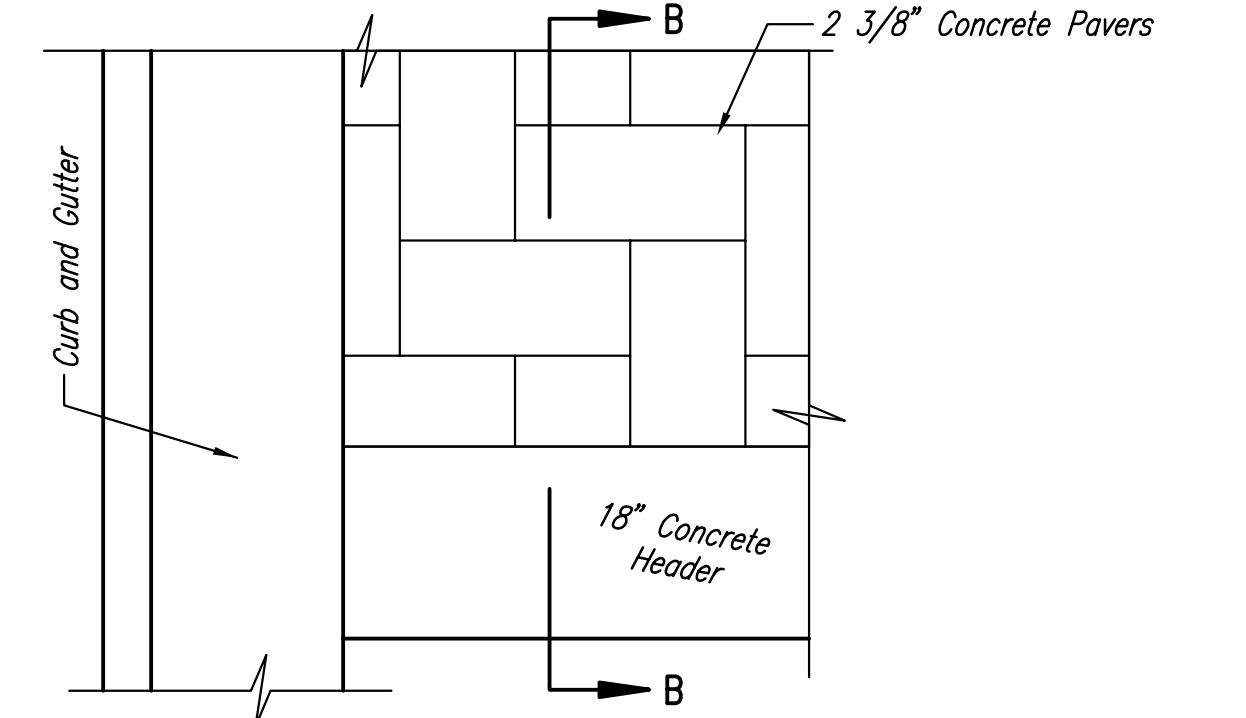


**GENERAL NOTES
BRICK PAVEMENT**

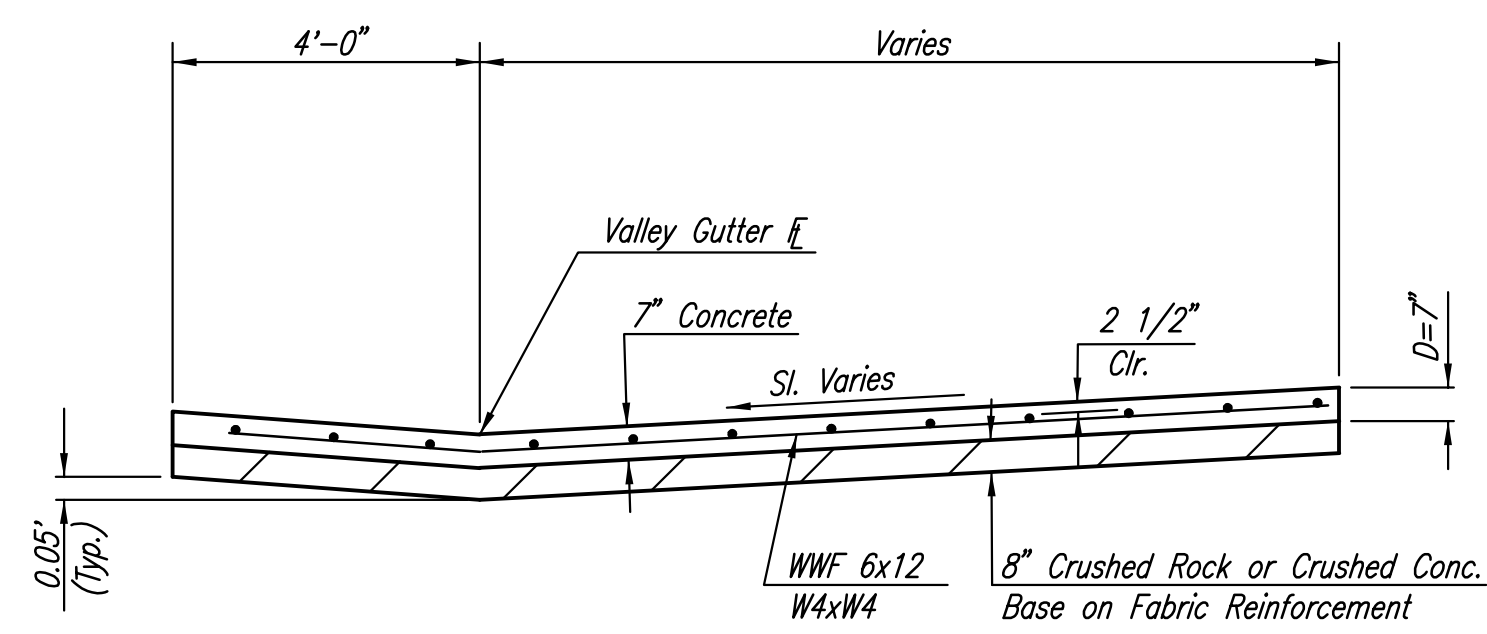
1. CONCRETE PAVING BRICK SHALL BE 2 3/8" MIN. THICKNESS AND MEET OR EXCEED ASTM C-936-82. PAVING STONES TO BE "HOLLAND STONE" IN THE WINTER BLEND COLOR AS MANUFACTURED BY PAVESTONE CO., OR APPROVED EQUAL. STONES SHALL BE LAID IN A HERRINGBONE PATTERN.
2. SAND BEDDING SHALL MEET THE CITY'S REQUIREMENTS FOR FINE AGGREGATE. AN UNCOMPACTED SAND LAYING COURSE SHALL BE SPREAD EVENLY OVER THE AREA TO BE PAVED AND THEN SCREEDED TO A LEVEL OF APPROXIMATELY 1" THICKNESS. ONCE SCREEDED AND LEVELED TO THE DESIRED ELEVATION, THE SAND LAYING COURSE SHALL NOT BE DISTURBED IN ANY WAY.
3. THE PAVING BRICK SHALL BE INSTALLED PERPENDICULAR AND PARALLEL TO THE MAJOR AXIS OF THE CROSSWALK OR AREA BEING PAVED. STONES SHALL BE PLACED WITH THE CHAMFERED SIDE UP, AND JOINT SPACES KEPT UNIFORM APPROXIMATELY 1/8" THICK. THE GAPS AT THE EDGE OF THE PAVED SURFACE SHALL BE FILLED WITH STONES CUT TO FIT. CUTTING SHALL BE ACCOMPLISHED TO LEAVE A CLEAN EDGE TOWARD THE TRAFFIC SURFACE, USING A MASONRY SAW. WHENEVER POSSIBLE, NO CUTS SHOULD RESULT WITH A PAVER LESS THAN ONE-THIRD OF ITS ORIGINAL DIMENSION.
4. PAVING BRICK SHALL BE VIBRATED TO THEIR FINAL LEVEL IN THE SAND LAYING COURSE BY TWO OR THREE PASSES OF A VIBRATING COMPACTOR CAPABLE OF 3000 TO 5000 POUNDS COMPACTION FORCE WITH THE SURFACE CLEAN AND JOINTS OPEN.
5. AFTER VIBRATION, CLEAN CONCRETE SAND SHALL BE SPREAD OVER THE PAVING STONE SURFACE, ALLOWED TO DRY, AND VIBRATED INTO JOINTS WITH ADDITIONAL PASSES OF THE PLATE VIBRATOR SO AS TO COMPLETELY FILL THE JOINTS. A LIGHT COATING OF SAND SHALL BE SWEEPED OVER THE COMPLETED SURFACE AND LEFT IN.
6. PLACEMENT AND COMPACTION OF SAND FOR INSTALLATION OF THE PAVING BRICK IS SUBSIDIARY TO THE PAVING BRICK ITEM. PLACEMENT OF THE 5" REINFORCED CONCRETE PAVEMENT UNDER ALL PAVING BRICK AREAS, INCLUDING THE 18" CONCRETE HEADER AT CROSS WALK SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARDS OF "CROSSWALK BRICK PAVERS (CONCRETE)".



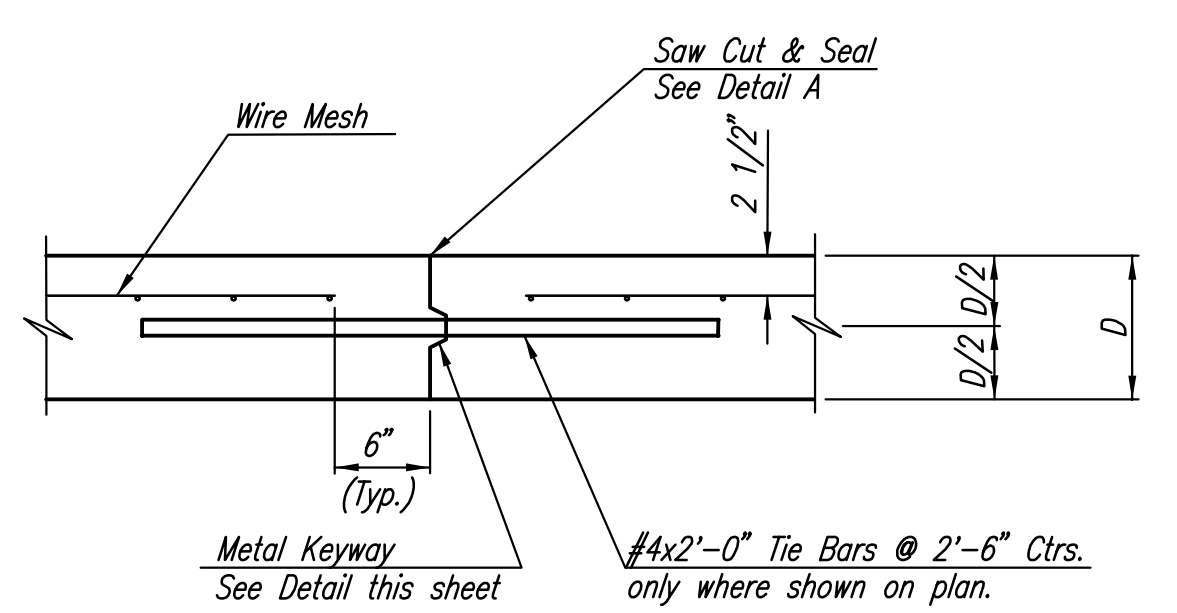
**PLAN
REINFORCED VALLEY GUTTER**

6" x 12" W4xW4 WIRE FABRIC REINFORCING SHALL BE PLACED SUCH THAT THE WIRES WITH THE 6" SPACING WILL RUN PARALLEL WITH THE LONGITUDINAL JOINT.

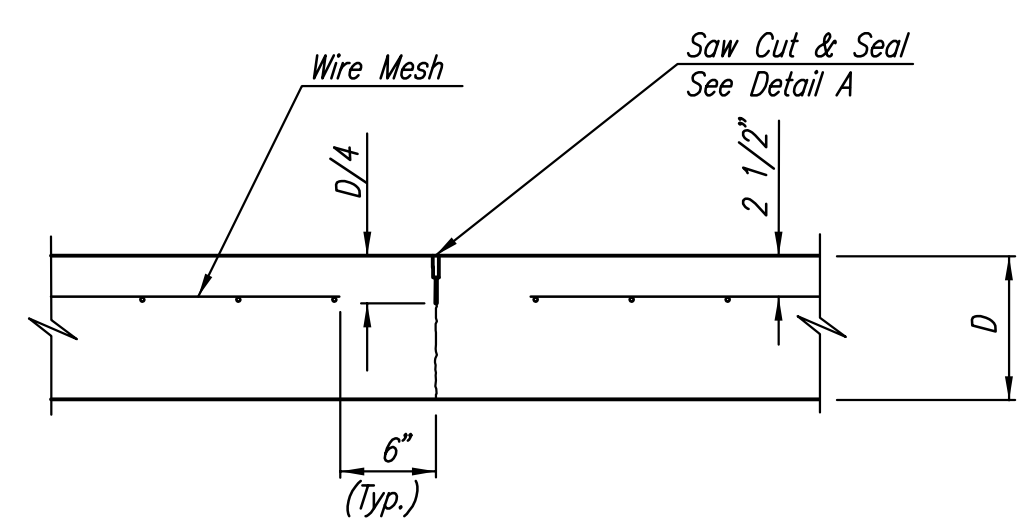
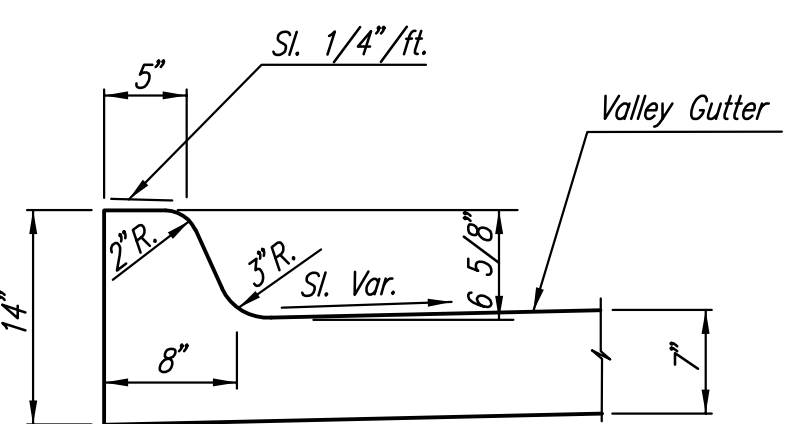
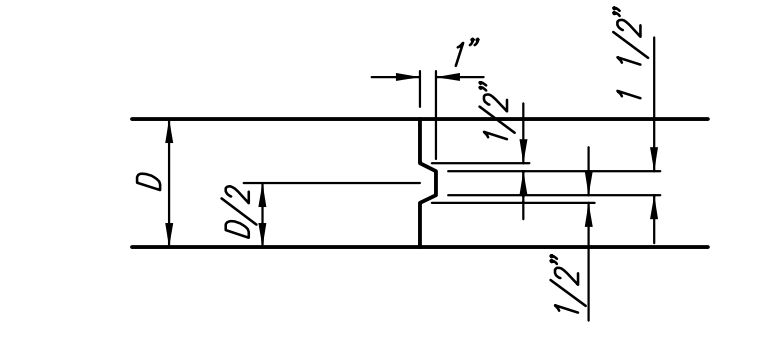
* Match Existing



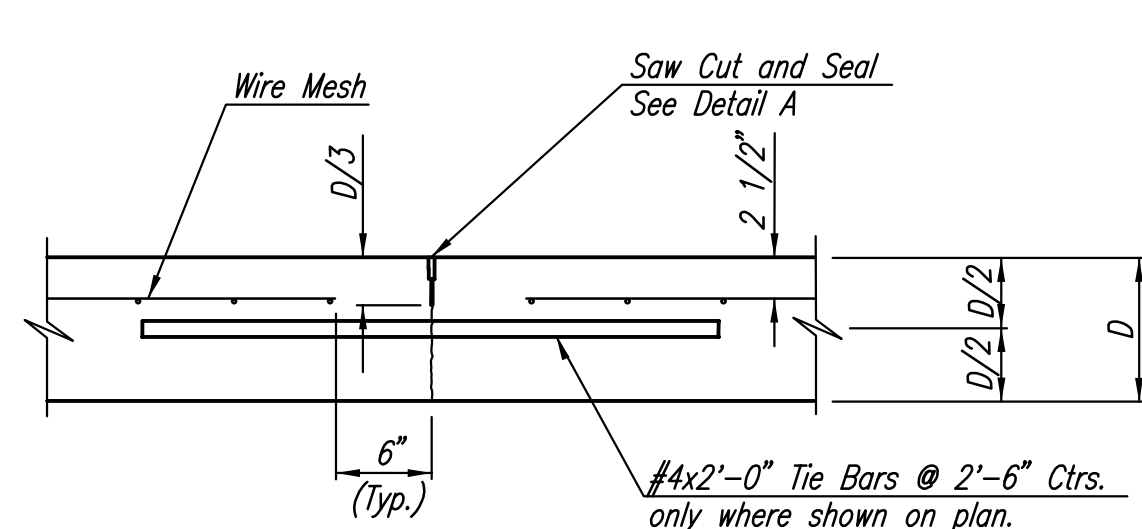
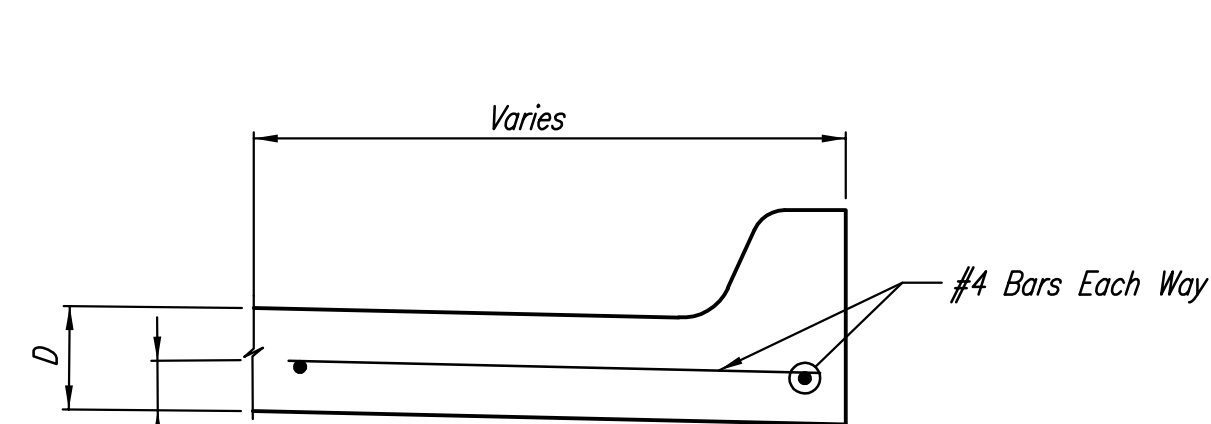
NOTE: OMIT REINFORCING MESH AT ALL JOINTS
NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.



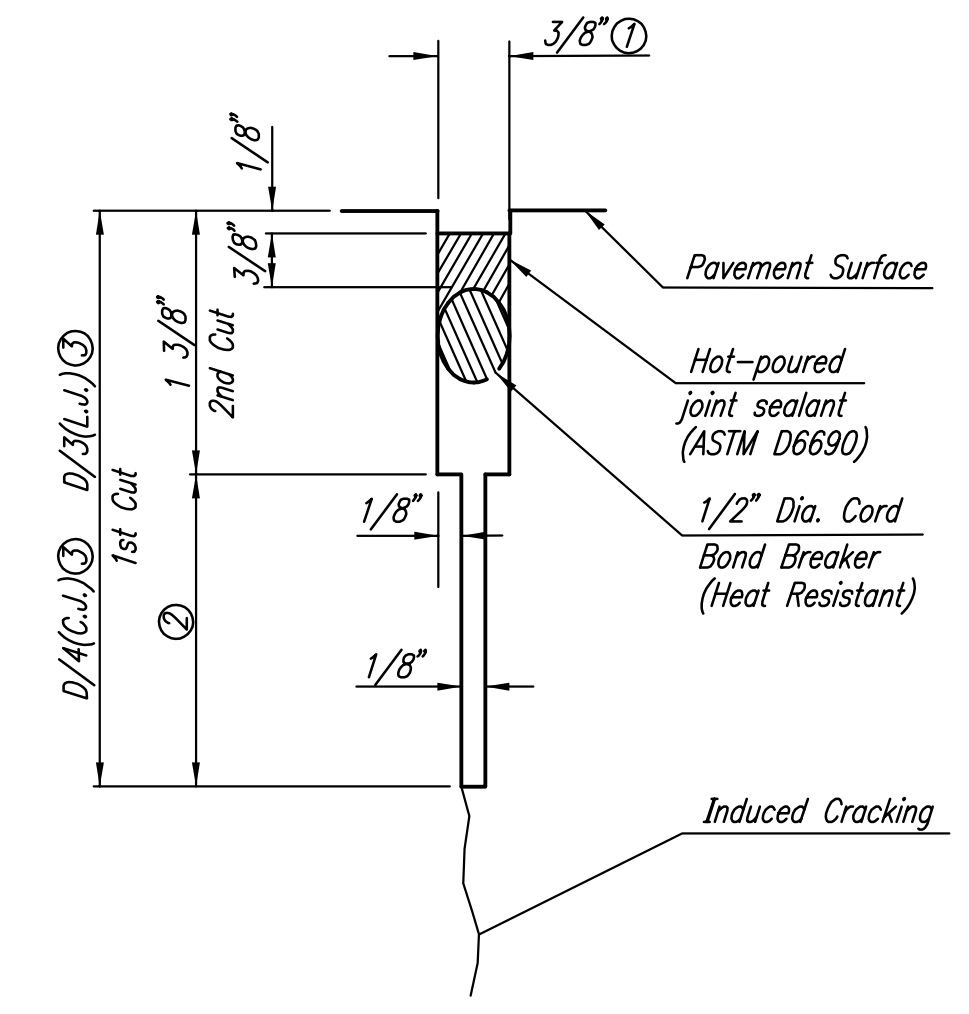
**LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)**



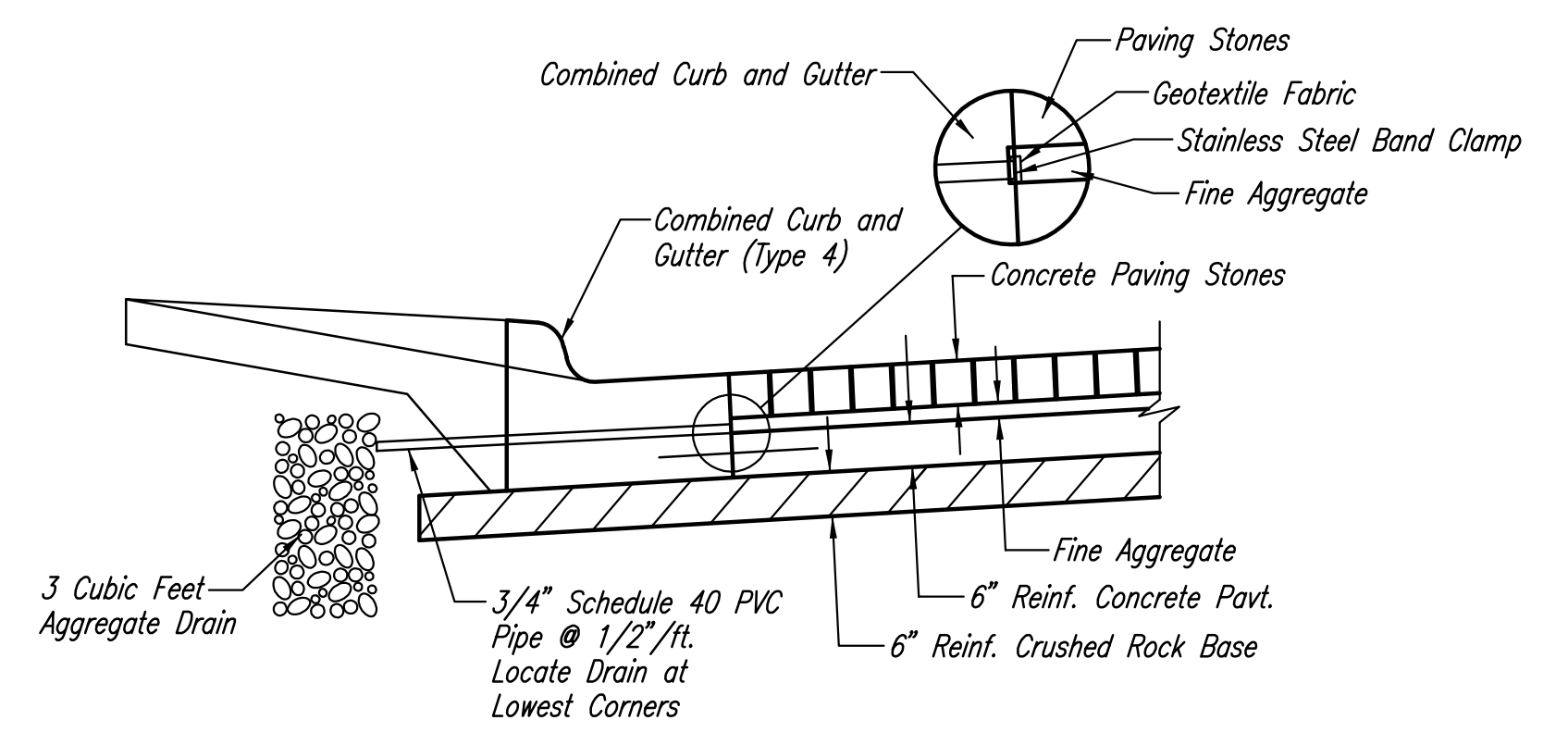
**CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)**



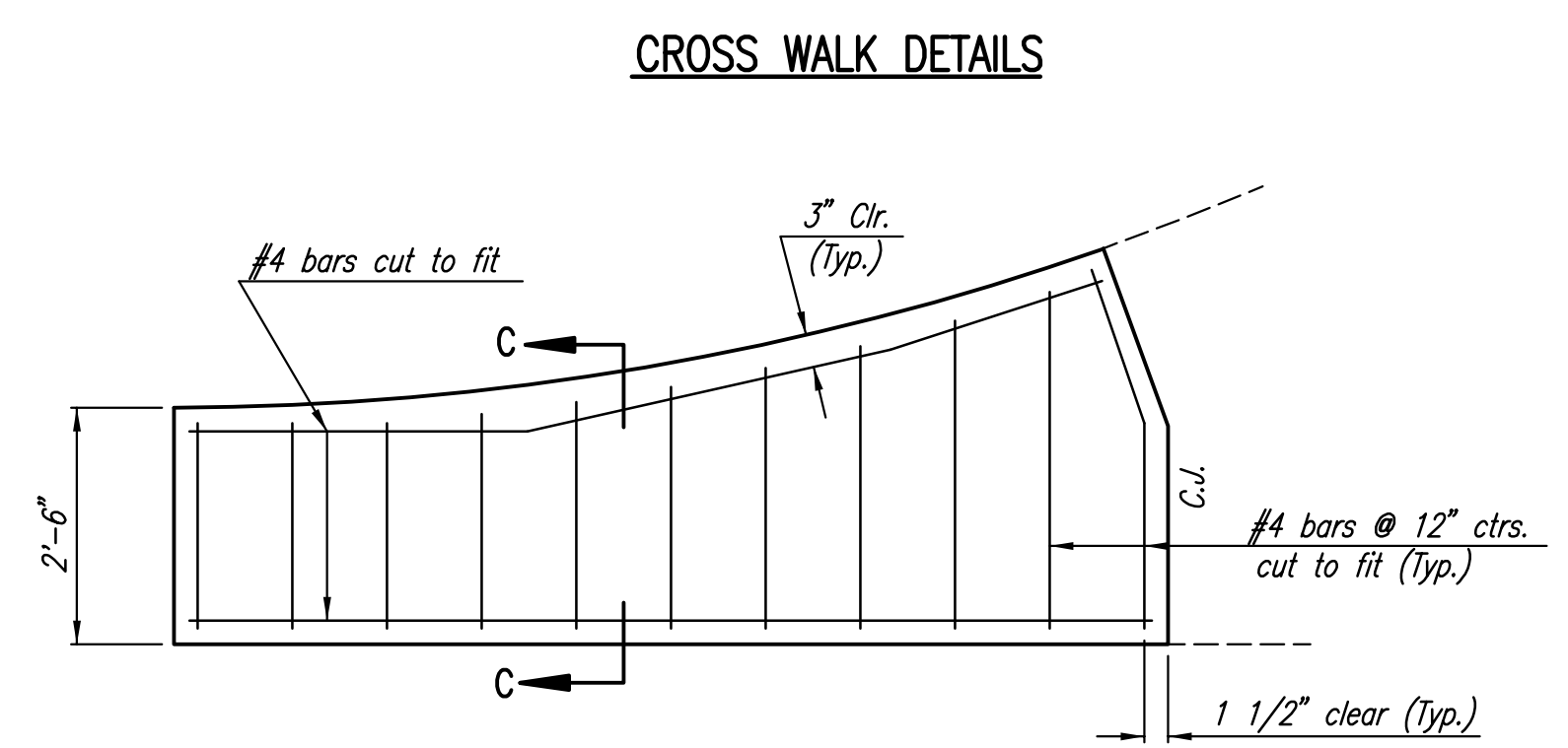
**LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)**



- 1 To be accomplished in 2 cuts for Longitudinal Joints and Contraction Joints. Initial cut to be 1/8" wide.
- 2 Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.
- 3 1 1/2" Minimum



**BRICK PAVEMENT DRAIN DETAIL
(6 Required)**



WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

No.	Revision	By	Date
NEWMARKET OFFICE 2ND PAVING AND INCIDENTAL DRAINAGE IMPROVEMENTS VALLEY GUTTER DETAILS GARY JANZEN, P.E. - CITY ENGINEER CITY OF WICHITA PROJ. NO. 472-84990 PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 303 SOUTH TOPEKA WICHITA, KS 67202 316-262-2691 www.pec1.com			
Designed by	DCG	Job No.	35-11114-000
Drawn by	MDB	Date	July 2011
			Sht. 8 of 31

Sowed 12-21-2012 5:25:45 PM by BLS
 Plot Scale 1:10 12-21-2012 5:41:14 PM by BILL J. SEKSON
 G:\2011\1114\000\1114-000-08C-VALLEY GUTTER DTL