PRIVATE

PAVING PLANS FOR

ST. FRANCIS HOSPITAL

9TH STREET PAVING & PARKING LOT IMPROVEMENTS

INDEX NO. 607879

USER CODE 079PPP

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, CITY ENGINEER

APPROVED AS NOTED

BY CITY ENGINEER OF WICHITA

SANITARY SEWERS_____

STORM SEWERS_____

DRIVEWAY APPROACHED_____

WATER MAINS_____

PAVING_____

NOTE TO CONTRACTOR

INSPECTION AND TESTING FOR THIS PROJECT IS TO BE PROVIDED BY A LICENSED CONSULTING ENGINEERING FIRM UNDER CONTRACT WITH THE OWNER/DEVELOPER. SAID INSPECTION TO BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD CONSTRUCTION ENGINEERING PRACTICES AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER. NO WORK SHALL BE PERFORMED IN DEDICATED EASEMENTS OR THE PUBLIC RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT SUCH INSPECTION NOR SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

THIS PROJECT IS PRIVATELY OWNED, AND WILL BE MAINTAINED BY ST. FRANCIS REGIONAL MEDICAL CENTER. THE NINTH STREET IMPROVEMENTS DO PARTIALLY FALL IN PUBLIC RIGHT-OF-WAY

GENERAL NOTES

1. 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 SPECIFICATIONS.

2. 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 LAWS.

3. TRANSITION CURB FROM FULL HEIGHT COMBINATION CURB AND GUTTER TO ROLL TYPE COMBINATION CURB AND GUTTER IS TO BE PAID AS BID FOR LINEAL FEET COMBINED CURB AND GUTTER (3 5/8" ROLL).

4. 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.

5. 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:

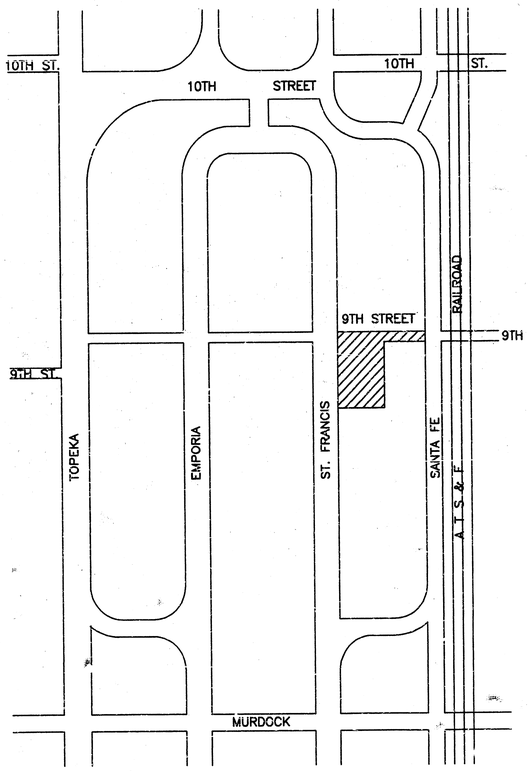
SOUTHWESTERN BELL TELEPHONE COMPANY	1-571-2115
CABLEVISION	262-0661
KG&E (GAS DIST)	832-0012
KANSAS (ELECTRIC)	264-1141
CITY OF WICHITA WATER & SEWER DEPT.	268-4908
ARKLA GAS COMPANY	942-8350 OR 263-8161

6. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

7. 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. NO MORE THAN 2 DRIVES 20 FEET IN WIDTH OR EQUIVALENT COMBINATIONS THEREOF ARE TO BE CONSTRUCTED WITH THIS PROJECT.

8. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF THE 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 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.

9. TREES TO BE REMOVED ARE MARKED ⊗. ALL TREES WHICH IN THE OPINION OF THE FIELD ENGINEER CAN BE SAVED, SHALL BE SAVED.



SCALE:1"=200'

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PAVING DETAILS (CONC. ALT.)
3	PAVING SECTION (ASPH. ALT.)
4	STANDARD ENTRANCE DETAIL
5	SITE PLAN
6	9TH ST. JOINTING PATTERN (CONC. ALT.)
7	STORM WATER SEWER PROFILE

BENCHMARKS

BM #5 "□" CUT ON W. END OF RETURN ON S.W. CORNER OF 9TH ST. AND ST FRANCIS

BM #6 "□" CUT ON N. END OF RETURN ON N.E. CORNER OF 9TH ST. AND SANTA FE

Storm Sewer Booked 4-5-94 Mdlg D-223

AS BUILT: DECEMBER 22, 1993

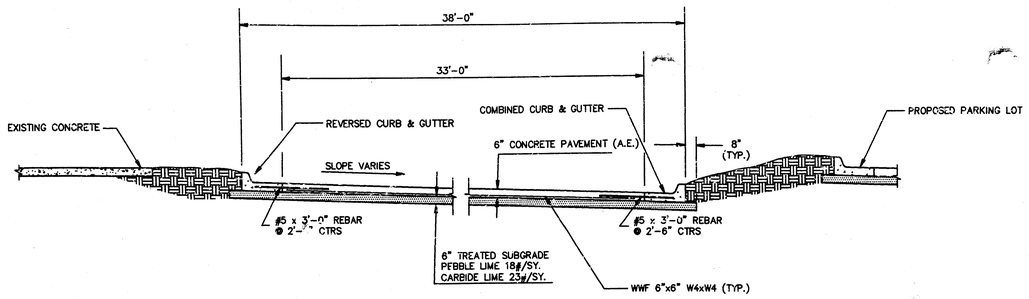
ST. FRANCIS HOSPITAL

9TH STREET PAVING & PARKING IMPROVEMENTS

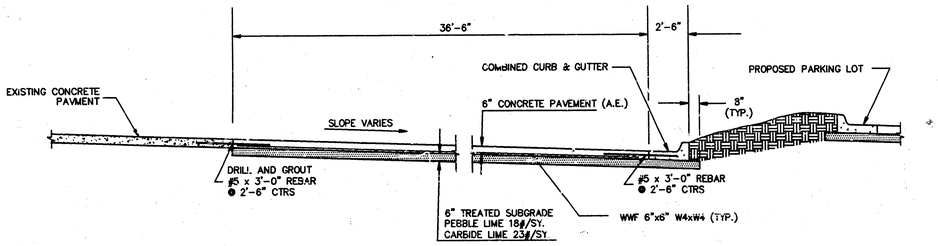
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Drawn by: KKL
Checked by: GJA
Date: 1/93
Job no. 9259PAV1
Sheet 1 of 7

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3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226 (316) 636-5566

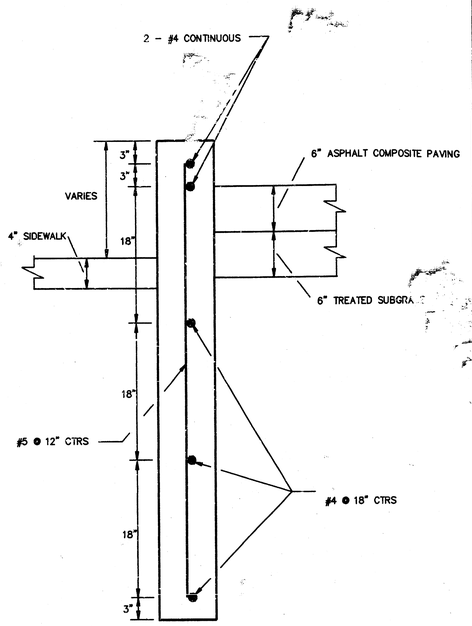
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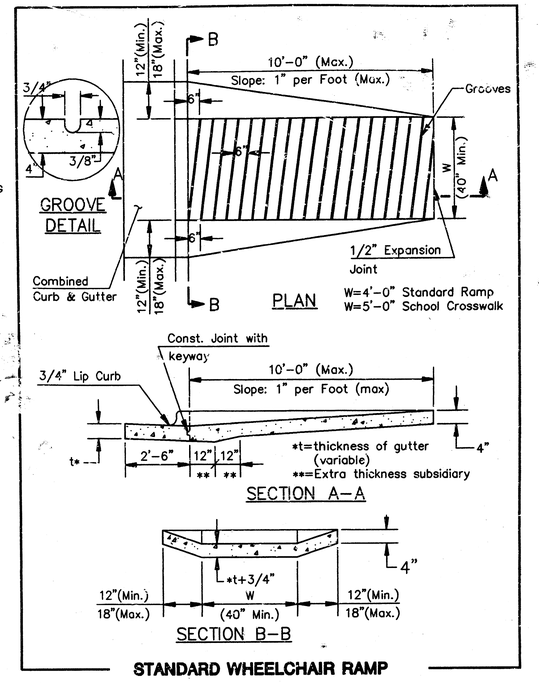
NINTH STREET TYPICAL SECTION A-A



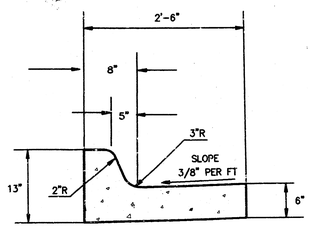
NINTH STREET TYPICAL SECTION B-B



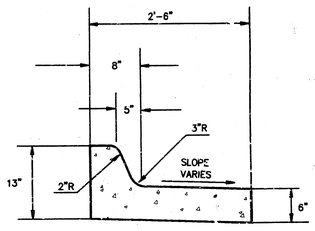
RETAINING WALL



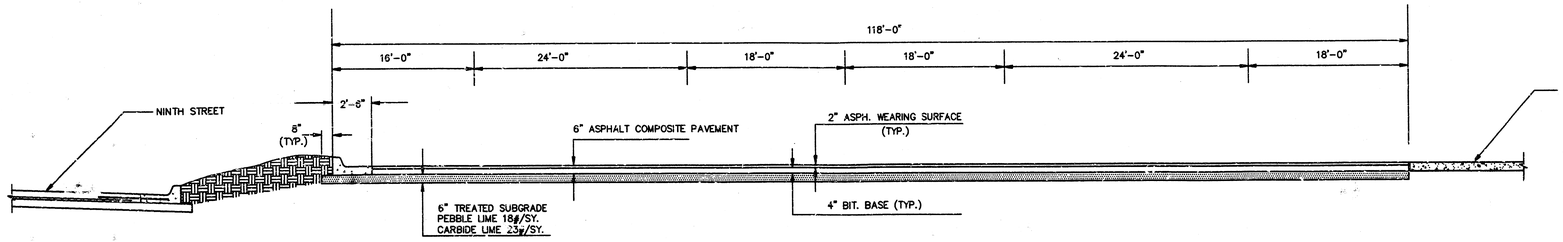
STANDARD WHEELCHAIR RAMP



COMBINED CURB & GUTTER



REVERSE CURB & GUTTER



PARKING LOT TYPICAL SECTION

AS BUILT: DECEMBER 22, 1993

ST. FRANCIS

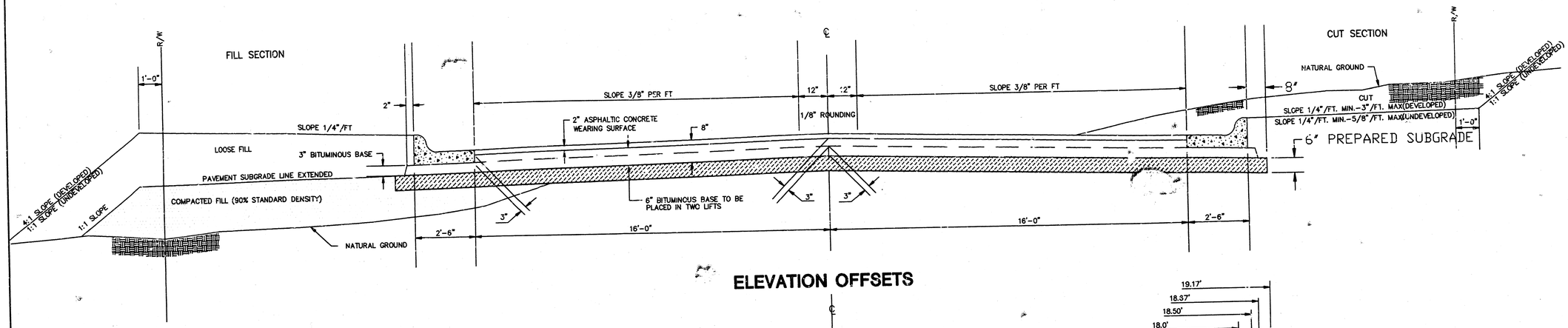
PAVING DETAILS

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Date	JUNE 93
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Sheet	2
of	7

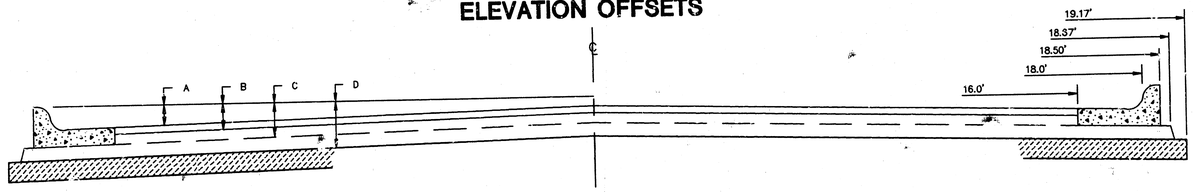
MID-KANSAS ENGINEERING CONSULTANTS INC.
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
(316) 636-5566

TYPICAL 37' PAVEMENT DETAILS

TRANSVERSE SECTION

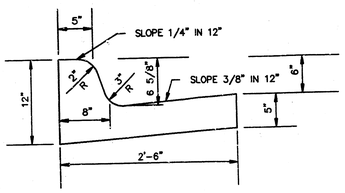


ELEVATION OFFSETS

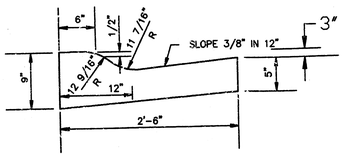


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8'	10'	12'	14'	16'	18'	18.5'	18.67'	19.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.01	0.05	0.11	0.18	0.24	0.30	0.36	0.43	0.49	--	--	--	--
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.17	0.22	0.28	0.34	0.40	0.47	0.53	0.59	0.65	--	--	--	--
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.42	0.47	0.53	0.59	0.65	0.72	0.78	0.84	0.90	0.97	0.98	0.99	--
D: TOP OF CURBS TO TOP OF SUBGRADE	0.67	0.72	0.78	0.84	0.90	0.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

COMBINED CURB & GUTTER



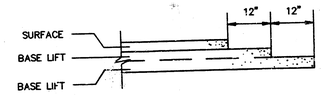
ROLL TYPE COMBINED CURB & GUTTER



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 MINIMUN 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 CHOOSEN 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 DETAILS. 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).

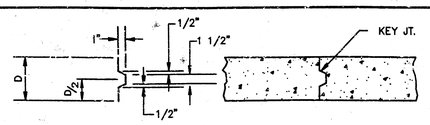
AS BUILT: DECEMBER 22, 1993

8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE

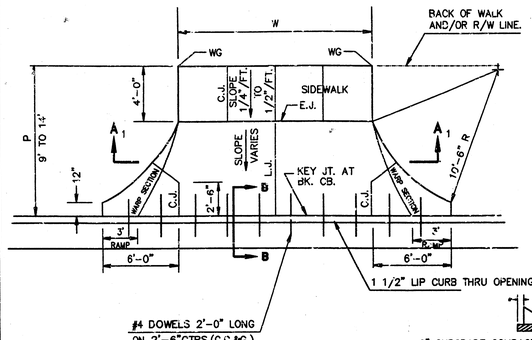
CITY OF WICHITA, KANSAS

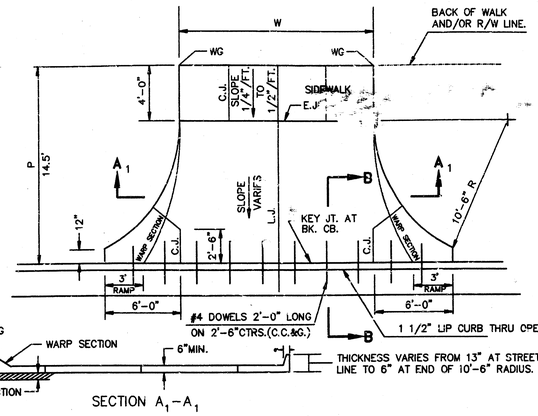
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C37-8

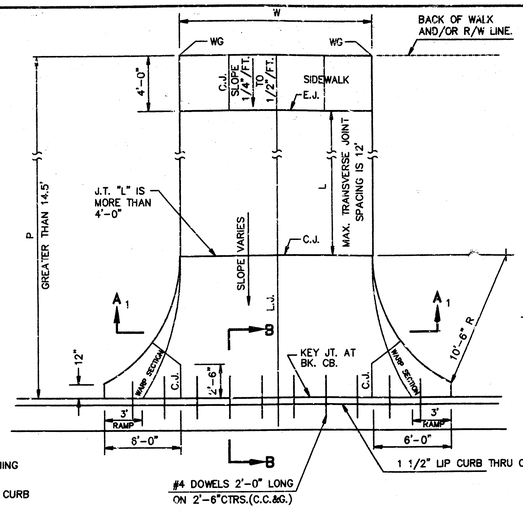


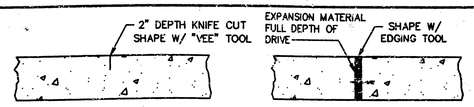
ALT. LONGITUDINAL CONSTRUCTION JOINT





SECTION A_1-A_1

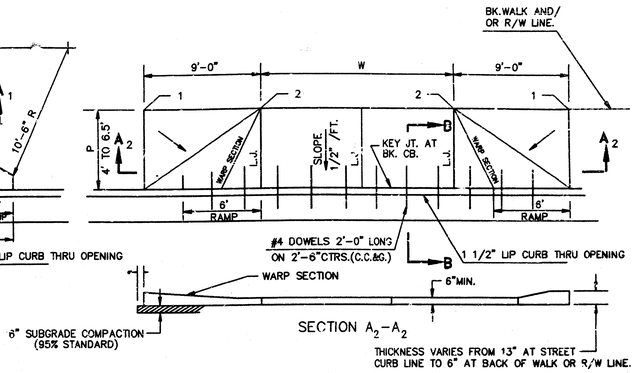




CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED

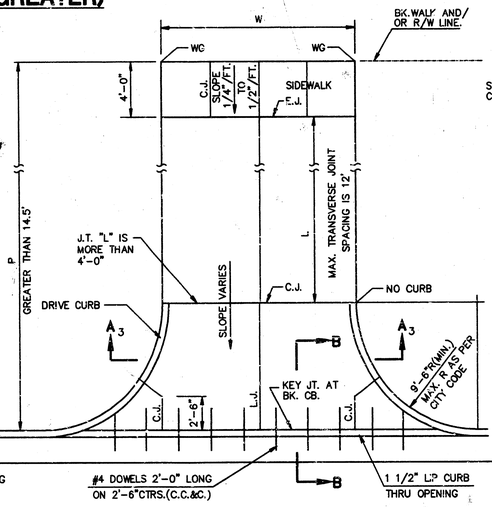
EXPANSION JOINT (E.J.)

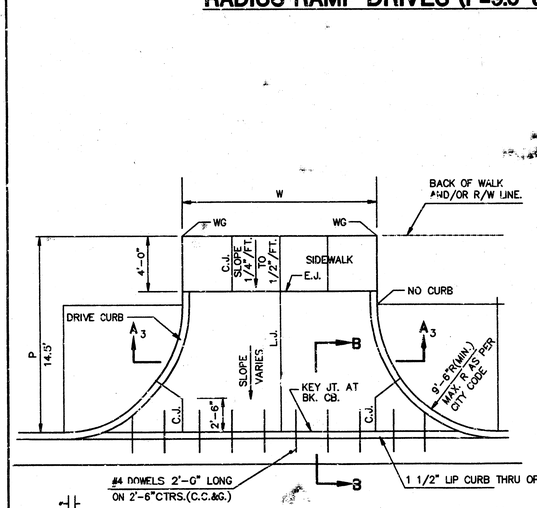


SECTION A_2-A_2

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 CB	0.35'	0.35'	0.40'	0.45'	0.60	0.90'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUN MAX. DIST. OF PT."WG"ABOVE OR BELOW TOP OF FULL CB.	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'
OPTIMUN MIN. DIST. OF PT."WG"ABOVE OR BELOW TOP OF FULL CB.	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 CB.	-.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)

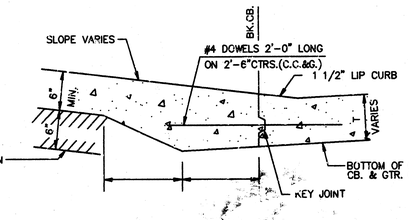




SECTION A_3-A_3

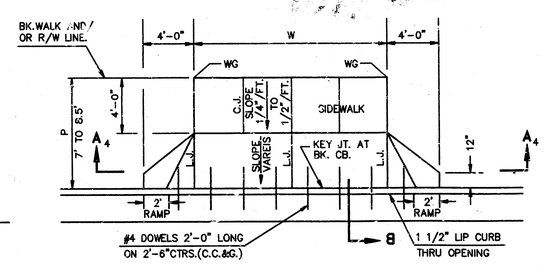
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUN MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUN MIN. DIST. OF PT."WG"BELOW TOP OF FULL CB.	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT."WG"BELOW 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



SECTION A_4-A_4

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'
OPTIMUN MAX. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUN MIN. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE MIN. DIST. OF PT."WG"ABOVE TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

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

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'

RADIUS 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 SPACING 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 CONJUNTION 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.

AS BUILT: DECEMBER 22, 1993

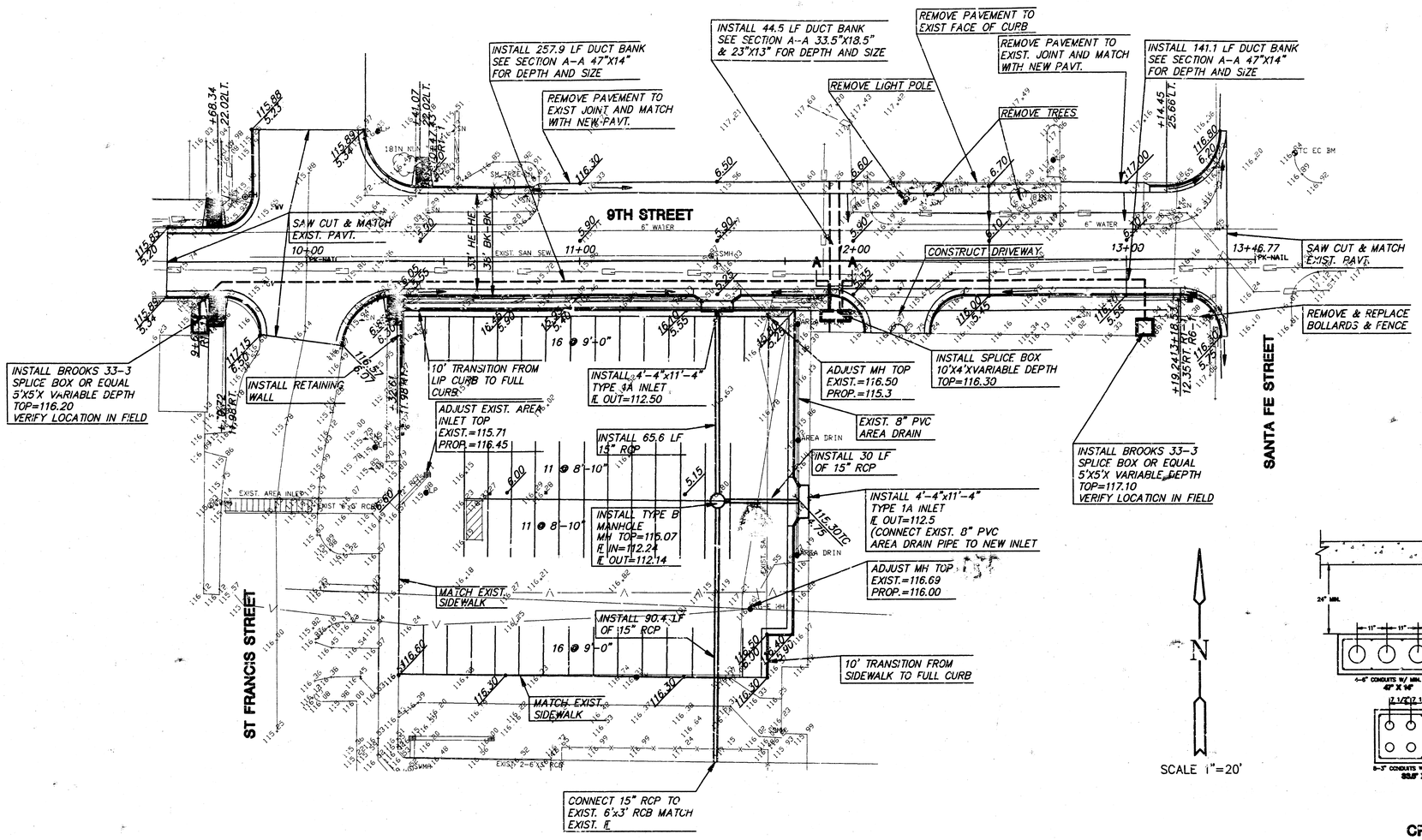
REVISED: OCTOBER 1985

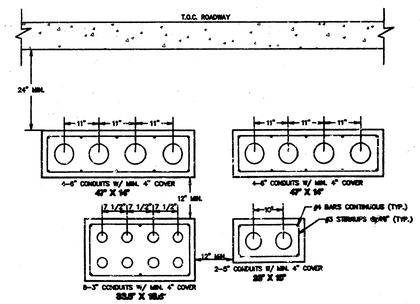
STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

SCALE: 1"=5'

CITY OF WICHITA, KANSAS

Design	Checked by	Checked by	4 OF 7
Drawn by	Date	Date	Job No.





CROSS SECTION A-A

CONTRACTOR

PAVEMENT MARKINGS AND SIGNING WILL BE SUPPLIED, LOCATED AND CONSTRUCTED BY THE OWNER. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING OWNER PRIOR TO THE COMPLETION OF EACH PHASE OF CONSTRUCTION.

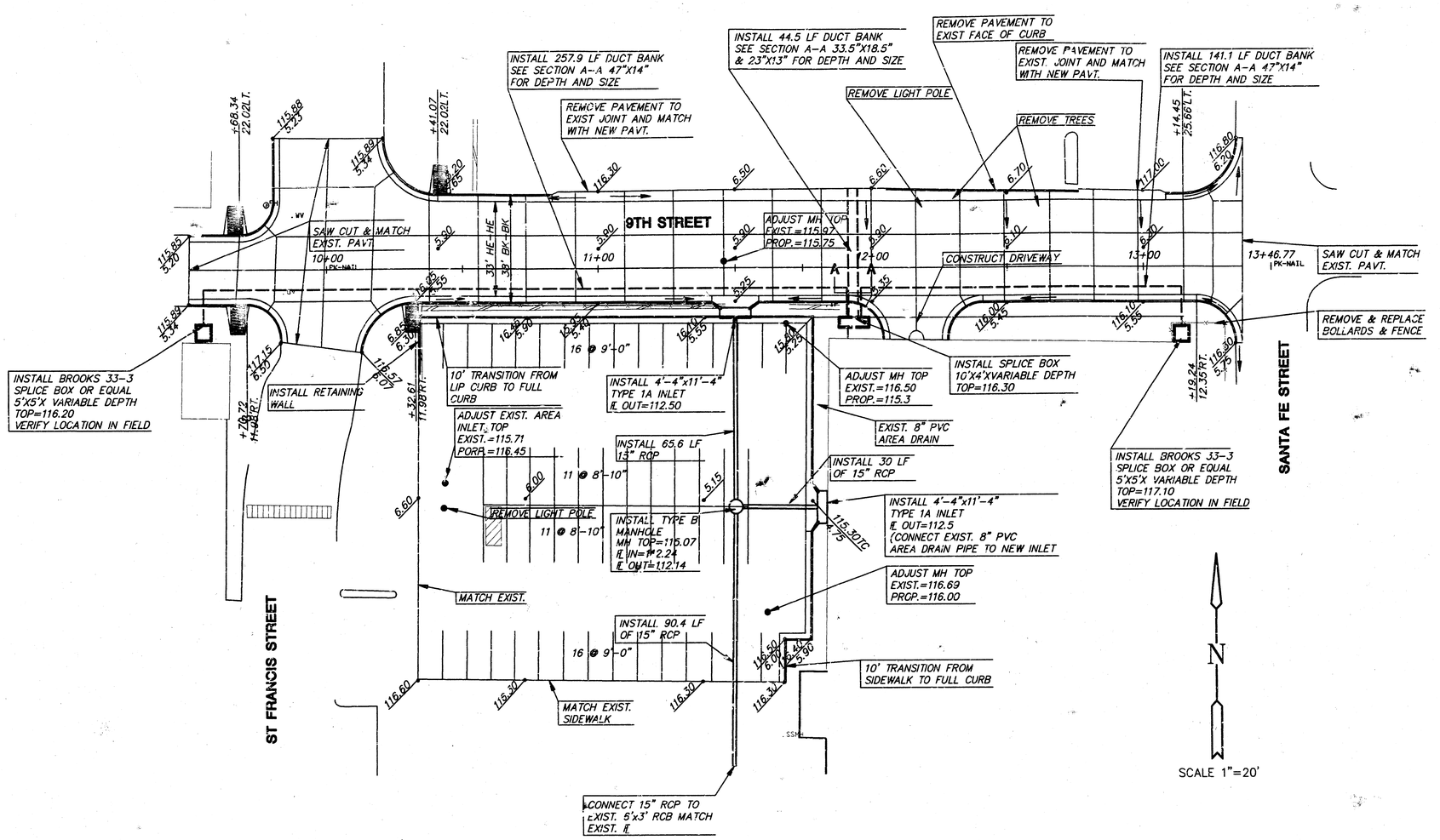
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ST. FRANCIS HOSPITAL

9TH STREET PAVING & PARKING IMPROVEMENTS

Design: GA
Drawn by: JTC
Checked by: KHB
Date: JUNE 93
Job no.: 9259PLAN
Sheet: 5
of: 7

MID-KANSAS ENGINEERING CONSULTANTS INC.
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
(316) 636-5566

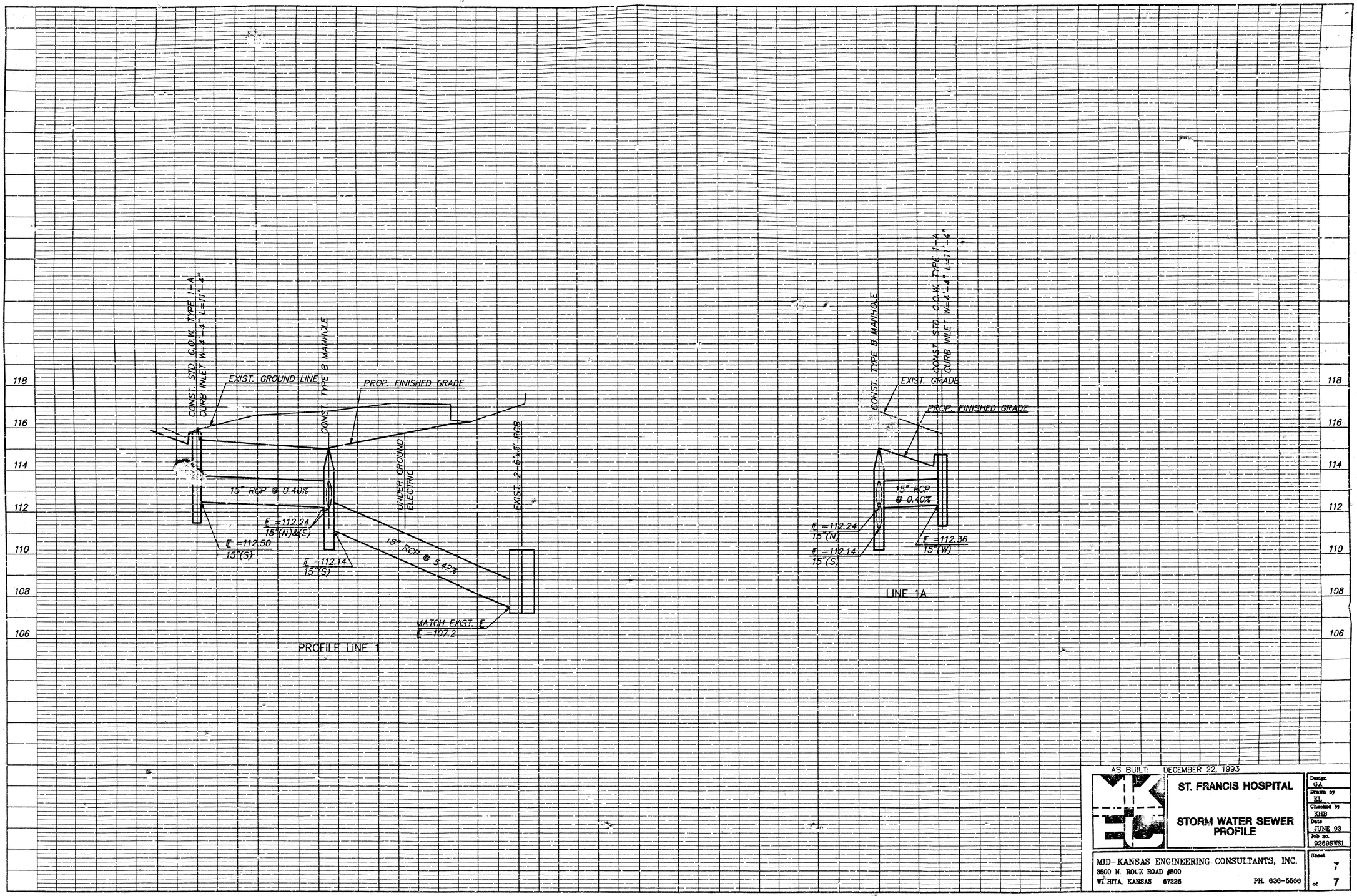


AS BUILT: DECEMBER 22, 1993

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9TH. STREET JOINTING PATTERN (CONC. ALT.)	Drawn by JTC
	Checked by KHB
	Date JUNE 93
	Job no. 9259.INT

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WICHITA, KANSAS 67226
(316) 636-5566

Sheet 6 of 7



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STORM WATER SEWER PROFILE

Design:	GA
Drawn by	KL
Checked by	KHB
Date	JUNE 93
Job no.	9259SWSI
Sheet	7
of	7

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3500 N. ROCK ROAD #600
WICHITA, KANSAS 67226 PH. 636-5536