IMPROVING 31ST STREET SOUTH. WEST OF WEST STREET

TO SERVE

COMMERCE & INDUSTRIAL PARK ADDITION

PROJ. NO. 472-76-245-81896-000-000-001

INDEX CODE 760058

GENERAL NOTES

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.

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.

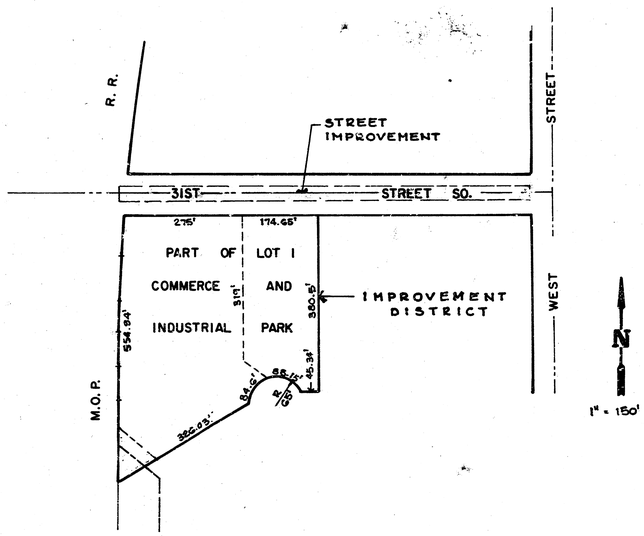
This project does not include any provisions for construction of drive-

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.

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 constsruction operations. Such irons shall be re-established by a licensed land surveyor [redacted] in accordance with state laws.

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.

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 or unless the plans specifically identify a utility to be adjusted by its owner during construction. 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.



LOCAL TRAFFIC IS TO BE CARRIED THROUGH CONSTRUCTION

ALL EARTHWORK EXCEPT EXCAVATION IS TO BE SUBSIDIARY TO THE PROJECT.

CITY OF WICHITA, KANSAS

M.E. LINDEBAK CITY ENGINEER

INDEX TO DRAWINGS

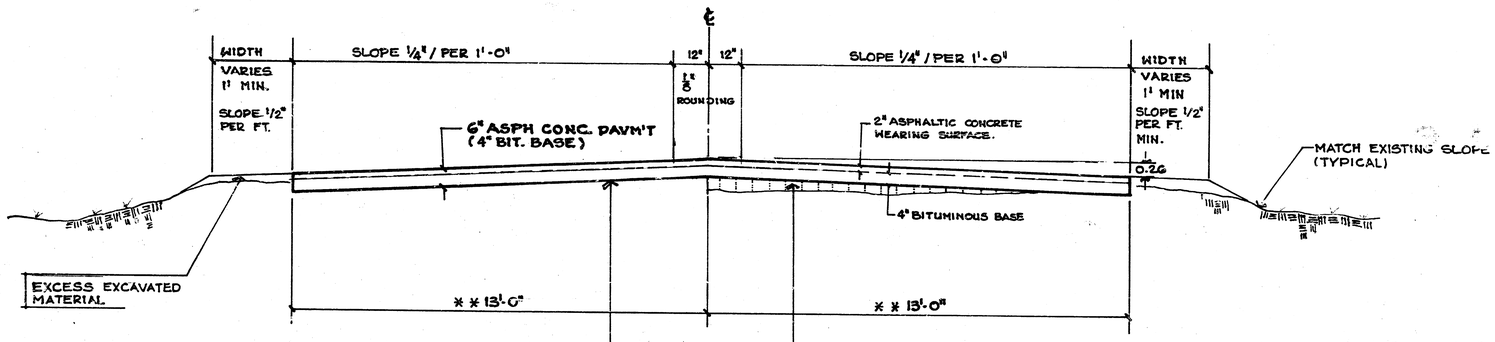
SHEET No.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION
3 & 4	PAVING PLANS
5-6-& 7	CROSS SECTIONS
8	MANHOLE ADJUSTMENT DETAILS

KENNETH E. WILLIS LICENSED 6428 KANSAS PROFESSIONAL ENGINEER

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TYPICAL SECTION

26' ASPHALTIC CONCRETE ROADWAY



** VARIES 13'-0" TO 20'-6" STA 9+00 TO STA 10+50.15

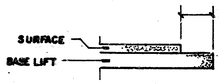
CUT SECTION - EXISTING SURFACE TO BE ROLLED WITH PNEUMATIC OR STEEL FACED ROLLER TO ATTAIN 90% STD. DENSITY AT THE SURFACE. COST TO BE SUBSIDIARY TO PROJECT.

FILL SECTION - ROLL EXISTING SURFACE WITH PNEUMATIC OR STEEL FACED ROLLER TO ATTAIN 90% STD. DENSITY AND COMPACT FILL IN 6" MAX. LIFTS TO 90% STD. DENSITY TO BOTTOM OF PAVMT. COST TO BE SUBSIDIARY TO PROJECT.

GENERAL NOTES

1. THE ASPHALTIC CONCRETE PAVM'T BET. THE PLAN LIMITS SHALL BE PAID AS SQUARE YARDS OF 6"ASPHALTIC CONCRETE PAVEMENT.(4" BITUMINOUS BASE).
2. 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.
3. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
4. 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.

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 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

PROJECT DESCRIPTION
TYPICAL SECTION

PROJECT NUMBER
472-76-245- 81896-000-000-001

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3/8

BASELINE IS ℄ 31ST ST. SO.

B.M. 103.47 C or W BRASS DISC 53' EAST & 44' SOUTH OF ℄ WEST ST. & 31ST ST. SO.

B.M. 101.93 R.R. SPIKE IN FACE P POLE N. SIDE 31ST ST. ACROSS FROM NE COR. VERMILLION ENTERPRISES STA 5+60.5, 28.4 LT.

SECTION 1, MISSOURI PACIFIC INDUSTRIAL PARK ADDITION

PART OF LOT 1, COMMERCE & INDUSTRIAL PARK ADDITION

N

PLAN SCALE 1" = 20'

PROFILE 1"=20' HORIZ. 1"= 5' VERT.

0+89 BEG. PVMT.

CONSTR. 6" ASPH. CONC. PVMT. (4" BIT. BASE)

17' DRNG. EASEMENT

K.G.E. UNDERGROUND

ADJUST M.H.

ADD ALTERNATE WORK

0+52.25 ℄ MOP R/W

GRADE TO MATCH SUBSIDIARY TO PROJECT

SAW & MATCH ASPHALT DRIVE

℄ 24' DRIVE STA 1+21

℄ 28' DRIVE STA 2+86

℄ 24' DRIVE STA 4+21

8" WATER

10" RC. WATER LINE

ASPHALT PARKING LOT

31ST ST.

80.

• EXCAVATION • EARTHWORK

X-SECTIONS	174.2 C.Y.
10%	17.4 C.Y.
TOTAL	191.6 C.Y.

P.V.I. 0+65 2.0' V.C. EL.= 104.80

P.V.I. 2+00 3.0' V.C. EL.= 101.50

-2.44%

-0.80%

-0.225%

MATCH EXIST.

ADD ALT. WORK

0+89 BEG. PVMT.

TOP OF PVMT.

NATURAL GRND.

0+00	0+50	1+00	1+50	2+00	2+50	3+00	3+50	4+00	4+50	5+00	5+50
	TOP RAIL 0+55.13 P.V.C. 104.87	0+65 104.76	0+75 P.V.T. 104.60	0+89 104.22	103.85	102.72	1+75 P.V.C. 102.12	101.64	2+25 P.V.T. 101.52	101.39	101.28	101.16	101.05	100.94	100.83	100.71

31ST ST. NO.

PROJ.# 472.76 245 1936 600 000 001

INDEX NO. 760058

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1

SECTION ONE, MISSOURI PACIFIC INDUSTRIAL PARK

MANHOLES TO BE ADJUSTED

STA	LT - RT	EXIST'G EL.	NEW EL.
4+52.73	10.08 LT	100.36	100.16
10+26.14	6.17 LT	101.52	102.18
10+23.86	6.13 RT	101.42	102.18

4/8

N

PLAN
SCALE
1" = 20'

PROFILE
1"=20' HORIZ.
1" = 5' VERT.

MAIN 14 S.W.I

17' DRNG. EASEMENT

CONSTR. 6" ASPH. CONC. PVMT. (4" BIT. BASE)

K.G.E. UNDERGROUND

GRAVEL ROAD

31ST ST.

8" S.S.

12" R.C. WATER LINE

6' CHAIN LINK FENCE

ASPHALT PARKING

ASPH. PARKING LOT

ASPH. PARKING LOT

BEGIN TAPER 5+00

BEGIN TAPER 5+00

GRAVEL DRIVE STA. 10+01.13

8" SAN.

20' DRNG. ESMT.

ARKLA H.P.

12" R.C. WATER LINE

MATCH AT R/W

ADJ. M.H.

10+50 END PVMT. MATCH EXIST.

42" SWI

ADJ. M.H.

EXISTING CONCRETE PVMT.

SEE DETAIL

STA. 10+22.65
NE COR NE ¼
SEC 11-28S-1W

ASPHALT

EXISTING PAVEMENT

6"x6" ASPH. CURB

SUBSIDIARY TO PROJECT

INLET LID

1'-0"

DEPRESS VAR.

INLET LID

4"

ASPH PVMT.

SECTION A-A

INLET HOOKUP DETAIL

COMMERCE & INDUSTRIAL PARK 2ND ADDN.

LOT 1

P.V.I. 0+00 EL. = 100.60

+0.26%

P.V.I. 5+00 EL. = 101.51

+0.56%

MATCH 10+50.15 EL. = 102.47

TOP OF PVMT.

MATCH EXIST.

NATURAL GROUND

105
100
95
90

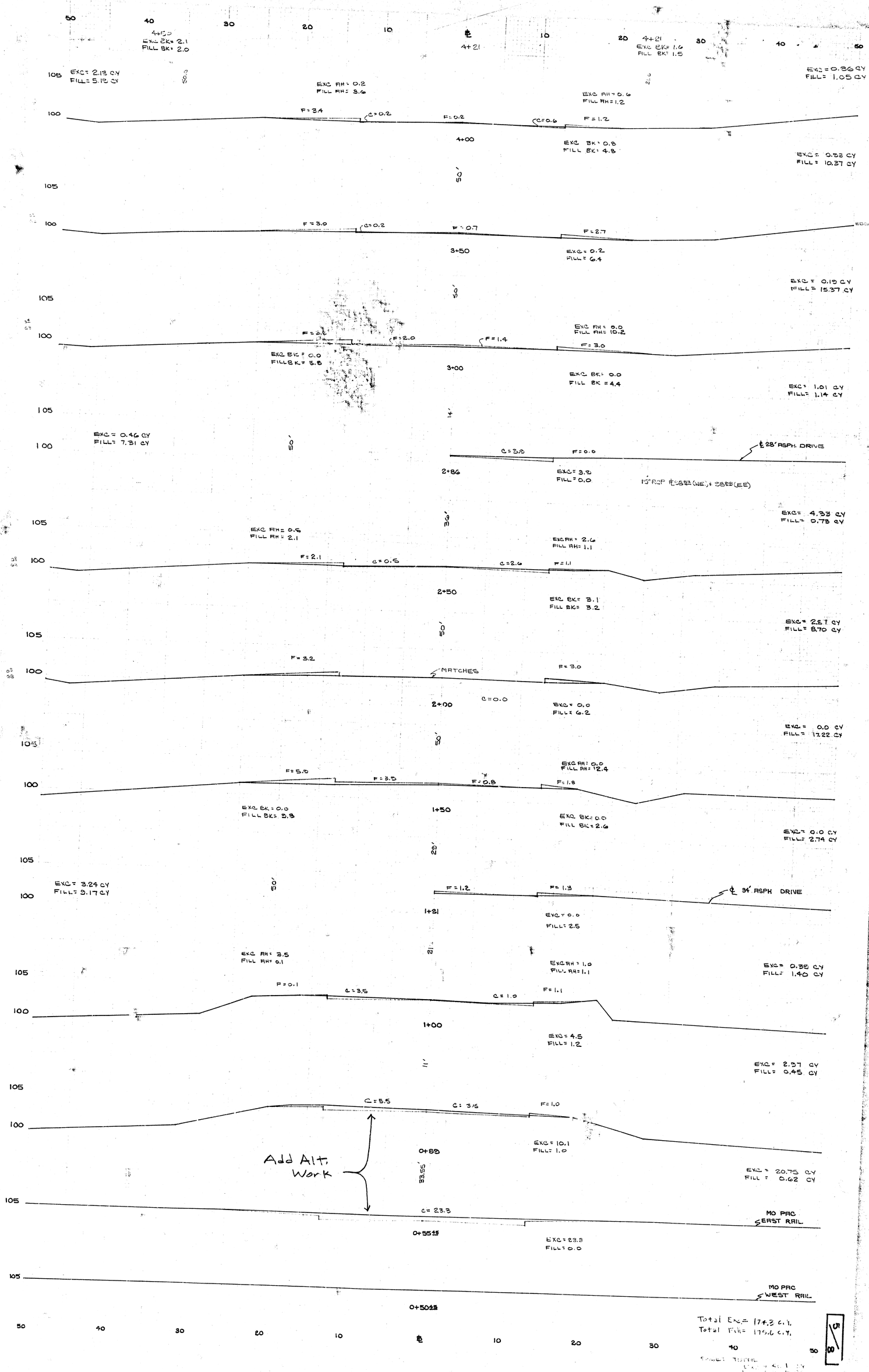
5+50	6+00	6+50	7+00	7+50	8+00	8+50	9+00	9+50	10+00	10+50.15	11+00
	100.60	100.73	100.86	100.99	101.12	101.25	101.38	101.51	101.25	102.47	

31ST ST. SO.

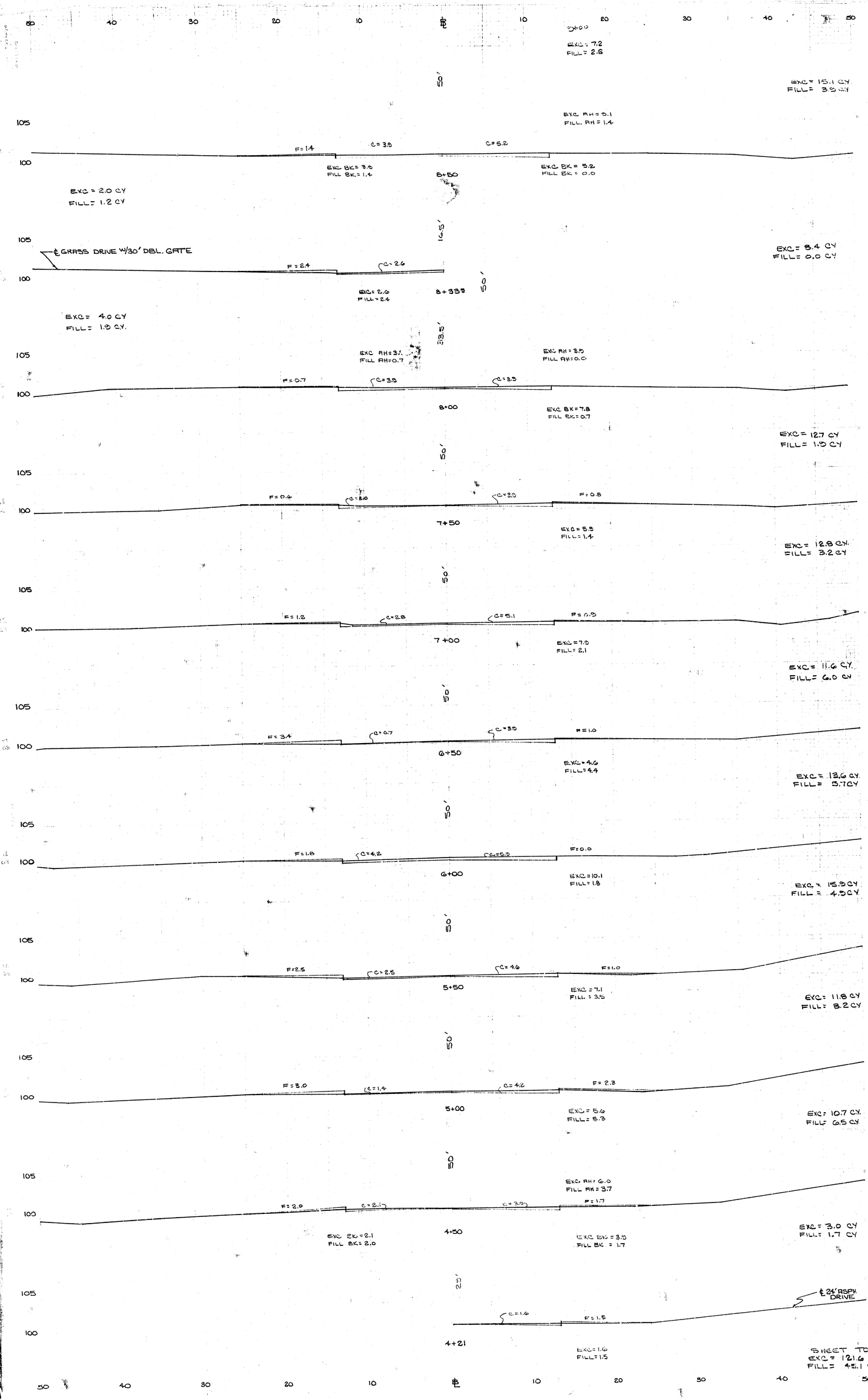
PROJ. # 412.76.245 $1850.00 300 001

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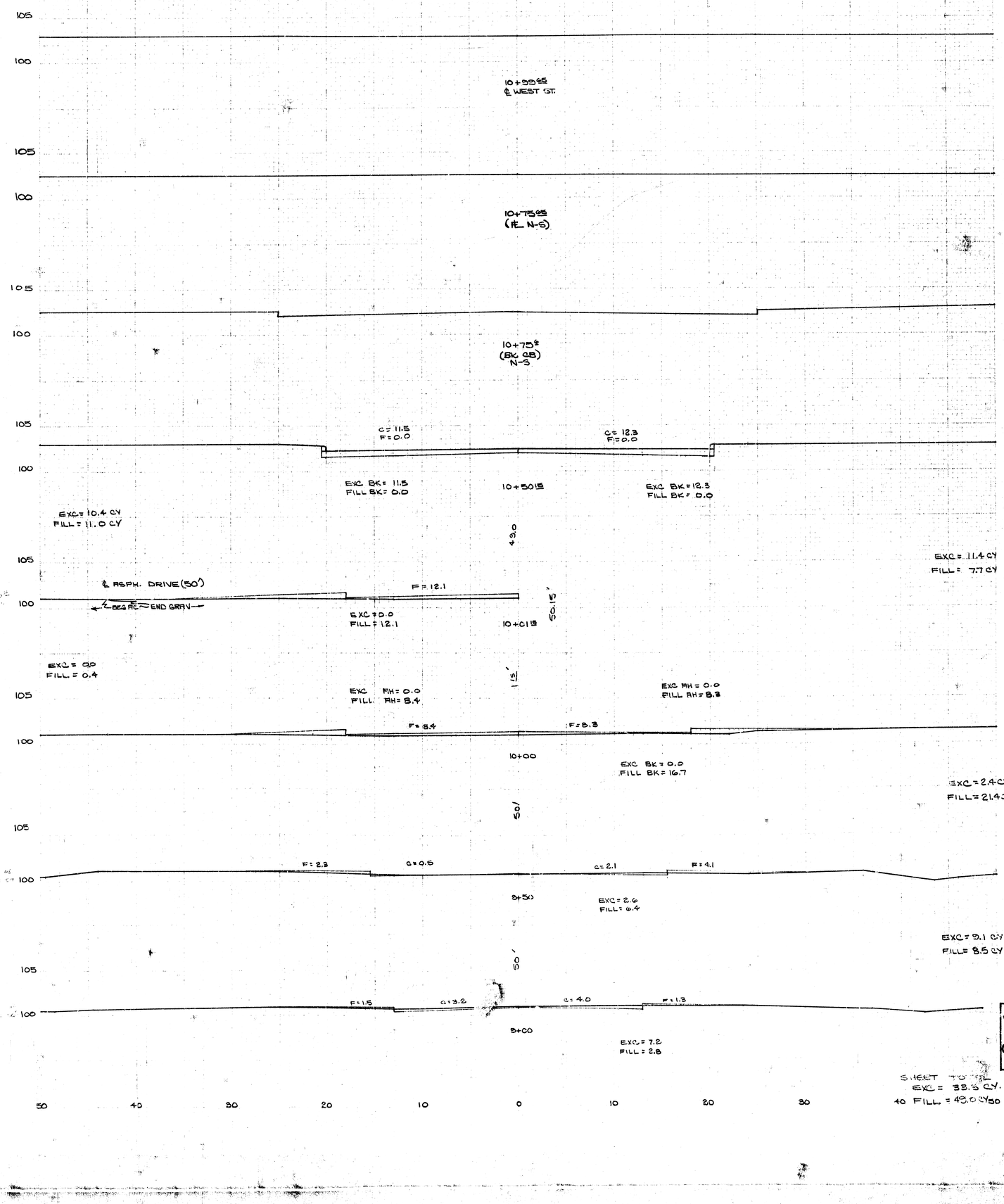


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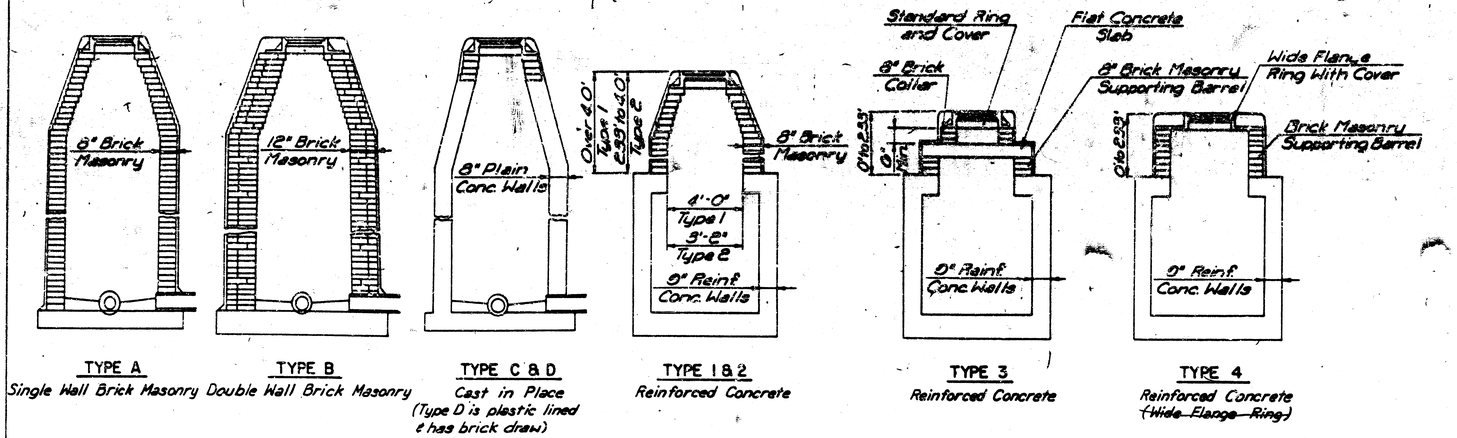
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PROJECT TOTALS
EXCAV. = 195[0] C.Y.
FILL = 175[6] C.Y.



8/7

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TYPE A
Single Wall Brick Masonry

TYPE B
Double Wall Brick Masonry

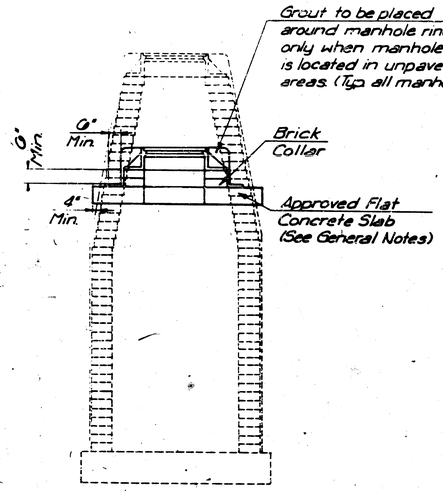
TYPE C & D
Cast in Place
(Type D is plastic lined & has brick draw)

TYPE 1 & 2
Reinforced Concrete

TYPE 3
Reinforced Concrete

TYPE 4
Reinforced Concrete
(Wide Flange Ring)

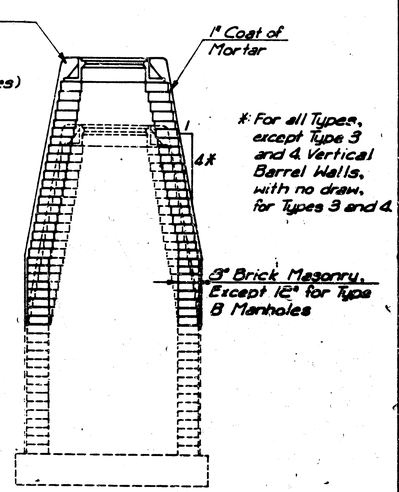
DEFINITION SKETCHES - CITY OF WICHITA STANDARD MANHOLES



DOWNWARD ADJUSTMENT
(GREATER THAN 12")
All Types

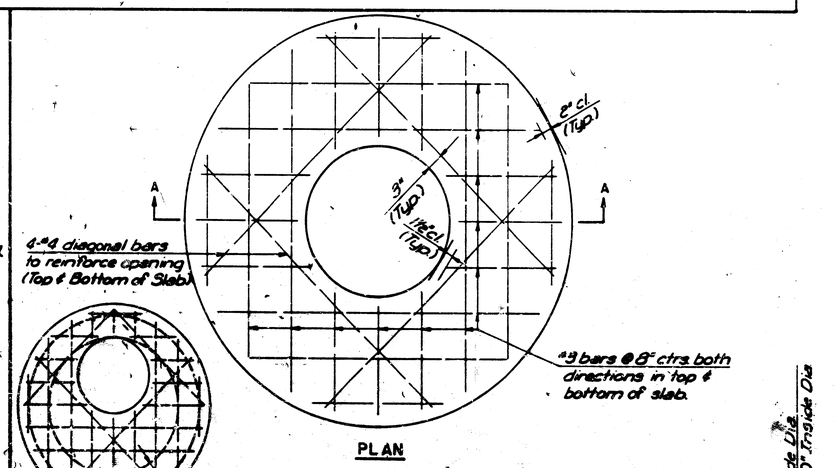
THE APPROPRIATE PORTIONS OF THE DRAW AND BARREL OF TYPE A, B, C, D, 1 AND 2 MANHOLES SHALL BE REMOVED. A FLAT CONCRETE SLAB SHALL BE PLACED AND THE RING AND COVER RESET. ALL WORK AND MATERIALS SHALL CONFORM TO THE DETAILS SHOWN AND THE GENERAL NOTES.

COURSES OF BRICK BARREL SUPPORTING THE WIDE FLANGE RING FOR TYPE 4 MANHOLES AND FLAT CONCRETE SLAB FOR TYPE 3 MANHOLES SHALL BE REMOVED AS NECESSARY PRIOR TO RESETTING THE WIDE FLANGE RING OR FLAT CONCRETE SLAB AND RING. ALL WORK AND MATERIALS SHALL CONFORM TO THE DETAILS SHOWN AND THE GENERAL NOTES.

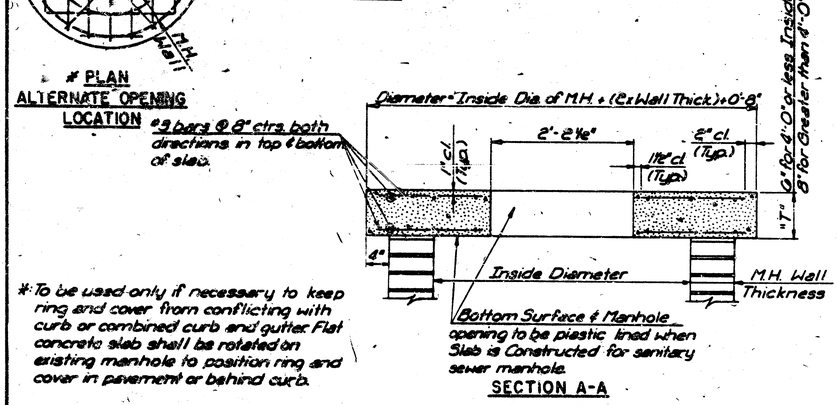


UPWARD ADJUSTMENT
(GREATER THAN 12")
All Types

THE ENTIRE DRAW OF TYPES A, B, C, D, 1 AND 2 MANHOLES SHALL BE REMOVED, THE MANHOLE BARREL RAISED THE APPROPRIATE AMOUNT, A NEW DRAW CONSTRUCTED, AND THE RING AND COVER RESET. THE UPPER PORTIONS OF TYPE 3 MANHOLES SHALL BE REMOVED TO THE BOTTOM OF THE FLAT CONCRETE SLAB, THE BRICK MASONRY BARREL SUPPORTING THE SLAB SHALL BE RAISED THE APPROPRIATE AMOUNT, AND THE SLAB AND RING AND COVER RESET. THE WIDE FLANGE RING AND COVER OF TYPE 4 MANHOLES SHALL BE REMOVED, THE BRICK MASONRY BARREL SUPPORTING THE RING SHALL BE RAISED THE APPROPRIATE AMOUNT AND THE RING AND COVER RESET. ALL WORK REQUIRED FOR A GREATER THAN TWELVE INCH (12") UPWARD ADJUSTMENT OF ANY MANHOLE SHALL BE ACCOMPLISHED WITH BRICK MASONRY IN ACCORDANCE WITH THE DETAILS SHOWN AND THE GENERAL NOTES.



PLAN



*: To be used only if necessary to keep ring and cover from conflicting with curb or combined curb and gutter. Flat concrete slab shall be rotated on existing manhole to position ring and cover in pavement or behind curb.

SECTION A-A

FLAT CONCRETE SLAB DETAILS

PROJ. NO. 472-76-245-81896-000-000-001

MANHOLE ADJUSTMENT DETAILS

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

Designed by | Checked by | JOB No.

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