

- GENERAL NOTE**
- The Contractor shall be responsible for preserving property lines. The Contractor shall be required to re-establish any property lines which are damaged by his construction operation. Such lines shall be re-established by a licensed land surveyor or a licensed professional engineer in accordance with state laws.
- STREETS**
- A tack coat of emulsified Asphalt (SS-1H or SS-1H) shall be applied at an approximate rate of 0.05 gallons per square yard between lifts of asphaltic materials when ordered by the Engineer. Tack Coat will not be paid for directly and shall be considered as subsidiary to price bid for Asphaltic Pavement.
 - Bituminous Base and Asphaltic Concrete Wearing Surface shall be placed with a laydown machine having automatic controls for crown and grade. Construction joints in each lift shall be staggered a minimum distance of 1 foot with joints in preceding lifts and such that a joint will be constructed on the pavement centerline in the top lift.
 - The A.C. Pavement between curbed curb and gutter shall be paid as square yards, 4" Bituminous Base. The Bituminous Base under the combined curb and gutter shall be paid as square yards, 4" Bituminous Base.
 - Sidewalks indicated on the typical section are for location on that section.
- UTILITIES**
- Utilities shown are from the best information available from the various utility companies. Accurate field position of utilities at critical locations were determined by representatives from the utility companies. Some utility lines may not be in the exact location shown. Other utility lines may be encountered during construction which are not shown due to insufficient information, recent construction or other reasons. The Contractor shall notify the Engineer and the pertinent utility company of any such problem.
 - The Contractor shall notify all utility owners prior to work in any area where existing utilities will be uncovered to allow the utility owner to locate, adjust, relocate and to inspect uncovering of their utility. Any utility damaged by his construction operation shall be repaired or replaced at no cost to the City.
 - The Contractor shall avoid crossing existing water lines unless absolutely necessary. Uncover and repair shall be done only in the presence of a Water Department Engineer.
 - The Contractor shall coordinate the tie back, protection of and/or relocation of power poles, light poles and appurtenances with K&S. One week notice to K&S required.
 - The Contractor shall be responsible for repairing, relocating, and/or reconnecting utilities for which the various utility companies are not responsible. Such work shall include, but not be limited to, utility service lines and sanitary sewer lines. The Contractor shall perform such utility work in accordance with applicable codes; cost shall be incidental to the project.
 - Properties within the project limits which have underground sprinkler systems in public right-of-way which conflict with new construction have been notified to remove such improvements. The Contractor will be required to remove such improvements should they not be removed by their owner at the time of construction of the project. The Contractor will be required to salvage all sprinkler heads and/or valves and give such material to their owner. Portions of underground sprinkler systems not in conflict with new construction shall be protected from damage and shall remain in place. All work connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items of work.
 - At the direction of the Field Engineer, Contractor shall verify horizontal and vertical position of all existing utility lines and appurtenances to be encountered while constructing cross-street drainage pipes, prior to installation of any said pipes.
- STORM SEWER**
- The tops of inlets and manholes as noted on the plans may vary so as to meet proposed top of curb elevations or pavement elevations. The Field Engineer shall locate inlets and manholes with reference to proposed paving plans of the pertinent streets.
 - All concrete shall be Standard Paving Mix unless otherwise noted.
 - Inlet hookups shall include all work necessary to connect existing or newly constructed inlets to new curb and gutter, per the inlet detail sheet attached hereto. Removal of a portion of the tract wall of inlets to provide the required inlet opening shall be considered part of the inlet hookup. Payment shall be at the unit price bid for inlet hookups.
 - Inlet adjustment shall include all work required to adjust inlet tops to match new curb and gutter elevations. Furnishing and installing City Standard lids to replace missing grade in existing inlets shall be considered part of inlet adjustment. Payment shall be at the unit price bid for inlet adjustment.

YOUNG STREET PAVING

North Line of Walker St. to the South Line of Irving St.

FOR THE CITY OF WICHITA, KANSAS

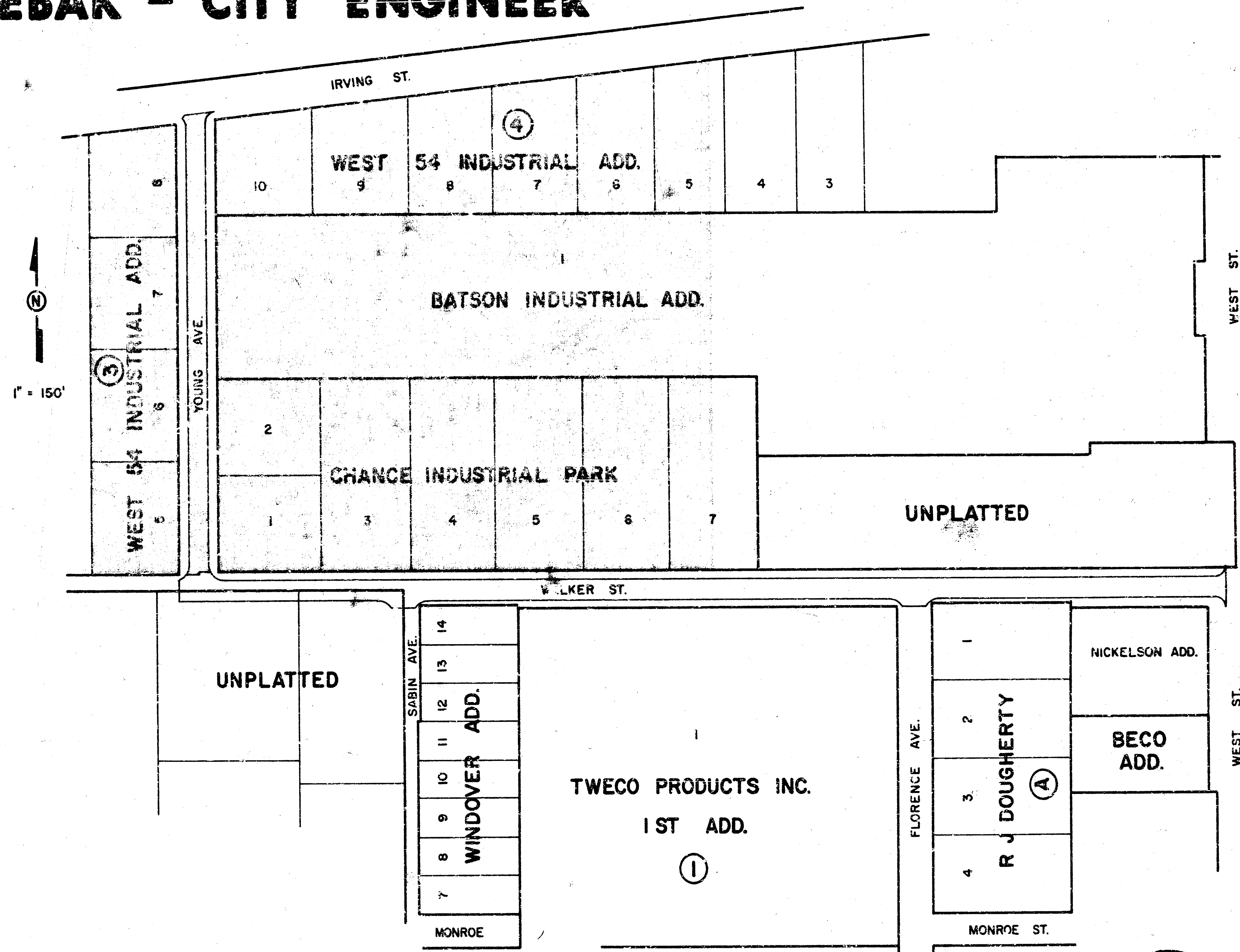
CITY PROJECT NUMBER

472-76-245-81347-000-000-001

MICHAEL E. LINDEBAK - CITY ENGINEER

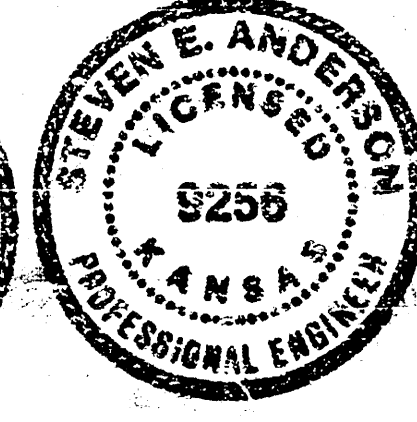
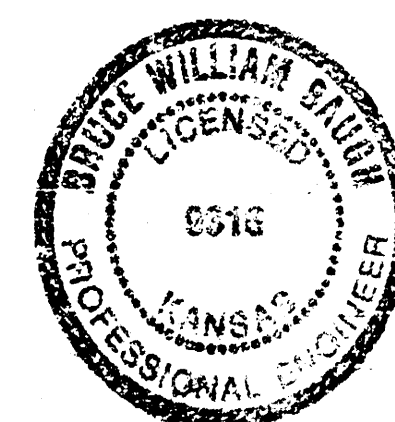
INDEX TO DRAWINGS

Sheet	Description
1	Cover sheet
2-3	Plan sheets
4	Pavement section
5	Std. Type IA curb inlet
6	Manhole frame and cover
7-9	Cross sections

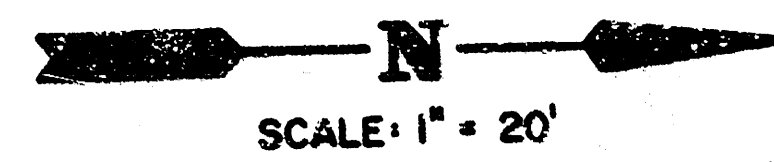


CONTRACTOR TO PROVIDE ACCESS TO ALL PLACES OF BUSINESS,
THE COSTS INVOLVED IN PROVIDING SUCH ACCESS SHALL BE
SUBSIDIARY TO OTHER PAY ITEMS.

IMPROVEMENT DISTRICT



Van Doren Hazard Stallings
Architects - Engineers - Planners
Topeka - Wichita - Minneapolis - Kansas City



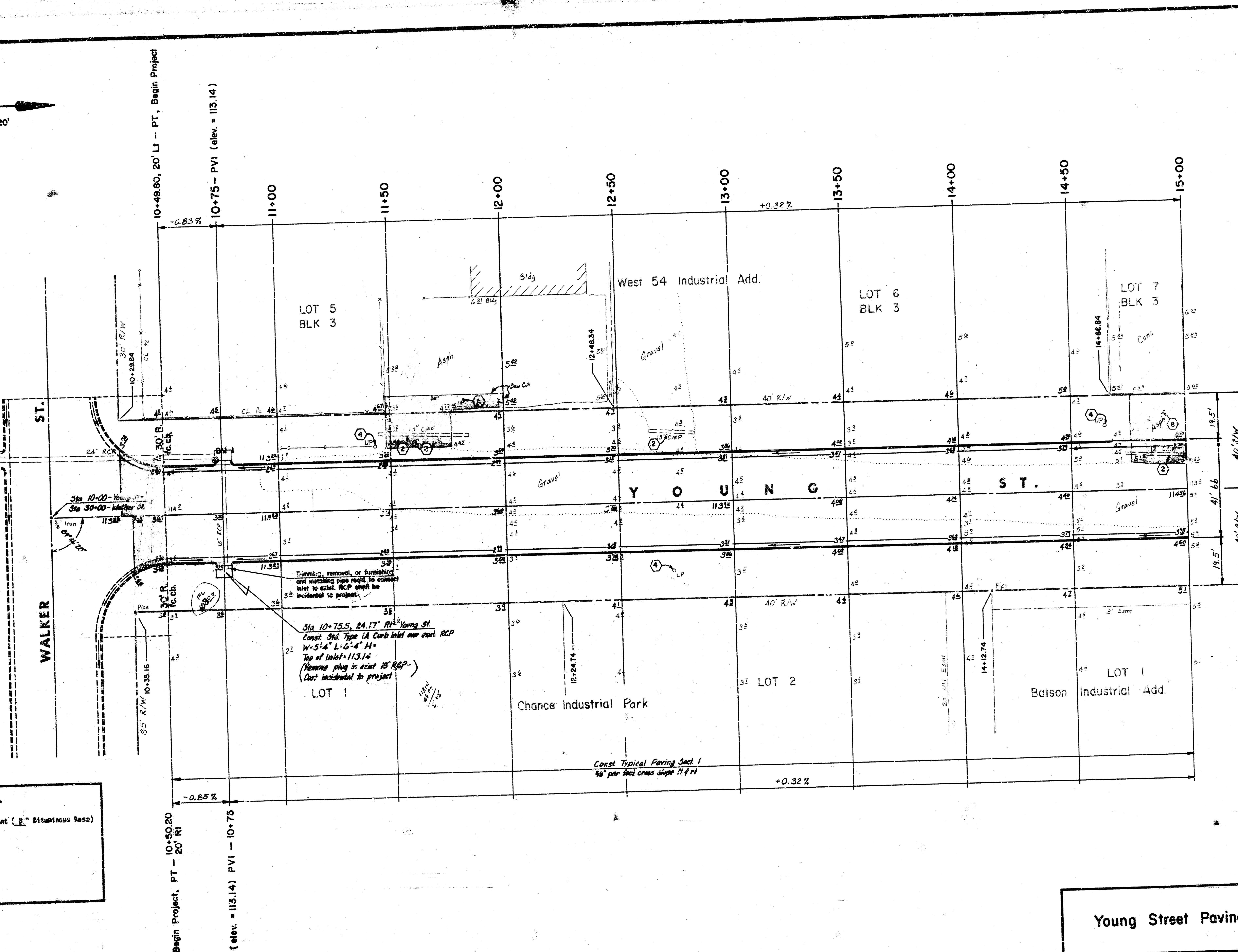
NOTES

- 1 Relocate (by others)
- 2 Remove
- 3 Remove and replace
- 4 Protect, adjust or relocate (by others)
- 5 Adjust as required (by others)
- 6 Leave in place, Do Not Disturb
- 7 Remove mat or pavement as required and replace with temporary asphalt
- 8 Remove entrance
- 9 Construct concrete entrance
- A Remove & Replace asphalt mat

- B.M. 61 - Chiseled "X" on SE corner storm inlet Young St. 10+72.23' Lt; Walker Sta 25+76.77' Rt. Elevation = 113.14
- B.M. 62 - 604 spike step in E face of PP Young Sta 10+77.26' Lt. Elevation = 116.65
- B.M. 63 - Chiseled "X" on E edge of ring Walker Sta 41+41.5, 29.5' Rt. Elevation = 111.87
- B.M. 64 - 604 spike step in E face of PP at NE corner of East St. and Walker St. Elevation = 113.57
- NOTE: Elevations shown on plans are City Data unless otherwise noted.

INTERSECTION QUANTITIES

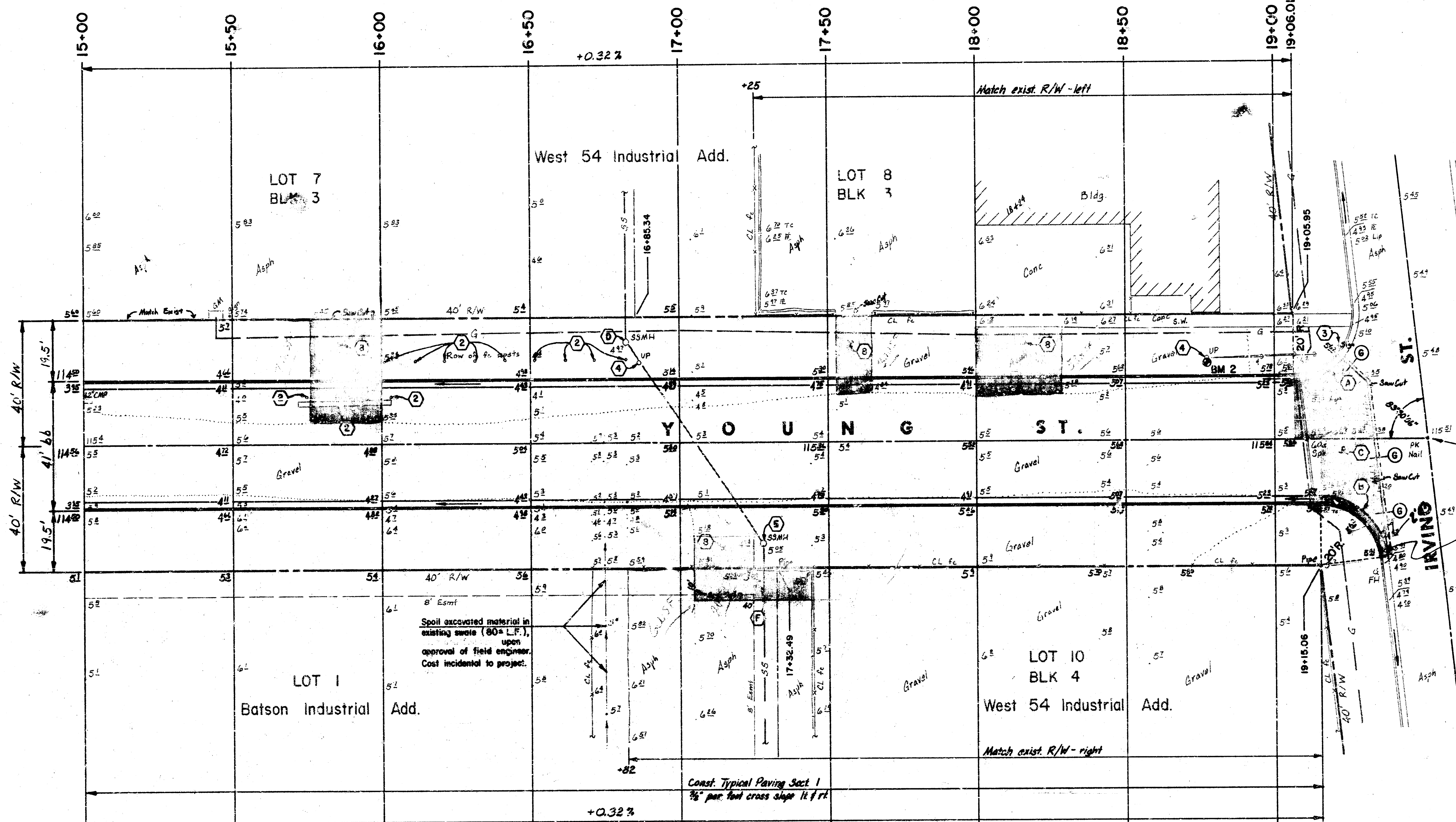
LOCATION: YOUNG & WALKER
77.0 S.Y. 10" Asphalt Concrete Pavement (8" Bituminous Base)
11.1 S.Y. 4" Bituminous Base
37.4 L.F. Combined Curb and Gutter
C.Y. Excavation
C.Y. Compacted Fill
200 S.Y. Manipulation
200 Tons Lime or Cement



EXCAVATION
2411.3 CU YDS
10% 241.1
TOTAL 2652.4 CU YDS

4260 SQ YDS MANIPULATION

Young Street Paving		Design SEA
PRC NO. 472-73-245-B1347-000-000-001		Drawn by JUL
Van Doren Hazard Stallings		Checked by SEA
Architects - Engineers - Planners		Date DEC 1984
Topeka - Wichita - Minneapolis - Kansas City		Job No. 04-237-80
Sheet	2	9



NOTES

- (1) Relocate (by others)
- (2) Remove
- (3) Remove and replace
- (4) Protect, adjust or relocate (by others)
- (5) Adjust as required (by others)
- (6) Leave in place, Do Not Disturb
- (7) Remove and replace as required and replace with temporary asphalt
- (8) Remove entrance
- (9) Construct concrete entrance
- (A) Remove 17' LF conc. curb & gutter and replace
- (B) Remove 23' LF conc. curb & gutter and replace
- (C) Remove 104' SY pavement (6" conc. base with 2" asph overlay) and replace w/ full depth asph. pvt.
- (D) Adjust SSMH.
Exist elev. = 114.97
Prop. elev. = 115.32
- (E) Adjust SSMH.
Exist elev. = 115.05
Prop. elev. = 115.45
- (F) Remove and Replace asph. mat

B.M. 81 - Chiseled "I" on SE corner storm inlet Young St. 10+72, 23' 12" Walker Sta 29+76.7, 71.9' Lt. Elevation = 113.14

B.M. 82 - 60d spike step in E face of PP Young Sta 18+77, 26' Lt. Elevation = 115.45

B.M. 83 - Chiseled "4" on E edge MH Ring Walker Sta 41+41.5, 29.5' Rt. Elevation = 111.82

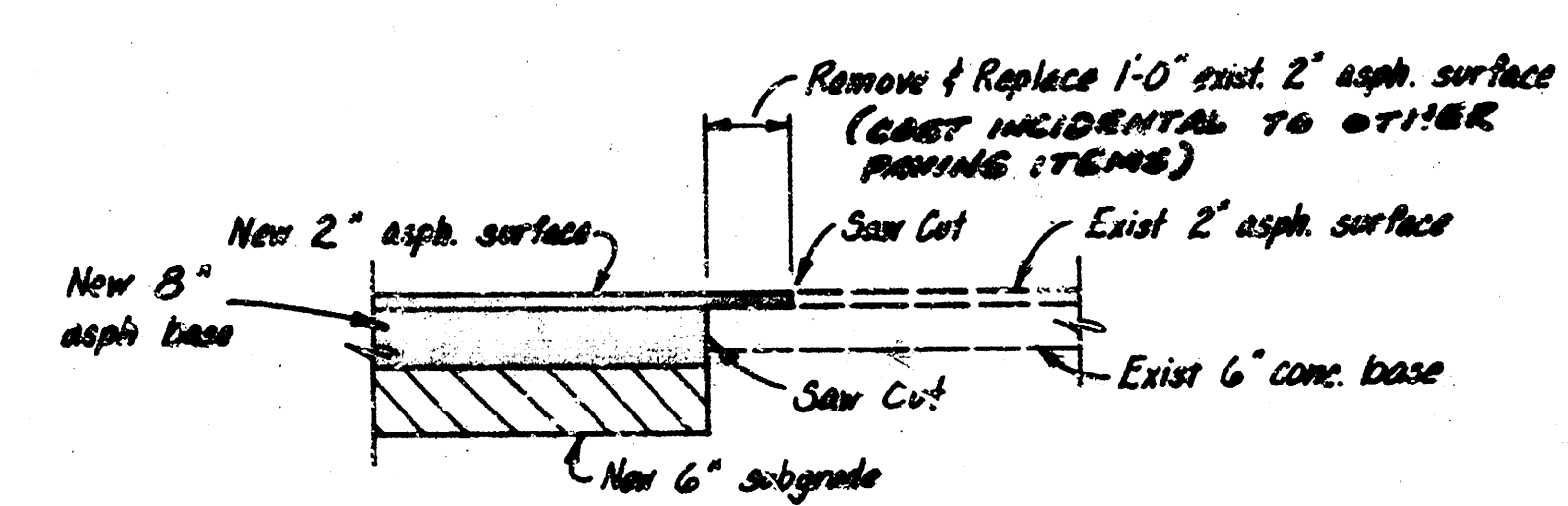
B.M. 84 - 60d spike step in W face of PP at NE corner of West St. and Walker St. Elevation = 113.57

NOTE: Elevations shown on plans are City datum unless otherwise noted.

EXTRA WIDTH OF GUTTER SUBORDINARY TO CURB & GUTTER

INTERSECTION QUANTITIES

LOCATION: YOUNG & IRVING
105.0 S.Y. 10" Asphaltic Concrete Pavement (8" Bituminous Base)
14.4 S.Y. 4" Bituminous Base
47.7 L.F. Combined Curb and Gutter
C.Y. Excavation
C.Y. Compacted Fill
121.7 S.Y. Manipulation
3.1 Tons Lime or Cement



SECTION "G"

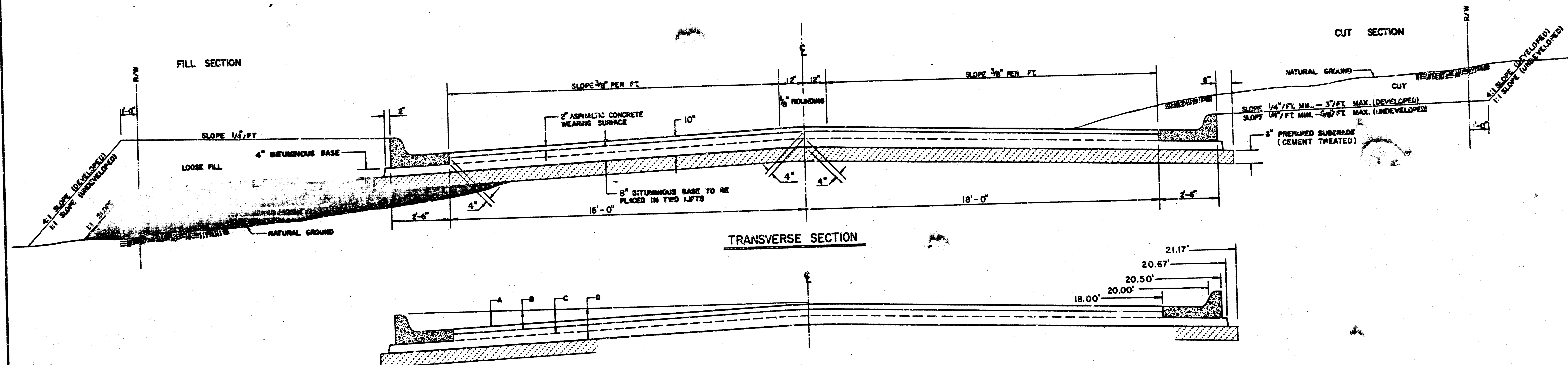
Young Street Paving

PROJ. NO. 472-76-245-81347-000-000-001

Van Doren Hazard Stallings
Architects - Engineers - Planners
Topeka - Wichita - Minneapolis - Kansas City

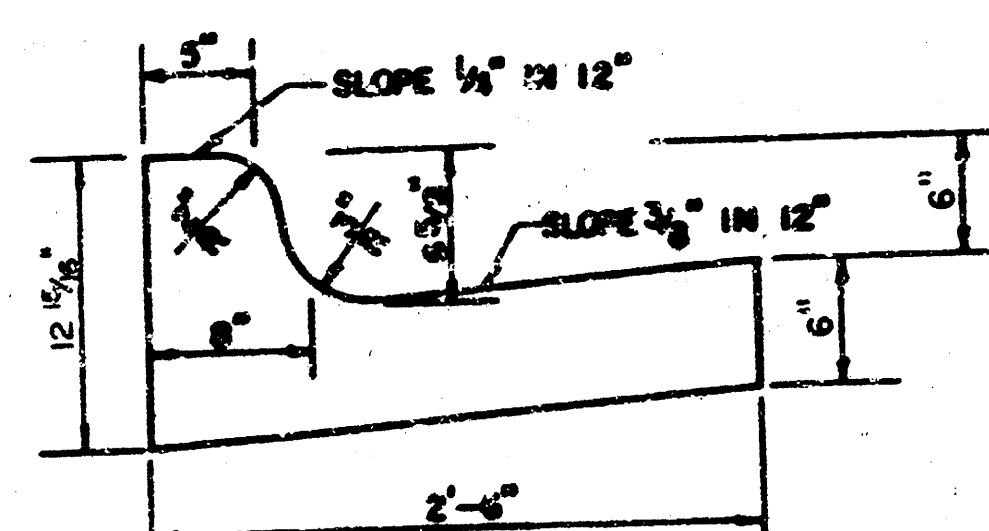
Design SEA
Drawn by D.J.L.
Checked by SEA
Date DEC 1964
Job no. 84-207-60
Sheet 3 of 9

TYPICAL 41' PAVEMENT DETAILS



	DISTANCE FROM CENTERLINE (LT. & RT.)													
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	-.05	.00	.07	.13	.19	.25	.32	.38	.44	.50	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.24	.30	.36	.42	.49	.55	.61	.67	—	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.44	.50	.57	.63	.69	.75	.82	.88	.94	1.00	1.07	1.08	1.09	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.77	.83	.90	.96	1.02	1.08	1.15	1.21	1.27	1.33	1.40	1.41	1.42	1.43

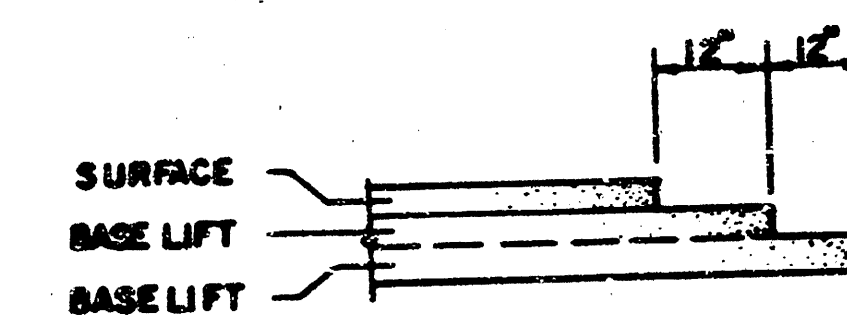
ELEVATION OFFSETS



COMBINED CURB & GUTTER

GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 4" 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.

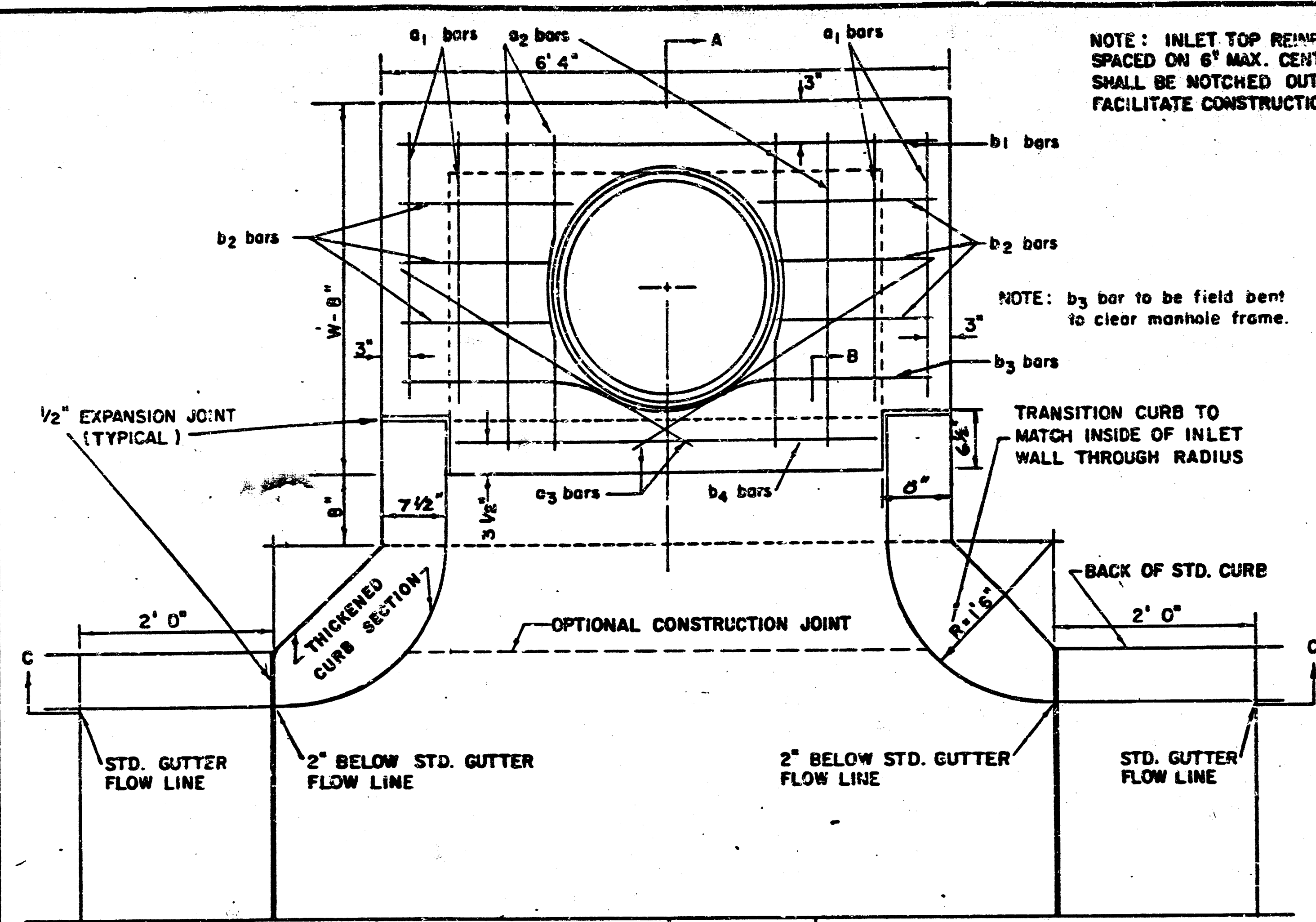


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).

TRANSVERSE CONSTRUCTION JOINTS

10 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 8 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

472-76-245-81347 - 000-000-001



PLAN

STEEL SCHEDULE

BAR	a ₁	a ₂	a ₃	b ₁	b ₂	b ₃	b ₄	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	#4	#4	#4	#4	#4	#4	#4	#6
W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	1'9"
W=5'4"	7'7"	8'7"	5'0"	6'1"	-	-	-	1'9"
W=6'4"	9'7"	10'7"	6'0"	6'1"	-	-	-	1'9"
W=7'4"	11'7"	12'7"	7'0"	6'1"	-	-	-	1'9"
W=8'4"	13'7"	14'7"	8'0"	6'1"	-	-	-	1'9"

NOTE: a₃ BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

BENDING DIAGRAM

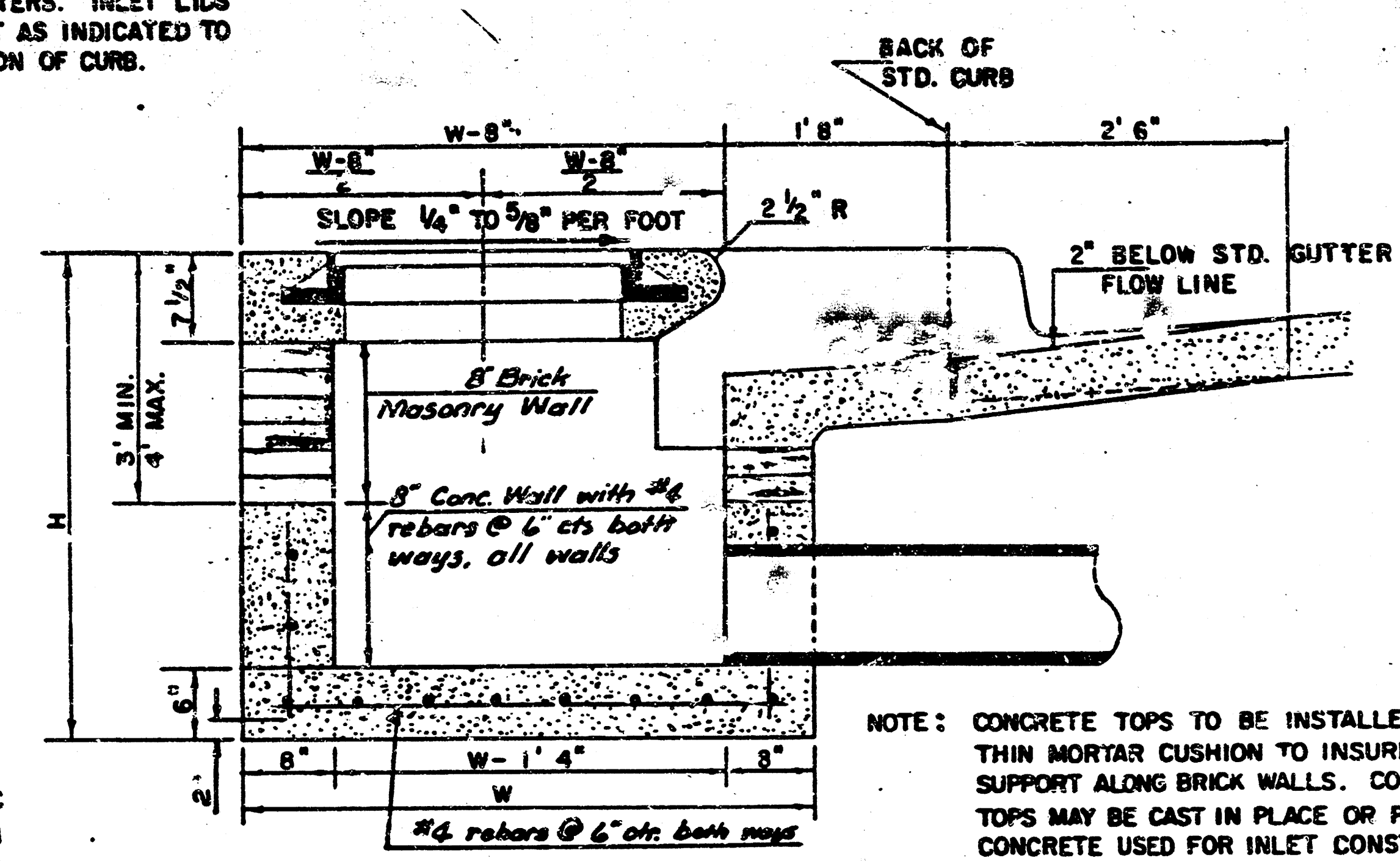
STANDARD CURB INLET PRECAST TOPS

W	PRE-CAST TOP SIZE	PIPE SIZE	CL.
4'4"	5'6" x 6'4" x 7 1/2"	21" & SMALLER	0.38 ±
5'4"	6'6" x 6'4" x 7 1/2"	24" & 30"	0.51 ±
6'4"	6'6" x 6'4" x 7 1/2"	36" & 42"	0.64 ±
7'4"	6'6" x 6'4" x 7 1/2"	48" & 54"	0.77 ±
8'4"	7'6" x 6'4" x 7 1/2"	60" & 66"	0.90 ±

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: b₃ bar to be field bent to clear manhole frame.

TRANSITION CURB TO MATCH INSIDE OF INLET WALL THROUGH RADIUS



SECTION A-A

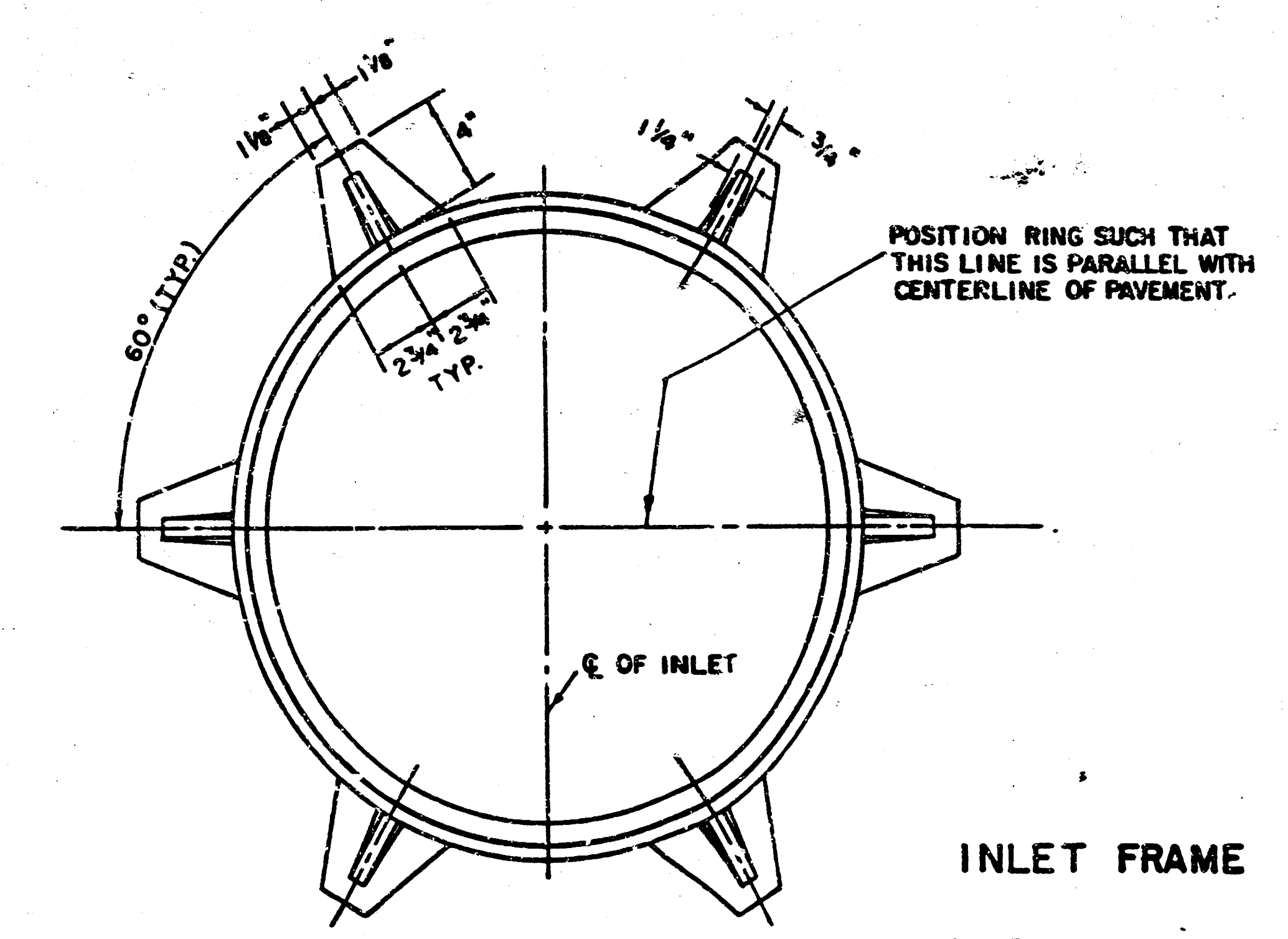
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BARS AND TOP ON THIS INLET WHEN W = 6'4" AND H = 7'0" OR LESS.

ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

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.

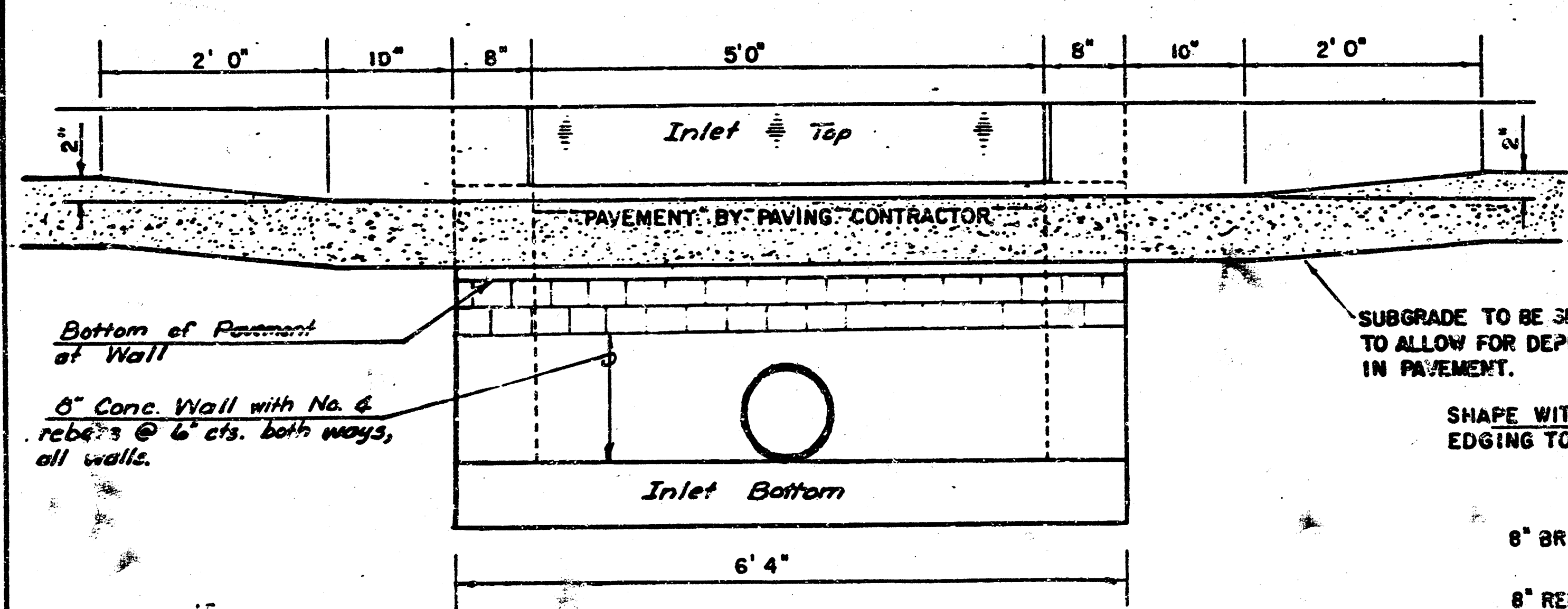
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



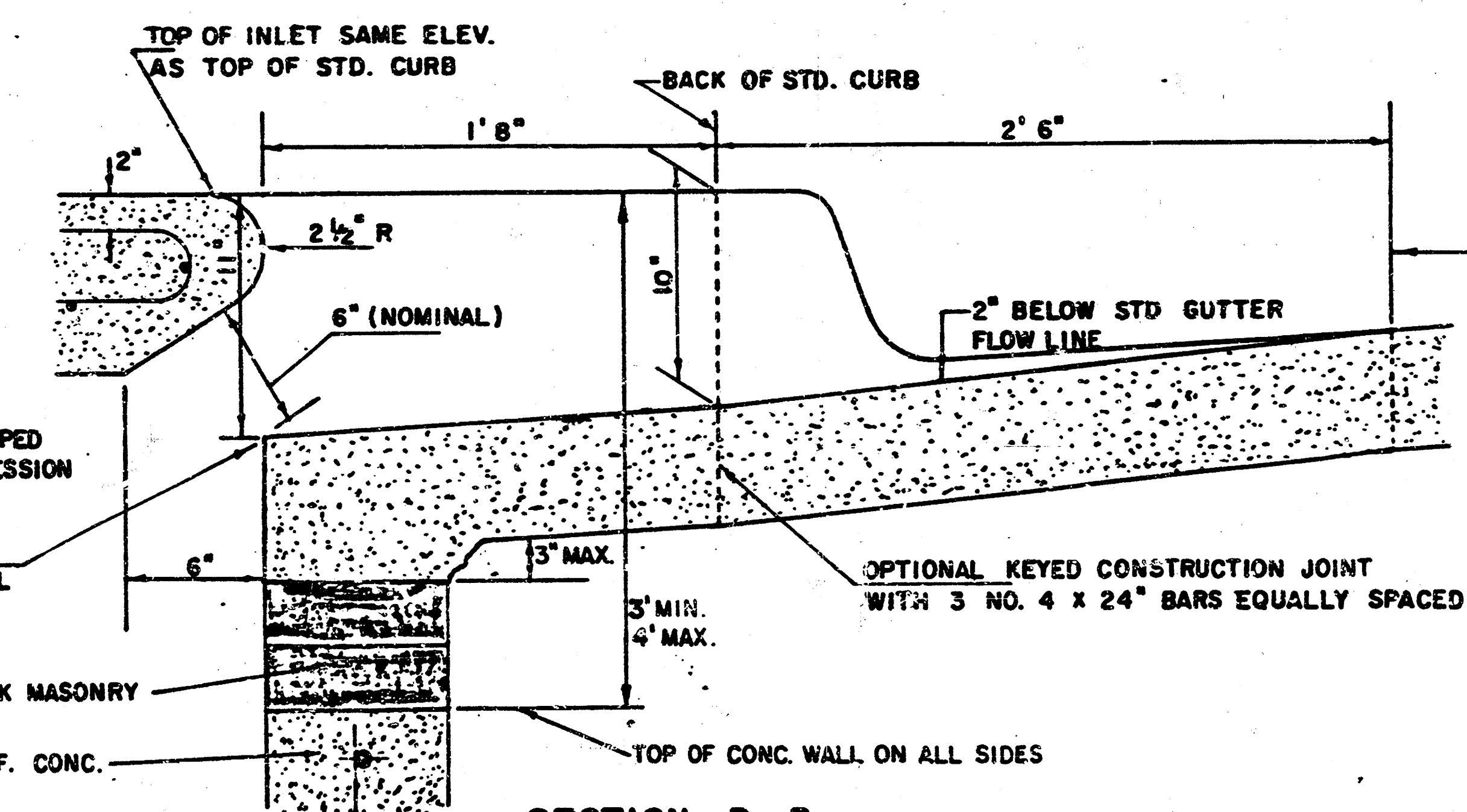
INLET FRAME

WEIGHT = 190 LBS.

SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



SECTION C-C



SECTION B-B

LIMITS OF GUTTER SHAPING AND/OR EDGE OF COMB. CURB AND GUTTER

REVISED 12-21-1984

DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

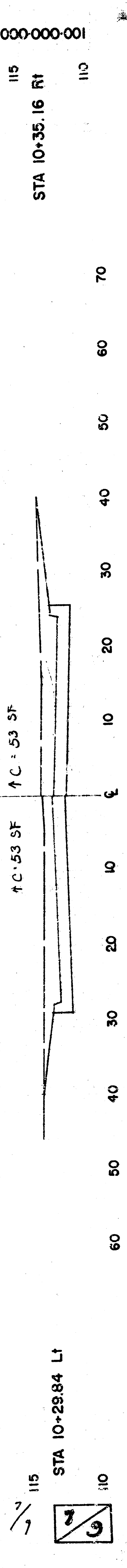
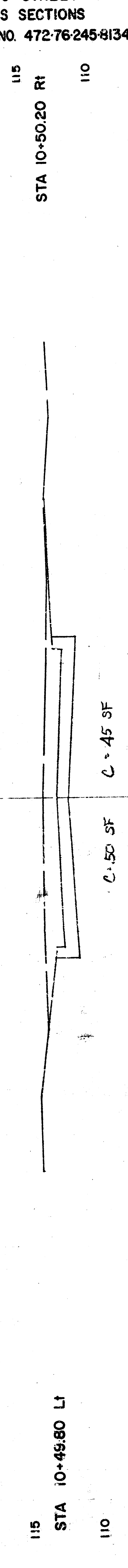
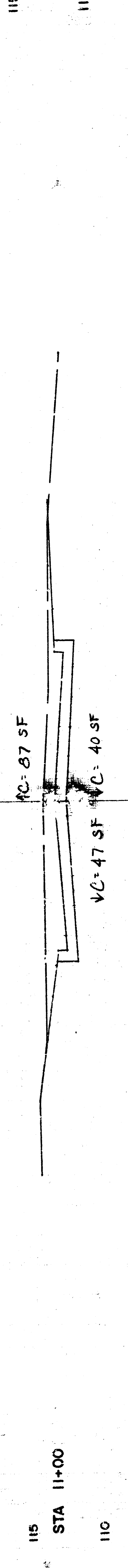
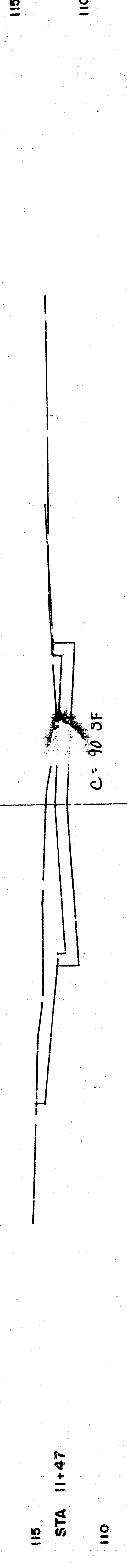
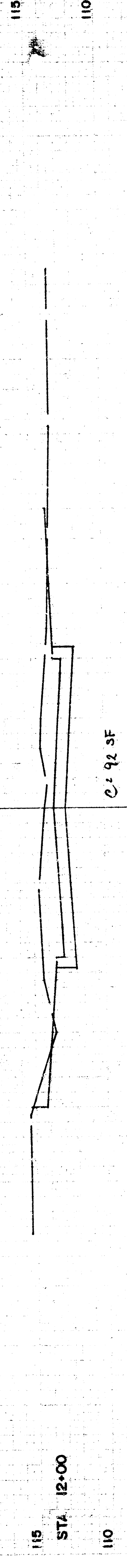
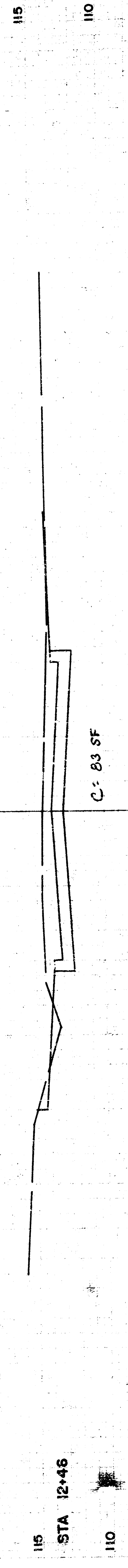
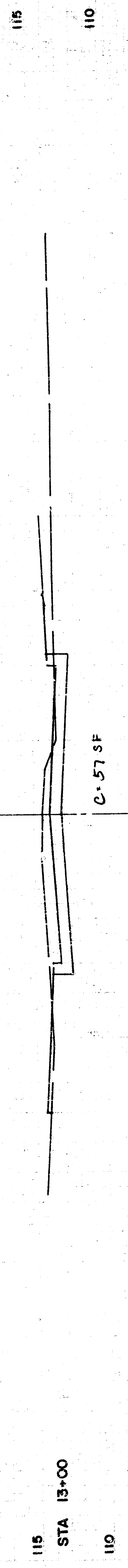
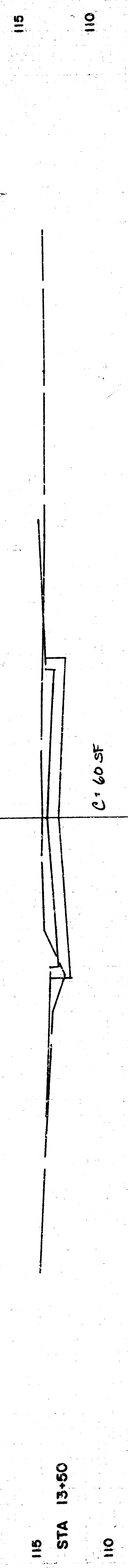
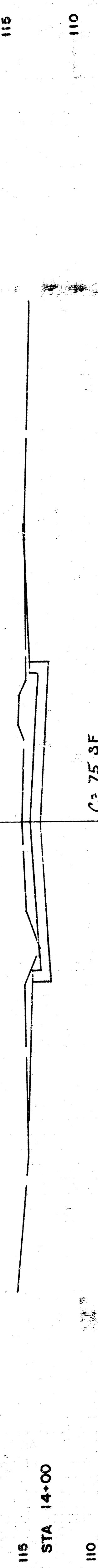
INLET OPENING = 6" x 5'0"

PROJ. NO. 472 - 76-245-91347-000-000-001

JUNE 1984

Sheet 5 of 9

OUT
30L



YOUNG STREET
CROSS SECTIONS
PROJ. NO. 472-76-245-81347-000-000-001

END OF THE PROJECT

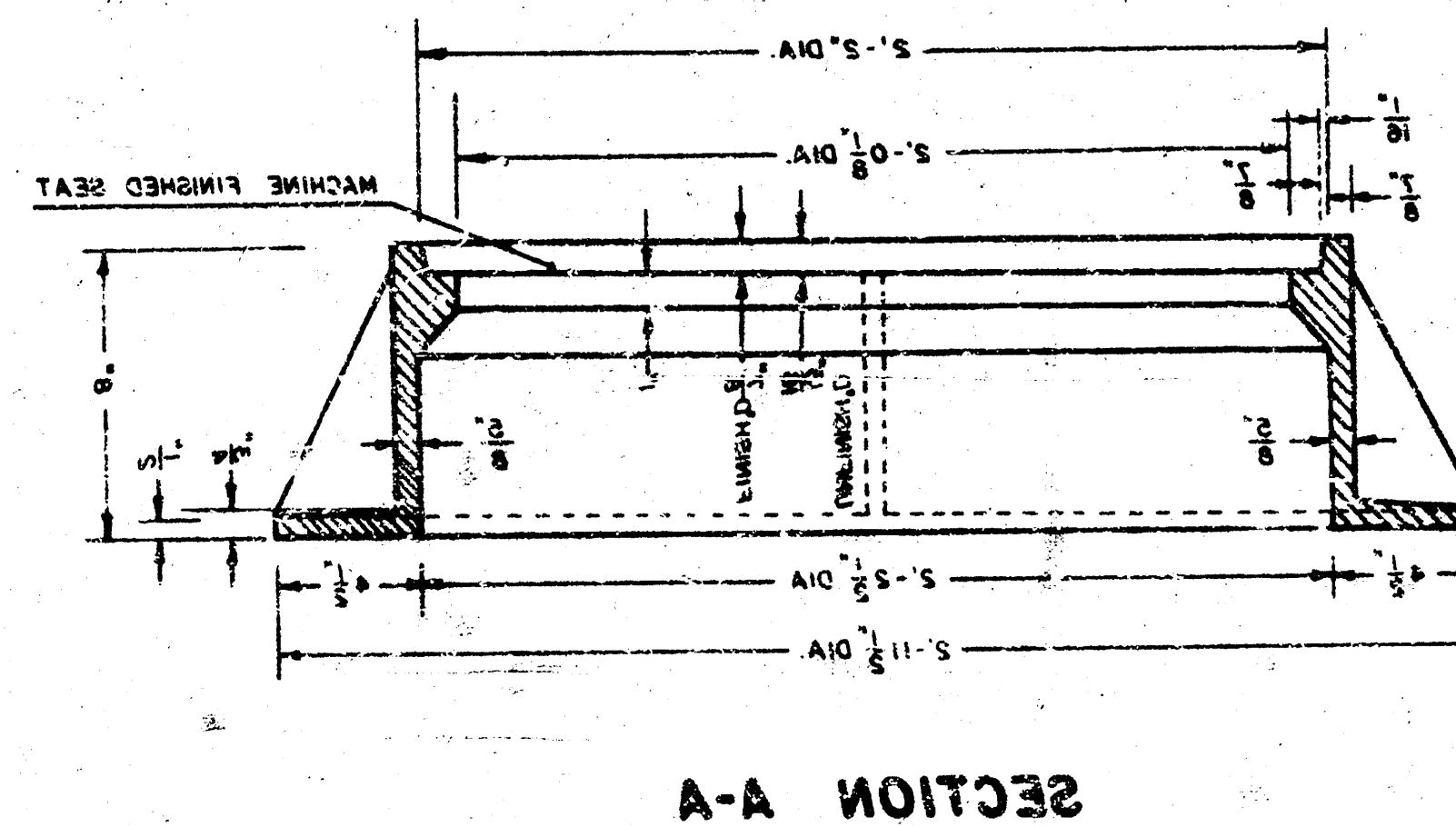
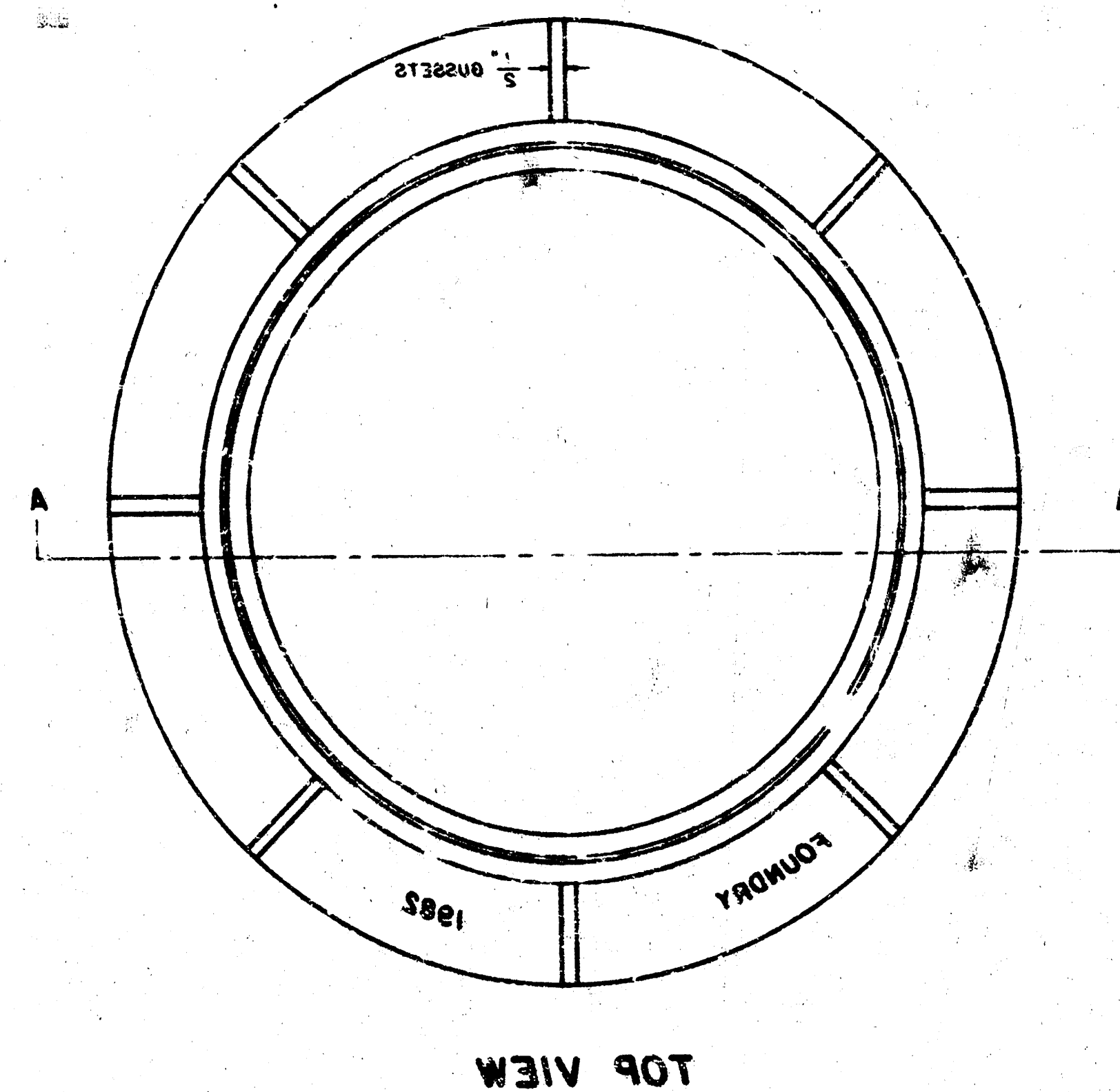
MANHOLE FRAME AND COVER DETAIL

ADOPTED AS STANDARD DESIGN

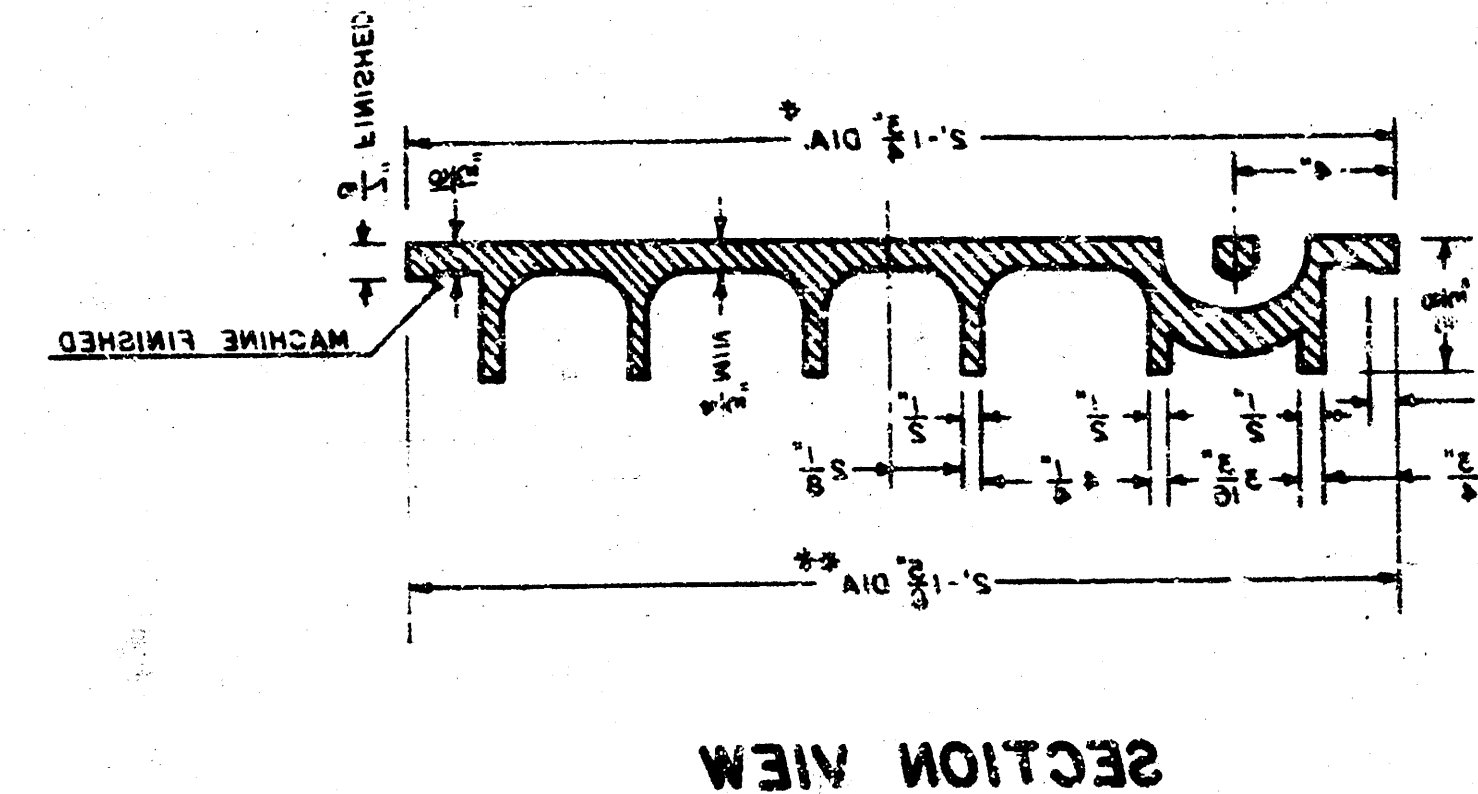
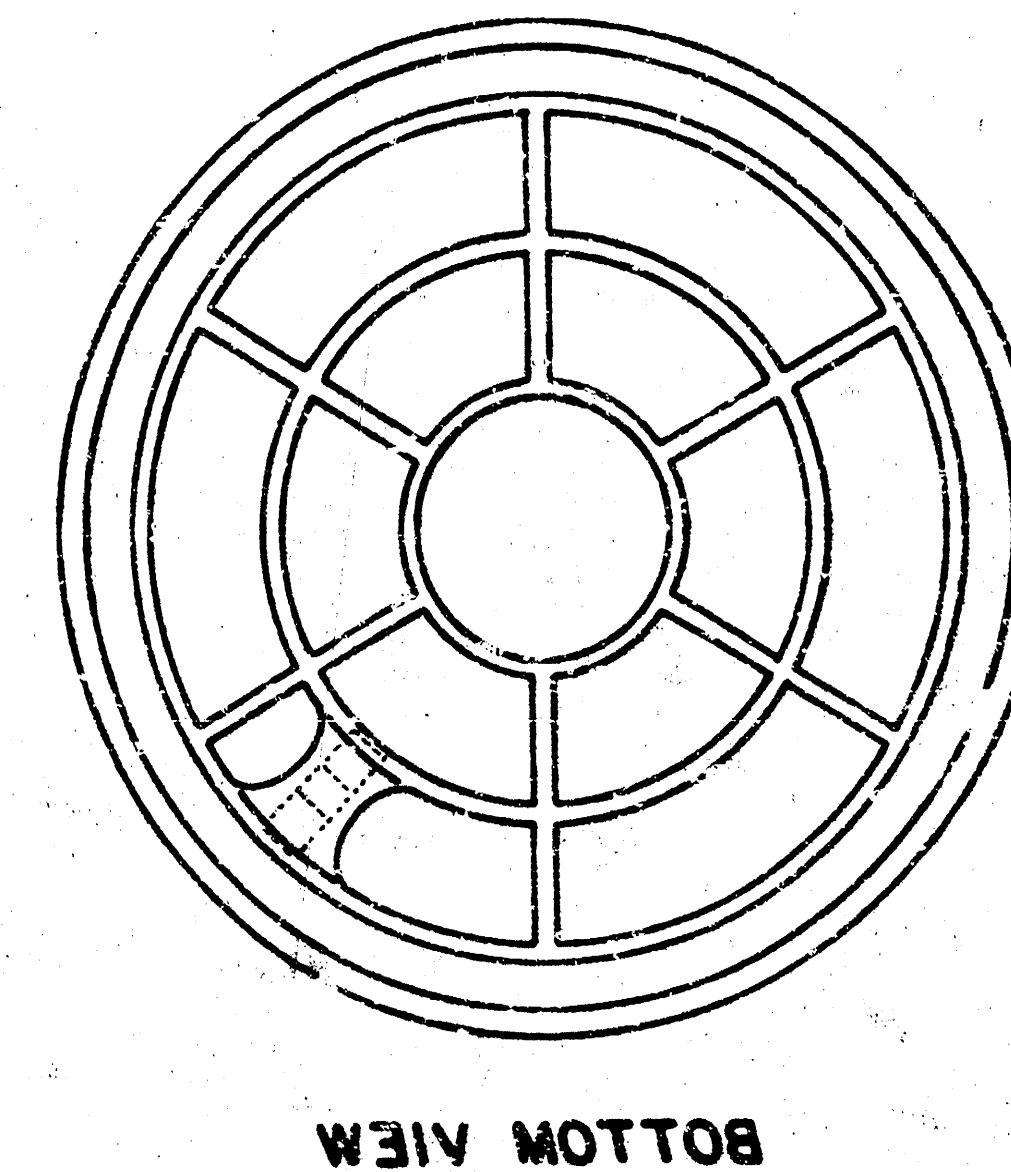
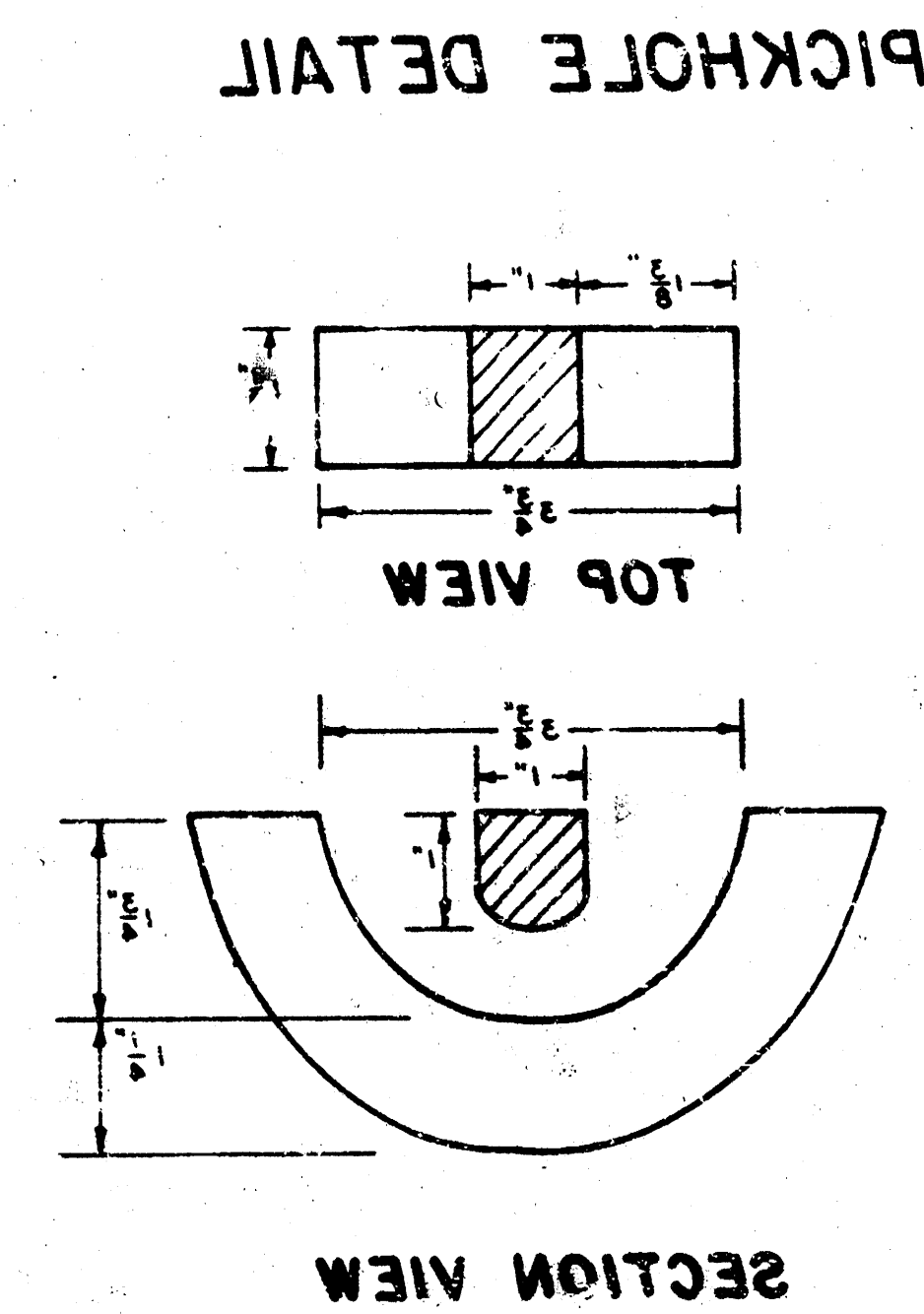
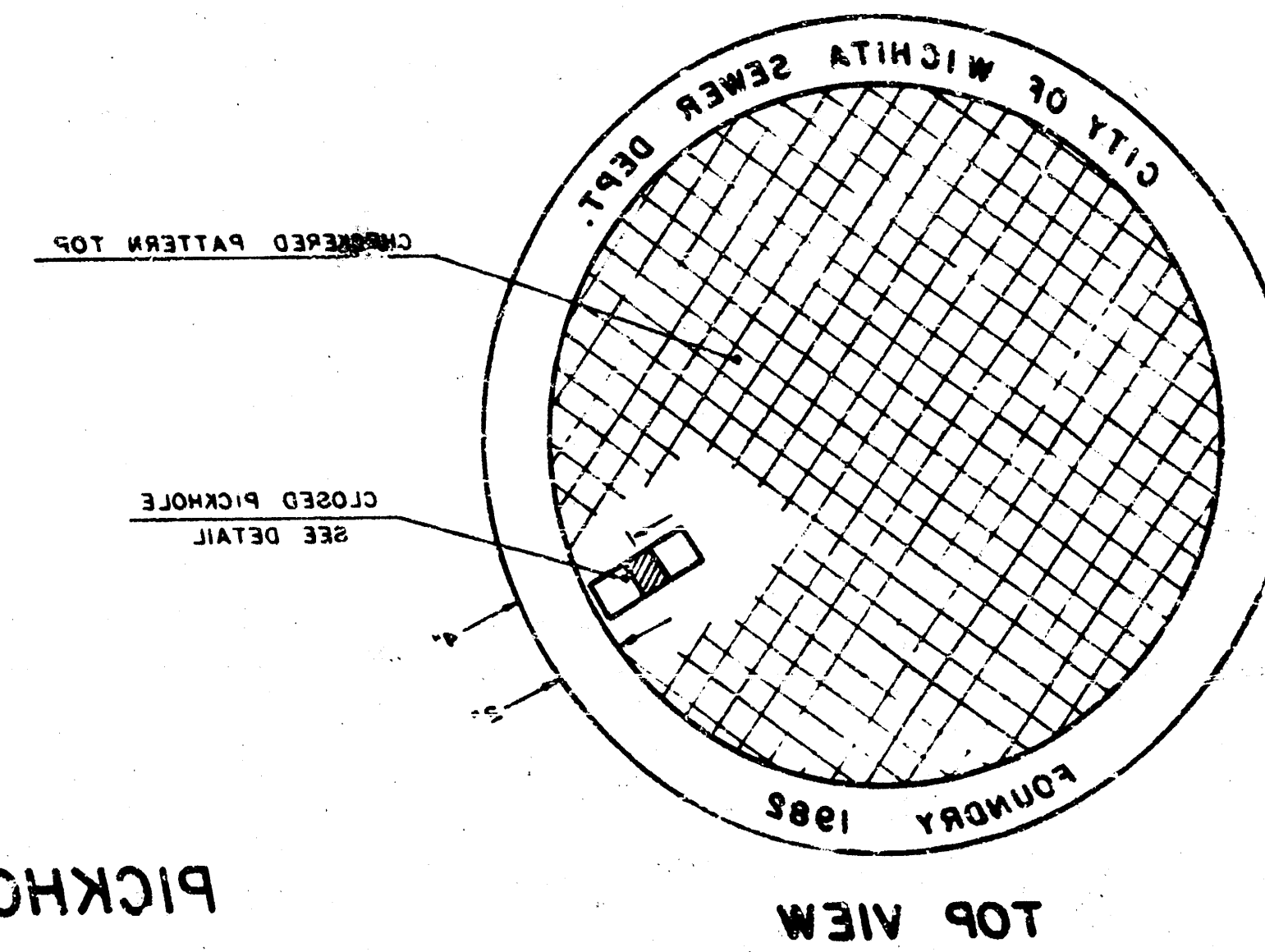
BY

City of Wichita, Kansas

MANHOLE FRAME
Weight: 540 lbs.



MANHOLE COVER
Weight: 180 lbs.

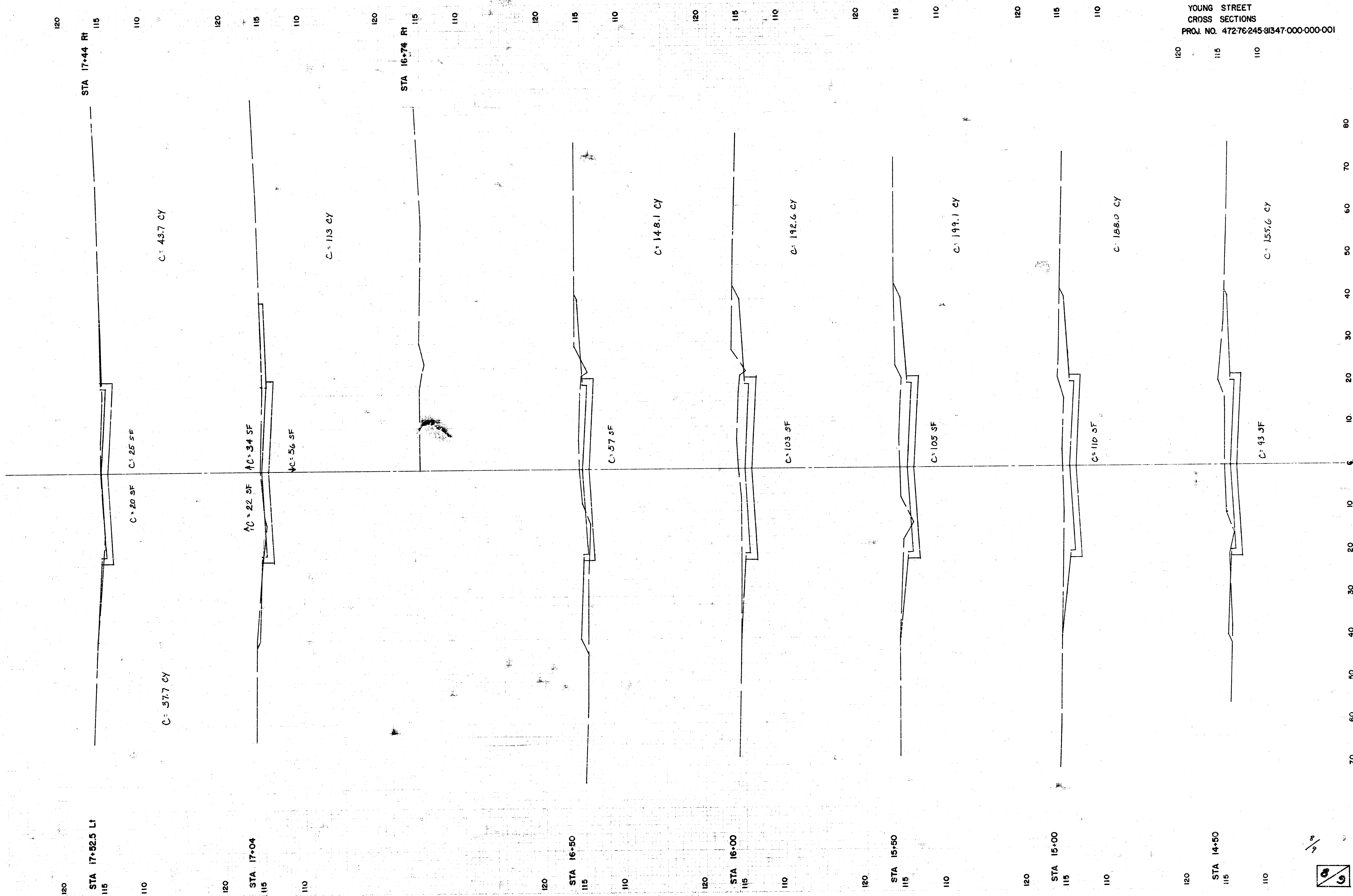


* OUTSIDE DIA. TOP OF COVER
** OUTSIDE DIA. BOTTOM OF COVER

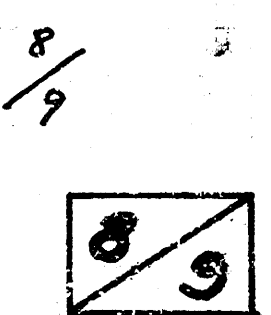
- GENERAL NOTES
1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAIL DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER DEFECTS.
 2. MANHOLE CASTINGS SHALL BE COATED WITH AN ASPHALT PAINT RESULTING IN A SMOOTH, TOUGH AND TENACIOUS COATING WHICH IS NOT BRITTLE OR LACKEY.
 3. MANHOLE CASTINGS SHALL BE MANUFACTURED SUCH THAT A COVER MANUFACTURED BY ANY ONE FOUNDRY WILL FIT INTERCHANGEABLY INTO A FRAME MANUFACTURED BY ANOTHER FOUNDRY AND STILL MEET ALLOWABLE CLEARANCES AND NON-ROCKING REQUIREMENTS. THIS WILL REQUIRE MANUFACTURING OF THE MATCHING FACES ON THE COVER AND THE FRAME TO CLOSE TOLERANCES.
 4. THE OUTSIDE CIRCUMFERENCE OF THE VERTICAL FACE OF THE COVER AND THE INSIDE CIRCUMFERENCE OF THE VERTICAL FACE IN THE FRAME SHALL BE MANUFACTURED TO TOLERANCES SUCH THAT THE CLEARANCE BETWEEN THE COVER AND FRAME WILL NOT EXCEED 1/8" AT ANY POINT AROUND THE CIRCUMFERENCE OF THE SETTING SURFACE. THE SETTING SURFACE OF THE FRAME SHALL BE MACHINED SUCH THAT THESE SURFACES SHALL MAKE FULL CONTACT FOR THEIR FULL CIRCUMFERENCE TO PRECLUDE THE COVER FROM ROCKING IN THE FRAME.
 5. THE MANHOLE FRAME AND COVER SHALL BE MARKED WITH LETTERING INDICATING THE NAME OF THE MANUFACTURER AND THE YEAR WHEN THE COVER OR FRAME WAS CAST. THE COVER SHALL BE FURTHER IDENTIFIED WITH REGARDS TO OWNERSHIP USING LETTERS AT LEAST 1" IN HEIGHT. THIS IDENTIFICATION SHALL BE "CITY OF WICHITA SEWER DEPARTMENT". THE WORD "DEPARTMENT" MAY BE ABBREVIATED. THE TEXTURE OF THE TOP SURFACE OF THE COVER SHALL BE MANUFACTURED IN A CHECKERED PATTERN DESIGN AS INDICATED ON THE DRAWINGS. THE TOTAL AREA OF SMOOTH FINISH TO HIGHLIGHT THE LETTERING ON THE COVER SURFACE. POSITIONING SURFACE BLOCKOUT SHALL NOT EXCEED THE AREA AS INDICATED ON THE DRAWING. POSITIONING OF SMOOTH BLOCKOUTS AND LETTERING MAY VARY FROM THAT SHOWN ON THE DETAIL DRAWING.

D/L
D/L
D/L

1/84
11-24



YOUNG STREET
CROSS SECTIONS
PROJ. NO. 472-76-245-91347-000-000-001



D-1 1/84

YOUNG STREET
CROSS SECTIONS
PROJ. NO. 472-76-245-81347-000-000-001

STA 15+5.13 RT.

STA 19+05.01 LI

STA 19+00

STA 18+40

STA 18+00

↓ C = 14 SF

↑ C = 17 SF

↓ C = 33 SF

↓ C = 42 SF

↑ C = 44 SF

↓ C = 19 SF

↓ C = 25 SF

C =

C = 83.3 CY

C = 63.7 CY

C = 51.8 CY

C = 34.3 CY

60 50 40 30 20 10 0 10 20 30 40 50 60 70

10

4

1

0

9/9

2/9

FILMED FROM THE BEST