

IMPROVING HARRY STREET DE-CEL AND LEFT TURN LANES at HARRY COURT & GOVERNEOUR

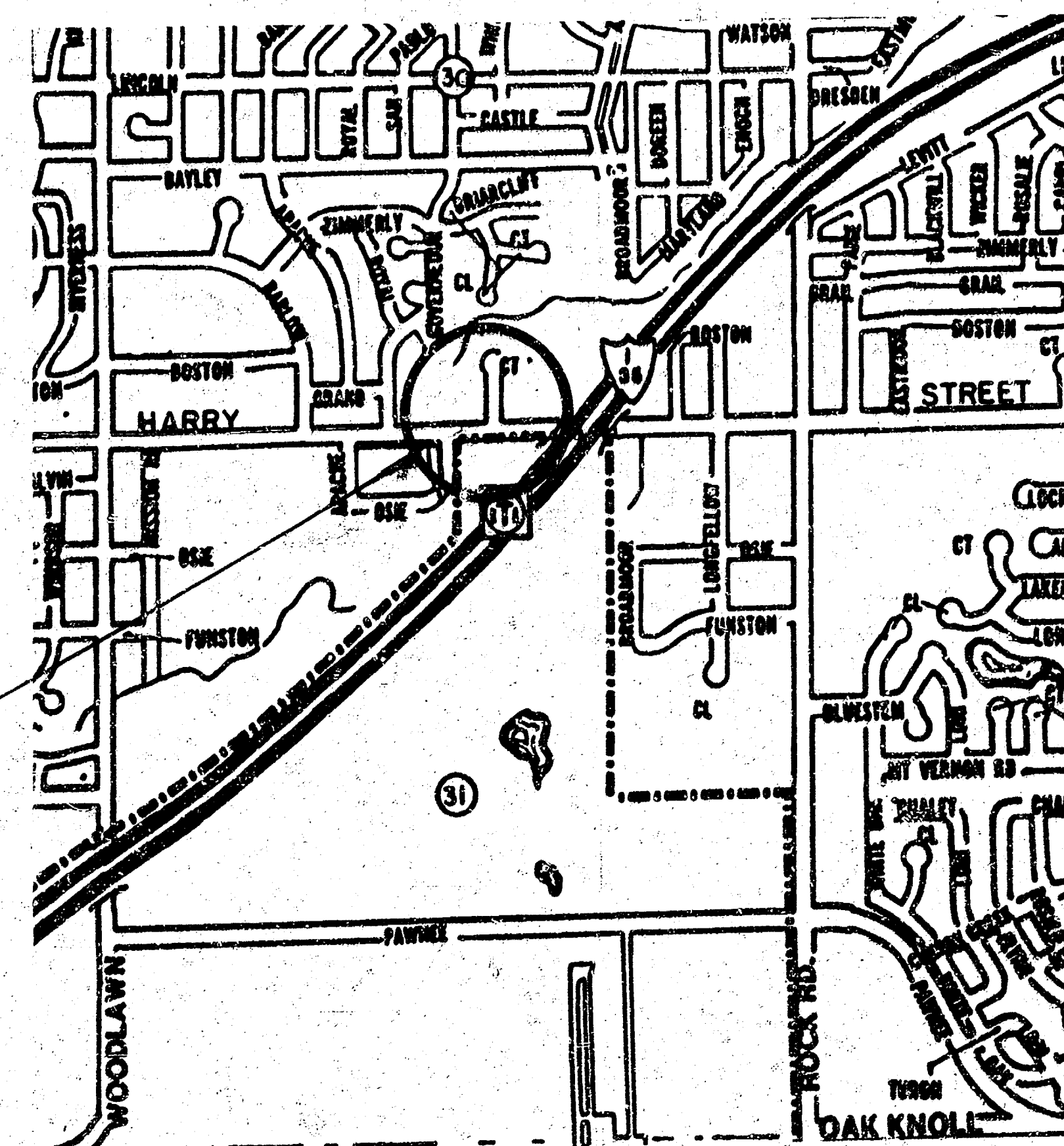
CITY OF WICHITA, KANSAS
M.E. LINDEBAK - CITY ENGINEER

INDEX CODE 705087

472-76-245-81971-000-000-001

NOTE: TRAFFIC TO BE CARRIED THRU
CONSTRUCTION

PROJECT LOCATION

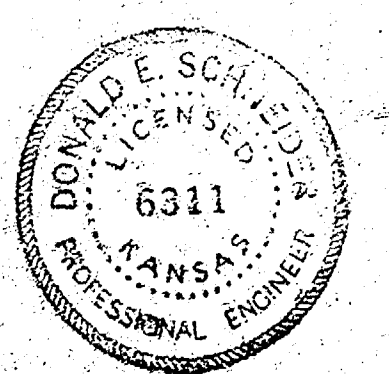


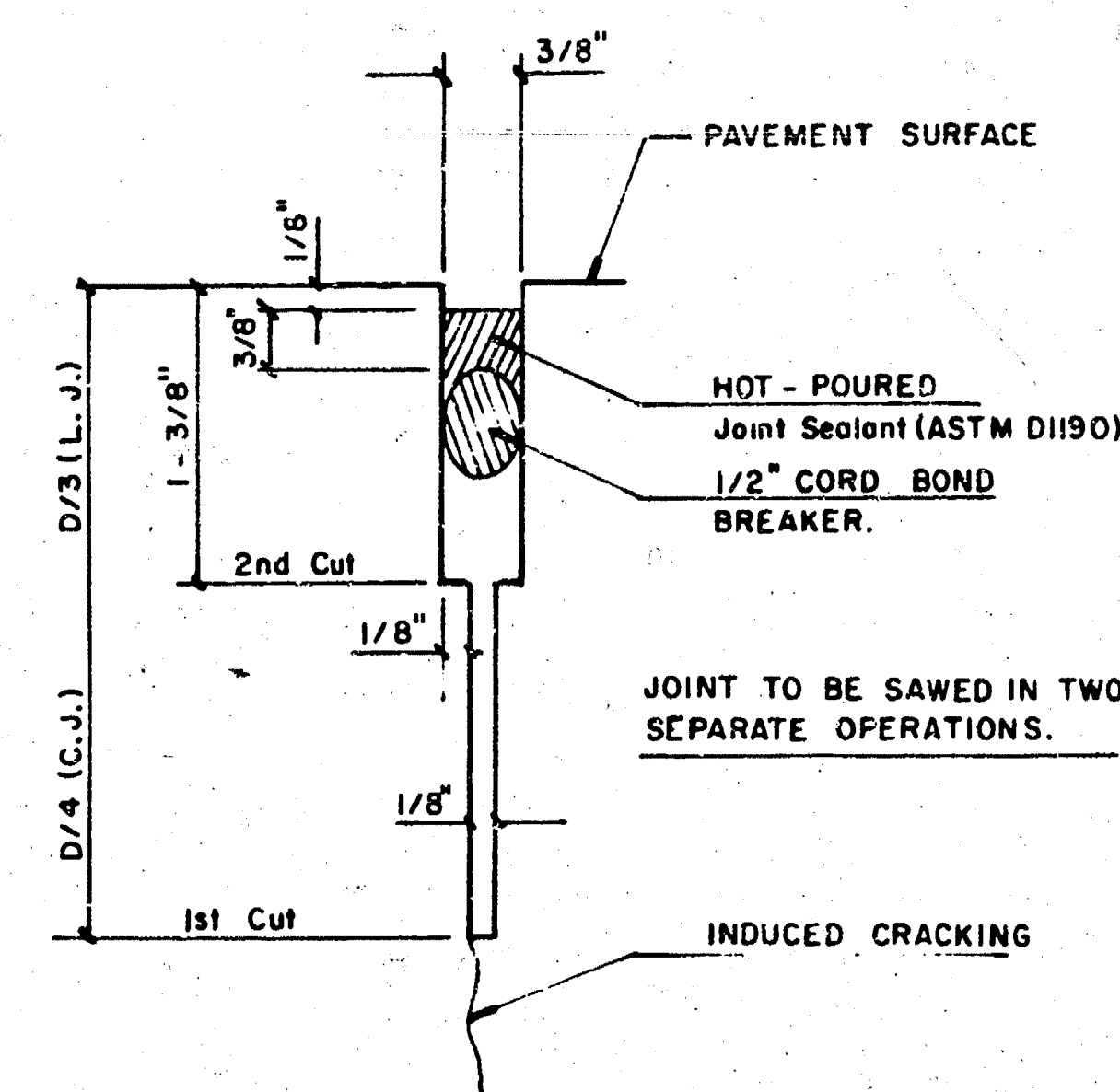
INDEX TO THE PLANS

1. TITLE SHEET
2. VALLEY GTR. & JOINT DETAILS
3. MISC. DETAILS
- 4-5. PAVING PLANS
6. TYPE "B" SHALLOW MANHOLE DETAIL
7. TYPE I-A CURB INLET DETAIL
8. TYPICAL DRIVE DETAIL
- 9-10. PAVEMENT MARKING & SIGNING PLANS
- 11-12. PAVEMENT MARKING & SIGNING DETAILS

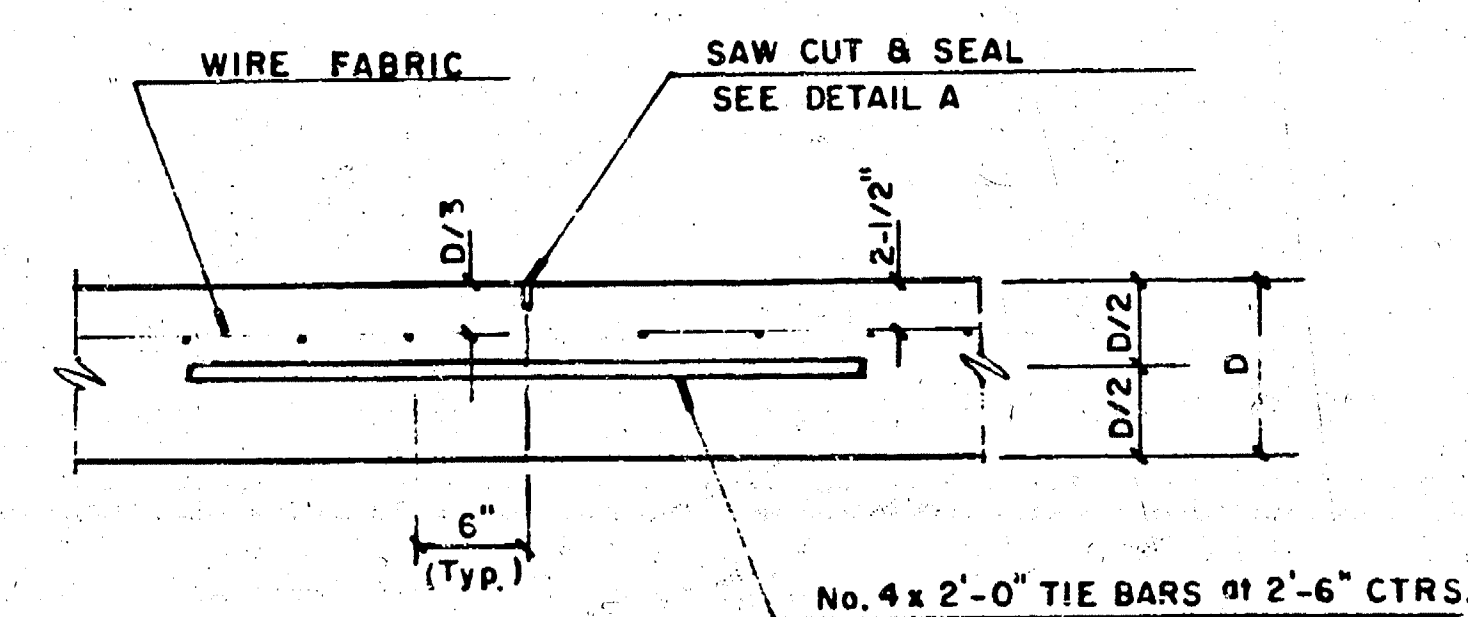
SHEET 1 OF 12

REVISED SEPT. 12, 1989

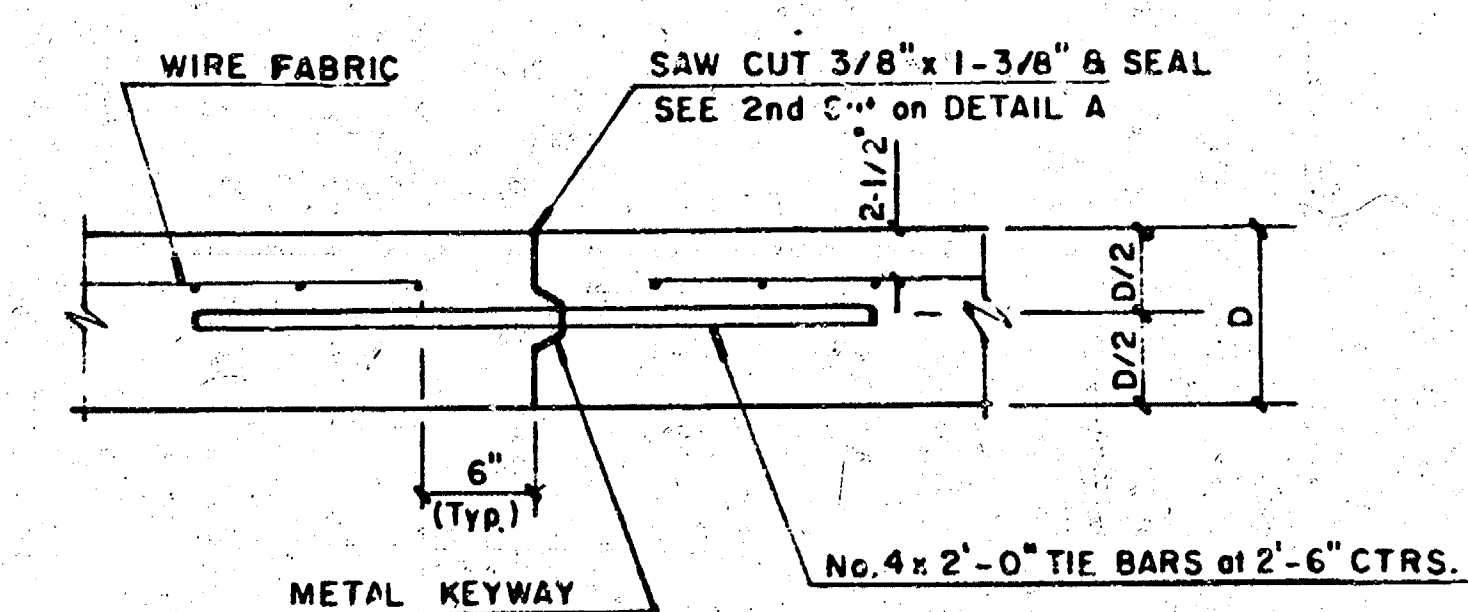




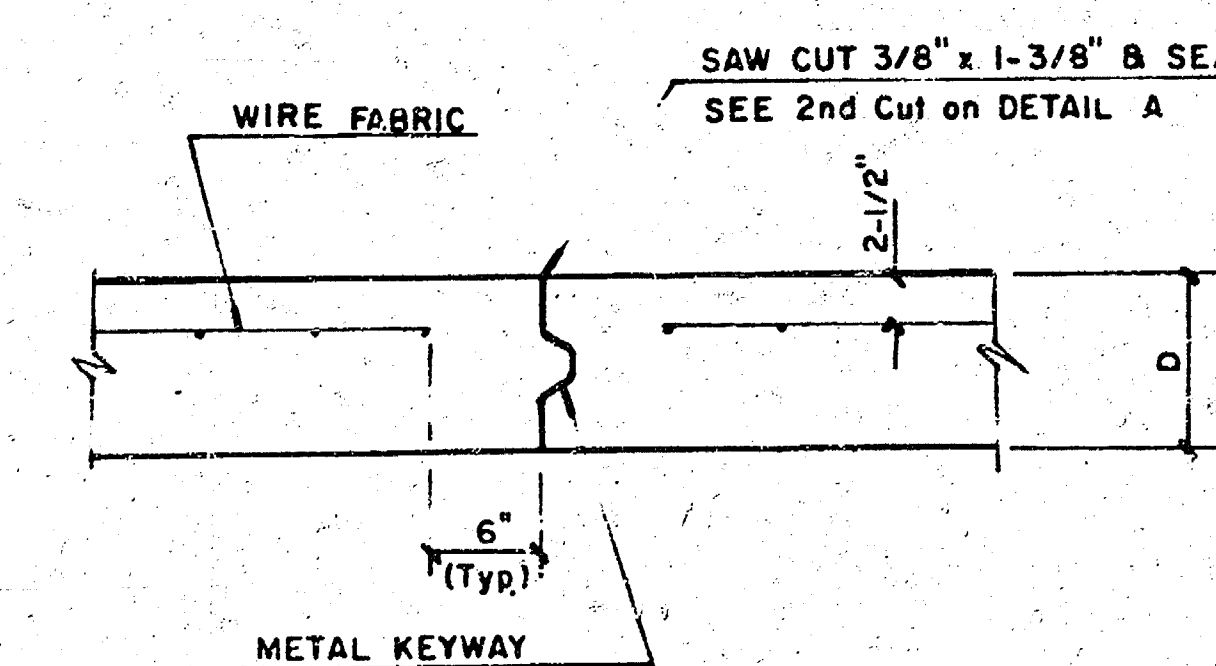
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

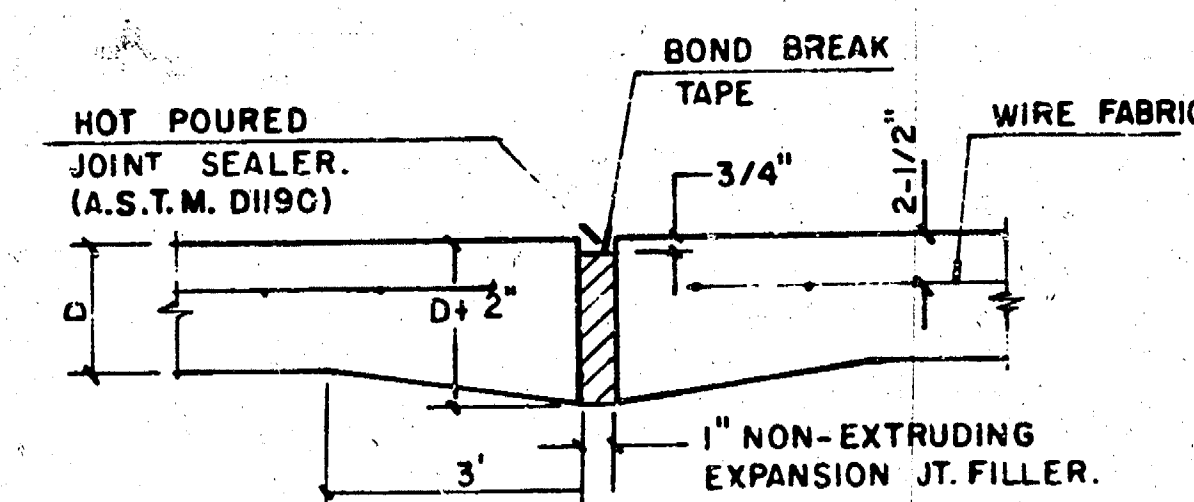


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



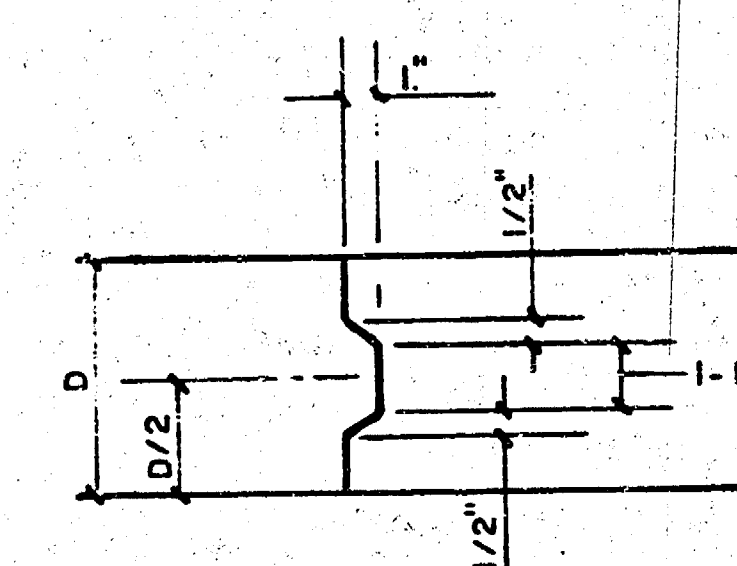
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.

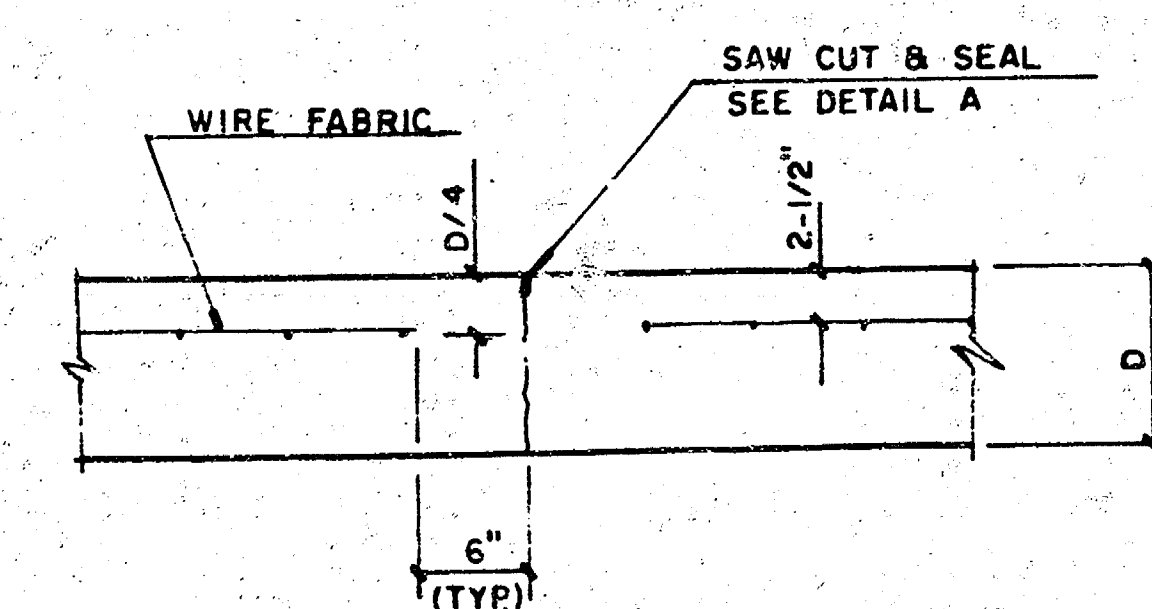


EXPANSION JOINT

NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ YDS PAVEMENT.



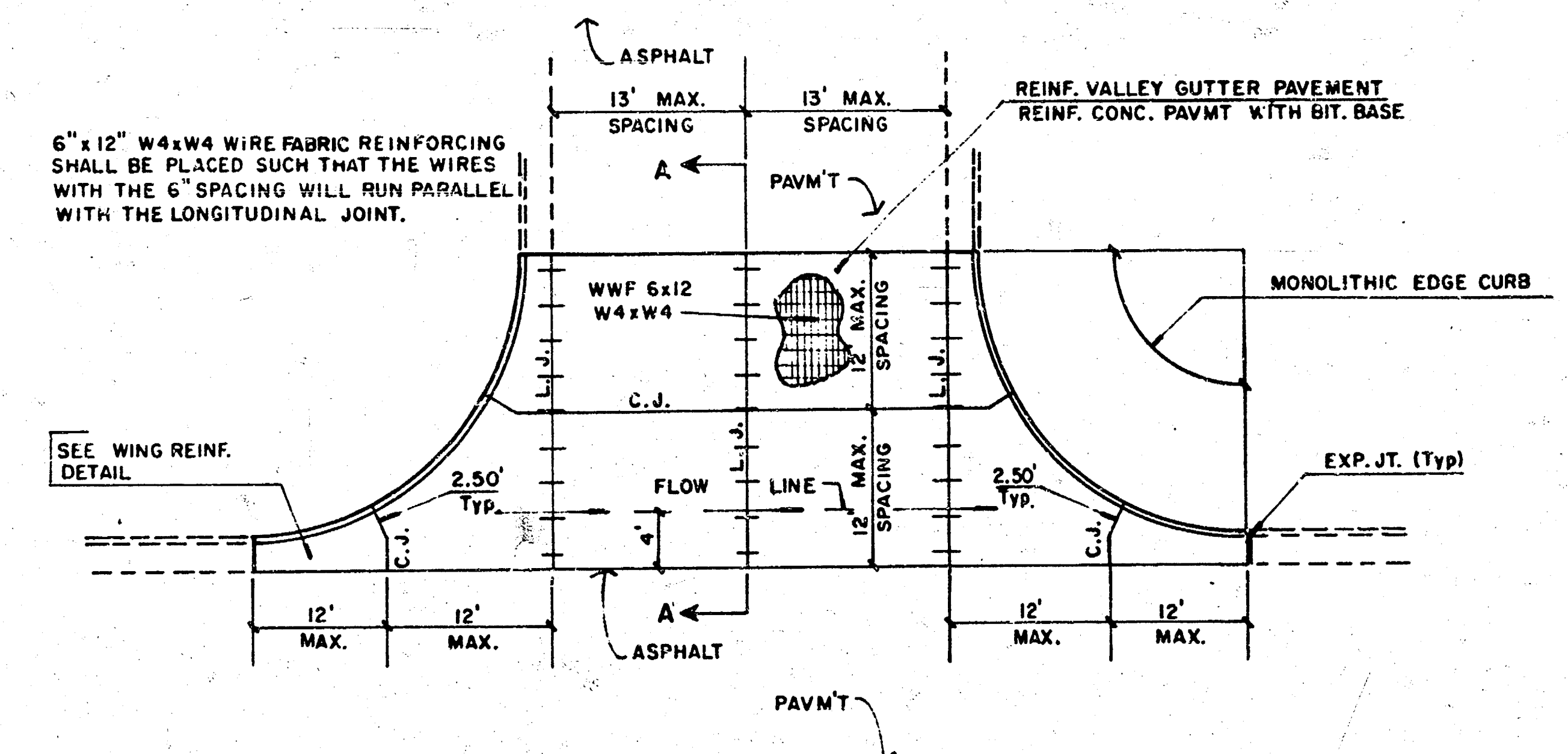
KEYWAY DETAIL



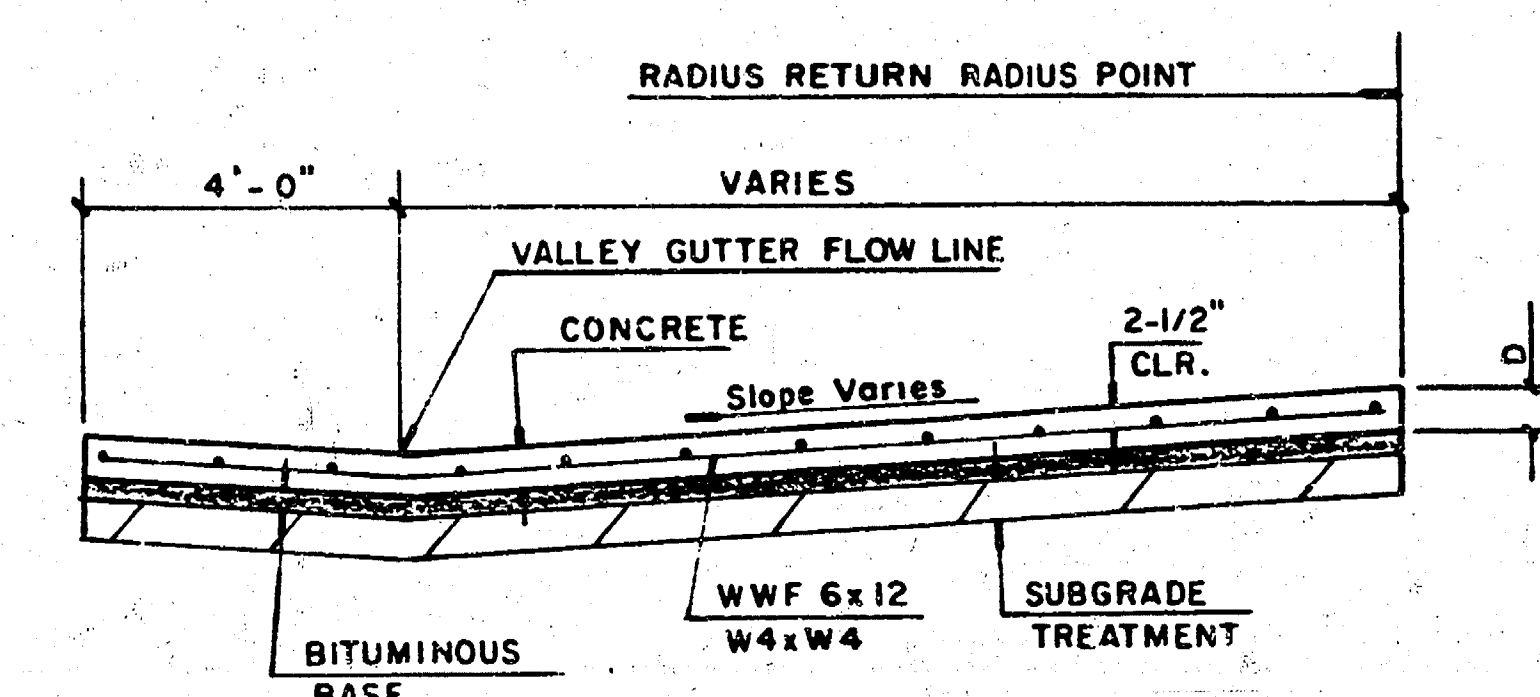
CONTRACTION JOINT DETAIL (C.J.)

LEGEND

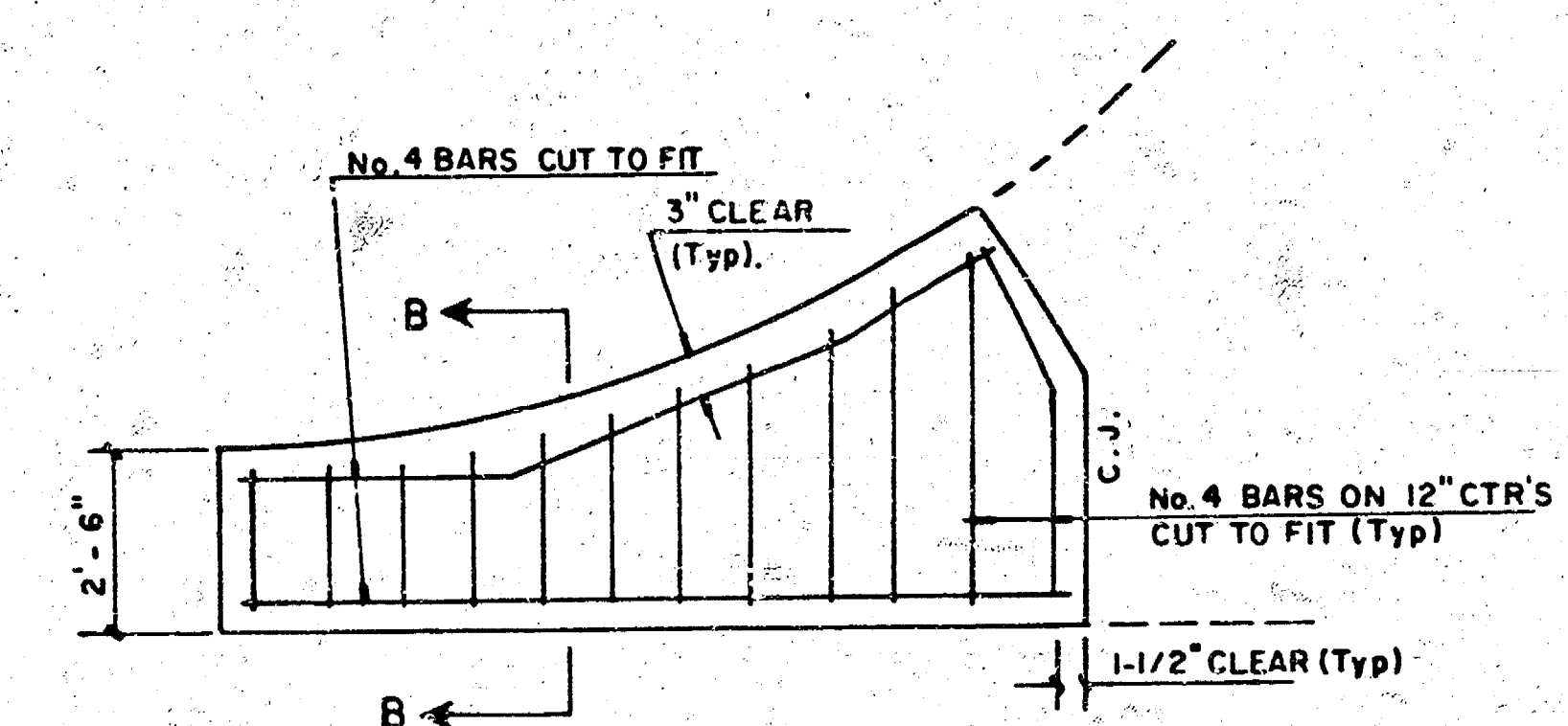
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PLAN
REINFORCED VALLEY GUTTER

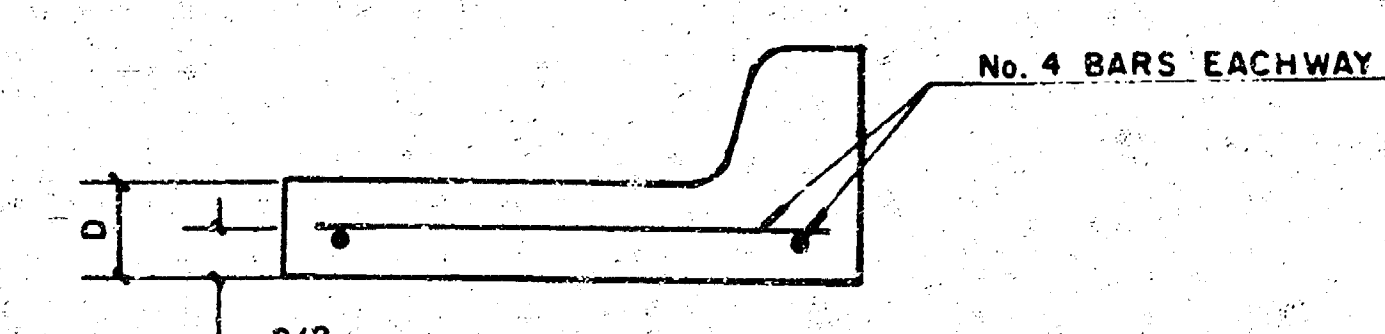


SECTION A-A



WING REINFORCING DETAIL

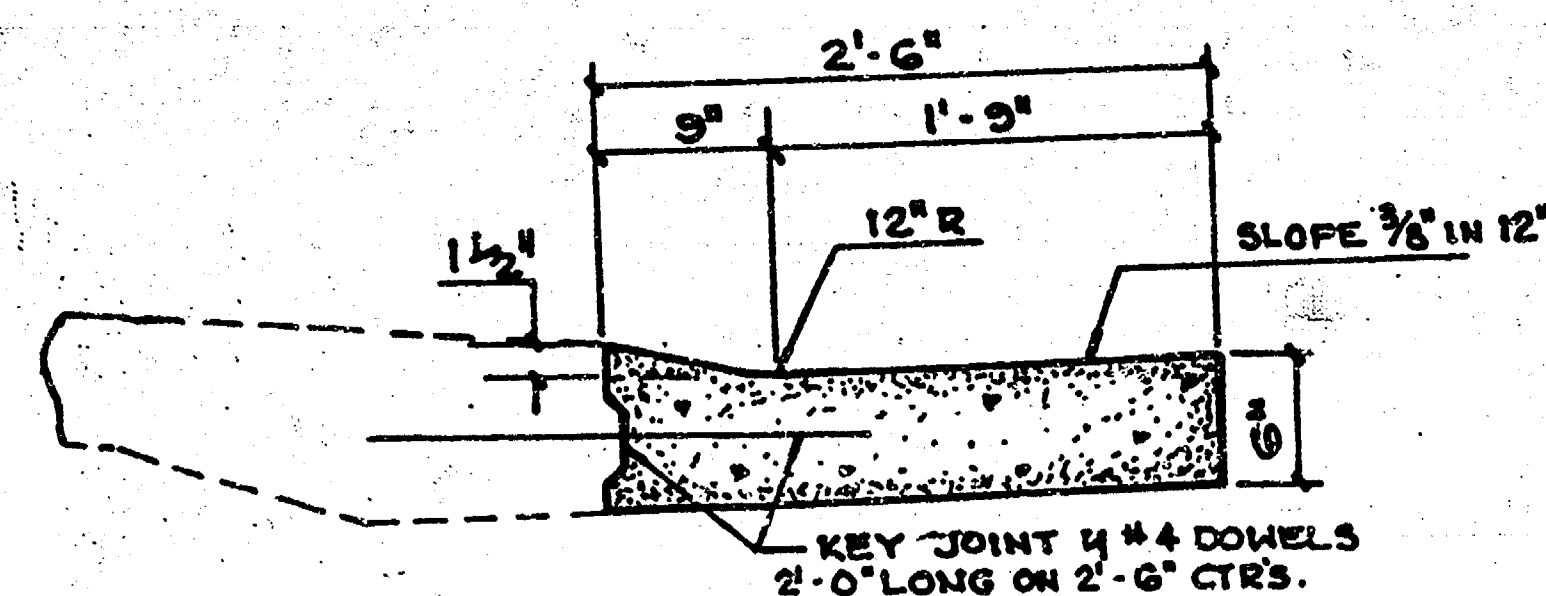
NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.



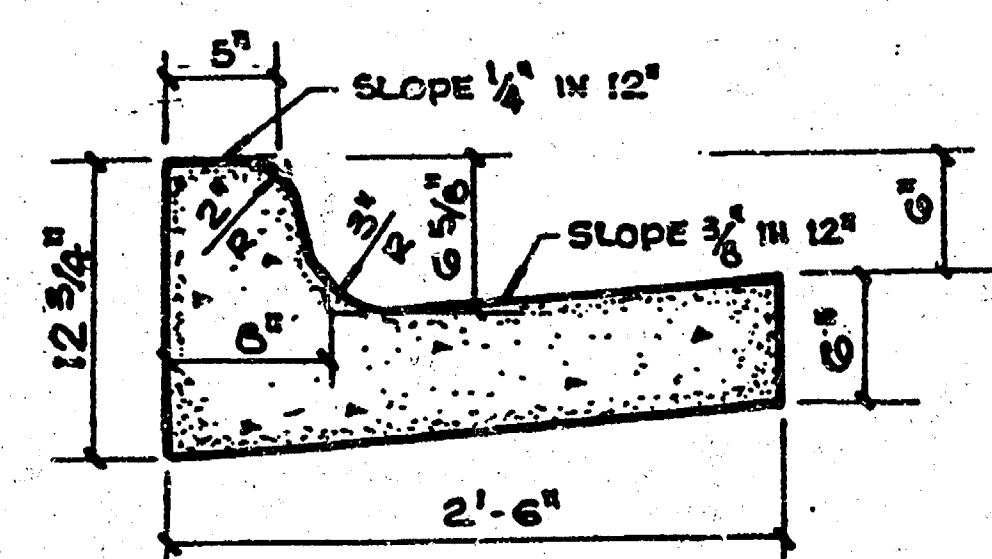
SECTION B-B

SHEET 2 OF 12

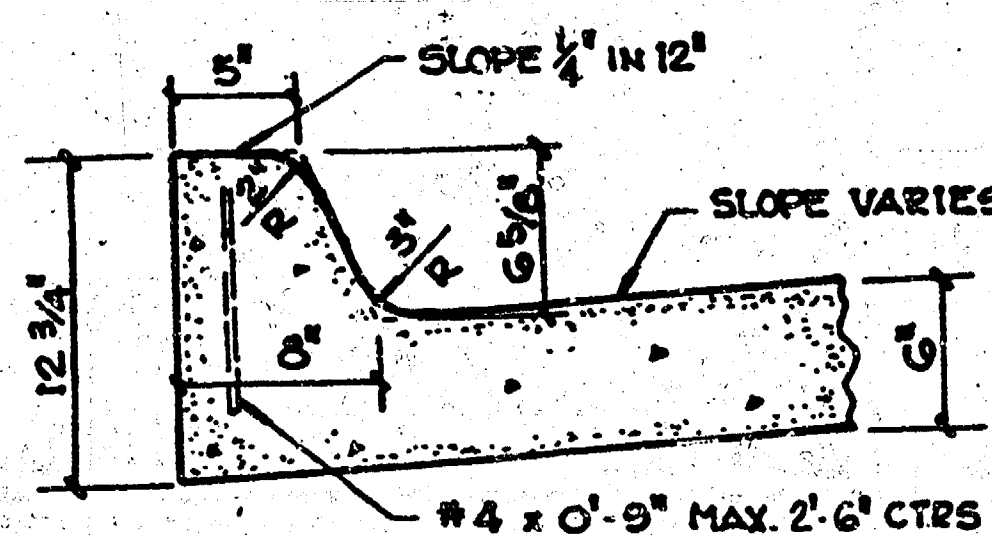
PROJECT DESCRIPTION		
VALLEY GUTTER DETAILS		
INDEX	PROJECT NUMBER	705087
	CODE	



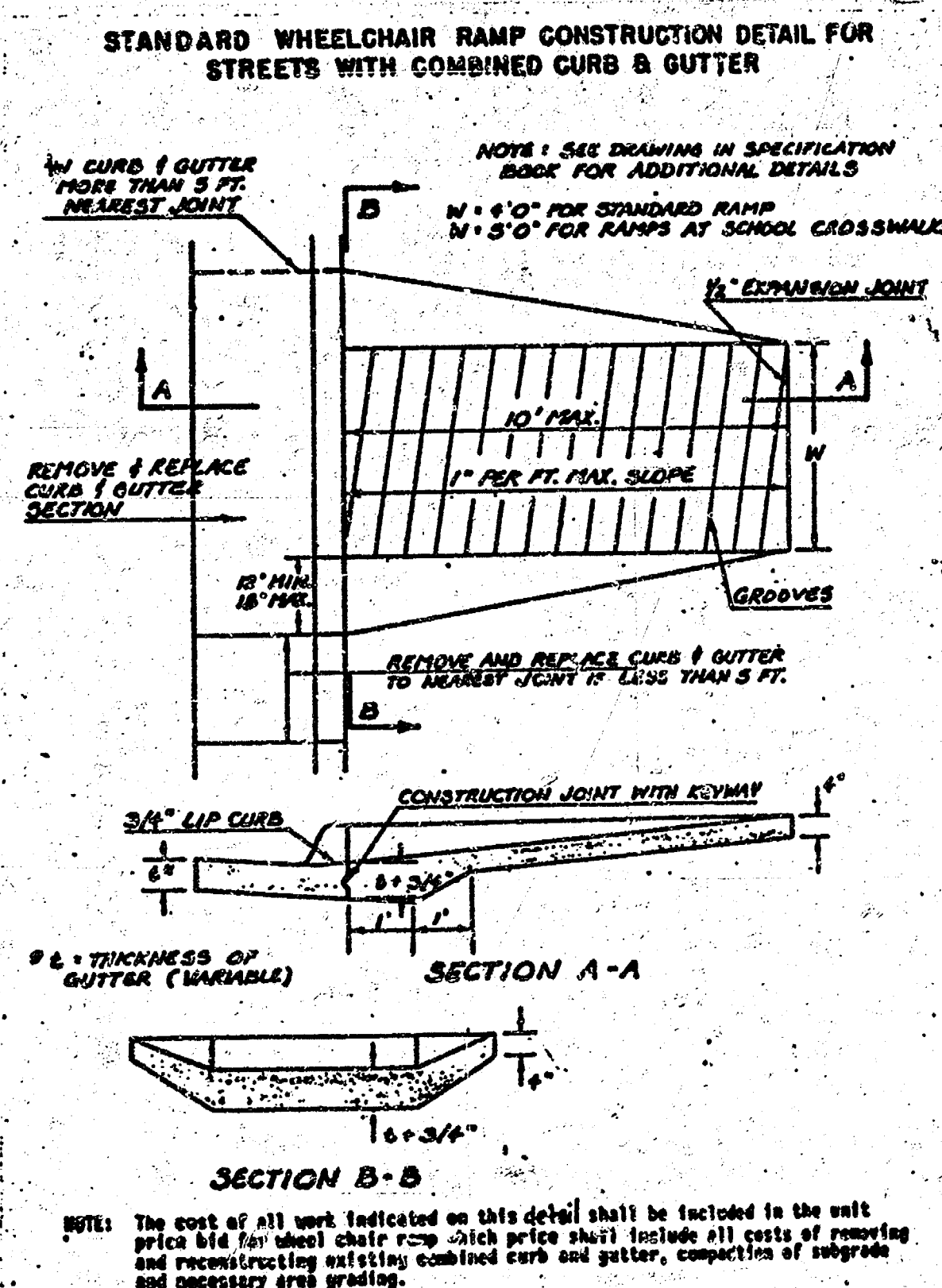
COMBINED CURB & GUTTER SECTION WITH 1-1/2" LIP CURB THRU DRIVE



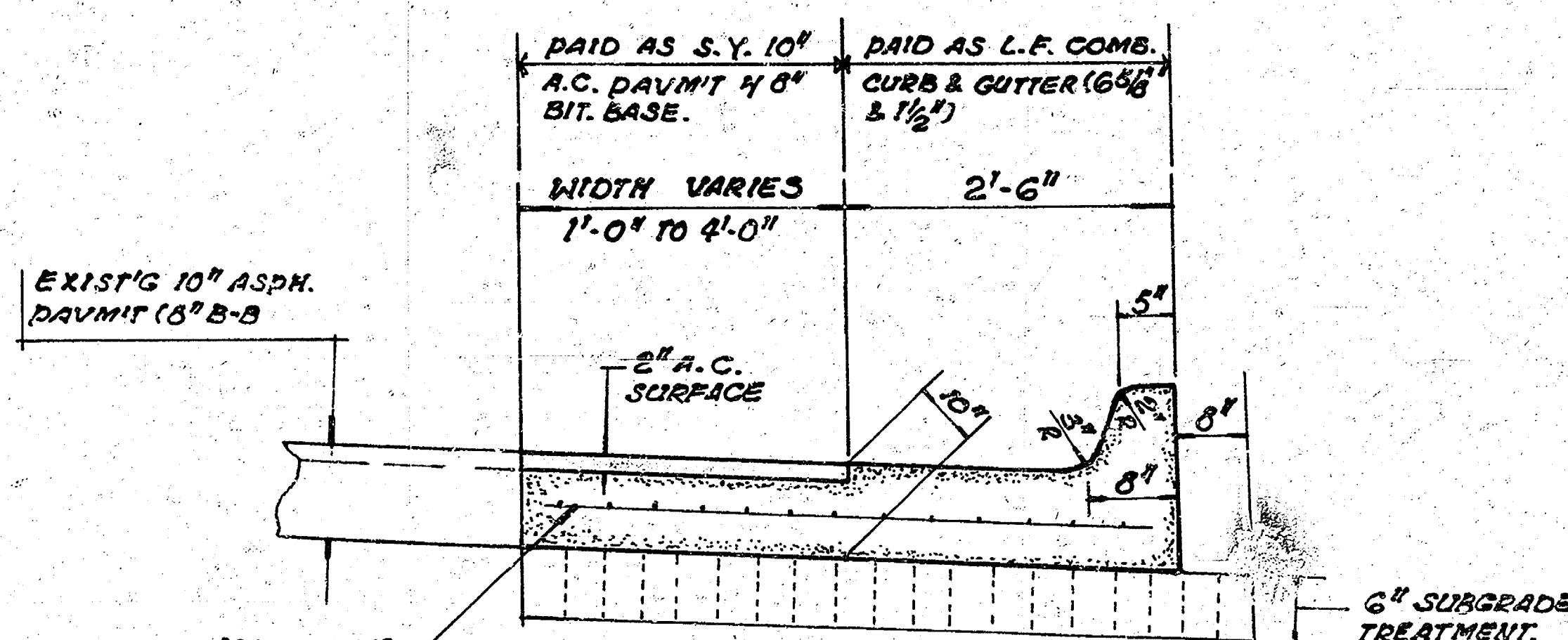
COMBINED CURB & GUTTER



MONOLITHIC EDGE CURB



10" REINF. VALLEY GUTTER PAVEMENT (6" REINF. CONC. PAV'T W 4" BIT. BASE) JOINT DETAILS



DETAIL: PAVEMENT WIDENING IN TAPERED SECTION

STA. 35+81.07 TO STA. 36+12.05
STA. 41+42.73 TO STA. 42+20.18

TO BE PAID AS BID FOR L.F. COMB. CURB & GUTTER (6" & 1 1/2") AND S.Y. 10" ASPH. CONC. PAV'T (8" BIT. BASE).

GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 4" BITUMINOUS BASE.
- 3) 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.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACES SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) 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. Unless otherwise indicated on plans.

ALL GRASSED AREAS DISTURBED BY THE CONSTRUCTION IMPROVEMENTS UNDER THIS CONTRACT SHALL BE REPLANTED WITH REBEL II FESCUE GRASS SEED AT AN APPLICATION RATE OF 10 LBS./1000 S.F. FERTILIZER SHALL BE 16-20-6 APPLIED AT A RATE OF 10 LBS./1000 SQ.FT.

Utility service lines, poles, valve boxes, meters, etc. 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 plan locations shown are not guaranteed. Additional existing utilities may also be encountered. The contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.

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.

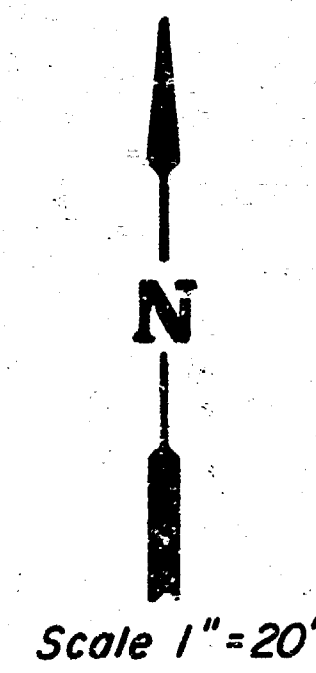
Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations that, in the opinion of the Engineer, will leave an unsightly appearance will not be approved.

NOTE: THESE PLANS WERE PREPARED USING INFORMATION FROM HARRY STREET CONSTRUCTION PLANS AND WITHOUT BENEFIT OF TOPOGRAPHICAL SURVEY. FIELD ENGINEER SHALL VERIFY EXISTING ELEVATIONS AND HORIZONTAL DIMENSIONS ON THESE PLANS AND MAKE ADJUSTMENTS AS NECESSARY BECAUSE OF DEVIATIONS BETWEEN ACTUAL CONSTRUCTION AND CONSTRUCTION PLANS.

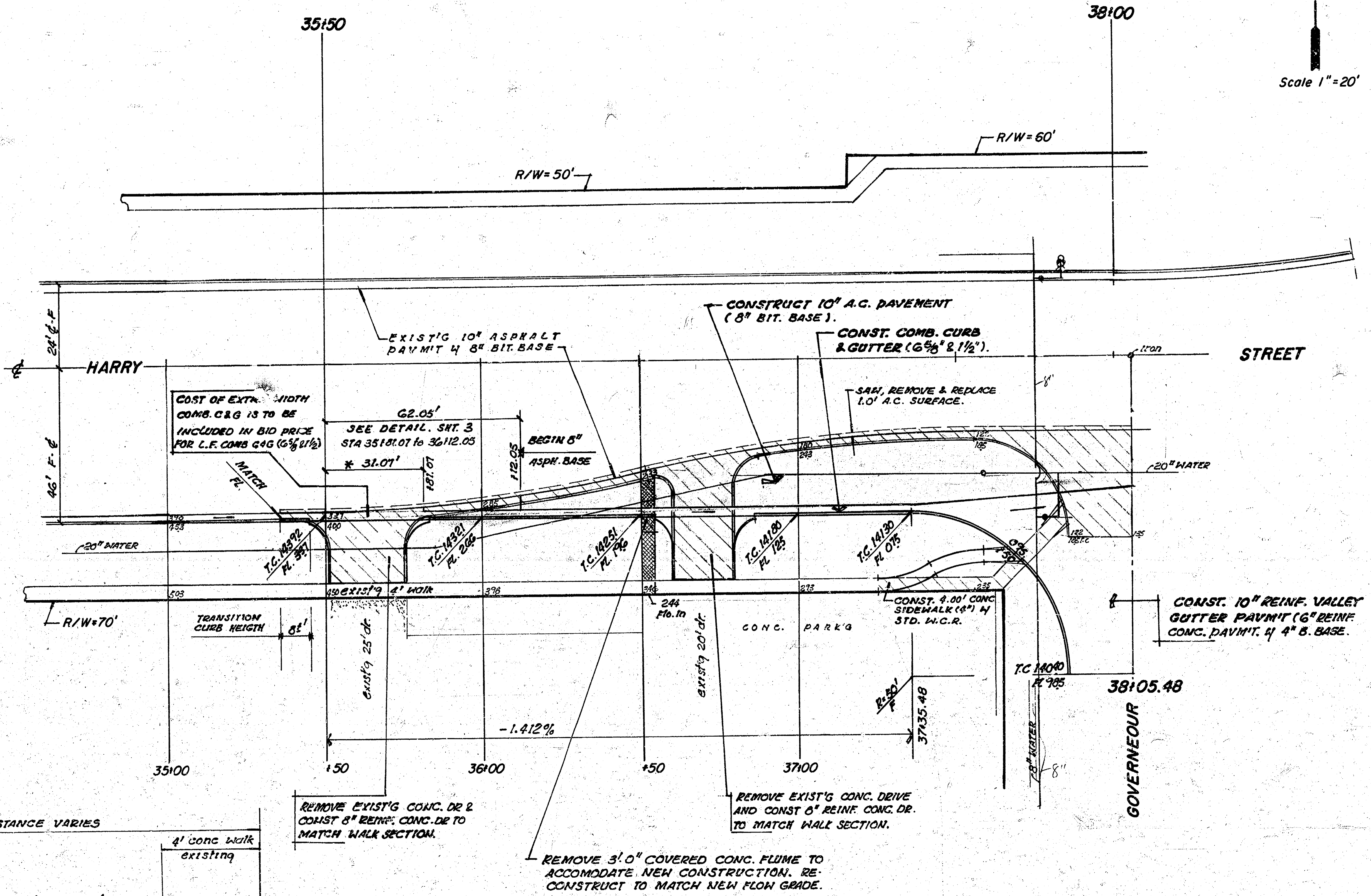
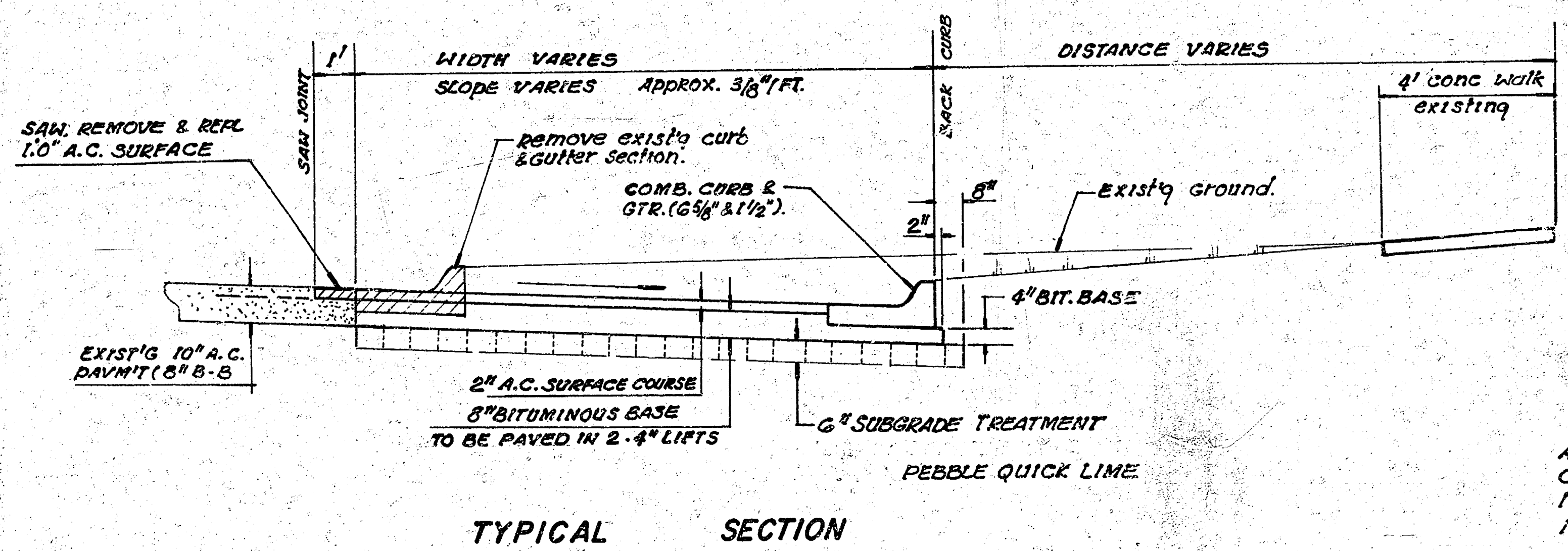
SHEET 3 OF 12

MISCELLANEOUS DETAILS

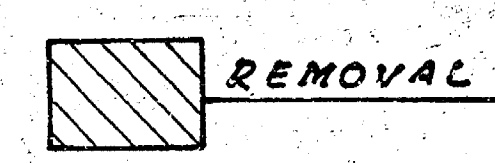
INDEX CODE 705087



NOTE: STA 35150 TO 35181.07 AND STA 42120.18 TO STA 42146 CONST. SPECIAL EXTRA WIDTH COMB. CURB AND GUTTER. WIDTH VARIES FROM 2'-6" TO 3'-6".

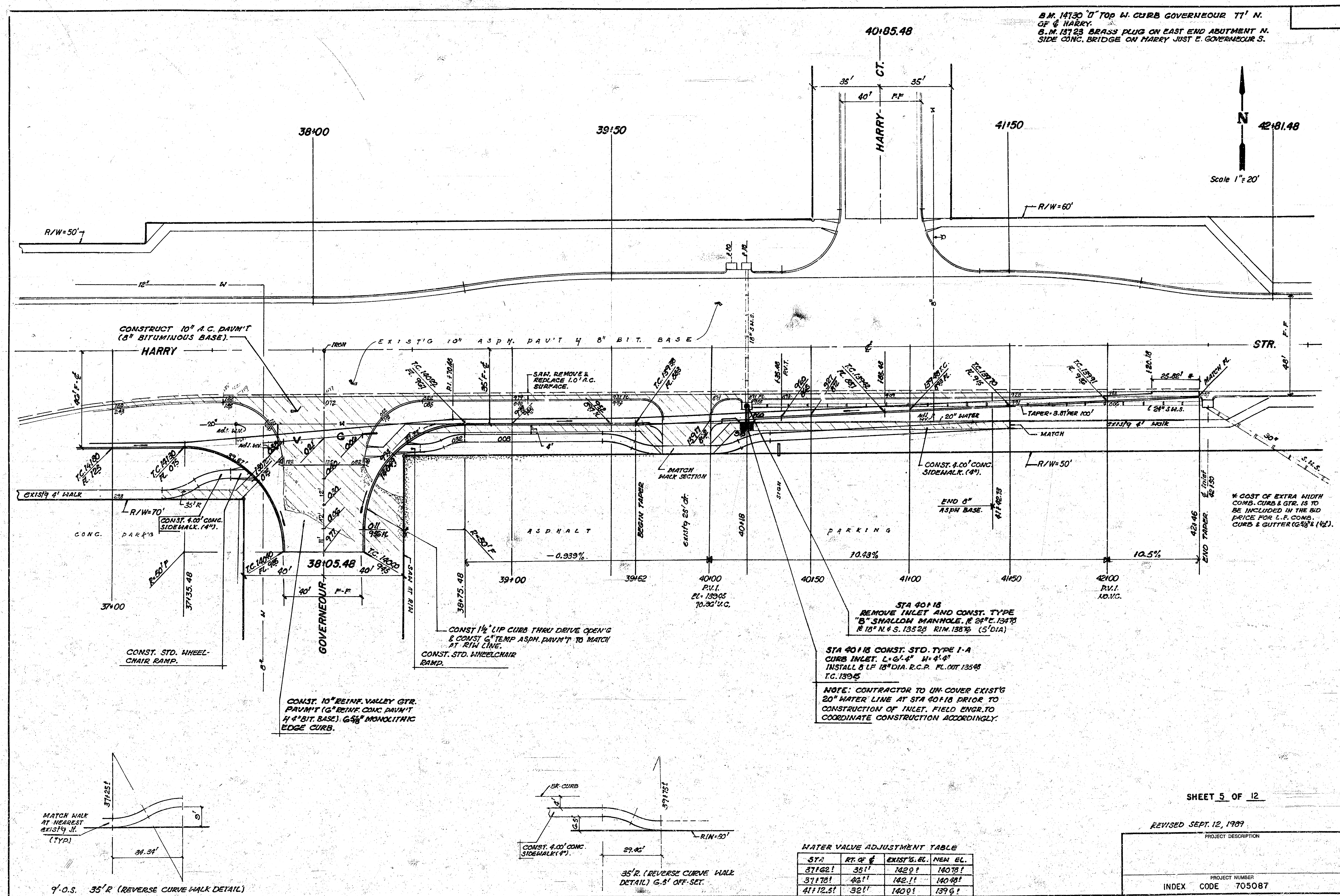


EARTHWORK
APPROX. 500 CU. YARDS OF EXCAVATION IS TO BE CONSIDERED AS SUBSIDIARY TO THE OTHER PAY ITEMS OF WORK IN THE CONTRACT, AND IS FOR INFORMATION ONLY.



SHEET 4 OF 12

PROJECT DESCRIPTION	
IMPROVING HARRY STREET DE-CEL AND LEFT TURN LANES AT HARRY COURT AND GOVERNEUR.	
PROJECT NUMBER	705087
INDEX	CODE



SHEET 5 OF 12

REVISED SEPT. 12, 1989

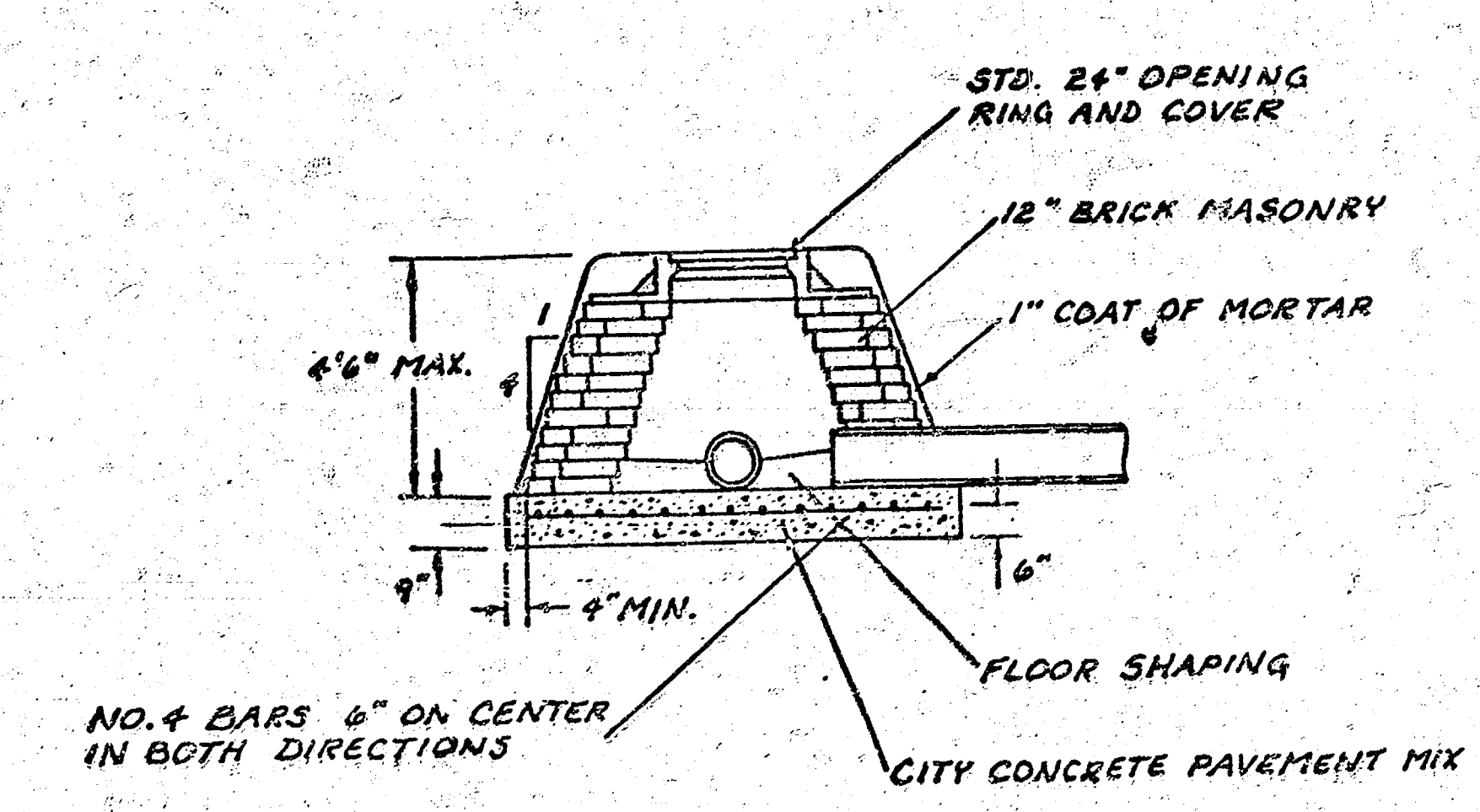
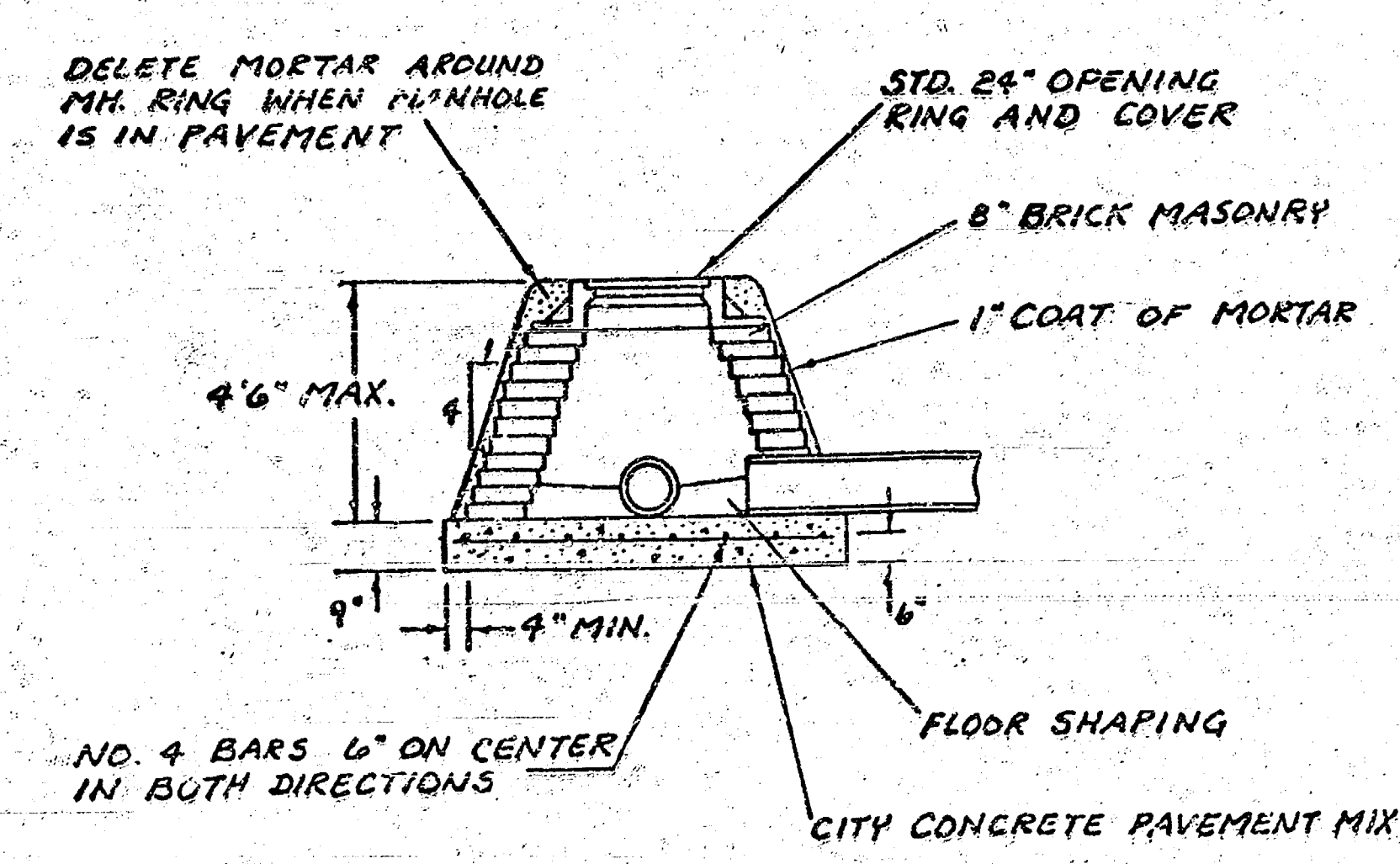
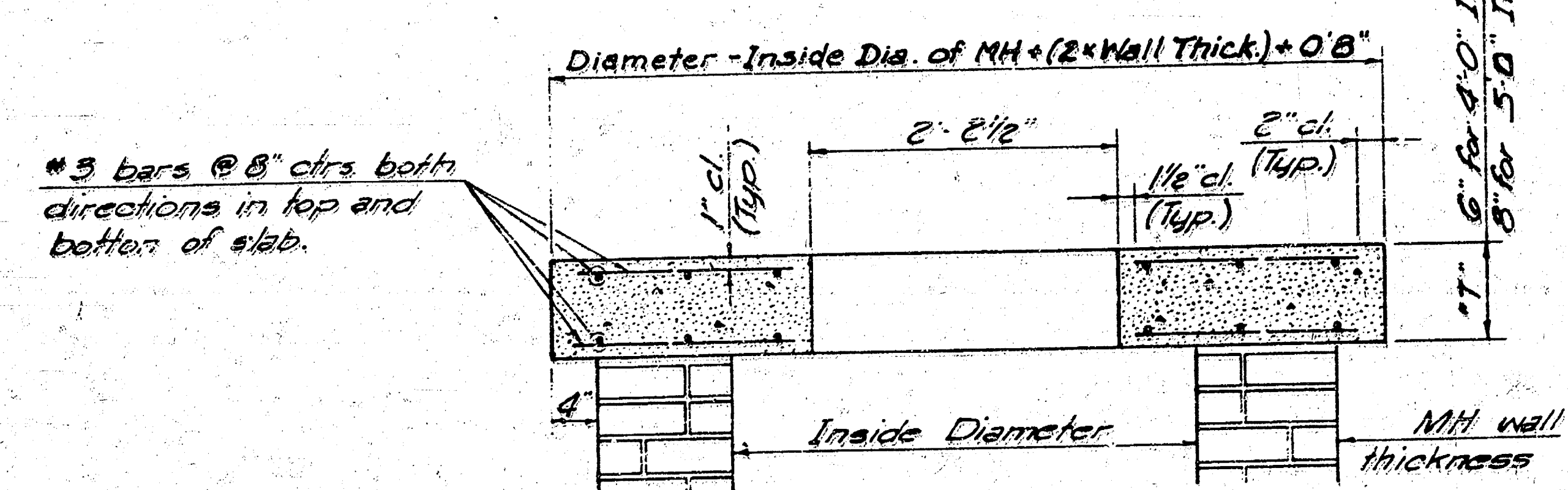
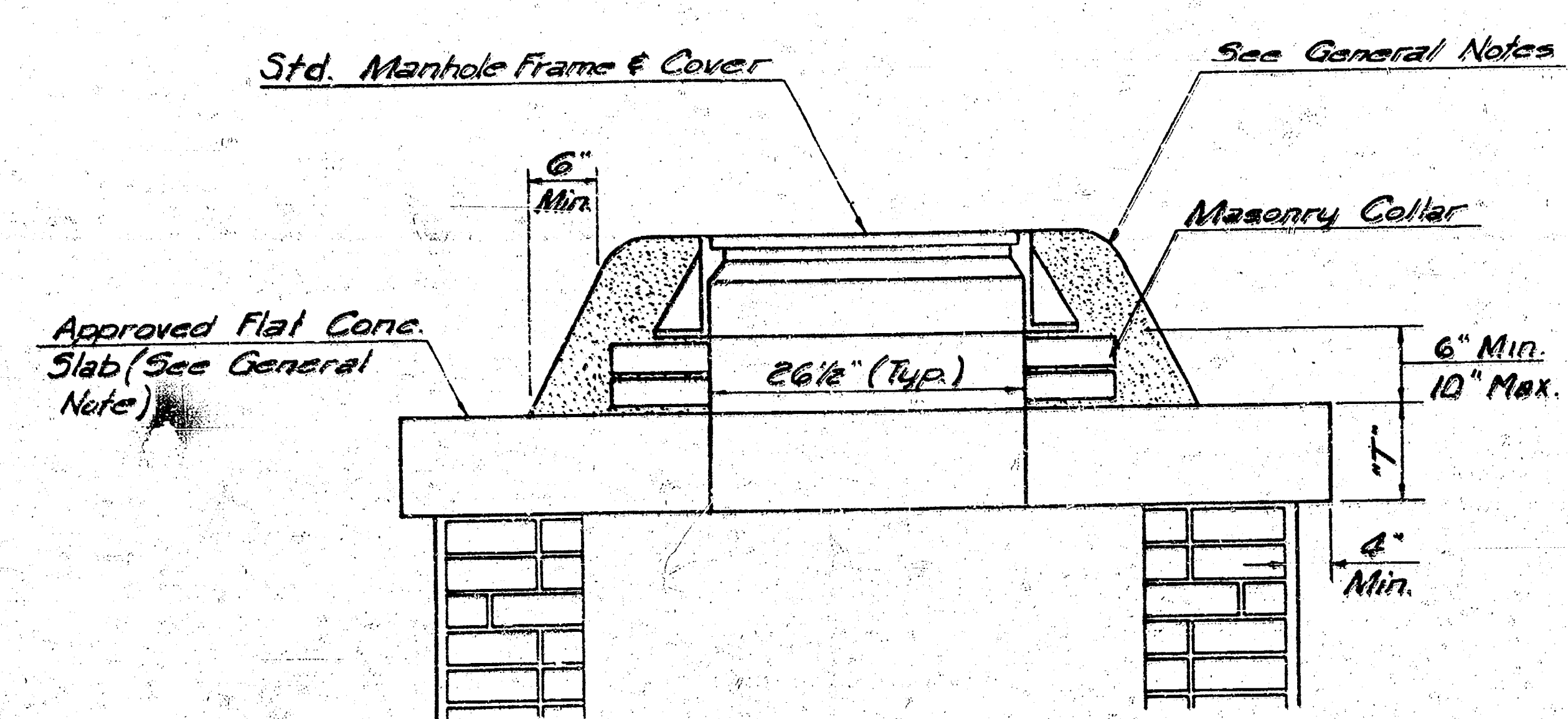
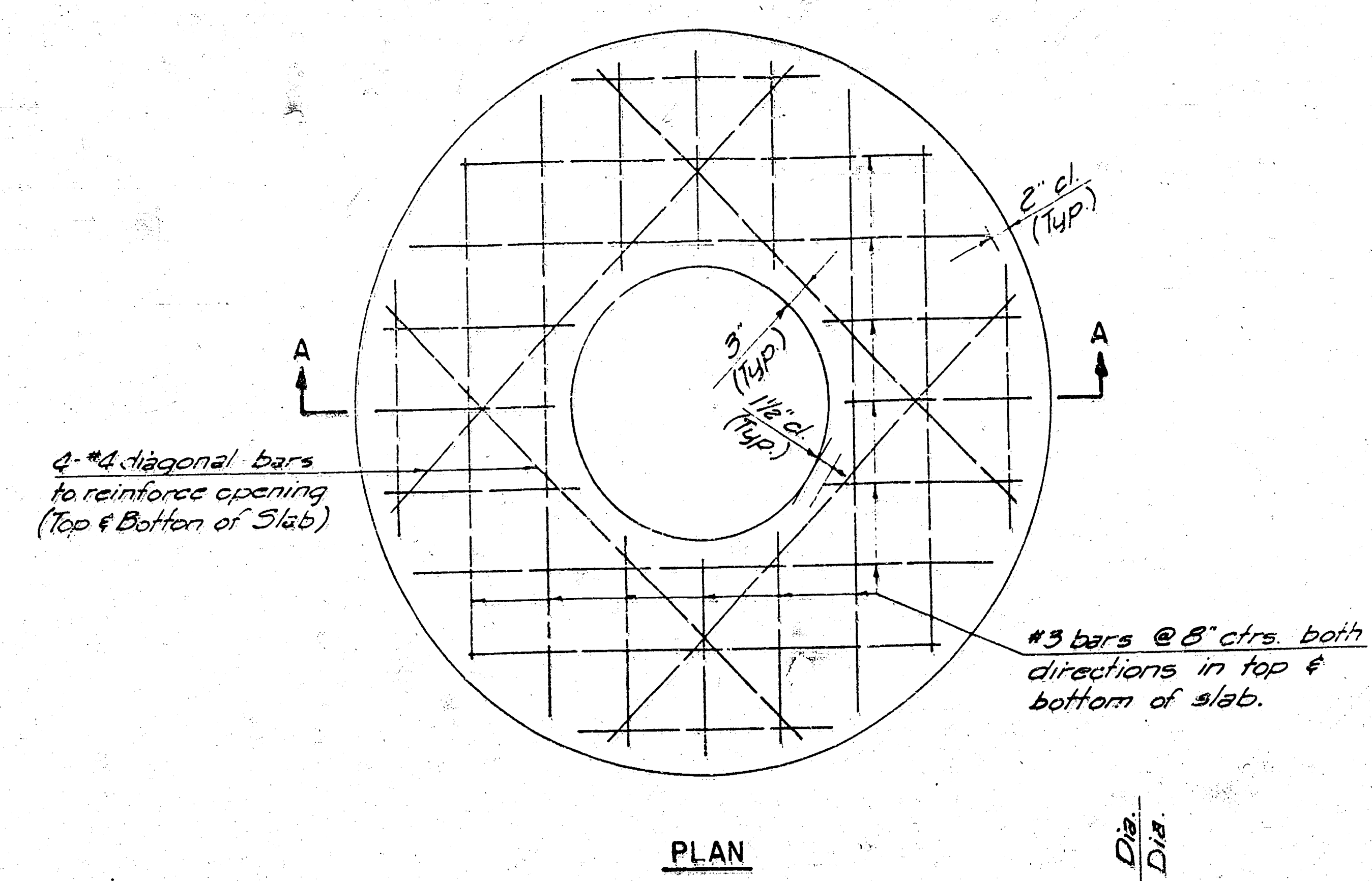
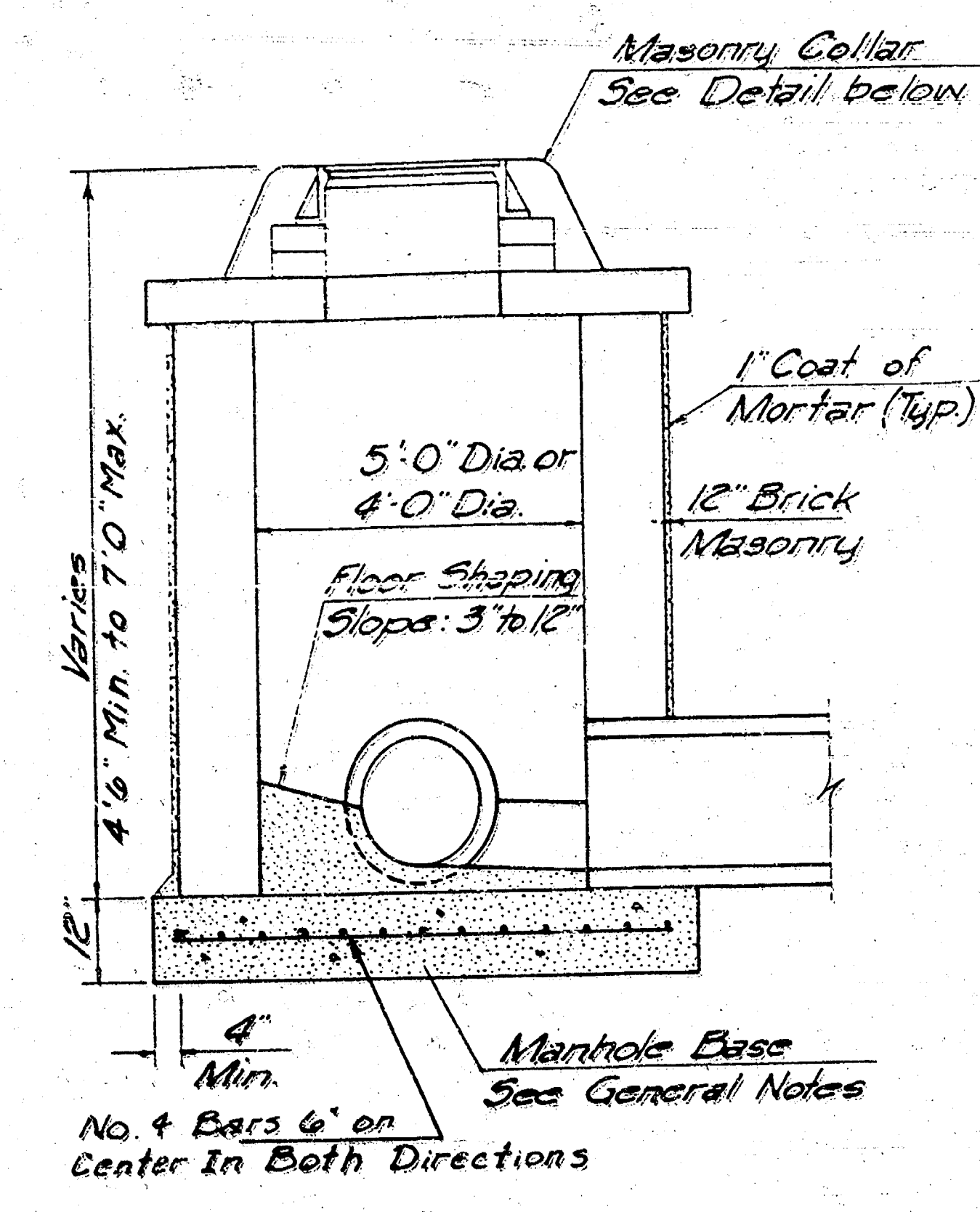
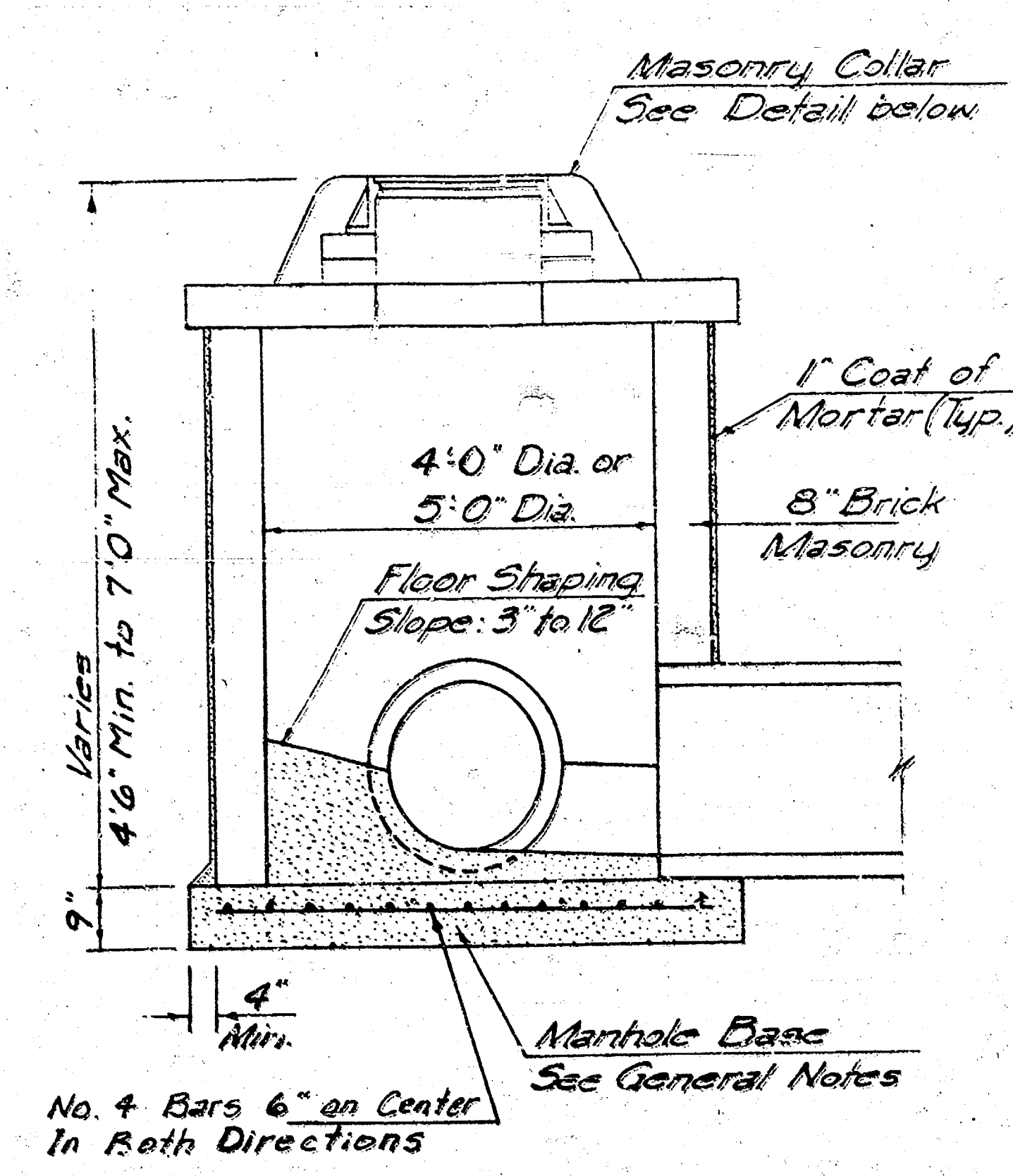
PROJECT DESCRIPTION

PROJECT NUMBER

INDEX CODE 705087

WATER VALVE ADJUSTMENT TABLE

STA	RT. OF C.	EXIST'G. EL.	NEW EL.
37+62.1	35.1'	142.9'	140.75'
37+178.1	42.1'	142.1'	140.48'
41+12.51	32.1'	140.0'	139.6'



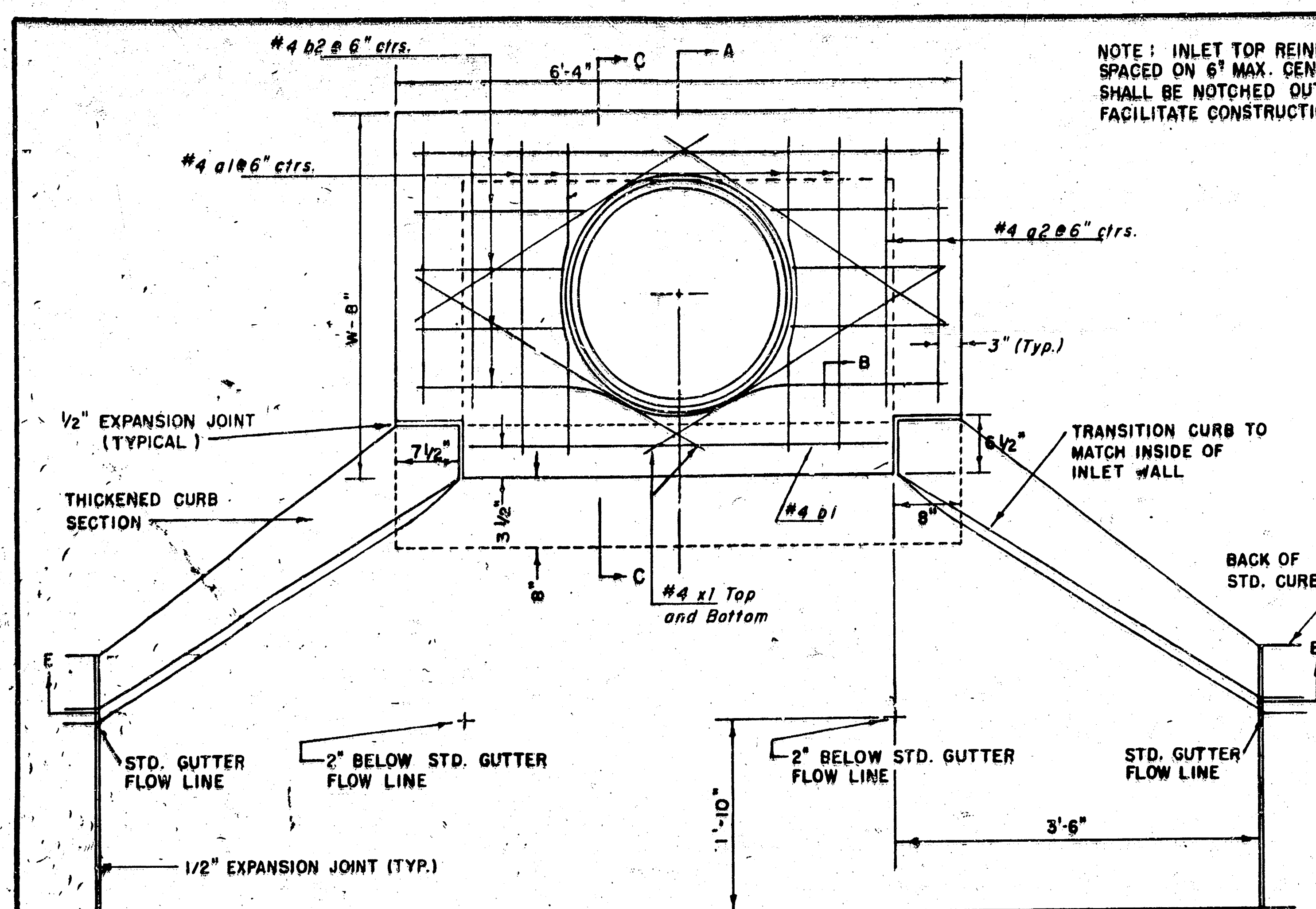
- GENERAL NOTES
- MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" SHALLOW MANHOLES CAN BE USED ON SEWERS WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4'. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5'. COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
 - REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
 - THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPES TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO REAR LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
 - PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
 - MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.
 - THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
 - STANDARD SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE AND DIAMETER INDICATED. STANDARD SPECIAL SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE INDICATED. ALL STANDARD SHALLOW MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.

SHEET 6 OF 12

CITY OF WICHITA, KANSAS
STANDARD SHALLOW MANHOLES
TYPE 'A' AND TYPE 'B'

INDEX CODE 705087

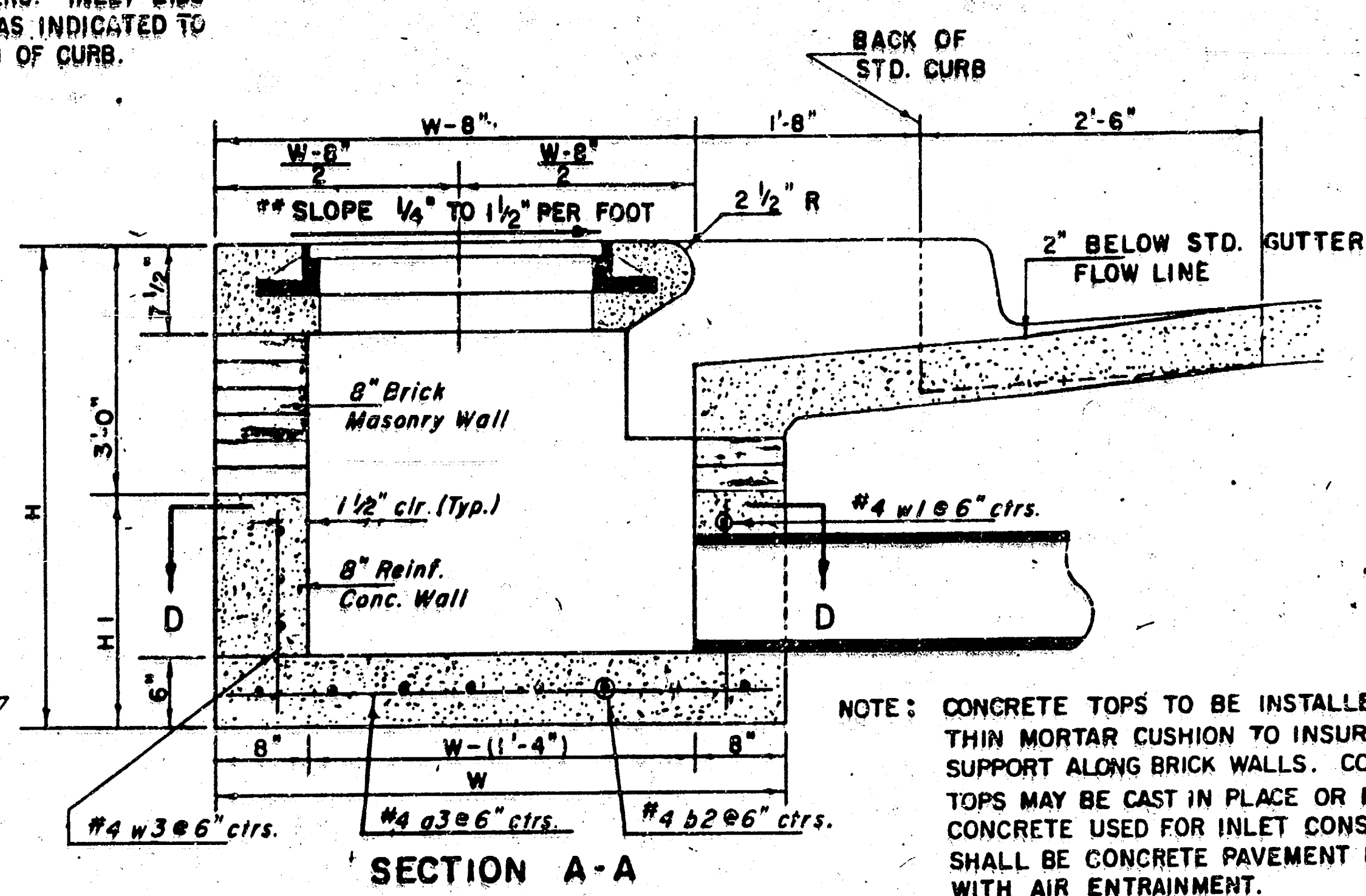
Designed by	Checked by
Drawn by	Date
	Job No.



NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

PLAN

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.

SECTION A-A

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 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.

**NOTE: Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits Indicated.

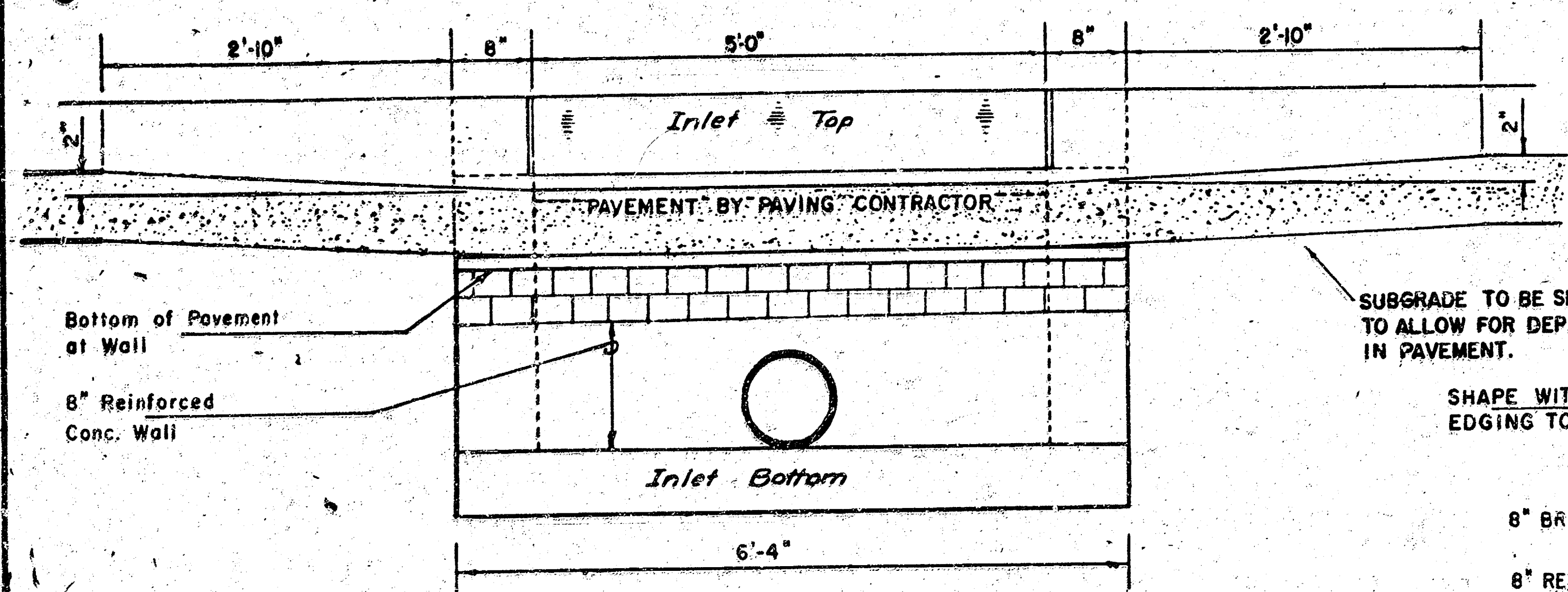
BENDING DIAGRAM

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

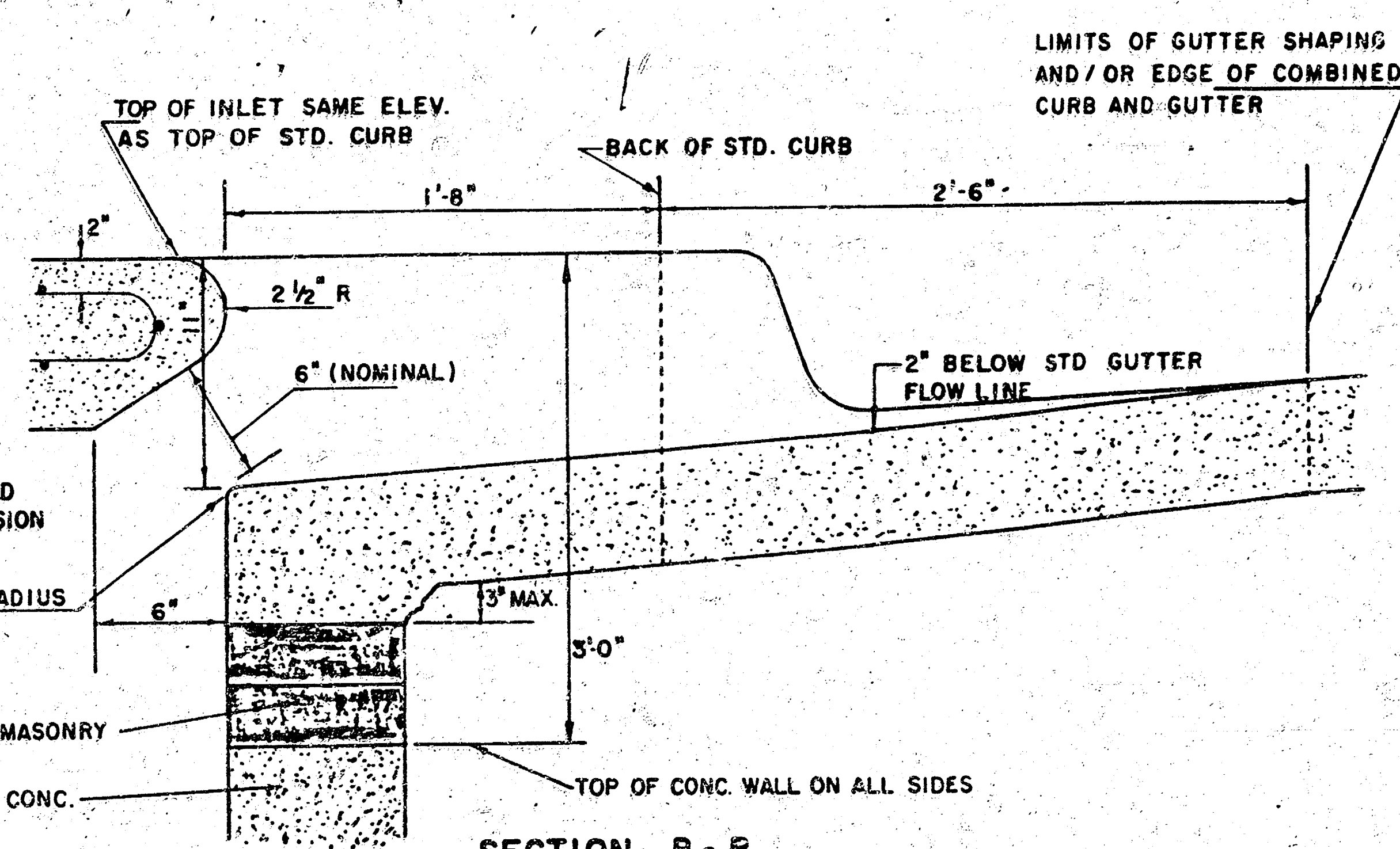
PRECAST SLAB AND FLOOR REINFORCING											
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
1a1	#4	6	6'-7"	6	6'-7"	6	10'-7"	6	12'-7"	6	14'-7"
2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-9"	13	8'-1"
b1	#4	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"
b2	#4	23	6'-7"	29	6'-7"	35	6'-7"	41	6'-7"	47	6'-7"
x1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"	8	5'-2"

WALL REINFORCING											
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
w1	#4	1	6'-1"	1	6'-1"	1	6'-1"	1	6'-1"	1	6'-1"
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	7'-1"	1	8'-1"
w3	#4	32	2	36	2	40	2	44	2	48	2

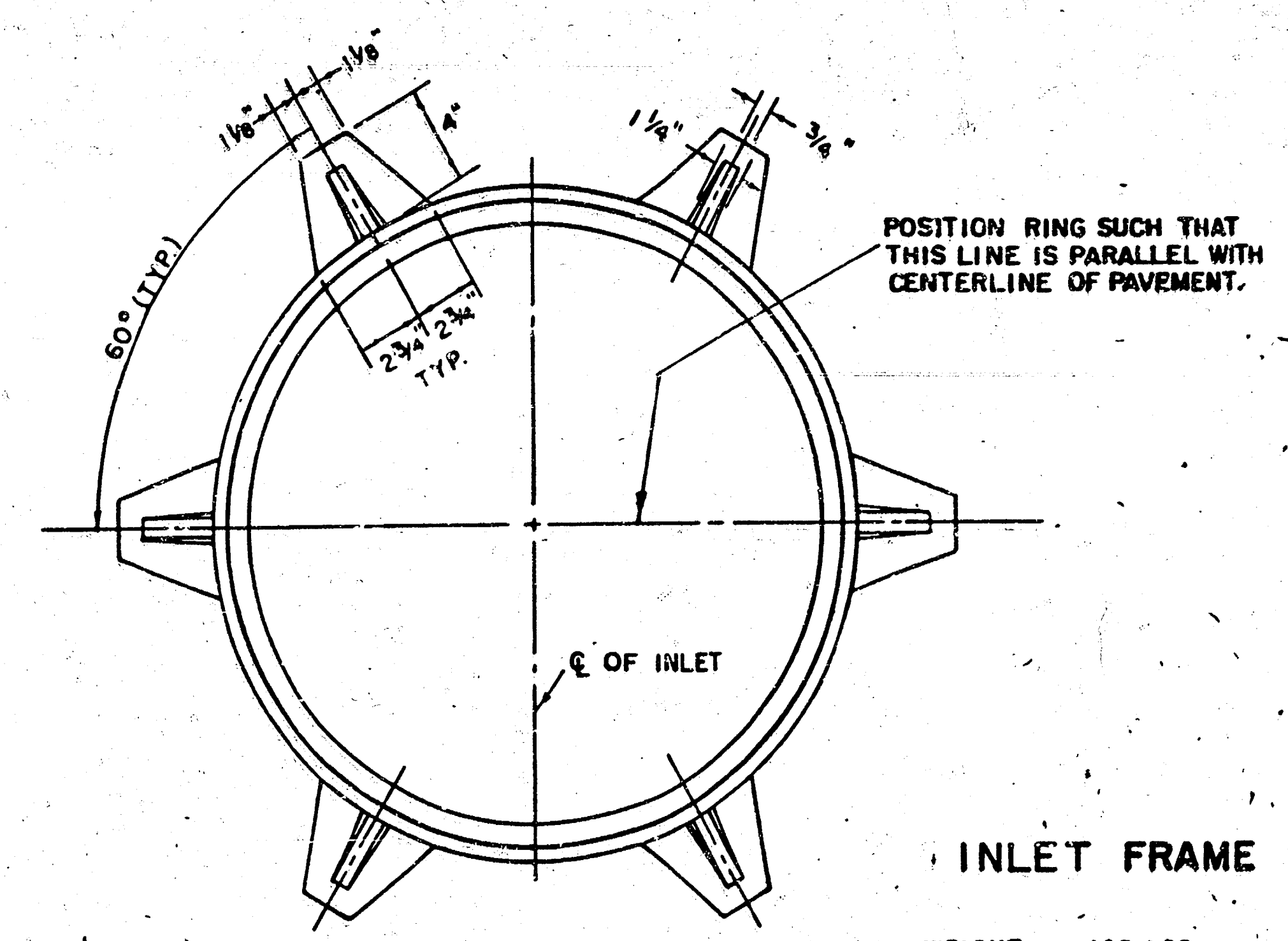
* Field bend or cut Reinforcing as required for clearance.
 ① 4(HI-12"); (HI-12") Rounding down to nearest 0.5"
 ② HI-3"



SECTION E-E

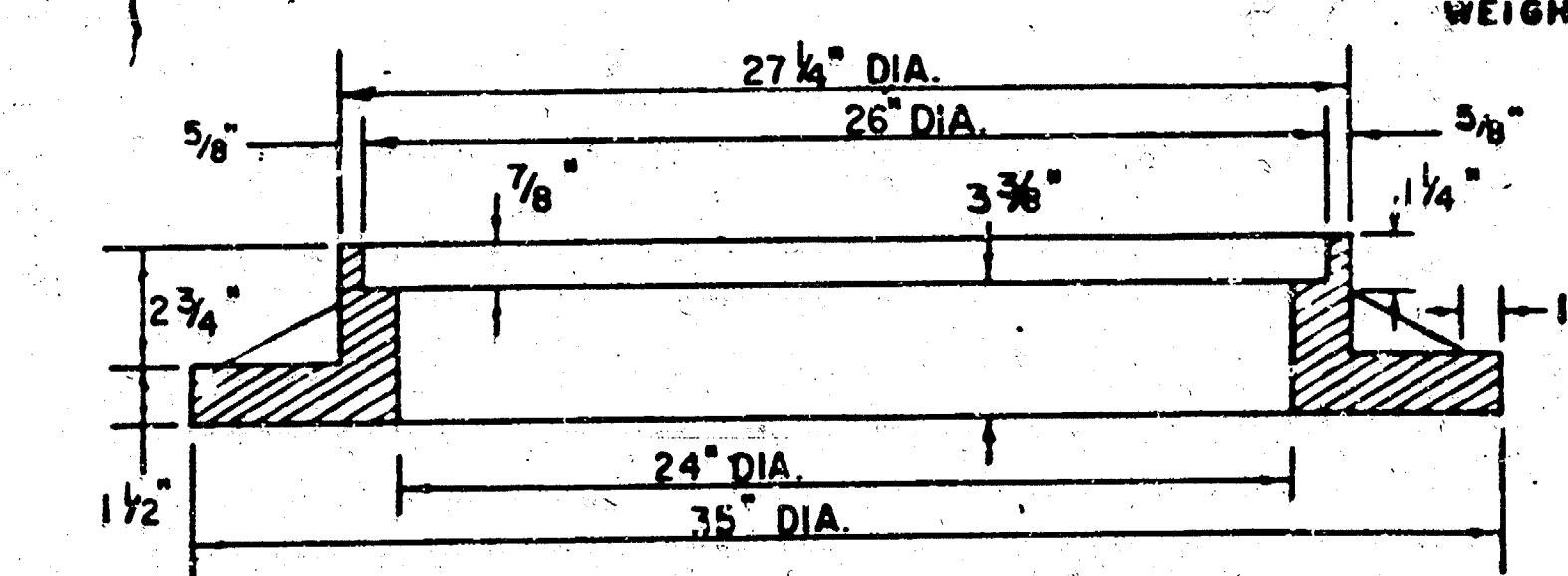


SECTION B-B

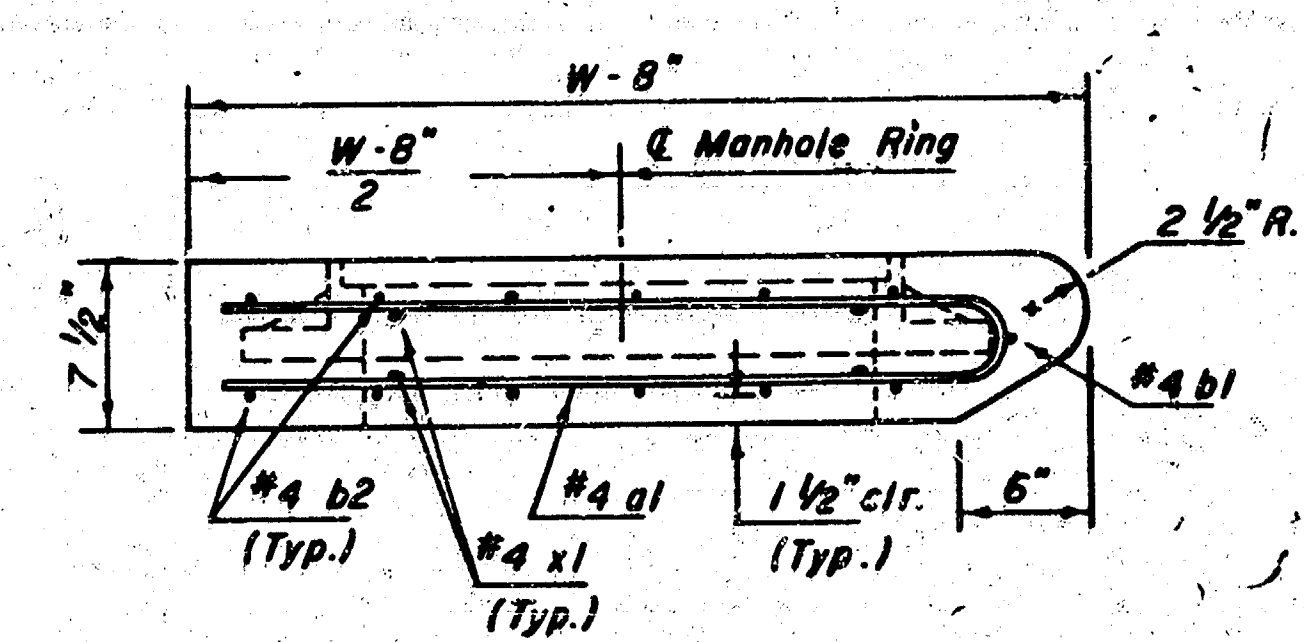


INLET FRAME

WEIGHT = 180 LBS.



SECTION C-C



SECTION D-D

SHEET 7 OF 12

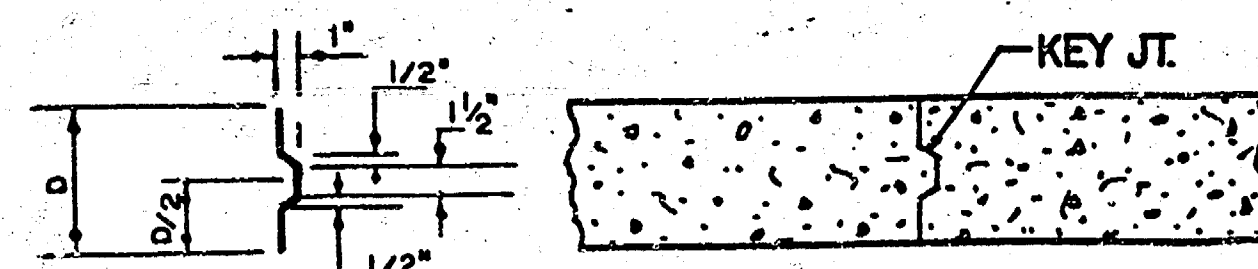
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 REVISED 12-31-1994

Revised 2-16-1989

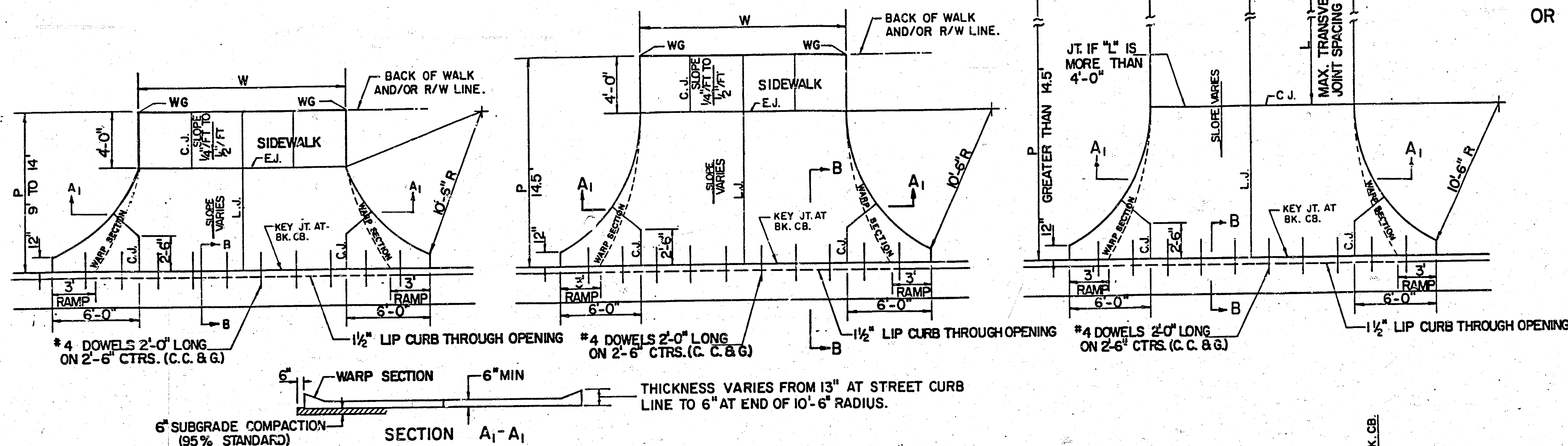
DETAIL STANDARD TYPE IA CURB INLET
 CITY OF WICHITA, KANSAS
 INLET OPENING = 6" x 5' 0"

JUNE 1984

INDEX CODE 705087

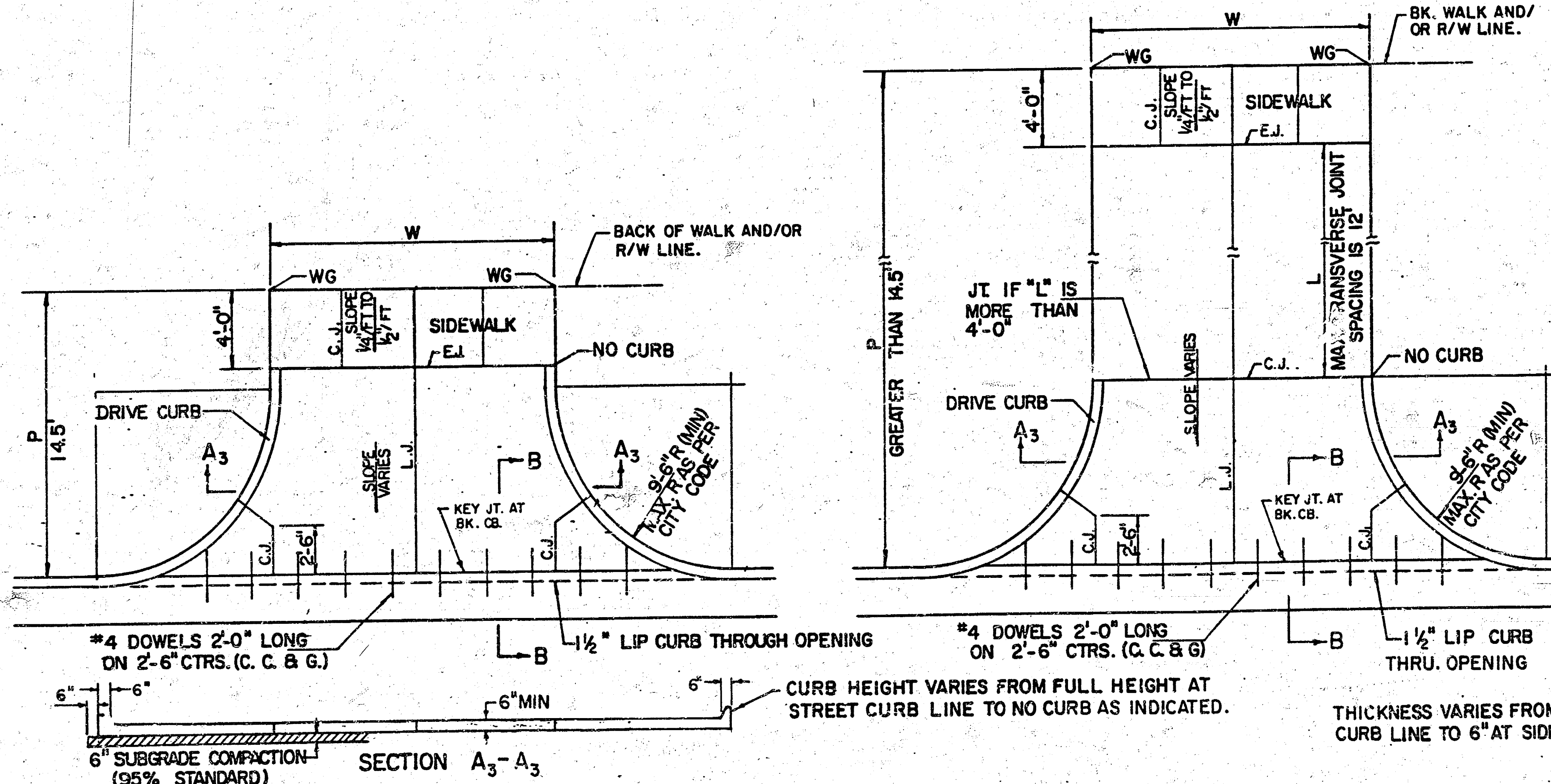


ALT. LONGITUDINAL CONSTRUCTION JOINT



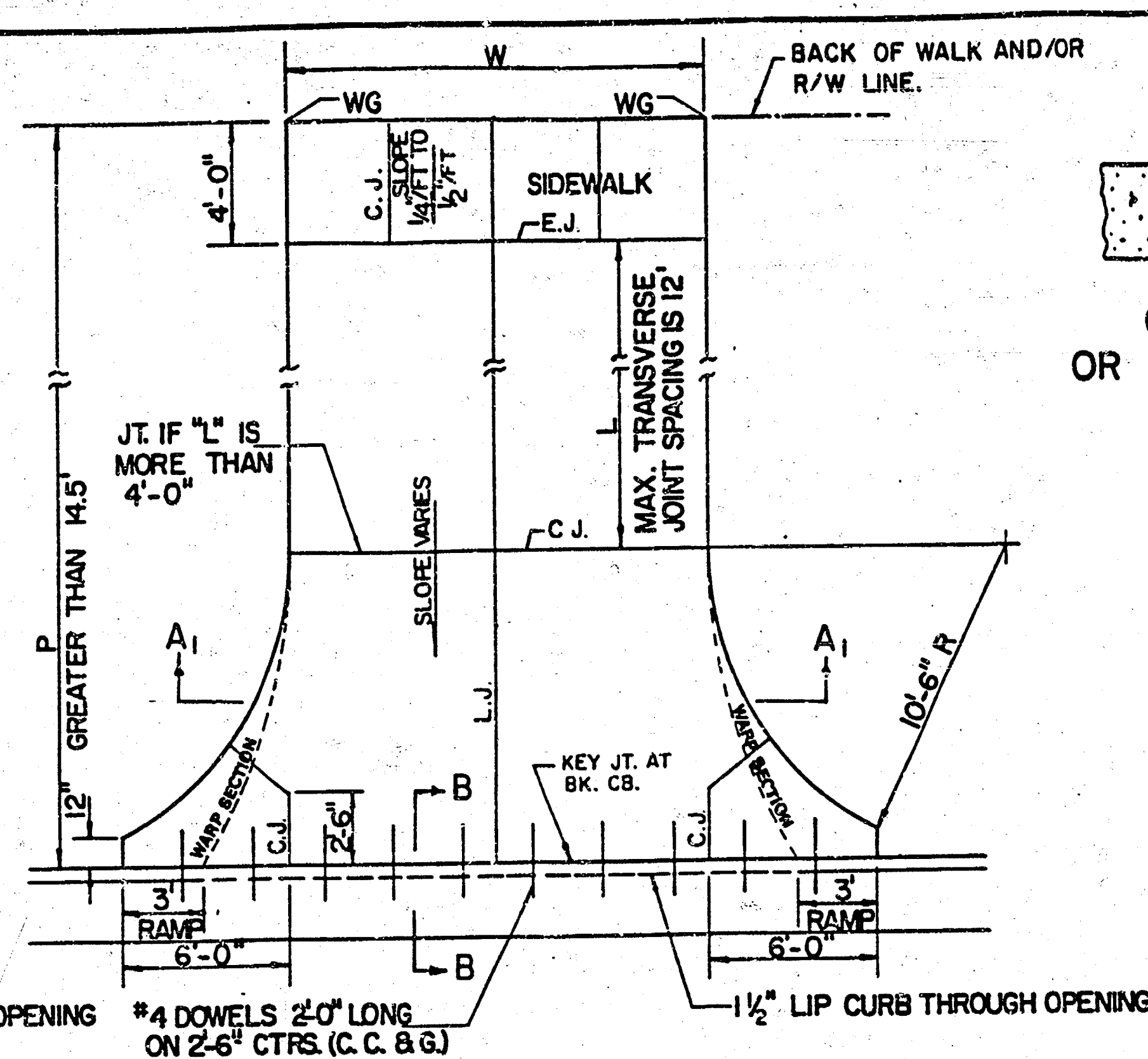
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-1.9'	-1.6'	-1.3'	-1.0'	-0.6'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



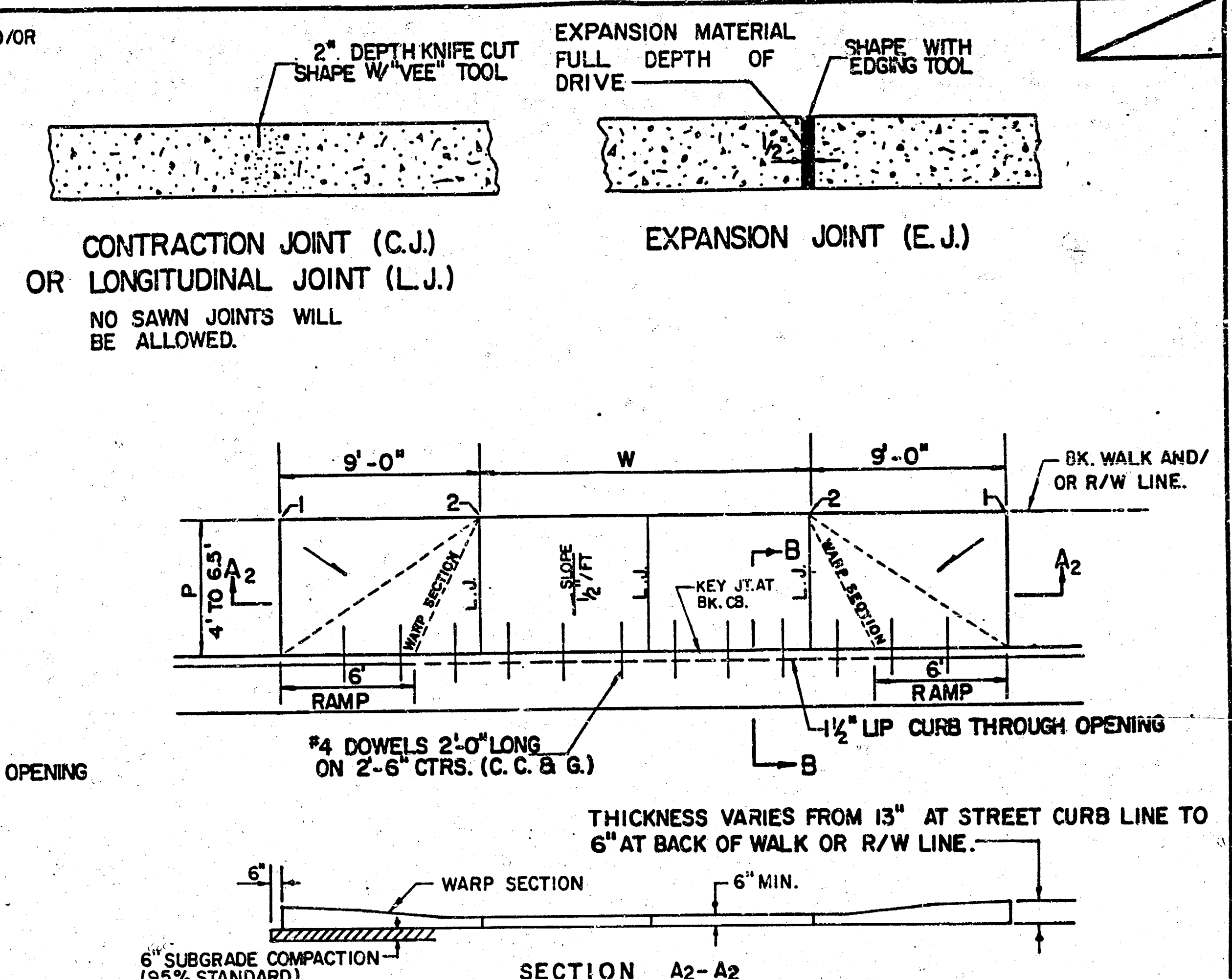
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)



PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-1.5'	-1.6'	-1.7'	-1.7'
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-2.5'	-2.0'	-2.0'	-2.0'

FULL RAMP DRIVE (P = 7.0' TO 8.5')



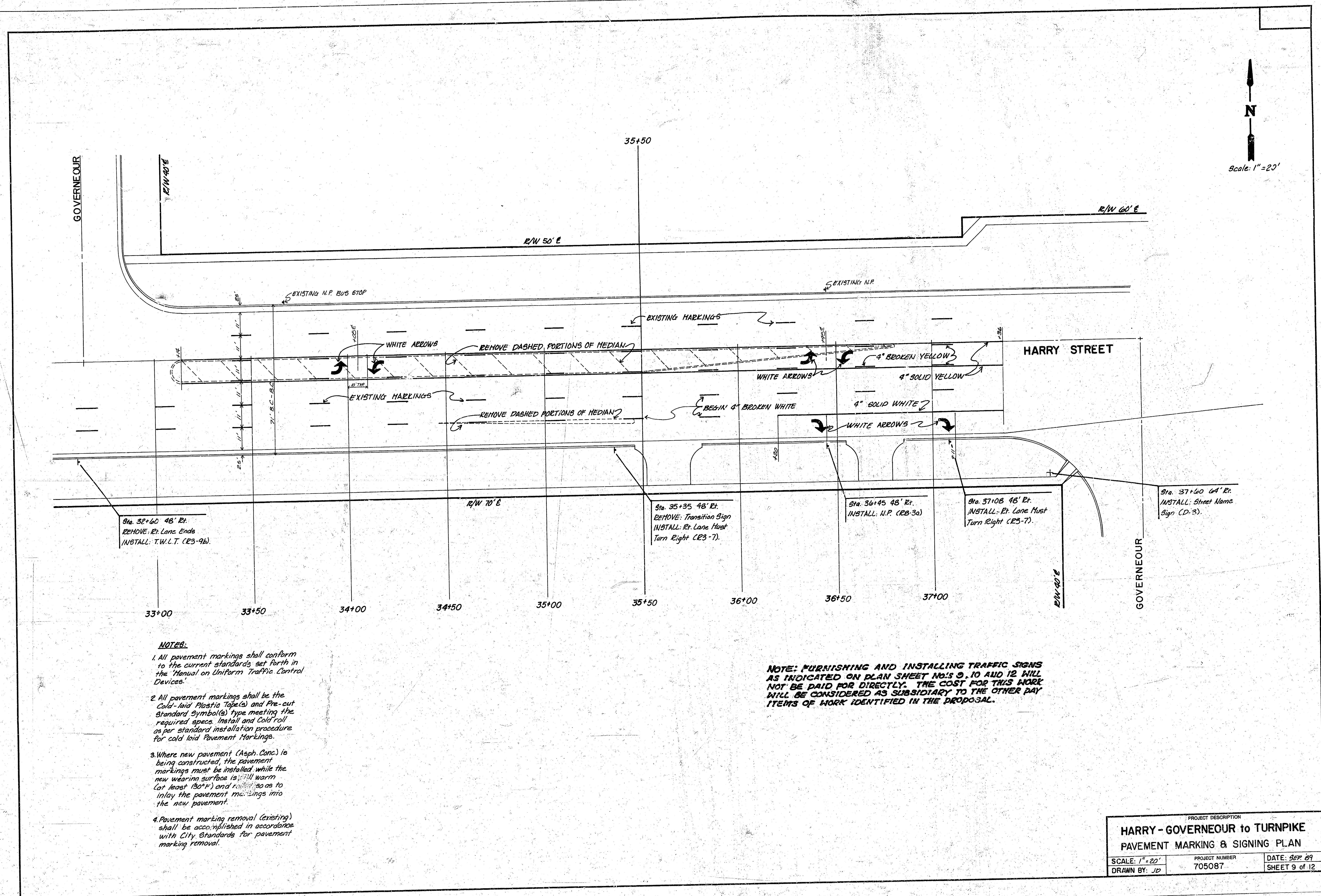
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "T" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.16'

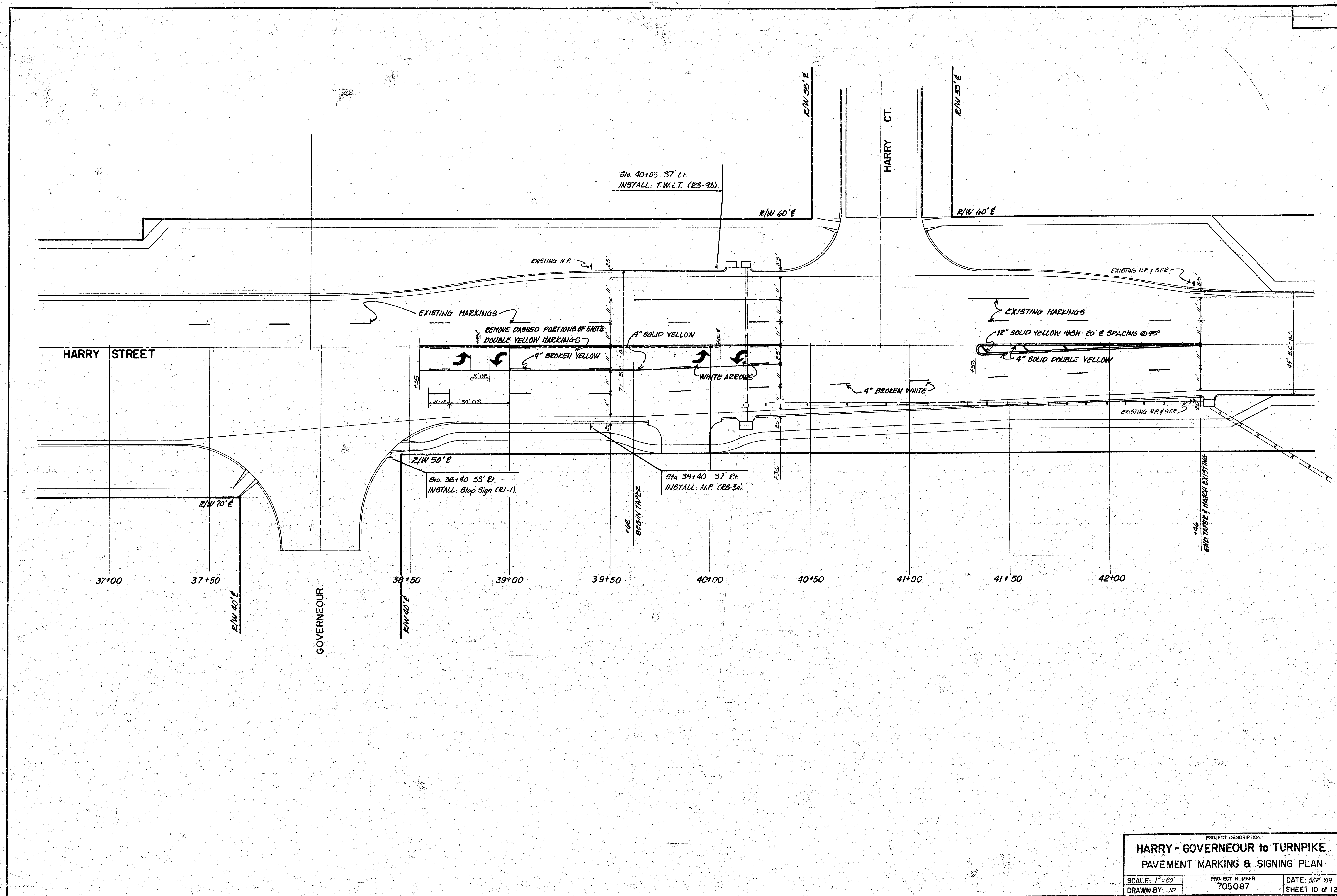
FULL RAMP DRIVE (P = 4.0' TO 6.5')

- GENERAL NOTES**
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
 2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
 3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 32' AT THE STREET CURB LINE.
 4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6'. AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
 5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
 6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
 7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
 8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH #4@12" W-44 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
 9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

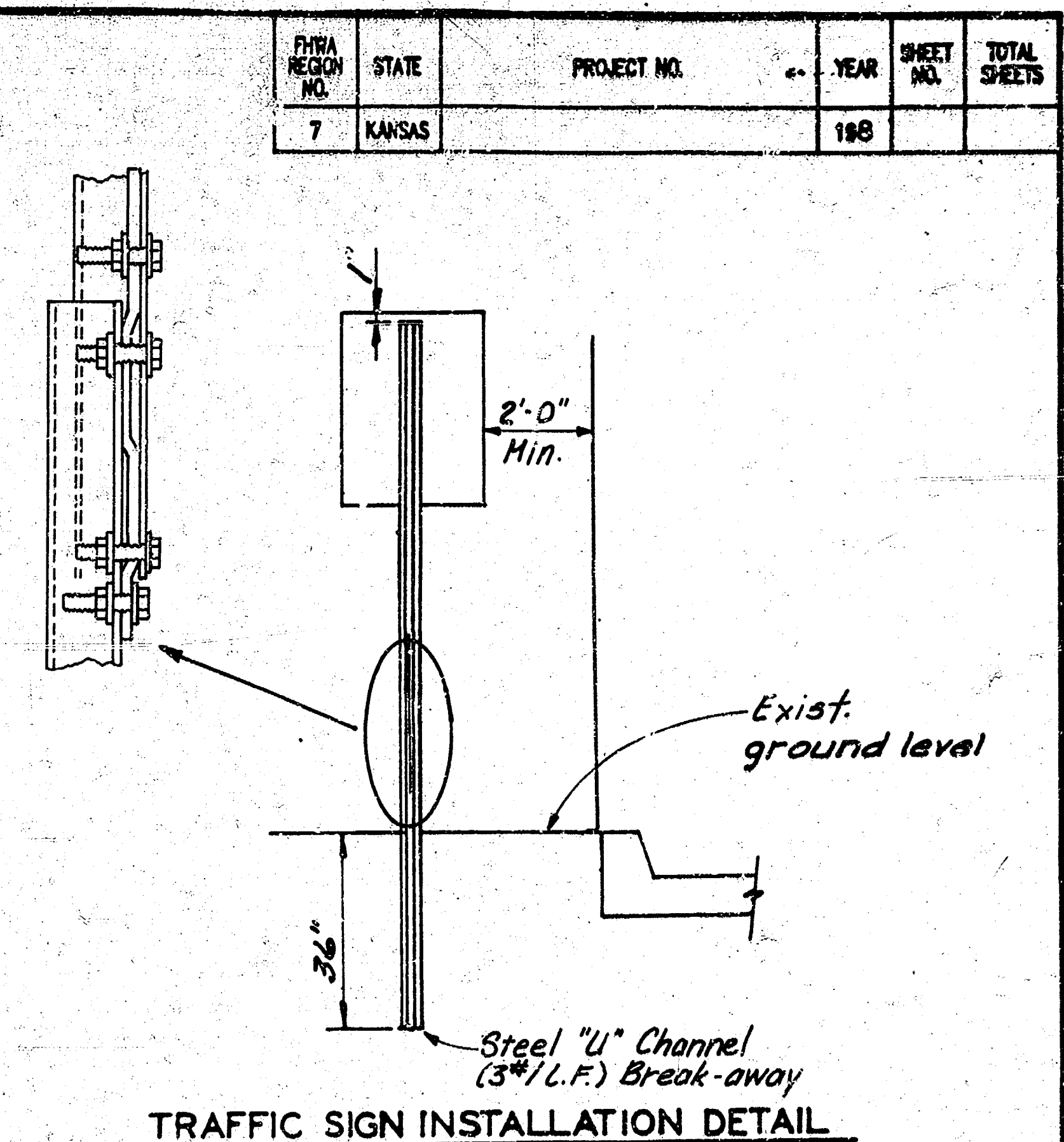
REVISED OCTOBER 1985
SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS
PROJECT NUMBER
INDEX CODE 705087





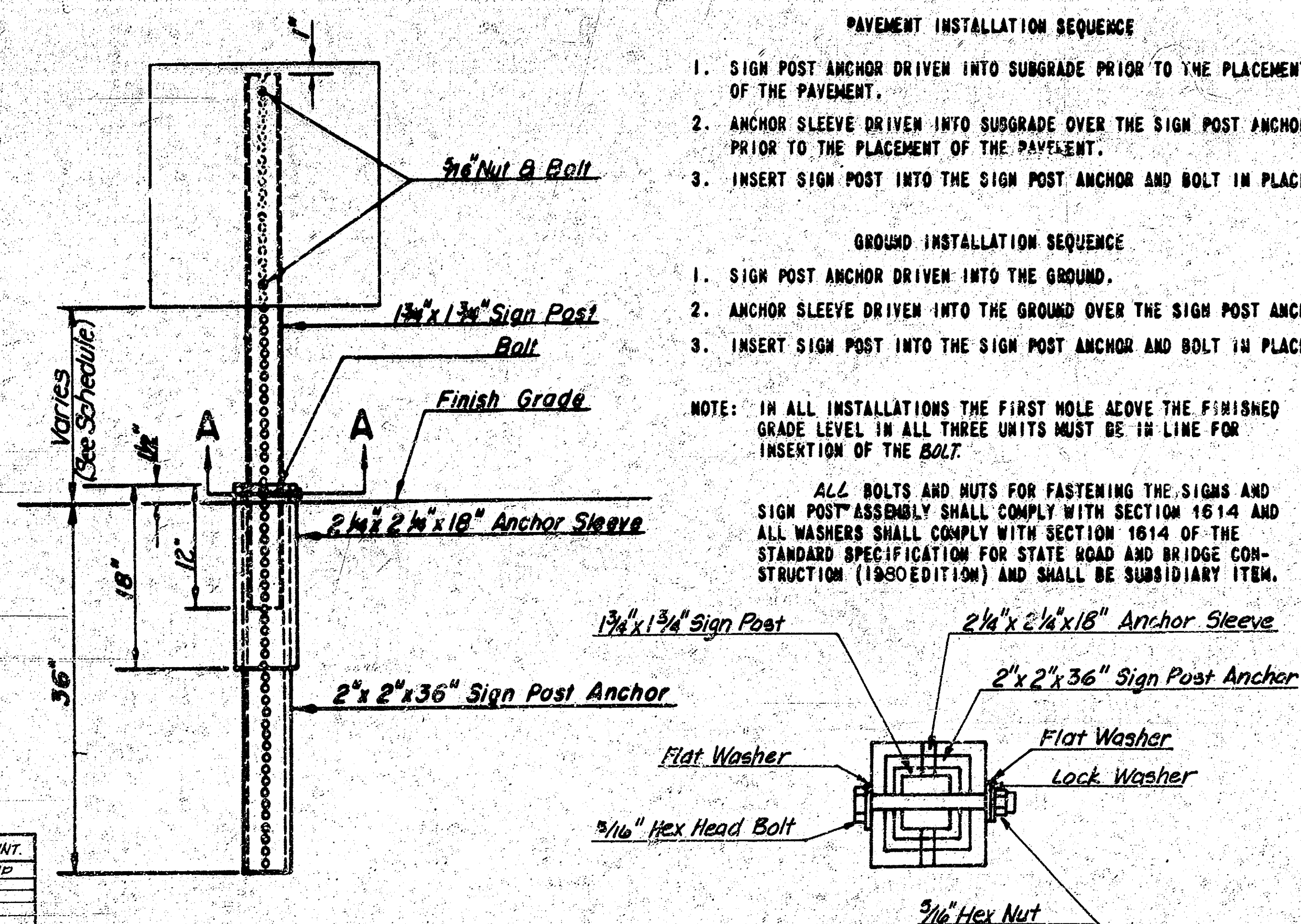
PROJECT DESCRIPTION		
HARRY - GOUVERNEUR to TURNPIKE		
PAVEMENT MARKING & SIGNING PLAN		
SCALE: 1"=20'	PROJECT NUMBER	DATE: SEP '89
DRAWN BY: JD	705087	SHEET 10 of 12

[illegible]

RECAPITULATION OF MATERIALS		
ITEMS	TOTAL	UNIT
<i>Sign Face, High Intensity HA Reflective Sheeting)</i>		S.F.
<i>Steel "U" Channel Sign Post</i>		L.F.
<i>Breakaway Sign Post, 1 3/4" x 1 3/4" x Varies</i>		L.F.
<i>Breakaway Anchorsleeve, 2 1/4" x 2 1/4" x 18"</i>		L.F.
<i>Breakaway Sign Post Anchor, 2" x 2" x 36"</i>		L.F.

SUMMARY OF QUANTITIES		
BID ITEMS	TOTAL	UNIT
<i>Signing</i>	<i>Lump Sum</i>	<i>L.S.</i>

SIGN DESCRIPTION				
CLASSIFICATION	TYPE	PROCESS	SIZE	AREA
R-1	STOP SIGN	REVERSE SCREEN	30" x 30"	5.18 SQ. FT.
R-3R	RT. LANE MUST TURN RT.	DIRECT SCREEN	30" x 30"	6.25 SQ. FT.
R8-3a	NO PARKING	DIRECT SCREEN	12" x 12"	1.00 SQ. FT.
R2-1	SPEED LIMIT	DIRECT SCREEN	24" x 30"	5.00 SQ. FT.
①	SNOW EMERGENCY ROUTE	DIRECT SCREEN	12" x 18"	1.50 SQ. FT.
②	NO PARKING/BUS STOP	DIRECT SCREEN	12" x 24"	2.00 SQ. FT.
S-1	NO LT. TURN AT KELLOGG	DIRECT SCREEN	24" x 36"	6.00 SQ. FT.



SECTION A-A
BREAK-AWAY SIGN POST DETAIL

NOTE: ALL LETTER, NUMBER & SYMBOL SIZES, SPACING & COLORS AND THE SIGN COLORS SHALL CONFORM TO THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

ALL SIGN MATERIAL TO BE 0080" ALUMINUM.

ALL SIGN MATERIAL TO BE 0080" ALUMINUM.

WICHITA, KANSAS			
HARRY ST.			
SIGNING DETAILS			
JOB NO.	DATE: 5-8-89	CHVD:	
SCALE: None	DRAWN:	APPROV:	SH. 12 of 12