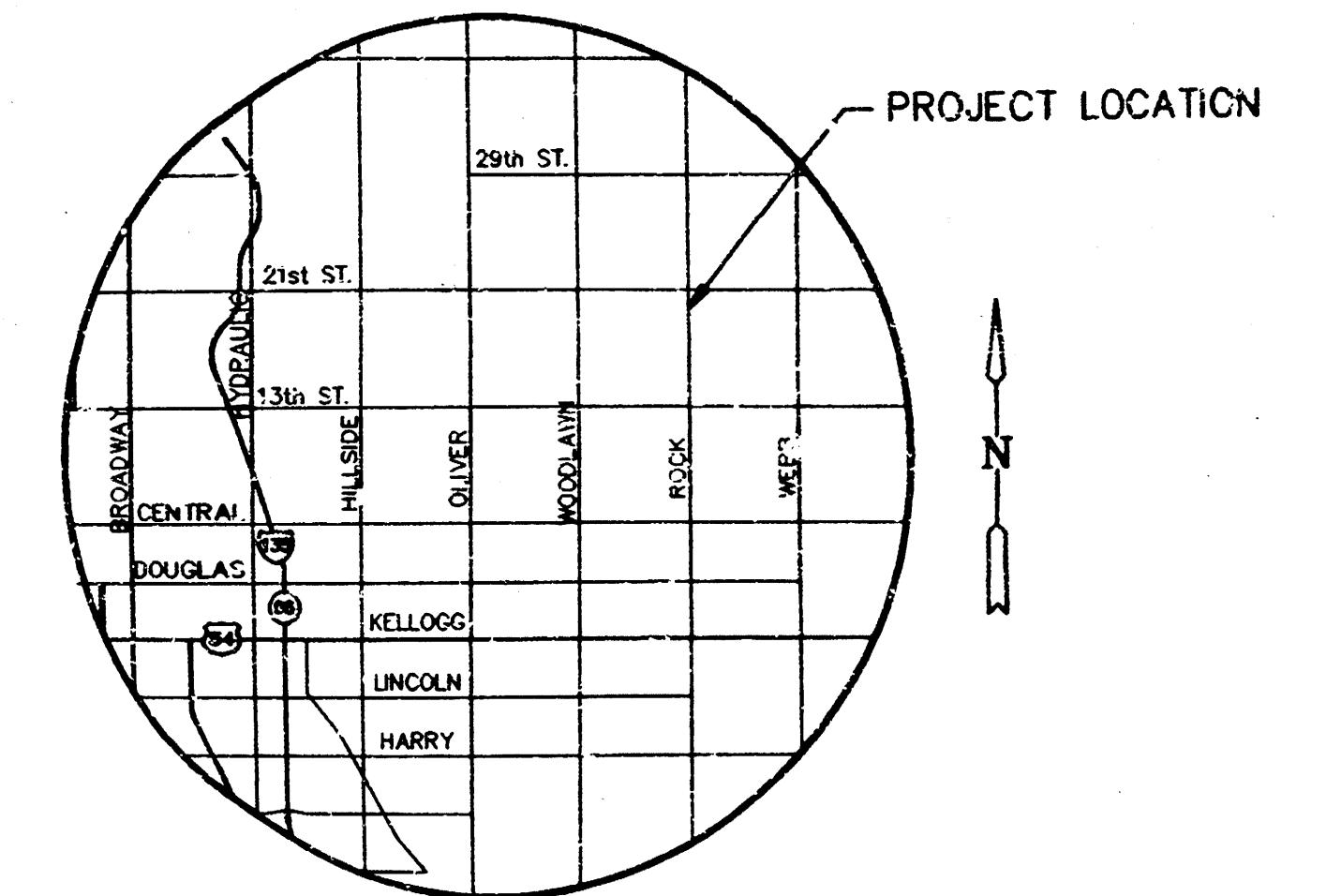


BENCHMARKS

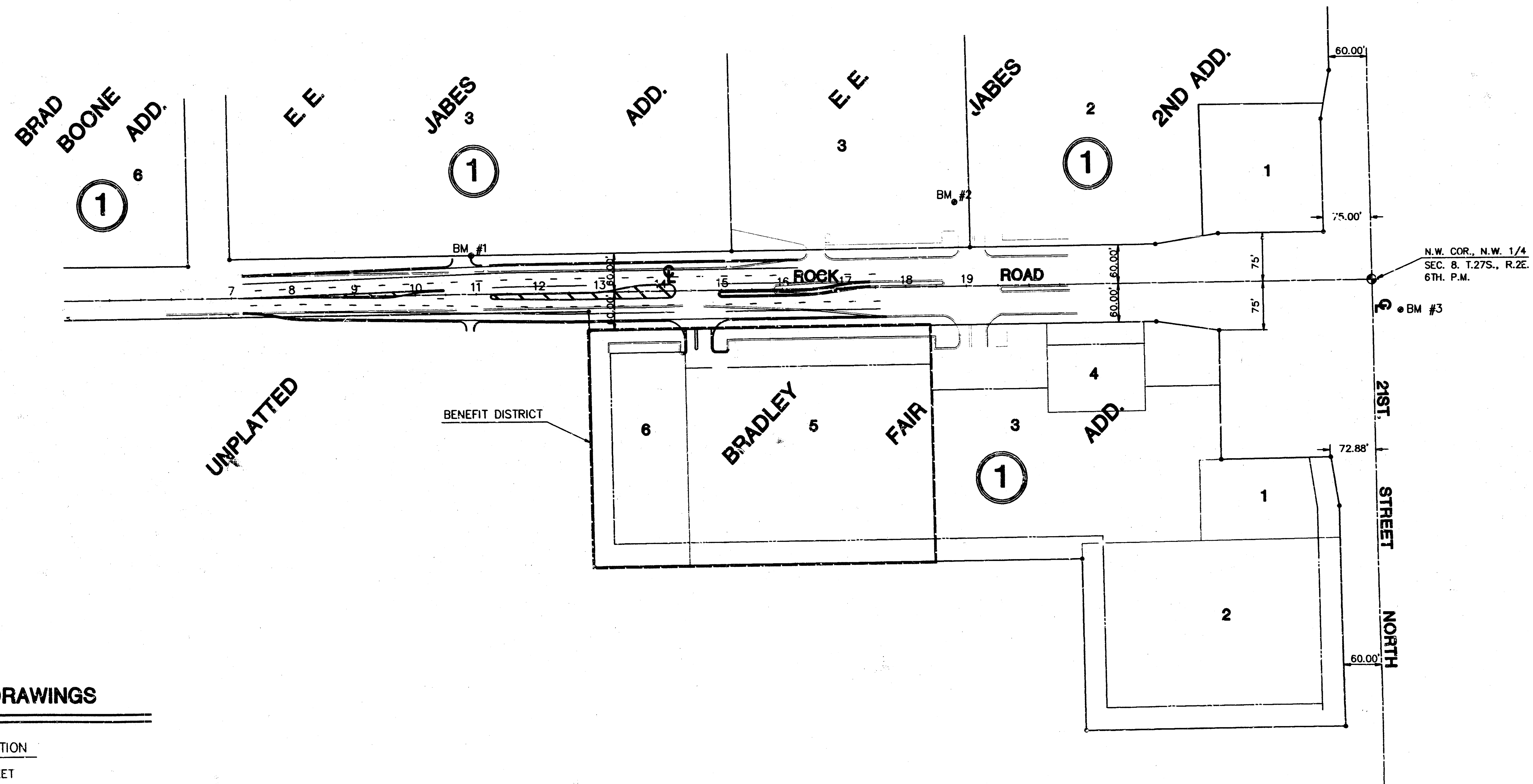
- BM #1 "C" CUT ON BACK OF WALK N. SIDE OF DRIVE TO SUNDANCE APARTMENTS.
ELEV. = 214.85
- BM #2 "C" CUT ON E. SIDE OF L.P. BASE 675' S. & 130' W. OF CENTERLINE 21ST & ROCK ROAD.
ELEV. = 220.09
- BM #3 "C" CITY OF WICHITA DISC 45' N. AND 48' E. OF CENTERLINE OF 21ST AND ROCK ROAD.
ELEV. = 214.57

PAVING PLANS FOR BRADLEY FAIR NORTH ROCK ROAD IMPROVEMENTS PROJECT NO. 472-82341

CITY OF WICHITA, KANSAS
MICHAEL E. LIN, EBAK, CITY ENGINEER
INDEX NO. 762138

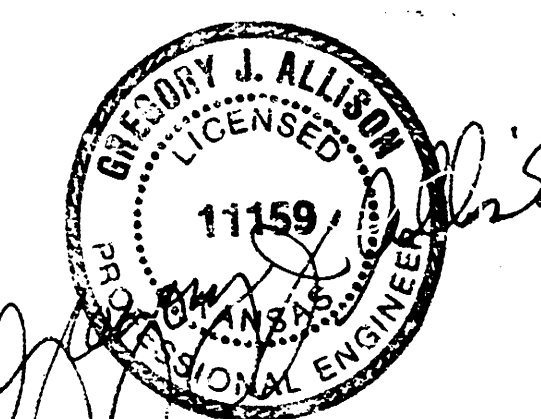


CITY OF WICHITA

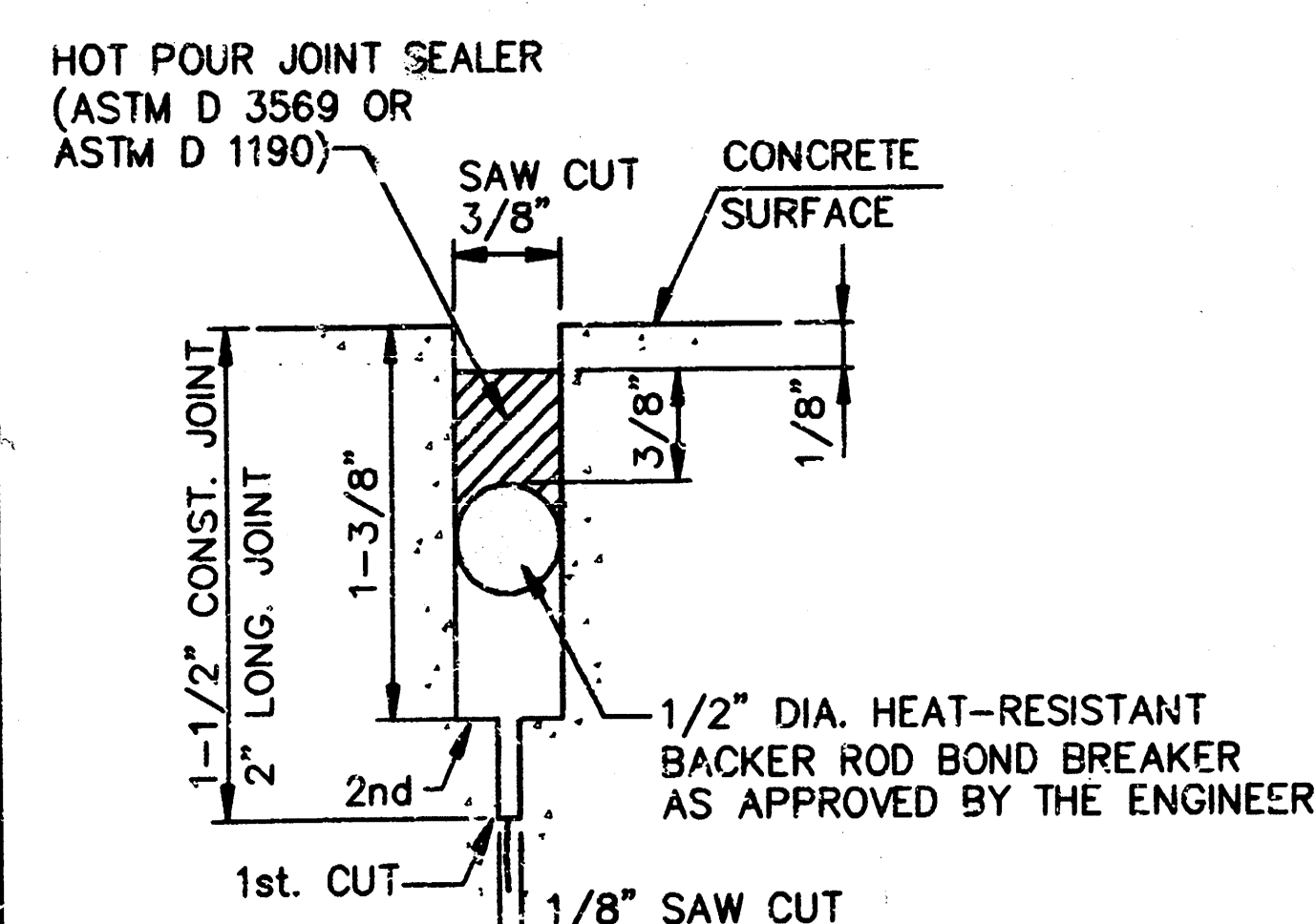
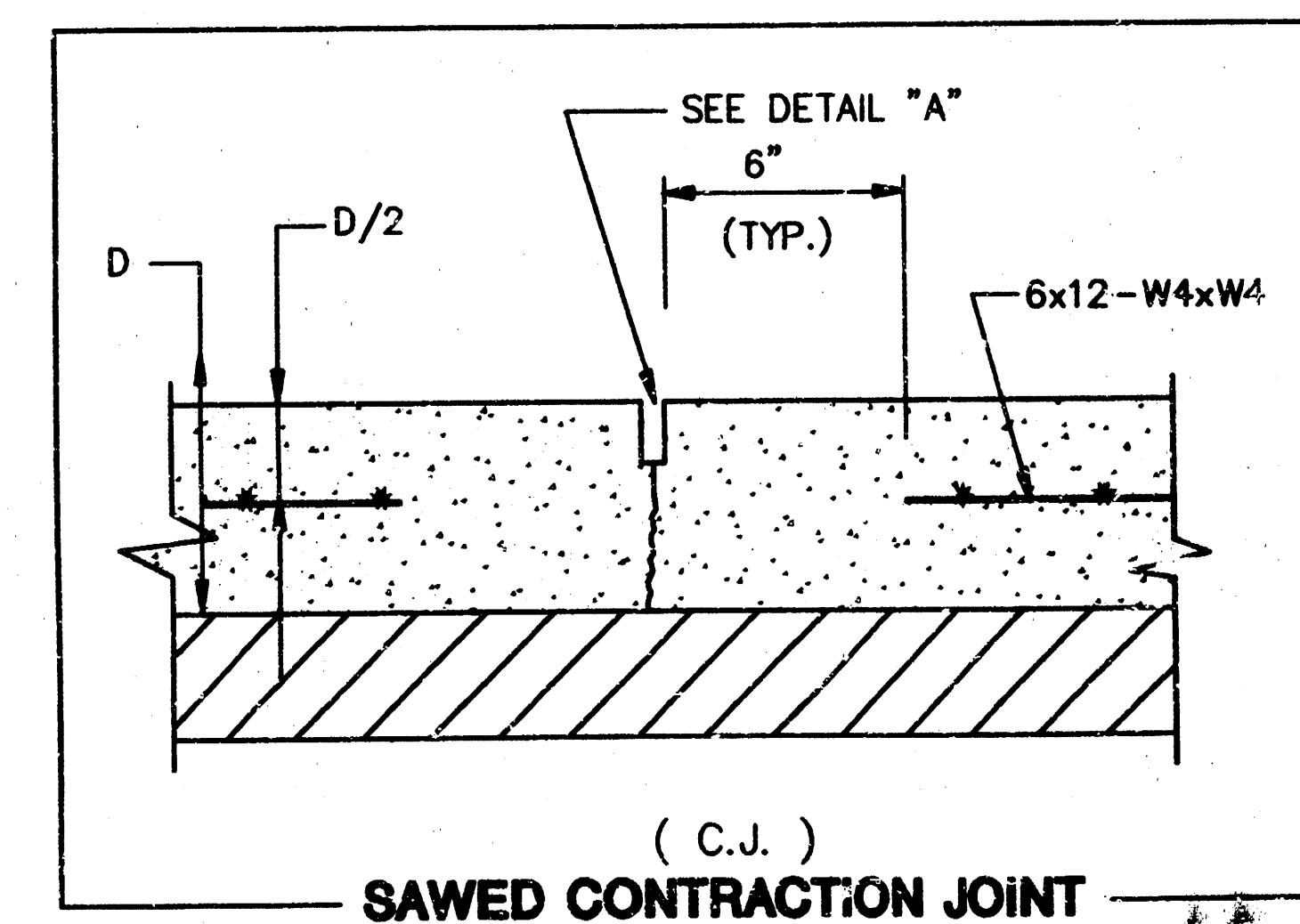
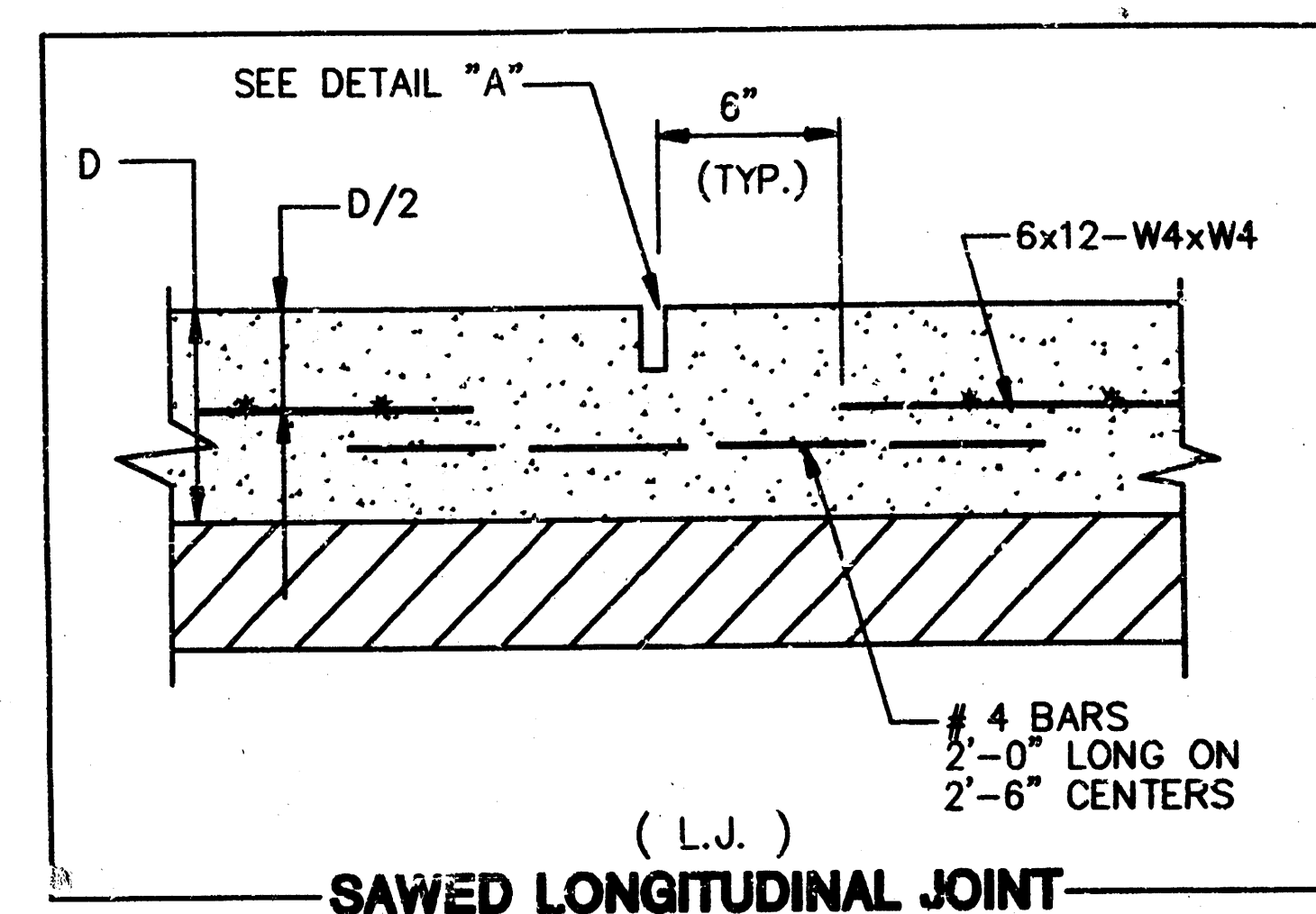
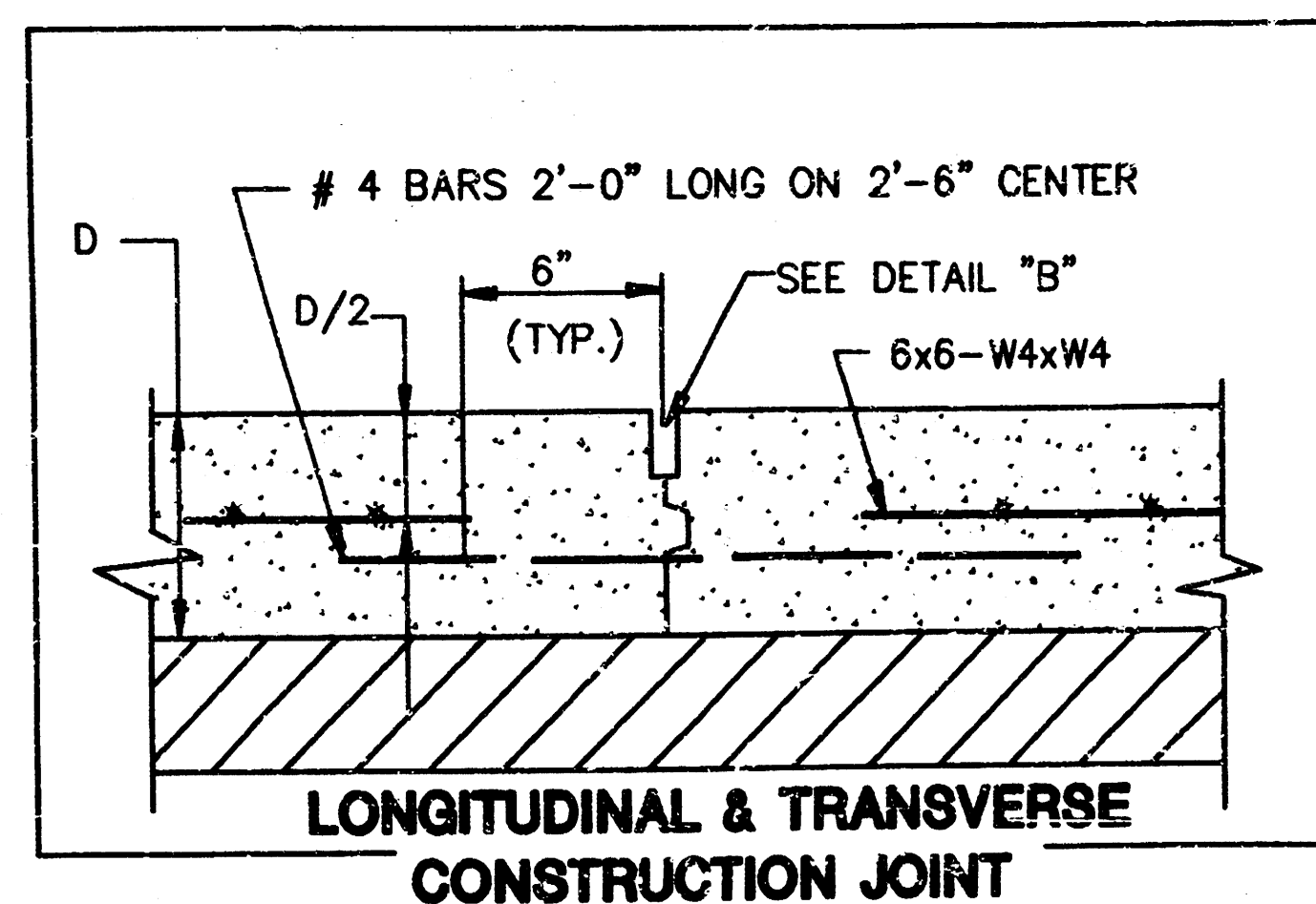


INDEX TO DRAWINGS

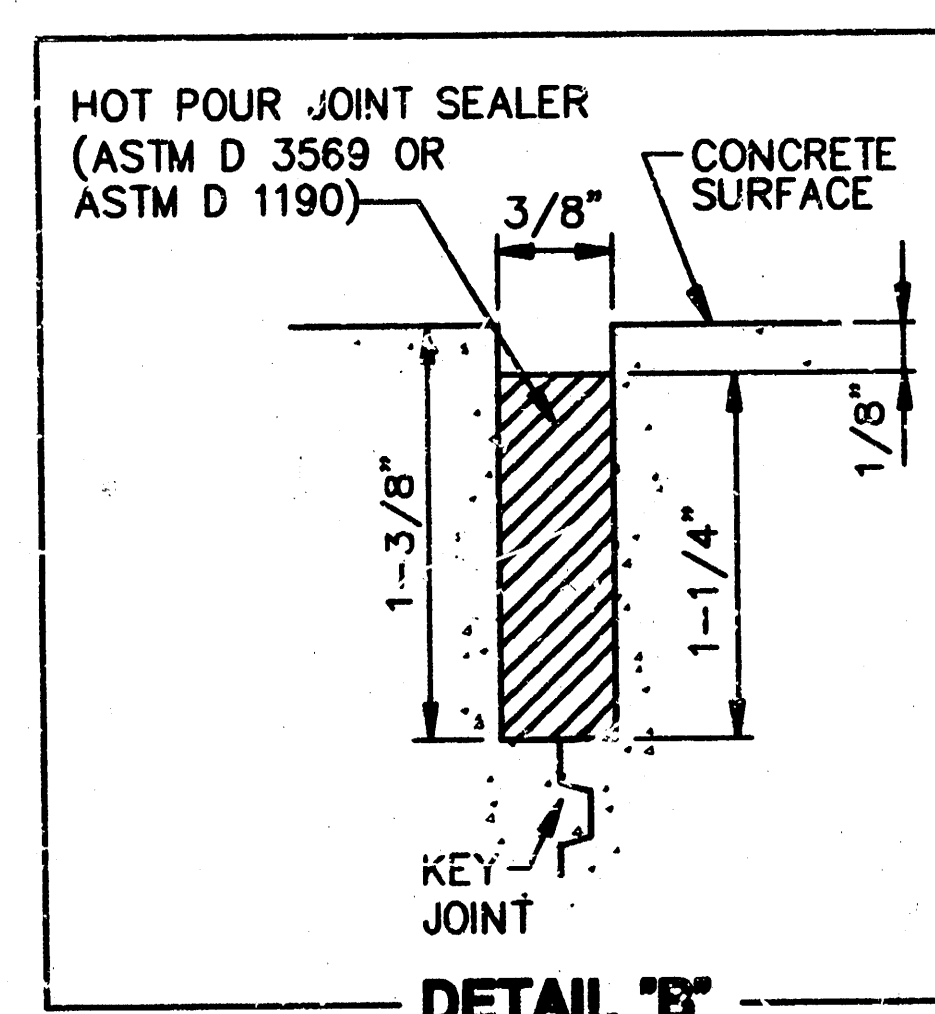
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES & DETAILS
3	PAVING DETAILS
4	STANDARD DRIVE ENTRANCE DETAILS
5	PAVING PLANS STA. 7+00 TO 13+00
6	PAVING PLANS STA. 13+00 TO 19+00
7	CURB INLET DETAILS
8	MANHOLE DETAILS
9	COLD PLASTIC PAVEMENT MARKING & SIGNING PLANS & DETAILS
10	LANDSCAPE PLANS STA. 7+00 TO 18+00
11	CROSS SECTIONS STA. 7+21.40 TO 14+00
12	CROSS SECTIONS STA. 14+50 TO 17+67.17



	BRADLEY FAIR NORTH ROCK ROAD	Design JTC
	PAVING PLANS	Drawn by JTC Checked by GJA Date JUNE/94 Job no. 93092
MID-KANSAS ENGINEERING CONSULTANTS, INC. 3500 N. ROCK ROAD #800 WICHITA, KANSAS 67226		Sheet 1 of 12



NOTE:
INITIAL CUT SHALL BE 1/8" WIDE.
3/8" CUT SHALL BE SAWED PRIOR TO SEALING, AFTER THE POSSIBILITY IF EDGE RAVELING.



GENERAL NOTES

- CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:
KANSAS ONE-CALL 1-800-344-7233
OR 887-2470 (LOCAL WICHITA)
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF EMERGENCY:
SOUTHWESTERN BELL TELEPHONE COMPANY 1-571-2115
CABLEVISION 262-4270 OR 263-2061
KPL GAS SERVICE COMPANY 263-7511
KANSAS GAS & ELECTRIC 264-1141
CITY OF WICHITA WATER & SEWER 260-4908
ARKLA 942-6350
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION.
- 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 OR CONTRACT DOCUMENTS 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.
- ALL ADJACENT BUILDINGS, STRUCTURES, PARKING LOTS, DRIVES, STREET PAVEMENTS, UTILITY LINES, UTILITY STRUCTURES AND APPURTENANCES OTHER THAN SHOWN FOR REPLACEMENT SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. DAMAGED ITEMS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. SHEETING AND SHORING MAY BE REQUIRED TO PROTECT THE ITEMS MENTIONED ABOVE.
- A FULL DEPTH SAW CUT 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 PAVEMENT, 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. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE PRIVATE IMPROVEMENTS, I.E. SPRINKLER SYSTEMS, FENCES, PLANTERS, SIGNS, ETC., IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS, VALVES AND OTHER REUSABLE MATERIALS AND GIVE SUCH TO THEIR OWNER. IMPROVEMENTS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH REMOVAL OF THESE ITEMS SHALL BE CONSIDERED AS SUBSIDIARY TO "CLEARING RIGHT-OF-WAY AND SITE PREPARATION".
- SPECIFIC DRIVE LOCATIONS NOTED ON THE PLANS HAVE BEEN DISCUSSED WITH THE RESPECTIVE PROPERTY OWNERS. DRIVEWAY WIDTHS AND OTHER LOCATIONS SHOWN ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN A PROPERLY EXECUTED DRIVEWAY REQUEST FORM SIGNED BY PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.
- 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.
- CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATIONS AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PROJECT TO REGRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASSURE THAT A DIRT ORDER FORM HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.
- 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 REGISTERED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- THE CONTRACTOR SHALL ADJUST WATER VALVE AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER. 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 FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- STREET SIGNS, STREET FURNITURE, ETCETERA REMOVED BY THE CONTRACTOR SHALL BE TAKEN TO THE CITY YARD FOR STORAGE.
- INSTALL NEW STANDARD MANHOLE FRAMES AND COVERS ON ALL EXISTING STORM WATER AND SANITARY SEWER MANHOLES LOCATED IN NEW PAVEMENT. OLD FRAMES AND COVERS SHALL BE TAKEN TO THE CITY YARD FOR SALVAGE.
- ALL ELEVATIONS SHOWN ARE CITY DATUM. CITY DATUM = USGS MSL - 1187.40
- ALL DISTURBED AREA WITHIN R/W SHALL BE SEEDED OR SODDED WITH SAME KVO AS EXISTING.

SAND BEDDING FOR RAISED MEDIAN UNIT PAVERS

SAND BEDDING FOR UNIT PAVERS INSTALLATION SHALL BE IN ACCORDANCE WITH THE CITY OF WICHITA SUPPLEMENTAL SPECIFICATIONS FOR CONCRETE PAVING STONE AND SPECIFICATION SECTION 02516-1, EXCEPT AS NOTED HEREIN.

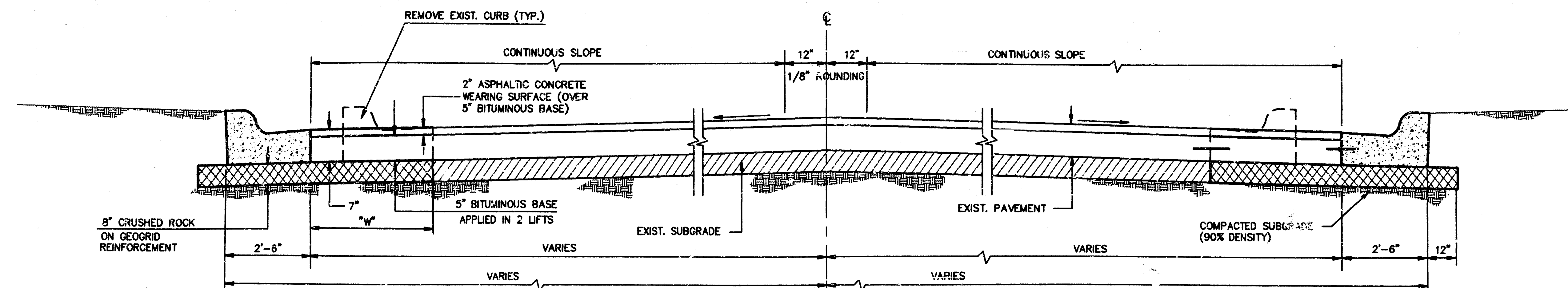
SAND SHALL MEET THE CITY'S REQUIREMENTS FOR FINE AGGREGATE IN ACCORDANCE WITH CITY SPECIFICATION FOR CONCRETE PAVEMENT.

DEPRESSIONS EXCEEDING 3/8" IN THE BASE SHALL BE FILLED AND COMPACTED PRIOR TO PLACING AND SCREEDING THE SAND LAYING COURSE.

ONCE THE PAVERS ARE PLACED IN THE SPECIFIED PATTERN, THEY SHALL BE COMPACTED WITH AT LEAST 3 PASSES OF A PLATE COMPACTOR CAPABLE OF A MINIMUM FORCE OF 5000 LBS AND A FREQUENCY OF 75-90 HERTZ. DURING COMPACTION, PAVES SURFACES SHALL BE CLEAN AND JOINTS SHALL BE OPEN.

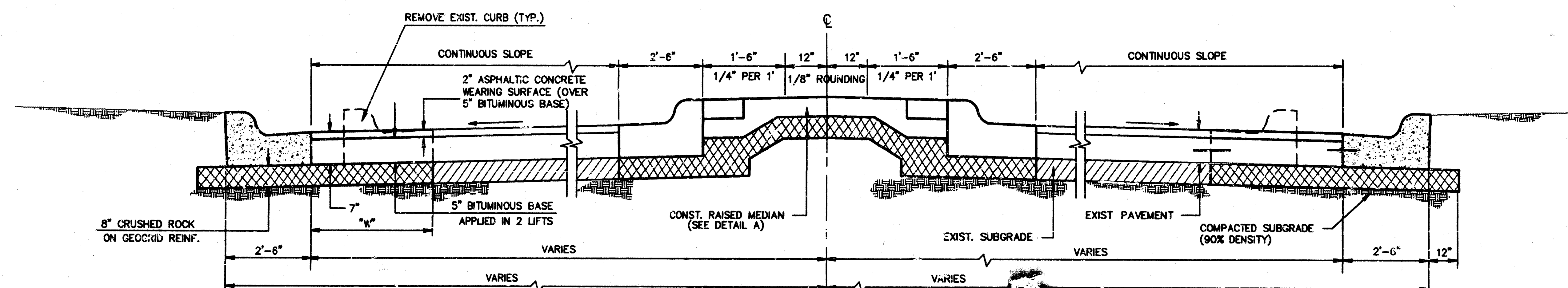
JOINTS SHALL BE FILLED WITH SAND AND ADDITIONALLY VIBRATED PER SPECIFICATIONS.

	BRADLEY FAIR NORTH ROCK ROAD		Design JTC
	GENERAL NOTES & DETAILS		Drawn by JTC
			Checked by GJA
			Date JUNE/94
MID-KANSAS ENGINEERING CONSULTANTS INC. 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67228		(316) 636-5566	Sheet 2 of 12



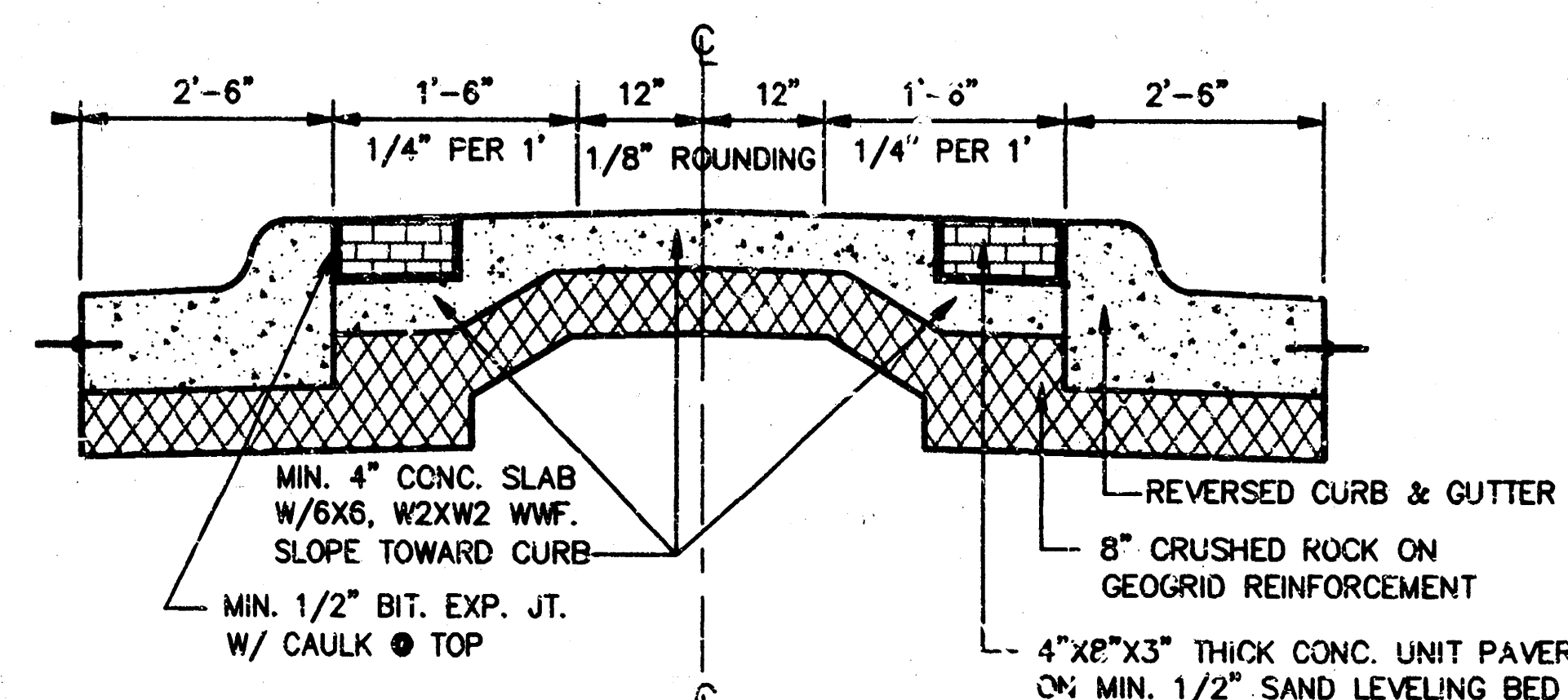
TYPICAL SECTION WITH WIDENING --- (1)

STA. 7+20 TO STA. 15+00 (WIDTH VARIES, SEE PLAN FOR DIMENSIONS)

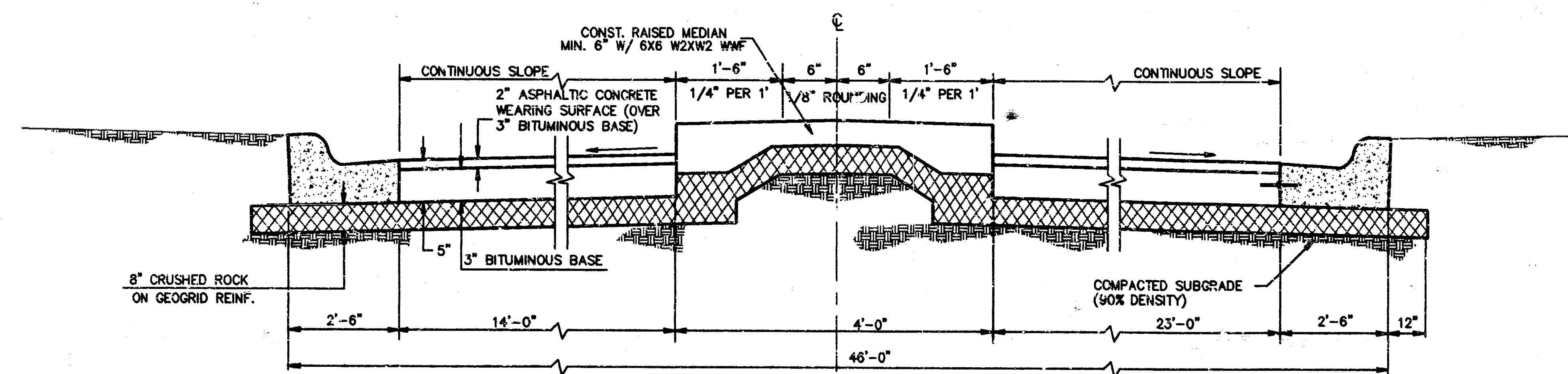


TYPICAL SECTION WITH WIDENING & RAISED MEDIAN --- (2)

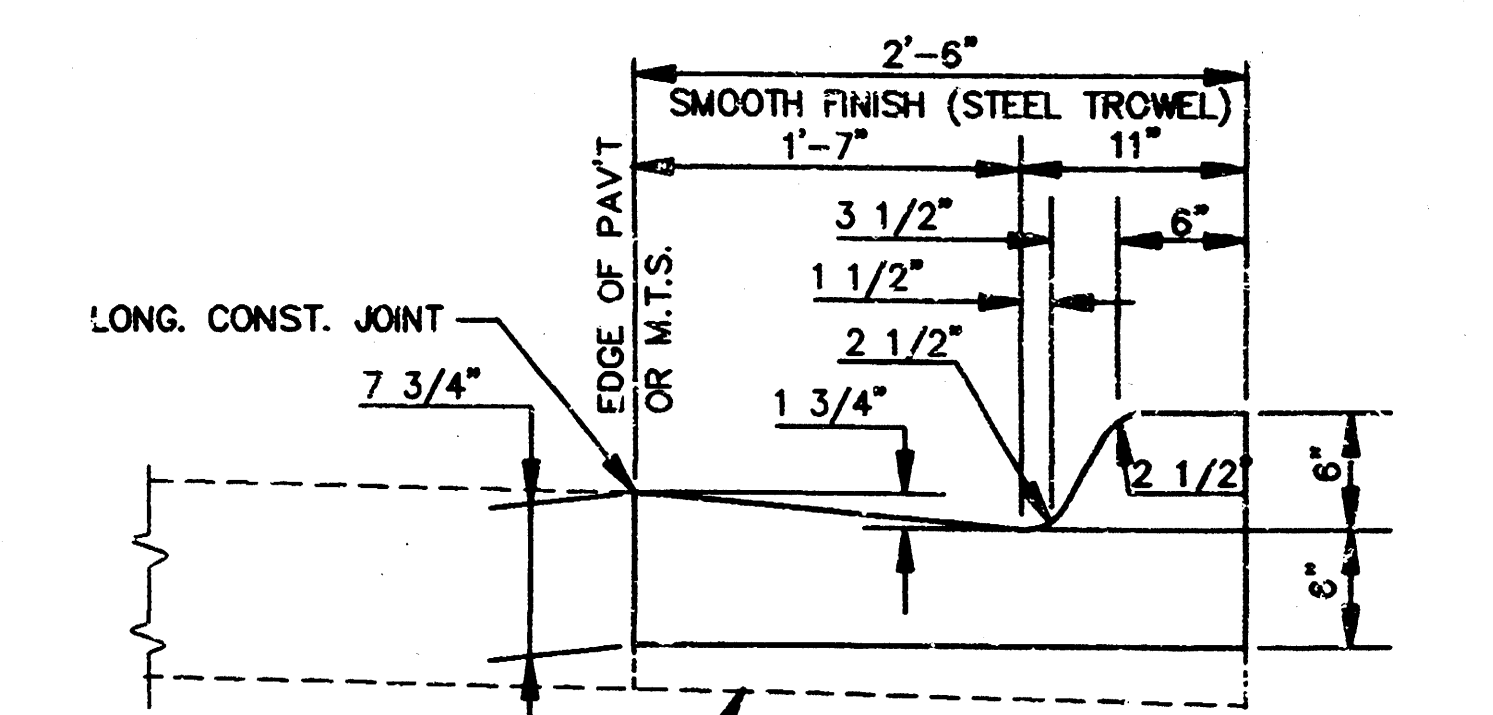
STA. 15+00 TO STA. 17+40 (WIDTH VARIES, SEE PLAN FOR DIMENSIONS)



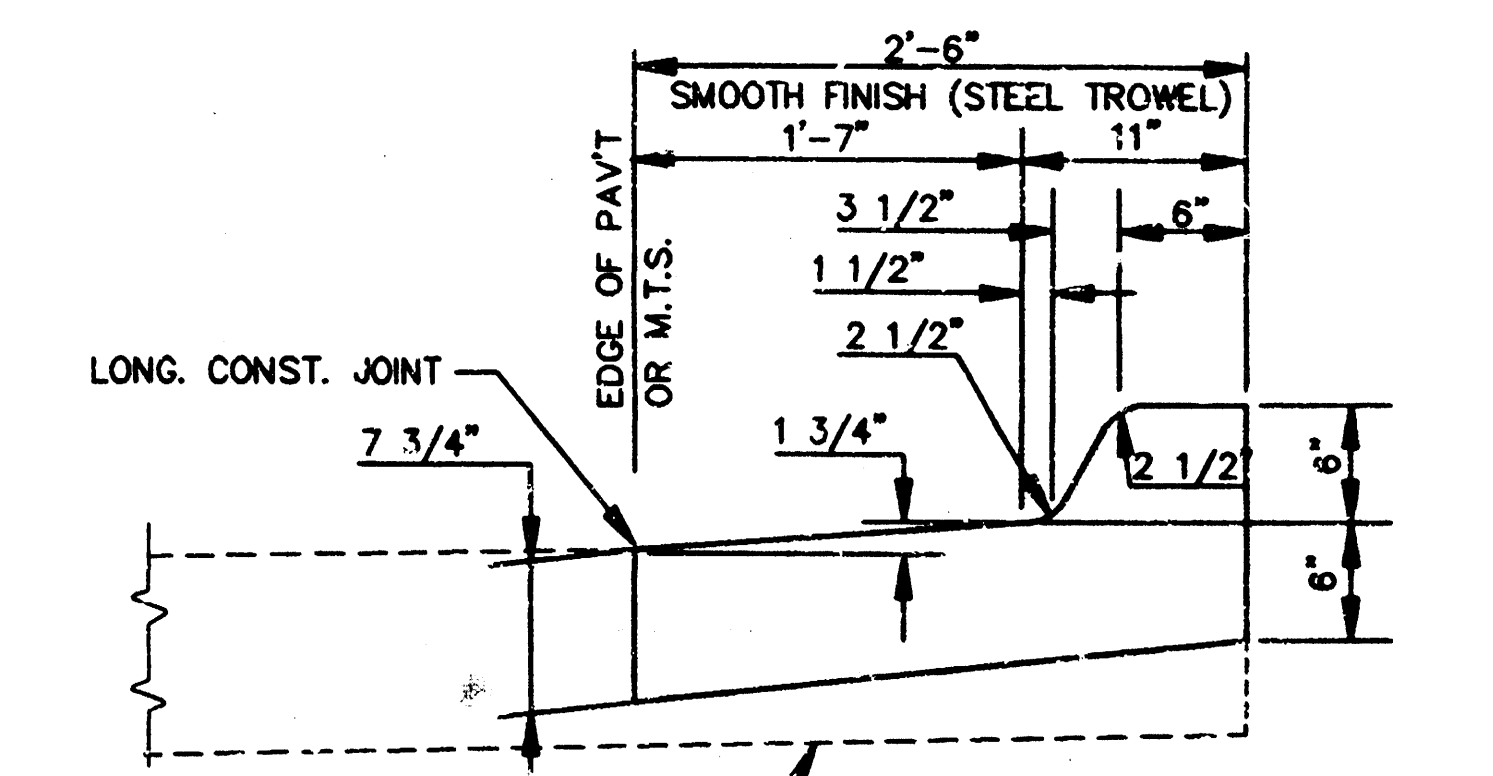
RAISED MEDIAN DETAIL A



TYPICAL SECTION A-A



SPECIAL COMBINED CURB & GUTTER 6" (2'-6" WIDE)



REVERSED CURB & GUTTER 6" (2'-6" WIDE)

NOTES:

1. THE EXIST. PAVEMENT & SUBGRADE HAS NOT BEEN CORED. THEREFORE EXIST. PAVEMENT AND SUBGRADE CONDITIONS ARE UNKNOWN.
2. FOR CONSTRUCTION BEHIND CURBS SEE LANDSCAPE SHEET.
3. ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
4. 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.
5. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MIN. OF 1' FROM JOINTS IN PRECEDING LIFTS.

REINFORCED CRUSHED ROCK SPECIFICATIONS

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED.

PER CENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 TO 60
# 4	50 TO 80
# 40	80 TO 94
# 200	90 TO 98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY K.D.O.T 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.

REINFORCED CRUSHED ROCK BASE WILL BE PAID FOR AT THE SQUARE YARD PRICE FOR EACH THICKNESS INDICATED.



**BRADLEY FAIR
NORTH ROCK ROAD**

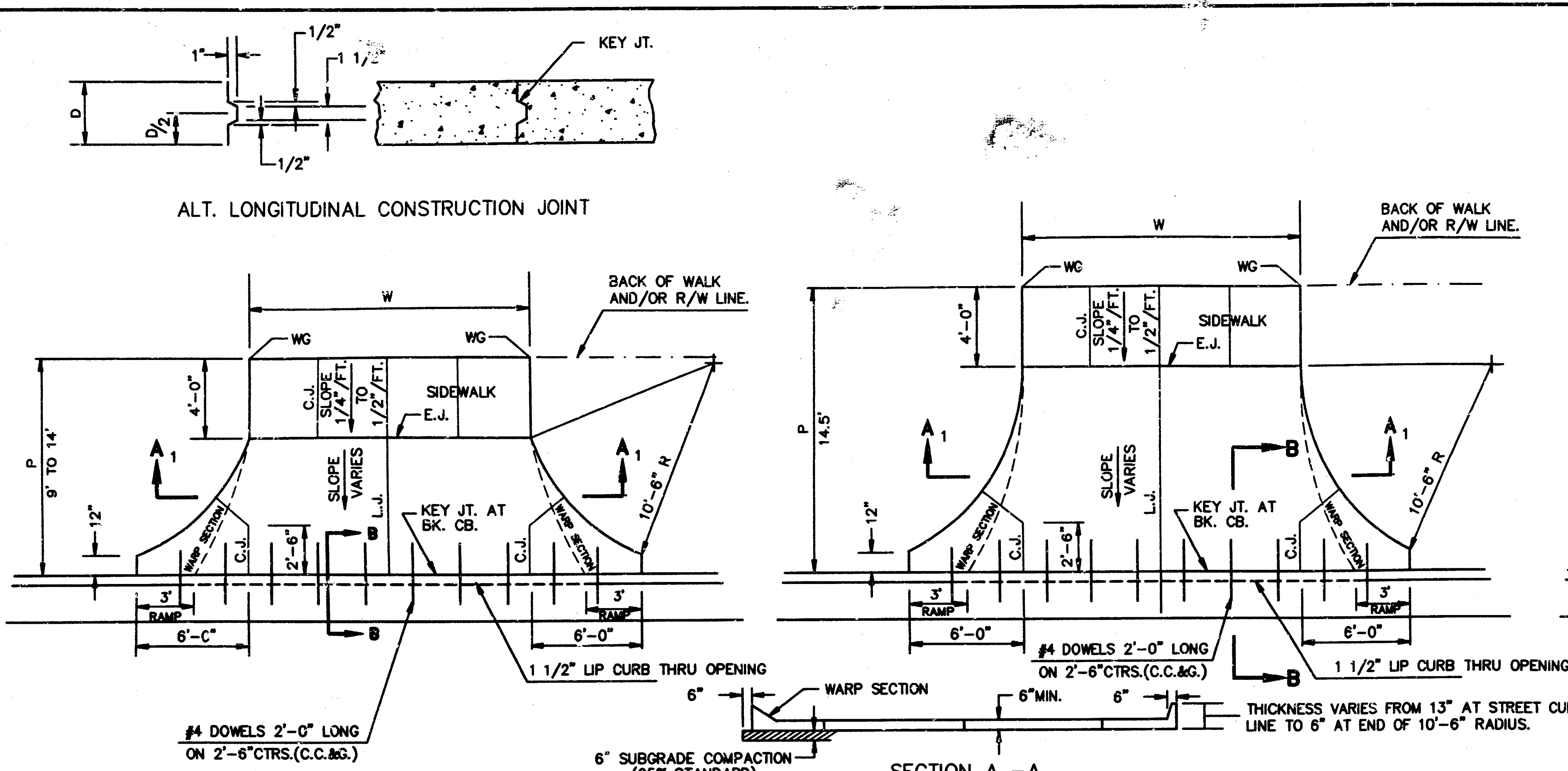
PAVING DETAILS

MID-KANSAS ENGINEERING CONSULTANTS INC.
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226

(316) 636-5566

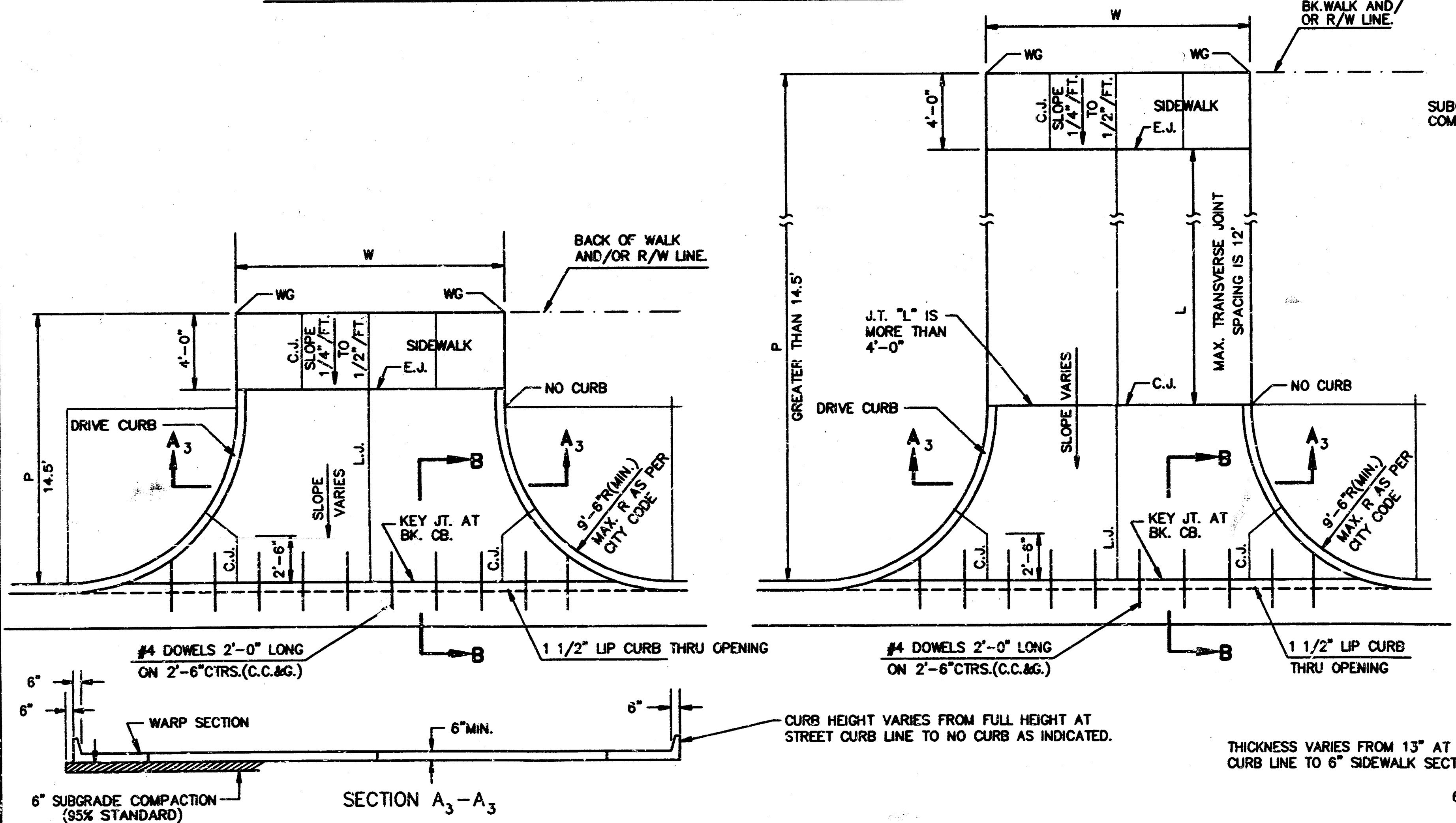
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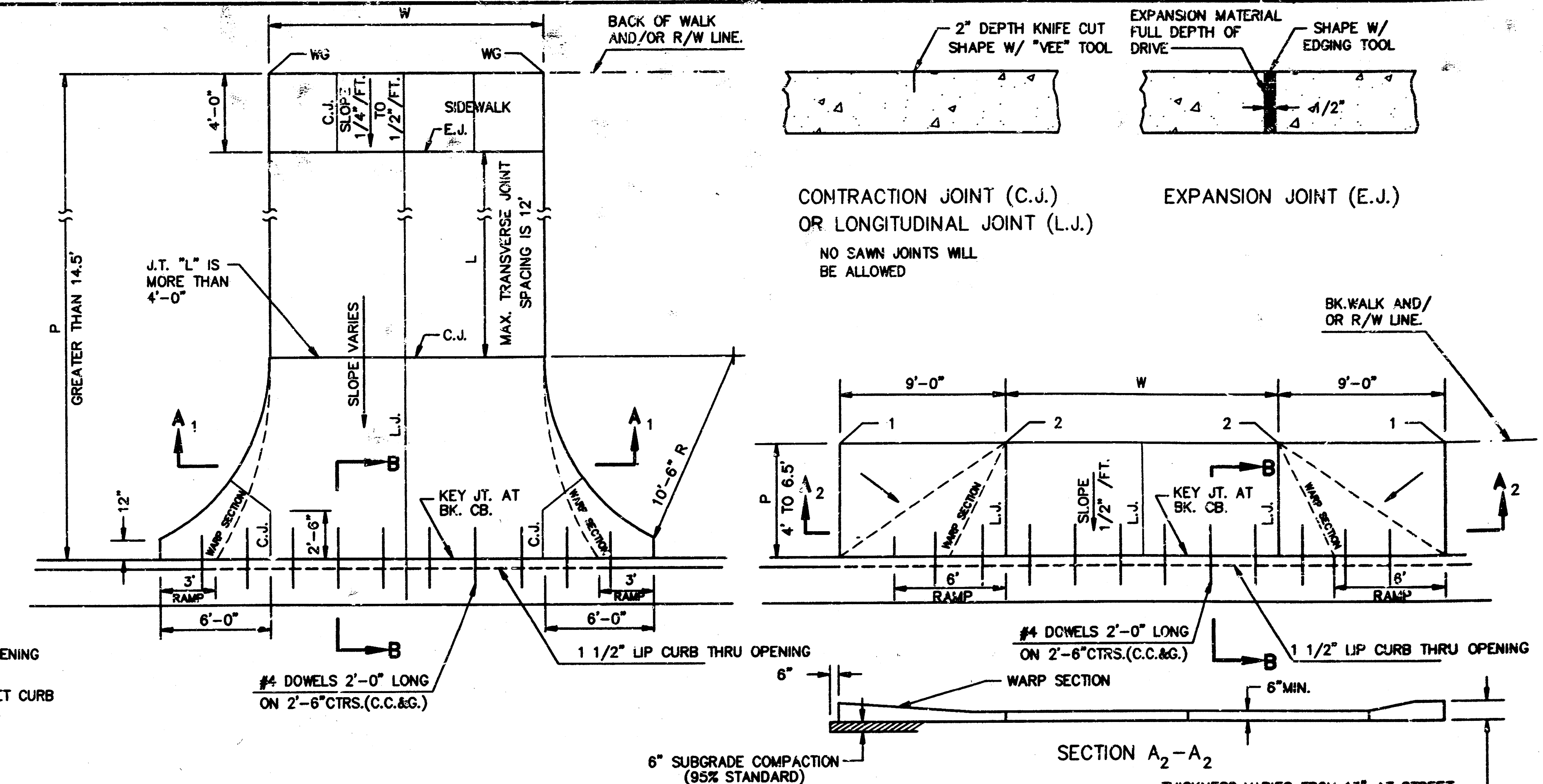
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CB.	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CB.	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CB.	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CB.	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P=9.0' & GREATER)



PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)



PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

FULL RAMP DRIVE (P=7.0' TO 8.5')

RADIUS RAMP DRIVE (P=4.0' TO 6.5')

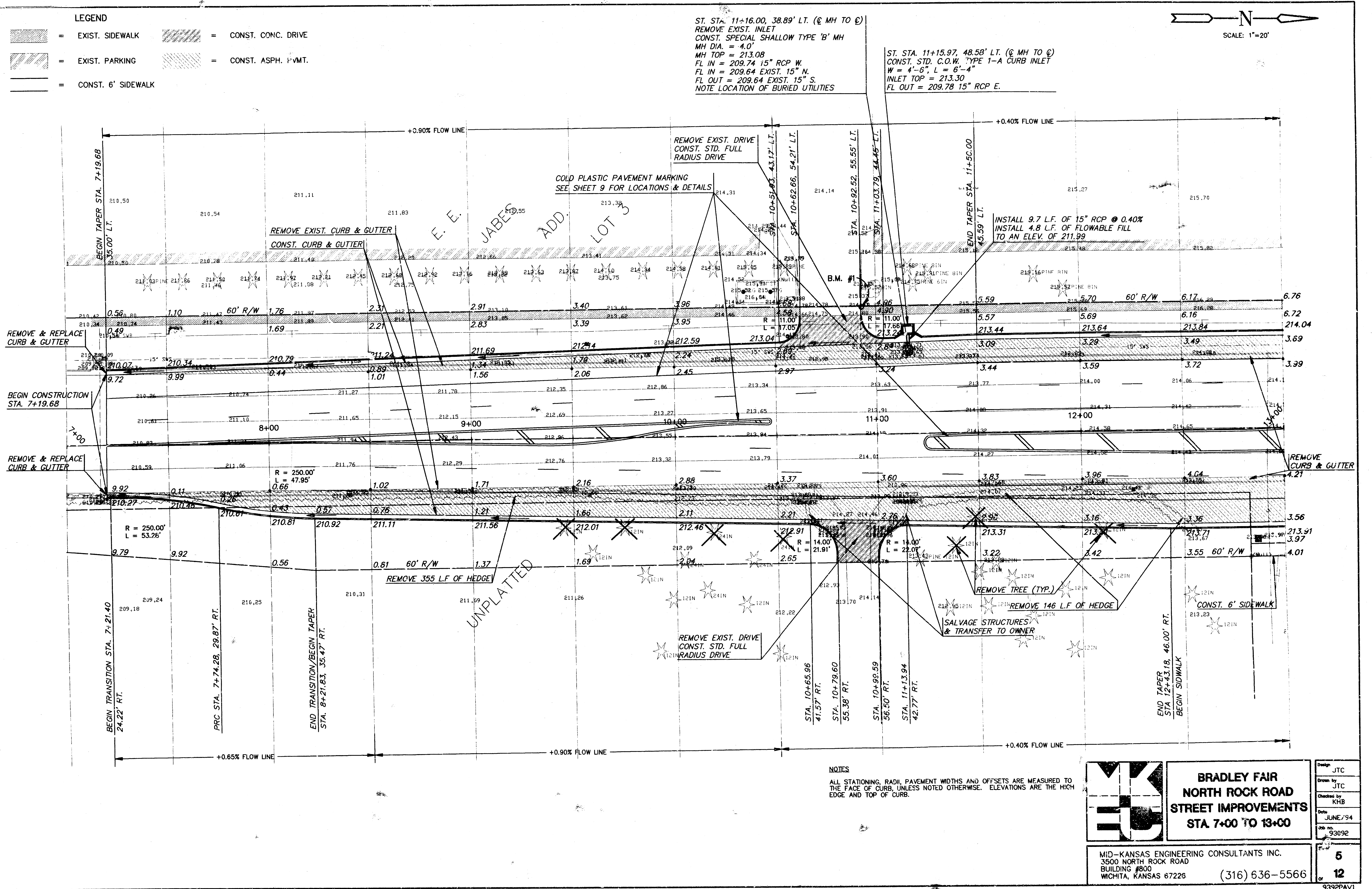
GENERAL NOTES

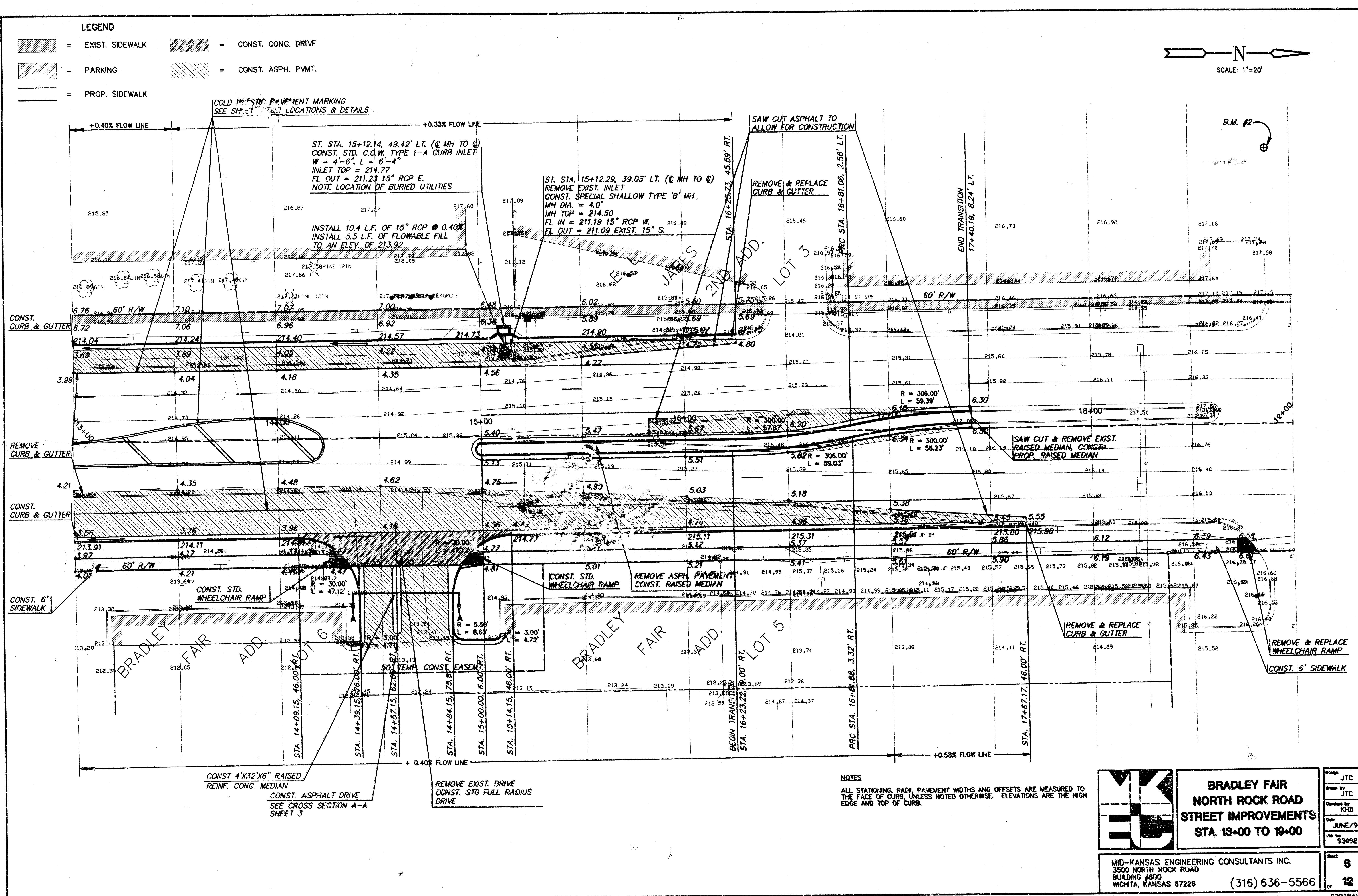
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACING NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ADJUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ADJUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCUERRECE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

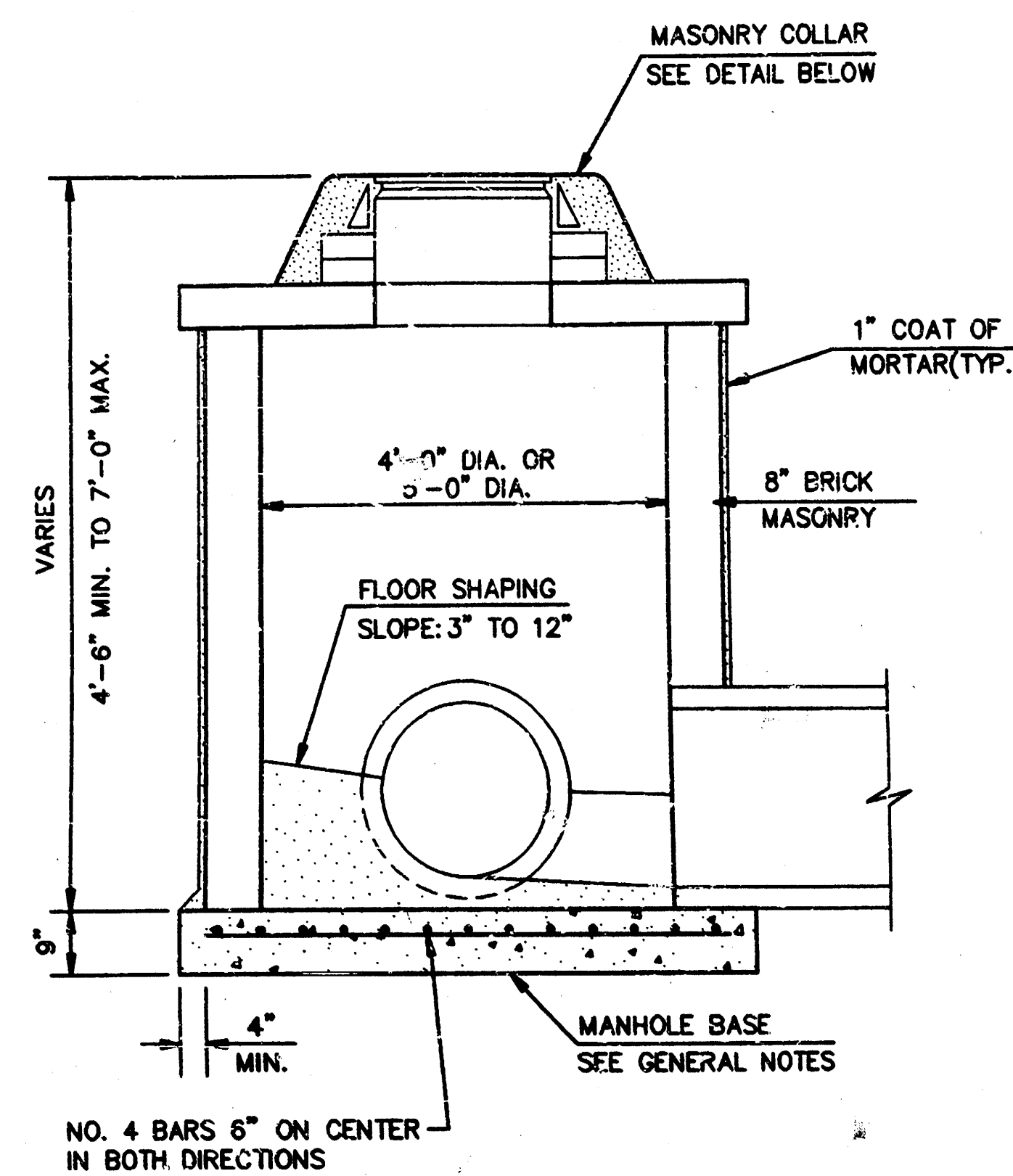
REVISED: OCTOBER 1985

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB SCALE: 1"=5'

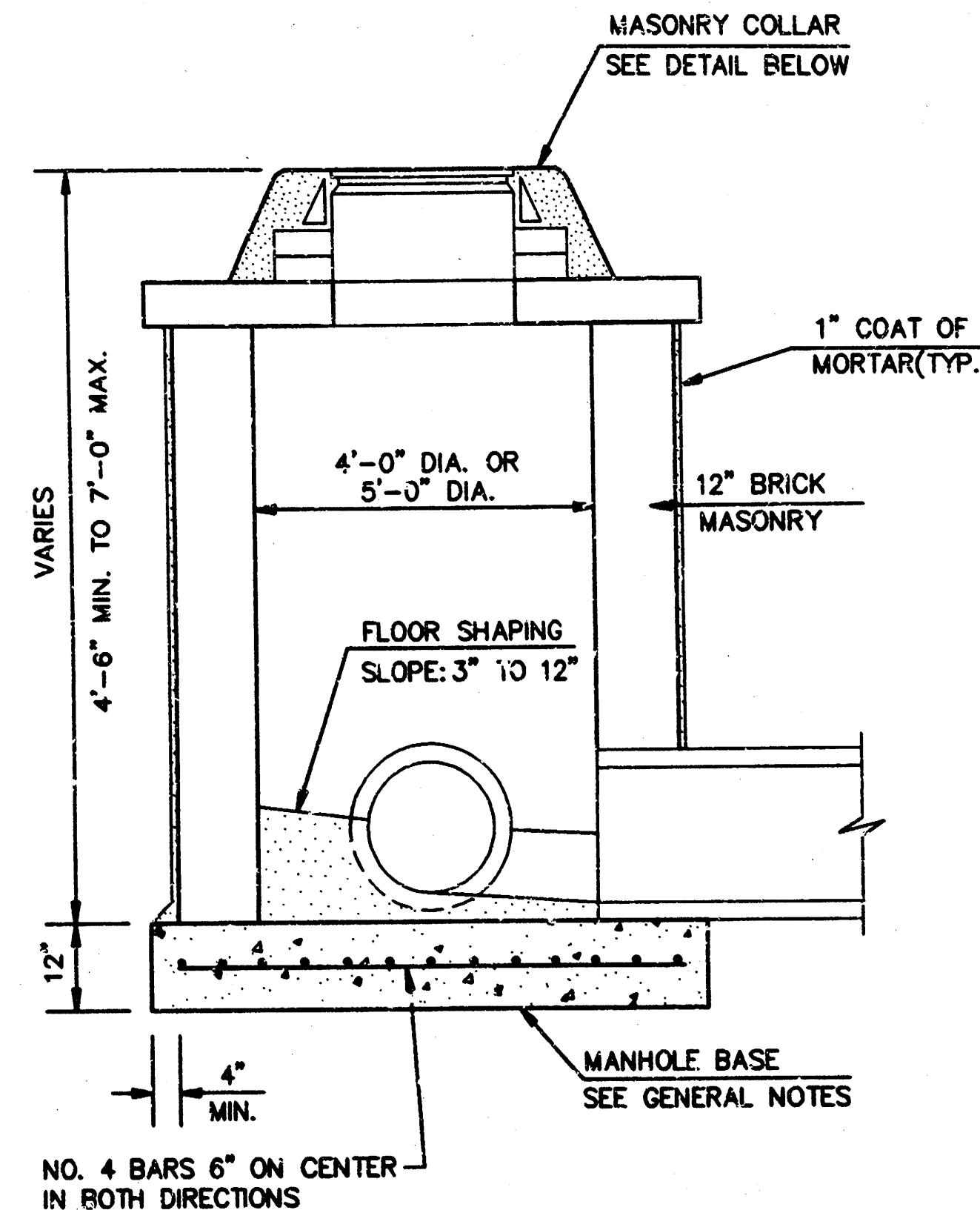
CITY OF WICHITA, KANSAS			
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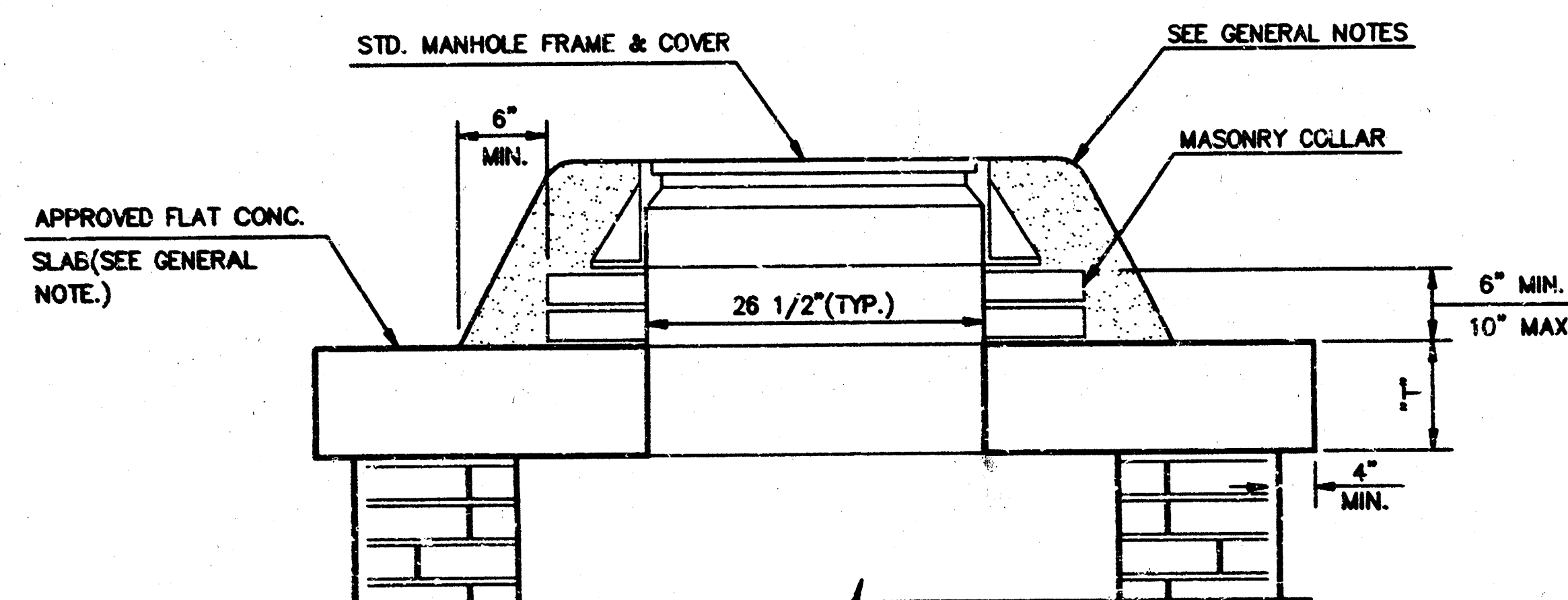




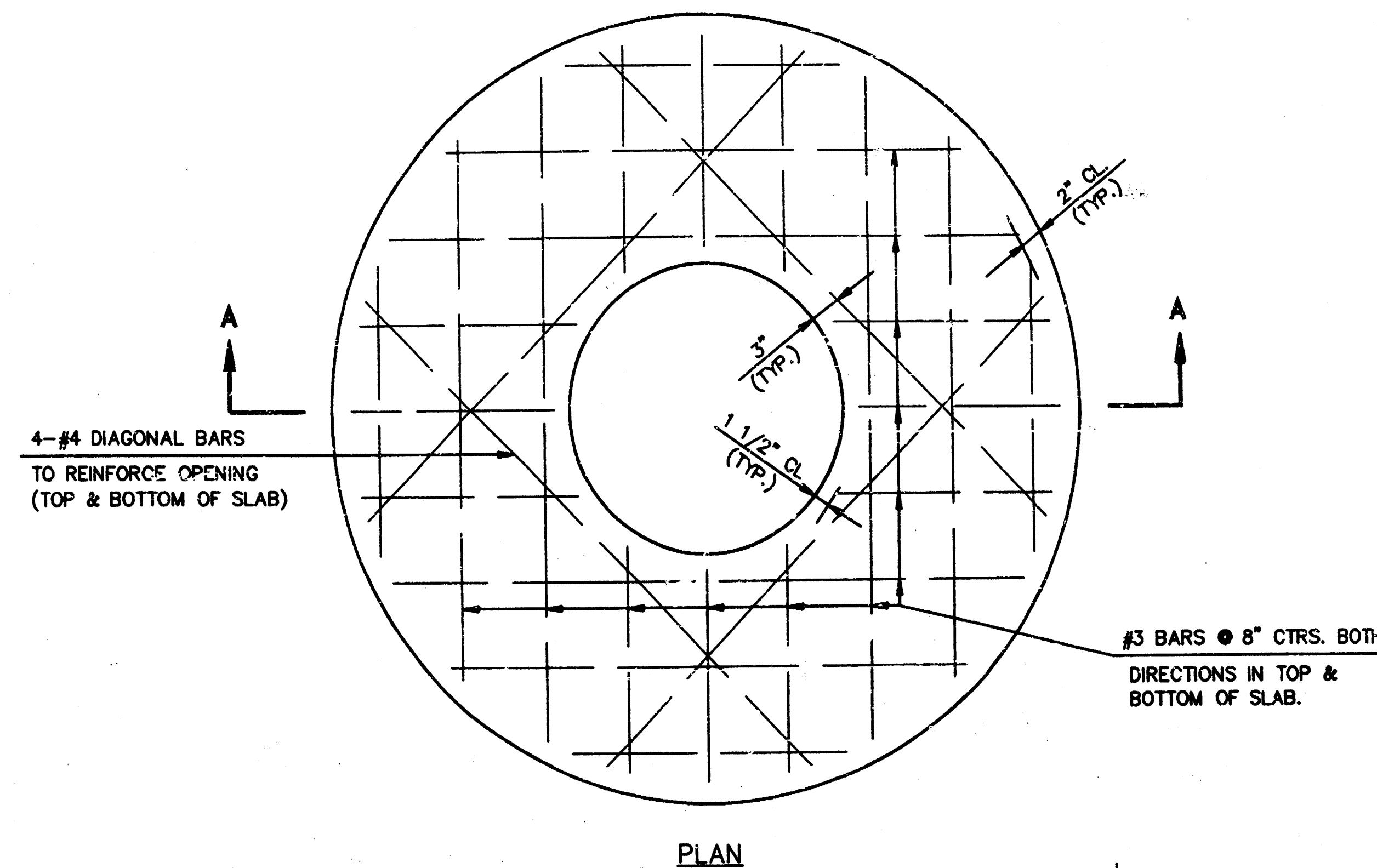
SHALLOW TYPE "A" MANHOLE



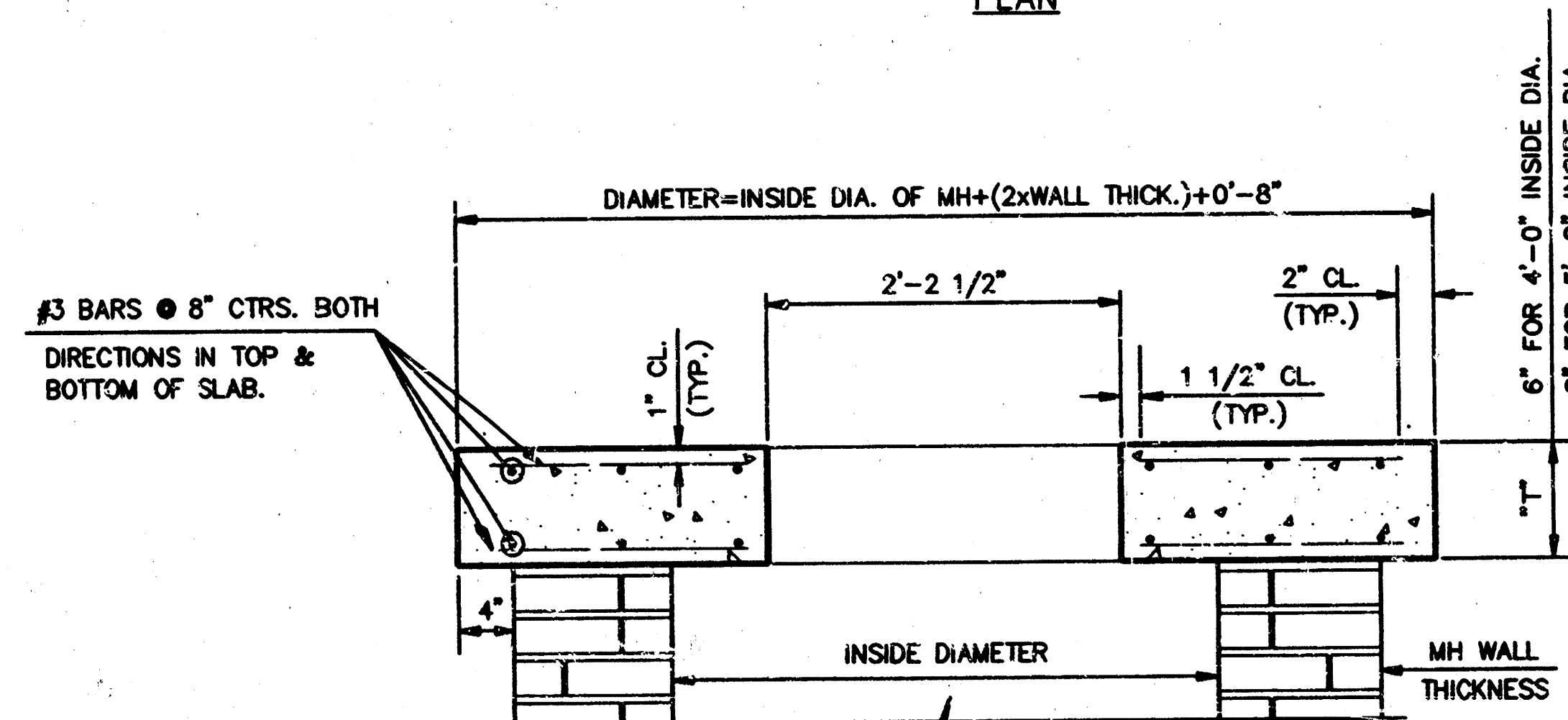
SHALLOW TYPE "B" MANHOLE



MASONRY COLLAR DETAIL

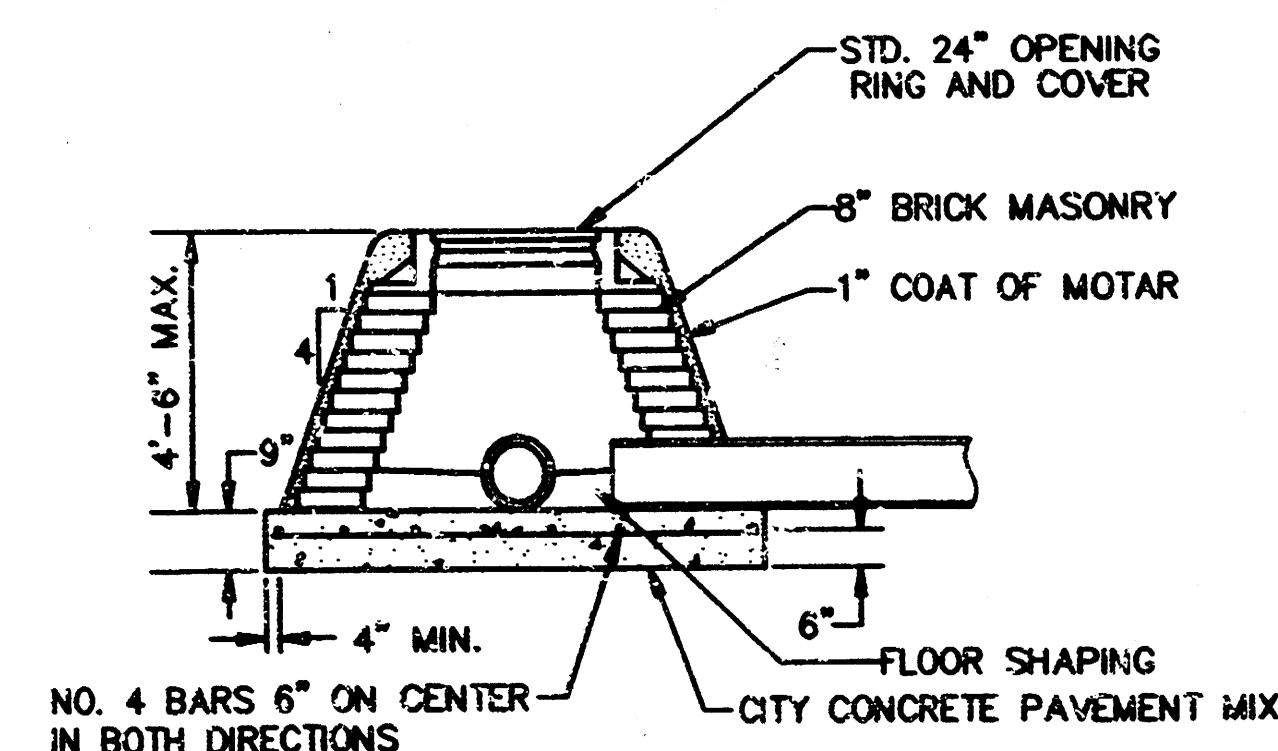


PLAN

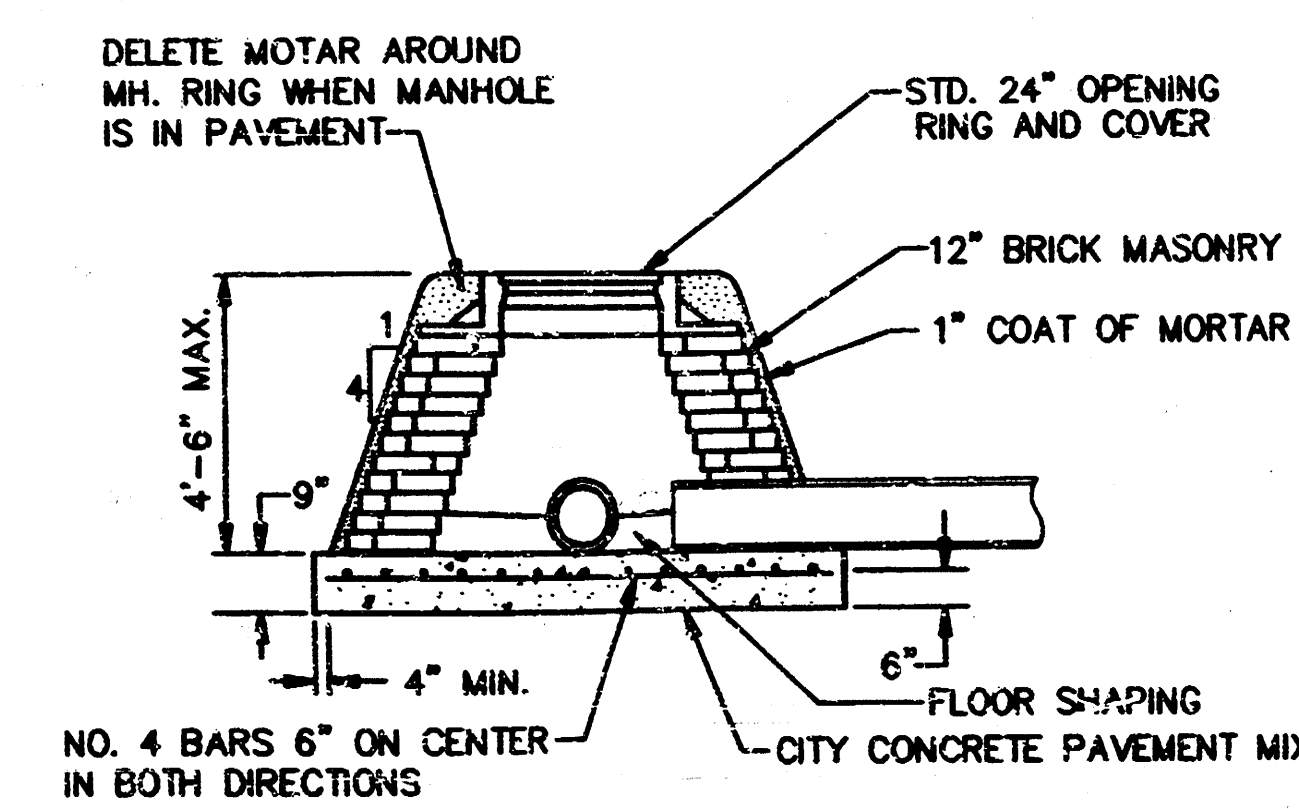


SECTION A-A

FLAT CONCRETE SLAB DETAILS



SPECIAL SHALLOW TYPE "A" MANHOLE



SPECIAL SHALLOW TYPE "B" MANHOLE

GENERAL NOTES

1. MOTAR 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. MOTAR 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 REMOVED TO NEAT 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.

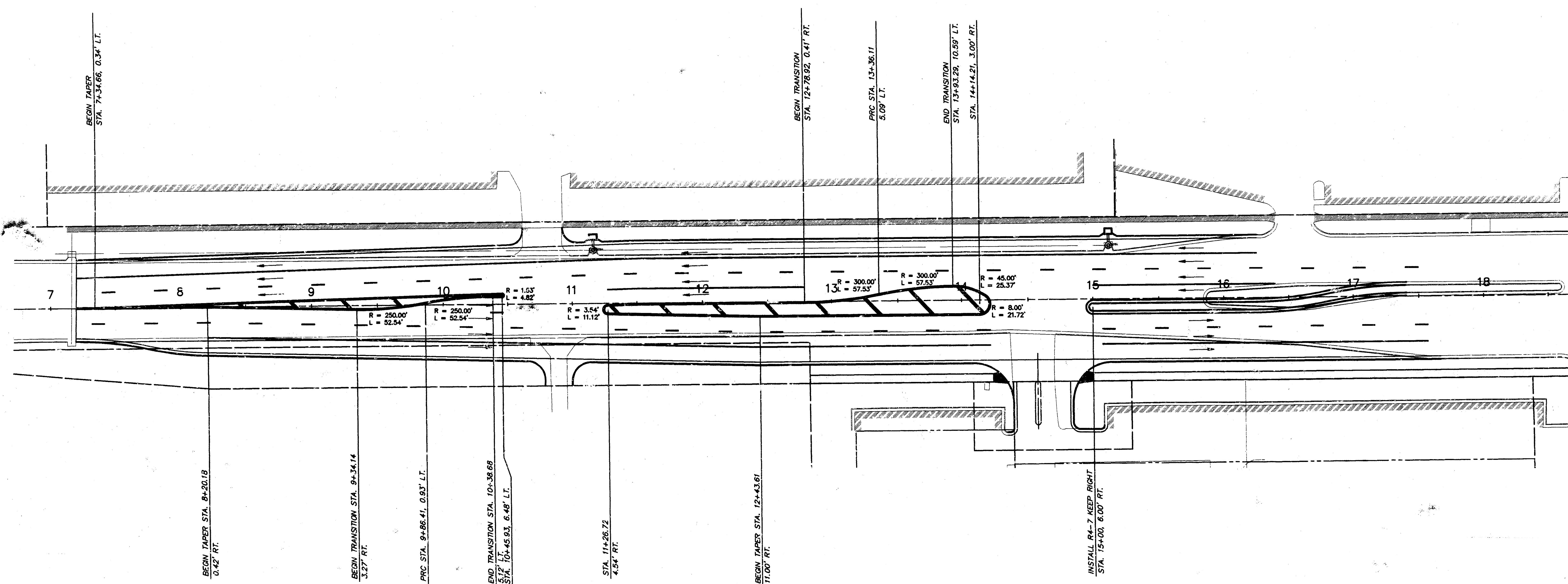
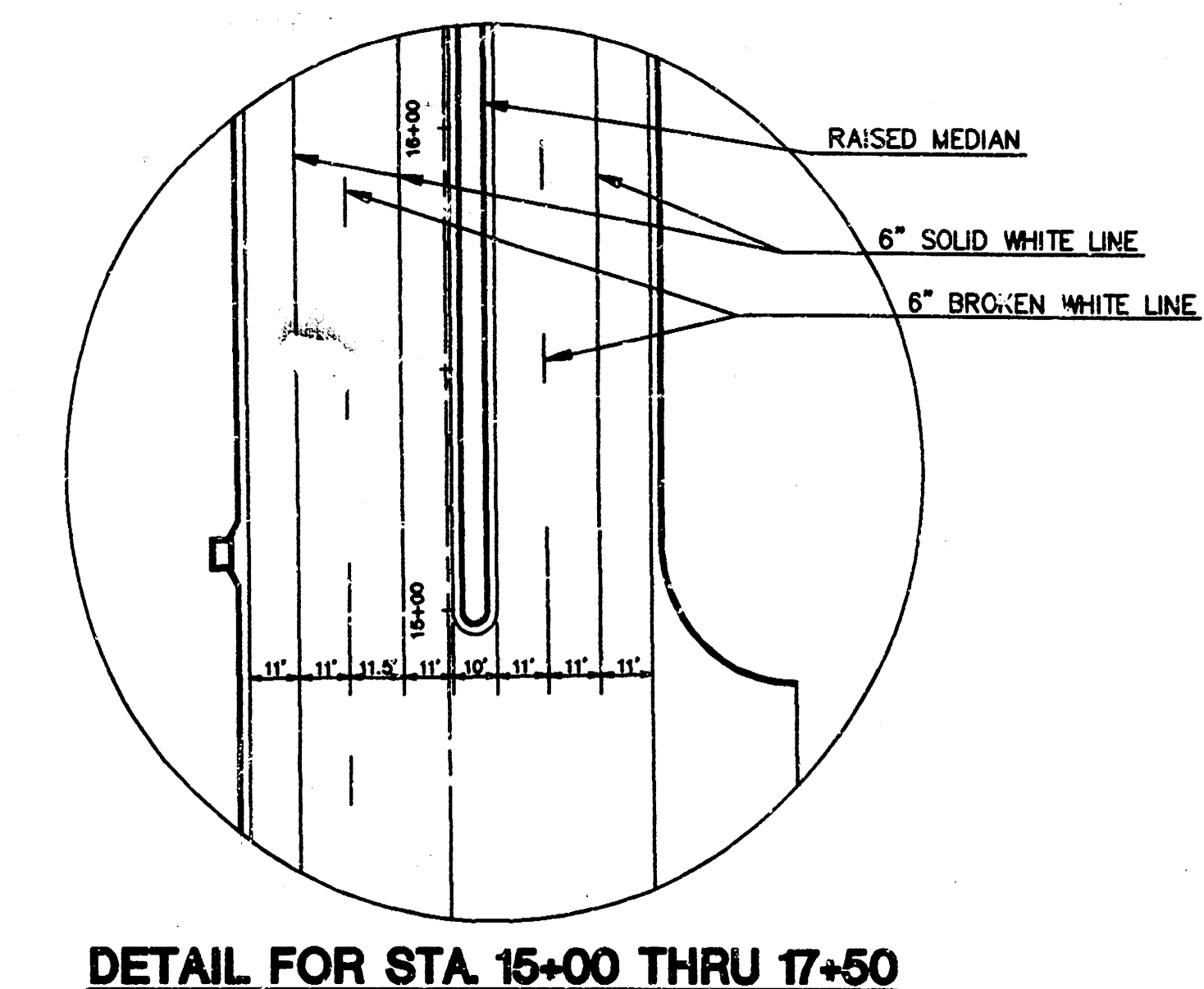
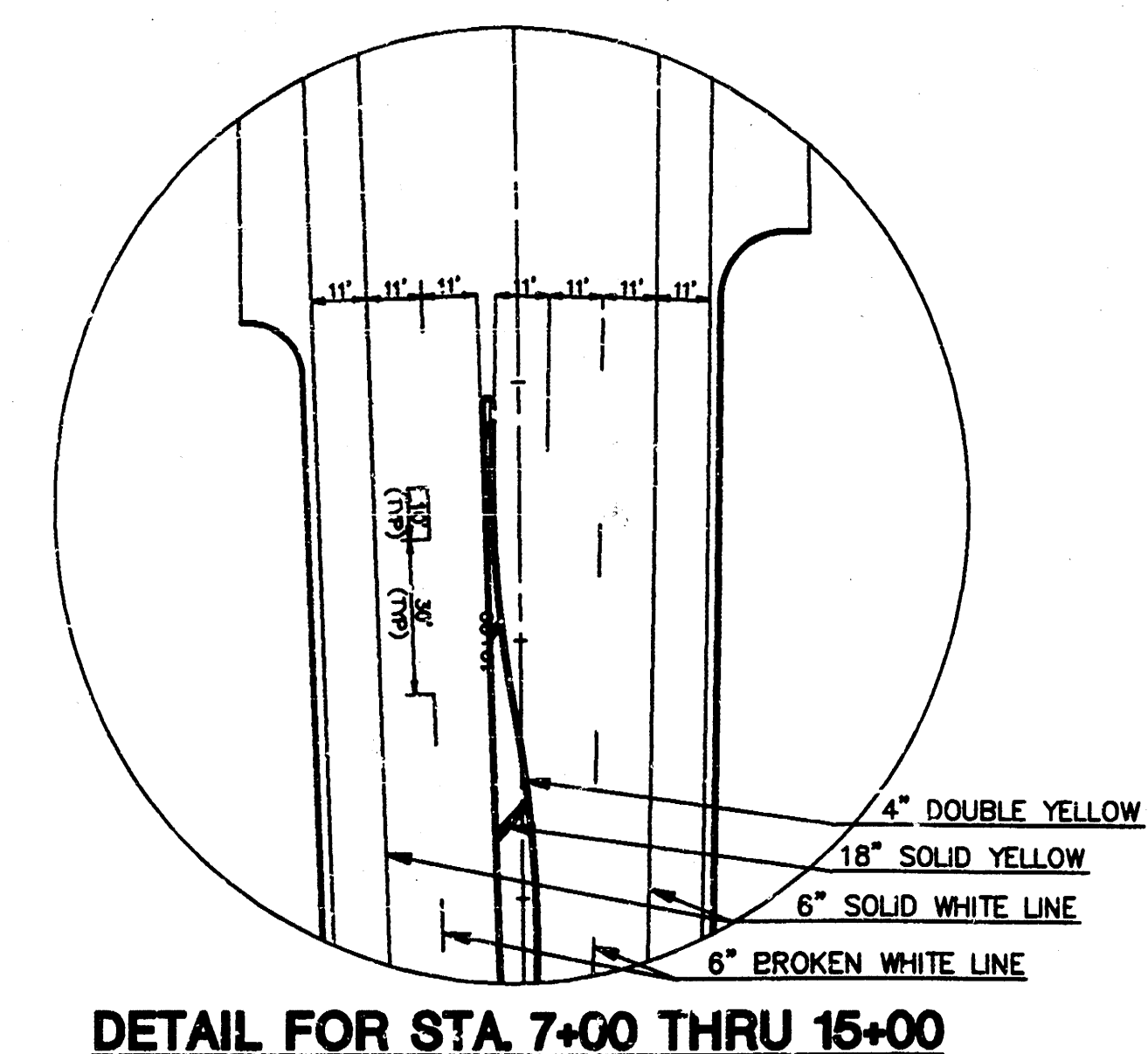
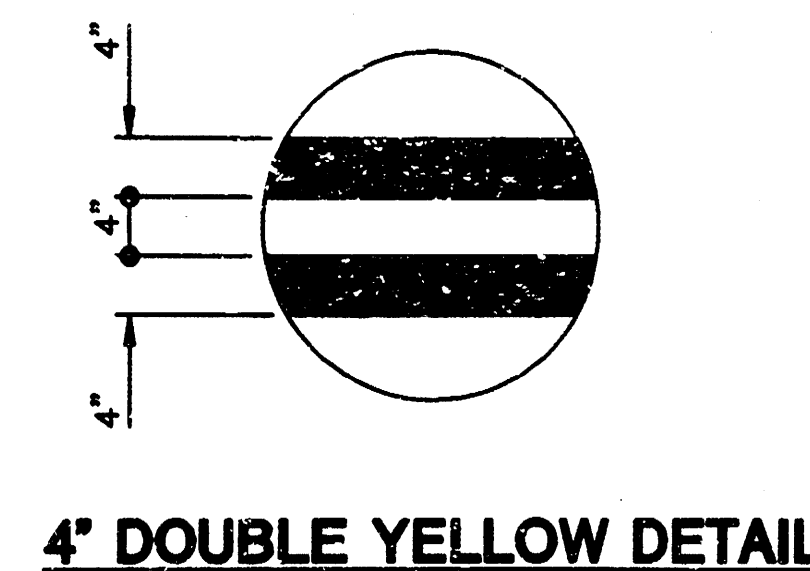
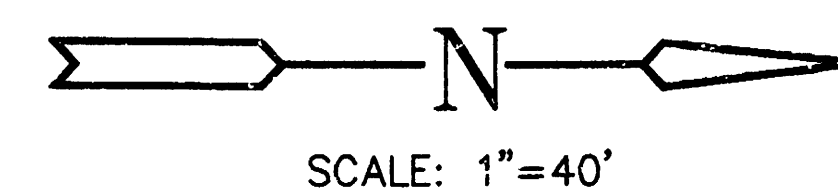
STANDARD SHALLOW MANHOLES TYPE "A" AND TYPE "B"

CITY OF WICHITA, KANSAS

Design	C.O.W.	Checked by	Checked by	8
Drawn by	Date	Date	Date	Job No. 12

MHAB

BILL OF MATERIALS		
ITEMS	TOTAL	UNITS
COLD PLASTIC MARKING (CL. A)(6")	2995	LIN. FT.
COLD PLASTIC MARKING (CL. B)(18")	158	LIN. FT.
COLD PLASTIC MARKING (CL. B)(4")	2442	LIN. FT.
SIGNING		
R4-7 KEEP RIGHT	1	EACH
BREAKAWAY POST	9	LIN. FT.

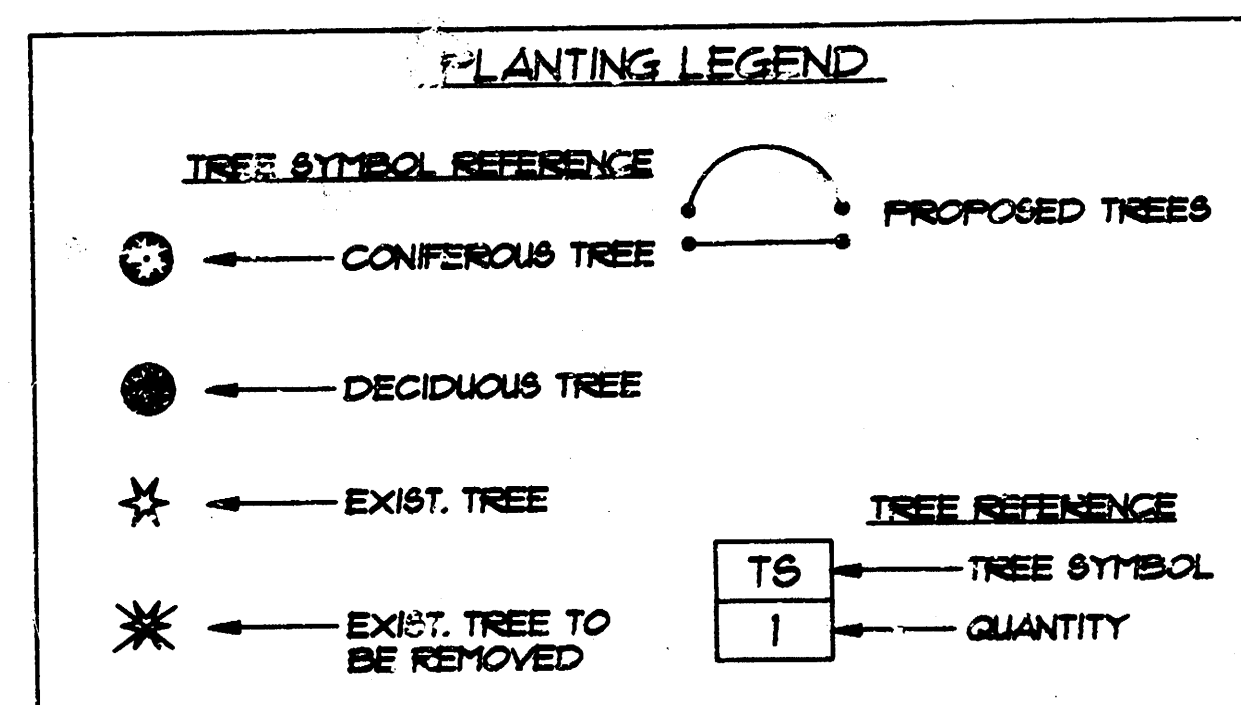


BRADLEY FAIR
NORTH ROCK ROAD
DETAILS & LOCATIONS
FOR
PAVEMENT MARKING
& SIGNING

MID-KANSAS ENGINEERING CONSULTANTS, INC.
3500 N. ROCK ROAD #800
WICHITA, KANSAS 67226

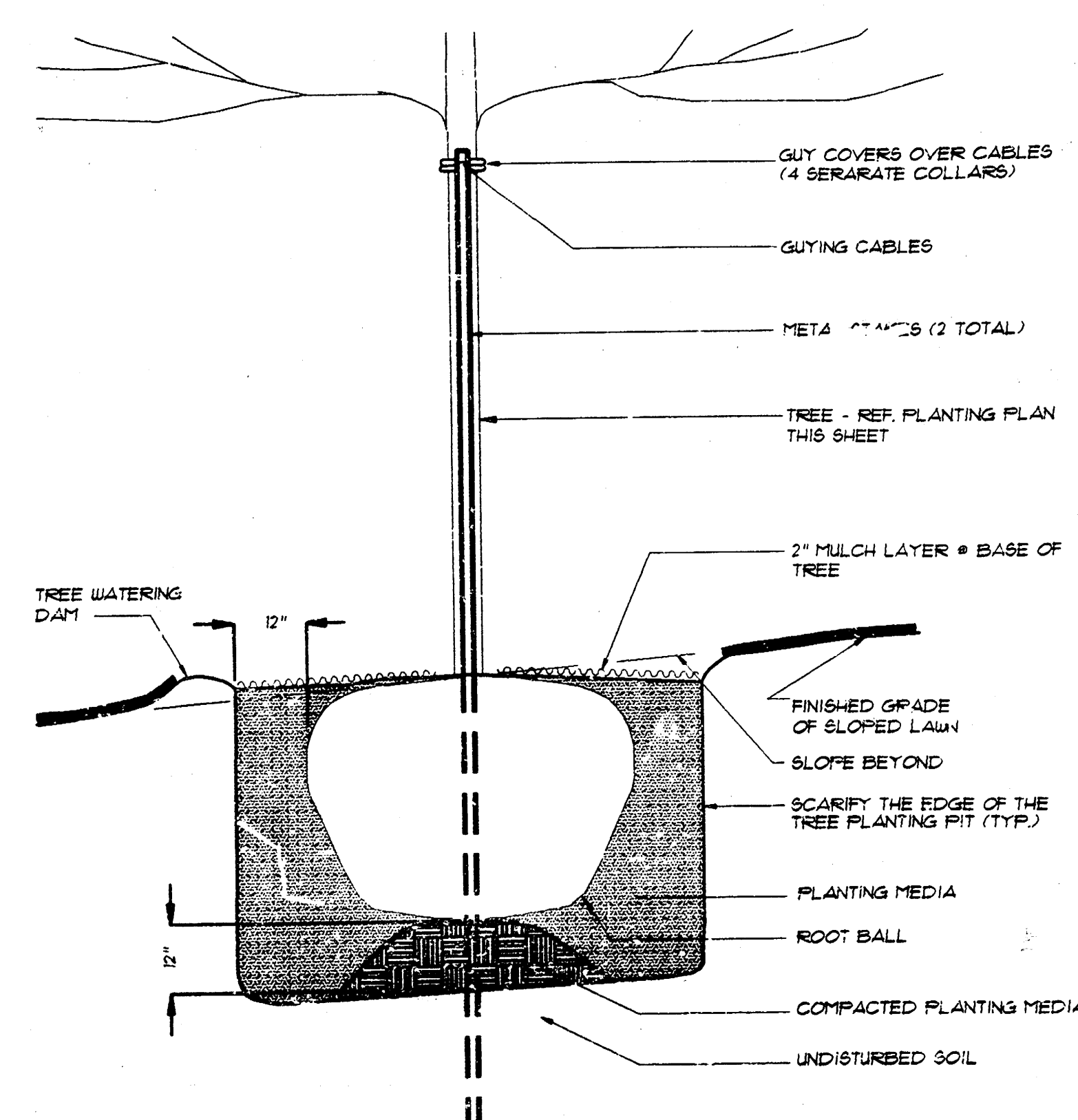
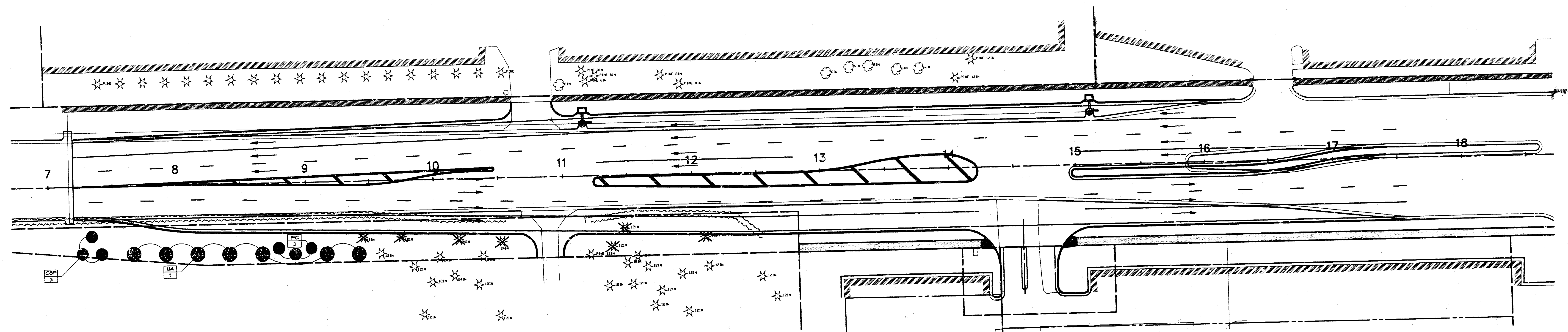
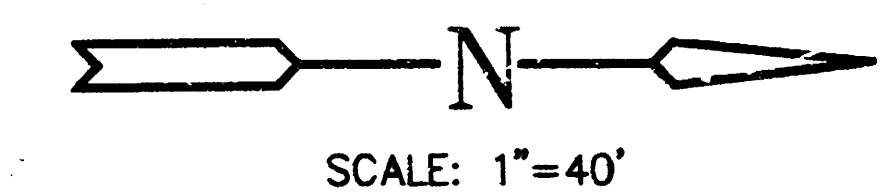
Design
JTC
Drawn by
JTC
Checked by
GJA
Date
JUNE/94
Job no.
9392STRP
Sheet
9
of
12

PLANT MATERIAL SCHEDULE						
SYMBOL	QTY.	BOTANICAL NAME/ COMMON NAME	SIZE/CAL.	HEIGHT	SPREAD	ROOT
Tree CSP	3	Cleveland Select Pears	2"	11' - 15'	10' - 12'	B & B 48" W x 30" D
UA	7	Fraxinus Pennsylvanica Urbante/Urbante Ash	4"	11' - 15'	10' - 12'	B & B 48" W x 30" D
PC	3	Profusion Crabapples	2"	11' - 15'	10' - 12'	B & B 48" W x 30" D

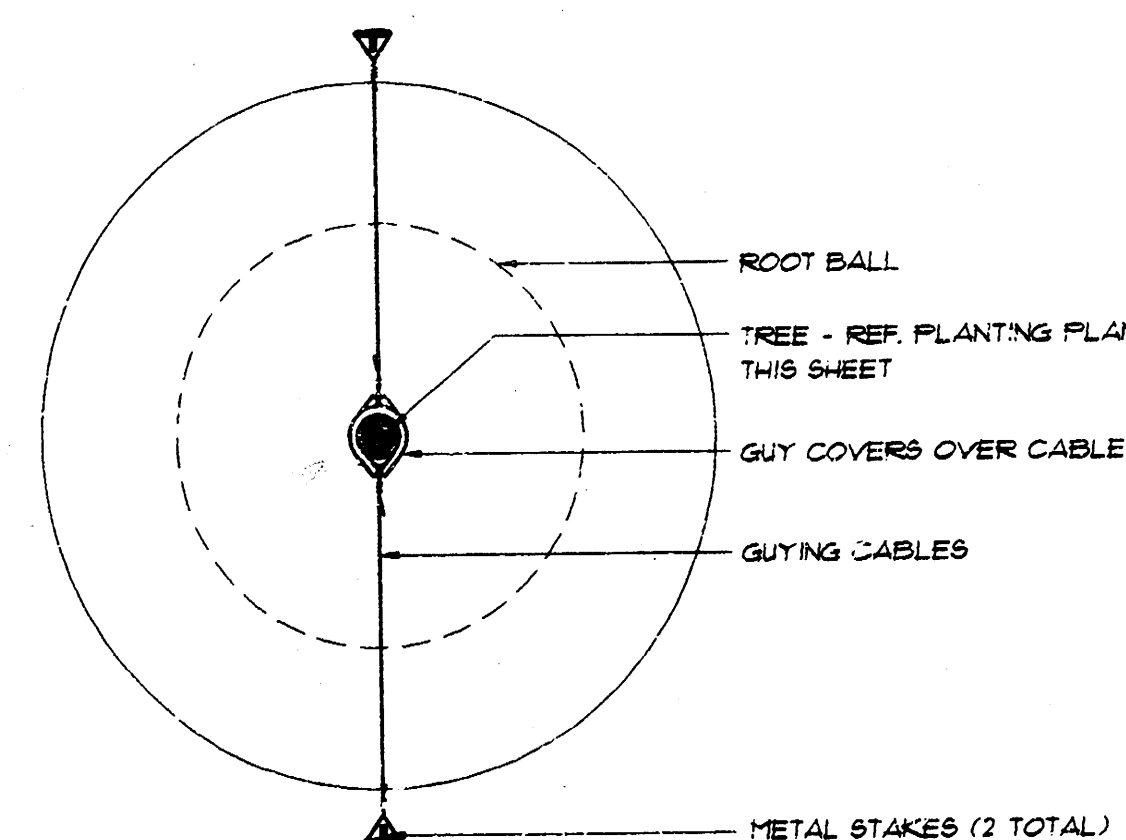


PLANTING NOTES:

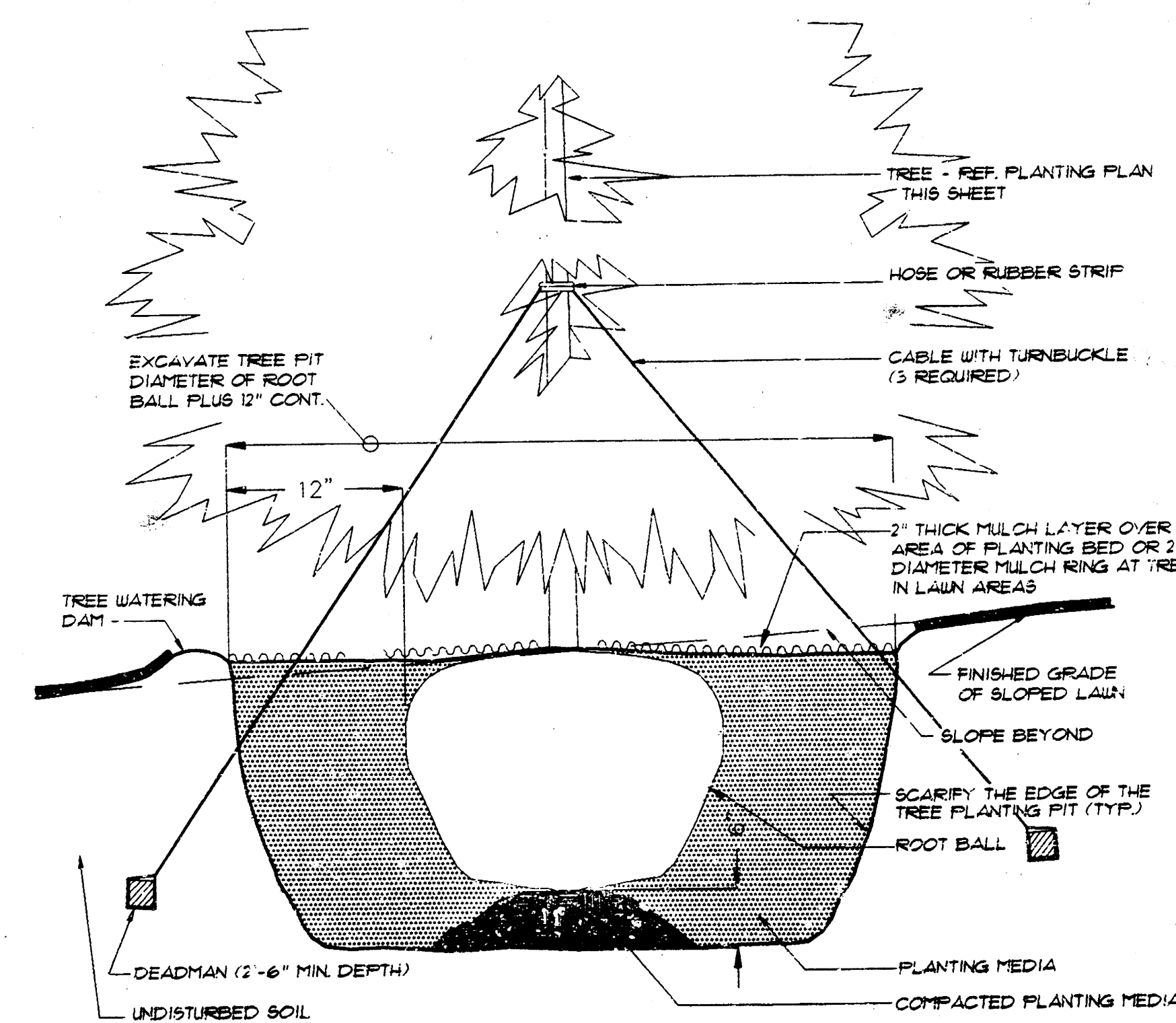
- CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATION OF UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ADVISE THE CITY ENGINEER OF ANY CONDITION FOUND ON-SITE WHICH PROHIBITS INSTALLATION AS SHOWN ON THE DRAWINGS.



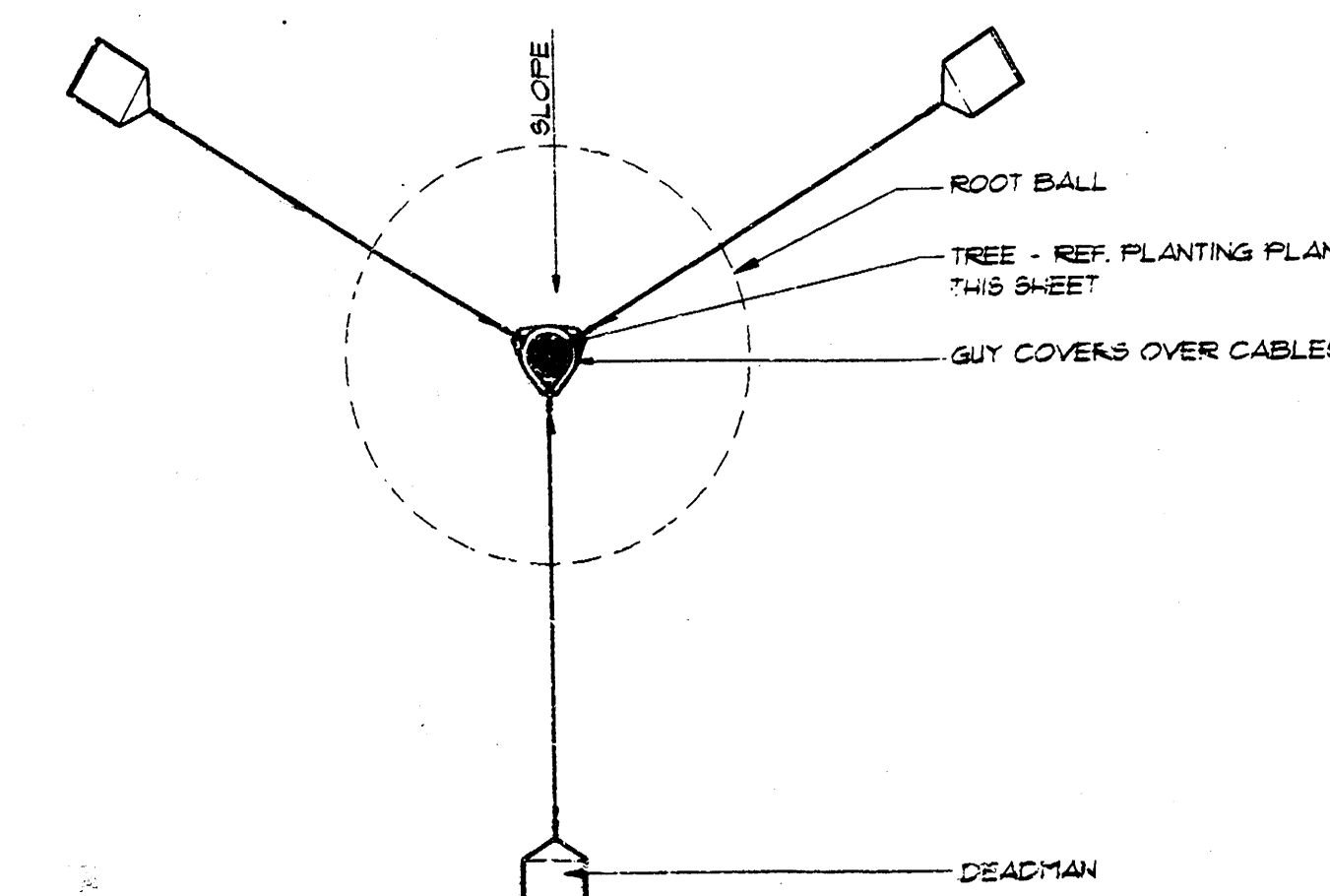
1 DECIDUOUS TREE PLANTING DETAIL - SECTION
NO SCALE



2 DECIDUOUS TREE PLANTING DETAIL - PLAN
NO SCALE



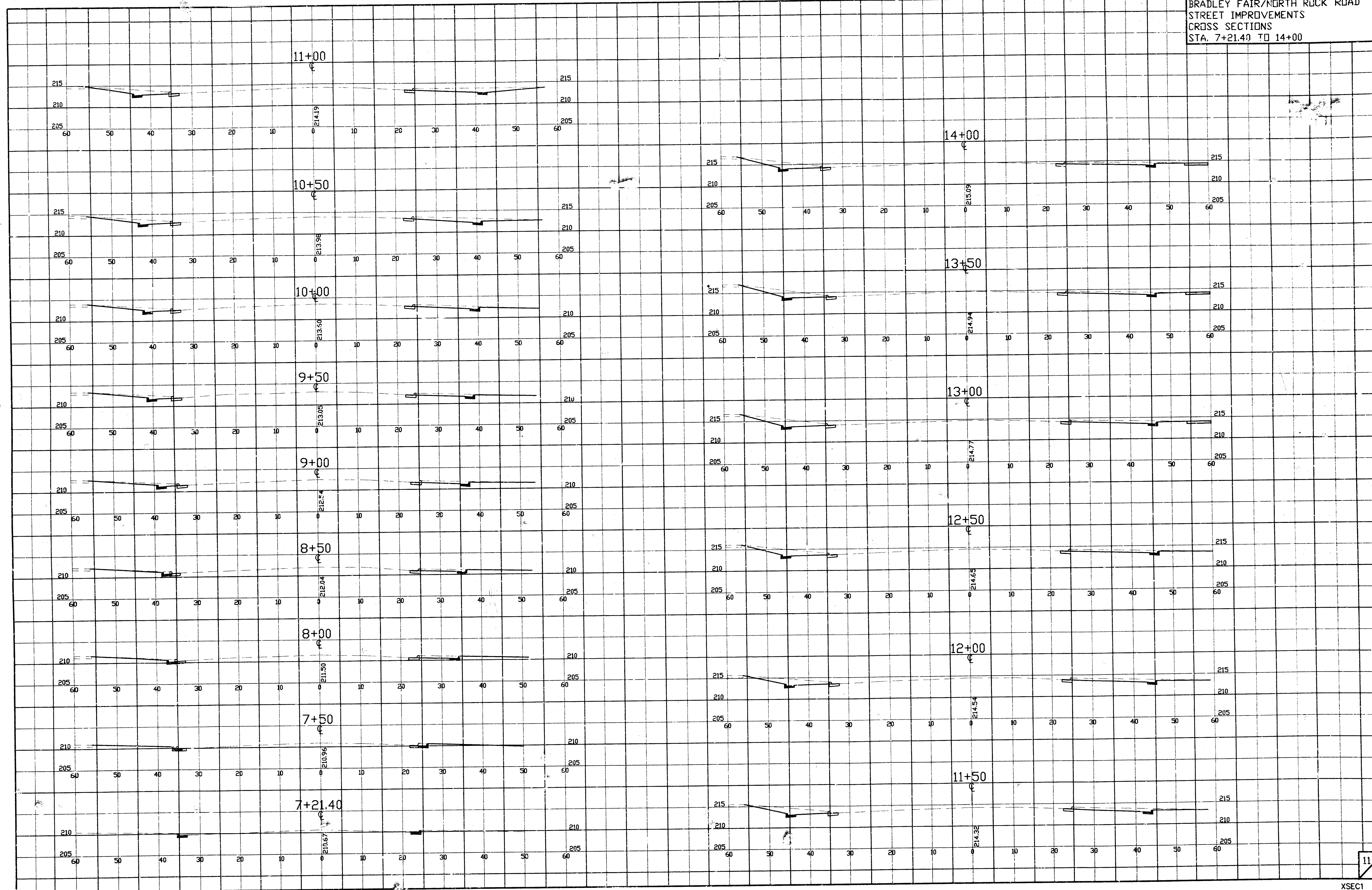
3 CONIFEROUS TREE PLANTING DETAIL - PLAN
NO SCALE



4 CONIFEROUS TREE PLANTING DETAIL - PLAN
NO SCALE

	BRADLEY FAIR NORTH ROCK ROAD		Design JTC
	DETAILS & LOCATIONS FOR LANDSCAPING		Drawn by JTC
	MID-KANSAS ENGINEERING CONSULTANTS, INC. 3500 N. ROCK ROAD #800 WICHITA, KANSAS 67226		Checked by GJA
	PH. 636-5566		Date JUNE/94 Job no. 9392LAND

BRADLEY FAIR/NORTH ROCK ROAD
STREET IMPROVEMENTS
CROSS SECTIONS
STA. 7+21.40 TO 14+00



BRADLEY FAIR/NORTH ROCK ROAD
STREET IMPROVEMENTS
CROSS SECTIONS
STA. 14+50 TO 17+67.17

