

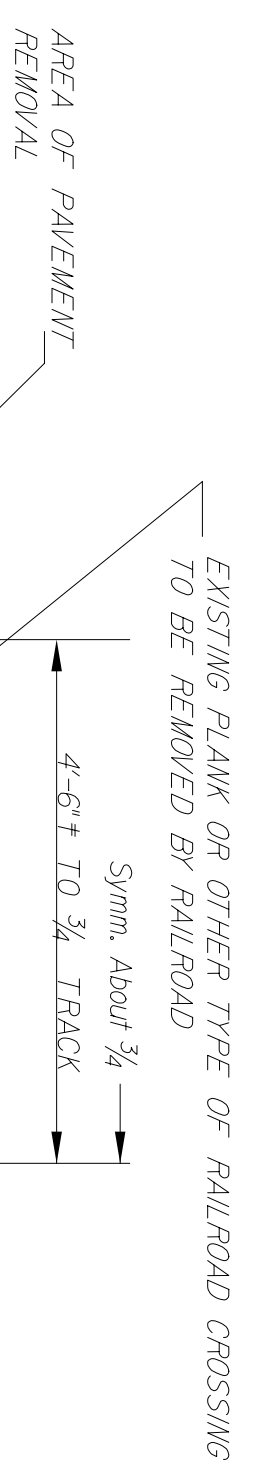
**SPECIAL NOTES**

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 SHALL BE TO NEAT LINES FORMED EITHER BY FULL DEPTH SAW CUT OR EXISTING JOINT.

LENGTHS OF CONCRETE OR RUBBER CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND APPROX. THREE (3) FEET BEYOND BOTH SIDES OF THE PAVED MAIN TRAFFICWAY FOR EACH LOCATION. CONCRETE, RUBBER OR WOOD PLANKING MAY BE INSTALLED BY THE INVOLVED RAILROAD COMPANY FOR SIDEWALK, DRIVEWAY AND SHOULDER CROSSINGS WHERE REQUIRED. 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.

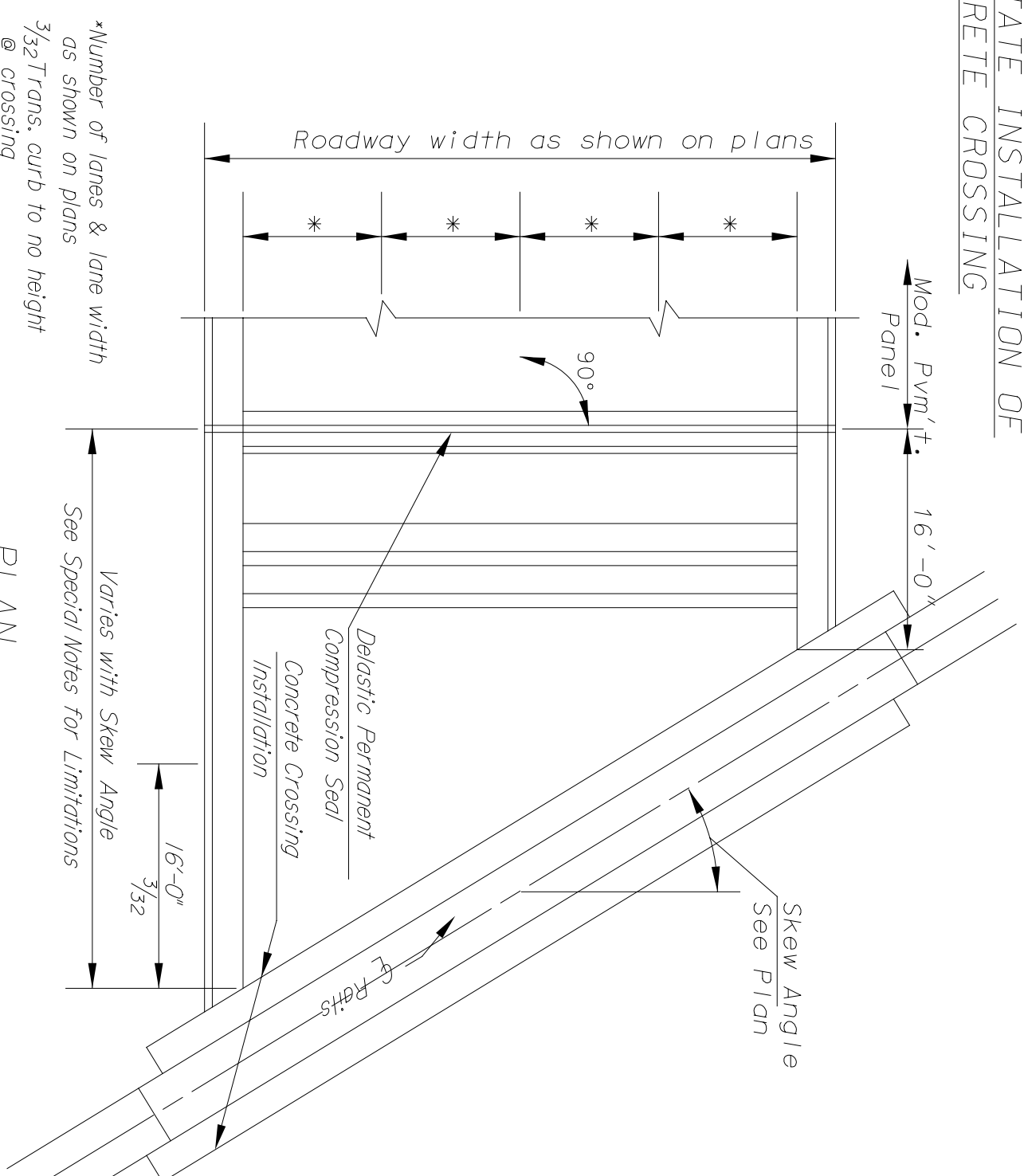
SURFACE OF NEW PAVEMENT AND CROSSING MATERIAL SHALL BE SET TO IDENTICAL ELEVATIONS AT THEIR JOINT OF JUNCTURE ONLY WHEN THE RAILROAD COMPANY USES APPROVED MECHANICAL EQUIPMENT TO COMPACT RAILROAD FILL AND BALLAST SUCH TO PRECLUDE TRACK SETTLEMENT. RAILROAD TRACK AND CROSSING MATERIAL ELEVATIONS OR PAVEMENT ELEVATIONS SHALL BE ADJUSTED IN A RANGE OF ONE-FOURTH (1/4) INCH TO ONE (1) 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 CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE THE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE CROSSING WILL MORE CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKEWED THIRTY (30) DEGREES OR MORE TO THE STREET.

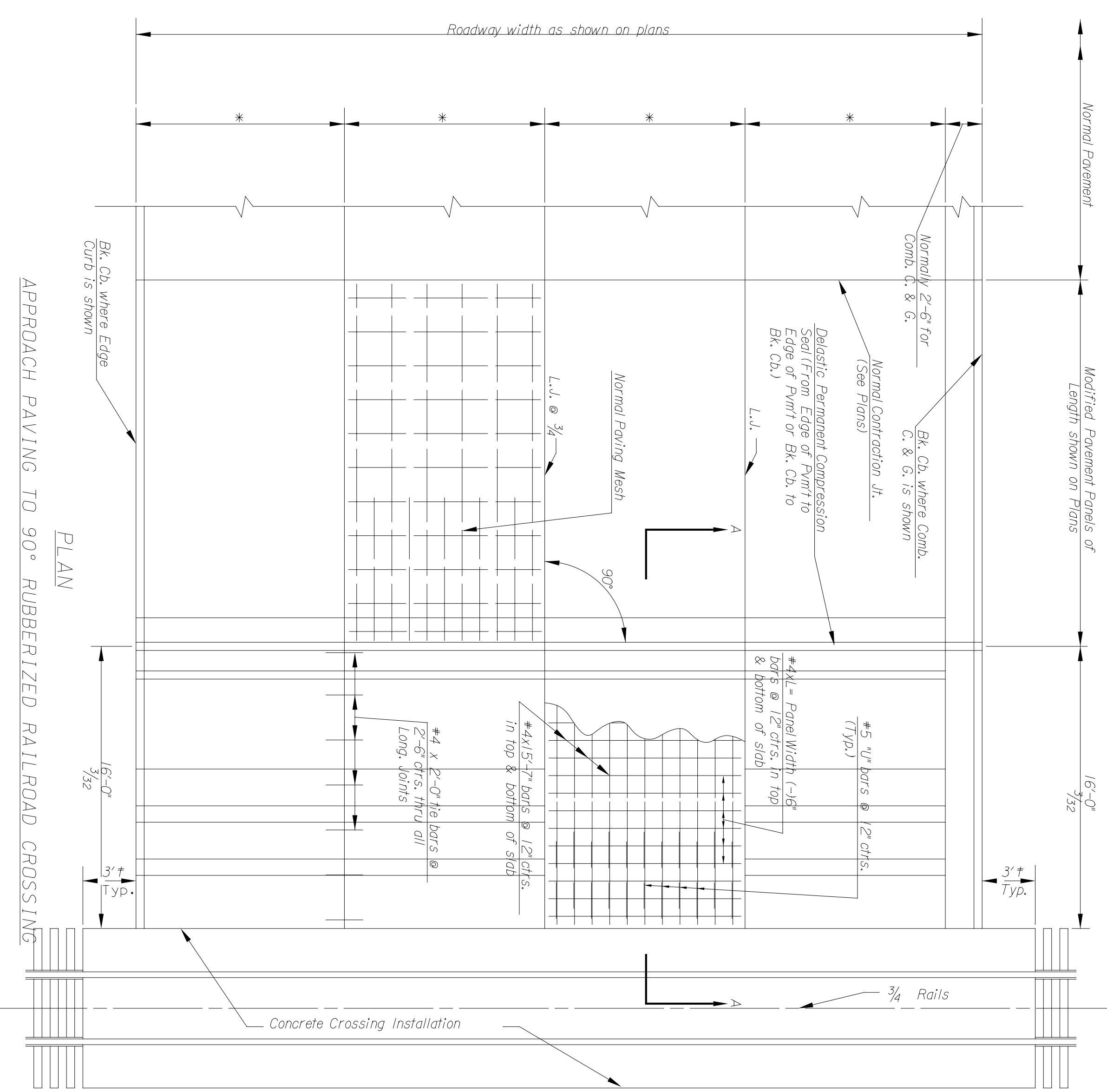


PAVING CONTRACTOR TO REMOVE EXISTING STREET PAVEMENT AND CONCRETE HEADER AS SHOWN. VOID LEFT BY REMOVAL OF HEADER TO BE FILLED TO BOTTOM OF PROPOSED PAVEMENT REPLACEMENT WITH COMPACTED ROCK BALLAST MATERIAL BY RAILROAD. REMOVAL OF HEADER FILL DEPTH BELOW BOTTOM OF PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR RAILROAD HEADER REMOVED.

**CROSS-SECTION DETAIL  
PAVEMENT REMOVAL ABUTTING TRACKS  
TO FACILITATE INSTALLATION OF  
CONCRETE CROSSING**

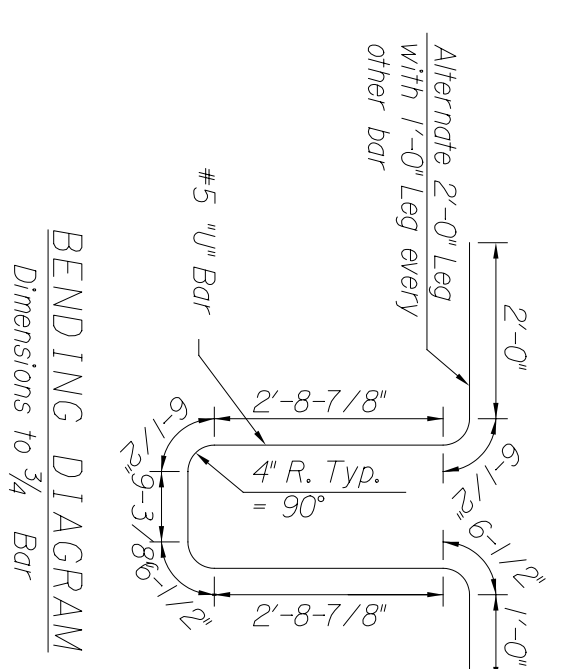


**APPROACH PAVING LAYOUT TO SKEWED  
CONCRETE RAILROAD CROSSING**

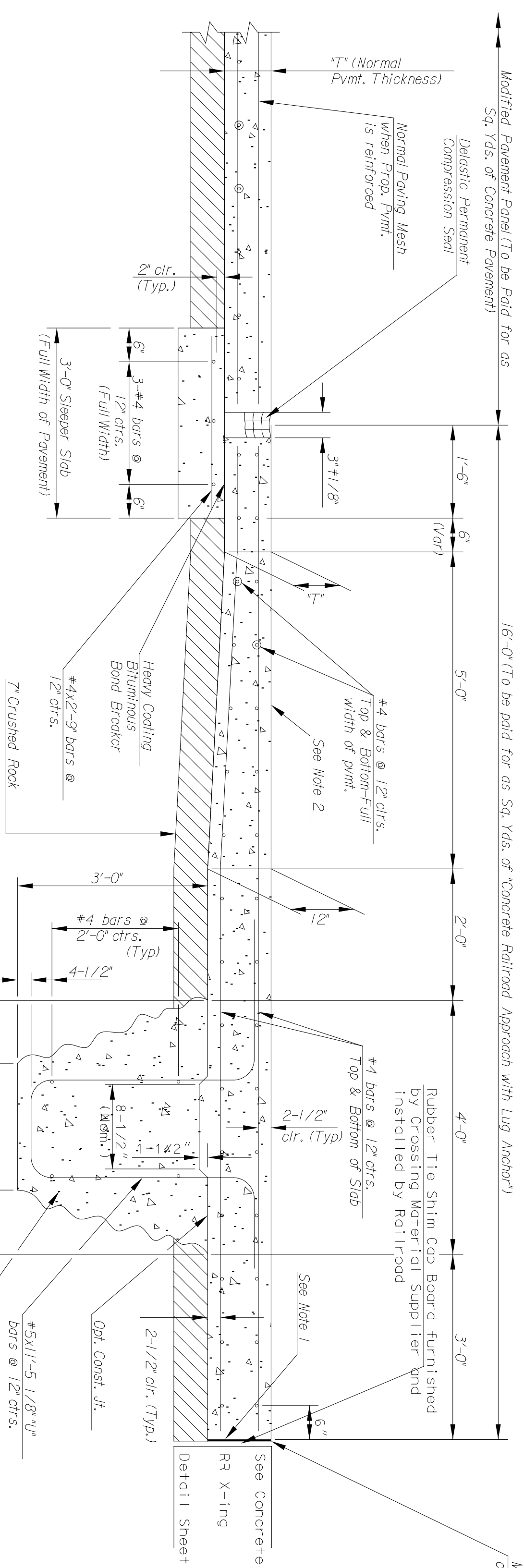


**PLAN**

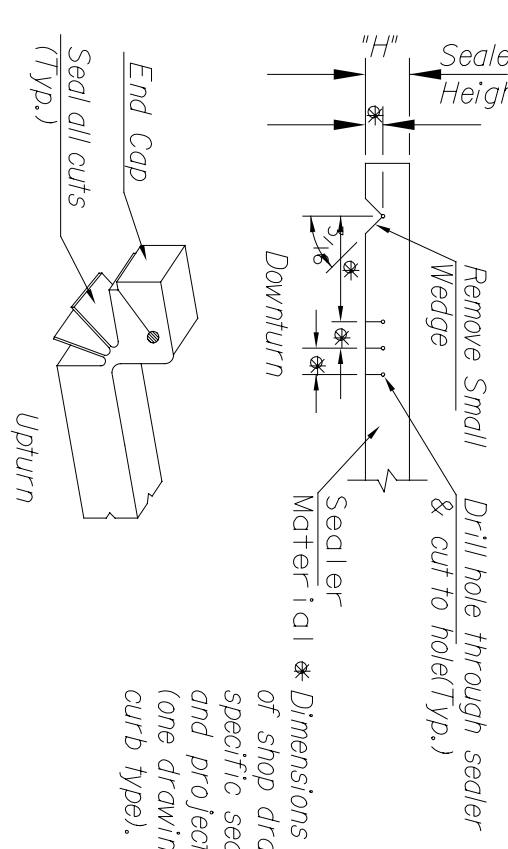
**APPROACH PAVING TO 90° RUBBERIZED RAILROAD CROSSING**



**BENDING DIAGRAM**



**EXAMPLE CUTTING AND BENDING DETAILS**



NOTE 1: One thickness of 90# for paper for bond breaker on all mating surfaces between pavement, sidewalks, or drives and railroad crossing material; to be installed by paving contractor.

**SECTION A-A**

NOTE 2: Top of pavement true to X-slope and grade established by plan elevations and match of rubberized crossing insulation (See special notes).

REV. 12-11-00, MCG

		RR X-INGS FOR NEW CONCRETE PAVEMENT	
		NEIL D. CABLE P.E. - CITY ENGINEER	
CITY ENGINEER'S OFFICE 1117 S. MAIN STREET 415 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-1501 (316) 268-1141 FAX	PROJECT NUMBER 472-84071	INDEX CODE 715235	DATE MAR 96
SHEET 56.10		RR New Concrete Pavement.DWG	