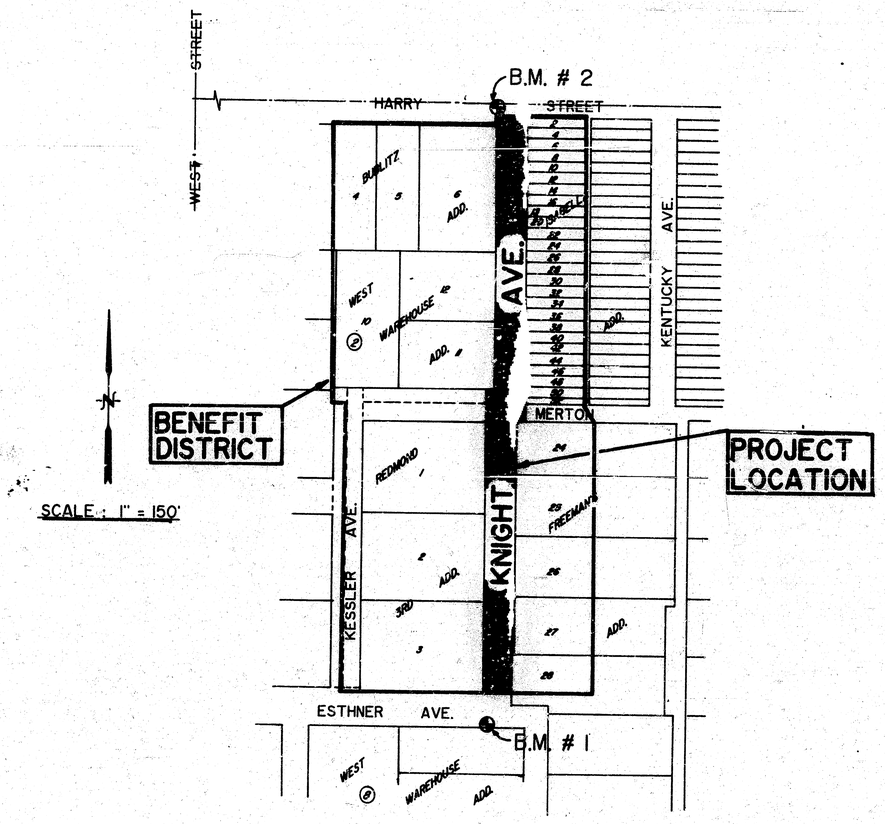
CITY OF WICHITA, KANSAS

KNIGHT STREET IMPROVEMENTS

FROM THE N. LINE OF ESTHNER TO THE S. LINE OF HARRY STREET



LOCATION MAP

INDEX :

SHEET	1	TITLE SHEET
	2	TYPICAL 41' PVMT. DETAIL
	3-5	PLAN SHEETS
	6-8	X-SECTIONS

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 it's owner during construction. Existing utilities and their location, as shown on the plans, represents 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 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. Saw joints to facilitate removal within three 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.

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 opion of the Engineer, will leave an unsightly appearance will not be approved.

4. The City of Wichita's Sewer Maintenance Division of the Department of Water and Water Pollution Control has televised sewers within the limits of the project and have found no defects requiring repairs. The Division shall be notified and afforded the opportunity to retelevise sewer lines after subgrade work has been completed and prior to pavement construction to determine if such sewer lines have been damaged by the Contractor's operations. Damaged sewer lines will be repaired by the Contractor, as directed by the Engineer, at the Contractor's expense. Television logs are available for inspection by the Contractor during normal office hours at Sewer Maintenance Division's office at City Hall.

5. Inlet hookups and inlet adjustments shall be paid for each regardless of the size of inlet.

6. 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.

7. 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 permissable slopes to match the existing ground surface.

8. All entrance and cross road pipes within the project limits shall be removed by the Contractor unless otherwise noted on the plans. Removal of such pipes shall conform to the applicable section of standard specifications.

9. Contractor shall give property owners abutting this project, whose yards are lower than the new finished grade elevation 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 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 iron which are damaged or destroyed by his construction operation. Such irons shall be re-established by a licensed land surveyor or a licensed professional engineer 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 each adjustment. The water department shall field locate water valves one time during construction when requested by the Contractor. It shall be Contractor's responsibility to preserve such field locations during construction process. Water valves, water valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense.

BENCH MARKS:

B.M. # 1: TOP OF R/R SPIKE IN P.P. (NORTH FACE) SOUTH SIDE OF ESTHNER AT KNIGHT
EL. = 110.99

B.M. # 2: "□" CUT IN TOP OF CURB AT WEST CURB RETURN AT SW COR. OF HARRY & KNIGHT.
EL. = 109.90

PROJECT NO.: 472-76-245-81970-000-000-001

INDEX : 760223

MICHAEL LINDEBAK, P.E., CITY ENGINEER

BABAR M. KHAN LICENSED 9320 KANSAS PROFESSIONAL ENGINEER

MUNICIPAL ENGINEERS
Civil Engineers & Land Surveyors
204 Laura, Suite 101
Wichita, Kansas 67211

SCALE:	APPROVED BY:	DRAWN BY
DATE:		REVISED
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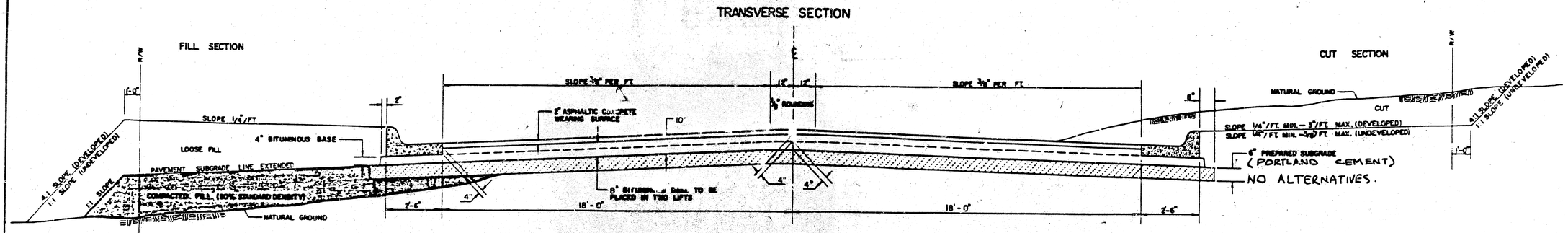
PROJECT # 89-48		DRAWING NUMBER 1 OF 8

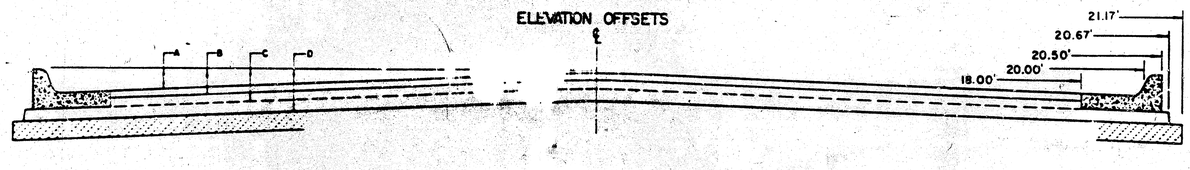
24 X 36 PRINTED ON NO. 100SH CLEARPRINT

TYPICAL 41' PAVEMENT DETAILS

TRANSVERSE SECTION

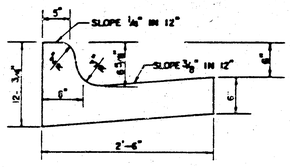


ELEVATION OFFSETS

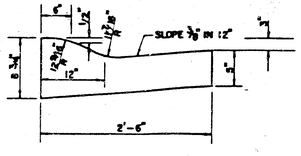


	CENTERLINE (LT. & RT.)												
	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF SUBGRADE	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF BASE OF UPPER	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURB TO TOP OF LOWER BASE LIFT	.67	.73	.80	.86	.92	.98	1.05	1.06	1.07	—
D: TOP OF CURBS TO TOP OF SUBGRADE	1.01	1.07	1.13	1.19	1.26	1.32	1.38	1.40	1.40	1.42

COMBINED CURB & GUTTER



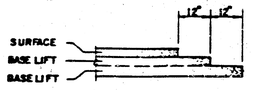
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 4" 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 10" ASPHALTIC CONCRETE (8"BITUMINOUS BASE).

10INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 8 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-8970-000-000-001

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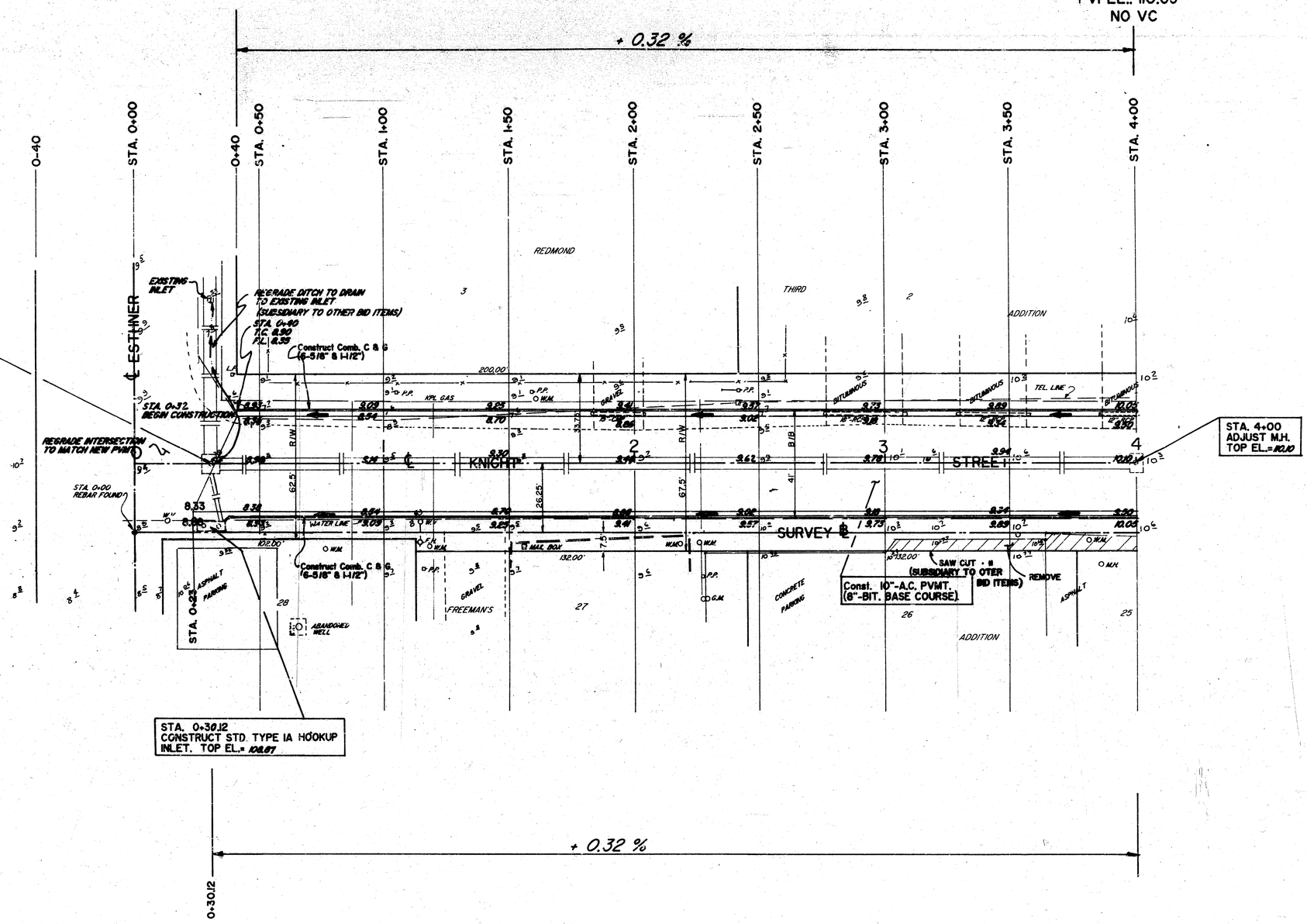
WATER VALVE ADJUSTMENTS

STATION	OFFSET	EXISTING ELEVATION	FINISHED ELEVATION
0+13	21' RT.	BURIED	108.90
1+14	22' RT.	108.93	109.15
6+65	19' RT.	BURIED	109.40
12+84	20' RT.	109.63	109.08

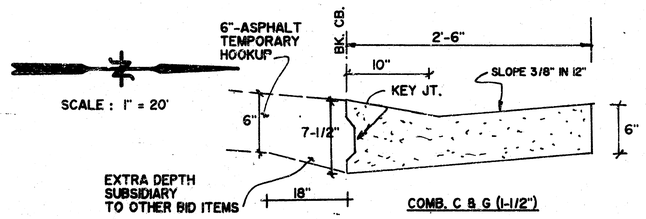


EARTHWORK QUANTITIES

	EXCAVATION		COMPACTED FILL
TOTAL	2,350 C.Y.		6 C.Y.

NOTE:

INT_RURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA IS NOT TO BE CARRIED THROUGH CONSTRUCTION. LOCAL BUSINESS TRAFFIC GENERATED WITHIN THE PROJECT AREA IS TO BE CARRIED THROUGH CONSTRUCTION AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.



MUNICIPAL ENGINEERS
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324 Laura, Suite 201
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KNIGHT STREET IMP.

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PLAN SHEET

PROJECT #: 472-76-249-8870-000-000-00 | DRAWING NUMBER 3 OF 6

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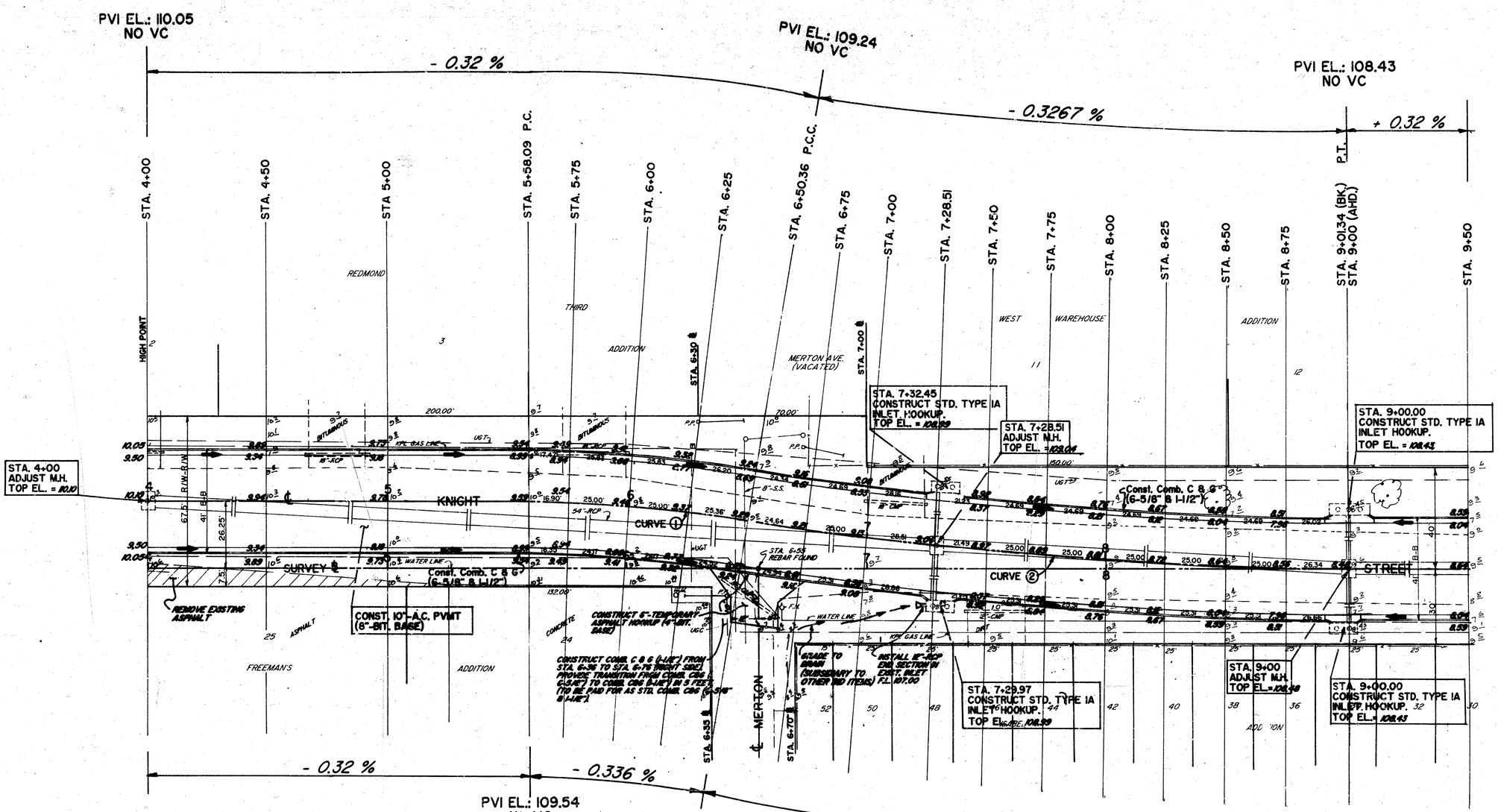

CURVE # 1 DATA:

Δ = 8 -46'-50"	R = 602.11'	T = 46.23'	L = 92.27'	Lc = 92.18'
Curve Data Based On Center Line Rad.		Δ/2 = 4 -23'-25"		

Station	Arc	Chord Length @ L.I. offset	Chord Length @ Rt. offset	Deflection	Total Deflection
5+58.09	-	-	-	-	00 -00'-00"
5+75	16.91	17.70	16.12	00 -48'-16"	00 -48'-16"
6+00	25.00	26.16	23.84	01 -11'-23"	01 -59'-39"
6+25	25.00	26.16	23.84	01 -11'-22"	03 -11'-01"
6+50.36	25.36	26.54	24.18	01 -12'-24"	04 -23'-25"
				DEF./FT. = 2.855 Min.	

CURVE # 2 DATA:

Δ = 8 - 46'-50"	R = 1637.74'	T = 125.74'	L = 250.98'	Lc = 250.74'
Curve Data Based On Center Line Rad.		Δ/2 = 4 -23'-25"		

Station	Arc	Chord Length @ L.I. offset	Chord Length @ Rt. offset	Deflection	Total Deflection
6+50.36	-	-	-	-	00 -00'-00"
6+75	24.64	24.22	25.06	00 -25'-52"	00 -25'-52"
7+00	25.00	24.57	25.43	00 -26'-14"	00 -51'-06"
7+25	25.00	24.57	25.43	00 -26'-14"	01 -13'-20"
7+28.51	3.51	3.45	3.57	00 -03'-41"	01 -22'-01"
7+50	21.49	21.12	21.86	00 -22'-34"	01 -44'-35"
7+75	25.00	24.57	25.43	00 -26'-14"	02 -10'-49"
8+00	25.00	24.57	25.43	00 -26'-14"	02 -37'-03"
8+25	25.00	24.57	25.43	00 -26'-14"	03 -03'-18"
8+50	25.00	24.57	25.43	00 -26'-14"	03 -29'-32"
8+75	25.00	24.57	25.43	00 -26'-14"	03 -55'-46"
9+00	25.00	24.57	25.43	00 -26'-14"	04 -22'-00"
9+01.34	1.34	1.32	1.36	00 -01'-25"	04 -23'-25"
				DEF./FT. = 1.050 Min.	

SCALE : 1" = 20'

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PLAN SHEET

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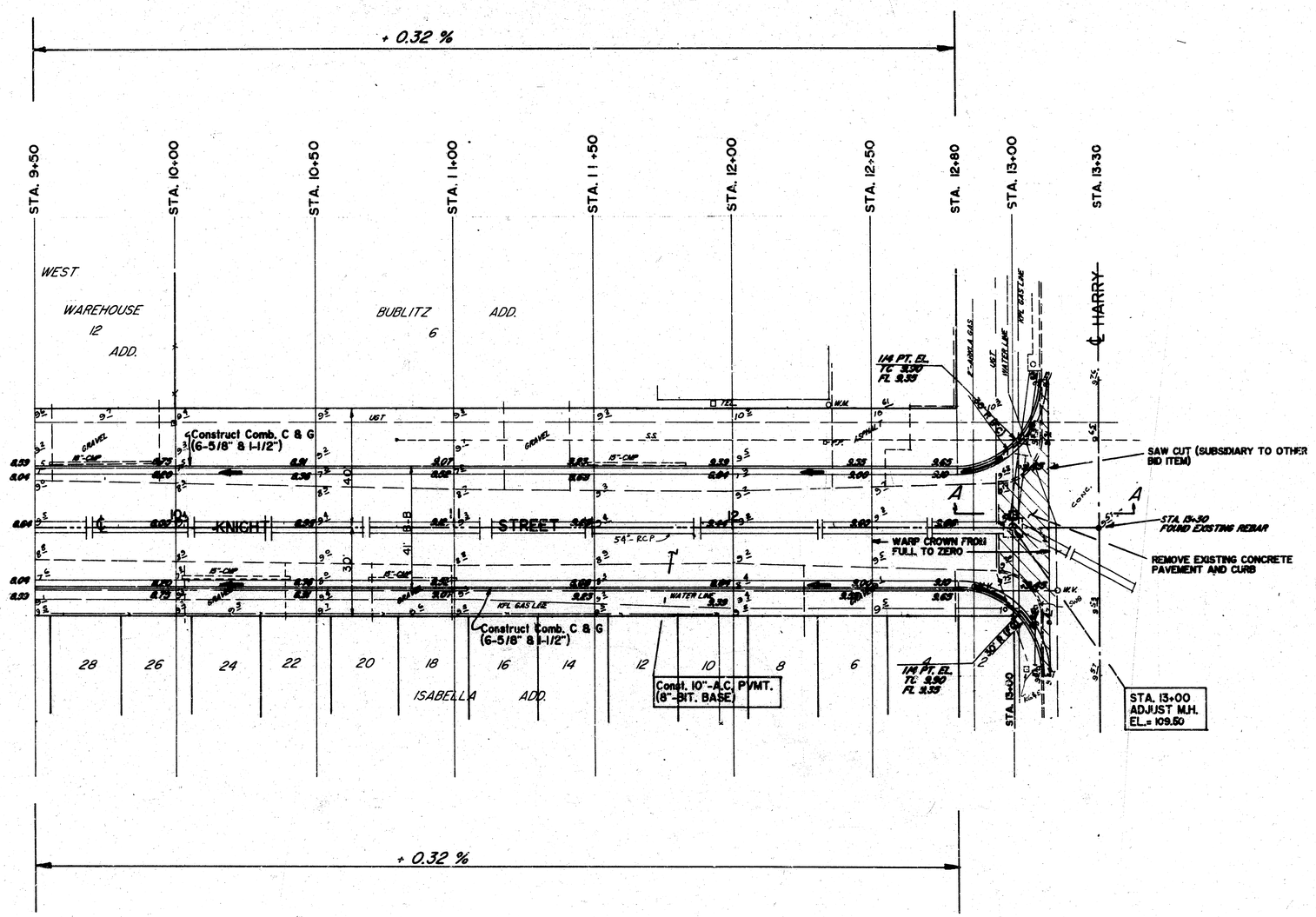

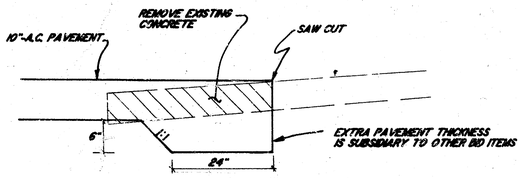

SECTION A-A

Scale : 1" = 20'

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PLAN SHEET		
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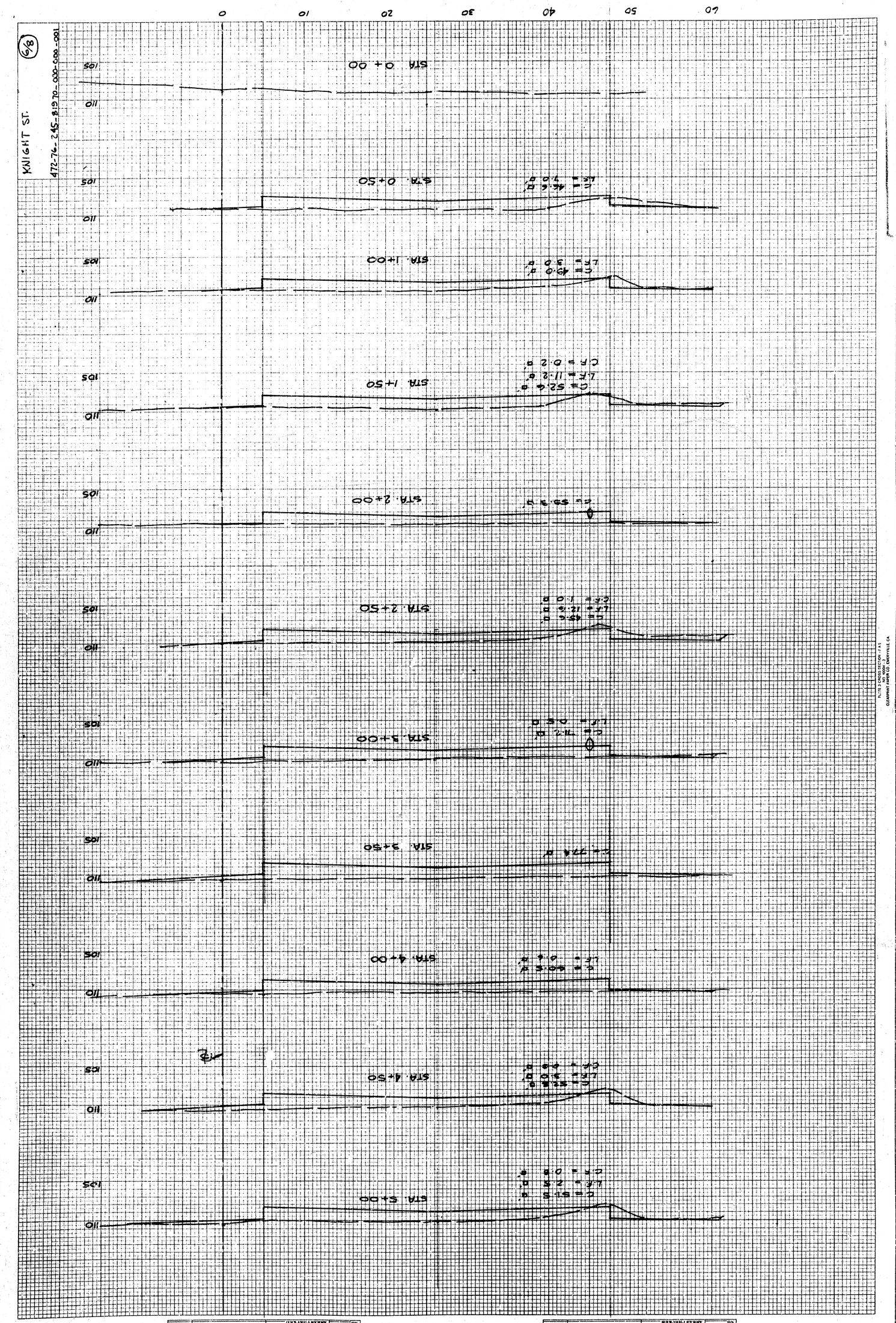
Wichita, Kansas 67211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STA 0+50
STA 1+00
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110

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
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NOTE BOOK	TEMPLATE		
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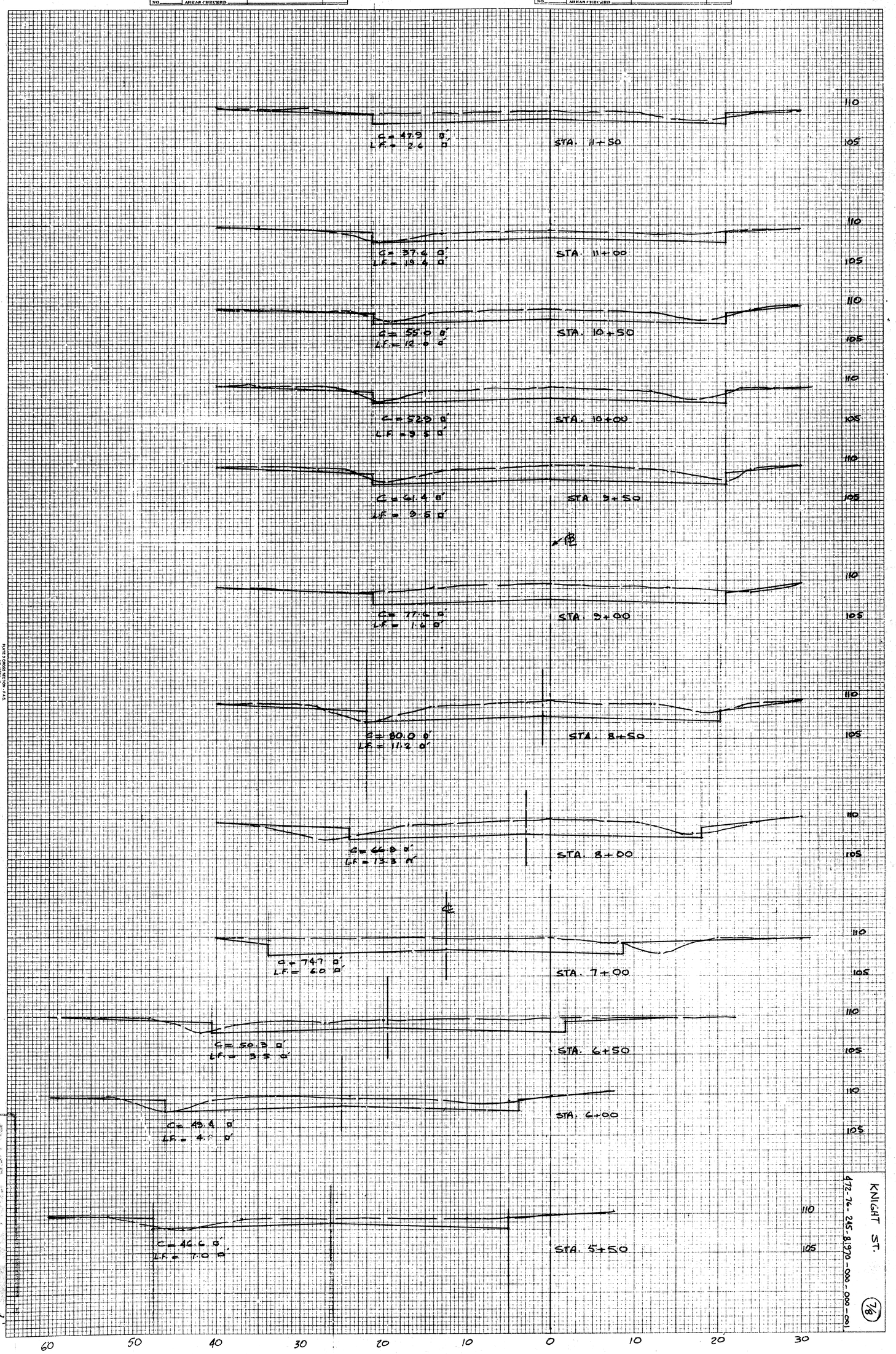

KNIGHT ST.

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7/8

PLATE 3 CROSS SECTION - F.A.S.
NO. 2000-3
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	AREAS		
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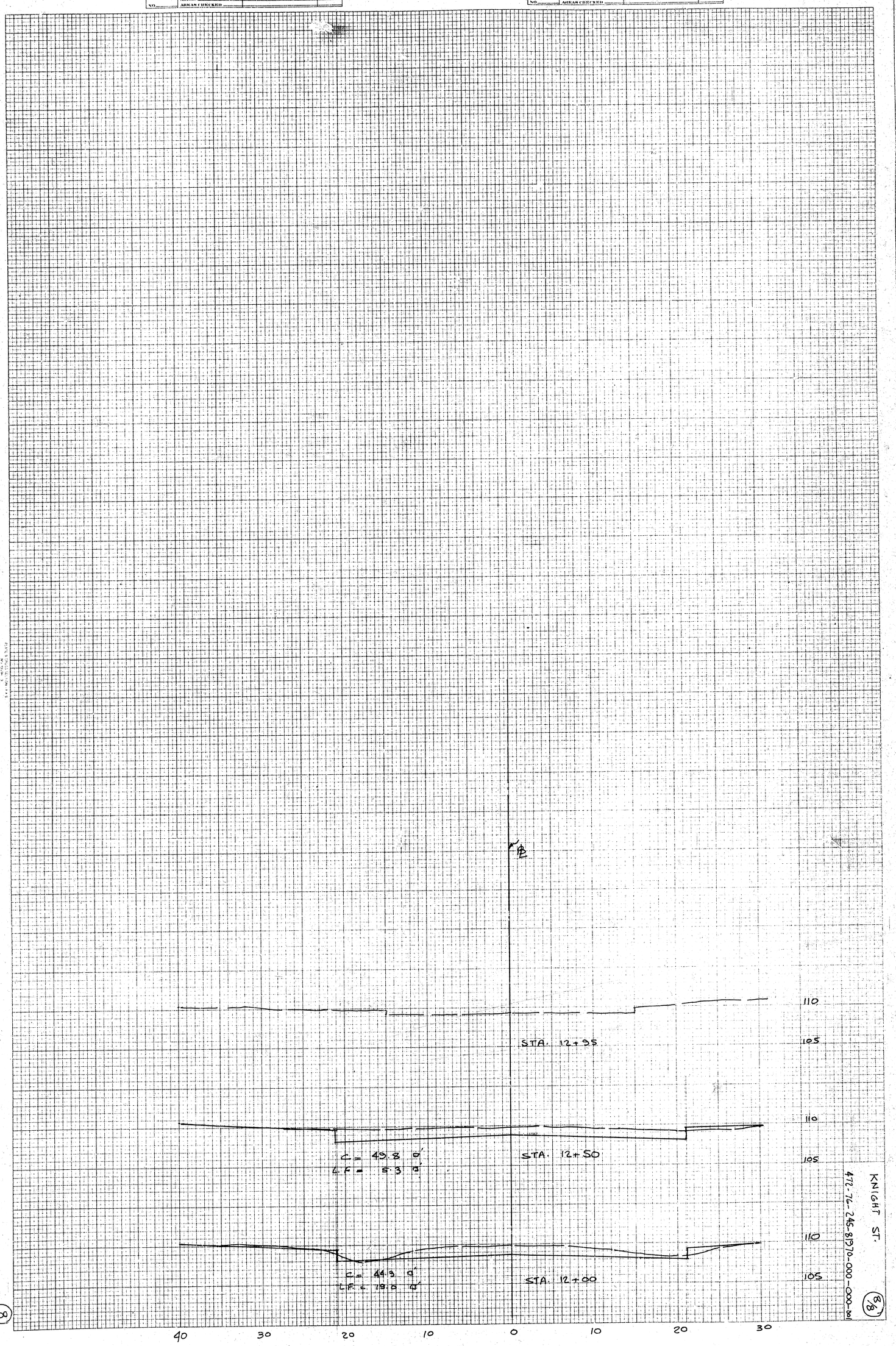

KNIGHT ST.

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8/8

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