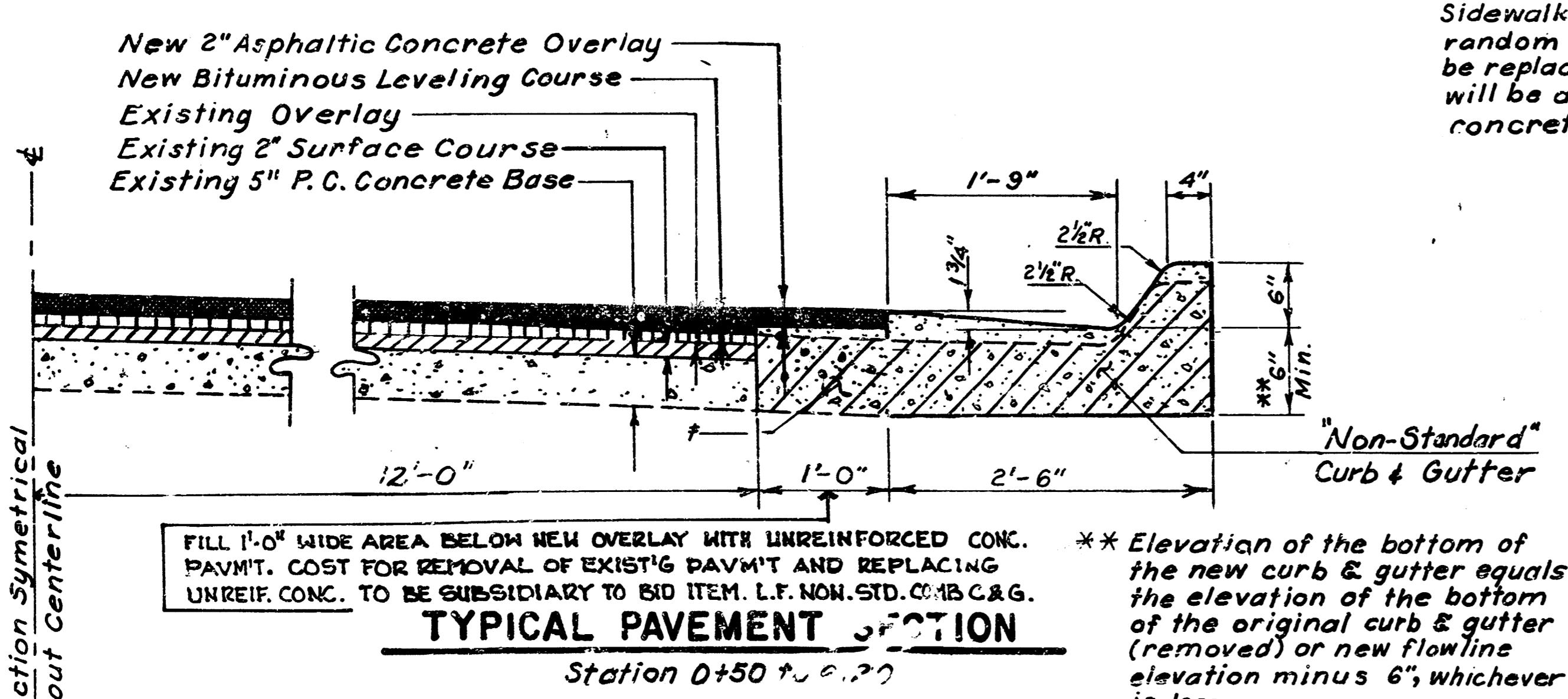
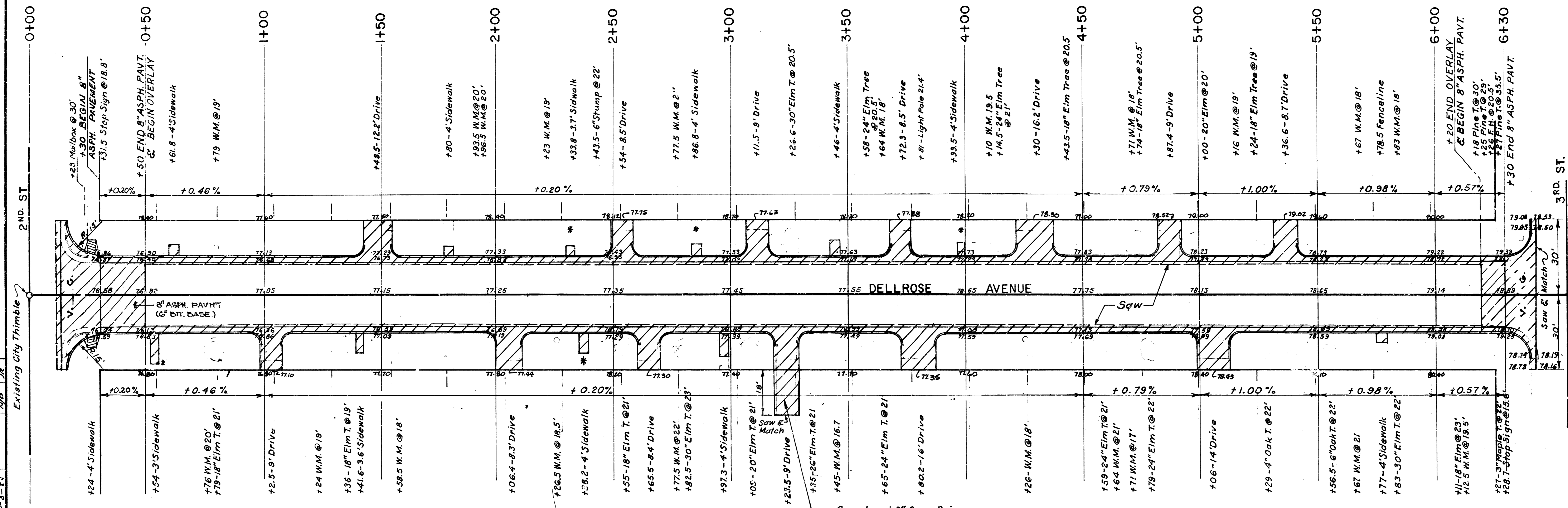




Reference B.M. 173.63 NW corner 1<sup>st</sup> step of house @ 254 N. Oliver B.M. #1  
 B.M. 179.15 "M" in the word "Mueller" on top of fire hydrant S.W. corner of 2<sup>nd</sup> & Dellrose B.M. #1  
 B.M. 178.73 Spike Step in East side of 24" Elm in front of house at 333 Dellrose (Sta. 3+58.17) B.M. #2  
 B.M. 181.99 "T" in the word "TROY" on top of fire hydrant at S.W. corner of intersection of 3<sup>rd</sup> & Dellrose. B.M. #3

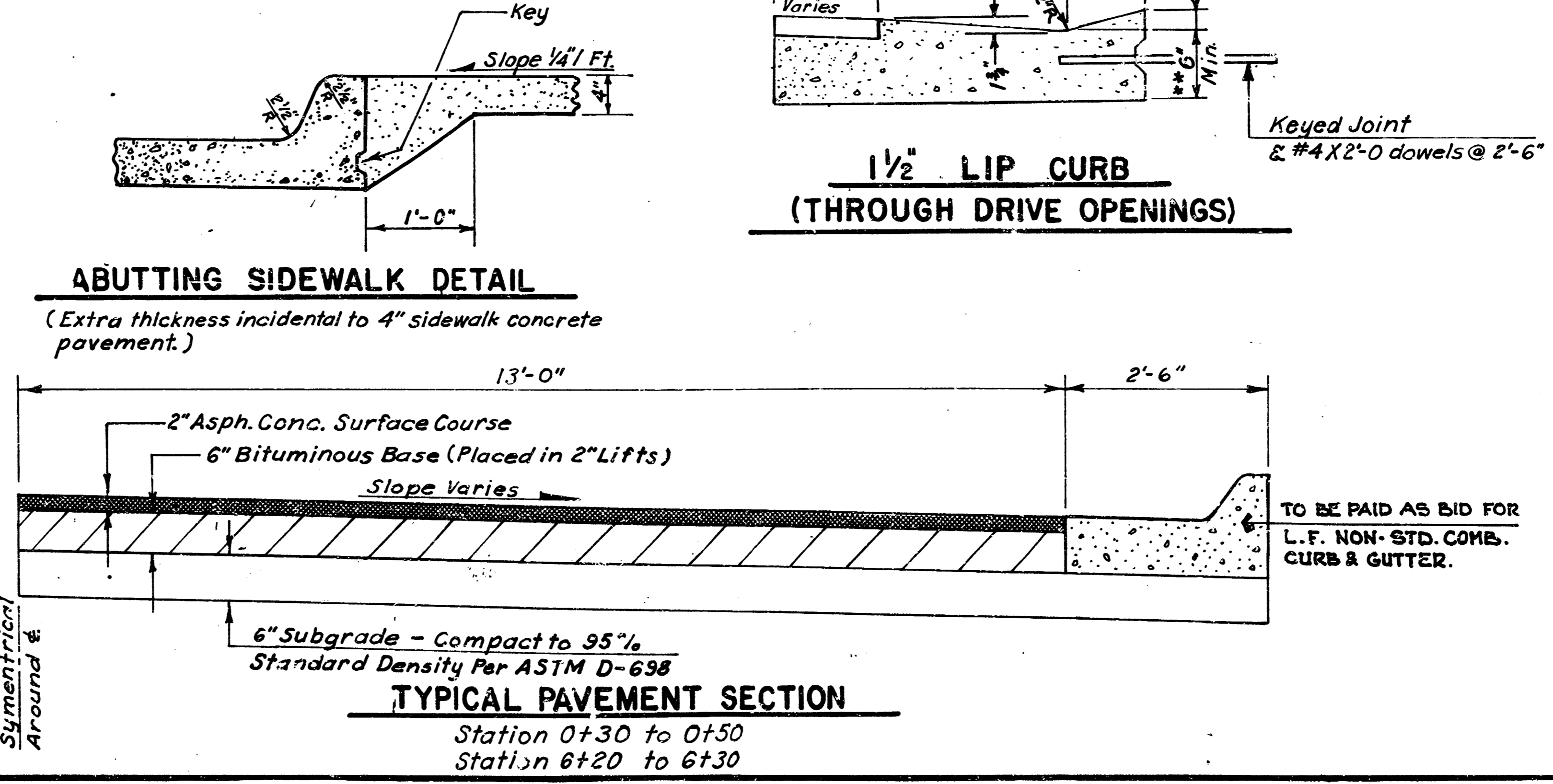
2  
6



CROSS SLOPES		SLOPE	
FROM	TO	Left	Right
0+50	1+00	1/4" / ft	1/2" / ft
1+00	1+50	1/4" / ft	Transition
1+50	6+30	1/4" / ft	3/8" / ft

**EARTHWORK**  
 EXCAVATION, BORROW, AND COMPACTED FILL SHALL BE INCIDENTAL TO OTHER BID ITEMS.  
**ASPHALT - FOR INFORMATION ONLY**  
 BID ITEM SQ YDS 2" MINIMUM ASPHALT OVERLAY WITH LEVELING COURSES. LEVELING COURSES CONSISTS OF APPROXIMATELY 175 TONS ASPHALT.

**Note:**  
 Sidewalks denoted with "\*" have random cut pattern and shall be replaced in kind. Payment will be as for 4" sidewalk concrete pavement.



CURB AND GUTTER RECONSTRUCTION  
 DELLROSE AVENUE  
 FROM THE NORTH LINE OF SECOND ST.  
 TO THE SOUTH LINE OF THIRD ST.  
 PROJECT 472 76 245 81413 000 000 001

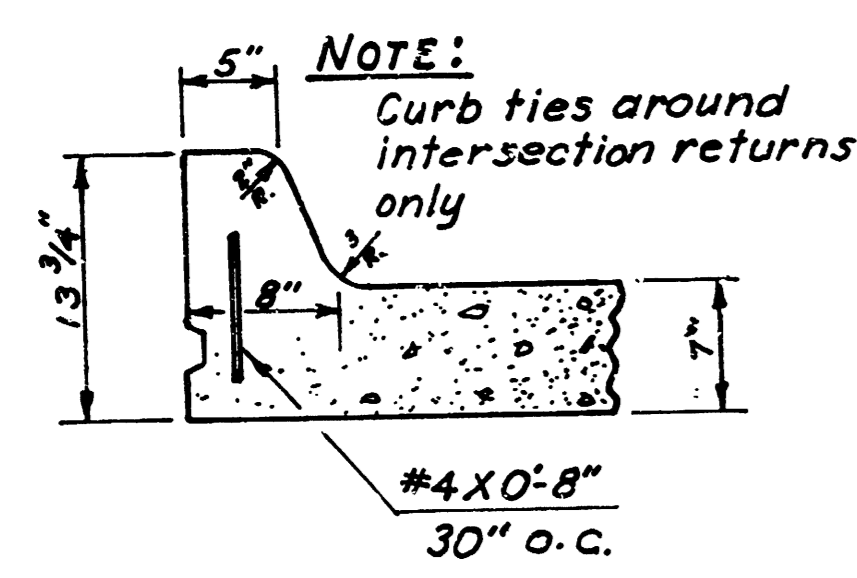
**PLAN**

**R. S. DELAMATER & ASSOCIATES INC.**  
 CONSULTING ENGINEERS  
 WICHITA, KANSAS

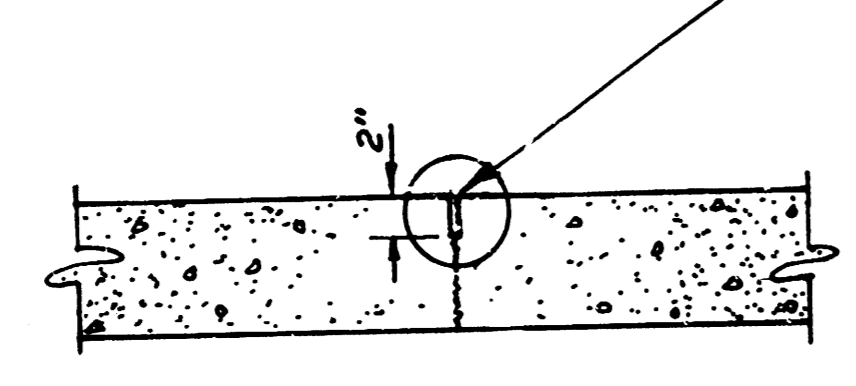
DATE: March 1985 DWG. NO. 1012-D-2

SURVEY PLOTTED DESIGN CHECKED APPROVED REVISION  
 DATE: JUL 83 BY: JLD  
 DATE: SEP 83 BY: JLD  
 DATE: OCT 83 BY: JLD  
 DATE: NOV 83 BY: JLD  
 DATE: DEC 83 BY: JLD  
 DATE: JAN 84 BY: JLD  
 DATE: FEB 84 BY: JLD  
 DATE: MAR 84 BY: JLD  
 DATE: APR 84 BY: JLD  
 DATE: MAY 84 BY: JLD  
 DATE: JUN 84 BY: JLD  
 DATE: JUL 84 BY: JLD  
 DATE: AUG 84 BY: JLD  
 DATE: SEP 84 BY: JLD  
 DATE: OCT 84 BY: JLD  
 DATE: NOV 84 BY: JLD  
 DATE: DEC 84 BY: JLD

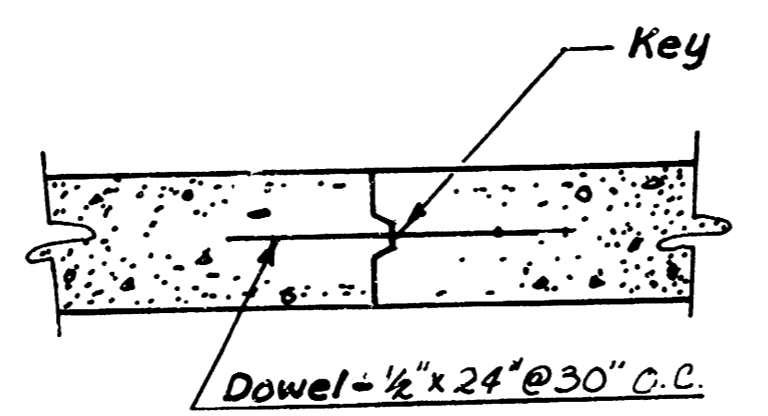
Seal joints with joint sealer meeting the requirements of ASTM D-3569 or ASTM D-1190



MONOLITHIC CURB

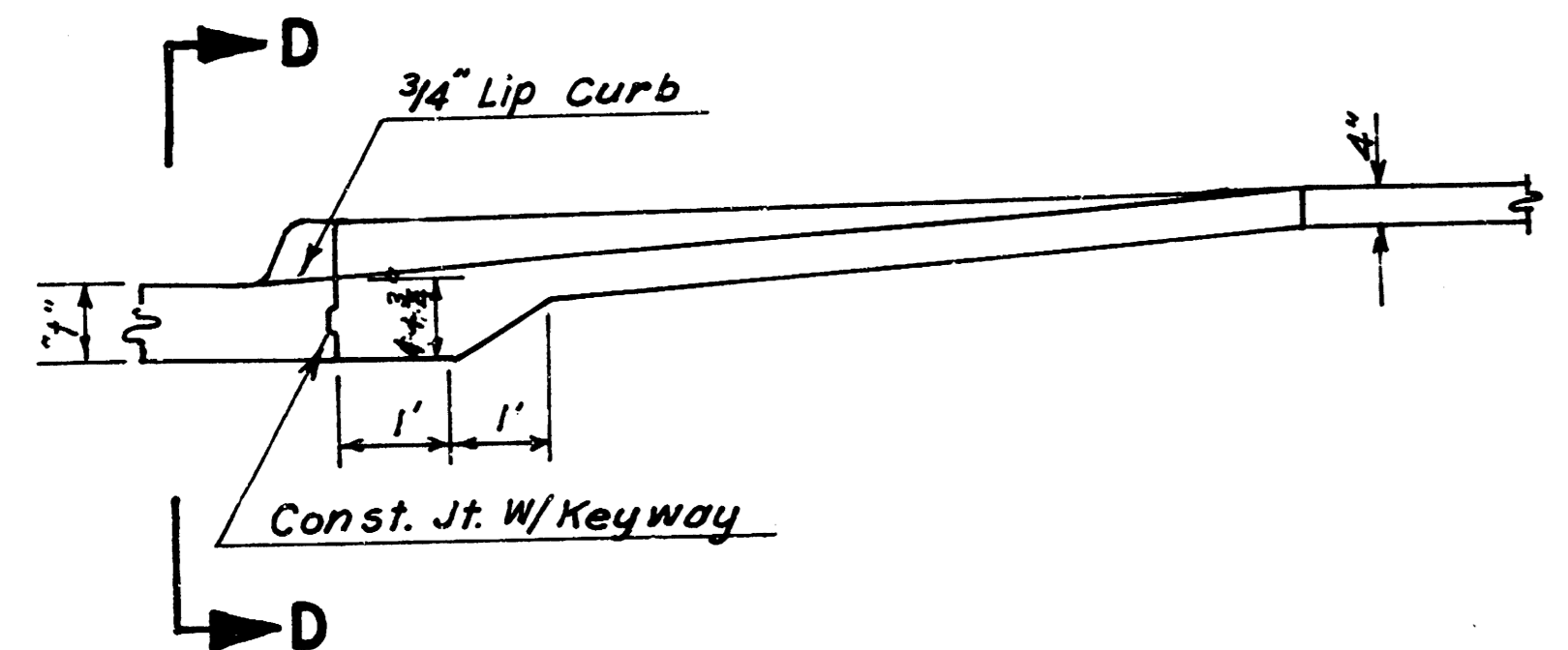


SAWED CONTRACTION JOINT (C.J.)

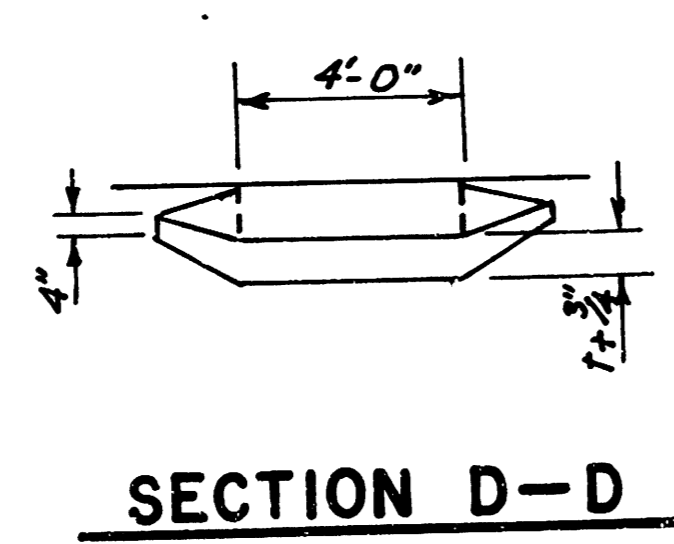


KEYED JOINT AT CENTERLINE (K.J.)

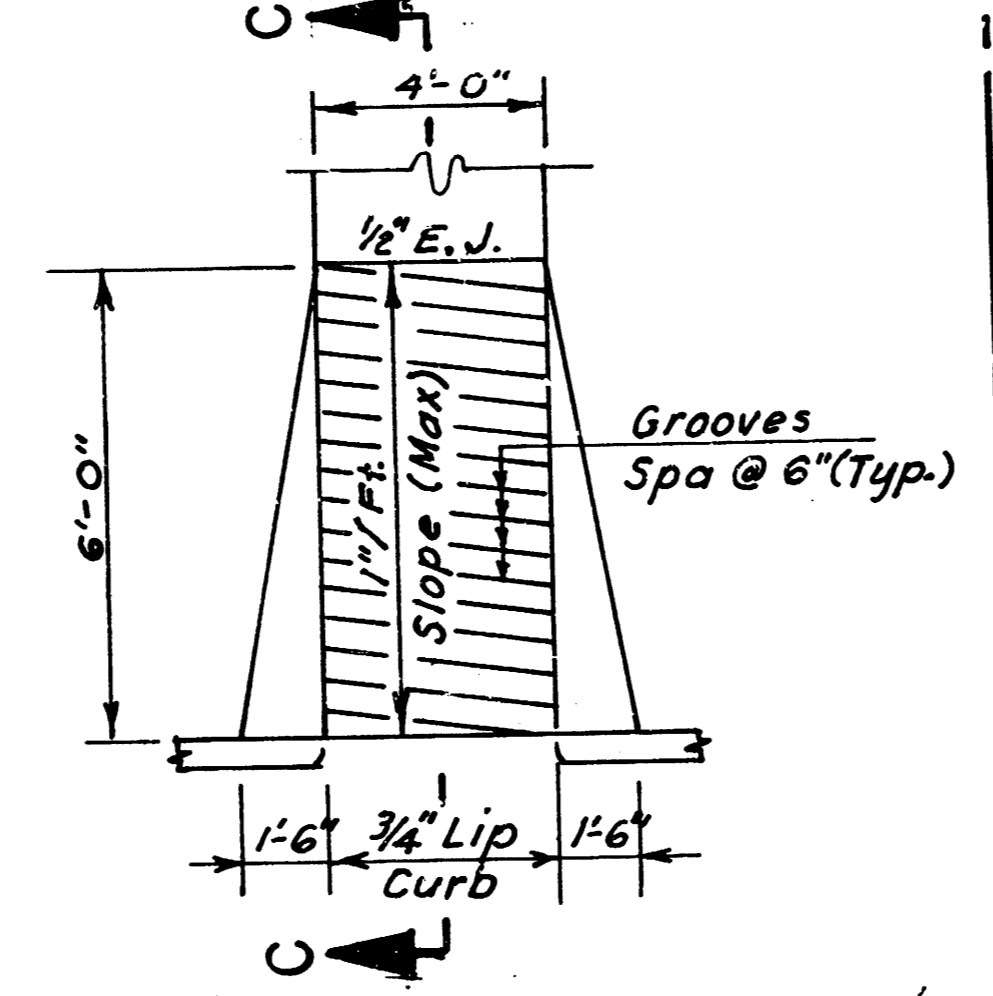
ALL LABOR & MATERIAL NECESSARY TO INSTALL DOWEL BARS SHALL BE SUBSIDIARY TO BID ITEM S.Y. 5" UNREINF. V. G. PAVT.



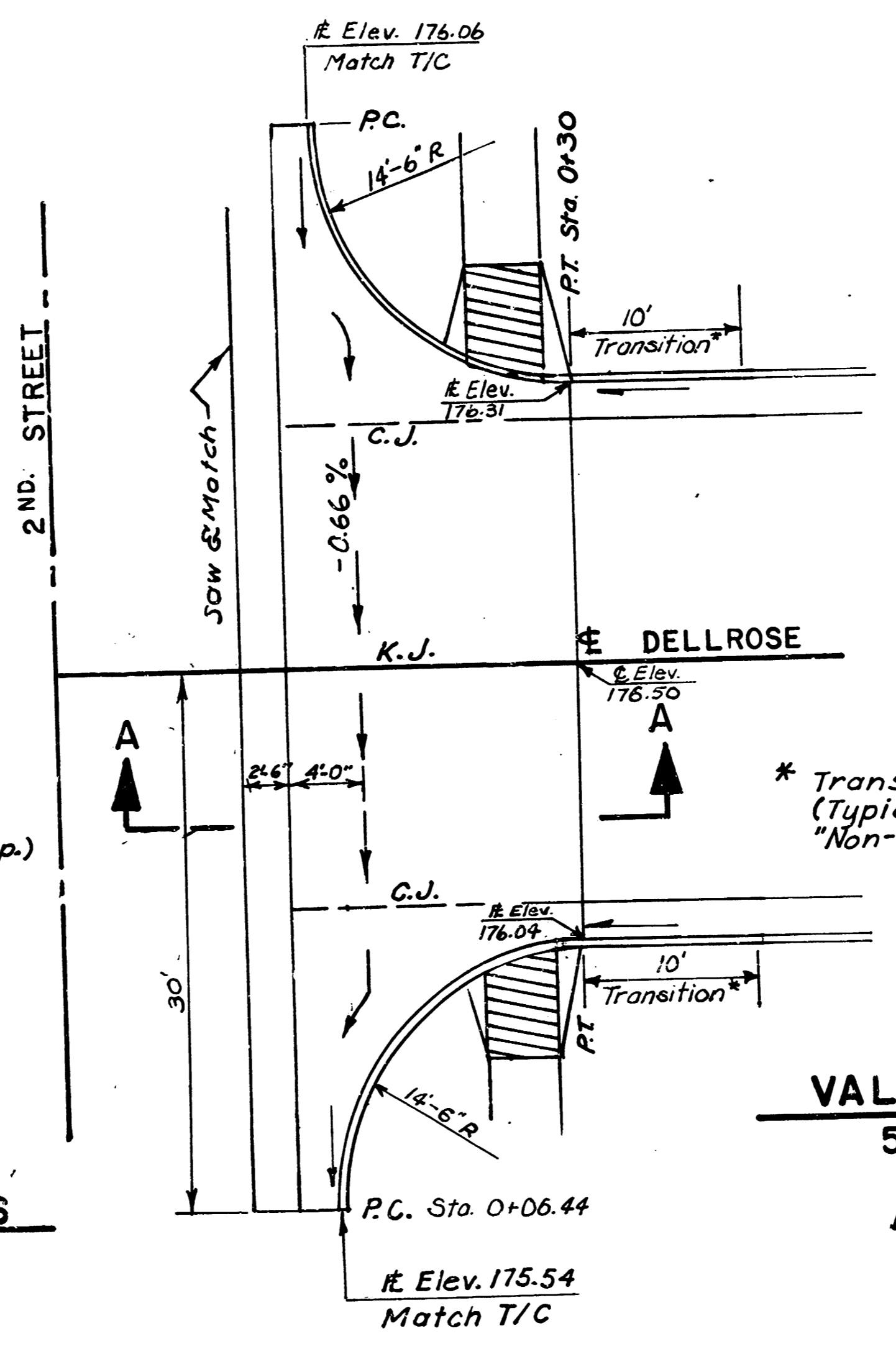
SECTION C-C



SECTION D-D

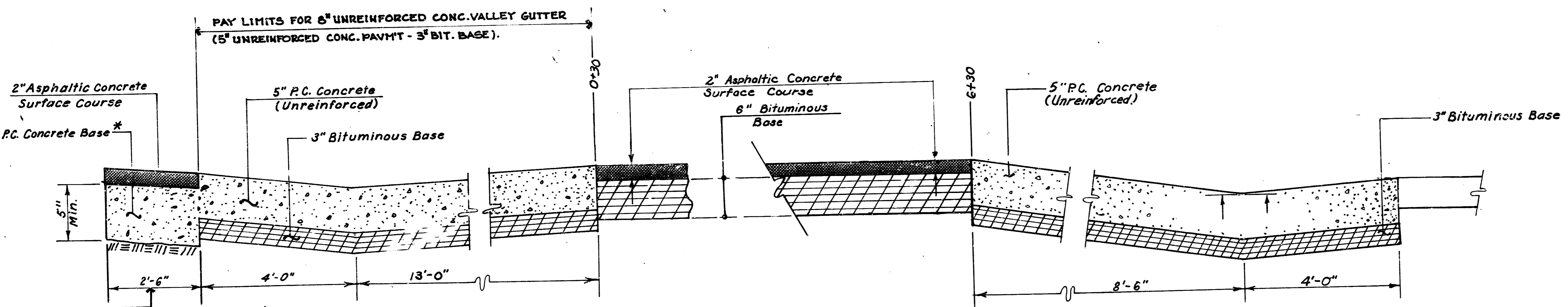
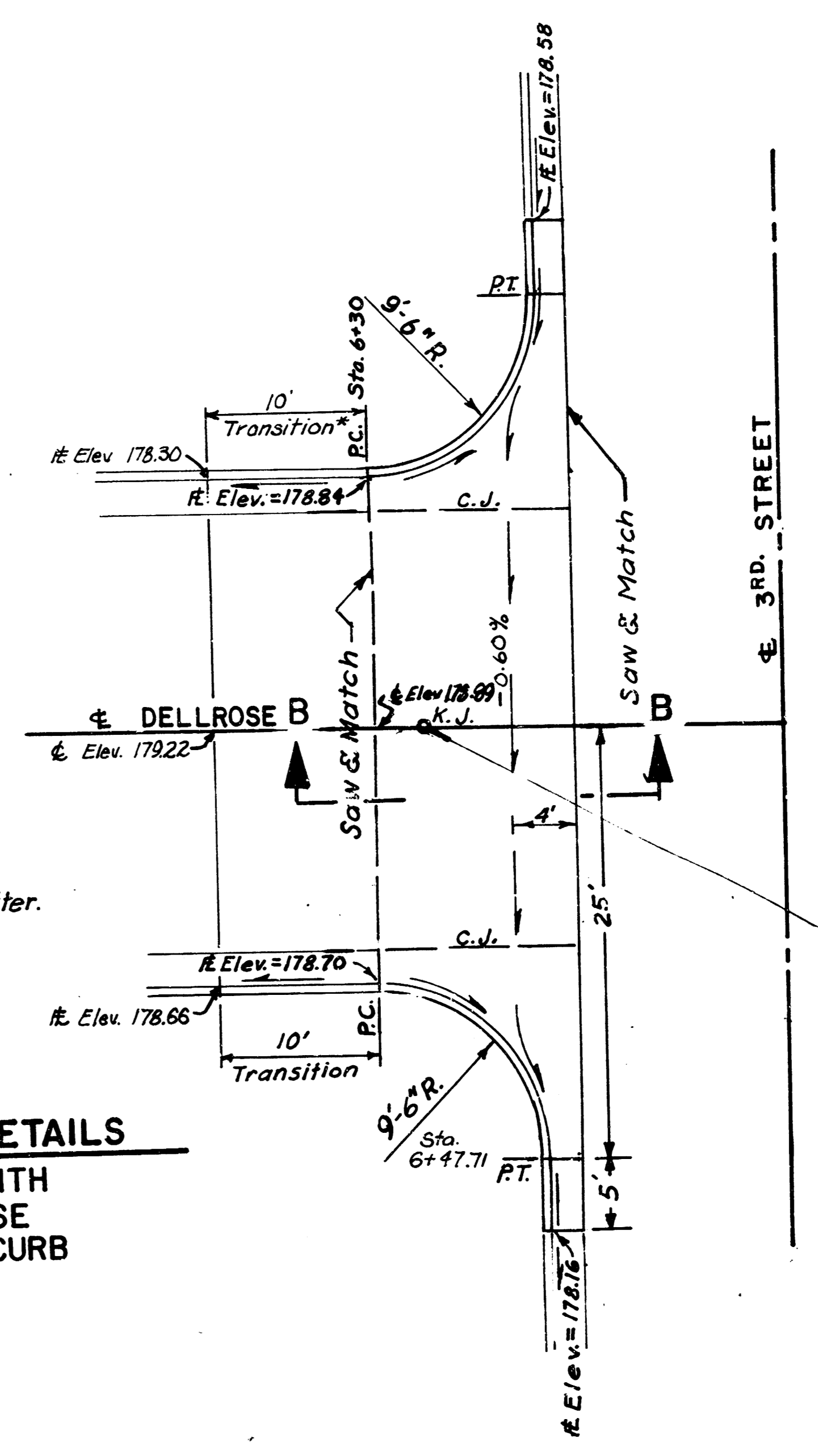


STANDARD WHEELCHAIR RAMPS (AT SECOND STREET ONLY)



VALLEY GUTTER DETAILS

5" P.C. CONCRETE WITH 3" BITUMINOUS BASE AND MONOLITHIC CURB



\* NOTE: COST FOR REMOVING EXIST'G PAVT & REPLACING NEW PAVEMENT IS TO BE SUBSIDIARY TO 6" UNREINFORCED CONC. VALLEY GTR. (5" UNREINF CONC - 3" B-B).

SECTION A-A

SECTION B-B

LEGEND

K.J. Keyed joint with tie bars

C.J. Sawed joint - traverse without tie bars

DATE	BY	CHECKED	DESIGN	DRAWN	APPROVED	REVISION
10/1/85	WJD	WJD	WJD	WJD	WJD	1-2-85
						2-11-85
						3-11-85

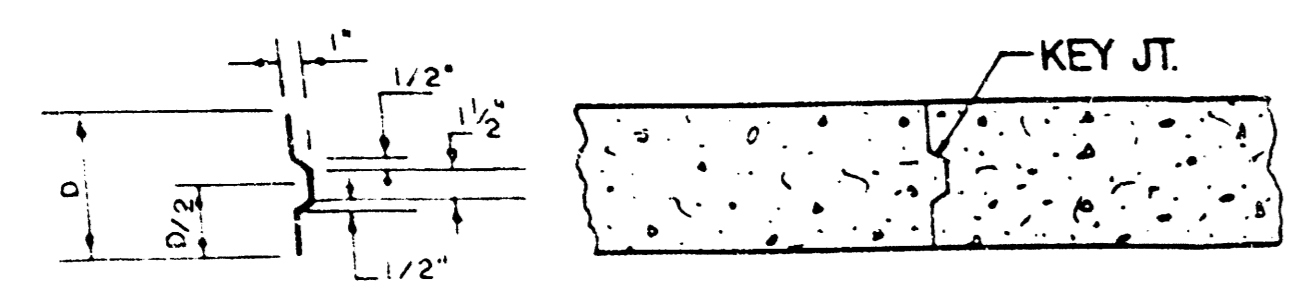
CURB AND GUTTER RECONSTRUCTION  
DELLROSE AVENUE  
FROM THE NORTH LINE OF SECOND ST.  
TO THE SOUTH LINE OF THIRD ST.

PROJECT 472 76 245 81413 000 000 001

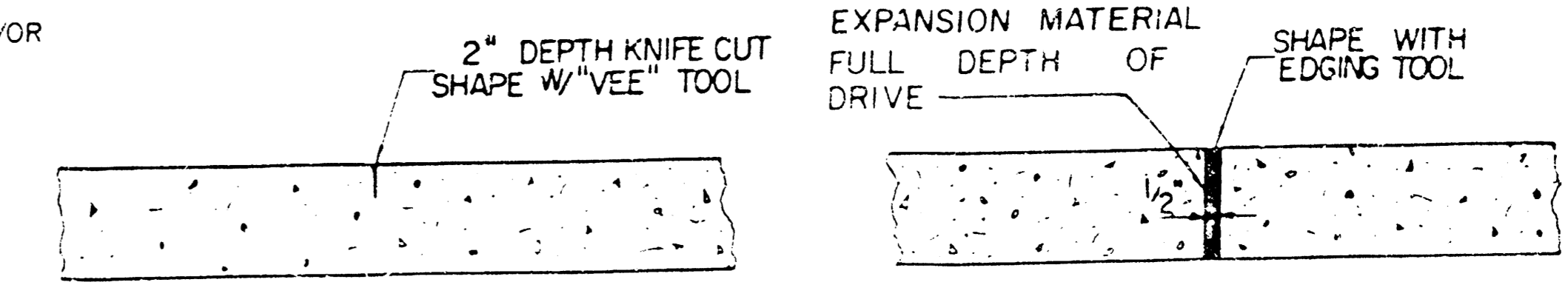
**VALLEY GUTTER DETAILS**

**R. S. DELAMATER & ASSOCIATES INC.**  
CONSULTING ENGINEERS  
WICHITA, KANSAS

DATE: March 1985 DWG. NO. 0102-D-3

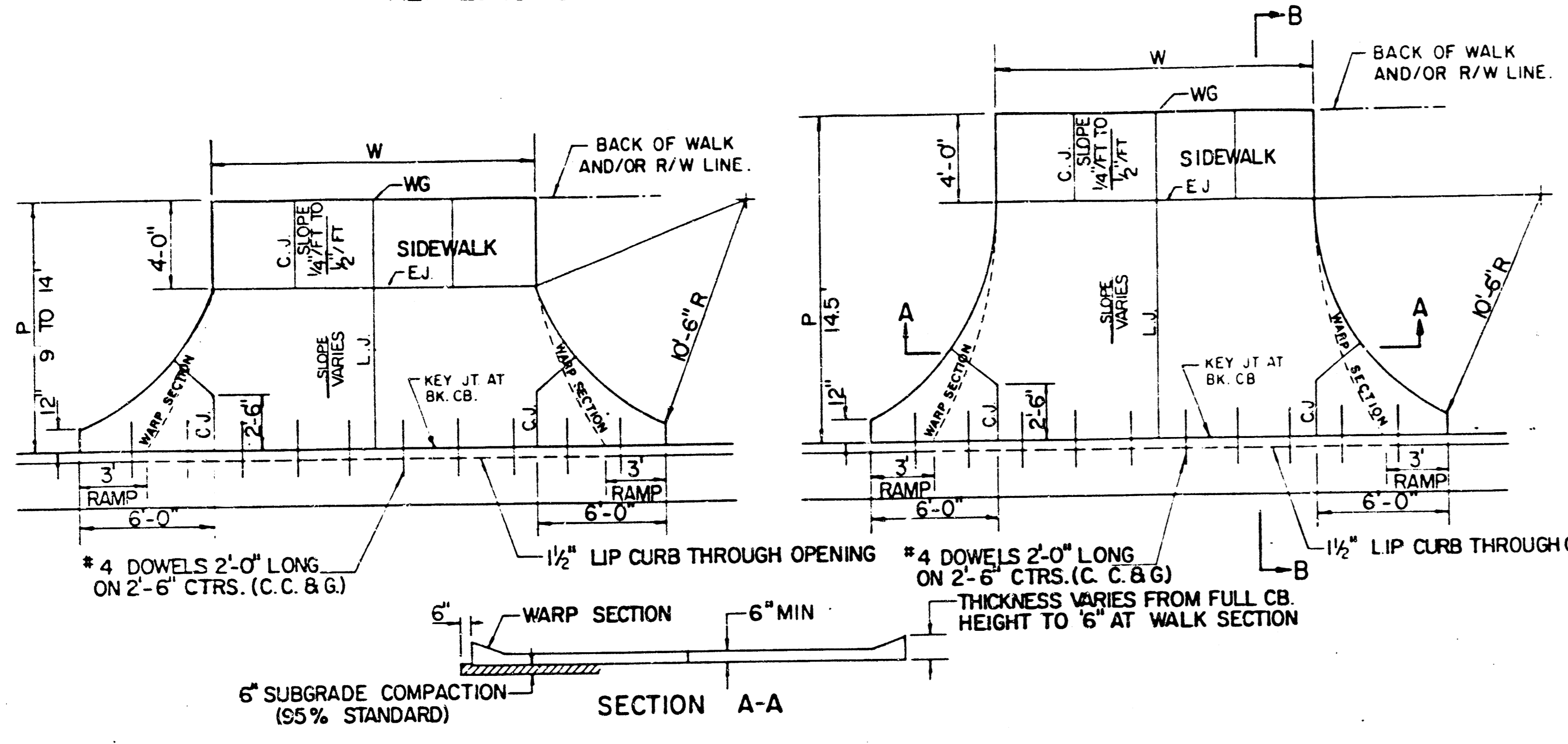


ALT. LONGITUDINAL CONSTRUCTION JOINT



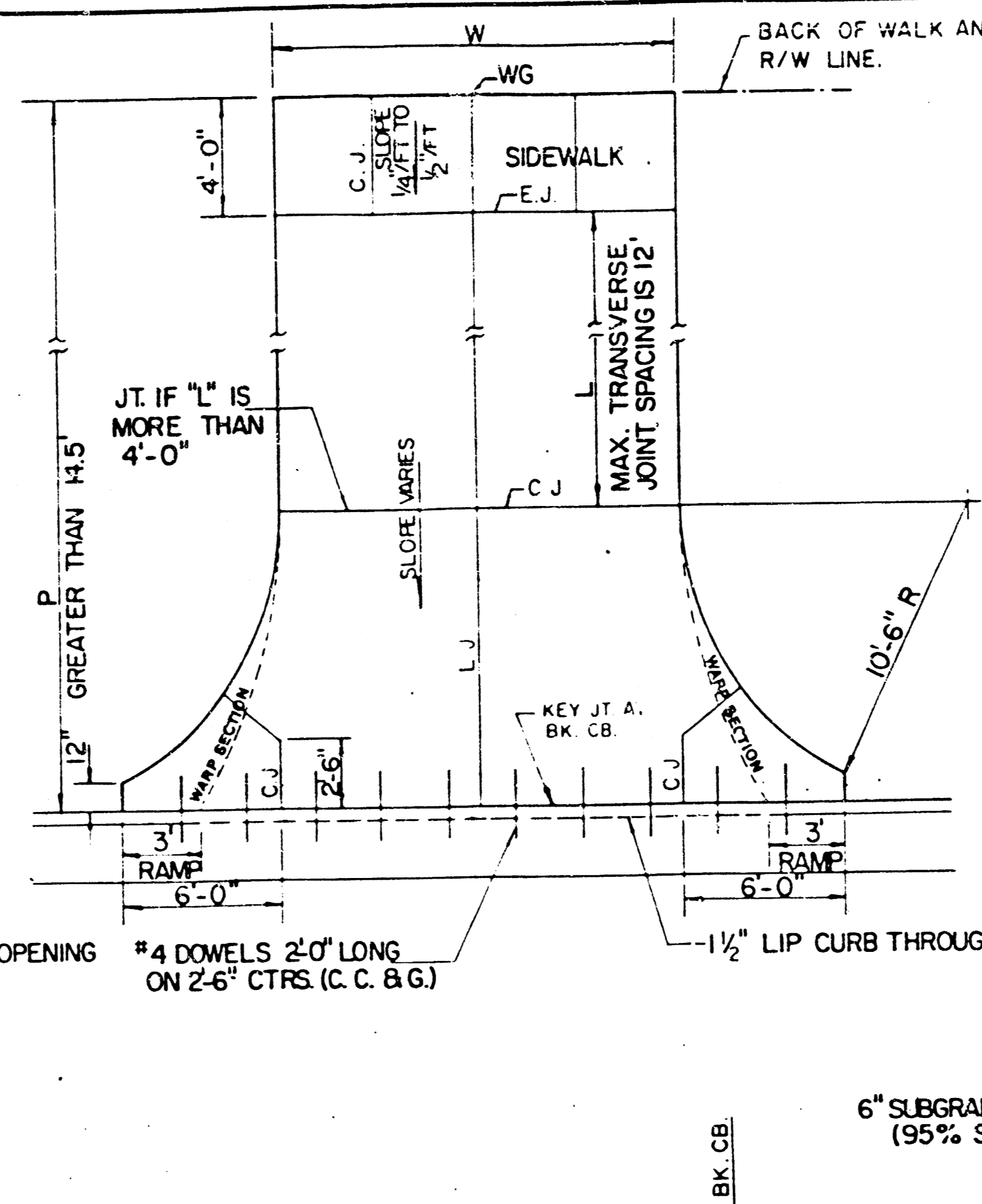
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.) NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)

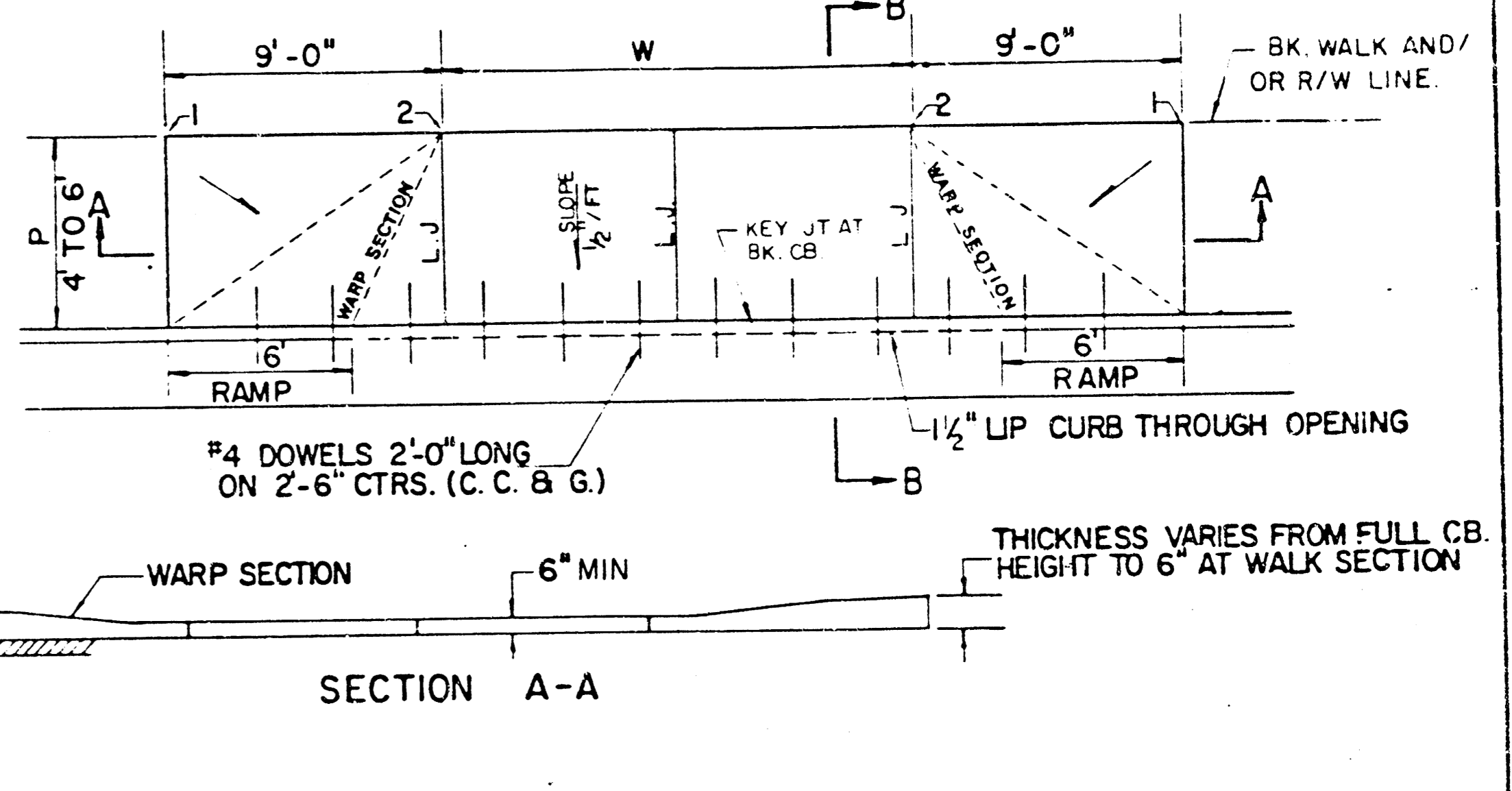


PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE 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 TOP OF FULL CURB	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

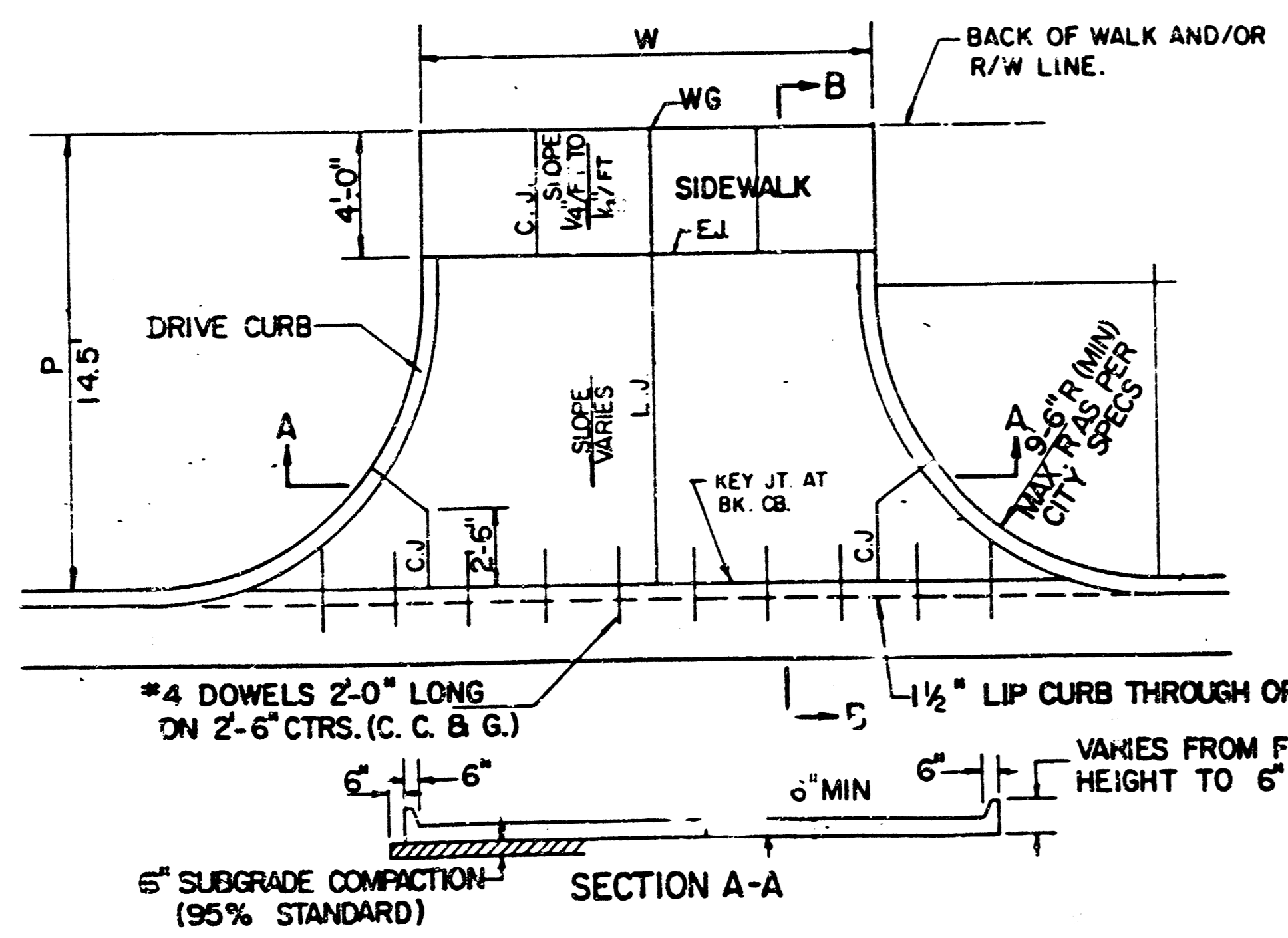


SECTION B-B (no scale)



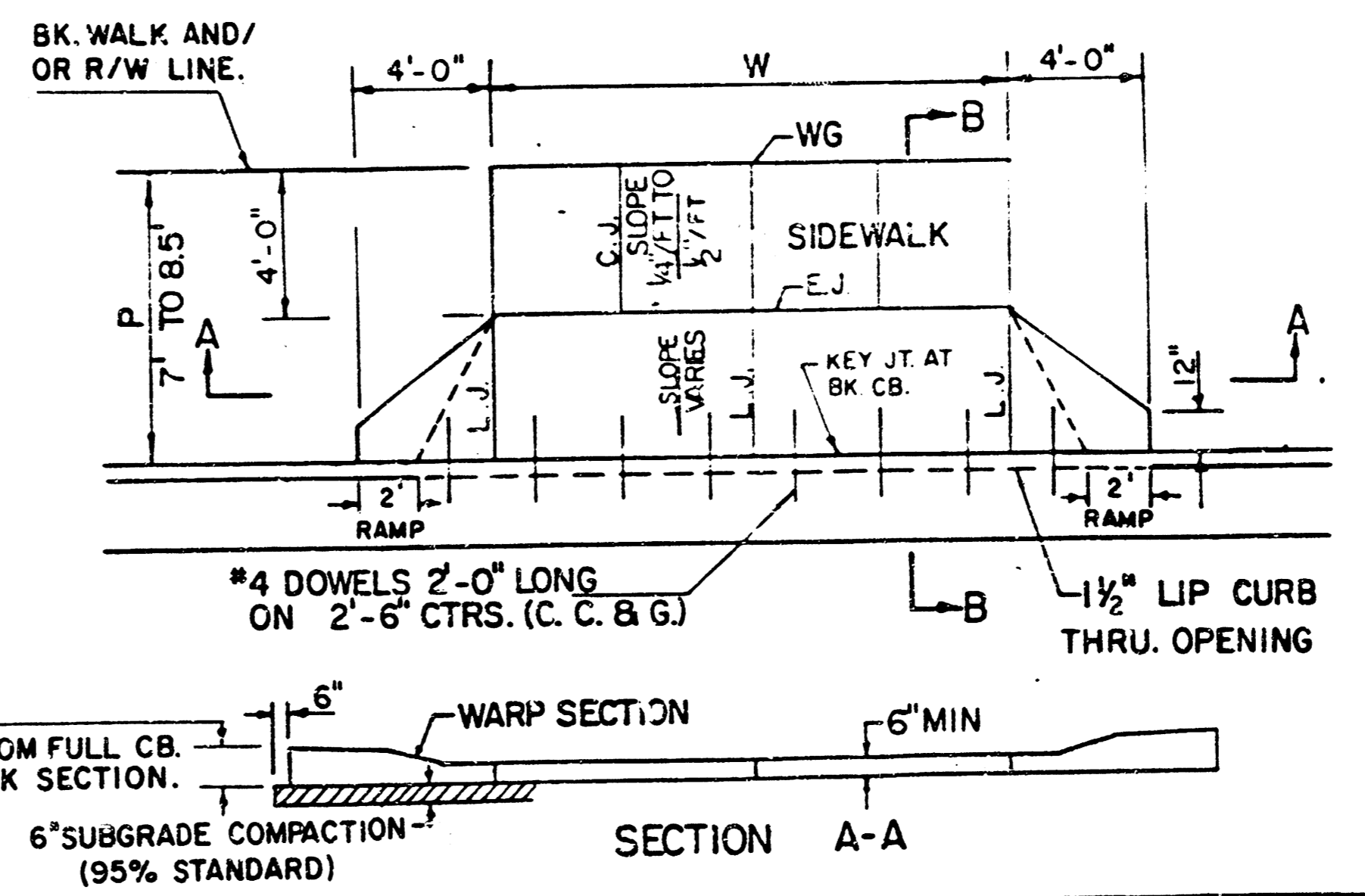
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "T" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "T" BELOW TOP OF FULL CB.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.16'

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



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)



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

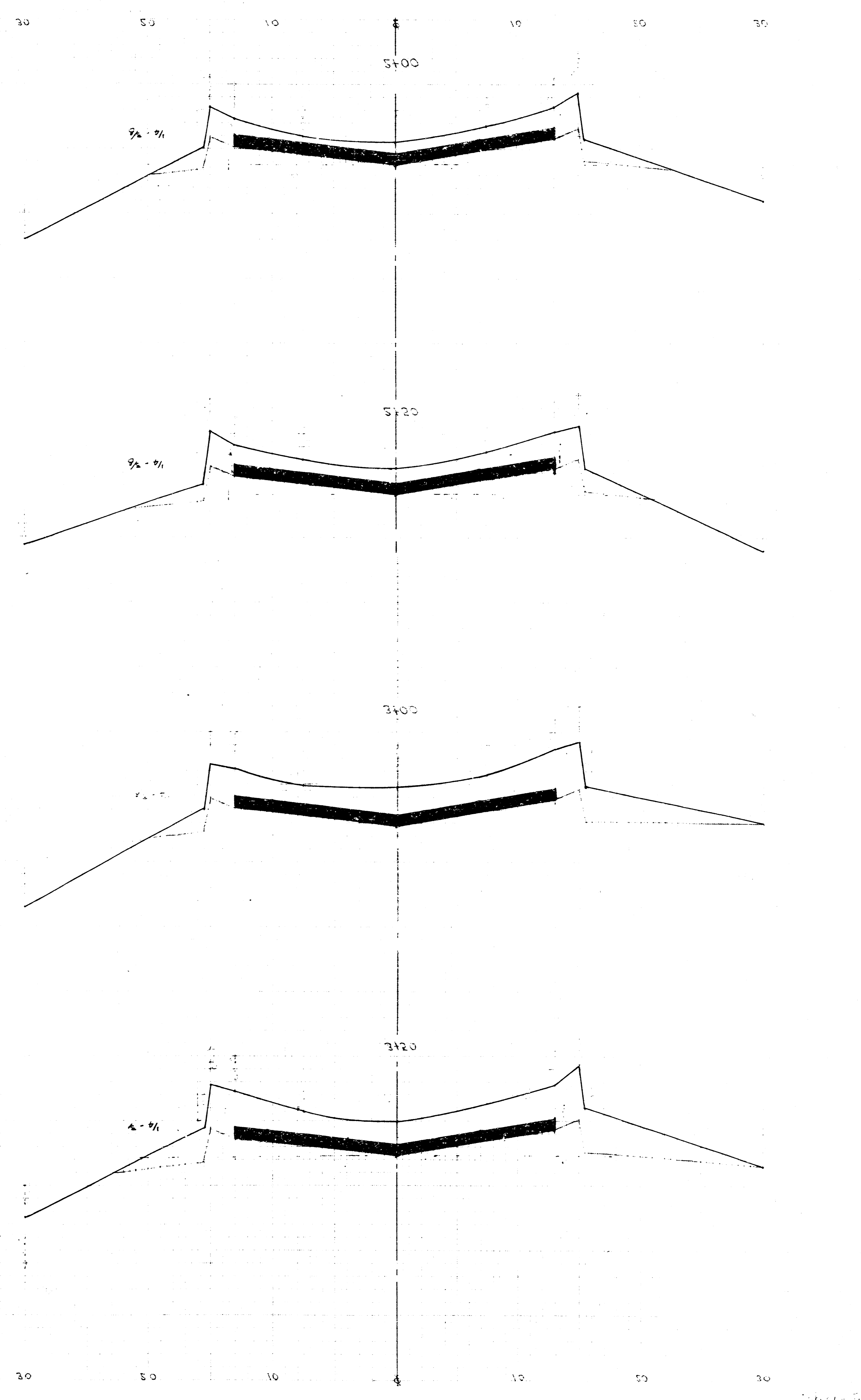
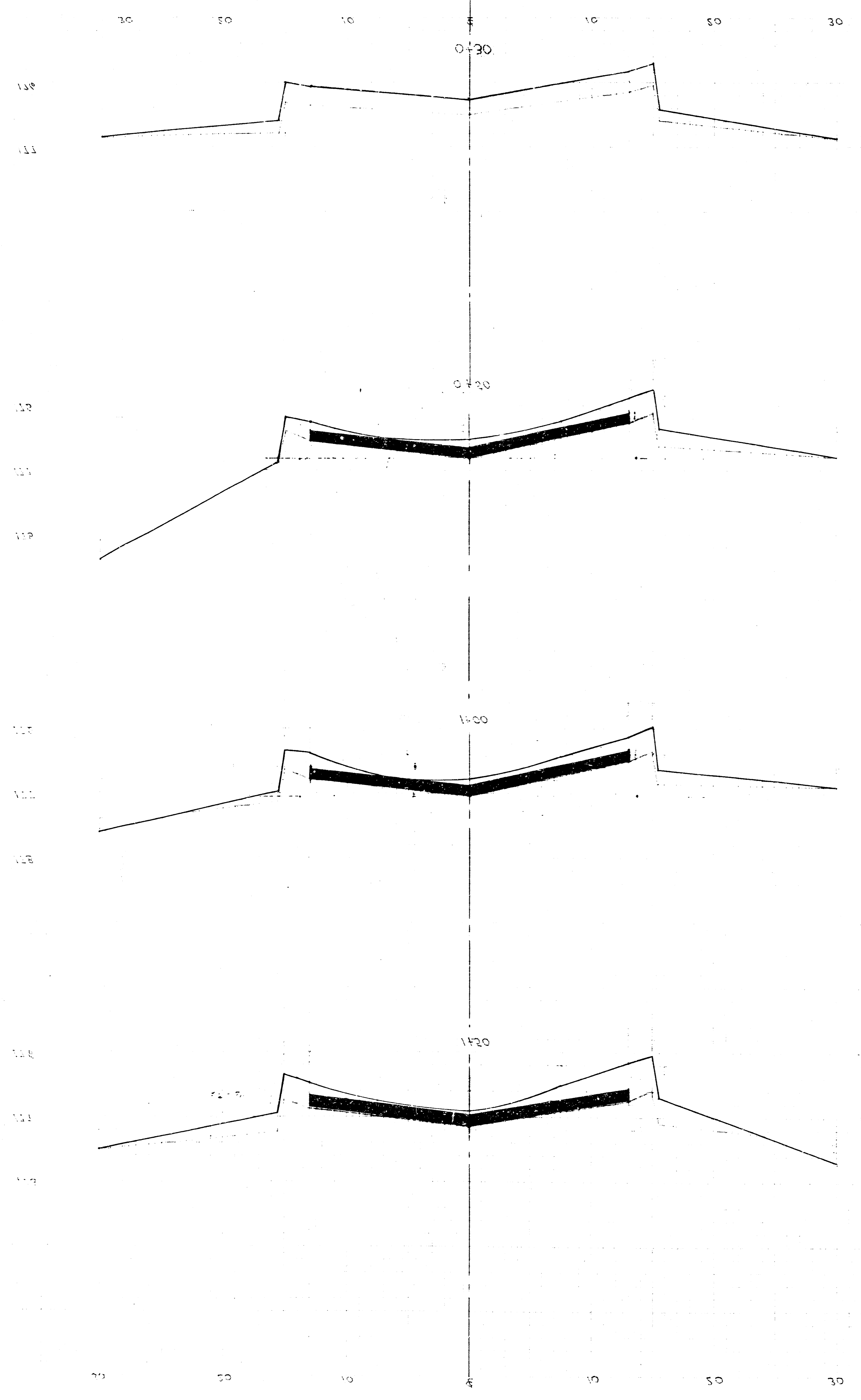
PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.15'	0.16'	0.17'	0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

- GENERAL NOTES
- 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.
  - 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'.
  - DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 20' 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.
  - CONSTRUCTION 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.
  - DOSEL BARS SHALL BE OMITTED FROM THE KEVED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
  - 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.
  - 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.
  - 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 #3/4" W-8 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
  - 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.

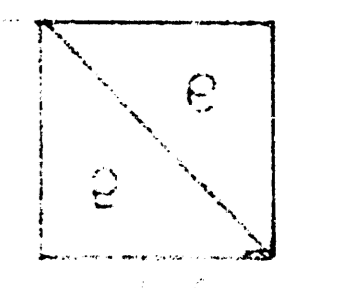
SCALE: 1" = 5'

**STANDARD DRIVE ENTRANCES**  
**FULL HEIGHT CURB**  
 CITY OF WICHITA, KANSAS

PROJECT NUMBER 472 76 245 81413 000 000 001



DATE: 1982 08 10 10:15:00 2



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