

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

LOCATION	RAILROAD COMPANY	SHEET NO.
DETAIL SHEET		2
K-42, NORTH OF MAY	MISSOURI PACIFIC	3
K-42, SOUTH OF HARRY	SANTA FE	3
TRAFFIC CONTROL SIGNING		4 THRU 7

GENERAL NOTES

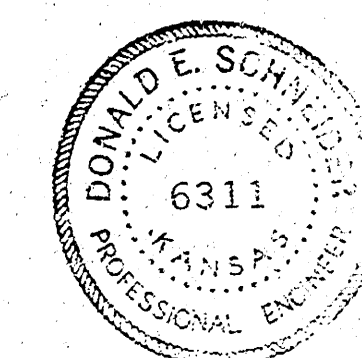
ALL HEADER BOARDS SHALL BE BEST QUALITY CREOSOTE TREATED LUMBER. HEADER BOARDS TO BE INSTALLED IN CONJUNCTION WITH RUBBERIZED CROSSING MATERIAL SHALL BE FURNISHED BY THE MANUFACTURER OF THE RUBBERIZED CROSSING MATERIAL. HEADER BOARDS ADJOINING RUBBERIZED CROSSING MATERIAL SHALL BE INSTALLED BY THE RAILROAD 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 16" 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 ABUTTING 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 ADJUT 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 1'10" AND TO DEPTHS INDICATED IN THE SPECIAL DETAIL IN ALL AREAS WHERE THE STREET PAVEMENT ADJUTS 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 DRIVEWAYS 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. TRAFFIC ON K-42 HIGHWAY SHALL BE CARRIED THROUGH CONSTRUCTION. EXISTING PAVED CROSSEOVERS ON K-42 SHALL BE USED TO DIVERT TRAFFIC BETWEEN THE NORTHBOUND AND SOUTHBOUND LANES. PAVING CONTRACTOR SHALL COORDINATE DIVERSION OF TRAFFIC ON K-42 HIGHWAY WITH BILL SCOTT, AREA SUPERINTENDENT WITH THE KANSAS DEPARTMENT OF TRANSPORTATION. FURNISHING, PLACING, AND MAINTAINING CONSTRUCTION TRAFFIC CONTROL SIGNING AND BARRICADES WILL BE PAID FOR DIRECTLY.



BOOK NO.	APPROVED BY	DATE
DRAWN BY		REVISED
CITY OF WICHITA		
M.E. LINDEBAK - CITY ENGINEER		SCALE

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.

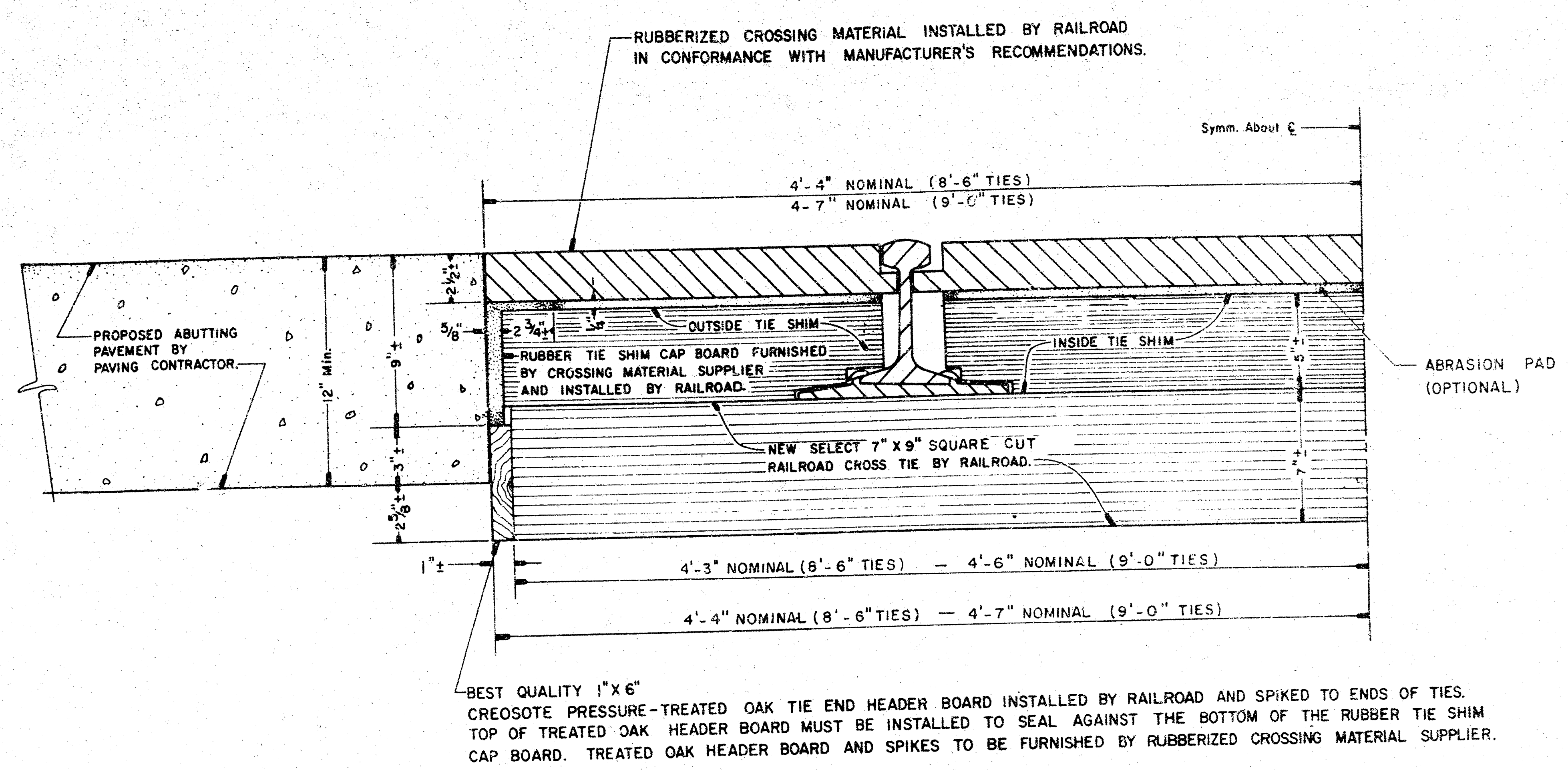
ALL WOOD HEADER BOARDS SHALL BE THE BEST QUALITY LUMBER. INDIVIDUAL PIECES OF HEADER BOARDS AND CAP BOARDS SHALL NOT BE LESS THAN 6 FEET LONG EXCEPT WHERE NECESSARY TO FURNISH SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL HEADER BOARD AND CAP BOARD PIECES SHALL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

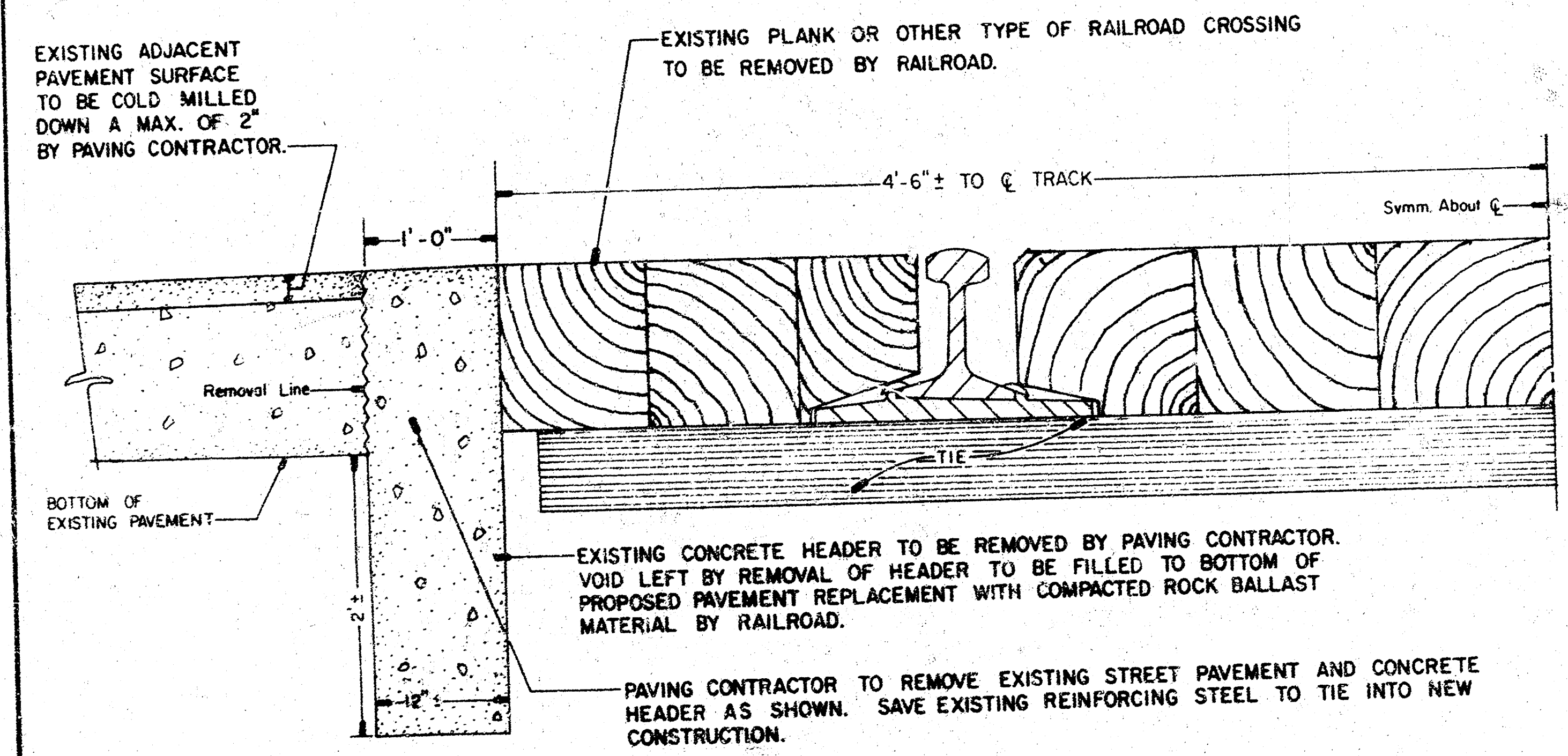
EXISTING PAVEMENT SHALL BE REMOVED AND/OR REPLACED BY THE PAVING CONTRACTOR AS SHOWN BY THE PLANS AND SPECIAL DETAILS IN ALL AREAS WHERE EXISTING PAVEMENT ABUTS RAILROAD CROSSINGS WHICH ARE TO BE IMPROVED BY INSTALLATION OF RUBBERIZED CROSSINGS. PAVEMENT IMMEDIATELY ADJACENT TO THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIALS.

PAVING CONTRACTOR SHALL COORDINATE THE PAVEMENT REMOVAL AND REPLACEMENT AT EACH CROSSING LOCATION WITH THE INVOLVED RAILROAD COMPANY. ALL EX. SLO. JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK, OR DRIVES SHALL BE TO COMPANY. 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.

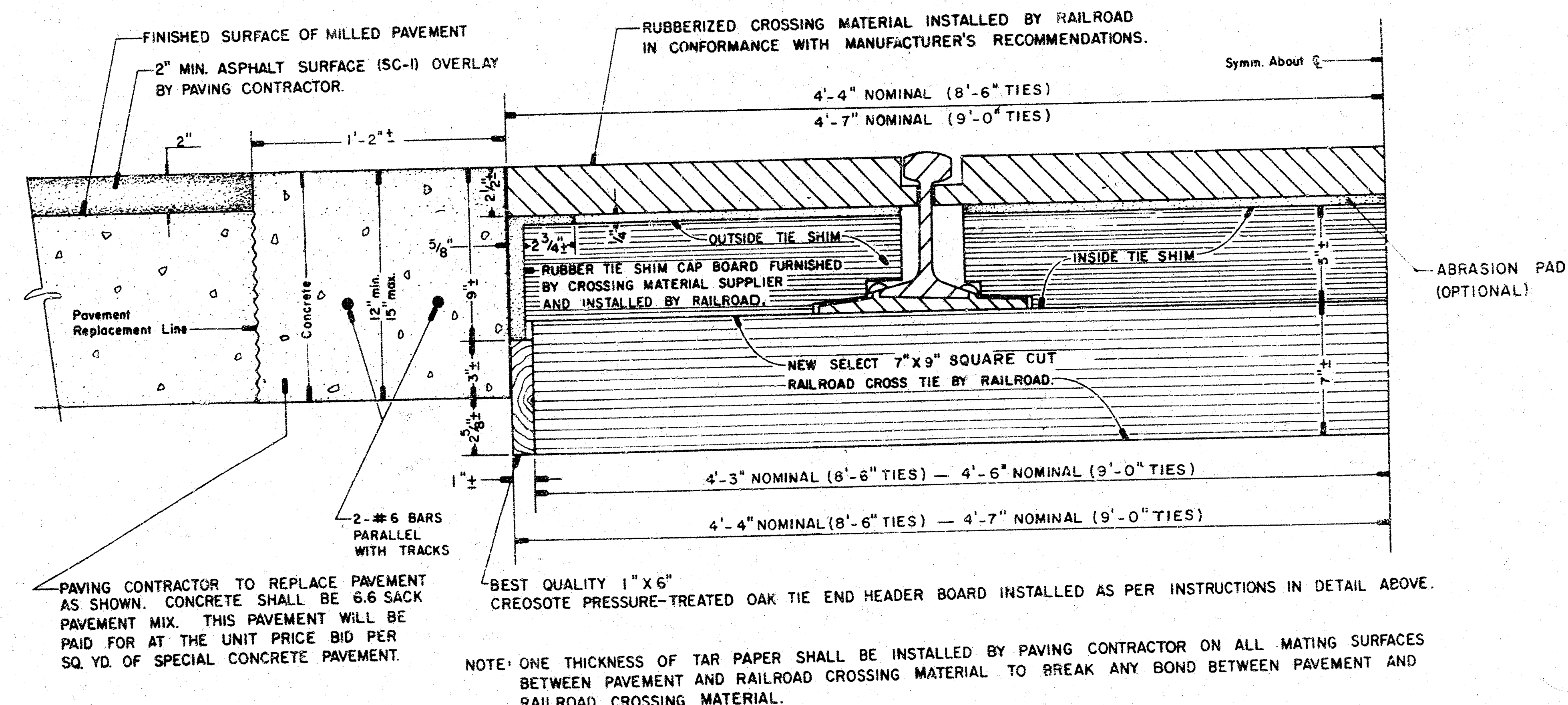
LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE COMPUTED TO EXTEND 3 FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY, 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
472-76-245-81250-000-000-001

B.M. 109.19
N.E. COR. CONC. PORCH 3143 DORA.

B.M. 110.69
BOLT N.E. COR. R.R. SIGNAL LIGHT BASE,
EAST SIDE K-42, APPROX. 150' N. OF MAY.

B.M. 112.38
BOLT S.W. COR. R.R. SIGNAL LIGHT BASE,
EAST SIDE K-42.

K-42 & MERTON
SURVEY GREENE BOOK MAGD
PLAN 1M
EXC.
CHECKED

K-42 & MAY
SURVEY GREENE BOOK MAGB
PLAN 1M
EXC.
CHECKED

TOP OF RAIL ELEV. (MO. PAC.)
EAST EDGE OF PAVMT (NORTH BOUND) = 110.20
WEST EDGE OF PAVMT (SOUTH BOUND) = 110.20

NOTE: MAINTAIN A TOP OF RAIL ELEV. OF 110.20
BETWEEN THE ABOVE LOCATIONS.

 COLD MILLING MAX. 2" DEPTH BY PAVING
CONTRACTOR. CONSTRUCT 2" MINIMUM ASPHALT
SURFACE OVERLAY BY PAVING CONTRACTOR.

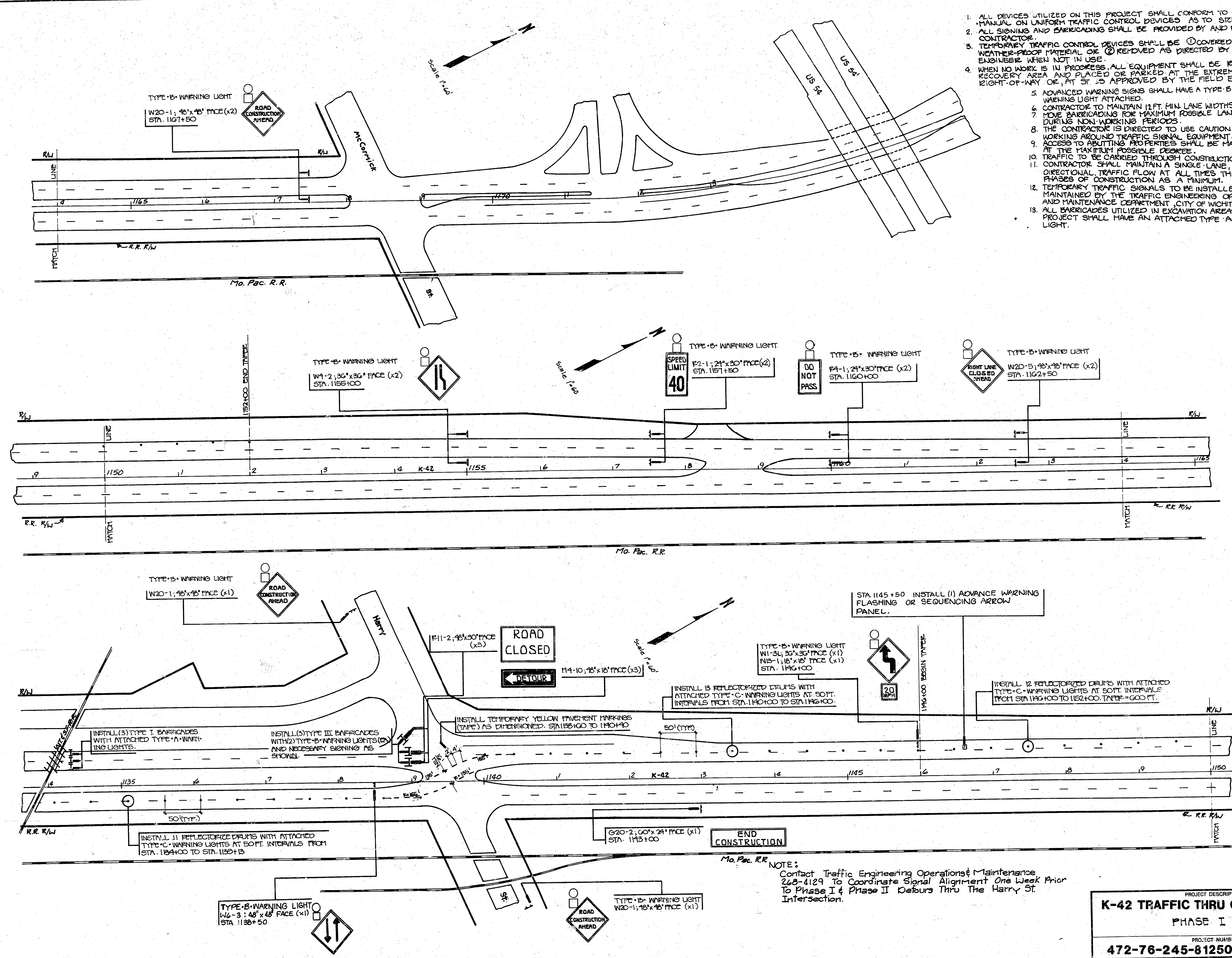
K-42, NORTH OF MAY

NOTE: RAILROAD COMPANIES WILL BE REQUIRED TO INSTALL WOOD PLANK CROSSING
MATERIAL BETWEEN THE LIMITS OF THE ENDS OF THE RUBBERIZED CROSSING MATERIAL
AND THE EDGES OF ALL DIRT SHOULDERS FOR ALL CROSSINGS SHOWN ON THIS SHEET.
THE INVOLVED RAILROAD COMPANIES WILL ALSO BE REQUIRED TO COORDINATE INSTALL-
ATION OF THE CROSSING MATERIALS SUCH THAT CROSSING MATERIALS WILL BE IN-
STALLED ON THE SOUTH BOUND LANES WHILE TRAFFIC IS CARRIED THROUGH CONSTRUCTION
ON THE NORTH BOUND LANES AND SUCH THAT TRAFFIC CAN BE CARRIED THROUGH
CONSTRUCTION ON THE SOUTH BOUND LANES WHILE CROSSING MATERIALS ARE BEING
INSTALLED ON THE NORTH BOUND LANES.

K-42, SOUTH OF HARRY

PROJECT DESCRIPTION
R.R. CROSSING MATERIAL
PROJECT NUMBER
472-76-245-81250-000-001

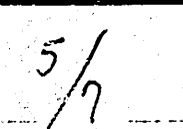
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1. ALL DEVICES UTILIZED ON THIS PROJECT SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS TO SIZE, SHAPE AND COLOR.
2. ALL SIGNING AND BARRICADING SHALL BE PROVIDED BY AND MAINTAINED BY THE CONTRACTOR.
3. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE ① COVERED WITH AN OPAQUE WEATHER-PROOF MATERIAL OR ② REMOVED AS DIRECTED BY THE FIELD ENGINEER WHEN NOT IN USE.
4. WHEN NO WORK IS IN PROGRESS, ALL EQUIPMENT SHALL BE REMOVED FROM THE RECOVERY AREA AND PLACED OR PARKED AT THE EXTREME LIMITS OF THE RIGHT-OF-WAY OR, AT ST. 15 APPROVED BY THE FIELD ENGINEER.
5. ADVANCED WARNING SIGNS SHALL HAVE A TYPE B WARNING LIGHT ATTACHED.
6. CONTRACTOR TO MAINTAIN 12 FT. MIN. LANE WIDTHS ON C.T.S. DURING NON-WORKING PERIODS.
7. MOVE BARRICADING FOR MAXIMUM POSSIBLE LANE WIDTHS DURING NON-WORKING PERIODS.
8. THE CONTRACTOR IS DIRECTED TO USE CAUTION WHEN WORKING AROUND TRAFFIC SIGNAL EQUIPMENT.
9. ACCESS TO ADJUTING PROPERTIES SHALL BE MAINTAINED AT THE MAXIMUM POSSIBLE DEGREE.
10. TRAFFIC TO BE CARRIED THROUGH CONSTRUCTION.
11. CONTRACTOR SHALL MAINTAIN A SINGLE LANE, TWO DIRECTIONAL TRAFFIC FLOW AT ALL TIMES THRU ALL PHASES OF CONSTRUCTION AS A MINIMUM.
12. TEMPORARY TRAFFIC SIGNALS TO BE INSTALLED AND MAINTAINED BY THE TRAFFIC ENGINEERING OPERATIONS AND MAINTENANCE DEPARTMENT CITY OF WICHITA.
13. ALL BARRICADES UTILIZED IN EXCAVATION AREAS ON THIS PROJECT SHALL HAVE AN ATTACHED TYPE A WARNING LIGHT.

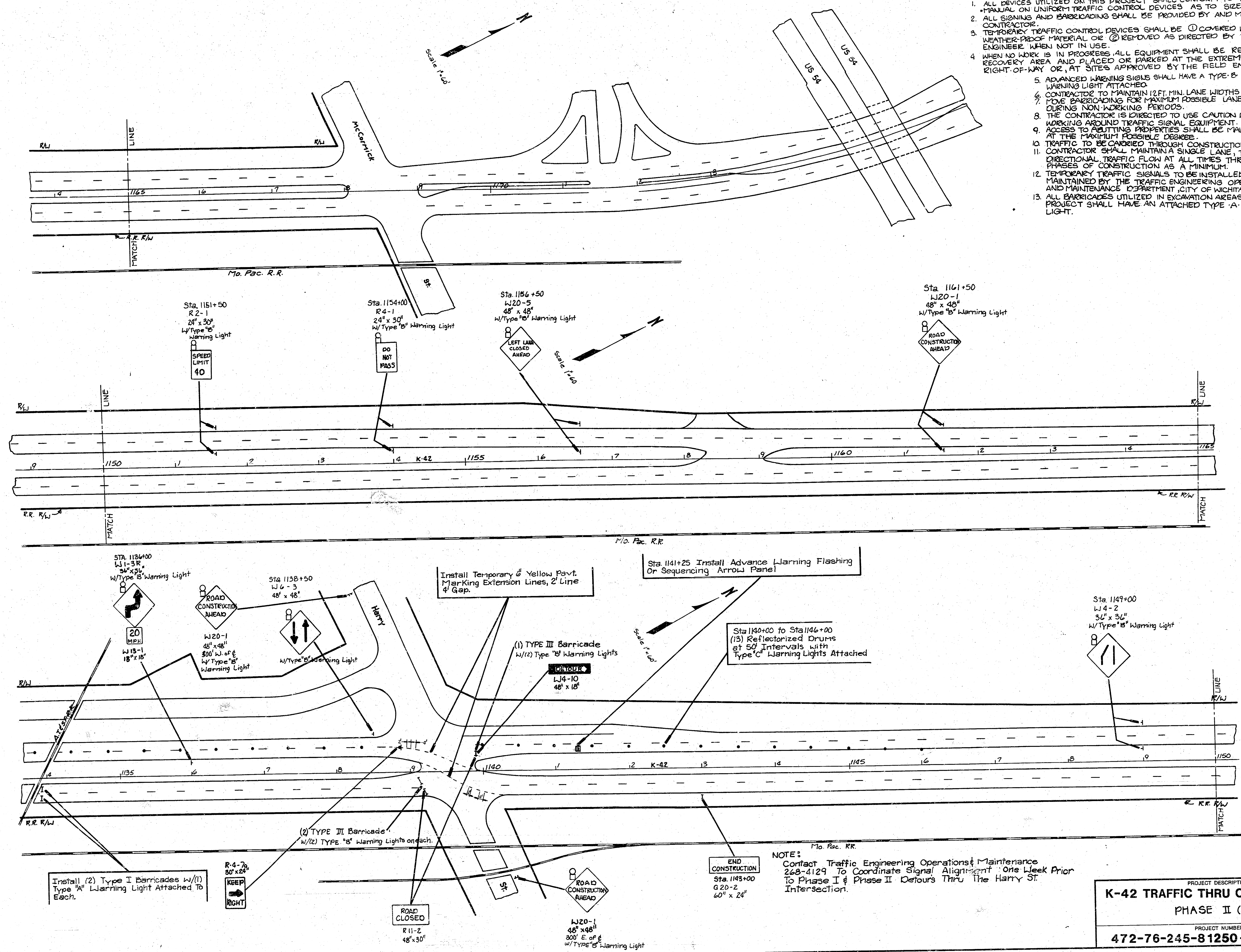
NOTE:
Contact Traffic Engineering Operations & Maintenance
268-4129 To Coordinate Signal Alignment One Week Prior
To Phase I & Phase II Detours Thru The Harry St
Intersection.

PROJECT DESCRIPTION
K-42 TRAFFIC THRU CONSTRUCTION
PHASE I (ONE)
PROJECT NUMBER
472-76-245-81250-000-000-001



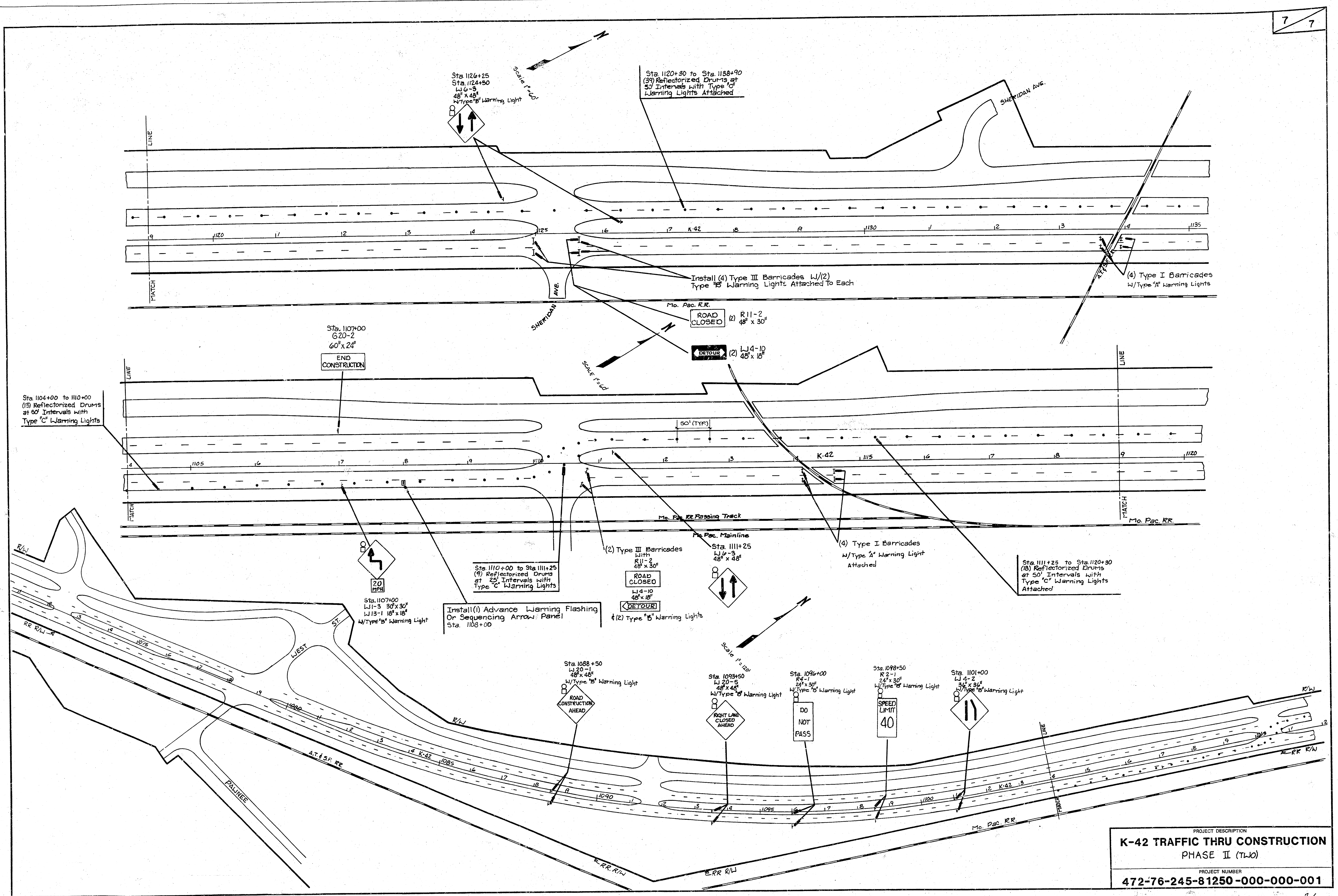
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1. ALL DEVICES UTILIZED ON THIS PROJECT SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS TO SIZE SHAPE AND COLOR.
2. ALL SIGNING AND BARRICADES SHALL BE PROVIDED BY AND MAINTAINED BY THE CONTRACTOR.
3. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE ① COVERED WITH AN OFFICE WEATHER-PROOF MATERIAL OR ② KEPT DRY AS DIRECTED BY THE FIELD ENGINEER WHEN NOT IN USE.
4. WHEN WORK IS IN PROGRESS, ALL EQUIPMENT SHALL BE REMOVED FROM THE RECOVERY AREA AND PLACED OR PARKED AT THE EXTREME LIMITS OF THE RIGHT-OF-WAY OR, AT SITES APPROVED BY THE FIELD ENGINEER.
5. ADVANCED WARNING SIGNS SHALL HAVE A TYPE B WARNING LIGHT ATTACHED.
6. CONTRACTOR TO MAINTAIN 12 FT. MIN. LANE WIDTHS ON CR'S.
7. FLOW BARRICADES FOR MAXIMUM POSSIBLE LANE WIDTHS DURING NON-WORKING PERIODS.
8. THE CONTRACTOR IS DIRECTED TO USE CAUTION WHEN WORKING AROUND TRAFFIC SIGNAL EQUIPMENT.
9. ACCESS TO ADJUTING PROPERTIES SHALL BE MAINTAINED AT THE MAXIMUM POSSIBLE DEGREE.
10. TRAFFIC TO BE CARRIED THROUGH CONSTRUCTION.
11. CONTRACTOR SHALL MAINTAIN A SINGLE LANE TWO DIRECTIONAL TRAFFIC FLOW AT ALL TIMES THRU ALL PHASES OF CONSTRUCTION AS A MINIMUM.
12. TEMPORARY TRAFFIC SIGNALS TO BE INSTALLED AND MAINTAINED BY THE TRAFFIC ENGINEERING OPERATIONS AND MAINTENANCE DEPARTMENT CITY OF WASH.
13. ALL BARRICADES UTILIZED IN EXCAVATION AREAS ON THIS PROJECT SHALL HAVE AN ATTACHED TYPE A WARNING LIGHT.



NOTE:
Contact Traffic Engineering Operations & Maintenance
268-4129 To Coordinate Signal Alignment One Week Prior
To Phase I & Phase II Detours Thru The Harry St.
Intersection.

PROJECT DESCRIPTION	
K-42 TRAFFIC THRU CONSTRUCTION	
PHASE II (TWO)	
PROJECT NUMBER	
472-76-245-81250-000-000-001	



PROJECT DESCRIPTION
K-42 TRAFFIC THRU CONSTRUCTION
 PHASE II (TLW)
 PROJECT NUMBER
472-76-245-81250-000-001