ACCELERATION - DECELERATION LANES FOR

CENTRAL AVENUE

On the South Side of Central Avenue From a Point 800' West of the W.L. Rock Road To a Point 275' West of the W.L. Rock Road.

And

ROCK ROAD

On the West Side of Rock Road from the South Line Rockwood Center Addition To a Point 170' South of the S.L. of Central Avenue

Project No.

472-76-245-81832-000-000-001

City of Wichita, Kansas - Michael E. Lindebak, City Engineer

INDEX CODE 606186

Index to the Plans

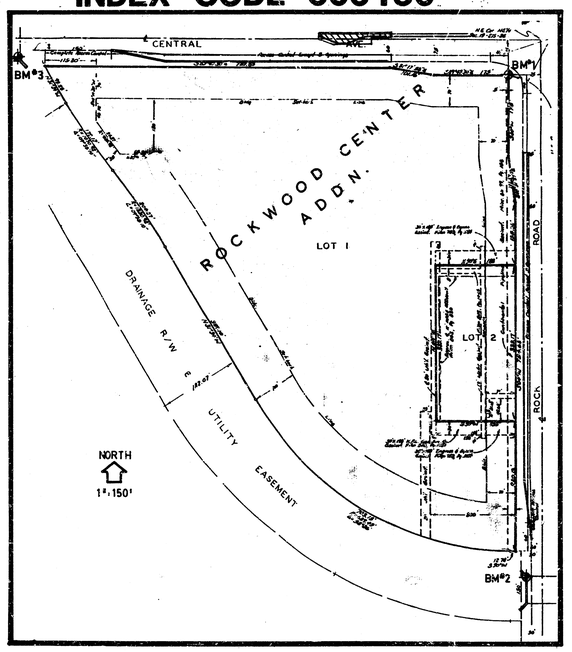
1.	TITLE SHEET
2.	TYPICAL SECTIONS - CENTRAL
3.	TYPICAL SECTIONS - ROCK ROAD
4-5.	CENTRAL AVENUE
6-7.	ROCK ROAD
8-11.	EARTHWORK CROSS SECTIONS
12.	TYPICAL DRIVE DETAIL

BENCHMARKS

1. "X" Cut in Wk @ N.E. Cor. Lot 1, Rockwood Center Addn. Elev. = 166.98 City datum

2. City disc top handrail (N.S. of R.C.B.C.) 90' Lt. & Back. Road. (Plan Sta. 86+36.7) Elev. = 160.00 City datum

3. City disc on S. futguard (E. end R.C.B.C.) 91' Rt. & Control Pnt. (Plan Sta. 37+92.7) Elev. = 159.83 City datum



Benefit District

General Notes

1. UTILITY SERVICE LINES, POWER 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 THE PROPOSED CONSTRUCTION.

2. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF THE EXISTING SURFACE COURSE OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT THE LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

3. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO THE SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT IN THE OPINION OF THE ENGINEER WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED DUE TO HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

5. REMOVAL OF EXISTING CONCRETE DRIVEWAY BEHIND THE PROPERTY LINE WILL BE PAID FOR AS SQUARE FEET OF WALK AND DRIVE REMOVED. MONOLITHIC CURBING SHALL BE CONSTRUCTED TO TRANSITION FROM THE WALK GRADES TO MATCH THE FULL HEIGHT CURBING IN 10'. THE COST OF THE TRANSITION CURBING SHALL BE CONSIDERED AS INCIDENTAL TO THE BID ITEM OF 6" CONCRETE DRIVEWAY PAVEMENT.

6. DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLAN ARE TO BE VERIFIED WITH THE OWNER PRIOR TO CONSTRUCTION. THE CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORMS SIGNED BY THE PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL. THE OWNER SHALL HAVE THE OPTION OF CONSTRUCTION OF THE MAJOR ENTRANCE ON CENTRAL AVE.

7. THE CONTRACTOR SHALL GIVE THE PROPERTY OWNER (WOODY TAYLOR 683-6262) AND/OR HIS TENANTS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO THE START OF CONSTRUCTION. TRAFFIC IS TO BE CARRIED THRU CONSTRUCTION OF THIS PROJECT AT ALL TIMES. AT LEAST ONE DRIVEWAY IS TO BE KEPT OPEN TO TRAFFIC FROM ROCK ROAD AT ALL TIMES DURING CONSTRUCTION.

8. THE CONTRACTOR SHALL FERTILIZE, SEED, AND MULCH THE DISTURBED AREAS PER CITY STANDARDS. ALL SUCH WORK SHALL BE PAID FOR AT THE PRICE BID PER ACRE FOR FERTILIZING, SEEDING AND MULCHING

9. PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH THE NEW CONSTRUCTION. THE CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THE OWNER PRIOR TO CONSTRUCTION TIME. THE CONTRACTOR SHALL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND VALVES AND GIVE SUCH MATERIAL TO THE OWNER. ALL WORK IN CONNECTION WITH THE UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

10. THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED OVER AND/OR ADJACENT TO THE PIPELINES.

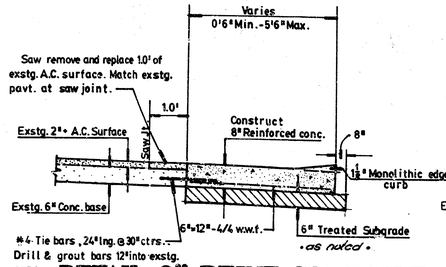
N. BRENT WOOTEN LICENSED 8470 KANSAS PROFESSIONAL ENGINEER

Rev. June 7, 1989
August 10, 1988

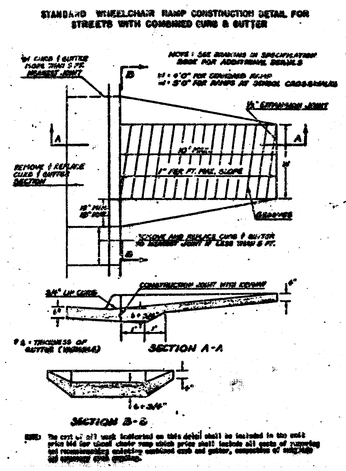
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316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

1
12

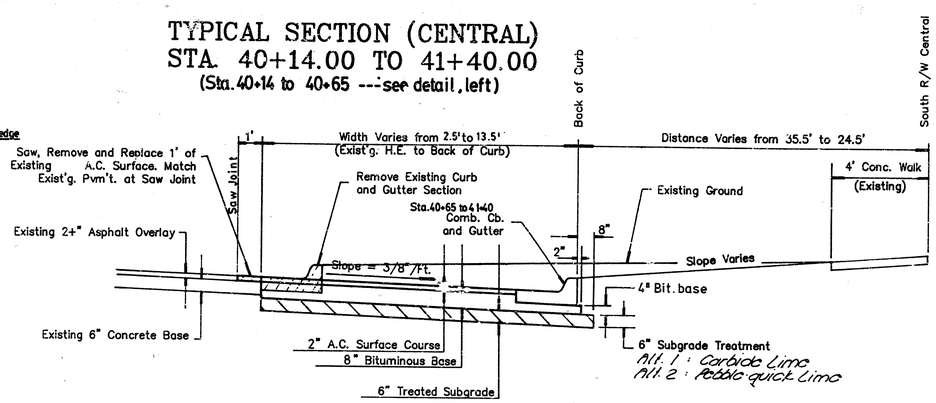
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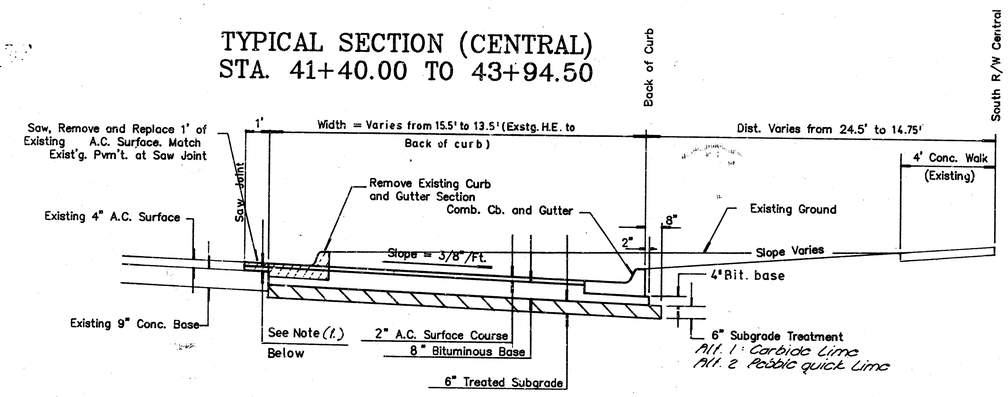
DETAIL 8" REINF. CONCRETE
Sta. 40+14 to Sta. 40+65



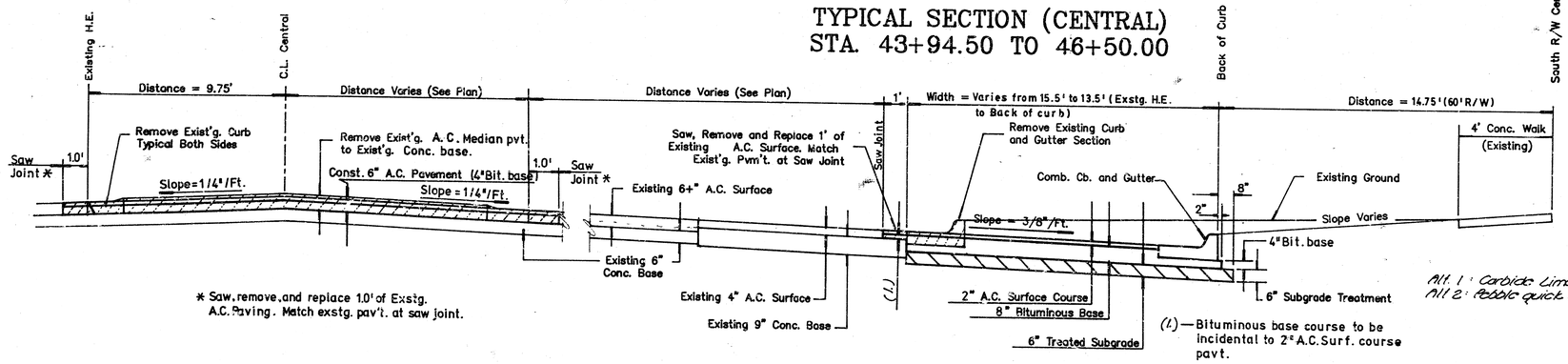
TYPICAL SECTION (CENTRAL)
STA. 40+14.00 TO 41+40.00
(Sta. 40+14 to 40+65 --- see detail, left)



TYPICAL SECTION (CENTRAL)
STA. 41+40.00 TO 43+94.50



TYPICAL SECTION (CENTRAL)
STA. 43+94.50 TO 46+50.00



* Saw, remove, and replace 1.0' of Exstg. A.C. Paving. Match exstg. pav't. at saw joint.

(1.) — Bituminous base course to be incidental to 2" A.C. Surf. course pavt.

GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 10" ASPHALTIC CONCRETE (8" BITUMINOUS BASE).

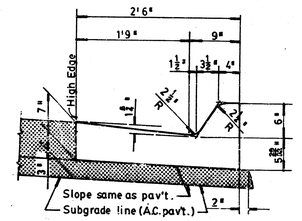
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 4" BITUMINOUS BASE.

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.

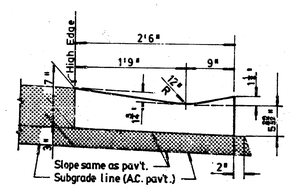
4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACES SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

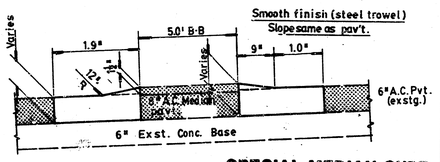
5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT. Unless otherwise indicated on plans.

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 THE CONSTRUCTION OF THIS PROJECT.



COMBINED CURB & GUTTER





SPECIAL MEDIAN CURB
·MEDIAN NOSE·

TYPICAL SECTIONS FOR THE SOUTH SIDE OF CENTRAL AVENUE

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REV.

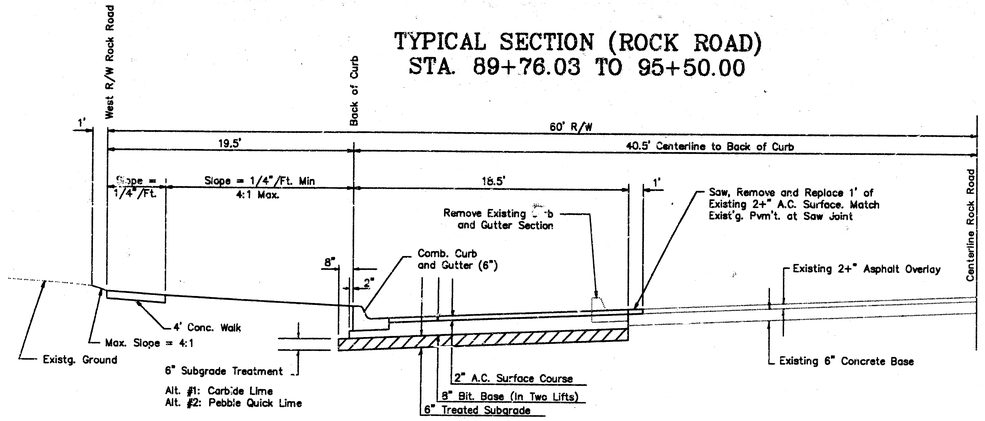
PROJECT NUMBER 472-76-245-81832-060-000-003

SHEET 2 OF 12

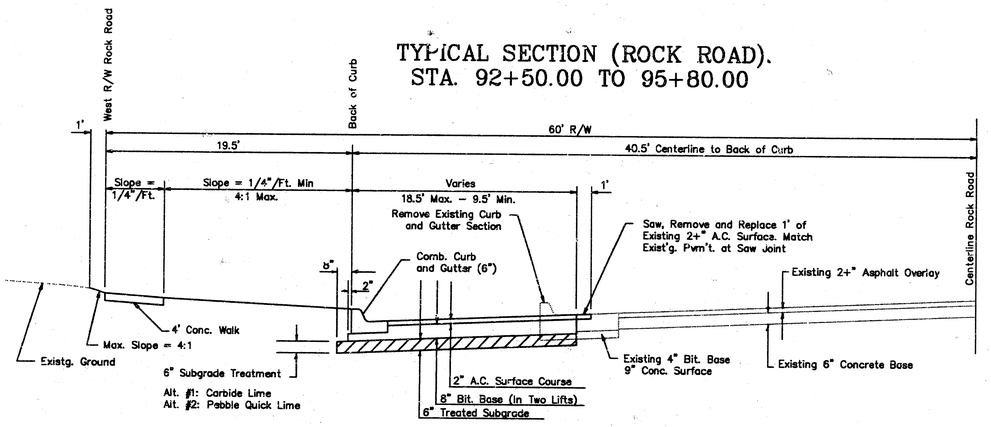
DESIGN	DRAWN	APPROVED	DATE	SCALE
Heaton	C.Bohm	Bill	Jul.88	None

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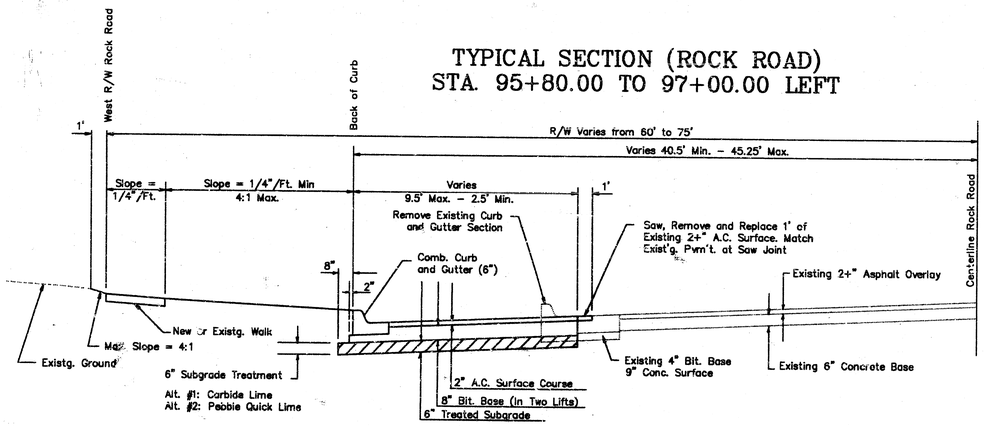
TYPICAL SECTION (ROCK ROAD)
STA. 89+76.03 TO 95+50.00



TYPICAL SECTION (ROCK ROAD).
STA. 92+50.00 TO 95+80.00



TYPICAL SECTION (ROCK ROAD)
STA. 95+80.00 TO 97+00.00 LEFT



TYPICAL SECTIONS FOR ROCK ROAD
WEST SIDE

BAUGHMAN COMPANY P. A.
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REV.

PROJECT NUMBER
472-76-245-81832-000-000-001

SHEET 3 OF 12

DESIGN	DRAWN	APPROVED	DATE	SCALE
T.C.R.	C.M.B.	T.C.R.	JUNE 89	NONE

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BENCHMARKS

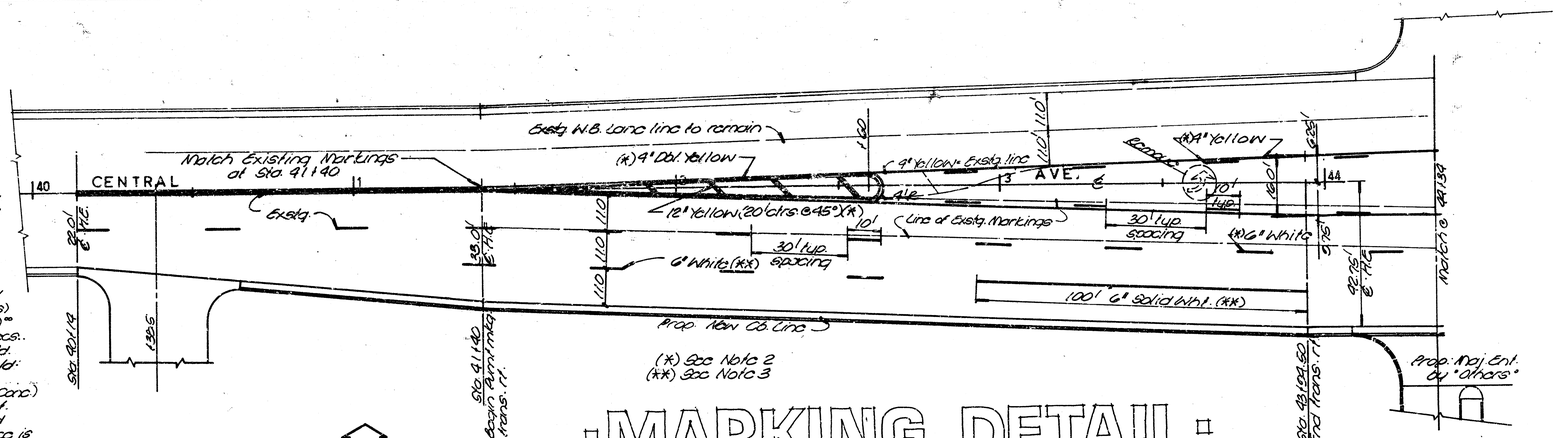
1. "X" cut in int. @ NE. Cor. Lot 1, Rockwood Center Addn. Elev. = 162.28 City datum

2. City disc top handhole (N.B. of E.C.B.) 40' E. & 80' L. Assn. (Plan Sta. 41+37.7) Elev. = 160.00 City datum

3. City disc on S. hubguard (E. end E.C.B.) 91' E. & Central Ave. (Plan Sta. 41+92.7) Elev. = 159.83 City datum

• N O T E •

1. All pavement markings shall conform to the current Stds. set forth in the 'Manual on Uniform Traffic Control Devices'
2. All pavement markings shall be the "Cold-laid Plastic Type(s) and Pre-cut Standard Symbol(s)" type, meeting the required specs.. Install & Cold-roll as per Mfr. installation procedure for cold-laid Pvt. Markings.
3. Where new pavement (Asph. Conc) is being constructed, the pvmt. markings must be installed while the new wearing surface is still warm (at least 130°F) and rolled, so as to inlay the pvmt. markings into the new pavement.
4. Pavement marking removal (existg.) shall be accomplished in accordance with City Stds. for pavement marking removal.

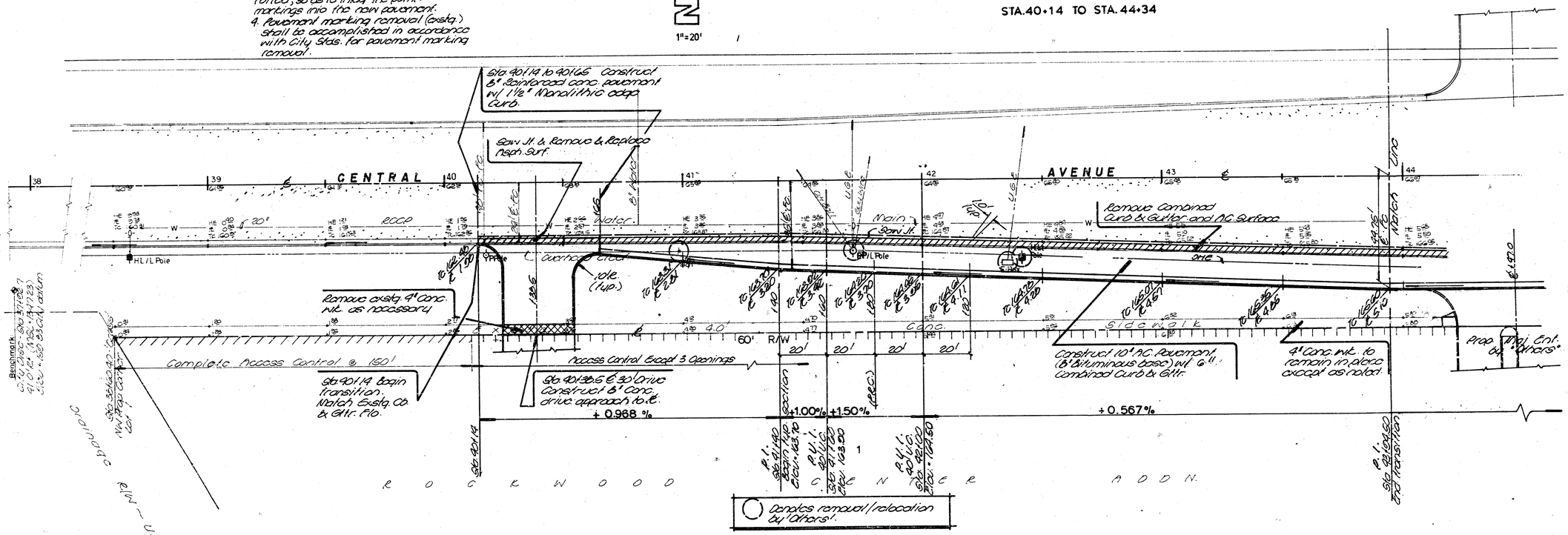


• MARKING DETAIL •

STA. 40+14 TO STA. 44+34

N

1" = 20'



• EARTHWORK QUANTITIES •

Excavation	1524.5 C.Y.	Compacted Fill	0.00 C.Y.
+ 10%	152.5	+ 10%	0
Total	1677.0 C.Y.	Total	0.00 C.Y.
Subgrade Manipulation	2840 S.Y.		
Borrow Material	000 C.Y.		

PAVING IMPROVEMENTS
CENTRAL AVE.
STA. 40+14 TO STA. 44+00

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Design:	Drawn:	Approved:	Date:	Scale:	Sheet:
Heaton	SMH	RW	4/88	1"=20'	4 of 12

Project Number: 912 76 246 81882 000 000 001

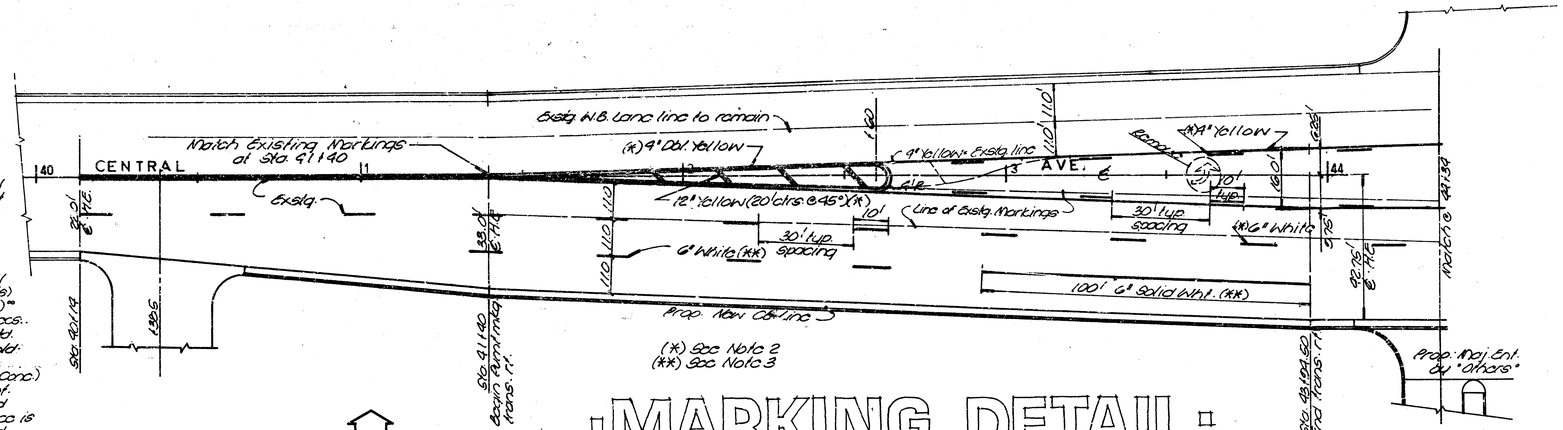
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BENCHMARKS

1. "X" Cut in Intersection of N.E. Cor. Lot 1, Redwood Condo- Nash. Elev. = 166.93 City datum
2. City disc. top monument (N.S. of E.C.&C.) 40' Q. E. East. Coast (Plan Sta. 39+39.7) Elev. = 160.00 City datum
3. City disc on S. Hydrant (E and E.C.&C.) 41' Rt. E Central Ave. (Plan Sta. 41+92.7) Elev. = 159.88 City datum

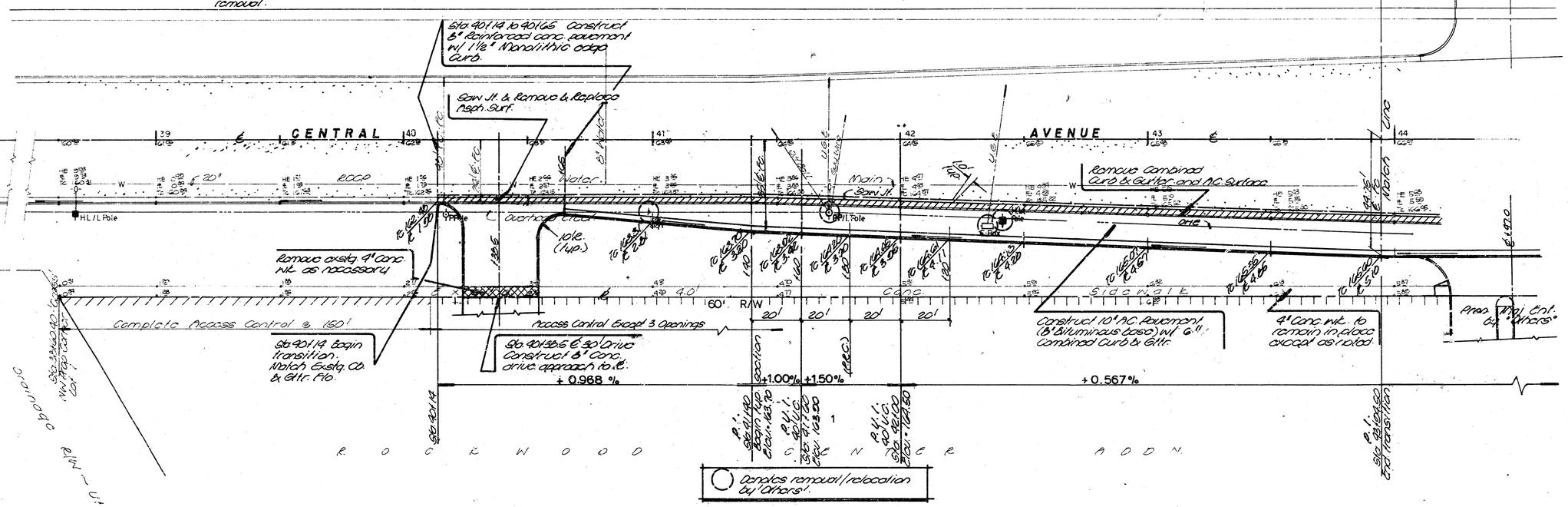
•NOTE•

1. All pavement markings shall conform to the current stds. set forth in the "Manual on Uniform Traffic Control Devices"
2. All pavement markings shall be the "Cold-laid Plastic Tape (s) and Pre-cut Standard Symbol (s)" type, meeting the required specs. Install & Cold-roll as per std. installation procedure for cold-laid Pvt. Markings.
3. Where new pavement (Asph. Conc) is being constructed, the pvmt. markings must be installed while the new wearing surface is still warm (at least 130°F) and rolled, so as to inlay the pvmt. markings into the new pavement.
4. Pavement marking removal (existg.) shall be accomplished in accordance with City Stds. for pavement marking removal.



•MARKING DETAIL•

STA. 40+14 TO STA. 44+34



○ Denotes removal/relocation by "Others".

EARTHWORK QUANTITIES

Excavation	1524.5 C.Y.	Compacted Fill	0.00 C.Y.
+ 10%	152.5	+ 10%	0
Total	1677.0 C.Y.	Total	0.00 C.Y.
Subgrade Manipulation	2440 S.Y.		
Borrow Material	000 C.Y.		

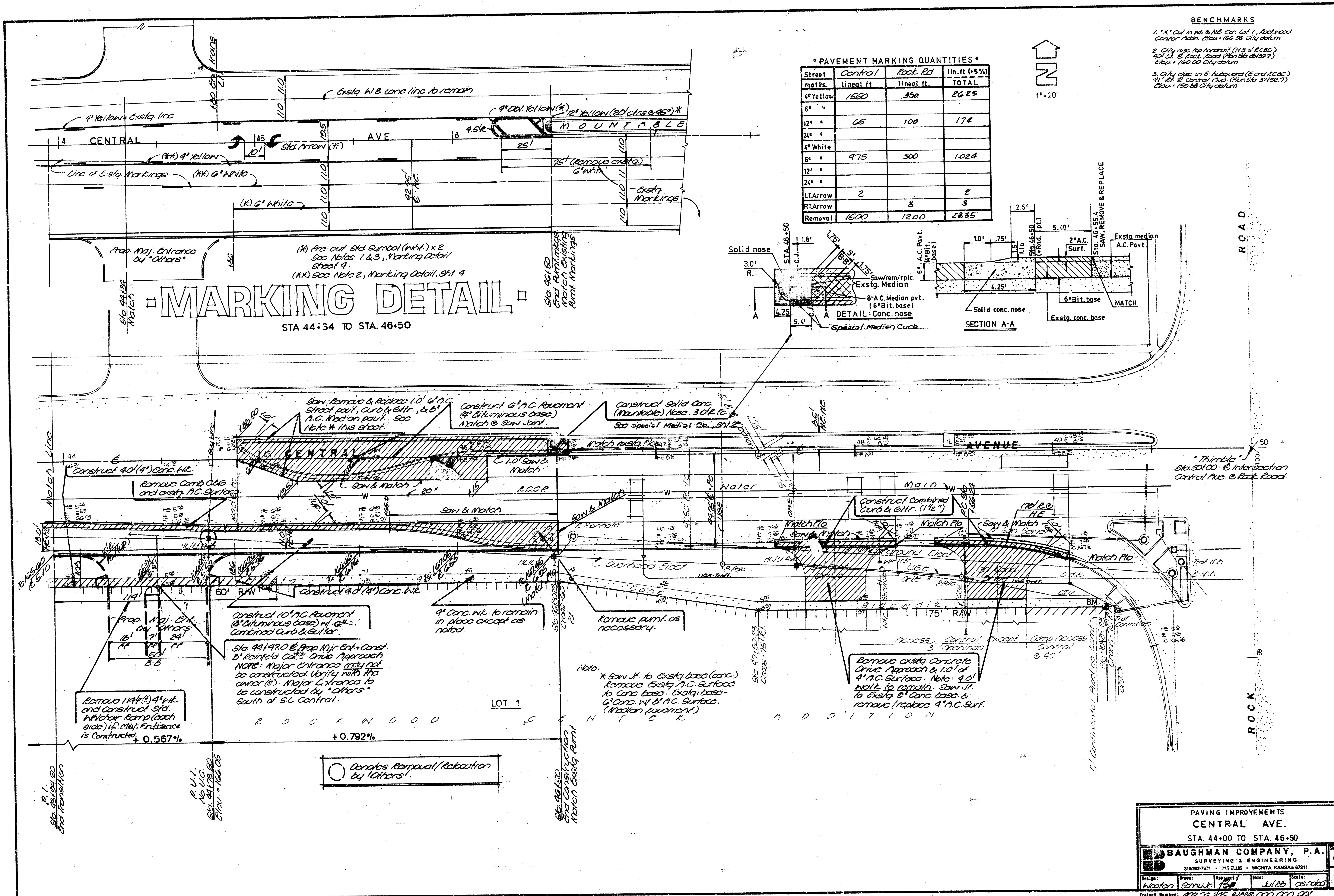
PAVING IMPROVEMENTS
CENTRAL AVE.
STA. 40+14 TO STA. 44+00

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Design:	Drawn:	Approved:	Date:	Scale:	Sheet:	of:
Weston	Smyth	PBW	Jul 85	1"=20'	4	12

Project Number: 972 76 245 81832 000 000 001

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• PAVEMENT MARKING QUANTITIES •

Street	Central	Rock Rd.	lin. ft (+5%)
matls.	lineal ft	lineal ft.	TOTAL
4" Yellow	1550	950	2625
6" "			
12" "	65	100	174
24" "			
4" White			
6" "	475	500	1024
12" "			
24" "			
LT. Arrow	2		2
RT. Arrow		3	3
Removal	1500	1200	2835

PAVING IMPROVEMENTS

CENTRAL AVE.

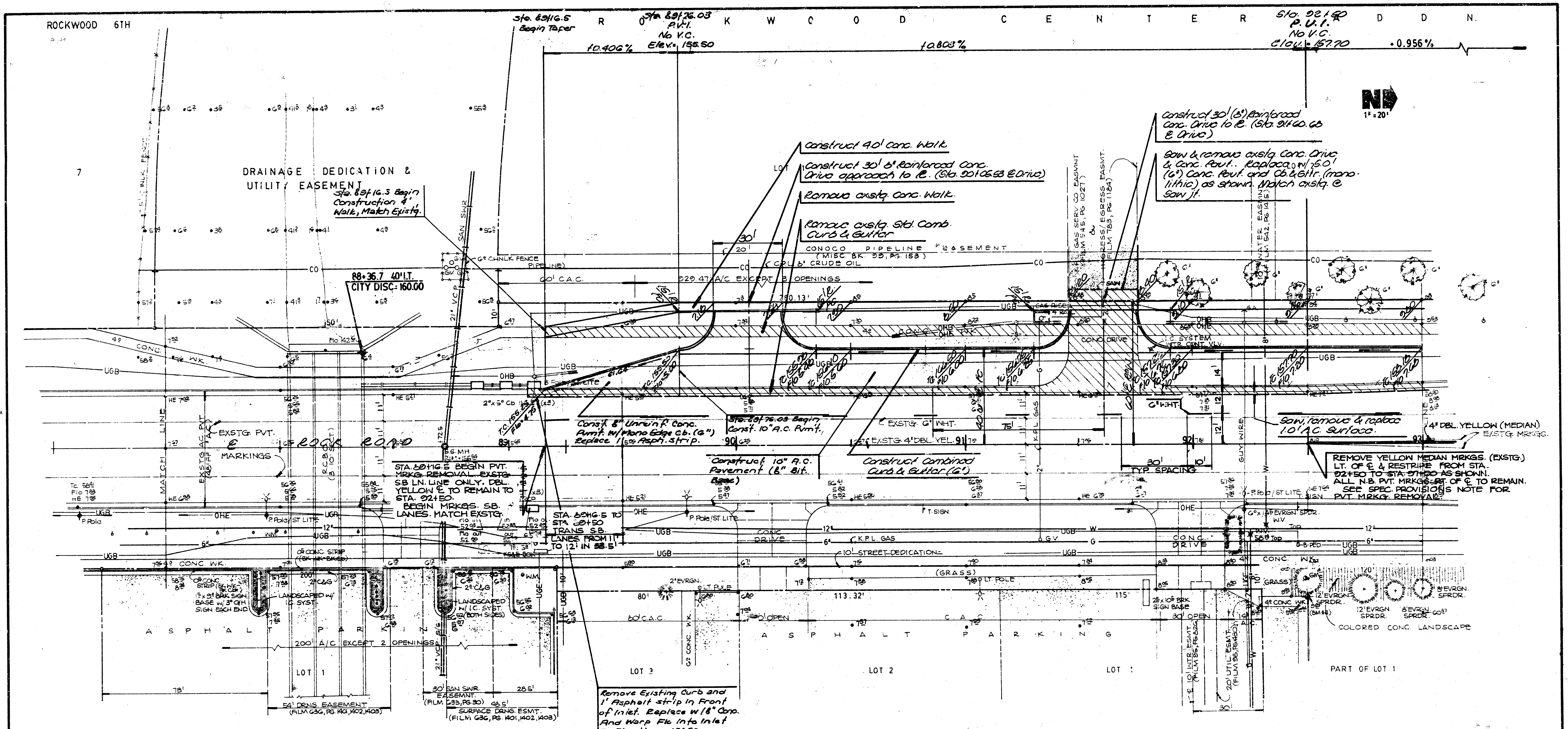
STA. 44+00 TO STA. 46+50

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Design:	Drawn:	Approved:	Date:	Scale:	Sheet: 5 of: 12
Wooton	Sonnu Jr.	[illegible]	Jul 85	as noted	

Project Number: 472 76 295 81832 000 000 001

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• NOTE •

1. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CURRENT STD. SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. ALL PAVEMENT MRKGS. SHALL BE THE "COLD LAID PLASTIC TAPE & PRE-CUT STD. SYMBOL" TYPE MEETING THE REQUIRED SPECS. INSTALL & COLD-ROLL AS PER STD. INSTALLATION PROCEDURE FOR COLD-LAID PVT. MARKINGS.
3. WHERE NEW PAVEMENT (ASPH. CONC.) IS BEING CONSTRUCTED, THE PVT. MARKINGS MUST BE INSTALLED WHILE THE NEW WEARING SURFACE IS STILL WARM (AT LEAST 130° F) AND ROLLED, SO AS TO INLAY THE PVT. MARKINGS INTO THE NEW PAVEMENT.
4. REMOVAL OF EXSTG. MARKINGS SHALL BE DONE IN ACCORDANCE WITH CITY STANDARDS FOR PVT. MARKING REMOVAL. (SEE SPECIAL PROVISIONS SECT.)

DEAN-RUPERT SECOND ADDN.

VENTURE PARK ADDN. DEAN-RUPERT THIRD ADDN.

ROCK ROAD
STATION 89+16.50 TO 93+00

BAUGHMAN COMPANY, P.A.
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Design:	Drawn:	Approved:	Date:	Scale:	Sheet: 6 of: 12
C.R.			MAR. 89	1" = 20'	

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ROCK WOOD CENTER ADDN.

Sta. 97+00 P.V.I. No V.C. Clev. = 162.00

Sta. 97+80 Match Exstg.

+0.956%

+1.480%

Sta. 96+40 - 8.50' Major Entrance. Construct 8" Reinforced Conc. Drive to ℄. NOTE: The owner is to reconstruct the drive behind the ℄ to Maj. Ent. sides to match the street project @ the ℄.

P.I. Sta. 96+50 Elev. = 160.00

End Repair 44.72' ℄

N

1" = 20'

LOT 2

LOT 1

Remove exstg. Conc. Wk.

Remove exstg. Std. Comb. Curb & Gutter.

Sta. 96+63(±) End Construction of 9.0' Conc. Wk. Match exstg.

Exstg. Wk. to remain.

Remove exstg. Conc. Drives to ℄ of walk. Exstg. walk to remain intact. Construct Comb. Curb & Gutter (6') Match exstg. F/G (each side)

Construct 9.0' Conc. Sidewalk.

CONOCO PIPE LINE EASEMENT (MISC BK. 99, PG. 153)

INGRESS-EGRESS EASEMENT (FILM 1825, PG. 1847)

6" CRUDE OIL

32047' A/C EXCEPT 3 OPENINGS

BRICK SIGN

UNDERGROUND SYSTEM

CONC. DRIVE

CONC. WK.

STD. WHT. ARROW (NOTE 2, SHT)

EXSTG. WHT.

6" WHT.

Construct 10' P.C. Pavement (8" Mill. Base)

Construct Comb. Curb & Gutter (6')

Remove & replace 10' P.C. Surf.

Station 97+00 to 97+50 Construct 6" Unreinf. Concrete w/ Monolithic Curb & 6" Base, 1" Asphalt Overlip

EXSTG. MEDIAN MRKGS.

MATCH EXSTG. MRKGS. @ STA. 97+00.

EXSTG. PVT. MARKINGS

EXSTG 5¢ B-B MOUNTABLE MEDIAN

EXSTG 5¢ B-B RAISED MEDIAN

STA. 97+00 END PVT. MRKG. REMOVAL SB. LANES ONLY

LINE OF S.B. EXSTG. MRKGS.

EXSTG. YELLOW

4" DBL. YELLOW (MEDIAN)

REMOVE EXSTG. YELLOW MEDIAN MRKGS. LT. OF ℄ & RESTRIPE FROM STA. 92+50 TO STA. 97+00 AS SHOWN. ALL NB PVT. MRKGS RT. OF ℄ TO REMAIN. SEE SPEC. PROVISION NOTE FOR PVT. MRKG. REMOVAL.

10' TYP. SPACING

MATCH EXSTG. YELLOW & MATCH MEDIAN PVT. MRKGS. STA. 92+50 TO STA. 97+00.

TRANS. 12' TO 11' IN 140' (SB LANES) (55 MPH)

TRANS. SB. LANES 4.45' IN 120' (℄ TRANS.)

EXSTG. PVT. A.C.

(50' FF) EXSTG. CURB & GUTTER

CENTRAL

ROCK RD.

"THIMBLE" STA. 100+00 ROCK RD 89°42'34" E (NW COR. NW 1/4 SEC 20, T27S, R2E)

20°10'31" 69°42'04" 30°18'35"

PC = 156.24
R = 178.01' (HE)
Δ = 16°04'58"

TC IG 5.24
F/G 5.08
HE 5.08

match F/G

OHE

UGB

UGE

UTV

GA.

CO

G

W

P.H. & St. Lite

H.L. Pole

T sign

Conc. Drive

Conc. Wk.

Asph. Dr.

Colored Conc. Lndscp.

5' Dia. Evrgn.

8' Evrgn. Sprdr.

Kg&E MH

3ª Dia. BGH. (x2)

2ª Dia. BGH.

Landscaped (Rock & Shrub)

Asphalt Parking

10' Util. Esmt.

18' Conc. Retaining Wall

RES. A

PART OF LOT 1

K.G. & E. SUB-STATION (MINNEHA)

LOT 2

LOT 1

DEAN-RUPERT SECOND ADDN.

BLOCK 1

DEAN-RUPERT FIRST ADDN.

ROCK ROAD
STATION 93+00 TO 97+50

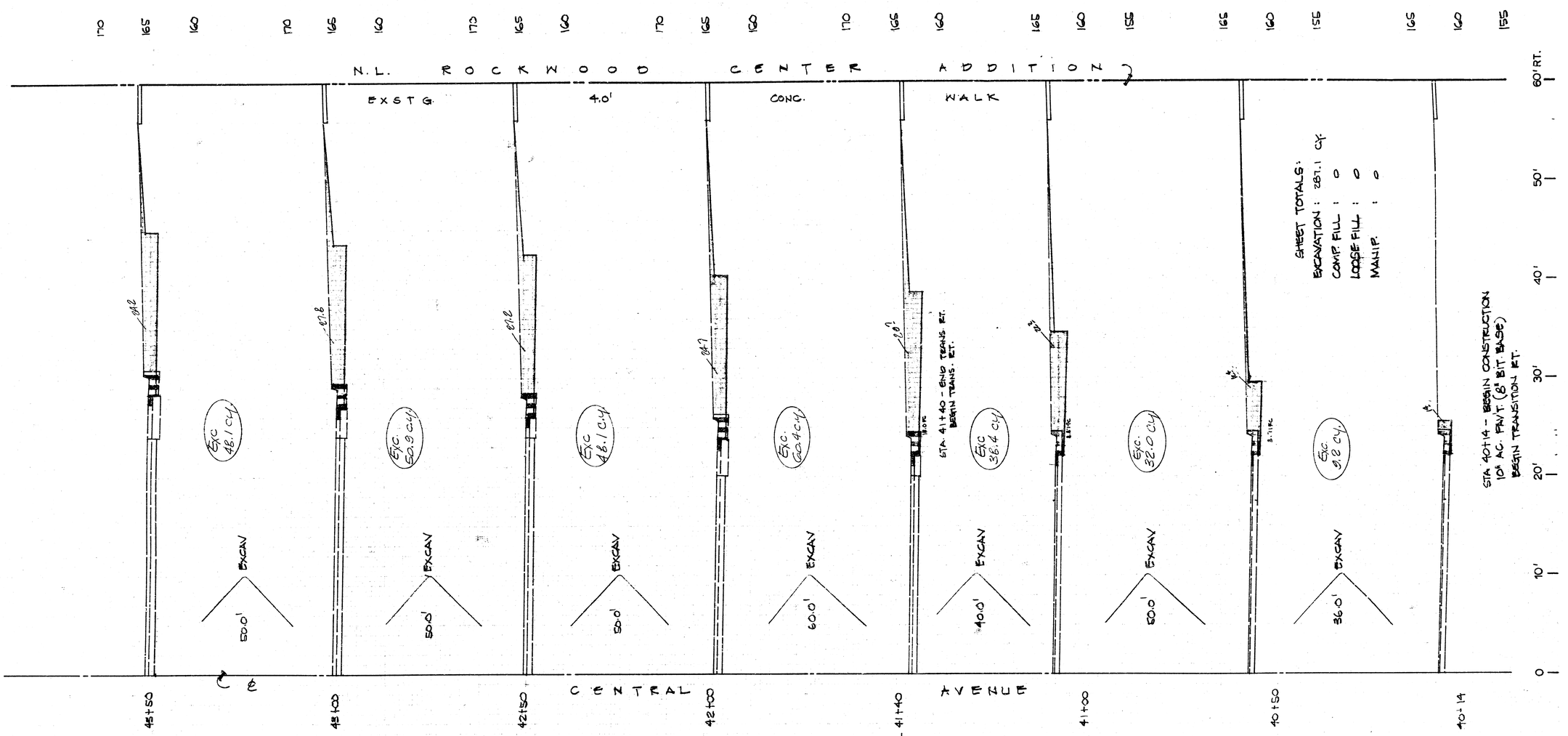
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

Sheet: 7 of: 12

Design: T.C.R. | Drawn: | Approved: | Date: MAR. 89 | Scale: 1" = 20'

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ACCEL · DECEL LANES
CENTRAL @ ROCK ROAD
472 76 245 81852 000 000 001



• GRAND TOTALS •

EXCAVATION :	1524.5	C.Y.
COMP. FILL :	0	C.Y.
LOOSE FILL :	0	-
MANIP. :	0	-

Exstg. Pvmt. = 4" AC SURF. 9" AC Base
Exstg. Pvmt. = 2" AC SURF. 6" Conc Base

= EXCAVATION (CUT)

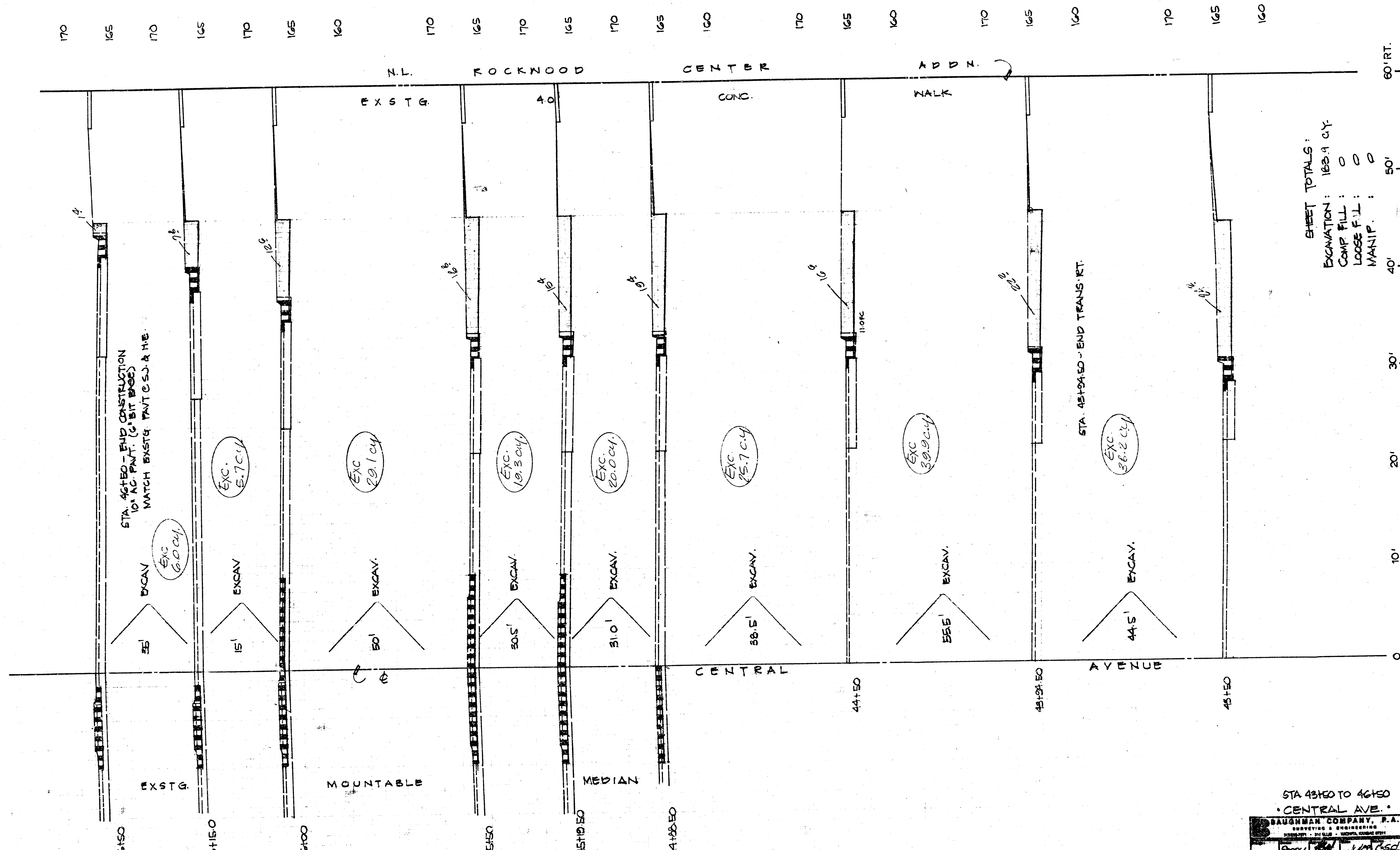
= PAV'T. REMOVAL

STA. 40+14 TO 43+50
• CENTRAL AVE •

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
8
12

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ACCEL · DECEL LANES
CENTRAL @ ROCK ROAD
472 76 245 81832 000 000 001



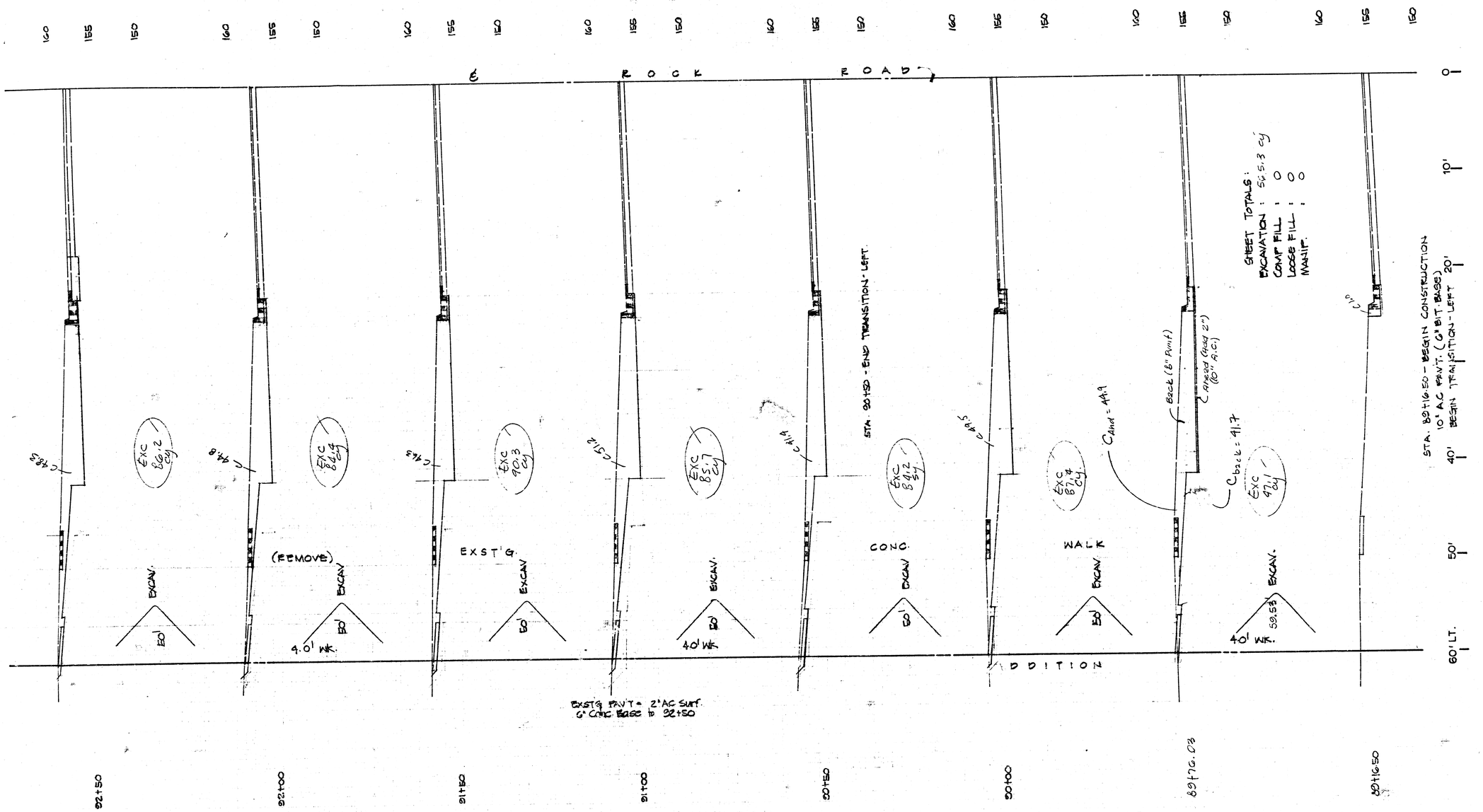
STA. 43+50 TO 46+50
· CENTRAL AVE. ·

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
WICHITA, KANSAS

9 / 12

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ACCEL · DECEL LANES
CENTRAL @ ROCK ROAD
472 76 246 81 852 000 000 001

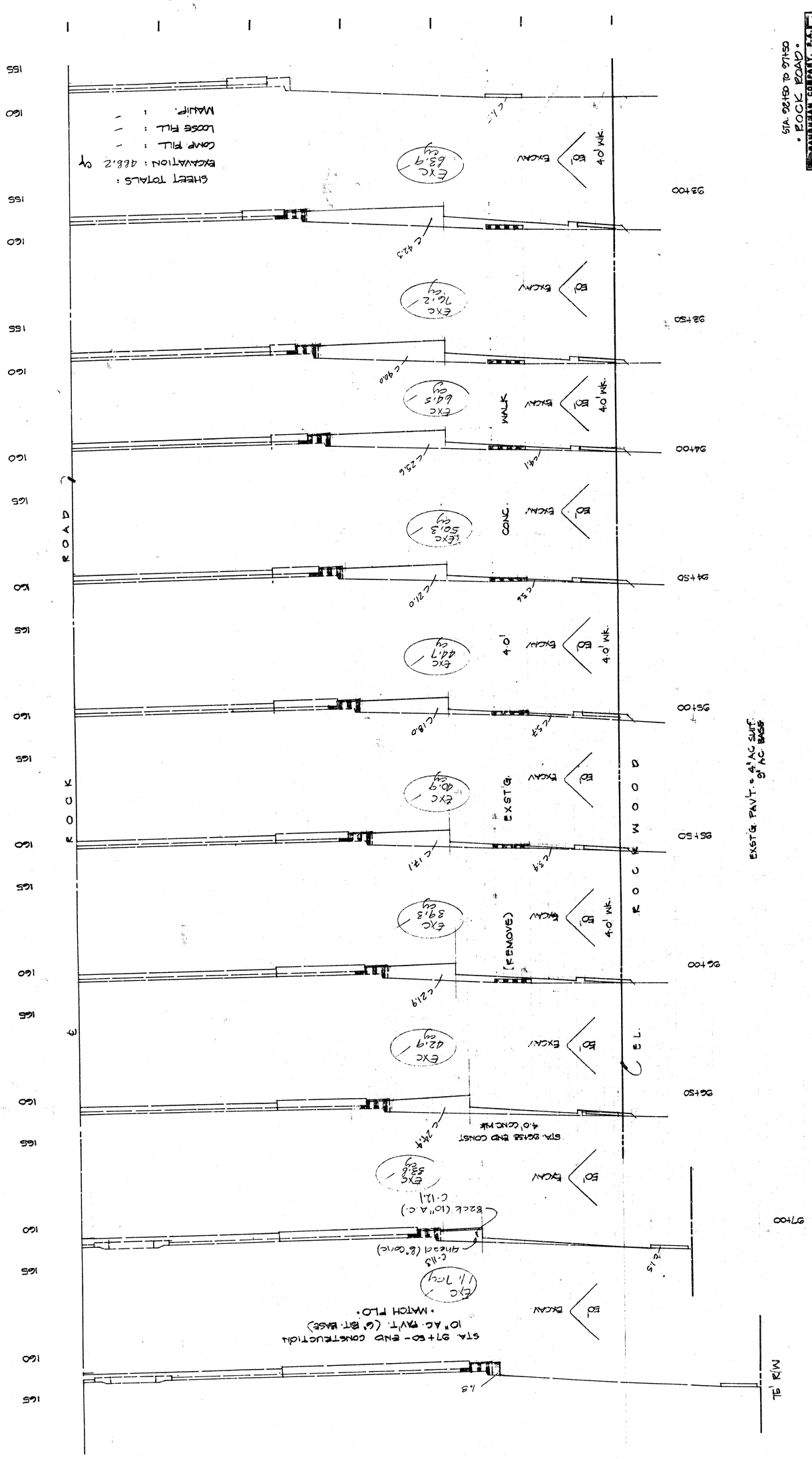


STA. 89+16.50 TO 92+50
· ROCK ROAD ·

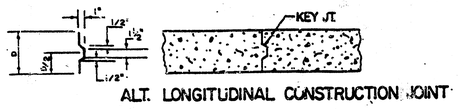
SAUGHMAN COMPANY, P.A.
ENGINEERS & CONSULTANTS
Date: July 17, 1980
10
12

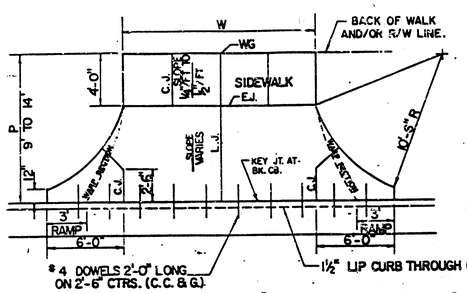
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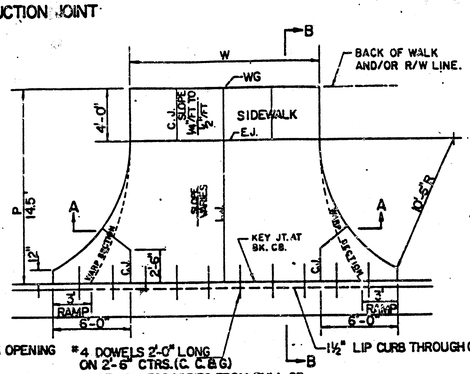
ACCEL · DECEL LANES
CENTRAL @ ROCK ROAD
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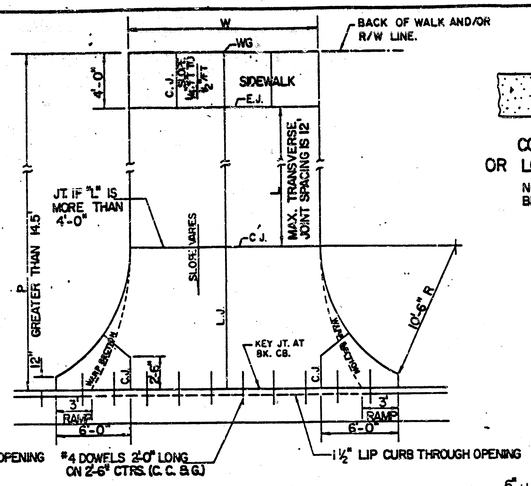


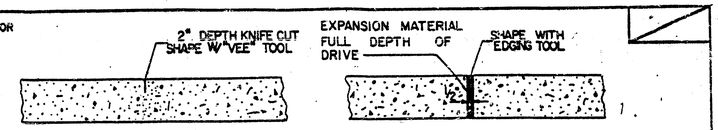
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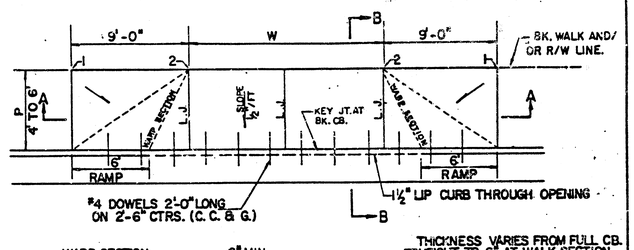


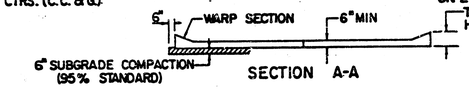


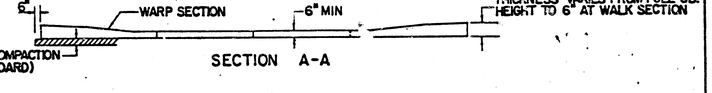
CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)

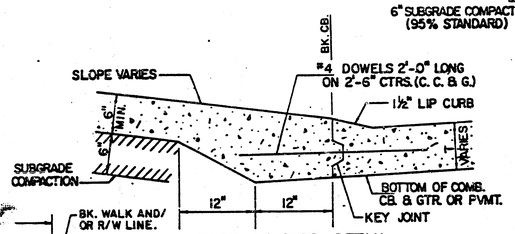






PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'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

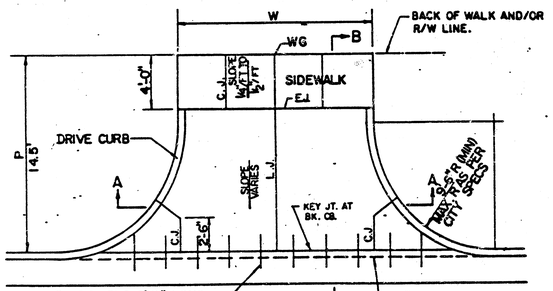
RADIUS RAMP DRIVES (P= 9.0' & GREATER)

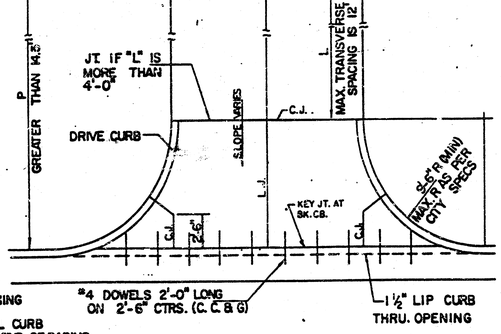


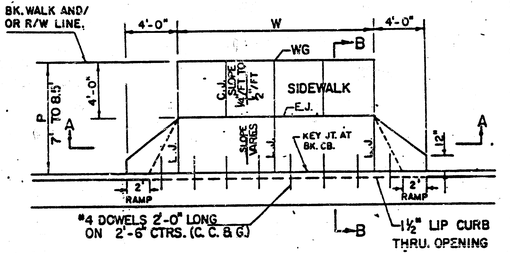
BACK OF CURB DETAIL
SECTION B - B (no scale)

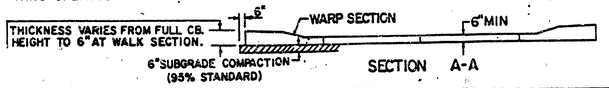
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "I" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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









PARKING WIDTH "P"	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" ABOVE TOP OF FULL CB.	0.15'	0.16'	0.17'	0.17'
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 10' FOR DRIVES WITH A "P" 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. CONSTRUCTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOBEL 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.

SCALE: 1"= 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER 472-76-245-81832-000-000-001

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