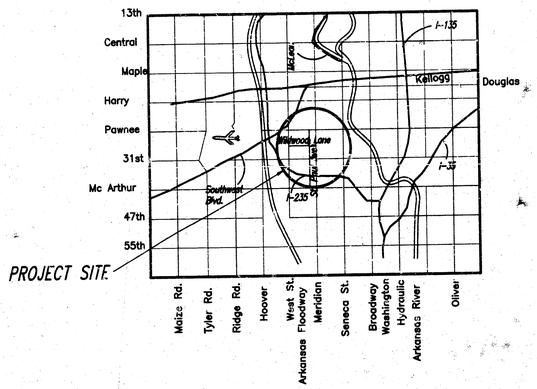
CITY OF WICHITA, KANSAS
STREET IMPROVEMENTS

1 - ST. PAUL, FROM THE NORTH LINE OF
WILDWOOD TO THE NORTH LINE OF 27TH STREET SOUTH
PROJECT No. 472-82878
INDEX CODE : 764548

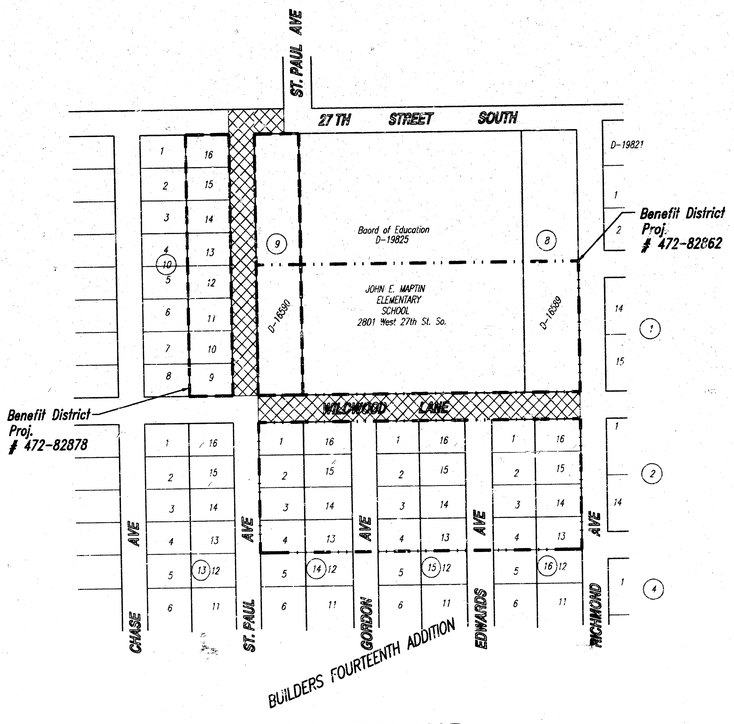
2 - WILDWOOD, FROM ST. PAUL TO RICHMOND
PROJECT No. 472-82862
INDEX CODE : 764621

INDEX:

SHEET	1	TITLE SHEET
SHEET	2	TYPICAL PAVEMENT SECTION
SHEET	3-6	PLAN SHEETS
SHEET	7	INTERSECTION
SHEET	8	TYPICAL VALLEY GUTTER DETAIL SHEET
SHEET	9	DRIVE ENTRANCE DETAIL SHEET
SHEET	10-13	X-SECTIONS



KEYMAP



LOCATION MAP

SCALE : 1" = 150'

PROJECT LENGTH:

STREET	LENGTH
St. Paul Ave.	634.72'
Wildwood Lane	749.90
27th Street South	135.47'
TOTAL	1520.09'

EARTHWORK SUMMARY

Wildwood Project #: 472-82862
Excavation = 1,090 C.Y.
Loose Fill = 206 C.Y.

St. Paul Project #: 472-82878
Excavation = 1,910 C.Y.
Loose Fill = 100 C.Y.

BENCH MARKS:

BM # 1.
Square cut on B/C, 1' E. of inlet @ the E. end of the NE return at the intersection of 27th St. N. & St. Paul (N. of 27th St. N.)
Elev. = 99.49

BM # 2.
Square cut on B/C @ W. end of SW return at the intersection of St. Paul & Wildwood.
Elev. = 100.96

BM # 3.
Square cut on B/C @ center of SE return at the intersection of Richmond & Wildwood.
Elev. = 99.36

BABAR M. KHAN LICENSED 9320 KANSAS ENGINEER

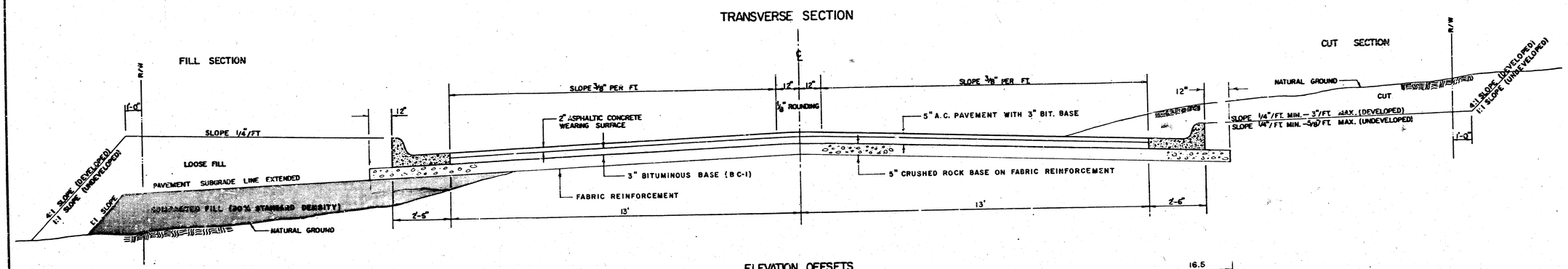
TITLE SHEET

SCALE:	APPROVED	DRAWN BY: S. A.
DATE:		CHECKED: B. K.
PROJECT NO: 97-163 (MUNICIPAL)		SHEET NO.: 1 OF 13

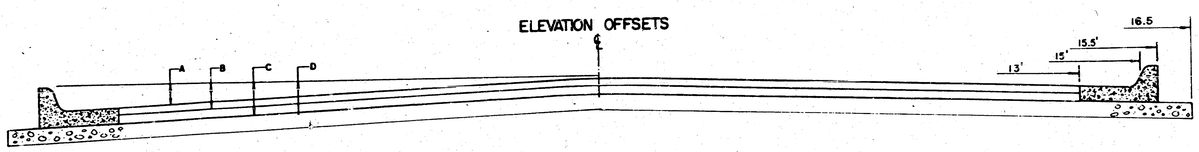
MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3242

TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION

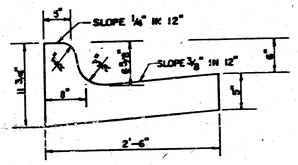


ELEVATION OFFSETS

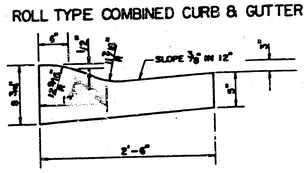


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.10	.14	.21	.27	.32	.39	.46	.49	——	——	——	——
B: TOP OF CURBS TO TOP OF BASE LIFT	.27	.31	.37	.44	.48	.56	.62	.65	——	——	——	——
C: TOP OF CURBS TO TOP OF ROCK BASE	.52	.56	.63	.69	.74	.81	.88	.51	.97	.98	.99	——
D: TOP OF CURBS TO TOP OF SUBGRADE												

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

FABRIC BASE REINFORCEMENT SHALL BE 6 x 1100 BY TENSAR CORP. ~~OR EQUAL BY TENAX CORP.~~ OR APPROVED EQUAL.
FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURES 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.

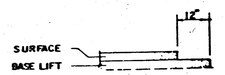
A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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).

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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

472-82878
472-82862
REVISED 1-3-92 JKB
REVISED 10-31-96 JKB

5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

LEGEND

- Iron Pin or Rebar
- Light Pole
- Power Pole
- Manhole
- Sign
- Bushes
- Tree
- Removal & Replace Existing Conc. Driveway
- Fence
- Gas Line
- Sewer Line
- Water Line

SCALE : 1" = 20'

Sta. 0+30.03
Begin Construction
Match Existing

WILDWOOD LANE

Existing Conc. Pvmt.

Match Line See Sheet No. 6

Comb. C & G (6-5/8" & 1-1/2")

2" Gas Line

Existing San. Sewer

Sta. 2+03.64

Sta. 2+98.63

Sta. 3+41.17

Existing Water Line

Sta. 5+39.81

Sta. 5+69.80

R= 20'
Δ= 90°

To be relocated by others

ST. PAUL AVE

GORDON AVE

EDWARDS AVE

BUILDERS FOURTEENTH ADDITION

60.0' R/W

Sta 0+00 (Wildwood) = Sta 0+00 (St. Paul)

5" RCVG PVMT. over 5" Rein. Crushed Rock Base with Mono Edge Curb (6-5/8") See Sheet No. 7 & 8

Match Existing

5" RCVG PVMT. over 5" Rein. Crushed Rock Base with Mono Edge Curb (6-5/8") See Sheet No. 7 & 8

Match Existing

-0.15%

Sta. 0+30.03
TC=100.48

Sta. 2+34.18
TC=100.18
Begin Return

Sta. 3+05.18
TC=100.07
End Return

Sta. 5+04.31
TC=99.77
Begin Return

Sta. 5+75.31
TC=99.66
End Return

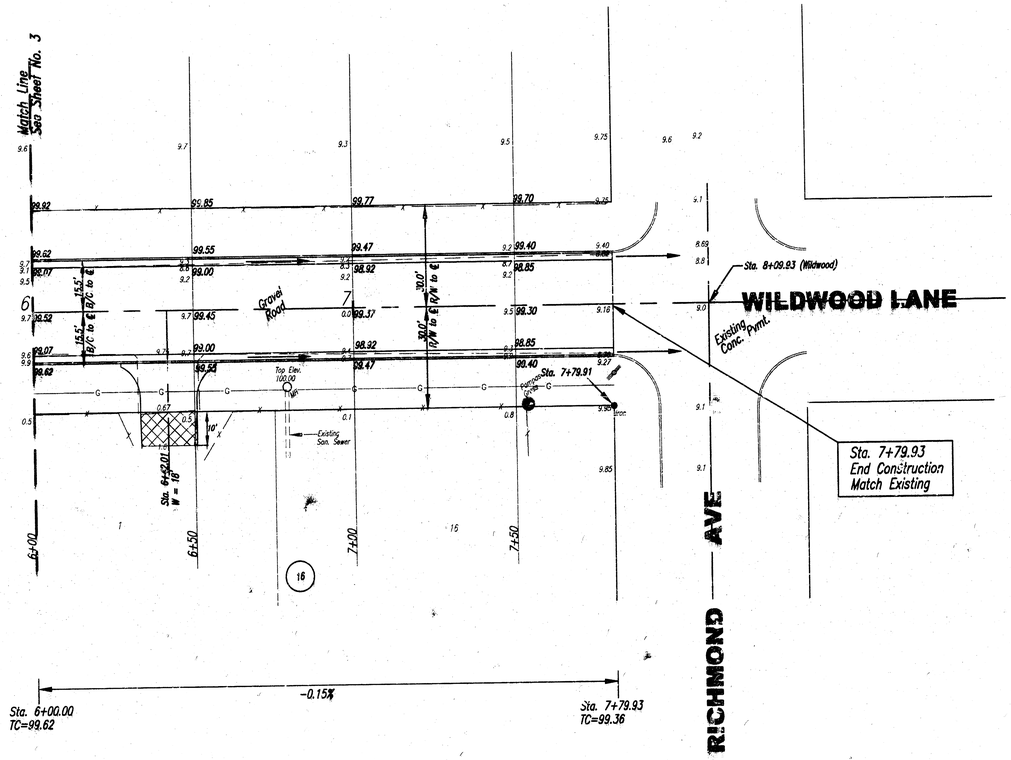
Sta. 6+00
TC=99.62

Note
Warp crown from Sta. 0+30.03 to Full Crown @ Sta. 0+50.00.

Plan Sheet
Wildwood Lane

SCALE:	APPROVED	DRAWN BY:
DATE:		CHECKED
PROJECT NO	97-169	SHEET NO. 3 OF 13

MUNICIPAL ENGINEERS
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WICHITA, KANSAS 67211
316-262-3842



SCALE : 1" = 20'

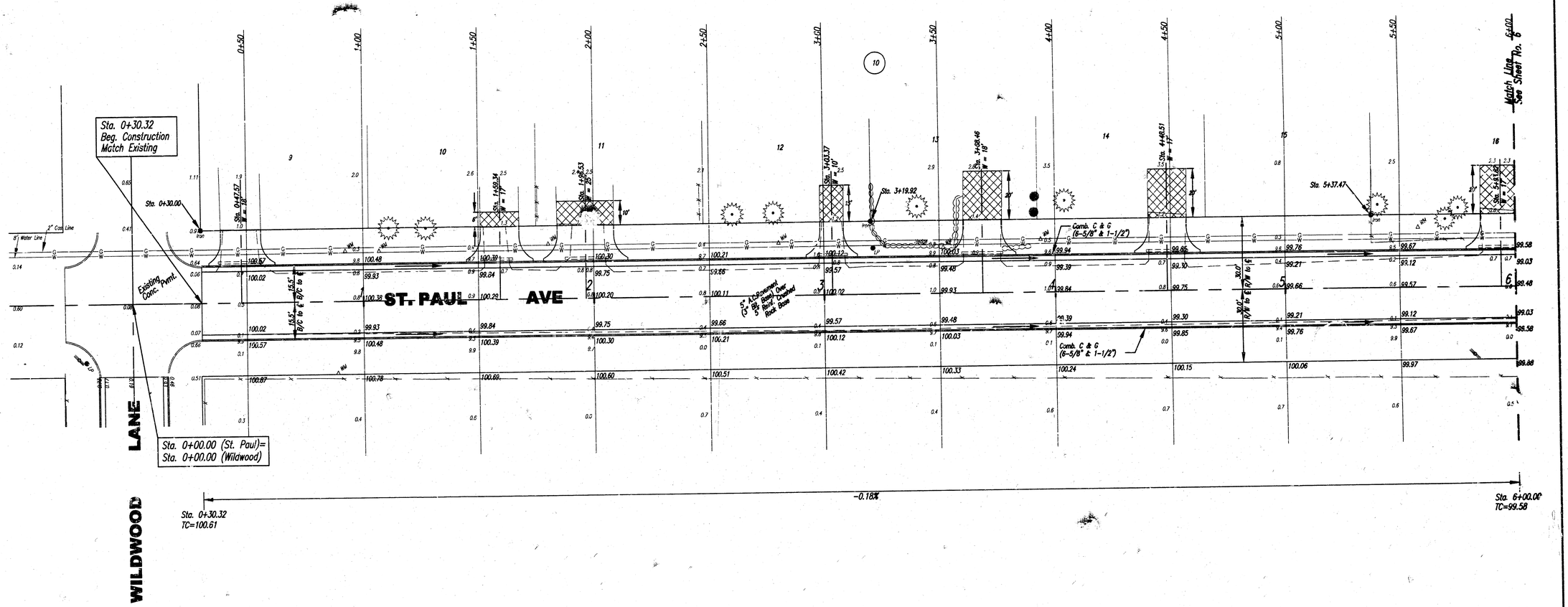
Note:
Warp pavement from full crown @ Sta. 7+50.00 to Sta. 7+79.93

Plan Sheet
Wildwood Lane

SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 4 OF 13

MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842

SCALE : 1" = 20'

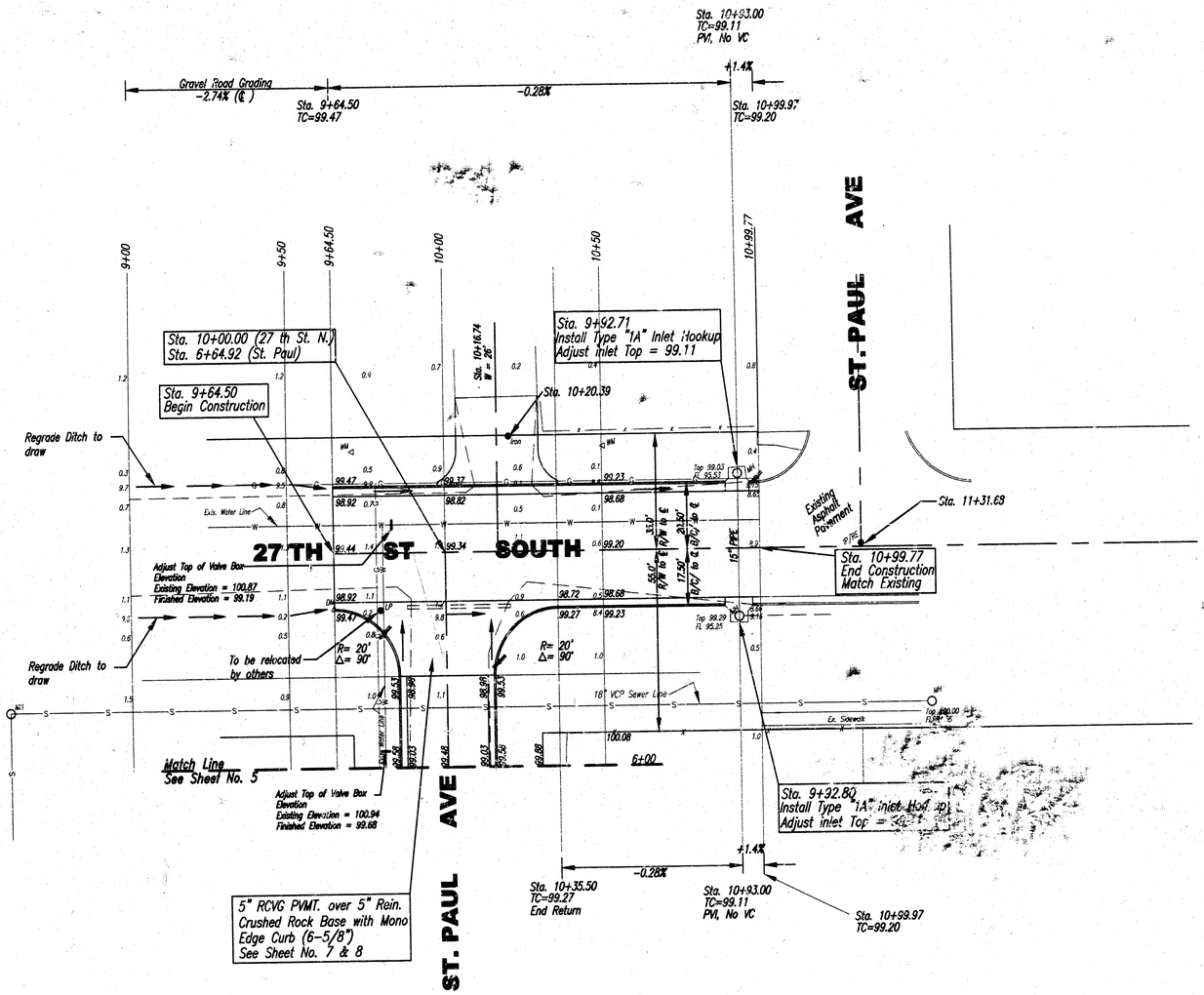


Note:
Warp Pavement from Sta. 0+30.32 to Full Crown @ Sta. 0+80.00.

Plan Sheet
St. Paul Ave.

SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 5 OF 13

MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
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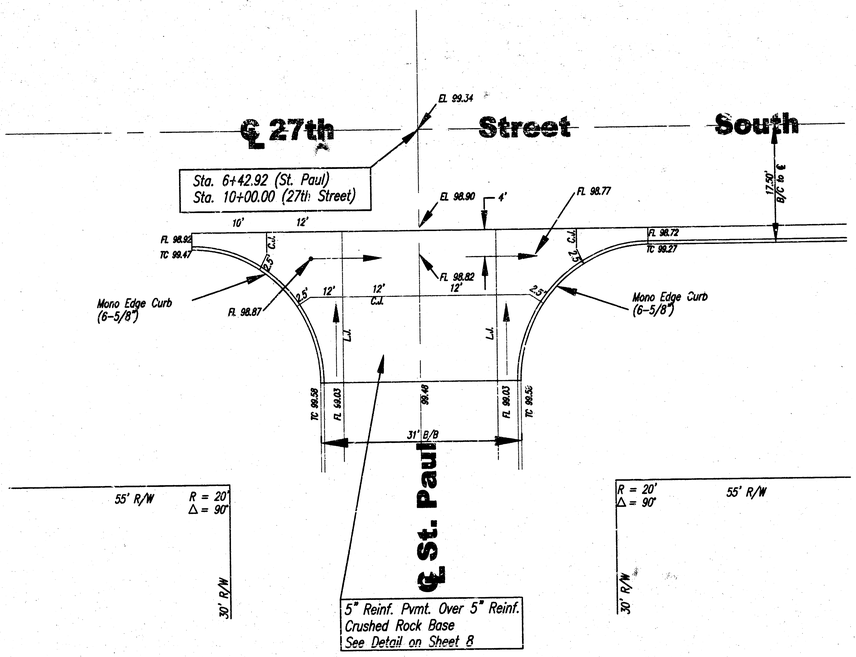
Note:

1. Grade gravel road surface and drainage dithes from Sta. 9+00.00 to Sta. 9+64.50, to drain.
2. Warp crown from full crown at Sta. 10+50.00 to Sta. 10+99.77.
3. Contractor shall remove and dispose all existing cross-road pipes and pipes under driveways. This work shall be subsidiary to other bid items.

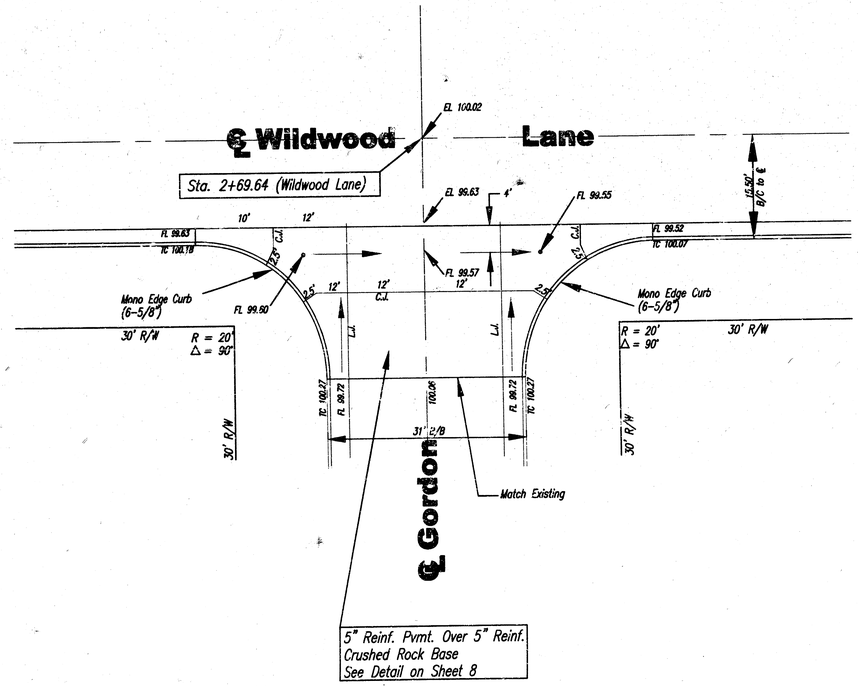
Plan Sheet
27th Street

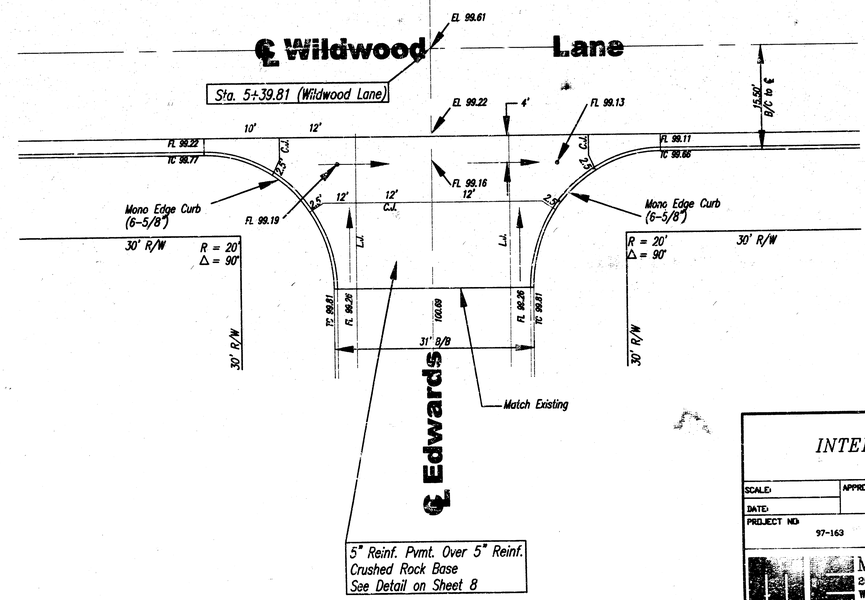
SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 5 OF 13

MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842



SCALE: 1" = 10'

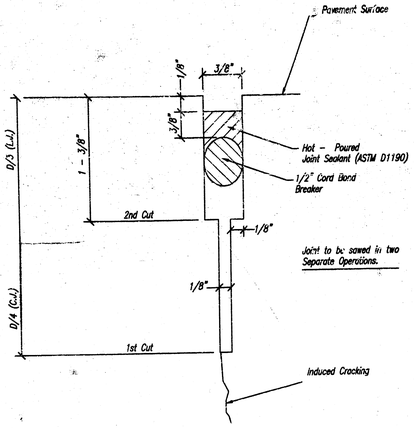




INTERSECTION DETAILS

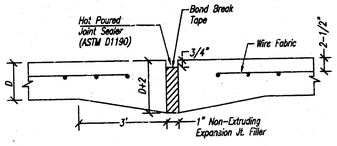
SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 7 OF 13

MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842



DETAIL A

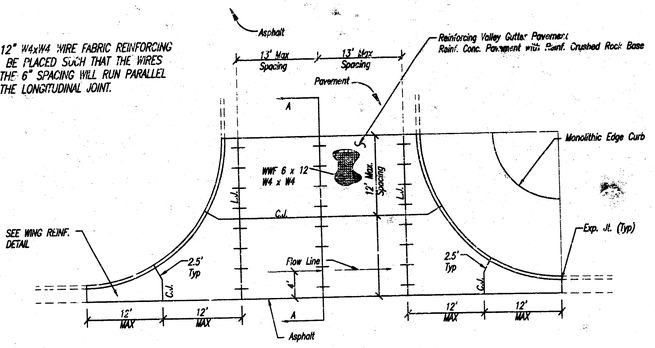
NOTE:
All concrete valley gutter reinforcement shall be adequately supported by bar chairs in the required position unless approved otherwise by the Engineer.



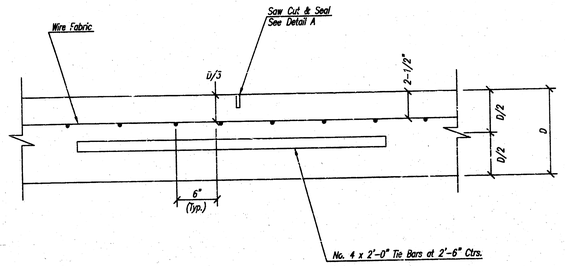
EXPANSION JOINT

Note:
Extra Thickness to be subsidiary to Price of Sq. Yds. Pavement.

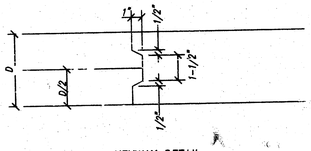
6" x 12" W4xW4 WIRE FABRIC REINFORCING SHALL BE PLACED SUCH THAT THE WIRES WITH THE 6" SPACING WILL RUN PARALLEL WITH THE LONGITUDINAL JOINT.



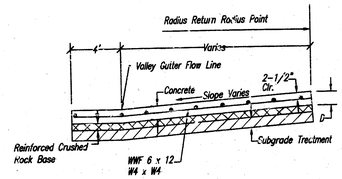
PLAN
REINFORCED VALLEY GUTTER



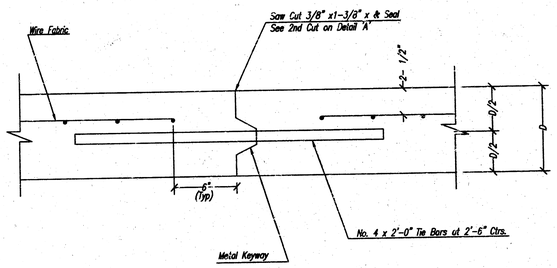
LONGITUDINAL JOINT DETAIL (L.J.)



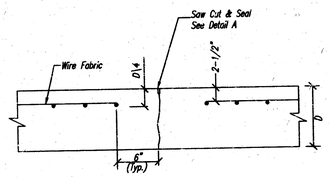
KEYWAY DETAIL



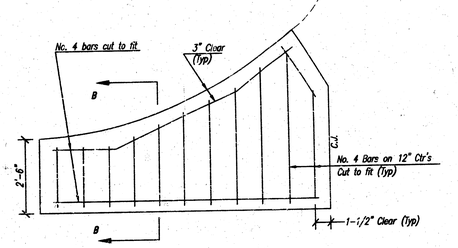
SECTION A-A



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

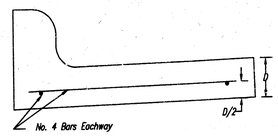


CONTRACTION JOINT DETAIL (C.J.)

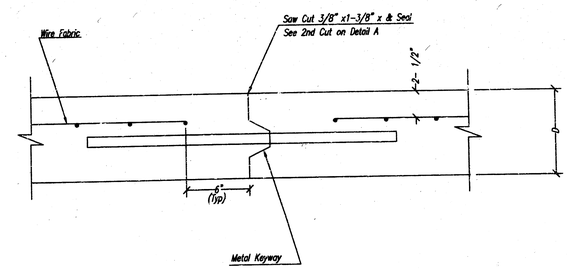


WING REINFORCING DETAIL

Note: Omit Wire fabric reinforcing in this section.



SECTION B-B D = 5"

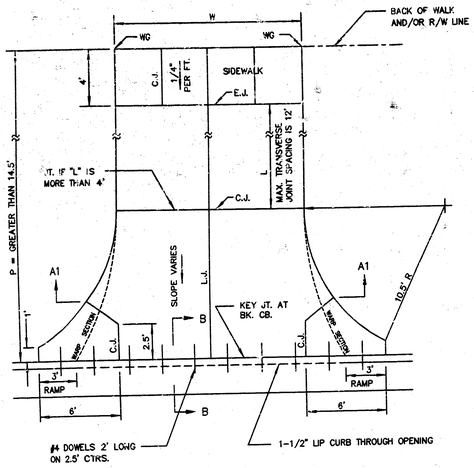


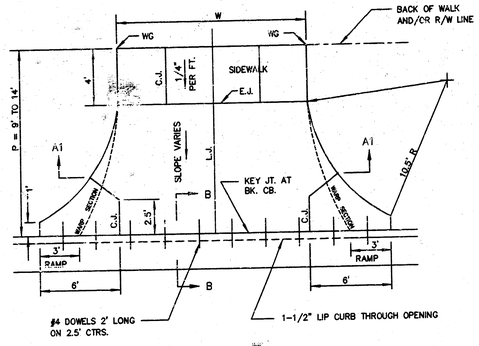
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

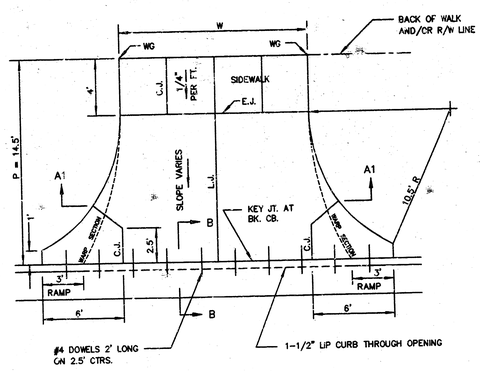
LEGEND
C.J. Identifies Contraction Joint
L.J. Identifies Longitudinal Joint

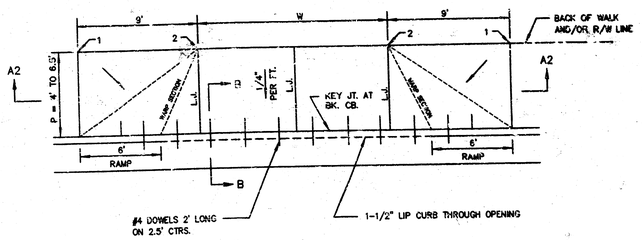
VALLEY GUTTER DETAILS

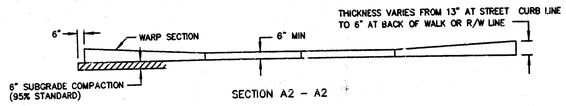
SHT. 8 OF 13







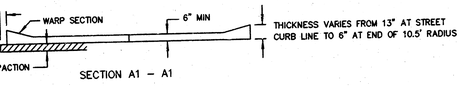




SECTION A2 – A2

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'

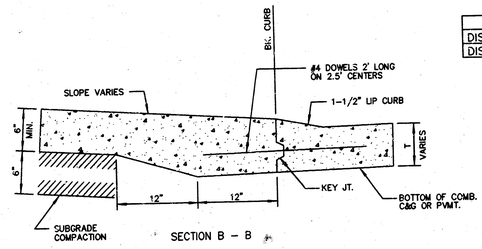
FULL RAMP DRIVE (P = 4.0' TO 6.5')



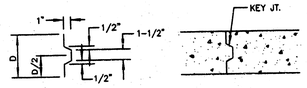
SECTION A1 – A1

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	-.19'	-.16'	-.13'	-.10'	-.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

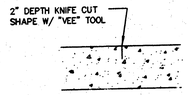
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



BACK OF CURB DETAIL

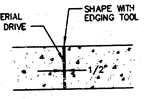


ALT. LONGITUDINAL CONSTRUCTION JOINT



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

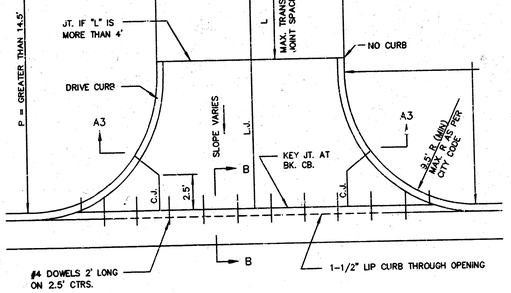
NO SAWN JOINTS WILL BE ALLOWED

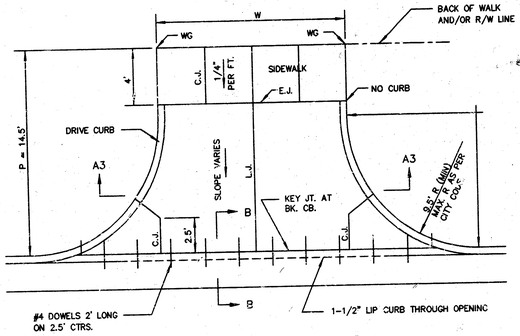


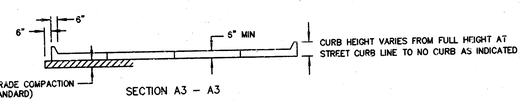
EXPANSION JOINT (E.J.)

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 THE 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 MST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.



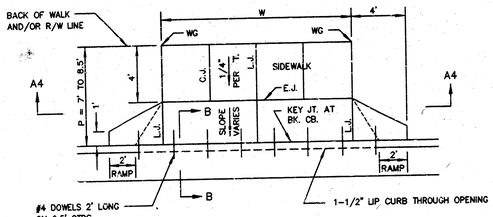


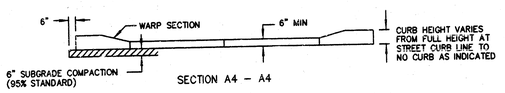


SECTION A3 – A3

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)





SECTION A4 – A4

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')

THE CITY OF WICHITA

CITY ENGINEER'S OFFICE
CITY HALL – SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4601
(316) 268-4114 FAX

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

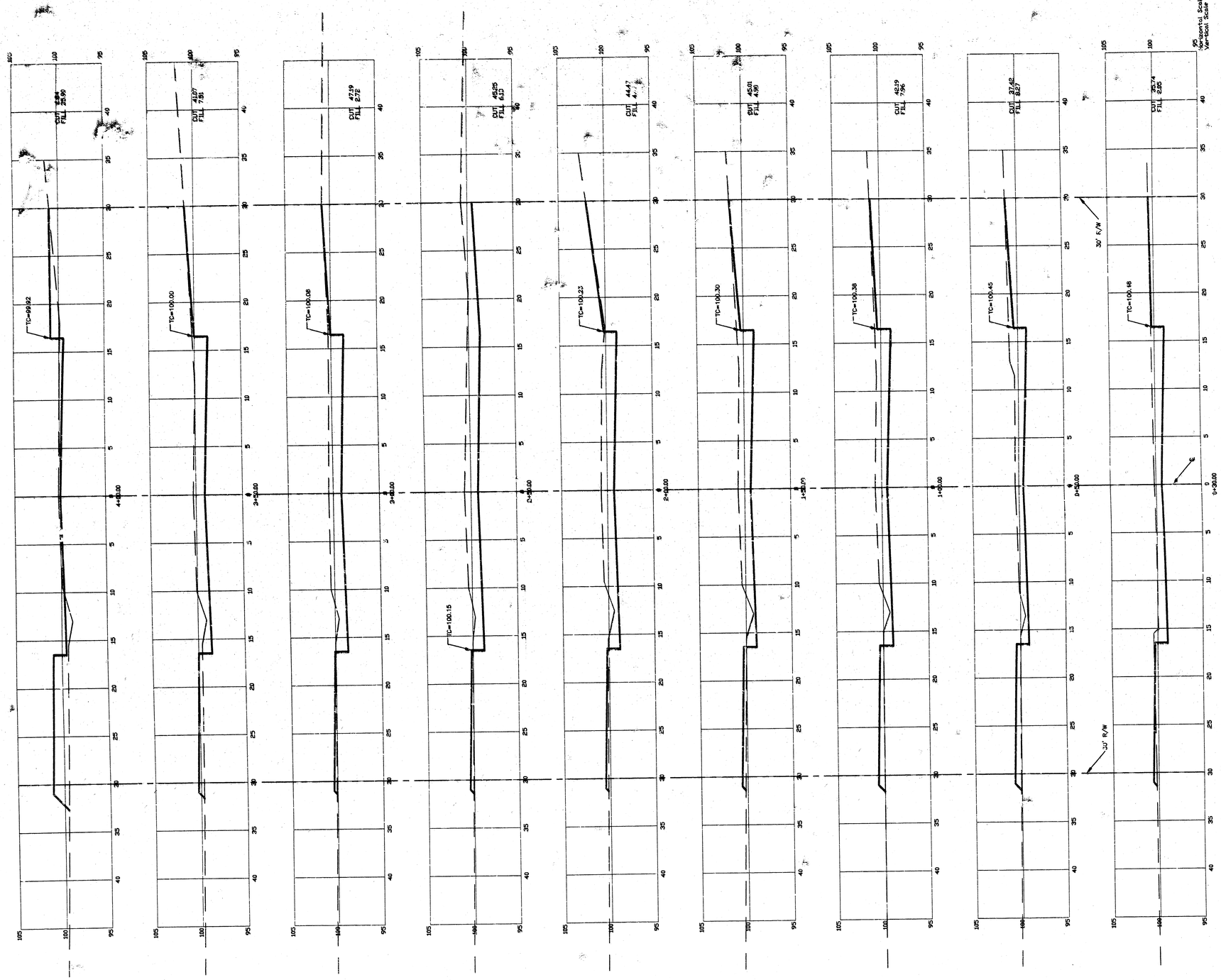
M. E. LINDEBAK P.E. – CITY ENGINEER

PROJECT NUMBER | INDEX CODE

DATE: MAR 96

SHT 9 OF 13

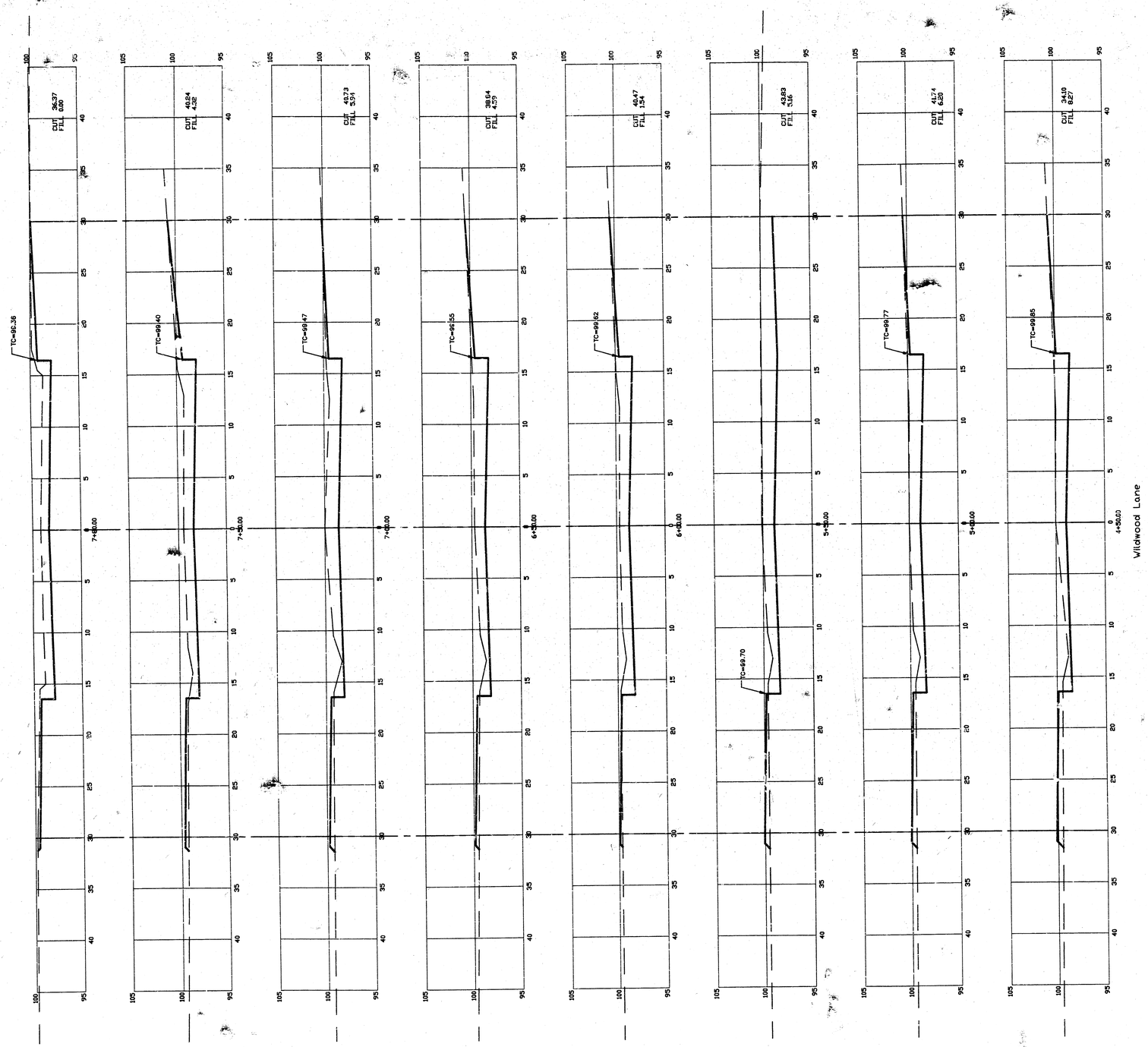
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Cross Sections
Wildwood Lane

SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 10 OF 13

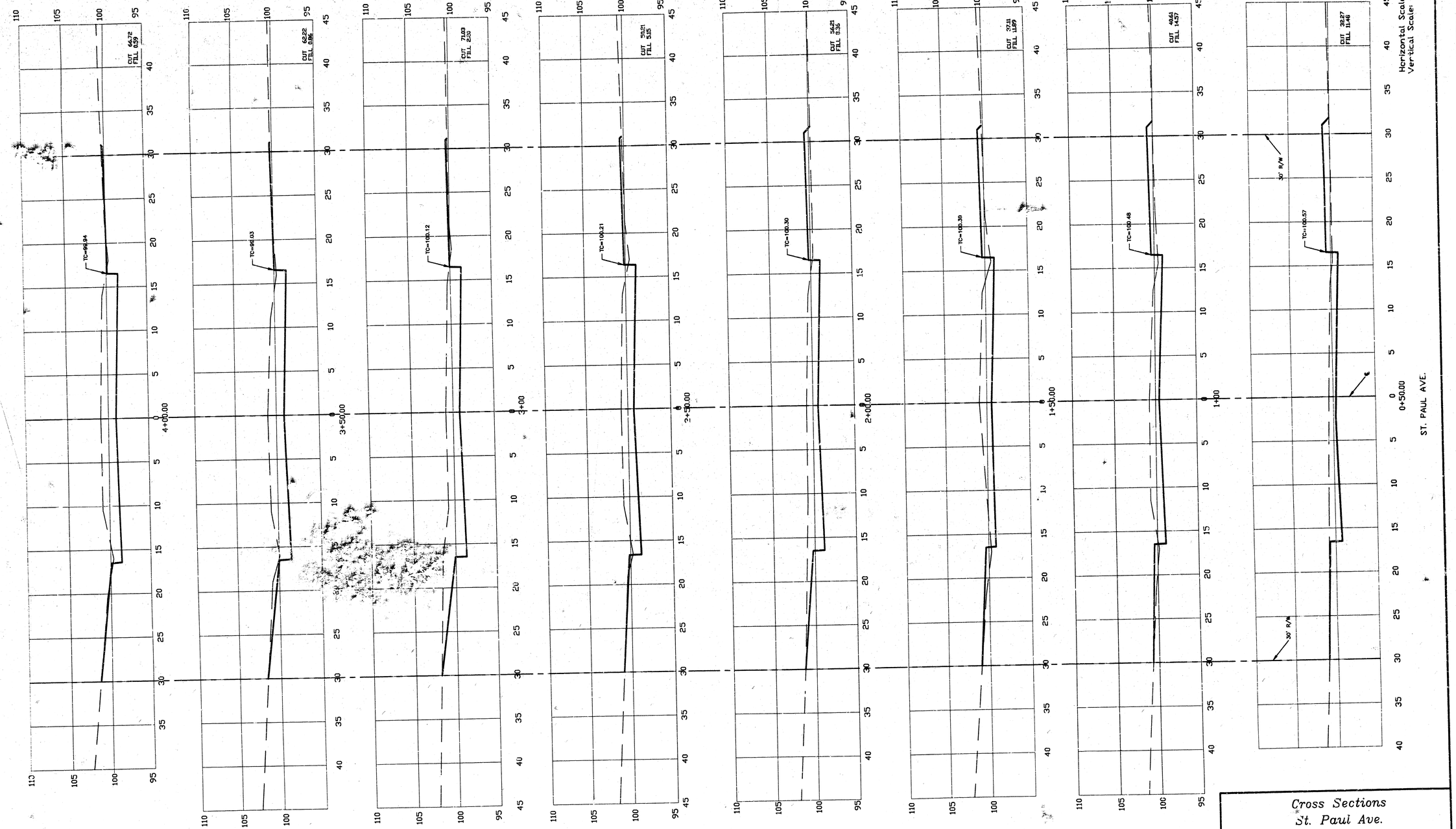
MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842



Cross Sections
Wildwood Lane

SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 11 OF 13

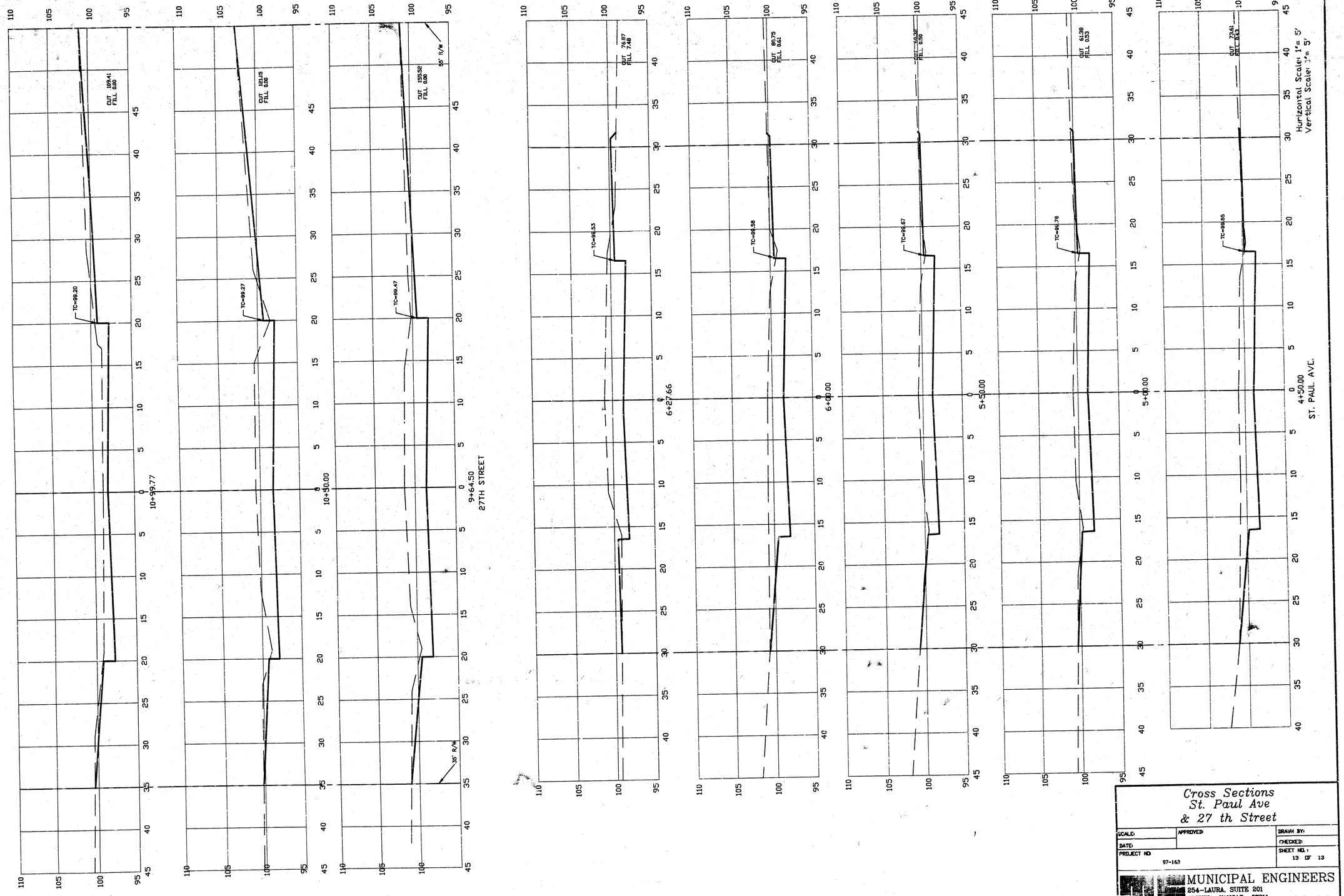
MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842



Cross Sections
St. Paul Ave.

SCALE:	APPROVED	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 12 OF 13

MUNICIPAL ENGINEERS
254-LAURA, SUITE 201
WICHITA, KANSAS 67211
316-262-3842



Cross Sections
St. Paul Ave
& 27 th Street

SCALE:	APPROVED:	DRAWN BY:
DATE:		CHECKED:
PROJECT NO: 97-163		SHEET NO.: 13 OF 13

MUNICIPAL ENGINEERS
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