| SHEET NO. | TOTAL SHEETS |
|---|---|
| 1 | 6 |

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

# STREET IMPROVEMENTS

CINDY LANE - FROM E.L. OF TOH-N-HAH TRAIL TO THE E.L. OF TOH-N-HAH VILLAGE ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-82037-000-000-001
INDEX NO. 760488

INDEX OF SHEETS


1. TITLE SHEET
2. PLAT
3. TYPICAL SECTION
4. PAVING PLAN
5. STD. DRIVE ENTRANCE DETAIL
6. CROSS SECTIONS


PROJECT SURVEY CONTROL

DATUM BENCH MARK: C.O.W. STD. DISC 32' NORTH AND 38' EAST OF WEST 1/4 CORNER SEC. 17, T27S, R1W. ELEV.=152.283

BENCH MARK #1 : CHISELED "O" TOP OF CURB SOUTH SIDE SQUAW LANE 80'± WEST OF CENTERLINE OF TOH-N-HAH TRAIL. ELEV.=157.41

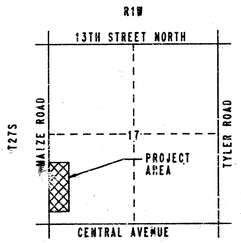
BENCH MARK #2 : CHISELED "O" TOP OF CURB SOUTH SIDE CINDY LANE ACROSS FROM CENTER OF [redacted] 10130 CINDY LANE. ELEV.=157.64

BENCH MARK #3 : CHISELED "O" TOP OF CURB WEST SIDE TOH-N-HAH TRAIL EAST OF N.E. CORNER LOT 11, BLOCK 4 WESTLINK VILLAGE ESTATES. ELEV.=165.535

EARTHWORK

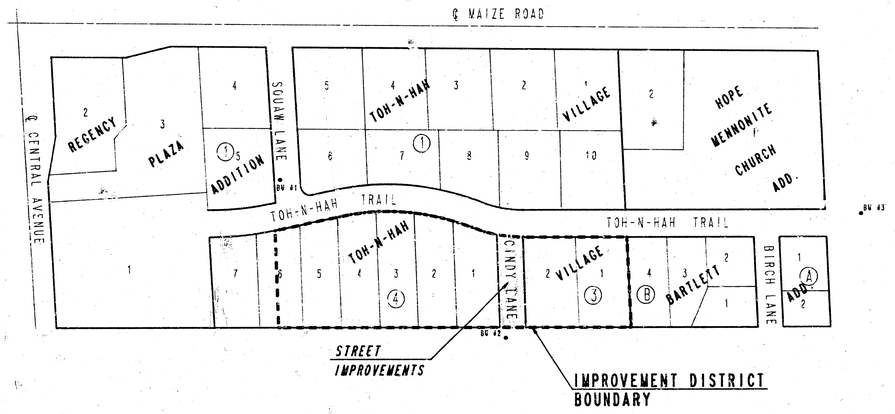
EXCAVATION 290 CU. YDS.

SUBGRADE MANIPULATION 711.48 SQ. YDS.




VICINITY MAP

SCALE: 1" = 150'




JULY, 1990

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

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

GENERAL NOTES

ALL ENTSANCE AND CROSS ROAD PIPE WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. REMOVAL OF SUCH PIPES SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS.

CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THE PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATIONS AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PROJECT TO REGRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT ORDER FORM HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH MATERIAL IS DELIVERED TO SUCH PROPERTIES.

THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLANS ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORM SIGNED BY 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.

LANDSCAPE IMPROVEMENTS (R.R. TIES, LANDSCAPE TIMBERS, STONE WALLS, PLANTERS, FENCES, BOULDERS, ETC.) REMAINING IN PUBLIC RIGHT-OF-WAY AT TIME OF CONSTRUCTION SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR, SALVAGED, AND STORED ON ADJACENT DRIVEWAY FOR DISPOSAL BY THE OWNER. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER WORK ITEMS.

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR 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 CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION 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 SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

| | |
|---|---|
| SOUTHWESTERN BELL TELEPHONE COMPANY | 1-316-571-2611 |
| CABLEVISION | 262-4270 OR 263-2061 |
| KPL GAS SERVICE | 263-7511 |
| KANSAS GAS & ELECTRIC | 264-1141 |
| CITY OF WICHITA WATER DEPARTMENT | 265-4908 |
| CITY OF WICHITA SEWER DEPARTMENT | 268-4071 |
| ARKLA GAS COMPANY | 942-8350 OR 263-8161 |

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 PERMISSABLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

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

THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

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

PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHTS-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

MAILBOXES WITHIN THE LIMITS OF THE PROJECT SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WILL BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING ITS CONSTRUCTION.

THE REMOVAL OF TREES AND SHRUBS, FENCES, ENTRANCE PIPES, MAILBOXES REMOVED AND REPLACED, RESEEDING THE R/W DISTURBED BY CONSTRUCTION, ETC. SHALL BE INCLUDED IN THE LUMP SUM BID FOR CLEARING R/W AND SITE RESTORATION.

INTERURBAN TRAFFIC SHALL NOT BE CARRIED THROUGH CONSTRUCTION, THE CONTRACTOR SHALL ALLOW EMERGENCY VEHICLE ACCESS THROUGH THE CONSTRUCTION.



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# TOH-N-HAH VILLAGE

SEDGWICK COUNTY, KANSAS.

State of Kansas } S.S.
Sedgwick County }

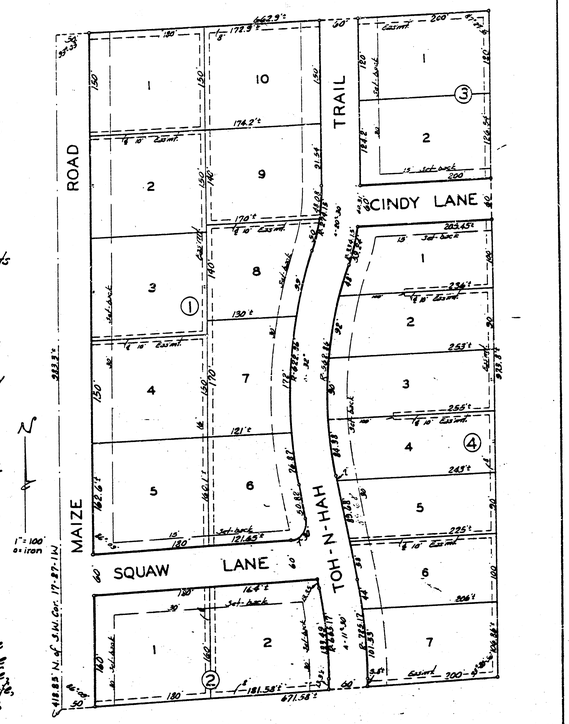
I, Clyde M. Baughman, Surveyor in aforesaid county and state do hereby certify that I have surveyed and platted "TOH-N-HAH VILLAGE" Sedgwick County, Kansas, and that the accompany plat is a true and correct exhibit of the property surveyed, described as the S½ of the W½ of the W½ of the SW¼ of Sec. 17, Twp. 27-S, R-1-W, except the south 418.85 feet thereof.

Clyde M. Baughman Surveyor

CLYDE M. BAUGHMAN LICENSED 885 KANSAS PROFESSIONAL ENGINEER AND LAND SURVEYOR

Know all men by these presents that we J Melvin Quiring and Virginia M. Quiring, his wife, and Frank O. Hoover and Mavis G. Hoover, his wife, and Homer O. Peterson and Maxine Ann Peterson, his wife, have caused the land described in the surveyors certificate to be platted into lots, blocks, lanes, a trail and road to be known as "TOH-N-HAH VILLAGE" Sedgwick County, Kansas. Easements are hereby granted as indicated for the construction and maintenance of all public utilities. The lanes, trail, and road are hereby dedicated to and for the use of the public.

J Melvin Quiring — Virginia M. Quiring
Homer O Peterson — Maxine Ann Peterson
Frank O Hoover — Mavis G Hoover




State of Kansas } S.S.
Sedgwick County }

Be it remembered that on this 12th day of November 1957, before me a notary in aforesaid county and state came J Melvin Quiring, and Virginia M. Quiring, his wife, and Frank O. Hoover and Mavis G. Hoover, his wife, and Homer O. Peterson and Maxine Ann Peterson, his wife, to me known to be the same persons who executed the foregoing instrument of writing and duly acknowledged the execution of the same as their voluntary act and deed. In testimony whereof I have hereunto set my hand and affixed my notarial seal the day and year above written.

Carole Franke Notary Public

My Commission Expires April 2, 1959

DE-220-A1
DE-220-A3

This plat of "TOH-N-HAH VILLAGE" Sedgwick County, Kansas, has been submitted to and considered by the City Planning Commission of Wichita, Kansas, and is hereby transmitted to the Board of City Commissioners with the recommendation that such plat be approved as proposed.

Dated this 5 day of November

The City Planning Commission of Wichita, Kansas

Wesley A Bowen Chairman
Leland L Edwards Secretary

PROVIDED; all streets, roads, and avenues as dedicated are not accepted as a part of County Road System, or of Township Road System until final approval by the County Engineer, and resolution adopted by Board of Sedgwick County Commissioners accepting and classifying same.

Approved by the Board of City Commissioners this 26th day of November 1957.

Mayor

City Clerk

Entered on transfer record this 13th day of February 1958

Ole Schuenter County Clerk

Approved by the Board of County Commissioners this Fifth day of February 1958

Ole Schuenter County Clerk

PROT. COUR. & RESTRS. M 414 P. 179

State of Kansas } S.S.
Sedgwick County }

This is to certify that this plat was filed for record in the office of the Register of Deeds this 13th day of Feb. 1958 at 11:20 o'clock A. M; and is duly recorded.

#3639

Rufus E. Dilling Register of Deeds

3.02

C.O.W. Proj. No. 472 76 245 82037 000 000 091

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Sheet No. 2 of 6

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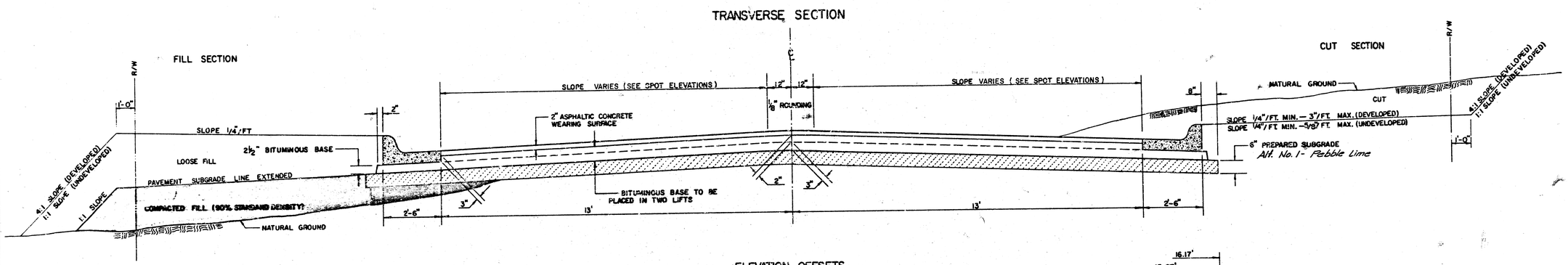
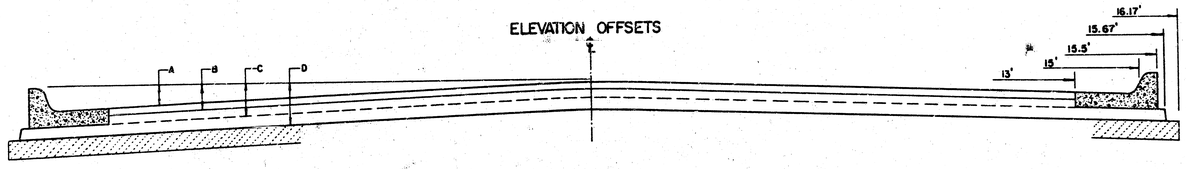
# TYPICAL 31' PAVEMENT DETAILS

## TRANSVERSE SECTION

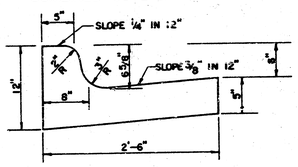



## ELEVATION OFFSETS

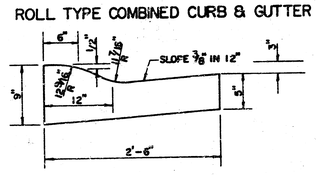



| | DISTANCE FROM CENTERLINE (LT. & RT.) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0' | 2' | 4' | 6' | 7.5' | 10' | 12' | 13' | 15' | 15.5' | 15.67' | 16.17' |
| A: TOP OF CURBS TO TOP OF SURFACE LIFT | 0.10 | 0.14 | 0.21 | 0.27 | 0.32 | 0.39 | 0.46 | 0.49 | — | — | — | — |
| B: TOP OF CURBS TO TOP OF UPPER BASE LIFT | 0.27 | 0.31 | 0.38 | 0.44 | 0.49 | 0.56 | 0.63 | 0.66 | — | — | — | — |
| C: TOP OF CURBS TO TOP OF LOWER BASE LIFT | 0.44 | 0.48 | 0.57 | 0.64 | 0.70 | 0.79 | 0.87 | 0.90 | 0.98 | 1.00 | 1.00 | — |
| D: TOP OF CURBS TO TOP OF SUBGRADE | 0.69 | 0.73 | 0.80 | 0.87 | 0.93 | 1.01 | 1.08 | 1.12 | 1.19 | 1.21 | 1.21 | 1.23 |

## COMBINED CURB & GUTTER



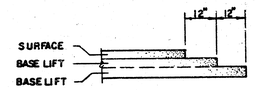

## ROLL TYPE COMBINED CURB & GUTTER




## 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 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 82037 000 000 001

3

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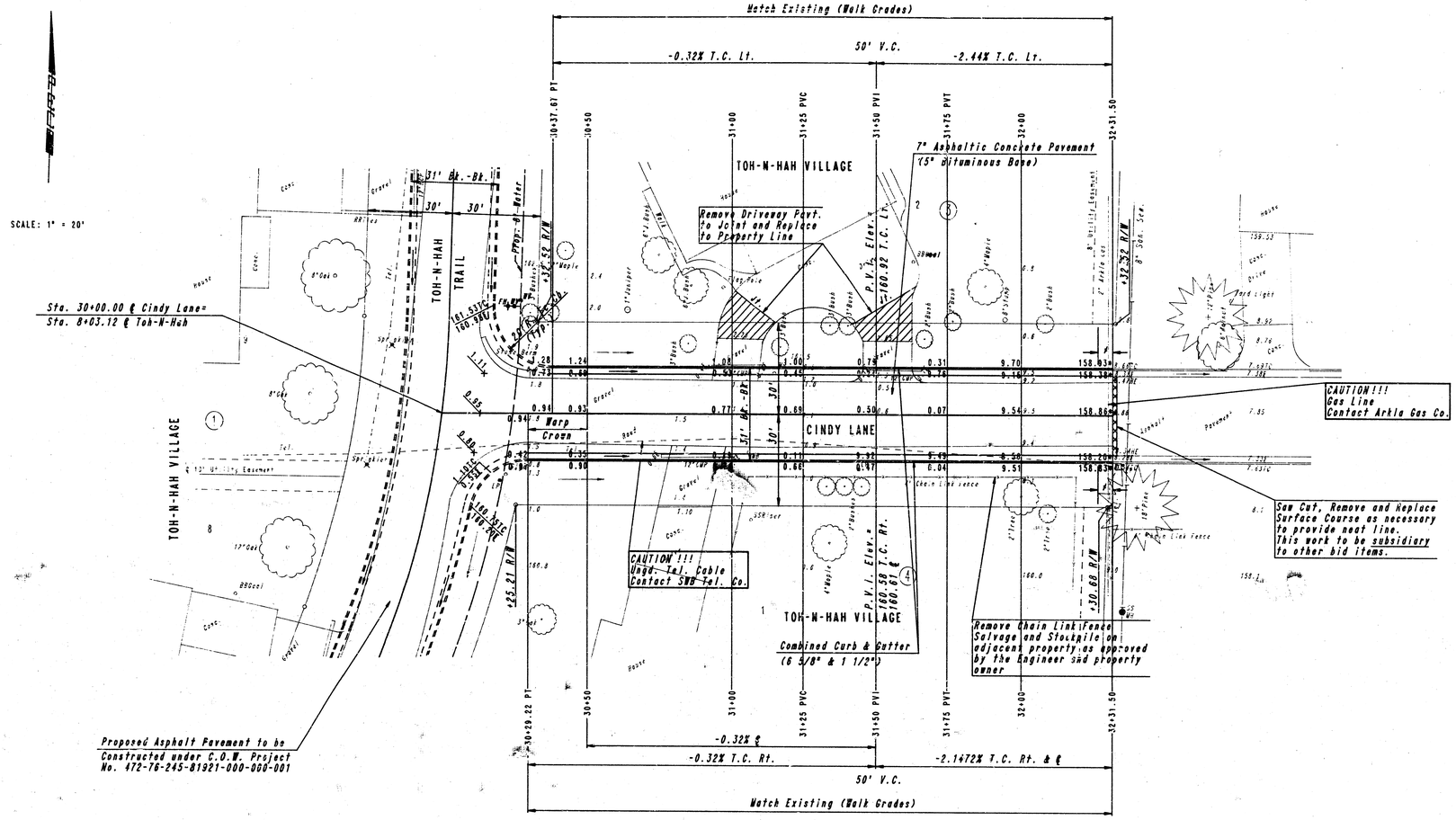
| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-76-245-82037-000-000-001 | 4 | 6 |




* MATCH EXISTING

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

CITY OF WICHITA

# CINDY LANE

STA. 30+00.00 TO STA. 32+31.50

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

| Designed by | CSB, GDD | Checked by | |
|---|---|---|---|
| Drawn by | DEP | Date JUNE, 1990 | Job No. 90328 |

4

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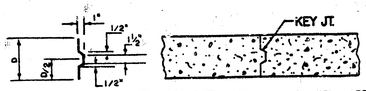
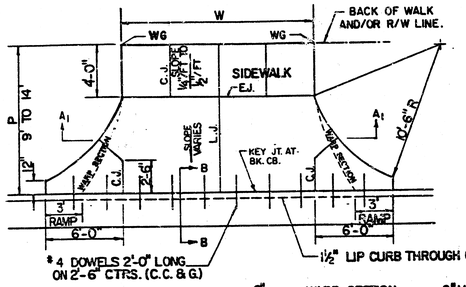
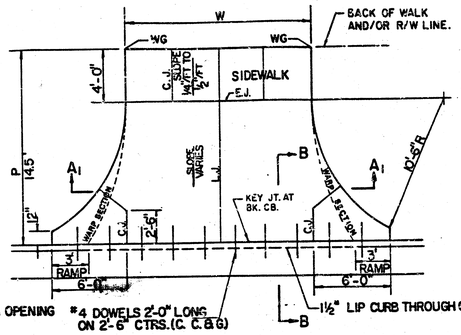
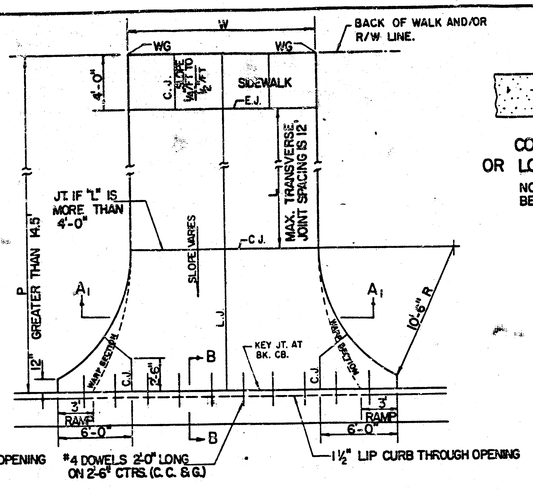
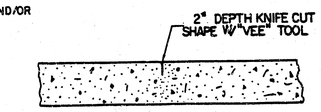



ALT. LONGITUDINAL CONSTRUCTION JOINT



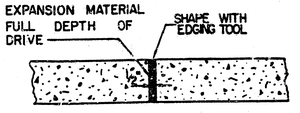



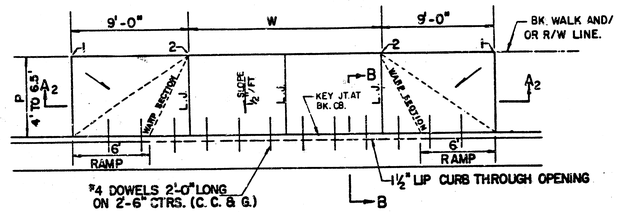



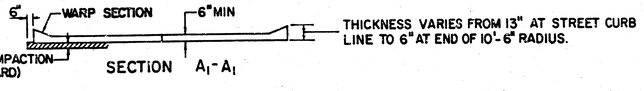

CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

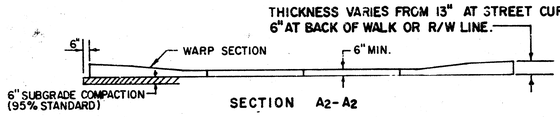
NO SAWN JOINTS WILL BE ALLOWED.




EXPANSION JOINT (E.J.)

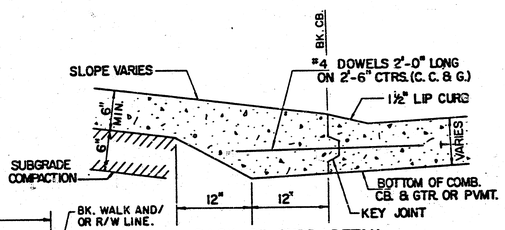


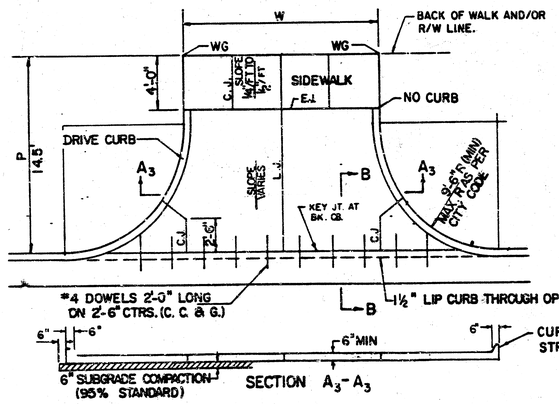



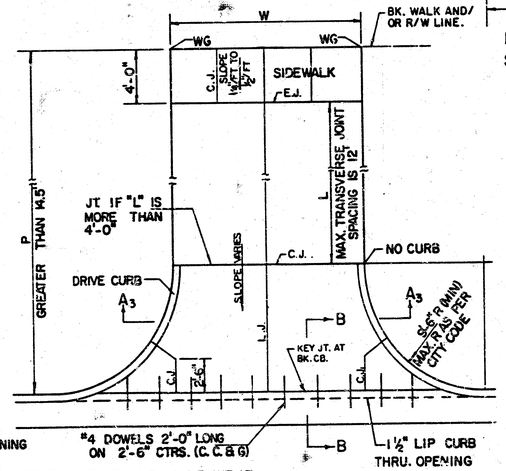

| PARKING WIDTH "P" | 9' | 10' | 11' | 12' | 13' | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB | 0.35' | 0.35' | 0.40' | 0.45' | 0.60' | 0.80' | 1.35' | 1.85' | 2.35' | 2.85'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

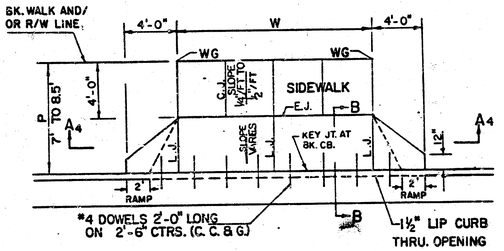
RADIUS RAMP DRIVES (P = 9.0' & GREATER)




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

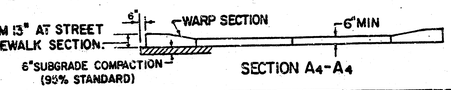









| PARKING WIDTH "P" | 14.5' | 20' | 25' | 30' | 35' | 40' | 45' | 50' |
|---|---|---|---|---|---|---|---|---|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.60' | 1.35' | 1.85' | 2.35' | 2.85' | 3.35' | 3.85' | 4.35' |
| OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.70' | 1.04' | 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')

| 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" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1"=5'

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

PROJECT NUMBER
472 76 245 82037 000 000 001

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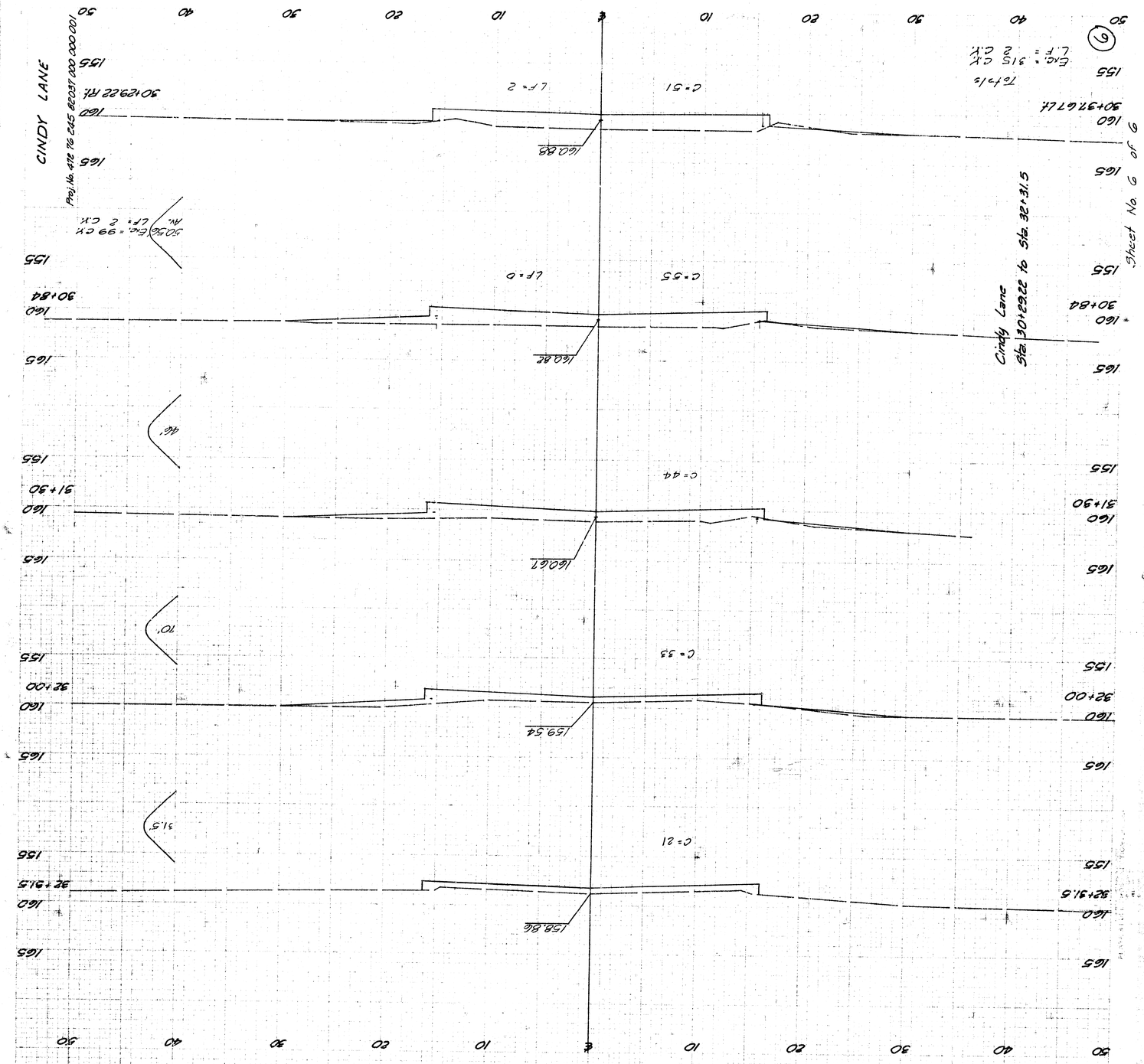


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