CITY OF WICHITA

CURB AND GUTTER RECONSTRUCTION

PROJECT NO. 472 76 245 81413 000 000 001

DELLROSE AVENUE

FROM THE NORTH LINE OF SECOND STREET

TO THE SOUTH LINE OF THIRD STREET

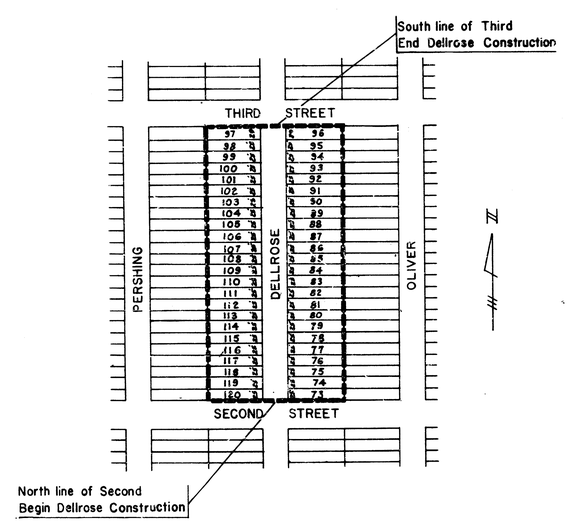
1--Title Sheet

2--Plan

3--Valley Gutter Details

4--Standard Drive Entrances-Full Height Curb

5,6--Cross Sections



DATE	BY	REVISION	APPROVED	CHECKED	DRAWN	DESIGN	PLOTTED	SURVEY
3-18-85	A	ADD'L SHEET						

MICHAEL E. LINDEBAK P.E.
CITY ENGINEER

PLANS PREPARED BY
R.S. DELAMATER & ASSOCIATES, INC.
CONSULTING ENGINEERS
WICHITA, KANSAS

GENERAL NOTES:

1. Interurban traffic generated outside the project area is not to be carried through construction. Local residential traffic generated within the project area shall be carried through construction. *

2. Utility service lines, valve boxes, meters, et cetera, are to be adjusted as necessary by others prior to or during 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. The plan locations shown are not guaranteed. Additional existing utilities may also be encountered. The Contractor shall work around existing utilities within the right-of-way which do not conflict with proposed construction.

3. Trees and shrubs in public right-of-way which are in direct conflict with proposed new construction shall be removed by the Contractor with the Engineer's approval. Trees and shrubs which are not in conflict with proposed new construction shall be saved and protected from damage.

4. 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.

5. 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. 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.

6. The Contractor shall give all property owners and/or tenants of developed property directly affected by the construction of this project a minimim of 24 hours advance notice prior to start of construction.

7. Removal of existing concrete driveway pavements and/or concrete sidewalk pavements will be paid for as square feet of walk and drive removal.

8. Existing asphalt material to be wasted which is suitable for salvage shall become the property of the Contractor.

9. A tack coat of emulsified asphalt (SS-1H or SSS-1H) shall be applied at a rate of approximately 0.05 gallons per square yard between lifts of asphalt when ordered by the Engineer. Tack coat shall not be paid for directly but shall be considered incidental to the project.

10. Driveways shall be constructed with a minimum width of ten (10) feet. ~~Any existing driveway with a width in excess of ten feet shall be reconstructed with the new curbs. The Contractor shall contact property owners to verify location and width of driveways by physical face to face visits. Shall be paid for by the property owner directly to the Contractor, as a result of direct negotiation between these two parties.~~

11. The Contractor shall be responsible for preserving property irons. The Contractor shall be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor or a licensed professional engineer in accordance with state laws.

12. The Contractor shall limit his removal operations to one side of the street, only, at any one time, thus allowing residents to park on the street when their driveways are not accessible, during hours that construction operations are not in progress.

13. Cure all exposed concrete surfaces, including curbs and gutters, valley gutters, driveways and sidewalks, with Emulsified Linseed Oil in accordance with the Supplemental Specifications.

* Construction shall be confined to one-half of the street at a time, except for the overlay operation.

R.S. DELAMATER LICENSED 513 KANSAS PROFESSIONAL ENGINEER

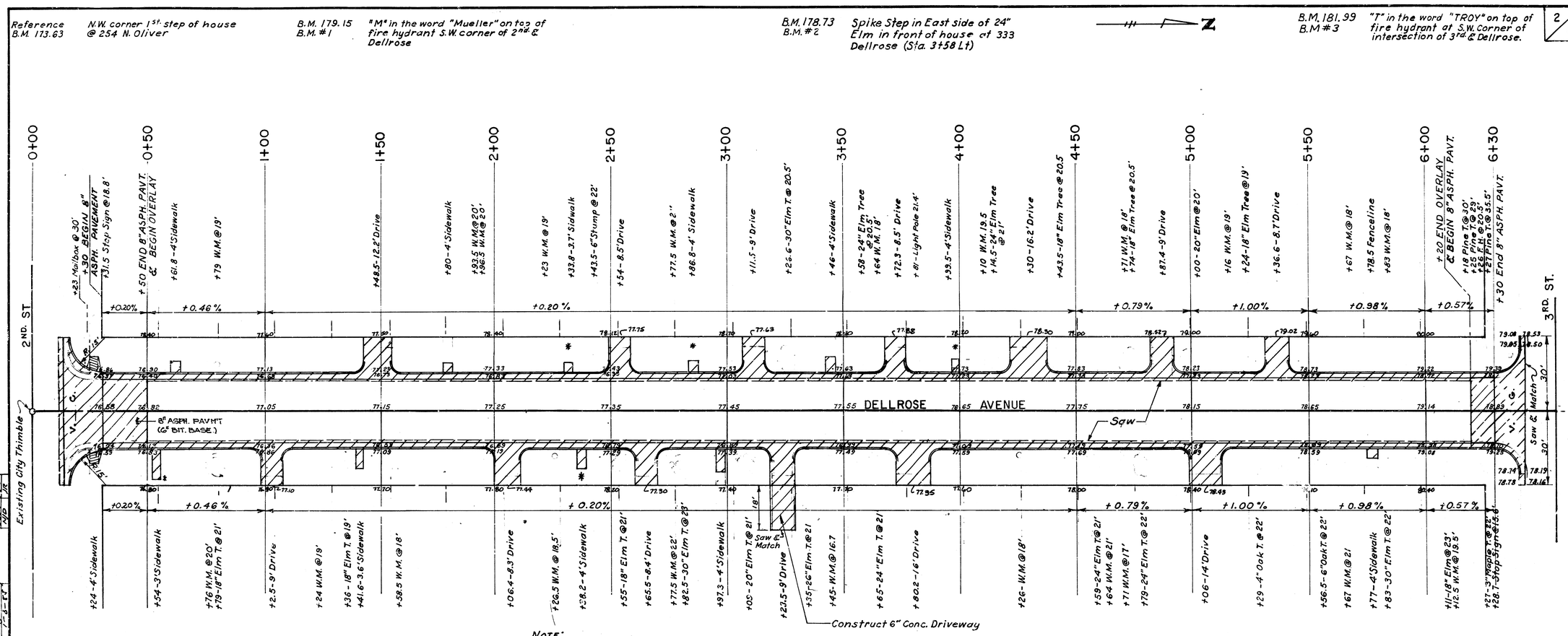
DATE: March 1985 | DWG. NO.: 1012-D-1

Reference B.M. 173.63 — N.W. corner 1st step of house @ 254 N. Oliver

B.M. 179.15, B.M. #1 — "M" in the word "Mueller" on top of fire hydrant S.W. corner of 2nd & Dellrose

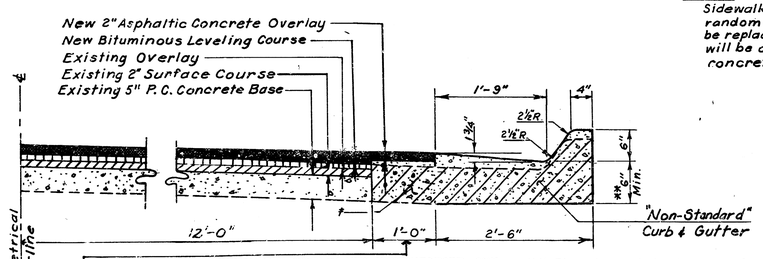
B.M. 178.73, B.M. #2 — Spike Step in East side of 24" Elm in front of house at 333 Dellrose (Sta. 3+58 Lt)

B.M. 181.99, B.M. #3 — "T" in the word "TROY" on top of fire hydrant at S.W. corner of intersection of 3rd & Dellrose.



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

Denotes Removal

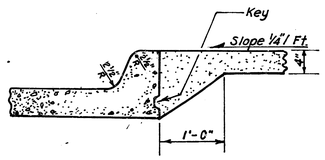


FILL 1'-0" WIDE AREA BELOW NEW OVERLAY WITH UNREINFORCED CONC. PAVM'T. COST FOR REMOVAL OF EXIST'G PAVM'T AND REPLACING UNREIF. CONC. TO BE SUBSIDIARY TO BID ITEM. L.F. NON. STD. COMB. C&G.

TYPICAL PAVEMENT SECTION

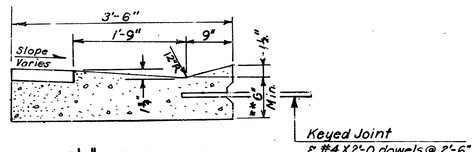
Station 0+50 to 6+20

** Elevation of the bottom of the new curb & gutter equals the elevation of the bottom of the original curb & gutter (removed) or new flowline elevation minus 6", whichever is less.

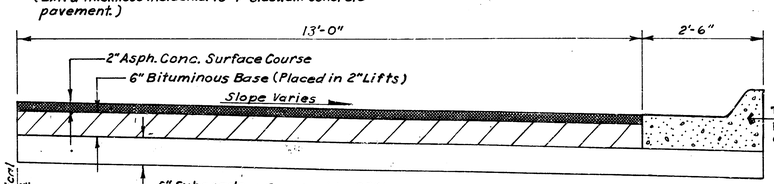


ABUTTING SIDEWALK DETAIL

(Extra thickness incidental to 4" sidewalk concrete pavement.)



1½" LIP CURB (THROUGH DRIVE OPENINGS)



TYPICAL PAVEMENT SECTION

Station 0+30 to 0+50
Station 6+20 to 6+30

CROSS SLOPES			
FROM	TO	SLOPE Left	SLOPE Right
0+50	1+00	¼"/ft.	½"/ft.
1+00	1+50	¼"/ft.	Transition
1+50	6+20	¼"/ft.	⅜"/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.

DATE	BY	SURVEY	PLOTTED	DESIGN	DRAWN	CHECKED	APPROVED	REVISION	A	B
11-12-84	JWB	1/0	Nov. 1984	Nov. 84	Dec. 1984	Dec. 1984	C.S.F.		4-26-85	4-26-85

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

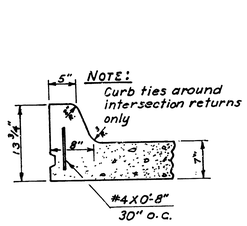
PROJECT 472 76 245 81413 000 000 001

PLAN

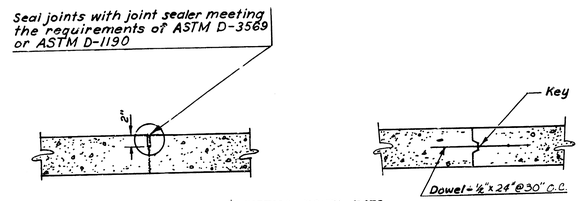
R. S. DELAMATER & ASSOCIATES INC.
CONSULTING ENGINEERS
WICHITA, KANSAS

2/6

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

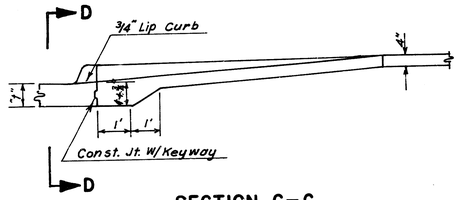


MONOLITHIC CURB

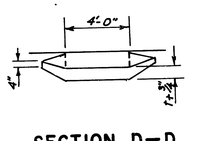


ALL LABOR & MATERIAL NECESSARY TO INSTALL DOWEL BARS SHALL BE SUBSIDIARY TO BID ITEM S.Y. 8" UNREIF. V. G. PAVM'T.

SAWED CONTRACTION JOINT (C.J.)

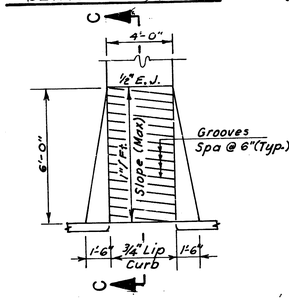


SECTION C—C

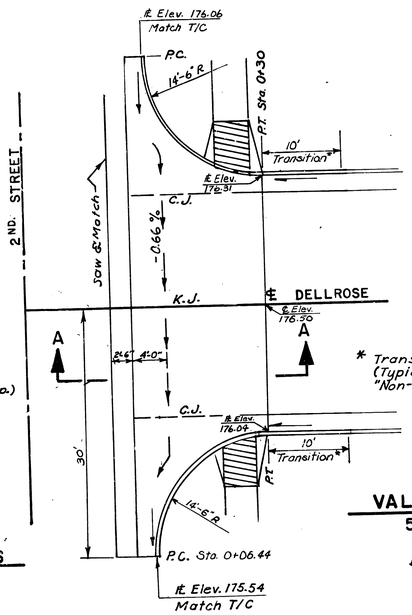


SECTION D—D

KEYED JOINT AT CENTERLINE (K.J.)

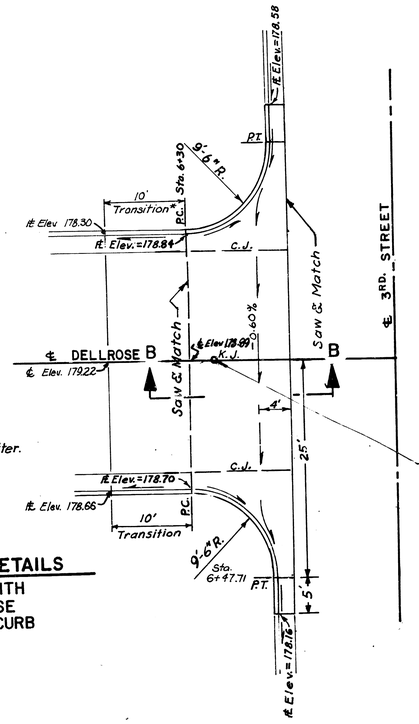


STANDARD WHEELCHAIR RAMPS
(AT SECOND STREET ONLY)

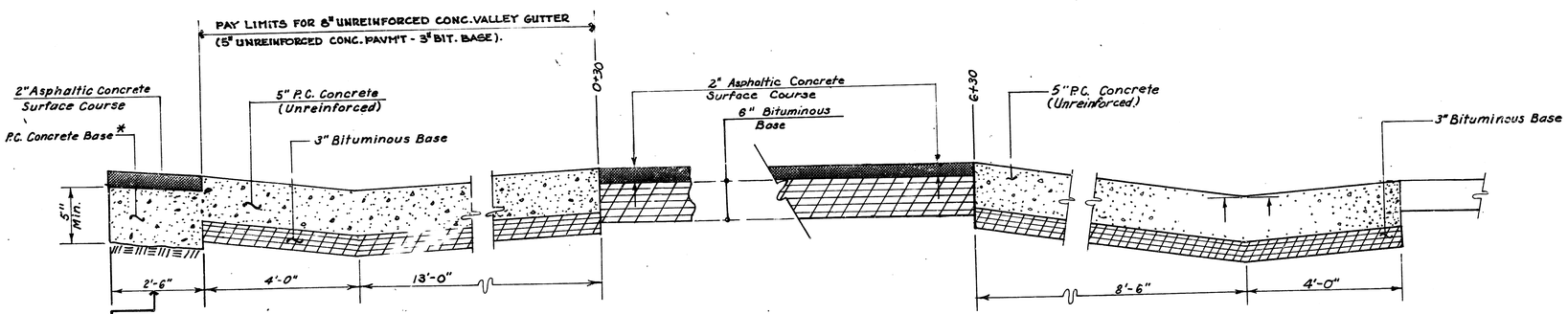


* Transition Curb & Gutter (Typical) To be paid as "Non-standard" Curb & Gutter.

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



THIMBLE SHOWN IN RE-SURVEY BOOK. MAKE ARRANGEMENTS TO RE-SET.



* NOTE :
COST FOR:
REMOVING EXIST'G PAVM'T & REPLACING NEW PAVEMENT IS TO BE SUBSIDIARY TO 8" UNREINFORCED CONC. VALLEY GTR. (5" UNREIF 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

	A	B
REVISION	Ltrs. Ft. 13.15	
APPROVED	PMD 7-25-85	
CHECKED	DE 7-24-85	C.P.S.
DRAWN	DE 7-24-85	JS
DESIGN	Harold B.K.	MD
PLOTTED	Jul 1984	MD
SURVEY	11/12 84	MD
DATE		
BY		

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

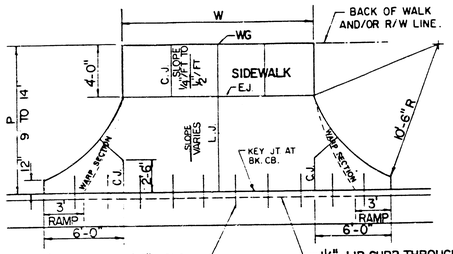
VALLEY GUTTER DETAILS

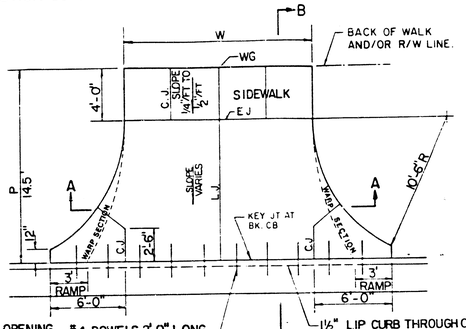
R. S. DELAMATER & ASSOCIATES INC.
CONSULTING ENGINEERS 3/6
WICHITA, KANSAS

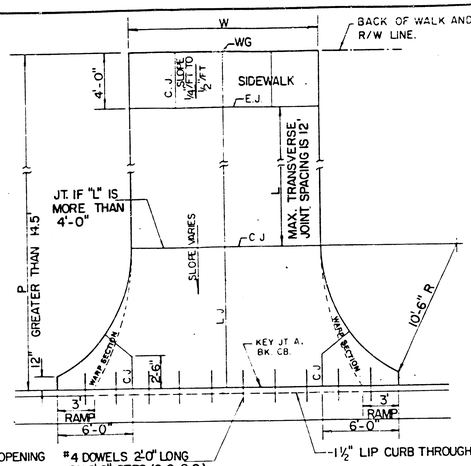
DATE: March 1985 | DWG. NO. 1012-D-3

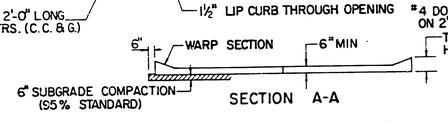


ALT. LONGITUDINAL CONSTRUCTION JOINT

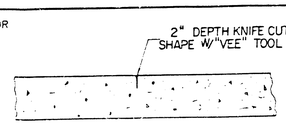






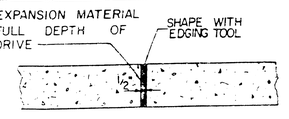


SECTION A-A

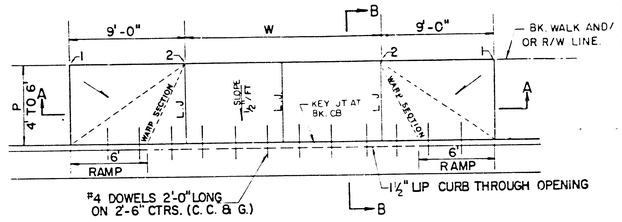


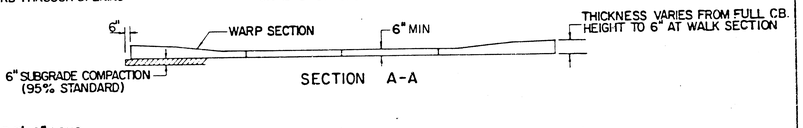
CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.



EXPANSION JOINT (E.J.)

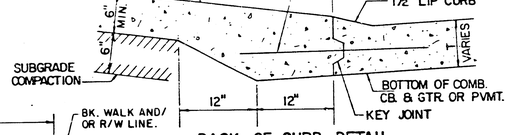




SECTION A-A

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'

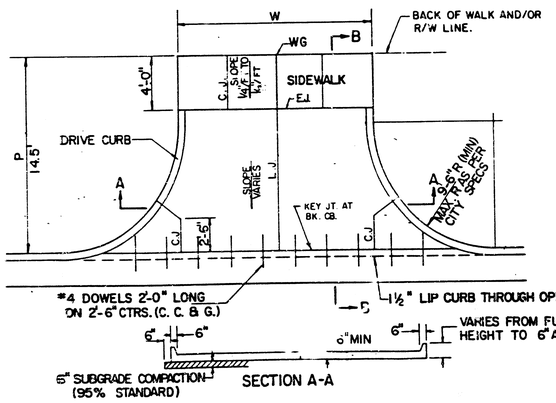
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



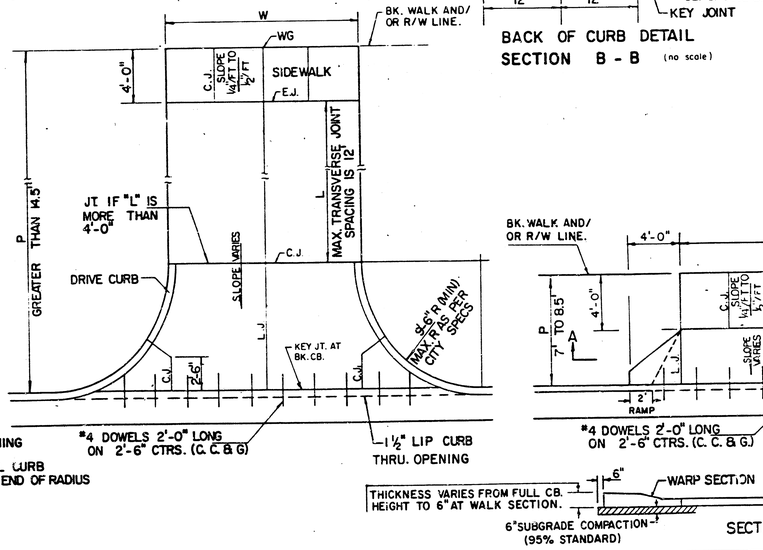
BACK OF CURB DETAIL
SECTION B - B (no scale)

PARKING WIDTH "P"	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')



SECTION A-A



SECTION A-A

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" ABOVE TOP OF FULL CB.	0.15'	0.16'	0.17'	0.17'
ABSOLUTE	MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

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

GENERAL NOTES

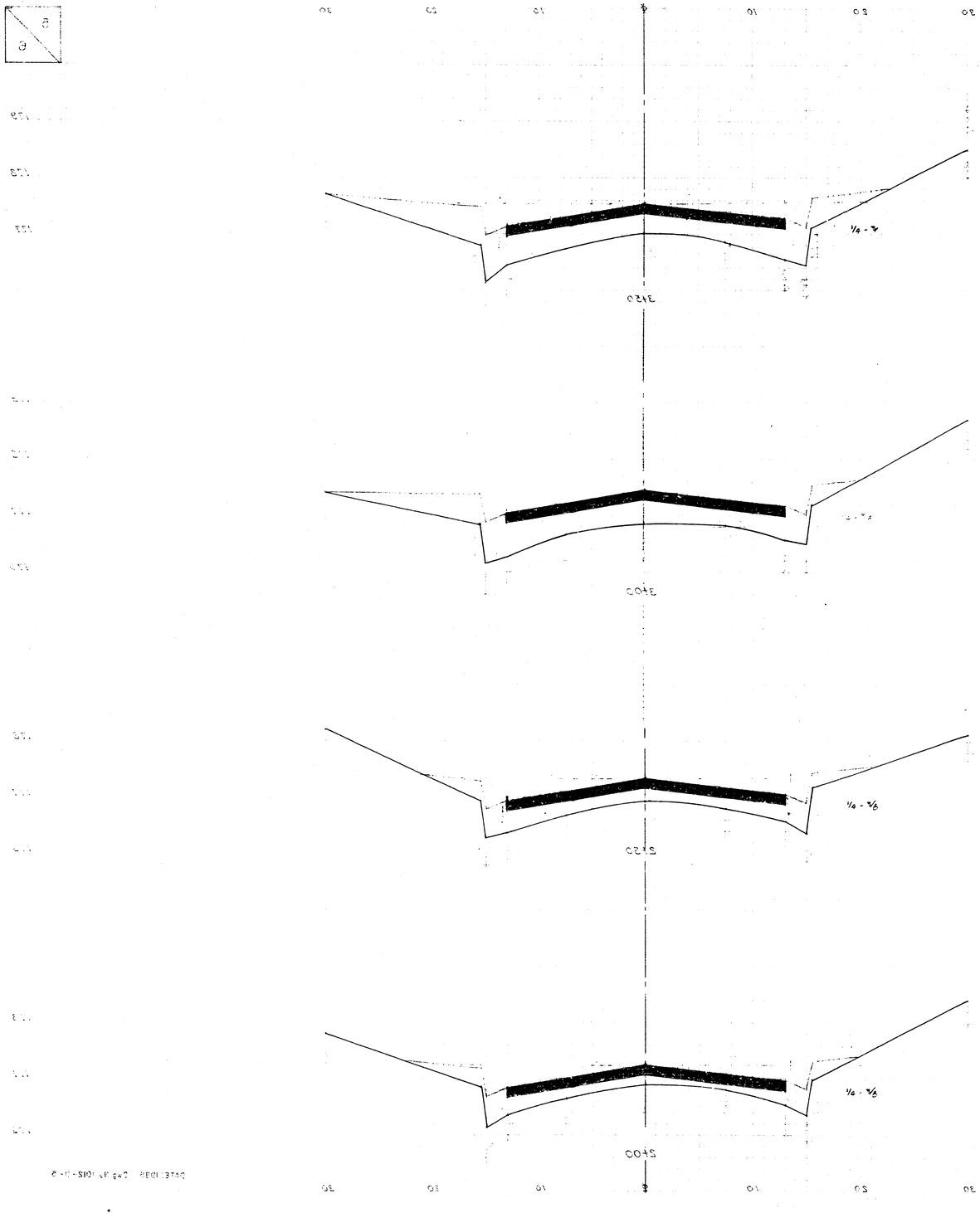
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "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 52' AT THE STREET CURB LINE.
4. 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.
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.

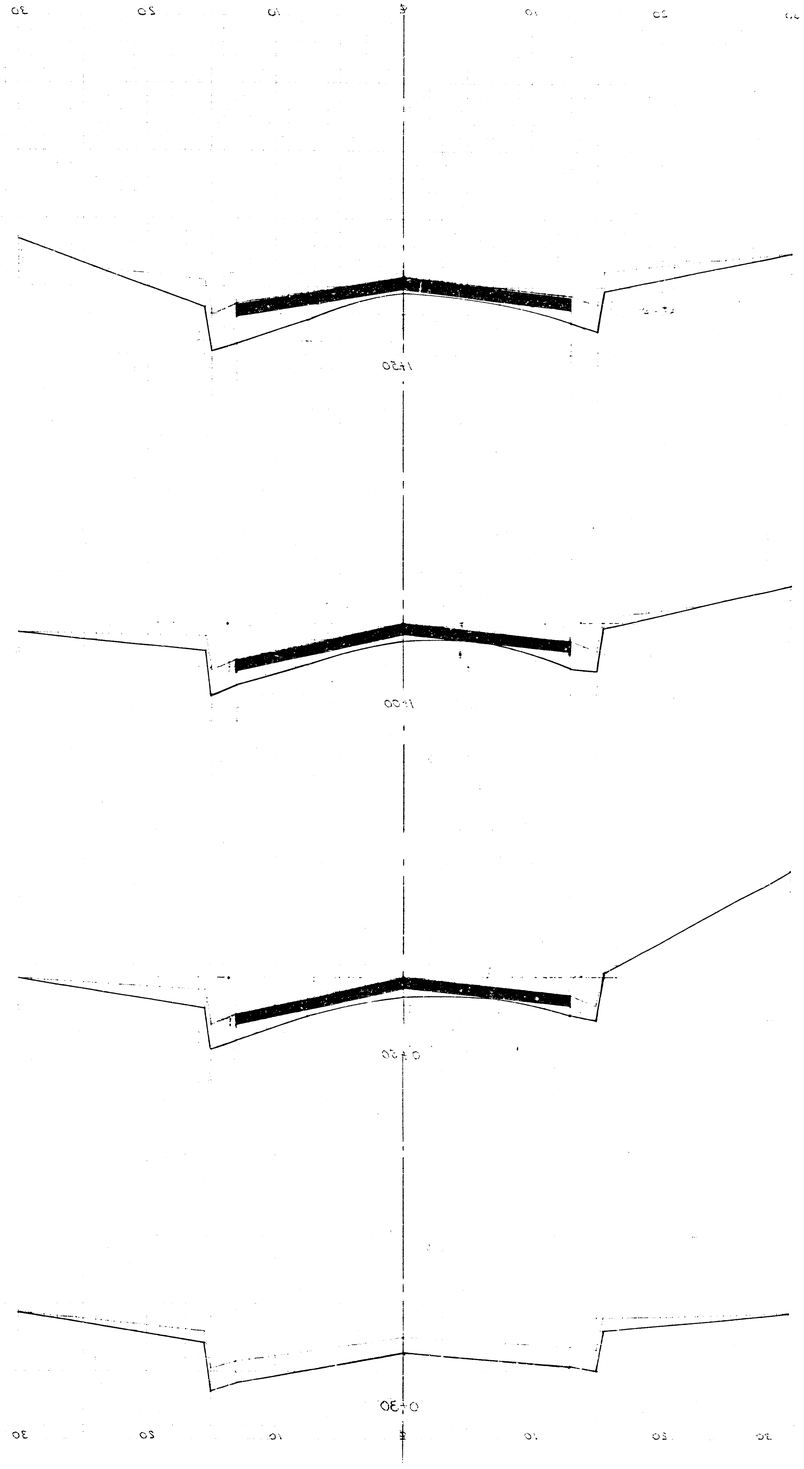
SCALE: 1" = 5'

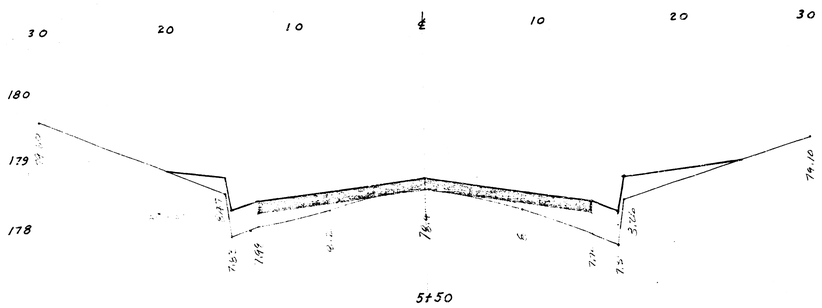
STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

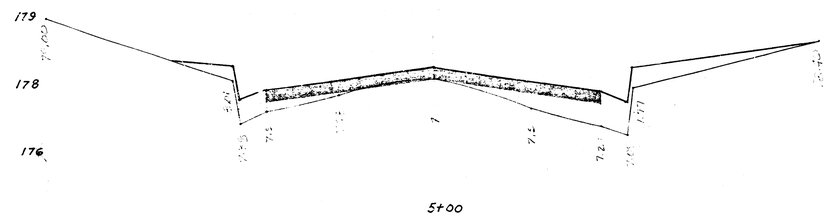
PROJECT NUMBER
472 76 245 81413 000 000 001

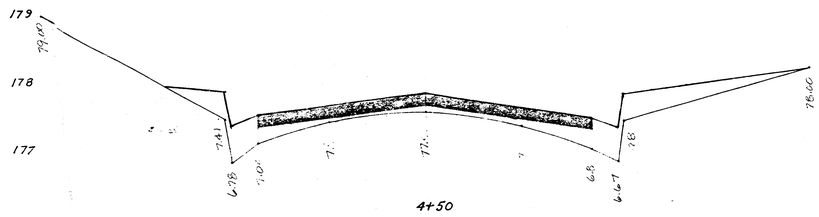
4/6

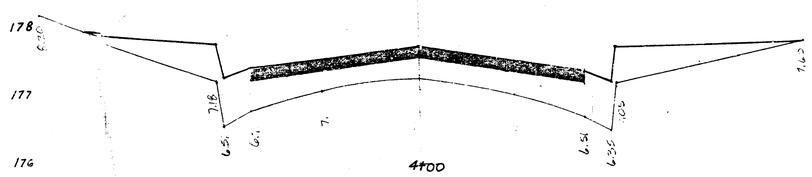

3+20
1/4 - 3/8
3+00
2+20
2+00

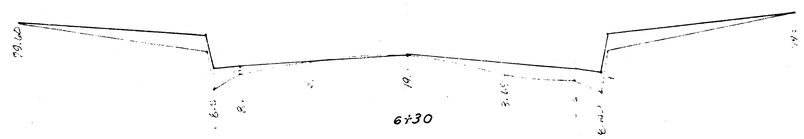

1+20
1+00
0+20
0+00

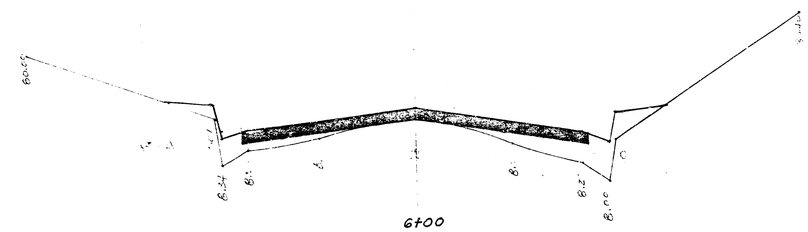












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