

ACCEL - DECEL LANE IMPROVEMENTS FOR CENTRAL AVE. AND RIDGE ROAD

PROJECT NO.
472-76-245-81544-000-000-001

GENERAL NOTES

The Contractor is to contact the utility companies in order to coordinate any relocation work and verify the lines within the project area.

Contact Paul Parker, E. W. Johnson, Inc. 267-8354 for the coordination of the four driveways for the Phillips 66 Station at this site. The driveways (from the back of the curb to the property lines) are to be constructed by Phillips 66 Company. The contractor is to establish the driveway locations with Paul Parker and construct lip curb and standard openings thru the necessary portions of the new curb and gutter in order to match the proposed driveway widths and locations.

The Contractor shall properly sign and barricade the construction area to traffic thru out the project.

The Contractor shall contact The City Traffic Department prior to construction of the project in order to schedule the following items:

1. Excavate the pavement and prevent any damage to the conduits in the vicinity of the median. Leave the traffic signal and manhole in place.
2. Contact the City Traffic Department for relocation of the signal lights when the new grade and median location can be verified in the field. The City Traffic Department shall then contact K.G. & E. prior to moving the signal since the pole also supports a K.G. & E. lite.
3. The Contractor shall adjust the existing concrete manhole. The concrete traffic manhole top is to be either sawed or jack hammered to be lowered and repoured with the old frame and grate at the new elevation grade necessary.
4. The City Traffic Department shall establish and install the new concrete service box and the two new junction boxes, all to be located in the parking area of Central Avenue. The Contractor shall coordinate with the Traffic Department for elevation grades and scheduling of these installations.
5. The City Traffic Department shall be contacted to coordinate the proper striping to be scheduled and done by The City at the completion of the project.
6. Any conduits to be relocated or re-established for whatever reason shall be done by The City Traffic Department.

The Contractor shall contact the liquor store owner 48 hours prior to removing the existing driveway serving that store.

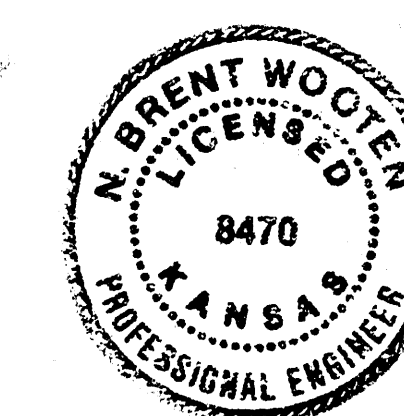
The Contractor shall coordinate with K.G. & E. for the scheduling for the light pole relocations; with The Water Department for the adjustment of the valve; and with Ark-La Gas Company for the lowering of a portion of their 2" gas line.

All extra widened sections of combined curb and gutter shall be bid and paid as L.F. Type 1 combined curb and gutter. The solid concrete nose sections shall be bid and paid as L.F. median curb and gutter.

The RCBC plug shall be pre-cast reinforced concrete and shall be bid and paid as a lump sum item. The Contractor shall satisfy himself of the dimensions of the plug prior to ordering this item.

The Contractor shall remove the existing curb and gutter to leave a neat line. If this is not possible a saved joint shall be made and the new pavement matched at the saved joint. The Field Engineer shall determine after removal if the pavement needs to be saved.

CITY OF WICHITA, KS
MICHAEL E. LINDEBAK CITY ENGINEER

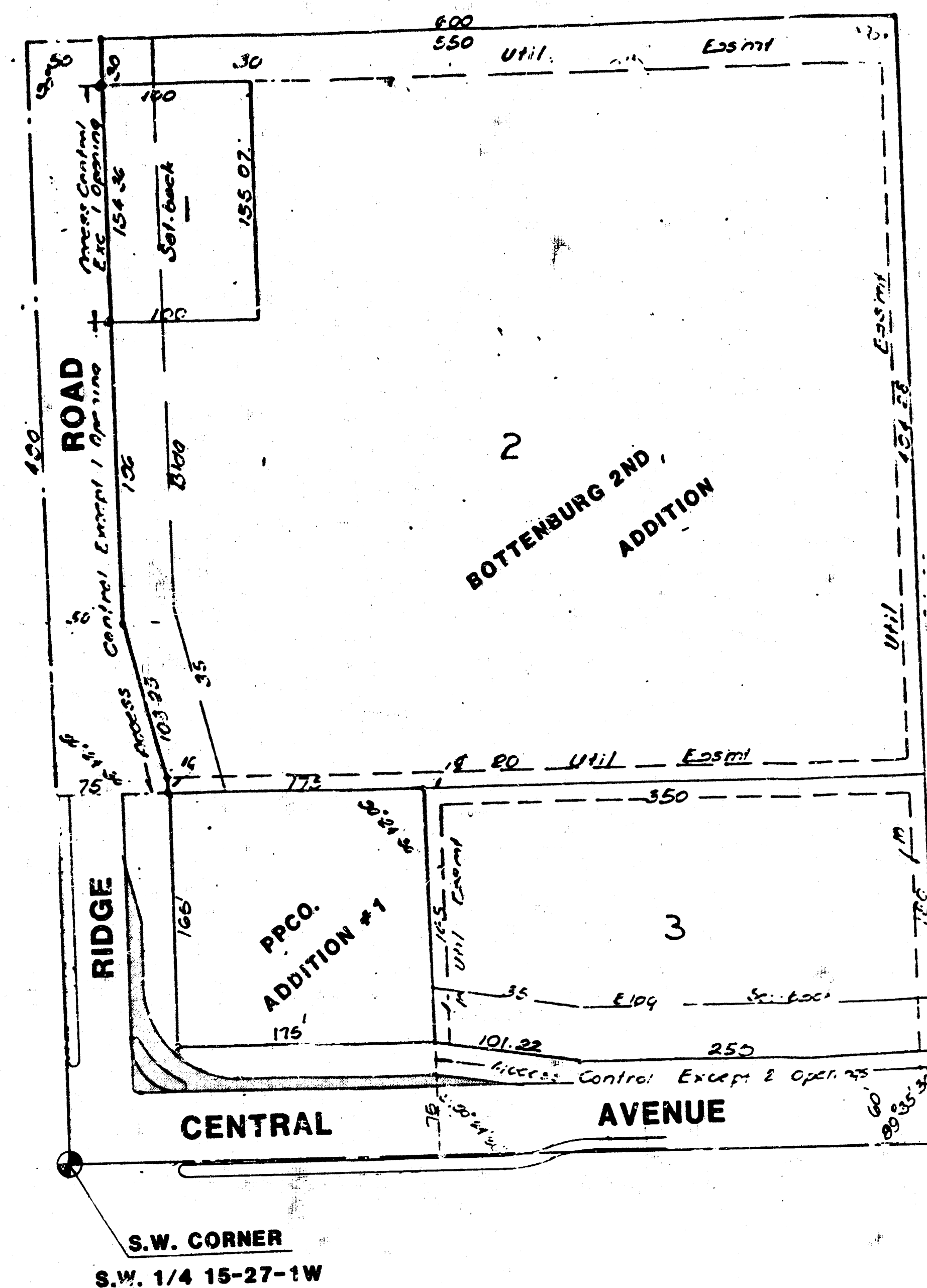
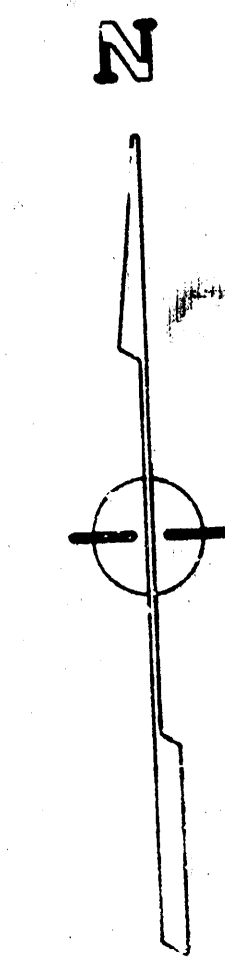


MARCH 1986

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 330 LAURA • WICHITA, KANSAS 67211 **1/5**

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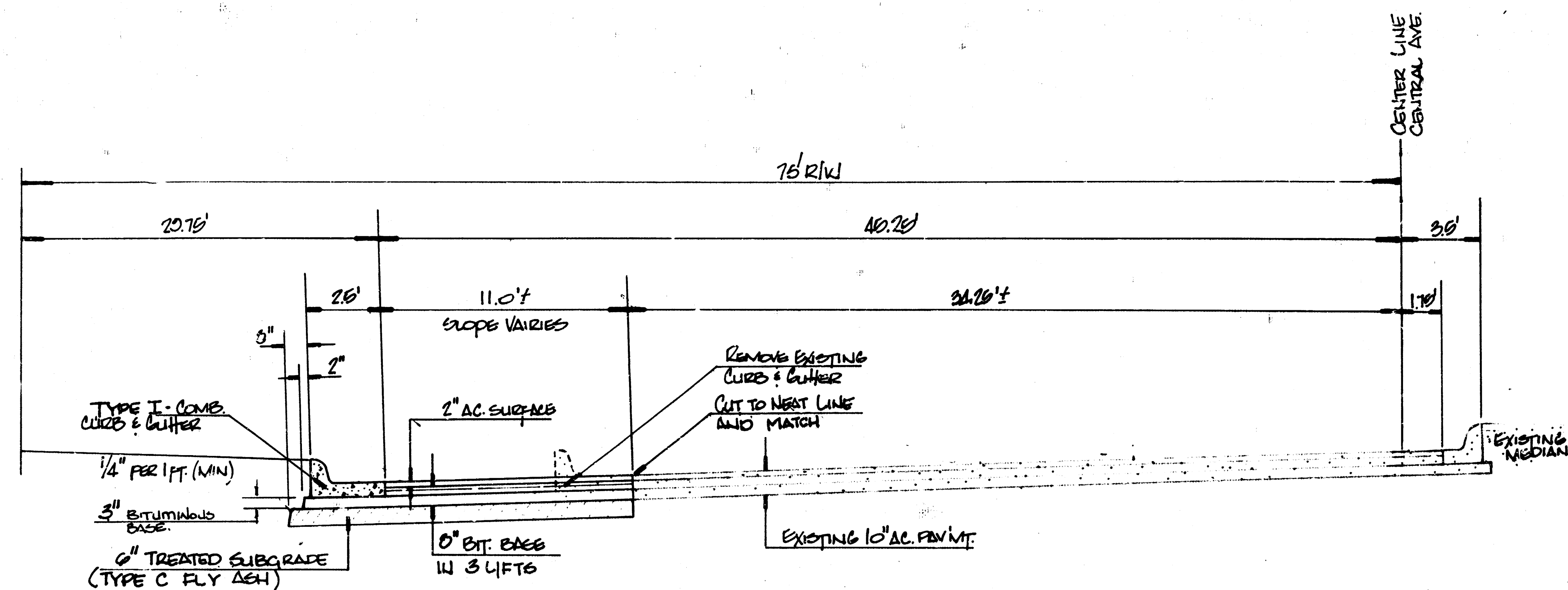
Sheet No.	Title
1	Title Sheet
2	Typical Section Detail
3	Pavement Plan
4	Earthwork Cross Sections
5	Storm Sewer Details



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. Saved 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.

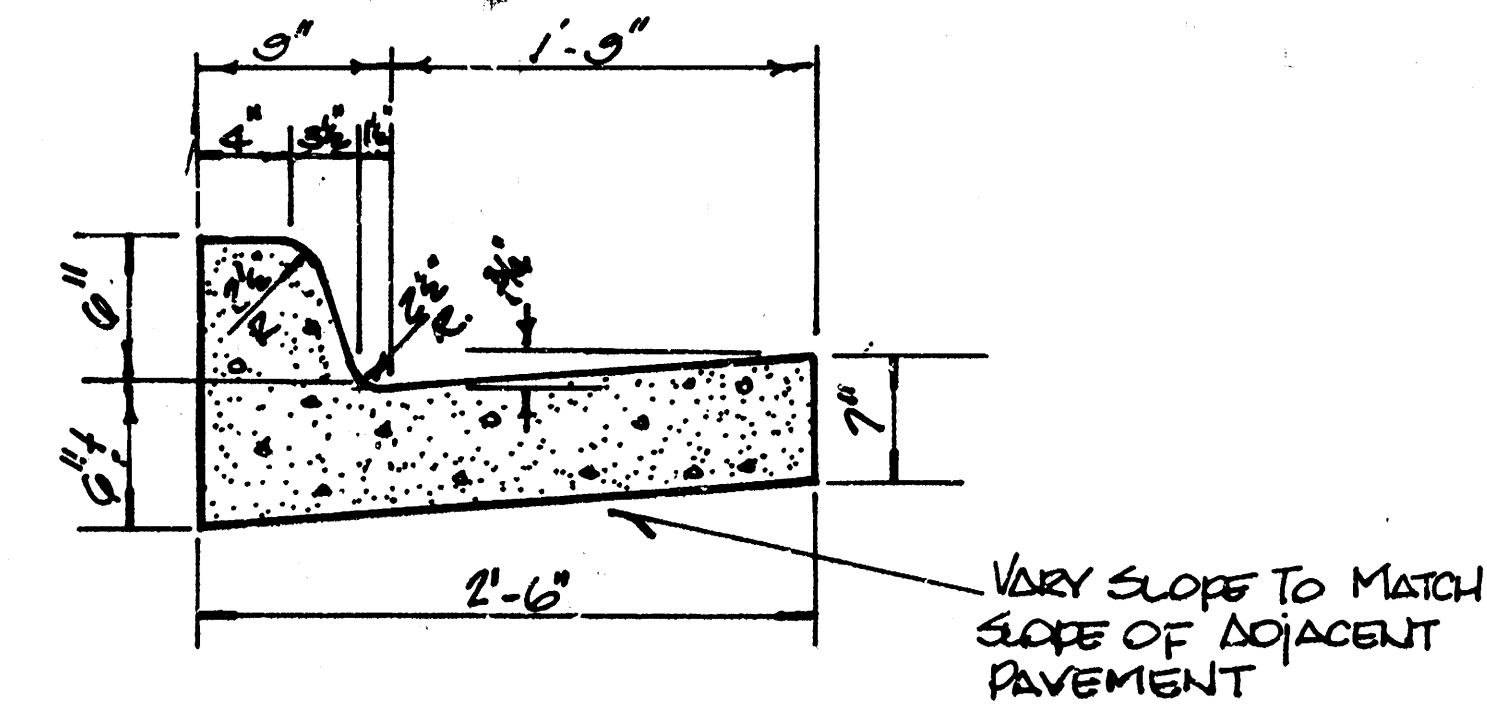
BENCH MARK 'B' on Top Curb of South End of Median in Ridge Road.
Elevation = 130.55 City Datum.

BU:CB
File (WIK)
JCR 4/14/86

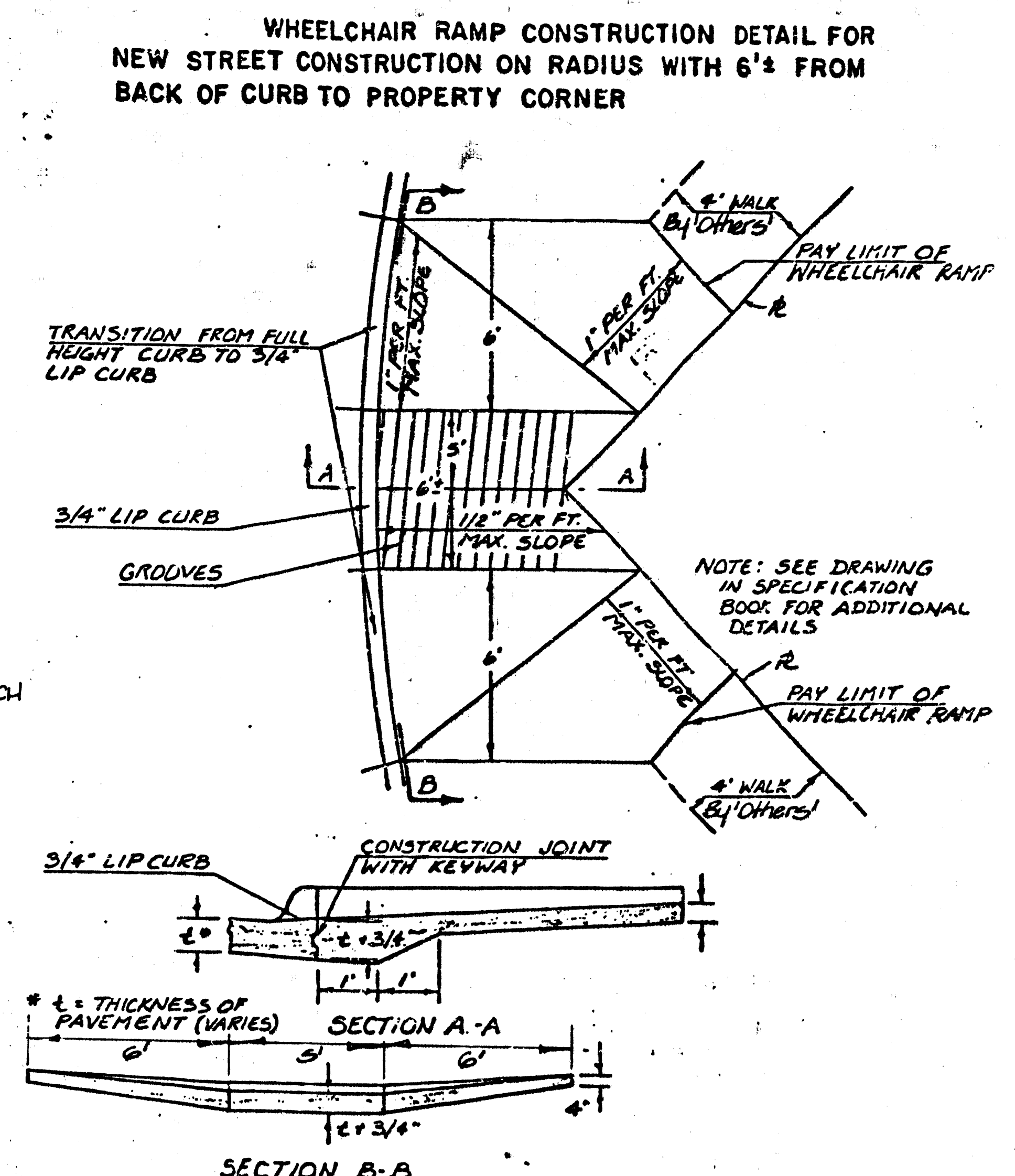


TYPICAL PAVEMENT SECTION

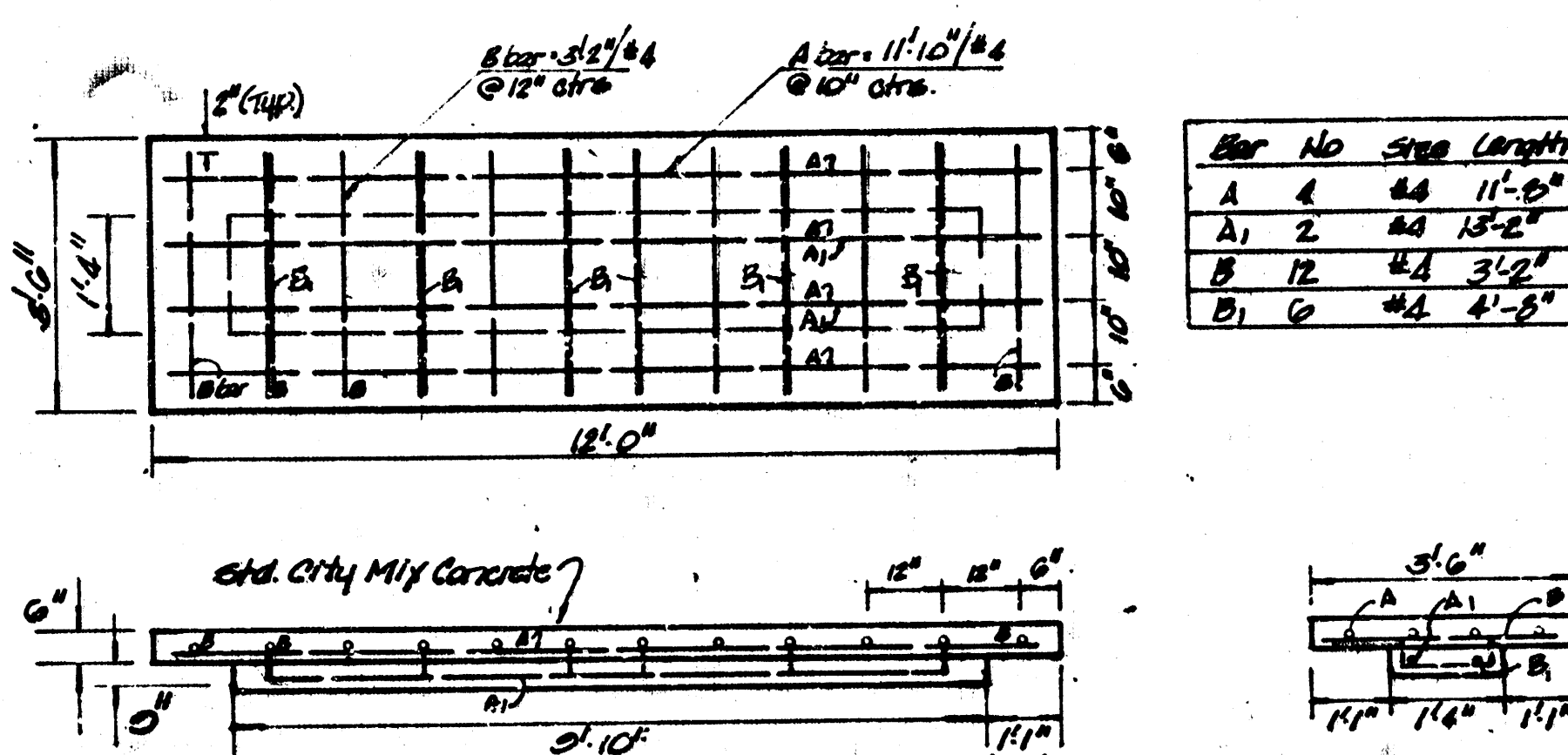
CENTRAL AVENUE STA. 1+21.38 TO STA. 2+49.57
RIDGE ROAD STA. 1+21.38 TO STA. 1+39.47



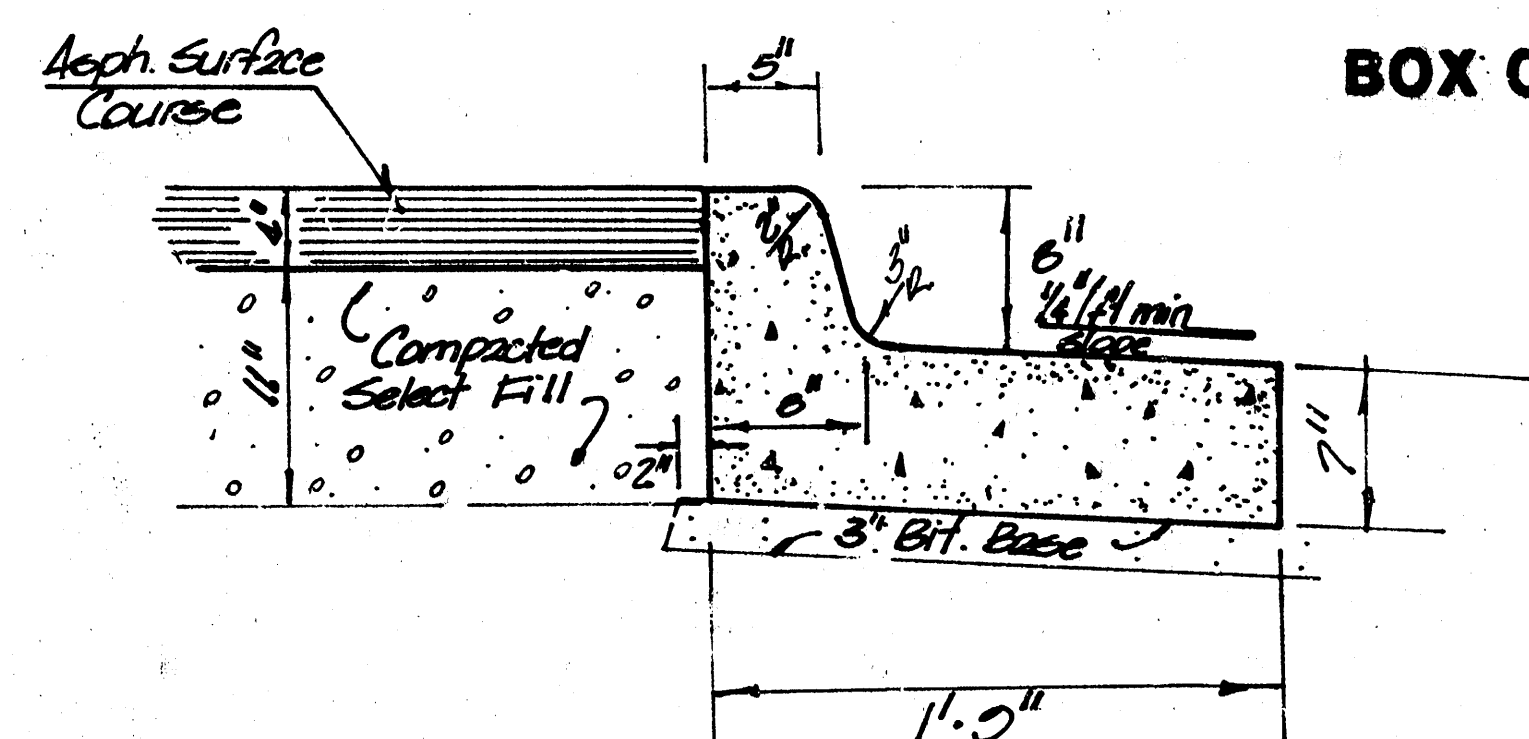
TYPE I COMBINED CURB & GUTTER



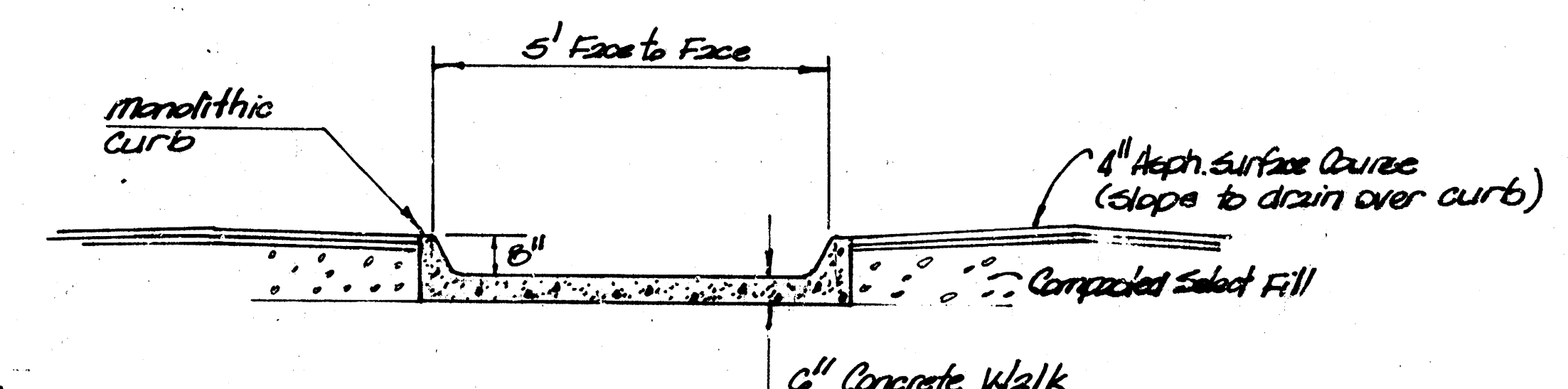
WHEELCHAIR RAMP DETAIL



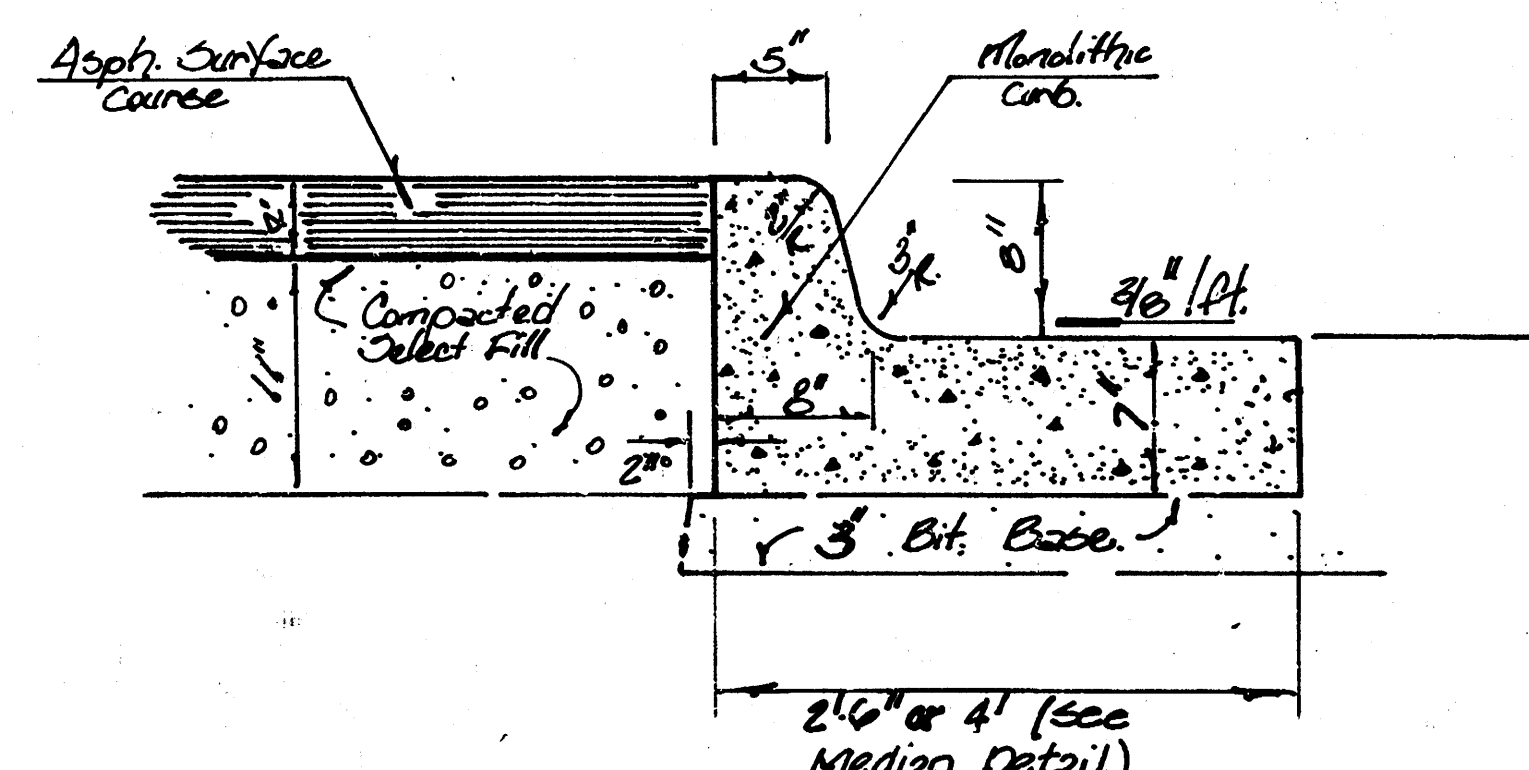
BOX CULVERT PLUG DETAIL



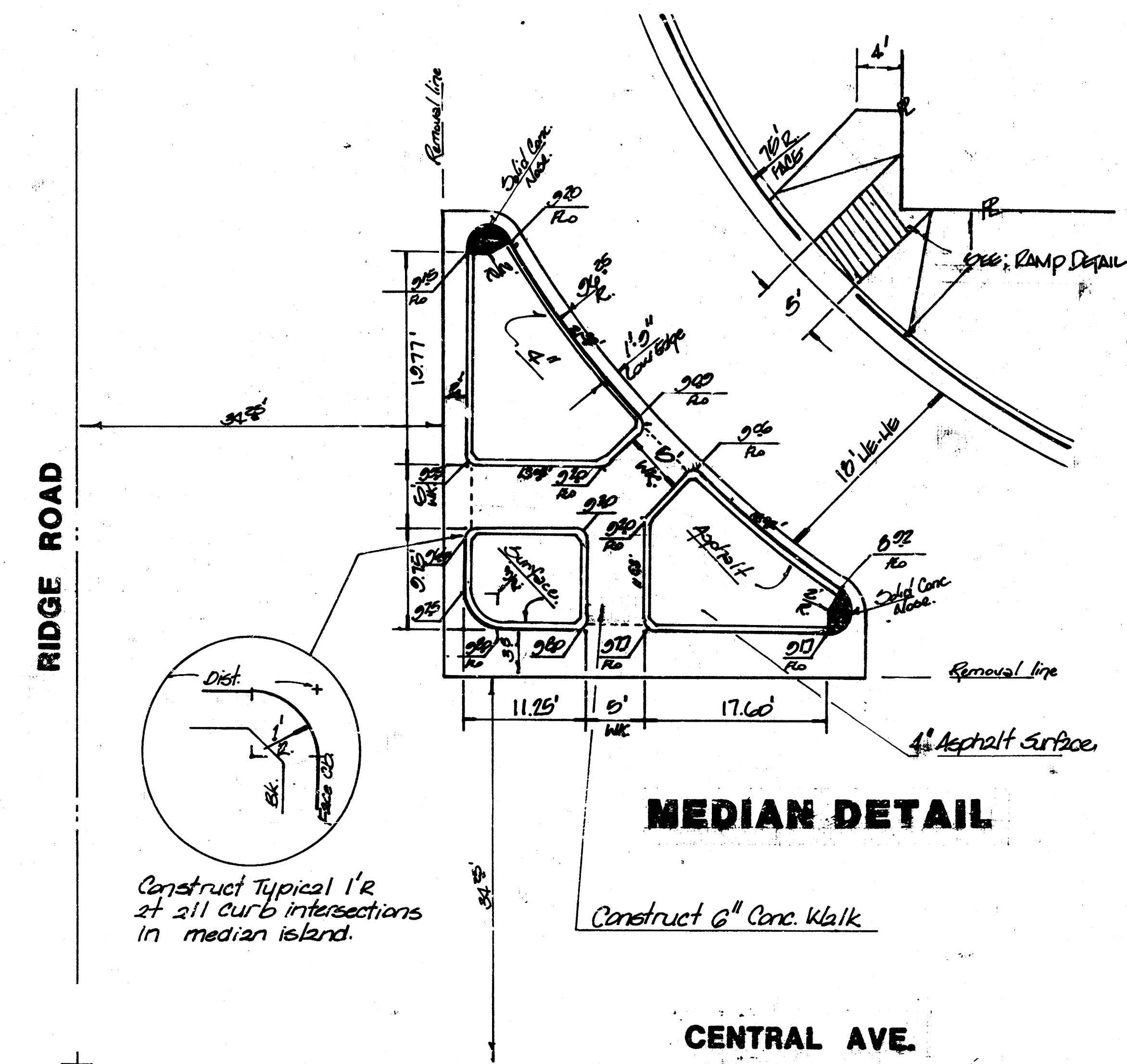
LOW EDGE CURB AND GUTTER DETAIL



MEDIAN WALK DETAIL



MEDIAN CURB AND GUTTER DETAIL



MEDIAN DETAIL

Construct Typical 1' R
2' 211 curb intersections
in median island.

Construct 6" Conc. Walk

CENTRAL AVE

RIDGE ROAD

TYPICAL DETAILS

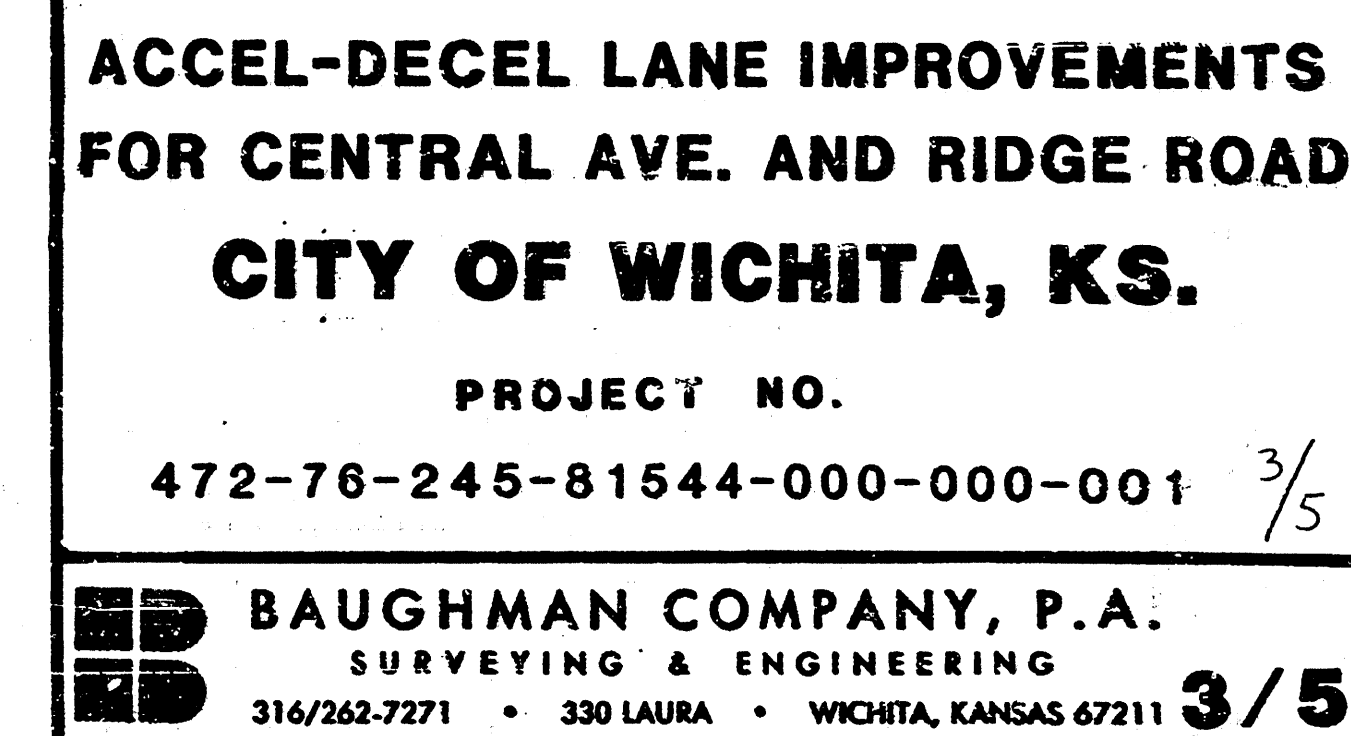
ACCEL-DECCEL LANE IMPROVEMENTS

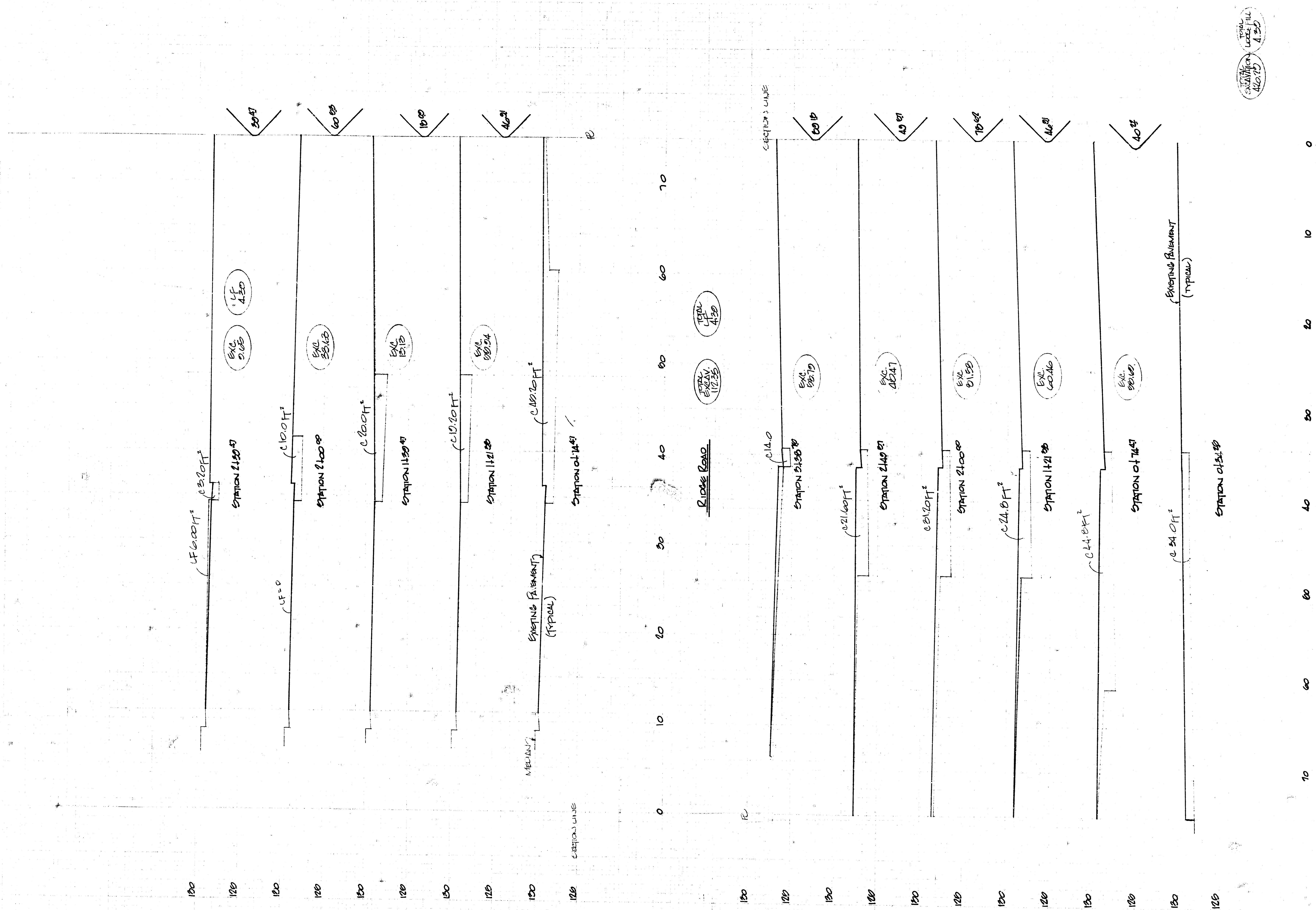
FOR CENTRAL AVE. AND RIDGE ROAD

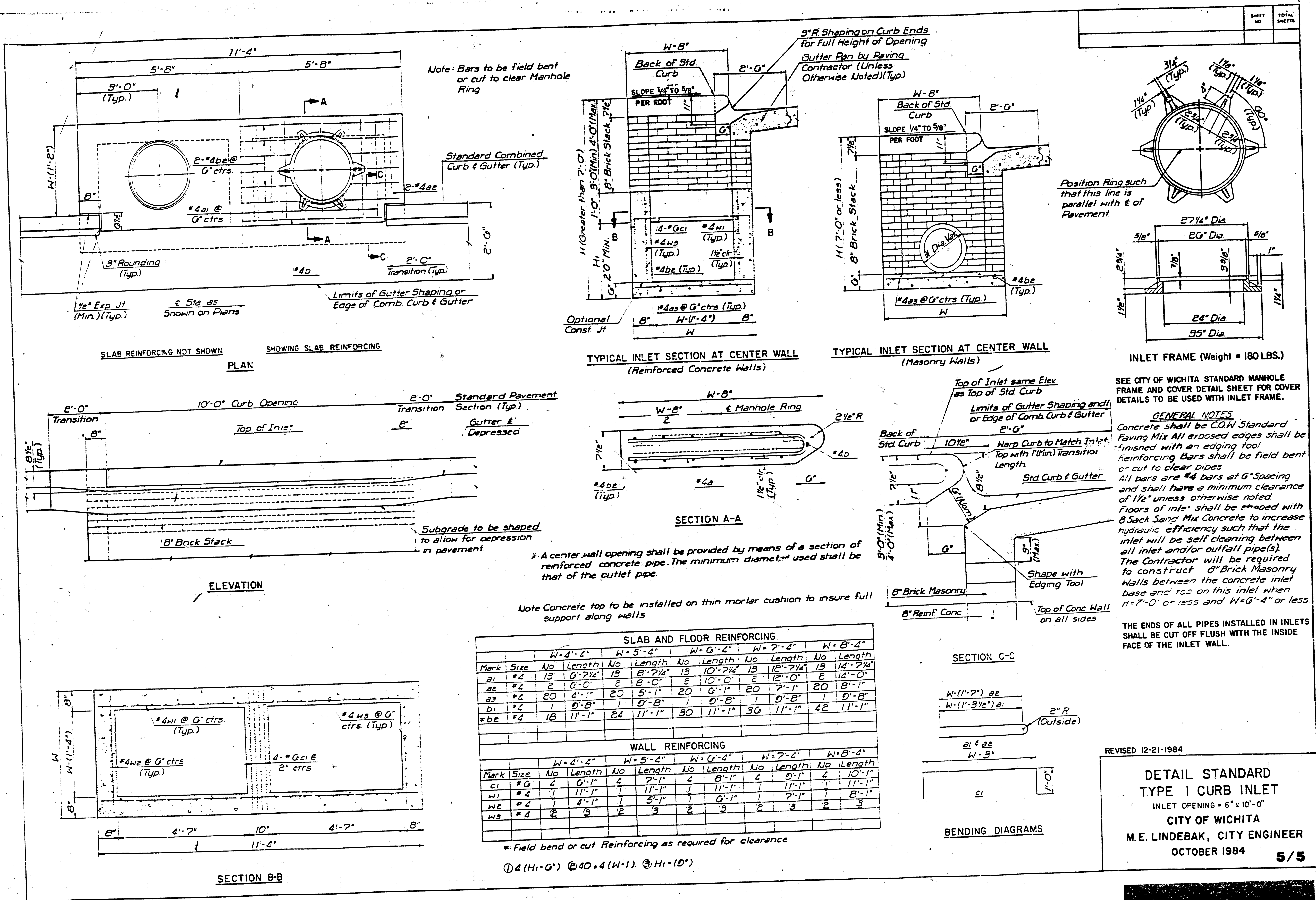
CITY OF WICHITA, KS.

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Note: Bars to be field bent or cut to clear Manhole Ring

Standard Combined Curb & Gutter (Typ.)

TYPICAL INLET SECTION AT CENTER WALL (Reinforced Concrete Walls)

TYPICAL INLET SECTION AT CENTER WALL (Masonry Walls)

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.

GENERAL NOTES

Concrete shall be C.O.W. Standard Paving Mix. All exposed edges shall be finished with an edging tool. Reinforcing Bars shall be field bent or cut to clear pipes. All bars are #4 bars at 6" spacing and shall have a minimum clearance of 1 1/2" unless otherwise noted. Floors of inlets shall be shaded with 8 Sack Sand Mix Concrete to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outfall pipe(s). The Contractor will be required to construct 8" Brick Masonry Walls between the concrete inlet base and rcp on this inlet when H=7'-0" or less and W=6'-4" or less.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

Note Concrete top to be installed on thin mortar cushion to insure full support along walls

SLAB AND FLOOR REINFORCING											
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
a1	#4	13	0'-7 1/2"	13	8'-7 1/2"	13	10'-7 1/2"	13	12'-7 1/2"	13	14'-7 1/2"
a2	#4	2	0'-0"	2	0'-0"	2	10'-0"	2	12'-0"	2	14'-0"
a3	#4	20	4'-1"	20	5'-1"	20	6'-1"	20	7'-1"	20	8'-1"
b1	#4	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"
b2	#4	18	11'-1"	24	11'-1"	30	11'-1"	36	11'-1"	42	11'-1"

WALL REINFORCING											
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
c1	#6	4	0'-1"	4	7'-1"	4	8'-1"	4	9'-1"	4	10'-1"
w1	#4	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	7'-1"	1	8'-1"
w3	#4	2	3	2	3	2	3	2	3	2	3

* Field bend or cut Reinforcing as required for clearance

① 4 (H1-G*) ② 40+4 (W-1) ③ H1-(10')