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 SENECA AT WALKER

~~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. 472-76-245-81268-000-000-001

APRIL, 1989

INDEX NO. 603209

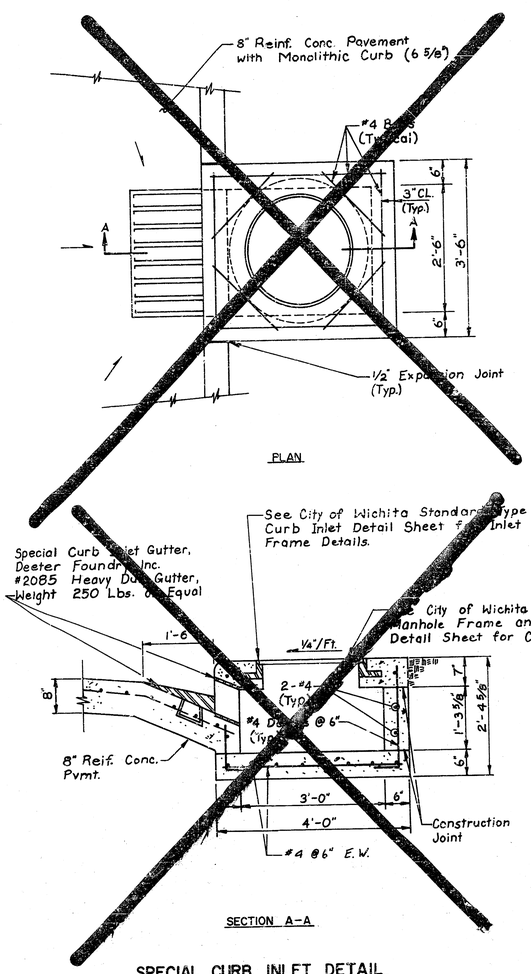
INDEX

1983 C.I.P. PHASE II

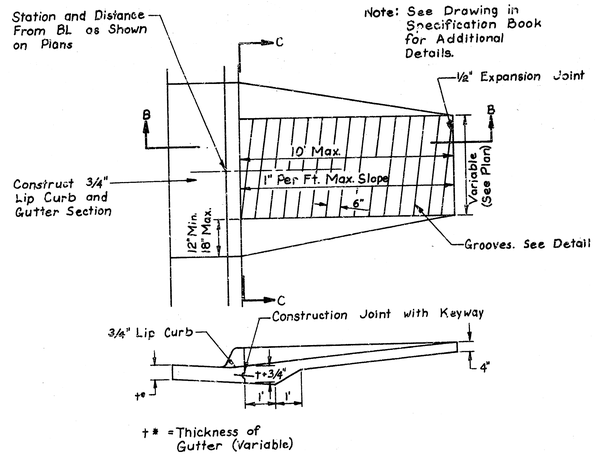
APRIL 1989

KANSAS STATE RECEIVED 6728

WICHITA, KANSAS

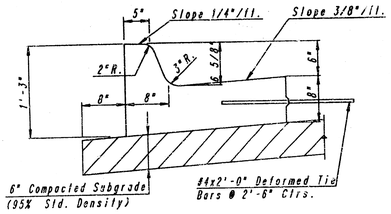


SPECIAL CURB INLET DETAIL
Scale: 3/4" = 1'-0"

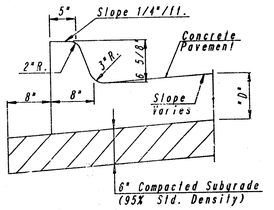


Note: This detail shows a typical installation. Some installations are non-typical (see plans). The cost of all work shall be included in the unit price bid for wheelchair ramp. Price shall include costs of compaction of subgrade and necessary area grading.

WHEELCHAIR RAMP DETAIL
N.T.S.



COMBINED CURB & GUTTER (6 5/8")



MONOLITHIC EDGE CURB (6 5/8")

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 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. 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.

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.

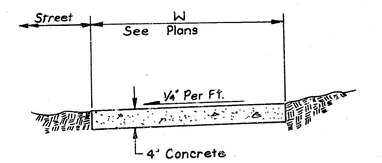
9. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER AT THE PRICE BID FOR SAID ADJUSTMENTS. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS 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.

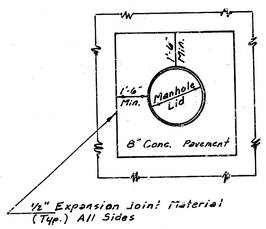
11. REPLACE ALL EXISTING ASPHALT FILLED MANHOLE LIDS IN AREAS TO BE PAVED WITH THE STANDARD CITY OF WICHITA MANHOLE FRAME AND COVER.

12. THE 6" SUBGRADE IMMEDIATELY UNDER NEW PAVEMENT OR COMBINED CURB AND GUTTER SHALL BE COMPACTED TO 95% STANDARD DENSITY. TO BE PAID AS CU. YD. OF "COMPACTED FILL (95% STD. DENSITY)."

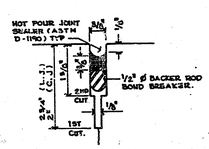
13. ALL GRASSED AREAS DISTURBED BY PROPOSED CONSTRUCTION SHALL BE FERTILIZED AND RESEEDED WITH GRASS SEED. GRASS SEED SHALL BE REBEL II FESCUE PLANTED AT A RATE OF 10 LBS. PER 1,000 SQ.FT. FERTILIZING AND SEEDING WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER PAY ITEMS OF WORK IN THE CONTRACT.



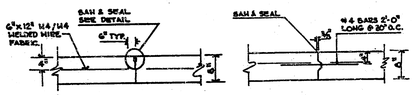
STANDARD SIDEWALK DETAIL
N.T.S.



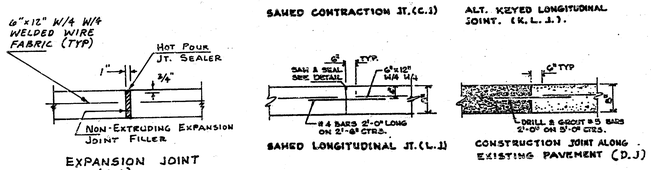
TYPICAL MANHOLE BLOCKOUT
(CONC. PAVEMENT)



DETAIL: SAW JOINTS



SAWED CONTRACTION JT.(C.J.) ALT. KEYED LONGITUDINAL JOINT. (K.L.J.).



EXPANSION JOINT (E.J.)

SAWED LONGITUDINAL JT.(L.J.)

CONSTRUCTION JOINT ALONG EXISTING PAVEMENT (D.J)

PAVEMENT JOINT DETAILS

NOTE: Conc. Pavement and Base to be reinforced with 6"x12" W4xW4 Welded Wire Fabric. The Fabric shall be placed such that the Wire on 6" spacing shall be parallel with the Longitudinal Joints.

REVISION	DATE	BY

DESIGN	DRAWN
MEK/CDM	JMR

CITY OF WICHITA PROJECT NO. 472-76-245-81268-000-000-001

WICHITA, KANSAS
RUBBERIZED RAILROAD CROSSING
GENERAL NOTES AND MISCELLANEOUS DETAILS

WICHITA - KANSAS

DATE: OCT. 1986
FILE NO. 85-345
SHEET NO. 2 OF 10

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 BOARD, 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 BOARD PIECES SHALL NOT BE LESS THAN THREE (3) FEET. RUBBER OR WOOD CAPBOARDS SHALL BE INSTALLED SUCH THAT WHEN THE ABUTTING 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 WITHOUT ANY PAVEMENT COMING INTO 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.

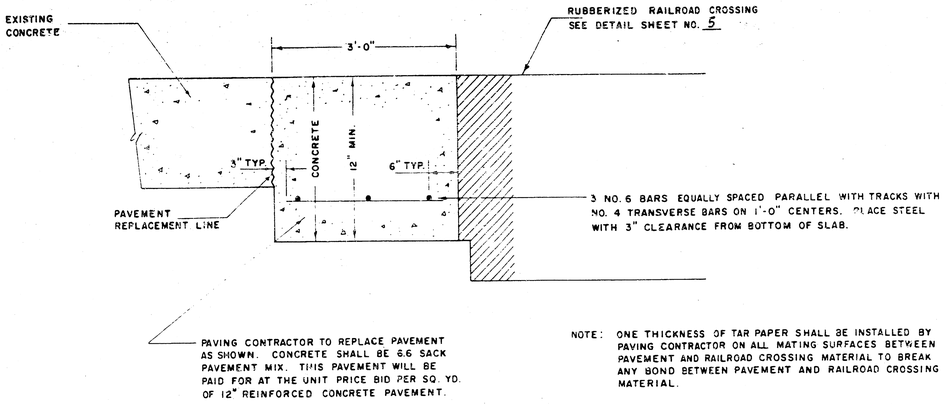
LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4' -3" FOR 8' - 6" TIES AND 4' - 6" FOR 9' - 0" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS 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 8' - 6" TIES AND 4' - 6" FOR 9' - 0" 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 MATERIALS. PAVING CONTRACTOR SHALL COORDINATE THE PAVEMENT REMOVAL AT EACH CROSSING LOCATION WITH THE INVOLVED RAILROAD COMPANY. ALL EXPOSED JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK OR DRIVES SHALL BE TO NEAT 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 BOTH SIDES OF THE PAVED MAIN TRAFFICWAY 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 RAILS TO ELEVATIONS 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 JUNCTURE 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 OR 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 COMPACTION OF RAILROAD FILL AND BALLAST OR USE OF OTHER COMPACTION METHODS WHICH MAY 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 BY THE ENGINEER.

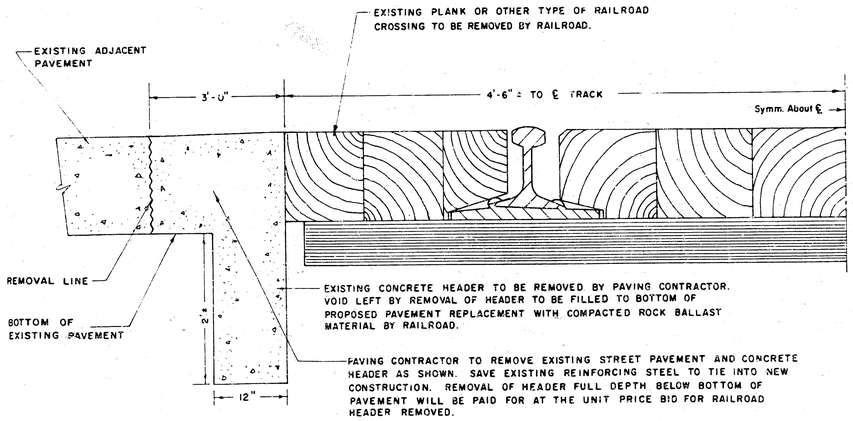
INDIVIDUAL SECTIONS OF THE RUBBERIZED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE RUBBERIZED CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.



CROSS-SECTION DETAIL

EXISTING CONCRETE PAVEMENT ABUTTING
RUBBERIZED RAILROAD CROSSING

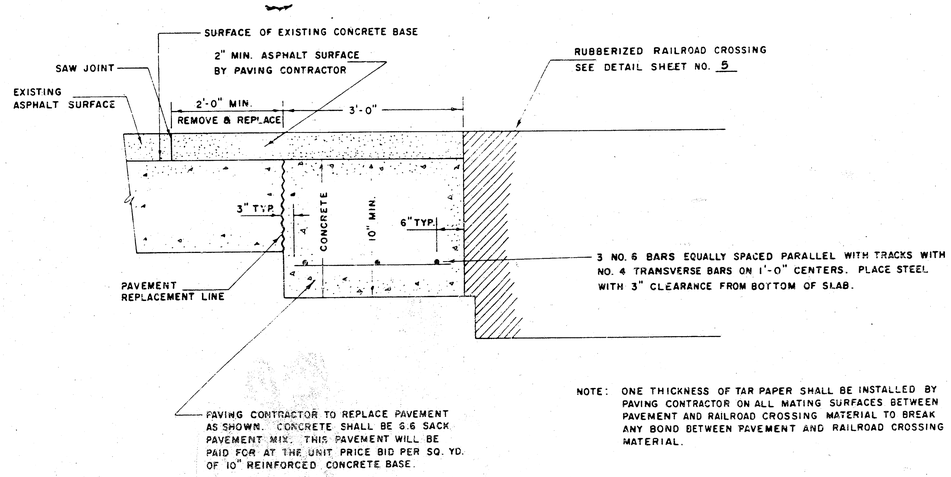
NO SCALE



CROSS-SECTION DETAIL

PAVEMENT REMOVAL ABUTTING TRACKS
TO FACILITATE INSTALLATION OF
RUBBERIZED CROSSING

NO SCALE



CROSS-SECTION DETAIL

EXISTING ASPHALTIC CONCRETE PAVEMENT
(2" ASPHALT ON CONCRETE BASE)
ABUTTING RUBBERIZED RAILROAD CROSSING

NO SCALE

REV. 4-6-89

CITY OF WICHITA, KANSAS

STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE EXISTING ABUTTING PAVEMENT IS TO REMAIN IN PLACE

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 AND BOARD, 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 RUBBER CAP BOARDS OR WOOD CAP BOARD PIECES SHALL NOT BE LESS THAN THREE (3) FEET. RUBBER OR WOOD CAPBOARDS SHALL BE INSTALLED SUCH THAT WHEN THE ABUTTING PAVEMENT IS CONSTRUCTED, THERE WILL BE SMOOTH VERTICAL SURFACES FORMED AS THE JUNCTURE BETWEEN THE PAVEMENT AND THE CAP BOARD FOR THE FULL DEPTH OF THE PAVEMENT WITHOUT ANY PAVEMENT COMING BOTH 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 SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF RUBBER SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 6' -3" FOR 8' - 6" TIES AND 6' - 6" FOR 9' - 0" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 6' - 3" FOR 8' - 6" TIES AND 6' - 6" FOR 9' - 0" TIES FROM THE CENTERLINE OF THE TRACK.

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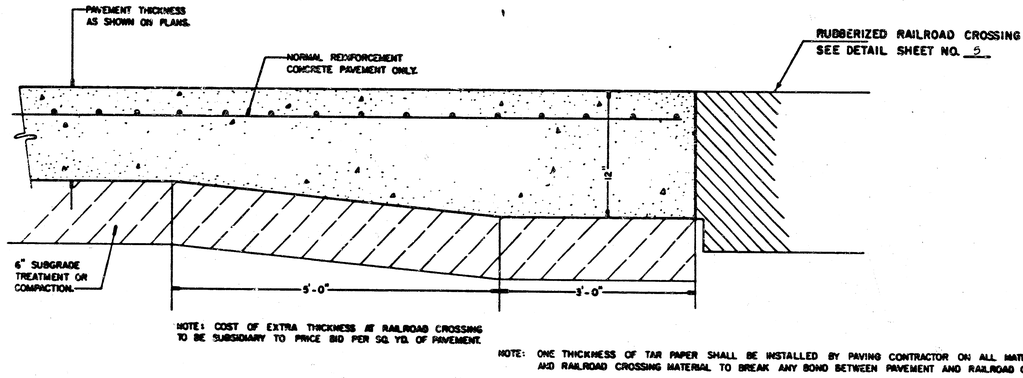
LENGTH OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND BOTH SIDES OF THE PAVED ROAD TRAFFICWAY FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY AND SHOULDER CROSSINGS WHERE NECESSARY. THE INVOLVED RAILROAD COMPANIES SHALL ADJUST THEIR RAILS TO ELEVATIONS 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 JUNCTURE 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 OR 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 COMPACTION OF RAILROAD FILL AND BALLAST OR USE OF OTHER COMPACTION METHODS WHICH MAY MAY 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 BY THE ENGINEER.

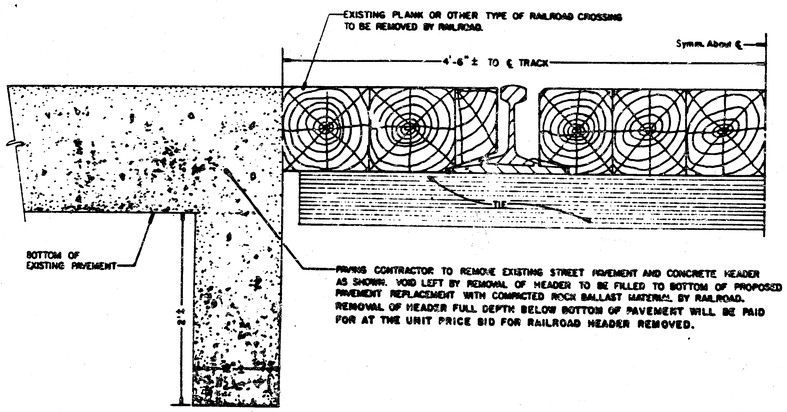
INDIVIDUAL SECTIONS OF THE RUBBERIZED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE RUBBERIZED CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.



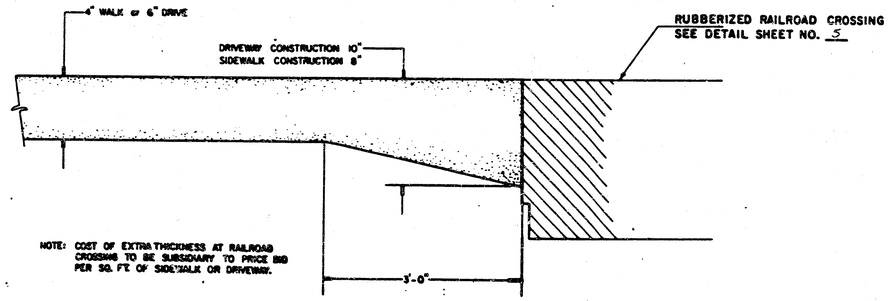
NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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 EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF SIDEWALK OR DRIVEWAY.

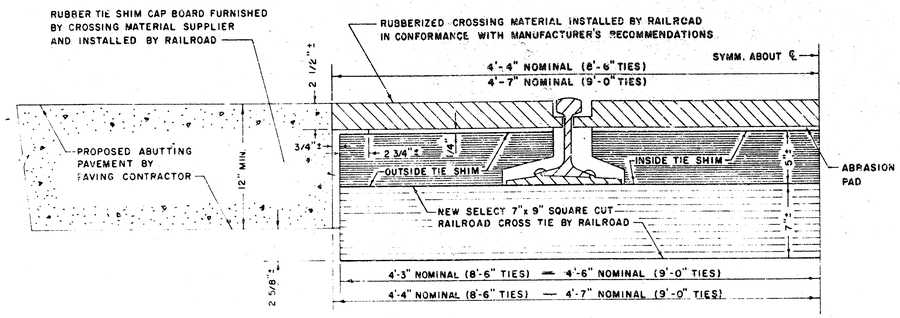
NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN SIDEWALK OR DRIVEWAY CONSTRUCTION AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE SIDEWALK OR DRIVEWAY PAVEMENT AND RAILROAD CROSSING MATERIAL.

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

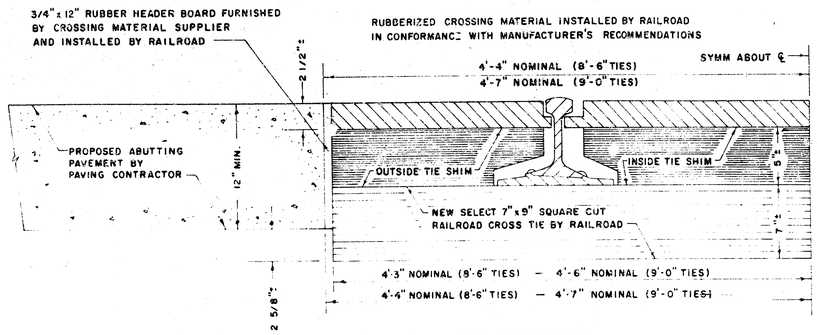
8" REINFORCED CONCRETE PAVEMENT



CROSS-SECTION DETAIL

RUBBER PADS WITH WOOD TIE SHIMS

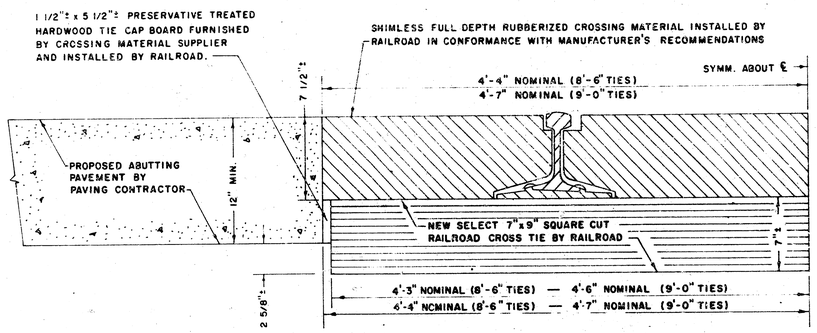
NO SCALE



CROSS-SECTION DETAIL

RUBBER PADS WITH WOOD TIE SHIMS (ALTERNATE)

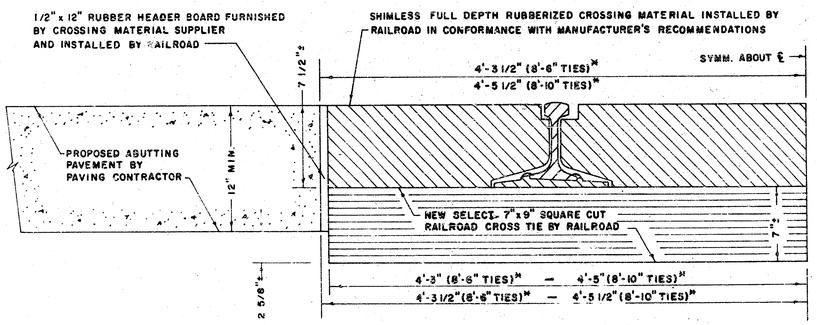
NO SCALE



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 WITCHITA, KANSAS
STANDARDS FOR:
RUBBERIZED RAILROAD CROSSING INSTALLATION DETAILS

TBM-85-345-7 "D" Cut on the E. Side of a Conc. RR Signal Base on the N.E. Cor. Seneca & Walker El = 106.85

LEGEND

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY THE CONTRACTORS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE STATUTES.

SIDEWALKS ARE TO BE REMOVED TO THE NEAREST EXISTING JOINT. EXCAVATION SHALL BE SUBSIDIARY.

* - 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+32	105.64+(M)	105.95+(M)	--
9+35	105.66	105.96+(M)	--
9+38	--	105.97+(M)	105.58+(M)
9+40	105.74	105.98	105.58
9+45	105.85	106.03	105.63
9+50	106.01	106.12	105.72
9+55	106.21	106.25	105.87
9+60	106.41	106.41	106.06
9+65	106.61	106.58	106.26
9+70	106.81	106.75	106.46
9+75	106.99	106.91	106.66
9+80	107.13	107.06	106.87
9+85	107.21	107.17	107.04
9+90	107.25	107.23	107.16
9+91	107.25(R)	--	--
9+95	--	107.25(R)	107.23
9+99	--	--	107.25(R)
10+00	107.25(R)	--	--
10+04	--	107.25(R)	--
10+05	107 23	107.25	--
10+08	--	--	107.25(R)
10+10	107.16	107.23	107.25
10+15	107.05	107.16	107.22
10+20	106.90	107.06	107.13
10+25	106.72	106.91	106.98
10+30	106.55	106.74	106.76
10+35	106.37	106.57	106.52
10+40	106.19	106.40	106.27
10+45	106.02	106.24	106.04
10+50	105.85	106.11	105.83
10+55	105.68	106.02	105.66
10+60	105.52	105.97	105.52
10+62	105.45+(M)	105.97+(M)	105.47+(M)

Match Existing - Walker East
South FL - 105.87+(M)
CL - 106.26+(M)
North FL - 106.32+(M)

Match Existing - Walker West
South FL - 105.90+(M)
CL 44' Lt. - 106.22+(M)
CL 35' Lt. - 106.40+(M)
North FL - 105.83+(M)

WATER VALVES ADJUSTED			
STA	RT & LT	EXIST'G EL.	NEW ELEV.
10+32.5	20.5' LT	106.36	106.50
10+54	19.5' LT.	108.74	105.76

SENECA AT WALKER

NEW TOP OF RAIL ELEVATIONS		
	Track	
W. Curb Line	107.25	
&	107.25	
E. Curb Line	107.25	

SCALE IN FEET: 0 10 20 30 40

CITY OF WICHITA PROJECT NO. 472-76-245-81268-000-000-001

WICHITA, KANSAS
RUBBERIZED RAILROAD CROSSING
SENECA AT WALKER (A.T. & S.F. R.R.)
PAVING PLAN

REVISION	DATE	BY

DESIGN	DRAWN	DATE:
JMD	TWS/MEK	FEB. 1986
		FILE NO. 85-345
		SHEET NO. 6 OF 10

WICHITA - KANSAS

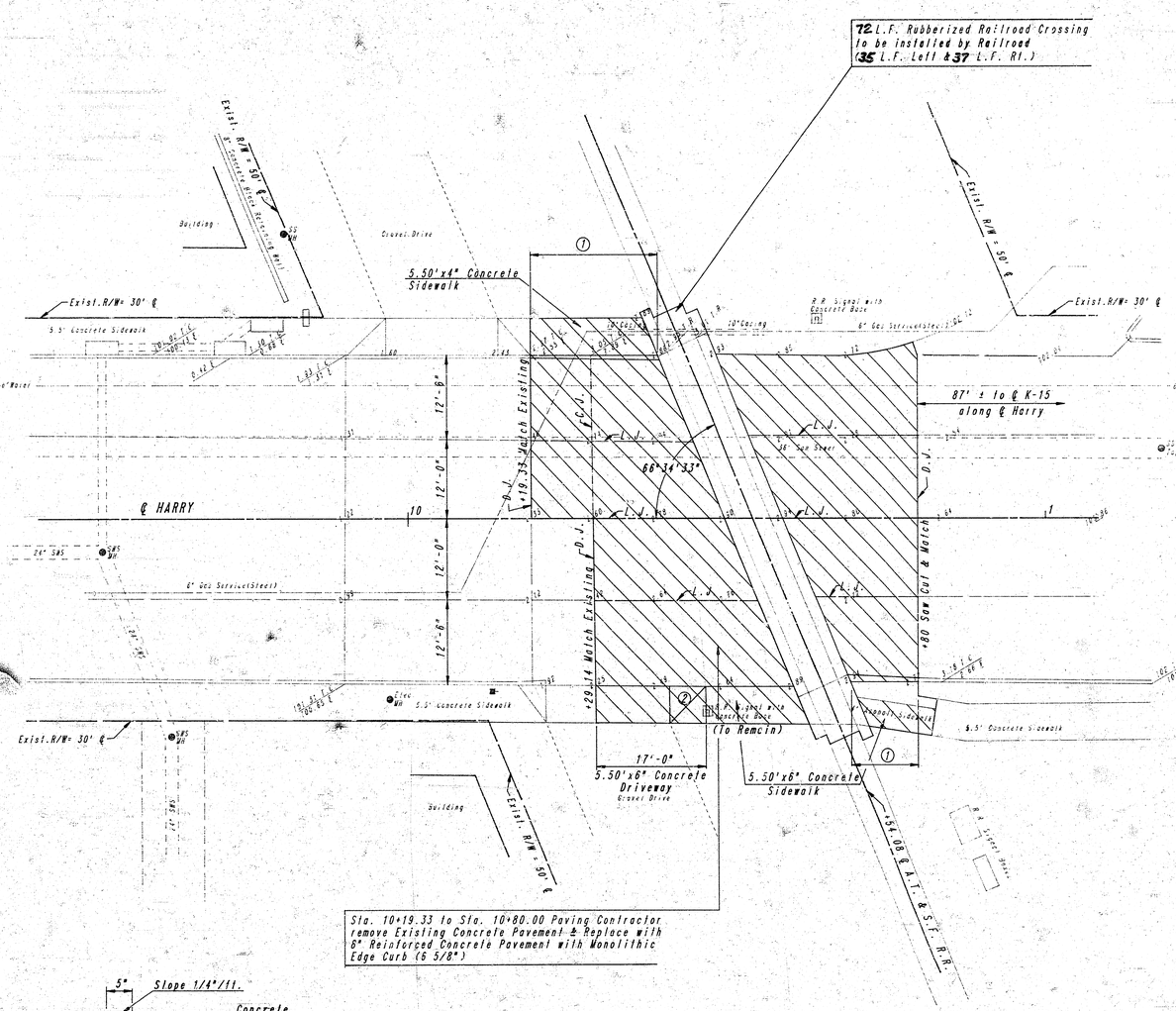
PROJECT NO.	SHEET NO.	SHEE
472-76-245-81268-000-000-001	7	10

P.O.T.
Iron in Thimble ℄ Harry & W. A.T.& S.F.
R/W Extended=Sta. 10+00

P.O.T.
Iron in Thimble ℄ Harry & E. A.T.& S.F.
R/W Extended=Sta. 11+08.41

EXISTING TOP OF RAIL ELEVATIONS		
LOCATION	WEST RAIL	EAST RAIL
204.60' Lt.	103.79	103.73
176.30' Lt.	103.65	103.68
149.90' Lt.	103.53	103.58
124.10' Lt.	103.39	103.44
107.90' Lt.	103.33	103.36
81.90' Lt.	103.19	103.24
54.13' Lt.	103.06	103.11
29.10' Lt.	102.94	102.99
11.00' Lt.	102.90	102.92
℄ Harry	102.88	102.91
11.00' Rt.	102.85	102.88
26.10' Rt.	102.81	102.84
54.50' Rt.	102.73	102.79
80.10' Rt.	102.78	102.78
106.20' Rt.	102.72	102.76
132.50' Rt.	102.69	102.72
158.87' Rt.	102.66	102.69
184.60' Rt.	102.62	102.66
212.60' Rt.	102.61	102.63

PROPOSED PAVEMENT ELEVATIONS			
STATION	NORTH EDGE OF PAVEMENT	℄	SOUTH EDGE OF PAVEMENT
10+19.33	102.55(M)	102.33(M)	———
10+20	102.56	102.35(M)	———
10+25	102.72	102.48(M)	———
10+29.14	———	102.60(M)	102.15(M)
10+30	102.82	102.62	102.17
10+35	102.91	102.73	102.33
10+38.47	102.94(R)	———	———
10+40	———	102.82	102.50
10+45	———	102.88	102.65
10+48.46	102.94(R)	———	———
10+49.09	———	102.91(R)	———
10+50	102.93	———	102.73
10+55	102.90	———	102.81
10+59.08	———	102.91(R)	———
10+59.70	———	———	102.88(R)
10+60	102.84	102.90	———
10+65	102.76	102.86	———
10+69.69	———	———	102.88(R)
10+70	102.70	102.81	102.88
10+75	102.58	102.76	102.81
10+80	102.48(M)	102.71(M)	102.72(M)



Scale: 1"=10'

Sta. 10+19.33 to Sta. 10+80.00 Paving Contractor remove Existing Concrete Pavement & Replace with 6" Reinforced Concrete Pavement with Monolithic Edge Curb (6 5/8")

Proposed Top of Rail Elevations

North Edge of Pavement (24'-6" Lt.) = 102.94

℄ = 102.91

South Edge of Pavement (24'-6" Rt.) = 102.88

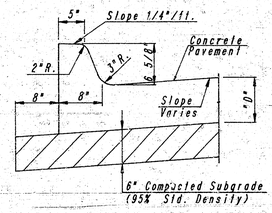
NOTES.

① Curb height shall be transitioned from existing curb height to no curb height at the edge of rubber. Transitions shall be paid for as Lin.Ft. of Monolithic Edge Curb (6 5/8").

② Driveway warped wing section to be fit in field as directed by the Engineer.

LEGEND

- Pavement and Sidewalk Removal
- L.J. — Longitudinal Joint
- Contraction Joint
- D.J. — Doweled Joint



MONOLITHIC EDGE CURB (6 5/8")

B.M. - "M" in Mueller on Fire Hydrant ⊕N.E. Corner of Harry & Ida. Elev.=103.79

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

WICHITA, KANSAS

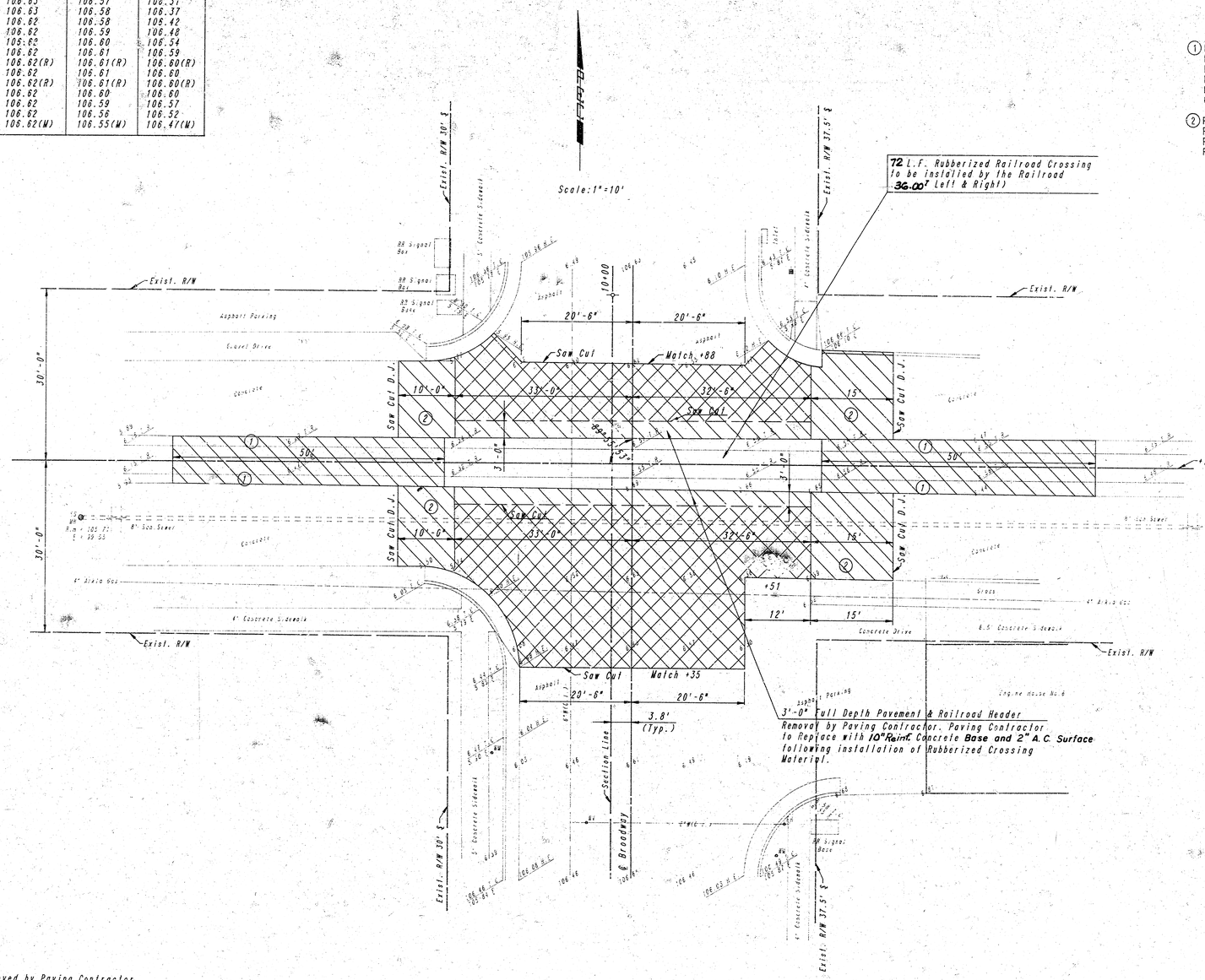
Designed by	PDF	Checked by	GDS	
Drawn by	JGP	Date	Feb., 1987	Job No. 86586

PROJECT NO.	SHEET NO.	SHEETS
472-76-245-81268-000-090-001	8	10

PROPOSED PAVEMENT ELEVATIONS					
STATION	20.5' LT. ℄	10.5' LT. ℄	℄	10.5' RT. ℄	20.5' RT. ℄
9+35	105.88(M)	106.47(M)	106.63(M)	106.57(M)	106.31(M)
9+40	106.65	106.48	106.63	106.57	106.31
9+45	106.13	106.50	106.63	106.58	106.37
9+50	106.22	106.53	106.62	106.58	106.42
9+55	106.31	106.55	106.62	106.59	106.48
9+60	106.39	106.57	106.62	106.60	106.54
9+65	106.44	106.58	106.62	106.61	106.59
9+66.28	106.45(R)	106.59(R)	106.62(R)	106.61(R)	106.60(R)
9+70	106.45	106.59	106.62	106.61	106.60
9+74.94	106.45(R)	106.59(R)	106.62(R)	106.61(R)	106.60(R)
9+75	106.45	106.59	106.62	106.60	106.60
9+80	106.42	106.59	106.62	106.59	106.57
9+85	106.37	106.60	106.62	106.56	106.52
9+88	106.32(M)	106.60(M)	106.62(M)	106.55(M)	106.47(M)

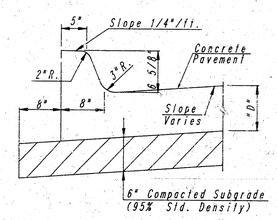
EXISTING TOP OF RAIL ELEVATIONS		
DISTANCE FROM ℄ BROADWAY	NORTH RAIL	SOUTH RAIL
162.8' Lt.	105.86	105.86
124.2' Lt.	106.05	106.03
94.0' Lt.	106.16	106.15
63.9' Lt.	106.29	106.27
33.1' Lt.	106.34	106.32
20.5' Lt.	106.42	106.42
10.5' Lt.	106.49	106.51
0.00' Lt.	106.58	106.55
10.5' Rt.	106.54	106.55
20.5' Rt.	106.55	106.55
37.6' Rt.	106.55	106.56
63.7' Rt.	106.55	106.56
93.9' Rt.	106.49	106.48
123.8' Rt.	106.43	106.43
153.8' Rt.	106.39	106.39
184.0' Rt.	106.40	106.40

Scale: 1"=10'



(1) PAVING CONTRACTOR TO REMOVE EXISTING ASPHALT MAT PAVEMENT OVER EXISTING R.R. TIES, BETWEEN EDGES OF EXISTING CONCRETE PAVEMENT. PRIOR TO ADJUSTMENT OF RAILS BY RAILROAD. AFTER RAILS HAVE BEEN ADJUSTED, PAVING CONTRACTOR SHALL REPLACE WITH 6" ASPHALTIC CONCRETE PAVEMENT (4" BITUMINOUS BASE).

(2) PAVING CONTRACTOR TO REMOVE EXISTING CONCRETE PAVEMENT & REPLACE WITH 8" REINFORCED CONCRETE PAVEMENT. EXISTING EDGE CURB REMOVED SHALL BE REPLACED WITH MONOLITHIC EDGE CURB (6 5/8").



MONOLITHIC EDGE CURB (6 5/8")

TOP OF RAIL ELEVATIONS

34.50'Lt.℄=106.48

20.50'Lt.℄=106.55

11.00'Lt.℄=106.59

℄=106.62

11.00'Rt.℄=106.61

20.50'Rt.℄=106.60

34.50'Rt.℄=106.59

LEGEND

Asphalt Surface Removed by Paving Contractor Construct 2" Minimum Asphalt Surface Overlay by Paving Contractor

Pavement and Asphalt Mat Pavement Removal by Paving Contractor

D.J. — Doweled Joint

B.M. - N.E. Bolt in R.R. Signal Base at NW Corner Broadway & Bayley Elev. 106.90

Iron in thimble at intersection of Broadway and Zimmerly, 3.8'Lt. ℄ Sta.2+89.12

B.M. - Iron in Thimble on Section Line (W. Line SW 1/4, Sec.28, T27S, R1E) at N. Line Bayley, 3.8'Lt. ℄ Sta.10+00 Elev. 106.28

ATCHISON TOPEKA AND SANTA FE
AT BROADWAY AND BAYLEY
PLAN

WICHITA, KANSAS

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

PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
472-74-245-81268-000-000-001	19	9	10

PROPOSED PAVEMENT ELEVATIONS

29TH STREET

(R) - Edge of Rubber (CL) - Centerline (M) - Match Existing

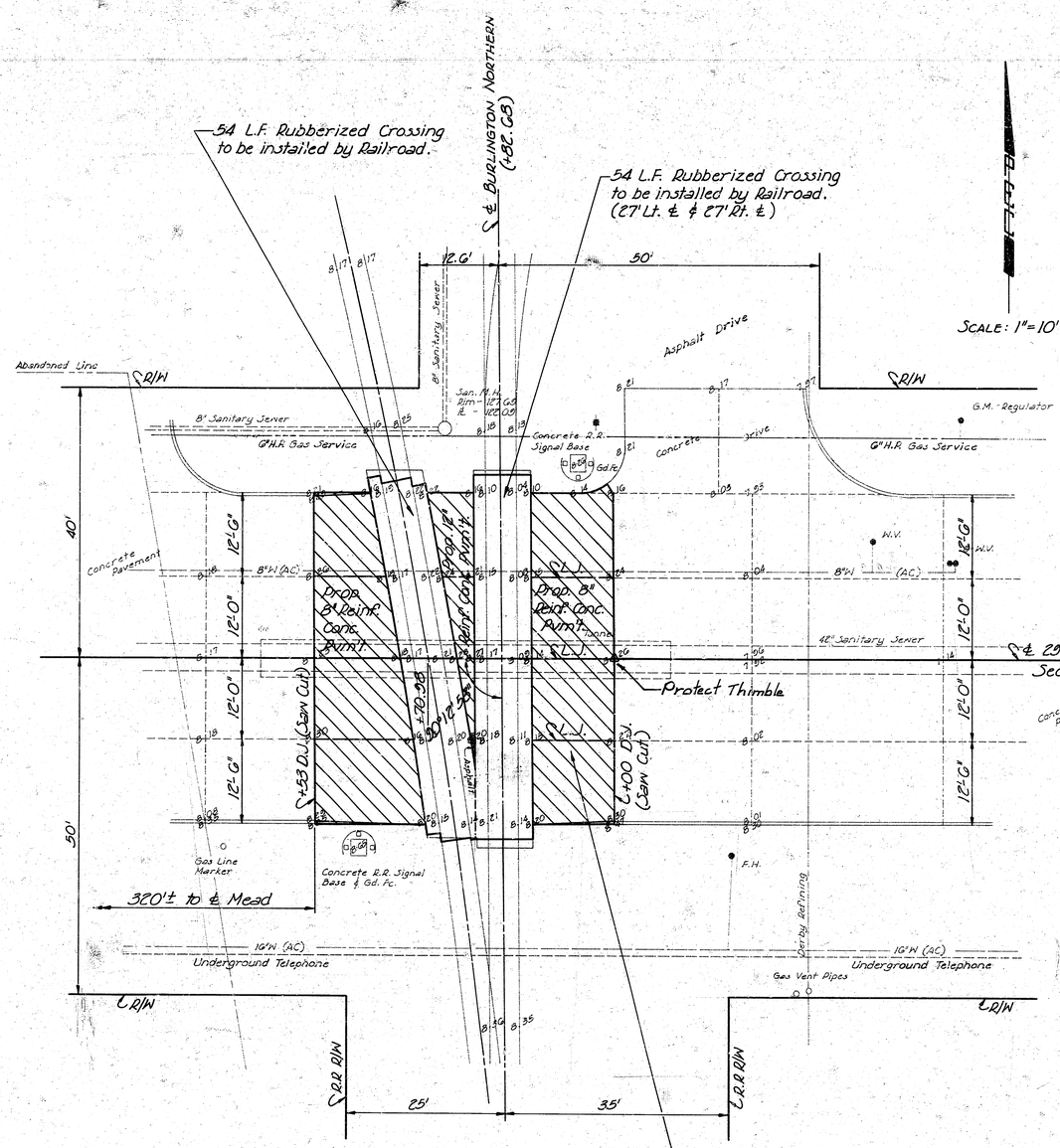
STATION	NORTH EDGE OF PAVEMENT	(CL)	SOUTH EDGE OF PAVEMENT
9+53.00	108.29(M)	108.23(M)	108.29(M)
9+55.00	108.30	108.25	108.30
9+60.00	108.30	108.30	108.34
9+61.92	108.30(R)	-	-
9+65.00	108.20	108.34	108.36
9+66.65	-	108.35(R)	-
9+70.00	108.30	108.35	108.38
9+70.57	-	-	108.40(R)
9+70.58	108.30(R)	-	-
9+75.00	108.30	108.35	108.40
9+75.31	-	108.35(R)	-
9+78.35	108.20(R)	108.35(R)	-
9+80.00	108.30	108.35	108.40
9+85.00	108.30	108.35	108.40
9+87.01	108.30(R)	108.35(R)	108.40(R)
9+90.00	108.28	108.33	108.39
9+95.00	108.24	108.30	108.36
10+00.00	108.16(M)	108.26(M)	108.30(M)

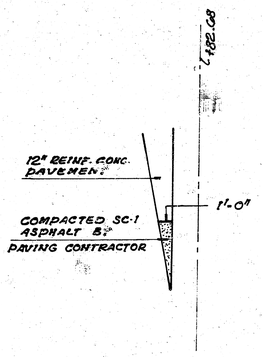
Note:
Only a full thickness Rubberized Crossing material may be used for this Crossing.

Top of Rail Elevations (All Rails):
North Edge of Pavement (24'-6" Lt.) - 128.30 ± - 128.35
South Edge of Pavement (24'-6" Rt.) - 128.40

LEGEND

- Pavement or Driveway to be Removed by Paving Contractor.
- C.J. ---------- Contraction Joint
- D.J. ———— Doweled Joint





NOTE: Conc. Pavement and Base to be Reinforced with 6" x 12" W4 x W4 Welded Wire Fabric. The Fabric shall be placed such that the Wire on 6" spacing shall be parallel with the Longitudinal Joints.

Sta. 9+53 to Sta. 10+00.00 Paving Contractor shall Remove Existing Concrete Pavement and Replace with 8" Reinforced Concrete Pavement.

Construct Monolithic Edge Curb to match existing and taper to no curb at the crossing. Curb to be subsidiary to other bid items.

Iron in Thimble on Section Line 140' W. of ℄ St. Francis N.

Iron in Thimble at N.E. Cor. N.W.¼ Sec. 4, T27S, R1E = Sta. 10+00.00

B.M. - City of Wichita B.M. - Disc. in Concrete 35.5' Lt. Sta. 10+39.40 El. 126.91

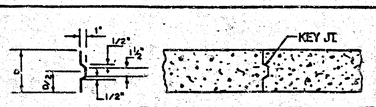
NOTE: DUE TO RAILROAD COMPANIES BUDGET CONSTRAINTS, WORK ON THIS CROSSING WILL NOT PROCEED UNTIL SPRING OF 1990.

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

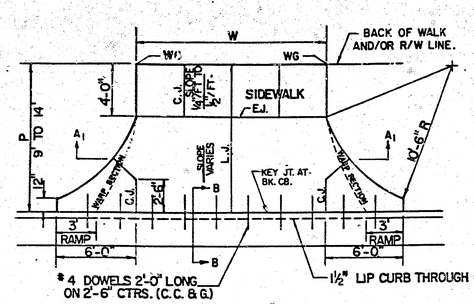
PLAN

ENGINEERS
WICHITA, KANSAS

Designed by	P.D.F.	Checked by	G.D.J.
Drawn by	W.L.L.	Date	Feb. 1987
		Job No.	BG586

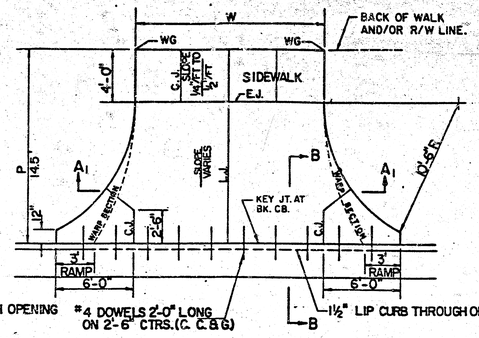


ALT. LONGITUDINAL CONSTRUCTION JOINT



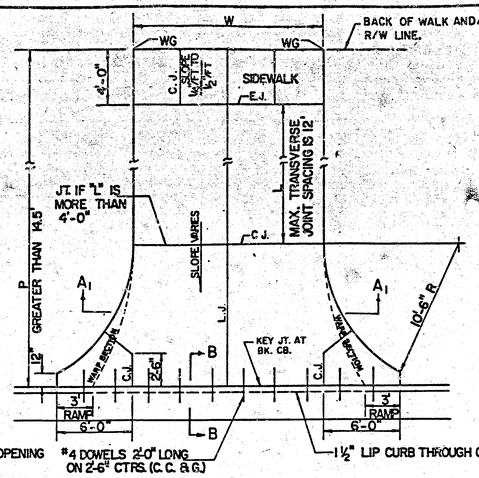
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



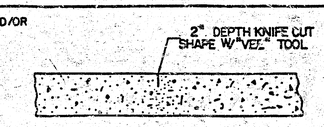
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



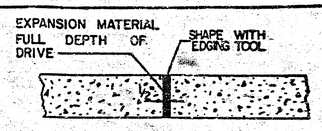
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING

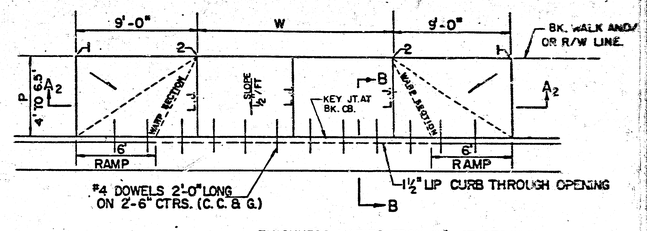


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

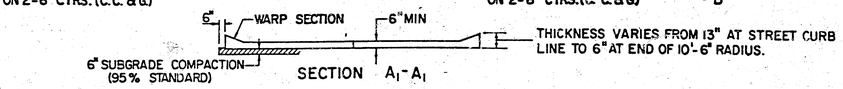


EXPANSION JOINT (E.J.)

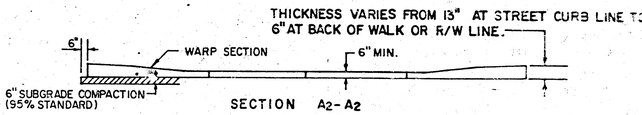


#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



SECTION A_1-A_1



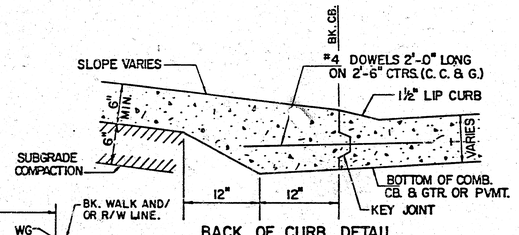
SECTION A_2-A_2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

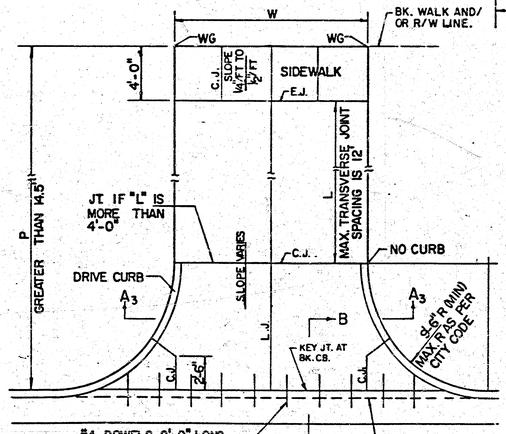
FULL RAMP DRIVE (P=4.0' TO 6.5')

PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.19'	-.16'	-.13'	-.10'	-.06'	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P= 9.0' & GREATER)

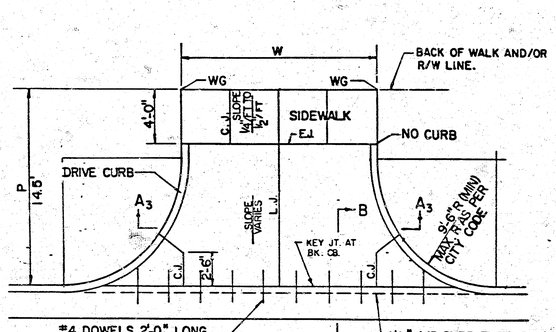


BACK OF CURB DETAIL
SECTION B - B (no scale)



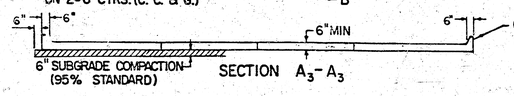
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G)

1½" LIP CURB THRU. OPENING



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

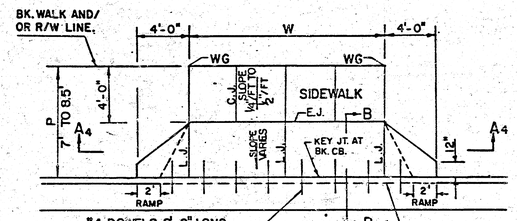
1½" LIP CURB THROUGH OPENING



SECTION A_3-A_3

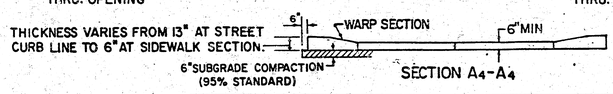
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65

FULL RADIUS DRIVES (P=14.5' & GREATER)



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THRU. OPENING



SECTION A4-A4

PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

FULL RAMP DRIVE (P=7.0' TO 8.5')

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1"= 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER