

**CONSTRUCTION PLANS
FOR
STREET IMPROVEMENTS**

GENERAL NOTES:

1. Notify the following companies prior to any excavation:

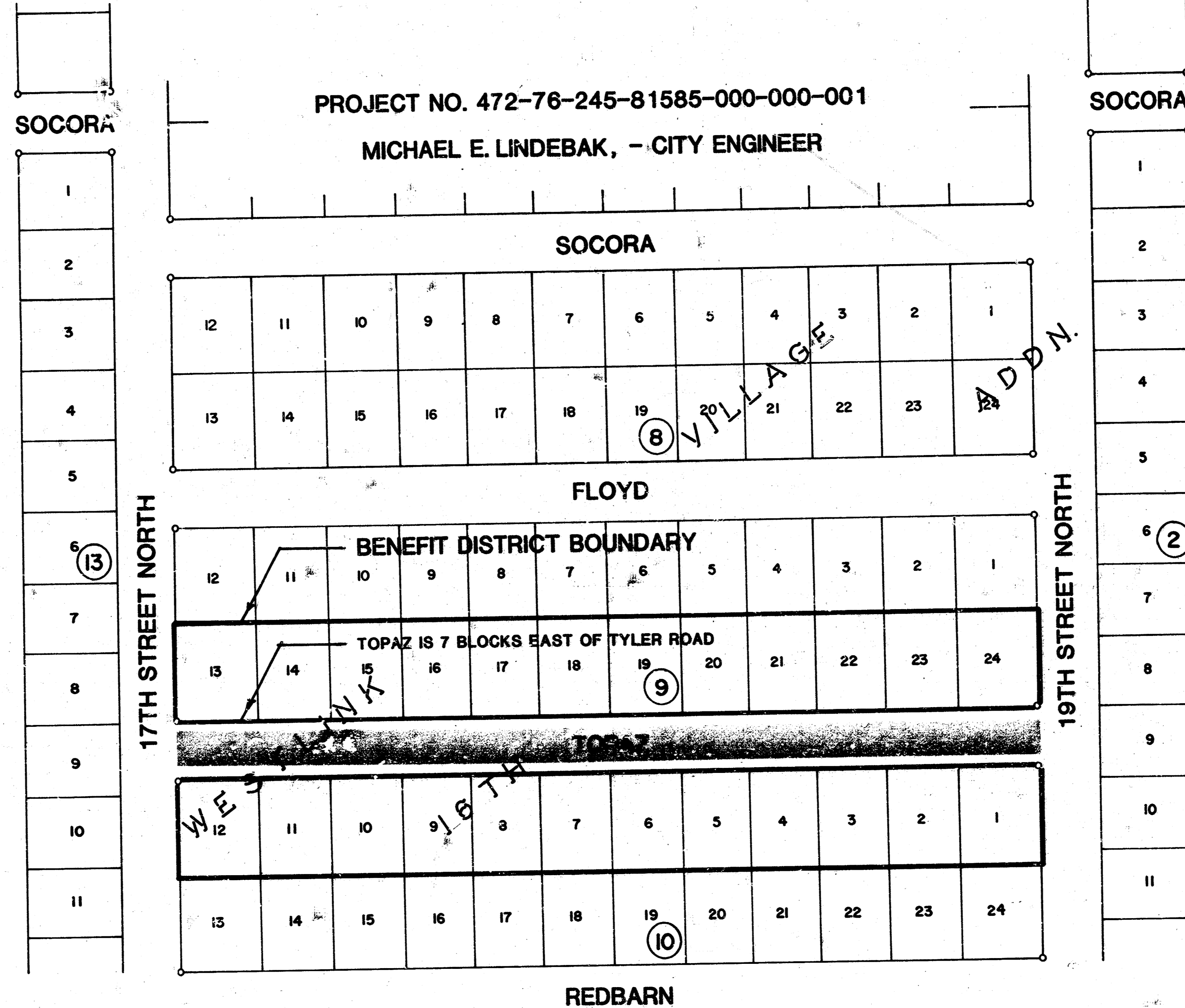
| | |
|-----------------------|----------------|
| Arkla Gas Company | 942-8350 |
| Bell Telephone | 268-2256 |
| Cablevision | 269-3340 |
| Gas Service Company | 263-7511 |
| Kansas Gas & Electric | 261-6375 |
| Kansas One-Call | 1-800-344-7233 |

2. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then sloped up or down using permissible slopes to match the existing ground surface.

3. 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.

**WESTLINK VILLAGE 16TH ADDITION
TO
THE CITY OF WICHITA, KANSAS**

TOPAZ FROM THE N. LINE OF 17TH STREET NORTH
TO THE SOUTH S. LINE OF 19TH STREET NORTH



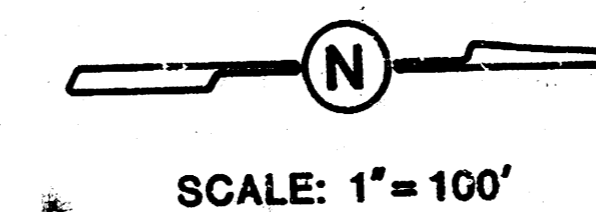
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BENCH MARKS

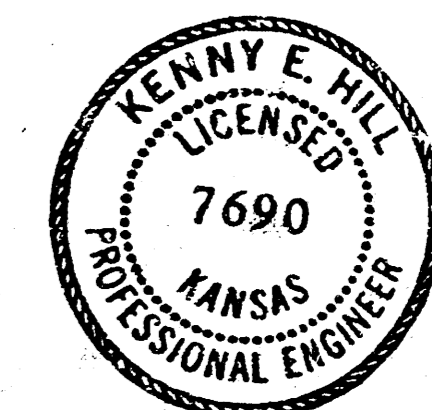
1. B.M. 169.949 City of Wichita Standard Disk. 36' West and 90' South of Centerline Tyler and 21ST St.
2. B.M. 161.34 "x" Cut on S.E. Cor. Cd. Inlet at S.W. Cor. of 19TH and Reba.
3. B.M. 159.83 "x" Cut on N.E. Cor. Cd. Inlet at N.W. Cor. 17TH and Topaz.

NOVEMBER 1986

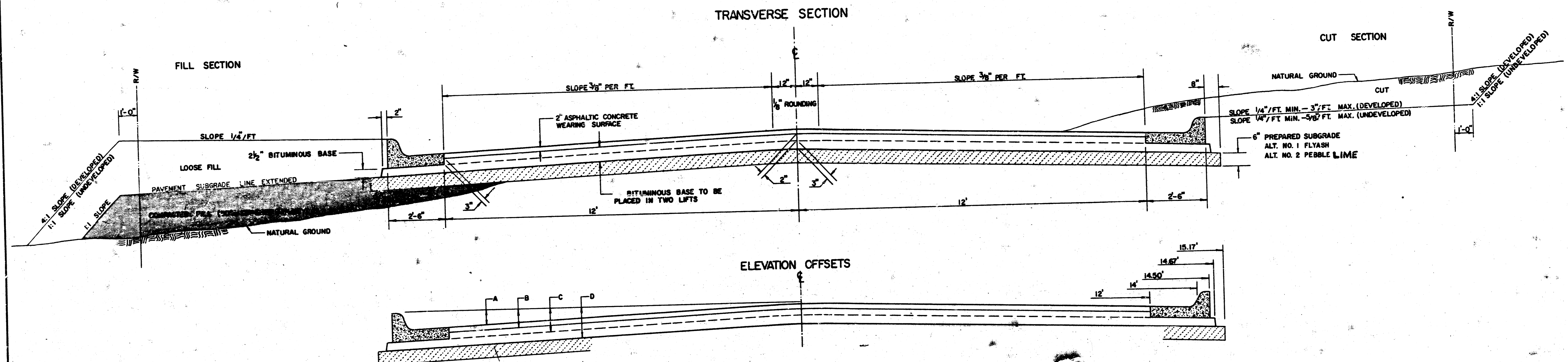


PLANS PREPARED
BY

POE & ASSOCIATES OF KANSAS INC.
CONSULTING ENGINEERS
434 N. Olive, Suite 110 • Wichita, KS 67208 • 316-685-4114

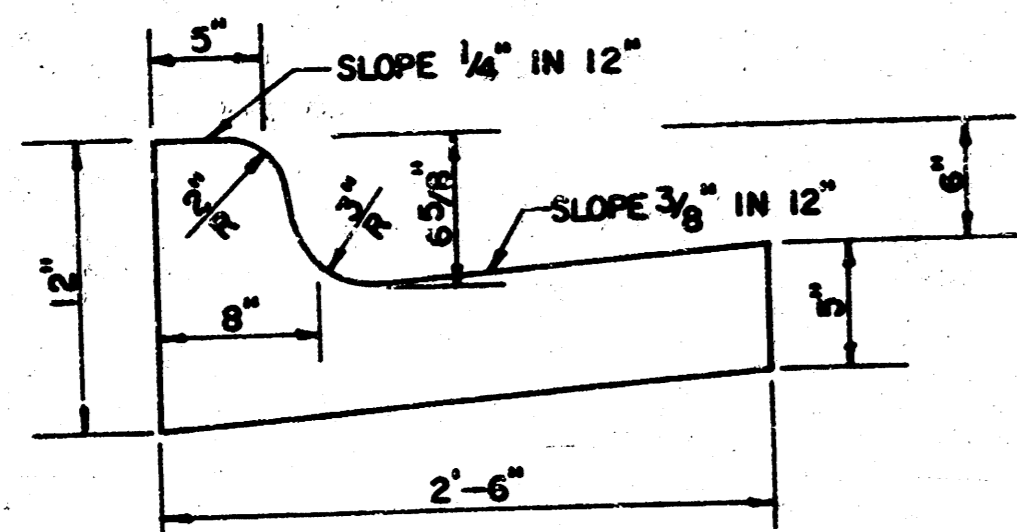


TYPICAL 29' PAVEMENT DETAILS

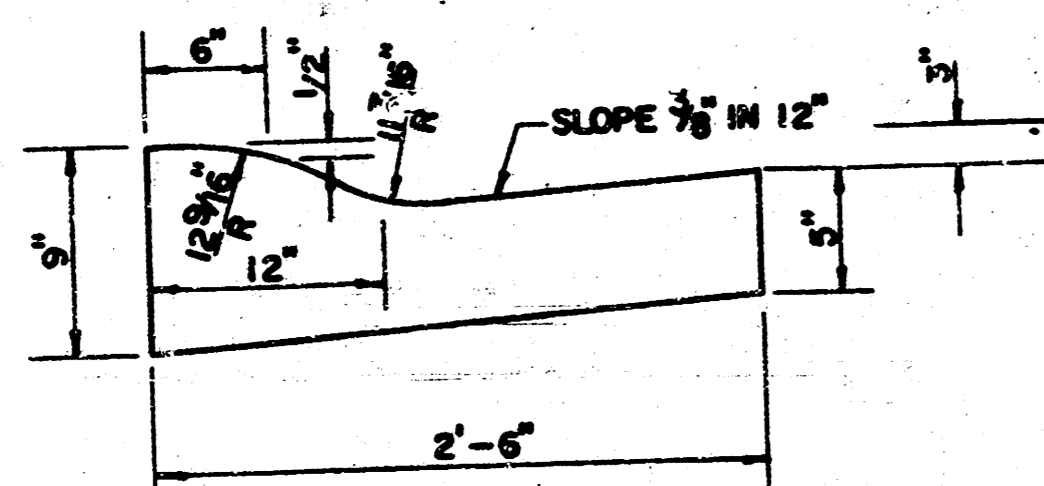


| | DISTANCE FROM CENTERLINE (LT. & RT.) | | | | | | | | | | | | |
|---|--------------------------------------|------|------|------|------|------|------|------|------|-------|--------|--------|--|
| | 0' | 2' | 4' | 6' | 7' | 8' | 10' | 12' | 14' | 14.5' | 14.67' | 15.17' | |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT | 0.13 | 0.18 | 0.24 | 0.30 | 0.33 | 0.36 | 0.43 | 0.49 | — | — | — | — | |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.30 | 0.35 | 0.41 | 0.47 | 0.50 | 0.53 | 0.60 | 0.66 | — | — | — | — | |
| C: TOP OF CURBS TO TOP OF LOWER BASE LIFT | 0.47 | 0.52 | 0.60 | 0.68 | 0.71 | 0.75 | 0.83 | 0.90 | 0.98 | 1.00 | 1.01 | — | |
| D: TOP OF CURBS TO TOP OF SUBGRADE | 0.72 | 0.77 | 0.84 | 0.91 | 0.94 | 0.98 | 1.05 | 1.12 | 1.19 | 1.21 | 1.21 | 1.23 | |

COMBINED CURB & GUTTER



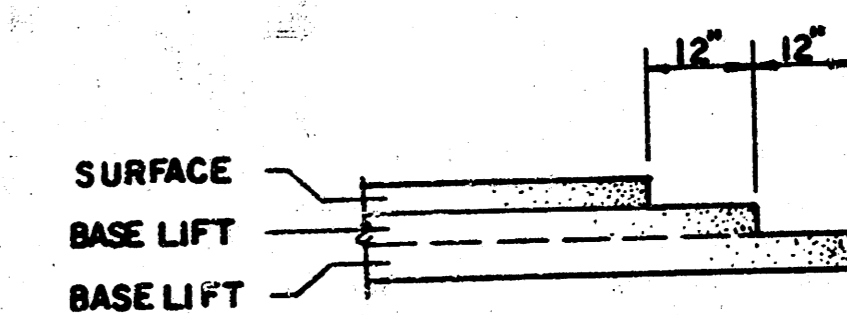
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

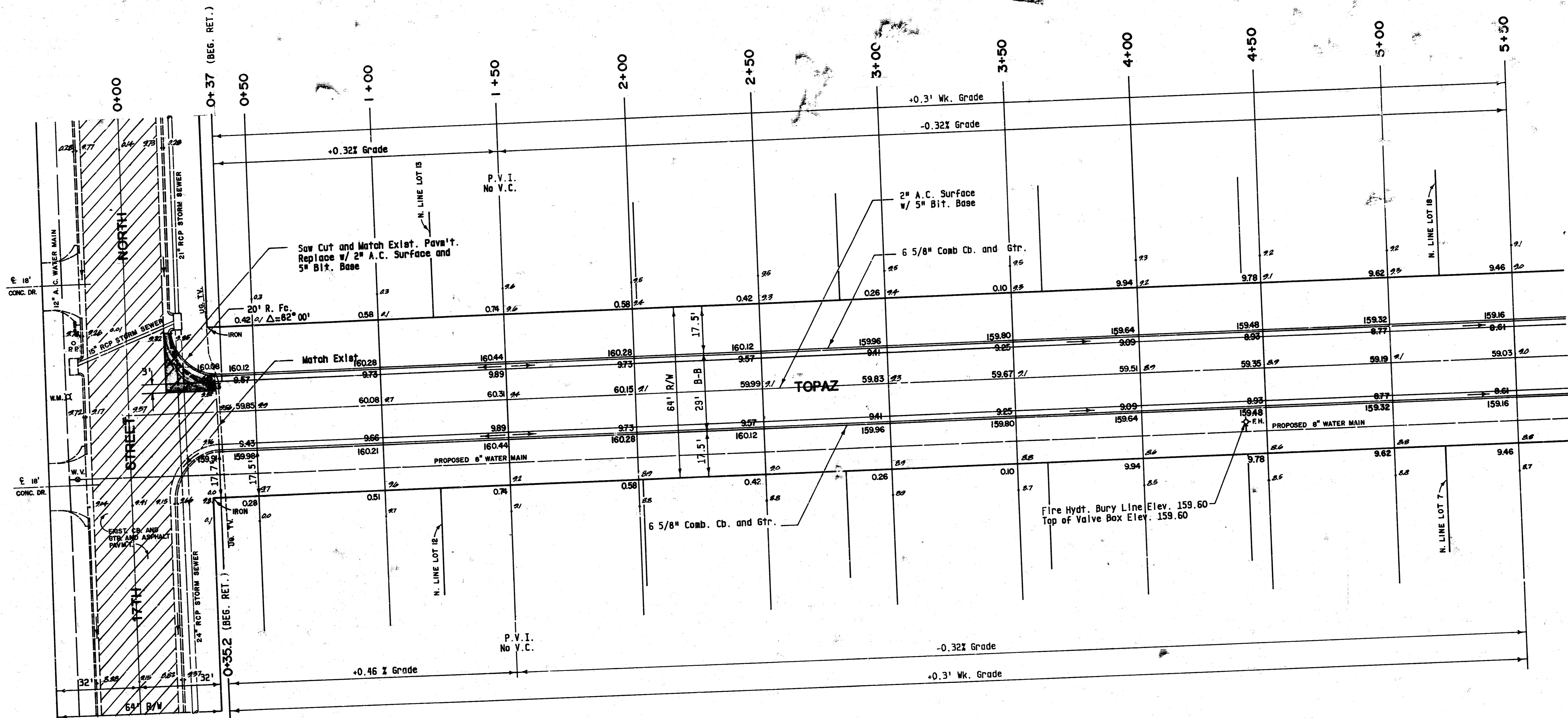
- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED 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.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. 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).

| | |
|--|---|
| POE & ASSOCIATES OF KANSAS INC. CONSULTING ENGINEERS <small>434 N. Oliver, Suite 110 • Wichita, KS 67202 • 316-865-1144</small> | |
| 7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE CITY OF WICHITA, KANSAS | |
| DATE: NOV. 1986 SHEET: 2 of 8 | PROJECT NUMBER: 472-76-245-81585-000-000-001 |

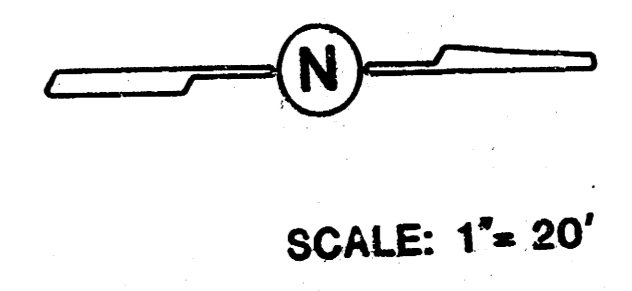


Earthwork Totals

| | |
|------------------|-------------|
| Total Excavation | 1298.2 C.Y. |
| Loose Fill | 639.8 C.Y. |
| Manipulated Fill | 24.4 C.Y. |
| Manipulation | 3282.6 S.Y. |

INTERSECTION QUANTITIES

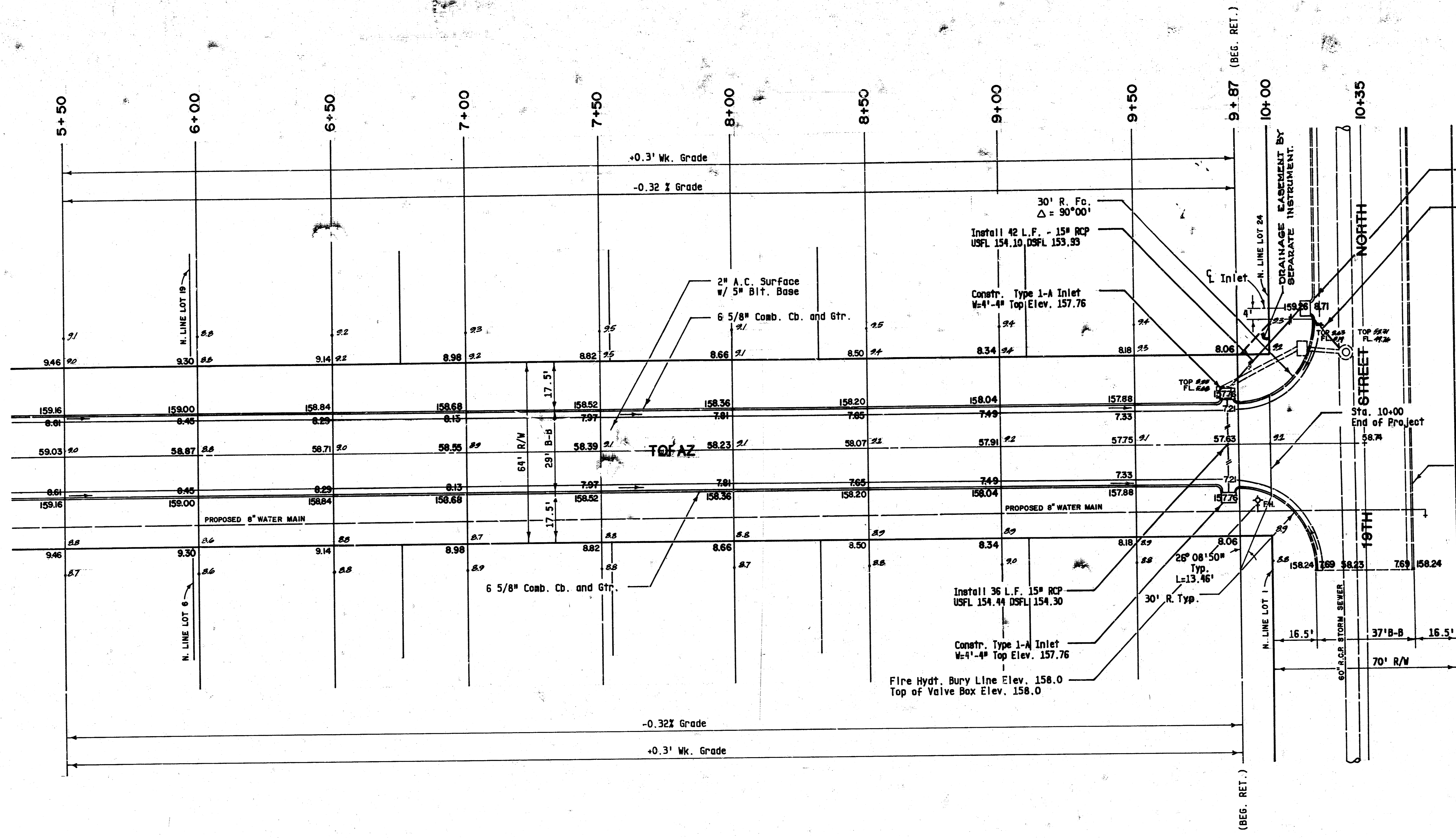
| | |
|------|---|
| — | S.Y. 2" Asphalt Surface |
| 18.0 | S.Y. 7" Asphalt Conc. Pavement (6" Bituminous Base) |
| 8.0 | S.Y. 2 1/2" Bituminous Base |
| 26.8 | L.F. Conained Curb & Gutter |
| — | L.F. Integral Curb |
| 2.4 | C.Y. Excavation |
| — | C.Y. Compacted Fill |
| 27.4 | S.Y. Manipulation |
| 0.22 | Tons Lime or 0.82 Tons Flyash |
| — | S.Y. V.G. 5" Concrete & 3" Asphaltic Concrete Base |
| 31.4 | L.F. Remove Curb |
| 11.5 | S.Y. Pavm't Removal |



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CITY OF WICHITA, KANSAS
WESTLINK VILLAGE 16TH ADDITION
 STREET IMPROVEMENTS
 TOPAZ STA. 0+00 TO STA. 5+50
 PROJECT NO. 472-76-245-81585-000-000

DESIGNED BY: K.H.
 DRAWN BY: B.H.
 CHECKED BY:
 DATE: NOV. 1986
 SHEET: **3.8**



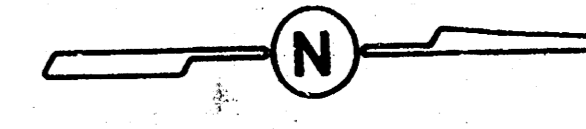
Type 1-A Inlet W=4'-4" To Be Installed w/ Topaz Paving Project

20 L.F. - 18" RCP To Be Installed and Exist. Storm Sewer Removed w/ Topaz Paving Project USFL 153.68 DSFL 153.60

COSTS ASSOCIATED WITH THE REMOVAL OF PIPE FROM THE EXIST'G MANHOLE AND THE NECESSARY CLOSING OF THE OPENING CREATED BY SAID REMOVAL SHALL BE INCLUDED IN THE BID ITEM "PIPE REMOVED."

COSTS ASSOCIATED WITH THE CONNECTION OF THE 18" R.C.P. INTO THE EXISTING M.S. SHALL BE INCLUDED IN THE BID ITEM - 18" REINP. CONC PIPE.

Proposed Cb. and Gtr.

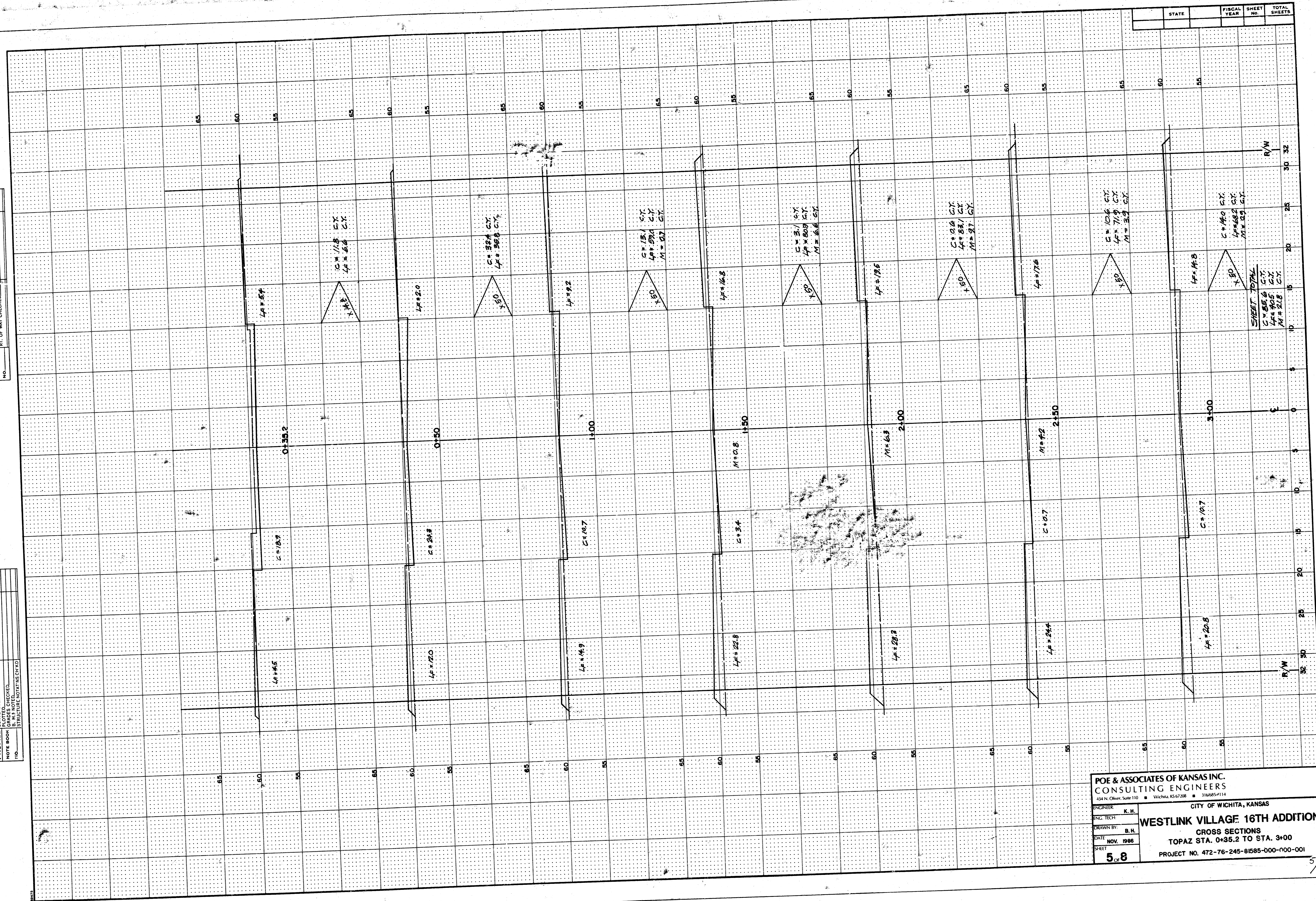


SCALE: 1" = 20'

| | | | |
|--|-----------|--|--------|
| POE & ASSOCIATES OF KANSAS INC. CONSULTING ENGINEERS <small>434 N. Oliver, Suite 110 • Wichita, KS 67208 • 368-0514</small> | | CITY OF WICHITA, KANSAS WESTLINK VILLAGE 16TH ADDITION STREET IMPROVEMENTS TOPAZ STA. 5+50 TO STA. 10+35.2 PROJECT NO. 472-76-245-81585-000-000-001 | |
| DESIGNED BY | K.H. | CHECKED BY | B.H. |
| DATE | NOV. 1986 | SHEET | 4 OF 8 |

| | | |
|---------|-----------------------------|------|
| PLAN | SURVISED | DATE |
| | NOTE BOOK NO. | |
| PROFILE | GRADES CHECKED | DATE |
| | STRUCTURE NOTATIONS CHECKED | |

| | | |
|---------|-----------------------------|------|
| PROFILE | GRADES CHECKED | DATE |
| | STRUCTURE NOTATIONS CHECKED | |



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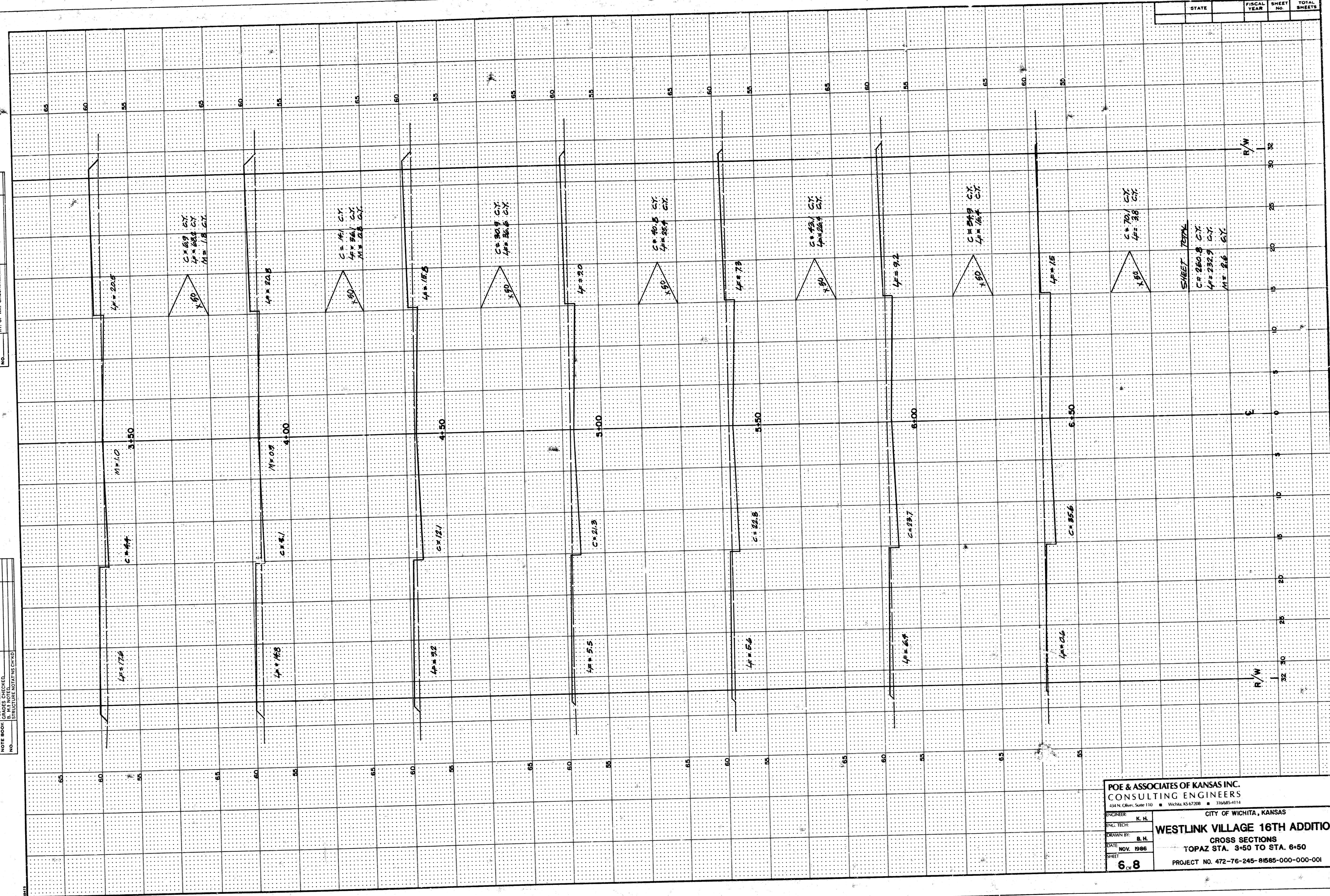
CITY OF WICHITA, KANSAS

ENGINEER: K. H.
ENCL. TECH:
DRAWN BY: B. H.
DATE: NOV. 1998
SHEET: 5 OF 8

WESTLINK VILLAGE 16TH ADDITION
CROSS SECTIONS
TOPAZ STA. 0+35.2 TO STA. 3+00
PROJECT NO. 472-76-245-81585-000-100-001

| | |
|--------------------|------|
| PLAN | |
| SURVEYED | DATE |
| NOTE BOOK | BY |
| ALIGNMENT CHECKED | |
| RT. OF WAY CHECKED | |
| NO. | |

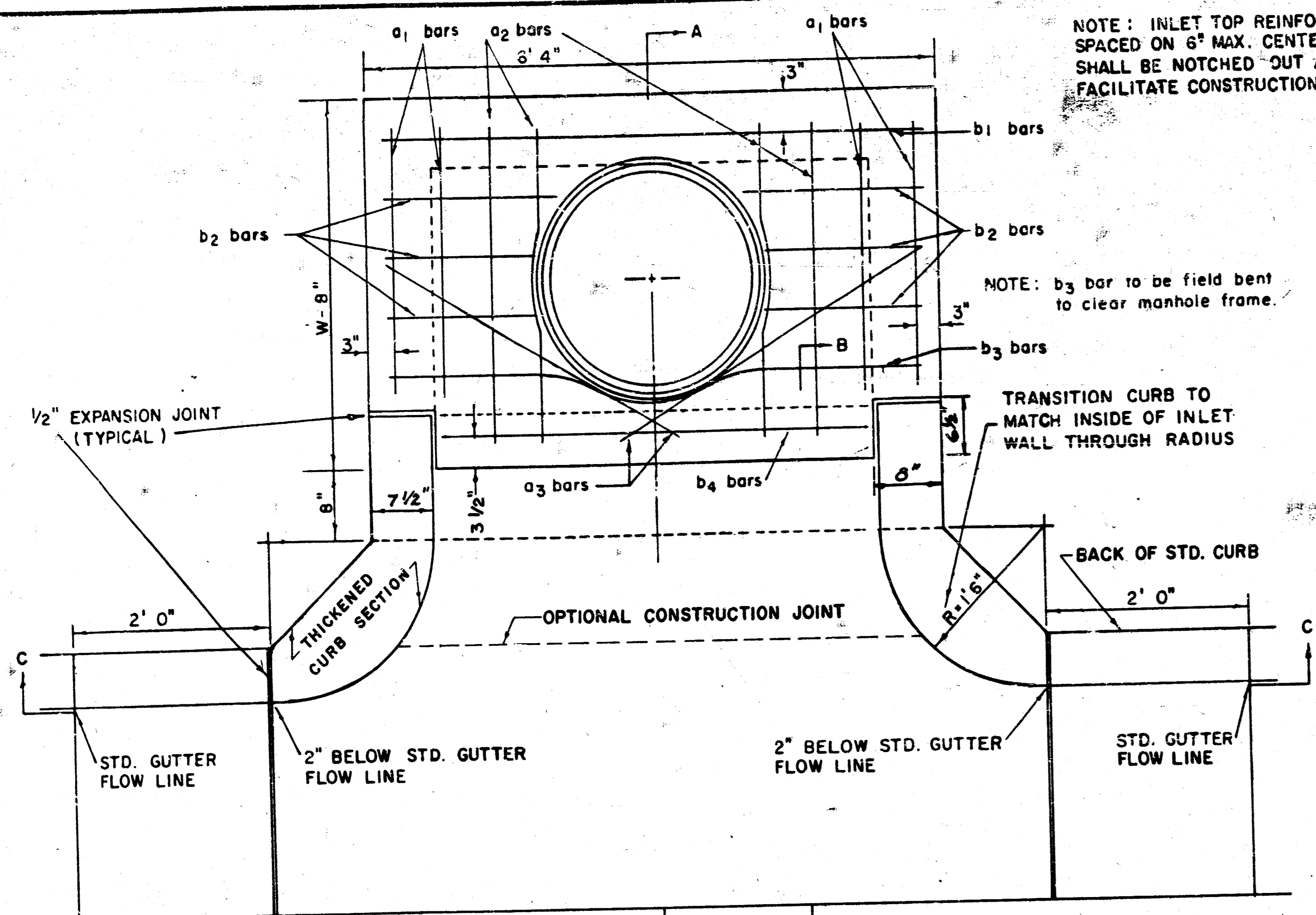
| | |
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| PROFILE | |
| SURVEYED | DATE |
| NOTE BOOK | BY |
| GRADES CHECKED | |
| VERTICAL CURVES CHECKED | |
| NO. | |



POE & ASSOCIATES OF KANSAS INC.
CONSULTING ENGINEERS
434 N. Oliver, Suite 110 • Wichita, KS 67208 • 316/85-4114

ENGINEER: K. H.
P.L.C. TECH:
DRAWN BY: B. H.
DATE: NOV. 1986
SHEET: 6/8

CITY OF WICHITA, KANSAS
WESTLINK VILLAGE 16TH ADDITION
CROSS SECTIONS
TOPAZ STA. 3+50 TO STA. 6+50
PROJECT NO. 472-76-245-81585-000-000-001



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

PLAN

NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.

NOTE: b3 bar to be field bent to clear manhole frame.

TRANSITION CURB TO MATCH INSIDE OF INLET WALL THROUGH RADIUS

BACK OF STD. CURB

2' 0"

STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

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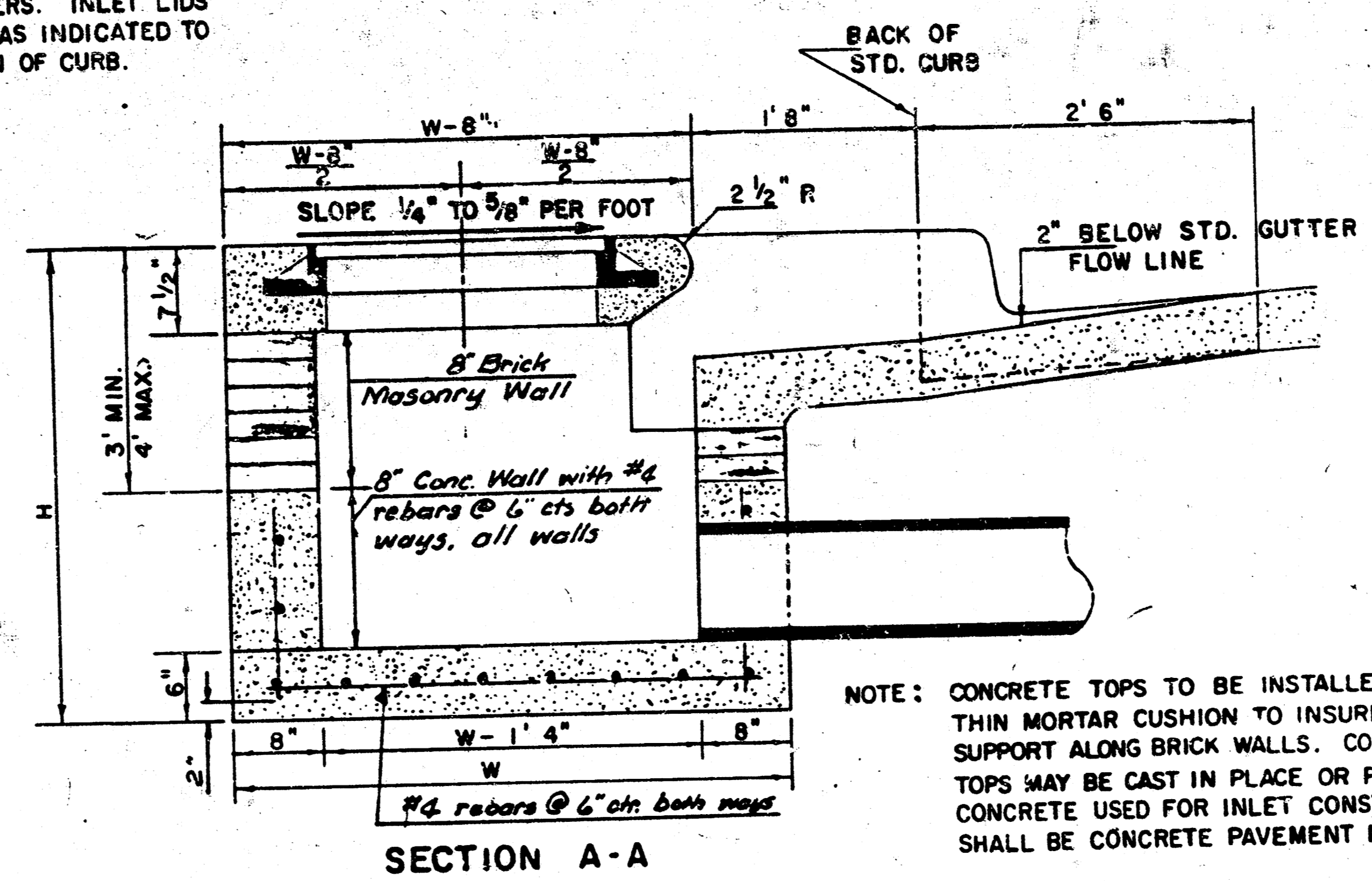
2" BELOW STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE

2" BELOW STD. GUTTER FLOW LINE



SECTION A-A

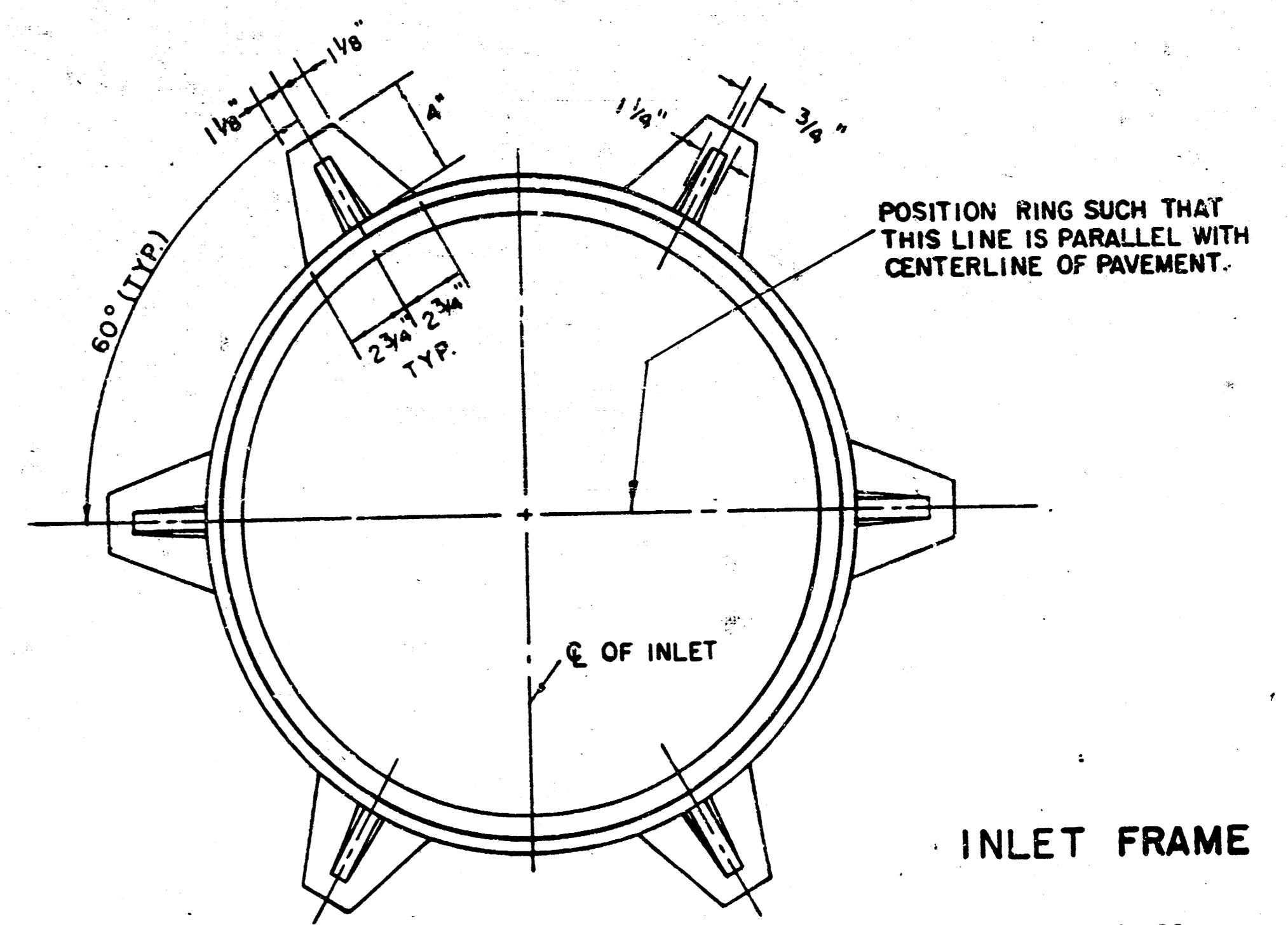
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

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.

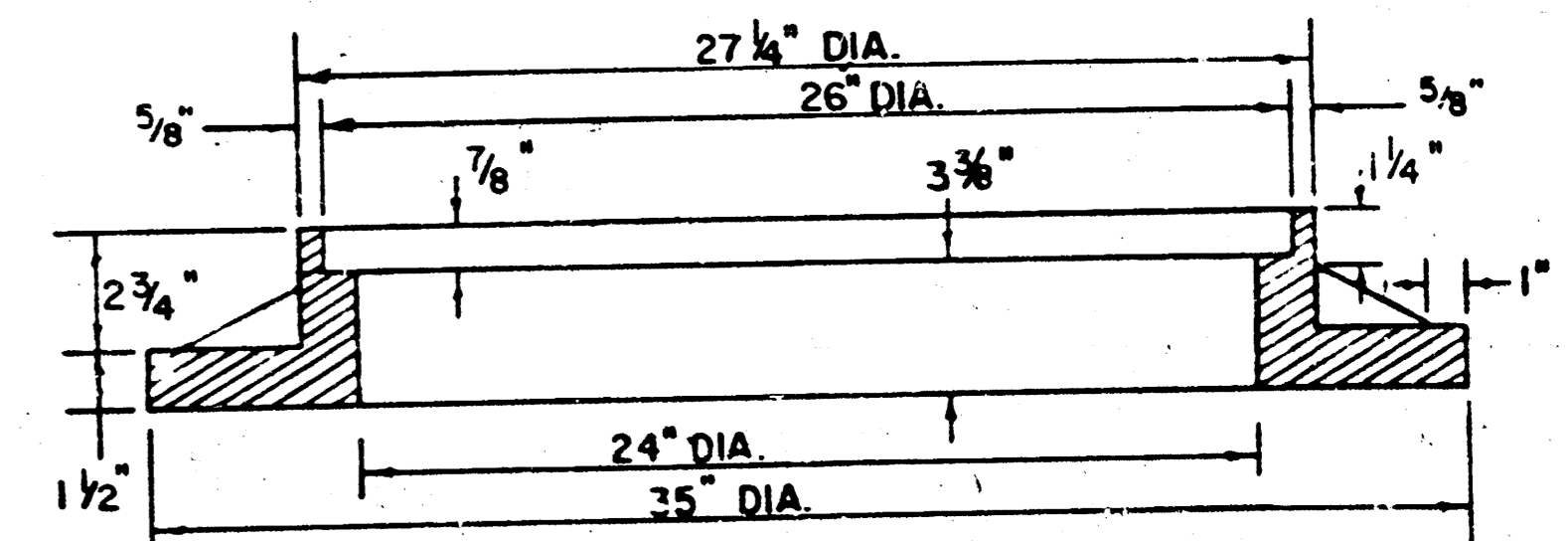
INLET INVERT SHALL BE SHAPED WITH 8" SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF-CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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



INLET FRAME

WEIGHT = 180 LBS.



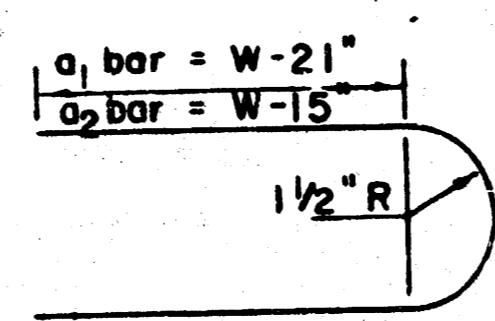
SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.

STEEL SCHEDULE

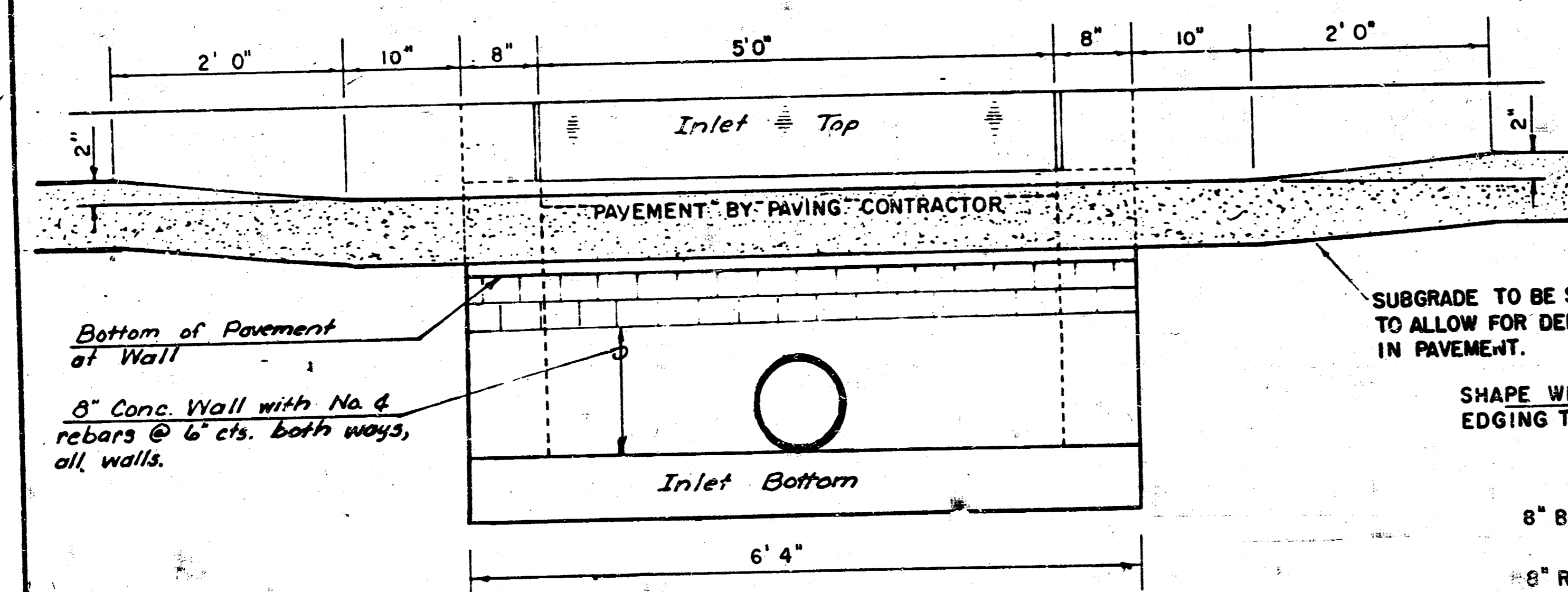
| BAR NUMBER | a1 | a2 | a3 | b1 | b2 | b3 | b4 | WT. LBS. |
|------------|----|----|----|----|----|----|----|----------|
| 1 | 4 | 4 | 2 | 1 | 3 | 5 | 7 | 9 |
| 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
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| 99 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 100 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |

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

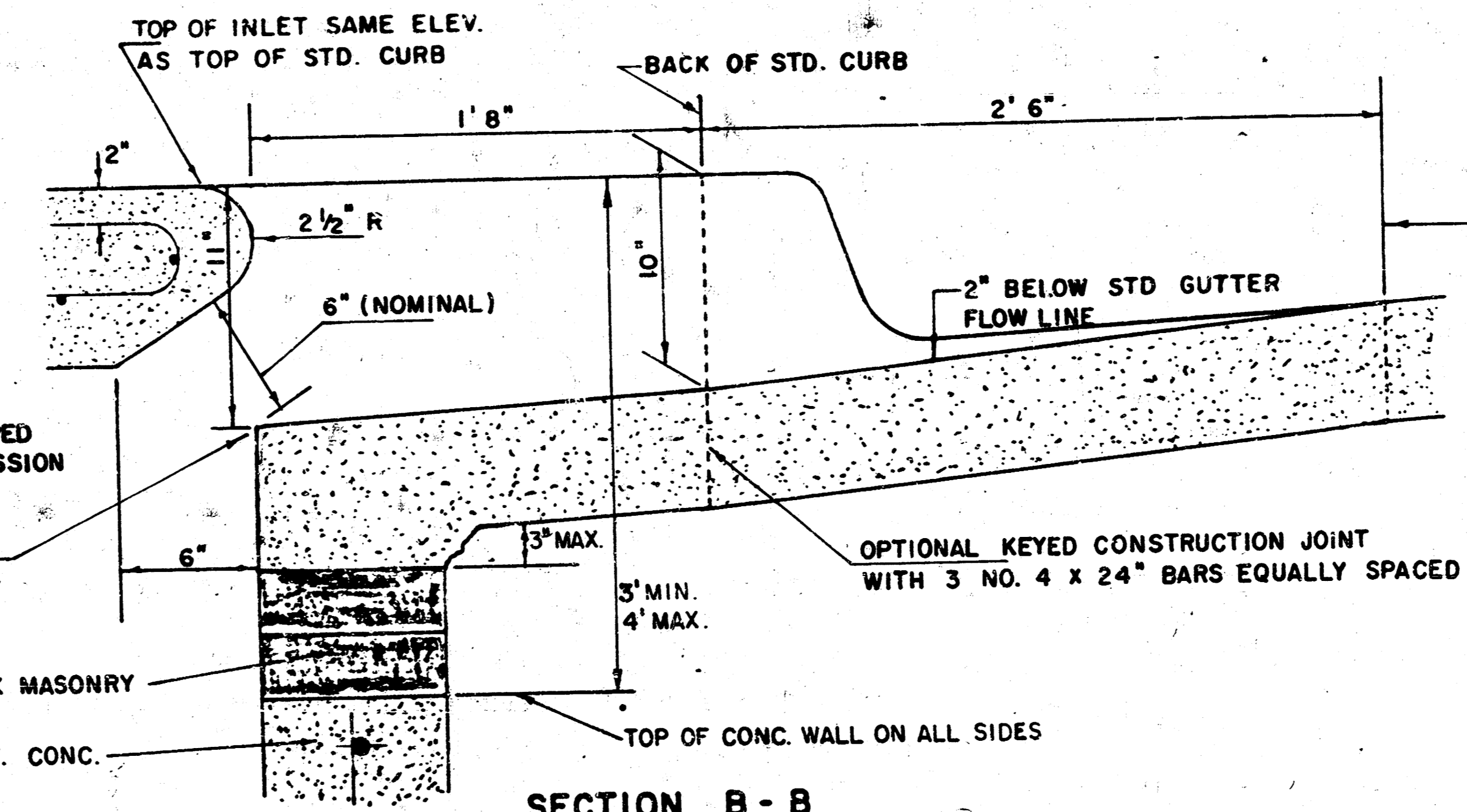
BENDING DIAGRAM



| W | PRE-CAST TOP SIZE | PIPE SIZE | CU. YD. CONC. |
|-------|------------------------|---------------|---------------|
| 4' 4" | 5' 8" x 6' 4" x 7 1/2" | 21" & SMALLER | 0.38 ± |
| 5' 4" | 6' 8" x 6' 4" x 7 1/2" | 24" & 30" | 0.51 ± |
| 6' 4" | 7' 8" x 6' 4" x 7 1/2" | 36" & 42" | 0.64 ± |
| 7' 4" | 8' 8" x 6' 4" x 7 1/2" | 48" & 54" | 0.77 ± |
| 8' 4" | 9' 8" x 6' 4" x 7 1/2" | 60" & 66" | 0.90 ± |



SECTION C-C



SECTION B-B

REVISED 12-21-1984 PROJECT NO. 472-76-245-81585-000-001

DETAIL STANDARD TYPE IA CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6" x 5' 0"
JUNE 1984

