

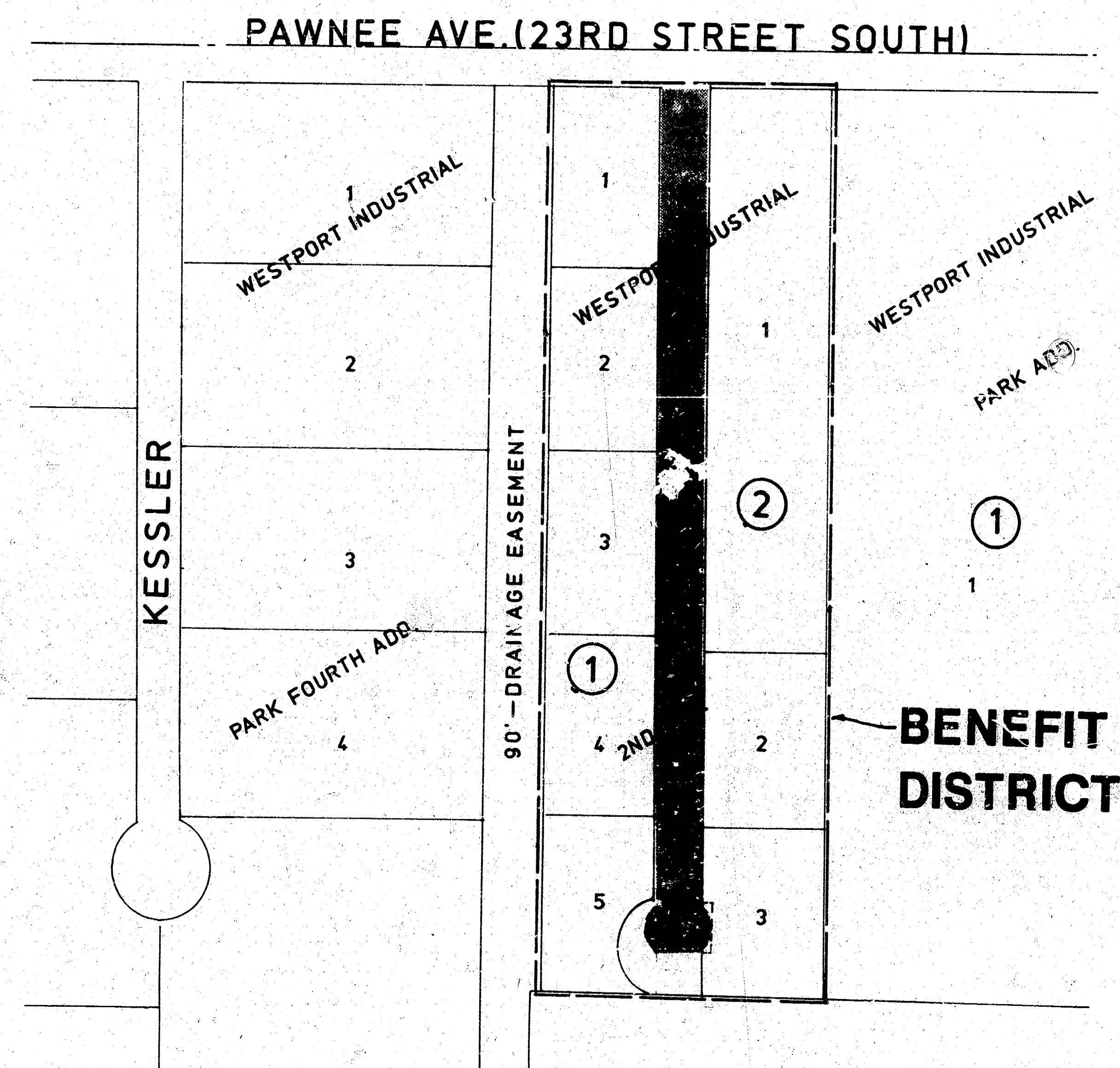
CITY OF WICHITA, KANSAS
LEONINE STREET PAVING IMPROVEMENTS
FROM THE SOUTH LINE OF PAWNEE TO AND INCLUDING CUL-DE-SAC
PROJECT NO:472-76-245-81547-000-000-001

GENERAL NOTES

1. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
2. THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED OVER AND/OR ADJACENT TO PIPELINES.
3. NO MORE THAN DRIVES FEET IN WIDTH, OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.
4. 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 SLOPE UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.
5. CONTRACTOR SHALL GIVE PROPERTY OWNERS ADJUTING 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 ASCERTAIN THAT A DIRT ORDER FORM HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTY.
6. 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 LAW.

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 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.

NOTE: CONTRACTOR WILL BE REQUIRED TO CARRY LOCAL BUSINESS TRAFFIC GENERATED WITHIN PROJECT LIMITS THROUGH CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO COORDINATE HIS SEQUENCING FOR HANDLING SUCH LOCAL TRAFFIC WITH THE OWNERS OF THE INVOLVED BUSINESSES OR THEIR AUTHORIZED REPRESENTATIVE. CONTRACTOR WILL BE REQUIRED TO SPECIFICALLY PROVIDE ONE WEEK PRIOR NOTICE TO SUCH OWNERS IN ADVANCE OF ANY WORK WHICH WOULD IMPAIR THE NORMAL DAILY OPERATIONS OF SUCH BUSINESSES.



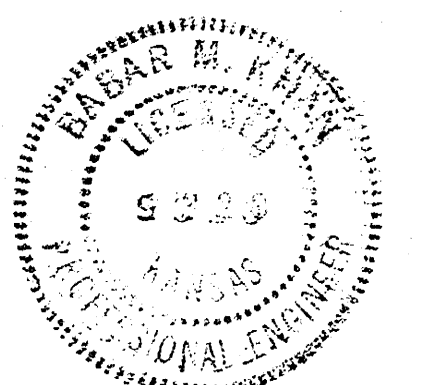
LOCATION MAP

Scale: 1"=150'

NOTE: Drive ways will be allowed for only those properties within the Benefit District.

INDEX:

SHEET	TITLE
1	TYPICAL PAVEMENT 8
2	DETAILS
3,4,5	PLAN SHEETS
6	STORM SEWER
7	TYPE 1A INLET DETAIL
8-12	CROSS-SECTIONS



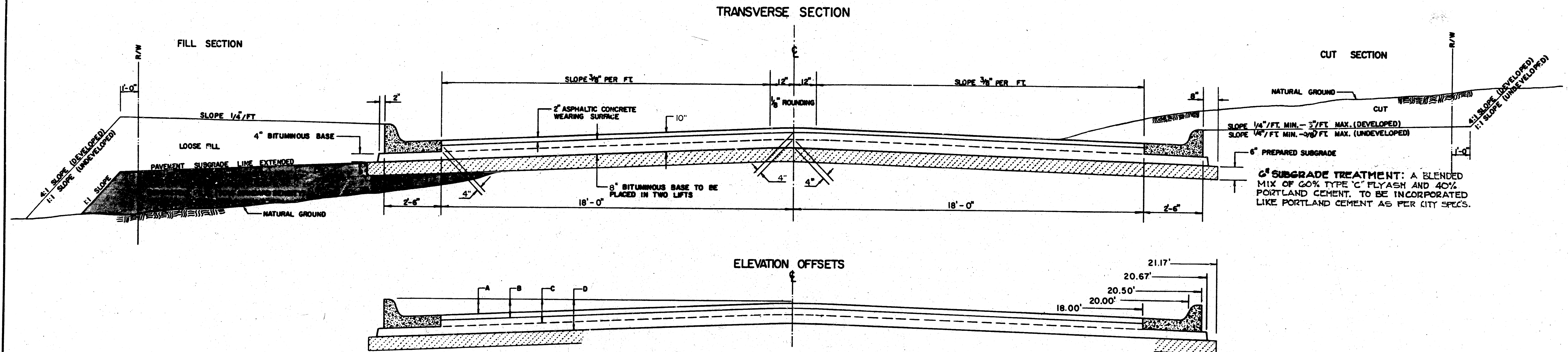
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

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Civil Engineers & Land Surveyors
254 Larue, Suite 201
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SCALE: AS SHOWN	APPROVED BY: B. K.	DRAWN BY: K.P.
DATE: 7-86	REVISED	1/12
DRAWING NUMBER		1 OF 12

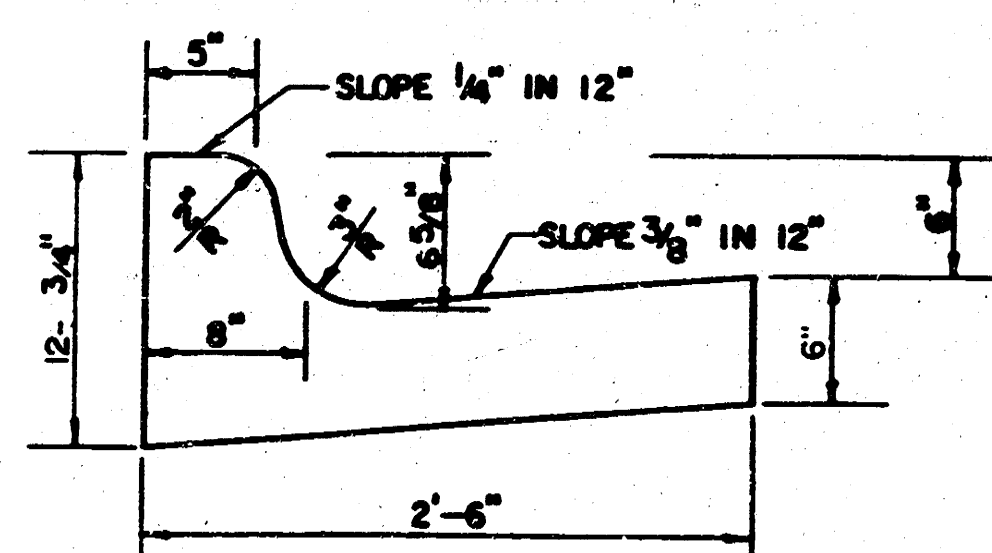
TYPICAL 41' PAVEMENT DETAILS

2/12

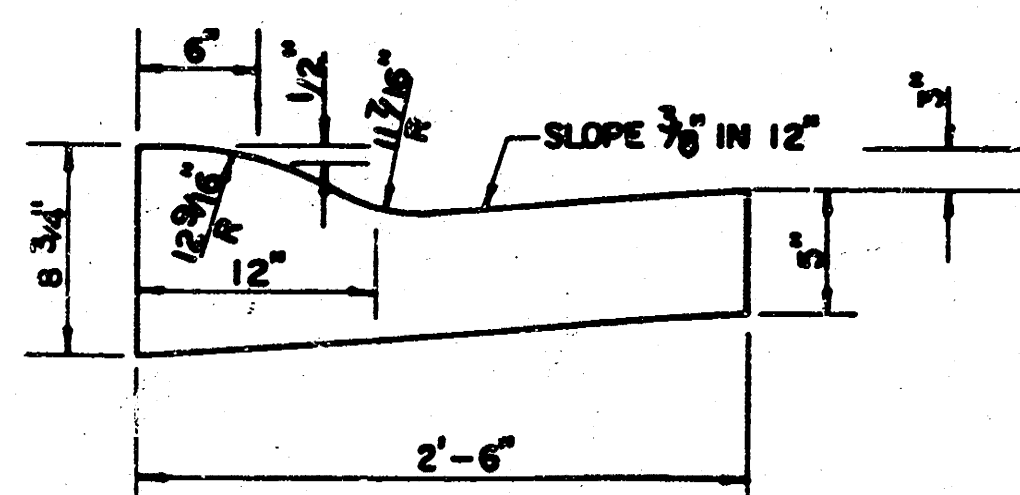


	DISTANCE FROM CENTERLINE (LT. & RT.)													
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	-.05	-.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.11	.16	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.43	.48	.55	.61	.67	.73	.80	.86	.92	.98	1.05	1.06	1.07	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.77	.82	.88	.94	1.01	1.07	1.13	1.19	1.26	1.32	1.38	1.40	1.40	1.42

COMBINED CURB & GUTTER



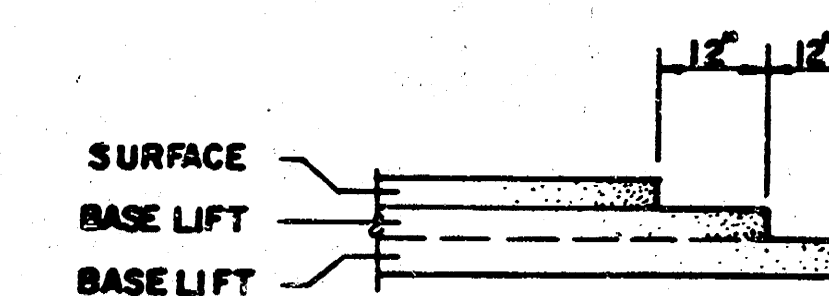
ROLL TYPE COMBINED CURB & GUTTER



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).

10 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 8 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
472-76-245-81547-000-000-001

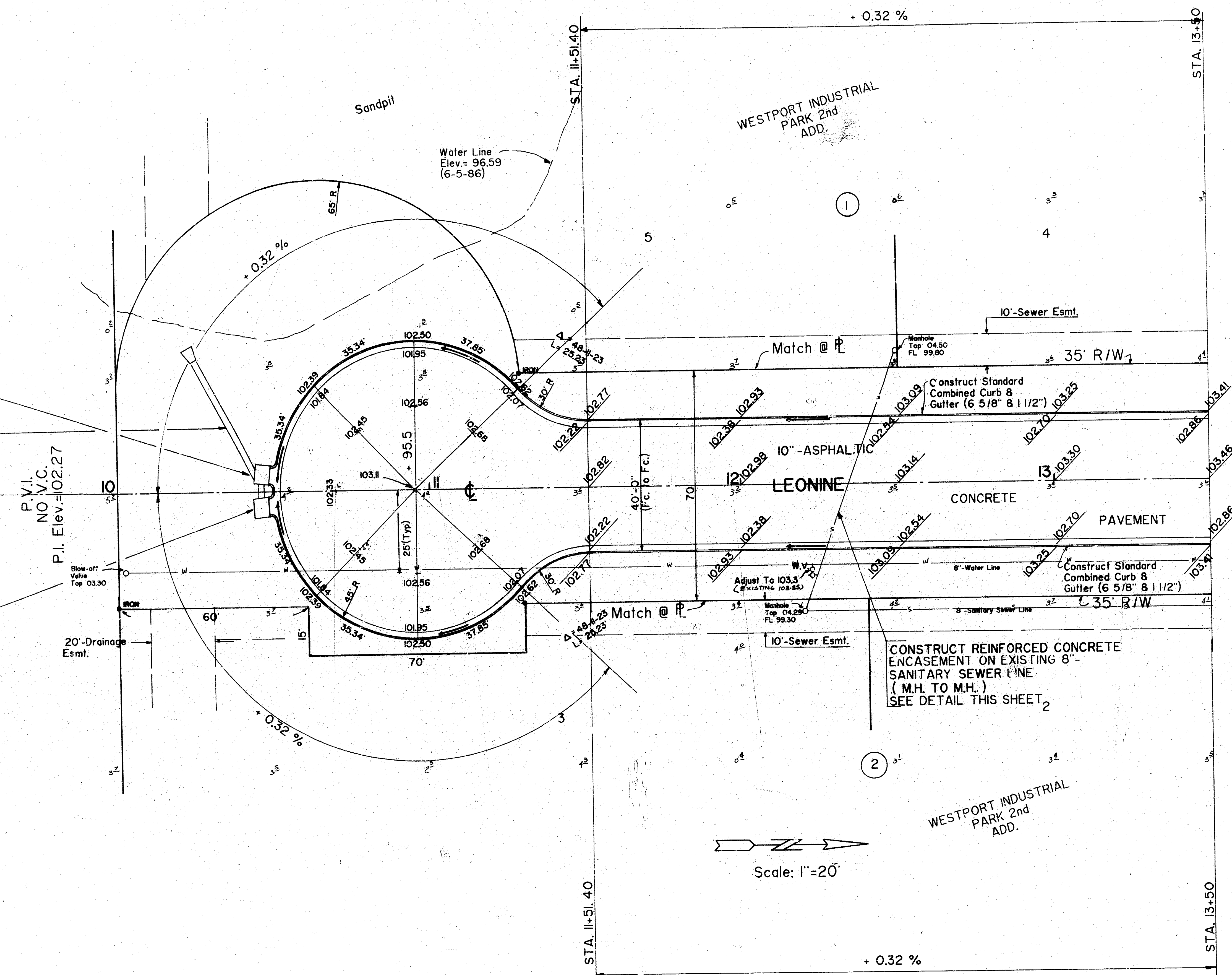
Construct Type IA Inlet
Install 45 X 30" Storm Sewer (SW)
W= 5'-4", L= 6'-4"
Top Elev.= 102.29
See Sheet No. 6,7

SEE SHEET 6 FOR
STORM SEWER PROFILE

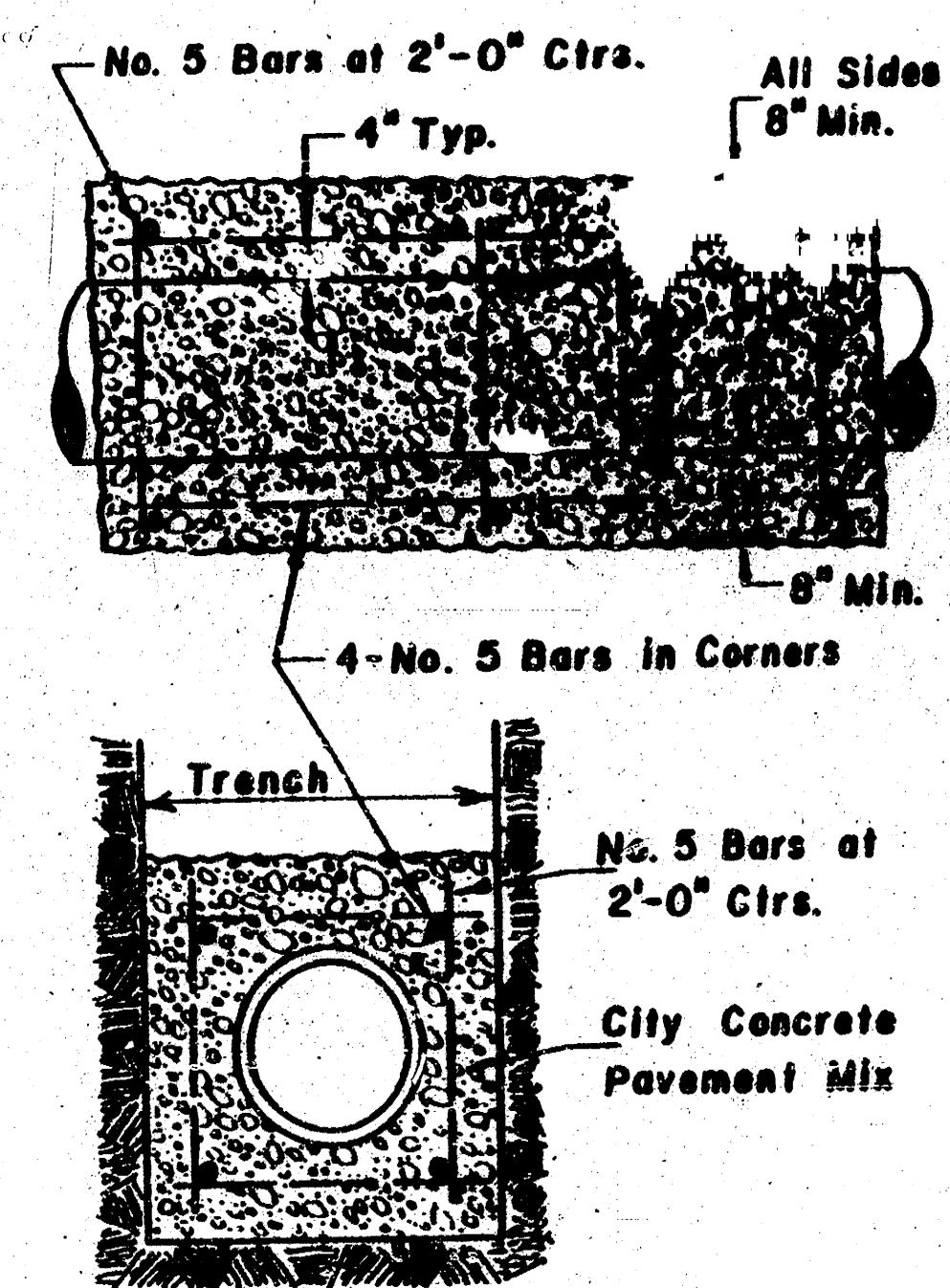
Construct Type IA Inlet
Install 3' X 24" Storm Sewer (W)
W= 5'-4", L= 6'-4"
Top Elev.= 102.29
See Sheet No. 6,7

B.M.#1: Top of Western Bolt on Flange of
Fire Hydrant, 27.85' Right of Sta. 12+22.5,
Elev.= 106.11

B.M.#2: City Disc, 53' South of Pawnee &
6' East of N1/4 Section LINE South, I-285-W
Elev.= 103.29



Scale: 1"=20'



EARTHWORK QUANTITIES

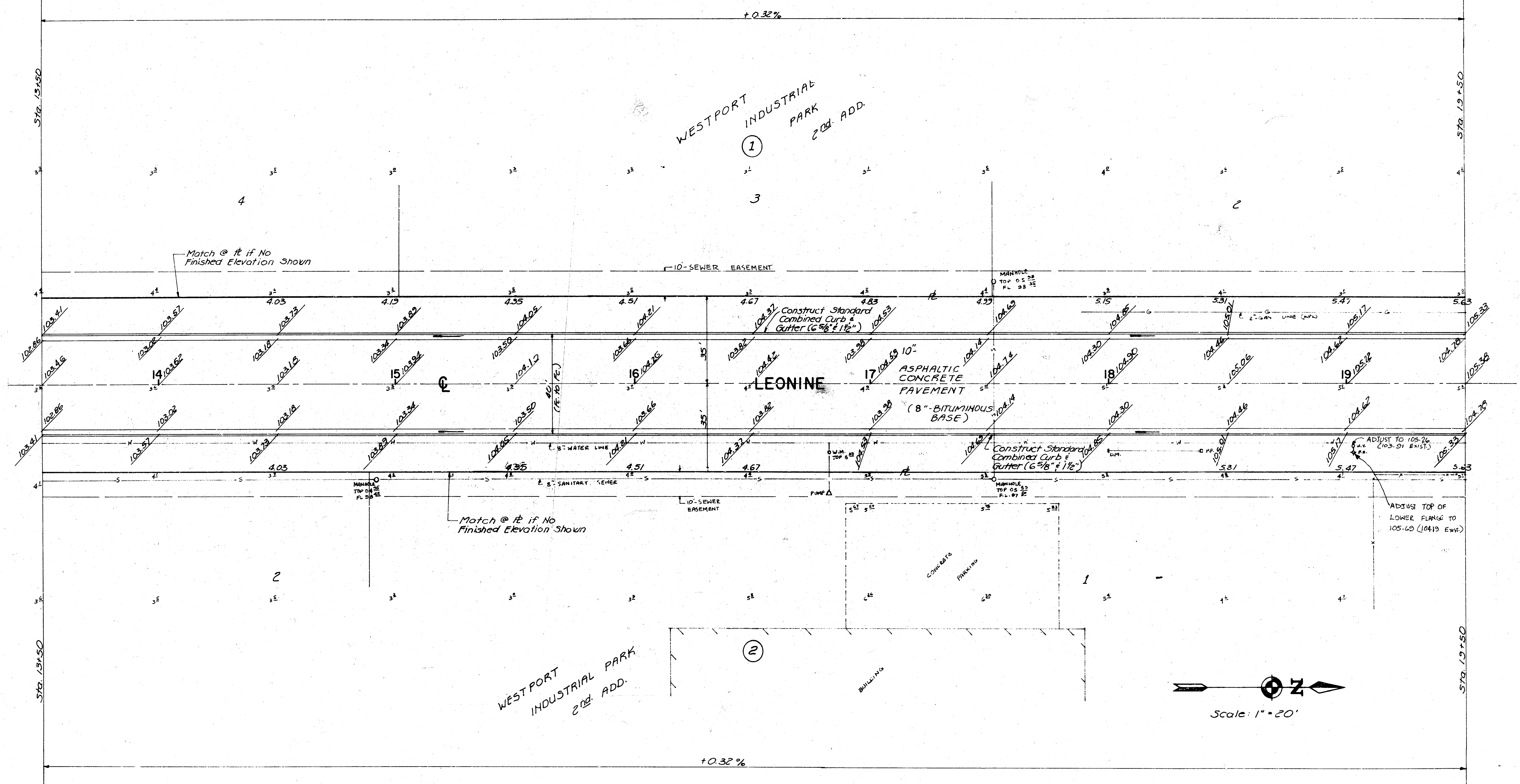
	EXCAVATION	LOOSE FILL
+10%	2,812 C.Y.	455 C.Y.
	281 C.Y.	45 C.Y.
TOTAL	3,093 C.Y.	500 C.Y.
MANIPULATION	6,266 S.Y.	

NOTE: CONTRACTOR SHALL REMOVE &
PROPERLY DISPOSE ALL RUBBLE
LOCATED ON THE STREET R/W.
(SUBSIDIARY TO CU. YD. EXCAVATION)

MUNICIPAL ENGINEERS
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PLAN SHEET LEONINE STREET		
SCALE: 1"=20'	APPROVED BY:	DRAWN BY:
DATE: OCT. 86	REVISOR:	3/12
PROJECT NO.: 472-76-245-81547-000-000-001		DRAWING NUMBER
M. E. PROJECT NO. 86-15		3 OF 12

STA. 19+50
P.V.I.
No V.C.
P.I. Elev. = 105.33



STA. 19+50
P.V.I.
No V.C.
P.I. Elev. = 105.33

PLAN SHEET LEONINE STREET			
SCALE: 1" = 20'	APPROVED BY:	DRAWN BY:	
DATE: JULY, 86		REVISED:	
PROJECT NO.: 472-76-245-81547-000-000-001		DRAWING NUMBER	
M.E. PROJECT NO. 86-15		4 OF 12	

MUNICIPAL ENGINEERS
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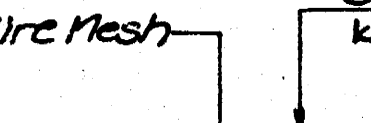
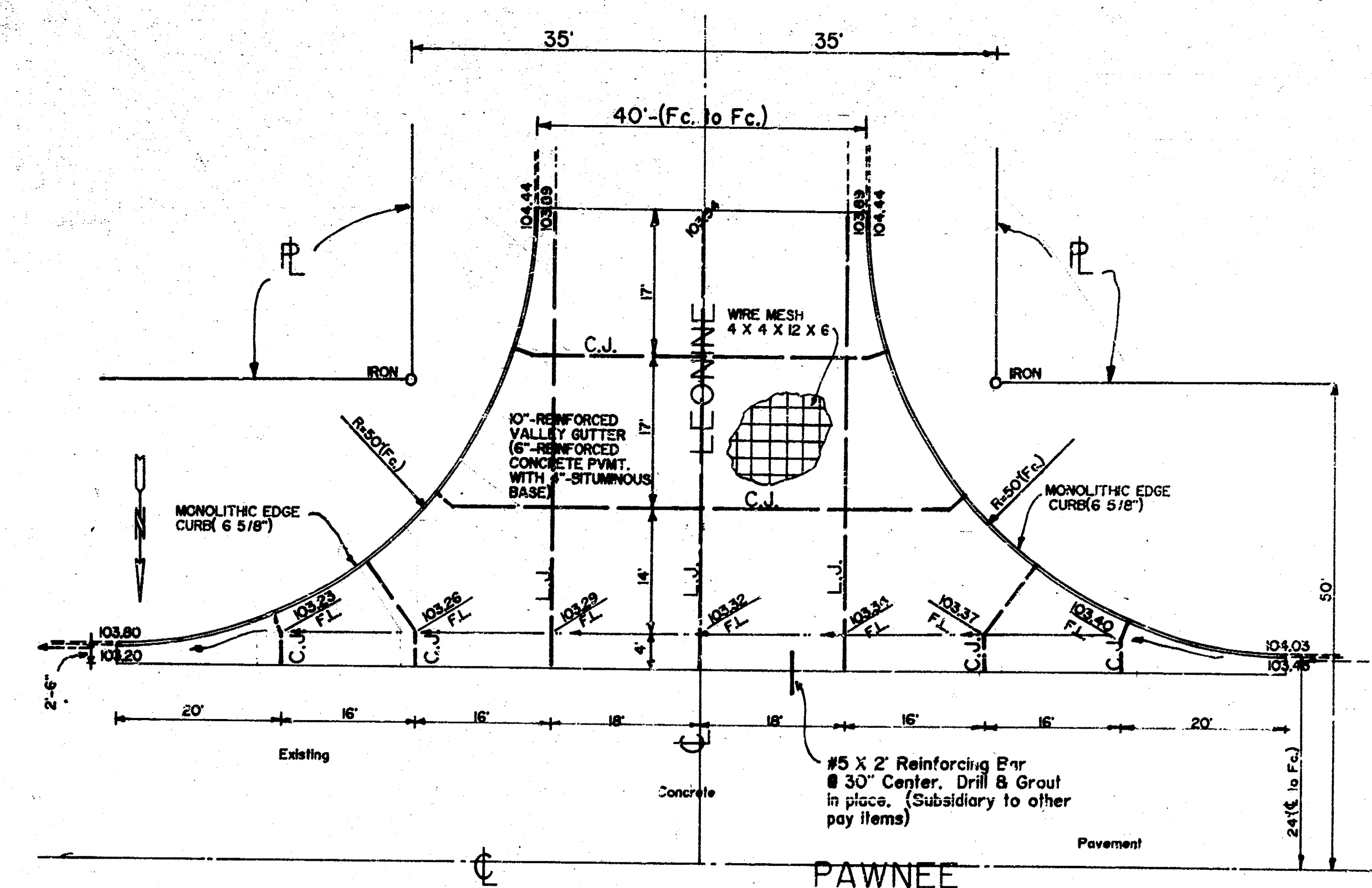
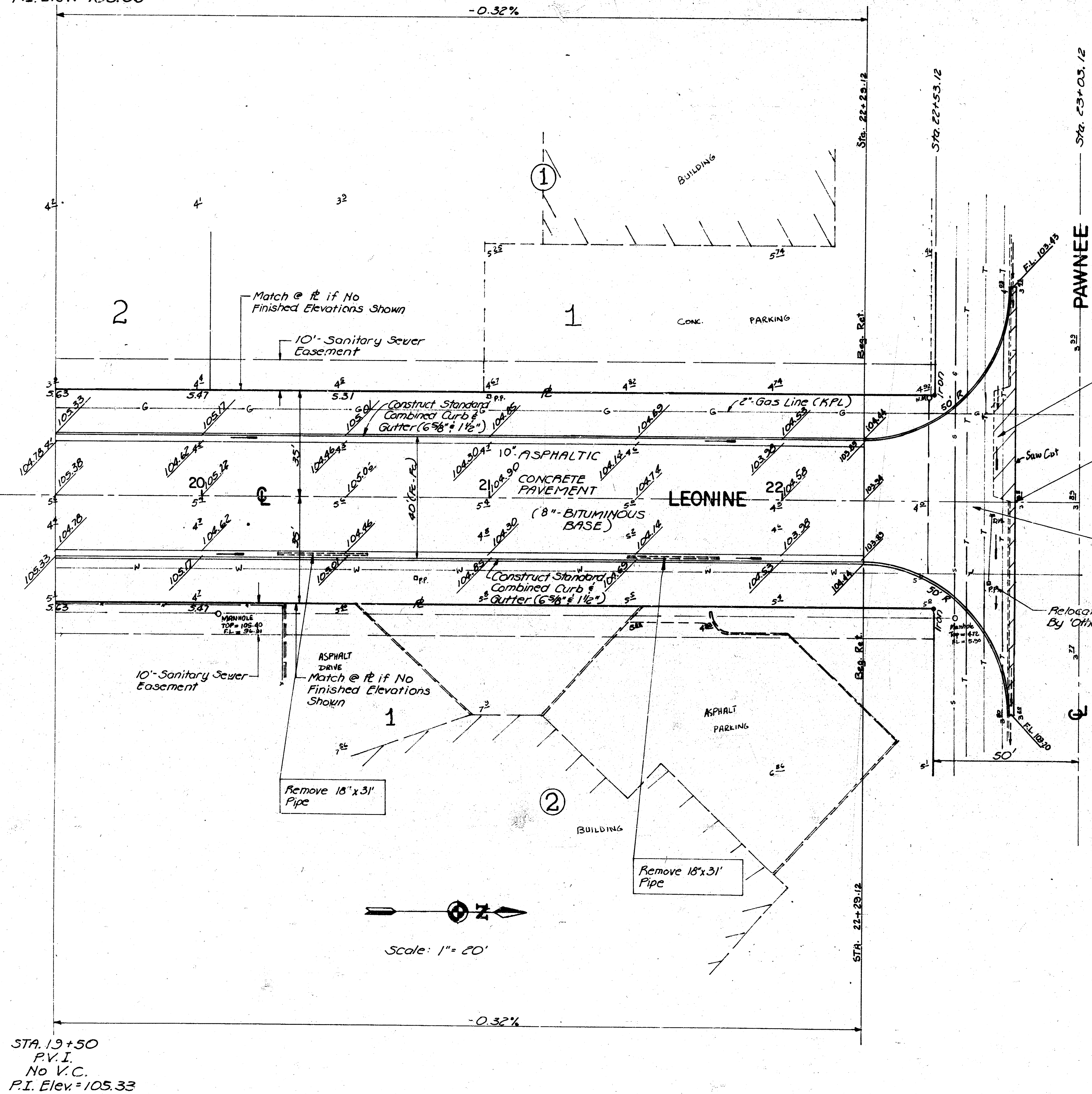


Diagram illustrating the longitudinal joint detail for a concrete slab. The joint is sealed with a 3/4" x 1-3/4" sealant. The joint is 6" wide. The slab is 12" thick. The joint is reinforced with #4 bars at 30" o.c. (2'-0" long). The joint is sealed with a 3/4" x 1-3/4" sealant. The joint is sealed with a 3/4" x 1-3/4" sealant.

LONGITUDINAL JOINT DETAIL
(L. J.)

PLAN SHEET
LEONINE STREET

SCALE: 1" = 20'	APPROVED BY:	DRAWN BY: K. P.
DATE: JULY, 86		REVISED

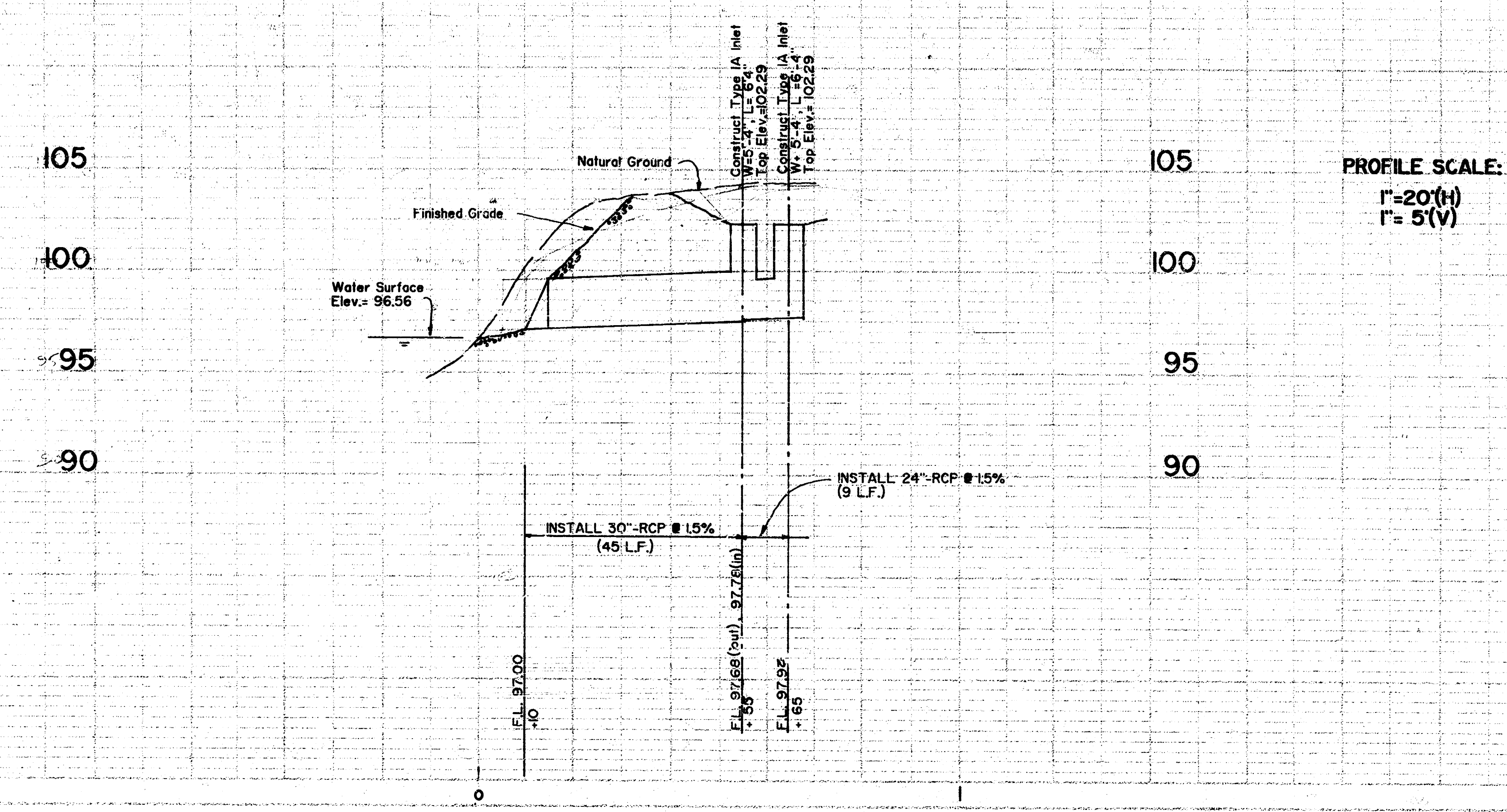
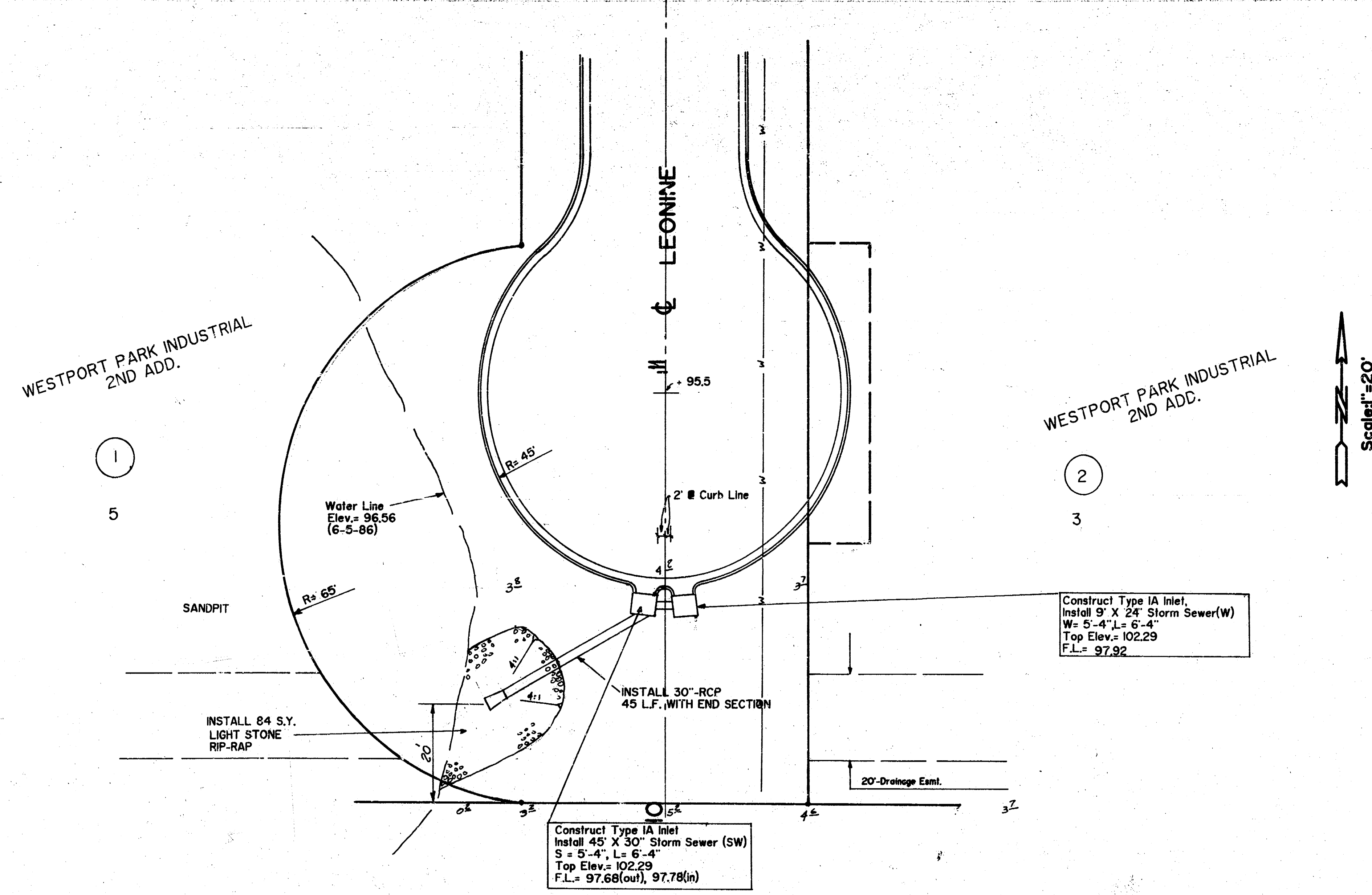
PROJECT NO. 472 - 76 - 245 - 81547 - 000 - 000 - 001

M.E. PROJECT NO. 86 - 16

5/13

DRAWING NUMBER
5 OF 12

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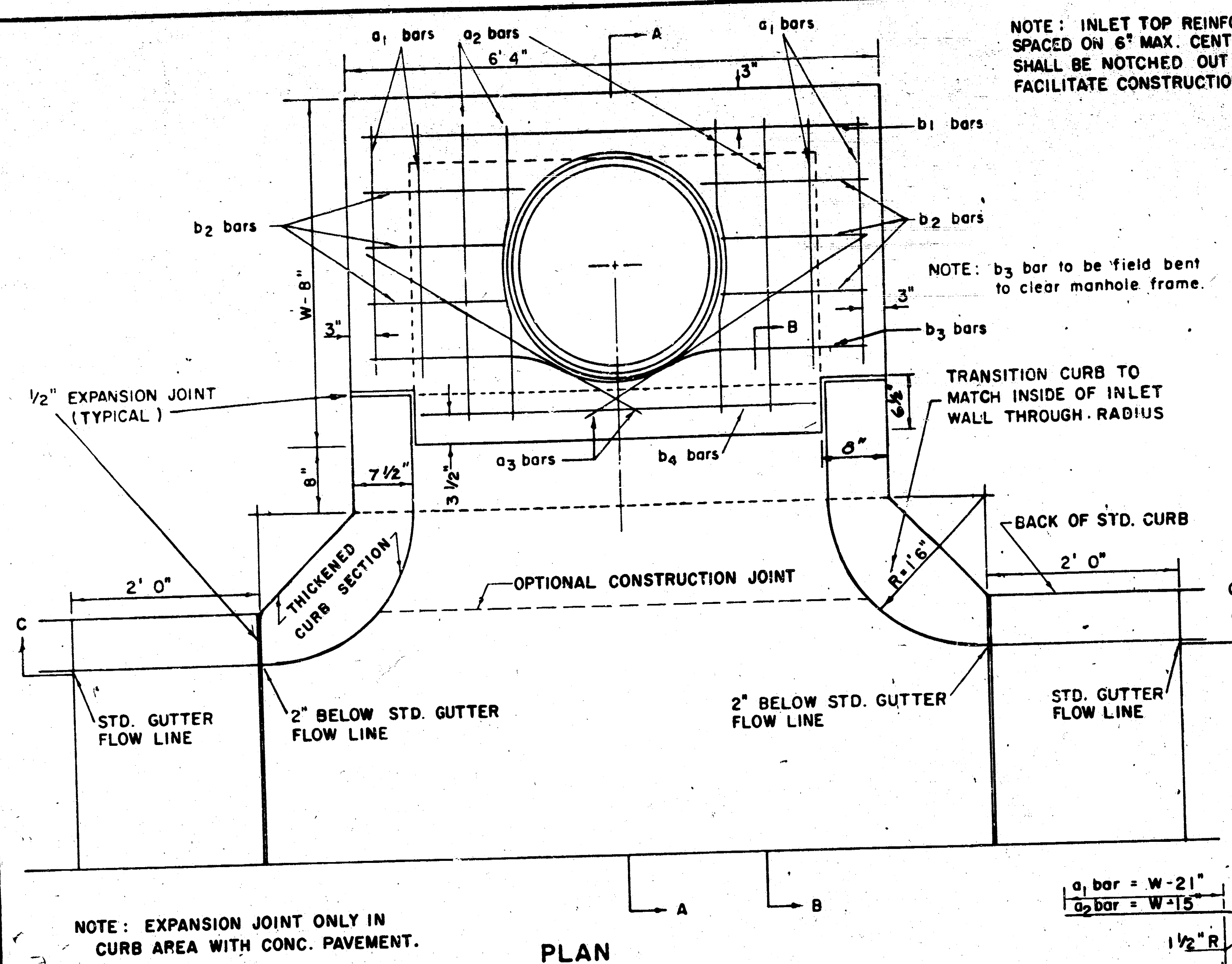


STORM SEWER IMPROVEMENTS

PROJECT NO.: 472-76-245-81547-000-000-001

SHEET 6 OF 12

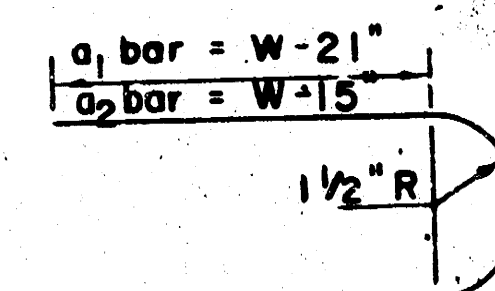
6/1a



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

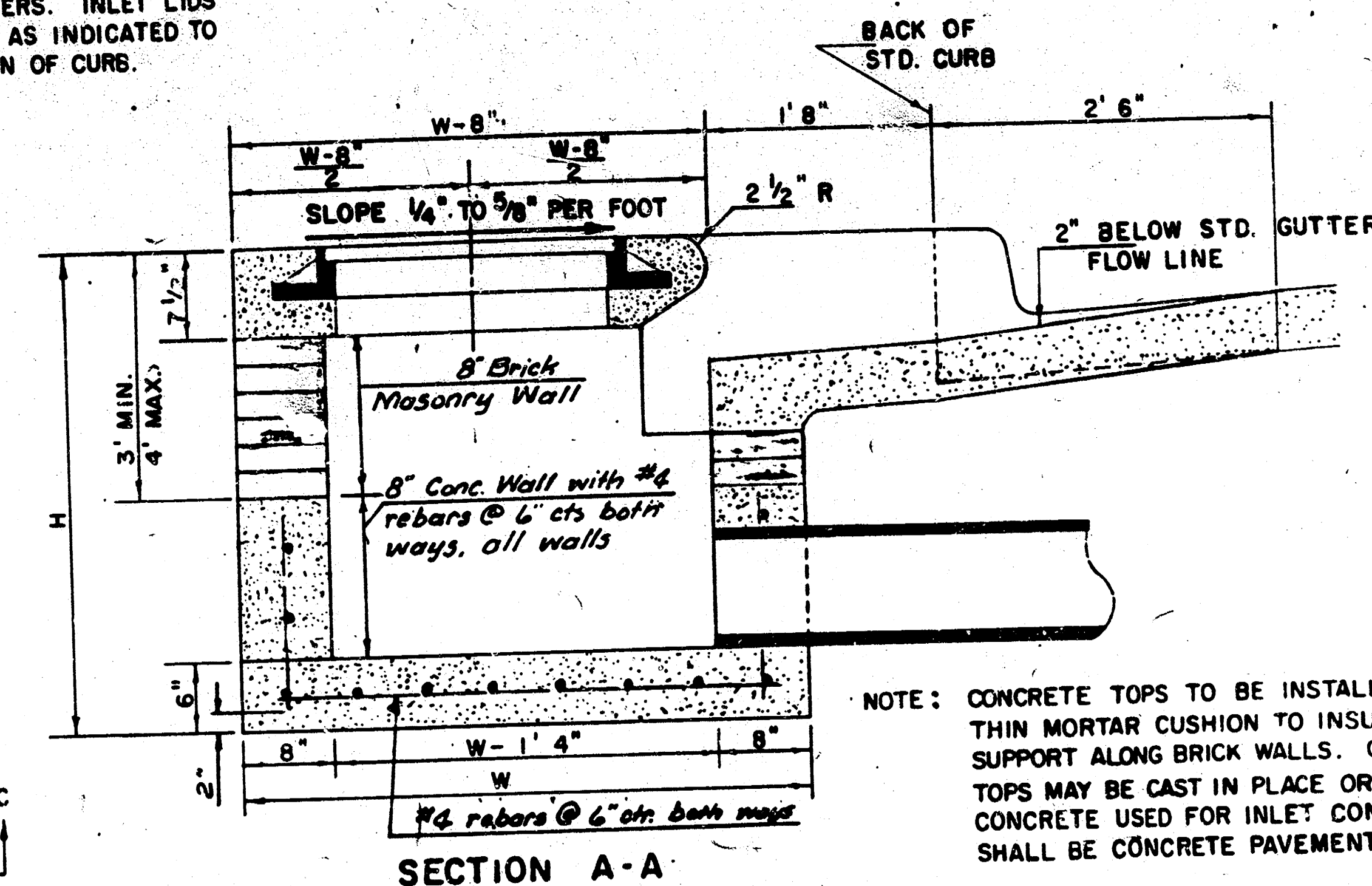
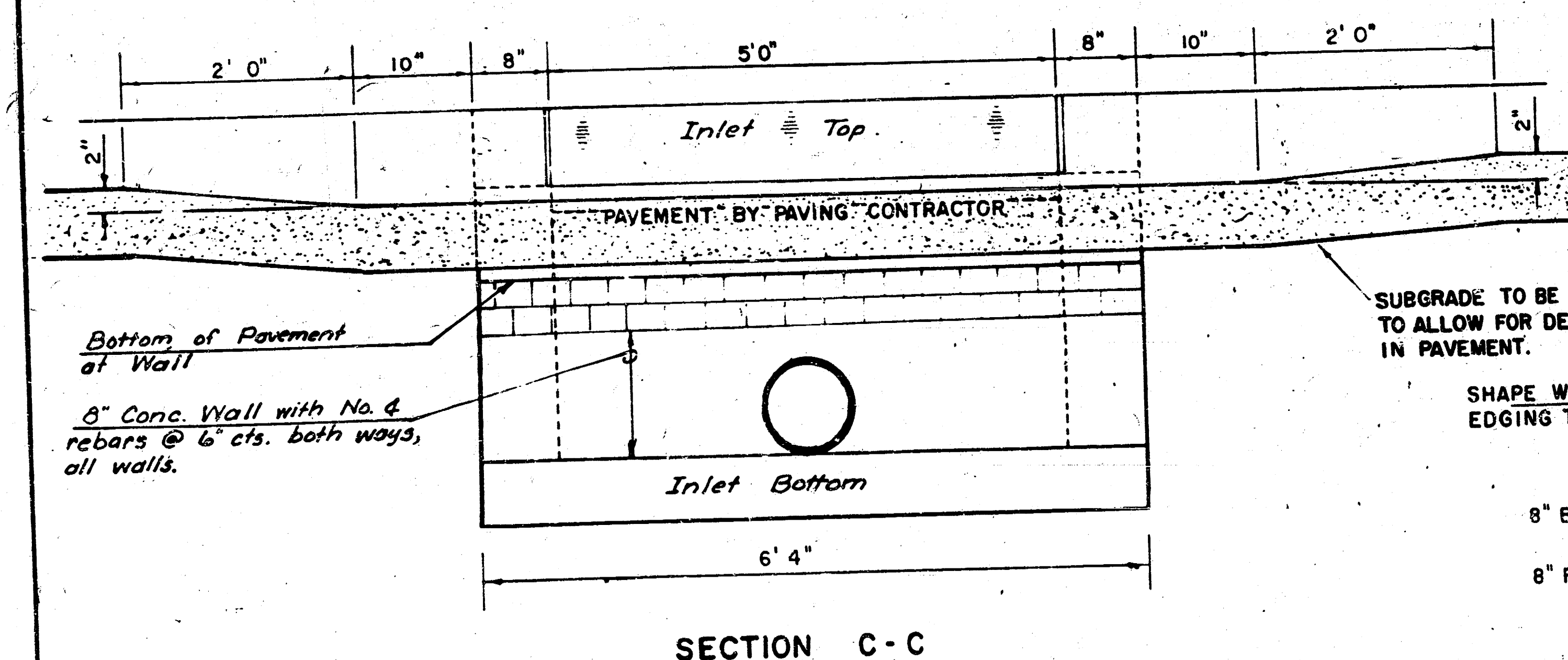


STEEL SCHEDULE

BAR	a1	a2	a3	b1	b2	b3	b4	WT. LBS.
NUMBER	4	4	2	1	3	7	9	6
SIZE	"4	"4	"4	"4	"4	"4	"4	"6
W=4'4"	5'7"	5'7"	4'0"	6'1"	-	-	-	60±
W=5'4"	7'7"	8'7"	5'0"	6'1"	-	-	1'9"	81±
W=6'4"	9'7"	10'7"	6'0"	-	6'1"	-	1'9"	101±
W=7'4"	11'7"	12'7"	7'0"	-	-	6'1"	1'9"	121±
W=8'4"	13'7"	14'7"	8'0"	-	-	-	6'1"	141±

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

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

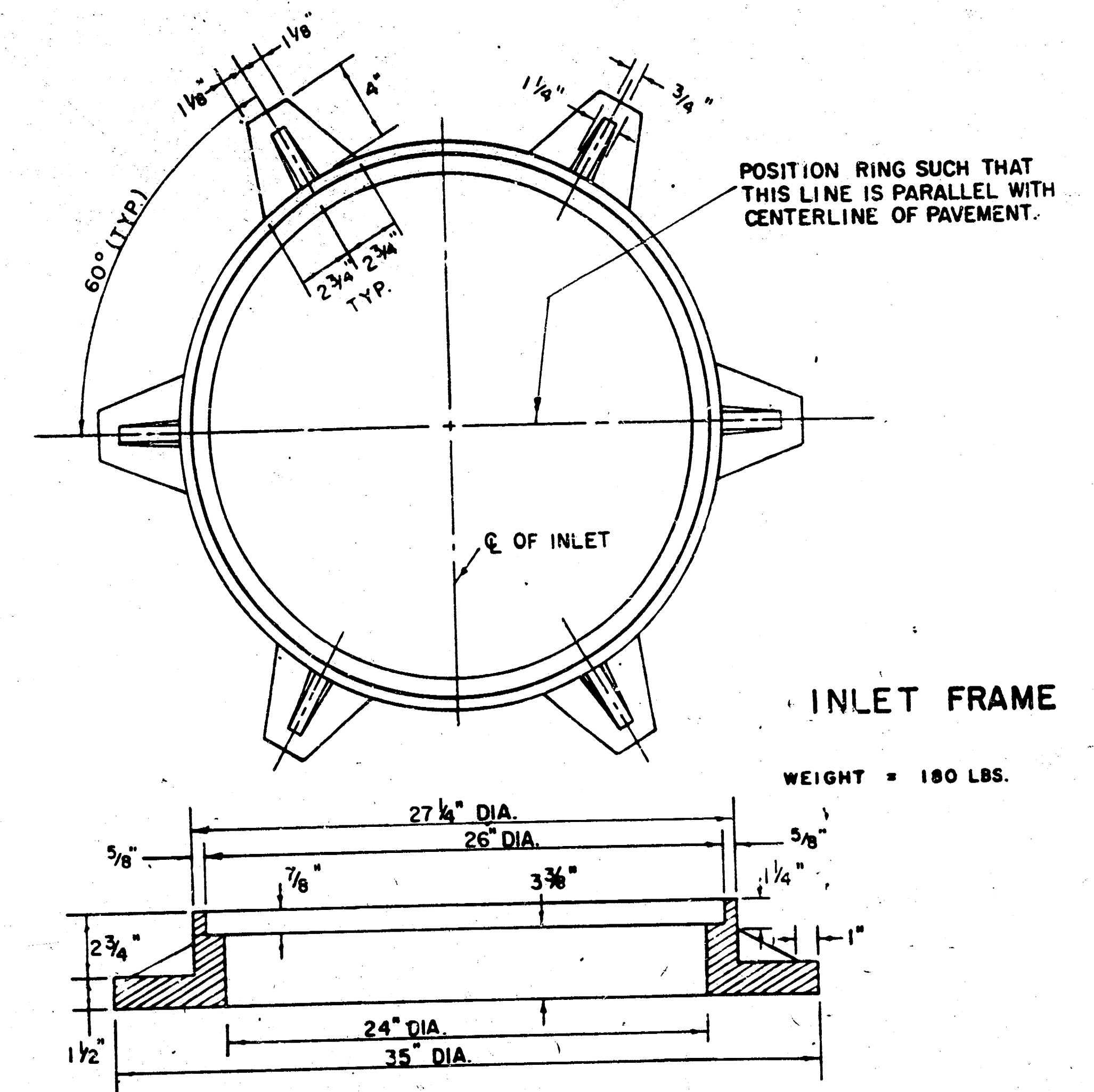
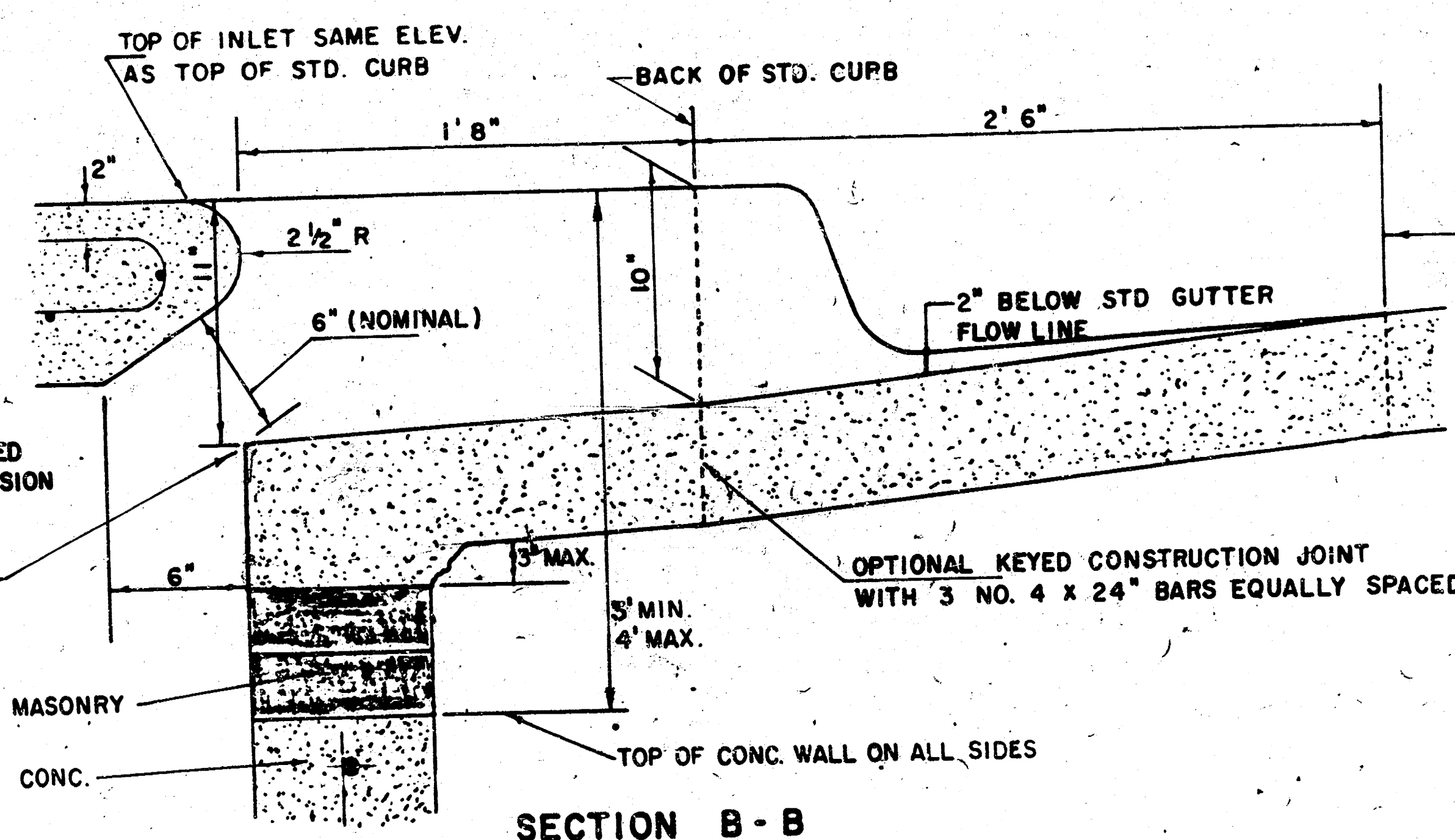


NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6'4" AND H = 7'0" OR LESS.

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.



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

REVISED 12-21-1984

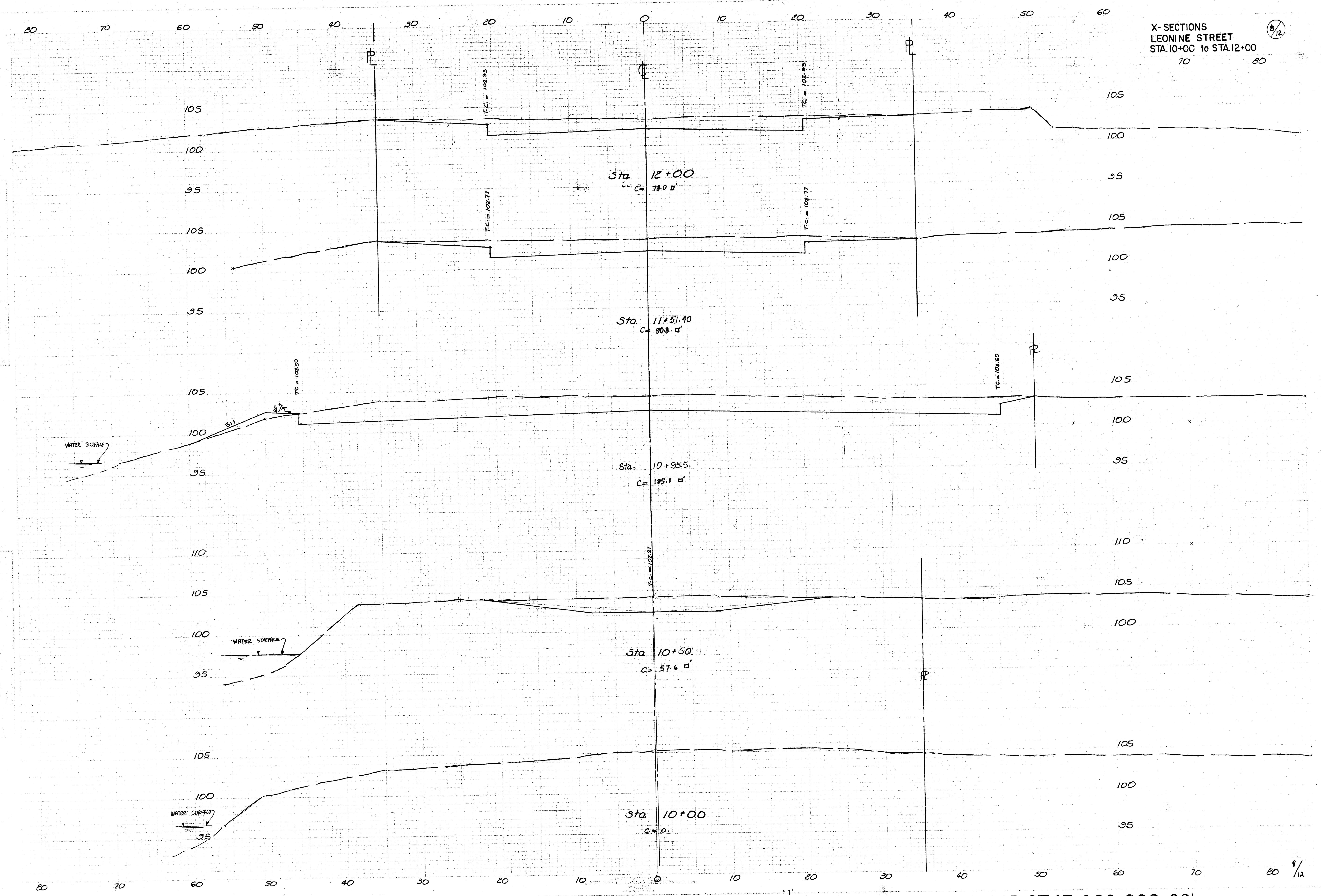
DETAIL STANDARD TYPE 1A CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6" x 5' 0"

JUNE 1984

7/12

X-SECTIONS
LEONINE STREET
STA. 10+00 to STA. 12+00

8/12

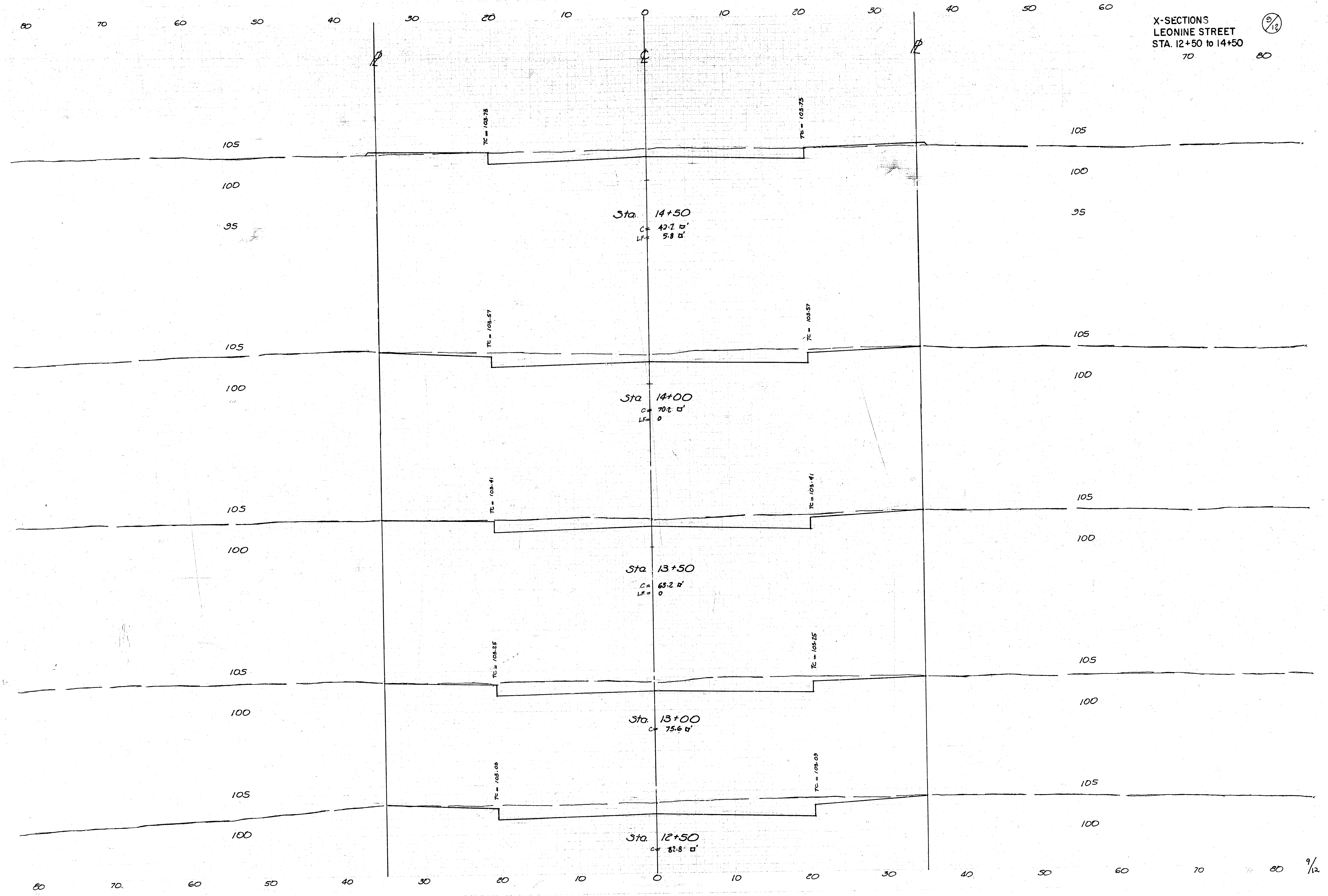


PROJECT NO. 472-76-245-81547-000-000-001

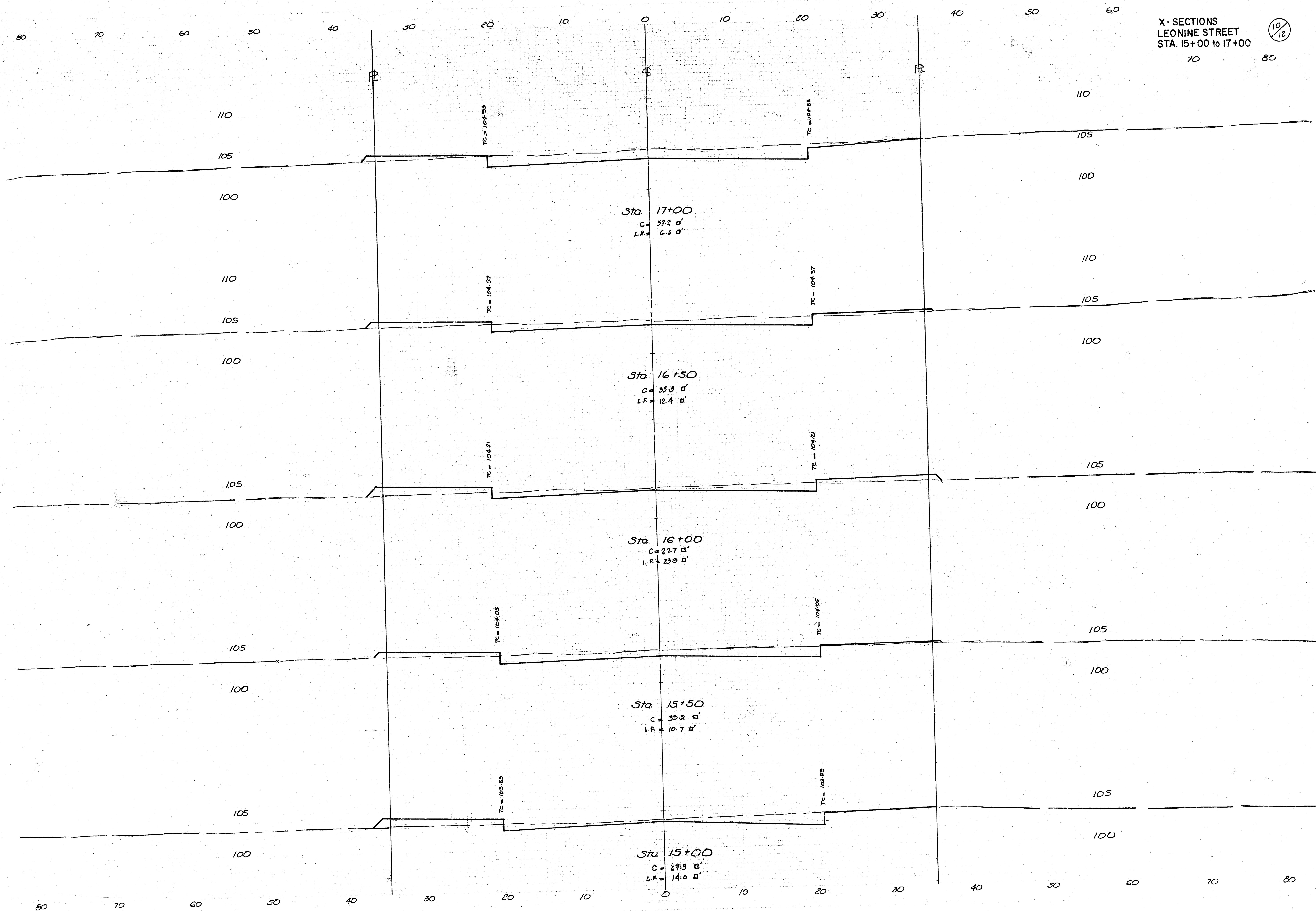
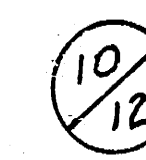
8/12

X-SECTIONS
LEONINE STREET
STA. 12+50 to 14+50

2/12
70 80

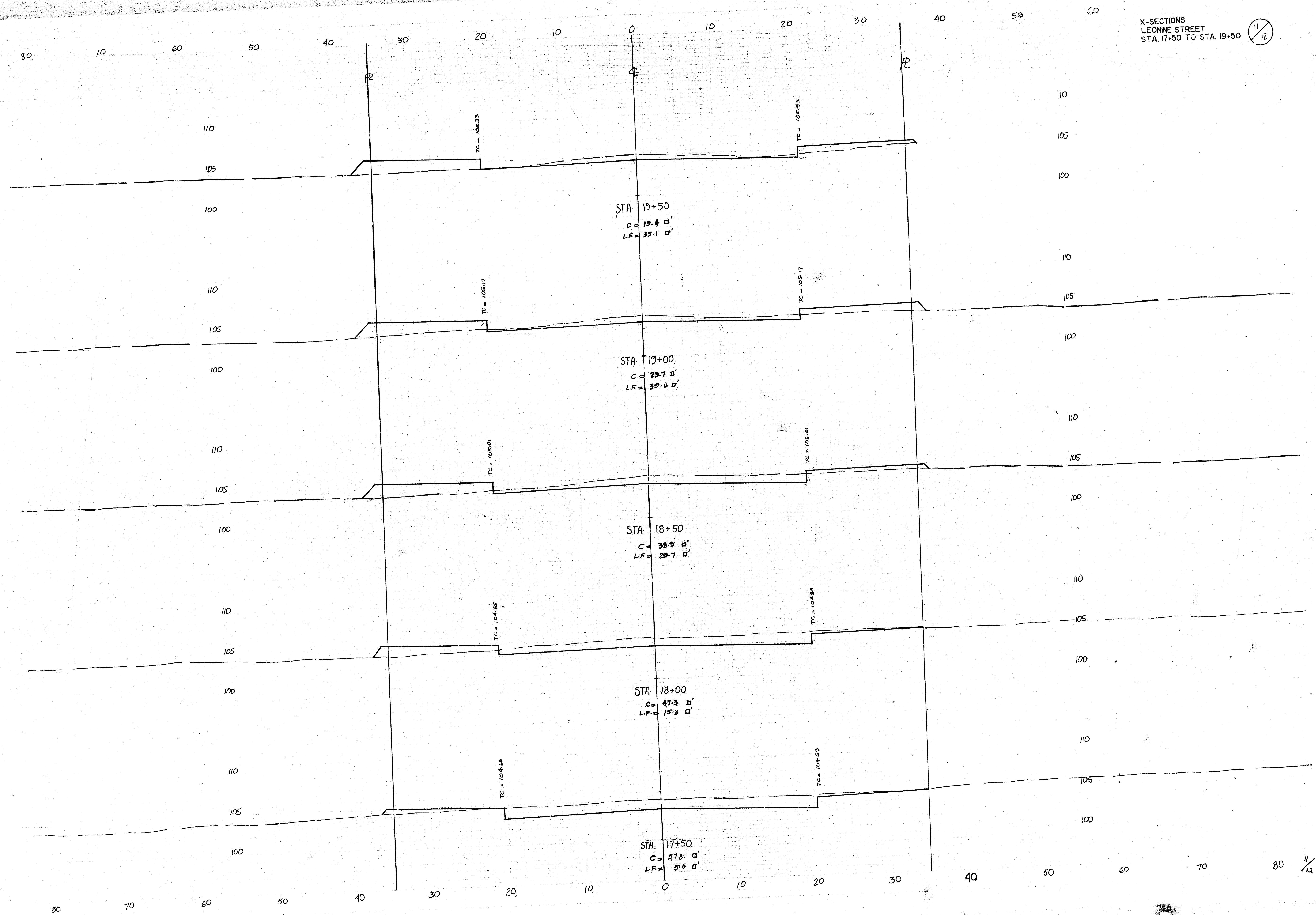


X-SECTIONS
LEONINE STREET
STA. 15+00 to 17+00

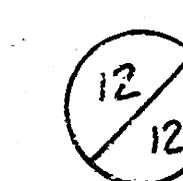


X-SECTIONS
LEONINE STREET
STA. 17+50 TO STA. 19+50

11
12



X-SECTIONS
LEONINE STREET
STA. 20+00 to 22+29.12



110

12/12

