

# CITY OF AURORA

## SOUTH LINCOLN AVENUE STORMWATER IMPROVEMENTS

### AURORA, MISSOURI

Z:\AURORA.MO\CITY OF AURORA\STORMWATER\SOUTH LINCOLN AVENUE DRAWINGS\00-COVER.DWG



GENERAL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR EXCAVATION, PAVEMENT, REPAIR AND REPLACEMENT ASSOCIATED WITH INSTALLATION OF STORMWATER FACILITIES.
2. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITY WITH ALL UTILITY CO.'s, AND THE CITY OF AURORA.
3. ALL CONSTRUCTION & EXCAVATION ACTIVITIES SHALL BE CONFINED TO EASEMENTS, RIGHT-OF-WAY AND/OR WORK AREA LIMITS AS SHOWN ON DRAWING.
4. ALL TRAFFICWAYS INCLUDING DRIVEWAYS, ALLEYS AND SIDEWALKS SHALL REMAIN ACCESSIBLE TO RESIDENTIAL AND EMERGENCY VEHICLES DURING PROJECT DURATION.
5. TRAFFIC CONTROL SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE, PLACE AND MAINTAIN ALL BARRIERS (CONES, BARRELS, ETC.) AND SAFETY PERSONNEL (FLAGMEN) AS NECESSARY FOR A SAFE WORKING ENVIRONMENT.
6. DURING ALL CONSTRUCTION ACTIVITIES, CARE SHALL BE TAKEN TO PREVENT DAMAGE TO ADJACENT STRUCTURES, BURIED PIPING & UTILITIES. REPAIR OF ALL STRUCTURES, PIPING &/OR UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE AT THE CONTRACTORS EXPENSE & TO THEIR ORIGINAL CONDITION.
7. ALL PAVEMENT REMOVAL LIMITS SHALL BE SAW CUT.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL LINE AND GRADE STAKING REQUIRED TO COMPLETE THE PROJECT.
9. CONTRACTOR SHALL REMOVE, PRESERVE, AND REPLACE ALL SIGNS, MAILBOXES, FENCES AND THE LIKE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENTS.

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SEWER: ORVIL MAPLES  
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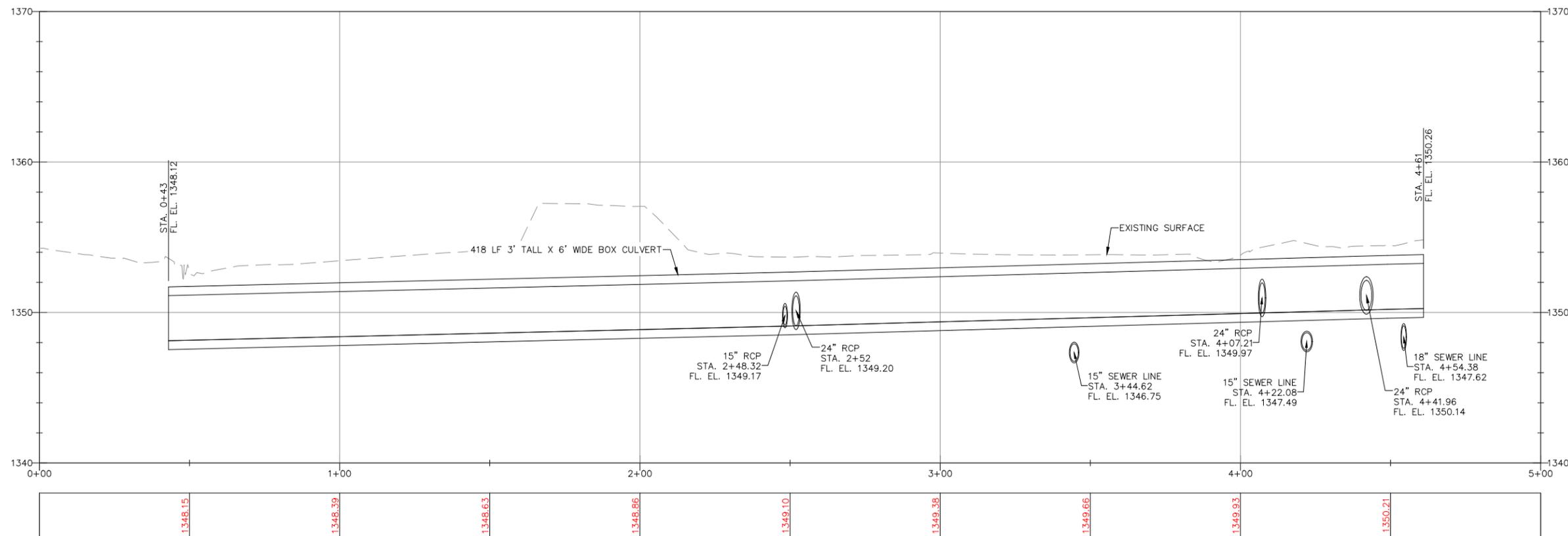
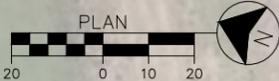
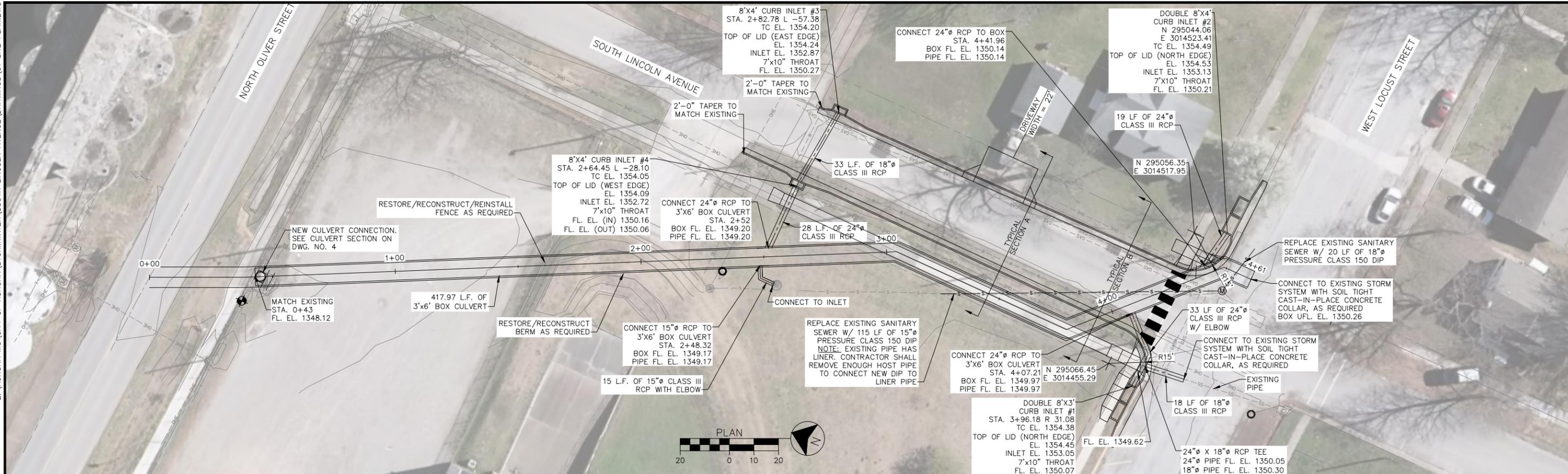
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JANUARY 2019



CITY OF AURORA SOUTH LINCOLN AVENUE STORMWATER IMPROVEMENTS



SCALE  
 VERT. = 1:4  
 HORIZ. = 1:20



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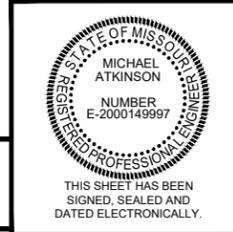
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 CKD. BY: MRA  
 APPD. BY: MRA  
 DATE: 01-16-2019

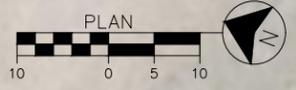
SITE PLAN & PROFILE  
 SOUTH LINCOLN AVENUE STORMWATER  
 AURORA, MISSOURI

DWG. NO.  
**1**



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

Z:\AURORA.MO\CITY OF AURORA\STORMWATER\AURORA SOUTH LINCOLN AVENUE (DRAWINGS)\02 SIDEWALK PLAN.DWG



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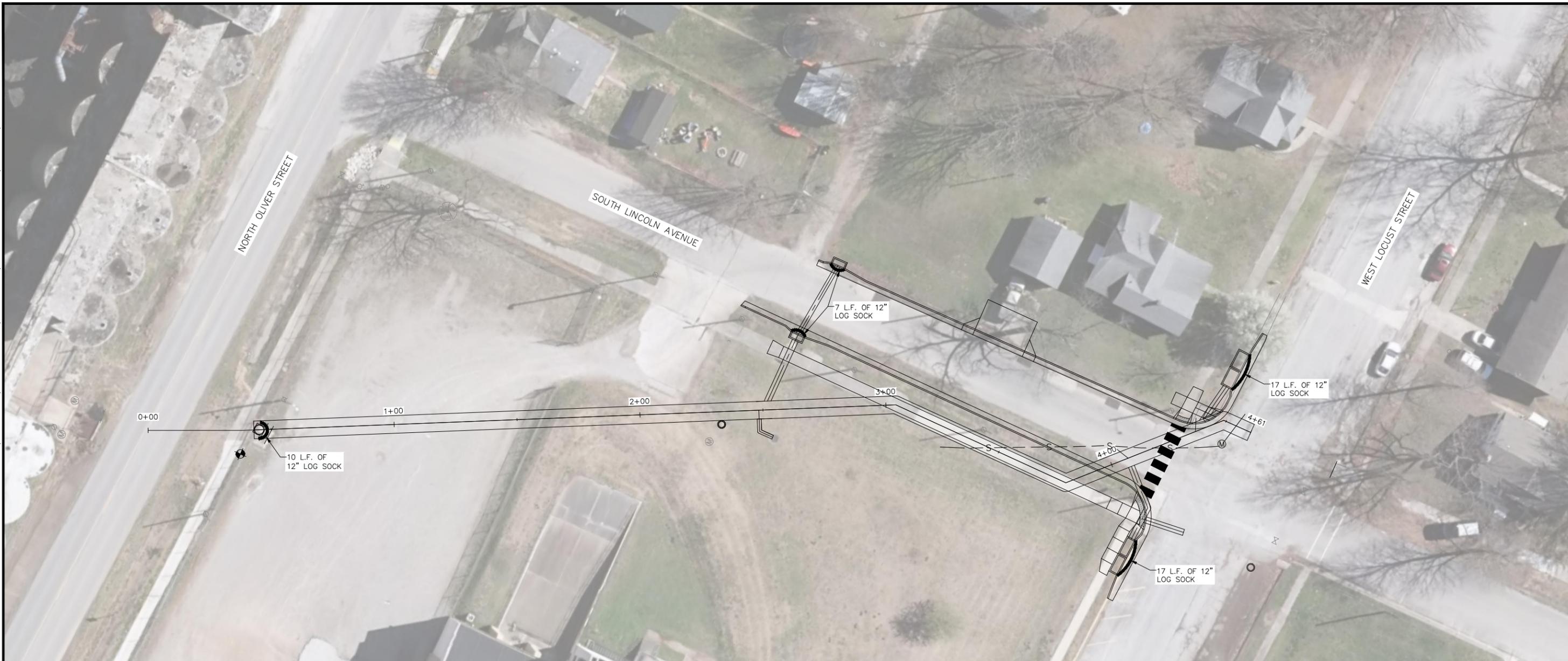
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**SIDEWALK PLAN**  
**SOUTH LINCOLN AVENUE STORMWATER**  
**AURORA, MISSOURI**

DWG. NO. **2**

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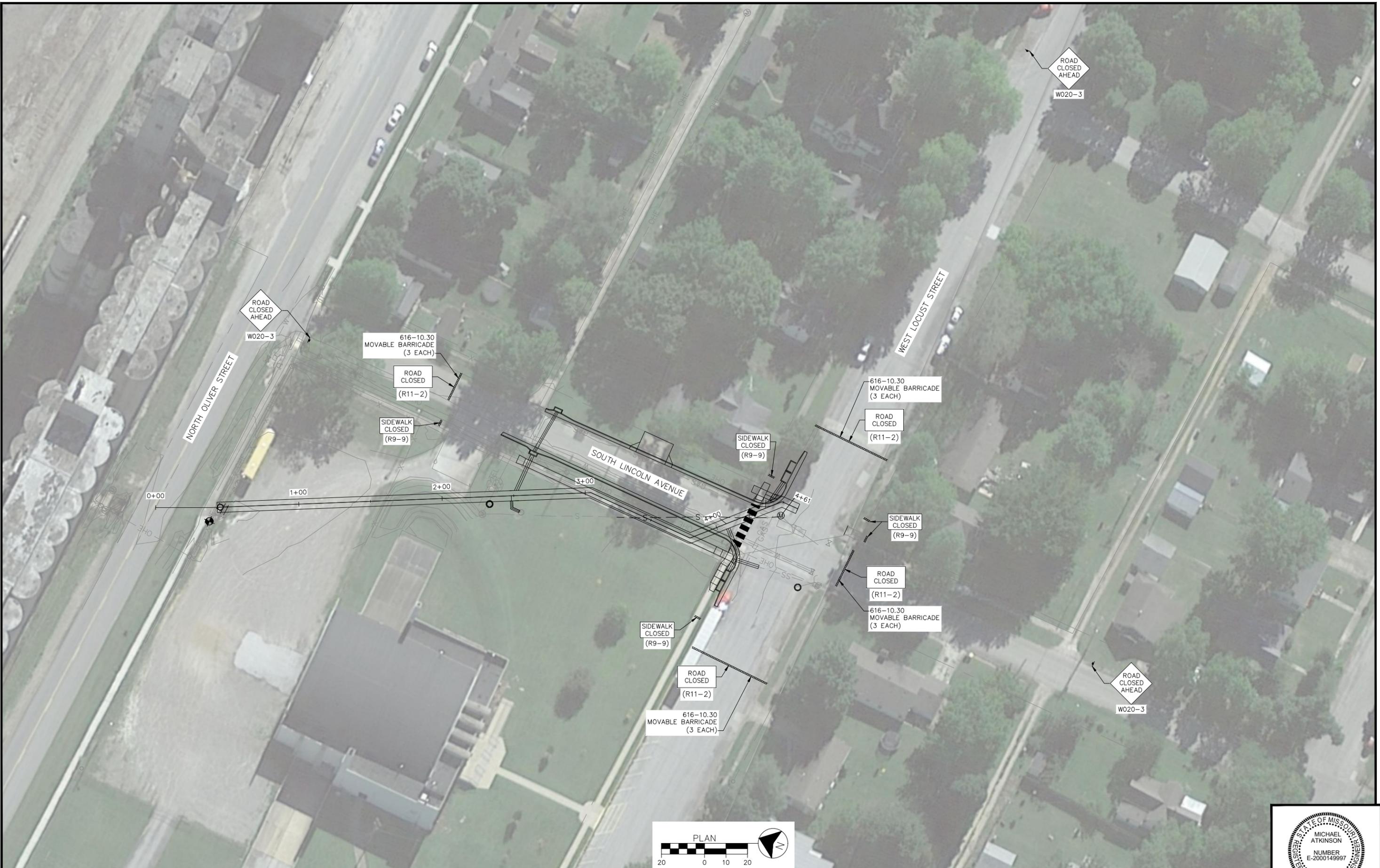
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EROSION CONTROL PLAN  
 SOUTH LINCOLN AVENUE STORMWATER  
 AURORA, MISSOURI

DWG. NO.

**3**





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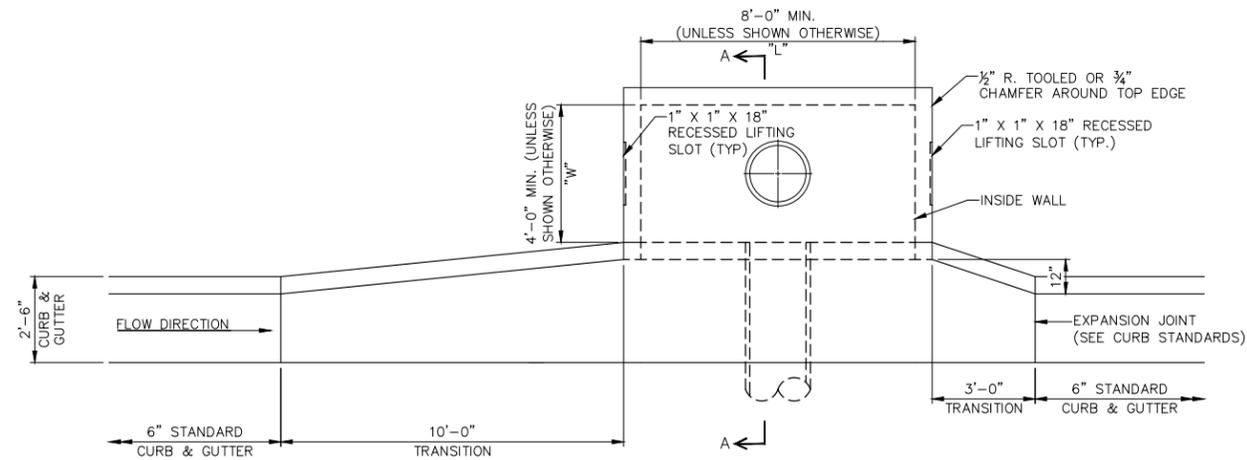
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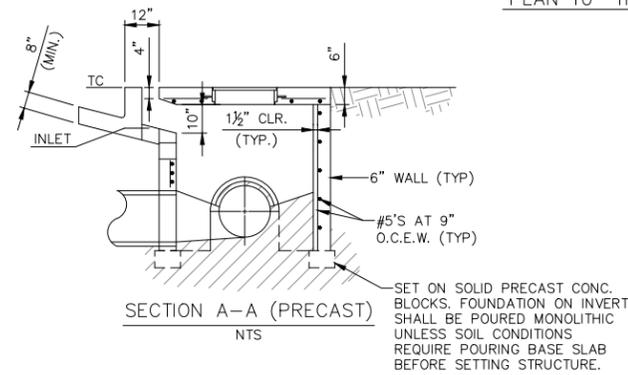
TRAFFIC CONTROL PLAN  
 SOUTH LINCOLN AVENUE STORMWATER  
 AURORA, MISSOURI

DWG. NO.  
**4**



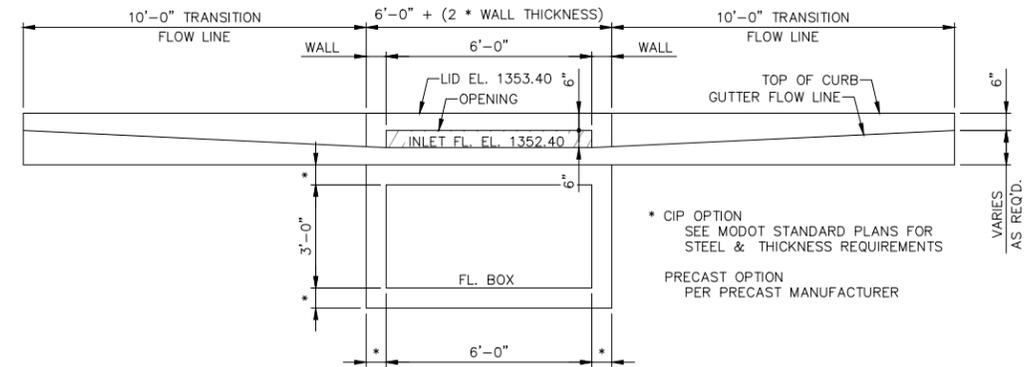


PLAN 10" THROAT CURB INLET  
NTS

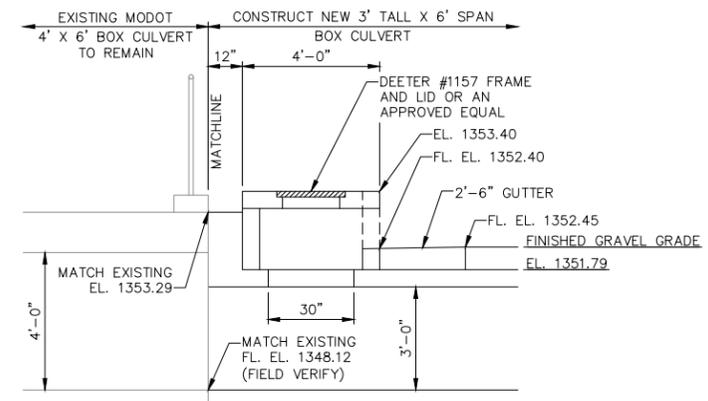


GENERAL NOTES:

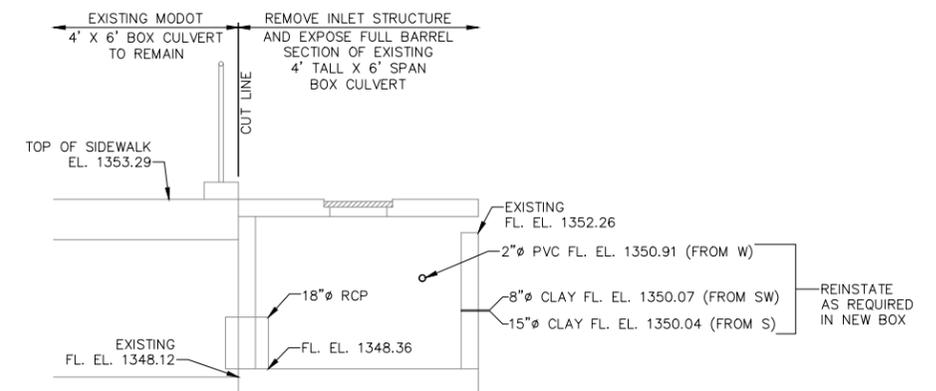
1. FLOOR OF INLET SHALL BE SHAPED WITH INVERT TO PROVIDE SMOOTH FLOW.
2. BEVEL ALL EXPOSED EDGES WITH 3/4" CHAMFER OR 1/2" TOOLED EDGE.
3. THE SUM OF "L" & "W" SHALL NOT EXCEED 14' WITHOUT SPECIAL DESIGN. (SEE PROJECT PLANS FOR DETAILS.)
4. RING & COVER TO BE DEETER #1157 OR APPROVED EQUAL.
5. INLET FRAME TO BE GALVANIZED STEEL AS MANUFACTURED BY SHAWNEE STEEL OR APPROVED EQUAL.



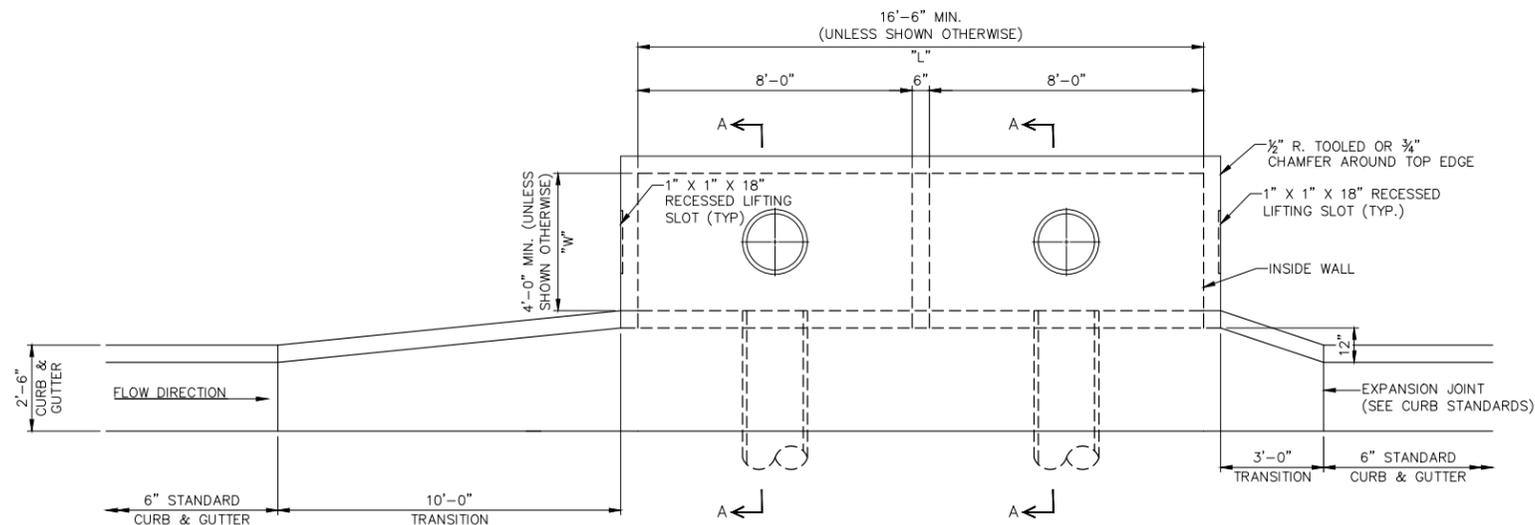
SECTION THRU BOX @ CURB AND GUTTER  
FLOWLINE TRANSITION NEAR STA. 0+43  
NTS



CULVERT SECTION NEAR STATION 0+43  
SHOWING NEW CULVERT CONNECTION  
NTS



CULVERT SECTION NEAR  
STATION 0+43 SHOWING  
REMOVAL PLAN  
NTS



PLAN 10" THROAT DOUBLE CURB INLET  
NTS



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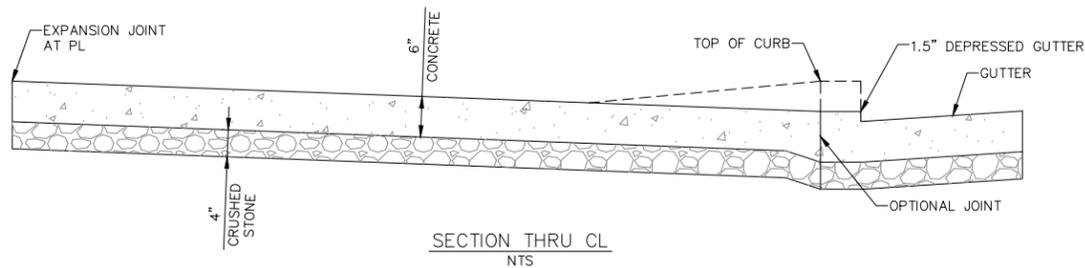
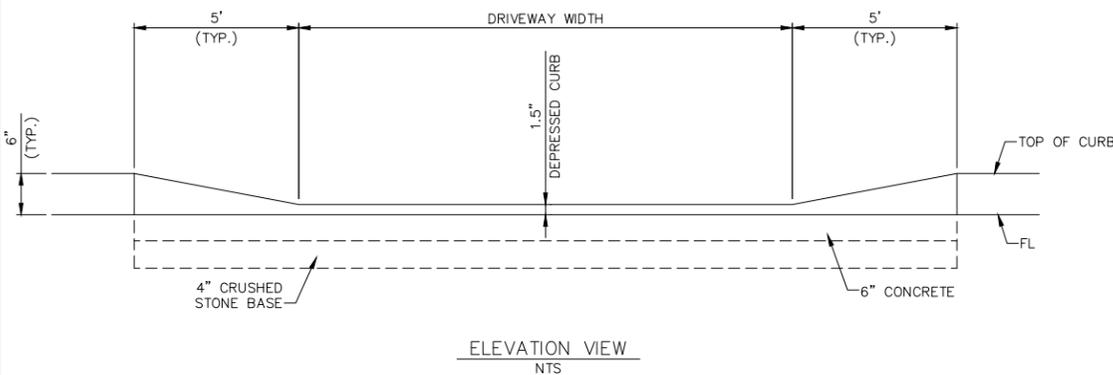
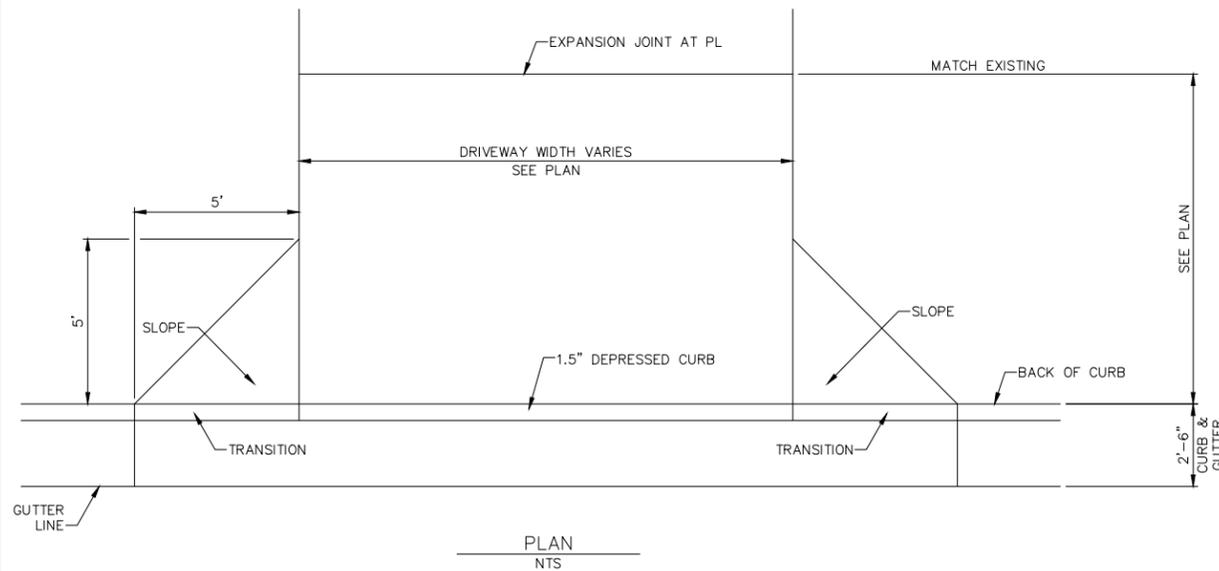
STANDARD DETAILS  
SOUTH LINCOLN AVENUE STORMWATER  
AURORA, MISSOURI

DWG. NO.

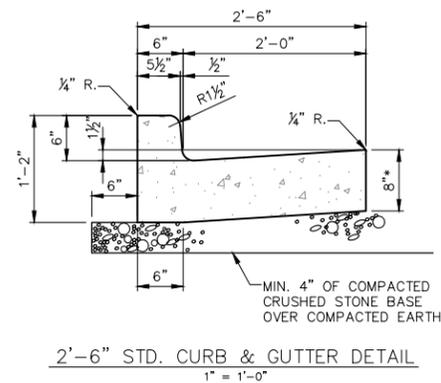
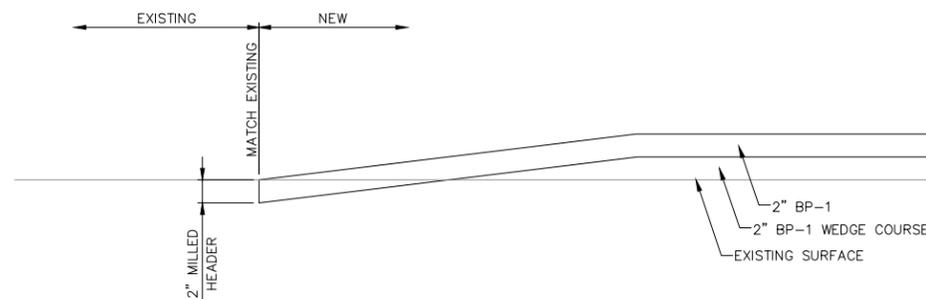
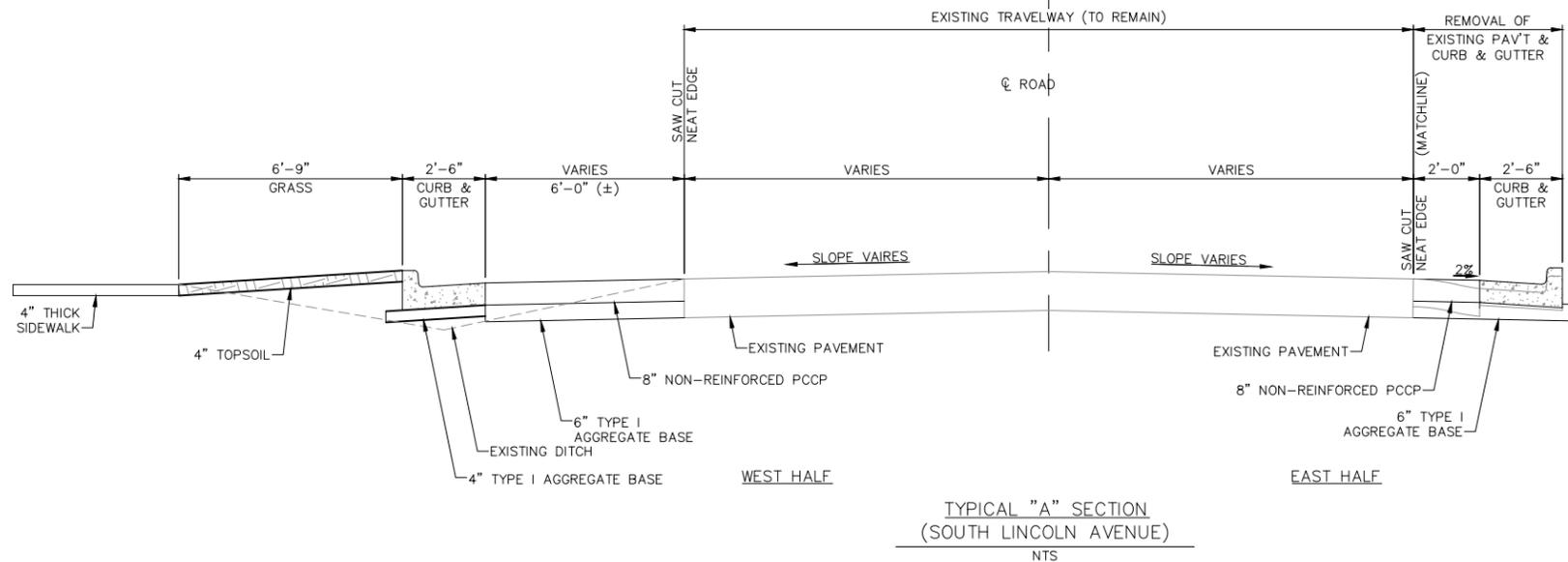
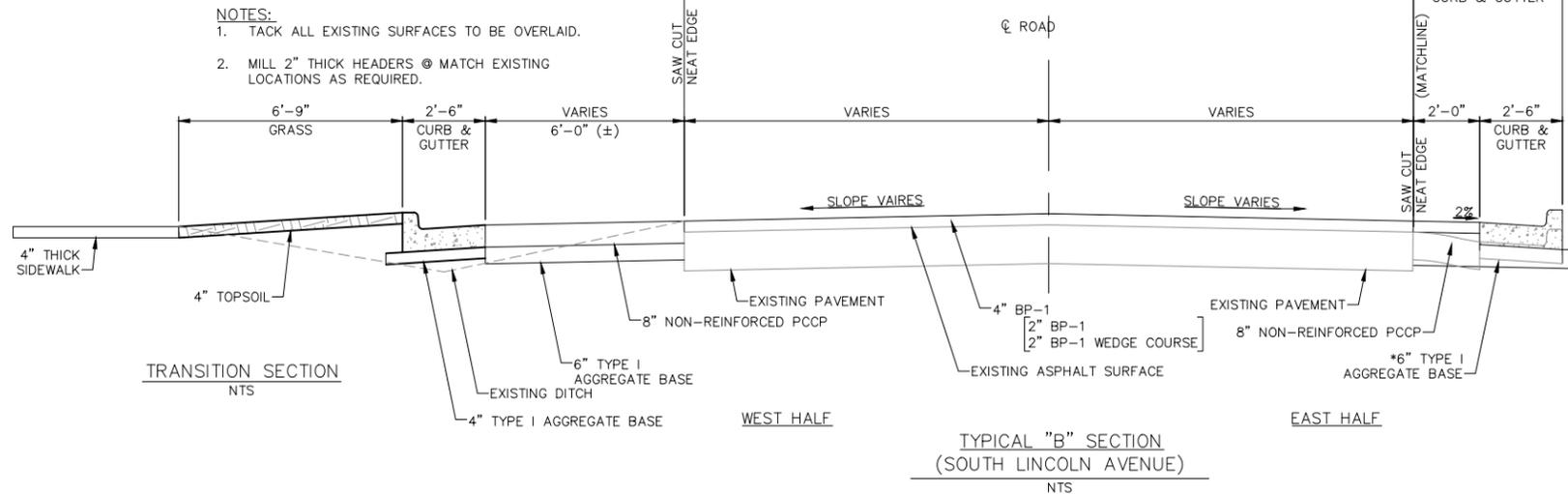
5



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NOTES:  
1. CONCRETE SHALL BE CLASS B 4,000 PSI AT 28 DAY TEST FOR COMPRESSIVE STRENGTH.



\* REDUCE GUTTER THICKNESS AND ELIMINATE BASE ROCK ACCORDINGLY OVER TOP OF BOX CULVERT AS NEEDED. ADJUST GRADE OF GUTTER TO MAINTAIN 6" MINIMUM GUTTER THICKNESS.



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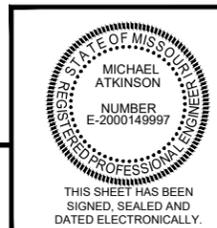
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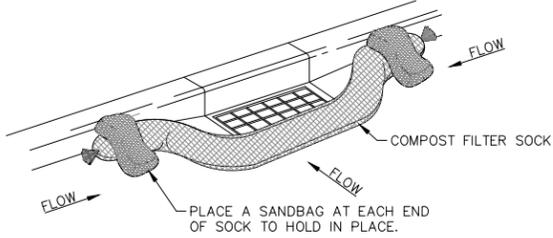
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STANDARD DETAILS  
SOUTH LINCOLN AVENUE STORMWATER  
AURORA, MISSOURI

DWG. NO.

6

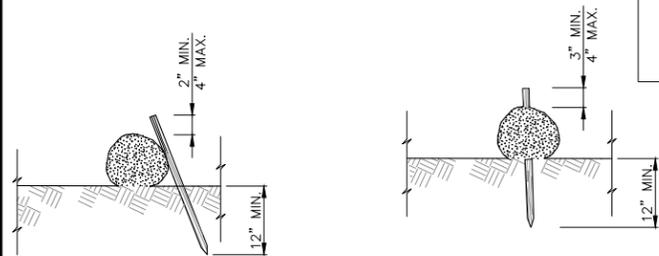




**CURB INLET**  
N.T.S.  
**COMPOST FILTER SOCK**  
**INLET PROTECTION**

**NOTES:**

1. ANCHORING STAKES SHALL BE SIZED, SPACED, AND BE OF A MATERIAL THAT EFFECTIVELY SECURES THE FILTER SOCK. STAKE SPACING SHALL BE A MAXIMUM OF THREE FEET.
2. OVERLAP ENDS OF SOCK PER MANUFACTURERS RECOMMENDATIONS. (1' MIN. 3' MAX.)
3. USE 8" TO 12" DIA. SOCK ON CURBSIDE IN TRAFFIC AREAS.
4. USE 12" - 18" DIA. SOCK IN NON-TRAFFIC AREAS OR AREAS WHERE SAFETY IS NOT A CONCERN.
5. SOCK SHALL BE PHOTODEGRADABLE AND SHALL BE FILLED WITH COARSE COMPOST.



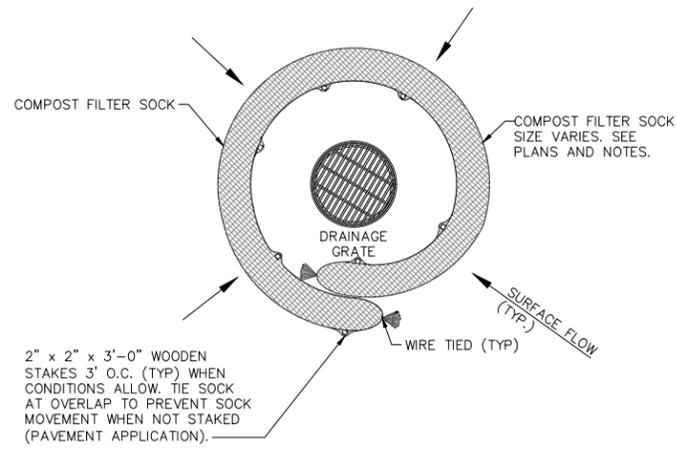
ALTERNATIVE 1 (STAKING)  
N.T.S.

ALTERNATIVE 2 (STAKING)  
N.T.S.

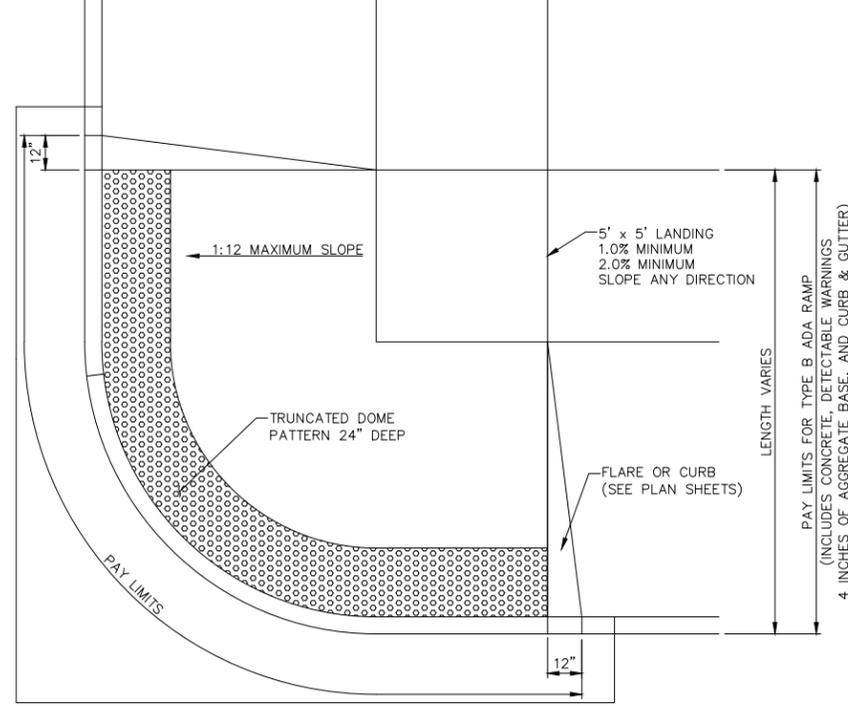
**COMPOST FILTER SOCK**  
N.T.S.

**COMPOST FILTER SOCK: SLOPE, SOCK**  
**SPACING AND DIAMETER**

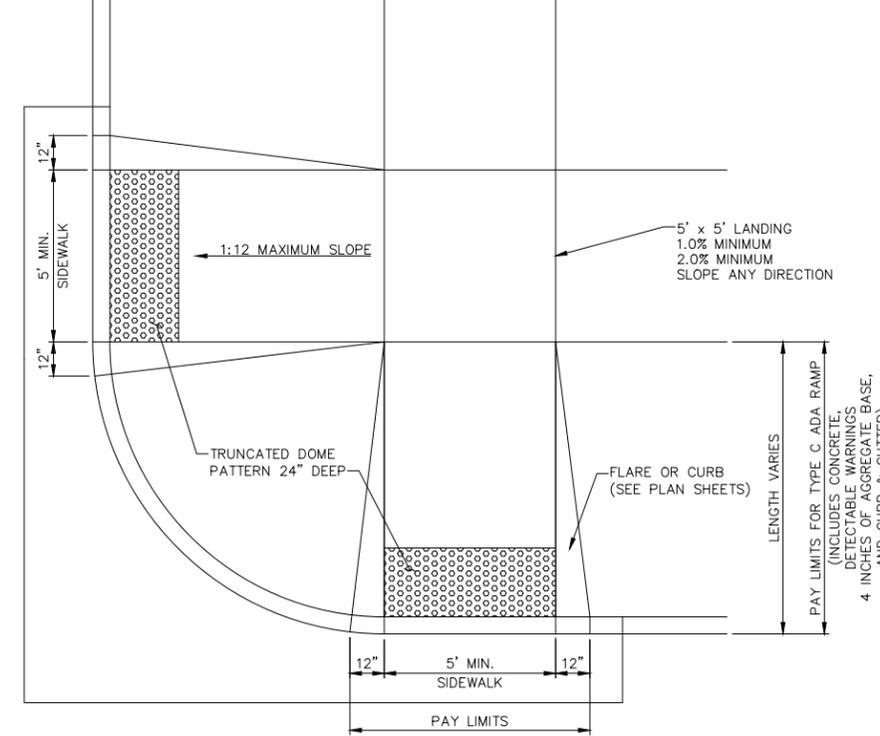
SLOPE	SPACING (FT)	SOCK DIAMETER (INCHES)
<50:1	250	8
50:1 - 10:1	125	12
10:1 - 5:1	100	12
3:1 - 2:1	50	18
> 2:1	25	18



**DROP INLET PLAN**  
N.T.S.

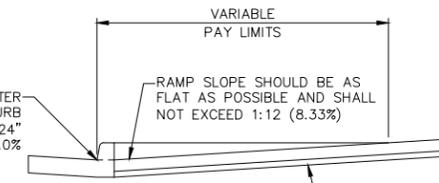


**TYPE B COMBINATION CURB RAMP**  
N.T.S.



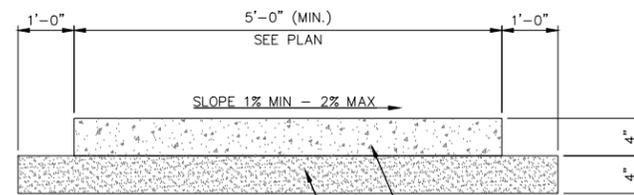
**TYPE C PERPENDICULAR CURB RAMP**  
N.T.S.

ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT OR GUTTER SLOPE IN DIRECTION OF PEDESTRIAN TRAVEL AND CURB RAMP SLOPE SHALL NOT EXCEED 13.0%. PROVIDE 24" LEVEL LANDING IF ALGEBRAIC DIFFERENCE EXCEEDS 13.0%

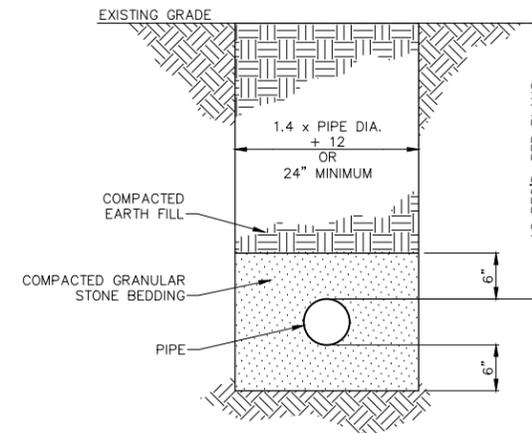


**SECTION THROUGH CURB RAMP**  
N.T.S.

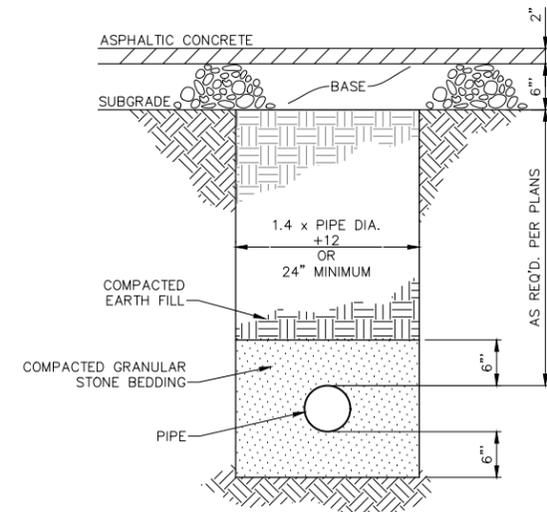
NOTE: TRENCH SHALL BE EXCAVATED TO PROVIDE VERTICAL WALLS.



**TYPICAL SIDEWALK SECTION**  
N.T.S.



**STANDARD TRENCH & BEDDING DETAIL**  
N.T.S.



NOTE: TRENCH SHALL BE EXCAVATED TO A DEPTH OF 6" BELOW BOTTOM OF PIPE AND BACKFILLED TO 6" ABOVE PIPE WITH GRAVEL OR CRUSHED STONE CONFORMING TO THE FOLLOWING GRADATION TO PROVIDE UNIFORM BEDDING FOR THE ENTIRE LENGTH OF THE PIPE.

**ASPHALT STANDARD TRENCH & BEDDING DETAIL**  
N.T.S.

**GENERAL NOTES:**

ALL AREAS OF PEDESTRIAN ACCESS ROUTE MUST BE COMPLIANT WITH THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG)". EXCEPTIONS MUST BE APPROVED BY THE ENGINEER. ALL OTHER AREAS OF (NON-COMPLIANCE SHALL BE REMOVED AND CORRECTED AT THE CONTRACTOR'S EXPENSE.

FINISHED SIDEWALK SHALL BE STABLE, SLIP RESISTANT AND SURFACE DOES NOT POND WATER.

SIDEWALK & RAM CROSS SLOPES SHALL BE A MINIMUM OF 1% TO FACILITATE DRAINAGE AND A MAXIMUM OF 2% TO BE USABLE FOR DISABLED INDIVIDUALS.

STORMWATER INLETS, SIGNS, POSTS, MANHOLE COVERS, PULL BOXES, AND OTHER ACCESS LIDS SHOULD BE AVOIDED WITHIN THE SIDEWALK. IF SUCH A LOCATION IS NECESSARY, THE FEATURE MUST MEET ADA STANDARDS.

THE RUNNING GRADE OF A SIDEWALK SHALL NOT EXCEED 5% UNLESS IT IS MATCHING THE GRADE OF THE ADJACENT ROADWAY.

PEDESTRIAN ACCESS ROUTE SHALL CONTINUE ACROSS DRIVEWAYS.

LANDINGS SHALL BE CONSTRUCTED AT THE TOP AND/OR BOTTOM OF A CURB RAMP WHEREVER A TURNING MOVEMENT OR ACCESS TO PEDESTRIAN PUSH BUTTON IS REQUIRED.

LANDINGS LOCATED IN THE ROADWAY MUST BE COMPLETELY CONTAINED WITHIN THE CROSSWALK.

SIDE FLARES OF CURB RAMP, IN THE PATH OF PEDESTRIAN TRAVEL (TRAVERSABLE), SHALL NOT EXCEED A SLOPE OF 1V:10H. SIDE FLARES OUTSIDE THE PEDESTRIAN PATH (NONTRAVERSABLE) MAY BE 1V:2H OR VERTICAL.

TRANSITION FROM SIDEWALK TO GUTTER TO ROADWAY MUST BE FLUSH.

DETECTABLE WARNINGS (TRUNCATED DOMES) SHALL BE PERFORMED AND INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS. STAMPED CONCRETE WILL NOT BE ACCEPTED.

THE DETECTABLE WARNING SURFACE SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR KARK-ON-LIGHT. TRUNCATED DOMES SHALL SPAN THE FULL WIDTH (WITHIN 2") OF THE RAMP OR LANDING.

DETECTABLE WARNING DOMES SHALL BE ALIGNED PARALLEL TO THE SLOPE WHEN INSTALLED ON A RAMP. WHEN INSTALLED ON A LANDING OR BLEND TRANSITION, THEY SHALL BE ALIGNED PERPENDICULAR OR RADIAL TO THE BREAK BETWEEN THE RAMP, LANDING OR BLENDED TRANSITION AND THE STREET.

WHEN IT IS TECHNICALLY INFEASIBLE TO CONSTRUCT 1V:12H RAMP SLOPE, WHILE ALTERING EXISTING PEDESTRIAN FACILITIES, A SLOPE BETWEEN 1V:12H AND 1V:10H IS PERMISSIBLE FOR A MAXIMUM RISE OF 6", AND A SLOPE BETWEEN 1V:10H AND 1V:8H IS PERMISSIBLE FOR A MAXIMUM RISE OF 3"

IF CONSTRUCTION OF 5' x 5' LANDING IS NOT FEASIBLE, 4' x 4' LANDING MAY BE USED.



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STANDARD DETAILS  
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AURORA, MISSOURI

DWG. NO.

7

