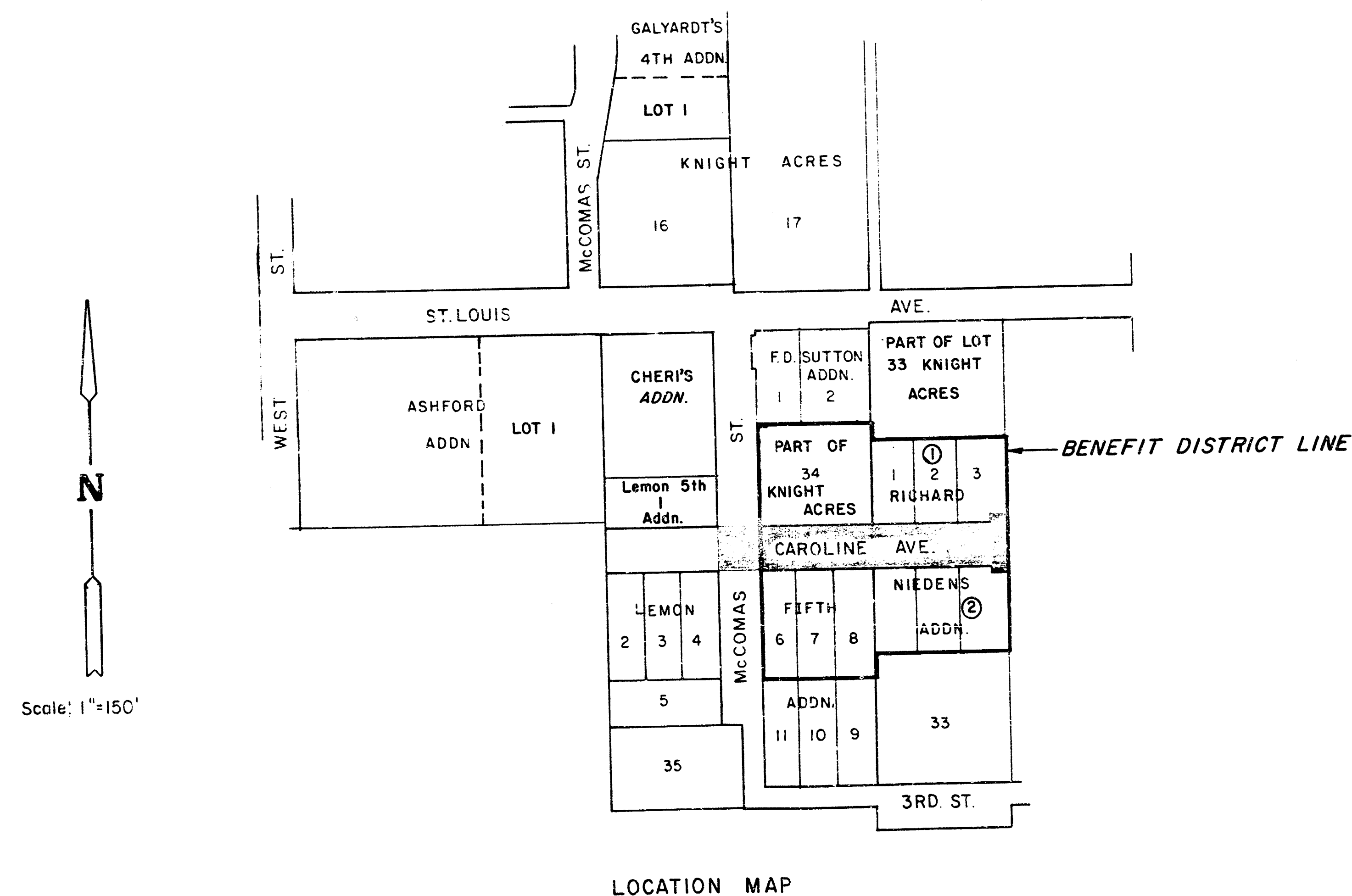


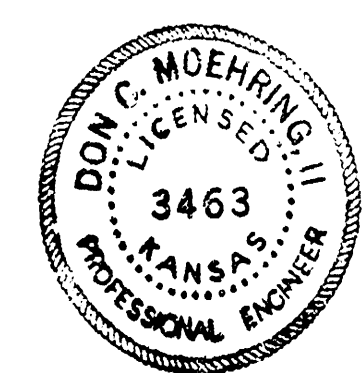
CAROLINE AVE.

W.L. McCOMAS ST. TO E.L. LOT 3, BLK. I, RICHARD NIEDENS ADDN.
PROJECT NO. 472 76 245 81367 000 000 001

CITY OF WICHITA, KANSAS
M.E LINDEBAK - CITY ENGINEER



INDEX	
SHEET NO.	TITLE
1	Cover Sheet
2-3	Typicals
4-5	Plan Sheets
6	Cross Sections

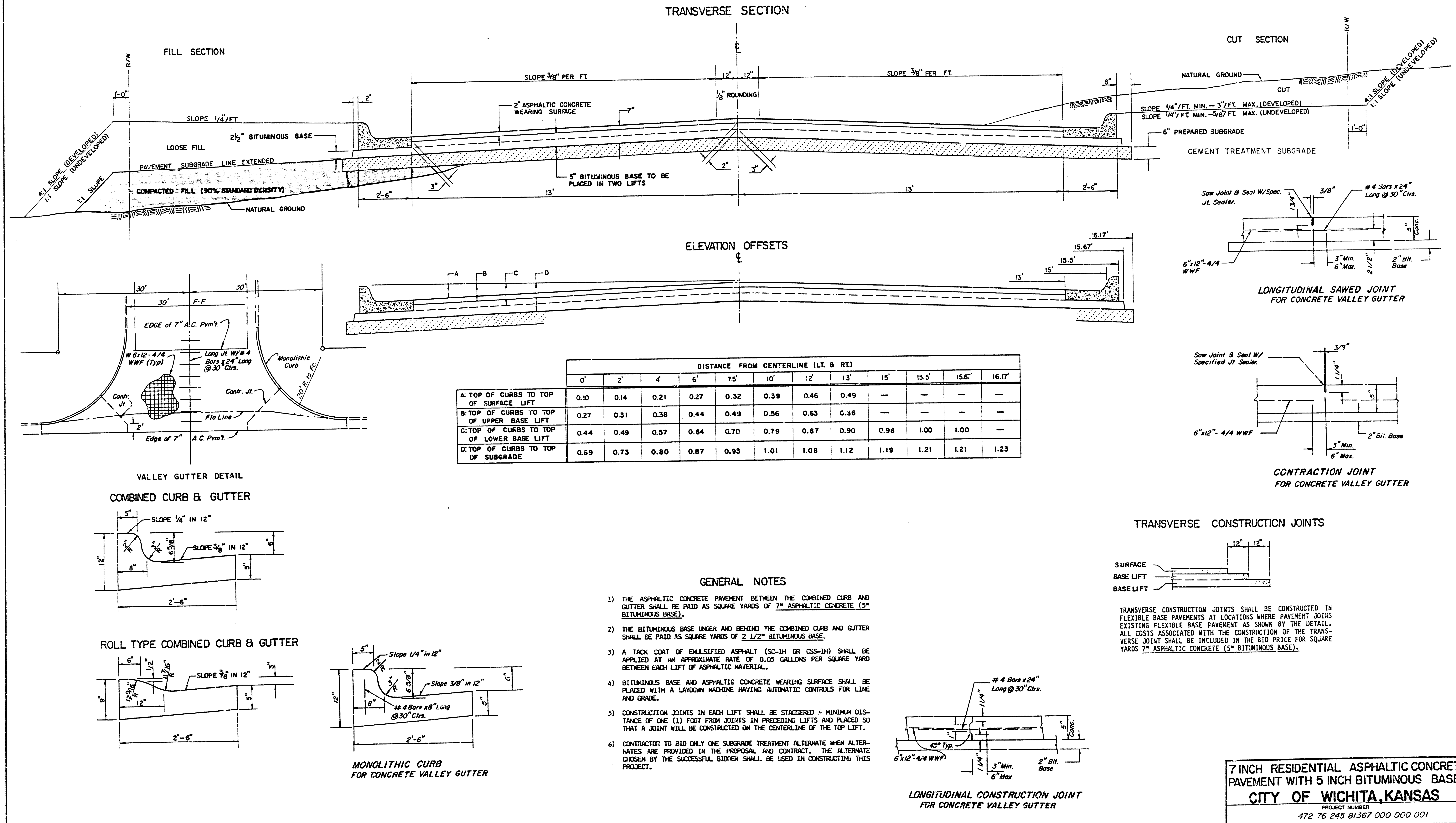


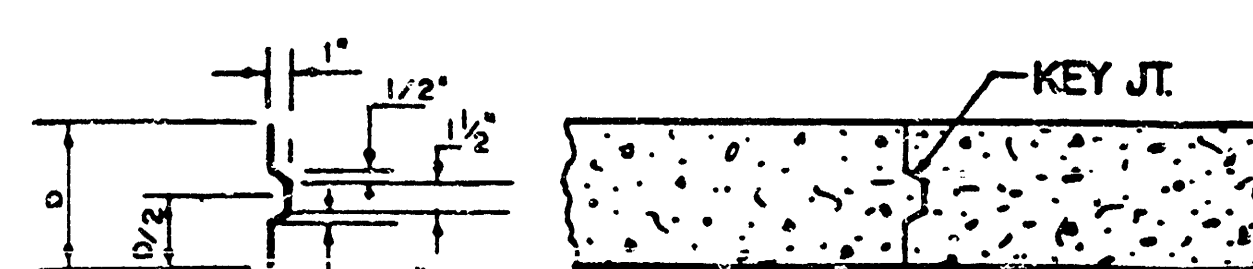
PROJECT DESCRIPTION		
CAROLINE AVENUE, W.L. McComas St. to E.L. Lot 3, Block I, Richard Niedens Addn.		
PROJECT NUMBER		
472 76 245 81367 000 000 001		
BOOK NO. 1008	APPROVED BY	DATE
DRAWN BY: CBS	REVISOR	REVISION
CITY OF WICHITA		
DEPARTMENT OF ENGINEERING		
CITY ENGINEER	SCALE	
M.E. LINDEBAK	NOTED	

Sheet 1 of 6

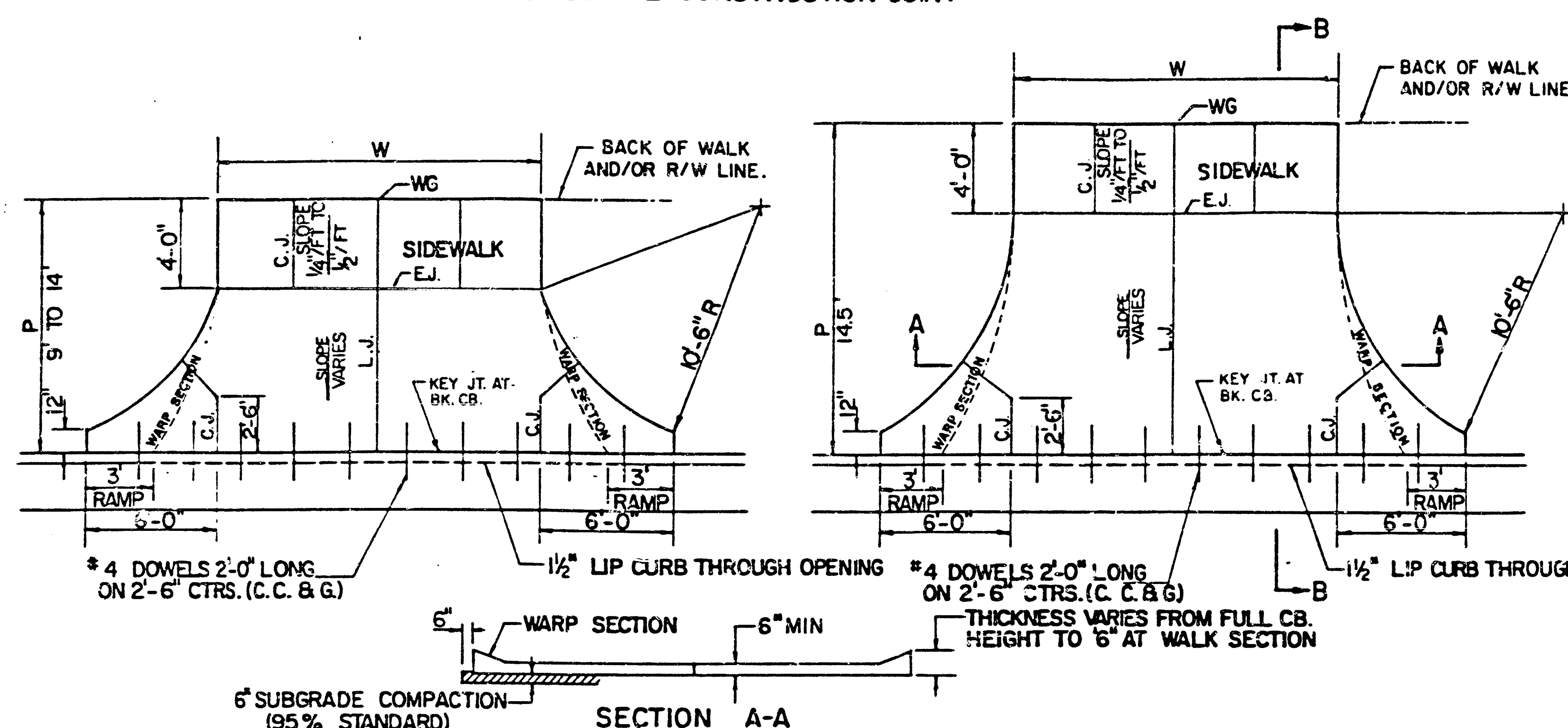
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TYPICAL 3' PAVEMENT DETAILS



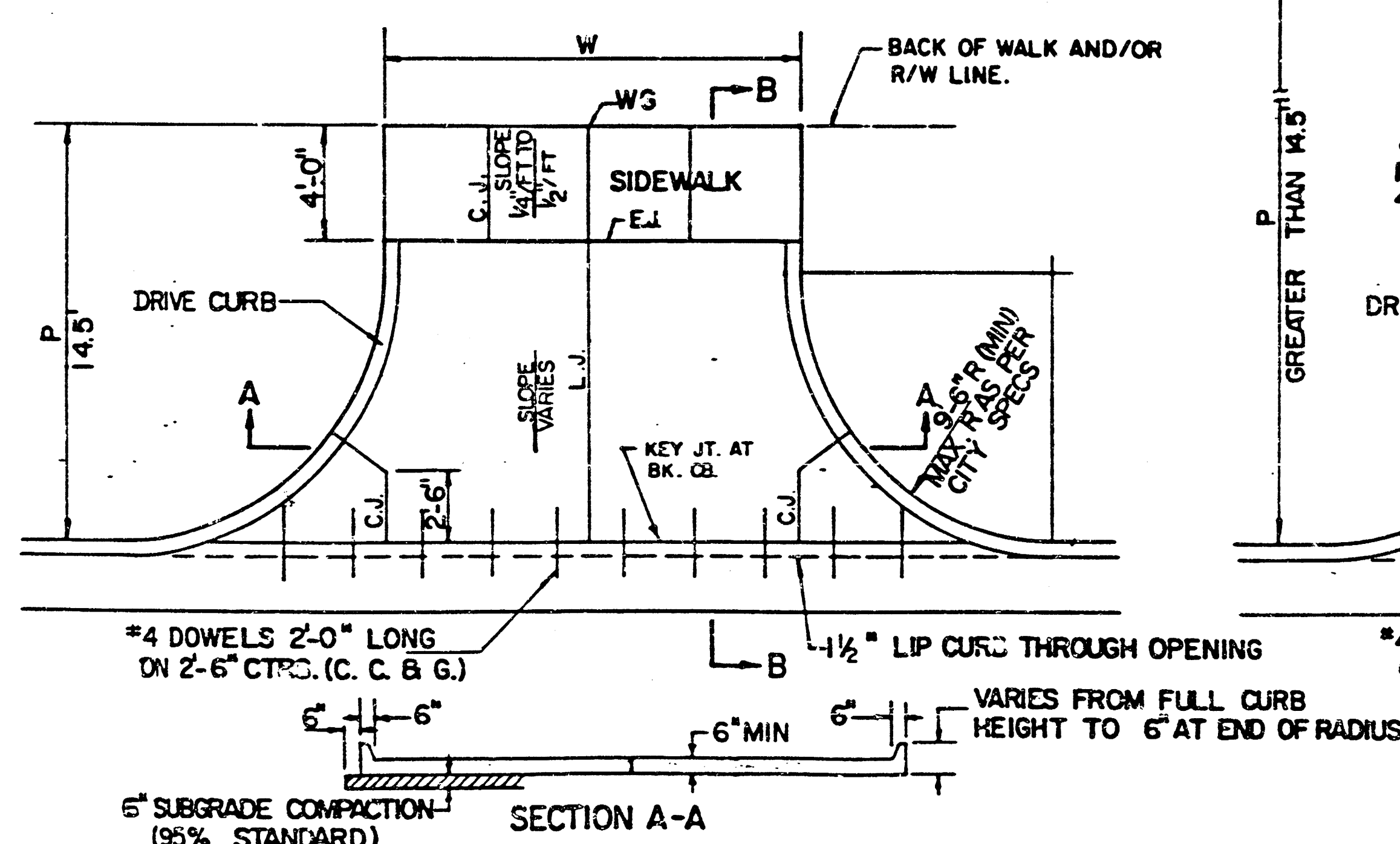


ALT. LONGITUDINAL CONSTRUCTION JOINT



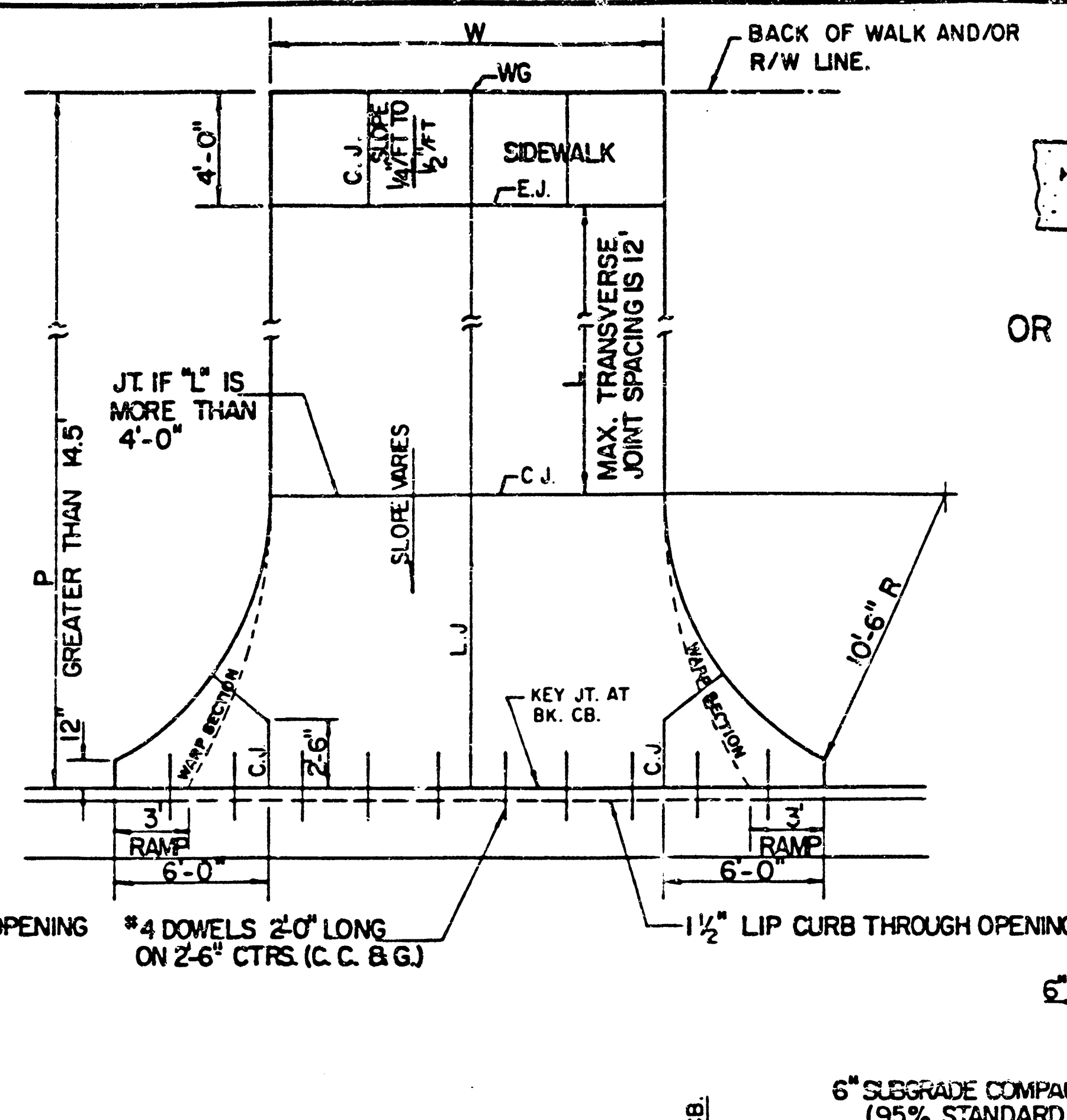
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



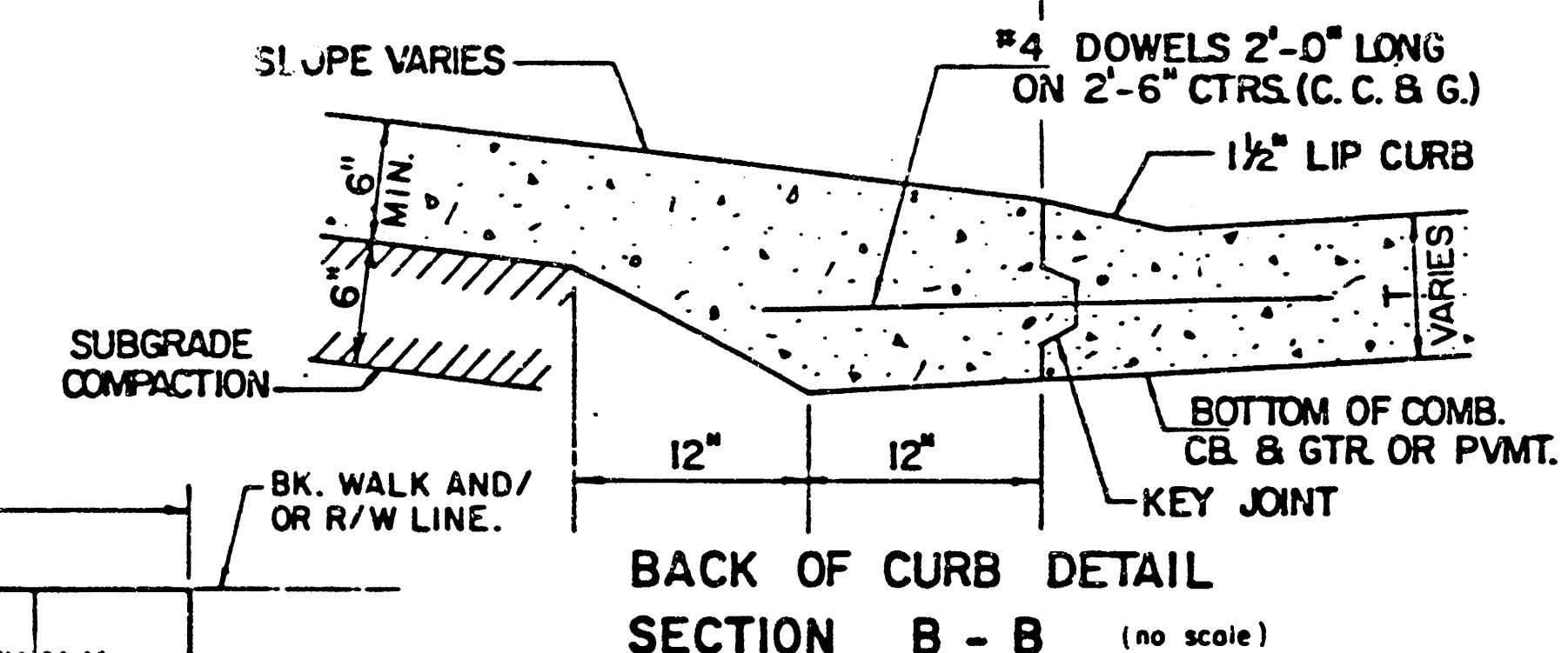
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL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

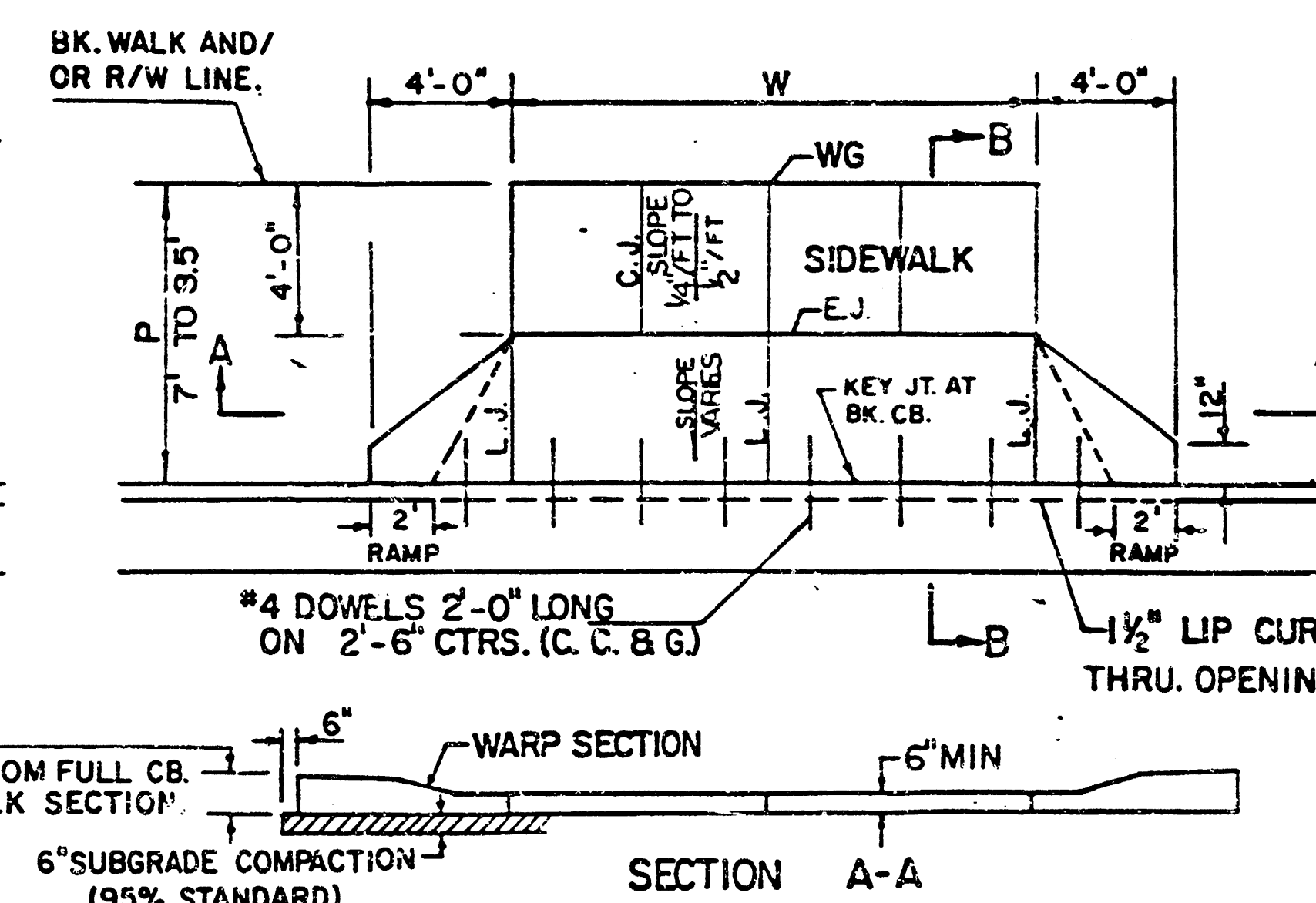


PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "I" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "I" BELOW TOP OF FULL CB.	-0.26'	-0.24'	-0.22'	-0.20'	-0.16'	-0.16'

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



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.	-0.25'	-0.20'	-0.20'	-0.20'

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

- 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" IN 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.
 - 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 JOINTMENT 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 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH #4X12" W4-W8 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENT.
 - 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.

SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472 76 245 81367 000 000 001

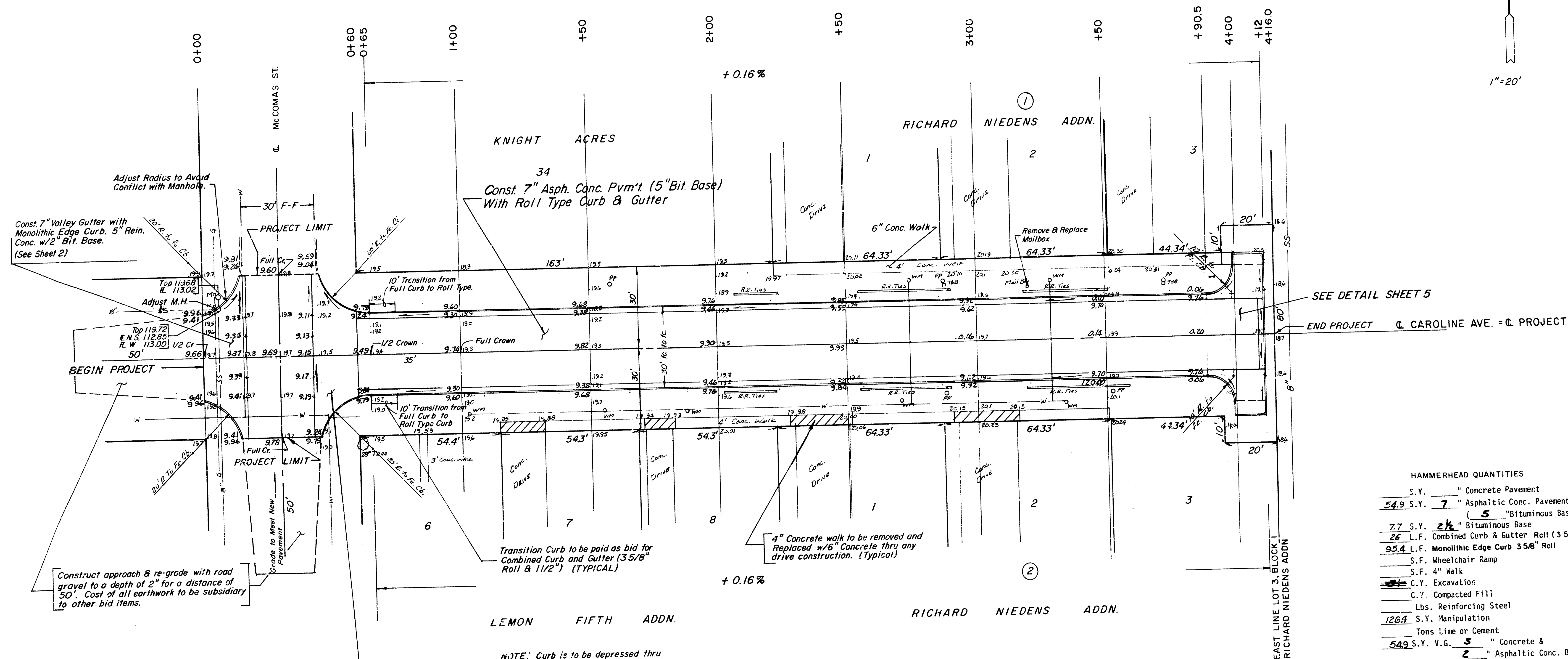
Sheet 3 of 6

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B.M. 120.20 Step bench in Power Pole N.W. corner Kessler and St. Louis.
B.M. 121.37 R.R. spike in Power Pole S.W. corner McComas and St. Louis.



1"=20'



INTERSECTION QUANTITIES

S.Y.	"	Concrete Pavement
173.3	S.Y.	7 " Asphaltic Conc. Pavement (5 " Bituminous Base)
	S.Y.	" Bituminous Base
85.2	L.F.	MONOLITHIC EDGE CURB (5 5/8")
	S.F.	Wheelchair Ramp
	S.F.	4" Walk
100.4	C.Y.	Excavation
	C.Y.	Compacted Fill
	Lbs.	Reinforcing Steel
347.8	S.Y.	Manipulation
	Tons	Lime or Cement
168.5	S.Y.	5 " Concrete & 2 " Asphaltic Conc. Base

Const. 7" Valley Gutter w/Monolithic Edge Curb. 5" Reinf. Conc. w/2" Bit. Base. (See Sheet 2)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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 OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

NOTE: Curb is to be depressed thru drive openings.

MAILBOXES

Mailboxes within the limits of this project shall be removed & 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 its construction.

• RAILROAD TIE REMOVAL •
RAILROAD TIES SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE R.R. TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGR. THIS WORK IS TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.

EXCAVATION

230.1	Cu. Yds.
+10%	23.0 " "
253.1	Cu. Yds.

1662 Sq. Yds. Manipulation

HAMMERHEAD QUANTITIES

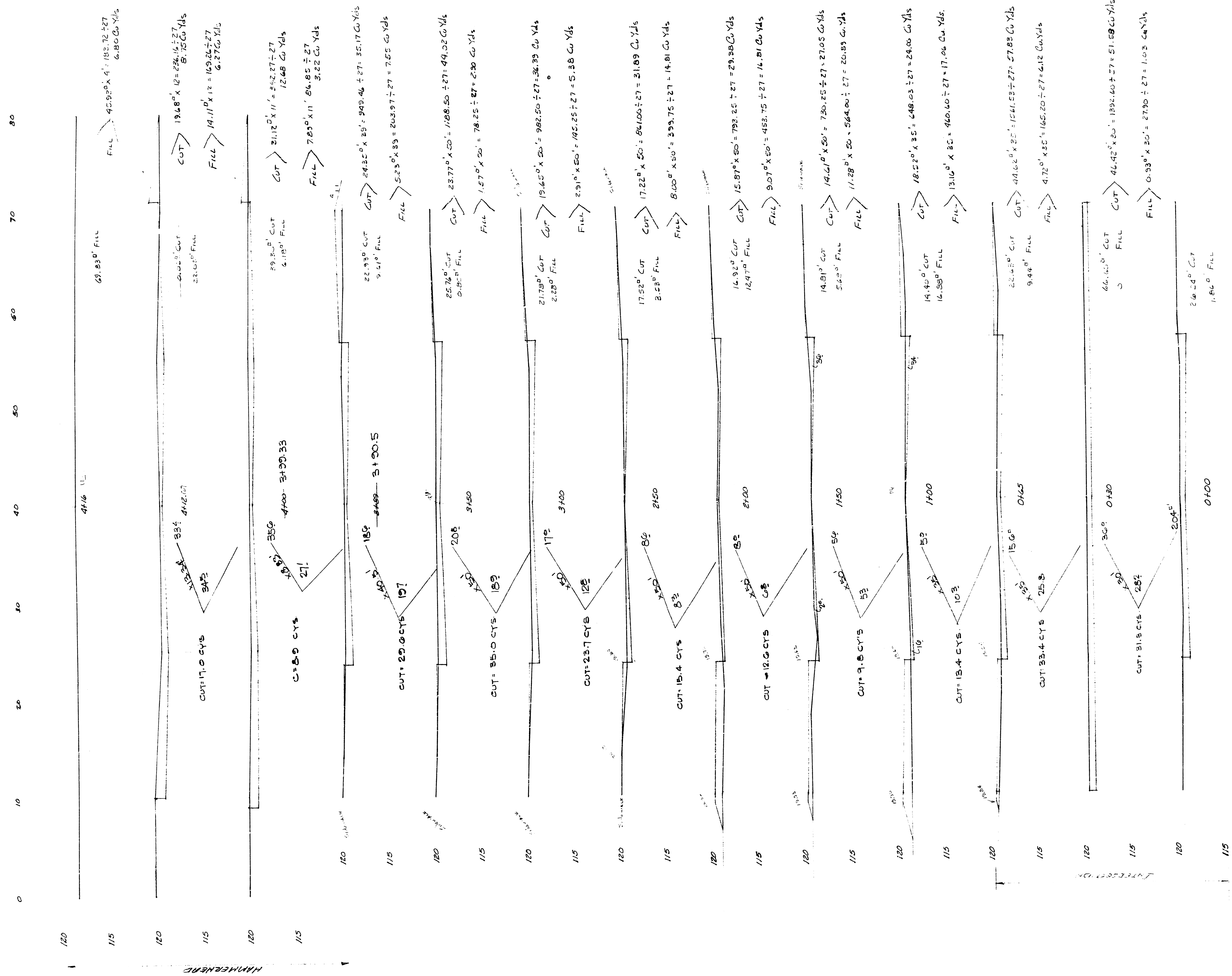
S.Y.	"	Concrete Pavement
54.9	S.Y.	7 " Asphaltic Conc. Pavement (5 " Bituminous Base)
7.7	S.Y.	2 1/2 " Bituminous Base
26	L.F.	Combined Curb & Gutter Roll (3 5/8")
95.4	L.F.	Monolithic Edge Curb 3 5/8" Roll
	S.F.	Wheelchair Ramp
	S.F.	4" Walk
	C.Y.	Excavation
	C.Y.	Compacted Fill
	Lbs.	Reinforcing Steel
126.4	S.Y.	Manipulation
	Tons	Lime or Cement
54.9	S.Y.	5 " Concrete & 2 " Asphaltic Conc. Base



CAROLINE AVENUE	
FROM W.L. McCOMAS TO E.L. LOT 3, BLOCK 1, RICHARD NIEDENS ADDITION	
PROJECT NUMBER	
472 76 245 81367 000 000 001	
M.E. LINDEBAK CITY ENGINEER	
MOEHRING & ASSOCIATES CONSULTING ENGINEERS	

Sheet 4 of 6

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CAROLINE AVENUE - FROM THE W. LINE Mc COMAS ST.
TO THE E. LINE OF LOT 3, BLOCK 1, RICHARD
NIEDENS ADDITION.
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