Street Improvements For

WOODCHUCK

From the S.L. Westlink Village 16th. Addn. to the N.L. Westlink Village 16th. Addn.

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. 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 exteend 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.

3. 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. 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 archaeological investigations unless buried in a previously approved borrow location.

4. The Engineer shall take field ties to all quarter section corners. The Contractor shall set a City survey monument in the required location where such quarter section corners fall within the limits of pavement construction. Survey monuments will be furnished by the City. The Engineer will accurately locate and install the iron at the quarter section corner. This work will not be paid for directly, but shall be considered subsidiary to other pay items of work in the contract.

5. Properties within the project limits may have underground sprinkler systems 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 and/or valves and give such material to their owner. Portions of underground sprinkler systems not in conflict with new construction shall be protected from damage and shall remain in place. All work in connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items of work.

6. No more than 5 drives 18 feet in width, or equivalent combinations thereof, are to constructed with this project.

7. 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.

8. 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.

9. 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 specification when requested by the property owner. The Contractor shall ascertain that a dirt order form has been properly executed by the property owner before any such excess material is delivered to such properties.

10. 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 law.

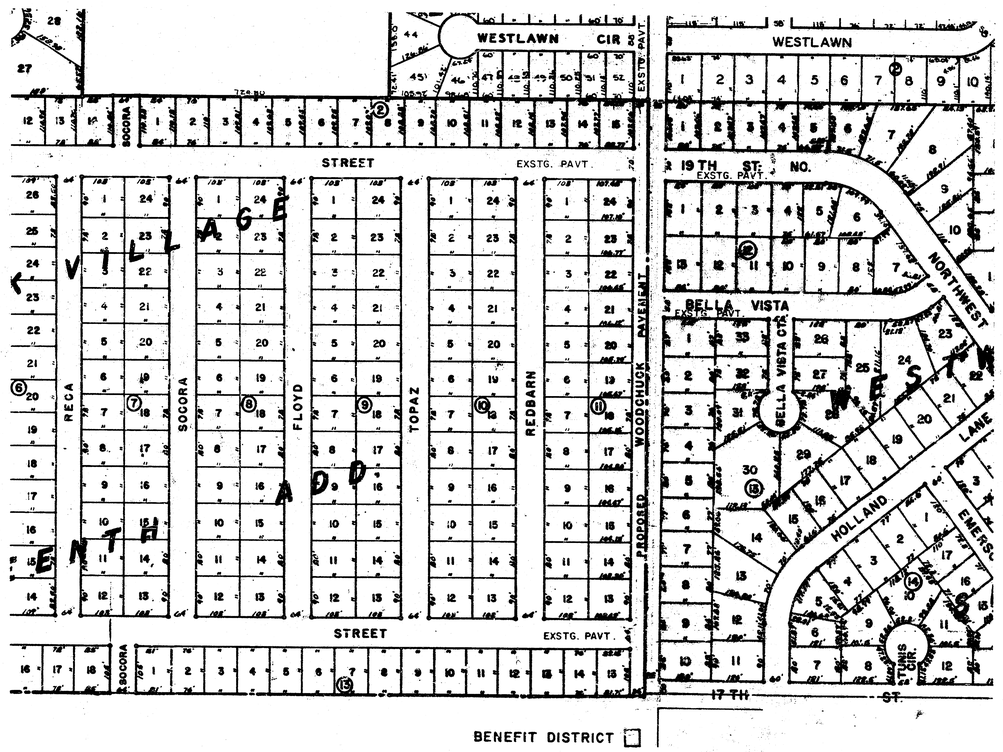
11. The Contractor shall adjust Water Valve Boxes and Fire Hydrants as directed by the Engineer at the price bid for said adjustments. The Water Department shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, water valve boxes or fire hydrants damaged during construction shall be repaired by the contractor at his own expense.

INDEX CODE 760561

Project No.

472-76-245-81958-000-000-001

City of Wichita, Kansas - Michael E. Lindebak, City Engineer



N

1"=180'

BENCHMARKS

"□" CUT T.C. E.RETURN OF CB. INLET, 3' W. OF NE COR. LOT 15, BLK. 13, WESTLINK VILLAGE 16TH ADDN. ELEV. = 157.98 C.D.

"□" CUT T.C. S.SIDE, BELLA VISTA ST. 50' RT. & E. OF ℄ WOODCHUCK. ELEV. = 156.77 C.D.

"□" CUT SW COR. CB. INLET, E END NE RETURN 19TH AT WOODCHUCK. ELEV. = 155.11 C.D.

TITLE SHEET	1
PAVEMENT TYPICAL	2
VLLY. GTTR. & W.C.R. DETAILS	3
PLAN SHEET	4-6
INCIDENTAL DRNG.	7
INLET DETAIL	8
X-SECTIONS	9-16

THOMAS CHARLES BARKLEY LICENSED 5621 KANSAS PROFESSIONAL ENGINEER

10-17-90

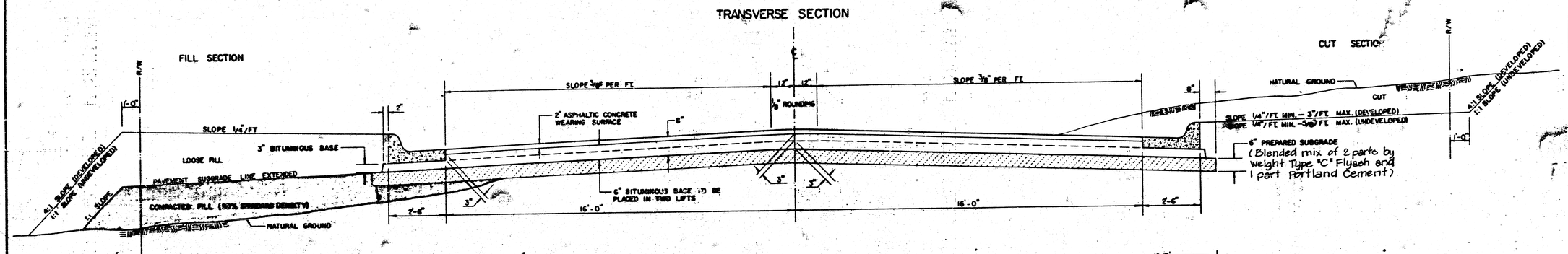
BAUGHMAN COMPANY P. A.
ENGINEERING & SURVEYING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

1/11

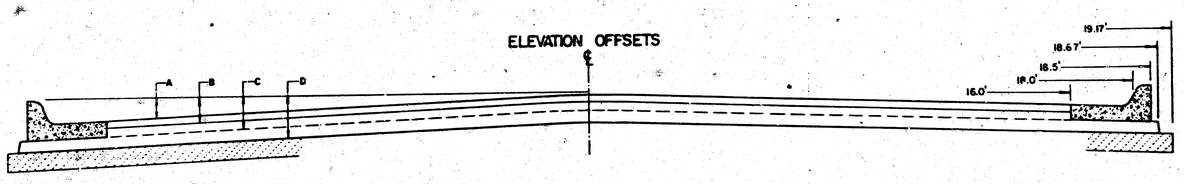
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TYPICAL 37' PAVEMENT DETAILS

TRANSVERSE SECTION

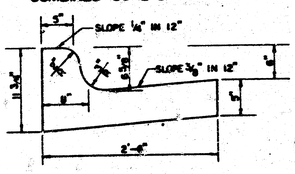


ELEVATION OFFSETS

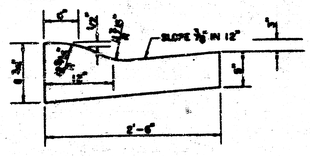


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.

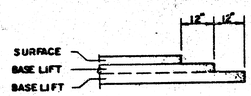
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

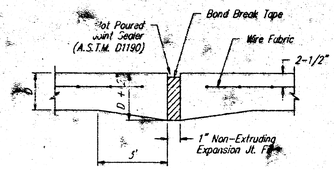


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

2 / 10

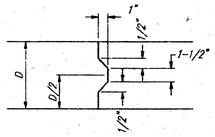
8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81258-000-000-001

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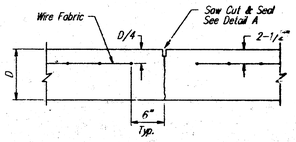


EXPANSION JOINT

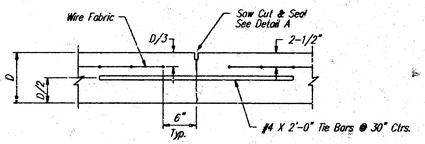
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



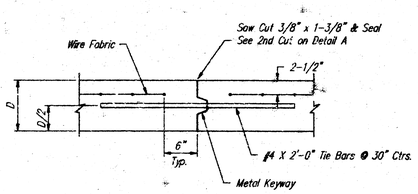
KEYWAY DETAIL



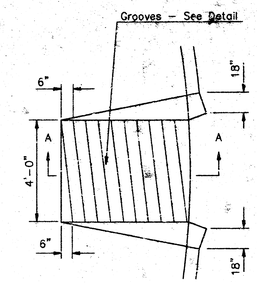
CONTRACTION JOINT DETAIL (C.J.)



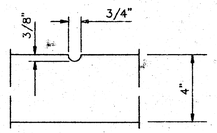
LONGITUDINAL JOINT DETAIL (L.J.)



LONGITUDINAL JOINT DETAIL (L.J.)

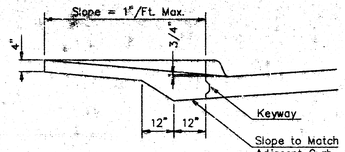


WHEELCHAIR RAMP PLAN VIEW

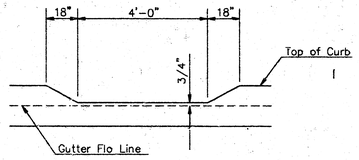


GROOVE DETAIL

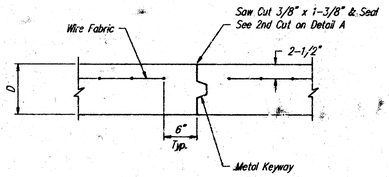
WHEELCHAIR RAMP DETAIL



SECTION A–A

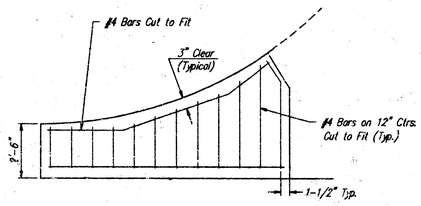


DEPRESSED CURB DETAIL

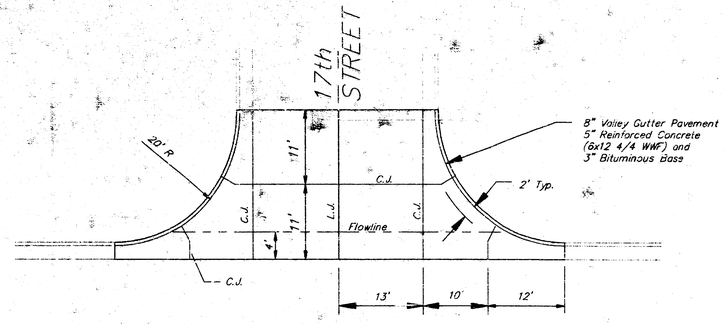


OPTIONAL CONTRACTION CONST. JOINT (C.J.)

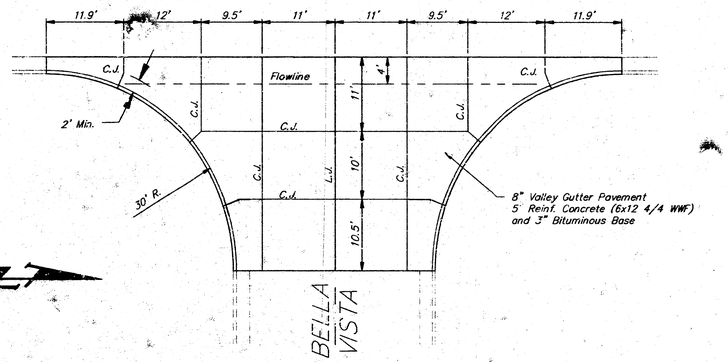
(ALTERNATE C.J.)



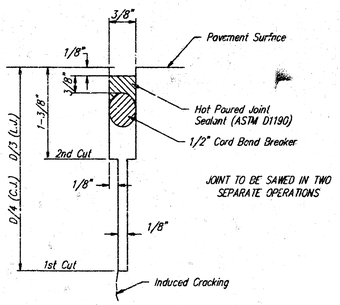
WING REINFORCING DETAIL



VALLEY GUTTER JOINT PLAN AT 17TH STREET



VALLEY GUTTER JOINT PLAN AT BELLA VISTA



SAW JOINT DETAIL

MISC\WOOD.VG

VALLEY GUTTER DETAILS

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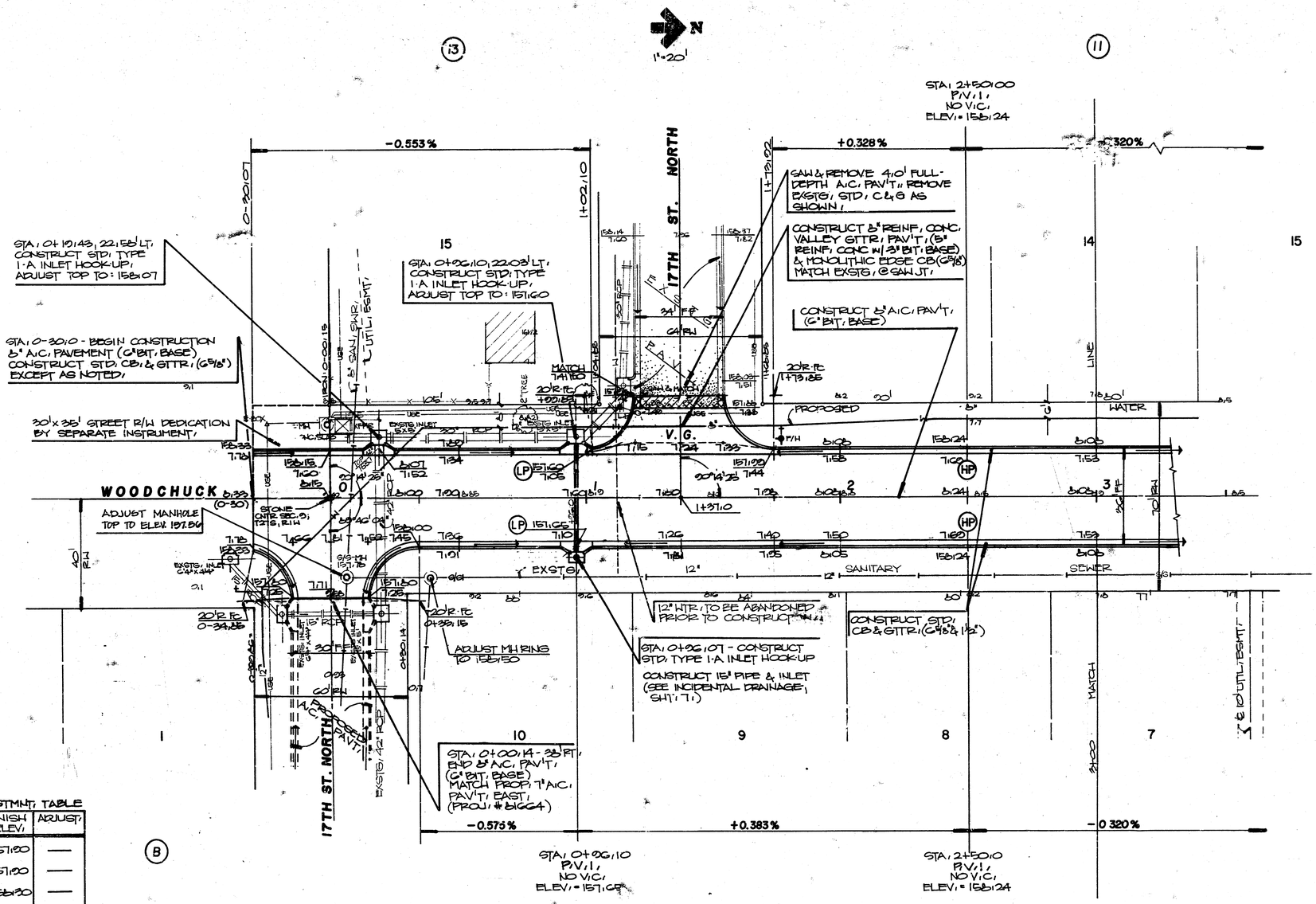
REV.

PROJECT NUMBER
472-76-245-91358-000-000-001

SHEET 3 OF 10

DESIGN	DRAWN	APPROVED	DATE	SCALE
CMB\TCR	CMB\JL		10-10-90	1" = 20'

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WATER VALVE BOX ADJUSTMNT. TABLE

STATION	LOCATION	EXST'G. ELEV.	FINISH ELEV.	ADJUST.
1+11	27' LT.	157.00 (PROP.)	157.00	—
1+13	27' LT.	157.00 (PROP.)	157.00	—
1+74	26' LT.	156.30 (PROP.)	156.30	—
8+85	40' RT.	156.85 (PROP.)	156.85	—
8+86	41' RT.	156.85 (PROP.)	156.85	—
11+98	38' LT.	155.70	155.70	—
11+00	32' LT.	155.72	155.61	0/11
11+00	33' RT.	155.30	155.00	—
12+01	30' LT.	155.60	155.60	—

EARTHWORK QUANTITIES

EXCAVATION	3628 C.Y.
SUBGRADE MANIP.	6005 S.Y.

BENCHMARKS

"□" CUT T.C. E. RETURN OF CB. INLET, 3' W. OF NE COR. LOT 15, BLK. 13, WESTLINK VILLAGE 16TH ADDN. ELEV. = 157.98 C.D.

"□" CUT T.C. S. SIDE, BELLA VISTA ST. 50' RT. & E. OF ℄ WOODCHUCK. ELEV. = 156.77 C.D.

"□" CUT SW COR. CB. INLET, E END ME RETURN 19TH AT WOODCHUCK. ELEV. = 155.11 C.D.

WOODCHUCK
STA. 0+00 to STA. 3+00

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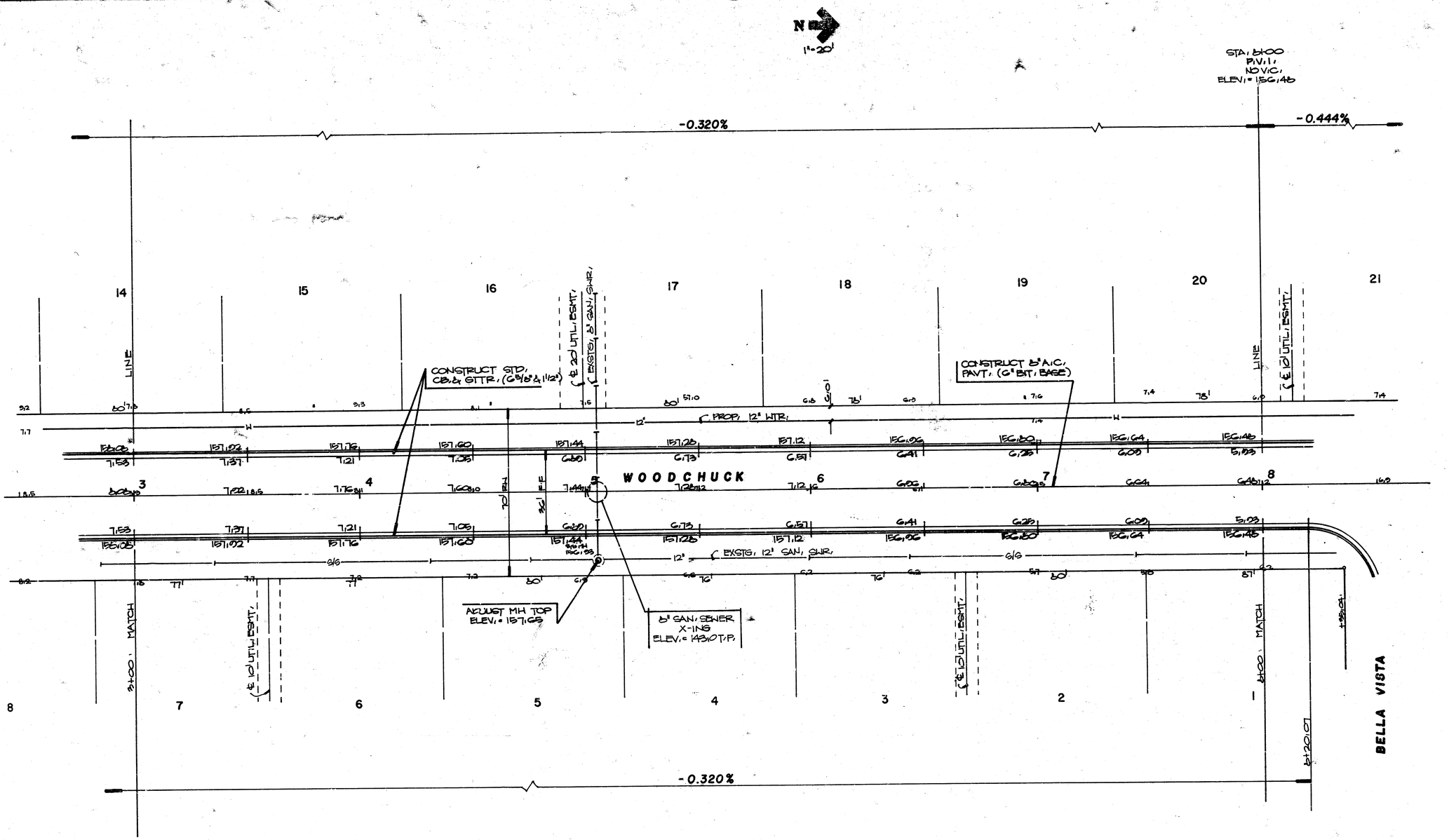
472-76-245-81958-000-000-001

REV.

SHEET 4 OF 10

DESIGN	DRAWN	APPROVED	DATE	SCALE
T.C.R.	SONNY		OCT. '90	NOTED

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BENCHMARKS

"□" CUT T.C. E. RETURN OF CB. INLET, 3' W. OF NE COR. LOT 18, BLK. 13, WESTLINK VILLAGE 18TH ADDN. ELEV. = 157.98 C.D.

"□" CUT T.C. S. SIDE, BELLA VISTA ST. 50' RT. & E. OF ℄ WOODCHUCK. ELEV. = 156.77 C.D.

"□" CUT SW COR. CB. INLET, E END NE RETURN 19TH AT WOODCHUCK. ELEV. = 155.11 C.D.

WOODCHUCK
STA. 3+00 to STA. 8+00

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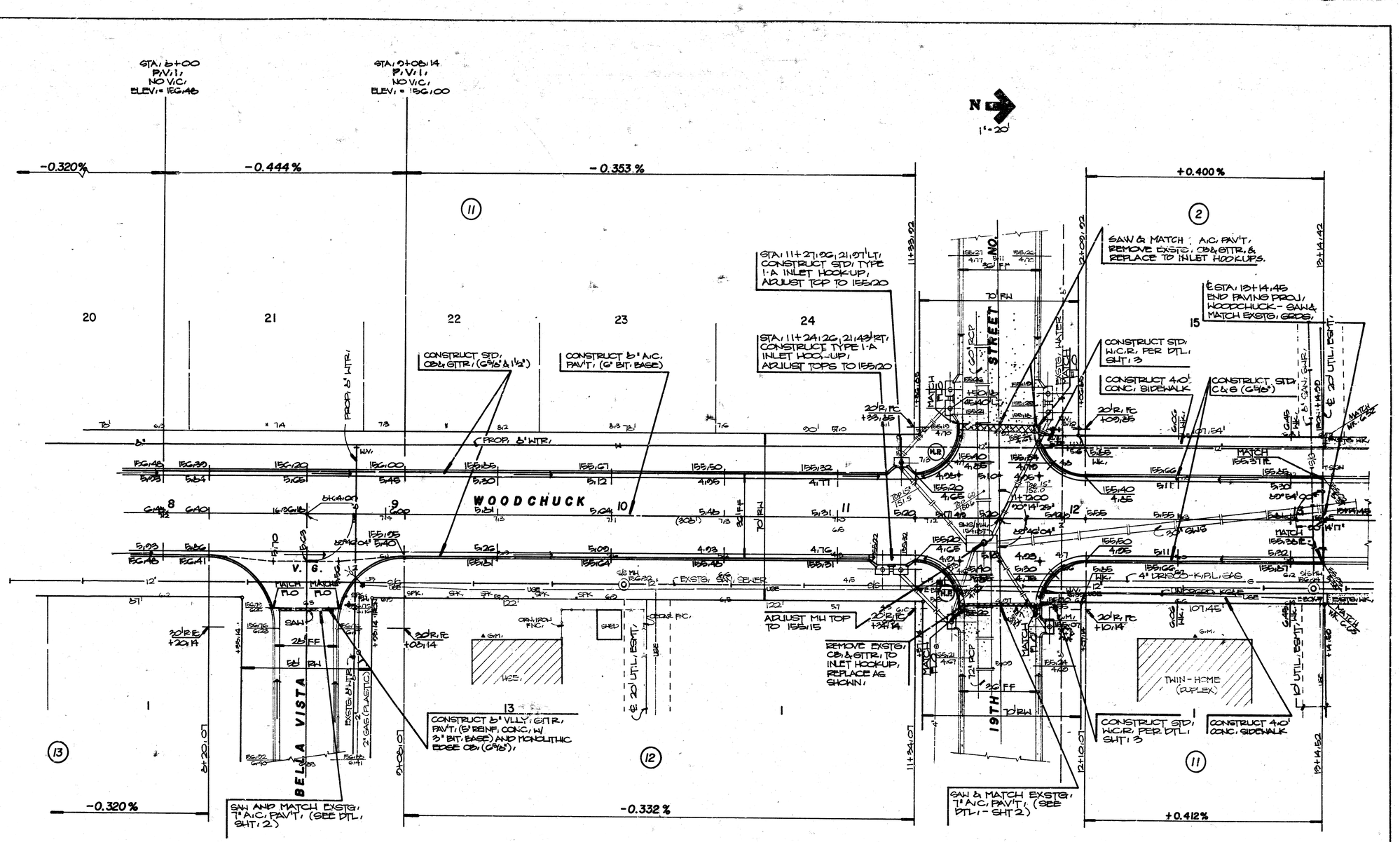
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DESIGN	DRAWN	APPROVED	DATE	SCALE
T.S./R.	SONNY		OCT. 80	NOTED

REV.

SHEET 5 OF 10

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BENCHMARKS

"□" CUT T.C. E. RETURN OF CB. INLET, 3' W. OF NE. COR. LOT 15, BLK. 13, WESTLINK VILLAGE 16TH ADDN. ELEV. = 157.96 C.D.

"□" CUT T.C. S. SIDE, BELLA VISTA ST. 50' RT. & E. OF ℄ WOODCHUCK. ELEV. = 156.77 C.D.

"□" CUT SW COR. CB. INLET, E END NE RETURN 19TH AT WOODCHUCK. ELEV. = 156.11 C.D.

WOODCHUCK
STA. 6+00 to STA. 13+14.35

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SURVEYING & ENGINEERING
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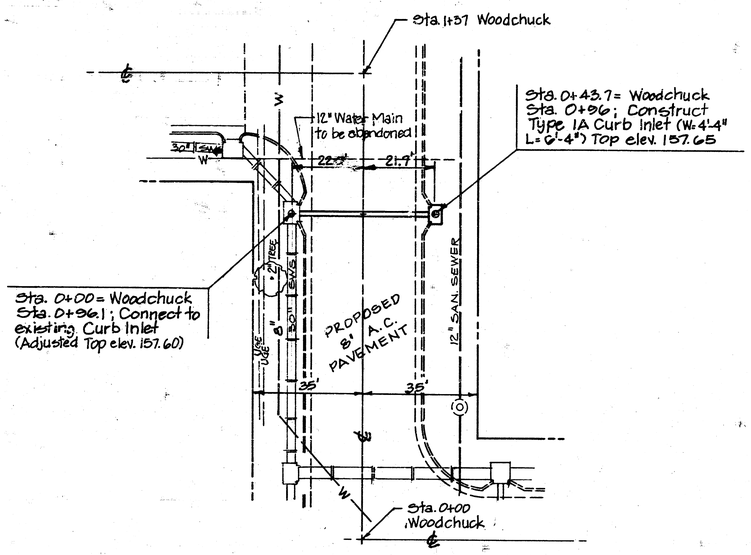
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DESIGN	DRAWN	APPROVED	DATE	SCALE
T.C.R.	SONNY		OCT. 00	NOTED

REV.
SHEET 6 OF 10

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PLAN — SURVEYED / PLOTTED / NOTE BOOK / No. — DRAWN / CHECKED / TRACED / CHECKED — DATE / BY / REVISIONS: RIGHT-OF-WAY CHECKED



N

1"=20'

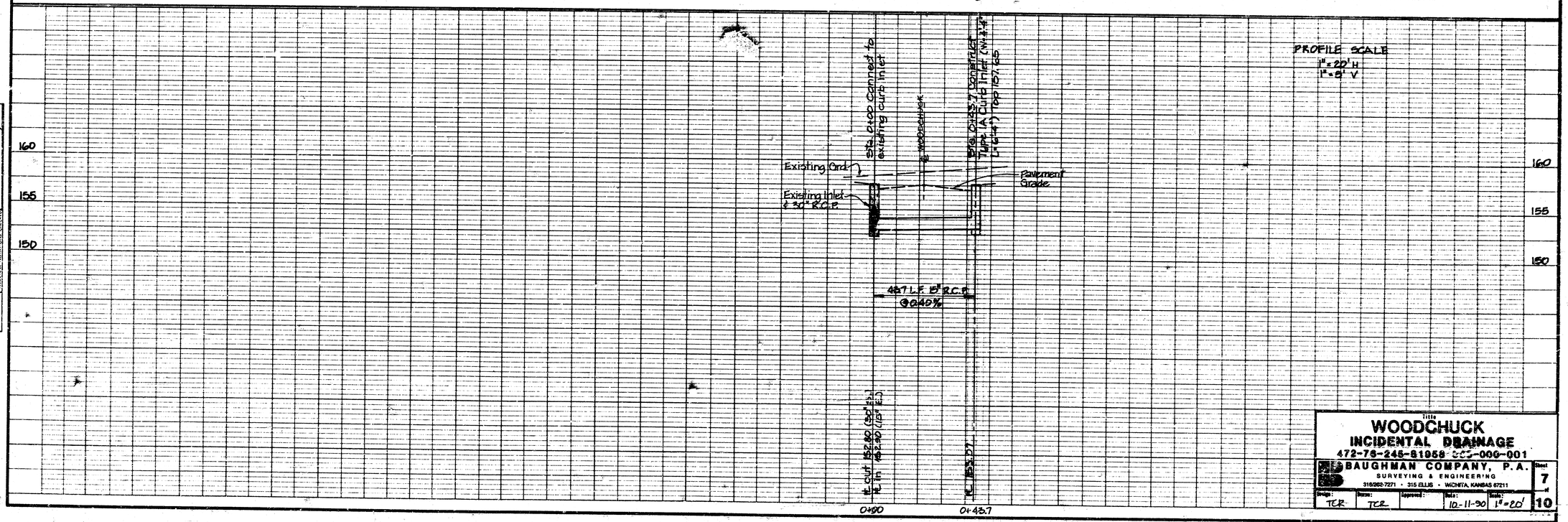
BENCHMARKS

CUT T.C. E. RETURN OF CB. INLET, 3' W. OF NE COR. LOT 15, BLK. 13, WESTLINK VILLAGE 18TH ADDN. ELEV. = 157.98 C.D.

CUT T.C. S. SIDE, BELLA VISTA ST. 90' ST. & E. OF ℄ WOODCHUCK. ELEV. = 156.77 C.D.

CUT SW COR. CB. INLET, E END NE RETURN 19TH AT WOODCHUCK. ELEV. = 155.11 C.D.

PROFILE — SURVEYED / PLOTTED / NOTE BOOK / No. — DRAWN / CHECKED / TRACED / CHECKED — DATE / BY / REVISIONS: RIGHT-OF-WAY CHECKED

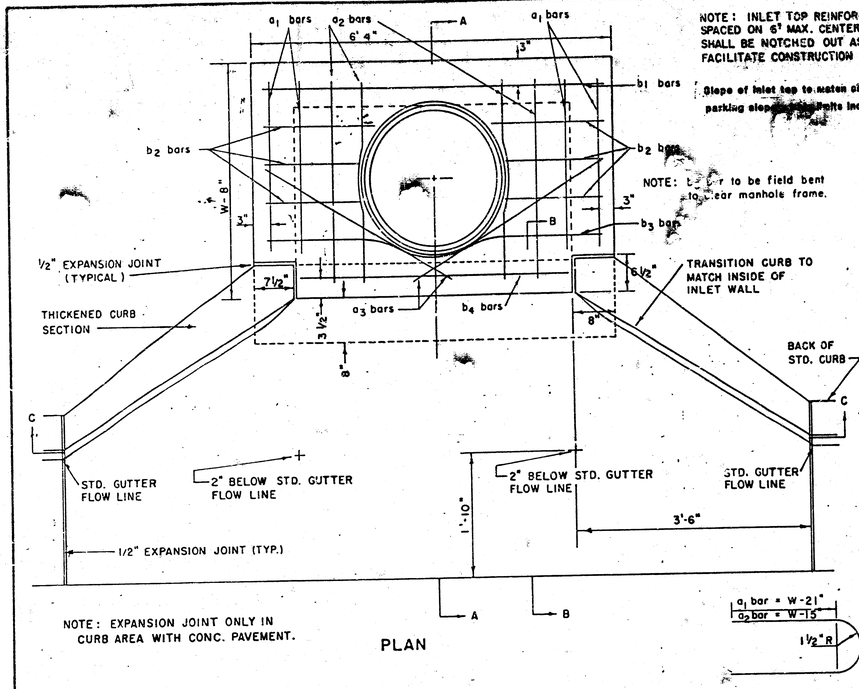


Title
WOODCHUCK
INCIDENTAL DRAINAGE
472-78-248-81958-205-000-001

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

Design:	Drawn:	Approved:	Date:	Scale:	Sheet / of
TCR	TCR		10-11-90	1"=20'	7 / 10

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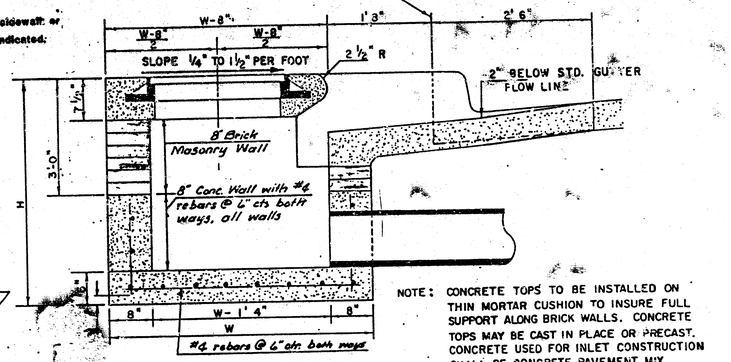
NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

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.

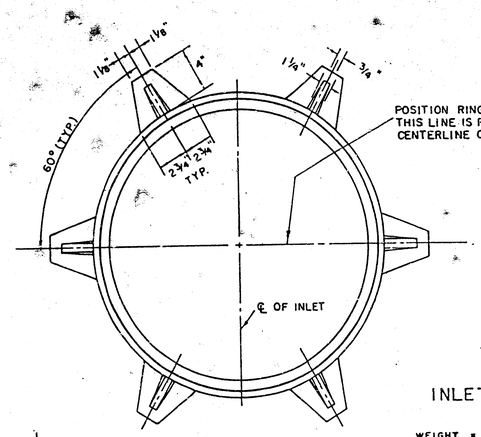
Slope of inlet top to match sidewalk or parking slope as the case may be, as indicated.

NOTE: [illegible] to be field bent to clear manhole frame.



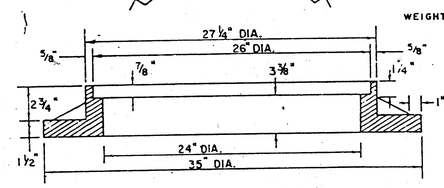
SECTION A-A

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 WITH AIR ENTRAINMENT.



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.

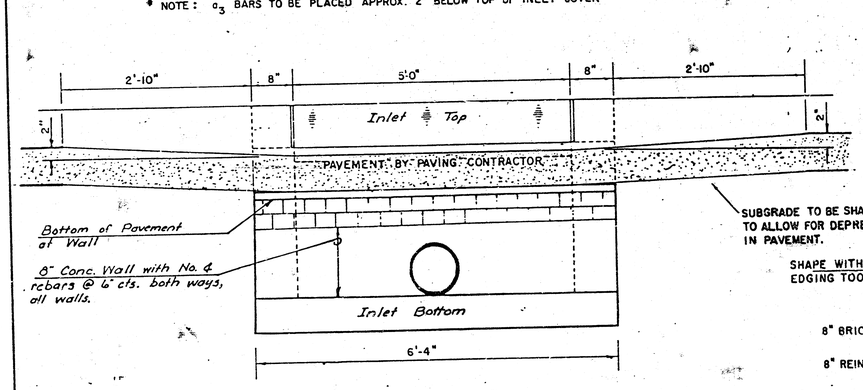
BENDING DIAGRAM

STEEL SCHEDULE

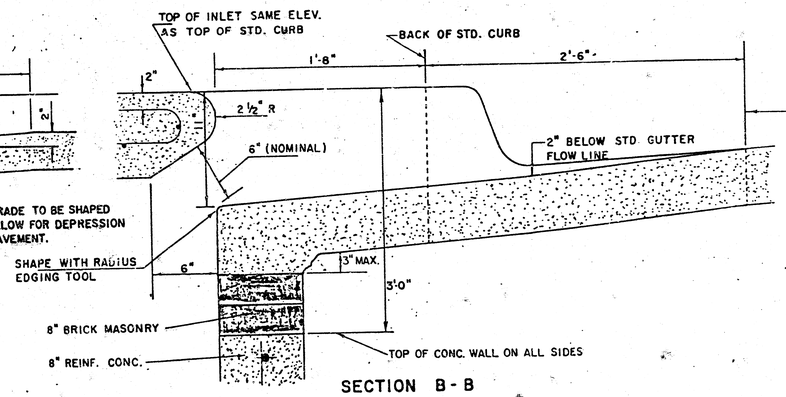
BAR	a_1	a_2	a_3*	b_1 W=4'4"	b_1 W=5'4"	b_1 W=6'4"	b_1 W=7'4"	b_1 W=8'4"	b_2	b_3	b_4	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9	6	1	1	
SIZE	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6	
LENGTH W=4'4"	5'7"	6'7"	4'0"	6'1"	–	–	–	–	1'9"	6'2"	4'8"	60±
LENGTH W=5'4"	7'7"	8'7"	5'0"	–	6'1"	–	–	–	1'9"	6'2"	4'8"	81±
LENGTH W=6'4"	9'7"	10'7"	6'0"	–	–	6'1"	–	–	1'9"	6'2"	4'8"	101±
LENGTH W=7'4"	11'7"	12'7"	7'0"	–	–	–	6'1"	–	1'9"	6'2"	4'8"	121±
LENGTH W=8'4"	13'7"	14'7"	8'0"	–	–	–	–	6'1"	1'9"	6'2"	4'8"	141±

* NOTE: a_3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU.YD. CONC.
4' 4"	3'8"x 6'4" x7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4'8"x 6'4" x7 1/2"	24" & 30"	0.51 ±
6' 4"	5'8"x 6'4" x7 1/2"	36" & 42"	0.64 ±
7' 4"	6'8"x 6'4" x7 1/2"	48" & 54"	0.77 ±
8' 4"	7'8"x 6'4" x7 1/2"	60" & 66"	0.90 ±



SECTION C-C



SECTION B-B

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.

REVISED 11-30-1988

~~REVISED 12-21-1984~~

DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

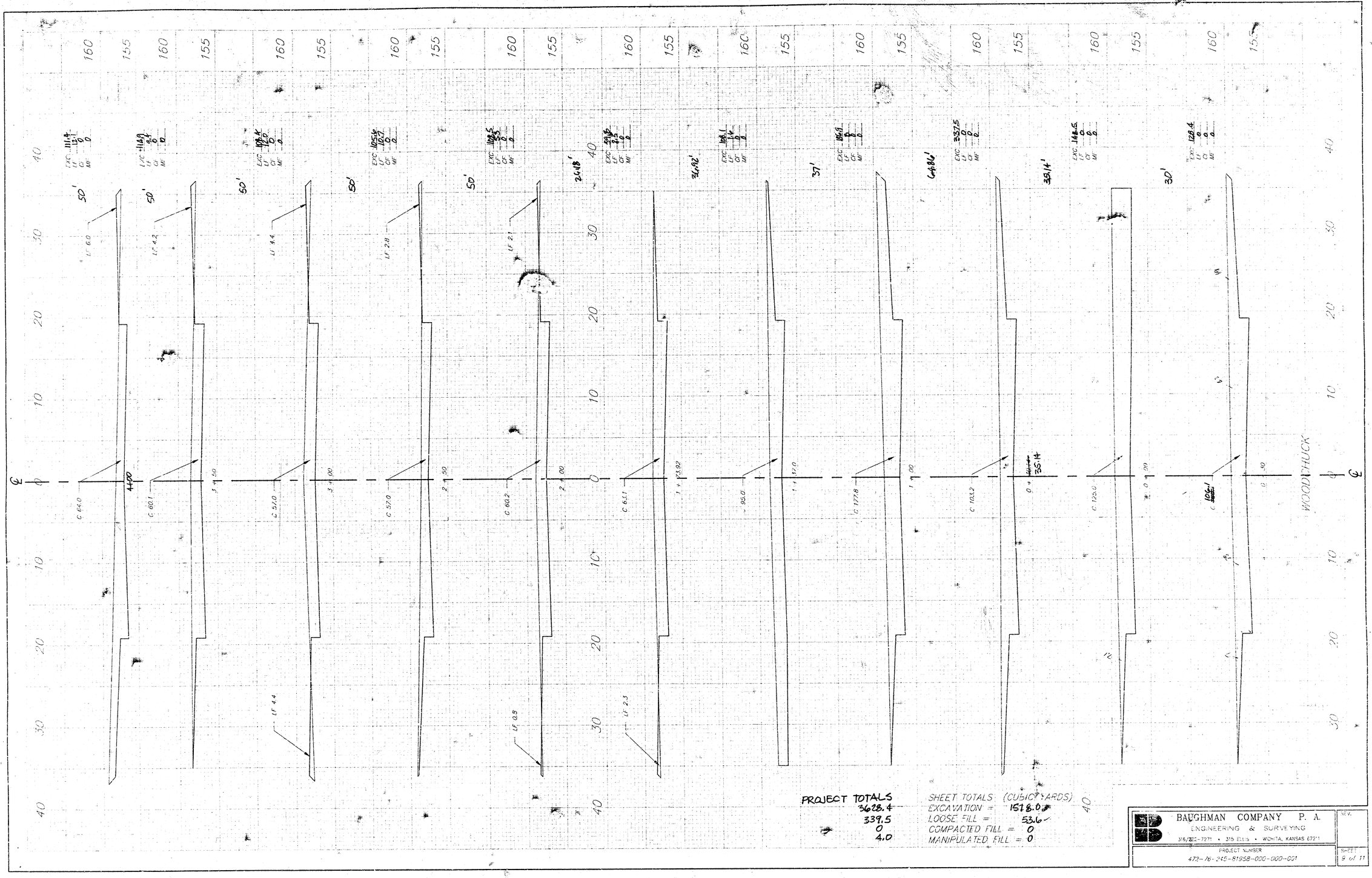
INLET OPENING = 6" × 5' 0"

472-76-245-81858-C00-000-001

JUNE 1984

8 / 16

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PROJECT TOTALS	SHEET TOTALS: (CUBIC YARDS)
3628.4	EXCAVATION = 1518.0
339.5	LOOSE FILL = 53.6
0	COMPACTED FILL = 0
4.0	MANIPULATED FILL = 0

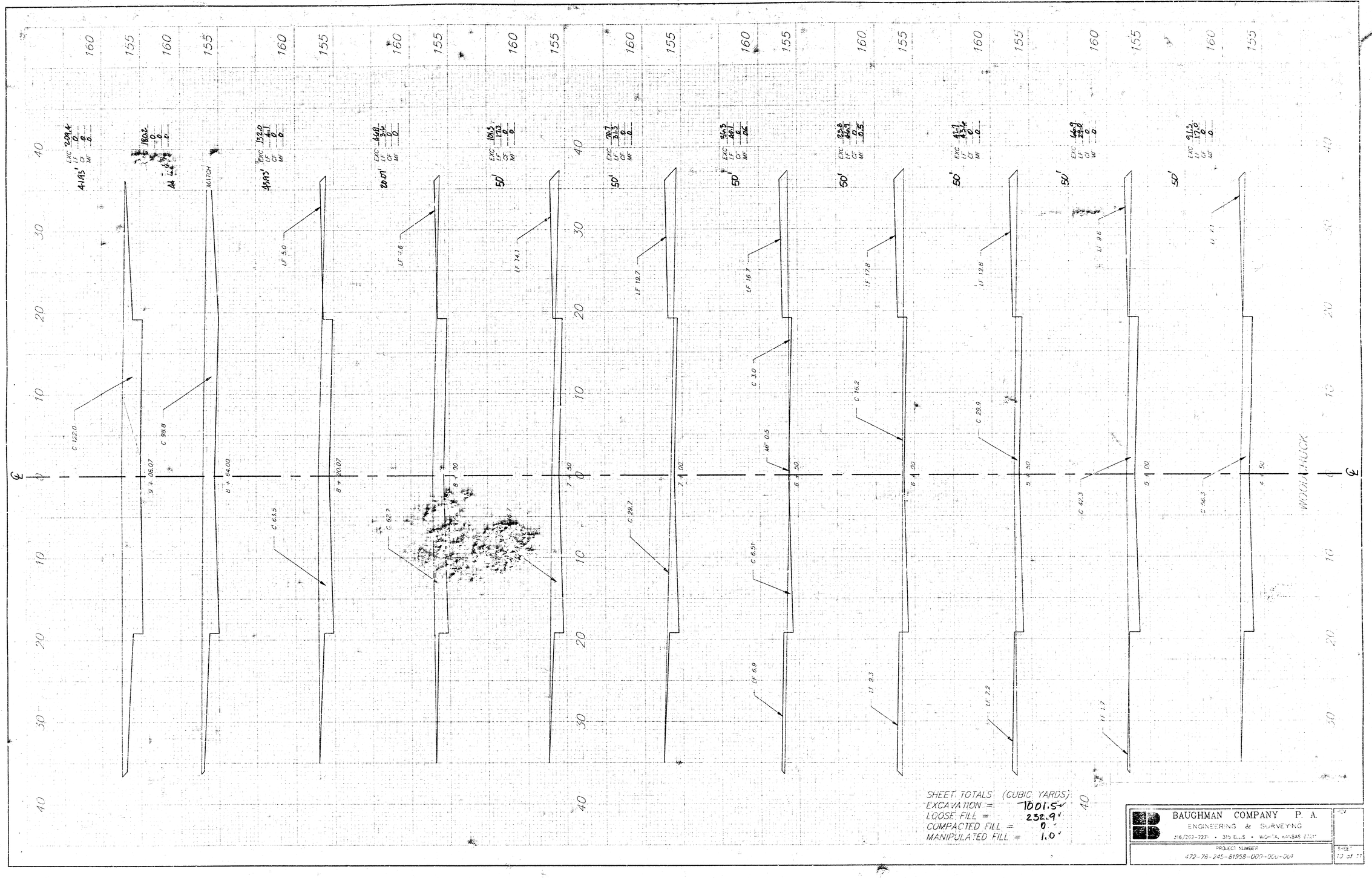
BAUGHMAN COMPANY P. A.
ENGINEERING & SURVEYING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-76-245-81958-000-000-001

REV.

SHEET
9 of 11

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SHEET TOTALS (CUBIC YARDS)

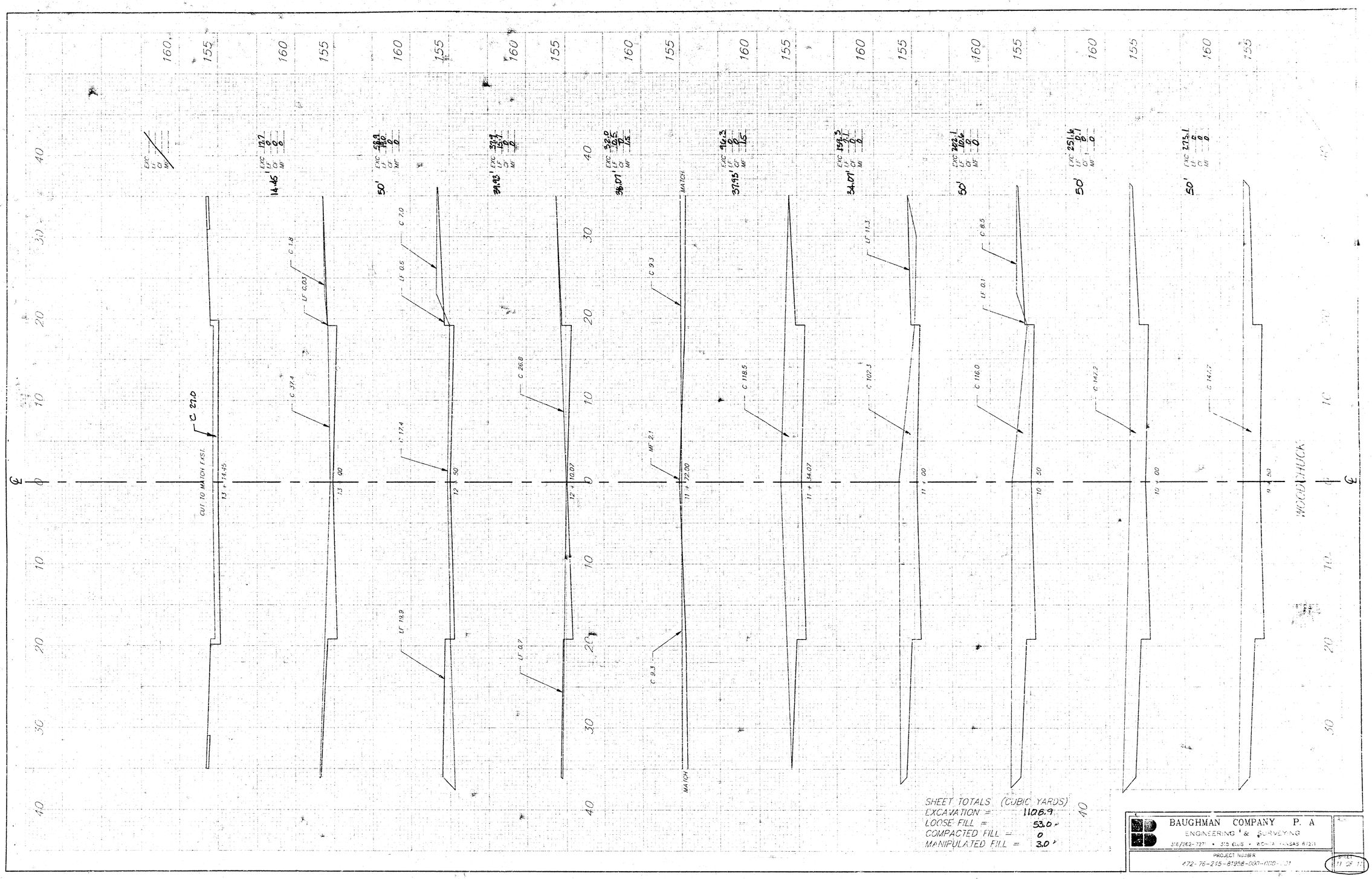
EXCAVATION =	1001.5
LOOSE FILL =	232.9
COMPACTED FILL =	0
MANIPULATED FILL =	1.0

BAUGHMAN COMPANY P. A.
ENGINEERING & SURVEYING
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472-76-245-81958-000-000-001

SHEET 10 of 11

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SHEET TOTALS (CUBIC YARDS)

EXCAVATION =	1106.9
LOOSE FILL =	53.0
COMPACTED FILL =	0
MANIPULATED FILL =	3.0

BAUGHMAN COMPANY P. A
ENGINEERING & SURVEYING
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PROJECT NUMBER
472-76-215-67958-000-0000-01

SHEET 11 OF 17

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