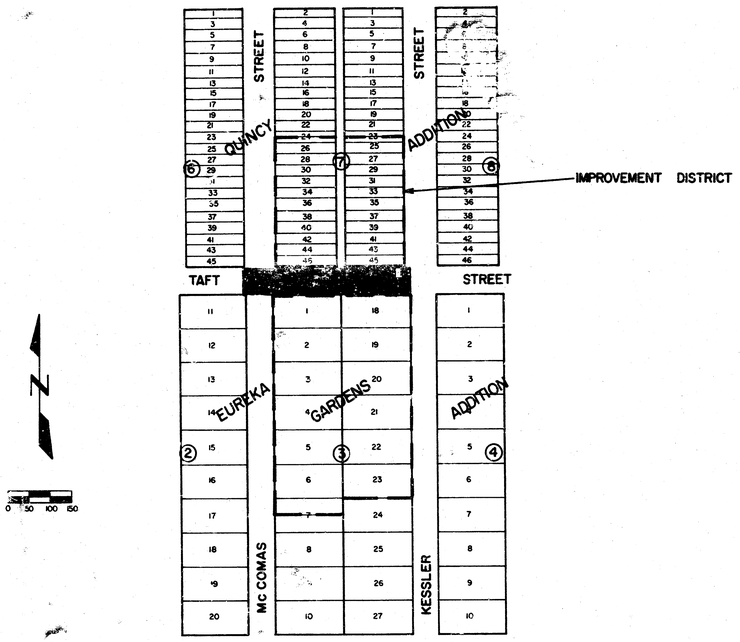
TAFT STREET

FROM THE EAST LINE OF McCOMAS
TO THE EAST LINE OF KESSLER
PROJECT NO. 472 76 245 81492 000 000 001
MICHAEL E. LINDEBAK, CITY ENGINEER
SEPTEMBER 1985



INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	LOCATION AND BENEFIT DISTRICT MAP
2	ASPHALTIC CONCRETE PAVEMENT DETAIL
3	STANDARD DRIVE ENTRANCE DETAILS
4	MANHOLE ADJUSTMENT DETAILS
5	STREET IMPROVEMENT PLANS
6	EARTHWORK SECTIONS

GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT THE PROPER AUTHORITIES FOR THE LOCATION OF UNDERGROUND UTILITIES PRIOR TO ANY EXCAVATION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING BLOCK CORNERS AND PROPERTY IRONS. ANY SUCH IRONS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE, BY A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR, IN ACCORDANCE WITH STATE LAW.
3. CURB TO BE DEPRESSED THROUGH ALL DRIVE OPENINGS.
4. MAILBOXES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WILL BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING CONSTRUCTION.
5. CONTRACTOR SHALL NOTIFY JERRY BLAINE AT 268-4210 AND ARRANGE TO HAVE THE SANITARY SEWER RE-TELEVISED. ANY DAMAGES OCCURING DUE TO CONSTRUCTION SHALL BE REPAIRED AT NO COST.

WICHITA, KANSAS
STREET IMPROVEMENTS

TAFT STREET
PROJECT NO. - 472 76 245 81492 000 000 001
MICHAEL E. LINDEBAK, CITY ENGINEER

CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS

DES. JMK
DR. JMK
CH
APP

DWG FILE NO 8541-D-80.027

DATE SEPTEMBER 1985

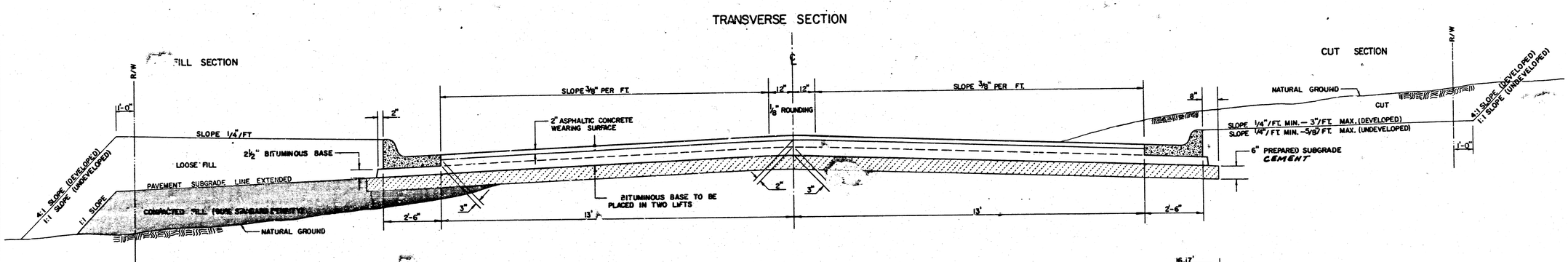
SHEET NO 1 OF 6

1/6

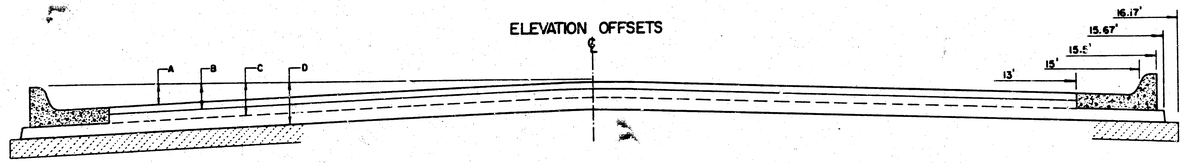
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TYPICAL 31' PAVEMENT DETAILS

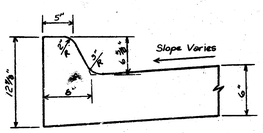
TRANSVERSE SECTION



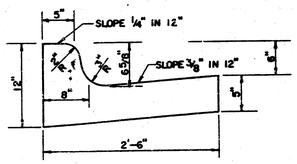
ELEVATION OFFSETS



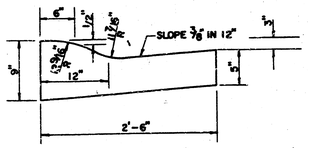
MONOLITHIC CURB & GUTTER



COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.38	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.44	0.49	0.57	0.64	0.70	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.69	0.73	0.80	0.87	0.93	1.01	1.08	1.12	1.19	1.21	1.21	1.23

GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

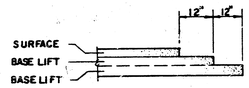
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE 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.

6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

CASTLE & ASSOCIATES
ENGINEERS
WICHITA, KANSAS

DSG
DR
CH
APP

DWG FILE NO
8541-D-80,028

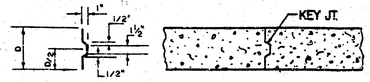
DATE SEPTEMBER 1985

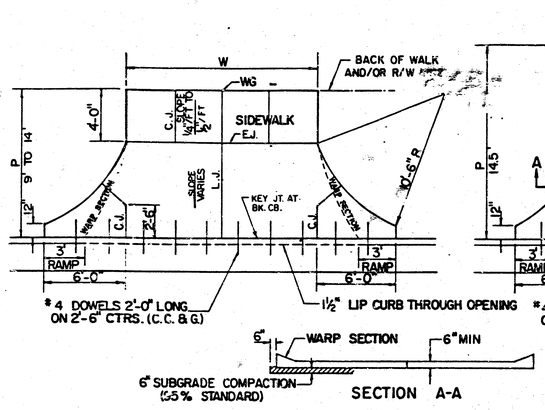
SHEET NO 2 OF 6

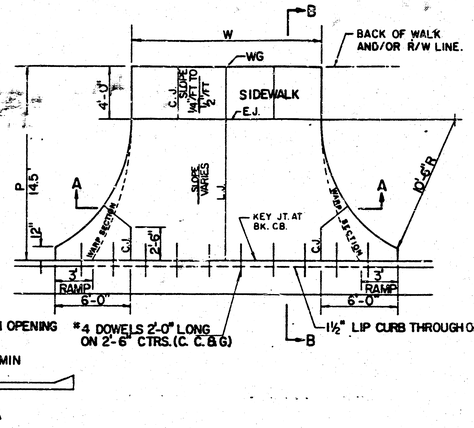
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

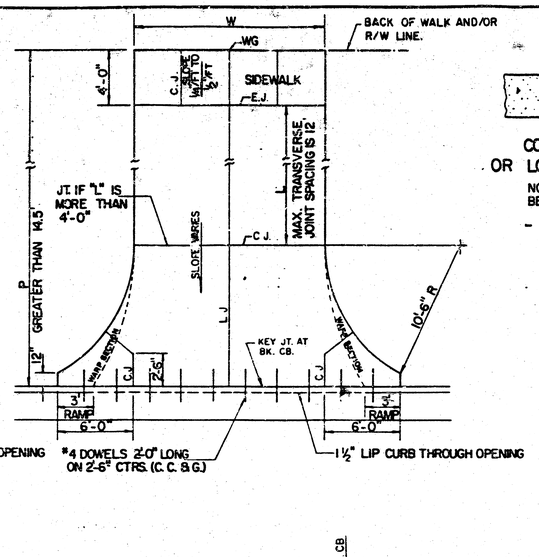
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472 76 245 81492 000 000 001 2/6

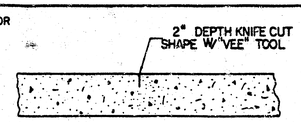
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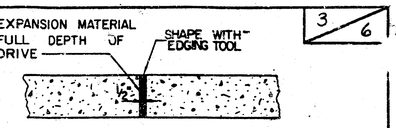


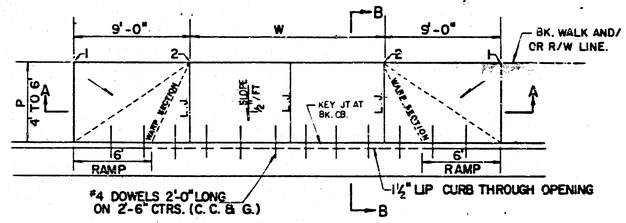






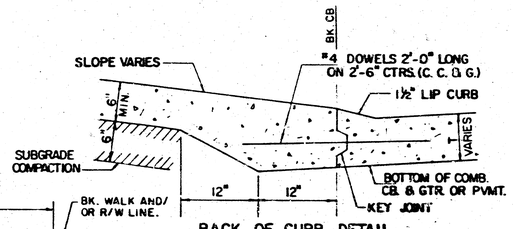




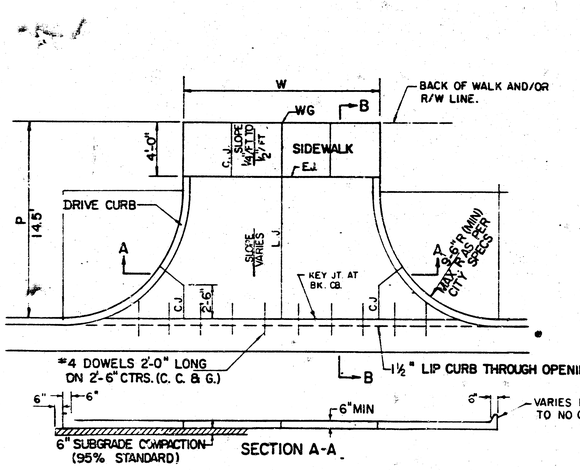


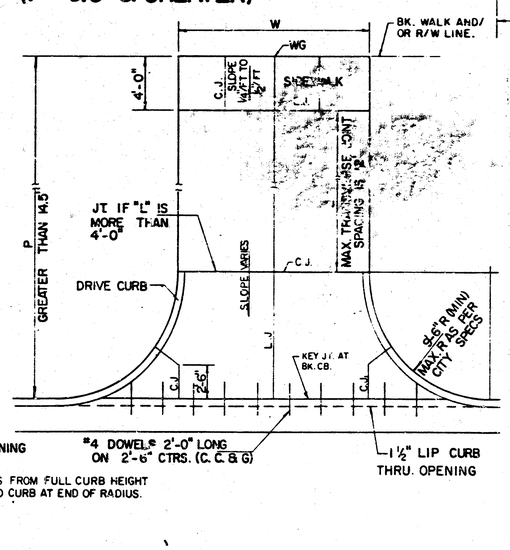
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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	-.19'	-.16'	-.13'	-.10'	-.06'	0.00	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



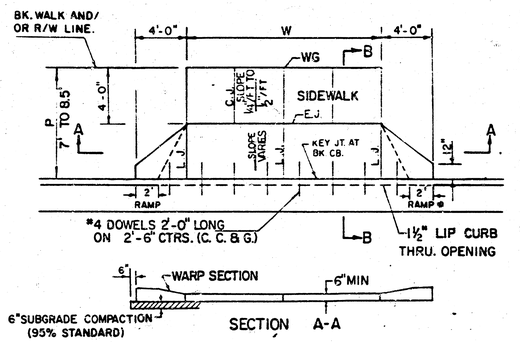
BACK OF CURB DETAIL
SECTION B - B (no scale)





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.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB	-.25'	-.20'	-.20'	-.20'

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

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" 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.	-.26'	-.24'	-.22'	-.20'	-.18'	-.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 IN THE PARKING. 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 "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" 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 52' 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 6"x12" W4-W4 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 JUNE 1985

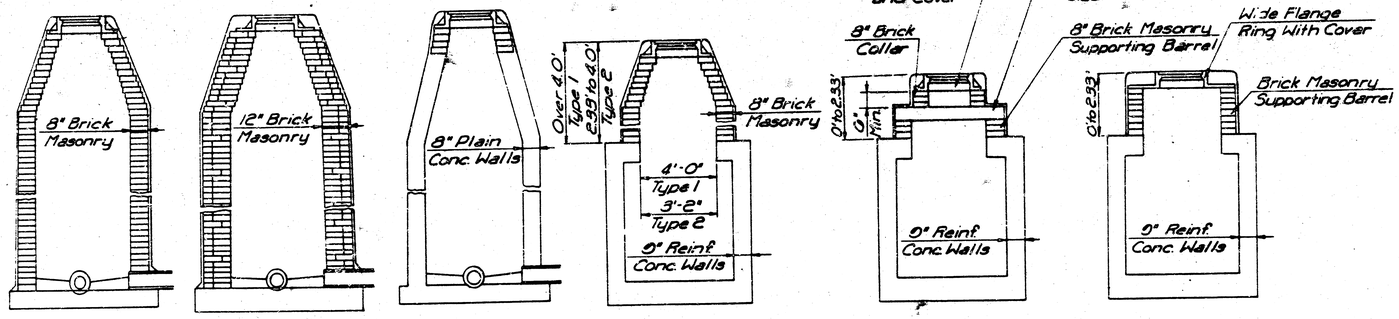
SCALE: 1"= 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER 472 76 245 81492 000 000 001

DATE SEPTEMBER 1982 | DWG FILE NO 8541-D-80,029 | SHEET NO. 3 OF 6.

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TYPE A
Single Wall Brick Masonry

TYPE B
Double Wall Brick Masonry

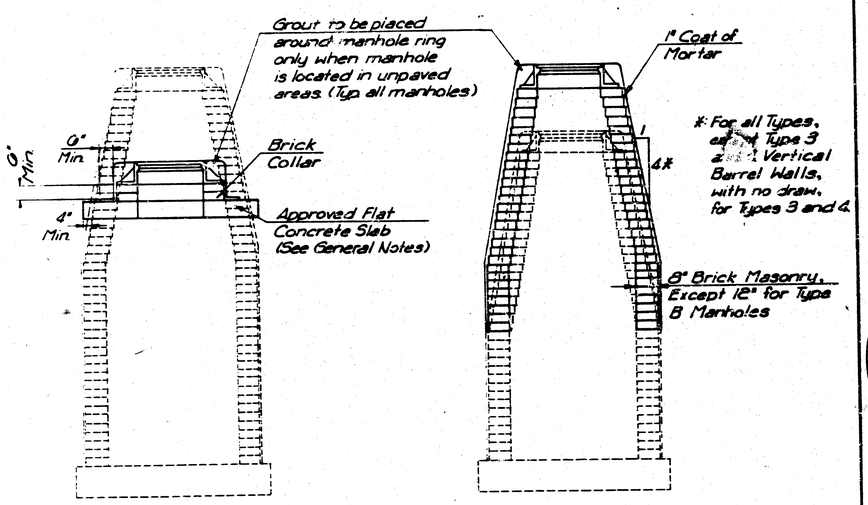
TYPE C & D
Cast in Place
(Type D is plastic lined & has brick draw)

TYPE 1 & 2
Reinforced Concrete

TYPE 3
Reinforced Concrete

TYPE 4
Reinforced Concrete
~~(Wide Flange Ring)~~

DEFINITION SKETCHES-CITY OF WICHITA STANDARD MANHOLES



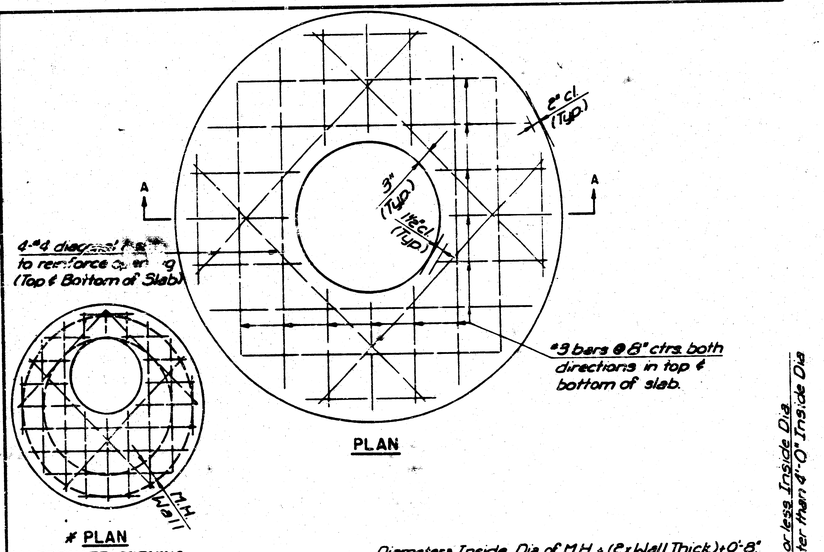
DOWNWARD ADJUSTMENT
(GREATER THAN 12")
All Types

THE APPROPRIATE PORTIONS OF THE DRAM AND BARREL OF TYPE A, B, C, D, 1 AND 2 MANHOLES SHALL BE REMOVED. A FLAT CONCRETE SLAB SHALL BE PLACED AND THE RING AND COVER RESET. ALL WORK AND MATERIALS SHALL CONFORM TO THE DETAILS SHOWN AND THE GENERAL NOTES.

COURSES OF BRICK BARREL SUPPORTING THE WIDE FLANGE RING FOR TYPE 4 MANHOLES AND FLAT CONCRETE SLAB FOR TYPE 3 MANHOLES SHALL BE REMOVED AS NECESSARY PRIOR TO RESETTING THE WIDE FLANGE RING OR FLAT CONCRETE SLAB AND RING. ALL WORK AND MATERIALS SHALL CONFORM TO THE DETAILS SHOWN AND THE GENERAL NOTES.

UPWARD ADJUSTMENT
(GREATER THAN 12")
All Types

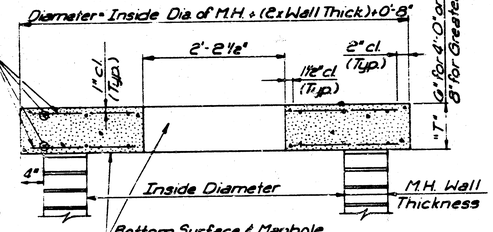
THE ENTIRE DRAM OF TYPES A, B, C, D, 1 AND 2 MANHOLES SHALL BE REMOVED, THE MANHOLE BARREL RAISED THE APPROPRIATE AMOUNT, A NEW DRAM CONSTRUCTED. AND THE RING AND COVER RESET. THE UPPER PORTION OF TYPE 3 MANHOLES SHALL BE REMOVED TO THE BOTTOM OF THE FLAT CONCRETE SLAB, THE BRICK MASONRY BARREL SUPPORTING THE SLAB SHALL BE RAISED THE APPROPRIATE AMOUNT, AND THE SLAB AND RING AND COVER RESET. THE WIDE FLANGE RING AND COVER OF TYPE 4 MANHOLES SHALL BE REMOVED, THE BRICK MASONRY BARREL SUPPORTING THE RING SHALL BE RAISED THE APPROPRIATE AMOUNT AND THE RING AMO COVER RESET. ALL WORK REQUIRED FOR A GREATER THAN TWELVE INCH (12") UPWARD ADJUSTMENT OF ANY MANHOLE SHALL BE ACCOMPLISHED WITH BRICK MASONRY IN ACCORDANCE WITH THE DETAILS SHOWN AND THE GENERAL NOTES.



PLAN

* PLAN
ALTERNATE OPENING
LOCATION

#3 bars @ 8" ctrs. both directions in top & bottom of slab.



SECTION A-A

*: To be used only if necessary to keep ring and cover from conflicting with curb or combined curb and gutter. Flat concrete slab shall be rotated on existing manhole to position ring and cover in pavement or behind curb.

FLAT CONCRETE SLAB DETAILS

CASTLE & ASSOCIATES
ENGINEERS
WICHITA, KANSAS

DWG FILE NO 8541-D-80.030
DATE SEPTEMBER 1985

MANHOLE ADJUSTMENT DETAILS

PROJECT NUMBER
472 76 245 81492 000 000 001

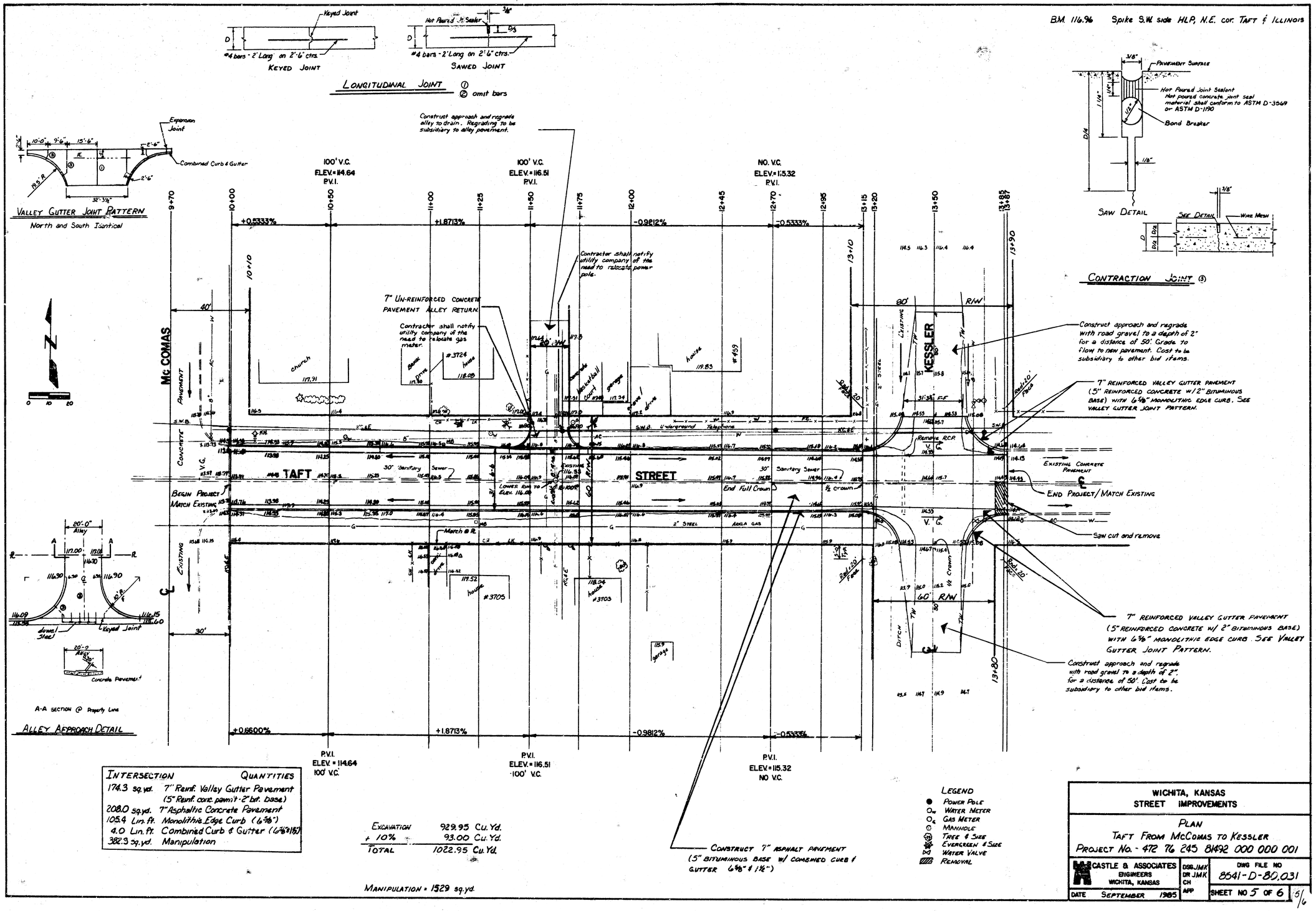
CITY OF WICHITA, KANSAS
M. E. LINDEBAK – CITY ENGINEER

Designed by | Checked by
Drawn by | SHEET NO 4 OF 6

4/6

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8541 SURVEY - JMK DRAFT/PERSON - JMK EARTHWORK PLOTTER - JMK



INTERSECTION QUANTITIES	
174.3 sq.yd.	7" Reinf. Valley Gutter Pavement (5" Reinf. conc. pavmt - 2" bit. base)
208.0 sq.yd.	7" Asphaltic Concrete Pavement
105.9 Lin.ft.	Monolithic Edge Curb (6 5/8")
4.0 Lin.ft.	Combined Curb & Gutter (6 5/8" & 1 1/2")
382.3 sq.yd.	Manipulation

EXCAVATION	929.95 Cu.Yd.
+ 10%	93.00 Cu.Yd.
TOTAL	1022.95 Cu.Yd.

LEGEND
- Power Pole
- Water Meter
- Gas Meter
- Manhole
- Tree & Size
- Evergreen & Size
- Water Valve
- Removal

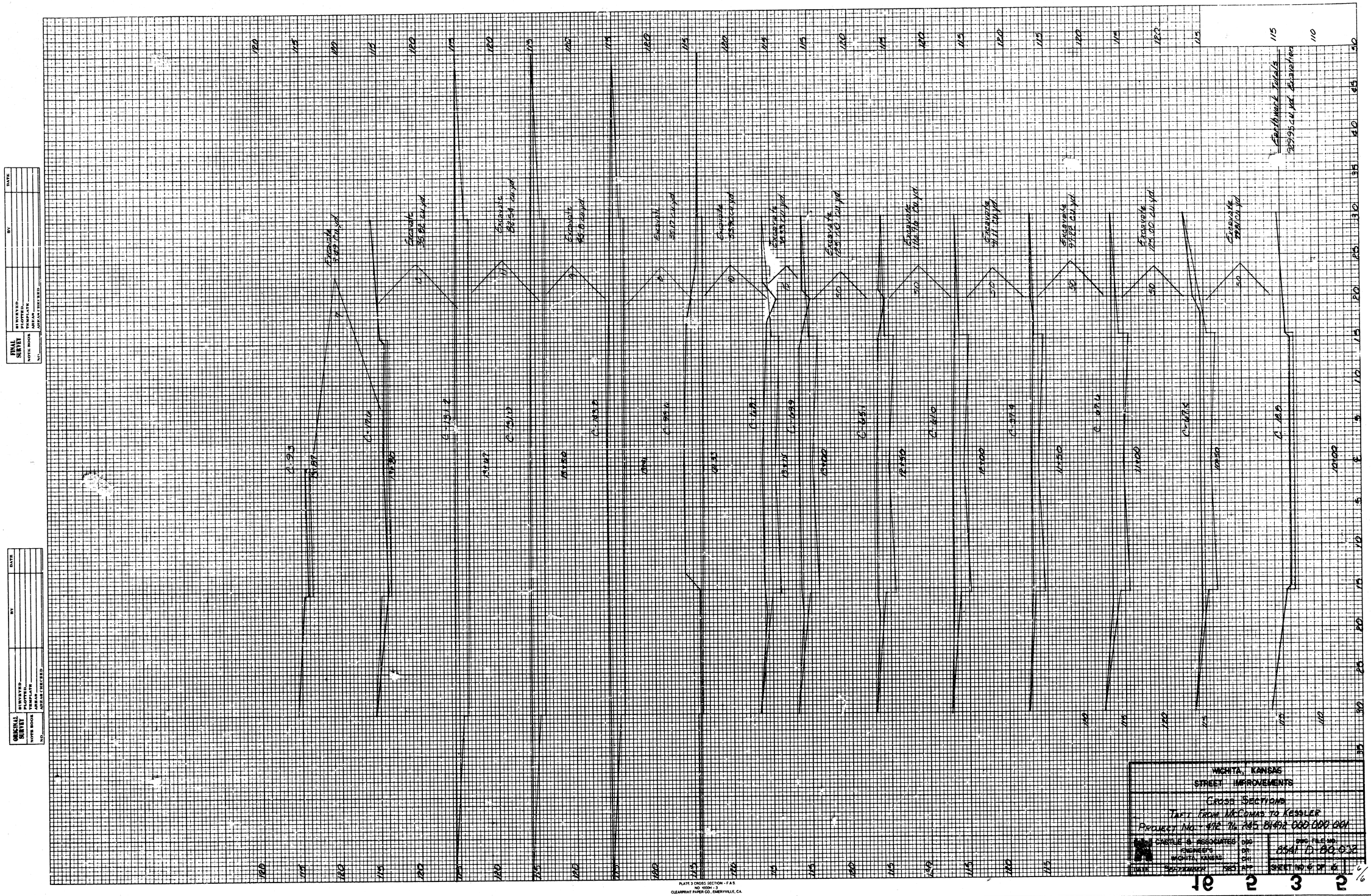
WICHITA, KANSAS
STREET IMPROVEMENTS

PLAN
TAFT FROM McCOMAS TO KESSLER
PROJECT NO. 472 76 245 81492 000 000 001

CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS
DSG. JMK DR. JMK CH APP
DWG FILE NO 8541-D-80,031
DATE SEPTEMBER 1985
SHEET NO 5 OF 6

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