SHEET NO.	TOTAL SHEETS
1	17

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

STREET IMPROVEMENTS

PRESCOTT - N.L. LOT 7, BLOCK 1 AND THE N.L. OF LOT 1, BLOCK 4, OAK CLIFF ESTATES 3RD ADDITION, TO THE S.L. 1ST STREET

DOUGLAS - N.L. OF OAK CLIFF ESTATES 3RD ADDITION TO THE WESTERLY LINE OF PRESCOTT

PRESCOTT COURT - NORTHEASTERLY LINE OF PRESCOTT TO AND INCLUDING CUL-DE-SAC SERVING LOTS 3 THROUGH 11 INCLUSIVE, BLOCK 4

PRESCOTT COURT - SOUTHWESTERLY LINE OF PRESCOTT TO AND INCLUDING CUL-DE-SAC SERVING LOTS 1 THROUGH 6 INCLUSIVE, BLOCK 1

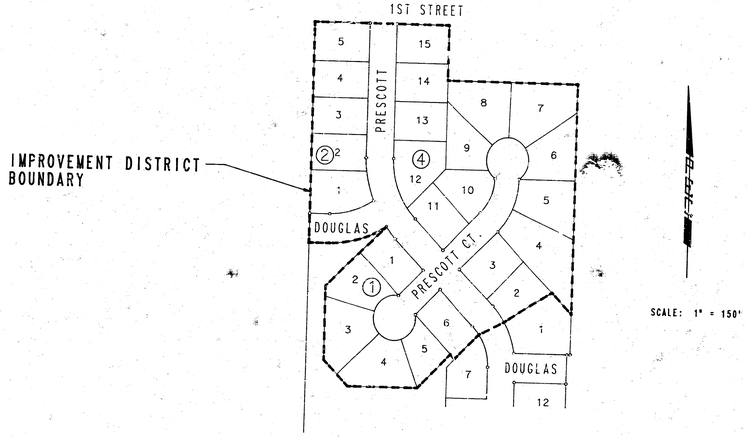
IN

OAK CLIFF ESTATES 3RD ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81459-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL 35' PAVEMENT DETAILS
4. TYPICAL 29' PAVEMENT DETAILS
5.-9. PLAN SHEETS
10. STANDARD DRIVE ENTRANCES
11.-17. CROSS SECTIONS



PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: CHISELED "O" TOP CURB WEST SIDE PARKDALE AT SOUTH CURB RETURN OF DOUGLAS. ELEV.=147.74

BENCH MARK: CHISELED "O" TOP CURB P.T. SOUTH SIDE DOUGLAS AT HOUSE NO. 11203 (NEAR MAILBOX). ELEV.=148.48

BENCH MARK: 3 60-d NAILS IN SOUTH FACE 8" HACKBERRY, APPROX. 1' ABOVE GROUND, ALONG WEST PROPERTY LINE, NEAR LOT 4, BLOCK 2. ELEV.=152.40

EARTHWORK

EXCAVATION		MANIPULATED FILL	
X-SECTIONS	3,416 CU. YDS.	X-SECTIONS	65 CU. YDS.
10%	342 CU. YDS.	10%	7 CU. YDS.
TOTAL	3,758 CU. YDS.	TOTAL	72 CU. YDS.

COMPACTED FILL		LOOSE FILL	
X-SECTIONS	42 CU. YDS.	X-SECTIONS	309 CU. YDS.
10%	4 CU. YDS.	10%	31 CU. YDS.
TOTAL	46 CU. YDS.	TOTAL	340 CU. YDS.

SUBGRADE MANIPULATION= 5,972 S.Y.

GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA 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 LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL-TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS IF ANY SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT.

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.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED AS "LOOSE FILL" ON SITE. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. WASTE MATERIAL SHALL BE GRADED, DOZED AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

MAY, 1987

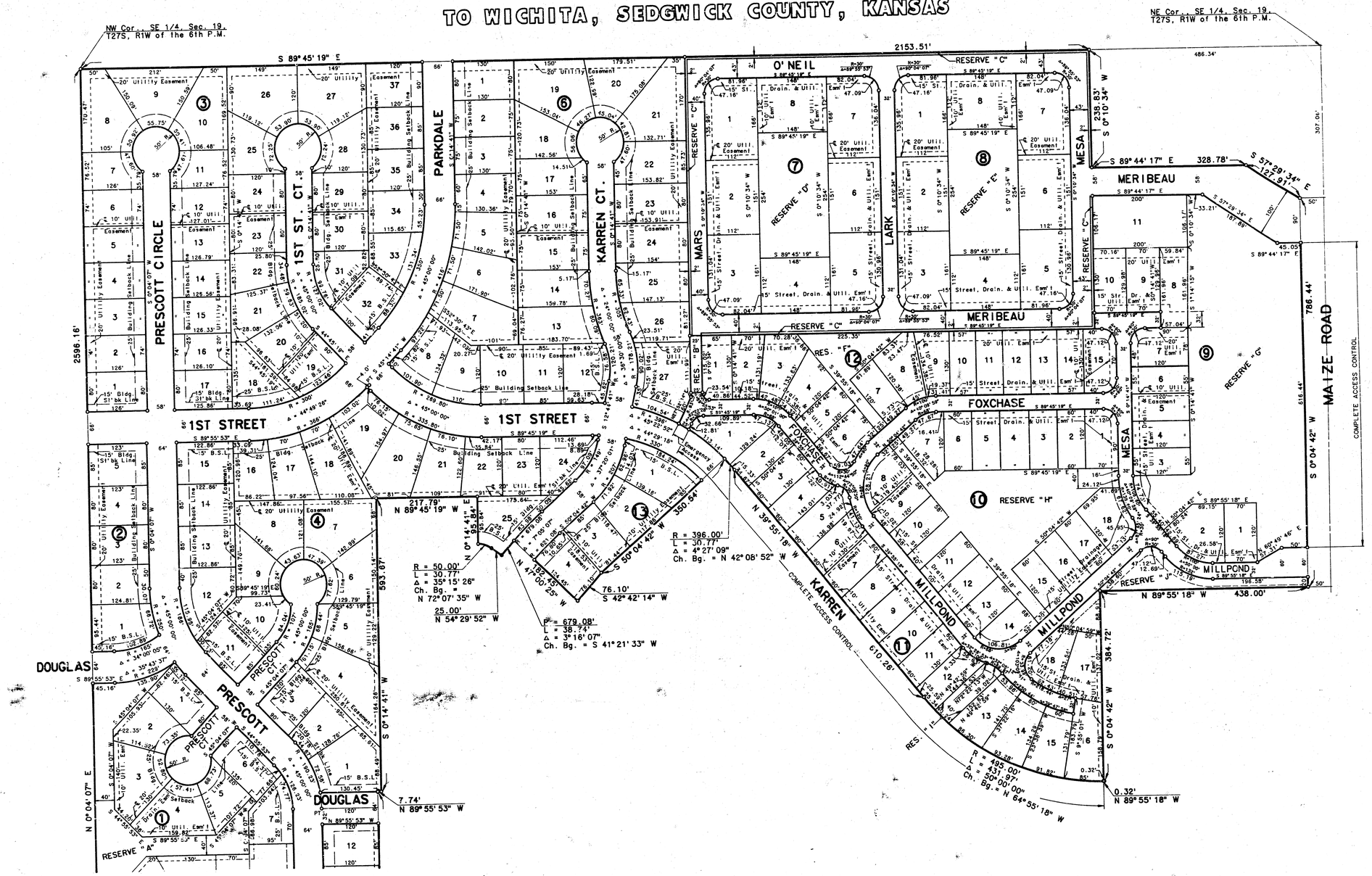
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

M-1 7-22

OAK CLIFF ESTATES 3RD ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS



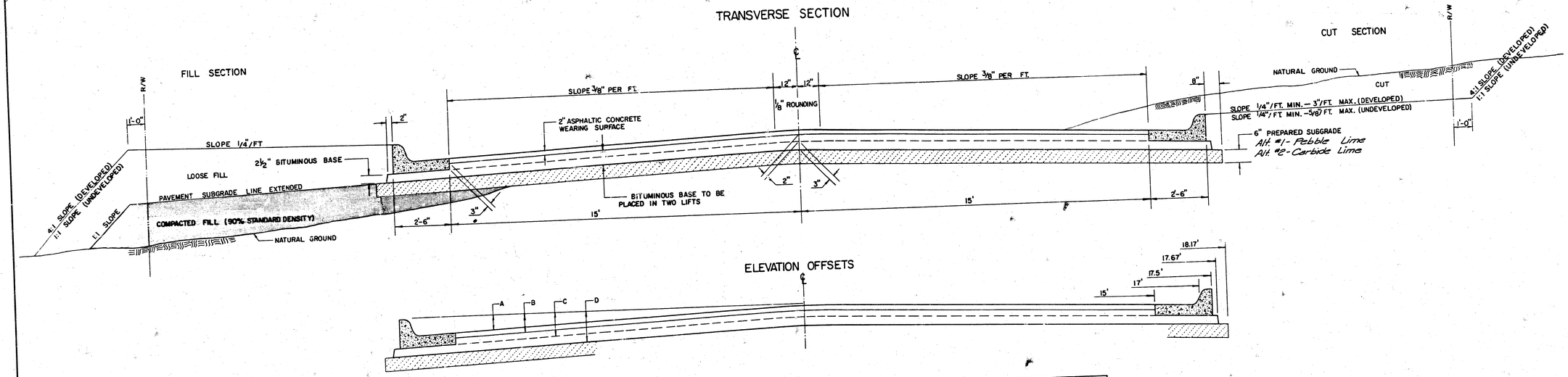
Project No. 472 76 845 81459 000 000 001 Sheet No. 2 of 17

M-1 7-22B

M-1 7-22A

TYPICAL 35' PAVEMENT DETAILS

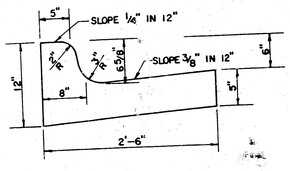
TRANSVERSE SECTION



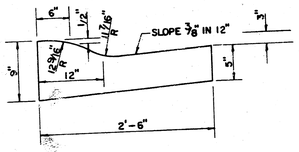
ELEVATION OFFSETS

	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	1.19	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.

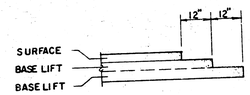
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 PAVEMENT 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

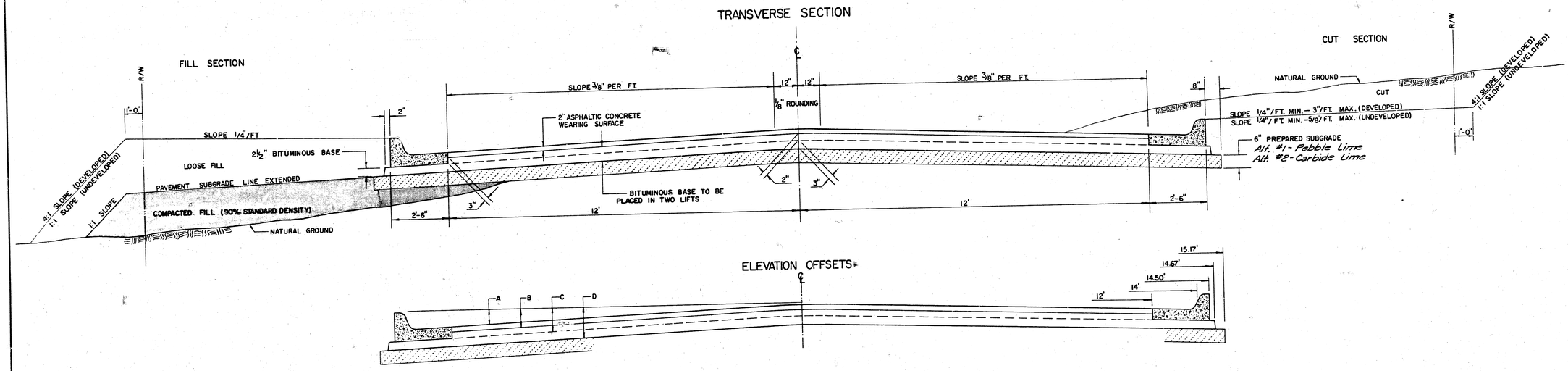
CITY OF WICHITA, KANSAS

PROJECT NUMBER

472 76 245 81459 000 000 001

TYPICAL 29' PAVEMENT DETAILS

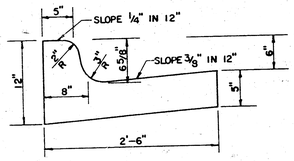
TRANSVERSE SECTION



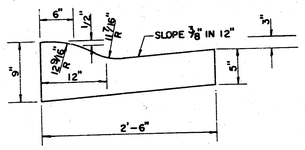
ELEVATION OFFSETS

	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.

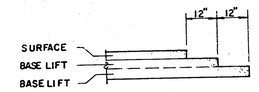
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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).

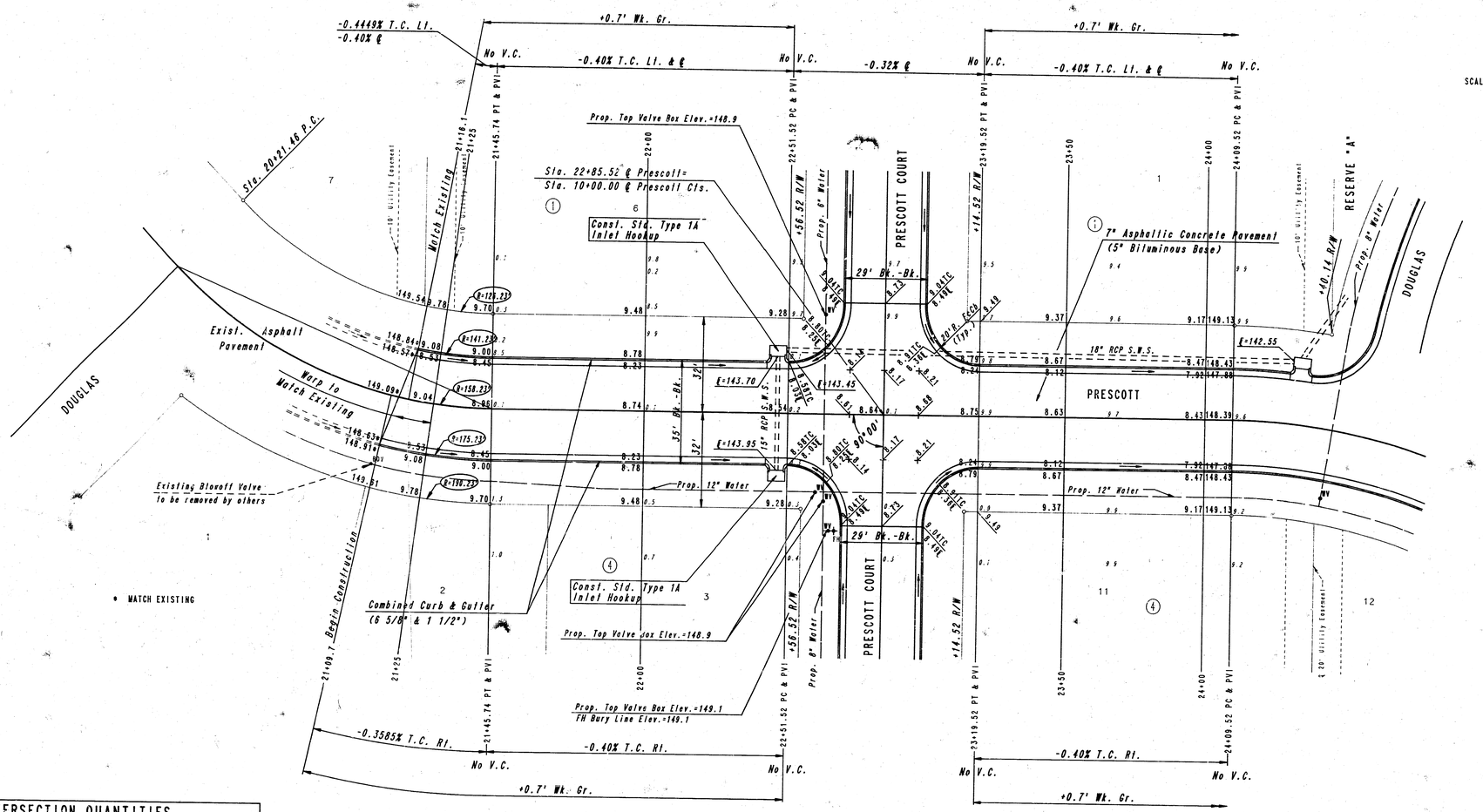
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

472 76 245 81459 000 000 001

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81459-000-000-001	5	17



SCALE: 1" = 20'

* MATCH EXISTING

INTERSECTION QUANTITIES

- ____ S.Y. — " Unreinforced Concrete Pavement
- 390.16 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 38.52 S.Y. 2 1/2" Bituminous Base
- 125.66 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- ____ L.F. Median Combined Curb & Gutter (—")
- ____ Ea. Standard Wheelchair Ramp Construction
- ____ S.F. 4" Sidewalk Concrete Pavement
- 435.34 S.Y. Subgrade Stabilization Manipulation
- 5.66 Tons Carbide Lime Subgrade Stabilization
- 3.92 Tons Pebble Quicklime Subgrade Stabilization
- ____ Tons Cement Subgrade Stabilization
- ____ Tons Fly Ash Subgrade Stabilization
- ____ Tons Preheater Fines Subgrade Stabilization
- ____ S.Y. Reinf. V.G. —" Concrete & —" Asphaltic Concrete Base

℄ CURVE DATA

Δ=45°00'00" D=36°12'34" R=158.23' L=124.28' T=65.54' E=13.04'

CURVE DATA BASED ON ℄ RADIUS Δ/2=22°30'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
20+21.46	———	———	———	0°00'00"	0°00'00"
21+00	78.54'	65.45'	90.02'	14°13'10"	14°13'10"
21+13	13.00'	10.94'	15.05'	2°21'13"	16°34'23"
21+25	12.00'	10.10'	13.89'	2°10'20"	18°44'43"
21+45.74	20.74'	17.45'	24.00'	3°45'17"	22°30'00"

Def./Ft. = 10.862568 Min.

NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS.

PRESCOTT

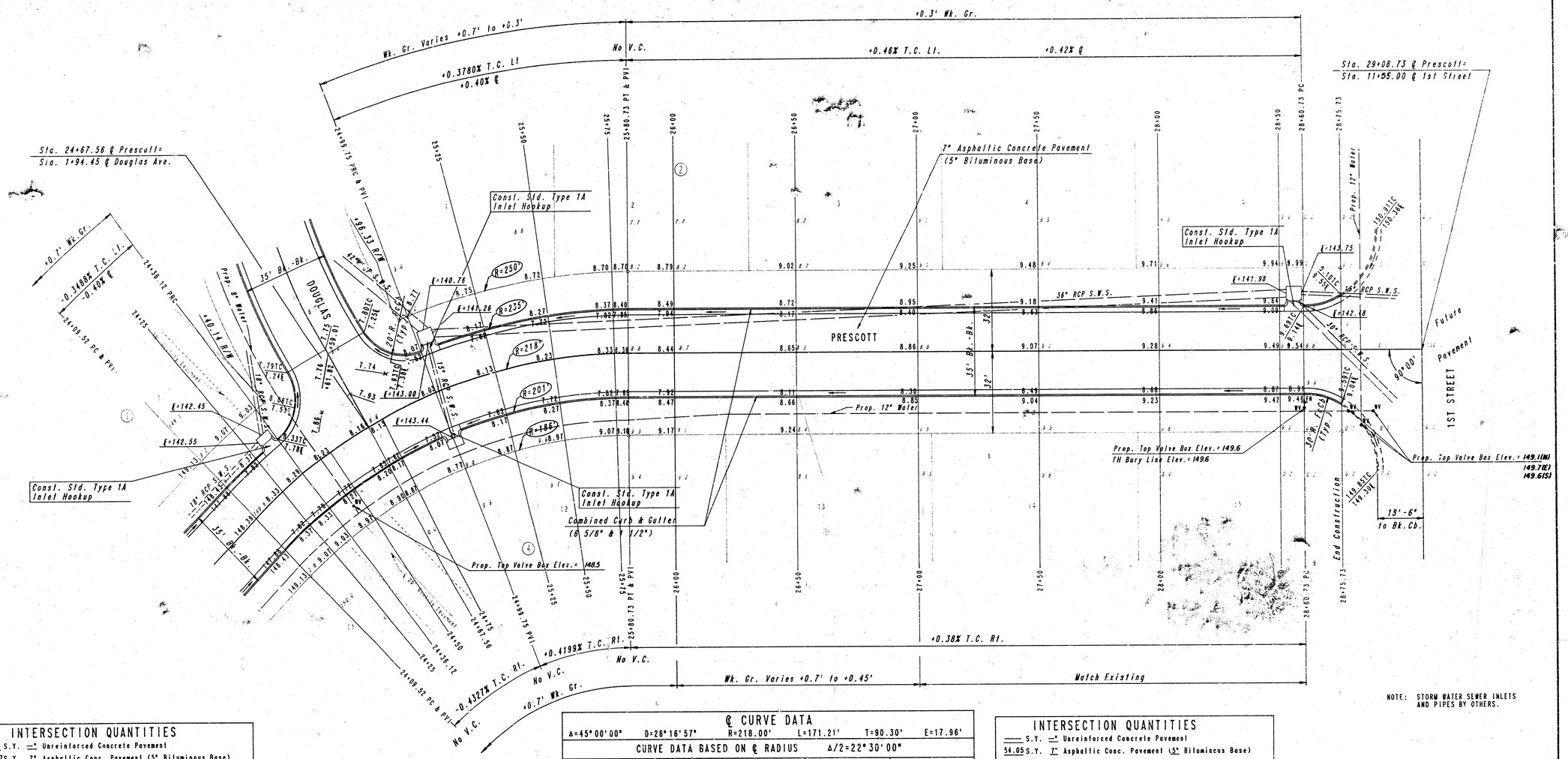
STA. 21+09.70 TO STA. 24+09.52

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

Designed by	CSB	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 86639-1

PROJECT NO.	SHEET NO.	SHEETS
472-76-245-81459-000-000-001	R	17

SCALE: 1" = 20'



NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS.

INTERSECTION QUANTITIES

___	S.Y. —" Unreinforced Concrete Pavement
191.27	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
17.31	S.Y. 2 1/2" Bituminous Base
56.48	L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
___	L.F. Median Combined Curb & Gutter (—")
___	Ea. Standard Wheelchair Ramp Construction
___	S.F. 4" Sidewalk Concrete Pavement
211.58	S.Y. Subgrade Stabilization Manipulation
2.75	Tons Carbide Lime Subgrade Stabilization
1.90	Tons Pebble Quicklime Subgrade Stabilization
___	Tons Cement Subgrade Stabilization
___	Tons Fly Ash Subgrade Stabilization
___	Tons Preheater Fines Subgrade Stabilization
___	S.Y. Reinf. V.G. —" Concrete &—" Asphaltic Concrete Base

℄ CURVE DATA

Δ=45°00'00" D=26°16'57" R=218.00' L=171.21' T=90.30' E=17.96'

CURVE DATA BASED ON ℄ RADIUS Δ/2=22°30'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
24+09.52	———	———	———	0°00'00"	0°00'00"
24+25	15.48'	17.25'	13.70'	2°02'04"	2°02'04"
24+36.12	11.12'	12.39'	9.84'	1°27'41"	3°29'45"
24+50	13.88'	—	12.29'	1°49'27"	5°19'12"
24+67.56	17.56'	—	15.54'	2°18'28"	7°37'40"
24+75	7.44'	—	6.59'	0°58'40"	8°36'20"
24+99.75	24.75' 63.63'	— 70.68'	21.90'	3°15'09"	11°51'29"
25+25	25.25'	28.13'	22.34'	3°19'06"	15°10'35"
25+50	25.00'	27.85'	22.12'	3°17'07"	18°27'42"
25+75	25.00'	27.85'	22.12'	3°17'07"	21°44'49"
25+80.73	5.73'	6.39'	5.07'	0°45'11"	22°30'00"

Defl./ft = 7.885053 Min.

INTERSECTION QUANTITIES

___	S.Y. —" Unreinforced Concrete Pavement
54.05	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
9.30	S.Y. 2 1/2" Bituminous Base
31.42	L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
___	L.F. Median Combined Curb & Gutter (—")
___	Ea. Standard Wheelchair Ramp Construction
___	S.F. 4" Sidewalk Concrete Pavement
65.10	S.Y. Subgrade Stabilization Manipulation
0.85	Tons Carbide Lime Subgrade Stabilization
0.59	Tons Pebble Quicklime Subgrade Stabilization
___	Tons Cement Subgrade Stabilization
___	Tons Fly Ash Subgrade Stabilization
___	Tons Preheater Fines Subgrade Stabilization
___	S.Y. Reinf. V.G. —" Concrete &—" Asphaltic Concrete Base

PRESCOTT

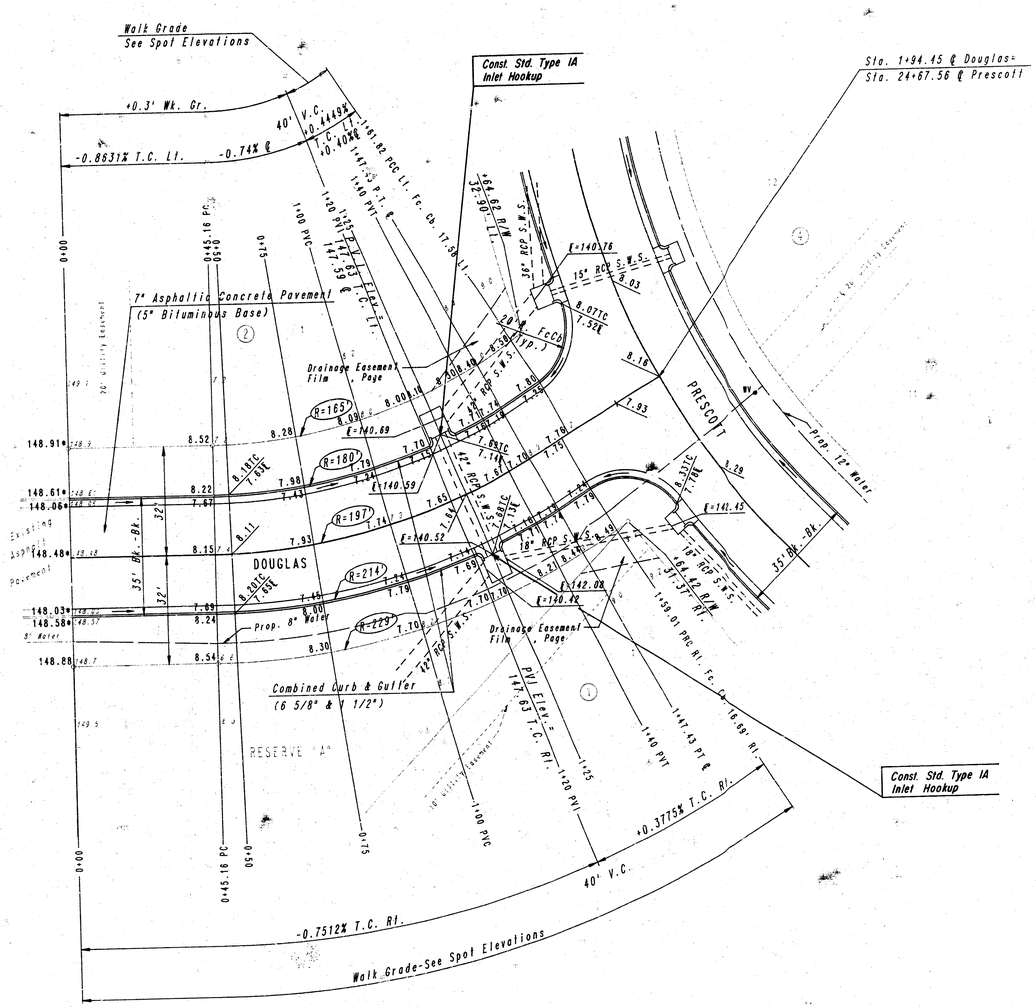
STA. 24+09.52 TO STA. 28+75.73

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

6/17

Designed by	CSB	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 86639-1

PROJECT NO.	SHEET NO	TOTAL SHEETS
472-76-245-81+59-000-000-001	7	17



SCALE: 1" = 20'

NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS.

℄ CURVE DATA

Δ=29°40'39" D=29°05'03" R=197.00' L=102.27' T=52.32' E=6.82'

CURVE DATA BASED ON ℄ RADIUS Δ/2=14°52'19.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
0+45.16	———	———	———	0°00'00"	0°00'00"
0+50	4.84'	4.23'	5.45'	0°42'13.5"	0°42'13.5"
0+75	25.00'	21.81'	28.15'	3°38'08"	4°20'21.5"
1+00	25.00'	21.81'	28.15'	3°38'08"	7°58'29.5"
1+25	25.00'	21.81'	28.15'	3°38'08"	11°36'37.5"
1+47.43	22.43'	19.57'	25.26'	3°15'42"	14°52'19.5"

Defl./Ft. = 8.725188 Min.

* MATCH EXISTING

DOUGLAS

STA. 0+00.00 TO STA. 1+94.45

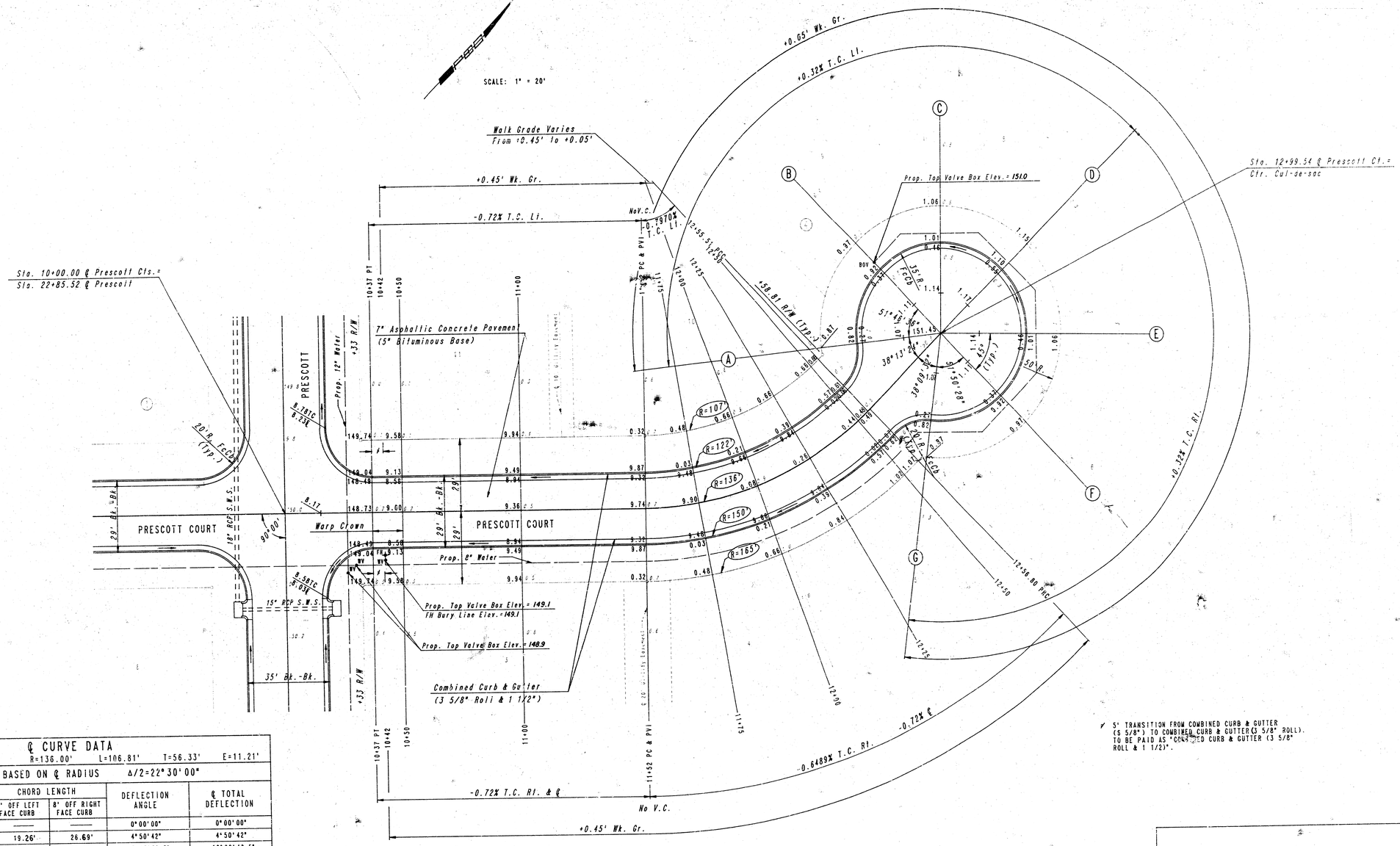
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	CSB	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 86639-1

7/17

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81459-000-000-001	8	17

SCALE: 1" = 20'



℄ CURVE DATA

Δ=45°00'00" D=42°07'45" R=136.00' L=106.81' T=56.33' E=11.21'

CURVE DATA BASED ON ℄ RADIUS Δ/2=22°30'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
11+52	———	———	———	0°00'00"	0°00'00"
11+75	23.00'	19.26'	26.69'	4°50'42"	4°50'42"
12+00	25.00'	20.93'	29.00'	5°15'58.5"	10°06'40.5"
12+25	25.00'	20.93'	29.00'	5°15'58.5"	15°22'39"
12+50	25.00'	20.93'	29.00'	5°15'58.5"	20°38'37.5"
12+55.51	5.51'	4.62'	6.40'	1°09'39"	21°48'16.5"
12+56.80	1.29'	———	1.50'	0°16'19"	22°04'35.5"
12+58.81	2.01	———	———	0°25'24.5"	22°30'00"

Defl./ft. = 12.639266 Min.

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB

✓ 5' TRANSITION FROM COMBINED CURB & GUTTER (5 5/8") TO COMBINED CURB & GUTTER(3 5/8" ROLL). TO BE PAID AS "COMBINED CURB & GUTTER (3 5/8" ROLL & 1 1/2)".

PRESCOTT COURT

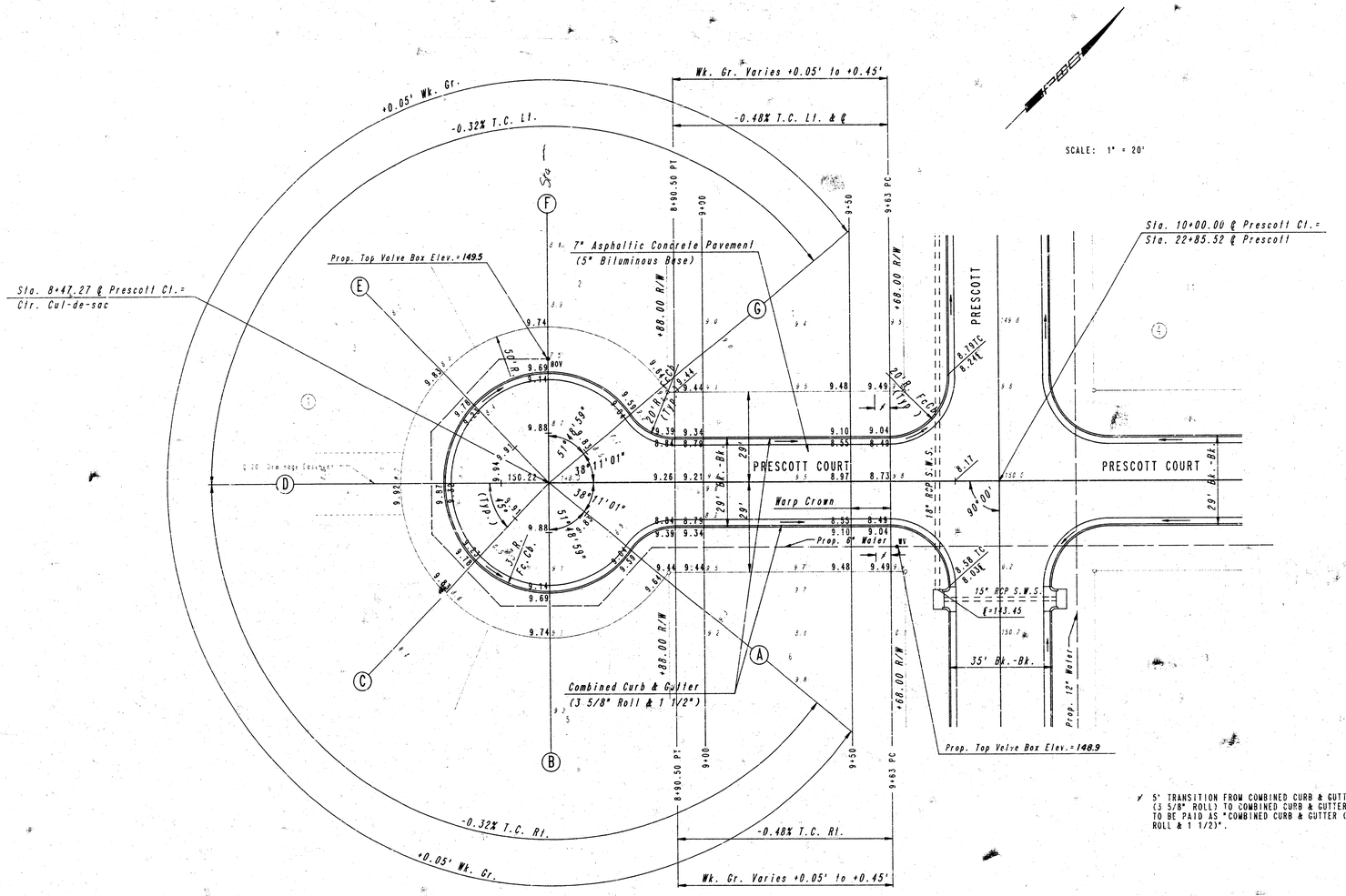
STA. 10+37.00 TO STA. 12+99.54

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

Designed by	CSB	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 86639-1

8/17

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81459-000-000-001	9	17



5' TRANSITION FROM COMBINED CURB & GUTTER (3 5/8" ROLL) TO COMBINED CURB & GUTTER (6 5/8"). TO BE PAID AS "COMBINED CURB & GUTTER (3 5/8" ROLL & 1 1/2)".

NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS.

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB

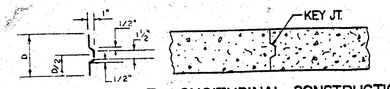
PRESCOTT COURT

STA. 8+47.27 TO STA. 9+63.00

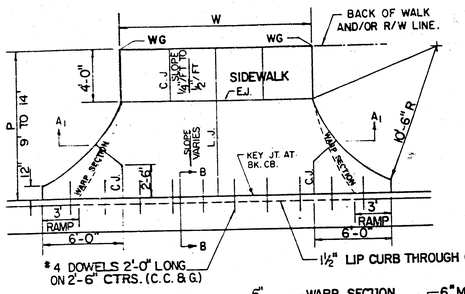
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

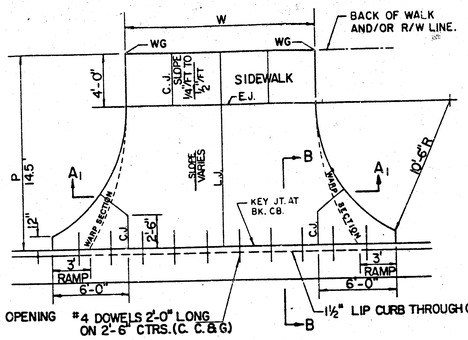
Designed by	CSB	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 86639-1

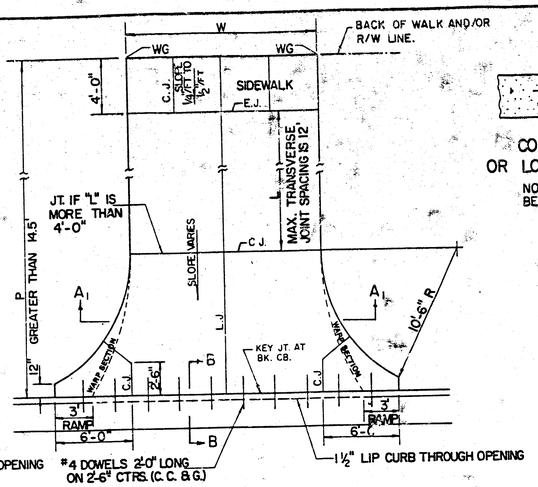
9/17

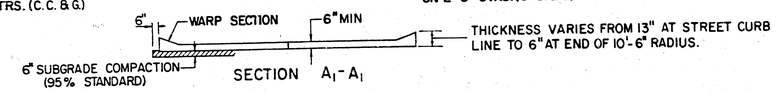


ALT. LONGITUDINAL CONSTRUCTION JOINT



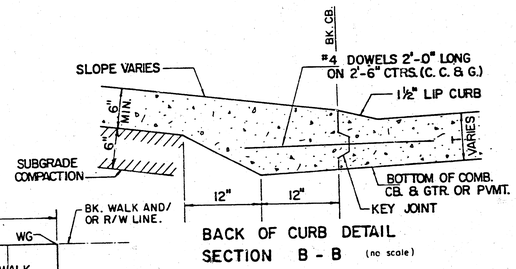




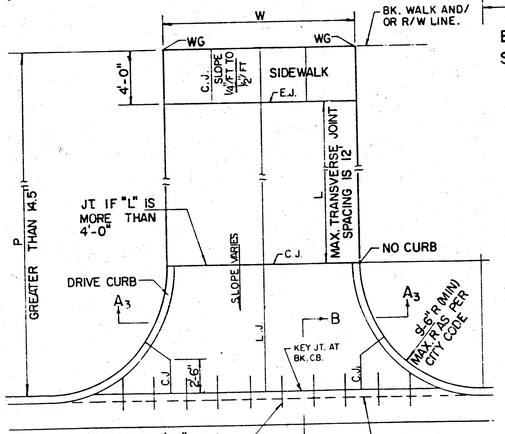


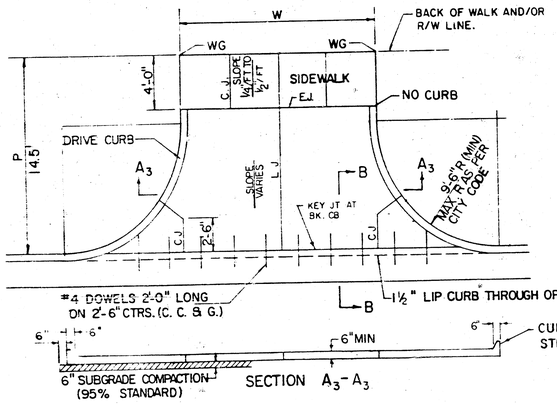
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'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



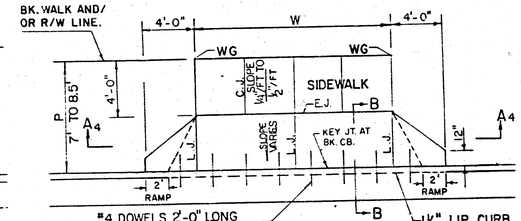
BACK OF CURB DETAIL
SECTION B - B (no scale)

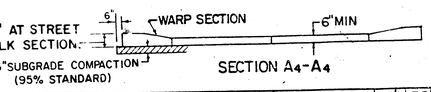




PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT "WG" ABOVE TOP OF FULL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

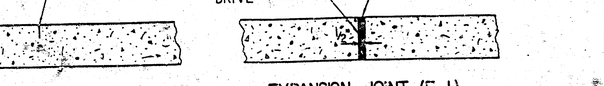
FULL RADIUS DRIVES (P=14.5' & GREATER)





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'

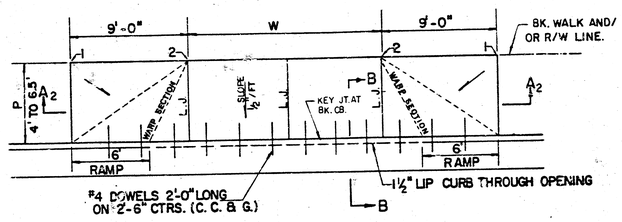
FULL RAMP DRIVE (P=7.0' TO 8.5')

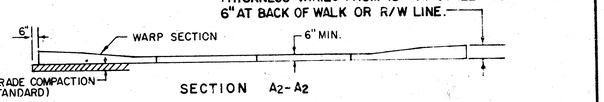


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

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. "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. 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" WA-WA 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 PUSSIBLE. 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 76 245 81459 000 000 001

10/17

50 40 30 20 10 ℄ 10 20 30 40 50

150
24+09.52
145

148.39

C=98

26.60' Exc.=98.5

150
24+09.52
145

148.57

150
23+64.52
145

C=98

45' Exc.=158.3

150
23+64.52
145

148.75

150
23+19.52
145

C=92

34' Exc.=162.4

150
23+19.52
145

148.54

150
22+85.52
145

C=166

34' Exc.=186.4

150
22+85.52
145

148.54

150
22+51.52
145

C=130

LF=0

51.52' Exc.=232.8
LF=2.9

150
22+51.52
145

148.74

150
22+00
145

C=114

LF=3

54.26' Exc.=220.1
LF=3.0

150
22+00
145

148.96

150
21+45.74
145

C=105

LF=0

32.74' Exc.=63.7

150
21+45.74
145

Match Exist.

150
21+13
145

C=0

150
21+13
145

150
21+08.58
145

Exc.=1321.8 C.Y.
LF=5.9 C.Y.

Oak Cliff 3rd
Prescott
Proj. No. 412-76-245-8459-000-000-001

150
21+08.58
145

Prescott
Sta 21+08.58 to Sta. 24+09.52

TOTALS
Exc.=3415.5 C.Y.
LF=308.6 C.Y.
MF=64.9 C.Y.
CF=41.5 C.Y.

Sheet 11 of 17

11/17

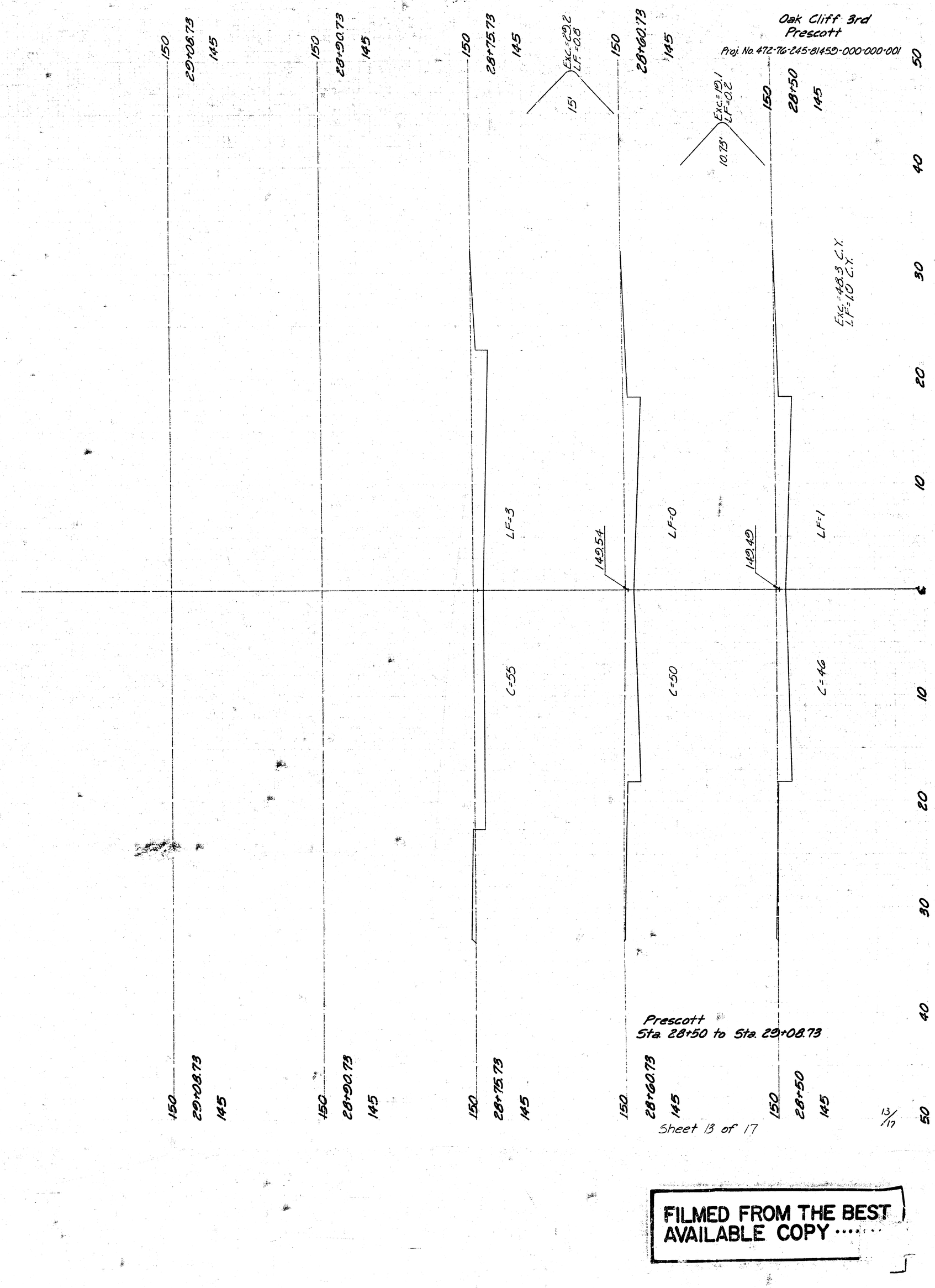
50 40 30 20 10 ℄ 10 20 30 40 50

Oak Cliff 3rd
Prescott

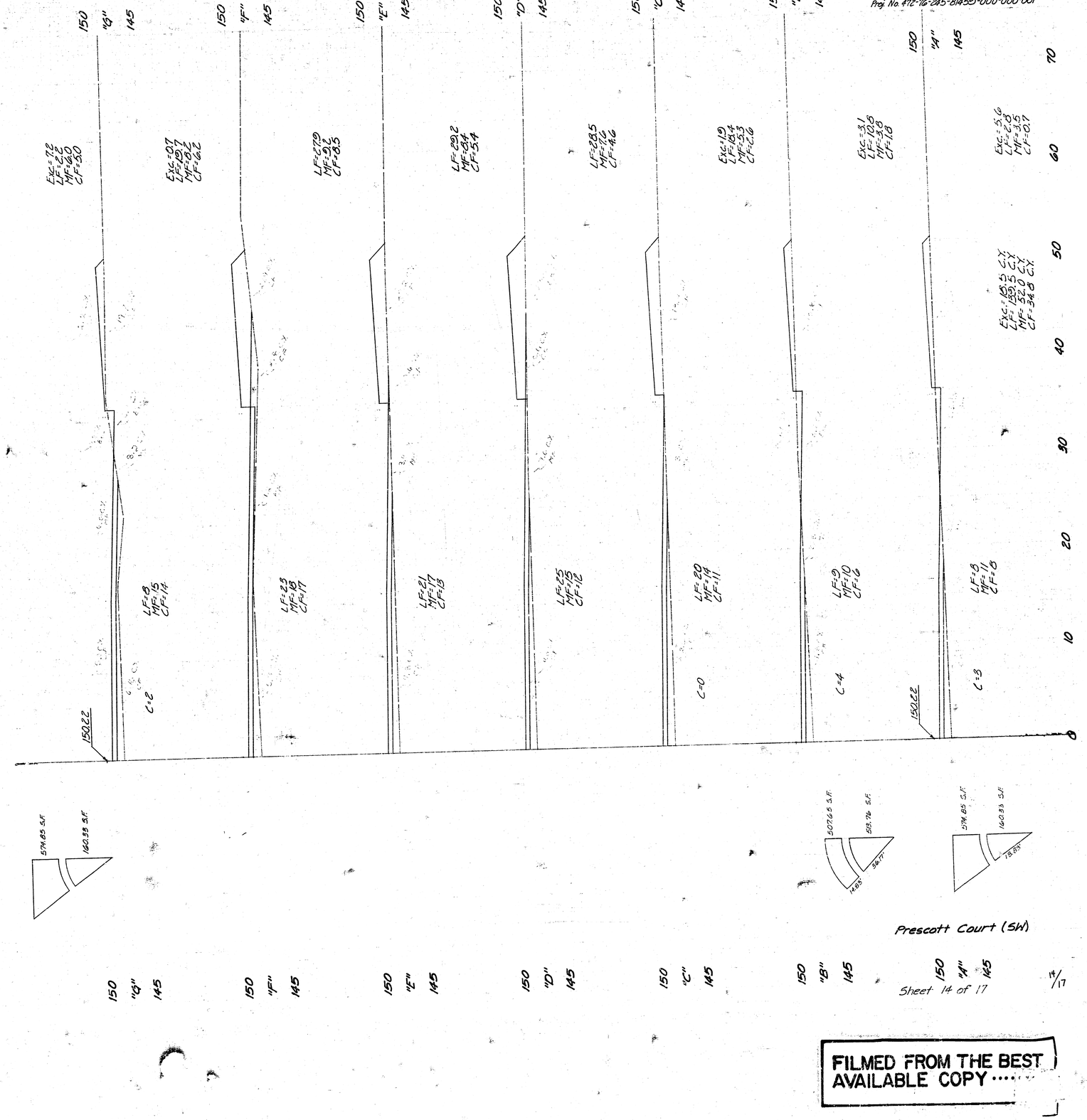
Proj. No. 472-76-245-81455-000-000-001

Prescott
Sta. 24+36.12 to Sta. 28+00

Sheet 12 of 17



Oak Cliff 3rd
Prescott Court
Proj. No. 472-76-245-814450-000-000-001



Prescott Court (SW)

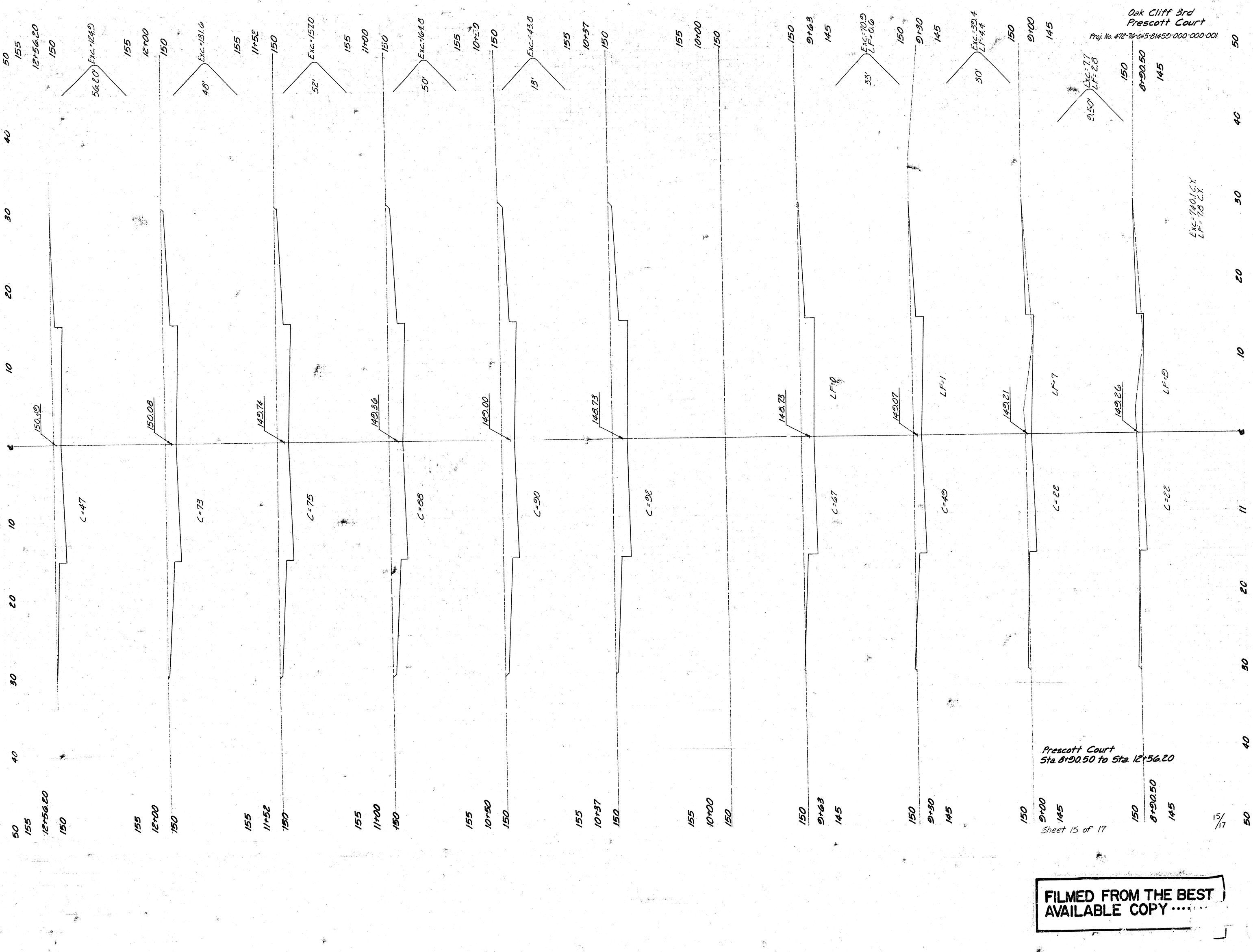
Sheet 14 of 17

14/17

Oak Cliff 3rd
Prescott Court

Proj. No. 472-76-245-81459-000-000-001

Prescott Court
Sta. 8+90.50 to Sta. 12+56.20



Sheet 15 of 17

15/17

Oak Cliff 3rd
Prescott Court
Proj. No. 472-76-845-81455-000-000-001