SPECIAL NOTES

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

2. INDIVIDUAL PIECES OF CONCRETE CAP BOARDS SHALL NOT BE LESS THAN SIX (6) FEET LONG. 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 CONCRETE 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.

3. EXISTING PAVEMENT SHALL BE REMOVED 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. PAVEMENT IMMEDIATELY ADJACENT TO 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.

4. LENGTHS OF CONCRETE CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY OR TO THE BACK OF SIDEWALK IF THERE IS SIDEWALK, FOR EACH LOCATION. THE INVOLVED RAILROAD COMPANIES SHALL, IF NECESSARY, ADJUST THEIR RAILS TO ELEVATIONS AS SHOWN ON THE PLANS FOR EACH CROSSING LOCATION. VARIATIONS FROM THE TOP OF THE RAIL ELEVATIONS SHOWN WILL BE PERMITTED ONLY WHEN APPROVED BY THE FIELD ENGINEER FOR ANTICIPATED TRACK SETTLEMENT. TOP OF RAIL ELEVATIONS SHOWN ON THE PLANS DO NOT INCLUDE ANY ALLOWANCE FOR TRACK SETTLEMENT.

5. SURFACE OF NEW PAVEMENT AND CONCRETE 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 CONCRETE 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.

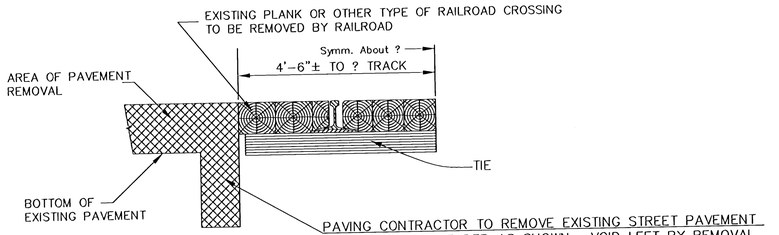
6. INDIVIDUAL SECTIONS OF THE CONCRETE CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE CONCRETE CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.

7. THE DELASTIC PERMANENT COMPRESSION SEAL, TO BE INSTALLED BY THE PAVING CONTRACTOR, SHALL BE INSTALLED NORMAL TO THE CENTERLINE OF THE ROADWAY. WHERE THE RAILROAD CROSSING IS SKEWED TO THE CENTERLINE OF THE ROADWAY, THE LONGITUDINAL DIMENSIONS SHOWN FOR APPROACH PAVING SHALL APPLY TO THE SHORTEST OUTSIDE EDGE OF PAVEMENT RELATIVE TO THE SKEW OF THE RAILROAD.

8. DELASTIC PERMANENT COMPRESSION SEAL SHALL BE D. S. BROWN COMPANY CATALOG NUMBER H-6000 OR AN APPROVED EQUAL MEETING OR EXCEEDING THE REQUIREMENTS OF ASTM D 3542-82 AND INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

9. THE DELASTIC PERMANENT COMPRESSION SEAL SHALL EXTEND FULL WIDTH OF THE PAVEMENT. WHERE COMBINED CURB AND GUTTER OR CURB IS A PART OF THE PROJECT, THE SEAL SHALL BE SHAPED TO AND EXTEND THROUGH THE CURB. SHAPING TO COMBINED CURB AND GUTTER OR CURB SECTIONS SHALL INCLUDE ALL NECESSARY DRILLING, CUTTING, BENDING AND BONDING. OPEN CELL ENDS AND CUTS SHALL BE CAPPED TO PREVENT INFILTRATION OF INCOMPRESSIBLE MATERIALS. WHERE IT IS NECESSARY TO SHAPE TO COMBINED CURB AND GUTTER OR CURB, THE CONTRACTOR SHALL SUBMIT SHOP DRAWING(S) CLEARLY SHOWING: MATERIAL TYPE AND SECTION DIMENSIONS; DIMENSIONS AND LOCATIONS OF ALL DRILL HOLES, CUTS, AND WEDGES TO BE REMOVED; BENDS; CAPS; BONDING AGENTS; AND ANY OTHER NECESSARY INFORMATION RELATIVE TO THE INSTALLATION. AN EXAMPLE CUTTING AND BENDING DETAIL HAS BEEN SHOWN ON THIS SHEET.

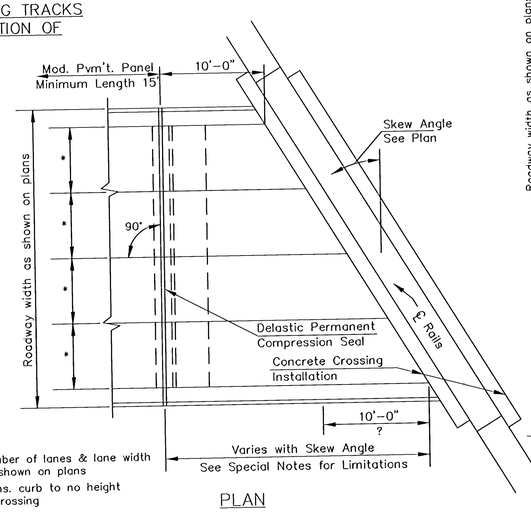
10. THE UNIT PRICE BID FOR "CONCRETE RAILROAD APPROACH ", MEASURED ON A SQ. YD. BASIS, SHALL BE FULL COMPENSATION FOR FURNISHING COMPRESSION SEAL MATERIAL; ALL REINFORCING STEEL, INCLUDING STEEL SHOWN IN MODIFIED PAVEMENT PANEL; FOR ALL CONCRETE; FOR ALL EXCAVATION; AND FOR ALL LABOR, TOOLS, EQUIPMENT, AND SLEEPER SLAB AS SHOWN.



PAVING CONTRACTOR TO REMOVE EXISTING STREET PAVEMENT AND CONCRETE HEADER AS SHOWN. VOID LEFT BY REMOVAL OF HEADER TO BE FILLED TO BOTTOM OF PROPOSED PAVEMENT REPLACEMENT WITH COMPACTED ROCK BALLAST MATERIAL BY RAILROAD. REMOVAL OF HEADER FULL DEPTH BELOW BOTTOM OF PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR RAILROAD HEADER REMOVAL.

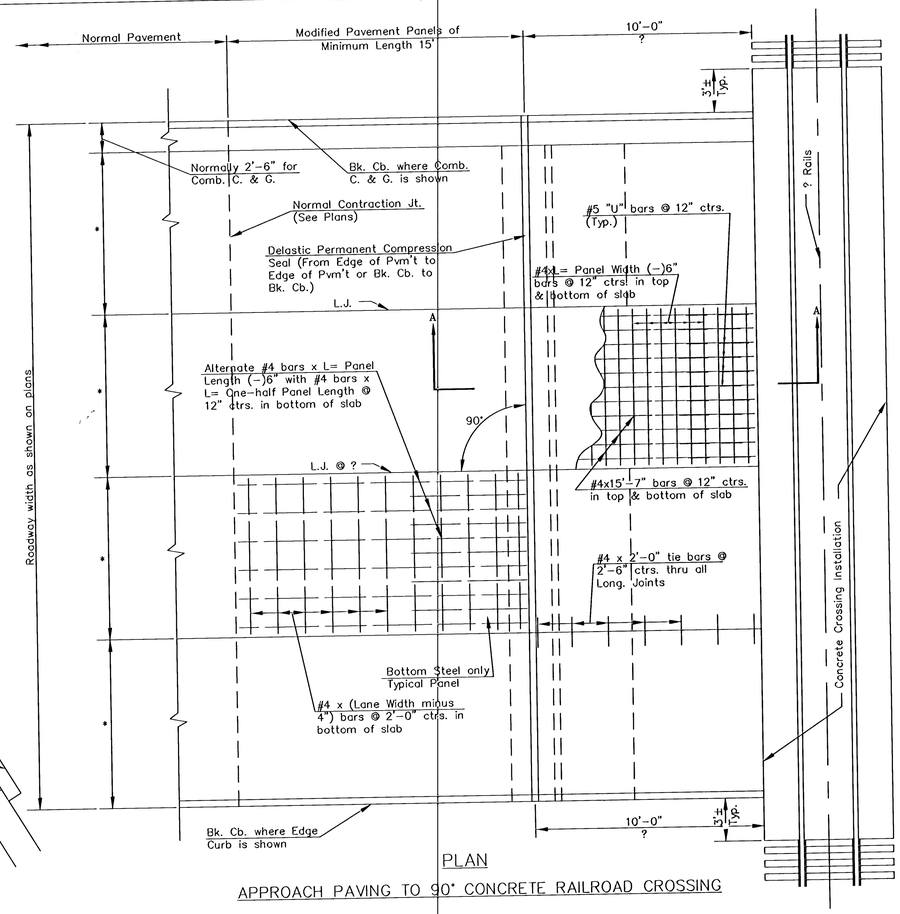
CROSS-SECTION DETAIL

PAVEMENT REMOVAL ABUTTING TRACKS TO FACILITATE INSTALLATION OF CONCRETE CROSSING



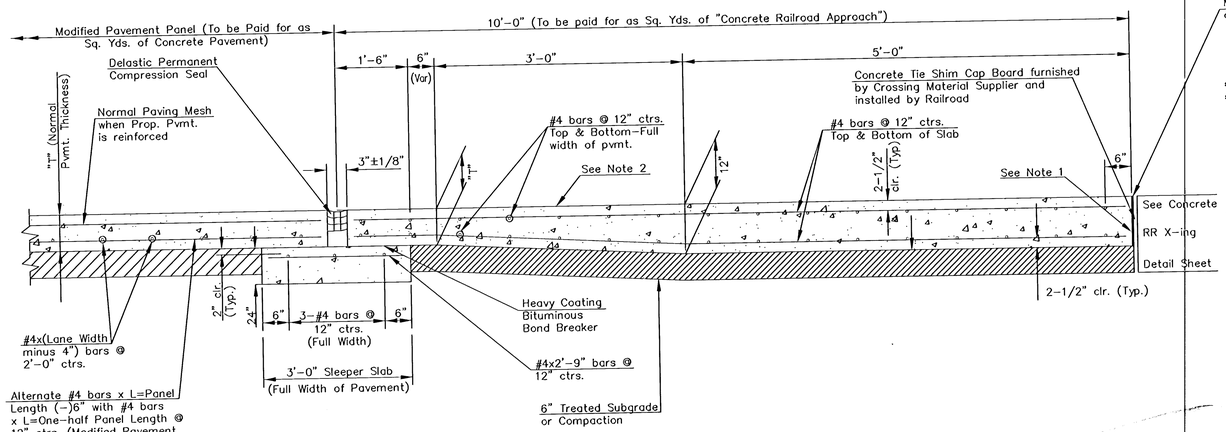
PLAN

APPROACH PAVING LAYOUT TO SKEWED CONCRETE RAILROAD CROSSING



PLAN

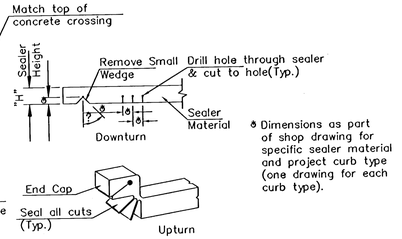
APPROACH PAVING TO 90° CONCRETE RAILROAD CROSSING



SECTION A-A

NOTE 1: One thickness of 90# tar paper for bond breaker on all mating surfaces between pavement, sidewalks, or drives and railroad crossing material; to be installed by Paving Contractor.

NOTE 2: Top of pavement true to X-slope and grade established by plan elevations and match of concrete crossing installation (See special notes).



* Dimensions as part of shop drawing for specific sealer material and project curb type (one drawing for each curb type).

EXAMPLE CUTTING AND BENDING DETAILS

THE CITY OF WICHITA

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501
(316) 268-4114 FAX

CONCRETE RR X-INGS FOR NEW CONCRETE PAVEMENT

JIM ARMOUR P.E. - CITY ENGINEER

PROJECT NUMBER	INDEX CODE
472-84001	706900
DATE: JUN 05	SHEET 10 OF 58

RRXNEWCN.DWG