

SPECIAL NOTES

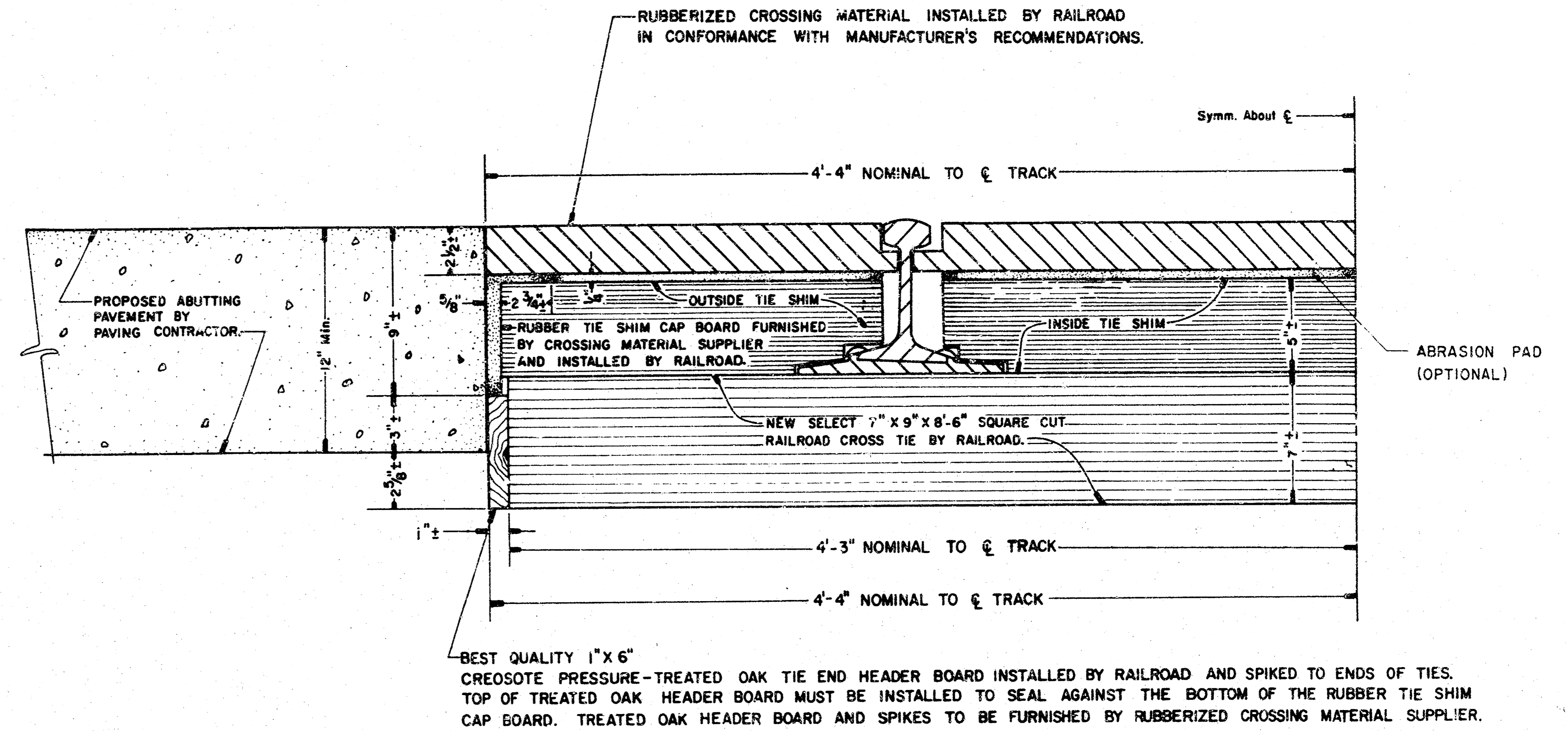
RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING RUBBER TIE SHIM CAP BOARD, TREATED OAK TIE END HEADER BOARD, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY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

ALL WOOD HEADER BOARDS SHALL BE THE BEST QUALITY LUMBER. INDIVIDUAL PIECES OF HEADER BOARDS AND CAP BOARDS SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL HEADER BOARD AND CAP BOARD PIECES SHALL NOT BE LESS THAN 3 FEET. HEADER BOARDS AND 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 HEADER OR CAP BOARDS 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.

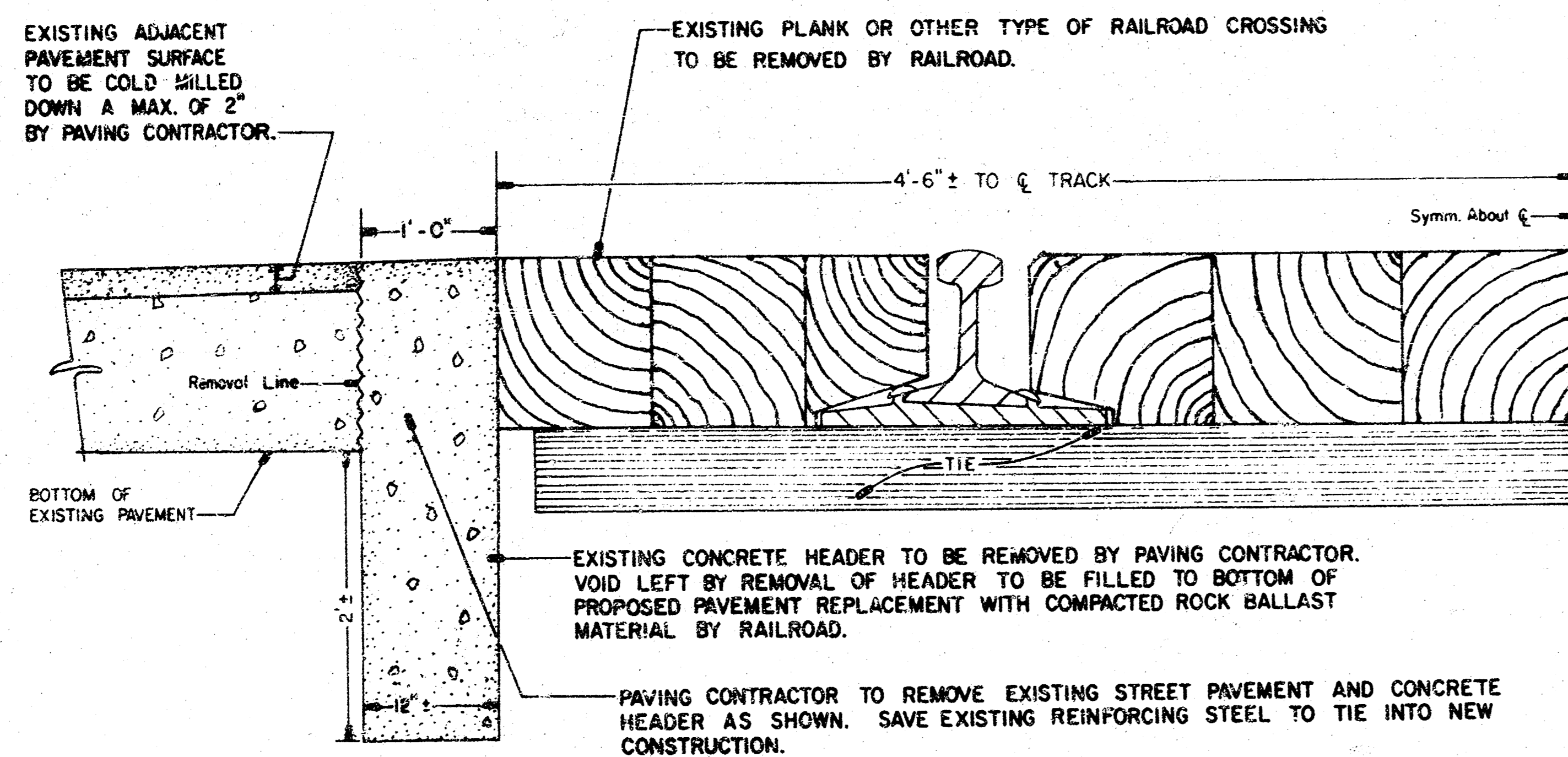
LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4'-3" FROM CENTERLINE OF THE TRACK. LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 4'-3" FROM THE CENTERLINE OF THE TRACK.

EXISTING PAVEMENT SHALL BE REMOVED AND/OR REPLACED BY THE PAVING CONTRACTOR AS SHOWN BY THE PLANS AND SPECIAL DETAILS IN ALL AREAS WHERE EXISTING PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF RUBBERIZED CROSSINGS. PAVEMENT IMMEDIATELY ADJACENT TO THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIALS. PAVEMENT REPLACEMENT IN THE ONE-FOOT-WIDTH IMMEDIATELY ADJACENT TO TRACKS SHALL MATCH THE TOP SURFACE OF THE EXISTING ADJACENT PAVEMENT IN THOSE AREAS WHERE IT WILL NOT BE NECESSARY TO COLD MILL THE ADJACENT PAVEMENT. PAVING CONTRACTOR SHALL COORDINATE THE PAVEMENT REMOVAL AND REPLACEMENT 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 THE COLD MILLING PROCESS OR BY SAW CUT. REMOVAL AND COLD MILLING AREAS SHOWN ON THE PLANS ARE APPROXIMATE; EXACT LIMITS OF REMOVAL AND COLD MILLING SHALL BE DETERMINED BY THE FIELD ENGINEER AFTER THE NEW RAILROAD CROSSING MATERIAL HAS BEEN INSTALLED.

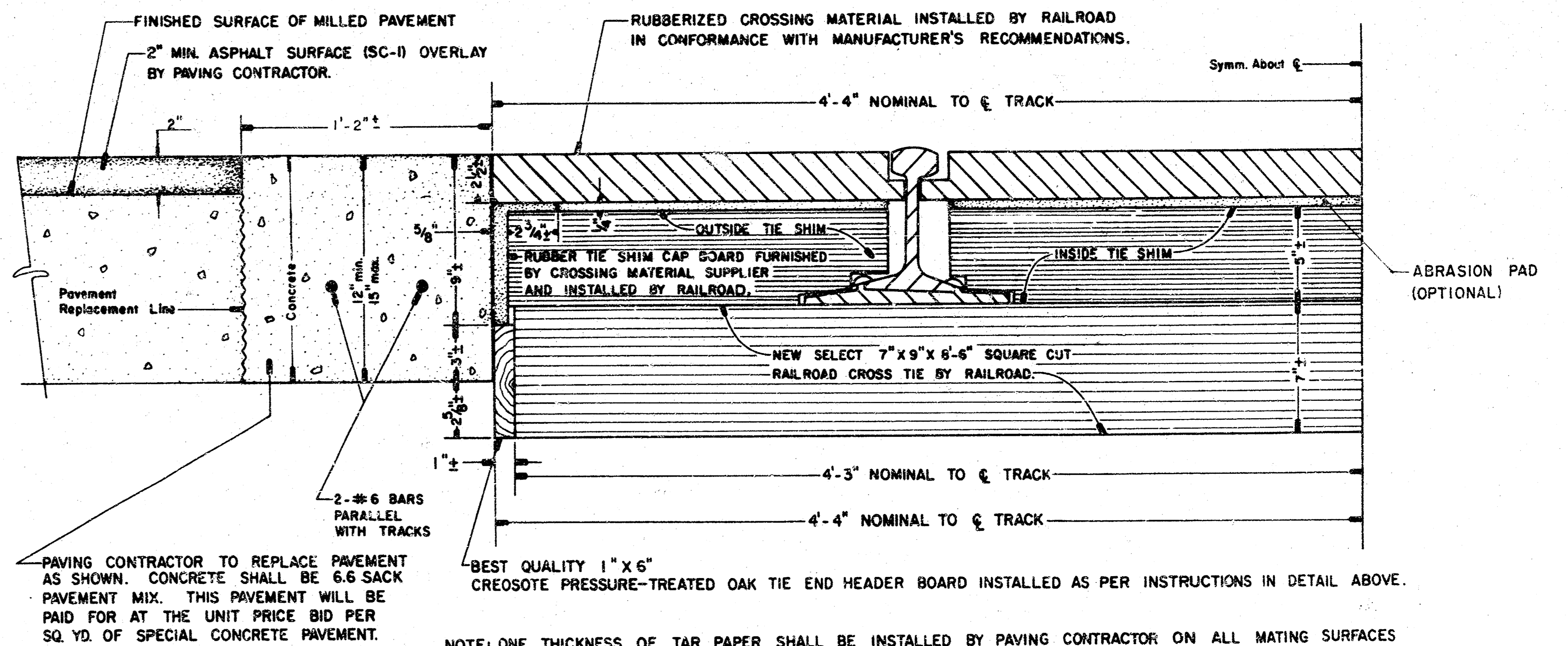
LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE COMPUTED TO EXTEND 3 FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY, 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. ALL NEW PAVEMENT AND RAILROAD CROSSING CONSTRUCTION SHALL MATCH THE FINISHED RAIL ELEVATIONS.



CROSS-SECTION DETAIL
RUBBERIZED CROSSING INSTALLATION
NO SCALE



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

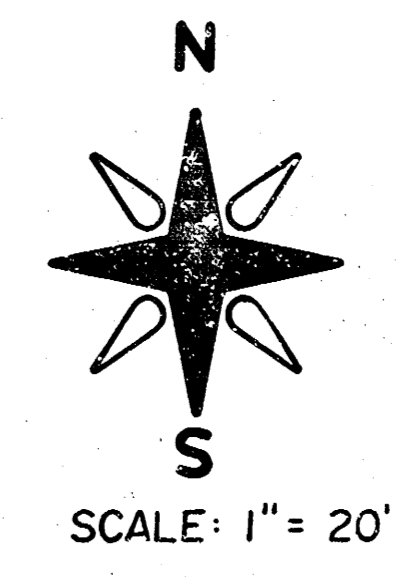
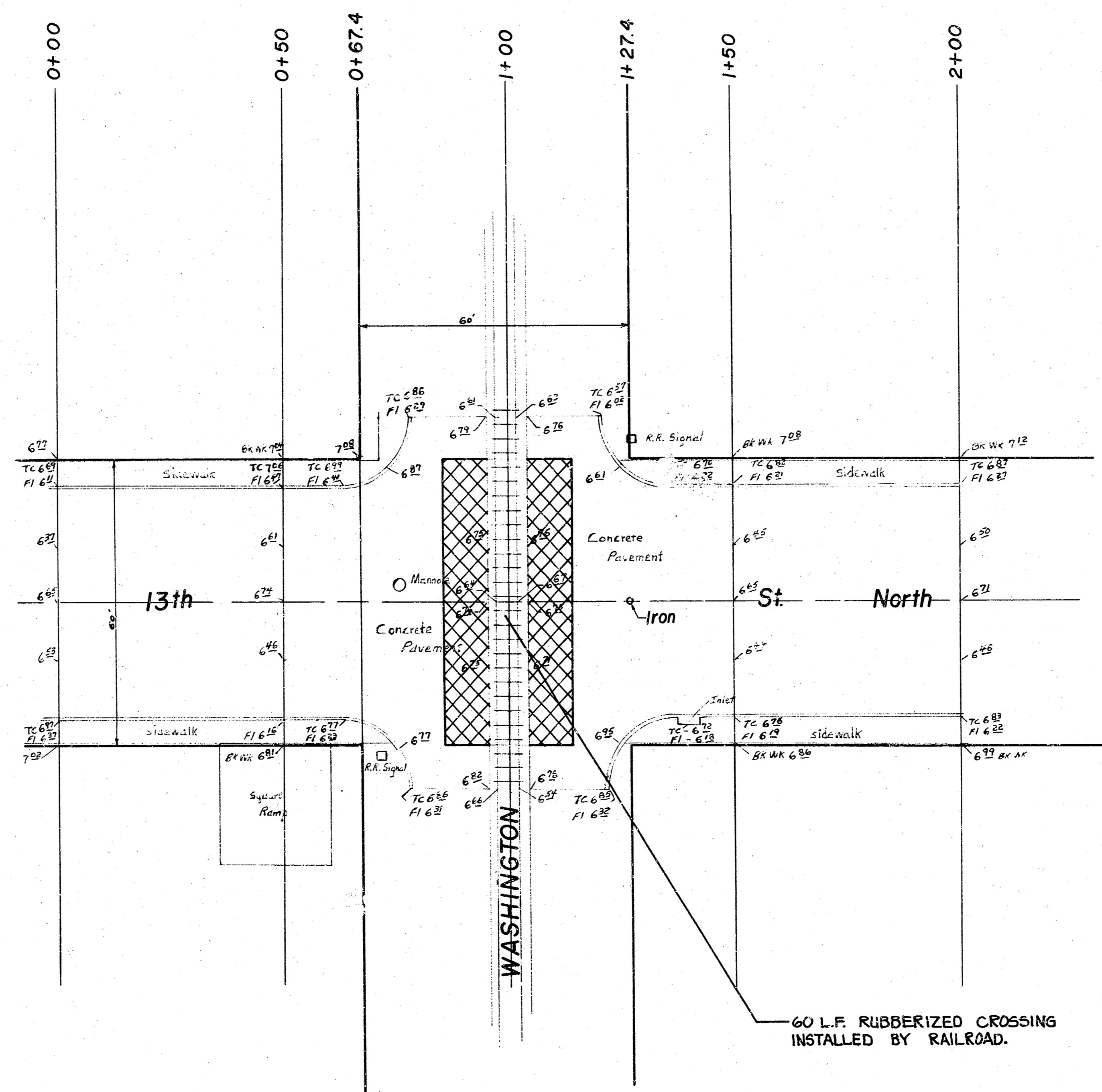


CROSS-SECTION DETAIL
PAVEMENT REPLACEMENT ABUTTING TRACKS
WITH RUBBERIZED CROSSING
NO SCALE

PROJECT DESCRIPTION
RUBBERIZED RAILROAD CROSSING INSTALLATION
DETAILS AT LOCATIONS WHERE EXISTING
ABUTTING PAVEMENT REMAINS IN PLACE.
PROJECT NUMBER
472-76-245-81250-000-000-001

B.M. 117.17 Top North Bolt (1") N. Side APCO Sign N.W. Corner 13th & Mosley
 B.M. 116.59 'G' In Globe North End East Return at N.E. corner of 13th & Washington

3/3



TOP OF RAIL ELEV.
 NORTH R/W LINE = 116.80
 C = 116.80
 SOUTH R/W LINE = 116.80

LEGEND

- REMOVE EXIST. CONC. PAVEMENT CURB OR SIDEWALK AND REPLACE AS SHOWN BY PAVING CONTRACTOR.
- COLD MILLING MAX. 2" DEPTH BY PAVING CONTRACTOR. CONST. 2" MIN. ASPH. SURFACE OVERLAY BY PAVING CONTRACTOR.
- ~~STEEL REINFORCEMENT IN CONC. PAVEMENT AND CONC. CURBS SHALL BE STANDARD U.S.C. WELDED WIRE FABRIC WITH #4 GAUGE WIRES SPACED ON 6" CTRS. AND 12" CTRS.~~

PROJECT DESCRIPTION	
13TH ST. (at WASHINGTON) R. R. CROSSING MATERIAL	
PROJECT NUMBER 472-76-245-81250-000-000-001	
BOOK NO.	APPROVED BY
DRAWN BY	DATE
CITY OF WICHITA	
M. E. LINDEBAK - CITY ENGINEER	
SCALE	

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