

EARTHWORK

1,063.9 + 160.4 = 1,170.3 C.Y. EXCAVATION
 164.8 + 16.5 = 181.3 C.Y. COMP. FILL
 325.0 C.Y. COMP. FILL - S.G.M. FOR SIDEWALK SUBGRADE
 TOTAL = 506.3 C.Y. COMP. FILL

WASHINGTON AVENUE N. L. KELLOGG STREET TO S. L. DOUGLAS AVE. CITY OF WICHITA, KANSAS B. E. SMITH, CITY ENGINEER 49'0"-8" CONC. PAVEMENT & CURB PROJ. NO. C 19-85

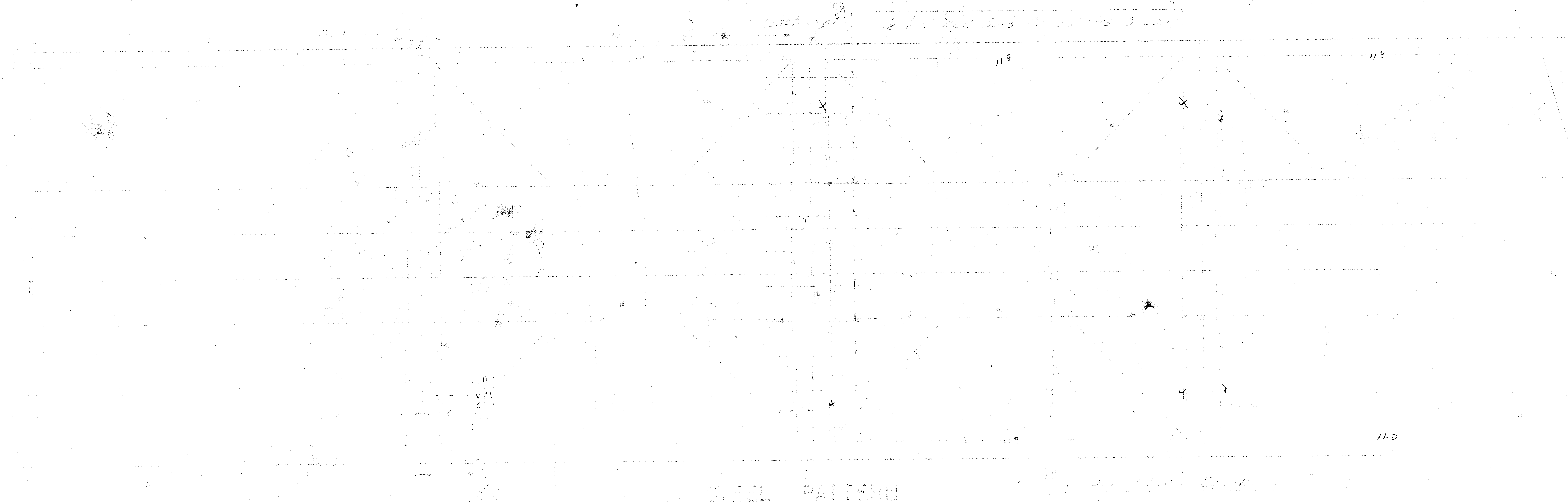
$$\begin{aligned} 20' \text{ Pattern with 3 Trap Bars} \\ (4 \times 130) + (8 \times 12) + (11 \times 15) + (3 \times 24) &= 356' \\ 22' \text{ Pattern with 3 T bars} \\ (4 \times 145) + (3 \times 12) + (4 \times 17) + (5 \times 20) &= 344' \\ 23' \text{ Pattern} &= 363' \end{aligned}$$

TOP 6" OF PAVEMENT SUBGRADE TO BE TREATED WITH LIME OR CEMENT.
 TYPE OF SUBGRADE TREATMENT TO BE DETERMINED BY ENGINEER AFTER
 THE EXISTING PAVEMENT HAS BEEN REMOVED.

STA. 3+94.5 TO STA. 24+19.05

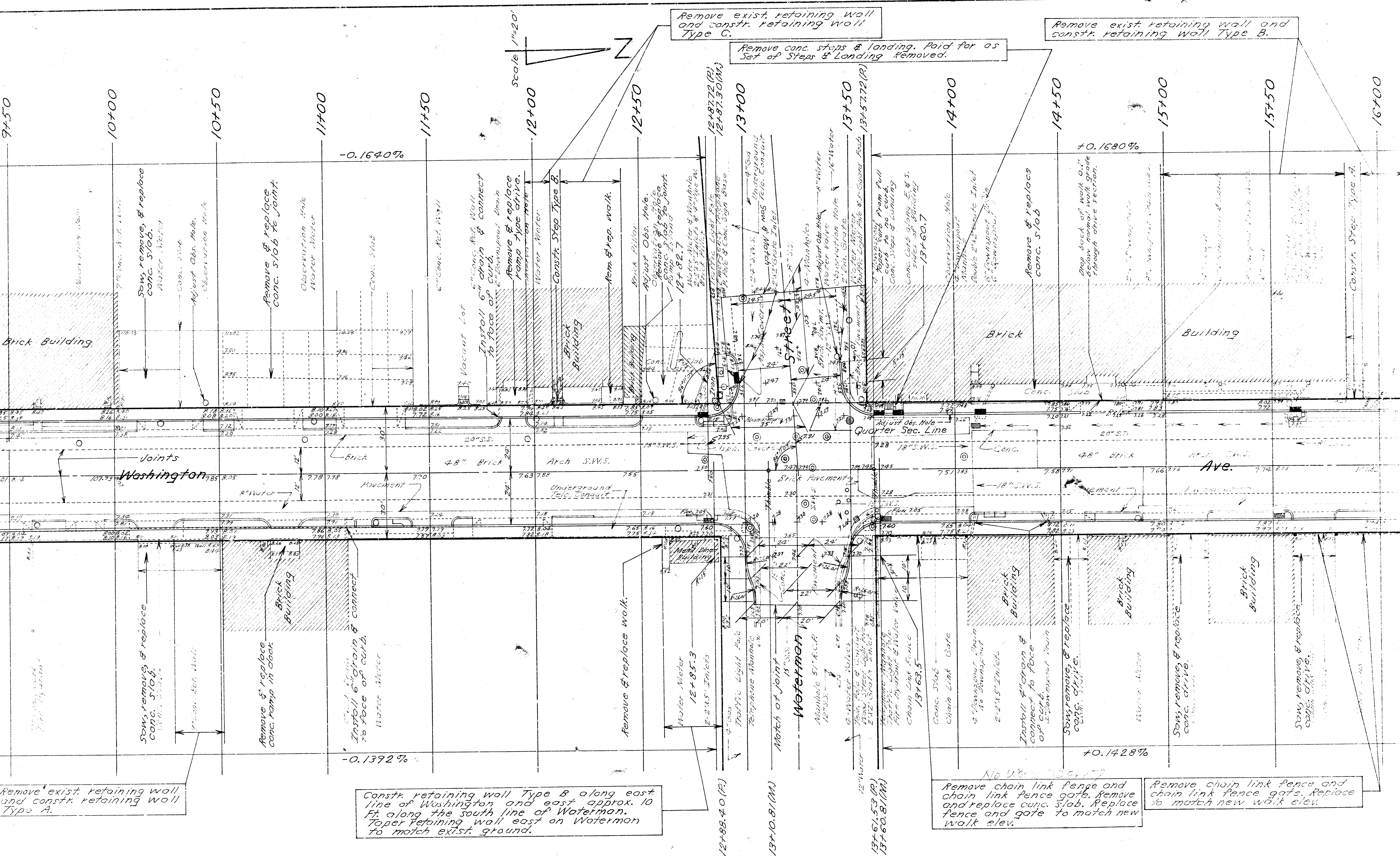
TYPICAL SECTION

SEE SHEET NO. 7 FOR GENERAL NOTES, RETAINING WALL DETAIL, CONCRETE STEP DETAILS,
 AND TYPICAL PAVEMENT SECTION FROM STA. 17+03.3 TO 3+94.5 & STA. 24+19.05 TO 25+38.03.
 RELOCATION OF STORM WATER & SANITARY SEWERS IS NOT SHOWN ON PAVING PLANS. SEE
 INCIDENTAL DRAINAGE PLANS FOR SEWER LOCATIONS. INLET LOCATIONS ARE SHOWN ON
 PAVING PLANS.



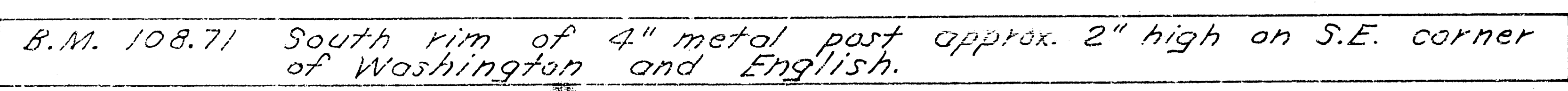
STEEL PATTERN

$$\begin{aligned} 35' \text{ Steel Pattern} \\ (4 \times 145) + (8 \times 12) + (11 \times 15) + (3 \times 24) &= 356' \\ 37' \text{ Steel Pattern} \\ (4 \times 145) + (8 \times 12) + (11 \times 15) + (3 \times 24) &= 356' \\ 39' \text{ Steel Pattern} \\ (4 \times 145) + (8 \times 12) + (11 \times 15) + (3 \times 24) &= 356' \\ 41' \text{ Steel Pattern} \\ (4 \times 145) + (8 \times 12) + (11 \times 15) + (3 \times 24) &= 356' \end{aligned}$$

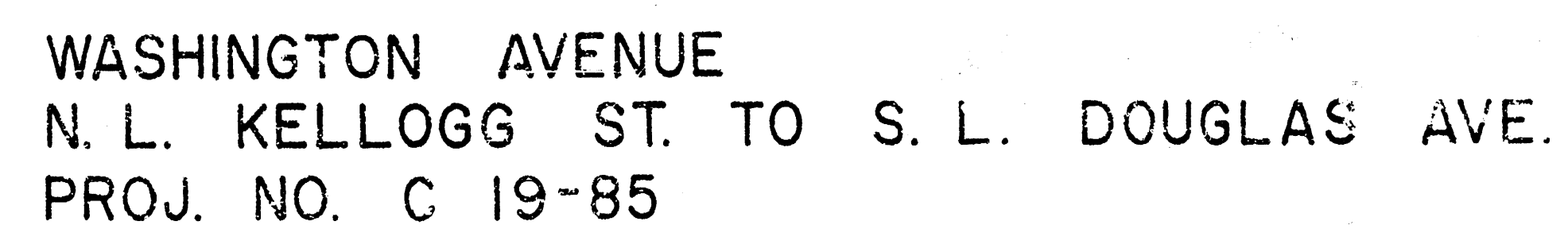


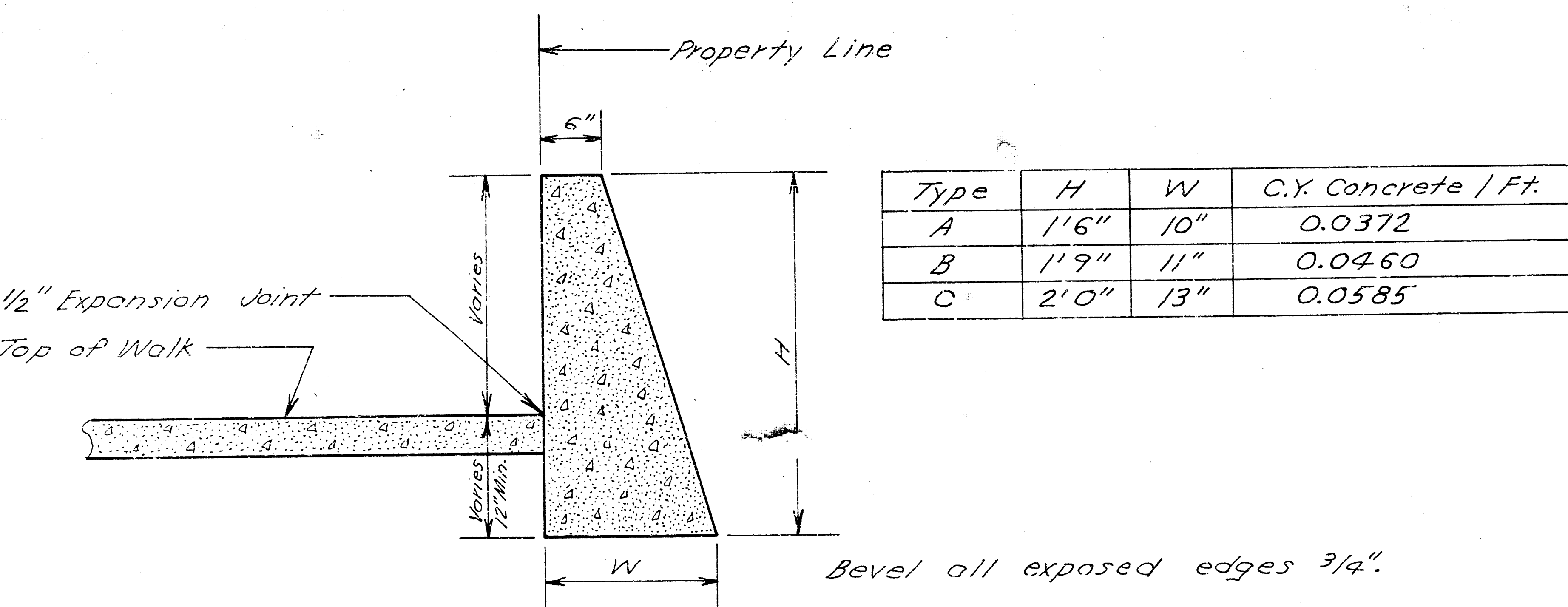
B.M. 107.96 "a" put on N.W. corner conc. base to traffic light pole on S.E. corner Washington and Waterman.

WASHINGTON AVENUE
N.L. KELLOGG ST. TO S. L. DOUGLAS AVE.
PROJ. NO. C 19-85



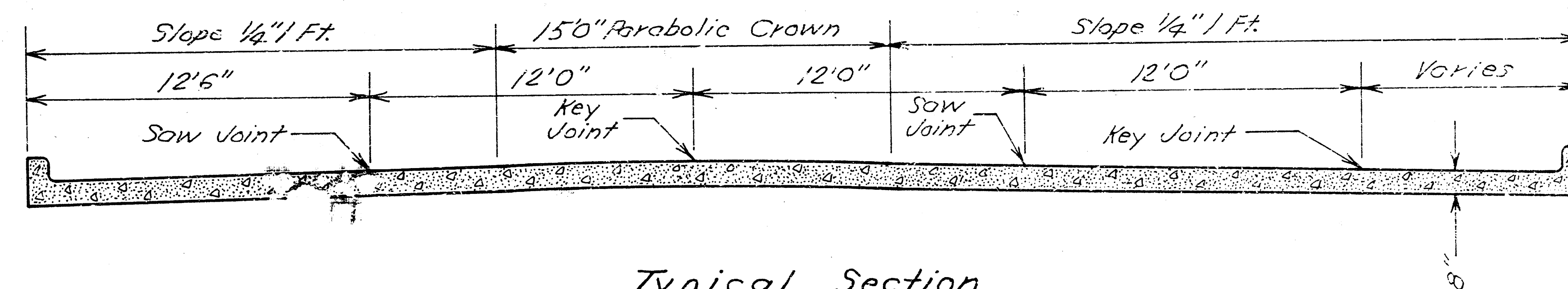
5/10



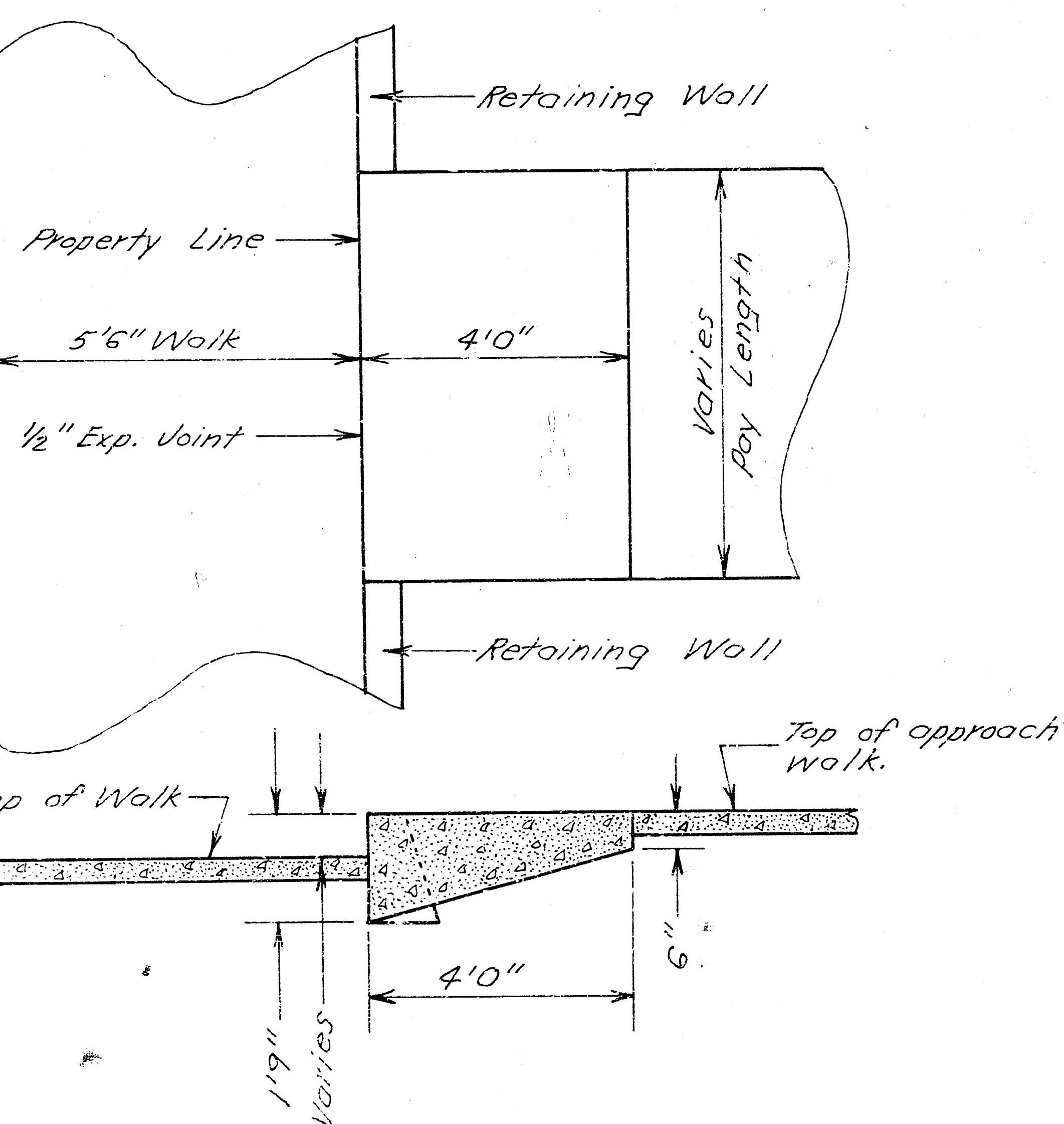


Retaining Wall Detail
No Scale

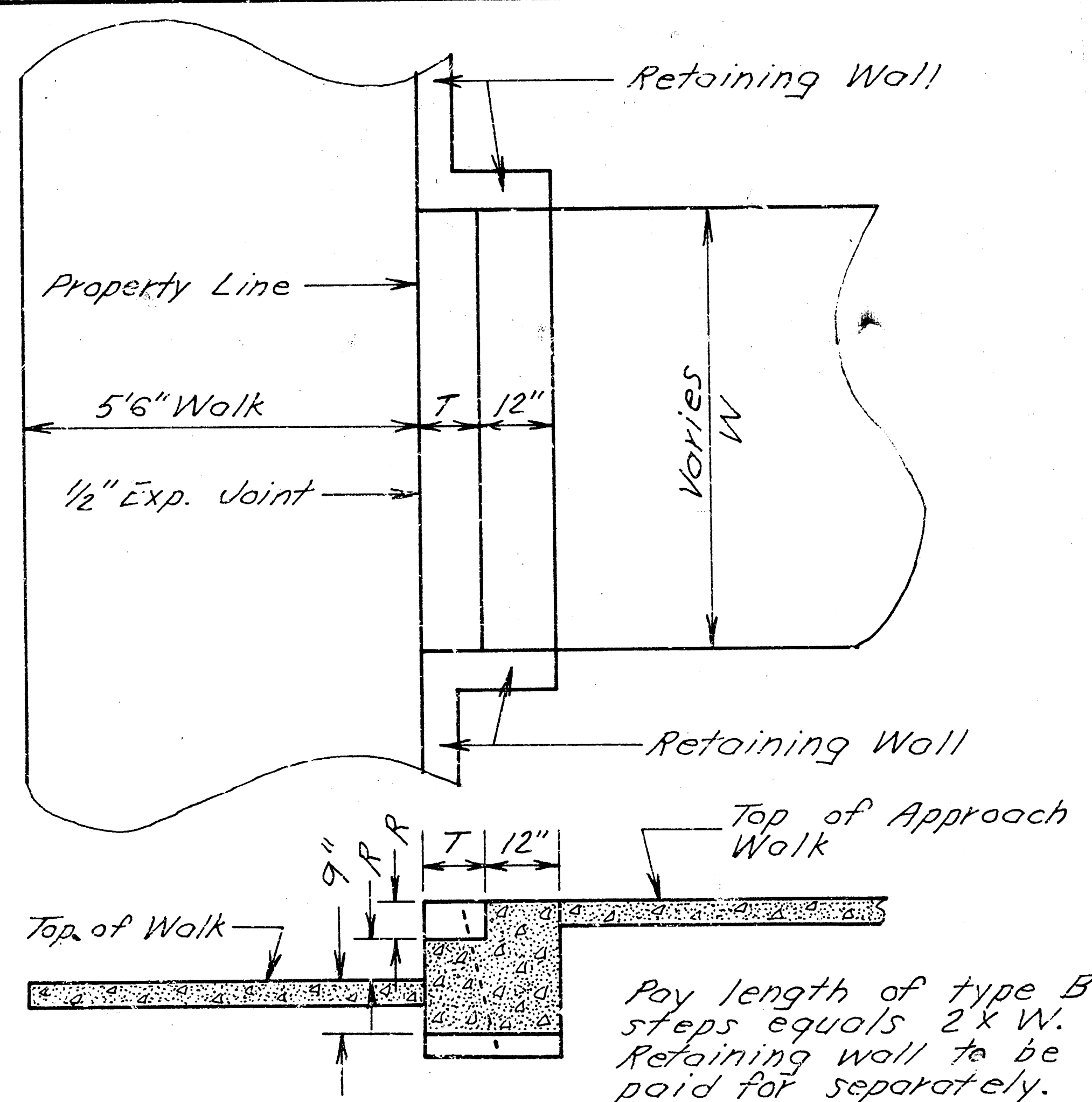
Note: Taper ends of retaining wall from full height to top of walk elevation at locations where retaining walls are constructed adjacent to drives, except where the drives have curbs or retaining walls along the sides. Entire length of tapered section to be included in pay length of retaining wall.



Typical Section
Sta. 1+03.3 to 3+94.5 &
Sta. 24+19.05 to 25+38.03
No Scale



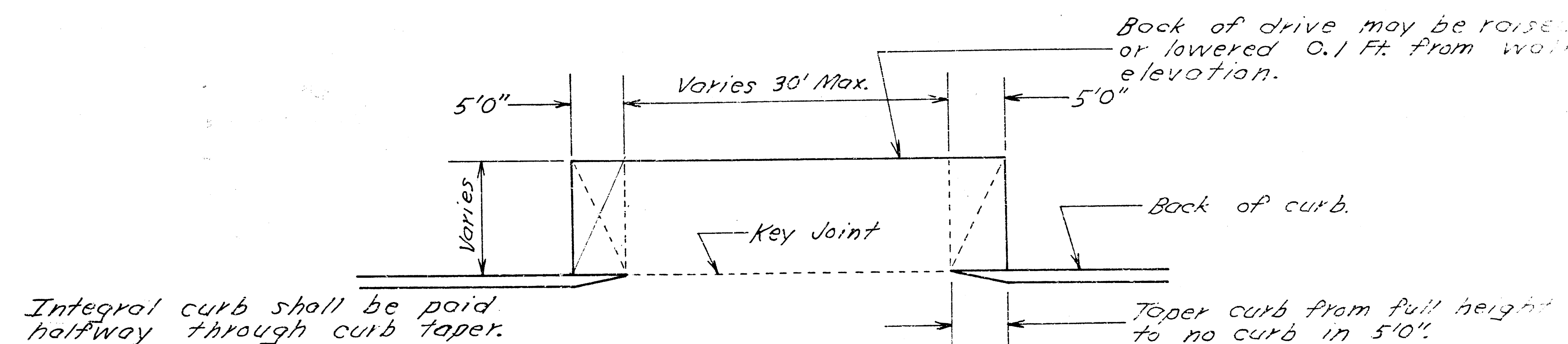
Step Detail
Type A
No Scale



Step Detail
Type B
No Scale

R	T
4"	19"
4 1/4"	17 5/8"
4 1/2"	16 5/8"
4 3/4"	15 3/4"
5"	15"
5 1/4"	14 3/8"
5 1/2"	13 3/4"
5 3/4"	13 1/8"
6"	12 3/8"
6 1/4"	12 1/8"
6 1/2"	11 5/8"
6 3/4"	11 1/4"
7"	10 3/4"
7 1/4"	10 3/8"
7 1/2"	10"
7 3/4"	9 5/8"
8"	9 1/4"

General Notes
Field engineer to take ties to all irons. All irons are to be replaced. Field engineer to take new original cross-sections after all pavement and sidewalk has been removed from right-of-way. Contractor to grade and level remaining dirt after removal of pavement and sidewalk to facilitate the taking of cross-sections. Subgrade for walk adjacent to pavement to be compacted to same density requirements as the subgrade for pavement. Incidental drainage contractor is to leave all excess dirt in place over sewer trenches and this quantity of dirt should be sufficient to complete the sidewalk. All lines of removal that do not end at a joint shall be sawed. All material removed from this project will be delivered to locations as directed by the City Engineer. Contractor to furnish any fittings required to connect drains from face of curb to downspouts and this work shall be considered as incidental to the project. Sidewalk is to be constructed by paving contractor. All pavement to be 8" conc. pavement unless noted otherwise. The leveling and grading of the remaining dirt after removal of pavement and walk will not be paid for separately and is to be considered incidental to the project. Conc. parking lots removed shall be paid for as walk & drive removed. Conc. parking lots replaced shall be paid for as 6" drive. Asph. parking lots replaced shall be paid for as tons of asphalt.



Ramp Drive Detail