EDWARDS AVE.

FROM N.L. MERTON TO S.L. HARRY

PROJECT NO. 472-82074

INDEX NO. 760728

CITY OF WICHITA, KANSAS

M. E. LINDEBAK - CITY ENGINEER

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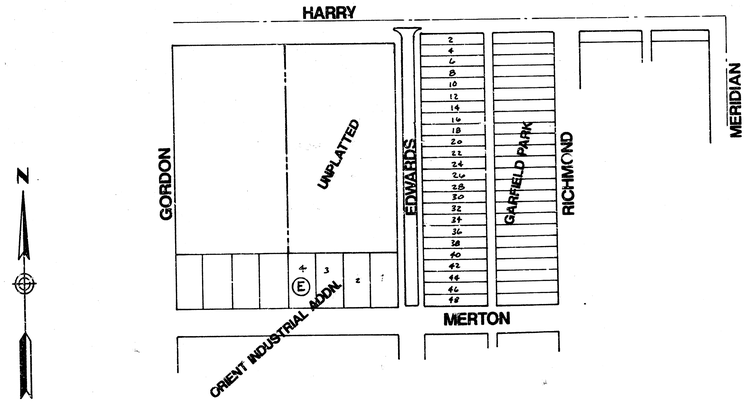


GENERAL NOTES

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 ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT 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 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.

3. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND 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 OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

   ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS. OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

4. WIDENED GUTTER SECTION OF COMBINED CURB AND GUTTER AT INTERSECTIONS WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.

5. MAILBOXES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WILL BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING ITS CONSTRUCTION.

6. 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 PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

7. ALL ENTRANCE AND CROSS ROAD PIPE 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 THE STANDARD SPECIFICATIONS.

8. CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING 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 PROPERTIES.

9. 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 LAWS.

10. DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLAN ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORM SIGNED BY PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.

11. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER. COST SHALL BE SUBSIDIARY TO PROJECT. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

12. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

13. THE CONTRACTOR SHALL SEED, FERTILIZE AND MULCH ANY DISTURBED AREA IN THE ST. R/W ACCORDING TO THE CITY'S SPECIFICATION. COST SHALL BE SUBSIDIARY TO PROJECT.

14. TRAFFIC SHALL NOT BE CARRIED THROUGH CONSTRUCTION.

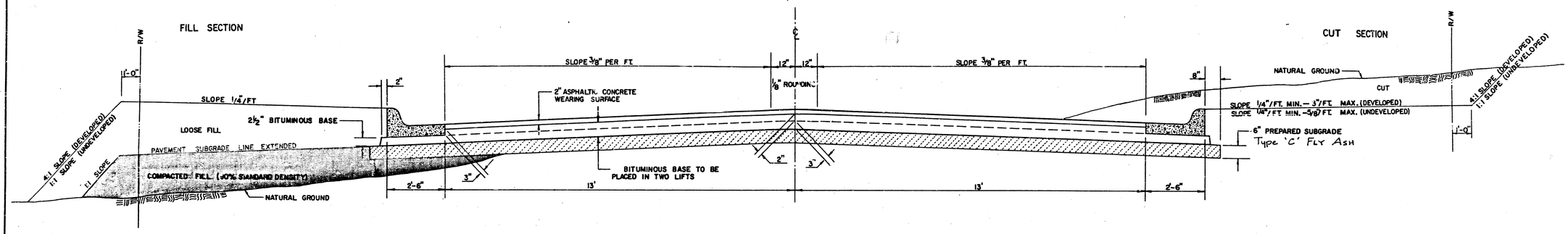
NICKY RAY-SHEN HUANG
LICENSED
9743
KANSAS
PROFESSIONAL ENGINEER

SCALE:	APPROVED BY	DRAWN BY:
DATE:		
		DRAWING NUMBER 1 of 8

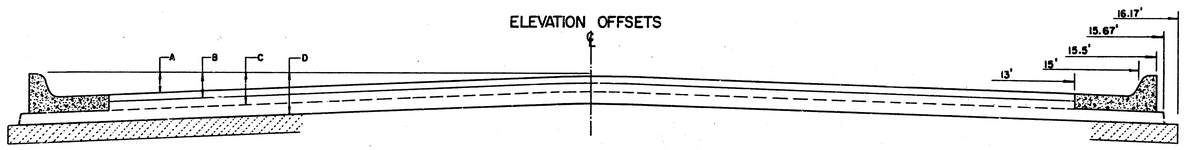
(1)

TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION

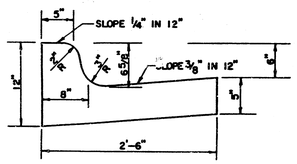


ELEVATION OFFSETS

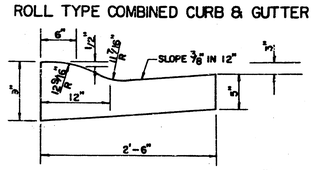


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.38	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.44	0.49	0.57	0.64	0.70	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.69	0.73	0.80	0.87	0.93	1.01	1.08	1.12	1.19	1.21	1.21	1.23

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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

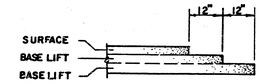
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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



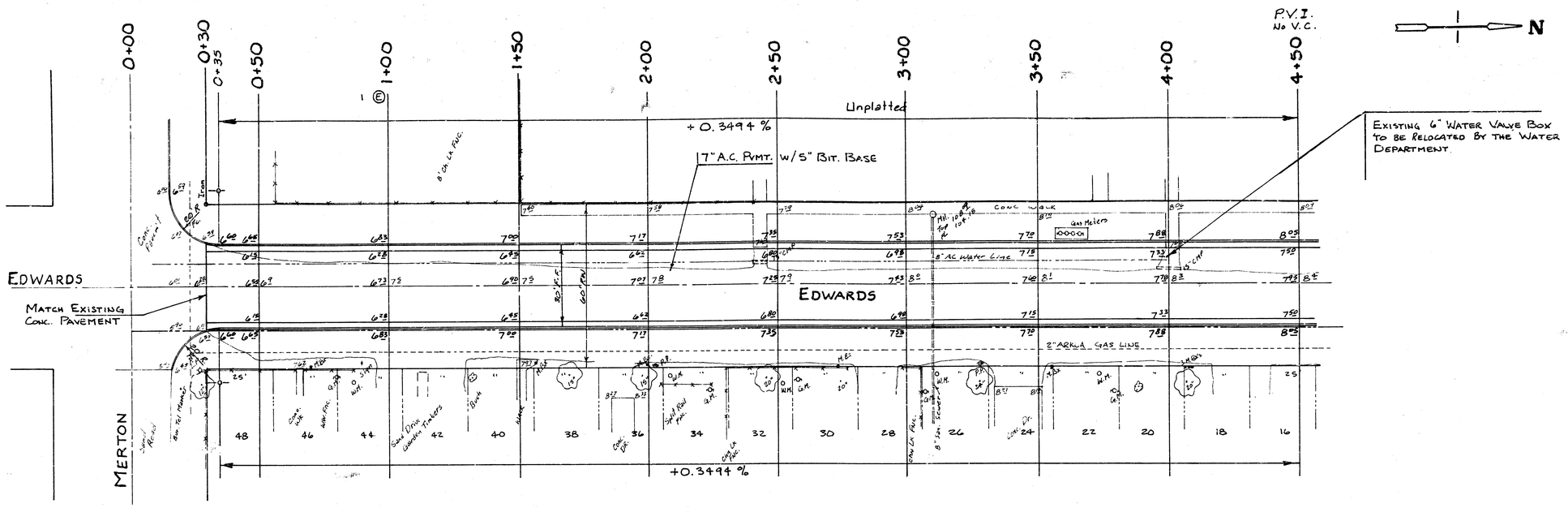
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

472-82074



B.M. 107.44 "□" on Top Curb at NNW Curb Return @ Intersection of Harry & Edwards.

B.M. 108.99 Spike in P.P. Sta 3+28 on E RW Line of Edwards.

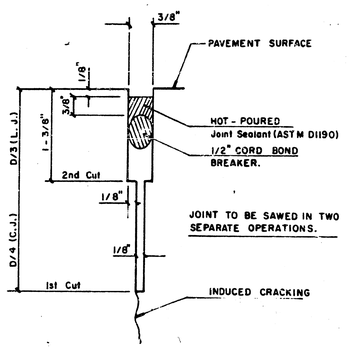
B.M. 108.35 Spike in P.P. Sta 0+28.5 on Extended E. RW Line of Edwards.

SCALE: 1"=20'	APPROVED BY	DRAWN BY
DATE:		Loomis

EDWARDS - NL. MERTON TO S.L. HARRY
472-82.074 (760728)

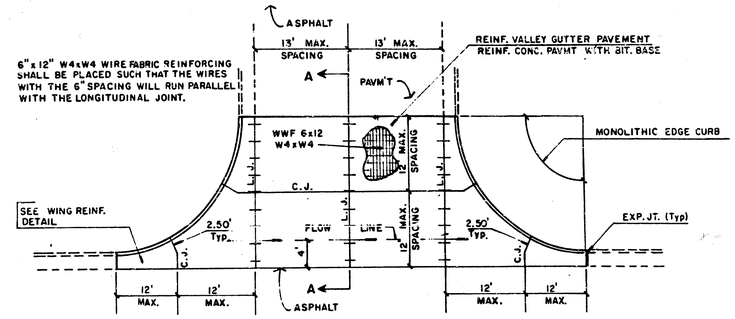
DRAWING NUMBER 3 of 8

TELEDYNE NATIONAL NO. 1884-24134

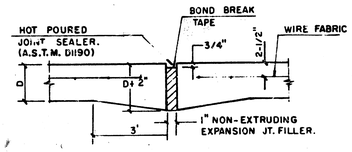


DETAIL A

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.

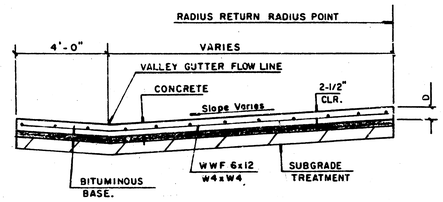


PLAN
REINFORCED VALLEY GUTTER

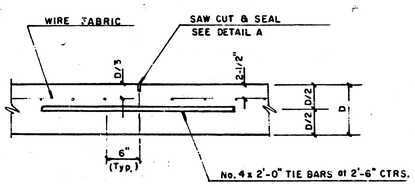


EXPANSION JOINT

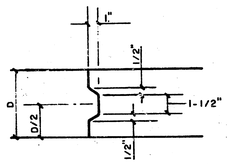
NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ YDS PAVEMENT.



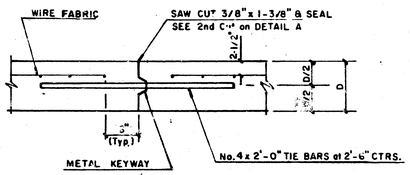
SECTION A-A



LONGITUDINAL JOINT DETAIL (L.J.)



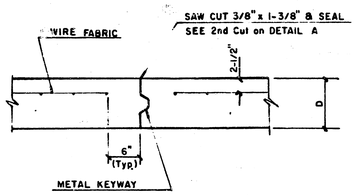
KEYWAY DETAIL



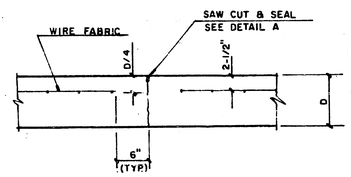
OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

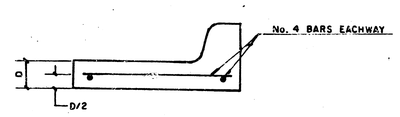
WING REINFORCING DETAIL



OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)



CONTRACTION JOINT DETAIL (C.J.)



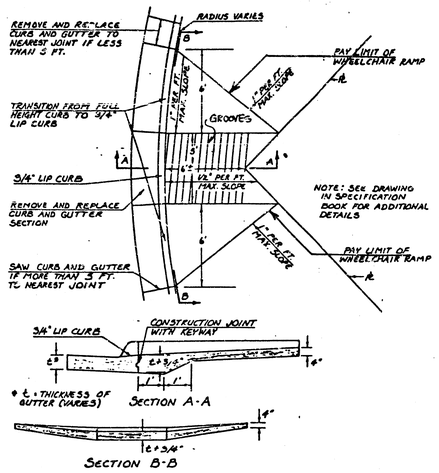
SECTION B-B

LEGEND

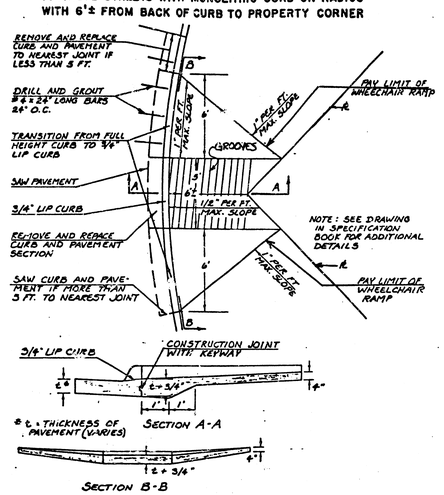
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT

PROJECT DESCRIPTION
VALLEY GUTTER DETAILS
PROJECT NUMBER
472-82074

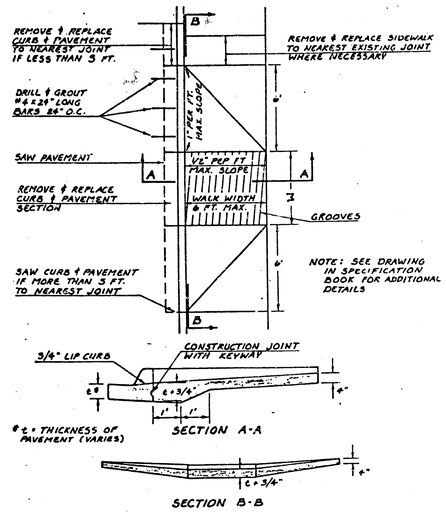
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH COMBINED CURB AND GUTTER ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER



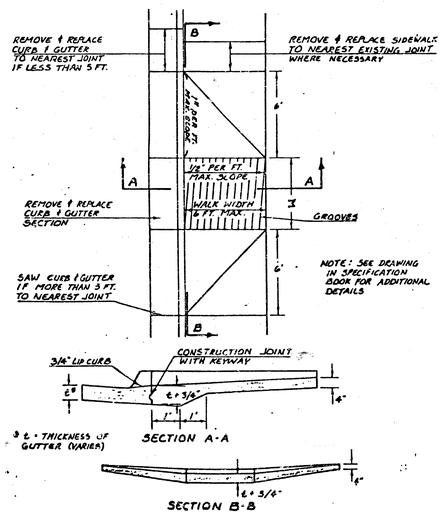
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER



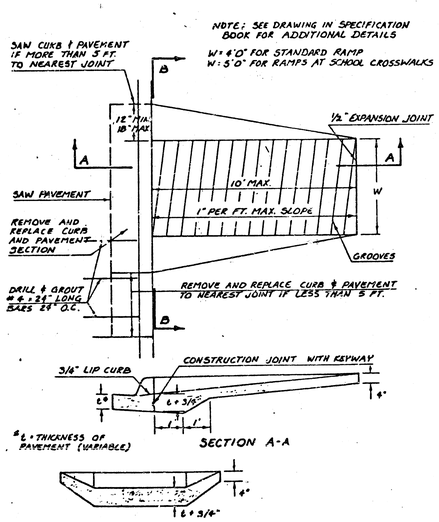
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB AND FULL WALK



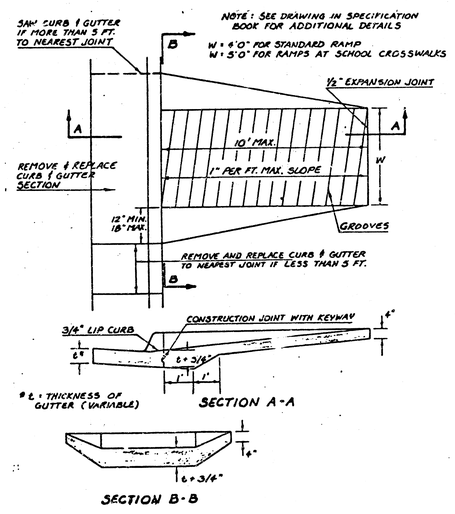
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER AND FULL WALK



STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB



STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER

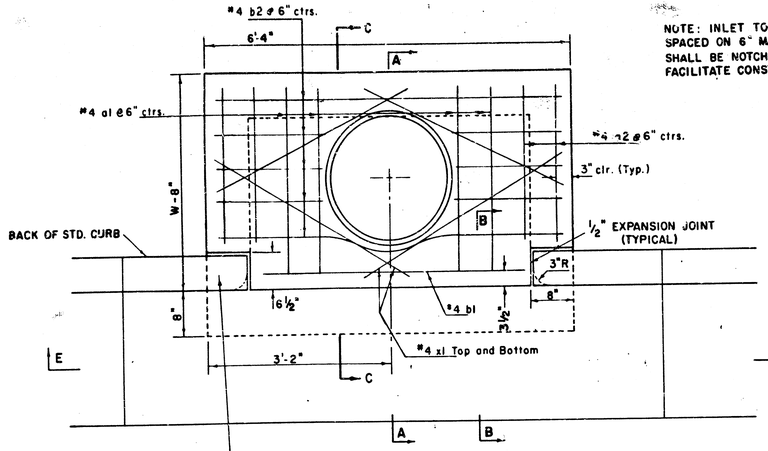


NOTE: The cost of all work indicated on this sheet shall be included in the unit price bid for wheel chair ramp which price shall include all costs of removing and reconstructing existing Pavement and monolithic curb, compaction of subgrade and necessary area grading.

WHEELCHAIR RAMP DETAILS

PROJECT NO. 472-82074

INDEX NO.

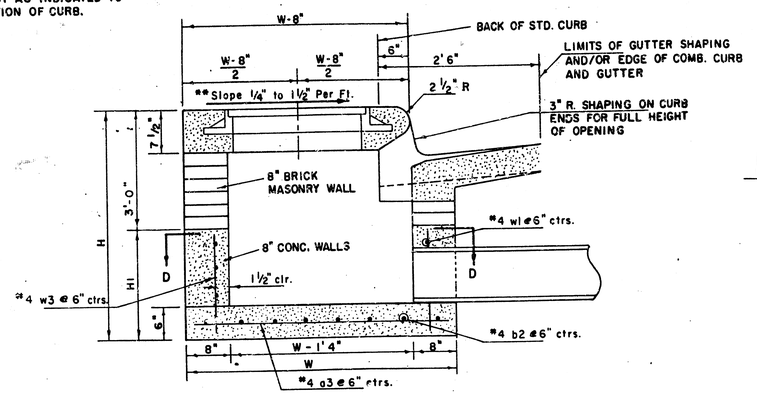


PLAN

WARP CURB TO MATCH INLET TOP WITH 1' MIN. TRANSITION LENGTH

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: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.



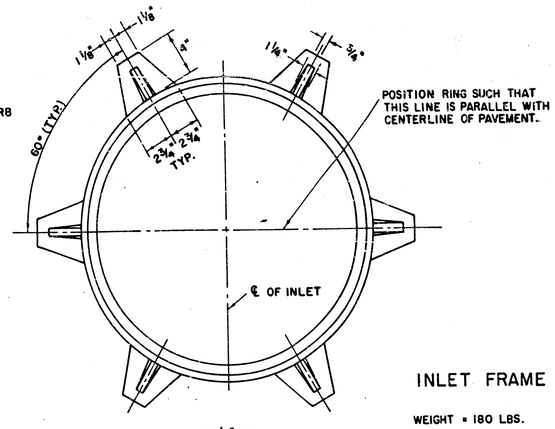
SECTION A-A

** NOTE: Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits Indicated.

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.

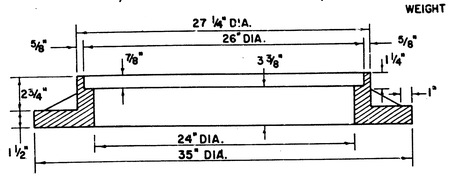
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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



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.

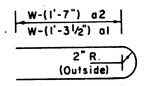
PRECAST SLAB AND FLOOR REINFORCING										
		W = 4'-4"		W = 5'-4"		W = 6'-4"		W = 7'-4"		W = 8'-4"	
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
#a1	#4	6	6'-7"	6	8'-7"	6	10'-7"	6	12'-7"	6	14'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-1"	13	8'-1"
b1	#4	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"
#b2	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"	47	6'-1"
x1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"	8	5'-2"
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
w1	#4	①	6'-1"	①	6'-1"	①	6'-1"	①	6'-1"	①	6'-1"
w2	#4	①	4'-1"	①	5'-1"	①	6'-1"	①	7'-1"	①	8'-1"
w3	#4	32	②	36	②	40	②	44	②	48	②

Field bend or cut Reinforcing as required for clearance.

① 4(H1-12"); (H1-12") Round down to nearest 0.5'

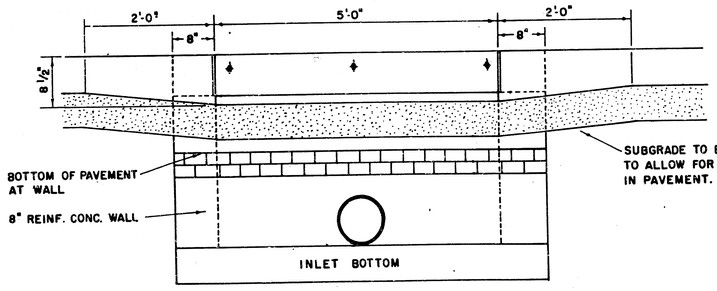
② H1-3"

STANDARD CURB INLET PRECAST TOPS				
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.	
4' 4"	3'8" 6'4" 7 1/2"	21" & SMALLER	0.38 ±	
5' 4"	4'8" 6'4" 7 1/2"	24" & 30"	0.51 ±	
6' 4"	5'8" 6'4" 7 1/2"	36" & 42"	0.64 ±	
7' 4"	6'8" 6'4" 7 1/2"	48" & 54"	0.77 ±	
8' 4"	7'8" 6'4" 7 1/2"	60" & 66"	0.90 ±	



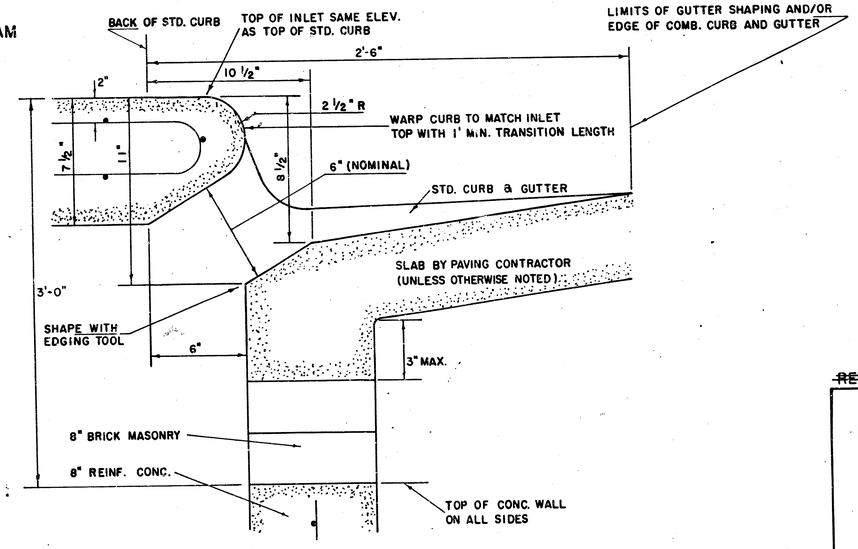
a1 & a2

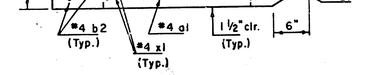
BENDING DIAGRAM



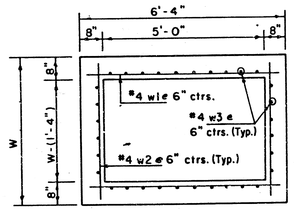
SECTION E-E

SECTION B-B





SECTION C-C



SECTION D-D

~~REVISED 12-21-1984~~ REVISED 2-15-1989

DETAIL STANDARD TYPE I CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5'0"

JUNE 1984

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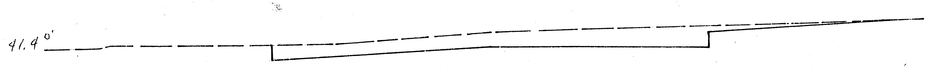
472-82074

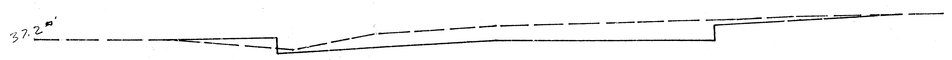
75.2 CY



110
105

4+00

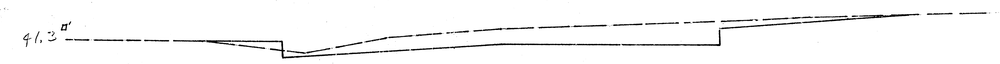
72.8 CY



110
105

3+50

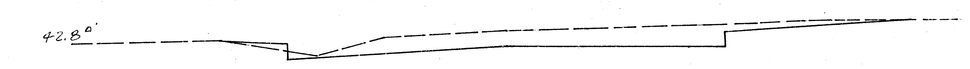
72.8 CY



110
105

3+00

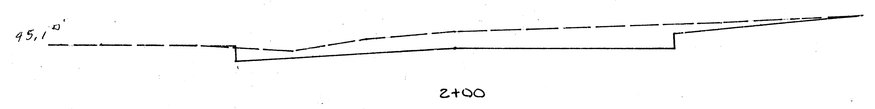
78.0 CY



110
105

2+50

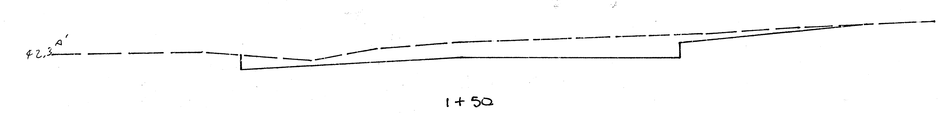
81.5 CY



110
105

2+00

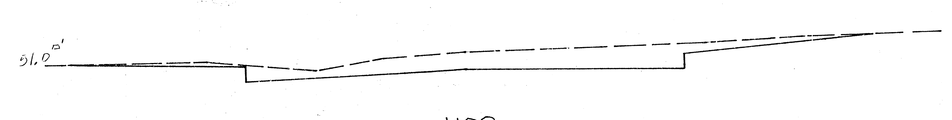
80.9 CY



110
105

1+50

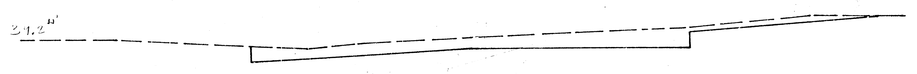
86.5 CY



110
105

1+00

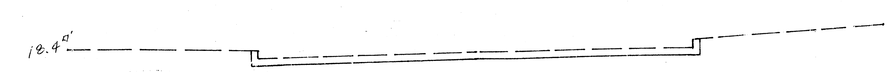
83.5 CY



110
105

0+50

21.3 CY



110
105

0+30

30 20 10 ℄ 10 20 30

SHEET TOTAL EXCAVATION 652.5 CY.

EDWARDS
472-82074

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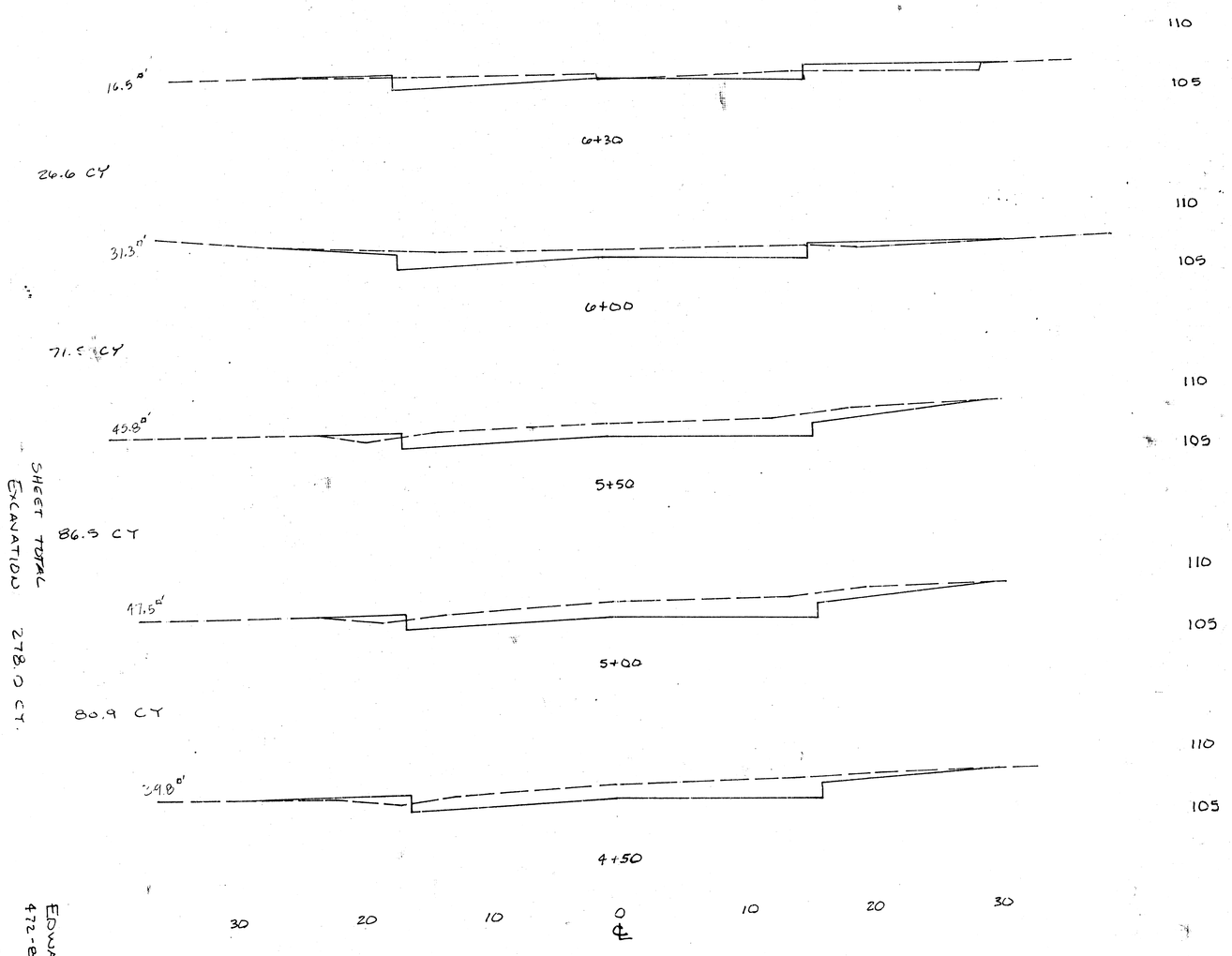
72.5 C.Y. INTERSECTION.



SHEET TOTAL EXCAVATION 278.0 CY.

EDWARDS
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(8)