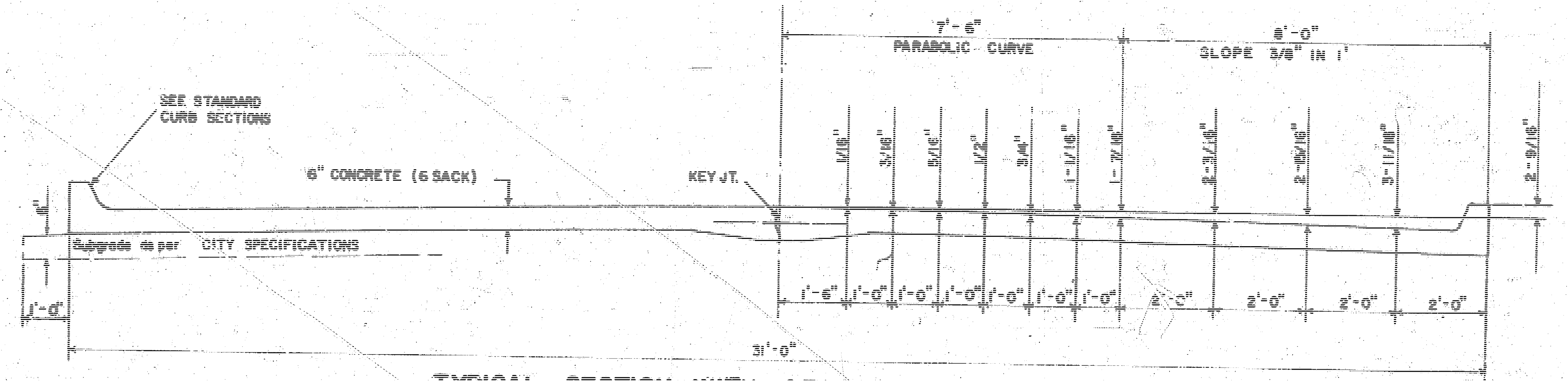
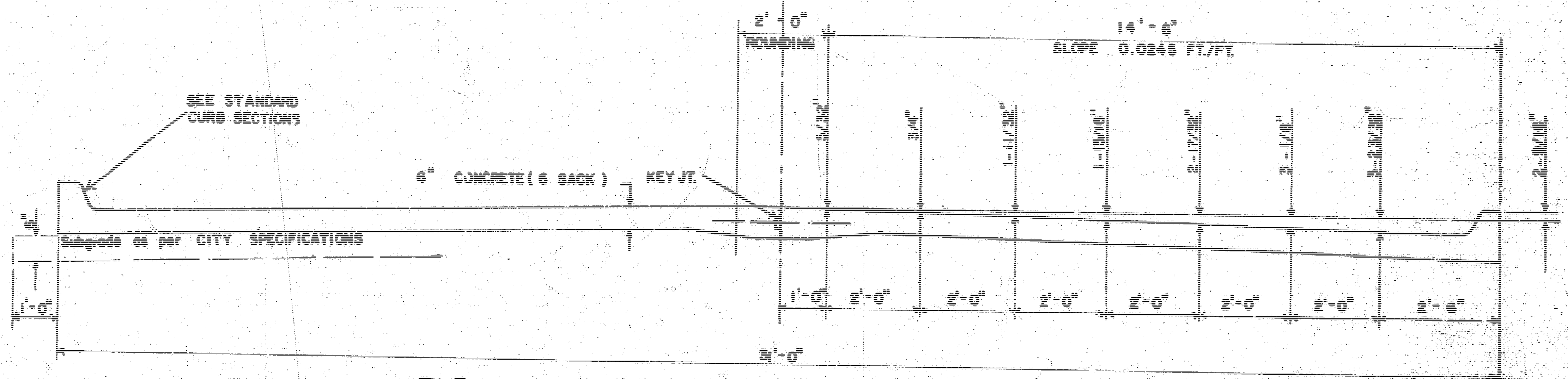
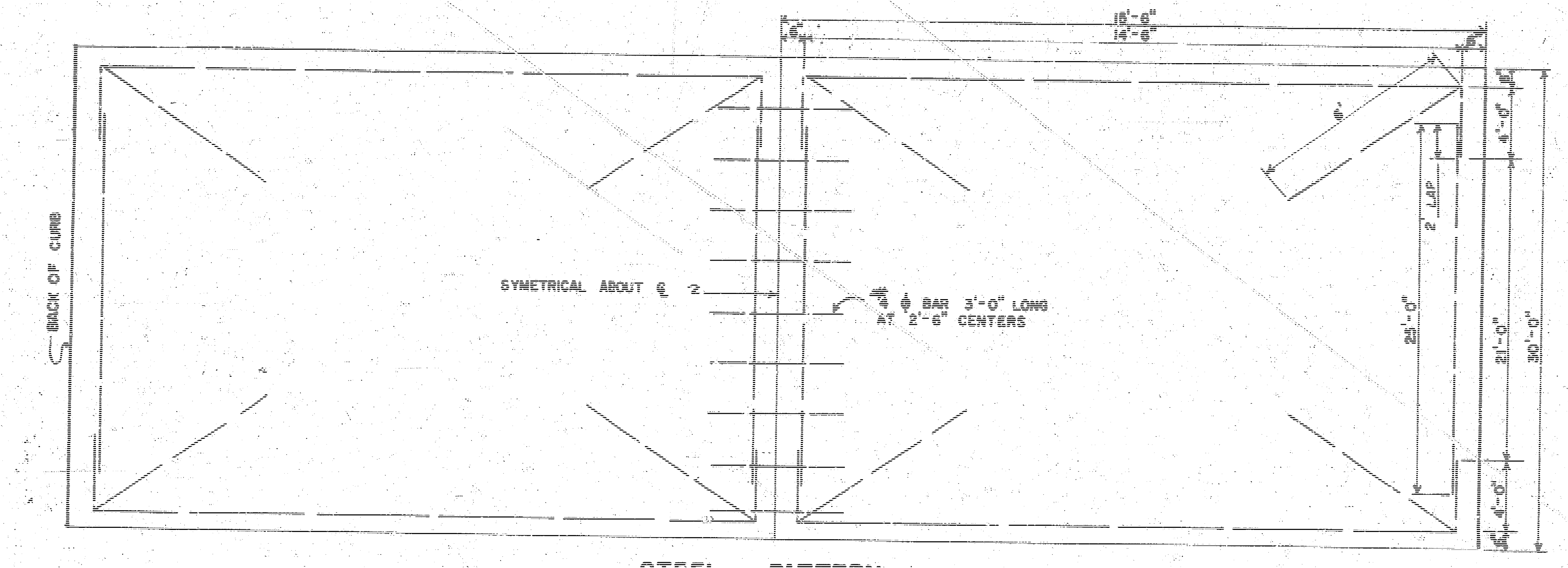
TYPICAL SECTIONS OF 30' CONCRETE PAVEMENT


7'-6"
PARABOLIC CURVE
8'-0"
SLOPE 3/8" IN 1'
SEE STANDARD CURB SECTIONS
6" CONCRETE (6 SACK)
KEY JT.
1/16"
3/16"
5/16"
1/2"
3/4"
1-1/16"
1-7/16"
2-3/16"
2-15/16"
3-11/16"
2-9/16"
6"
Subgrade as per CITY SPECIFICATIONS
1'-0"
1'-6"
1'-0"
2'-0"
31'-0"

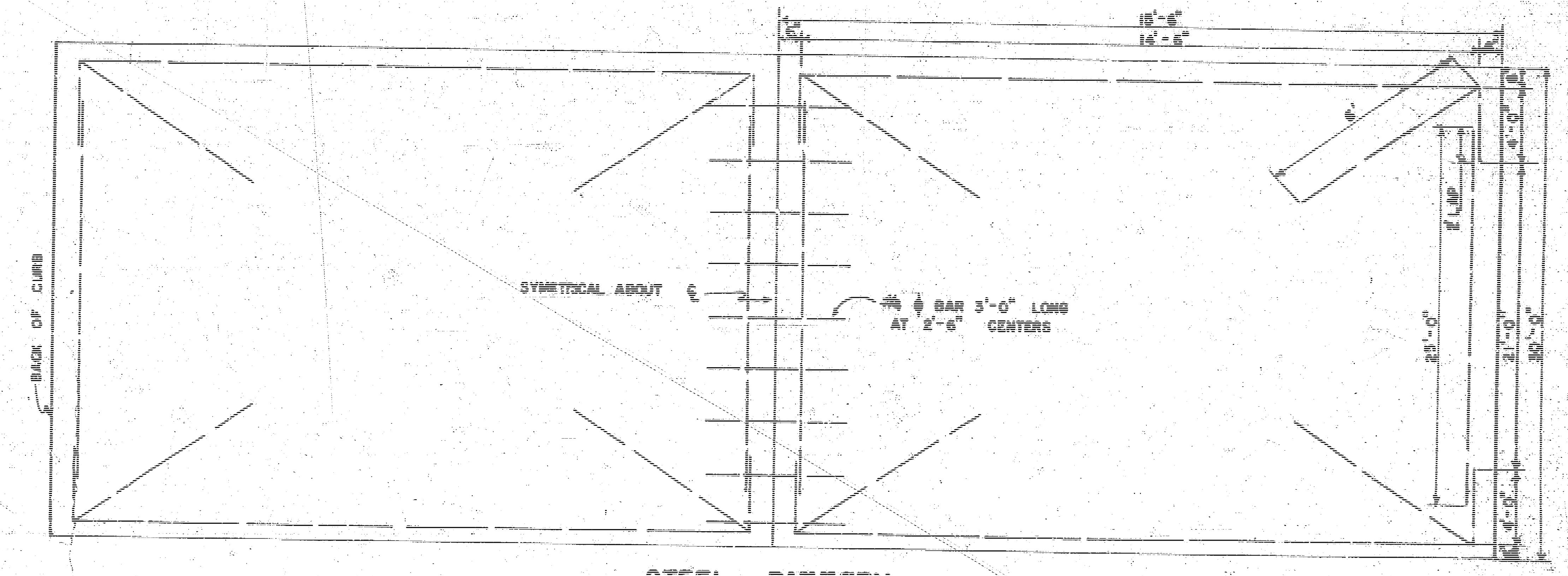
TYPICAL SECTION WITH STANDARD CROWN


2'-0"
ROUNDING
14'-6"
SLOPE 0.0245 FT./FT.
SEE STANDARD CURB SECTIONS
6" CONCRETE (6 SACK)
KEY JT.
5/32"
3/4"
1-11/32"
1-15/16"
2-17/32"
3-1/8"
3-23/32"
2-9/16"
Subgrade as per CITY SPECIFICATIONS
1'-0"
2'-0"
2'-6"
31'-0"

TYPICAL SECTION WITH ALTERNATE CROWN

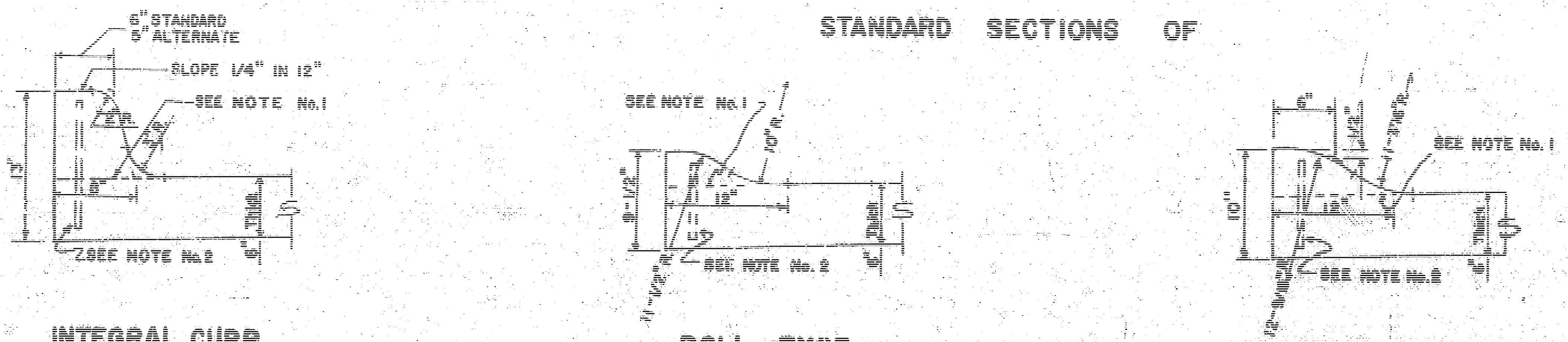

15'-6"
14'-6"
BACK OF CURB
SYMETRICAL ABOUT ℄
#4 ϕ BAR 3'-0" LONG AT 2'-6" CENTERS
6'
2' LAP
25'-0"
21'-0"
30'-0"
4'-0"

STEEL PATTERN


15'-6"
14'-6"
BACK OF CURB
SYMETRICAL ABOUT ℄
#4 ϕ BAR 3'-0" LONG AT 2'-6" CENTERS
6'
2' LAP
25'-0"
21'-0"
30'-0"
4'-0"

STEEL PATTERN

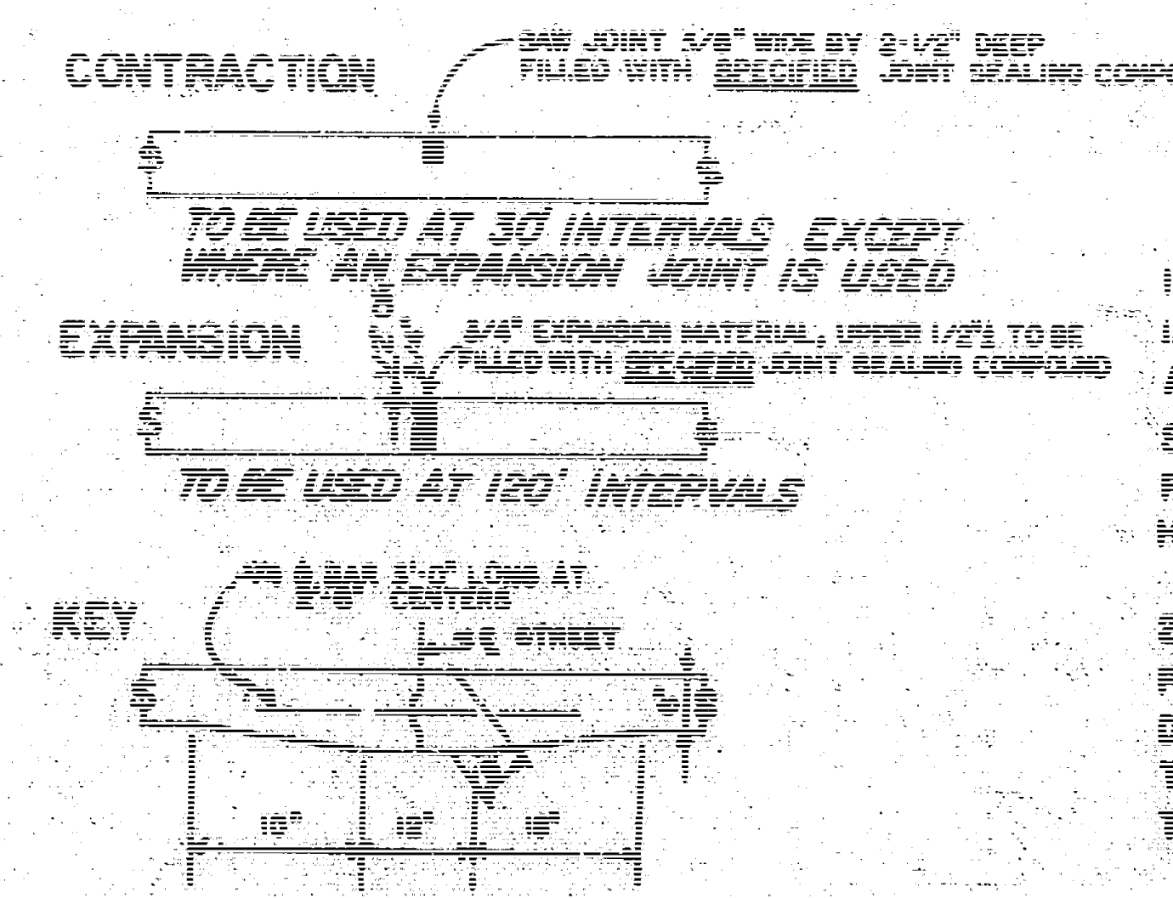
STANDARD SECTIONS OF


6" STANDARD
5" ALTERNATE
SLOPE 1/4" IN 12"
SEE NOTE No.1
SEE NOTE No.2
13"
THICK
SEE NOTE No.1
10"R.
9-1/2"
12"
11-1/2"R.
SEE NOTE No. 2
6"
10"
12-3/4"R.
SEE NOTE No.1
SEE NOTE No.2

INTEGRAL CURB

ROLL-TYPE

ALTERNATE ROLL-TYPE


CONTRACTION
SAW JOINT 3/8" WIDE BY 2-1/2" DEEP FILLED WITH SPECIFIED JOINT SEALING COMPOUND
TO BE USED AT 30' INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED
EXPANSION
3/4" EXPANSION MATERIAL, UPPER 1/2" TO BE FILLED WITH SPECIFIED JOINT SEALING COMPOUND
TO BE USED AT 120' INTERVALS
KEY
#4 BAR 3'-0" LONG AT 2'-6" CENTERS
℄ OF STREET
10"
12"
10"

JOINT DETAILS

GENERAL NOTES

1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

2. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2'-6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.

KESSLER AVENUE
N.L. 33RD STREET SOUTH TO
S.L. 31ST STREET SOUTH
CITY OF WICHITA, KANSAS
Department of Public Works Engineering Division
R.W. Linn City Engineer
Date: May 1975 Project No.
DAKS 534127

NOTE TO FIELD ENGINEER & CONTRACTOR
Grade parking and clear right-of-way for proposed sidewalk. Compact fill in sidewalk areas TO BE CONSTRUCTED BY "OTHERS".

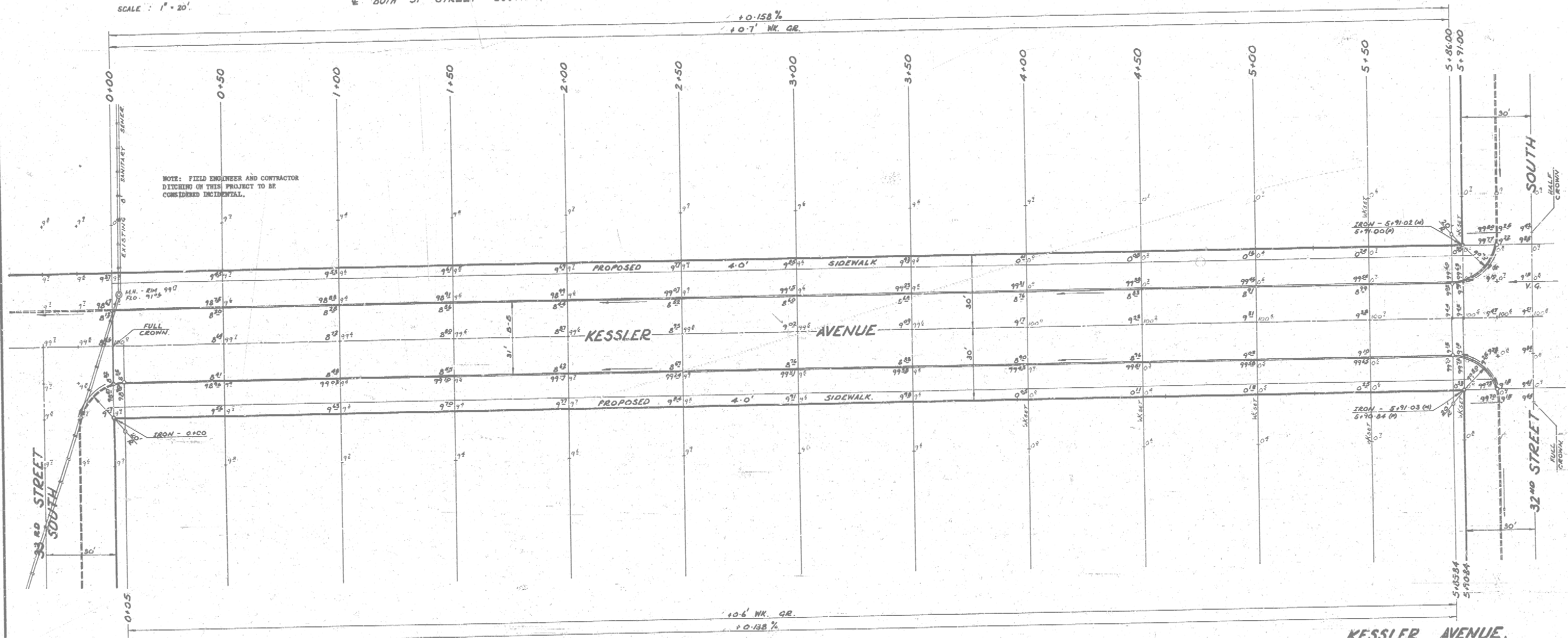
SUB-GRADE
TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

B.M. = 100·68 - "□" TOP CURB, E. RET., S.E. COR. OF 31ST STREET SOUTH & KESSLER AVE.
B.M. = 103·47 - CITY STD., 53' E. & 44' S. OF ℄ BOTH 31ST STREET SOUTH & WEST ST.

SCALE : 1" = 20'.

Survey 194
Plan
Exc.
Checked

NOTE: FIELD ENGINEER AND CONTRACTOR DITCHING ON THIS PROJECT TO BE CONSIDERED INCIDENTAL.


N
+0·158 %
+0·7' WK. GR.
0+00
0+50
1+00
1+50
2+00
2+50
3+00
3+50
4+00
4+50
5+00
5+50
5+86.00
5+91.00
EXISTING 8" SANITARY SEWER
M.H. - RIM 99.0
FLO. 91.5
FULL CROWN
PROPOSED
4.0'
SIDEWALK
KESSLER
AVENUE
30'
31'
8-6
IRON - 0+00
IRON - 5+91.02 (M)
5+91.00 (P)
IRON - 5+91.03 (M)
5+90.84 (P)
HALF CROWN
FULL CROWN
V.G.
30'
50'
33RD STREET SOUTH
32ND STREET SOUTH
0+05
5+85.84
5+90.84
+0·6' WK. GR.
+0·138 %

CITY EARTHWORKS.
EXCAVATION = 244·89 CU. YDS.
+10 % = 24·49 CU. YDS.
TOTAL = 269·38 CU. YDS.
CALCULATED MANIPULATION = 351·60 SQ. YDS.

PROPERTY EARTHWORKS.
EXCAVATION = 2742·28 CU. YDS.
+10 % = 274·23 CU. YDS.
TOTAL = 3016·51 CU. YDS.
CALCULATED MANIPULATION = 4330·04 SQ. YDS.

KESSLER AVENUE.
N.L. 33RD. STREET SOUTH TO
S.L. 31ST. STREET SOUTH.
6" CONC. — 30' CURB.

CITY OF WICHITA, KANSAS.

2/3

R.W. LINN — CITY ENGINEER.
DATE : PROJ. NO. DAKS 574127.

2/5

Print

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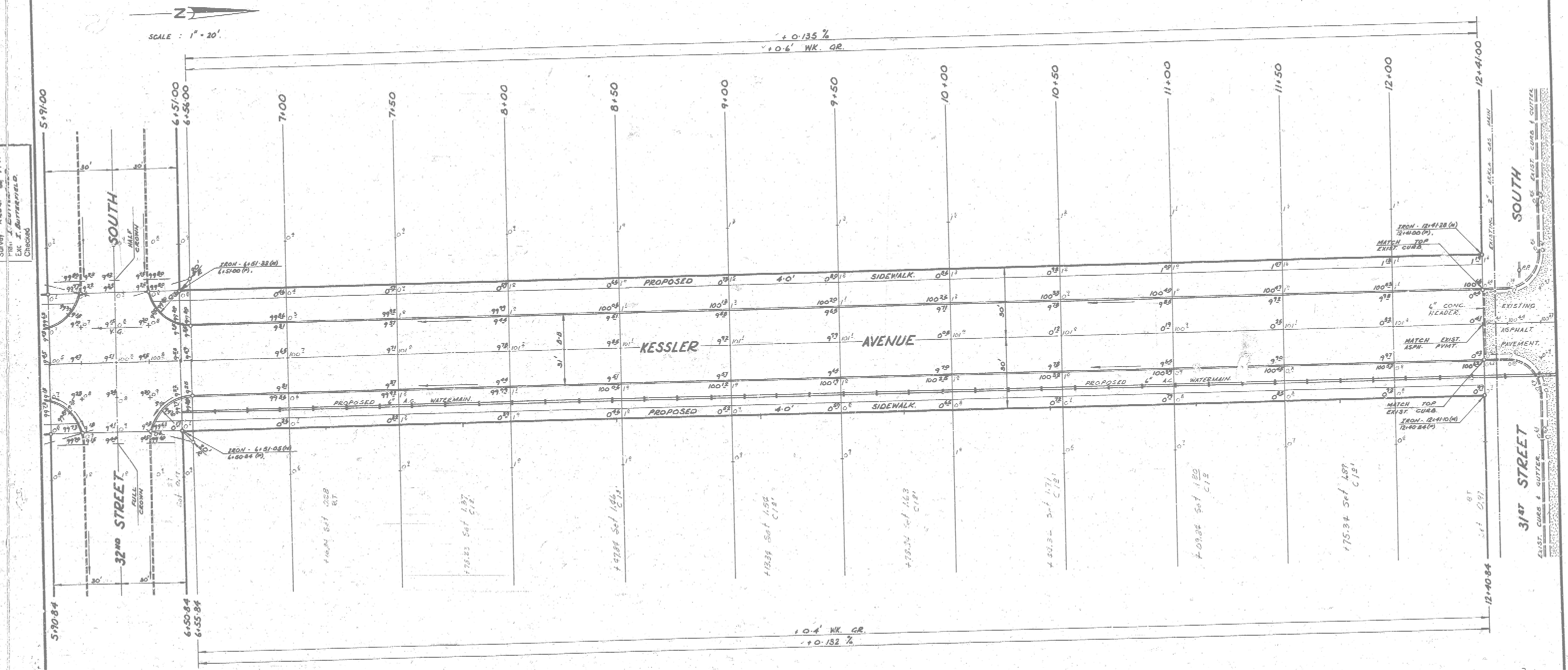
NOTE TO FIELD ENGINEER & CONTRACTOR
Grade parking and clear right-of-way for proposed sidewalk. Compact fill in sidewalk area.
TO BE CONSTRUCTED BY "OTHERS".

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.


Z
SCALE : 1" = 20'
+0.135 %
+0.6' WK. GR.
5+91.00
6+51.00
6+56.00
7+00
7+50
8+00
8+50
9+00
9+50
10+00
10+50
11+00
11+50
12+00
12+41.00
SOUTH
HALF CROWN
32ND STREET
FULL CROWN
30'
IRON - 6+51.32 (M)
6+51.00 (P)
IRON - 6+51.05 (M)
6+50.84 (P)
PROPOSED 4.0' SIDEWALK
KESSLER AVENUE
31' B-B
30'
PROPOSED 6" A.C. WATERMAIN
IRON - 12+41.28 (M)
12+41.00 (P)
MATCH TOP EXIST. CURB.
6" CONC. HEADER
MATCH EXIST. ASPH. PVMT.
EXISTING ASPHALT PAVEMENT
IRON - 12+41.10 (M)
12+40.84 (P)
EXISTING 2" ARKLA GAS MAIN
EXIST. CURB & GUTTER
31ST STREET
5+90.84
6+50.84
6+55.84
12+40.84
+0.4' WK. GR.
+0.132 %
Survey
Field: I. Butterfield
Ex. I. Butterfield
Checked

KESSLER AVENUE. 3/3
6" CONC — 30' CURB.
DATE : PROJ. NO. DAKS 574127. (3/3)

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