GEORGE-DEGNAN ADDITION

48TH STREET SOUTH

WATER ST.

Exist. 18" S.W.S. on west side of pavement.

END TRACK STA 14+28.27

END TRACK STA 14+39.79

Δ = 71° 09' 12"
D = 8° 11' 36"
T = 499.387'
L = 867.526'
R = 700'

Δ = 71° 09' 12"
D = 57° 23' 19.6"
T = 66.650'
L = 133.145'
R = 100.544'

NOTE
STATION EQUATION
SPUR LINE (SOUTH) 9+48.526 =
SPUR LINE (NORTH) 9+47.856

PLAN SCALE: 1" = 150'

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 be required to pay the City of Wichita for all costs of inspection.~~

3-1-83

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA
Sanitary Sewers
Storm Sewers
Paving

See attachments A & B

NOTE TO CONTRACTOR

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PROFILE SCALE: 1" = 10' VERT.

PROFILE ON ORIGINAL GROUND ALONG CENTER LINE OF PROPOSED STREET

PROFILE ON PROPOSED GRADE ALONG CENTER LINE OF PROPOSED STREET

PROFILE ON ORIGINAL GROUND ALONG CENTER LINE OF EXISTING STREET

PROFILE ON PROPOSED GRADE ALONG CENTER LINE OF EXISTING STREET

ORIGINAL GROUND

PROPOSED GRADE

EXISTING TOP OF RAIL

EXISTING TOP OF RAIL

SPUR LINE (EXISTING)

K&E PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.
46 7004 MADE IN U.S.A.

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 NEW RAILROAD CROSSING PLANKS, AND TIMBERS SHALL BE THE BEST QUALITY MANUFACTURED CREOSOTE TREATED HARDWOOD. INDIVIDUAL PLANKS SHALL NOT BE LESS THAN 8 FEET IN LENGTH. SHORTER LENGTHS OF PLANK MAY BE USED WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE CROSSING WIDTH. DIMENSION TOLERANCES OF ± 1/4" FOR NOMINAL THICKNESS AND WIDTH DIMENSIONS SHALL BE PERMITTED. ALL PLANKS SHALL BE SURFACED ON FOUR SIDES. ALL PLANKS SHALL BE INSTALLED SUCH THAT WHEN THE ADJACENT PAVEMENT IS CONSTRUCTED THERE WILL BE SMOOTH VERTICAL ALIGNMENT PROVIDED AT THE EDGE OF PAVEMENT AND THE HEADER BOARDS FOR THE FULL WIDTH OF VEHICULAR TRAFFIC. THE PAVEMENT SHALL BE BUTTED TIGHT AGAINST THE RAILROAD CROSS TIES. ONE THICKNESS OF TAR PAPER BETWEEN ANY PAVEMENT & PLANK UNIT CONTACT WITH THE RAILROAD CROSS TIES. ONE THICKNESS OF TAR PAPER 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 SHALL REQUIRE INSTALLATION OF RAILROAD SPIKES ON THE SIDE OF ALL CROSS TIES WHICH ARE LESS THAN 4'3" FROM CENTER LINE OF THE TRACK. LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING SHALL 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 AS SHOWN BY THE PLANS AND SPECIAL DETAILS OR AS DIRECTED WHERE SUCH PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF NEW CROSSING MATERIALS. PAVEMENT SHALL BE SAW CUT AND SET UP TO BE REMOVED SHALL BE ROUGHED DOWN TO THE INSTALLATION OF NEW CROSSING MATERIALS. PAVING CONTRACTOR SHALL COORDINATE THE WORK OF THE INSTALLATION OF NEW CROSSING MATERIALS WITH THE EXISTING RAILROAD COMPANY. ALL PAVEMENT REMOVAL AND CONSTRUCTION OF EACH CROSSING LOCATION SHALL BE IN THE EXISTING RAILROAD COMPANY. ALL SAWED JOINTS BETWEEN NEW & EXISTING PAVEMENT SHALL BE SAW CUT BEFORE PAVEMENT REMOVAL OR BEFORE SHALL BE TO NEAT LINES PUSHED BY 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.

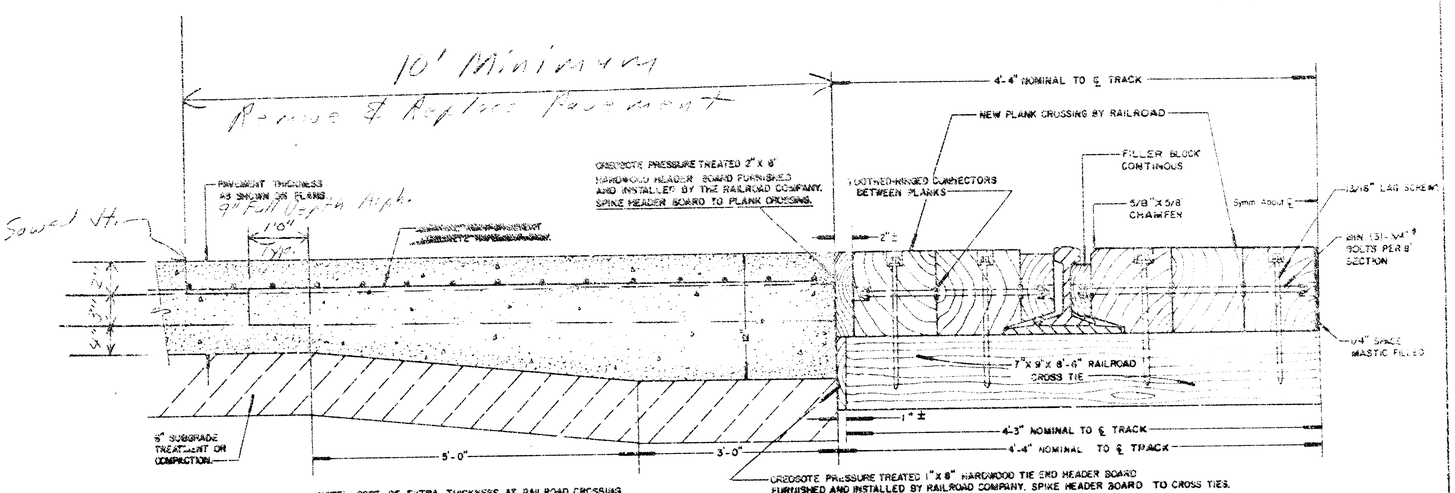
ALL TREATED WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS SHALL BE OF THE BEST QUALITY CONSTRUCTION RESULTING IN THE LEAST AMOUNT OF WEAR, WHILE THEY ARE NEW AFTER ITS INSTALLATION. WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS MAY VARY FROM THE REQUIREMENTS DETAILED IN THIS SHEET SHOULD THEY ALL WOOD PLANK OR TIMBER RAILROAD CROSSINGS INSTALLED IN THE CITY OF WICHITA, KANSAS, SHALL MEET THE MINIMUM REQUIREMENTS ESTABLISHED BY THE AMERICAN RAILWAY ENGINEERING ASSOCIATION FOR WOOD CROSSINGS FOR IMPROVED HEAVY CLASS OF HIGHWAY TRAFFIC. THE RAILROAD COMPANY SHALL SUBMIT SHOP DRAWINGS TO THE CITY ENGINEER FOR HIS 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

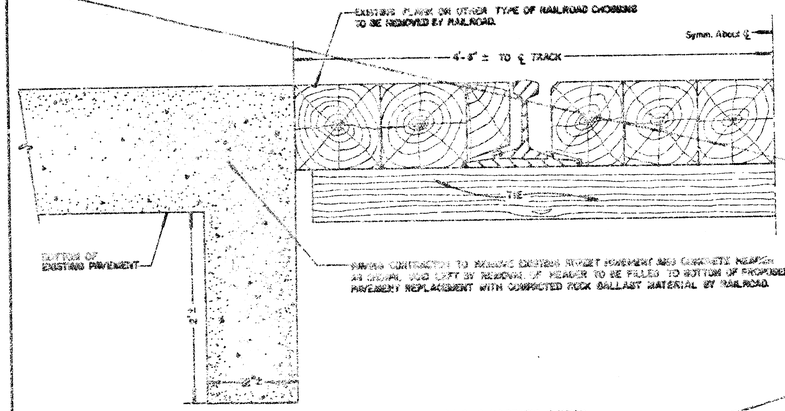
NOTE TO CONTRACTOR

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.

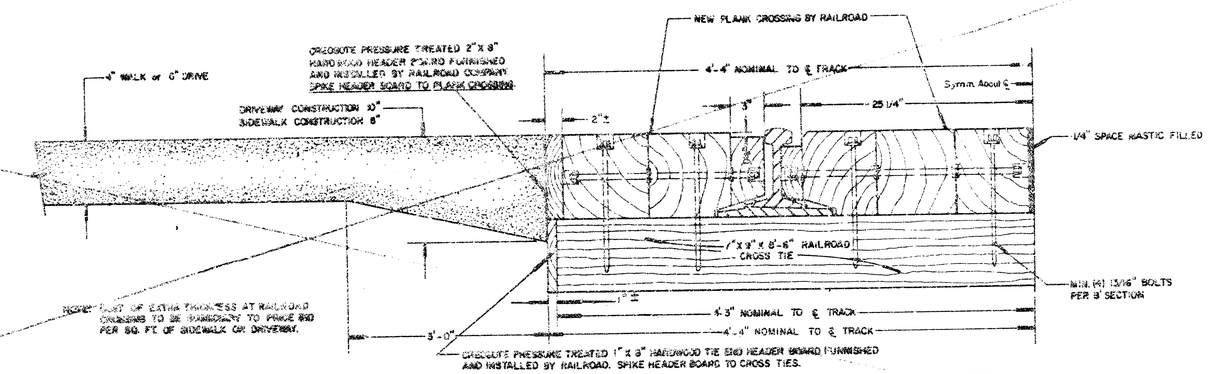


NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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 47th 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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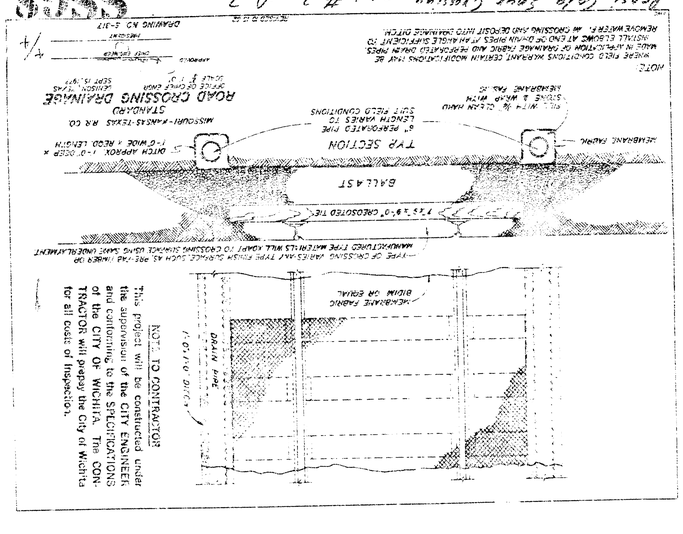
Pepsi Co/o Sour Cruss'n
on Dodge St & Hydraulic St #202

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