SHEET NO.	TOTAL SHEETS
1	16

CITY OF WICHITA, KANSAS

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

STREET IMPROVEMENTS

PINE GROVE AND BELLA VISTA - N.L. WOODBRIDGE 5TH ADDITION TO E.L. LOT 1, BLOCK 1 AND E.L. LOT 34, BLOCK 2

BELLA VISTA CIRCLE - S.L. BELLA VISTA TO AND INCLUDING CUL-DE-SAC SERVING LOTS 46 THROUGH 64 INCLUSIVE, BLOCK 2

BELLA VISTA COURT - S.L. BELLA VISTA CIRCLE TO AND INCLUDING CUL-DE-SAC SERVING LOTS 34 THROUGH 45, BLOCK 2

IN

WOODBRIDGE 5TH ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81701-000-000-001

INDEX OF SHEETS

PROJECT SURVEY CONTROL

BENCH MARK: R.R. SPIKE IN E. FACE HACKBERRY ON W. SIDE 119TH STREET WEST, NW OF NW CORNER THIS ADDITION.
ELEV. = 162.595

BENCH MARK: CHISELED "O" ON E. B.C. PINE GROVE AT CONC. JT. APPROX. 45' N. OF HEDGE ROW AT N. SIDE OF THIS ADDITION (STA. 19+10, 17.5' LT.)
ELEV. = 165.55

EARTHWORK

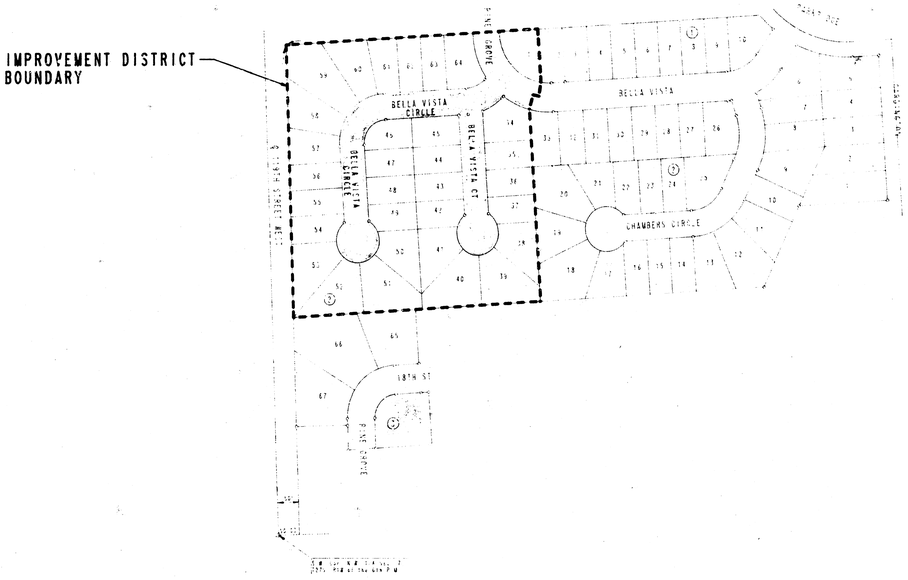
EXCAVATION

X-SECTIONS	2318 CU. YDS.
10%	232 CU. YDS.
TOTAL	2550 CU. YDS.

COMPACTED FILL

X-SECTIONS	5 CU. YDS.
10%	1 CU. YDS.
TOTAL	6 CU. YDS.

SUBGRADE MANIPULATION= 4495 SQ. YDS.



SCALE: 1" = 150'

GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED OR REMOVED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING 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 SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING 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.

CONTRACTOR SHALL SATISFY HIMSELF OF SUB-SURFACE CONDITIONS PRIOR TO CONSTRUCTION.

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.

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.

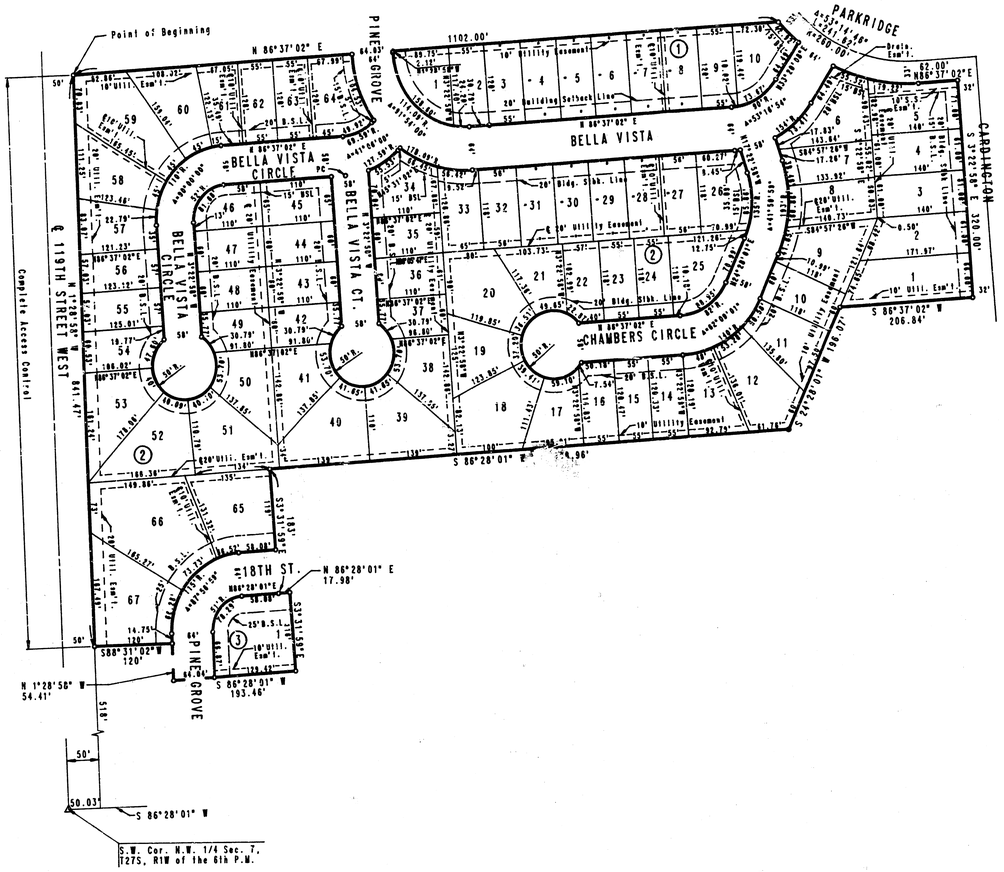
AUGUST, 1987

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

CHARLES R. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

1/16

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-87101-000-000-001	2	16



SCALE: 1" = 100'

o = IRON SET

BENCH MARK - CHISELED "O" AT N.E. COR. OF HEADWALL 120 FEET± WEST OF INTERSECTION 21ST ST. AND MAIZE ROAD. ELEV.= 1351.065 M.S.L.

B.S.L. = BUILDING SETBACK LINE
S.S. = SANITARY SEWER

PLAT

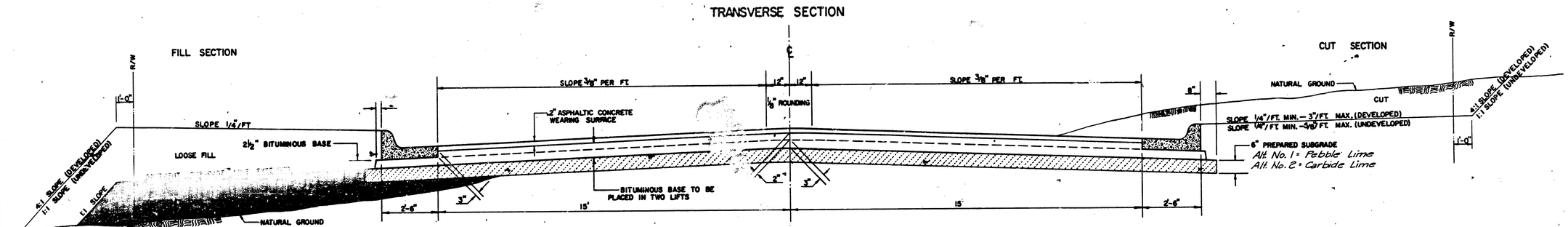
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

2/16

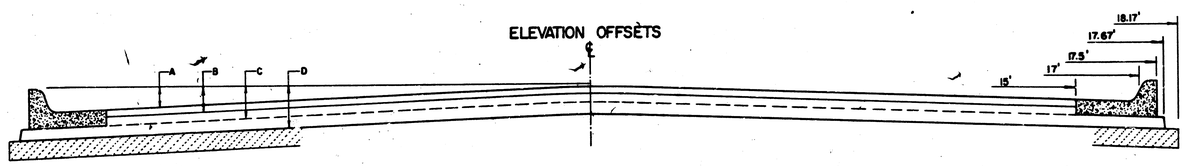
Designed by		Checked by	
Drawn by	DEP	Date JULY, 1987	Job No. 87156-1

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

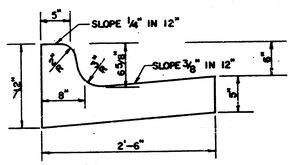


ELEVATION OFFSETS

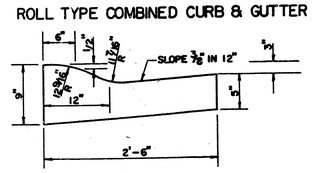


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.18	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.

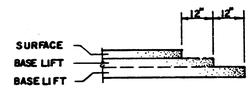
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

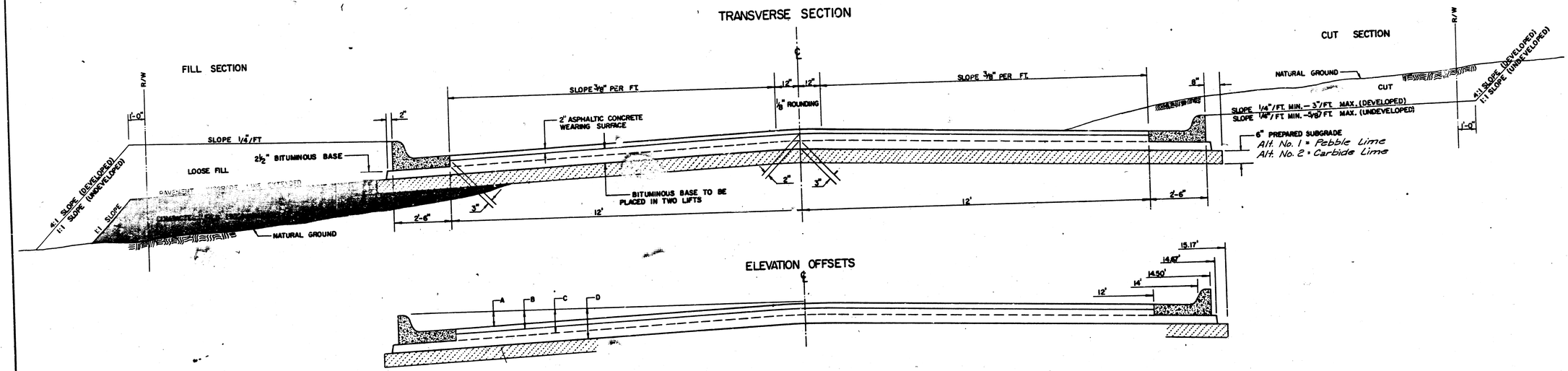
CITY OF WICHITA, KANSAS 3/16

PROJECT NUMBER

472-76-245-81701-000-000-001

TYPICAL 29' PAVEMENT DETAILS

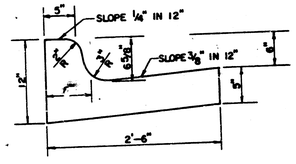
TRANSVERSE SECTION



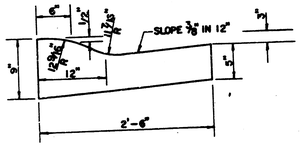
ELEVATION OFFSETS

	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.

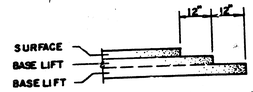
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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).

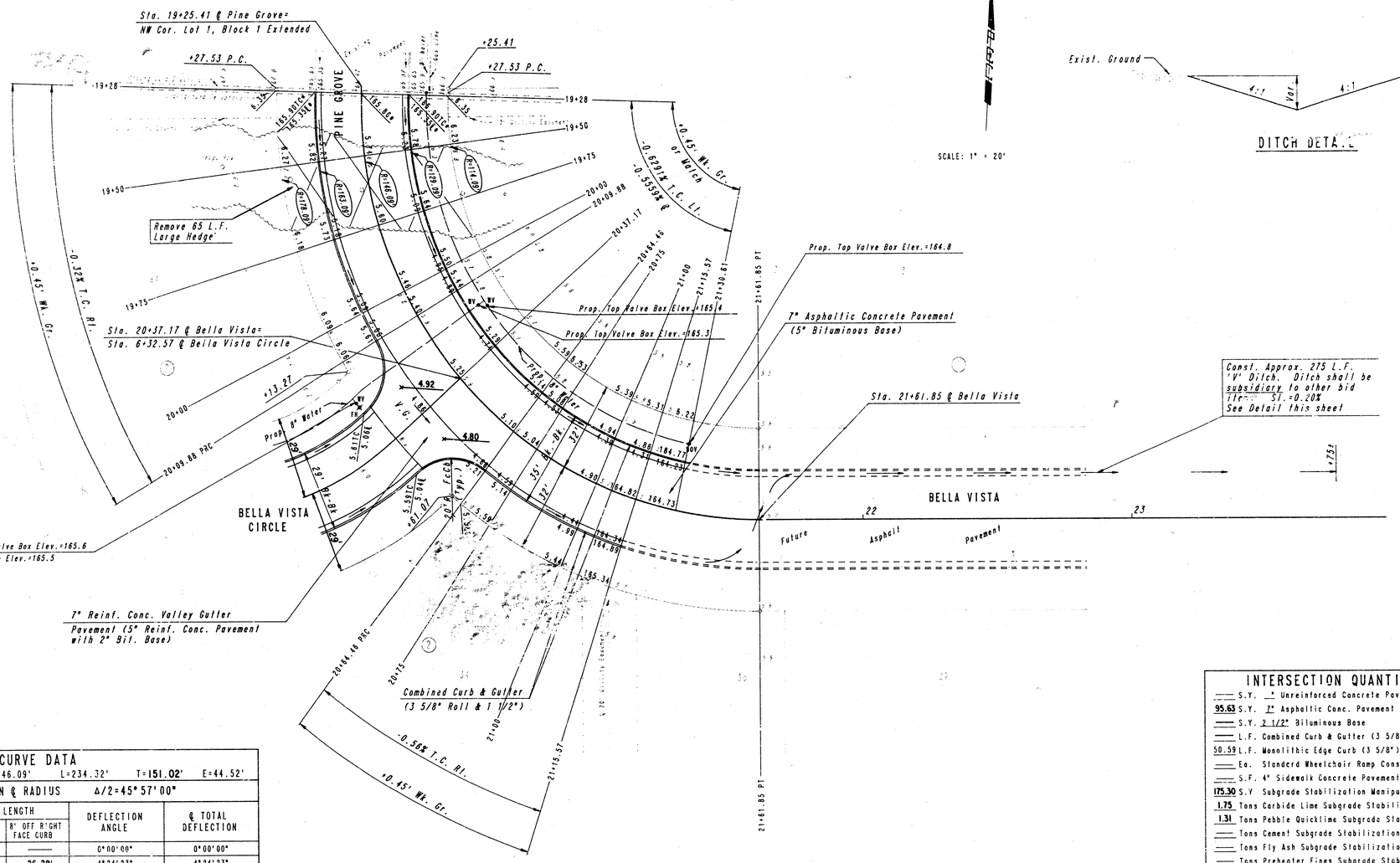
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81701-000-000-001

4/16

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81701 -000-000-001	5	16



℄ CURVE DATA

Δ=91°54'00" D=39°13'10" R=146.09' L=234.32' T=151.02' E=44.52'

CURVE DATA BASED ON ℄ RADIUS Δ/2=45°57'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
19+27.53	———	———	———	0°00'00"	0°00'00"
19+50	22.47'	18.61'	26.29'	4°24'23"	4°24'23"
19+75	25.00'	20.70'	29.24'	4°54'09"	9°18'32"
20+00	25.00'	20.70'	29.24'	4°54'09"	14°12'41"
20+09.88	9.88'	8.19'	11.57'	1°56'15"	16°08'56"
20+37.17	27.29'	22.59'		5°21'05"	21°30'01"
20+64.46	27.29'	22.59'	63.55'	5°21'05"	26°51'06"
20+75	10.54'	8.73'	12.34'	2°04'01"	28°55'07"
21+00	25.00'	20.70'	29.24'	4°54'09"	33°49'15"
21+15.57	15.57'	12.90'	18.23'	3°03'12"	36°52'28"
21+30.61	15.04'	12.46'	17.61'	2°56'58"	39°49'26"
21+61.85	31.24'	25.84'	36.52'	6°07'34"	45°57'00"

Defl./ft. = 11.765961 min.

INTERSECTION QUANTITIES

—— S.Y. —" Unreinforced Concrete Pavement
95.63 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
—— S.Y. 2 1/2" Bituminous Base
—— L.F. Combined Curb & Gutter (3 5/8" & 1 1/2")
50.59 L.F. Monolithic Edge Curb (3 5/8")
—— Ea. Standard Wheelchair Ramp Construction
—— S.F. 4" Sidewalk Concrete Pavement
175.30 S.Y Subgrade Stabilization Manipulation
1.75 Tons Carbide Lime Subgrade Stabilization
1.31 Tons Pebble Quicklime Subgrade Stabilization
—— Tons Cement Subgrade Stabilization
—— Tons Fly Ash Subgrade Stabilization
—— Tons Preheater Fines Subgrade Stabilization
74.78 S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

• MATCH EXISTING

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

PINE GROVE

STA. 19+27.53 TO STA. 21+61.85

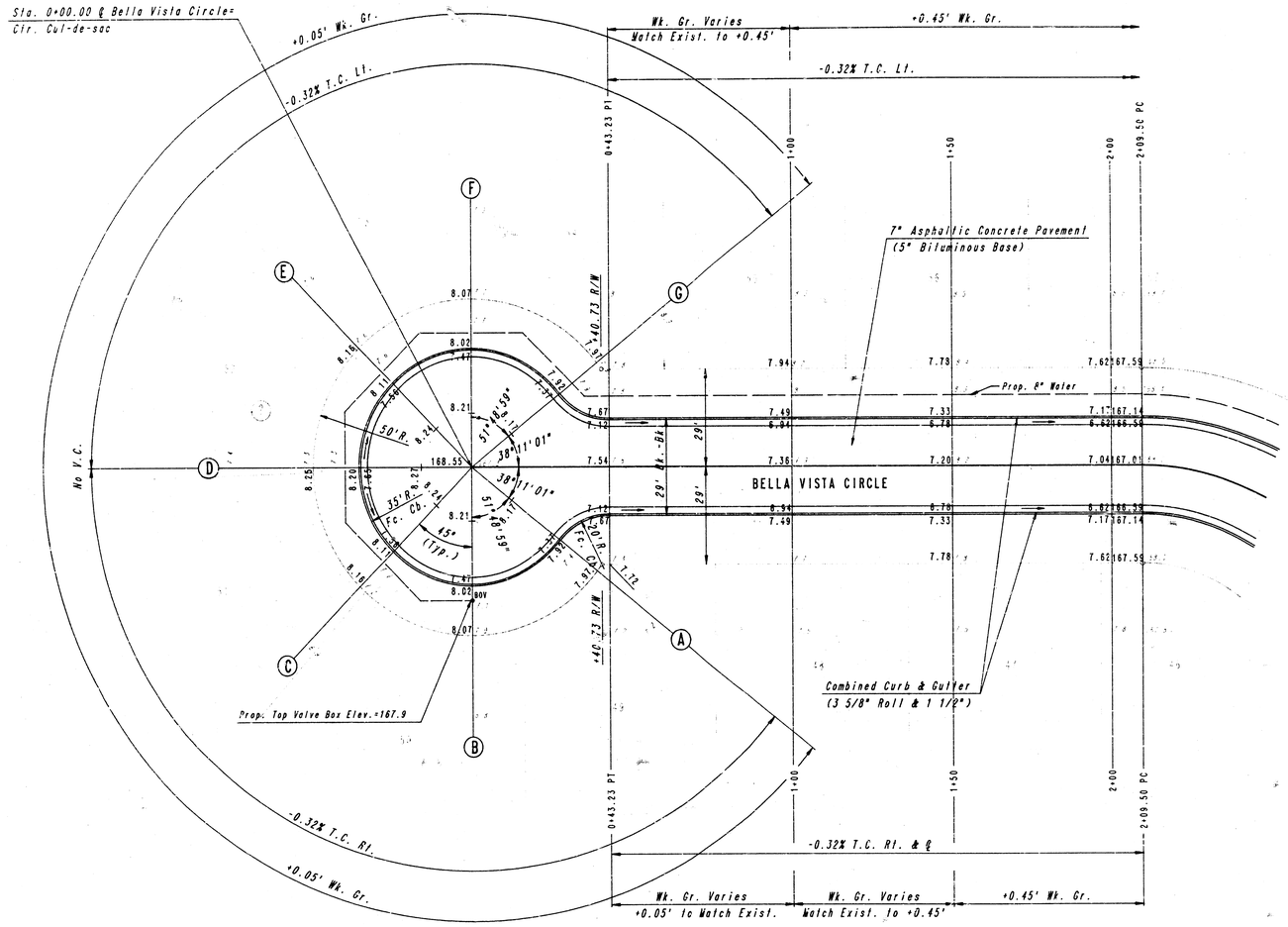
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

5/16

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JULY, 1987	Job No. 87156-1

PROJECT NO.	SHEET NO.	OF SHEETS
472-76-245-81701-000-000-001	8	

SCALE: 1" = 20'



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

BELLA VISTA CIRCLE

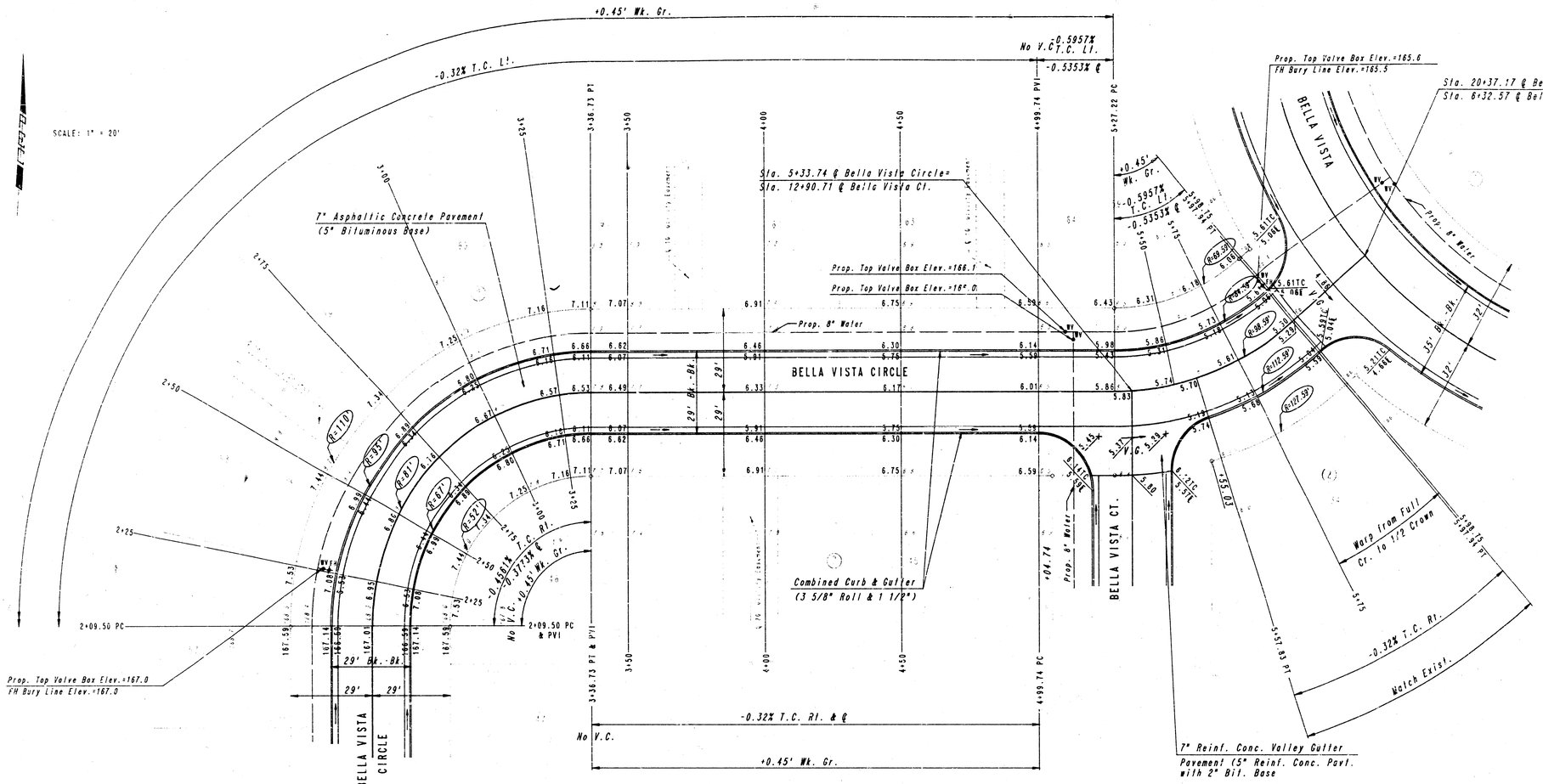
STA. 0+00.00 TO STA. 2+09.50

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

6/16

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JULY, 1987	Job No. 87156-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81707-000-000-001	7	16



℄ CURVE DATA

Δ=41°06'00" D=58°06'55" R=98.59' L=70.72' T=36.96' E=6.70'

CURVE DATA BASED ON ℄ RADIUS Δ/2=22°33'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
5+27.22	——	——	——	0°00'00"	0°00'00"
5+33.74	6.52'	5.06'		1°53'41"	1°53'41"
5+50	16.26'	12.62'		4°43'30"	6°37'11"
5+57.83	7.83'	6.08'	37.29'	2°16'31"	8°53'42"
5+75	17.17'	13.32'	20.97'	4°59'21"	13°53'03"
5+97.94	22.94'	17.78'	28.00'	6°39'57"	20°33'00"

Defl./ft.=17.434955 min.

℄ CURVE DATA

Δ=90°00'00" D=70°44'08" R=81.00' L=127.23' T=81.00' E=33.55'

CURVE DATA BASED ON ℄ RADIUS Δ/2=45°00'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
2+09.50	——	——	——	0°00'00"	0°00'00"
2+25	15.50'	19.68'	11.27'	5°28'56"	5°28'56"
2+50	25.00'	31.67'	18.14'	8°50'32"	14°19'28"
2+75	25.00'	31.67'	18.14'	8°50'32"	23°10'00"
3+00	25.00'	31.67'	18.14'	8°50'32"	32°00'32"
3+25	25.00'	31.67'	18.14'	8°50'32"	40°51'04"
3+36.73	11.73'	14.90'	8.54'	4°08'56"	45°60'00"

Defl./ft.=21.221410 min.

INTERSECTION QUANTITIES

——	S.Y. " Unreinforced Concrete Pavement
79.95	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
——	S.Y. 2 1/2" Bituminous Base
——	L.F. Combined Curb & Gutter (3 5/8" & 1 1/2")
51.25	L.F. Monolithic Edge Curb (3 5/8")
——	Ea. Standard Wheelchair Ramp Construction
——	S.F. 4" Sidewalk Concrete Pavement
161.36	S.Y. Subgrade Stabilization Manipulation
1.61	Tons Carbide Lime Subgrade Stabilization
1.21	Tons Pebble Quicklime Subgrade Stabilization
——	Tons Cement Subgrade Stabilization
——	Tons Fly Ash Subgrade Stabilization
——	Tons Prebeater Fines Subgrade Stabilization
77.78	S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

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

BELLA VISTA CIRCLE

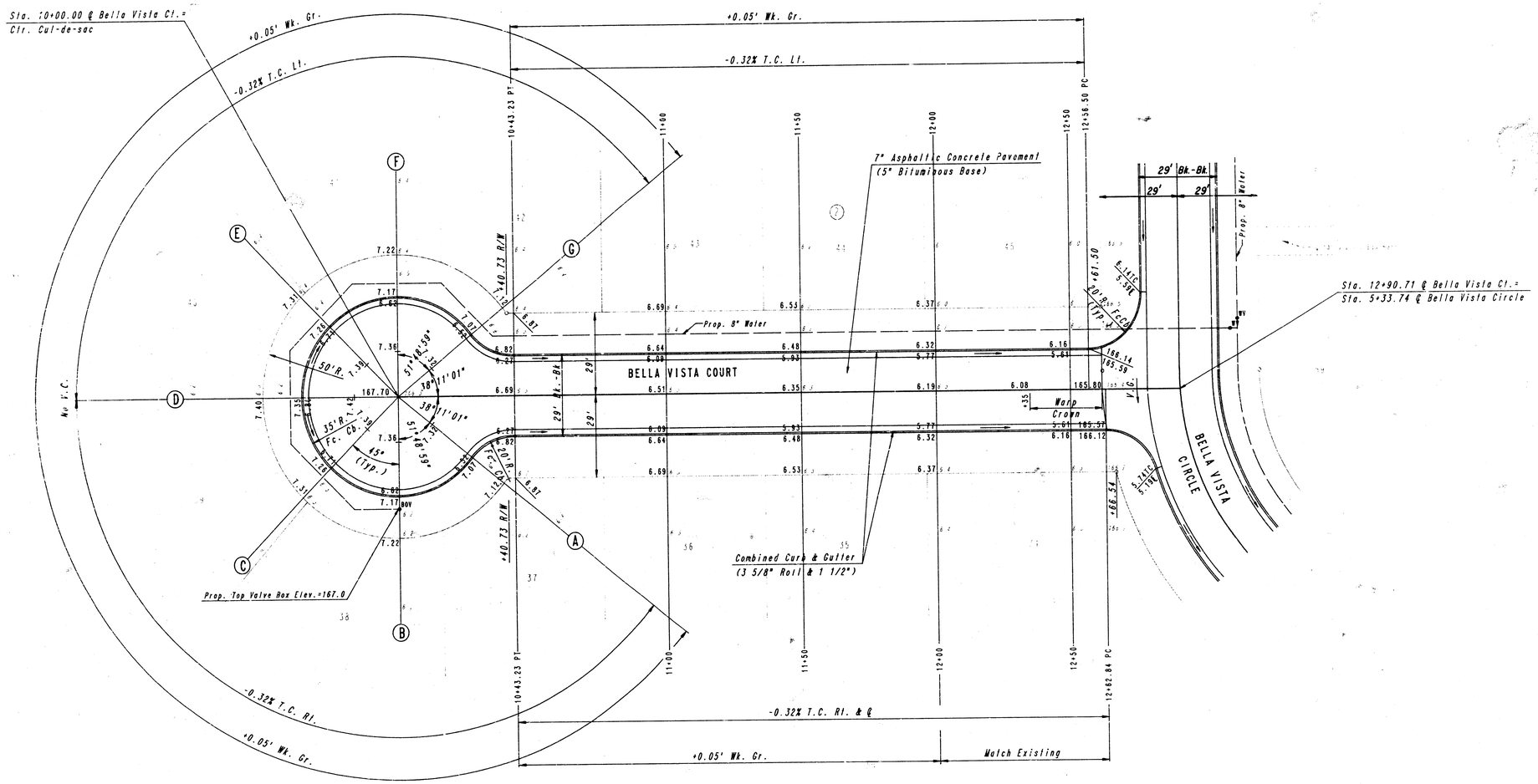
STA. 2+09.50 TO STA. 5+98.75

PROFESSIONAL ENGINEERING CONSULTANTS, P.A. 7/16
ENGINEERS
WICHITA, KANSAS

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date JULY, 1987	Job No. 87136-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81701-000-000-001	8	16

SCALE: 1" = 20'



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

BELLA VISTA COURT

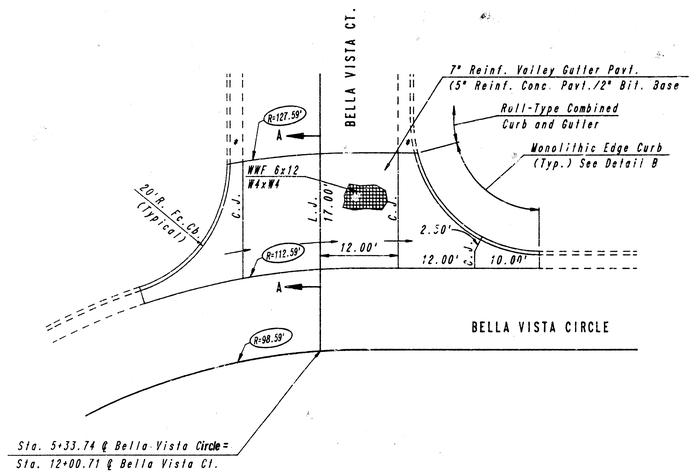
STA. 10+00.00 TO STA. 12+90.71

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

8/16

Designed by	CSB, GDD	Checked by	
Drawn by	dep	Date JULY, 1987	Job No. 87156-1

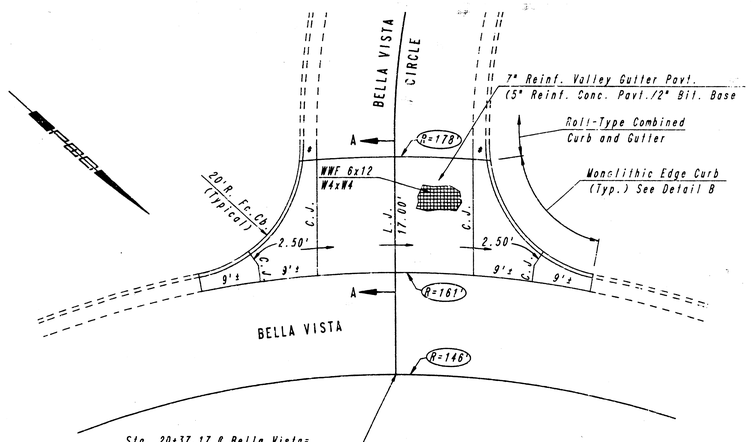
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-75-245-8170I-000-000-001	9	16



PLAN

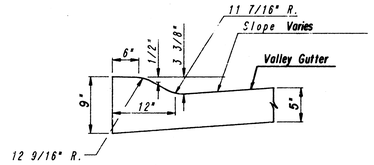
* TO BE POURED MONOLITHICALLY WITH ADJACENT COMBINED CURB AND GUTTER. SUBSIDIARY TO UNIT PRICE BID PER L.IN. FT. FOR "COMBINED CURB AND GUTTER (3 5/8" & 1 1/2")".

REINFORCED VALLEY GUTTER

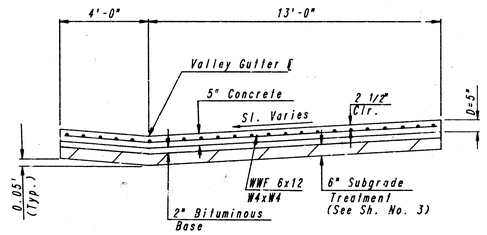


PLAN

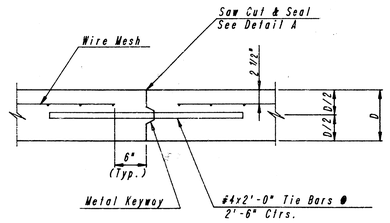
REINFORCED VALLEY GUTTER



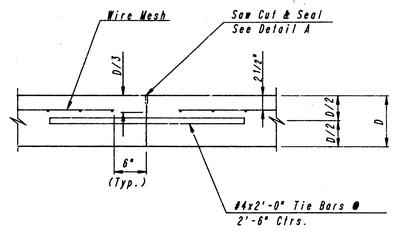
DETAIL B



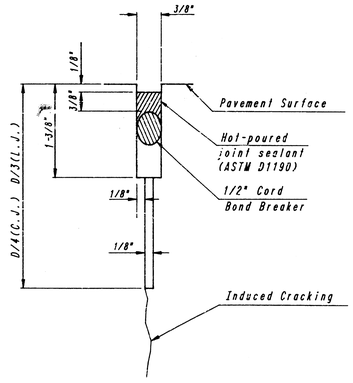
SECTION A-A



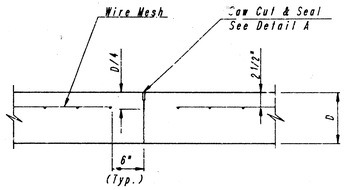
LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)



LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)



DETAIL A



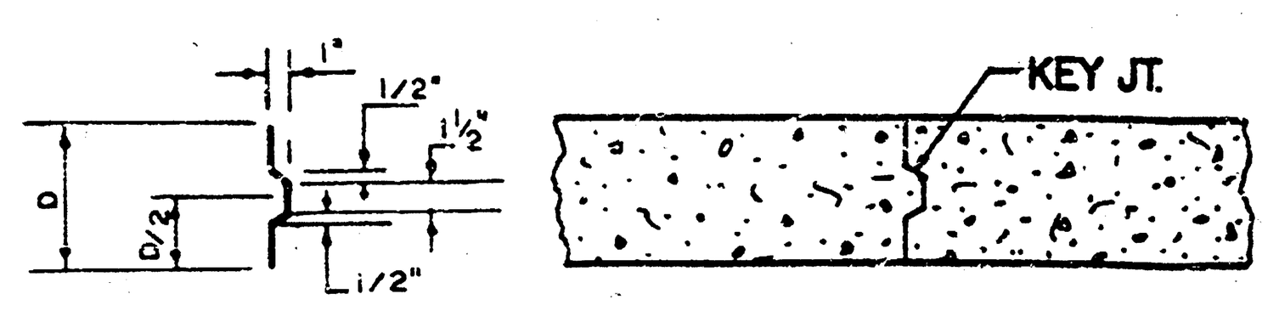
CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)

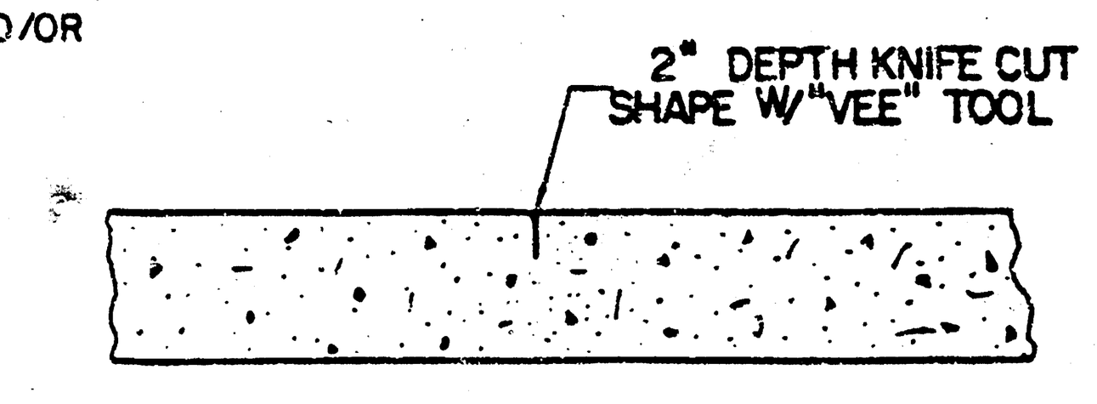
MISCELLANEOUS PAVING DETAILS

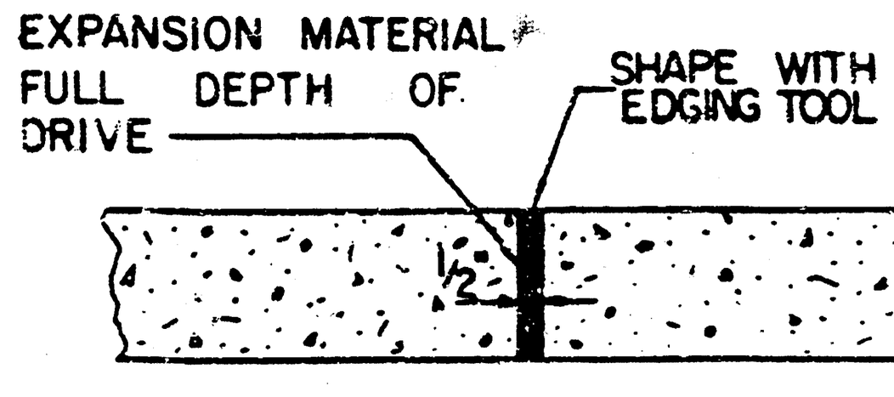
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

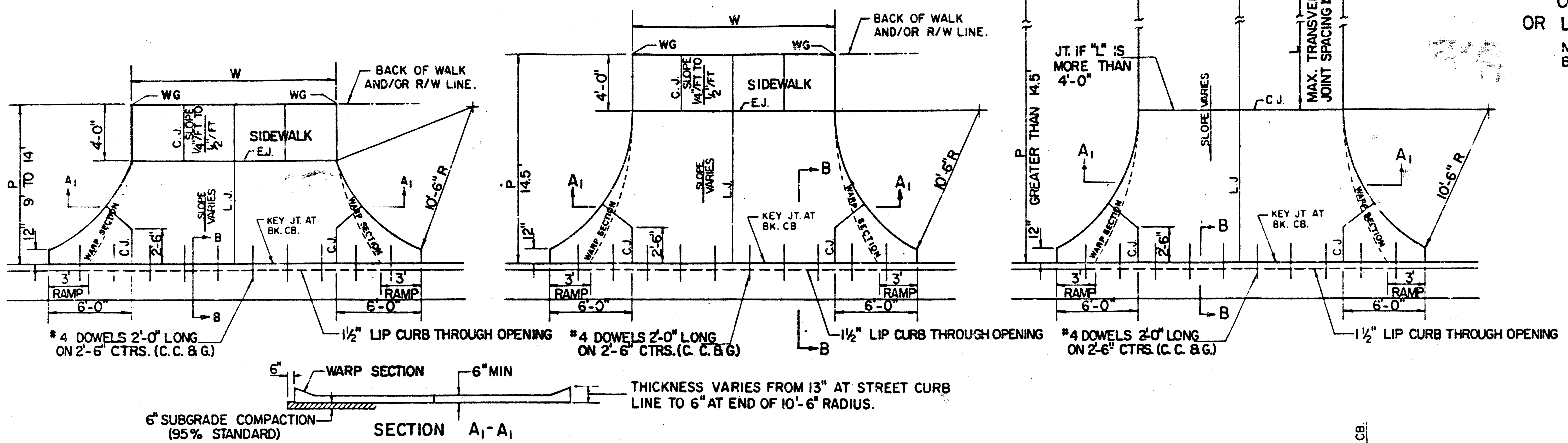
9/16

Designed by	CSB	Checked by	
Drawn by	DEP	Date JULY, 1987	Job No. 8715E-1



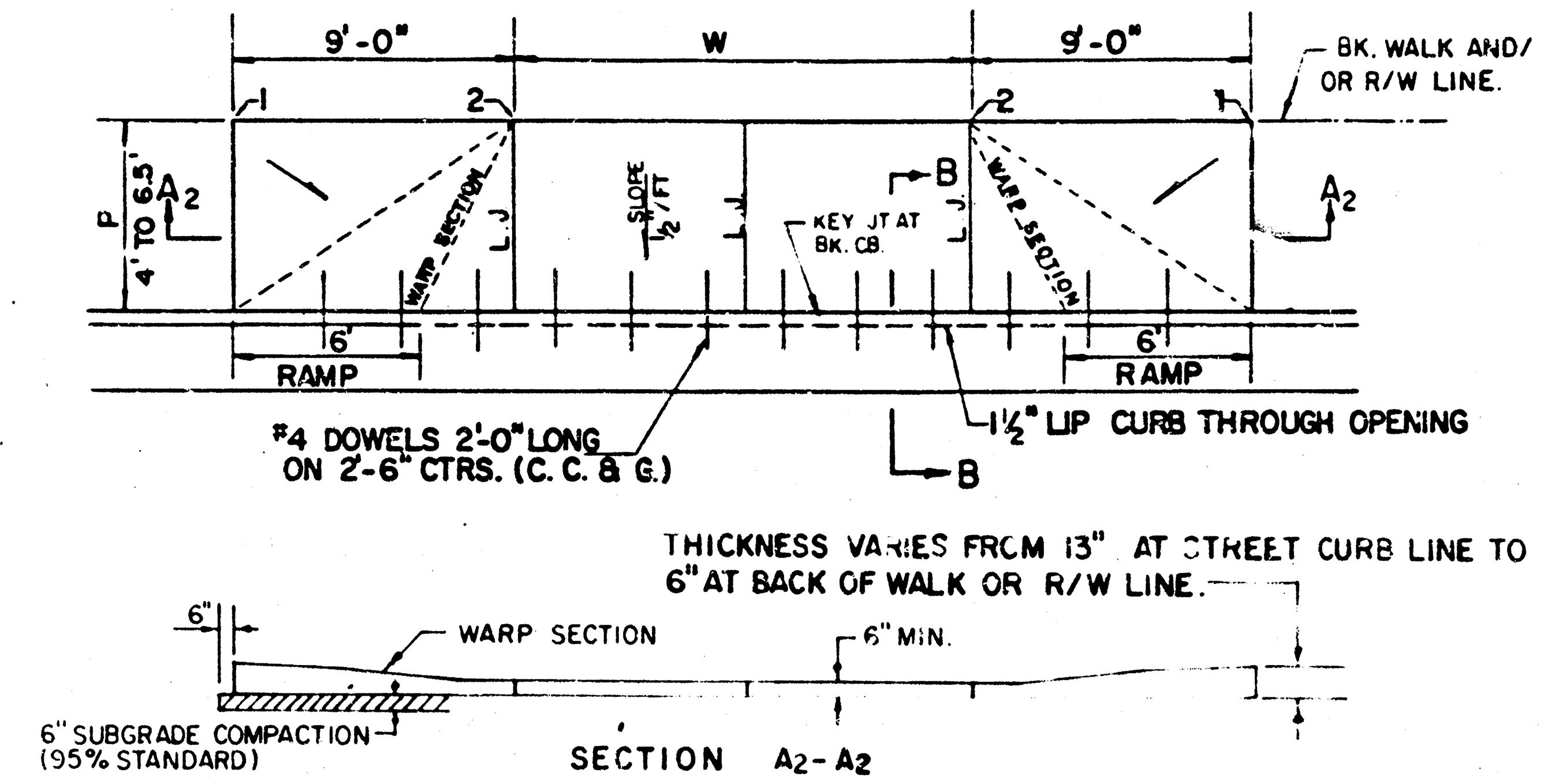






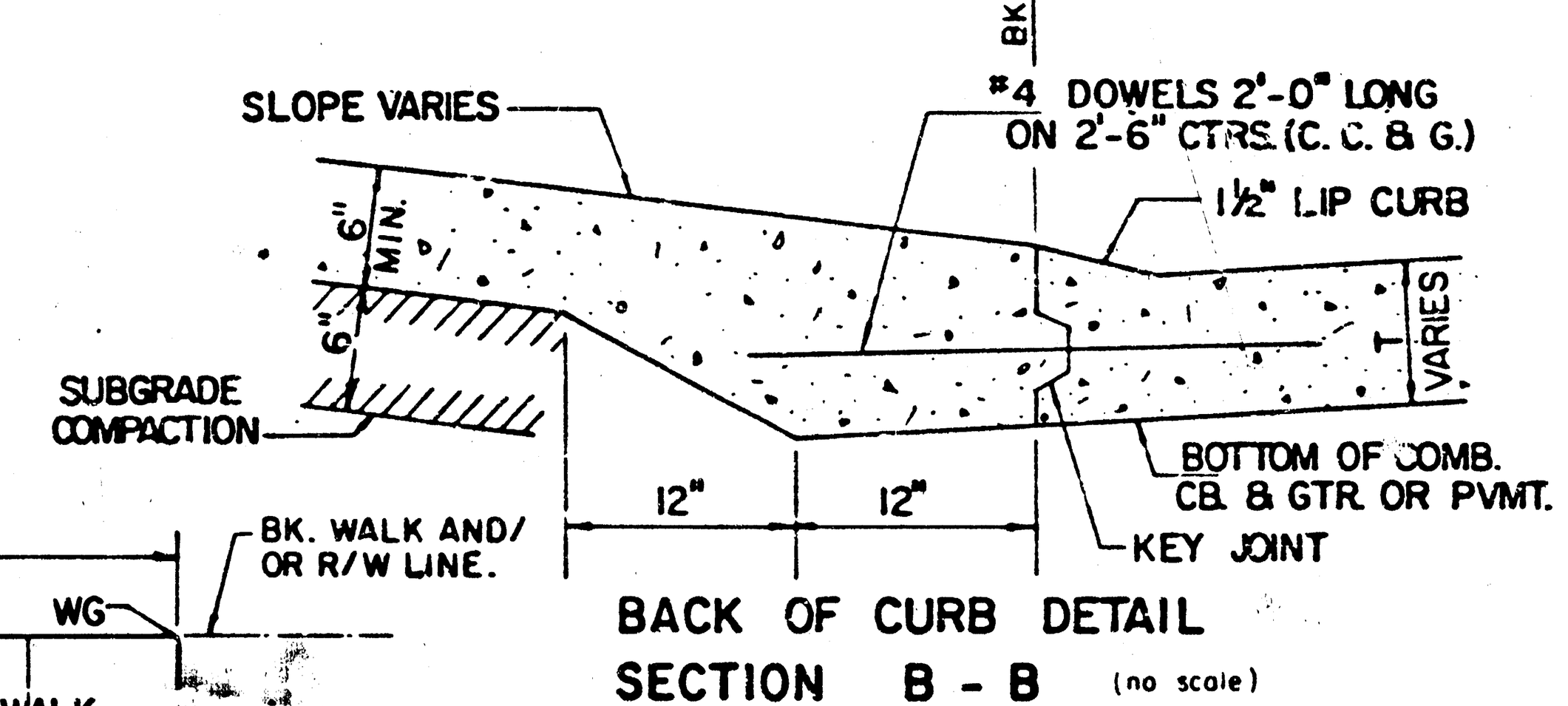
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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)



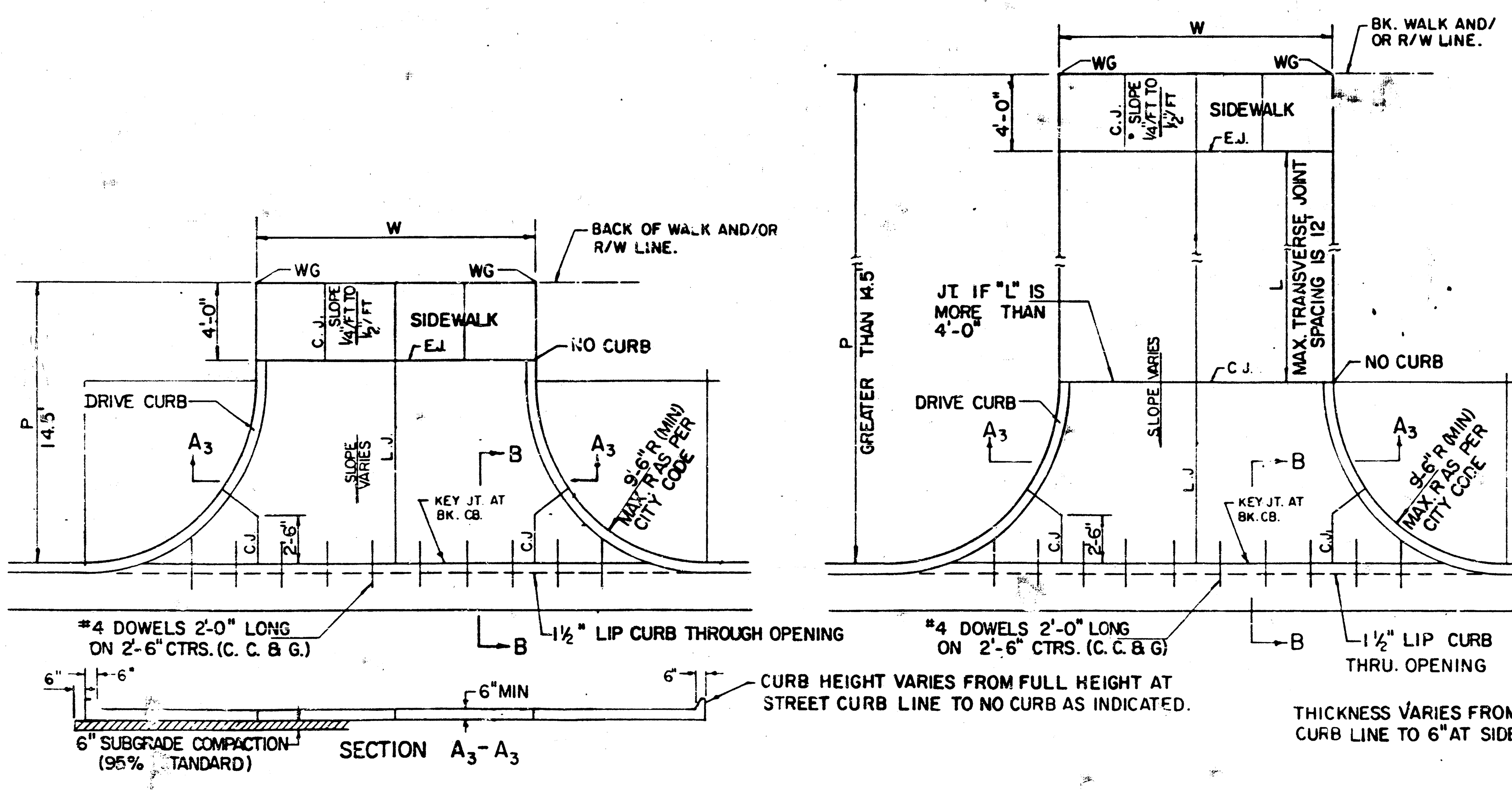
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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



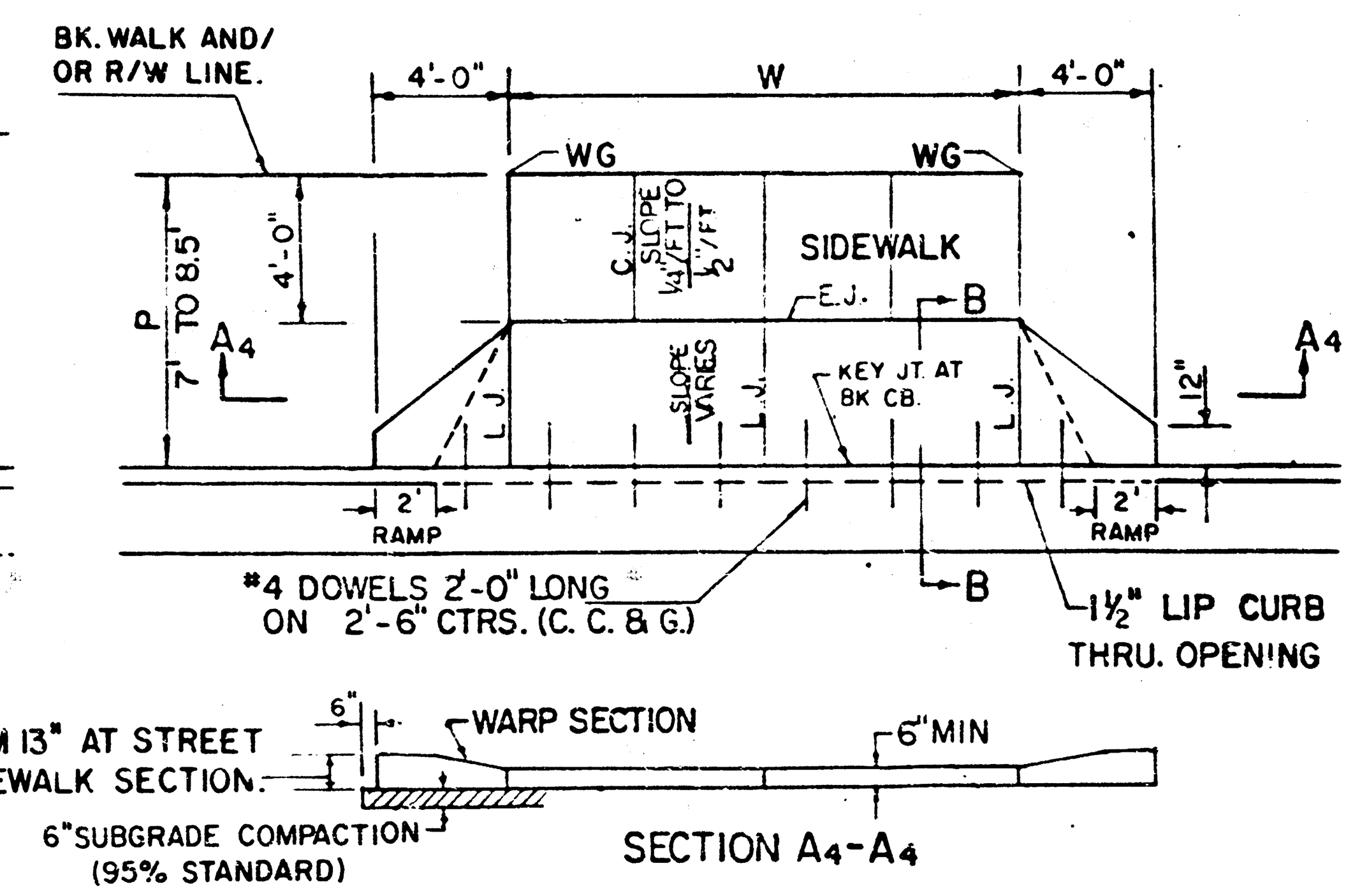
GENERAL NOTES

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. [illegible] LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES [illegible] DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL [illegible] SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR [illegible] TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED [illegible] 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.



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')

REVISED OCTOBER 1985

SCALE: 1"= 5'

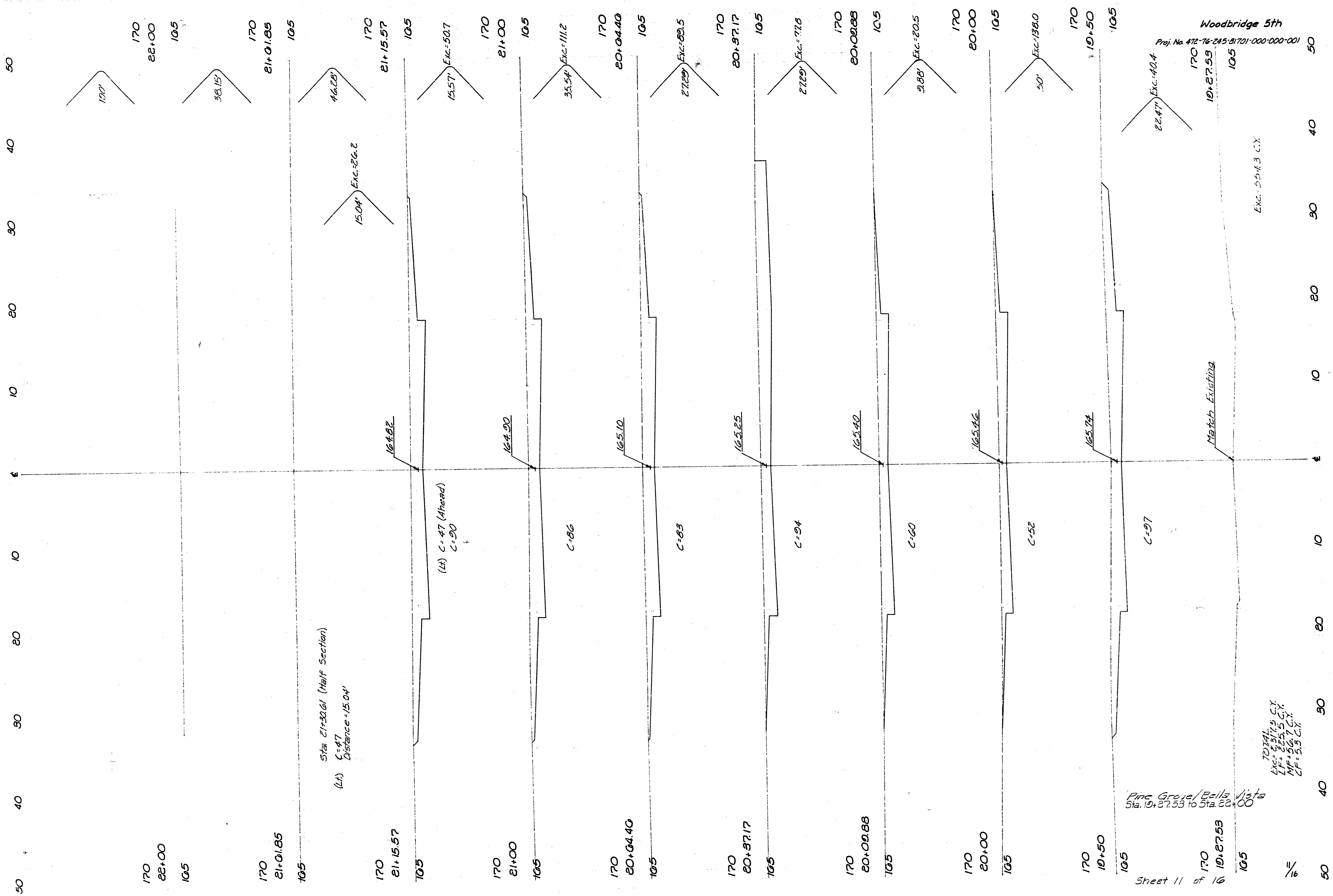
STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB

CITY OF WICHITA, KANSAS

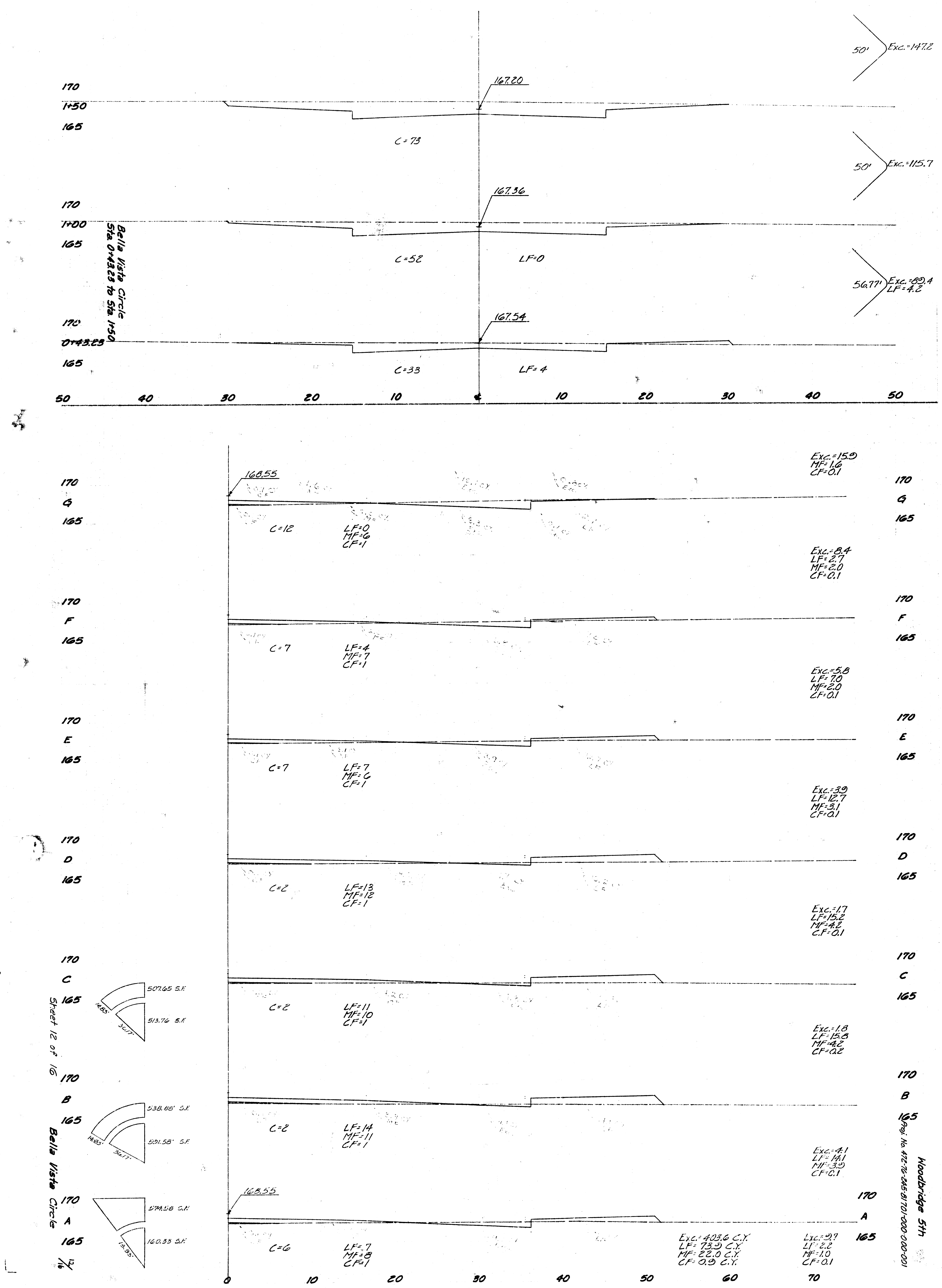
PROJECT NUMBER
472-74-245-81707-800-000-001

Woodbridge 5th

Proj. No. 472-76-245-81701-000-000-001



Pine Grove/Bella Vista
Sta. 19+27.53 to Sta. 22+00

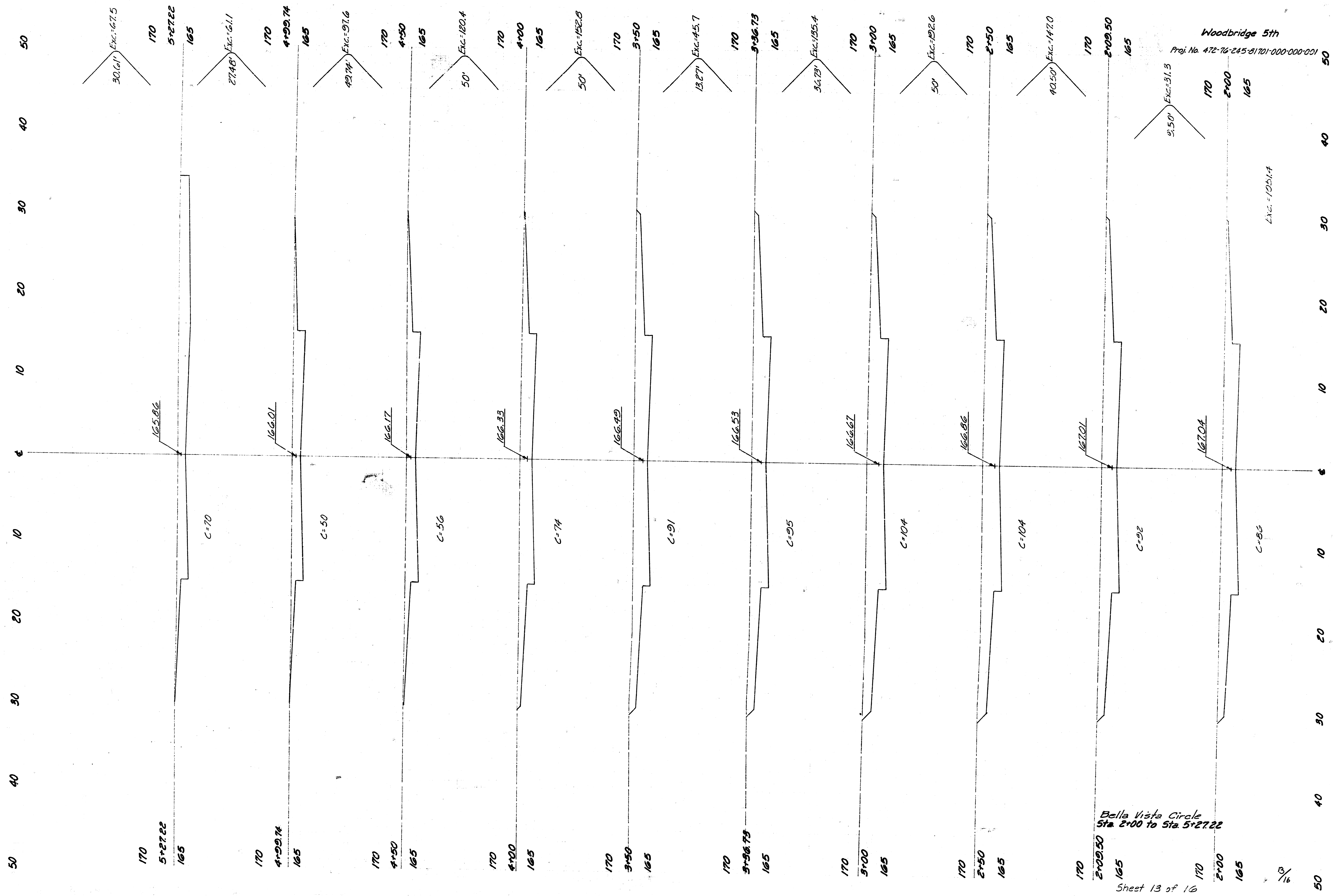


Woodbridge 5th
Proj. No. 472-76-265-81701-000-000-001

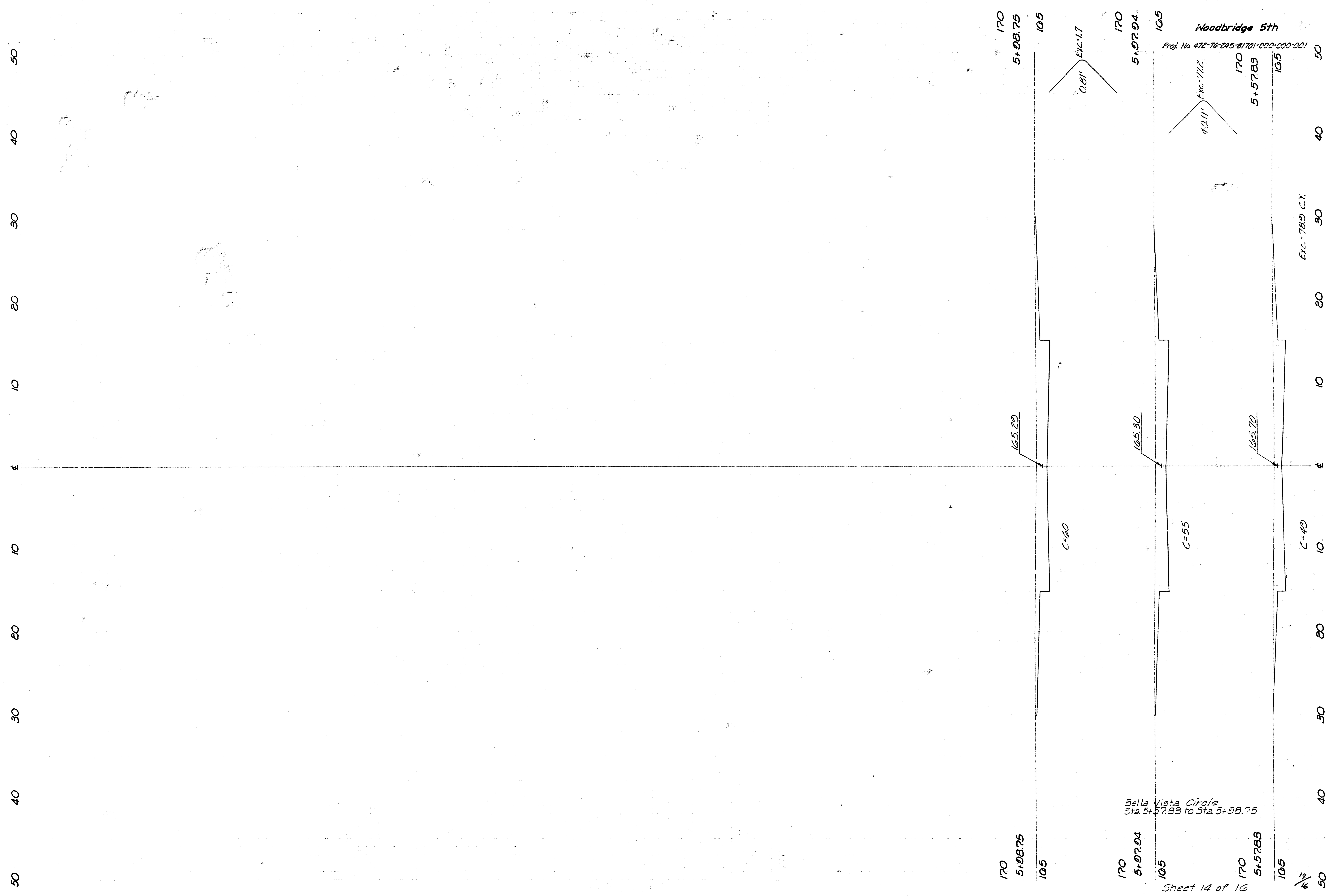
Bella Vista Circle

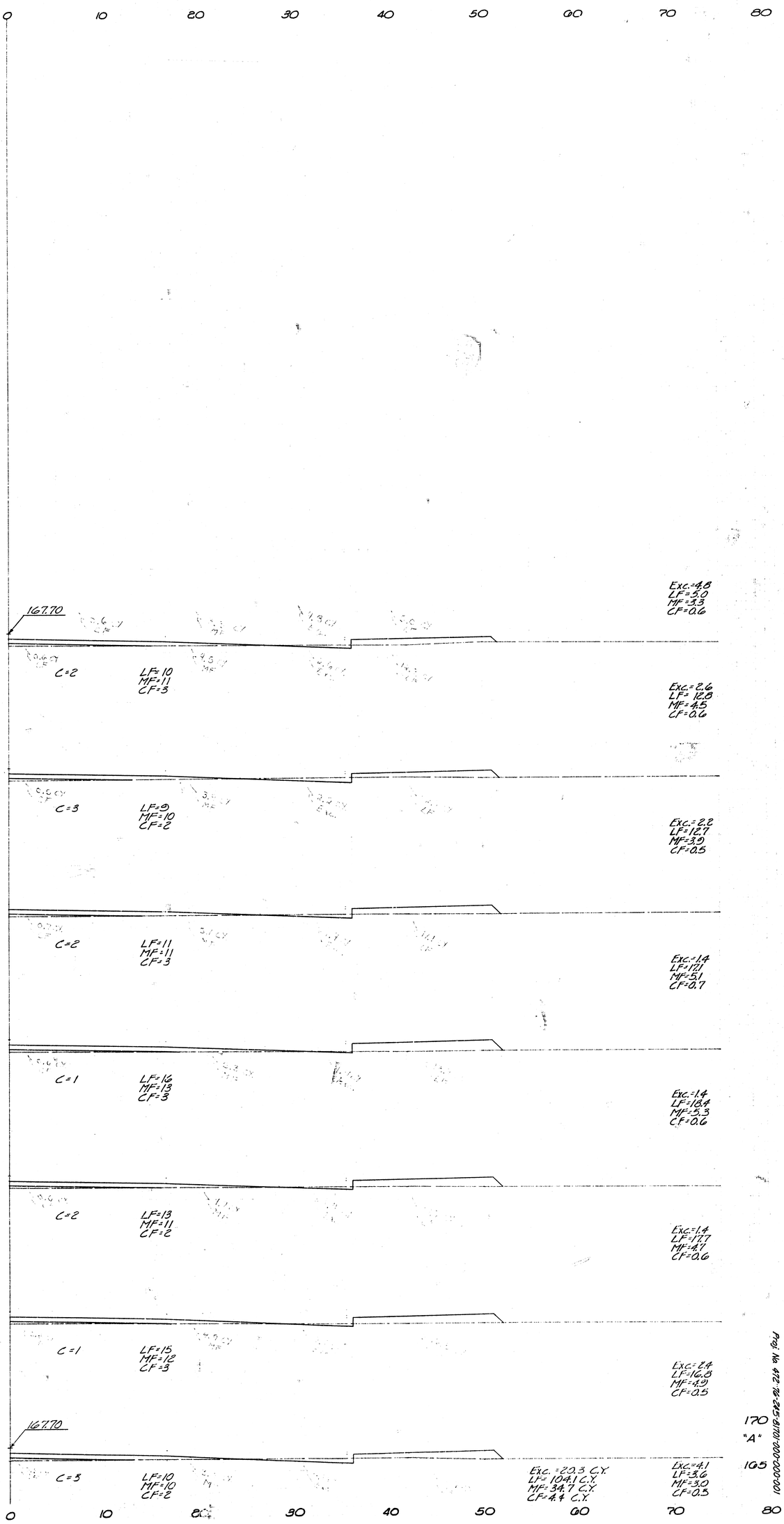
Woodbridge 5th

Proj. No. 472-76-245-81701-000-000-001



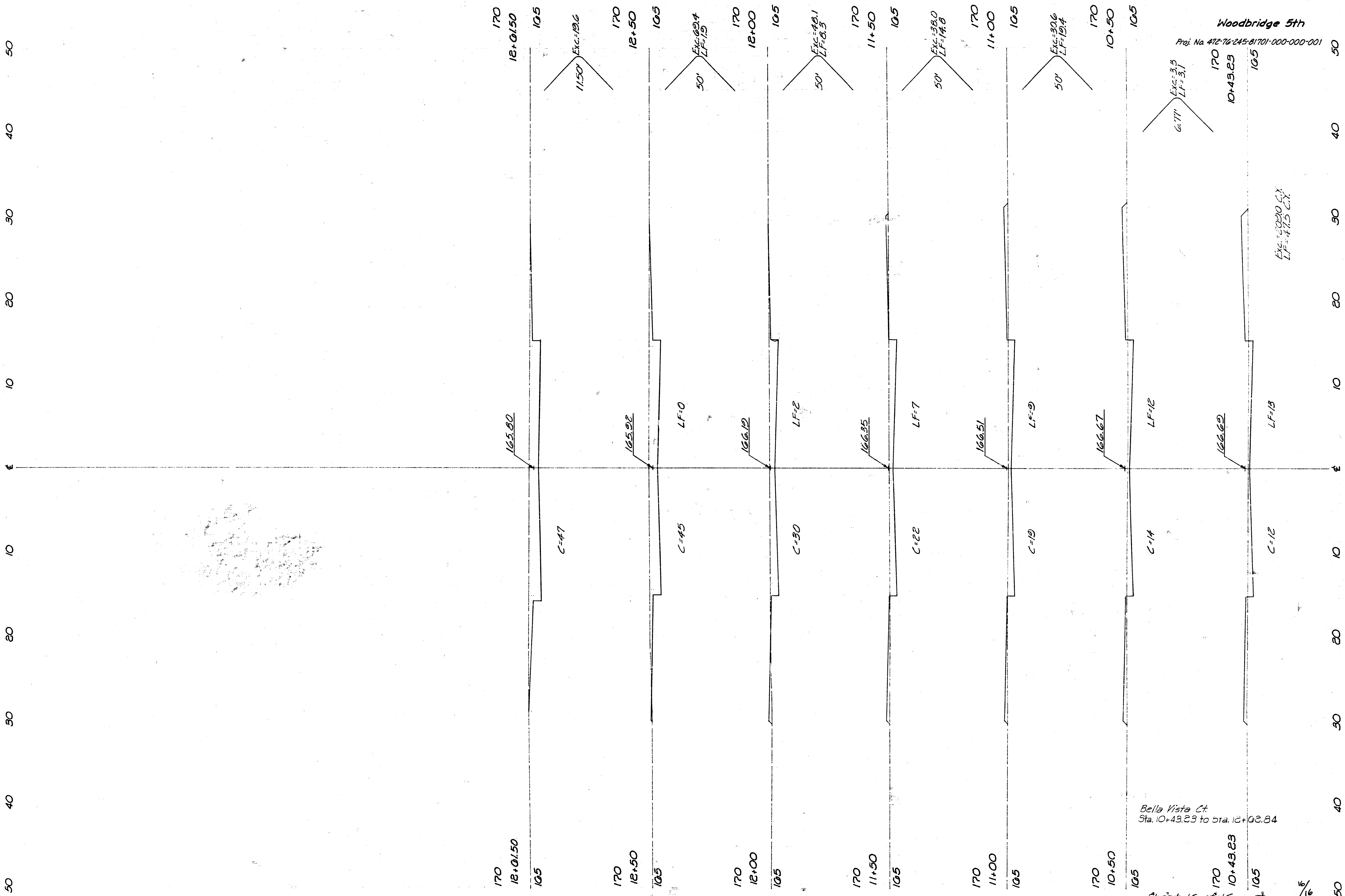
Bella Vista Circle
Sta. 2+00 to Sta. 5+27.22





Woodbridge 5th

Proj. No. 472-76-245-81701-000-000-001



Bella Vista Ct.
Sta. 10+43.23 to Sta. 12+03.84