

PAVEMENT REMOVAL AND RECONSTRUCTION
IN CONNECTION WITH
RUBBERIZED RAILROAD CROSSING INSTALLATION
PHASE I
PROJ. NO. 472-76-245-81250-000-000-001

LOCATION	RAILROAD COMPANY	SHEET NO.
DOUGLAS, EAST OF MILLWOOD.....	MISSOURI PACIFIC.....	5
MERIDIAN AT ST. LOUIS.....	MISSOURI PACIFIC.....	6
21st STREET, EAST OF BROADWAY.....	SANTA FE.....	7
WEST, NORTH OF ZOO BLVD.....	MISSOURI PACIFIC.....	8
DETAIL SHEETS.....		2, 3, 4, 4A

GENERAL NOTES

ALL HEADER BOARDS SHALL BE BEST QUALITY CREOSOTE TREATED LUMBER. HEADER BOARDS TO BE INSTALLED IN CONJUNCTION WITH RUBBERIZED CROSSING MATERIAL SHALL BE FURNISHED BY THE MANUFACTURER OF THE RUBBERIZED CROSSING MATERIAL. HEADER BOARDS BUTTING RUBBERIZED CROSSING MATERIAL SHALL BE INSTALLED BY THE RAILROAD IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE MANUFACTURER OF THE RUBBERIZED CROSSING MATERIAL. HEADER BOARDS INSTALLED BY THE PAVING CONTRACTOR SHALL BE SPIKED TO THE WOOD PLANK CROSSING MATERIAL AT EACH END OF THE HEADER BOARD AND AT MAXIMUM INTERVALS OF 18" BETWEEN THE HEADER BOARD ENDS USING 6" SPIKES. INDIVIDUAL PIECES OF HEADER BOARDS SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING AND/OR WOOD PLANK CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL HEADER BOARD PIECES SHALL NOT BE LESS THAN 3 FEET. HEADER BOARDS SHALL BE INSTALLED SUCH THAT WHEN THE BUTTING PAVEMENT IS REPLACED THERE WILL BE A SMOOTH VERTICAL SURFACE FORMED AT THE JUNCTURE WITH THE HEADER BOARD FOR THE FULL DEPTH OF THE PAVEMENT WITHOUT ANY PAVEMENT COMING INTO DIRECT CONTACT WITH THE RAILROAD TIES. ONE THICKNESS OF TAR-PAPER SHALL BE FASTENED TO THE SURFACES OF ALL HEADER BOARDS AND/OR WOOD FILLER STRIPS WHICH WOULD ABUT THE PAVEMENT WHEN IT IS REPLACED.

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

EXISTING PAVEMENT SHALL BE REMOVED AND REPLACED FOR A WIDTH OF 11'0" AND TO DEPTHS INDICATED IN THE SPECIAL DETAIL IN ALL AREAS WHERE THE STREET PAVEMENT ABUTS RAILROAD TRACKS. SUCH PAVEMENT SHALL BE REMOVED PRIOR TO THE INSTALLATION OF THE RAILROAD CROSSING MATERIAL. PAVING CONTRACTOR SHALL COORDINATE THE PAVEMENT REMOVAL AND REPLACEMENT 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 THE COLD MILLING PROCESS OR BY SAW CUT. REMOVAL AND COLD MILLING AREAS SHOWN BY THE PLANS ARE APPROXIMATE. EXACT LIMITS OF REMOVAL AND COLD MILLING SHALL BE DETERMINED BY THE FIELD ENGINEER AFTER THE RAILROAD CROSSING MATERIAL HAS BEEN INSTALLED.

THE INVOLVED RAILROAD COMPANIES SHALL ADJUST THEIR RAILROAD TRACKS TO ELEVATIONS AS SHOWN ON THE PLANS FOR EACH CROSSING LOCATION. ALL NEW CONSTRUCTION SHALL MATCH THE FINISHED TRACK ELEVATIONS.

PAVING CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, PLACING, AND MAINTAINING CONSTRUCTION TRAFFIC CONTROL SIGNING AND BARRICADES AS REQUIRED FOR THE RUBBERIZED CROSSING INSTALLATION IN ACCORDANCE WITH "THE BARRICADE MANUAL" AS ADOPTED BY THE TRAFFIC ENGINEERING SECTION OF THE ENGINEERING DEPARTMENT OF THE CITY OF WICHITA.

FURNISHING, PLACING, AND MAINTAINING CONSTRUCTION TRAFFIC CONTROL SIGNING AND BARRICADES WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER PAY ITEMS OF WORK.

NOTE: INFORMATION PROVIDED TO THE CITY HAS IDENTIFIED THE FOLLOWING PERSONS AS BEING IN CHARGE OF THE CROSSING MATERIAL INSTALLATION FOR THE RAILROAD COMPANIES INDICATED. IT IS ANTICIPATED THAT THE RUBBERIZED CROSSING MATERIALS WILL BE DELIVERED TO THE INVOLVED RAILROAD COMPANIES DURING THE MONTH OF JUNE, 1983.

MR. BANTON, WICHITA, KS, PH #267-8781 - MISSOURI PACIFIC RAILROAD CO.
MR. DRAPER, NEWTON, KS, PH #283-7516 - ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

BOOK NO.	APPROVED BY	DATE
DRAWN BY		REVISED
CITY OF WICHITA		
DEPARTMENT OF ENGINEERING		
DIRECTOR OF ENG. CITY ENGINEER		SCALE
R. W. BRUGGEMAN		

SPECIAL NOTES

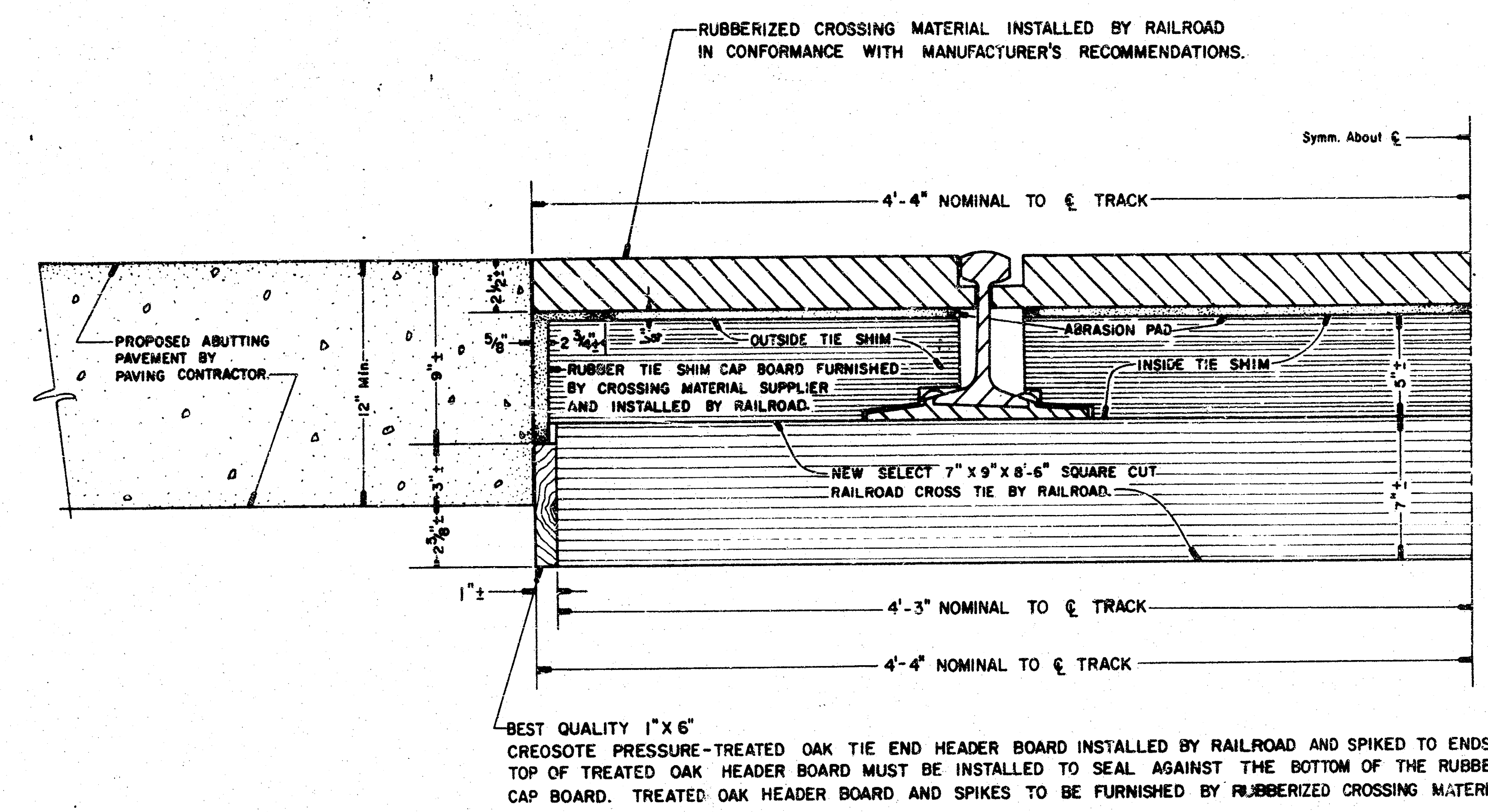
RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING RUBBER TIE SHIM CAP BOARD, TREATED OAK TIE END HEADER BOARD, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY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

ALL WOOD HEADER BOARDS SHALL BE THE BEST QUALITY LUMBER. INDIVIDUAL PIECES OF HEADER BOARDS AND CAP BOARDS SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL HEADER BOARD AND CAP BOARD PIECES SHALL NOT BE LESS THAN 3 FEET. HEADER BOARDS AND 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 HEADER OR CAP BOARDS 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.

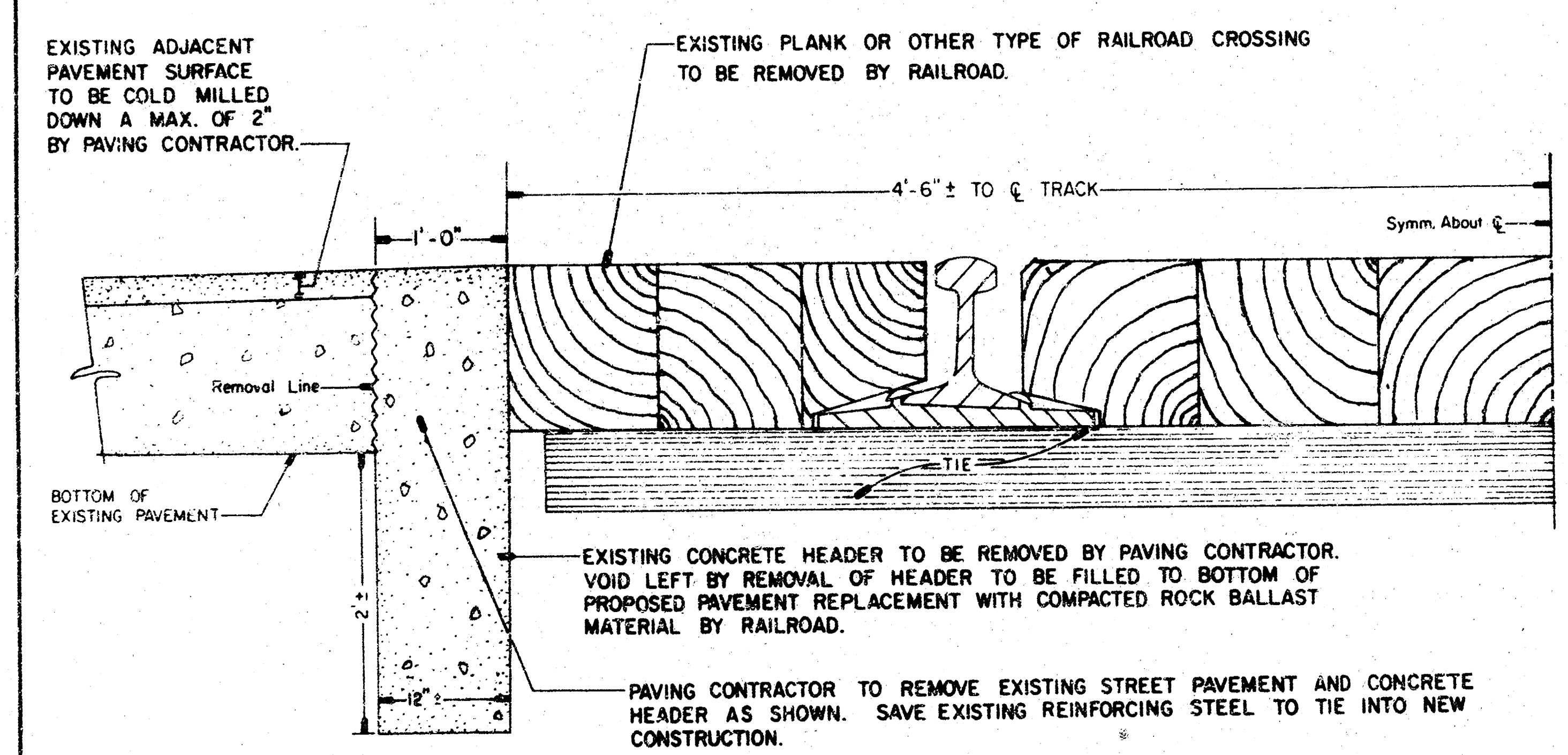
LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4'-3" FROM CENTERLINE OF THE TRACK. LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE ENDS OF 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 AND/OR REPLACED 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 BY INSTALLATION OF RUBBERIZED CROSSINGS. PAVEMENT IMMEDIATELY ADJACENT TO THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIALS. PAVEMENT REPLACEMENT IN THE ONE FOOT WIDTH IMMEDIATELY ADJACENT TO THE TRACKS SHALL MATCH THE TOP SURFACE OF THE EXISTING ADJACENT PAVEMENT IN THOSE AREAS WHERE IT WILL NOT BE NECESSARY TO COLD MILL THE ADJACENT PAVEMENT. PAVING CONTRACTOR SHALL COORDINATE THE PAVEMENT REMOVAL AND REPLACEMENT AT EACH CROSSING LOCATION WITH THE INVOLVED RAILROAD COMPANY. ALL EXPOSED JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK, OR DRIVES SHALL BE TO MEET LINES FORMED EITHER BY THE COLD MILLING PROCESS OR BY SAW CUT. REMOVAL AND COLD MILLING AREAS SHOWN ON THE PLANS ARE APPROXIMATE; EXACT LIMITS OF REMOVAL AND COLD MILLING SHALL BE DETERMINED BY THE FIELD ENGINEER AFTER THE NEW RAILROAD CROSSING MATERIAL HAS BEEN INSTALLED.

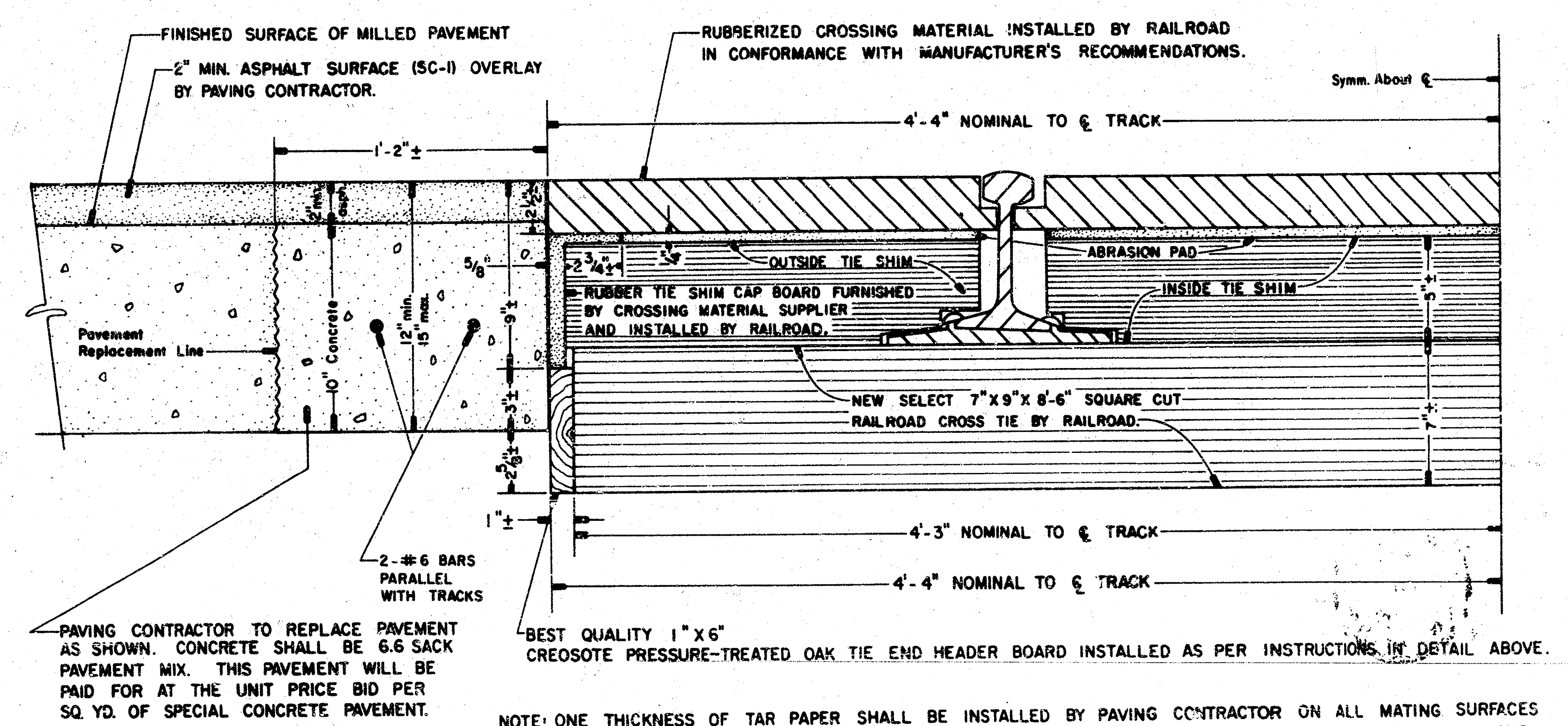
LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE COMPUTED TO EXTEND 3 FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY, 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. ALL NEW PAVEMENT AND RAILROAD CROSSING CONSTRUCTION SHALL MATCH THE FINISHED RAIL ELEVATIONS.



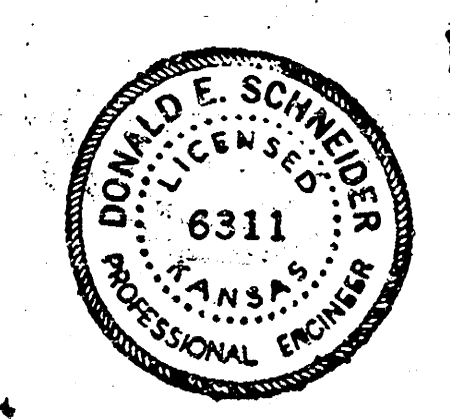
**CROSS-SECTION DETAIL
RUBBERIZED CROSSING INSTALLATION**
NO SCALE



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



**CROSS-SECTION DETAIL
PAVEMENT REPLACEMENT ABUTTING TRACKS
WITH RUBBERIZED CROSSING**
NO SCALE



PROJECT DESCRIPTION
RUBBERIZED RAILROAD CROSSING INSTALLATION
DETAILS AT LOCATIONS WHERE EXISTING
ABUTTING PAVEMENT REMAINS IN PLACE.
PROJECT NUMBER

SPECIAL NOTES

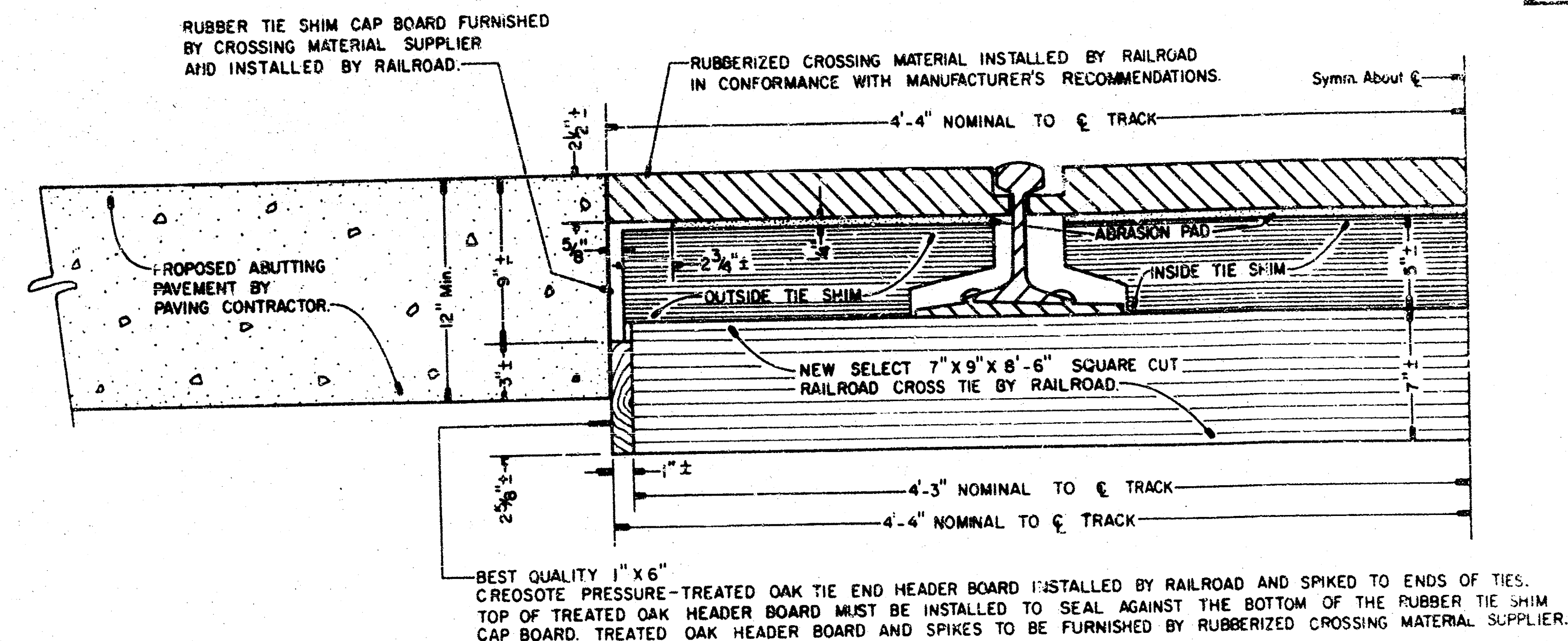
RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING RUBBER TIE SHIM CAP BOARD, TREATED OAK TIE END HEADER BOARD, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY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

ALL WOOD HEADER BOARDS SHALL BE THE BEST QUALITY LUMBER. INDIVIDUAL PIECES OF HEADER BOARDS AND CAP BOARDS SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL HEADER BOARD AND CAP BOARD PIECES SHALL NOT BE LESS THAN 3 FEET. HEADER BOARDS AND CAPBOARDS SHALL BE INSTALLED SUCH THAT WHEN THE ABUTTING PAVEMENT IS LESS THAN 3 FEET, THE RUBBERIZED CROSSING MATERIAL SHALL BE INSTALLED TO 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.

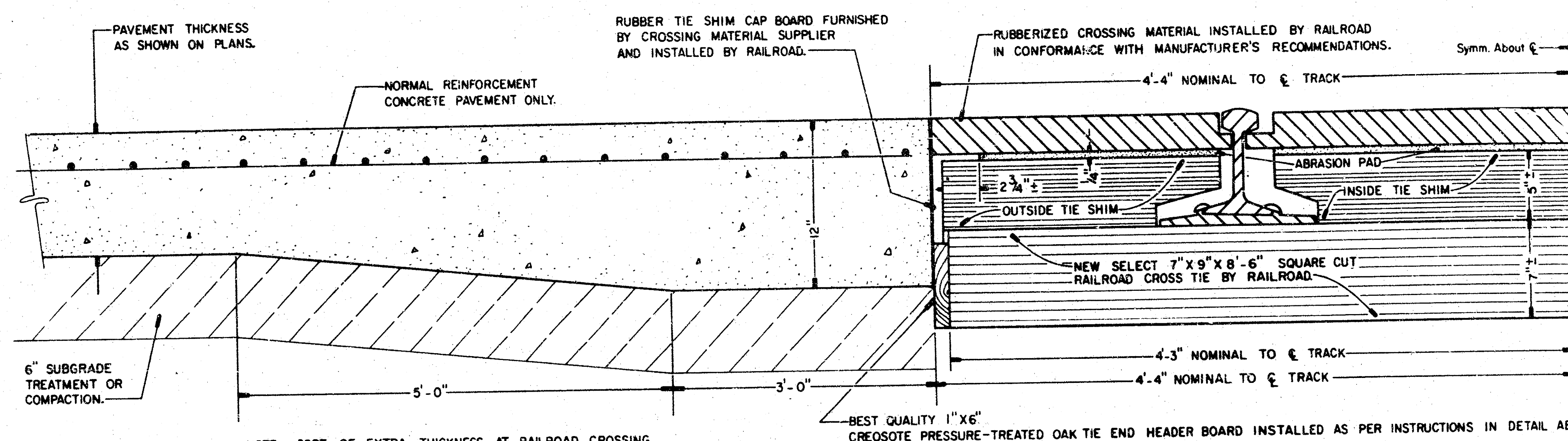
LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4' - 3" FROM CENTERLINE OF THE TRACK. LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE ENDS OF 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 AND/OR CONSTRUCTED BY THE PAVING CONTRACTOR AS SHOWN BY THE PLANS AND SPECIAL DETAILS IN ALL AREAS WHERE SUCH PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF RUBBERIZED CROSSINGS. 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 AND CONSTRUCTION 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 BY SAW CUT. REMOVAL AREAS 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.

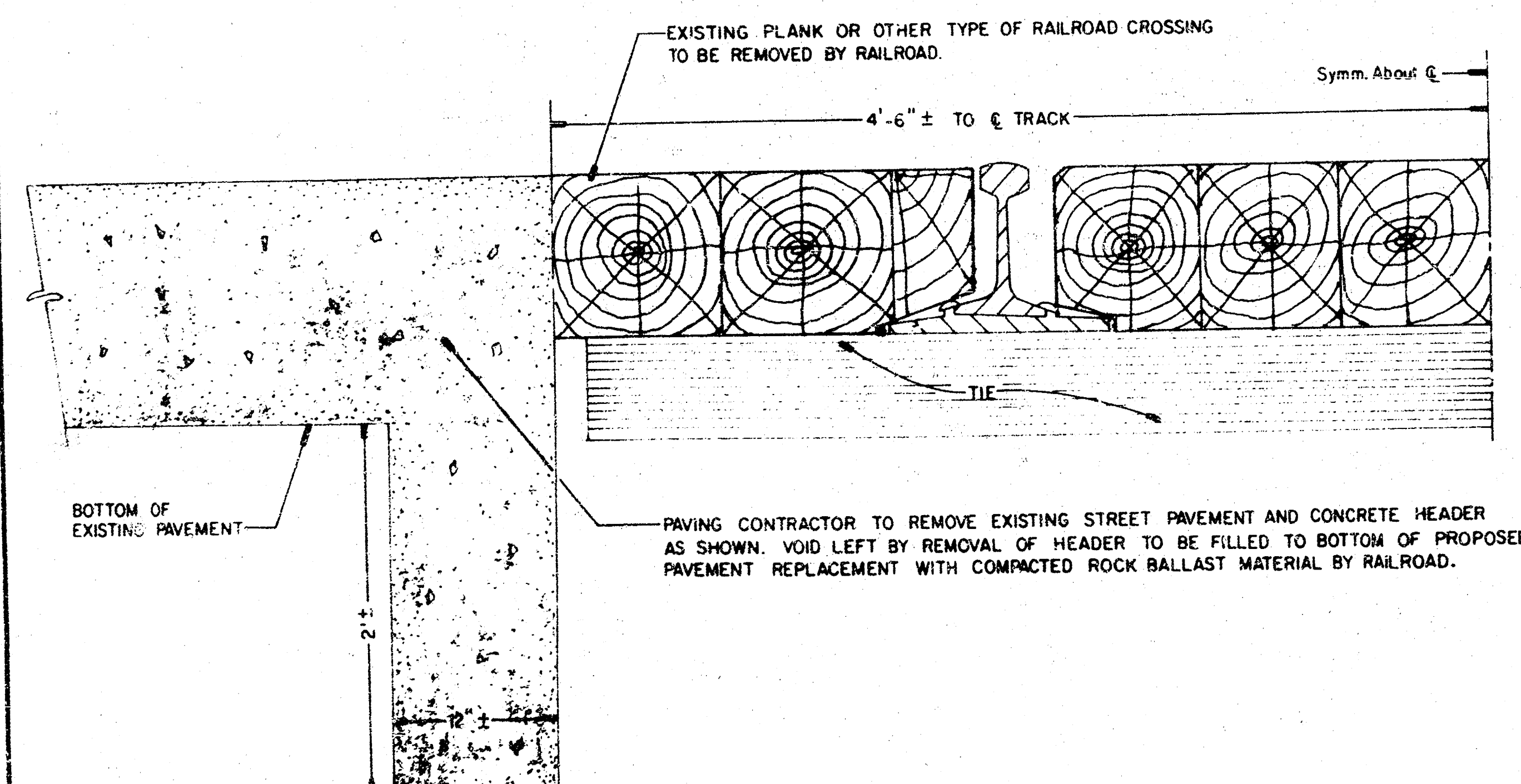
LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE COMPUTED TO EXTEND 3 FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY, 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. ALL NEW PAVEMENT AND RAILROAD CROSSING CONSTRUCTION SHALL MATCH THE FINISHED RAIL ELEVATIONS.



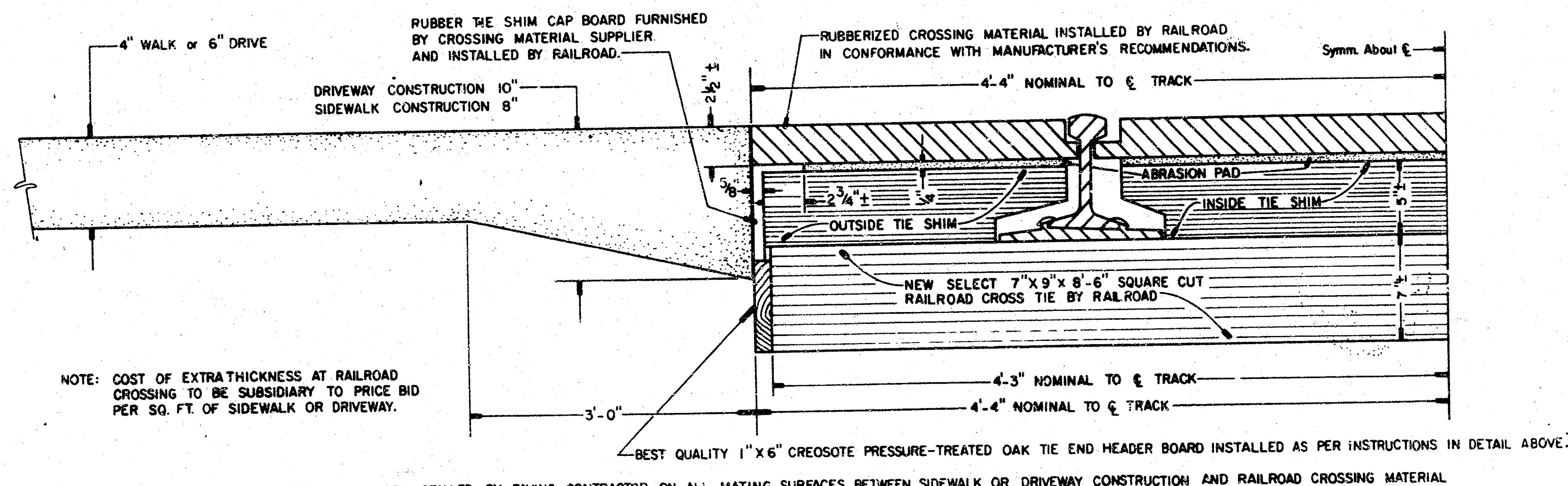
**CROSS-SECTION DETAIL
RUBBERIZED CROSSING INSTALLATION**
NO SCALE



**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
SHADED AREA DENOTES REMOVAL



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

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



CROSS-SECTION DETAIL
NEW PAVEMENT CONSTRUCTION ABUTTING
NEW WOOD PLANK RAILROAD CROSSING
NO SCALE

SPECIAL NOTES

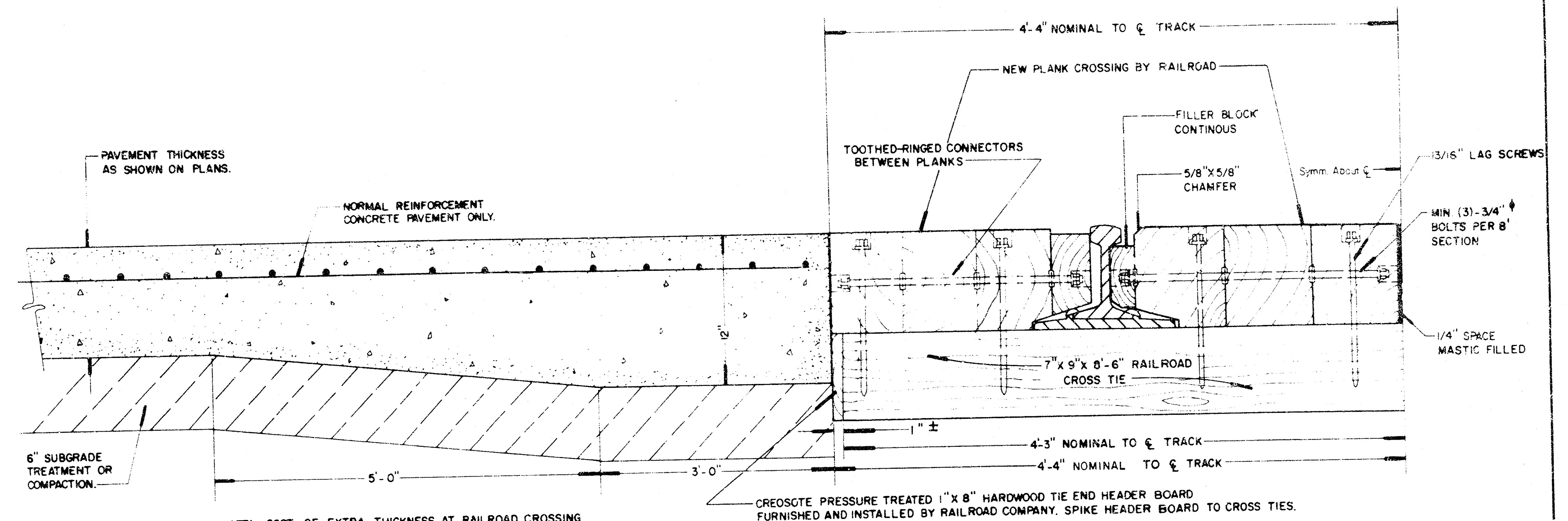
ALL WOOD HEADER BOARDS, PLANKS, AND TIMBERS SHALL BE THE BEST QUALITY HARDWOOD CRODOTE TREATED LUMBER. INDIVIDUAL PIECES SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL PIECES SHALL NOT BE LESS THAN 3 FEET. HEADER 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 HEADER BOARDS 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 CRODOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4" FROM CENTERLINE OF THE TRACK. LOCATION OF CRODOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 4" FROM THE CENTERLINE OF THE TRACK.

EXISTING PAVEMENT SHALL BE REMOVED AND/OR CONSTRUCTED BY THE PAVING CONTRACTOR AS SHOWN BY THE PLANS AND SPECIAL DETAILS IN ALL AREAS WHERE SUCH PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF NEW CROSSING MATERIAL. PAVEMENT IMMEDIATELY ADJACENT TO THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIALS. PAVING CONTRACTOR SHALL COORDINATE THE REMOVAL AND CONSTRUCTION AT EACH CROSSING LOCATION WITH THE INVOLVED RAILROAD COMPANY. ALL EXPOSED JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK, OR DRIVES SHALL BE TO MEET LINES DETERMINED BY SAW CUT. REMOVAL AREAS 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.

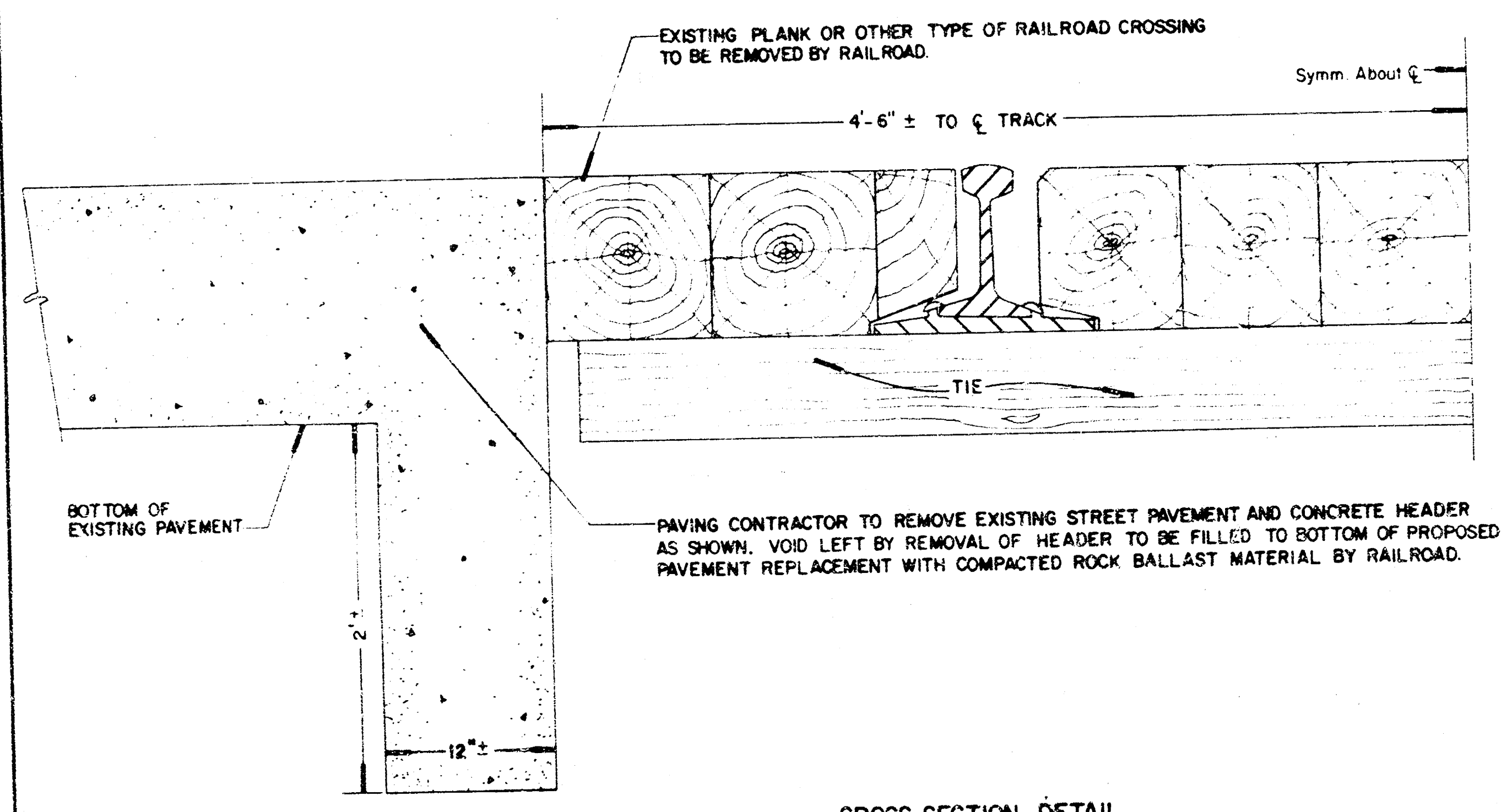
ALL TREATED WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS SHALL BE THE BEST QUALITY CONSTRUCTION RESULTING IN THE LEAST AMOUNT OF MAINTENANCE WORK AFTER ITS INSTALLATION. WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS MAY VARY FROM THE REQUIREMENTS DETAILED ON THIS SHEET EXCEPT THAT ALL WOOD PLANK OR TIMBER 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 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.

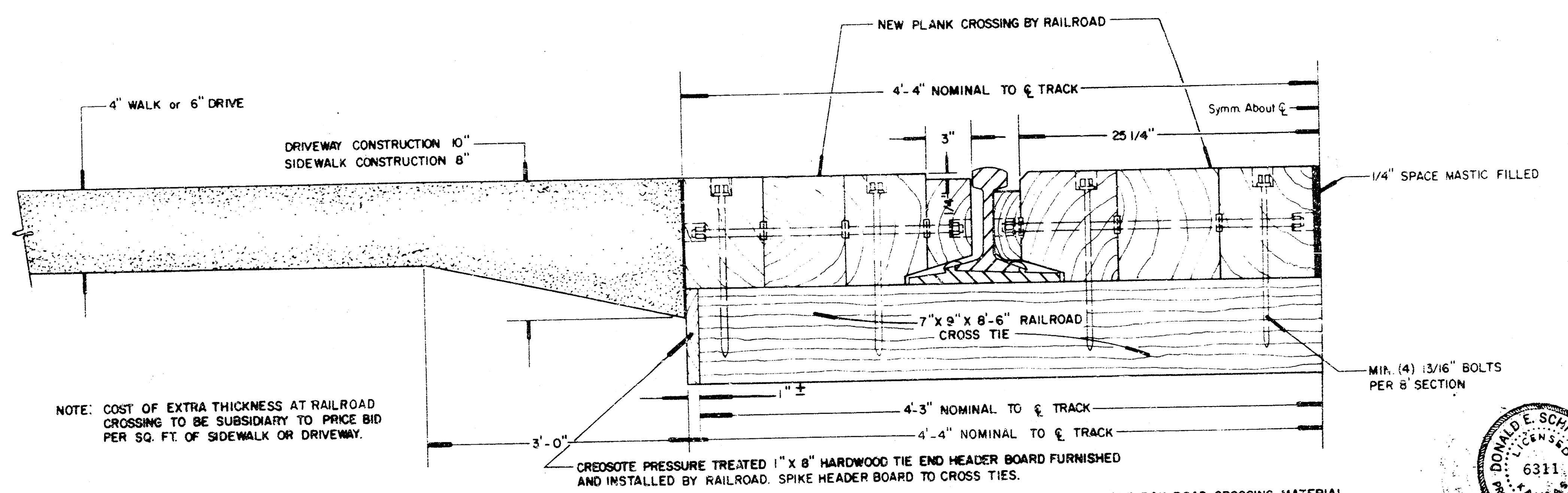


NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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

WOOD PLANK CROSSING ALTERNATE #1

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.



CROSS-SECTION DETAIL
NEW PAVEMENT CONSTRUCTION ABUTTING
NEW WOOD PLANK RAILROAD CROSSING
NO SCALE

SPECIAL NOTES

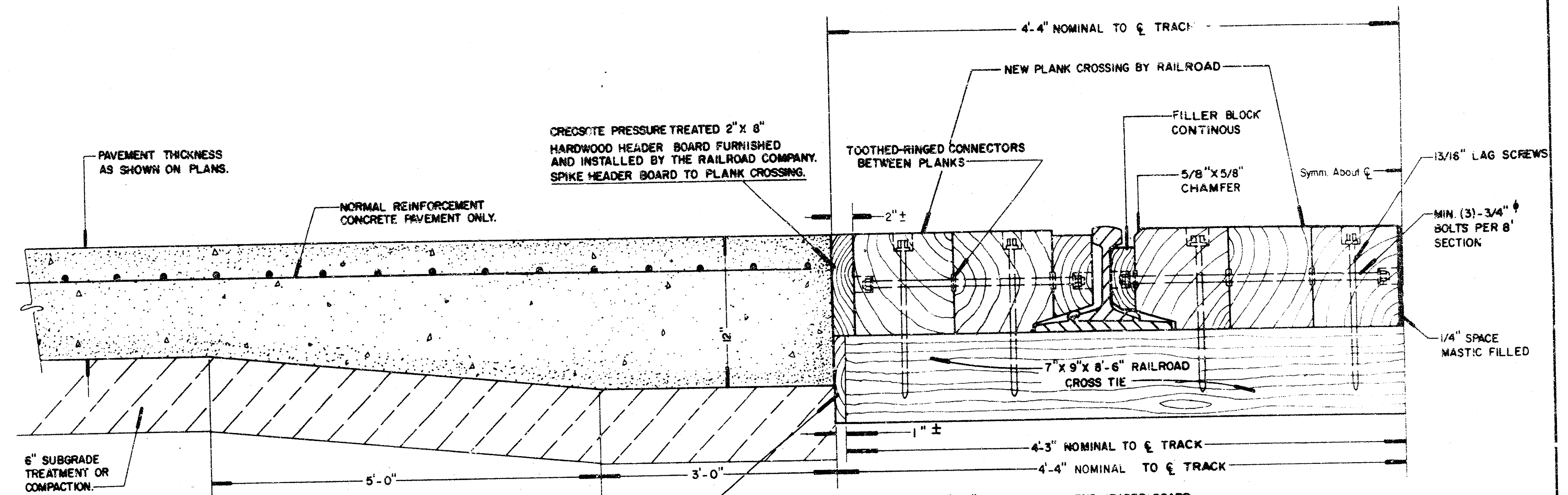
ALL WOOD HEADER BOARDS, PLANKS, AND TIMBERS SHALL BE THE BEST QUALITY HARDWOOD CREOSOTE TREATED LUMBER. INDIVIDUAL PIECES SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL PIECES SHALL NOT BE LESS THAN 3 FEET. HEADER 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 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 REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4" FROM CENTERLINE OF THE TRACK. LOCATION OF CREOSOTE PRESSURE-TREATED OAK TIE END HEADER BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 4" FROM THE CENTERLINE OF THE TRACK.

EXISTING PAVEMENT SHALL BE REMOVED AND/OR CONSTRUCTED BY THE PAVING CONTRACTOR AS SHOWN BY THE PLANS AND SPECIAL DETAILS IN ALL AREAS WHERE SUCH PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF NEW CROSSING MATERIAL. PAVING CONTRACTOR SHALL COORDINATE THE PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIALS. ALL PAVEMENT REMOVAL AND CONSTRUCTION AT EACH CROSSING LOCATION WITH THE INVOLVED RAILROAD COMPANY. EXPOSED JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK, OR DRIVES SHALL BE TO NEAT LINES FORMED BY SAW CUT. REMOVAL AREAS 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.

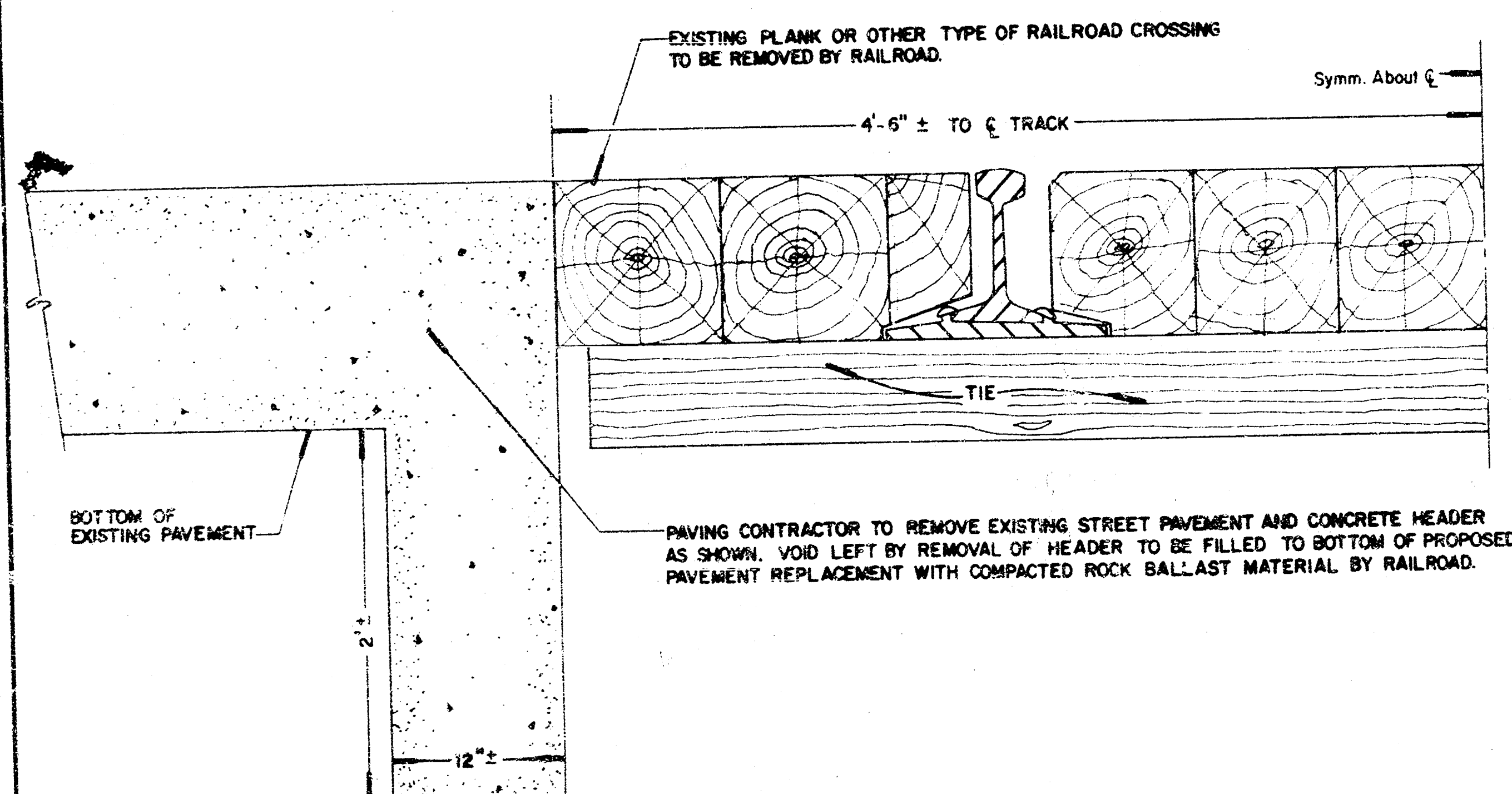
ALL TREATED WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS SHALL BE THE BEST QUALITY CONSTRUCTION RESULTING IN THE LEAST AMOUNT OF MAINTENANCE WORK AFTER ITS INSTALLATION. WOOD PLANK AND/OR TIMBER RAILROAD CROSSINGS MAY VARY FROM THE REQUIREMENTS DETAILED ON THIS SHEET EXCEPT THAT ALL WOOD PLANK OR TIMBER 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 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.

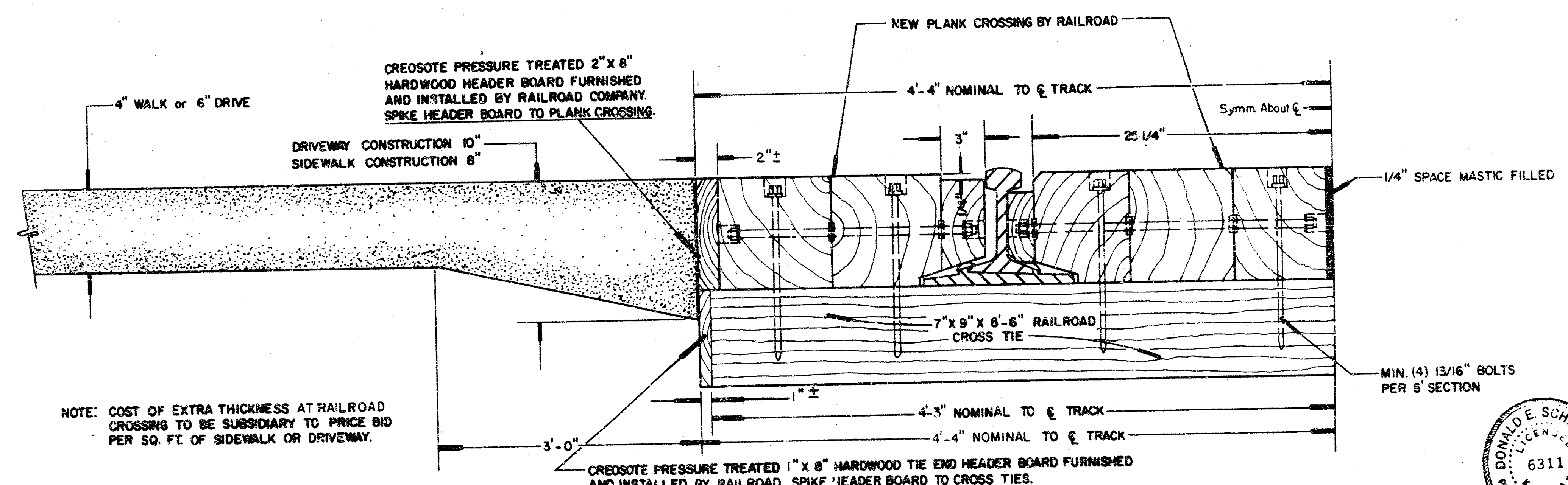


NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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



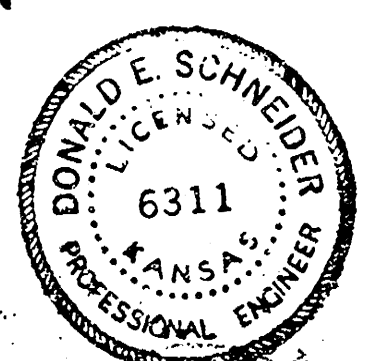
NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF SIDEWALK OR DRIVEWAY.

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.

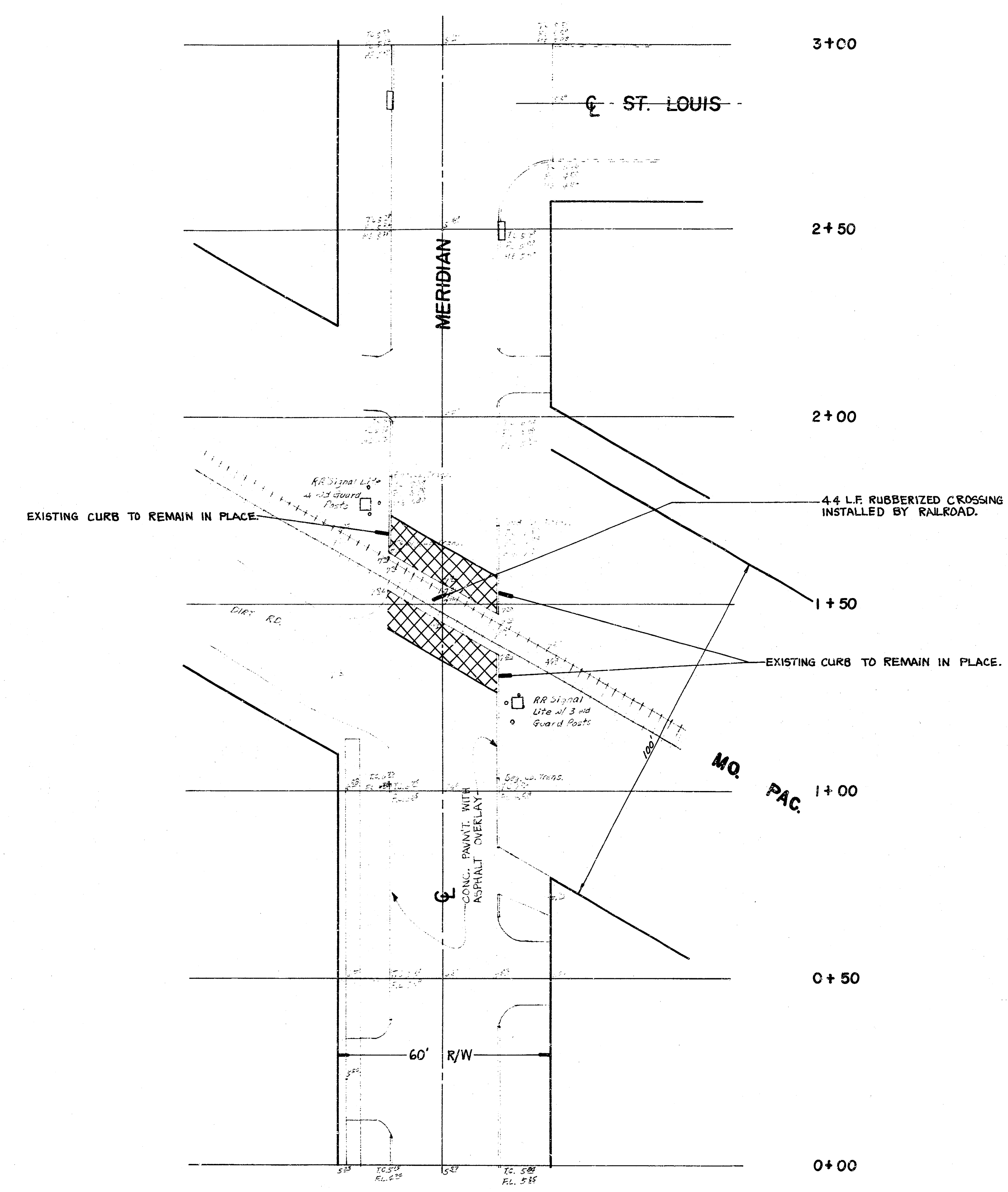
CROSS-SECTION DETAIL
NEW SIDEWALK AND DRIVEWAY CONSTRUCTION
NEW WOOD PLANK RAILROAD CROSSING
NO SCALE

WOOD PLANK CROSSING ALTERNATE #2

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.



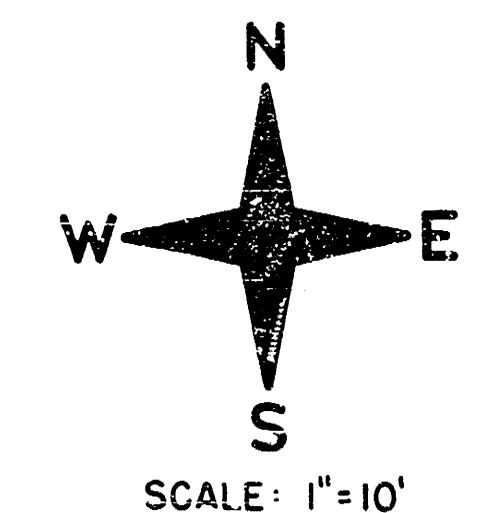
B.M. 117.99 Bolt S.E. Cor. RR Signal Lite Base East Side Meridian
 North Line St. Louis Extended East.
 B.M. 116.214 Median & 2nd Brass Rod in Concrete Post NE Cor.
 24.5' East & 23.1' North of C Both.



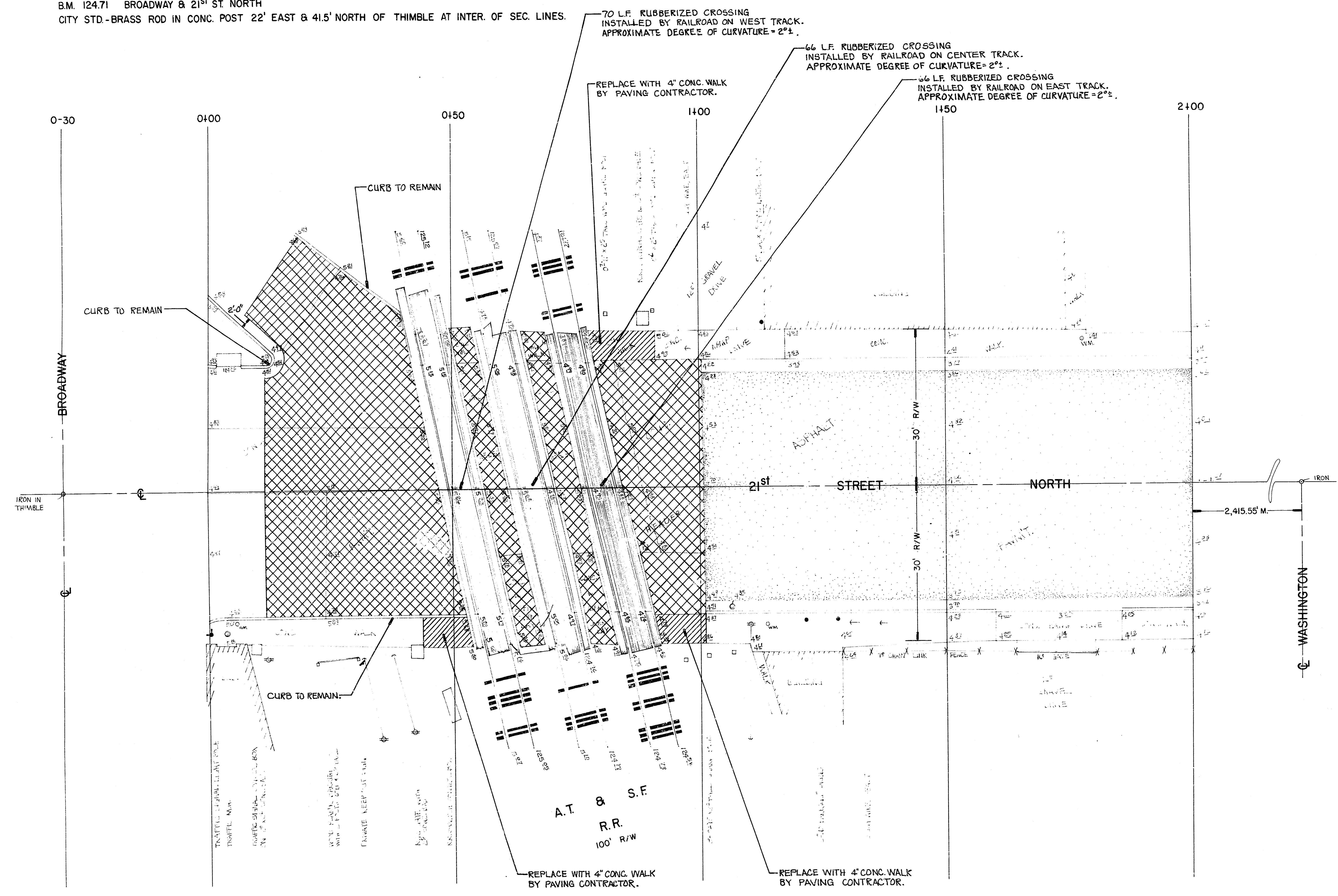
TOP OF RAIL ELEV.:
 WEST CURB LINE = 118.00
 C = 117.90
 EAST CURB LINE = 117.80



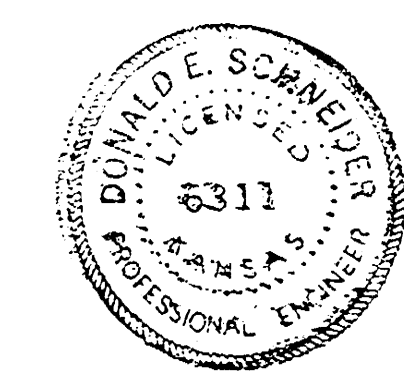
PROJECT DESCRIPTION
 MERIDIAN at ST. LOUIS
 R. R. CROSSING MATERIAL
 PROJECT NUMBER
 472-76-245-81250-000-000-001 2/9



B.M. 124.71 BROADWAY & 21st ST. NORTH
CITY STD.-BRASS ROD IN CONC. POST 22' EAST & 41.5' NORTH OF THIMBLE AT INTER. OF SEC. LINES.



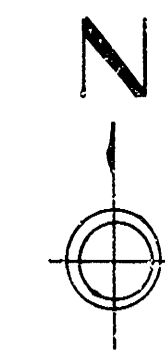
TOP OF RAIL ELEVATIONS		
WEST TRACK	CENTER TRACK	EAST TRACK
N. CURB LINE = 125.50	N. CURB LINE = 125.30	N. CURB LINE = 125.10
℄ = 125.40	℄ = 125.20	℄ = 125.00
S. CURB LINE = 125.30	S. CURB LINE = 125.10	S. CURB LINE = 124.90



PROJECT DESCRIPTION
RAILROAD CROSSING MATERIAL for
21st ST NORTH FROM E.L. BROADWAY TO
100' EAST OF EAST SET OF SANTA FE TRACKS.
PROJECT NUMBER
472-76-245-81250-000-001

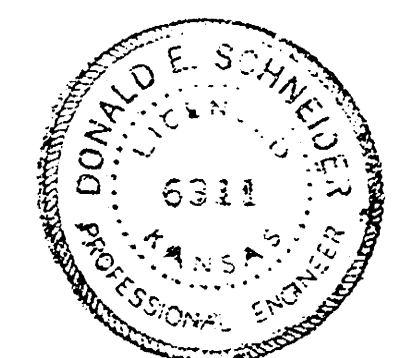
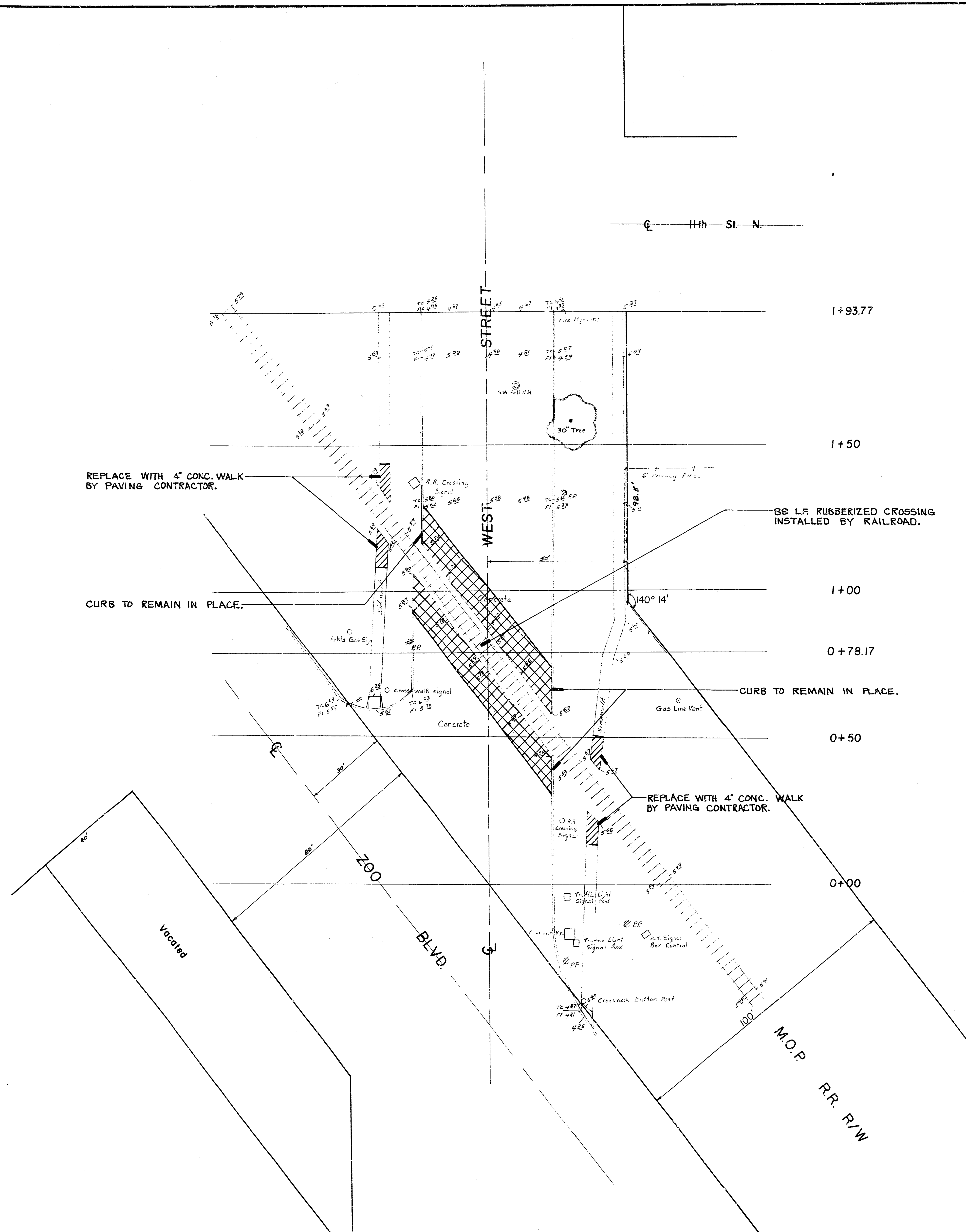
B.M. 126.44 13th & West City Sld. Disc 44' East & 44' North $\angle$ of Both
 B.M. 127.39 'M' in Mueller, Fire Hydrant S.E. Corner of 11th & West

8/8



SCALE 1" = 20'

TOP OF RAIL ELEV.:
 WEST EDGE OF WALK = 125.80
 $\angle$ = 125.70
 EAST EDGE OF WALK = 125.60



PROJECT DESCRIPTION
 WEST, NORTH OF ZOO BLVD.
 R.R. CROSSING MATERIAL
 PROJECT NUMBER
 472-76-245-81250-000-000-001 9/9

FILMED FROM THE BEST
 AVAILABLE COPY.....