

FHWA REG. NO.	STATE	PROJECT NO.:	YEAR	SHEET NUMBER	TOTAL SHEETS
7	KANSAS	87 N-0502-01	2009	1	226
A.R.R.A-N050(201)					

### GENERAL NOTES:

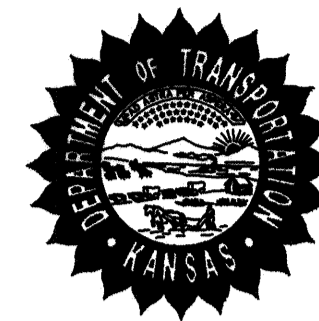
- Utility service lines, poles, valve boxes, meters and etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
- 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 project costs.
- Rubble from the removal of miscellaneous structures and excess 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 suitable excavation shall be wasted on low lying lots within the addition before any material is disposed of off site.

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.

- Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in direct conflict with proposed new construction shall be saved and protected from damage.
- 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 of down using permissible slopes to match the existing ground surface.
- The Contractor shall be responsible for preserving property irons. The Contractor will be required to reestablish any property irons which are damaged or destroyed by his construction operations. Such irons shall be reestablished by a licensed land surveyor in accordance with state laws.
- All transition curb paid for as Roll Type Curb.
- Trees are to be removed as needed. The cost is subsidiary to street construction costs.
- Contractor shall maintain all existing BMPs on project site during construction. Contractor shall repair or replace any existing BMPs that are damaged (cost subsidiary to site restoration). If BMPs were damaged prior to contractor beginning work on project, notify construction inspector or engineer.
- Contractor shall remove and stockpile organic material (topsoil) to surface (to a minimum of twelve (12) inches) all fills, embankments and any other areas on the site of the work where the original topsoil will be covered or damaged. Topsoil shall be free from trash, debris and surface vegetation more than six (6) inches in height. After all work has been completed in each area, topsoil shall be placed and graded. (Cost shall be subsidiary to Excavation)

## STATE OF KANSAS DEPARTMENT OF TRANSPORTATION



# PLAN AND PROFILE OF FEDERAL AID PROJECT

CITY OF WICHITA PROJECT #472-84849  
OCA #991305

MAIZE ROAD-KELLOGG AVENUE TO PAWNEE AVENUE  
WICHITA, SEDGWICK COUNTY, KANSAS

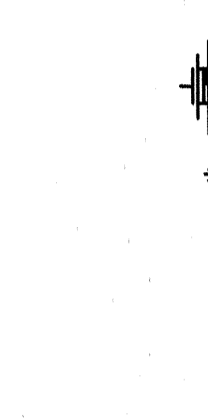
POPULATION = 354,617

GRADING  
SURFACING  
SIGNALIZATION  
SIGNING AND PAVMENT MARKINGS

### BENCH MARKS

BM: #31  
City of Wichita BM at S.E. corner of intersection of Maize and May. 28' E.  $\angle$  of Maize, 31' S.  $\angle$  of May. Elev. 1325.06

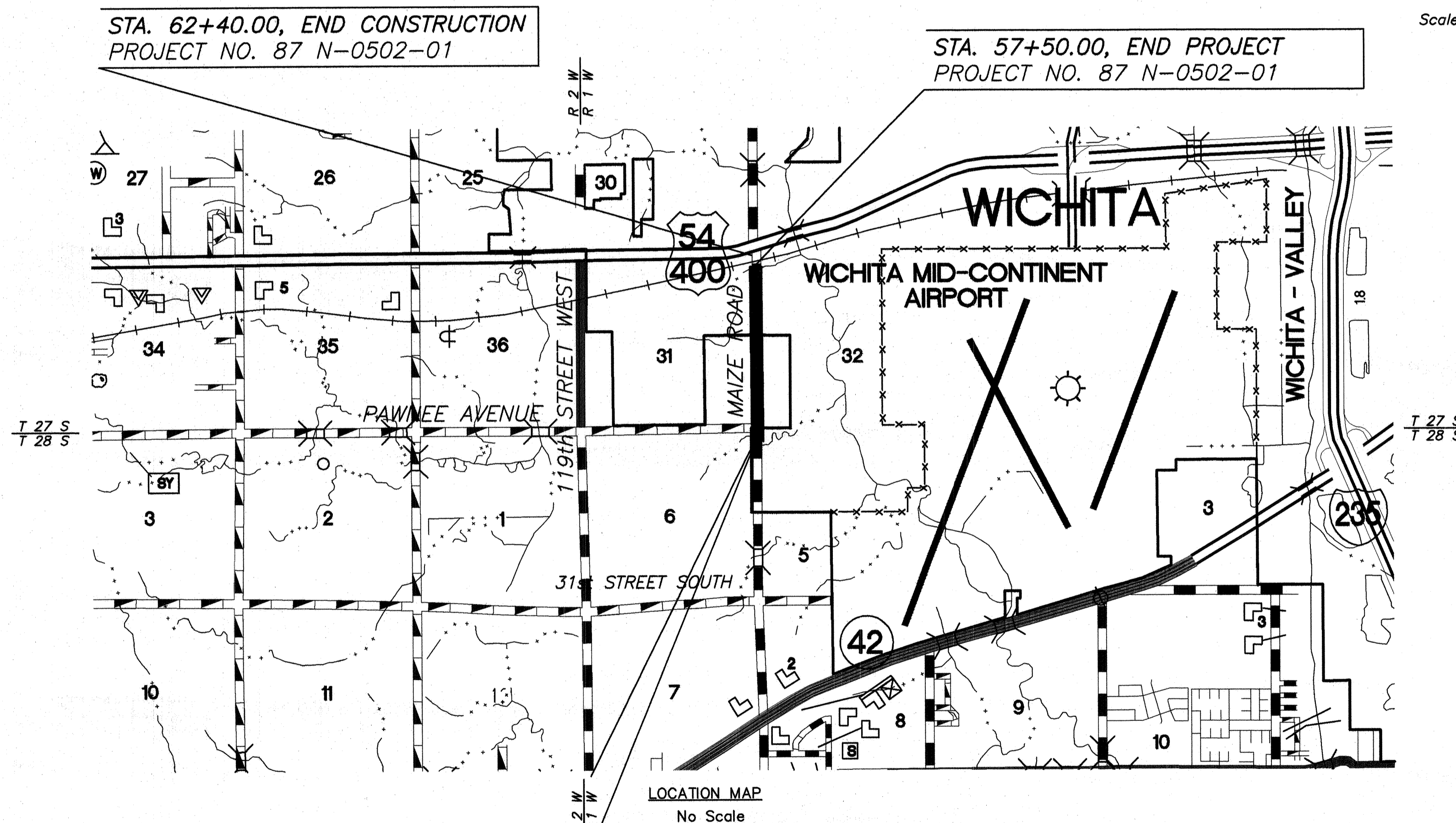
BM: #32  
City of Wichita BM NE. corner of intersection of Maize and Kellogg. SW. corner of concrete base for traffic signal light pole. Elev. 1323.97



Scale: 1" = 2500'

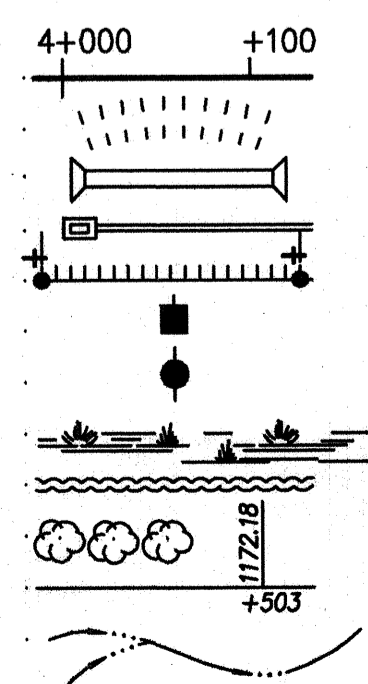
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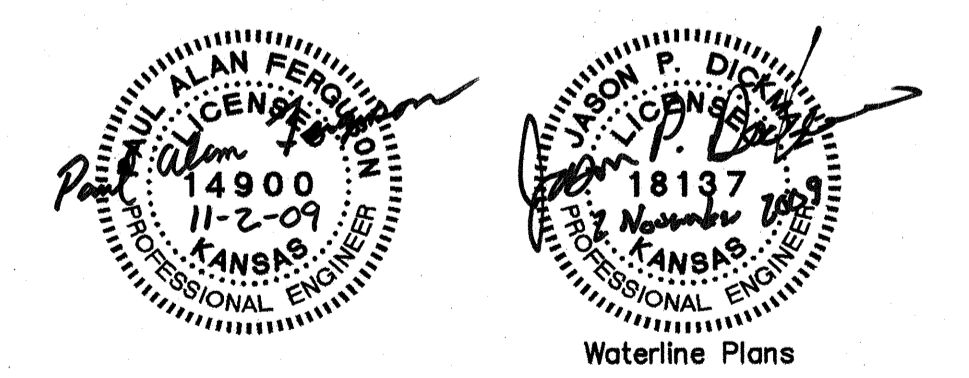
COUNTY LINE	---	CENTER LINE OF PROJECT	---
CITY LIMITS	----	TERRACE	----
STATE OR NATIONAL LINE	----	CULVERTS	----
TOWNSHIP, SECTION or GRANT LINE	----	DROP INLET & STORM SEWER	----
PROPERTY LINE	----	ACCESS CONTROL	----
HIGHWAY FENCE	----	POWER POLE	----
EXISTING FENCE	----	TELEPHONE POLE	----
GUARD FENCE	----	MARSH	----
CONSTRUCTION LIMITS	----	HEDGE	----
RIGHT OF WAY LINE	----	TREES	----
TRAVELED WAY	----	PROFILE ELEVATION	----
RAILROADS	----	STREAM or CREEK	----



DESIGN DESIGNATION  
MAIZE ROAD  
AADT (2006) = 10,000  
AADT (2030) = 30,750  
T = 10 %  
V = 40 M.P.H.  
CLEAR ZONE = 6 Ft.

STA. 3+80.00, BEGIN PROJECT  
PROJECT NO. 87 N-0502-01  
STA. 3+80.00, BEGIN CONSTRUCTION  
PROJECT NO. 87 N-0502-01

GROSS LENGTH OF PROJECT	5,349.26	Ft.
EXCEPTIONS	0.00	Ft.
ADDITIONS	0.00	Ft.
NET LENGTH OF PROJECT	5,349.26	Ft.
NET LENGTH OF BRIDGES	0.00	Ft.
NET LENGTH OF ROAD	5,349.26	Ft.



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APPROVED-DATE  
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CHIEF DESIGN ENGINEER  
CITY OF WICHITA, SEDGWICK COUNTY, KANSAS