORTH OF WALKER (SITE NO. 2)
 PAVING PLAN

DESIGN	DRAWN	DATE
	MEK/DMR	FEB. 1986
WILSON & COMPANY ENGINEERS & ARCHITECTS WICHITA - KANSAS		FILE NO. BS-345 SHEET NO. 7 OF 2
REVISION	DATE	BY

2-11-86

