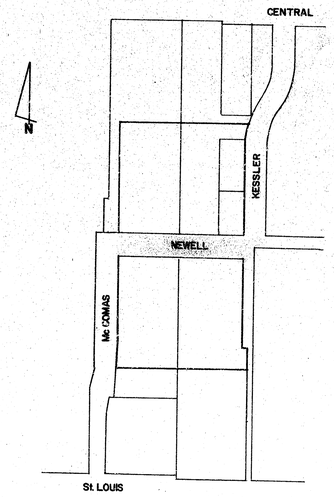
NEWELL

EL McCOMAS to EL KESSLER



City of Wichita Kansas

R.W. Bruggeman Dir. Eng. / City Engineer

Proj. no. 472-76-245-81042-000-000-001

Date _____

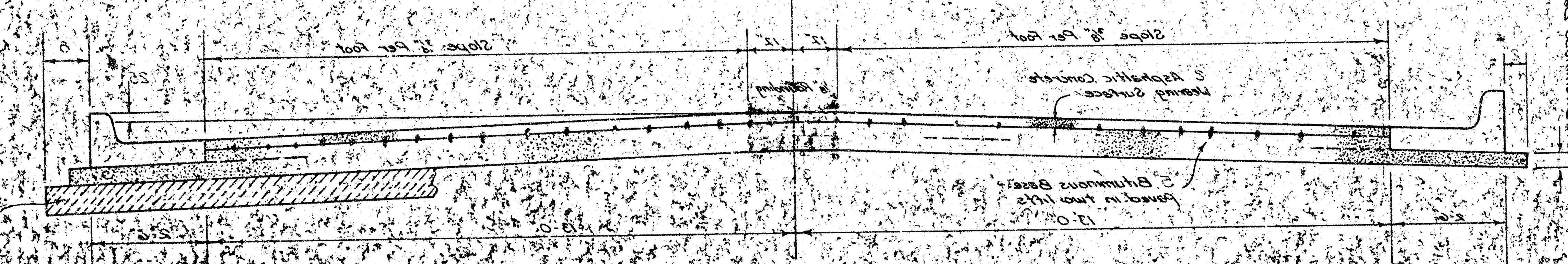
STEPHEN R. LACKEY
LICENSED
7714
KANSAS
PROFESSIONAL ENGINEER

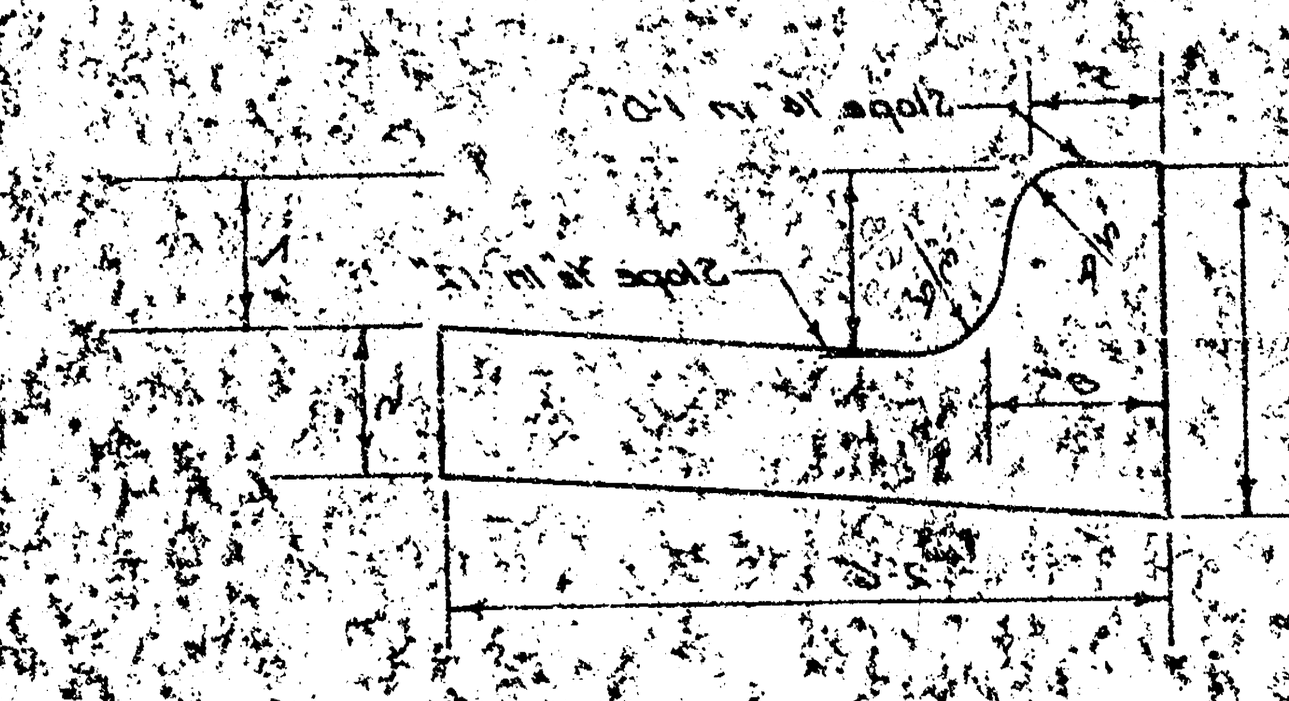
1/7

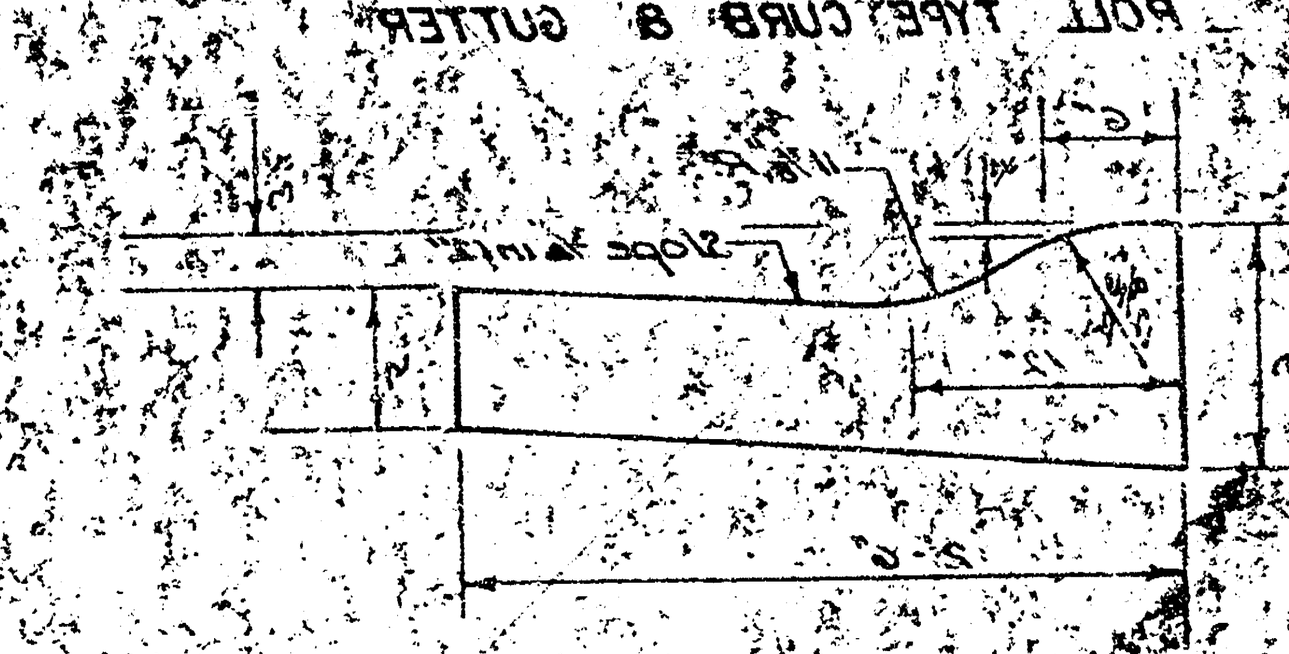
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NEWELL

EL McComas to EL Kessler







TYPICAL SECTION

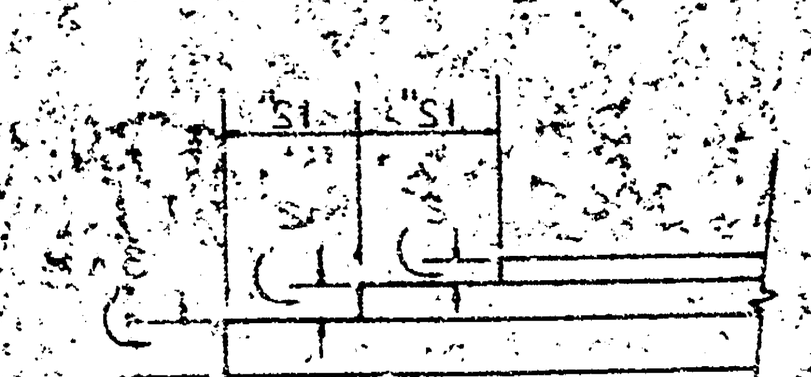
3" ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

The A.C. pavement between the Comb. Curb & Gutter shall be paid as Sq. Yds. 2" A.C. Pavement (5" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as Sq. Yds. 2½ Bituminous Base.

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ. YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICES BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION, AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.



CITY OF WICHITA, KANSAS

DEPARTMENT OF — ENGINEERING

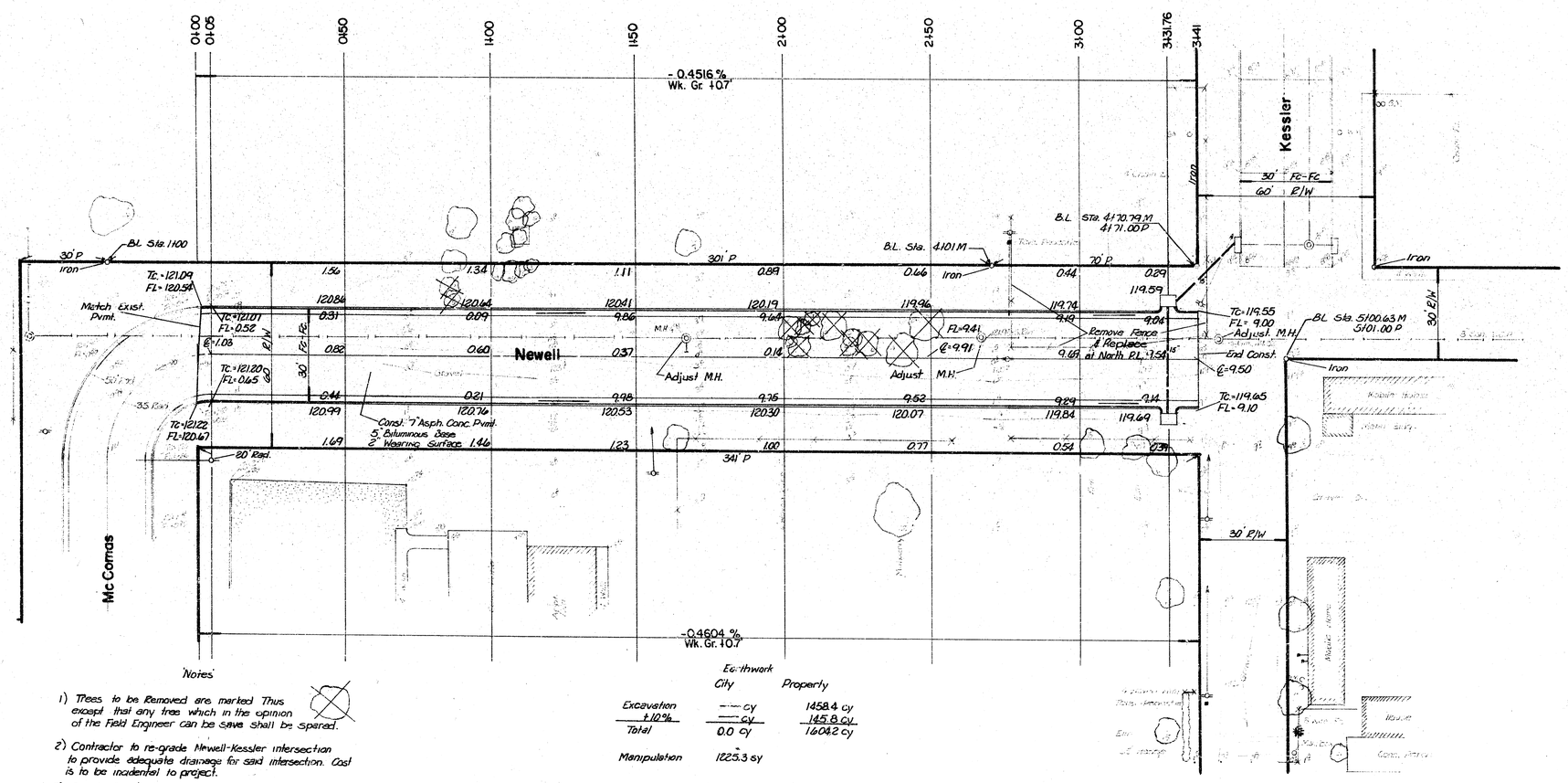
R.W. Bruggeman, Director Engineering/City Engineer

DATE: ____________ PROJ. NO. 472-[illegible]

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BM 119.03 ☐ top E. cb. Kessler 19.5' N. of NL Newell
BL is 35' S. of and parallel to NL Newell



THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY MONUMENTS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY MONUMENTS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH WORK IS SHALL BE RE-ESTABLISHED BY A REGISTERED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

Notes

1) Trees to be Removed are marked Thus except that any tree which in the opinion of the Field Engineer can be save shall be spared.

2) Contractor to re-grade Newell-Kessler intersection to provide adequate drainage for said intersection. Cost is to be incidental to project.

3) Const. 4-20' Drives on this project.

Earthwork

	City	Property
Excavation	— cy	1458.4 cy
±10%	— cy	145.8 cy
Total	0.0 cy	1604.2 cy
Manipulation	1225.3 sy	

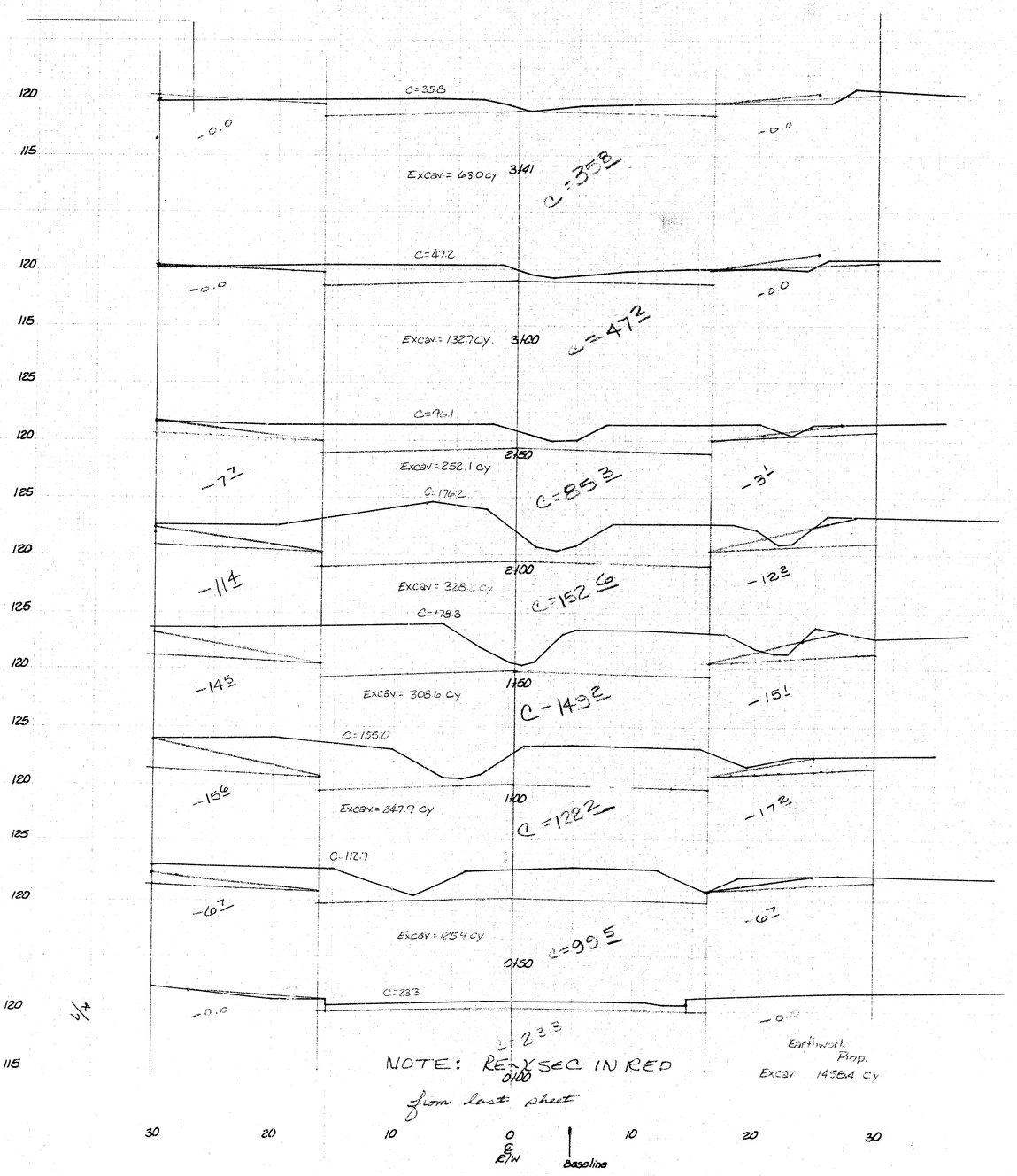
Newell

from EL. McComas to EL Kessler

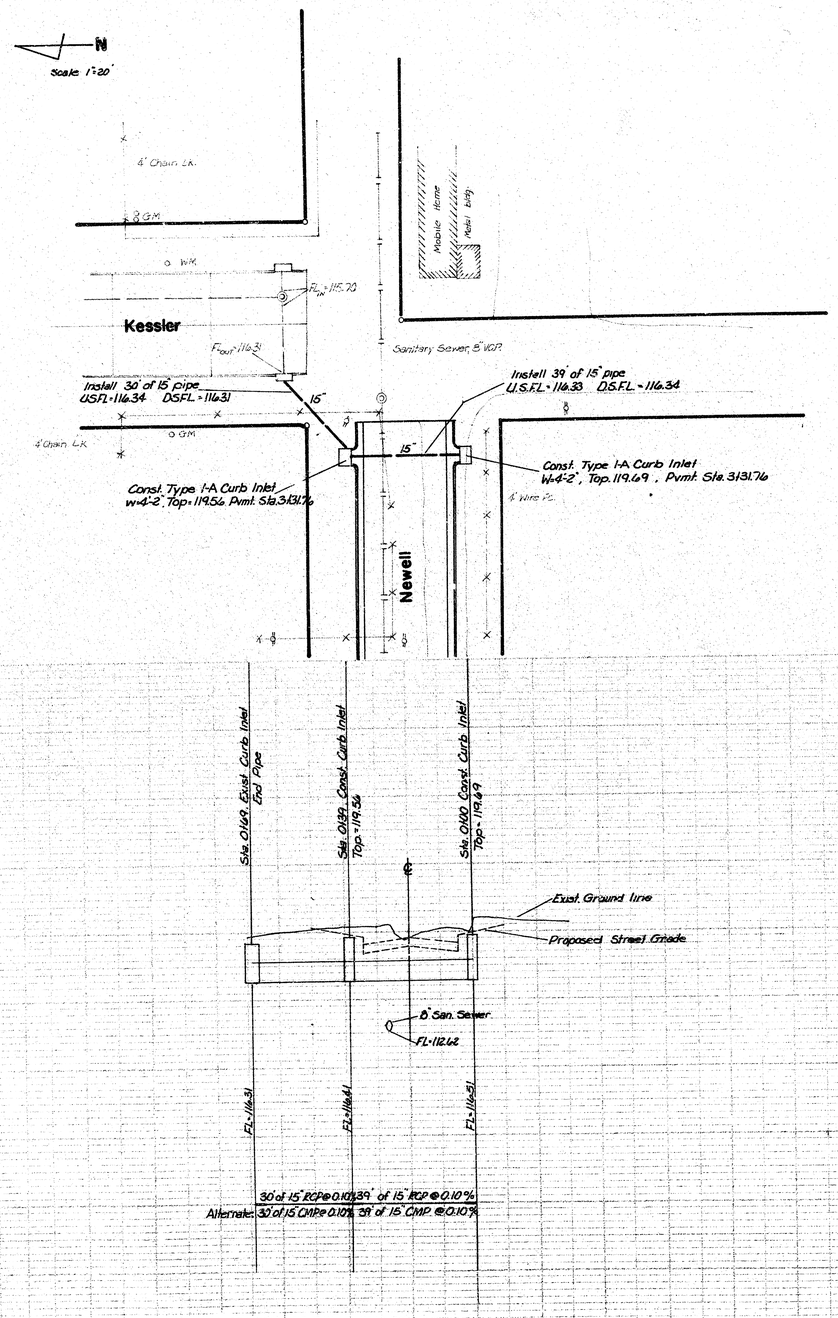
Proj. no. 472-76-245-81042-000-000-0

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Drainage in connection with paving
NEWELL
EL Mc Comas to EL Kessler st
Proj. no.
Date: 5/7

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14 2 1 5

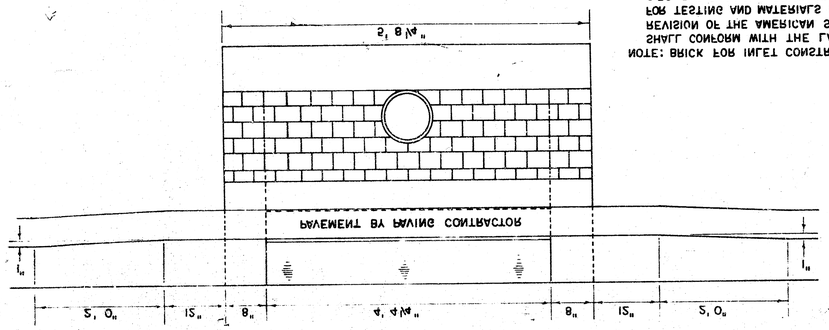
DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

OCTOBER 1978

(SCALE $1_{"} = 1,0_{"}$)

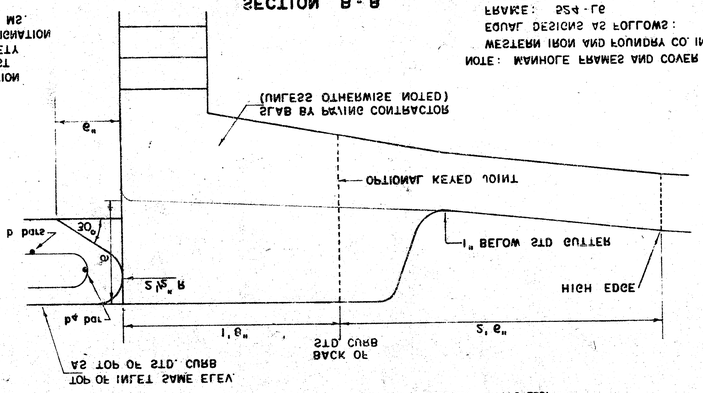
SECTION C-C



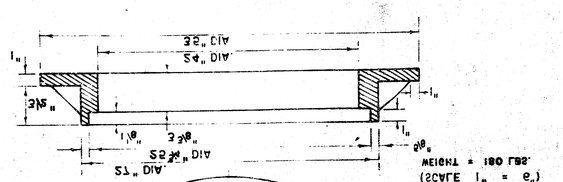
C-25 FOR MANHOLE BRICK GRADE RS.
FOR TESTING AND MATERIALS DESIGNATION
REVISION OF THE AMERICAN SOCIETY
SHALL CONFORM WITH THE LATEST
NOTE: BRICK FOR INLET CONSTRUCTION

(SCALE $1_{"} = e_{"}$)

SECTION B-B

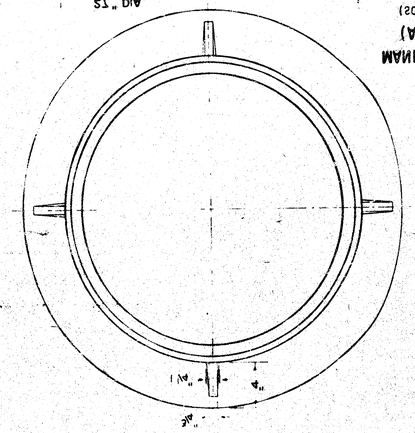


COVER: SSS S4 "NOBBY"
FRAME (ALTERNATE): 200 A4
FRAME: 2S4-LE
EQUAL DESIGNS AS FOLLOWS:
WESTERN IRON AND FOUNDRY CO. INC. OR
NOTE: MANHOLE FRAMES AND COVER ARE



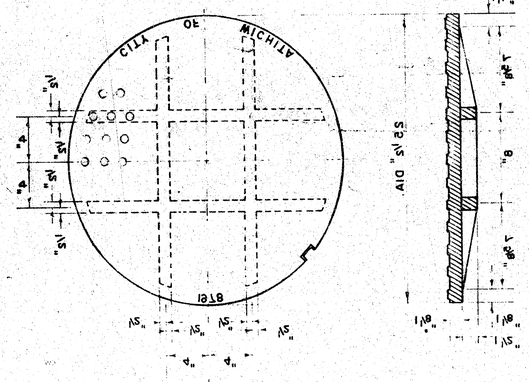
WEIGHT = 180 LBS.
(SCALE $1_{"} = e_{"}$)

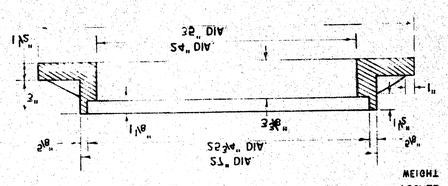
MANHOLE FRAME (ALTERNATE)



WEIGHT = 170 LBS.
(SCALE $1_{"} = e_{"}$)

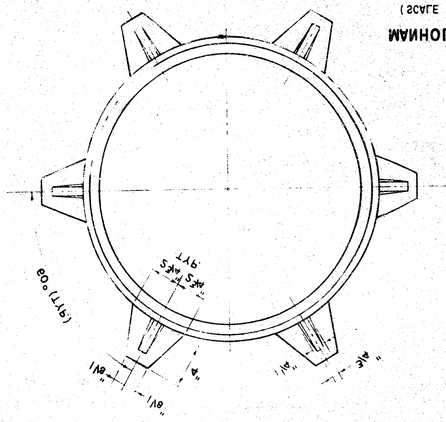
MANHOLE COVER





WEIGHT = 180 LBS.
(SCALE $1_{"} = e_{"}$)

MANHOLE FRAME



* NOTE: d^{5} BARS TO BE PLACED APPROX. $5_{"}$ BELOW TOP OF INLET COVER

BAR	d^{1}	d^{5} *	d^{2}	d^{3}	d^{4}	LBS.
NUMBER	8	5	1	3	2	1
SIZE	$\#4$	$\#4$	$\#4$	$\#4$	$\#4$	$\#8$
LENGTH	$W=8,0_{"}$	$W=5,5_{"}$	$W=8,0_{"}$	$W=7,0_{"}$	$W=8,0_{"}$	$W.+$
	$W=8,0_{"}$	$15,1_{"}$	$7,4_{"}$	–	–	–
	$W=7,0_{"}$	$11,1_{"}$	$6,4_{"}$	–	–	–
	$W=6,0_{"}$	$10,1_{"}$	$5,4_{"}$	–	–	–
	$W=5,0_{"}$	$9,1_{"}$	$4,4_{"}$	–	$2,2_{"}$	–
	$W=5,5_{"}$	$9,6_{"}$	$4,4_{"}$	$2,2_{"}$	–	–
	$W=6,0_{"}$	$10,1_{"}$	$5,4_{"}$	–	$2,2_{"}$	–
	$W=7,0_{"}$	$11,1_{"}$	$6,4_{"}$	–	$2,2_{"}$	–
	$W=8,0_{"}$	$12,1_{"}$	$7,4_{"}$	$2,2_{"}$	–	–
	$W=8,0_{"}$	$15,1_{"}$	$7,4_{"}$	–	–	–

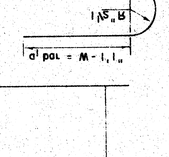
STEEL SCHEDULE

BAR	d^{1}	d^{5} *	d^{2}	d^{3}	d^{4}	LBS.
NUMBER	8	5	1	3	2	1
SIZE	$\#4$	$\#4$	$\#4$	$\#4$	$\#4$	$\#8$
LENGTH	$W=8,0_{"}$	$W=5,5_{"}$	$W=8,0_{"}$	$W=7,0_{"}$	$W=8,0_{"}$	$W.+$
	$W=8,0_{"}$	$15,1_{"}$	$7,4_{"}$	–	–	–
	$W=7,0_{"}$	$11,1_{"}$	$6,4_{"}$	–	–	–
	$W=6,0_{"}$	$10,1_{"}$	$5,4_{"}$	–	$2,2_{"}$	–
	$W=5,5_{"}$	$9,6_{"}$	$4,4_{"}$	$2,2_{"}$	–	–
	$W=6,0_{"}$	$10,1_{"}$	$5,4_{"}$	–	$2,2_{"}$	–
	$W=7,0_{"}$	$11,1_{"}$	$6,4_{"}$	–	$2,2_{"}$	–
	$W=8,0_{"}$	$12,1_{"}$	$7,4_{"}$	$2,2_{"}$	–	–
	$W=8,0_{"}$	$15,1_{"}$	$7,4_{"}$	–	–	–

* CROSS HATCHING

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
$8,0_{"}$	$1\frac{1}{4}"\times2,8\frac{1}{2}"\times1S_{"}$	$60_{"}$ & $66_{"}$	$1\frac{0}{4}$ *
$7,0_{"}$	$1\frac{1}{4}"\times2,8\frac{1}{2}"\times1S_{"}$	$48_{"}$ & $54_{"}$	0.8 *
$6,0_{"}$	$2\frac{1}{4}"\times2,8\frac{1}{2}"\times1S_{"}$	$36_{"}$ & $42_{"}$	0.7 *
$5,0_{"}$	$2\frac{1}{4}"\times2,8\frac{1}{2}"\times1S_{"}$	$24_{"}$ & $30_{"}$	0.6 *
$4,5_{"}$	$3\frac{3}{4}"\times2,8\frac{1}{2}"\times1S_{"}$	$15_{"}$ & SMALLER	0.5 *

BENDING DIAGRAM



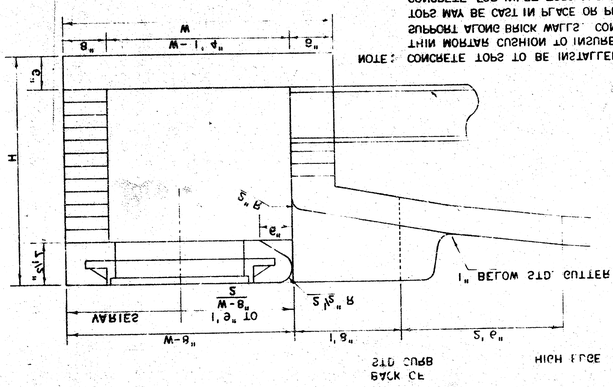
PLAN (SCALE $1_{"} = 1,0_{"}$)

SMALL THROUGH RADIUS
MATCH INSIDE OF INLET
TRANSITION CURB TO

NOTE: d2 pat. to be field fmd to clear manhole frame.

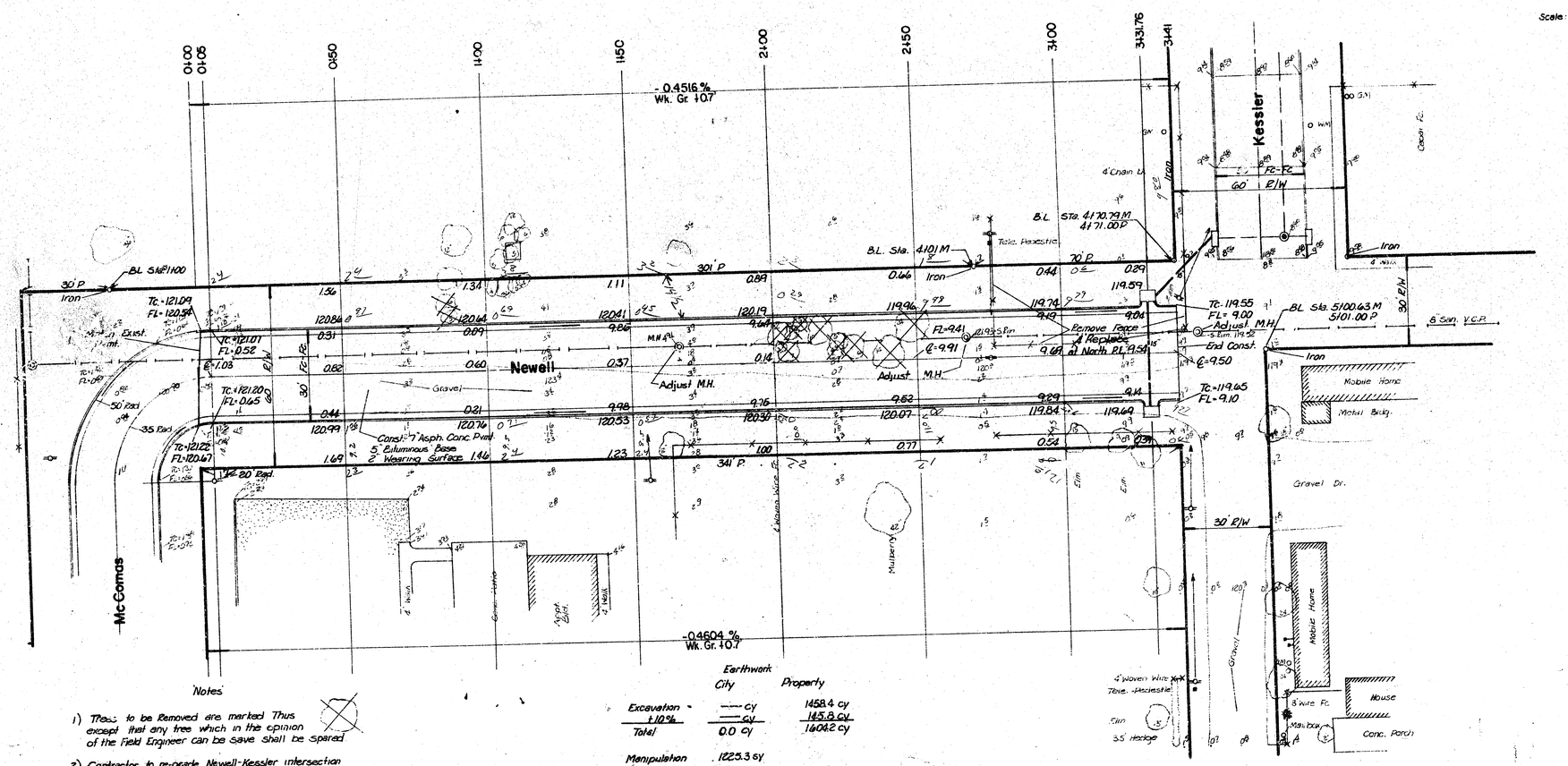
(SCALE $1_{"} = 1,0_{"}$)

SECTION A-A



NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE EVEN SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE FOR INLET TOPS AND FLOORS SHALL BE CITY PAVING MIX.

BM 119.03 ☐ top E. cb. Kessler 19.5' N. of NL Newell
BL is 35' S. of and parallel to NL Newell



Notes

1) Trees to be Removed are marked Thus except that any tree which in the opinion of the Field Engineer can be save shall be Spared.

2) Contractor to re-grade Newell-Kessler intersection to provide adequate drainage for said intersection. Cost is to be incidental to project.

3) Const. 4-20' Drives on this project.

Earthwork

	City	Property
Excavation + 10%	---- cy	1458.4 cy
Total	---- cy	145.8 cy
	0.0 cy	1604.2 cy

Manipulation . 1225.3 sy

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 REPLACEMENTS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

Newell

from EL McComas to EL Kessler

Proj. no. 472-76-245-8i042-000-000-001

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