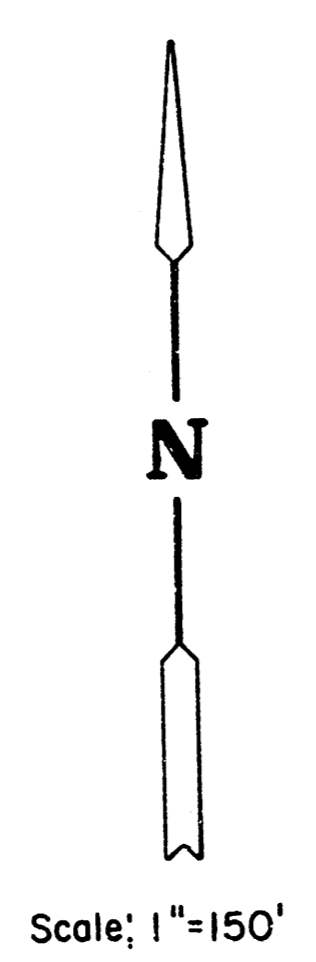
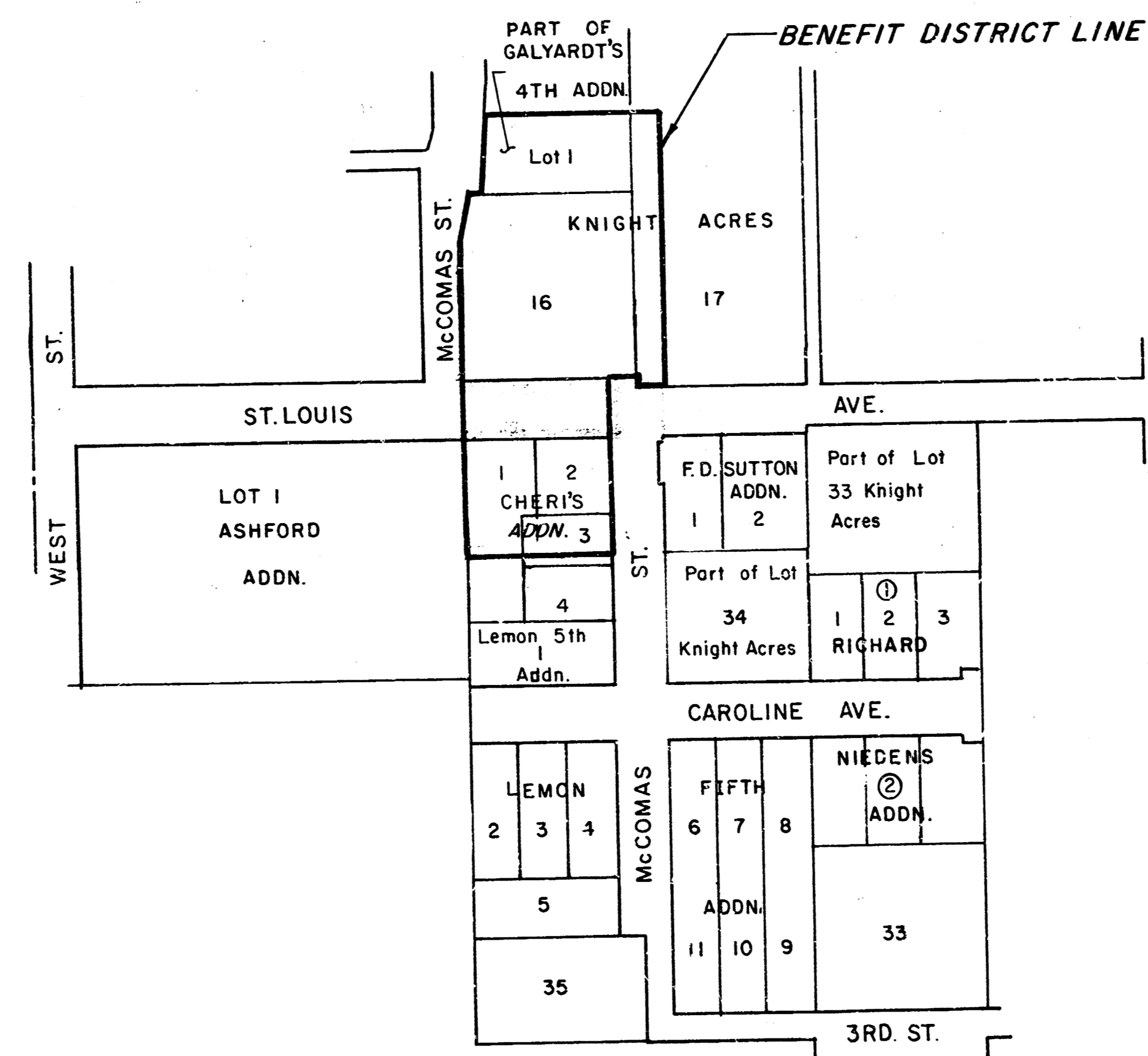


ST. LOUIS AVE. E.L. McCOMAS ST. N. TO E.L. McCOMAS ST. S.
PROJECT NO. 472 76 245 81329 000 000 001

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



LOCATION MAP

INDEX

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

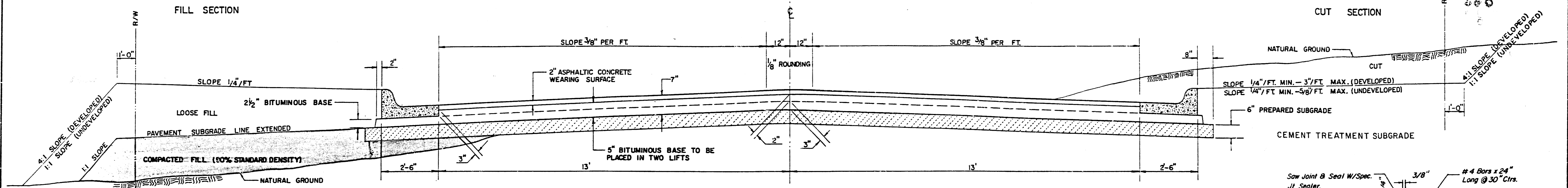


PROJECT DESCRIPTION	
ST. LOUIS AVENUE - E.L. McComas St. N. to E.L. McComas St. S.	
PROJECT NUMBER	
472 76 245 81329 000 000 001	
BOOK NO.	APPROVED BY
LOOP LEFT	DATE:
DRAWN BY: CBS	REVISED:
CITY OF WICHITA	
DEPARTMENT OF ENGINEERING	
CITY ENGINEER	SCALE
M.E. LINDEBAK	NOTED

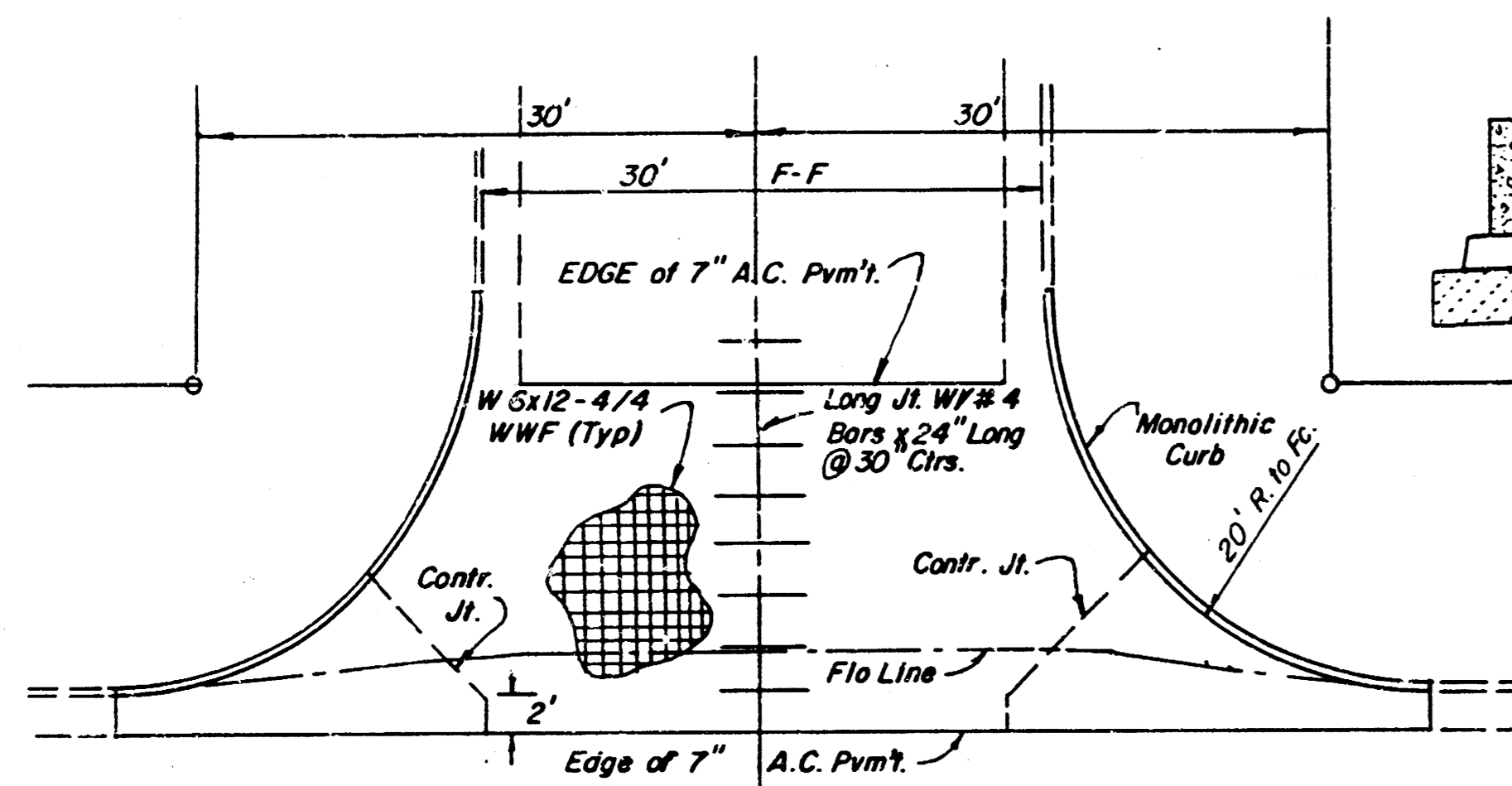
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TYPICAL 3' PAVEMENT DETAILS

TRANSVERSE SECTION

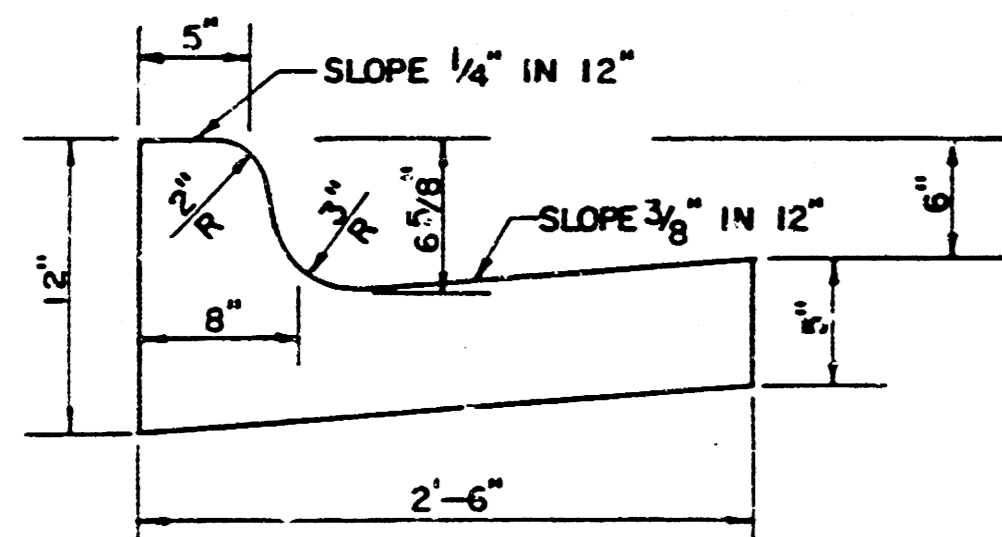


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	15.67'	16.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.10	0.14	0.21	0.27	0.32	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.27	0.31	0.38	0.44	0.49	0.56	0.63	0.66	—	—	—	—
C: TOP OF CURBS TO TOP 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

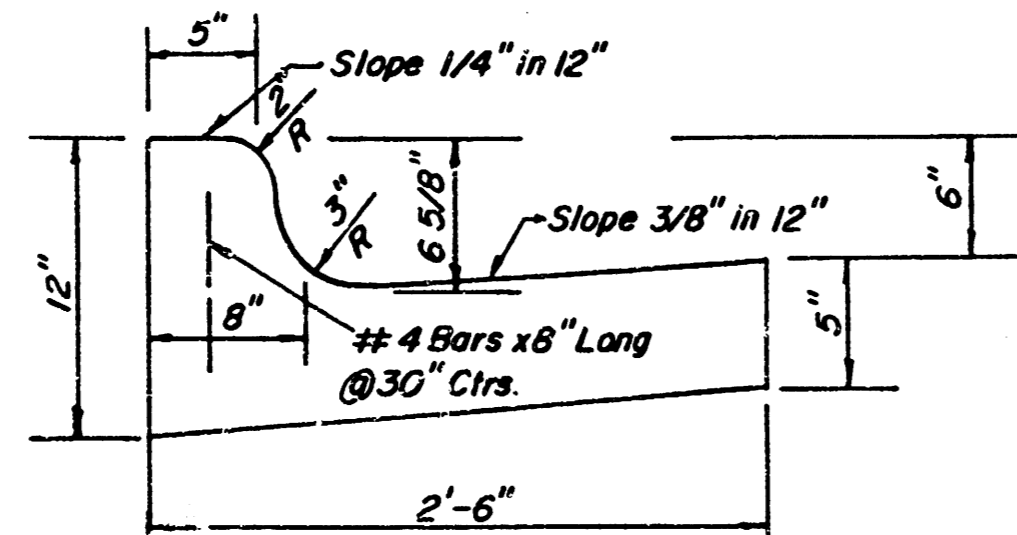
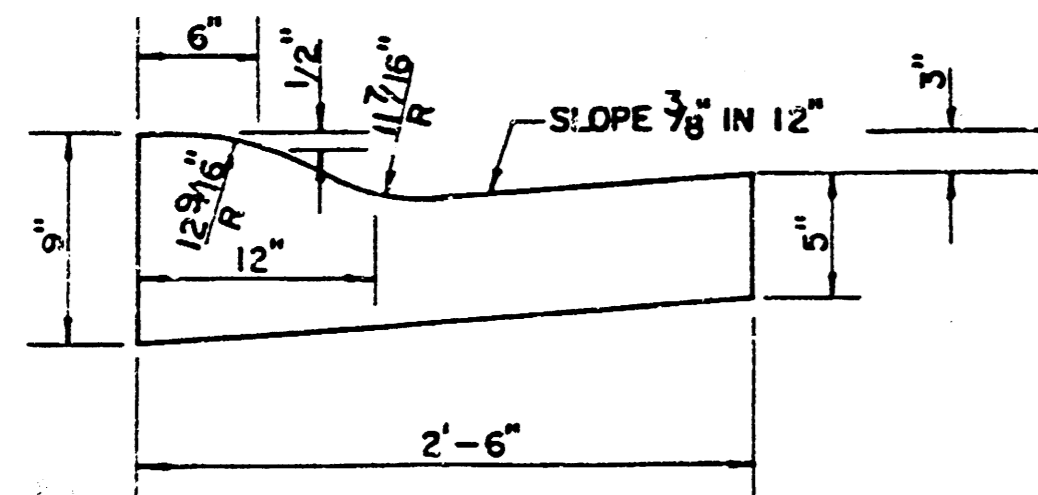


VALLEY GUTTER DETAIL

COMBINED CURB & GUTTER



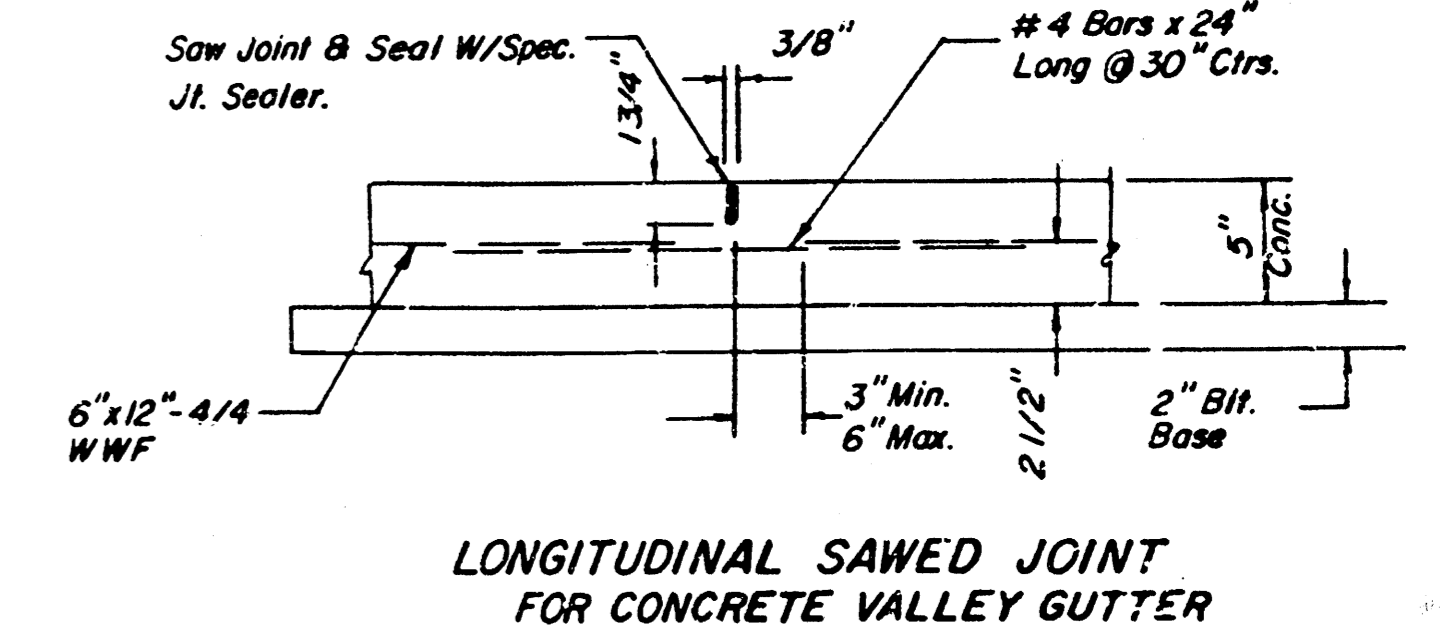
ROLL TYPE COMBINED CURB & GUTTER



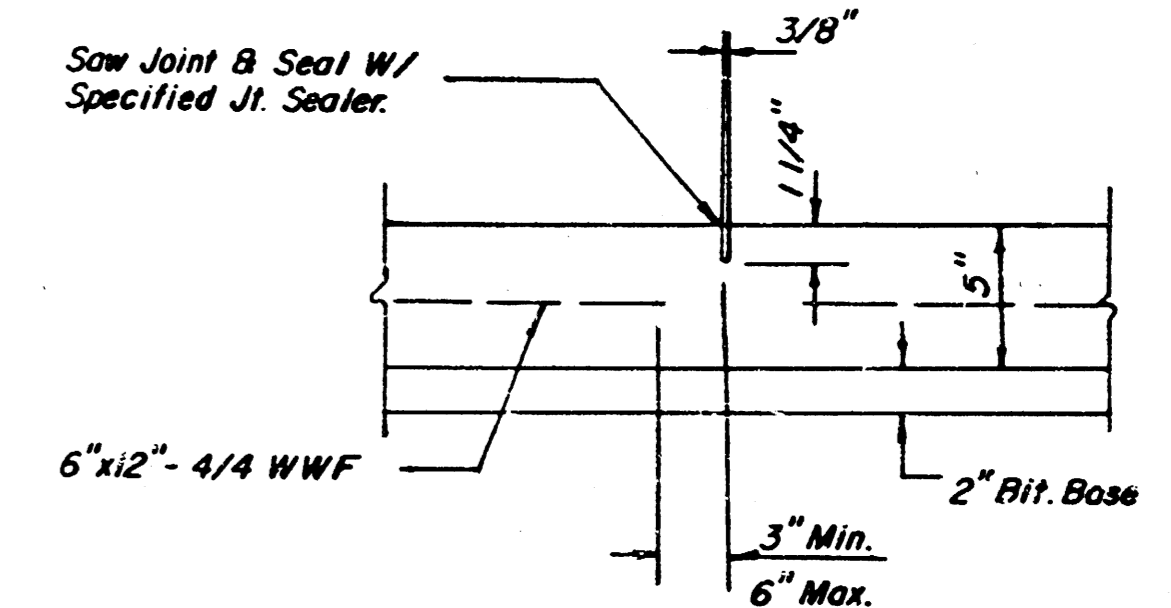
MONOLITHIC CURB FOR CONCRETE VALLEY GUTTER

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.

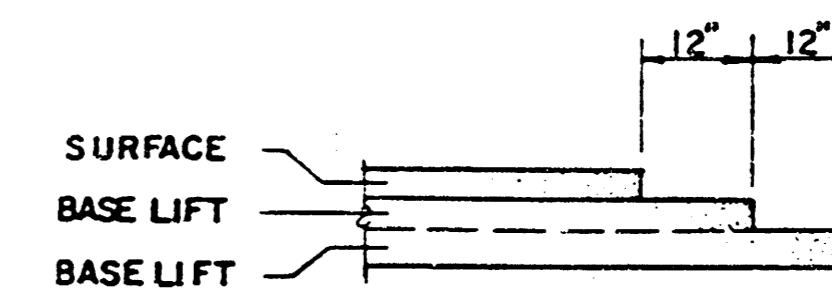


LONGITUDINAL SAWED JOINT FOR CONCRETE VALLEY GUTTER

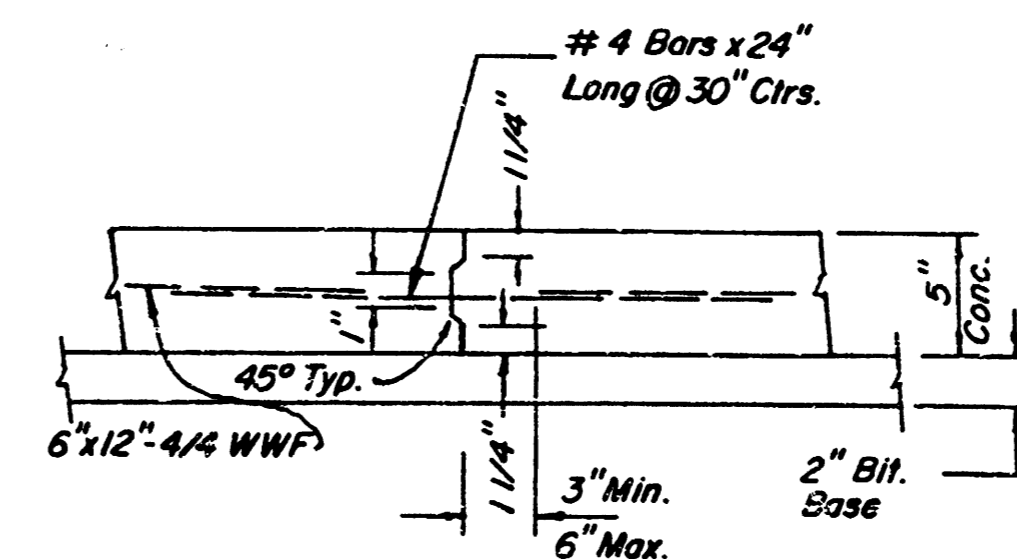


CONTRACTION JOINT FOR CONCRETE VALLEY GUTTER

TRANSVERSE CONSTRUCTION JOINTS

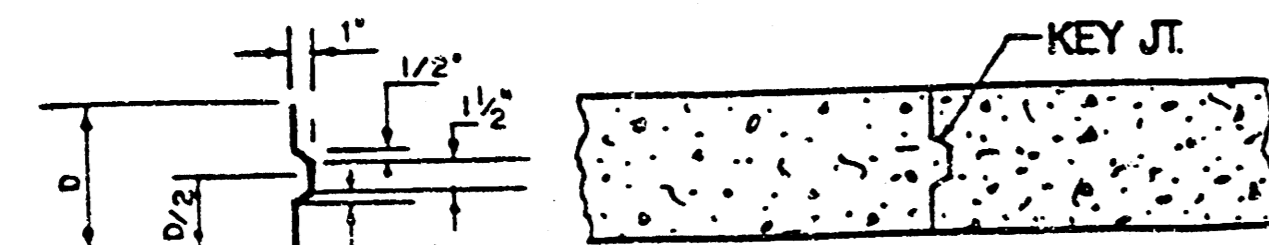


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

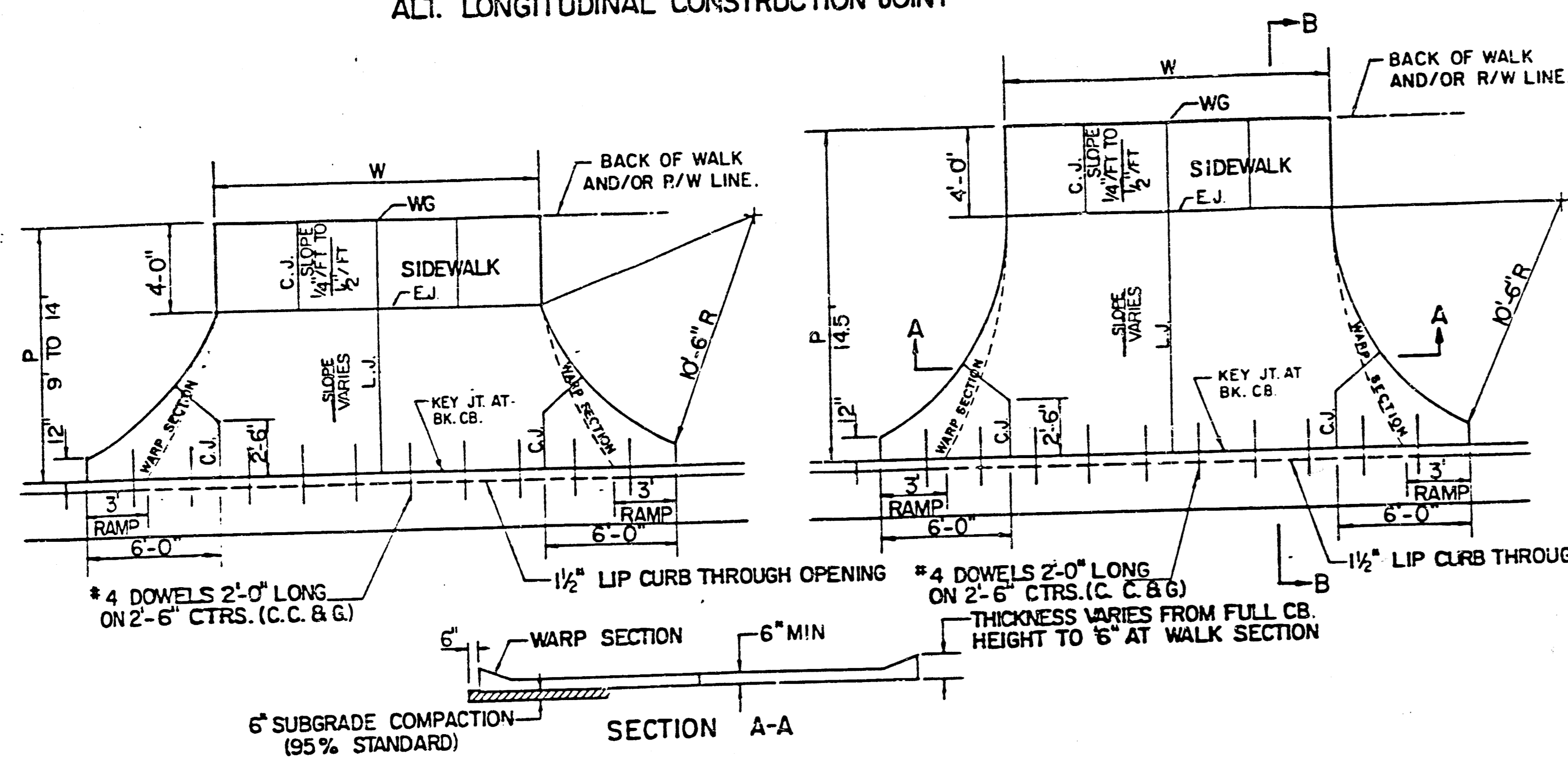


LONGITUDINAL CONSTRUCTION JOINT FOR CONCRETE VALLEY GUTTER

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472 76 245 81329 000 000 001



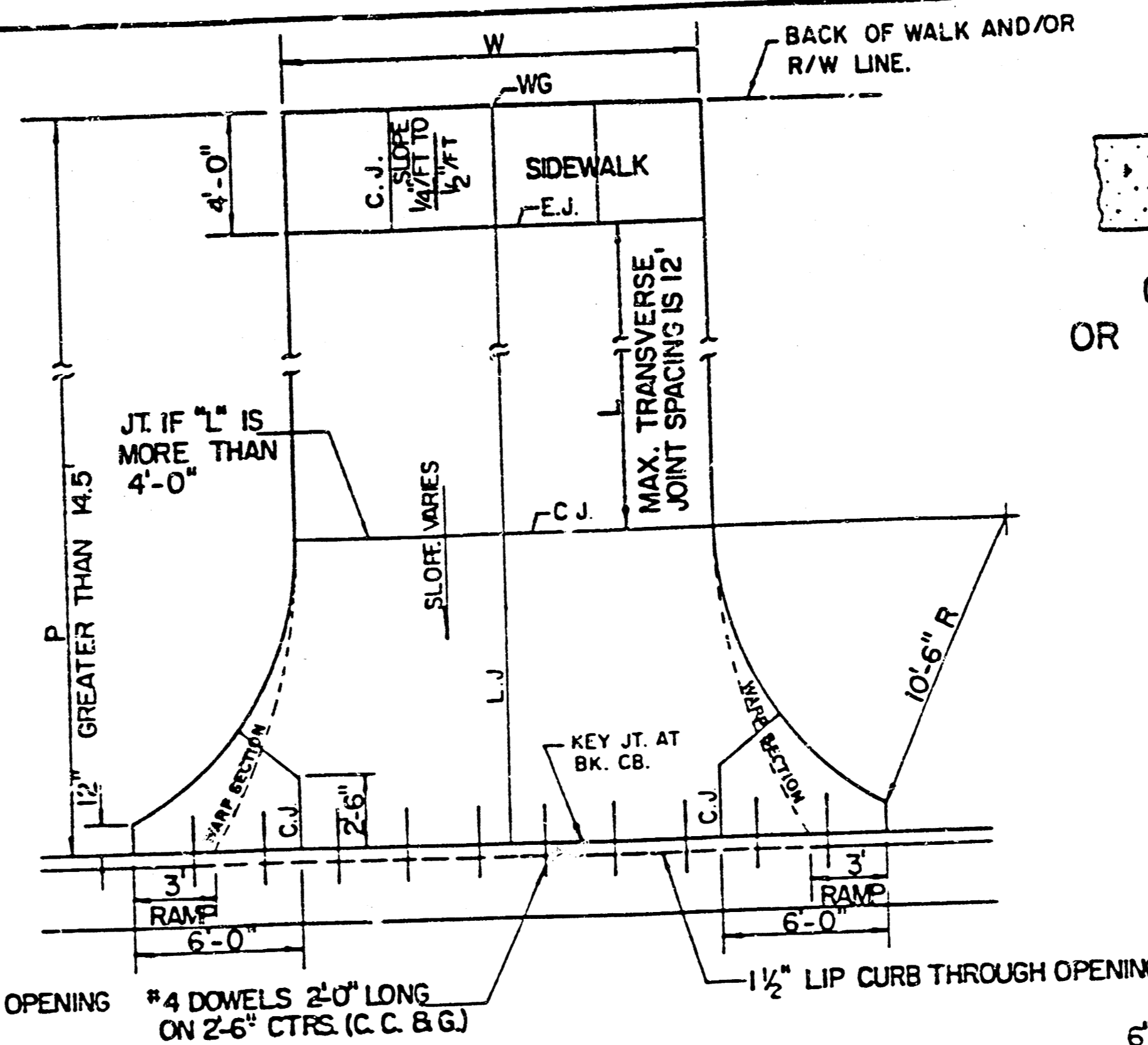
ALT. LONGITUDINAL CONSTRUCTION JOINT



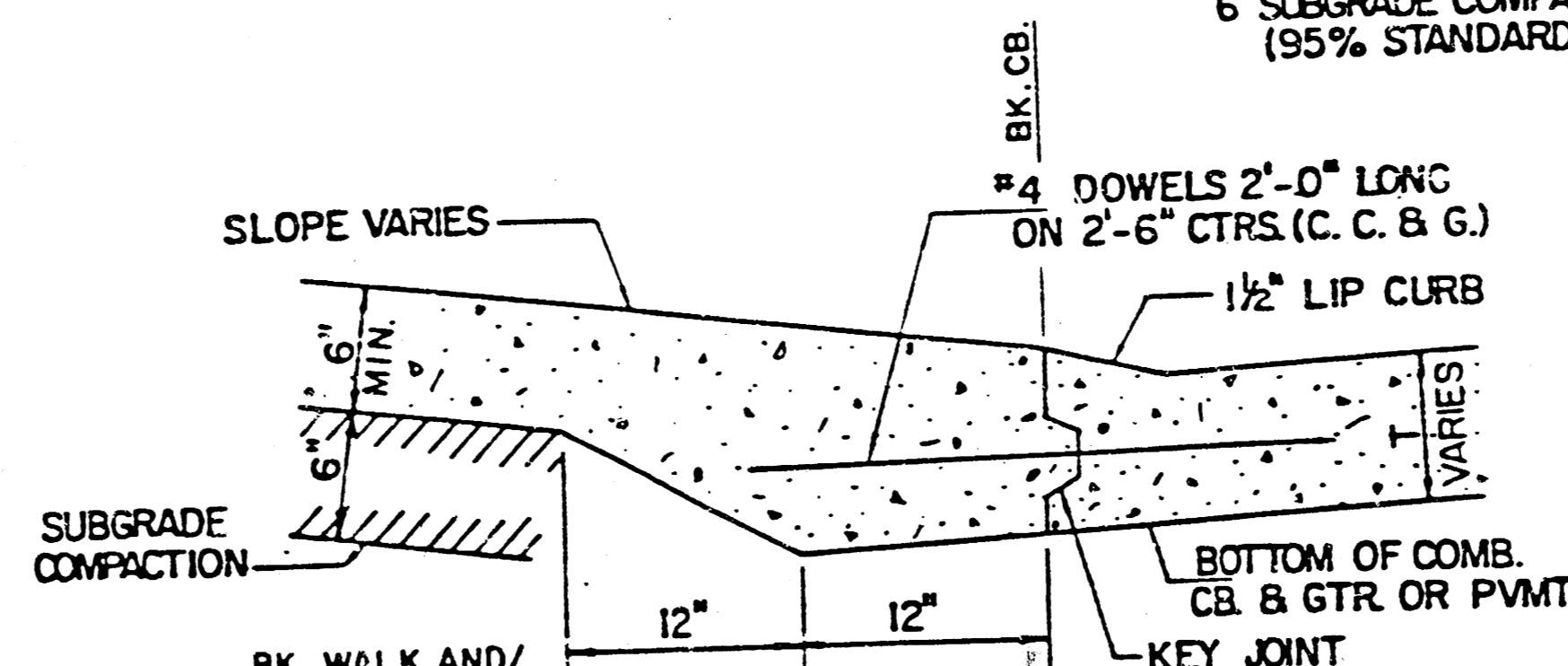
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
 1/2" LIP CURB THROUGH OPENING
 WARP SECTION 6" MIN
 6" SUBGRADE COMPACTION (95% STANDARD)
 SECTION A-A

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	-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

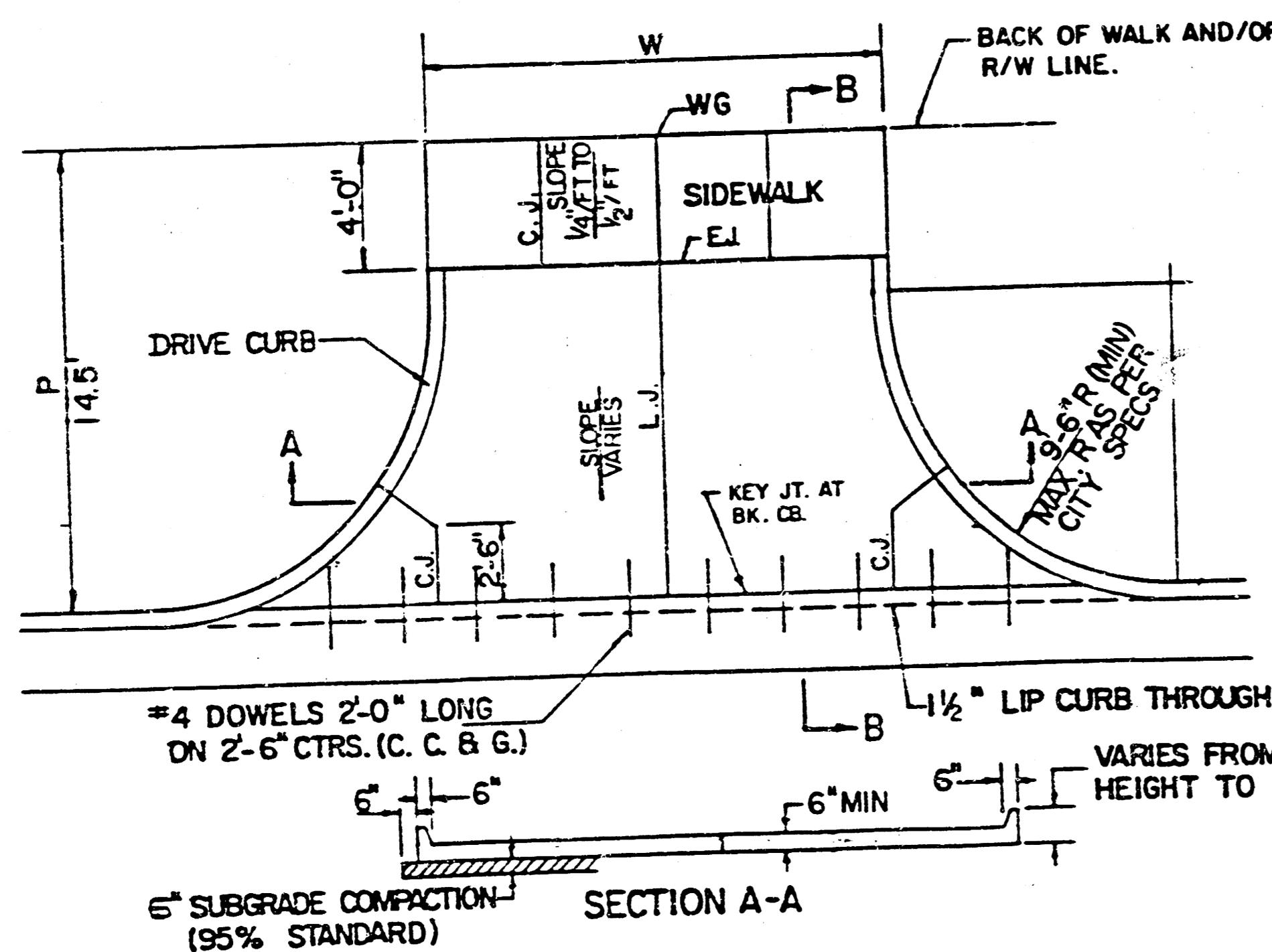
RADIUS RAMP DRIVES (P=9.0' & GREATER)



*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
 1/2" LIP CURB THROUGH OPENING
 WARP SECTION 6" MIN
 6" SUBGRADE COMPACTION (95% STANDARD)
 SECTION A-A



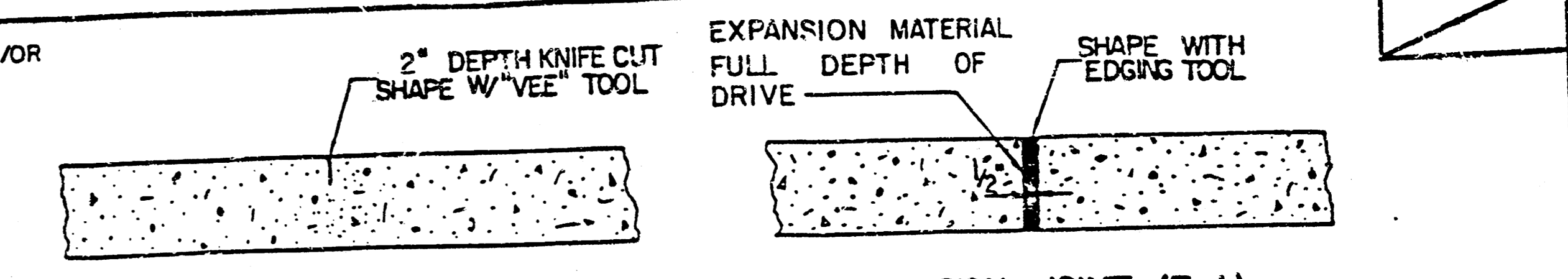
BACK OF CURB DETAIL SECTION B-B (no scale)



*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
 1/2" LIP CURB THROUGH OPENING
 VARIES FROM FULL CURB HEIGHT TO 6" AT END OF RADIUS
 WARP SECTION 6" MIN
 6" SUBGRADE COMPACTION (95% STANDARD)
 SECTION A-A

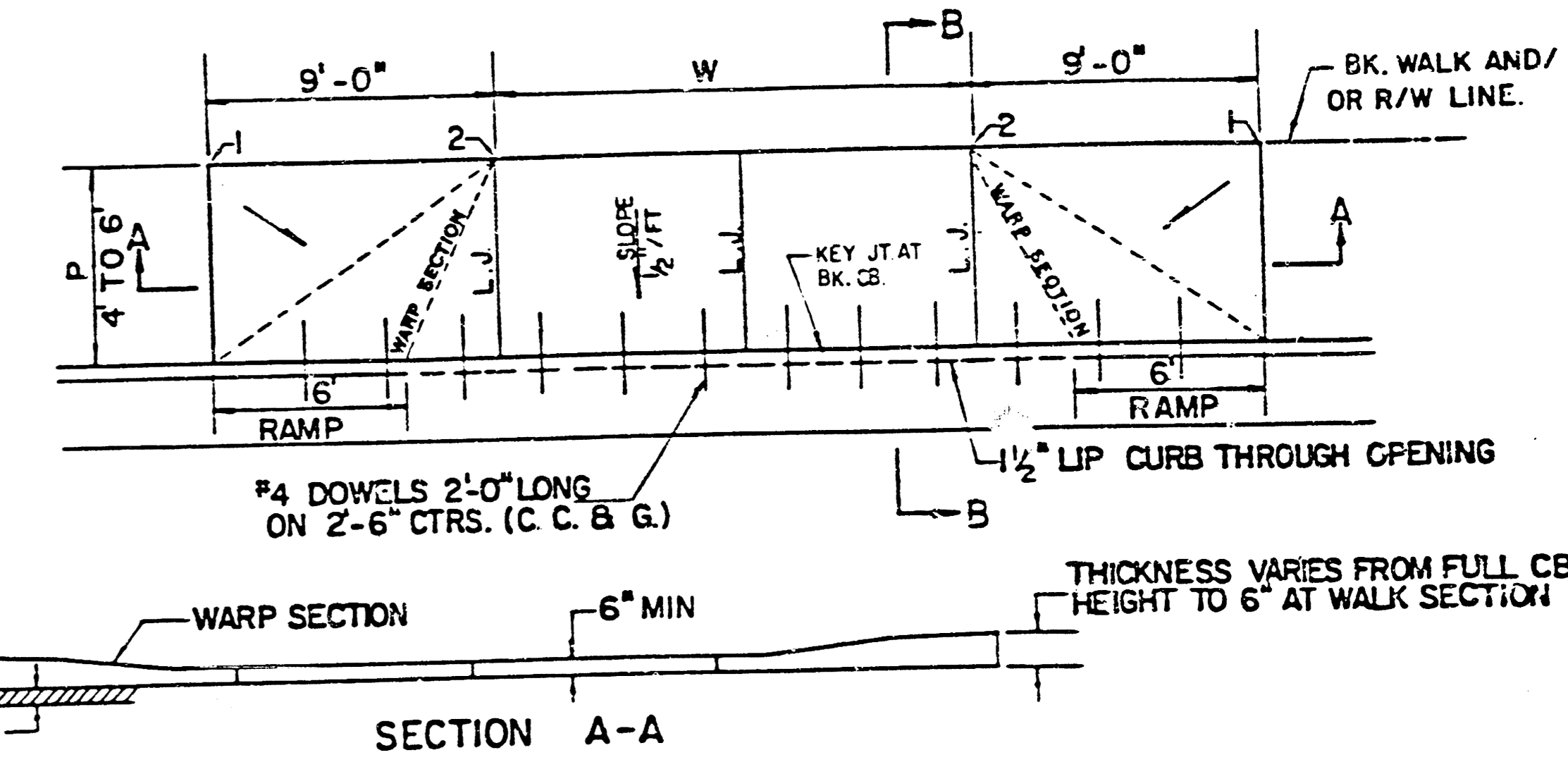
PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70	1.04	1.30	1.56	1.82	2.08	2.34	2.60
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42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



CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.) NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)



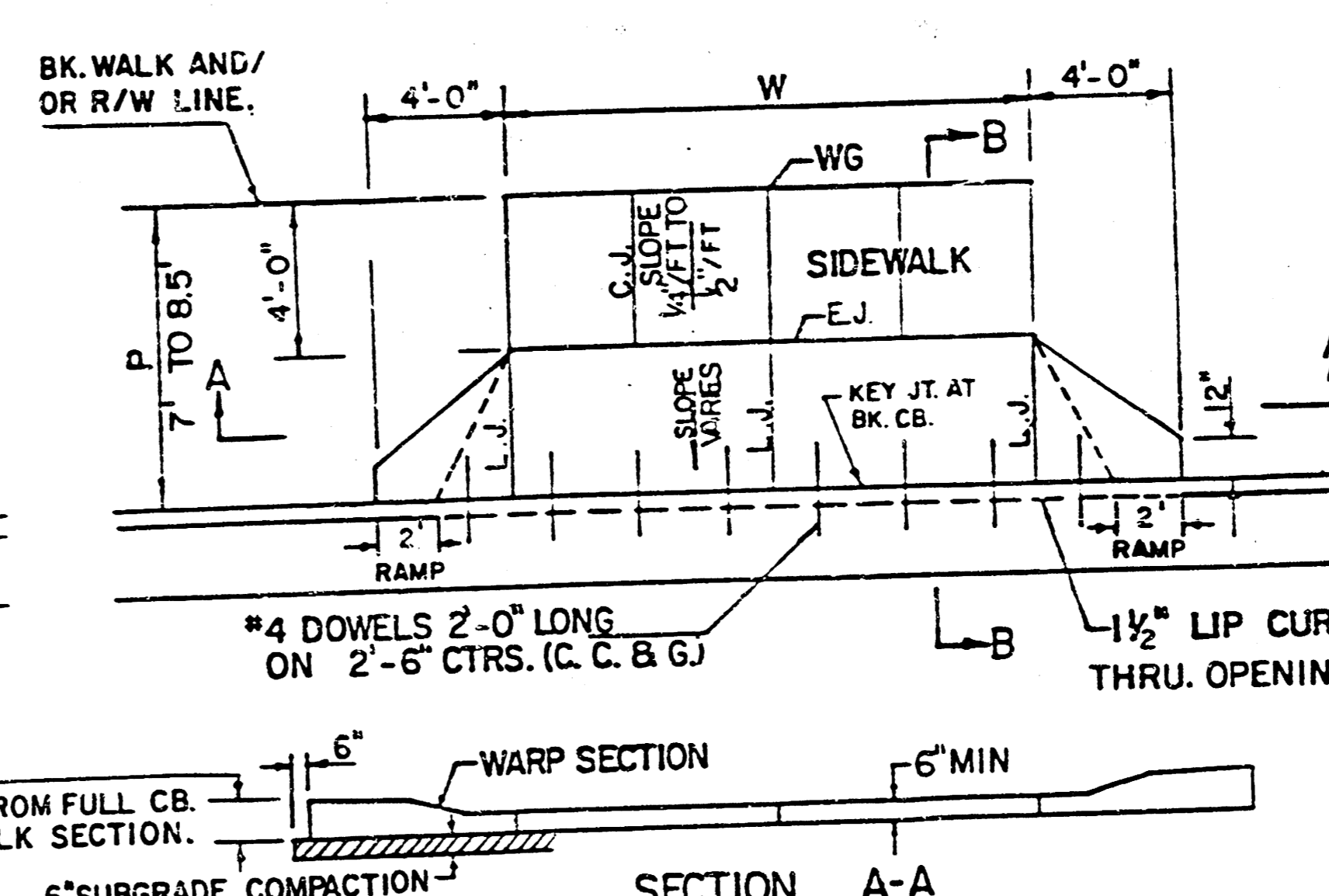
*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
 1/2" LIP CURB THROUGH OPENING
 WARP SECTION 6" MIN
 6" SUBGRADE COMPACTION (95% STANDARD)
 SECTION A-A

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.	-0.26	-0.24	-0.22	-0.20	-0.18	-0.16

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

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 "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
- 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.
- 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 CONJUNCTION 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 6"x12" #4-#4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
- 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.



*4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
 1/2" LIP CURB THRU. OPENING
 WARP SECTION 6" MIN
 6" SUBGRADE COMPACTION (95% STANDARD)
 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" 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')

SCALE: 1"=5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
 CITY OF WICHITA, KANSAS

PROJECT NUMBER
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