

**PAVING MODIFICATIONS IN CONNECTION WITH  
RUBBERIZATION OF RAILROAD CROSSING  
ON MAPLE WEST OF BONN**

**PROJ. NO. 870-70-286-50226-430-000-000  
CONSTRUCTION CONTRACT COSTS**

**PROJ. NO. 870-70-286-50226-110-000-000  
CONSTRUCTION INSPECTION COSTS**

**CITY OF WICHITA, KANSAS**

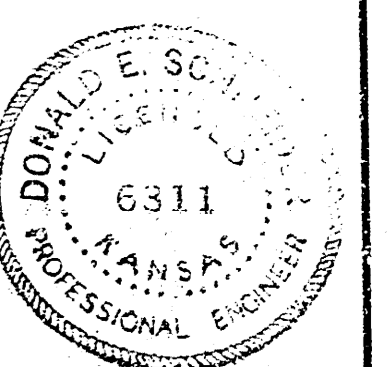
**M. E. LINDEBAK - CITY ENGINEER**

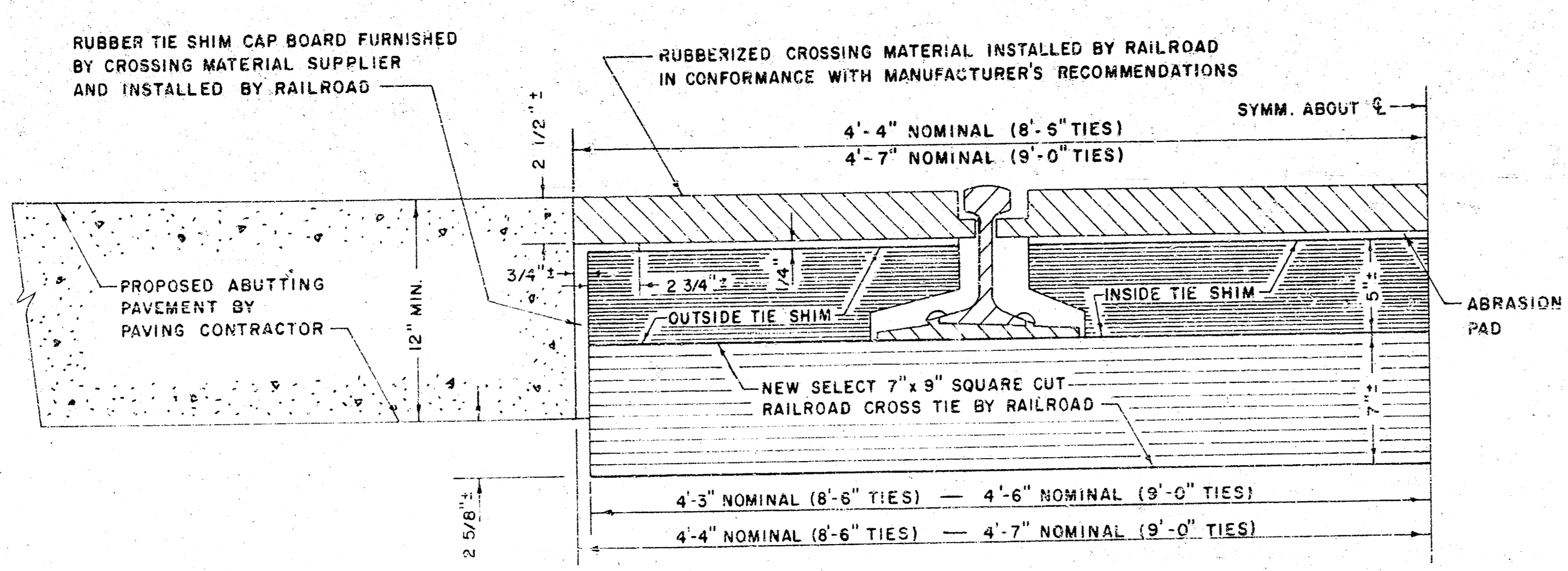
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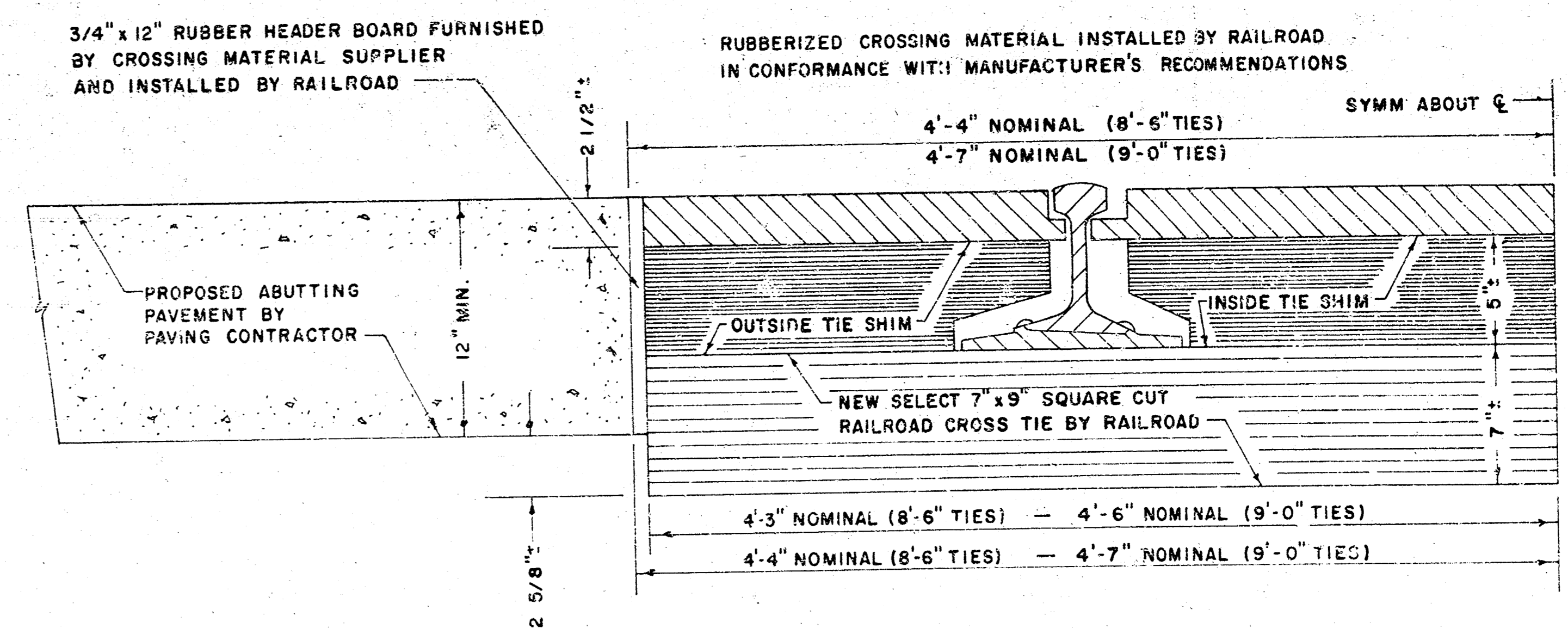
**GENERAL NOTES**

- PROJECT WILL BE CLOSED TO THROUGH TRAFFIC DURING THE TIMEFRAME THE RAILROAD COMPANY IS INSTALLING RUBBERIZED CROSSING MATERIAL. PROJECT MUST BE RE-OPENED 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.
- 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.
- 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.
- 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.
- CONCRETE JOINTING PATTERNS AND DIMENSIONS ARE APPROXIMATE. ENGINEER SHALL FIELD ADJUST AS REQUIRED TO MATCH EXISTING AND ADJACENT CONDITIONS.
- ASPHALT LEVELING COURSE WILL VARY FROM A MAXIMUM OF FOUR (4) INCHES ADJACENT TO EXISTING PAVEMENT TO NO THICKNESS AT THE HEADER AT THE TRACKS. LEVELING COURSE MAY BE CONSTRUCTED WITH BC-1 BASE COURSE MIX.

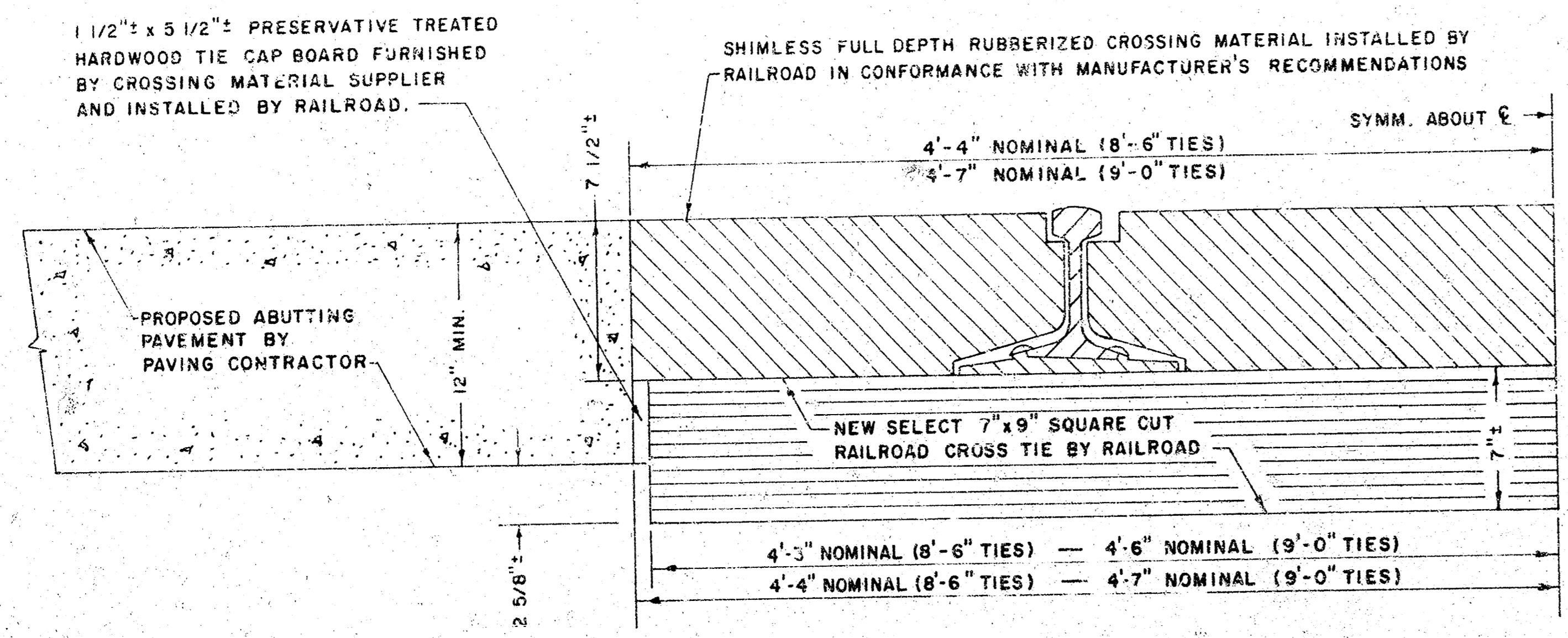




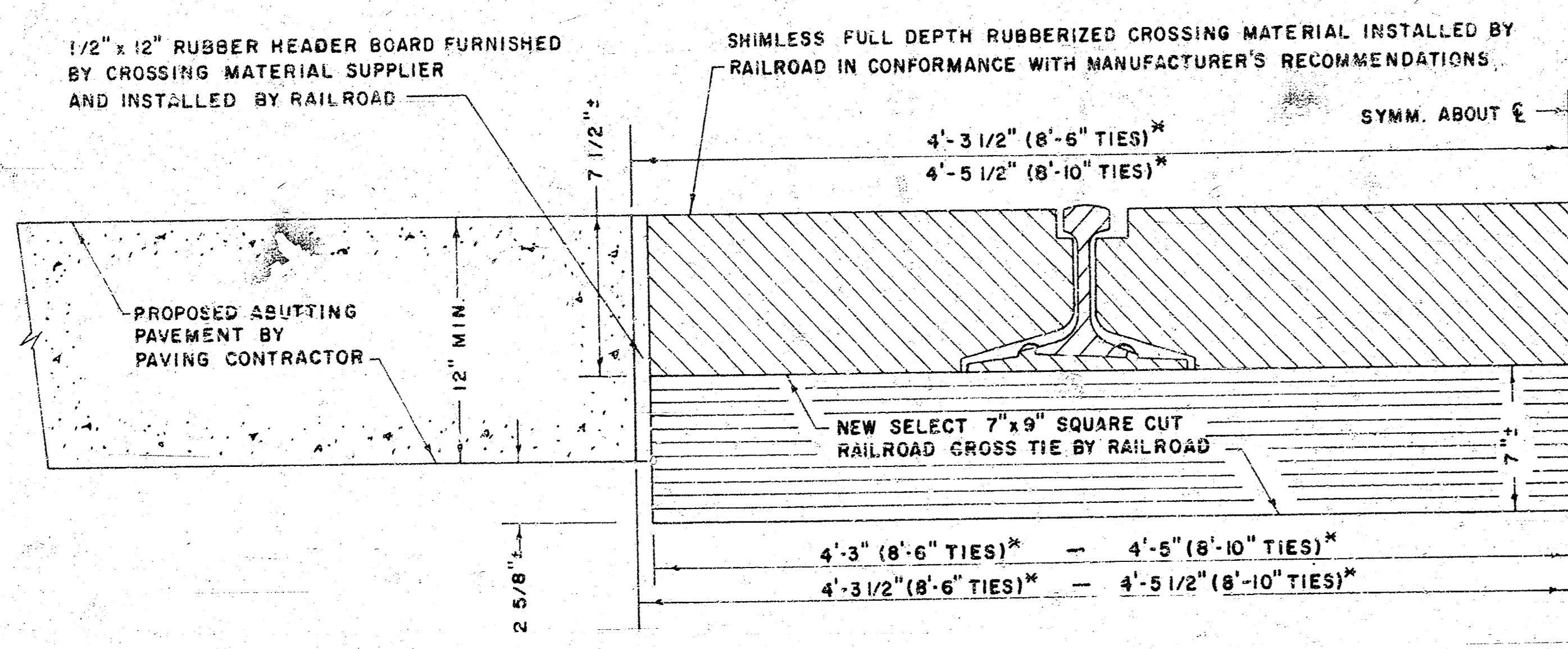
CROSS-SECTION DETAIL  
**RUBBER PADS WITH WOOD TIE SHIMS**  
 NO SCALE



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.


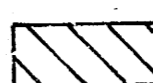
**CITY OF WICHITA, KANSAS**  
**STANDARDS FOR:**  
**RUBBERIZED RAILROAD CROSSING**  
**INSTALLATION DETAILS**



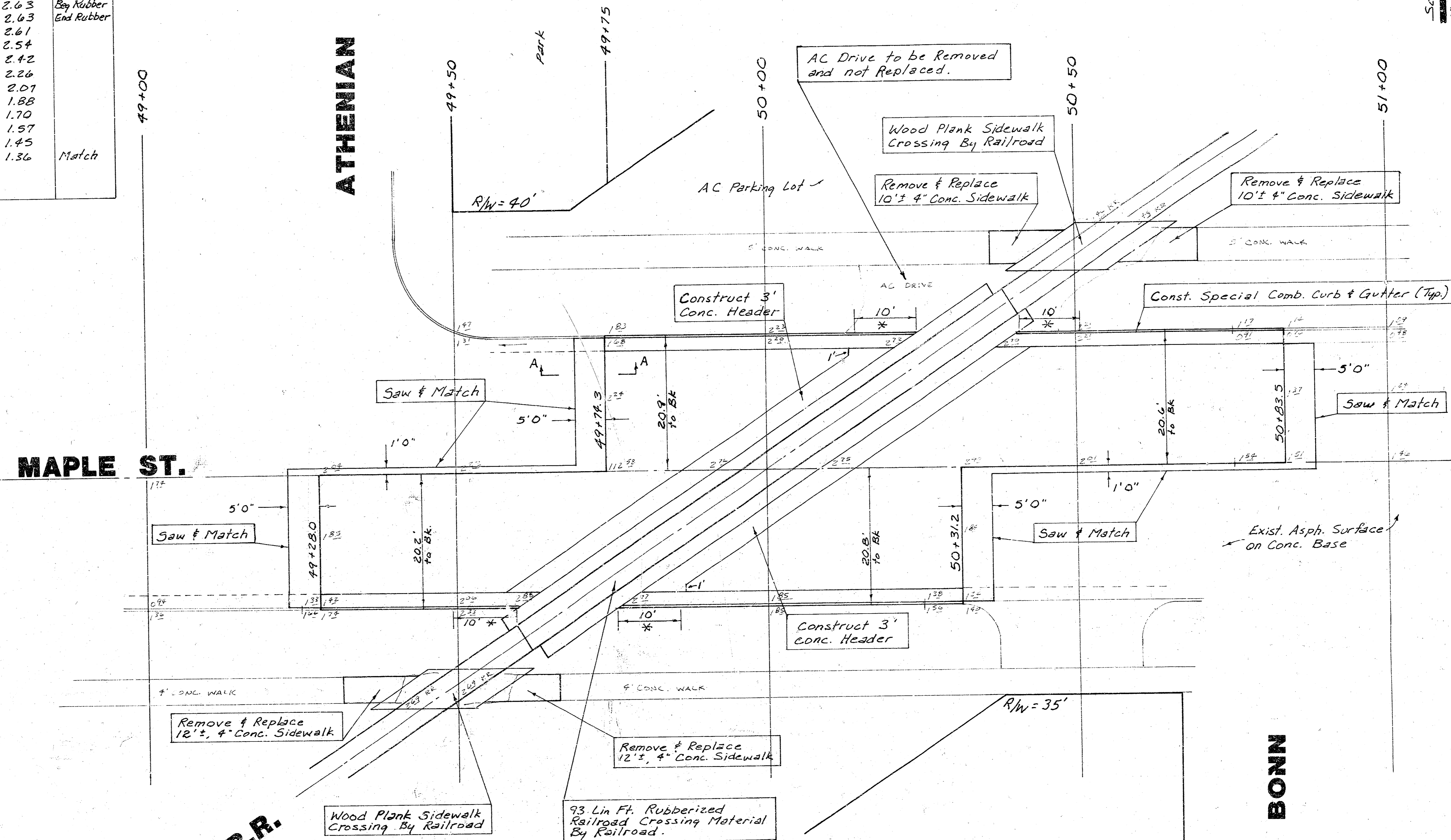
PROPOSED ELEVATIONS					
N. HIGH EDGE LINE			S. HIGH EDGE LINE		
STA	ELEV.	REMARK	STA	ELEV.	REMARK
49+78.3	1.80	Match	49+78.3	2.58	Match
49+80	1.88		49+80	2.58	
49+85	1.96		49+85	2.57	
49+90	2.05		49+92	2.57	Bay Rubber
49+95	2.16		50+08.5	2.57	End Rubber
50+00	2.27		50+15	2.56	
50+05	2.38		50+20	2.52	
50+10	2.45		50+25	2.49	
50+15	2.50		50+31.2	2.40	Match
50+20	2.51	Bay Rubber	49+85	2.61	End Rubber
50+25	2.51	End Rubber	49+90	2.54	
50+30	2.51		49+95	2.42	
50+35	2.47		50+00	2.26	
50+40	2.34		50+05	2.07	
50+45	2.13		50+10	1.88	
50+50	1.82		50+15	1.70	
50+55	1.51		50+20	1.57	
50+60	1.26		50+25	1.45	
50+65	1.07		50+31.2	1.36	Match
50+70	0.96				
50+75	0.90	Match			

NOTE: LEVELING COURSE WILL TAPER FROM BETWEEN 2" TO 4" THICKNESS ADJACENT TO EXISTING PAVEMENT SURFACES AND FEATHER OUT TO NO THICKNESS ALONG CONCRETE HEADER ADJACENT TO RAILROAD TRACKS. LEVELING COURSE MAY BE CONSTRUCTED USING BC-1 BASE COURSE MIX.

NOTE NO. 1: TOTAL DIMENSION VARIES FROM 9 3/4" TO 16 1/2". GUTTER PAN THICKNESS WILL VARY FROM 12" MAX. ABUTTING EXISTING PAVEMENT TO 8" MIN. ADJACENT TO CONCRETE HEADER AT RAILROAD TRACKS.

-  Denotes Complete Removal
-  Denotes Removal & Replacement of Asph. Surface
- \* Transition From Full Height Curb to No Curb in 10'.

Note: Remove & Replace Sidewalk to nearest Joint.



MAPLE ST.

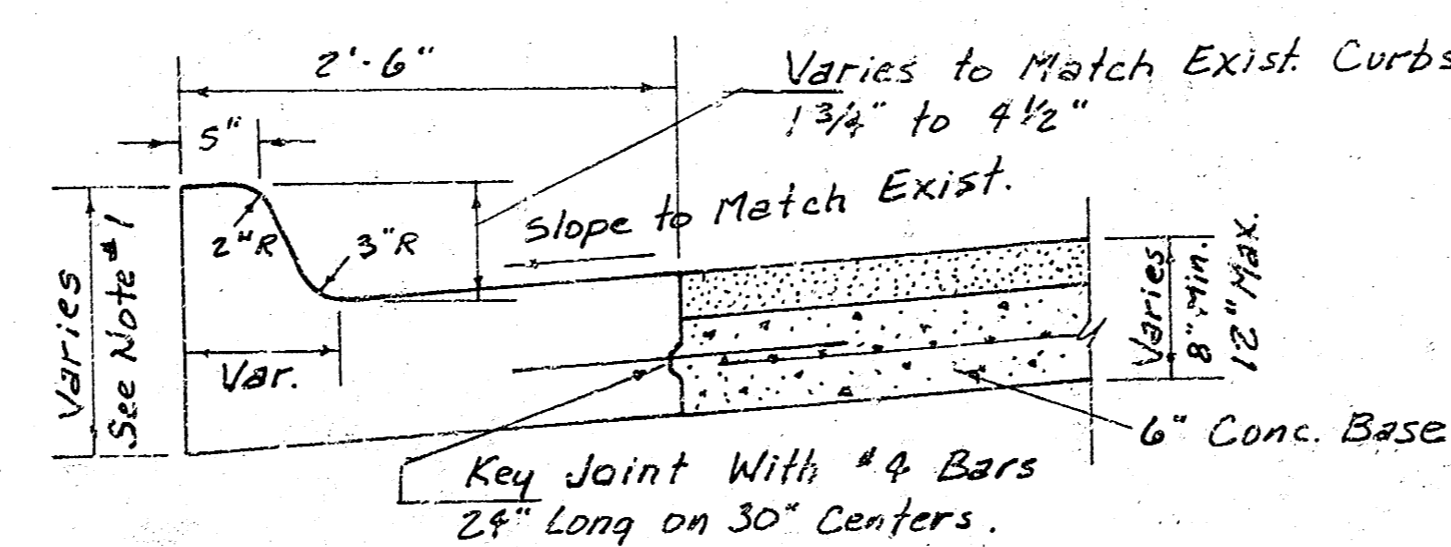
ATHENIAN

BONN

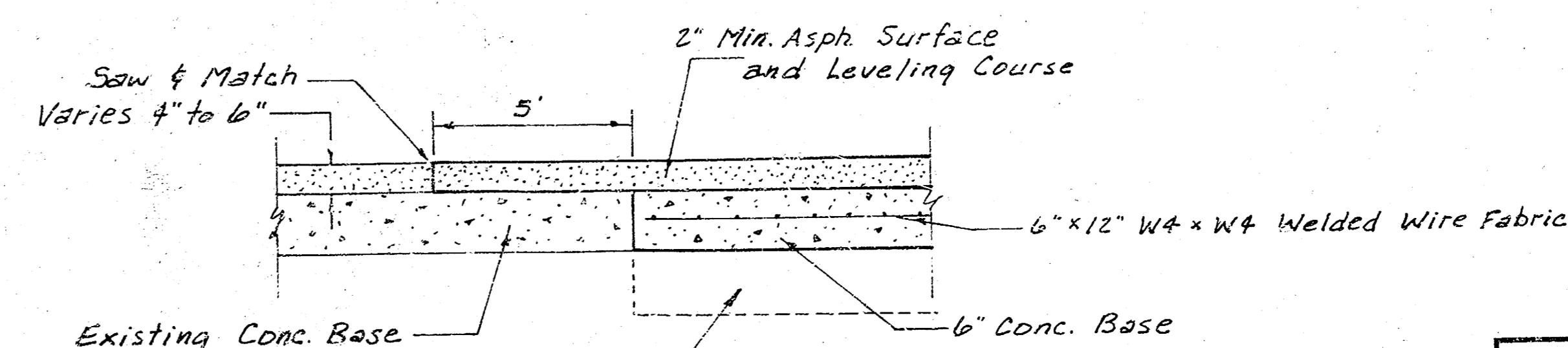
MO. PAC. R.R.

TRACK ELEVATIONS	
N. Curb Line	2.51
Street	2.57
S. Curb Line	2.63

Note: Face of Curb to slope to match Exist.



SPECIAL COMBINED CURB & GUTTER



SECTION A-A (TYPICAL)

PROJECT DESCRIPTION  
**MO. PAC. R.R. CROSSING**  
**ON MAPLE WEST OF BONN**  
 PROJECT NUMBER  
**870-70-286-50226-378-000-000**