

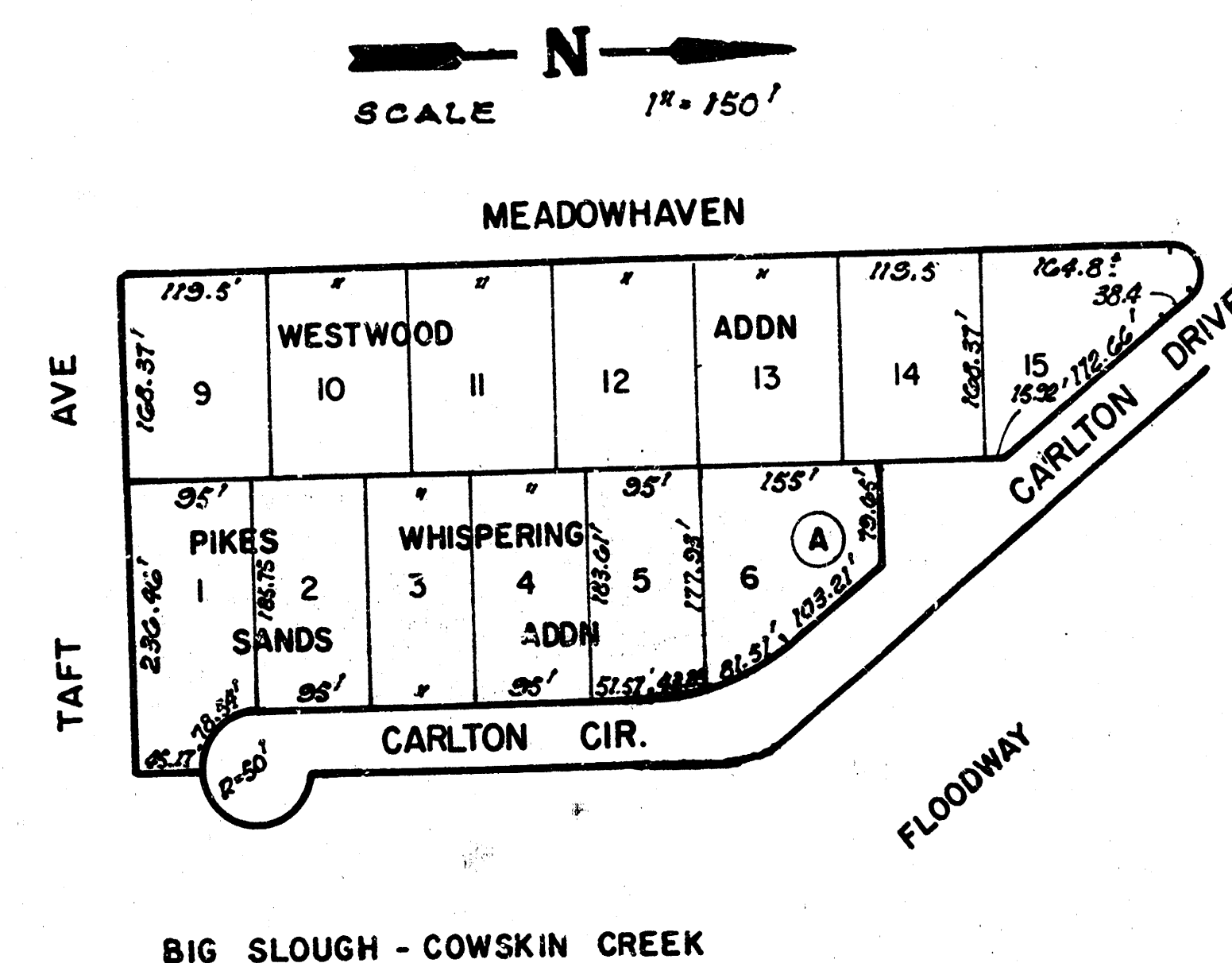
CARLTON CIRCLE

W.L. PIKES WHISPERING SANDS ADDITION TO &
INCLUDING CUL-DE-SAC.

PROJ. NO. 472-76-245-80324-000-000-001

GENERAL NOTES

1. CONTRACTOR SHALL GIVE PROPERTY OWNERS ADJUTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATIONS AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PROJECT TO REGRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT ORDER FORM HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.
2. MAILBOXES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WILL BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING ITS CONSTRUCTION.
3. 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.
4. UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING 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. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.



☐ BENEFIT DISTRICT

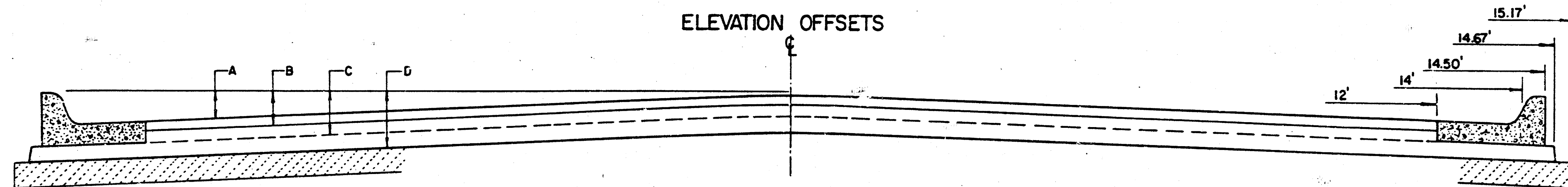
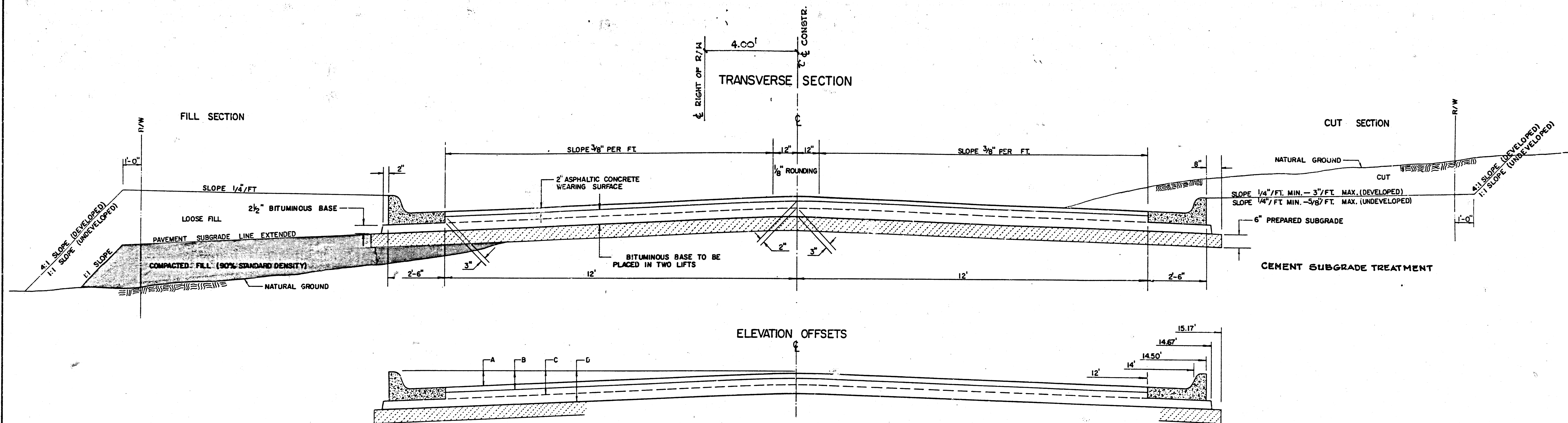
INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	TYPICAL SECTION (PAVING)
3. & 4.	PAVING PLANS
5.	CROSS SECTIONS
6.	DRAINAGE PLAN
7.	1-A INLET DETAIL
8.	DRIVEWAY DETAILS

CITY OF WICHITA, KANSAS

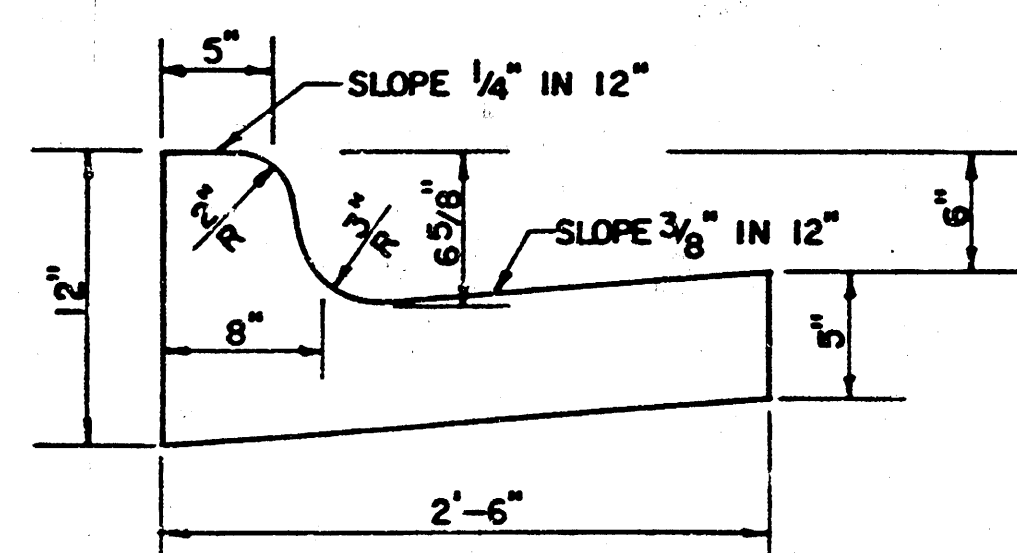
M.E. LINDEBAK CITY ENGINEER

TYPICAL 29' PAVEMENT DETAILS

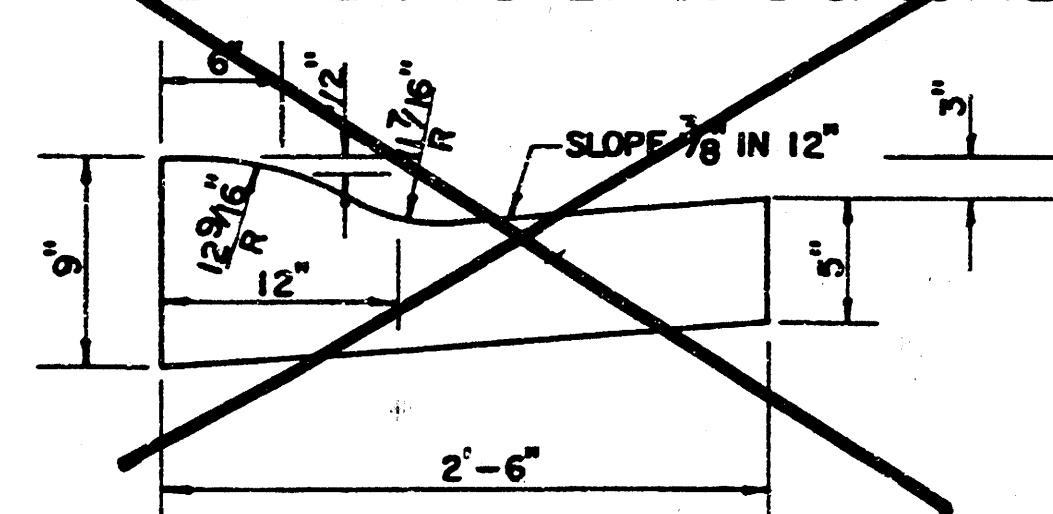


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



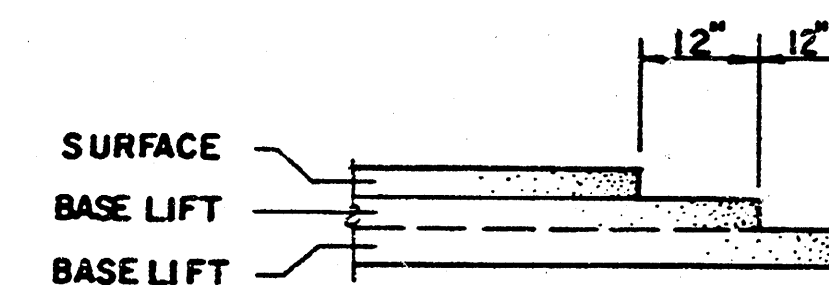
~~ROLL TYPE COMBINED CURB & GUTTER~~



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" 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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-80324-000-000-001

2/8

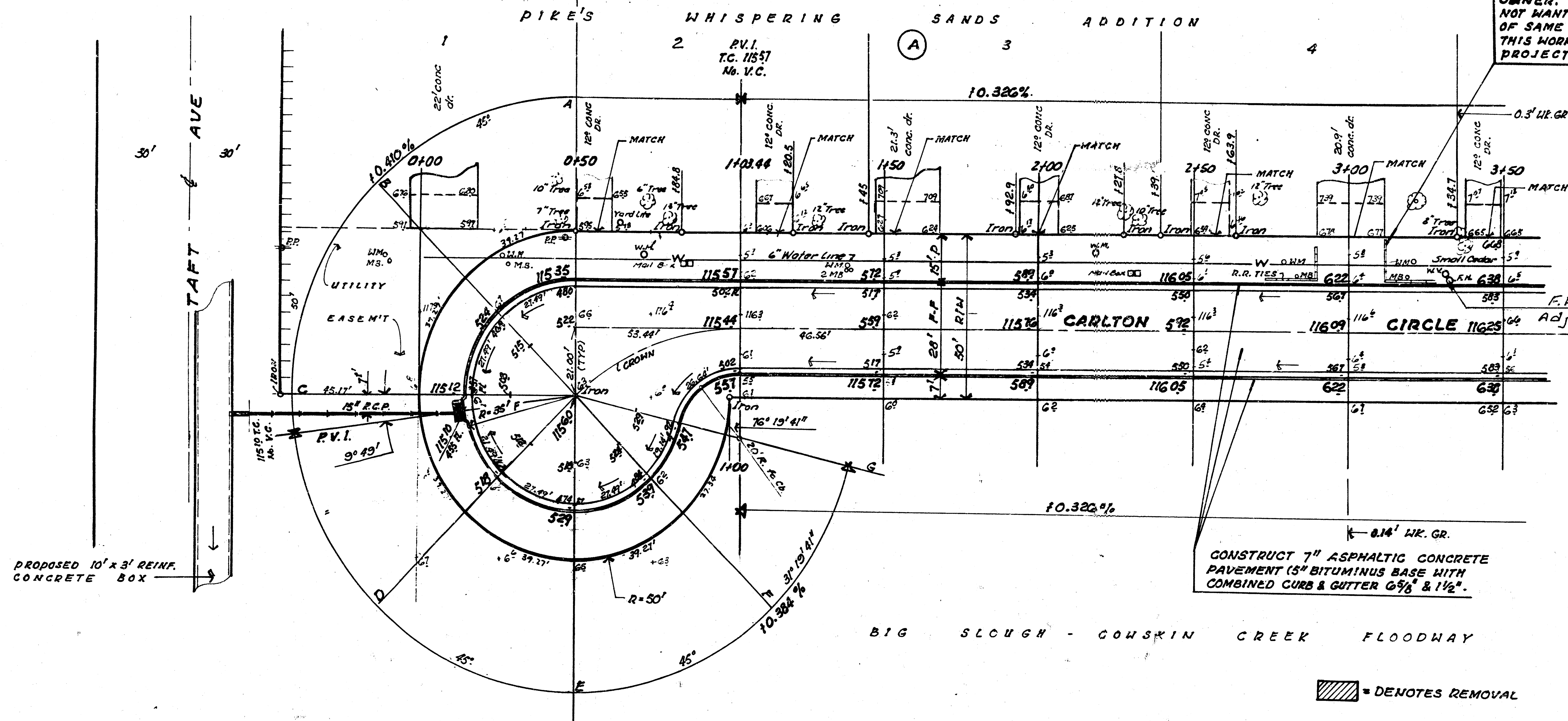
B.M. 121.849 City Disc 38" W. & 34" S. of 1/4 Sec. Cor. Dugan & Maple
 B.M. 130.157 City Disc on N. Hubguard of Bridge over big ditch @ E. End of Bridge on Maple
 B.M. 117.97 R.R. Spk. W. Face RR N.W. Cor. Taft & Hoover

N
 Scale: 1"=20'

MIN. PAD 118.00

RAILROAD TIES SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE RAILROAD TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGR. THIS WORK TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.

SHOWN DEC. 1960
 FIRE INS. RETAL.
 200 IN. DIS.
 CIRCULAR



EARTHWORK

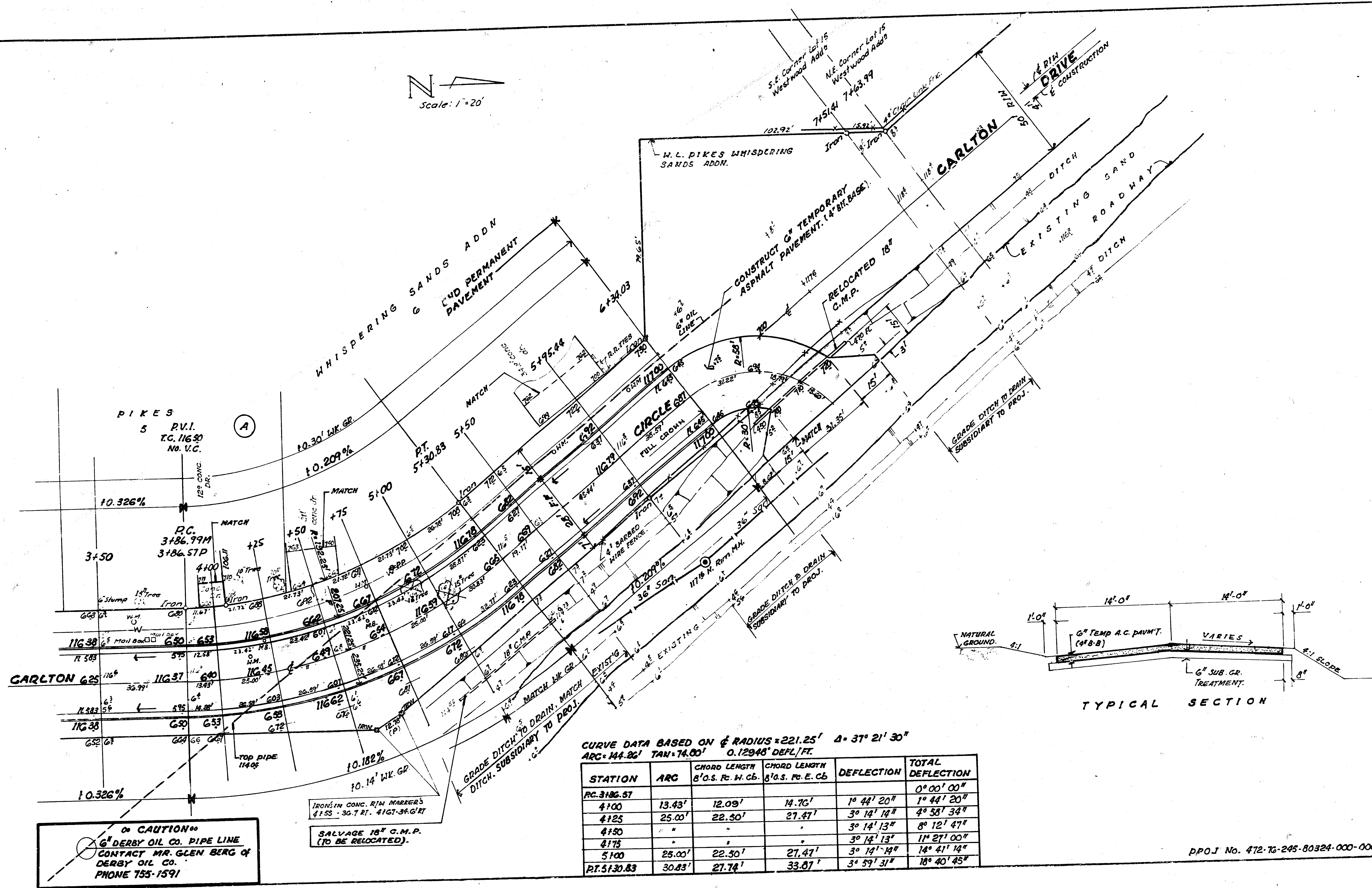
EXCAVATION
 PAVING 1053.8 CU YDS
 110% 105.4
 1159.2 CU YDS

2512 SQ. YDS SUBGRADE MANIPULATION

PROJ No. 472-76-245-80324-000-000-001

3/8

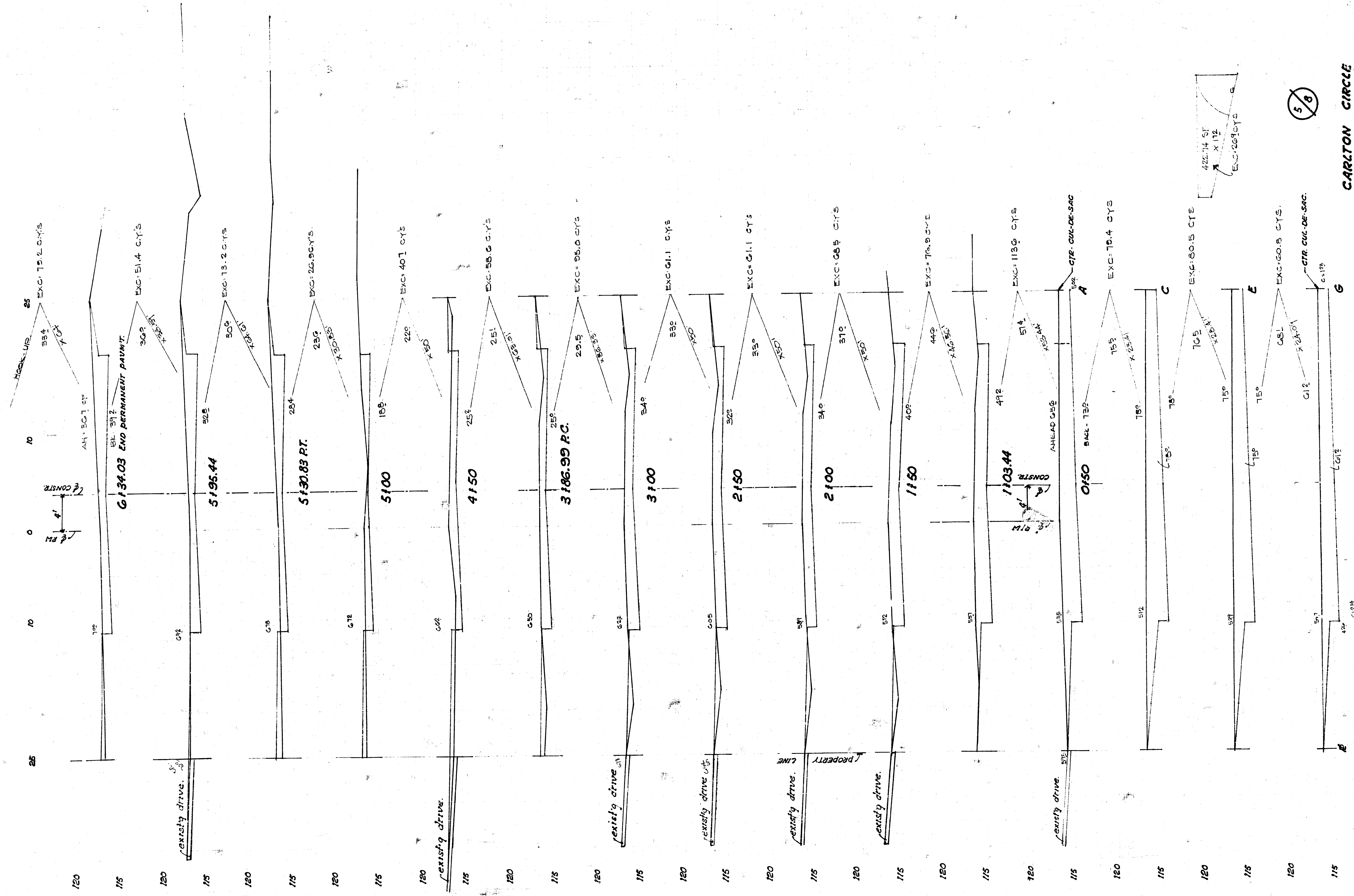
N
Scale: 1" = 20'



DPOJ No. 472-TG-245-80324-000-000-001

4/8 4/8

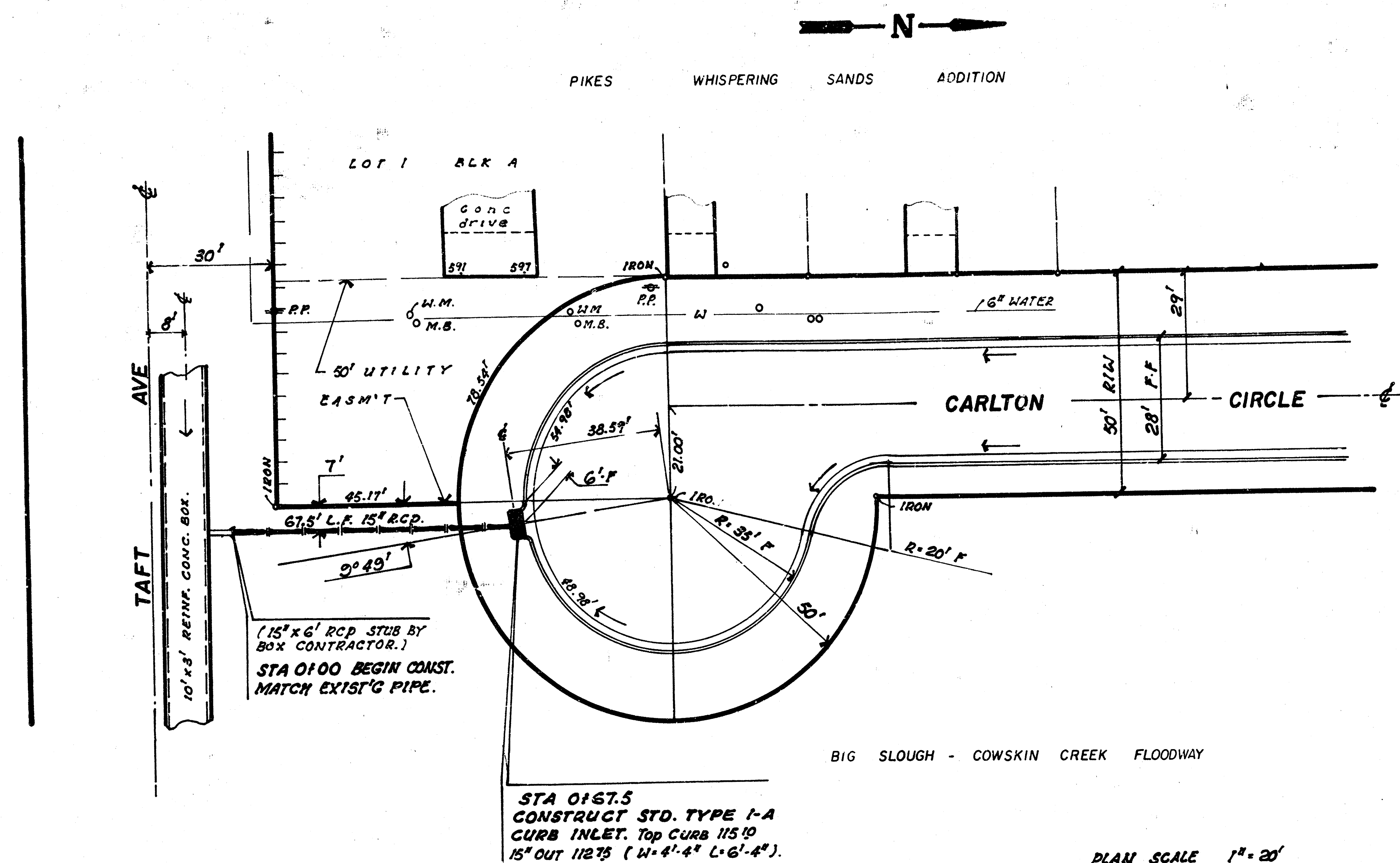
C 200



5/8

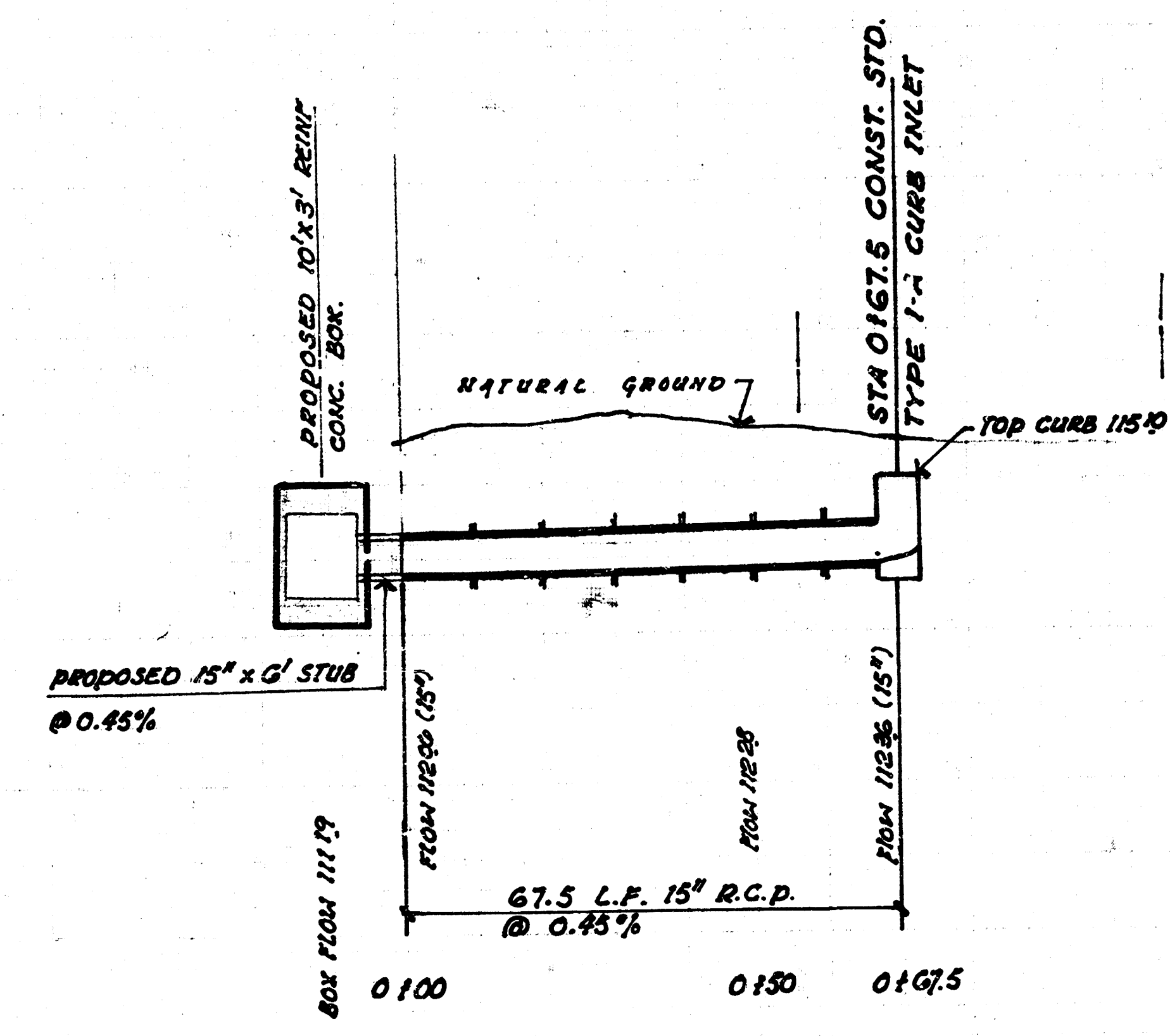
CARLTON CIRCLE
M.L. WHISPERING SANDS
ADJ. TO & INCL. CUL-DE-SAC.
PROP. M.
412 15-245 80334 000 000 001

SHEET TOTAL
EXCAVATION 1053.8 C.Y.S.



B.M. 11797 R.R. SPIKE. WEST FACE POWER
POLE. N.W. COR. TAFT AND HOOVER.

PLAN SCALE 1\"/>

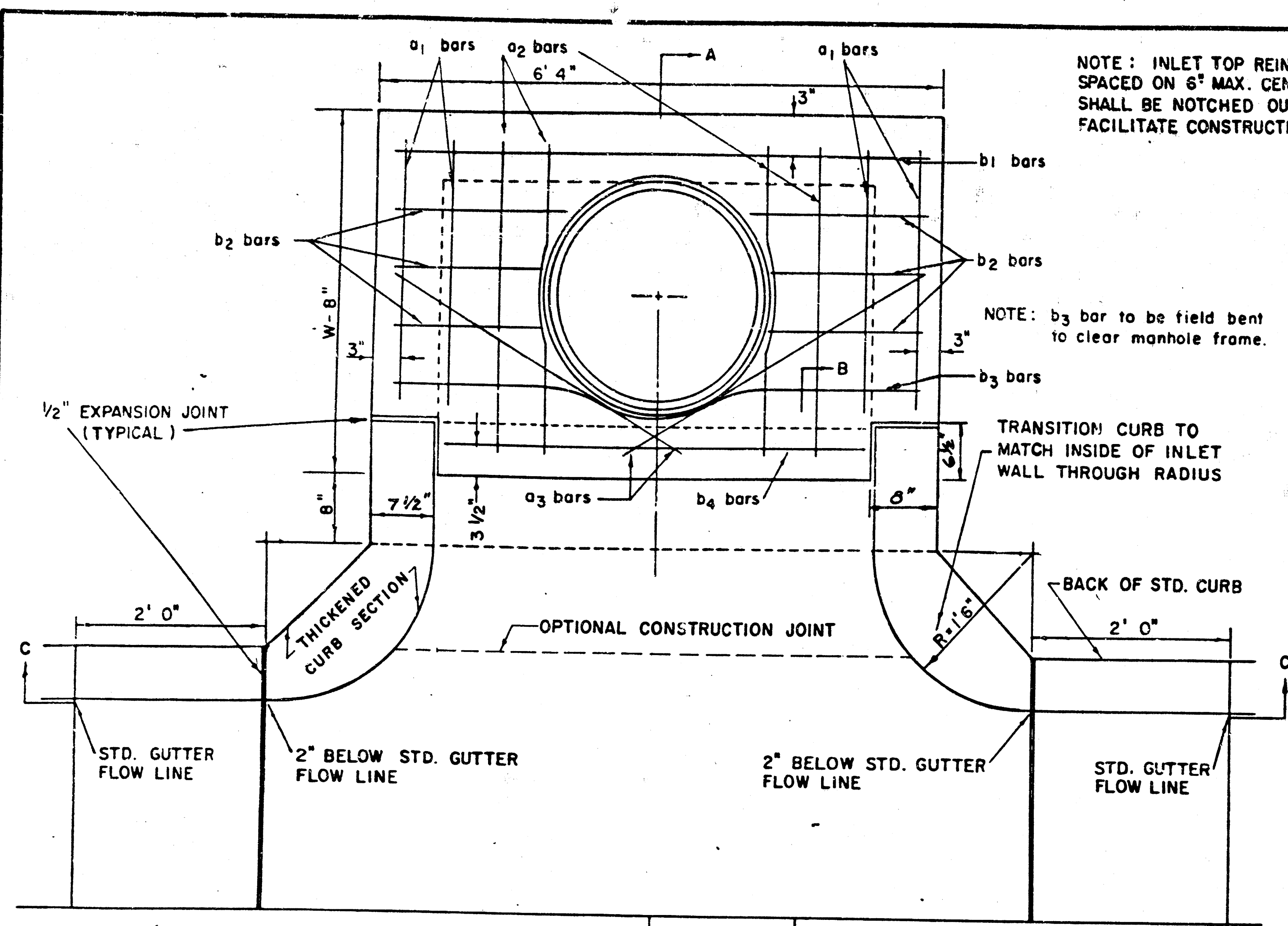


120
115
110

6/8

**DRAINAGE IN CONNECTION W/
PAVING CARLTON CIRCLE**
PROJ. NO. 472-76-245-80324-000-000-001

6/8



PLAN

BAR	STEEL SCHEDULE										WT. LBS.
	a ₁	a ₂	a ₃	b ₁	b ₂	b ₃	b ₄	b ₅	b ₆	b ₇	
NUMBER	4	4	2	1	3	5	7	9	6	1	
SIZE	*4	*4	*4	*4	*4	*4	*4	*4	*4	*6	
W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	-	1'9"	6'2"	60±
W=5'4"	7'7"	8'7"	5'0"	-	6'1"	-	-	-	1'9"	6'2"	81±
W=6'4"	9'7"	10'7"	6'0"	-	-	6'1"	-	-	1'9"	6'2"	101±
W=7'4"	11'7"	12'7"	7'0"	-	-	-	6'1"	-	1'9"	6'2"	121±
W=8'4"	13'7"	14'7"	8'0"	-	-	-	-	6'1"	1'9"	6'2"	141±

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

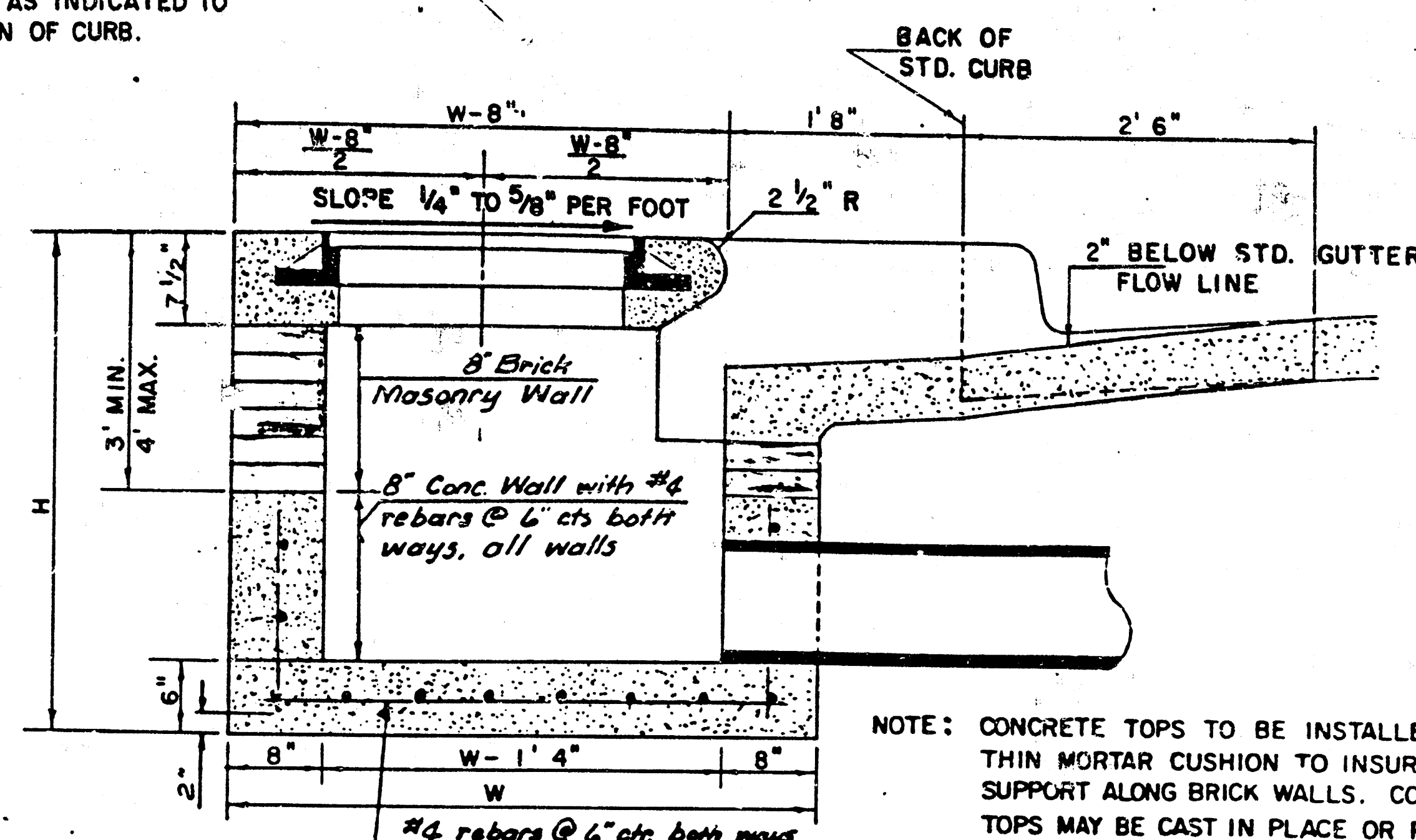
BENDING DIAGRAM

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



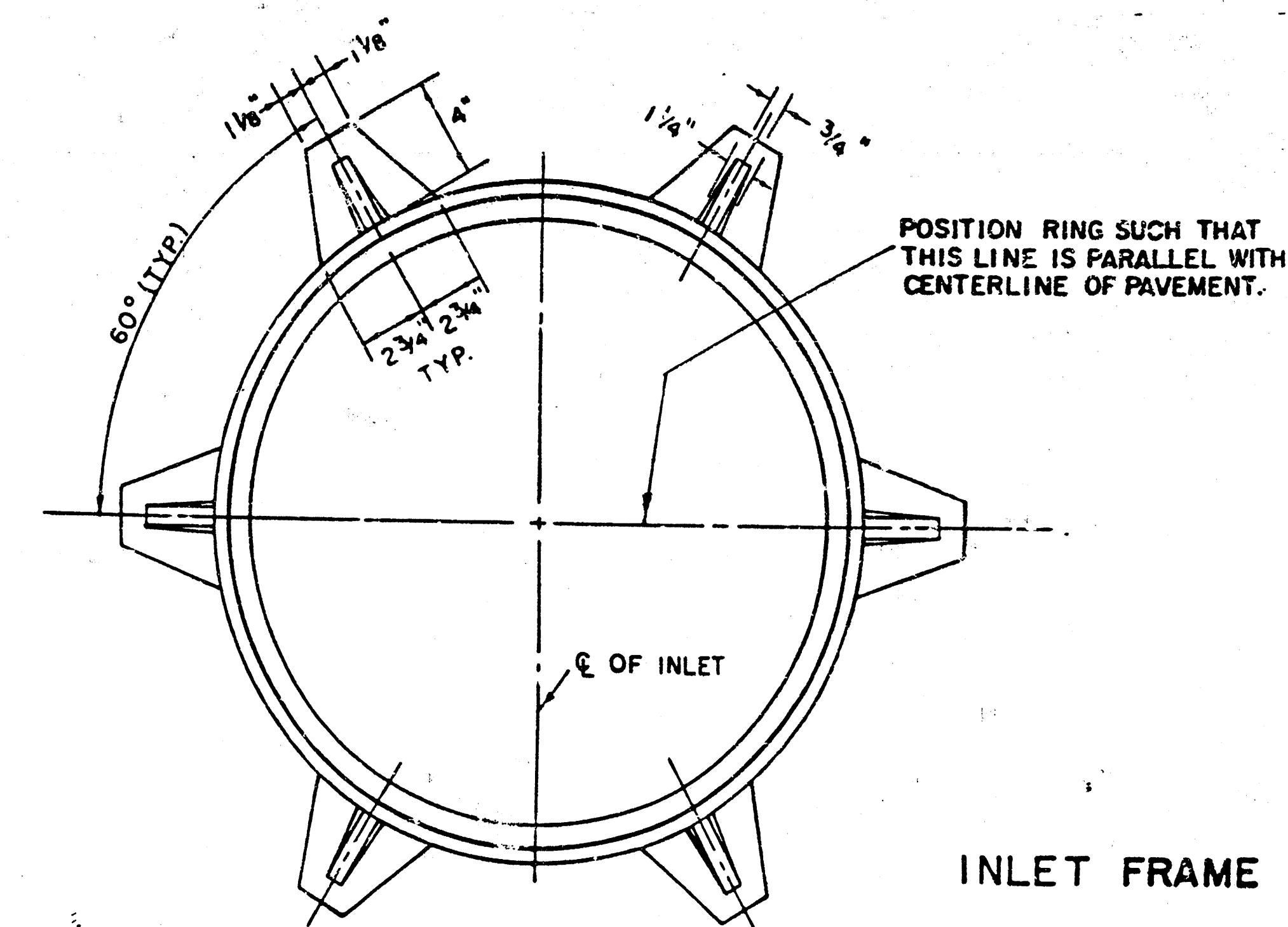
SECTION A-A

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE 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.

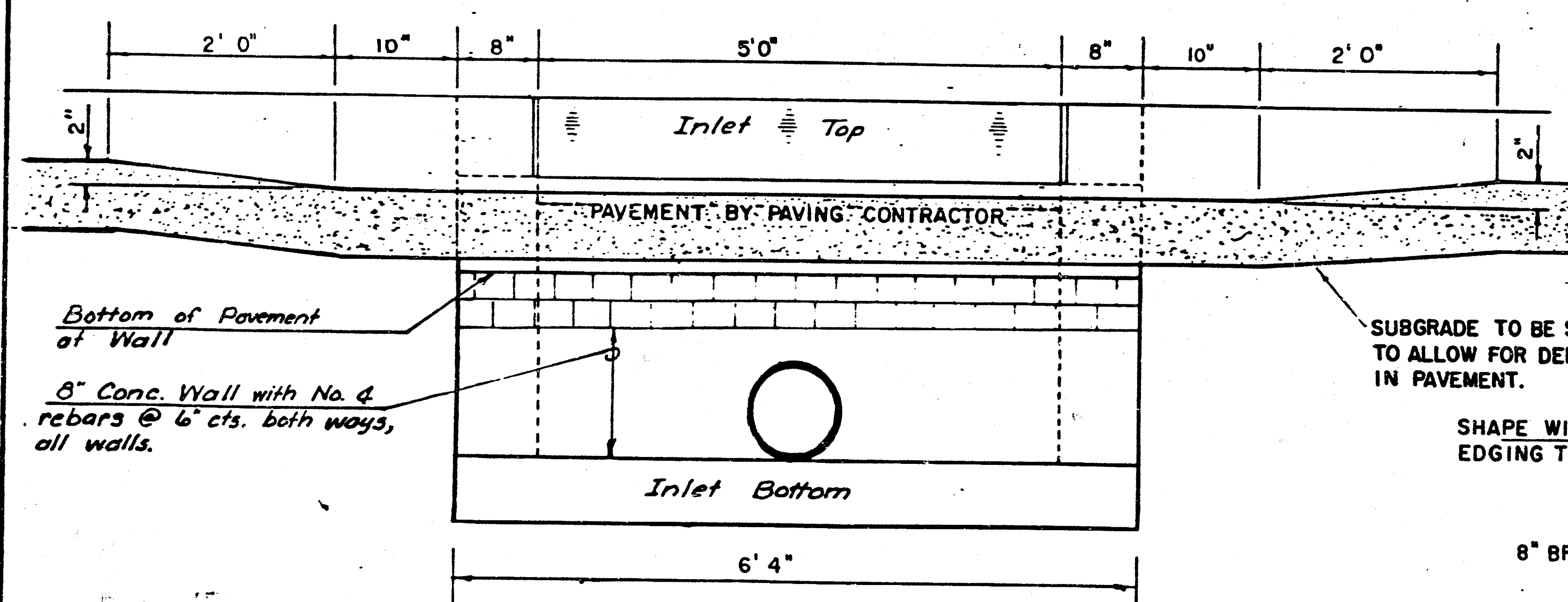
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



INLET FRAME

WEIGHT = 180 LBS.

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

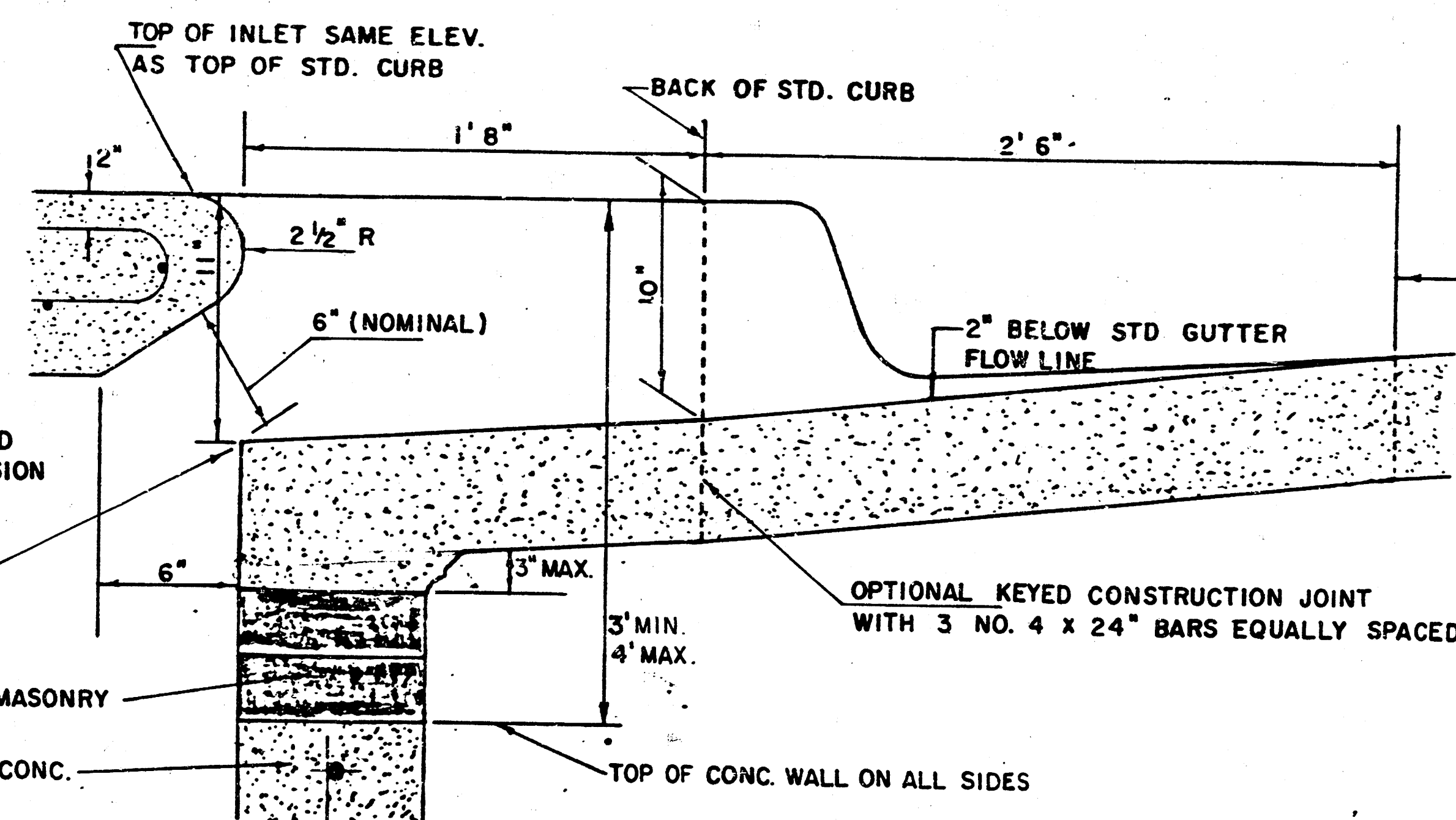


SECTION C-C

SUBGRADE TO BE SHAPED TO ALLOW FOR DEPRESSION IN PAVEMENT.

SHAPE WITH EDGING TOOL

8" BRICK MASONRY
8" REINF. CONC.



SECTION B-B

REVISED 12-21-1984

DETAIL STANDARD TYPE IA CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6" x 5'0"
PROJ. NO. 472-76-245-80324-000-000-001
JUNE 1984

