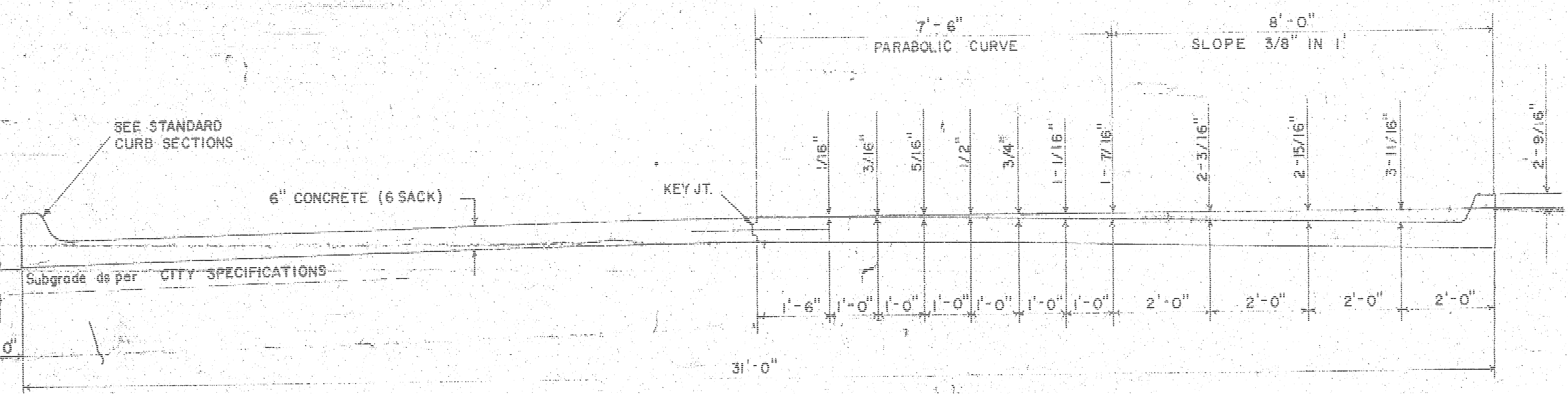
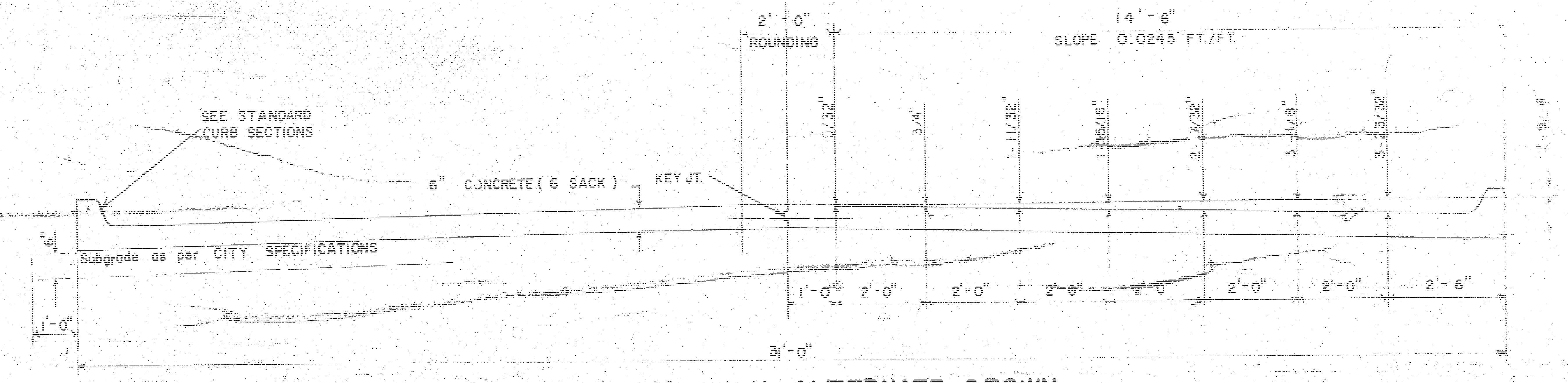
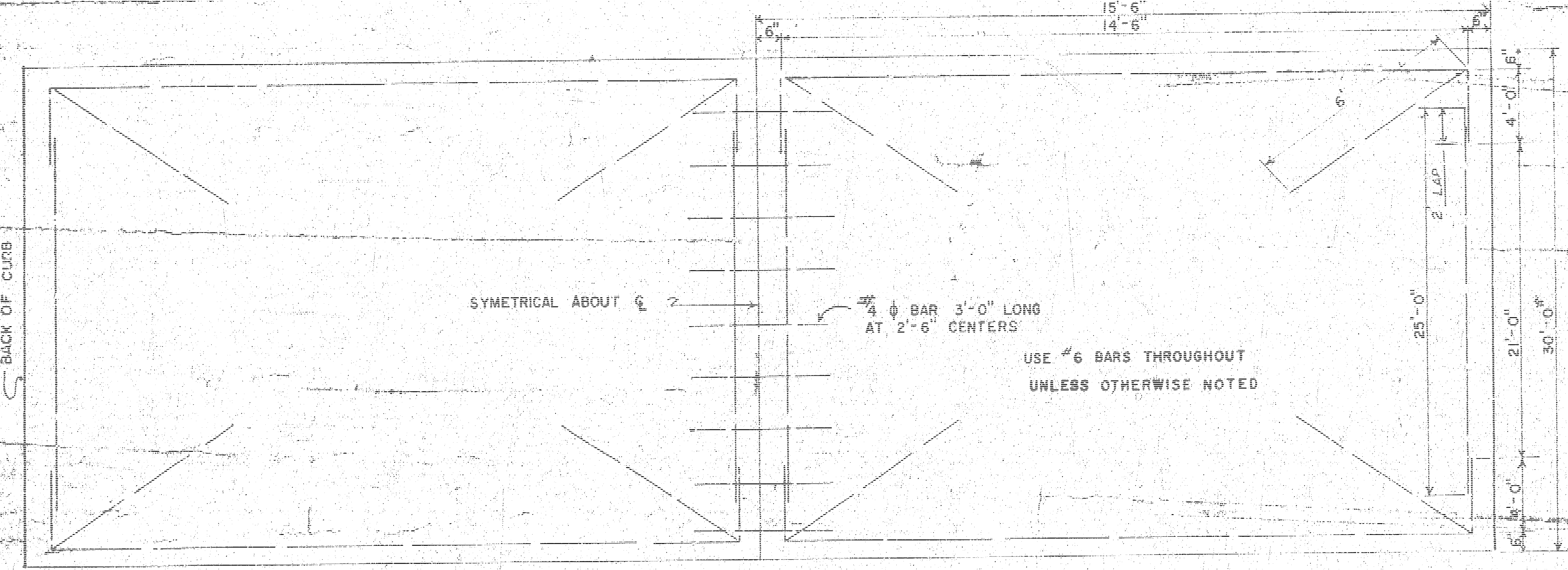
KESSLER AVENUE
N. L. Calvert — N. L. 33rd St. So.
DAKS575018
TYPICAL SECTIONS OF 30' CONCRETE PAVEMENT


SEE STANDARD CURB SECTIONS
6" CONCRETE (6 SACK)
Subgrade as per CITY SPECIFICATIONS
KEY JT.
7'-6"
PARABOLIC CURVE
8'-0"
SLOPE 3/8" IN 1'
1/16"
3/16"
5/16"
1/2"
3/4"
1-1/16"
1-7/16"
2-3/16"
2-15/16"
3-11/16"
2-9/16"
1'-6"
1'-0"
1'-0"
1'-0"
1'-0"
1'-0"
1'-0"
1'-0"
2'-0"
2'-0"
2'-0"
2'-0"
31'-0"

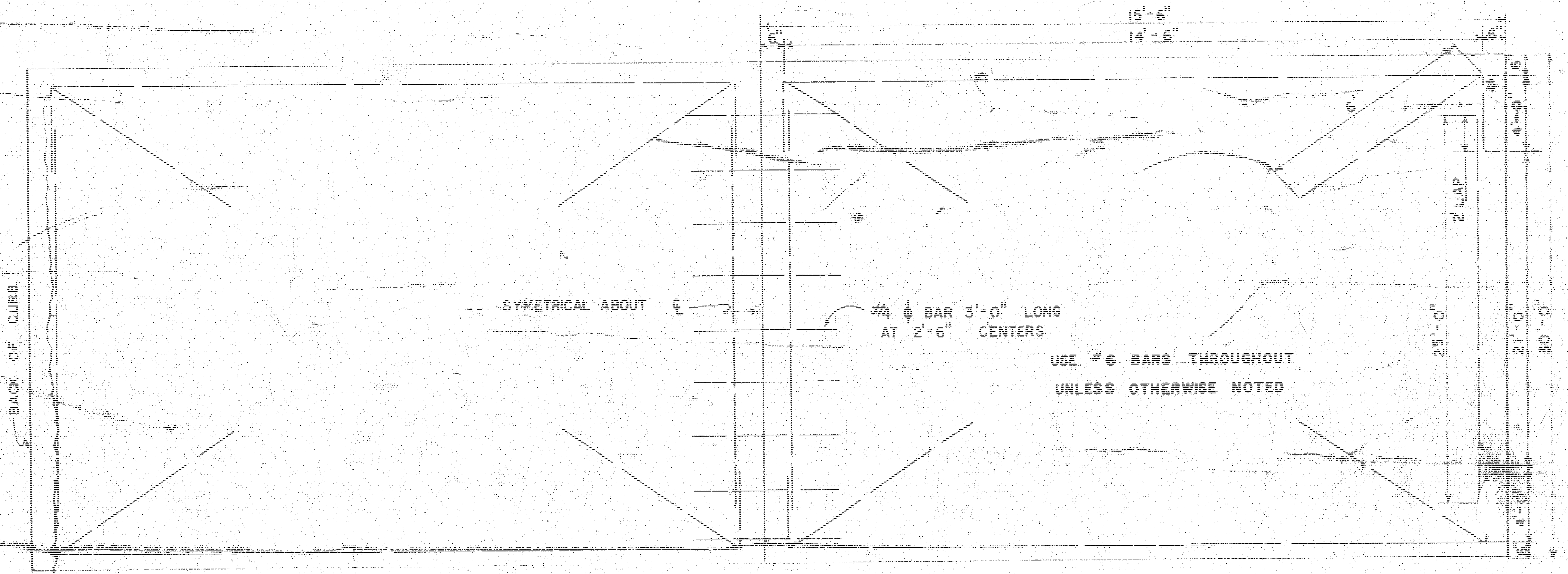
TYPICAL SECTION WITH STANDARD CROWN


2'-0"
ROUNDING
14'-6"
SLOPE 0.0245 FT./FT.
SEE STANDARD CURB SECTIONS
6" CONCRETE (6 SACK)
KEY JT.
Subgrade as per CITY SPECIFICATIONS
6"
1'-0"
3/32"
3/4"
1-11/32"
1-35/16"
2-9/32"
3-1/8"
3-23/32"
1'-0"
2'-0"
2'-0"
2'-0"
2'-0"
2'-0"
2'-0"
2'-6"
31'-0"

TYPICAL SECTION WITH ALTERNATE CROWN

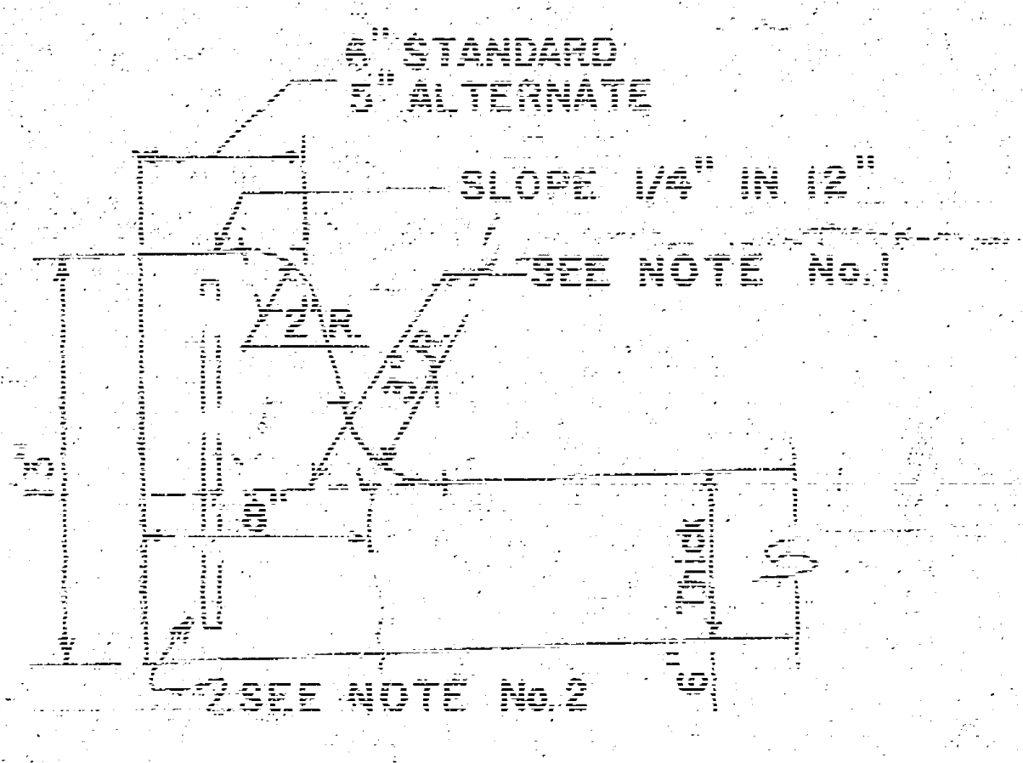

15'-6"
14'-6"
6"
6"
6'
BACK OF CURB
SYMETRICAL ABOUT ℄
#4 ϕ BAR 3'-0" LONG AT 2'-6" CENTERS
USE #6 BARS THROUGHOUT UNLESS OTHERWISE NOTED
2' LAP
25'-0"
4'-0"
21'-0"
30'-0"
4'-0"

STEEL PATTERN

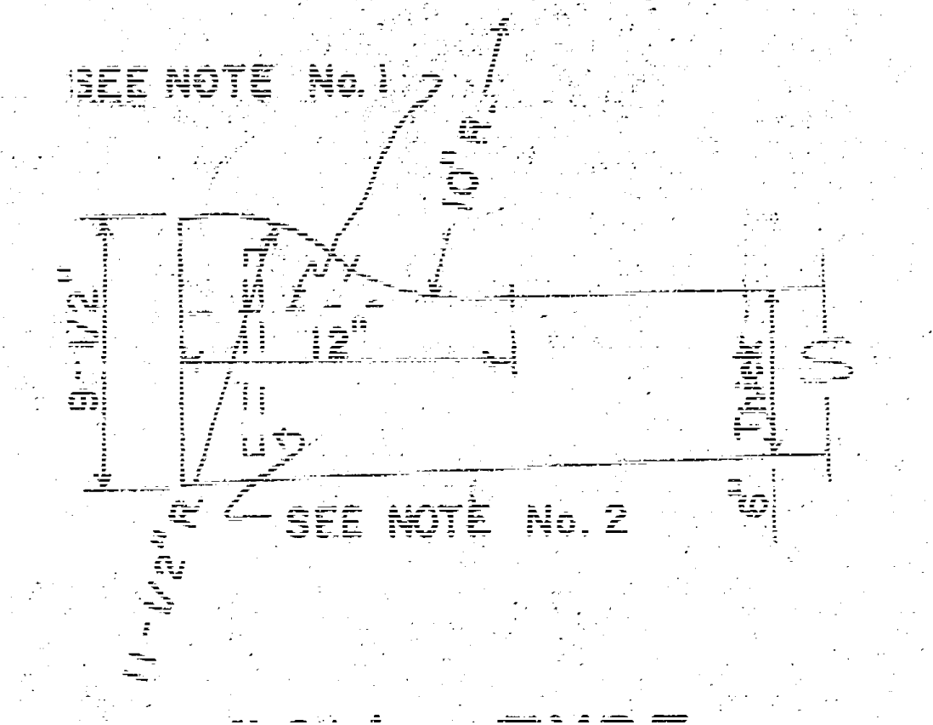

15'-6"
14'-6"
6"
6"
6'
BACK OF CURB
SYMETRICAL ABOUT ℄
#4 ϕ BAR 3'-0" LONG AT 2'-6" CENTERS
USE #6 BARS THROUGHOUT UNLESS OTHERWISE NOTED
2' LAP
25'-0"
4'-0"
21'-0"
30'-0"
4'-0"

STEEL PATTERN

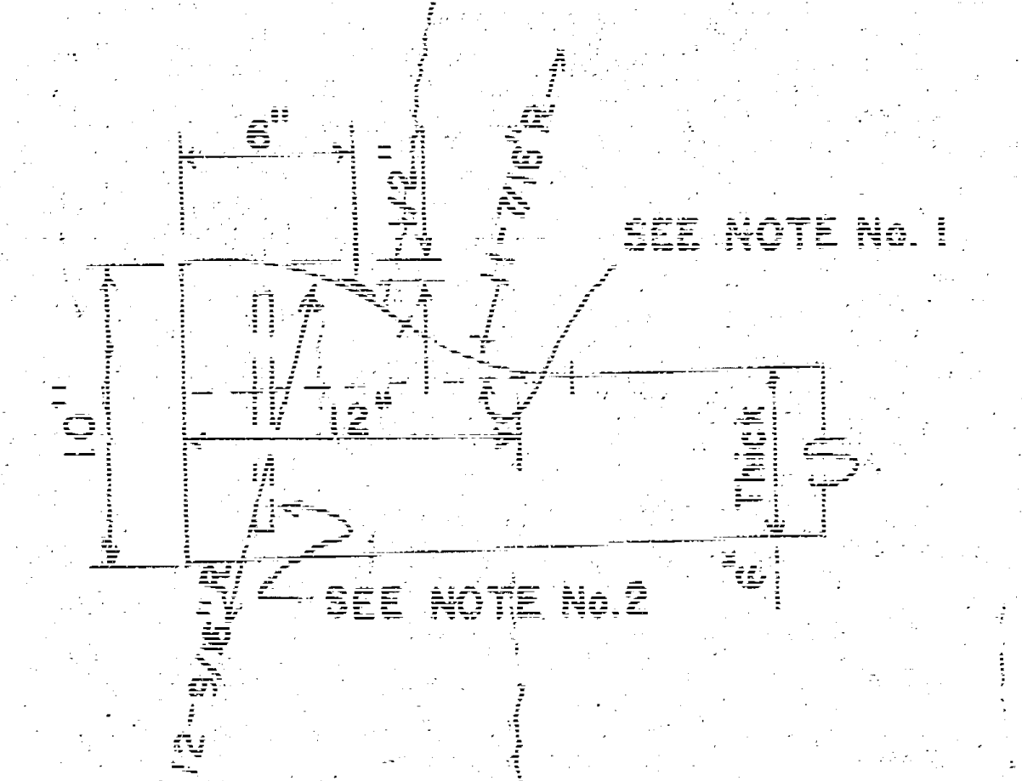
STANDARD SECTIONS OF


6" STANDARD
5" ALTERNATE
SLOPE 1/4" IN 12"
SEE NOTE No.1
2"R
3"R
13"
8"
6" Thick
2.SEE NOTE No.2

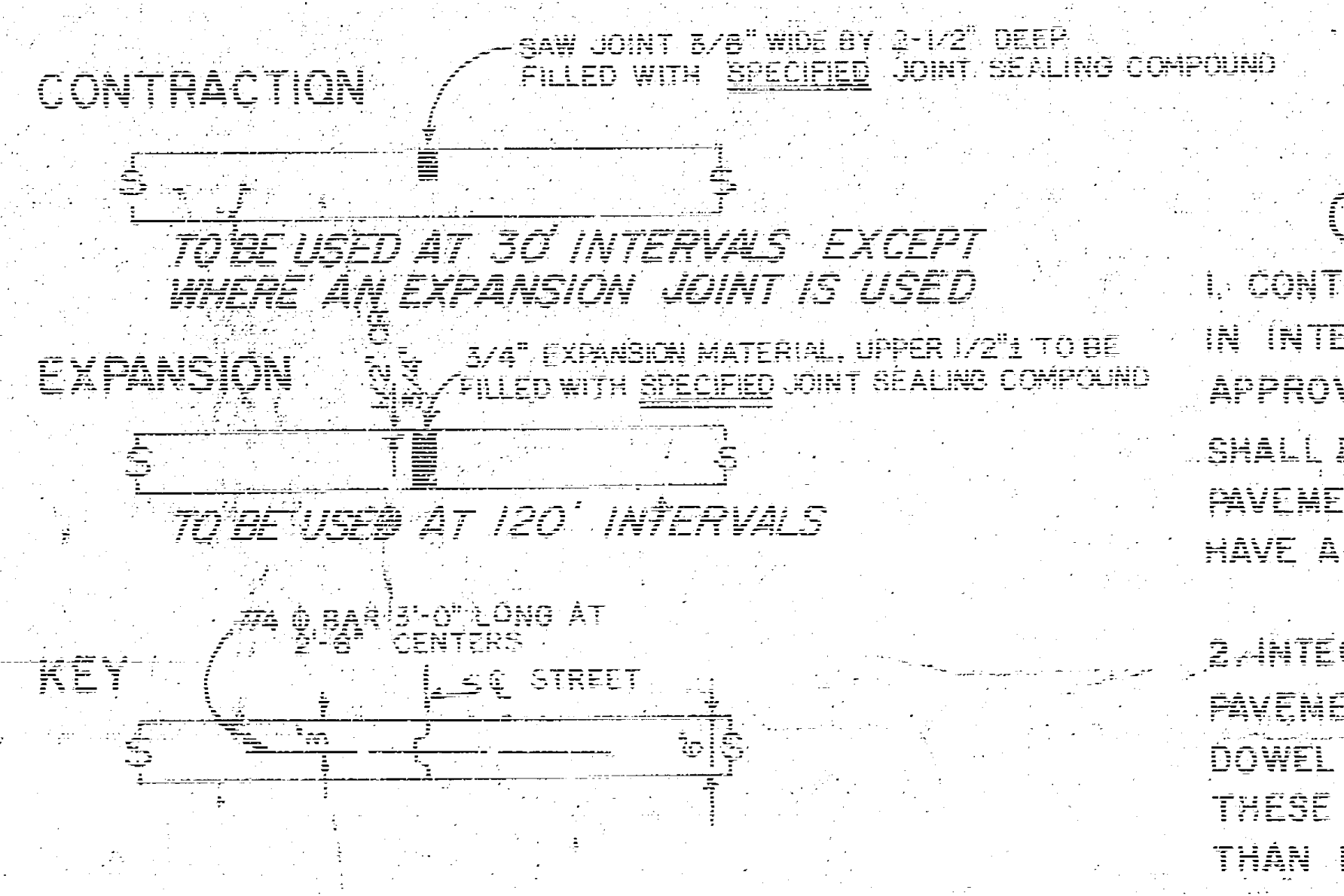
INTEGRAL CURB


SEE NOTE No.1
10"R
9-1/2"
12"
6" Thick
11-1/2"R
SEE NOTE No. 2

ROLL—TYPE


6"
1/2"
11-7/16"R
SEE NOTE No. 1
10"
12"
6" Thick
12-9/16"R
SEE NOTE No.2

ALTERNATE ROLL-TYPE


CONTRACTION
SAW JOINT 3/8" WIDE BY 2-1/2" DEEP FILLED WITH SPECIFIED JOINT SEALING COMPOUND
TO BE USED AT 30' INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED
EXPANSION
3/4" EXPANSION MATERIAL, UPPER 1/2"± TO BE FILLED WITH SPECIFIED JOINT SEALING COMPOUND
TO BE USED AT 120' INTERVALS
KEY
#4 ϕ BAR 3'-0" LONG AT 2'-6" CENTERS
℄ STREET

JOINT DETAILS

GENERAL NOTES

1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

2. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2'-6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.

3594

CITY OF WICHITA, KANSAS
Department of Public Works — Engineering Division
R.W. Linn — City Engineer
Date: — Project No. DAKS5750

1/3

B.M. 98.51 '□' Cut Top Cb. W. End Rad. S.W. Corner Leonine & 33rd
B.M. 98.92 '□' Cut Top Cb. E. Side Kessler 10' No. of N.L. 33rd
B.M. 100.79 '□' Cut N. End of East Headwall to R.C.B. @ Calvert & West

℄ is ℄ Calvert

N
E
S
W
Scale 1" = 20'
P.C. 0+00
P.T. 4+49.24
5+00
5+09.24
Calvert St
Kessler Ave.
Proposed 4' Walk
Wk. Gr. +0.4'
Wk. Gr. +0.7'
Wk. Gr. +0.9'
Grad. Wk. Gr. +0.4 to +0.7'
Grad. Wk. Gr. +0.7 to +0.5'
+0.1729%
+0.1793%
Full Crown
No Crown
Warp Crown 50'
20' Rad. 0+05.18
20' Rad. 0+04.83
20' Rad. 4+44.41
20' Rad. 5+16.24
Ditch to Drain
C. Install 100 L.F. 18" C.M.P.
Match Exist'g
Const. Full Crown
R/W
60'
30'
9'
Proposed

'General Notes'
1. Cost of Ditching to be Incidental to Cost of Pipe.
2. No More Than 9-20' Drives May be Constructed on This Project.

SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF [illegible] TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

NOTE TO FIELD ENGINEER & CONTRACTOR

[illegible] grading and clear right-of-way for pro[illegible]. Compact fill in sidewalk area, TO BE CONSTRUCTED BY "OTHERS".

EARTHWORK

	Property	City
Excavation	817.8	69.8
+10%	81.8	7.0
Total	899.6 C.Y.	76.8 C.Y.
Compacted Fill	16.4	0.0
+10%	1.6	-
Total	18.0 C.Y.	0.0
Manipulation (Calc.)	1757.2 S.Y.	175.8 S.Y.

Δ = 25°35'30" R. = 1005.77' T. = 228.45' L. = 449.24' LC. = 445.51

CURVE DATA BASED ON ℄ RAD. Δ/2 = 12°47'45"

STA.	ARC.	CHORD LENGTH 8' OFF ℄ CB.	CHORD LENGTH 8' OFF ℄ CB.	DEFLECTION	TOTAL DEFLECTION
0+00	-	-	-	-	0°00'00"
0+04.83	4.83	4.94	4.72	0°08'15"	0°08'15"
0+05.18	0.35	0.36	0.34	0°00'36"	0°08'51"
0+25	19.82	20.27	19.37	0°33'53"	0°42'44"
0+50	25.00	25.57	24.43	0°42'43"	1°25'27"
0+75	"	"	"	0°42'44"	2°08'11"
1+00	"	"	"	0°42'43"	2°50'54"
1+25	"	"	"	0°42'44"	3°33'38"
1+50	"	"	"	0°42'43"	4°16'21"
1+75	"	"	"	0°42'44"	4°59'05"
2+00	"	"	"	0°42'43"	5°41'48"
2+25	"	"	"	0°42'44"	6°24'32"
2+50	"	"	"	0°42'43"	7°07'15"
2+75	"	"	"	0°42'44"	7°49'59"
3+00	"	"	"	0°42'43"	8°32'42"
3+25	"	"	"	0°42'44"	9°15'26"
3+50	"	"	"	0°42'43"	9°58'09"
3+75	"	"	"	0°42'44"	10°40'53"
4+00	"	"	"	0°42'43"	11°23'36"
4+25	25.00	25.57	24.43	0°42'44"	12°06'20"
4+44.41	19.41	19.85	18.97	0°33'10"	12°39'30"
4+49.24	4.83	4.94	4.72	0°08'15"	12°47'45"

Def'l: 1.70901 Min/Ft

Kessler Ave.
N.L. Calvert - N.L. 33rd St. So.
DAKS575018

0+00
P.C.
(N.L. Calvert)
0+50
1+00
1+50
2+00
2+25
2+50
3+00
3+50
4+00
4+48.24
P.C.
(S.L. 33rd)
4+62.74
4+85.74
5+08.29
(N.L. 33rd)
100
95

Kessler
N.L. Calvert - N.L. 33rd St. So
DARS575018

10 3 3 10

3/3