FHWA REGION NO.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NUMBER	TOTAL SHEETS
7	KANSAS	87N-0080-01	1997	46	162

DATE	BY
REFERENCES NOTED	
REFERENCES CHECKED	

SPECIAL NOTES

RUBBERIZED OR CONCRETE CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE IMPROVED CROSSING, INCLUDING RUBBER OR WOOD TIE SHIM CAP BOARD, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY THE CROSSING MATERIAL 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 1.800 METERS 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 0.900 METERS. RUBBER OR WOOD CAP BOARDS 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 1.275 M FOR 2.550 M TIES AND 1.350 M FOR 2.700 M 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 1.275 M FOR 2.550 M TIES AND 1.350 M FOR 2.700 M TIES FROM THE CENTERLINE OF THE TRACK.

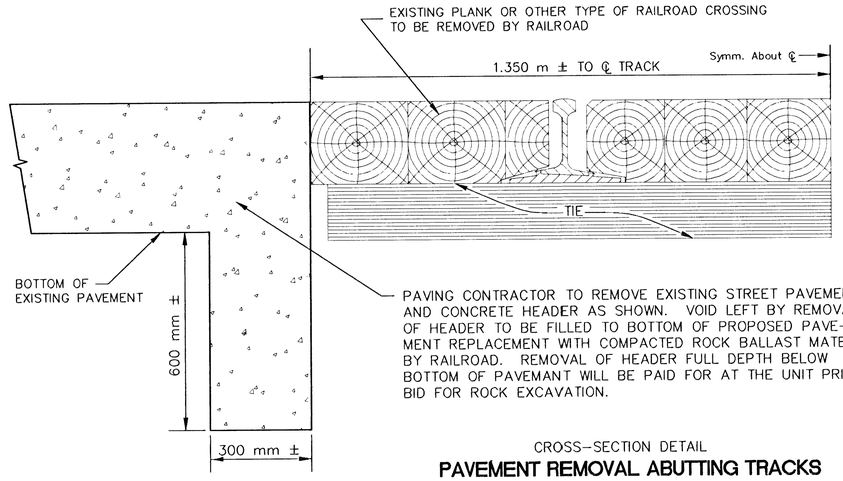
EXISTING PAVEMENT SHALL BE REMOVED BY THE PAVING CONTRACTOR. PAVEMENT IMMEDIATELY ADJACENT TO AND WITHIN 0.900 M OF THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIALS. PAVING CONTRACTOR SHALL COORDINATE THE PAVEMENT REMOVAL AT EACH CROSSING LOCATION WITH THE INVOLVED 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 IMPROVED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND 0.900 M BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. WOOD OR CONCRETE PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED IMPROVED 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 ENGINERR FOR ANTICIPATED TRACK SETTLEMENT.

SURFACE OF NEW PAVEMENT AND IMPROVED 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 TO PRECLUDE TRACK SETTLEMENT. RAILROAD TRACK AND IMPROVED CROSSING MATERIAL ELEVATIONS OR PAVEMENT ELEVATIONS SHALL BE ADJUSTED IN A RANGE OF 6.25 MM TO 25 MM 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.

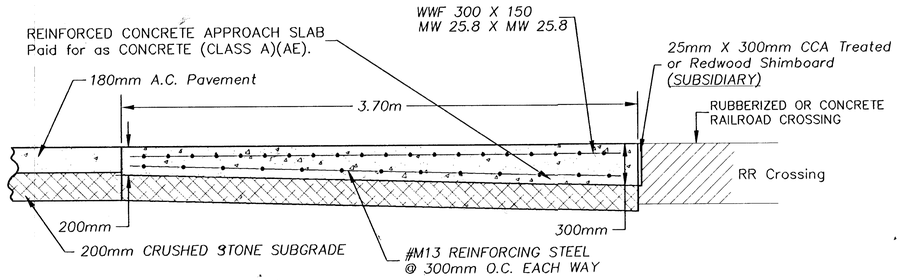
INDIVIDUAL SECTIONS OF THE IMPROVED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.

THE UNIT PRICE BID FOR "CONCRETE RAILROAD APPROACH" MEASURED ON A SQ. M. BASIS, SHALL BE FULL COMPENSATION FOR FURNISHING ALL REINFORCING STEEL AND WELDED WIRE FABRIC; FOR ALL CONCRETE; FOR ALL EXCAVATION; AND FOR ALL LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE APPROACH.



CROSS-SECTION DETAIL

PAVEMENT REMOVAL ABUTTING TRACKS TO FACILITATE INSTALLATION OF IMPROVED CROSSING

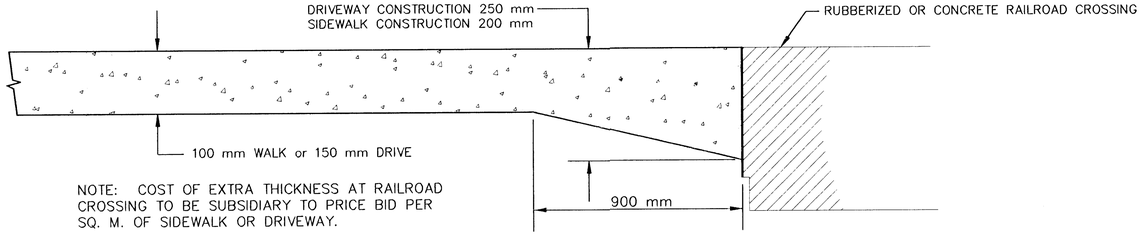


NOTE: COST OF EXTRA THICKNESS OUTSIDE OF RAILROAD APPROACH SLAB TO BE SUBSIDIARY TO PRICE BID PER SQ. M. OF PAVEMENT.

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 IMPROVED RAILROAD CROSSING

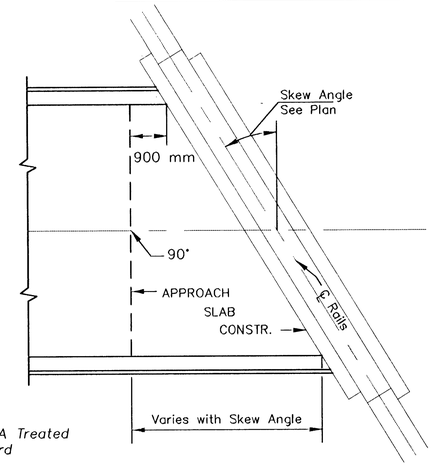


NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. M. OF SIDEWALK OR DRIVEWAY.

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 THE SIDEWALK OR DRIVEWAY AND RAILROAD CROSSING MATERIAL.

CROSS-SECTION DETAIL

NEW SIDEWALK AND DRIVEWAY CONSTRUCTION ABUTTING RUBBERIZED RAILROAD CROSSING



PLAN

APPROACH PAVING LAYOUT TO SKEWED RUBBERIZED RAILROAD CROSSING

RAILROAD CROSSING W/ NEW ASPHALT, CONCRETE PVM'T
WICHITA, KANSAS

SRB SAVOY, RUGGLES & BOHM, P.A. ENGINEERING & SURVEYING
924 NORTH MAIN, WICHITA, KANSAS 67203, 316-264-8008, FAX 264-4921, http://www.feat.com/~srb, E-Mail: srb@feat.com

PROJECT NUMBER 472-76-245-82740-000-000-001

DRAWN	DESIGN	REVIEW	DATE	UTILITY	SRB JOB
JTS	COW	JCR			539T

REVISED

46 / 162