

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 MOSLEY~~

~~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 HEAD~~

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

~~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

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 PAYING 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 PAYING 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 TELEVISION 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.



SPECIAL NOTES

EXISTING PAVEMENT SHALL BE REMOVED BY THE PAVING CONTRACTOR. PAVEMENT IMMEDIATELY ADJACENT TO AND WITHIN TRACK (10 FEET) OF THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIAL. PAVED CONCRETE SHALL BE REMOVED AT EACH CROSSING LOCATION. TO THE INVOLVED RAILROAD COMPANY. ALL EXISTING CURBS WITHIN NEW CONSTRUCTION AND EXISTING PAVEMENT, JAIL OR DRIVE SHALL BE TO BE REPAIRED PRIOR TO THE START OF NEW CONSTRUCTION.

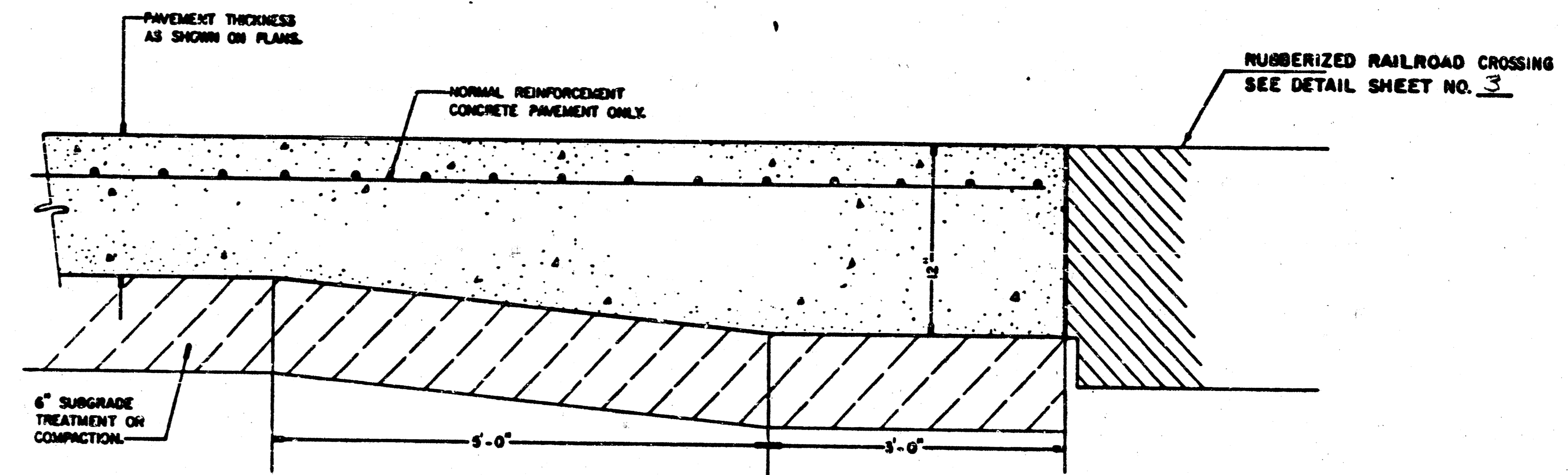
LOCATION OF RUBBER OR WOOD TIE CAP BOWNS AS SHOWN ON DETAIL SHEETS WILL BE INSTALLED ON THE TRACKS ON THE EDGE OF RAILROAD CROSS TIES WHICH ARE LESS THAN 4'-3" FOR 4'-0" TIES AND 4'-0" FOR 4'-0" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE CAP BOWNS AS SHOWN ON DETAIL SHEETS WILL ALSO BE INSTALLED ON RAILROAD CROSS TIES BE CUT OFF ENDS OF SUCH TIES AND ONE TIE 4'-3" FOR 4'-0" TIES AND 4'-0" FOR 4'-0" TIES FROM THE CENTERLINE OF THE TRACK.

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LIMITS OF RUBBER OR WOOD TIE CAP BOWNS AS SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND THE ENDS OF THE PAVED AREA. WOOD PLANKING SHALL BE INSTALLED BY THE INVOLVED RAILROAD COMPANY WITHIN THE LIMITS OF THE RUBBERIZED INSTALLATION FOR SIDEWALK, DRIVEWAY AND SHOULDER CROSSINGS WHERE NECESSARY. THE INVOLVED RAILROAD COMPANIES SHALL ASSIST THEIR DUES TO BE INSTALLED AS SHOWN ON THE PLANS FOR EACH CROSSING LOCATION. TOLERANCES FROM THE TOP OF RAIL ELEVATIONS SHALL BE PERMITTED ONLY WHEN APPROVED BY THE FIELD ENGINEER FOR ANTICIPATED TRACK SETTLEMENT.

SURFACE OF THE PAVEMENT AND RUBBERIZED CROSSING MATERIAL SHALL BE SET TO IDENTICAL ELEVATIONS AT THEIR POINT OF CONTACT. ONLY WHEN THE RAILROAD COMPANY USES APPROPRIATE MECHANICAL EQUIPMENT TO COMPACT RAILROAD FILL AND BALLAST SHALL TO PREVENT TRACK SETTLEMENT. RAILROAD TRACK AND RUBBERIZED CROSSING MATERIAL ELEVATIONS ON 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 COMPACTING OF RAILROAD FILL AND BALLAST OR USE OF OTHER COMPACTOR 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.

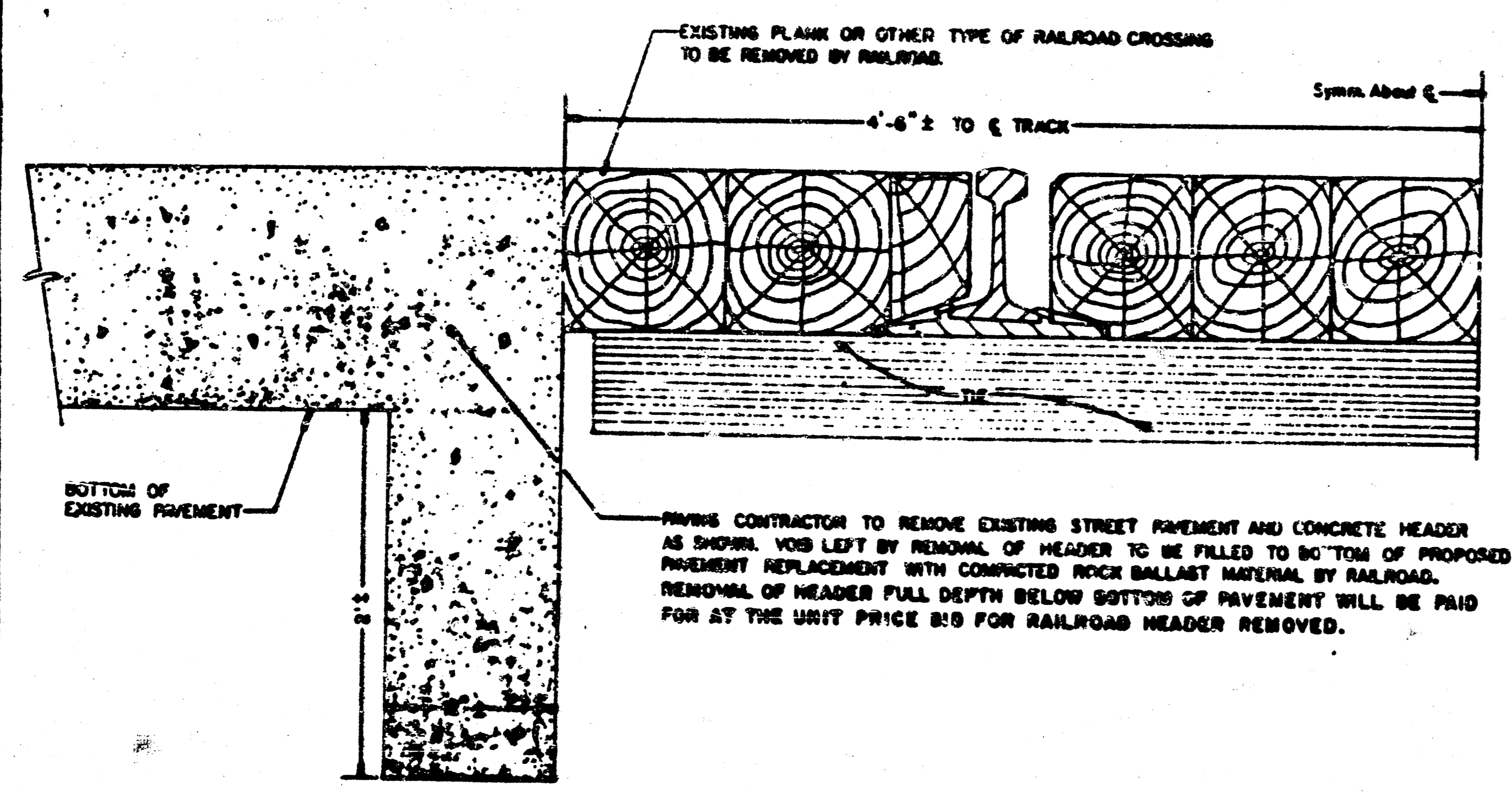
INDIVIDUAL SECTIONS OF THE RUBBERIZED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SO THAT THE ENDS OF THE RUBBERIZED CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SPACED THIRTY (30) FEET OR MORE TO THE STREET.



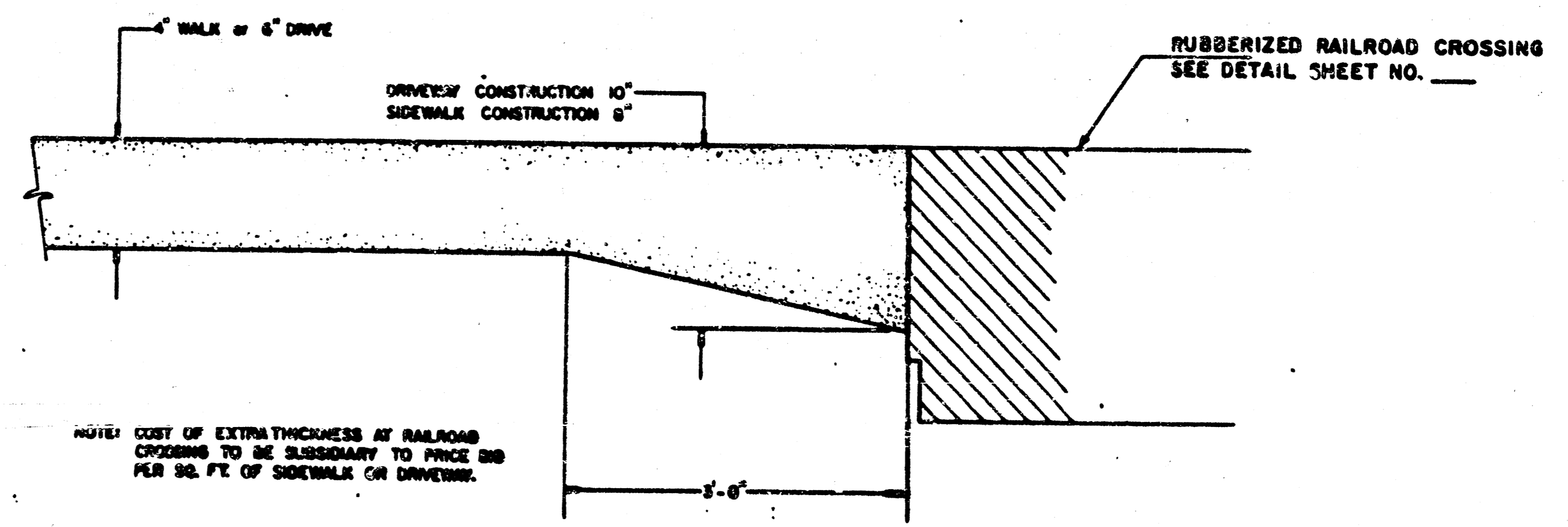
NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

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**

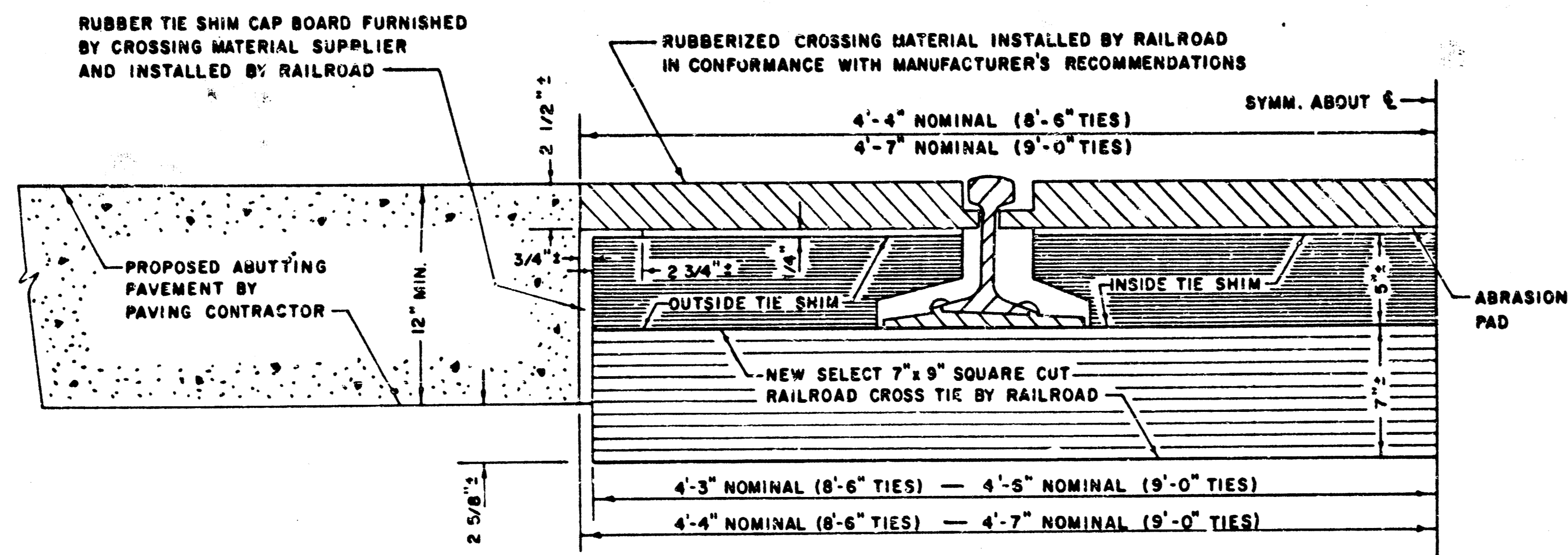


NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF SIDEWALK OR DRIVEWAY.

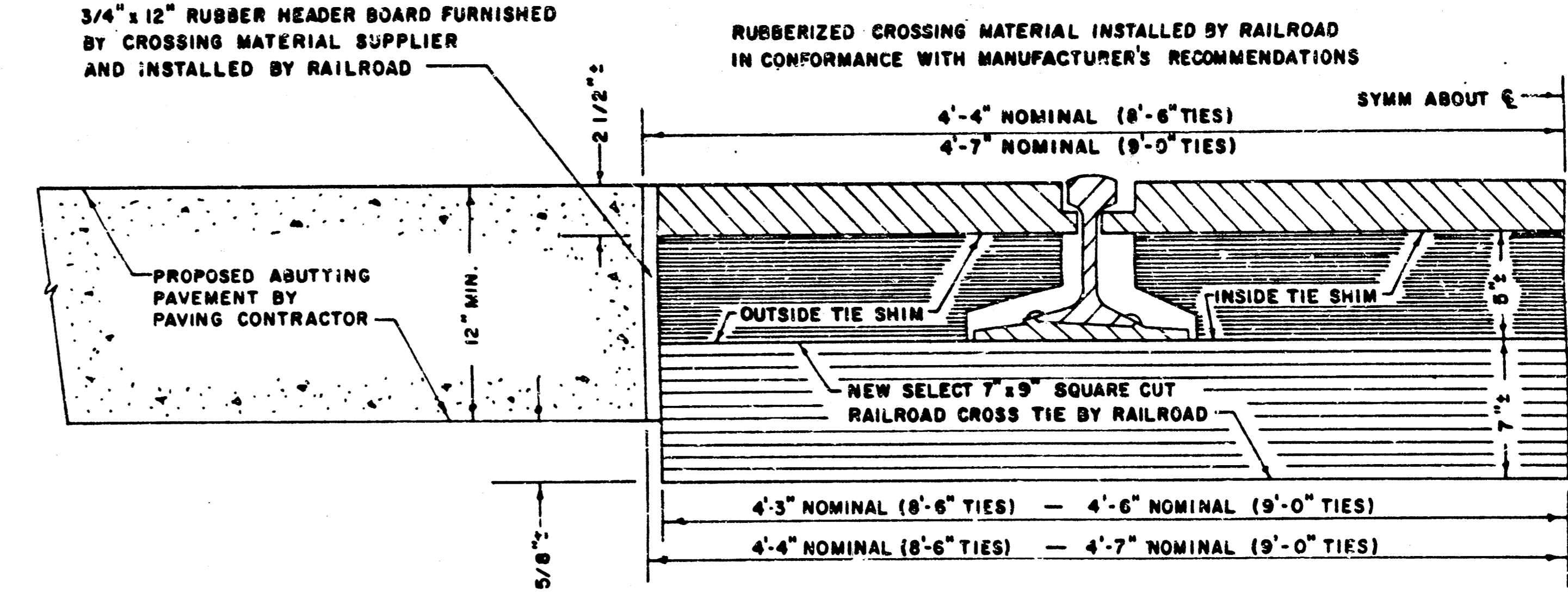
NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN SIDEWALK OR DRIVEWAY CONSTRUCTION AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE SIDEWALK OR DRIVEWAY PAVEMENT AND RAILROAD CROSSING MATERIAL.

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

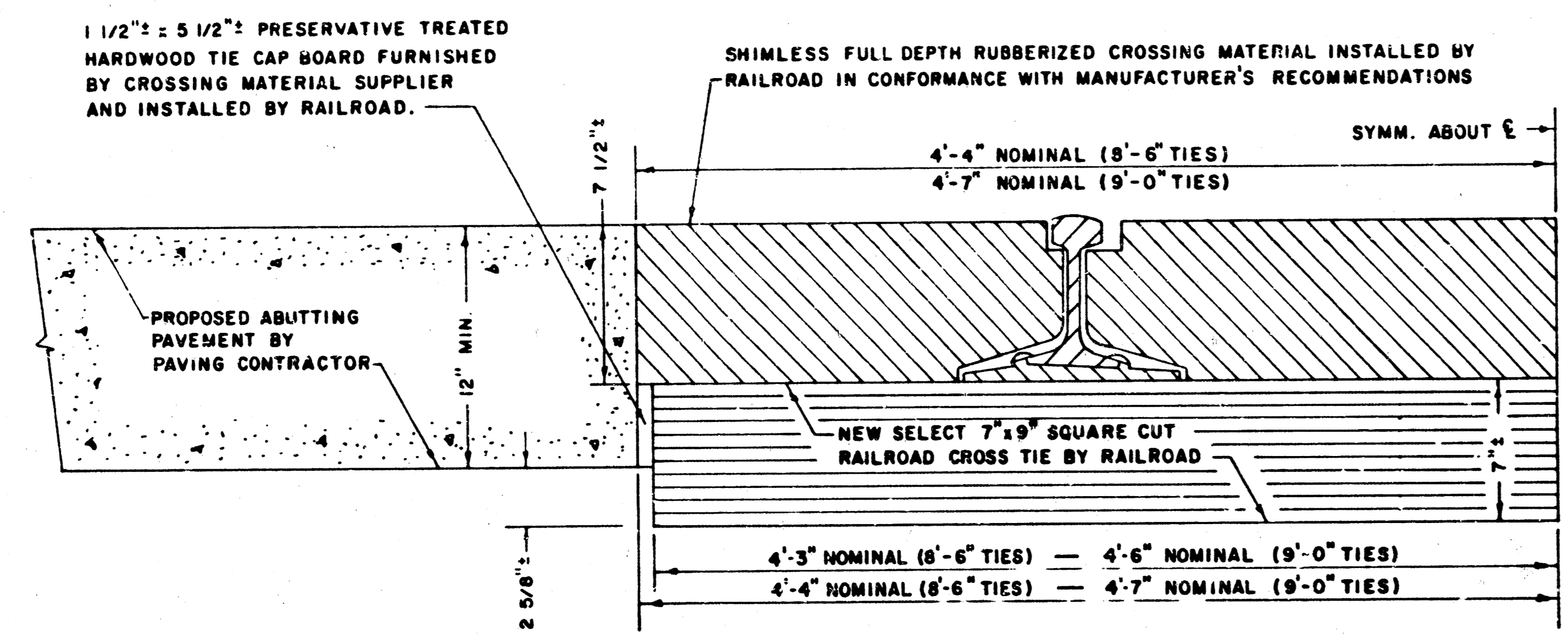
CITY OF WICHITA, KANSAS
STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED
8" REINFORCED CONCRETE PAVEMENT



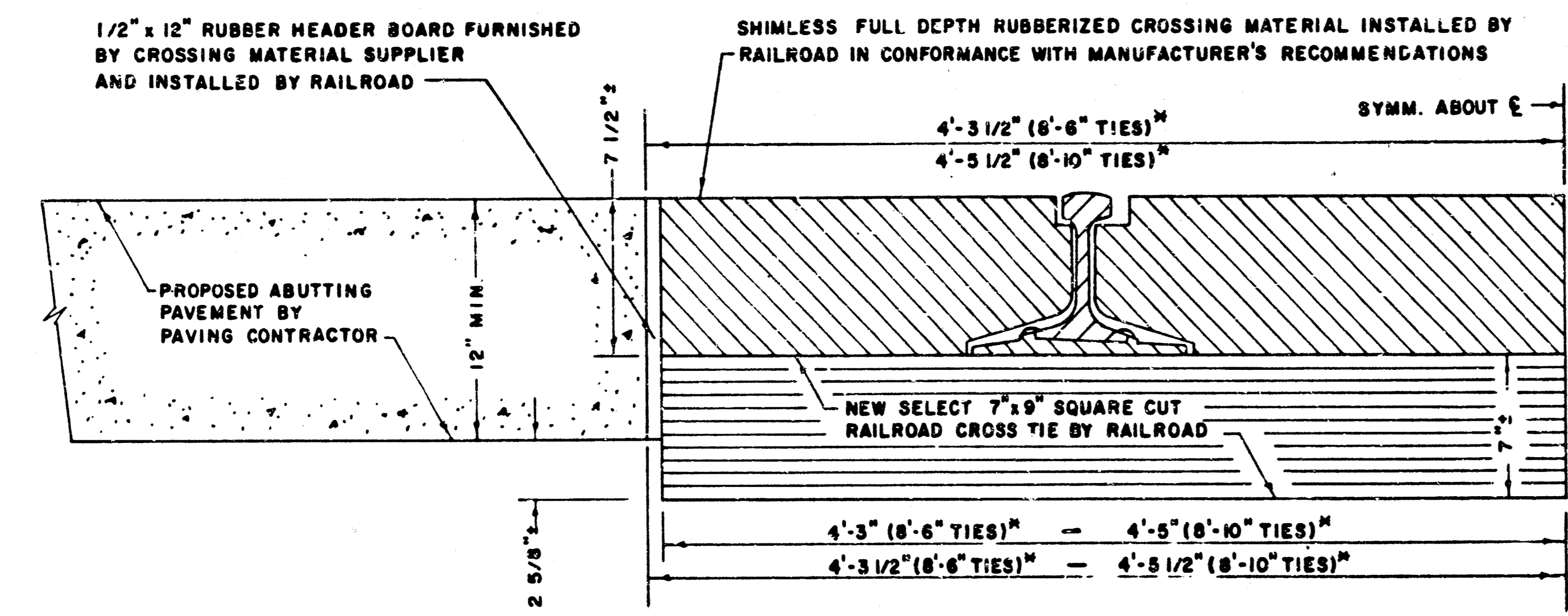
CROSS-SECTION DETAIL
RUBBER PADS WITH WOOD TIE SHIMS
NO SCALE



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



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

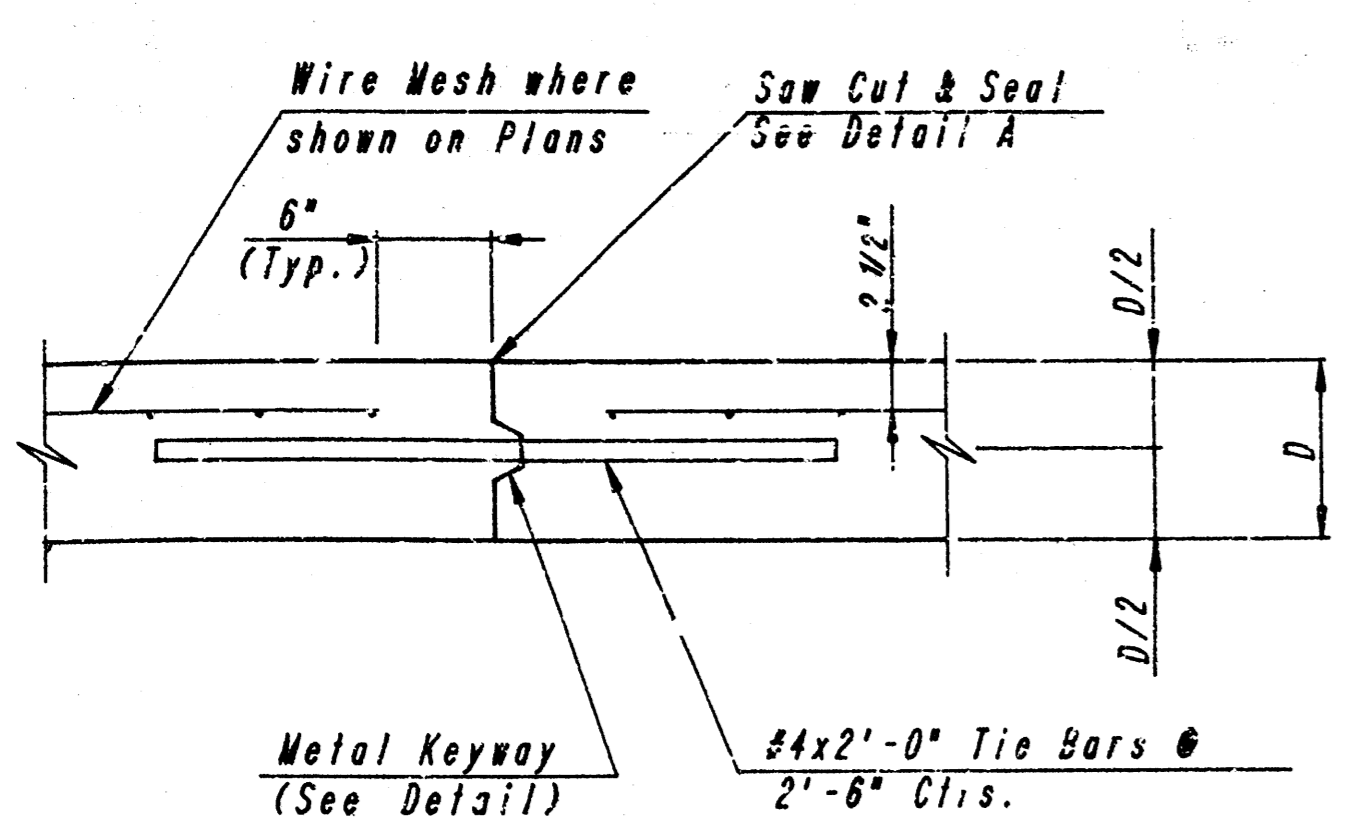


* - TIES TO BE CUT AND FRAMED IN FACTORY OR IN FIELD.

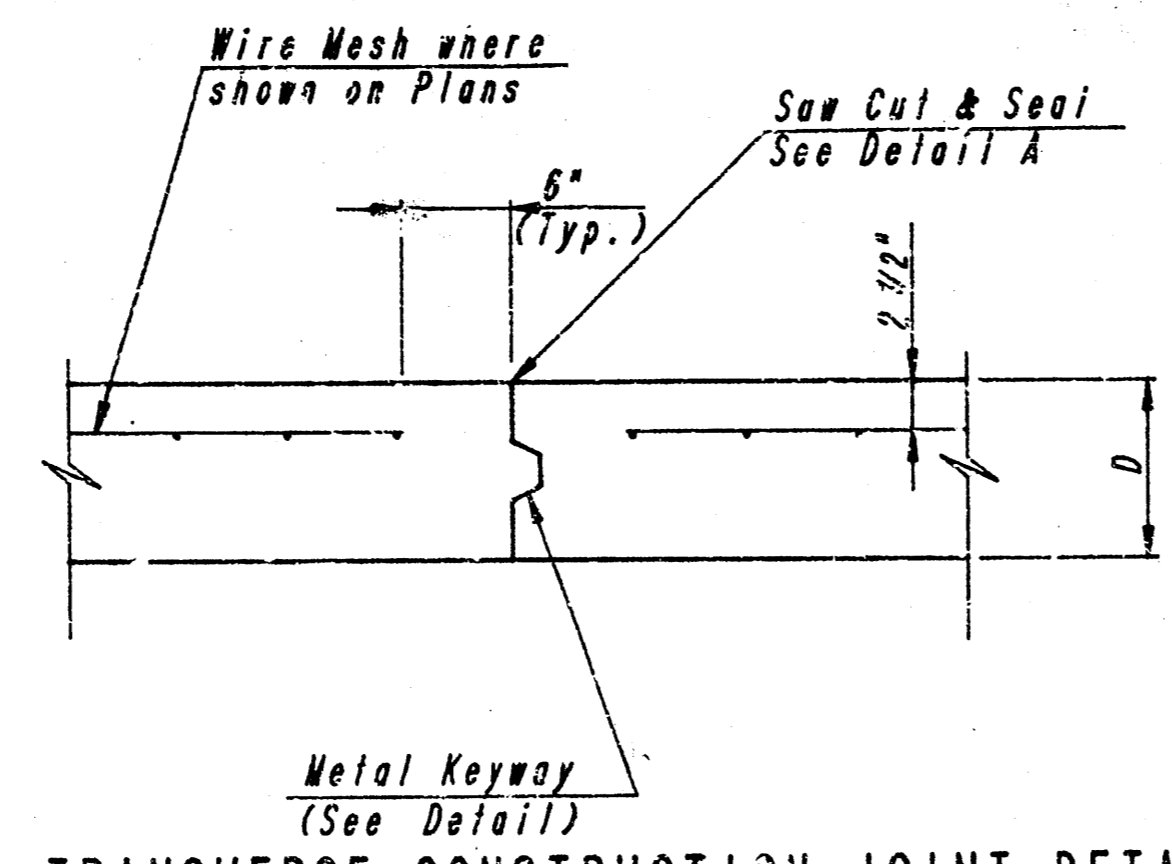
CROSS-SECTION DETAIL
FULL DEPTH RUBBER PADS
NO SCALE

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

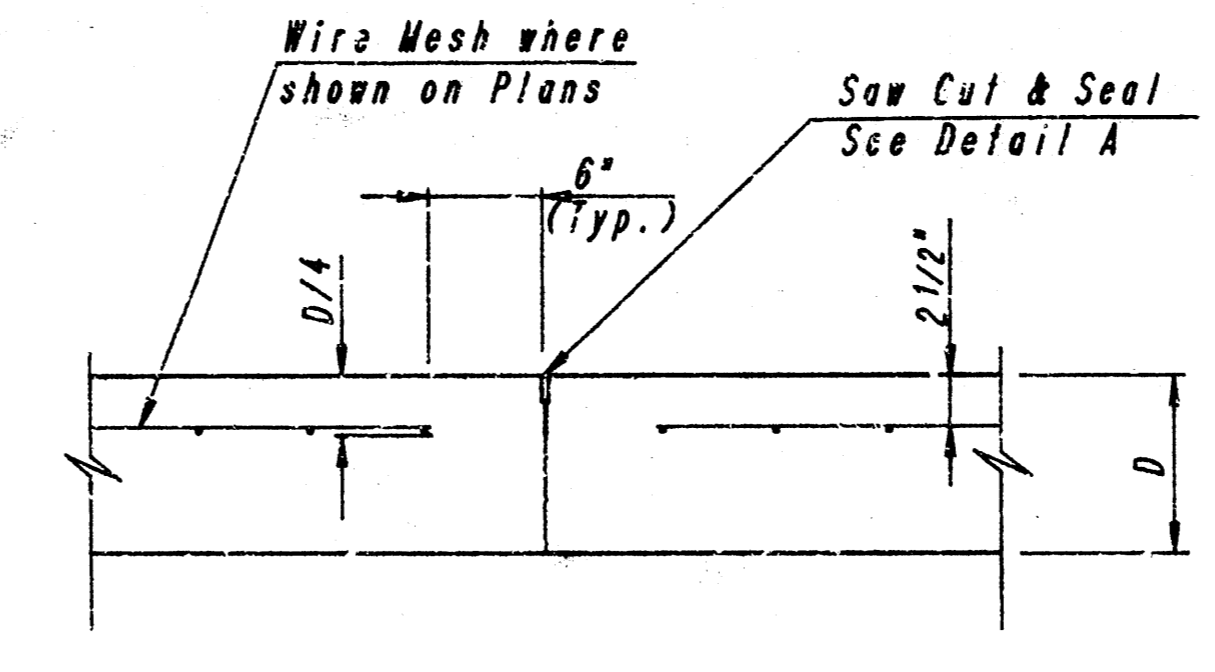
CITY OF WICHITA, KANSAS
STANDARDS FOR:
RUBBERIZED RAILROAD CROSSING
INSTALLATION DETAILS



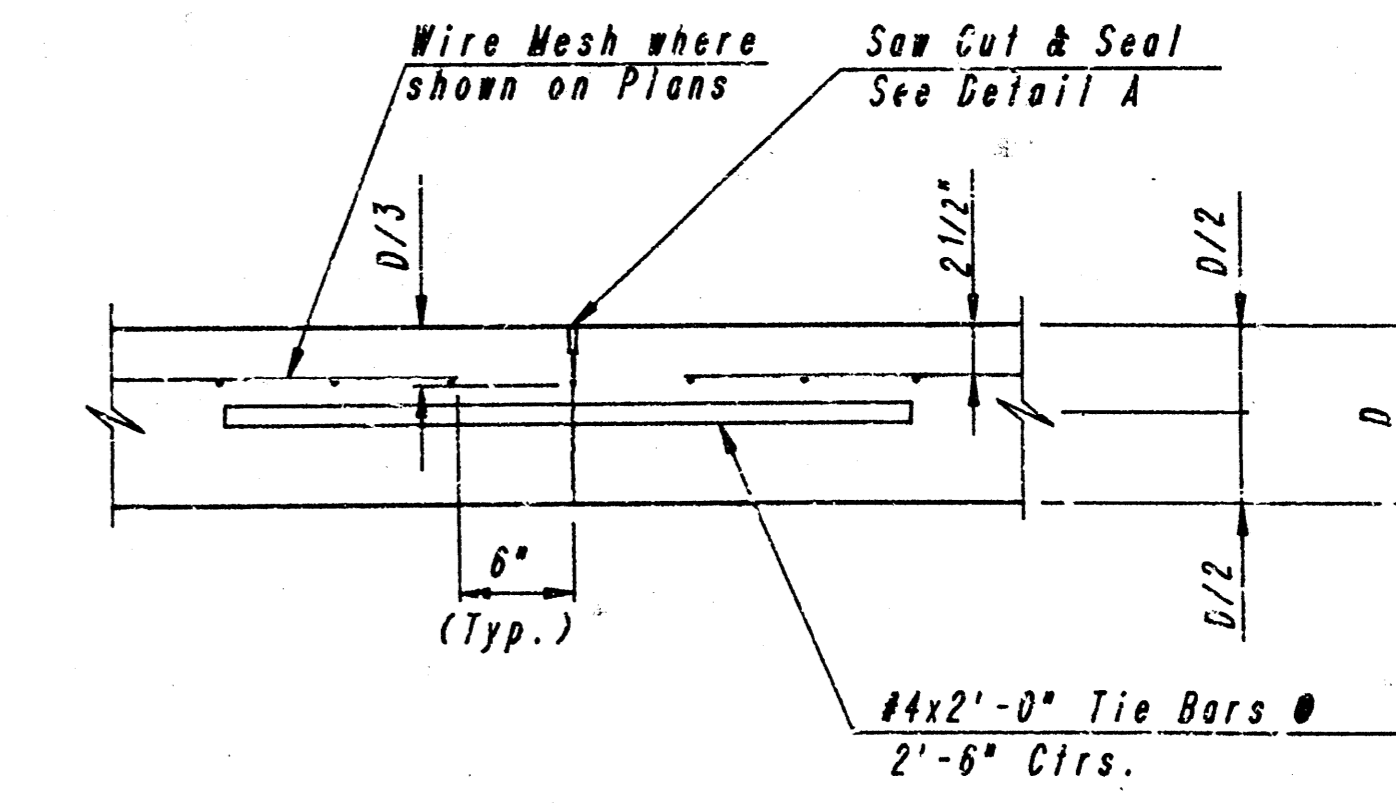
**LONGITUDINAL CONSTRUCTION JOINT DETAIL
(TRANSVERSE SECTION)
(L.J.)**



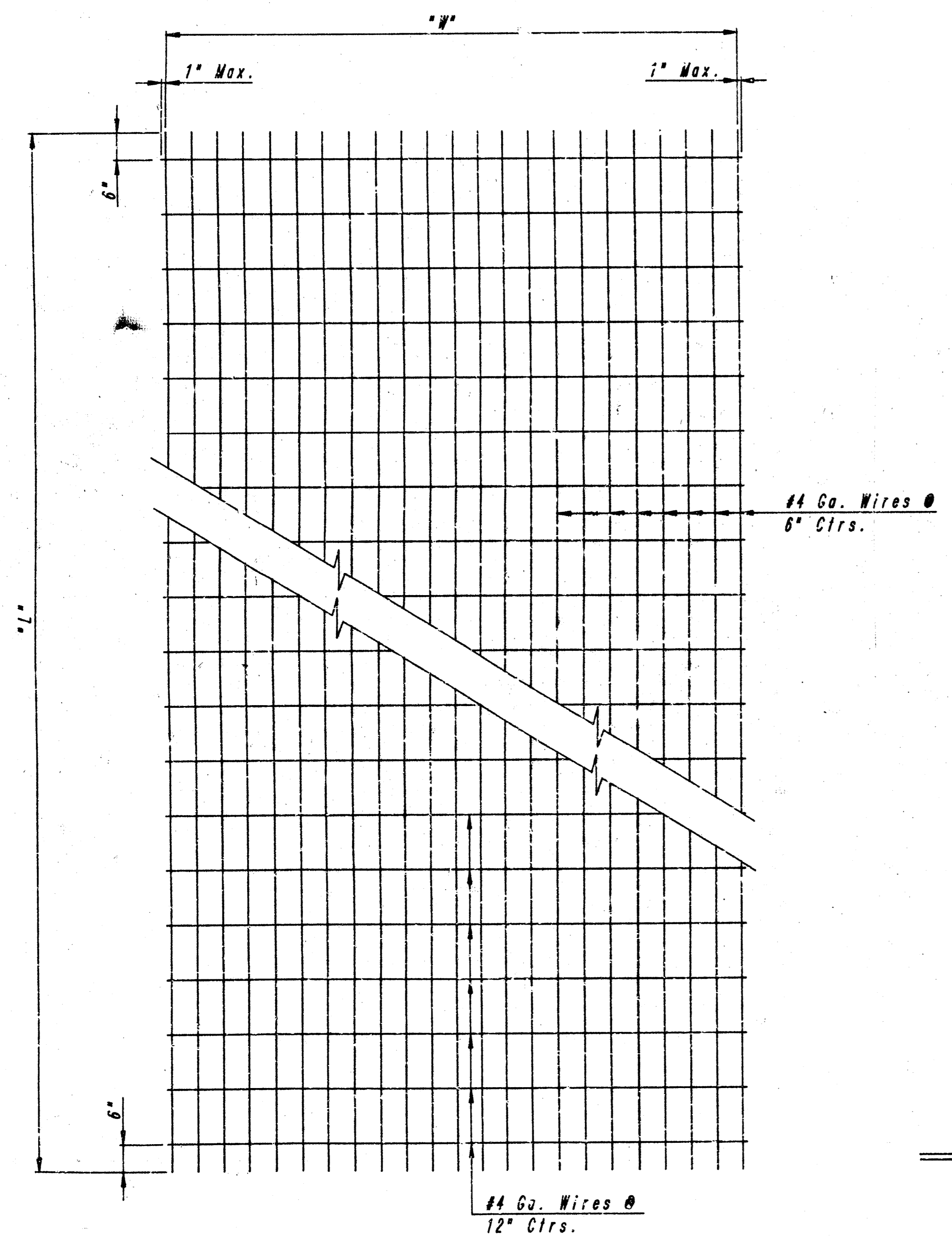
**TRANSVERSE CONSTRUCTION JOINT DETAIL
(C.J.)**
Transverse Construction Joints will be allowed only at plan contraction joint locations



**TRANSVERSE CONSTRUCTION JOINT DETAIL
(C.J.)**

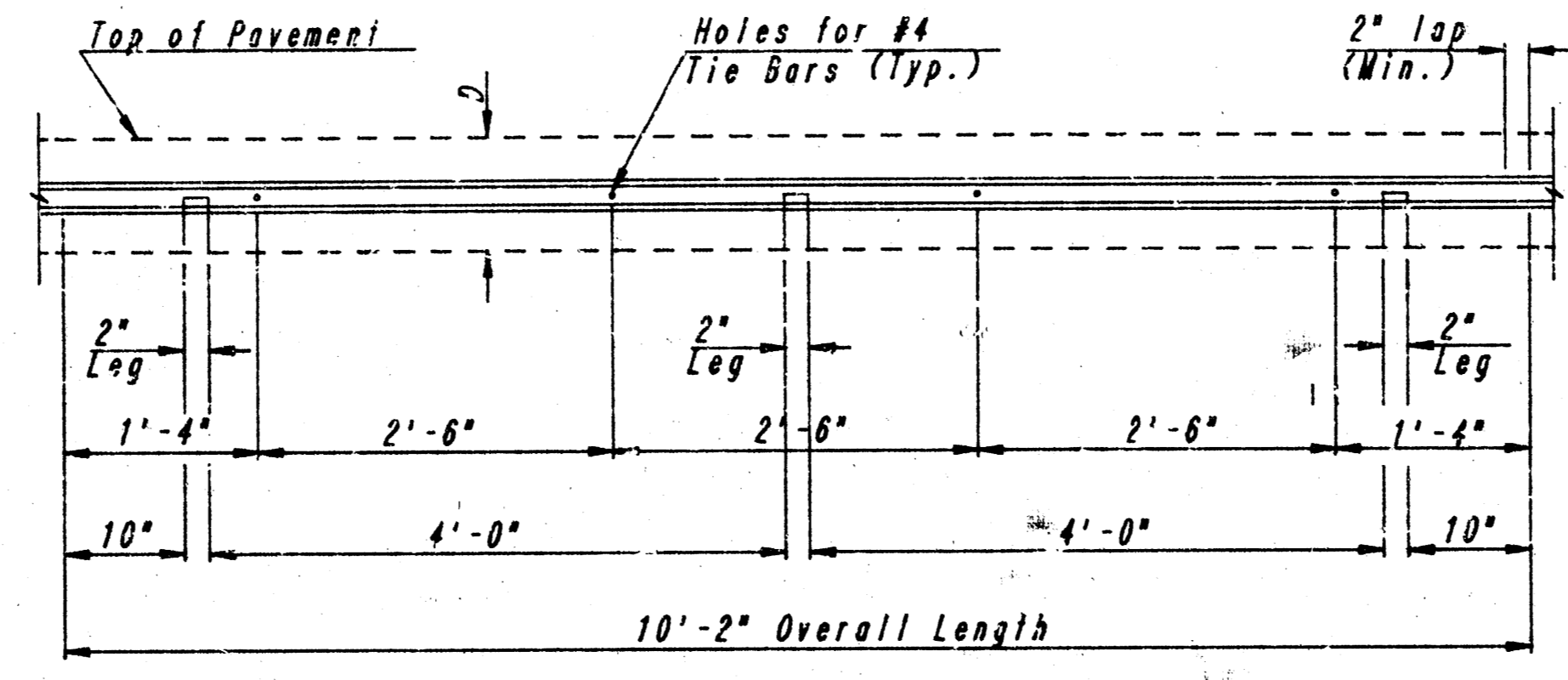


**LONGITUDINAL JOINT DETAIL
(TRANSVERSE SECTION)
(L.J.)**



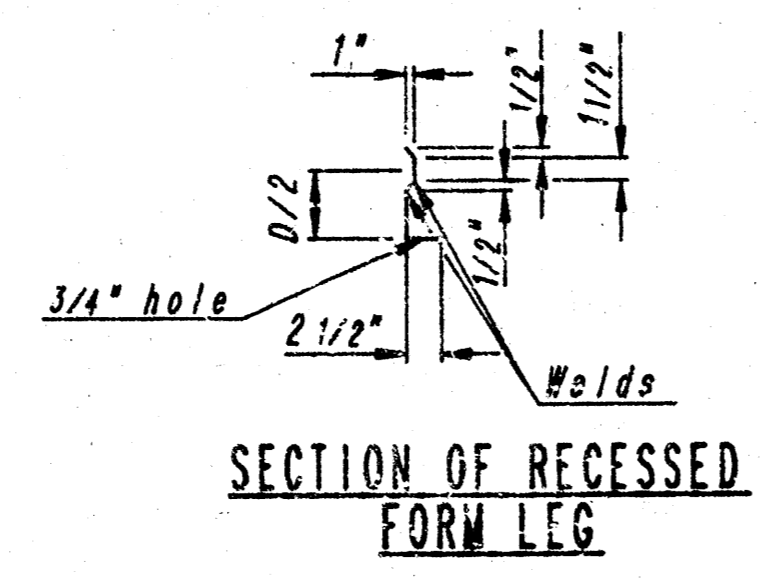
TYPICAL SHEET OF WELDED WIRE MESH

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



**METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT**

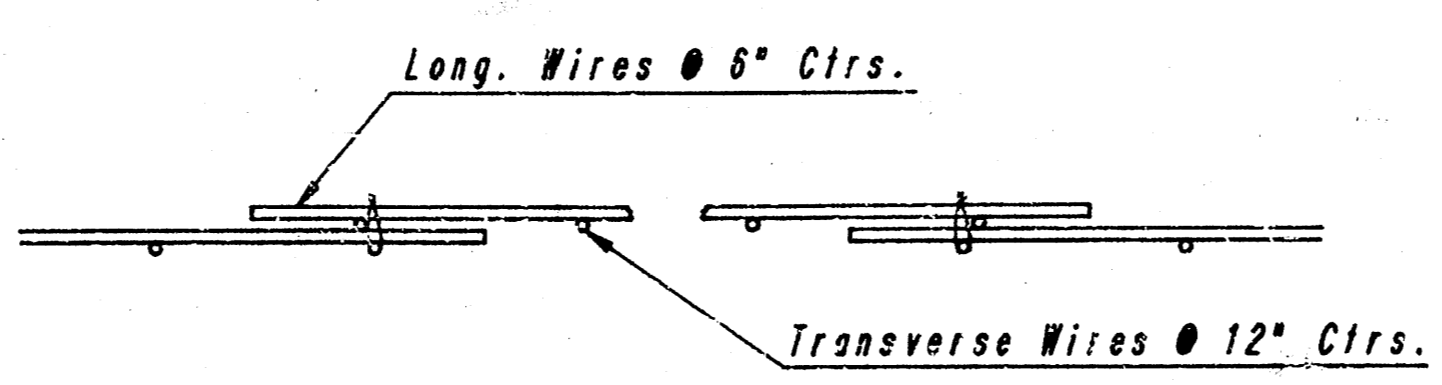
TO BE USED ONLY AGAINST FORMS
SHALL NOT EXTEND THRU CONTRACTION JOINTS



**SECTION OF RECESSED
FORM LEG**

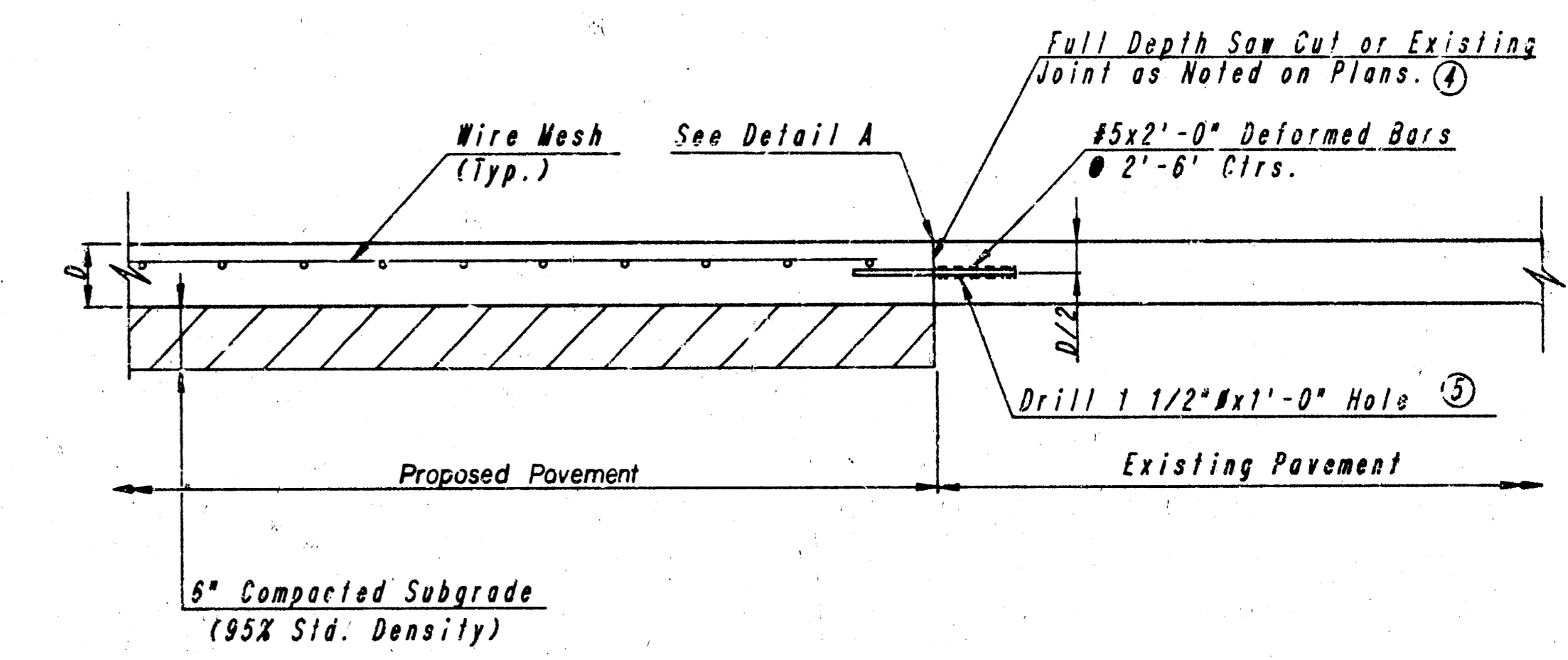
NOTE: SNAP-IN LEG OR OTHER APPROVED DESIGNS MAY BE USED IN LIEU OF WELDED LEG.

METAL KEYWAY DETAILS



DETAIL OF LAP FOR WIRE MESH

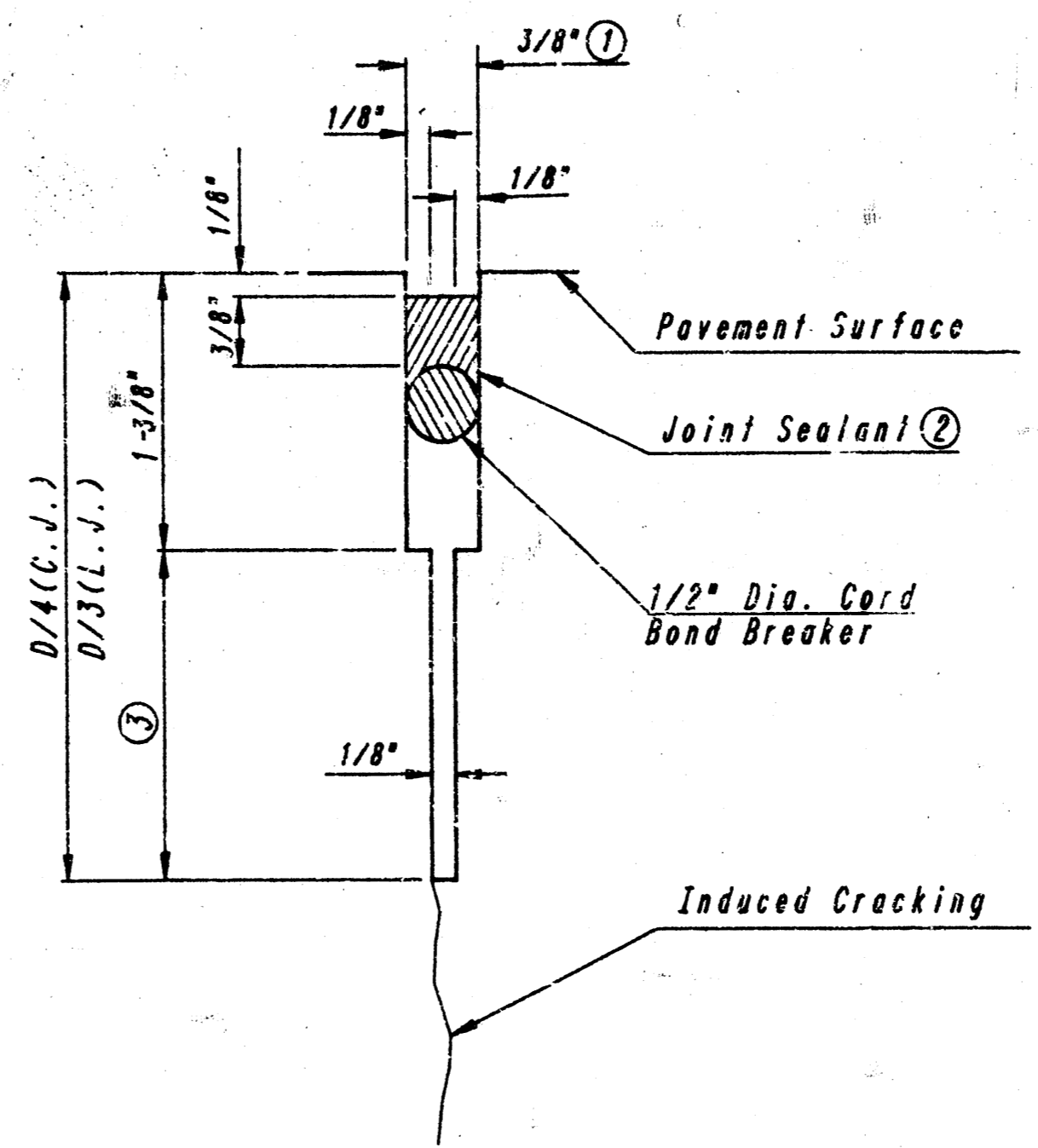
NOTE: THE LAP SHALL EXTEND BEYOND THE FIRST TRANSVERSE WIRE OF EACH SHEET.
THE SHEETS SHALL BE WIRED SECURELY AT THE EDGES AND AT INTERVALS NOT TO EXCEED 2'-6" FOR THE FULL WIDTH OF THE SHEET. APPROX. WEIGHT OF WIRE MESH = 44 LBS. PER 100 SQ. FT.
OTHER METHODS FOR FASTENING THE SHEETS OF WIRE MESH AT THE LAPS MAY BE USED WITH THE APPROVAL OF THE ENGINEER.



**DOWELED CONSTRUCTION JOINT
REINFORCED PAVEMENT
(D.J.)**

① 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.

② 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.



DETAIL A

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.

**CONCRETE PAVING DETAILS
8" REINFORCED CONCRETE PAVEMENT**

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

Designed by GDS Checked by GDS
Drawn by VJK Date FEB., 1987 Job No. 86586

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	105.73
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				105.85(R)
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+65.00	106.00(R)			
10+66.37		105.95(2)	105.86	105.72
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			105.50(M)	105.16(M)
11+04.34				
11+05.00	105.50	105.50		
11+05.42		105.50(M)		
11+06.38	105.48(M)			

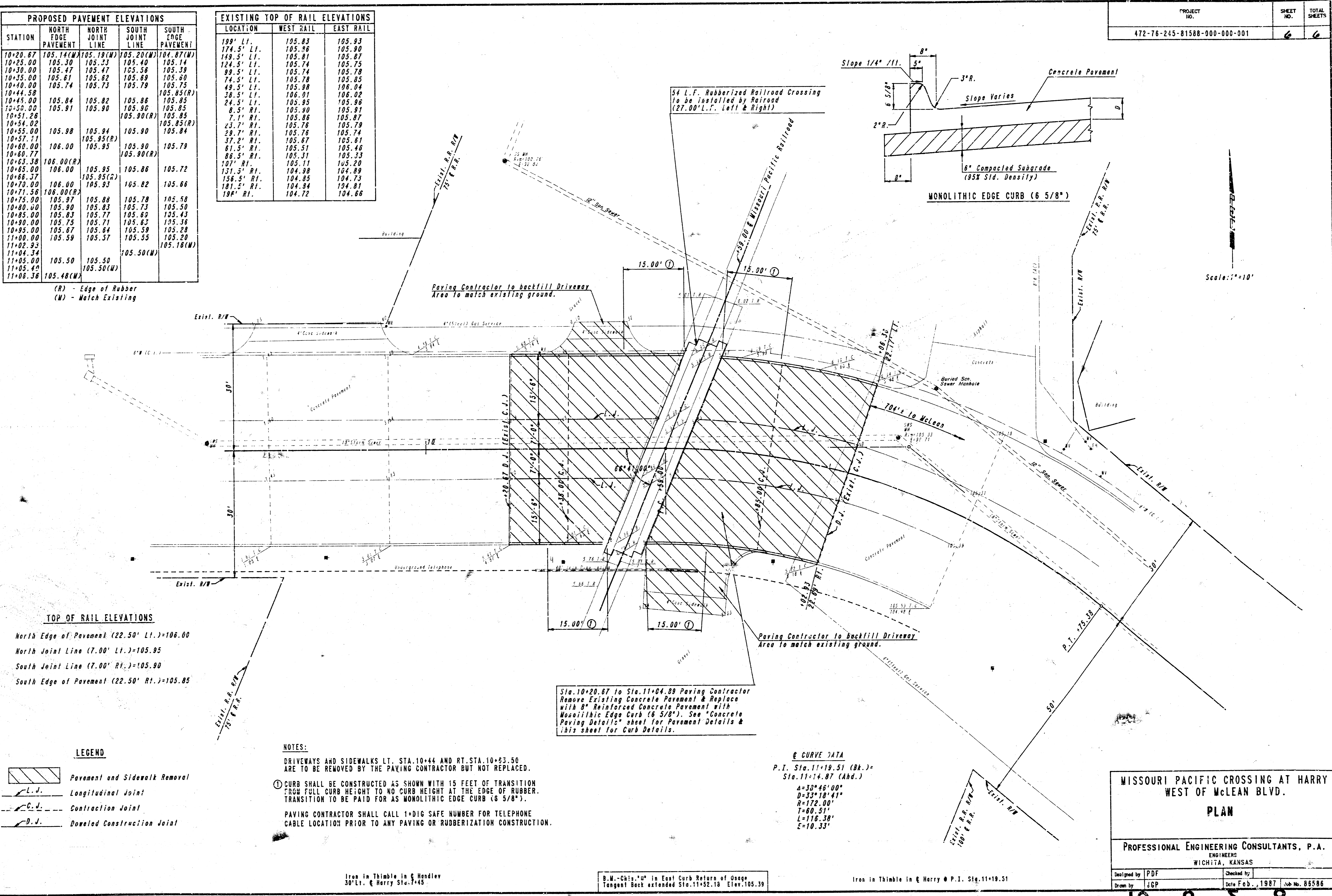
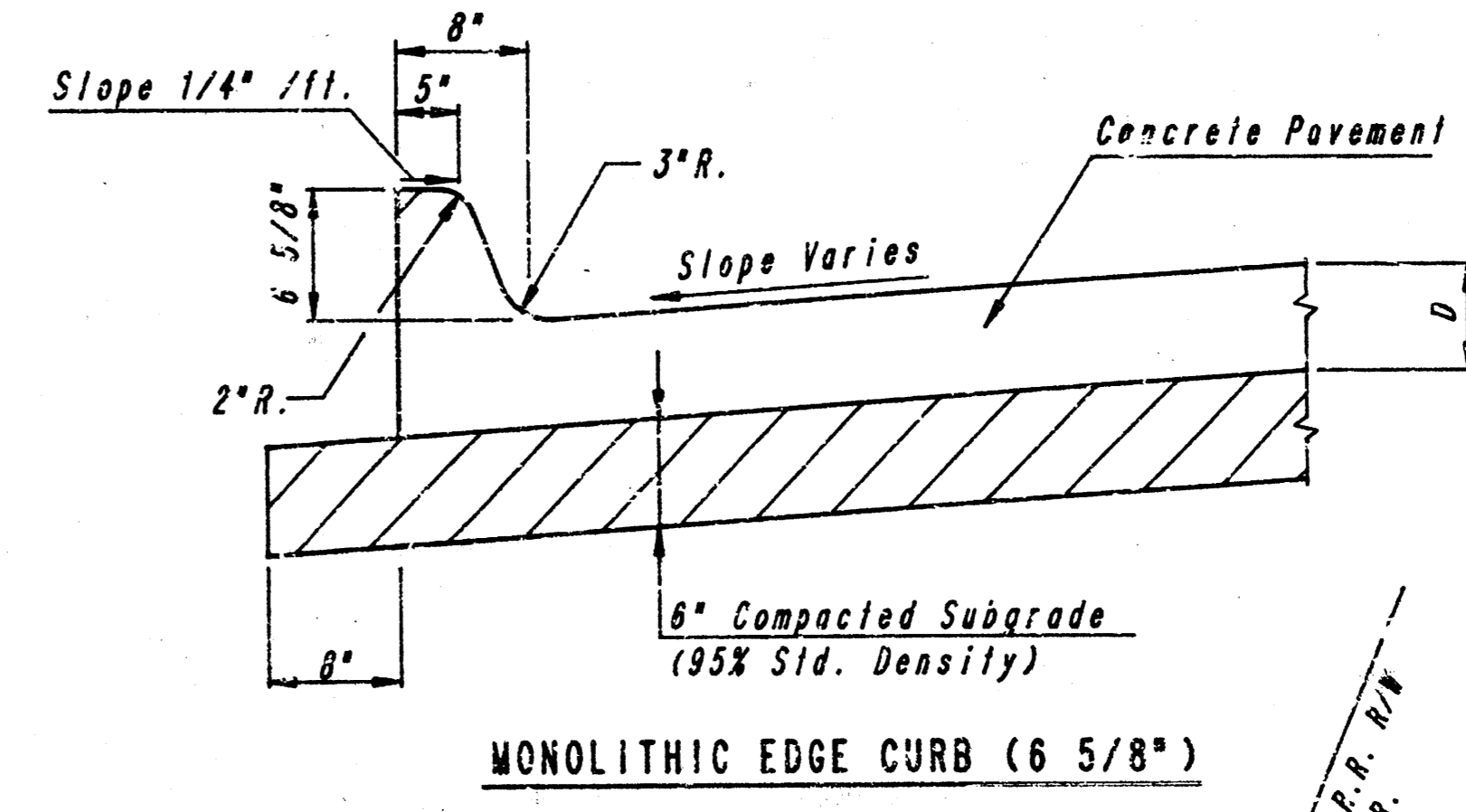
EXISTING TOP OF RAIL ELEVATIONS		
LOCATION	WEST RAIL	EAST RAIL
199' Lt.	105.83	105.93
174.5' Lt.	105.96	105.90
149.5' Lt.	105.81	105.87
124.5' Lt.	105.74	105.75
99.5' Lt.	105.74	105.78
74.5' Lt.	105.78	105.85
49.5' Lt.	105.98	106.04
24.5' Lt.	106.91	106.02
24.5' Lt.	105.95	105.96
8.5' Lt.	105.90	105.91
7.1' Rt.	105.88	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	105.46
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.	104.94	104.81
196' Rt.	104.72	104.66

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

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

LEGEND
 Pavement and Sidewalk Removal
 Longitudinal Joint
 Construction Joint
 Doweled Construction Joint

NOTES:
 DRIVEWAYS AND SIDEWALKS LT. STA. 10+44 AND RT. STA. 10+53.50 ARE TO BE REMOVED BY THE PAVING CONTRACTOR BUT NOT REPLACED.
 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 1-816 SAFE NUMBER FOR TELEPHONE CABLE LOCATION PRIOR TO ANY PAVING OR RUBBERIZATION CONSTRUCTION.



Sta. 10+20.67 to Sta. 11+04.89 Paving Contractor Remove Existing Concrete Pavement & Replace with 9" Reinforced Concrete Pavement with Monolithic Edge Curb (6 5/8"). See "Concrete Paving Details" sheet for Pavement Details & this sheet for Curb Details.

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'

MISSOURI PACIFIC CROSSING AT HARRY WEST OF McLEAN BLVD.
PLAN

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS
 Designed by PDF
 Drawn by JGP
 Checked by
 Date Feb. 1987
 Job No. 85586

Iron in Thimble in C Handley
 30' Lt. & Harry Sta. 7+45

B.W.-Chis. "D" in East Curb Return of Usage
 Tangent Back extended Sta. 11+52.16 Elev. 105.39

Iron in Thimble in C Harry P.I. Sta. 11+19.51