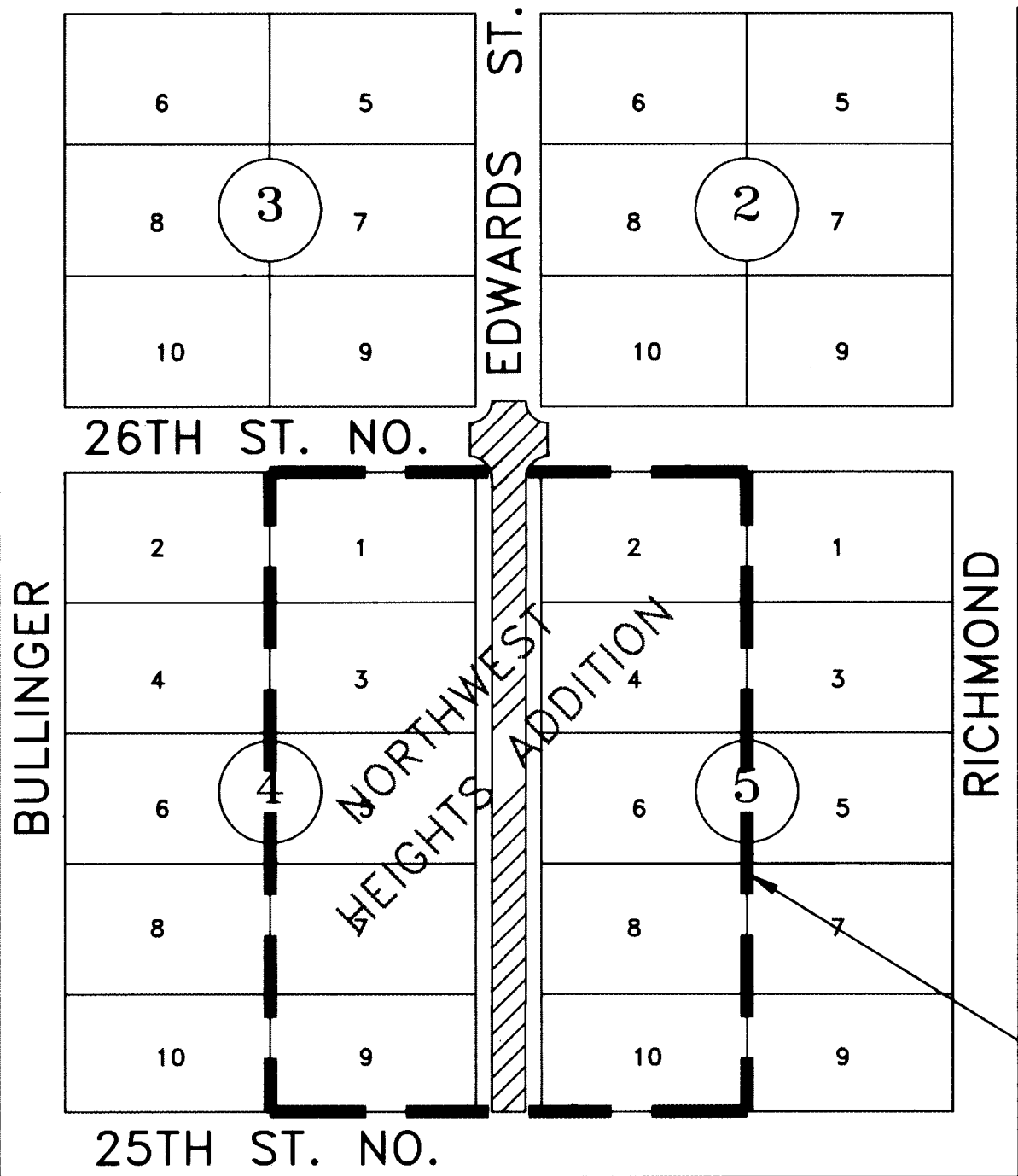


STREET IMPROVEMENTS  
EDWARDS AVE. FROM THE NORTH LINE OF  
25TH ST. NORTH TO THE NORTH LINE OF 26TH ST. NORTH  
PROJECT NO. 472 83180 (765615)

CITY OF WICHITA  
MICHAEL E. LINDEBAK, CITY ENGINEER  
2000



VICINITY MAP

BENCHMARK NO.1: CITY OF WICHITA DISK IN MEDIAN BETWEEN EAST & WEST BOUND TRAFFIC, 36' WEST TO G MERIDIAN, 6' SOUTH OF G 25TH ST. NORTH AND 3' NORTH OF N. CURB OF EAST BOUND TRAFFIC. ELEVATION 127.29, CITY DATUM.

BENCHMARK NO.2: CHISLED SQUARE ON TOP OF EAST CURB EDWARDS LOCATED APPROXIMATELY 33 FEET NORTH OF THE NORTH LINE OF 26TH STREET NORTH ELEVATION 128.10, CITY DATUM

GENERAL NOTES

- INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA IS NOT TO BE CARRIED THROUGH CONSTRUCTION. LOCAL RESIDENTAL TRAFFIC GENERATED WITHIN THE PROJECT AREA IS TO BE CARRIED THROUGH CONSTRUCTION AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.
- UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ET CETERA 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 PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE PLAN LOCATIONS ARE NOT GUARANTEED AND ADDITIONAL UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- THE COST OF CONCRETE DRIVEWAY REMOVAL SHALL INCLUDE A SAW CUT OF A MINIMUM DEPTH OF ONE FOURTH OF THE PAVEMENT THICKNESS. THE SAW CUT SHALL BE AT THE PROPERTY LINE OR THE NEAREST JOINT. THE EXACT LOCATION SHALL BE DETERMINED BY THE FIELD ENGINEER.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS, THAT IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOODPLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATER OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

- CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE CALL 1-800-344-7233 OR 687-2470 (LOCAL WICHITA)

THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

|                               |          |
|-------------------------------|----------|
| SOUTHWESTERN BELL TELEPHONE   | 665-1647 |
| MULTIMEDIA CABLEVISION        | 283-7270 |
| KGE, ELECTRIC                 | 284-5721 |
| CITY OF WICHITA WATER & SEWER | 268-4908 |
| KANSAS GAS SERVICE            | 832-3168 |

THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED ACROSS AND/OR ADJACENT TO PIPELINES.

- MAILBOXES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WILL BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING CONSTRUCTION.
- PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.
- WIDENED GUTTER SECTION OF COMBINED CURB AND GUTTER AT INTERSECTIONS WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE. THE BID ITEM "CLEARING R/W AND SITE PREPARATION" SHALL BE FULL COMPENSATION FOR ALL ITEMS RELATED TO TREE REMOVAL IN STREET R/W.

- 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 IN ACCORDANCE WITH STATE LAWS.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES, WATER METER BOXES AND FIRE HYDRANTS AS NOTED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. MATERIALS, EQUIPMENT AND LABOR REQUIRED FOR THE ADJUSTMENT OF WATER METER AND VALVE BOXES AND FIRE HYDRANTS WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS OF WORK IN THE CONTRACT. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE CONTRACTOR MUST EXAMINE THE CONSTRUCTION SITE PRIOR TO BIDDING AND BE SATISFIED AS TO THE WORK SHOWN FOR COMPLETION. AFTER BIDS HAVE BEEN RECEIVED, THE CONTRACTOR SHALL NOT ASSERT THAT THERE WAS A MISUNDERSTANDING OF THE QUANTITIES OF WORK OR OF THE NATURE OF THE WORK TO BE COMPLETED.
- ALL WATER MAINS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF WICHITA, KANSAS STANDARD SPECIFICATIONS FOR WATER MAIN INSTALLATIONS NO. 14533.
- CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR ASSIGNED TO THE PROJECT IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION.
- CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) TO ENSURE A SAFE WORK ZONE FOR THE TRAVELING PUBLIC.
- PAVEMENT REMOVAL AND/OR REPLACEMENT WILL BE MEASURED AND PAID FOR ON THE SQUARE FOOT BASIS REGARDLESS OF PAVEMENT TYPE AND/OR PAVEMENT THICKNESS. MINIMUM LIMITS OF SUCH PAVEMENT REMOVAL AND REPLACEMENT SHALL BE ONE FOOT BEYOND THE LIMITS OF EXCAVATION MADE FOR THE SEWER OR THE STRUCTURE, EXCEPT WHEN SUCH LIMITS OF REMOVAL ARE WITHIN THREE (3) FEET OF AN EXISTING JOINT THE LIMITS OF THE REMOVAL SHALL BE EXTENDED TO THE EXISTING JOINT. REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE CITY OF WICHITA STANDARD SPECIFICATIONS.
- DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLAN ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORM SIGNED BY PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.
- ALL DRIVEWAY ENTRANCE AND CROSS ROAD PIPE WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. REMOVAL OF SUCH PIPES SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS.
- ALL FENCE LOCATED WITHIN THE RIGHT-OF-WAY WILL BE REMOVED AND SALVAGED BY THE CONTRACTOR. ALL MATERIALS SHALL BE SALVAGED FOR THE PROPERTY OWNER. MATERIALS NOT SALVAGED BY THE PROPERTY OWNER SHALL BE DISPOSED OF BY THE CONTRACTOR.
- CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATION AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PROJECT TO REGRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT ORDER HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.
- LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH A NEW FINISHED GRADE ELEVATION. WHEN A NEW FINISHED GRADE ELEVATION IS SHOWN, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.
- THE CONTRACTOR SHALL ADJUST SANITARY SEWER MANHOLES FOR ELEVATION AND SLOPE AS REQUIRED TO FIT PROPOSED FINISH GRADES. COST FOR THIS WORK SHALL BE SUBSIDIARY TO OTHER ITEMS OF WORK IN THE CONTRACT.
- THE CONTRACTOR SHALL FERTILIZE SEED AND MULCH ALL AREAS DISTURBED BY THIS PROJECT IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD SPECIFICATIONS.
- ALL CONSTRUCTION AND MATERIALS, UNLESS OTHERWISE NOTED, TO COMPLY WITH CITY OF WICHITA SPECIFICATIONS AND STANDARDS.



REISS & GOODNESS ENGINEERS  
2160 WEST 21st STREET  
WICHITA, KANSAS 67203  
(316) 832-0213

| REVISION | DIRECTORY      | DRAWN BY | FILE NAME | CHECKED BY | DESIGNED BY | PROJECT |
|----------|----------------|----------|-----------|------------|-------------|---------|
|          | WICHITA/EDWARD | C.E.     | FOOVER    |            | RP          |         |

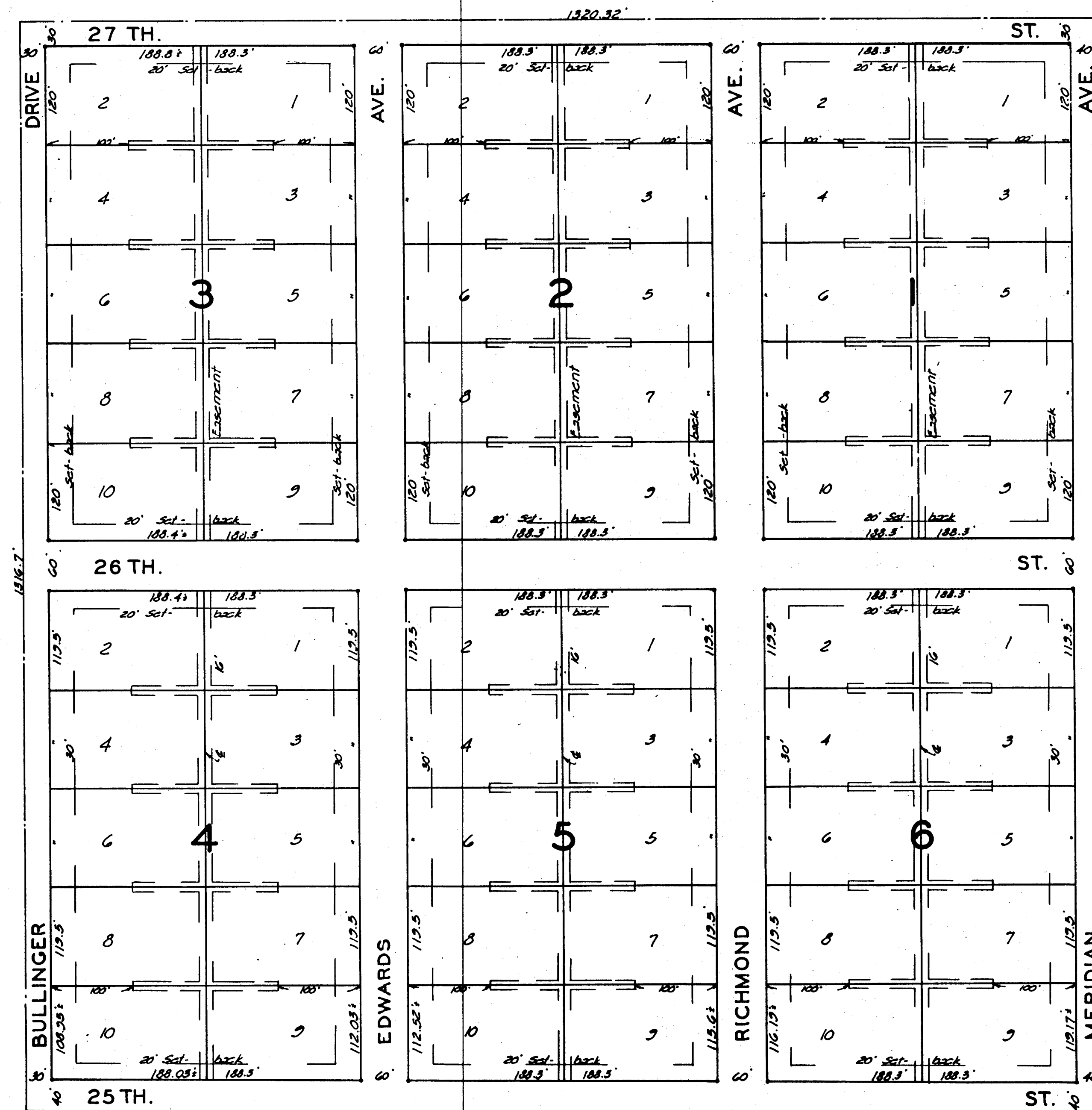
CUSTOMER

|                |                    |
|----------------|--------------------|
| SCALE: NONE    | PROJECT NO. ST0300 |
| DATE: 4-3-2000 | SHEET 1 OF 11      |



# NORTHWEST HEIGHTS

SEDGWICK COUNTY, KANSAS.



State of Kansas } ss. I, Clyde M. Baughman, County  
Sedgwick County } Surveyor in and for said county and state do hereby  
by certify that I have surveyed and plotted  
"NORTHWEST HEIGHTS", Sedgwick County, Kansas  
and that the accompanying plat is a true and  
correct exhibit of the property surveyed de-  
scribed as follows: The S.E. 1/4 of the N.E. 1/4  
of Sec. 1-W of Twp. 27-S; R-1-W of the 6th. P.M.

Clyde M. Baughman, Surveyor

Know all men by these pres-  
ents that we Luis A. Casado and Vera J. Casado,  
his wife, and Jesse L. Graham and Ina L.  
Graham, his wife, have caused the land de-  
scribed in the surveyors certificate to be  
plotted into lots, blocks and streets to be  
known as "NORTHWEST HEIGHTS" Sedgwick  
County, Kansas. Easements are hereby granted  
as indicated on the plat for the construction  
and maintenance of all public utilities. The  
streets are hereby dedicated to and for the  
use of the public.

Luis A. Casado \_\_\_\_\_  
Vera J. Casado \_\_\_\_\_  
Jesse L. Graham \_\_\_\_\_  
Ina L. Graham \_\_\_\_\_

State of Kansas } ss. Be it remembered that  
Sedgwick County } on this 6th day of October 1950, before me  
a notary public in and for said county and  
state came Luis A. Casado and Vera J. Casado,  
his wife and Jesse L. Graham and Ina L.  
Graham, his wife, to me known to be the  
same persons who executed the foregoing  
instrument of writing and duly acknowledged  
the execution of the same as their voluntary  
act and deed. In testimony whereof I have  
hereunto set my hand and affixed my notary  
seal the day and year above written.

A. J. Casado Notary Public  
My Commission Expires May 24, 1954

This plat of "NORTHWEST  
HEIGHTS" Sedgwick County, Kansas, has been  
submitted to and considered by the City Plan-  
ning Commission of Wichita, Kansas and is  
hereby transmitted to the Board of City Comm-  
issioners with the recommendation that such  
plat be approved as proposed. Dated this  
5th day of September 1950.  
The City Planning Commission of  
Kansas.

John A. Furr, Chairman  
Engineer A. Smith, Secretary

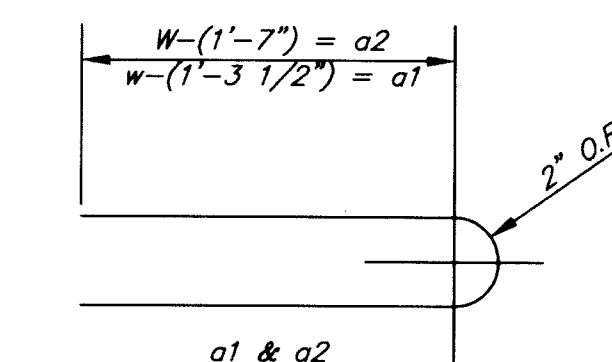
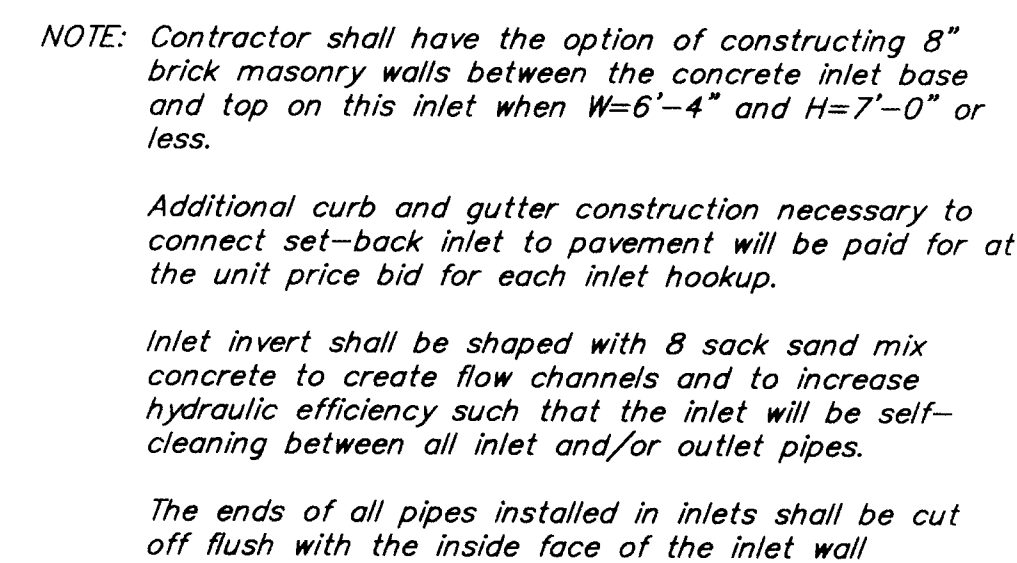
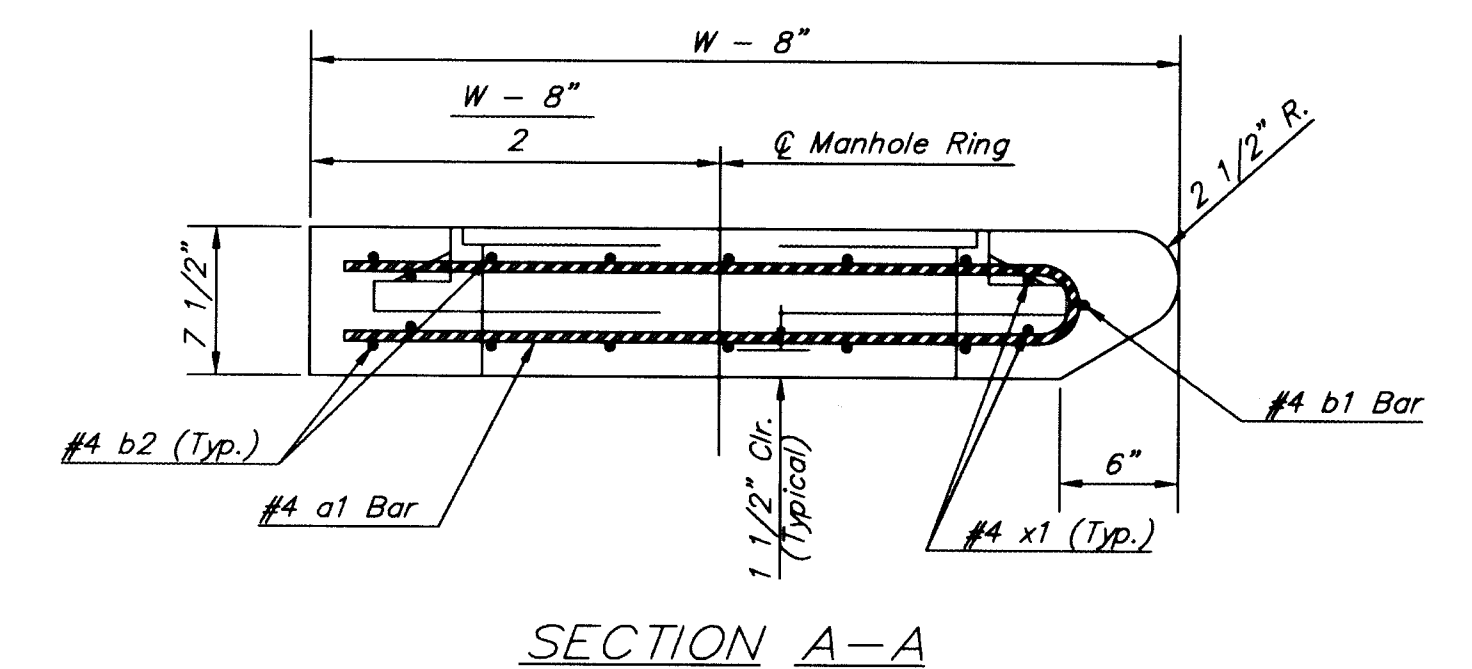
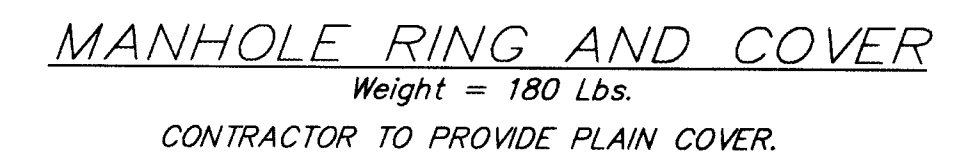
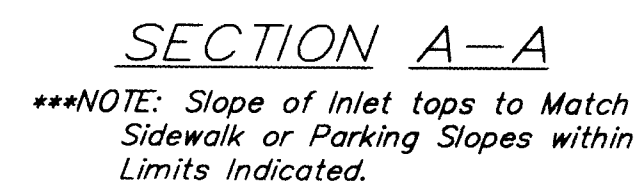
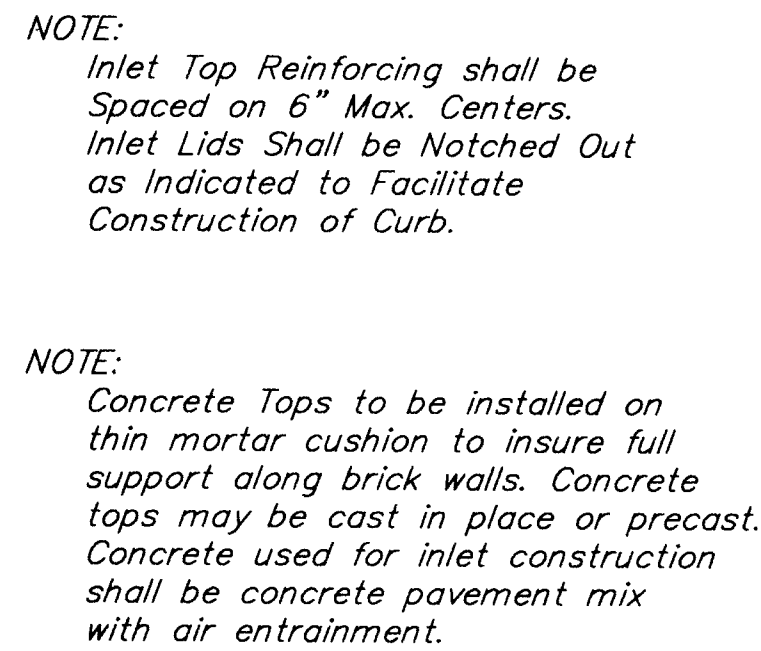
Approved by the Board of  
City Commissioners this 12th day of  
September 1950.  
Earl Duke, Mayor  
C. C. C. City Clerk

Note: Side-line Service Easements  
are 10' wide, 5' on each side of  
Lot Line.  
Approved by the Board of  
County Commissioners this 14th day of  
OCTOBER 1950.  
Edna Schweitzer County Clerk  
Entered on transfer record  
this 16th day of OCTOBER 1950.  
Edna Schweitzer County Clerk

State of Kansas } ss. This is to certify that  
Sedgwick County } this instrument was filed for record in the  
office of the Register of Deeds on the  
16th day of OCTOBER 1950, at 10:10  
o'clock A. M.; and is duly recorded.

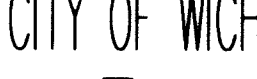
Edna Schweitzer, Register of Deeds.



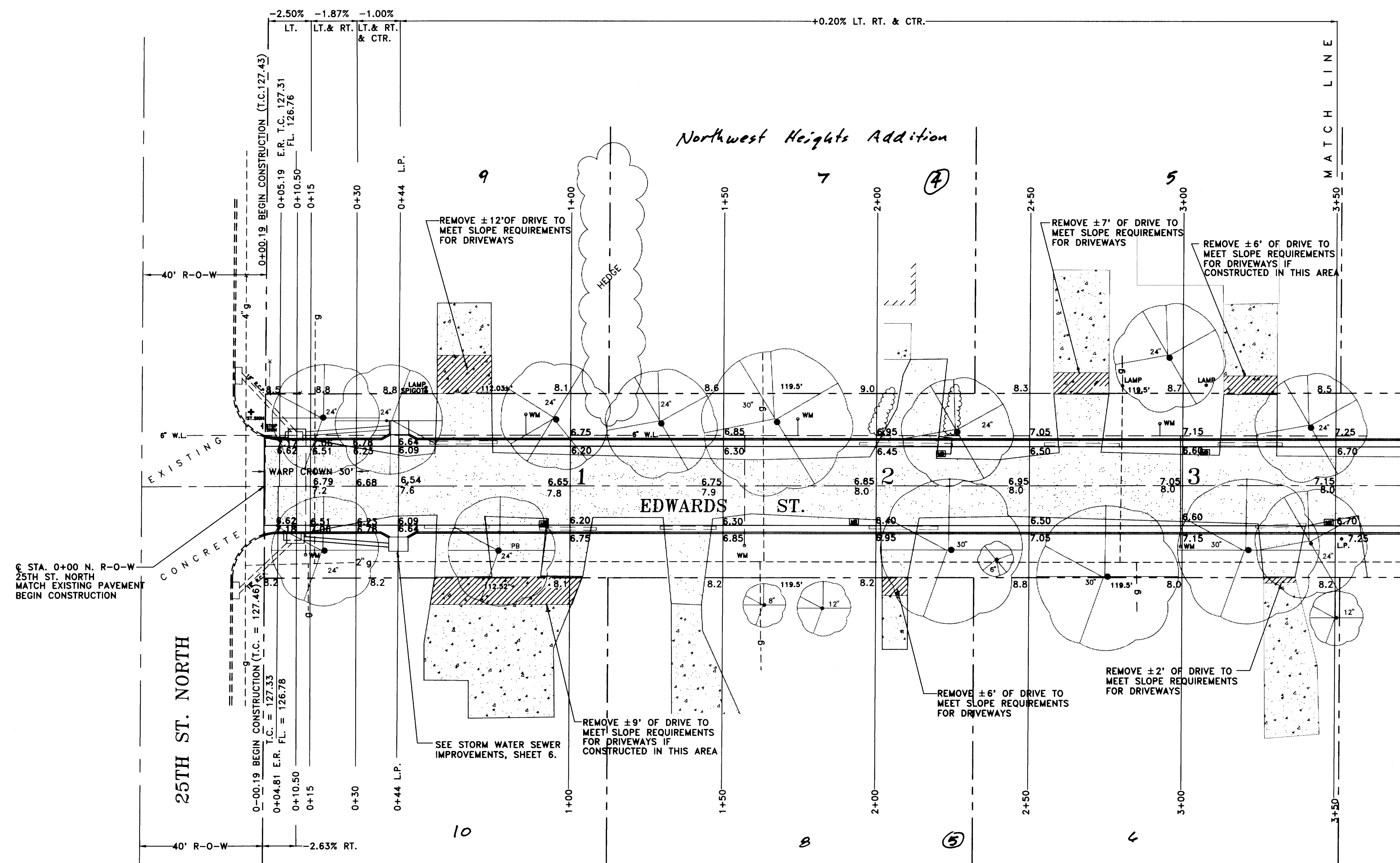


\* Field Bend or Cut Reinforcing as Required for Clearance.  
 ① 4 (HI - 12") (HI - 21") Rounded down to nearest 0.5  
 ② HI - 3"

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

|                                                                                                                                                                                                                                                                            |                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <p>THE CITY OF WICHITA</p>  <p>CITY ENGINEER'S OFFICE<br/>CITY HALL - SEVENTH FLOOR<br/>455 NORTH MAIN STREET<br/>WICHITA, KANSAS 67202<br/>(316) 268-4301<br/>(316) 268-6114 FAX</p> | <p>STANDARD TYPE 1-A<br/>CURB INLET<br/>OPENING = 6" X 5'-0"</p> |
| <p>M. E. LINDEBAK P.E. - CITY ENGINEER</p>                                                                                                                                                                                                                                 |                                                                  |
| <p>PROJECT NUMBER<br/>472-83180</p>                                                                                                                                                                                                                                        | <p>INDEX CODE<br/>765615</p>                                     |
| <p>DATE<br/>MAR 2000</p>                                                                                                                                                                                                                                                   | <p>SHEET 11 OF 11</p>                                            |





SCALE: 1" = 20'

**LEGEND**

- WATER LINE ——— W.L.
- GAS LINE - - - - - G
- POWER POLE • PP
- WATER METER • WM
- MAIL BOX [Symbol]
- PLANTING BED PB
- STREET SIGN + ST. SIGN
- STOP SIGN [Symbol]

| REVISION | DIRECTORY      | DRAWN BY | FILE NAME | CHECKED BY | DESIGNED BY | PROJECT |
|----------|----------------|----------|-----------|------------|-------------|---------|
|          | COMP#3 WICHITA | C.E.     | EDWARDS1  | R.P.       | R.P.        |         |

**STREET IMPROVEMENTS**

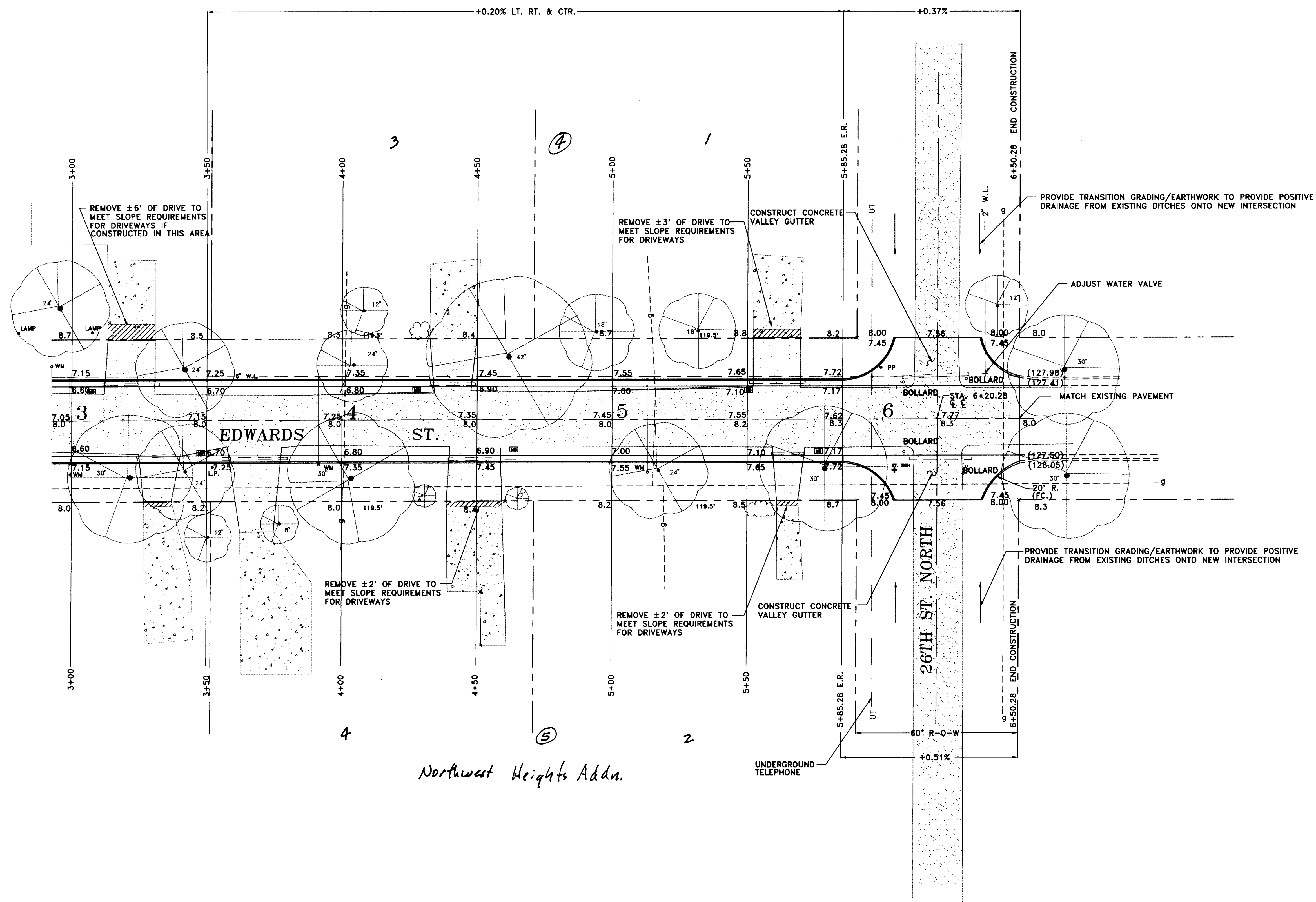
CUSTOMER

**EDWARDS STREET**

**REISS & GOODNESS ENGINEERS**  
 2160 WEST 21st STREET  
 WICHITA, KANSAS 67203  
 (316) 832-0213

|        |           |             |         |
|--------|-----------|-------------|---------|
| SCALE: | NOTED     | PROJECT NO. | ST0300  |
| DATE:  | 3-20-2000 | SHEET NO.   | 3 OF 11 |





SCALE: 1" = 20'

LEGEND

- UNDERGROUND TELEPHONE ——— UT
- WATER LINE ——— W.L.
- GAS LINE ——— G
- POWER POLE ——— PP
- WATER METER ——— WM
- MAIL BOX ——— MB
- PLANTING BED ——— PB

Northwest Heights Addn.

| REVISION  | DIRECTORY     | DRAWN BY | FILE NAME    | CHECKED BY | DESIGNED BY | PROJECT |
|-----------|---------------|----------|--------------|------------|-------------|---------|
| 5-30-2000 | COMP. WICHITA | C.E.     | EDWARD_EDST2 | R.P.       | R.P.        |         |

STREET IMPROVEMENTS

CUSTOMER

EDWARDS STREET

REISS & GOODNESS ENGINEERS

2160 WEST 21<sup>ST</sup> STREET  
WICHITA, KANSAS 67203  
(316) 832-0213

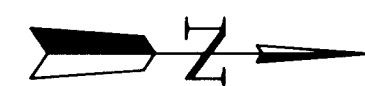


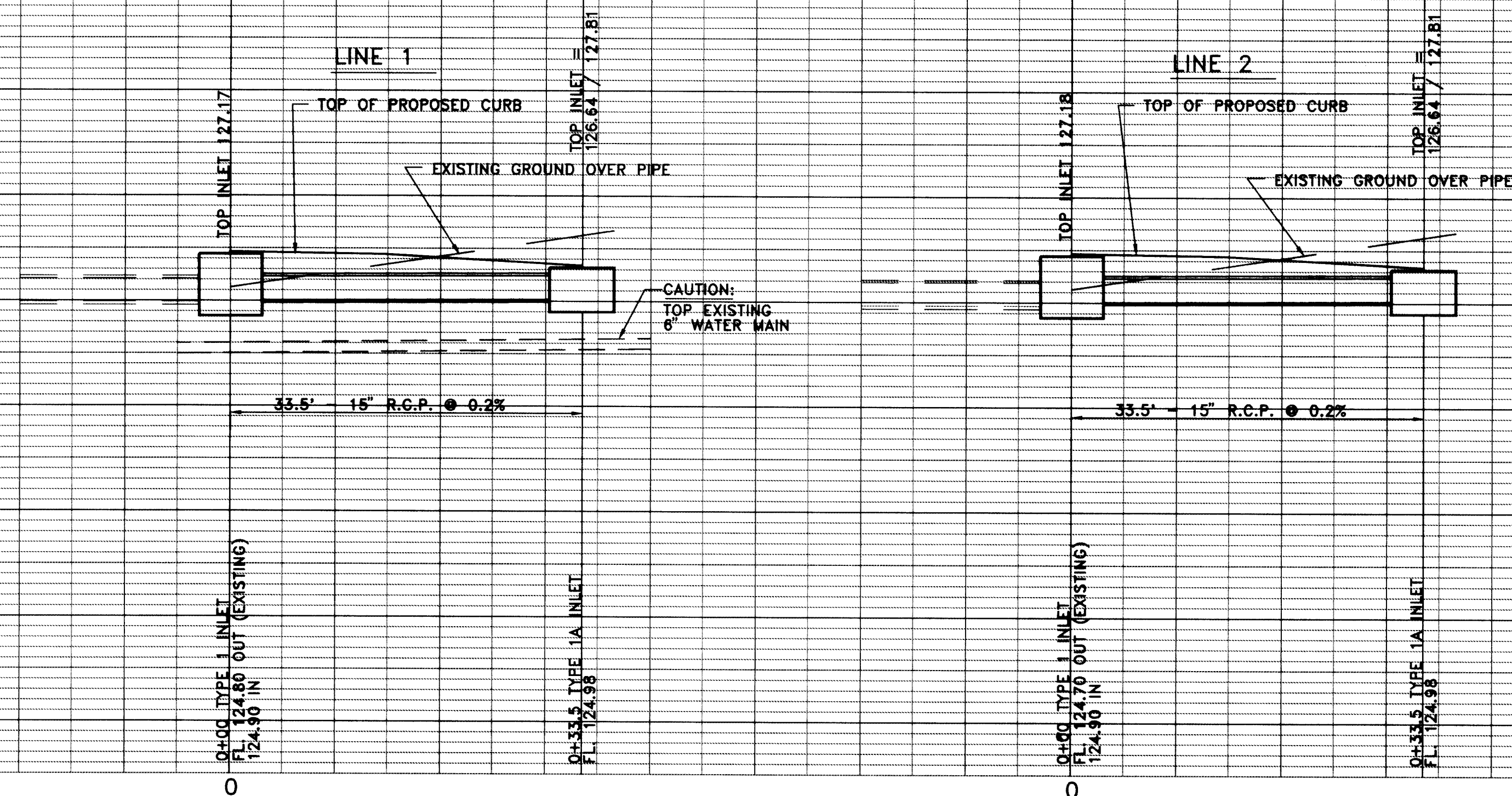
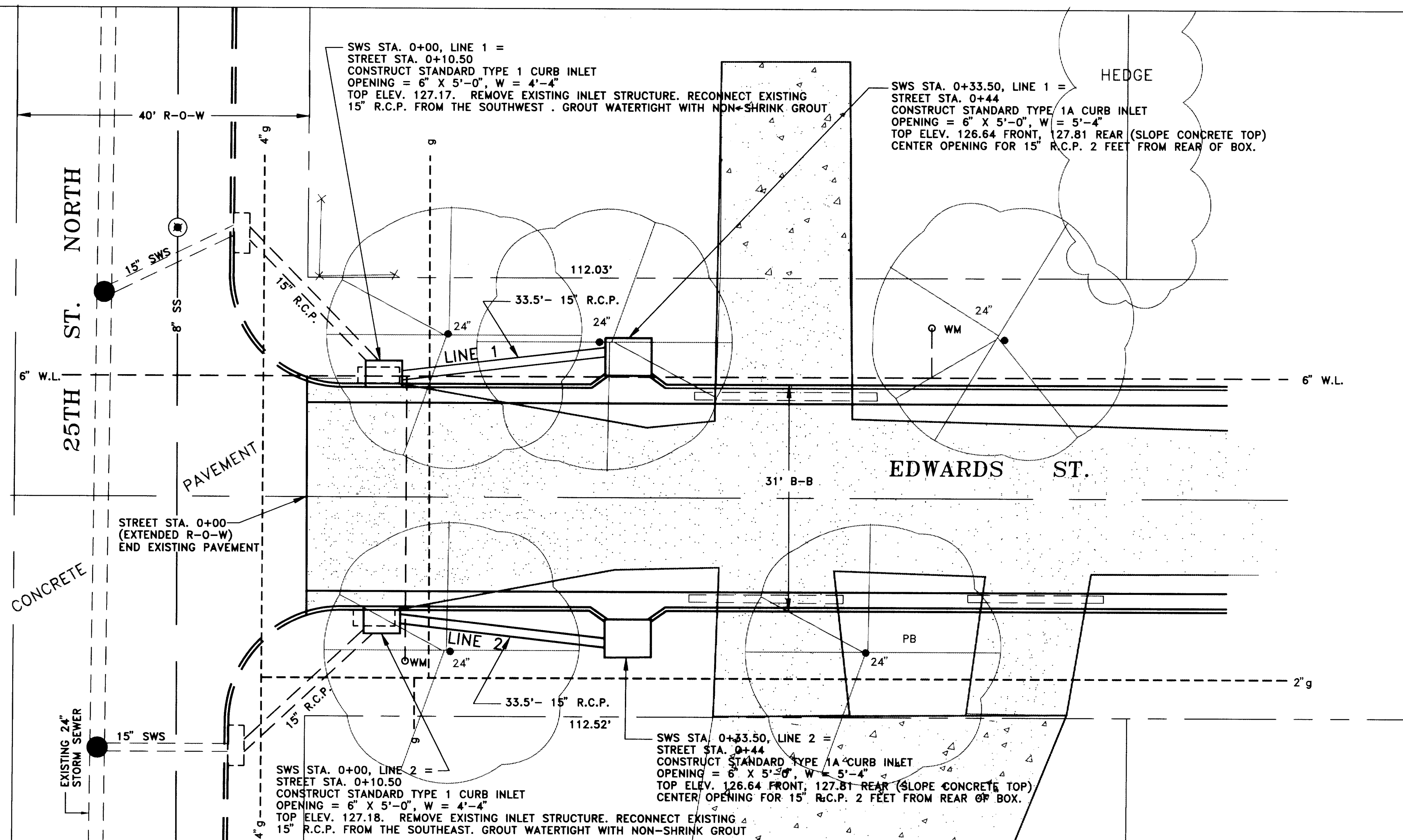
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| SCALE: NOTED    | PROJECT NO. ST0300 |
| DATE: 3-20-2000 | SHEET NO: 4 OF 11  |







  
 SCALES:  
 1" = 10' HOR  
 1" = 5' VER



| REVISION | DIRECTORY       | DRAWN BY | FILE NAME   | CHECKED BY | DESIGNED BY | PROJECT           |
|----------|-----------------|----------|-------------|------------|-------------|-------------------|
|          | COMP#3, WICHITA | C.E.     | EDWARDS.ED1 | R.P.       | R.P.        | STORM WATER SEWER |

STORM WATER SEWER

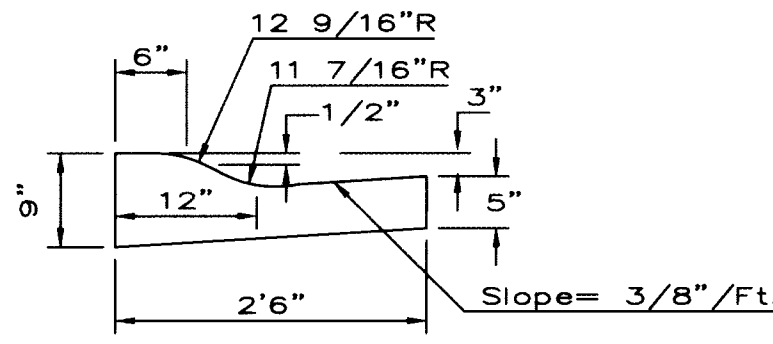
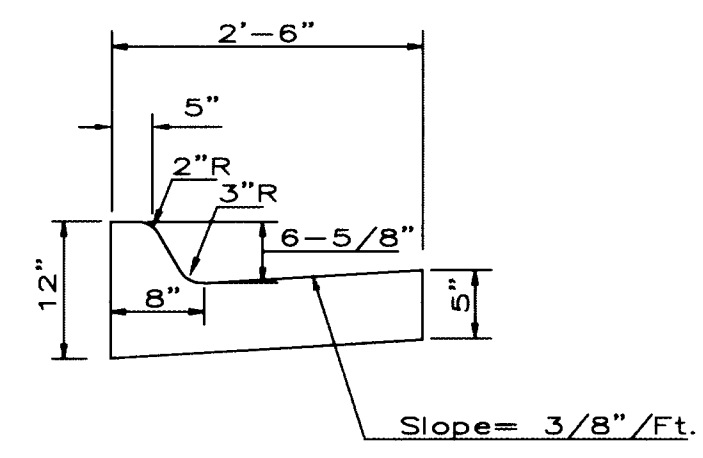
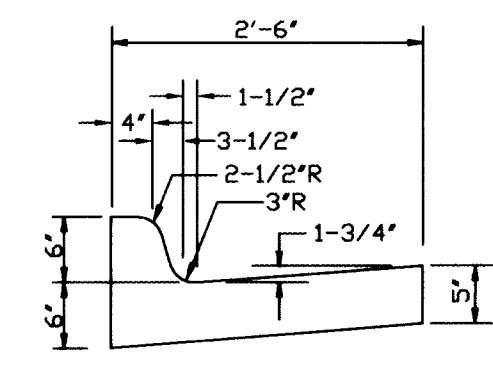
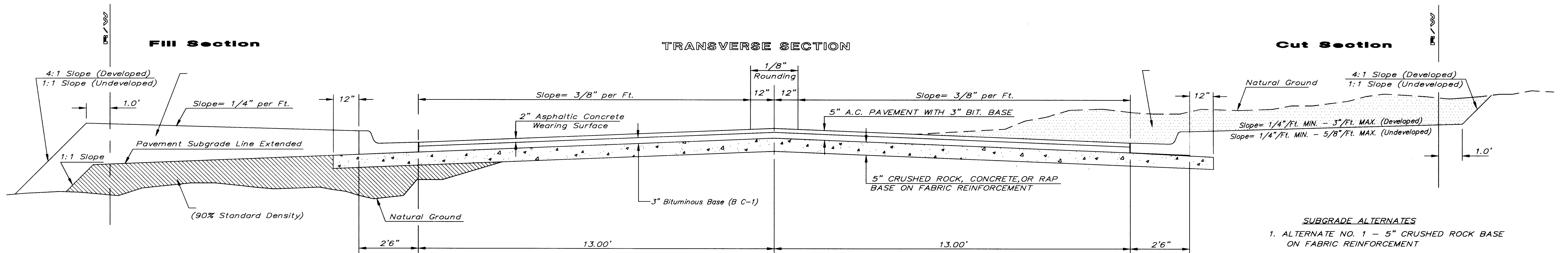
CUSTOMER

EDWARDS STREET

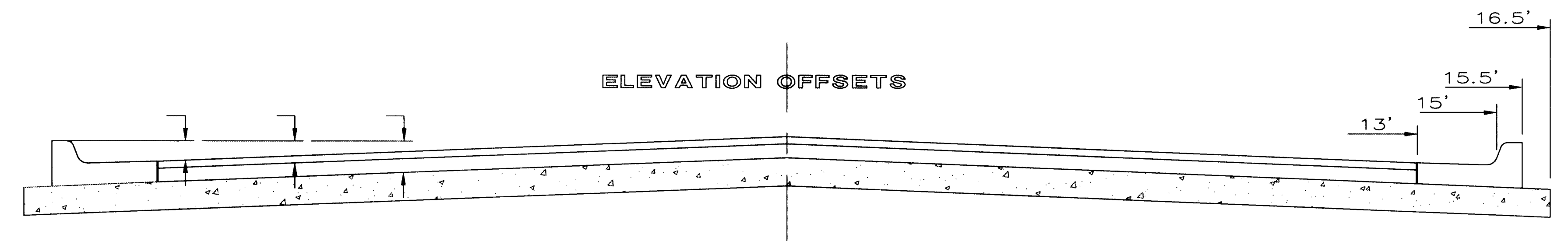
REISS & GOODNESS ENGINEERS  
 2160 WEST 21st STREET  
 WICHITA, KANSAS 67203  
 (316) 832-0213

SCALE: NOTED  
 DATE: 3-20-2000  
 PROJECT NO. ST0300  
 SHEET: 6 OF 11

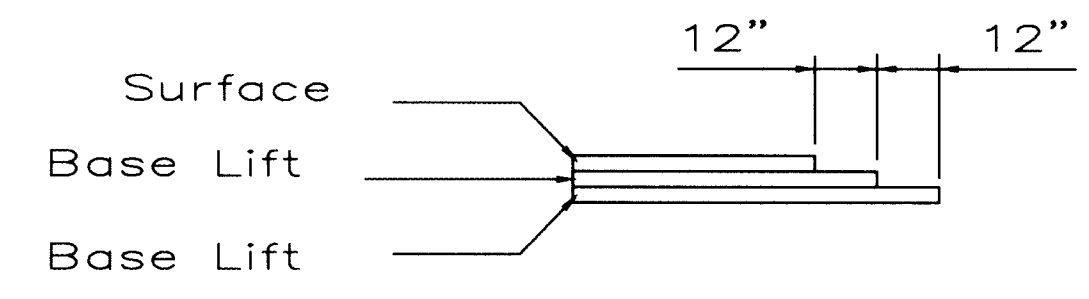




ELEVATION OFFSETS



| DISTANCE FROM CENTERLINE (LT. & RT.) |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
|                                      | 0.10 | 0.14 | 0.21 | 0.27 | 0.32 | 0.39 | 0.46 | 0.49 | —    | —    | —    |
|                                      | 0.27 | 0.31 | 0.37 | 0.44 | 0.48 | 0.56 | 0.62 | 0.65 | —    | —    | —    |
|                                      | 0.52 | 0.56 | 0.62 | 0.69 | 0.73 | 0.81 | 0.87 | 0.90 | 0.97 | 0.98 | 1.01 |



Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joins 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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

- SUBGRADE ALTERNATES**
1. ALTERNATE NO. 1 - 5" CRUSHED ROCK BASE ON FABRIC REINFORCEMENT
  2. ALTERNATE NO. 2 - 5" RECYCLED ASPHALT PAVEMENT BASE ON FABRIC REINFORCEMENT

**General Notes**

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A NO. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

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.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE.)

THE CITY OF WICHITA

CITY ENGINEER'S OFFICE  
CITY HALL - SEVENTH FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202  
(316) 268-4561  
(316) 268-4114 FAX

**TYPICAL 31' BK-BK PAVEMENT DETAIL**

**5 INCH Residential Asphaltic Concrete Pavement with Crushed Rock Base on Fabric Reinforcement**

M. E. LINDEBAK P.E. - CITY ENGINEER

|                             |                      |
|-----------------------------|----------------------|
| PROJECT NUMBER<br>472-83180 | INDEX CODE<br>765615 |
| DATE<br>MAR 2000            | SHEET 7 OF 11        |



NOTE: Extra Thickness to be Subsidiary to  
Price of Square Yards Pavement

KEYWAY DETAIL

CONTRACTION JOINT DETAIL (C.J.)

LONGITUDINAL JOINT DETAIL (L.J.)

OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)

### OPTIONAL CONTRACTION JOINT

WING REINFORCING DETAIL

SAW JOINT DETAIL

## PLAN

SECTION A-A

REINFORCED VALLEY GUTTER DETAIL

WHEELCHAIR RAMP PLAN VIEW

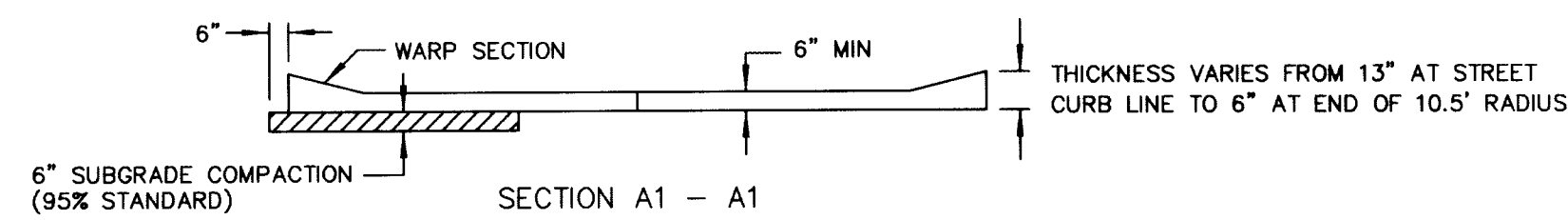
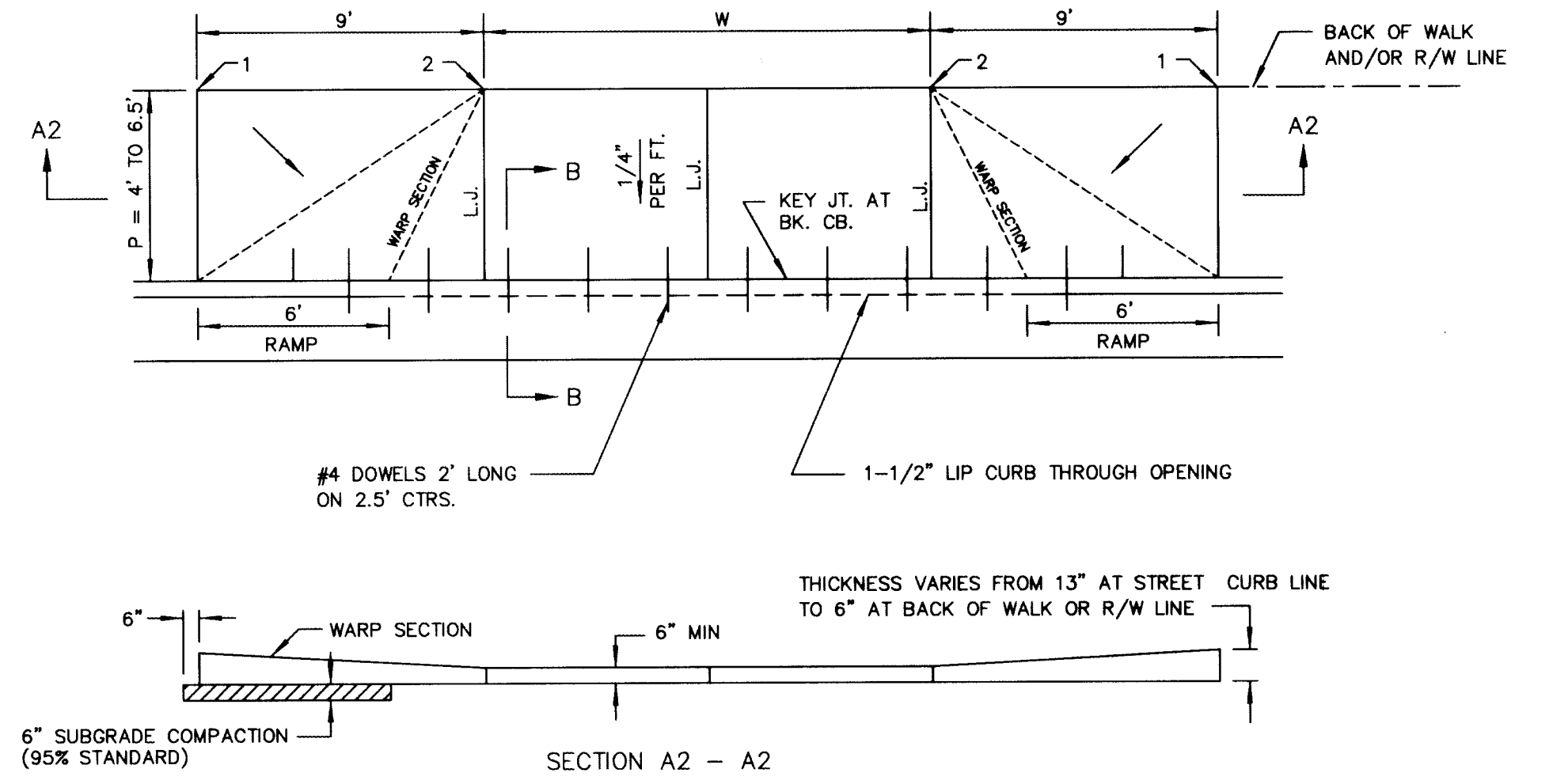
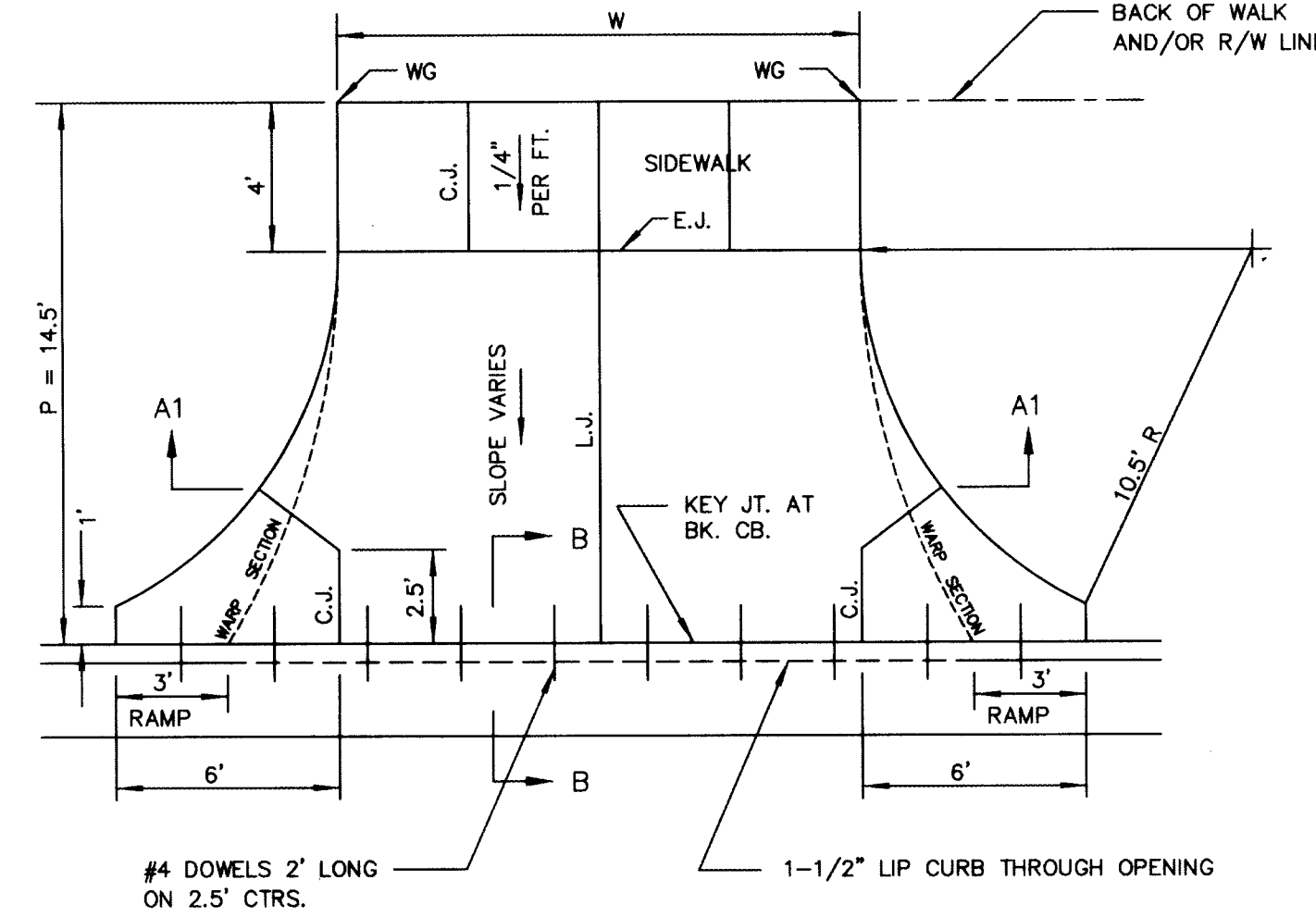
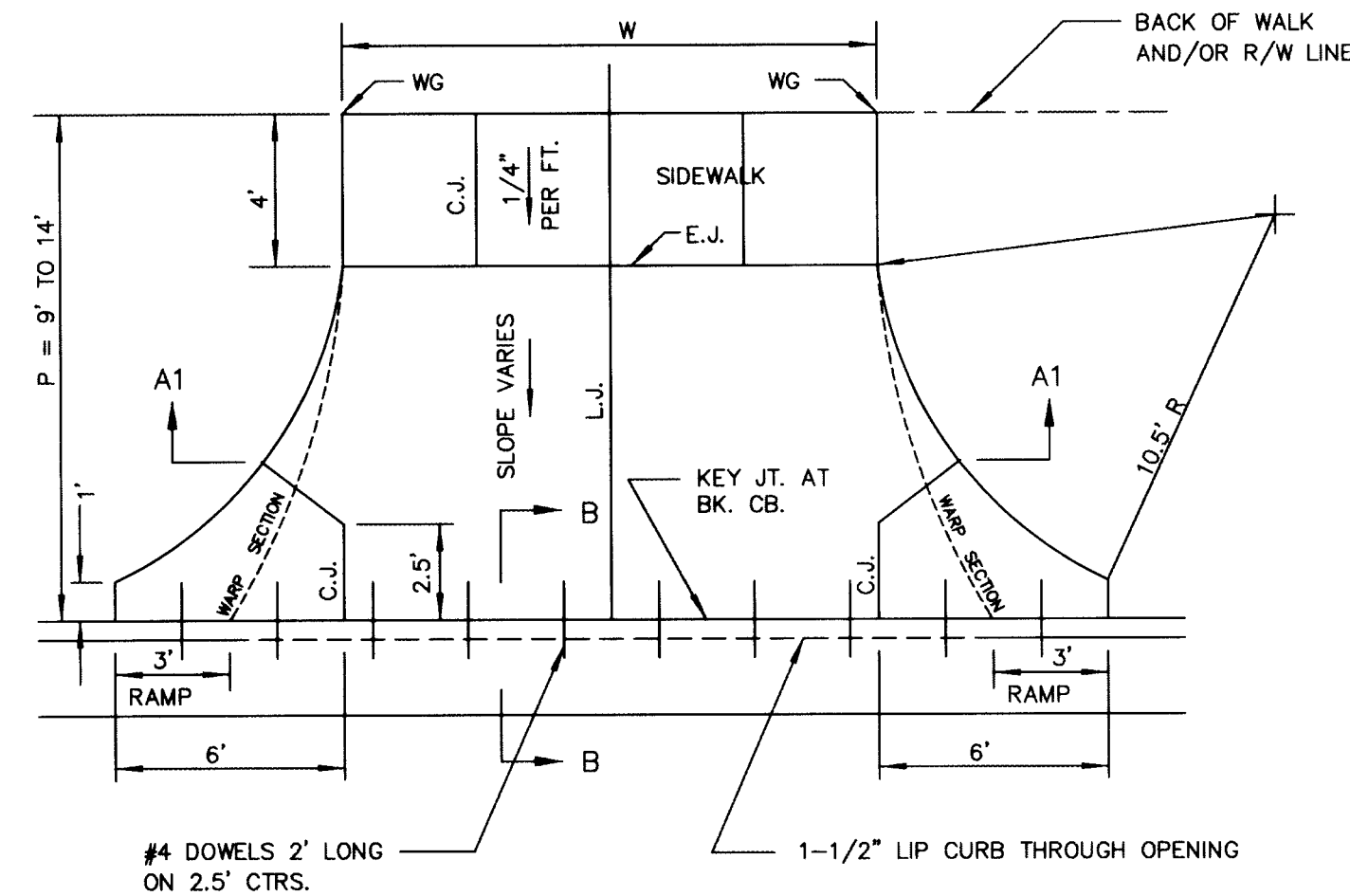
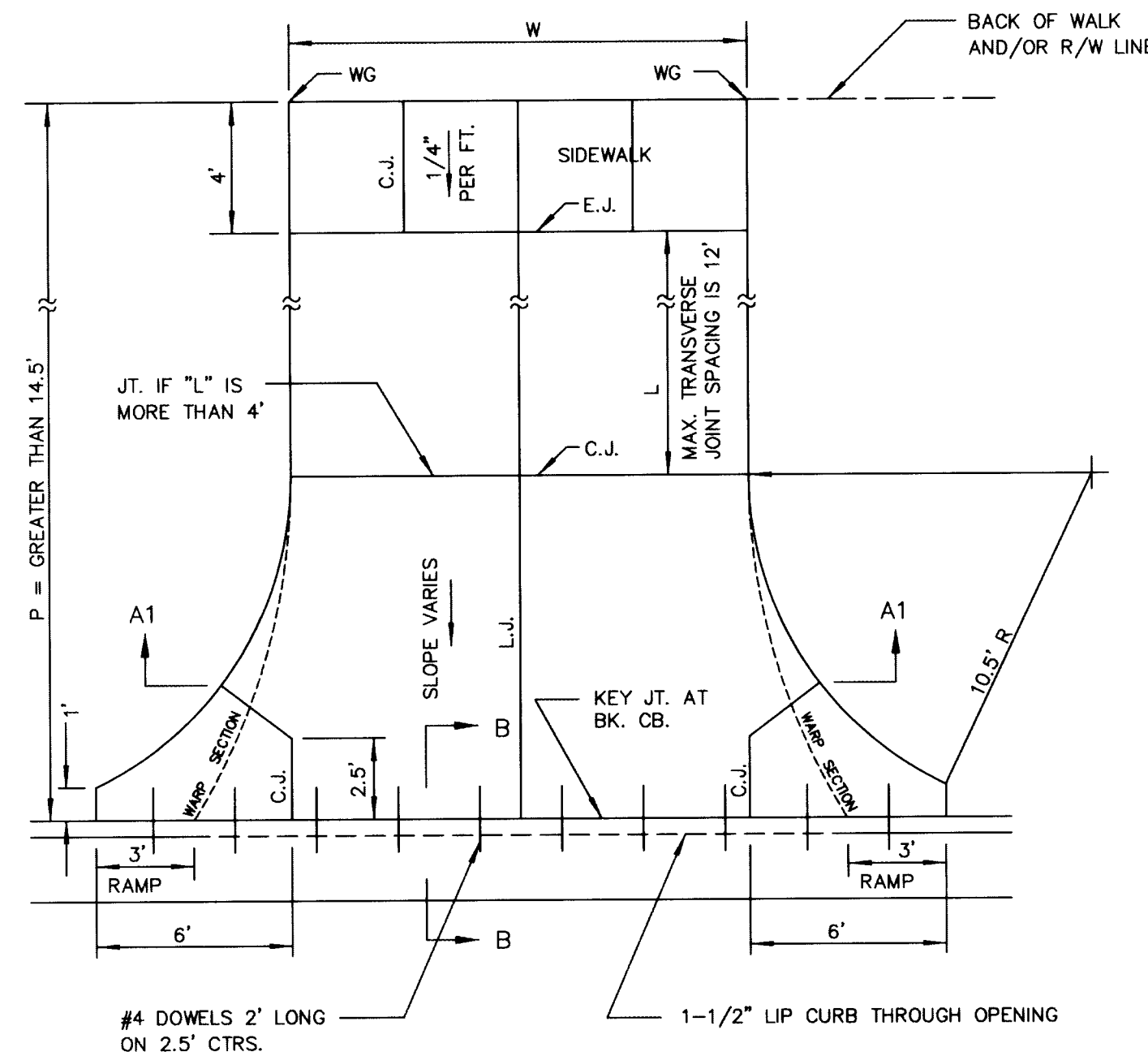
GROOVE DETAIL

SECTION A-A

DEPRESSED CURB DETAIL

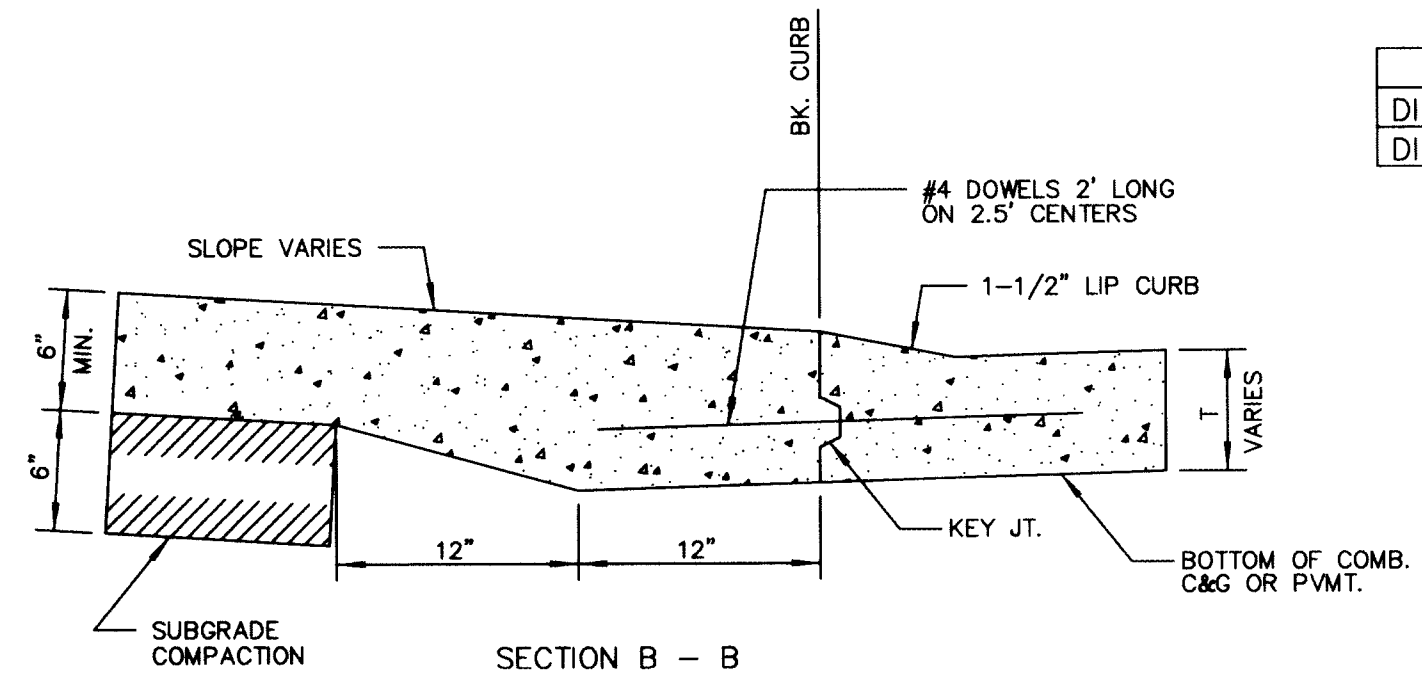
WHEELCHAIR RAMP DETAIL





| 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 | 0.27'  | 0.27'  | 0.32'  | 0.37'  | 0.52'  | 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  | 0.27'  | 0.27'  | 0.32'  | 0.37'  | 0.52'  | 0.62' | 0.96' | 1.22' | 1.48' | 1.74' | 2.00' | 2.26' | 2.52' |
| OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB  | 0.19'  | 0.21'  | 0.23'  | 0.25'  | 0.30'  | 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' |

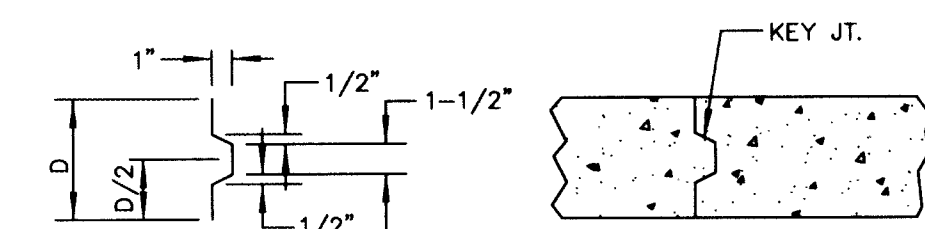
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



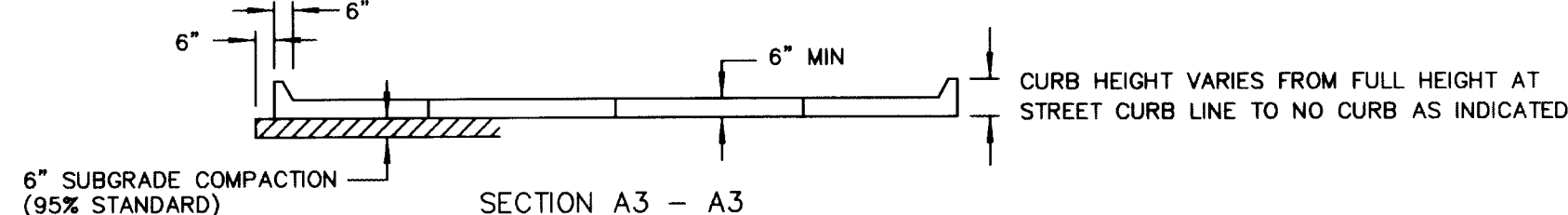
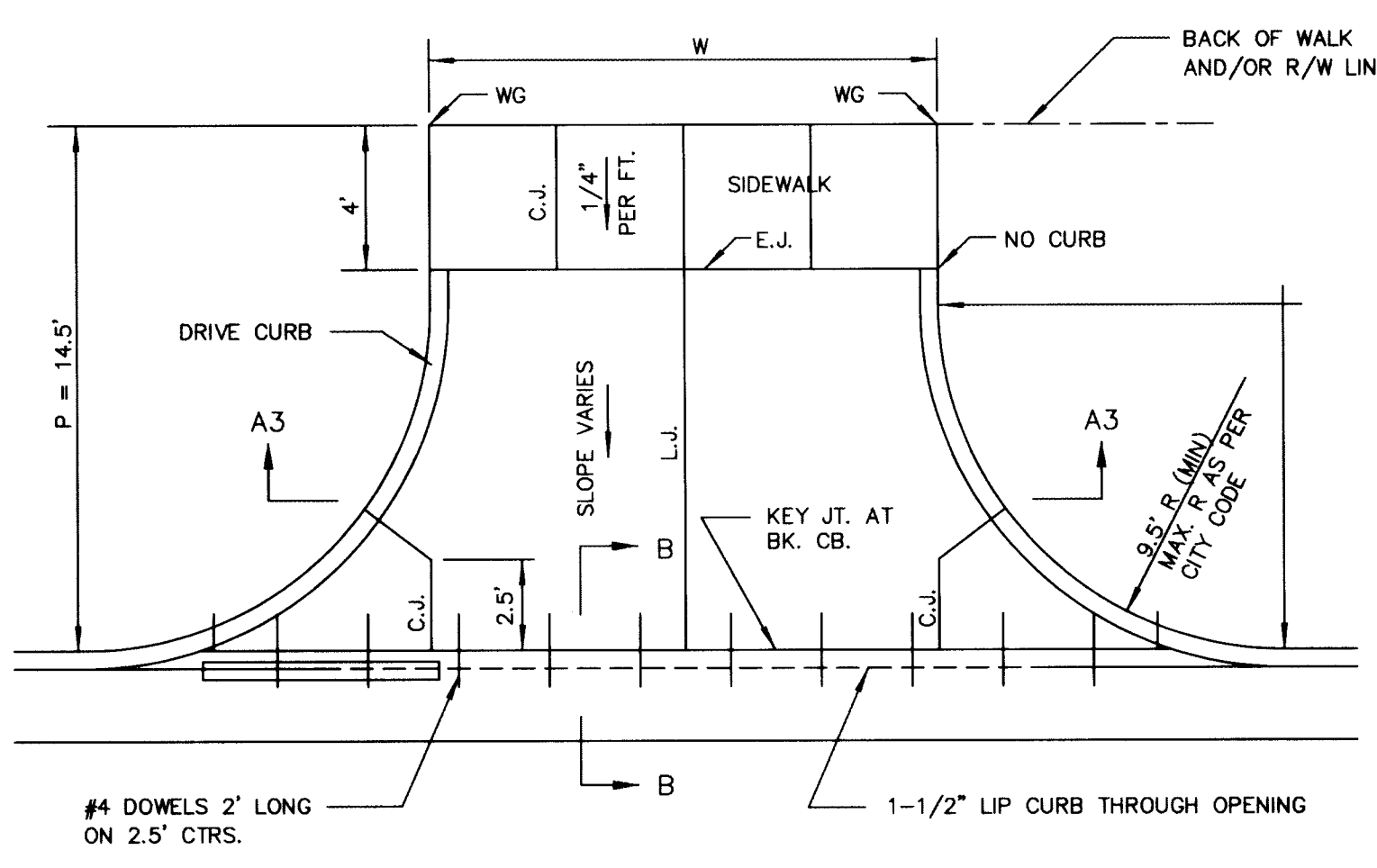
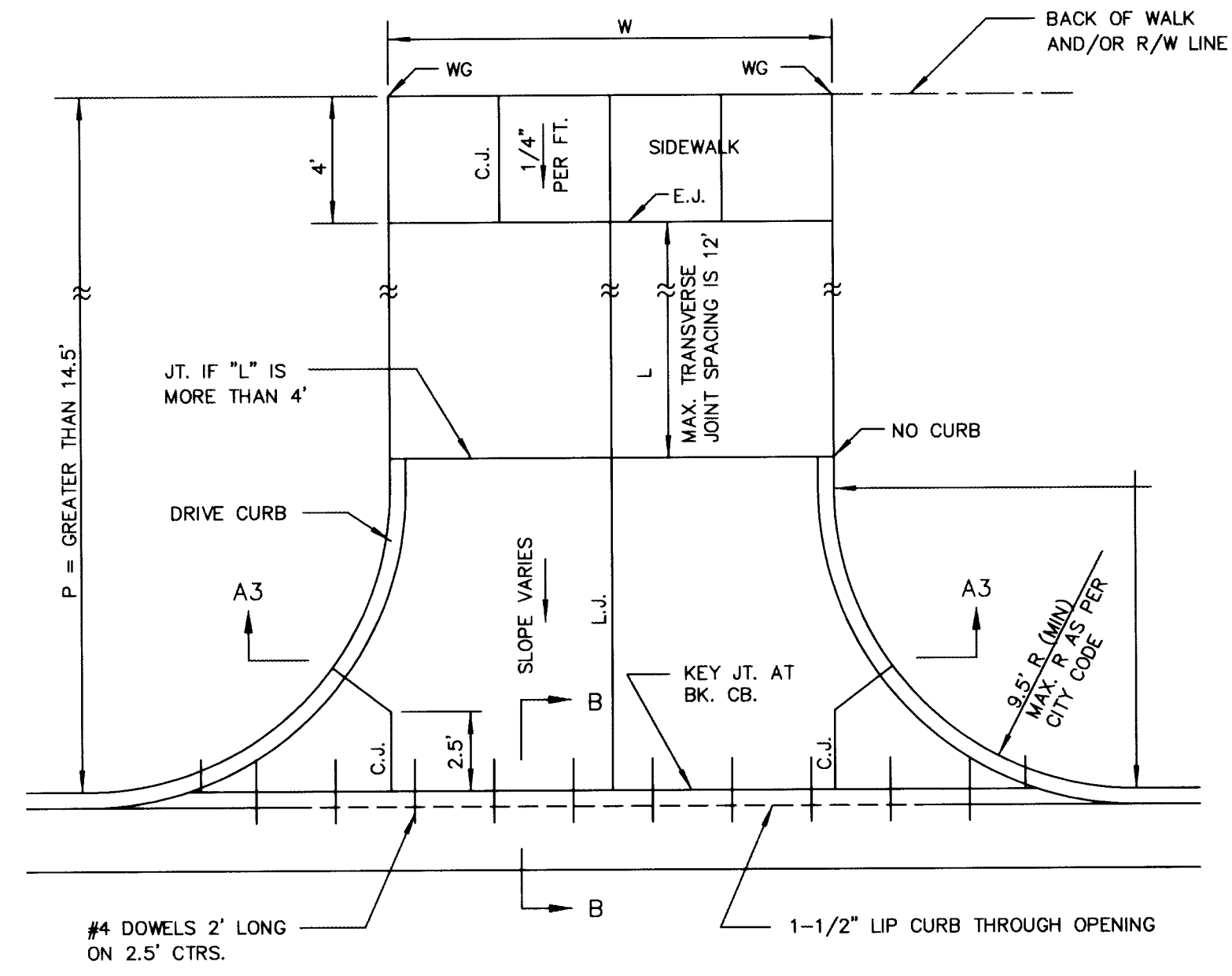
BACK OF CURB DETAIL

| PARKING WIDTH "P"                       | 4'    | 4.5'  | 5'    | 5.5'  | 6'    | 6.5'  |
|-----------------------------------------|-------|-------|-------|-------|-------|-------|
| DIST. OF PT. "1" ABOVE TOP OF FULL CURB | -.08' | 0.02' | 0.18' | 0.22' | 0.18' | 0.22' |
| DIST. OF PT. "2" BELOW TOP OF FULL CURB | -.08' | 0.02' | 0.18' | 0.22' | 0.18' | 0.22' |

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

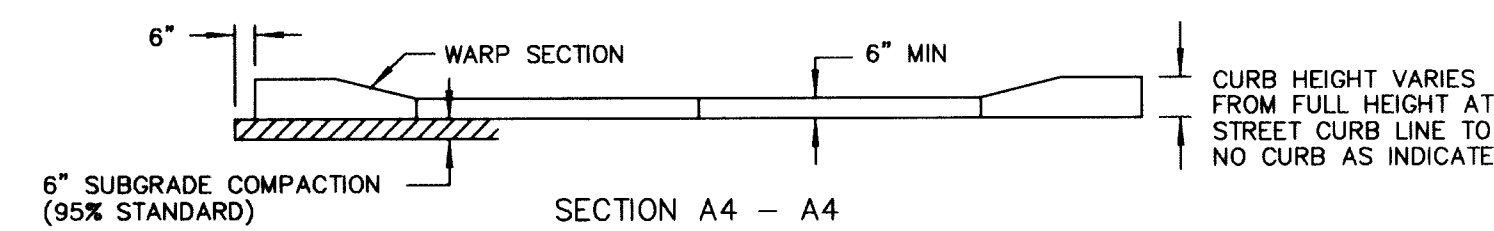
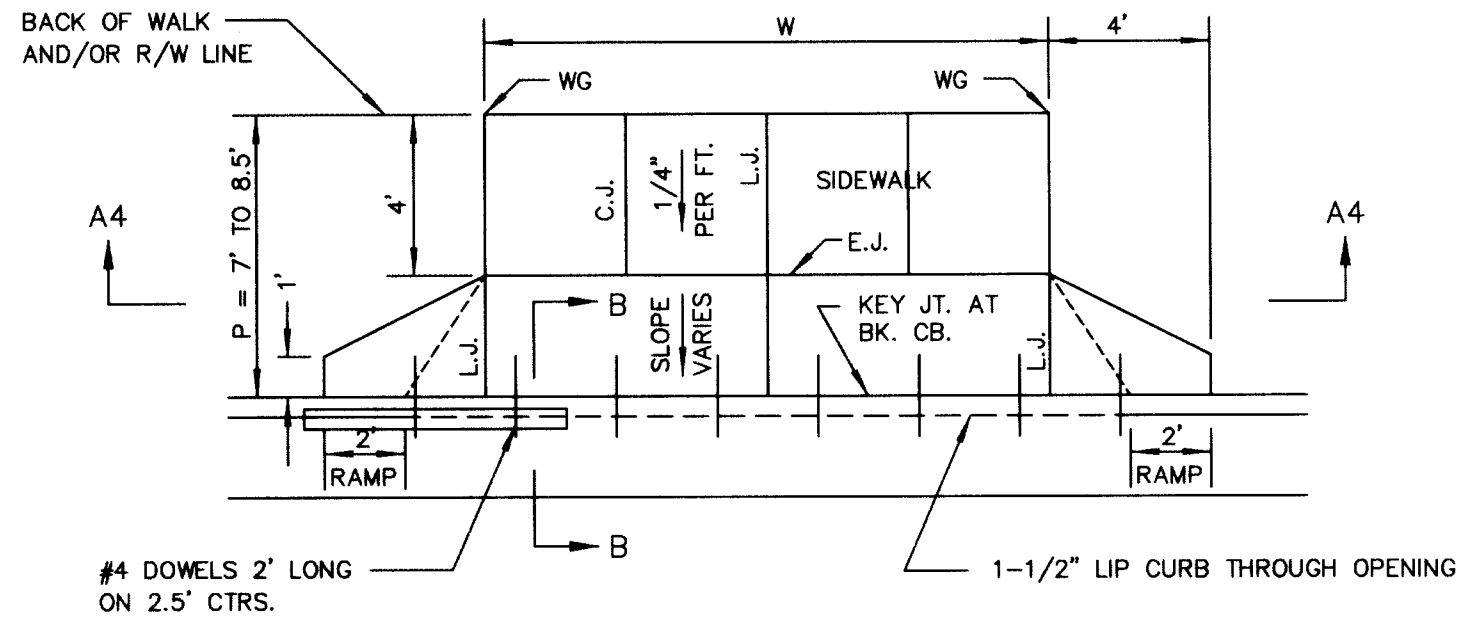
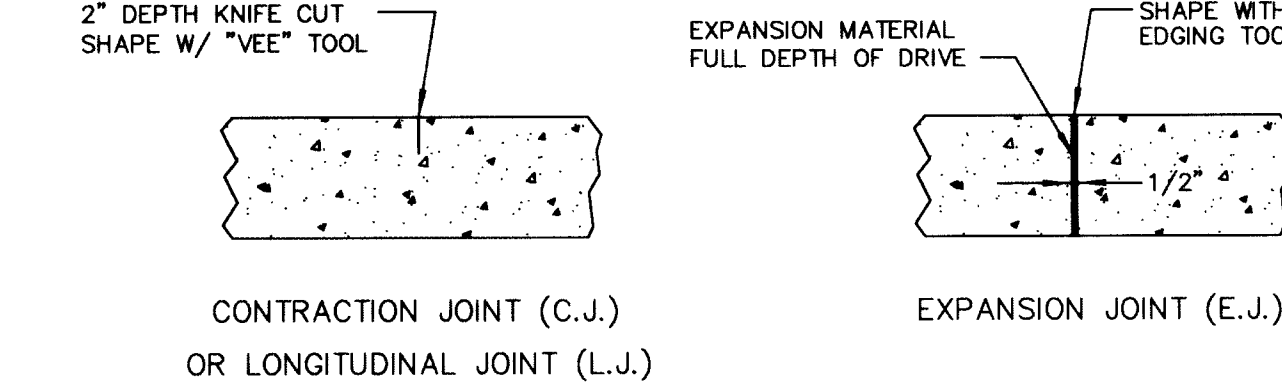


ALT. LONGITUDINAL CONSTRUCTION JOINT



| PARKING WIDTH "P"                                               | 14.5' | 20'   | 25'   | 30'   | 35'   | 40'   | 45'   | 50'   |
|-----------------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.72' | 1.27' | 1.77' | 2.27' | 2.77' | 3.27' | 3.77' | 4.27' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB  | 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  | 0.30' | 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 | 0.00' | 0.00' | 0.15' | 0.25' | 0.35' | 0.45' | 0.55' | 0.65' |

FULL RADIUS DRIVES (P = 14.5' & GREATER)



| PARKING WIDTH "P"                                               | 7'    | 7.5'  | 8'    | 8.5'  |
|-----------------------------------------------------------------|-------|-------|-------|-------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | -.08' | 0.02' | 0.18' | 0.22' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB  | -.08' | 0.02' | 0.18' | 0.22' |
| OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB  | -.15' | -.16' | -.17' | -.17' |
| ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | -.25' | -.20' | -.20' | -.20' |

FULL RAMP DRIVE (P = 7.0' TO 8.5')

- GENERAL NOTES**
- 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.
  - 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'.
  - 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.
  - 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.
  - 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.
  - 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.
  - 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.
  - 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" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
  - OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER 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.

**THE CITY OF WICHITA**

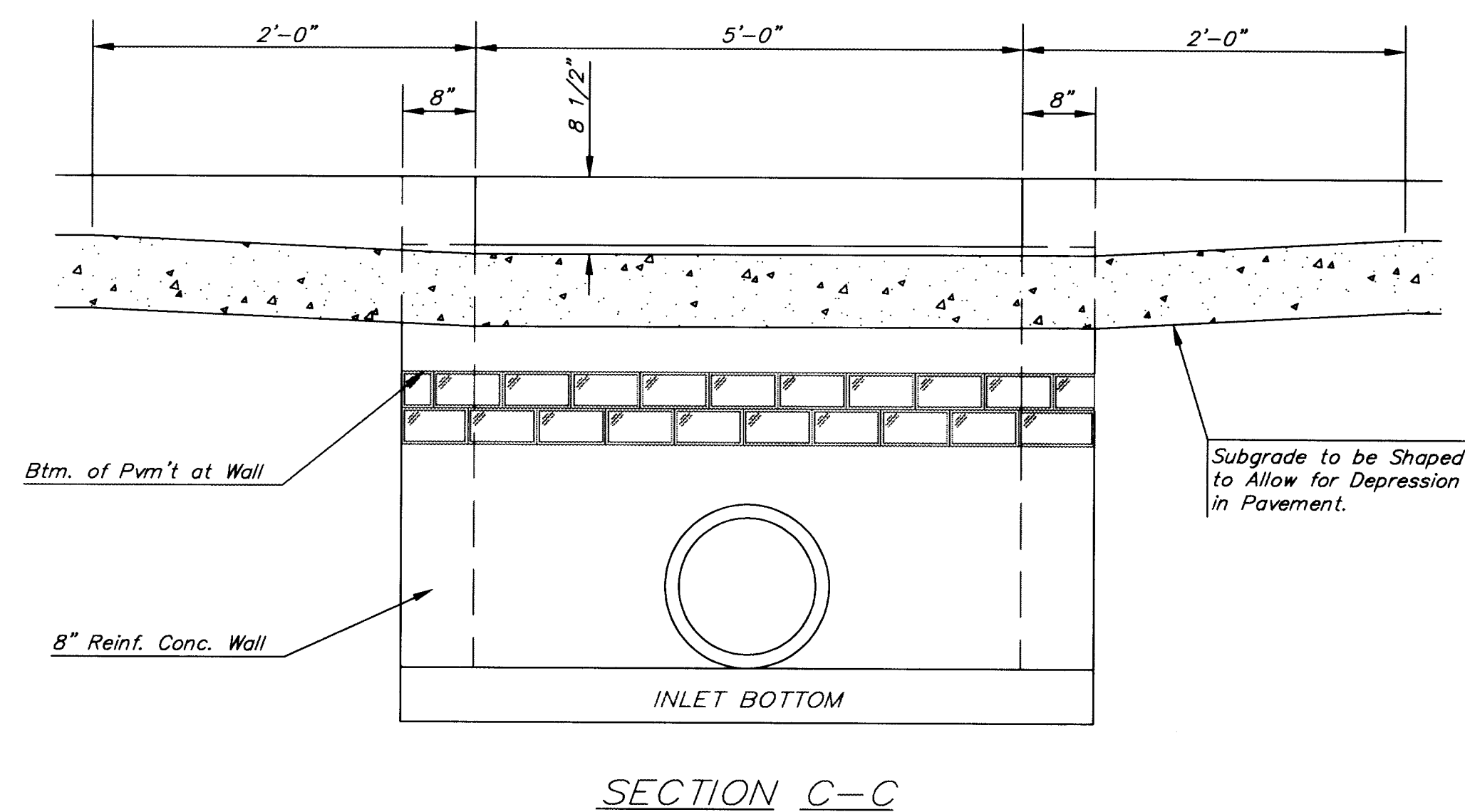
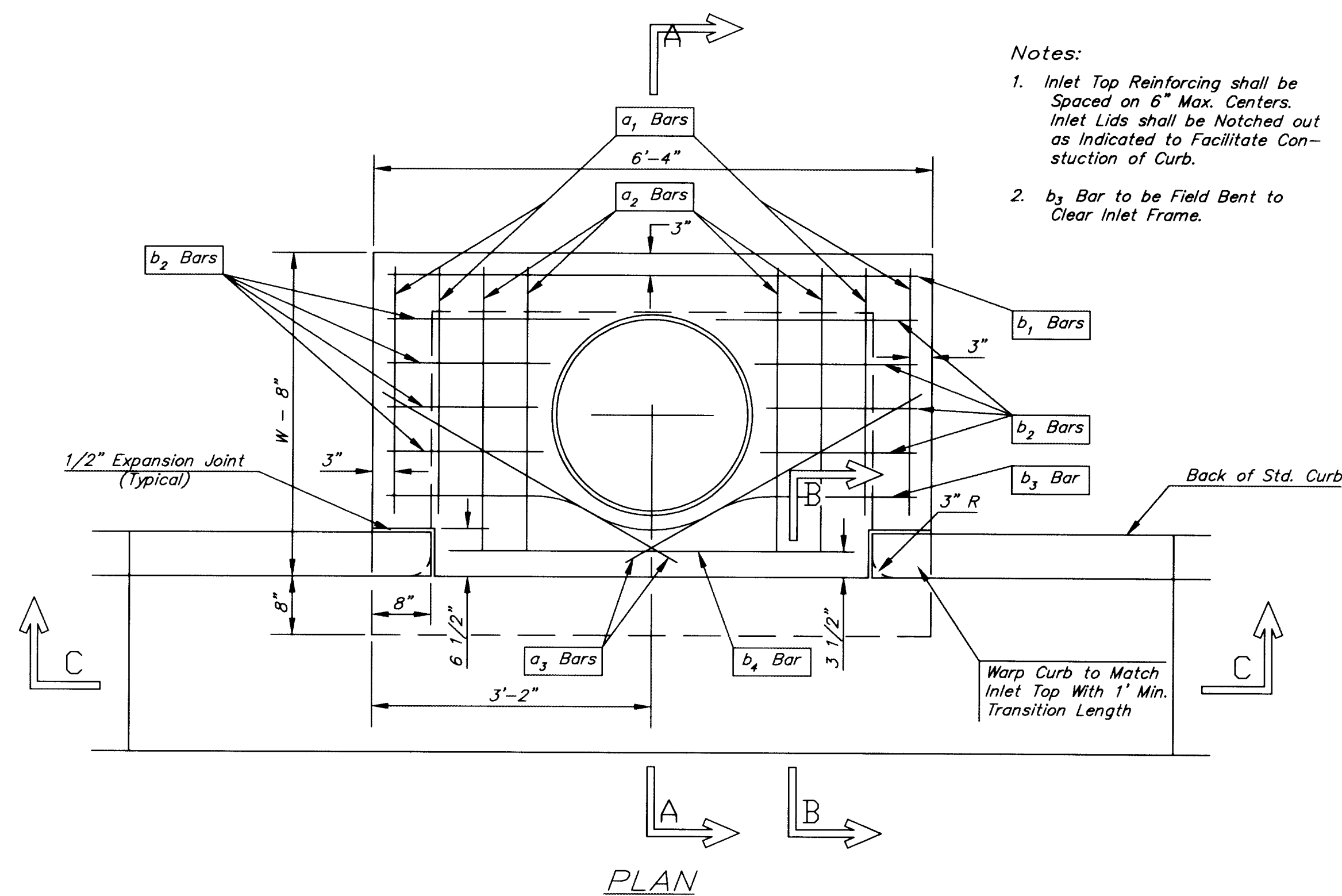
**CITY ENGINEER'S OFFICE**  
CITY HALL, 3RD FLOOR  
455 NORTH MAIN STREET  
WICHITA, KANSAS 67202  
(316) 268-4501  
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**STANDARD DRIVE ENTRANCES**  
**FULL HEIGHT CURB**

**M. E. LINDEBAK P.E. - CITY ENGINEER**

|                                    |                             |
|------------------------------------|-----------------------------|
| PROJECT NUMBER<br><b>472-83180</b> | INDEX CODE<br><b>765615</b> |
| DATE<br><b>MAR 2000</b>            | SHEET 9 OF 11               |





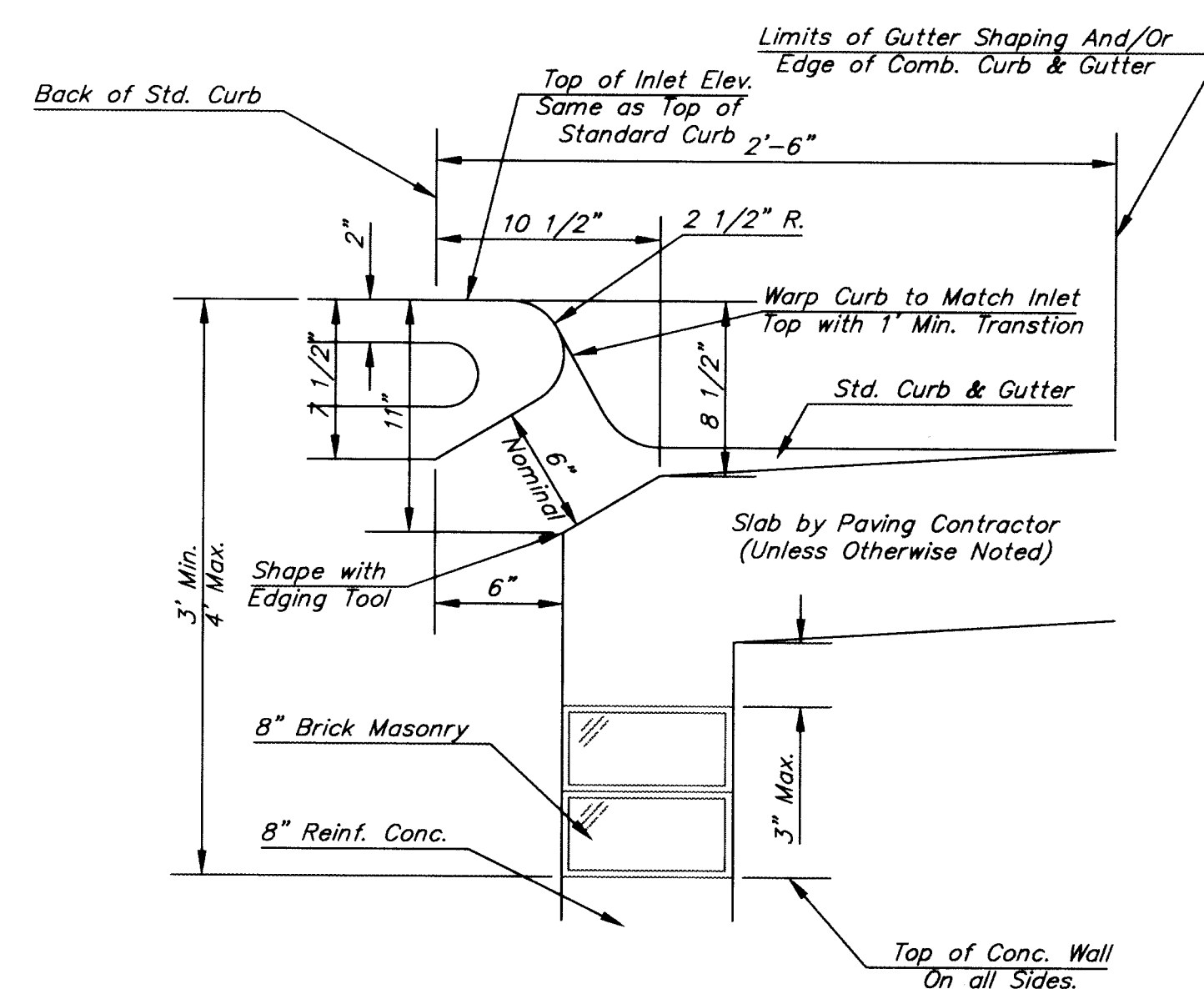
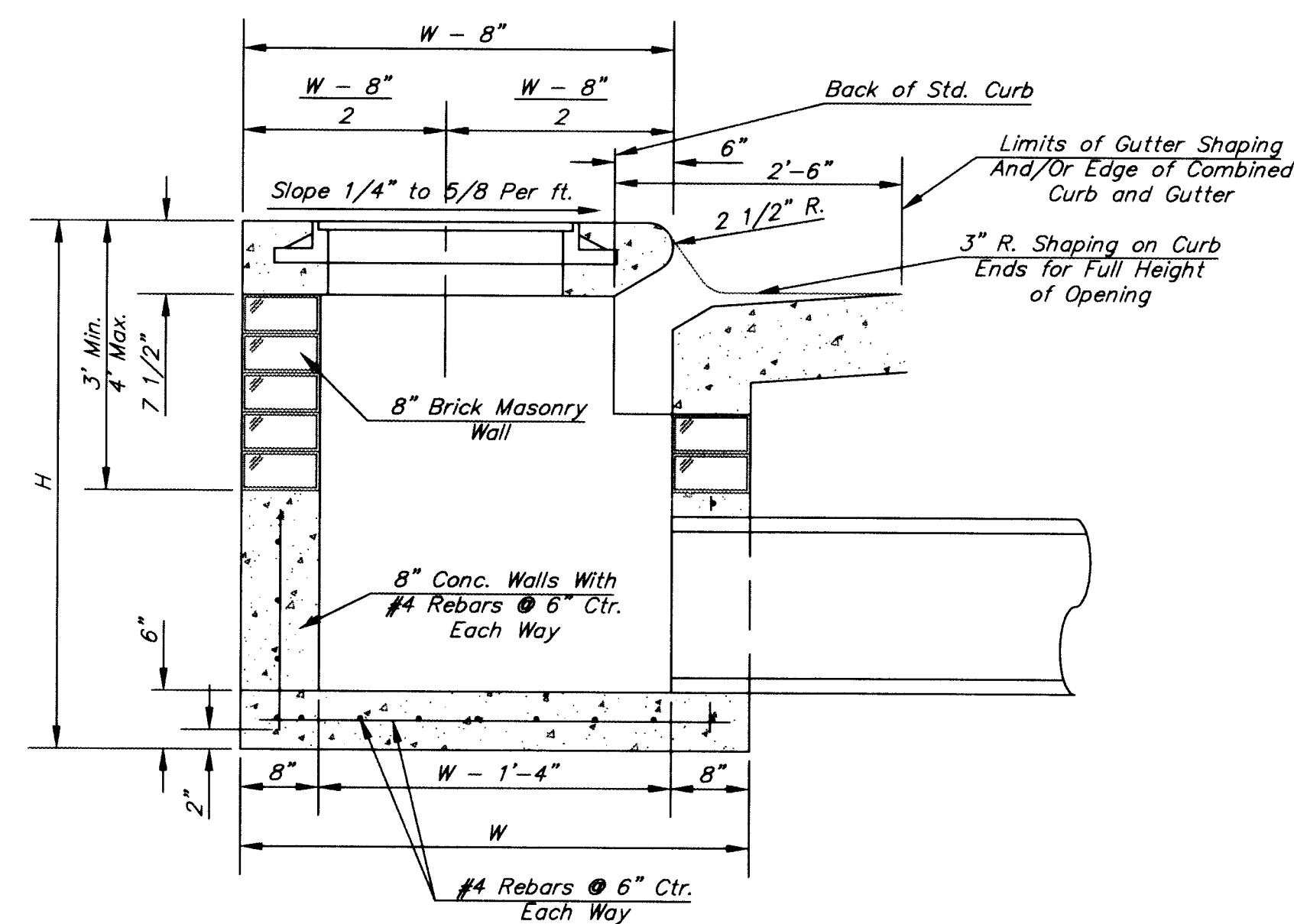
STEEL SCHEDULE

| BAR    | $a_1$   | $a_2$  | $a_3$  | $b_1$ |       |       |       | $b_2$ | $b_3$ | $b_4$ | Wt. Lbs. |      |
|--------|---------|--------|--------|-------|-------|-------|-------|-------|-------|-------|----------|------|
| NUMBER | 4       | 4      | 2      | 1     | 3     | 5     | 7     | 9     | 6     | 1     | 1        |      |
| SIZE   | #4      | #4     | #4     | #4    | #4    | #4    | #4    | #4    | #4    | #4    | #6       |      |
| 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" | 6'-1" | -     | -     | -     | 1'-9" | 6'-2" | 4'-8"    | 81±  |
|        | W=6'-4" | 9'-7"  | 10'-7" | 6'-0" | -     | 6'-1" | -     | -     | 1'-9" | 6'-2" | 4'-8"    | 101± |
|        | W=7'-4" | 11'-7" | 12'-7" | 7'-0" | -     | -     | 6'-1" | -     | 1'-9" | 6'-2" | 4'-8"    | 121± |
|        | W=8'-4" | 13'-7" | 14'-7" | 8'-0" | -     | -     | -     | 6'-1" | 1'-9" | 6'-2" | 4'-8"    | 141± |

Note:  $a_3$  Bars to be Placed Approx. 2" Below Top of Inlet Cover.

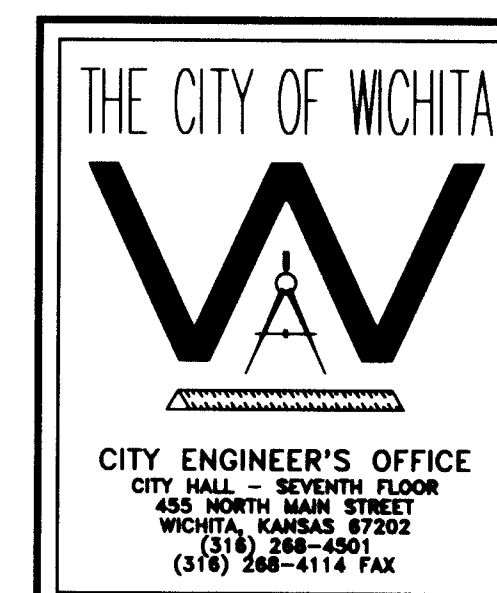
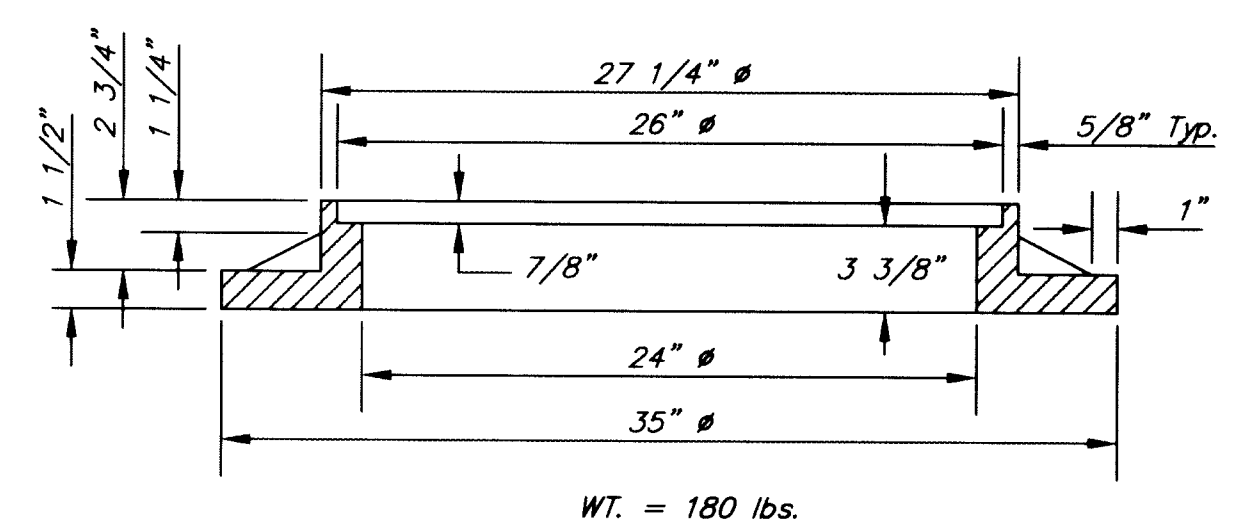
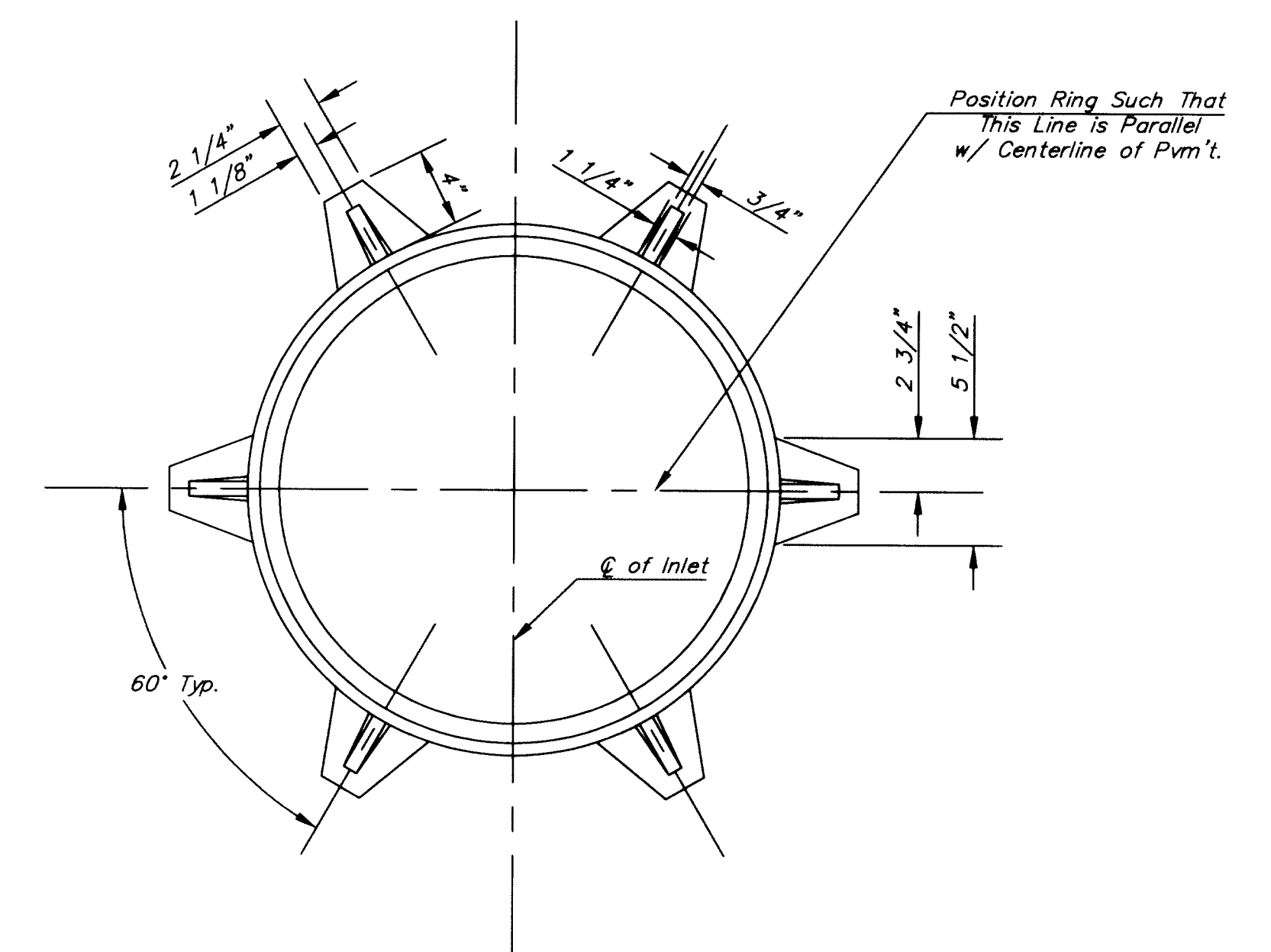
STANDARD CURB INLET PRECAST TOPS

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



#### GENERAL NOTES

- Concrete tops to be installed on thin mortar cushion to insure full support along brick walls. Concrete tops may be cast in place or precast. Concrete used for inlet construction shall be concrete pavement mix.
- 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.
- 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.



|                                                       |                      |
|-------------------------------------------------------|----------------------|
| STANDARD TYPE 1<br>CURB INLET<br>OPENING = 6" x 5'-0" |                      |
| M. E. LINDEBAK P.E. - CITY ENGINEER                   |                      |
| PROJECT NUMBER<br>472-83180                           | INDEX CODE<br>765615 |
| DATE<br>MAR 2000                                      | SHEET 10 OF 11       |