

INTERSECTION IMPROVEMENT AT KELLOGG & MARKET

CITY OF WICHITA, KANSAS

M.E. LINDEBAK

CITY ENGINEER

DATE: _____

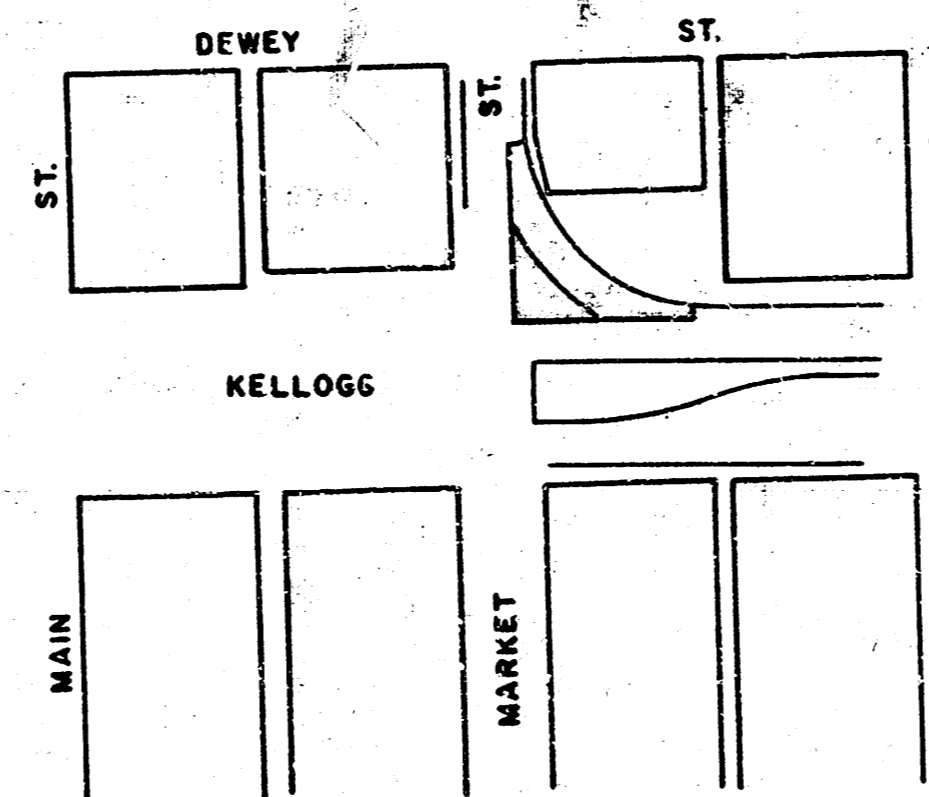
PROJ. NO. 472 76 245 81244 000 000 001

CONTACT ROSS SMITH, KANSAS DEPARTMENT
OF TRANSPORTATION, 942-1489, BEFORE
BEGINNING CONSTRUCTION

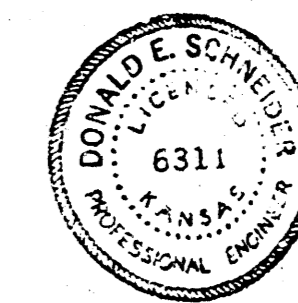
NOTE: TRAFFIC SHALL BE CARRIED THROUGH CONSTRUCTION WITH A MINIMUM OF TWO (2) LANES WEST BOUND ON KELLOGG AND A MINIMUM OF TWO (2) LANES NORTH BOUND ON MARKET.

GENERAL NOTES

1. CONTRACTOR SHALL PERFORM HIS WORK SUCH THAT 2 WEST-BOUND LANES OF TRAFFIC SHALL BE CARRIED ON KELLOGG AT ALL TIMES.
2. THE CONTRACTOR SHALL WORK SIX (6) TEN (10) HOUR DAYS EACH WEEK.
3. CONTRACTOR SHALL BID ONLY ONE SUBGRADE TREATMENT ALTERNATE. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.
4. SEEDING, FERTILIZING AND MULCHING SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS FOR ASPHALT PAVING. ALL COSTS ASSOCIATED WITH SEEDING SHALL BE INCIDENTAL TO THE CONSTRUCTION OF THE RETAINING WALL.



LOCATION MAP
SCALE: 1" = 150'



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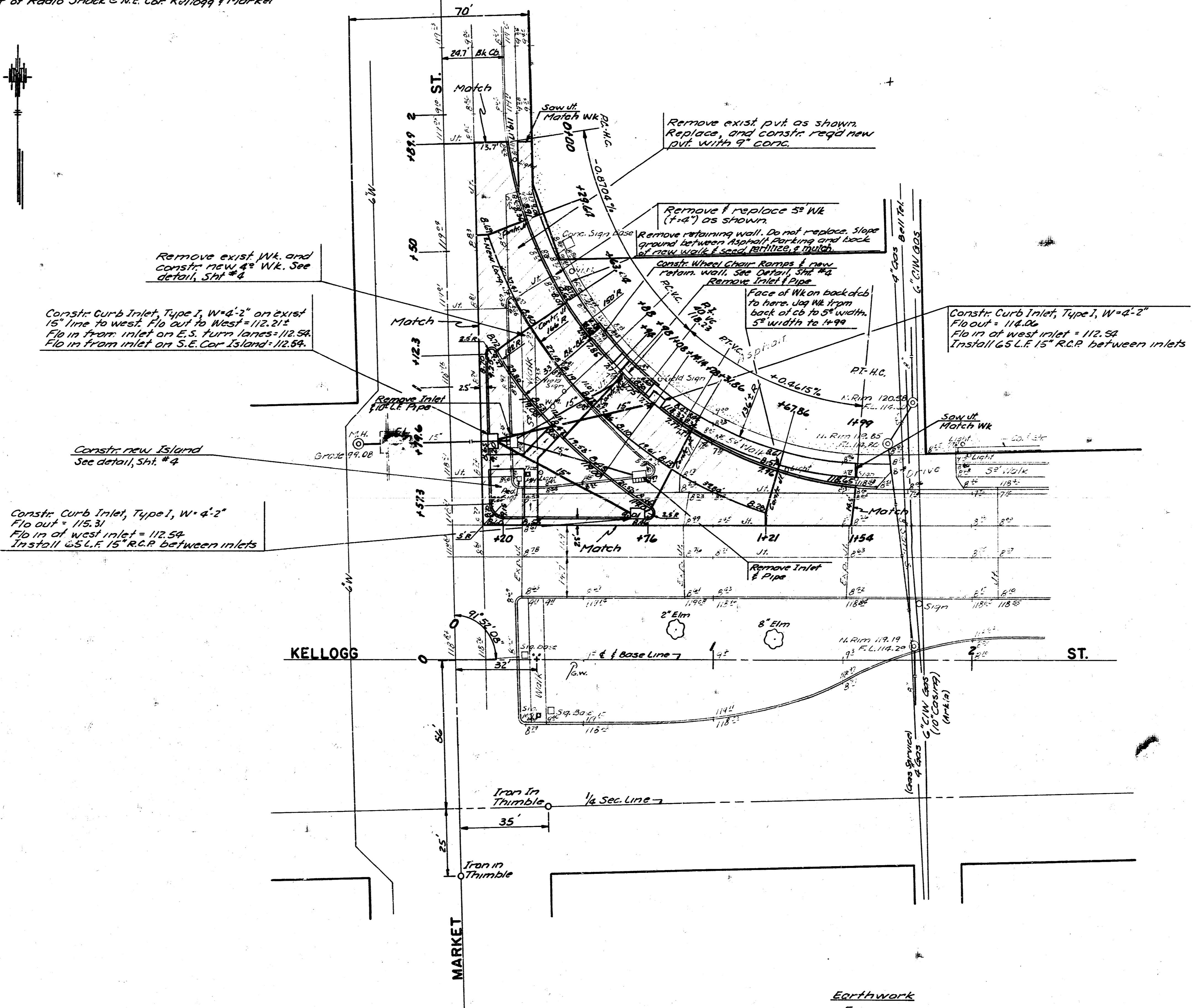
PROJECT DESCRIPTION	
INTERSECTION IMPROVEMENT AT KELLOGG & MARKET	
PROJECT NUMBER 472 76 245 81244 000 000 001	
BOOK NO. MGP 24	APPROVED BY _____ DATE _____
DRAWN BY DEC	REVISION _____
CITY OF WICHITA DEPARTMENT OF ENGINEERING	
SCALE:	

B.M. 110.48 N.E. Cor. 2nd Step From Bottom H_o 815 S. Main
 B.M. 110.39 N.W. Cor. Wk. in Front of Radio Shack @ N.E. Cor. Kellogg & Market

$\Delta = 762044' = 150' T = 117.22' L = 199' LC = 184.72'$
 CURVE DATA BASED ON $1/12$ RAD. $\Delta = 38'00''$

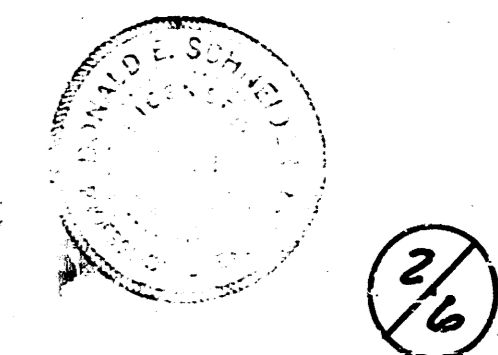
STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
0100	—	—	0°00'00"	0°00'00"
0151.64	27.64	28.63	5°39'57"	5°39'57"
0203.44	33.80	35.32	11°19'54"	11°19'54"
0255	25.54	27.00	32°32'41"	43°52'35"
0348	10.00	10.00	13°13'18"	57°05'53"
0408	10.00	10.00	13°13'18"	70°19'11"
0458.14	6.14	5.53	8.06	78°27'17"
0548	13.84	14.97	18.33	96°45'50"
0638.84	3.84	3.47	5.07	101°52'57"
0729.14	36.00	32.32	6°52'32"	108°45'29"
0819	31.14	27.98	5°56'50"	114°42'19"

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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.



Earthwork
 Excav. 93.8 C.Y.
 110% 9.4
 Total 103.2 C.Y.

Manipulation 718 S.Y.



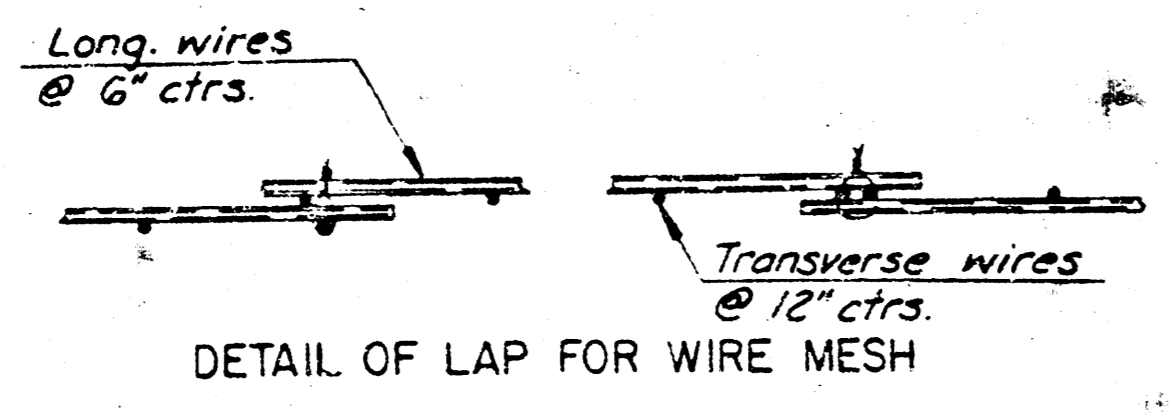
PROJECT DESCRIPTION
INTERSECTION IMPROVEMENT AT KELLOGG & MARKET

PROJECT NUMBER
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 DRAWN BY DEC REVISED

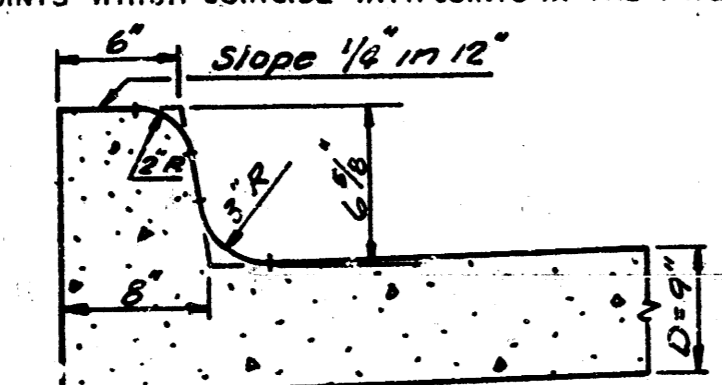
CITY OF WICHITA
 DEPARTMENT OF ENGINEERING

SCALE
 1" = 20'

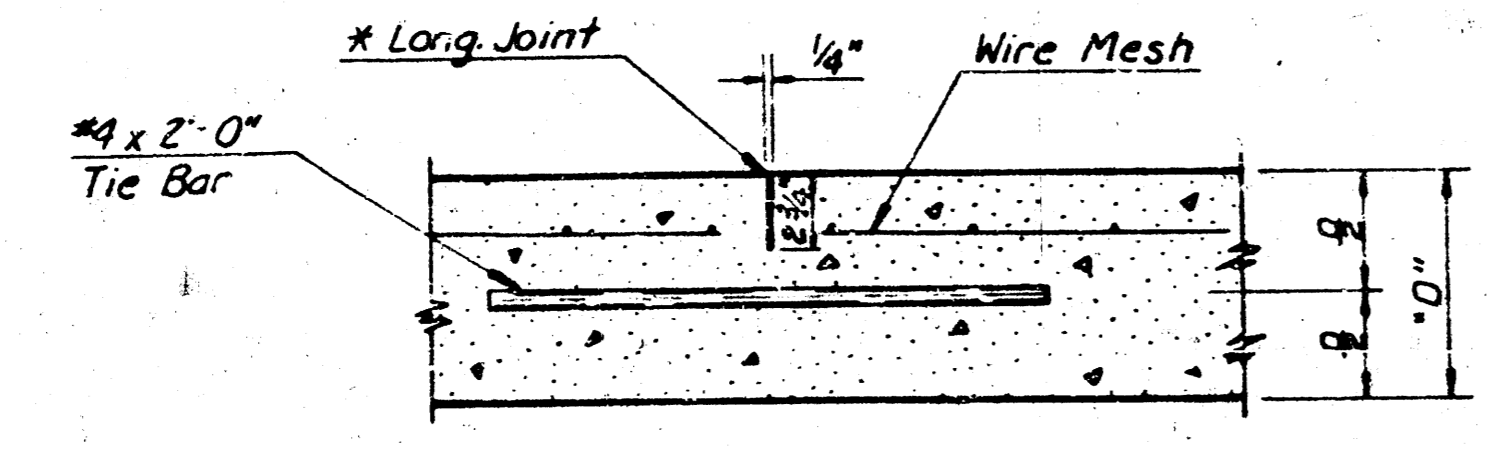


NOTE: The lap shall extend beyond the first transverse wire of each sheet.
The sheets shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approx. weight of wire mesh = 44 lbs. per 100 Sq. Ft.
Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.

NOTE: CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE FORMED IN THE MONOLITHIC CURB AT ALL LOCATIONS WHERE SUCH JOINTS ARE PLACED IN THE PAVEMENT. ADDITIONAL CONTRACTION JOINTS SHALL BE CUT IN THE MONOLITHIC CURB IN UNIFORM LENGTHS NOT EXCEEDING TEN FOOT INTERVALS BETWEEN THOSE JOINTS WHICH COINCIDE WITH JOINTS IN THE PAVEMENT.

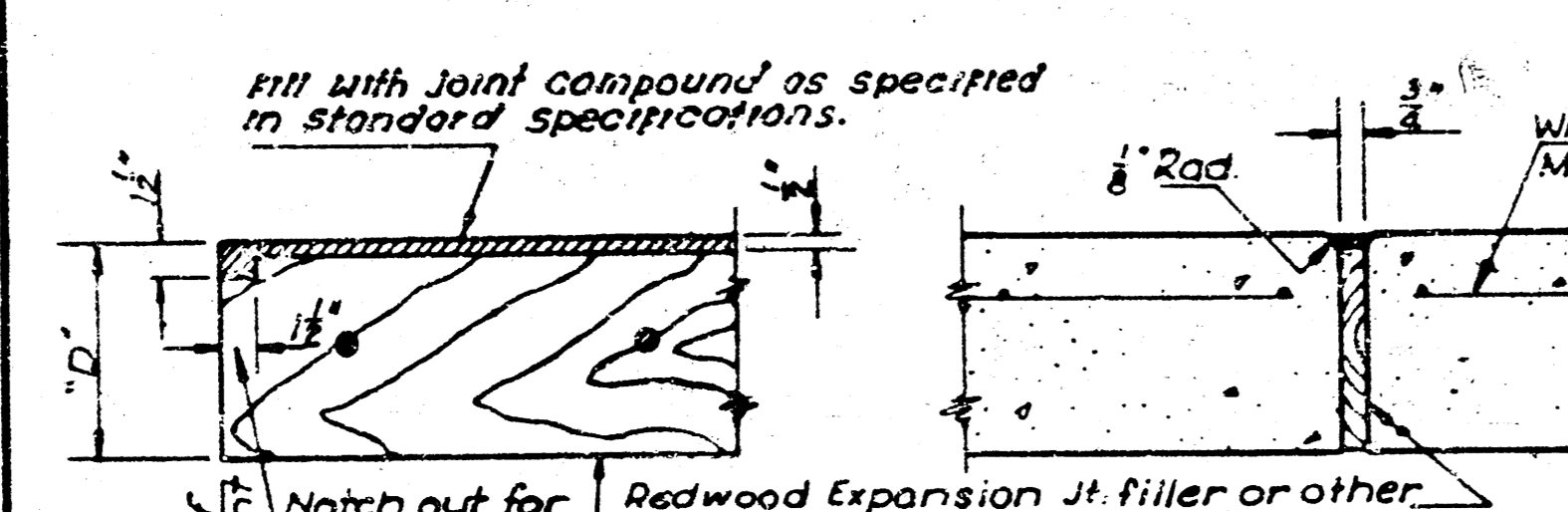


MONOLITHIC CURB



LONGITUDINAL JOINT DETAIL TRANSVERSE SECTION

NOTE: Longitudinal joint formed by sawing 2 3/8" deep and 1/8" wide and filled as specified in standard specifications.

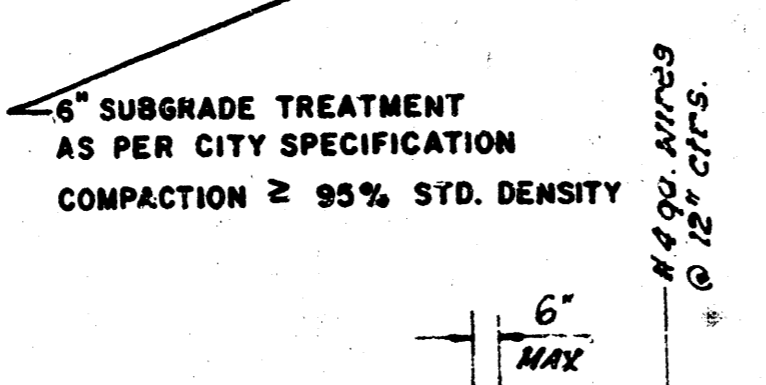


EXPANSION JOINT DETAIL

NOTE: EXPANSION JOINT MATERIAL MUST BE SECURELY HELD IN PLACE BY USING METAL STAKES, METAL PINS, OR BY OTHER APPROVED METHODS SO THAT WHEN THE PAVEMENT IS COMPLETED THE EXPANSION MATERIAL WILL BE PERPENDICULAR TO THE SURFACE OF THE COMPLETED PAVEMENT. CONCRETE SHALL BE HAND PLACED ON EACH SIDE OF THE EXPANSION JOINT MATERIAL IN A MANNER THAT WILL PRECLUDE DISPLACEMENT OF THE EXPANSION JOINT MATERIAL.

Dowel Bars
To tie new Pavt to existing Pavt, use existing dowel bars along joint where Pavt is removed. If there are no existing bars, new dowel bars, #5x2'-0" @ 4'-0" spacing shall be used. Bars shall be grouted in drilled holes in existing Pavt and extend 12" into existing & new Pavt. The Field Engineer shall determine if existing bars can be cleaned and used, or if new bars are required.

4" SUBGRADE TREATMENT AS PER CITY SPECIFICATION COMPACTION ± 95% STD. DENSITY

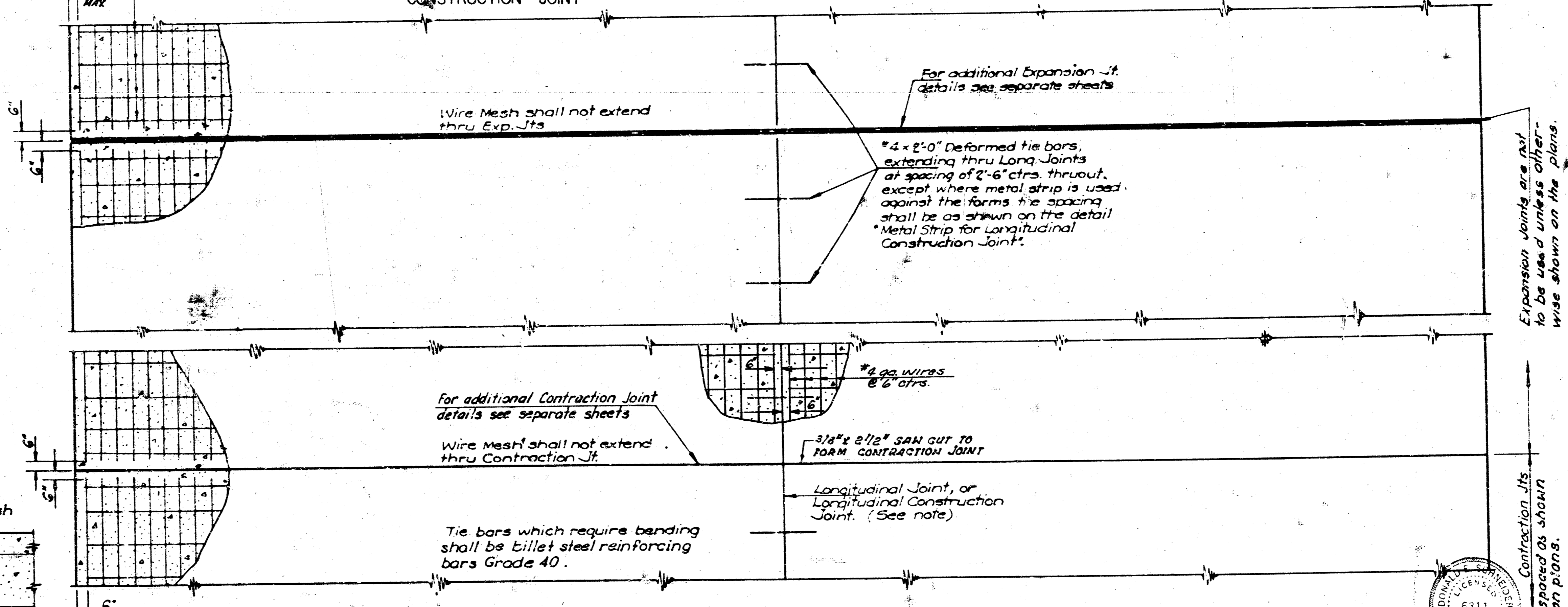


CONSTRUCTION JOINT

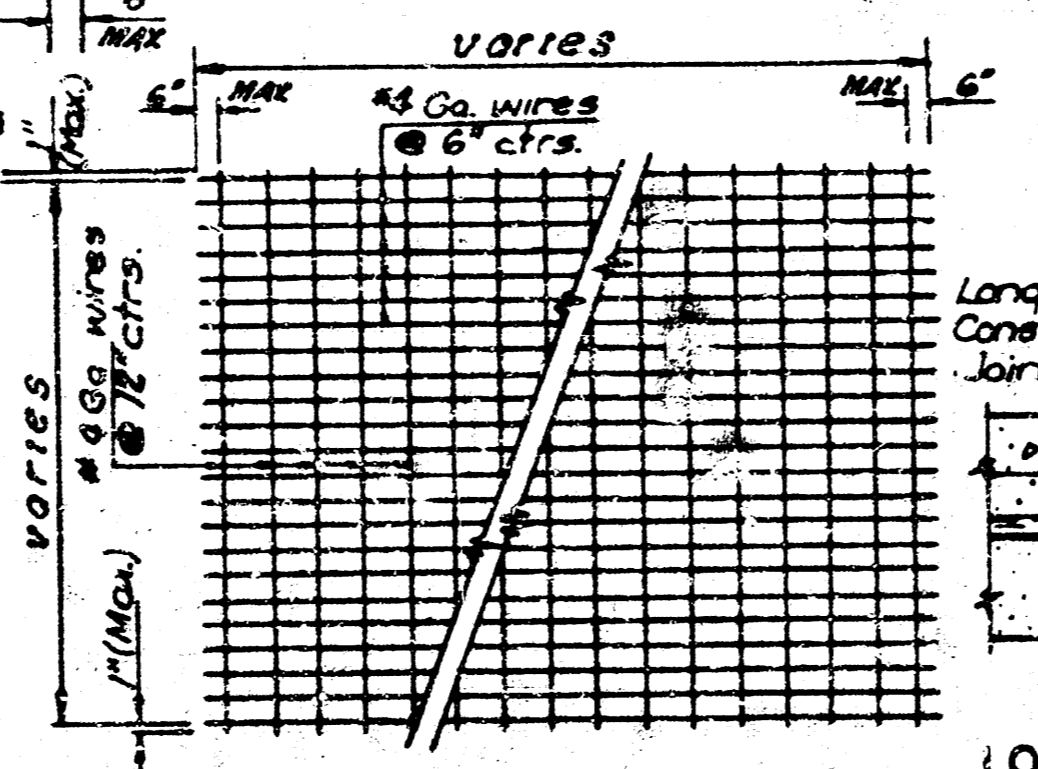
TRANSVERSE SECTION

Note: A Construction Joint is required when the pour has been interrupted for a substantial length of time or at the end of a days pour.
Transverse Construction Joints shall be sawed and filled as specified for contraction joints.

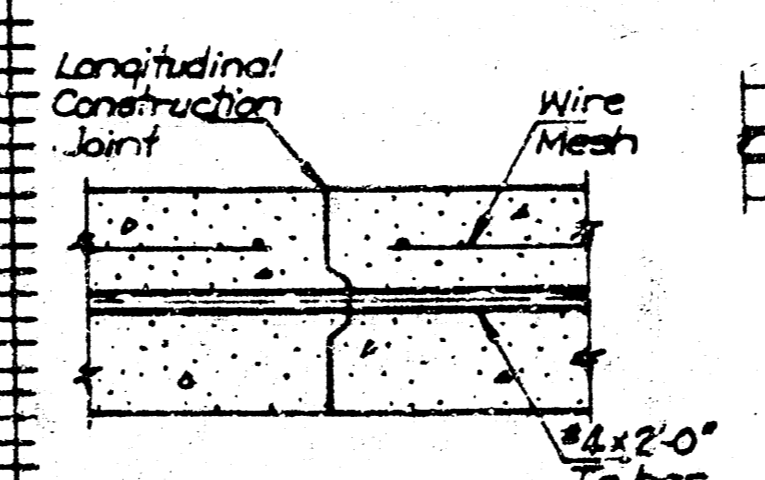
** Note: The 3/8" as shown on standard sheets is a nominal dimension and may be subject to a normal unevenness due to placement operations.



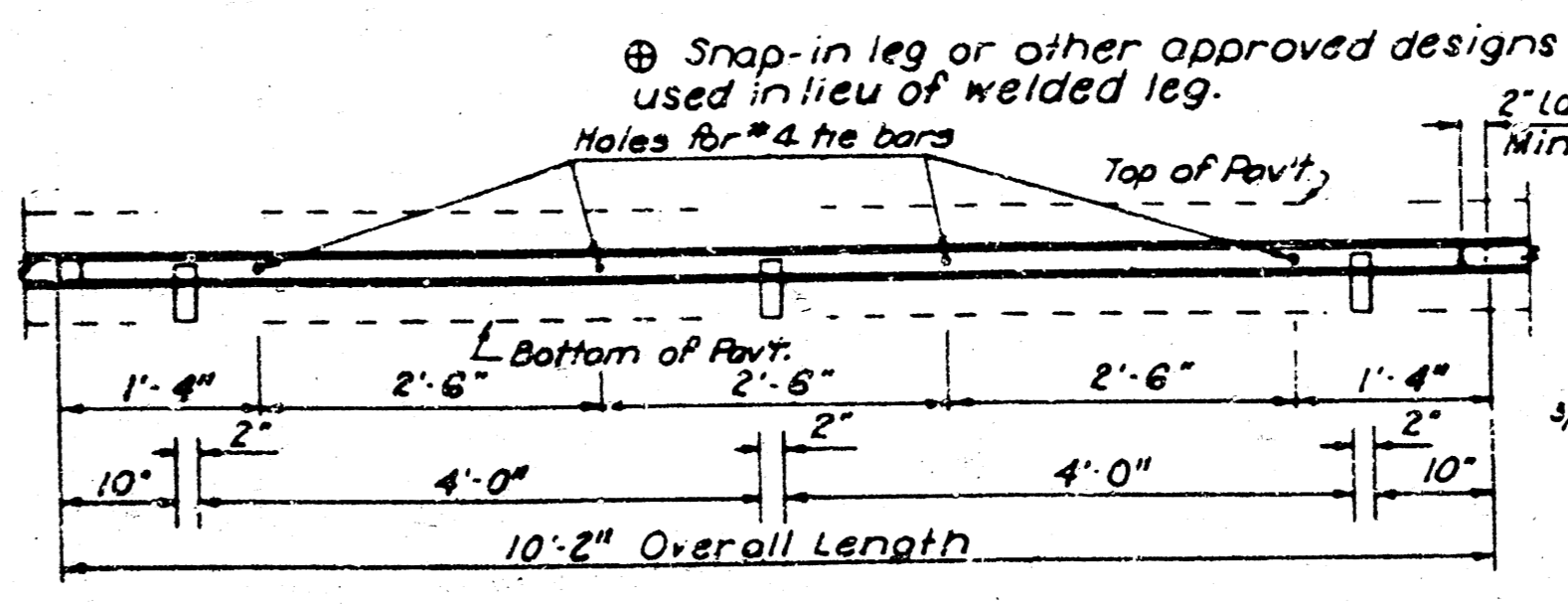
PLAN



TYPICAL SHEET OF WELDED WIRE MESH

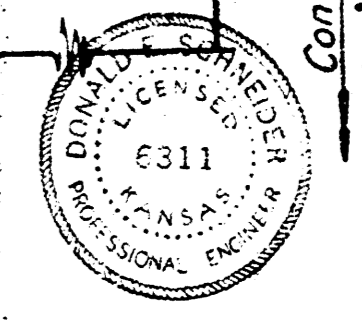


LONGITUDINAL CONSTRUCTION JOINT DETAIL TRANSVERSE SECTION

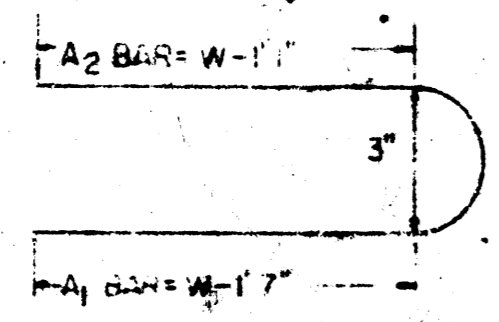
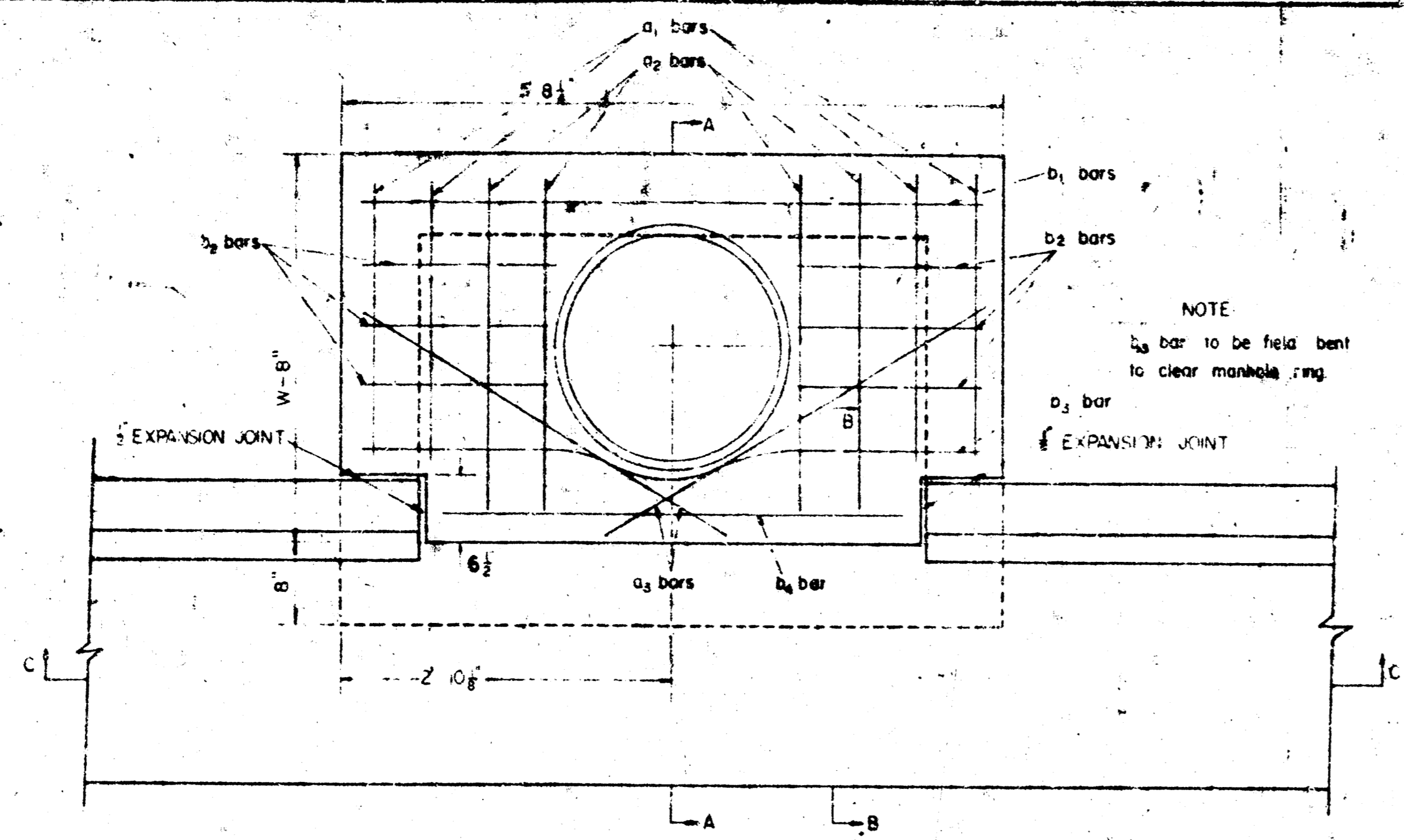


METAL STRIP FOR LONGITUDINAL CONSTRUCTION JOINT TO BE USED ONLY AGAINST FORMS. SHALL NOT EXTEND THROUGH CONTRACTION OR EXPANSION JOINTS. OTHER TYPES OF CONSTRUCTION SHALL BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.

Note: Reinforcing steel on this project to be subsidiary to cost of concrete pavement.

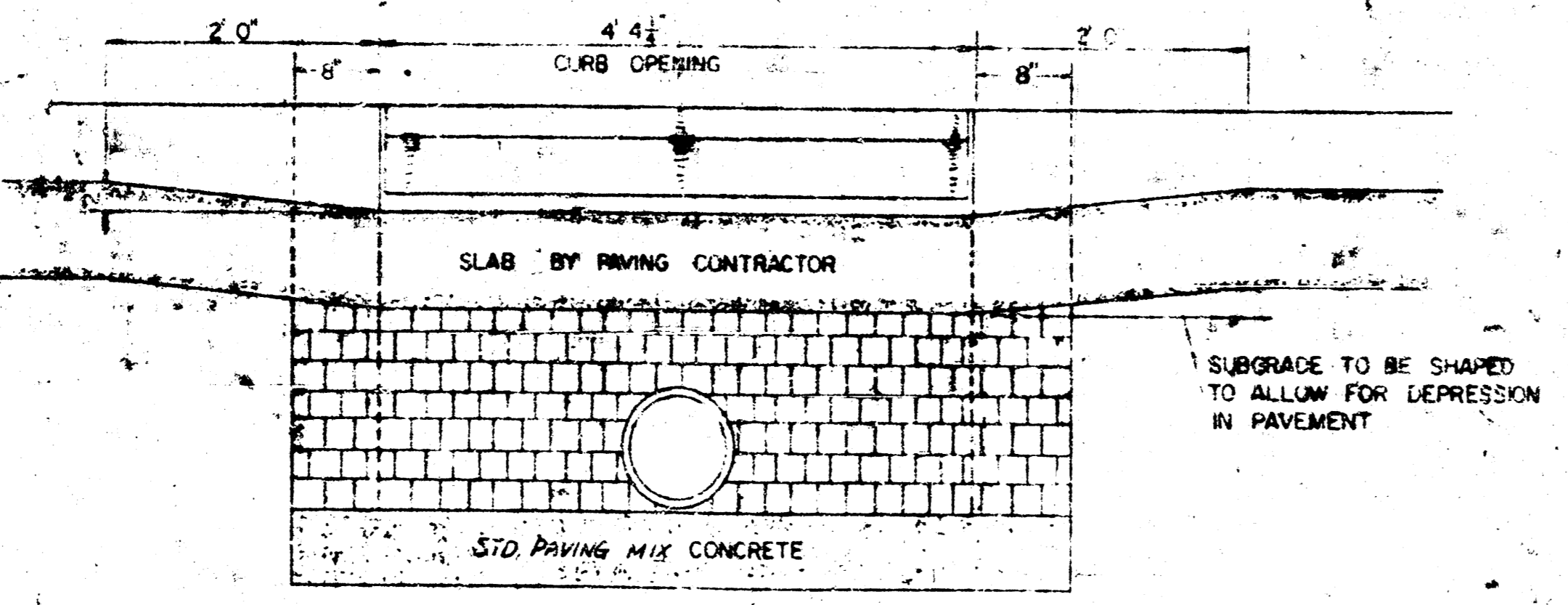


CITY OF WICHITA
DEPARTMENT OF ENGINEERING
CONCRETE PAVEMENT DETAILS
INTERSECTION IMPROVEMENT
AT KELLOGG & MARKET
PROJ. NO. 472 76 245 81244 000 000 001

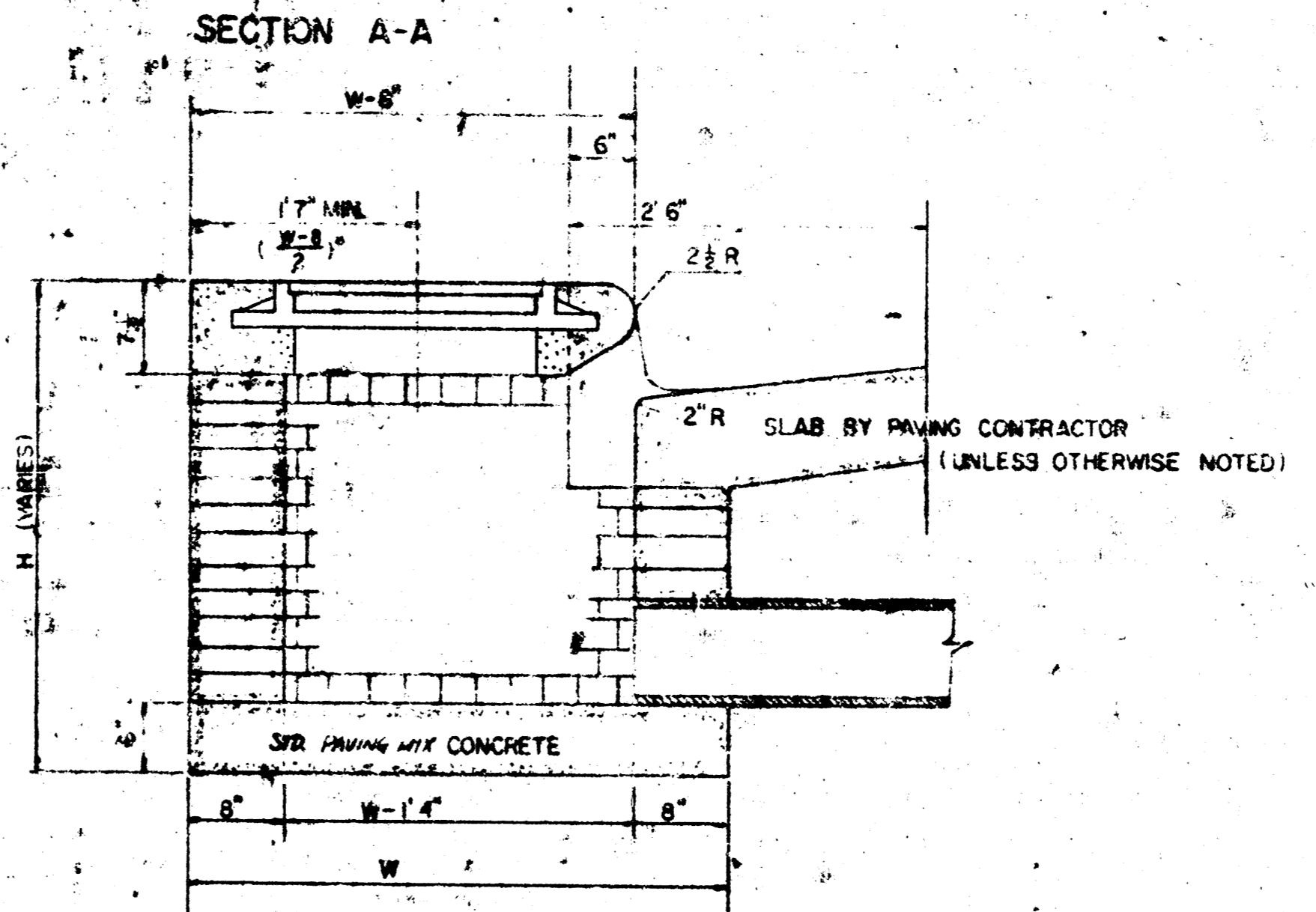


BAR	a_1	a_2	a_3	a_4	a_5	a_6	a_7	a_8	WT. LBS.
SIZE	"4	"4	"4	"4	"4	"4	"4	"6	
NUMBER	4	4	2	1	5	6			
W=4'2"	55	60	37	55	117	56	40		60
W=5'0"	71	81	47	55	117	56	45		77
W=6'0"	91	101	57	55	117	56	40		97

NOTE: a_3 BARS TO BE PLACED APPROXIMATELY 2" BELOW TOP OF INLET COVER



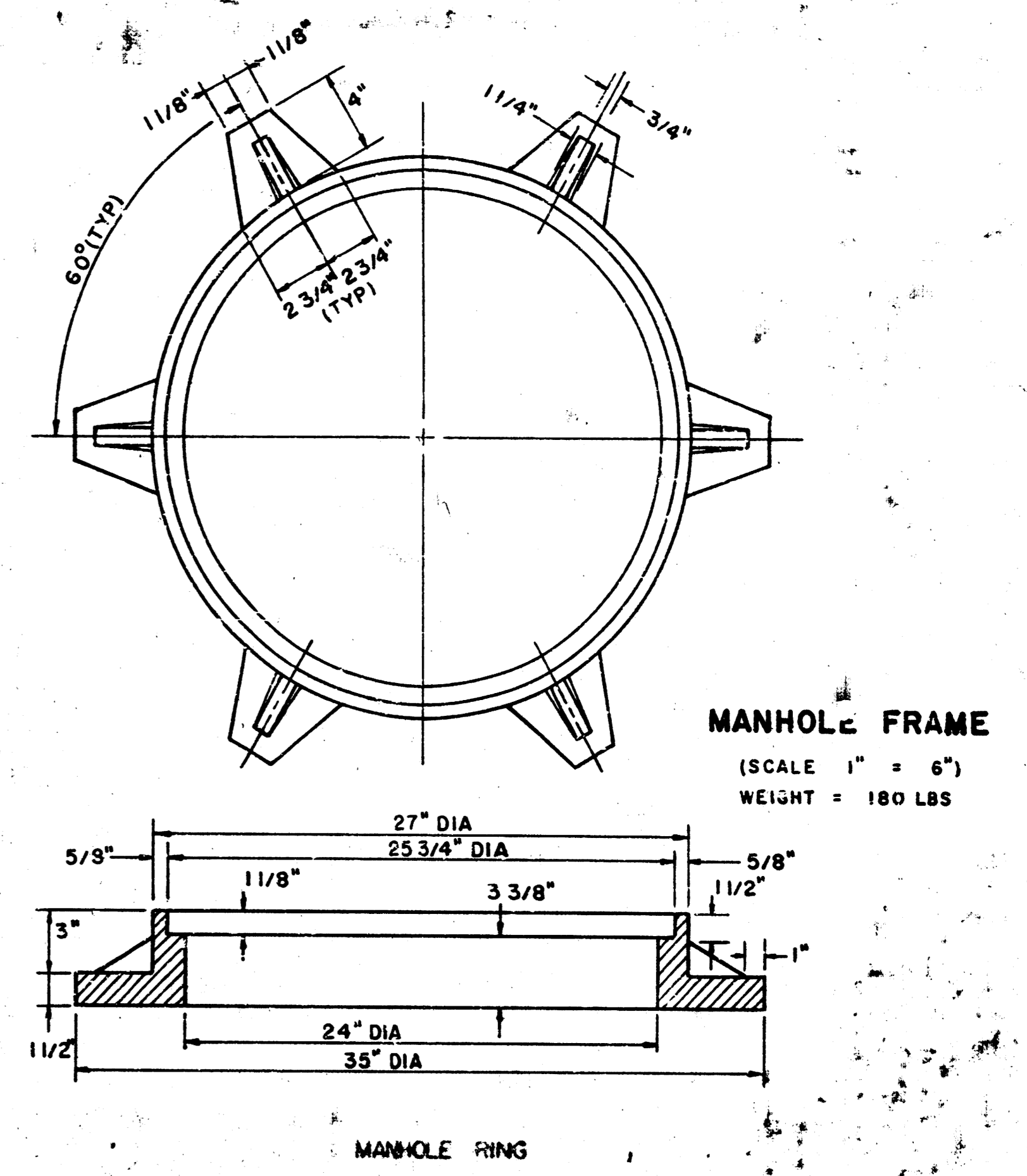
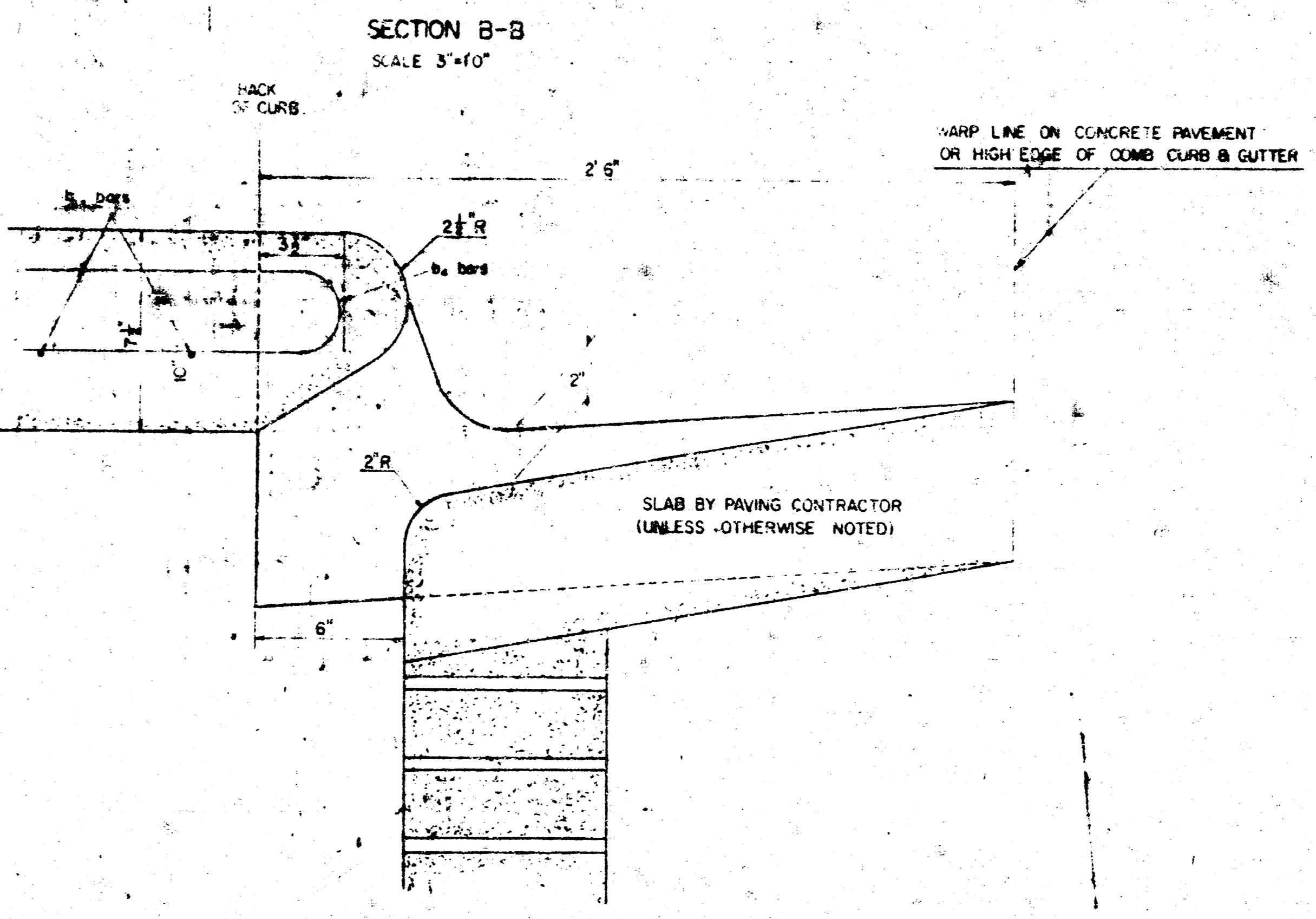
BRICK FOR INLET CONSTRUCTION SHALL CONFORM WITH THE LATEST REVISION OF THE AMERICAN SOCIETY FOR TESTING AND MATERIALS DESIGNATION C32 FOR MANHOLE BRICK GRADE NS



W	SIZE	PIPE SIZE	CL. TO CONC.
4'2"	36" X 36" X 7"	24" BSMALLER	0.46"
5'0"	44" X 36" X 7"	30" B 36"	0.55"
6'0"	52" X 36" X 7"	42" B 48"	0.71"

GROSS VOLUME

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 FOR INLET TOPS AND FLOORS SHALL BE STANDARD PAVING MIX.



THIS INLET TO BE USED WHEN PAVEMENT IS ASPHALT PAVEMENT WITH CONCRETE BASE AND/OR WHEN PAVEMENTS HAVE FULL HEIGHT STANDARD CURBS

DETAIL
STANDARD CURB INLET-TYPE I
CITY OF WICHITA, KANSAS

INTERSECTION IMPROVEMENT
AT KELLOGG & MARKET

PROJ. NO. 472 76 245 81244 000 000 001

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