

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER
STREET IMPROVEMENTS

SHEET NO.	TOTAL SHEETS
1	12

INDEX OF SHEETS

1. TITLE SHEET
2. PLAN
3. TYPICAL SECTION
4. PAVING PLAN - MEADOW PASS
5. PAVING PLAN - LAKE RIDGE
6. MISCELLANEOUS PAVING DETAILS
7. STD. TYPE 1A CUMULATIVE DETAILS (L-8'-4")
8. RILEY PROTECTION DETAILS
9. SHOWING DETAILS
- 10-12. CROSS SECTIONS

MEADOW PASS - FROM THE WEST LINE OF LOT 11, BLOCK 5, TO THE EAST LINE OF LOT 13, BLOCK 5.
LAKE RIDGE - FROM THE SOUTH LINE OF LOT 18, BLOCK 3, TO THE SOUTH LINE OF MEADOW PASS.
SIDEWALK - ALONG THE SOUTH LINE MEADOW PASS FROM THE WEST LINE OF LOT 11, BLOCK 5, TO THE EAST LINE OF LOT 13, BLOCK 5. AND ALONG THE WEST LINE OF LAKE RIDGE FROM THE SOUTH LINE OF LOT 18, BLOCK 3, TO THE SOUTH LINE OF MEADOW PASS.

IN
NORTHBRIDGE LAKES-PHASE III

CITY OF WICHITA PROJECT NO. 472-76-245-82855-000-000-001
INDEX NO. 764779

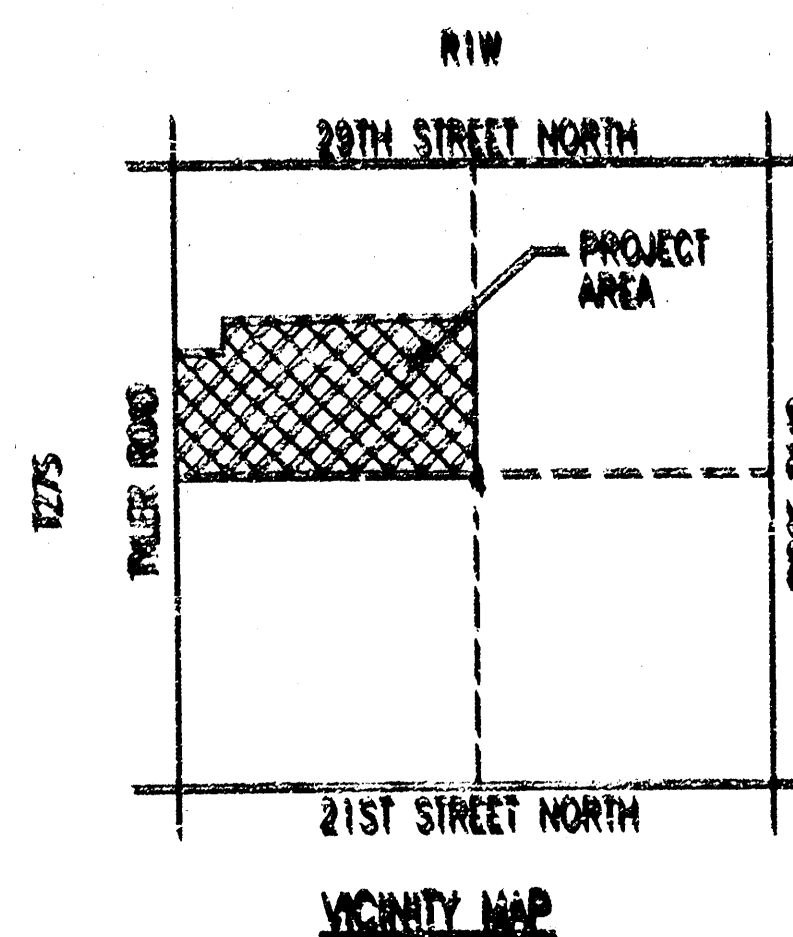
PROJECT SURVEY CONTROL

CITY OF WICHITA VERTICAL DATUM

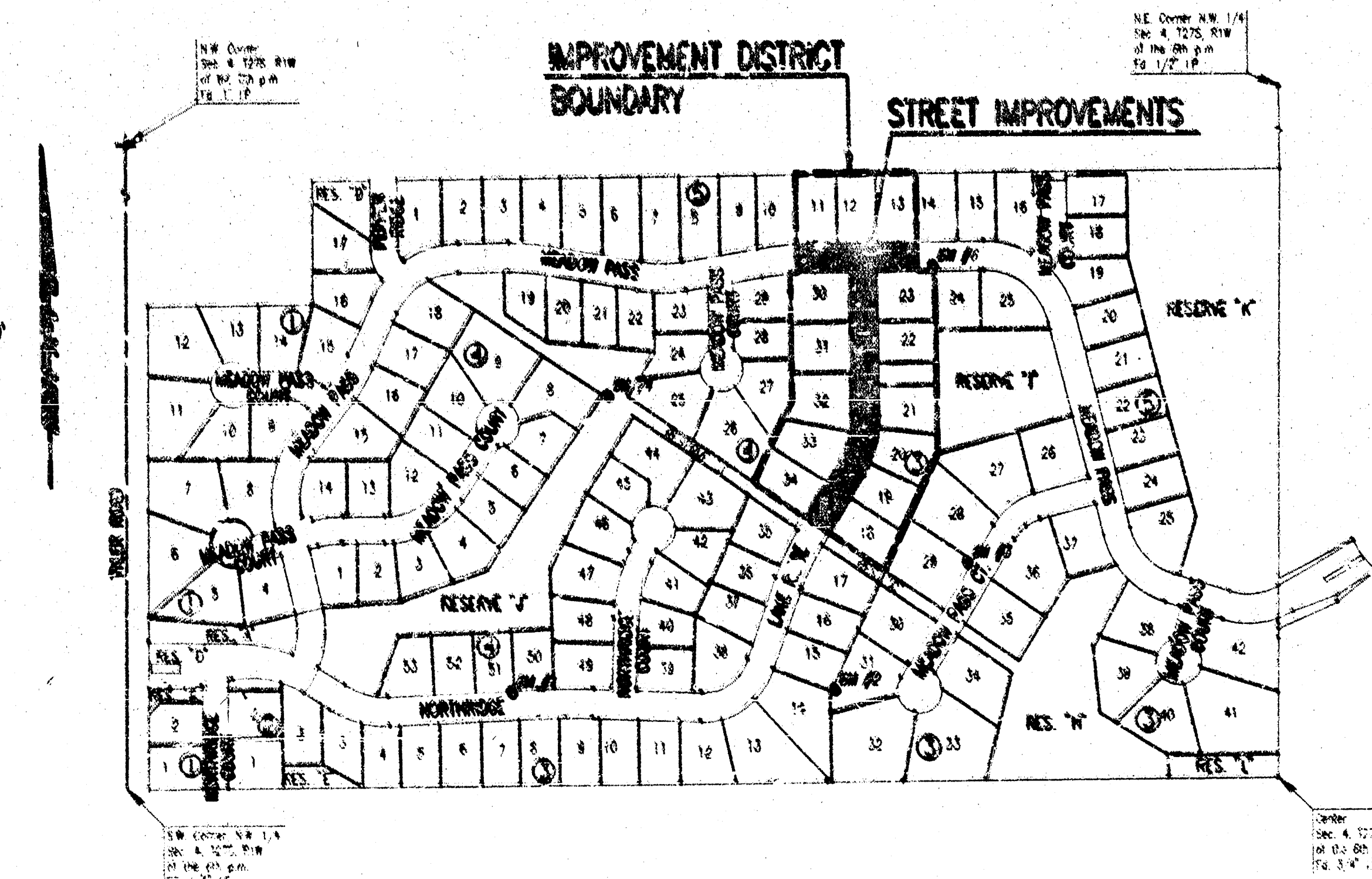
- BM 1: ONE "W" BACK OF CURB, NORTH SIDE NORTHBRIDGE, SOUTH SIDE LOT 31, BLOCK 3, AT FINE HYDRAULIC. ELEV.=176.71
- BM 2: ONE "W" CENTER SOUTH END AREA INLET NEAR BACK OF LOT LINE P.I. OF LOT 31, BLOCK 3. ELEV.=106.80
- BM 3: ONE "W" BACK OF CURB NEAR NORTHEAST CORNER LOT 28, BLOCK 3. ELEV.=114.80
- BM 4: SET 3' "T" POST 0.5' BELL FOUND, 0.2' NORTHEAST OF THE NORTHEAST CORNER LOT 8, BLOCK 4, NEAR TOP BOW. ELEV.=178.07
- BM 5: ONE "T" TOP SOUTH END MEADOW PASS AT NORTHEAST CORNER LOT 24, BLOCK 3. ELEV.=178.77

EARTHWORK

EXCAVATION 30 CU. YDS.
COMPACTED FILL 1,401 CU. YDS.
CONTRACTOR FURNISHED BORROW 0,421 CU. YDS.
PROJECT LENGTH = 044.00 LIN. FT.

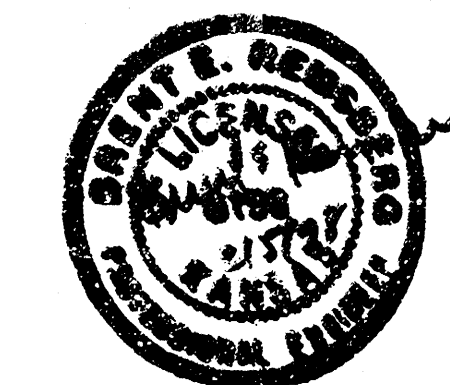


SCALE: 1" = 300'



FEBRUARY 1998

PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS



GENERAL NOTES

- UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES 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 CONTRACTOR WILL BE REQUIRED TO VERIFY AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR AND APPROVED AS NOTED BELOW.
- ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN POWERS OF THE UNITED STATES OR REVENUES IS SUBJECT TO U.S. CORPS OF ENGINEERS REMEDIATION REQUIREMENTS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- CONTRACTOR SHALL SATISFY HIMSELF OF SURFACE AND SUBSURFACE CONDITIONS PRIOR TO BIDDING.
- TEMPORARY SURFACING MATERIAL (ROCK, ASPHALT, ETC.) MAY HAVE BEEN PLACED WITHIN STREET RIGHTS-OF-WAY FOR MAINTENANCE AND TEMPORARY ACCESS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS TO DETERMINE EXISTENT, IF ANY, OF SUCH SURFACING. CONTRACTOR SHALL REMOVE SAID TEMPORARY SURFACING IN THE SAME MANNER AS NOTED ABOVE FOR RUBBLE. THIS REMOVAL SHALL BE SUBSEQUENT TO "EXCAVATION".
- CONTRACTOR SHALL PROVIDE A MINIMUM FORTY-EIGHT (48) HOUR ADVANCE NOTICE (EXCLUDING WEEKENDS AND HOLIDAYS) PRIOR TO BEGINNING ANY EXCAVATION, TO KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316) 687-2474. TO REQUEST THE FOLLOWING UTILITY COMPANIES TO LOCATE ALL EXISTING LINES WITHIN THE PROJECT AREA: PEOPLES NATURAL GAS, K.C. ELECTRIC, SOUTHWESTERN BELL TELEPHONE, MULTIMEDIA CABLEVISION, CITY OF WICHITA SEWER MAINTENANCE AND CITY OF WICHITA WATER DEPARTMENT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY MARKS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY MARKS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH MARKS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER. THIS WORK TO BE SUBSEQUENT TO OTHER BID ITEMS.
- INLET HOODS AND INLET PROTECTION SHALL BE BID PER EACH NEARLY AS INLET SIZE.
- THIS PROJECT DOES NOT INCLUDE ANY PROVISIONS FOR CONSTRUCTION OF DRIVEWAYS.
- TOPS OF ALL EXISTING SWS INLETS SHALL BE SET IN PLACE AS SHOWN ON THE SWS INLET DETAIL SHEET AND AT THE PROPER ELEVATION TO MATCH THE ADJACENT TOP OF CURB. PAYMENT FOR THIS WORK SHALL BE PER EACH AT THE UNIT PRICE BID FOR "INLET ADJUSTMENT", REGARDLESS OF INLET SIZE OR AMOUNT OF ADJUSTMENT REQUIRED.
- THIS PROJECT INCLUDES ALTERNATE PAVEMENT TYPES. THE CONTRACTOR SHALL BID ALL ALTERNATE 1 AND ALTERNATE 2 BID ITEMS AND THE CITY ENGINEER SHALL THEN SPECIFY WHICH PAVEMENT TYPE IS TO BE USED FOR THIS PROJECT. THE ALTERNATE SELECTED BY THE CITY ENGINEER SHALL BE USED FOR THE ENTIRE PROJECT.
- THE CONTRACTOR SHALL SEED AND MOW ALL UNPAVED AREAS DESTROYED BY HIS CONSTRUCTION OPERATIONS AT THE RATES SHOWN ON SHEET NO. 8. THIS WORK SHALL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "TEMPORARY PROJECT SEEDING".
- CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION OPERATIONS WITH: STORM WATER SEWER AND CONTRACTOR (PROJ. NO. 468-76-245-82855-000-000-001), SANITARY SEWER CONTRACTOR (PROJ. NO. 468-76-245-82855-000-000-001) AND WATER LINE CONTRACTOR (PROJ. NO. 468-76-245-82855-000-000-001). CONTRACTOR SHALL BE REQUIRED TO WORK AROUND AND PROTECT FROM DAMAGE ALL THE ABOVE IMPROVEMENTS. ANY DAMAGE BY HIS CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT HIS OWN EXPENSE.

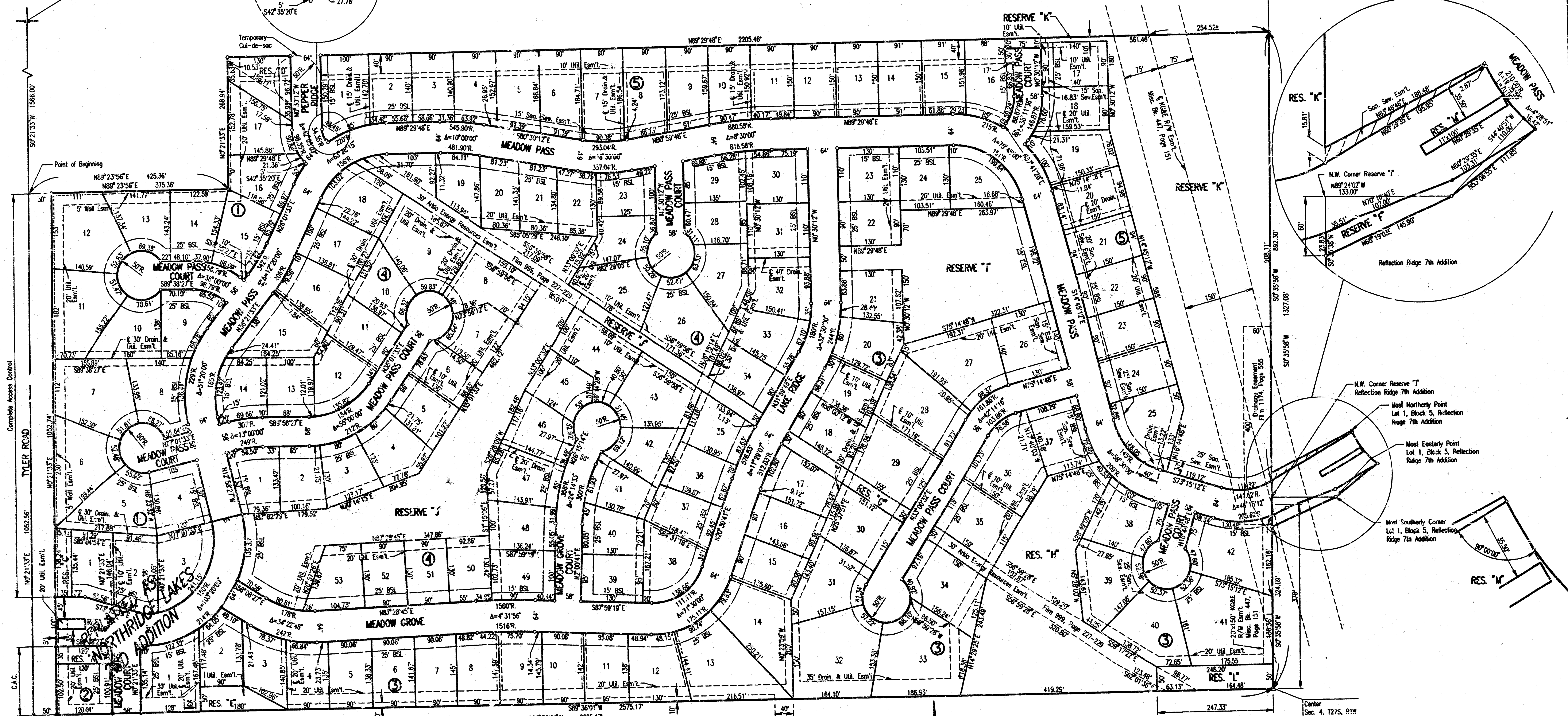
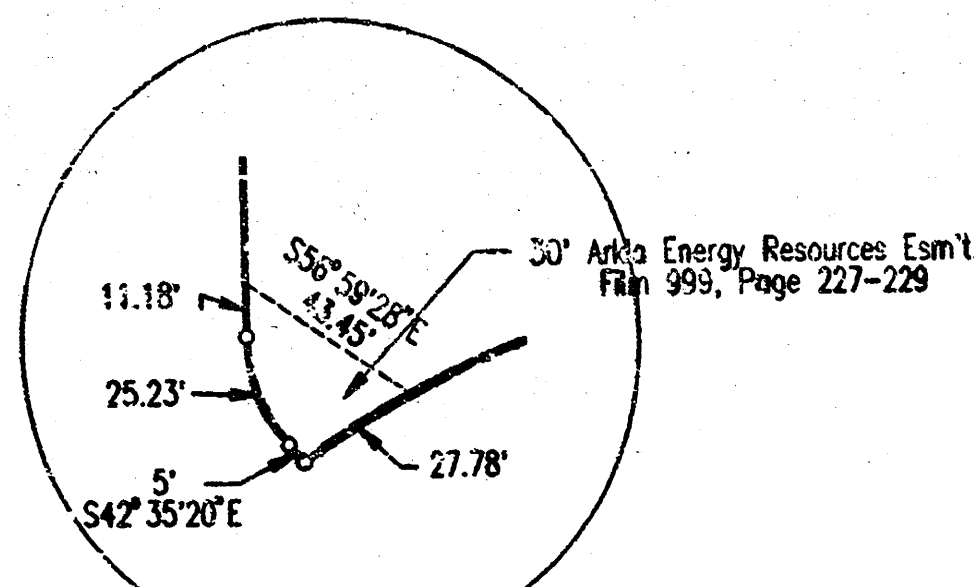
NORTHRIDGE LAKES

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82885-000-000-001	2	12

N.E. Corner N.W. 1/4
Sec. 4, T27S, R1W
of the 6th p.m.
Fd. 1/2 I.P.

N.W. Corner
Sec. 4, T27S, R1W
of the 6th p.m.
Fd. 1 I.P.



NOTE: MEADOW GROVE AND MEADOW GROVE COURTS
STREET NAMES HAVE BEEN CHANGED BY SEPARATE
INSTRUMENT TO NORTHRIDGE AND NORTHRIDGE COURTS

B.M. - CITY OF WICHITA BEYCH MARK DISC, 38 FEET WEST AND 90 FEET SOUTH OF
THE INTERSECTION OF THE CENTERLINES OF TYLER ROAD AND 21ST STREET
NORTH.
ELEV. 1357.349 M.S.L. = 169.949 CITY DATUM
B.M. - RAILROAD SPIKE IN SOUTHWEST SIDE OF POWER POLE LOCATED 75' NORTH
AND 50' EAST OF THE INTERSECTION OF THE CENTERLINES OF RIDGE ROAD
AND 21ST STREET NORTH.
ELEV. 1330.70 M.S.L. = 143.30 CITY DATUM

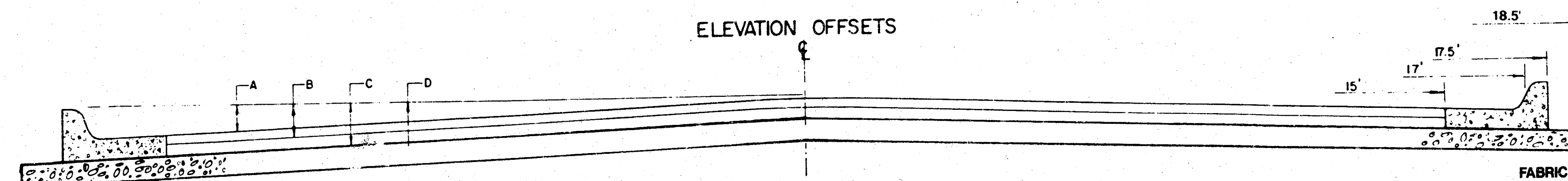
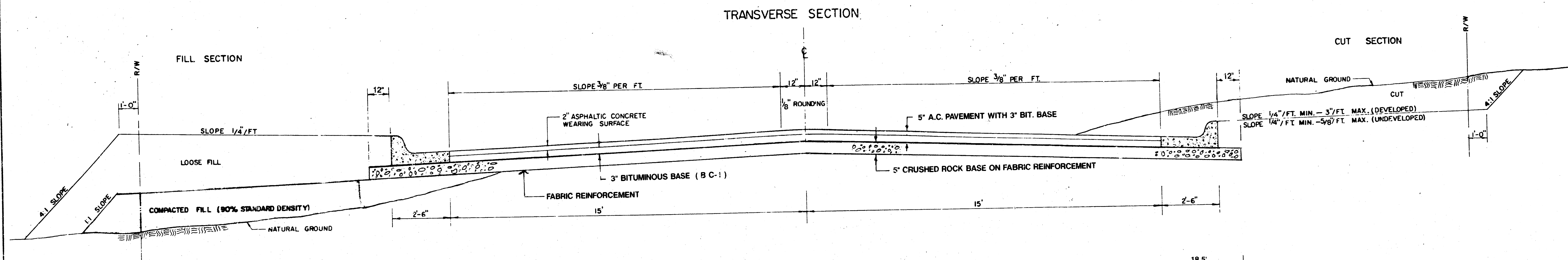
SCALE: 1"=100'
o = IRON SET
BSL = BUILDING SETBACK LINE
CAC = COMPLETE ACCESS CONTROL

Center
Sec. 4, T27S, R1W
of the 6th p.m.
Fd. 3/4 I.P.

No.	Revision	By	Date
NORTHRIDGE LAKES PHASE III PLAT			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by	Job No. 32-97815	Sht. 2 of 12	
Drawn by	Date JAN. 1998		

us: /ustp/cap/1/1997/9705/11indp
date: 1997/01/27 1998
delivered to: daniel dunn

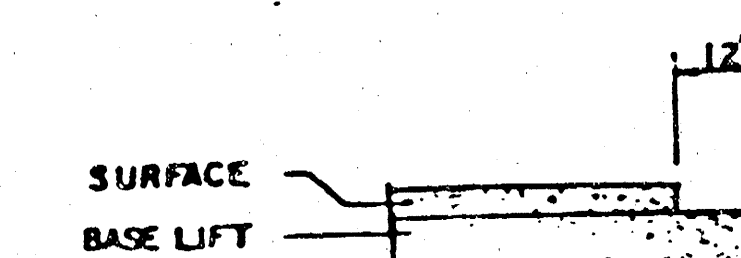
TYPICAL 35' PAVEMENT DETAILS



	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	
A. TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—
B. TOP OF CURBS TO TOP OF BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—
C. TOP OF CURBS TO TOP OF ROCK BASE LIFT	0.46	0.50	0.56	0.63	0.71	0.75	0.81	0.88	0.91	0.98	1.00	—
D. TOP OF CURBS TO TOP OF SUBGRADE	—	—	—	—	—	—	—	—	—	—	—	—

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 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 5" ASPHALTIC CONCRETE PAVEMENT (3" BITUMINOUS BASE)

GENERAL NOTES

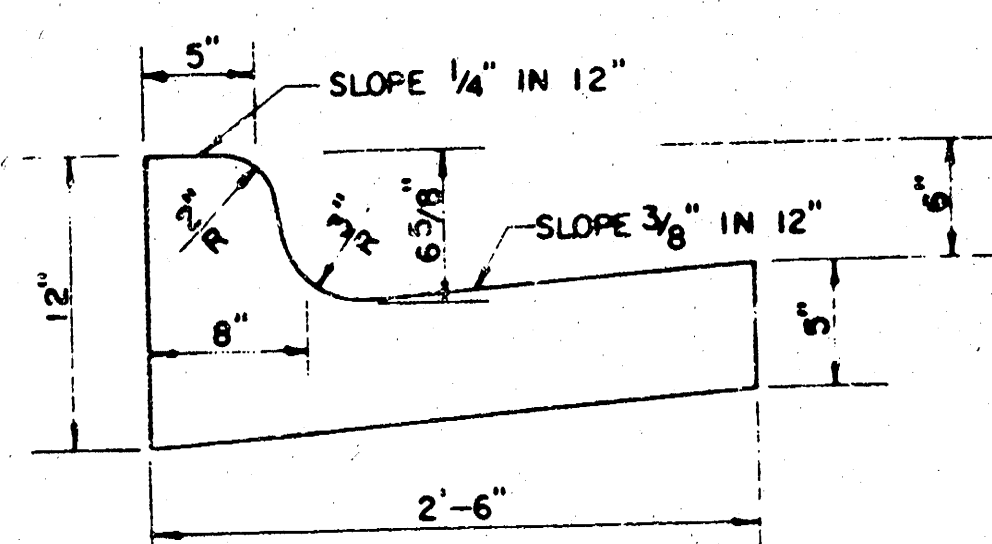
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

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.

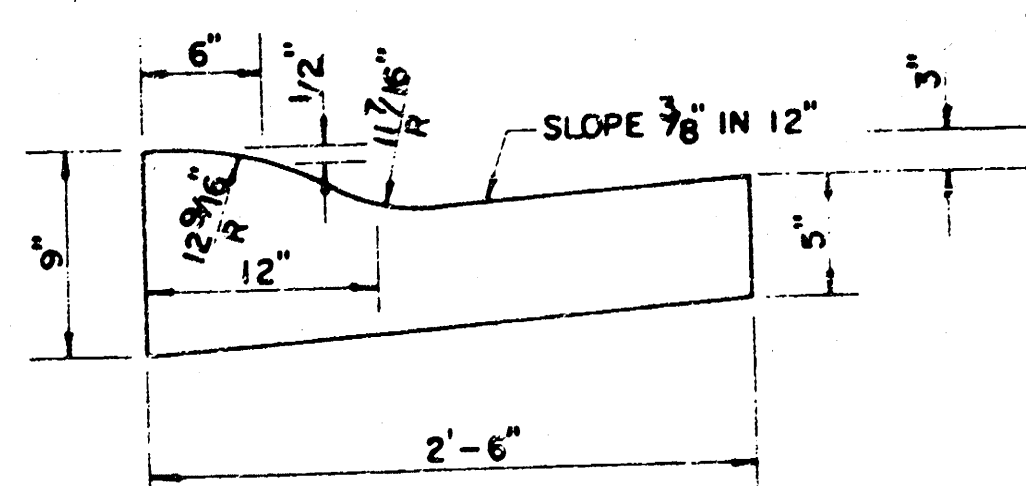
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



CRUSHED ROCK OR RECYCLED ASPHALT PAVEMENT (RAP) GRADATION REQUIREMENTS PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20-60
#4	50-80
#40	80-94
#200	90-98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1

NOTE: 5" CRUSHED ROCK BASE ON FABRIC REINFORCEMENT IS ALTERNATE NO. 1 MATERIAL. ALTERNATE NO. 2 SHALL BE 5" RECYCLED ASPHALT PAVEMENT (RAP) ON FABRIC REINFORCEMENT. ALL REFERENCES ON THIS SHEET TO ROCK OR CRUSHED ROCK BASE SHALL APPLY ALSO TO RECYCLED ASPHALT PAVEMENT (RAP) BASE MATERIAL.

REVISED 1-3-93 JKB
REVISED 10-31-96 JKB

5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

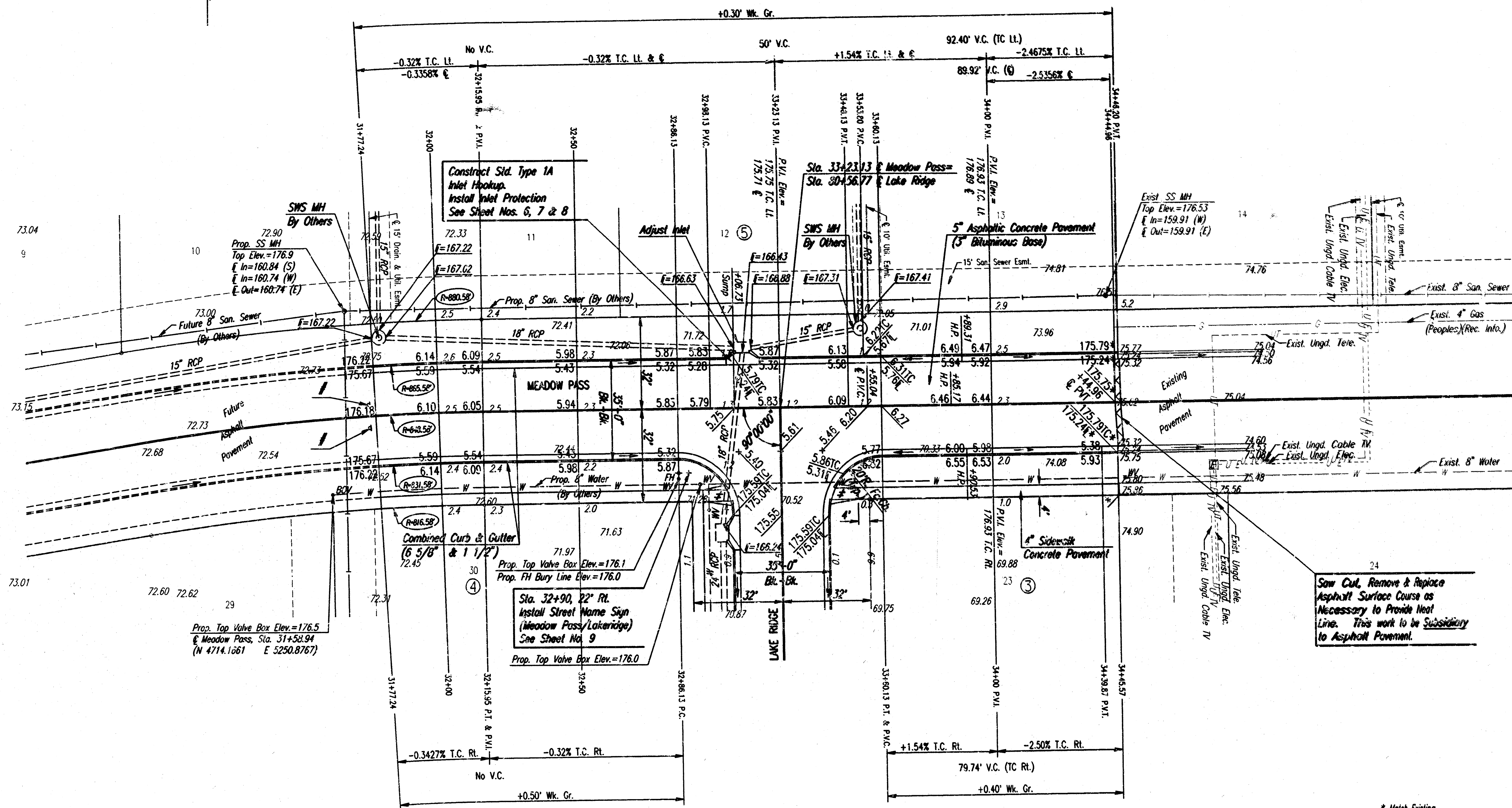
Proj. No. 472 76 245 82885 000 000 001

10 1 5 39

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROPOSED ELEVATION
MEADOW PASS	31+59.5	26.0' RL	176.5
MEADOW PASS	32+06.13	24.0' RL	175.1
MEADOW PASS	32+49.4	26.0' RL	176.3

PROJECT NO.	SHEET NO.	TOTAL SHEETS
42-76-245-8285-000-000	4	12

SCALE: 1"=20'



CURVE DATA					
A=30'00"		D=6'45'07"	R=848.58'	L=125.89'	T=63.05'
				E=2.34'	
CURVE DATA BASED ON C RADIUS					
		FACE CURB LENGTH		CHORD LENGTH	DEFLECTION ANGLE
		LEFT CURB	RIGHT CURB		
				R' OFF LEFT FACE CURB	R' OFF RIGHT FACE CURB
STATION	ARC LENGTH				
30+90.06					0°00'00"
31+77.24	87.18'			89.71'	84.57'
32+00	22.76'	23.22'	22.30'	23.43'	22.09'
32+15.95	15.95'	16.27'	15.63'	16.42'	15.48'
TOTAL	125.89'	39.49'	37.93'		

Defl./ft. = 2.025578 min.

Note: Storm Water Sewer Pipes & Structures to be Constructed by Others under C.O.W. Proj. No. 468-76-245-82498-000-000-001 (Storm Water Sewer No. 465). Contractor to Coordinate his work with said SWS Contractor.

- * Match Existing
- See Sheet No. 9 for Signing Notes & Details
- * Construct Std. Wheelchair Ramp

NORTHDAKE LAKES PHASE III	
MEADOW PASS STA. 31+77.24 TO STA. 34+46.20	
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEER WICHITA, KANSAS	
Designed by: BER, GDD	Checked by:
Drawn by: BUS	Date: JAN. 1998 Job No. 97815

usr:\usr\dm\1\1997\97815\st-31-34.dgn
date plotted: January 21, 1998
delivered to: dwaine dunn

C CURVE DATA							
$\Delta=32^{\circ}30'00''$		$D=27^{\circ}01'35''$		$L=120.25'$	$T=61.79'$	$E=8.82'$	
				$R=212.00'$			
CURVE DATA BASED ON C RADIUS $\Delta/2=16^{\circ}15'00''$							
C STATION	C ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	C TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
75+90.64						0°00'00"	0°00'00"
76+00	9.36'	8.60'	10.12'	8.28'	10.46'	1°15'54"	1°15'55"
76+25	25.00'	23.00'	27.00'	22.04'	27.93'	3°22'42"	4°38'36"
76+50	25.00'	23.00'	27.00'	22.04'	27.93'	3°22'42"	8°01'18"
76+75	25.00'	23.00'	27.00'	22.04'	27.93'	3°22'42"	1°12'00"
77+00	25.00'	23.00'	27.00'	22.04'	27.93'	3°22'42"	1°46'42"
77+10.88	10.88'	10.01'	11.78'	9.81'	12.17'	1°28'18"	16°15'00"
TOTAL	120.25'	110.61'	129.90'				
				Def./ft. = 0.08108 min.			

Defl./Rt. = 8:08108 min.

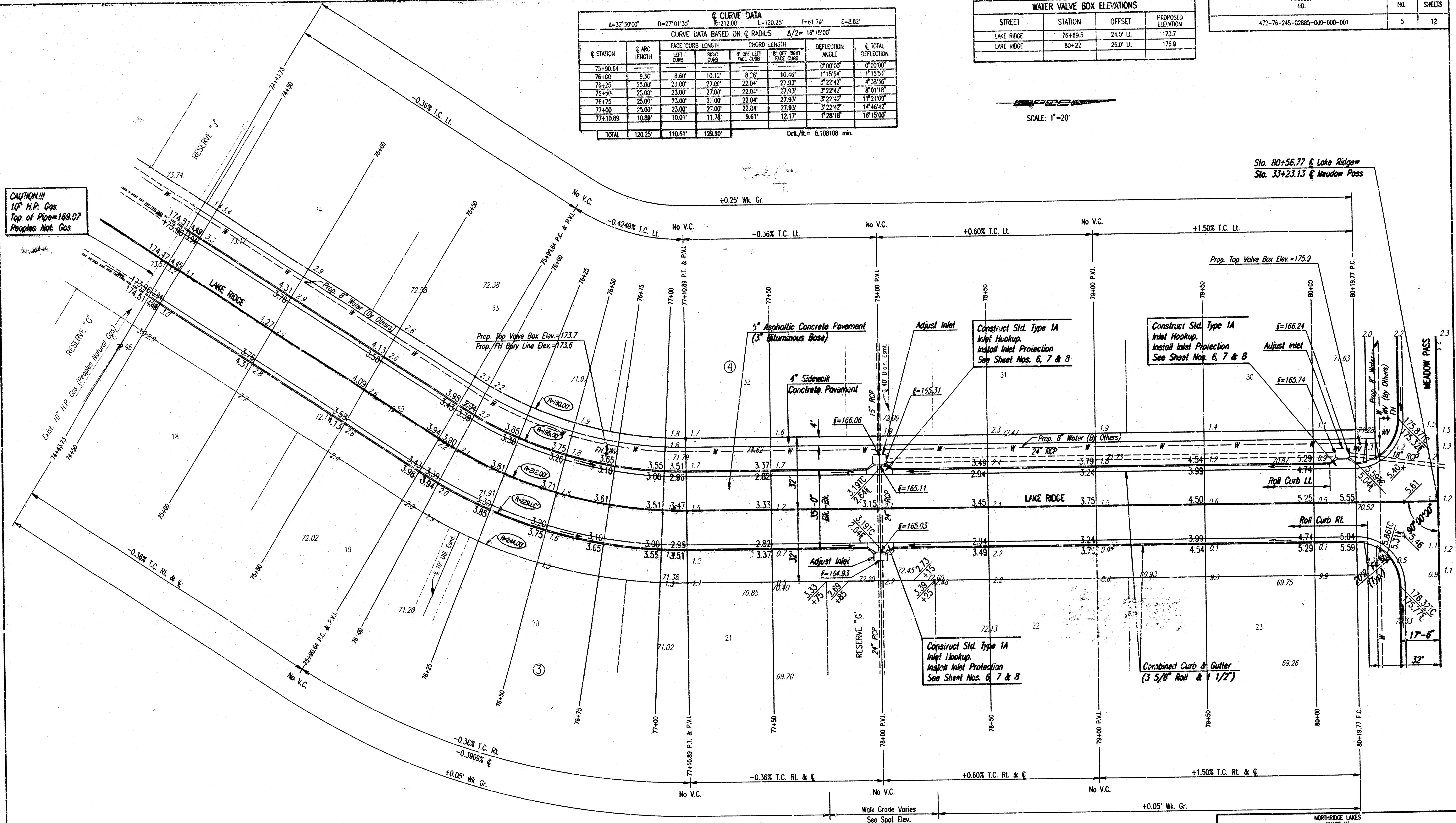
WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROPOSED ELEVATION
LAKE RIDGE	76+69.5	24.0' LL	173.7
LAKE RIDGE	80+22	26.0' LL	175.9

SCALE: 1"=20'

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82885-000-000-001	5	12

CAUTION!!!
10" H.P. Gas
Top of Pipe=169.07
Peoples Nat. Gas

Sta. 80+56.77 @ Lake Ridge=
Sta. 33+23.13 @ Meadow Pass



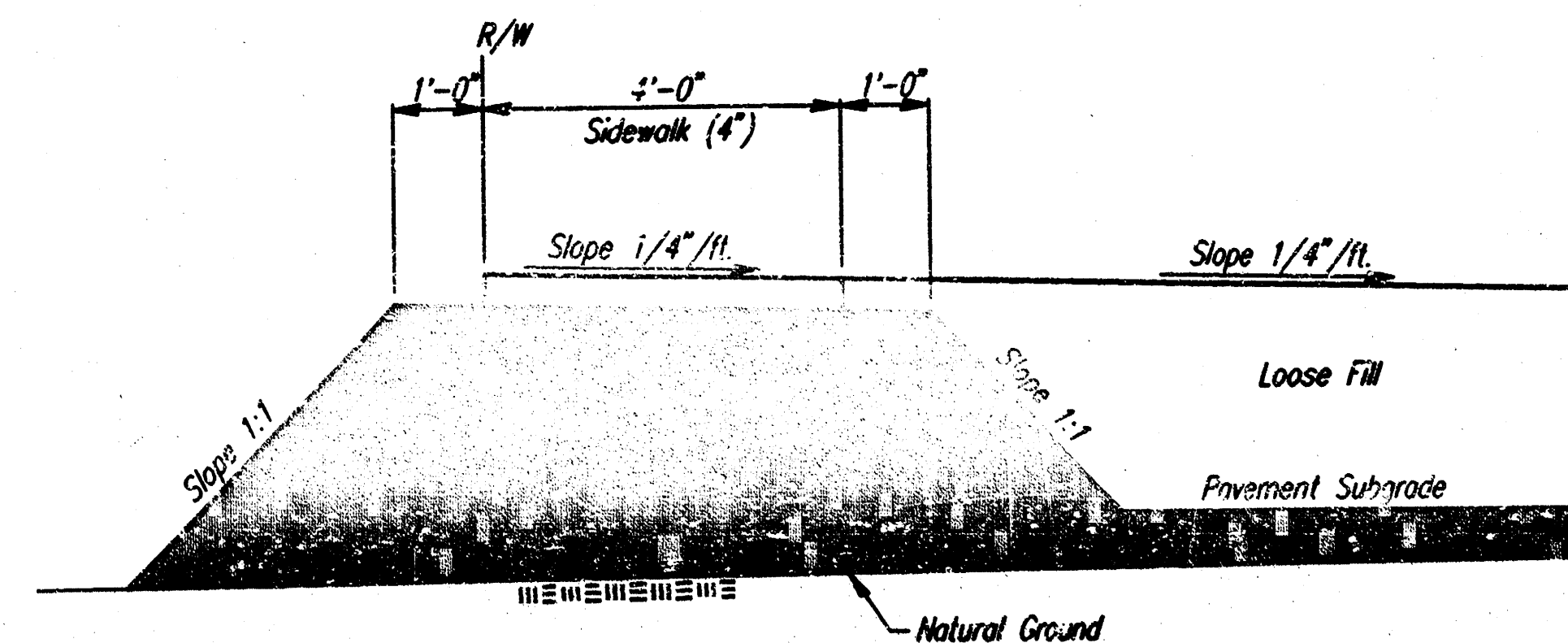
NOTE: THIS STREET TO BE CONSTRUCTED WITH
ROLL-TYPE CURB. TOP OF CURB ELEVATIONS
GIVEN ARE FOR FULL HEIGHT CURB.

Note: Storm Water Sewer Pipes & Structures
to be Constructed by Others under C.O.W.
Proj. No. 468-76-245-82498-000-000-001
(Storm Water Sewer No. 465). Contractor
to Coordinate his work with said SWS Contractor.

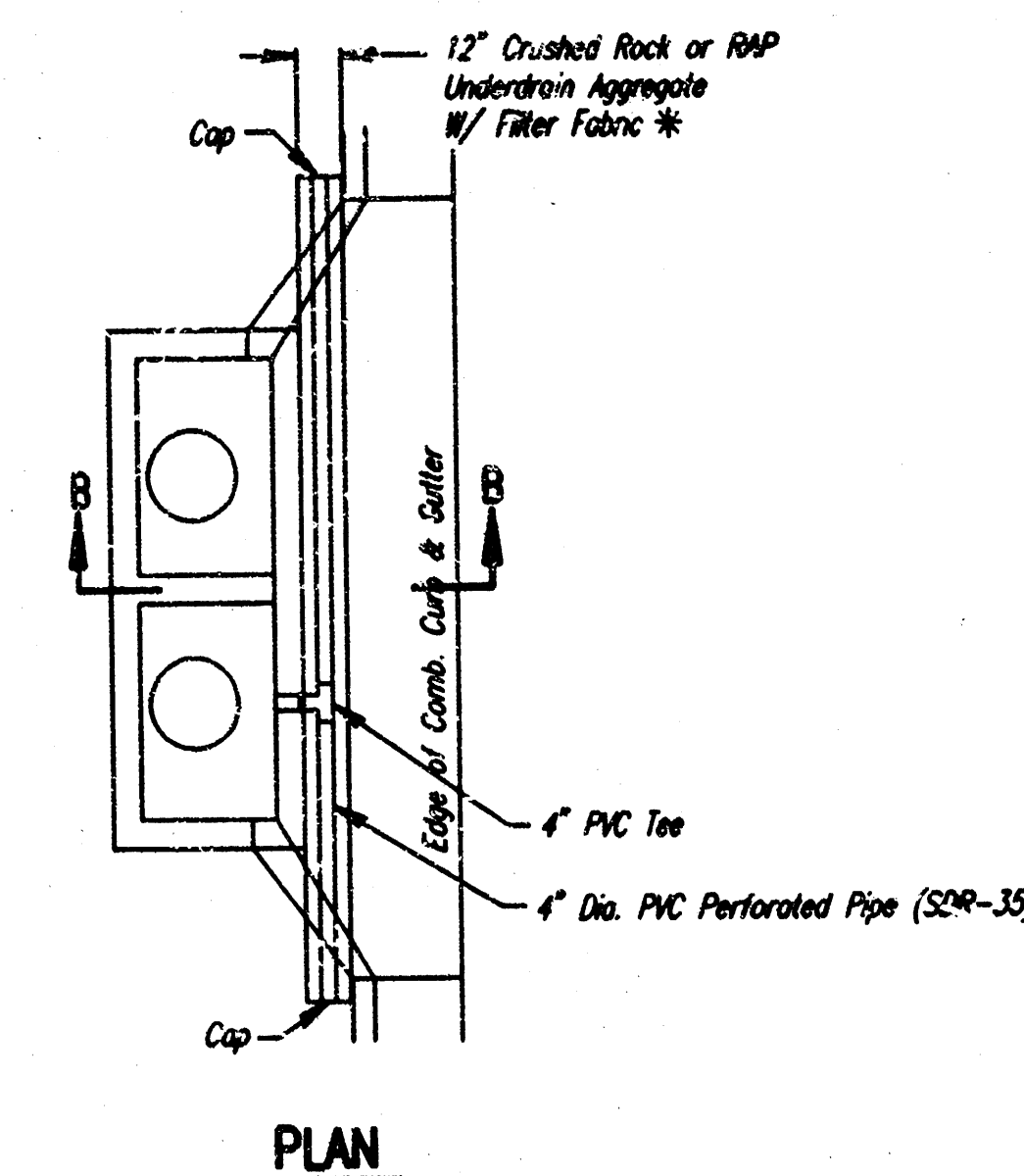
NORTHBRIDGE LAKES PHASE III			
LAKE RIDGE STA. 74+43.73 TO STA. 80+56.77			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date JAN. 1998	Job No. 97815

ust/lstm/sgn:1/1997/97815/SH74-80.dgn
date plotted: January 27, 1997
delivered to: dwaine dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82885-000-001	6	12



**COMPACTED FILL DETAIL
WHERE SIDEWALK IS CONSTRUCTED**
(See Plan Sheets for Locations)

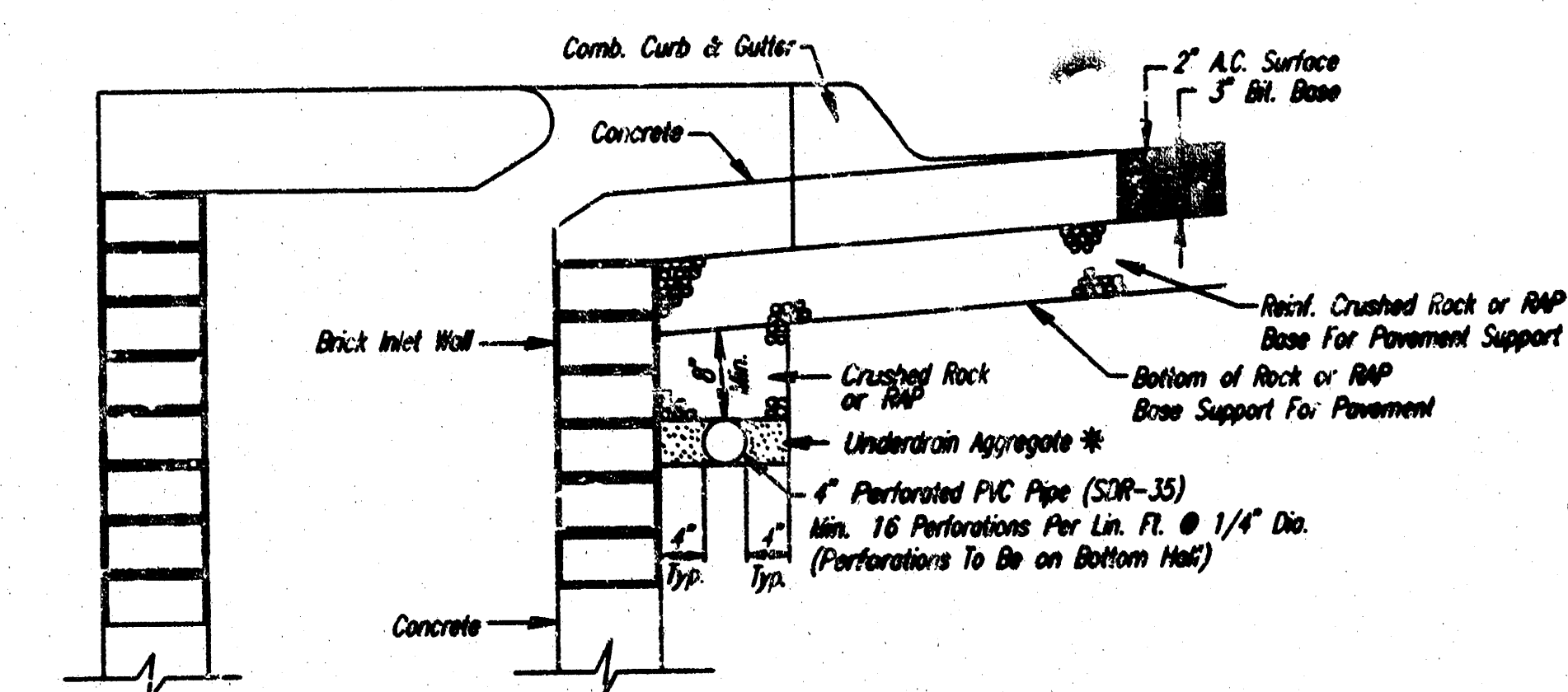


* UNDERDRAIN AGGREGATE
PERCENT OF AGGREGATE RETAINED

1"	0
3/4"	0-10
3/8"	45-80
#4	90-100
#8	95-100

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1998 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.

PAVEMENT UNDERDRAIN LOCATIONS		
STREET	STATION	SIDE
WEDGEMASS	33+10	LT.
LAKE RIDGE	78+00	LT. & RT.



SECTION B-B

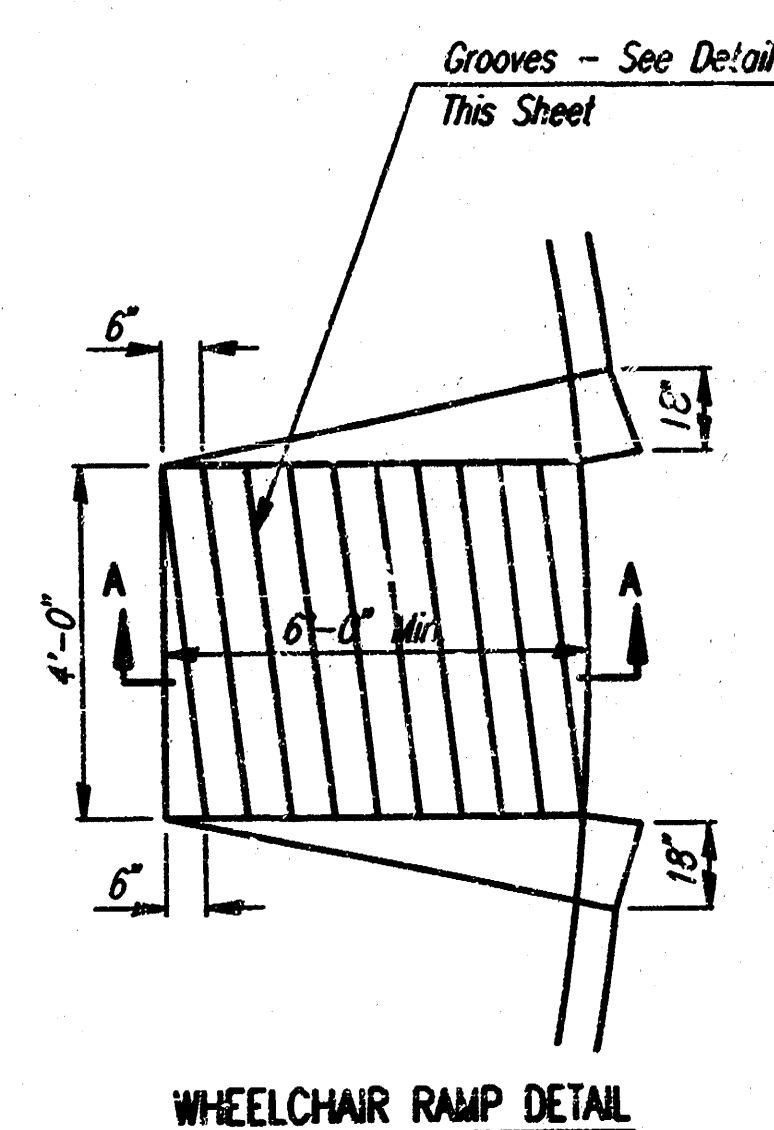
NOTE: PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS ABOVE. A PIPE STUB HAS BEEN INSTALLED THROUGH WALLS OF CURB INLETS BY OTHERS IN A MANNER ALLOWING CONNECTION OF ADDITIONAL DRAIN PIPE AND TEE AS REQUIRED BY DETAILS ABOVE.

PAVEMENT UNDERDRAIN DETAIL

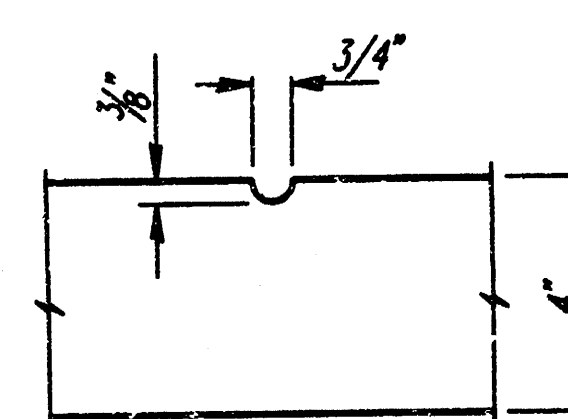
NOTE: PLACE 4" PVC PERFORATED PIPE AT ALL DRAINAGE SUMP LOCATIONS

COST OF UNDERDRAIN SYSTEM TO BE INCIDENTAL TO THE REINFORCED CRUSHED ROCK OR REINFORCED RECYCLED ASPHALT PAVEMENT (RAP) BASE.

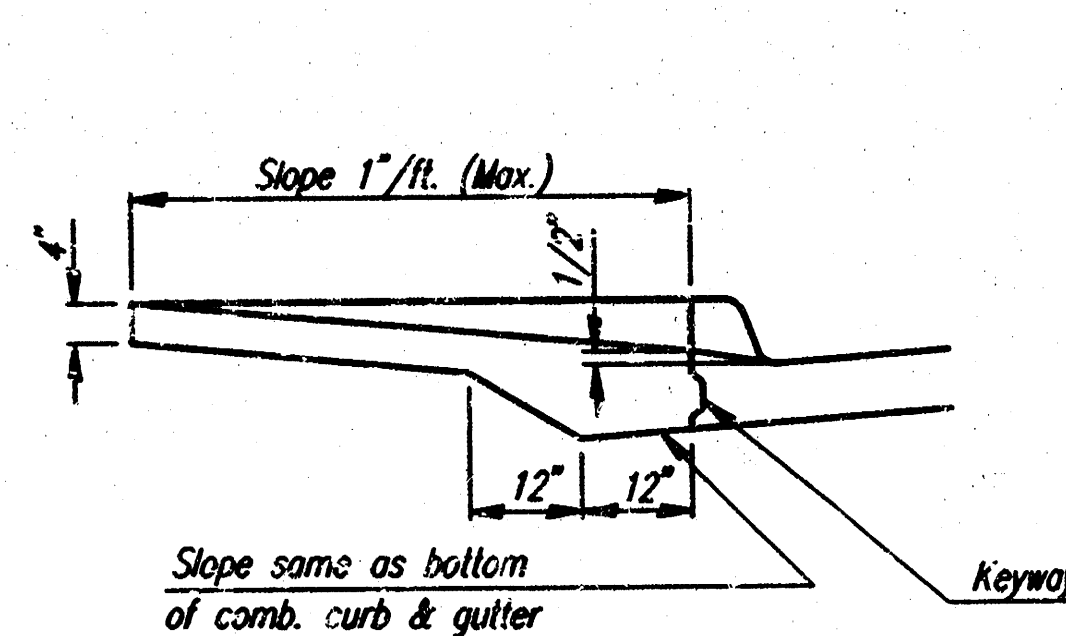
INLET TYPE MAY VARY FROM THAT SHOWN.



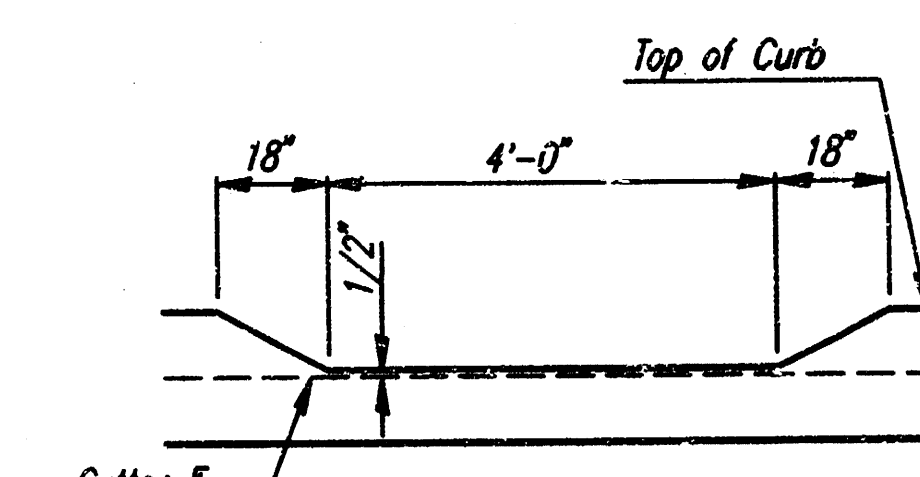
WHEELCHAIR RAMP DETAIL



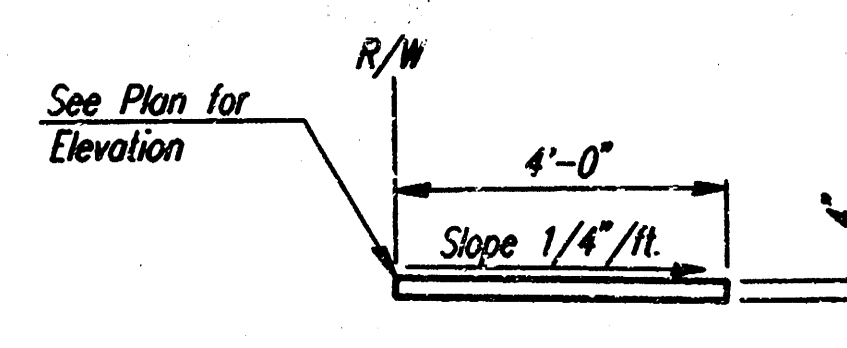
GROOVE DETAIL



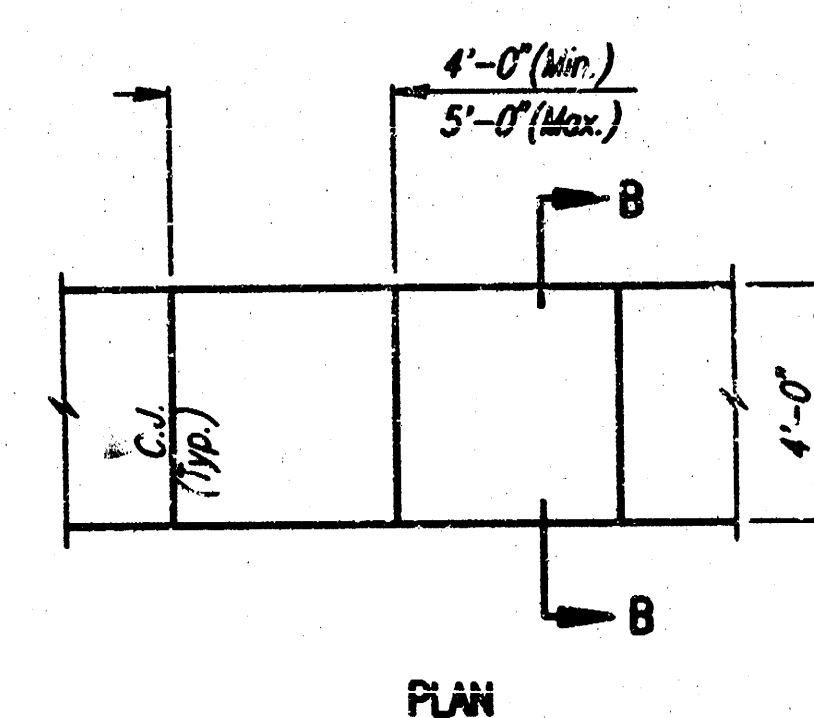
SECTION A-A



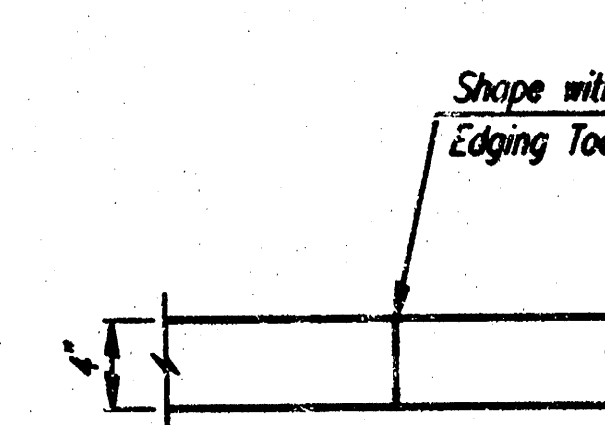
DEPRESSED CURB DETAIL



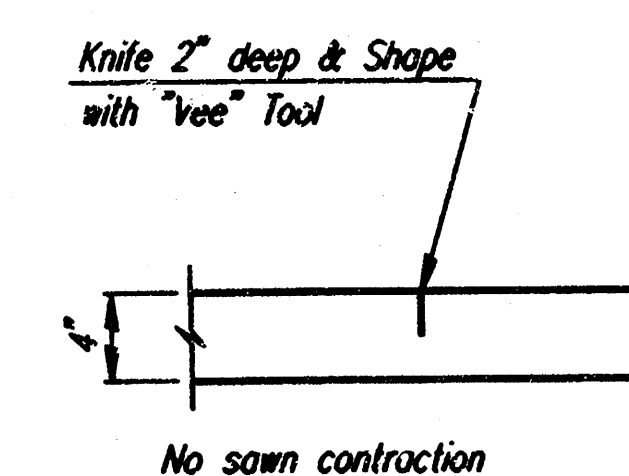
SECTION B-B



PLAN



CONSTRUCTION JOINT

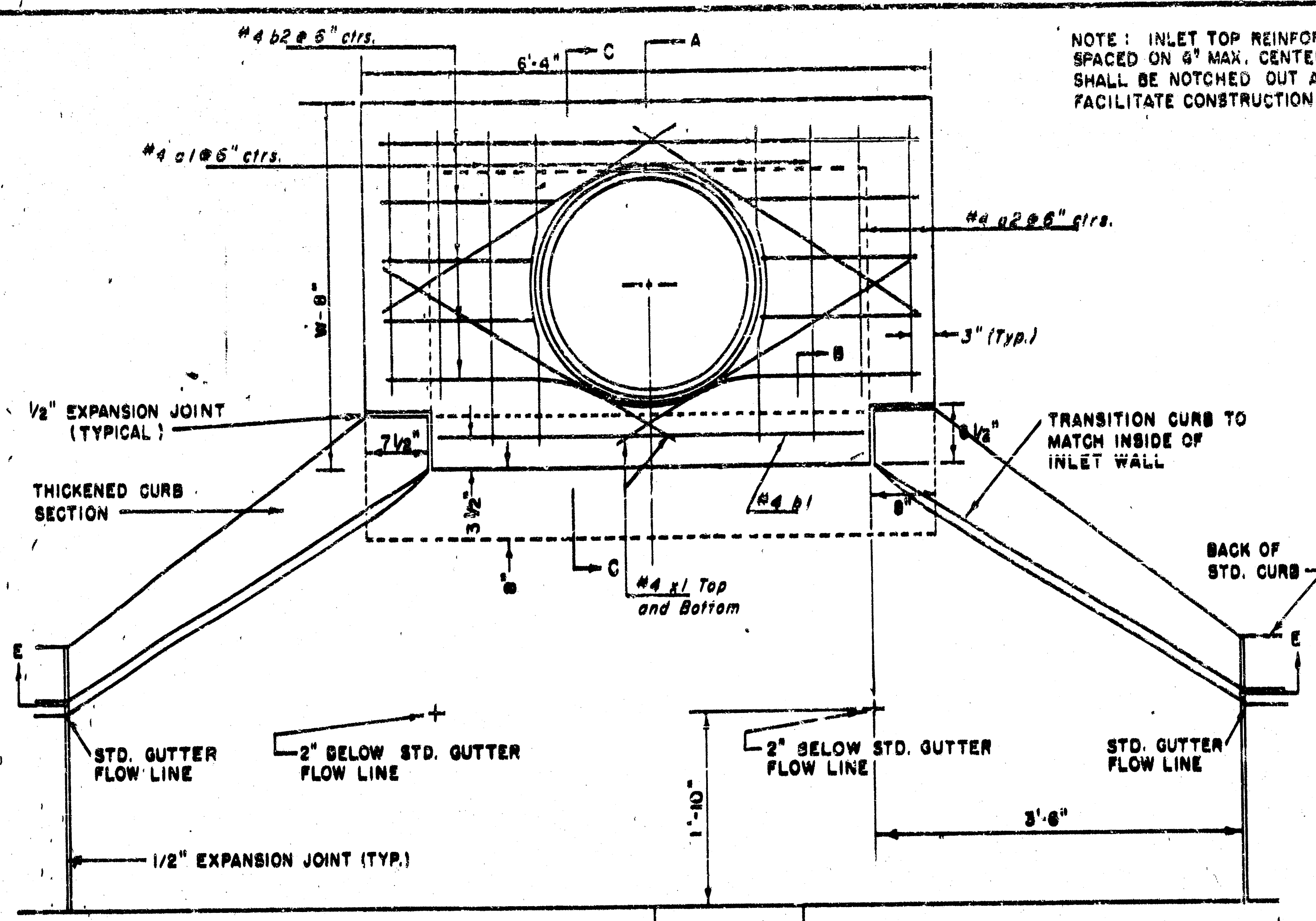


CONTRACTION JOINT

4" WALK DETAILS

TYPICAL WHEELCHAIR RAMP DETAILS

NORTHBRIDGE LAKES PHASE III			
MISCELLANEOUS PAVING DETAILS			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
WICHITA, KANSAS			
Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date	JAN 1998
		Job No.	97815

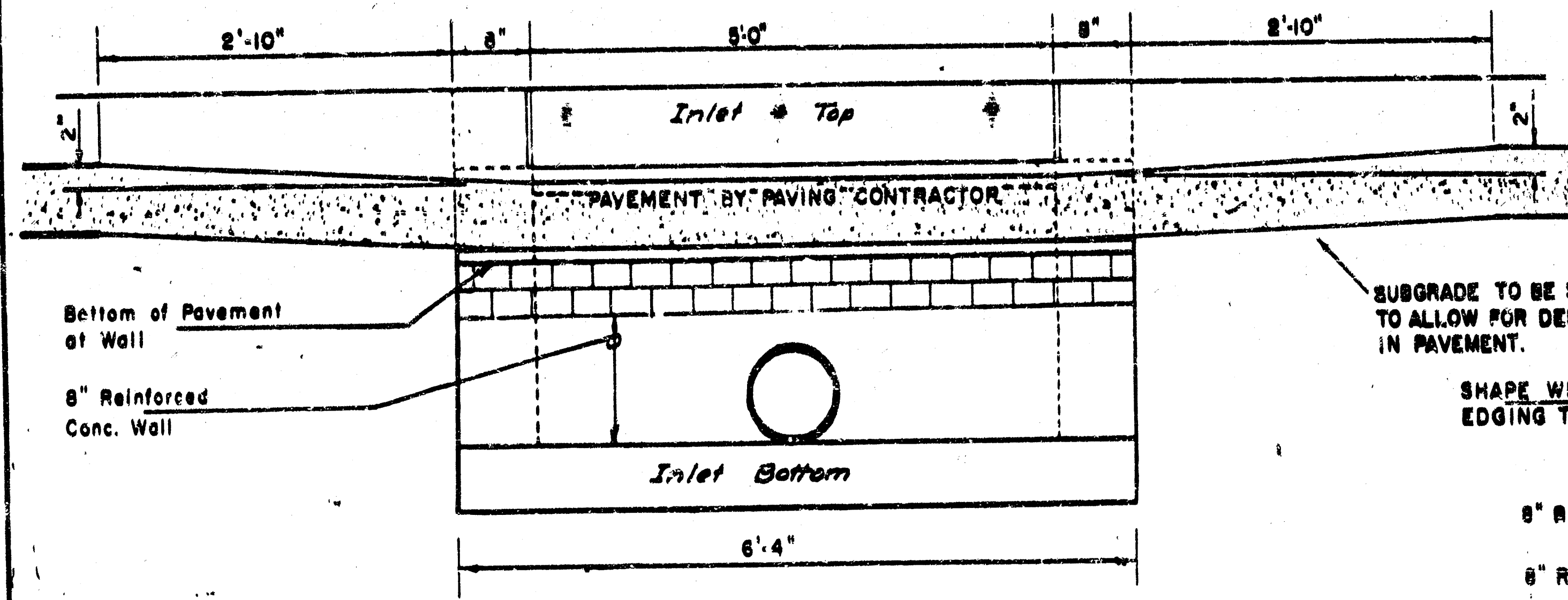


PLAN

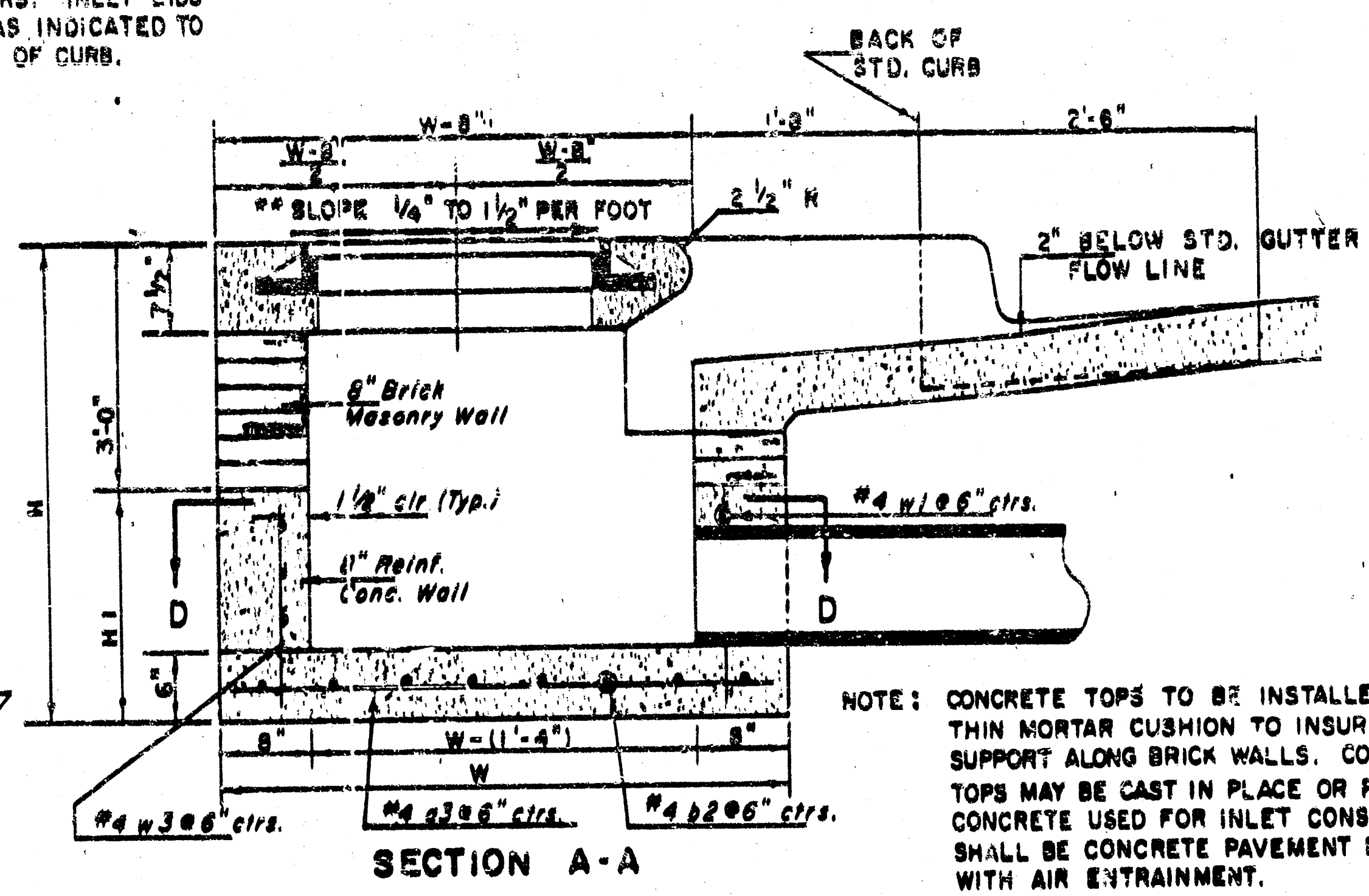
PRECAST SLAB AND FLOOR REINFORCING									
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length
101	#4	6	6'-2"	5	8'-2"	6	10'-2"	6	14'-2"
02	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	14'-0"
03	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-1"
01	#4	1	4'-9"	1	5'-9"	1	6'-9"	1	7'-9"
02	#4	23	6'-1"	23	6'-1"	35	6'-1"	41	6'-1"
11	#4	8	3'-10"	8	3'-2"	8	4'-6"	8	4'-10"

WALL REINFORCING									
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length
W1	#4	1	6'-1"	1	6'-1"	1	6'-1"	1	6'-1"
W2	#4	1	3'-1"	1	3'-1"	1	3'-1"	1	3'-1"
W3	#4	32	36	36	40	40	44	44	48

Field bond or cut Reinforcing as required for clearance.
① 4(HI-12") : (HI-12") Round down to nearest 0.5'
② HI-3"



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: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX WITH AIR ENTRAINMENT.

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN $H = 6'-4"$ 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.

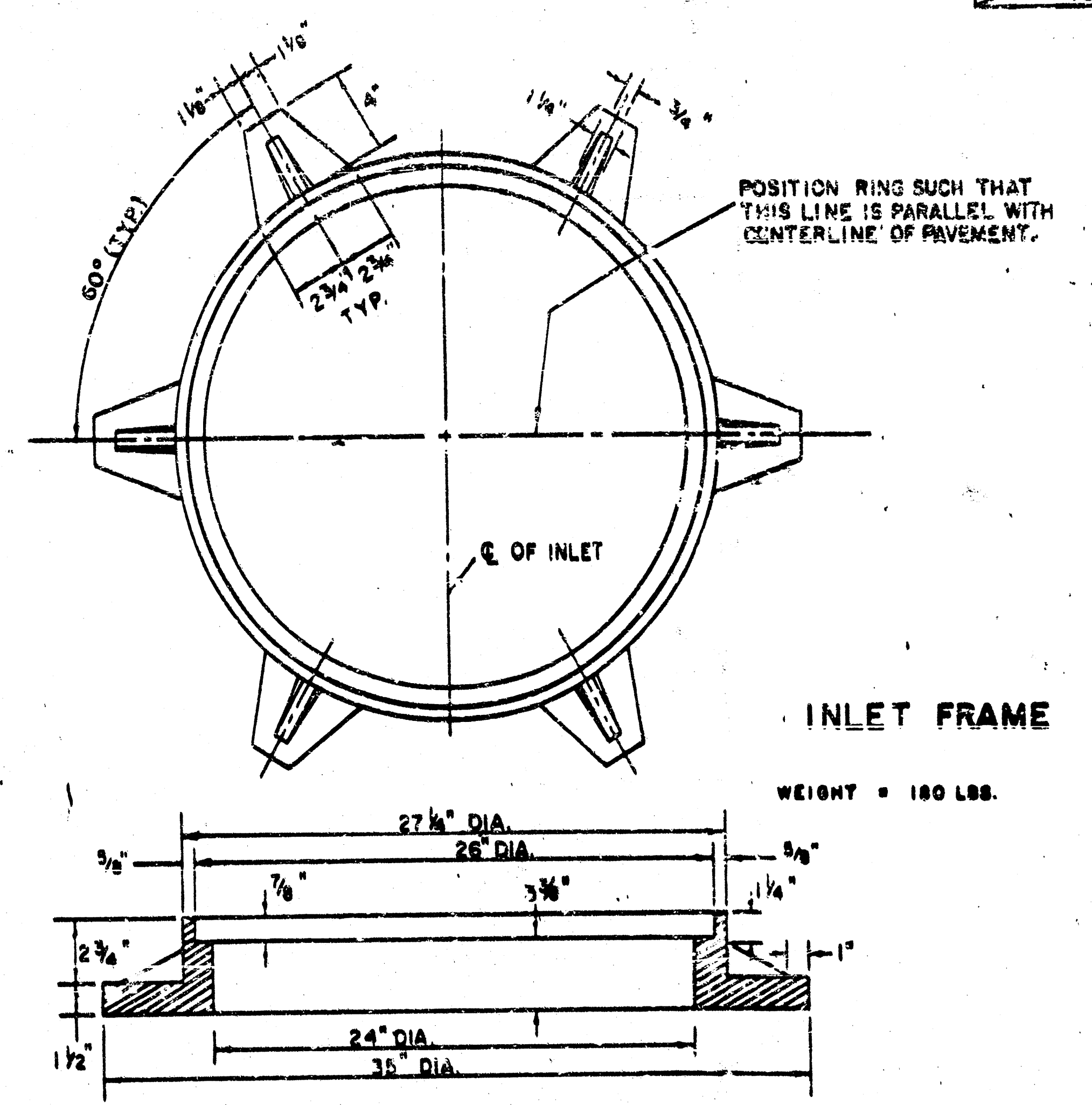
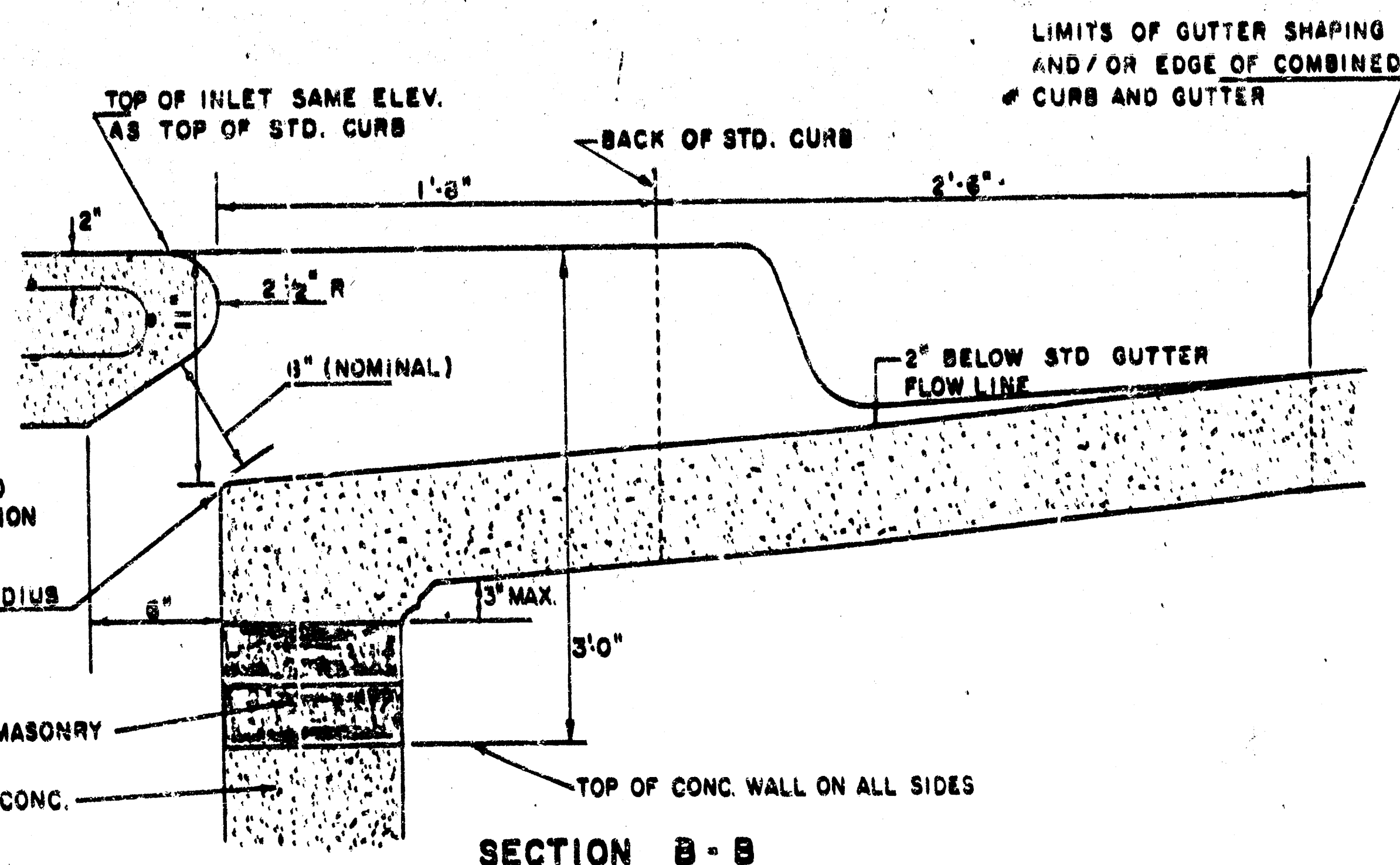
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

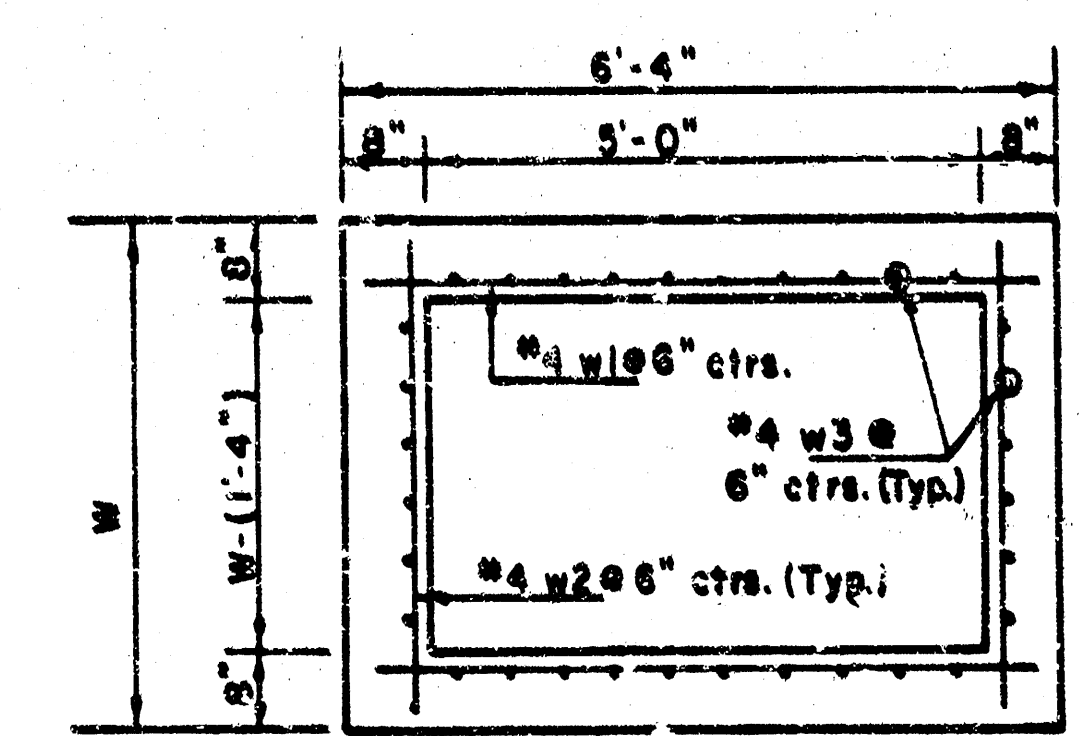
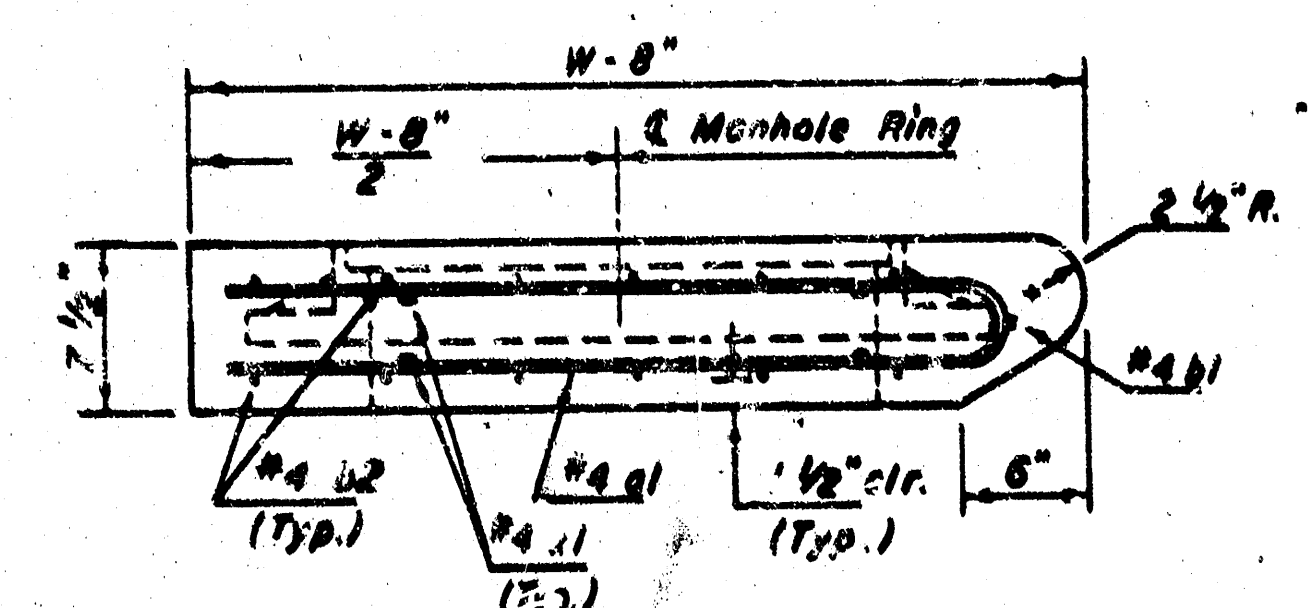
BENDING DIAGRAM

STANDARD CURB INLET PRECAST TOPS				
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.	
4' 4"	3' 0" x 6' 4" x 7 1/2"	21" & SMALLER	0.38	0
5' 4"	4' 0" x 6' 4" x 7 1/2"	24" & 30"	0.51	2
6' 4"	5' 0" x 6' 4" x 7 1/2"	36" & 42"	0.64	4
7' 4"	6' 0" x 6' 4" x 7 1/2"	48" & 54"	0.77	4
8' 4"	7' 0" x 6' 4" x 7 1/2"	60" & 66"	0.90	4

NOTE: Slope of Inlet Tops to match Sloewalk or Parking Slopes within Limits indicated.



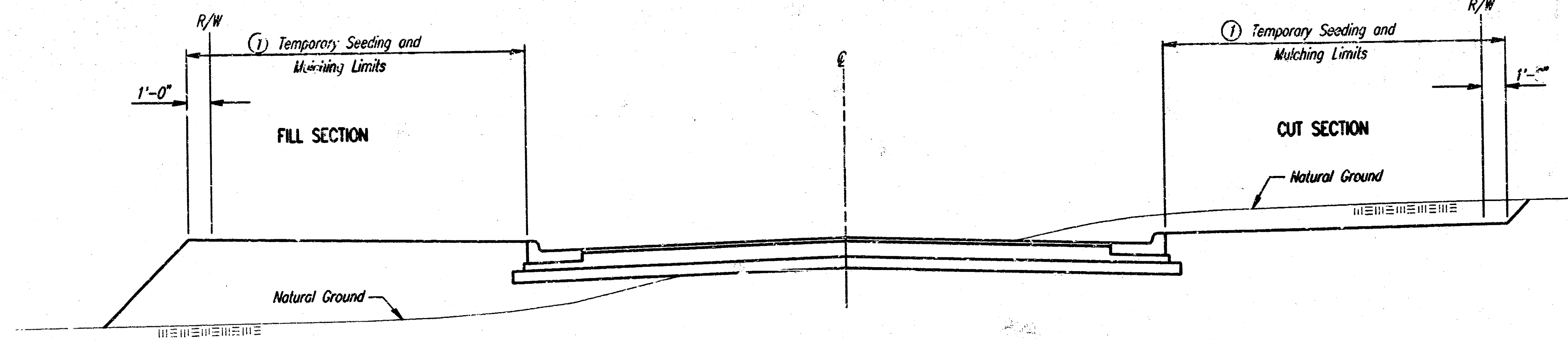
SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAIL TO BE USED WITH INLET FRAME.



DETAIL STANDARD TYPE IA CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6" x 5' 0"

JUNE 1984

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82885-000-000-001	8	12



① Seed with Annual Rye at the rate of 4 lbs./1000 S.F.
Mulch with Hay at the rate of 90 lbs./1000 S.F.

SEDIMENT CONTROL CURB AND GUTTER STREET SECTION

THE ITEM "TEMPORARY SEEDING AND MULCHING" SHALL BE MEASURED AND PAID FOR AT THE CONTRACT PRICE BID PER ACRE OR PER LUMP SUM, AS INDICATED IN THE PROPOSAL.

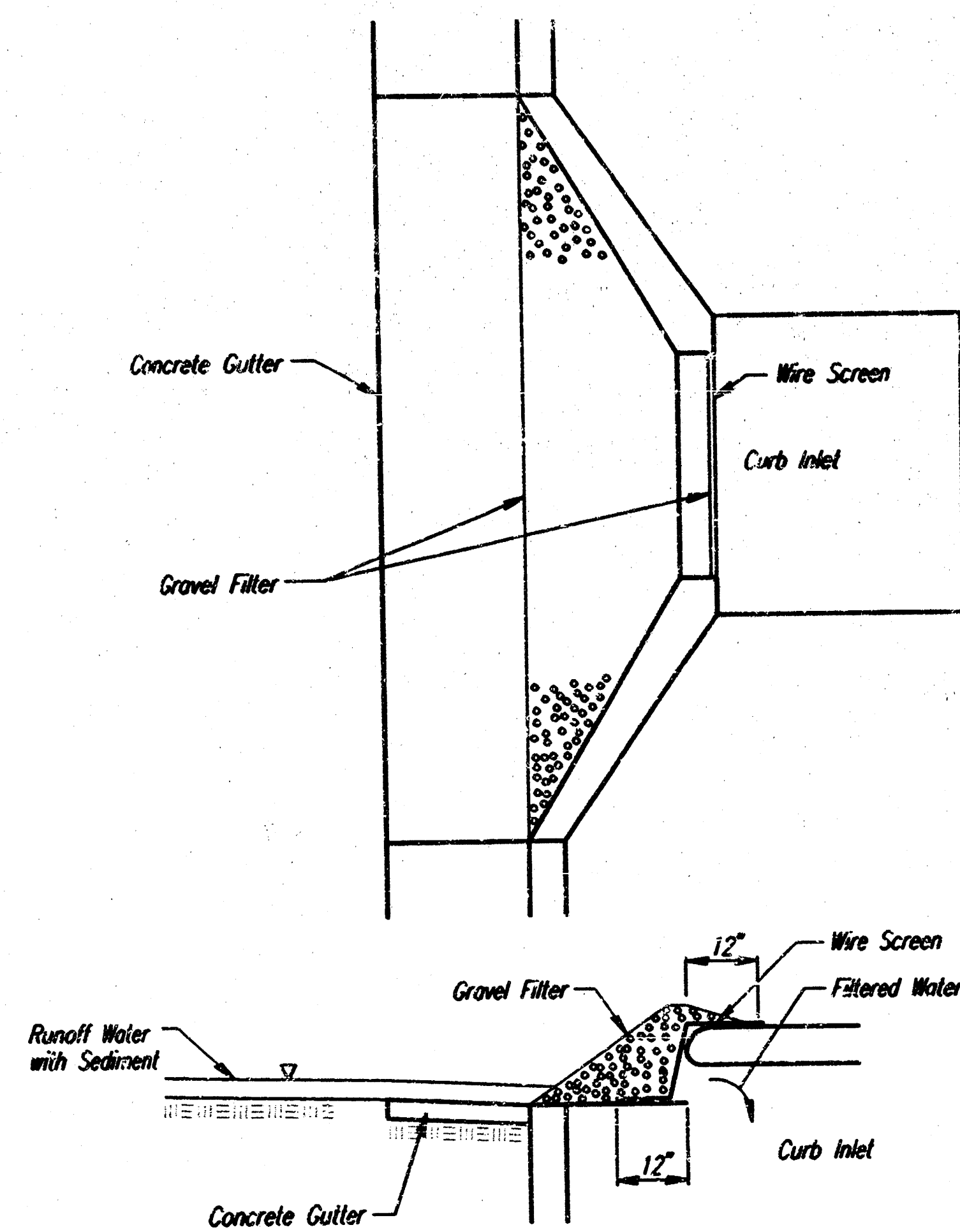
GENERAL NOTES INLET PROTECTION

1. INLET PROTECTION METHOD MAY BE ANY OF THE APPLICABLE TYPES SHOWN, AT THE CONTRACTORS OPTION.
2. GRAVEL FILTER SHALL BE A DURABLE, WELL-GRADED SAND-GRAVEL OR CRUSHED STONE, MAXIMUM 1-1/2" IN SIZE. AS AN ALTERNATE GRAVEL FILLED BAGS OF BURLAP OR OTHER FABRIC MAY BE USED. WHERE BAGS ARE USED, THE WIRE SCREEN, WHERE SHOWN, MAY BE OMITTED.
3. FILTER FABRIC, WHERE USED, SHALL BE RESISTANT TO ULTRAVIOLET LIGHT. MATERIALS MAY BE SUPPLIED BY THE FOLLOWING MANUFACTURERS:

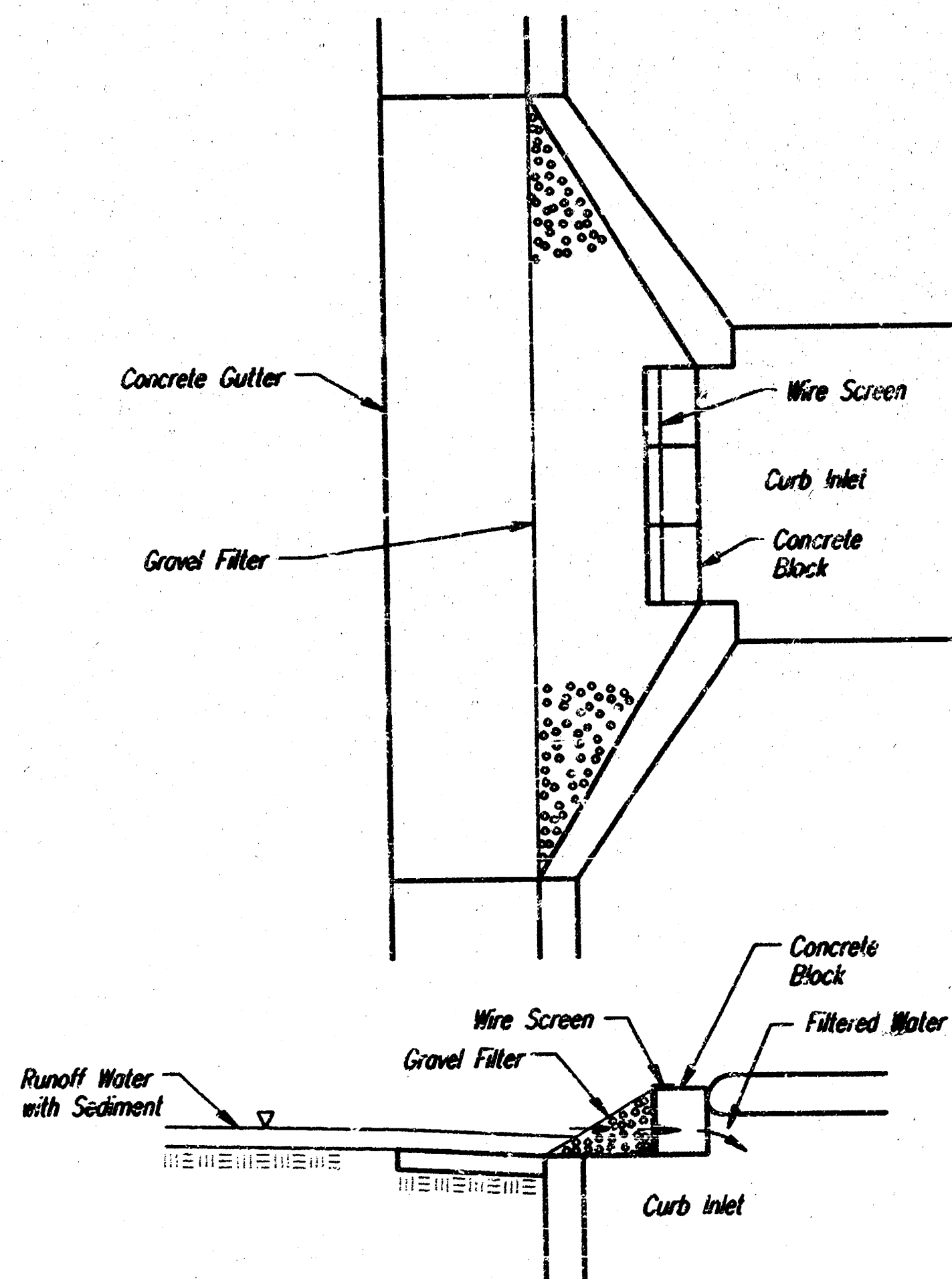
MIRAFI, INC.	- 100X
HOECHST FIBERS INDUSTRIES	- TREVIRA 1115
EXXON	- TYPAR 3301 W

MATERIALS SUPPLIED BY THE ABOVE NAMED MANUFACTURERS SHALL BE ACCEPTED UPON VISUAL INSPECTION BY THE ENGINEER. OTHER COMPARABLE MATERIALS MAY BE USED IF APPROVED BY THE ENGINEER.

4. INLET PROTECTION SHALL BE ERECTED AS SOON AS THE STRUCTURE HAS BEEN BACKFILLED. MEASURES SHALL BE TAKEN TO PRECLUDE ENTRY OF SEDIMENT INTO THE STORM WATER SEWER SYSTEM DURING CONSTRUCTION OF THE STRUCTURE.
5. REMOVAL AND DISPOSAL OF ACCUMULATED SILT AND DEBRIS AND/OR REMOVAL AND RECONSTRUCTION OF INLET PROTECTION INSTALLATIONS SHALL BE PERFORMED THROUGHOUT THE PROJECT LIFE WHENEVER DEBRIS REACHES ONE-THIRD THE BARRIER HEIGHT, OR AS DEEMED NECESSARY BY THE ENGINEER. ULTIMATE REMOVAL AND DISPOSAL OF INLET PROTECTION AND DEBRIS WILL BE PERFORMED BY THE DEVELOPER.
6. MEASUREMENT AND PAYMENT: THE ITEM "INLET PROTECTION" SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH FOR EACH INLET LOCATION PROTECTED REGARDLESS OF METHOD SELECTED BY THE CONTRACTOR. SAID PRICE SHALL BE CONSIDERED FULL COMPENSATION FOR EXCAVATION, COMPACTION, BACKFILL, SEDIMENT, AND DEBRIS REMOVAL AND DISPOSAL, AND ALL LABOR, MATERIALS, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. RECONSTRUCTION OF INLET PROTECTION INSTALLATION DUE TO DAMAGE BY WIND, FLOOD, FIRE, ETC. OR DUE TO ACTIONS BY THE CONTRACTOR OR OTHERS SHALL BE PERFORMED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST.



**CURB INLET PROTECTION
GRAVEL AND WIRE MESH FILTER**



**CURB INLET PROTECTION
BLOCK AND GRAVEL FILTER**

REVISED 1/95

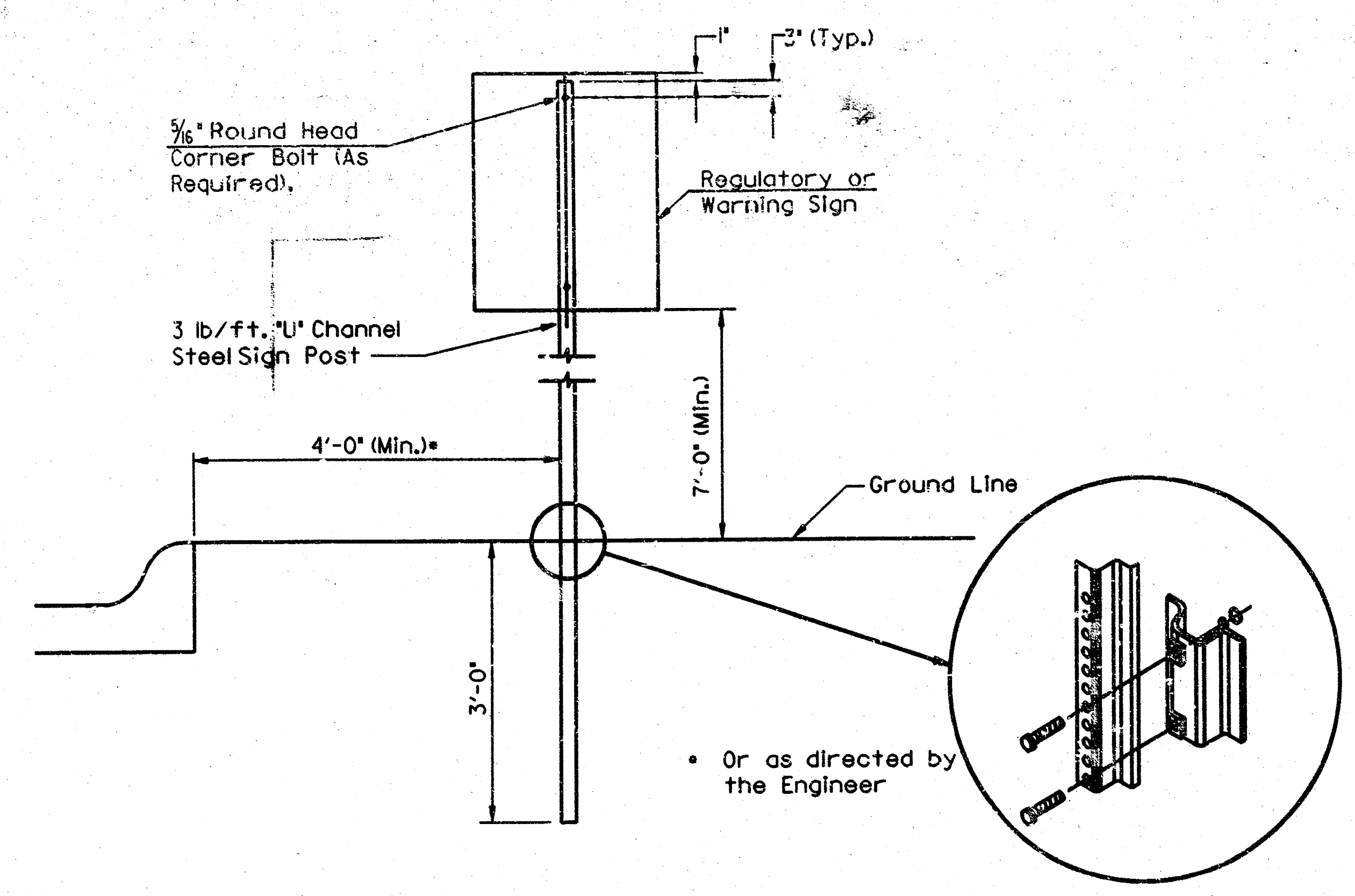
NORTHEDGE LAKES PHASE III			
INLET PROTECTION DETAILS			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date	JAN. 1998
		Job No.	97815

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date plotted: January 27, 1998
deliver to: dwgme dnm

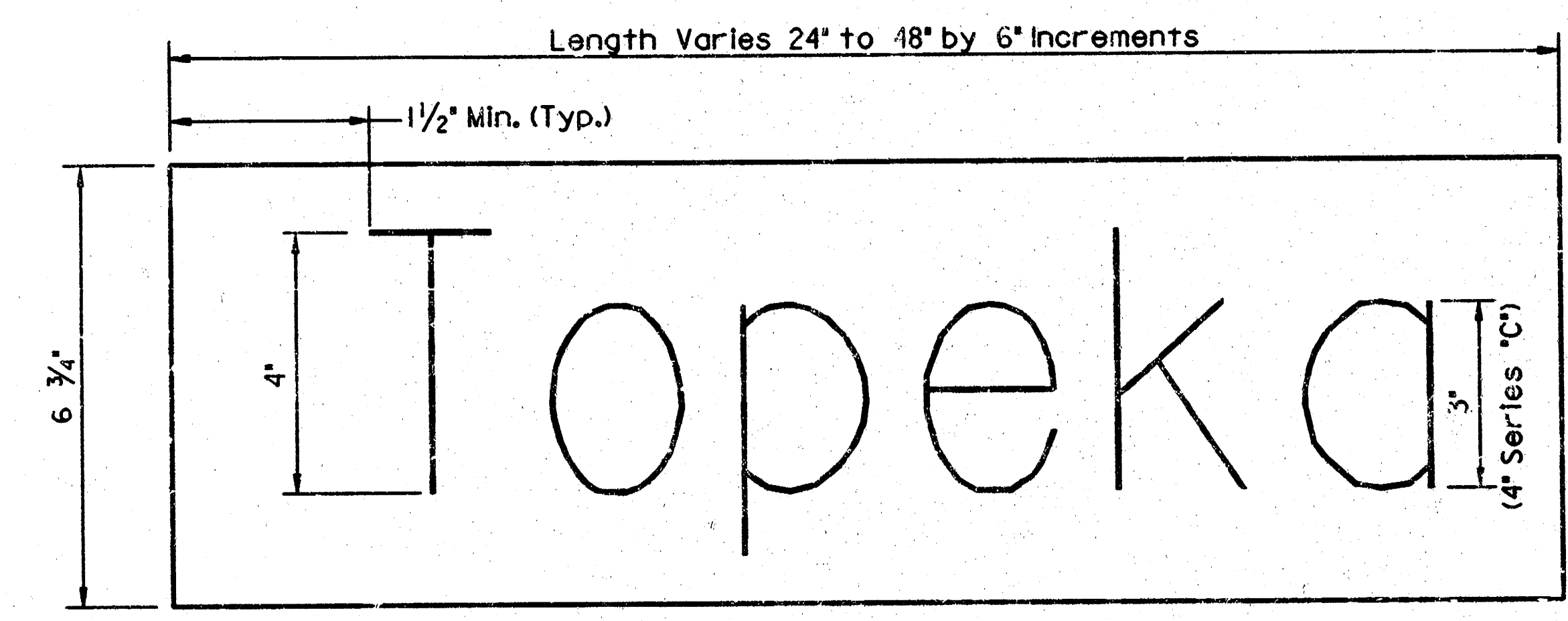
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82835-000-000-001	9	12

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

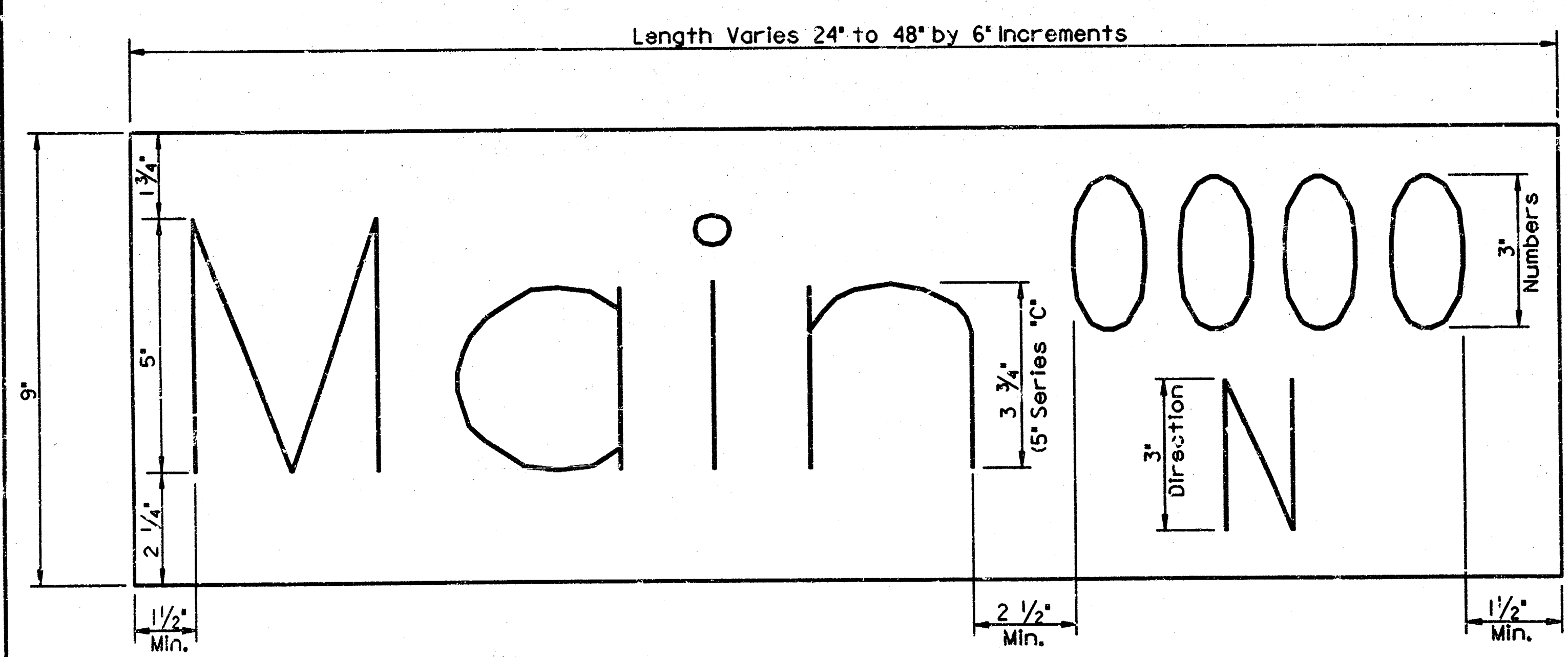
- POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAIL D.
- POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
- POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/4" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
- POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
- SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
- SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALUMINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.
MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".
BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
- MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 350 HAVING A TENSILE STRENGTH OF 4,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 3/8" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
- FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
- REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE II - HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.
- PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
- DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1975.
- DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/2" WIDTH. (SEE DETAIL A.)
THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)
FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".
SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS, SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.
- PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



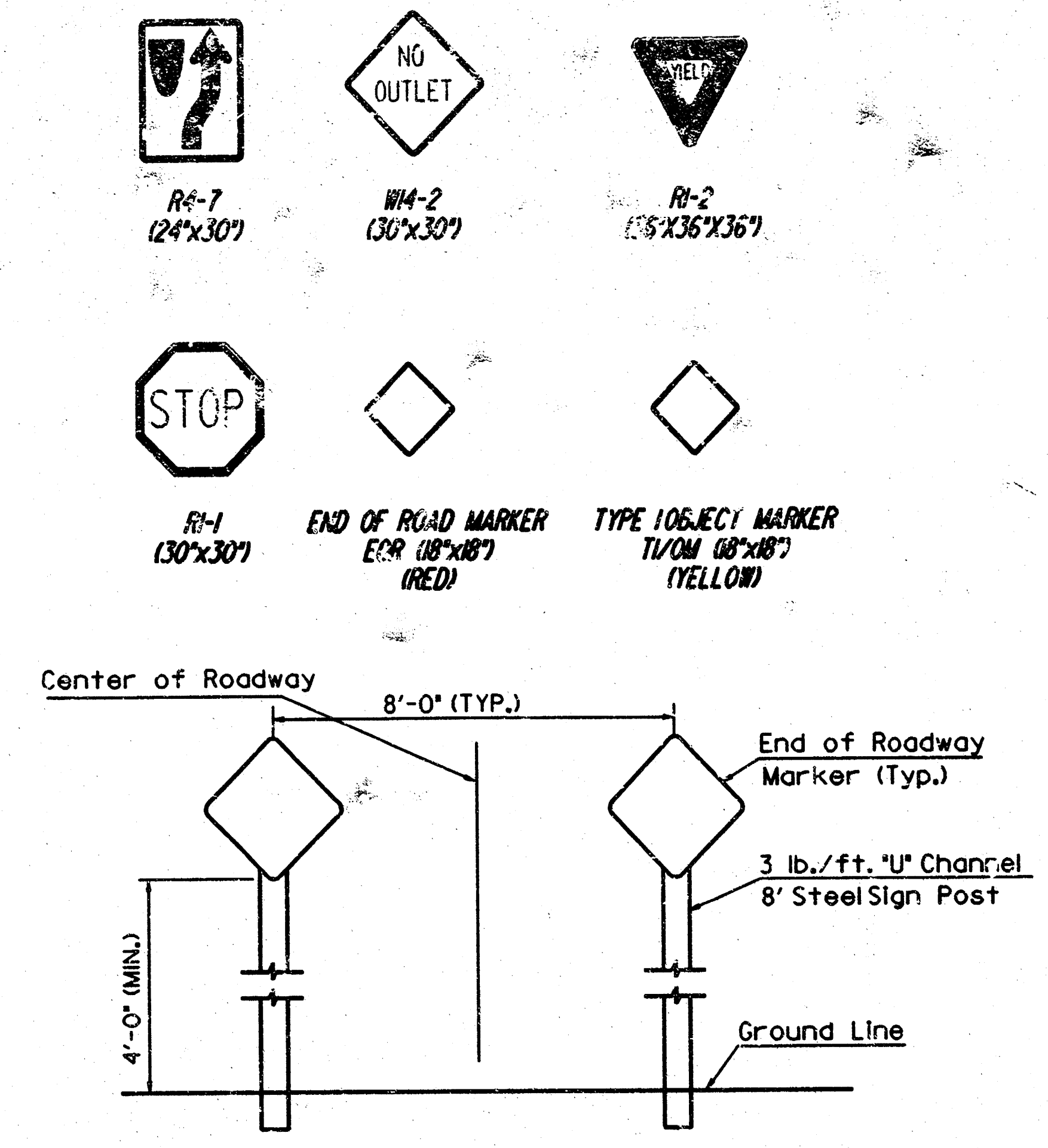
TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



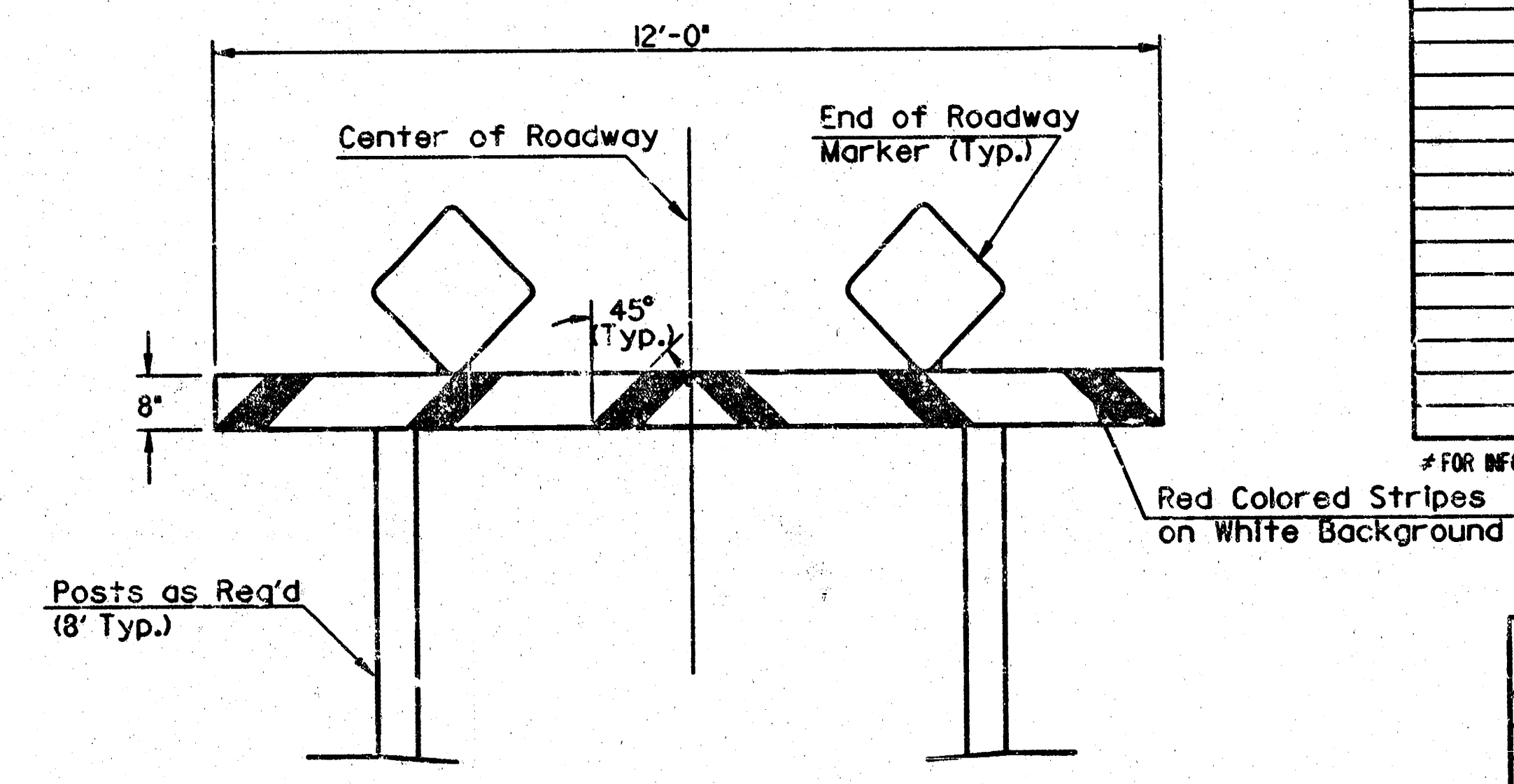
DETAIL A
6 3/4" STANDARD



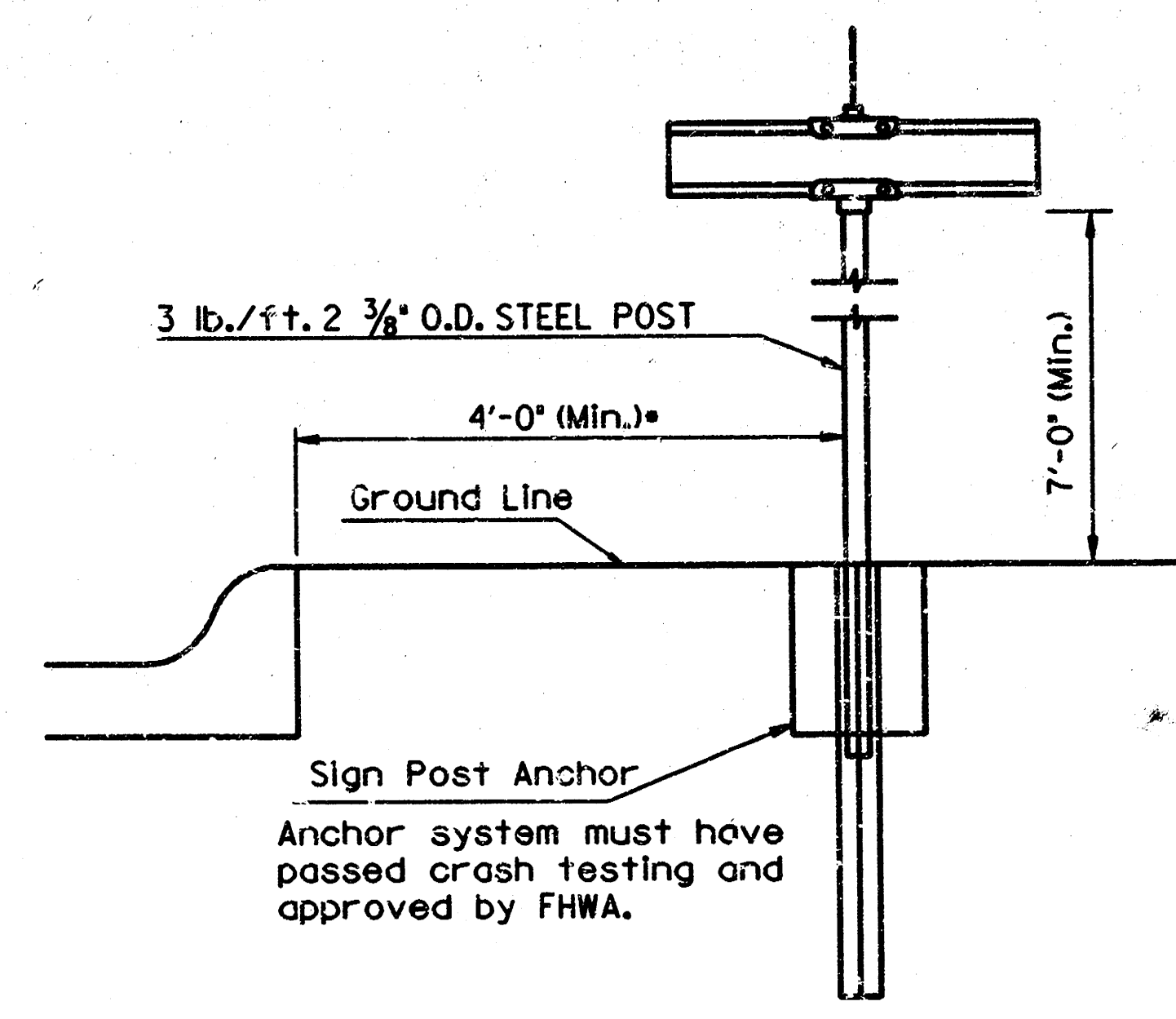
DETAIL B
9" METRO



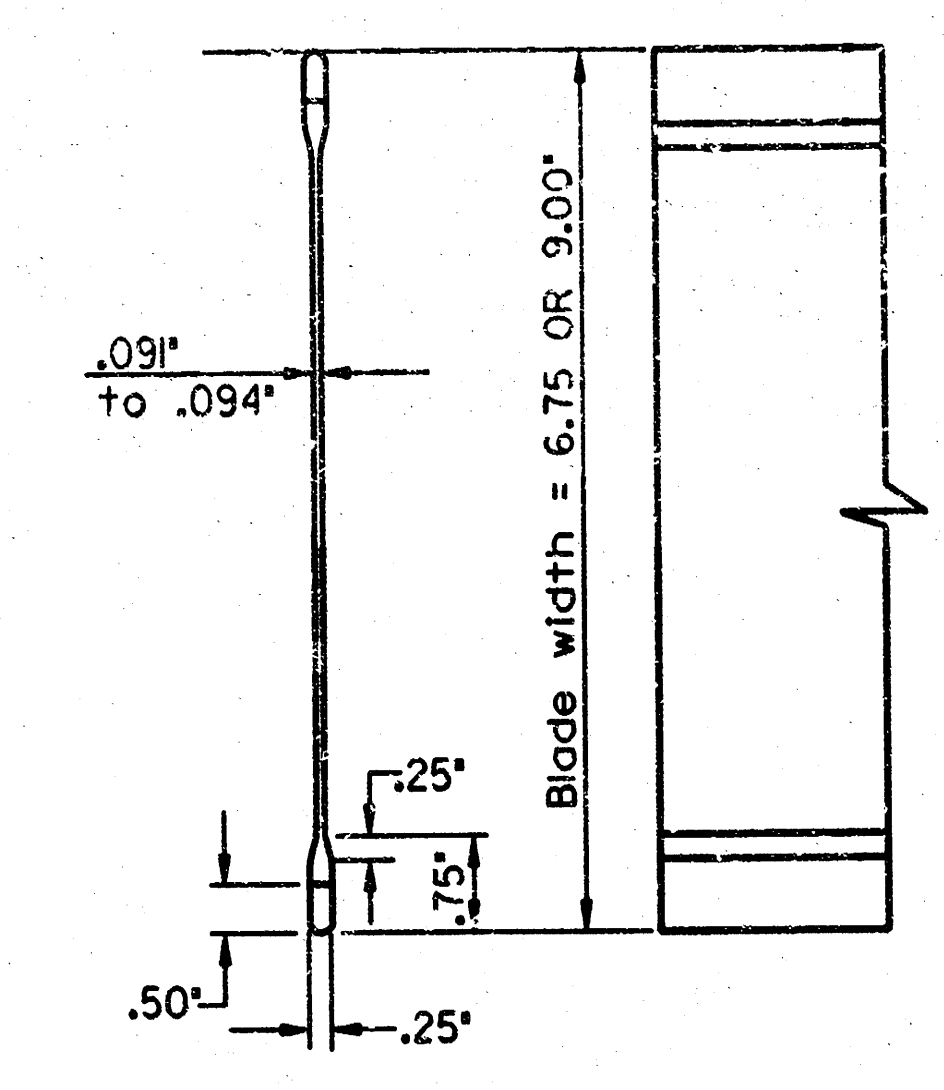
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



TYPE I BARRICADE DETAIL W/ E.O.R. MARKER



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION



STREET NAME SIGN
BLADE DETAILS

SIGN ASSEMBLY TABLE				
STREET	STATION	OFFSET	SIGN	QUANTITY #
MEADOW PASS	3+75	4' L. & 4' R.	FOR	2
MEADOW PASS	3+90	22' R.	STREET NAME SIGN	1
TOTAL				3

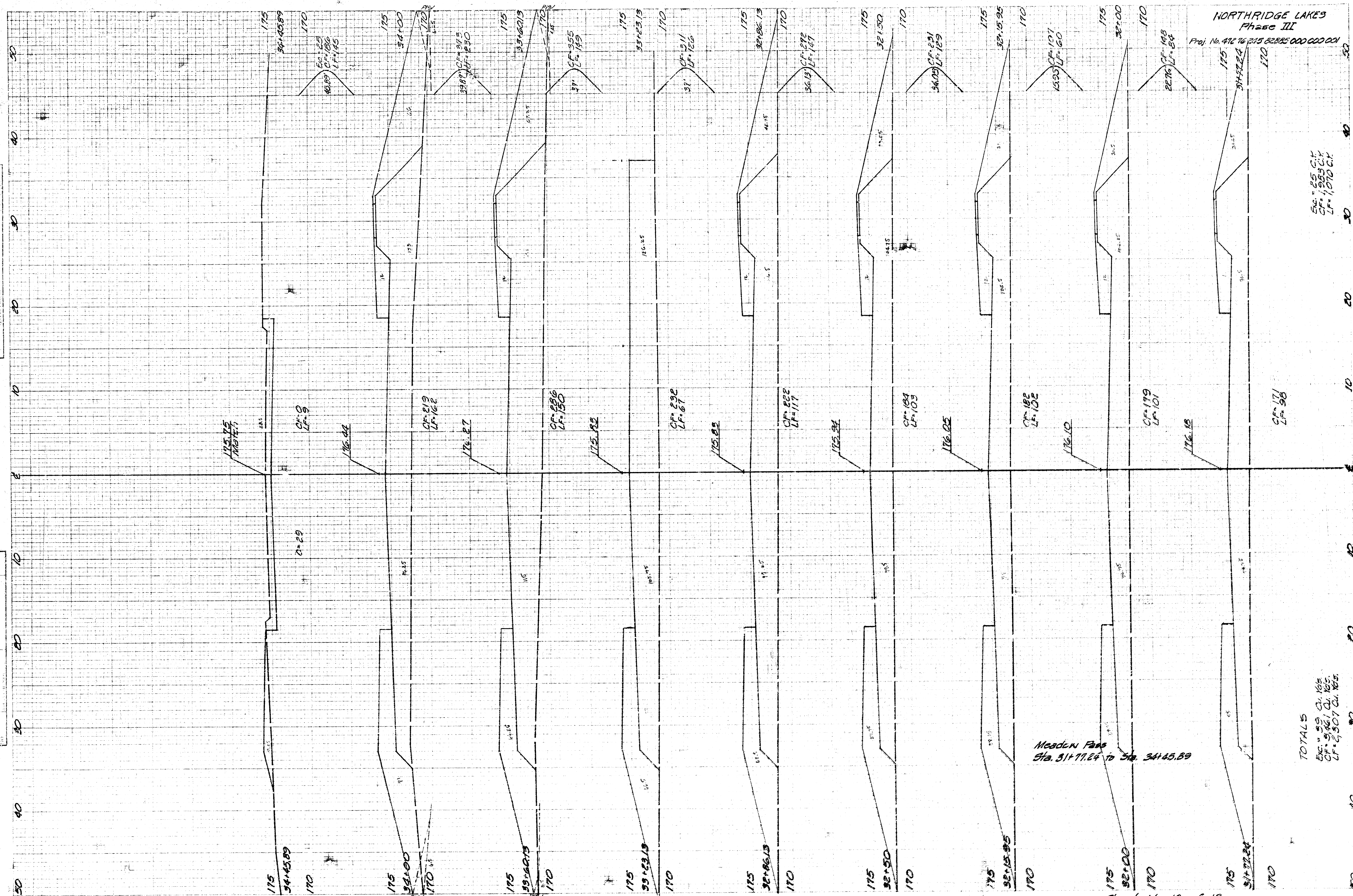
FOR INFORMATION ONLY

STREET NAME	NO. BLADES REQ'D.	
	6 3/4" STD.	9" METRO
Meadow Pass	1	
Lakeridge	1	

SIGNING DETAILS		
SCALE: NONE	APPROVED BY:	DATE: JUNE '93
DRAWN BY: TM		REVISED: JUNE '97
CITY OF WICHITA		
DEPARTMENT OF PUBLIC WORKS		
TRAFFIC ENGINEERING SECTION		

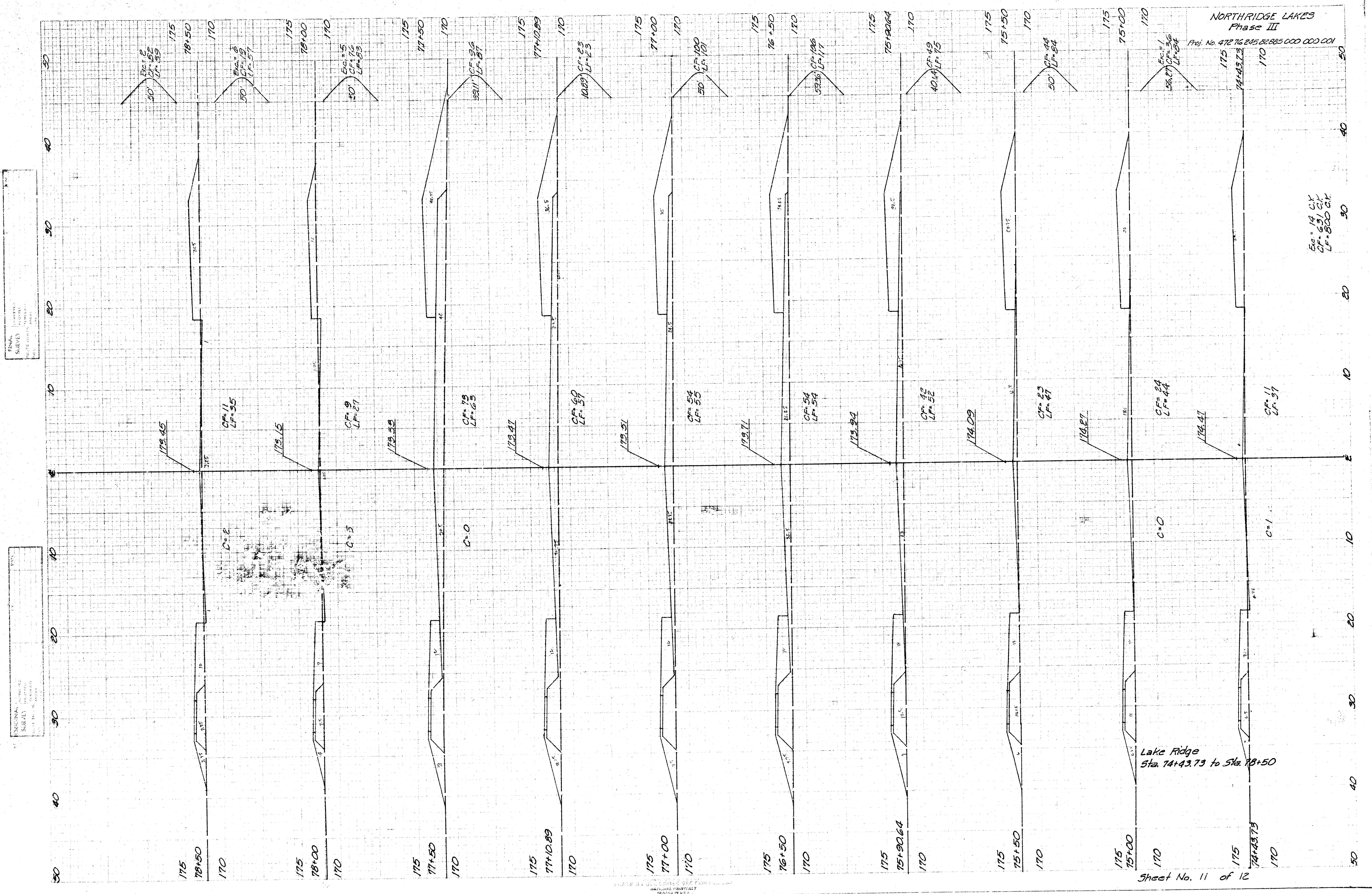
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date plotted: January 21, 1998
delivered to: daniel dunn

FOR CINAL	BY	DATE
SURVEY		
PLACED		
IN PLACE		
DATE		



Sheet No. 10 of 12

TOTALS



FINAL	SURVEYED	DATE	BY
SURVEY	PROPOSED		
NOTE BOOK	REVISION		
NO.	DATE	BY	

ORIGINAL	UNREVIEWED	DATE	BY
SURVEY	REVIEWED		
NOTE BOOK	REVISION		
NO.	DATE	BY	

