| SHEET NO. | SIZE SHEETS |
|---|---|
| 1 | C |

# CITY OF WICHITA, KANSAS

## MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

# STREET IMPROVEMENTS

ONEIDA COURT - FROM N.L. OF ONEIDA TO AND INCLUDING CUL-DE-SAC

IN

## FAIRFIELD ESTATES 2ND ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81999-000-000-001

INDEX NO. 760991

INDEX OF SHEETS


1. TITLE SHEET
2. PLAT
3. TYPICAL SECTION (7" A.C. PAVEMENT)
4. TYPICAL SECTION (5" A.C. PAVEMENT W/ CRUSHED ROCK BASE)
5. PAVING PLAN
6. STD. DRIVE ENTRANCES
7.-8. CROSS SECTIONS


PROJECT SURVEY CONTROL

BENCH MARK: 40d SPIKE STEP IN SOUTHWEST CORNER OF WOOD FENCE AT THE SOUTHWEST CORNER OF LOT 3, BLOCK 8, FAIRFIELD ESTATES.
ELEV.=188.39

BENCH MARK: CHISELED "B" ON TOP OF CURB ON WEST SIDE DOREEN STREET ON SOUTH END CURB RETURN AT FOSTER STREET, NEAR THE NORTHEAST CORNER OF LOT 10, BLOCK 1, FAIRFIELD ESTATES 2ND ADDITION.
ELEV.=182.98

BENCH MARK: CHISELED "B" ON TOP OF CURB SOUTH SIDE ONEIDA ON SOUTHWEST END CURB RETURN AT ONEIDA COURT NEAR NORTH P.I. LOT 5, BLOCK 3, FAIRFIELD ESTATES 2ND ADDITION.
ELEV.=176.69

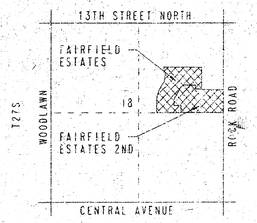
BENCH MARK: CHISELED "B" ON TOP OF CURB AT P.I. ON NORTH SIDE ONEIDA, SOUTH OF THE SOUTHWEST CORNER OF LOT 15, BLOCK 3, FAIRFIELD ESTATES.
ELEV.=177.45

BENCH MARK: CHISELED "B" ON TOP OF CURB ON EAST SIDE OF POSTOAK STREET ON NORTH RETURN OF STORM SCAIN CURB INLET, 30'± NORTH OF THE SOUTHWEST CORNER OF LOT 7, BLOCK 8, FAIRFIELD ESTATES.
ELEV.=183.33

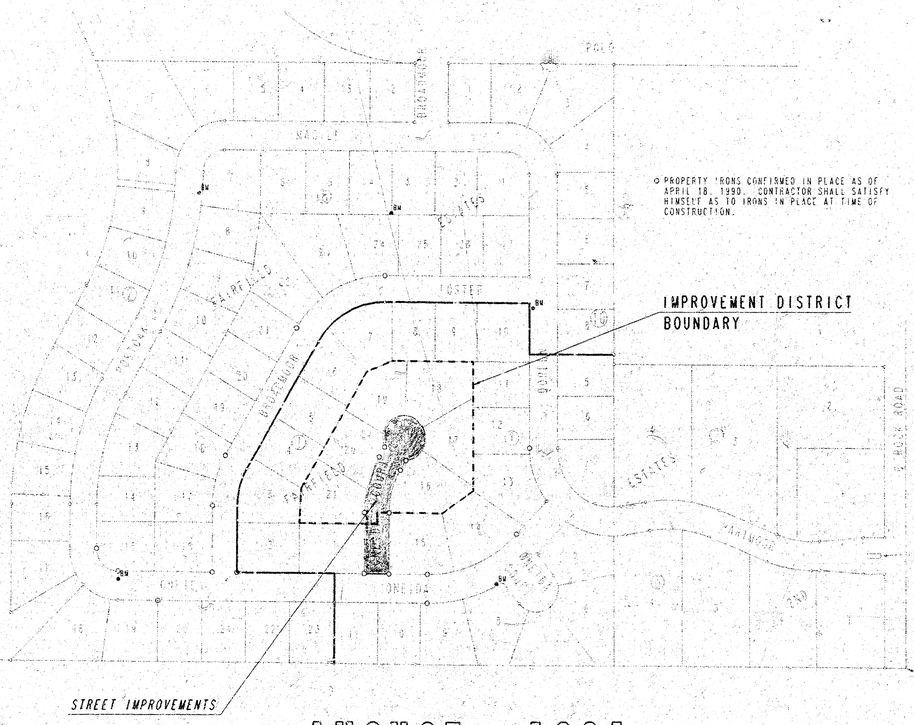
EARTHWORK

EXCAVATION 82 CU. YDS.
COMPACTED FILL 5 CU. YDS.
DISTRIBUTE EXCESS 77 CU. YDS.

SUBGRADE MANIPULATION 1,387.7 SQ. YDS.
PROJECT LENGTH= 332.4 L.F.




VICINITY MAP




○ PROPERTY IRONS CONFIRMED IN PLACE AS OF APRIL 18, 1990. CONTRACTOR SHALL SATISFY HIMSELF AS TO IRONS IN PLACE AT TIME OF CONSTRUCTION.

SCALE: 1" = 150'

GENERAL NOTES

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATIONS AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE. SUCH UTILITY LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES ~~[illegible]~~ 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, WOULD LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

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.

TEMPORARY SURFACING MATERIAL (ROCK, ASPHALT, ETC.) MAY HAVE BEEN PLACED WITHIN STREET RIGHTS-OF-WAY FOR HAUL ROADS AND TEMPORARY ACCESS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS TO DETERMINE EXTENT, IF ANY, OF SUCH SURFACING. CONTRACTOR SHALL REMOVE SAID TEMPORARY SURFACING IN THE SAME MANNER AS NOTED ABOVE FOR RUBBLE. THIS REMOVAL SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

CONTRACTOR SHALL PROVIDE A MINIMUM FORTY EIGHT (48) HOUR ADVANCE NOTICE (EXCLUDING WEEKENDS AND HOLIDAYS) PRIOR TO BEGINNING ANY EXCAVATION, TO KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316) 687-2470, TO REQUEST THE FOLLOWING UTILITY COMPANIES TO LOCATE ALL EXISTING LINES WITHIN THE PROJECT AREA: KPL/GAS SERVICE, K.G.&E., SOUTHWESTERN BELL TELEPHONE, CABLEVISION, CITY OF WICHITA SEWER MAINTENANCE AND CITY OF WICHITA WATER DEPARTMENT.

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 SLOPE UP OR DOWN USING PERMISSABLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

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.

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.

THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER. THIS WORK TO BE SUBSIDIARY TO OTHER BID ITEMS.

PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHTS-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 AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

NO MORE THAN ONE DRIVE, 18 FEET IN WIDTH, IS TO BE CONSTRUCTED WITH THIS PROJECT. ROLL CURB SHALL BE DEPRESSED THROUGH DRIVE OPENING.

THIS PROJECT INCLUDES AN ALTERNATE TYPICAL SECTION CONSISTING OF AN ASPHALT PAVEMENT OVER A FABRIC-REINFORCED CRUSHED-ROCK BASE. THE ENGINEER MAY REQUIRE USE OF THE ALTERNATE CONSTRUCTION TYPE IN LIEU OF ASPHALT PAVEMENT OVER A TREATED SUBGRADE. THE CONTRACTOR SHALL BID ALL BASE BID ITEMS AND ALTERNATE ITEMS, AND THE FINAL SELECTION OF CONSTRUCTION TYPE SHALL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION. THE TYPE SELECTED BY THE ENGINEER SHALL BE USED FOR THE ENTIRE PROJECT. EARTHWORK QUANTITIES SHOWN ON THE PLANS WERE CALCULATED BASED ON USE OF A TREATED SUBGRADE.

AUGUST, 1991

PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

DAMM D. BOUTWELL LICENSED 10899 KANSAS PROFESSIONAL ENGINEER

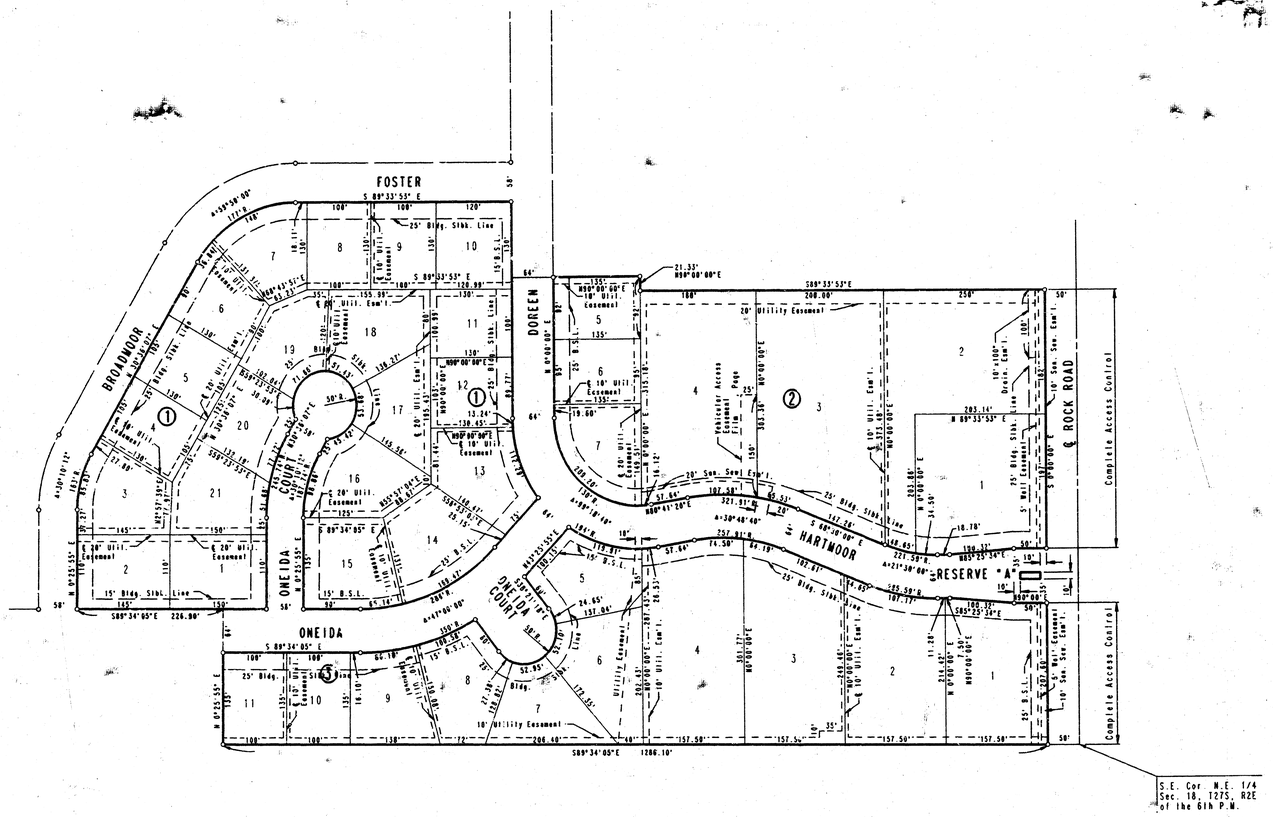
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| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-76-245-81999-000-000-001 | 2 | 8 |

# FAIRFIELD ESTATES 2ND ADDITION

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS




SCALE: 1" = 100'

o = IRON SET

B.S.L. =BUILDING SETBACK LINE

B.M. - CHISELED "O" S. END CURB RETURN WEST SIDE ROCK RD. AT E. 1/4 COR. SEC. 18, T27S, R2E. ELEV.=1179.18 CITY DATUM

FAIRFIELD ESTATES 2ND ADDITION

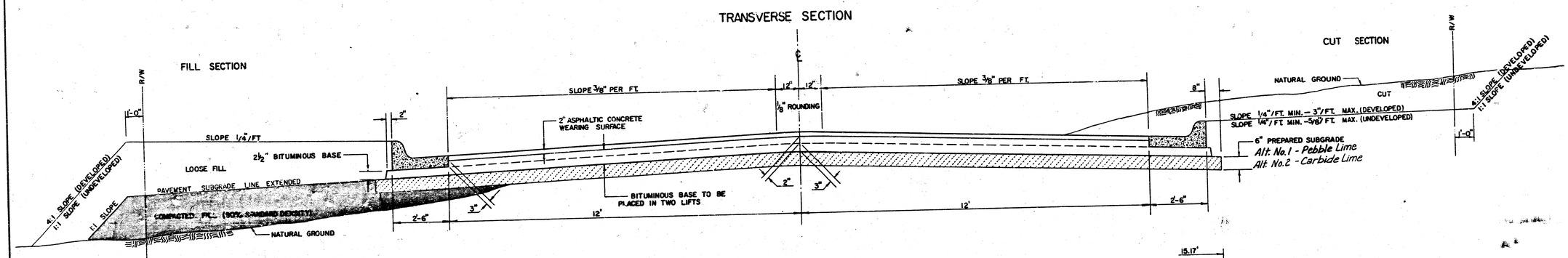
## PLAT

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

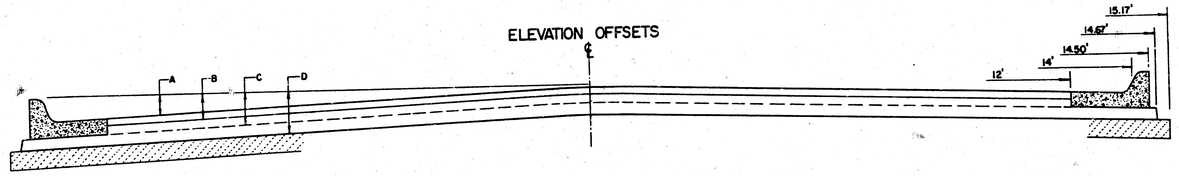
| Designed by | | Checked by | |
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| Drawn by | DEP | Date AUG., 1991 | Job No. 32-91364 |

# TYPICAL 29' PAVEMENT DETAILS

## TRANSVERSE SECTION

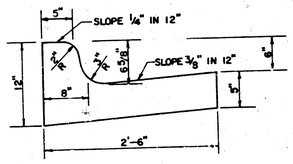



## ELEVATION OFFSETS

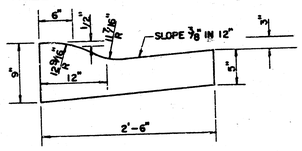



| | DISTANCE FROM CENTERLINE (LT. & RT.) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0' | 2' | 4' | 6' | 7' | 8' | 10' | 12' | 14' | 14.5' | 14.67' | 15.17' |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT | 0.13 | 0.18 | 0.24 | 0.30 | 0.33 | 0.36 | 0.43 | 0.49 | — | — | — | — |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.30 | 0.35 | 0.41 | 0.47 | 0.50 | 0.53 | 0.60 | 0.66 | — | — | — | — |
| C: TOP OF CURBS TO TOP OF LOWER BASE LIFT | 0.47 | 0.52 | 0.60 | 0.68 | 0.71 | 0.75 | 0.83 | 0.90 | 0.98 | 1.00 | 1.01 | — |
| D: TOP OF CURBS TO TOP OF SUBGRADE | 0.72 | 0.77 | 0.84 | 0.91 | 0.94 | 0.98 | 1.05 | 1.12 | 1.19 | 1.21 | 1.21 | 1.23 |

## COMBINED CURB & GUTTER



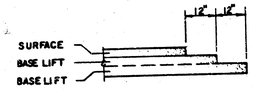

## ROLL TYPE COMBINED CURB & GUTTER




## 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

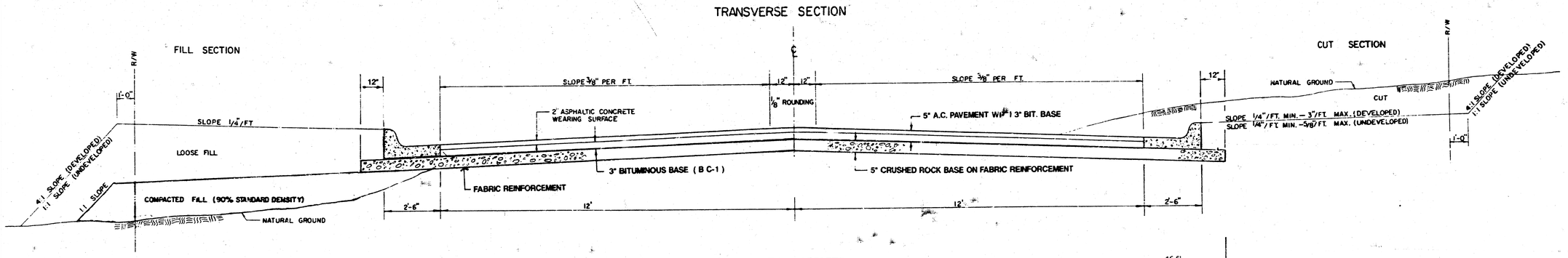



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

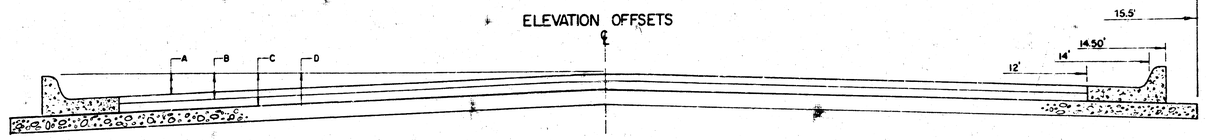
**7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE**
**CITY OF WICHITA, KANSAS**
PROJECT NUMBER
472-81999

# TYPICAL 29' PAVEMENT DETAILS

## TRANSVERSE SECTION

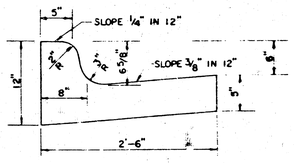



## ELEVATION OFFSETS

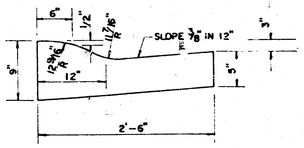



| | DISTANCE FROM CENTERLINE (LT. & RT.) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0' | 2' | 4' | 6' | 7' | 8' | 10' | 12' | 14' | 14.5' | | |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT | 0.13 | 0.18 | 0.24 | 0.30 | 0.33 | 0.36 | 0.43 | 0.49 | — | — | — | — |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.30 | 0.35 | 0.41 | 0.47 | 0.50 | 0.53 | 0.60 | 0.66 | — | — | — | — |
| C: TOP OF CURBS TO TOP OF LOWER BASE LIFT | 0.47 | 0.52 | 0.60 | 0.68 | 0.71 | 0.75 | 0.83 | 0.90 | 0.98 | 1.00 | | — |
| D: TOP OF CURBS TO TOP OF SUBGRADE | | | | | | | | | | | | |

### COMBINED CURB & GUTTER

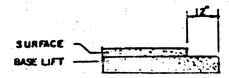



### ROLL TYPE COMBINED CURB & GUTTER




FABRIC BASE REINFORCEMENT SHALL BE BX1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION 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.

### 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 PAVEMENT ( 3" BITUMINOUS BASE )

### GENERAL NOTES

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 (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.

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.

Project No. 472-81999

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

10 L S 31

SCALE: 1"=20'

| WATER VALVE BOX ELEVATIONS | | | | |
|---|---|---|---|---|
| STREET | STATION | OFFSET | EXISTING ELEVATION | PROPOSED TOP |
| ONEIDA CT. | 83+46 | 24' Rt. | | |

+0.05' Wk. Gr.

+0.32% T.C. Lt.

7" Asphaltic Concrete Pavement (5" Bituminous Base)

Sta. 80+00.00 @ Oneida Court & Oneida

35' Bk. - Bk.

32' R/W

32'

ONEIDA COURT

178.07'
177.52'

177.76'

90°00'

29' Bk. - Bk.

Warp Crown

ONEIDA

Saw cut existing Pavement to provide neat line. Remove and Replace 2" Surface Course as necessary. This work to be subsidiary to other bid items.

Combined Curb & Gutter (3 5/8" Roll & 1 1/2")

Fc. Cb. Length =18.09 (Typ. of 2)

Fc. Cb. Length =21.65' (Typ. of 2)

Existing Top Valve Box Elev. =179.59
Proposed Top Valve Box Elev. =179.5

Fc. Cb. Length =21.65 (Typ. of 4)

35' R
P.C. Co.

38°11'00"

51°42'53"

+0.05' Wk. Gr.

+0.50% T.C. Lt.

+0.05' Wk. Gr.

+0.32% T.C. Rt. & ℄

+0.363% T.C. Rt.
79.319 ℄

No V.C.

Match Existing Wk. Gr.

Transition Wk. Gr.

+0.05' Wk. Gr.

+0.50% T.C. Rt.

+0.05' Wk. Gr.

Sta. 83+84.85 ℄ Oneida Court
End Cul-de-sac

* MATCH EXISTING

# 5' TRANSITION FROM COMBINED CURB AND GUTTER (3 5/8" & 1 1/2") TO COMBINED CURB AND GUTTER (3 5/8" ROLL & 1 1/2"). TRANSITION TO BE PAID FOR AS ROLL-TYPE CURB.

## ℄ CURVE DATA

A=30°10'12" D=2°52'26.07" R=214.74' L=114.13' T=58.42' E=1.77

CURVE DATA BASED ON ℄ RADIUS 1/2 E=0°51'30"

| ℄ STATION | ℄ ARC LENGTH | FACE CURB LENGTH LEFT CURB | FACE CURB LENGTH RIGHT CURB | CHORD LENGTH ℄ OFF LEFT FACE CURB | CHORD LENGTH ℄ OFF RIGHT FACE CURB | DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|---|---|
| B1+67 | | | | | | 0°00'00" | 0°00'00" |
| B1+75 | 8.00' | 8.53' | 7.48' | 8.51' | 7.15' | 1°03'27" | 1°03'27" |
| B2+00 | 25.00' | 26.61' | 23.39' | 27.52' | 22.45' | 3°18'16" | 4°21'43" |
| B2+25 | 25.00' | 26.61' | 23.39' | 27.52' | 22.45' | 3°18'16" | 7°39'59" |
| B2+50 | 25.00' | 26.61' | 23.39' | 27.52' | 22.45' | 3°18'16" | 10°58'14" |
| B2+75 | 75.60' | 26.61' | 23.39' | 27.52' | 22.45' | 3°18'16" | 14°16'29" |
| B4+87.13 | 6.13' | 6.53' | 5.72' | 6.75' | 5.54' | 0°45.27" | 15°05.06" |
| TOTAL | 114.13' | 121.50' | 106.76' | | | | |

Deflection =7.930430 min.

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

PLAT: SURVEYED ____ PLOTTED ____ ALIGNMENT CHECKED ____ BY OF WAS TAKEN ____
NOTE BOOK NO. ____

LOCATION MAP
SECTION 4-T27S-R1E
CANEY CONSTRUCTION
ROTATION ANGLE 0°
SCALE 1" = 2000'
SPECIAL INSTRUCTIONS

FAIRFIELD ESTATE 2ND ADDITION

# ONEIDA COURT

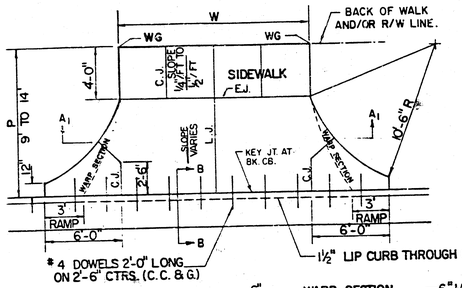
STA. 80+00.00 TO STA. 83+46.86

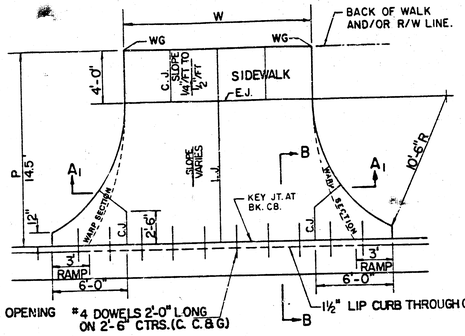
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

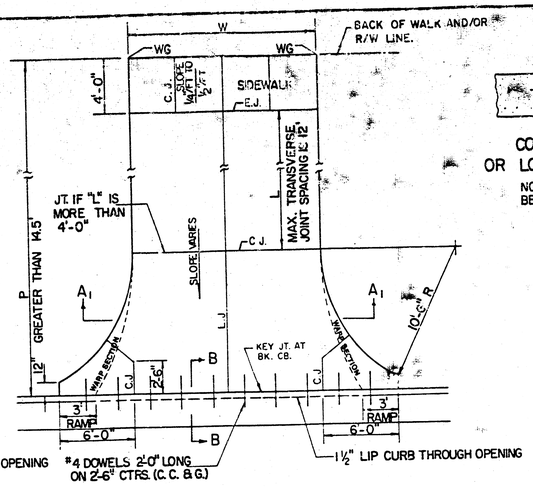
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Drawn by: DEP | Date: AUG. 1971 | Job No. 71-108

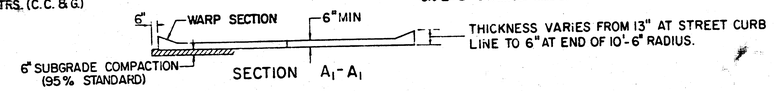



ALT. LONGITUDINAL CONSTRUCTION JOINT



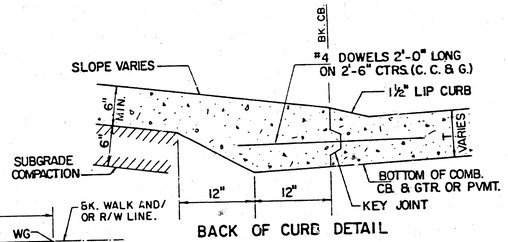



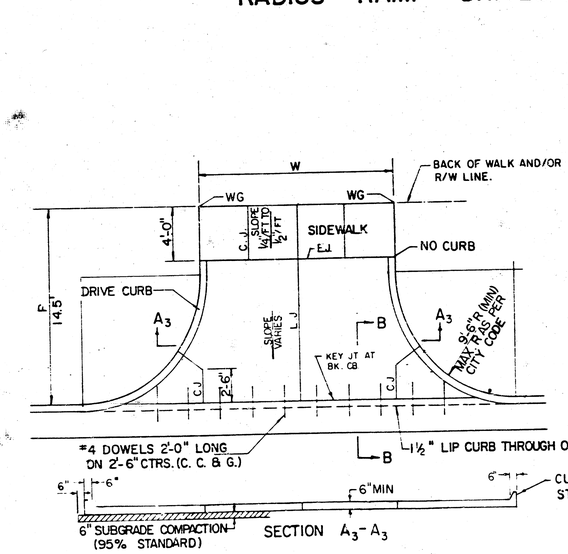



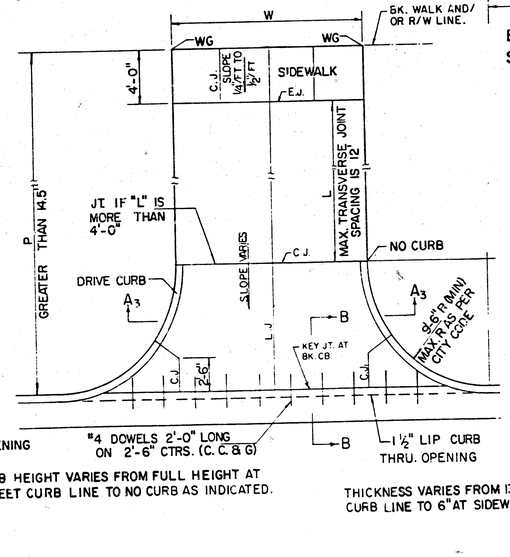

| PARKING WIDTH "P" | 9' | 10' | 11' | 12' | 13' | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.35' | 0.35' | 0.40' | 0.45' | 0.60' | 0.80' | 1.35' | 1.85' | 2.35' | 2.85' | 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 | -.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)



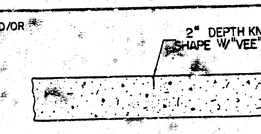

BACK OF CURB DETAIL
SECTION B - B (no scale)



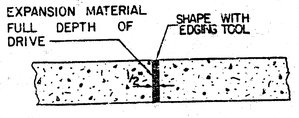




| PARKING WIDTH "P" | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|---|---|---|---|---|---|---|---|---|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.80' | 1.35' | 1.85' | 2.35' | 2.85' | 3.35' | 3.85' | 4.35' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.70' | 1.04' | 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' |

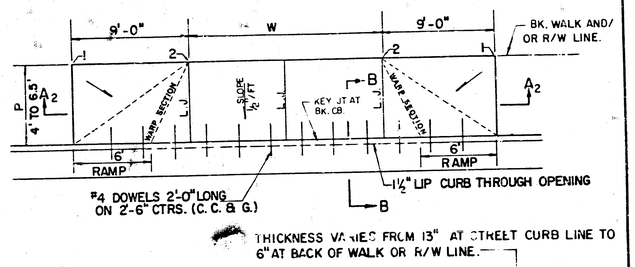
## FULL RADIUS DRIVES (P = 14.5' & GREATER)

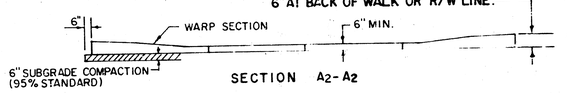



CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)
NO SAWN JOINTS WILL BE ALLOWED.



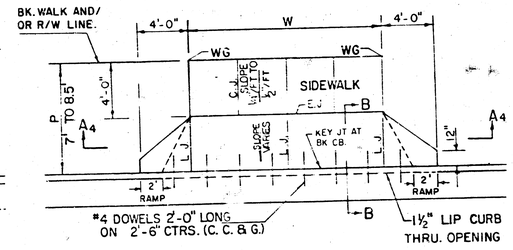

EXPANSION JOINT (E.J.)

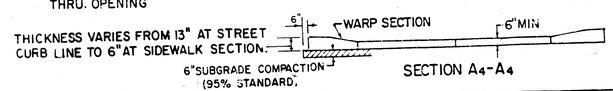



| PARKING WIDTH "P" | 4' | 4.5' | 5' | 5.5' | 6' | 6.5' |
|---|---|---|---|---|---|---|
| DIST. OF PT. "I" ABOVE TOP OF FULL CB. | 0.08' | 0.09' | 0.10' | 0.12' | 0.13' | 0.14' |
| DIST. OF PT. "2" BELOW TOP OF FULL CB. | -.26' | -.24' | -.22' | -.20' | -.18' | -.16' |

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




| 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 OCTOBER 1985

SCALE: 1" = 5'

# STANDARD DRIVE ENTRANCES
## FULL HEIGHT CURB
## CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-81999

50 40 30 20 10 ℄ 10 20 30 40 50

180
83+03.63
175

8.82

C=6

LF=26
MF=0
CF=0

180
83+03.63
175
22.50'
Exc.=4
LF=22
CF=1

180
82+81.13
175

8.75

C=4

LF=27
MF=3
CF=3

180
82+81.13
175
31.13'
Exc.=2
LF=36
MF=9
CF=9

180
82+50
175

8.64

C=0

LF=35
MF=13
CF=12

180
82+50
175
50.00'
Exc.=1
LF=61
MF=21
CF=13

180
82+00
175

8.47

C=1

LF=31
MF=10
CF=2

180
82+00
175
33.00'
Exc.=1
LF=38
MF=12
CF=4

180
81+67.00
175

8.36

C=1

LF=31
MF=10
CF=4

180
81+67.00
175
17.00'
Exc.=3
LF=17
MF=3
CF=2

180
81+50
175

8.30

C=7

LF=22
MF=1
CF=1

180
81+50
175
50.00'
Exc.=10
LF=46
MF=11
CF=2

180
81+00
175

8.14

C=4

LF=28
MF=10
CF=1

180
81+00
175
50.00'
Exc.=27
LF=44
MF=9
CF=1

R/W

R/W

180
80+50
175

7.98

C=20

LF=19
MF=0
CF=0

180
80+50
175
13.50'
Exc.=11
LF=5

Oneida Court
Sta. 80+36.50 to Sta. 83+03.63

Sheet No. 1 of 3

180
80+36.50
175

177.76

C=23

LF=0

180
80+36.50
175

Proj. No. 417 (5) 845 81393 000 000 001

FAIRFIELD ESTATES END

Grand Totals

Exc. = 54 C.Y.
L.F. = 269 C.Y.
M.F. = 55 C.Y.
C.F. = 32 C.Y.

Exc. = 82 C.Y.
L.F. = 352 C.Y.
M.F. = 107 C.Y.
C.F. = 51 C.Y.

50 40 30 20 10 ℄ 10 20 30 40 50

FAIRFIELD ESTATES 2ND

Proj. No. 476 76 245 8999 000 00001

Onaida Court
Section A to Section G

Sheet No. 8 of 8

(8)

10 20 30 40 50 60 70

175
180
A
B
C
D
E
F
G

179.77

Ex. = 28 C.Y.
Lf = 83 C.Y.
Mf = 42 C.Y.
Cf = 19 C.Y.

C = 0
Lf = 24
Mf = 18
Cf = 18

C = 0
Lf = 14
Mf = 10
Cf = 6

C = 0
Lf = 15
Mf = 15
Cf = 8

C = 3
Lf = 6
Mf = 11
Cf = 6

C = 13
Lf = 0
Mf = 9
Cf = 4

C = 6
Lf = 2
Mf = 10
Cf = 5

C = 3
Lf = 7
Mf = 11
Cf = 7

5746.80 S.F.
160.33 S.F.
18.83'

584.85 S.F.
391.58 S.F.
36.17'
N 83°

502.65 S.F.
318.76 S.F.
30.77'
N 83°

Ex. = 3
Lf = 18
Mf = 6
Cf = 2

Ex. = 2
Lf = 13
Mf = 6
Cf = 2

Ex. = 5
Lf = 3
Mf = 4
Cf = 1

Ex. = 6
Lf = 1
Mf = 3
Cf = 1

Ex. = 5
Lf = 7
Mf = 5
Cf = 2

Ex. = 4
Lf = 2
Mf = 5
Cf = 2

Ex. = 3
Lf = 9
Mf = 8
Cf = 4