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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 MOSELEY~~

~~ATCHISON TOPEKA AND SANTA FE CROSSING ON HARRY, WEST OF K-13~~

~~ATCHISON TOPEKA AND SANTA FE CROSSING ON BROADWAY AND BAYLEY~~

~~MISSOURI PACIFIC CROSSING ON HARRY, WEST OF MCLEAN BLVD.~~

~~BURLINGTON NORTHERN CROSSING ON 23TH STREET NORTH, EAST OF MEAL~~

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

~~MISSOURI PACIFIC CROSSING ON LINCOLN, EAST OF MEAL~~

BURLINGTON NORTHERN CROSSING ON WOODLAWN AND 17TH STREET NORTH

~~MISSOURI PACIFIC CROSSING ON SENECA, NORTH OF DOUGLAS~~

~~MISSOURI PACIFIC CROSSING ON WESTDALE, NORTH OF 200 BLVD.~~

PROJECT NO. 472-76-245-88200-000-000-001

APRIL, 1989

PLANS PREPARED BY

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS

WICHITA, KANSAS

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 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. 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. IF THE CONTRACTOR DOES NOT ADJUST WATER VALVE BOXES, 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 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 REQUIRED TO MATCH EXISTING AND ADJACENT CONDITIONS.
10. 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 RETELEVIEW 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.

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— EARTHWORK —

EXCAVATION, BORROW, IF ANY, AND COMPACTED FILL, EXCEPT THE COMPACTED FILL IN THE 6" IMMEDIATELY UNDER THE PAVEMENT, SHALL BE INCIDENTAL TO OTHER BID ITEMS OF WORK.

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



1984 C.I.P. PHASE III

INDEX No. 603266

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# 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 CORING 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.

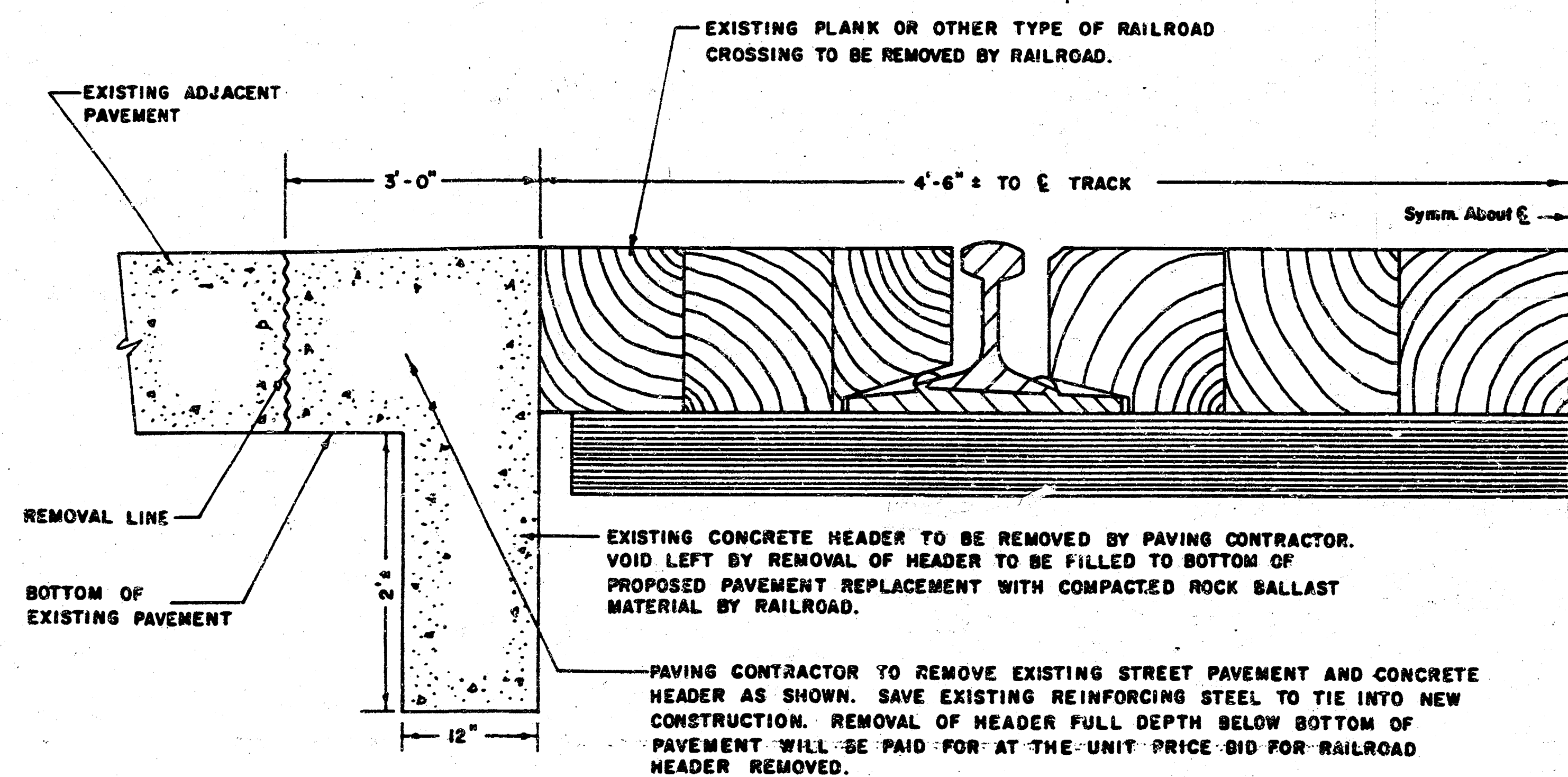
LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4' - 3" FOR 8' - 6" TIES AND 4' - 6" FOR 9' - 0" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD 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 MEAT LINES FORMED EITHER BY SAW CUT OR EXISTING JOINT.

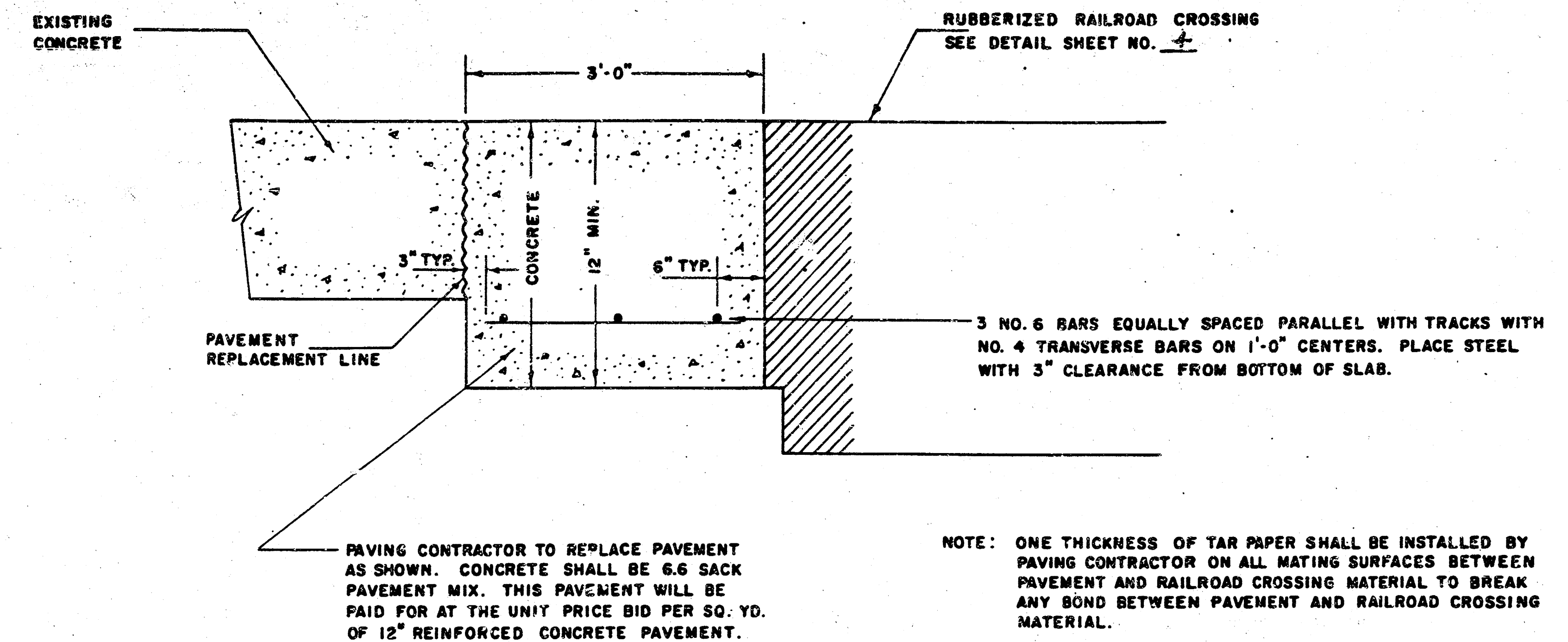
LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY 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.

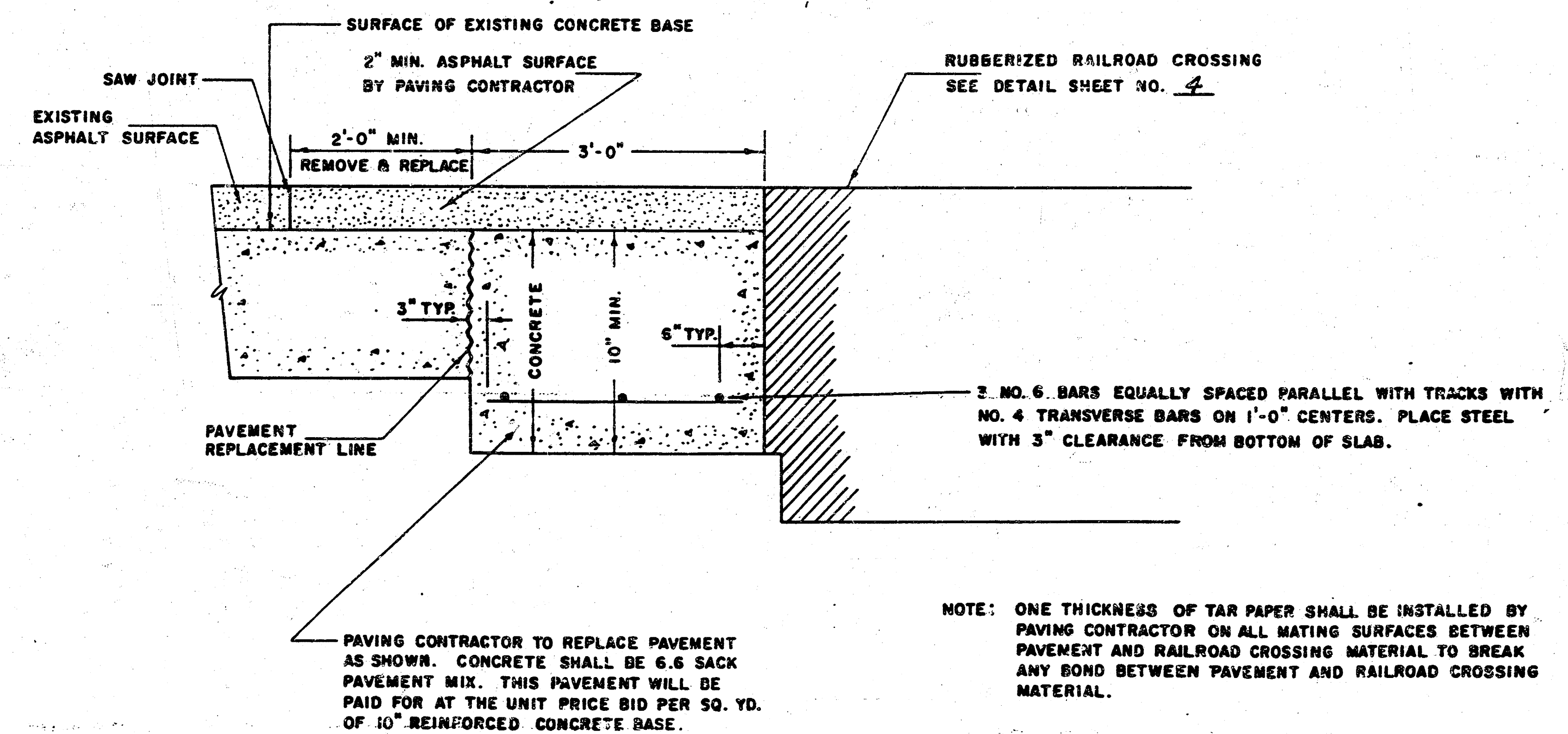
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CROSS-SECTION DETAIL  
PAVEMENT REMOVAL ABUTTING TRACKS  
TO FACILITATE INSTALLATION OF  
RUBBERIZED CROSSING  
NO SCALE



CROSS-SECTION DETAIL  
EXISTING CONCRETE PAVEMENT ABUTTING  
RUBBERIZED RAILROAD 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 SHIN 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.

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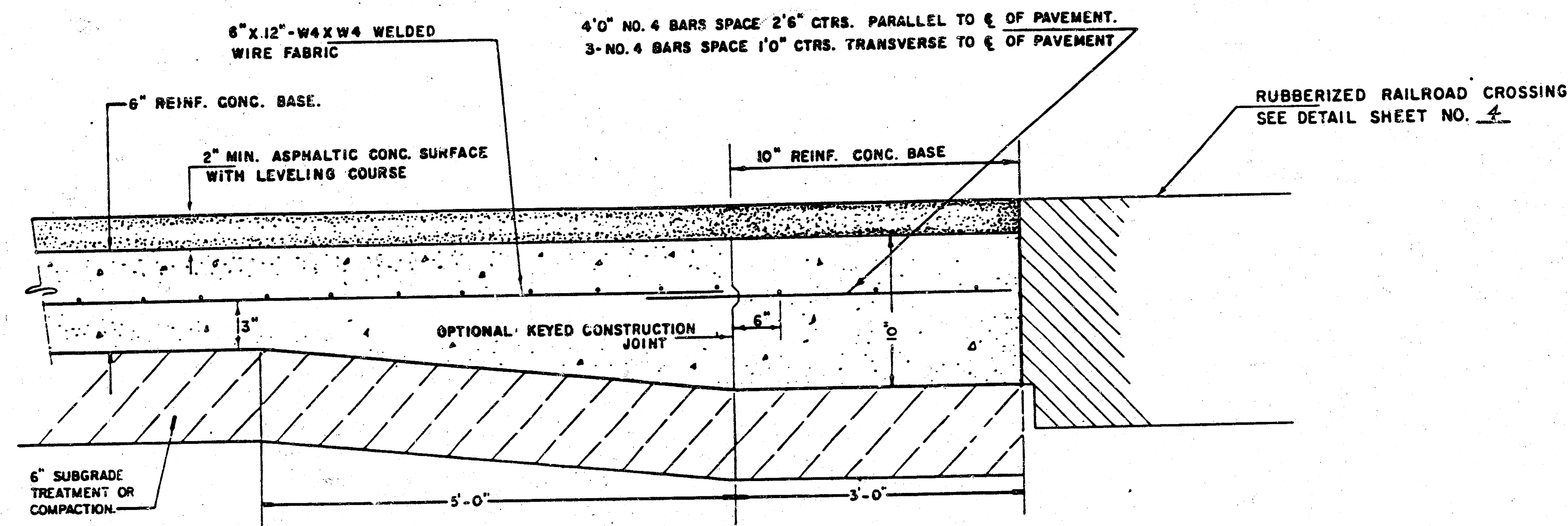
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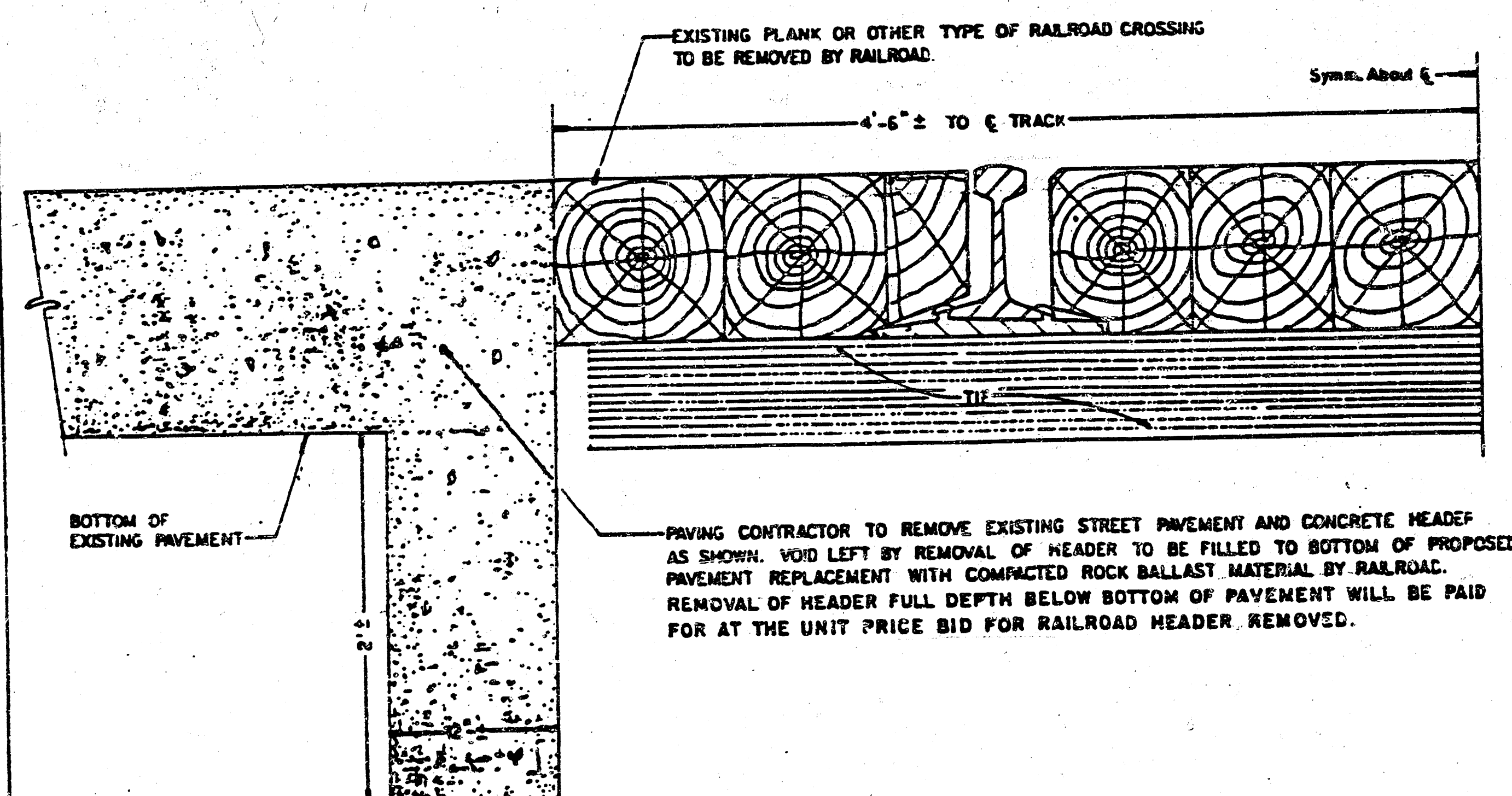
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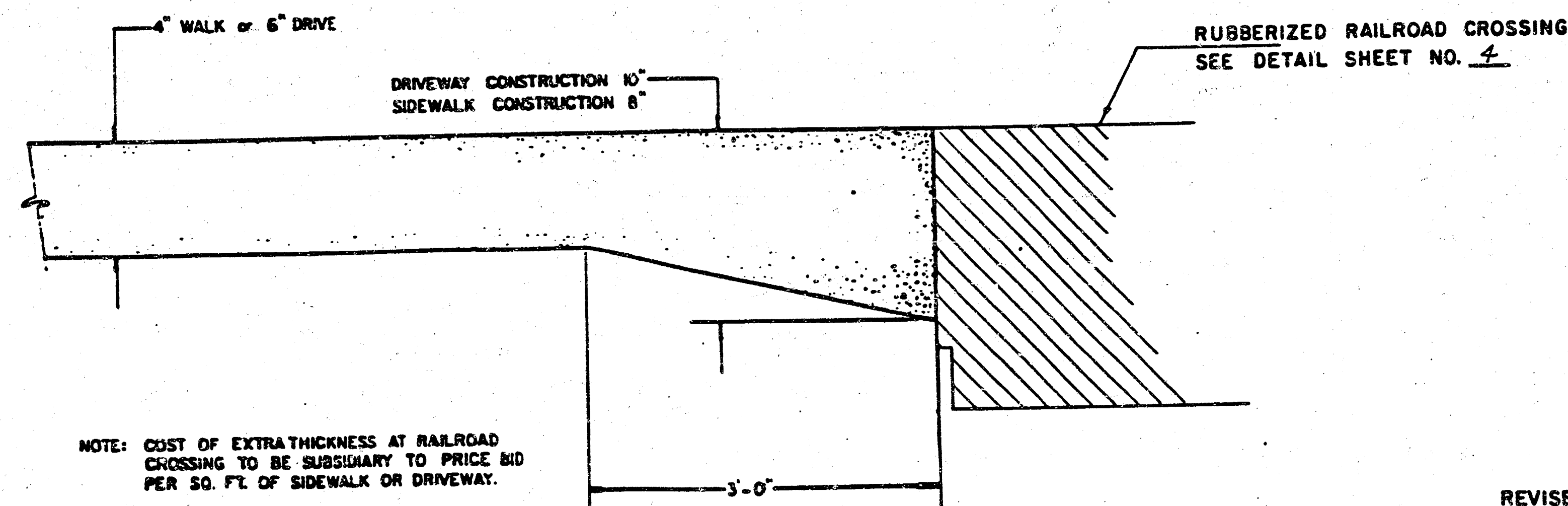
NOTE: COST OF EXTRA CONC. BASE THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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



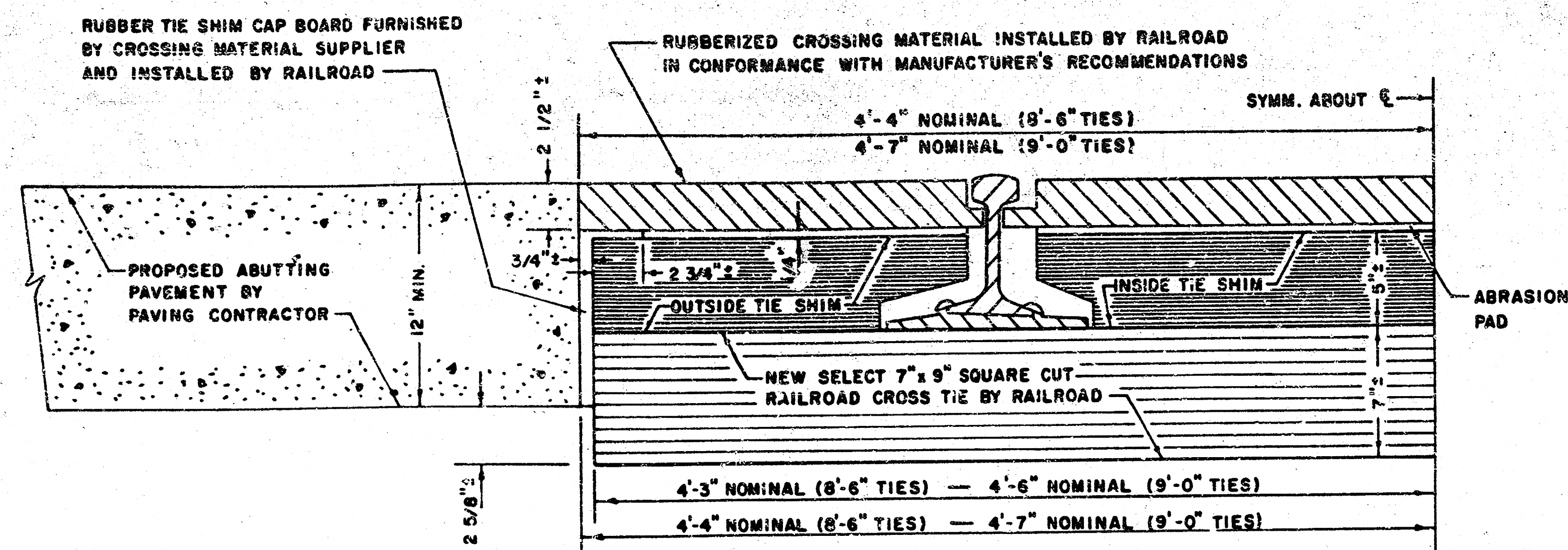
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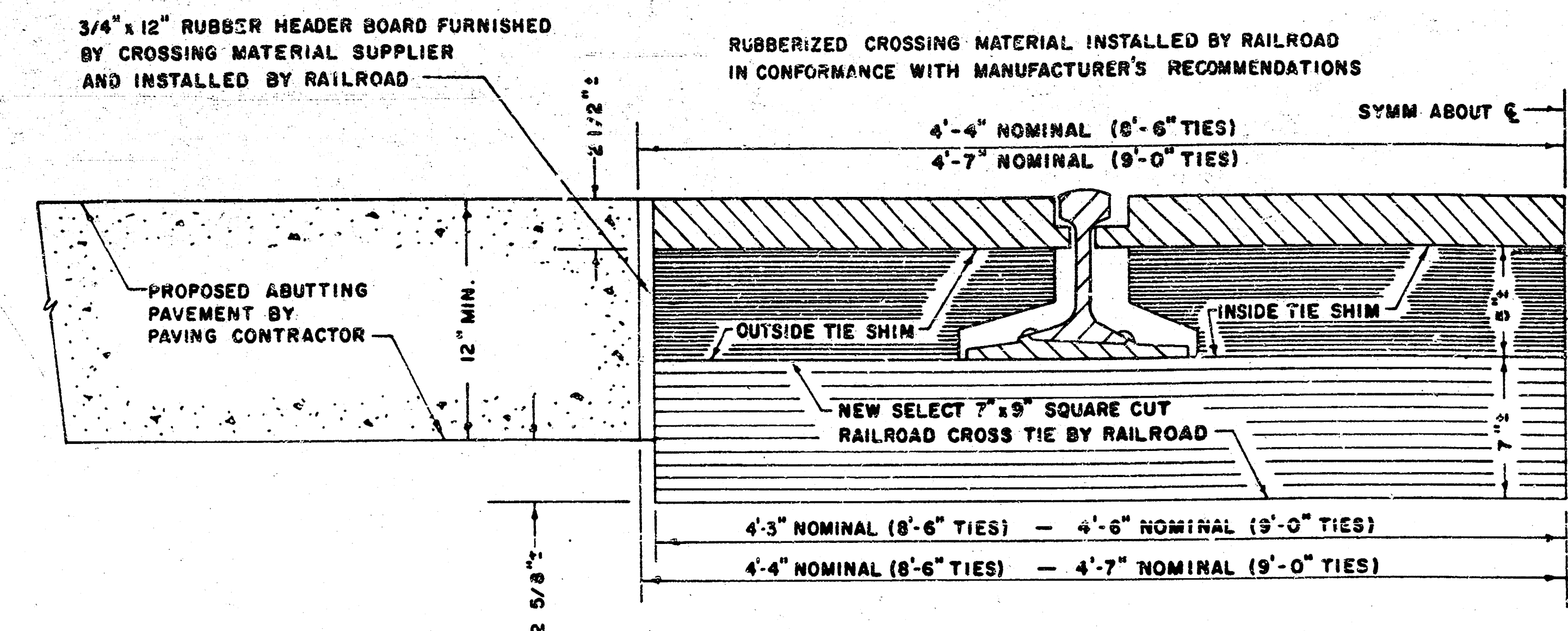
CROSS-SECTION DETAIL  
NEW SIDEWALK AND DRIVEWAY CONSTRUCTION  
ABUTTING RUBBERIZED RAILROAD CROSSING  
NO SCALE

REVISED: MARCH 1988.

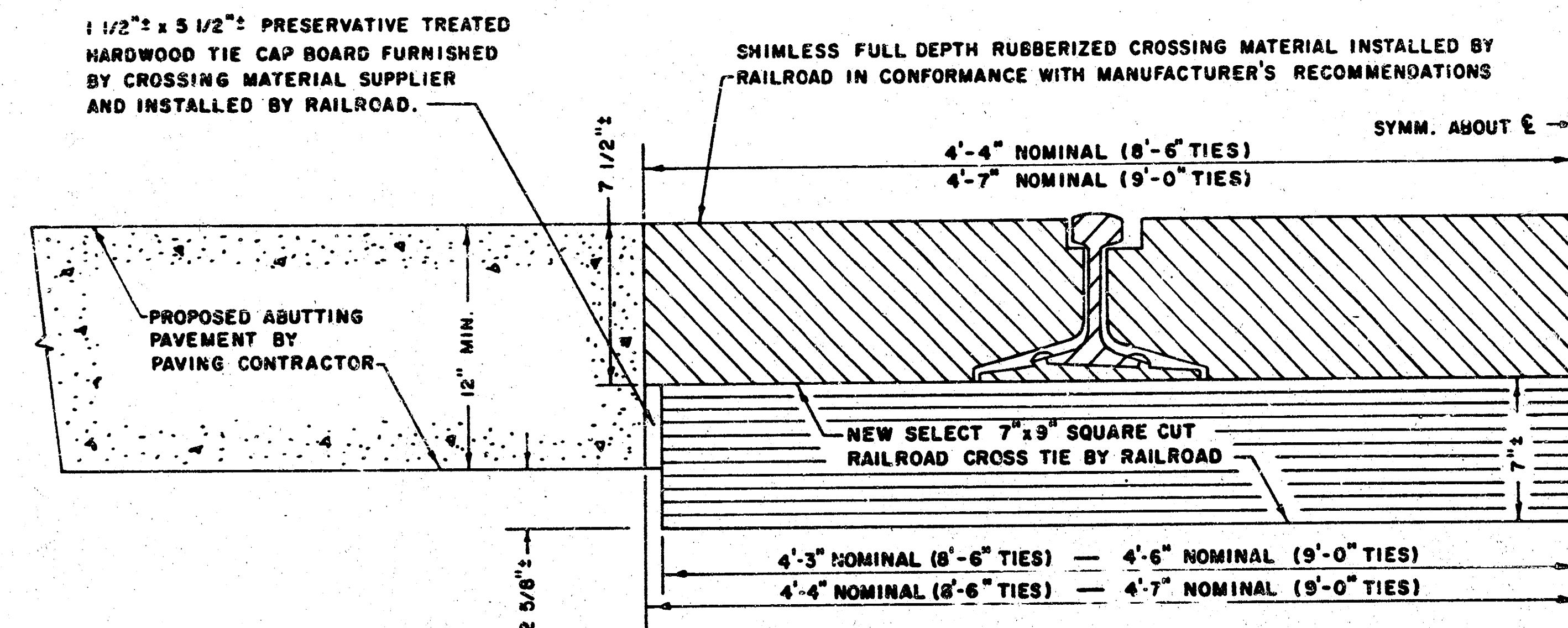
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STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH  
RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE  
ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED  
8" PAVEMENT  
(2" ASPH. CONC. SURFACE WITH 6" REINF. CONC. BASE)



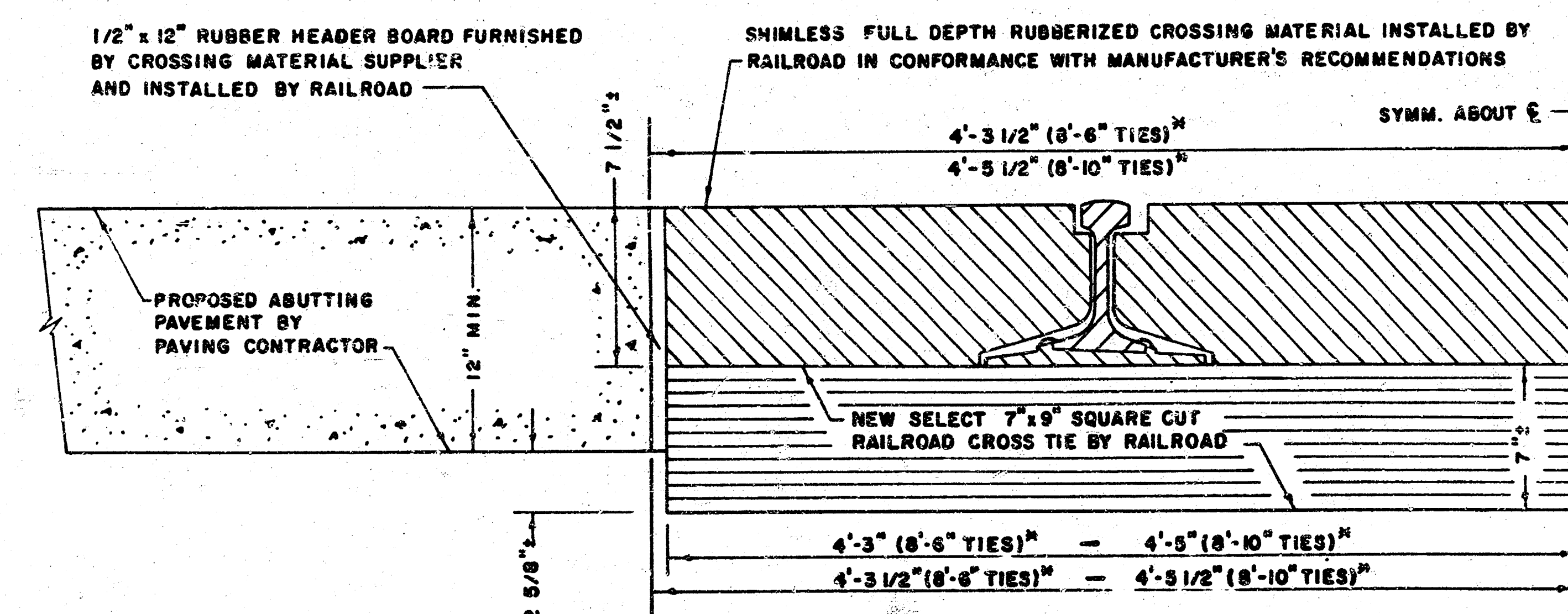
CROSS-SECTION DETAIL  
RUBBER PADS WITH WOOD TIE SHIMS  
NO SCALE



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



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



\* - 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

NOTE: EXISTING PAVEMENT ELEVATIONS SHOWN ON THIS PLAN HAVE CHANGED DUE TO A CONTRACT MAINTENANCE PROJECT ON WOODLAWN AVE. FIELD ENGINEER SHALL DETERMINE CHANGED EXISTING PAVEMENT ELEVATIONS AND REVISE PROPOSED ELEVATIONS TO MATCH THE CHANGED CONDITIONS.

NOTES

- 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 LIMITS AS DIRECTED BY THE ENGINEER.
  - PAVING CONTRACTOR TO REMOVE AND REPLACE COMBINED CURB AND GUTTER. MATCH CURB AS SHOWN AND TRANSITION TO NO CURB HEIGHT AT THE 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 #4 X 2'-0" BARS @ 2'-6" CTRS. SEE CURB AND GUTTER DETAIL ON THIS SHEET.
- PROPOSED 6" CONCRETE BASE SHALL BE REINFORCED WITH 6X12-W4W4 WELDED WIRE FABRIC. NO CONTRACTION JOINTS ARE REQUIRED. LONGITUDINAL CONSTRUCTION JOINTS SHALL BE TIED JOINTS WITH #4 X 2'-0" DEFORMED TIE BARS @ 2'-6" CTRS. AND SHALL BE LOCATED IN THE FIELD AS APPROVED BY THE ENGINEER.

Scale: 1"=10'

| PROPOSED PAVMENT ELEVATIONS |                       |           |                       |
|-----------------------------|-----------------------|-----------|-----------------------|
| STATION                     | WEST EDGE OF PAVEMENT | Q         | EAST EDGE OF PAVEMENT |
| 25+70.50                    | 216.12(W)             | 216.16(W) | 215.57(W)             |
| 25+75                       | 216.24                | 216.18    | 215.68                |
| 25+80                       | 216.32                | 216.20    | 215.80                |
| 25+85                       | 216.38                | 216.20    | 215.92                |
| 25+89.24                    | 216.42(R)             |           |                       |
| 25+89.33                    |                       | 216.20(R) |                       |
| 25+89.42                    |                       |           | 215.98(R)             |
| 25+90                       |                       |           |                       |
| 25+95                       |                       |           |                       |
| 25+97.90                    | 216.42(R)             |           |                       |
| 25+97.99                    |                       | 216.20(R) |                       |
| 52+98.08                    |                       |           | 215.98(R)             |
| 26+00                       | 216.40                | 216.20    | 215.96                |
| 26+05                       | 216.35                | 216.18    | 215.88                |
| 25+10                       | 216.27                | 216.16    | 215.78                |
| 26+15                       | 216.20                | 216.13    | 215.66                |
| 26+20                       | 216.09                | 216.10    | 215.53                |
| 26+25                       | 216.05                | 216.05    | 215.40                |
| 26+28.2                     | 215.90(W)             | 216.02(W) | 215.29(W)             |

| EXISTING TOP OF RAIL ELEVATIONS |            |            |
|---------------------------------|------------|------------|
| LOCATION                        | NORTH RAIL | SOUTH RAIL |
| 320.20' Lt.                     | 219.50     | 219.47     |
| 295.30' Lt.                     | 219.23     | 219.21     |
| 271.50' Lt.                     | 218.99     | 218.94     |
| 246.40' Lt.                     | 218.74     | 218.70     |
| 223.40' Lt.                     | 218.48     | 218.46     |
| 199.80' Lt.                     | 218.29     | 218.24     |
| 175.60' Lt.                     | 218.00     | 217.96     |
| 149.90' Lt.                     | 217.73     | 217.72     |
| 124.00' Lt.                     | 217.44     | 217.45     |
| 98.70' Lt.                      | 217.16     | 217.17     |
| 75.20' Lt.                      | 216.89     | 216.83     |
| 49.50' Lt.                      | 216.59     | 216.57     |
| 25.20' Lt.                      | 216.38     | 216.36     |
| 11.00' Lt.                      | 216.25     | 216.20     |
| Woodlawn                        | 216.13     | 216.10     |
| 11.00' Rt.                      | 216.04     | 215.99     |
| 25.50' Rt.                      | 215.86     | 215.86     |
| 49.20' Rt.                      | 215.51     | 215.50     |
| 74.40' Rt.                      | 215.16     | 215.15     |
| 98.60' Rt.                      | 214.89     | 214.90     |
| 123.50' Rt.                     | 214.64     | 214.61     |
| 148.80' Rt.                     | 214.33     | 214.31     |
| 173.10' Rt.                     | 214.07     | 214.06     |
| 198.30' Rt.                     | 213.79     | 213.77     |
| 222.80' Rt.                     | 213.51     | 213.47     |
| 248.00' Rt.                     | 213.24     | 213.23     |
| 272.50' Rt.                     | 212.92     | 212.91     |
| 297.30' Rt.                     | 212.67     | 212.65     |
| 321.70' Rt.                     | 212.39     | 212.37     |

PROPOSED TOP OF RAIL ELEVATIONS  
 West Edge of Pavement (22' Lt.) - 216.42  
 Q - 216.20  
 East Edge of Pavement (22' Rt.) - 215.98

Sta. 25+73.50 to Sta. 25+89.33 Paving Contractor to remove existing pavement and replace with 6" Reinforced Concrete Base and 2" (Min.) Asphalt Surface Course.

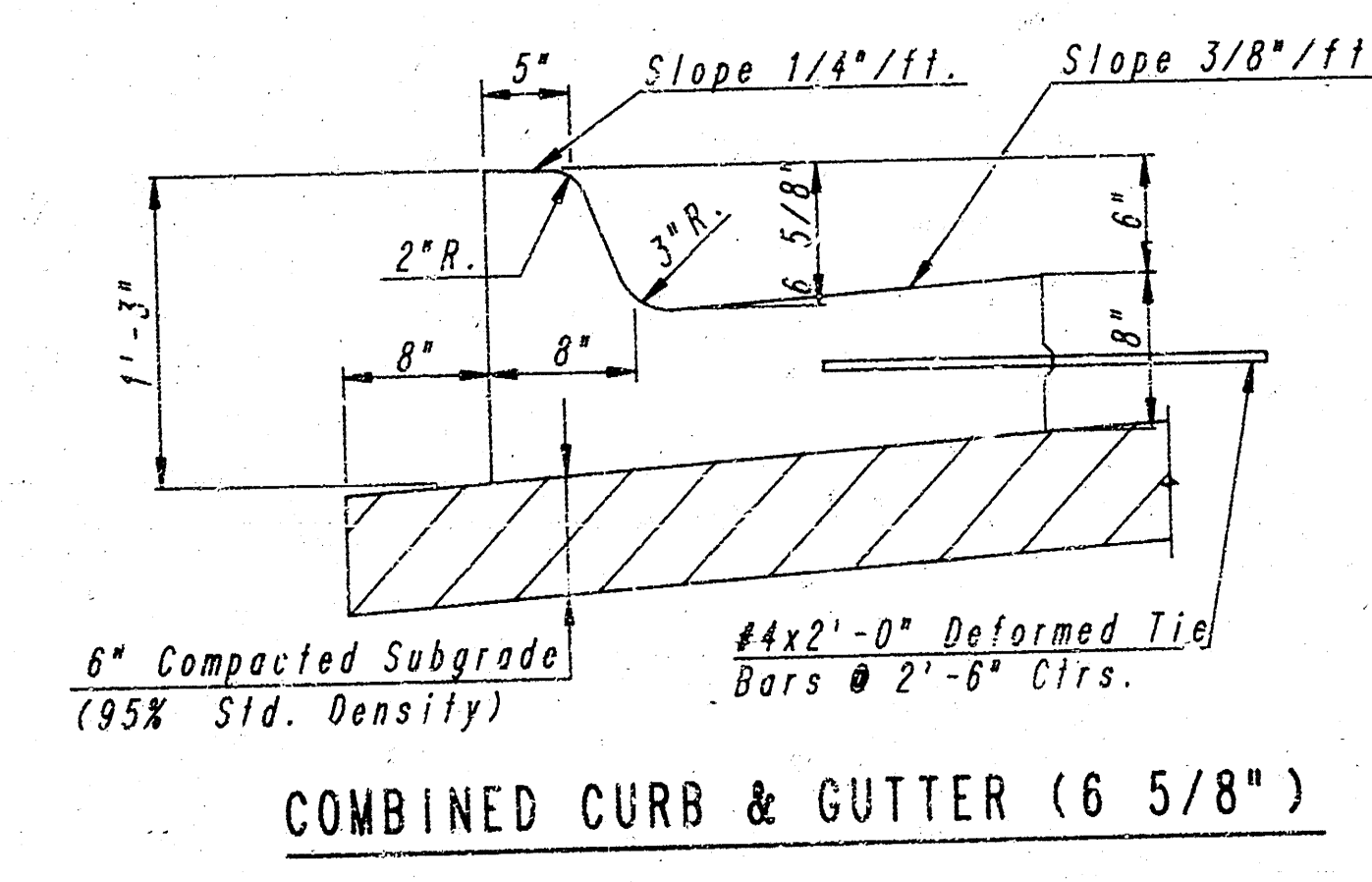
- Asphalt Surface Removed by Paving Contractor. Construct 2" Minimum Asphalt Concrete Surface Course by Paving Contractor.
- Pavement, Concrete Sidewalk and Combined Curb and Gutter Removal by Paving Contractor.
- D.J. Doweled Joint (See "Concrete Paving Details" Sheet)

Nail in Pavement on Section Line  
 Q Woodlawn Sta. 25+44.26

Setum B.M. - RR Spike in W. side Tel. Pole at SE Corner 16th Street and Woodlawn. Elev. 208.95

B.M. - Top of NW Ball of RR Signal Base, E. Side Woodlawn. Elev. 216.37

Iron in (himb) of 1/4 Corner Sec. 7, T2S, R2E - Q Woodlawn Sta. 26+61.68



COMBINED CURB & GUTTER (6 5/8")

BURLINGTON NORTHERN AT WOODLAWN AND 17TH STREET NORTH

PLAN

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

Designed by PDF  
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