STREET IMPROVEMENTS

for

CAROLINE AVE.-JOANN TO GOW

Proj. No.: 472 82466(762518)

CITY OF WICHITA, KANSAS
MIKE LINDEBAK, P.E., CITY ENGINEER
AUGUST, 1994

GENERAL NOTES

1. INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA IS NOT TO BE CARRIED THROUGH CONSTRUCTION. LOCAL RESIDENTIAL TRAFFIC GENERATED WITHIN THE PROJECT AREA IS TO BE CARRIED THROUGH CONSTRUCTION AS FURTHER PROMULGATED BY PROJECT SPECIAL PROVISIONS.

2. UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE PLAN LOCATIONS ARE NOT GUARANTEED AND ADDITIONAL 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.

3. THE COST OF CONCRETE DRIVEWAY REMOVAL SHALL INCLUDE A SAW CUT OF A MINIMUM DEPTH OF ONE FOURTH OF THE PAVEMENT THICKNESS. THE SAW CUT SHALL AT THE PROPERTY LINE OR THE NEAREST JOINT. THE EXACT LOCATION SHALL BE DETERMINED BY THE FIELD ENGINEER.

4. 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 FLOODPLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DISPOSED 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.

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	1-571-2115
MULTIMEDIA CABLEVISION	262-0661
K.P.&L. GAS SERVICE COMPANY	263-7511
KANSAS GAS & ELECTRIC	264-1141
ARKLA G/S COMPANY	943-8350 OR 263-3161
CITY OF WICHITA WATER & SEWER	268-4338
CITY OF WICHITA SEWER	268-4071

THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED ACROSS AND/OR ADJACENT TO PIPELINES.

6. MAILBOXES WITHIN THE LIMITS OF THE 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 CONSTRUCTION.

7. PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

8. WIDENED GUTTER SECTION OF COMBINED CURB AND GUTTER AT INTERSECTIONS WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.

9. 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 PROTECTED FROM DAMAGE.

10. 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.

11. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN(10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TEMPORARY ACCESS OPENINGS AT ALL TIMES TO RESIDENCES WITHIN THE PROJECT LIMITS.

12. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES, WATER METER BOXES AND FIRE HYDRANTS AS NOTED ON THE PLANS AND AS DIRECTED BY THE ENGINEER. MATERIALS EQUIPMENT AND LABOR REQUIRED FOR THE ADJUSTMENT OF WATER METER AND VALVE BOXES AND FIRE HYDRANTS WILL NOTE BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS OF WORK IN THE CONTRACT. THE WATER DEPARTMENT 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.

13. THE CONTRACTOR MUST EXAMINE THE CONSTRUCTION SITE PRIOR TO BIDDING AND BE SATISFIED AS TO THE WORK SHOWN FOR COMPLETION. AFTER BIDS HAVE BEEN RECEIVED, THE CONTRACTOR SHALL NOT ASSERT THAT THERE WAS A MISUNDERSTANDING OF THE QUANTITIES OF WORK OR OF THE NATURE OF THE WORK TO BE COMPLETED.

14. CONTRACTOR SHALL NOT START WORK ON THE PROJECT UNTIL THE PROJECT INSPECTOR IS ASSIGNED TO THE PROJECT IS PRESENT ON THE SITE. ANY WORK DONE WITHOUT INSPECTION WILL BE REQUIRED TO BE UNCOVERED FOR INSPECTION.

15. THE CONTRACTOR SHALL FERTILIZE, SEED AND MULCH ALL AREAS WHICH ARE DISTURBED AS A RESULT OF THIS PROJECT. ALL COSTS TO BE SUBSIDIARY TO "SITE RESTORATION".

16. CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) TO ENSURE A SAFE WORK ZONE FOR THE TRAVELING PUBLIC.

17. PAVEMENT REMOVAL AND/OR REPLACEMENT WILL BE MEASURED AND PAID FOR ON THE SQUARE FOOT BASIS REGARDLESS OF PAVEMENT TYPE AND/OR PAVEMENT THICKNESS. MINIMUM LIMITS OF SUCH PAVEMENT REMOVAL AND REPLACEMENT SHALL BE ONE FOOT BEYOND THE LIMITS OF EXCAVATION MADE FOR THE SEWER OR THE STRUCTURE, EXCEPT WHEN SUCH LIMITS OF REMOVAL ARE WITHIN THREE(3) FEET OF AN EXISTING JOINT THE LIMITS OF THE REMOVAL SHALL BE EXTENDED TO THE EXISTING JOINT. REMOVAL AND REPLACEMENT OF EXISTING PAVEMENT SHALL CONFORM TO THE APPLICABLE SECTIONS OF THE CITY OF WICHITA STANDARD SPECIFICATIONS.

18. DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLAN ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORM SIGNED BY PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.

19. ALL DRIVEWAY ENTRANCE AND CROSS ROAD PIPE WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. REMOVAL OF SUCH PIPES SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS.

20. ALL FENCE LOCATED WITHIN THE RIGHT OF WAY WILL BE REMOVED AND SALVAGED BY THE CONTRACTOR. ALL MATERIALS SHALL BE SALVAGED FOR THE PROPERTY OWNER. FENCE OUTSIDE THE RIGHT-OF-WAY WHICH IS REMOVED FOR CONSTRUCTION SHALL BE REPAIRED IN A CONDITION EQUAL TO OR BETTER THAN ORIGINAL, AT NO ADDITIONAL COST TO THE OWNER, UNLESS OTHERWISE SPECIFIED ON THE PLANS. MATERIALS NOT SALVAGED BY THE PROPERTY OWNER SHALL BE DISPOSED OF BY THE CONTRACTOR.

21. CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAT THE NEW FINISHED GRADE ELEVATION AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PROJECT TO REGRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT ORDER HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.

22. LIMITS OF EARTHWORK SHALL: MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY 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 PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

23. 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.

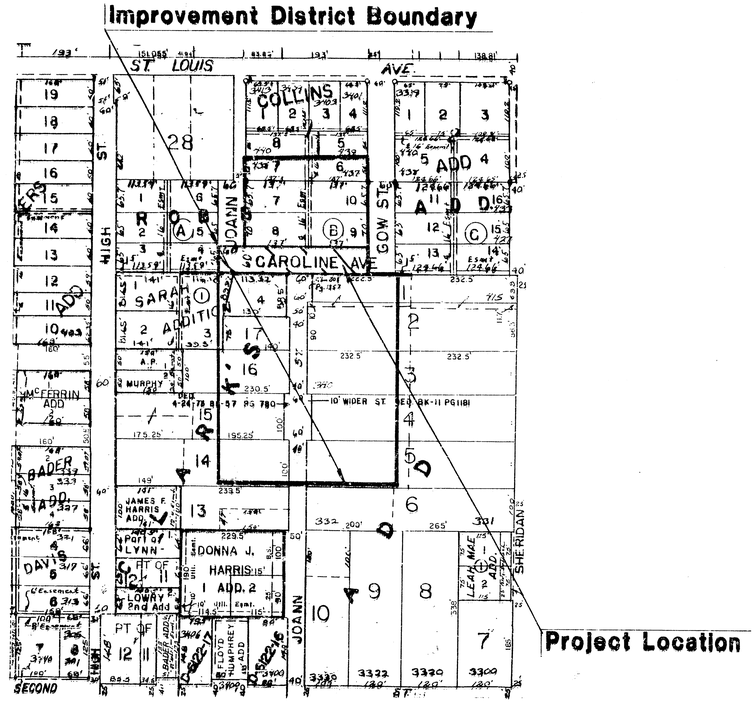
24. THE CONTRACTOR SHALL ADJUST SANITARY SEWER MANHOLES AND STORM SEWER MANHOLES FOR ELEVATION AND SLOPE AS REQUIRED TO FIT PROPOSED FINISH GRADES. COST FOR THIS WORK SHALL BE SUBSIDIARY TO OTHER ITEMS OF WORK IN THE CONTRACT.

25. THE CITY OF WICHITA'S DEPARTMENT OF OPERATIONS AND MAINTENANCE WILL REMOVE AND REPLACE EXISTING STREET SIGNS AT THE BEGINNING AND END OF CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE HIS ACTIVITIES WITH THE DEPARTMENT OF OPERATIONS AND MAINTENANCE FOR TEMPORARY TRAFFIC SIGNALIZATION AND REMOVAL OR INSTALLATION OF STREET SIGNING.

27. ALL CONSTRUCTION AND MATERIALS, UNLESS OTHERWISE NOTED, TO COMPLY WITH CITY OF WICHITA SPECIFICATIONS AND STANDARDS.

INDEX OF SHEETS

1. TITLE SHEET
2. TYPICAL SECTION(CEMENT TREATED SUBGRADE)
3. TYPICAL SECTION(CRUSHED ROCK BASE)
4. PLAN-PROFILE SHEETS
5. VALLEY GUTTER DETAIL
6. STANDARD DRIVE DETAILS
7. CROSS SECTION



EARTHWORK SUMMARY

EXCAVATION * = 393 C.Y.
COMPACTED FILL = 0 C.Y.

*COMPUTED TO THE BOTTOM OF PAVEMENT FOR 7" A.C. PAVEMENT WITH 6" TREATED SUBGRADE. ADDITIONAL EXCAVATION REQUIRED FOR 5" CRUSHED ROCK BASE ALTERNATE IS SUBSIDIARY TO THE BID ITEM "5" REINFORCED CRUSHED ROCK BASE".

LENGTH OF PROJECT

CAROLINE	299.71 FT.
TOTAL	299.71 FT.

1" = 150'



8-29-94

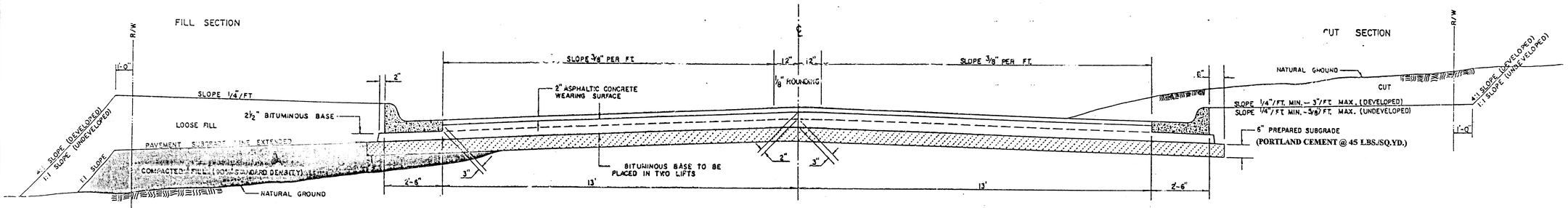
City of Wichita Proj. No. 472 82466(762518)

CERTIFIED ENGINEERING DESIGN
1330 E. FIRST, # 119
WICHITA, KANSAS 67214
(316) 262-8308

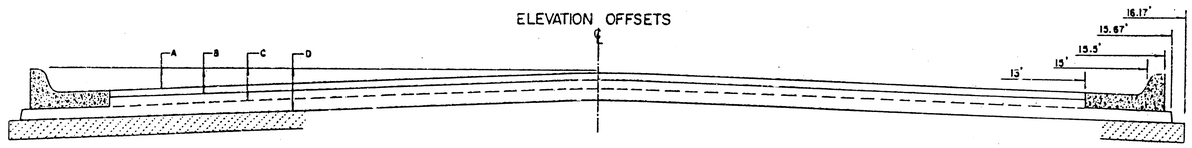
SHEET 1
TOTAL 7

TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION



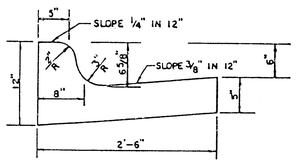
ELEVATION OFFSETS



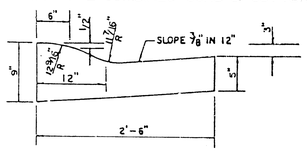
	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.36	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP 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

WATER VALVE AND METER BOX ADJUSTMENT				
STATION	LOCATION	EXISTING ELEVATION	PROPOSED ELEVATION	COMMENTS
22+95	21' Rt.	115.79	116.42	CAROLINE

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.

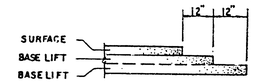
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

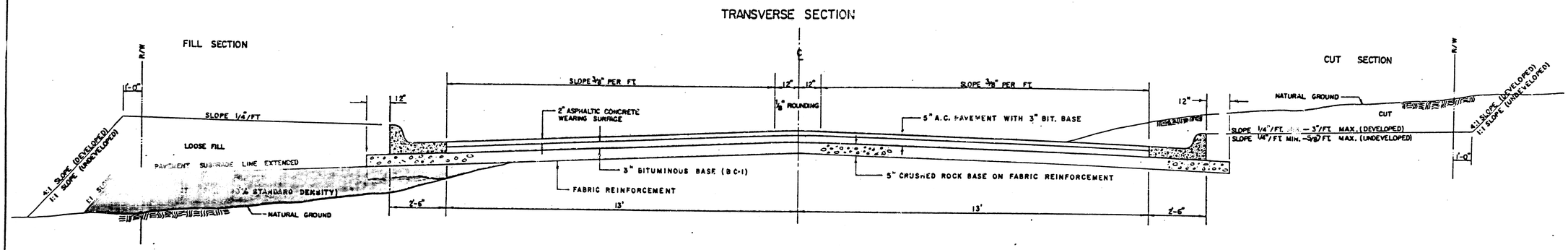
CITY OF WICHITA, KANSAS

PROJECT NUMBER

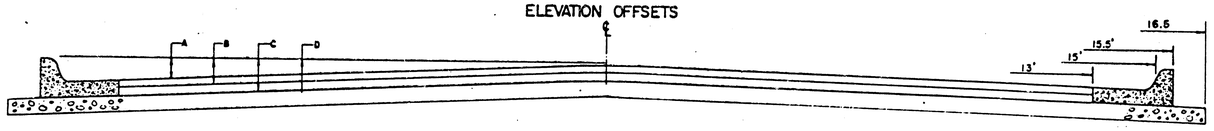
CITY OF WICHITA PROJ. NO. 472 82466(762518)

TYPICAL 31' PAVEMENT DETAILS

TRANSVERSE SECTION

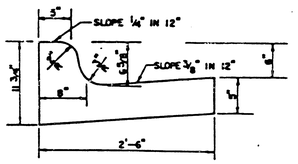


ELEVATION OFFSETS

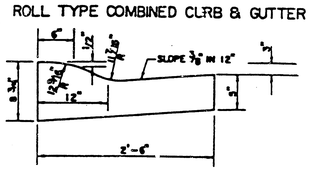


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.3'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.10	.14	.21	.27	.32	.39	.46	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF BASE LIFT	.27	.31	.37	.44	.48	.56	.62	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF ROCK BASE	.52	.56	.63	.69	.74	.81	.88	.91	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE												

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

FABRIC BASE REINFORCEMENT SHALL BE B x 1100 **BY TENSAR CORP. OR LBO201 BY TENAX CORP. OR APPROVED EQUAL.** FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURES RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A NO. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

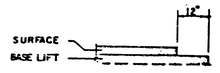
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

REVISED 1-3-92 JKB

5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

P.T. STA. 20+34.44 | STA. 20+50 | STA. 21+00 | STA. 21+50 | STA. 22+00 | STA. 22+50 | P.C. STA. 22+99.71 | END CONSTRUCTION

− 0.35 % | − 0.10 %

-20 0 20 40 60

LEGEND
- Fence
- Gas Meter
- Power Pole
- Guy Anchor
- Fire Hydrant
- Water Meter
- Sanitary Sewer Manhole
- Mail Box

BEGIN CONSTRUCTION STA. 20+00
MATCH NEW PAVEMENT ON JOANN

Install Curb Opening Inlet (Deeter 2449-6(Outflow) or apprvd. equal) and 6" PVC Pipe to R/W(3 Total)

Construct 7" A.C. Pav't.(5" Bit. Base)w/ 6" Cement Treated Base. Construct Combined Curb and Gutter(6-5/8" & 1-1/2")

Contractor shall remove existing gravel roadway and replace with topsoil

Station 21+42.53 Caroline Avenue = Station 9+56.26 Joann Street

ROBB ADDITION

360 s.f. 6" Conc. Pav't.
Remove existing culvert

Lot 8 | Lot 9 | Lot 13 ROBB ADDITION

P.T. STA. 23+52.92
STA. 23+50
P.I. STA. 23+26.32

CAROLINE AVENUE

C.L. Curve #1

31' Bk.-Bk. | 60' R/W

Iron Pin C/L Street Control N=1653.16 E=218.63
Iron Pin C/L Street Control N=1656.08 E=82.75
Iron Pin C/L Street Control N=1648.91 E=375.75
Iron Pin C/L Street Control N=1648.00 E=409.54
Iron Pin C/L Street Control N=1651.86 E=82.75
Iron Pin C/L Street Control N=1651.78 E=410.65

Property Pin Found N=1682.49 E=243.32
Property Pin Found N=1626.78 E=74.38

89°42'17" | 90°17'43" | 90°17'43"

541 s.f. 6" Conc. Pav't.
305 s.f. 6" Conc. Pav't.
Contractor shall trim or remove Cedar trees as required to clear construction
20' R. Fc. Cb.
20' R. Fc. Cb.
Contractor shall remove existing gravel roadway and replace with topsoil
Contractor shall adjust manhole top from elevation 116.66 to 115.22(Susidiary to other items of work)
Construct 7" Reinf. Conc. Valley Gutter w/63' Monolithic Curb
Fire Hydrant to be relocated by others prior to construction

Lot 4 SARAH ADDITION

Lot 1 CLARK'S ADDITION

NOTE:
Sanitary Sewer Service Lines and Water Service Lines shown from information provided by the City of Wichita Engineering Department.

Benchmark #1
Boat Spike in North Side of Power Pole on Southeast Corner of of St. Louis Avenue and Gow Street Intersection.
Elev.=116.92

Benchmark #2
"M" in Mueller on Fire Hydrant at Southeast Corner of intersection of St. Louis Avenue and Gow Street.
Elev.=119.156

℄ CURVE DATA #1
Δ=58°02'35" D=168°31'01" R=34.00' L=34.44 T=32.92' E=13.32'
CURVE DATA BASED ON ℄ RADIUS Δ/2=29°01'18"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF. LT. FACE CURB	CHORD LENGTH 8' OFF. RT. FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
20+00	–			0°00'00"	0°00'00"
20+25	25.00'	8.47'	43.91'	21°04'01"	21°04'01"
20+34.44	9.44'	3.07'	15.92'	7°57'17"	29°01'18"
TOTAL	34.44'			DEFL/FT=00°50'32"	

NOTE:
Contractor To Verify All Utility Locations Prior To Any Construction

Note: Contractor shall remove Railroad Ties from entrances. Homeowners may salvage railroad ties after removal. Materials not salvaged shall be disposed of by the Contractor.

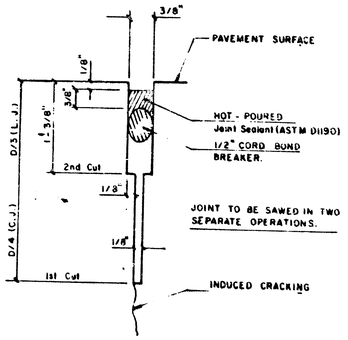
PAVING PLANS
CAROLINE AVENUE
WICHITA, KANSAS

PROJ. NO.: 472 82466(762518)

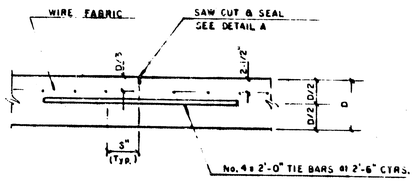
CERTIFIED ENGINEERING DESIGN

CED
1930 E. FIRST, # 113
WICHITA, KANSAS 67214
(316) 262-8808

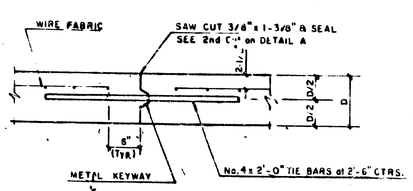
DESIGNED: HDF	SCALE: 1" = 20'	SHEET 4
DRAWN: TJK, HDF	DATE: 7-94	
CHECKED: HDF	CED FILE:	TOTAL 7



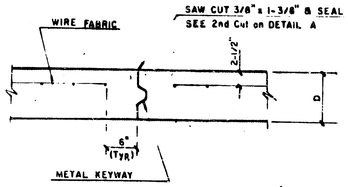
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

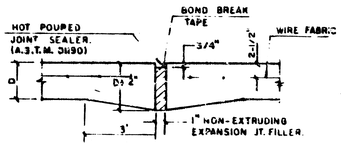


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



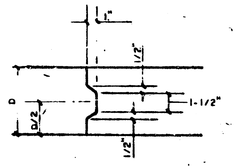
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

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

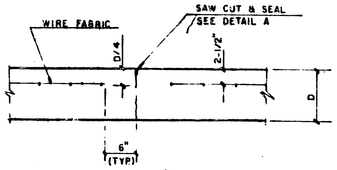


EXPANSION JOINT

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



KEYWAY DETAIL

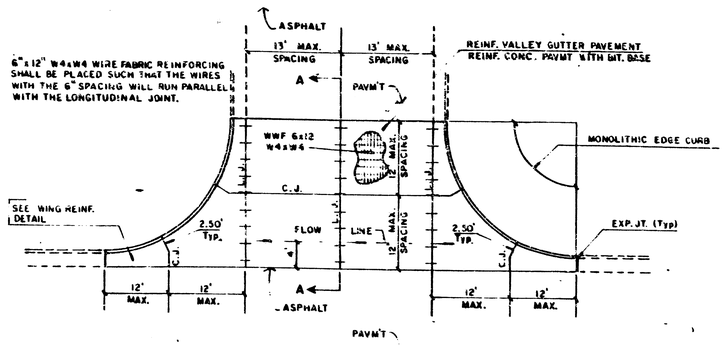


CONTRACTION JOINT DETAIL (C.J.)

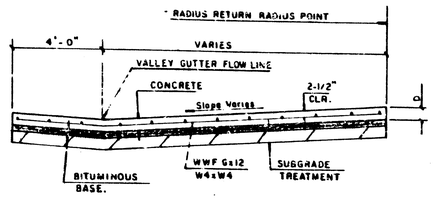
L E G E N D

C.J. IDENTIFIES CONTRACTION JOINT

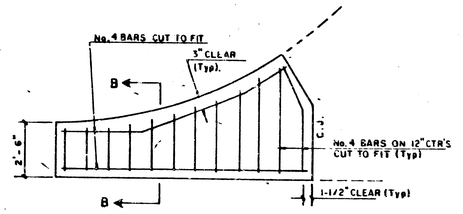
L.J. IDENTIFIES LONGITUDINAL JOINT.



PLAN
REINFORCED VALLEY GUTTER

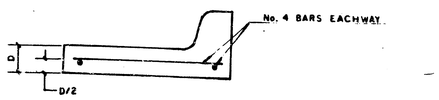


SECTION A-A



WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.



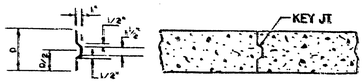
SECTION B-B

PROJECT DESCRIPTION

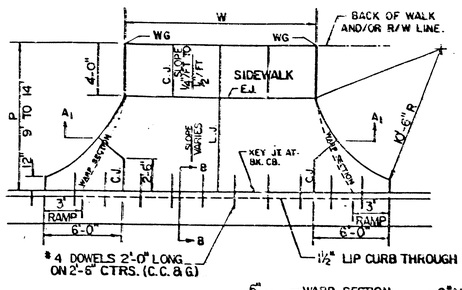
VALLEY GUTTER DETAILS

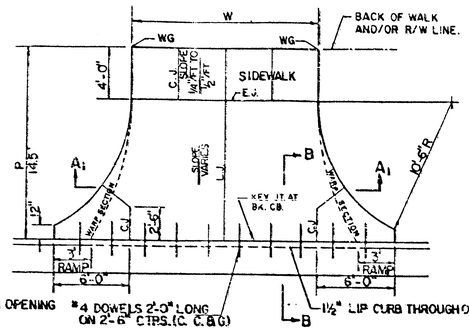
PROJECT NUMBER

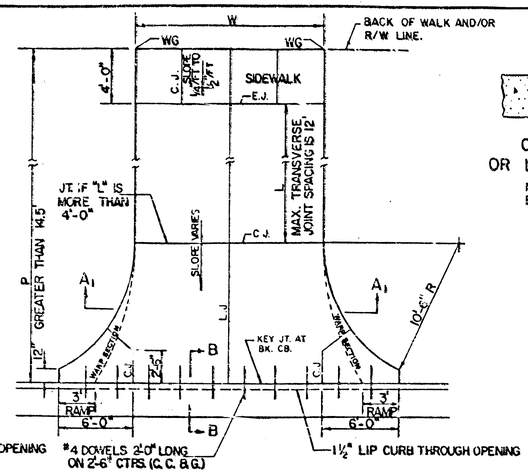
CITY OF MESA PROJ. NO. [illegible]

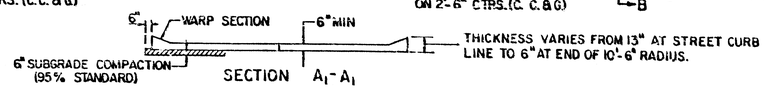


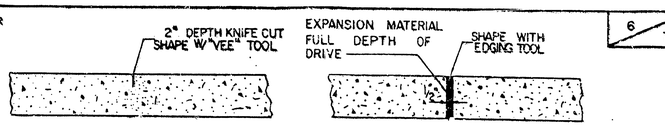
ALT. LONGITUDINAL CONSTRUCTION JOINT







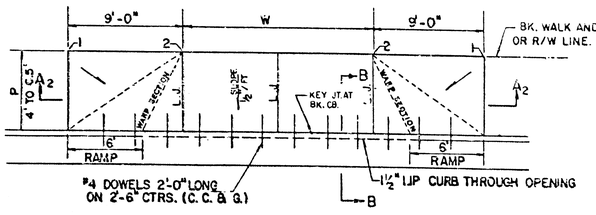


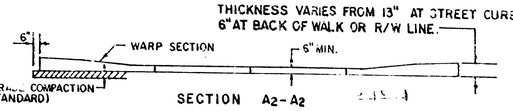


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

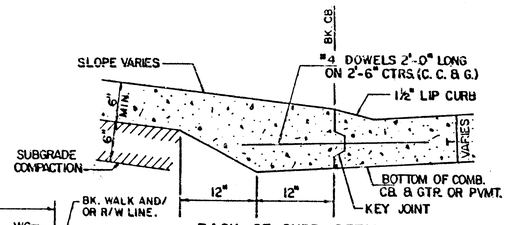
EXPANSION JOINT (E.J.)



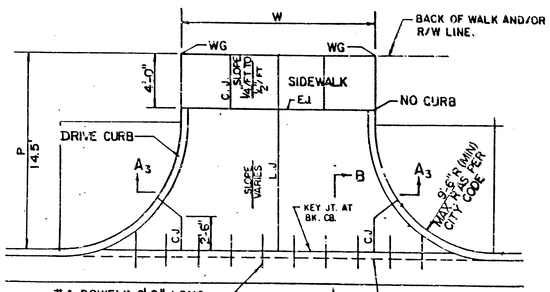


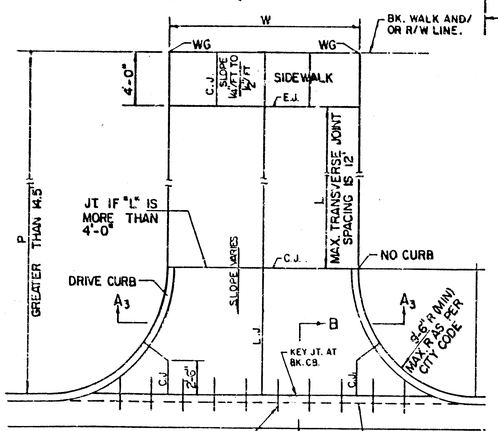
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60	0.80	1.35'	1.95'	2.35'	2.85'	3.35'	3.86'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60	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'

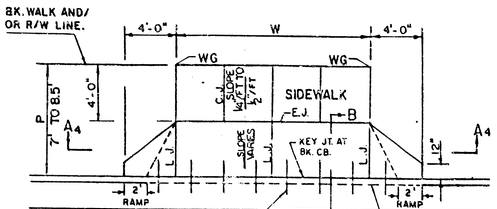
RADIUS RAMP DRIVES (P = 9.0' & GREATER)

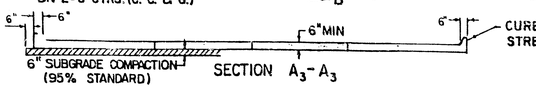


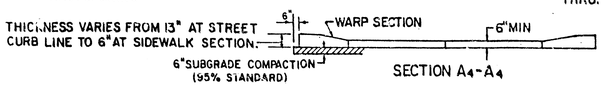
BACK OF CURB DETAIL
SECTION B - B (no scale)











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')

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 NOTE

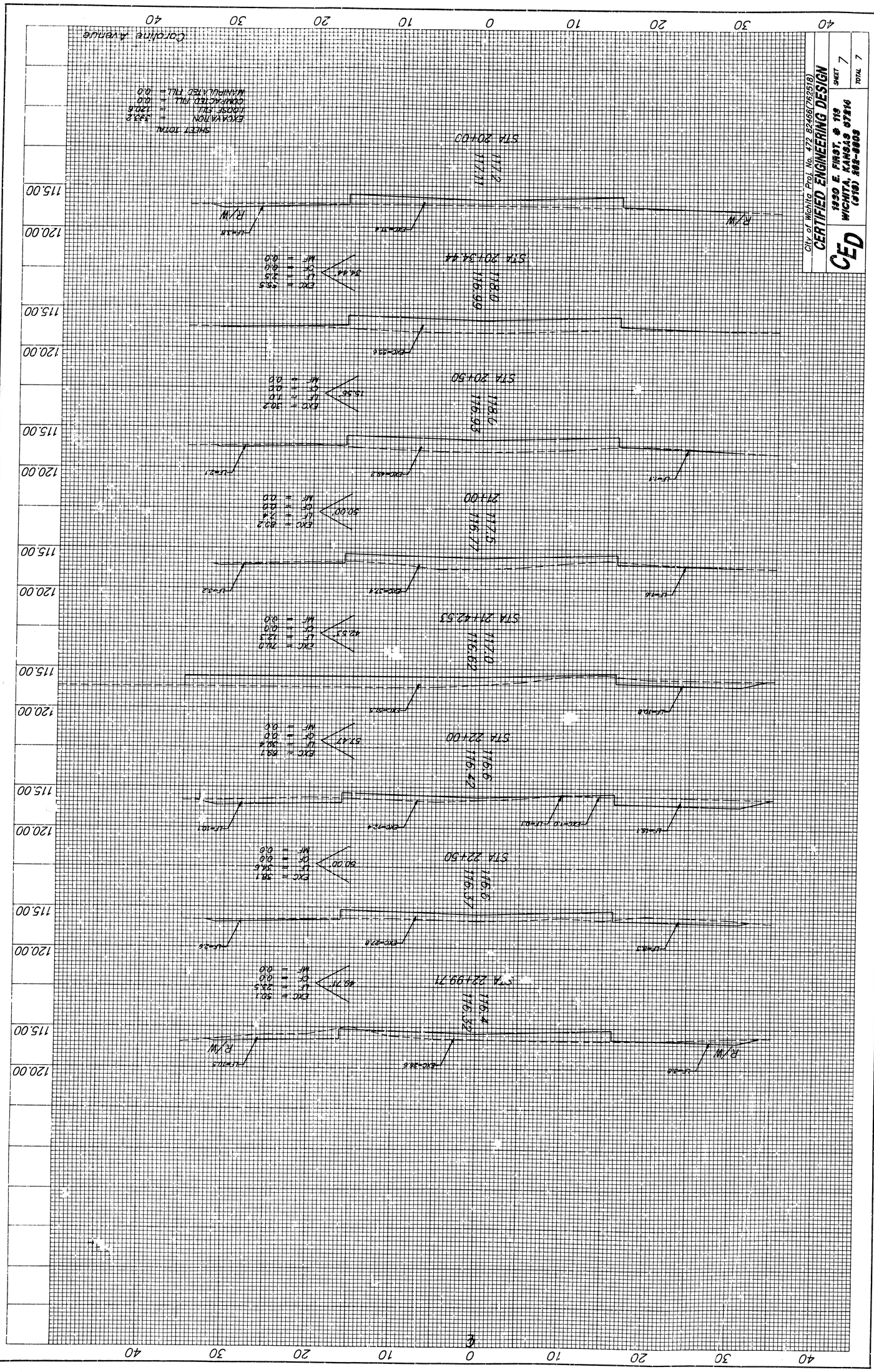
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF 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 32' 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

PROJECT NUMBER
CITY OF WICHITA PROJ. NO. 472 82466(762518)



City of Wichita Proj. No. 472-82466(782518)

CERTIFIED ENGINEERING DESIGN

CED

1330 E. FIRST, # 119
WICHITA, KANSAS 67214
(316) 303-9909

SHEET 7 TOTAL 7