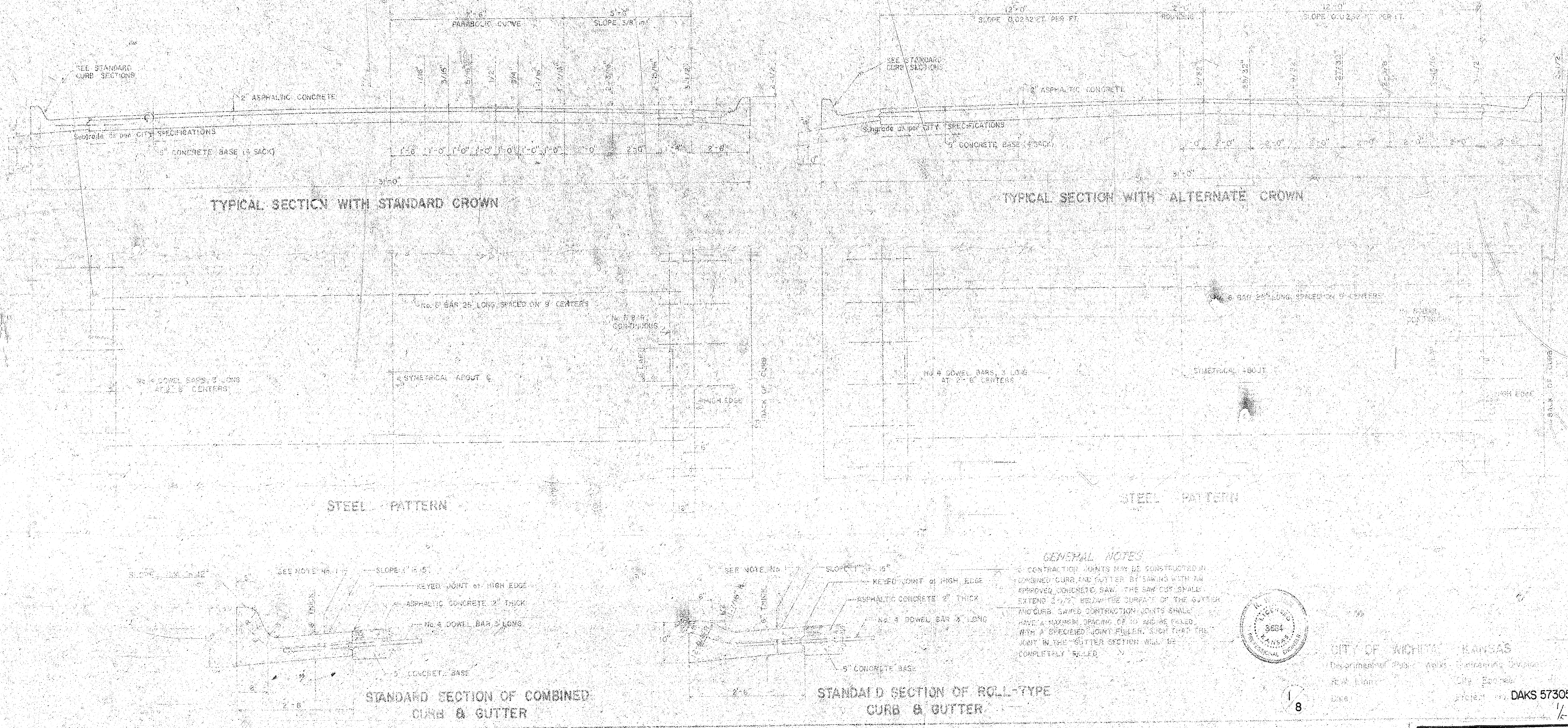
HIGH ST.

N. L. SECOND TO S. L. ST. LOUIS

TYPICAL SECTIONS of 30' ASPHALTIC CONCRETE PAVEMENT


PARABOLIC CURVE
SLOPE 3/8" in 1'
SEE STANDARD CURB SECTIONS
2" ASPHALTIC CONCRETE
Subgrade as per CITY SPECIFICATIONS
5" CONCRETE BASE (4 SACK)
30'-0"
TYPICAL SECTION WITH STANDARD CROWN
SLOPE 0.0232 FT. PER FT.
ROUNDING
TYPICAL SECTION WITH ALTERNATE CROWN
No. 6 BAR 25' LONG SPACED ON 9" CENTERS
No. 6 BAR CONTINUOUS
No. 4 DOWEL BARS 3' LONG AT 2'-6" CENTERS
SYMETRICAL ABOUT ℄
HIGH EDGE
BACK OF CURB
STEEL PATTERN
STEEL PATTERN
SEE NOTE No. 1
SLOPE 1" in 5"
KEYED JOINT at HIGH EDGE
ASPHALTIC CONCRETE 2" THICK
No. 4 DOWEL BAR 3' LONG
5" CONCRETE BASE
2'-6"
STANDARD SECTION OF COMBINED CURB & GUTTER
STANDARD SECTION OF ROLL-TYPE CURB & GUTTER

GENERAL NOTES

1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN COMBINED CURB AND GUTTER BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND 2-1/2" BELOW THE SURFACE OF THE GUTTER AND CURB. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10' AND BE FILLED WITH A SPECIFIED JOINT FILLER, SUCH THAT THE JOINT IN THE GUTTER SECTION WILL BE COMPLETELY FILLED.

3684

1/8

CITY OF WICHITA KANSAS
Department of Public Works - Engineering Division
R.W. [illegible]
City Engineer
Date
Project No. DAKS 573056

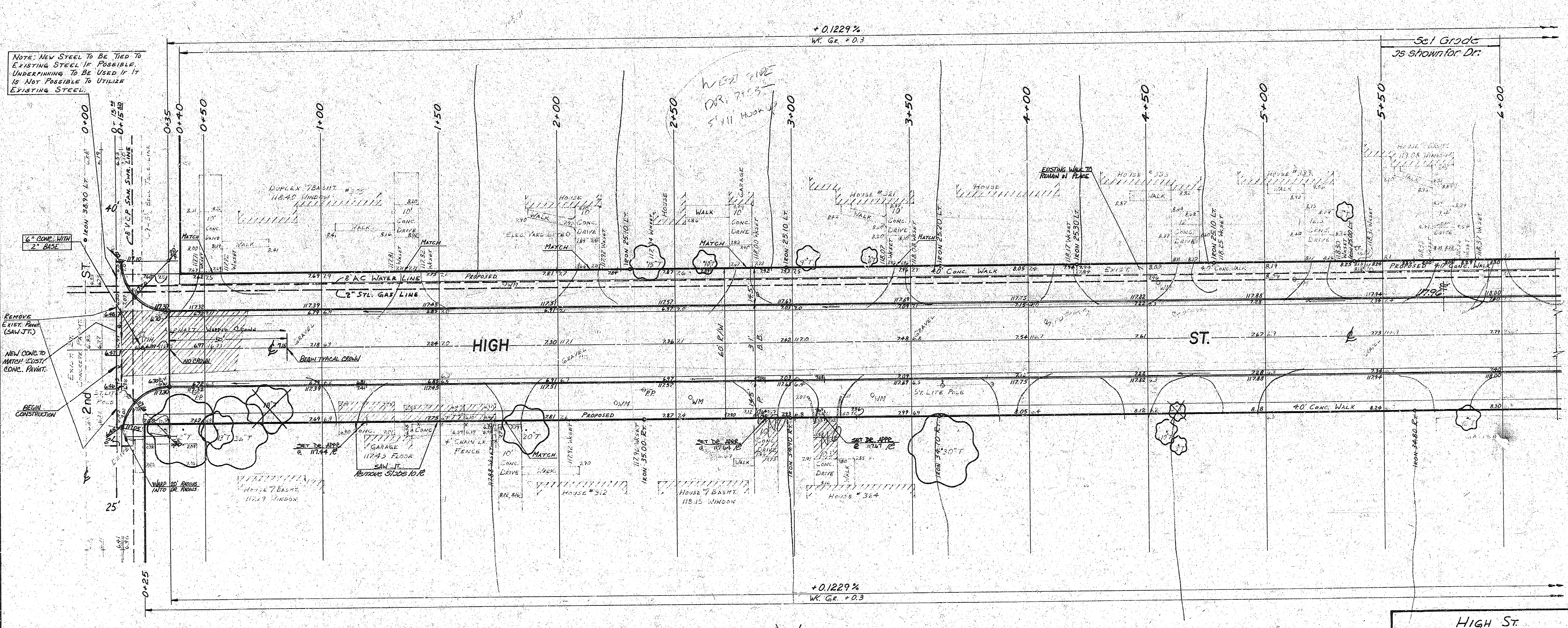
1/5

FILMED FROM THE BEST AVAILABLE COPY

BASELINE IS 5' W. OF ℄ PARALLEL TO ℄ OF HIGH ST.

B.M. 119.81 NE COR. CONC. PORCH 409 HIGH
B.M. 118.415 N.W. COR. BOT. CONC. STEP 324 HIGH
B.M. 119.34 SET BY OTHERS-"M" IN MUELLER FIRE PLUG. SE COR. KNIGHT & 2ND
B.M. 120.56 NE COR. 1ST CONC. STEP HOUSE #3509 W. 2ND
B.M. 122.45 SET BY OTHERS-"M" IN MUELLER FIRE PLUG. SW COR. HIGH & ST. LOUIS

SCALE 1" = 20'



NOTE: NEW STEEL TO BE TIED TO EXISTING STEEL IF POSSIBLE. UNDERPINNING TO BE USED IF IT IS NOT POSSIBLE TO UTILIZE EXISTING STEEL.

SURVEY KRUG BK. DLK177
PLAN NOWELL
EXC. NOWELL
CHECKED

NOTE: CONTRACTOR TO CLEAR RIGHT-OF-WAY, GRADE PARKINGS, AND CONSTRUCT COMPACTED FILL WHERE NECESSARY FOR PROPOSED SIDEWALK. SIDEWALK TO BE CONSTRUCTED BY OTHERS. FIELD ENGINEER IS TO DETERMINE THE TYPE OF SUBGRADE TREATMENT WHICH IS TO BE USED. SUBGRADE TREATMENT MAY CONSIST OF LIME TREATED SUBGRADE, CEMENT TREATED SUBGRADE, RE-COMPACTION OF EXISTING SUBGRADE MATERIAL AS SPECIFIED IN STANDARD SPECIFICATIONS, OR ANY COMBINATION OF THESE.

⊗ — TREE REMOVAL

EARTHWORK PROP.

EXCAVATION	1702.1 C.Y.	COMPACTED FILL	234.8 C.Y.
+10%	170.2 C.Y.	+10%	23.5 C.Y.
TOTAL	1872.3 C.Y.	TOTAL	258.3 C.Y.

EARTHWORK CITY

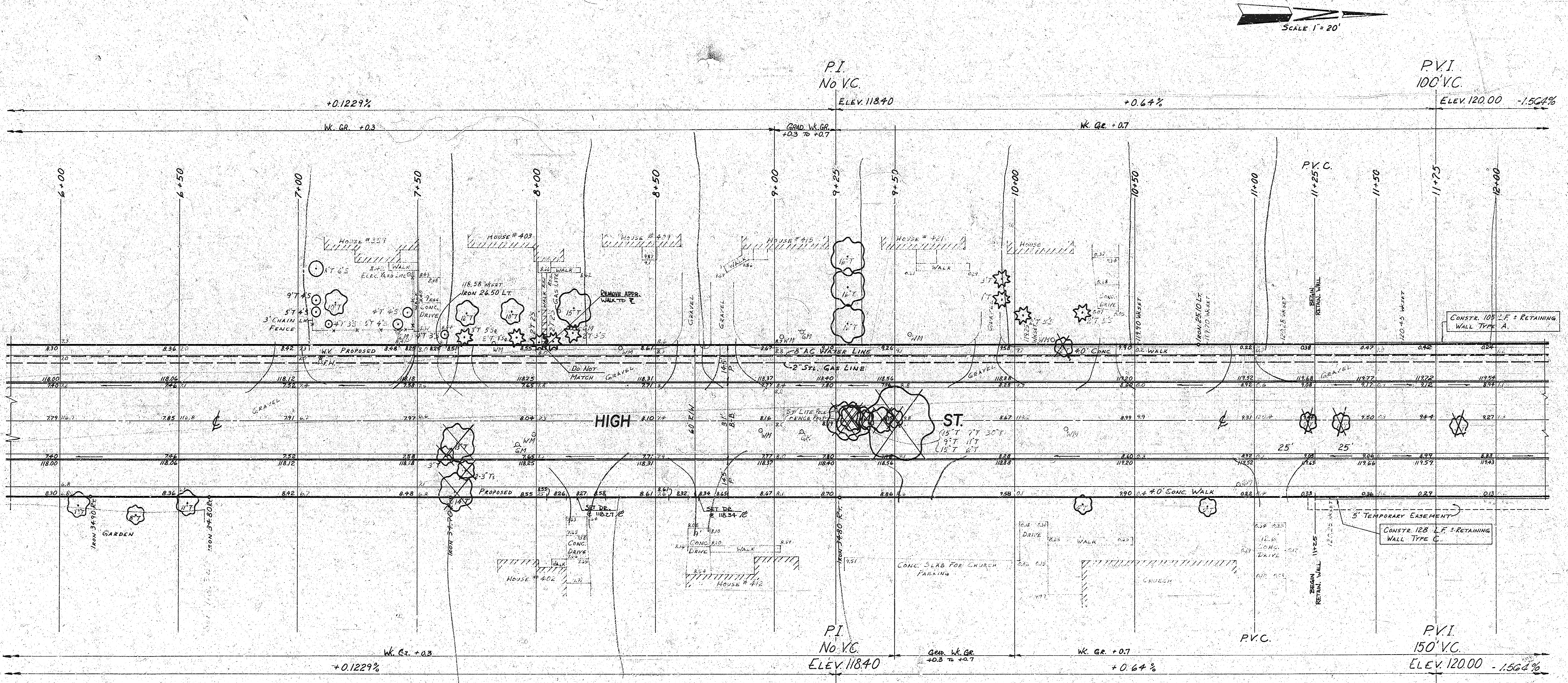
EXCAVATION	158.3 C.Y.	COMPACTED FILL	0.5 C.Y.
+10%	15.8 C.Y.	+10%	0.1 C.Y.
TOTAL	174.1 C.Y.	TOTAL	0.6 C.Y.

HIGH ST.
N.L. SECOND TO S.L. ST. LOUIS

ASPHALTIC CONCRETE PAVEMENT
31' B-B WITH COMB. CB & GTR.
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
PROJ. NO. DAKS 573056
DATE:

2/5

Survey Krug Bk. DLK 177
Plan Nowell
Exc. Nowell
Checked



SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

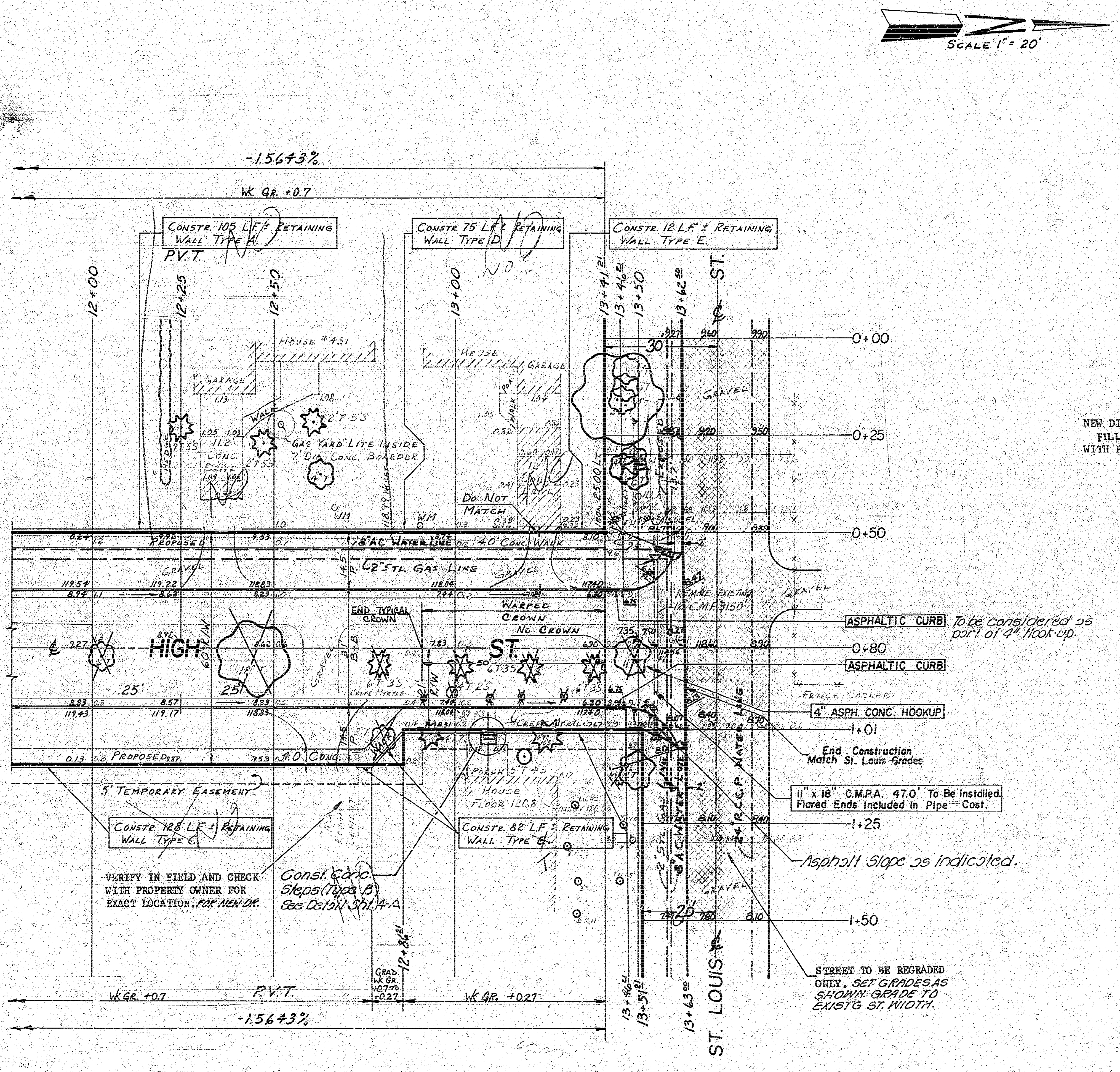
NOTE TO FIELD ENGINEER & CONTRACTOR

Grade parking and clear right-of-way for proposed sidewalk. Compact fill in sidewalk area. TO BE CONSTRUCTED BY "OTHERS".

High St.
N.L. Second To S.L. St. Louis

Asphaltic Concrete Pavement
31' B-B With Comb. Cb. & Gtr.
City Of Wichita, Kansas
R.W. Linn City Engineer
Proj. No. DAKS 573056 3/5
Date:

Survey Krug Bk.DLK 177
Plan Nowell
Exc. Nowell
Checked



Verify in field and check with property owner for exact location. For new dr.

Const. Conc. Steps (Type B) See Detail Sht. A-A

To be considered as part of 4" Hook-up.

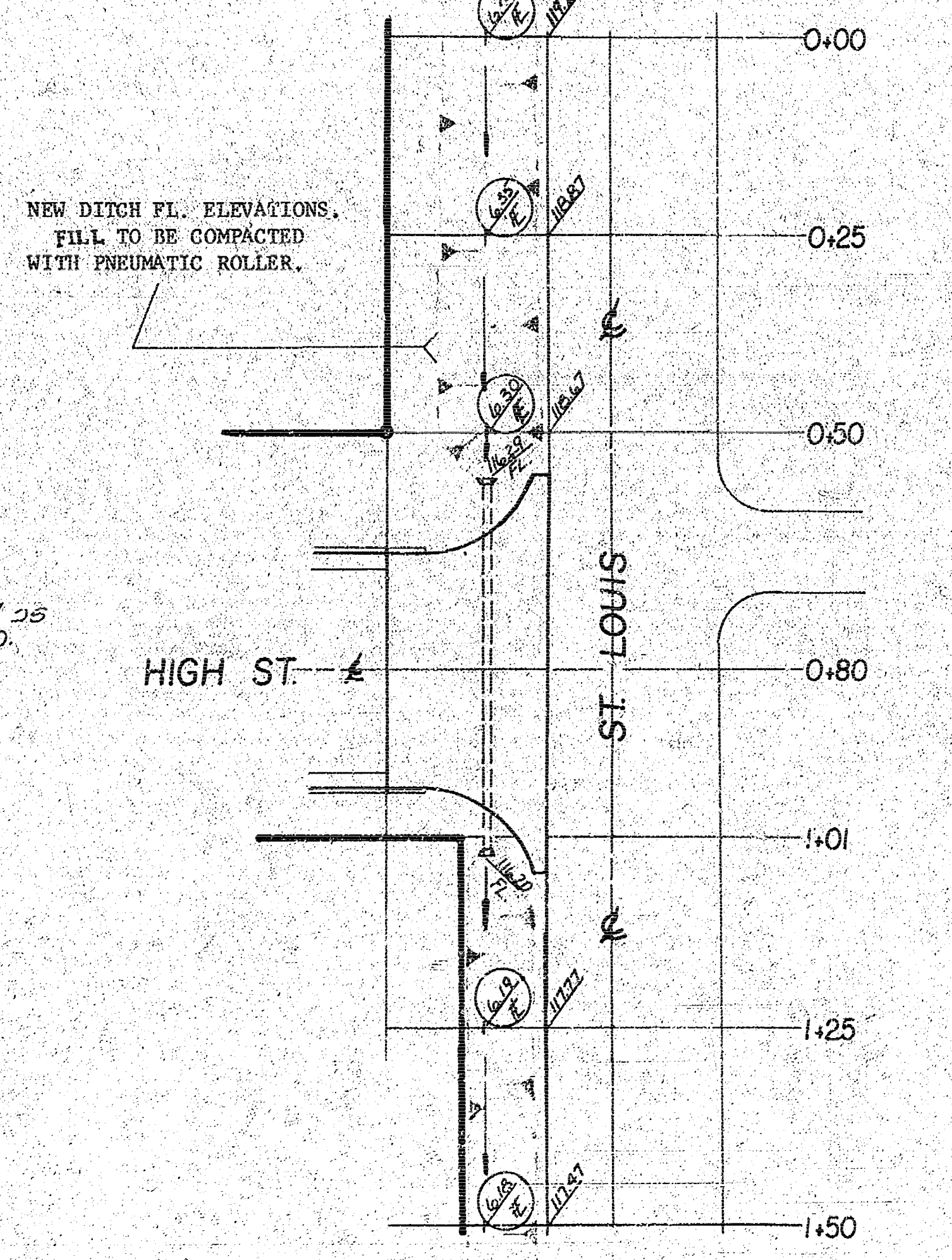
End Construction Match St. Louis Grades

11" x 18" C.M.P.A. 47.0' To Be Installed. Flared Ends Included In Pipe Cost.

Asphalt Slope as indicated.

STREET TO BE REGRADED ONLY. SET GRADES AS SHOWN. GRADE TO EXIST'G ST. WIDTH.

NEW DITCH FL. ELEVATIONS. FILL TO BE COMPACTED WITH PNEUMATIC ROLLER.



DITCH GRADING DETAIL
SOUTHSIDE ST. LOUIS
Crosssection Before & After

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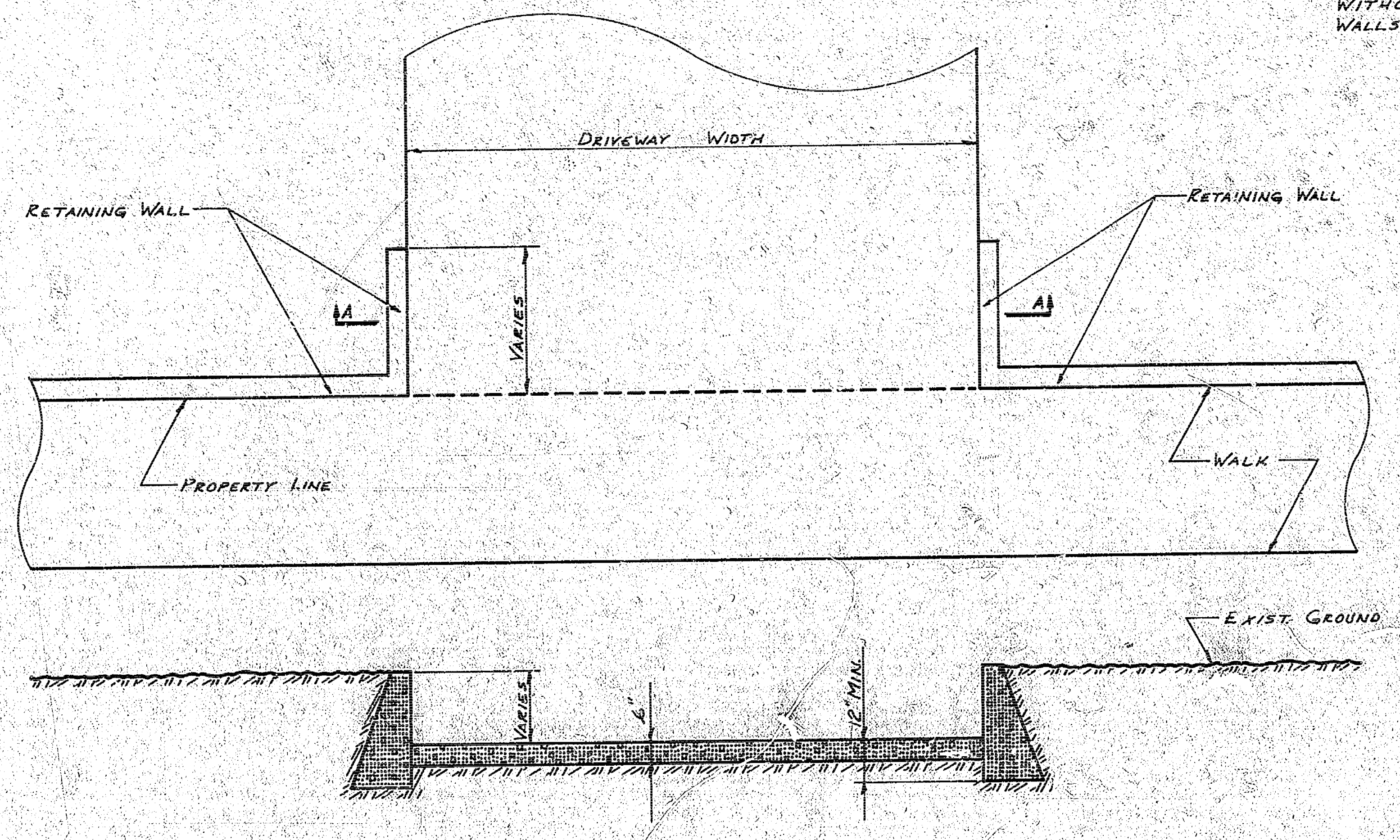
DETAILS OF DRIVEWAYS ON PRIVATE PROPERTY

NO SCALE

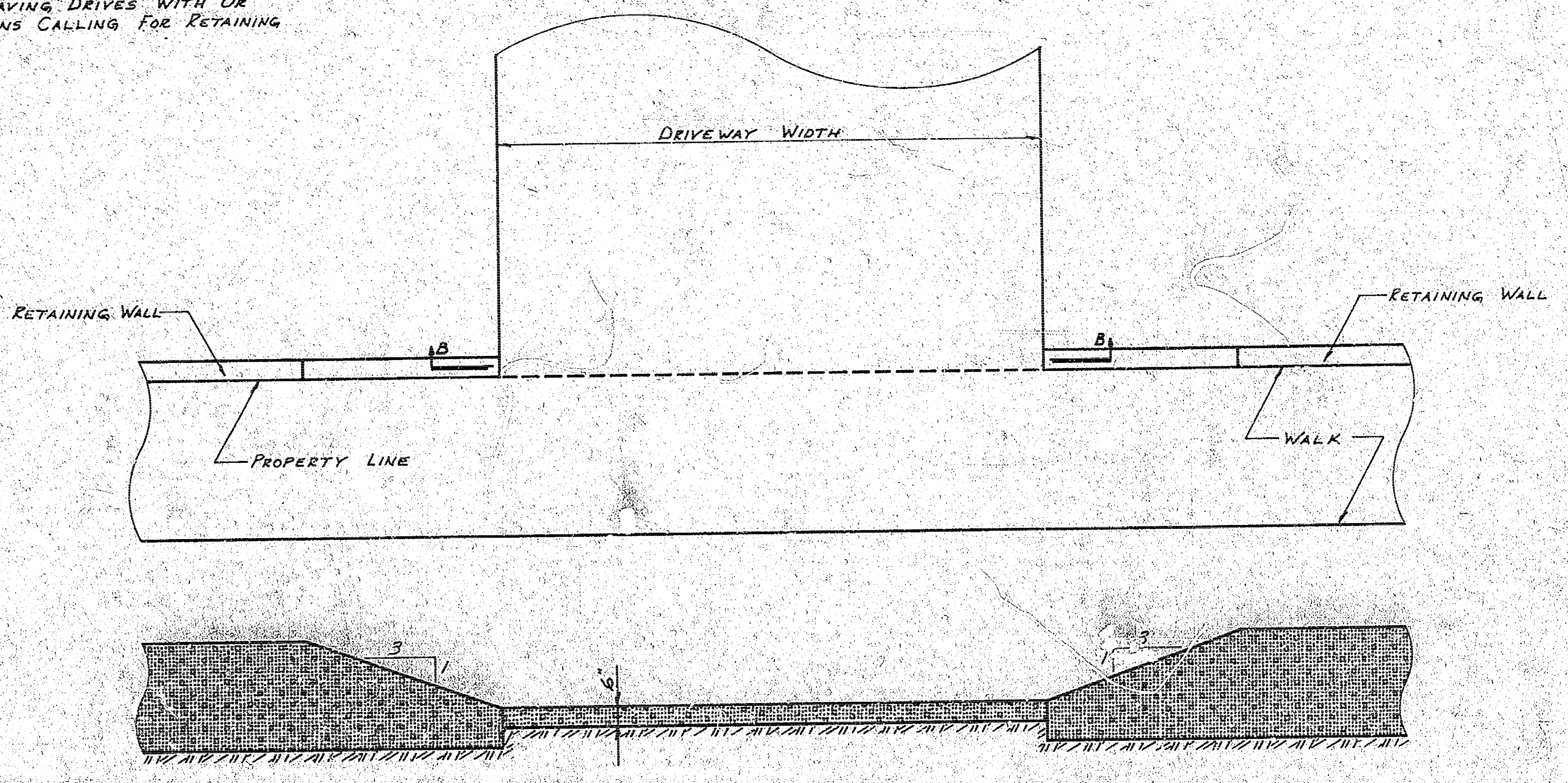
NOTE: PROPERTY OWNERS TO BE GIVEN THE OPTION OF HAVING DRIVES WITH OR WITHOUT RETAINING WALLS AT LOCATIONS ON PLANS CALLING FOR RETAINING WALLS ALONG THE SIDES OF DRIVEWAYS.

DRIVEWAY WITH RETAINING WALL



SECTION A-A

DRIVEWAY WITHOUT RETAINING WALL

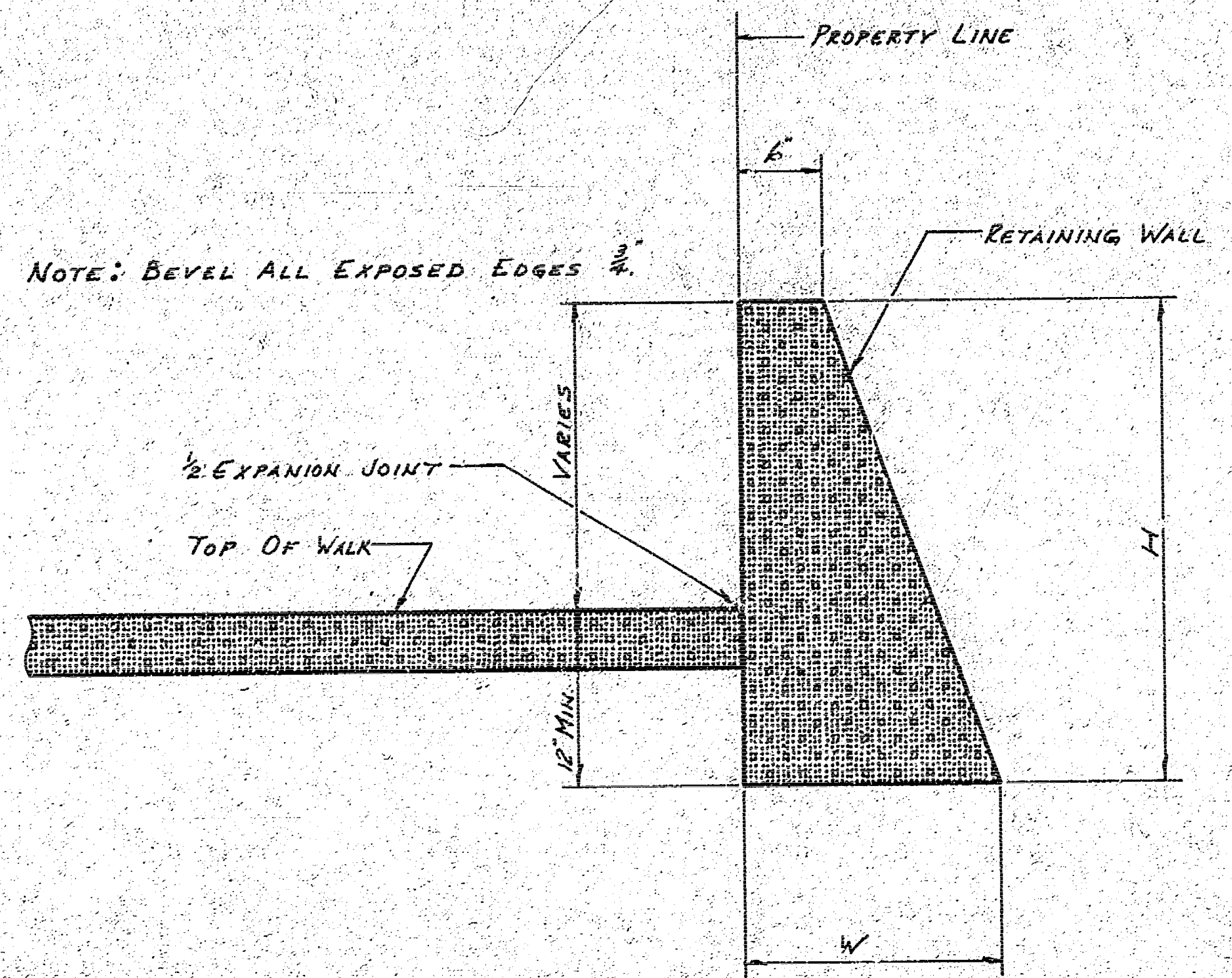


SECTION B-B

RETAINING WALL DETAIL

NO SCALE

NOTE: BEVEL ALL EXPOSED EDGES ¾"



NOTE: TAPER ENDS OF RETAINING WALLS FROM FULL HEIGHT TO TOP OF WALK ELEVATION AT ALL LOCATIONS WHERE RETAINING WALLS ARE CONSTRUCTED ADJACENT TO DRIVES, EXCEPT WHERE THE DRIVES HAVE CURBS OR RETAINING WALLS ALONG THE SIDES. ENTIRE LENGTH OF TAPERED SECTION TO BE INCLUDED IN PAY LENGTH OF RETAINING WALL.

TYPE	H	W	C.Y. OF CONC. PER FT.
A	2'-0"	13"	0.0586
B	2'-3"	15"	0.0729
C	2'-6"	17"	0.0887
D	2'-9"	18½"	0.1040
E	3'-0"	20"	0.1204

CLASS	H	TYPE
I	2'-0" TO 2'-6"	A, B & C
II	2'-6" TO 2'-9"	C & D
III	2'-9" TO 3'-0"	D & E

SURVEY KRUG BK. DLK 177
PLAN NOWELL
EXC. NOWELL
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