

|              |                 |
|--------------|-----------------|
| SHEET<br>NO. | TOTAL<br>SHEETS |
| 1            | 19              |

NOTE TO CONTRACTOR

This project will be constructed under the supervision of the CITY ENGINEER and conforming to the SPECIFICATIONS of the CITY OF WICHITA. The CONTRACTOR will pay the City of Wichita for all costs of plan review, inspection and booking per contract.

APPROVED AS NOTED

By CITY ENGINEER OF WICHITA

Sanitary Sewers \_\_\_\_\_

Storm Sewers \_\_\_\_\_

Driveway Approaches \_\_\_\_\_

Water Mains \_\_\_\_\_

Paying C221 4-14-01

### GENERAL NOTES

ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS, LATEST EDITION, UNLESS NOTED OTHERWISE ON THE PLANS.

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE LINES SPECIFICALLY DEMAND THEY A UTILITY BE ADJUSTED BY THE CONTRACTOR DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL-TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS IF ANY SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT.

CITY OF WICHITA FORCES WILL REMOVE AND REPLACE EXISTING STREET SIGNING AS CONSTRUCTION IS STARTED AND COMPLETED. THE CONTRACTOR WILL COORDINATE HIS ACTIVITIES WITH THE DEPARTMENT OF OPERATIONS AND MAINTENANCE RELATIVE TO TEMPORARY TRAFFIC SIGNING AND REMOVAL OR INSTALLATION OF STREET SIGNING.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL 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.

*All Water & Sanitary Sewer Lines under pavement shall be in place prior to paving. Contractor shall coordinate his work with Water & Sanitary Sewer line Contractors.*

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL WHICH IS TO BE WASTED SHALL BE DISPOSED OF OFF-SITE.

ALL BARRICADES, SIGNS, LIGHTS AND OTHER PROTECTIVE DEVICES SHALL BE INSTALLED AND MAINTAINED IN CONFORMITY WITH THE LATEST EDITION OF THE CITY OF WICHITA BARRICADE MANUAL AS ADOPTED BY THE TRAFFIC ENGINEERING DIVISION OF THE DEPARTMENT OF OPERATIONS AND MAINTENANCE.

THE DEVELOPER SHALL HAVE THE FIRST RIGHT TO ANY EXCESS SOIL FROM THE PROPOSED CONSTRUCTION. CONTACT MR. RANDALL VOTH AT 264-3245.

THE CONTRACTOR SHALL SATISFY HIMSELF OF ALL QUANTITIES REQUIRED TO CONSTRUCT THE IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT A "LUMP SUM" BID TO MR. RANDALL VOITH, 1831 WOODROW AVE., WICHITA, KS. 67203, SAID LUMP SUM SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS TO COMPLETE THE WORK.

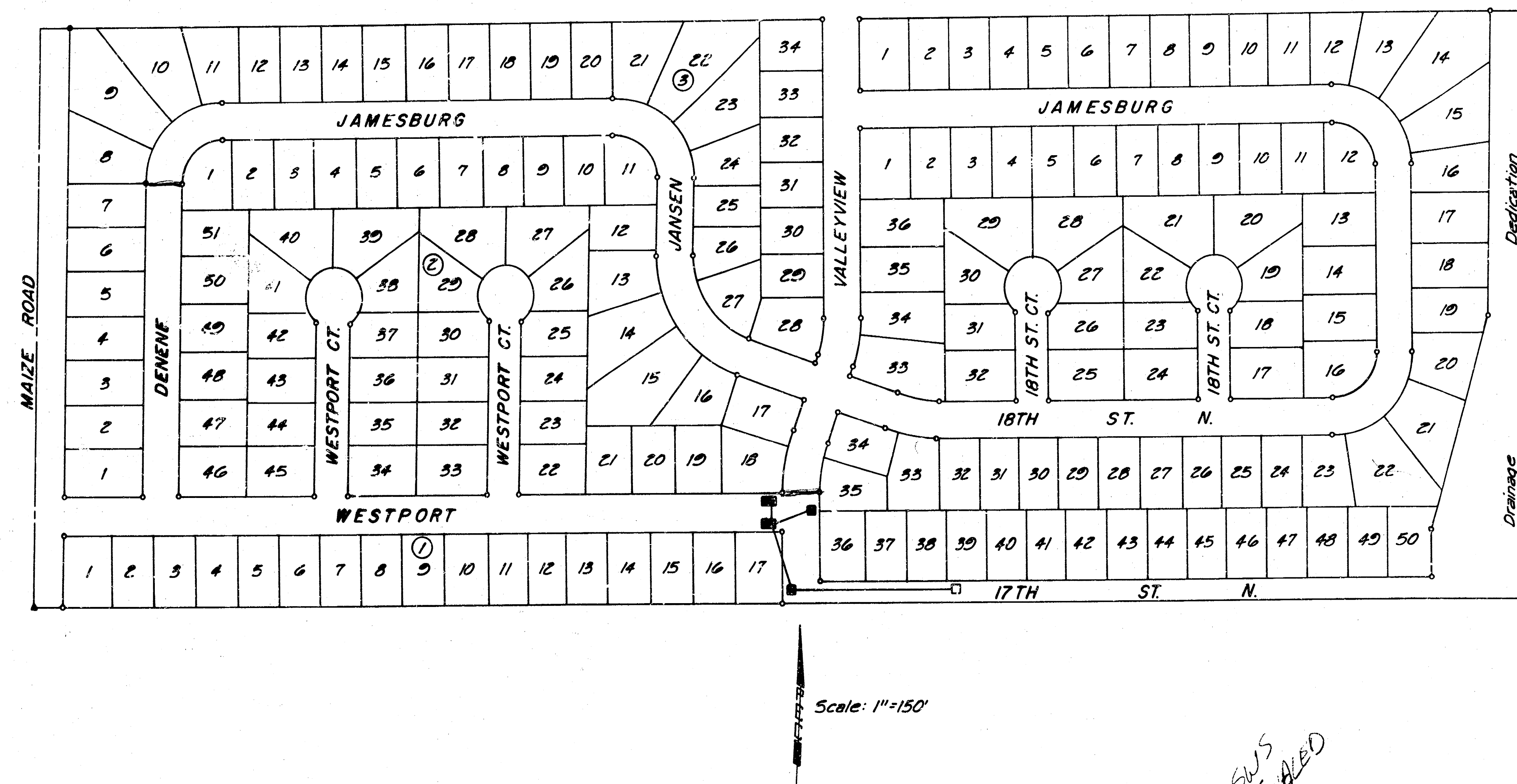
1. TITLE SHEET
2. PLAN
3. TYPICAL 35' PAVEMENT DETAILS
4. TYPICAL 35' PAVEMENT DETAILS
5. TYPICAL 28' PAVEMENT DETAILS
6. MISCELLANEOUS PAVING DETAILS
7. WESTPORT STA. 0+00 TO STA. 6+00
8. WESTPORT STA. 6+00 TO STA. 12+00
9. WESTPORT STA. 12+00 TO STA. 13+65.4
10. VALLEYVIEW STA. 99+50 TO STA. 101+96
11. DEHENE STA. 20+00 TO STA. 25+64.8
12. WESTPORT COURT STA. 0+00 TO STA. 53+68.0
13. WESTPORT COURT STA. 60+00 TO STA. 63+68.0
14. STANDARD DRIVE ENTRANCE DETAILS
15. STORM WATER SEWER PLAN AND PROFILE
16. TYPE 1A CURB INLET DETAILS (1'-1'-4")
17. TYPE 1A CURB INLET DETAILS (1'-1'-4")
18. STANDARD MANHOLE FRAME AND COVER DETAILS

VERTICAL DATUM: CITY OF WICHITA DATUM

BENCH MARK NO. 1: STANDARD CITY OF WICHITA B.W. DISC ON N.E. COR. N. 1/4 SEC. 8, T2S, R1W N. OF THE S.E. COR. N.W. 1/4 SEC. 8, T2S, R1W ELEV. =156.04

BENCH MARK NO. 2: CHISELED "O" ON TOP OF CURB NORTH RETURN O. S. COR. VALLEYVIEW AND 17TH STR. ELEV. =156.19

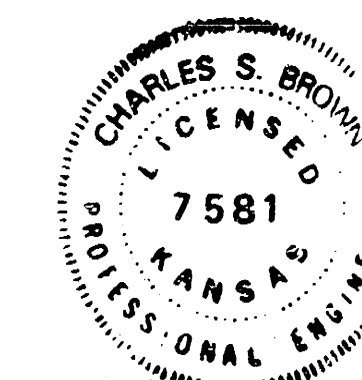
BENCH MARK NO. 3: STANDARD CITY OF WICHITA B.W. DISC 11' S. AND 43' E. OF THE S.W. COR. N.W. 1/4 SEC. 8, T2S, R1W ELEV. =161.04



SWS  
FINALED  
MCH

APRIL, 1987

PLANS PREPARED BY  
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
ENGINEERS  
WICHITA, KANSAS

 $\frac{1}{17}$ 

FILMED FROM THE BEST  
AVAILABLE COPY .....



# AMARADO ESTATES THIRD ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS

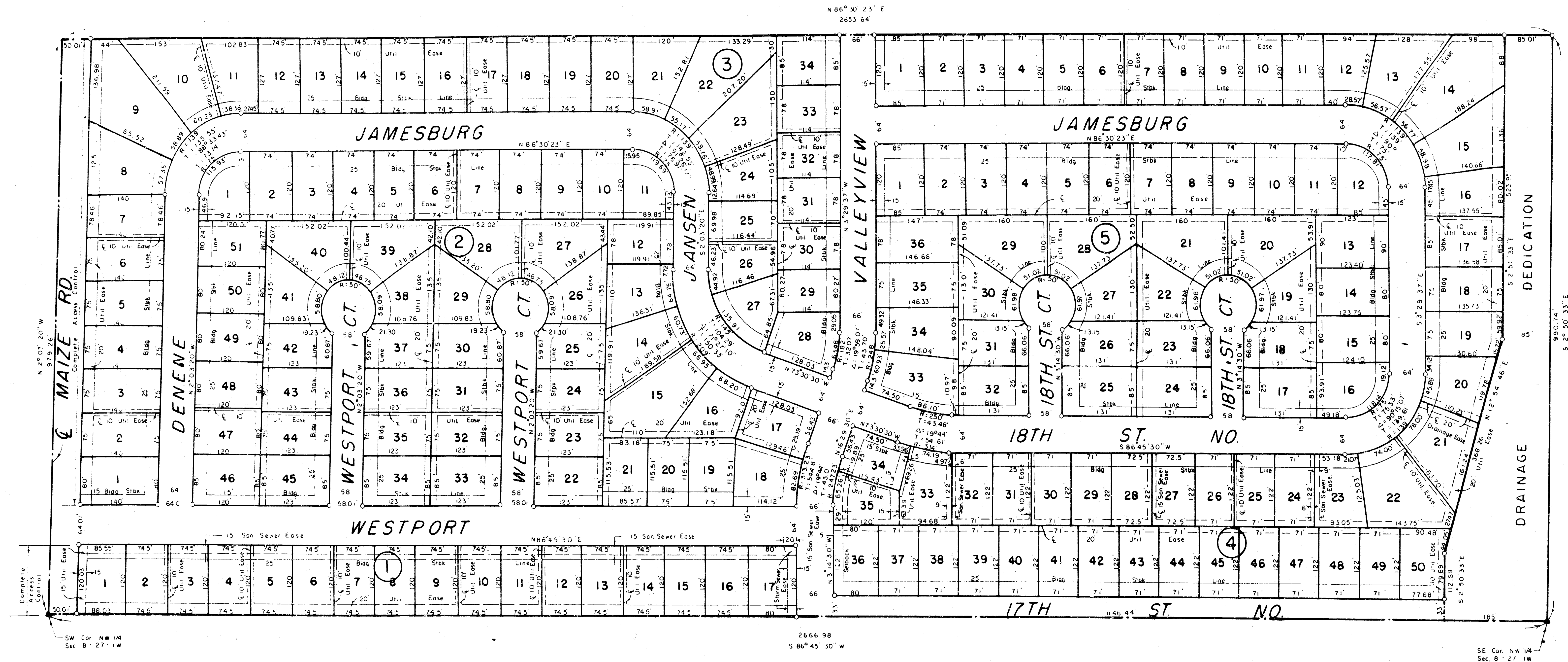


CHART OF MINIMUM PAD ELEVATIONS

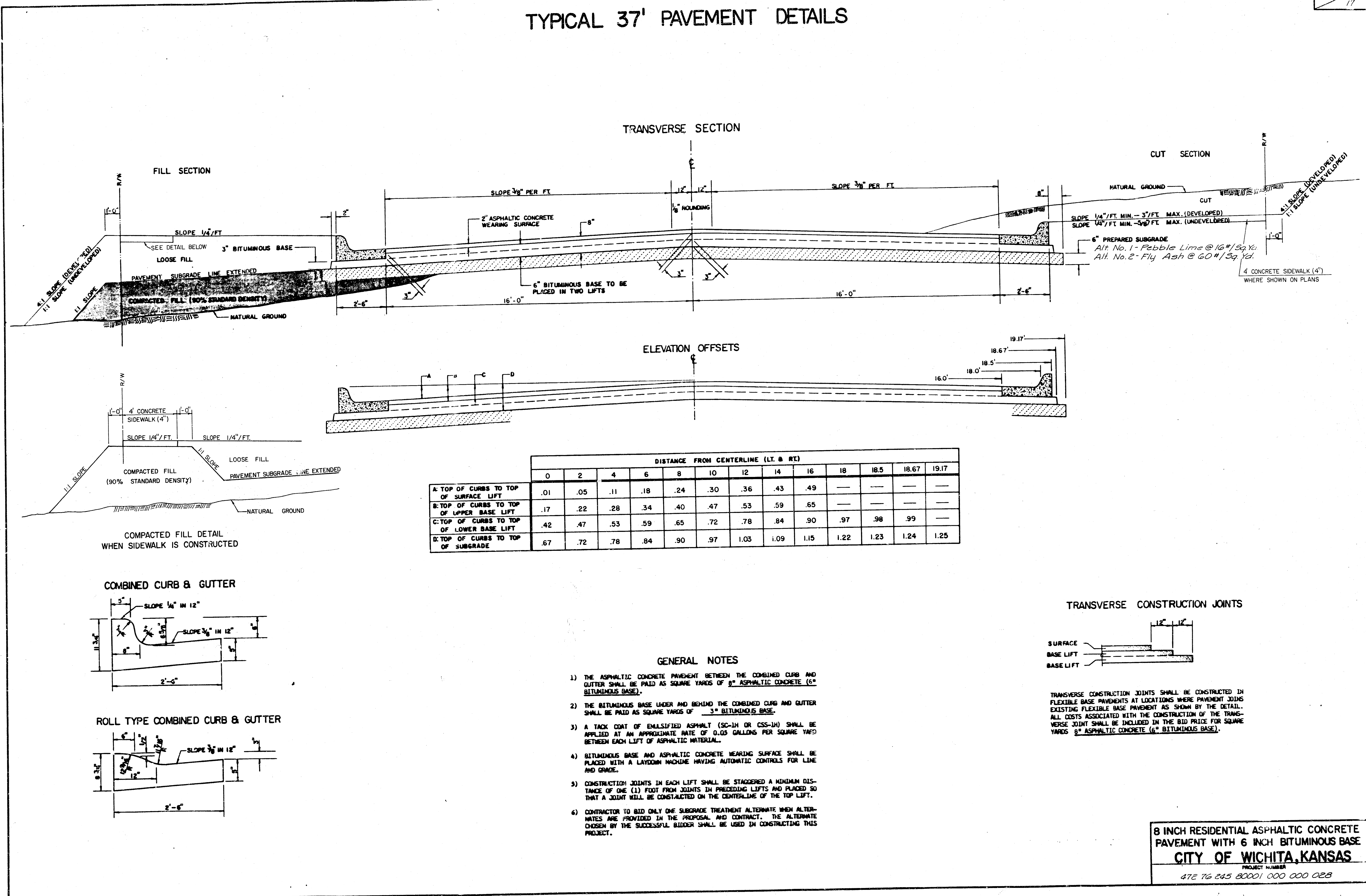
| BLOCK | LOT | MEAN SEA LEVEL DATUM | CITY OF WICHITA DATUM |
|-------|-----|----------------------|-----------------------|
| 4     | 14  | 1342.0               | 154.6                 |
| 4     | 15  | 1341.9               | 154.5                 |
| 4     | 16  | 1341.8               | 154.4                 |
| 4     | 17  | 1341.7               | 154.3                 |
| 4     | 18  | 1341.6               | 154.2                 |
| 4     | 19  | 1341.5               | 154.1                 |
| 4     | 20  | 1341.4               | 154.0                 |
| 4     | 21  | 1341.3               | 153.9                 |
| 4     | 22  | 1341.2               | 153.8                 |
| 4     | 50  | 1341.2               | 153.8                 |





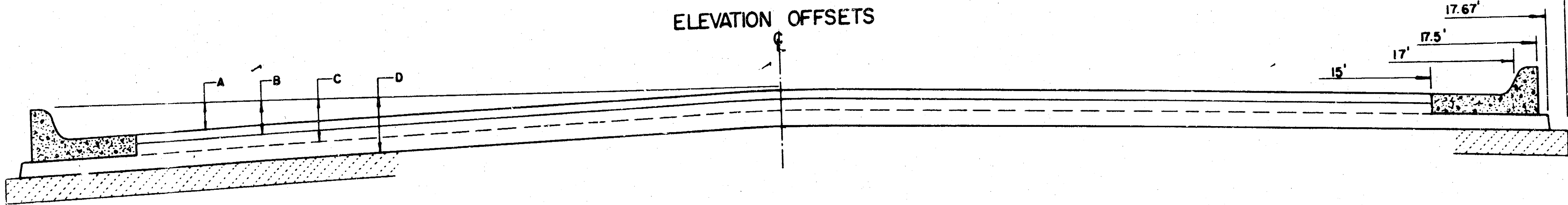
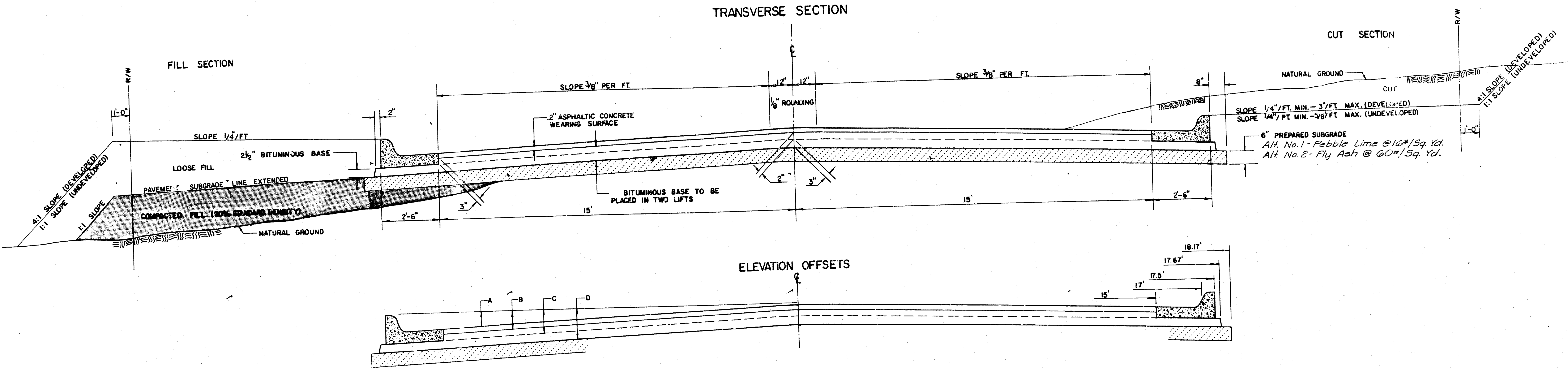
# TYPICAL 37' PAVEMENT DETAILS

3  
17



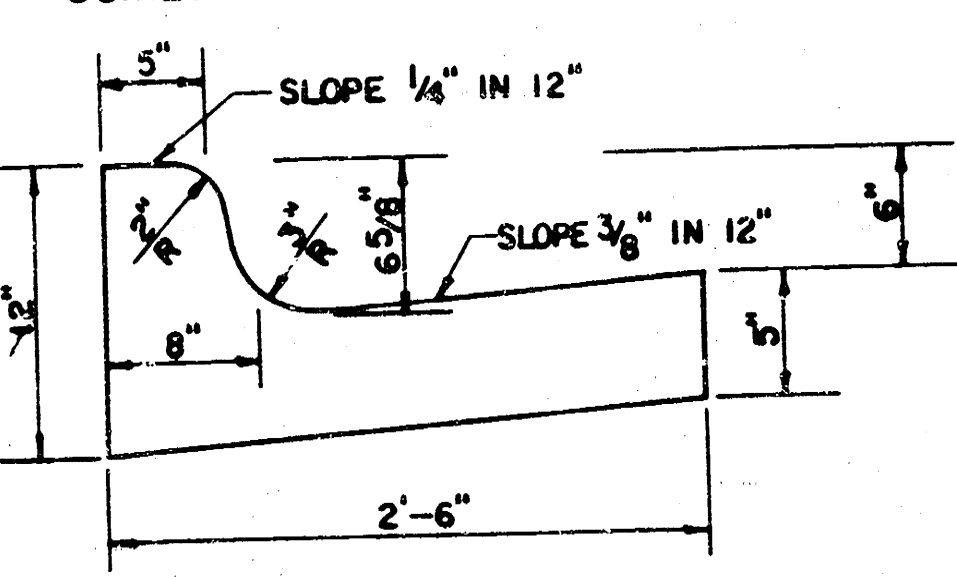


TYPICAL 35' PAVEMENT DETAILS

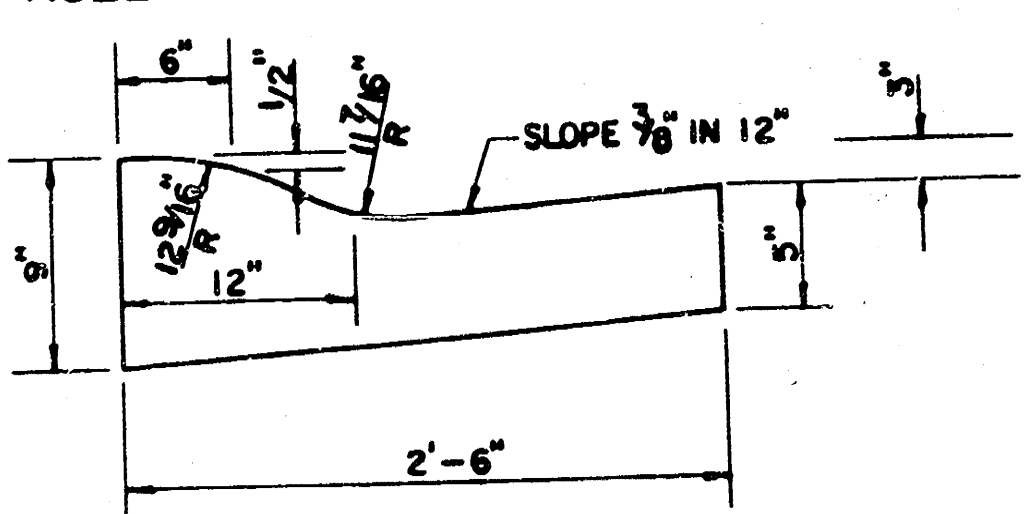


|                                           | DISTANCE FROM CENTERLINE (LT. & RT.) |      |      |      |      |      |      |      |      |      |       |        |        |
|-------------------------------------------|--------------------------------------|------|------|------|------|------|------|------|------|------|-------|--------|--------|
|                                           | 0'                                   | 2'   | 4'   | 6'   | 8.5' | 10'  | 12'  | 14'  | 15'  | 17'  | 17.5' | 17.67' | 18.17' |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT    | 0.04                                 | 0.08 | 0.14 | 0.21 | 0.29 | 0.33 | 0.39 | 0.46 | 0.49 | —    | —     | —      | —      |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.21                                 | 0.25 | 0.31 | 0.37 | 0.45 | 0.50 | 0.56 | 0.62 | 0.65 | —    | —     | —      | —      |
| C: TOP OF CURBS TO TOP OF LOWER BASE LIFT | 0.37                                 | 0.43 | 0.50 | 0.57 | 0.67 | 0.72 | 0.79 | 0.87 | 0.90 | 0.98 | 1.00  | 1.00   | —      |
| D: TOP OF CURBS TO TOP OF SUBGRADE        | 0.62                                 | 0.67 | 0.74 | 0.81 | 0.90 | 0.95 | 1.02 | 1.08 | 1.12 | 1.19 | 1.21  | 1.21   | 1.23   |

COMBINED CURB & GUTTER



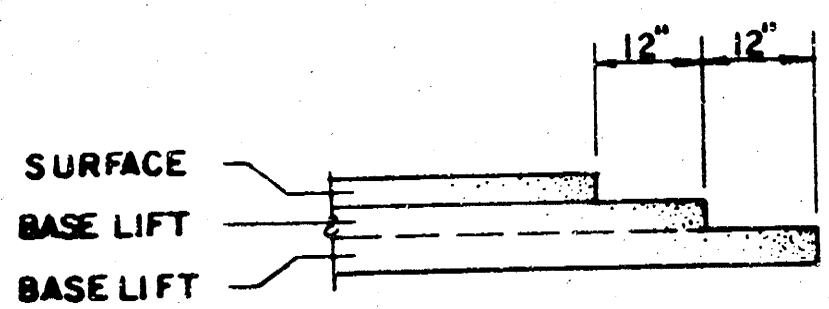
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS

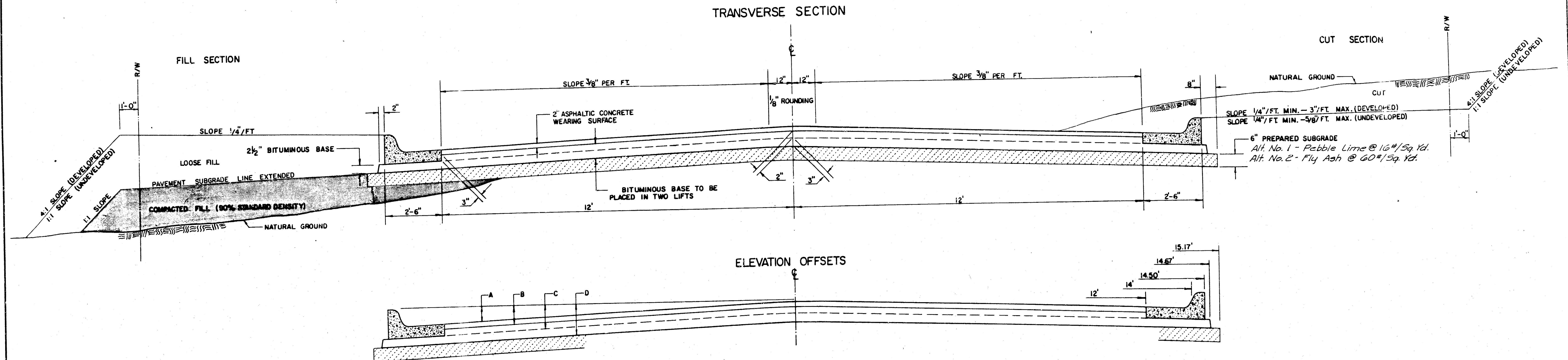


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE  
PAVEMENT WITH 5 INCH BITUMINOUS BASE  
CITY OF WICHITA, KANSAS  
PROJECT NUMBER  
472 76 245 80001 000 000 028

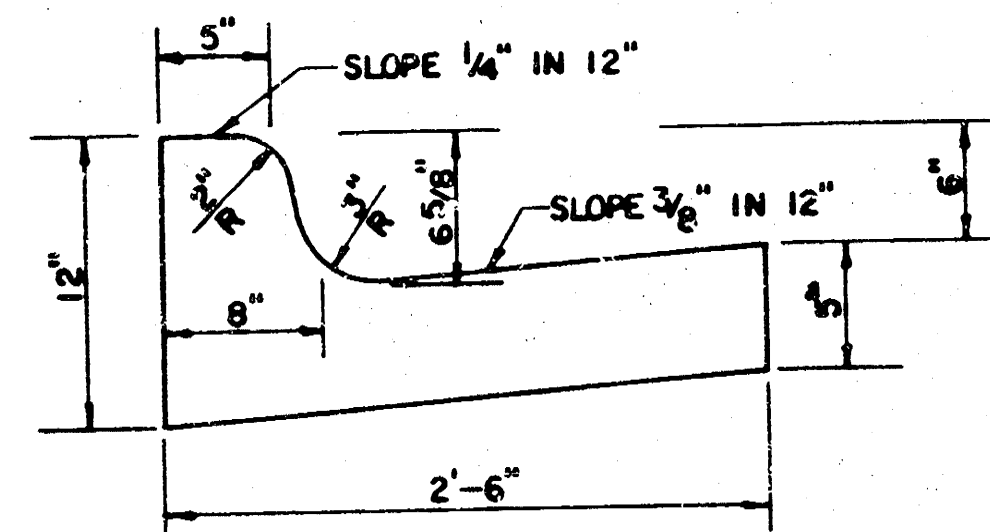


# TYPICAL 29' PAVEMENT DETAILS

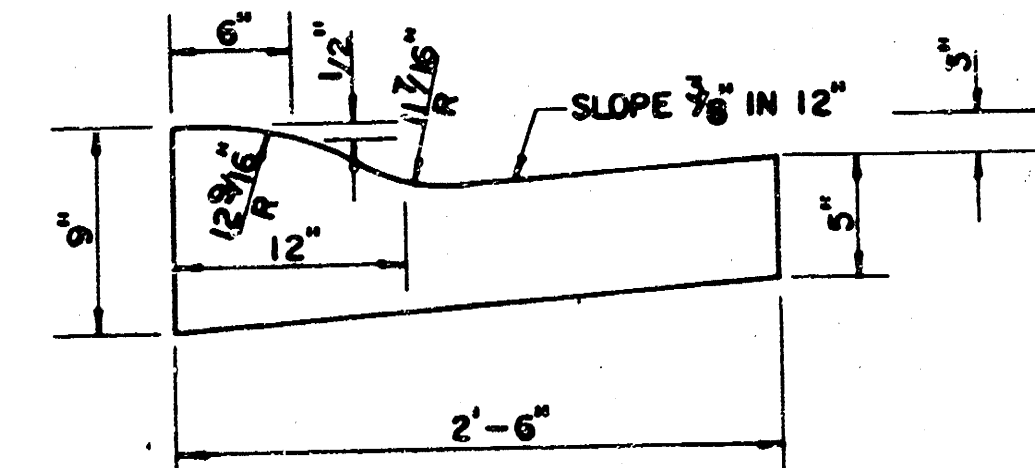


|                                           | DISTANCE FROM CENTERLINE (LT. & RT.) |      |      |      |      |      |      |      |      |       |        |        |
|-------------------------------------------|--------------------------------------|------|------|------|------|------|------|------|------|-------|--------|--------|
|                                           | 0'                                   | 2'   | 4'   | 6'   | 7'   | 8'   | 10'  | 12'  | 14'  | 14.5' | 14.67' | 15.17' |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT    | 0.13                                 | 0.18 | 0.24 | 0.30 | 0.33 | 0.36 | 0.43 | 0.49 | —    | —     | —      | —      |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.30                                 | 0.35 | 0.41 | 0.47 | 0.50 | 0.53 | 0.60 | 0.66 | —    | —     | —      | —      |
| C: TOP OF CURBS TO TOP OF LOWER BASE LIFT | 0.47                                 | 0.52 | 0.60 | 0.68 | 0.71 | 0.75 | 0.83 | 0.90 | 0.98 | 1.00  | 1.01   | —      |
| D: TOP OF CURBS TO TOP OF SUBGRADE        | 0.72                                 | 0.77 | 0.84 | 0.91 | 0.94 | 0.98 | 1.05 | 1.12 | 1.19 | 1.21  | 1.21   | 1.23   |

COMBINED CURB & GUTTER



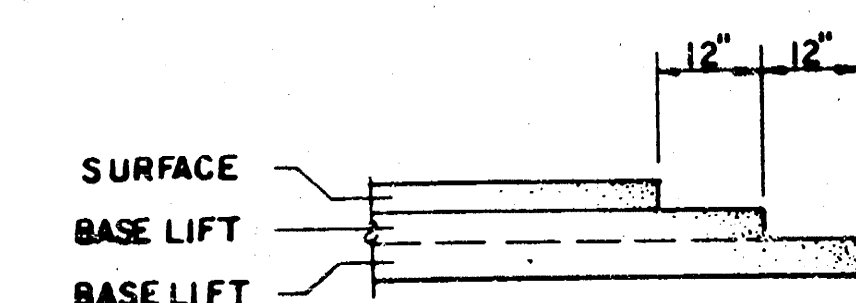
ROLL TYPE COMBINED CURB & GUTTER



## GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

## TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

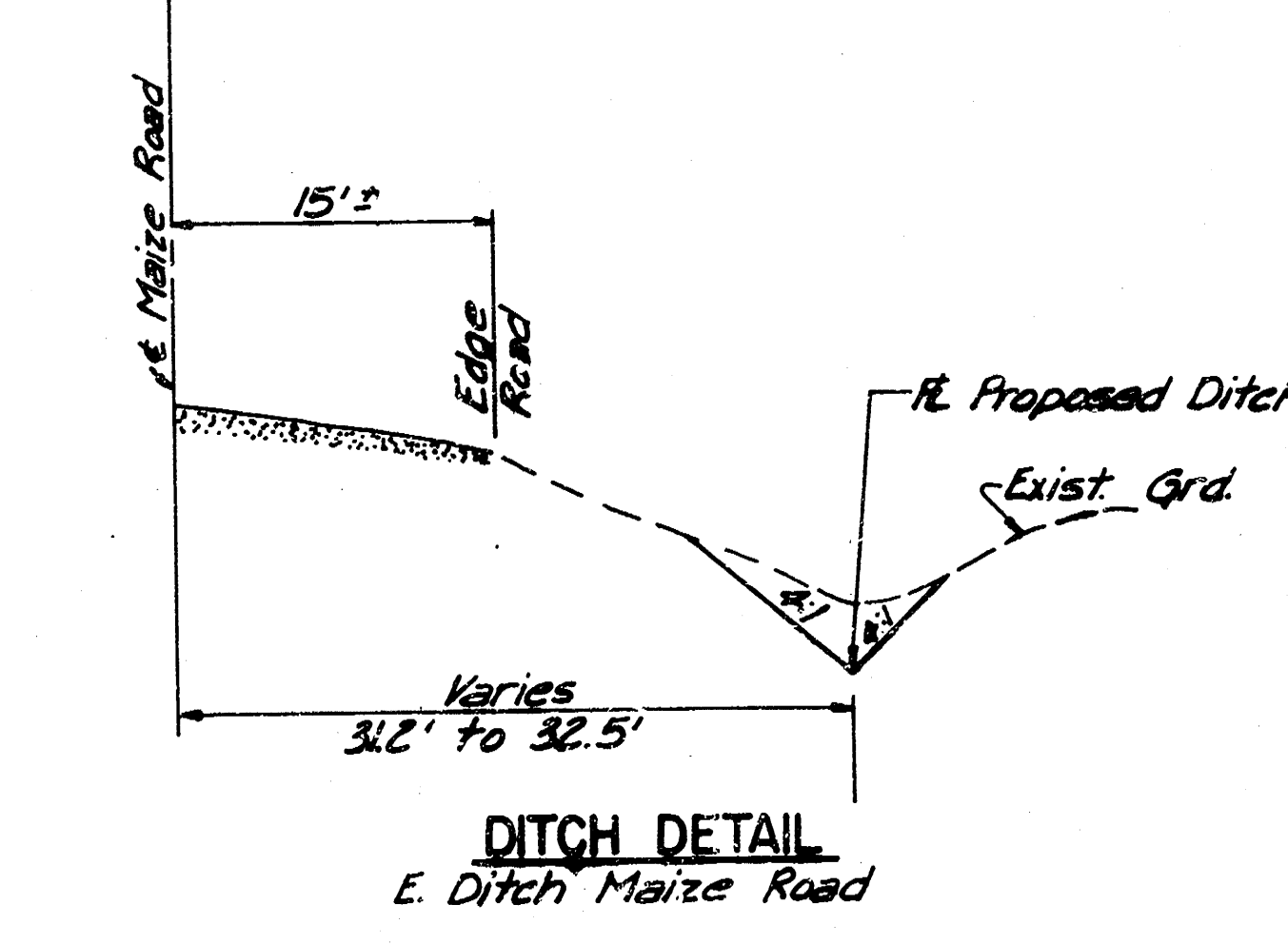
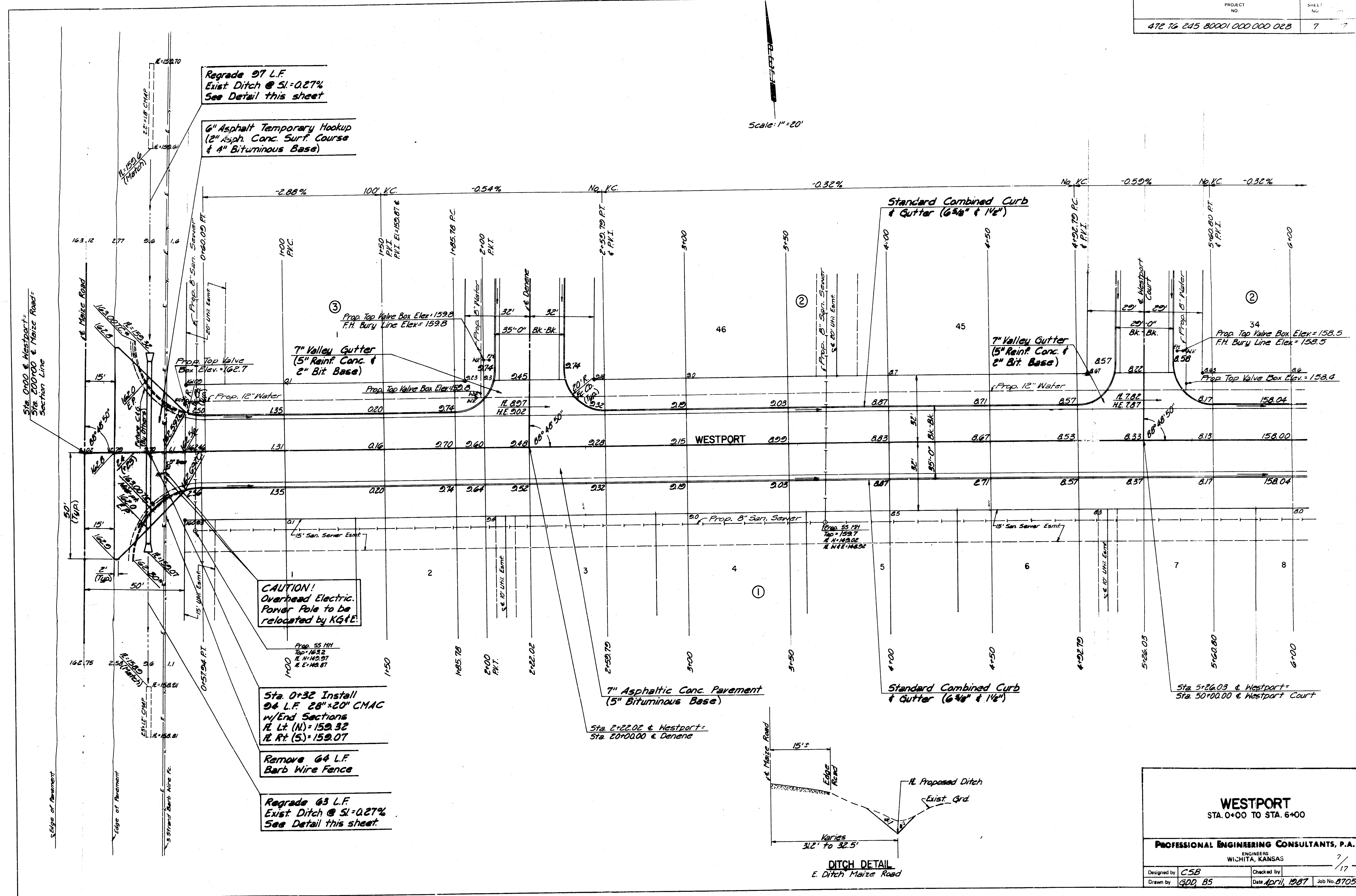
7 INCH RESIDENTIAL ASPHALTIC CONCRETE  
PAVEMENT WITH 5 INCH BITUMINOUS BASE  
CITY OF WICHITA, KANSAS  
PROJECT NUMBER  
472 76 245 80001 000 000 023

FILMED FROM THE BEST  
AVAILABLE COPY.....









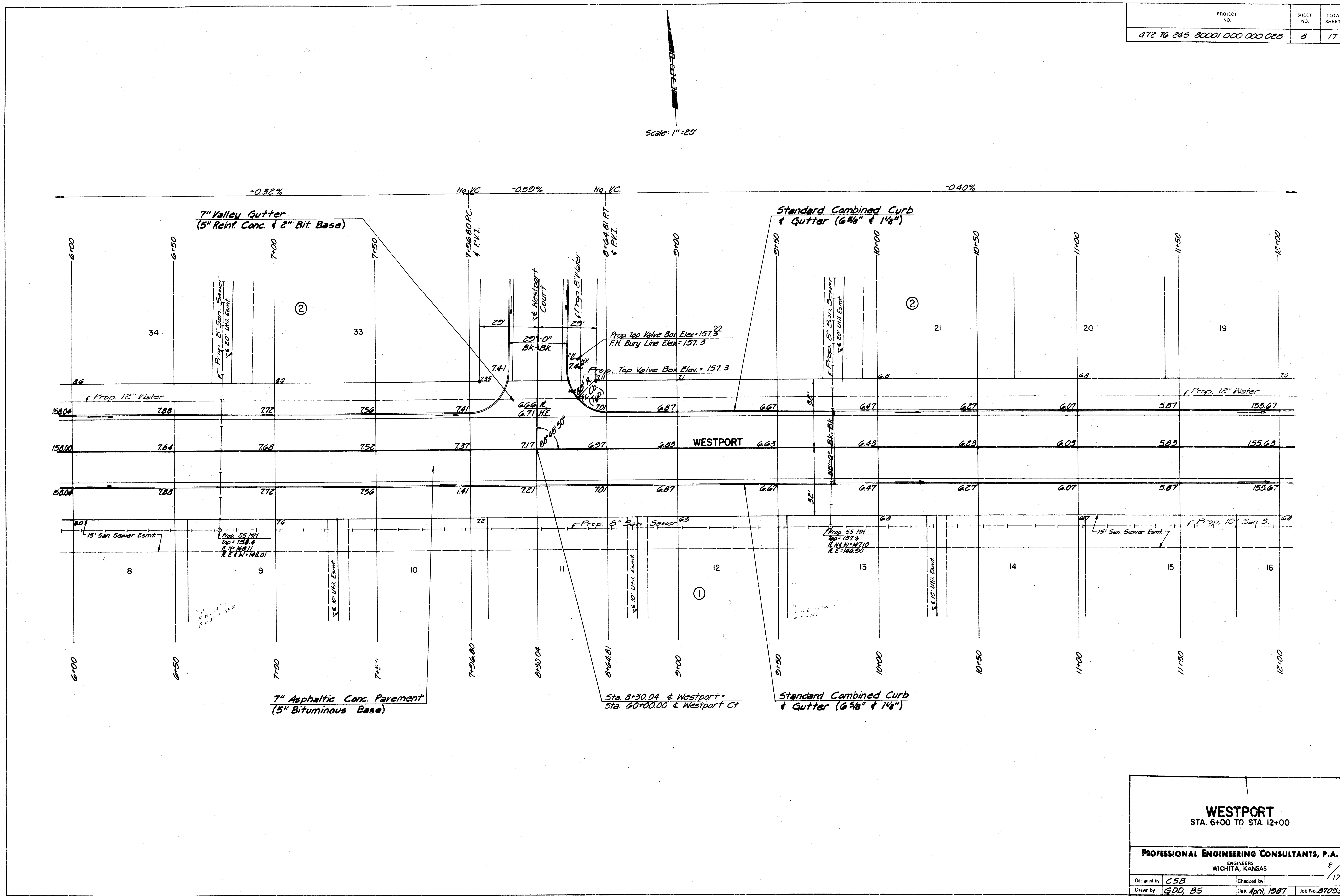
**WESTPORT**  
STA. 0+00 TO STA. 6+00

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**  
ENGINEERS  
WICHITA, KANSAS

|                           |                              |                            |                         |
|---------------------------|------------------------------|----------------------------|-------------------------|
| Designed by<br><b>CSB</b> | Checked by<br><b>GDD, BS</b> | Date<br><b>April, 1987</b> | Job No.<br><b>87053</b> |
|---------------------------|------------------------------|----------------------------|-------------------------|



| PROJECT NO.                  | SHEET NO. | TOTAL SHEETS |
|------------------------------|-----------|--------------|
| 472 TG 245 80001 000 000 028 | 8         | 17           |



**WESTPORT**  
STA. 6+00 TO STA. 12+00

| PROFESSIONAL ENGINEERING CONSULTANTS, P.A. |         |            |                           |
|--------------------------------------------|---------|------------|---------------------------|
| ENGINEERS<br>WICHITA, KANSAS               |         |            |                           |
| Designed by                                | CSB     | Checked by | 8/17                      |
| Drawn by                                   | GDD, BS | Date       | April, 1987 Job No. 87053 |

FILMED FROM THE BEST  
AVAILABLE COPY .....

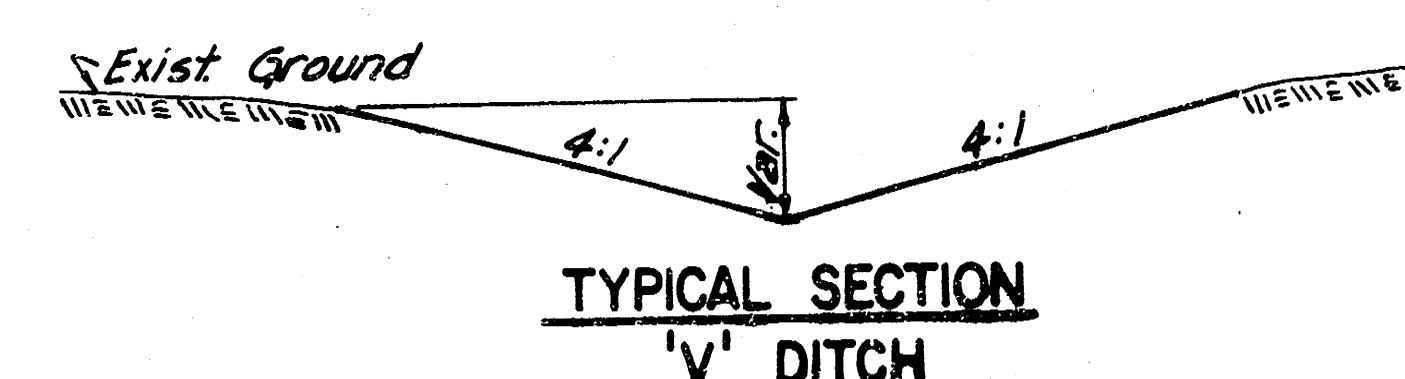
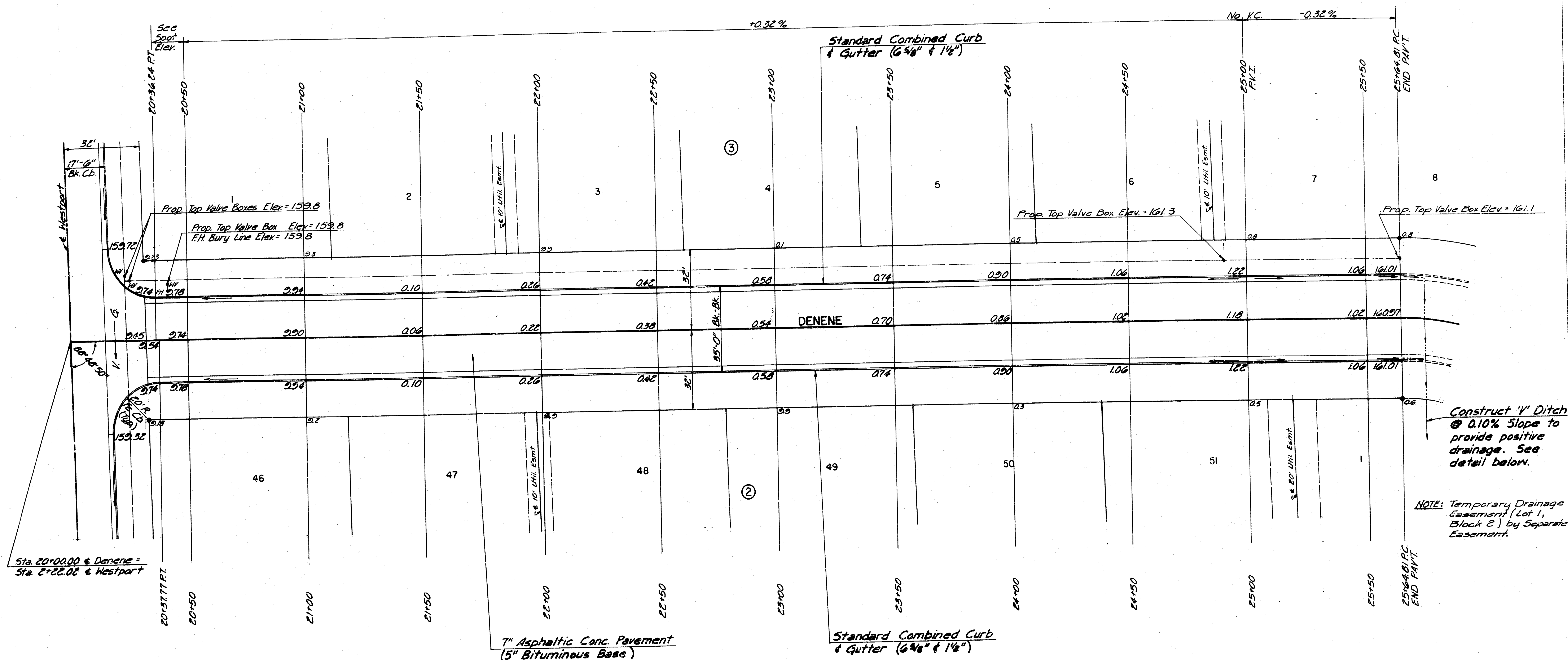






| PROJECT NO.                  | SHEET NO. | TOTAL SHEETS |
|------------------------------|-----------|--------------|
| 472 76 245 80001 000 000 088 | 10        | 17           |

Scale: 1" = 20'



DENENE  
STA. 20+00 TO STA. 25+64.81

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS  
WICHITA, KANSAS

Designed by CSB Checked by  
Drawn by GDD, BS Date April, 1987 Job No. 87053

FILMED FROM THE BEST  
AVAILABLE COPY

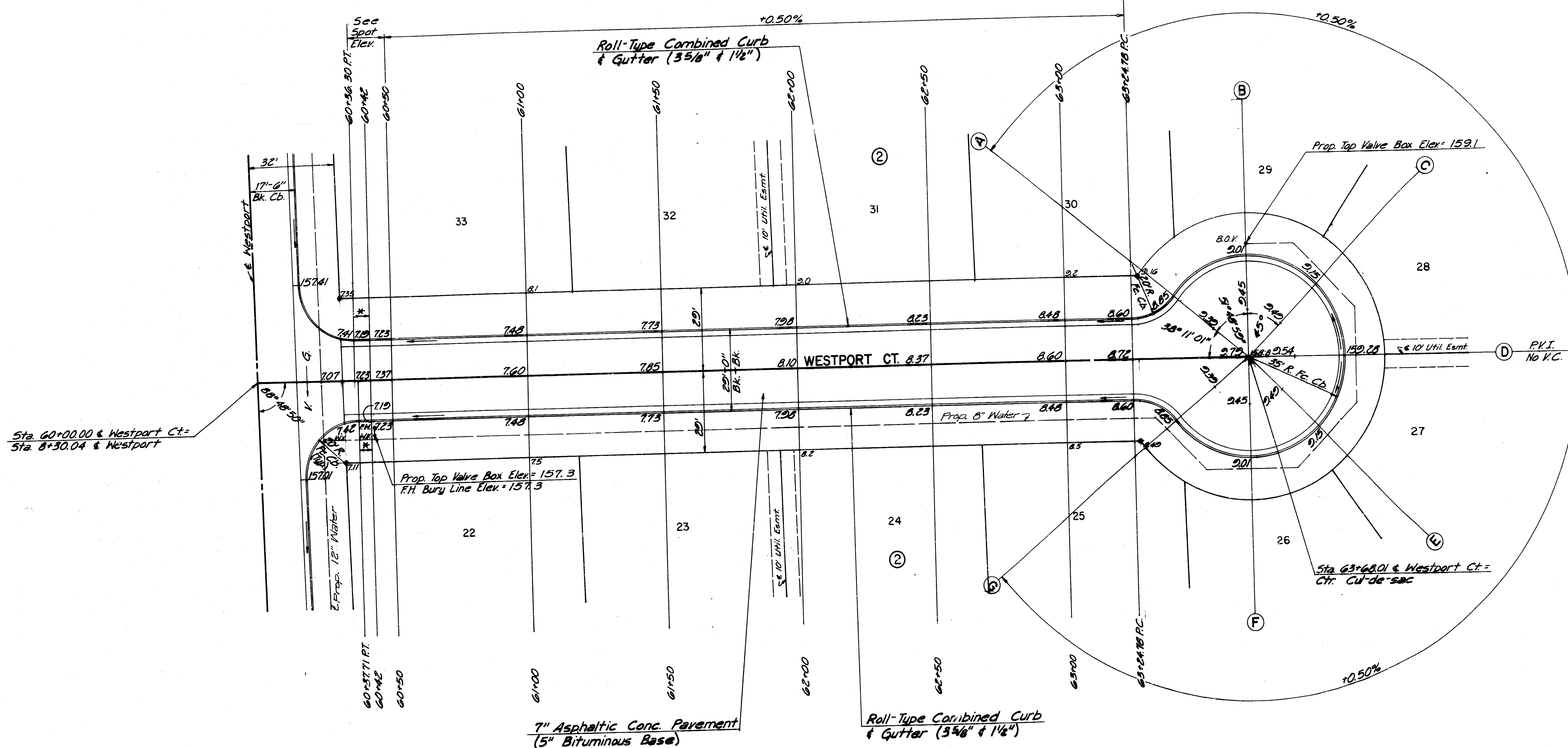






| PROJECT NO.                  | SHEET NO. | TOTAL SHEETS |
|------------------------------|-----------|--------------|
| 872 TG 245 80001 000 000 023 | 12        | 17           |

Scale: 1" = 20'

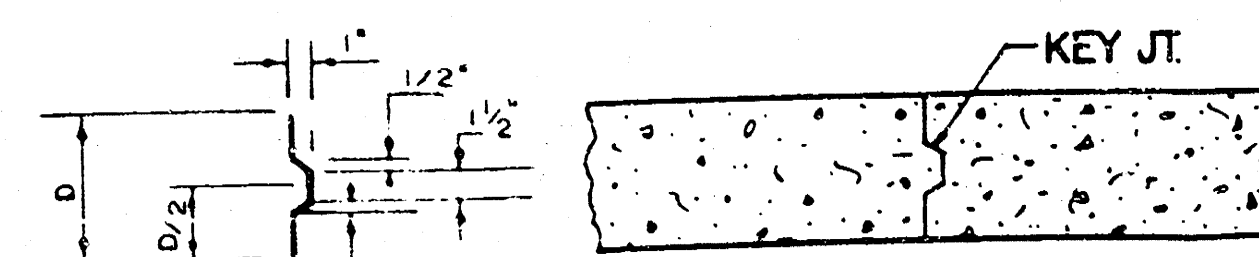


\* Transition from Standard Combined Curb & Gutter (6 5/8" & 1 1/2") to Roll-Type Combined Curb & Gutter (3 5/8" & 1 1/2")

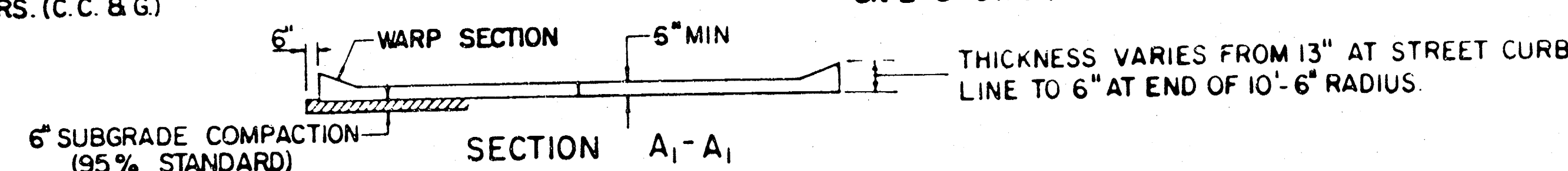
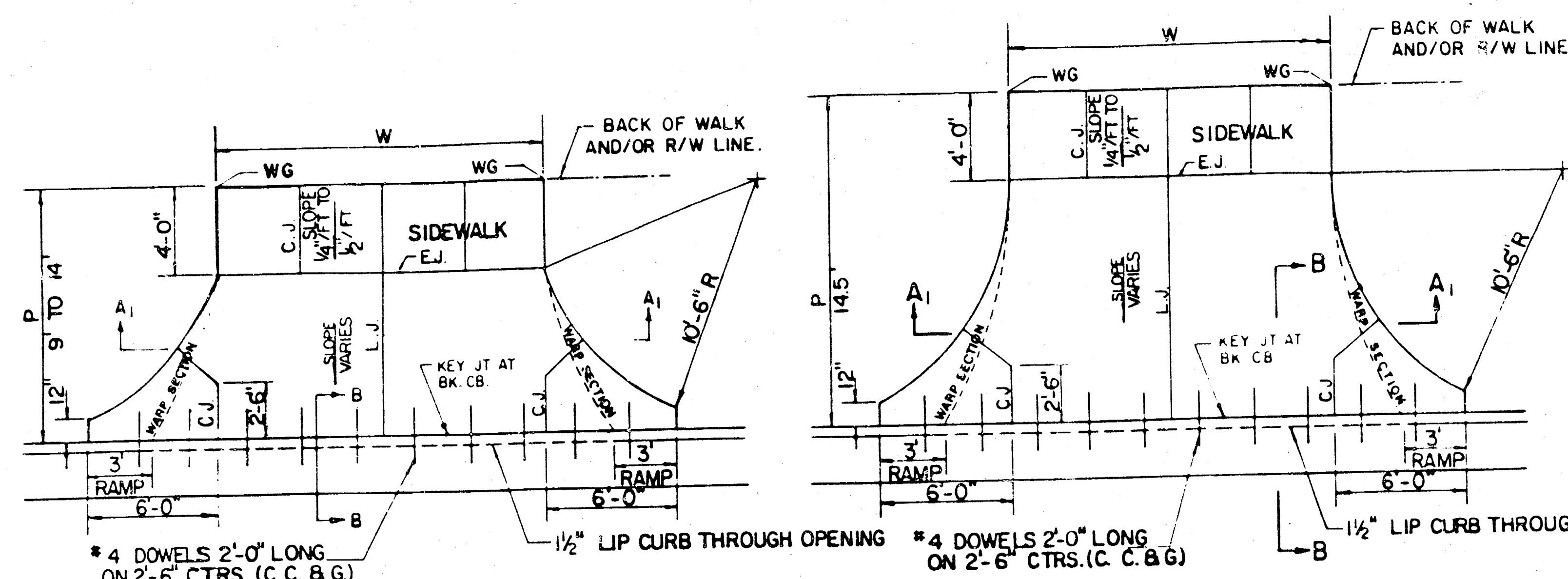
|                                                                                   |         |            |             |
|-----------------------------------------------------------------------------------|---------|------------|-------------|
| <b>WESTPORT COURT</b><br>STA. 60+00 TO STA. 63+68.01                              |         |            |             |
| <b>PROFESSIONAL ENGINEERING CONSULTANTS, P.A.</b><br>ENGINEERS<br>WICHITA, KANSAS |         |            |             |
| Designed by                                                                       | CSB     | Checked by |             |
| Drawn by                                                                          | BS, GDD | Date       | April, 1987 |
|                                                                                   |         | Job No.    | 87053       |

FILMED FROM THE BEST AVAILABLE COPY



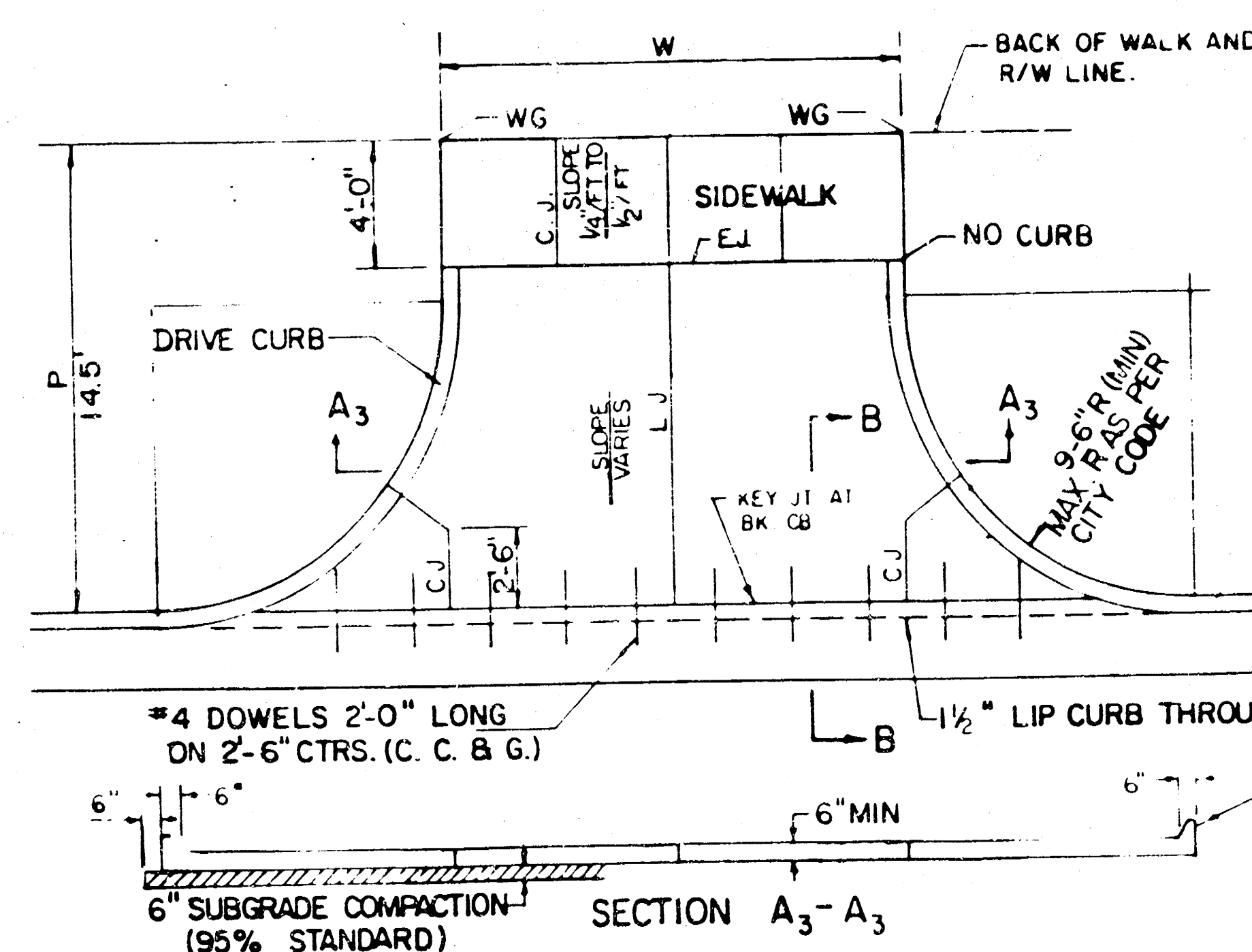


ALT. LONGITUDINAL CONSTRUCTION JOINT



| 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 | -0.19' | -0.16' | -0.13' | -0.10' | -0.06' | 0.00' | 0.00' | 0.15' | 0.25' | 0.35' | 0.45' | 0.55' | 0.65' |

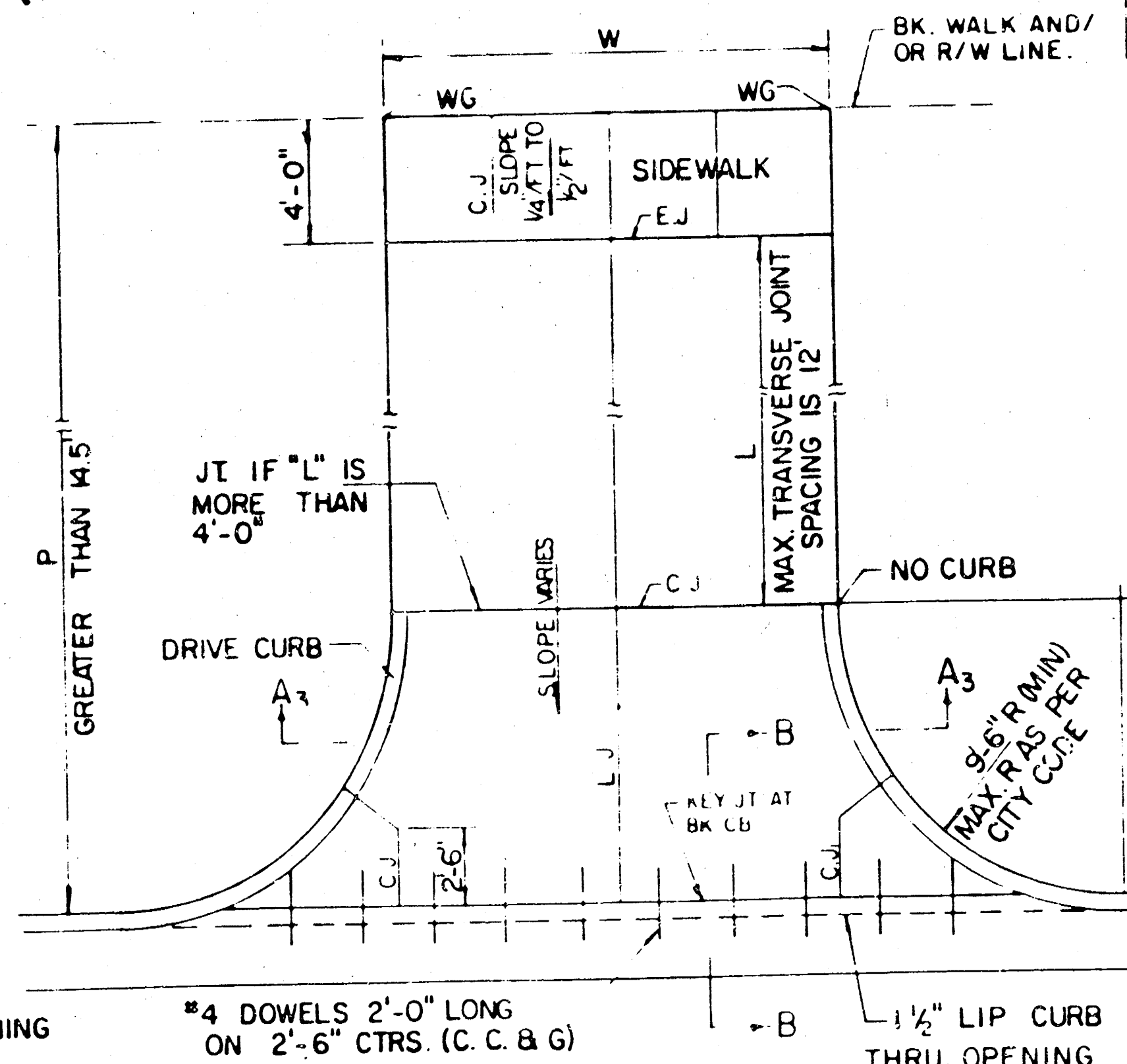
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



SECTION A3-A3

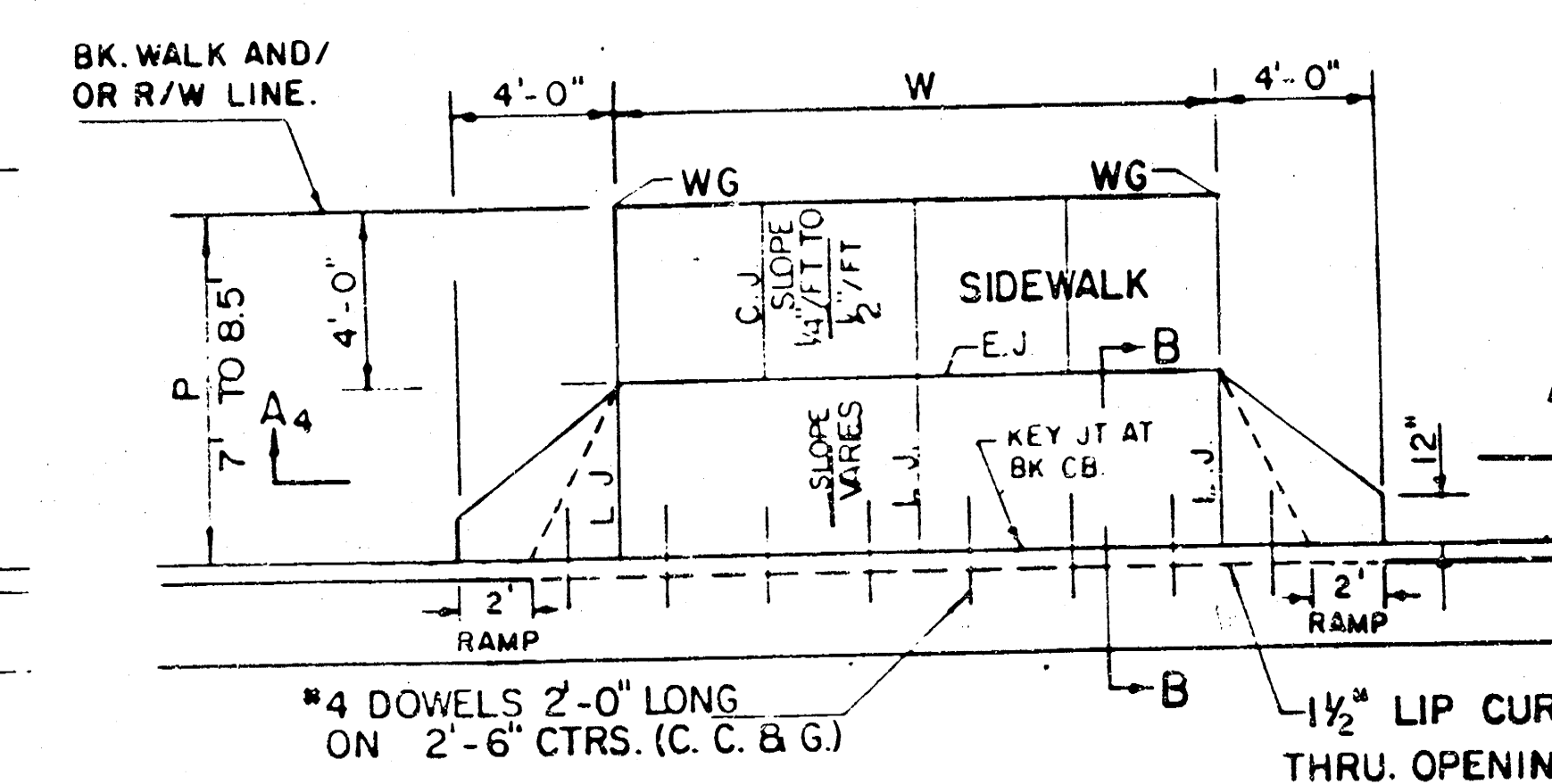
| PARKING WIDTH "P" |                                             | 14.5' | 20'   | 25'   | 30'   | 35'   | 40'   | 45'   | 50'   |
|-------------------|---------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| ABSOLUTE          | MAX. DIST. OF PT. "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)



THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT SIDEWALK SECTION

BACK OF CURB DETAIL SECTION B-B



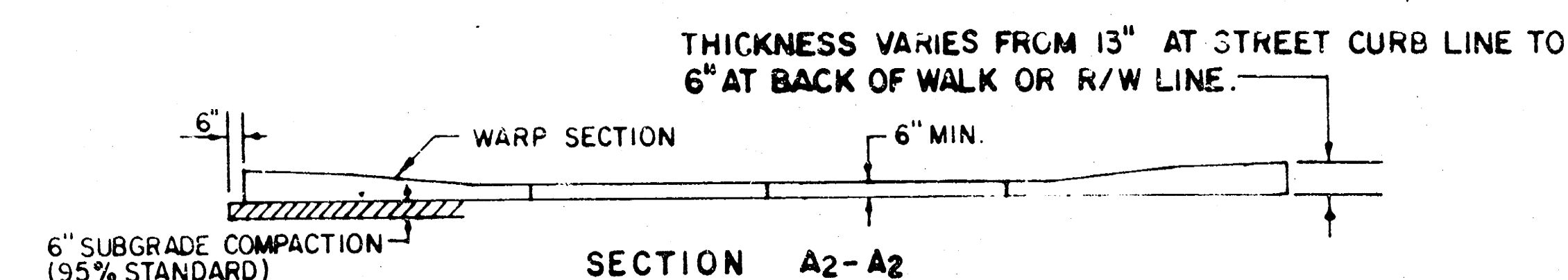
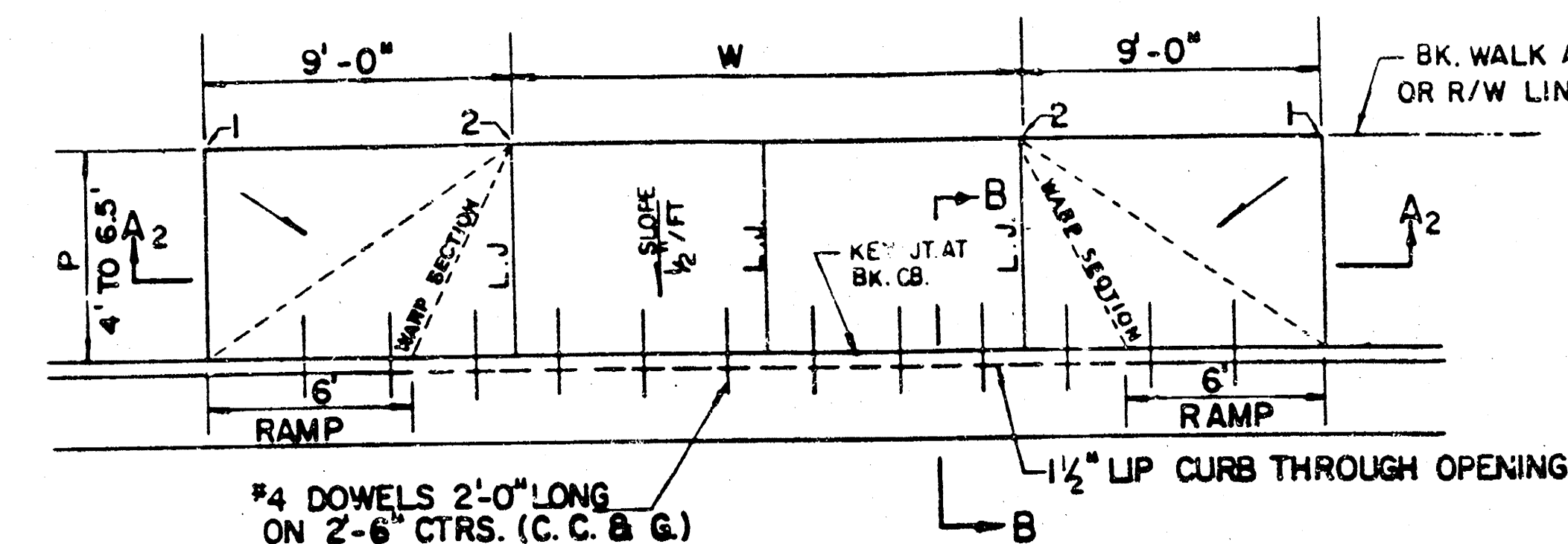
SECTION A4-A4

| 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" BELOW TOP OF FULL CB | -15"  | -16"  | -17"  | -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')

CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.) NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)



| PARKING WIDTH "P"                     | 4'    | 4.5'  | 5'    | 5.5'  | 6'    | 6.5'  |
|---------------------------------------|-------|-------|-------|-------|-------|-------|
| DIST. OF PT. "I" ABOVE TOP OF FULL CB | 0.08' | 0.09' | 0.10' | 0.12' | 0.13' | 0.14' |
| DIST. OF PT. "I" BELOW TOP OF FULL CB | -26"  | -24"  | -22"  | -20"  | -18"  | -16"  |

FULL RAMP DRIVE (P = 4.0' TO 6.5')

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. CONTRACTION 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" W-8 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENT.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHENEVER 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.

REVISED OCTOBER 1985

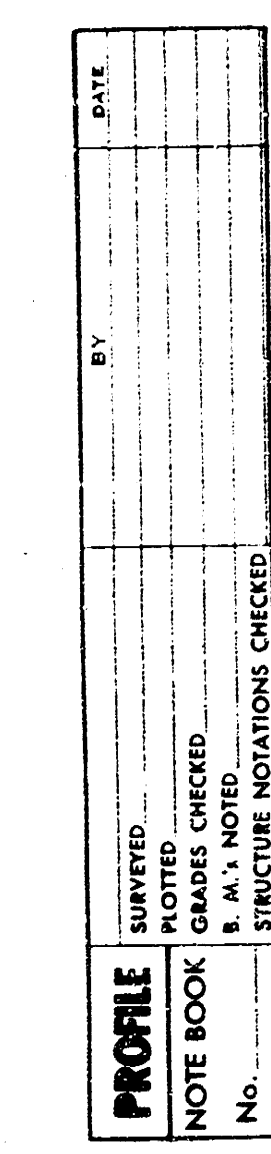
SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES  
FULL HEIGHT CURB  
CITY OF WICHITA, KANSAS

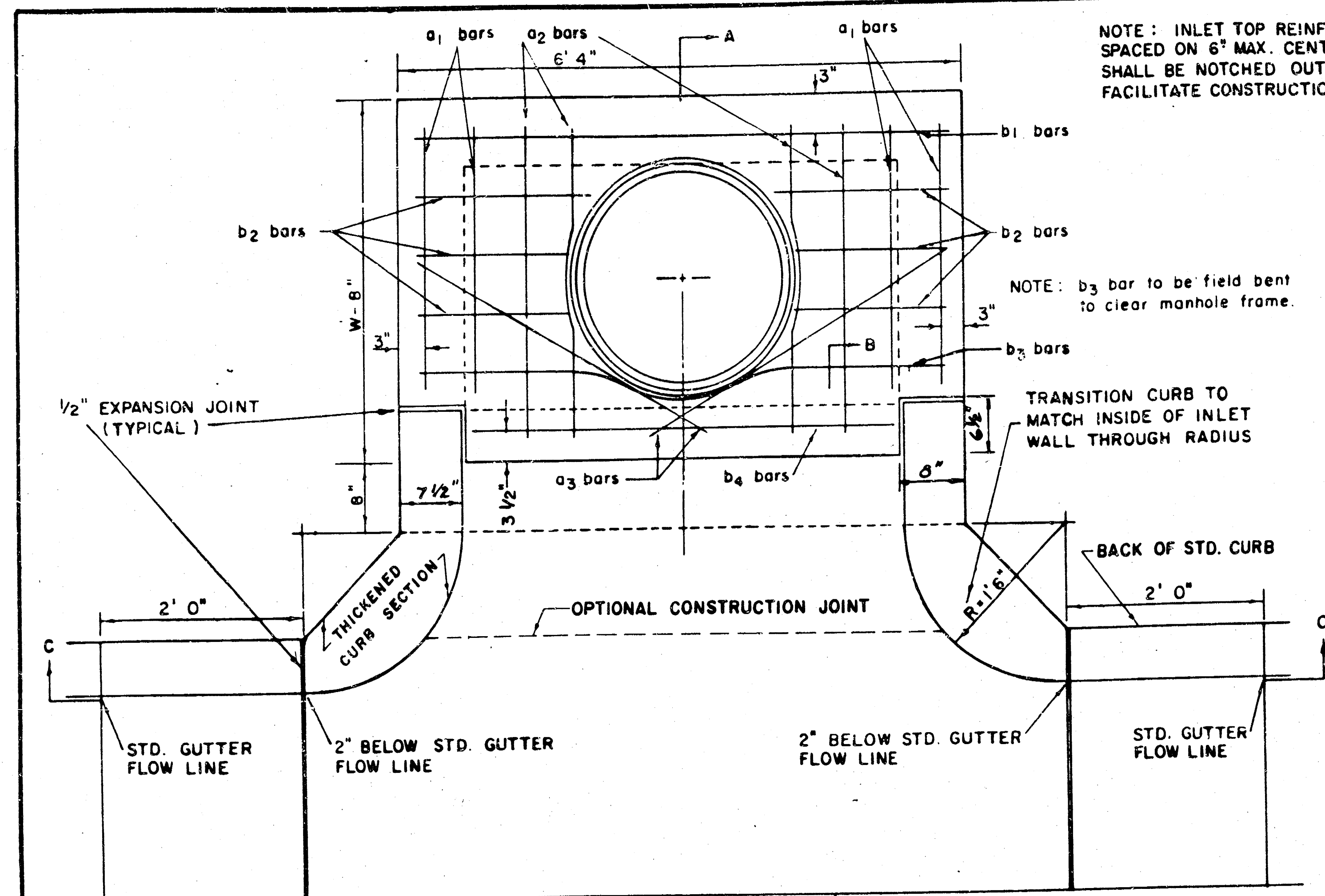
PROJECT NUMBER  
472 76 245 80001 000 000 028

FILMED FROM THE BEST AVAILABLE COPY





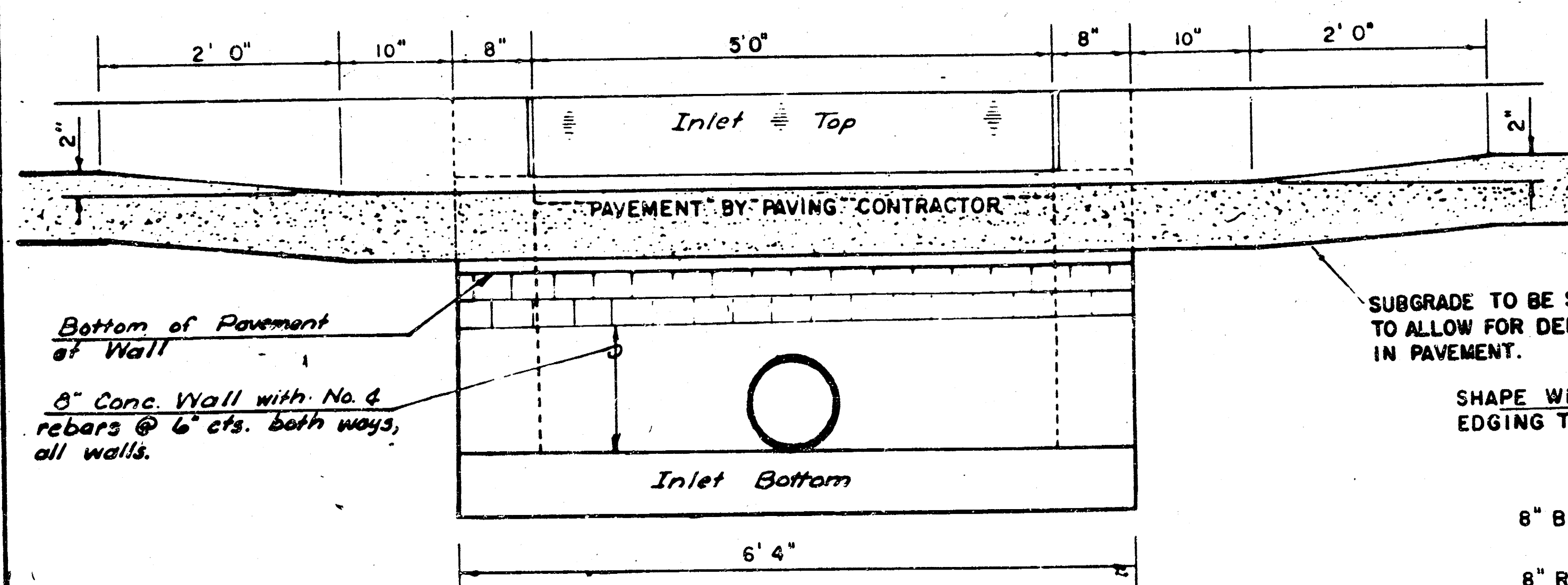




PLAN

| BAR    | a1     |       |       |      | a2     |      |   |   | a3     |      |   |   | b1     |      |      |      | b2     |      |   |   | WT. LBS. |
|--------|--------|-------|-------|------|--------|------|---|---|--------|------|---|---|--------|------|------|------|--------|------|---|---|----------|
|        | NUMBER | SIZE  | W     | H    | NUMBER | SIZE | W | H | NUMBER | SIZE | W | H | NUMBER | SIZE | W    | H    | NUMBER | SIZE | W | H |          |
| LENGTH | W=4'4" | 5'7"  | 6'7"  | 4'0" | 6'1"   | —    | — | — | —      | —    | — | — | 1'9"   | 6'2" | 4'8" | 60±  | —      | —    | — | — | —        |
|        | W=5'4" | 7'7"  | 8'7"  | 5'0" | —      | —    | — | — | —      | —    | — | — | 1'9"   | 6'2" | 4'8" | 81±  | —      | —    | — | — | —        |
|        | W=6'4" | 9'7"  | 10'7" | 6'0" | —      | —    | — | — | —      | —    | — | — | 1'9"   | 6'2" | 4'8" | 101± | —      | —    | — | — | —        |
|        | W=7'4" | 11'7" | 12'7" | 7'0" | —      | —    | — | — | —      | —    | — | — | 1'9"   | 6'2" | 4'8" | 121± | —      | —    | — | — | —        |
| LENGTH | W=8'4" | 13'7" | 14'7" | 8'0" | —      | —    | — | — | —      | —    | — | — | 1'9"   | 6'2" | 4'8" | 141± | —      | —    | — | — | —        |
|        | W=8'4" | 13'7" | 14'7" | 8'0" | —      | —    | — | — | —      | —    | — | — | 1'9"   | 6'2" | 4'8" | 141± | —      | —    | — | — | —        |

NOTE: a3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

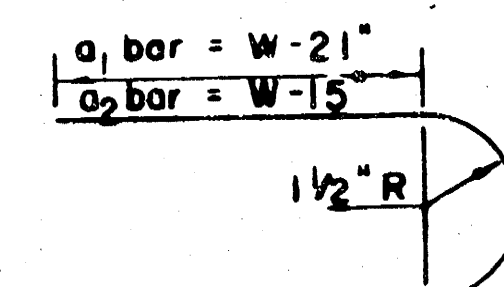


SECTION C-C

NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.

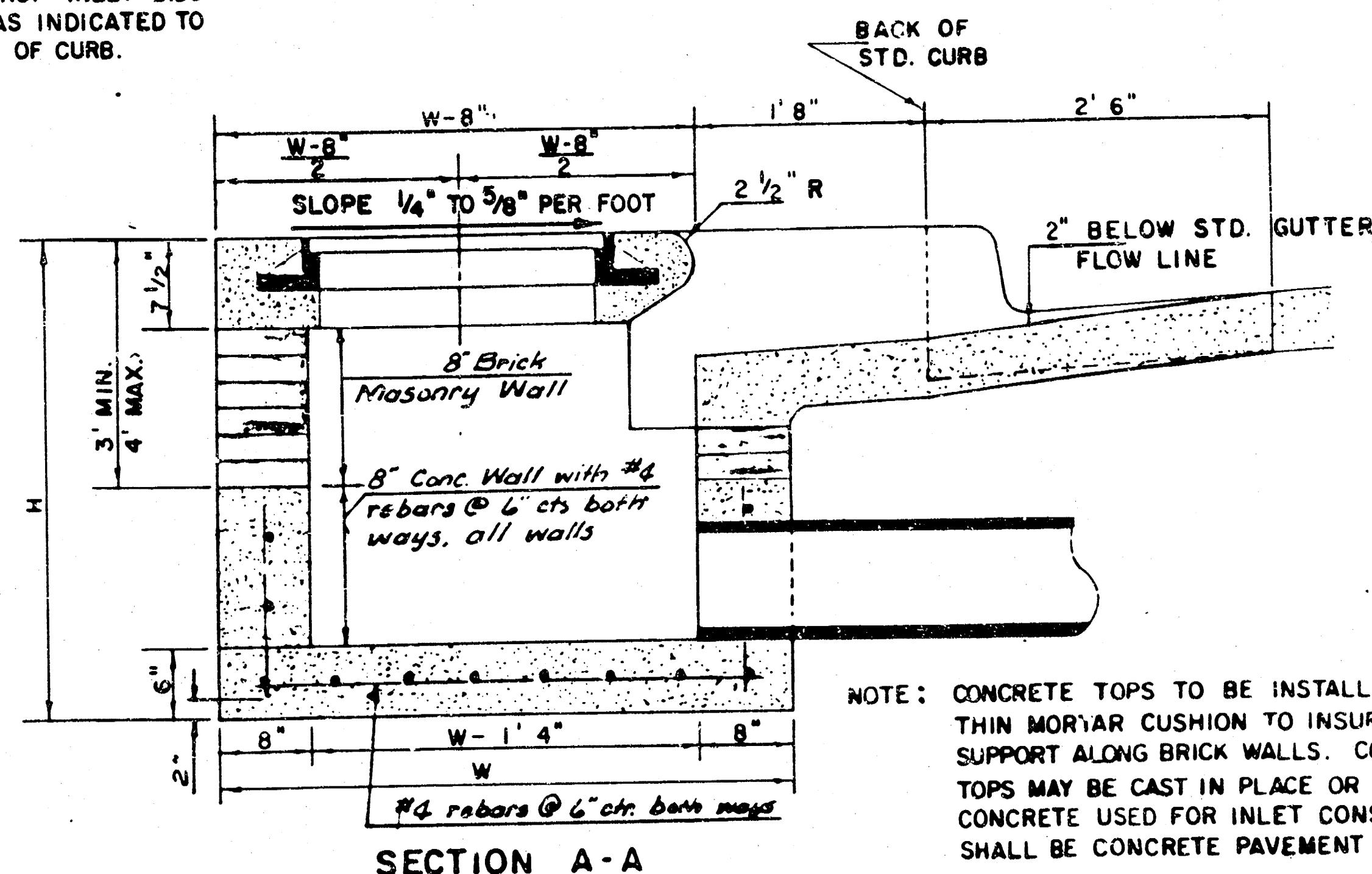
NOTE: b3 bar to be field bent to clear manhole frame.

TRANSITION CURB TO MATCH INSIDE OF INLET WALL THROUGH RADIUS



BENDING DIAGRAM

| STANDARD CURB INLET PRECAST TOPS |                        |               |               |
|----------------------------------|------------------------|---------------|---------------|
| W                                | PRE-CAST TOP SIZE      | PIPE SIZE     | CU. YD. CONC. |
| 4' 4"                            | 3' 6" x 6' 4" x 7 1/2" | 21" & SMALLER | 0.38 ±        |
| 5' 4"                            | 4' 6" x 6' 4" x 7 1/2" | 24" & 30"     | 0.51 ±        |
| 6' 4"                            | 5' 6" x 6' 4" x 7 1/2" | 36" & 42"     | 0.64 ±        |
| 7' 4"                            | 6' 6" x 6' 4" x 7 1/2" | 48" & 54"     | 0.77 ±        |
| 8' 4"                            | 7' 6" x 6' 4" x 7 1/2" | 60" & 66"     | 0.90 ±        |



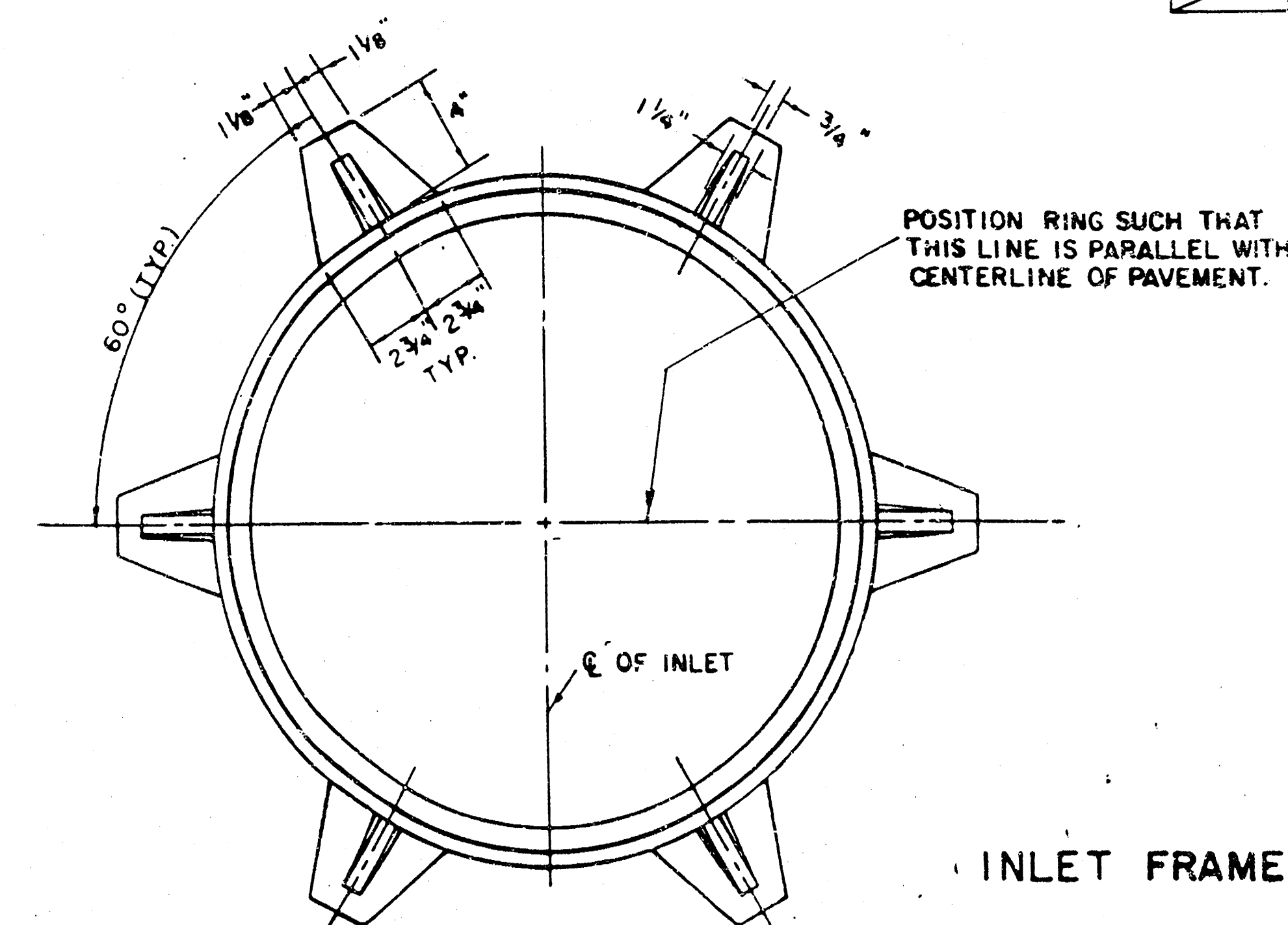
SECTION A-A

CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6' 4" AND H = 7' 0" OR LESS.

ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

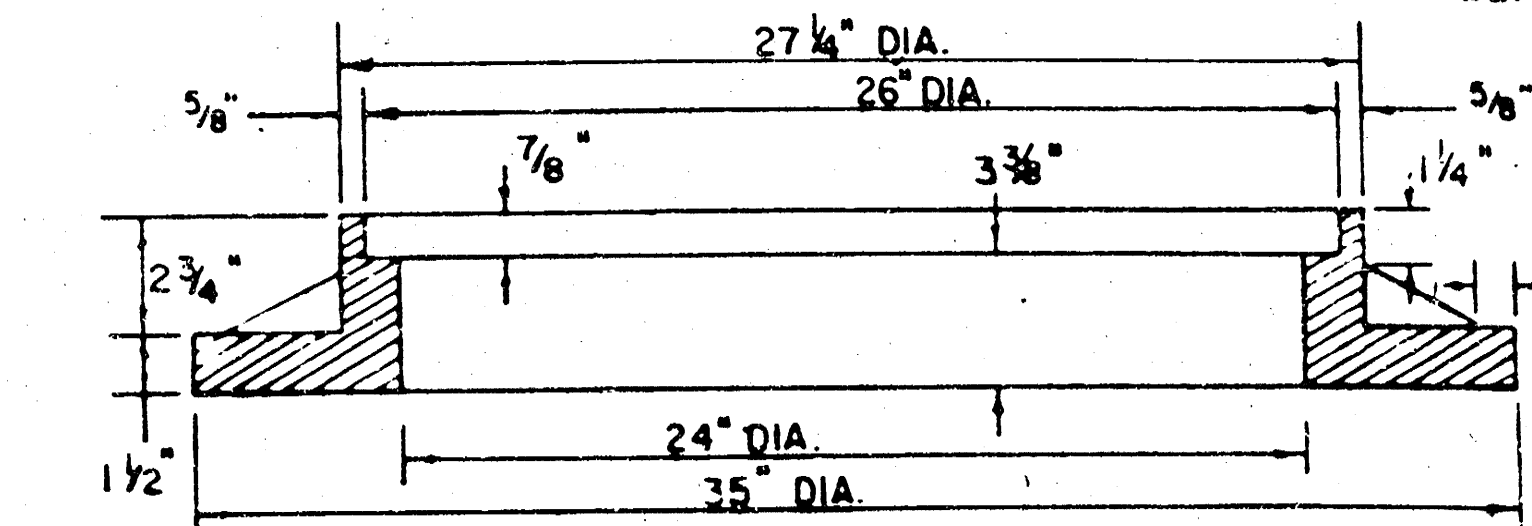
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

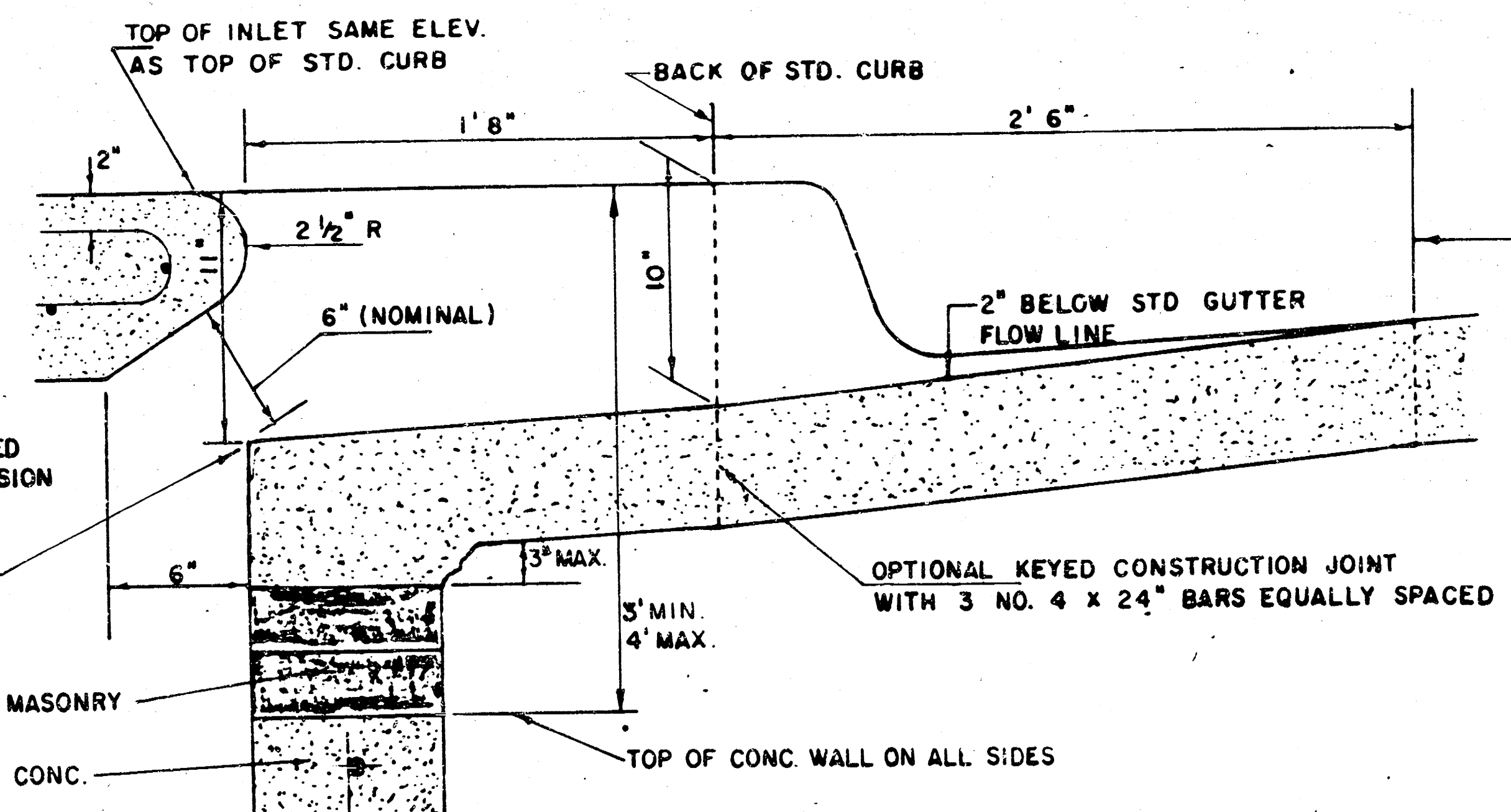


INLET FRAME

WEIGHT = 180 LBS.



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



SECTION B-B

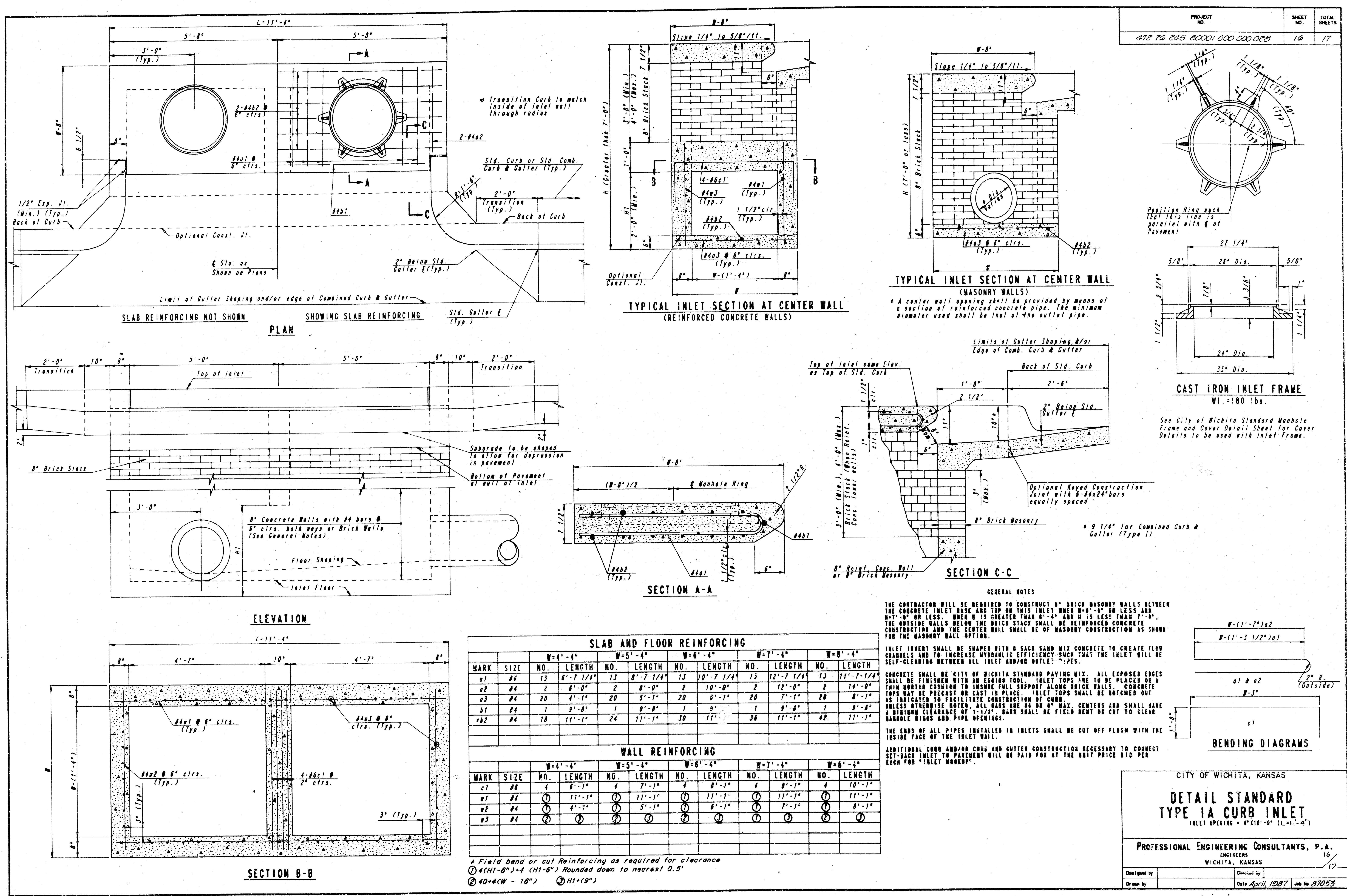
LIMITS OF GUTTER SHAPING AND/OR EDGE OF COMB. CURB AND GUTTER

REVISED 12-21-1984 Project No. 472 76 245 80001 000 000 028

DETAIL STANDARD TYPE IA CURB INLET  
CITY OF WICHITA, KANSAS  
INLET OPENING = 6" x 5' 0"

JUNE 1984





FILMED FROM THE BEST AVAILABLE COPY



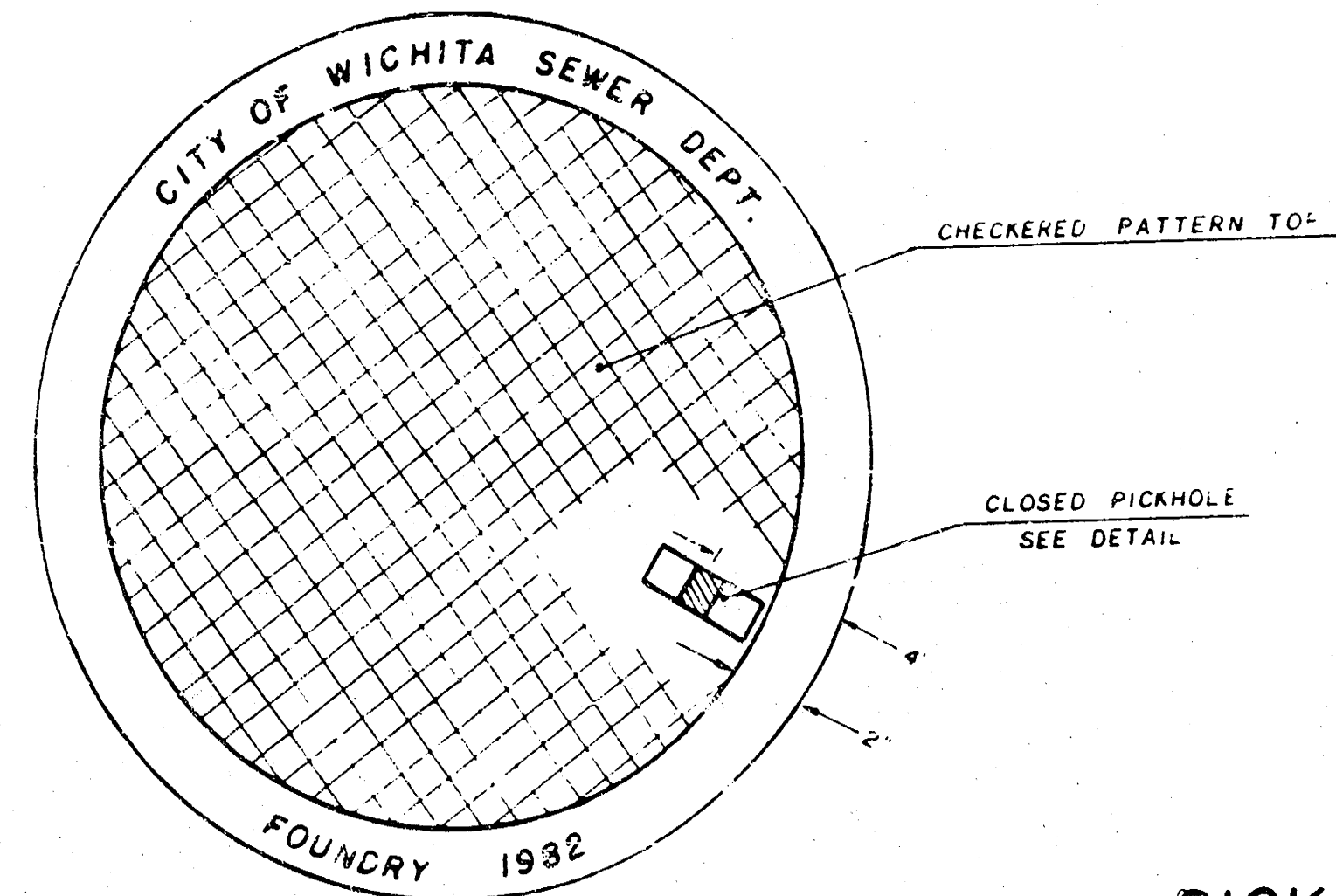
# MANHOLE FRAME AND COVER DETAIL

ADOPTED AS STANDARD DESIGN

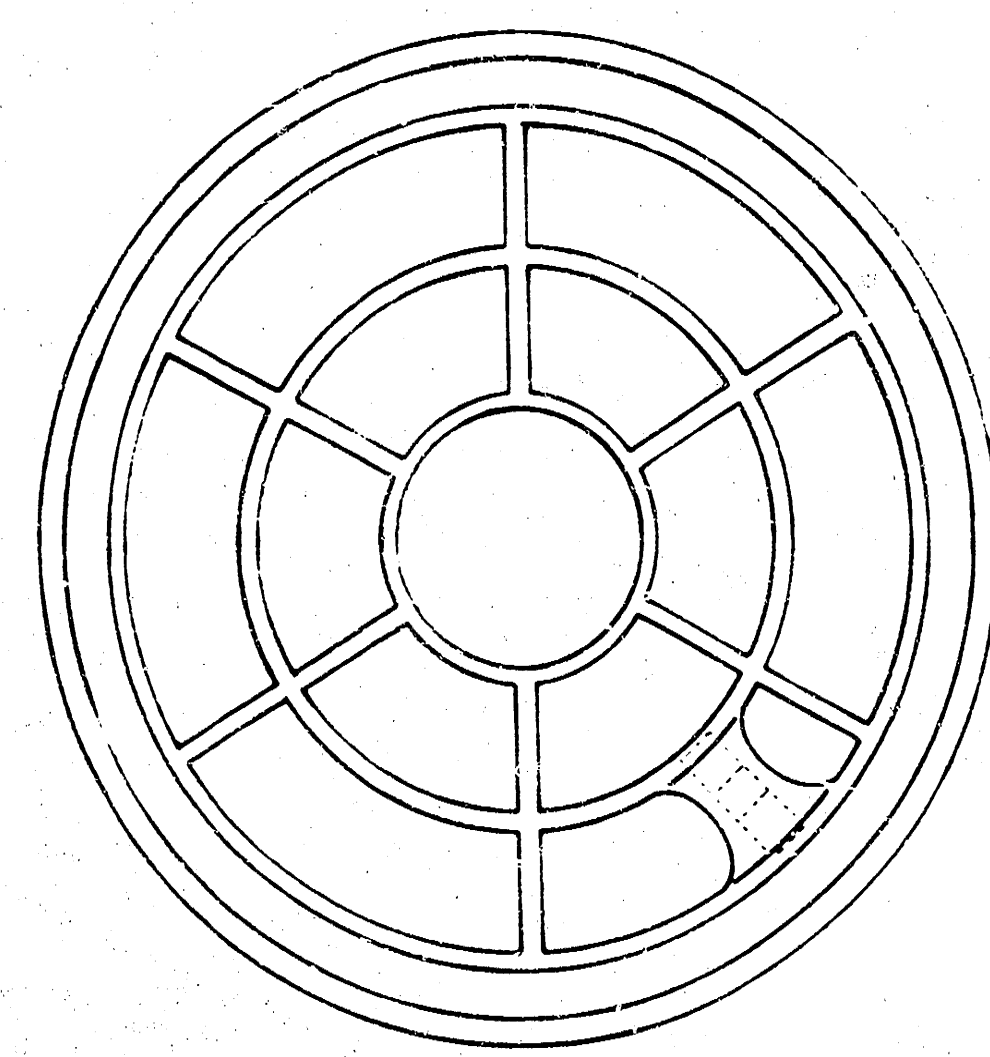
BY

City of Wichita, Kansas

MANHOLE COVER  
Weight: 180 Lbs.

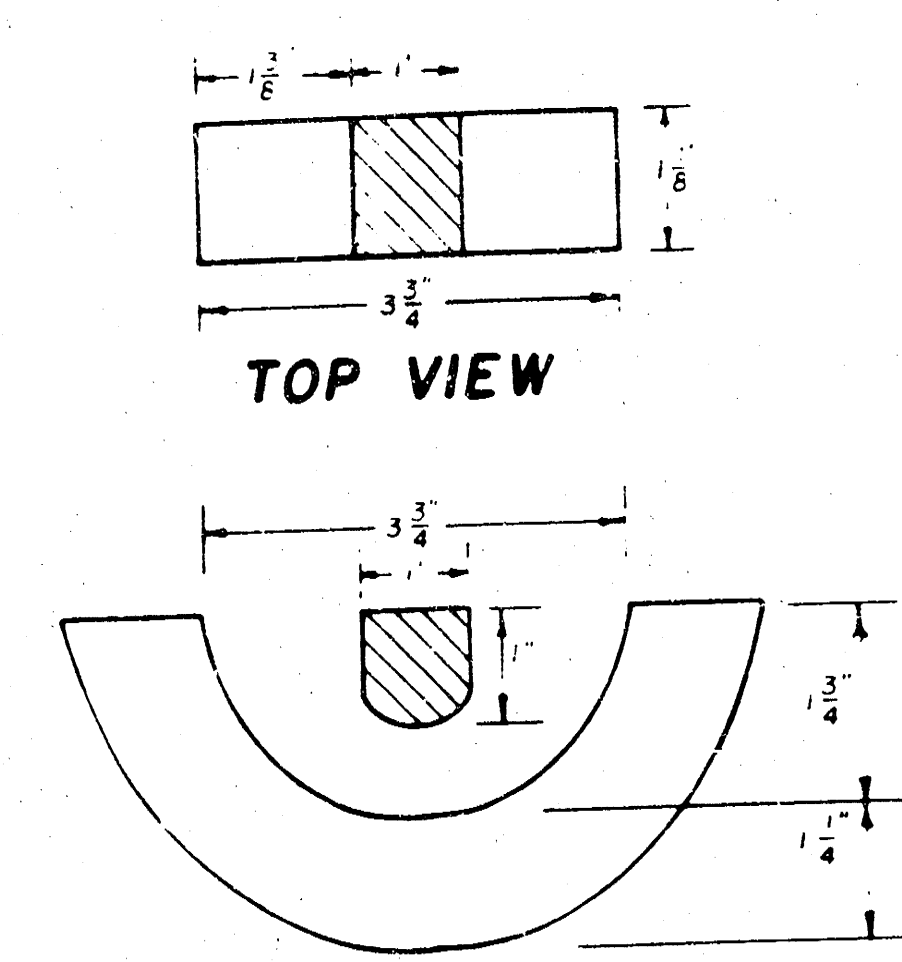


TOP VIEW



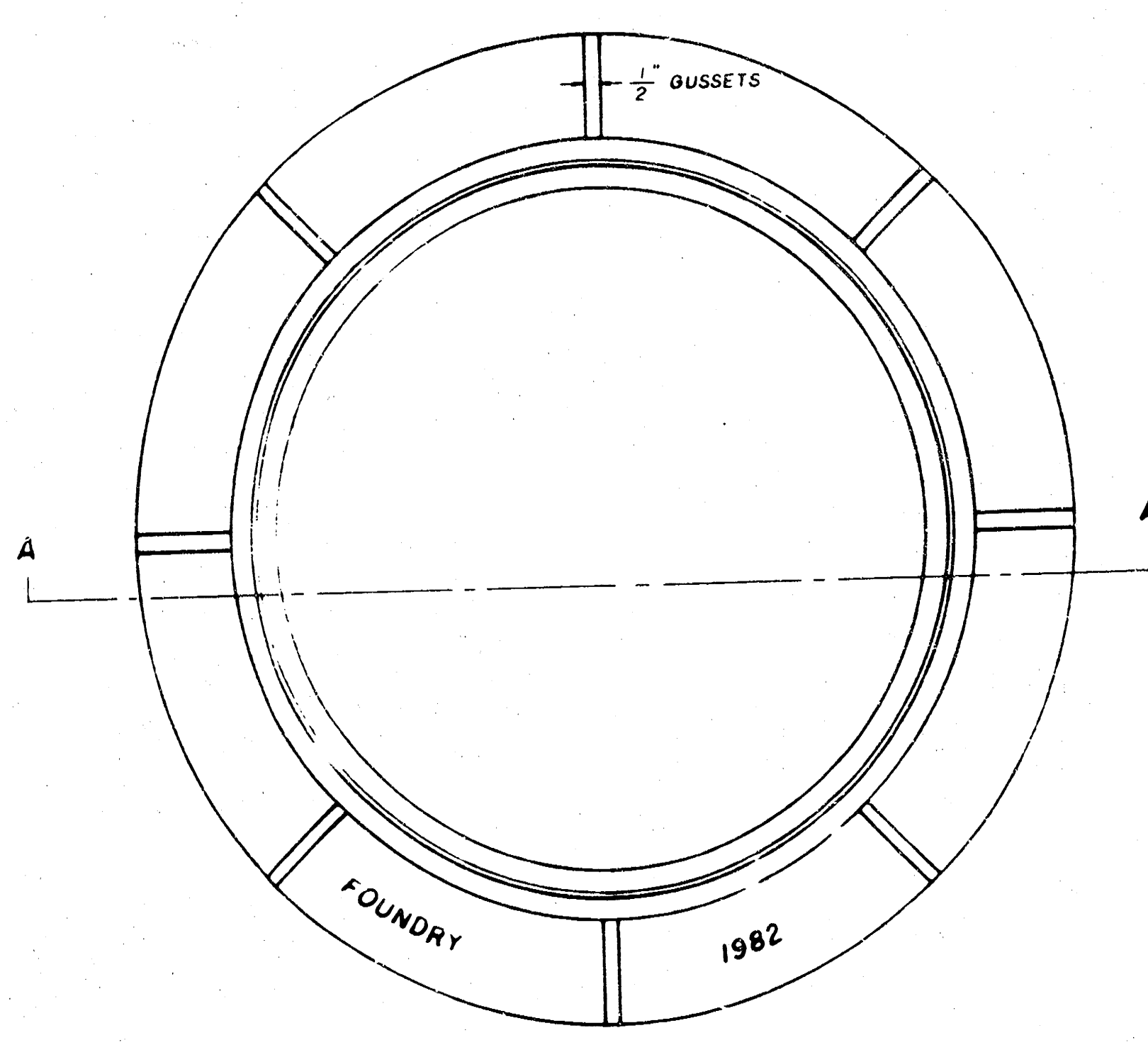
BOTTOM VIEW

PICKHOLE DETAIL

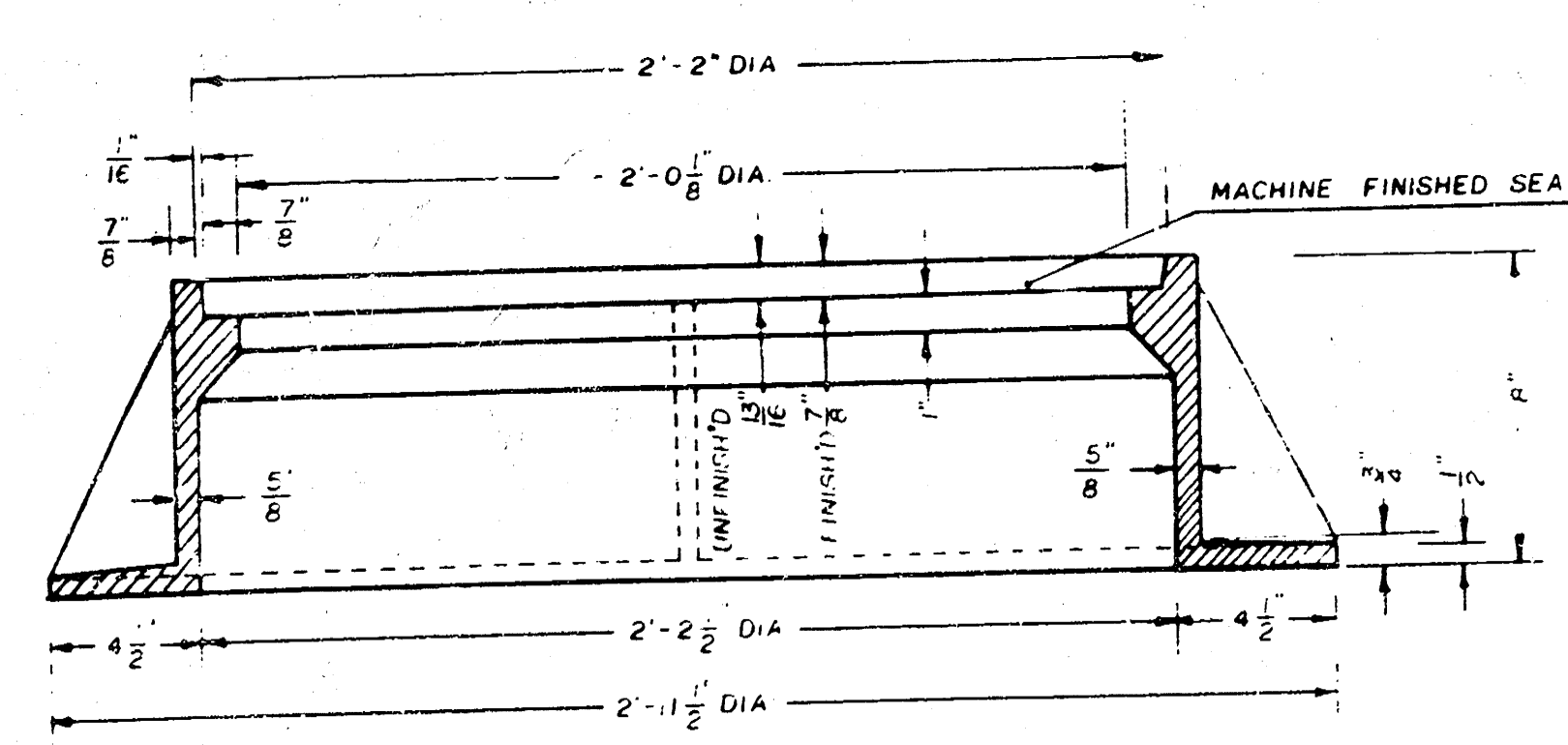


SECTION VIEW

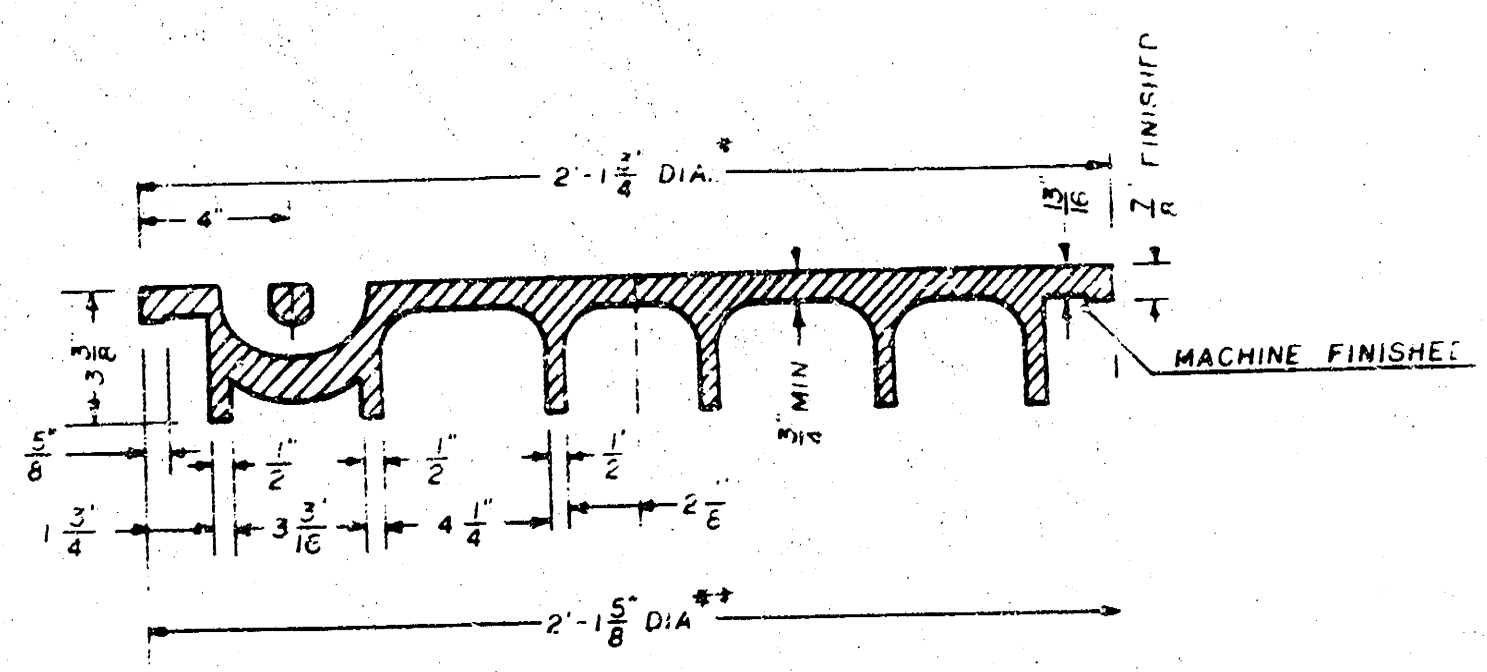
MANHOLE FRAME  
Weight: 240 Lbs.



TOP VIEW



SECTION A-A



SECTION VIEW

\* OUTSIDE DIA TOP OF COVER  
\*\* OUTSIDE DIA BOTTOM OF COVER

## GENERAL NOTES

1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAIL DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER DEFECTS.
2. MANHOLE CASTINGS SHALL BE COATED WITH AN ASPHALT PAINT RESULTING IN A SMOOTH, TOUGH AND TENACIOUS COATING WHICH IS NOT BRITTLE OR TACKY.
3. MANHOLE CASTINGS SHALL BE MANUFACTURED SUCH THAT A COVER MANUFACTURED BY ANY ONE FOUNDRY WILL FIT INTERCHANGEABLY INTO A FRAME MANUFACTURED BY ANOTHER FOUNDRY AND STILL MEET ALLOWABLE CLEARANCES AND NON-ROCKING REQUIREMENTS. THIS WILL REQUIRE MANUFACTURING OF THE MATCHING FACES ON THE COVER AND THE FRAME TO CLOSE TOLERANCES.
4. THE OUTSIDE CIRCUMFERENCE OF THE VERTICAL FACE OF THE COVER AND THE INSIDE CIRCUMFERENCE OF THE VERTICAL FACE IN THE FRAME RECESS SHALL BE MANUFACTURED TO TOLERANCES SUCH THAT THE CLEARANCE BETWEEN THE COVER AND FRAME WILL NOT EXCEED 1/8" AT ANY POINT AROUND THE CIRCUMFERENCE OF THE COVER. THE SEATING SURFACES BETWEEN THE COVER AND FRAME SHALL BE MACHINED SUCH THAT THESE SURFACES SHALL MAKE FULL CONTACT FOR THEIR FULL CIRCUMFERENCE TO PRECLUDE THE COVER FROM ROCKING IN THE FRAME.
5. THE MANHOLE FRAME AND COVER SHALL BE MARKED WITH LETTERING INDICATING THE NAME OF THE MANUFACTURER AND THE YEAR WHEN THE COVER OR FRAME WAS CAST. THE COVER SHALL BE FURTHER IDENTIFIED WITH REGARDS TO OWNERSHIP USING LETTERS AT LEAST 1" IN HEIGHT. THIS IDENTIFICATION SHALL BE "CITY OF WICHITA SEWER DEPARTMENT". THE WORD DEPARTMENT MAY BE ABBREVIATED. THE TEXTURE OF THE TOP SURFACE OF THE COVER SHALL BE MANUFACTURED IN A CHECKERED PATTERN DESIGN AS INDICATED ON THE DRAWINGS. SMOOTH BLOCKOUTS SHALL BE UTILIZED TO HIGHLIGHT THE LETTERING ON THE COVER SURFACE. THE TOTAL AREA OF SMOOTH SURFACE BLOCKOUT SHALL NOT EXCEED THE AREA AS INDICATED ON THE DRAWING. POSITIONING OF SMOOTH BLOCKOUTS AND LETTERING MAY VARY FROM THAT SHOWN ON THE DETAILED DRAWING.