The contract may pay for the curb and gutter work, noting the quantity of work to be performed, the materials to be used, and the methods of construction. The contractor shall verify all utility depths and locations prior to construction, and coordinate any necessary relocations. Any adjustments to valve boxes shall be at the contractor’s expense, utilized through the contractor’s own control system. The location of the valve boxes shall be surveyed and recorded by the contractor at its own expense. The contractor shall be responsible for ensuring compliance with all applicable codes and regulations.

All landscape, pavement, and structural changes shall be coordinated with the affected property owners. The contractor shall be responsible for the return of the meter. The contractor shall verify all utility depths and locations prior to construction, and coordinate any necessary relocations. Any adjustments to valve boxes shall be at the contractor’s expense, utilized through the contractor’s own control system.

The contractor may pour the curb and gutter monolithically with the adjacent pavement. The contractor shall verify all utility depths and locations prior to construction, and coordinate any necessary relocations. Any adjustments to valve boxes shall be at the contractor’s expense, utilized through the contractor’s own control system. The location of the valve boxes shall be surveyed and recorded by the contractor at its own expense.

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DESCRIPTION

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INTERSECTION DETAIL NOTES:

1. THE INTERSECTION OF ALL SLOPE LINES SHALL BE ROUNDED TO PROVIDE SMOOTH TRANSITIONS.
2. CONNECTIONS TO EXISTING PAVEMENT, CURB AND GUTTER AND SIDEWALKS SHALL BE MADE WITH GRADUAL TRANSITIONS WHILE MAINTAINING 0.5% SLOPE OR STEEPER. TRANSITION FROM PROPOSED CURB TO EXISTING CURB IN 5', UNLESS A LONGER TRANSITION IS NEEDED TO MAINTAIN A 0.5% SLOPE.
3. TC ELEVATIONS SHOWN ARE FOR CURB & GUTTER TYPE CG-1 AND TYPE CG-1 DRY. CONTRACTOR SHALL ADJUST ELEVATIONS SHOWN TO ACCOUNT FOR CURB AND GUTTER ELEVATIONS AT SIDEWALK RAMP LOCATIONS AND DRIVES. GUTTER FLOWLINE ELEVATIONS ARE 0.54 FEET BELOW TC ELEVATIONS SEE CURB & GUTTER DETAIL, SH. NO. 4.

LEGEND:
- DRY CURB AND GUTTER
- TRANSITION TO DRY CURB AND GUTTER
INTERSECTION DESIGN NOTES:

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DRIVEWAY PLAN & PROFILE
STA 10+95.43 LT TO 11+89.54
E. 9TH STREET - NEW HAMPSHIRE ST. TO PENNSYLVANIA ST.
STREET, SIDEWALK, & STORM SEWER IMPROVEMENTS
LAWRENCE, KANSAS

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**NOTE:** PIPE SHALL BE REMOVED IN A MANNER SUCH THAT THE INLET WALL IS NOT DAMAGED.

**SUBSIDIARY TO OTHER BID ITEMS.**

<table>
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#4 @ 12" CTS.

EXISTING CONCRETE WALL

FILL VOID WITH CONCRETE (GRADE 4.0) (AE)

#4 @ 12" CTS. ANCHOR W/POWER-FAST+ ADHESIVE.

Provide 6" Embedment. (Typ)

**NOTE:** BAR IS ONE INCH ON OFFICIAL DRAWINGS. IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY.

**E. 9TH STREET - NEW HAMPSHIRE ST. TO PENNSYLVANIA ST. STREET, SIDEWALK, & STORM SEWER IMPROVEMENTS LAWRENCE, KANSAS**

CONCRETE COLLAR DETAIL

STRUCTURAL CLASS CONCRETE POURED MONOLITHICALLY

PROPOSED STORM SEWER FLOW LINES MUST MATCH EXISTING STORM SEWER FLOW LINES.

#4 BARS X O.D. + 8" (2 REQD. PER SIDE)

NOTE: THIS DETAIL IS TO BE CONSTRUCTED AT ALL CONNECTIONS WITH EXISTING PIPES.

O.D. + 12"

NOTE: PLUGS SHALL BE WATER TIGHT

2'-0" (Min.) 6"

PLUGGING DETAIL

EXISTING STORM SEWER OR ABANDONED WATER LINE

WOOD FORM, BRACED AS REQ'D

POUR CONCRETE AROUND AND INTO PIPE AS SHOWN

IF ENCOUNTERED IN TRENCH, EXIST. PIPE SHALL BE SAWED OR REMOVED TO NEAREST JOINT

4" LEVELING COURSE OF CLEAN CRUSHED ROCK

BRICK ON 6" NON-REINFORCED CONCRETE PAVEMENT

TOOL JOINT 1/4" DEPTH OF CONCRETE X 1/4" WIDE WITHIN 24 HOURS OF POUR.

FILL WITH SEALANT

FLYASH TREATED SUBGRADE

1" CLEAN SAND

REUSED BRICKS ON EDGE

**NOTES:**

1. PAY LENGTH OF VALLEY GUTTER IS FROM P.C. TO P.C. ACROSS STREET INTERSECTION.

2. PAY WIDTH OF VALLEY GUTTER IS 5'.

3. PAY AREA OF VALLEY GUTTER IS PAY LENGTH X PAY WIDTH (SQ. YD.)

4. PAY CURB AND GUTTER FROM P.C. TO P.T. AROUND RADIAL.

5. NO ADDITIONAL PAYMENT FOR OTHER WORK AND MATERIALS REQUIRED TO COMPLETE RETURN AS DETAILED. SEE PLANS FOR TYPE OF RETURN TO BE CONSTRUCTED.

6. SAND IS NOT AN APPROVED FILL OR SUBGRADE MATERIAL.

7. WHERE VALLEY GUTTER ABUTS CONCRETE PAVEMENT, THE VALLEY GUTTER SECTION SHALL BE TIED TO THE CONCRETE PAVEMENT WITH 1/2" x 3'-0" DEFORMED TIE BARS AT 5'-0" CENTERS.

8. WHERE VALLEY GUTTER IS CONSTRUCTED ADJACENT TO NEW ASPHALT PAVEMENT, THE CONTRACTOR MAY, AT THEIR OPTION, CONSTRUCT A CONTINUOUS ASPHALT PAVEMENT SECTION THROUGH THE VALLEY GUTTER AREA, FOLLOWED BY SAWCUTTING AND REMOVING THE ASPHALT Tbcm FOR CONSTRUCTION OF THE VALLEY GUTTER SECTION. NO PAY ADJUSTMENT SHALL BE MADE FROM PLAN QUANTITIES FOR THE ADDITIONAL ASPHALT PAVEMENT THAT IS REMOVED. SAWCUTS SHALL BE FULL DEPTH. THE SUBGRADE MUST MEET COMPaction REQUIREMENTS IN THE REMOVAL AREA PRIOR TO PLACEMENT OF THE VALLEY GUTTER.
SECTION A-A
RESIDENTIAL DRIVEWAY APRON

DRIVEWAY DETAIL FOR A SINGLE FAMILY HOME
SCALE: 1"=10'
(SKETCH A)
NOTE: DRIVEWAY APRON MAY BE FLARED, IF DESIRED; HOWEVER, THE MAXIMUM WIDTH AT THE CURB REMAINS AT 26 FEET.

DRIVEWAY DETAIL FOR A DUPLEX WHERE 2-CAR GARAGES ARE SIDE BY SIDE
SCALE: 1"=10'
(SKETCH B)
NOTE: DRIVEWAY APRON MAY BE FLARED, IF DESIRED; HOWEVER, THE MAXIMUM WIDTH AT THE CURB REMAINS AT 30 FEET.

DRIVEWAY DETAIL FOR A DUPLEX WHERE 2-CAR GARAGES ARE SEPARATED
SCALE: 1"=10'
(SKETCH C)
NOTE: DRIVEWAY APRON MAY BE FLARED, IF DESIRED; HOWEVER, THE MAXIMUM WIDTH AT THE CURB REMAINS AT 20 FEET.

RESIDENTIAL DRIVEWAY DETAILS

COMMERCIAL DRIVEWAY APRON

NOTE: DRIVEWAY APRON MAY BE FLARED, IF DESIRED; HOWEVER, THE MAXIMUM WIDTH AT THE CURB REMAINS AT 30 FEET.
**GENERAL SIDEWALK LAYOUT PLAN**

**SECTION E1-E1**

**SECTION F-F**

**ISOLATION JOINT**

**SECTION G-G**

**CONTRACTION JOINT**

**SECTION H-H**

**SIDWALK TO INLET DOWELING DETAIL**

**SCHEDULE: GENERAL NOTES**

1. CONSTRUCTION JOINTS SHALL BE PLACED IN 8'-0" FOOTWALLS AT A MINIMUM OF 8'-0" INTERVALS. WHEN OTHER WIDTHS OF SIDEWALK ARE USED, CONSTRUCTION JOINTS SHALL BE PLACED AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.

2. ISOLATION JOINTS SHALL BE PLACED AT ALL LOCATIONS WHERE SIDEWALK ABUTS EXISTING STRUCTURES AND AS DIRECTED BY THE CITY ENGINEER OR AN AUTHORIZED REPRESENTATIVE.

3. ACCESS RAMPS SHALL BE CONSTRUCTED AT ALL LOCATIONS WHERE SIDEWALKS INTERSECT NEW STREET CONSTRUCTION AND AS OTHERWISE SHOWN ON THE PLANS.

4. ALL SHARED USE PATH JOINTS SHALL BE BAR CUT.

5. ALL SIDEWALKS AND RAMPS MUST BE CONSTRUCTED TO CURRENT ADA STANDARDS.

**2017 EDITION**

**Sheet 3 of 4**

**City of Lawrence, Kansas Engineering Division of Public Works**

**Standard Details for Concrete Sidewalks**

David P. Cronin
Thomas M. Markle
ACCESS RAMP PLAN

SECTION A-A

SECTION B-B

SECTION C-C

ACCESS RAMP CURB DETAIL

ACCESS RAMP WITH FLARED SIDES

MEDIAN RAMP CROSSING PLAN

SECTION D-D
DETOUR PLAN PHASE 1
9TH - PENNSYLVANIA TO NEW YORK

9TH STREET

MASSACHUSETTS ST.

NEW HAMPSHIRE ST.

9TH STREET

CONNECTICUT ST.

NEW YORK ST.

NEW JERSEY ST.

PENNSYLVANIA ST.

DELAWARE ST.

11TH STREET

8TH STREET

7TH STREET

EASTBOUND

DETOUR

W. 9TH STREET - NEW HAMPSHIRE ST. TO PENNSYLVANIA ST.

FIELD CHECK PLANS

R11-4

60"X30"

ROAD CLOSED

TO

THRU TRAFFIC

TYPE III

BARRICADES WITH

M4-9 LT.

30"X24"

WESTBOUND

E. 9TH STREET

DETOUR

D-3 39"X6"

D-3 30"X6"

EASTBOUND

M4-9 RT.

30"X24"

E. 9TH STREET

DETOUR

D-3 39"X6"

D-3 30"X6"

WESTBOUND

M4-8A

24"X18"

PHASE 1 WORK ZONE

SIDEWALK CLOSED

R9-9

30"X18"

SIDEWALK CLOSED

R9-9

30"X18"
CUT AREA: 22.6 SQ. FT.

FILL AREA: 9.1 SQ. FT.

CUT AREA: 22.8 SQ. FT.

CUT AREA: 27.1 SQ. FT.

FILL AREA: 8.2 SQ. FT.

9TH STREET CROSS SECTIONS
CERTIFICATE OF AUTHORITY NO. 000167

FIELD CHECK PLANS

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