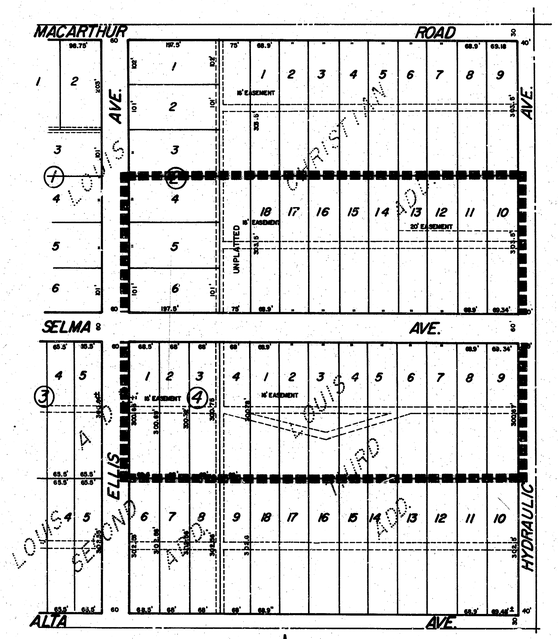
PAVING IMPROVEMENTS FOR SELMA AVENUE

FROM E. LINE OF ELLIS STREET TO THE W. LINE OF HYDRAULIC AVENUE

PROJECT NUMBER 472-76-245-81441-000-000-001

INDEX

1 TITLE SHEET
2-3 PLAN SHEETS
4 DRAINAGE IMPROVEMENTS
5 PAVEMENT DETAILS
6 STANDARD DRIVE ENTRANCES
7-12 CROSS SECTIONS



■■■ = BENEFIT DISTRICT

NE 1/4-SEC. 16-TWP. 28 S-R 1 E

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 OPERATION. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH EXISTING STATE LAWS.

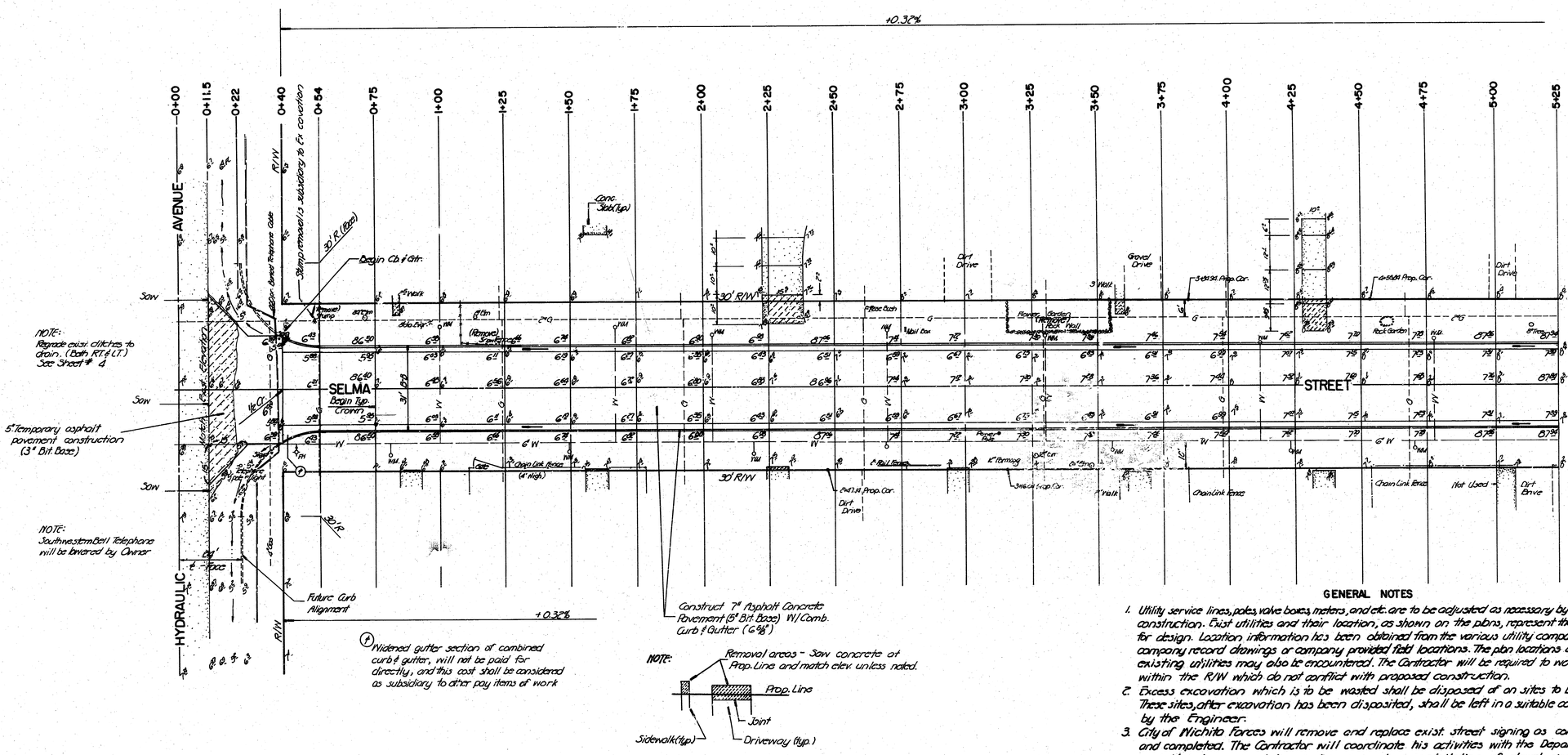
BM.
CITY OF WICHITA B.M. LOCATED AT HYDRAULIC AND MACARTHUR ROAD.
"□" CUT IN NW COR. CONCRETE BASE SIGNAL LIGHT, CENTER MEDIAL, CENTER MACARTHUR AND W. LINE OF HYDRAULIC. D.L.K. 1983 ELEV. 87.17

TOP OF "T" IN TENN. ON FIRE HYDRANT AT N.W. COR. OF SELMA AND HYDRAULIC ELEV. 88.39

ADOLF E. REISS LICENSED 1154 KANSAS PROFESSIONAL ENGINEER

PROJECT DESCRIPTION		
PAVING SELMA AVE. FROM E. LINE ELLIS ST. TO W. LINE HYDRAULIC AVE.		
PROJECT NUMBER 472-76-245-81441-000-000-001		
BOOK NO.	APPROVED BY	DATE
DRAWN BY		REVISED
REISS AND GOODNESS ENGINEERS 2160 W. 21st ST. WICHITA, KANSAS		
CITY ENGINEER MIKE LINDEBAK, P.E.		SCALE 1"=150'

REISS & GOODNESS ENGINEERS
2160 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 832-0213



NOTE:
Regrade exist. ditches to drain. (Both RT & LT.) See Sheet # 4

NOTE:
Southwestern Bell Telephone will be lowered by Owner

(1) Widened gutter section of combined curb & gutter, will not be paid for directly, and this cost shall be considered as subsidiary to other pay items of work

NOTE:
Removal areas - Saw concrete at Prop. Line and match elev. unless noted.

N

Scale: 1"=20'

EARTHWORK (EXCAVATION)

X-SECTION = 1184.0 C.Y.
10% = 118.4 C.Y.
TOTAL = 1302.4 C.Y.
3366 S.Y. MANIPULATION

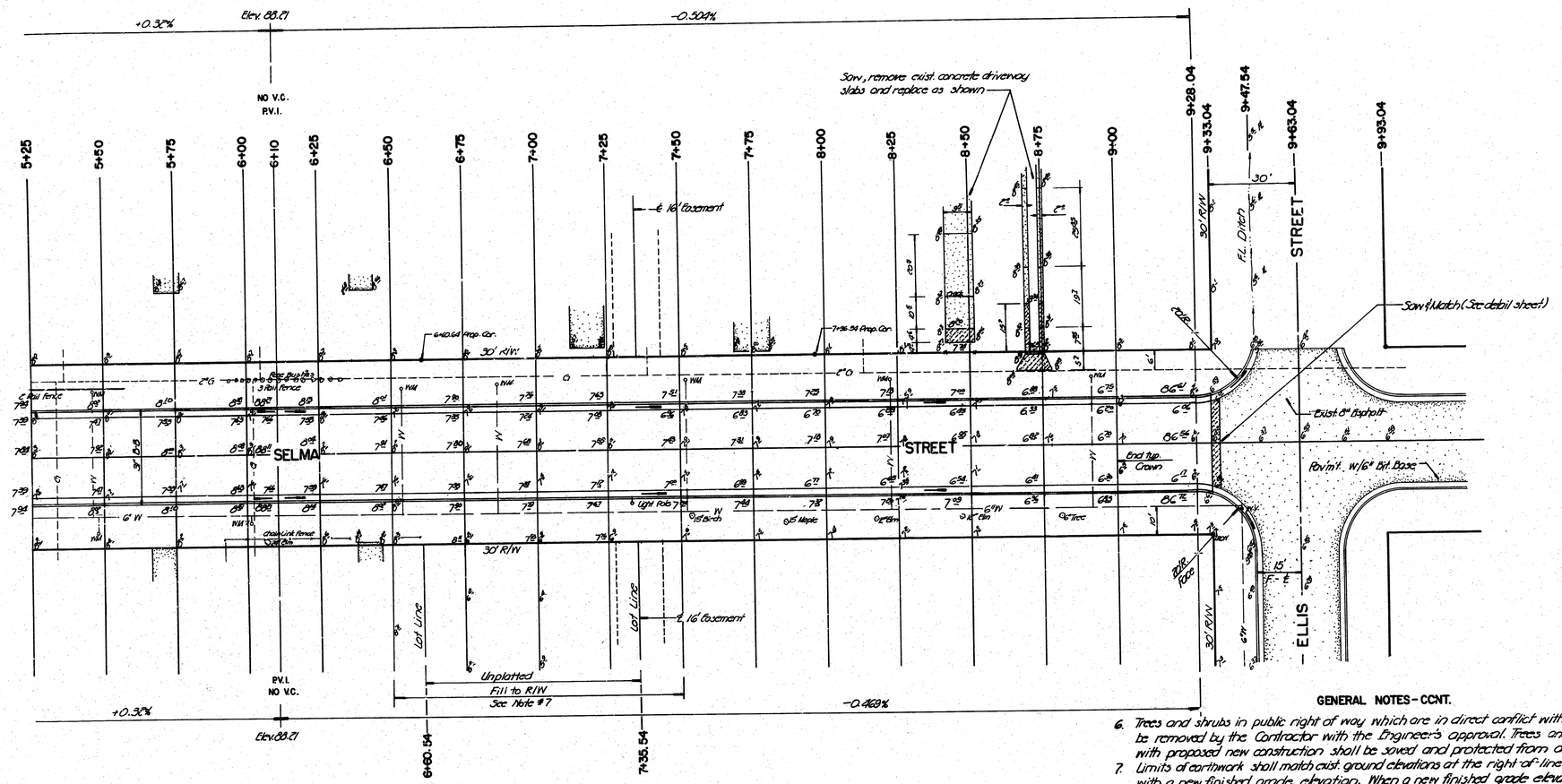
GENERAL NOTES

1. Utility service lines, poles, valve boxes, meters, and etc. are to be adjusted as necessary by others prior to or during construction. Exist 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 are not guaranteed. Other existing utilities may also be encountered. The Contractor will be required to work around exist. utilities within the R/W which do not conflict with proposed construction.
2. Excess excavation which is to be wasted shall be disposed of on sites to be provided by the City. These sites, after excavation has been disposited, shall be left in a suitable condition as appoved by the Engineer.
3. City of Wichita forces will remove and replace exist. street signing as construction is started and completed. The Contractor will coordinate his activities with the Department of Operations and Maintenance relative to the removal or installation of street signing.
4. The Contractor shall contact KANSAS-1, call S.W. Bell Tele. Co., at least 48 hours in advance of any work being performed over and/or adjacent to exist. utility installations.
5. Mailboxes within the limits of this project 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 it's construction.

See Sheet No. 3 for additional notes

PROJECT DESCRIPTION
SELMA STREET
PROJECT NUMBER
472 76 245 81441 000 000 001

REISS & GOODNESS ENGINEERS
2160 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 832-0233

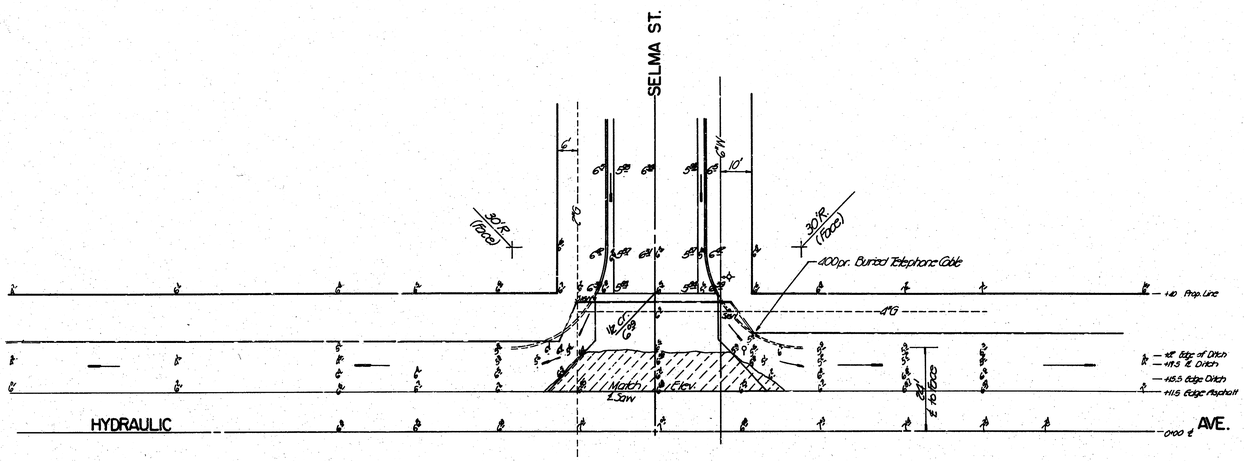


GENERAL NOTES - CONT.

6. 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 conflict with proposed new construction shall be saved and protected from damage.
7. Limits of earthwork shall match exist. ground elevations at the right-of-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 slope to match the existing ground surface.
8. The Contractor will be permitted to bid only one of the alternate types of subgrade treatment. The type bid by the successful bidder will be the type of subgrade treatment used to construct the project.
9. Properties within the Benefit District that have dirt order requests on file shall have first rights to any excavated material.
10. The Contractor shall do no work back of Property Line on any driveway unless there is a signed permit on file with City of Wichita.

PROJECT DESCRIPTION
SELMA STREET
PROJECT NUMBER
472 76 245 81441 000 000 001

REIS & GOODNESS ENGINEERS
2160 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 832-0213



NOTE:
Grade ditches to drain as directed by the Engineer (Subsidiary to Excavation)

SCALE
PLAN 1"=20'
PROFILE
Horiz. 1"=20'
Vert. 1"=1'

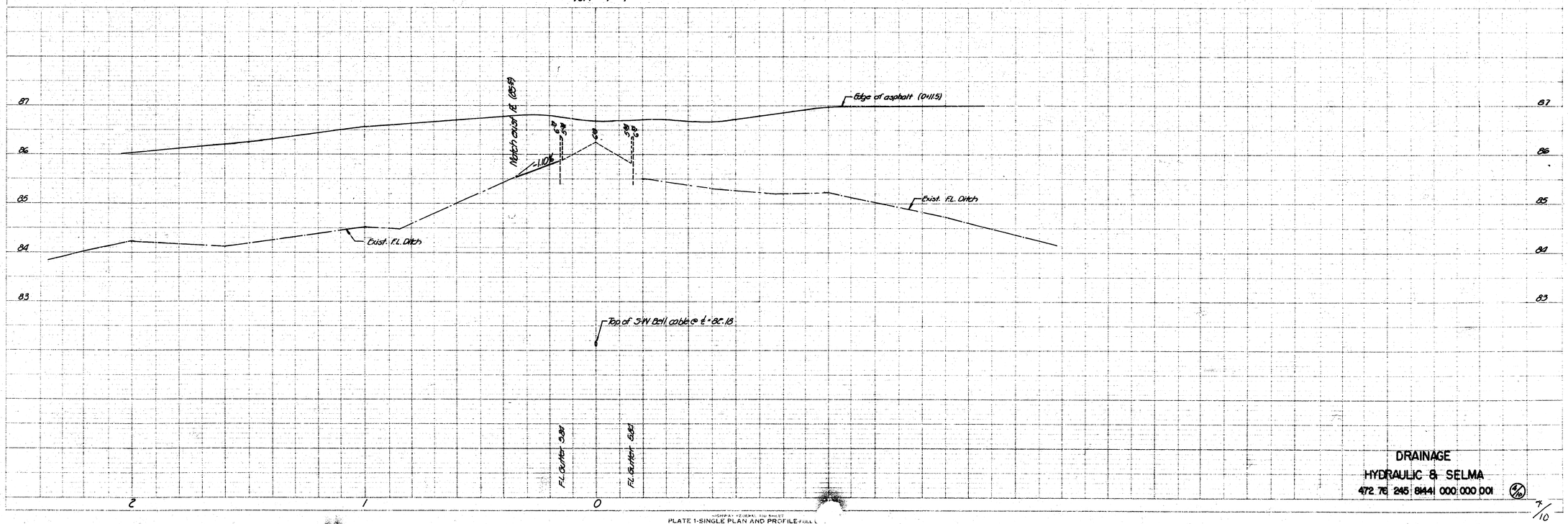


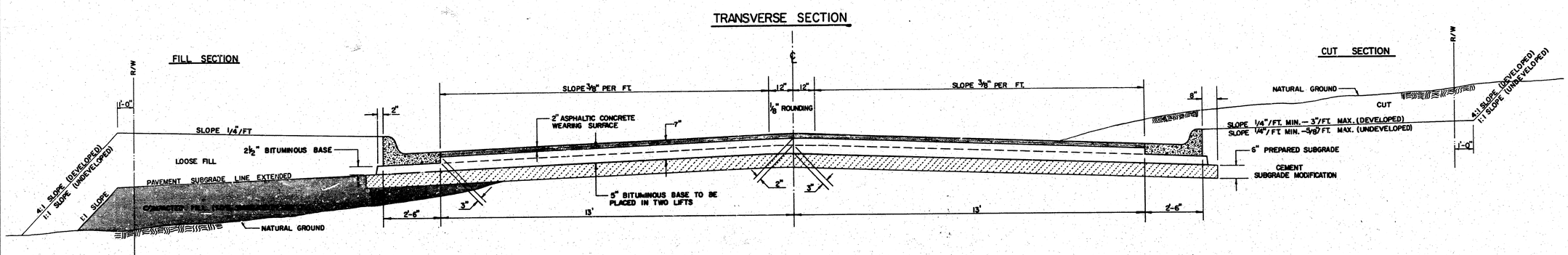
PLATE 1-SINGLE PLAN AND PROFILE-FULL

DRAINAGE
HYDRAULIC & SELMA
472.76 245 8144 000 000 001

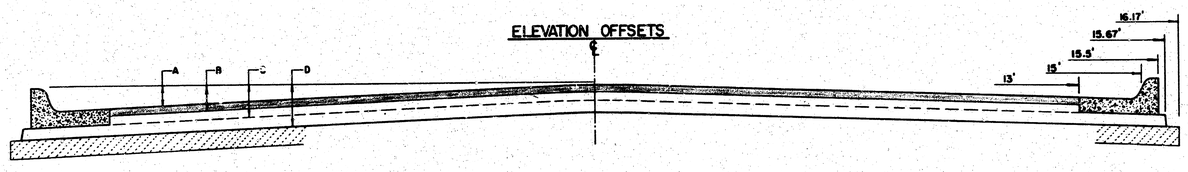
4/10

TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION

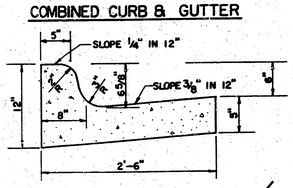


ELEVATION OFFSETS

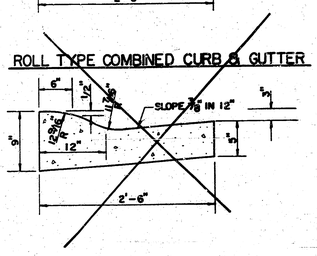


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.38	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.44	0.49	0.57	0.64	0.70	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.69	0.73	0.80	0.87	0.93	1.01	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



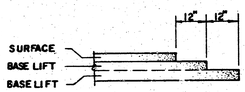
ROLL TYPE COMBINED CURB & GUTTER



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).

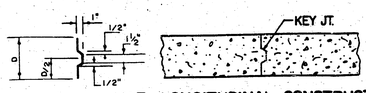
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

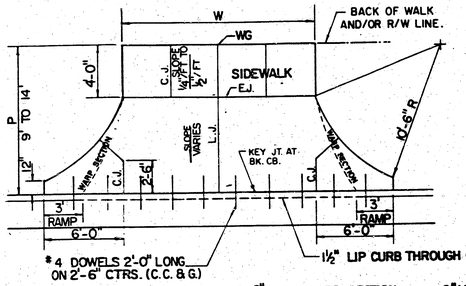
PROJECT NUMBER

472 76 245 81441 000 000 001

5/10

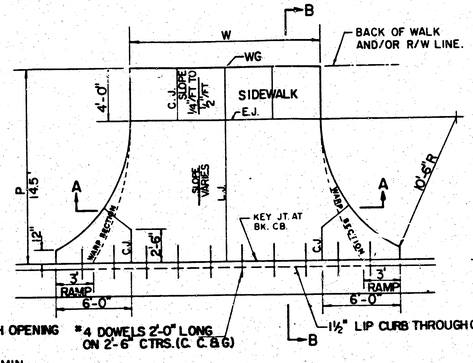


ALT. LONGITUDINAL CONSTRUCTION JOINT



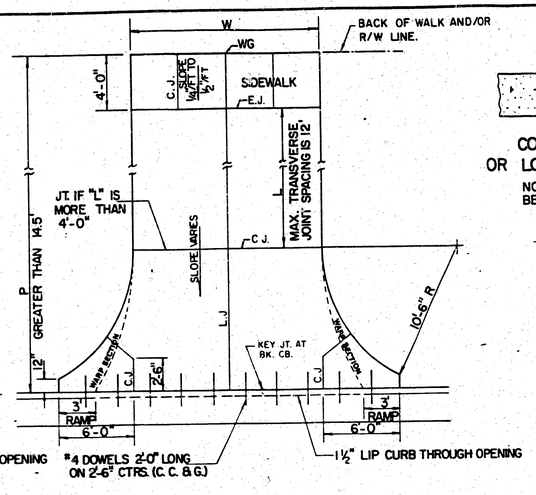
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



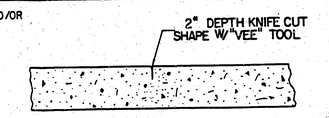
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING



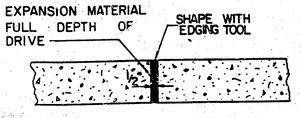
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING

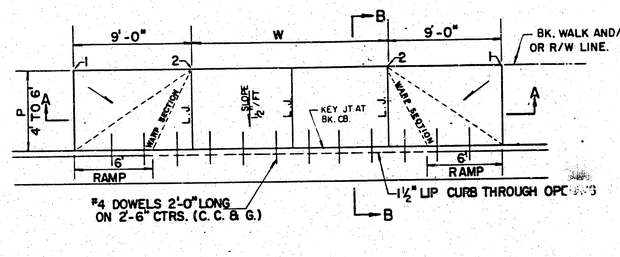


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

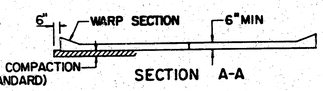


EXPANSION JOINT (E.J.)



*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

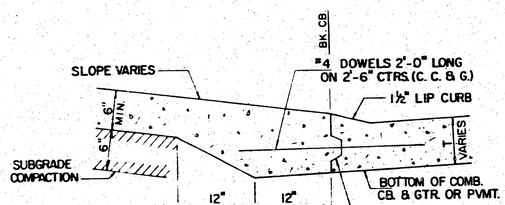
1½" LIP CURB THROUGH OPENING



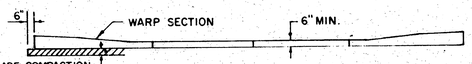
SECTION A-A

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'	-.06'	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



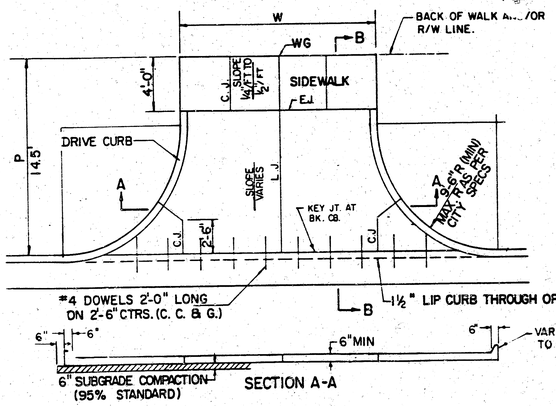
BACK OF CURB DETAIL
SECTION B - B (no scale)



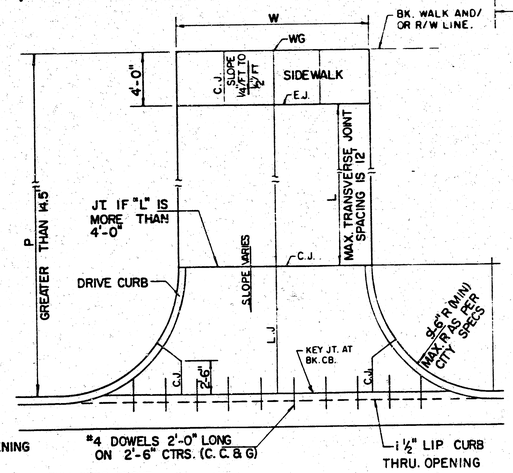
SECTION A-A

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')

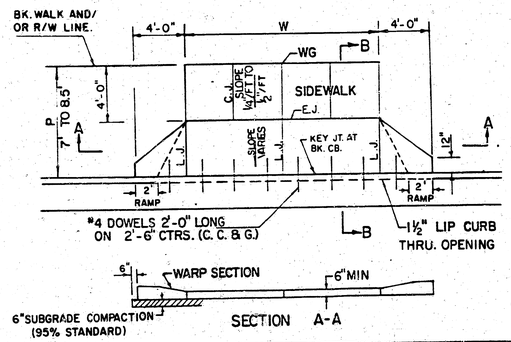


SECTION A-A



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'	0.52'	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)



SECTION A-A

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')

GENERAL NOTES

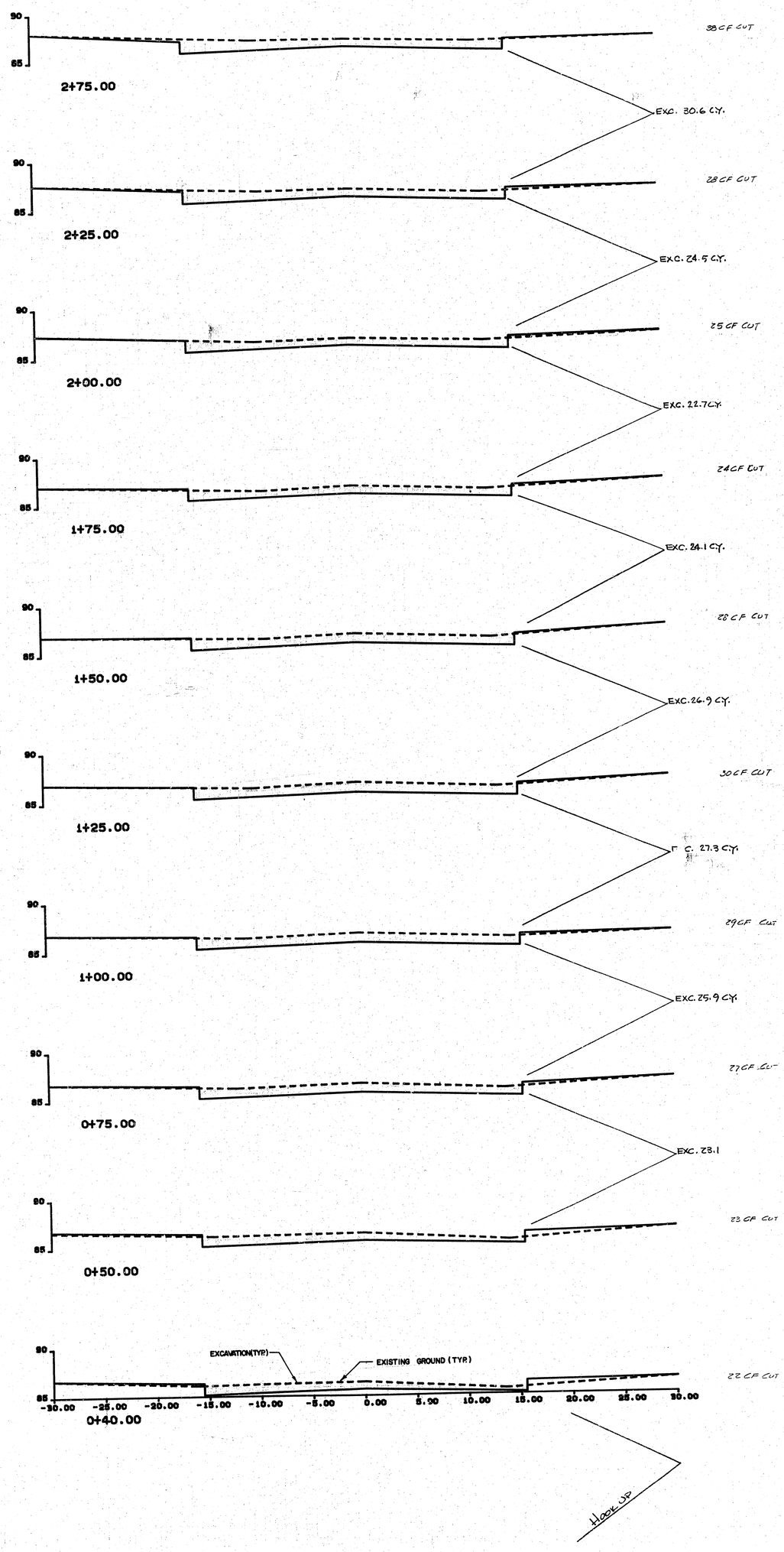
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF 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 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-JUNE 1985
SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472 76 245 81441 000 000 001

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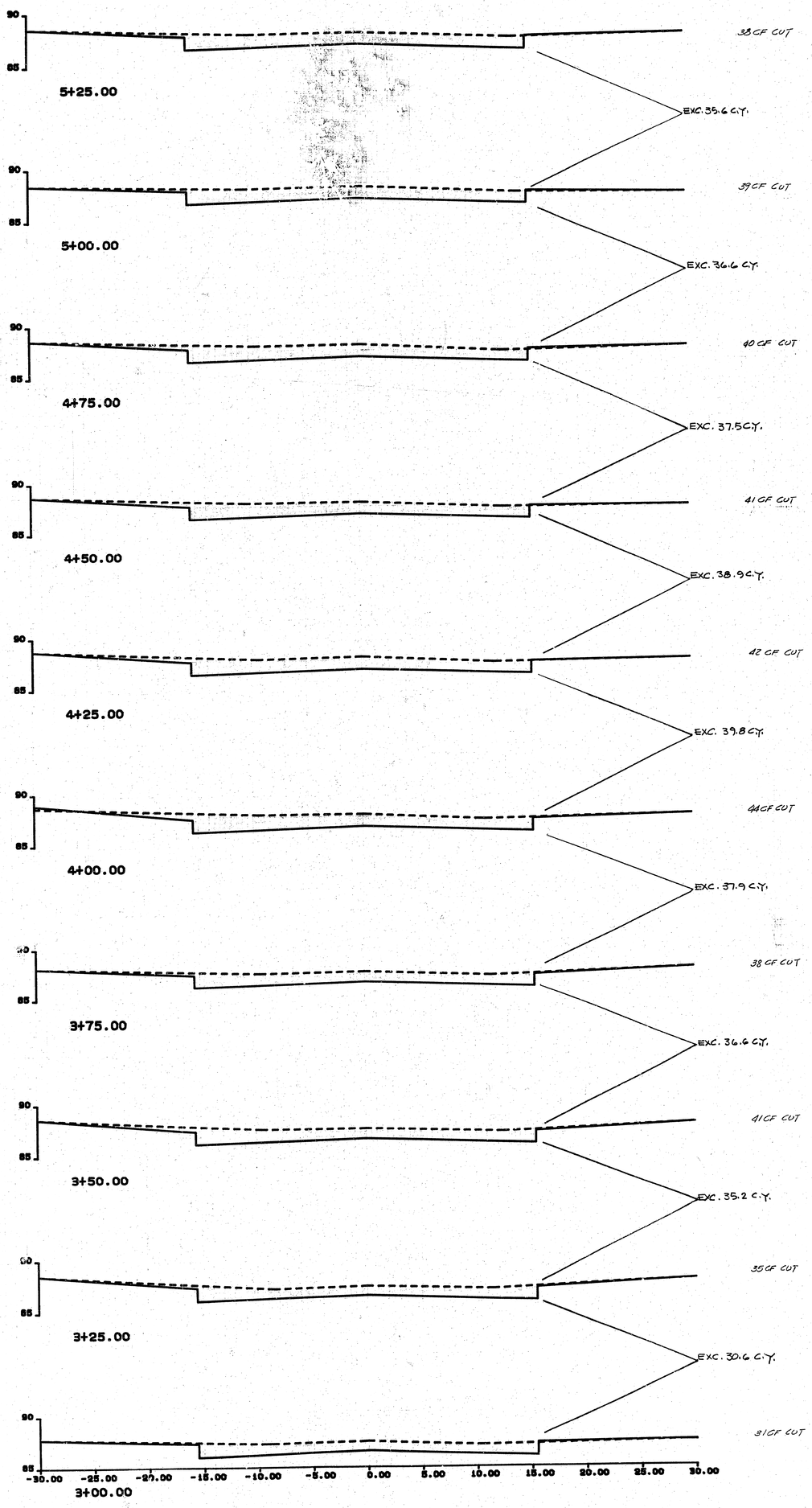
SELMA STREET
HYDRAULIC TO ELLIS

472 76 245 81441 000 000 001

DIES & GOODNESS ENGINEERS
210 WEST 21ST STREET
WICHITA, KANSAS 67203
(316) 838-0231

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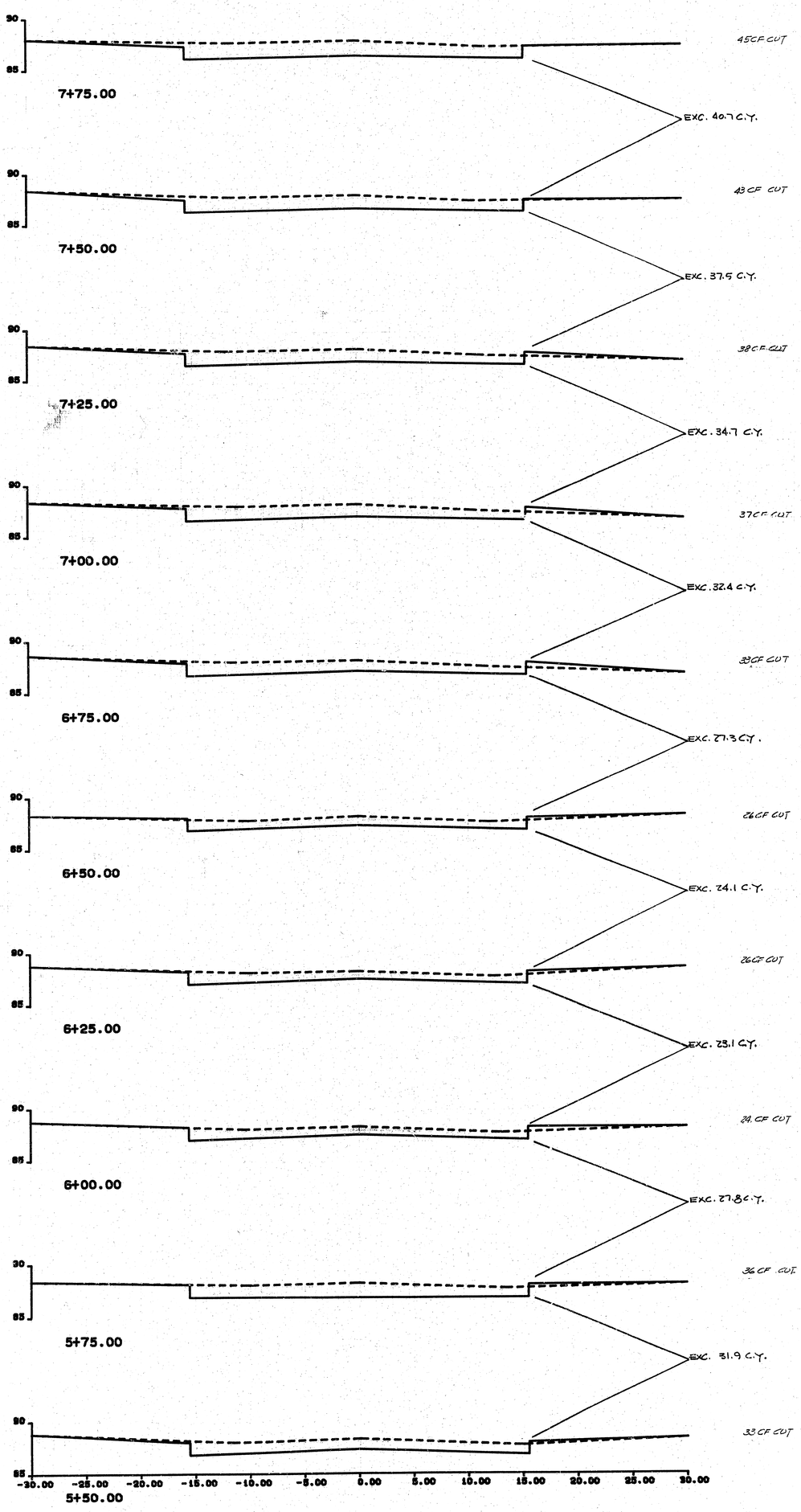


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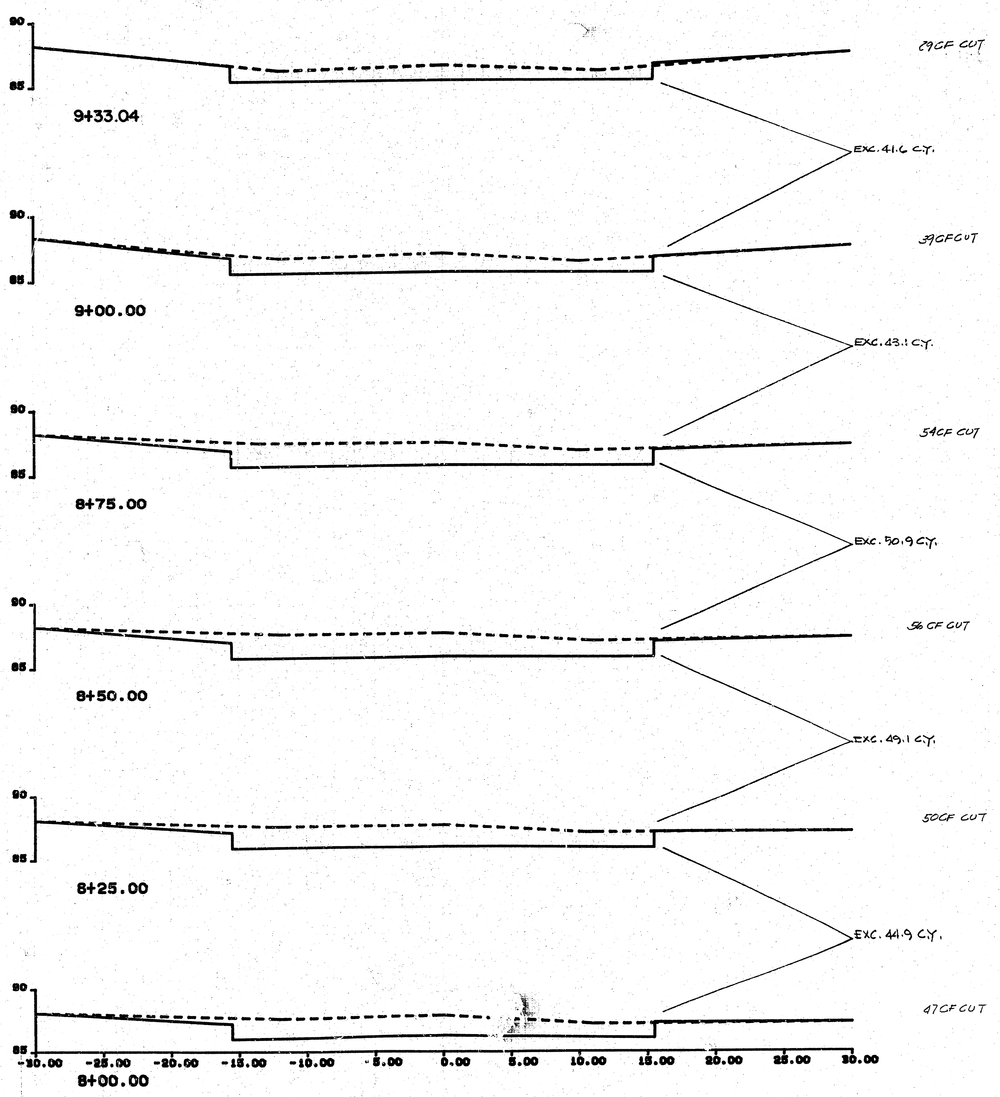


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