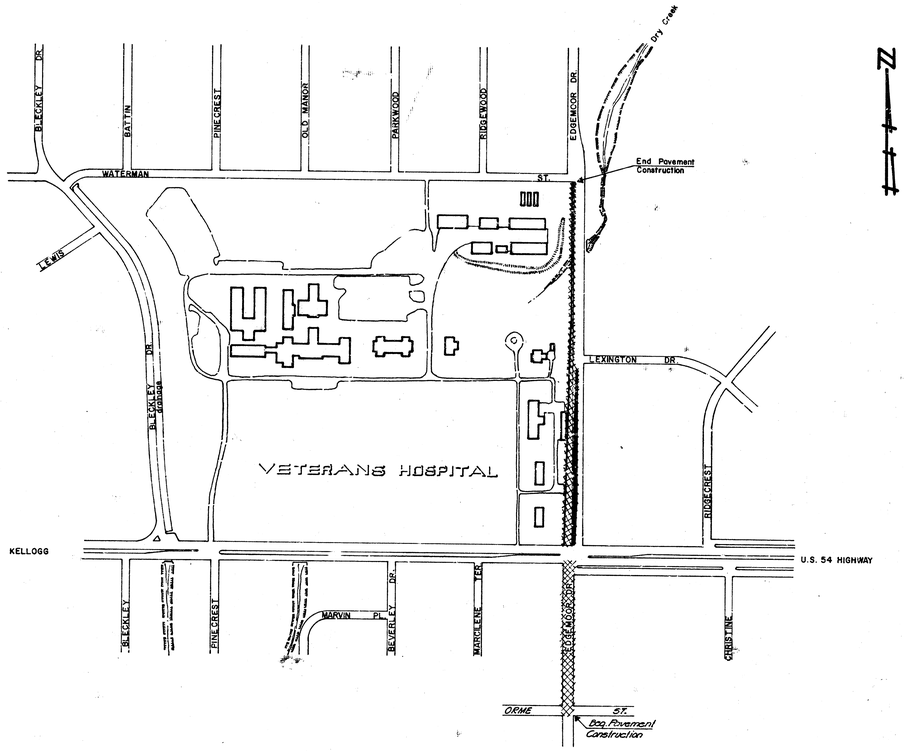


N

DONALD E. SCHNUER
LICENSED
6311
KANSAS
PROFESSIONAL ENGINEER

EDGEMOOR DRIVE

S.E. Orme Street to N. Waterman Street

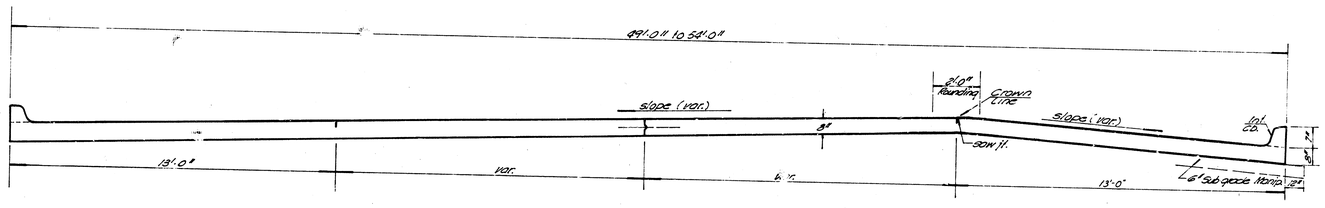
Improve & Reimprove 7" B" A.C. & 8" Conc. Pav't.

City of Wichita, Kansas

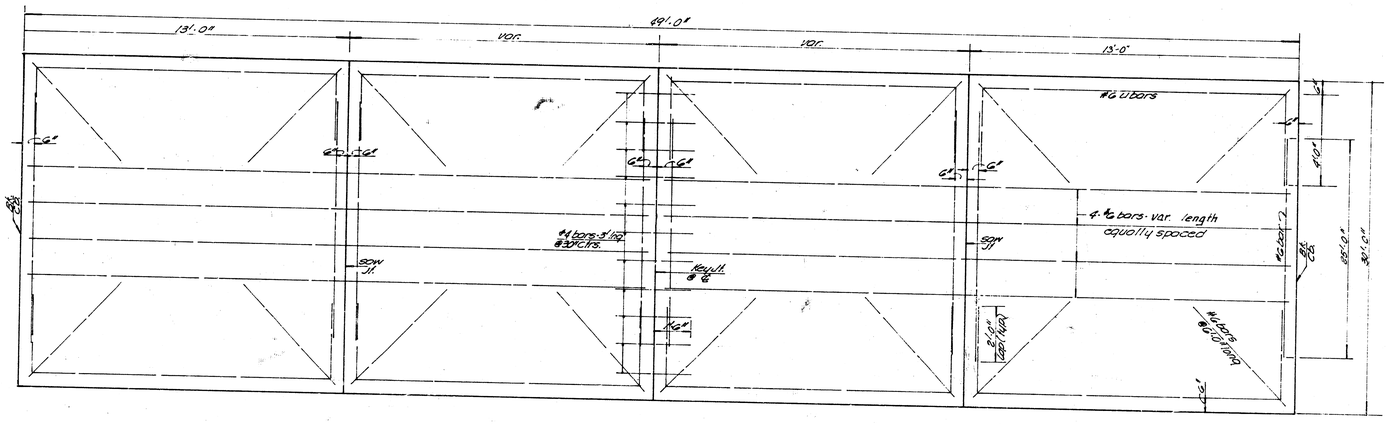
R.M. Linn — City Engineer

Date: Dec. 1973, Proj. No. DAKM 576015

10



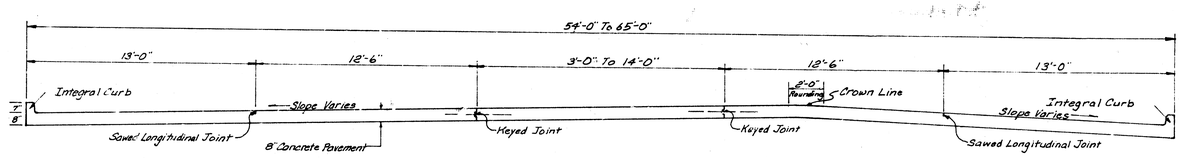
PAVEMENT SECTION
STA. 0+65.5 TO 1+50



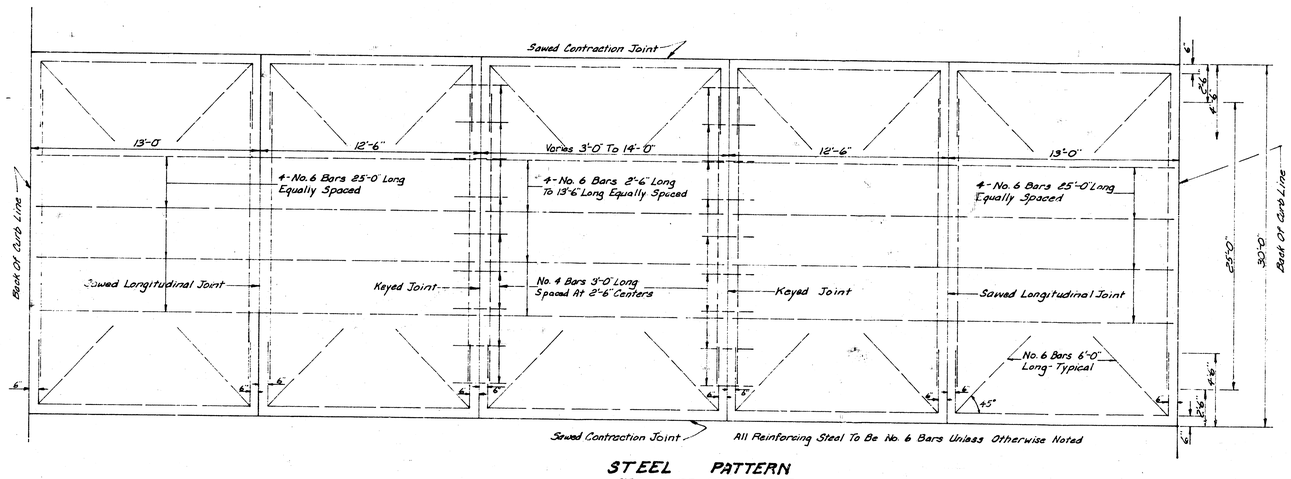
STEEL PATTERN
STA. 0+65.5 TO 1+50

EDGEMOOR DRIVE
PROJ. NO. DAKM 572015

2/10



PAVEMENT SECTION
STA 1+50 TO 5+60

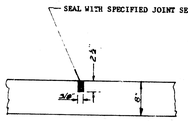


STEEL PATTERN
STA. 1+50 TO 5+60

EDGEMOOR DRIVE
PROJ. NO. DAKM 572015

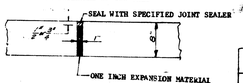
3/10

SAWED CONTRACTION JOINTS ARE TO BE CONSTRUCTED 30 FEET INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED.

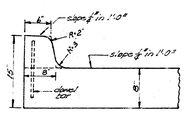


DETAIL OF SAWED CONTRACTION JOINTS AND LONGITUDINAL JOINTS.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT MAXIMUM INTERVALS OF 120 FEET

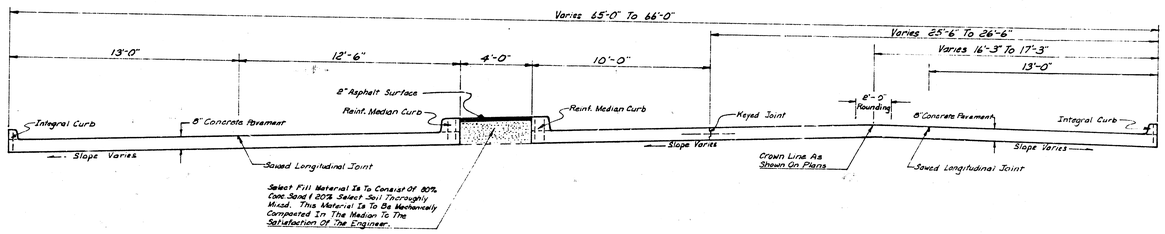


DETAIL OF EXPANSION JOINT

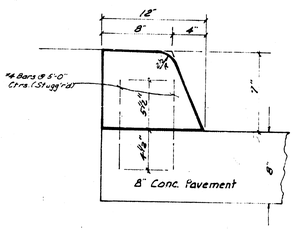


DETAIL OF INTEGRAL CURB

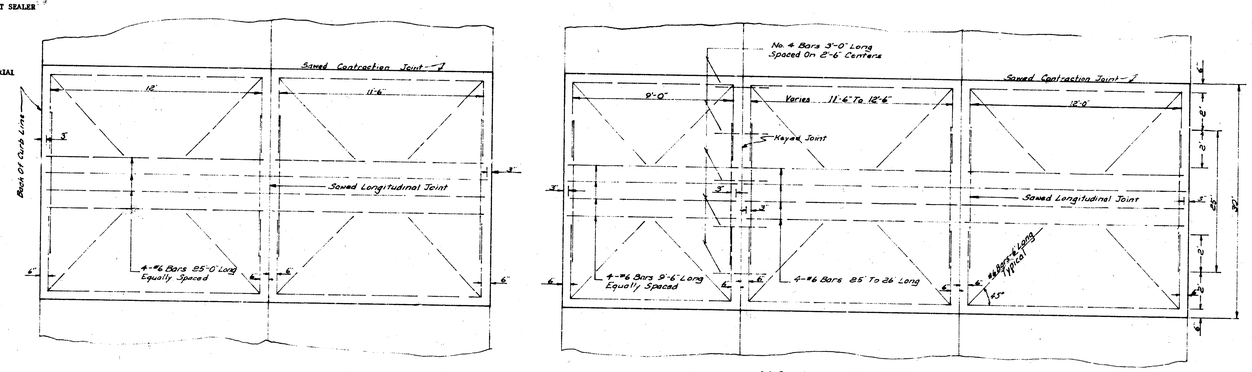
INTEGRAL CURB SHALL BE CUT THROUGH TO THE PAVEMENT IN UNIFORM LENGTHS OF NOT MORE THAN TEN FOOT INTERVALS BETWEEN EXPANSION JOINTS. EXPANSION JOINTS HAVING THE SAME THICKNESS AS EXPANSION JOINTS IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE INTEGRAL CURB AT THE SPECIFIED LOCATIONS. NUMBER 4 OR NUMBER 6 DOWELS SHALL BE INSTALLED IN THE INTEGRAL CURB AS SHOWN ON APPROXIMATELY 2'-6" CENTERS.



PAVEMENT SECTION
STA. 5+60 TO 6+45



Reinforced Median Curb Detail



All Reinforcing Steel #6 Bars Unless Otherwise Noted.

STEEL PATTERN
STA 5+60 TO 6+45

EDGEMOOR DRIVE
PROJ. NO. DAKM 572015

4/10

Note: Field Engineer To Take Cross-Sections After Removal Has Been Completed. Take Cross-Sections On Plan Stationing And Other Stations Where Necessary.

N

8.W. 123.83 N.E. con. conc. porch No. N.E. Cor. Orme & Edgemoor.
" 128.33 (?) N.W. Cor. 3rd Conc. base for sign SE. Cor. Kellogg & Edgemoor.
Base Line = E.B. & 75' N. of E.B. Edgemoor Dr.

NOTE TO FIELD ENGINEER & CONTRACTOR

1. EXACT LIMITS OF REMOVAL OF CONCRETE PARKING LOTS & DRIVEWAYS IS TO BE DETERMINED BY THE FIELD ENGINEER.
2. CONTRACTOR IS TO CONTACT PROPERTY OWNERS & GET THEIR PERMISSION TO WORK ON PRIVATE PROPERTY BEFORE ANY WORK IS STARTED ON PRIVATE PROPERTY.
3. DRIVEWAY WIDTHS & LOCATIONS SHOWN ARE FOR INFORMATION ONLY. CONTRACTOR IS TO CONTACT PROPERTY OWNERS FOR EXACT LOCATIONS AND WIDTHS OF DRIVEWAYS.
4. NO DRIVE SHALL HAVE AN OPENING GREATER THAN 40' FROM END OF RAMP TO END OF RAMP UNLESS OTHERWISE APPROVED BY THE FIELD ENGINEER.

P.I. ELEV. 163.15 NO V.C.

P.I. ELEV. 162.60 NO V.C.

+0.1485 %

-0.1719 %

+0.2508 %

+0.1617 %

EDGEMOOR

ORME

KELLOGG

ST.

DR.

Match Drive @ E.

Sta. 3+30 ± Begin Conc. Full Walk

Sta. 3+80 ± End Diagonal Curb Alignment

Rem. & Repl. Drive To Joint

Rem. & Repl. Alley To Joint

Sta. 5+40 End Conc. Full Walk

Sta. 3+38 Beg. Conc. 4" Walk

Saw, Rem. & Repl. Asphalt Mat As Required To Drain & To Match Back Of Walk Grade @ 12".

Sta. 6+30 End Conc. 4" Walk

Crown Line

Sta. 6+39 ± Begin Conc. Full Walk

Sta. 6+03 End Conc. Full Walk

CONSTRUCT SPECIAL INTEGRAL CURB

BEGIN DIAGONAL CURB ALIGNMENT

NOTE:
4-#4 Welded Wire Mesh Reinforcing Steel (42 lb/100 S.F.) Is To Be Placed In 6' Driveway Used In Parking Lots.

Saw, Rem. & Repl. Conc. Parking Lot As Required To Drain & To Match Back Of Walk Grade @ 12".

⊗ Indicates Trees To Be Removed

⊗ Thermoplastic Median Markings & Lane Striping To Be Applied By City Of Wichita Traffic Engineering Division.

Field Engineer Is To Determine Which Type Of Subgrade Treatment Is To Be Used. Subgrade Treatment May Consist Of Lime Treated Subgrade, Cement Treated Subgrade, Subgrade Modification, Or Any Combination Of These.

EARTHWORK QUANTITIES

Excavation	318.9	Cu. Yds.	Comp. Fill	60.1	Cu. Yds.
+10%	31.9	Cu. Yds.	+10%	6.0	Cu. Yds.
Total	350.8	Cu. Yds.	Total	66.1	Cu. Yds.

EDGEMOOR DRIVE
PROJ. NO. DAKM 572015

5/10

HOSPITAL JR. ENTRANCE

KELLOGG (US 54) STREET.

EXISTING GRADES ON EDGEMOOR DRIVE 0.20' LOW DUE TO ERROR IN BENCH MARK.

U.A. Housing Unit

U.A. Housing Unit

Scale: 1" = 20'
B.M. 163.58 Spindle in P.P.-E.S. Intersection Edgemoor & Waterman
B.M. 165.59 to N.W. Cor. 3'x3' Conc. Base for Sign - S.E. Cor. Kellogg & Edgemoor

NOTE: ASPHALT SURFACE REPLACED ON CONCRETE BASE SHALL BE PAID FOR AS TONS OF ASPHALT.

NOTE: ASPHALT SURFACE REMOVED FROM CONCRETE BASE SHALL BE PAID FOR AS SQ. YDS. ASPHALT MAT REMOVED.

EXISTING DOG RUN HAS BEEN REMOVED

EXISTING 8 FOOT HIGH BRICK WALL

-0.25% -

FENCE HAS BEEN REMOVED & RELOCATED

Asphalt parking has been removed.

Asphalt parking

existing asph. drive

Brick building

Asphalt Parking

6" Asphaltic Conc. Pavement

Remove asphalt only

6" asphalt surface (see detail sht. 2)

Curbed Median Curb

Existing Asphalt Pavement

EDGEMOOR DR.

DRIVE

194.0'

76.0'

35'±

E. 24'±

NOTE: FIELD ENGINEER TO TAKE CROSS-SECTIONS AFTER REMOVAL HAS BEEN COMPLETED. TAKE CROSS-SECTIONS ON PLAN STATIONING AND OTHER STATIONS WHERE NECESSARY.

= Tree Removal

NOTE - Sufficient amount of excavated material is to remain on project for the purpose of making compacted & loose fills.

NOTE: FIELD ENGINEER IS TO DETERMINE WHICH TYPE OF SUBGRADE TREATMENT IS TO BE USED. SUBGRADE TREATMENT MAY CONSIST OF LIME TREATED SUBGRADE, CEMENT TREATED SUBGRADE, SUBGRADE MODIFICATION, OR ANY COMBINATION OF THESE.

Earthwork Quantities

Excavation	Comp. Fill
1318.7 C.Y.	0
131.3 10%	
1449.0 C.Y.	

EDGEMOOR DRIVE

LEXINGTON DR.

N

EDGEMOOR DRIVE

WATERMAN STREET

LEXINGTON ROAD

-0.254%

-0.182%

+0.145%

P.I. El. 160.98

P.I. El. 160.21

NOTE Paving Contractor is to make the compacted fill over the new R.C.B.C. entrance.

PROPOSED BRIDGE EXTENSION

FENCE HAS BEEN REMOVED & RELOCATED

Saw Jt.

Match Existing

Existing Asphalt Pavement

Existing Fence

7.5'±

variable width

Level ½" binder course where needed. straight grade

existing conc. ch. & gtr.

#4 bars @ 4'-6" long @ 1'-2" ctrs. - field bend

median ch. (adjusted)

2" asph. surface

saw jt. to be used when rem. asph. & patch 7" hot asphalt on fc. ch. side

existing pavt.

existing conc. base to remain in place. remove existing asphalt surface as shown on plan.

select fill Material - is to consist of 60% conc. scrap + 40% select soil thoroughly mixed. This material is to be mechanically compacted in the median to the satisfaction of the Engineer.

Note - bid item for - underpinning to include cost of conc. excav. Steel to be paid for by Lbs. of reinf. steel.

10.10 mk. gr.

key jt.

Non-Skd. Comb. Curb & Gutter

Sub-grade as per City Specs.

Typical asphaltic conc. steel pattern. 2" asph. surface

6" sub. conc. base

10'-0" Sta. 7+02 to 12+51

"TYPICAL PAVT. CROSS-SECTION"

12"

8"

4"

saw cut asph. (as req'd)

#4 bars @ 5'-6" ctrs. (staggered)

existing asph. surf.

grout

remove existing 9" asph. surf. as necessary to place ch.

asph. removal & placing of gravels incidental to "L.R. Dowelled Curb" saw jt. to be paid for separately.

DOWELED CURB DETAIL
Section

7/10