

PAVING IMPROVEMENTS FOR EAST SIDE DEVELOPMENT

DECEL LANE AND
INCIDENTAL DRAINAGE

INDEX NO. 760975
PROJECT NO. 472-81814

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

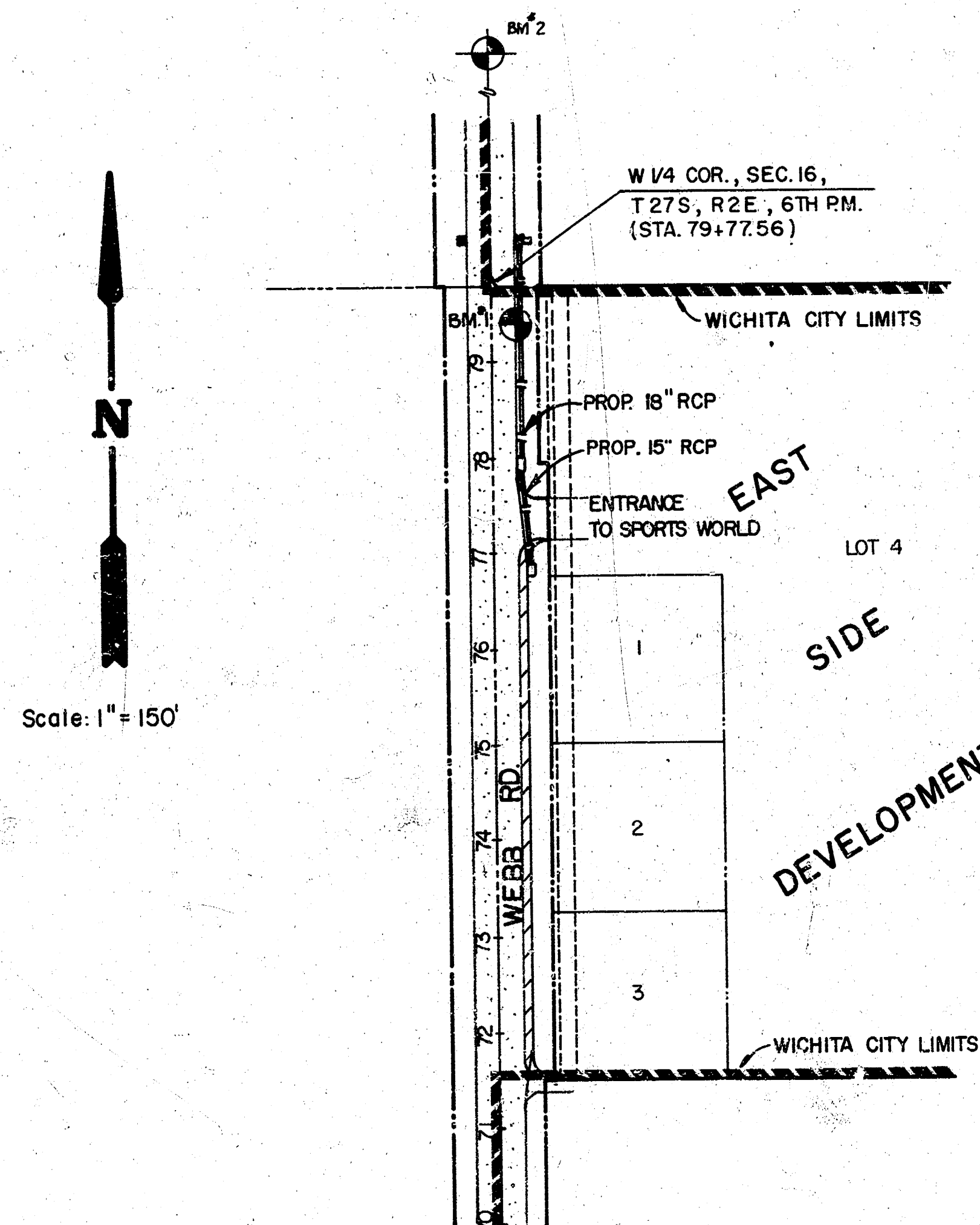
GENERAL NOTES

- UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA CONCRETE PAVEMENT AND ASPHALTIC CONCRETE PAVEMENT AND KANSAS DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.
 - ALL ELEVATIONS SHOWN ARE CITY OF WICHITA DATUM.
CITY DATUM = USGS MINUS NGVD 1187.4
 - THE ELEVATIONS AND GRADES SHOWN ON THIS SET OF PLANS ARE TO MATCH THOSE SHOWN BY SEDGWICK COUNTY. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THE WEBB ROAD IMPROVEMENTS AS DESIGNED BY SEDGWICK COUNTY.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAW.
 - UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, ETC., ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO 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. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
 - EXISTING UTILITIES AND THEIR LOCATIONS, 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.
 - CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL 1-800-344-7233
OR 687-2470 (LOCAL WICHITA)
- THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:
- | | |
|---|----------------------|
| SOUTHWESTERN BELL TELEPHONE COMPANY | 1-571-2115 |
| CABLEVISION | 262-4270 OR 263-2061 |
| KPL GAS SERVICE COMPANY | 263-7511 |
| KANSAS GAS & ELECTRIC | 264-1141 |
| CITY OF WICHITA WATER DEPARTMENT | 268-4908 |
| CITY OF WICHITA SEWER MAINTENANCE | 268-4908 |
| ARKLA GAS COMPANY | 942-8350 OR 263-8181 |
| SEDGWICK COUNTY BUREAU OF PUBLIC SERVICES | 383-7901 |
- THE ENGINEER SHALL TAKE FIELD TIES TO ALL QUARTER SECTION CORNERS. THE CONTRACTOR SHALL SET A CITY SURVEY MONUMENT IN THE REQUIRED LOCATION WHERE SUCH QUARTER SECTION CORNERS FALL WITHIN THE LIMITS OF PAVEMENT CONSTRUCTION. SURVEY MONUMENTS WILL BE FURNISHED BY THE CITY. THE ENGINEER WILL ACCURATELY LOCATE AND INSTALL THE IRON AT THE QUARTER SECTION CORNER. THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS OF WORK IN THE CONTRACT.
 - 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. SAW 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 AS SUBSIDIARY TO THE REMOVAL OF SURFACE OR PAVEMENT.
 - THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER AT THE PRICE BID FOR SAID ADJUSTMENTS. THE WATER DEPARTMENTS SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
 - THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.
 - ALL STATIONING, RAIL PAVEMENT WIDTHS, OFFSET DISTANCES, ETC., ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED ON THE PLANS.

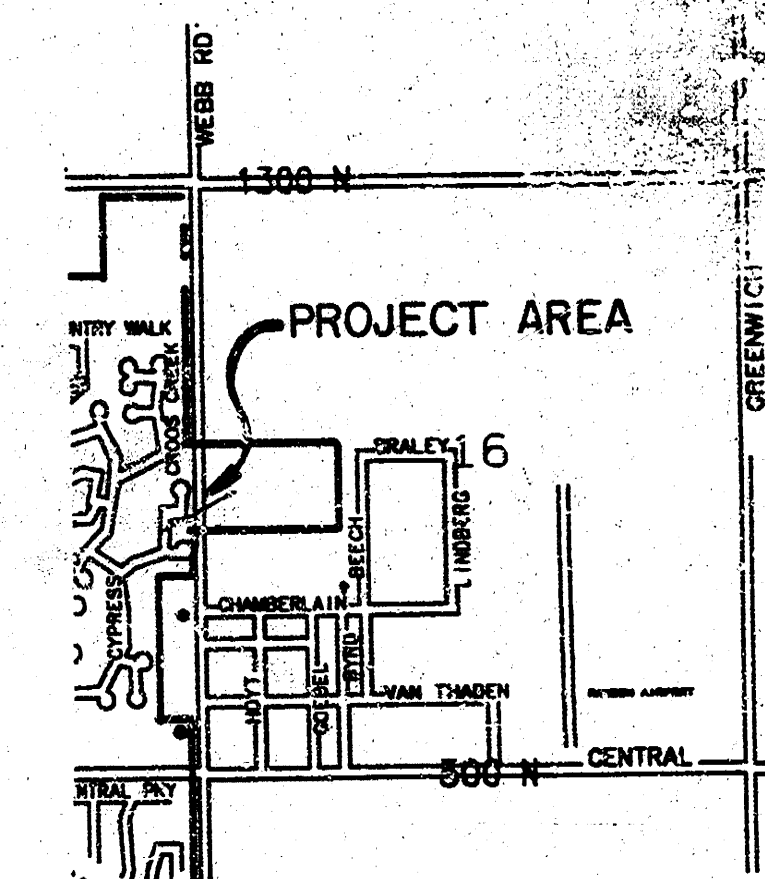
BENCH MARKS

- BM #1 CITY OF WICHITA BENCH MARK DISC, 34' EAST AND 44' SOUTH OF QUARTER SECTION CORNER WEBB ROAD & 9TH STREET NORTH.
ELEV. = 172.96
- BM #2 CITY OF WICHITA BENCH MARK DISC, 38' EAST AND 52' SOUTH OF CENTERLINE BOTH WEBB ROAD & 13TH STREET NORTH.
ELEV. = 186.25



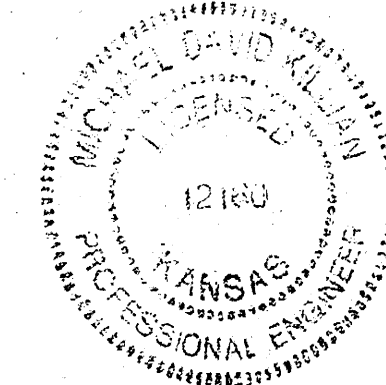
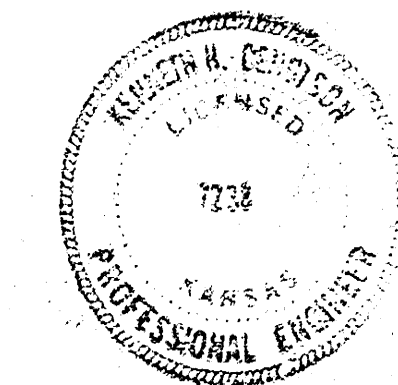
INDEX TO DRAWINGS

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1	TITLE SHEET
2-4	PAVING SECTIONS & DETAILS
5-6	WEBB ROAD PAVING PLANS
7	INCIDENTAL DRAINAGE PLAN & PROFILE
8	STD. TYPE II CURB INLET DETAIL
9	SIGNING & PAVEMENT MARKINGS
10-11	PAVING CROSS-SECTIONS
12	FINAL PLAT - EAST SIDE DEVEL.



LOCATION MAP

Booked
3/92
MCG



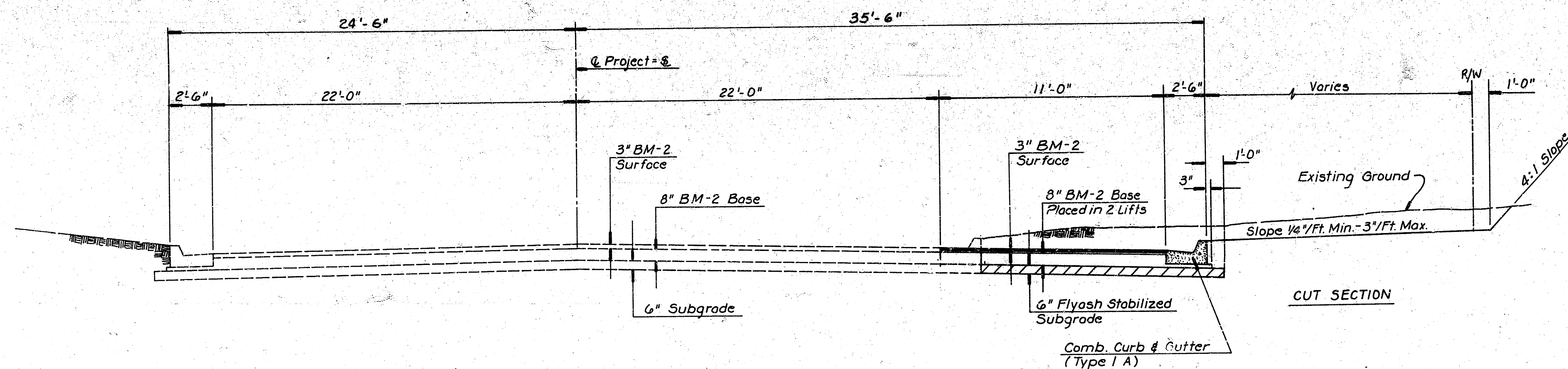
EAST SIDE DEVELOPMENT
PAVING & INCIDENTAL
DRAINAGE PLANS

Design:
MDK
Drawn by:
DPR
Checked by:
KHB
Date:
JULY 1991
Job no.

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING 1800
WICHITA, KANSAS 67226

636-5566

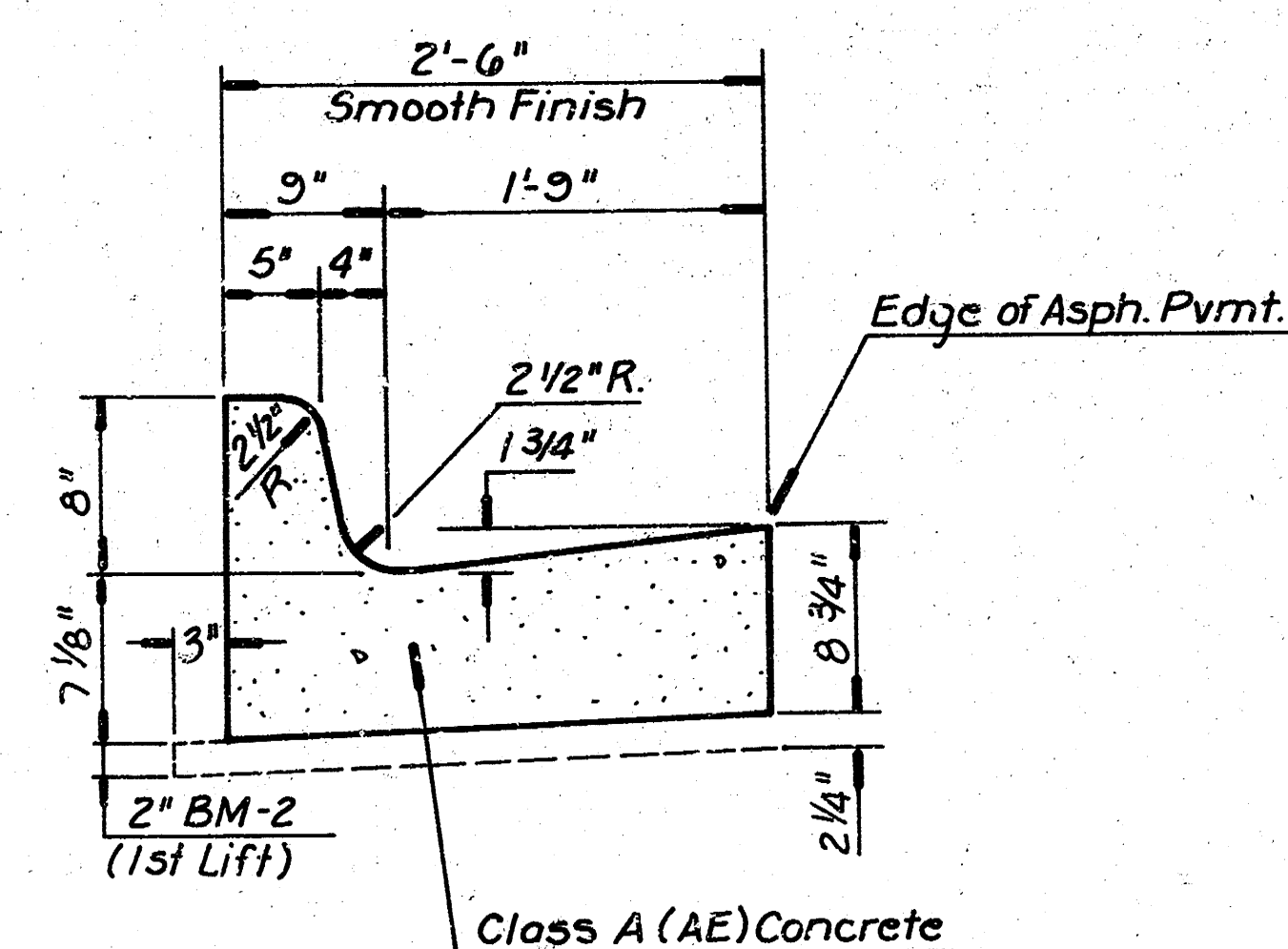
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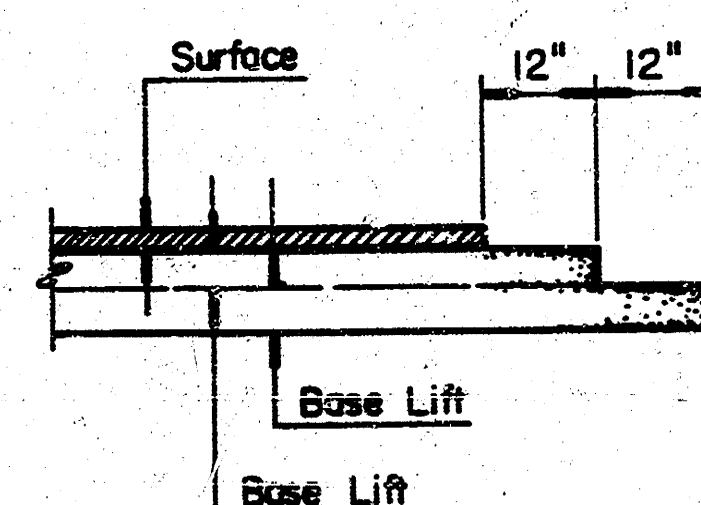
TYPICAL SECTION (RECONSTRUCTION)

PAVEMENT TYPICAL SECTION - GENERAL NOTES

1. THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER AND THE RECONSTRUCTED PAVEMENT EDGE SHALL BE PAID FOR AS SQUARE YARDS OF 11" ASPHALTIC CONCRETE WITH 8" BITUMINOUS BASE.
2. THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8" BITUMINOUS BASE.
3. A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CBS-1H) SHALL BE APPLIED AT 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 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.



COMBINED CURB & GUTTER - TYPE IA



Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joints 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 11" Asph. Concrete (8" Bit. Base).

TRANSVERSE CONSTRUCTION JOINT



EAST SIDE DEVELOPMENT

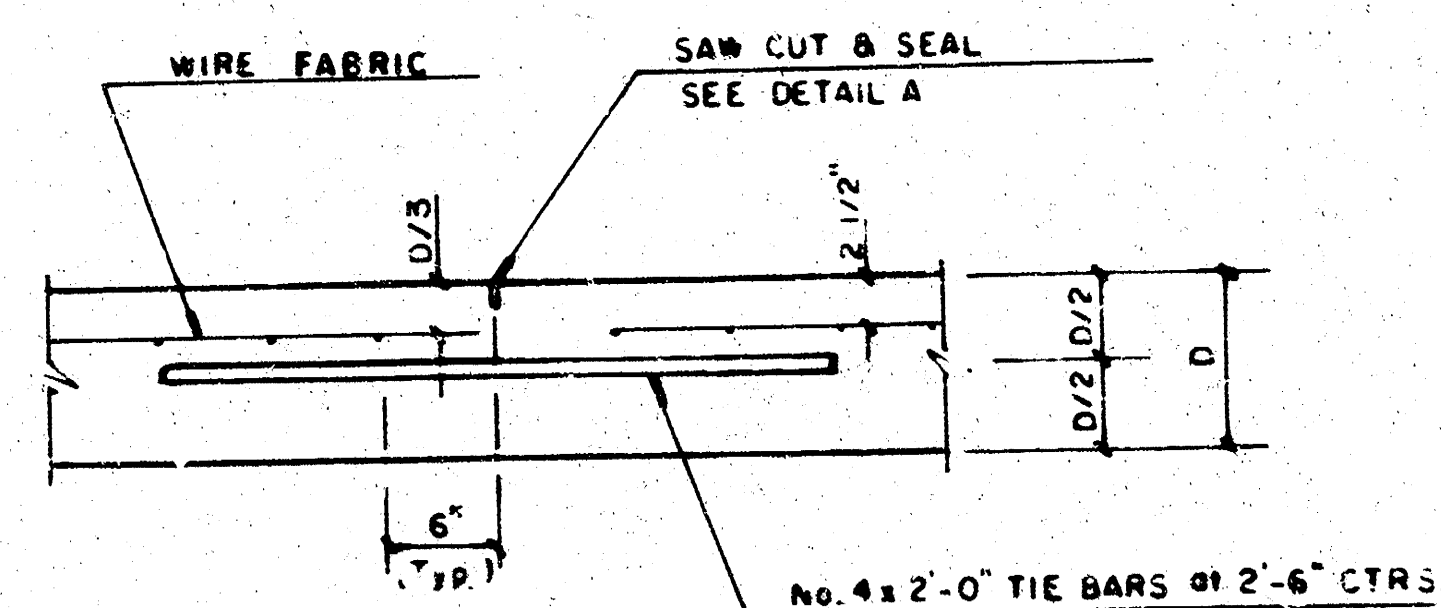
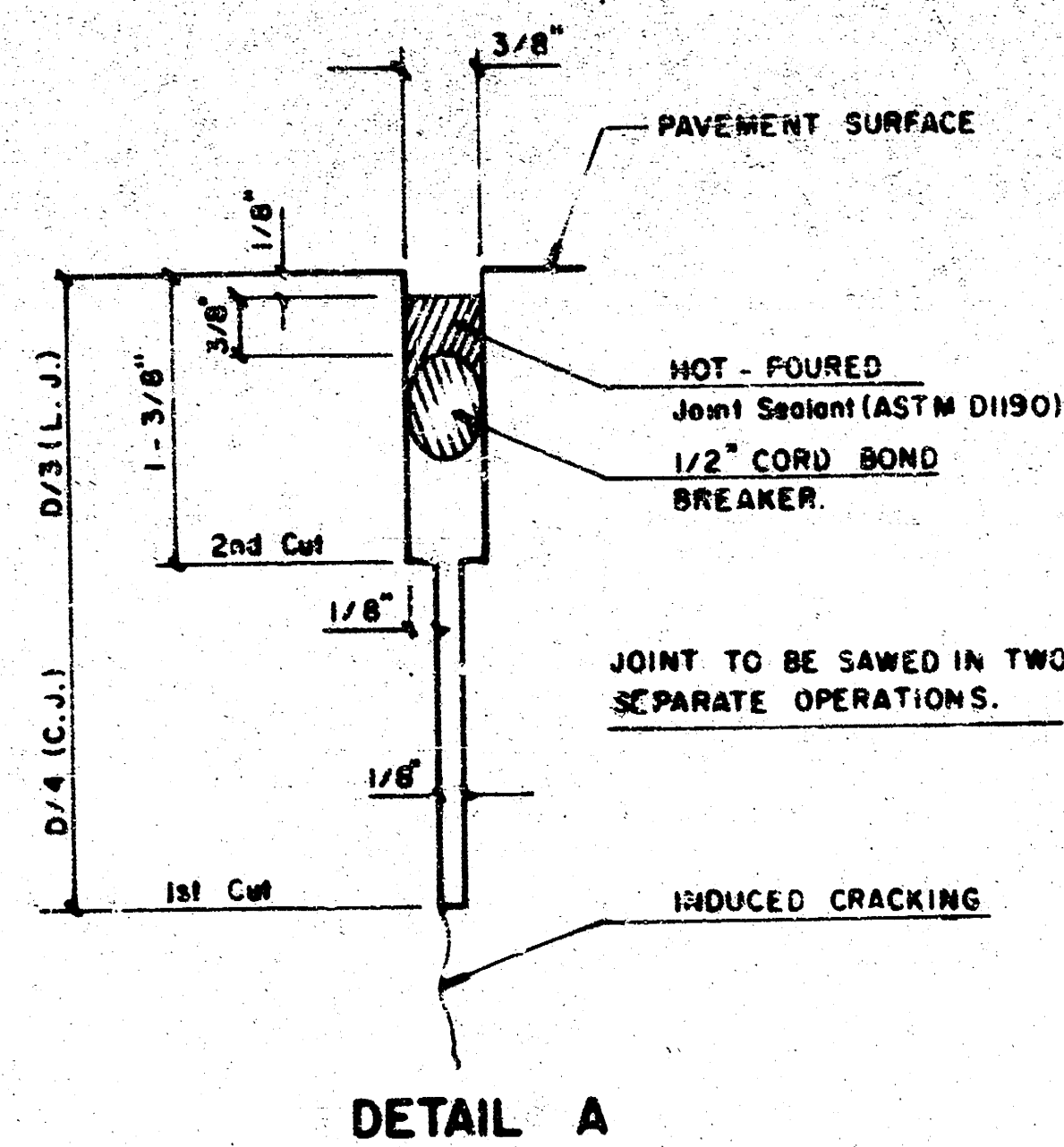
TYPICAL PAVING SECTIONS

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226

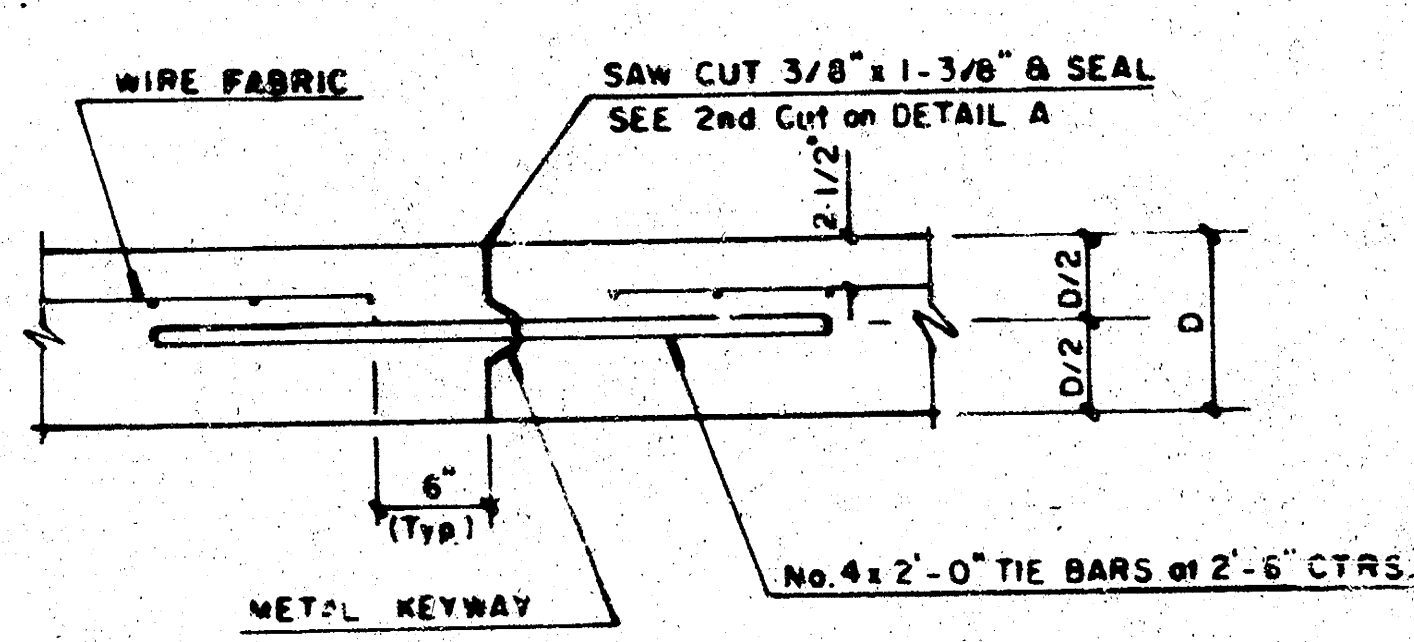
636-5566

Design: MDK
Drawn by: DPR
Checked by: KHB
Date: JULY 1991
Job no.:

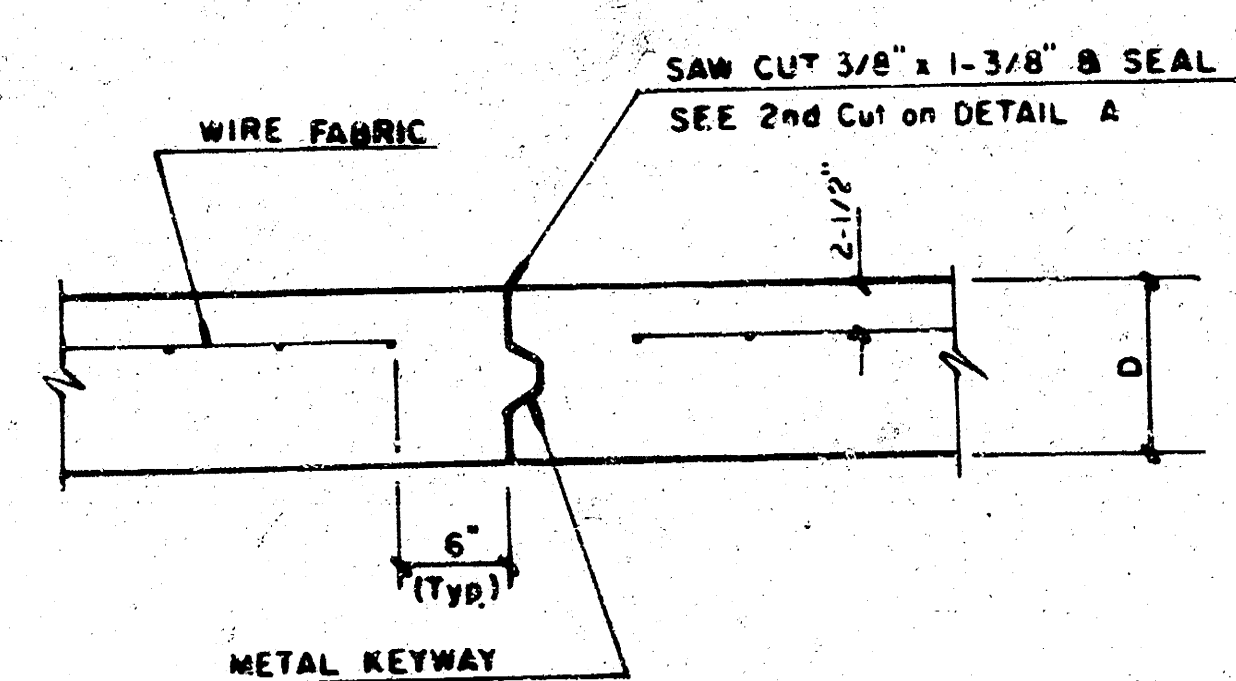
Sheet
2
of **12**



LONGITUDINAL JOINT DETAIL (L.J.)

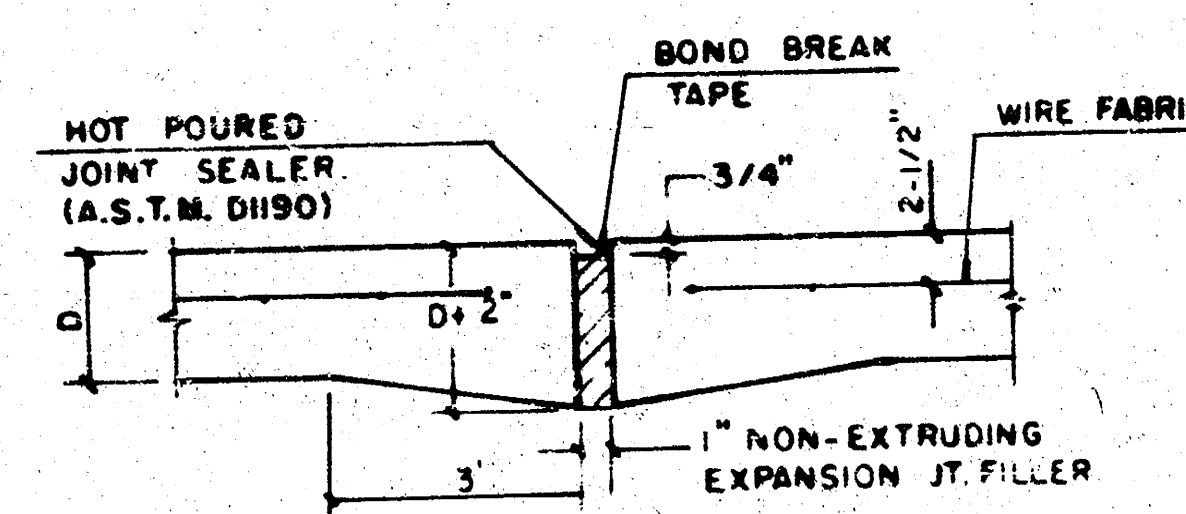


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



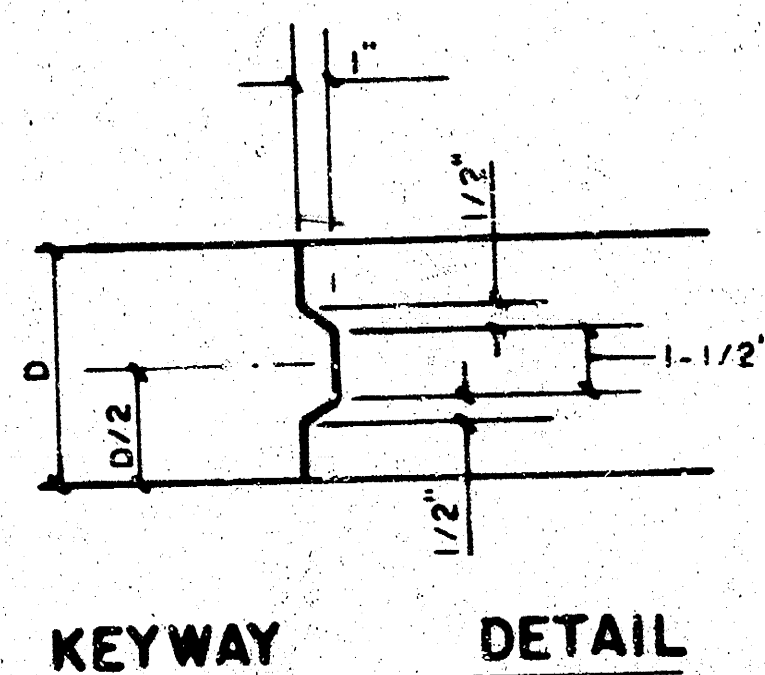
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

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

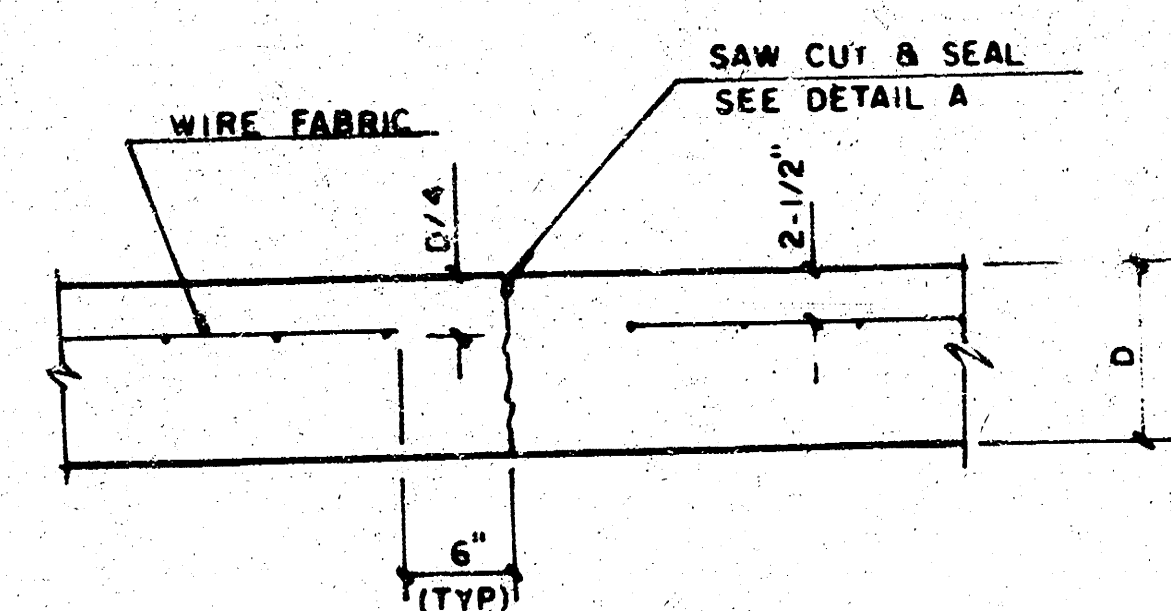


EXPANSION JOINT

NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF 50 YDS PAVEMENT.



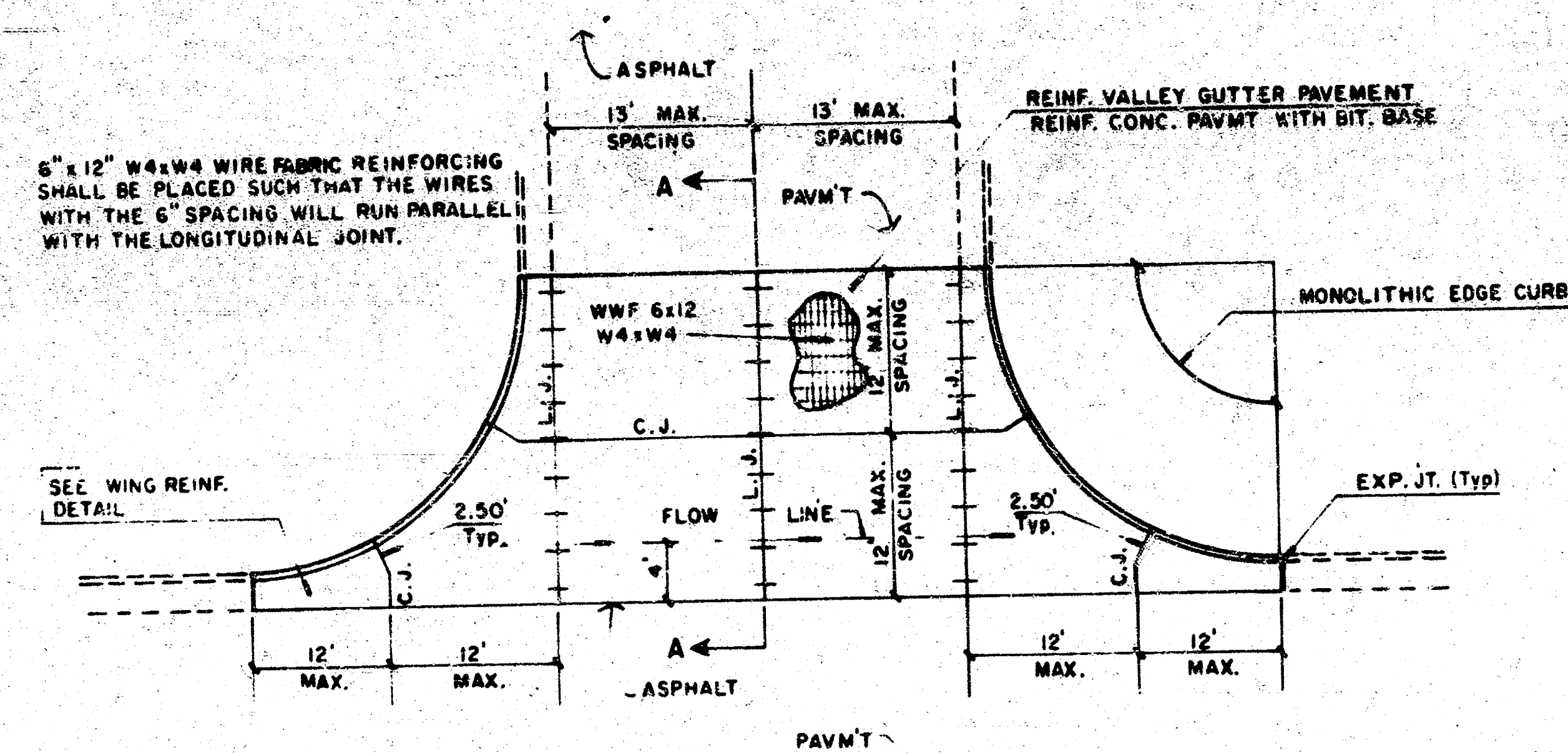
KEYWAY DETAIL



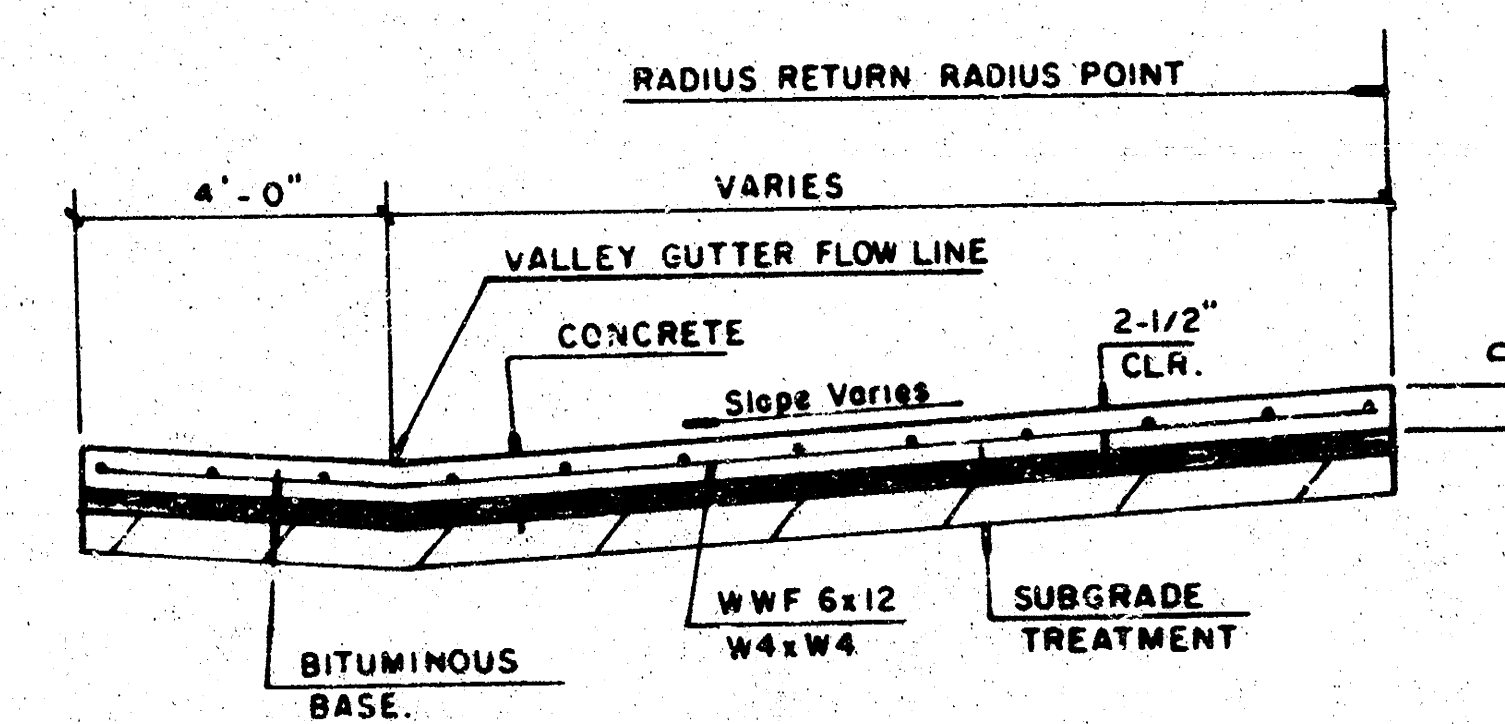
CONTRACTION JOINT DETAIL (C.J.)

LEGEND

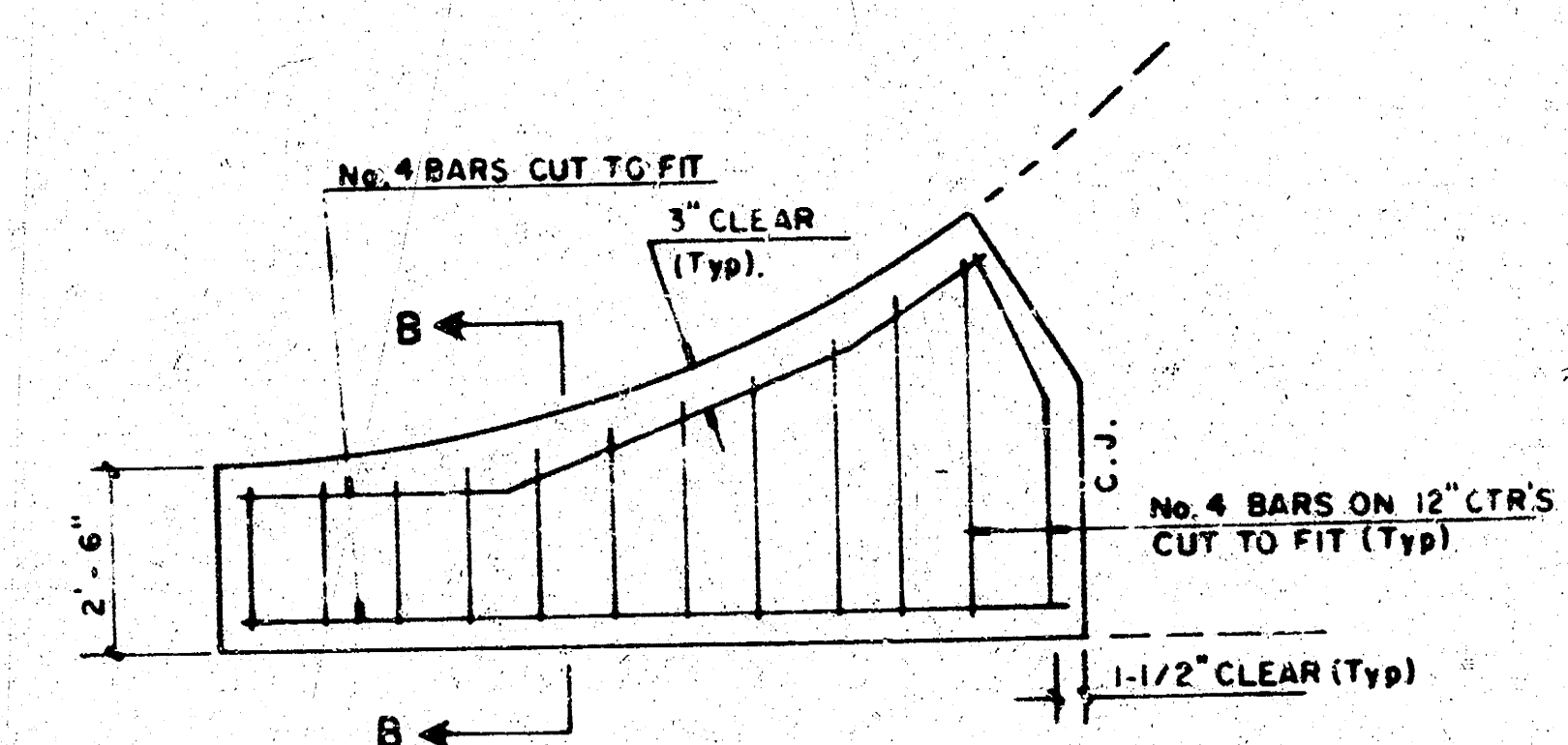
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PLAN
REINFORCED VALLEY GUTTER

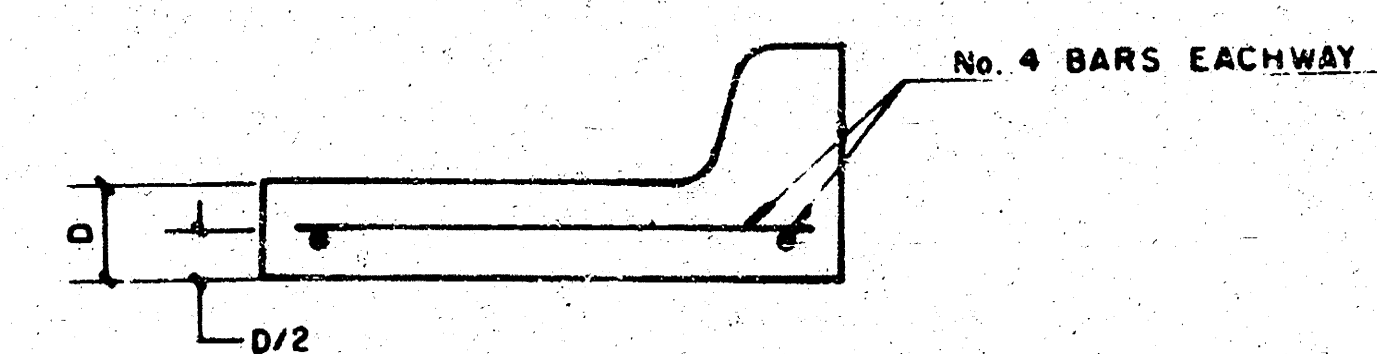


SECTION A-A



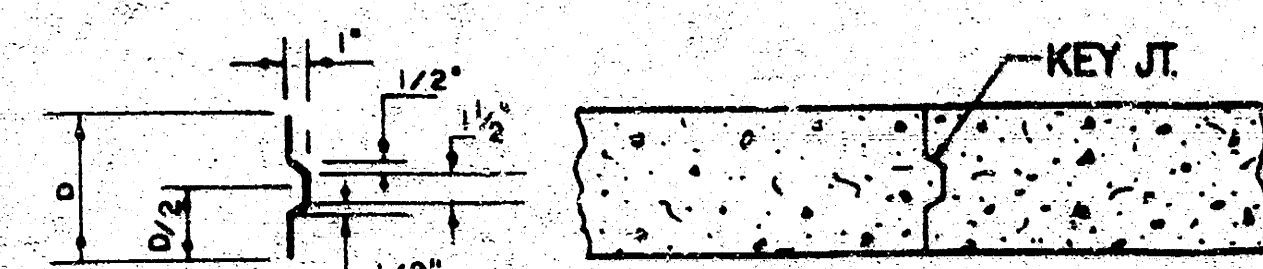
WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

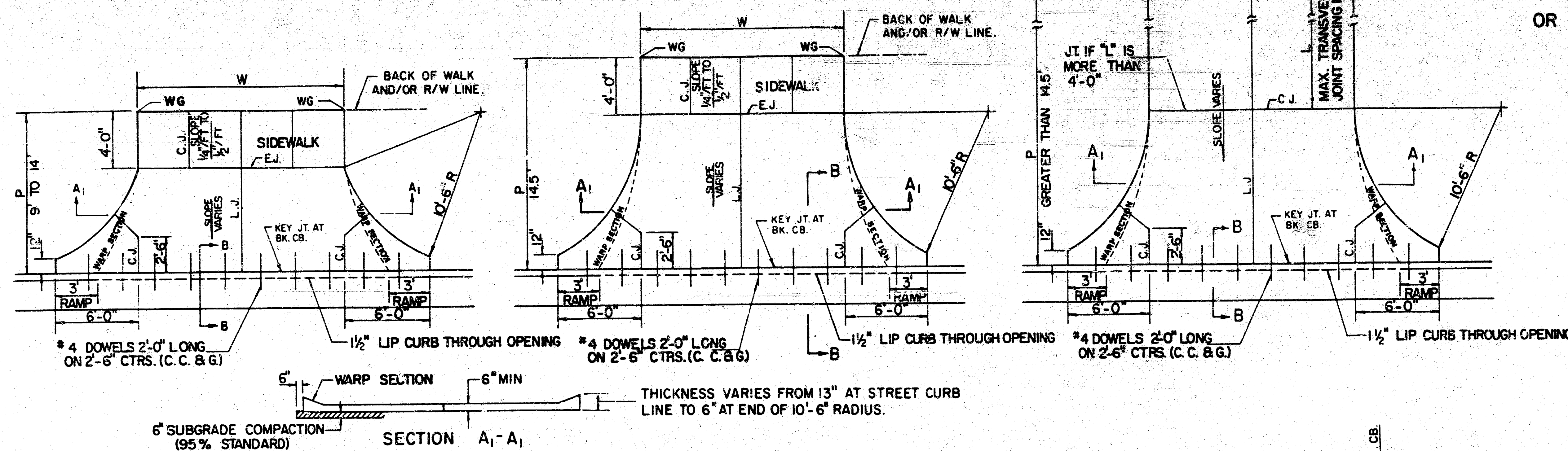


SECTION B-B

PROJECT DESCRIPTION
VALLEY GUTTER
DETAILS
PROJECT NUMBER

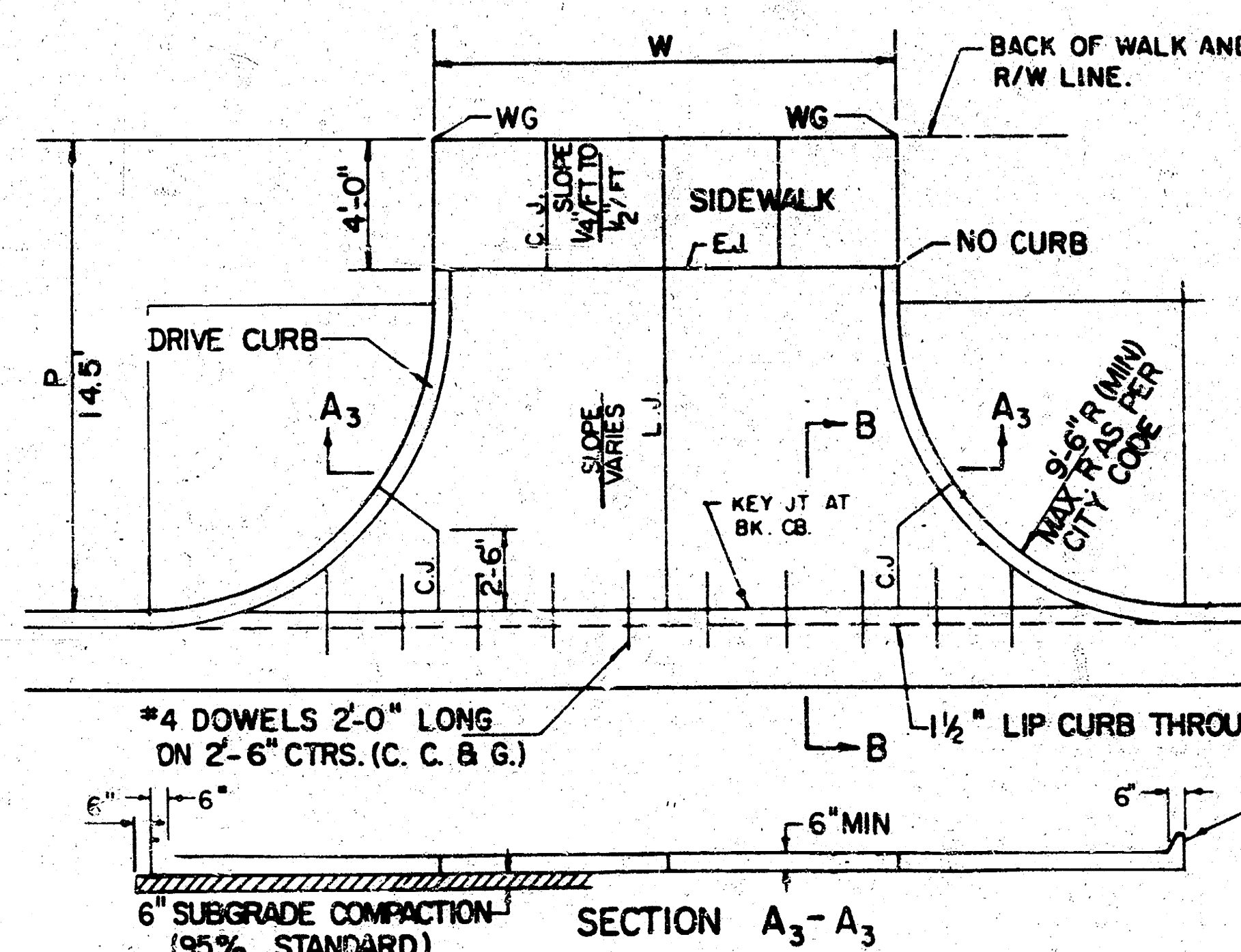


ALT. LONGITUDINAL CONSTRUCTION JOINT



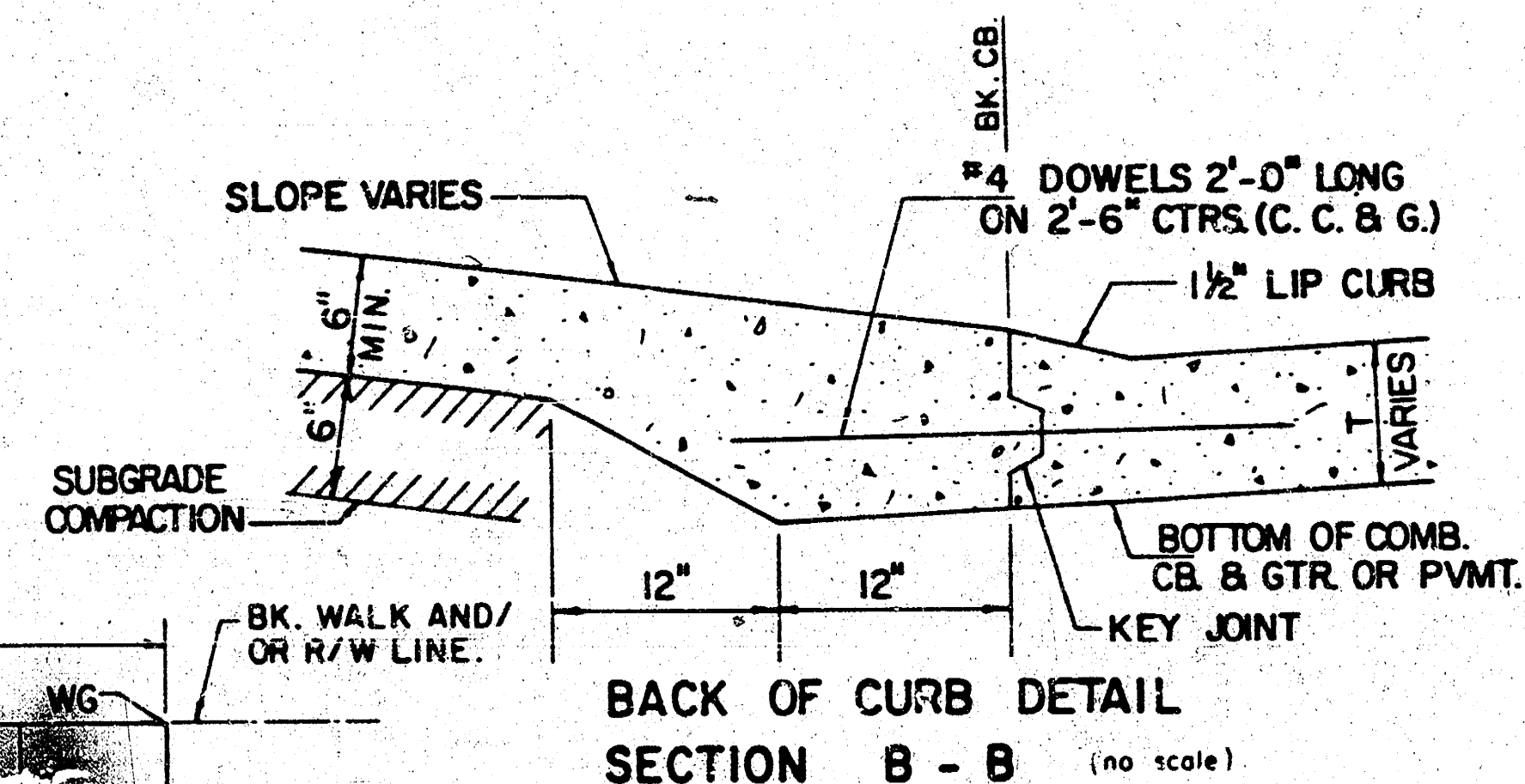
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.70	1.04	1.30	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)

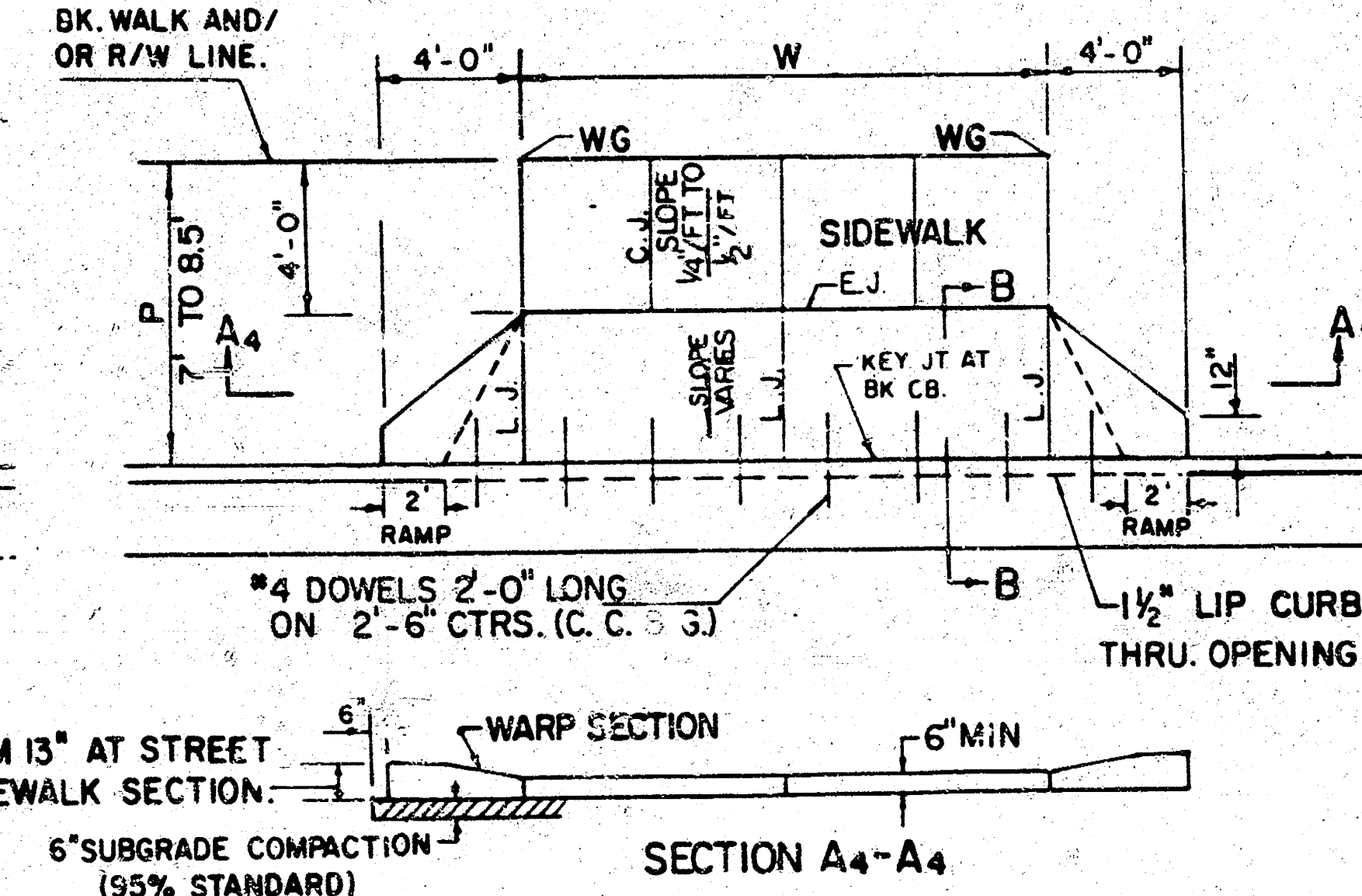


PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.70	1.04	1.30	1.56	1.82	2.08	2.34	2.60
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.30	0.42	0.52	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)



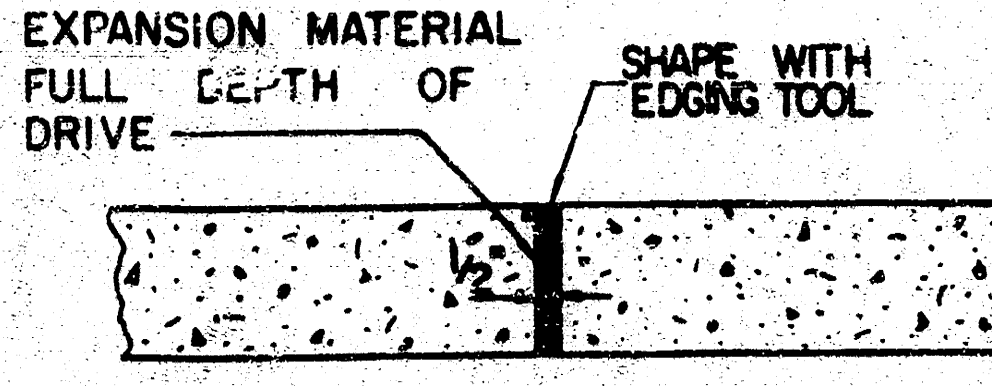
BACK OF CURB DETAIL SECTION B - B (no scale)



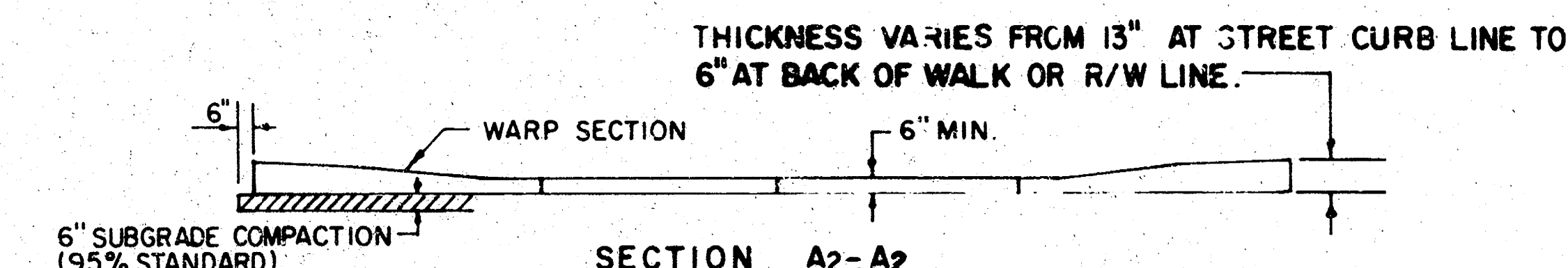
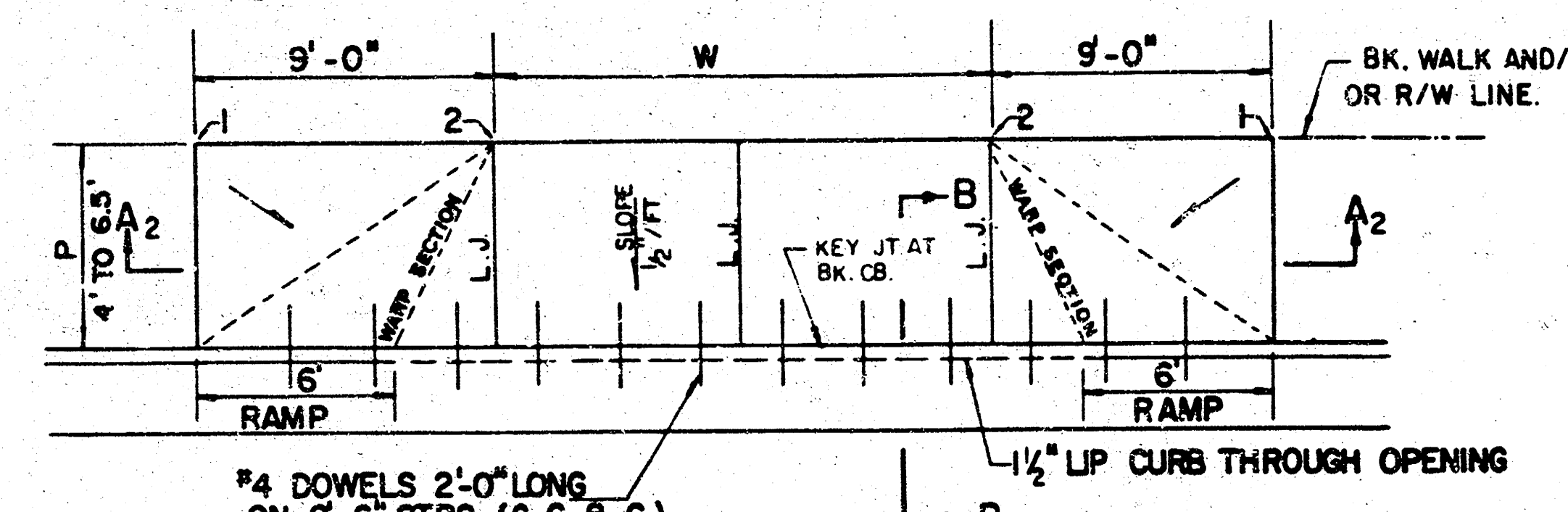
PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.00	0.10	0.20	0.30
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.00	0.10	0.20	0.30
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB	-1.15	-1.16	-1.17	-1.17
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB	-2.25	-2.20	-2.20	-2.20

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. "P" ABOVE TOP OF FULL CB	0.08	0.09	0.10	0.12	0.13	0.14
DIST. OF PT. "P" BELOW TOP OF FULL CB	-1.26	-1.24	-1.22	-1.20	-1.18	-1.16

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

GENERAL NOTES

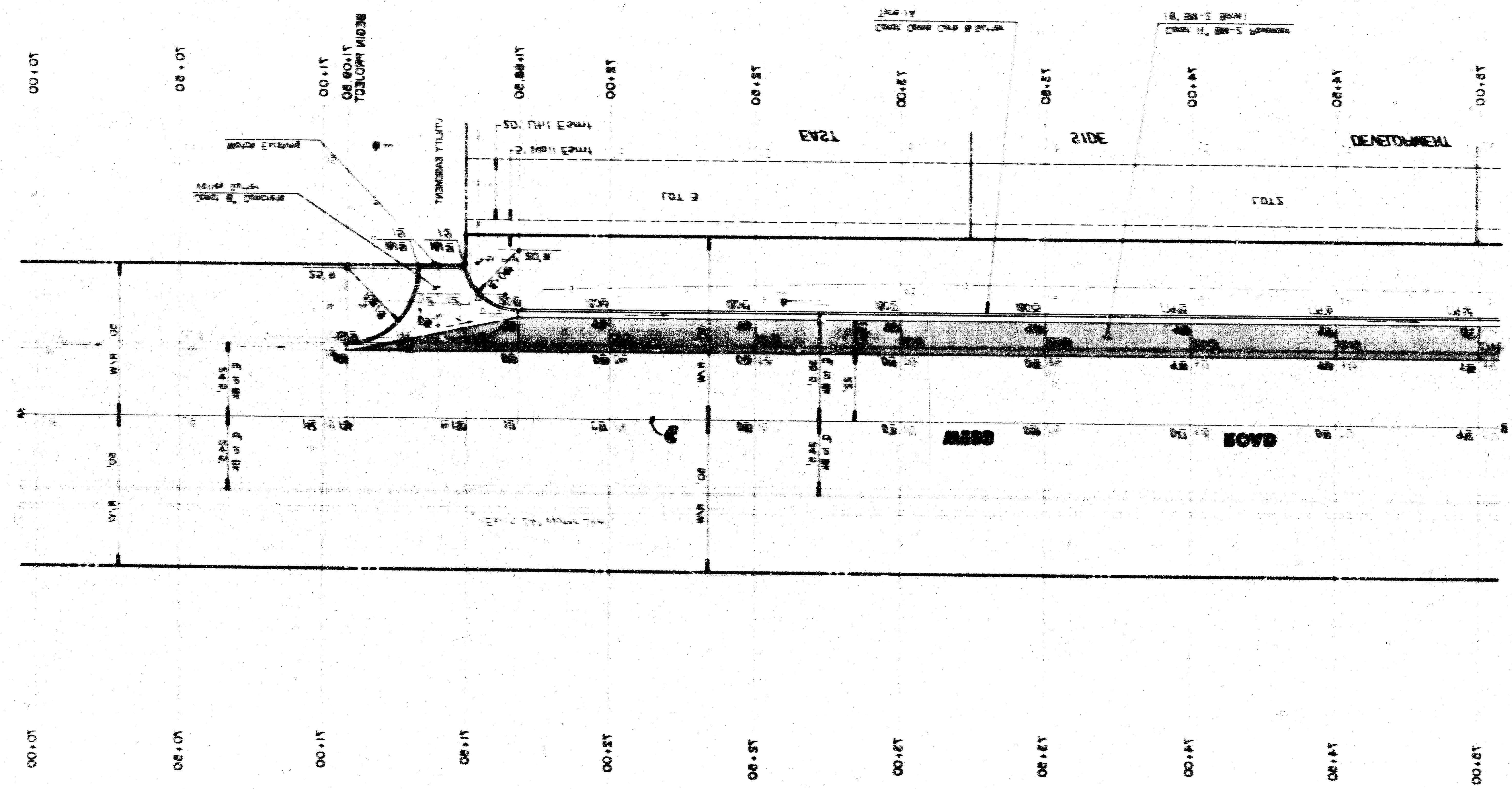
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH: DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION 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.
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" W-WA WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
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

PROJECT NUMBER

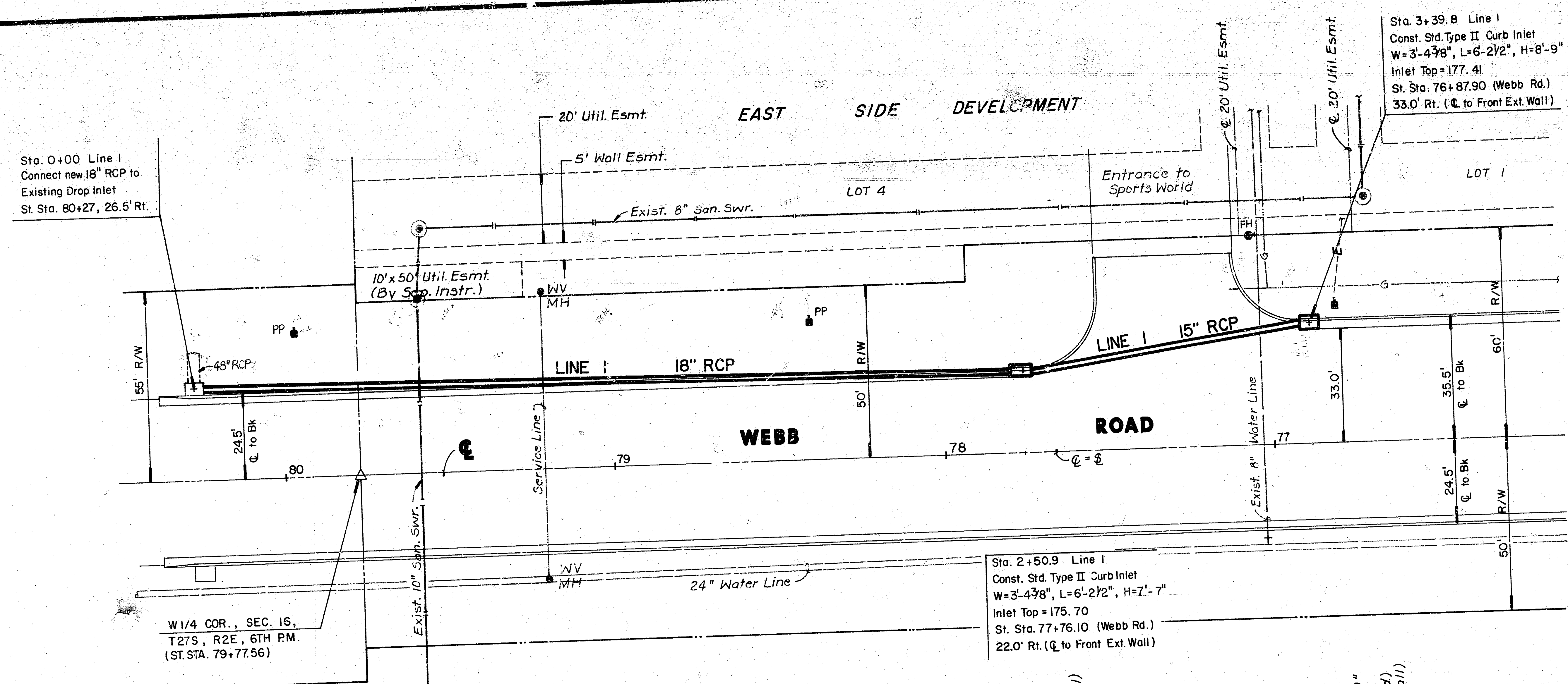
	DECET FIVE MEBO BOVD EAST SIDE DEVELOPMENT	13 8
	604-2000	



SCALE 1" = 50'

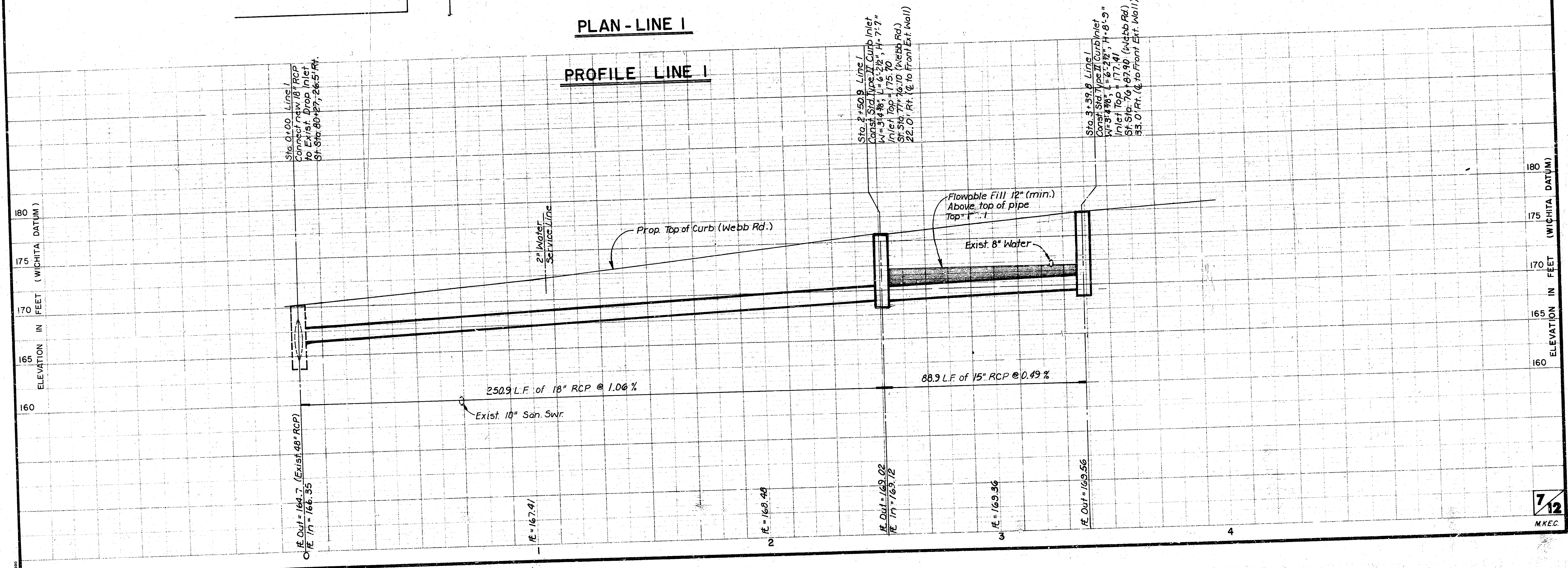

EAST SIDE DEVELOPMENT
INCIDENTAL DRAINAGE
PLAN & PROFILE - LINE 1

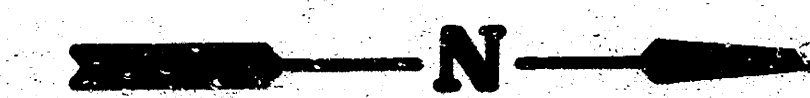
N
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.



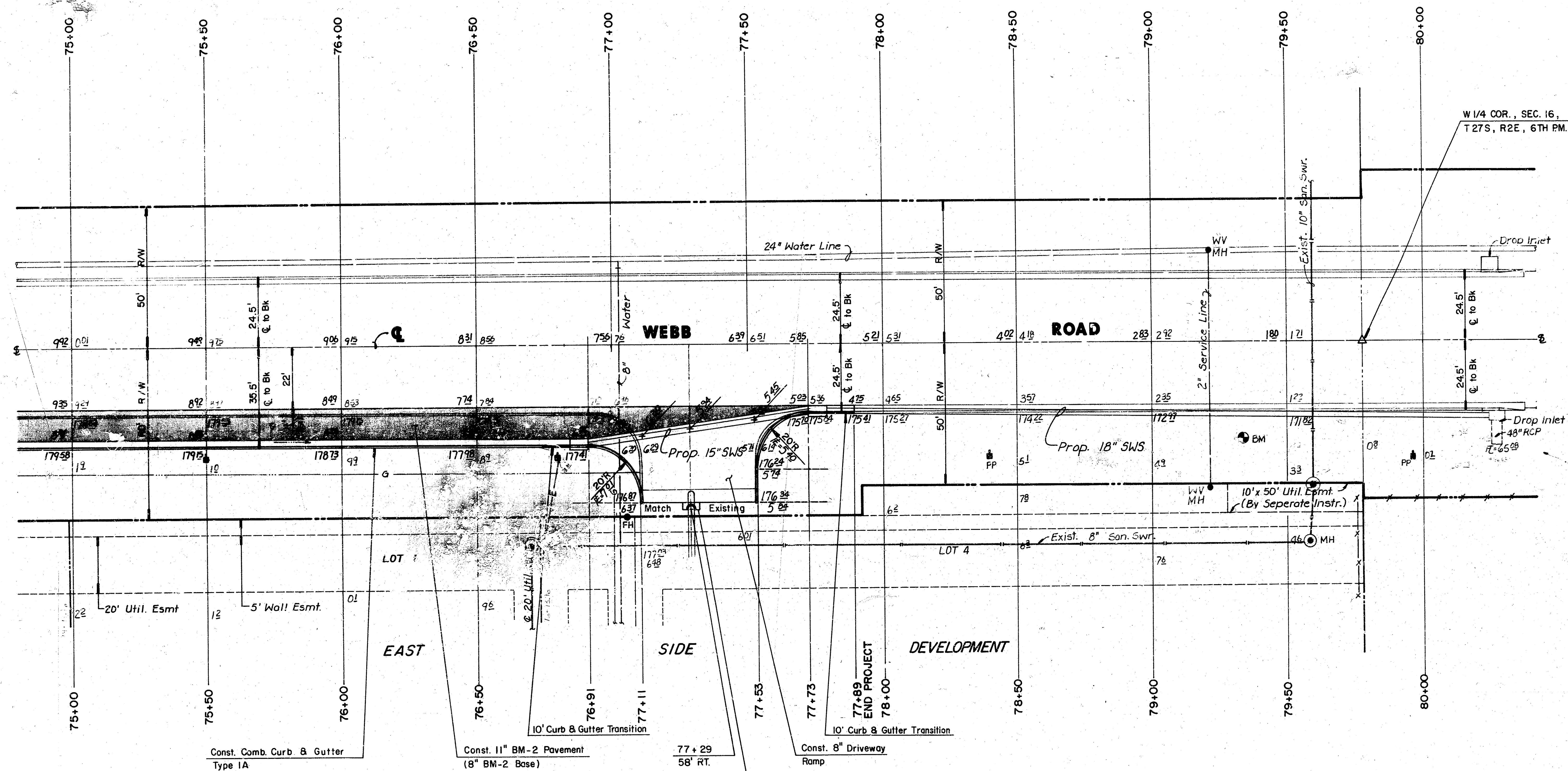
PLAN - LINE 1

PROFILE LINE 1





SCALE: 1" = 20'

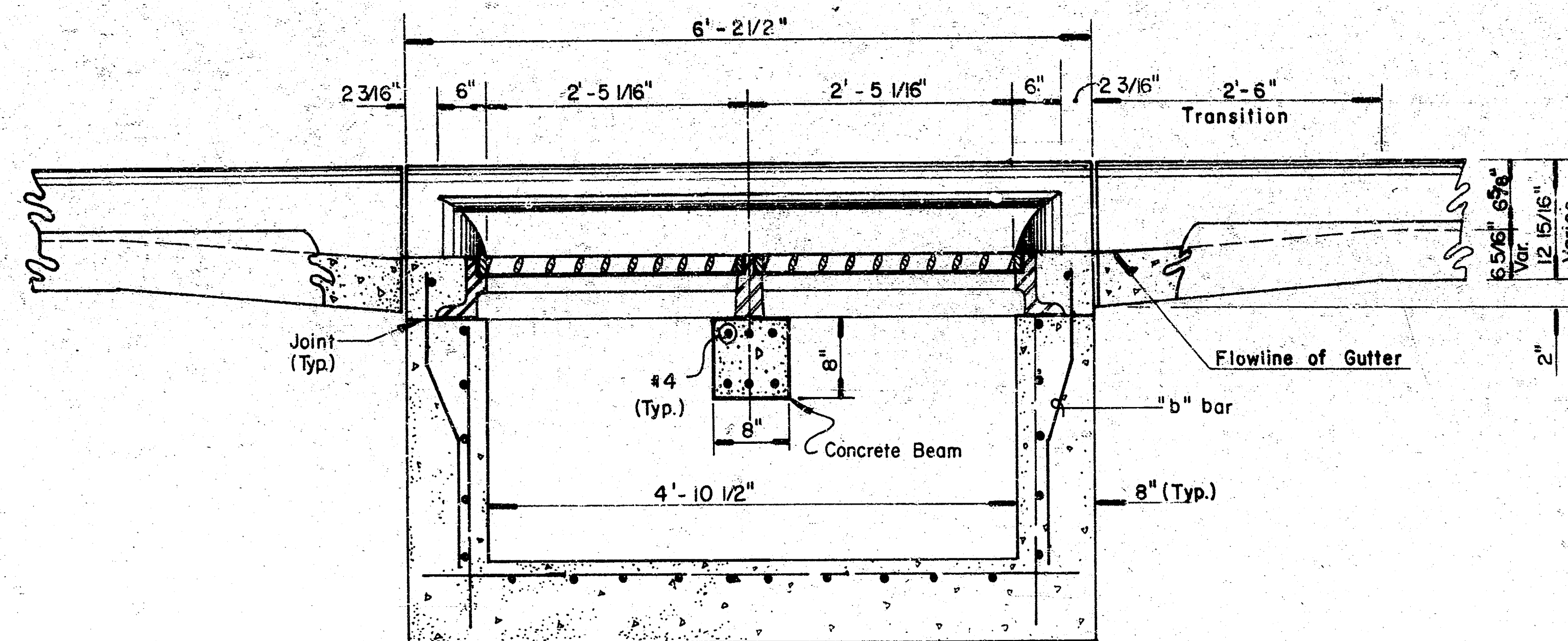


Where necessary, saw cut existing pavement and remove & replace 2\"/>

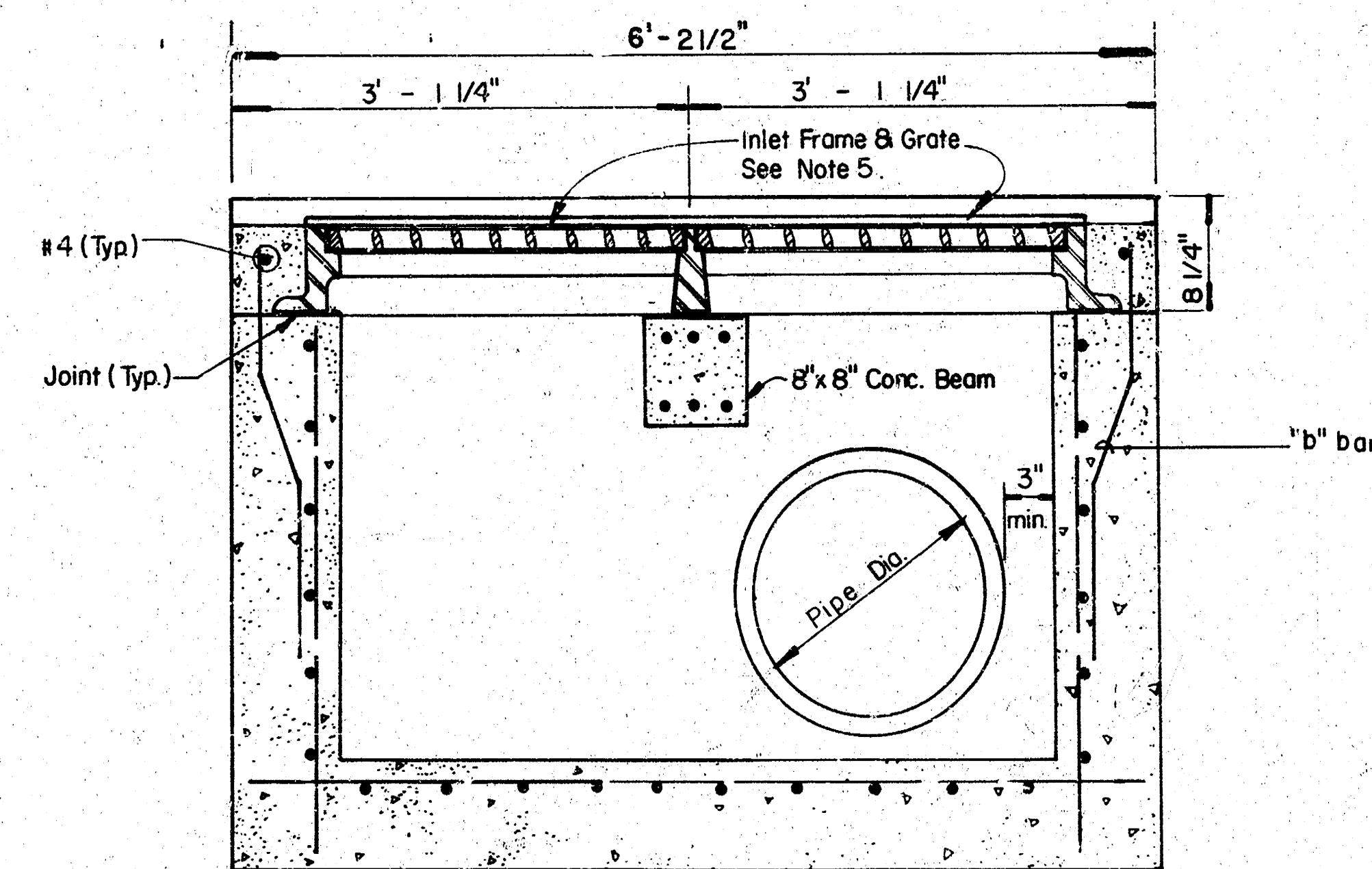
	EAST SIDE DEVELOPMENT		Design MDK
	WEBB ROAD		Drawn by DPR
	DECEL LANE		Checked by KHB
			Date JULY 1991
			Job no.

MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		636-5566
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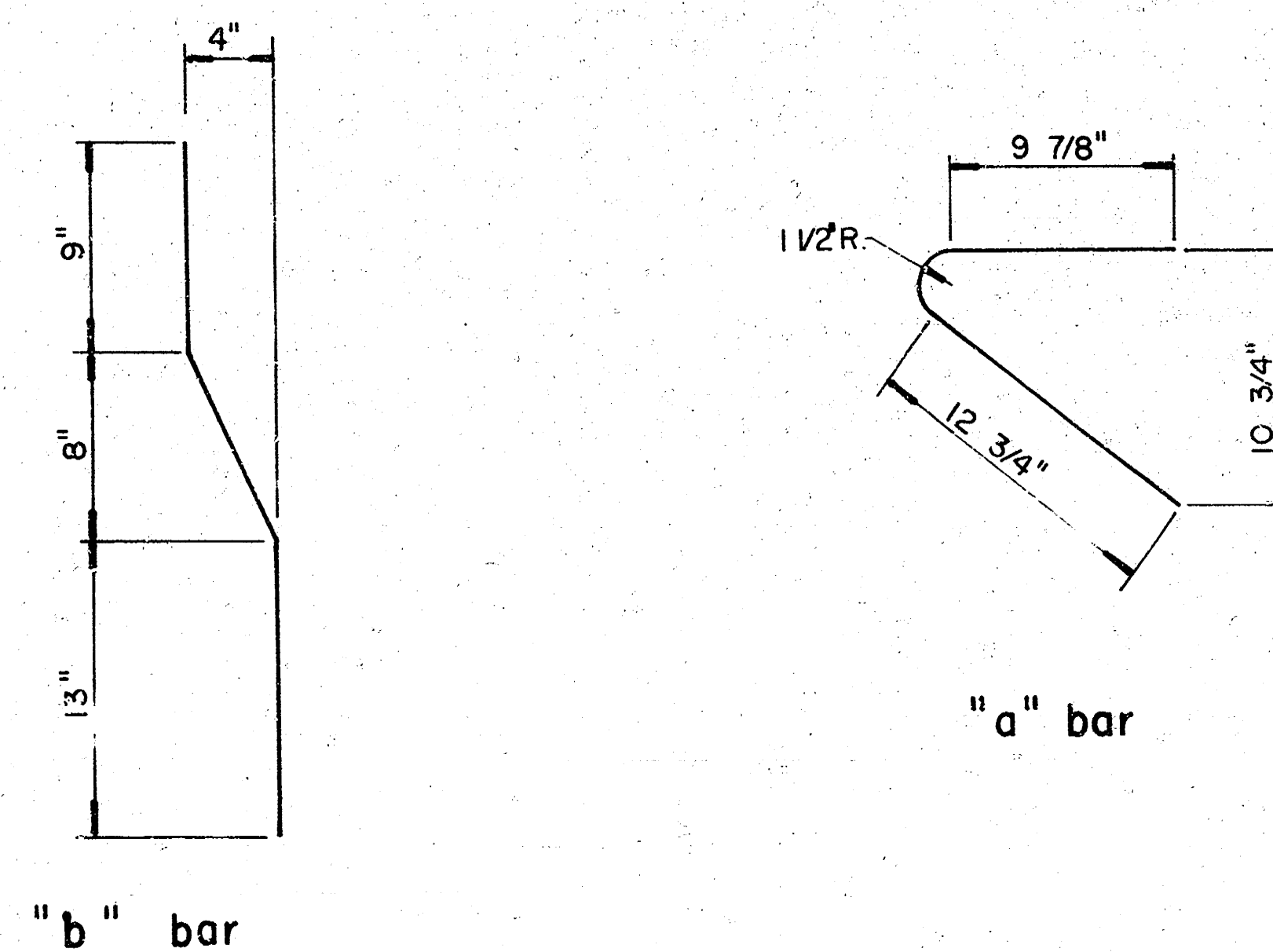
Sheet 6 of 12



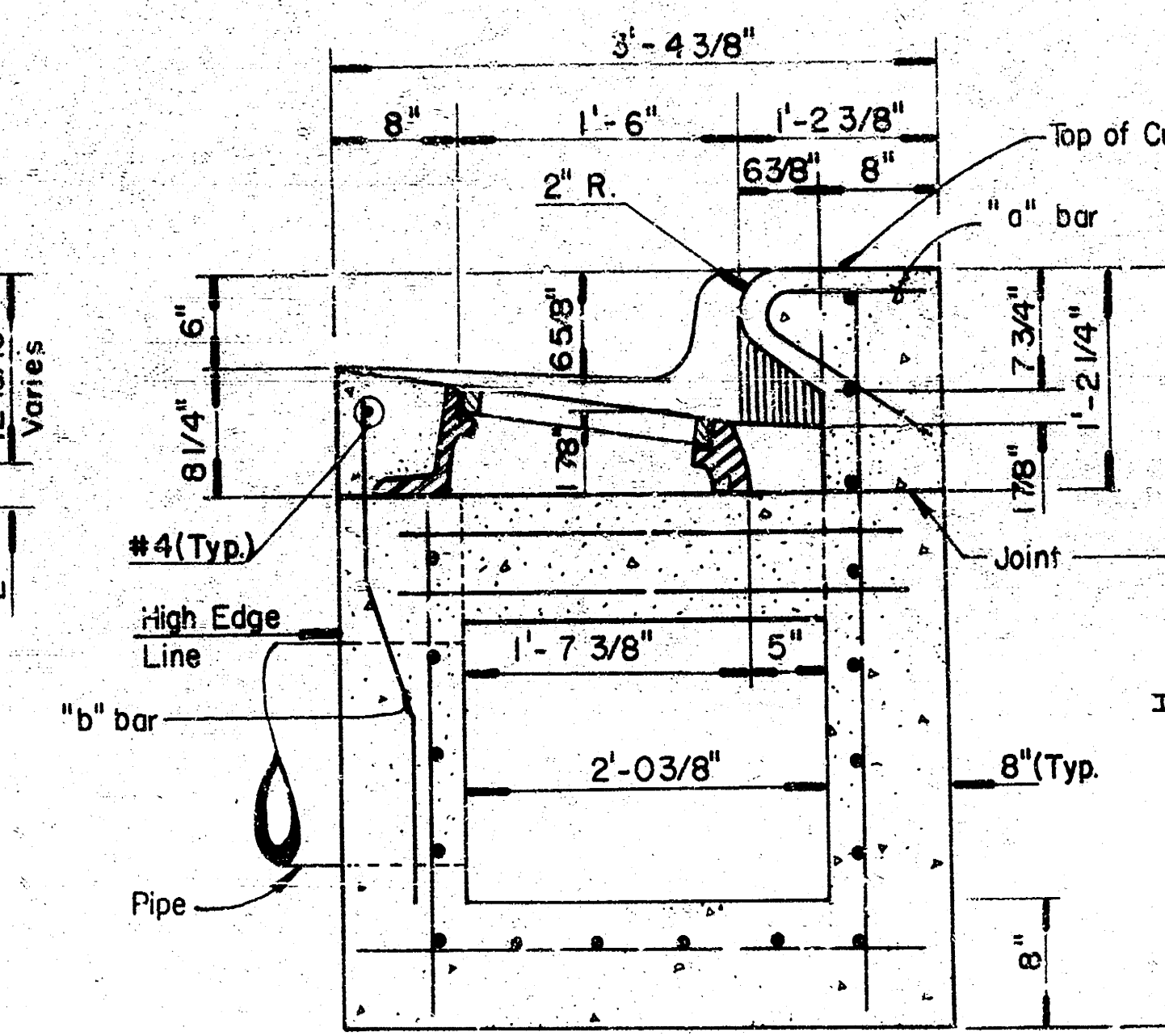
SECTION C - C



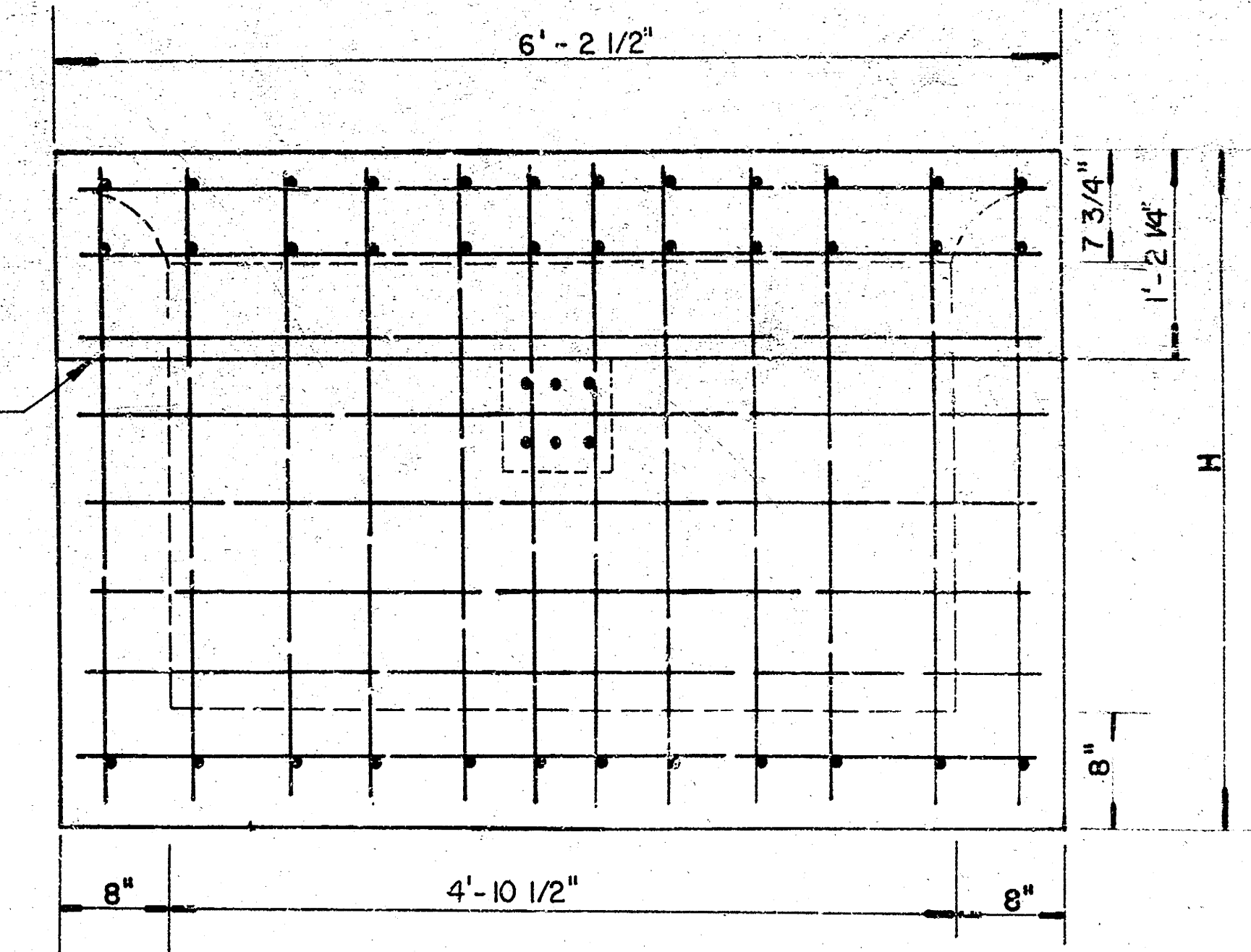
SECTION D - D



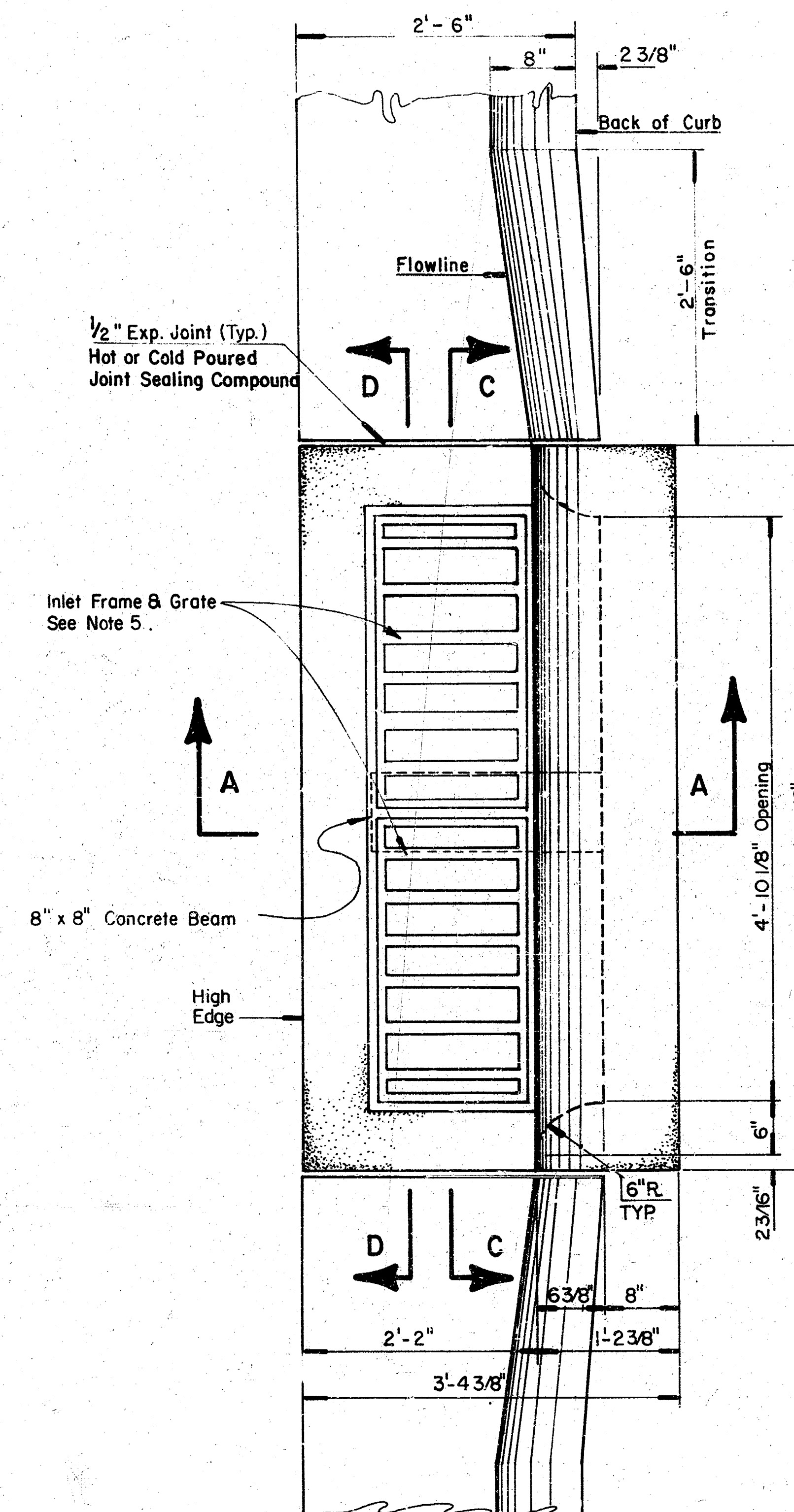
BENDING DIAGRAM



SECTION A - A



REAR WALL



GENERAL NOTES:

1. Use the concrete mix specified for the City of Wichita concrete pavement throughout. All exposed edges shall be finished with an edging tool. Reinforcing bars shall be bent around pipe.
2. Inlet invert shall be shaped with 8 sack 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.
3. All bars are #4 with 6" spacing and shall have a minimum clearance of 1 1/4 inches unless otherwise noted on the plans.
4. No deductions will be made in pay length of curb, gutter, or curb and gutter through the inlet area.
5. Use Neenah R-3288 HV Inlet Frame with two piece Grate or approved equal. Inlet frame to be proof load tested to 40,000 lbs on unsupported side.
6. Reinforcing bars shall be cut or bent around pipes. No deduction in concrete quantities shall be made for pipe openings.
7. The vanes of the grate shall be oriented to intercept flow from the direction shown by flow arrows on the plans.

Revised: 12-7-87

WICHITA CURB

DETAIL STANDARD TYPE II CURB INLET

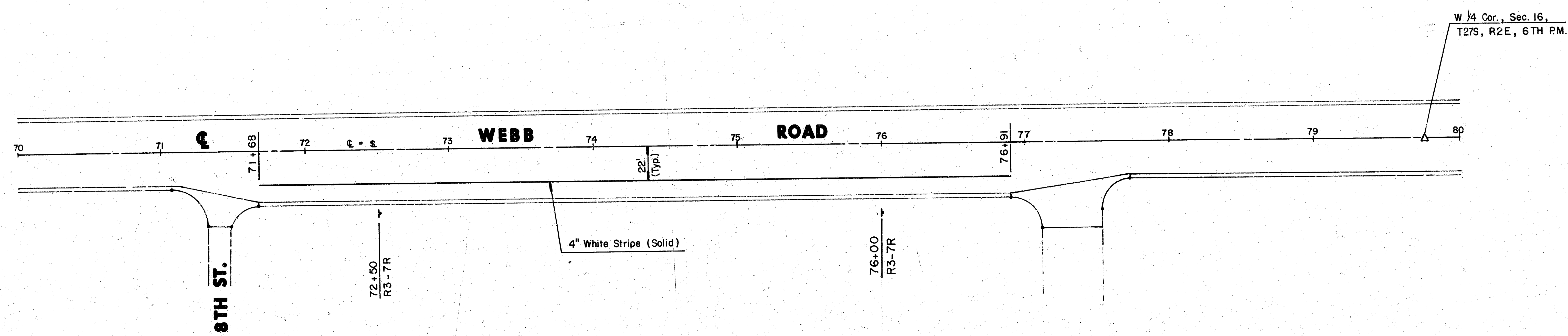
CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 4'-10 1/8"

JANUARY, 1987

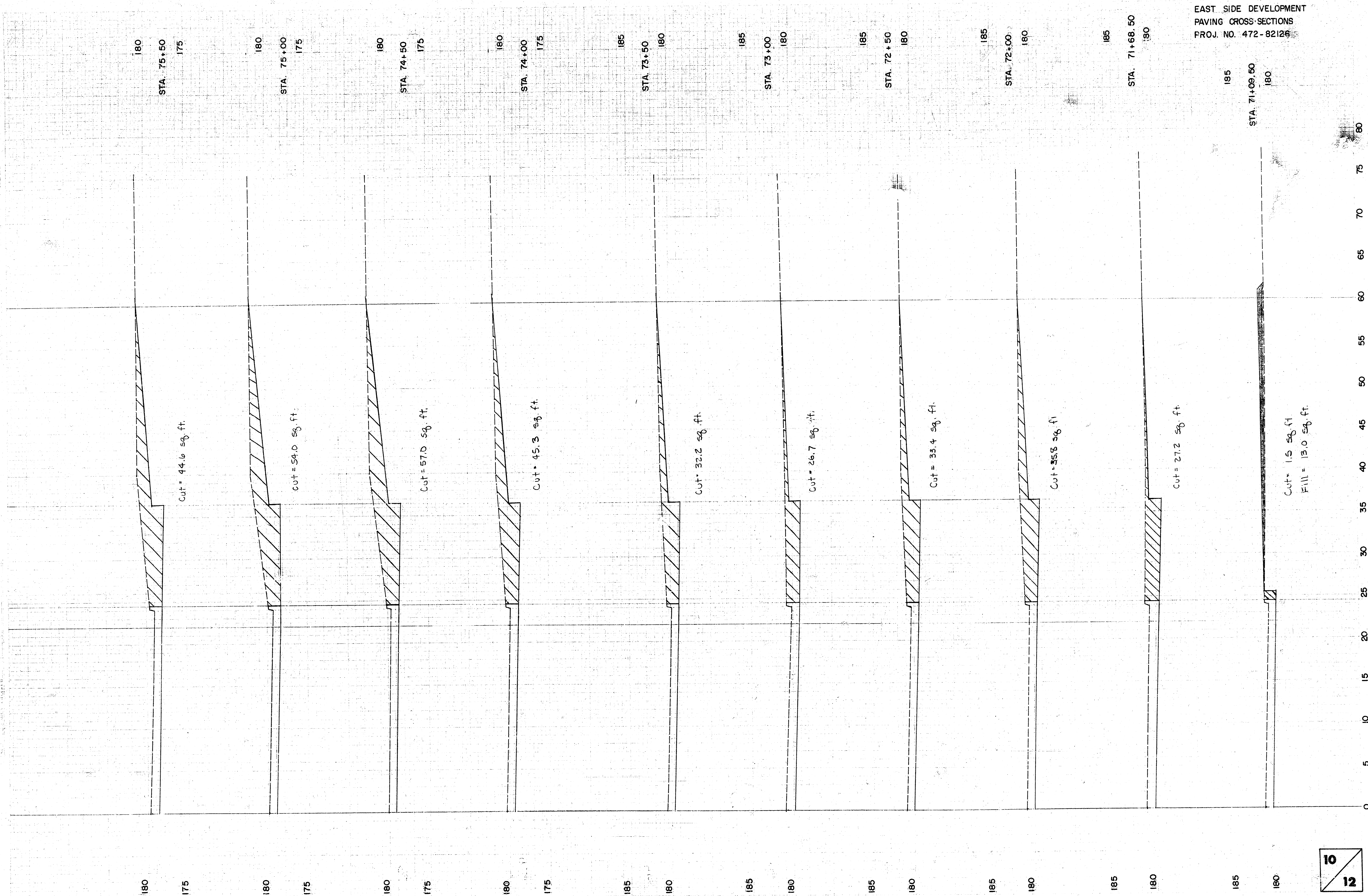
(ORIGINAL)

N
SCALE: 1" = 40'

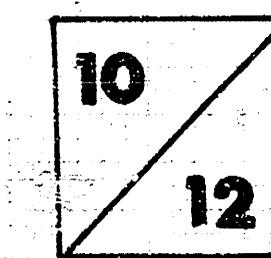


	EAST SIDE DEVELOPMENT	Design MOK
	SIGNING & PAVEMENT MARKINGS	Drawn by DPR
		Checked by KHS
		Date JULY 1991
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING 1800 WICHITA, KANSAS 67226 636-5566		Job no.
		Sheet 9 of 12

EAST SIDE DEVELOPMENT
PAVING CROSS SECTIONS
PROJ. NO. 472-82126



WEBB RD.



DESIGNER
DATE
PROJECT NO.
SHEET NO.

SCALE
DATE
PROJECT NO.
SHEET NO.

EAST SIDE DEVELOPMENT
PAVING CROSS-SECTIONS
PROJ. NO. 472-82126

WEBB RD.

11
12

