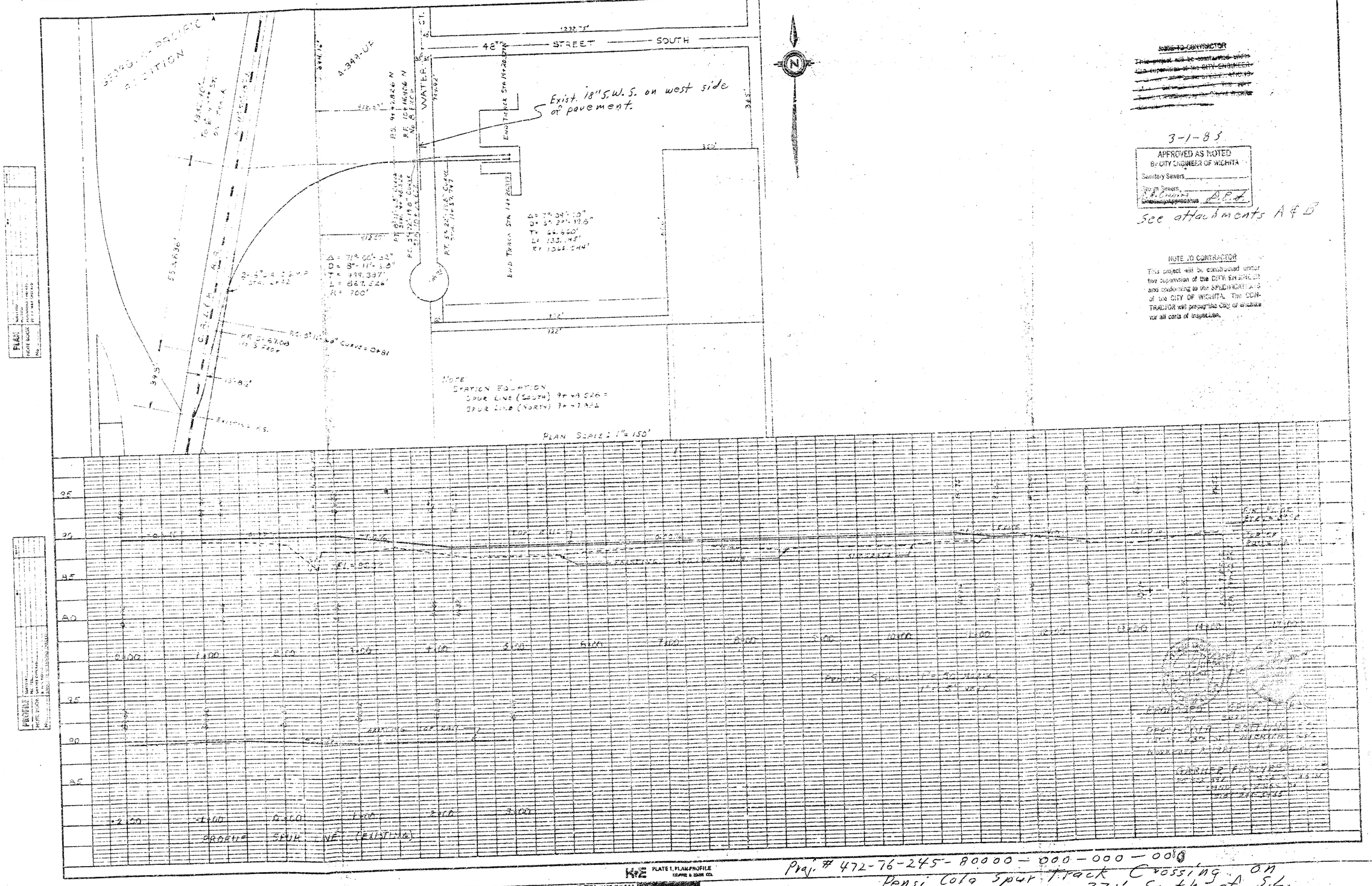

~~NOTE TO CONTRACTOR~~

~~This project will be constructed under the supervision of the CITY ENGINEER and conforming to the SPECIFICATIONS of the CITY OF WICHITA. The CONTRACTOR will prepay the City of Wichita for all costs of inspection.~~

3-1-83

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA
Sanitary Sewers
Storm Sewers

See attachments A & B

NOTE TO CONTRACTOR

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Proj. # 472-76-245-80000-000-000-0000
Pepsi Cola Spur Track Crossing on Water St. approx. 371' South of S.L. of 48th St. S.

Sht. #1 of 2 Sht.

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SPECIAL NOTES

ALL WOOD RAILROAD CROSSING PLANKS, BLOCKS, AND TIMBERS SHALL BE THE BEST QUALITY MANUFACTURED CREOSOTE TREATED HARDWOOD. TREATMENT SHALL CONFORM TO AREA SPECIFICATIONS. INDIVIDUAL PLANKS SHALL NOT BE LESS THAN 8" WIDE. MINIMUM WIDTH OF CROSSING SHALL BE 8'-0". CROSSING ELEMENTS OF LESS WIDTH SHALL BE USED ONLY WHERE THE ADJOINING PAVEMENT IS CONSTRUCTED THERE WILL BE SUCH NARROW BANDS SHALL BE INSTALLED EACH NIGHT WHEN THE ADJOINING PAVEMENT AND THE HEADER BOARDS FOR THE FULL WIDTH OF WORKING WIDTH HAS BEEN FURNISHED AT THE JOINT BETWEEN THE PAVEMENT AND THE HEADER BOARDS FOR THE FULL WIDTH OF THE RAILROAD CROSSING. THE PAVEMENT BETWEEN ANY PAVEMENT REPLACEMENT AND 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 FILLER BLOCKS ON THE SIDE OF ALL 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 CUTS IF 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 AS SHOWN ON DRAWINGS BY THE PAVING CONTRACTOR OR AS SHOWN BY THE PLANS AND SPECIAL DETAILS OR AS DIRECTED BY THE ENGINEER WHERE SUCH PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF NEW CROSSING MATERIALS. PAVEMENT SHALL BE CUT NEAT AND SQUARE BY USE OF CONCRETE SAWS PRIOR TO THE DEMOLITION OF SUCH PAVEMENT BY USE OF HEAVY EQUIPMENT. ALL PAVEMENT REMOVAL AND CONSTRUCTION OPERATIONS SHALL BE PERFORMED WITH THE APPROVAL OF THE APPROPRIATE RAILROAD COMPANY. ALL PAVEMENT REMOVAL AND CONSTRUCTION OPERATIONS SHALL BE SO CONDUCTED AS TO PREVENT DAMAGE TO THE EXISTING RAILROAD TRACK, SUBGRADE, BALLAST, AND APPURTENANCES. WORKING CONDITIONS SHALL CONFORM TO THE RULES AND REGULATIONS OF SUCH RAILROAD COMPANY AS GOVERN THE ENTERING RAILROAD COMPANY. ALL PAVEMENT REMOVAL AND CONSTRUCTION OPERATIONS SHALL BE PERFORMED WITH THE APPROVAL AND UNDER THE INSPECTION AND DIRECTION OF THE RAILROAD COMPANY'S ENGINEER OR HIS REPRESENTATIVE. EXISTING PAVEMENT SHALL BE SAWED ALONG STRAIGHT AND SYMMETRICAL LINES PARALLEL TO THE CENTERLINE AND ADJACENT PAVEMENT JOINTS OR EDGES. SAWING SHALL BE TO DEPTH OF PAVEMENT SLABS. PAVEMENT REMOVAL AND CONSTRUCTION SHALL BE SO SCHEDULED THAT ALL PAVEMENT SLABS SCHEDULED FOR REMOVAL SHALL BE REMOVED AND REPLACED WITHIN THE SAME WORKING DAY. SLABS SCHEDULED FOR REMOVAL SHALL BE SAWED FULL DEPTH ALONG ALL EDGES. SAWED JOINTS SHALL BE SO TREATED AS TO PREVENT BONDING OF NEW CONCRETE AND ADJOINING PAVEMENT. SAWED OR BROKEN EDGES SHALL BE SO TREATED AS TO PREVENT BONDING OF NEW CONCRETE AND ADJOINING PAVEMENT. SAWED OR BROKEN EDGES SHALL BE TO NEAT LINES SAWED JOINTS BETWEEN NEW CONSTRUCTION AND ADJOINING PAVEMENT. SAWED OR BROKEN EDGES SHALL BE TO NEAT LINES PARALLEL TO CENTERLINE OF TRACK. PAVEMENT REMOVAL BEYOND THE LIMITS SHOWN ON THE PLANS ARE UNAUTHORIZED. EXACT LIMITS OF REMOVAL SHALL BE PURSUED AT SAW CUT. REMOVAL WORK SHOWN ON THE PLANS ARE APPROXIMATE. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE FIELD ENGINEER AFTER THE NEW RAILROAD CROSSING MATERIAL HAS BEEN INSTALLED.

ALL TREATED WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS SHALL BE OF THE BEST QUALITY CONSTRUCTION RESULTING IN THE LEAST AMOUNT OF WARPAGE, TWIST OR OTHER ITS INSTALLATION. WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS MAY VARY FROM THE REQUIREMENTS DETAILED IN THIS SHEET EXCEPT THAT ALL WOOD PLANK OR TIMBER RAILROAD CROSSINGS INSTALLED IN THE CITY OF WICHITA, KANSAS, SHALL MEET THE MINIMUM REQUIREMENTS ESTABLISHED BY THE AMERICAN RAILWAY ENGINEERING ASSOCIATION FOR SUCH CROSSINGS FOR IMPROVED HEAVY CLASS OF HIGHWAY TRAFFIC. THE RAILROAD COMPANY SHALL SUBMIT SHOP DRAWINGS TO THE CITY ENGINEER FOR THEIR APPROVAL FOR PLANK OR TIMBER CROSSINGS WHICH DO NOT CONFORM TO THE REQUIREMENTS AS SHOWN ON THIS STANDARD DETAIL SHEET. FULL DEPTH BITUMINOUS RAILROAD CROSSING CONSTRUCTION WILL NOT BE PERMITTED WITHIN THE CITY LIMITS OF WICHITA, KANSAS.

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
NEW PAVEMENT CONSTRUCTION ABUTTING NEW WOOD PLANK RAILROAD CROSSING
NO SCALE

NOTE TO CONTRACTOR

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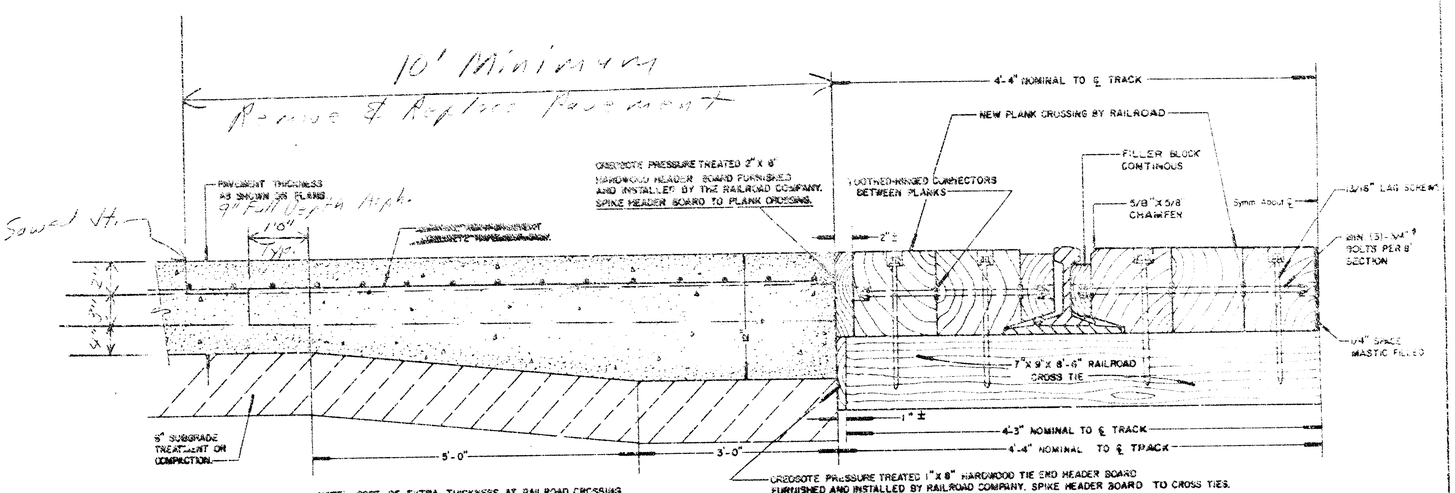
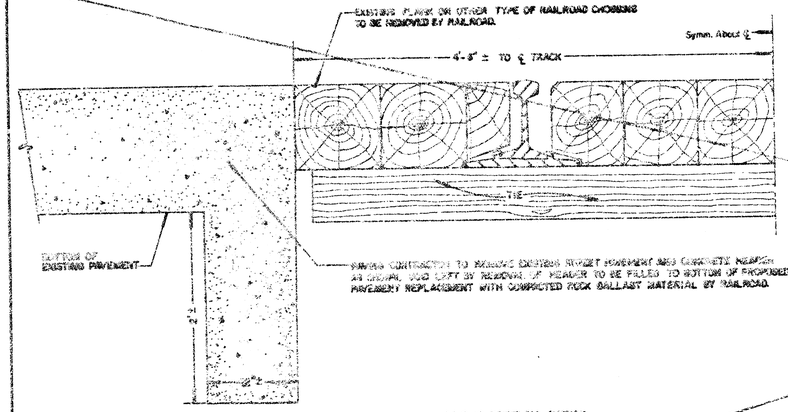
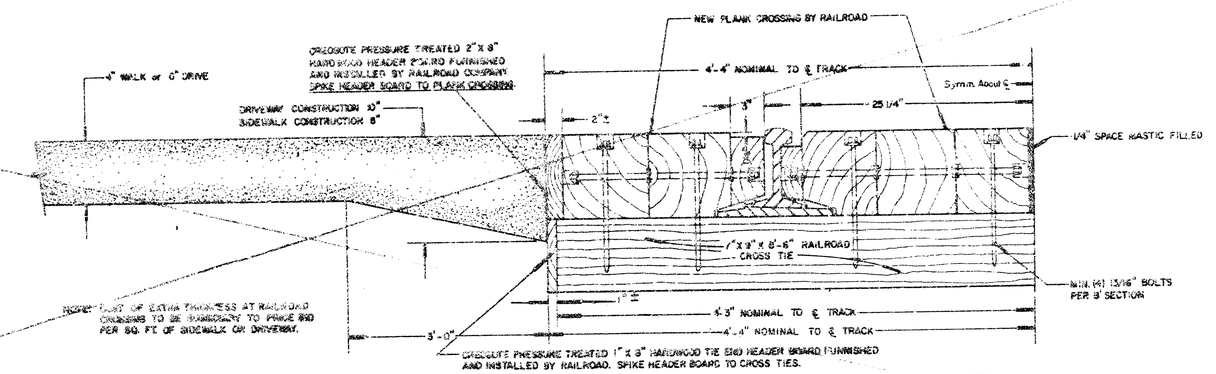


NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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
PAVEMENT REMOVAL ABUTTING TRACKS TO FACILITATE INSTALLATION OF NEW WOOD PLANK CROSSING
NO SCALE
SHADED AREA DENOTES REMOVAL



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 NEW WOOD PLANK RAILROAD CROSSING
NO SCALE

CITY OF WICHITA, KANSAS STANDARDS FOR:
WOOD PLANK RAILROAD CROSSING INSTALLATION DETAILS
AT LOCATIONS: WHERE ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED, OR FOR NEW PAVEMENT.

Attachment B - Detail Drawing
Spur track crossing for Pepsi C-17 on the Watco St. approx. 371' South of S.L. of 49th St. S.

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Attachment A

CONSTRUCTION NOTES

Installation of Two Spur Railroad Crossings
for Pepsi Cola Across Water Street Approximately
371 Feet South of South Line of 48th Street South

Pavement and combined curb and gutter shall be removed and replaced for a minimum distance of ten (10) feet beyond the limits of proposed crossing. A staggered construction joint shall be formed as indicated on the attached drawing where replacement pavement joins existing pavement.

Top of rail elevations shall be set to an elevation of eight hundredths (0.08) of a foot above existing crown elevation of pavement. Finished elevation of pavement at juncture with crossing shall be eight hundredths (0.08) of a foot below rail and crossing elevations to allow for settlement of rail and crossing.

Replaced combined curb and gutter shall be constructed on a bituminous base having a minimum thickness of four (4) inches in conformance with original plan section with thickened base course section as shown on attached detail drawing. Curb shall taper from full height to no curb at the crossing location using ten (10) foot minimum transition length.

Material for bituminous base course construction shall be Type BC-1 mix. Material for asphalt surface course shall be type SC-1 mix.

Pavement between the two tracks shall be twelve (12) inches full depth asphalt pavement.

All work in connection with pavement removal and replacement shall conform to applicable standards and specifications of the City of Wichita, Kansas. Such pavement work shall be completed by a paving contractor qualified to do such work in the City of Wichita, Kansas.

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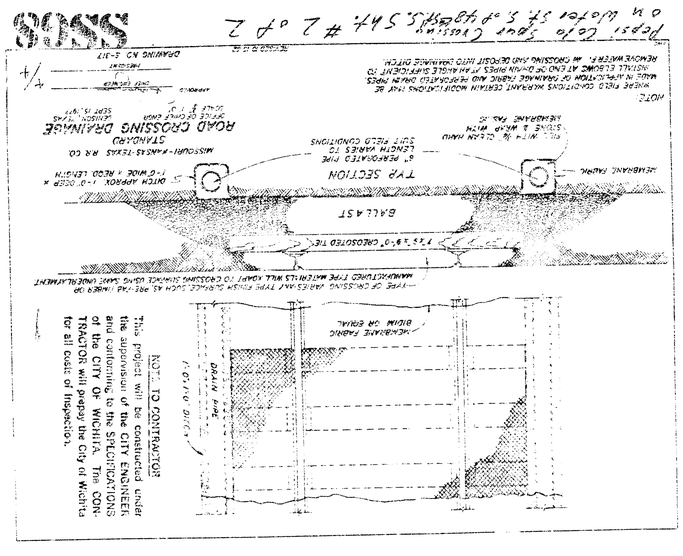
Pepsi Co to Sour Cross on Hydraulics Sht #2 of 2
on Water St & Hydraulics