IMPROVEMENT OF TULSA STREET
E.L. HYDRAULIC AVE. TO POINT 300' EAST

PROJ. NO. DBKW 705048
CITY OF WICHITA, KANSAS
R. W. LINN, CITY ENGINEER

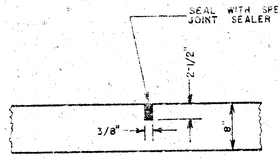
CITY OF WICHITA
APPROVED: Approval does not relieve the contractor from any responsibility for errors or omissions from the contract requirements or for any deficiencies of equipment, work or materials.
Date 11-13-75
Engineering Div. Gcl

NOTE TO CONTRACTOR
This project will be constructed under the supervision of the CITY ENGINEER and conforming to the SPECIFICATIONS of the CITY OF WICHITA. The CONTRACTOR will reimburse the City of Wichita for all cost of Engineering, Plans and Inspection.

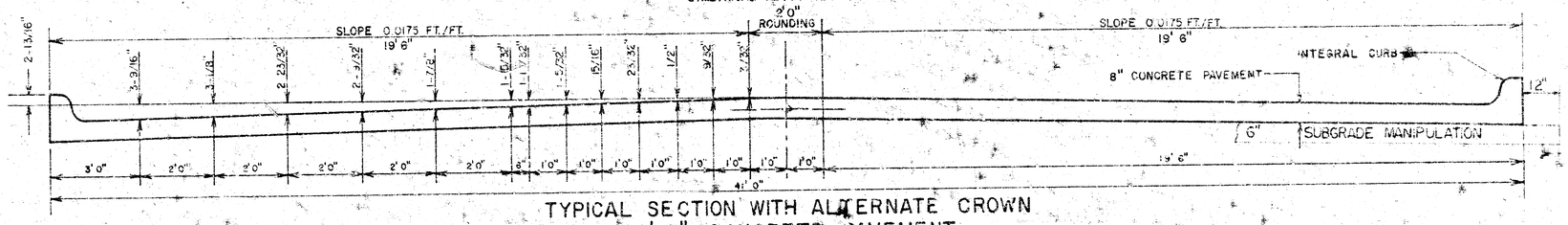
APPROVED AS NOTED
BY CITY COMMISSION OF WICHITA
Date
Approved
Driveway Approaches

At signing of Contract 11-13-75 Gcl

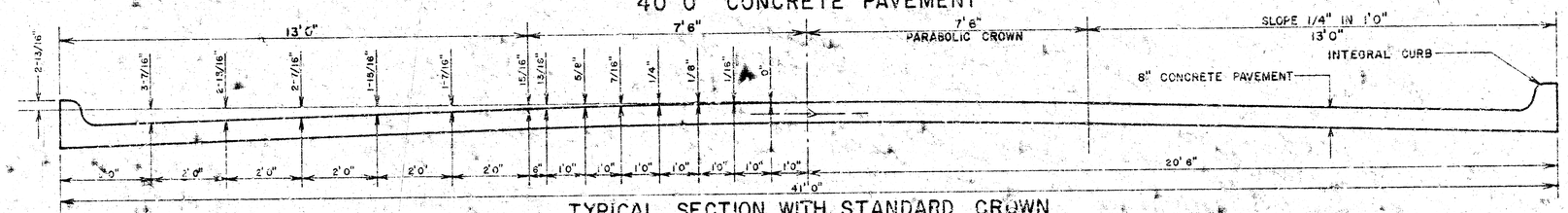
SAWED CONTRACTION JOINTS ARE TO BE CONSTRUCTED AT 30' 0" INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED.



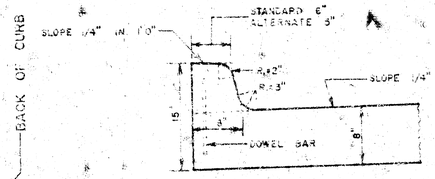
DETAIL OF SAWED CONTRACTION AND LONGITUDINAL JOINTS



TYPICAL SECTION WITH ALTERNATE CROWN
40' 0" CONCRETE PAVEMENT



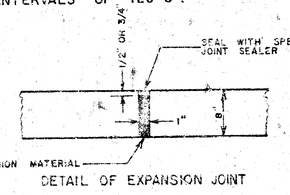
TYPICAL SECTION WITH STANDARD CROWN
40' 0" CONCRETE PAVEMENT



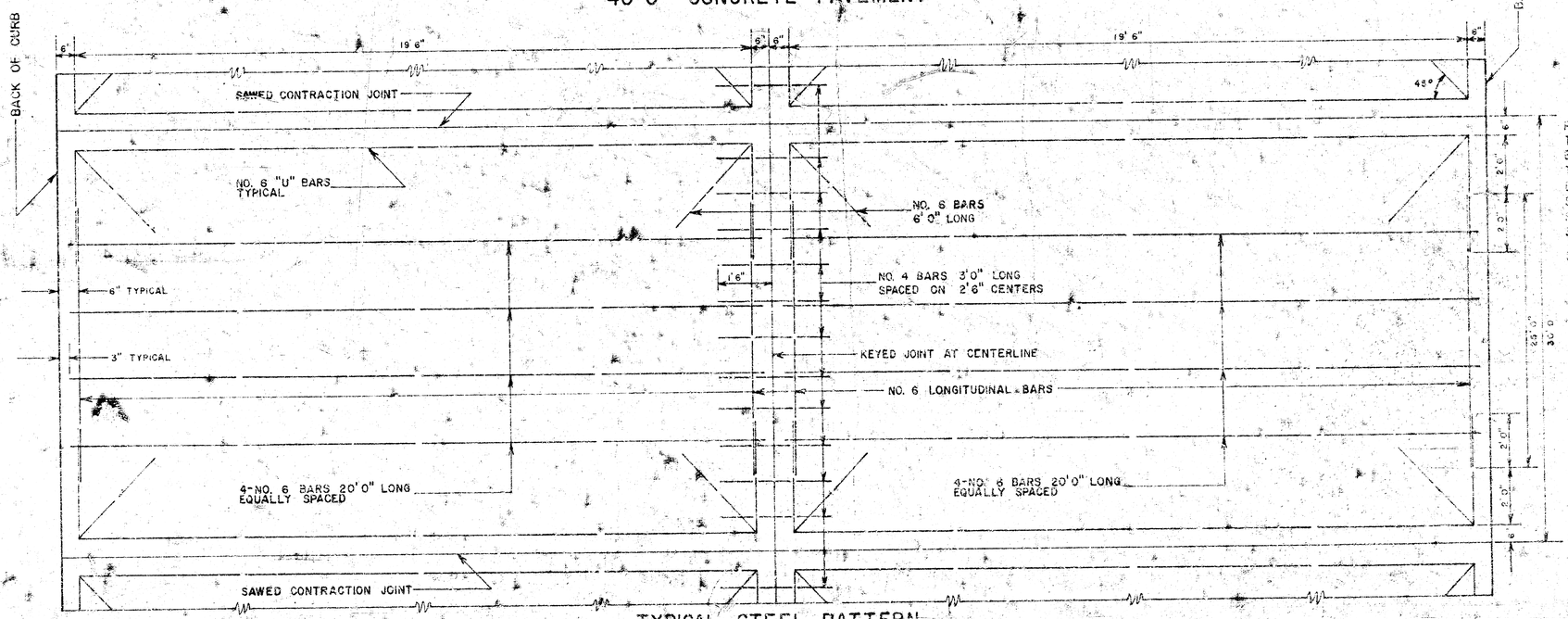
DETAIL OF INTEGRAL CURB

INTEGRAL CURB SHALL BE CUT THROUGH TO PAVEMENT IN UNIFORM LENGTHS OF NOT MORE THAN TEN FOOT INTERVALS BETWEEN EXPANSION JOINTS. EXPANSION JOINTS HAVING THE SAME THICKNESS AS THE EXPANSION JOINTS IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE INTEGRAL CURB AT THE SPECIFIED LOCATIONS. NUMBER 4 OR NUMBER 6 BARS SHALL BE INSTALLED IN THE INTEGRAL CURB AS SHOWN ON APPROXIMATELY 2' 6" CENTERS.
PAVEMENT GRADES SHOWN ON PLANS ARE FOR STANDARD CROWN.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT MAXIMUM INTERVALS OF 120' 0".



DETAIL OF EXPANSION JOINT



TYPICAL STEEL PATTERN

L. H. VAN DUREN LICENSED 612 KANSAS PROFESSIONAL ENGINEER

ALTERNATE NO. 1

CITY OF WICHITA, KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering
Division

R. W. LINK CITY ENGINEER

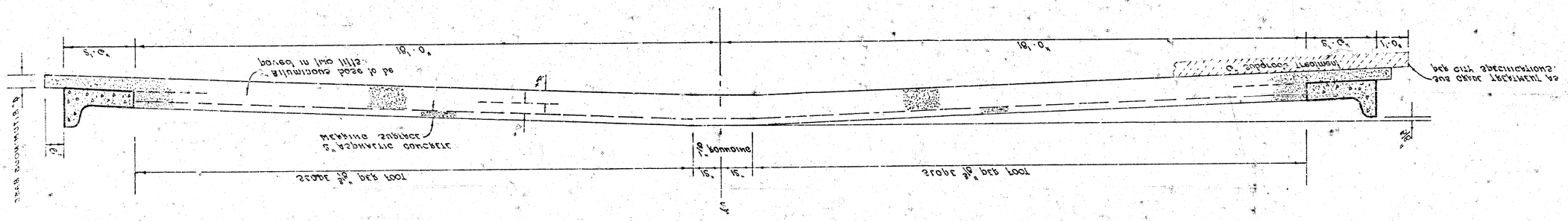
DATE _____ Plat No.

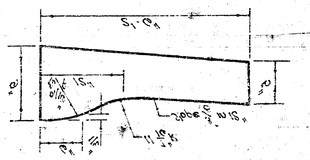
TYPICAL SECTION

A1, ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

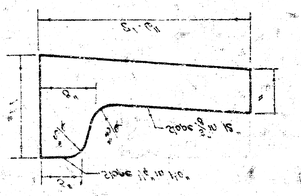
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR GRADE AND CROWN. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.





COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER

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Scale: Horiz. 1"= 20'
Vert. 1"= 5'

11-13-75 2631

Ex. Conc. Pvmt.

HYDRAULIC AVE.

Construct 8" Reinf. Conc. Intersection with both ALT. NO. 1 & ALT. NO. 2

Saw Cut

Warped Crown Section

Sta. 0+00 Hydraulic

TULSA ST.

Beg. Typical Crown

Sta. 3+50 - End Construction

Exist. 36" VCP San.

Future Const.

Vor

Grade ditches to east on -0.10% grade to Sta. 7+00. Ditch to have 2' bottom with 4:1 side slopes.

Bo. made as per City Specs. Type III 1 Board.

TC 92.05
TC 92.13
TC 92.21
TC 92.03
TC 91.86
20' R.

91.55
91.35

24.5' ℄ to BK.

50'

22'

RIW

CRIW

41'-0"

42'0" U bar

#4 bars x 3'0" @ 2'6" ctrs.

6'0"

9"

12'-0"

39'6"

79'6"

81'-0"

2'6"

2'0"

Note: All bars #6 unless otherwise noted.

Connect new steel pattern to existing

INTERSECTION REINFORCING DETAILS
#4 bars = 24 L.F.
#6 bars = 714 L.F.

B.M. - City Disc. 43.6' W. & 32.5' N ℄ of 31st So. ℄ Hydraulic - El. 90.87

Sta. 0+00 ℄ Hydraulic

+22 Begin Consr. ℄ Profile

+44.5 - Rad. Pt. Lt. ℄ Rt. TC. Elev. 92.21

+50 - P.I. Elev. 93.53

Top of Curb Lt. & Rt. +0.64%

Top of Curb Lt. & Rt. -0.32%

℄ 92.65

Exist. Ground

℄ Ditch Lt. & Rt. -0.10%

95

90

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WICHITA, KANSAS

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11-13-75 [illegible]

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