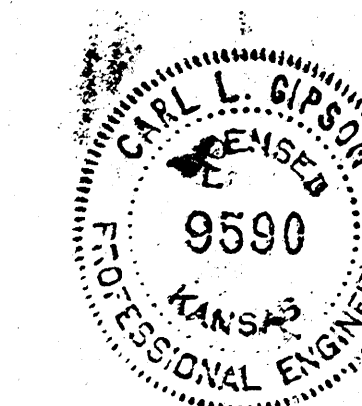
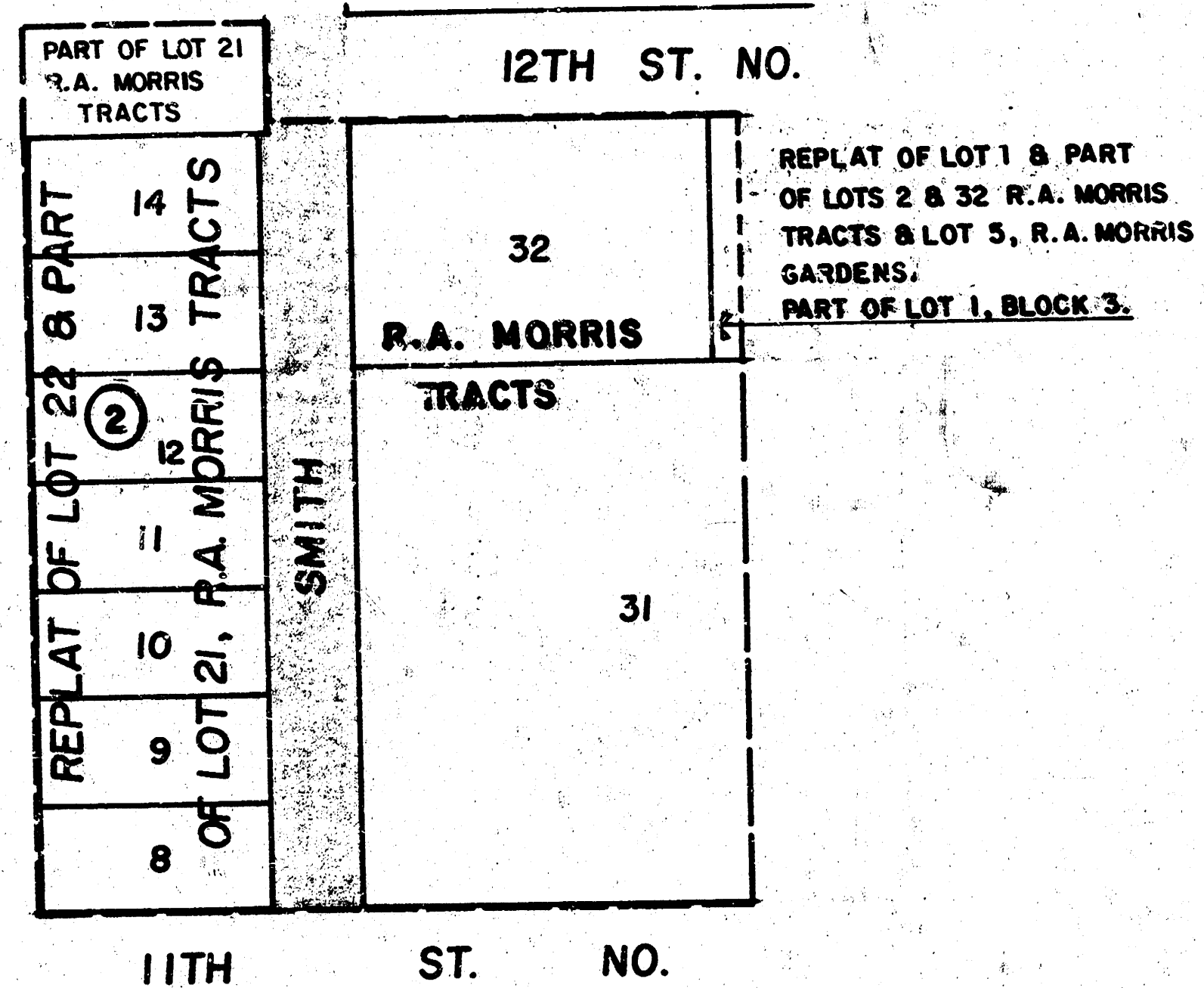


SMITH

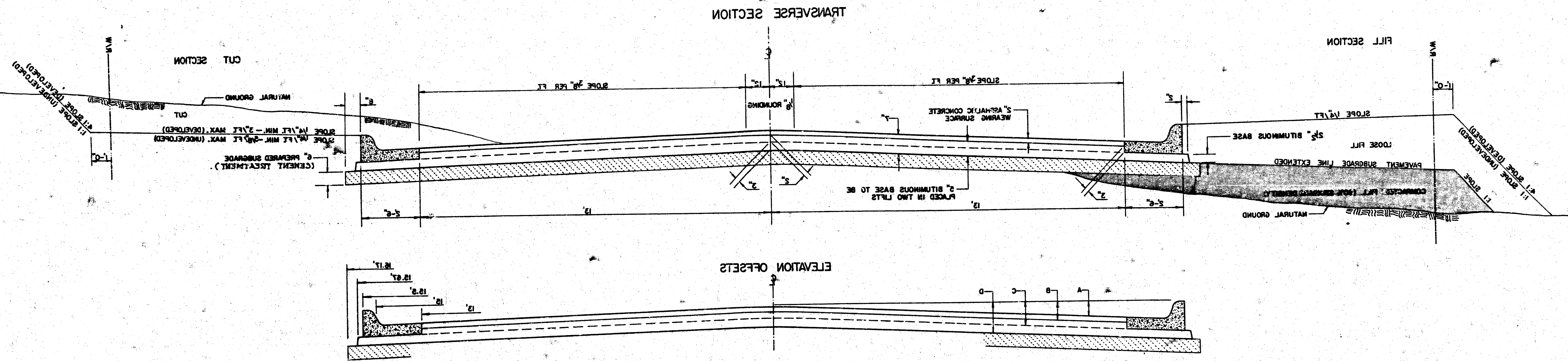
N.L. 11TH NO. TO N.L. 12TH NO.



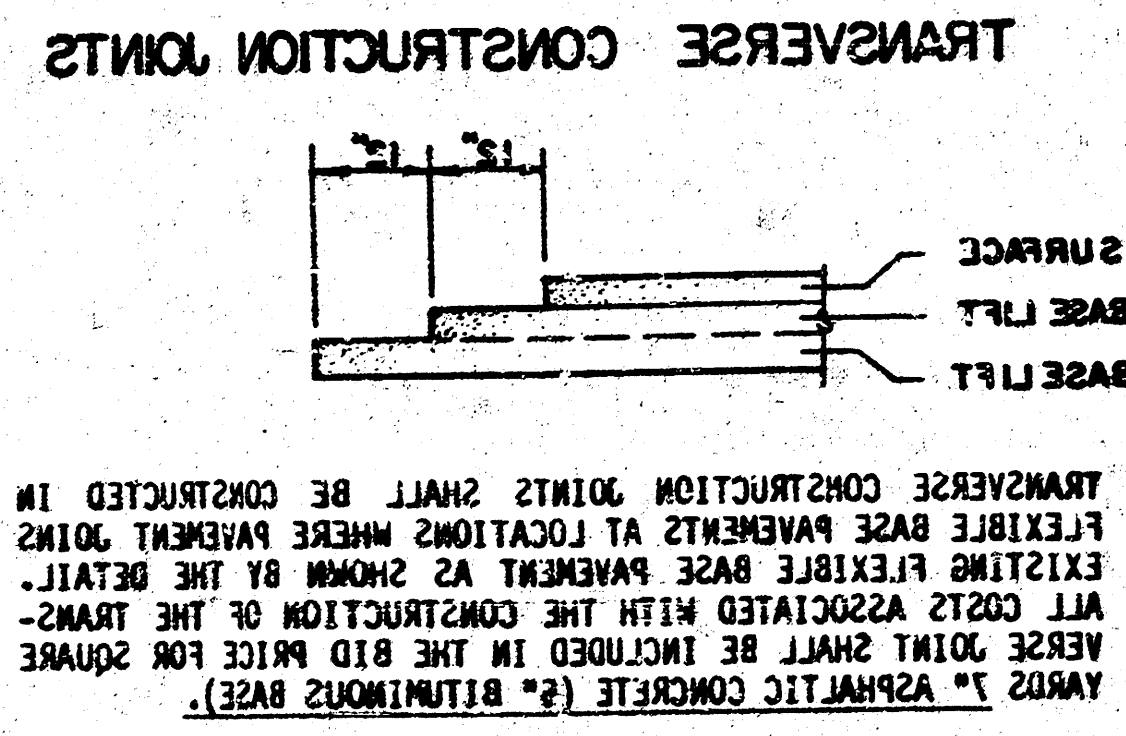
PROJECT DESCRIPTION	
SMITH - N.L. 11TH NO. to N.L. 12TH NO.	
PROJECT NUMBER	
472-76-245-81278-000-000-001	
BOOK NO. DCD 303	DATE
DRAWN BY VRH	REVISED
CITY OF WICHITA	
DEPARTMENT OF ENGINEERING	
CITY ENGINEER	SCALE
M.E. LINDEBAK	1" = 100'

5/3

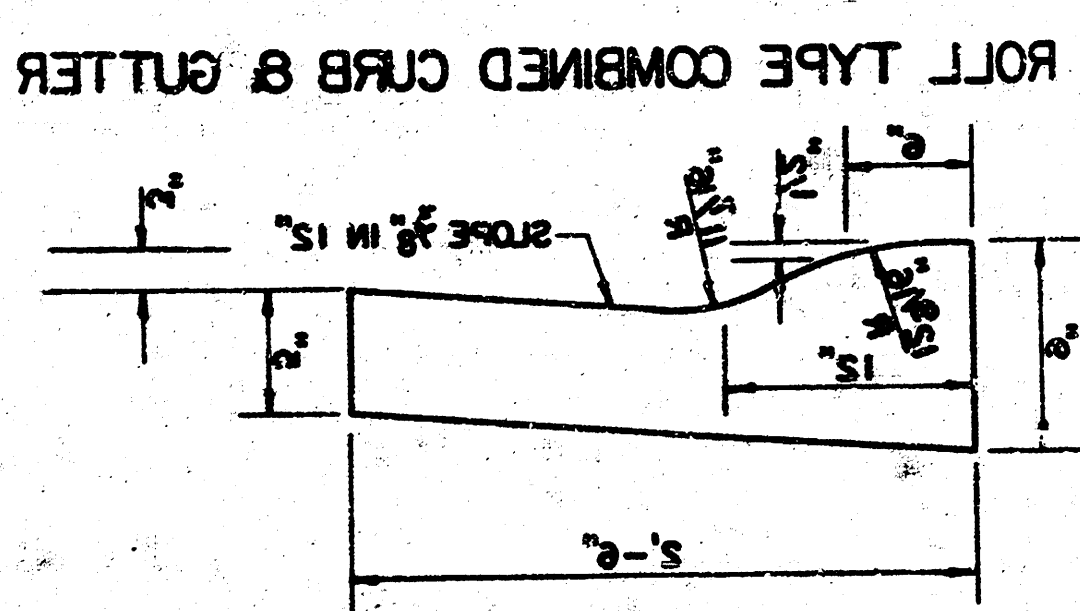
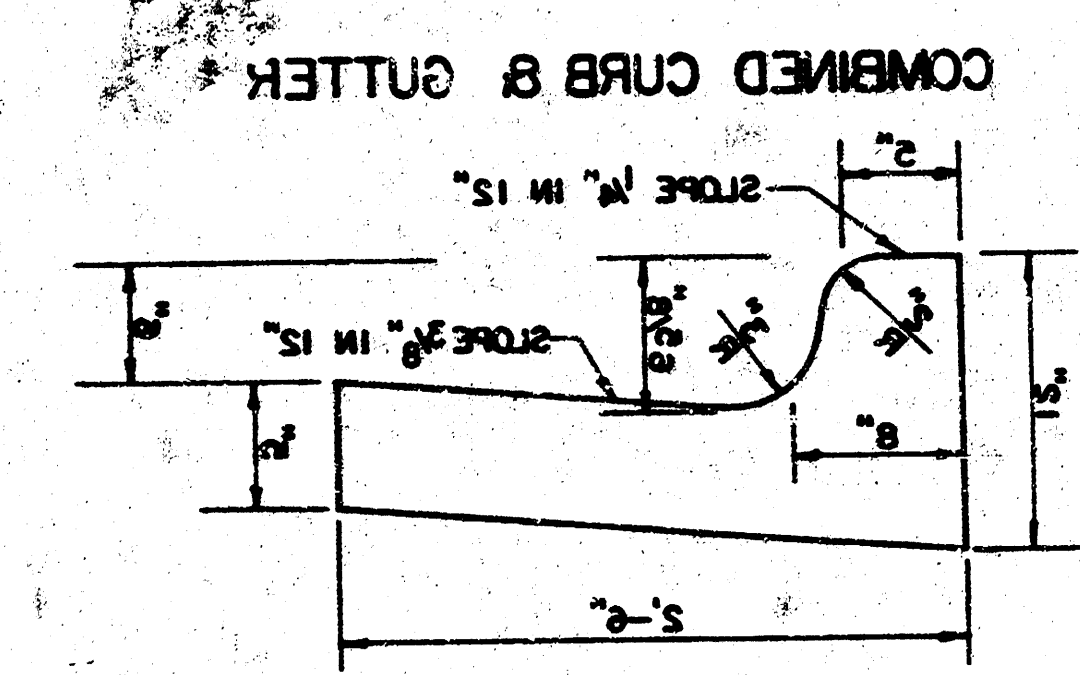
TYPICAL 31' PAVEMENT DETAILS



DISTANCE FROM CENTERLINE (L.F. & R.F.)											
0	5	10	15	20	25	30	35	40	45	50	55
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11
0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.11

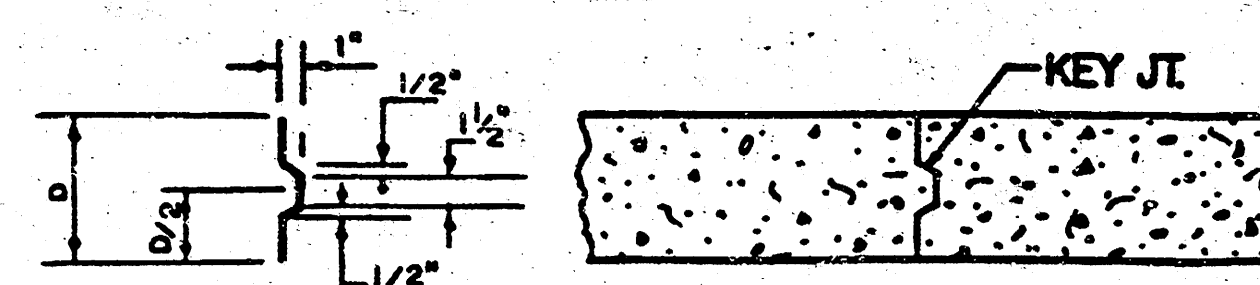


- ### GENERAL NOTES
- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PLACED IN 3" MINIMUM LIFTS.
 - 2) THE BITUMINOUS BASE LIFT SHALL BE PLACED IN 3" MINIMUM LIFTS.
 - 3) A TACK COAT OF EMULSIFIED ASPHALT (20-30 OR 20-30) SHALL BE PLACED AT AN APPROPRIATE RATE OF 0.03 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC CONCRETE.
 - 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A RANDOM MACHINE HAVING AUTOMATIC CONTROL FOR THE AND GRADE.
 - 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM 10'-0" IN LENGTH.
 - 6) CONSTRUCTION TO BID ONLY ONE SHOULDER TREATMENT ALTERNATE WHEN WATER PAVED ARE PROVIDED IN THE PROPOSED AND CONSTRUCTED THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

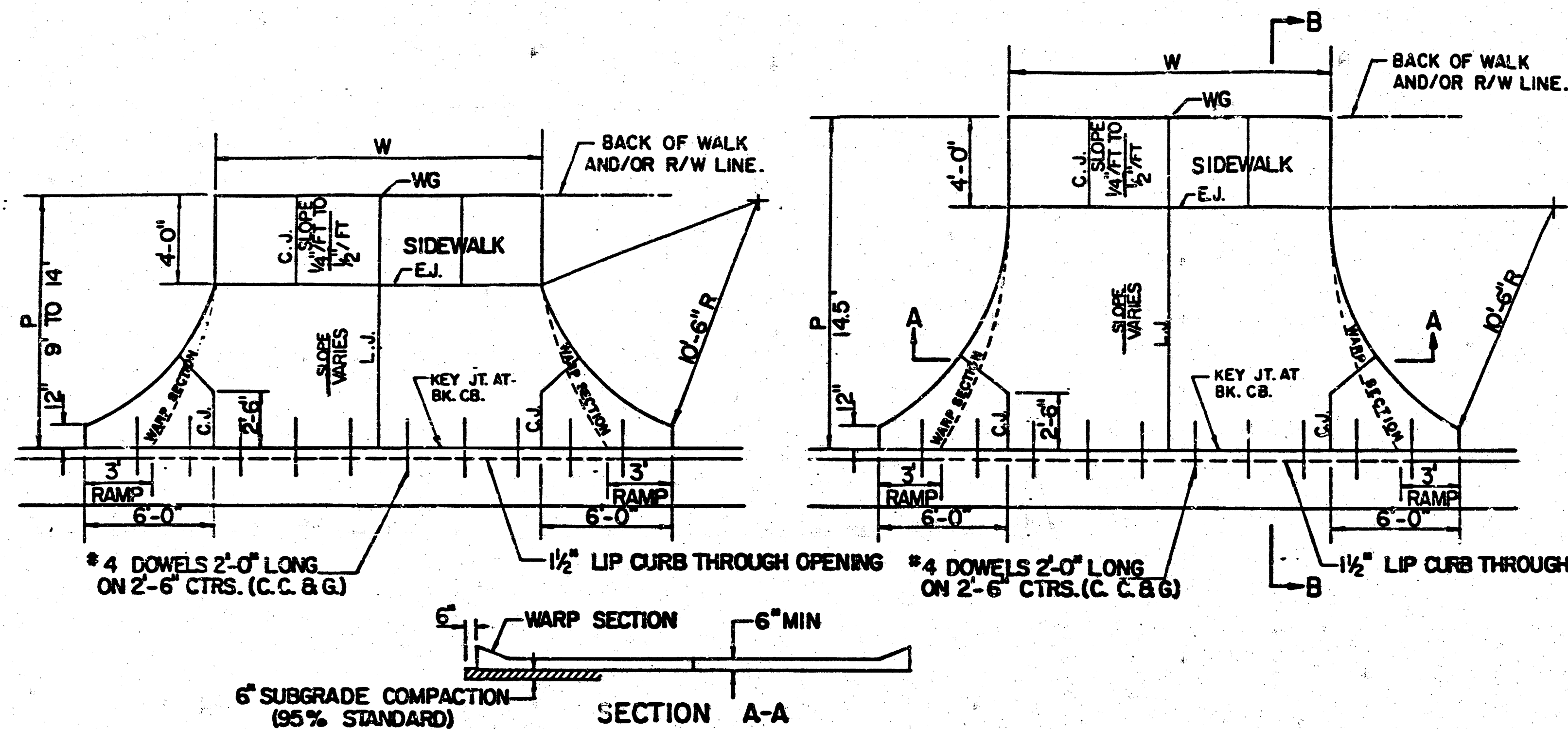


CITY OF WICHITA, KANSAS
PROJECT NUMBER 45-3C-848-81518-000-000-001
7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 2 INCH BITUMINOUS BASE

2/5

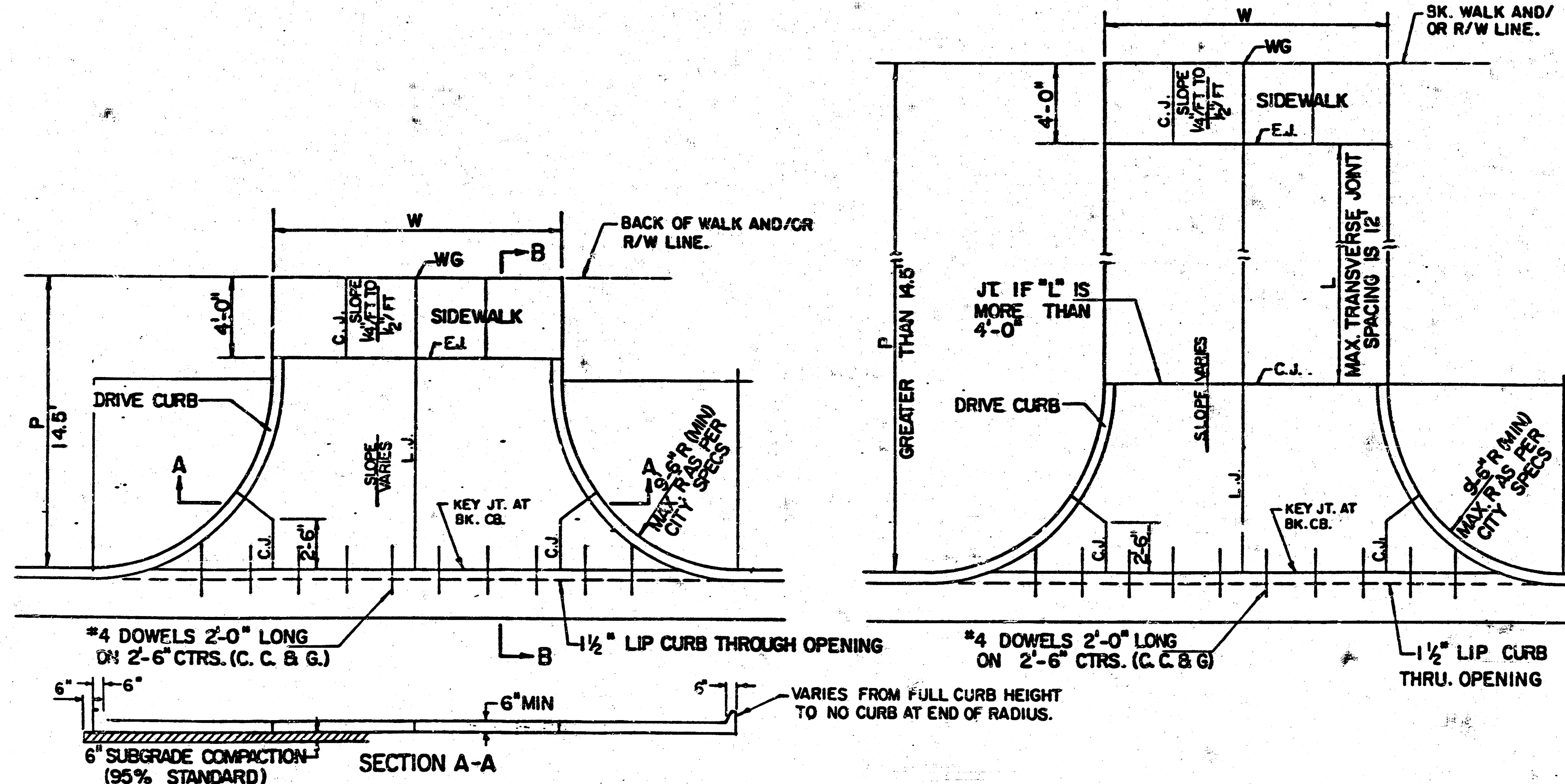


ALT. LONGITUDINAL CONSTRUCTION JOINT



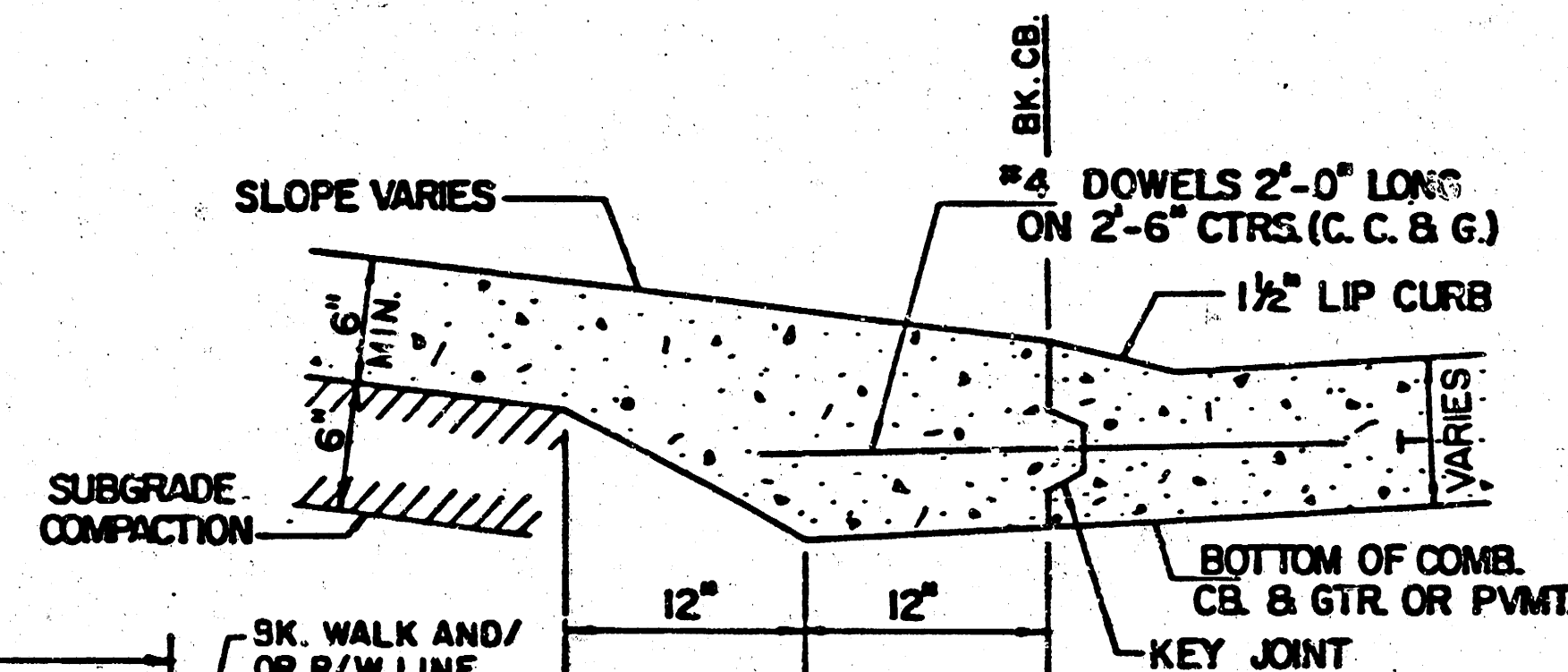
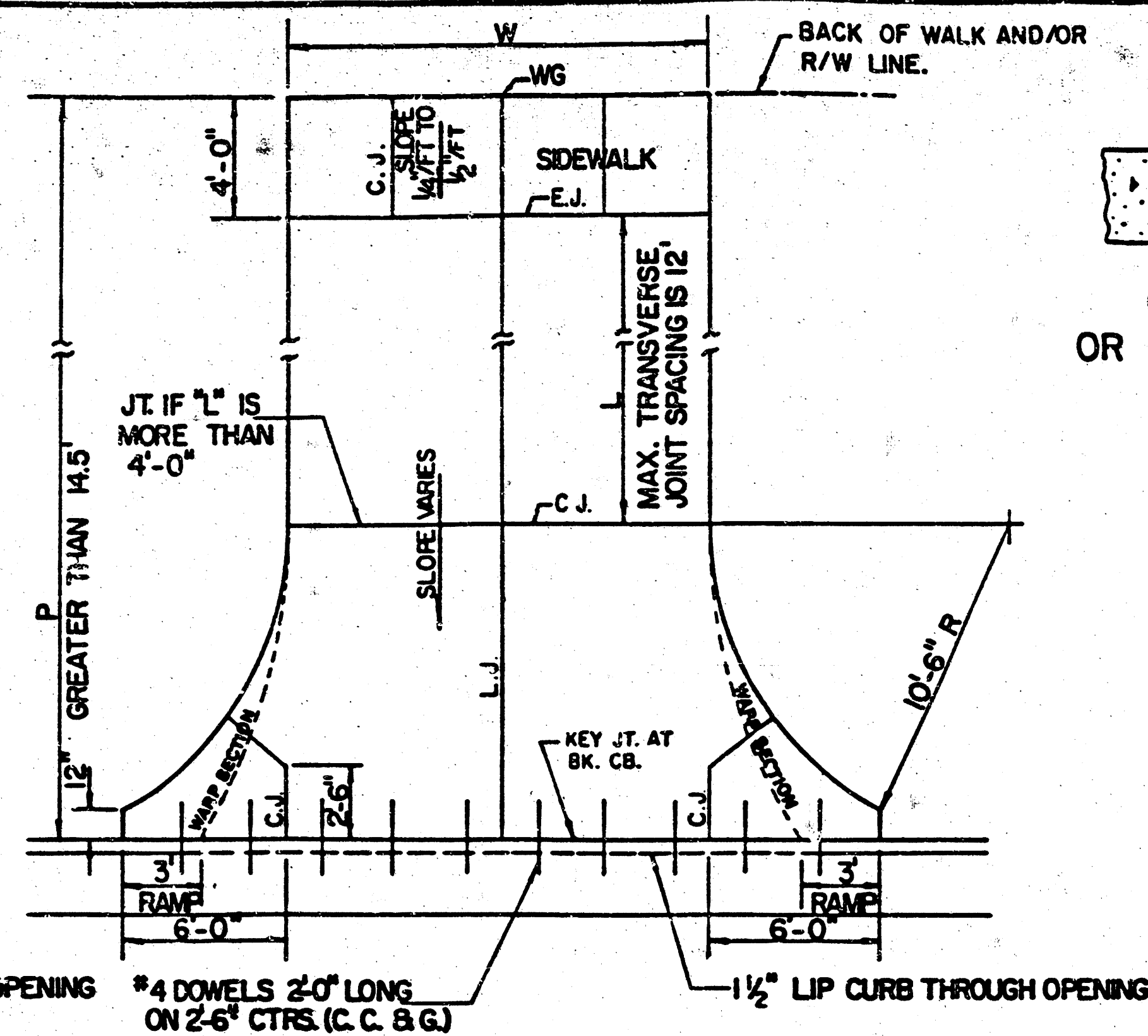
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.70	1.04	1.30	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	-1.9	-1.6	-1.3	-1.0	-0.6	0.00	0.00	0.15	0.25	0.35	0.45	0.55	0.65

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

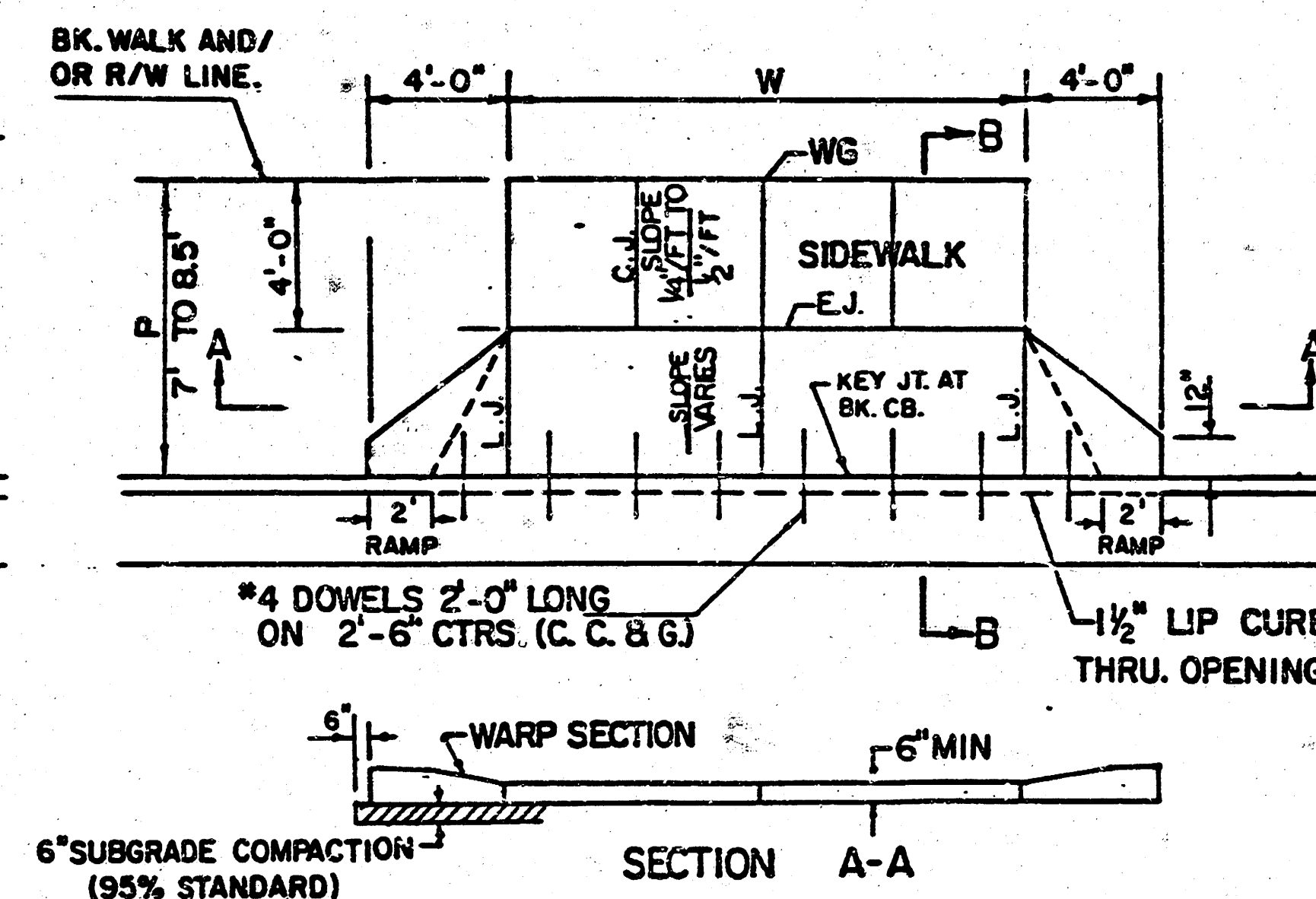


PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70	1.04	1.30	1.56	1.82	2.08	2.34	2.60
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42	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)

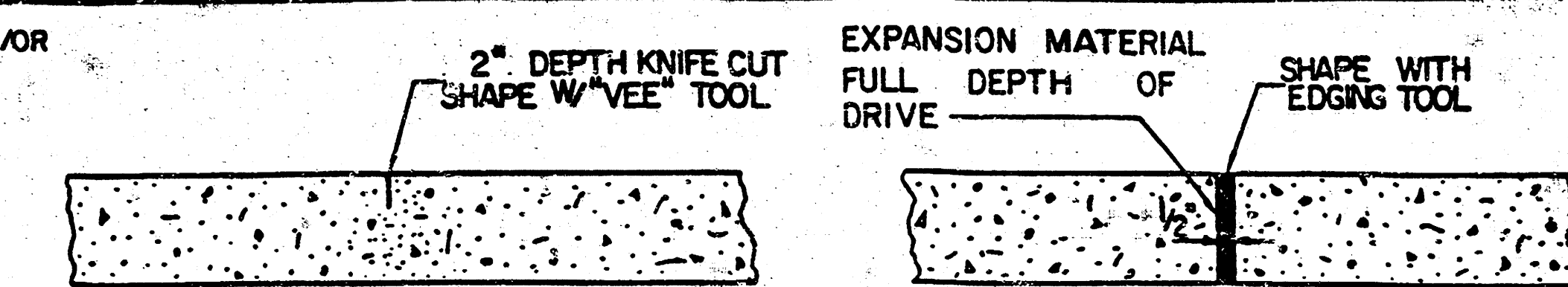


BACK OF CURB DETAIL
SECTION B - B (no scale)



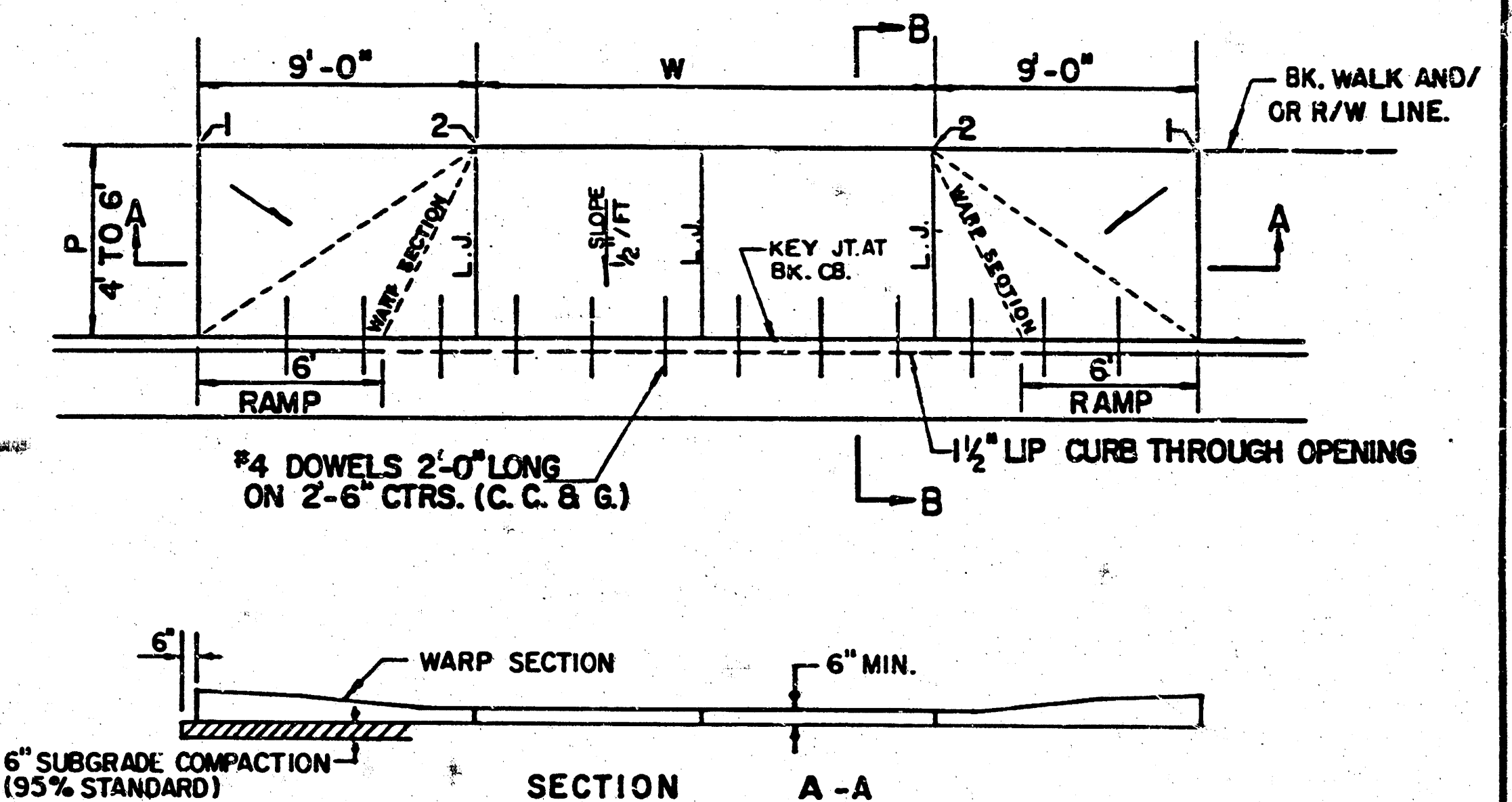
PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.10	0.20	0.30
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.10	0.20	0.30
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.15	0.16	0.17	0.17
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL 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. "T" 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

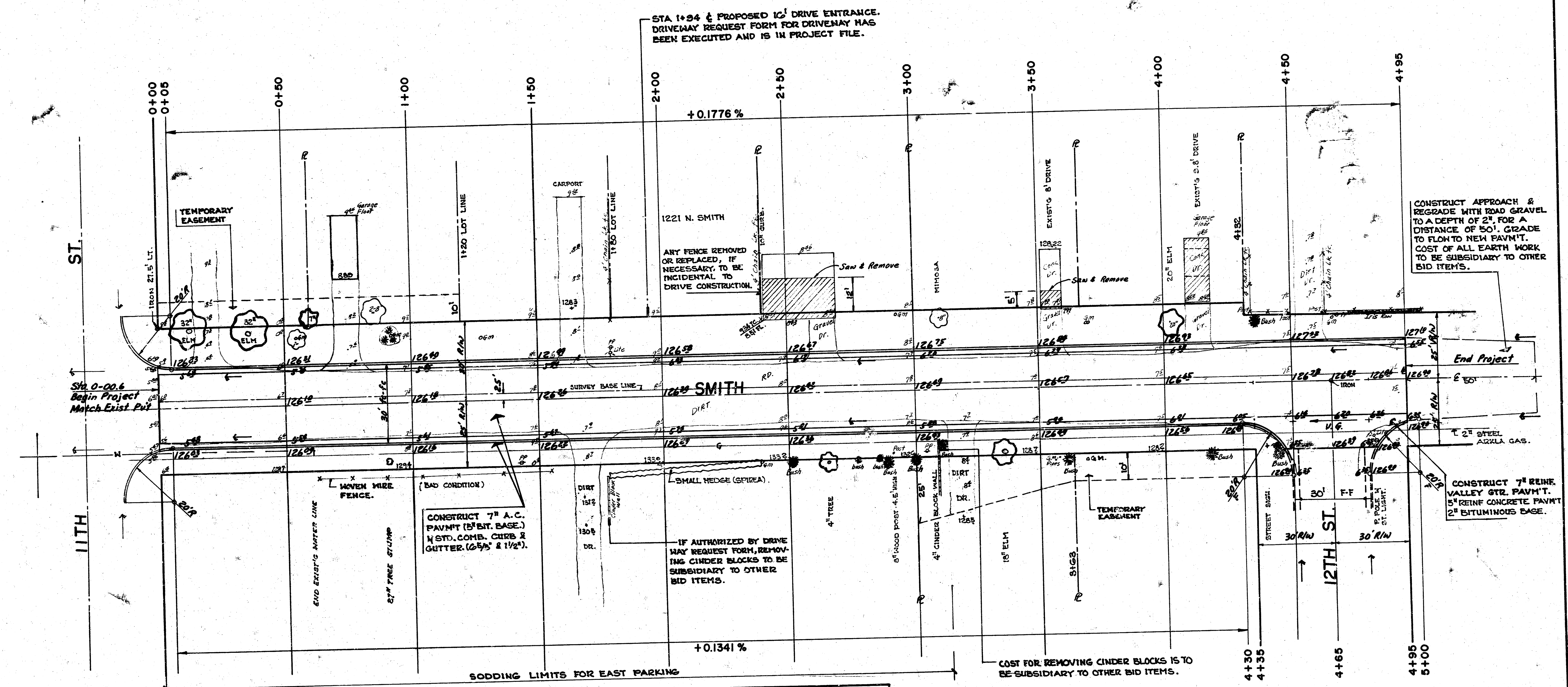
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF 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.
- DOEL 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 ADJUTS 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 ADJUTS 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" W-44 HELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCUERANCE.
- 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 0.35' 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.

SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81278-000-000-001

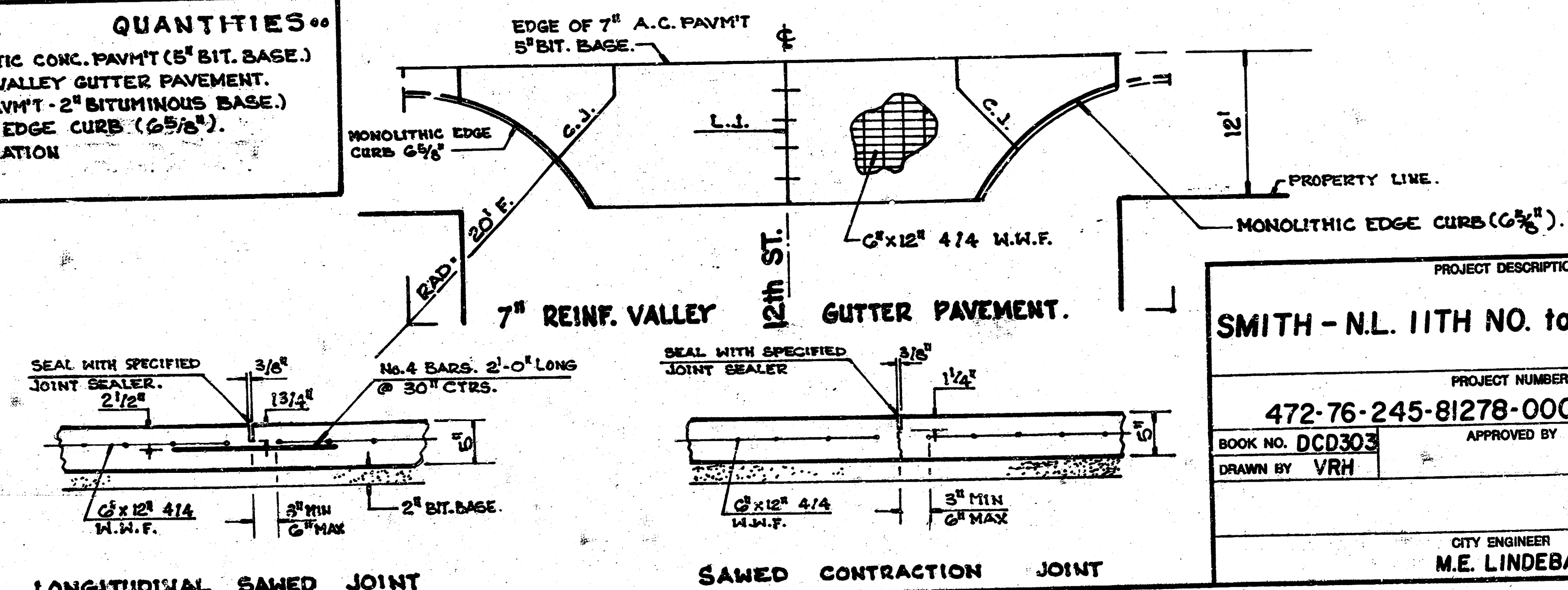
B.M. 129.15 City Std. Disc. @ Curtis Extended & 2' South of S. R. of I-235 R.O.W.
 B.M. 128.49 "M" Mueller Fire Hydrant, NE Cor. Anna & 11TH NO.
 B.M. 128.36 RR Spk. S-10. PP at NE Cor. Smith & 12TH NO.



- GENERAL NOTES**
1. WIDENED GUTTER SECTION OF COMBINED CURB & GUTTER AT INTERSECTIONS WILL NOT BE PAID DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.
 2. COST FOR POST REMOVAL TO BE SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.
 3. MAIL BOXES WITHIN THE PROJECT LIMITS 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.
 4. ALL PARKING AND TEMPORARY EASEMENT AREAS NOT SODDED TO BE SEEDED WITH K-31 FESCUE, FERTILIZED AND MULCHED IN ACCORDANCE WITH CITY OF NICHITA STANDARD SPECIFICATIONS.

INTERSECTION QUANTITIES

86.7	SQ YDS 7" ASPHALTIC CONC. PAVMT (5" BIT. BASE.)
65.3	SQ YDS 7" REINF. VALLEY GUTTER PAVEMENT (5" REINF. CONC. PAVMT - 2" BITUMINOUS BASE.)
31.6	L.F. MONOLITHIC EDGE CURB (6 3/8")
152.8	SQ YDS MANIPULATION
3.1	TONS CEMENT



EXCAVATION	1522.9 CU YDS
110%	152.3
TOTAL	1675.2
SQ YDS MANIPULATION	1824

PROJECT DESCRIPTION

SMITH - N.L. 11TH NO. to N.L. 12TH NO.

PROJECT NUMBER
472-76-245-81278-000-000-001

BOOK NO. DCD303
DRAWN BY VRH

APPROVED BY
DATE
REVISED

CITY ENGINEER
M.E. LINDEBAK

SCALE
1" = 20'

