

4-10' x 8' R.C.B.C.

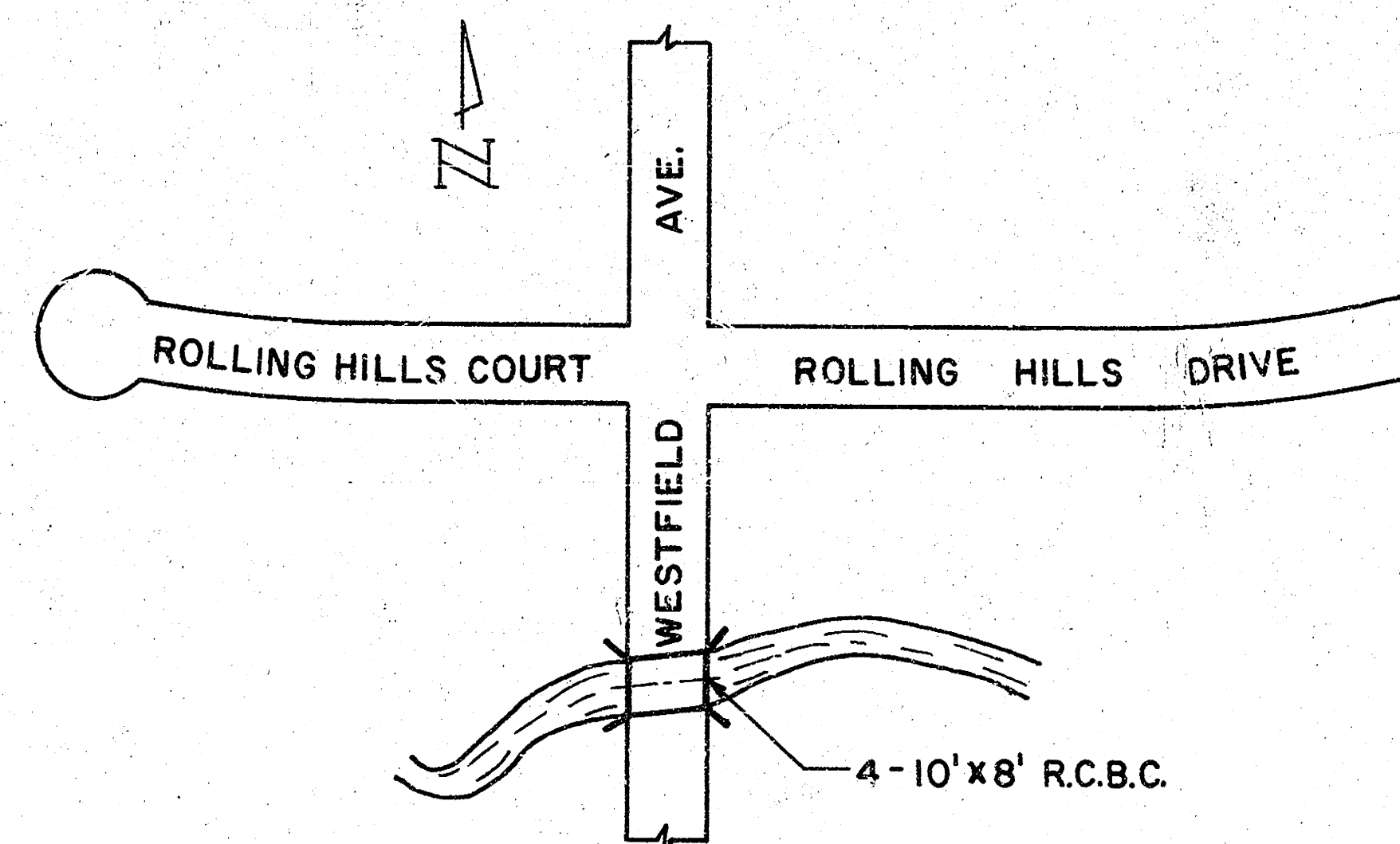
WESTFIELD & WESTLINK ROLLING HILLS CREEK

CITY OF WICHITA, KANSAS

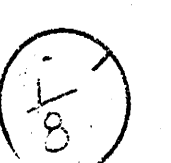
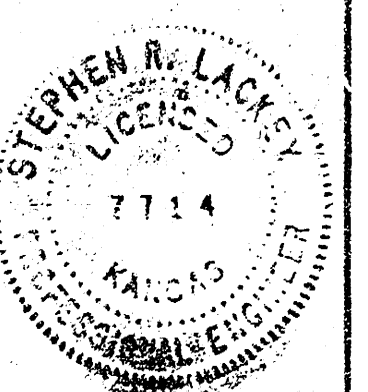
R.W. BRUGGEMAN DIRECTOR OF ENGINEERING/CITY ENGINEER

DATE:

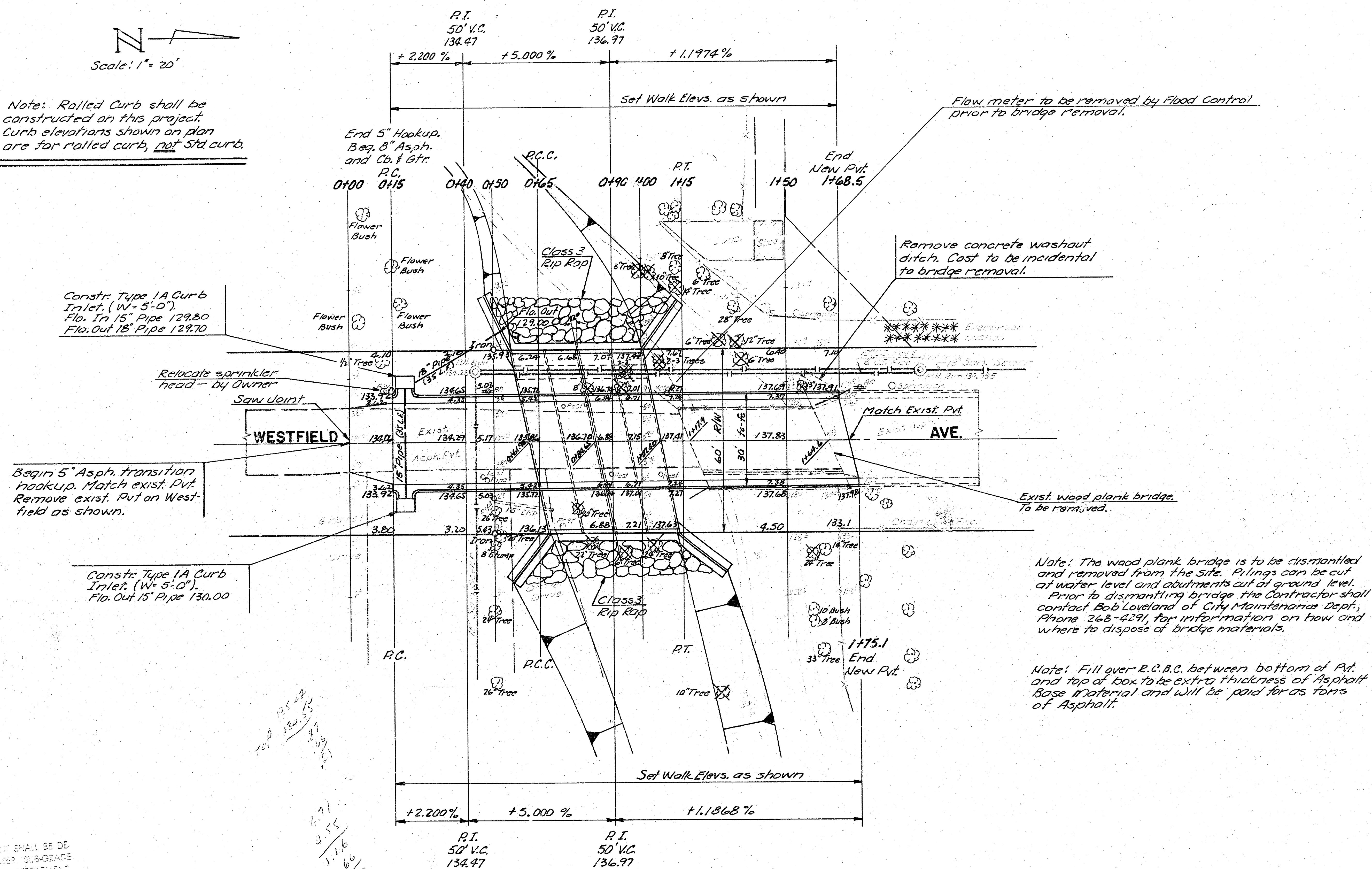
PROJ. NO. 472 76 245 80944 000 000 001



LOCATION MAP
SCALE: 1" = 150'

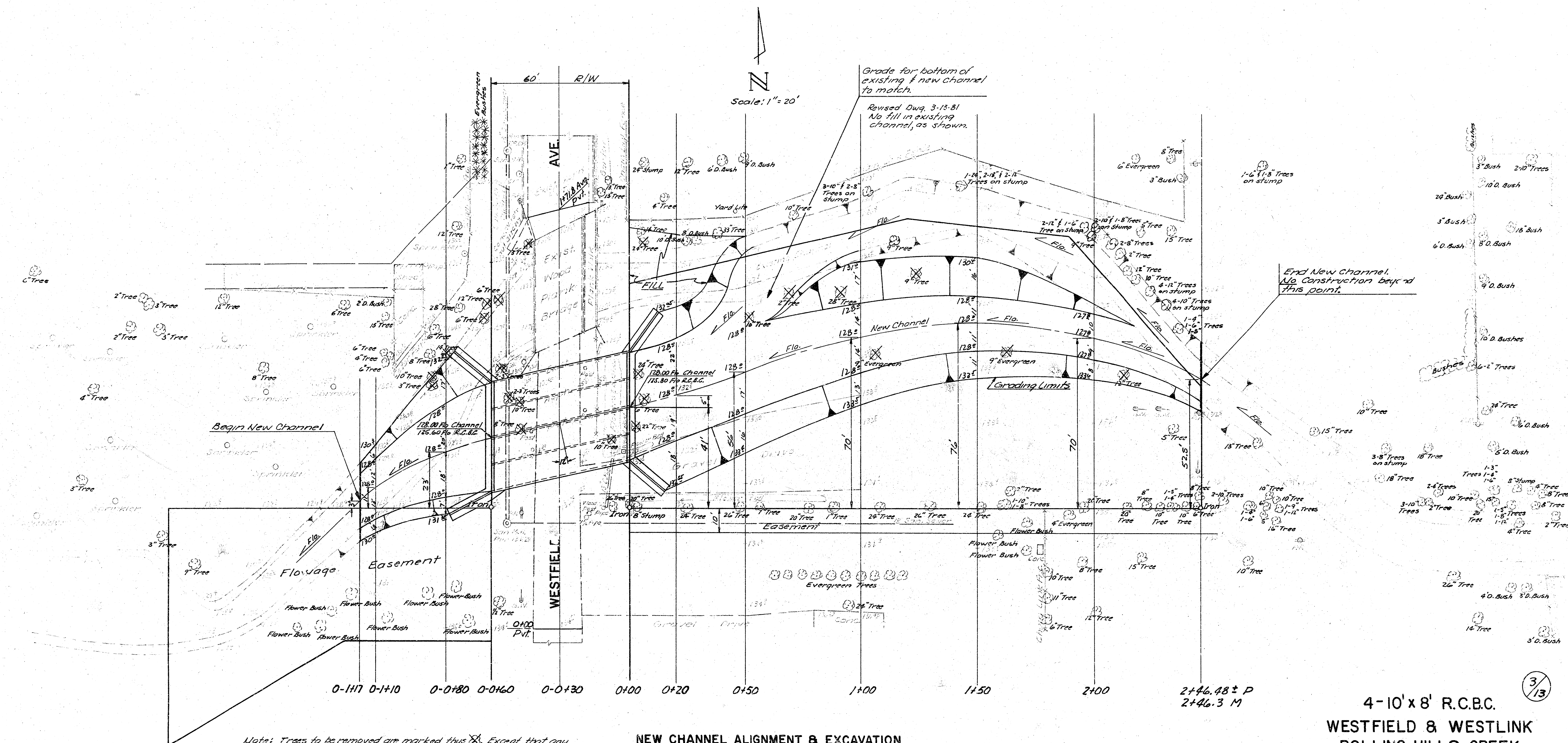


FILMED FROM THE BEST
AVAILABLE COPY.....



B.M. 134.28 ± 5' Rim of S.S. M.H. 6' South ± 1' E. of S.E. Cor. Lot 11, Rolling Hills Addn, W. Side Westfield
 B.M. 159.26 ± 1' In S.W. Cor. Conc. Conduit Box on N.E. Cor. Douglas & Westfield

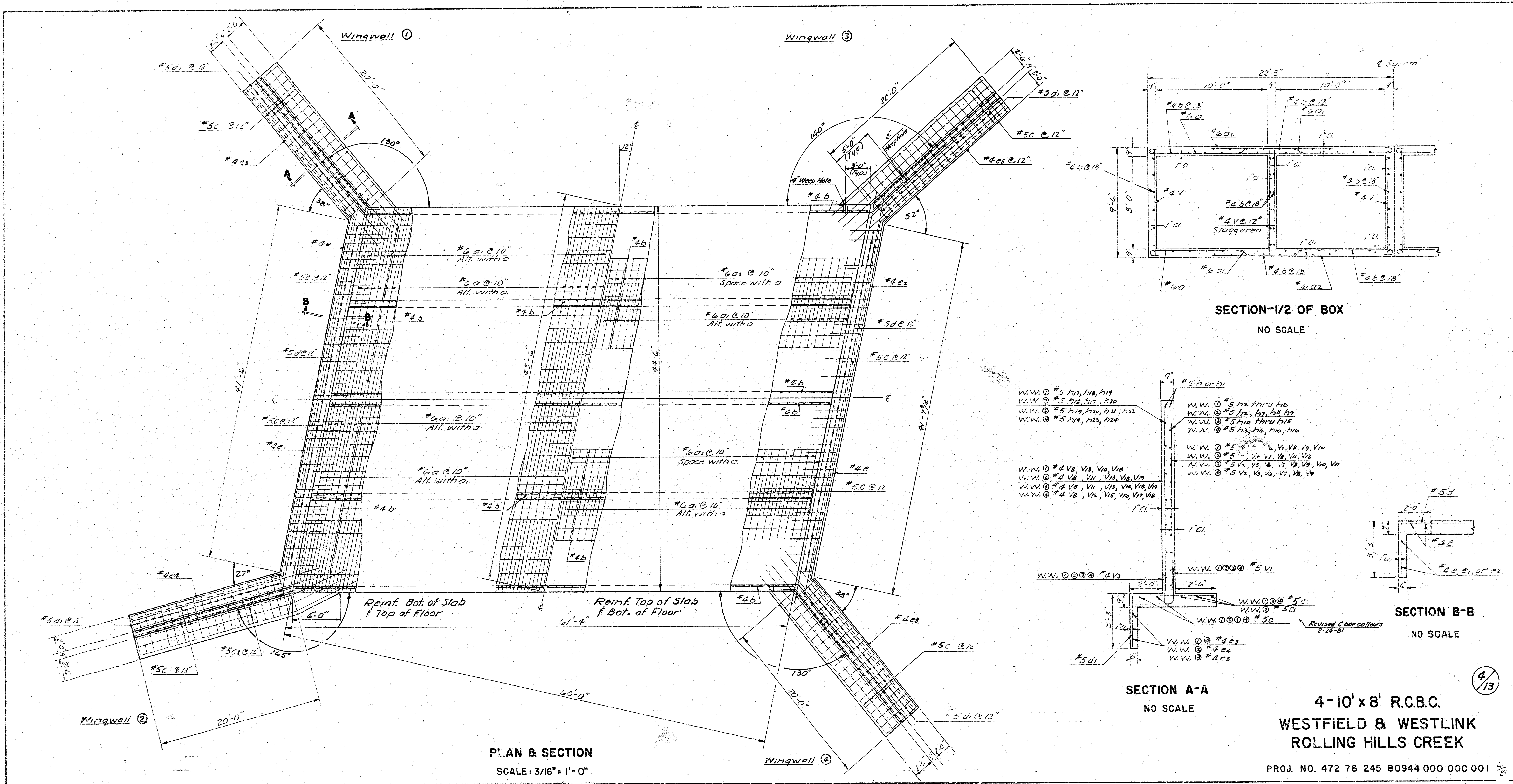
Survey 92
 Plan DEC
 P.C. CHICAGO

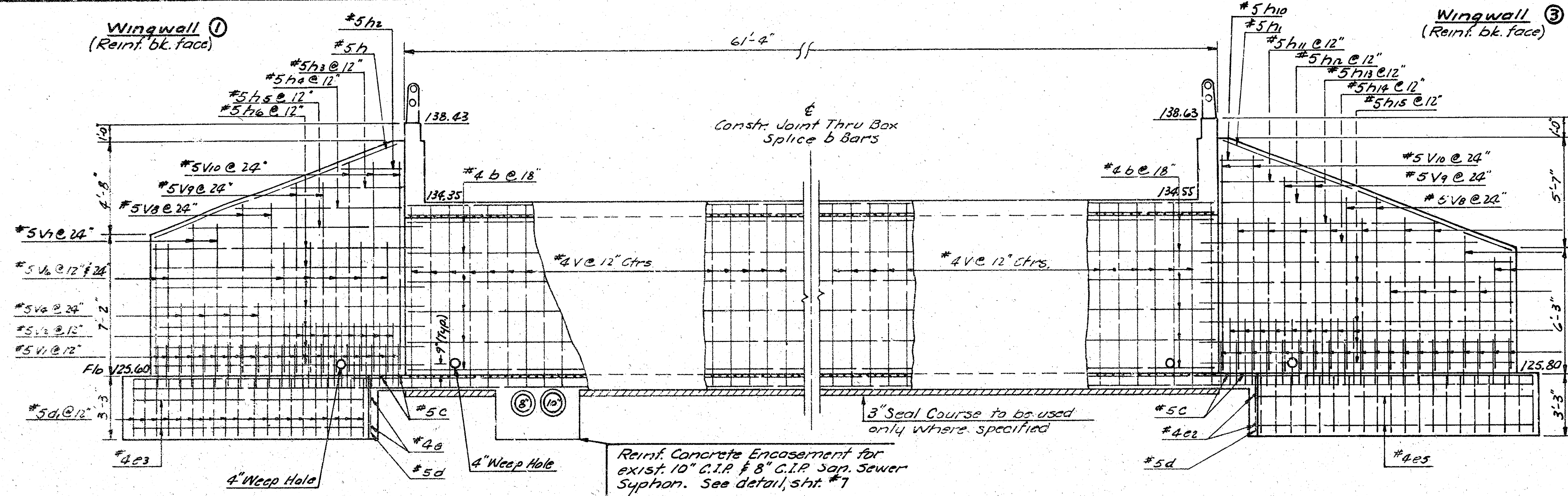


4-10' x 8' R.C.B.C.
 WESTFIELD & WESTLINK
 ROLLING HILLS CREEK

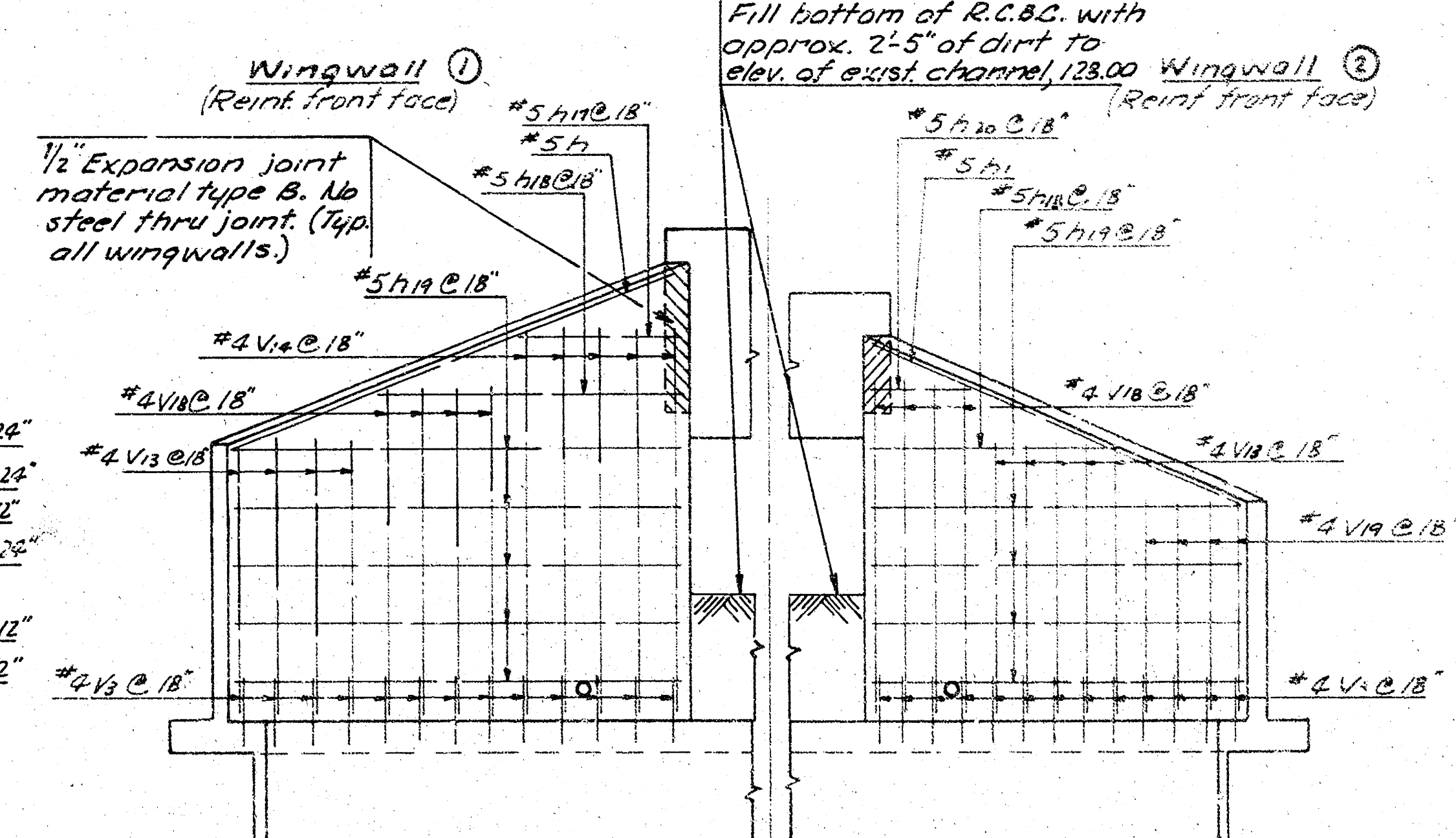
PROJ. NO. 472 76 245 80944 000 000 001 3/6

DWG. REVISED 3-13-81

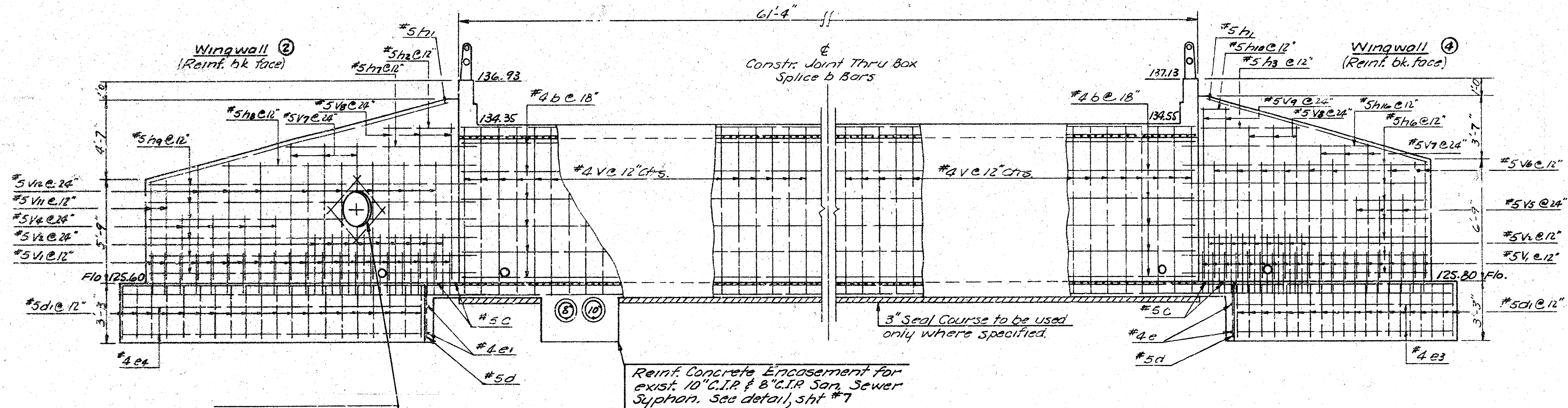




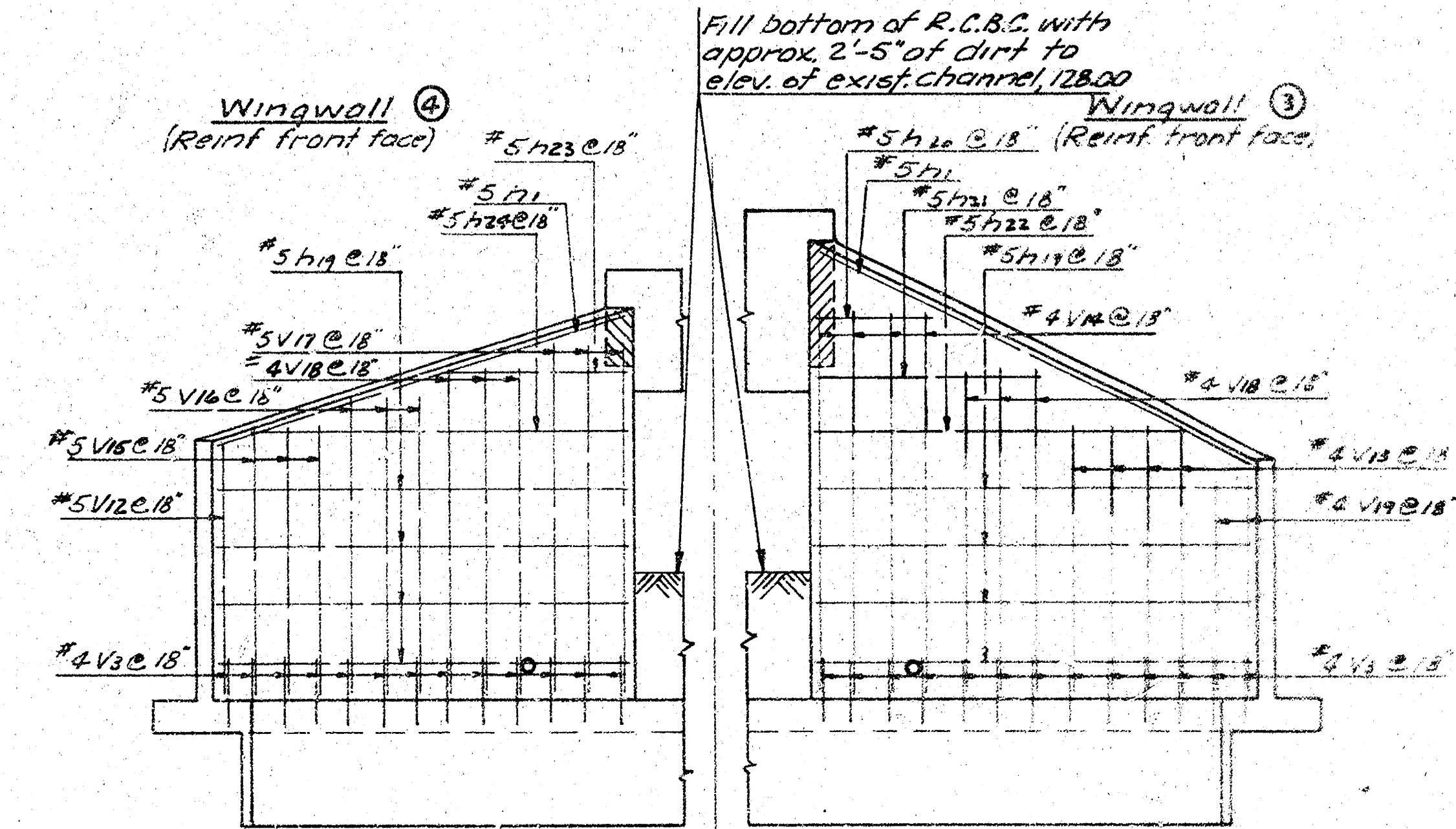
SIDE ELEVATION & SECTION
NO SCALE



END ELEVATION & SECTION
NO SCALE



SIDE ELEVATION & SECTION
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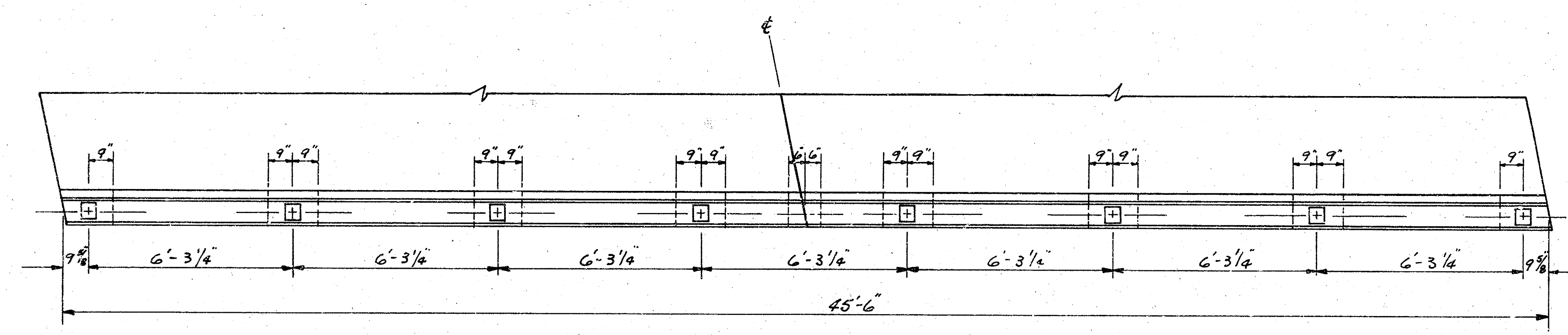


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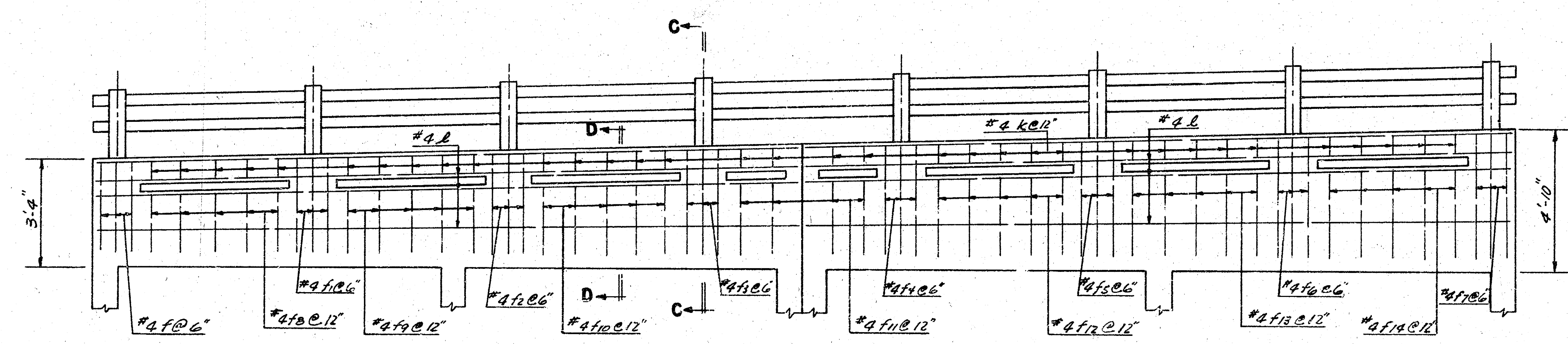
4'-10' x 8' R.C.B.C.
WESTFIELD & WESTLINK
ROLLING HILLS CREEK

PROJ. NO. 472 76 245 80944 000 000 001

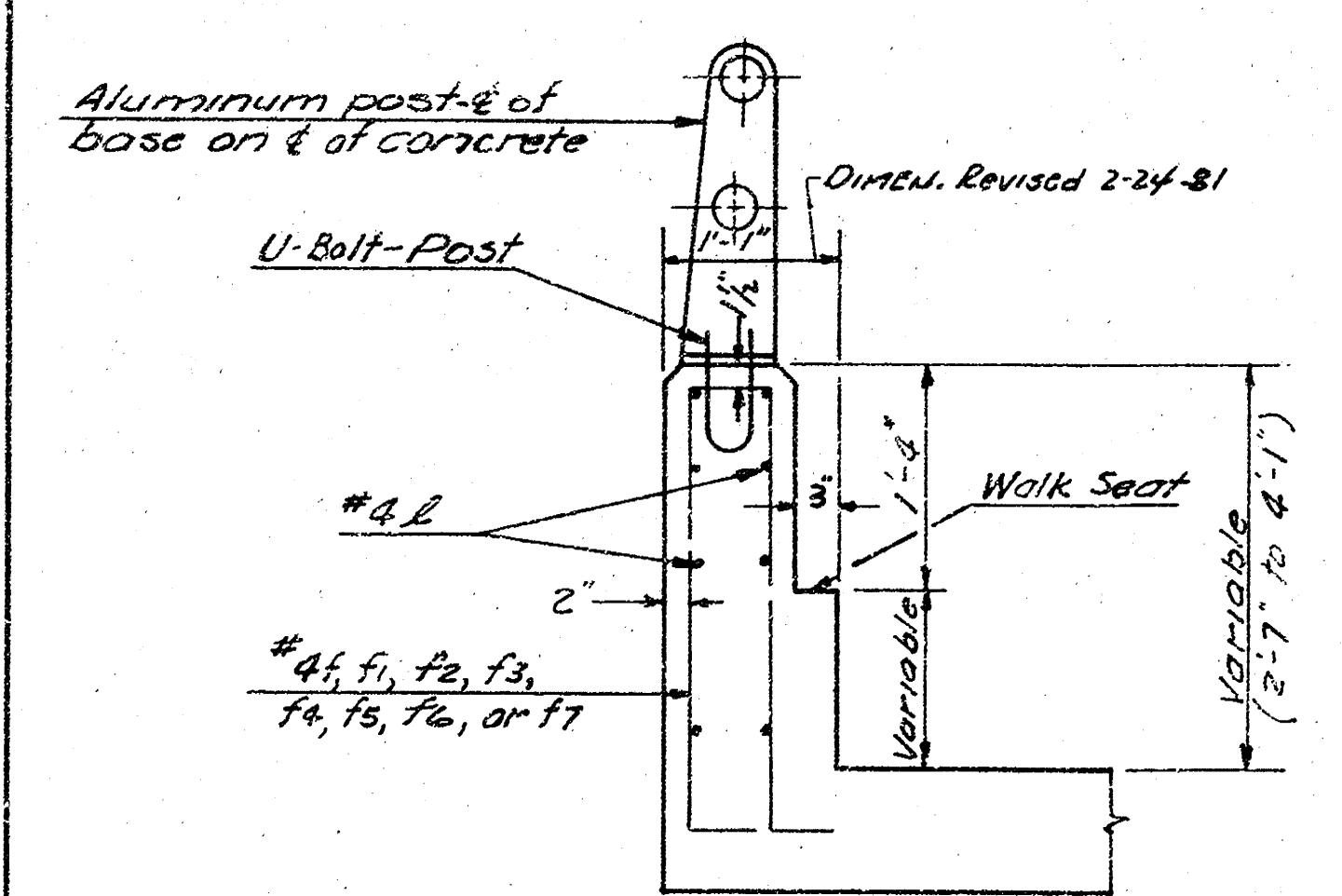
5/13



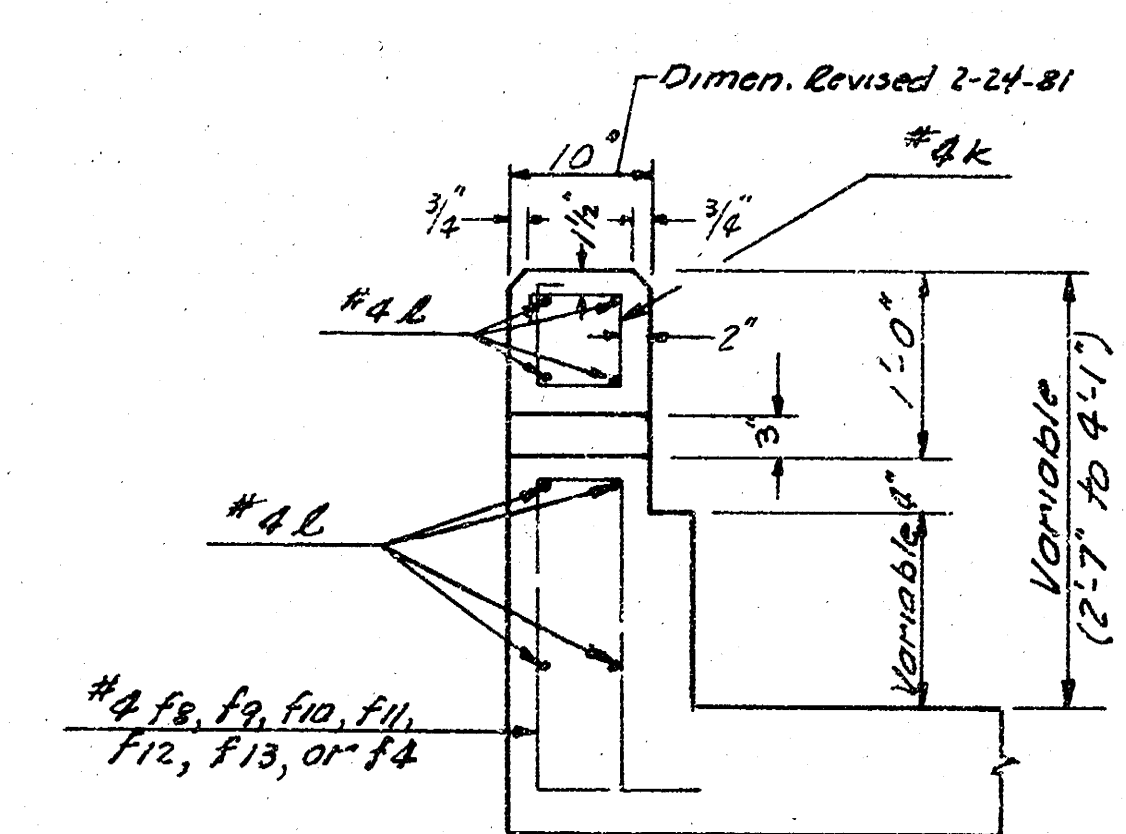
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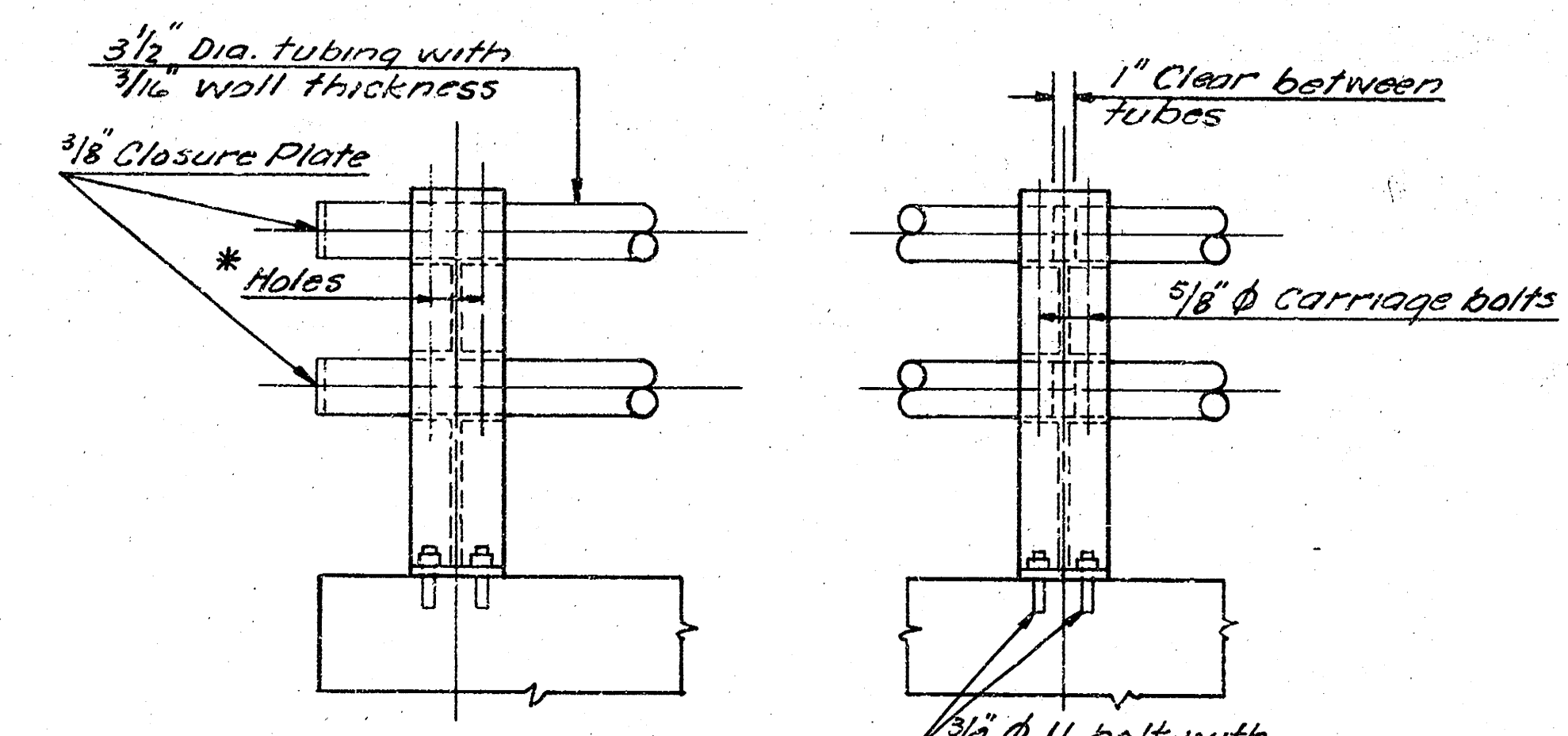
ELEVATION & SECTION-RAILING
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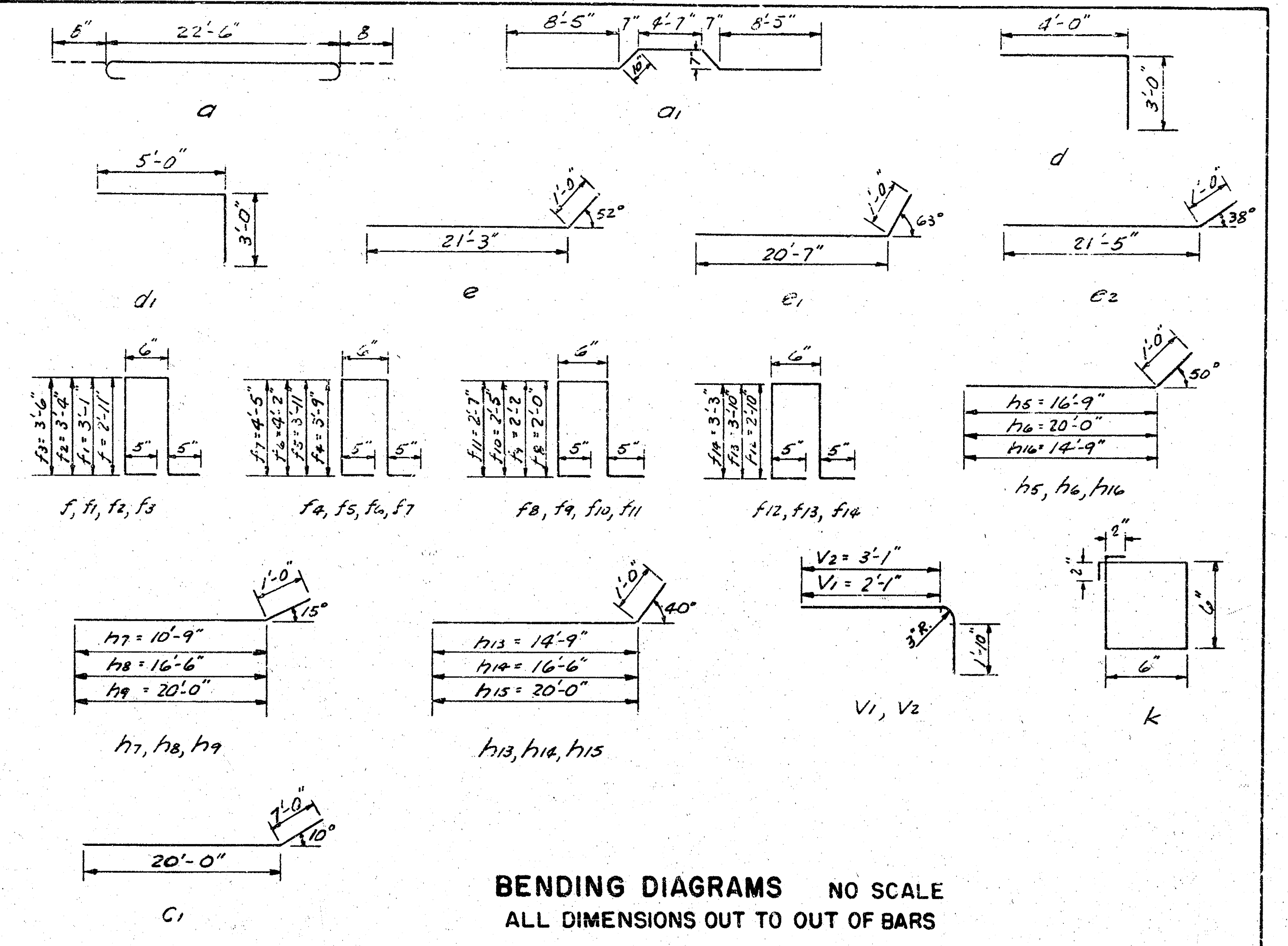
SECTION C-C
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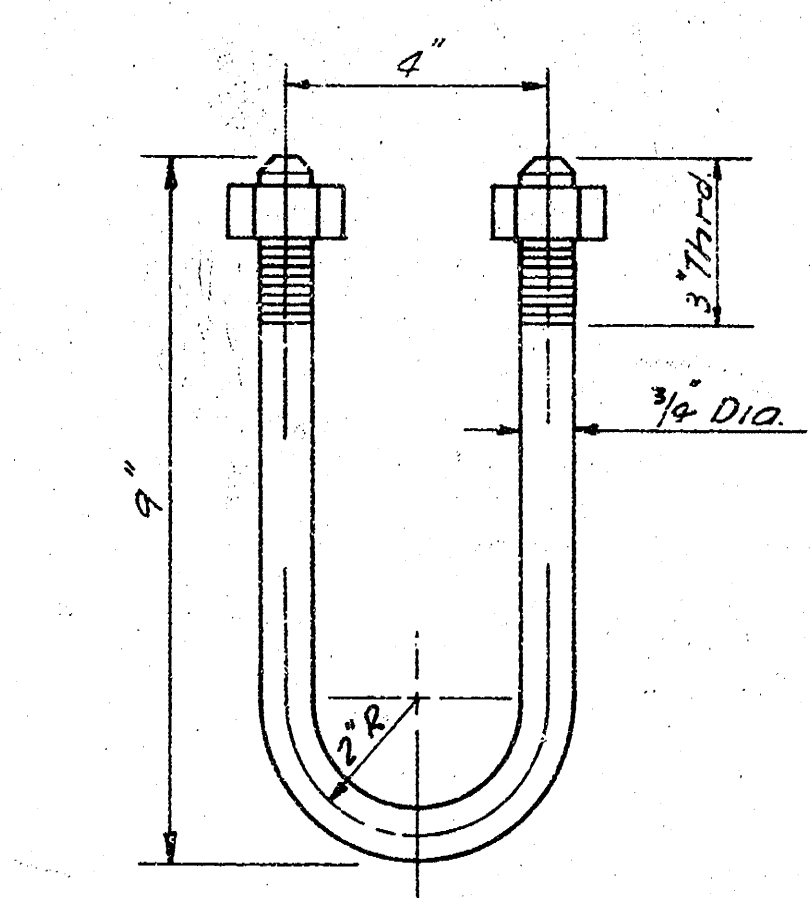
SECTION D-D
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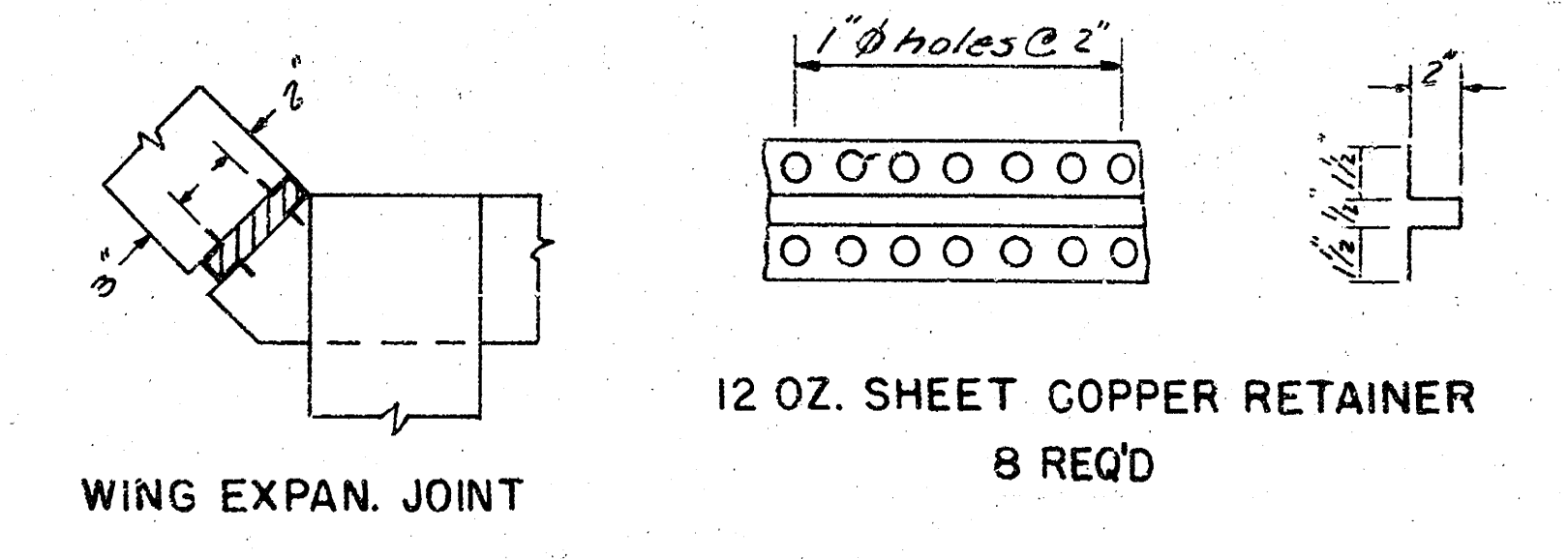
DETAIL-ALUMINUM RAILING
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BENDING DIAGRAMS
NO SCALE
ALL DIMENSIONS OUT TO OUT OF BARS



GALVANIZED U BOLT
NO SCALE



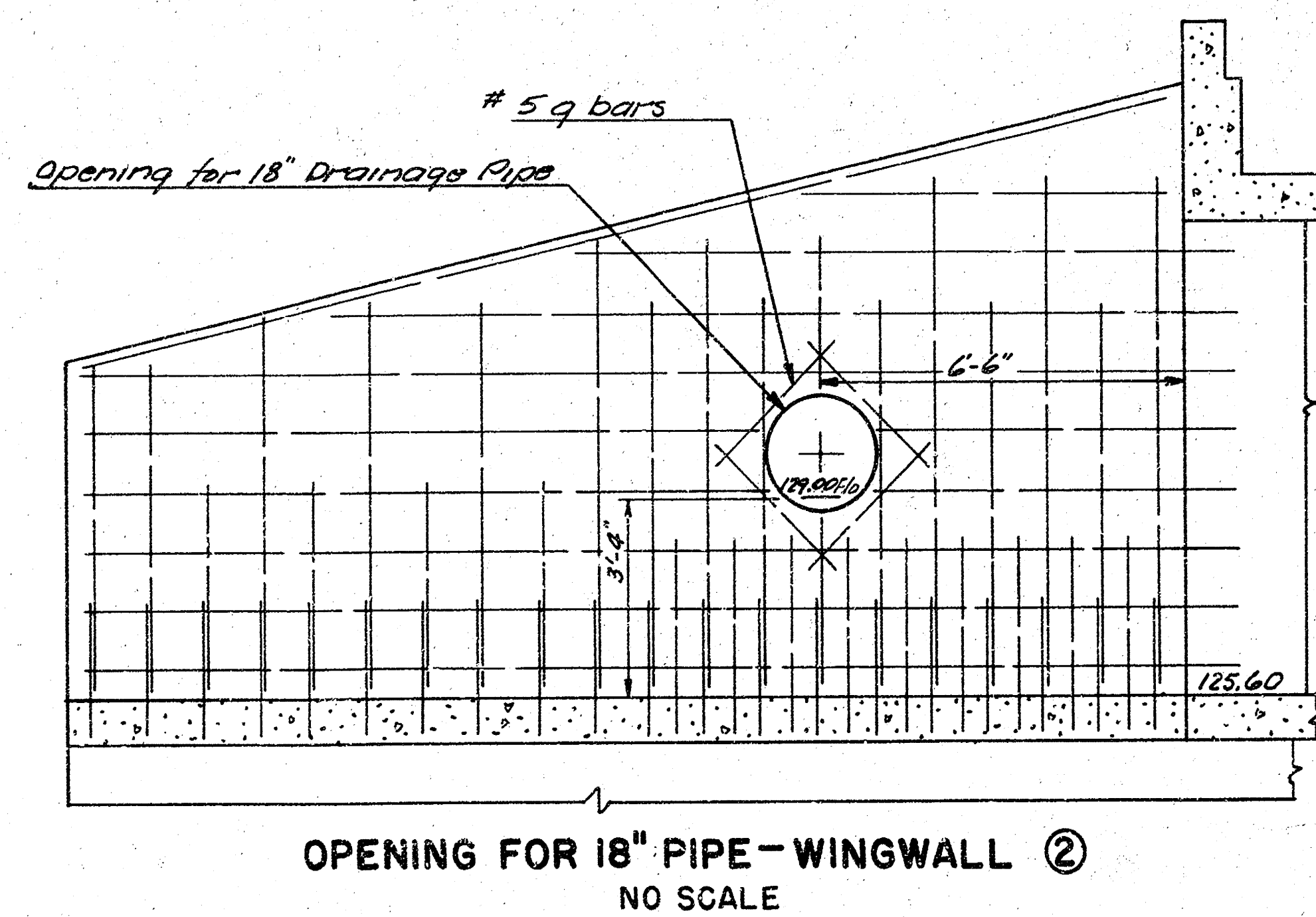
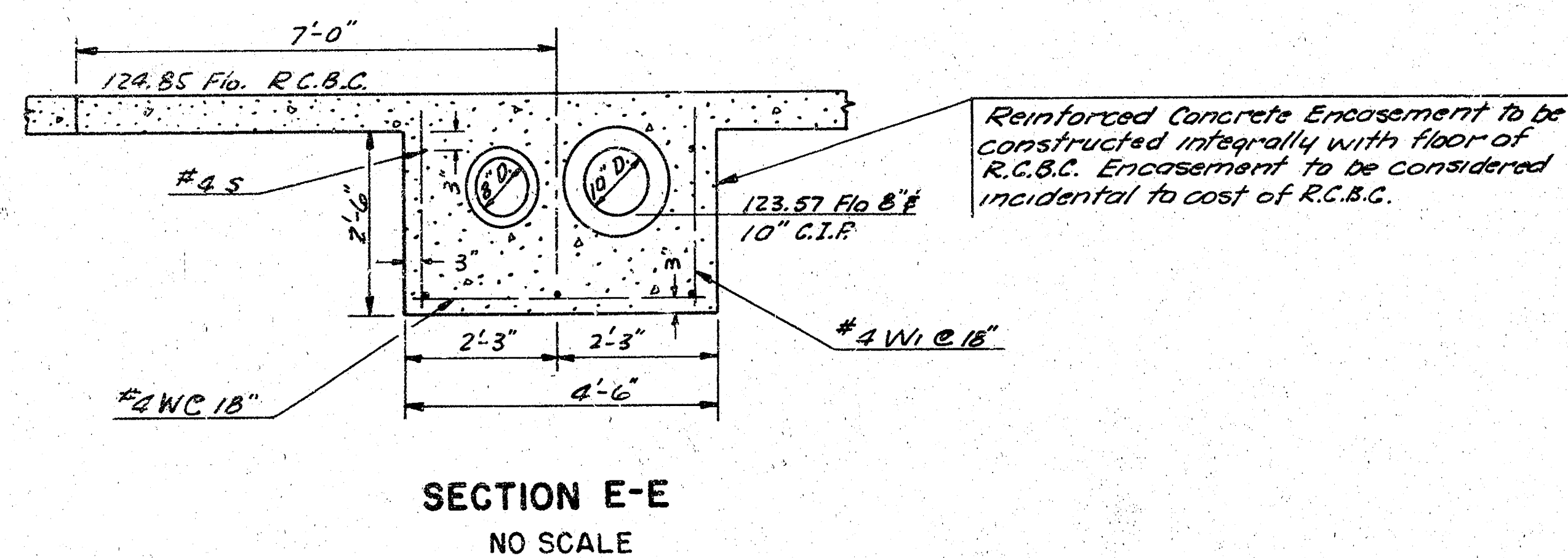
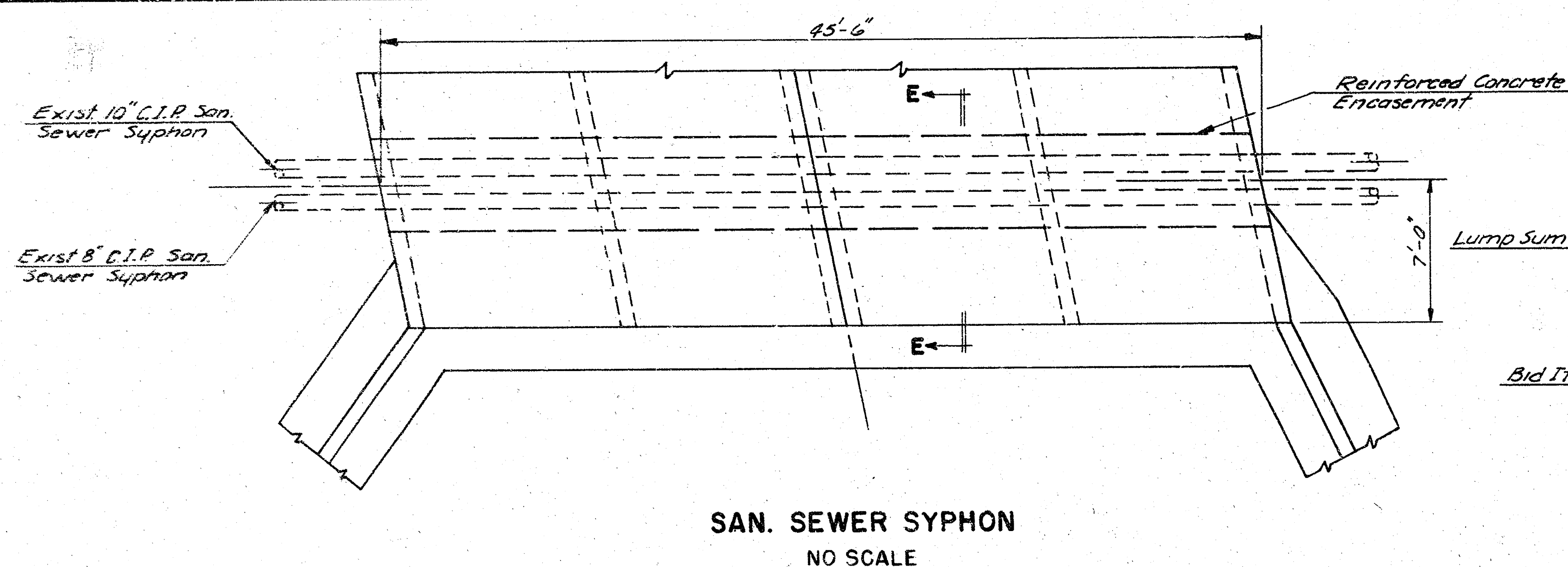
WING EXPAN. JOINT

12 OZ. SHEET COPPER RETAINER
8 REQ'D

NOTE: Aluminum Handrail
Aluminum posts shall be Reynolds Aluminum Highway Products Bridge Railing System No. 2R19A or equal.
Top & bottom rails shall be 3 1/2\"/>

4-10 x 8' R.C.B.C.
WESTFIELD & WESTLINK
ROLLING HILLS CREEK

PROJ. NO. 472 76 245 80944 000 000 001
Drawn Revised 2-24-81



BILL OF MATERIALS		
ITEMS	QUANTITY	UNIT
Class A-AE Concrete	309.9	C.Y.
Reinforcing Steel	40253.0	Lbs.
Hand Excavation	22.3	C.Y.
Aluminum Handrail	91.0	L.F.
Class A Concrete Seal Course	25.3	C.Y.
Excavation	3318.3	C.Y.
Compacted Fill	546.7	C.Y.
Rip Rap - Type 3	190.7	S.Y.
Small Trees Removed	23	EA.
Large Trees Removed	9	EA.

* Includes quantities for Rd, R.C.B.C., & Channel

GENERAL NOTES

- CLASS A-AE - CONCRETE SHALL BE USED THROUGHOUT ON THE STRUCTURE. THE REINFORCING STEEL SHALL CONFORM TO A.S.T.M. SPECIFICATIONS.
- EARTHWORK - ALL EARTHWORK SHALL BE CONSIDERED AS "COMMON EXCAVATION" EXCEPT FOR THE TOWALL. TOWALL EXCAVATION SHALL BE INCLUDED IN "LUMP SUM BID".
- BACKFILL - ALL BACKFILL AND EXCAVATION TO EXTEND TO (2') BEYOND SIDES OF BOX AND WING-WALLS.
- BEVEL - ALL EXPOSED EDGES OF CONCRETE WITH 3/4" TRIANGULAR MOULDING.
- WEEPHOLES - COURSE AGGREGATE SHALL BE DEPOSITED BEHIND EACH WEEPHOLE TO OCCUPY A SPACE EXTENDING (15") IN ALL DIRECTIONS ABOVE WEEPHOLE FLOW LINE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED A PART OF THE EXCAVATION WORK.
- SEAL COURSE - A SEAL COURSE CONSISTING OF 3" CLASS "A" CONCRETE SHALL BE CONSTRUCTED ONLY WHERE SPECIFIED ON PLANS OR BY THE ENGINEER. NO REINFORCING SHALL BE PLACED UNTIL THE SEAL COURSE HAS GAINED SUFFICIENT STRENGTH TO PERMIT WORKING UPON IT WITHOUT DAMAGE.
- BIDDING OF CULVERT - THE CULVERT SHALL BE BID AS A "LUMP SUM BID" WHICH SHALL INCLUDE THE FOLLOWING ITEMS: CLASS A-AE CONCRETE, REINFORCING STEEL, HAND EXCAVATION, AND ALUMINUM HAND RAIL. ALL OTHER ITEMS SHALL BE INCLUDED AS BID ITEMS.
- THE QUANTITIES SHOWN IN THE "BILL OF MATERIALS OR ITEMS" WHICH ARE INCLUDED IN THE "LUMP SUM BID" OF THE CULVERT ARE FOR "INFORMATION PURPOSES ONLY". THE CONTRACTOR MUST SATISFY HIMSELF AS TO THE "QUANTITIES" AND THE ENGINEER ASSUMES NO RESPONSIBILITIES FOR THEIR ACCURACY. THE CONTRACTOR WILL HAVE THE FULL RESPONSIBILITY FOR PROVIDING ALL MATERIALS ON THE DETAILED PLANS NECESSARY TO COMPLETE THE PROJECT.

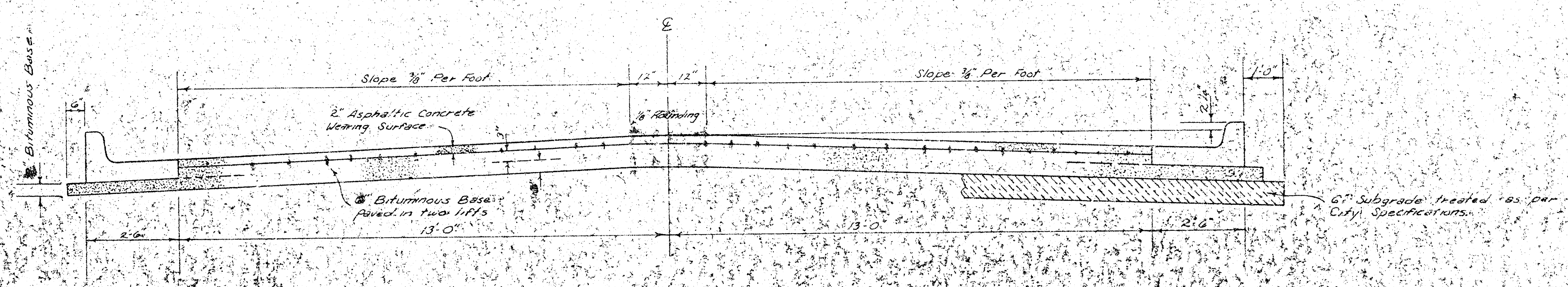
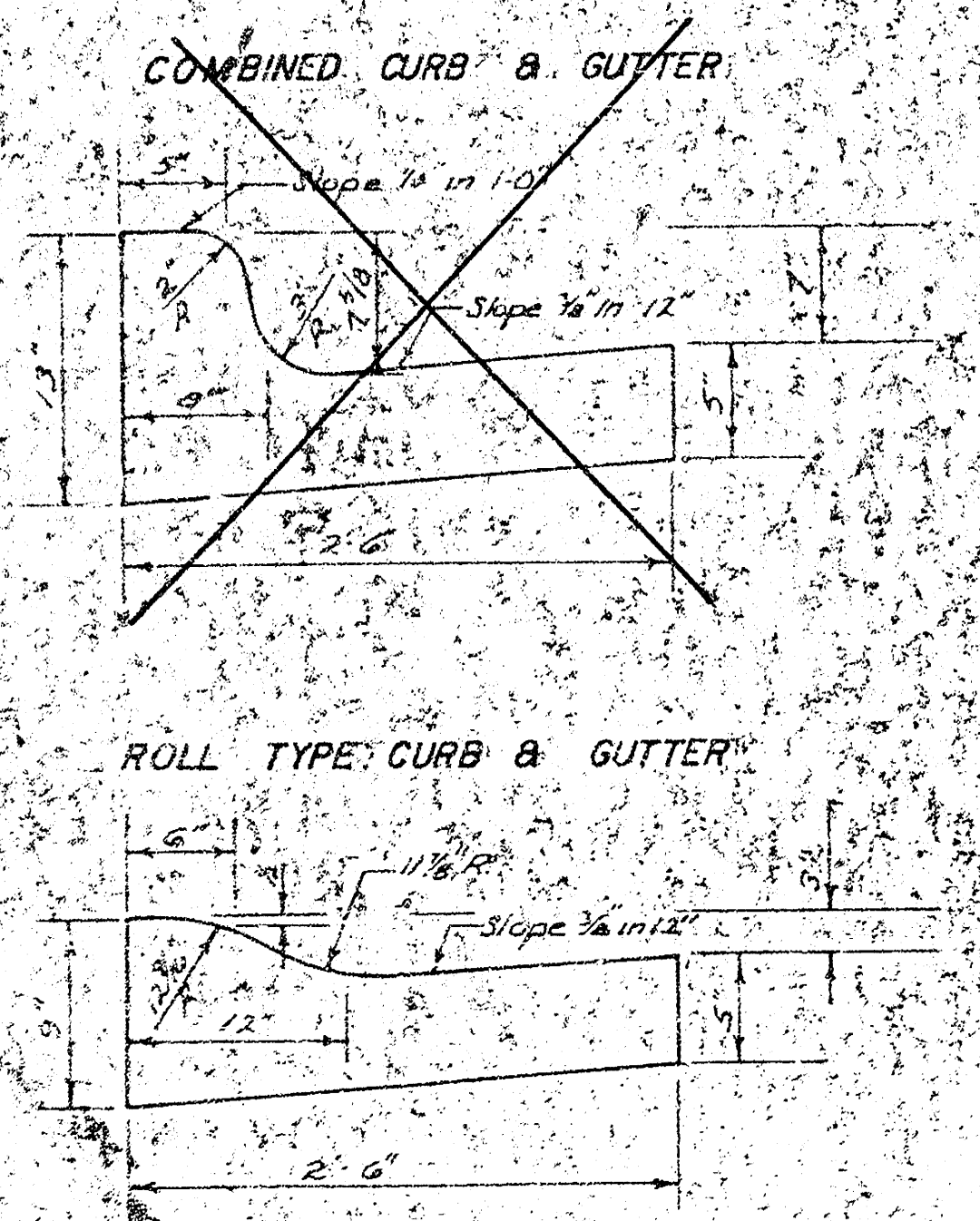
BAR SCHEDULE				
BAR	SIZE	LENGTH	NO.	WEIGHT
a	#6	23'-10"	288	10308.29
a1	#6	23'-10"	288	9983.85
a2	#6	11'-0"	288	4758.34
b	#5	31'-5"	272	5708.89
c	#5	24'-0"	25	625.80
c1	#5	21'-0"	3	82.48
d	#5	7'-0"	82	684.21
d1	#5	8'-0"	80	584.08
e	#4	22'-3"	4	59.45
e1	#4	21'-7"	2	28.83
e2	#4	21'-5"	2	28.62
e3	#4	19'-3"	4	51.44
e4	#4	18'-10"	2	25.16
e5	#4	20'-0"	2	26.72
f	#4	7'-2"	6	28.74
f1	#4	7'-2"	6	30.06
f2	#4	8'-0"	6	32.06
f3	#4	8'-4"	6	33.37
f4	#4	8'-10"	6	35.39
f5	#4	9'-2"	6	36.75
f6	#4	9'-8"	6	38.76
f7	#4	10'-2"	6	40.76
f8	#4	5'-4"	10	35.60
f9	#4	5'-8"	10	37.88
f10	#4	6'-2"	10	41.22
f11	#4	6'-6"	8	44.74
f12	#4	7'-0"	10	46.76
f13	#4	7'-4"	10	48.96
f14	#4	7'-10"	10	52.30
g	#5	3'-0"	4	12.52
h	#5	20'-3"	2	42.24
h1	#5	20'-0"	6	125.16
h2	#5	4'-9"	2	9.91
h3	#5	8'-9"	2	18.28
h4	#5	12'-9"	1	13.30
h5	#5	17'-9"	1	18.51
h6	#5	21'-9"	14	317.59
h7	#5	11'-9"	1	12.26
h8	#5	17'-6"	1	18.28
h9	#5	21'-0"	6	131.42
h10	#5	2'-9"	2	5.74

BAR SCHEDULE				
BAR	SIZE	LENGTH	NO.	WEIGHT
h11	#5	2'-9"	1	7.02
h12	#5	10'-9"	1	11.21
h13	#5	15'-9"	1	16.43
h14	#5	17'-6"	1	18.25
h15	#5	21'-0"	6	131.42
h16	#5	15'-9"	1	16.43
h17	#5	7'-0"	1	7.30
h18	#5	13'-3"	2	27.64
h19	#5	19'-6"	17	345.75
h20	#5	5'-9"	2	11.99
h21	#5	10'-3"	1	10.69
h22	#5	16'-3"	1	16.75
h23	#5	8'-7"	1	8.95
h24	#5	11'-7"	1	18.34
k	#4	2'-4"	68	105.84
l	#4	22'-5"	16	237.62
v	#4	9'-3"	492	3080.07
v1	#5	4'-3 1/2"	80	359.63
v2	#5	5'-3 1/2"	36	199.32
v3	#4	2'-0"	52	69.47
v4	#5	3'-9"	8	31.29
v5	#5	8'-9"	7	34.23
v6	#5	6'-9"	17	119.68
v7	#5	7'-8"	15	122.15
v8	#5	8'-8"	10	90.43
v9	#5	9'-8"	6	60.51
v10	#5	10'-8"	5	55.64
v11	#5	5'-8"	4	23.64
v12	#5	6'-5"	9	38.60
v13	#5	7'-3"	13	62.76
v14	#5	10'-1"	9	60.60
v15	#5	7'-0"	3	14.03
v16	#5	7'-9"	3	15.53
v17	#5	9'-3"	3	18.58
v18	#5	8'-5"	12	81.08
v19	#5	5'-8"	6	22.73
s	#5	31'-5"	10	207.89
w	#5	4'-3"	40	113.56
w1	#4	3'-0"	80	160.32

4-10'x8' R.C.B.C.
WESTFIELD & WESTLINK
ROLLING HILLS CREEK

PROJ. NO. 472 76 245 80944 000 000 001 18

Orig. Revised 2-21-81
Orig. Revised 3-18-81



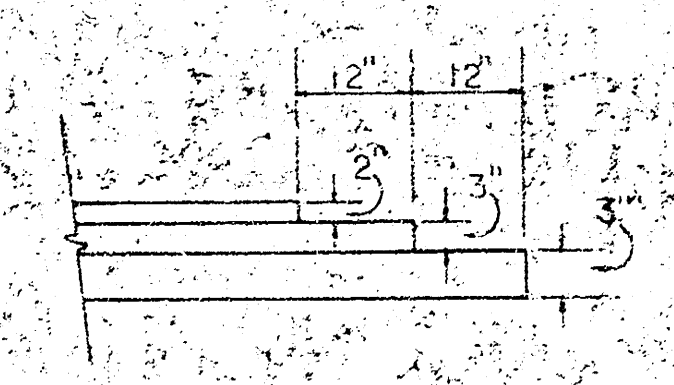
TYPICAL SECTION

31 ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ. YD. 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 ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' 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 the Comb. Curb & gutter shall be paid as 25 Sq. Yds. of A.C. Pavement & Bituminous Base. The Bituminous Base under the Comb. Curb & gutter shall be paid as 5 Sq. Yds. of Bituminous Base.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

(TYPICAL)
PAVING PLAN
4'-10" x 8' R.C.B.C.
WESTFIELD & WESTLINK
ROLLING HILLS CREEK

PROJ. NO. 472 76 245 80944 000 000 001

B-M