

STREET IMPROVEMENTS FOR

HARRY COURT

FROM THE N.L. HARRY STREET TO, AND INCLUDING, CUL-DE-SAC
TO SERVE LOTS 1 THROUGH 20 INCLUSIVE, HEDGEWOOD
ADDITION.

PROJECT NUMBER

472 76 245 81818 000 000 001

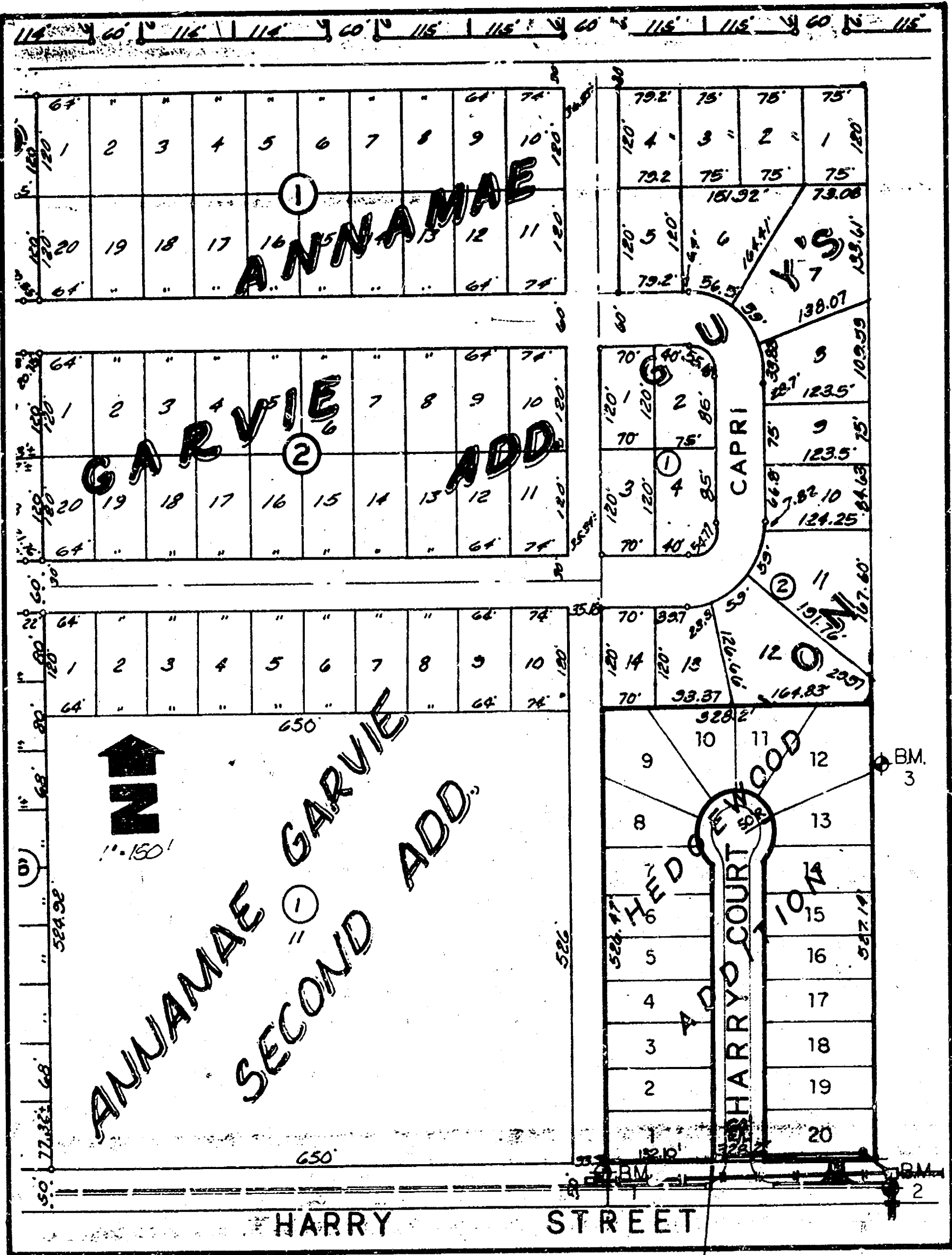
INDEX NO. 602771

GENERAL NOTES

1. Utility service lines, poles, valve boxes, meters, and etcetera are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. 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.
2. This project includes a certain amount of roll type curb construction. Roll Curbs shall be depressed through all driveway openings when such drives are constructed as a part of the project.
3. No more than 5 drives 20' feet in width, or equivalent combinations thereof, are to be constructed with this project.
4. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.
5. 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 in accordance with state laws.

BENCHMARKS

1. Spike in So. face of Prior Plat e. S.W. Cor. Lot 15, Blk. 2, Gulf's Addition (Lot 1, Hedgewood Addition). Elev. = 159.23 City datum
2. 1" dia. Cut in top of curb 164' E(?) and 24.6' N. E. intersection Harry Court & Harry Street. Elev. = 157.15 City datum
3. R.R. Spike 70.0' So. and 7.8' E. of 1/2" iron in N.E. Prop. Corner, Lot 18, Hedgewood Addition. Elev. = 166.51 City datum



1832.49 East of the
East p. of Rock Rd.

IMPROVEMENT DISTRICT



CITY of WICHITA, KANSAS
MICHAEL E. LINDEBAK
CITY ENGINEER

INDEX of SHEETS

Title Sheet	1
Typical 36" Pavement Detail Sheet	2
Plan Sheet - pmt.	3
Plan - Profile - SWS.	4
Shallow Type 'A' Manhole Detail	5
Standard Type 'A' Curb Inlet Detail	6
Earthwork Sections	7

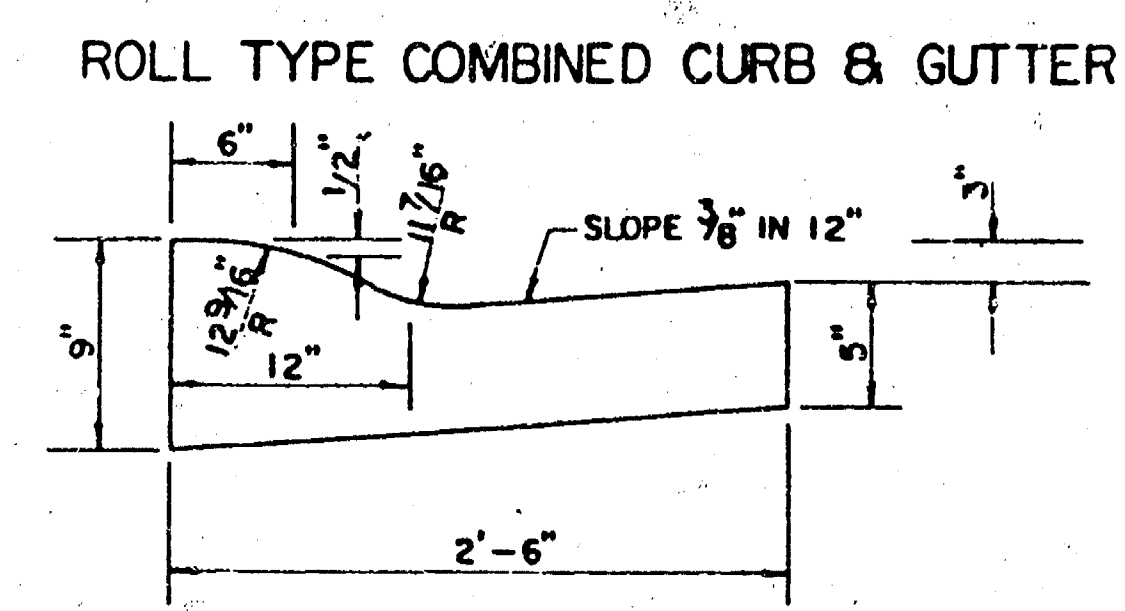
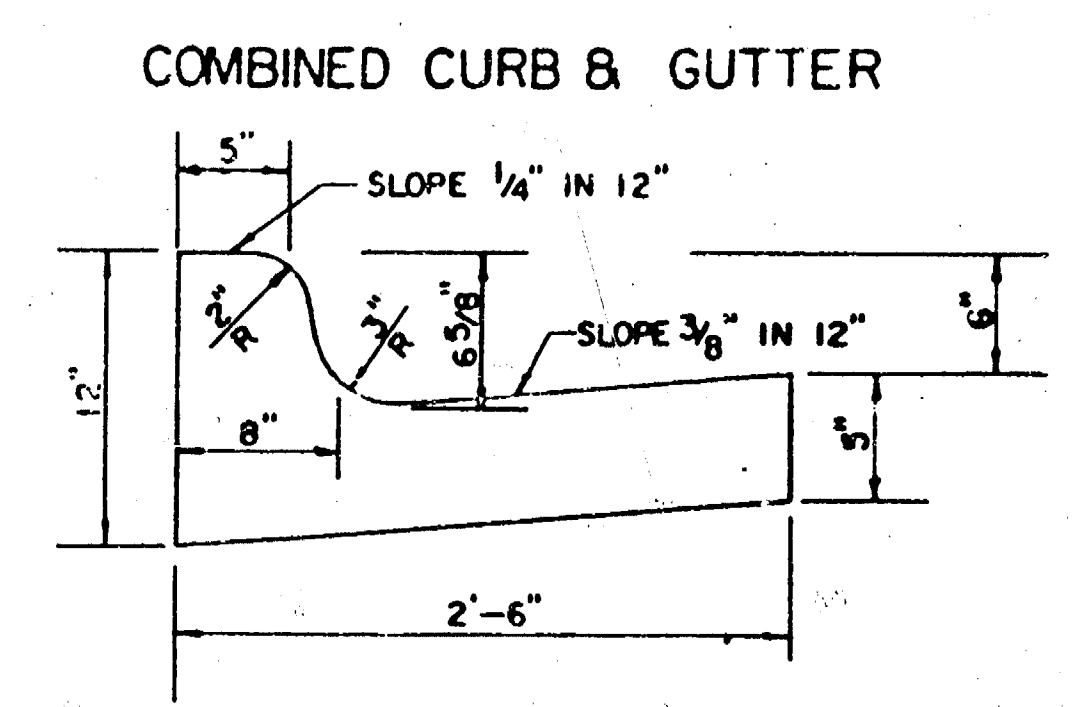
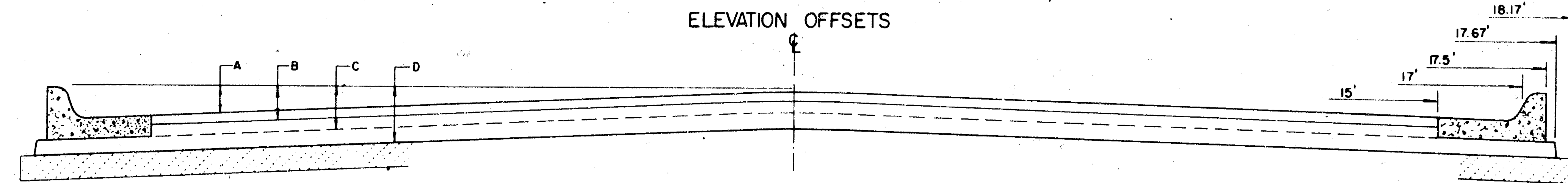
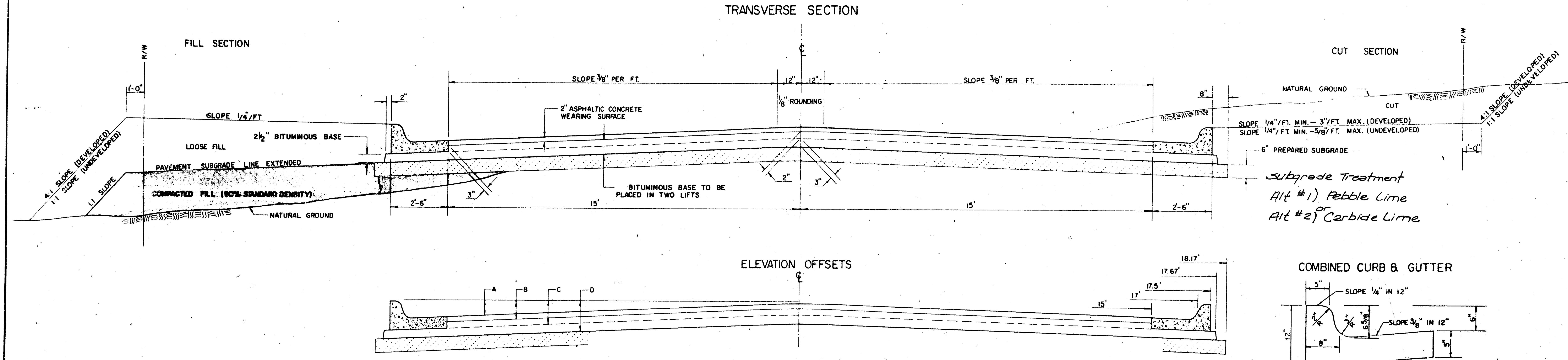


BOOKED: 1-10-89 MCG

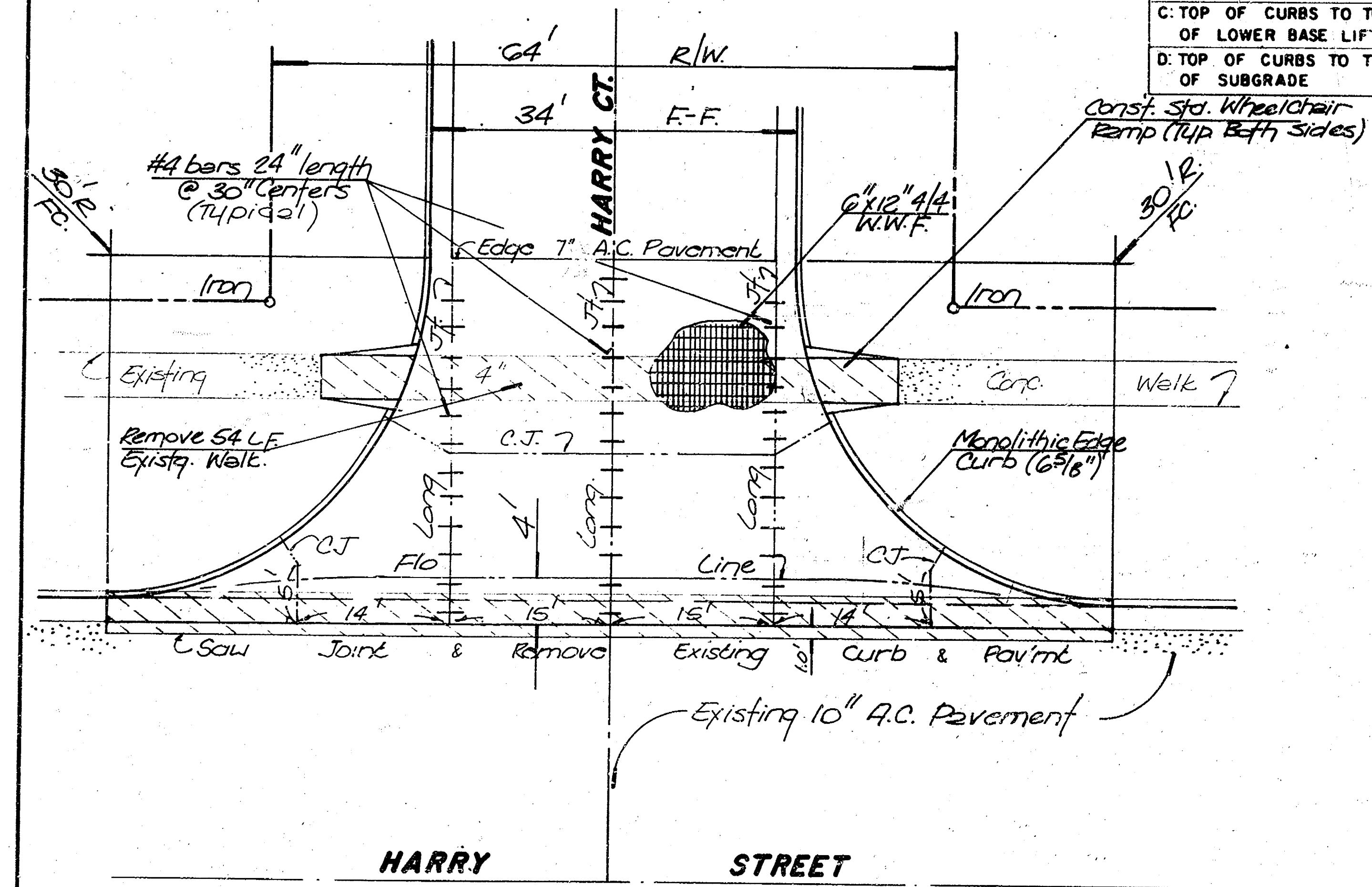
TITLE SHEET

BAUGHMAN COMPANY, P.A.				Sheet: 1
SURVEYING & ENGINEERING				1 of 7
316 262-7271 • 315 ELLIS • WICHITA, KANSAS 67211				
Design: B. Wooten	Drawn: J. M. M.	Appr'd: J. M. M.	Date: Nov 88	Scale: as noted

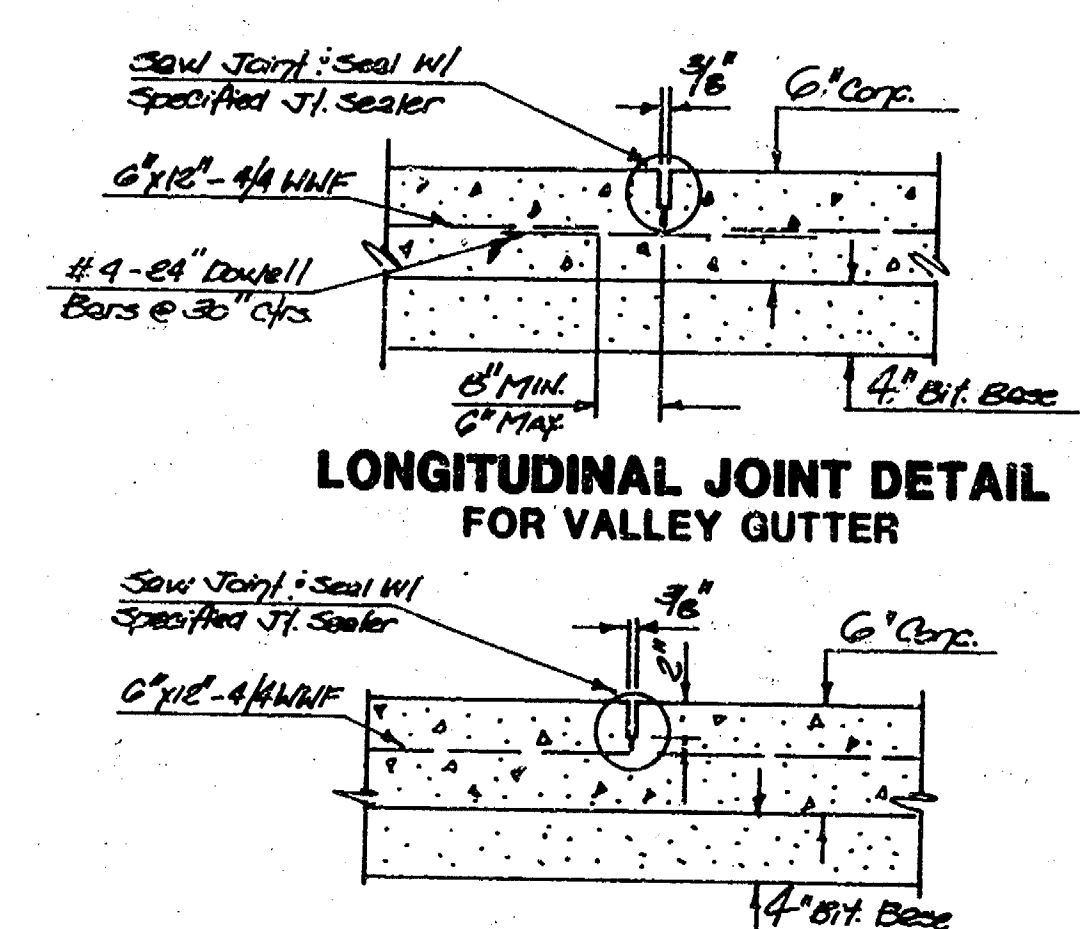
TYPICAL 35' PAVEMENT DETAILS



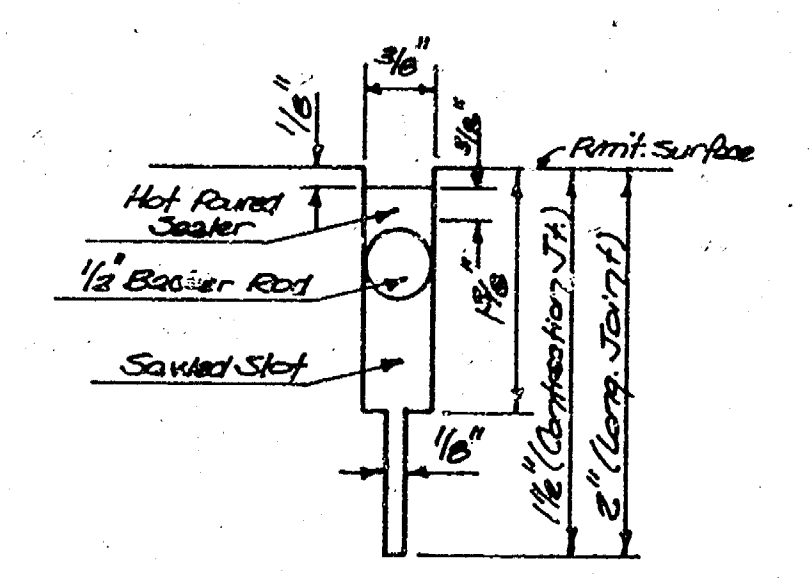
	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23



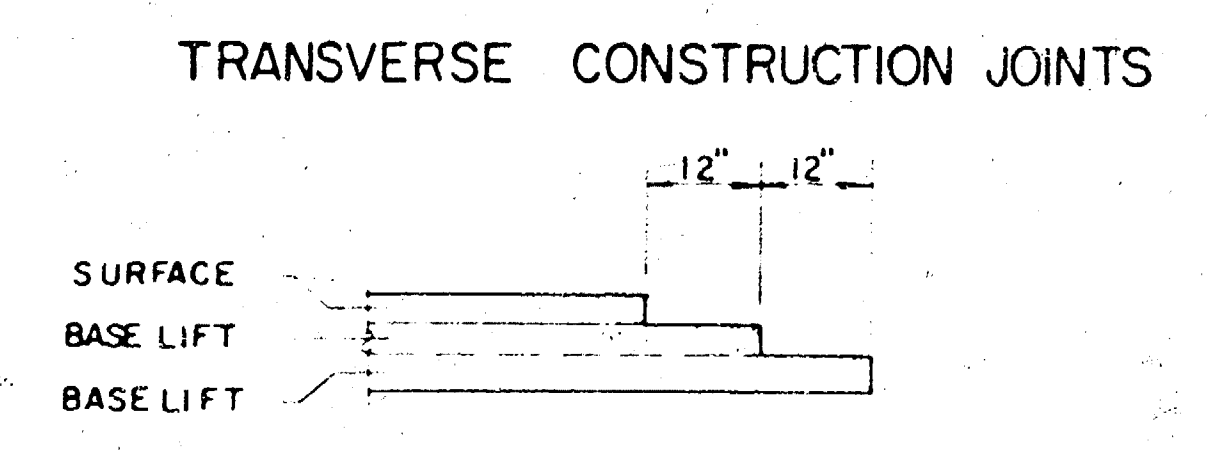
- GENERAL NOTES**
- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
 - 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
 - 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
 - 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
 - 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
 - 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.



CONTRACTION JOINT FOR VALLEY GUTTER



SAW JOINT DETAIL FOR CONT. AND LONG. JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENT AT LOCATION WHERE PAVEMENT CHANGES EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE UTILITY ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81818-000-000-001

BENCHMARKS

1. Spike in So. Face of Riser Pole @ S.W. Cor. Lot 15, Blk. 2, Gulf's Addn. (Lot 1, Hedgewood Addn.) Elev. = 159.23 City datum
2. "a" Cut in Top of Curb 164' E (1) and 216' N @ Intersection Harry Court & Harry Street. Elev. = 157.15 City datum
3. R.R. Spike 70.0' So. and 7.8' E of 1/2" Iron in N.E. Prop. Corner, Lot 12, Hedgewood Addn. Elev. = 165.51 City datum



Construct 10" Valley Gutter Pavement (6" Rein. Conc. w/ 4" Bit. Base) and Monolithic Edge Curb (6" B & 1/2").

Remove existing 4" conc. wk. (6" L.F.) to Nearest Jt.

Construct 94" Wheelchair Ramp as per Std. City of Wichita specs.

Sta. of 100 "Nail"

Replace Existing MH Frame & Cover w/ new City std. Castings. Adjust North Rim to 151.65 & South Rim to 151.6.

Saw & Remove 94" L.F. of Existing 2" Surf. Course 10' from High Edge. Remove Existing Std. Comb. Curb & Gutter. Replace 2" Surf. Course as Necessary.

For Incidental Drainage See Sheet 4.

* Remove Existing Conc. Driveway: Walk As Shown. Saw & Remove 2" Surf. Course. 1.0' from High Edge. Conf. Std. Comb. Cb. Gut. and Replace 2" Surf. Course as Necessary See Note.

* NOTE:
This driveway is to be open and used as a construction entrance to the site until Harry Court is open to traffic. At this time, the Drive shall be removed, 2nd surface Course And Cb. Gutter Replaced As Noted.

INTERSECTION QUANTITIES	
SY Concrete Pavement	
SY Asphaltic Conc. Pavement (Asphaltic Base)	
SY Bituminous Base	
L.F. Combined Curb & Gutter	
L.F. Monolithic Edge Curb	
SF 4" Wheelchair Ramp	
SF 4" Walk	
CY Excavation	
CY Compacted Fill	
Lbs. Reinforcing Steel	
SY Manipulation	
Tons Lime or Cement	
SY Valley Gtr. 6" Concrete & 4" Asphaltic Conc. Base	

EARTHWORK QUANTITIES	
Excavation 1497.8	cy
Compacted Fill 0	cy
+ 10% 149.8	
Total 1647.6	cy
Subgrade Manipulation 2020	sy
Borrow Material 0	cy



HARRY COURT
N.L. HARRY STREET TO AND INCLUDING CUL-DE-SAC, HEDGEWOOD ADDITION.

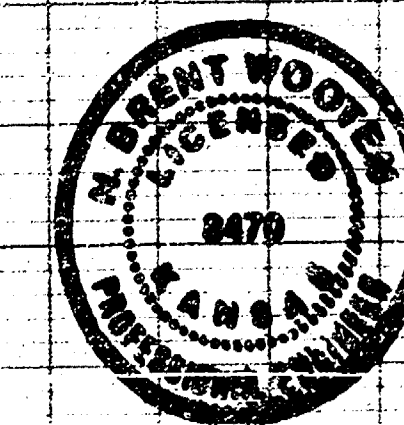
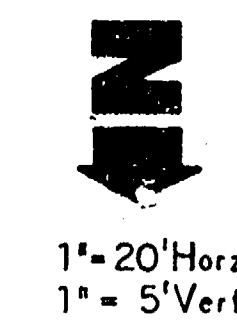
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

Design: B. Haden Drawn: G. M. Approved: M. J. Date: May 2007 Scale: 1"=20'

Project Number: 472.76.245.61/616.000.000.001

Sheet: 3 of 7

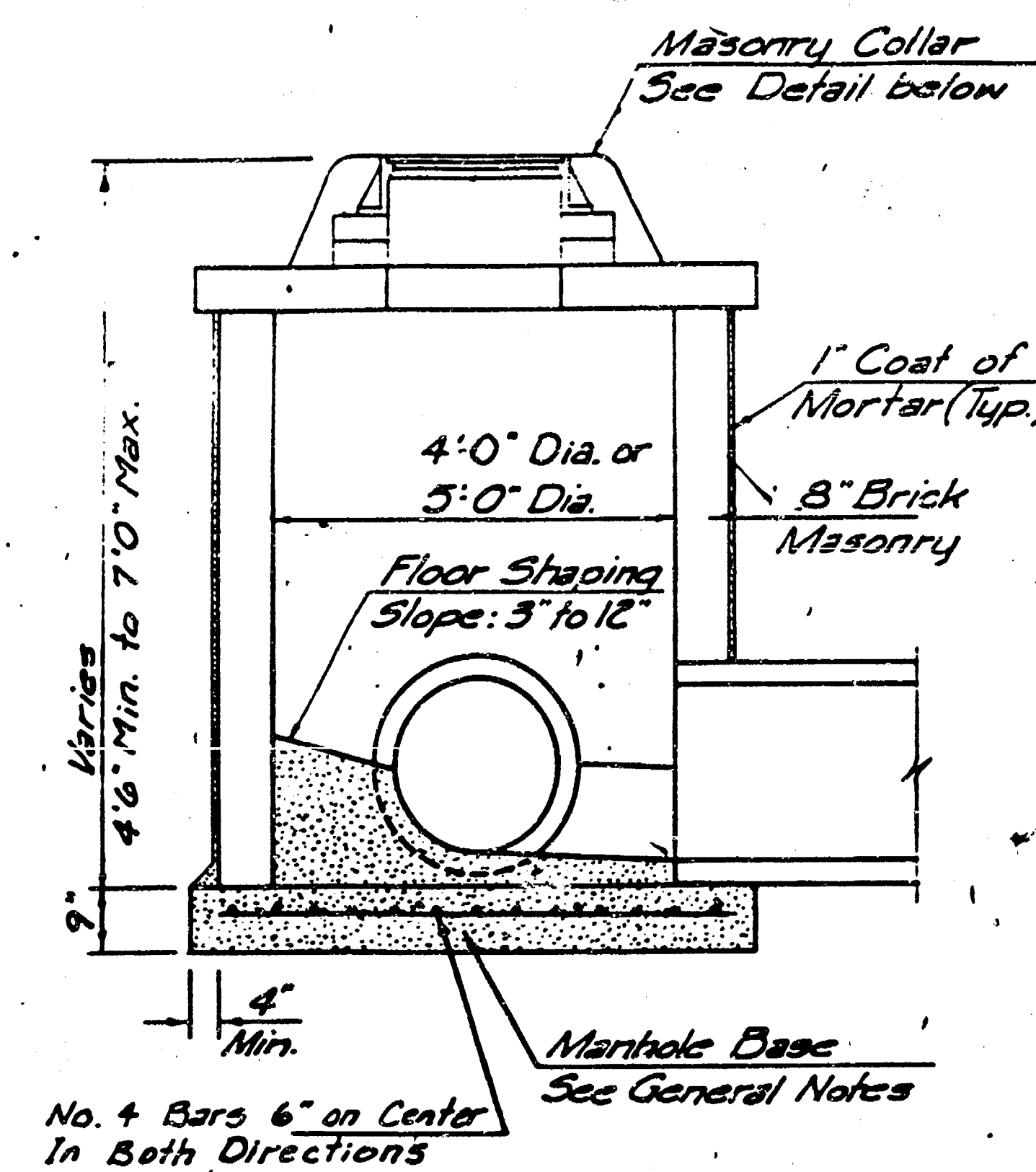
1. Spike in So. Face of Arrow Pile @ S.W. Cor.
Cut 15', Silt. 2', Guy's Noddy (Cut 1', Hedgeswood
Noddy). Elev. = 159.23 City datum
2. "a" Cut in Top of Curd 164'E(?) and 24'S'N.
@ intersection Harry Court @ Harry Street.
Elev. = 157.15 City datum
3. R.R. Spike 70.0' So. and 7.5' E of 1/2" Iron
in N.E. Prop Corner, Cut 12', Hedgeswood
Noddy. Elev. = 165.51 City datum



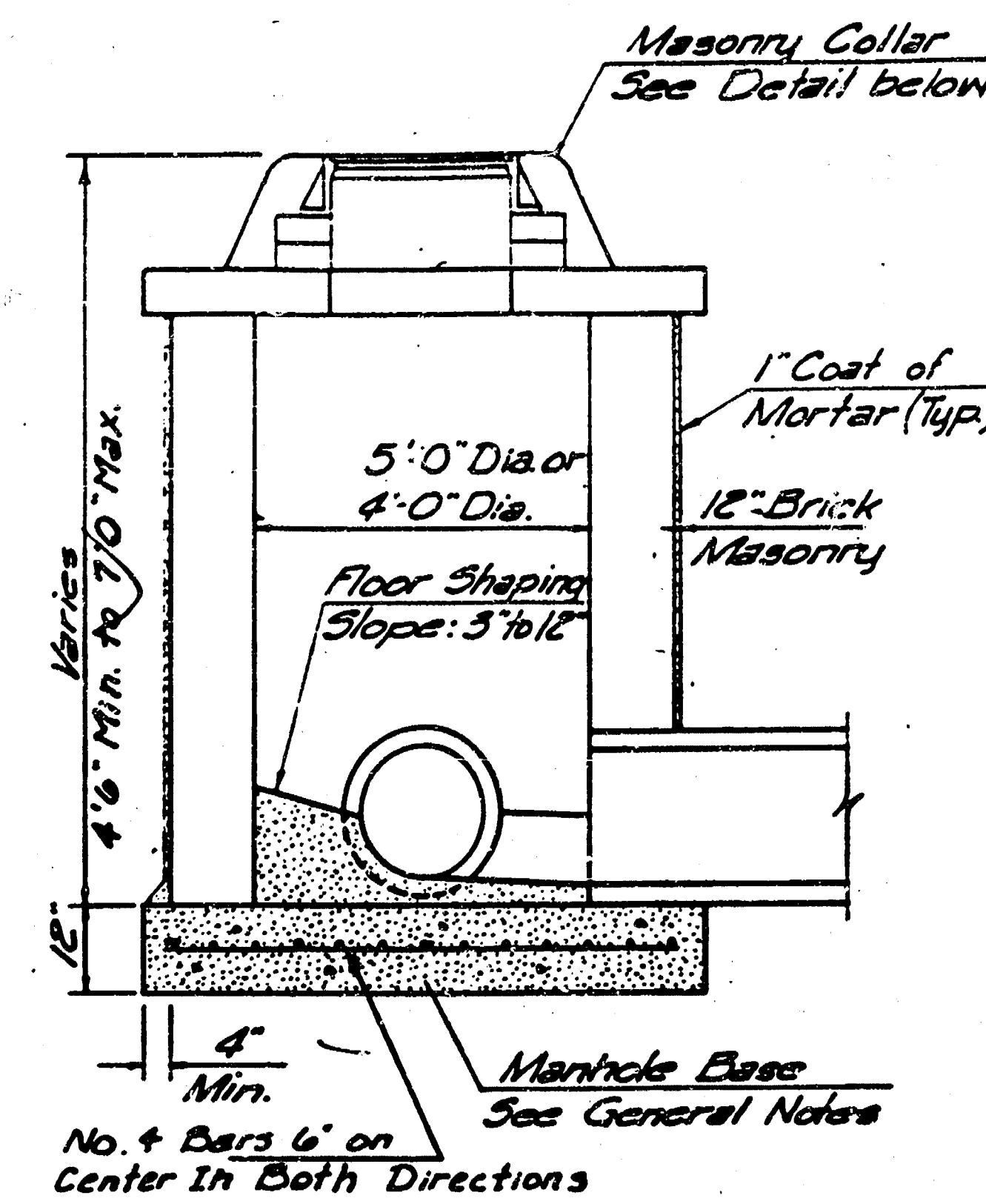
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

Design:	Drawn:	Approved:	Date:	Scale:
B. Watson	G. Smith	[Signature]	May 87	as noted

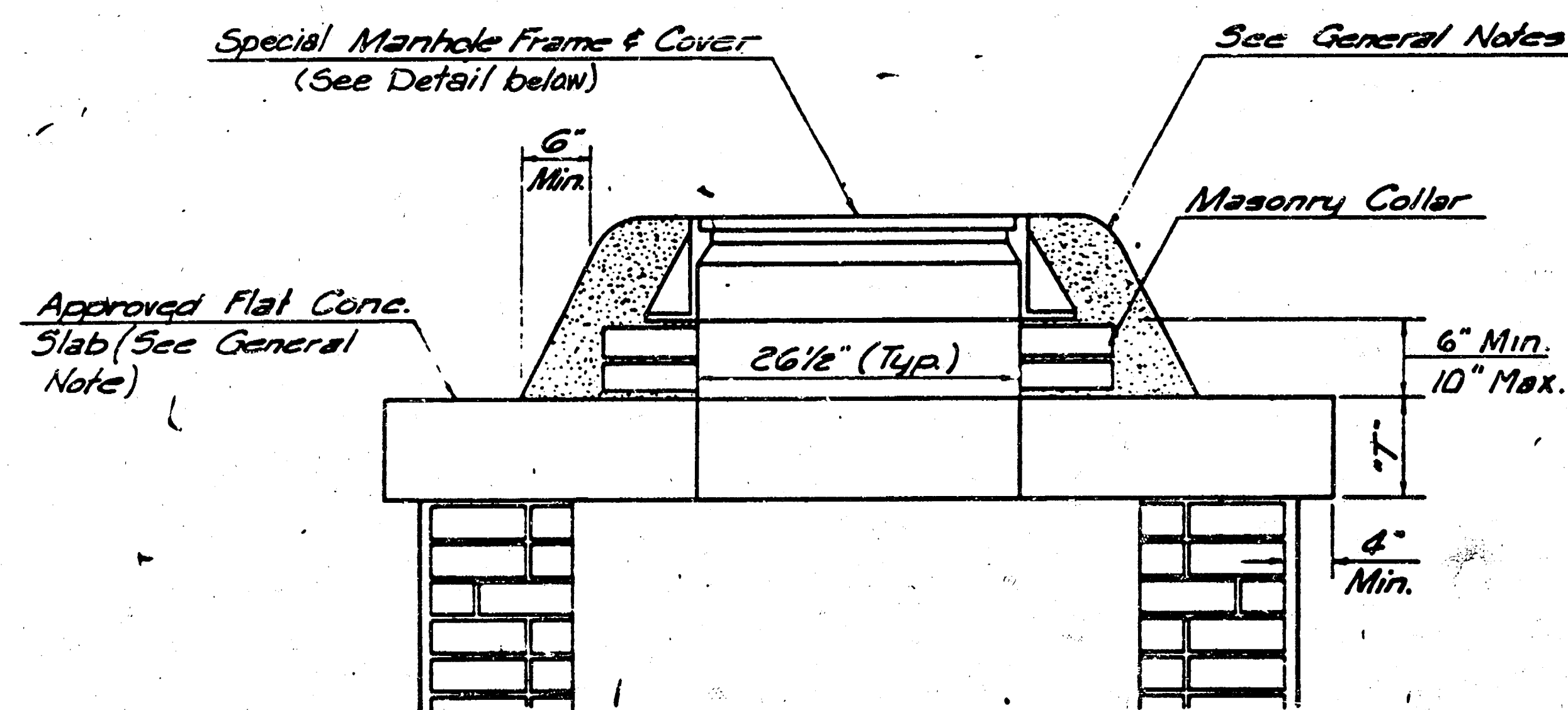
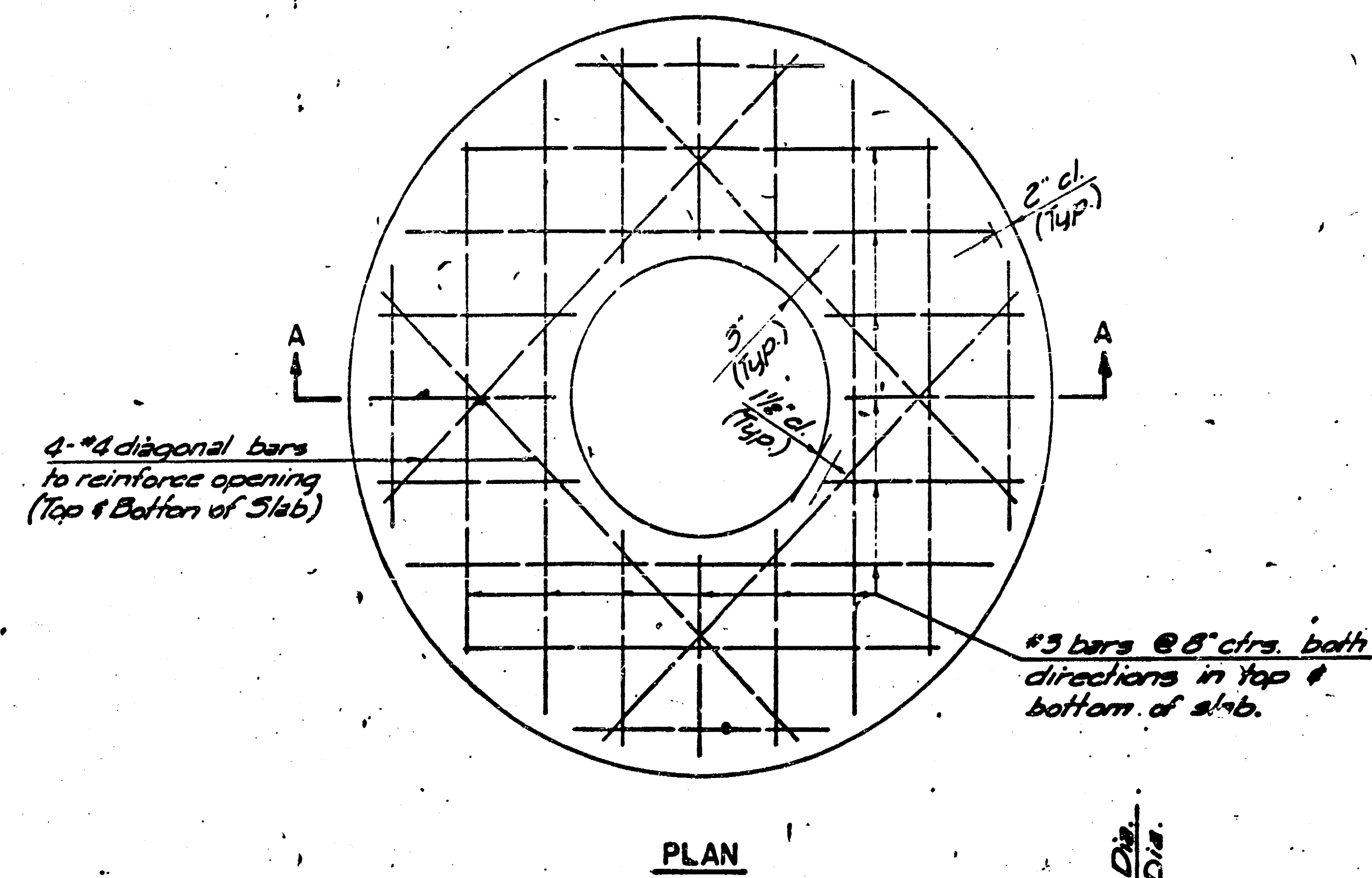
nt. Pol. No. 472-76295-81818-000-000-001



SHALLOW TYPE "A" MANHOLE



SHALLOW TYPE "B" MANHOLE



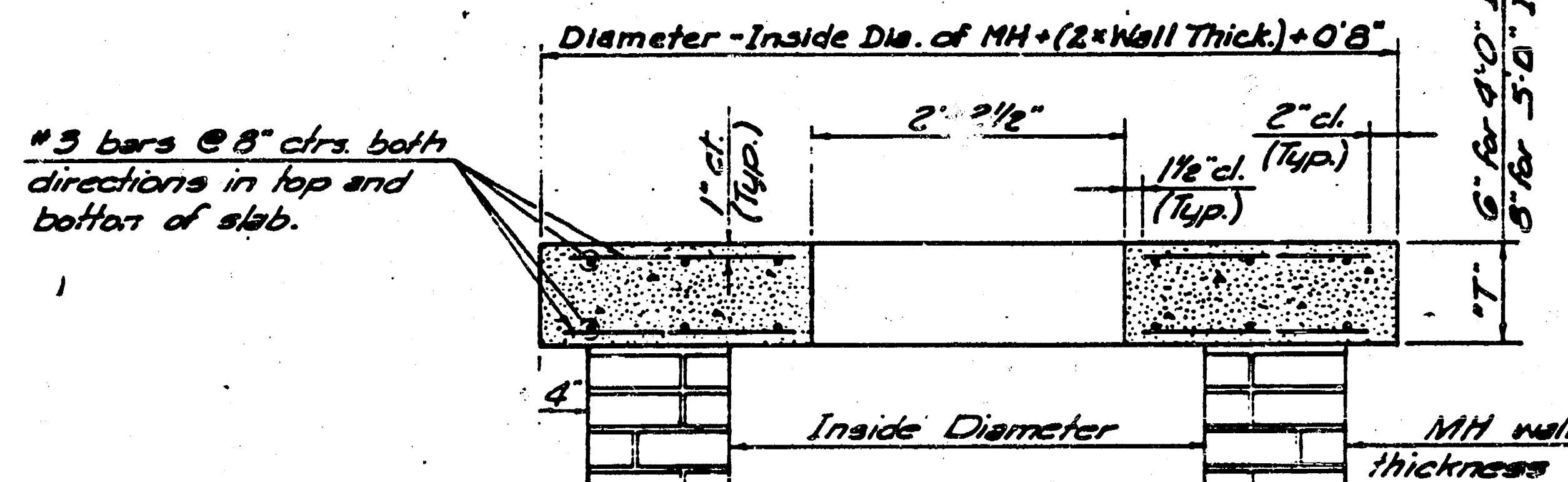
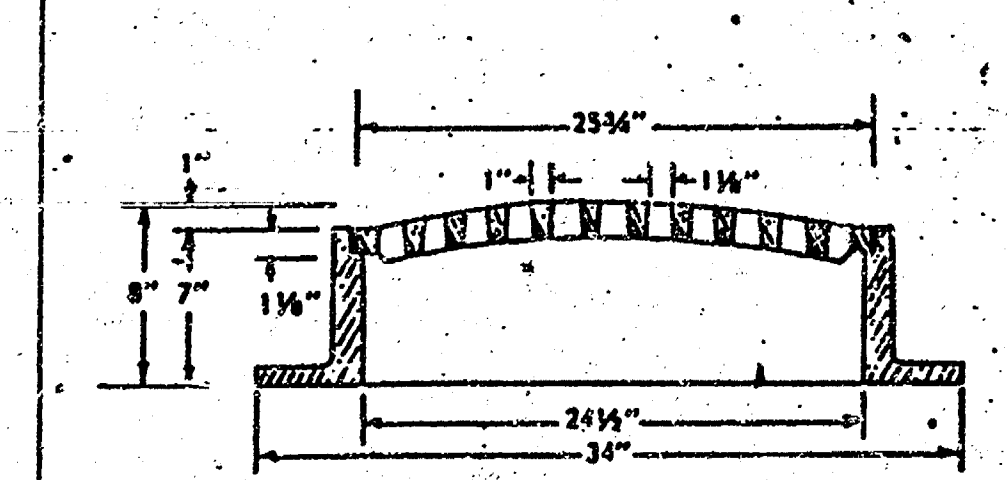
MASONRY COLLAR DETAIL

* NOTE: Taper the 8" Brick Masonry to 2 1/2" to match the Deeter Foundry Manhole Ring & Convex Cover, (#1070) shown below.

Deeter Foundry, Inc.

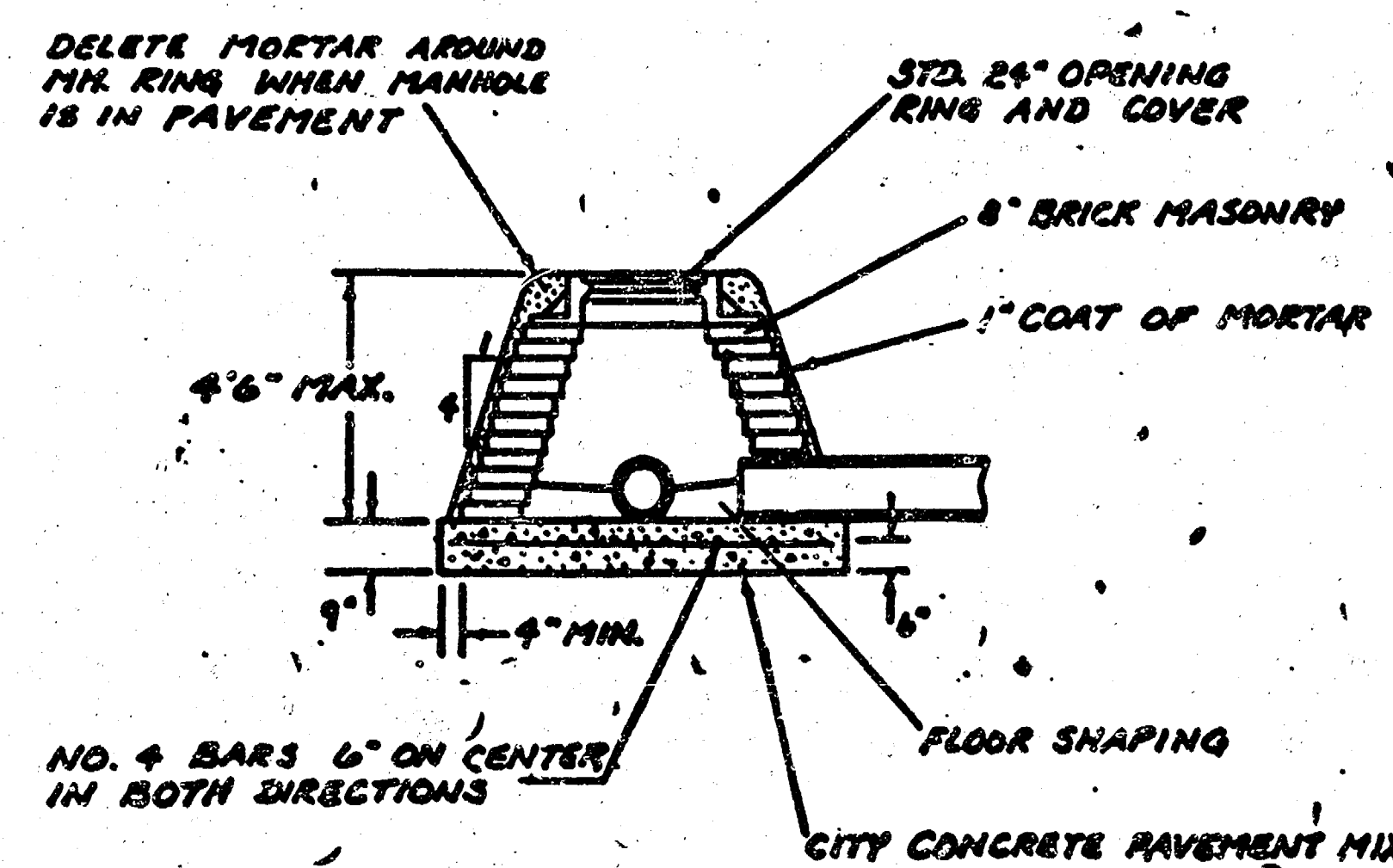
* 1070 Manhole Ring & Convex Cover

Shallow Duty
Total Wt. — 375#
1. Furnished with machined or ground
bearing surfaces.

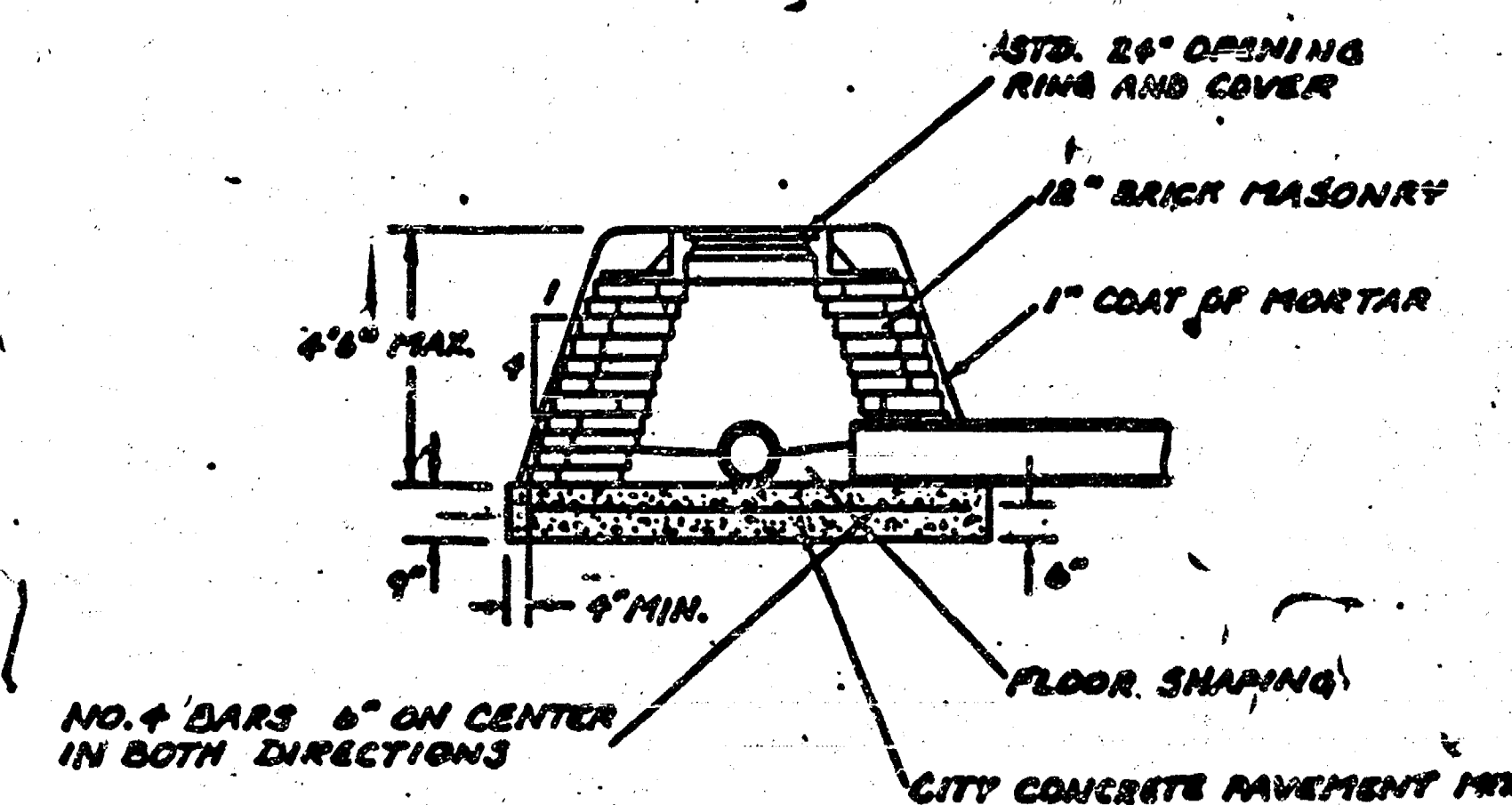


SECTION A-A

FLAT CONCRETE SLAB DETAILS



SPECIAL SHALLOW TYPE "A" MANHOLE



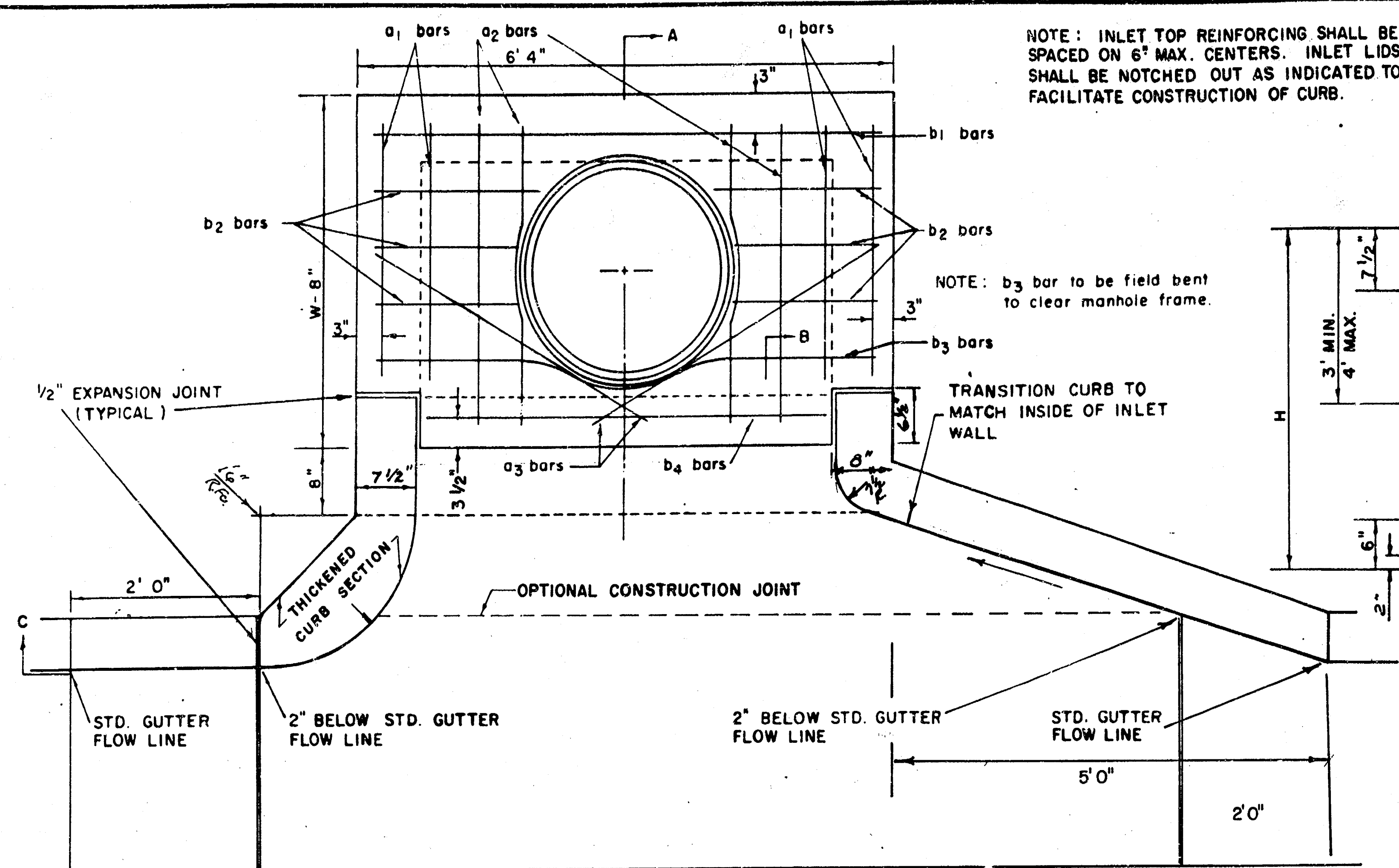
SPECIAL SHALLOW TYPE "B" MANHOLE

GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" SHALLOW MANHOLES CAN BE USED ON SEWERS WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4". MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5". COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
2. REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
3. THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF-CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF INDENTED TO REAR LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
4. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
5. MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.
6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
7. STANDARD SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE AND DIAMETER INDICATED. STANDARD SPECIAL SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE INDICATED. ALL STANDARD SHALLOW MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.

CITY OF WICHITA, KANSAS
STANDARD SHALLOW MANHOLES
TYPE "A" AND TYPE "B"
472-76-245-81818-000-000-001

Designed by _____ Checked by _____
Drawn by _____ Date _____ Job No. _____



NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

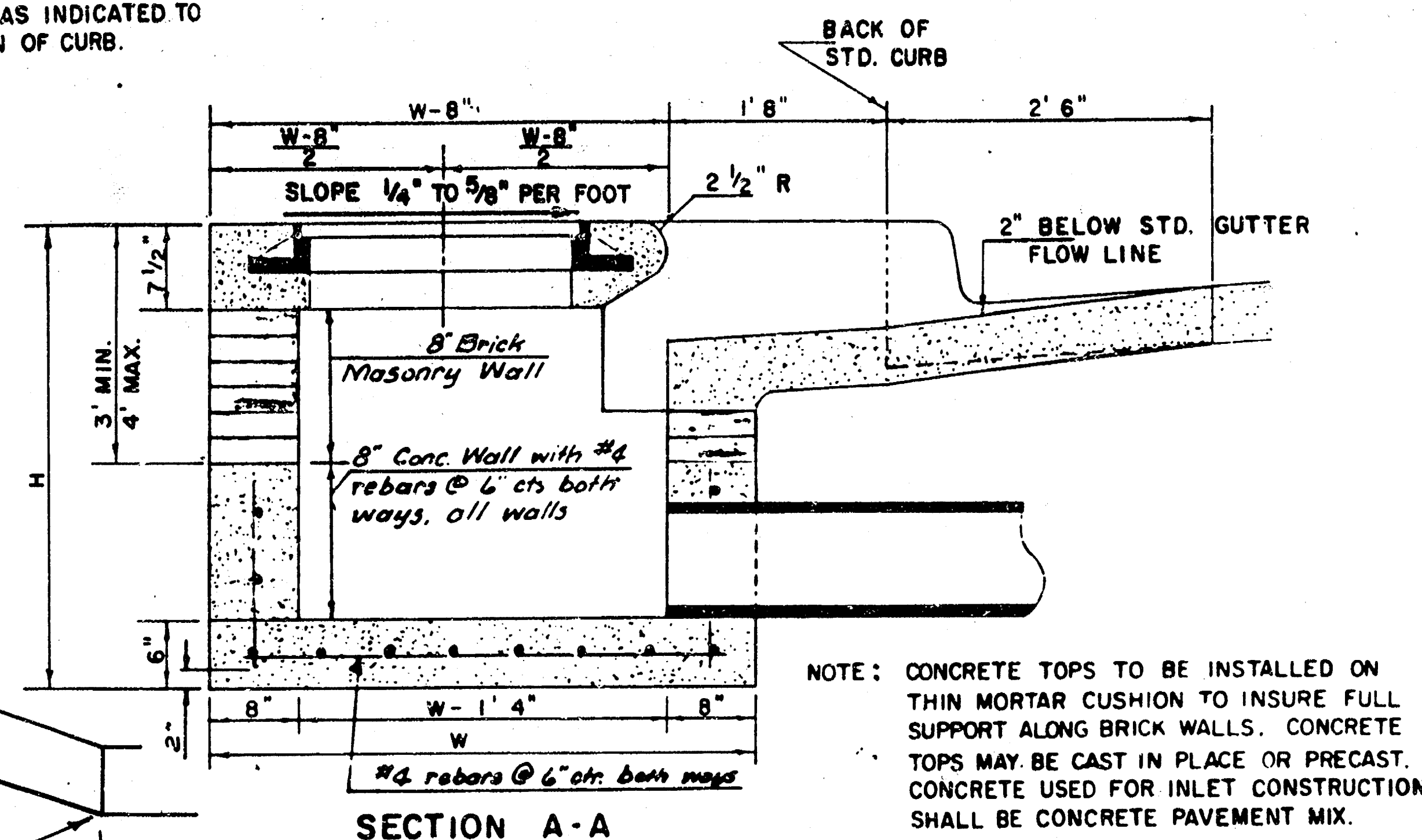
STEEL SCHEDULE

BAR	a ₁	a ₂	a ₃	b ₁	b ₂	b ₃	b ₄	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	*4	*4	*4	*4	*4	*4	*4	*4
W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	1'9"
W=5'4"	7'7"	8'7"	5'0"	6'1"	-	-	-	1'9"
W=6'4"	9'7"	10'7"	6'0"	6'1"	-	-	-	1'5"
W=7'4"	11'7"	12'7"	7'0"	6'1"	-	-	-	1'9"
W=8'4"	13'7"	14'7"	8'0"	6'1"	-	-	-	1'9"

* NOTE: a₃ BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

BENDING DIAGRAM

W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4' 4"	3' 8" x 6' 4" x 7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4' 8" x 6' 4" x 7 1/2"	24" & 30"	0.51 ±
6' 4"	5' 8" x 6' 4" x 7 1/2"	36" & 42"	0.64 ±
7' 4"	6' 8" x 6' 4" x 7 1/2"	48" & 54"	0.77 ±
8' 4"	7' 8" x 6' 4" x 7 1/2"	60" & 66"	0.90 ±

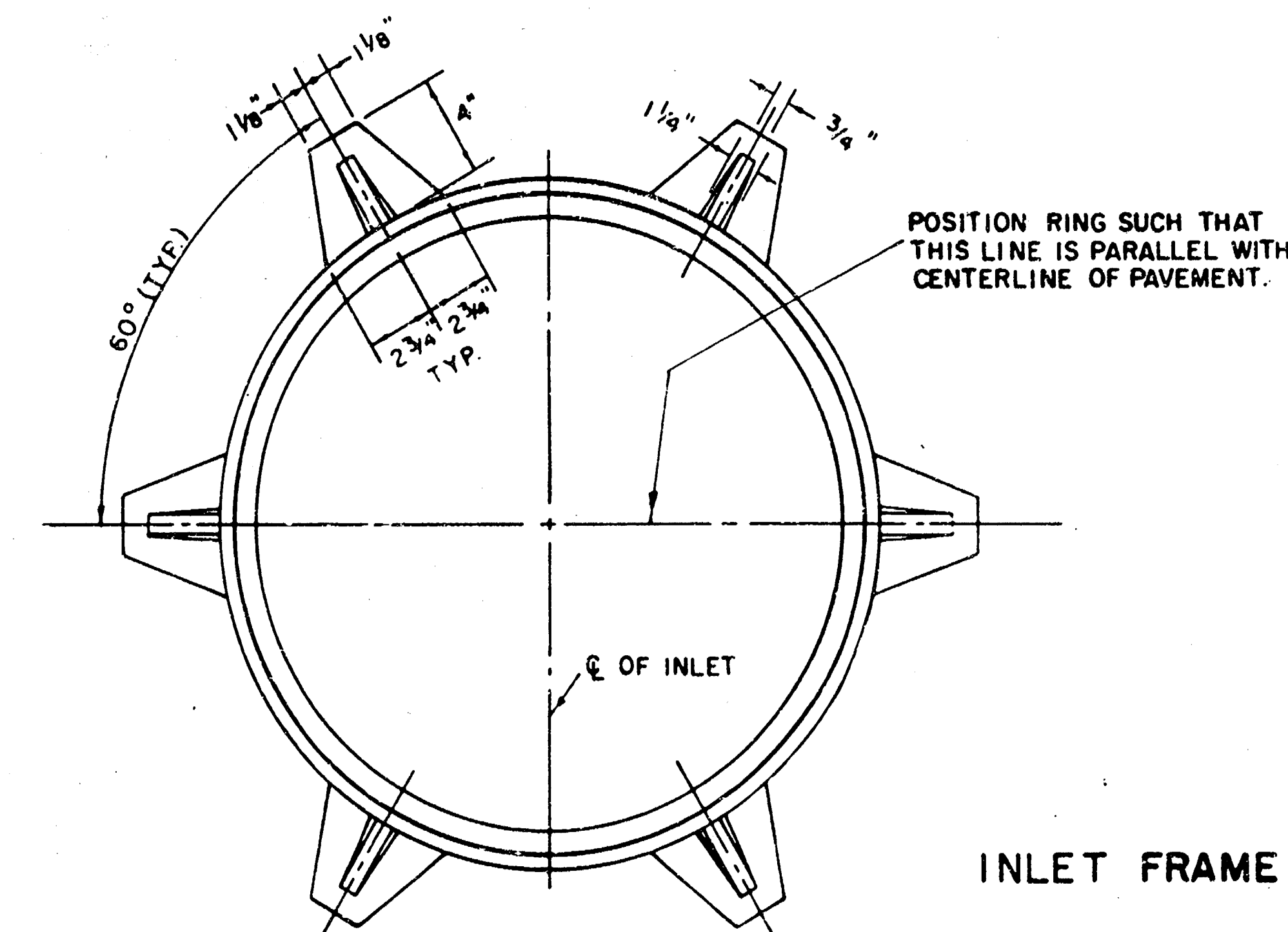


NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6' 4" AND H = 7' 0" OR LESS.

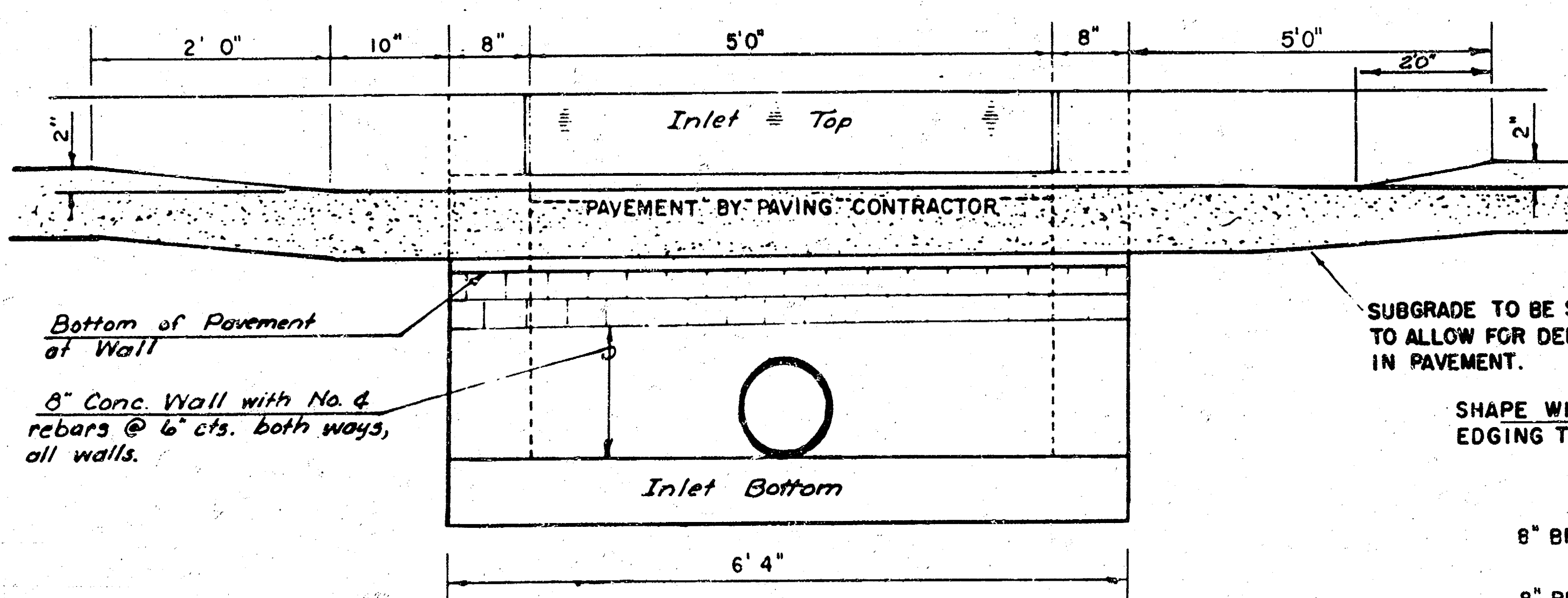
ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.

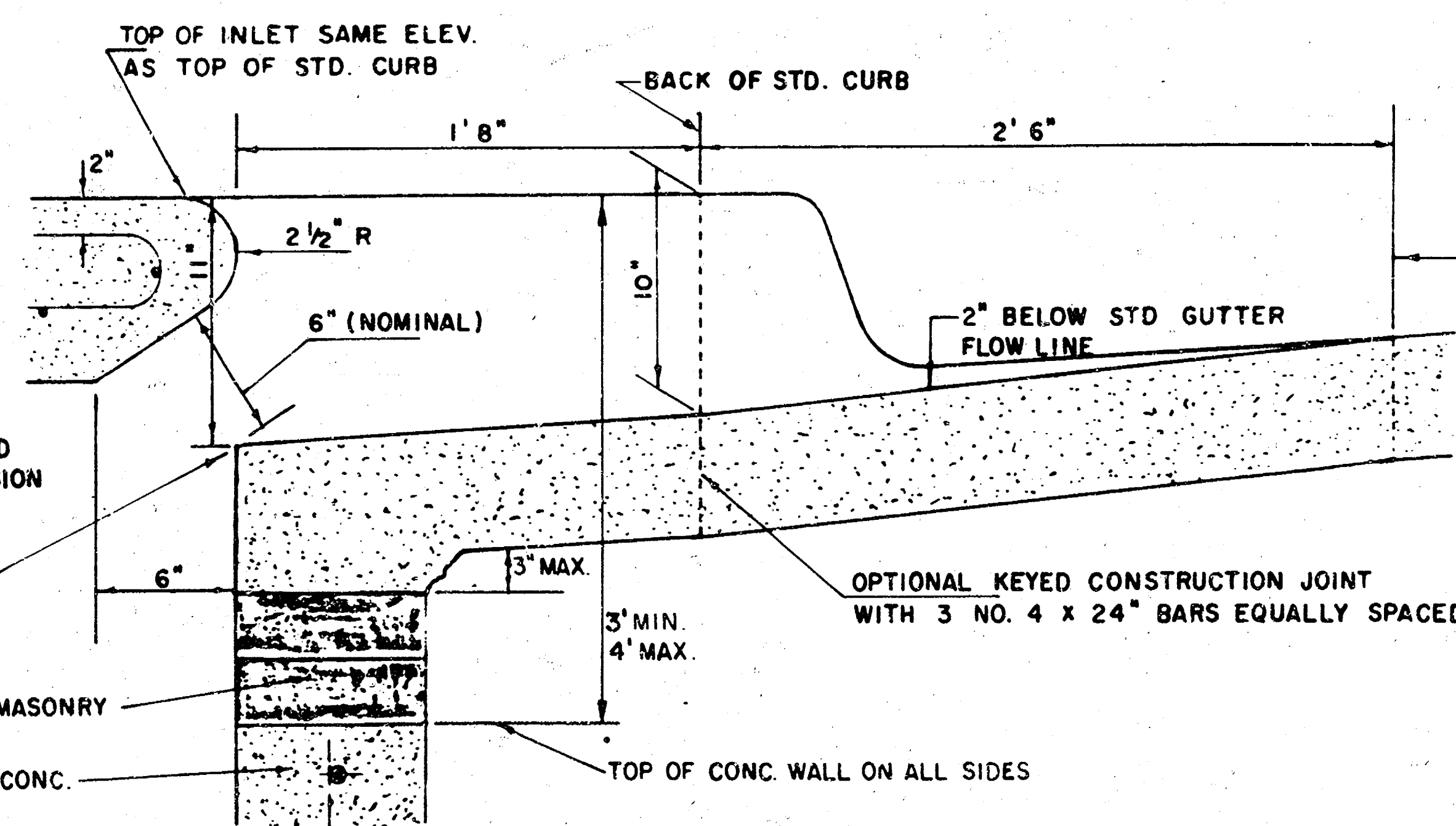


SUBGRADE TO BE SHAPED TO ALLOW FOR DEPRESSION IN PAVEMENT.

SHAPE WITH EDGING TOOL

8" BRICK MASONRY

8" REINF. CONC.



LIMITS OF GUTTER SHAPING AND/OR EDGE OF COMB. CURB AND GUTTER

REVISED 12-21-1984

DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 5' 0"

472-76-245-81818-000-000-001

JUNE 1984

6

7

