

General Notes

- Contractor will be required to provide notice to utility companies a minimum of twenty-four (24) hours prior to any excavation, as follows:

Kansas One-Call 687-2470

The Contractor must notify the following in case of an emergency:

Cablevision 262-4270
or
K.P.L. Gas Service Company 263-2061
Kansas Gas & Electric Company 263-7511
Peoples Nat. Gas Company 264-1141
Southwestern Bell Telephone Company 942-8350
City of Wichita Water Department 1-571-2611
City of Wichita Sewer Maintenance 268-4908
268-4071

- Utility service lines, poles, valve boxes, meters, and etc. 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 Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
- 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 flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters 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.
- 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.
- 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.
- No more than 2 drives 30 feet in width are to be constructed with this project. Driveway locations shown on the plan are tentative. The Contractor will be required to obtain a properly executed driveway request form signed by the property owner or his authorized representative verifying such driveway locations. Such forms shall be submitted to the Engineer for his review & approval.

The Paving Contractor who is awarded the project is responsible for:

- Purchasing all materials necessary for the at grade crossing either through direct acquisition or reimbursement to Kansas Southwestern Railway (KSW) at an approximate cost of One hundred & twenty-five dollars (\$125.00) per linear foot of crossing measured along the tracks. Such material shall be approved by Mr. Ron Price of KSW Railway or his authorized representative.

- Reimbursement to KSW Railway for a flagman at a rate of Twenty-five dollars (\$25.00) per hour for all times that the Contractor is required to work within fifteen (15) feet of either rail.

- Coordinating the project construction with KSW Railway including:

- 48 hours minimum notification
- Submission of the Contractor's proposed work schedule
- Immediate notification to KSW Railway in an emergency

STREET & STORM SEWER IMPROVEMENTS

31ST STREET SOUTH

Project Number

472-76-245-82056-000-000-001

Index Code

768862

CITY OF WICHITA, KANSAS

Michael E. Lindebak, City Engineer

August, 1996

BENCHMARKS:

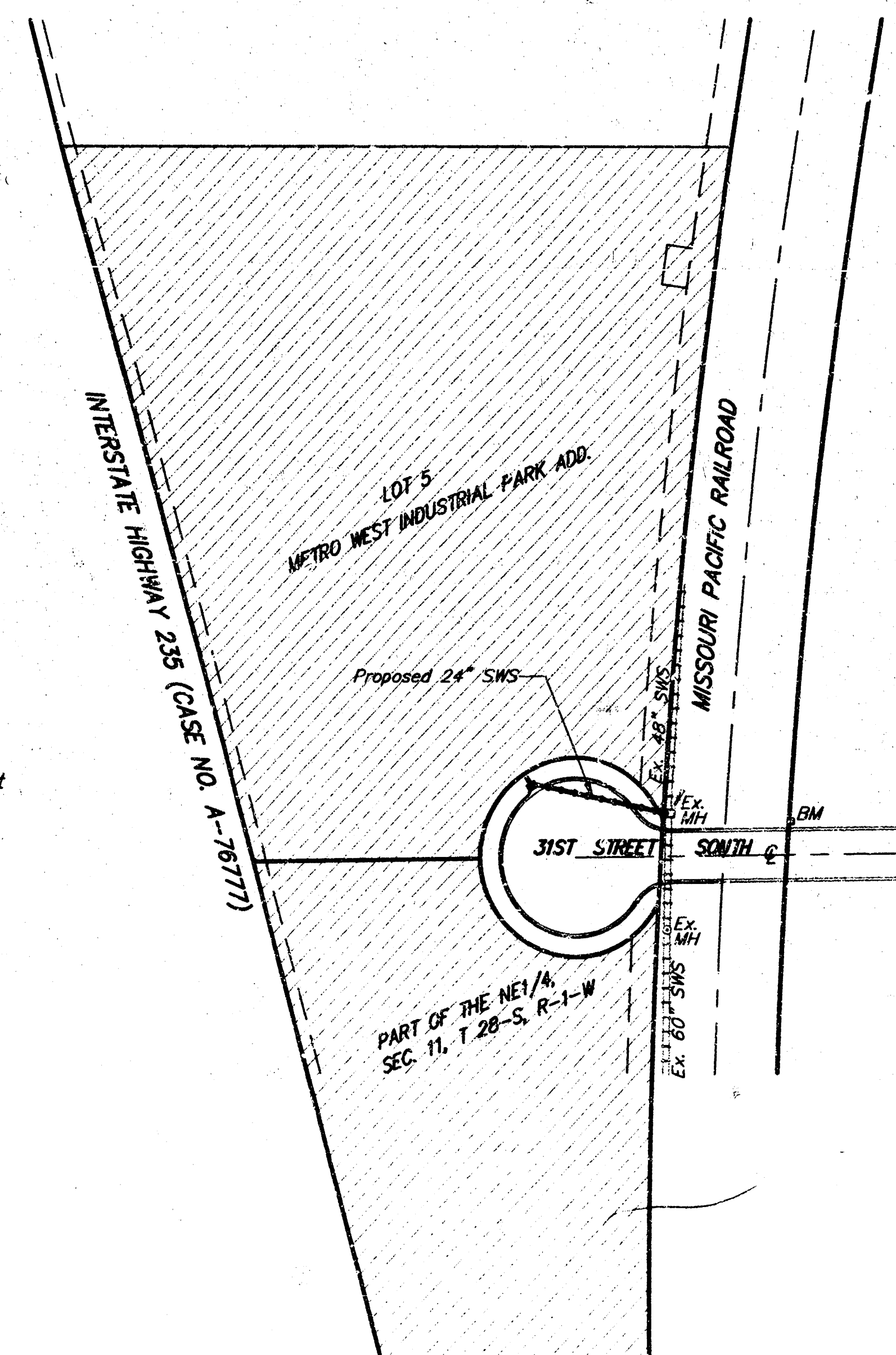
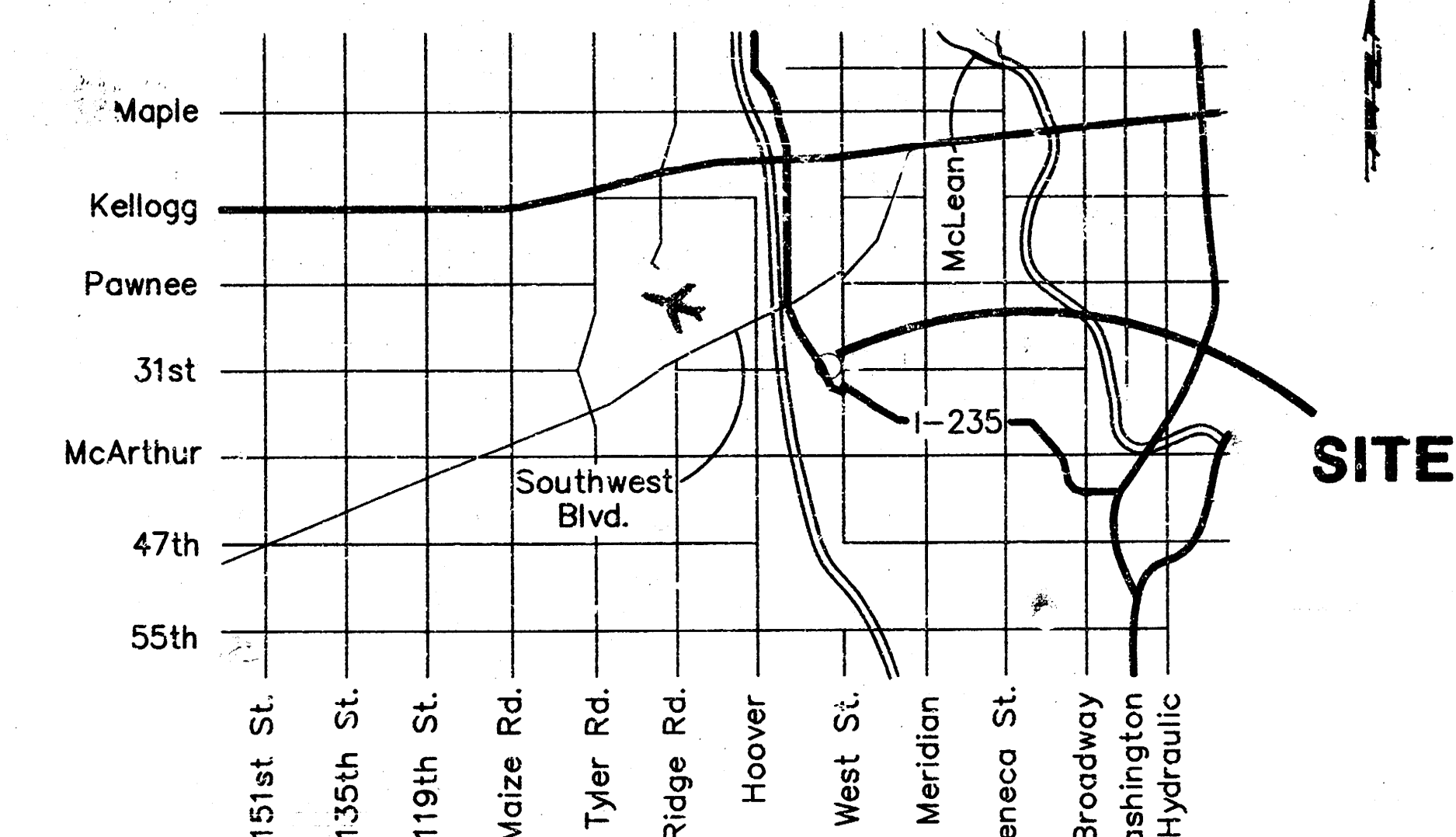
#1 R.R. Spike in S. Side of Power Pole
51.5' E of Railroad Tracks
& 25.0' N. of 31st Street S.
Elev= 103.83 City Datum

INDEX:

- Title Sheet
- 40' Pavement Details
- Standard Drive Details
- 31st Street South Paving Plan
- Storm Water Sewer Plan
- RR Crossing Detail Sheet
- Joint Pattern Detail Sheet
- Curb Inlet Details
- Earthwork

Scale: 1" = 100'

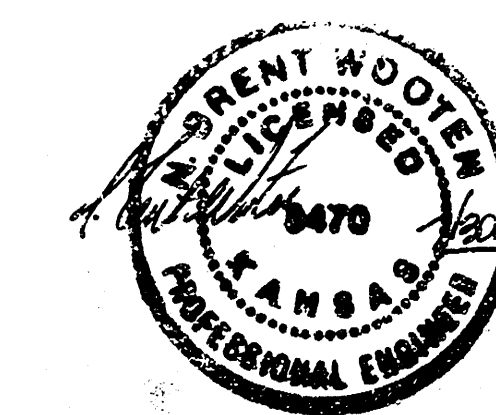
Location Map



IMPROVEMENT DISTRICT: []

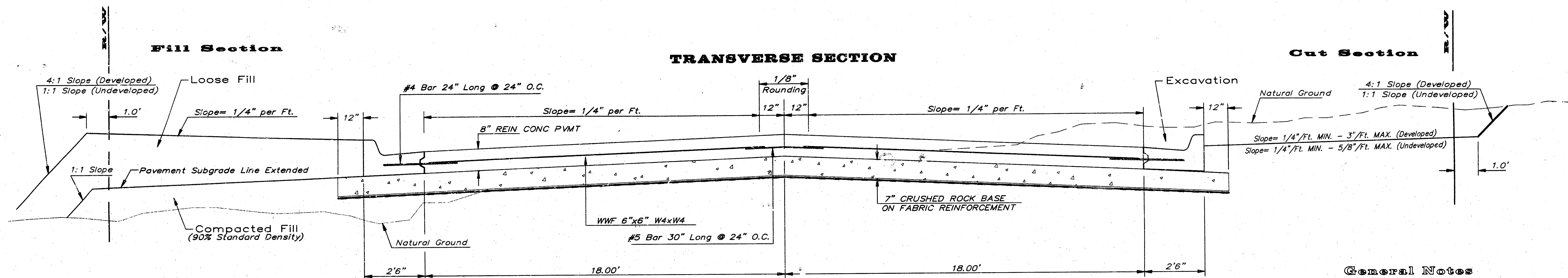
Kansas Southwestern Railway shall be responsible for:

- Installation of the crossing material including all labor & equipment necessary to perform such operations
- Providing the Paving Contractor with a Flagman when required.
- Providing the Paving Contractor a telephone number to contact KSW Railway in the event of an emergency.



BAUGHMAN COMPANY P. A.
ENGINEERING & SURVEYING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

TYPICAL 41' B-B PAVEMENT DETAILS



CRUSHED ROCK GRADATION REQUIREMENTS

PERCENT AGGREGATE RETAINED	
2-1/2"	0
3/4"	20 - 60
#4	50 - 80
#40	80 - 94
#200	90 - 98

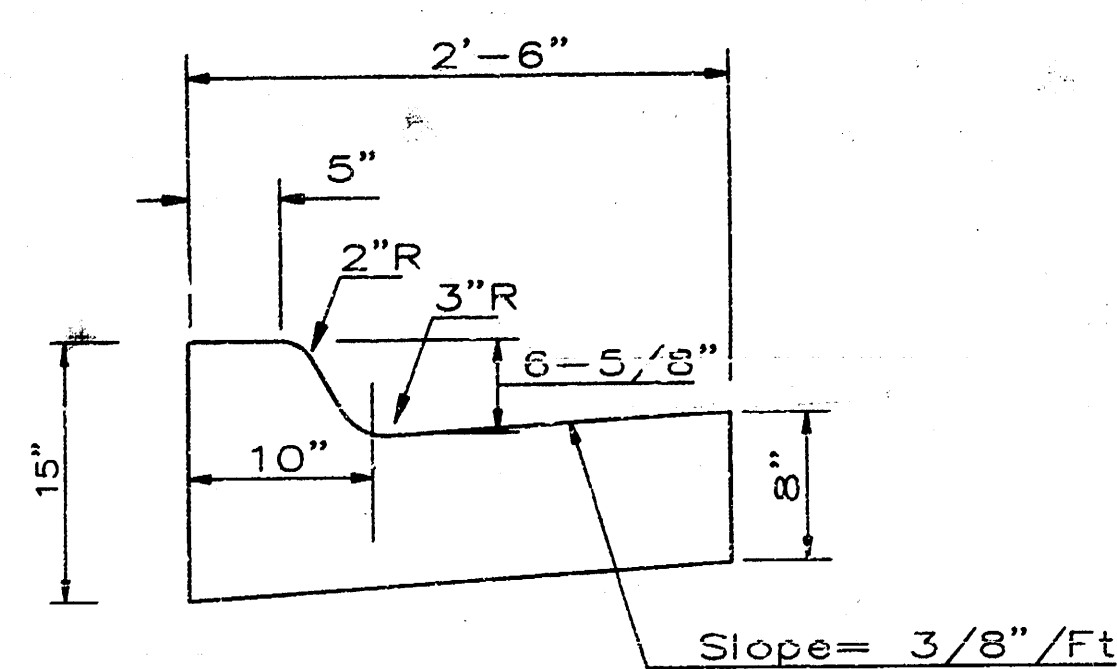
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I.

UNDERDRAIN AGGREGATE

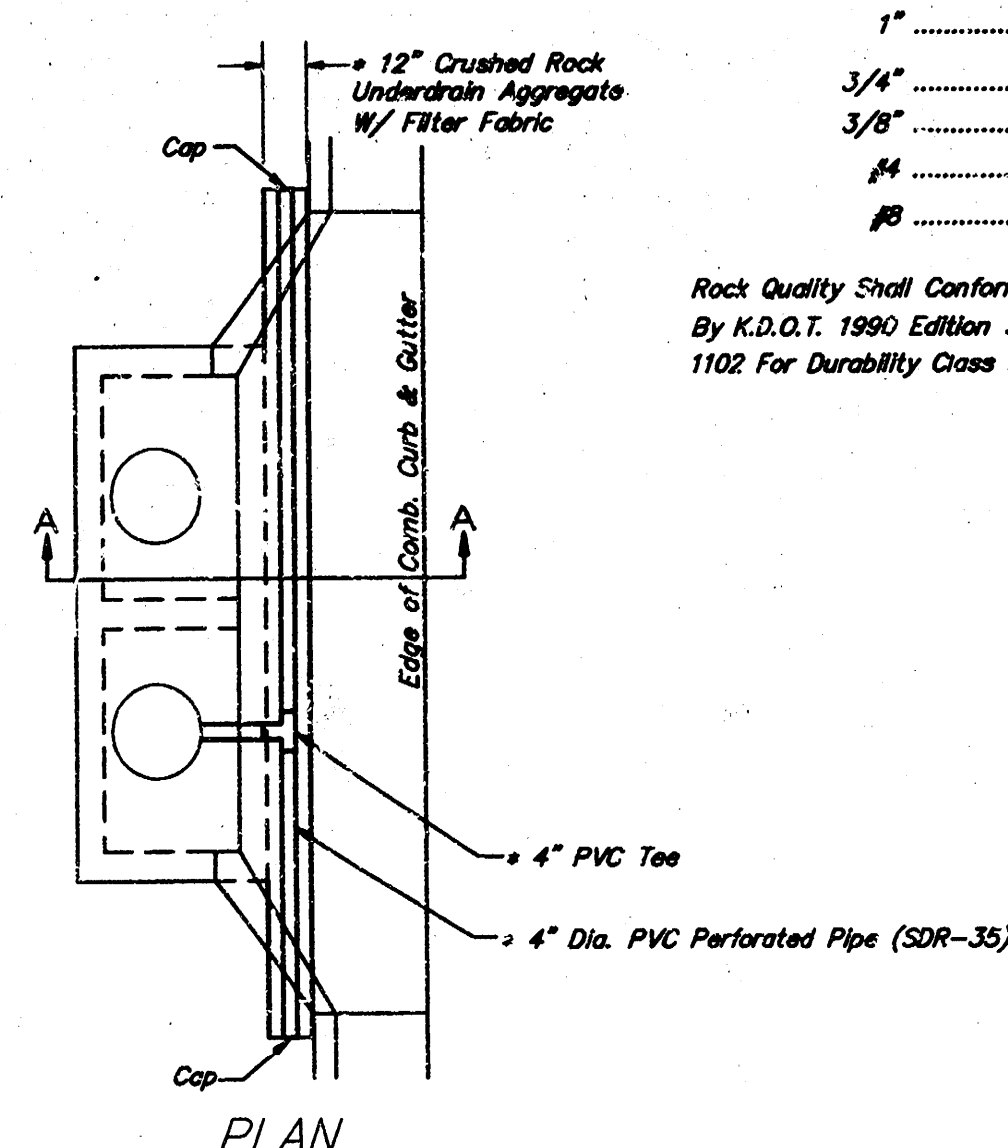
Percent of Aggregate Retained	
1"	0
3/4"	0 to 10
3/8"	45 to 100
#4	80 to 100
#8	95 to 100

Rock Quality Shall Conform To The Requirements Specified By K.D.O.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class I.

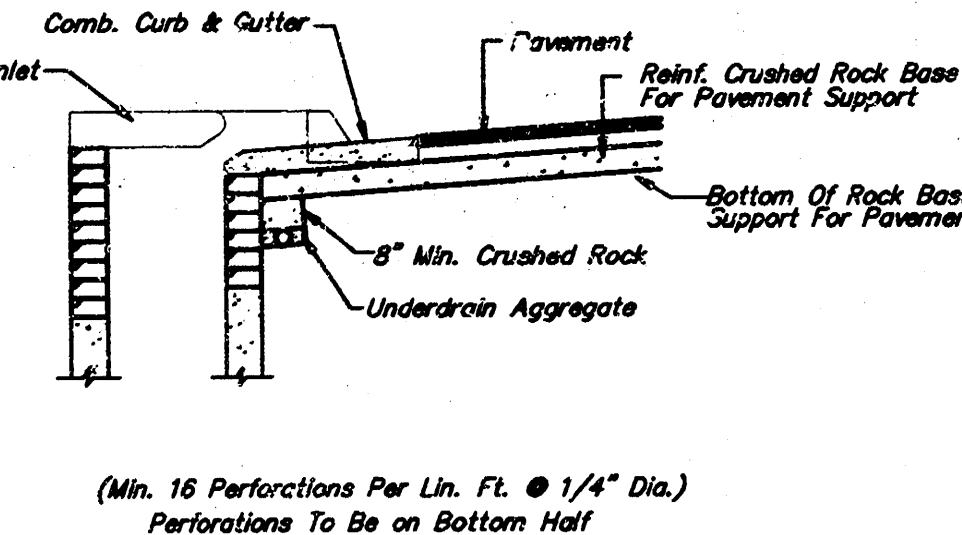
NOTE: Place 4" PVC Perforated Pipe at all drainage locations.
Cost of Underdrain System to be incidental to the Reinforced Crushed Rock Subgrade.
Inlet Type May Vary From That Shown.



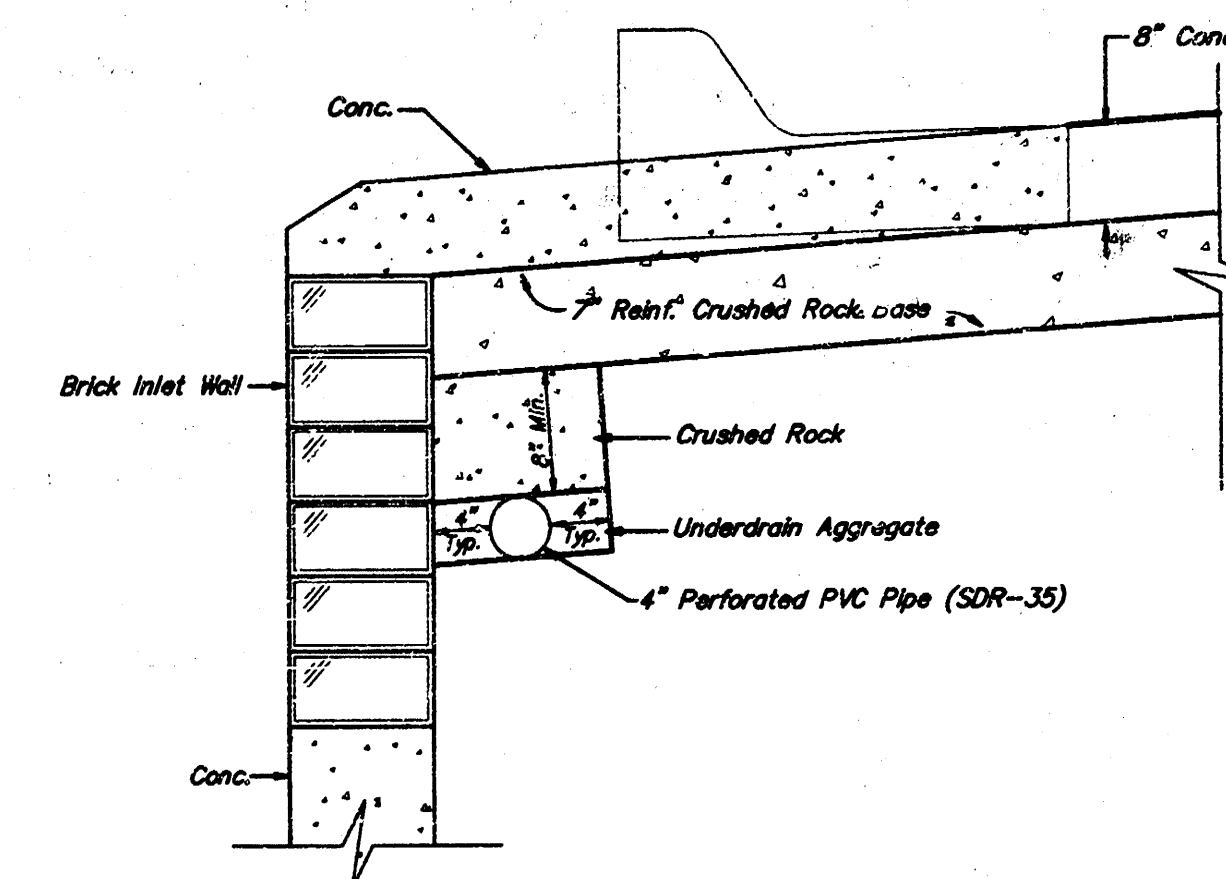
COMBINED CURB & GUTTER



PAVEMENT UNDERDRAIN DETAIL
NOT TO SCALE



SECTION A-A



TRENCH DRAIN DETAIL
NOT TO SCALE

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 BY TENSAR CORPORATION OR LBO201 BY TENAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF CONCRETE.

CONCRETE USED IN PAVING SHALL CONFORM TO CITY OF WICHITA STANDARD SPECIFICATIONS FOR CONCRETE PAVEMENT.

REINFORCING STEEL SHALL CONFORM TO THE REQTS. ESTABLISHED IN THE LATEST REVISION OF A.S.T.M. DESIGNATION A-615. WELDED STEEL WIRE FABRIC USED AS REINFORCEMENT FOR CONCRETE SHALL CONFORM TO THE LATEST REVISION OF A.S.T.M. DESIGNATION A-185

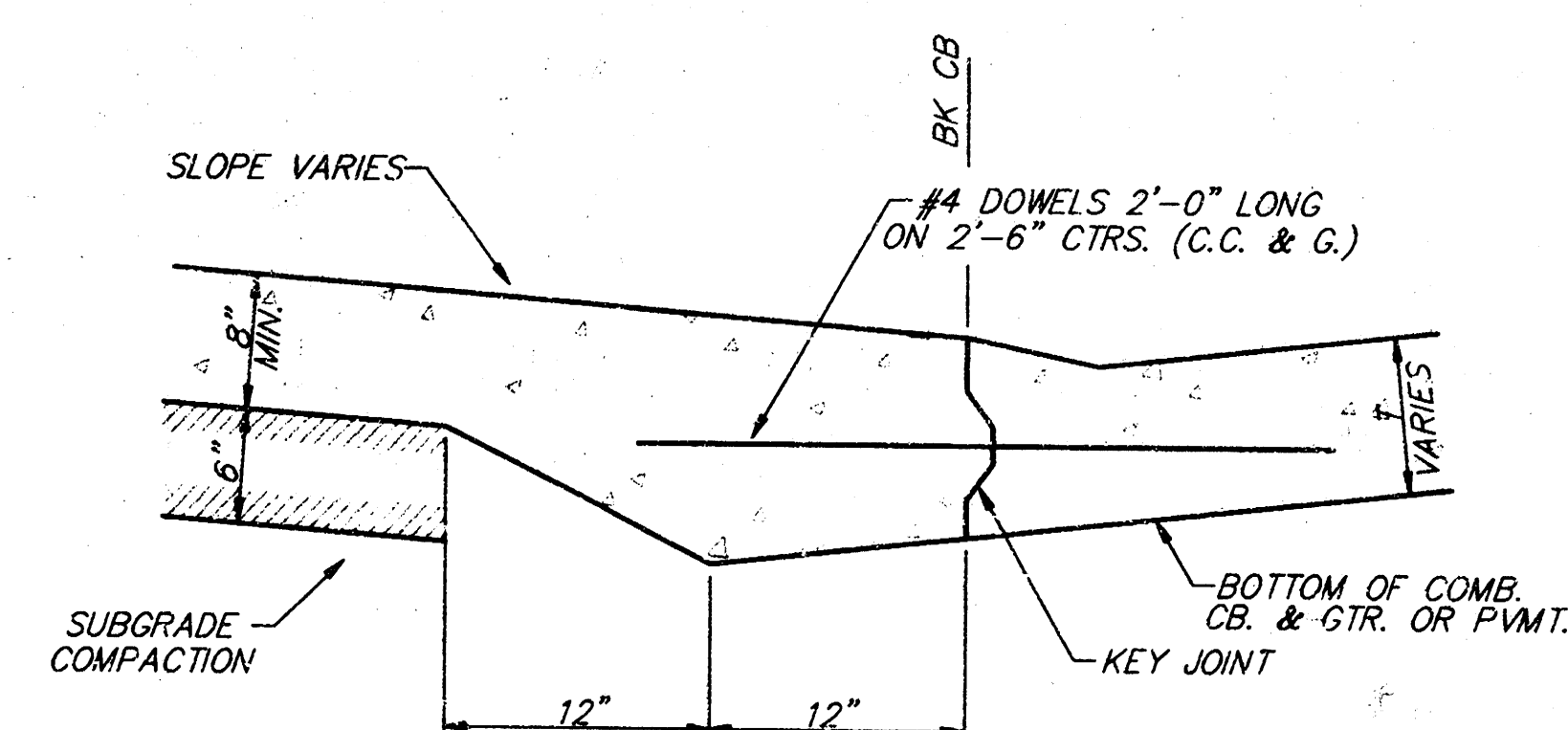
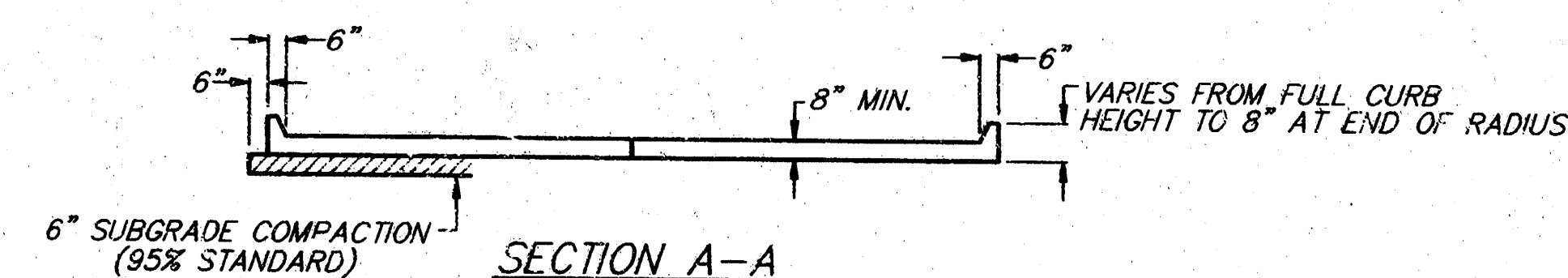
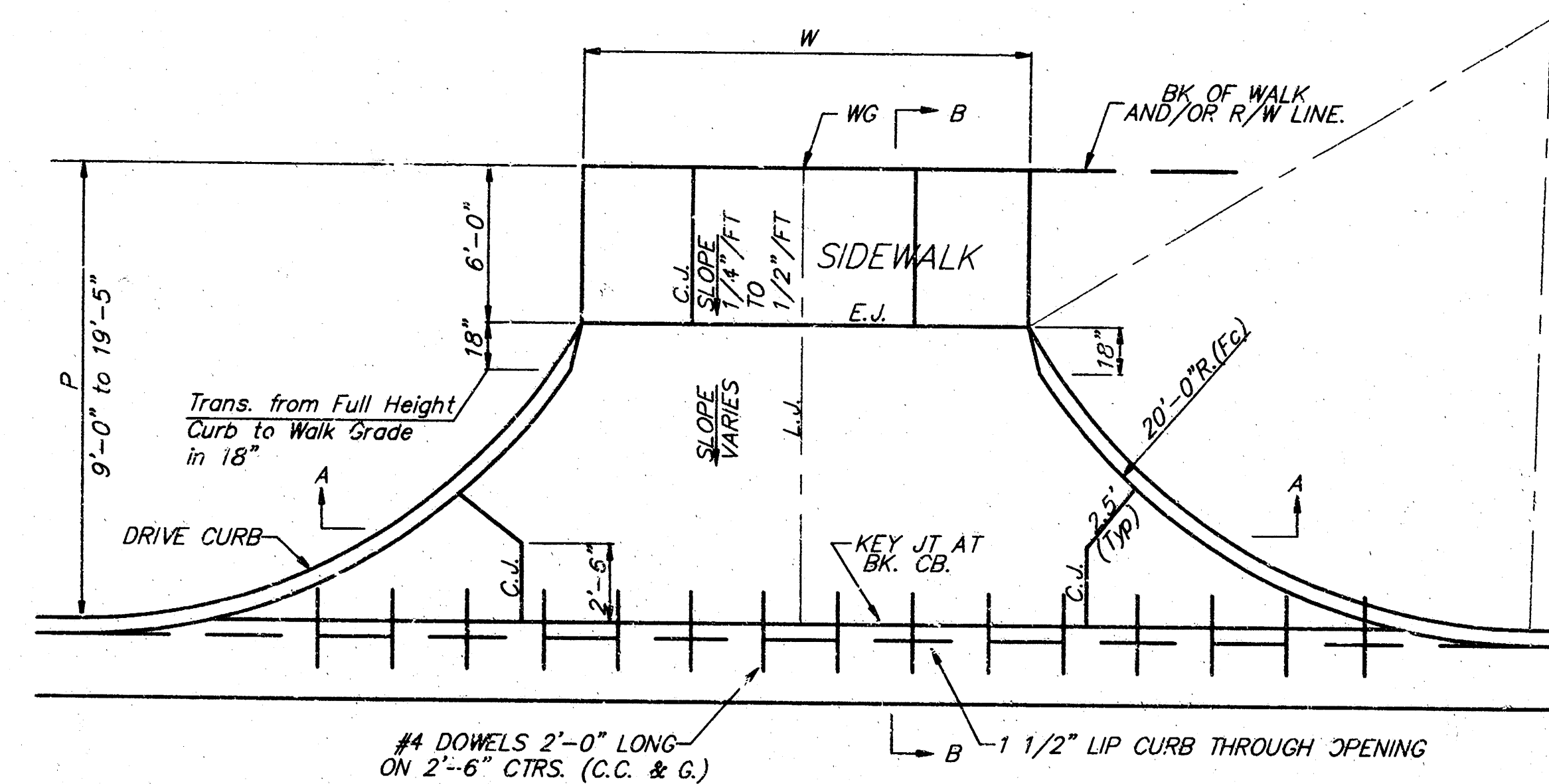
BAR & FABRIC REINFORCEMENT WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE BID PRICE FOR THE CONCRETE WORK INVOLVED.

BAR REINFORCEMENT ALONG CURB & GUTTER MAY BE OMITTED IF THE CURB SECTION IS POURED MONOLITHICALLY WITH THE PAVEMENT OR WITH ENGINEER'S APPROVAL.

8 INCH REIN. CONCRETE PAVEMENT w/ 7" Crushed Rock Base on Fabric Reinforcement City of Wichita, Kansas				
BAUGHMAN COMPANY P.A. ENGINEERING, SURVEYING, & PLANNING 315-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211				
PROJECT NUMBER 472-76-245-82058				SHEET 2 OF 9
DESIGN Staff	DRAWN Staff	APPROVED	DATE	SCALE

TYPICAL DRIVE ENTERANCES

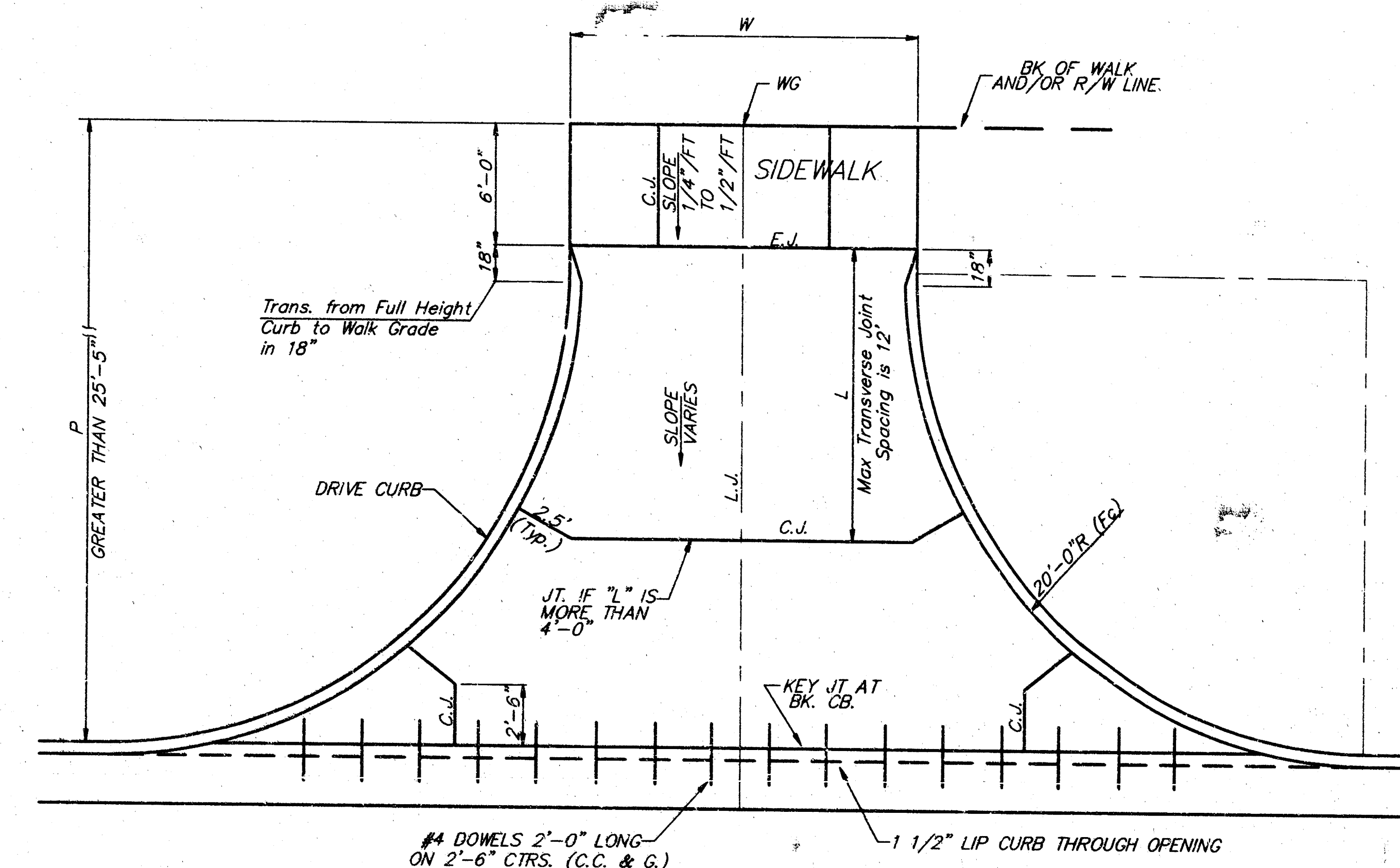
RADIUS RAMP DRIVES ($P = 9.0'$ & GREATER)



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 CURB	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 CURB	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 CURB	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 CURB	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES ($P = 14.5'$ & GREATER)



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.
- 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 24' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 70' AT THE STREET CURB LINE.
- CONSTRUCTION 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 8" IN THICKNESS AND SHALL BE WITH REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 8" WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEERS CONCURRENCE. NO EXTRA PAYMENT WILL BE MADE FOR DRIVEWAYS THICKER THAN 8".
- 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.

TYPICAL DRIVE ENTRANCES
FULL HEIGHT CURB

SCALE: 1" = 5'

City of Wichita, Kansas

Project Description:

31ST STREET SOUTH

3

9

BENCHMARK:
#1 R.R. Spike in S. Side of Power Pole
51.5' E of Railroad Tracks
& 25.0' N. of 31st Street S.
Elev= 103.83 City Datum

LOT 5
METRO WEST INDUSTRIAL PARK ADD.

INTERSTATE
HIGHWAY 235

Remove A.C. Pavement as Necessary
Cost to be INCIDENTAL to bid item
"ROW CLEARING & SITE PREPARATION"

Construct 30' Wide 8" Reinforced
Concrete Drive Approach as Shown

CAUTION!
2" Peoples Gas Line
16" A.C. Water Line
Verify Location

PART OF THE NE1/4,
SEC. 11, T 28-S, R-1-W

Const. Std. Type 1A
Inlet Hook-Ups

Construct Std. Combined
Curb & Gutter (6 5/8")

60d Nail in
Top Force Post
N20000
E20000

Install 50 L.F. Precast Concrete Crossing
Planks as Approved by KSW Railway
to Match Crossing Grade. Crossing to
be Installed by Kansas Southwestern Railway.
Contractor Shall Purchase or Reimburse KSW
RR for Crossing Material. Contact Ron Price,
Rail Master @ 263-3240 a Minimum of
5 Days Prior to Construction.

Construct 6" Temp. Asphalt Pavement
Hook-Up Section to Match Existing
Pavement. Saw & Remove 6" Existing
Pavement. Saw Cutting & Removal
INCIDENTAL to 6" Temp. Pavement

STA 4+16.18' LT
Install 1 W14-2
See Detail

Remove 10'± Section of Asphalt
Pavement as Shown.
Construct Reinf. Concrete Approach
Section to Crossing. (See Detail)
Cost of Asphalt Removal Shall be
INCIDENTAL to Project Cost.

Transition From Full Height Curb to
Zero Height Curb in 10' as Shown
(Typical Both Sides)
Paid for as L.E. CURB & GUTTER

SIGN DETAIL



W14-2
(30"x30")

SCALE:
1" = 20'
• = IRON

31st Street South
PAVING PLAN
Cul D Sac

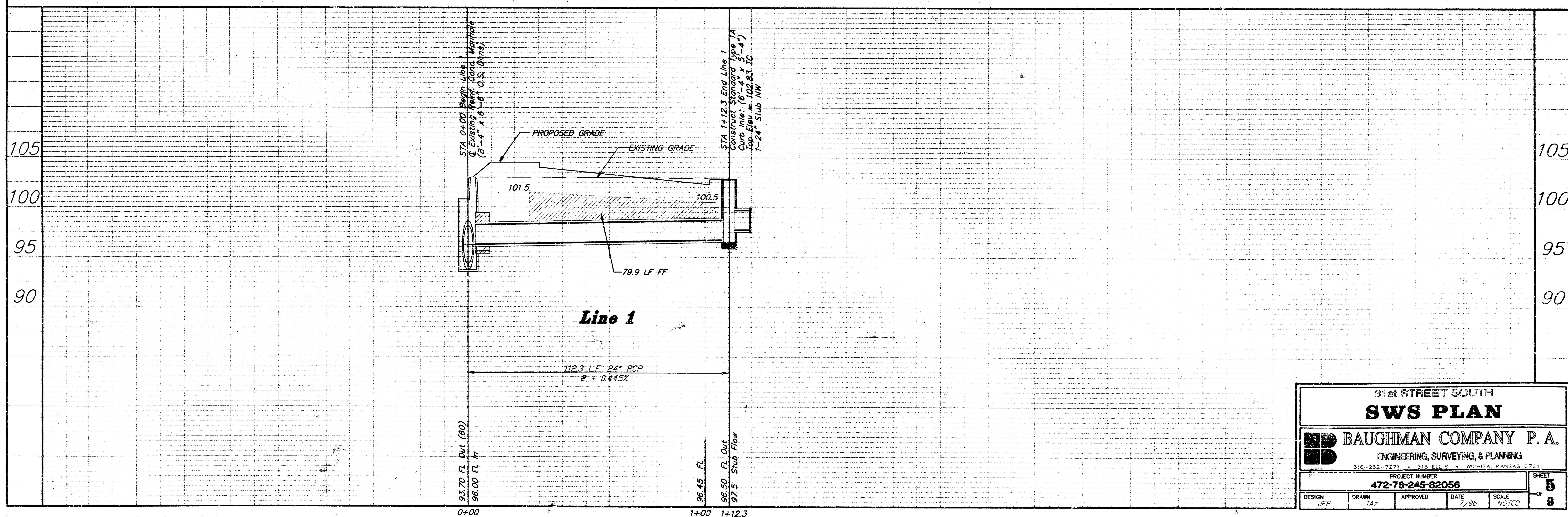
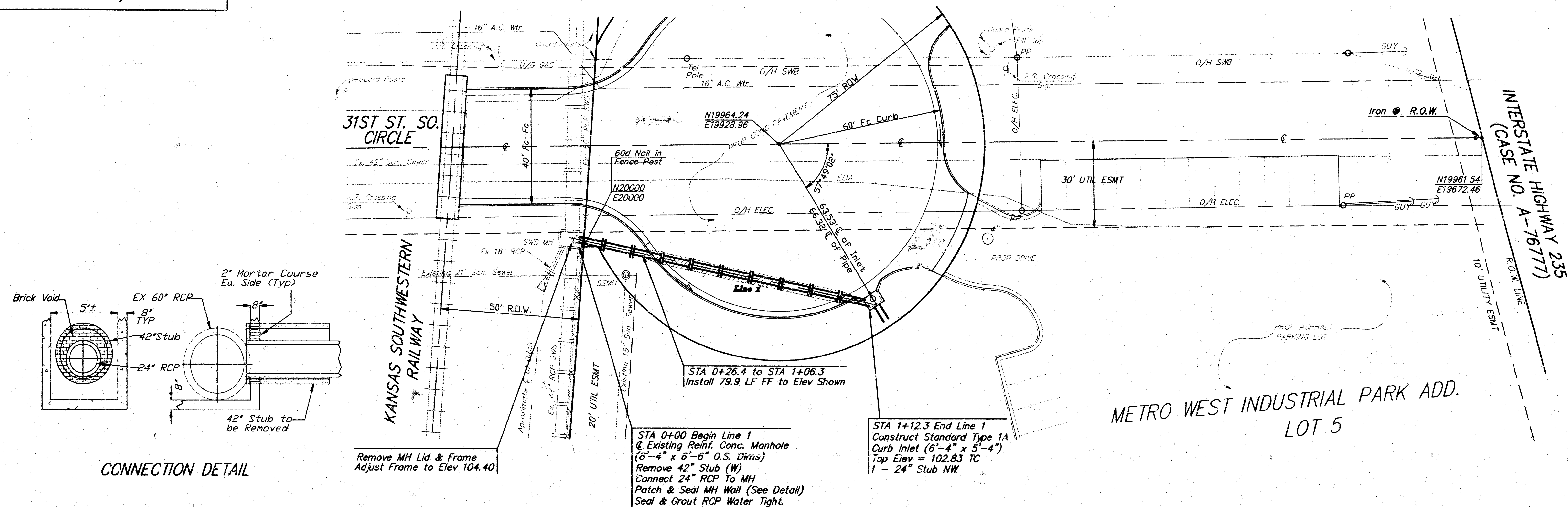
BAUGHMAN COMPANY P. A.
ENGINEERING, SURVEYING, & PLANNING
316-262-2271 • 315 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER
472-76-245-62056
DESIGN JFB DRAWN JFB APPROVED DATE 6/96 SCALE 1" = 20' SHEET 4 OF 9

BENCHMARK:

#1 R.R. Spike in S. Side of Power Pole
51.5' E of Railroad Tracks
& 25.0' N. of 31st Street S.
Elev = 103.83 City Datum

SCALE:
1" = 20' Horiz.
1" = 5' Vert.
• = IRON



31st STREET SOUTH				
SWS PLAN				
BAUGHMAN COMPANY P.A.				
ENGINEERING, SURVEYING, & PLANNING				
316-262-7271 • 1115 S. E. 10th • WICHITA, KANSAS 67211				
PROJECT NUMBER: 472-76-245-82056				
DESIGN: JFR	DRAWN: JAZ	APPROVED:	DATE: 7/26	SCALE: NOTED
SHEET: 5				8

SPECIAL NOTES

CONCRETE
 RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL FURNISH ALL MATERIALS AND FASTENERS NECESSARY TO PROPERLY INSTALL THE RUBBERIZED CROSSING. INCLUDING BARRER OR WOOD TIE SHIM CAP BOARD, AND ANY OTHER SPECIALTIES NECESSARY TO COMPLETE THE INSTALLATION. ALL SUCH MATERIALS SUPPLIED BY THE RUBBERIZED CROSSING MATERIAL SUPPLIER SHALL BE THE PROPERTY OF THE RUBBERIZED CROSSING MATERIAL SUPPLIER IN ACCORDANCE WITH THE DOCUMENTATION OF THE MATERIAL SUPPLIER.

INDIVIDUAL PIECES OF RUBBER OR WOOD CAP BOARDS SHALL NOT BE LESS THAN SIX (6) FEET LONG EXCEPT WHERE NECESSARY TO PROVIDE SHORTER PIECES TO MATCH THE RUBBERIZED CROSSING LENGTH. SHORTER LENGTHS OF INDIVIDUAL RUBBER OR WOOD CAP BOARDS SHALL NOT BE LESS THAN THREE (3) FEET. RUBBER OR WOOD CAP BOARDS SHALL BE INSTALLED WITH THE RUBBERIZED CROSSING IS CONSTRUCTED. THERE WILL BE SEAM VERTICAL BARRER PLACED AT THE JOINTS BETWEEN THE RUBBERIZED CROSSING AND THE WOOD TIE SHIM CAP BOARD FOR THE FULL WIDTH OF THE PAVEMENT. RUBBERIZED CROSSING SHALL BE DIRECT CONTACT WITH THE RUBBERIZED CROSSING TIES. THE THICKNESS OF TAMPERS SHALL BE INSTALLED BY THE PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN THE RUBBERIZED CROSSING AND THE RUBBERIZED CROSSING MATERIAL.

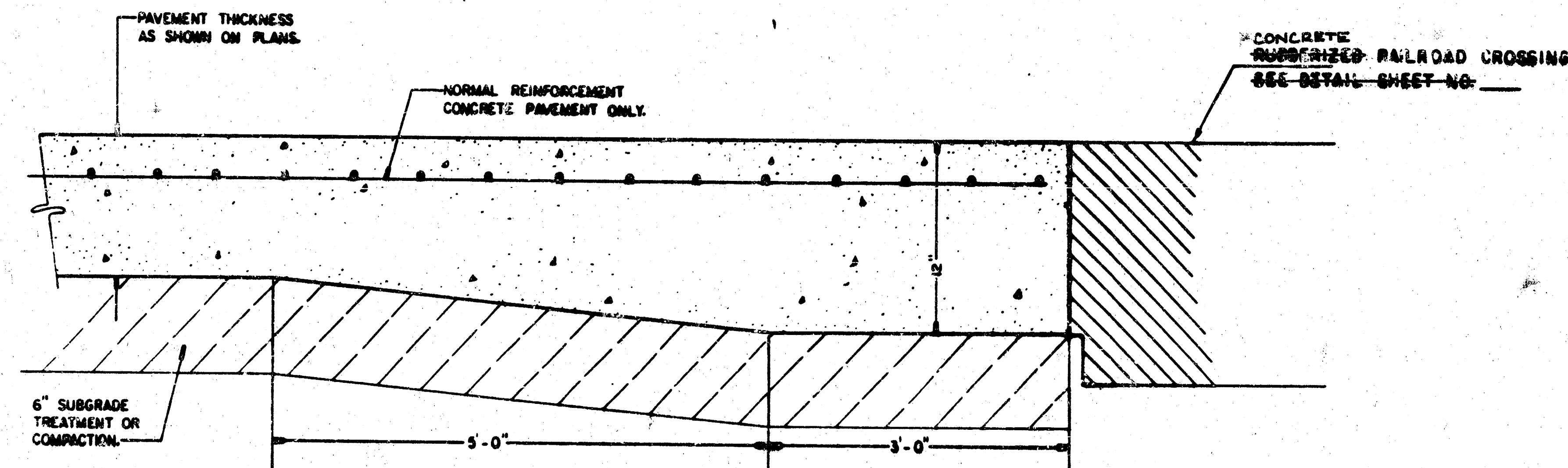
LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL REQUIRE INSTALLATION OF RUBBERIZED CROSSING ON THE SIDE OF RAILROAD CROSSING TIES WHICH ARE LESS THAN 4' - 3" FROM 4' - 6" TIES AND 4' - 6" FROM 5' - 6" TIES FROM CENTERLINE OF THE TRACK. LOCATION OF RUBBER OR WOOD TIE SHIM CAP BOARD AS SHOWN ON DETAIL DRAWING WILL ALSO REQUIRE RUBBERIZED CROSSING TIES BE CUT OFF WHERE ENDS OF SUCH TIES ARE MORE THAN 4' - 3" FROM 4' - 6" TIES AND 4' - 6" FROM 5' - 6" TIES FROM THE CENTERLINE OF THE TRACK.

EXISTING PAVEMENT SHALL BE REMOVED BY THE PAVING CONTRACTOR. PAVEMENT IMMEDIATELY ADJACENT TO AND WITHIN THREE (3) FEET OF THE CROSSING SHALL BE REMOVED PRIOR TO THE INSTALLATION OF NEW RAILROAD CROSSING MATERIAL. PAVING CONTRACTOR SHALL MAINTAIN THE PAVEMENT SURFACE AT EACH CROSSING LOCATION WITH THE RUBBERIZED CROSSING MATERIAL. ALL EXISTING JOINTS BETWEEN NEW CONSTRUCTION AND EXISTING PAVEMENT, WALLS OR DRAVES SHALL BE TO BEAT LINES FORMED EXISTING BY SAW CUT OR EXISTING JOINT.

LENGTHS OF RUBBERIZED CROSSING MATERIAL SHOWN ON THE PLANS IN MOST CASES ARE TO EXTEND THREE (3) FEET BEYOND BOTH SIDES OF THE PAVEMENT TRANSITION FOR EACH LOCATION. WOOD PLANKING SHALL BE INSTALLED BY THE RUBBERIZED CROSSING MATERIAL SUPPLIER OUTSIDE THE LIMITS OF THE RUBBERIZED CROSSING MATERIAL FOR SIDEWALK, DRIVEWAY AND WALKWAY OR DRIVEWAY. THE RUBBERIZED CROSSING MATERIAL SHALL BE MAINTAINED AGAINST THE RAILS TO BE SUBMITTED AS CHECKS OF THE PLANS FOR EACH CROSSING LOCATION. VARIATIONS FROM THE TOP OF RAIL ELEVATIONS SHOWN WILL BE PERMITTED ONLY WHEN APPROVED BY THE FIELD ENGINEER FOR ANTICIPATED TRACK SETTLEMENT.

CONCRETE
 SURFACE OF NEW PAVEMENT AND RUBBERIZED CROSSING MATERIAL SHALL BE SET TO IDENTICAL ELEVATIONS AT THEIR POINT OF JOINTURE ONLY WHEN THE RAILROAD COMPANY USES APPROVED MECHANICAL EQUIPMENT TO COMPACT RAILROAD FILL AND BALLAST SUCH TO PRECLUDE TRACK SETTLEMENT. RAILROAD TRACK AND RUBBERIZED CROSSING MATERIAL ELEVATIONS OR PAVEMENT ELEVATIONS SHALL BE MAINTAINED IN A RANGE OF ONE-HUNDRED (1/4) INCH TO ONE (1) INCH TO ALLOW FOR TRACK SETTLEMENT WHEN THE RAILROAD COMPANY USES HAND METHODS FOR COMPACTING OF RAILROAD FILL AND BALLAST OR USE OF OTHER COMPACTING METHODS WHICH MAY NOT PRECLUDE TRACK SETTLEMENT. THE EXACT ELEVATION DIFFERENCE BETWEEN RUBBERIZED CROSSING MATERIAL AND PAVEMENT SHALL BE DETERMINED BY THE RAILROAD BASED ON THEIR EXPERIENCE FOR TRACK SETTLEMENT WITH CONCURRENCE BY THE ENGINEER.

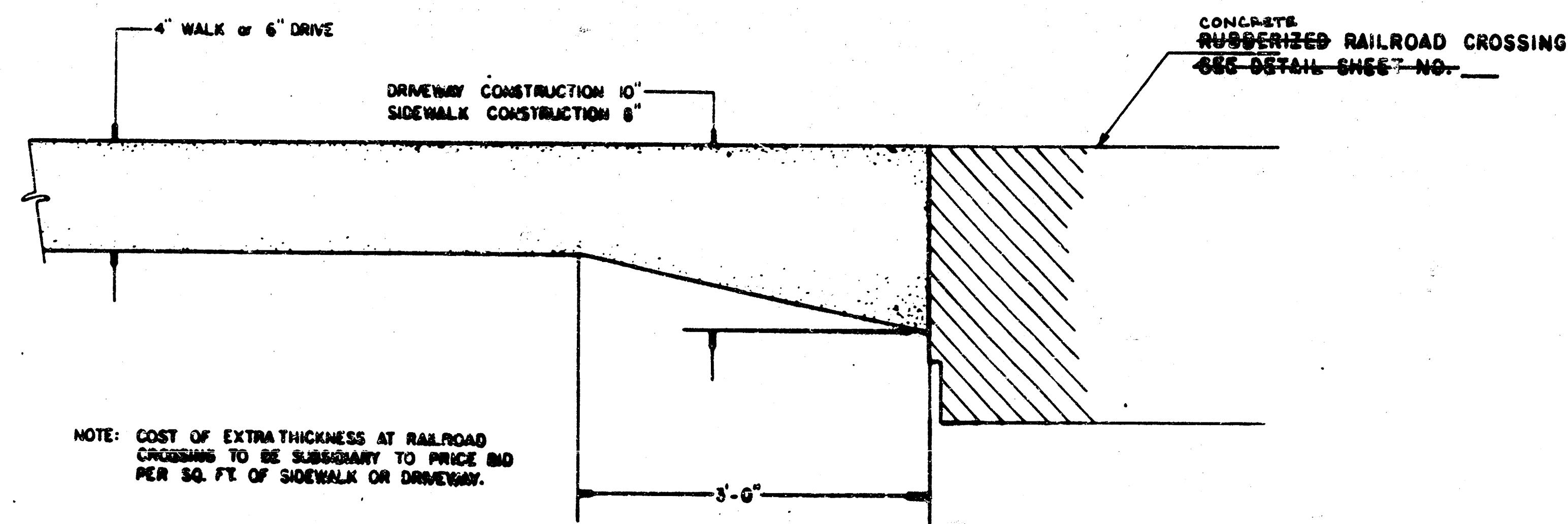
CONCRETE
 INDIVIDUAL SECTIONS OF THE RUBBERIZED CROSSING MATERIAL SHALL BE OFFSET AT LEAST ONE TIE SPACE FROM EACH OTHER SUCH THAT THE ENDS OF THE RUBBERIZED CROSSING WILL NOT CLOSELY CONFORM TO SIDEWALK OR PAVEMENT CURB ALIGNMENTS WHERE RAILROAD CROSSINGS ARE SKewed THIRTY (30) DEGREES OR MORE TO THE STREET.



NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. YD. OF PAVEMENT.

NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN PAVEMENT AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN PAVEMENT AND RAILROAD CROSSING MATERIAL.

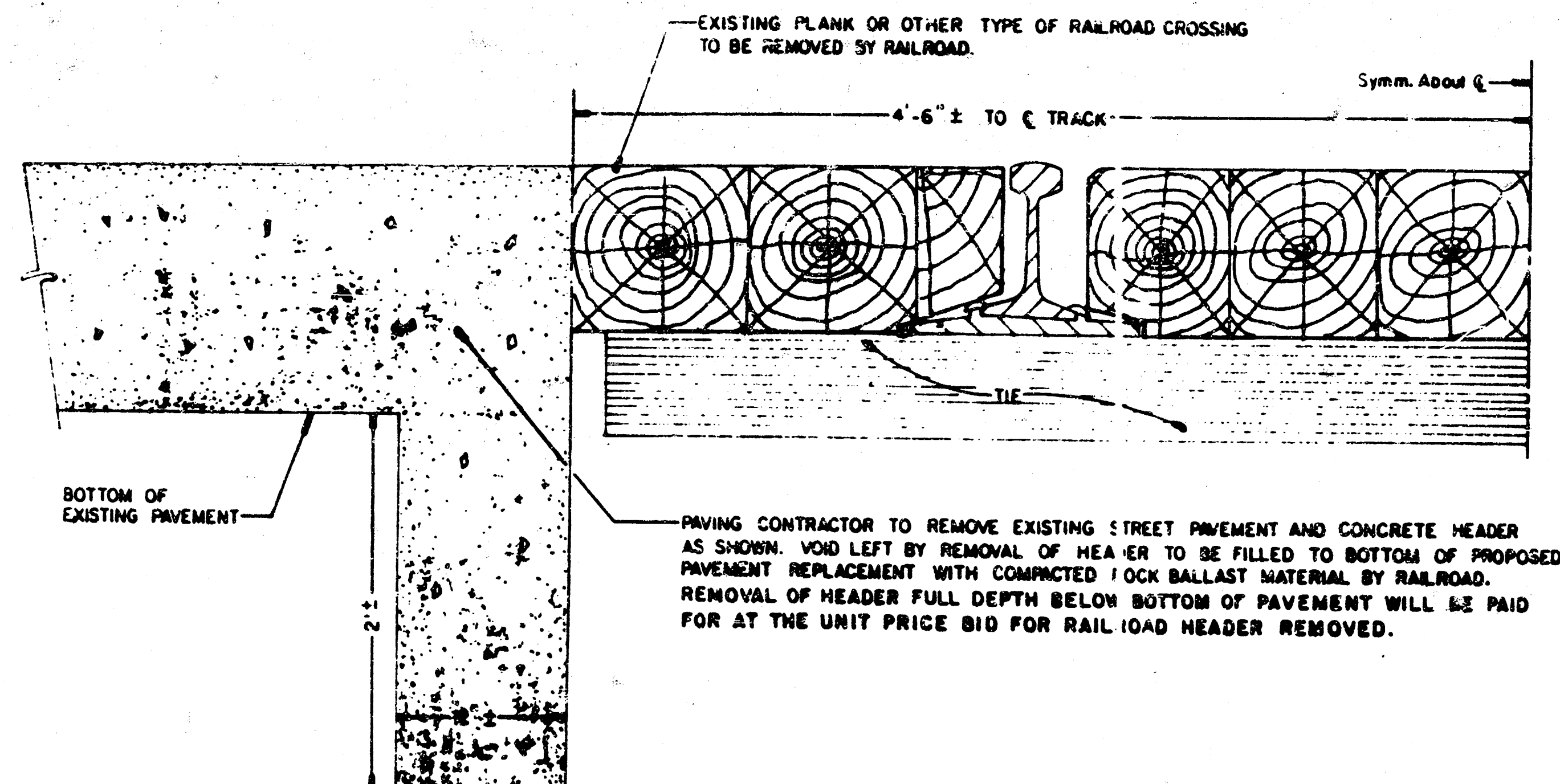
CROSS-SECTION DETAIL
 NEW PAVEMENT CONSTRUCTION
 ABUTTING RUBBERIZED RAILROAD CROSSING
 CONCRETE NO SCALE



NOTE: COST OF EXTRA THICKNESS AT RAILROAD CROSSING TO BE SUBSIDIARY TO PRICE BID PER SQ. FT. OF SIDEWALK OR DRIVEWAY.

NOTE: ONE THICKNESS OF TAR PAPER SHALL BE INSTALLED BY PAVING CONTRACTOR ON ALL MATING SURFACES BETWEEN SIDEWALK OR DRIVEWAY CONSTRUCTION AND RAILROAD CROSSING MATERIAL TO BREAK ANY BOND BETWEEN THE SIDEWALK OR DRIVEWAY PAVEMENT AND RAILROAD CROSSING MATERIAL.

CROSS-SECTION DETAIL
 NEW SIDEWALK AND DRIVEWAY CONSTRUCTION
 ABUTTING RUBBERIZED RAILROAD CROSSING
 CONCRETE NO SCALE



CROSS-SECTION DETAIL
 PAVEMENT REMOVAL ABUTTING TRACKS
 TO FACILITATE INSTALLATION OF
 RUBBERIZED CROSSING
 CONCRETE NO SCALE

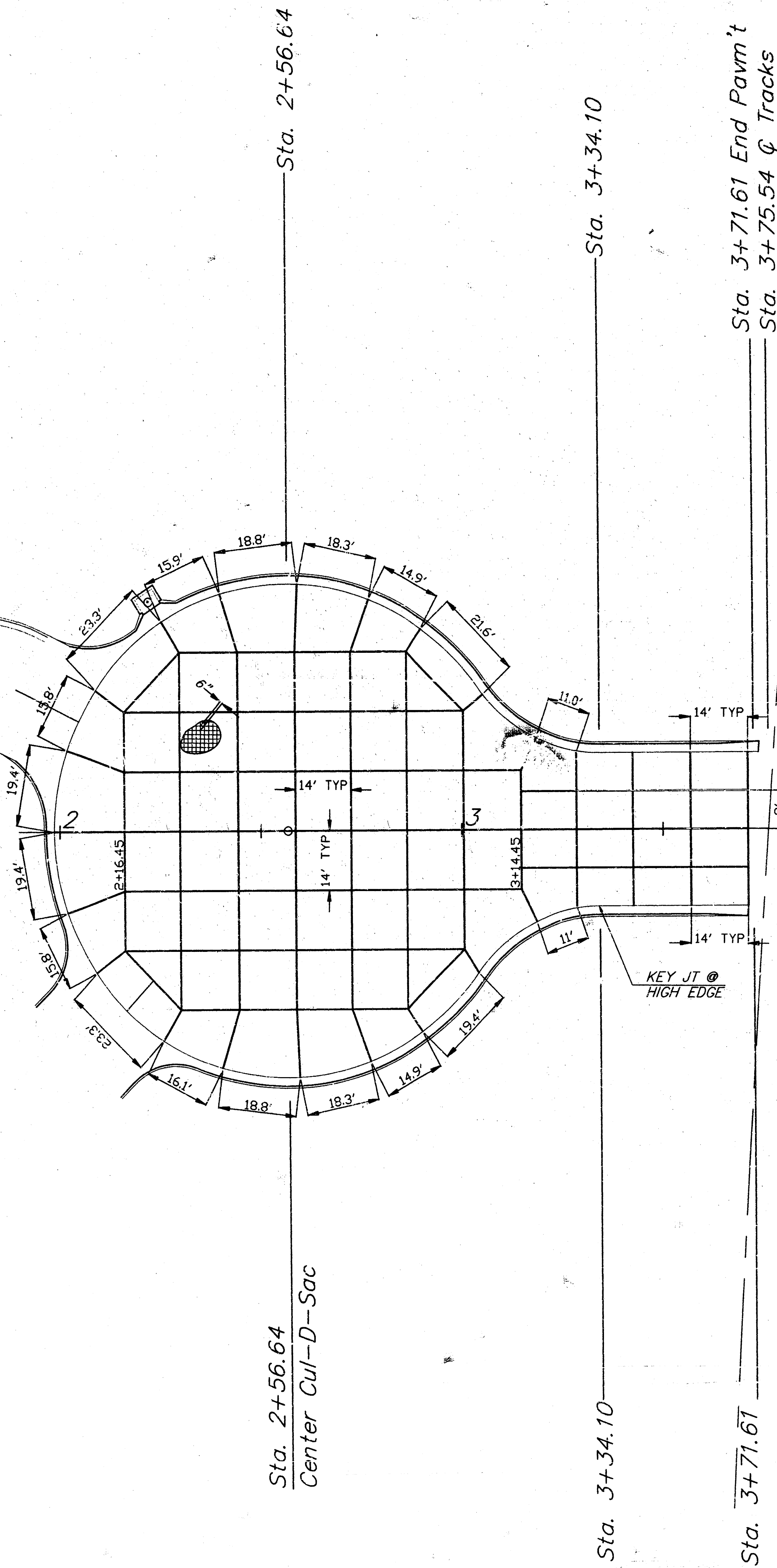
CITY OF WICHITA, KANSAS
 STANDARDS FOR PAVING MODIFICATION IN CONNECTION WITH
 RUBBERIZED RAILROAD CROSSING INSTALLATION AT LOCATIONS WHERE
 ALL EXISTING ABUTTING PAVEMENT IS REMOVED AND RECONSTRUCTED
 9" REINFORCED CONCRETE PAVEMENT

BENCHMARK:

#1 R.R. Spike in S. Side of Power Pole
51.5' E of C Railroad Tracks
& 25.0' N. of C 31st Street S.
Elev= 103.83 City Datum

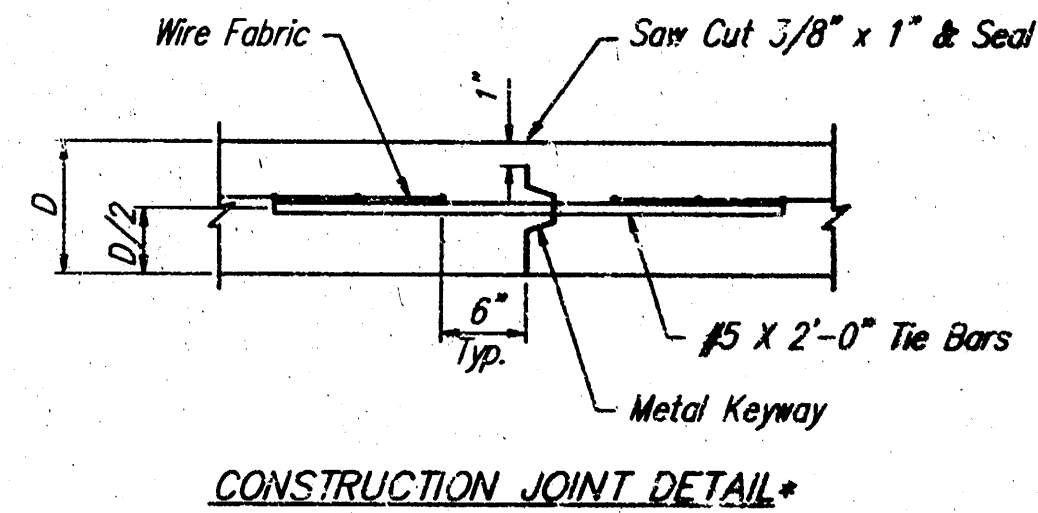
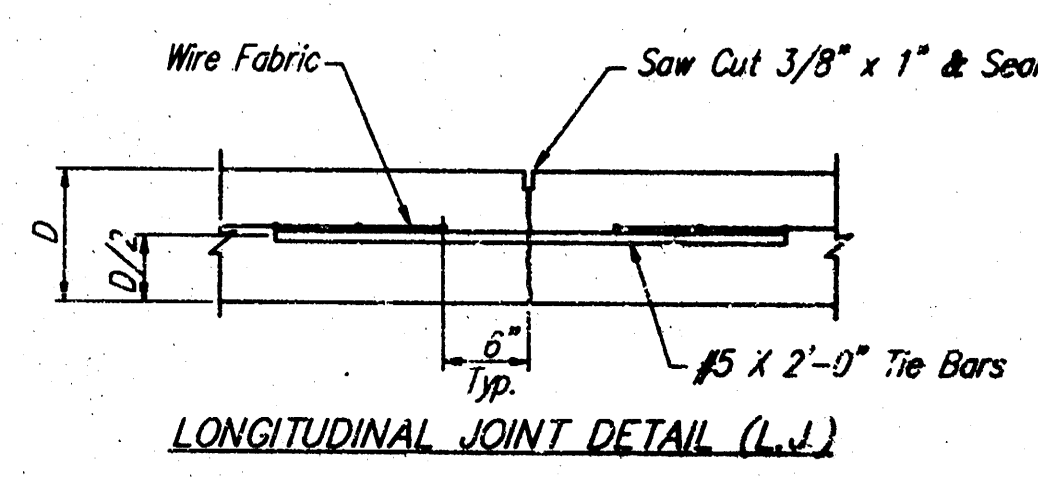
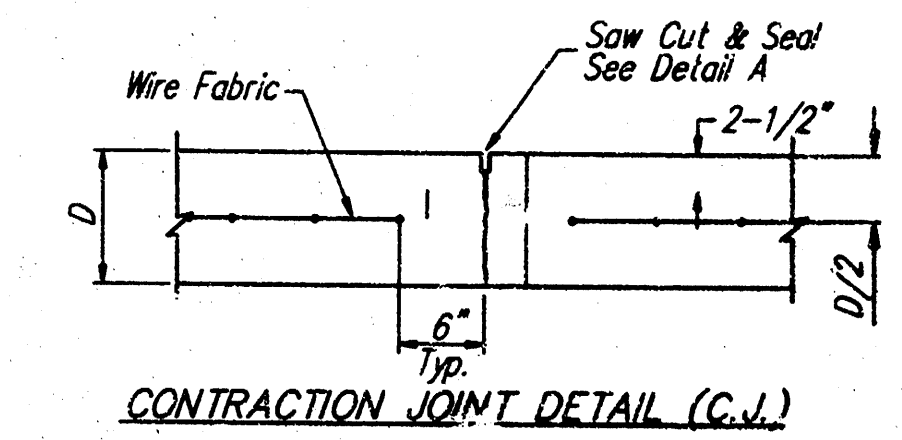
INTERSTATE
HIGHWAY 235

PROPOSED A.C. PAV. LOT

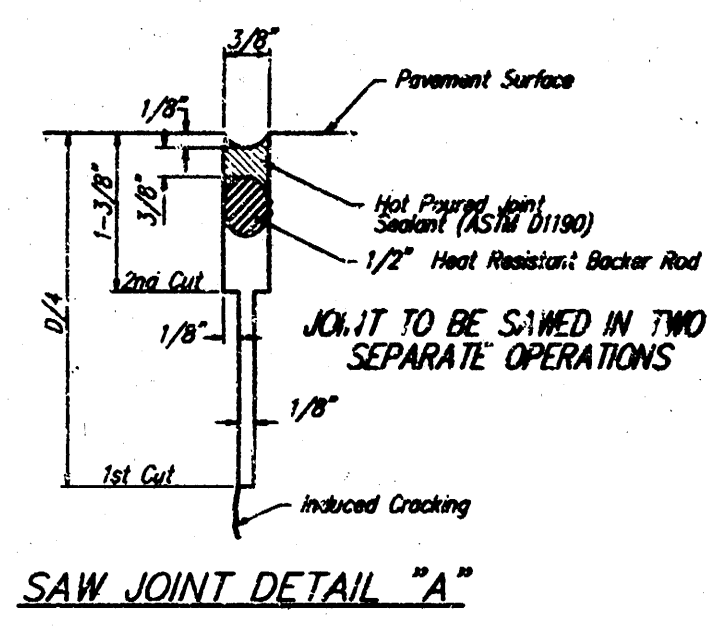


KANSAS SOUTHWESTERN RAILWAY

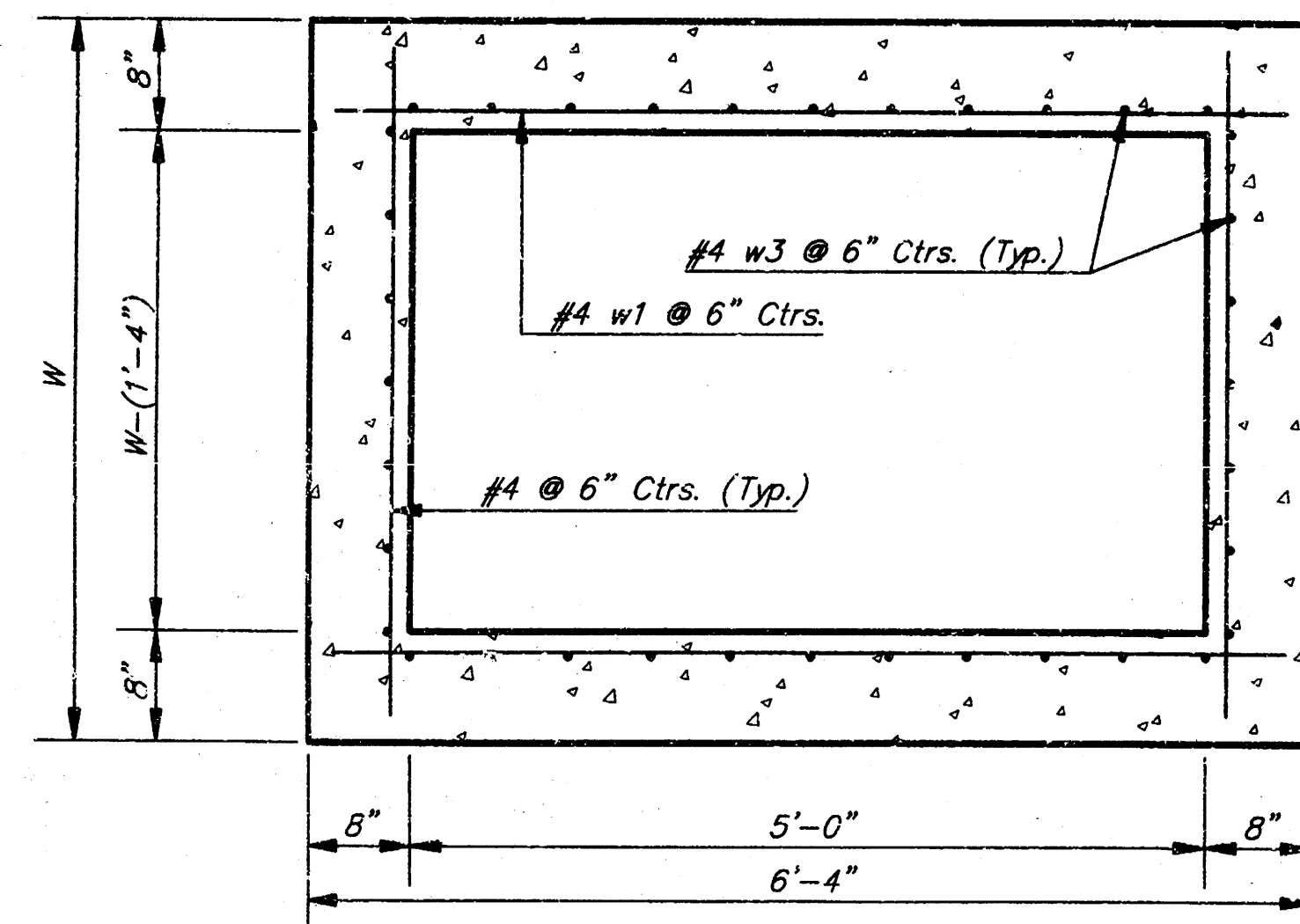
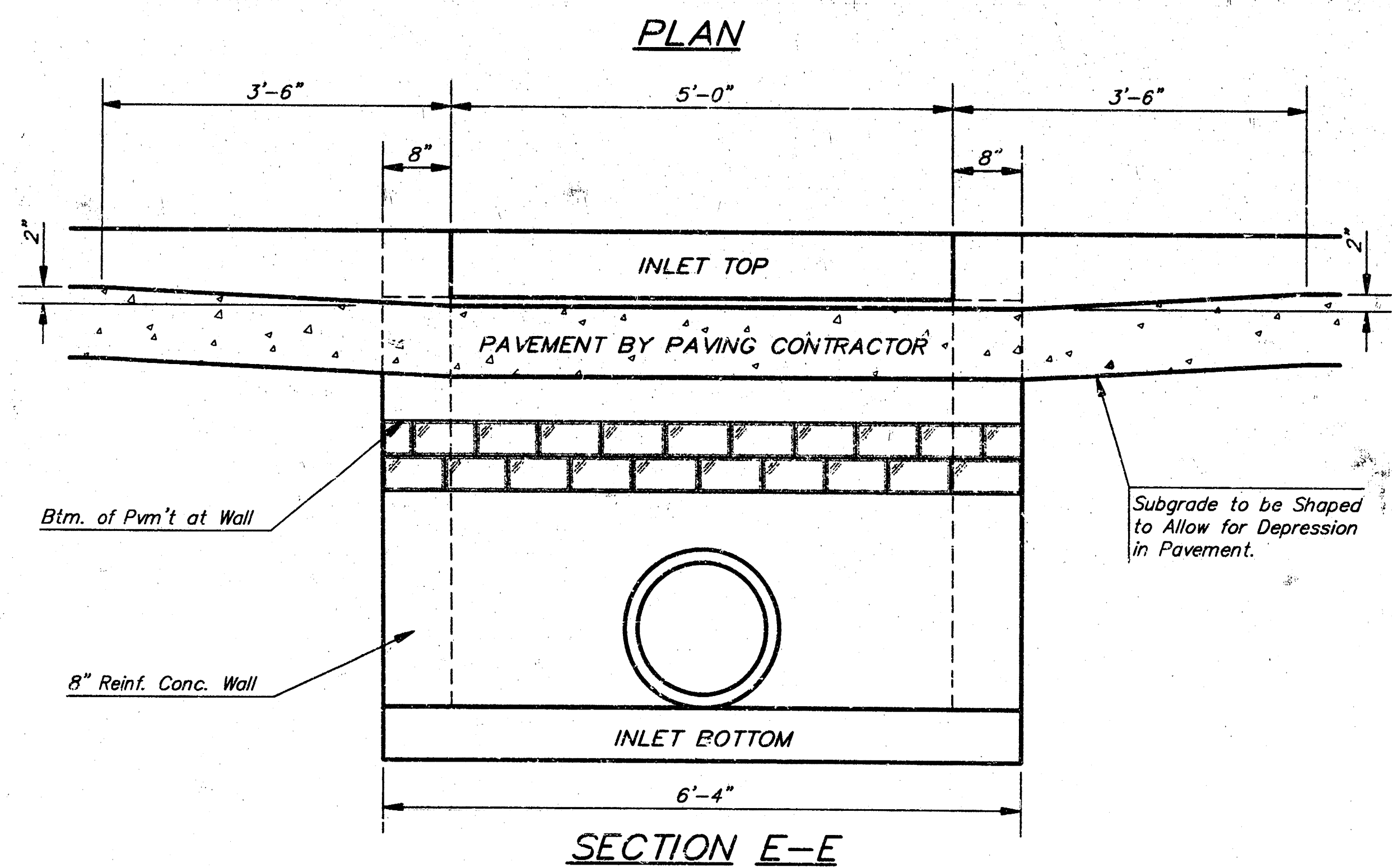
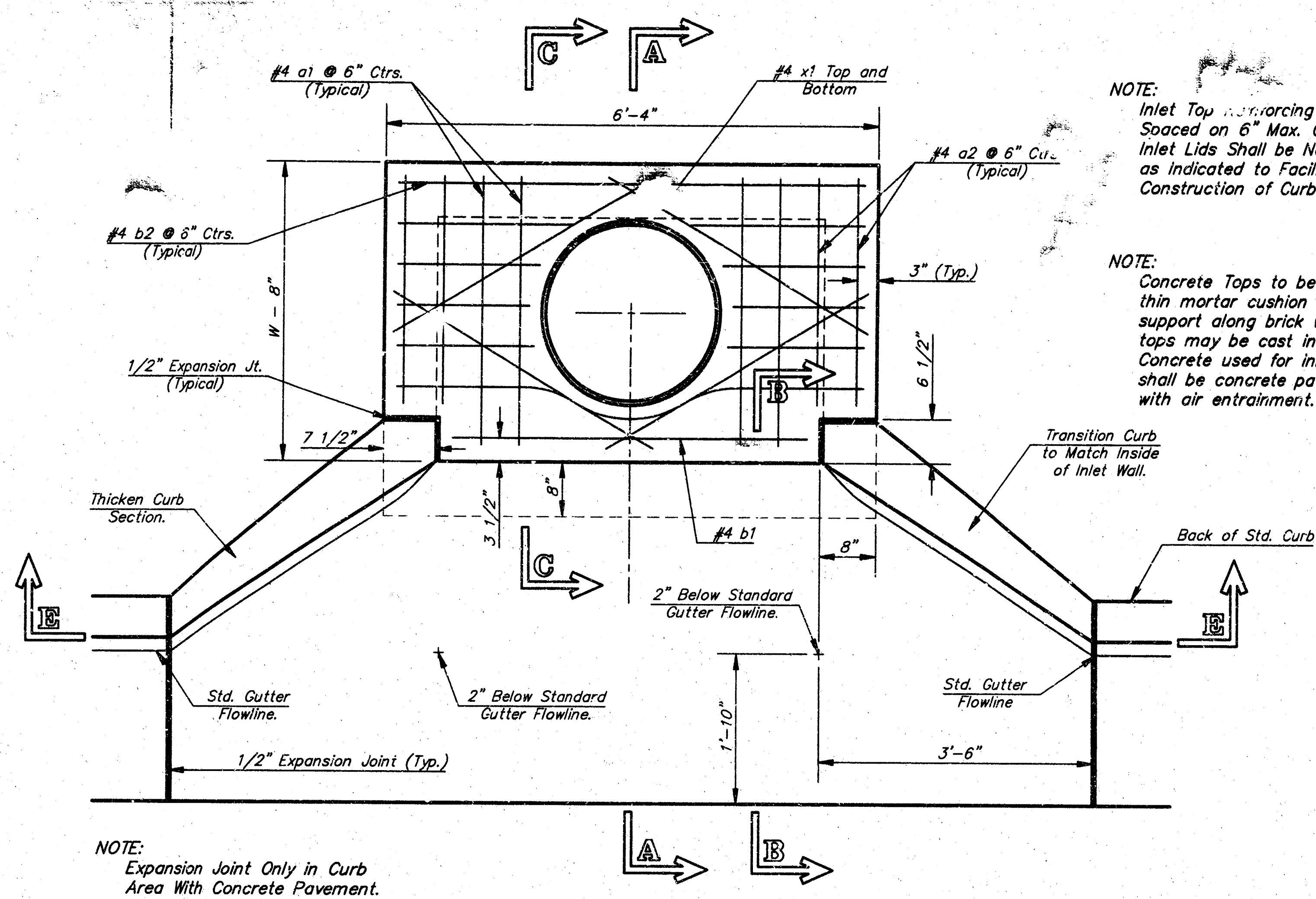
31ST ST. SO.



* All Construction Joints Shall Match Longitudinal and/or Contraction Joints As Shown On This Plan.



31st Street South JOINT PATTERN Cul D Sac			
BAUGHMAN COMPANY P. A. ENGINEERING, SURVEYING, & PLANNING 316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
PROJECT NUMBER 472-76-245-82056		SHEET 7 OF 9	
DESIGN JFB	DRAWN TAK	APPROVED	DATE 7/96
SCALE 1" = 20'			



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.

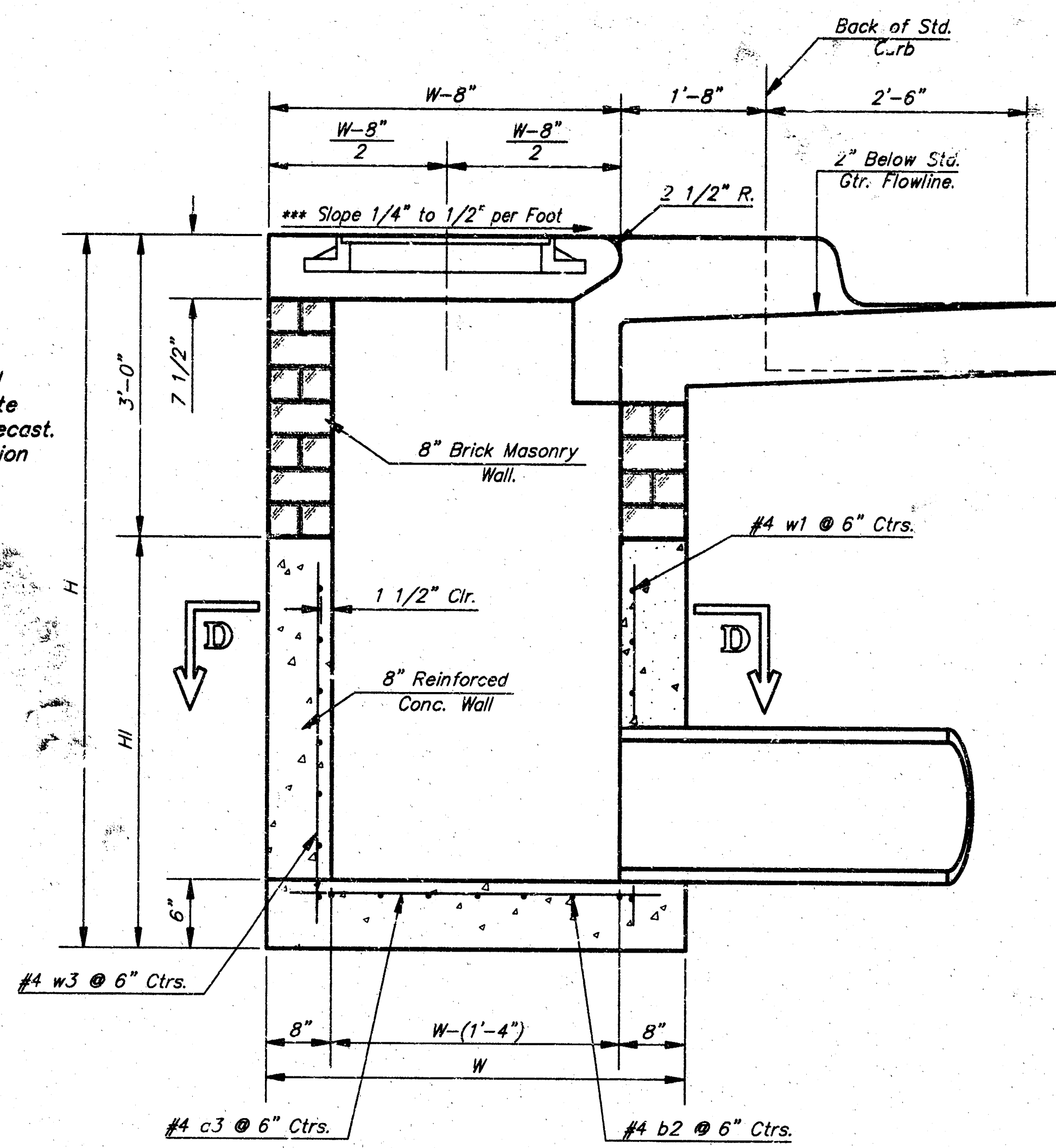
Additional curb and gutter construction necessary to connect set-back inlet to pavement will be paid for the unit price bid for each inlet hookup.

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.

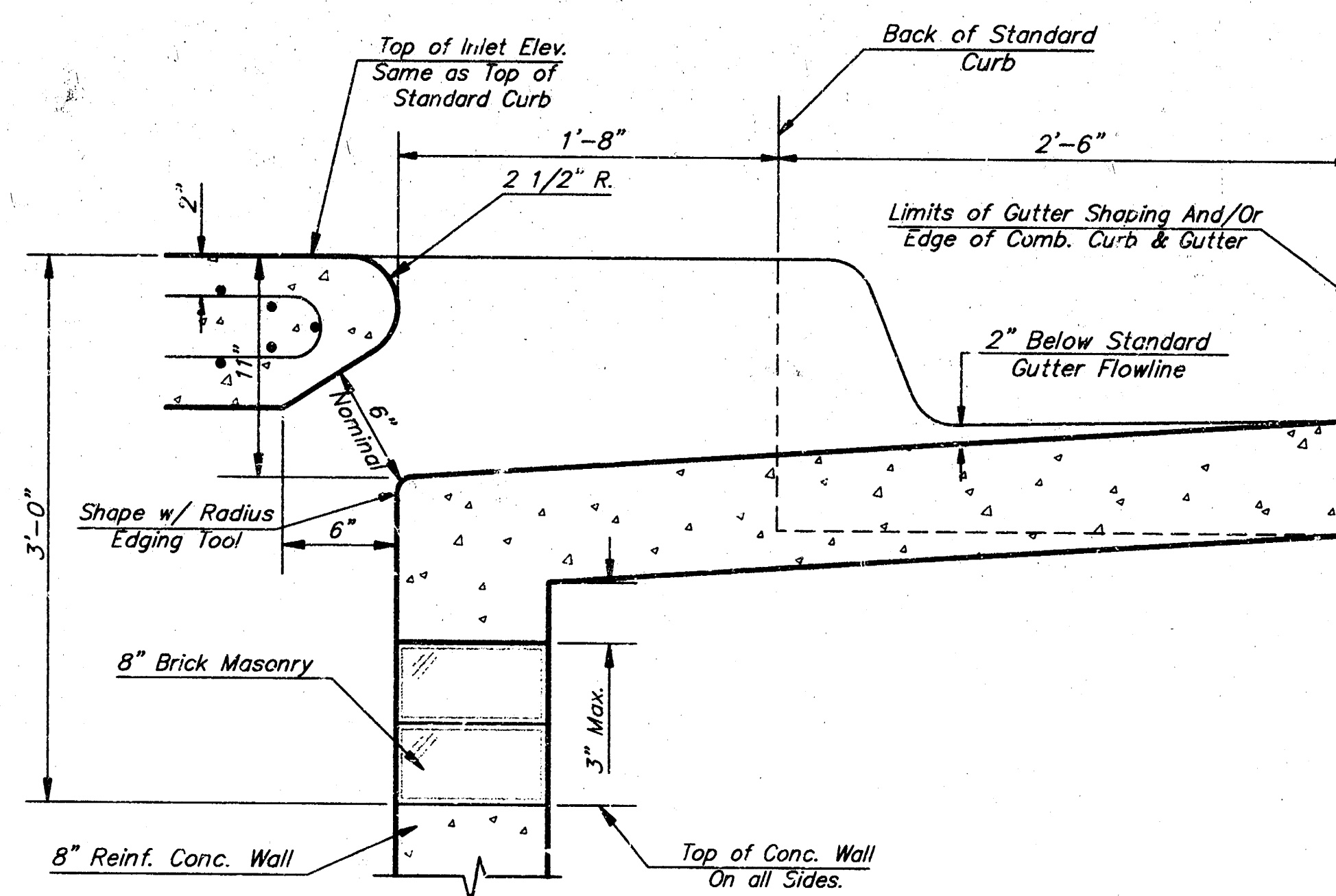
The ends of all pipes installed in inlets shall be cut off flush with the inside face of the inlet wall.

NOTE: Inlet Top Reinforcing shall be Soaced on 6" Max. Centers. Inlet Lids Shall be Notched Out as Indicated to Facilitate Construction of Curb.

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 with air entrainment.



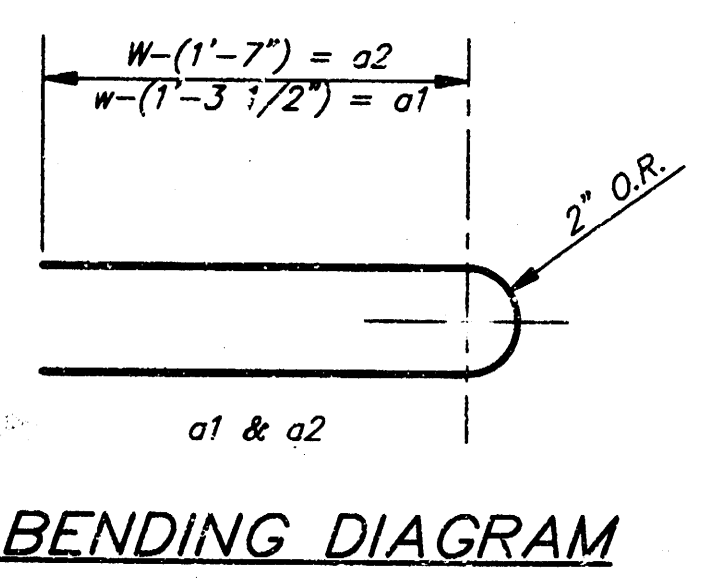
NOTE: Slope of Inlet tops to Match Sidewalk or Parking Slopes within Limits Indicated.



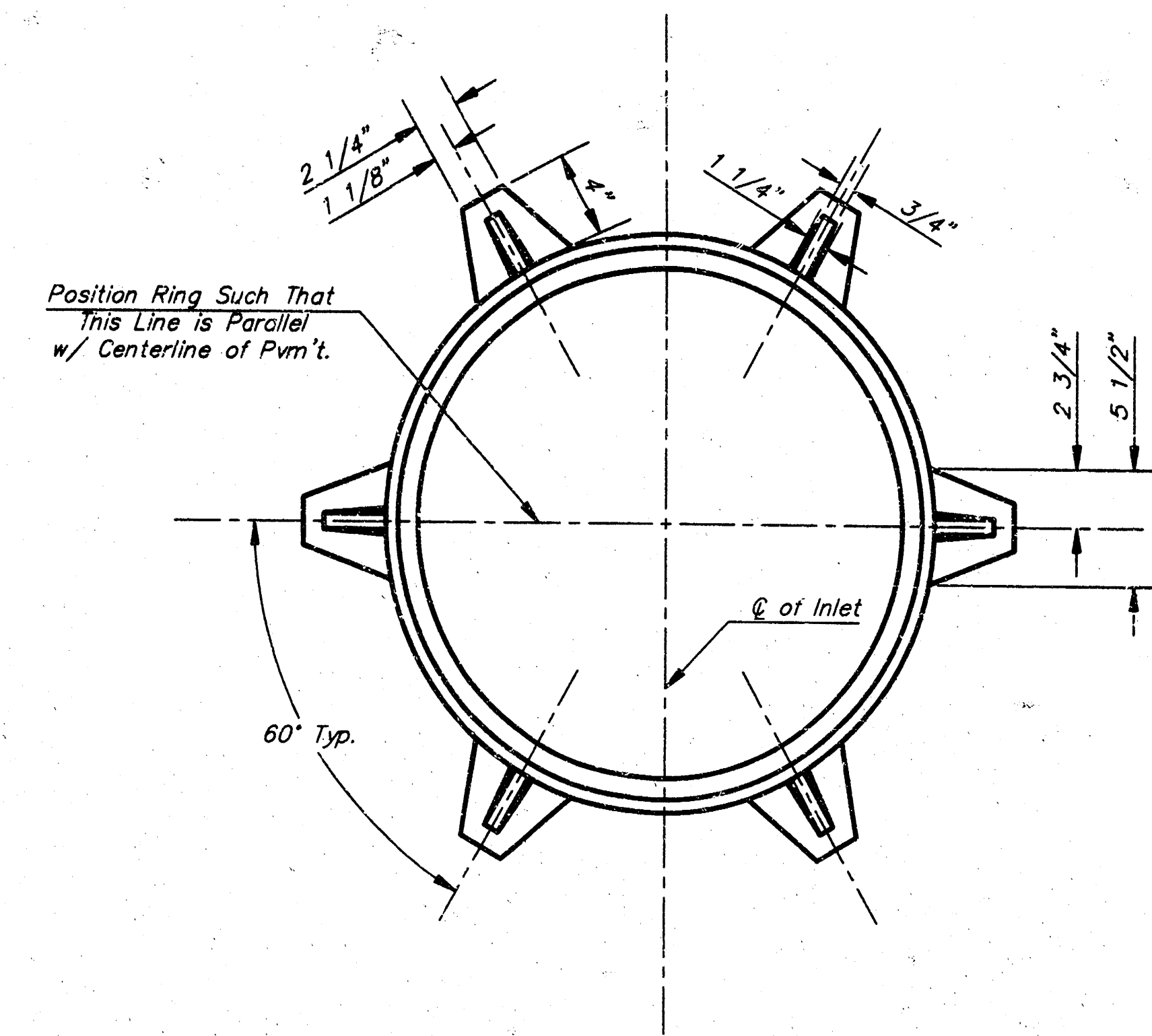
PRECAST SLAB AND FLOOR REINFORCING									
MARK	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a1	#4	6	6'-7"	6	8'-7"	6	10'-7"	6	14'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	8'-1"
b1	#4	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"
b2	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"
x1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"

WALL REINFORCING									
MARK	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
w1	#4	1	6'-1"	1	6'-1"	1	6'-1"	1	6'-1"
w2	#4	1	4'-1"	1	5'-1"	1	5'-1"	1	8'-1"
w3	#4	32	2	36	2	40	2	44	2

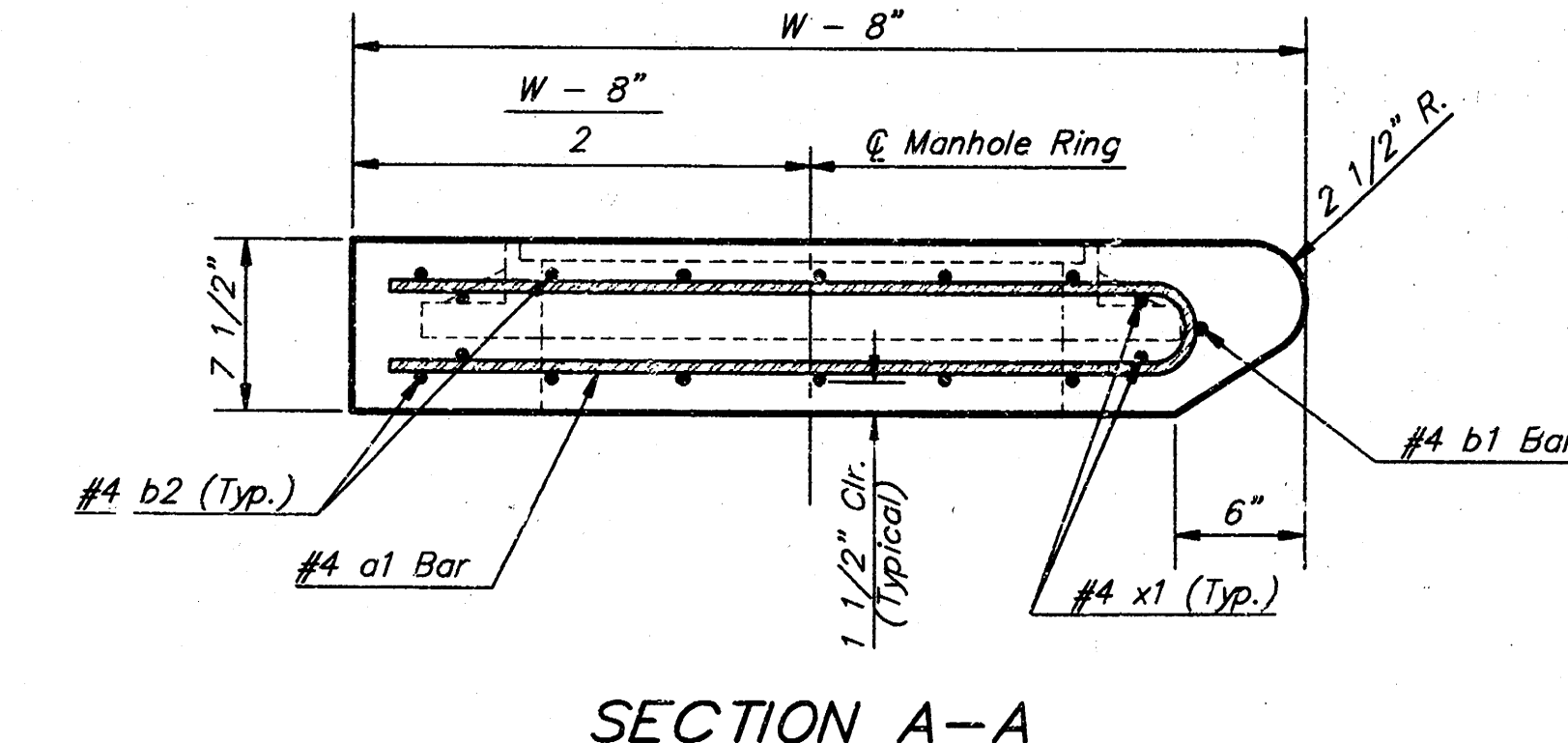
* Field Bend or Cut Reinforcing as Required for Clearance.
 ① 4 (H - 12') (H - 21') Rounded down to nearest 0.5'
 ② H - 3'



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±
5'-4"	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±



Weight = 180 Lbs.
 *See City of Wichita Standard Manhole Ring and Cover Detail Sheet for Cover Details to Be Used With Inlet Frame.



CITY OF WICHITA STANDARD TYPE 1A
Curb Inlet Details
 INLET OPENING - 6" x 5'-0"

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PROJECT NUMBER: _____ SHEET: **8** OF **9**

DESIGN: C.O.W. DRAWN: Staff APPROVED: _____ DATE: _____ SCALE: None

Revised - Feb. 16, 1989

