

CITY OF WICHITA, KANSAS

Central Avenue Dam Improvements

Project No. 472 76 245 80851 000 000 001

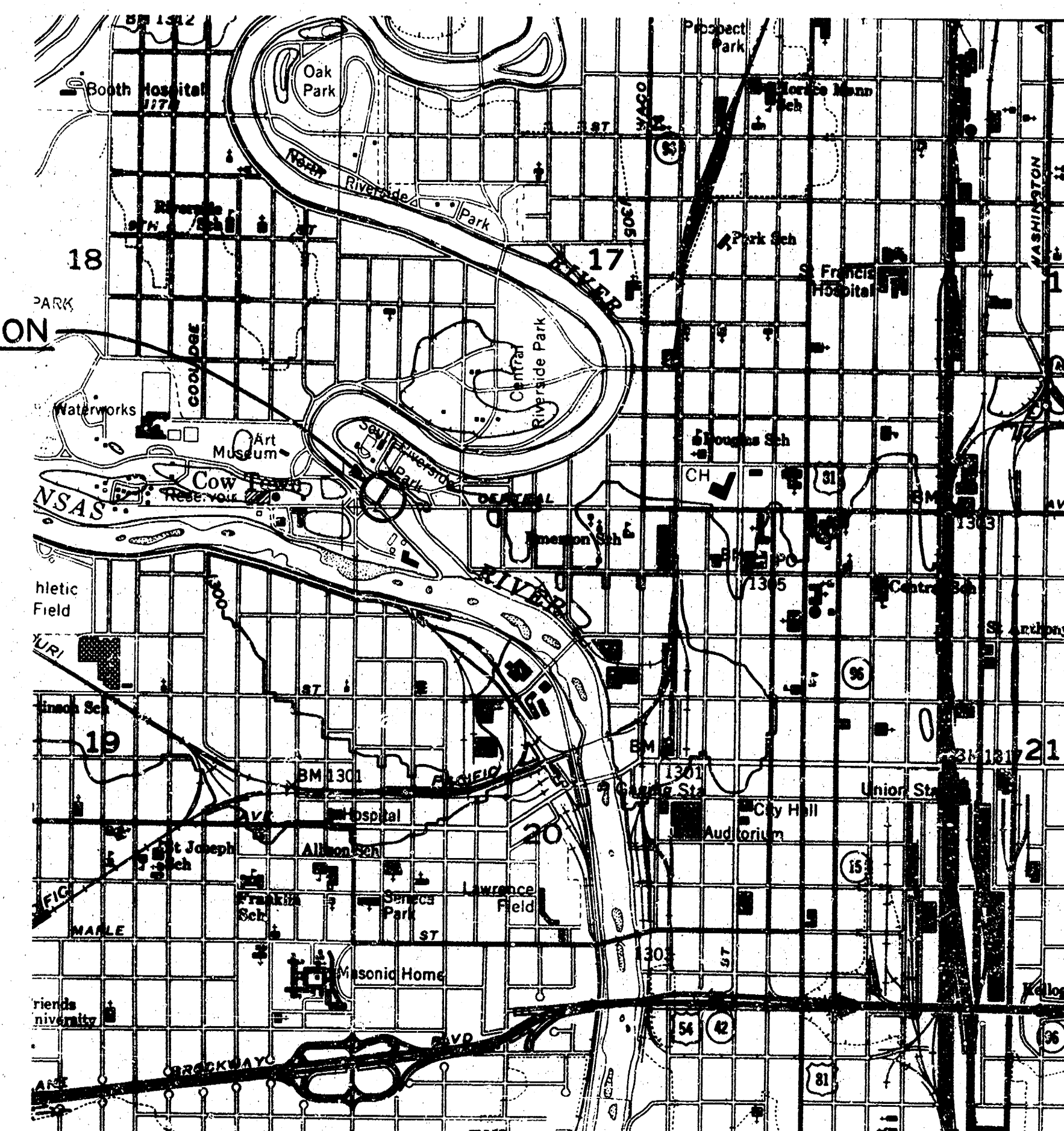
CONTRACT DRAWINGS

DRAWING NO.

TITLE

- | | |
|----|-----------------------------|
| 1. | SITE PLAN |
| 2. | DEMOLITION PLAN AND DETAILS |
| 3. | HYDRAULIC GATE STRUCTURE I |
| 4. | HYDRAULIC GATE STRUCTURE II |
| 5. | CREST OVERFLOW WALL |
| 6. | MISCELLANEOUS DETAILS |
| 7. | LOG BOOM DETAILS |

PROJECT LOCATION



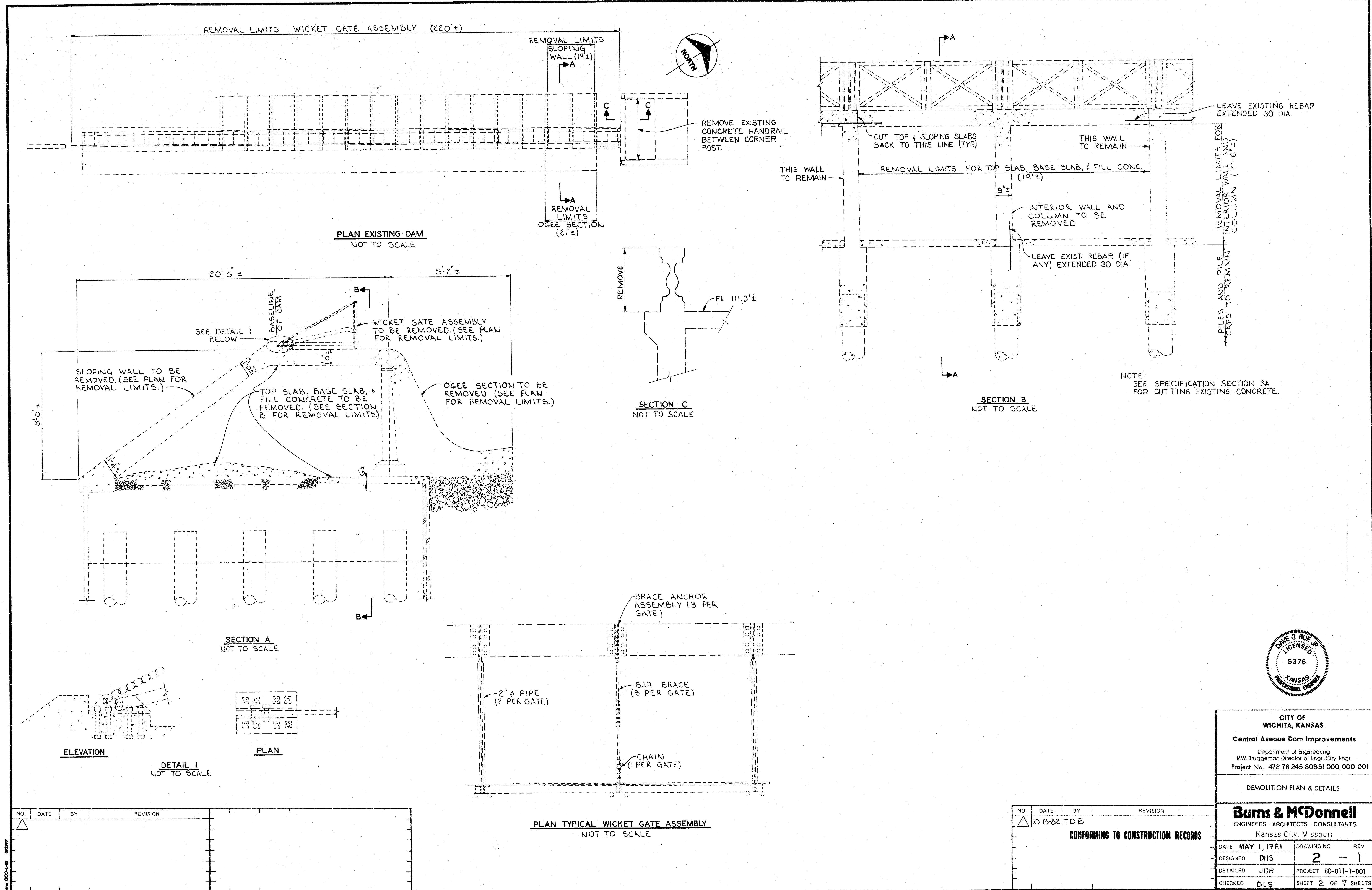
VICINITY MAP

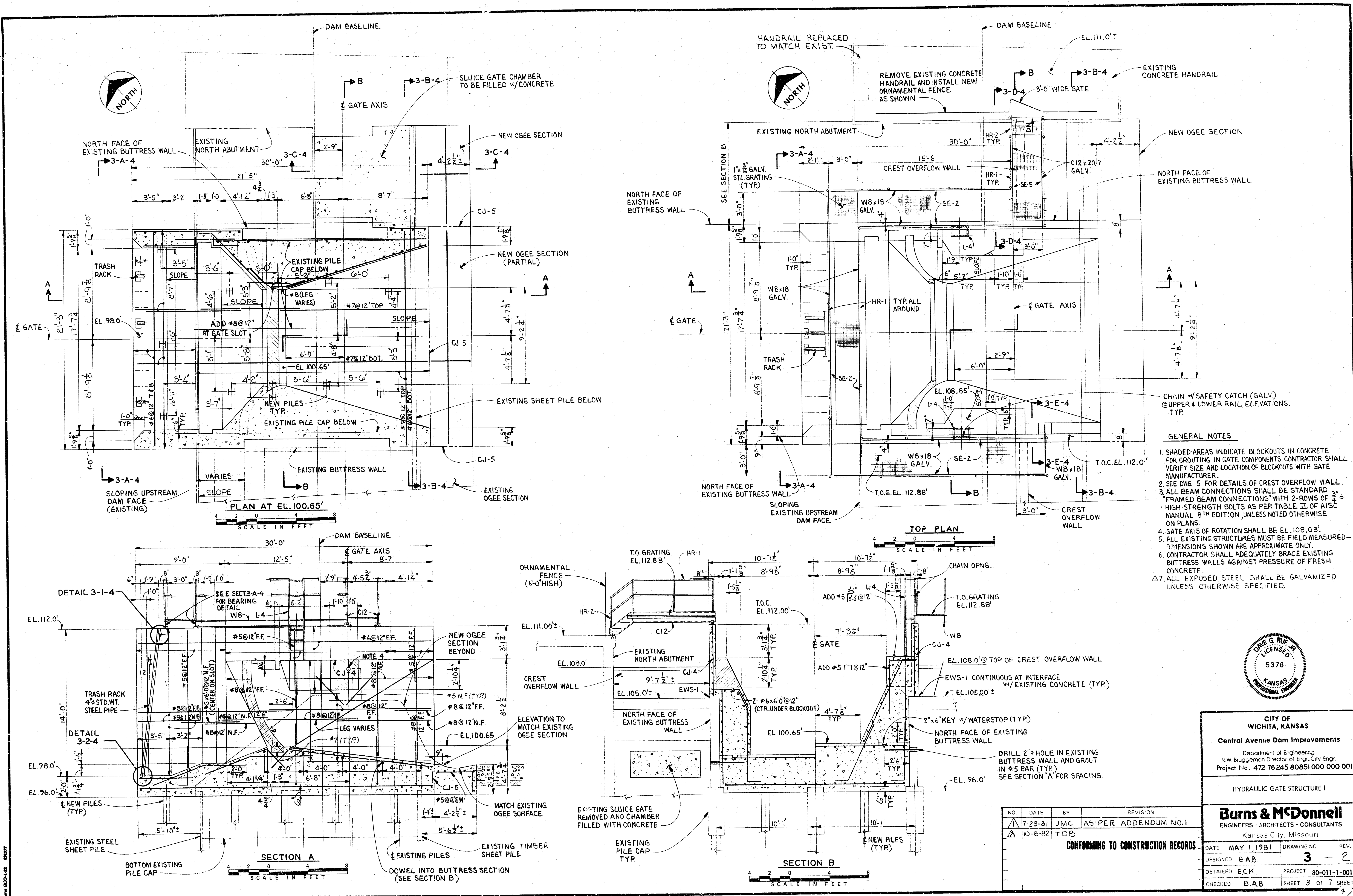
1981

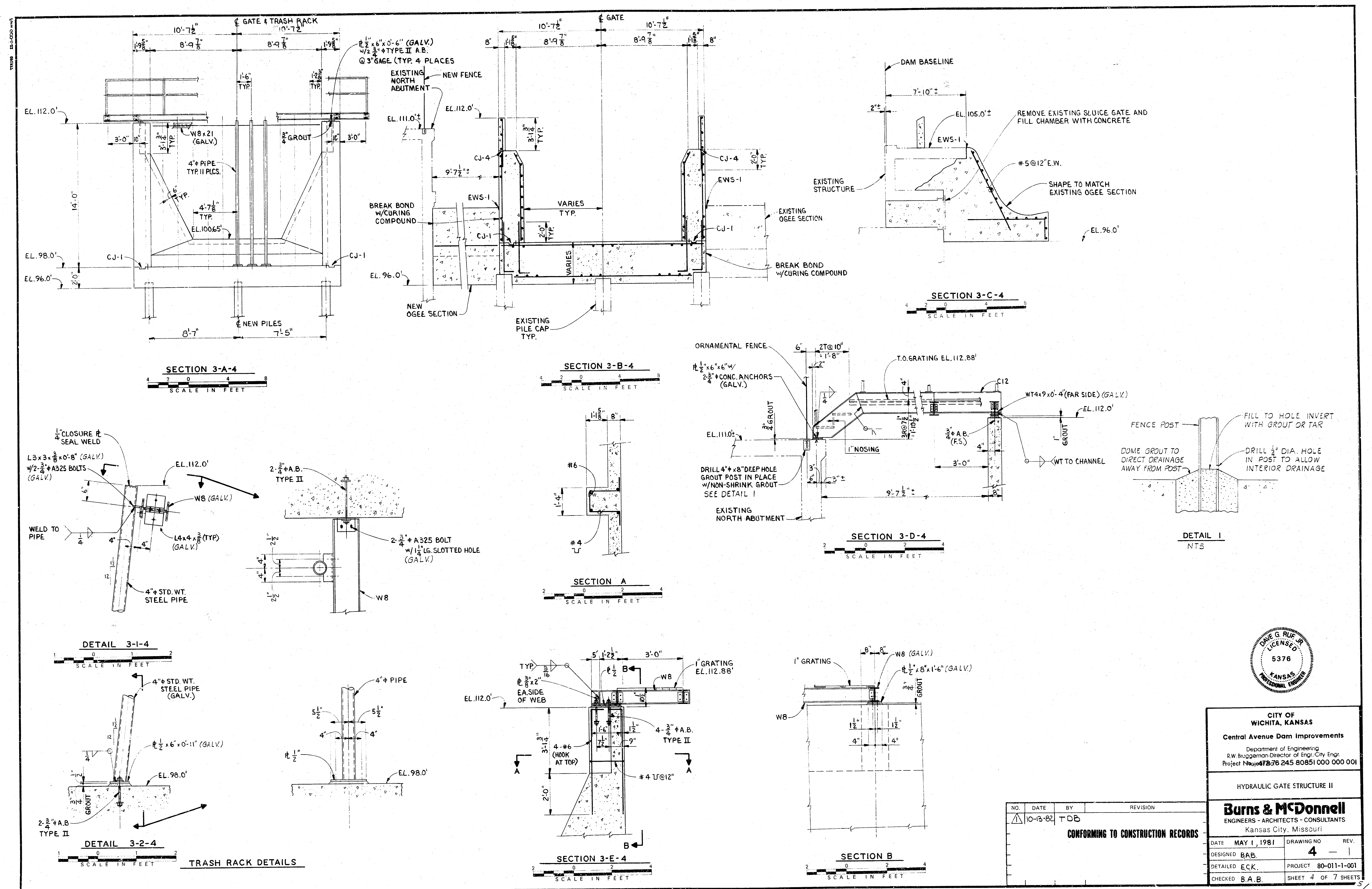
APPROVED
WICHITA, KANSAS

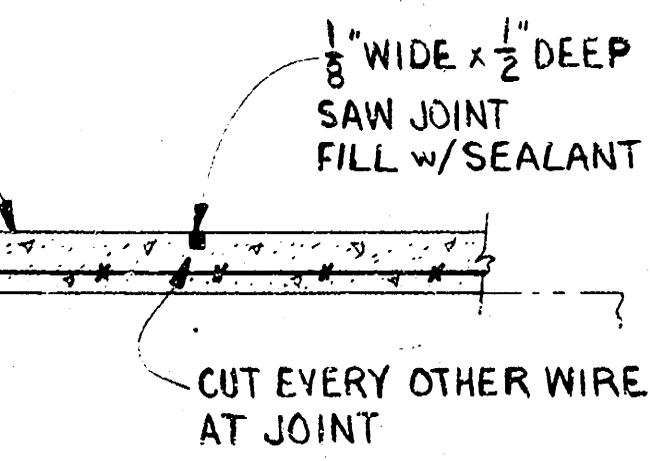
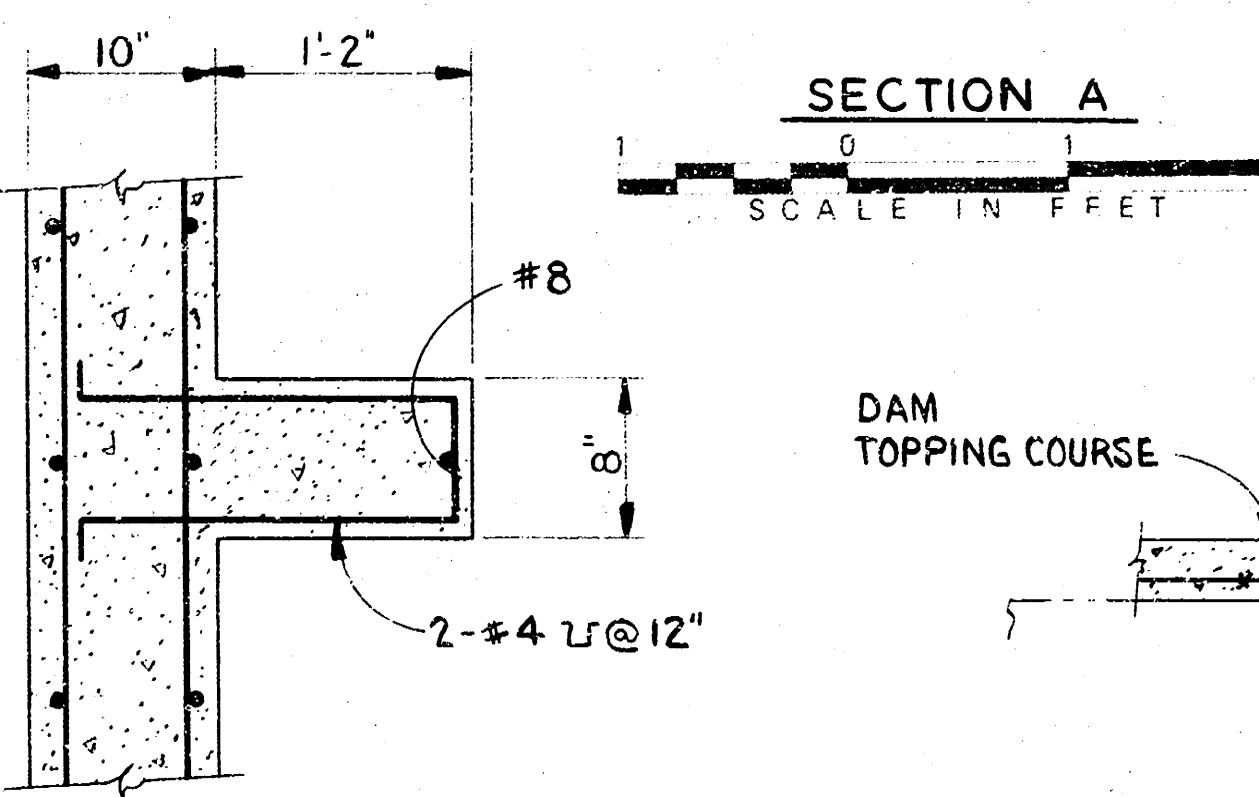
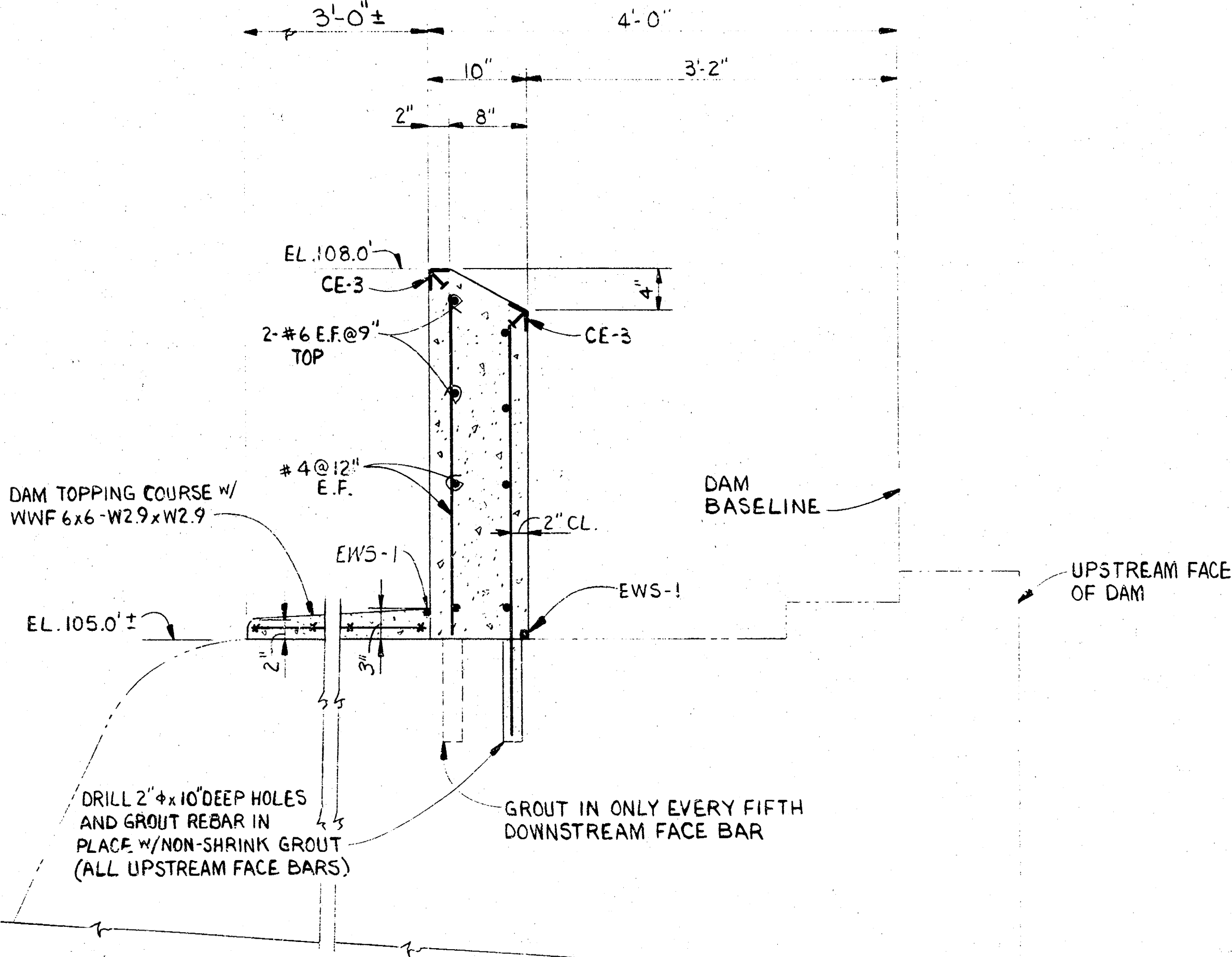
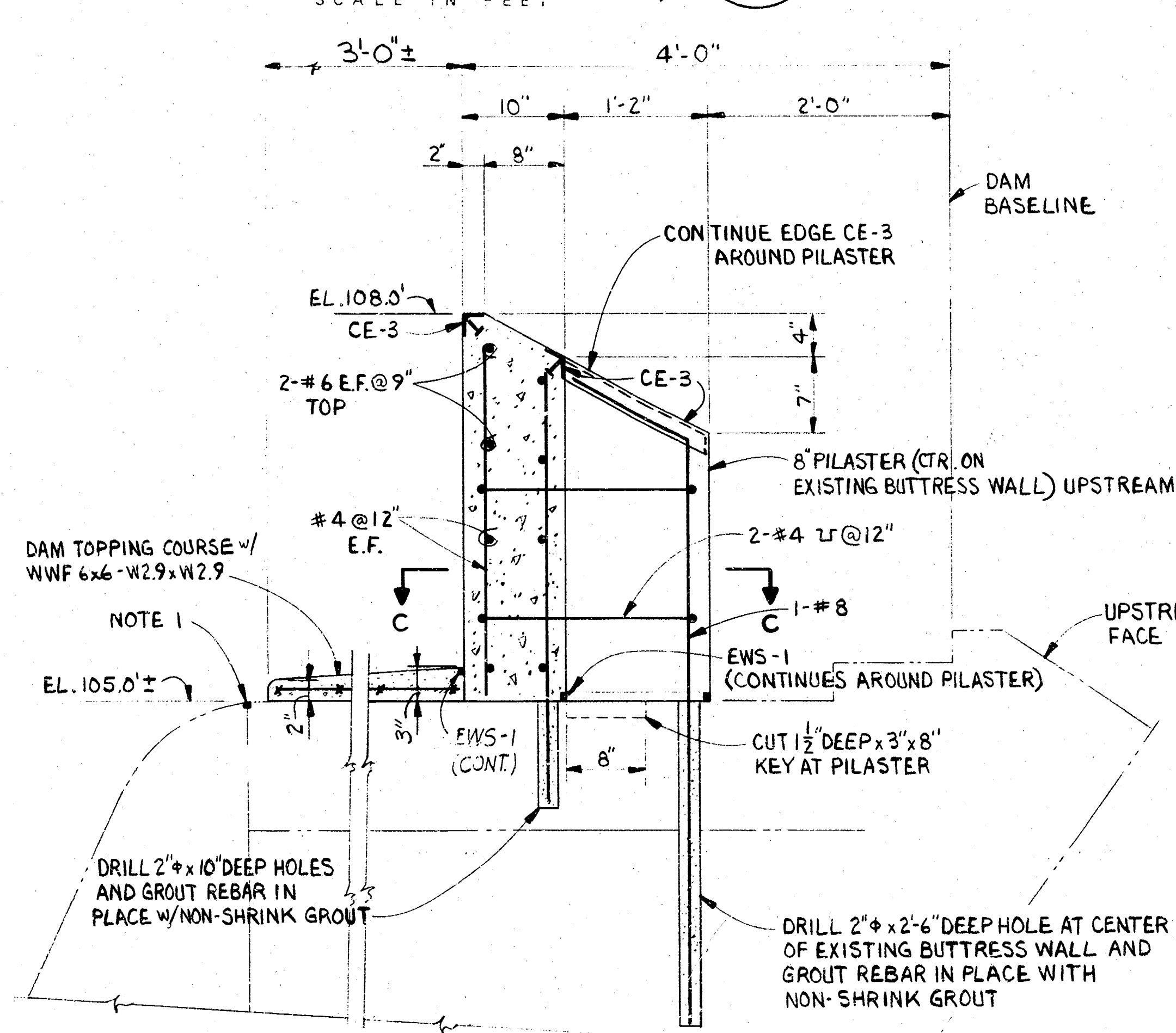
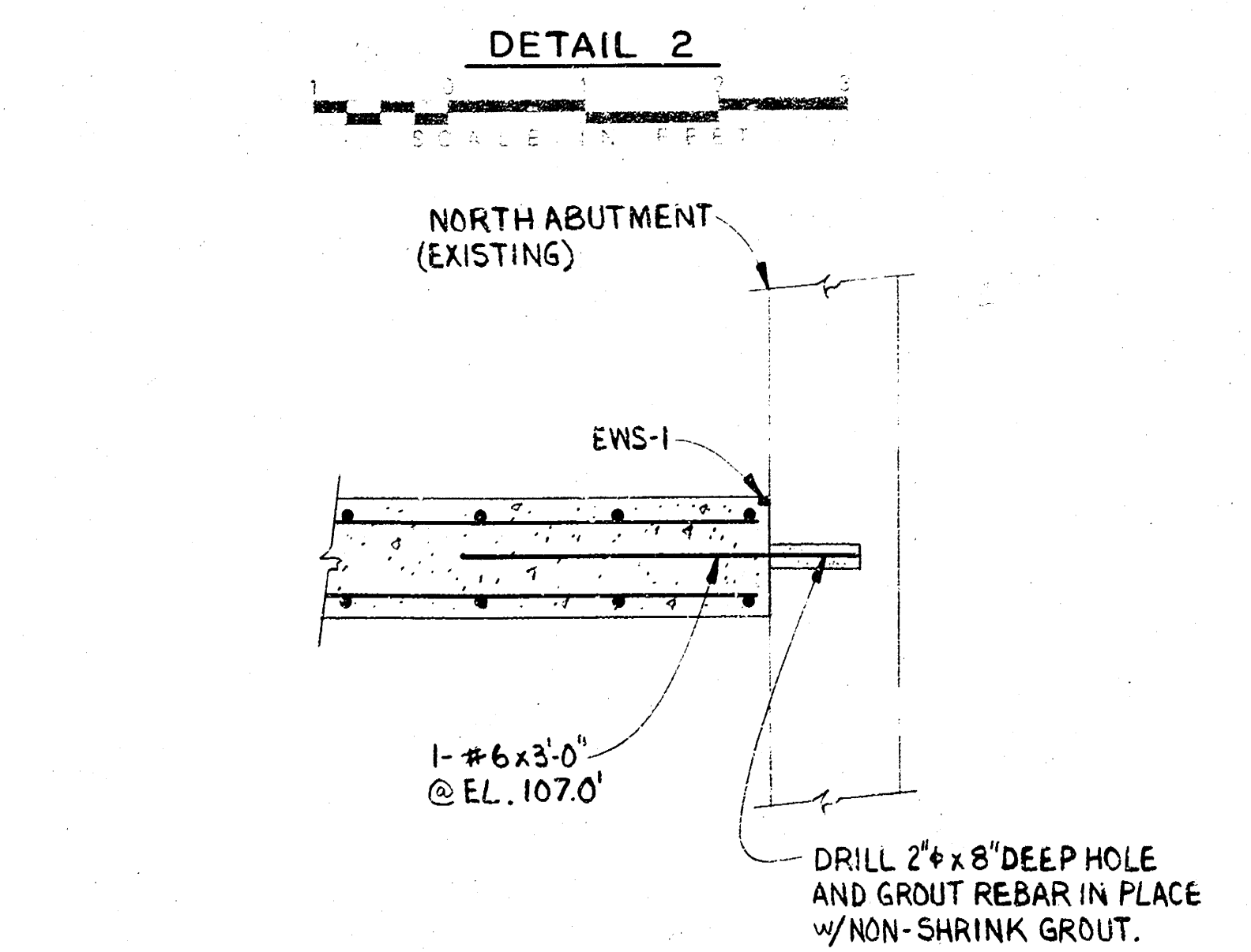
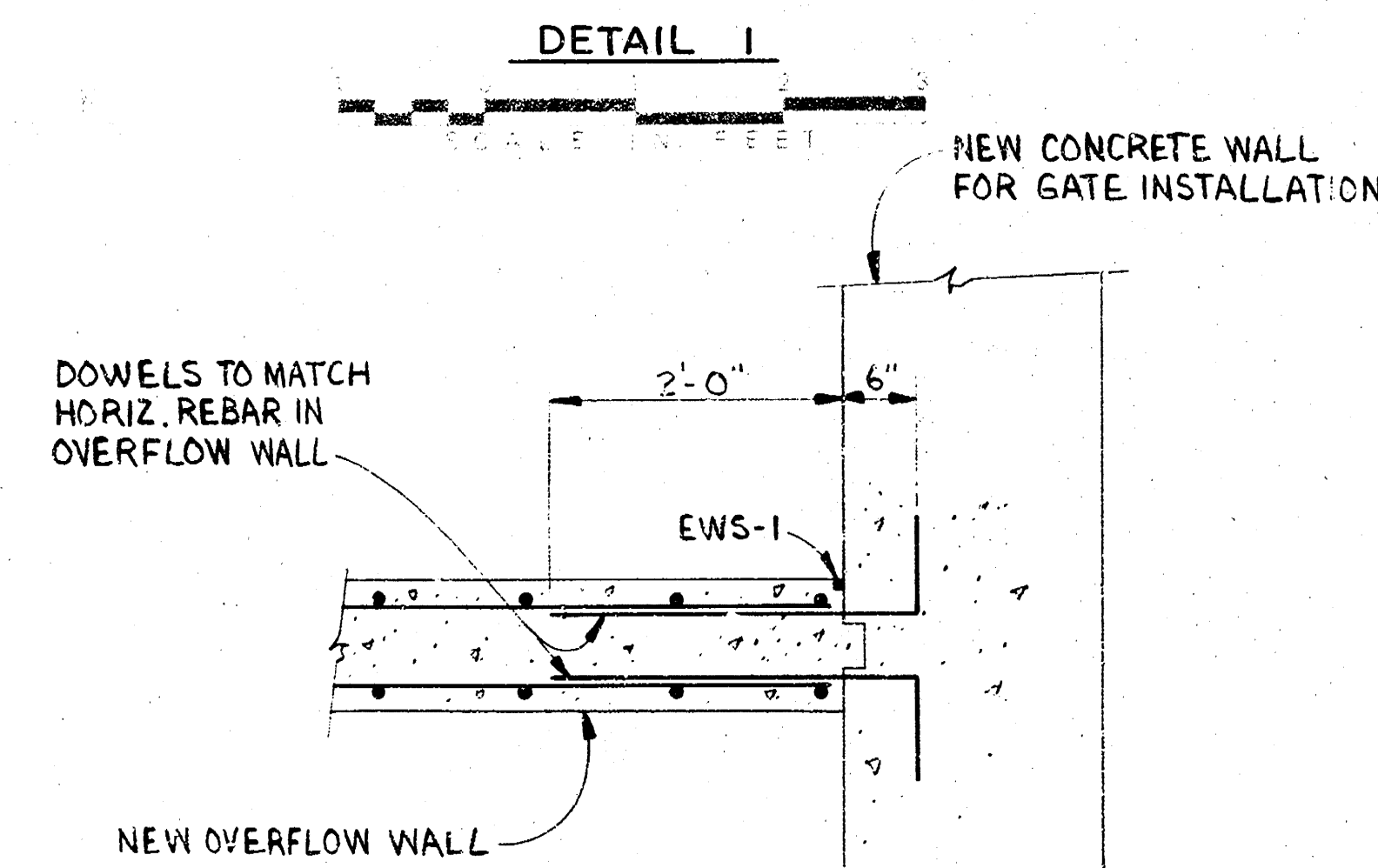
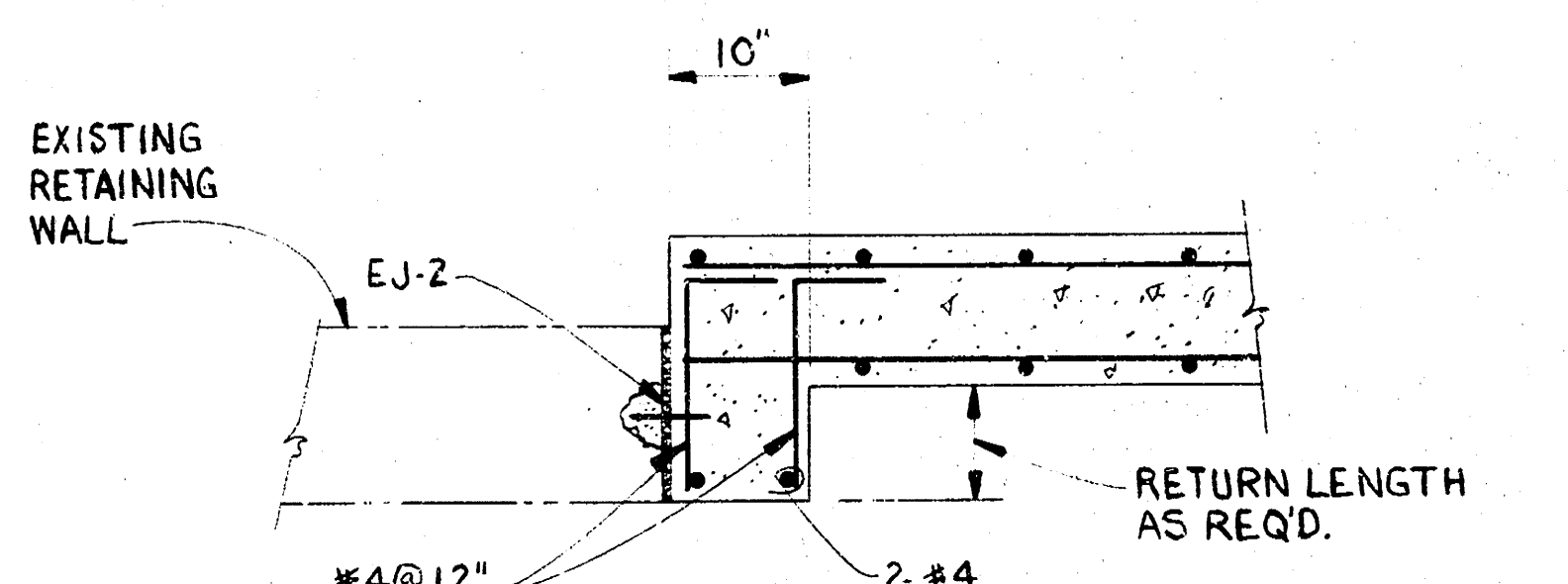
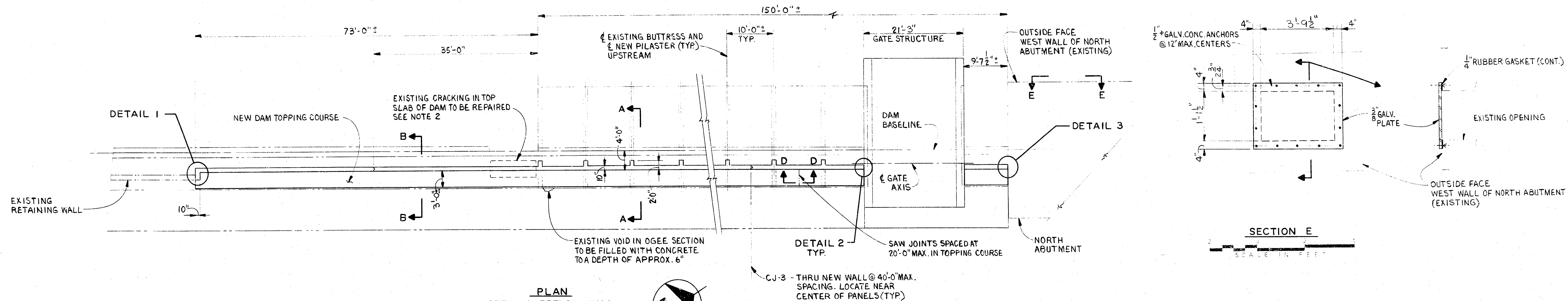
BY RWB DATE 4-27-81
R. W. Bruggeman
Director of Eng./City Engineer

Burns & McDonnell
ENGINEERS - ARCHITECTS - CONSULTANTS
Kansas City, Missouri

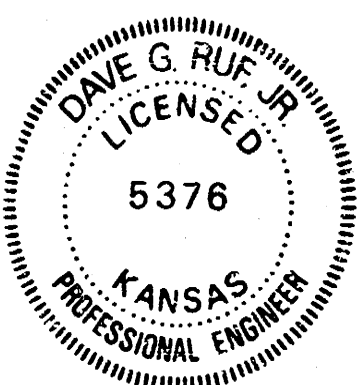






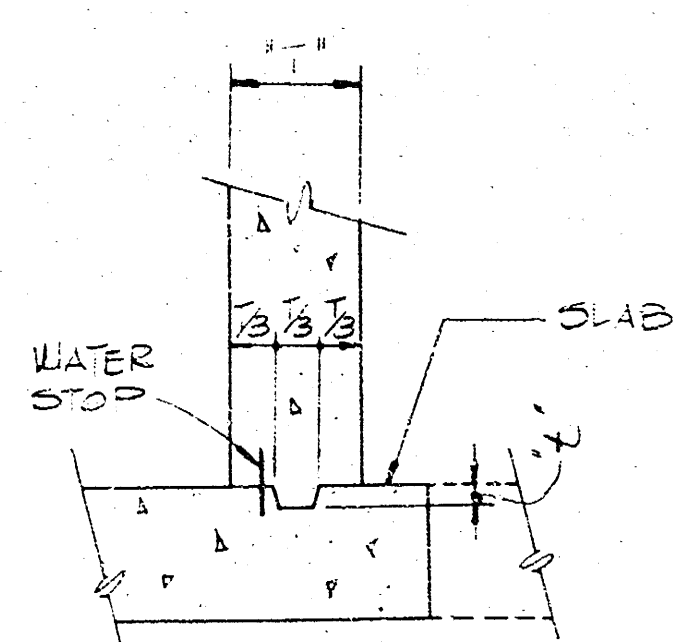


- NOTES:
- EXISTING JOINT SHOULD BE ENLARGED BY SUITABLE GRINDING OR CUTTING METHODS TO PRODUCE A SLOT OF 1" WIDTH BY 1/2" MAXIMUM DEPTH. SLOT SHOULD THEN BE SEALED AS SHOWN IN EWS-1.
 - REMOVE EXISTING CONCRETE TO A DEPTH OF 2" WITHIN THE APPROXIMATE RECTANGULAR AREA INDICATED. CHIP EDGES PERPENDICULAR TO THE SURFACE. APPLY BONDING AGENT AND PATCH WITH SAME CONCRETE AS SPECIFIED FOR DAM TOPPING COURSE.
 - SPLICE HORIZONTAL BARS IN CREST OVERFLOW WALL AS FOLLOWS:
#4 BARS - 2'-0" LAP
#6 BARS - 2'-9" LAP



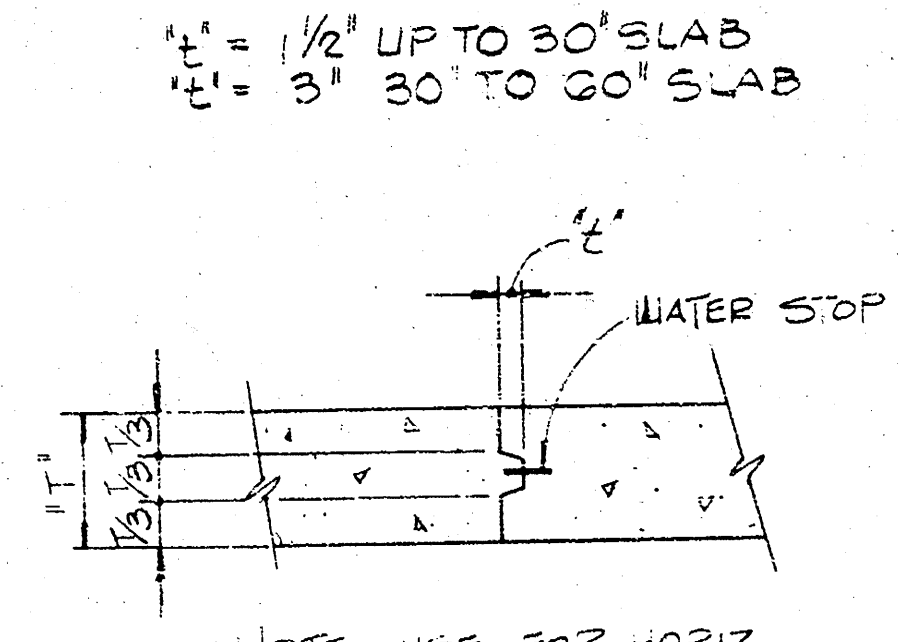
CITY OF WICHITA, KANSAS			
Central Avenue Dam Improvements			
Department of Engineering R.W. Bruggeman, Director of Engr. City Engr. Project No. 472 76245 80851000 000 001			
CREST OVERFLOW WALL			
Burns & McDonnell ENGINEERS - ARCHITECTS - CONSULTANTS Kansas City, Missouri			
DATE	MAY 1, 1981	DRAWING NO.	REV.
DESIGNED	BAB	5	1
DETAILED	E.C.K.	PROJECT	80-011-1-001
CHECKED	BAB	SHEET	5 OF 7 SHEETS

NO.	DATE	BY	REVISION
1	10-13-82	TDB	
CONFORMING TO CONSTRUCTION RECORDS			



1/2" = 1/2" UP TO 30" WALL
 3" = 3" TO GO' WALL

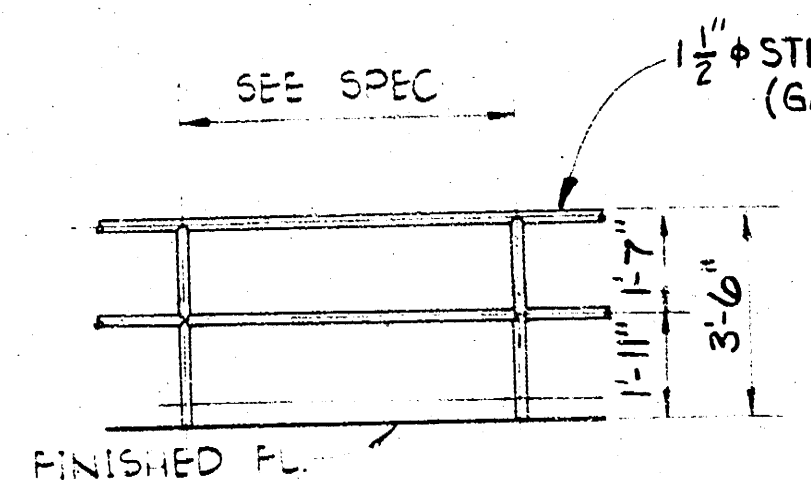
CJ-1 w/ WATER STOP
 CJ-2 OMIT WATER STOP



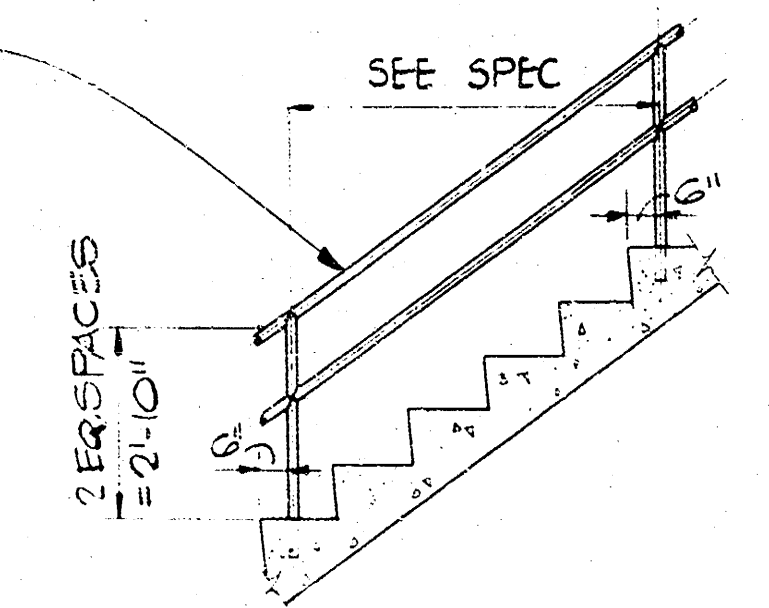
1/2" = 1/2" UP TO 30" SLAB
 3" = 3" TO GO' SLAB

NOTE: USE FOR HORIZ. OR VERT. JOINTS

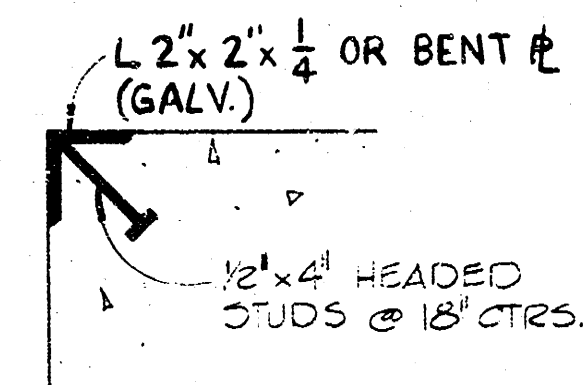
CJ-3 w/ WATER STOP
 CJ-4 OMIT WATER STOP



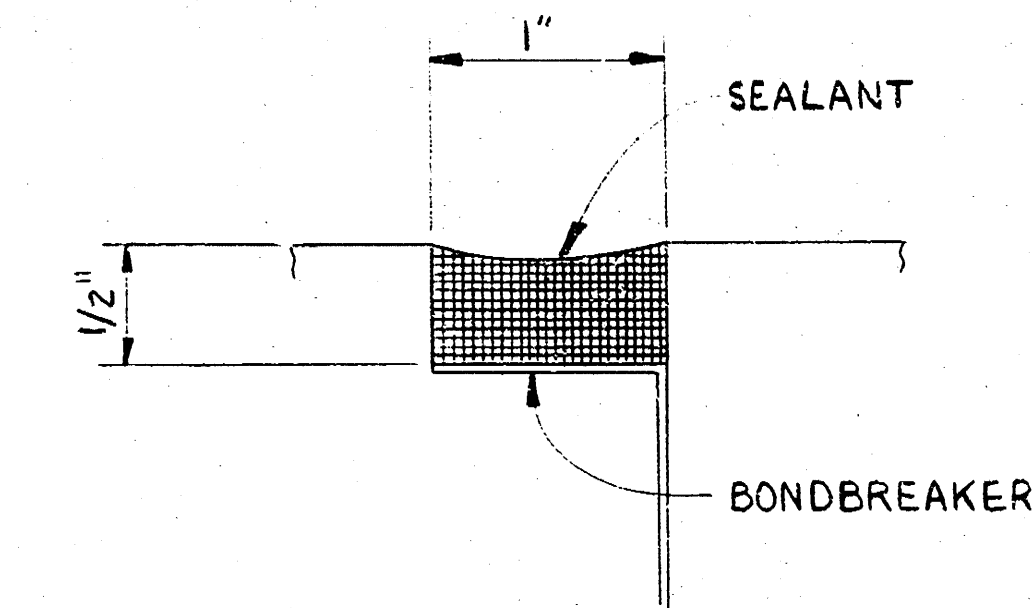
HR-1
 NOT TO SCALE



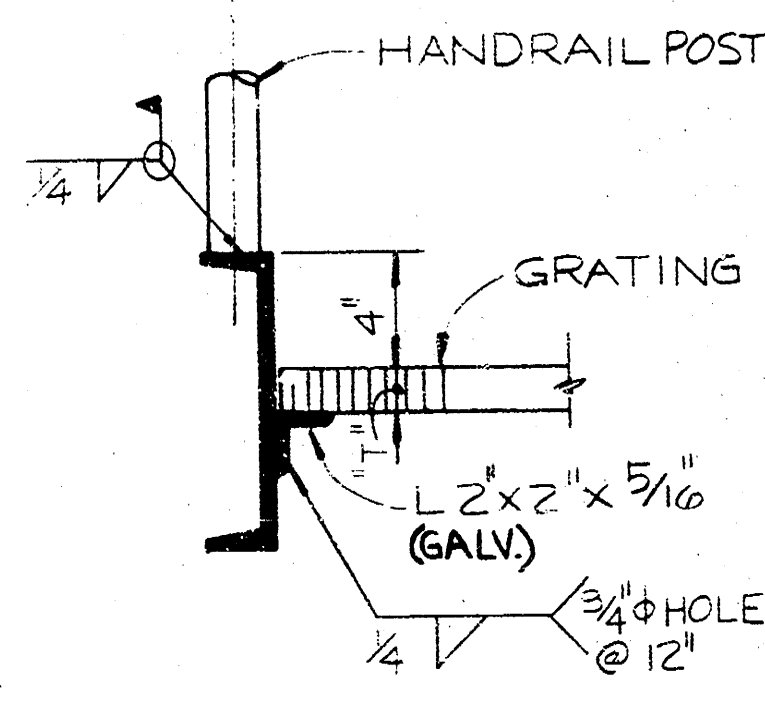
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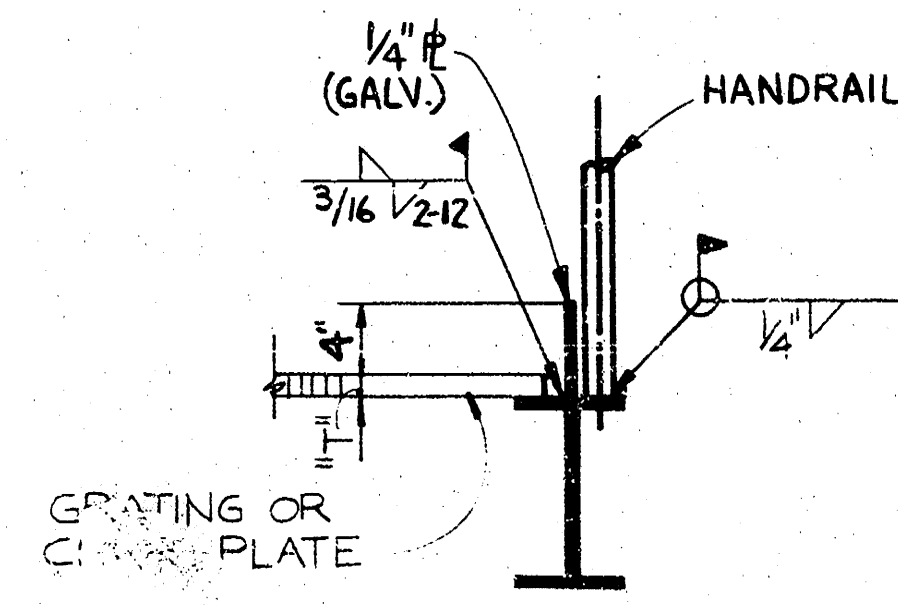
CE-3



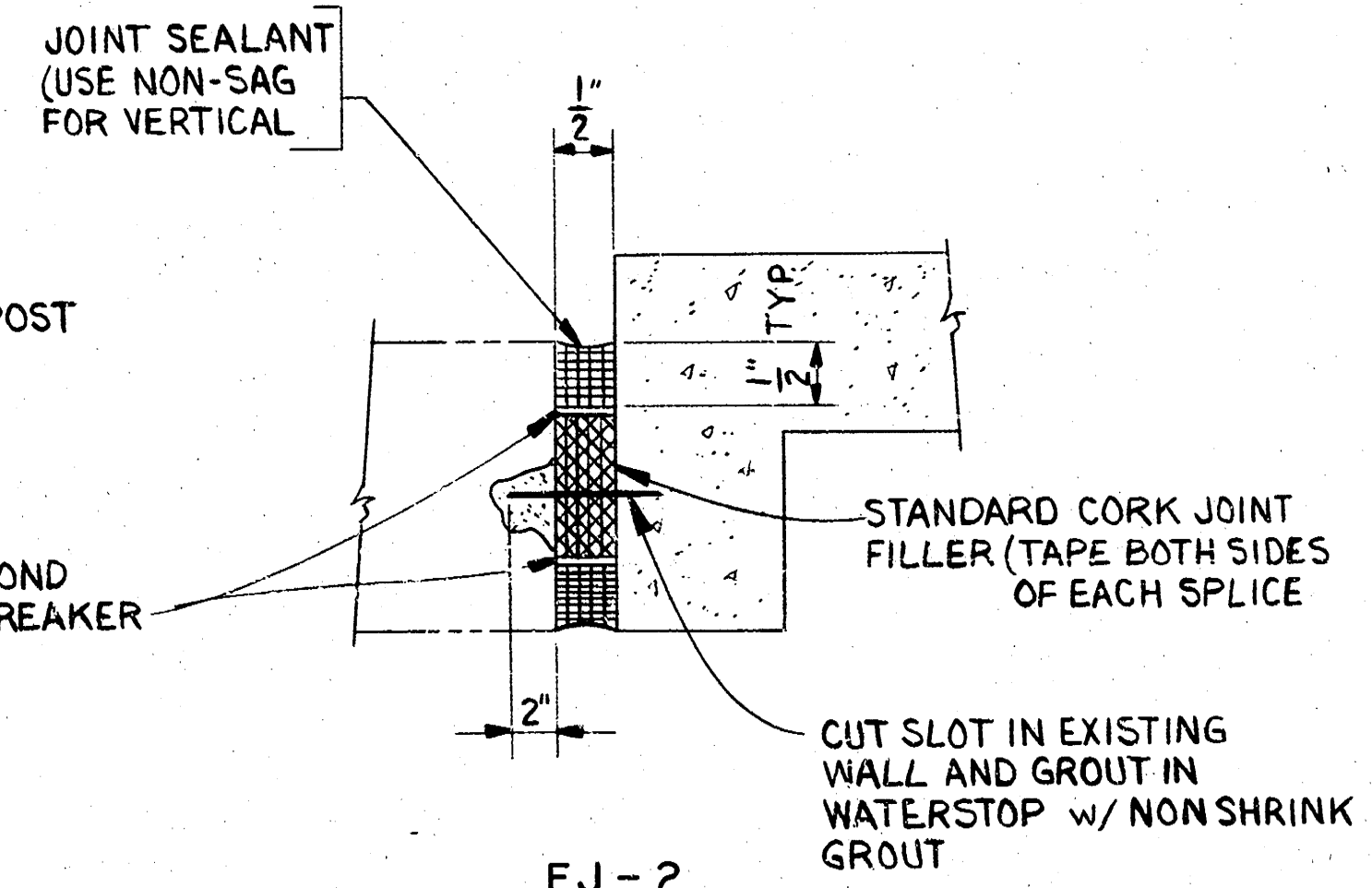
ELASTOMERIC WATERSTOP
 EWS-1



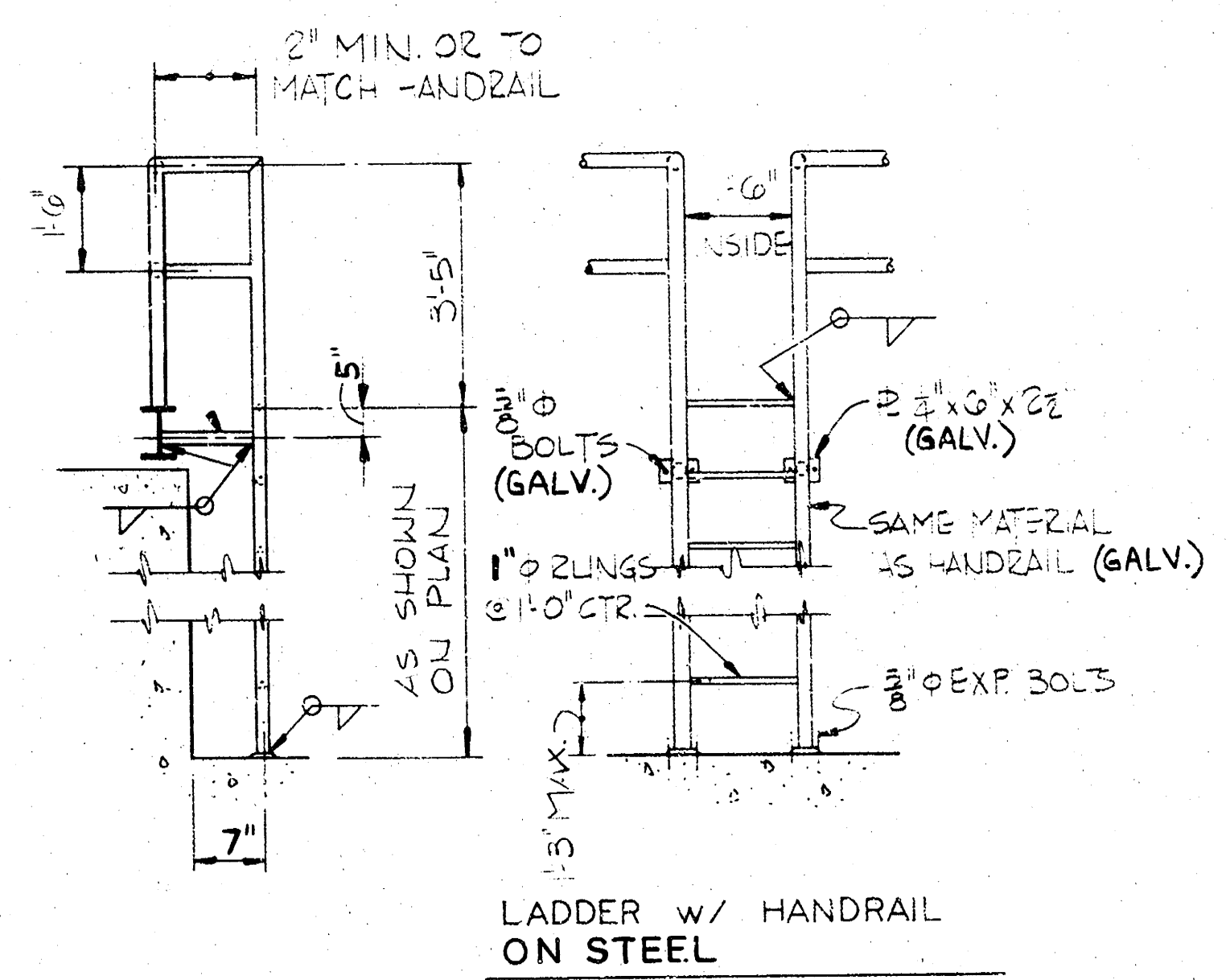
SE-5



SE-2



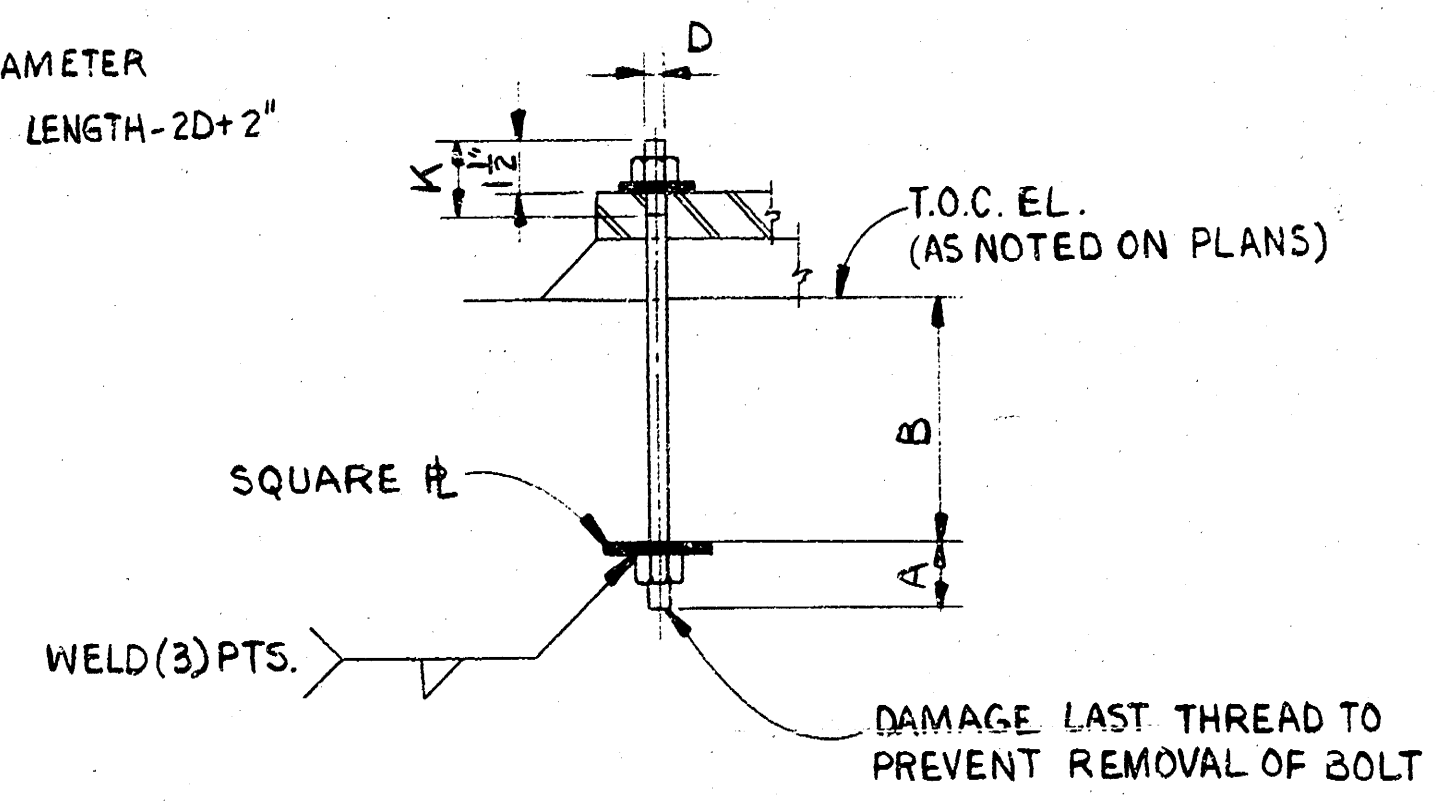
EJ-2



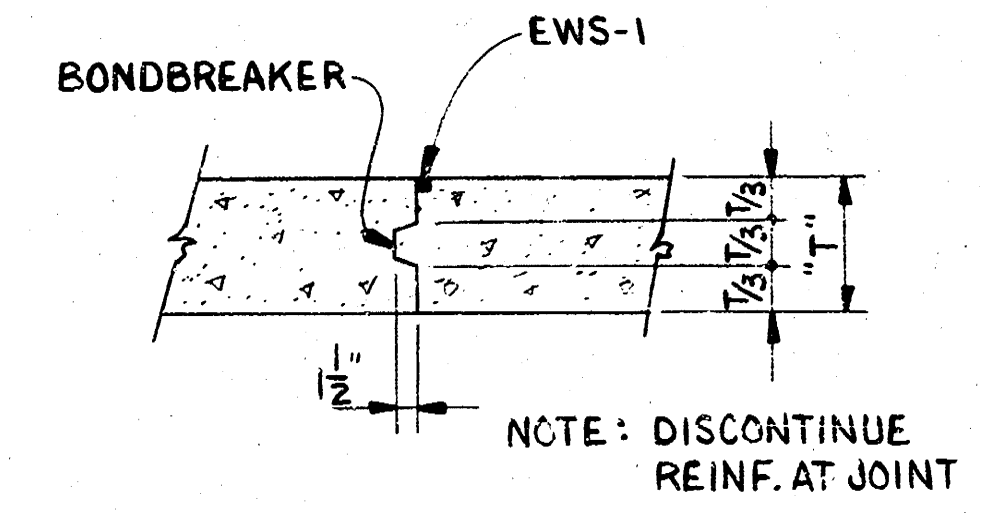
L-4

SCHEDULE				
"D"	"A"	"B"	SQUARE PL	REMARKS
3/4"	2 1/4"	8"	8 3/4 x 3 1/2"	GALVANIZE

D = BOLT DIAMETER
 K = THREAD LENGTH - 2D + 2"

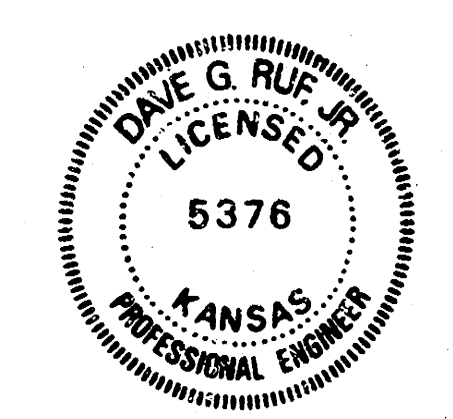


TYPE II ANCHOR BOLT



CJ-5

NOTE: DISCONTINUE REINF. AT JOINT



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 Central Avenue Dam Improvements
 Department of Engineering
 R.W. Bruggeman-Director of Engr., City Engr.
 Project No. 472 76 245 80851 000 000 001

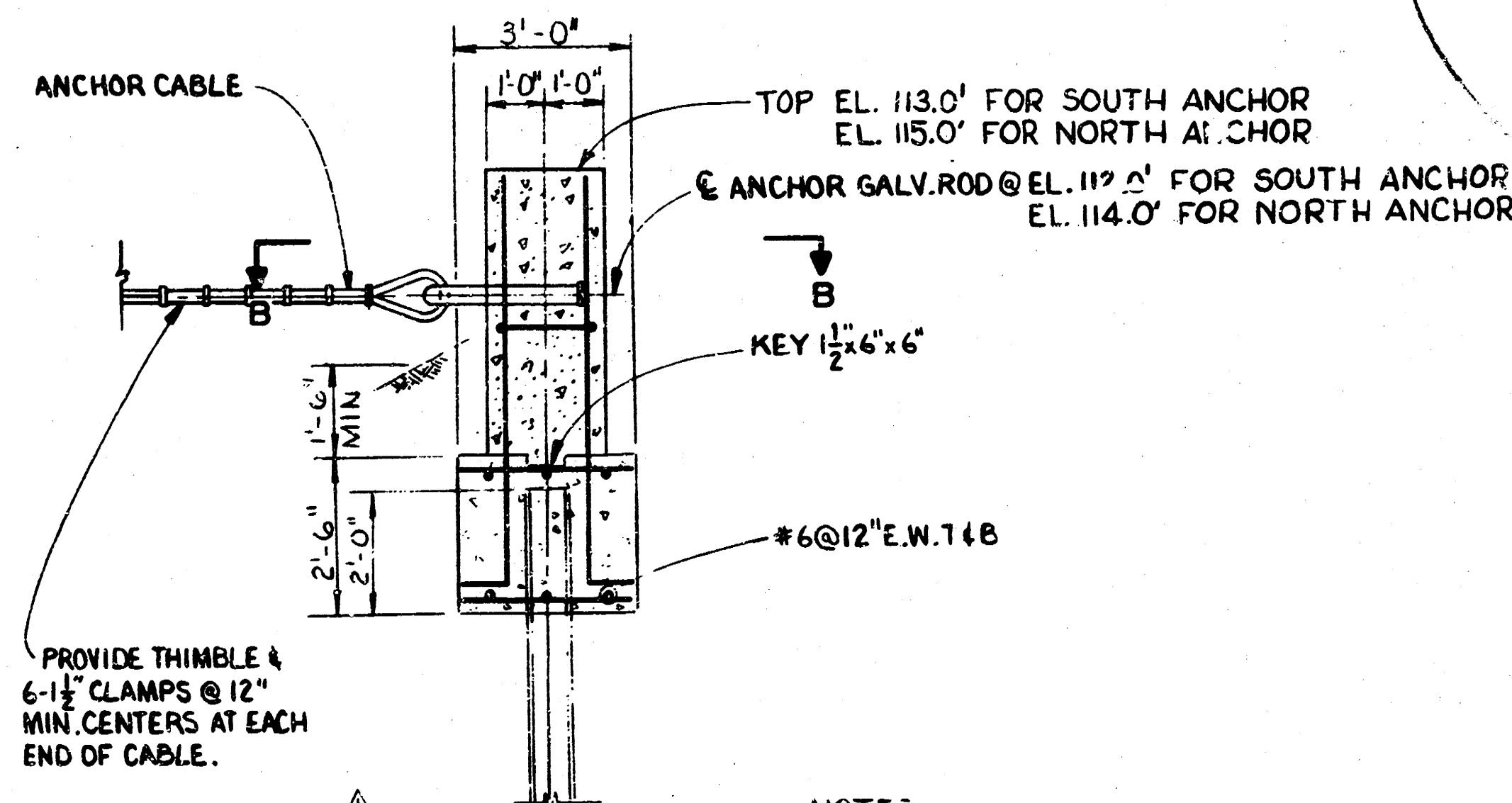
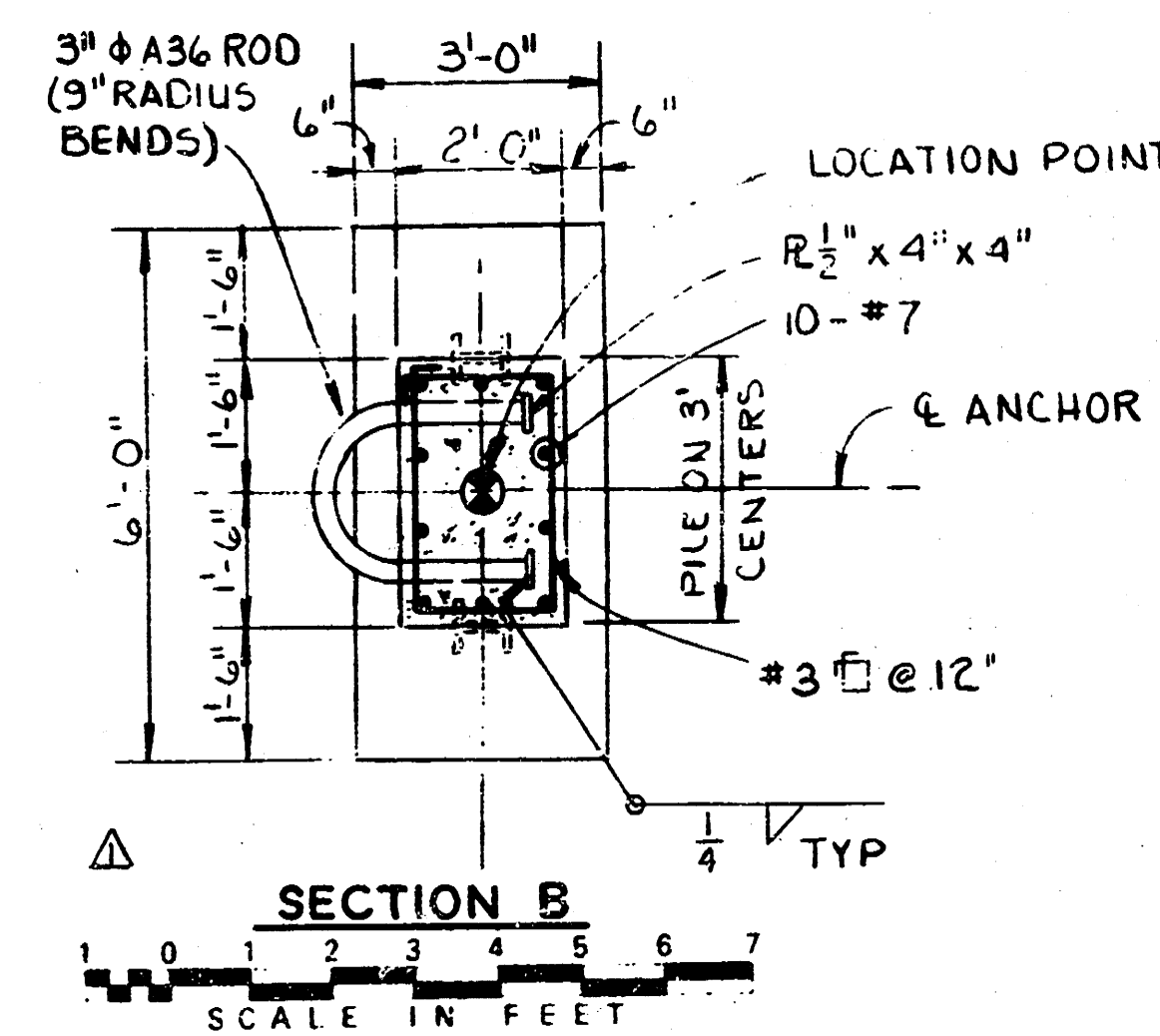
MISCELLANEOUS DETAILS

Burns & McDonnell
 ENGINEERS - ARCHITECTS - CONSULTANTS
 Kansas City, Missouri

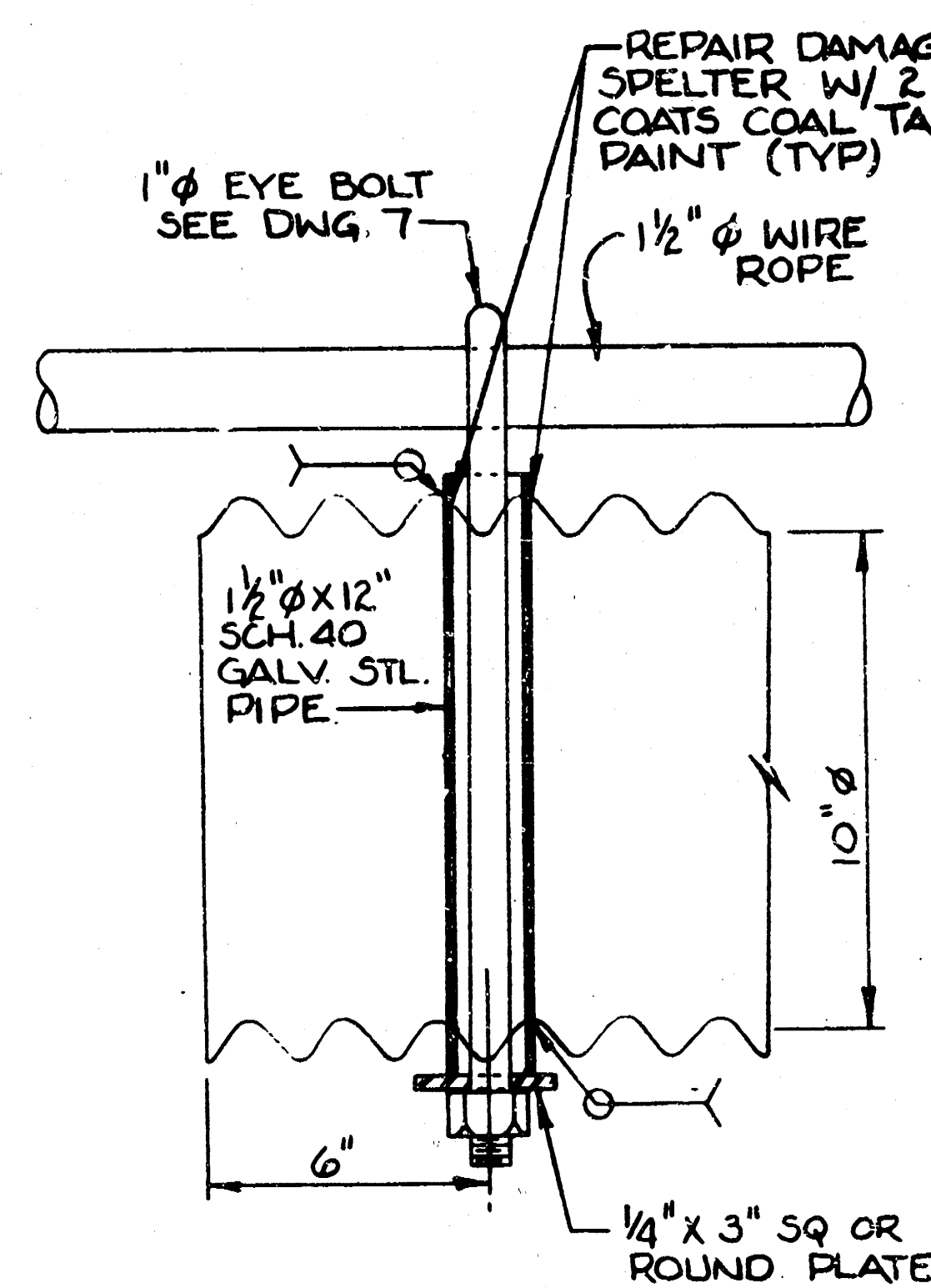
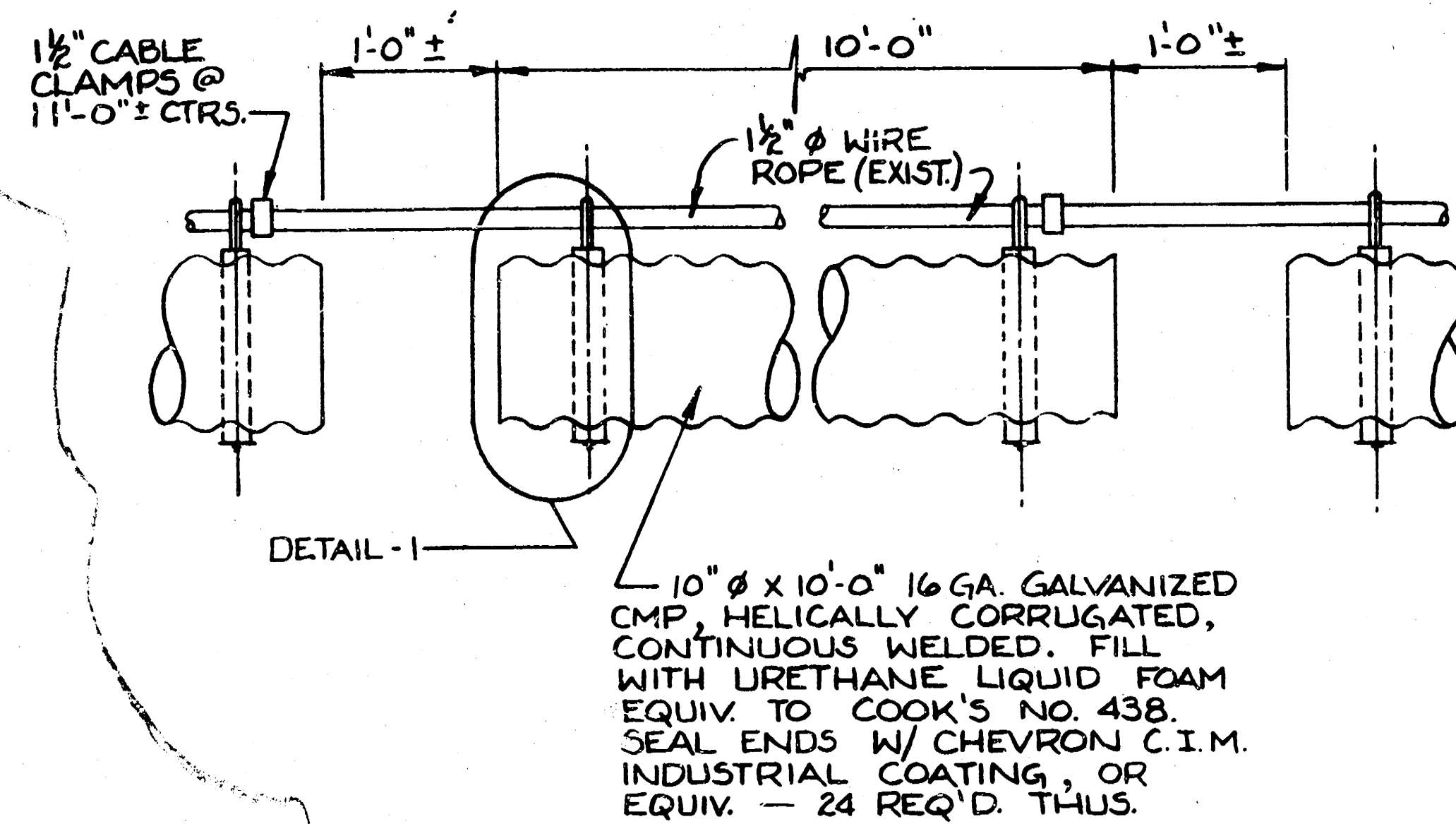
NO.	DATE	BY	REVISION
1	10-13-82	TDB	

CONFORMING TO CONSTRUCTION RECORDS

DATE	MAY 1, 1981	DRAWING NO.	6 - 1
DESIGNED	B.A.B.	PROJECT	80-011-1-001
DETAILED	E.C.K.	CHECKED	B.A.B.
CHECKED	B.A.B.	SHEET	6 OF 7 SHEETS



- NOTES:
1. H-PILES SHOWN; PIPE PILES SIMILAR.
 2. RESTORE GRADE AROUND SOUTH ANCHOR BLOCKS TO ORIGINAL CONTOUR AND MATERIAL.



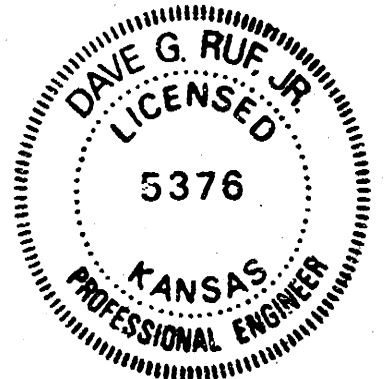
GENERAL NOTES:

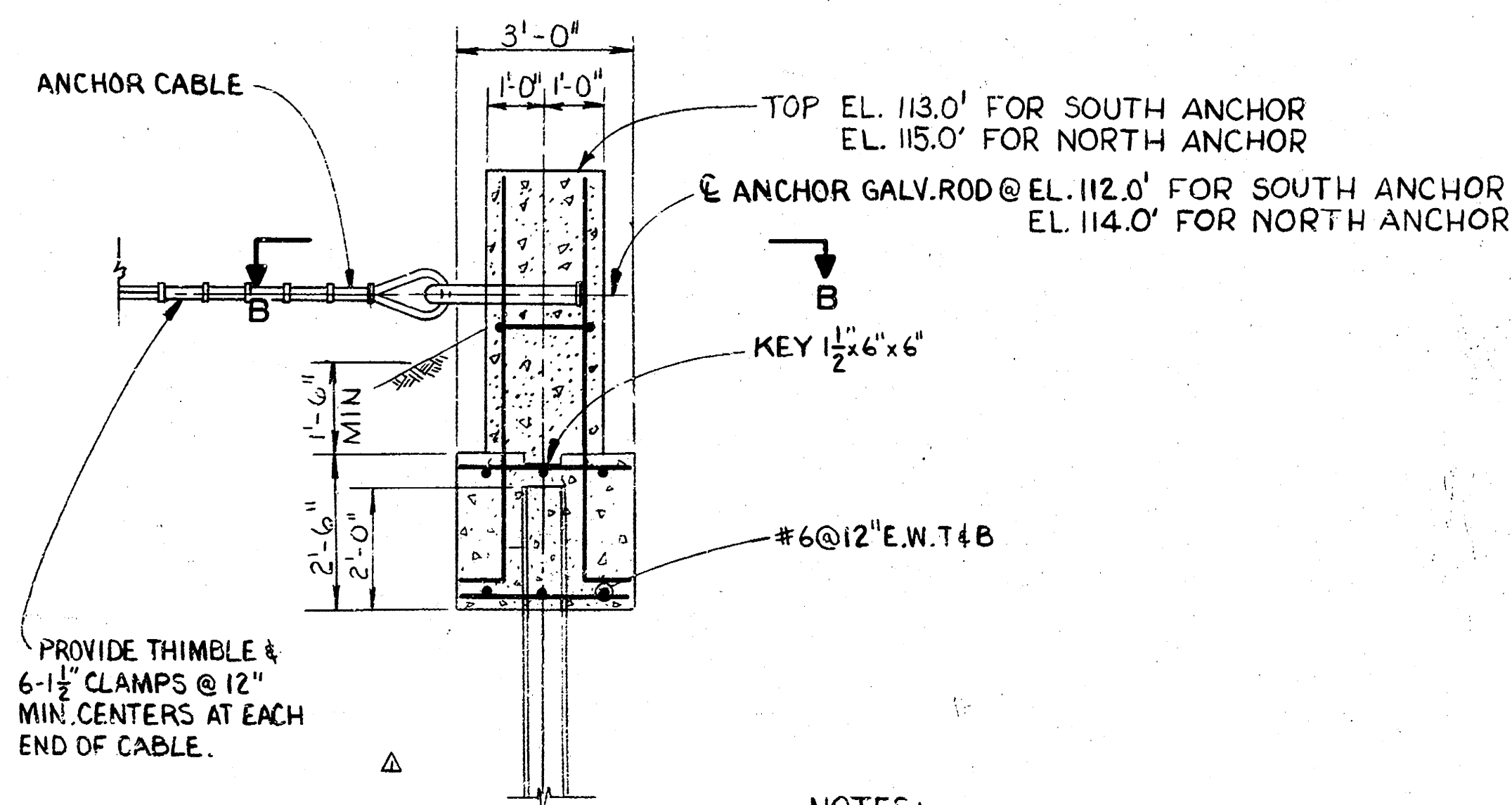
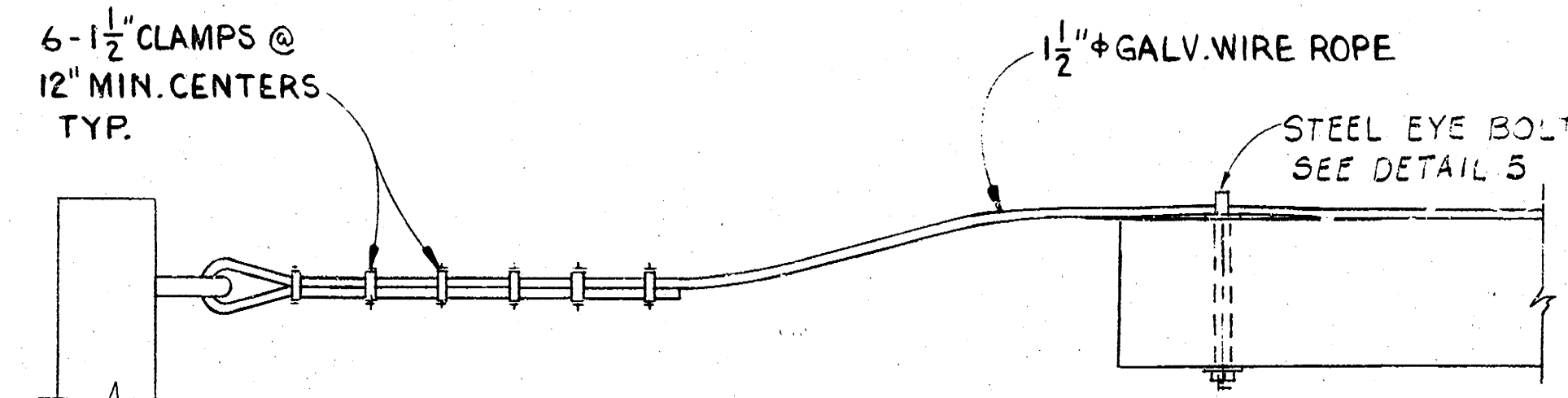
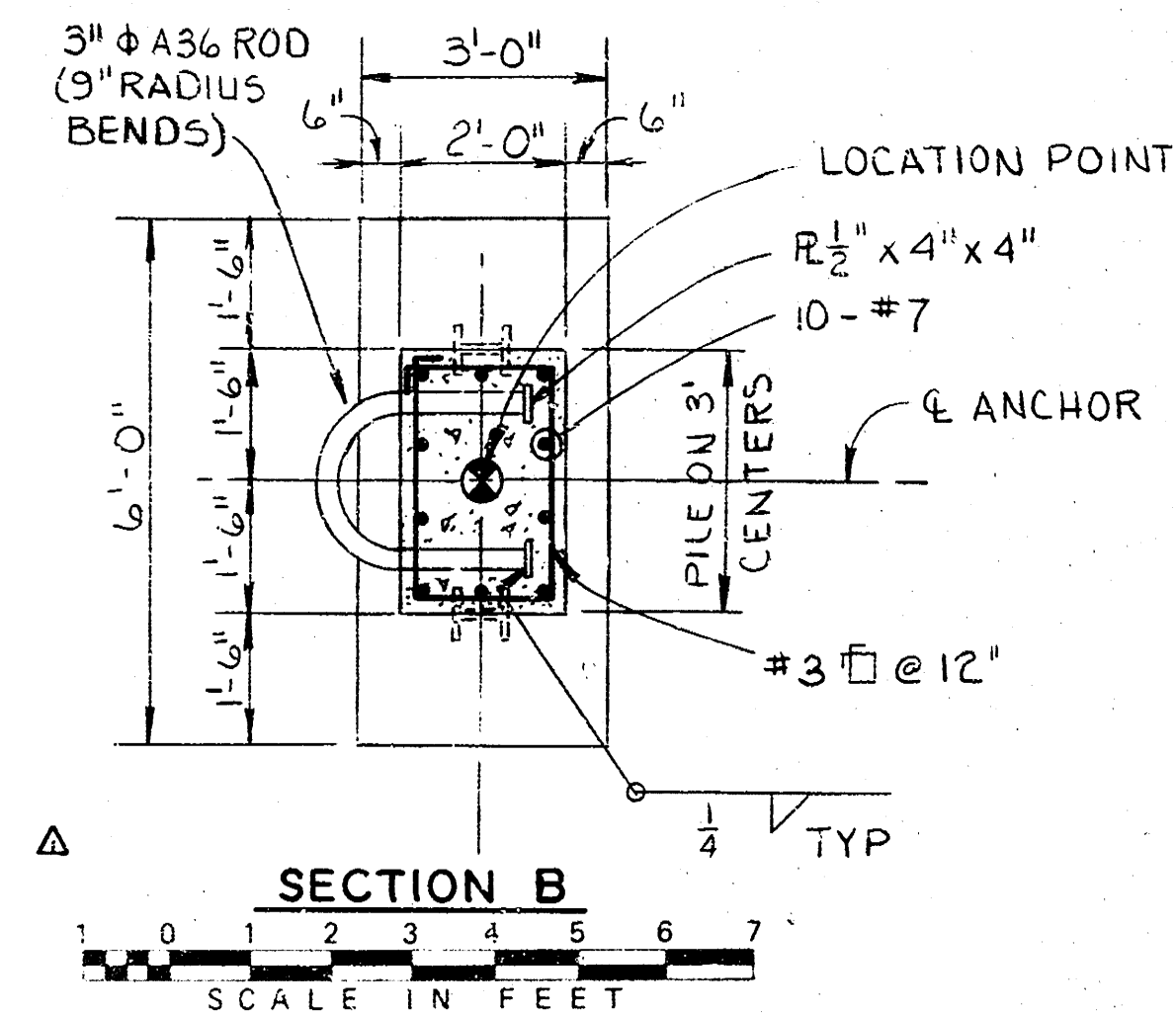
1. WIRE ROPE SHALL BE 1/2" GALVANIZED, 6 x 25 FW, IMPROVED FLOW, INRC.
2. THE ACTUAL LENGTH OF BOOM TO BE INSTALLED AS MEASURED FROM ANCHOR ROD TO ANCHOR ROD SHALL BE THE STRAIGHT-LINE HORIZONTAL DISTANCE BETWEEN THE ABOVE POINTS MULTIPLIED BY A FACTOR OF 1.012 TO ALLOW FOR CABLE SAG.
3. PROVIDE EXTRA 6'-0" (MIN.) LENGTH OF CABLE PAST 6 CLAMPS AT EACH END FOR LENGTH ADJUSTMENTS.
4. ALL LOG BOOM STEEL HARDWARE (EYE BOLTS, PLATES, NUTS, CLAMPS) SHALL BE GALVANIZED.

NOTE: AT THE TIME OF MAKING REVISIONS TO CONFORMING TO CONSTRUCTION RECORDS, ITEMS IN REVISION 3 WERE UNDER CONSTRUCTION. REVISE AS REQUIRED IN FUTURE TO REFLECT ACTUAL CONSTRUCTION.

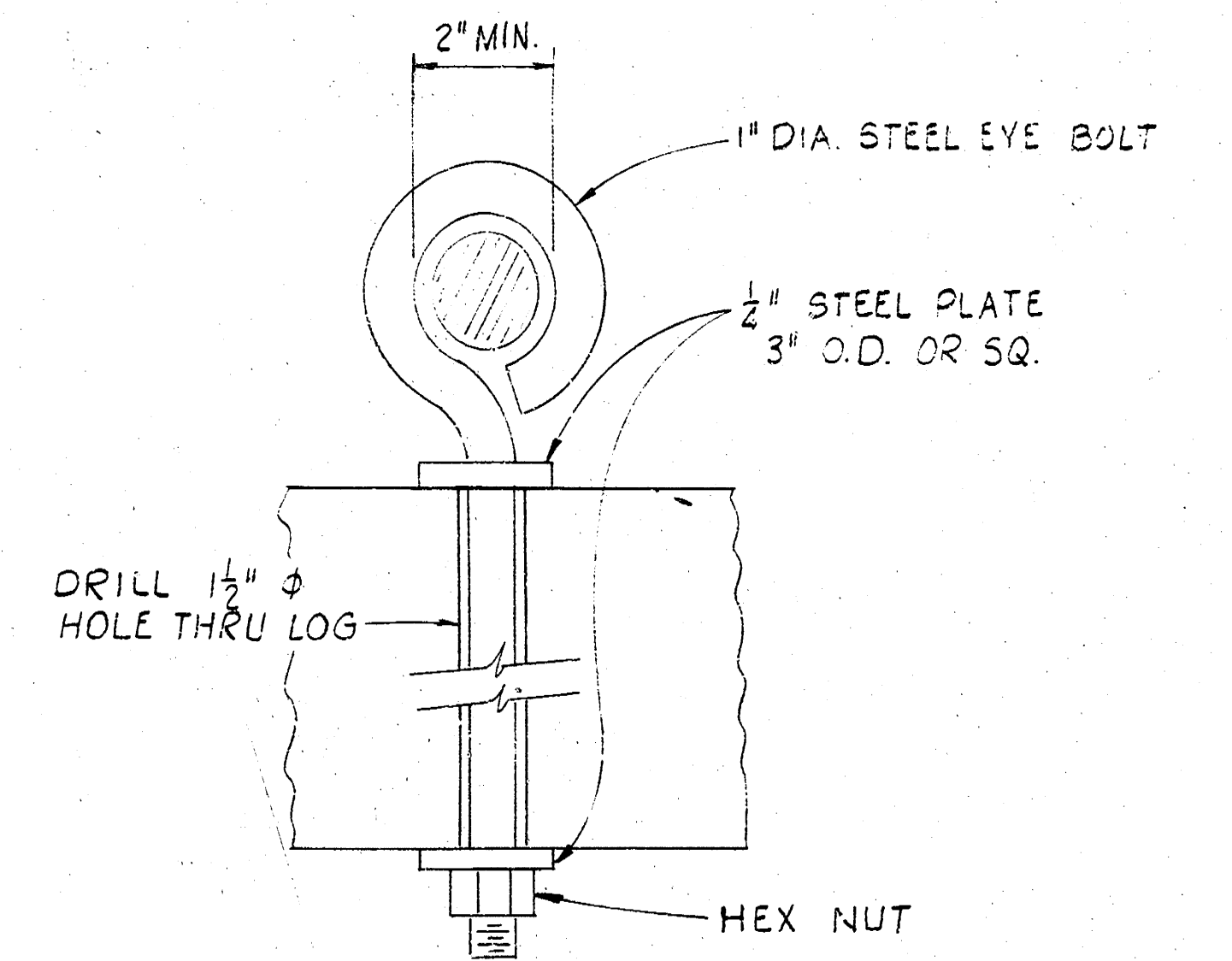
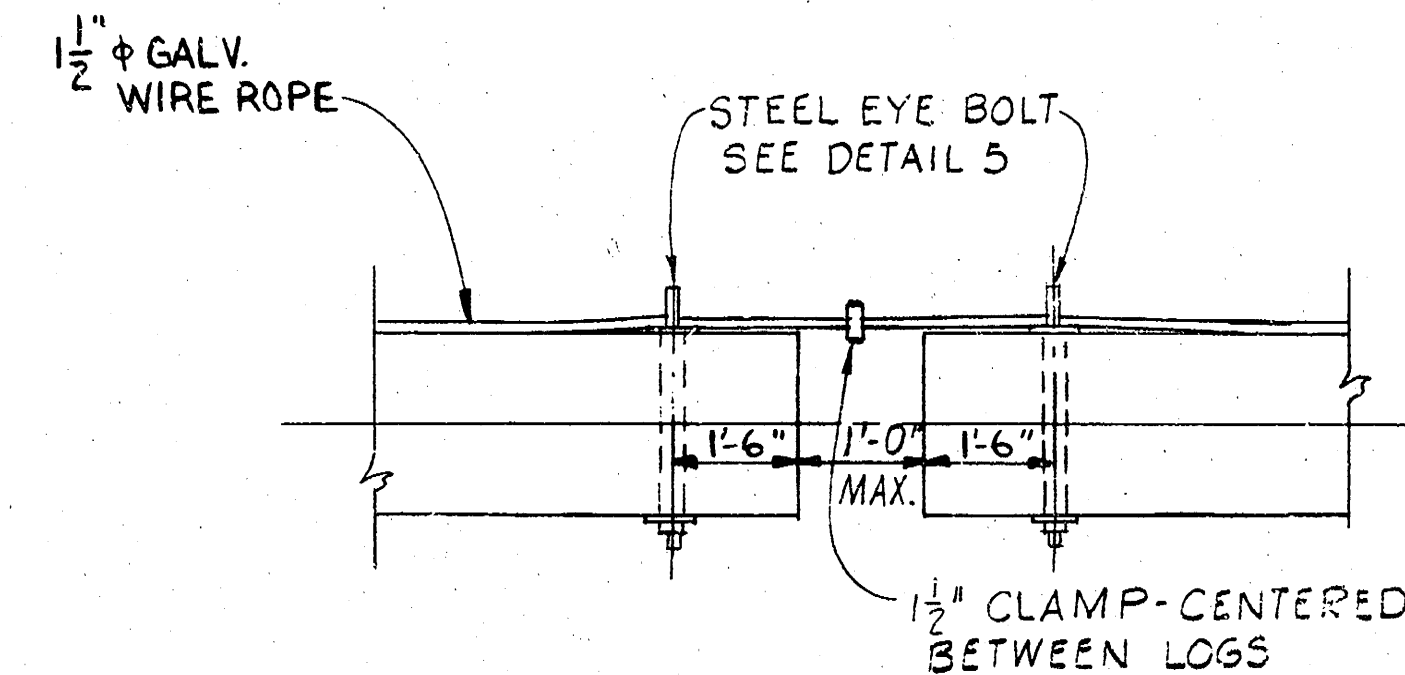
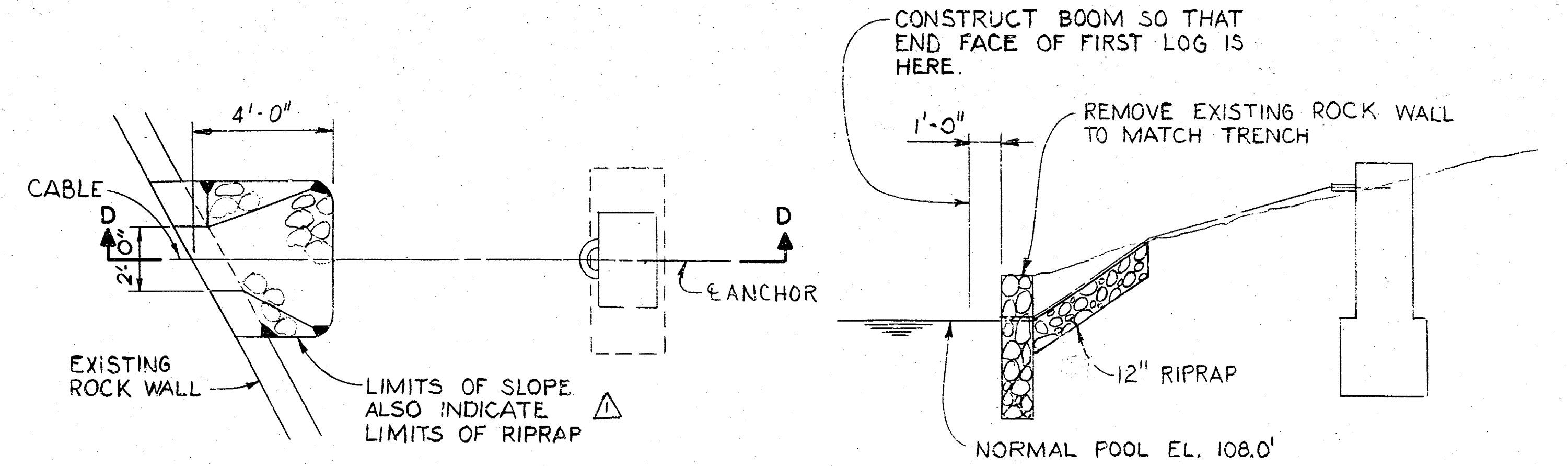
NO.	DATE	BY	REVISION
7-23-81	JMC		REVISED PER ADDENDUM #1
10-7-81	TDB		REVISED END LOG CONN.
10-13-82	TDB		REVISED ENTIRE LOG BOOM

CITY OF WICHITA, KANSAS	
Central Avenue Dam Improvements	
Department of Engineering R.W. Bruggeman-Director of Engr./City Engr. Project No. 472 76 245 808SI 000 000 001	
LOG BOOM DETAILS	
Burns & McDonnell ENGINEERS - ARCHITECTS - CONSULTANTS Kansas City, Missouri	
DATE MAY 1, 1982	DRAWING NO. 7-3
DESIGNED DHS	PROJECT 80-011-1-001
DETAILED JDR	SHEET 7 OF 7 SHEETS
CHECKED DLS	





- NOTES:
1. H-PILES SHOWN; PIPE PILES SIMILAR.
 2. RESTORE GRADE AROUND SOUTH ANCHOR BLOCKS TO ORIGINAL CONTOUR AND MATERIAL.



- GENERAL NOTES:
1. WIRE ROPE SHALL BE 1 1/2" GALVANIZED, 6 x 25 F.W., IMPROVED PLOW, INWC.
 2. THE ACTUAL LENGTH OF BOOM TO BE INSTALLED AS MEASURED FROM ANCHOR ROD TO ANCHOR ROD SHALL BE THE STRAIGHT-LINE HORIZONTAL DISTANCE BETWEEN THE ABOVE POINTS MULTIPLIED BY A FACTOR OF 1.012 TO ALLOW FOR CABLE SAG.
 3. PROVIDE EXTRA 6'-0" (MIN.) LENGTH OF CABLE PAST 6 CLAMPS AT EACH END FOR LENGTH ADJUSTMENTS.
 4. ALL LOG BOOM STEEL HARDWARE (EYE BOLTS, PLATES, NUTS, CLAMPS) SHALL BE GALVANIZED.
 5. LOG MATERIAL SHALL BE SOUTHERN YELLOW PINE.
 6. THE FIRST FIVE LOGS NEAREST EITHER SHORE SHALL BE 6 TO 8 FEET IN LENGTH. REMAINING LOGS SHALL BE 18 TO 20 FEET IN LENGTH. ALL LOGS, IRRESPECTIVE OF LENGTH, SHALL BE 10 TO 14 INCHES IN DIAMETER.
 7. FIRST LOG ON SOUTH END OF LOG BOOM SHALL BE A MAXIMUM OF 18 FEET FROM THE SOUTH ANCHOR BLOCK.
 8. ALL LOGS SHALL BE WOLMANIZED (CCA) PRESSURE-TREATED (KOPPERS) AT 0.60 PCF.



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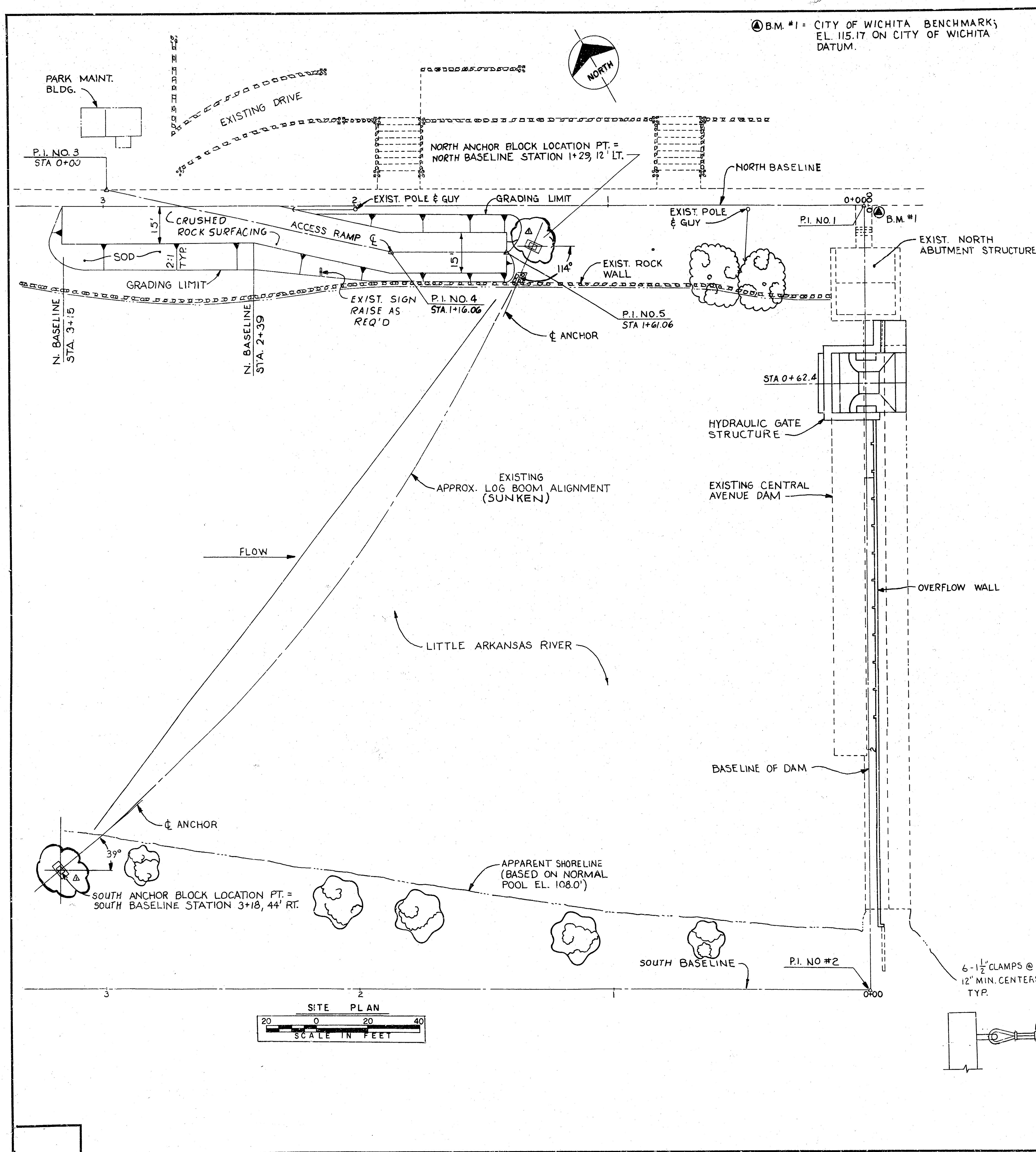
LOG BOOM DETAILS

Burns & McDonnell
ENGINEERS - ARCHITECTS - CONSULTANTS
Kansas City, Missouri

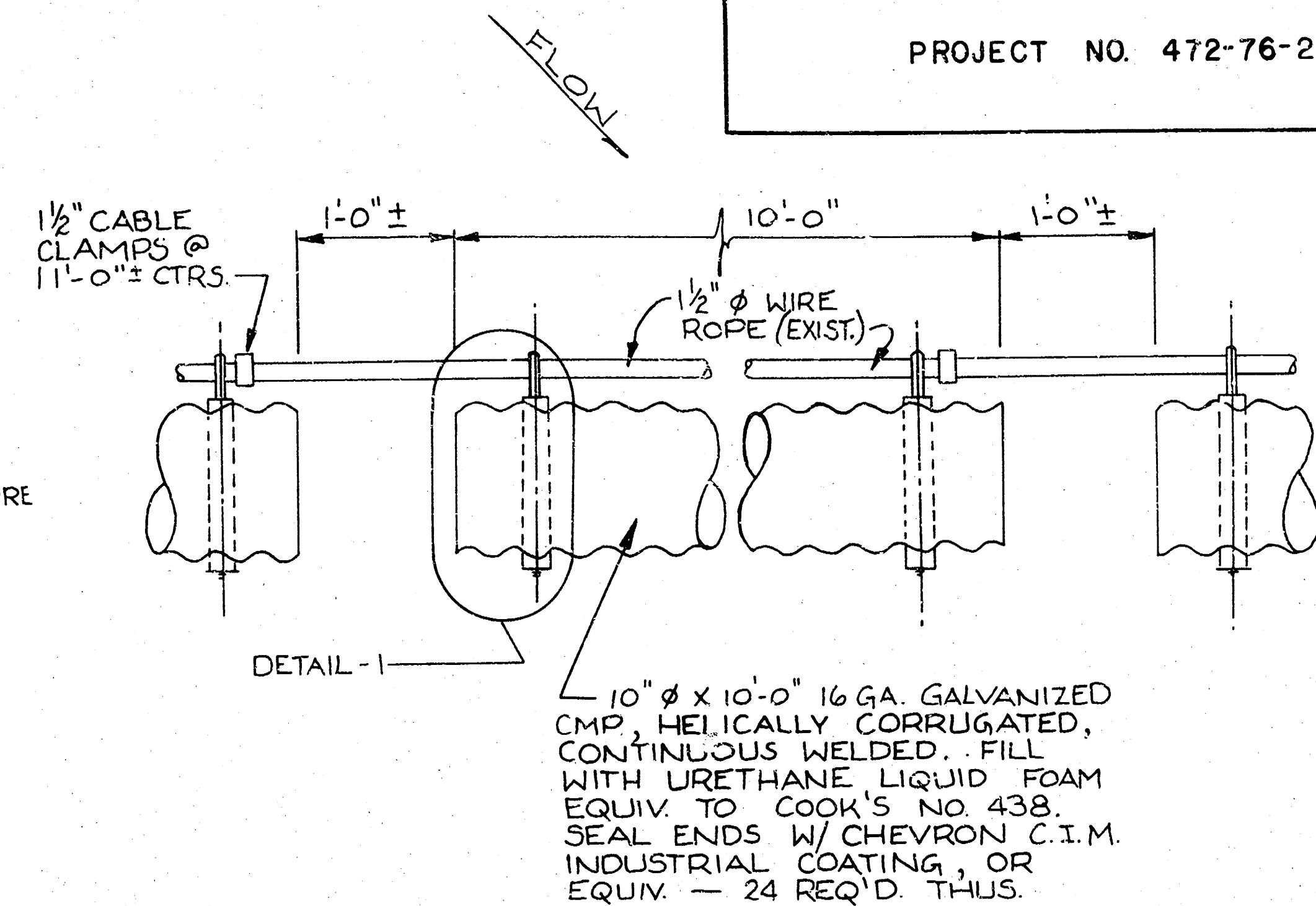
NO.	DATE	BY	REVISION
7-23-81	JMC	AS PER ADDENDUM NO. 1	
10-7-81	TDB	REVISED END LOG CONN.	
10-13-82	TDB		

CONFORMING TO CONSTRUCTION RECORDS

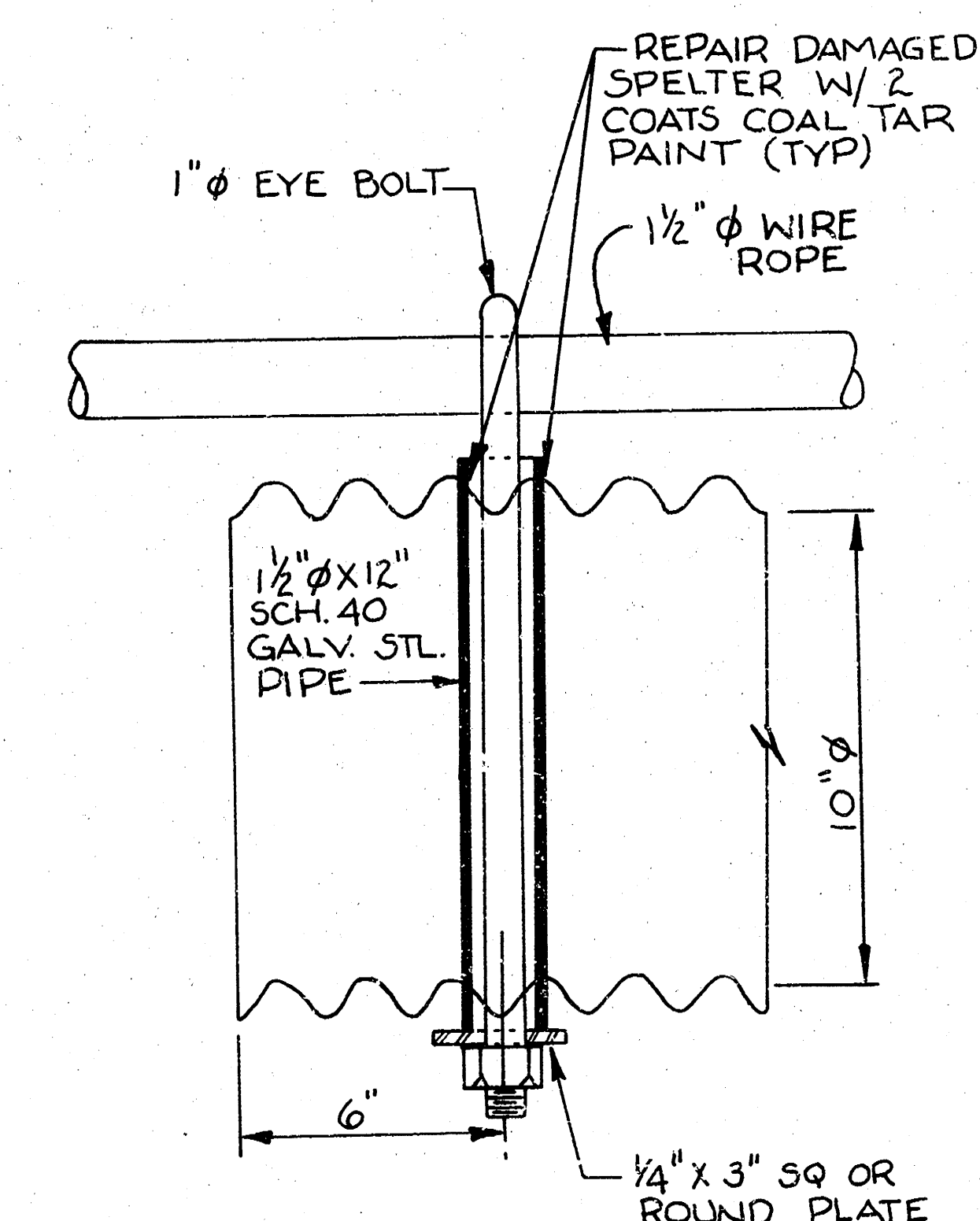
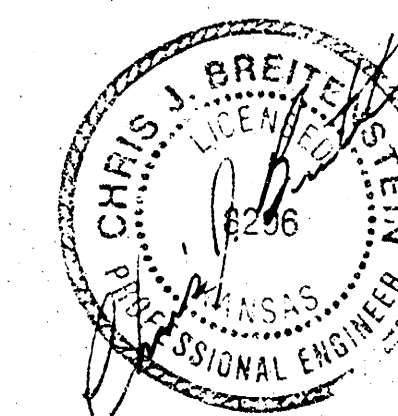
DATE	MAY 1, 1981	DRAWING NO.	7 - 2
DESIGNED	DHS	PROJECT	80-011-1-001
DETAILED	JDR	CHECKED	DL5
CHECKED	DL5	SHEET	7 OF 7 SHEET



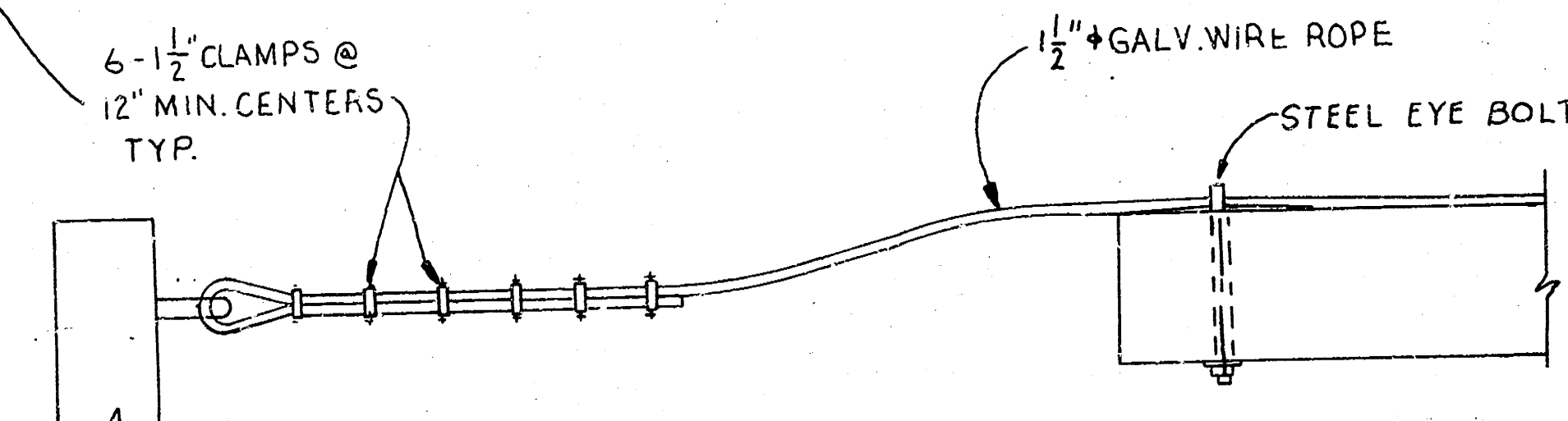
CENTRAL AVENUE DAM
BOOM REPAIR
PROJECT NO. 472-76-245-80851-000-000-001



PLAN
NOT TO SCALE

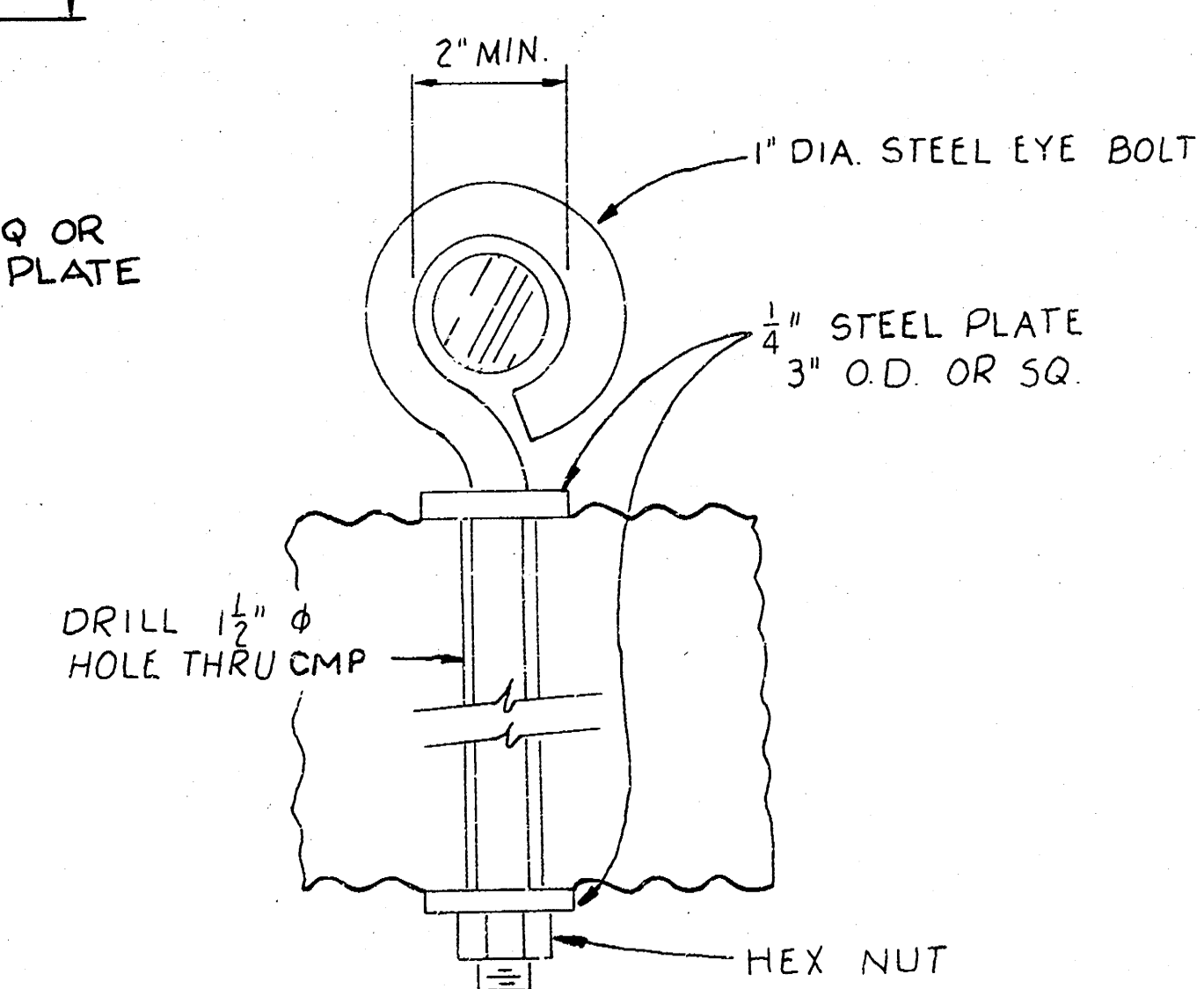


DETAIL 1
NOT TO SCALE



END BOOM CONNECTION
NTS

NOTE:
ALL BOOM STEEL HARDWARE (EYE BOLTS, PLATES,
NUTS, CLAMPS) SHALL BE GALVANIZED.



NOT TO SCALE
(FOR EYE BOLT INFORMATION ONLY)

- GENERAL NOTES
- BOOM REPAIR WILL BE ACCOMPLISHED WITHOUT LOWERING THE WATER ELEVATION BEHIND THE DAM.
 - EXISTING LOG BOOM HARDWARE, I.E. CLAMPS, EYE BOLTS, HEX NUTS, ETC., MAY BE REUSED WITH THE APPROVAL OF THE ENGINEER; HOWEVER ADDITIONAL BOOM HARDWARE WILL BE REQUIRED.
 - LUMP SUM BID ITEM - BOOM REPAIR WILL INCLUDE ALL COSTS TO COMPLETE THIS PROJECT, INCLUDING, BUT NOT LIMITED TO, RAISING SUNKEN LOG BOOM, REMOVAL OF BOOM FROM RIVER, REMOVAL AND DISPOSAL OF LOGS, ATTACHMENT OF CMP FLOTATION UNITS, ADDITIONAL BOOM HARDWARE, REPLACING AND REATTACHING BOOM IN RIVER, AND SITE RESTORATION.
 - CONTRACTOR MAY CONTACT DEPARTMENT OF OPERATIONS AND MAINTENANCE, 268-4559, FOR POSSIBLE SOURCE OF ADDITIONAL BOOM HARDWARE.
 - ALL OPENINGS IN CMP SHALL BE SEALED WITH SEALANT.