GENERAL NOTES

1. PROJECT WILL BE CLOSED TO THROUGH TRAFFIC DURING THE TIMEFRAME THE RAILROAD COMPANY IS INSTALLING RUBBERIZED CROSSING MATERIAL. PROJECT MUST BE REOPENED TO THROUGH TRAFFIC IMMEDIATELY AFTER THE RAILROAD COMPANY HAS COMPLETED THEIR WORK INVOLVED WITH INSTALLATION OF THE RUBBER CROSSING MATERIAL UNLESS THE CITY ELECTS TO NOT REQUIRE SUCH THROUGH TRAFFIC TO BE MAINTAINED DURING THE NEXT PHASE OF CONSTRUCTION. DETOUR SIGNING AND CONSTRUCTION TRAFFIC CONTROL SIGNING DURING THE TIME THE RAILROAD COMPANY IS WORKING ON THE CROSSING WILL BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS. CONSTRUCTION OF TEMPORARY PAVEMENT REQUIRED TO FACILITATE MAINTENANCE OF SUCH THROUGH TRAFFIC WILL ALSO BE THE RESPONSIBILITY OF THE PAVING CONTRACTOR AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.

2. UTILITY SERVICE LINES, POWER POLES, VALVE BOXES, METERS, ETCETERA, ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

3. EXCEPT AT LOCATIONS WHERE THE PLANS SPECIFICALLY REQUIRE FULL DEPTH SAW CUTS, A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

4. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

5 REMOVAL OF EXISTING CONCRETE PARKING LOT PAVEMENTS, ASPHALT PARKING LOT PAVEMENTS, ASPHALT DRIVEWAY PAVEMENTS AND/OR ASPHALT SIDEWALK PAVEMENTS WILL BE PAID FOR AS SQUARE FEET OF ASPHALT PARKING LOT, WALK AND DRIVE REMOVED.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

7. LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS.

8. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER AT THE PRICE BID FOR SAID ADJUSTMENTS. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES OR WATER VALVE BOXES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

9. CONCRETE JOINTING PATTERNS AND DIMENSIONS ARE APPROXIMATE. ENGINEER SHALL FIELD ADJUST AS REQUIRED TO MATCH EXISTING AND ADJACENT CONDITIONS.

10. THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL HAS TELEVISED SEWERS WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND AFFORDED THE OPPORTUNITY TO RETELEVISE SEWER LINES AFTER SUBGRADE WORK HAS BEEN COMPLETED AND PRIOR TO PAVEMENT CONSTRUCTION TO DETERMINE IF SUCH SEWER LINES HAVE BEEN DAMAGED BY THE CONTRACTOR'S OPERATIONS. DAMAGED SEWER LINES WILL BE REPAIRED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. TELEVISION LOGS ARE AVAILABLE FOR INSPECTION BY THE CONTRACTOR DURING NORMAL OFFICE HOURS AT THE SEWER MAINTENANCE DIVISION'S OFFICE AT CITY HALL.

# CITY OF WICHITA, KANSAS
## MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

# PAVING MODIFICATIONS IN CONNECTION WITH RUBBERIZATION OF RAILROAD CROSSINGS ON

MISSOURI PACIFIC CROSSING ON LINCOLN, WEST OF McLEAN BLVD.

~~ATCHISON TOPEKA AND SANTA FE CROSSING ON LINCOLN, EAST OF SANTA FE~~

~~BURLINGTON NORTHERN CROSSING ON LINCOLN AND WOSLEY~~

~~ATCHISON TOPEKA AND SANTA FE CROSSING ON HARRY, WEST OF K-15~~

~~ATCHISON TOPEKA AND SANTA FE CROSSING ON BROADWAY AND BAYLEY~~

MISSOURI PACIFIC CROSSING ON HARRY, WEST OF McLEAN BLVD.

~~BURLINGTON NORTHERN CROSSING ON 29TH STREET NORTH, EAST OF MEAD~~

~~OKLAHOMA, KANSAS AND TEXAS CROSSING ON HARRY AND MEAD~~

~~BURLINGTON NORTHERN CROSSING ON OLIVER AND 17TH STREET NORTH~~

~~BURLINGTON NORTHERN CROSSING ON WOODLAWN AND 17TH STREET NORTH~~

~~MISSOURI PACIFIC CROSSING ON SENECA, NORTH OF DOUGLAS~~

~~MISSOURI PACIFIC CROSSING ON WESTDALE, NORTH OF ZOO BLVD~~.

PROJECT NO. 472-76-245-81588-000-000-001

APRIL, 1987

PLANS PREPARED BY

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS

WICHITA, KANSAS

GARY D. BENECK LICENSED 6938 KANSAS PROFESSIONAL ENGINEER

## SPECIAL NOTES

[illegible] PIECES OF RAILROAD TIE CAP MEMBERS SHALL NOT BE LESS THAN SIX (6) FEET LONG EXCEPT WHERE NECESSARY TO FURNISH REQUIRED PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL MEMBERS OR WOOD CAP BOARD PIECES SHALL NOT BE LESS THAN THREE (3) FEET. REMOVED OR WOOD CAPBOARDING SHALL BE REINSTALLED EVERY TIME WHEN THE ADJOINING PAVEMENT IS CONSTRUCTED, THERE WILL BE GROOVED VERTICAL SURFACES PARALLEL TO THE CENTERLINE 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 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.

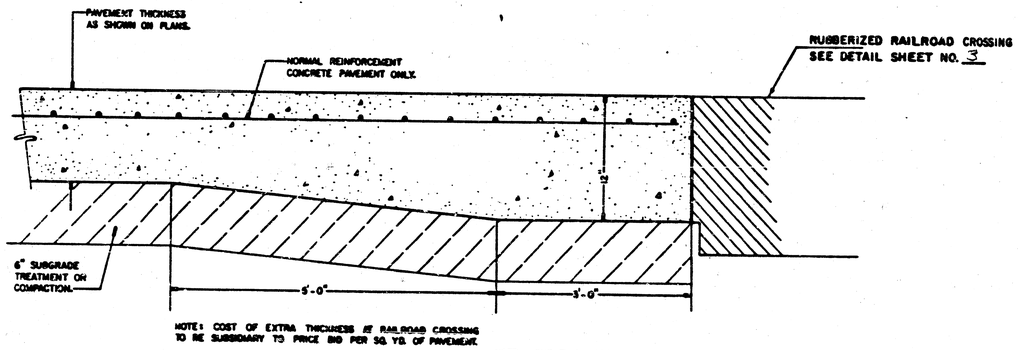
LOCATIONS OF REMOVED OR WOOD TIE BEAM CAP BOARDS AS SHOWN ON DETAIL DRAWING WILL NECESSITATE INSTALLATION OF SQUARED ENDING ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 9" - 0" FOR 8" - 0" TIES AND 4" - 6" FOR 9" - 0" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF REMOVED OR WOOD TIE SHOW CAP BOARDS AS SHOWN ON DETAIL DRAWINGS WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 9" - 3" FOR 8" - 0" TIES AND 4" - 3" FOR 9" - 0" TIES FROM THE CENTERLINE OF THE TRACK.

EXISTING PAVEMENT SHALL BE REMOVED BY THE PAVING CONTRACTOR. PAVEMENT IMMEDIATELY ADJACENT TO AND WITHIN THREE (3) FEET 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 EXPANSION JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, SAW OR SAWED SHALL BE TO NEAT LINES FORMED EITHER BY SAW CUT OR EXISTING JOINT.

LENGTH OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND THOSE EDGES OF TIES PAVED WHEN SUFFICIENT FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY OUTSIDE THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY AND SIMILAR 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 PER ANTICIPATED TRACK SETTLEMENT.

SURFACE OF NEW PAVEMENT AND RUBBERIZED 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 RUBBERIZED CROSSING MATERIAL ELEVATIONS OR P-MOVEMENT 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 PER TRACK SETTLEMENT WITH CONCURRENCE BY THE ENGINEER.

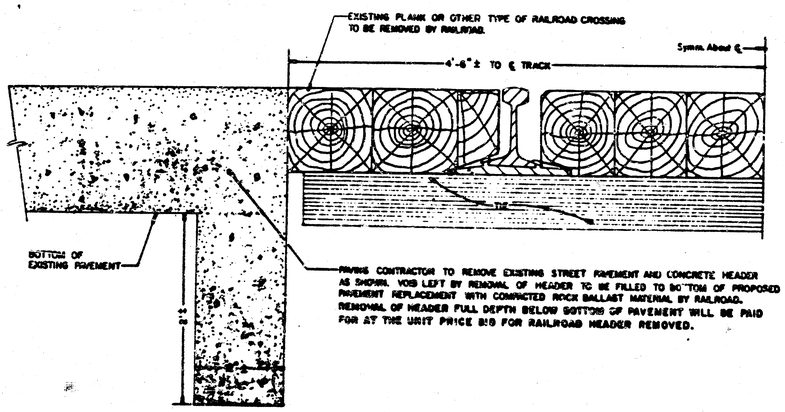
INDIVIDUAL SECTIONS OF THE RUBBERIZED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE RUBBERIZED CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CROSS SLOPES WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.



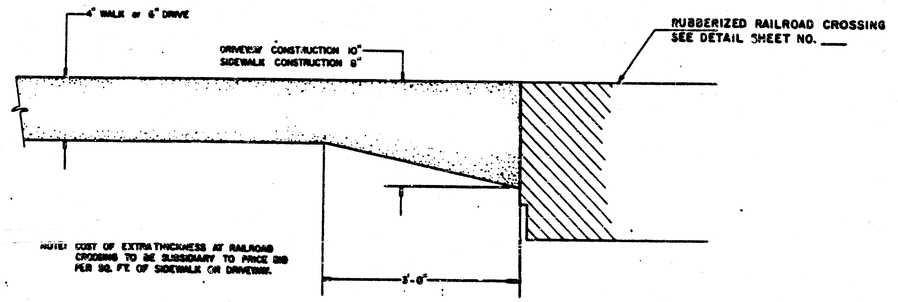

NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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
NEW PAVEMENT CONSTRUCTION
ABUTTING RUBBERIZED RAILROAD CROSSING
NO SCALE




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




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

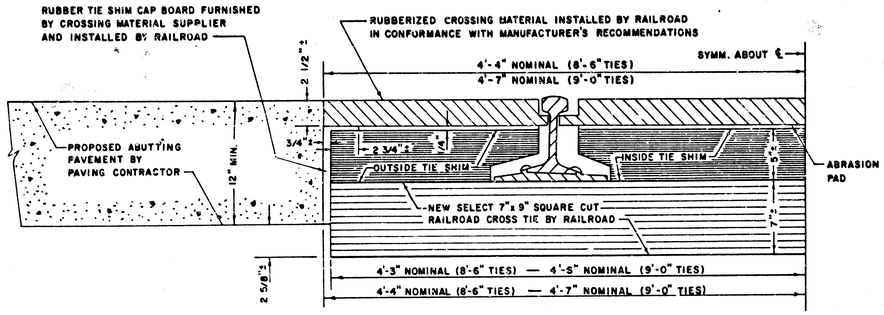
NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN SIDEWALK OR DRIVEWAY CONSTRUCTION AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE SIDEWALK OR DRIVEWAY PAVEMENT AND RAILROAD CROSSING MATERIAL.

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

CITY OF WICHITA, KANSAS

STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED

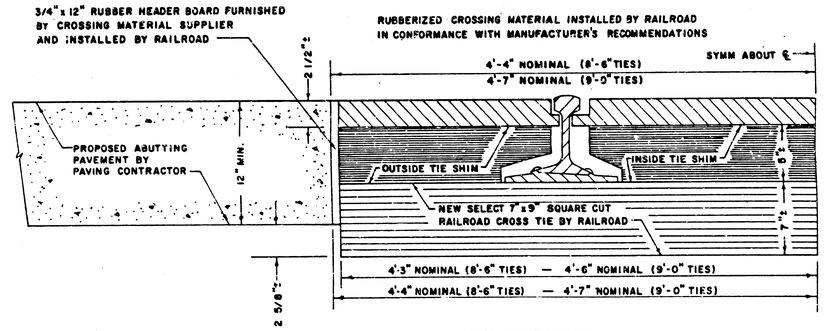
8" REINFORCED CONCRETE PAVEMENT




CROSS-SECTION DETAIL

## RUBBER PADS WITH WOOD TIE SHIMS

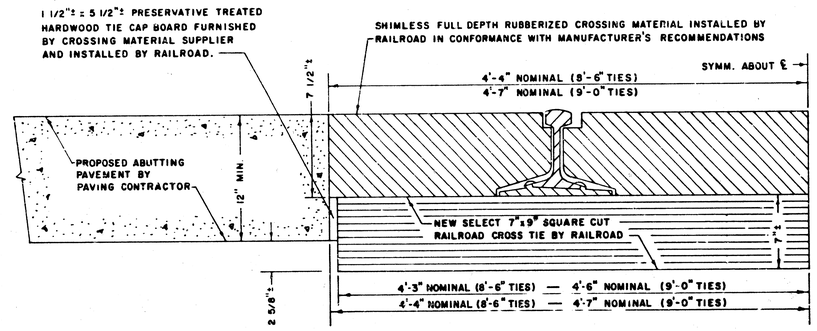
NO SCALE




CROSS-SECTION DETAIL

## RUBBER PADS WITH WOOD TIE SHIMS (ALTERNATE)

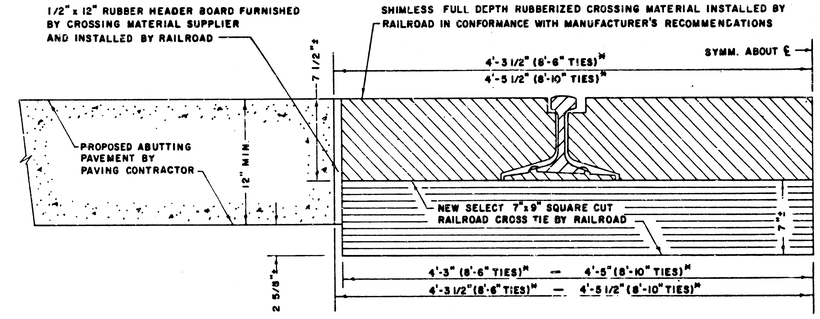
NO SCALE




CROSS-SECTION DETAIL

## FULL DEPTH RUBBER PADS ( ALTERNATE )

NO SCALE




* - TIES TO BE CUT AND FRAMED IN FACTORY OR IN FIELD.

CROSS-SECTION DETAIL

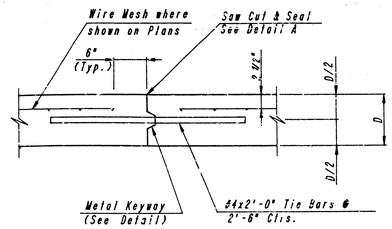
## FULL DEPTH RUBBER PADS

NO SCALE

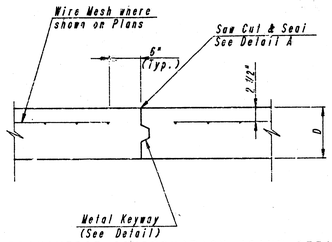
NOTE: SEE SPECIAL NOTES ON PAVING MODIFICATION OR PAVING APPROACH DETAIL SHEET FOR ADDITIONAL APPLICABLE REQUIREMENTS PERTAINING TO WORK SHOWN ON THIS SHEET.

**CITY OF WITCHITA, KANSAS**
**STANDARDS FOR:**
# RUBBERIZED RAILROAD CROSSING INSTALLATION DETAILS

| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| | 4 | 6 |

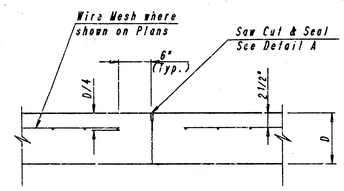



LONGITUDINAL CONSTRUCTION JOINT DETAIL
(TRANSVERSE SECTION)
(L.J.)

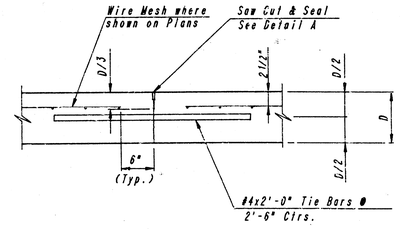



TRANSVERSE CONSTRUCTION JOINT DETAIL
(C.J.)

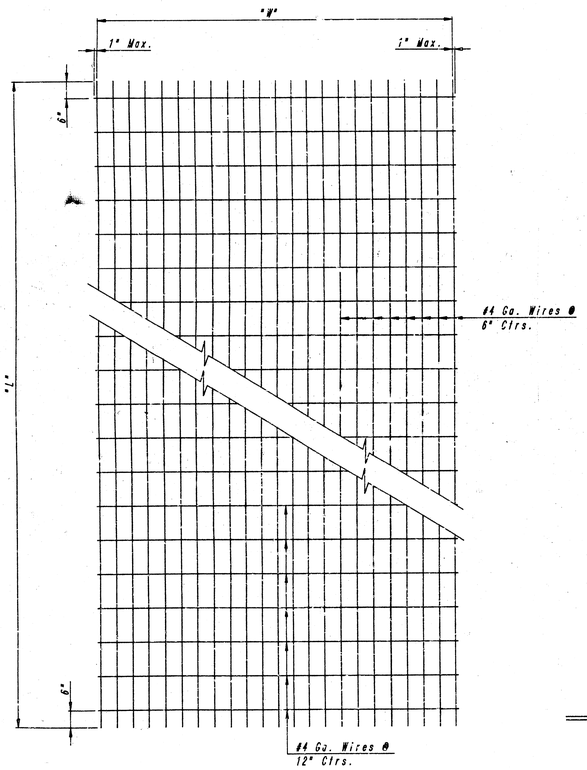
*Transverse Construction Joints will be allowed only at plan contraction joint locations*




TRANSVERSE CONTRACTION JOINT DETAIL
(C.J.)

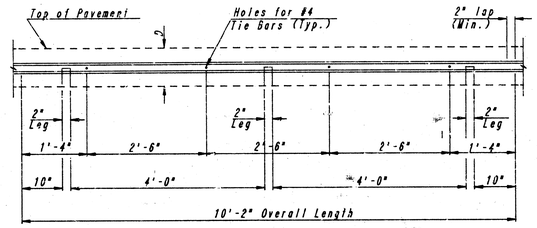



LONGITUDINAL JOINT DETAIL
(TRANSVERSE SECTION)
(L.J.)



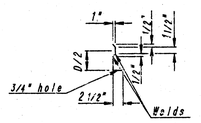

TYPICAL SHEET OF WELDED WIRE MESH

*"L" = Panel length - 12"*
*"W" = Panel width - 12"*




TO BE USED ONLY AGAINST FORMS
SHALL NOT EXTEND THRU CONTRACTION JOINTS

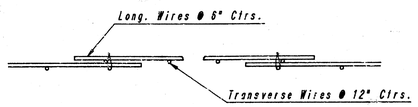
METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT




NOTE: SNAP-IN LEG OR OTHER APPROVED DESIGNS MAY BE USED IN LIEU OF WELDED LEG.

SECTION OF RECESSED FORM LEG

METAL KEYWAY DETAILS

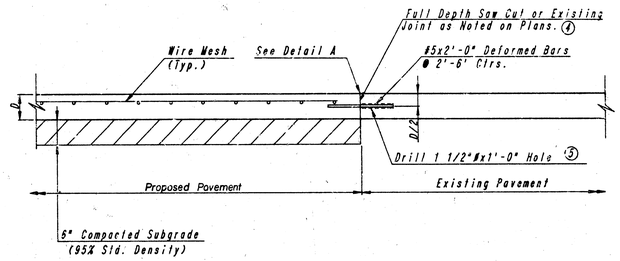


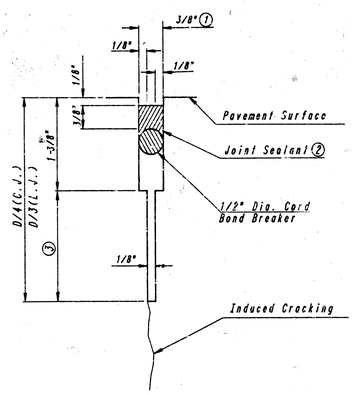

DETAIL OF LAP FOR WIRE MESH

NOTE: THE LAP SHALL EXTEND BEYOUND THE FIRST TRANSVERSE WIRE OF EACH SHEET.

THE SHEETS SHALL BE WIRED SECURELY AT THE EDGES AND AT INTERVALS NOT TO EXCEED 2'-6" FOR THE FULL WIDTH OF THE SHEET. APPROX. WEIGHT OF WIRE MESH = MESH = 44 LBS. PER 100 SQ.FT.

OTHER METHODS FOR FASTENING THE SHEETS OF WIRE MESH AT THE LAPS MAY BE USED WITH THE APPROVAL OF THE ENGINEER.




DETAIL A

DOWELED CONSTRUCTION JOINT
REINFORCED PAVEMENT
(D.J.)

④ *At existing joint locations where the abutting existing pavement exhibits deterioration, the Engineer may require a full depth saw cut in the existing pavement beyond the limits of deterioration, but not to exceed 1'-0". Saw cut & additional pavement required in any such areas shall be considered subsidiary.*

⑤ *After the hole is drilled, it shall be thoroughly cleaned while dry and then scrubbed with a fiber brush and clear water to remove all traces of loose material. Immediately prior to placing the Reinforcing Steel, the concrete shall be dried of all surface moisture. After placing the Reinforcing Steel, the hole shall be completely filled with an approved epoxy grout or an approved non-shrink grout. The grout shall be mixed, applied and cured according to the manufacturer's recommendations or as directed by the Engineer. The grout shall be applied so that the holes are completely filled and no voids exist between the Reinforcing Steel and the concrete. The drilling of the holes and the mixing and placing of the epoxy grout or non-shrink grout shall not be measured and paid for directly but shall be considered subsidiary to the other items of the contract.*

*Note: Any dirt excavation required to const. this project shall be subsidiary to the proj.*

① *To be accomplished in 2 cuts for Longitudinal Joints & Contraction Joints. Initial cut to be 1/8" wide.*

② *Joint Sealant shall comply with ASTM D1190.*

③ *Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.*

D=8"

# CONCRETE PAVING DETAILS
## 8" REINFORCED CONCRETE PAVEMENT


PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS


| Designed by | CDS | Checked by | GDS | |
|---|---|---|---|---|
| Drawn by | VJK | Date | FEB.,1987 | Job No. 86588 |

Generic 8" Pvmt.

| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-46-245-81588-060-000-001 | 5 | 6 |

℄ CURVE DATA
P.I. Sta. 11+04.87 (Bk.)=
Sta. 10+98.96 (Ahd.)
Δ=30°28'22"
D=12°29'51"
R=458.46'
L=243.83'
T=124.87'
E=16.70'

SCALE 1"=10"

## PROPOSED PAVEMENT ELEVATIONS

| STATION | NORTH EGDE OF PAVEMENT | NORTH JOINT LINE | SOUTH JOINT LINE | SOUTH EDGE OF PAVEMENT |
|---|---|---|---|---|
| 10+17.44 | 108.45(M) | 108.38(M) | 108.46(M) | 108.55(M) |
| 10+20 | 108.60 | 108.52 | 108.60 | 108.70 |
| 10+25 | 108.85 | 108.83 | 108.90 | 108.96 |
| 10+30 | 109.03 | 109.07 | 109.13 | 109.18 |
| 10+35 | 109.16 | 109.22 | 109.30 | 109.32 |
| 10+40 | 109.25 | 109.32 | 109.39 | 109.42 |
| 10+45 | 109.31 | 109.38 | 109.45 | 109.50 |
| 10+49.92 | ——— | ——— | ——— | 109.53(R) |
| 10+50 | 109.37 | 109.43 | 109.48 | ——— |
| 10+50.45 | ——— | ——— | 109.48(R) | ——— |
| 10+51.02 | ——— | 109.43(R) | ——— | ——— |
| 10+51.63 | 109.38(R) | ——— | ——— | ——— |
| 10+55 | ——— | ——— | ——— | 109.53(R) |
| 10+58.19 | ——— | ——— | 109.48(R) | ——— |
| 10+58.99 | ——— | ——— | ——— | ——— |
| 10+59.84 | ——— | 109.43(R) | ——— | ——— |
| 10+60 | ——— | 109.43 | 109.48 | 109.53 |
| 10+60.76 | 109.38(R) | ——— | ——— | ——— |
| 10+65 | 109.34 | 109.42 | 109.47 | 109.49 |
| 10+70 | 109.30 | 109.41 | 109.46 | 109.44 |
| 10+75 | 109.27 | 109.40 | 109.45 | 109.40 |
| 10+80 | 109.23 | 109.40 | 109.45 | 109.33 |
| 10+85 | 109.20 | 109.39 | 109.44 | 109.29 |
| 10+90 | 109.17 | 109.39 | 109.43 | 109.22 |
| 10+95 | 109.12 | 109.38 | 109.42 | 109.16 |
| 11+00 | 109.10 | 109.38 | 109.41 | 109.12 |
| 11+05 | 109.07 | 109.37 | 109.41 | 109.09 |
| 11+10 | 109.03 | 109.37 | 109.41 | 109.08 |
| 11+15 | 109.00 | 109.36 | 109.40 | 109.08 |
| 11+20 | 108.97 | 109.35 | 109.40 | 109.08 |
| 11+20.26 | ——— | ——— | ——— | 109.08(M) |
| 11+21.22 | ——— | ——— | 109.40(M) | ——— |
| 11+22.33 | ——— | 109.35(M) | ——— | ——— |
| 11+23.45 | 108.96(M) | ——— | ——— | ——— |

Elev. on Top of Pavement ● Bk. Cb. Line (Nel T.C. Elev.)
Elev. on Top of Pavement ● H.I. of Combined C.&G.

Remove and Replace 4" Concrete Sidewalk by Paving Contractor

Monolithic Edge Curb (6 5/8")

57 L.F. of Rubberized Crossing to be Installed by Railroad 32.5' Lt. & 24.5' Rt.

Comb. C&G (6 5/8")

Monolithic Edge Curb (6 5/8")

Sta. 10+17.44 to Sta. 10+50.74 Paving Contractor shall Remove Exist. Concrete Pavement and Curbs. Paving Contractor shall replace with 8" Reinforced Concrete Pavement with Monolithic Edge Curb (6 5/8"). See "Concrete Paving Details" Sheet for Pavement Details and this Sheet for Curb Details.

Bk. Cb. from ℄ R.R. Tracks to Match Point to be Constructed on Tangent

Comb. C&G (6 5/8")

Sta. 10+59.41 to Sta. 11+21.70 Paving Contractor shall remove exist. Concrete Pavement, Curbs and Curb & Gutter. Paving Contractor shall replace with 8" Reinforced Concrete Pavement with Combined Curb & Gutter (6 5/8"). See "Concrete Pavement Details" Sheet for Pavement Details and this Sheet for Combined Curb & Gutter Details.

Paving Contractor to remove Asphalt Surface and Replace with 2"± Asphaltic Concrete Wearing Surface (SC-1).

376'± to ℄ McLean

℄ Lincoln

MISSOURI PACIFIC RAILROAD

75'

TOP OF RAIL ELEVATIONS

NORTH EDGE OF PAVEMENT = 109.38
NORTH PAVEMENT JOINT LINE (7.50' LT. ℄) = 109.43
SOUTH PAVEMENT JOINT LINE(7.50' RT. ℄) = 109.48
SOUTH EDGE OF PAVEMENT = 109.53

NOTES

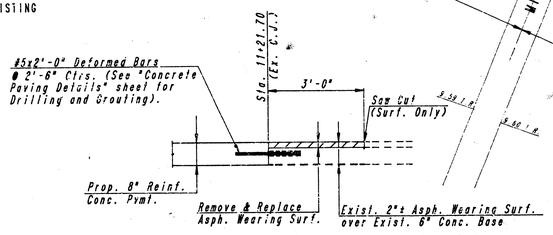
① REMOVE AND REPLACE 4" SIDEWALK CONCRETE PAVEMENT BY PAVING CONTRACTOR. REMOVE TO NEAREST EXISTING JOINT, BUT NOT MORE THAN 6'-0". IF EXISTING JOINT EXCEEDS 6'-0", SAW CUT AND REMOVE AND REPLACE TO LIMITS AS DIRECTED BY THE ENGINEER.

② TRANSITION CURB HEIGHT FROM STD. 6 5/8" AT CONTRACTION JOINTS TO NO CURB HEIGHT AT EDGE OF RUBBER. TRANSITION TO BE PAID FOR AS LIN. FT. OF MONOLILTHIC EDGE CURB (6 5/8") OR COMBINED COMBINED CURB AND GUTTER (6 5/8").

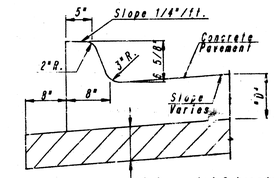
③ WARP FLOWLINE IN GUTTER OVER 5'-0" TO MATCH EXISTING COMBINED CURB AND GUTTER SECTIONS RT. AND LT.

LEGEND

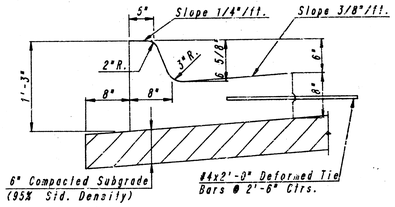
- Asphalt Surface Removed by Paving Contractor
- Pavement or Sidewalk to be Removed by Paving Contractor
- L.J. — Longitudinal Joint
- C.J. — Contraction Joint
- D.J. — Doweled Construction Joint




SECTION A-A
(Doweled Construction Joint)




MONOLITHIC EDGE CURB (6 5/8")




COMBINED CURB & GUTTER (6 5/8")

Iron in thimble at intersection of ℄ Lincoln with Vacated Sycamore. Sta. 8+03.59

West R/W line MOPAC Sta. 9+80.00 Chis. "I" in pavement at P.C. ℄ Lincoln

Tan. Sta. 10+55.45 = ℄ MOPAC
℄ Lincoln Sta. 10155.07 = ℄ MOPAC

BM - City of Wichita BM - "D" on NW Corner Retaining Wall at P.I.E. Office. Elev. 107.56

# MISSOURI PACIFIC AT LINCOLN WEST OF McLEAN BLVD.

# PLAN


PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS


| Designed by | PDF | Checked by | GDS |
|---|---|---|---|
| Drawn by | JGP | Date | Feb.,1987 |
| | | Job No. | 86566 |

| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-76-245-81588-000-000-001 | 6 | 6 |

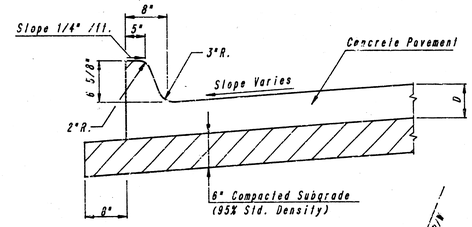
## PROPOSED PAVEMENT ELEVATIONS

| STATION | NORTH EDGE PAVEMENT | NORTH JOINT LINE | SOUTH JOINT LINE | SOUTH EDGE PAVEMENT |
|---|---|---|---|---|
| 10+20.67 | 105.14(M) | 105.19(M) | 105.20(M) | 104.87(M) |
| 10+25.00 | 105.30 | 105.33 | 105.40 | 105.14 |
| 10+30.00 | 105.47 | 105.47 | 105.56 | 105.39 |
| 10+35.00 | 105.61 | 105.62 | 105.69 | 105.60 |
| 10+40.00 | 105.74 | 105.73 | 105.79 | 105.75 |
| 10+44.58 | | | | 105.85(R) |
| 10+45.00 | 105.84 | 105.82 | 105.86 | 105.85 |
| 10+50.00 | 105.91 | 105.90 | 105.90 | 105.85 |
| 10+51.26 | | | 105.90(R) | 105.85 |
| 10+54.02 | | | | 105.85(R) |
| 10+55.00 | 105.98 | 105.94 | 105.90 | 105.84 |
| 10+57.11 | | 105.95(R) | | |
| 10+60.00 | 106.00 | 105.95 | 105.90 | 105.79 |
| 10+60.77 | | | 105.90(R) | |
| 10+63.38 | 106.00(R) | | | |
| 10+65.00 | 106.00 | 105.95 | 105.86 | 105.72 |
| 10+66.37 | | 105.95(R) | | |
| 10+70.00 | 106.00 | 105.93 | 105.82 | 105.66 |
| 10+71.56 | 106.00(R) | | | |
| 10+75.00 | 105.97 | 105.88 | 105.78 | 105.58 |
| 10+80.00 | 105.90 | 105.83 | 105.73 | 105.50 |
| 10+85.00 | 105.83 | 105.77 | 105.69 | 105.43 |
| 10+90.00 | 105.75 | 105.71 | 105.63 | 105.36 |
| 10+95.00 | 105.67 | 105.64 | 105.59 | 105.28 |
| 11+00.00 | 105.59 | 105.57 | 105.55 | 105.20 |
| 11+02.93 | | | | 105.16(M) |
| 11+04.34 | | | 105.50(M) | |
| 11+05.00 | 105.50 | 105.50 | | |
| 11+05.49 | | 105.50(M) | | |
| 11+08.36 | 105.48(M) | | | |

(R) - Edge of Rubber
(M) - Match Existing

## EXISTING TOP OF RAIL ELEVATIONS

| LOCATION | WEST RAIL | EAST RAIL |
|---|---|---|
| 199' Lt. | 105.83 | 105.93 |
| 174.5' Lt. | 105.96 | 105.90 |
| 149.5' Lt. | 105.81 | 105.87 |
| 124.5' Lt. | 105.74 | 105.75 |
| 99.5' Lt. | 105.74 | 105.78 |
| 74.5' Lt. | 105.78 | 105.85 |
| 49.5' Lt. | 105.98 | 106.04 |
| 38.5' Lt. | 106.01 | 106.02 |
| 24.5' Lt. | 105.93 | 105.96 |
| 8.5' Rt. | 105.90 | 105.91 |
| 7.1' Rt. | 105.86 | 105.87 |
| 23.7' Rt. | 105.76 | 105.79 |
| 29.7' Rt. | 105.76 | 105.74 |
| 37.2' Rt. | 105.67 | 105.61 |
| 61.5' Rt. | 105.51 | 105.48 |
| 86.5' Rt. | 105.31 | 105.33 |
| 107' Rt. | 105.11 | 105.20 |
| 131.5' Rt. | 104.98 | 104.89 |
| 156.5' Rt. | 104.85 | 104.73 |
| 181.5' Rt. | 104.84 | 104.81 |
| 198' Rt. | 104.72 | 104.66 |




MONOLITHIC EDGE CURB (6 5/8")

54 L.F. Rubberized Railroad Crossing to be installed by Railroad (27.00' L.F. Left & Right)

Scale: 1"=10'

Exist. R/W

Exist. R.R. R/W 75' ℄ R.R.

Building

12" San. Sewer

Missouri Pacific Railroad

Paving Contractor to backfill Driveway Area to match existing ground.

15.00' ①

Exist. R/W

4" Conc. Sidewalk

4" Steel Gas Service

6" W (CC.)

Gravel

50'

Concrete Pavement

18" Storm Sewer

10

Exist. C.J.

15'-6"

7'-0"

7'-0"

15'-6"

120.67' D.J.

135.00' C.J.

L.J.

66°41'00"

58.00'

85.00' C.J.

Exist. C.J.

D.J.

Underground Telephone

8" Water Line

Gravel

Asphalt

Concrete

Buried San. Sewer Manhole

104'± to McLean

UMS MH Rim=105.33 S-96 11

12" San. Sewer

Exist. R/W

Building

50'

Concrete Pavement

Asphalt

Pedestal Gas Service

P.I. +75.58

Exist. R.R. R/W 100' ℄ R.R.

Exist. R/W

### TOP OF RAIL ELEVATIONS

North Edge of Pavement (22.50' Lt.)=106.00
North Joint Line (7.00' Lt.)=105.95
South Joint Line (7.00' Rt.)=105.90
South Edge of Pavement (22.50' Rt.)=105.85

Sta.10+20.67 to Sta.11+04.89 Paving Contractor Remove Existing Concrete Pavement & Replace with 8" Reinforced Concrete Pavement with Monolithic Edge Curb (6 5/8"). See "Concrete Paving Details" sheet for Pavement Details & this sheet for Curb Details.

### LEGEND

- Pavement and Sidewalk Removal
- L.J. — Longitudinal Joint
- C.J. — Contraction Joint
- D.J. — Doweled Construction Joint

### NOTES:

DRIVEWAYS AND SIDEWALKS LT. STA.10+44 AND RT.STA.10+83.50 ARE TO BE REMOVED BY THE PAVING CONTRACTOR BUT NOT REPLACED.

① CURB SHALL BE CONSTRUCTED AS SHOWN WITH 15 FEET OF TRANSITION FROM FULL CURB HEIGHT TO NO CURB HEIGHT AT THE EDGE OF RUBBER. TRANSITION TO BE PAID FOR AS MONOLITHIC EDGE CURB (6 5/8").

PAVING CONTRACTOR SHALL CALL 1-DIG SAFE NUMBER FOR TELEPHONE CABLE LOCATION PRIOR TO ANY PAVING OR RUBBERIZATION CONSTRUCTION.

### ℄ CURVE DATA

P.I. Sta.11+19.51 (Bk.)=
Sta.11+14.87 (Ahd.)

Δ=30°46'00"
D=33°18'41"
R=172.00'
T=60.51'
L=116.38'
E=10.33'

Iron in Thimble in ℄ Hendley 30'Lt. ℄ Harry Sta.7+45

B.M.-Chis."O" in East Curb Return of Osage Tangent Back extended Sta.11+92.18 Elev.105.39

Iron in Thimble in ℄ Harry ⊕ P.I. Sta.11+19.51

# MISSOURI PACIFIC CROSSING AT HARRY WEST OF McLEAN BLVD.

## PLAN

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

| Designed by | PDF | Checked by | |
|---|---|---|---|
| Drawn by | JGP | Date | Feb., 1987 |
| | | Job No. | 86586 |

Je 8 5 8