STREET IMPROVEMENTS

CITY OF WICHITA, KANSAS

OLIVER AVENUE FROM THE S. LINE OF MURDOCK TO THE N. LINE OF 9th

PROJ. NO. 472-76-245-81671 - 000 - 000 - 001

M.E. LINDEBAK - CITY ENGINEER

GENERAL NOTES:

1. The Contractor shall do no work back of property line on any driveway unless there is a signed permit on file with the City of Wichita.

2. Notify the following companies prior to any excavation:

Arkla Gas Company	942-8350
Bell Telephone	268-2256
Cablevision	269-3340
Gas Service Company	263-7511
Kansas Gas & Electric	261-6375
Kansas One-Call	1-800-344-7233

3. 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. 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.

4. 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.

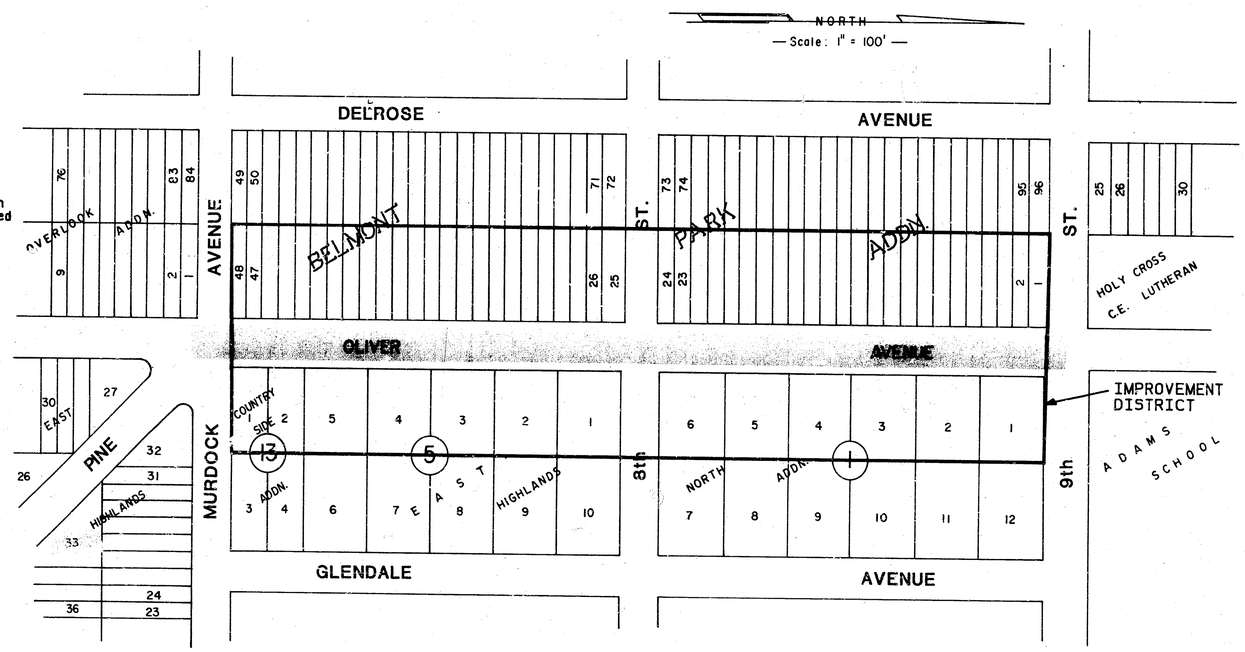
5. The Engineer shall take field ties to all quarter section corners. The Contractor shall set a City survey monument in the required location where such quarter section corners fall within the limits of pavement construction. Survey monuments will be furnished by the City. The Engineer will accurately locate and install the iron at the quarter section corner. This work will not be paid for directly, but shall be considered subsidiary to other pay items of work in the contract.

6. 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.

7. 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.

8. 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.

9. The Contractor shall adjust Water Valve Boxes and Fire Hydrants as directed by the Engineer at the price bid for said adjustments. 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.



10. 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.

11. Power poles on the west side of Oliver will not be relocated. The Contractor will be required to work around and protect these poles during construction.

SEPTEMBER 1986

PLANS PREPARED BY

dp POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

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BENCH MARKS

B.M. #1 - ELEV. 188.77
"□" CUT IN W. CURB 51' S. OF 10TH ST. AND 15.5' W. OF ℄ HARDING ST.

*B.M. #2 - ELEV. 195.30
BRASS ROD IN CONC. POST 29.4' S. AND 27' E. OF ℄ OLIVER AND 9TH ST.

B.M. #3 - ELEV. 181.20
"□" CUT IN CURB 20.5' E. OF ℄ OLIVER AND 100' S. OF ℄ MURDOCK.

B.M. #4 - ELEV. 191.94
TOP BAR AT N.E. COR. 8TH AND OLIVER (PROP. IRON)

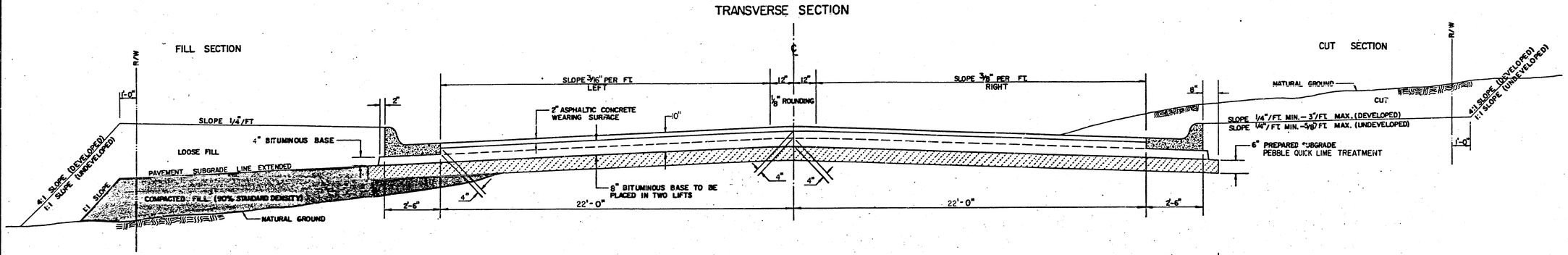
ALL B.M.'S ARE CITY OF WICHITA DATUM.

*NOTE: This B.M. will be destroyed by construction. To be relocated by City Engineer.

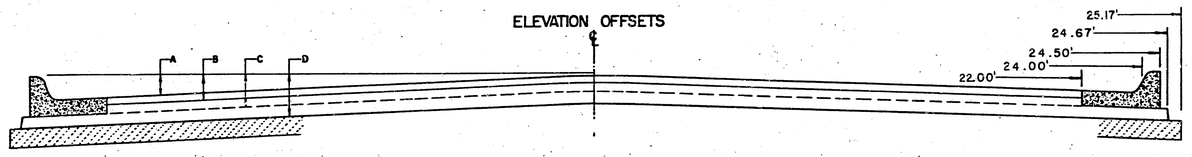
KENNY E. HILL LICENSED 7690 KANSAS PROFESSIONAL ENGINEER

TYPICAL 49' PAVEMENT DETAILS

TRANSVERSE SECTION

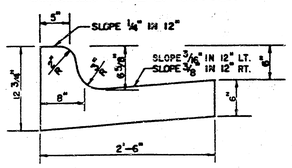


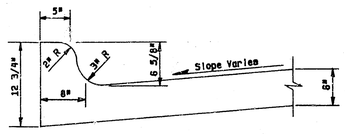
ELEVATION OFFSETS



DISTANCE FROM CENTERLINE	0		2		4		6		8		10		12		14		16		18		20		22		24		24.50		24.67		25.17	
MEASURED FROM LT. OR RT. CURB	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.
A: TOP OF CURB TO TOP OF SURFACE LIFT	.17	-.20	.20	-.14	.23	-.09	.26	-.01	.30	.05	.33	.11	.36	.18	.39	.24	.42	.30	.45	.36	.48	.42	.51	.49								
B: TOP OF CURB TO TOP OF UPPER BASE LIFT	.34	-.03	.37	.03	.40	.09	.43	.16	.47	.22	.50	.28	.53	.35	.56	.41	.59	.47	.62	.53	.65	.59	.68	.66								
C: TOP OF CURB TO TOP OF LOWER BASE LIFT	.67	.30	.70	.36	.73	.42	.76	.49	.80	.55	.83	.61	.86	.68	.89	.74	.92	.80	.95	.86	.98	.92	1.01	.99	1.04	1.04	1.06	1.06	1.06	1.07	1.07	1.08
D: TOP OF CURB TO TOP OF SUBGRADE	1.00	.63	1.03	.69	1.06	.75	1.09	.82	1.13	.88	1.16	.94	1.19	1.01	1.22	1.07	1.25	1.13	1.28	1.19	1.31	1.25	1.34	1.32	1.37	1.37	1.38	1.38	1.38	1.39	1.39	1.40

COMBINED CURB & GUTTER





MONOLITHIC EDGE CURB (6 5/8")

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.

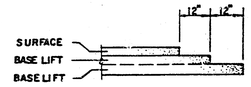
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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



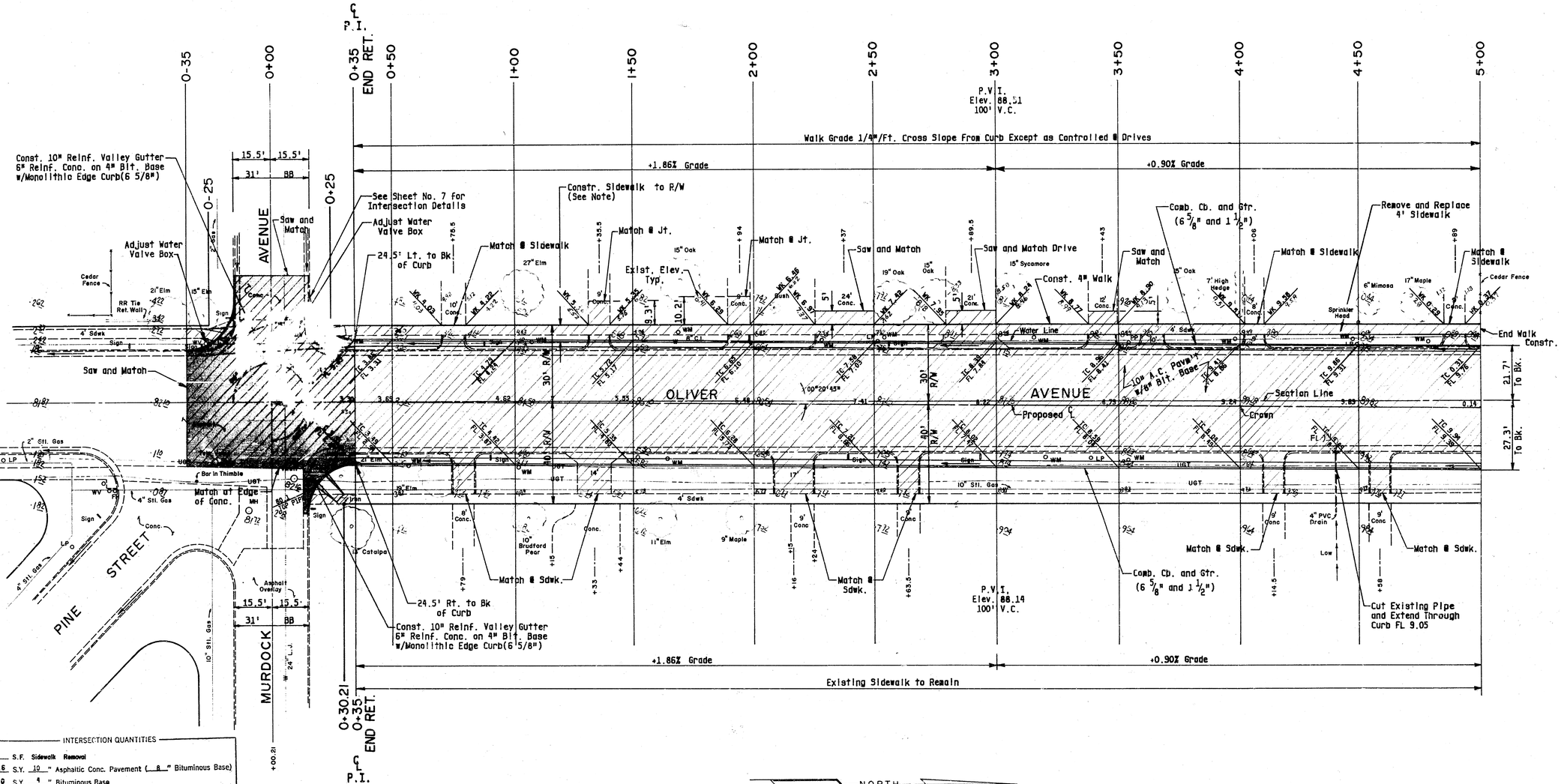
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 10" ASPHALTIC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

10 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 8 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

472-76-245-81671-000-000-001



INTERSECTION QUANTITIES

____	S.F. Sidewalk Removal
353.6	S.Y. 10 " Asphaltic Conc. Pavement (8 " Bituminous Base)
5.0	S.Y. 4 " Bituminous Base
13.1	L.F. Combined Curb & Gutter
96.8	L.F. Integral Curb
____	S.F. 4" Wheelchair Ramp
____	S.F. 4" Walk
43.7	C.Y. Excavation
____	C.Y. Compacted Fill
____	Lbs. Reinforcing Steel
506.2	S.Y. Manipulation
4.05	Tons Lime
144.8	S.Y. V.G. 10 " Concrete & 4 " Asphaltic Concrete Base
____	L.F. Remove Curb and Gtr.
____	S.Y. Pavm't Removal
____	L.F. Saw Cut

NOTES:

1. Construct Sidewalk From the Back of Curb to the West R/W on the West Side From Sta. 0+00 to 2+79.
2. Construct Full Ramp Drives on the West Side From Sta. 0+00 to 6+00.
3. Construct Radius Ramp Drives Unless Otherwise Noted.

NORTH

— Scale: 1" = 20' —

EARTHWORK

Excavation

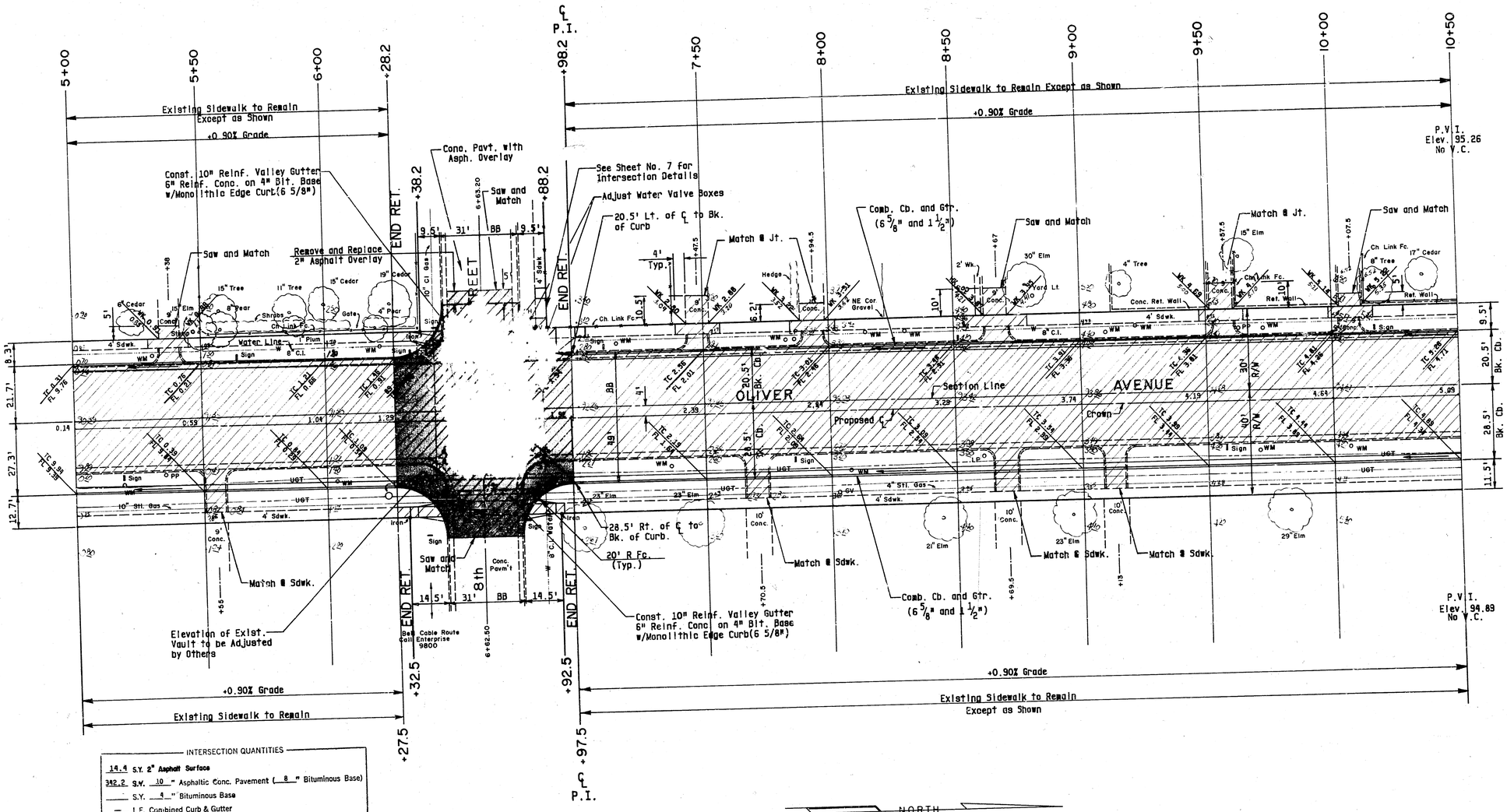
X-Sections	1,364.4
10%	136.4
Total	1,500.8

POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

DESIGNED BY	KH
DRAWN BY	MU
CHECKED BY	
DATE	Sept. 1986
SHEET	4 of 12

OLIVER AVENUE
STA. 0+00 to 5+00

PROJECT NO. 472-76-245-61G71-000-000-001



INTERSECTION QUANTITIES

14.4	S.Y. 2" Asphalt Surface
342.2	S.Y. 10 " Asphaltic Conc. Pavement (8 " Bituminous Base)
____	S.Y. 4 " Bituminous Base
____	L.F. Combined Curb & Gutter
125.6	L.F. Integral Curb
____	S.F. 4" Wheelchair Ramp
____	S.F. 4" Walk
135.5	C.Y. Excavation
____	C.Y. Compacted Fill
____	Lbs. Reinforcing Steel
560.7	S.Y. Manipulation
4.49	Tons Lime
209.5	S.Y. V.G. 6 " Concrete & 4 " Asphaltic Concrete Base
____	L.F. Remove Curb
____	S.Y. Pavm't Removal
____	L.F. Saw Cut

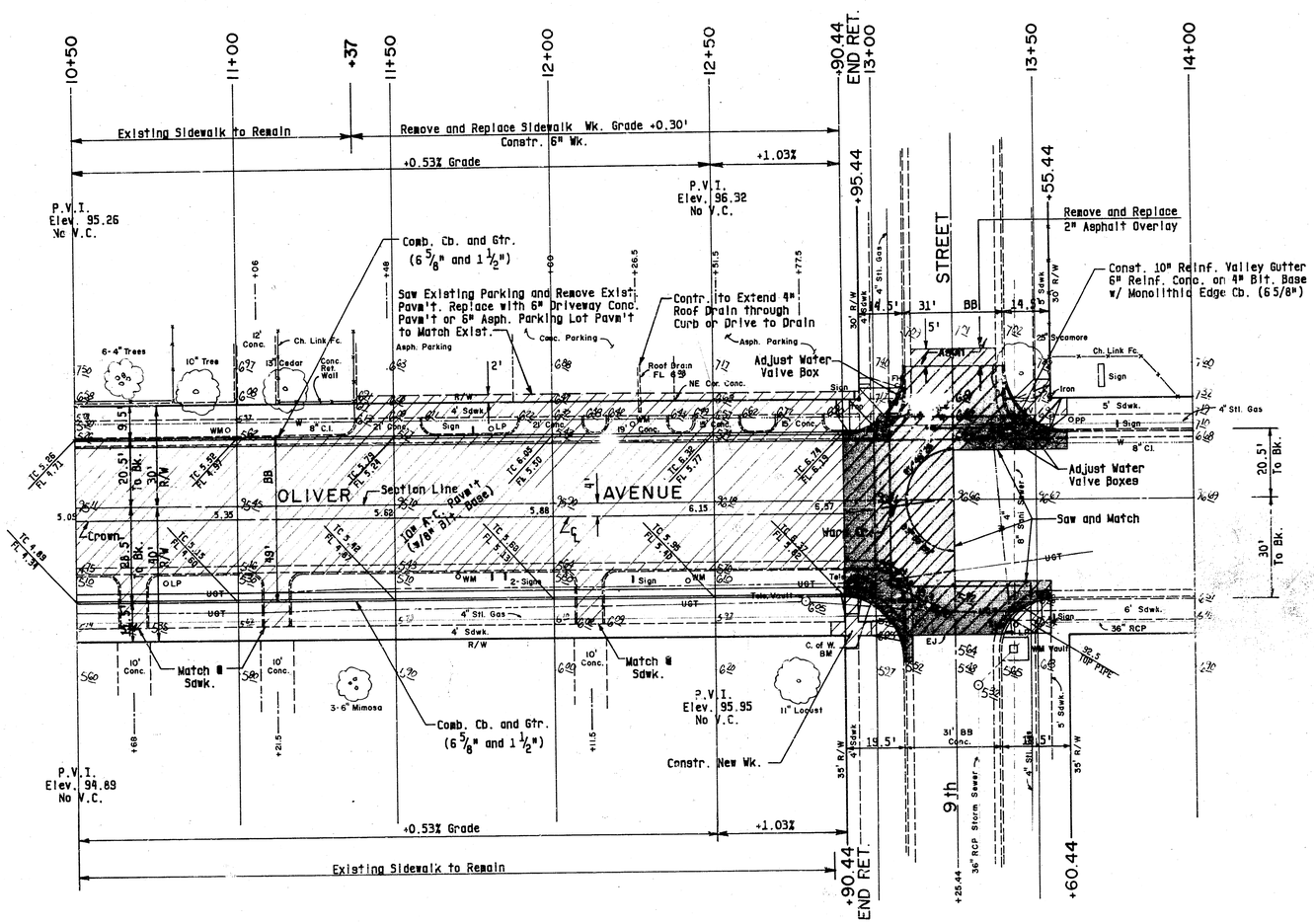
POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

DESIGNED BY	KH
DRAWN BY	MU
CHECKED BY	
DATE	Sept. 1966
SHEET	5 OF 12

OLIVER AVENUE
STA. 5+00 to 10+50

PROJECT NO. 472-76-245-81671-000-000-001

4/12



INTERSECTION QUANTITIES

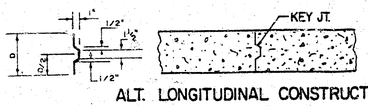
14.4	S.Y. 2" Asphalt Surface
246.3	S.Y. 10 " Asphaltic Conc. Pavement (8 " Bituminous Base)
15.3	S.Y. 4 " Bituminous Base
51.6	L.F. Combined Curb & Gutter
62.8	L.F. Integral Curb
____	S.F. 4" Wheelchair Ramp
____	S.F. 4" Walk
49.5	C.Y. Excavation
____	C.Y. Compacted Fill
____	Lbs. Reinforcing Steel
373.9	S.Y. Manipulation
2.99	Tons Lime @ 16#/S.Y.
104.7	S.Y. V.G. 6 " Concrete & 4 " Asphaltic Concrete Base
____	L.F. Remove Curb and Gtr.
____	S.Y. Pavm't Removal
____	L.F. Saw Cut

POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

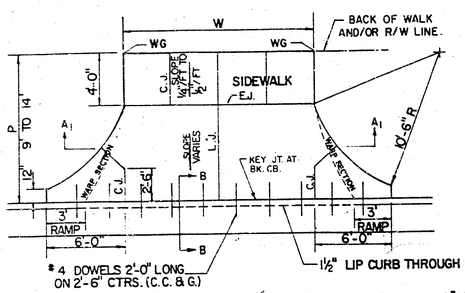
DESIGNED BY	KH
DRAWN BY	MU
CHECKED BY	
DATE	Sept. 1986
SHEET	6 OF 12

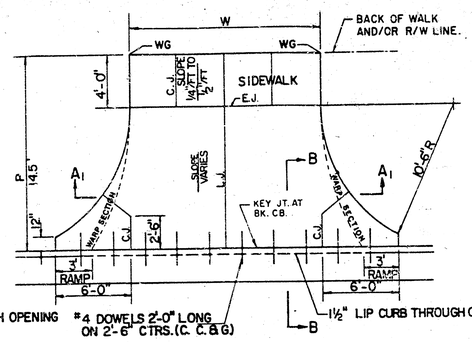
OLIVER AVENUE
STA. 10+00 to 14+00

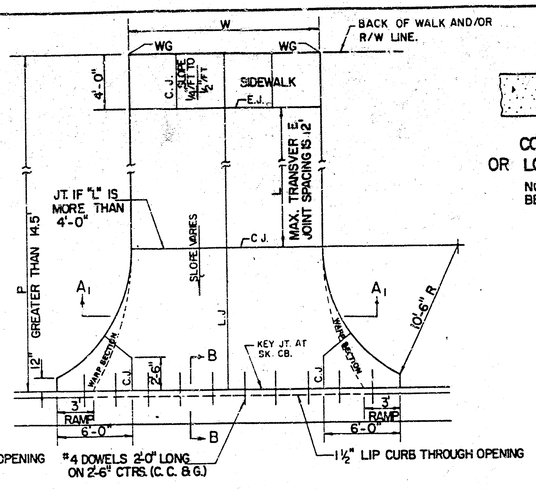
PROJECT NO. 472-76-245-81671-000-000-001

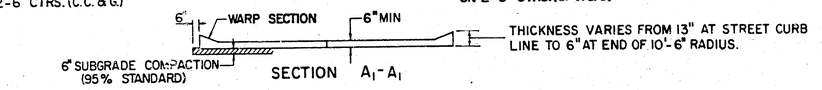


ALT. LONGITUDINAL CONSTRUCTION JOINT



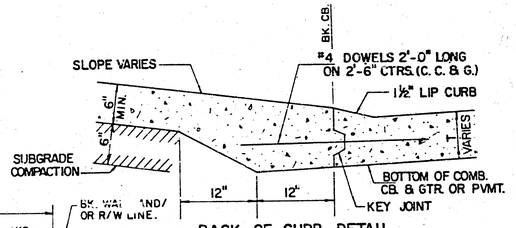




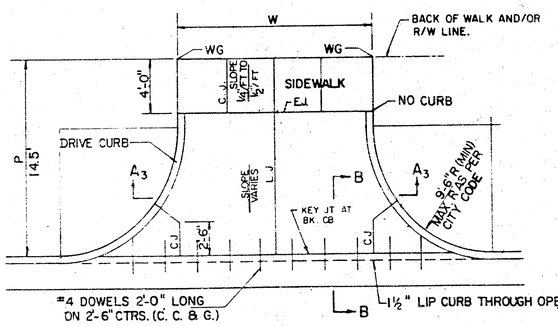


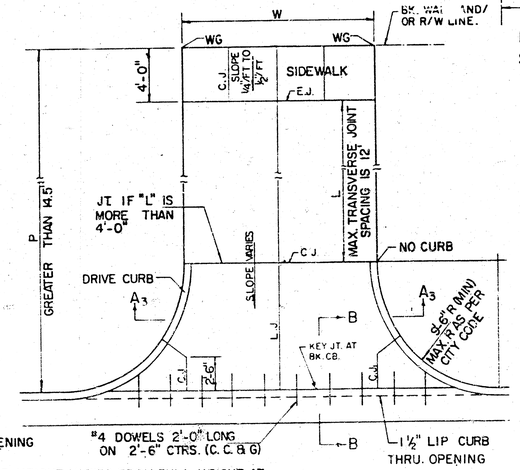
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.19'	-.16'	-.13'	-.10'	-.06'	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

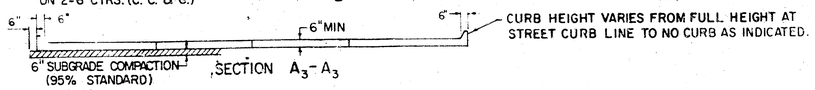
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



BACK OF CURB DETAIL
SECTION B - B (no scale)

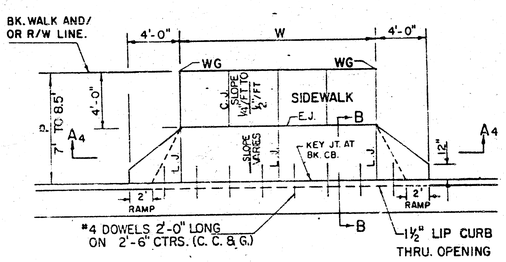


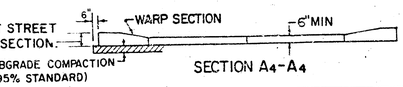




PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35'	1.85'	2.35'	2.85'	3.35'	3.85	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65

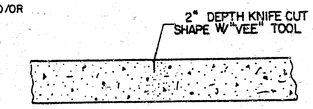
FULL RADIUS DRIVES (P = 14.5' & GREATER)





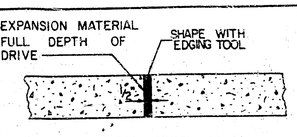
PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

FULL RAMP DRIVE (P=7.0' TO 8.5')

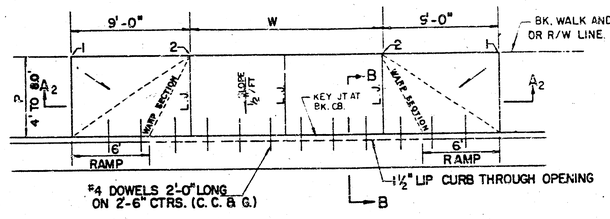


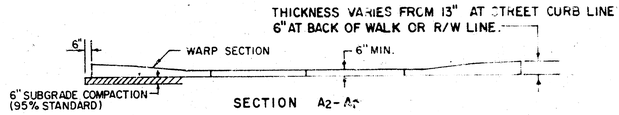
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.



EXPANSION JOINT (E.J.)





PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'	7.0'	7.5'	8.0'
DIST. OF PT. "I" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'	0.15'	0.16'	0.17'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'	-.14'	-.12'	-.10'

FULL RAMP DRIVE (P=4.0' TO 8.0')

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.50' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

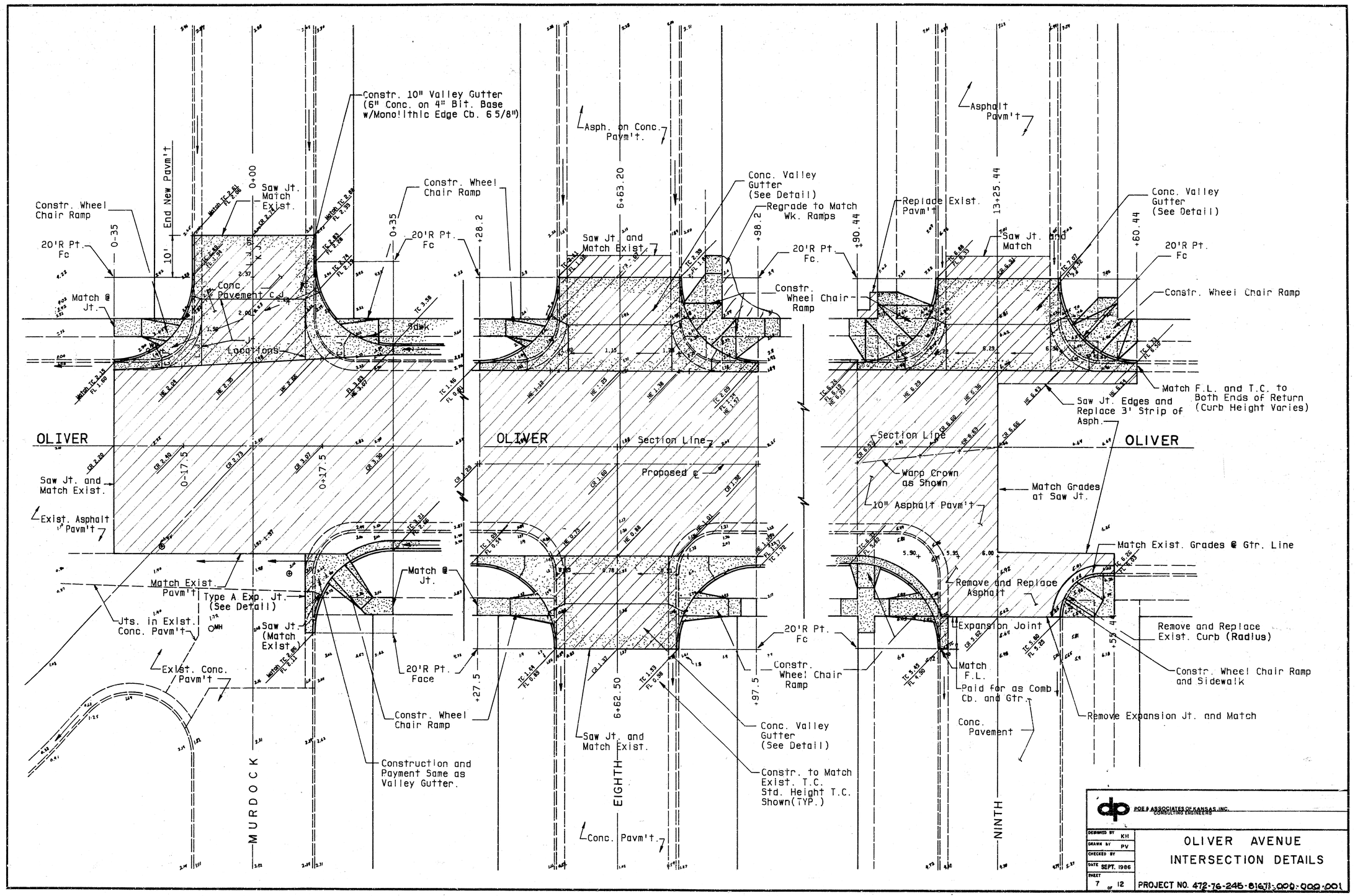
SCALE: 1"= 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81671-000-000-001

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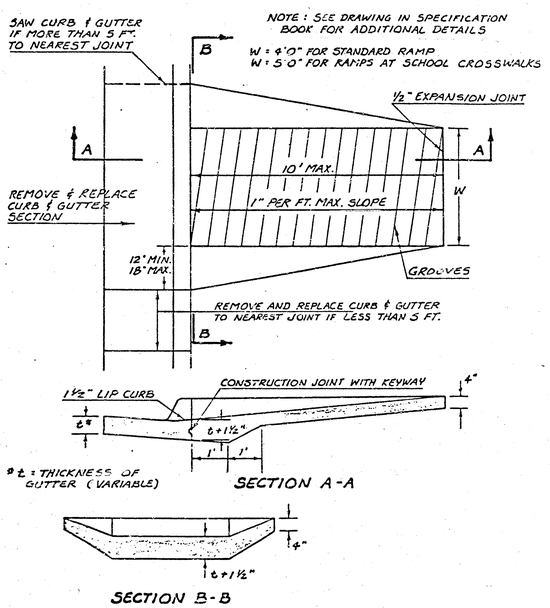
POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

DESIGNED BY	KH
DRAWN BY	PV
CHECKED BY	
DATE	SEPT. 1986
SHEET	7 OF 12

OLIVER AVENUE INTERSECTION DETAILS

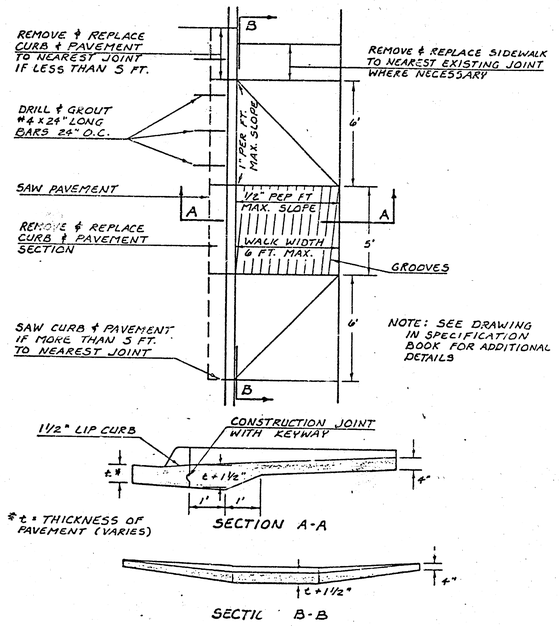
PROJECT NO. 472-76-245-8167-009-009-001

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

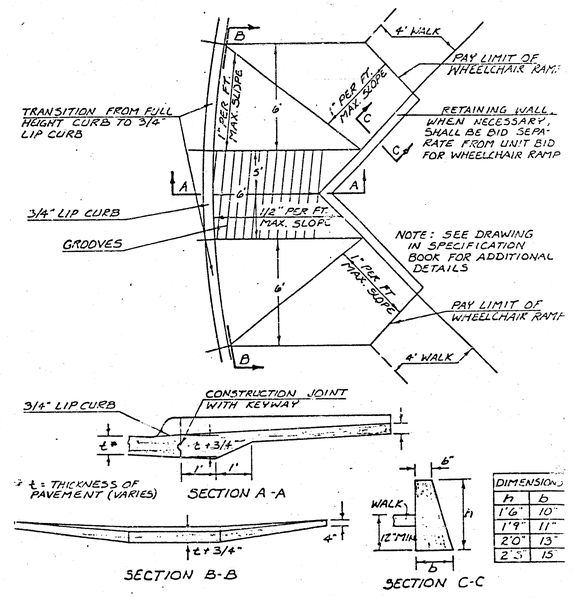


NOTE: The cost of all work indicated on this sheet shall be included in the unit price bid for wheel chair ramp which price shall include all costs of removing and reconstructing existing combined curb and gutter, compaction of subgrade and necessary area grading.

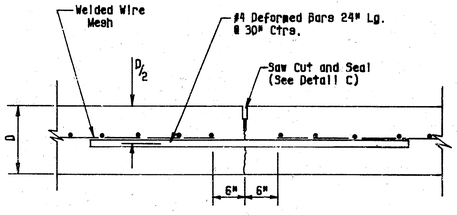
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB AND FULL WALK



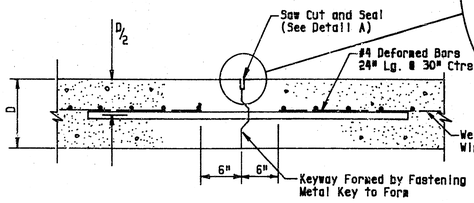
STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR NEW STREET CONSTRUCTION ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER



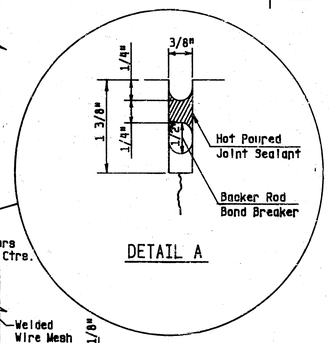
DIMENSIONS	
h	b
1'6"	10"
1'9"	11"
2'0"	13"
2'5"	15



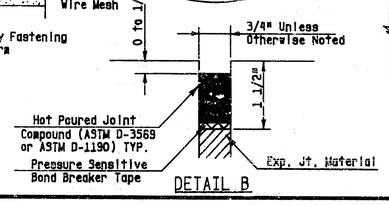
LONGITUDINAL JOINT DETAIL (L.J.)
N.T.S.



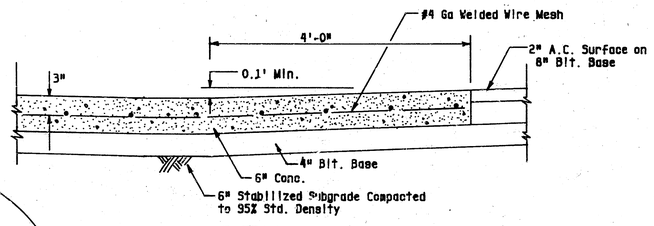
KEY JOINT DETAIL (K.J.)
N.T.S.
(ALT. LONGITUDINAL JOINT)



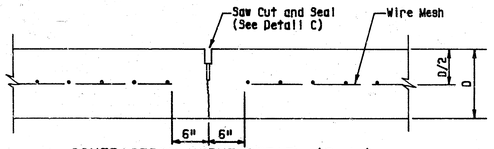
DETAIL A



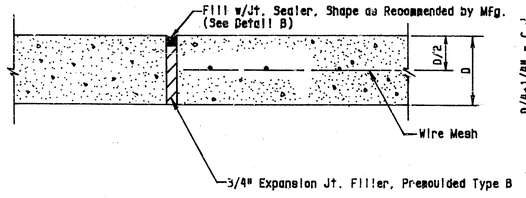
DETAIL B



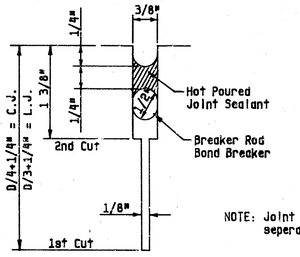
SECTION A-A
SCALE 1"=1'-0"



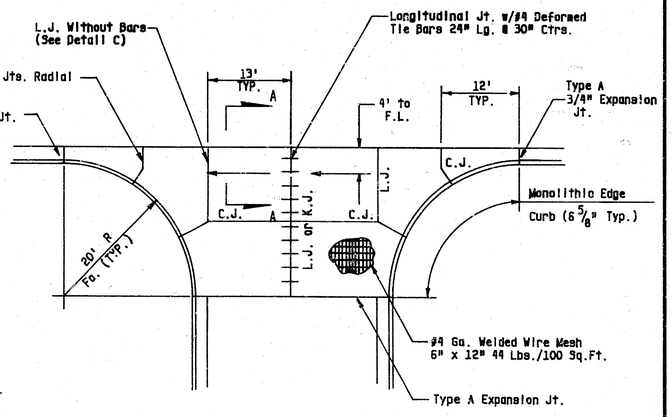
CONTRACTION JOINT DETAIL (C.J.)
N.T.S.



TYPE A EXPANSION JOINT
NTS



DETAIL C



TYPICAL VALLEY GUTTER DETAILS

SCALE 1"=10'-0"

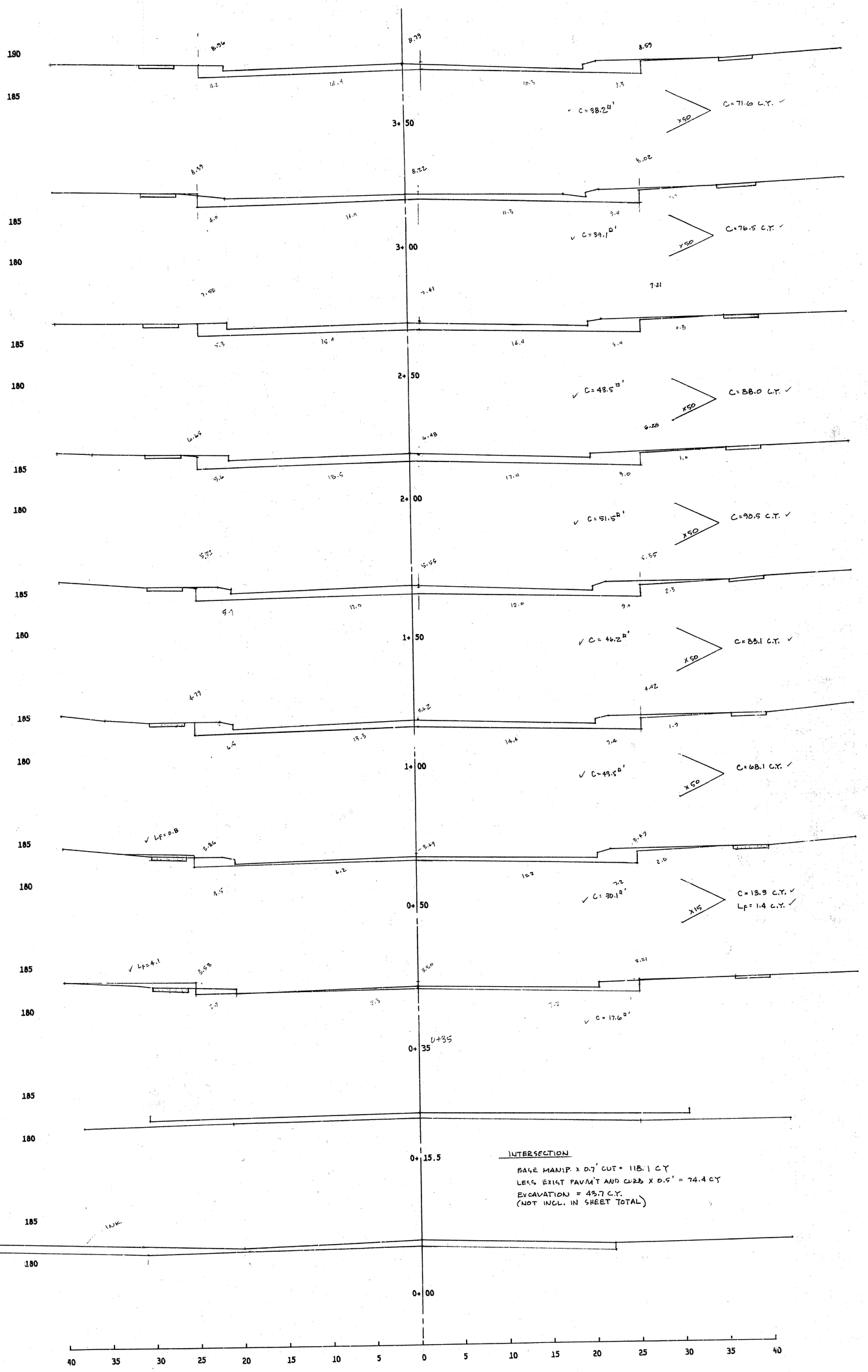
NOTE: Joint to be sawed in two seperate operations.

POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS

DESIGNED BY	K.H.
DRAWN BY	P.V.
CHECKED BY	
DATE	SEPT. 1986
SHEET	8 OF 12

OLIVER AVENUE DETAILS

PROJECT NO. 472-76-245-81671-000-000-001



INTERSECTION

BASE MANIP. x 0.7' CUT = 118.1 C.Y.
LESS EXIST PAVM'T AND CURB x 0.5' = 74.4 C.Y.
EXCAVATION = 43.7 C.Y.
(NOT INCL. IN SHEET TOTAL)

TOTAL EARTHWORK

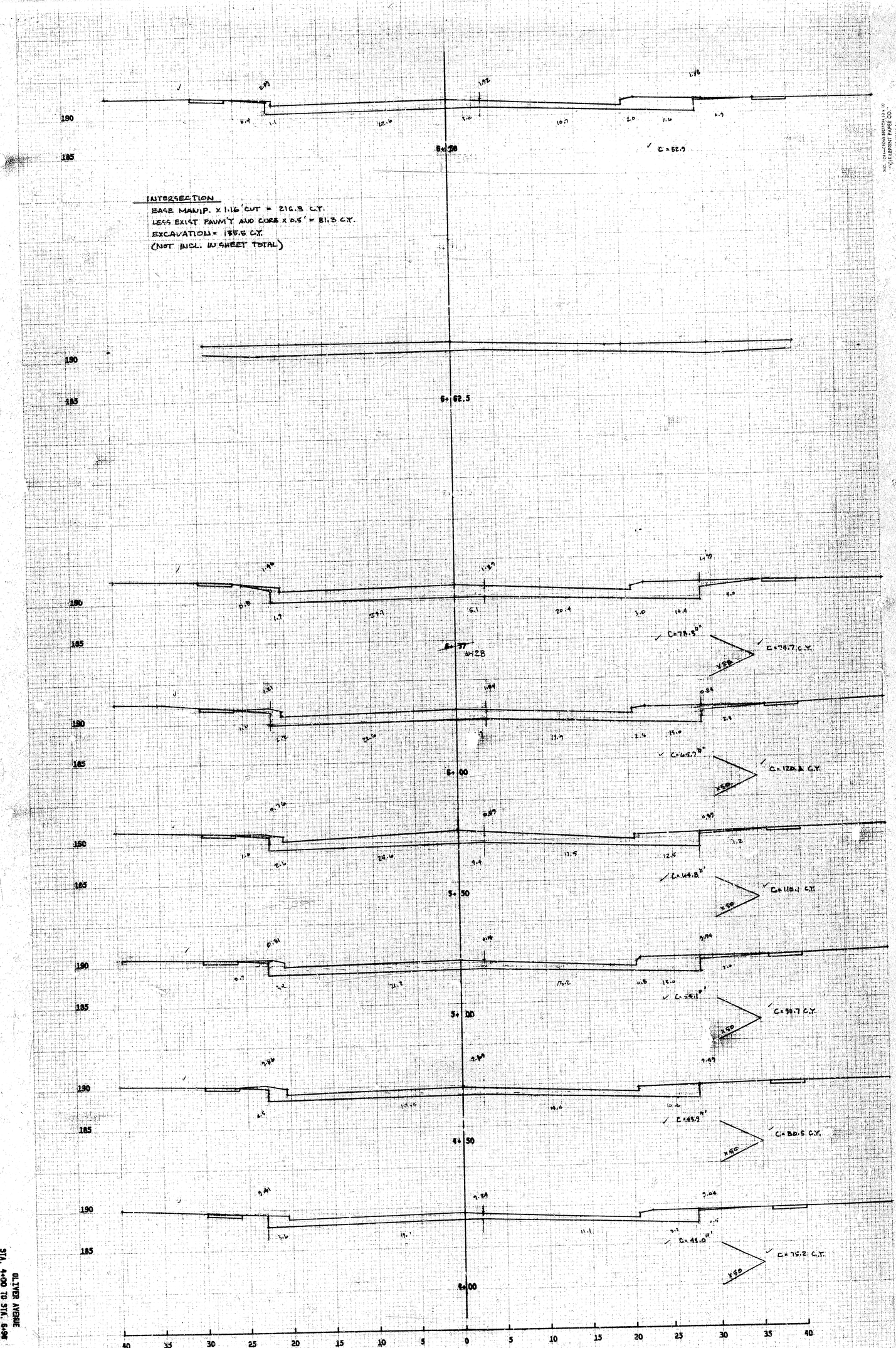
EXC. = 1,364.4 C.Y.
L.F. = 3.3 C.Y.

SHEET TOTAL

C = 491.1 C.Y. ✓
LESS EXIST. PAVM'T AND CURB x 0.5' = 239.2 C.Y. ✓
EXCAVATION = 251.9 C.Y. ✓
LF = 1.4 C.Y.

OLIVER AVENUE
STA. 0+00 TO STA. 3+50
PROJ. NO. 472-76-215-81671-000-000-001

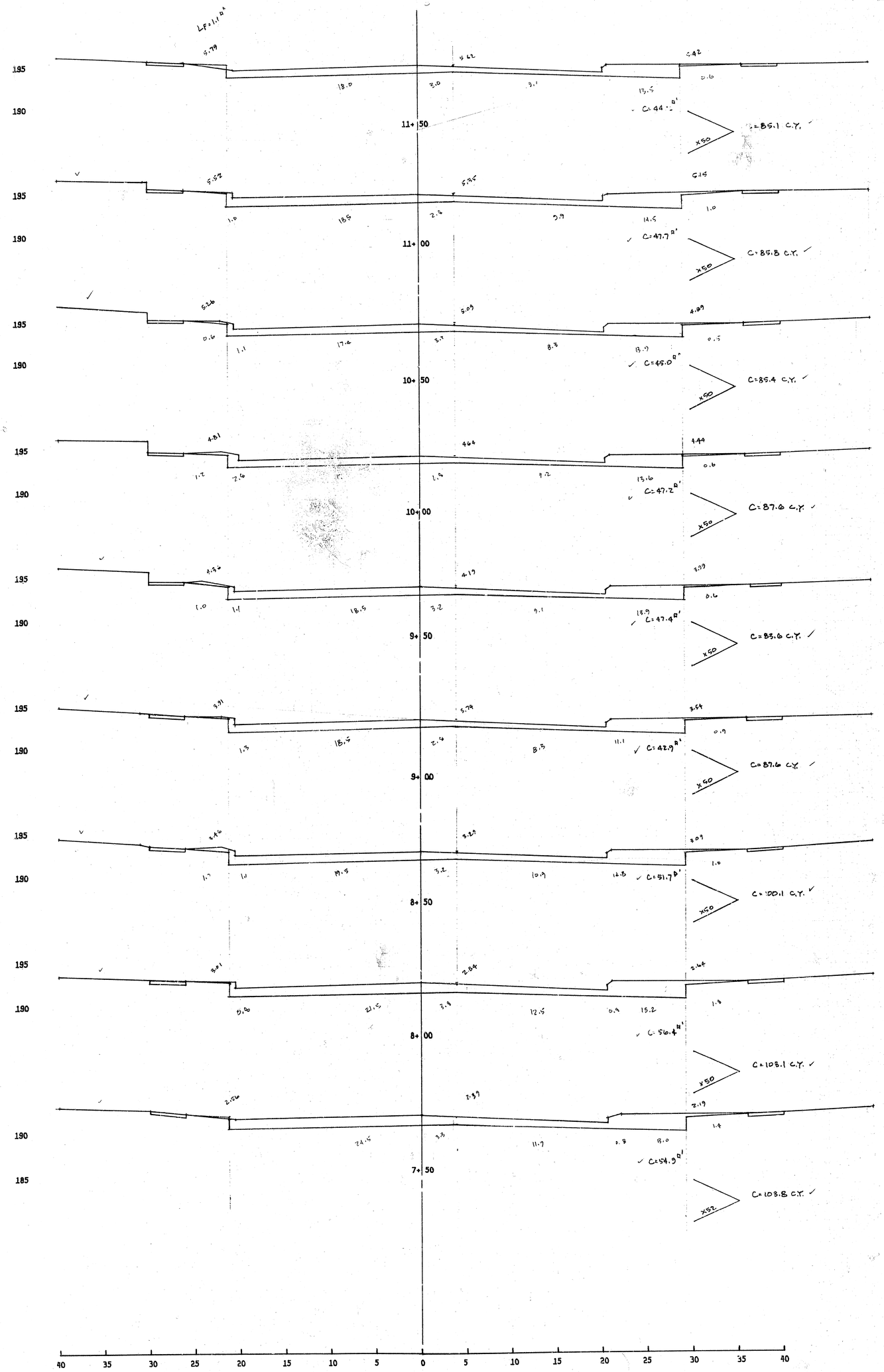
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SHEET TOTAL
C = 552.0
LESS EXIST. PAVM'T AND CURB X0.5 = 179.1 C.Y.
EXCAVATION = 378.9 C.Y.

OLIVER AVENUE
STA. 4+00 TO STA. 6+90
PROJ. NO. 472-76-245-4421-000-000-001

10/12
19/12



SHEET TOTAL

C = 822.1 C.Y. ✓

LESS EXIST. PAVM'T AND CURB x 0.5' = 343.2 C.Y.

EXCAVATION = 478.9 C.Y. ✓

OLIVER AVENUE

STA. 7+50 TO STA. 11+50

PROJ. NO. 472-76-295-81671-000-000-001

11/12

(11/12)

OLIVER AVENUE
STA. 12+00 TO STA. 13+25.44
PROJ. NO. 472-76-245-816S1-000-000-001

12/12

4534

195
190

INTERSECTION

BASE MANIP. X 0.83' CUT = 104.0 C.Y.
LESS EXIST. PAVM'T AND CURB X 0.5' = 54.5 C.Y.
EXCAVATION = 49.5 C.Y.
(NOT INCL. IN SHEET TOTAL)

13+ 25.44

195
190

12+ 90.44

C = 28.2
C = 51.8 C.Y.
Lp 1.9 C.Y.

195
190

12+ 50

C = 41.0'
C = 76.9 C.Y.

195
190

12+ 00

C = 42.1'
C = 79.9 C.Y.

40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40

SHEET TOTAL

C = 208.6 C.Y.
LESS EXIST. PAVM'T AND CURB X 0.5' = 182.6 C.Y.
EXCAVATION = 26.0 C.Y.
Lp = 1.9 C.Y.