

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

PAVING MODIFICATIONS IN CONNECTION WITH
RUBBERIZATION OF MISSOURI PACIFIC RAILROAD CROSSING
AT SECOND AND GLENN

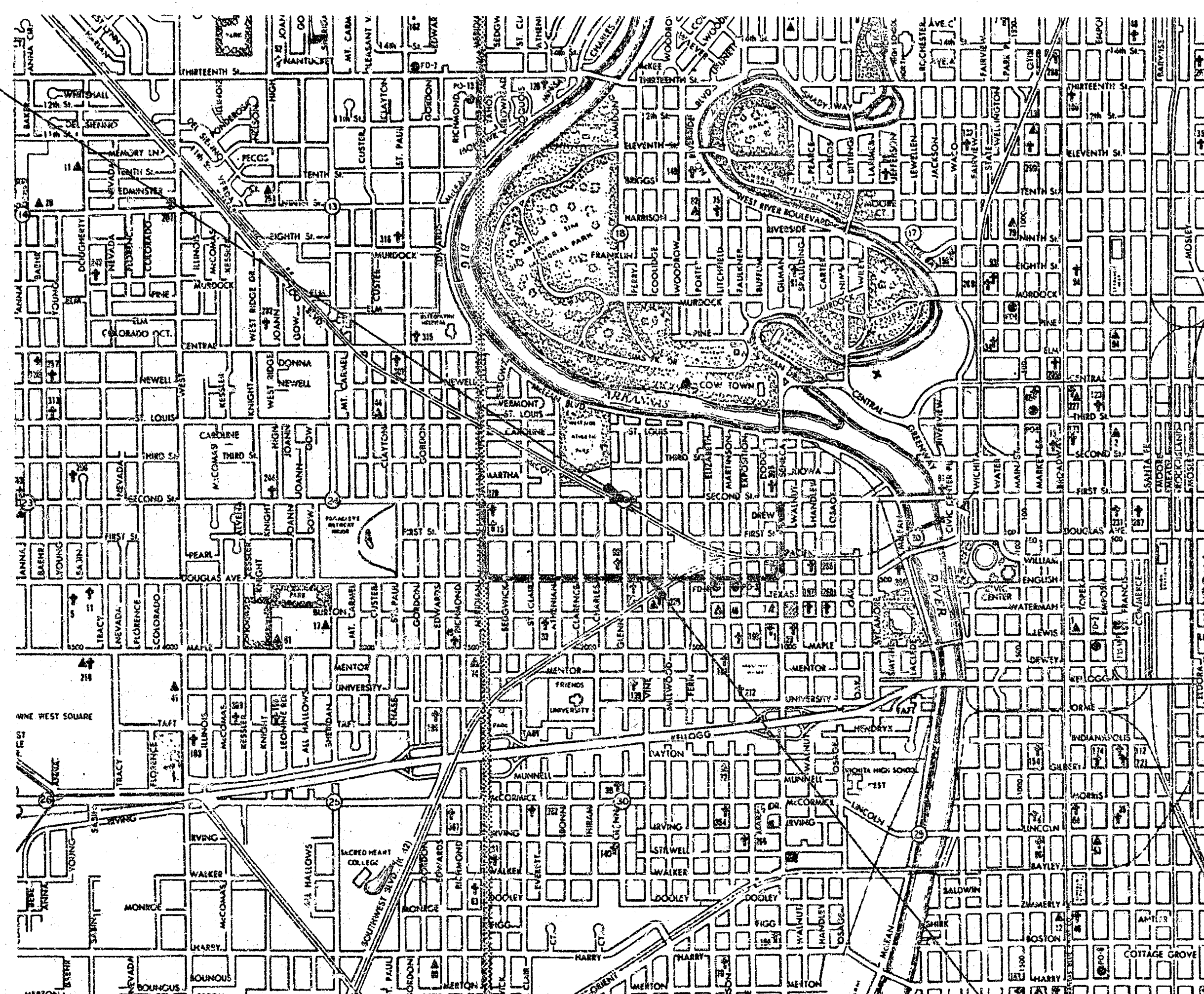
PROJECT NO. 472-76-286-88200-000-000-001

GENERAL NOTES

INDEX OF SHEETS

1. TITLE SHEET
2. TYPICAL SECTIONS
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4. -+A RUBBERIZED RAILROAD CROSSING INSTALLATION DETAILS
5. CONCRETE PAVING DETAILS
6. COMB. C. & G. (4'') & CONC. FLUME DETAILS
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8. SECOND STREET CROSS SECTIONS
9. GLENN CROSS SECTIONS

PROJECT
LOCATION



Map used by permission of
KANSAS BLUE PRINT CO., INC.

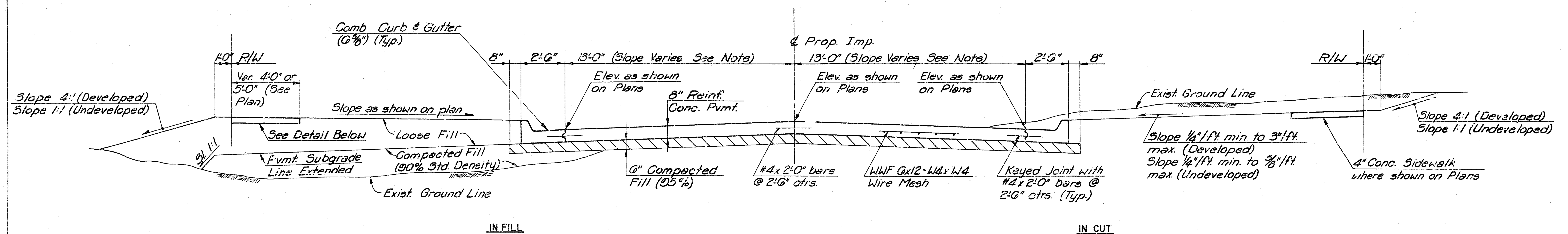
SCALE: 1"=2,000'

1. SECOND STREET AND GLENN SOUTH OF SECOND STREET SHALL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION OF THIS PROJECT. PAVING CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING BARRICADES AND DETOUR SIGNING 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.

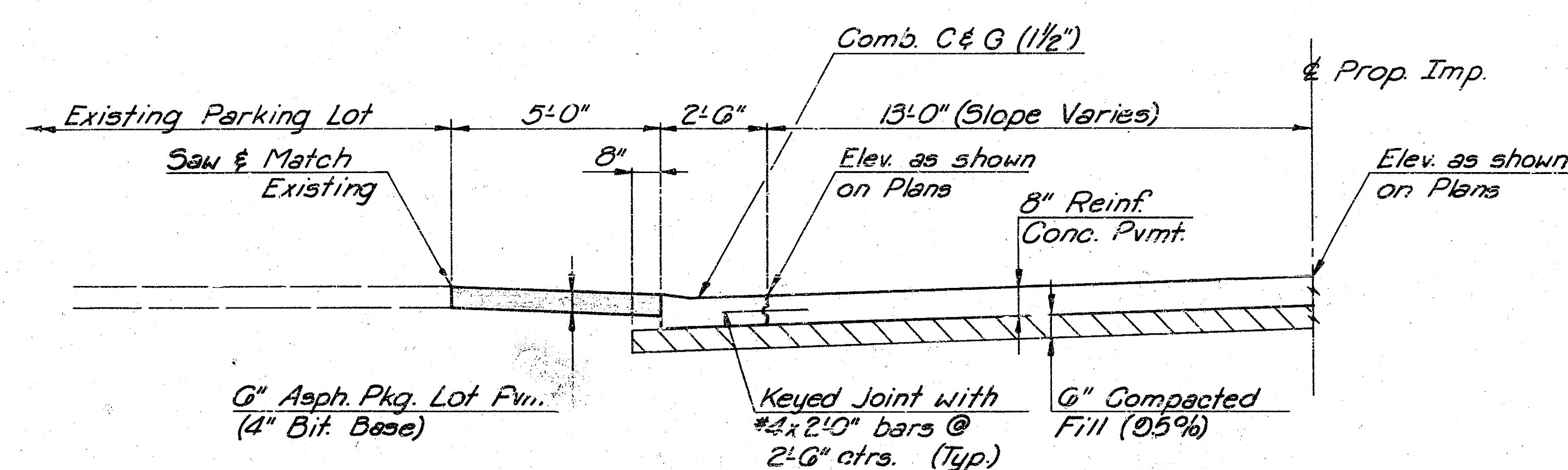
DECEMBER, 1986
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS



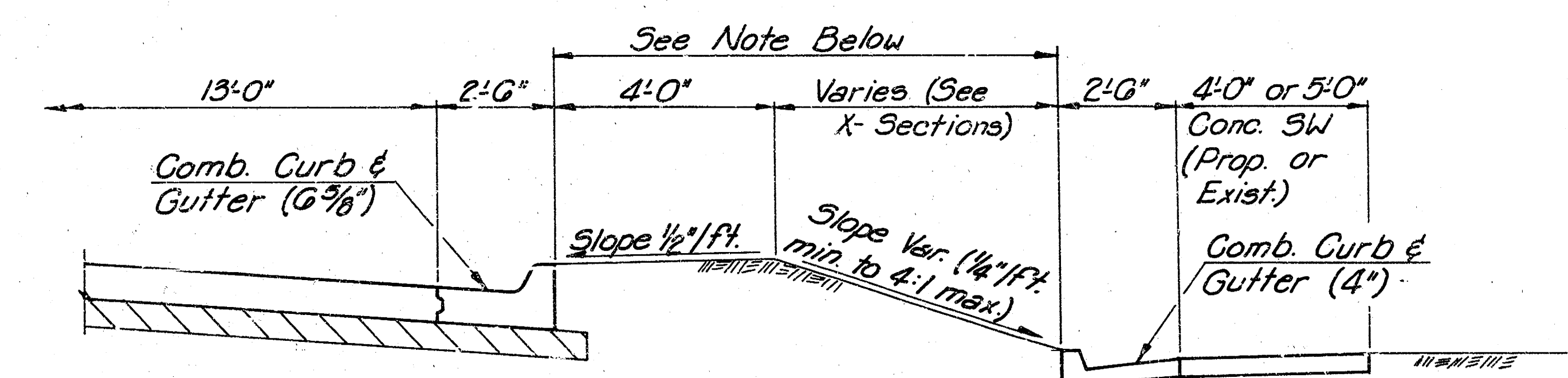
PROJECT NO.	SHEET NO.	TOTAL SHEETS
870-70-290-50220-430-000-000	2	0



Note: Slope varies from $\frac{1}{4}$ "/ft. min. to $\frac{1}{8}$ "/ft. max.

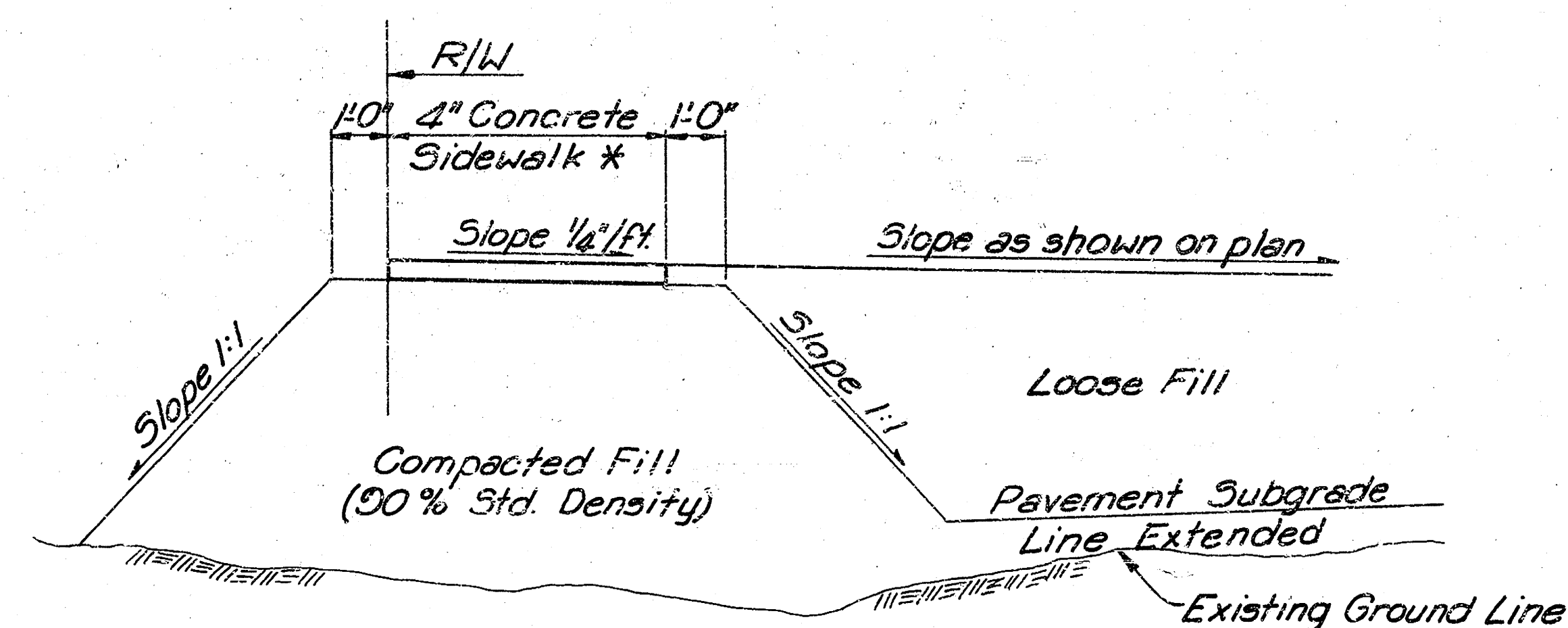
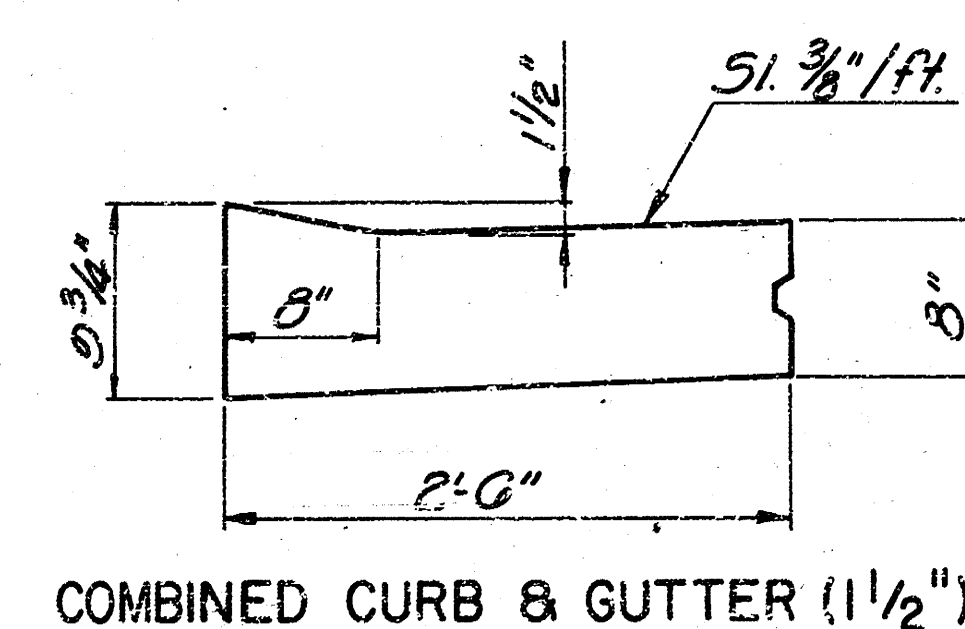
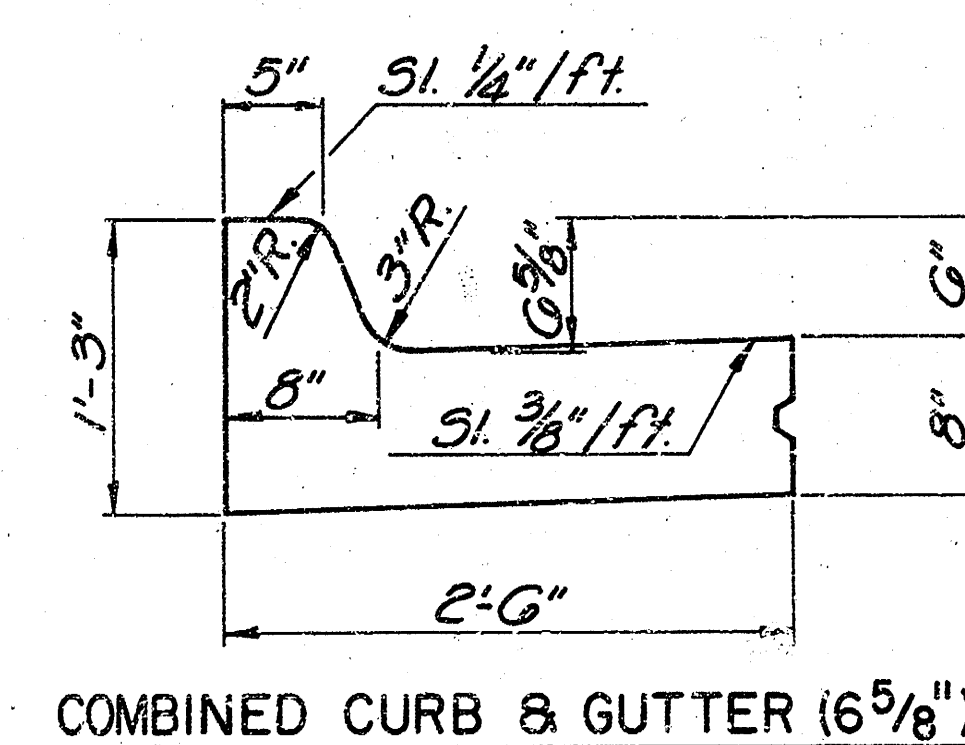


HALF SECTION AT PARKING LOT



PARTIAL SECTION S.W. RETURN
Second and Glenn

Note: Slope arrangement shown shall be used in areas with no sidewalk Lt. Second St. Sta. 7+00 to Sta. 7+25 and Lt. Glenn St. Sta. 50+55.50 to Sta. 50+59.50



* See Sh. No. 3 for Sidewalk Width

COMPACTED FILL DETAIL
WHEN SIDEWALK IS CONSTRUCTED

SECOND AND GLENN

TYPICAL SECTIONS

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS
WICHITA, KANSAS

Designed by G.O.S. Checked by G.O.S.
Drawn by V.J.K. Date Dec., 1980 Job No. 86478

PROJECT NO.	SHEET NO.	TOTAL SHEETS
870-70-286-50226-430-000-000	3	0

- ① Trans. from full height to no curb
- ② Trans. from 1/2" lip curb to no curb
- ③ Trans. from Comb. C & G (6%) to match exist. Comb. C & G Section over length of 5'-0"

Scale: 1"=20'

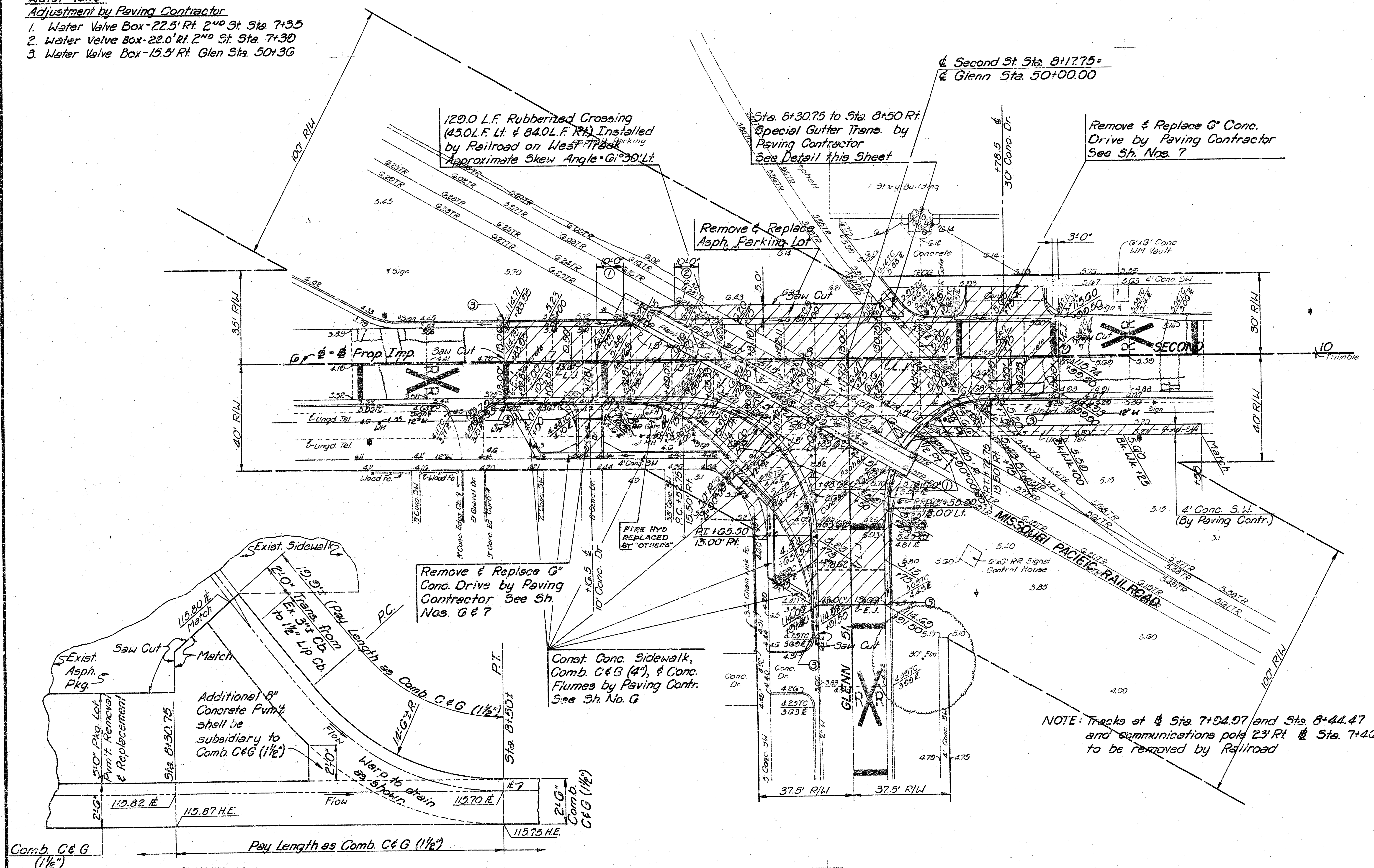
Comb. Curb & Gutter Const. by Paving Contractor
 Sta. 6+83.95 to Sta. 7+32.27 Lt. Const. Comb. C & G (6%)
 Sta. 7+50.43 to Sta. 8+30.75 Lt. Const. Comb. C & G (1 1/2")
 Sta. 8+30.75 to Sta. 8+50.00 Lt. Const. Spec. Gutter Trans.
 Sta. 8+50.00 to Sta. 8+99.50 Lt. Const. Comb. C & G (1 1/2")
 Sta. 6+83.95 to Sta. 7+52.75 Rt. Const. Comb. C & G (6%)
 Sta. 7+52.75 (S.W. Cb. Return) Const. Comb. C & G (6%)
 Sta. 50+63.50 to Sta. 50+91.5 (Glenn) Rt. Const. Comb. C & G (6%)
 Sta. 50+55.50 to Sta. 50+91.5 (Glenn) Lt. Const. Comb. C & G (6%)
 Sta. 8+72.75 (S.E. Cb. Return) Const. Comb. C & G (6%)
 Sta. 8+72.75 to Sta. 8+99.50 Rt. Const. Comb. C & G (6%)

PROPOSED PAVEMENT ELEVATIONS
 (R) - Edge of Rubber (CL) - Centerline
 (M) - Match Existing (FL) - Flowline
 (H.E.) - High Edge

SECOND STREET					
STATION	NORTH EDGE PAVEMENT (H.E.)		(CL)	SOUTH EDGE PAVEMENT (H.E.)	
6+83.95	114.71(M)		114.79 (M)		113.79 (M)
6+85	114.75		114.80		113.81
6+90	114.88		114.86		113.87
6+95	115.04		114.93		113.94
7+00	115.23		115.00		114.01
7+05	115.42		115.08		114.10
7+10	115.64		115.16		114.18
7+15	115.84		115.25		114.28
7+20	116.01		115.36		114.39
7+25	116.14		115.48		114.51
7+30	116.24		115.61		114.63
7+35.95	116.27 (R)		115.78		114.79
7+40	116.27		115.83		114.93
7+45	116.27		116.06		115.10
7+50	116.27		116.16		115.30
7+52.75	116.27		116.21		115.42
7+54.11	116.27 (R)		116.23		115.47
7+55	116.27		116.24		115.50
7+59.89	116.27		116.26 (R)		115.70
7+65	116.27		116.26		115.90
7+70	116.24		116.26		115.95
7+75	116.20		116.26		116.16
7+78.05	116.19		116.26 (R)		116.20
7+80	116.17		116.26		116.23
7+83.83	116.15		116.26		115.25 (R)
7+85	116.14		116.26		116.25
7+90	116.11		116.25		116.25
7+95	116.08		116.24		116.25
8+00	116.05		116.20		116.25
8+01.99	116.04		116.19		116.25 (R)
8+05	116.02		116.18		116.25
8+10	115.99		116.16		116.25
8+15	115.96		116.13		116.24
8+20	115.94		116.10		116.21
8+25	115.90		116.07		116.16
8+30	115.88		116.04		116.08
8+35	115.84		116.00		115.99
8+40	115.80		115.97		115.90
8+45	115.78		115.94		115.80
8+50	115.75		115.90		115.70
8+55	115.73		115.89		115.58
8+60	115.72		115.87		115.47
8+65	115.70		115.85		115.37
8+70	115.69		115.84		115.29
8+72.75	115.68		115.83		115.21
8+75	115.67		115.82		115.20
8+80	115.65		115.80		115.13
8+85	115.64		115.79		115.06
8+90	115.62		115.77		115.00
8+95	115.61		115.75		114.96
8+99.50	115.60 (M)		115.74 (N)		114.93 (M)

Note: All new street pavement for Second Street and Glenn shall be 8" Reinforced Concrete Pavement

Water Valve
 Adjustment by Paving Contractor
 1. Water Valve Box-22.5' Rt. 2nd St. Sta. 7+35
 2. Water Valve Box-22.0' Rt. 2nd St. Sta. 7+30
 3. Water Valve Box-15.5' Rt. Glen Sta. 50+36



Top of Rail Elevations:
 N. E.P. = 116.27
 E. = 116.26
 E.P. @ S.E. Cb. Ref. = 116.23

Legend:
 Remove Exist. Pmt, Curb & Gutter, Curb, Driveway or Sidewalk
 Longitudinal Jt.
 Contraction Jt.
 Expansion Jt.
 Omit Tie Bars

NOTE: Tracks at Sta. 7+94.97 and Sta. 8+44.47 and communications pole 23' Rt. @ Sta. 7+46 to be removed by Railroad

SPECIAL GUTTER TRANSITION DETAIL
 (Lt. Second Street Sta. 8+30.75 to Sta. 8+50)

B.M. C.O.W. B.M.
 Brass Rod in Concrete Post 22.5' & 22.5' W of & Intersection Vine & 2nd Elev. 114.76

SE Cor. NW 1/4 Sec. 19, T27S, R1E
 1" Iron in thimble @ Cor. = Sta. 10+00

SECOND AND GLENN			
PLAN			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by	G.D.S.	Checked by	G.D.S.
Drawn by	V.J.K.	Date	Dec., 1986 Job No. 80479

SPECIAL NOTES

RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING, INCLUDING RUBBER OR WOOD TIE SHIM CAP 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.

INDIVIDUAL PIECES OF RUBBER OR WOOD CAP BOARDS SHALL NOT BE LESS THAN SIX (6) FEET 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 THREE (3) FEET. RUBBER OR WOOD 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 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.

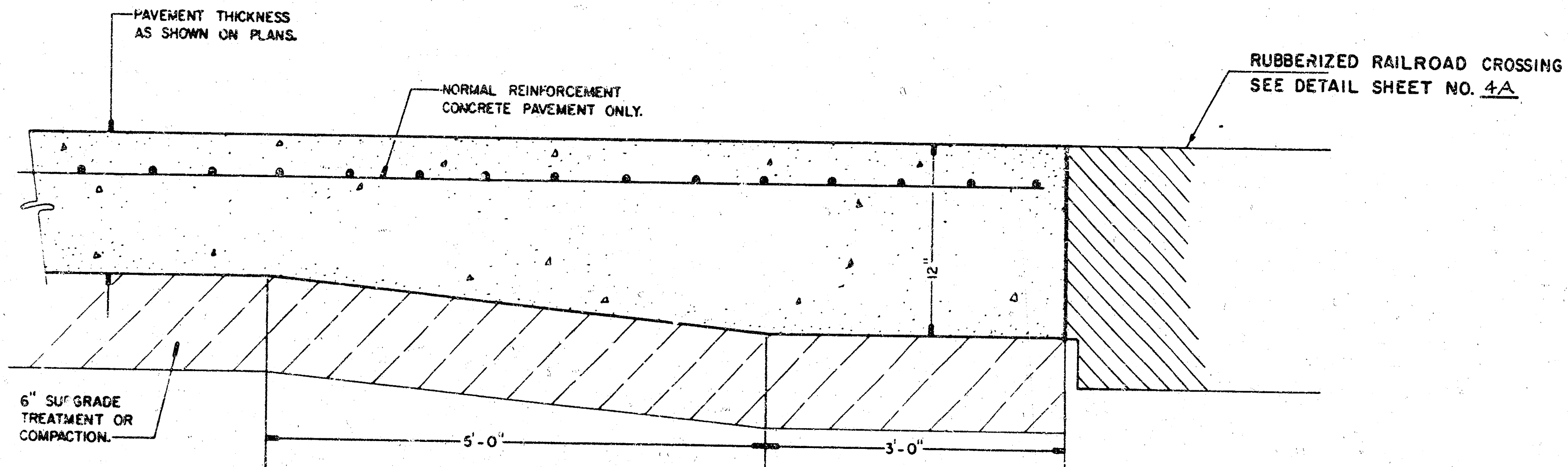
LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF REDWOOD SHIMS ON THE ENDS OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4' - 3" FOR 8' - 6" TIES AND 4' - 6" FOR 9' - 0" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWINGS WILL ALSO REQUIRE ENDS OF RAILROAD CROSS TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 4' - 3" FOR 8' - 6" TIES AND 4' - 6" 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 EXPOSED JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALK OR DRIVES SHALL BE TO MEET LINES FORMED EITHER BY SAW CUT OR EXISTING JOINT.

LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (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 FOR 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 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.

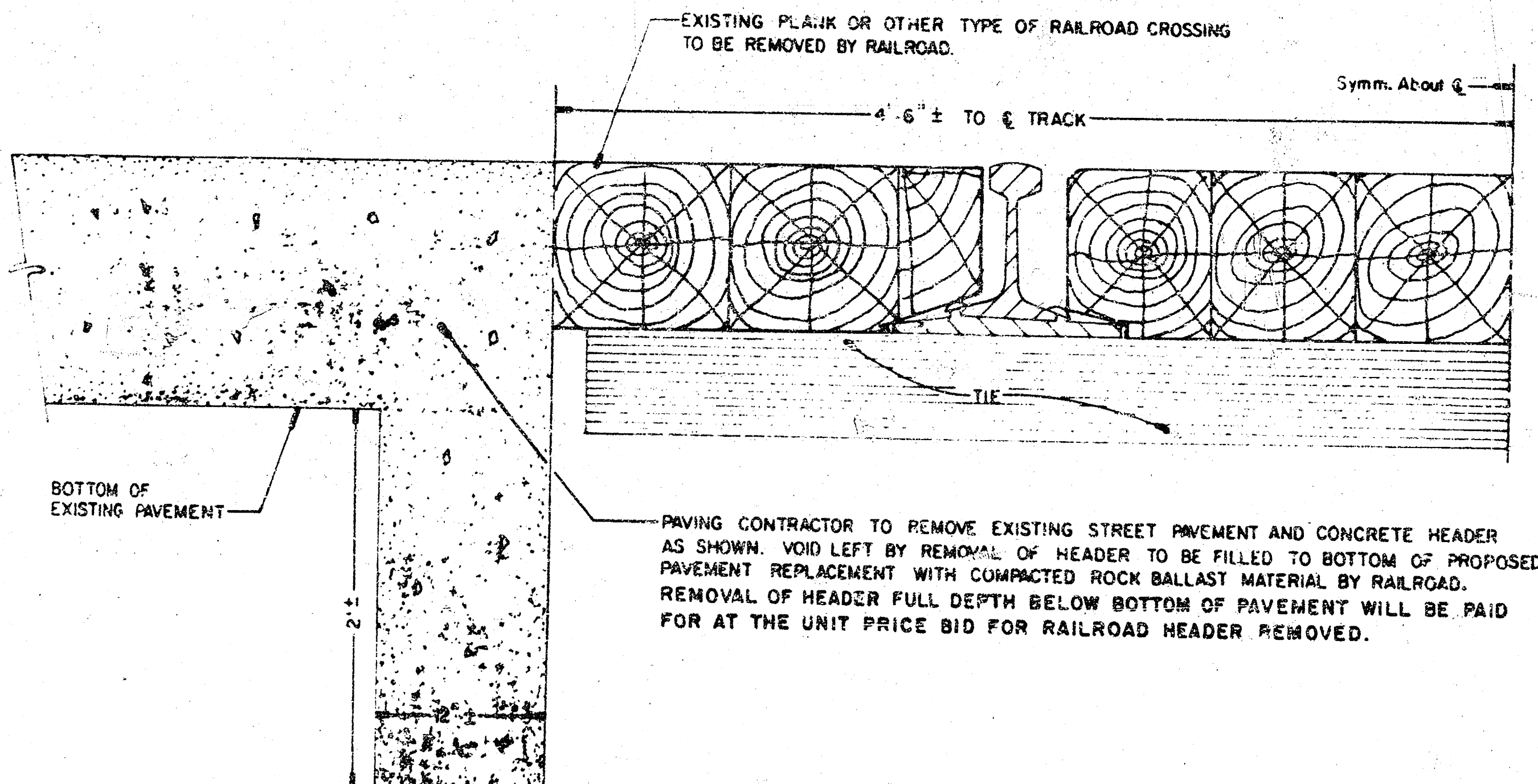
INDIVIDUAL SECTIONS OF THE RUBBERIZED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE RUBBERIZED CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.



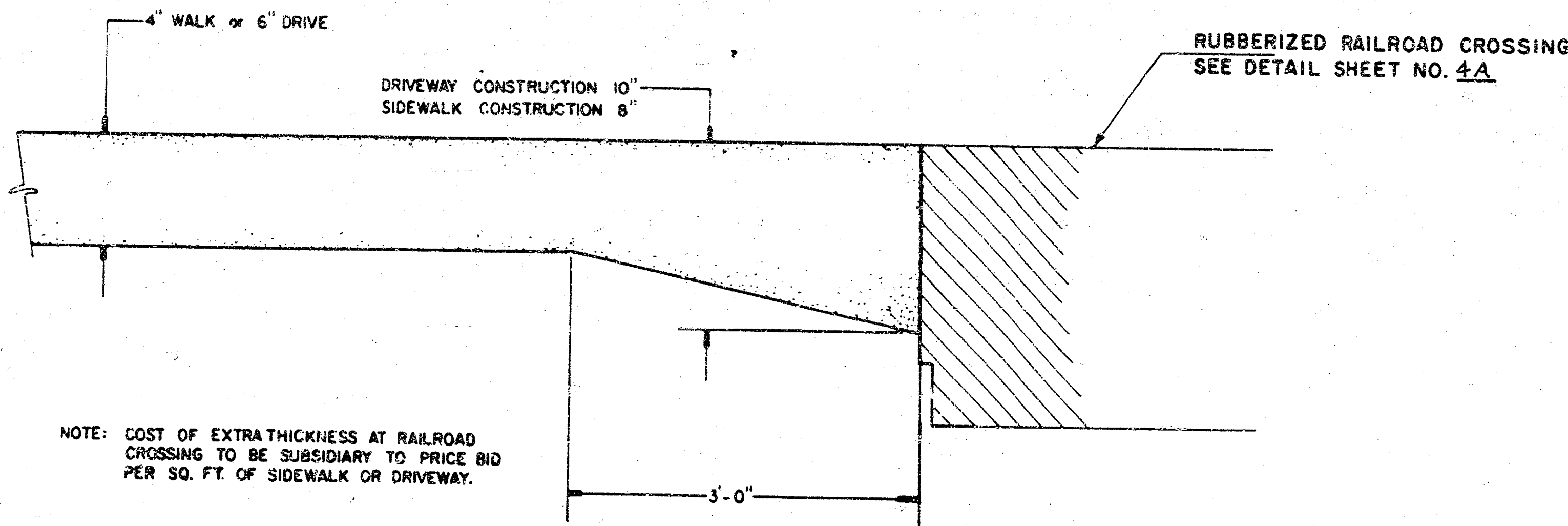
NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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

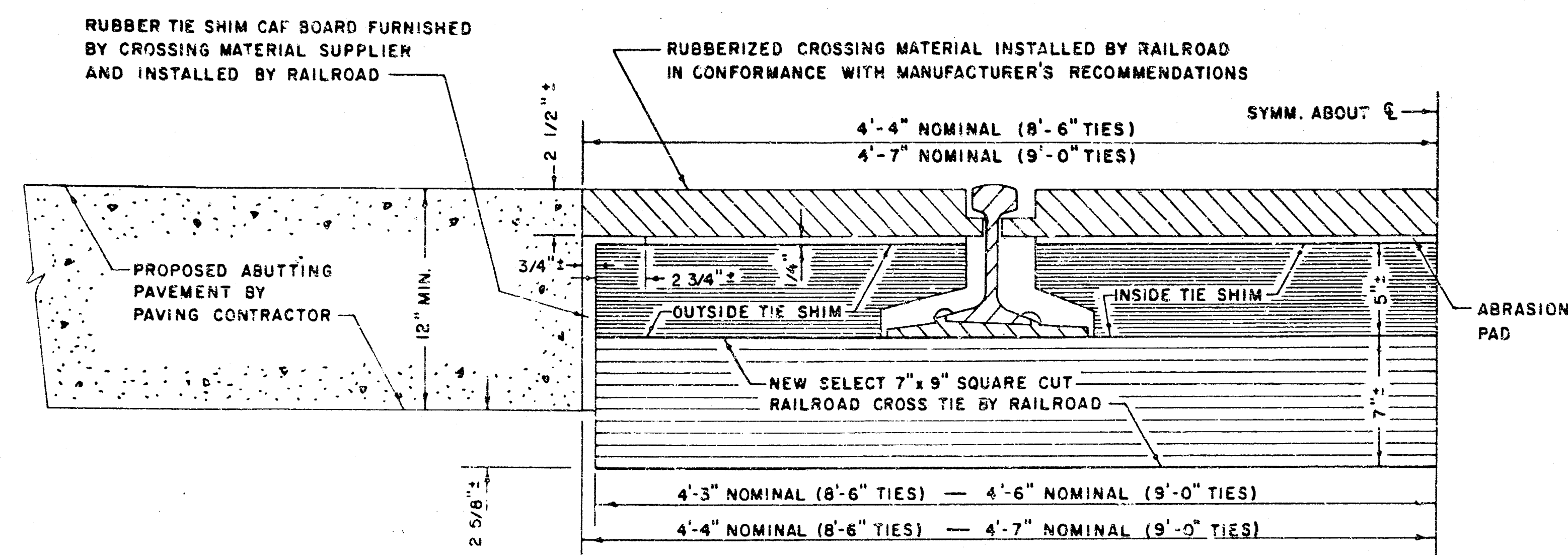


NOTE: COST OF EXTRATHICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF SIDEWALK OR DRIVEWAY.

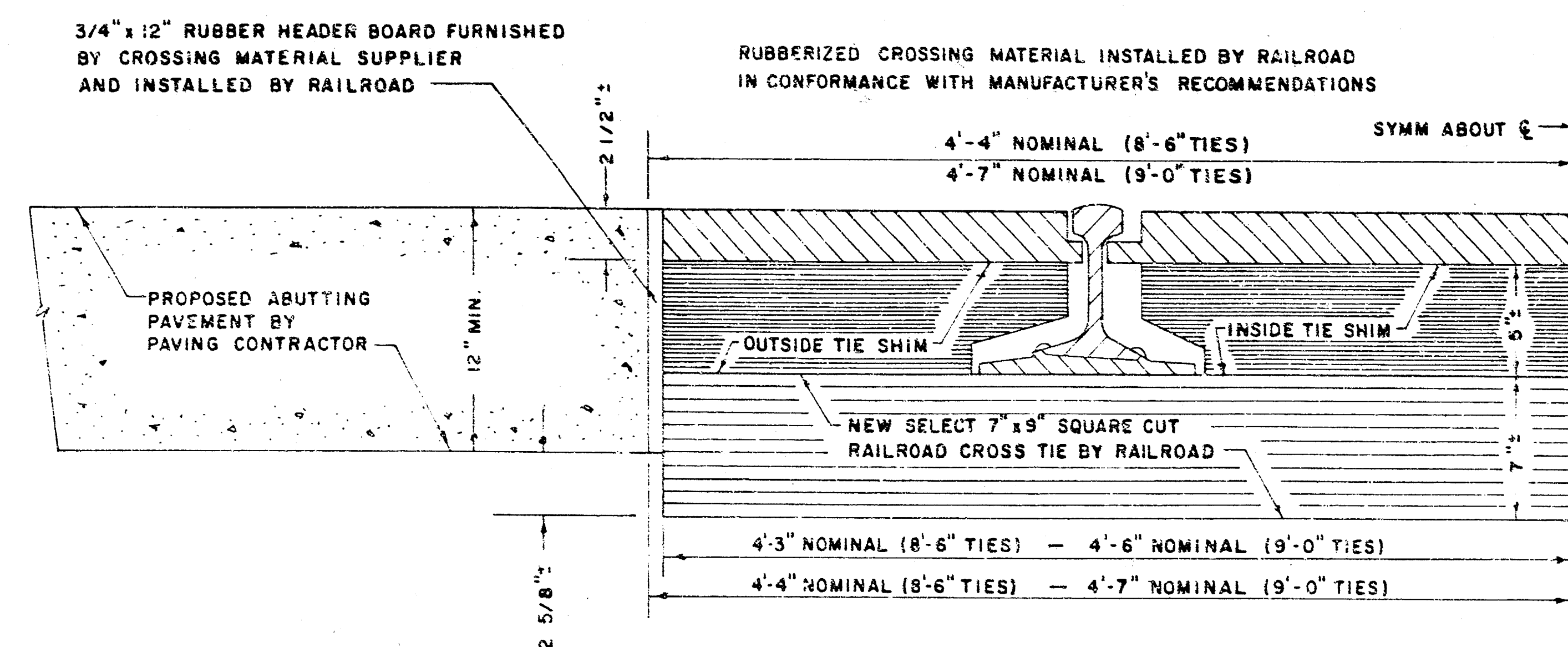
NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN SIDEWALK OR DRIVEWAY CONSTRUCTION AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE SIDEWALK OR DRIVEWAY PAVEMENT AND RAILROAD CROSSING MATERIAL.

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

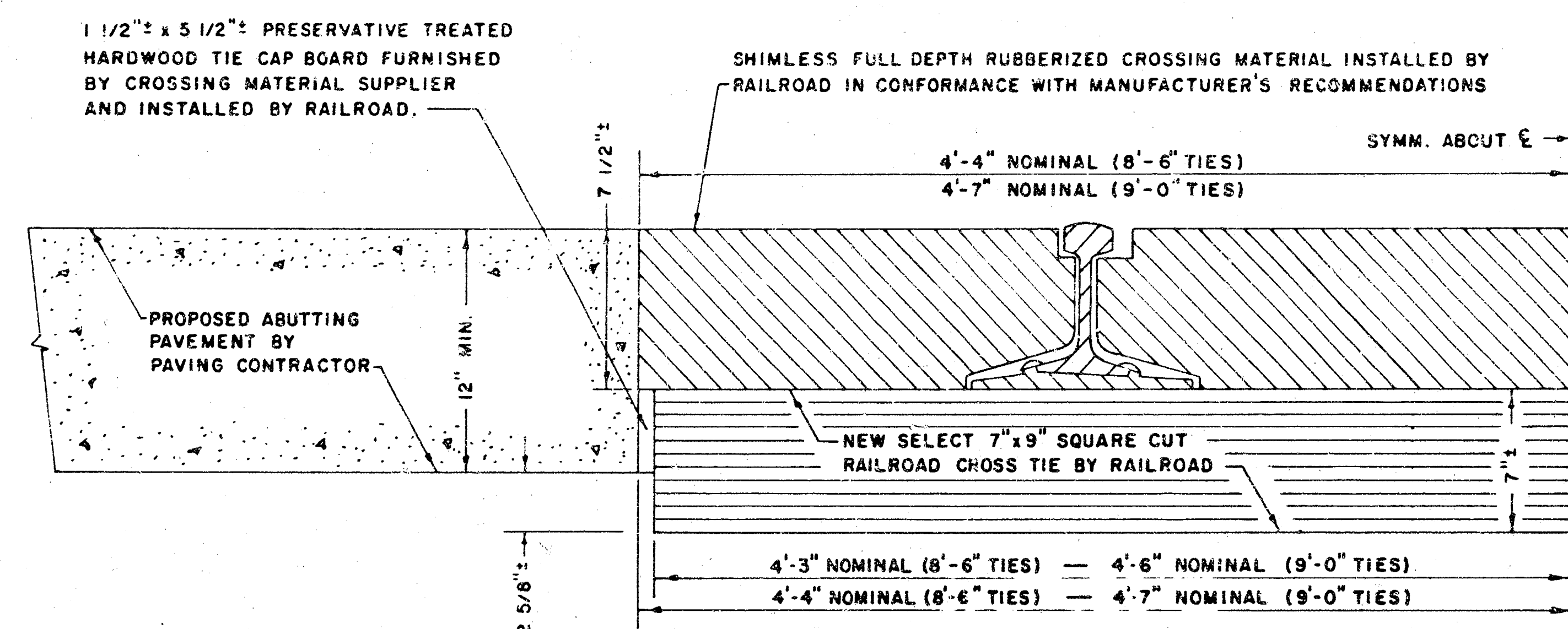
CITY OF WICHITA, KANSAS
STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH
RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE
ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED
8" REINFORCED CONCRETE PAVEMENT



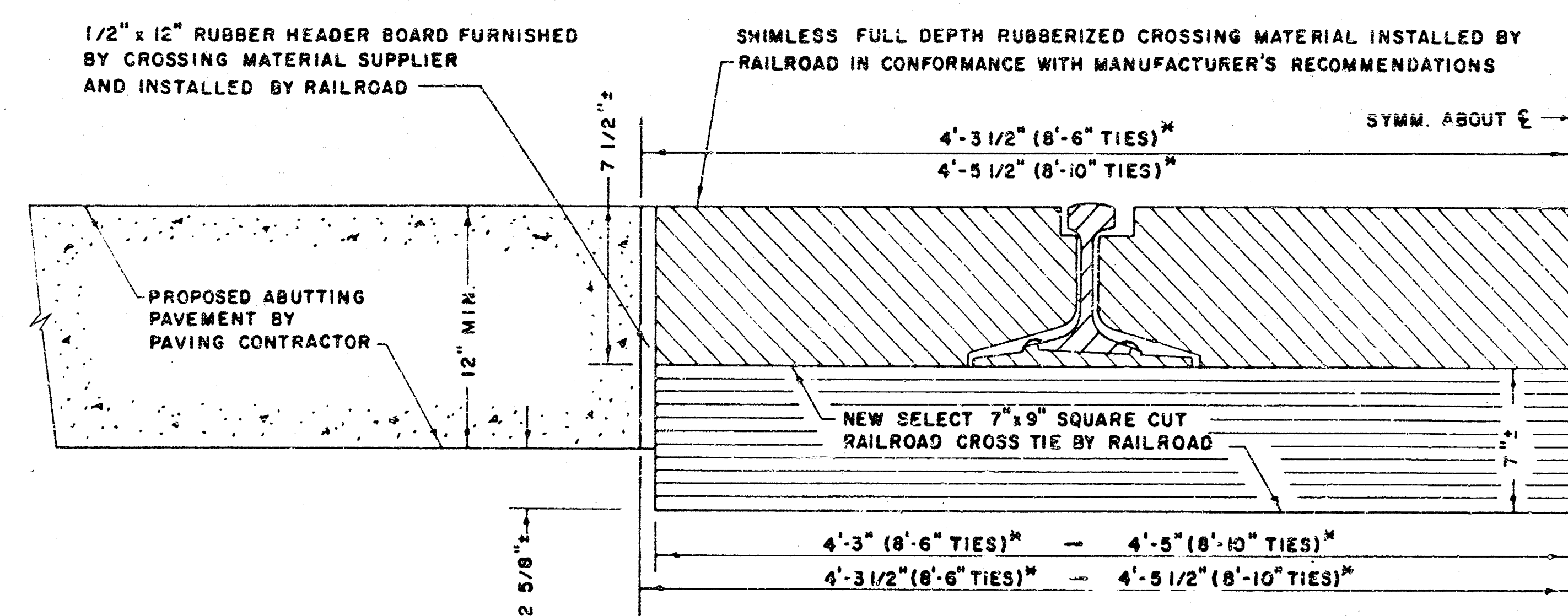
CROSS-SECTION DETAIL
RUBBER PADS WITH WOOD TIE SHIMS
NO SCALE



CROSS-SECTION DETAIL
RUBBER PADS WITH WOOD TIE SHIMS (ALTERNATE)
NO SCALE



CROSS-SECTION DETAIL
FULL DEPTH RUBBER PADS (ALTERNATE)
NO SCALE



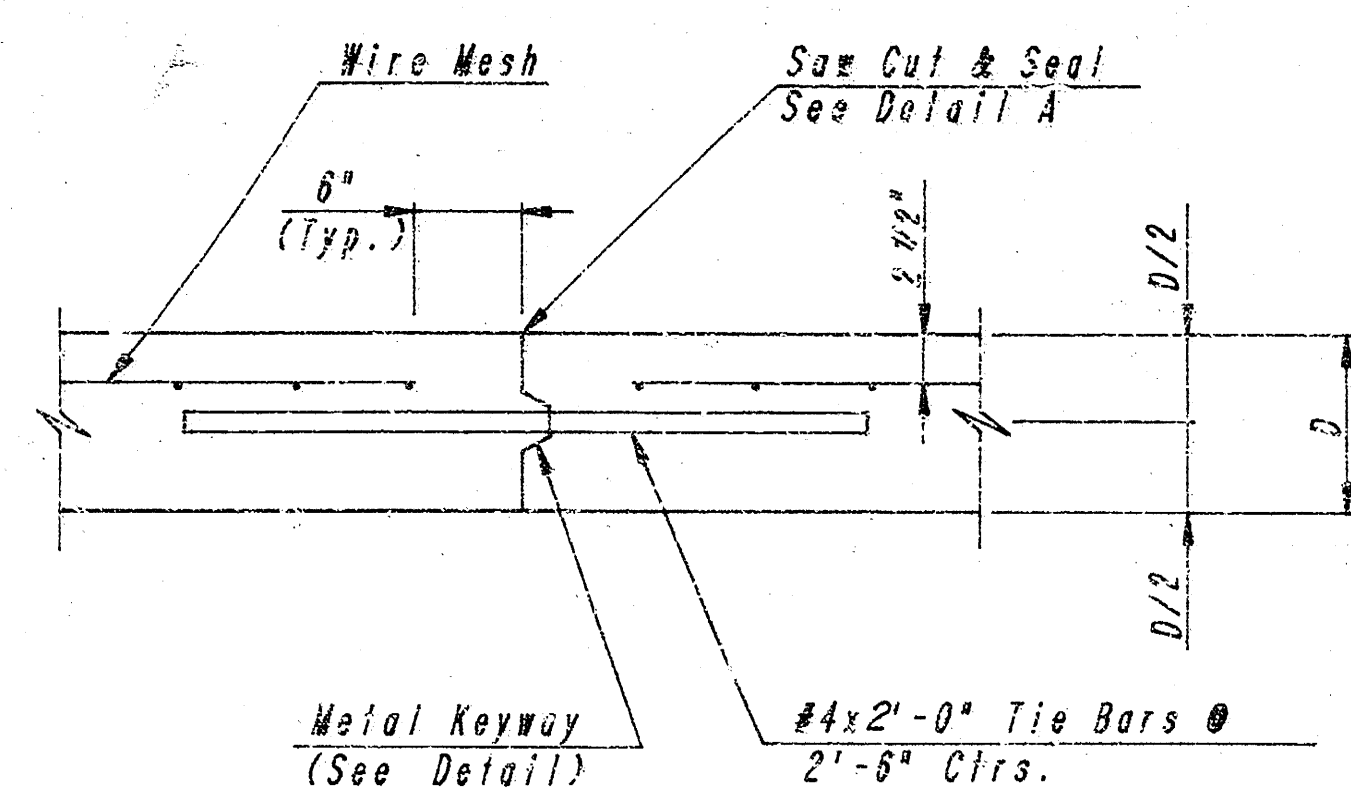
* - TIES TO BE CUT AND FRAMED IN FACTORY OR IN FIELD.

CROSS-SECTION DETAIL
FULL DEPTH RUBBER PADS
NO SCALE

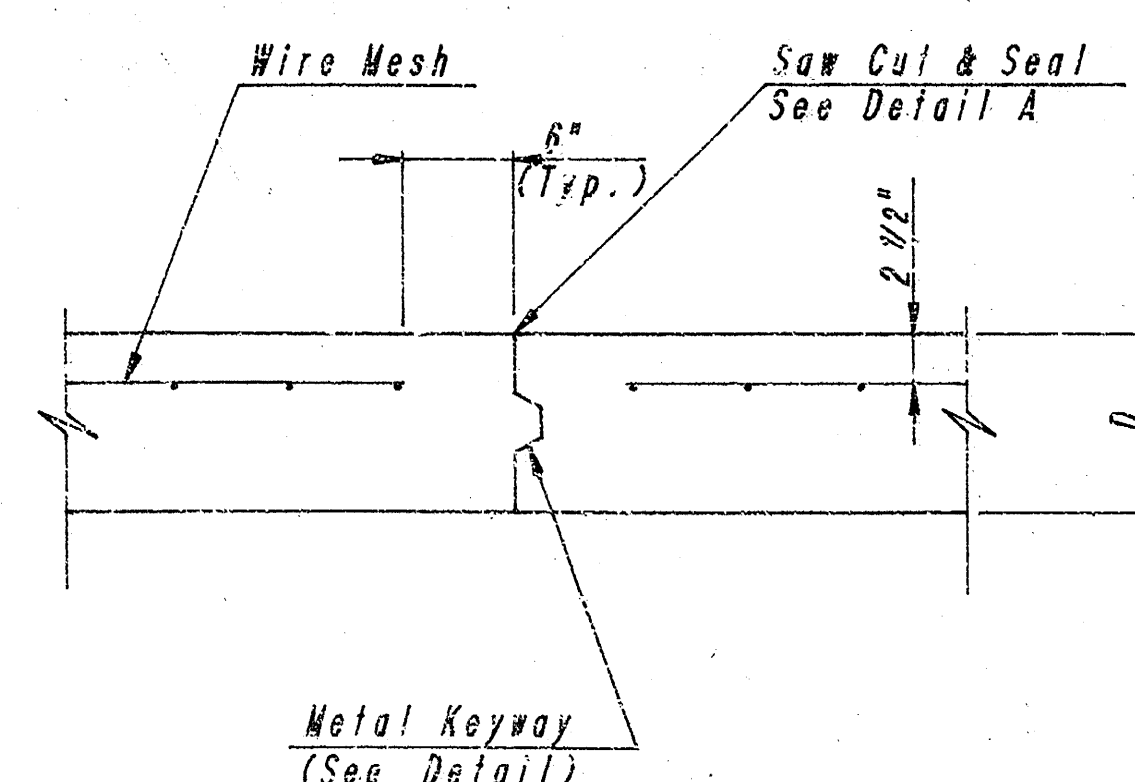
NOTE: SEE SPECIAL NOTES ON PAVING MODIFICATION OR PAVING APPROACH DETAIL SHEET FOR ADDITIONAL APPLICABLE REQUIREMENTS PERTAINING TO WORK SHOWN ON THIS SHEET.

CITY OF WICHITA, KANSAS
STANDARDS FOR:
RUBBERIZED RAILROAD CROSSING
INSTALLATION DETAILS

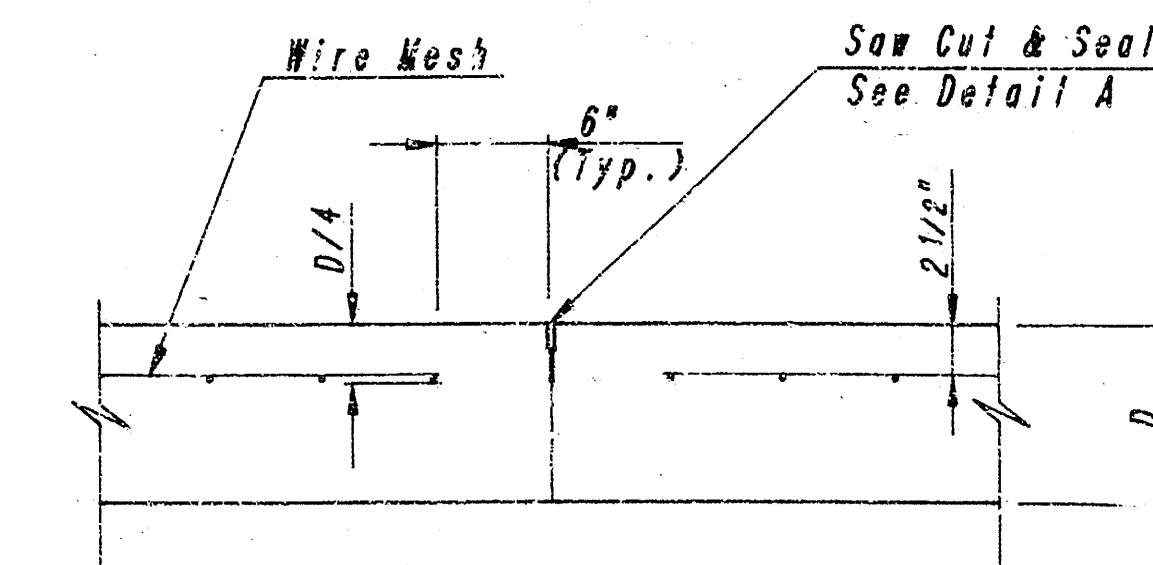
PROJECT NO.	SHEET NO.	TOTAL SHEETS
870-70-280-50220-430-000-000	5	0



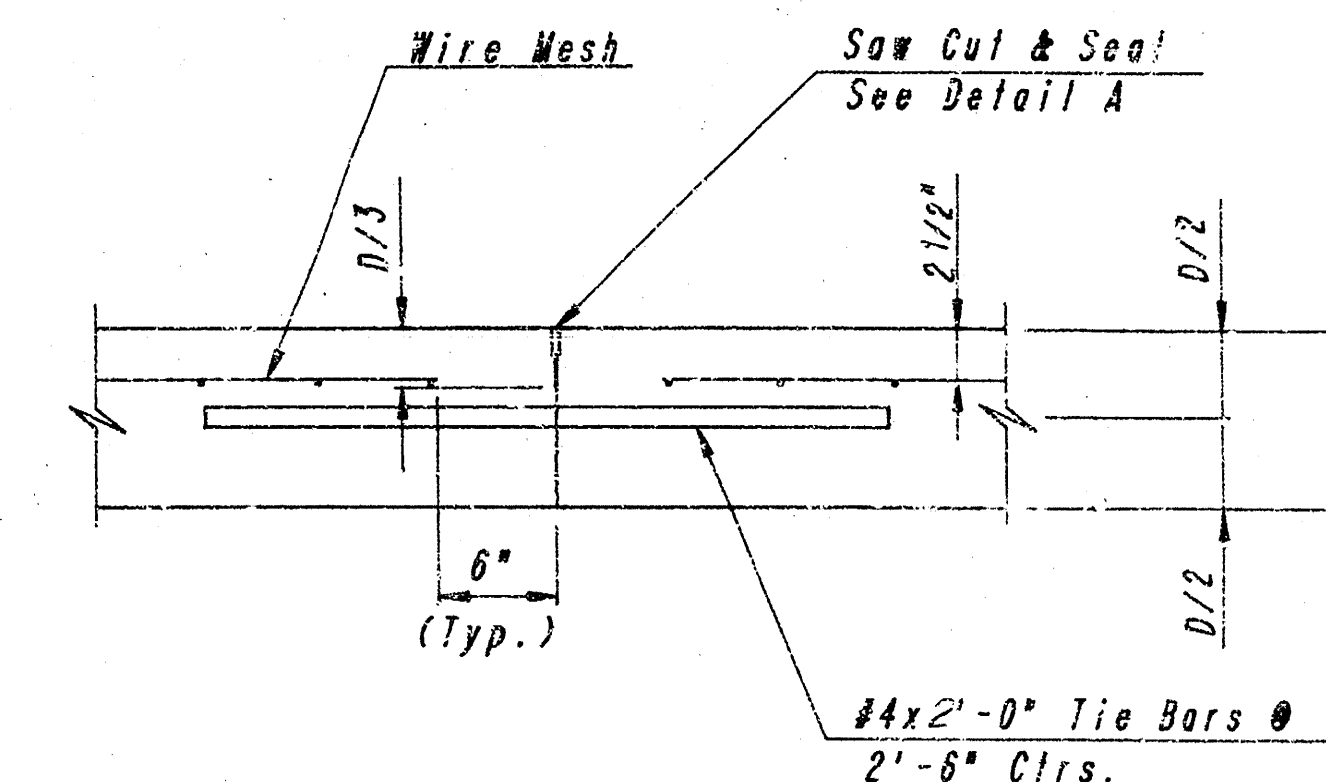
LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)



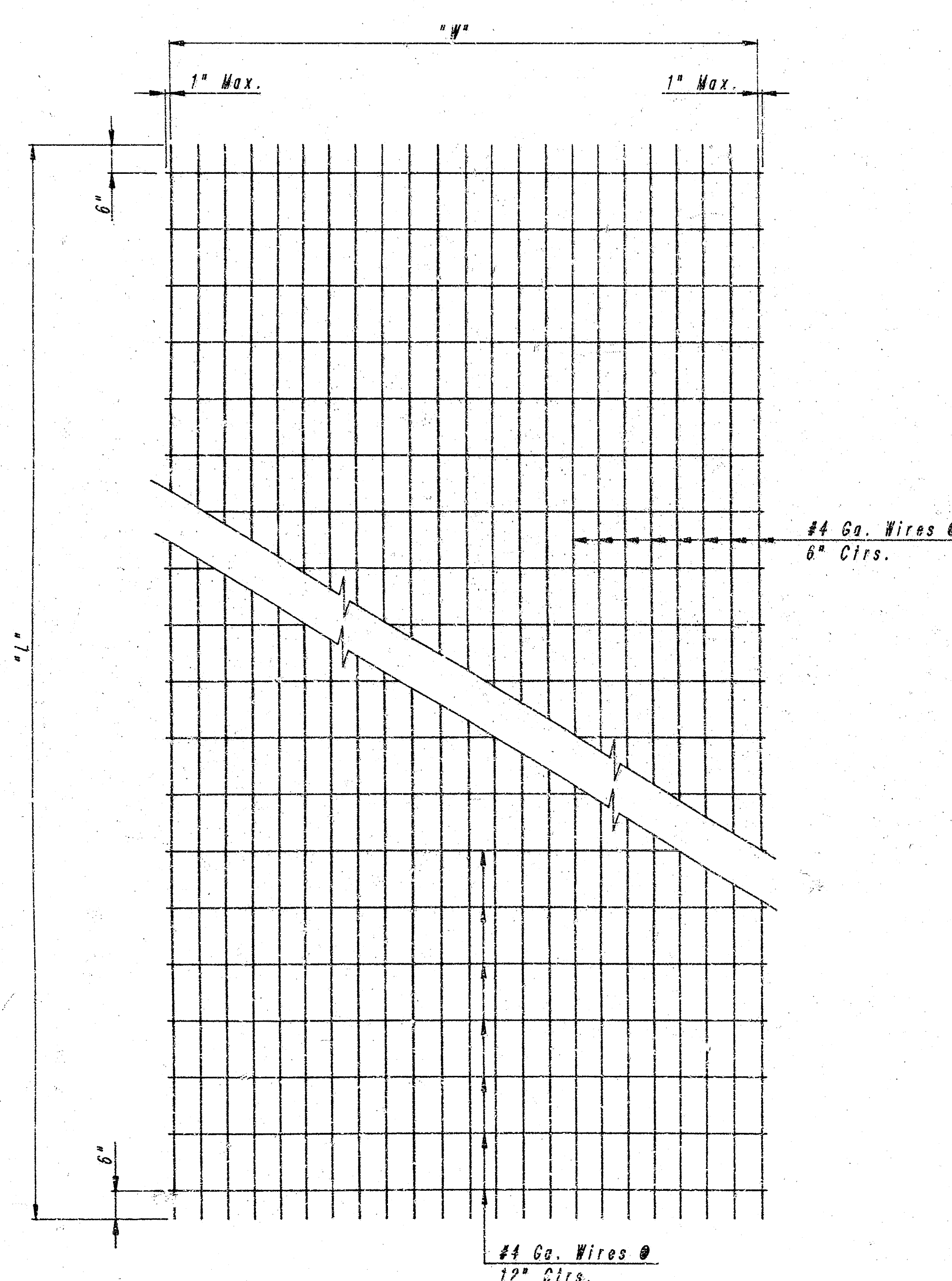
TRANSVERSE CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)
Transverse Construction Joints will be
allowed only at plan contraction joint locations



TRANSVERSE CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)

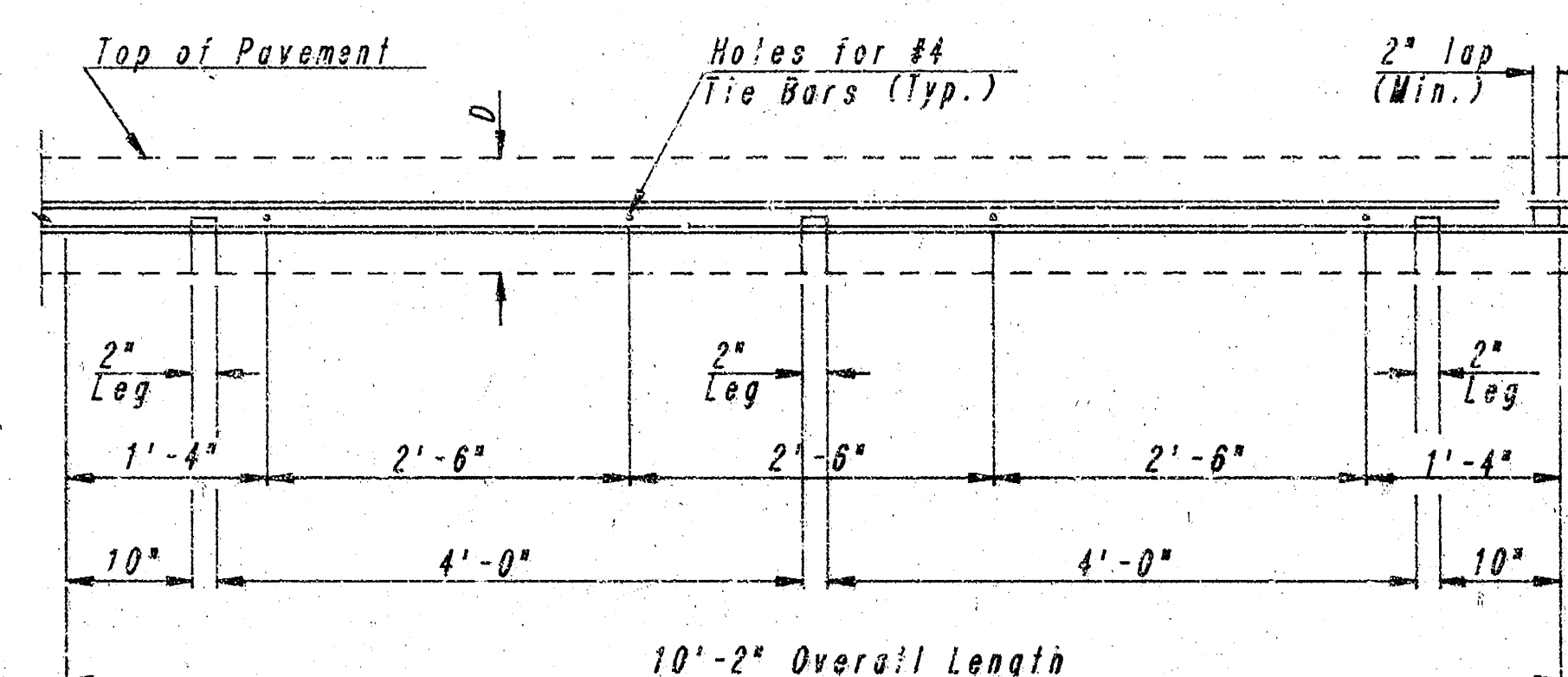


LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)



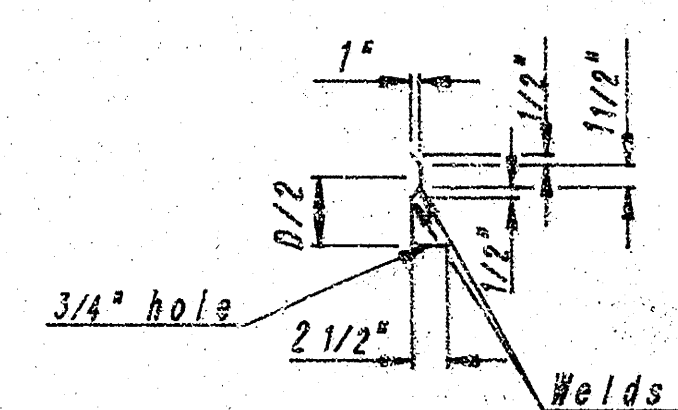
TYPICAL SHEET OF WELDED WIRE MESH

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



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

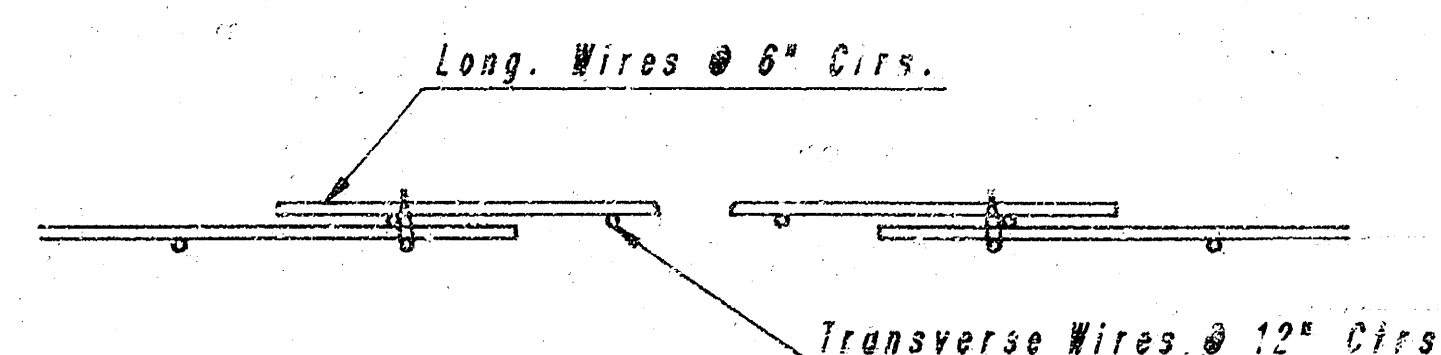
METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT



SECTION OF RECESSED
FORM LEG

METAL KEYWAY DETAILS

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

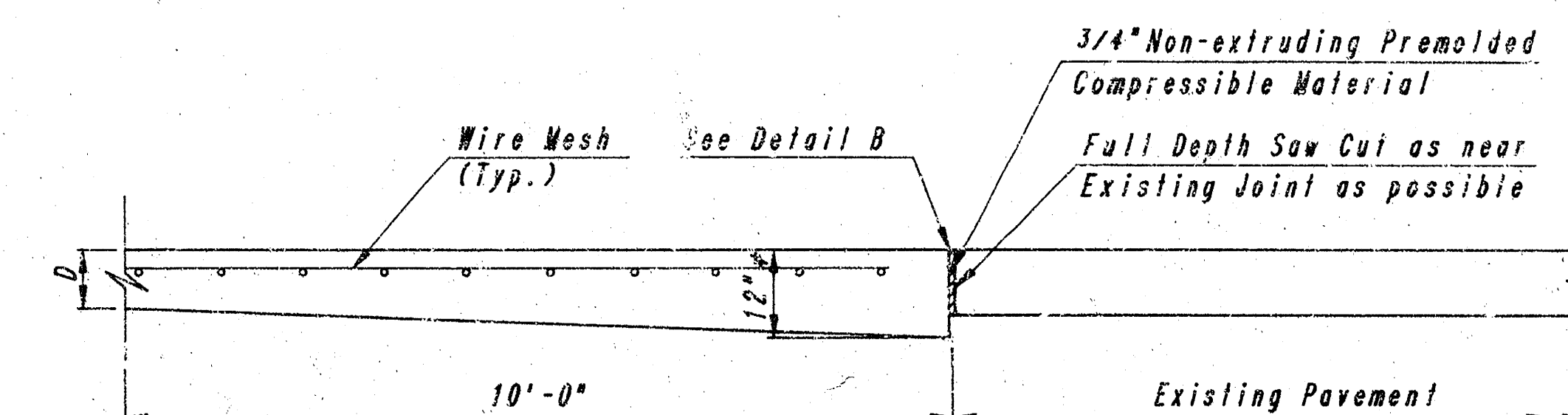


DETAIL OF LAP FOR WIRE MESH

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

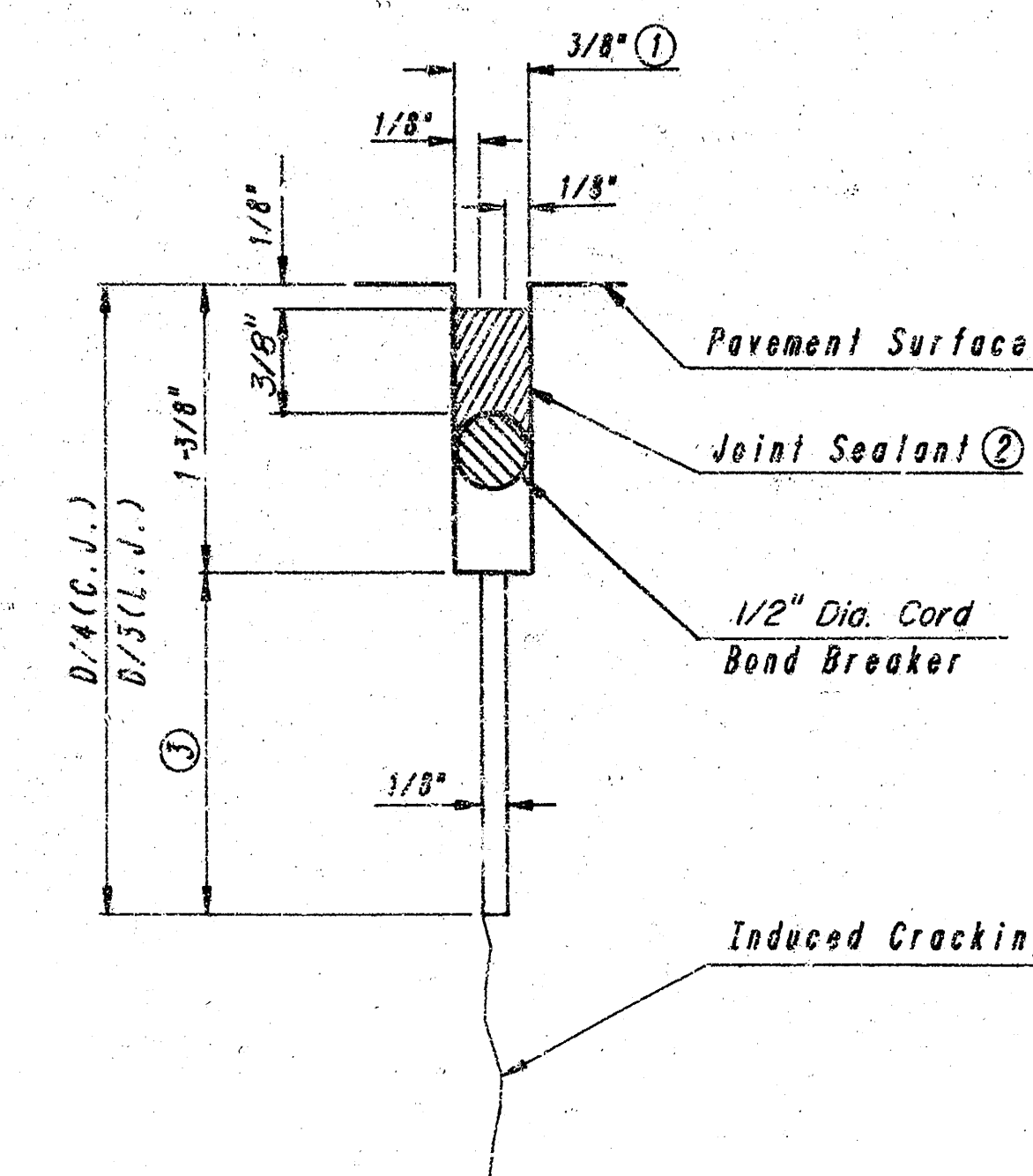
THE SHEETS SHALL BE WIRED SECURELY AT THE EDGES AND AT INTERVALS NOT TO
EXCEED 2'-6" FOR THE FULL WIDTH OF THE SHEET. APPROX. WEIGHT OF WIRE MESH =
MESH = 44 LBS. PER 100 SQ. FT.

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



ADDITIONAL THICKNESS SHALL BE SUBSIDIARY
EXPANSION JOINT MATERIAL SHALL EXTEND THROUGH
COMBINED CURB & CUTTER SECTIONS.

EXPANSION JOINT DETAIL
REINFORCED PAVEMENT
(E.J.)

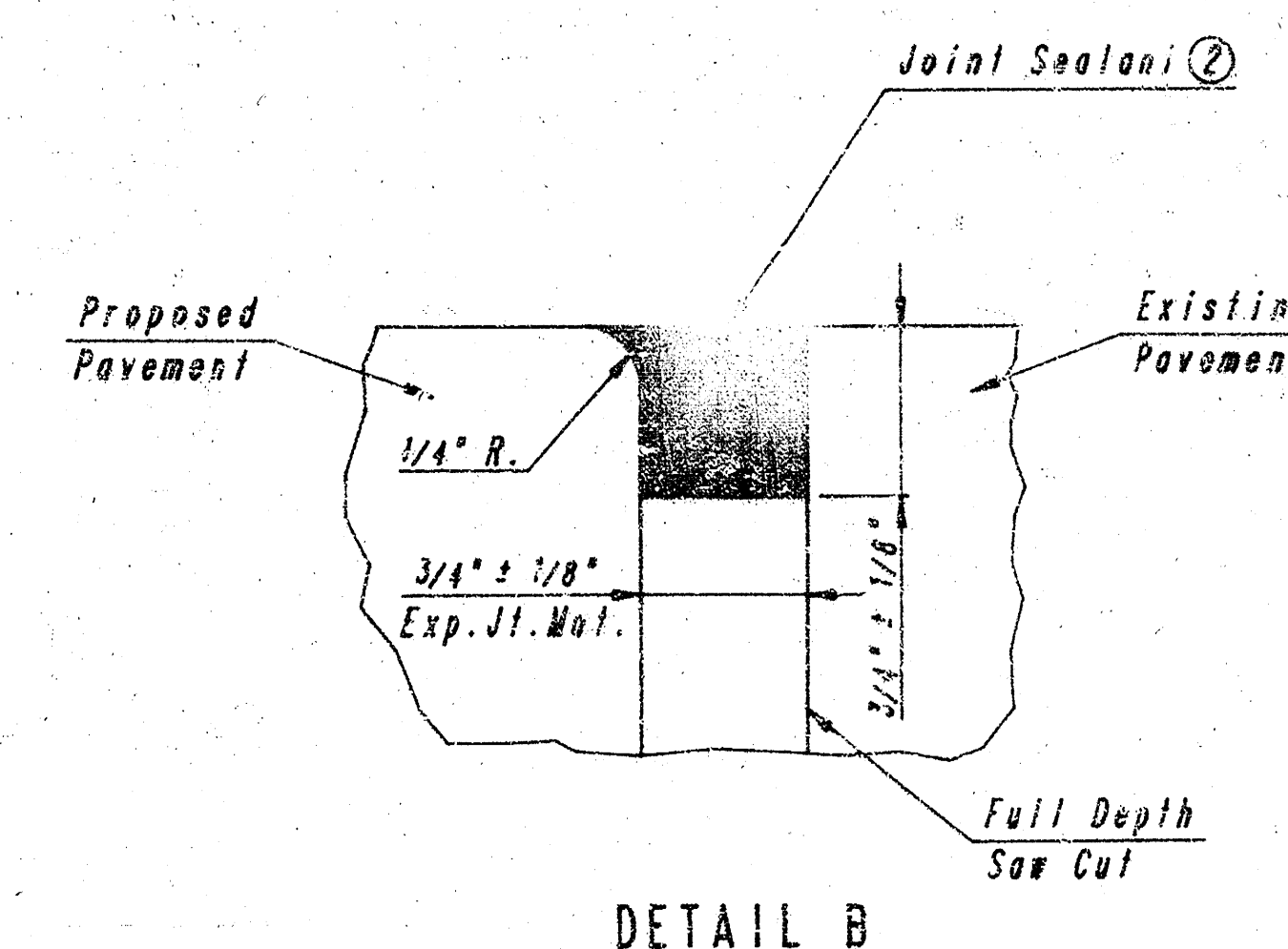


DETAIL A

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.



DETAIL B

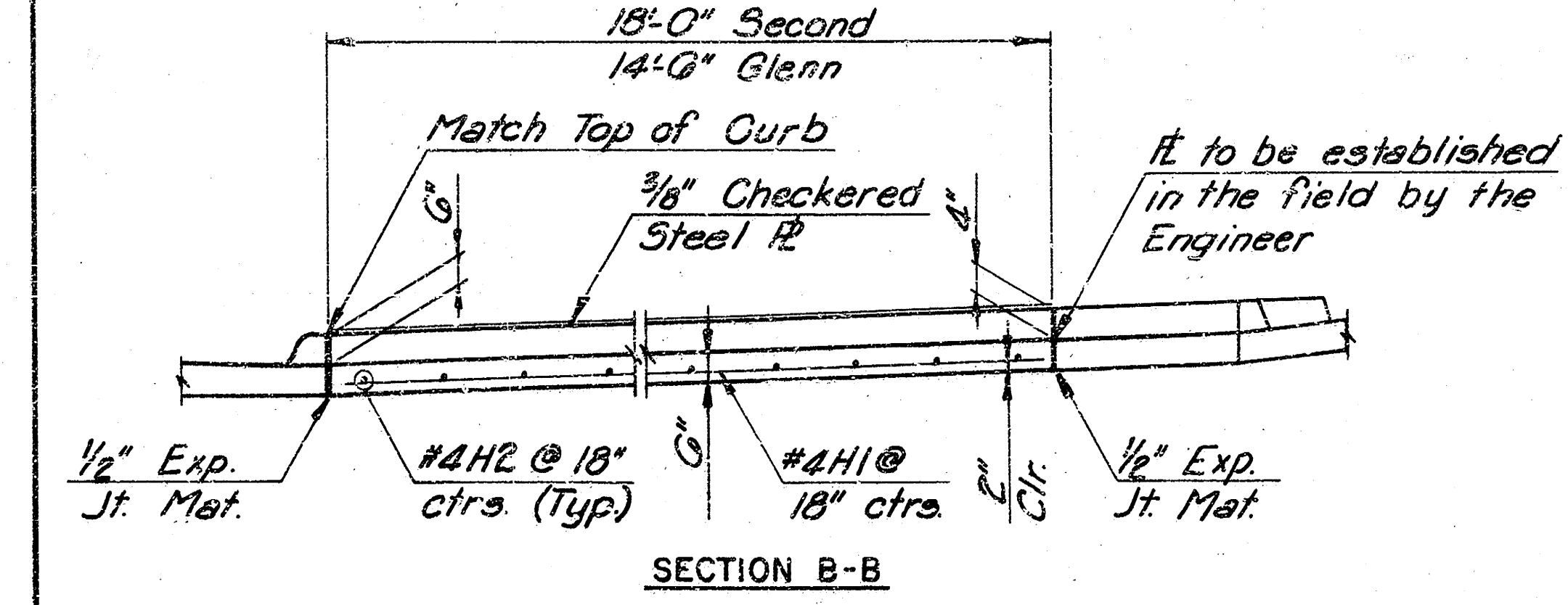
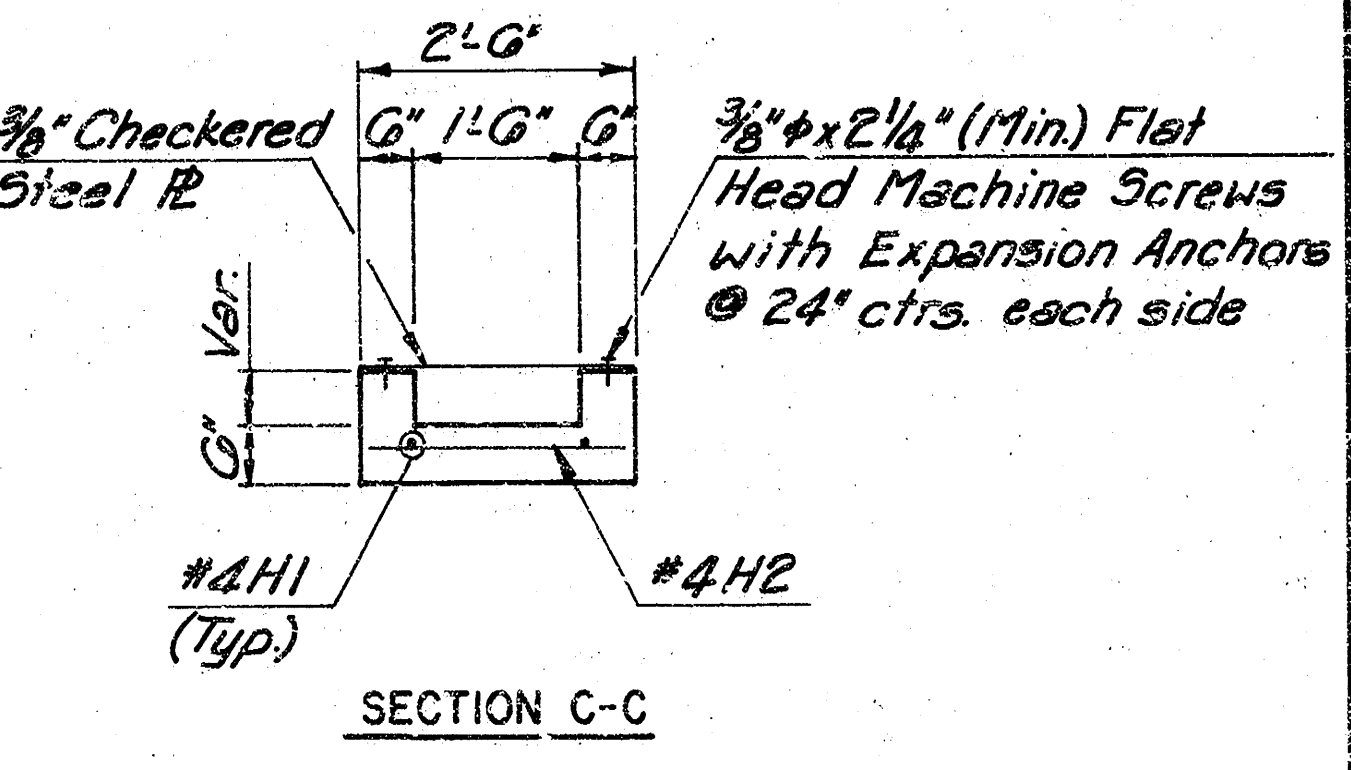
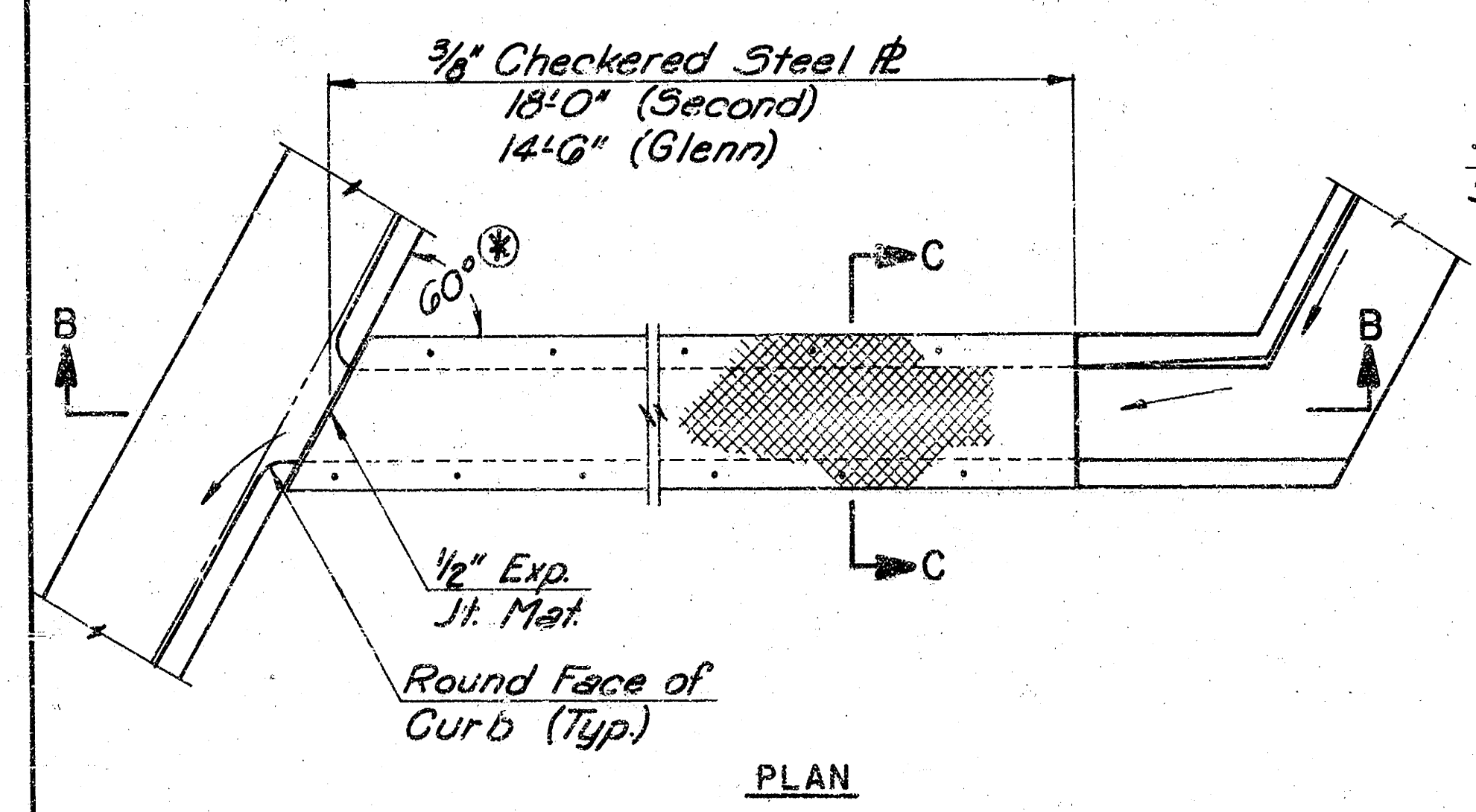
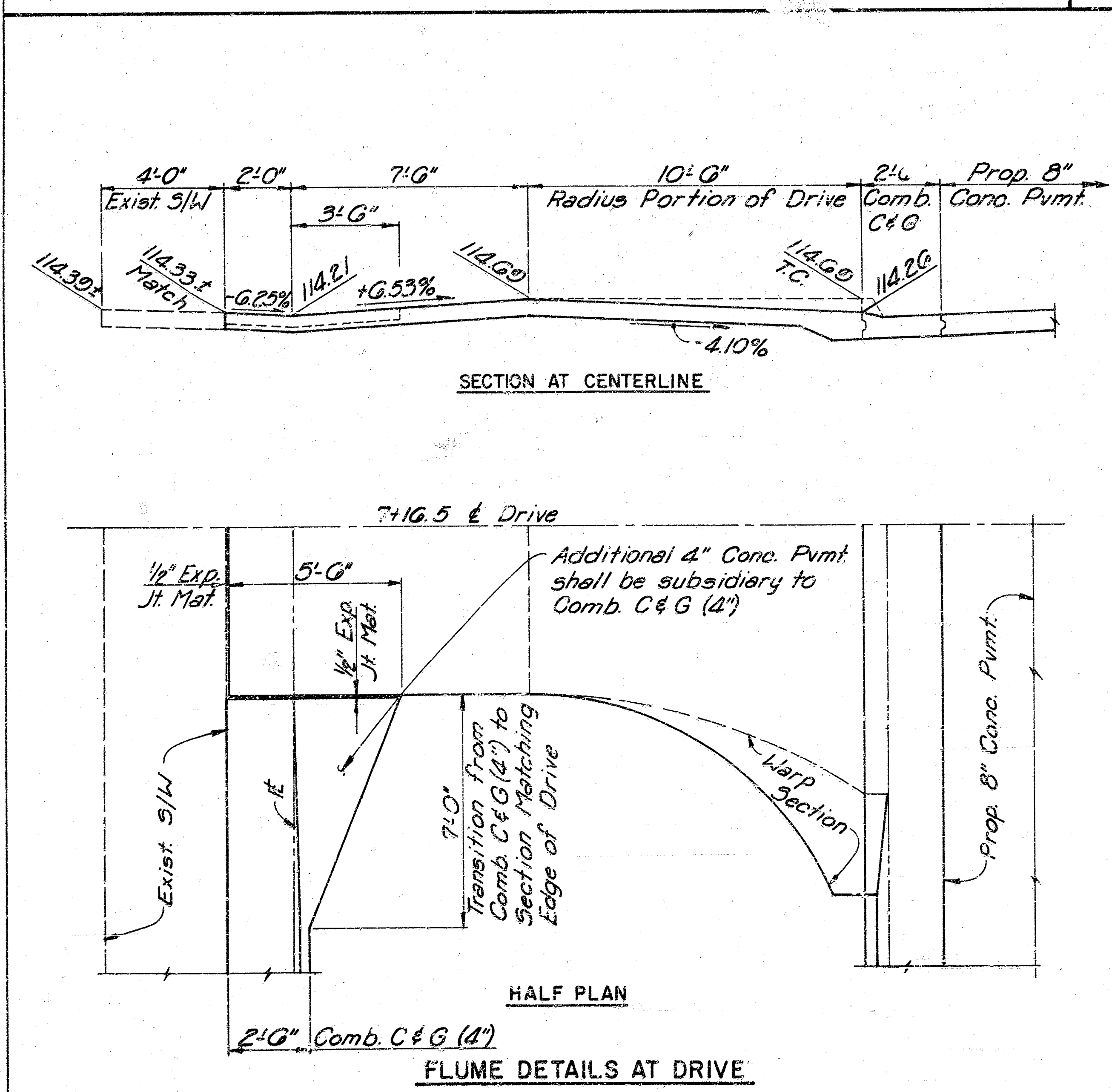
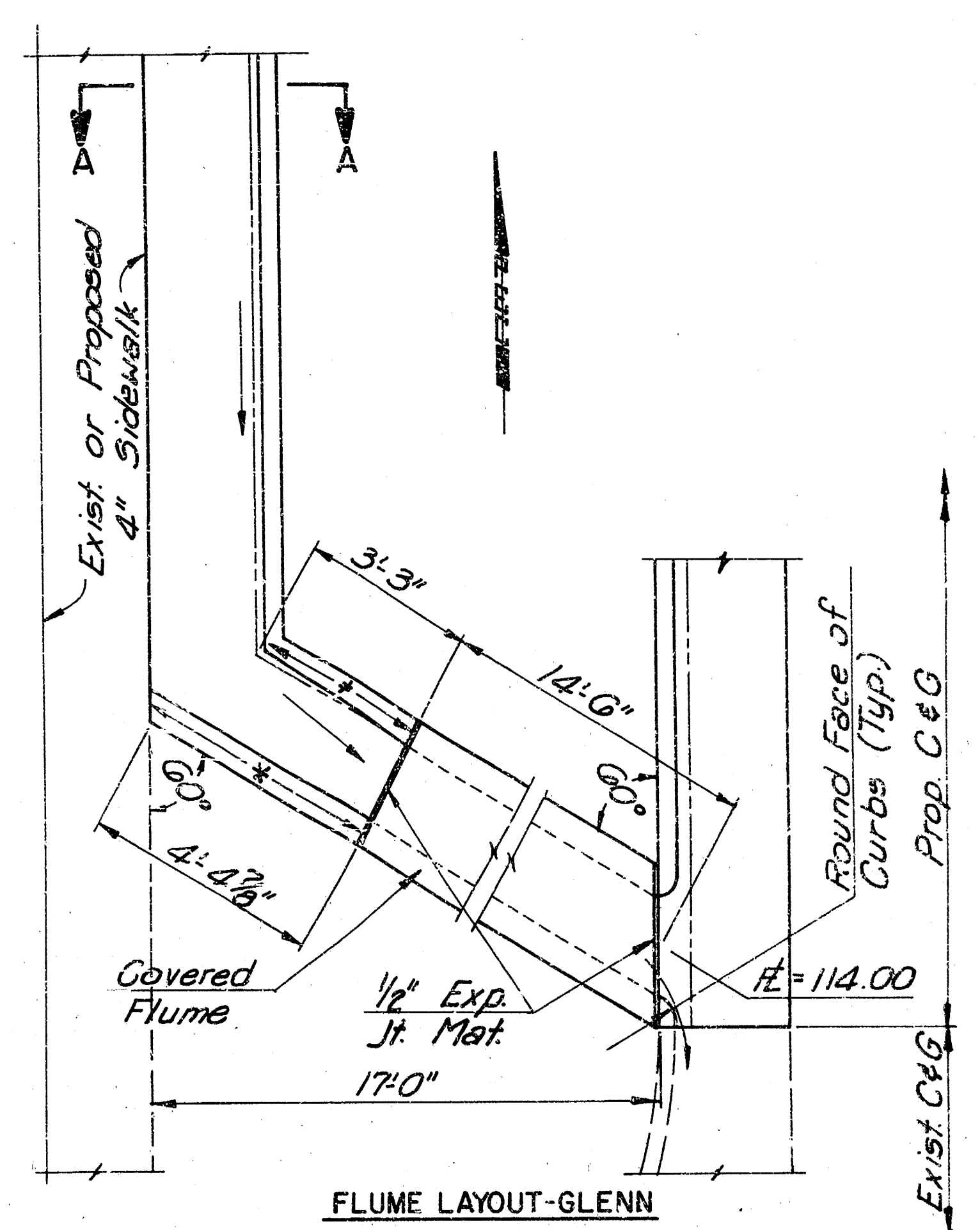
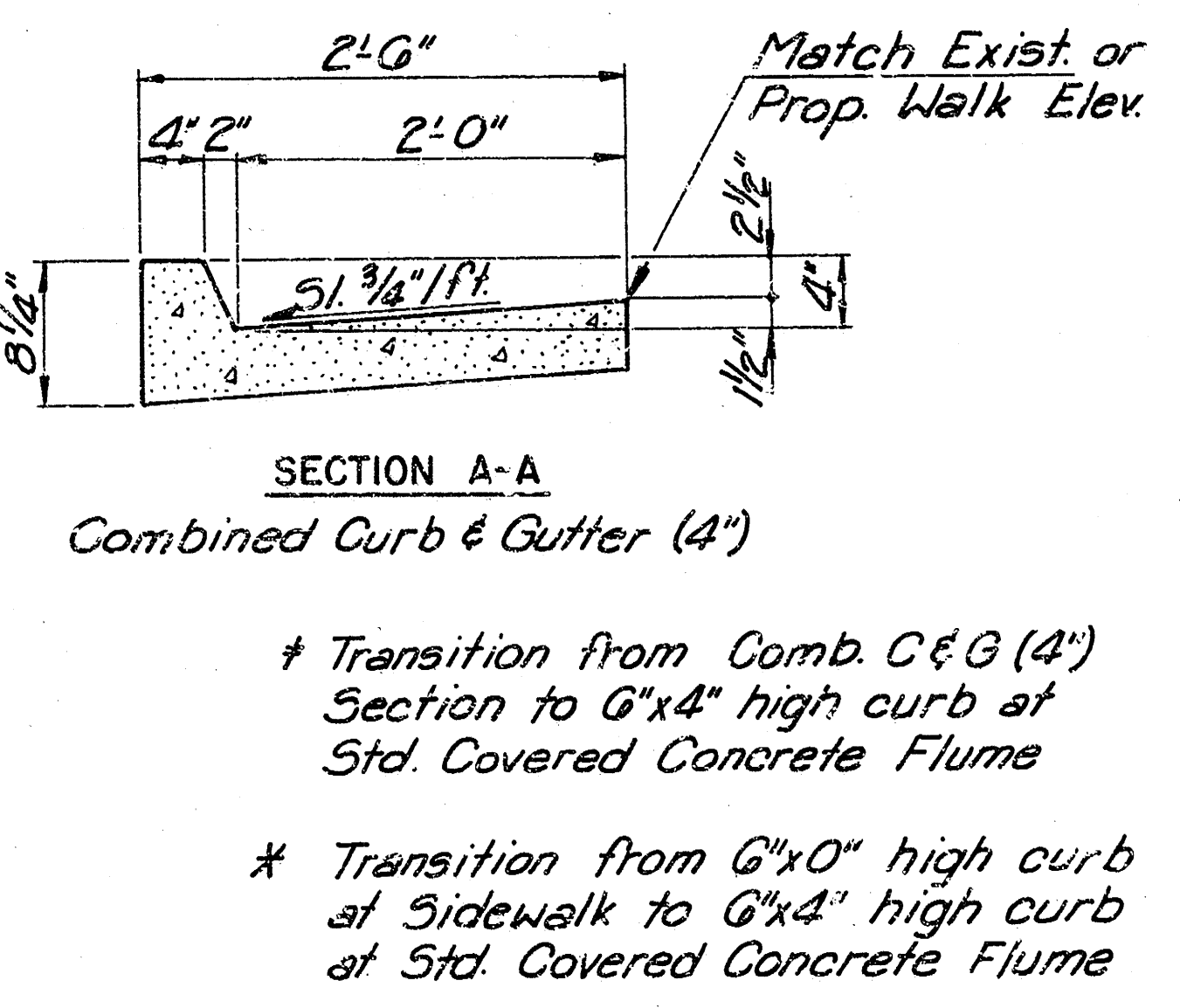
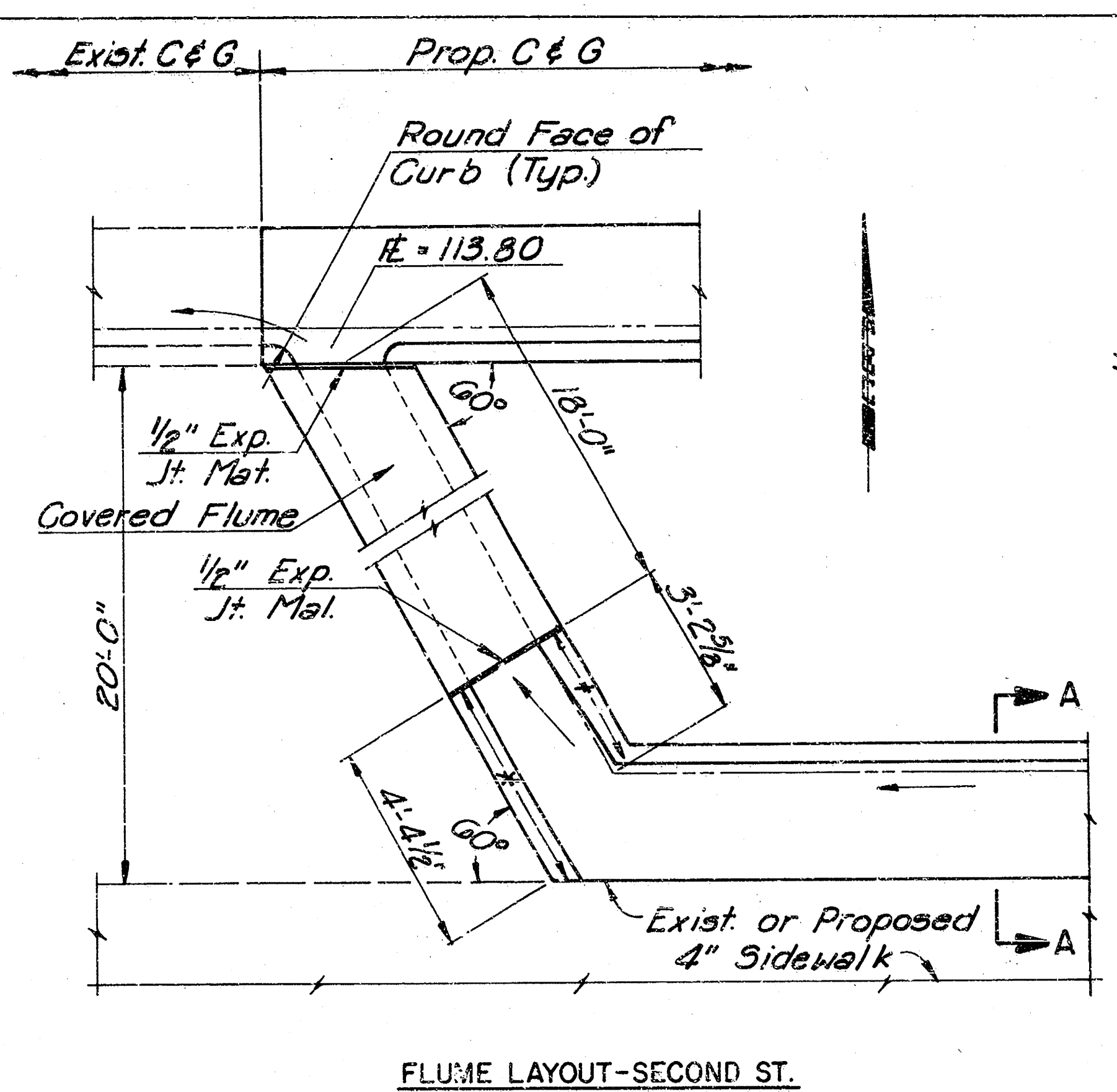
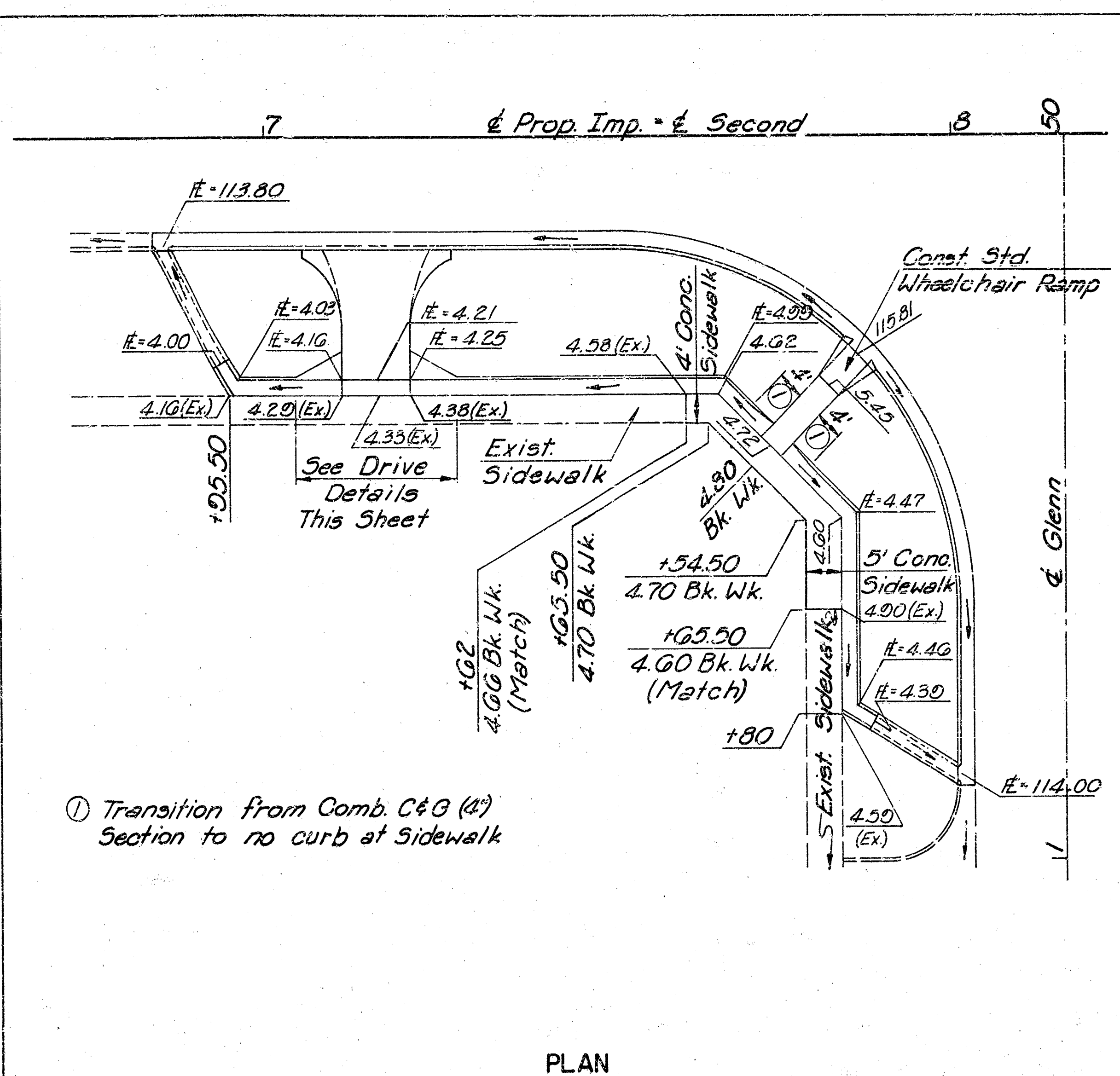
SECOND AND GLENN
CONCRETE PAVING DETAILS
8" REINF. CONCRETE PAVEMENT

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS
WICHITA, KANSAS

Designed by GDS Checked by GDS
Drawn by JGP Date Nov., 1986 Job No. 85478

PROJECT NO.	SHEET NO.	TOTAL SHEETS
870-70-236-50226-430-000-000	9	9



STANDARD COVERED CONCRETE FLUME DETAILS

- NOTES**
- STANDARD COVERED CONCRETE FLUME
- THE MIX USED FOR CONCRETE PAVEMENT SHALL BE USED THROUGHOUT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL. THE CHECKERED STEEL PLATE SHALL HAVE A RAISED LUG PATTERN AND SHALL BE EITHER SHOP OR FIELD PAINTED WITH ONE COAT OF ZINC DUST PAINT FOLLOWED BY TWO FIELD COATS OF ALUMINUM PAINT (TOP AND BOTTOM). FLUMES SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER LIN. FT. COMPLETE AND IN PLACE. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR ALL MATERIALS, LABOR, TOOLS, EXCAVATION, BACKFILLING, CONNECTION TO EXISTING STRUCTURES (IF REQUIRED), OR INCIDENTALS NECESSARY TO COMPLETE THE WORK.
- COMBINED CURB AND GUTTER (4")
- ALL CONSTRUCTION REQUIREMENTS, MATERIALS, PROPORTIONS, MIXING AND PLACING, AND MEASUREMENT AND PAYMENT SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR COMBINED CURB AND GUTTER, EXCEPT AS FOLLOWS:
- CONTRACTION JOINTS SHALL BE CUT TO MATCH THE JOINTS IN THE ADJACENT SIDEWALK SECTION.
 - ONE-HALF (1/2) INCH EXPANSION JOINTS SHALL BE PLACED IN LINE WITH ALL ADJACENT SIDEWALK EXPANSION JOINTS.

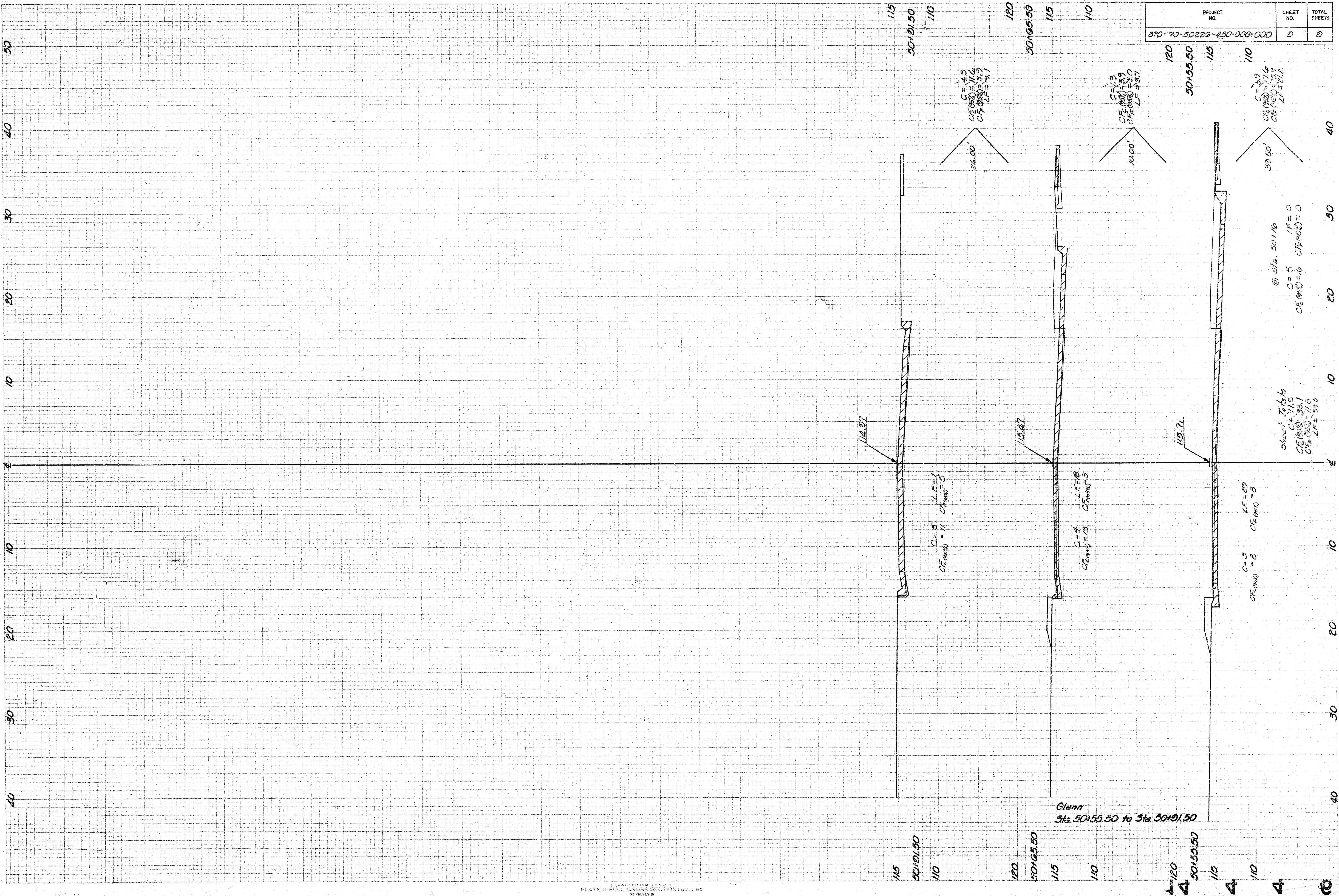
SECOND AND GLENN
COMBINED CURB & GUTTER (4")
AND
CONCRETE FLUME DETAILS

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

Designed by	G.D.S.	Checked by	G.D.S.
Drawn by	V.J.K.	Date	Nov., 1986
		Job No.	86478

ORIGINAL SURVEY
DATE: 10/1/50
BY: J. H. HARRIS
CHECKED: J. H. HARRIS

FINAL SURVEY
DATE: 10/1/50
BY: J. H. HARRIS
CHECKED: J. H. HARRIS



PROJECT NO.	SHEET NO.	TOTAL SHEETS
870-70-50222-430-000-000	9	9

Glenn
Sta. 50+55.50 to Sta. 50+91.50