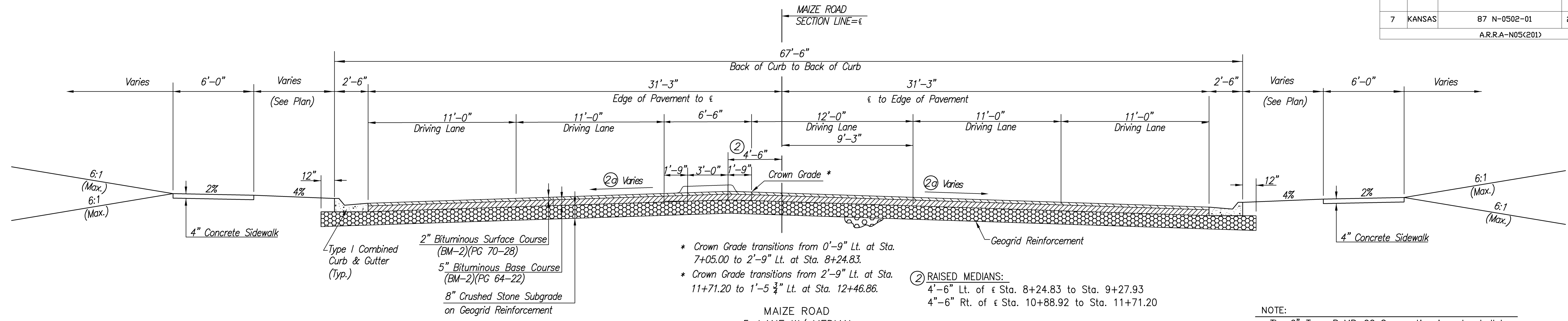


FHWA REG. NO.	STATE	PROJECT NO.	YEAR	SHEET NUMBER	TOTAL SHEETS
7	KANSAS	87 N-0502-01	2009	2	226
A.R.R.A-N05(201)					



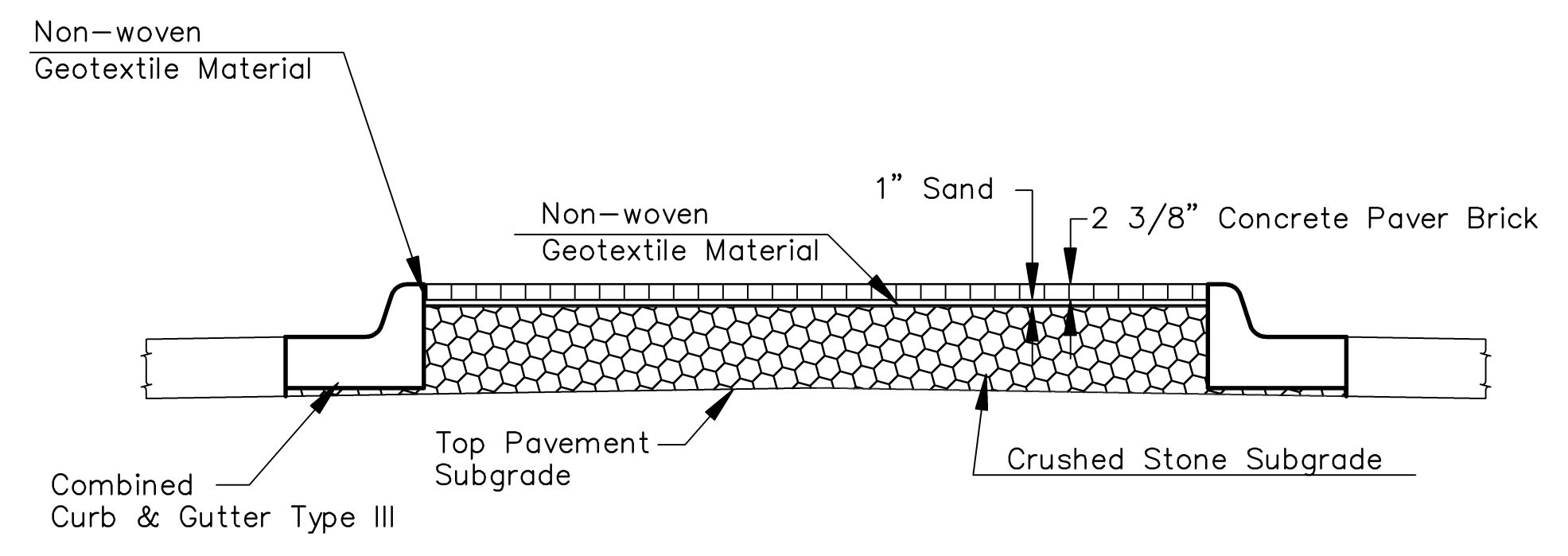
* Crown Grade transitions from 0'-9" Lt. at Sta. 7+05.00 to 2'-9" Lt. at Sta. 8+24.83.
* Crown Grade transitions from 2'-9" Lt. at Sta. 11+71.20 to 1'-5 3/4" Lt. at Sta. 12+46.86.

MAIZE ROAD 5-LANE W/ MEDIAN
Sta. 7+05 to Sta. 9+16.07
Sta. 10+84.21 to Sta. 12+46.86

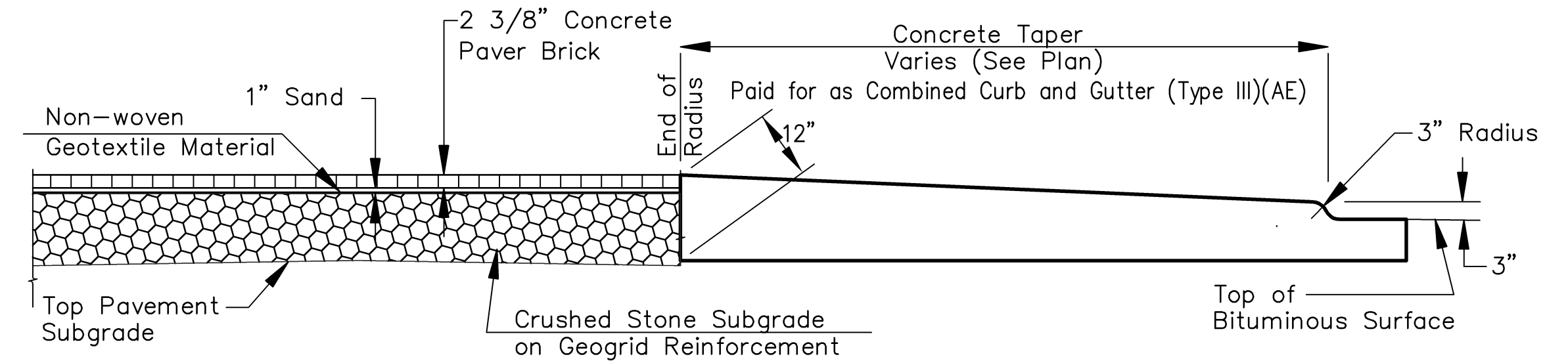
② RAISED MEDIANS:
4'-6" Lt. of ε Sta. 8+24.83 to Sta. 9+27.93
4'-6" Rt. of ε Sta. 10+88.92 to Sta. 11+71.20

② CROSS-SLOPE:
Varies from 3/8"/ft. @ Sta. 8+00.00 to 1/8"/ft. @ Sta. 8+75.00.
Varies from 1/8"/ft. @ Sta. 11+25.00 to 3/8"/ft. @ Sta. 12+00.00

NOTE:
The 6" Type-B MR-90 Compaction in cuts shall be considered similar to Foundation Treatment and paid for as Subsidiary to other items of work.



TRANSVERSE MEDIAN SECTION
w/ BRICK PAVERS (See This Sheet for Concrete Paver Notes)



LONGITUDINAL MEDIAN NOSE SECTION

MEDIAN CONCRETE PAVING BRICK NOTES:

NONWOVEN GEOTEXTILE MATERIAL SHALL MEET THE REQUIREMENTS OF ASHTO M 288, CLASS 2 (CONTECH C-60NW OR APPROVED EQUAL).

PAVING BRICKS SHALL COMPLY WITH PEDESTRIAN ASTM C936, 8,000 P.S.I. MINIMUM AVERAGE COMPRESSIVE STRENGTH AND 8% MAXIMUM ABSORPTION. PAVERS SHALL BE BEVEL-EDGED. INSTALL HOLLAND STONE IN A 90° HERRINGBONE PATTERN FROM CURB BACK EDGE TO CURB BACK EDGE. COLOR OF THE PAVING BRICK SHALL BE RED (NATURAL, BROWN, SANDSTONE, CHARCOAL, RED/BLACK BLEND).

SAND BEDDING SHALL MEET THE SPECIFICATIONS REQUIREMENTS FOR FINE AGGREGATE, AN UNCOMPACTED SAND LAYING COURSE SHALL BE SPREAD EVENLY OVER THE AREA TO BE PAVED AND THEN SCREEDED TO A LEVEL OF APPROXIMATELY 1" THICKNESS. ONCE SCREEDED AND LEVELED TO THE DESIRED ELEVATION, THE SAND LAYING COURSE SHALL NOT BE DISTURBED IN ANY WAY.

PAVERS SHALL BE PLACED WITH THE CHAMFERED SIDE UP, AND JOINT SPACES KEPT UNIFORM APPROXIMATELY 1/8" THICK. THE GAPS AT THE EDGE OF THE PAVED SURFACE SHALL BE FILLED WITH PAVERS CUT TO FIT. CUTTING SHALL BE ACCOMPLISHED TO LEAVE A CLEAN EDGE TOWARD THE TRAFFIC SURFACE USING A MASONRY SAW. WHENEVER POSSIBLE, NO CUTS SHOULD RESULT WITH A PAVER LESS THAN ONE-THIRD OF ITS ORIGINAL DIMENSION.

BRICK PAVERS SHALL BE VIBRATED TO THEIR FINAL LEVEL IN THE SAND LAYING COURSE BY TWO OR THREE PASSES OF A VIBRATING COMPACTOR CAPABLE OF 3,000 TO 5,000 POUNDS COMPACTION FORCE WITH THE SURFACE CLEAN AND JOINTS OPEN.

AFTER VIBRATION, CLEAN CONCRETE SAND SHALL BE SPREAD OVER THE PAVER SURFACE, ALLOWED TO DRY, AND VIBRATED INTO THE JOINTS WITH ADDITIONAL PASSES OF THE PLATE VIBRATOR SO AS TO COMPLETELY FILL THE JOINTS. A LIGHT COATING OF SAND SHALL BE SWEEPED OVER THE COMPLETED SURFACE AND LEFT TO WEATHER IN.

CONCRETE PAVING BRICKS SHALL BE PAID FOR AS "PAVING BRICK (2 3/8)". ALL MATERIALS, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE SUBSIDIARY.

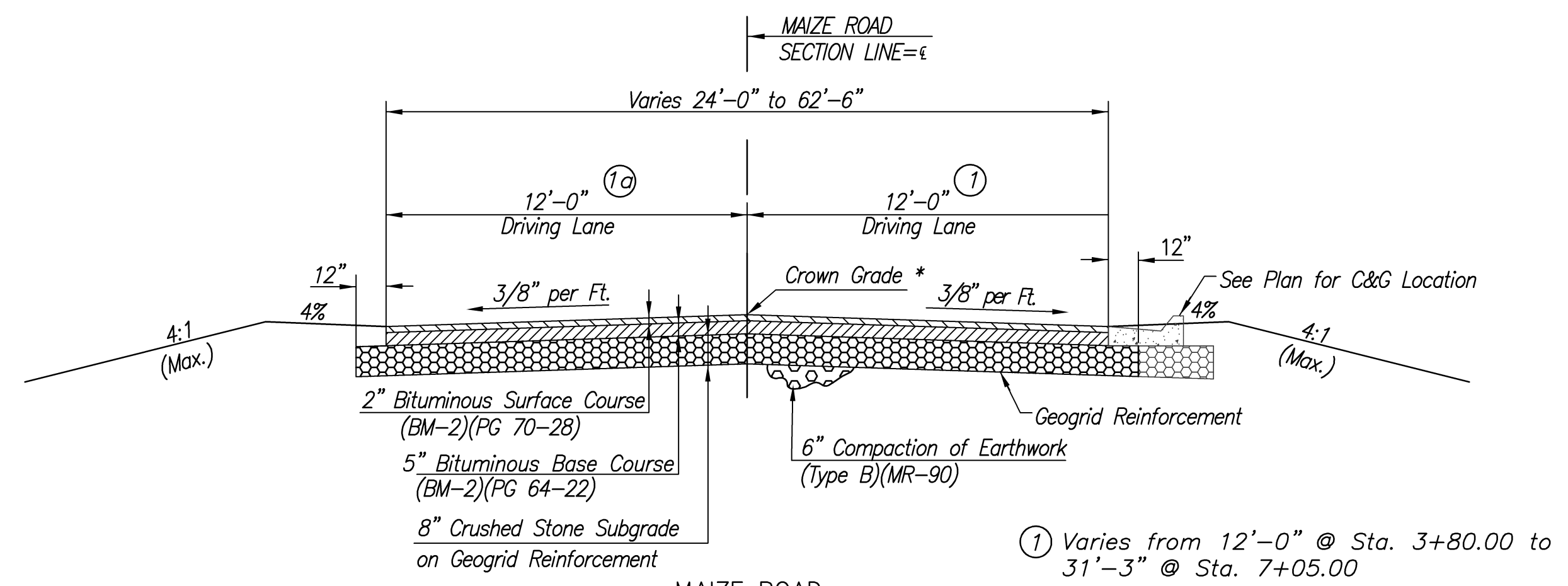
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- STEVE LINDER
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- MILES CAPPS
WESTAR ENERGY
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WICHITA, KS 67201
316-261-6824
- EVA MOORE
COX COMMUNICATIONS
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WICHITA, KS 67202
316-262-4270 / 263-2061
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WICHITA, KS 67219
316-832-3126
- DAVID SPEARS
SEDGWICK COUNTY PUBLIC WORKS
1144 SOUTH SENECA
WICHITA, KS 67213
- GREG LOLLEY
WICHITA WATER DEPARTMENT
455 NORTH MAIN, 8TH FLOOR
WICHITA, KS 67202
316-268-4555

NOTE TO CONTRACTOR REGARDING TYPICAL SECTIONS:

IN SOME LOCATIONS, THE STANDARD 4% SLOPE FOR THE PARKWAY (B/C TO SIDEWALK) AND THE 2% SIDEWALK SLOPE MAY BE ALTERED TO -4% FOR THE PARKWAY AND -2% FOR THE SIDEWALK. LOCATIONS OF THESE CHANGES IN GRADES CAN BE FOUND IN A TABLE ON SHEET 5 AND THE CROSS-SECTIONS.

SPECIAL DITCHES CAN BE FOUND FROM STATION 20+00 TO STATION 33+25. SPECIAL DITCH PROFILES CAN BE FOUND ON THE STORM SEWER PLAN & PROFILE SHEETS. ELEVATIONS FOR DITCH SECTIONS ARE PROVIDED IN THE CROSS-SECTIONS.



* Crown Grade transitions from @ at Sta. 6+59.74 to 0'-9" Lt. at Sta. 7+05.

MAIZE ROAD SOUTH TRANSITION
Sta. 3+80 to Sta. 7+05

① VARIES FROM 12'-0" @ Sta. 3+80.00 TO 31'-3" @ Sta. 7+05.00

② VARIES FROM 12'-0" @ Sta. 3+80 TO 31'-3" @ Sta. 7+05.00

MAIZE ROAD CITY OF WICHITA, KANSAS	
PROJECT NO. 87 N-0502-01	
ENGINEER: P. Ferguson ENG. TECH: K. Warren CAD TECH: K. Warren	DATE: SEPTEMBER 2009 SHEET: 2 of 226