SHEET NO.	SHEETS
1	13

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

STREET IMPROVEMENTS

FOR

STONEGATE ESTATES

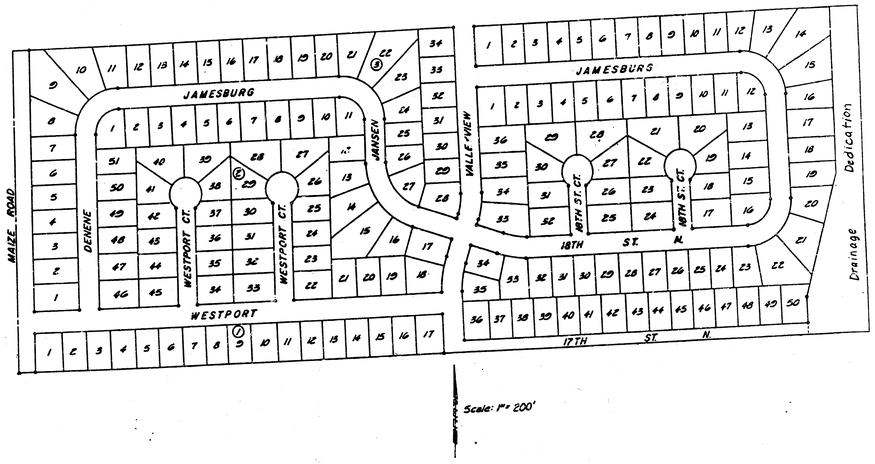
CITY OF WICHITA PROJECT NO. 472-76-245-80001-000-000-039

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL 37' PAVEMENT DETAILS
4. TYPICAL 35' PAVEMENT DETAILS
5. TYPICAL 29' PAVEMENT DETAILS
6. VALLEYVIEW PAVING PLAN
7.-10. JANSEN 118TH ST. PAVING PLANS
11.-12. 18TH ST. COURT PAVING PLANS
13. STANDARD ENTRANCE DRIVES

PROJECT SURVEY CONTROL

PROJECT DATUM -	CITY OF WICHITA DATUM
DATUM BENCH MARK -	CITY OF WICHITA DISC., 39.3' SOUTH AND 56.0' EAST OF INTERSECTION OF CENTERLINE MAIZE ROAD AND CENTERLINE 13TH STREET NORTH. ELEV. = 159.318
BENCH MARK -	STANDARD DISC ON NORTHEAST CORNER RCBC, 82' WEST AND 35' NORTH OF THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF SECTION 8, T27S, R1W. ELEV. = 156.84
BENCH MARK -	CHISELED "B" ON TOP OF CURB OF NORTH RETURN AT THE SOUTHEAST CORNER VALLEYVIEW AND 17TH STREET NORTH. ELEV. = 156.19
BENCH MARK -	CITY STANDARD DISC, 13' SOUTH AND 43' EAST OF THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 8, T27S, R1W. ELEV. = 161.84
BENCH MARK -	CHISELED "B" IN SOUTHWEST CORNER OF DRAIN INLET APPROXIMATELY 500' NORTH OF RCBC AT THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF SECTION 8, T27S, R1W. ELEV. = 152.33
BENCH MARK -	1/2" X 4'-0" REBAR 5' EAST AND 10' SOUTH OF THE NORTHEAST CORNER OF LOT 33, BLOCK 4, STONEGATE ESTATES. ELEV. = 156.63
BENCH MARK -	1/2" X 4'-0" REBAR 70' AND 5' WEST OF THE SOUTHEAST CORNER OF LOT 35, BLOCK 6, STONEGATE ESTATES. ELEV. = 156.71
BENCH MARK -	1/2" X 4'-0" REBAR 10' EAST AND 10' SOUTH OF THE NORTHEAST CORNER OF LOT 24, BLOCK 4, STONEGATE ESTATES. ELEV. = 154.36
BENCH MARK -	1/2" X 4'-0" REBAR 60' NORTH AND 5' EAST OF THE NORTHWEST CORNER OF LOT 13, BLOCK 5, STONEGATE ESTATES. ELEV. = 155.05



Scale: 1" = 200'

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____

VRH 3/3/88

NOTE TO CONTRACTOR

This project will be constructed under the supervision of the CITY ENGINEER and conforming to the SPECIFICATIONS of the CITY OF WICHITA. The CONTRACTOR will pay the City of Wichita for all costs of plan review, inspection and booking per contract.

FEBRUARY, 1988

PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND FIXTURES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN 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. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

CONTRACTOR SHALL SATISFY HIMSELF OF SUB-SURFACE CONDITIONS PRIOR TO CONSTRUCTION.

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 PSOTECTED FROM DAMAGE.

THE CONTRACTOR SHALL SEED, FERTILIZE, AND MULCH ALL DISTURBED AREAS WITHIN THE DRAINAGE DEDICATION AND THE DRAINAGE EASEMENT LOCATED BETWEEN LOTS 20 AND 21, BLOCK 4.

ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS, LATEST EDITION, UNLESS OTHERWISE NOTED ON THE PLANS.

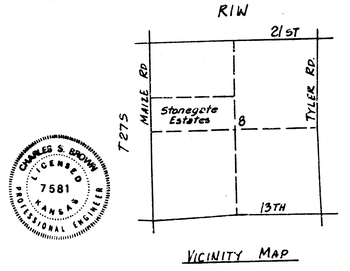
ALL BARRICADES, SIGNS, LIGHTS AND OTHER PROTECTIVE DEVICES SHALL BE INSTALLED AND MAINTAINED IN CONFORMITY WITH THE LATEST EDITION OF THE CITY OF WICHITA BARRICADE MANUAL AS ADOPTED BY THE TRAFFIC ENGINEERING DIVISION OF THE DEPARTMENT OF OPERATIONS AND MAINTENANCE.

THE CONTRACTOR SHALL SATISFY HIMSELF OF ALL QUANTITIES REQUIRED TO CONSTRUCT THE IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT A "LUMP SUM" BID TO MR. RANDALL VOTH, 1831 WOODROW AVE., WICHITA, KS. 67203, FOR LUMP SUM SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS TO COMPLETE THE WORK.

A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES 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 THREE (3) FEET 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 SUBSIDIARY TO REMOVAL OF THE SURFACE OR PAVEMENT.

THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT.

LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-EAY 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 PERMISSABLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.



VICINITY MAP

CHARLES S. BROWN
LICENSED
7581
KANSAS
PROFESSIONAL ENGINEER

1/13

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STONEGATE ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS

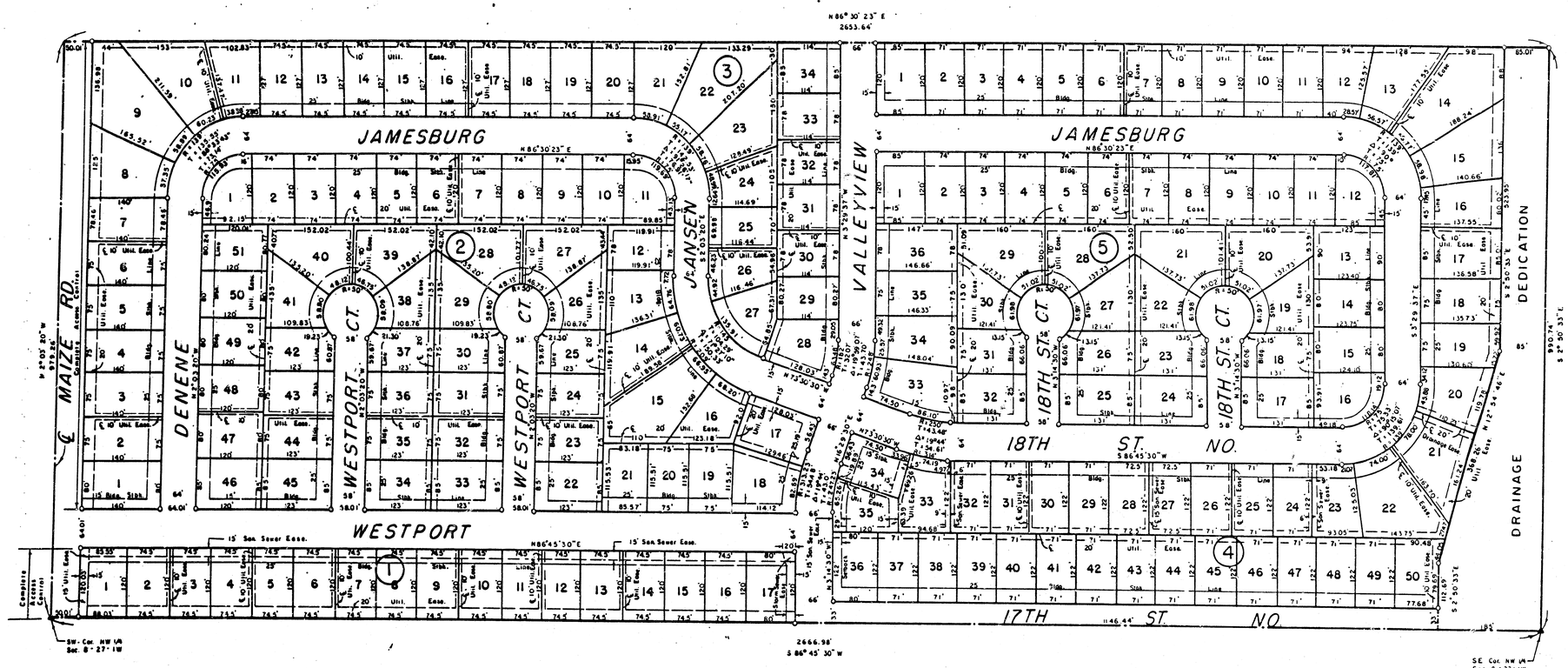

CHART OF MINIMUM PAD ELEVATIONS

BLOCK	LOT	MEAN SEA LEVEL DATUM	CITY OF WICHITA DATUM
4	14	1342.0	154.6
4	15	1341.9	154.5
4	16	1341.8	154.4
4	17	1341.7	154.3
4	18	1341.6	154.2
4	19	1341.6	154.2
4	20	1341.5	154.1
4	21	1341.4	154.0
4	22	1341.3	153.9
4	50	1341.2	153.8

N
1" = 100'
O = IRON

Proj. No. 472-76-245-80001-000-000-039

SHEET 2 OF 13

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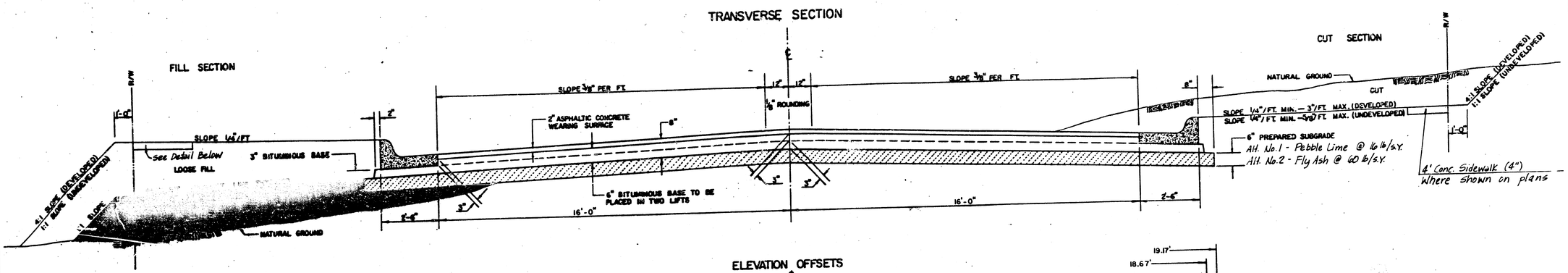
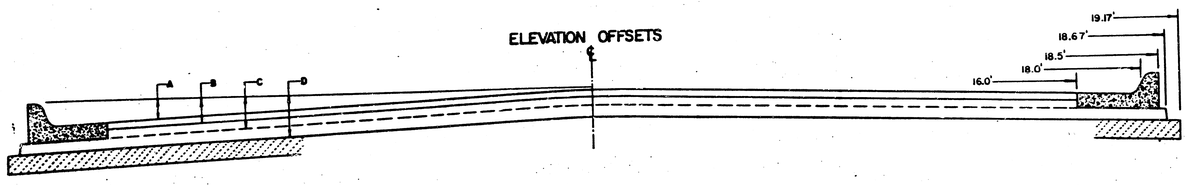
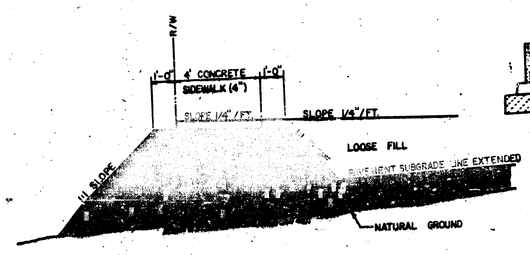
TYPICAL 37' PAVEMENT DETAILS

TRANSVERSE SECTION



ELEVATION OFFSETS

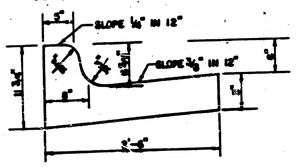




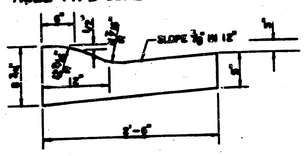
COMPACTED FILL DETAIL
WHEN SIDEWALK IS CONSTRUCTED

	DISTANCE FROM CENTERLINE (L.T. & RT.)												
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

COMBINED CURB & GUTTER



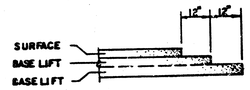
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" 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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-80001-000-000-039

3/13

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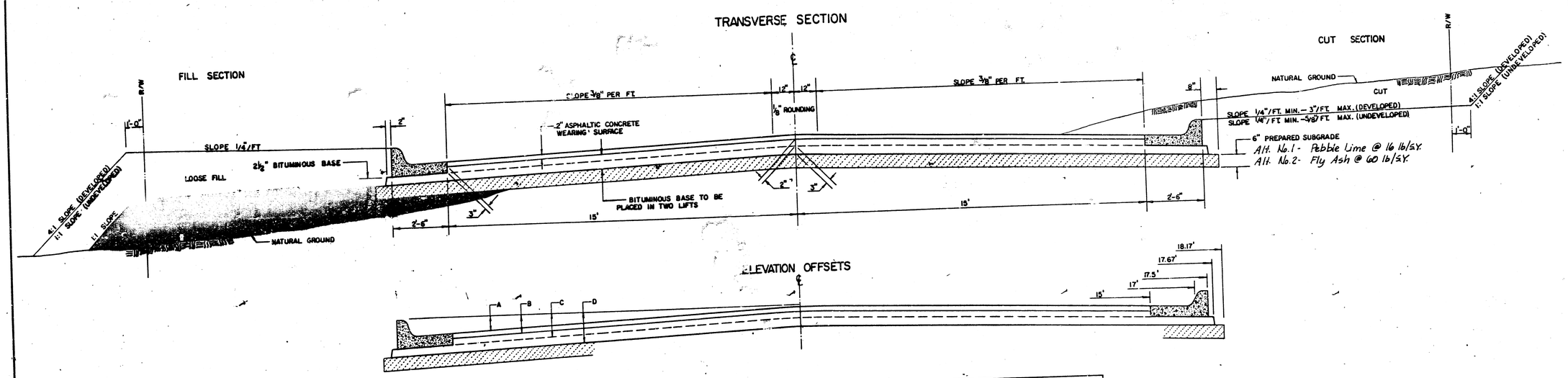
TYPICAL 35' PAVEMENT DETAILS

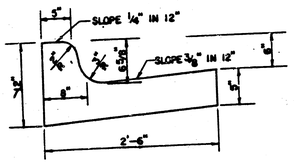
TRANSVERSE SECTION



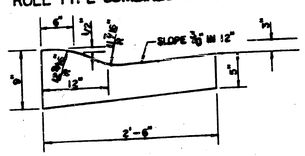
ELEVATION OFFSETS

	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	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.

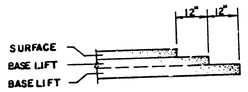
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

PROJECT NUMBER

472-76-245-80001-000-000-039

7/13

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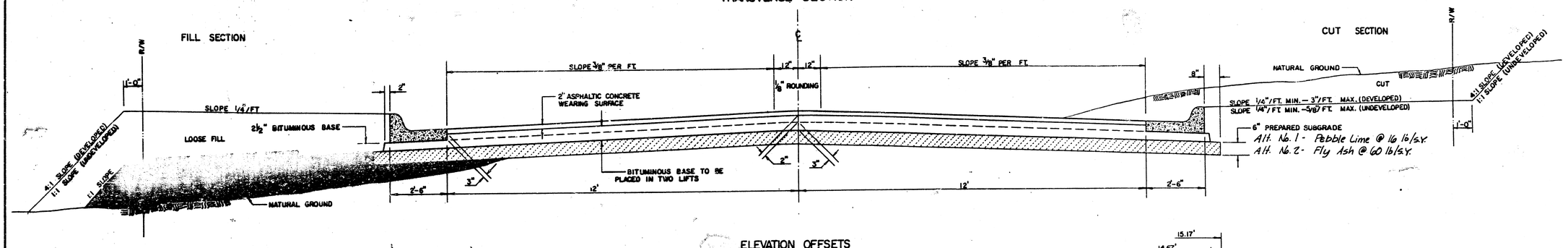
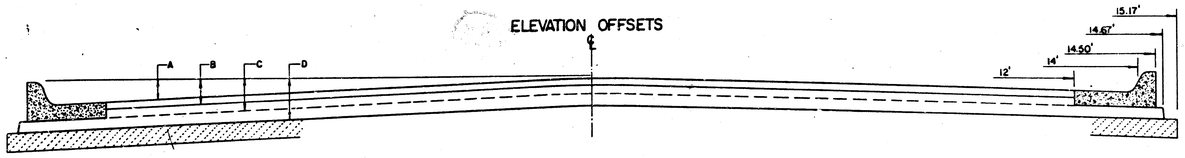
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

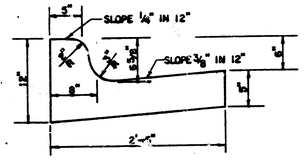


ELEVATION OFFSETS

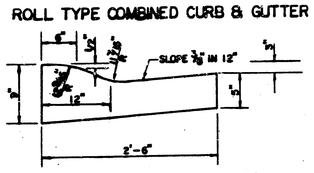


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	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.

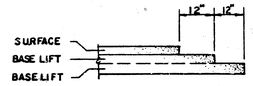
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

PROJECT NUMBER

472-76-245-80001-000-000-039

5/13

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-039	6	13

CAUTION!
Buried Cables
Contact KG&E
SW Bell
Cablevision

Scale: 1"=20'

℄ Curve Data (Arc)
Δ=19°59'07"
D=26°38'57"
R=215.00'
T=37.88'
L=74.99'

+0.3396% ℄ | -0.60% T.C. Lt | No V.C. -0.09% ℄ | No V.C. -0.60% ℄ | No V.C. +0.32% | No V.C. +0.3867% ℄ | +0.3868% T.C. Rt | No V.C. +0.3467% ℄ | +0.32% ℄ | No V.C. | +0.32% ℄ | No V.C. | +0.32% ℄

101+97.85 BEGIN Pavement

Comb. Curb & Gutter (6"&8" Std. & 1½")

4" Sidewalk Conc. Pavt.

7" Asphaltic Concrete Pavement (5" Bituminous Base)

102+50 | 102+80.51 P.T. | 103+00 P.I. | 103+21.94 P.C. | 103+75 P.I. | 104+15.94 P.C. & P.T. | 104+50 | 104+80.23 P.T. | 105+00 | 105+50 | 106+00 P.I. | 106+50 | 106+92.55 END Pavement

Existing 12" Water | Exist. 3 Ht. | Exist. 8" Water | Prop. 8" Water | Exist. 10" San. Sewer | 8" Sanitary Sewer | Exist. 10" Util. Easmt. | Exist. 20' Util. Easmt. | Exist. Elect. | Exist. Tel. | Exist. 55 HH | Top=1571.05 | 4 In NE=1446.97 | 1 Out S=1446.73 | Prop. Top Valve Box Elev.=1555.7 | Prop. Top Valve Box Elev.=1555 | Prop. Top Valve Box Elev.=1556.9 | Tel Box | Unpd. Tel. | 24" S.W.S. | 30" S.W.S. | 18" S.W.S. | 15" S.W.S. | 10" S.W.S. | 8" S.W.S. | 5" S.W.S. | 4" S.W.S. | 3" S.W.S. | 2" S.W.S. | 27" S.W.S.

313.23' R | 280.23' R | 182' R | 215' R | 248' R | 50.00' | 155.34' | 157.15' P.I. | 5.37 T.C. | 5.37 P.C. | 5.07 (12.04) P.C. | 104+16.14 P.C.C. | 104+15.81 P.R.C.

VALLEYVIEW

33' | 37'-0" | Bk.-Bk.

Trans. from 3/4"/1ft. to 3/8"/1ft. X-Sl.

Grooves - See Detail This Sheet

WHEELCHAIR RAMP DETAIL

Slope 1"/1ft. (Max.) | Keyway | Slope same as bottom of comb. curb & gutter

SECTION A-A

GROOVE DETAIL

Top of Curb | Gutter ℄

DEPRESSED CURB DETAIL

TYPICAL WHEELCHAIR RAMP DETAILS

* Match Existing
℄ Construct Standard
Wheelchair Ramp
(See Details this Sheet)

Comb. Curb & Gutter (6"&8" Std. & 1½")

℄ Curve Data
Δ=19°44'00"
D=20°26'46"
R=280.23'
T=48.74'
L=96.51'

8" Asphaltic Concrete Pavt. (6" Bituminous Base)

7" Asphaltic Concrete Pavement (5" Bituminous Base)

CAUTION!
Telephone Cable
Contact
SW Bell

Sta. 103+68.04 ℄ Valleyview = Sta. 41+09.52 ℄ 18th St.

8" Asphaltic Concrete Pavement (6" Bituminous Base)

Comb. Curb & Gutter (6"&8" Std. & 1½")

4" Sidewalk Conc. Pavt.

Note: See spot elevations for proposed walk grades.

VALLEYVIEW
STA. 101+97.85 TO STA. 106+92.55

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

6/13

Designed by	CSB, GDD	Checked by		
Drawn by	BS	Date	Feb., 1988	Job No. 87599 T

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-039	7	13

Scale: 1"=20'

CAUTION!
Underground Electric
Contact KG&E

36+42.04
BEGIN Pavement
36+50

35+98.01 P.T.

Future Pavement

Prop. Top Manhole Elev. 1559

157.60 T.C.

T.C. 157.30

Wind 123

35'-0" BK-BK

32'

56.20' Util. Easmt.

JANSEN

Rdt

Prop. 8" Water

6.84 T.C.

15" S.W.S.

6.60 T.C.

24" S.W.S.

145' R

177' R

209' R

37+00

37+27.76 P.C.

37+50

38+00

38+20

38+50

38+60 P.I.

39+00 P.I. Elev. 157.27 & Elev. 157.51 T.C. Lt. & Rt.

39+40 P.R.T.

39+48.49 P.T.

Curb Data (Arc)
Δ=71°27'10"
D=32°22'14"
R=177.00'
T=127.31'
L=220.73'

Sta. 41+02.52 & 18th St. =
Sta. 103+60.94 & Valleyview

-0.32% &

No VC.

-0.55% &

+0.40% &

80' R.C. (&)

-1.20% &

40+00

40+50

40+61.52 P.C.

Comb. Curb & Gut. (6⅝" Std. & 1½")

5.71 T.C.

Prop. Top Manhole Elev. 1557

5.55 T.C.

Prop. Top Manhole Elev. 1555

18th ST.

30" S.W.S.

5.59 T.C.

5.37 T.C.

5.30 T.C.

30' R Fc Curb (Typ.)

15.80 T.C.

5.79

37'-0" Bk-Bk.

33'

Valleyview

41+57.52 P.T.

42+00

42+17.02 P.C.

+0.5546% &

42+17.02 P.C. & P.R.T.

Prop. Top Manhole Elev. 1559

5.72 T.C.

5.57 T.C.

Cutout Tel.

Prop. 8" Water

6.31 156.40

6.07 156.70 T.C.

5.61 155.70 T.C.

5.57 155.66

15" S.W.S.

30" S.W.S.

5.61 155.70 T.C.

6.31 156.40

8" Asphaltic Concrete Pavement
(6" Bituminous Base)

7" Asphaltic Concrete Pavement
(5" Bituminous Base)

Comb. Curb & Gutter
(6⅝" Std. & 1½")

7" Asphaltic Concrete Pavement
(5" Bituminous Base)

7" Asphaltic Concrete Pavement
(5" Bituminous Base)

Note: See spot elevations for proposed walk grades

JANSEN / 18th ST. N.
STA. 36+42.04 TO STA. 42+17.02

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
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WICHITA, KANSAS

7/13

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Drawn by	BS	Date Feb., 1988	Job No. 87599-1

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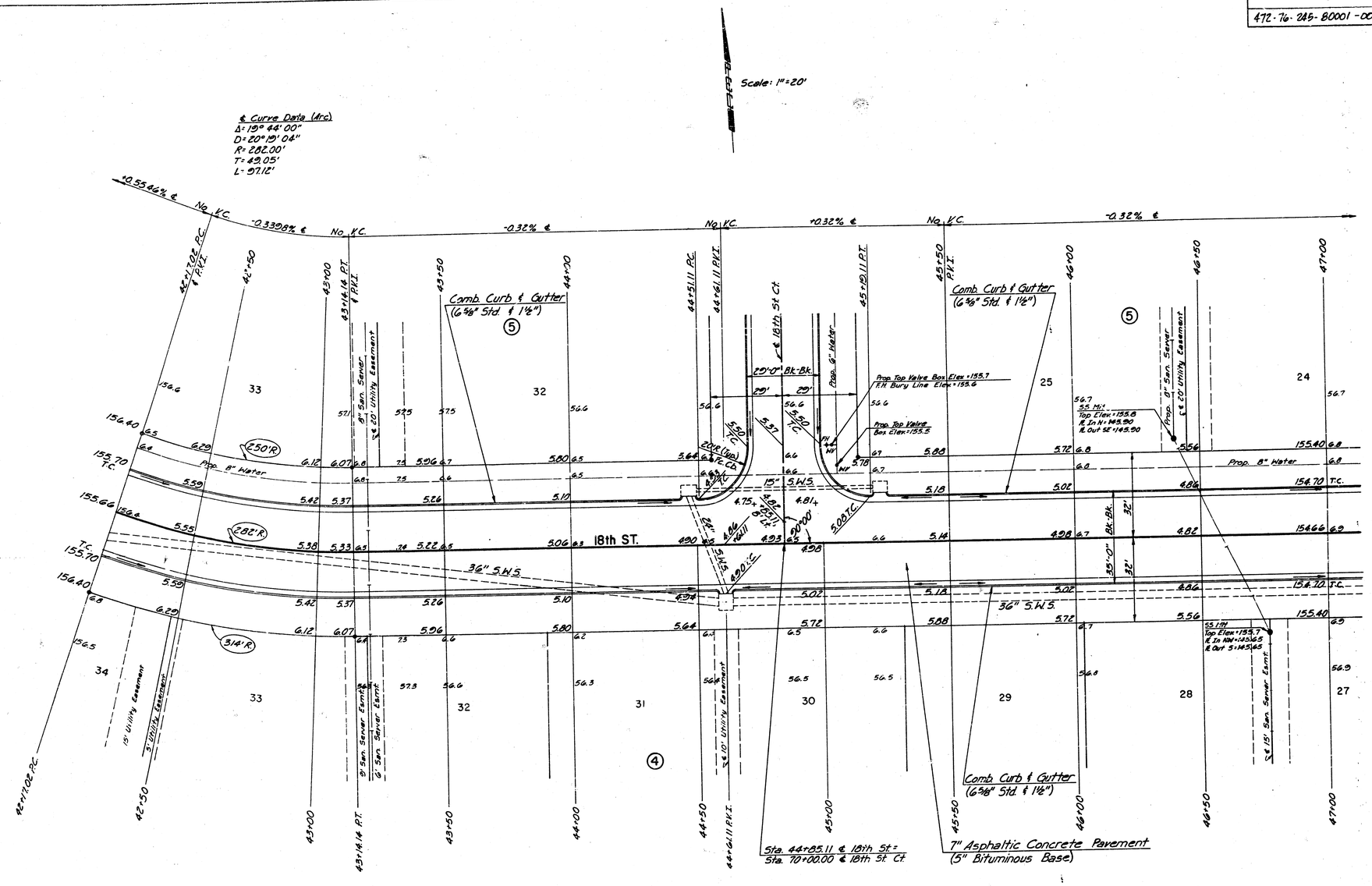
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-039	8	13



18th ST. N.

STA. 42+17.02 TO STA. 47+00.00

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WICHITA, KANSAS

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8/13

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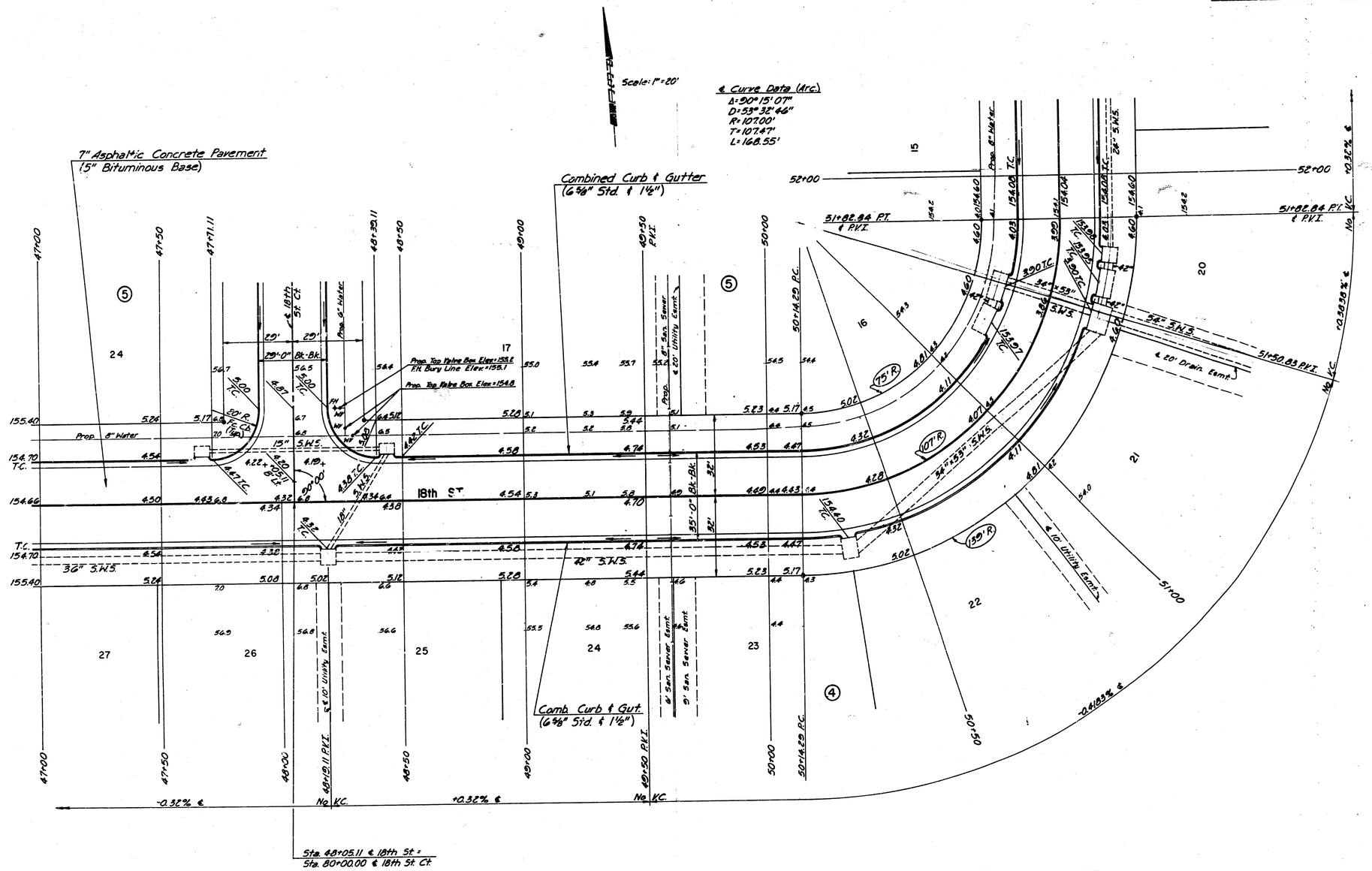
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-039	9	13



Note: See spot elevations for proposed walk grades.

18th ST. N.
STA. 47+00.00 TO STA. 51+82.84

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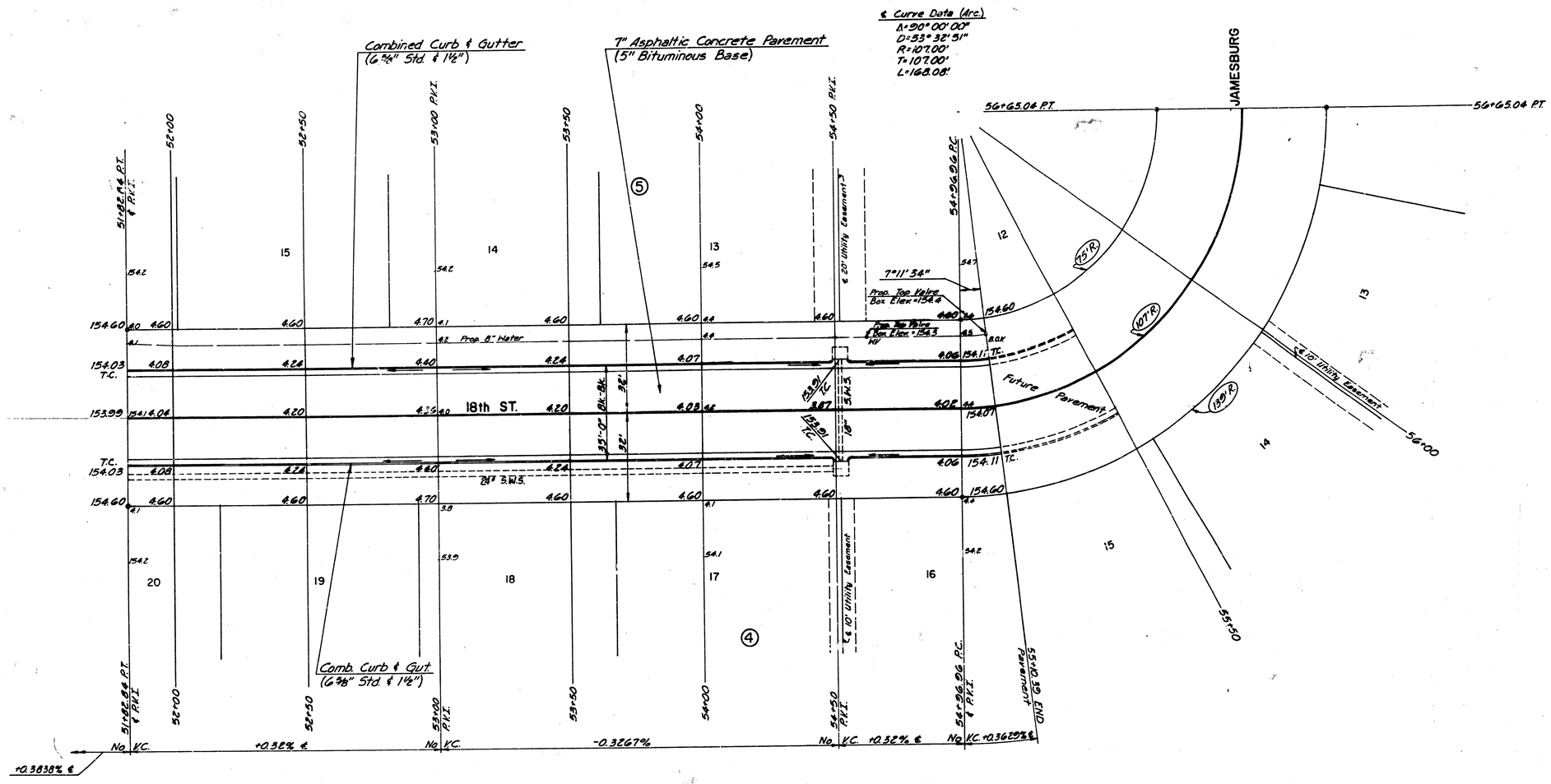
PROJECT NO.	SHEET NO.	TOT. L SHEETS
472-76-285-80001-000-000-039	10	13

PEC

Scale: 1"=20'



Note: See spot elevations for proposed walk grades.

18th ST. N.
STA. 51+82.84 TO STA. 55+10.39

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WICHITA, KANSAS

10/13

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Drawn by	BS	Date	Feb, 1985	Job No. 87559-1

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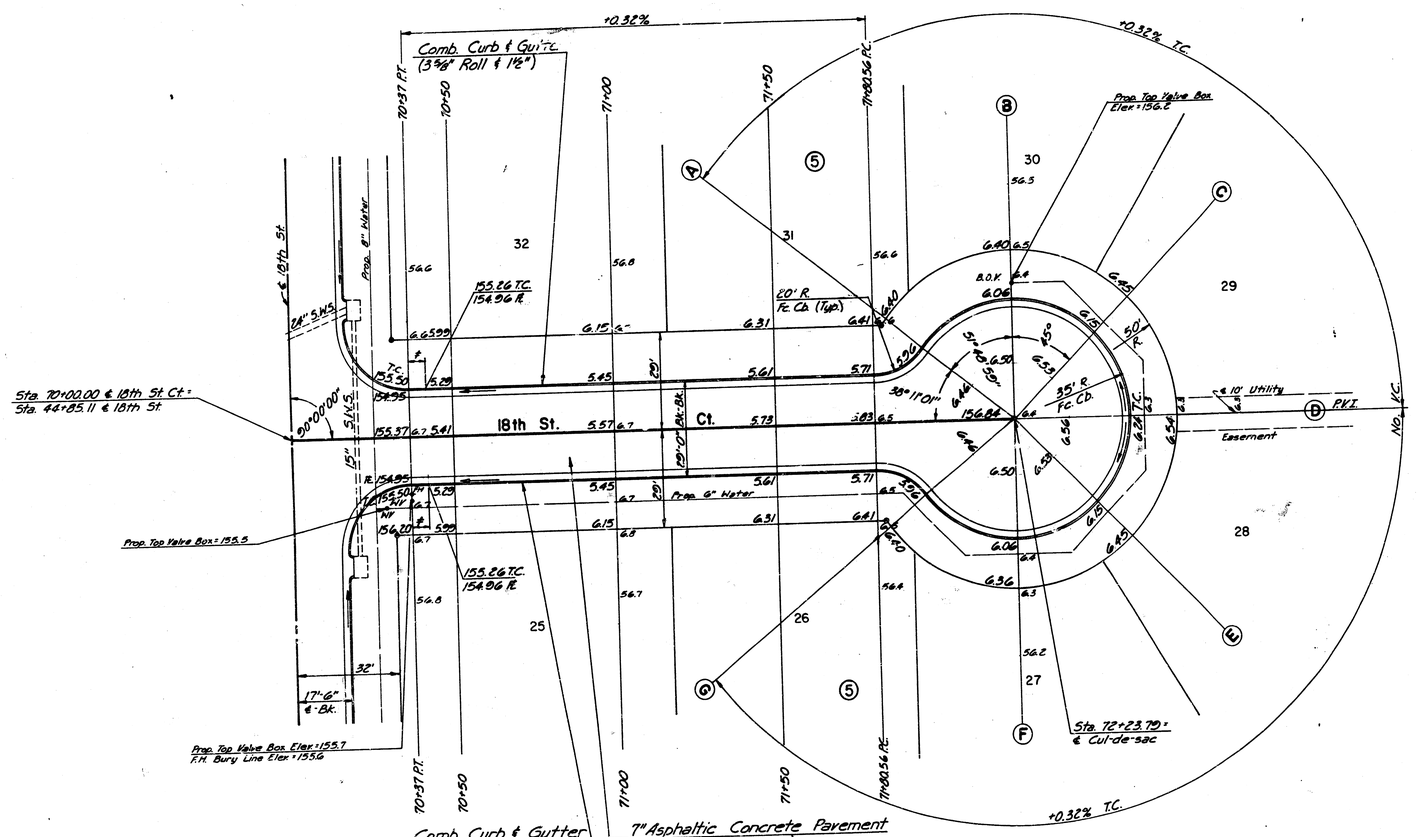
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-039	11	13

PBE

Scale: 1" = 20'



18th ST. CT.

STA. 70+00.00 TO STA. 72+23.79

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ENGINEERS
WICHITA, KANSAS

11/13

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Drawn by	BS	Date	Feb., 1988	Job No. 87599-1

≠ 5' Transition from Combined Curb & Gutter (6⅜" & 1½") to Combined Curb & Gutter (3⅜" & 1½")

Note: See spot elevations for proposed walk grades

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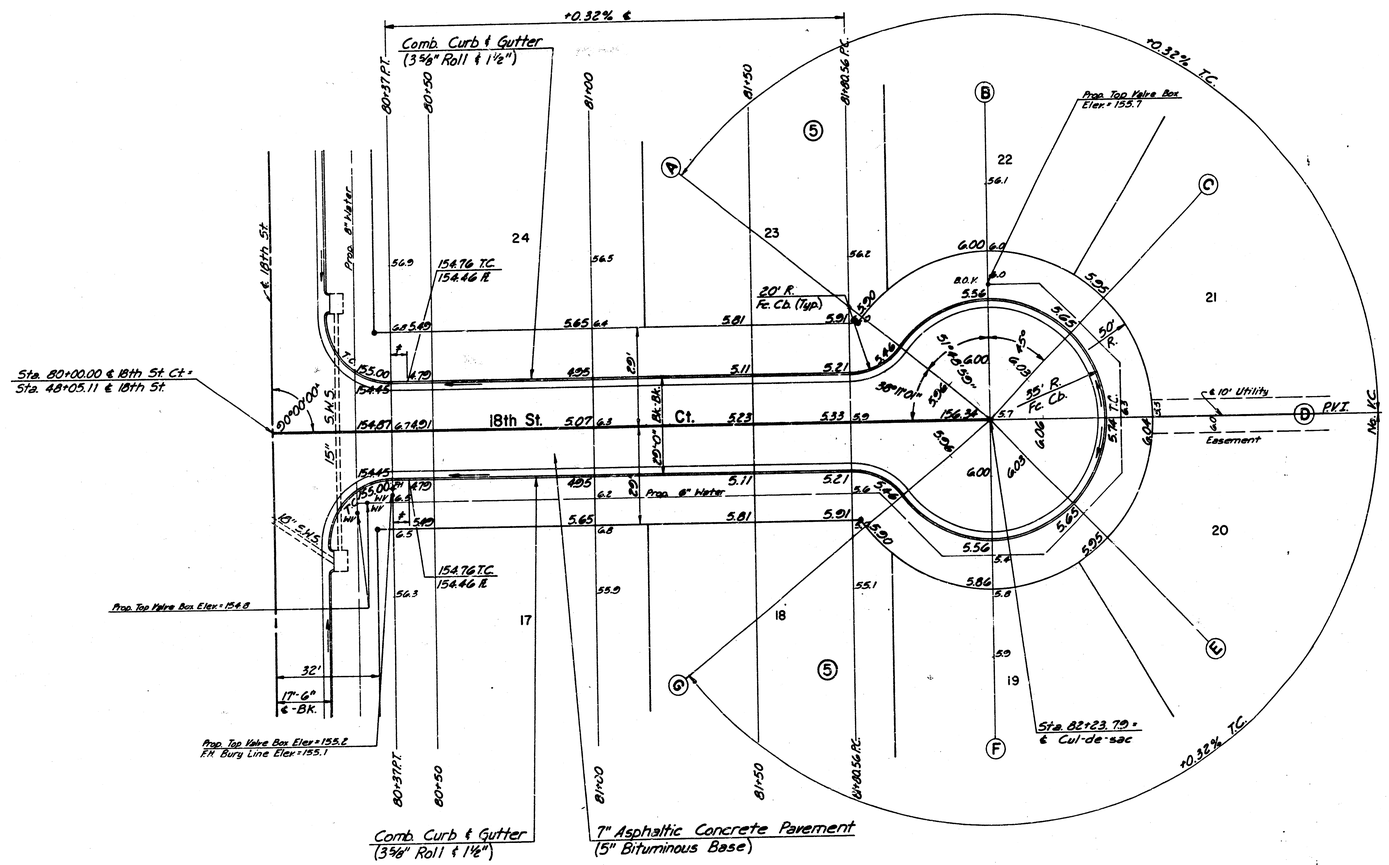
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-039	12	13

PLAN

Scale: 1" = 20'



18th ST. CT.
STA. 80+00.00 TO STA. 82+23.79

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WICHITA, KANSAS

12/13

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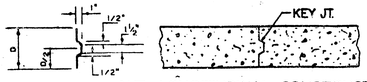
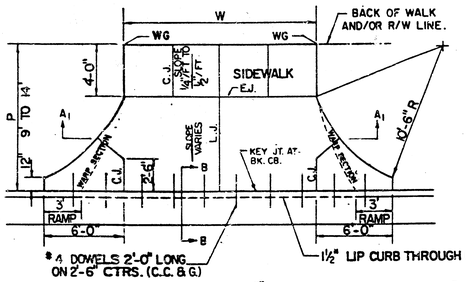
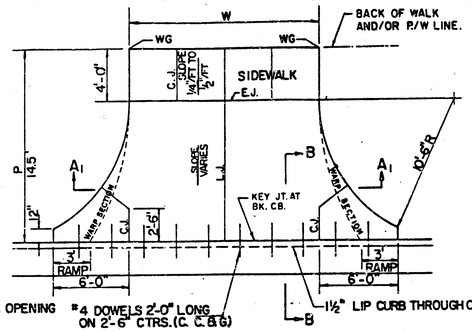
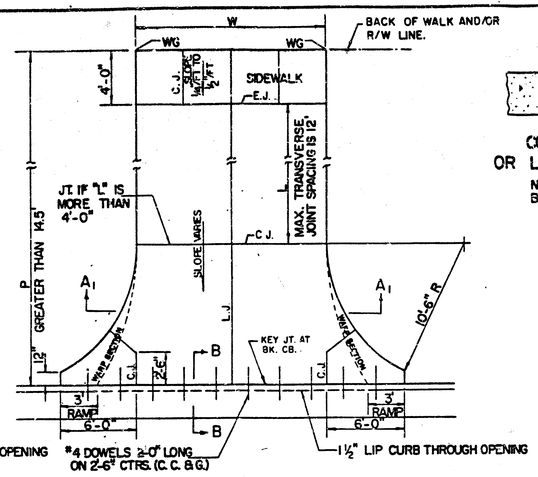
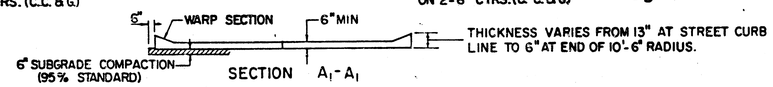


ALT. LONGITUDINAL CONSTRUCTION JOINT



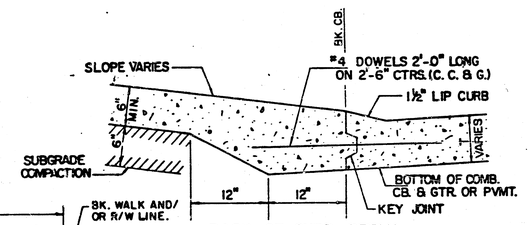




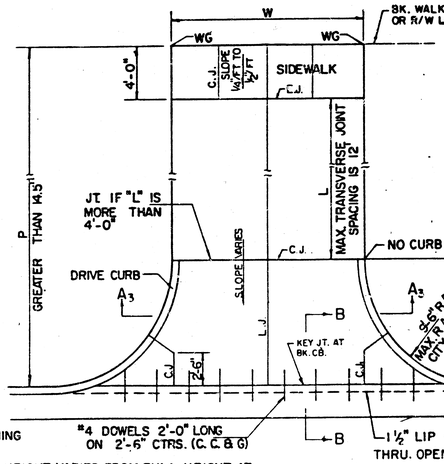


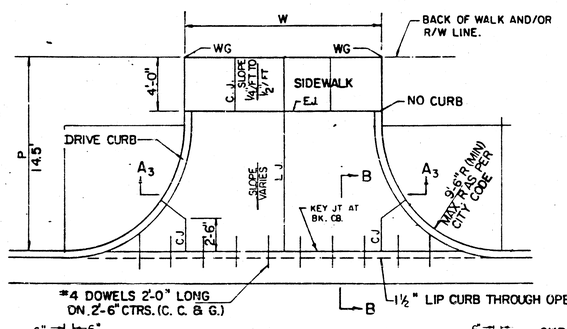
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	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'	-.08'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

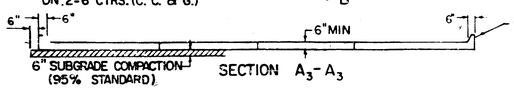
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



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

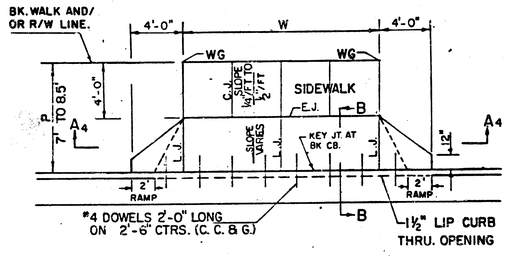


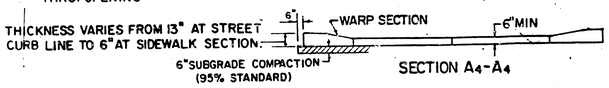




PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL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

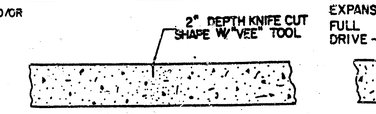
FULL RADIUS DRIVES (P = 14.5' & GREATER)



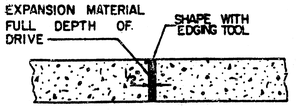


PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST. OF PT. "WG" BELOW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

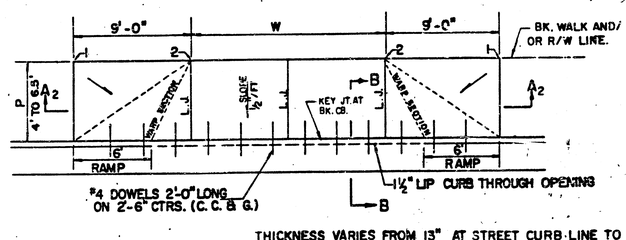
FULL RAMP DRIVE (P = 7.0' TO 8.5')

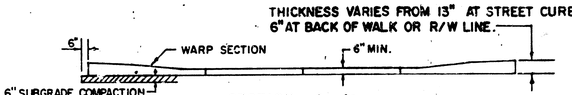


CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)
NO SAWN JOINTS WILL BE ALLOWED.



EXPANSION JOINT (E.J.)





THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

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 "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" 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 ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

13/13

PROJECT NUMBER
472-76-245-80001-000-000-059

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