GENERAL NOTES

1. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

   KANSAS ONE-CALL 687-2470

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

CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE COMPANY	263-7511
KANSAS GAS & ELECTRIC	264-1141
ANGLA GAS COMPANY	942-8350 OR 263-8161
SOUTHWESTERN BELL TELEPHONE CO.	1-571-2611
CITY OF WICHITA WATER DEPARTMENT	268-4906
CITY OF WICHITA SEWER MAINTENANCE	268-4071

2. CONTRACTOR WILL BE REQUIRED TO COORDINATE THE PAVING CONSTRUCTION WITH THE CONTRACTOR FOR THE COMPANION SANITARY SEWER LINE PROJECT.

3. INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA IS NOT TO BE CARRIED THROUGH CONSTRUCTION. LOCAL BUSINESS OR APARTMENT TRAFFIC GENERATED WITHIN THE PROJECT AREA IS TO BE CARRIED THROUGH CONSTRUCTION AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.

4. THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

5. NINE INCH (9") SUBGRADE TREATMENT AS SHOWN ON PLANS MAY BE COMPLETED IN ONE LIFT IF CONTRACTOR USES ROTARY TILLERS WHICH HAVE CAPABILITIES FOR UNIFORM MIXING FOR 9"± FULL DEPTH OF THE TREATMENT AND SPECIAL COMPACTION EQUIPMENT CAPABLE OF COMPACTING THE NINE INCH (9") LIFT TO THE REQUIRED DENSITY FOR THE FULL DEPTH. CONTRACTOR WILL BE REQUIRED TO MIX 7"± SUBGRADE TREATMENT IF TWO (2) SEPARATE LIFTS WHEN LABORATORY TESTS INDICATE REQUIRED MIXING AND COMPACTION IS NOT BEING ACHIEVED. ALL COSTS FOR THE SUBGRADE TREATMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE STABILIZATION MATERIAL AND MANIPULATION.

6. NO MORE THAN 6 DRIVES 135 FEET IN WIDTH, OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.

7. 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.

8. 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.

9. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSE OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN 3 FEET (3') OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

10. LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED. WHERE A NON-TURNED 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.

11. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER AT THE PRICE BID FOR SAID ADJUSTMENTS. THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE 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.

12. UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND APPURTENANCES ARE TO BE ADJUSTED AS NECESSARY BY OWNERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ALTERATION 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 CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.

13. THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL HAS TELEVISED SEWERS WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND APPROVED THE OPPORTUNITY TO TELEVISE SEWER LINES AFTER SUBGRADE WORK HAS BEEN COMPLETED AND PRIOR TO PAVEMENT CONSTRUCTION TO DETERMINE IF SUCH SEWER LINES HAVE BEEN DAMAGED BY THE CONTRACTOR'S OPERATIONS. DAMAGED SEWER LINES WILL BE REPAIRED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. TELEVISION LOGS ARE AVAILABLE FOR INSPECTION BY THE CONTRACTOR DURING NORMAL OFFICE HOURS AT THE SEWER MAINTENANCE DIVISION'S OFFICE AT CITY HALL.

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

15. 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 ITS CONSTRUCTION.

16. 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.

17. ALL 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.

18. 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.

19. 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.

20. CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATIONS 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 PUSH HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.

21. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

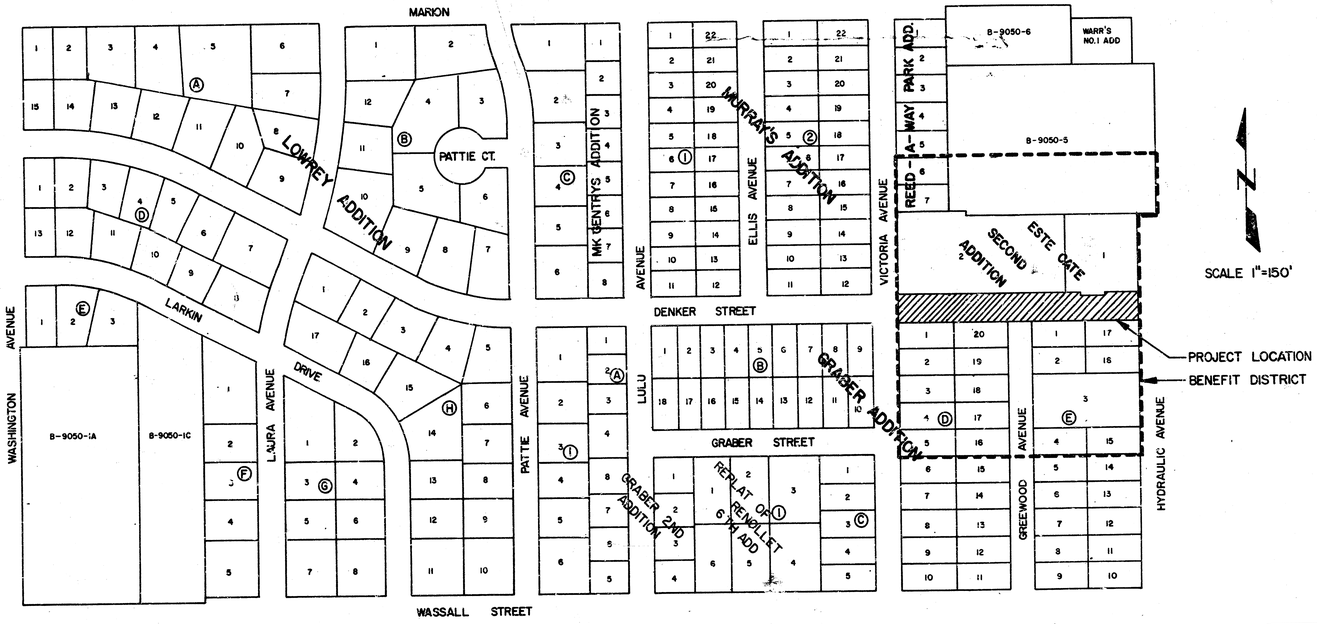
STREET IMPROVEMENTS
DENKER STREET

FROM THE EAST LINE OF VICTORIA TO THE
WEST CURB LINE OF HYDRAULIC

PROJECT NO. 472-76-245-81982-000-000-001

INDEX CODE 760322

CITY OF WICHITA, KANSAS
MICHAEL E LINDEBAK CITY ENGINEER
APRIL 1990



SCALE 1"=150'

DRAWING INDEX

SHEET	TITLE
1	MAP AND BENEFIT DISTRICT
2	TYPICAL PAVEMENT DETAILS
3	PLAN DENKER STREET
4	VALLEY GUTTER DETAILS
5	STANDARD DRIVE ENTRANCES
6	DETAIL STANDARD TYPE I CURB INLET
7	CROSS SECTIONS

WICHITA, KANSAS
STREET IMPROVEMENTS

MAP AND BENEFIT DISTRICT
DENKER STREET (1)
PROJECT NO. 472-76-245-81982-000-000-001

CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS

DSG	
DR DDR	
CH	
APP	
DATE APRIL 1990	

DWG. FILE NO. 9016 — D — 80,092
SHEET NO. 1 OF 7
REV —

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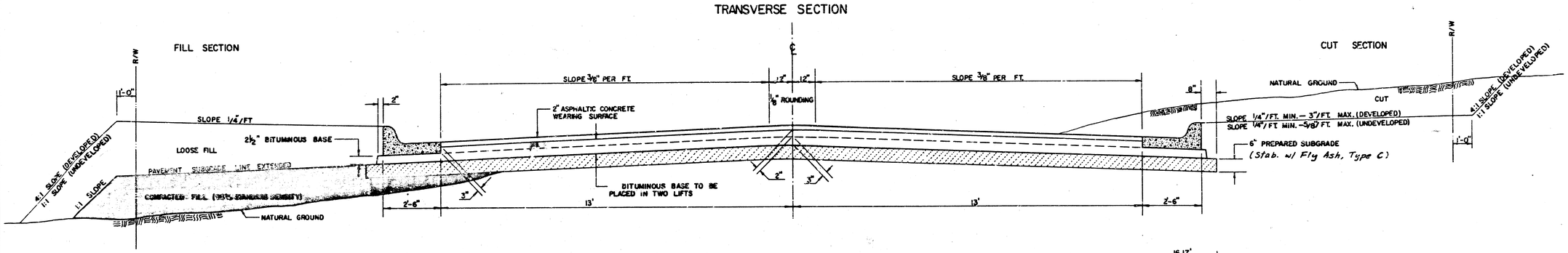
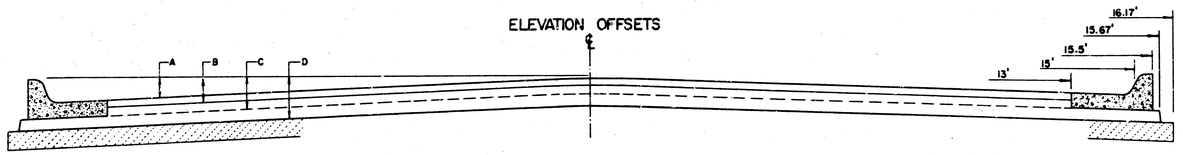
TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION

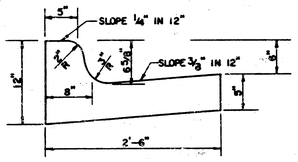


ELEVATION OFFSETS

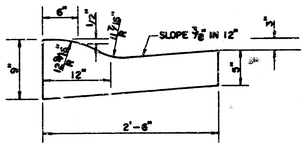


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.38	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.44	0.49	0.57	0.64	0.70	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.69	0.73	0.80	0.87	0.93	1.01	1.08	1.12	1.15	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.

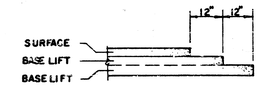
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
906-D-80,033 PROJECT NUMBER SHEET NO. 2 OF 7
472-76-245-81982-000-000-001

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INTERSECTION QUANTITIES	VICTORIA AVE.
86.2 S.Y.	7" VALLEY GTR. PAVEMENT (5" REINFORCED CONC. PAVEMENT WITH 2" BIT. BASE)
54.5 L.F.	MONOLITHIC EDGE CURB (FULL HEIGHT CURB)
93.2 S.Y.	SUBGRADE STABILIZATION MANIPULATION

INTERSECTION QUANTITIES	GREENWOOD AVE.
118.1 S.Y.	7" ASPHALTIC CONCRETE PAVEMENT (5" BITUMINOUS BASE)
37.0 S.Y.	7" VALLEY GTR. PAVEMENT (5" REINFORCED CONC. PAVEMENT WITH 2" BIT. BASE)
24.3 L.F.	COMB. CB. & GTR. (FULL HEIGHT CURB)
24.3 L.F.	MONOLITHIC EDGE CURB (FULL HEIGHT CURB)
166.62 S.Y.	SUBGRADE STABILIZATION MANIPULATION

INTERSECTION QUANTITIES	HYDRAULIC AVE.
90.1 S.Y.	8" REINFORCED CONCRETE PAVEMENT
56.5 L.F.	MONOLITHIC EDGE CURB (FULL HEIGHT CURB)
97.5 S.Y.	SUBGRADE STABILIZATION MANIPULATION

SCALE 1" = 20'

0+00 | 0+37.39 | 0+50 | 0+87.39 | 1+00 | 1+50 P.V.I. ELEV. 94.25 No V.C. | 2+00 | 2+50 | 2+72.50 | 2+79.50 | 3+00 | 3+22.50 | 3+39.50 | 3+50 | 3+89.50 | 4+00 | 4+25 P.V.C. | 4+38.57 | 4+50 P.V.I. 50' V.C. ELEV. = 94.25 | 4+75 P.V.T. | 5+00 | 5+50 | 5+80.33 | 5+87

0.391% | − 0.300% | 0.300% | − 0.954%

VICTORIA AVENUE

BEGIN PROJECT
MATCH EXISTING PAVEMENT AS PER TIE IN JOINT DETAIL SHEET 4 OF 7.

CONSTRUCT 7" VALLEY GUTTER (5" REINFORCED CONCRETE w/2" BITUMINOUS BASE) w/MONOLITHIC EDGE CURB

GRABER ADDITION

ESTE CATE SECOND ADDITION

2 CONSTRUCT 7" VALLEY GUTTER (5" REINFORCED CONCRETE w/2" BITUMINOUS BASE) w/MONOLITHIC EDGE CURB

STA. 1+60, 21' LT. TOP OF SAN. SEW. PIPE ELEV. = 89.75

STA. 1+60, 24' RT. TOP OF SAN. SEW. PIPE ELEV. = 89.74

PIPES TO BE REMOVED

CONSTRUCT 7" ASPHALT PAVEMENT (5" BITUMINOUS BASE w/COMBINED CURB AND GUTTER 6 5/8" & 1 1/2")

BEGIN FULL CROWN | END FULL CROWN | TRANSITION CROWN

STA. 4+58 ADJUST EXISTING MANHOLE RING ELEVATION FROM 94.65 TO PROPOSED RING ELEVATION OF 93.82. ℄ out = 90.74

PROPOSED SANITARY SEWER. TO BE INSTALLED PRIOR TO PLACEMENT OF CURB & GUTTER AND PAVEMENT.

STA. 4+88.5, 11.5' LT. WATER METER TO BE RELOCATED BY CITY OF WICHITA WATER DEPT. PRIOR TO CONSTRUCTION.

STA. 5+83.50 CONSTRUCT STD. TYPE 1 CURB INLET (W=4'-4", L=6'-4"). TOP ELEV. = 93.00, Ein 15" RCP= 89.70, INSTALL 25.5 L.F. 15" RCP(NE) @ 0.4% AND 31 L.F. 15" RCP(S) @ 0.4% SEE SHEET 8. ℄ EXISTING 15" RCP = 89.86

STA. 5+92 CONSTRUCT CONCRETE SIDEWALK RAMP & APPROX. 100 Sq. Ft. CONC. SIDEWALK

CONSTRUCT 8" CONCRETE PVMT.

PIPE TO BE REMOVED

STA. 4+55 TO STA. 4+65 CONTRACTOR TO USE CAUTION DURING SUBGRADE STABILIZATION MANIPULATION DUE TO SHALLOW SANITARY SEWER LINE.

MATCH EXISTING PAVEMENT

STA. 5+83.50 CONSTRUCT STD. TYPE 1 CURB INLET (W = 4'-4", L = 6'-4"). TOP ELEV. = 93.00, Eout 15" RCP = 89.82 ℄ EXISTING 15" RCP = 90.58

MANHOLE Flin = 90.37 Flout = 88.74 4.35' DEEP

STA. 5+92 CONSTRUCT CONCRETE SIDEWALK RAMP.

END PROJECT
MATCH EXISTING PAVEMENT AS PER TIE IN JOINT DETAIL SHEET 4 OF 7.

HYDRAULIC AVENUE

GREENWOOD AVENUE

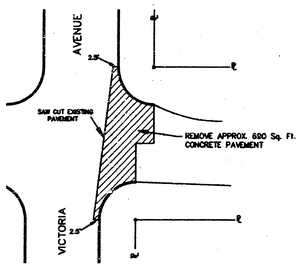
0.337% | − 0.293% | 0.416% | − 0.954%

1+50 P.V.I. ELEV. 94.25 No V.C.

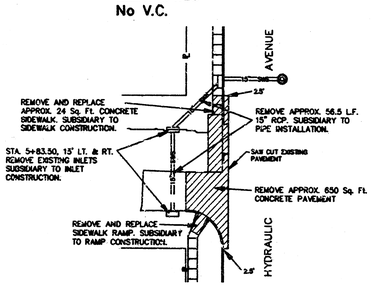
4+25 P.V.C. | 4+50 P.V.I. 50' V.C. ELEV. = 94.25 | 4+75 P.V.T.

SURVEYOR : DARYL REEVES
DRAFTSMAN (CAD OPERATOR) : JOHN COGAN
EARTH PLOTTER : LEON KNABE

FIELD NOTES : 9016 – BENCHMARK CIRCUIT (1 PAGE)
– CROSS – SECTIONS (3 PAGES)
– TOPOGRAPHY (3 PAGES)
– UTILITY LOCATIONS (2 PAGES)

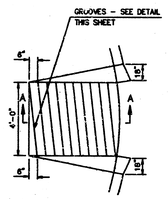


DENKER STREET & VICTORIA AVENUE

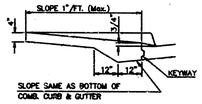


DENKER STREET & HYDRAULIC AVENUE

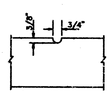
DEMOLITION PLANS
NO SCALE



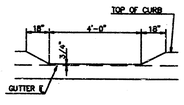
WHEELCHAIR RAMP DETAIL



SECTION A–A



GROOVE DETAIL



DEPRESSED CURB DETAIL

TYPICAL WHEELCHAIR RAMP DETAILS
NO SCALE

WATER VALVE BOX TABLE
STA. 2+79.50, 15' RT.
EXISTING ELEVATION = 93.63
PROPOSED ELEVATION = 93.37
STA. 2+85.50, 18' RT.
EXISTING ELEVATION = 94.25
PROPOSED ELEVATION = 93.87

EXCAVATION 704.77 Cu. Yds.
MANIPULATION 2223.9 Sq. Yds.

BENCHMARK:
BM 1 R.R SPIKE IN NORTH FACE OF POWER POLE AT THE SW CORNER OF DENKER & HYDRAULIC. ELEV. = 94.85

BM 2 NORTH CAP BOLT ON FIRE HYDRANT AT THE NW CORNER OF DENKER & VICTORIA ELEV. = 96.93

REV B	6/19/90	JMC	REGRADED STORM SEWER PIPE
REV A	5/18/90	JMC	MADE CHANGES AS PER COMMENTS

WICHITA, KANSAS
STREET IMPROVEMENTS

PLAN
DENKER STREET
PROJECT NO. 472-76-245-81982-000-000-001

CASTLE & ASSOCIATES
ENGINEERS
WICHITA, KANSAS

DSG JMC
DR JMC
CH RMH
APP RLC

DWG FILE NO
9016 – D – 80,094

DATE APRIL 1990

SHEET NO 3 OF 7 | REV. B

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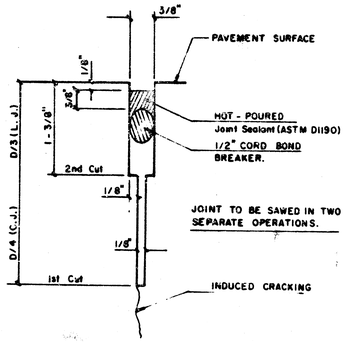
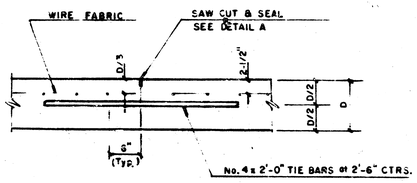
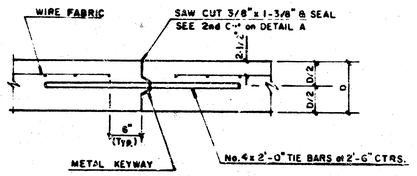


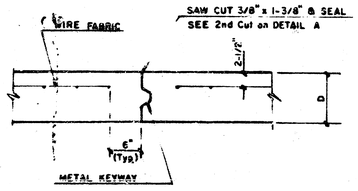
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

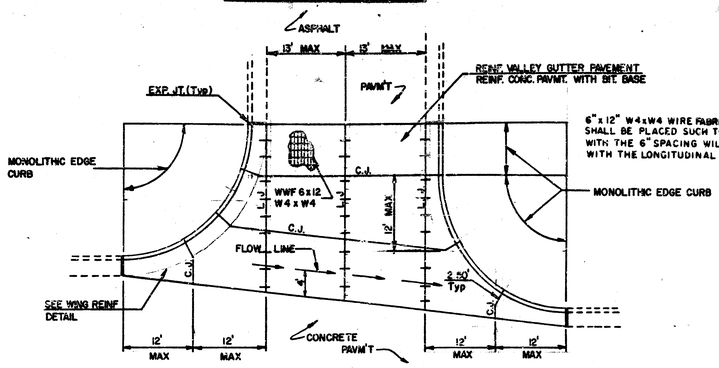


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)

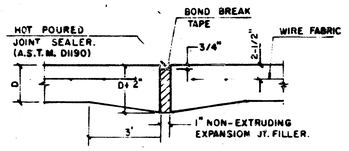


OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

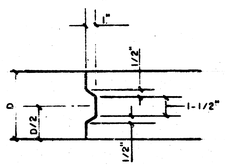
VICTORIA INTERSECTION



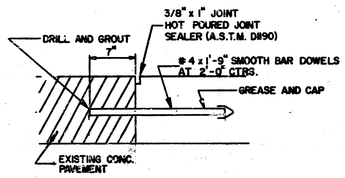
PLAN
REINFORCED VALLEY GUTTER
STA. 0+18 TO STA. 0+37.39



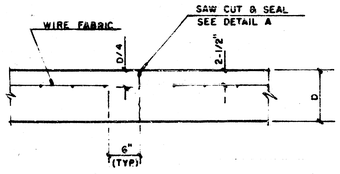
EXPANSION JOINT
NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ YDS PAVEMENT.



KEYWAY DETAIL



EXISTING PAVEMENT
TIE IN JOINT

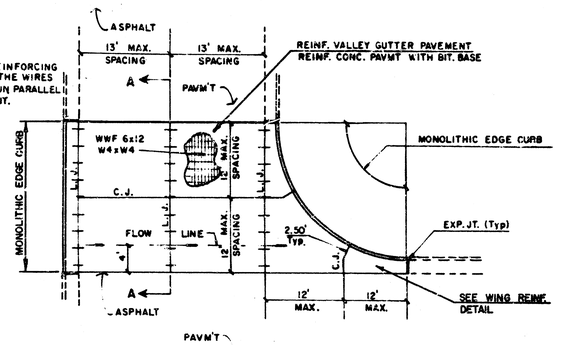


CONTRACTION JOINT DETAIL (C.J.)

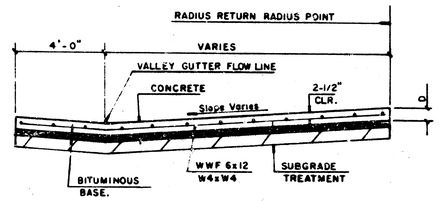
LEGEND
C.J. IDENTIFIES CONSTRUCTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT

NOTE:
ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER

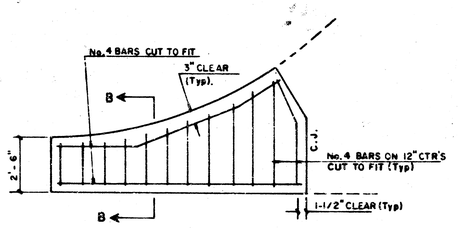
GREENWOOD INTERSECTION



PLAN
REINFORCED VALLEY GUTTER
STA. 3+22.50 TO STA. 3+39.50

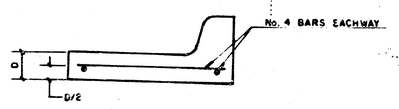


SECTION A-A



WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.



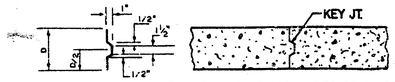
SECTION B-B

REVISED BY C&A APRIL 1990
9016-D-80,095
SHEET NO. 4 OF 7

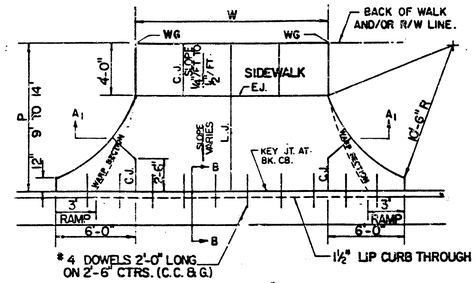
PROJECT DESCRIPTION
VALLEY GUTTER DETAILS

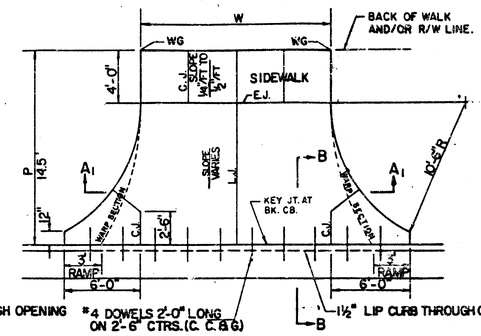
PROJECT NUMBER
472-76-245-81982-000-000-001

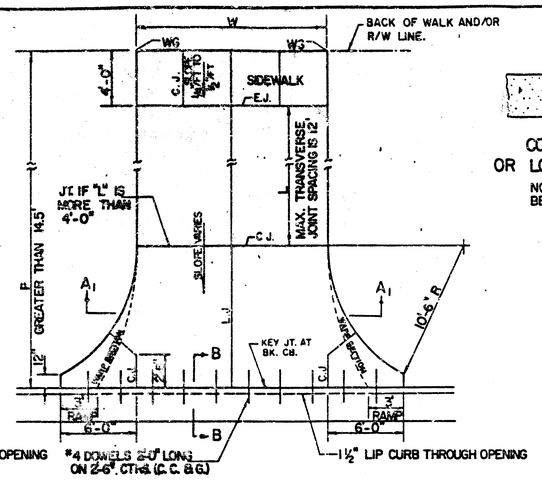
FILMED FROM THE BEST AVAILABLE COPY

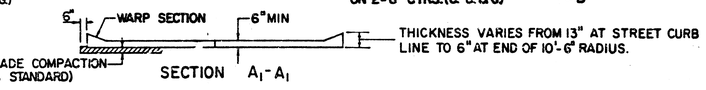


ALT. LONGITUDINAL CONSTRUCTION JOINT



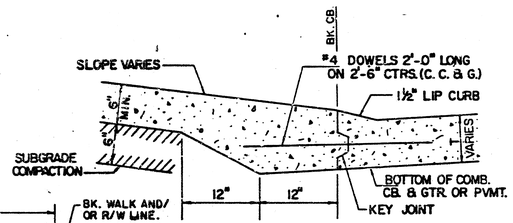




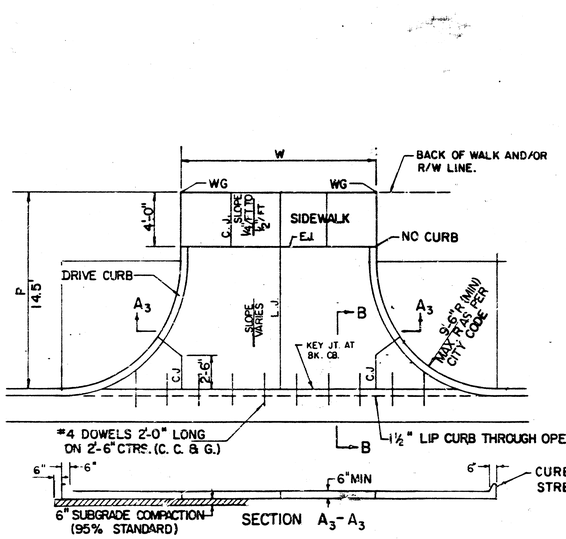


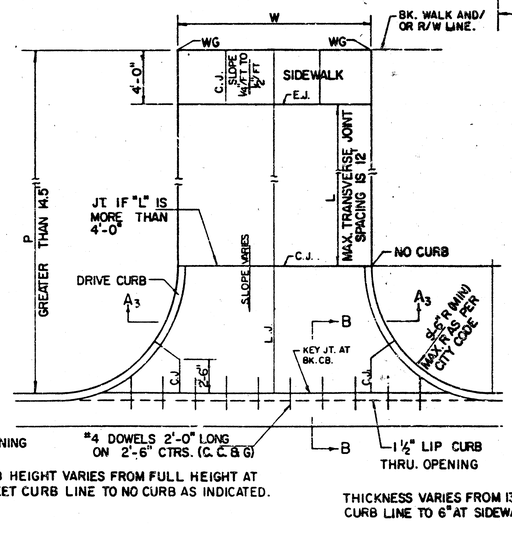
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	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	-.19'	-.16'	-.13'	-.10'	-.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

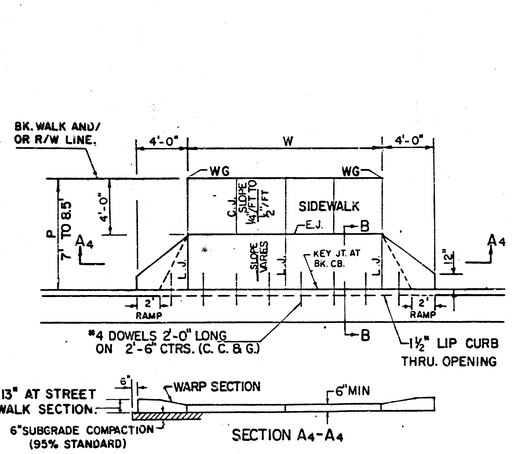
RADIUS RAMP DRIVES (P = 9.0' & GREATER)

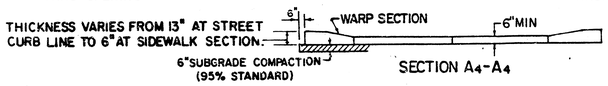


BACK OF CURB DETAIL
SECTION B - B (no scale)







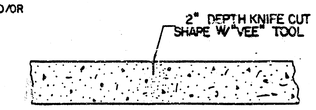


PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL 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)

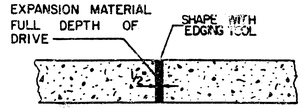
PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

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

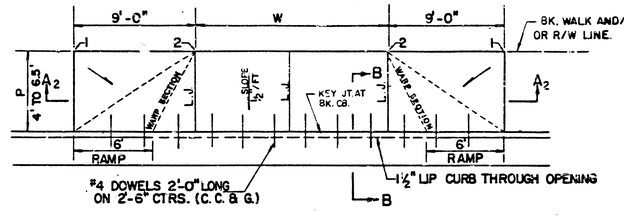


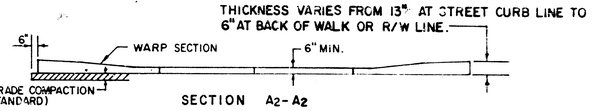
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

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. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" 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" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. 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 ELEVATION BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

CITY OF WICHITA, KANSAS

9016-D-80,096 PROJECT NUMBER SHEET NO. 5 OF 7

473-75-245-81983-000-000-001

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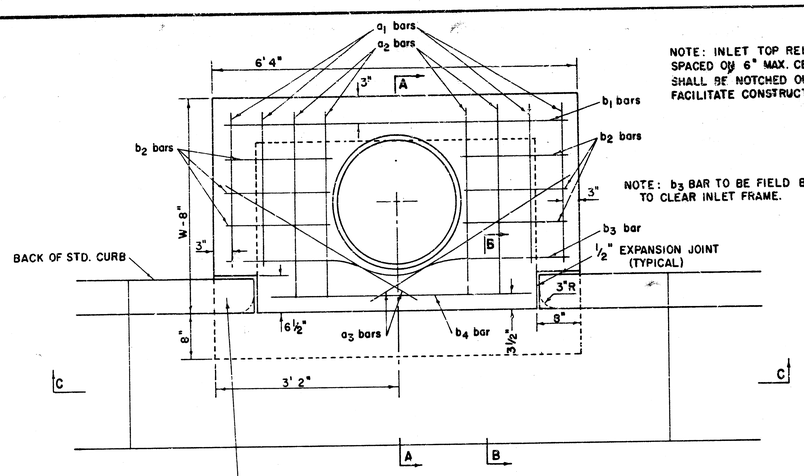


PLAN

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: b_3 BAR TO BE FIELD BENT TO CLEAR INLET FRAME.

WARP CURB TO MATCH INLET TOP WITH 1' MIN. TRANSITION LENGTH

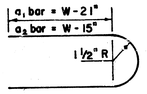
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

STEEL SCHEDULE

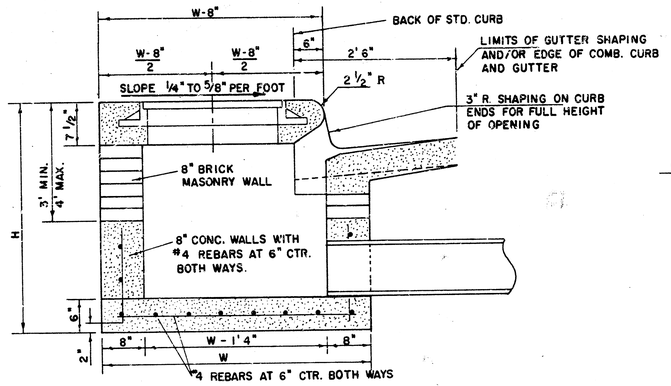
BAR		a_1	a_2	a_3"	b_1 W=4'4"	b_1 W=5'4"	b_1 W=6'4"	b_1 W=7'4"	b_1 W=8'4"	b_2	b_3	b_4	WT. LBS.
NUMBER		4	4	2	1	3	5	7	9	6	1	1	
SIZE		#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6	
LENGTH	W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	-	1'9"	6'2"	4'8"	60±
	W=5'4"	7'7"	8'7"	5'0"	-	6'1"	-	-	-	1'9"	6'2"	4'8"	81±
	W=6'4"	9'7"	10'7"	6'0"	-	-	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" 5'4" 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±



BENDING DIAGRAM

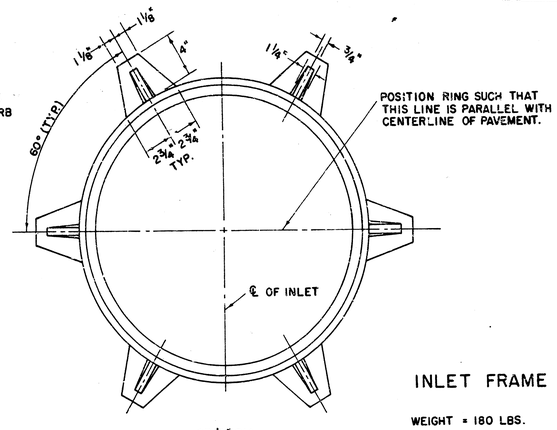


SECTION A-A

NOTE 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.

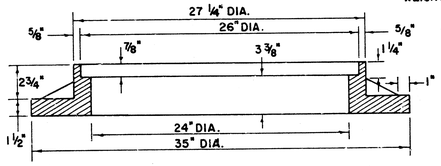
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

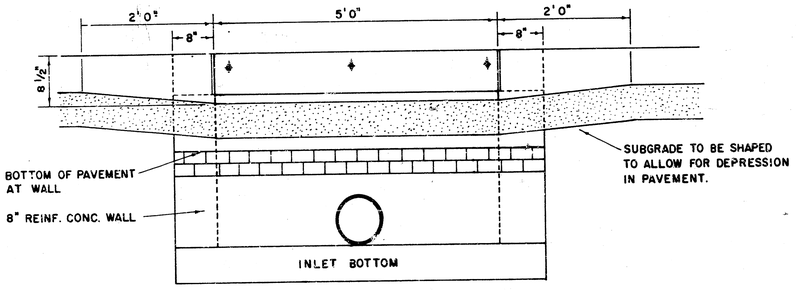


INLET FRAME

WEIGHT = 180 LBS.

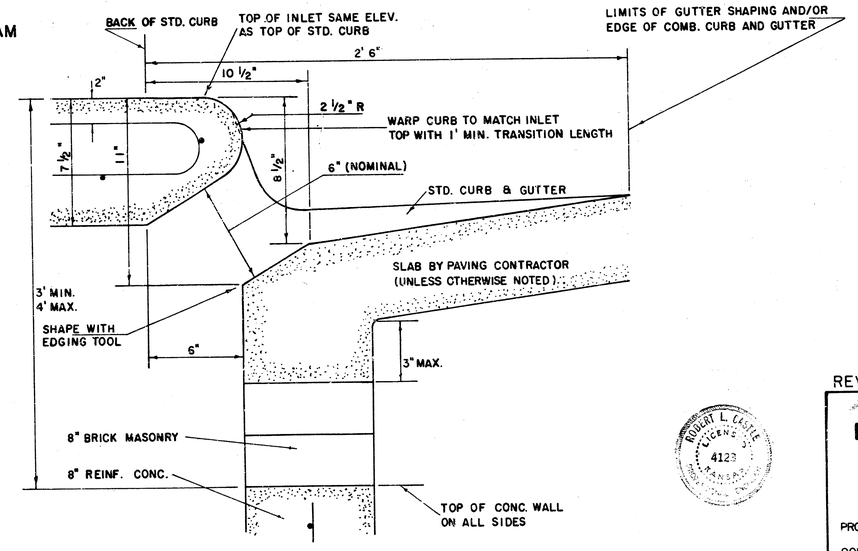


SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



SECTION C-C

SECTION B-B



ROBERT L. CASTLE LICENSED 4123 KANSAS PROFESSIONAL ENGINEER

REVISED 12-21-1984

DETAIL STANDARD TYPE I CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5'0"

PROJECT NO. 472-76-245-81982-000-000-001

9016-D-80,097

JUNE 1984

SHEET NO.5 OF 7

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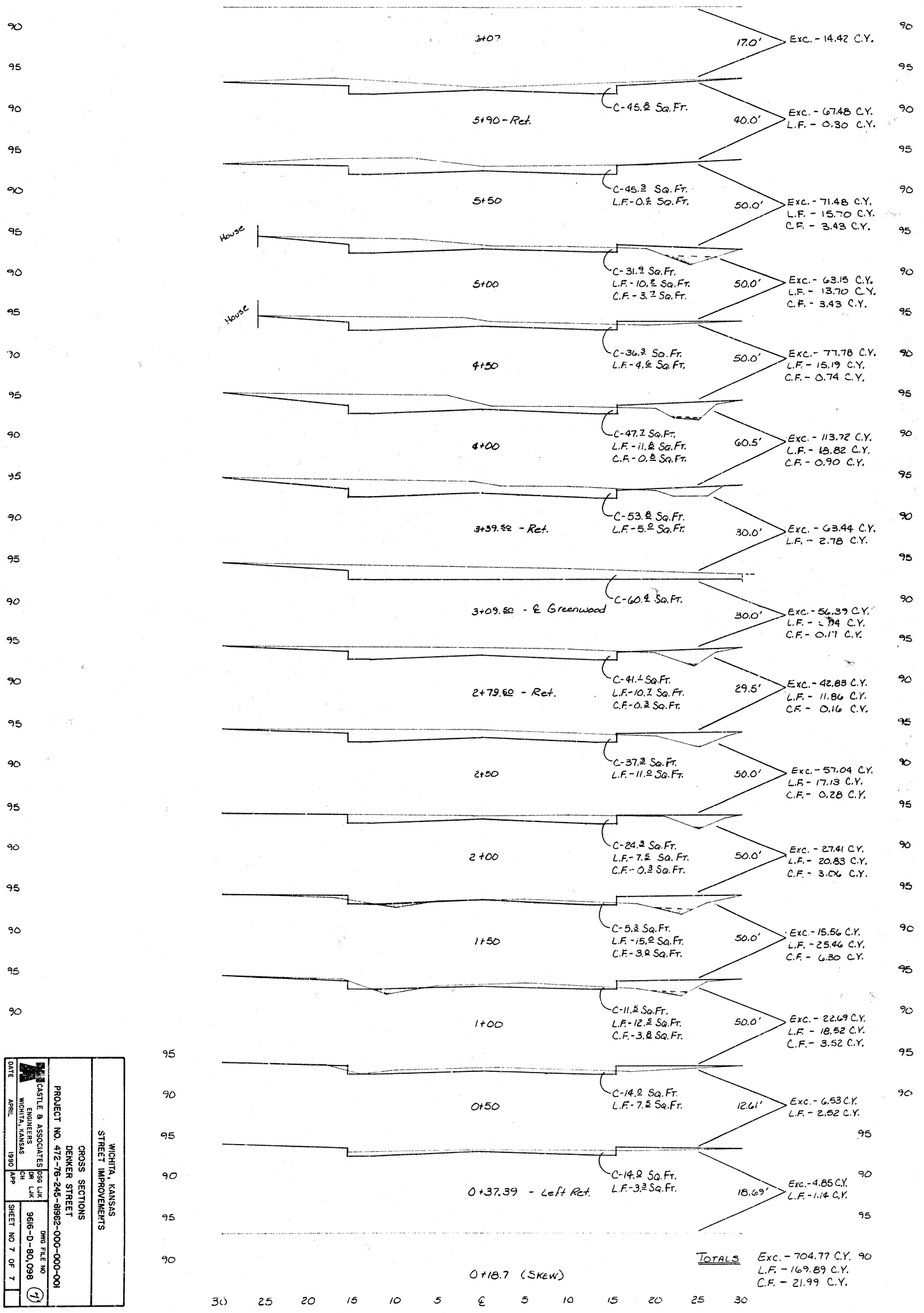

WICHITA, KANSAS
STREET IMPROVEMENTS

CROSS SECTIONS
DENKER STREET
PROJECT NO. 472-76-245-81982-000-000-001

CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS	DSG LJK	DWG FILE NO	
DATE	DR LJK	9616-D-80,098	(7)
APRIL 1990	CH APP	SHEET NO 7 OF 7	

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