SHEET NO. 1

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

STREET IMPROVEMENTS

CLUBHOUSE DRIVE - E.L. WEBB ROAD TO 424.5' S.E. OF E.L. STONEYBROOK

IN

TALLGRASS EAST ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81626-000-000-001

INDEX OF SHEETS

1.	TITLE SHEET
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10.	STANDARD DRIVE ENTRANCES
11.	SIDEWALK PLAN
12.-14.	CROSS SECTIONS

PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: C.O.W. DISC 44' SOUTH AND 48' EAST OF ℄ WEBB RD. AND 21ST STREET NORTH. ELEV.=205.24

BENCH MARK NO. 1: CHISELED "O" N.E. CORNER HEADWALL R.C.B. APPROX. 1050' EAST OF WEBB ROAD ON 21ST STREET NORTH. ELEV.=202.55

BENCH MARK NO. 2: CHISELED "O" TOP OF CURB AT EAST END OF ℄ MEDIAN ISLAND AT PLUMTHICKET CIRCLE AND WEBB ROAD. ELEV.=228.75

BENCH MARK NO. 3: C.O.W. DISC 32' NORTH AND 28' EAST OF W. 1/4 COR. SEC. 4, T27S, R2E AT WEBB ROAD AND 25TH STREET NORTH. ELEV.=225.05

BENCH MARK NO. 4: R.R. SPIKE IN N.E. FACE 12" OSAGE ORANGE APPROX. 150' LT. CLUBHOUSE DRIVE STA. 4+00. ELEV.=229.62

BENCH MARK NO. 5: R.R. SPIKE IN EAST FACE 10" ASH APPROX. 90' RT. CLUBHOUSE DRIVE STA. 13+80. ELEV.=214.54

BENCH MARK NO. 6: STEP-NAIL IN SOUTH FACE LAMINATED N.L.P. APPROX. 275' EAST AND 30' NORTH OF N.E. CORNER OF LOT 36, BLOCK 1. ELEV.=207.69

EARTHWORK

EXCAVATION

X-SECTIONS	2907 CU. YDS.
10%	291 CU. YDS.
TOTAL	3198 CU. YDS.

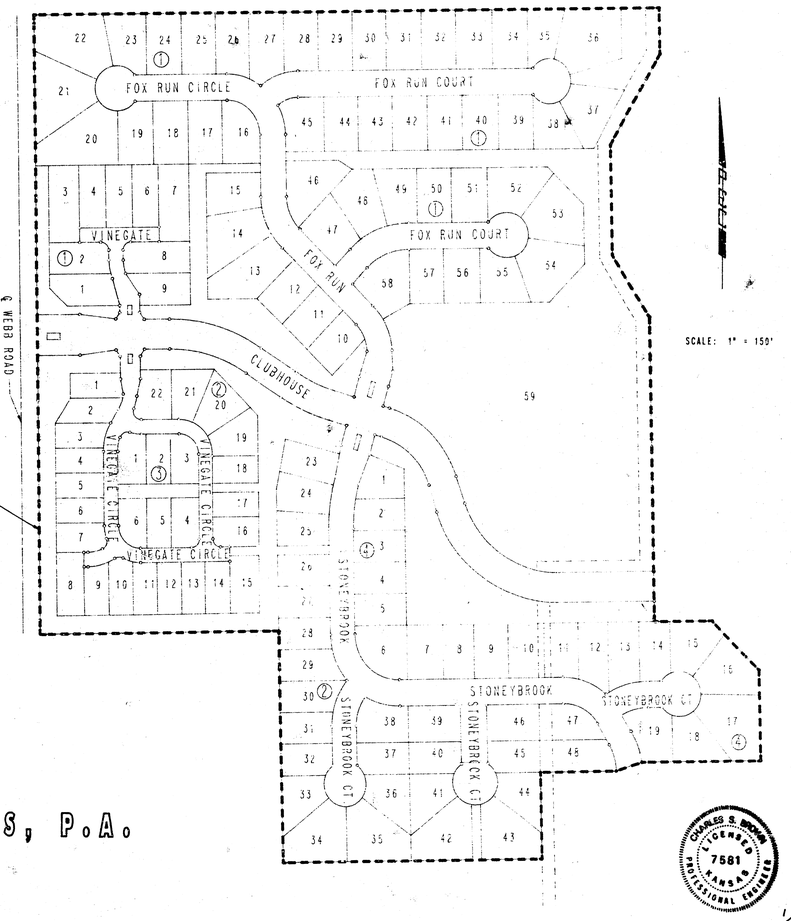
SUBGRADE MANIPULATION= 62297 S.Y.

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.

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 BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.



JUNE, 1987

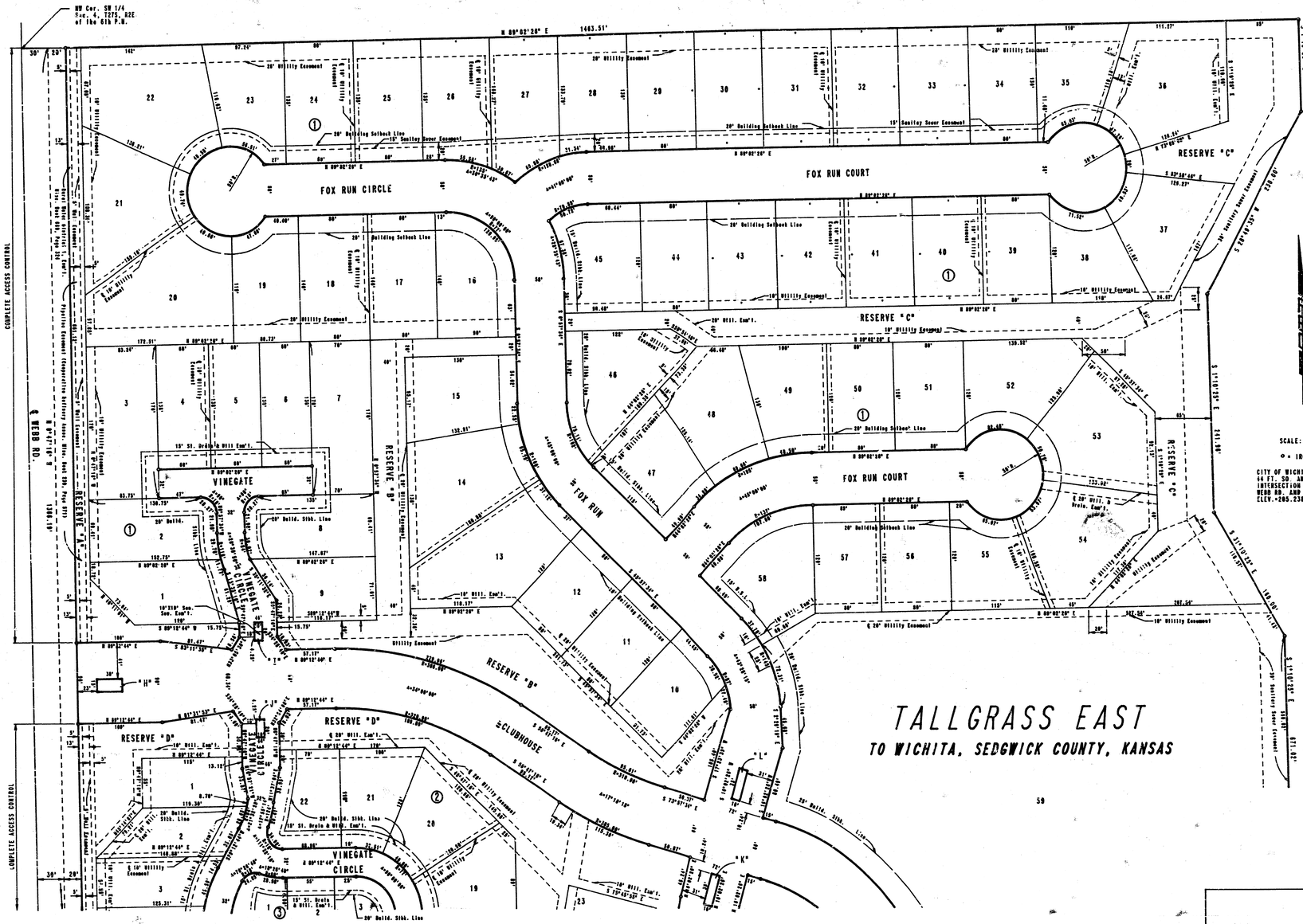
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

1/14

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81626-000-000-001	2	14



PLAT

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ENGINEERS
WICHITA, KANSAS

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Drawn by	DEP	Date MAR., 1987	Job No. 86476-3	

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472-76-245-81626-000-000-001	3	14

TALLGRASS EAST

TO WICHITA, SEDGWICK COUNTY, KANSAS

SCALE: 1" = 60'

PLAT

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

3/14

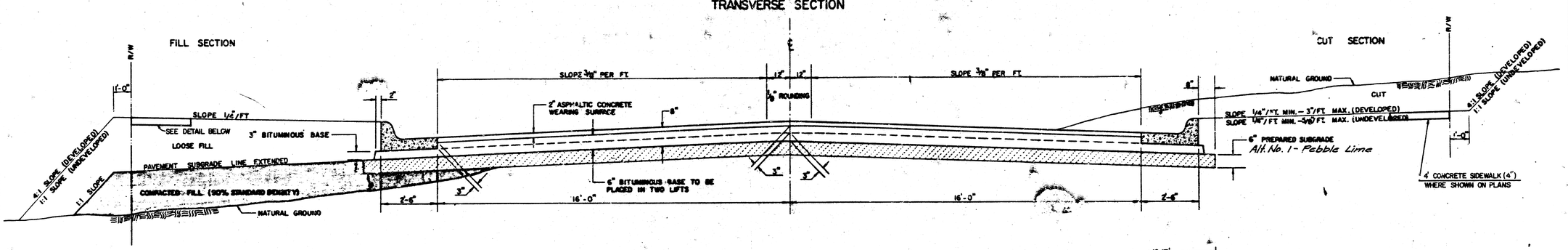
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Drawn by	DEP	Date MAR., 1987	Job No. 86476-3

Clubhouse

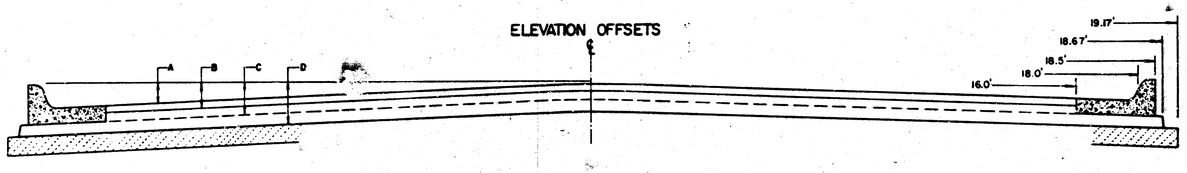
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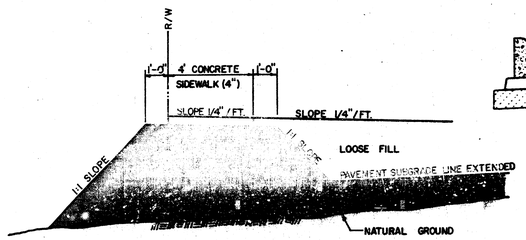
TYPICAL 37' PAVEMENT DETAILS

TRANSVERSE SECTION



ELEVATION OFFSETS

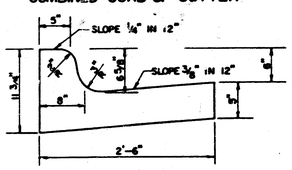




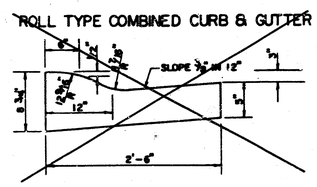
COMPACTED FILL DETAIL
WHEN SIDEWALK IS CONSTRUCTED

	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.

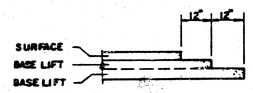
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS 4/14
PROJECT NUMBER
472 76 245 81GRG 000 000 001

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81626-000-000-001	5	14

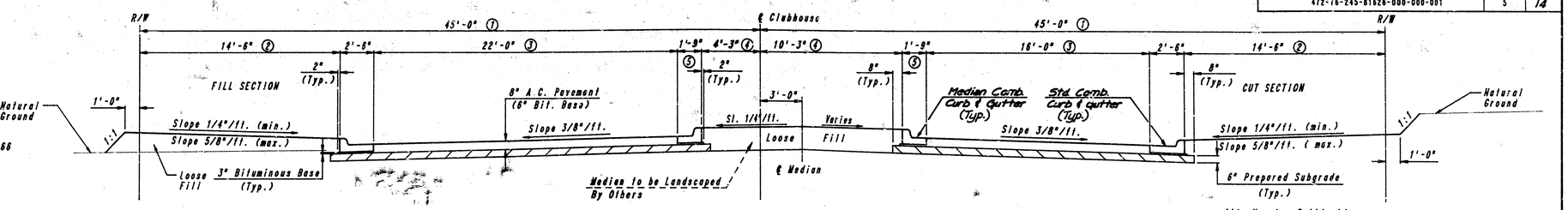
① Varies from Sta. 1+50 to Sta. 2+12. See Plan

② Varies From Sta. 0+92 to Sta. 2+12. See Plan

③ Varies from Sta. 1+56.66 to Sta. 2+12. See Plan

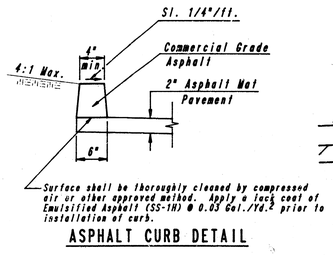
④ See Plan & Median Nose Details for Sta. 0+92 through Sta. 1+51.66. 0'-0" from Sta. 1+56.66 to Sta. 2+12.

⑤ 0'-0" from Sta. 1+51.66 to Sta. 2+12.

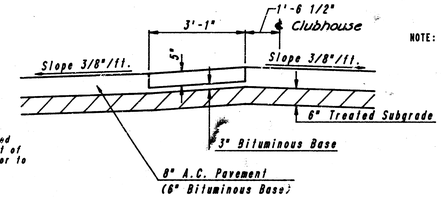


Alt. No. 1 - Pebble Lime

TYPICAL SECTION
Sta. 10+59.00 to Sta. 2+12.00

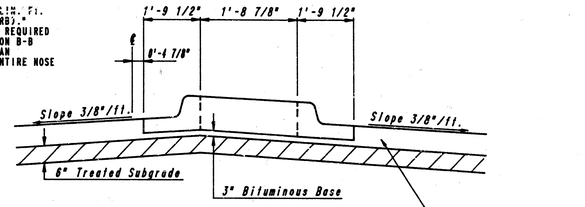


ASPHALT CURB DETAIL



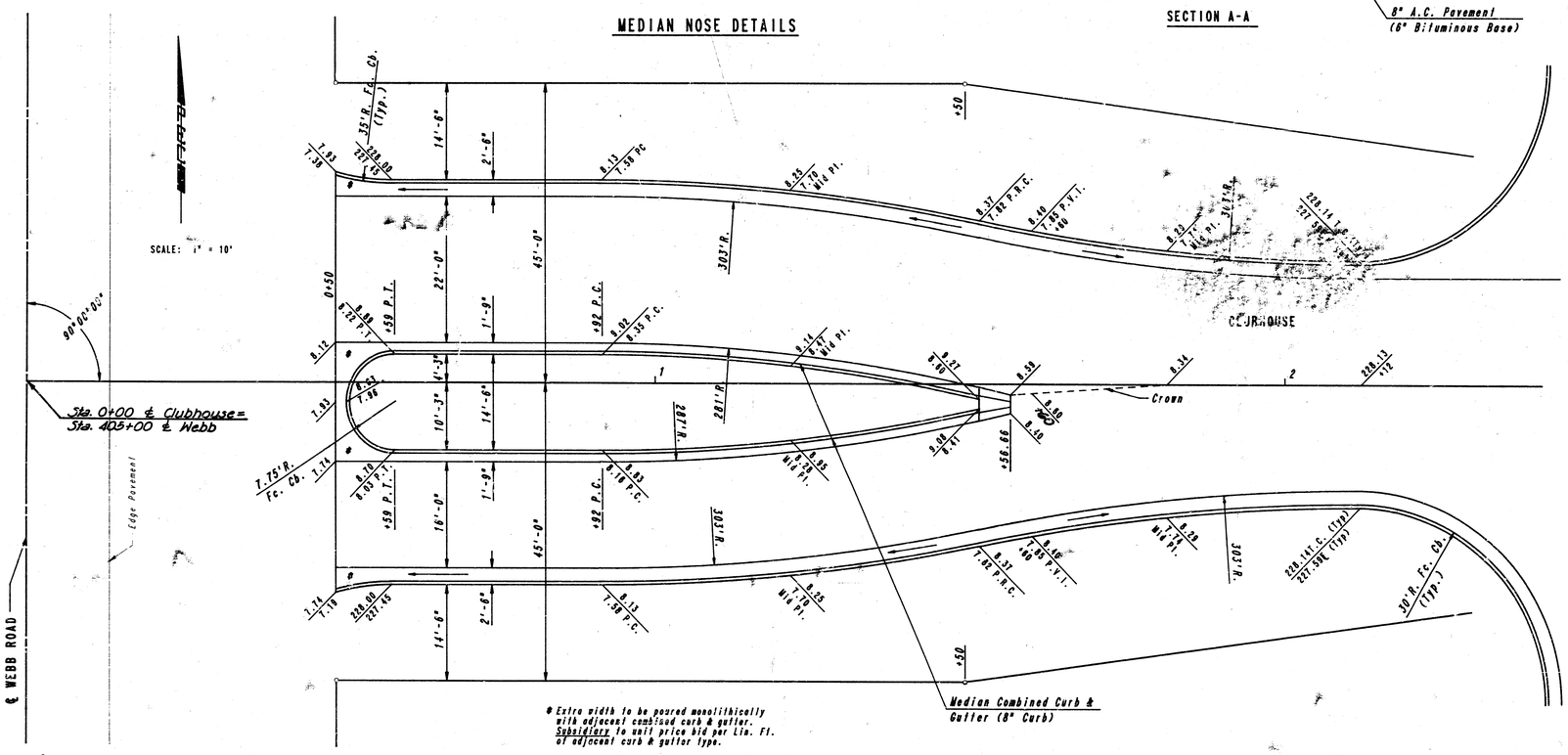
SECTION B-B

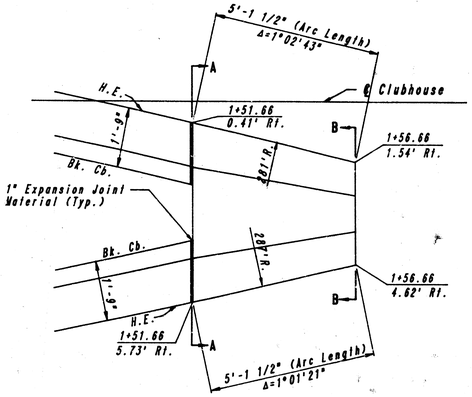
NOTE: MEDIAN NOSE SHALL BE PAID FOR AS 10.25 LIN. FT. "MEDIAN COMBINED CURB AND GUTTER (8" CURB)." SPECIAL SHAPING AND ADDITIONAL CONCRETE REQUIRED TO TRANSITION FROM SECTION A-A TO SECTION B-B SHALL BE CONSIDERED INCIDENTAL TO "MEDIAN COMBINED CURB AND GUTTER (8" CURB)." ENTIRE NOSE SHALL BE MONOLITHIC.



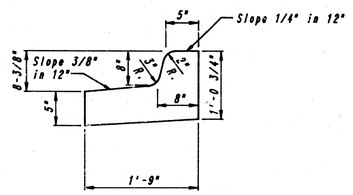
SECTION A-A

MEDIAN NOSE DETAILS





PLAN



MEDIAN COMBINED CURB & GUTTER
(8" CURB)

PAVING DETAILS

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

Designed by	CSB, GDD	Checked by		
Drawn by	DEP	Date MAR., 1987	Job No. 86476-3	5/14

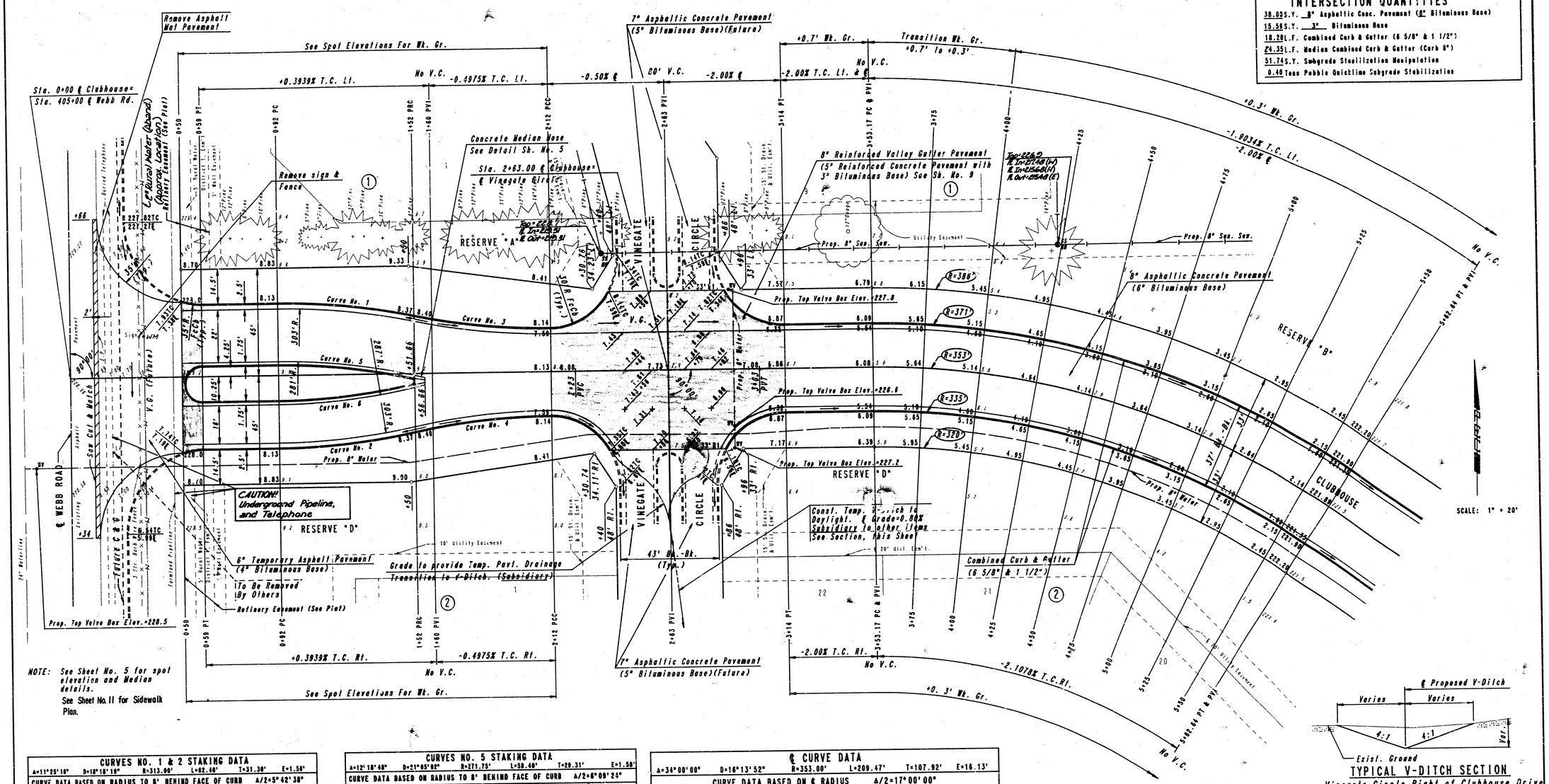
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81626-000-000-001	6	14

CLUBHOUSE & WEBB RD.

INTERSECTION QUANTITIES

38.00 S.Y. 8" Asphaltic Conc. Pavement (6" Bituminous Base)
15.56 S.Y. 3" Bituminous Base
18.20 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
24.35 L.F. Median Combined Curb & Gutter (Curb 8")
51.74 S.Y. Subgrade Stabilization Manipulation
0.40 Tons Pebble Quicklime Subgrade Stabilization



NOTE: See Sheet No. 5 for spot elevation and Median details.
See Sheet No. 11 for Sidewalk Plan.

TYPICAL V-DITCH SECTION
Vinegate Circle Right of Clubhouse Drive

CURVES NO. 1 & 2 STAKING DATA

A=11°25'18" D=18°18'19" R=313.00' L=62.40' T=31.38' E=1.56'
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB Δ/2=5°42'38"

℄ STATION	DISTANCE ℄ TO 8' OFFSET	ARC LENGTH ALONG 8' OFFSET	CHD LENGTH 8' OFF FC. OF CB.	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS
0+92.00	37.58'	——	——	0°00'00"	0°00'00"	P.C.
1+23.14	96.45'	31.20'	31.18'	2°51'19"	2°51'19"	MIDPOINT
1+53.98	31.00'	31.20'	31.18'	2°51'19"	5°42'38"	P.T.

CURVES NO. 3 & 4 STAKING DATA

A=11°25'18" D=19°33'18" R=293.00' L=58.40' T=29.30' E=1.46'
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB Δ/2=5°42'38"

℄ STATION	DISTANCE ℄ TO 8' OFFSET	ARC LENGTH ALONG 8' OFFSET	CHD LENGTH 8' OFF FC. OF CB.	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS
1+53.98	31.00'	——	——	0°00'00"	0°00'00"	P.C.
1+82.85	37.45'	29.20'	29.19'	2°51'19"	2°51'19"	MIDPOINT
2+12.00	28.00'	29.20'	29.19'	2°51'19"	5°42'38"	P.T.

CURVES NO. 5 STAKING DATA

A=12°18'48" D=21°05'02" R=271.75' L=58.40' T=29.31' E=1.58'
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB Δ/2=6°09'24"

℄ STATION	DISTANCE ℄ TO 8' OFFSET	ARC LENGTH ALONG 8' OFFSET	CHD LENGTH 8' OFF FC. OF CB.	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS
0+92.00	3.25'	——	——	0°00'00"	0°00'00"	P.C.
1+21.14	4.32'	29.20'	29.19'	3°04'42"	3°04'42"	MIDPOINT
1+48.95	9.50'	29.20'	29.19'	3°04'42"	6°09'24"	P.T.

CURVES NO. 6 STAKING DATA

A=12°03'03" D=20°37'43" R=277.75' L=58.42' T=29.32' E=1.54'
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB Δ/2=6°01'31.5"

℄ STATION	DISTANCE ℄ TO 8' OFFSET	ARC LENGTH ALONG 8' OFFSET	CHD LENGTH 8' OFF FC. OF CB.	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS
0+92.00	2.75' Rt.	——	——	0°00'00"	0°00'00"	P.C.
1+21.16	1.82' Lt.	29.21'	29.20'	3°00'45.8"	3°00'45.8"	MIDPOINT
1+50.99	3.37' Lt.	29.81'	29.80'	3°00'45.7"	6°01'31.5"	P.T.

℄ CURVE DATA

Δ=34°00'00" D=16°13'52" R=353.00' L=209.47' T=107.92' E=16.13'
CURVE DATA BASED ON ℄ RADIUS Δ/2=17°00'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
3+53.17	——	——	——	0°00'00"	0°00'00"
3+75	21.83'	23.43'	20.22'	1°46'18.5"	1°46'18.5"
4+00	25.00'	26.84'	23.15'	2°01'44"	3°46'02.5"
4+25	25.00'	26.84'	23.15'	2°01'44"	5°49'46.5"
4+50	25.00'	26.84'	23.15'	2°01'44"	7°51'30.5"
4+75	25.00'	26.84'	23.15'	2°01'44"	9°53'14.5"
5+00	25.00'	26.84'	23.15'	2°01'44"	11°54'58.5"
5+25	25.00'	26.84'	23.15'	2°01'44"	13°56'42.5"
5+50	25.00'	26.84'	23.15'	2°01'44"	15°55'26.5"
5+62.64	12.64'	13.57'	11.71'	1°01'33.5"	17°00'00"

CLUBHOUSE & VINEGATE

INTERSECTION QUANTITIES

479.23 S.Y. 8" Asphaltic Conc. Pavement (6" Bituminous Base)
19.28 S.Y. 3" Bituminous Base
62.83 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
62.84 L.F. Monolithic Edge Curb (6 5/8")
641.09 S.Y. Subgrade Stabilization Manipulation
4.97 Tons Pebble Quicklime Subgrade Stabilization
134.69 S.Y. Reinf. V.G. 5" Concrete & 3" Asphaltic Concrete Base

CLUBHOUSE

STA. 0+00.00 TO STA. 5+62.64

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

Designed by	CSB, GDD, BDB	Checked by	
Drawn by	DEP	Date MAR., 1987	Job No. 86476-3

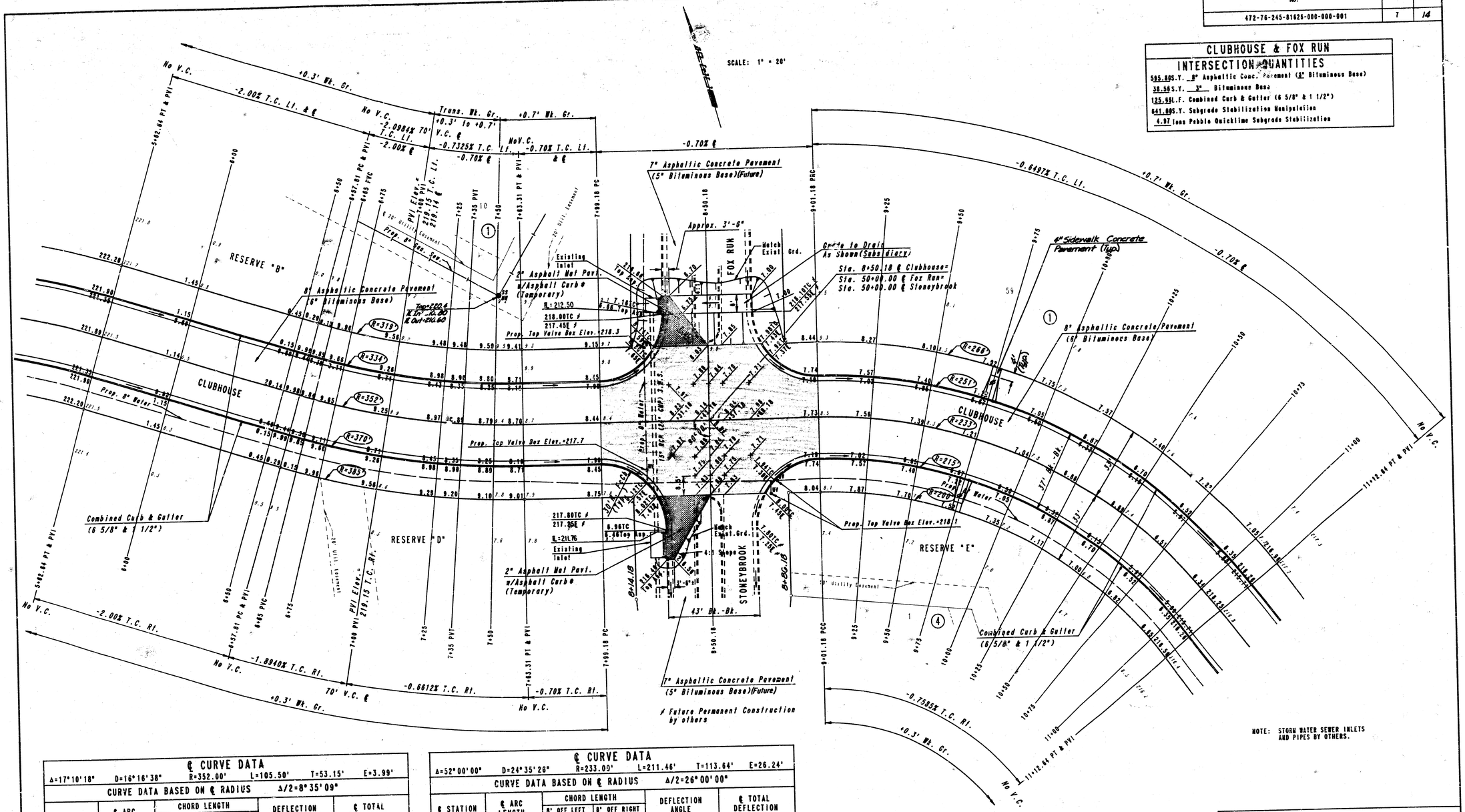
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81626-000-000-001	7	14

CLUBHOUSE & FOX RUN
INTERSECTION QUANTITIES

595.88S.Y. 8" Asphaltic Conc. Pavement (6" Bituminous Base)
38.56S.Y. 3" Bituminous Base
125.95L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
641.88S.Y. Subgrade Stabilization Manipulation
4.97 Tons Pebble Quicklime Subgrade Stabilization

SCALE: 1" = 20'



℄ CURVE DATA

Δ=17°10'18" D=16°16'38" R=352.00' L=105.50' T=53.15' E=3.99'

CURVE DATA BASED ON ℄ RADIUS Δ/2=8°35'09"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
6+57.81	——	——	——	0°00'00"	0°0w'00"
6+75	.19'	15.92'	18.46'	1°23'57"	1°23'57"
7+00	25.00'	23.15'	26.84'	2°02'04"	3°26'01"
7+25	25.00'	23.15'	26.84'	2°02'04"	5°28'05"
7+50	25.00'	23.15'	26.84'	2°02'04"	7°30'09"
7+63.31	13.31'	12.33'	14.29'	1°05'00"	8°35'09"

℄ CURVE DATA

Δ=52°00'00" D=24°35'26" R=233.09' L=211.46' T=113.64' E=26.24'

CURVE DATA BASED ON ℄ RADIUS Δ/2=26°00'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
9+01.18	——	——	——	0°00'00"	0°00'00"
9+25	23.82'	26.47'	21.15'	2°55'43"	2°55'43"
9+50	25.00'	27.78'	22.20'	3°04'26"	6°00'09"
9+75	25.00'	27.78'	22.20'	3°04'26"	9°04'35"
10+00	25.00'	27.78'	22.20'	3°04'26"	12°09'01"
10+25	25.00'	27.78'	22.20'	3°04'26"	15°13'27"
10+50	25.00'	27.78'	22.20'	3°04'26"	18°17'53"
10+75	25.00'	27.78'	22.20'	3°04'26"	21°22'19"
11+00	25.00'	27.78'	22.20'	3°04'26"	24°26'45"
11+12.64	12.64'	14.05'	11.23'	1°33'15"	26°00'00"

NOTE: STORM WATER SEWER INLETS AND PIPES BY OTHERS.

NOTES: ASPHALT CURB, INCLUDING SURFACE PREPARATION, TACK COAT & FINISHING, SHALL BE SUBSIDIARY TO 2" ASPHALT MAT PAVEMENT. SEE DETAIL, SHEET NO. 5.

2" ASPHALT MAT PAVEMENT W/ASPHALT CURB IS FOR TEMPORARY DRAINAGE OF CLUBHOUSE DRIVE PAVEMENT. IN THE EVENT THAT FOX RUN AND/OR STONEYBROOK ARE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT, THE TEMPORARY DRAINAGE FACILITIES WILL NOT BE CONSTRUCTED, AS DIRECTED BY THE ENGINEER. BID ITEMS INVOLVED AT THAT LOCATION SHALL BE SUBJECT TO UNDERRUN UP TO 100%.

Construct Standard Wheelchair Ramp

CLUBHOUSE
STA. 5+62.54 TO STA. 11+12.64

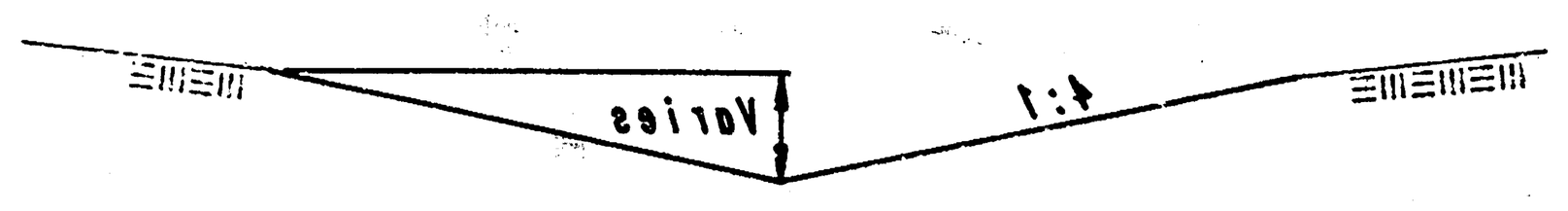
7/14

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

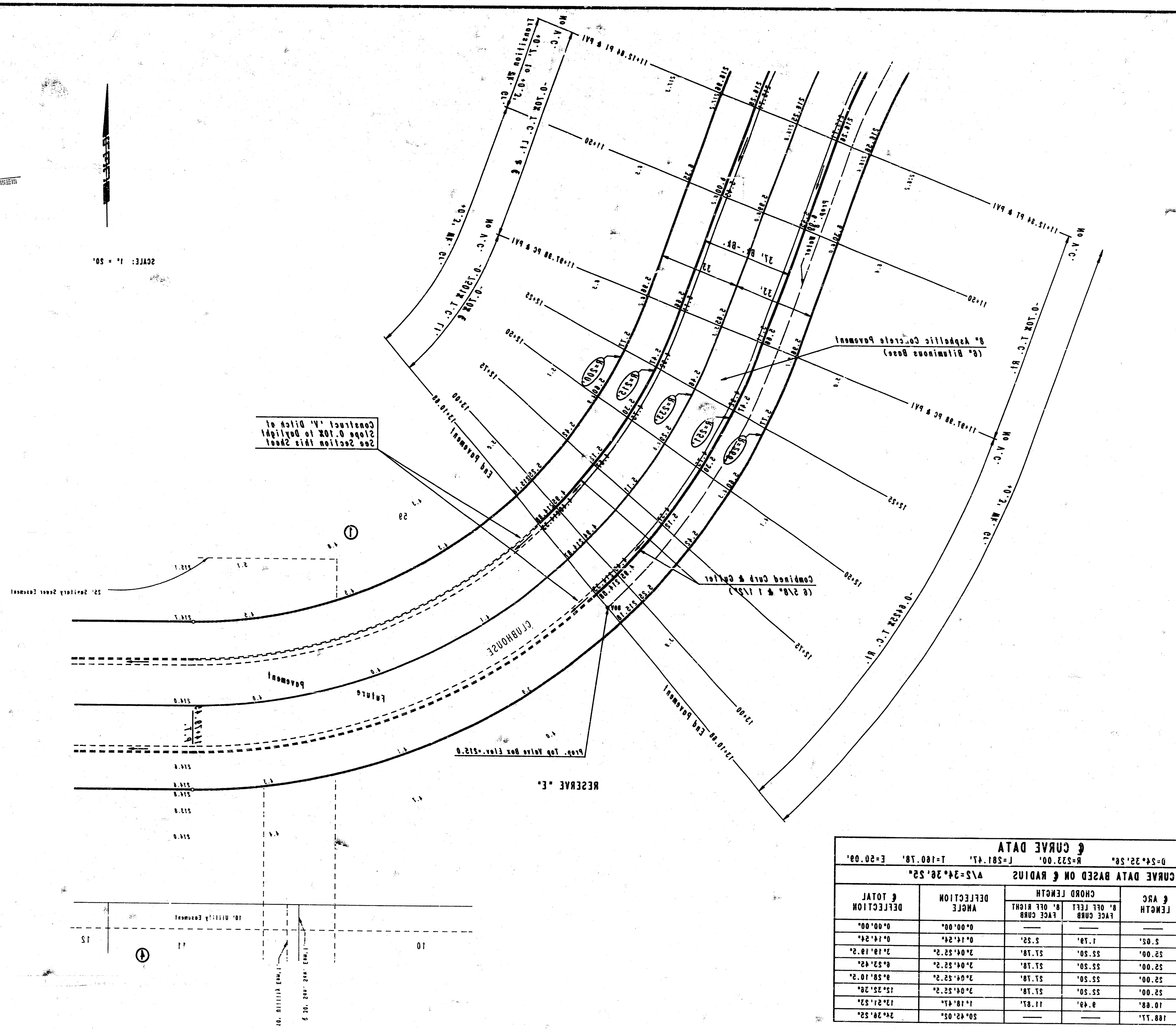
Designed by	CSB, GDD, BDB	Checked by	
Drawn by	DEP	Date MAR., 1987	Job No. 85476-3

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
47Z-76-245-81626-000-00P-001	8	14



'V' DITCH
TYPICAL SECTION



℄ CURVE DATA					
Δ=69°12'50" D=24°35'26" R=233.00' L=281.47' T=160.78' E=50.09'					
CURVE DATA BASED ON ℄ RADIUS Δ/2=34°36'25"					
℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
11+97.98	—	—	—	0°00'00"	0°00'00"
12+00	2.02'	1.79'	2.25'	0°14'54"	0°14'54"
12+25	25.00'	22.20'	27.78'	3°04'25.5"	3°19'19.5"
12+50	25.00'	22.20'	27.78'	3°04'25.5"	6°23'45"
12+75	25.00'	22.20'	27.78'	3°04'25.5"	9°28'10.5"
13+00	25.00'	22.20'	27.78'	3°04'25.5"	12°32'36"
13+10.68	10.68'	9.49'	11.87'	1°18'47"	13°51'23"
14+79.45	168.77'	—	—	20°45'02"	34°36'25"

CLUBHOUSE
STA. 11+12.64 TO STA. 13+10.68

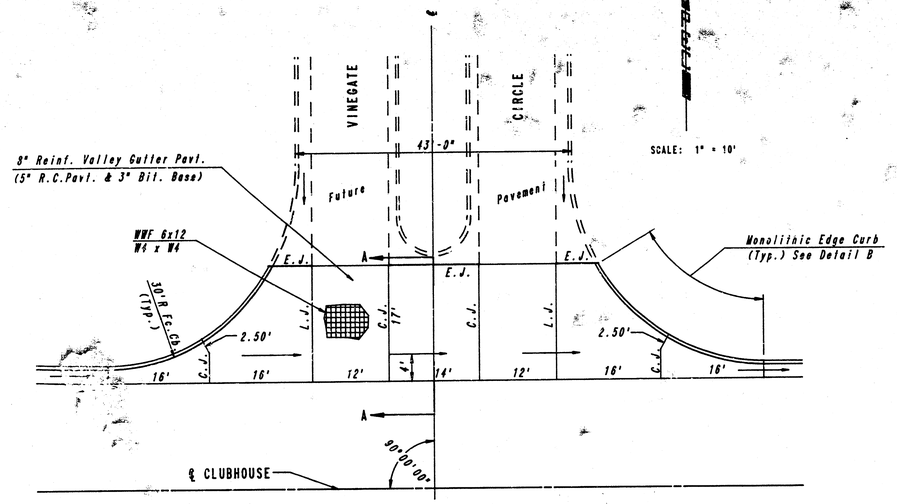
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
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WICHITA, KANSAS

Designed by	CSB, GDD, BDB	Checked by	
Drawn by	DEP	Date MAR., 1987	Job No. 86476-3

8/14

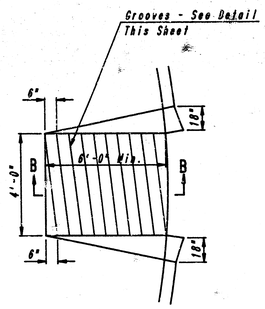
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81826-000-000-001	9	14

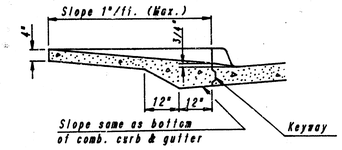


PLAN

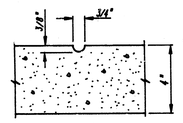
SCALE: 1" = 10'



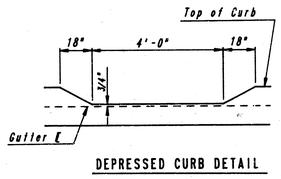
PLAN



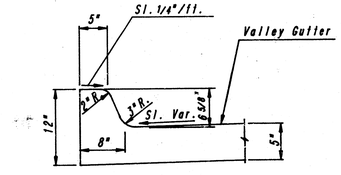
SECTION B



GROOVE DETAIL



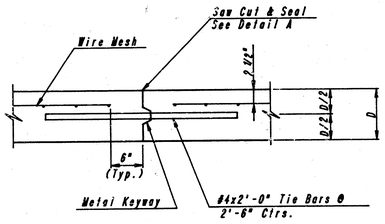
DEPRESSED CURB DETAIL



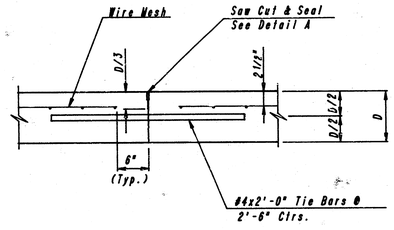
DETAIL B



SECTION A-A

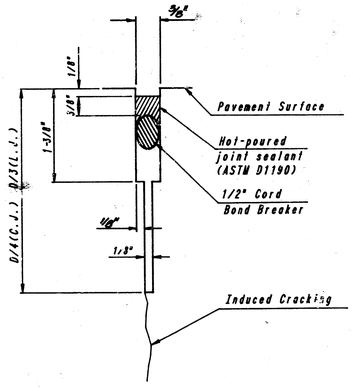


LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)

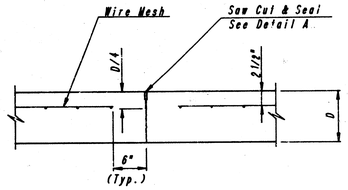


LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)

TYPICAL WHEELCHAIR RAMP DETAILS



DETAIL A



CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)

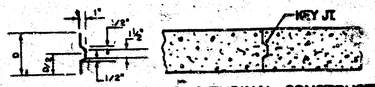
VALLEY GUTTER DETAILS & WHEELCHAIR RAMP DETAILS

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WICHITA, KANSAS

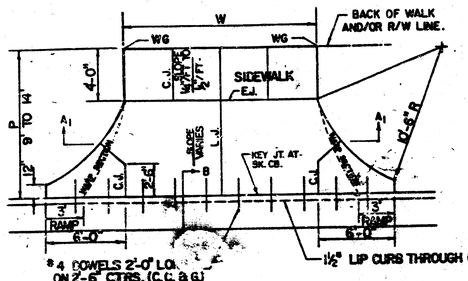
Designed by	CSB	Checked by	
Drawn by	DEP	Date MAR., 1987	Job No. 86476-3

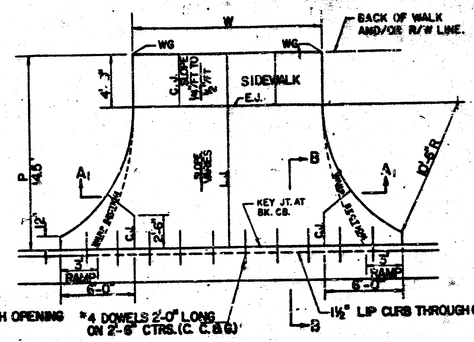
9 / 14

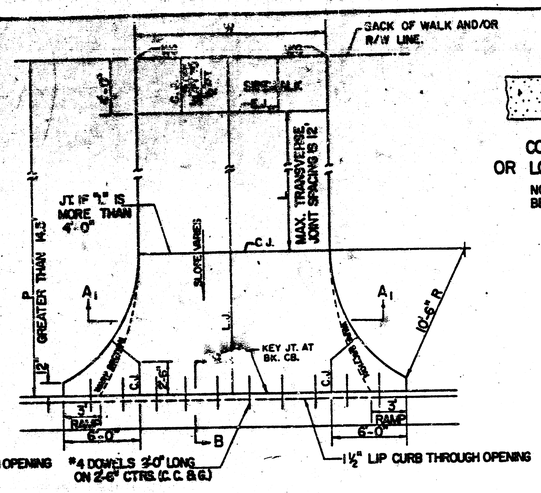
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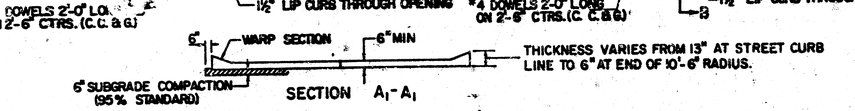


ALT. LONGITUDINAL CONSTRUCTION JOINT



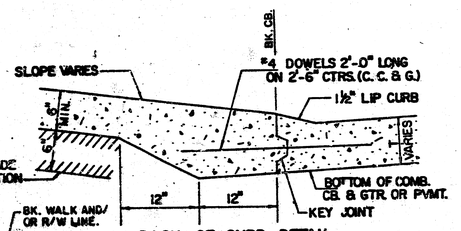




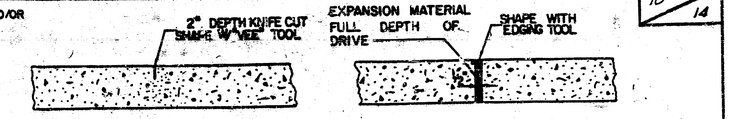


PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.83'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.55'	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)

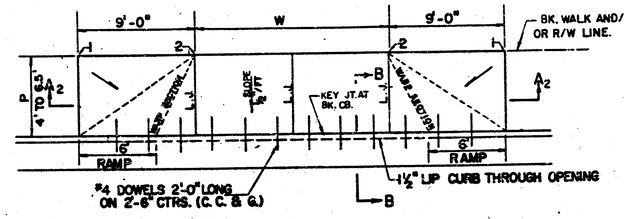


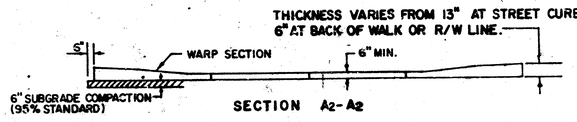
BACK OF CURB DETAIL
SECTION B - B (no scale)



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

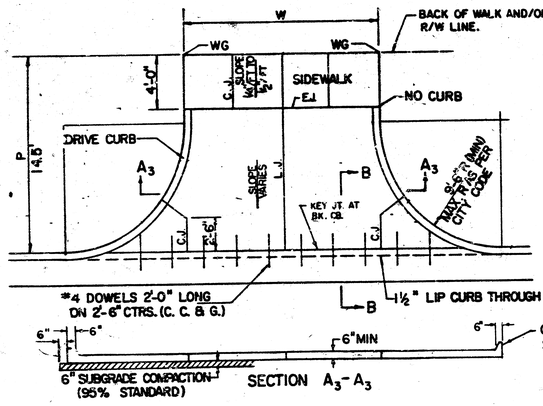
EXPANSION JOINT (E.J.)

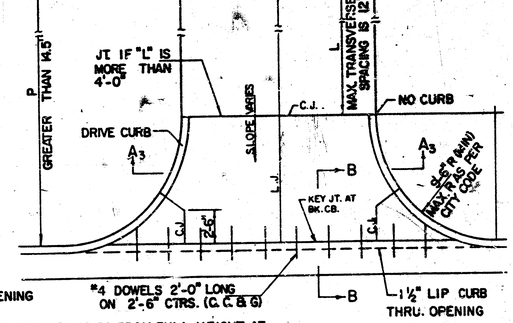


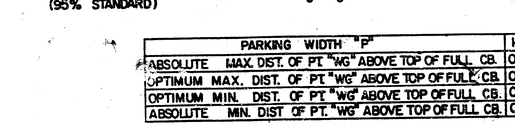


PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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

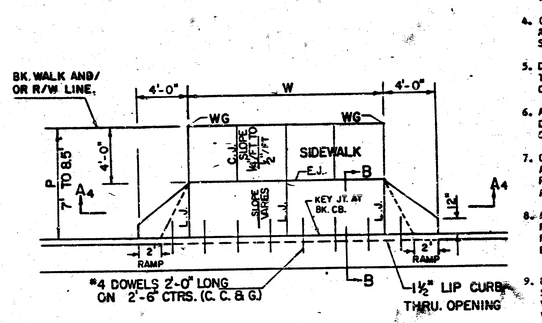


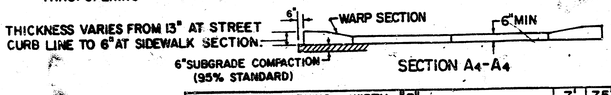




PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT "WG" ABOVE TOP OF FULL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

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 "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED [illegible] FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "P" 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

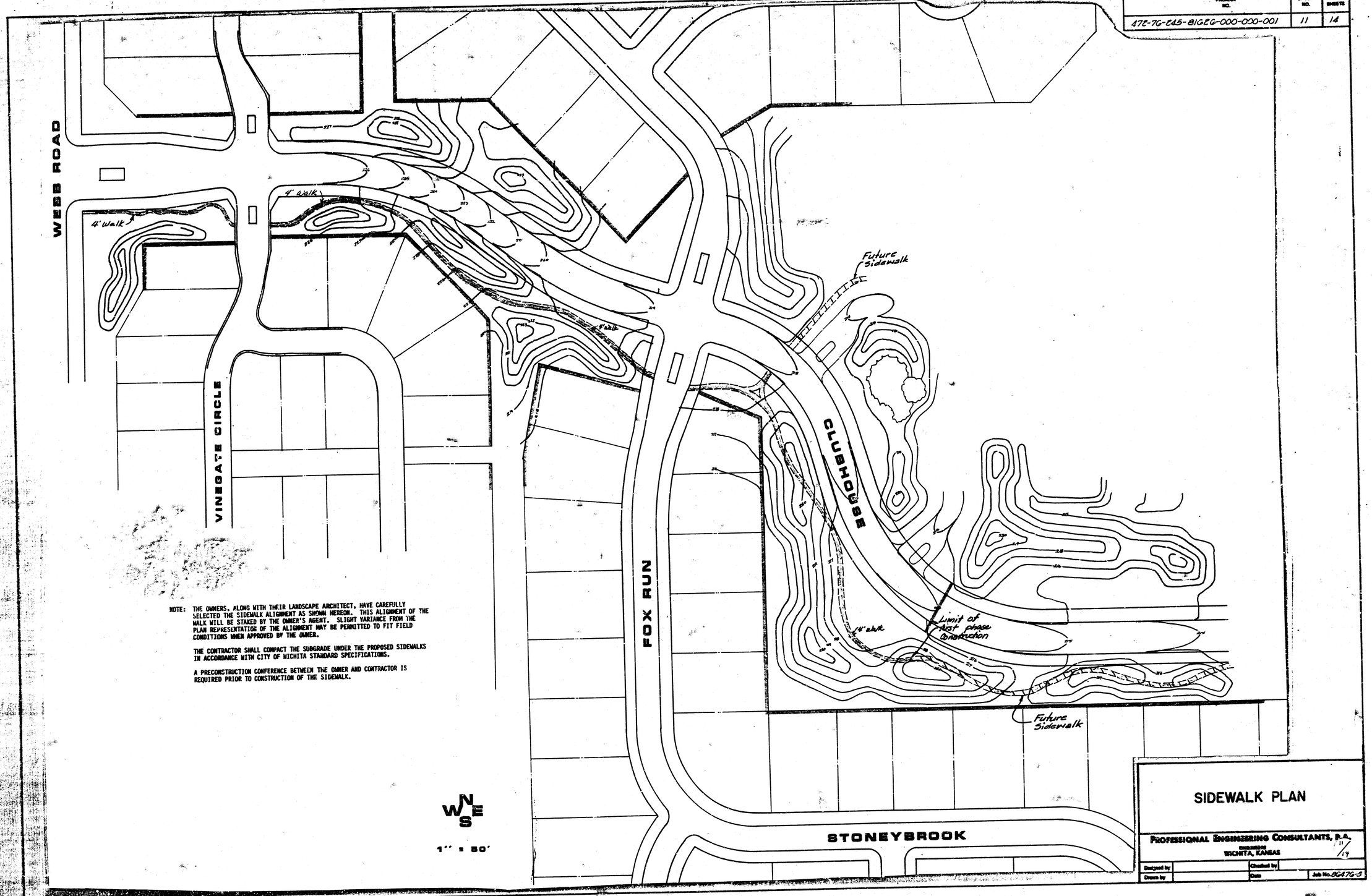
SCALE: 1"= 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS 10/14

PROJECT NUMBER
472 76 265 81626 000 000 001

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
47E-7G-E45-81GEG-000-000-001	11	14



NOTE: THE OWNERS, ALONG WITH THEIR LANDSCAPE ARCHITECT, HAVE CAREFULLY SELECTED THE SIDEWALK ALIGNMENT AS SHOWN HEREON. THIS ALIGNMENT OF THE WALK WILL BE STAKED BY THE OWNER'S AGENT. SLIGHT VARIANCE FROM THE PLAN REPRESENTATION OF THE ALIGNMENT MAY BE PERMITTED TO FIT FIELD CONDITIONS WHEN APPROVED BY THE OWNER.

THE CONTRACTOR SHALL COMPACT THE SUBGRADE UNDER THE PROPOSED SIDEWALKS IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS.

A PRECONSTRUCTION CONFERENCE BETWEEN THE OWNER AND CONTRACTOR IS REQUIRED PRIOR TO CONSTRUCTION OF THE SIDEWALK.

SIDEWALK PLAN

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

11/14

Designed by		Checked by	
Drawn by		Date	Job No. 8647G-3

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50 40 30 20 10 10 20 30 40 50

223.14
225
5+00
220
C=38
LF=10
50' Exc.=59.3 L.F.=18.5
225
5+00
220

224.14
225
4+50
220
C=38
LF=9
50' Exc.=70.4 LF=17.6
225
4+50
220

225.14
230
4+00
225
C=73
LF=1
50' Exc.=102.8 LF=0.3
230
4+00
225

226.08
230
3+53.17
225
C=41
LF=5
46.83' Exc.=98.9 LF=3.2
230
3+53.17
225

226.86
230
3+14
225
C=42
LF=3
30.17' Exc.=60.2 LF=5.8
230
3+14
225

230
2+63
225
C=76
LF=0
51' Exc.=111.4 LF=2.8
230
2+63
225

228.13
230
2+12
225
C=83
LF=1
51' Exc.=150.2 LF=0.0
230
2+12
225

230
1+52
225
C=113
LF=0
60' Exc.=217.8 LF=0.6
230
1+52
225

230
0+92
225
C=122
Clubhouse Sta 0+50 to Sta 5+00
60' Exc.=261.1
230
0+92
225

230
0+50
225
C=179
42' Exc.=234.1
230
0+50
225
Clubhouse

Exc.=1366.2 C.Y.
LF=60.70 C.Y.

TOTAL
Exc.=2,007.2 C.Y.
LF=341.2 C.Y.
MF=2.7 C.Y.

Sheet No. 12 of 14

Proj. No. 172-78-285-Bikes 0000000 001

50 40 30 20 10 10 20 30 40 50

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50 40 30 20 10 10 20 30 40 50

51' Exc.=173.8 LF=0

220 | 8+50.18 | 215 — C=94 — LF=0 — 220 | 8+50.18 | 215

51' Exc.=144.5 LF=9.4

218.45

220 | 7+99.18 | 215 — C=59 — LF=10 — 220 | 7+99.18 | 215

35.87' Exc.=80.4 LF=14.6

218.70

220 | 7+63.31 | 215 — C=62 — LF=12 — 220 | 7+63.31 | 215

13.31' Exc.=26.6 LF=6.7

218.79

220 | 7+50 | 215 — C=46 — LF=15 — 220 | 7+50 | 215

50' Exc.=96.3 LF=24.1

219.25

220 | 7+00 | 215 — C=58 — LF=11 — 220 | 7+00 | 215

42.19' Exc.=64.8 LF=22.7

219.98

220 | 6+57.81 | 215 — C=25 — LF=18 — 220 | 6+57.81 | 215

7.81' Exc.=7.1 LF=5.5

220.14

220 | 6+50 | 215 — C=24 — LF=20 — 220 | 6+50 | 215

50' Exc.=36.1 LF=42.6

221.14

225 | 6+00 | 220 — C=15 — LF=26 — 225 | 6+00 | 220

37.36' Exc.=30.4 LF=29.7

221.89

225 | 5+62.64 | 220 — C=29 — LF=17 — 225 | 5+62.64 | 220

12.64' Exc.=11.3 LF=6.3

222.14

225 | 5+50 | 220 — C=26 — LF=10 — 225 | 5+50 | 220

Exc.=678.9 C.Y.
LF=161.6 C.Y.

50 40 30 20 10 10 20 30 40 50

Clubhouse
Sta. 5+50 to Sta. 0+50.18

Clubhouse
Proj. No. 412-78-1265 BRRR CCO-000-001

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50 40 30 20 10 ℄ 10 20 30 40 50

13+10.68
End Pavement
C=8 LF=2
MF=2

214.24
215
13+00
210
C=8 LF=2
MF=2
10.68' Exc.=3.2 LF=11.5 MF=0.8
215
13+00
210

215.29
215
12+50
210
C=16 LF=27
MF=0
50' Exc.=22.2 LF=51.2 MF=1.2
215
12+50
210

215.65
220
11+97.98
215
C=35 LF=11
52.02' Exc.=49.1 LF=36.6
220
11+97.98
215

215.99
220
11+50
215
C=43 LF=2
47.98' Exc.=62.3 LF=11.6
220
11+50
215

216.25
220
11+12.64
215
C=74 LF=1
37.36' Exc.=80.9 LF=2.1
220
11+12.64
215

216.34
220
11+00
215
C=77 LF=1
12.64' Exc.=35.3 LF=0.5
220
11+00
215

216.69
220
10+50
215
C=80 LF=1
50' Exc.=145.4 LF=1.9
220
10+50
215

217.04
220
10+00
215
C=78 LF=1
50' Exc.=146.3 LF=1.9
220
10+00
215

217.39
220
9+50
215
C=89 LF=0
50' Exc.=154.6 LF=0.9
220
9+50
215

217.73
220
9+01.18
215
C=90 LF=0
48.82' Exc.=161.8
220
9+01.18
215

Clubhouse Sta. 9+01.18 to Sta. 13+00

Exc.=868.1 C.Y.
LF=118.9 C.Y.
MF=2.7 C.Y.

Pay Item 412.1E2558888200000001

Clubhouse

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50 40 30 20 10 ℄ 10 20 30 40 50

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