

AMIDON AVENUE

FROM THE NORTH END OF THE BIG ARKANSAS RIVER BRIDGE
TO 1457.18 FEET SOUTH CENTER LINE OF 21st STREET NORTH.

GENERAL NOTES

Utility service lines, poles, valve boxes, meters, etc. 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. 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.

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.

Made 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.

PAVEMENT RECONSTRUCTION

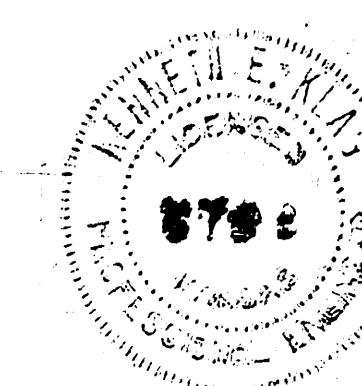
INDEX NO. 137034

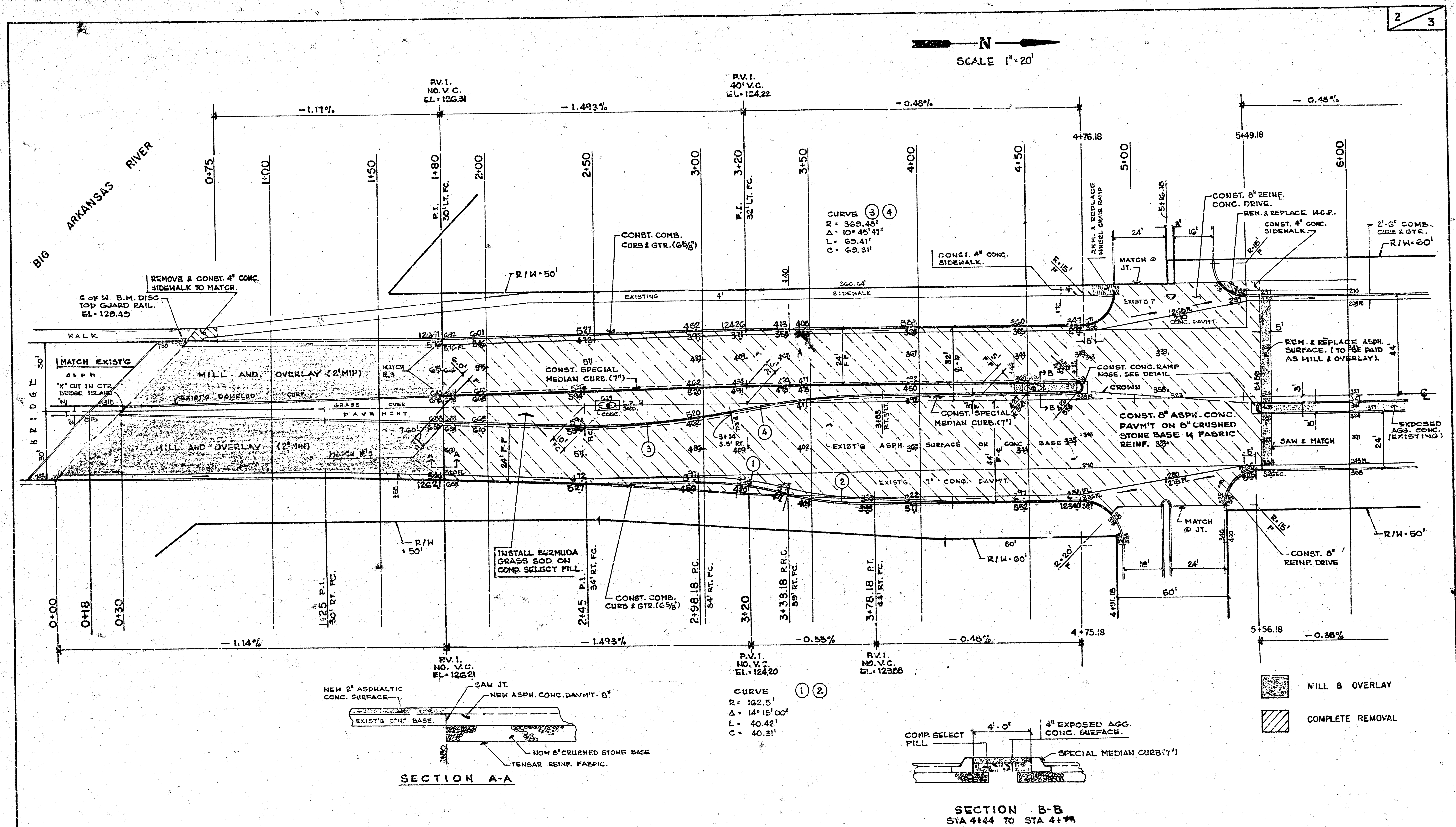
TRAFFIC IS TO BE CARRIED THRU CONSTRUCTION

CITY OF WICHITA, KANSAS
M.E. LINDEBAK - CITY ENGINEER

INDEX OF SHEETS

Sheet No.	Description
1. _____	Title Sheet
2. _____	Paving Plan
3. _____	Details

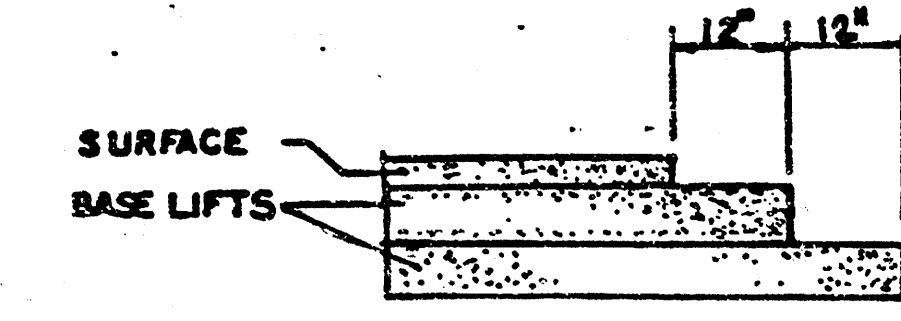




PAVEMENT RECONSTRUCTION
 AVENUE A
 FROM THE N. END OF THE BIG ARKANSAS RIVER
 BRIDGE TO 1457.18 S. CTR. LINE 21ST STREET N.
 INDEX NO. 137034

FABRIC BASE REINFORCEMENT SHALL BE 8'X1100 GEOTEXTILE AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A No. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

TRANSVERSE CONSTRUCTION JOINTS



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 ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

GENERAL NOTES

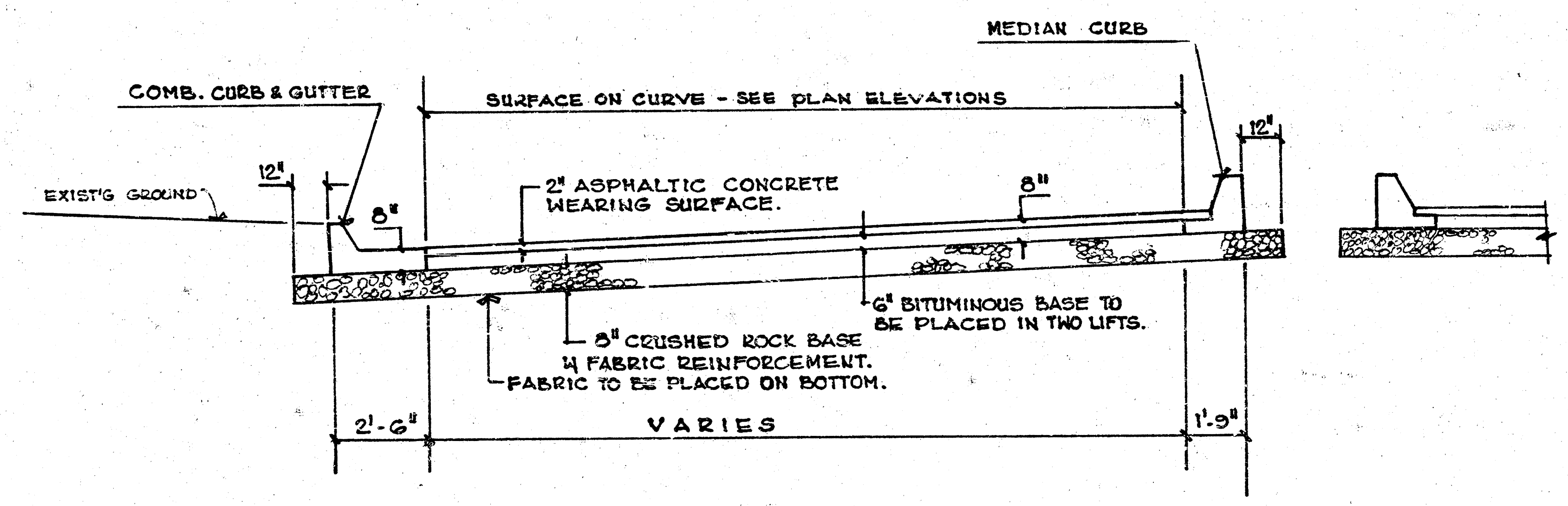
THE ASPHALTIC CONCRETE PRESENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

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.

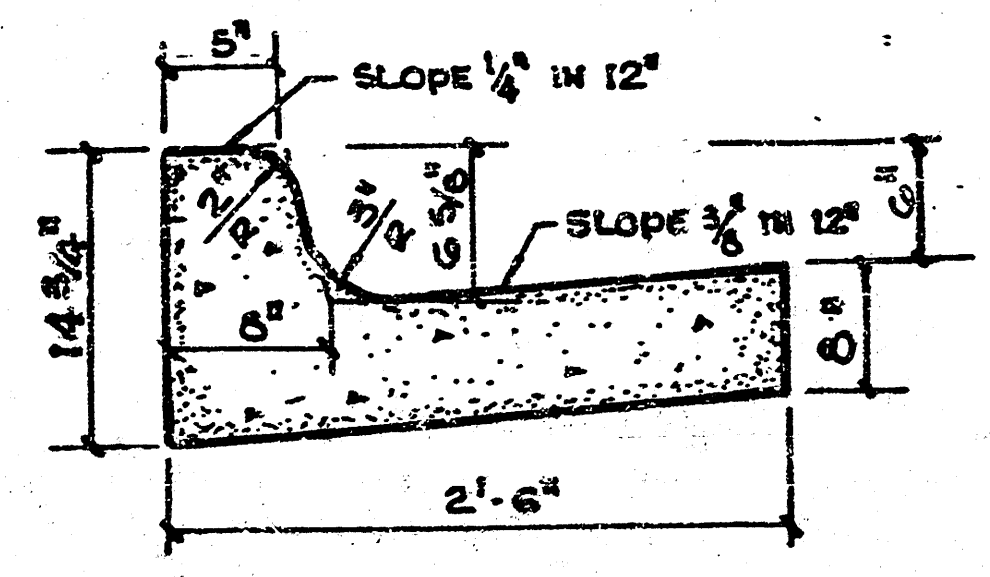
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

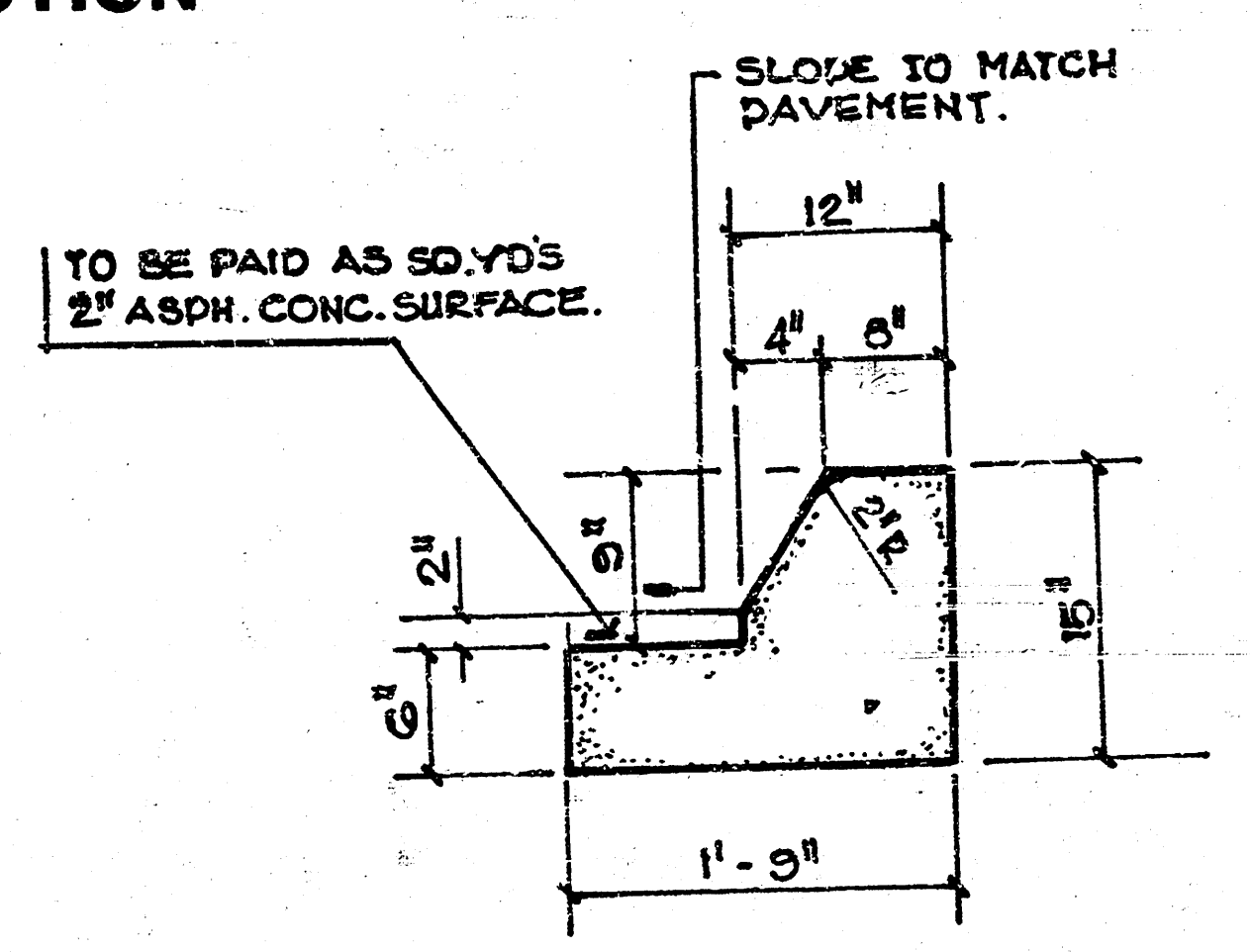
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.



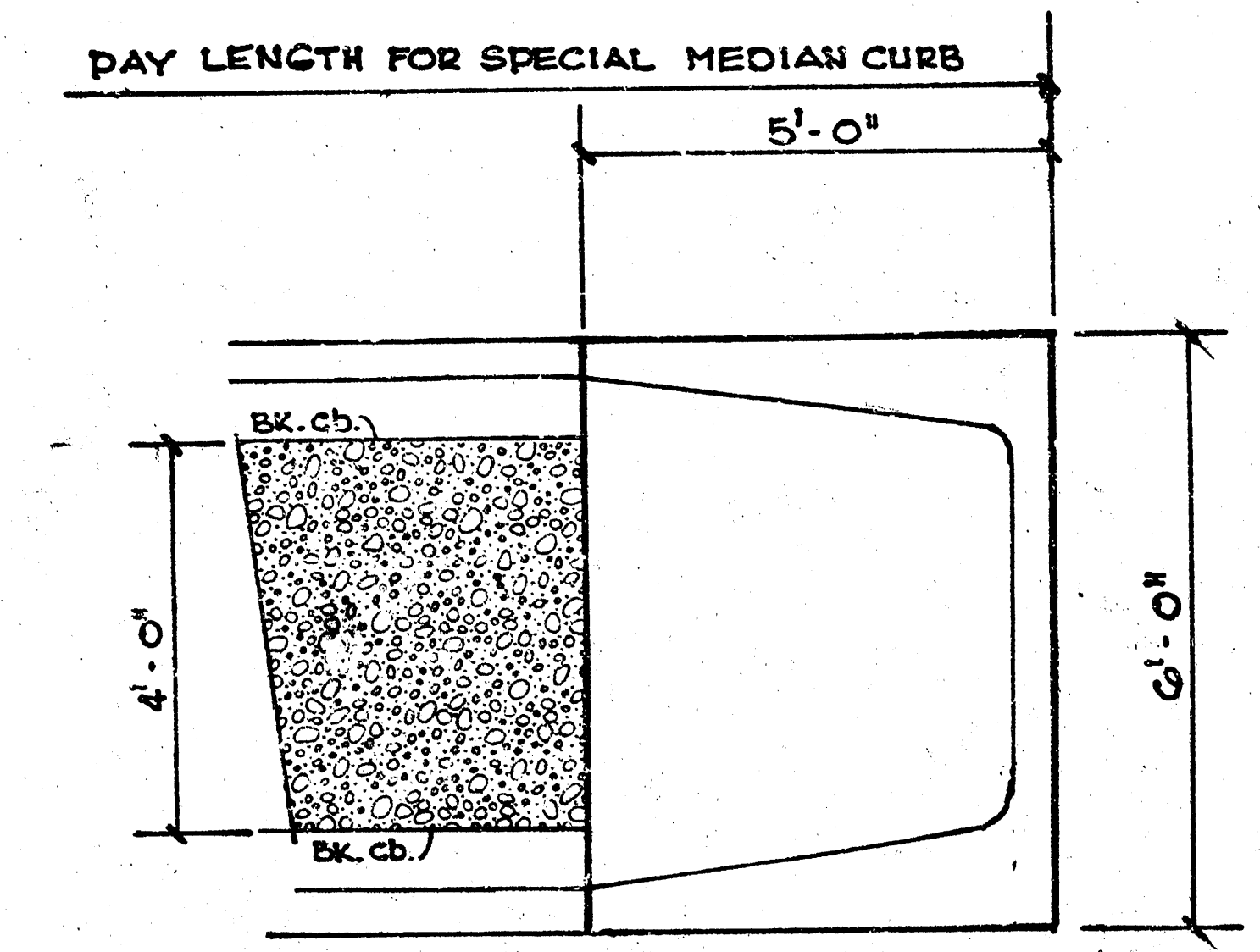
TYPICAL PAVEMENT SECTION



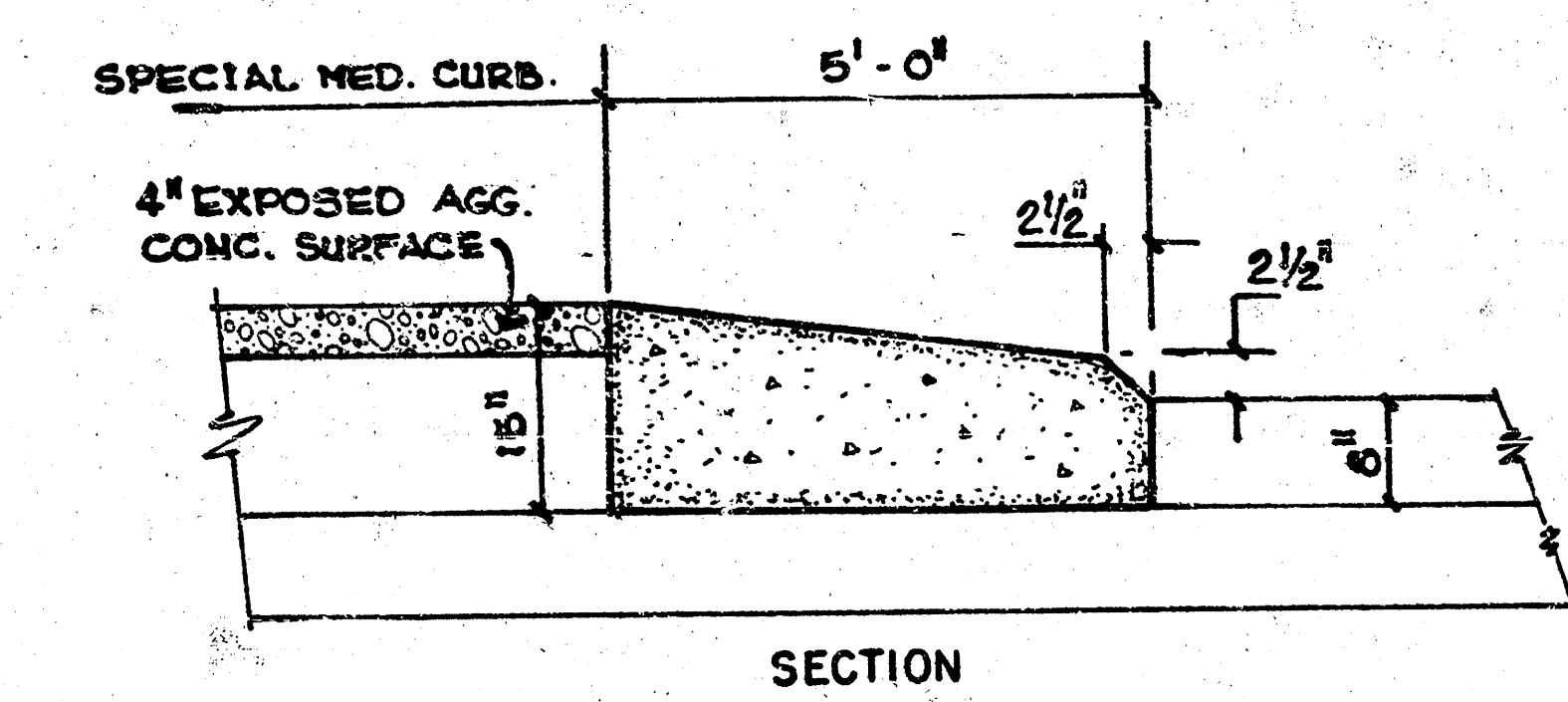
COMBINED CURB & GUTTER



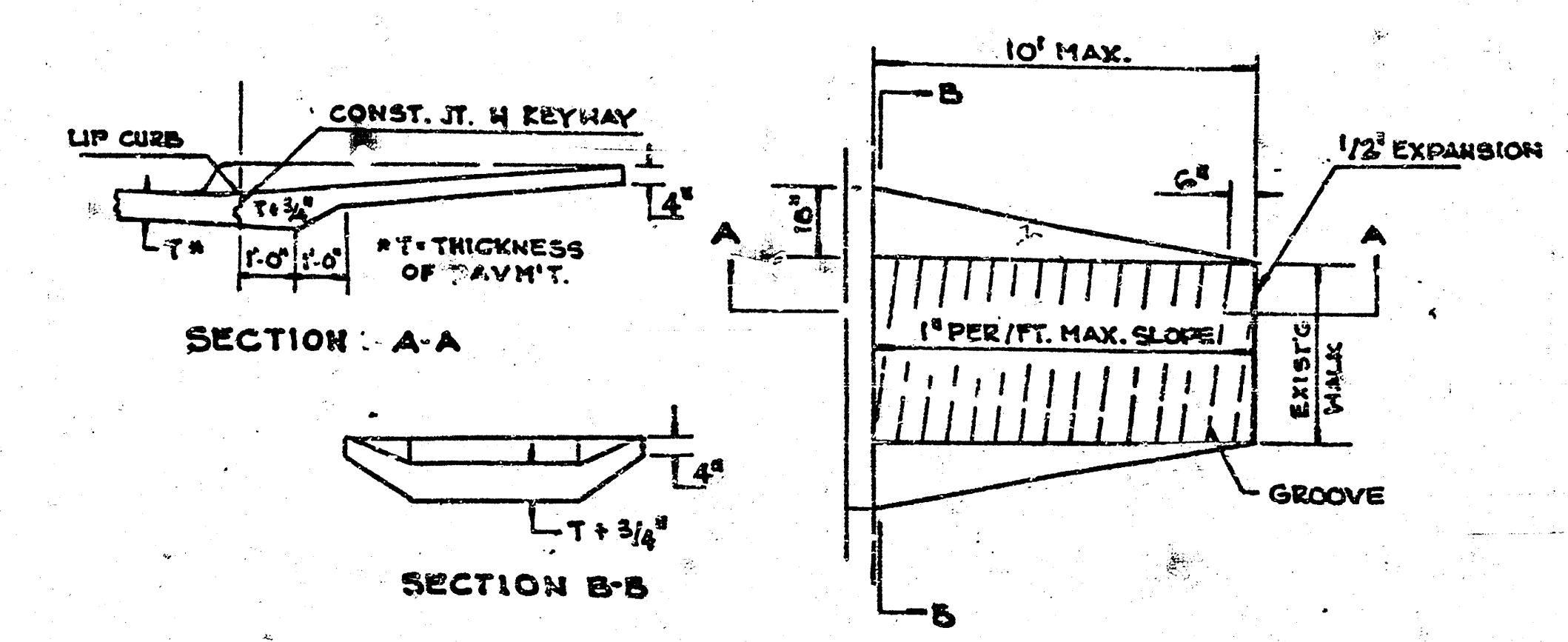
SPECIAL MEDIAN CURB



PLAN



CONCRETE RAMP NOSE DETAIL



STANDARD WHEELCHAIR RAMP DETAIL

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