PAVING - UNIVERSITY GARDENS 2ND ADDITION

CITY OF WICHITA, KANSAS

R.W. LINN CITY ENGINEER

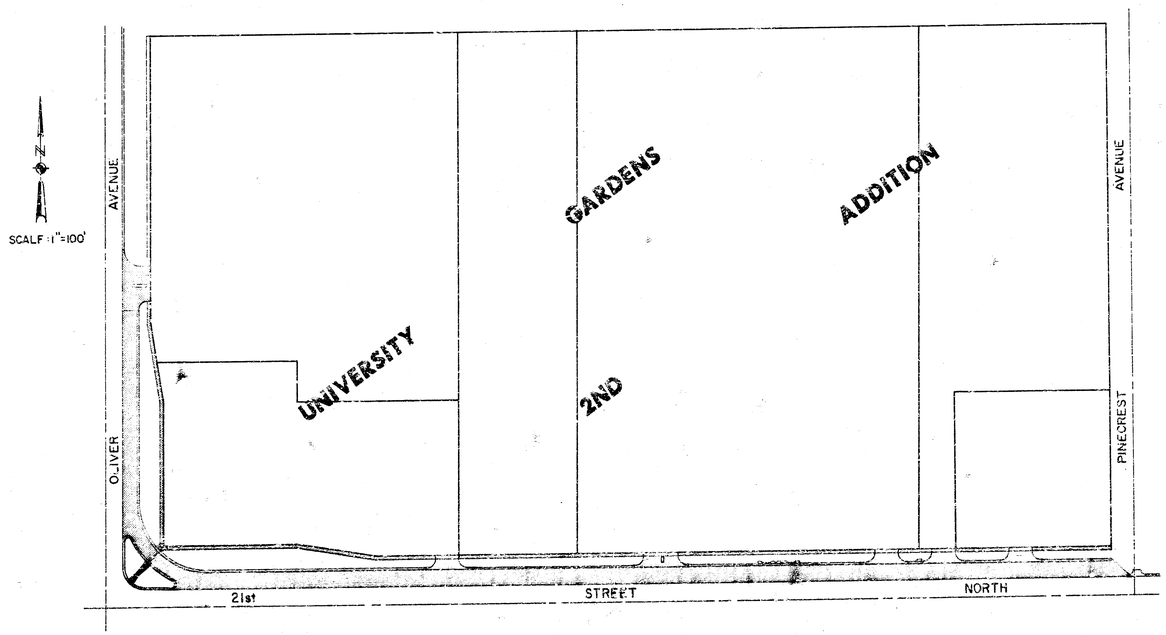
APRIL, 1977

PROJECT NO. DAKS 577013 - EAST SIDE OLIVER AVE. - ℄ 21ST ST. NORTH TO 525' NORTH ℄ 21ST ST. NORTH.

PROJECT NO. DAKS 577015 - NORTH SIDE 21ST ST. NORTH - ℄ OLIVER AVE. TO E.L. UNIVERSITY GARDENS 2ND ADDITION

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	OLIVER AVE. - PLAN PROFILE
3-5	21st ST. NORTH - PLAN PROFILE
6	PAVING DETAILS
7	TYPE I INLET DETAILS
8	STORM SEWER DETAILS



LOCATION MAP

NORTH

Sta. 20+00.00 Oliver Ave. =
Sta. 1+00.00 81st St. N.

S.W. Cor. of S.W. 1/4
Sect. 1, T6P3, R1E

8.9°=8°30"

Proj. DRIVEWAY

Proj. DRIVEWAY

STREET

For Ramp Detail See Sht. No. 6

OLIVER AVENUE

Proposed Wheelchair Ramps

4" Asphalt

Proposed Conc. Sidewalk

R/W

For Conc. Pavm't & Integral Curb Details See Sht. No. 6

SCALE : 1"=20'

Tree Removal is Marked thus X, Except that any Tree which in the Opinion of the Field Engineer can be Saved Shall be Saved

B.M. - Sta. 3+33 ft. West & 2 ft. N. E. of N.W. Cor. of S.W. 1/4 Sect. 1, T6N, R2W

21ST

Lt. Curb Curve Data
Δ=96°33'08"
R=107.00'
L=80.94'

Rt. Curb Curve Data
Δ=33°28'30"
R=85.00'
L=138.24'

Sta. 13+24.76 Oliver Ave. =
Sta. 2+07.50 21st St. N.

T.C.=220.18

+74.76

+62.26

60'V.C.

-3.59% -1.30%

EL. Sta. 0+22.50 = 2197.25

EL. Sta. 1+74.76 = 2195.20

EL. Sta. 2+07.50 = 2194.82

EL. Sta. 1+00 = 2196.40

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EL. Sta. 532+00 = 497.10

EL. Sta. 533+00 = 493.90

EL. Sta. 534+00 = 490.70

EL. Sta. 535+00 = 487.50

EL. Sta. 536+00 = 484.30

EL. Sta. 537+00 = 481.10

EL. Sta. 538+00 = 477.90

EL. Sta. 539+00 = 474.70

EL. Sta. 540+00 = 471.50

EL. Sta. 541+00 = 468.30

EL. Sta. 542+00 = 465.10

EL. Sta. 543+00 = 461.90

EL. Sta. 544+00 = 458.70

EL. Sta. 545+00 = 455.50

EL. Sta. 546+00 = 452.30

EL. Sta. 547+00 = 449.10

EL. Sta. 548+00 = 445.90

EL. Sta. 549+00 = 442.70

EL. Sta. 550+00 = 439.50

EL. Sta. 551+00 = 436.30

EL. Sta. 552+00 = 433.10

EL. Sta. 553+00 = 429.90

EL. Sta. 554+00 = 426.70

EL. Sta. 555+00 = 423.50

EL. Sta. 556+00 = 420.30

EL. Sta. 557+00 = 417.10

EL. Sta. 558+00 = 413.90

EL. Sta. 559+00 = 410.70

EL. Sta. 560+00 = 407.50

EL. Sta. 561+00 = 404.30

EL. Sta. 562+00 = 401.10

EL. Sta. 563+00 = 397.90

EL. Sta. 564+00 = 394.70

EL. Sta. 565+00 = 391.50

EL. Sta. 566+00 = 388.30

EL. Sta. 567+00 = 385.10

EL. Sta. 568+00 = 381.90

EL. Sta. 569+00 = 378.70

EL. Sta. 570+00 = 375.50

EL. Sta. 571+00 = 372.30

EL. Sta. 572+00 = 369.10

EL. Sta. 573+00 = 365.90

EL. Sta. 574+00 = 362.70

EL. Sta. 575+00 = 359.50

EL. Sta. 576+00 = 356.30

EL. Sta. 577+00 = 353.10

EL. Sta. 578+00 = 349.90

EL. Sta. 579+00 = 346.70

EL. Sta. 580+00 = 343.50

EL. Sta. 581+00 = 340.30

EL. Sta. 582+00 = 337.10

EL. Sta. 583+00 = 333.90

EL. Sta. 584+00 = 330.70

EL. Sta. 585+00 = 327.50

EL. Sta. 586+00 = 324.30

EL. Sta. 587+00 = 321.10

EL. Sta. 588+00 = 317.90

EL. Sta. 589+00 = 314.70

EL. Sta. 590+00 = 311.50

EL. Sta. 591+00 = 308.30

EL. Sta. 592+00 = 305.10

EL. Sta. 593+00 = 301.90

EL. Sta. 594+00 = 298.70

EL. Sta. 595+00 = 295.50

EL. Sta. 596+00 = 292.30

EL. Sta. 597+00 = 289.10

EL. Sta. 598+00 = 285.90

EL. Sta. 599+00 = 282.70

EL. Sta. 600+00 = 279.50

EL. Sta. 601+00 = 276.30

EL. Sta. 602+00 = 273.10

EL. Sta. 603+00 = 269.90

EL. Sta. 604+00 = 266.70

EL. Sta. 605+00 = 263.50

EL. Sta. 606+00 = 260.30

EL. Sta. 607+00 = 257.10

EL. Sta. 608+00 = 253.90

EL. Sta. 609+00 = 250.70

EL. Sta. 610+00 = 247.50

EL. Sta. 611+00 = 244.30

EL. Sta. 612+00 = 241.10

EL. Sta. 613+00 = 237.90

EL. Sta. 614+00 = 234.70

EL. Sta. 615+00 = 231.50

EL. Sta. 616+00 = 228.30

EL. Sta. 617+00 = 225.10

EL. Sta. 618+00 = 221.90

EL. Sta. 619+00 = 218.70

EL. Sta. 620+00 = 215.50

EL. Sta. 621+00 = 212.30

EL. Sta. 622+00 = 209.10

EL. Sta. 623+00 = 205.90

EL. Sta. 624+00 = 202.70

EL. Sta. 625+00 = 199.50

EL. Sta. 626+00 = 196.30

EL. Sta. 627+00 = 193.10

EL. Sta. 628+00 = 189.90

EL. Sta. 629+00 = 186.70

EL. Sta. 630+00 = 183.50

EL. Sta. 631+00 = 180.30

EL. Sta. 632+00 = 177.10

EL. Sta. 633+00 = 173.90

EL. Sta. 634+00 = 170.70

EL. Sta. 635+00 = 167.50

EL. Sta. 636+00 = 164.30

EL. Sta. 637+00 = 161.10

EL. Sta. 638+00 = 157.90

EL. Sta. 639+00 = 154.70

EL. Sta. 640+00 = 151.50

EL. Sta. 641+00 = 148.30

EL. Sta. 642+00 = 145.10

EL. Sta. 643+00 = 141.90

EL. Sta. 644+00 = 138.70

EL. Sta. 645+00 = 135.50

EL. Sta. 646+00 = 132.30

EL. Sta. 647+00 = 129.10

EL. Sta. 648+00 = 125.90

EL. Sta. 649+00 = 122.70

EL. Sta. 650+00 = 119.50

EL. Sta. 651+00 = 116.30

EL. Sta. 652+00 = 113.10

EL. Sta. 653+00 = 109.90

EL. Sta. 654+00 = 106.70

EL. Sta. 655+00 = 103.50

EL. Sta. 656+00 = 100.30

EL. Sta. 657+00 = 97.10

EL. Sta. 658+00 = 93.90

EL. Sta. 659+00 = 90.70

EL. Sta. 660+00 = 87.50

EL. Sta. 661+00 = 84.30

EL. Sta. 662+00 = 81.10

EL. Sta. 663+00 = 77.90

EL. Sta. 664+00 = 74.70

EL. Sta. 665+00 = 71.50

EL. Sta. 666+00 = 68.30

EL. Sta. 667+00 = 65.10

EL. Sta. 668+00 = 61.90

EL. Sta. 669+00 = 58.70

EL. Sta. 670+00 = 55.50

EL. Sta. 671+00 = 52.30

EL. Sta. 672+00 = 49.10

EL. Sta. 673+00 = 45.90

EL. Sta. 674+00 = 42.70

EL. Sta. 675+00 = 39.50

EL. Sta. 676+00 = 36.30

EL. Sta. 677+00 = 33.10

EL. Sta. 678+00 = 29.90

EL. Sta. 679+00 = 26.70

EL. Sta. 680+00 = 23.50

EL. Sta. 681+00 = 20.30

EL. Sta. 682+00 = 17.10

EL. Sta. 683+00 = 13.90

EL. Sta. 684+00 = 10.70

EL. Sta. 685+00 = 7.50

EL. Sta. 686+00 = 4.30

EL. Sta. 687+00 = 1.10

AVENUE

75'

For Details on Right Turn Lane See Sht. No. 8

6" Concrete Drive with 6x6 ¼ Wire Mesh See Sht. 6 For Details.

Sta. 1+00.00 21st St. N. = Sta. 20+02.00 Oliver Ave.

Proposed Conc. Sidewalk

R/W

Close Existing Drives

Proj. DAKSTTOIS

Proposed

Project DAKSTTOIS

Sta. 2+02.50 21st St. N. = Sta. 19+74.76 Oliver Ave.

89°28'30"

21ST STREET NORTH

S.W. Cor. of S.W. ¼ Sect. 1, T123, R1E

OLIVER AVENUE

B.M. - City Disc. 33 Ft. West & Oliver Ave. & 42 Ft. North & 21st St. N. Elev. = 212.82

Trees to be Removed are Marked thus X. Except that any Tree which in the Opinion of the Field Engineer can be Saved Shall be Saved

B.M. - Chiseled "+" Top E. Bolt 30 Ft. Rt. Sta. 3 St. St. N. - Elev. = 212.24

SCALE 1" = 20'

TC Elev.

0 1+00 2 3 4 5 6

6" Concrete Drive with
6/6 9/6 Wire Mesh
See Sht. 6 for Details

Sta. 9+93.00 Const. Std.
Type 1A Curb Inlet
W= 3'-10" Install 8 L.F.
15" R.C.P. for Details
See Sht. No. 7

Sta. 9+20.00 Const. Std.
Type 1A Curb Inlet
W= 3'-10" Install 16 L.F.
15" R.C.P. for Details
See Sht. No. 7

Sta 9+50.00 Const. Std.
Type 1A Curb Inlet
W= 3'-10" Cut Exist. 30"
R.C.P. to Match Inside
Face of Inlet. For
Details See Sht. No. 7

Sta. 9+58.00 Const. Std
Type 1A Curb Inlet
W= 3'-10" Install 8 L.F.
15" R.C.P. For Details
See Sht. No. 7

Proposed Conc. Sidewalk

U.S.R.

Plug 15" Pipes

Remove & Exist. Inlets

60'

22.5'

22'

6 7 8 9

21ST STREET NORTH

Sta. 9+75.00 Const. Std.
Type 1A Curb Inlet
W= 3'-10" Install 16 L.F.
15" R.C.P. for Details
See Sht. No. 7

Remove Existing Inlet. Install Section of 30" R.C.P. Construct Concrete Collar around Pipe and a min. of 2' beyond Both Ends. To be Bid as L.F. 30" R.C.P. w/ Conc. Collar.

SCALE 1" = 20'

6 L.F. 15" R.C.P. @ -4.13 %

16 L.F. 15" R.C.P. @ -4.12 %

6 L.F. 15" R.C.P. @ 5.00 %

16 L.F. 15" R.C.P. @ 15.00 %

6 7 8 9 10

4/8

6" Concrete Drive With 6x6 W4 Wire Mesh See Sht. No. 6

6" Concrete Drive With 6x6 W4 Wire Mesh See Sht. No. 6

PINECREST AVENUE

SCALE: 1" = 20'

Sta. 11+30.96 Const Std. Type 1A Curb Inlet W = 3'-10" Install 8 L.F. 15" R.C.P. For Details See Sht No. 2

B.M. - Chiseled "+" Top E. Base S. Pilaster F.H., 50Ft. Rt. Sta. 7+25 21st St. N. Elev = 217.22

11SR

11SR P100

11SR Conc. Sidewalk

11SR

11SR

Asphalt Curb (Incidental to Project)

Street Signing By Others

22.5'

60'

82'

Remove Existing Inlet, Section of 24" R.C.P. Construct Concrete Collar Around Pipe and Extend Collar a min. of 1' Beyond Both Ends. To be Bid as L.F. 24" R.C.P. w/ Concrete Collar

21ST STREET

NORTH

Radius Pt. Sta. 10+04.48 Rt. Elev. = 214.48

Radius Pt. Sta. 11+45.50 Rt. Elev. = 214.39

Radius Pt. Sta. 11+73.50 Rt. Elev. = 215.03

Radius Pt. Sta. 12+08.42 Rt. Elev. = 215.75

Radius Pt. Sta. 12+43.42 Rt. Elev. = 216.42

Radius Pt. Sta. 12+65.42 Rt. Elev. = 217.13

214.55

11

215.92

12

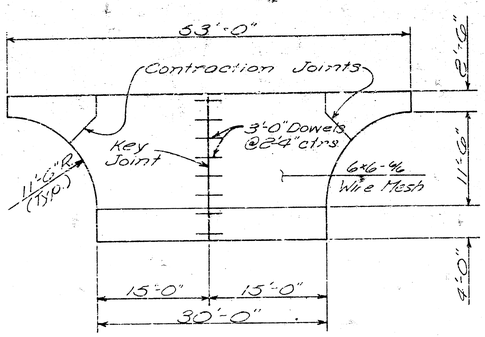
217.23

13

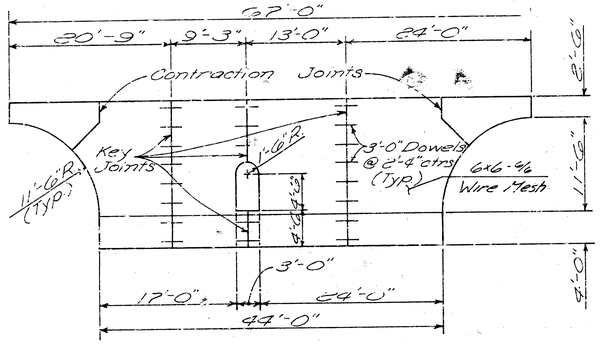
218.71

14

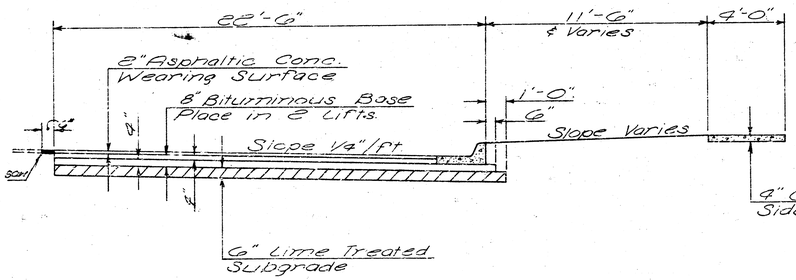
5/9



30' DRIVE APPROACH
6" Concrete

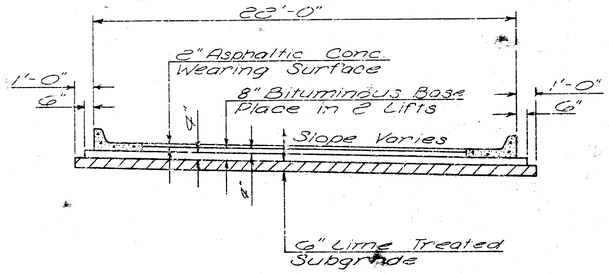


44' DRIVE APPROACH
21st STREET NORTH
6" Concrete

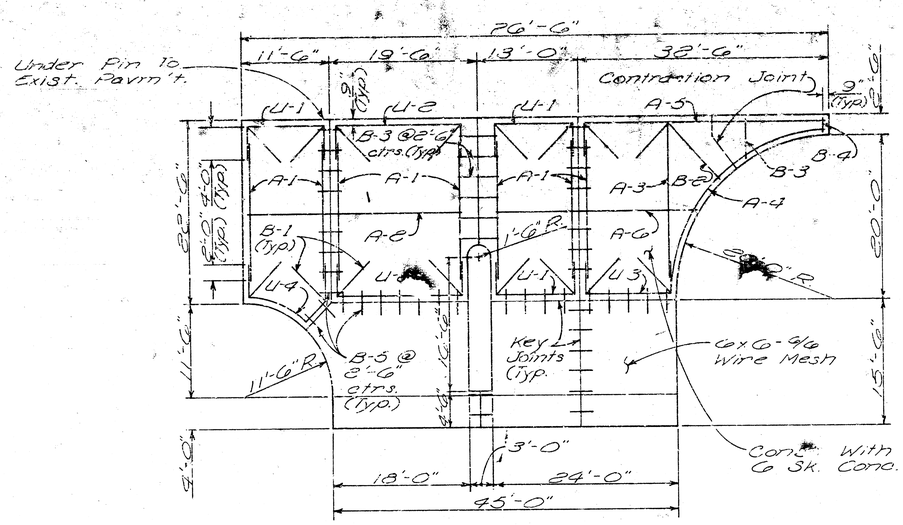


TYPICAL SECTION

NOTE TO CONTRACTOR - SAW AND REMOVE 6" OF EXISTING ASPHALT SURFACE AFTER NEW 8" BASE HAS BEEN LAID DOWN. SAW JOINT TO BE INCIDENTAL TO PROJECT.



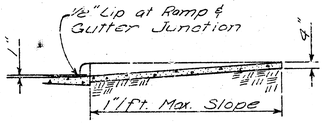
TYPICAL SECTION
RIGHT TURN LANE



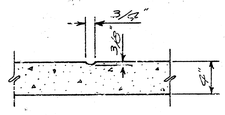
45' DRIVE APPROACH
OLIVER AVENUE

BILL OF MATERIALS

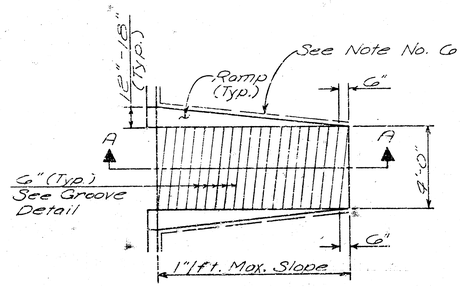
Mark	No.	Size	Length	Shape
A-1	7	6	17'-0"	
A-2	1	6	23'-0"	
A-3	1	6	19'-0"	
A-4	1	6	30'-0"	
A-5	1	6	35'-0"	
A-6	1	6	26'-0"	
B-1	16	6	6'-0"	
B-2	1	6	10'-0"	
B-3	7	6	5'-0"	
B-4	1	6	2'-0"	
B-5	41	4	3'-0"	
U-1	3	6	18'-0"	
U-2	2	6	24'-6"	
U-3	1	6	19'-0"	
U-4	1	6	19'-6"	



SECT. A-A

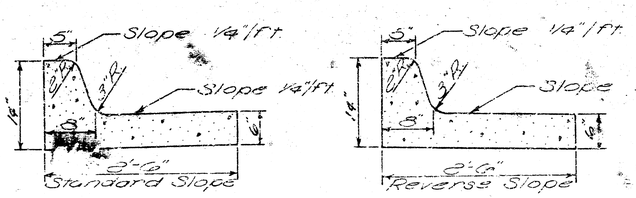


GROVE DETAIL

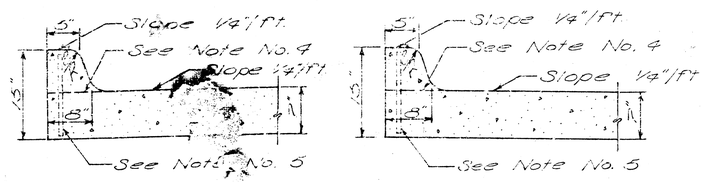


PLAN

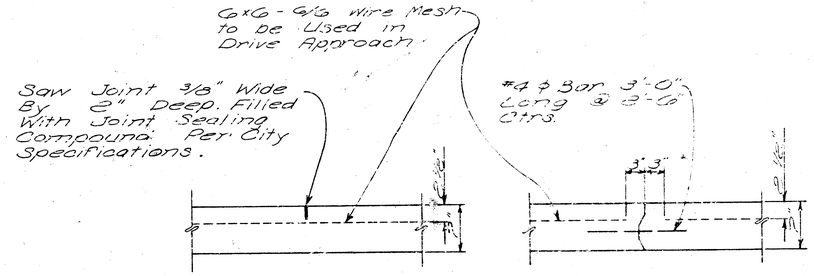
RAMP DETAILS
Not to be Constructed on this Project



COMBINED CURB & GUTTER



INTEGRAL CURB



CONTRACTION KEY

JOINT DETAILS

GENERAL NOTES

1. A tack of Emulsified Asphalt (SS-1H) shall be applied at an approximate rate 0.05 gallons per sq. ft. between lifts of asphaltic materials when ordered by the engineer. Tack coat will not be paid for directly and shall be considered as subsidiary to price bid for Asphaltic Pavement.

   Bituminous Base and Asphaltic Concrete Wearing Surface shall be placed with a laydown machine having automatic electronic controls for grade. Construction Joints in each lift shall be staggered a minimum distance of one foot with joints in preceeding lifts.

2. The A.C. Pavement between existing pavement and curb and gutter shall be paid as sq. yds. 10" A.C. Pavement (8" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as sq. yds. 4" Bituminous Base.

3. Sidewalks indicated on the typical sections are for location on that section. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.

4. 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'.

5. 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.

6. The ramp shall be either bordered on both sides and the curb lined with a four-inch wide yellow stripe, or the surface treatment on ramp shall have integral coloration.

DESIGN	KHB
DR. BY	RLP
CK. BY	KHB
DATE	3-31-77
JOB NO.	4-74-013

UNIVERSITY GARDENS SECOND ADDITION
WICHITA, KANSAS

PAVING DETAILS

VAN DOREN - HAZARD - STALLINGS
ARCHITECTS-ENGINEERS • • WICHITA, KANSAS

SHEET 6 OF 8

STANDARD TYPE IA CURB INLET
(SET BACK LOCATION)
DETAIL

CITY OF WICHITA, KANSAS
R.W. LINN–CITY ENGINEER
FEBRUARY 1972

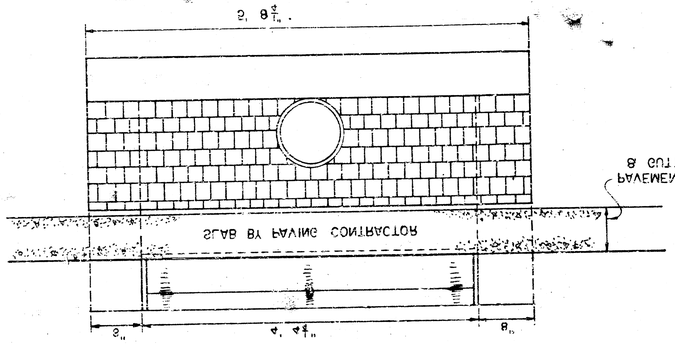
THIS TYPE INLET TO BE USED WHEN PAVEMENT IS ASPHALT PAVEMENT WITH ASPHALT BASE COURSE AND/OR WHEN PAVEMENTS HAVE ROLL CURB

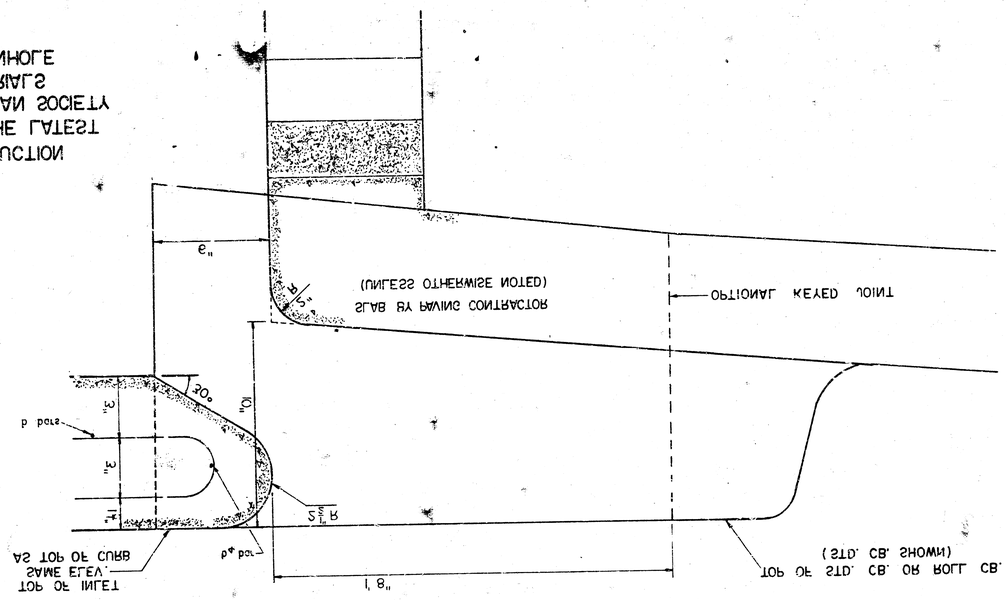
SEE SEWER APPURTENANCES DETAIL SHEET FOR MANHOLE COVER.
MANHOLE RING

SECTION B-B (SCALE 3/4" = 1'-0")

BRICK GRADE MS.
DESIGNATION C25 FOR MANHOLE
FOR TESTING AND MATERIALS
REVISION OF THE AMERICAN SOCIETY
SHALL CONFORM WITH THE LATEST
BRICK FOR INLET CONSTRUCTION

SECTION C-C (SCALE 1"= 1'-0")



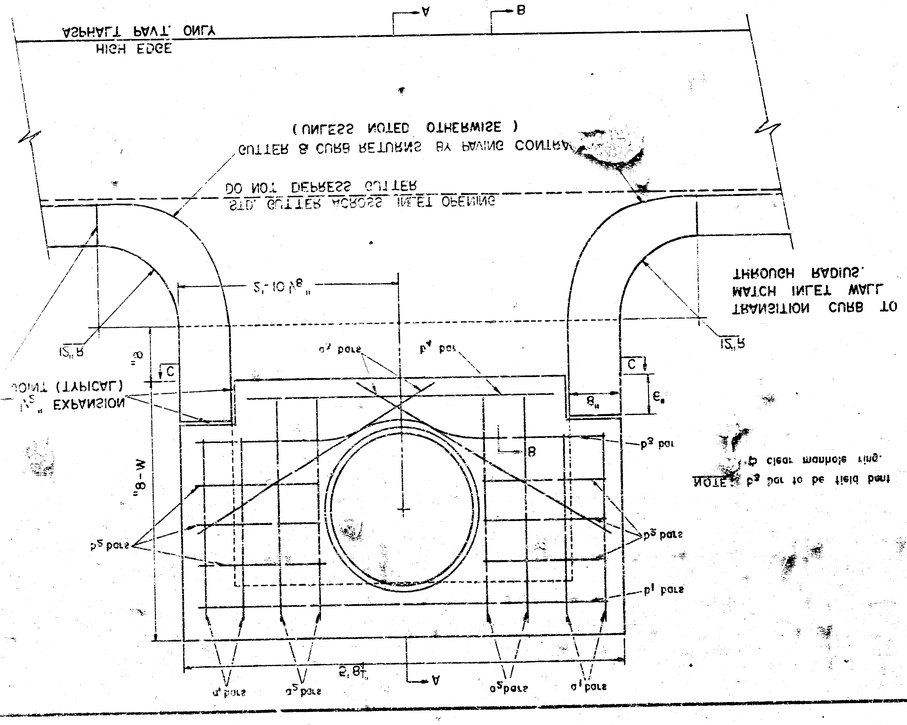


STEEL SCHEDULE

BAR	d	d1	d2	d3	d4	p	p1	p2	p3	p4
NUMBER	4	4	5	1	3	5	7	2	1	1
SIZE	#4	#4	#4	#4	#4	#4	#4	#4	#4	#3
INLET W=4'-0"	6'-6"	7'-6"	8'-4"	2'-2"	—	—	—	1'-1"	2'-3"	4'-0"
INLET W=6'-0"	8'-6"	9'-6"	10'-4"	2'-2"	—	2'-2"	—	1'-1"	2'-3"	4'-0"
INLET W=8'-0"	10'-6"	11'-6"	12'-4"	2'-2"	—	—	2'-2"	1'-1"	2'-3"	4'-0"
INLET W=10'-0"	12'-6"	13'-6"	14'-4"	2'-2"	2'-2"	—	—	1'-1"	2'-3"	4'-0"

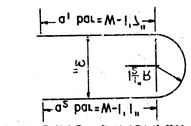
NOTE: d3 BARS TO BE PLACED APPROX. 5" BELOW TOP OF INLET COVER.

PLAN (SCALE: 1" = 1'-0")



NOTE: p2 pat. to be field mat'd. to clear manhole ring.

BENDING DIAGRAM

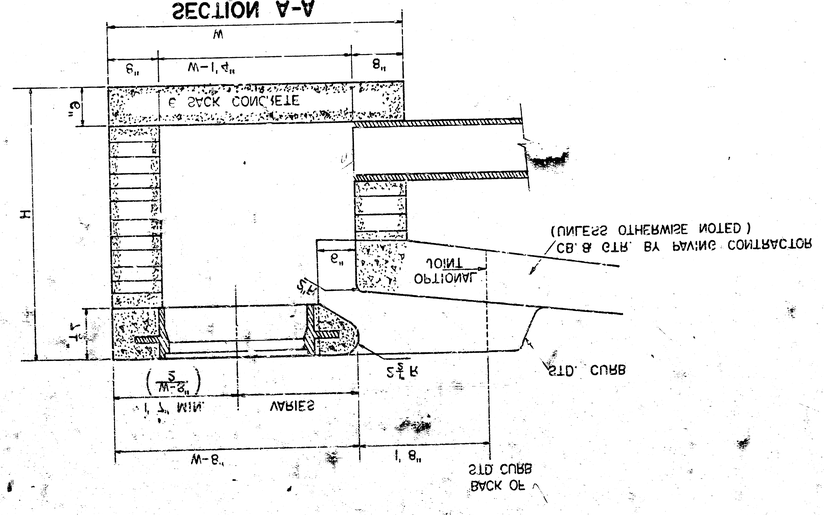


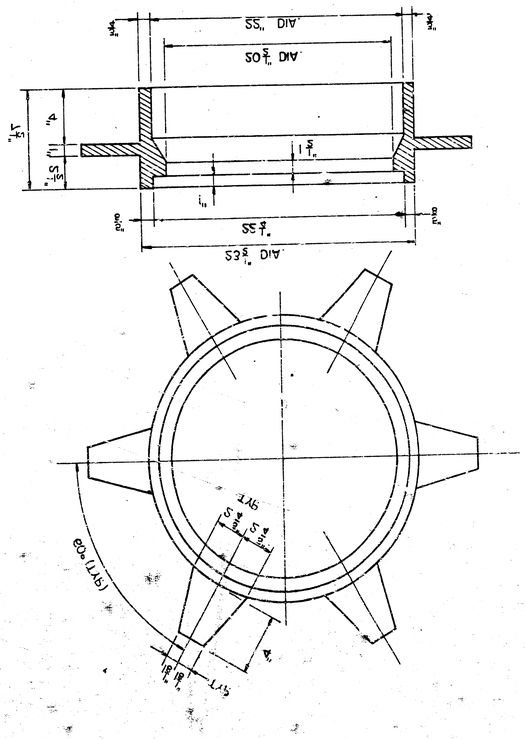
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE EVEN BEARING. MIX AND PROPORTIONS SHALL BE 6-SACK CONCRETE PRECAST CONCRETE TOP INLET TOPS MAY BE CAST IN PLACE OR SUPPORT ALONG BRICK WALLS. CONCRETE

* CROSS HATCHING

STANDARD CURB INLET PRECAST TOPS			
W	PIPE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
3'-10"	3'-5" x 3'-8 1/2" x 1'-5 1/2"	24" & SMALLER	0.45
4'-10"	3'-5" x 3'-8 1/2" x 1'-5 1/2"	30" & 36"	0.55
6'-10"	5'-5" x 3'-8 1/2" x 1'-5 1/2"	42" & 48"	0.83
8'-10"	7'-5" x 3'-8 1/2" x 1'-5 1/2"	54" & 60"	0.98

SECTION A-A (SCALE 1" = 1'-0")





MANHOLES

MANHOLES SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD.

THE CONCRETE USED FOR MORTAR IN MANHOLES, REGARDLESS OF DIAMETER, SHALL BE BID AT ONE PRICE AS STANDARD MANHOLES.

STANDARD MANHOLES AND DROP MANHOLES, REGARDLESS OF DIAMETER, SHALL BE BID AT ONE PRICE AS STANDARD MANHOLES.

DROP MANHOLES SHALL BE BID AT ONE PRICE AS OUTSIDE DROP MANHOLES.

ALL MANHOLES WITH PIPES LARGER THAN 54" SHALL BE 8' DIAMETER UNLESS OTHERWISE SPECIFIED ON PLAN. ALL M.H.'S WITH PIPES 54" & SMALLER SHALL BE 4' DIA.

MANHOLE COVER

SIDE VIEW

MANHOLE COVER

SECTION A-A

MANHOLE COVER

TOP VIEW

WEIGHT 110 lbs.

MANHOLE RING

SECTION

MANHOLE RING

TOP VIEW

WEIGHT 255 lbs.

CAST IRON TO BE MACHINE FIT AND THE INNER FACE AND SEAT OF OUTSIDE CIRCUMFERENCE OF COVER

CITY OF WICHITA, KANSAS
ENGINEERING DIVISION
BY
ADOPTED AS STANDARD DESIG
SEWER APPURTENANC
DETAILS OF

ORDINARY BEDDING METHOD
FOR REINFORCED CONCRETE PIPE

ORDINARY BEDDING METHOD
FOR CLAY PIPE

DETAIL OF CONCRETE CRADLE

CONCRETE ENCASEMENT
FOR COVER

REINFORCED CONCRETE ENCASEMENT
FOR STRENGTH

DETAIL OF DROP STACK
FOR EXISTING MANHOLES IN GROUND WATER

* DRAW = 8, ON 5, DIA. M.H.

TYPE "A"
STANDARD MANHOLE

TYPE "B"
STANDARD MANHOLE

TYPE "A"
DROP MANHOLE

TYPE "B"
DROP MANHOLE

TYPE "A"
OUTSIDE DROP MANHOLE

TYPE "B"
OUTSIDE DROP MANHOLE