

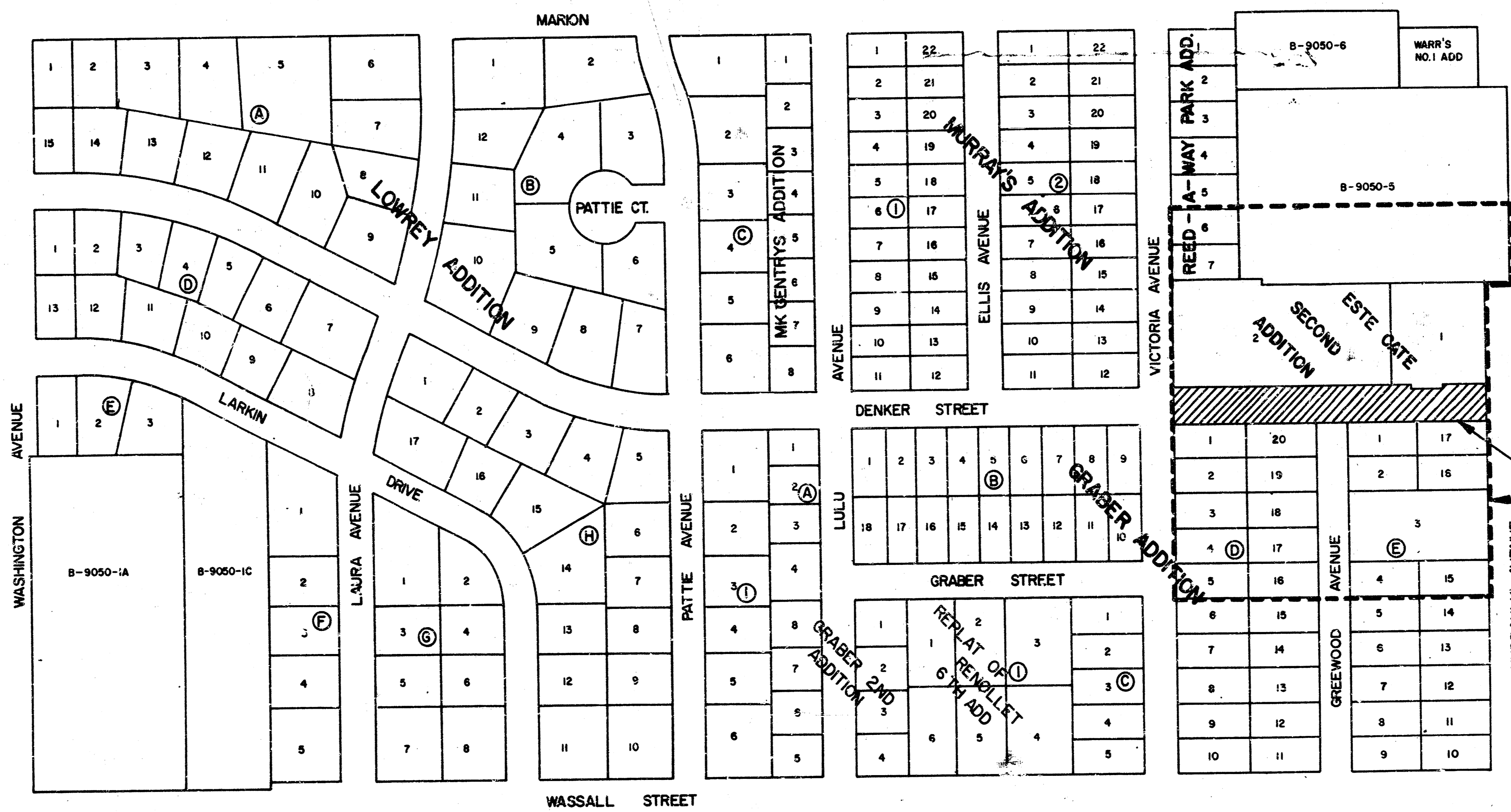
- GENERAL NOTES
- CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF THIRTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:  
KANSAS ONE-CALL 687-2470  
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:  
CABLEVISION 262-4770 OR 263-2061  
KANSAS GAS & ELECTRIC 263-7511  
KANSAS GAS & ELECTRIC 264-1141  
KANSAS GAS COMPANY 942-2350 OR 263-8161  
SOUTHWESTERN BELL TELEPHONE CO. 1-971-2611  
CITY OF WICHITA WATER DEPARTMENT 264-4909  
CITY OF WICHITA SEWER MAINTENANCE 264-6071
  - CONTRACTOR WILL BE REQUIRED TO COORDINATE THE PAVING CONSTRUCTION WITH THE CONTRACTOR FOR THE COMPARISON SANITARY SEWER LINE PROJECT.
  - INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA IS NOT TO BE CAPPED THROUGH CONSTRUCTION. LOCAL BUSINESS OR INDUSTRY TRAFFIC GENERATED WITHIN THE PROJECT AREA IS TO BE CARRIED THROUGH CONSTRUCTION AS FURTHER PROHIBITED BY PROJECT SPECIFIC PROVISIONS.
  - THE CONTRACTOR WILL BE PERMITTED TO BID ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE TO BE USED BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.
  - NINE INCH (9") SUBGRADE TREATMENT AS SHOWN ON PLANS MAY BE CONSTRUCTED IN ONE LIFT IF CONTRACTOR USES ROTARY TILLERS WHICH HAVE CAPABILITIES FOR UNIFORM MIXING FOR THE FULL DEPTH OF THE TREATMENT AND SPECIAL COMPACTOR EQUIPMENT CAPABLE OF COMPACTING THE NINE INCH (9") LIFT TO THE REQUIRED DENSITY FOR THE FULL DEPTH. CONTRACTOR WILL BE REQUIRED TO MARK THE SUBGRADE TREATMENT IF TWO (2) SEPARATE LIFTS ARE LAID OUT. THESE MARKS INDICATE REQUIRED MIXING AND COMPACTOR IS NOT BEING ACHIEVED. ALL COSTS FOR THE SUBGRADE TREATMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE STABILIZATION MATERIAL AND MANIPULATION.
  - NO MORE THAN 6 DRIVES 135 FEET IN WIDTH, OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.
  - DETRIMENTAL WEAR AND LOCATIONS SHOWN ON THE PLAN ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN NEARBY SURVEYED OR UNIMPROVED RECORD FROM OWNERS BY PROPERTY OWNER OR HIS APPOINTED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WEAR AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.
  - WELDED GUTTER SECTION OF COMBINED CURB AND GUTTER AT INTERSECTIONS WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.
  - A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSE OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION MEETS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. 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.
  - LIMITS OF EARTHMARK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH ALIGNED-GRADATIONS. WHERE A LOW ELEVATION IS SHOWN, THE EARTHMARK SHALL EXTEND TO THE POINT BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPE TO THE EXISTING GROUND SURFACE. PROPERTIES ADJACENT TO THE RIGHT-OF-WAY SHALL BE MARKED WITH PROPERTY ELEVATIONS TO MATCH THE EXISTING GROUND SURFACE.
  - THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER AT THE PRICE BID FOR SAID ADJUSTMENTS. THE WATER DEPARTMENT SHALL FIELD LOCATE AND VERIFY ONE THE TAPING CONSTRUCTION MARKS REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
  - UTILITY SERVICE LINES, PIPES, VALVE BOXES, METERS, AND SYSTEMS ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ALIGNMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY THE OWNER DURING CONSTRUCTION. EXCEPT TO THE BEST INFORMATION OBTAINABLE FOR DESIGN, THE CONTRACTOR WILL BE REQUIRED TO MARK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CORRELATE WITH RECORD CONSTRUCTION COMPANIES AND IS EITHER FROM COMPANY RECORD OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.
  - THE CITY OF WICHITA'S SEWER MAINTENANCE DIVISION OF THE DEPARTMENT OF WATER AND WASTE POLLUTION CONTROL HAS TELEPHONICALLY ADVISED WITHIN THE LIMITS OF THE PROJECT AND HAVE FOUND NO DEFECTS REQUIRING REPAIR. THE DIVISION SHALL BE NOTIFIED AND ADVISED THE OPPORTUNITY TO PRELATIVE SEWER LINES AFTER SURFACE MARK HAS BEEN COMPLETED AND PRIOR TO DAMAGED CONSTRUCTION TO DETERMINE IF SUCH SEWER LINES HAVE BEEN DAMAGED BY THE CONTRACTOR'S OPERATIONS. DAMAGED SEWER LINES WILL BE REPAIRED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. TELEVISION LOGS ARE AVAILABLE FOR INSPECTOR BY THE CONTRACTOR DURING NORMAL OFFICE HOURS AT THE SEWER MAINTENANCE DIVISION'S OFFICE AT CITY HALL.
  - THE CONTRACTOR SHALL NOTIFY PIPELINE COMPANIES AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED ACROSS ANY/OR ADJACENT TO PIPELINES.
  - HAZARDOUS 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.
  - TRUCKS AND TRAILERS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONTACT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TRUCKS AND TRAILERS WHICH ARE NOT IN DIRECT CONTACT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
  - ALL ENTRANCE AND CROSS ROAD PIPES 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.
  - MATERIAL FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE HAUL AWAY SHALL BE DISPOSED OF ON SITES AS PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, PERFORMANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNDESIRABLE APPEARANCE WILL NOT BE APPROVED.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY LINES. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY LINES WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH LINES SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.
  - CONTRACTOR SHALL GIVE PROPERTY OWNERS ADJUTING THIS PROJECT, SEWER LINES 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 YARD TO GRADE TO THE NEW FINISHED GRADE. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS AND PROVIDED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT COVER PLAN HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.
  - THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

# STREET IMPROVEMENTS DENKER STREET

FROM THE EAST LINE OF VICTORIA TO THE  
WEST CURB LINE OF HYDRAULIC

PROJECT NO. 472-76-245-81982-000-000-001  
INDEX CODE 760322

CITY OF WICHITA, KANSAS  
MICHAEL E LINDEBAK CITY ENGINEER  
APRIL 1990



DRAWING INDEX

SHEET	TITLE
1	MAP AND BENEFIT DISTRICT
2	TYPICAL PAVEMENT DETAILS
3	PLAN DENKER STREET
4	VALLEY GUTTER DETAILS
5	STANDARD DRIVE ENTRANCES
6	DETAIL STANDARD TYPE I CURB INLET
7	CROSS SECTIONS

WICHITA, KANSAS  
STREET IMPROVEMENTS

MAP AND BENEFIT DISTRICT  
DENKER STREET

PROJECT NO. 472-76-245-81982-000-000-001

CASTLE & ASSOCIATES  
ENGINEERS  
WICHITA, KANSAS

DATE APRIL 1990

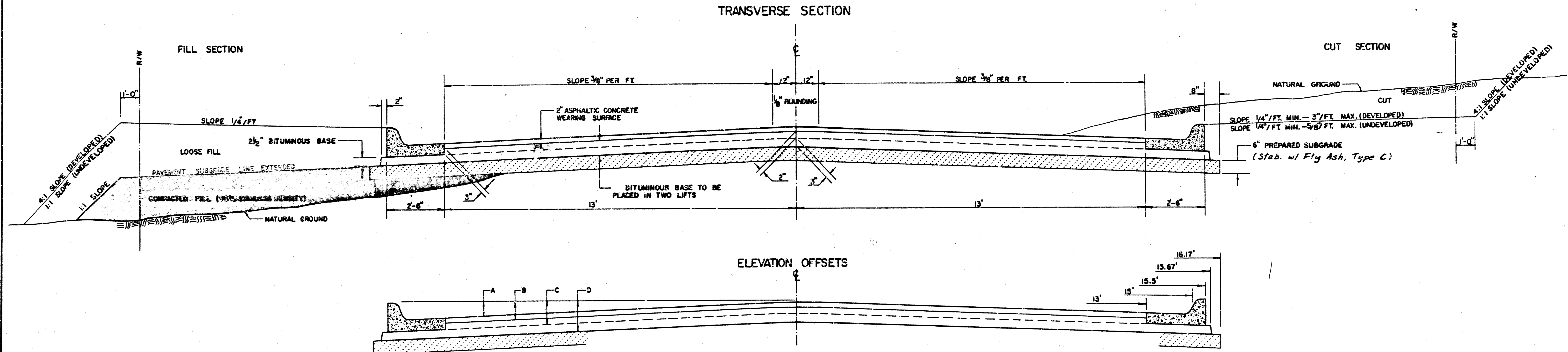
DRG DR CH APP

DWG. FILE NO.  
9016 - D - 80,092

SHEET NO. 1 OF 7

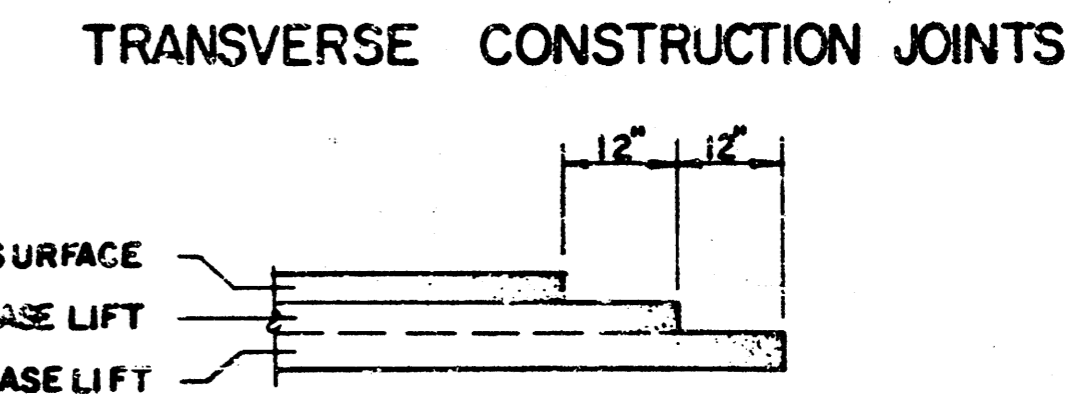
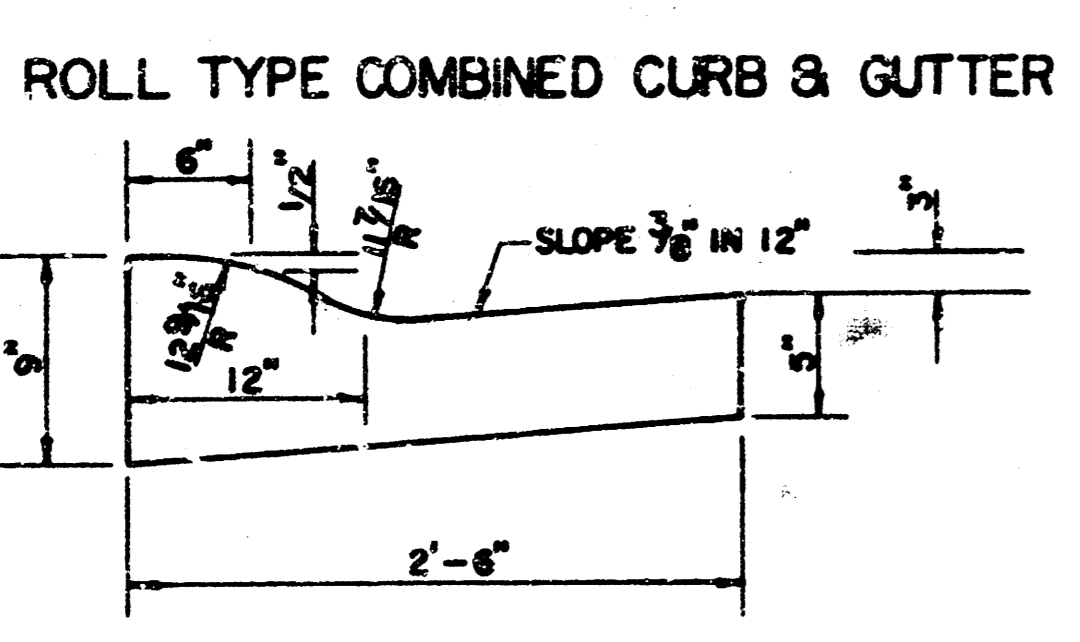
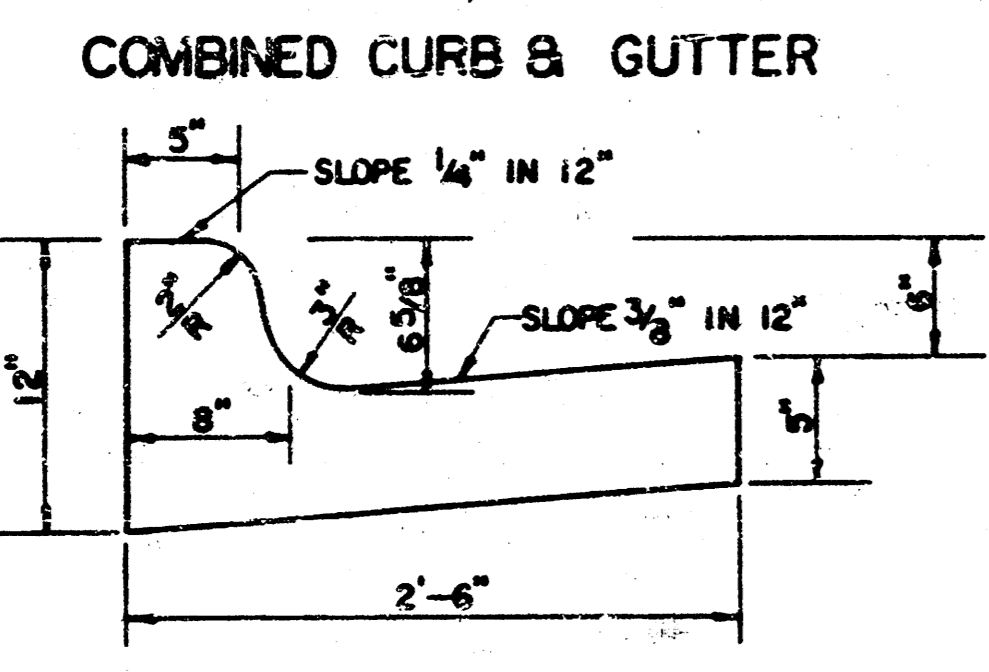
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# TYPICAL 31' PAVEMENT DETAILS



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	0.49	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



### 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 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).

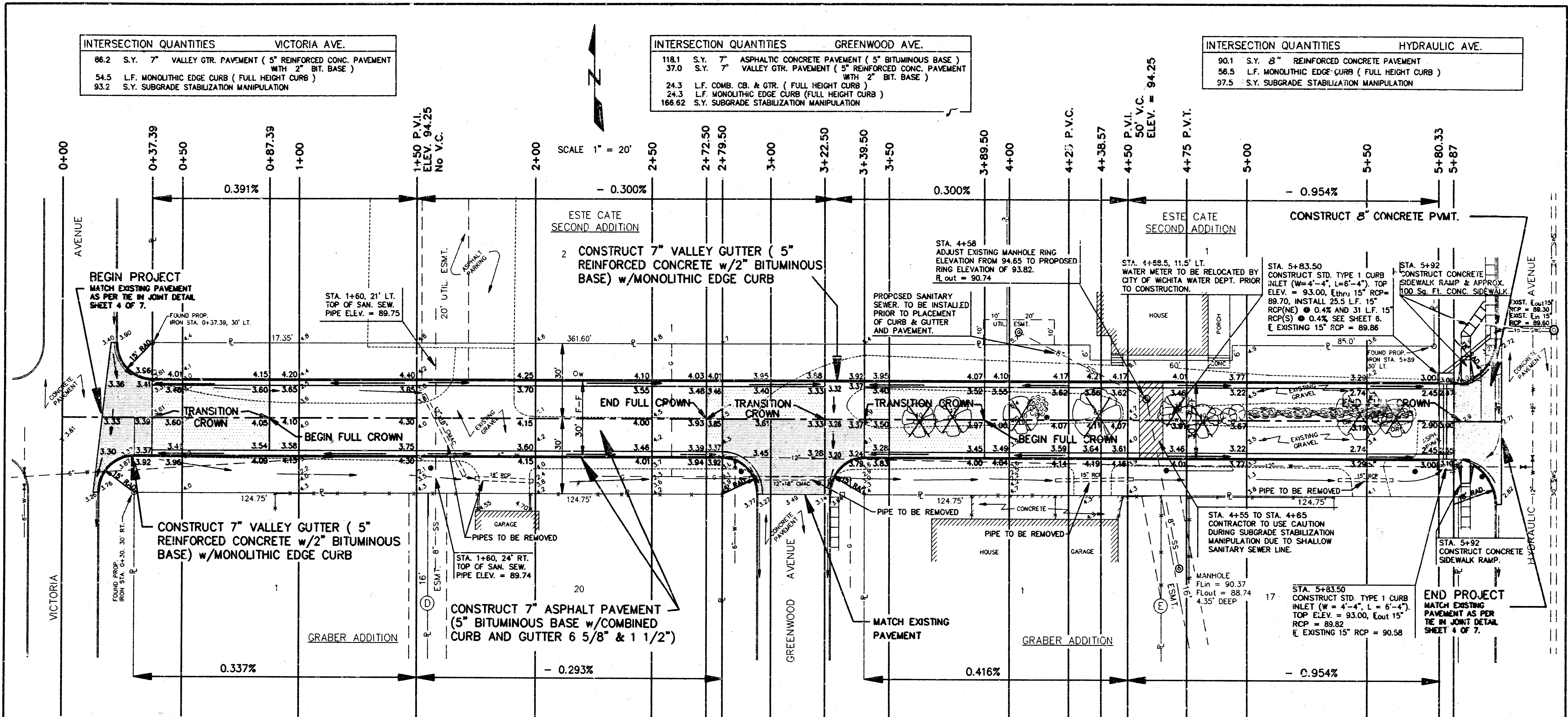
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE  
**CITY OF WICHITA, KANSAS**  
 PROJECT NUMBER SHEET NO. 2 OF 7  
 472-76-245-81982-000-000-001

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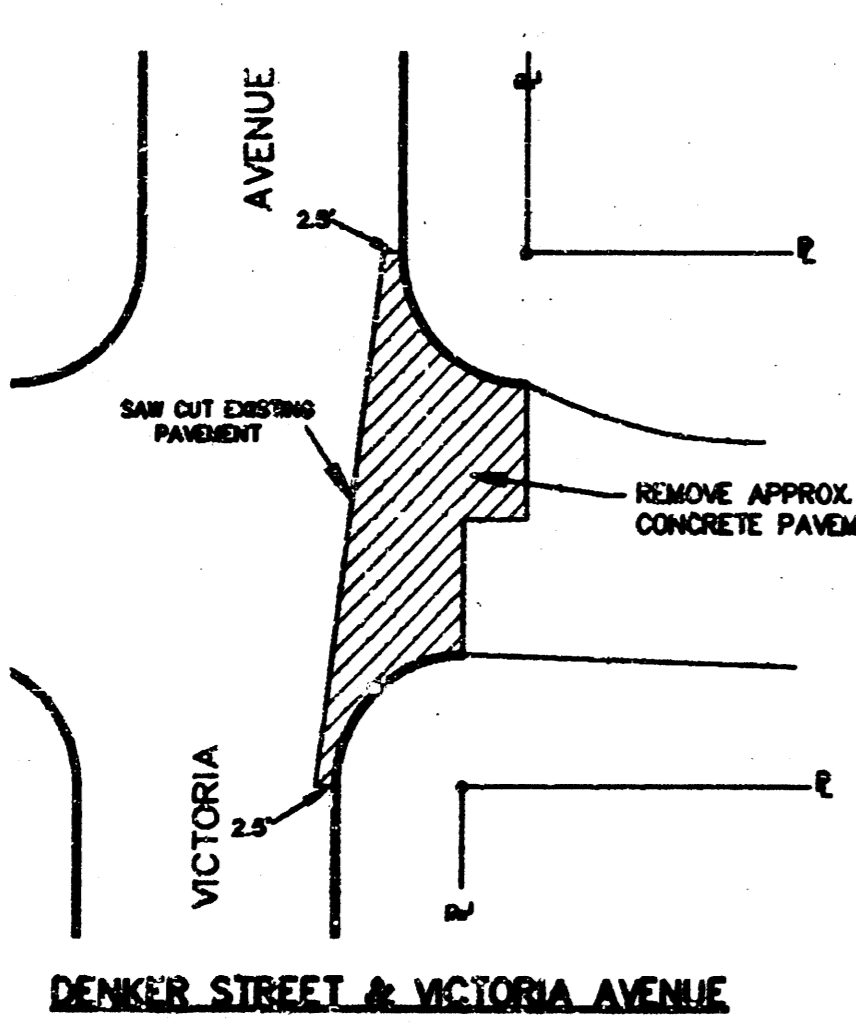
INTERSECTION QUANTITIES		VICTORIA AVE.
86.2	S.Y.	7" VALLEY GTR. PAVEMENT (5" REINFORCED CONC. PAVEMENT WITH 2" BIT. BASE)
54.5	L.F.	MONOLITHIC EDGE CURB (FULL HEIGHT CURB)
93.2	S.Y.	SUBGRADE STABILIZATION MANIPULATION

INTERSECTION QUANTITIES		GREENWOOD AVE.
118.1	S.Y.	7" ASPHALTIC CONCRETE PAVEMENT (5" BITUMINOUS BASE)
37.0	S.Y.	7" VALLEY GTR. PAVEMENT (5" REINFORCED CONC. PAVEMENT WITH 2" BIT. BASE)
24.3	L.F.	COMB. CB. & GTR. (FULL HEIGHT CURB)
24.3	L.F.	MONOLITHIC EDGE CURB (FULL HEIGHT CURB)
166.62	S.Y.	SUBGRADE STABILIZATION MANIPULATION

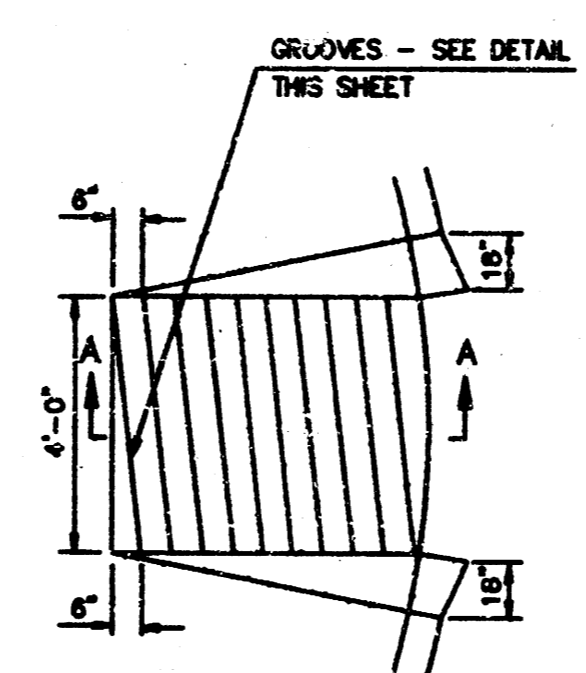
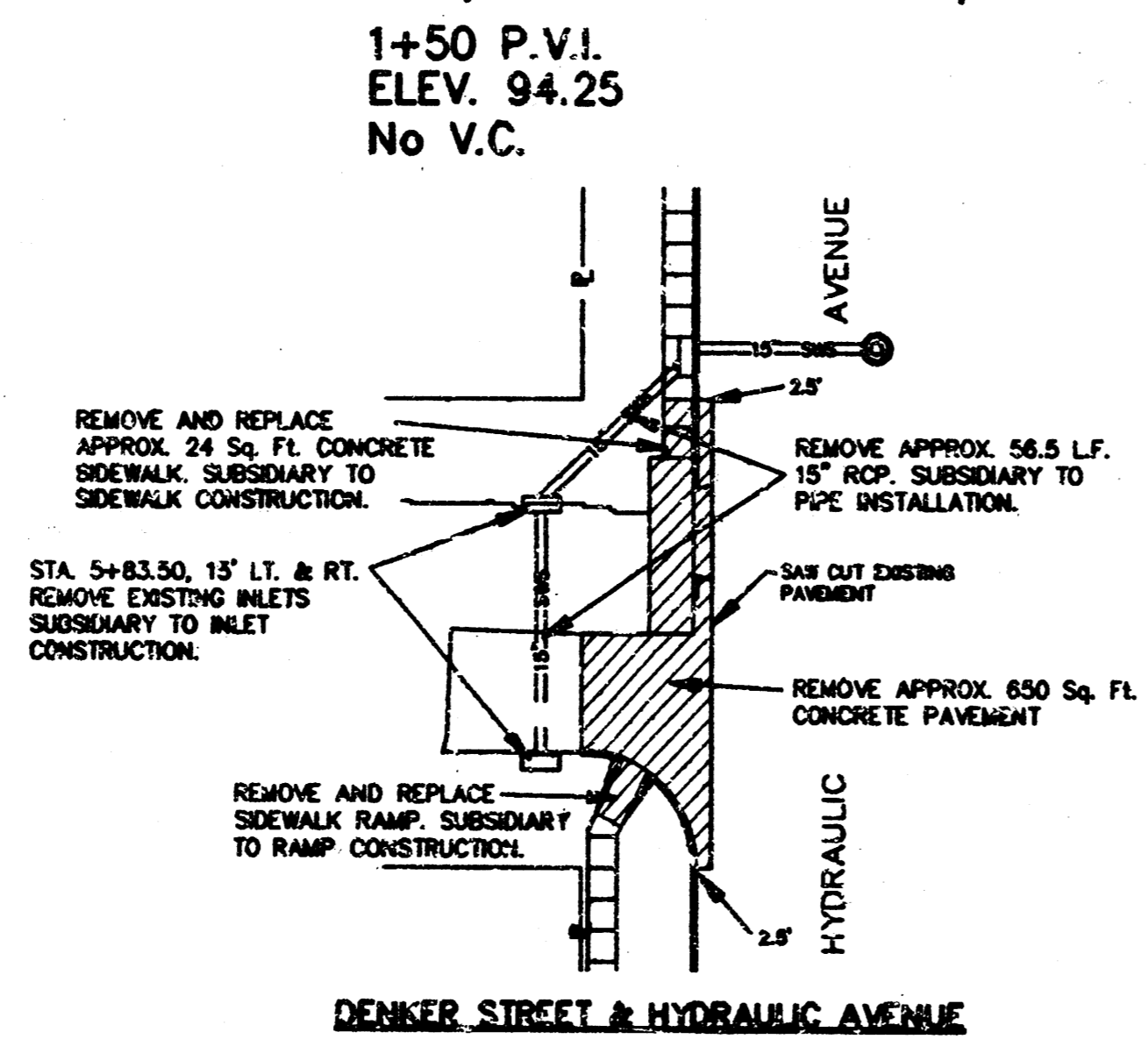
INTERSECTION QUANTITIES		HYDRAULIC AVE.
90.1	S.Y.	8" REINFORCED CONCRETE PAVEMENT
58.5	L.F.	MONOLITHIC EDGE CURB (FULL HEIGHT CURB)
97.5	S.Y.	SUBGRADE STABILIZATION MANIPULATION



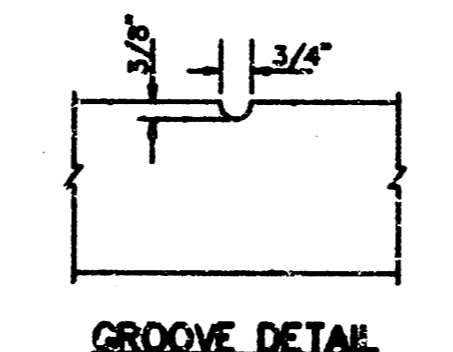
SURVEYOR: DARYL REEVES  
 DRAFTER: LEON KNABE  
 BENCHMARK CIRCUIT (1 PAGE)  
 CROSS - SECTIONS (3 PAGES)  
 TOPOGRAPHY (3 PAGES)  
 UTILITY LOCATIONS (2 PAGES)



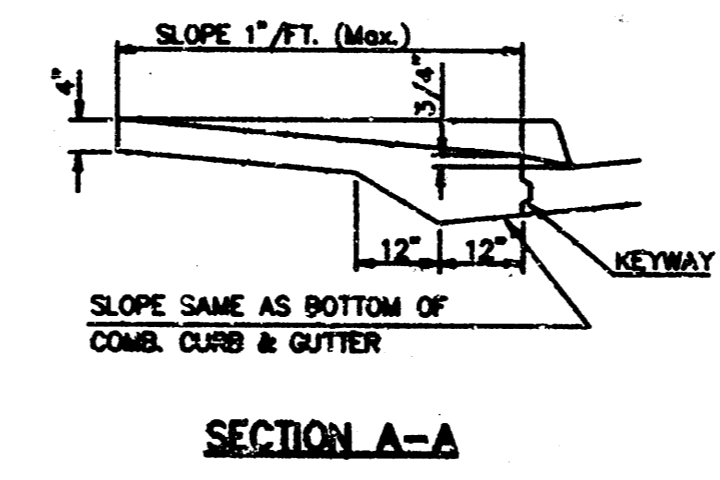
DEMOLITION PLANS  
NO SCALE



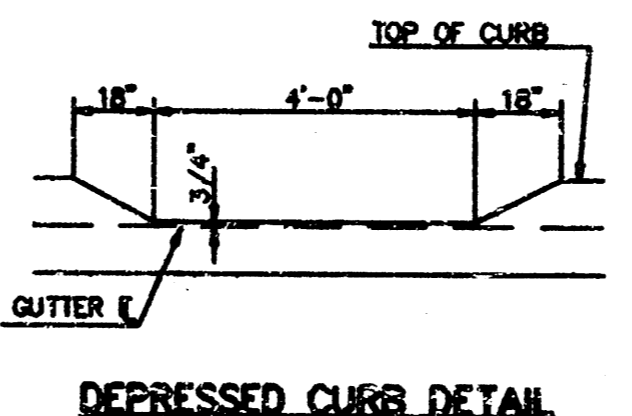
WHEELCHAIR RAMP DETAIL



GROOVE DETAIL



SECTION A-A



DEPRESSED CURB DETAIL

TYPICAL WHEELCHAIR RAMP DETAILS  
NO SCALE

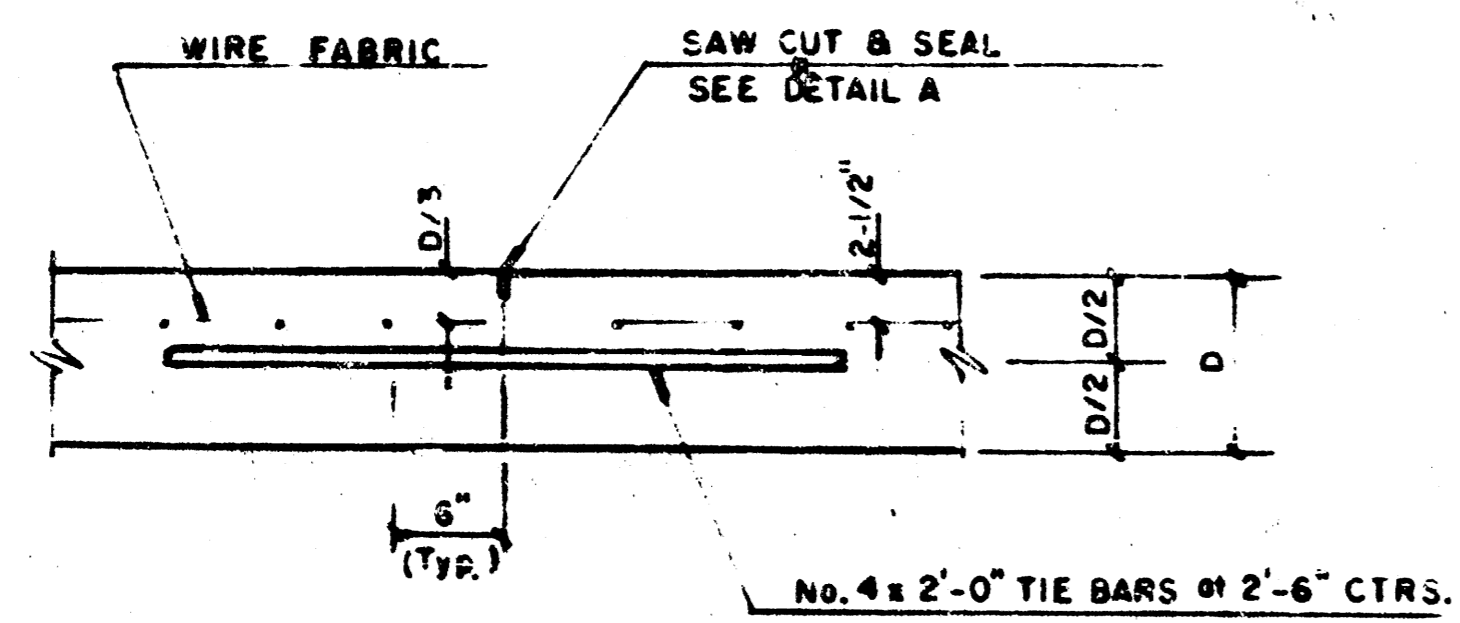
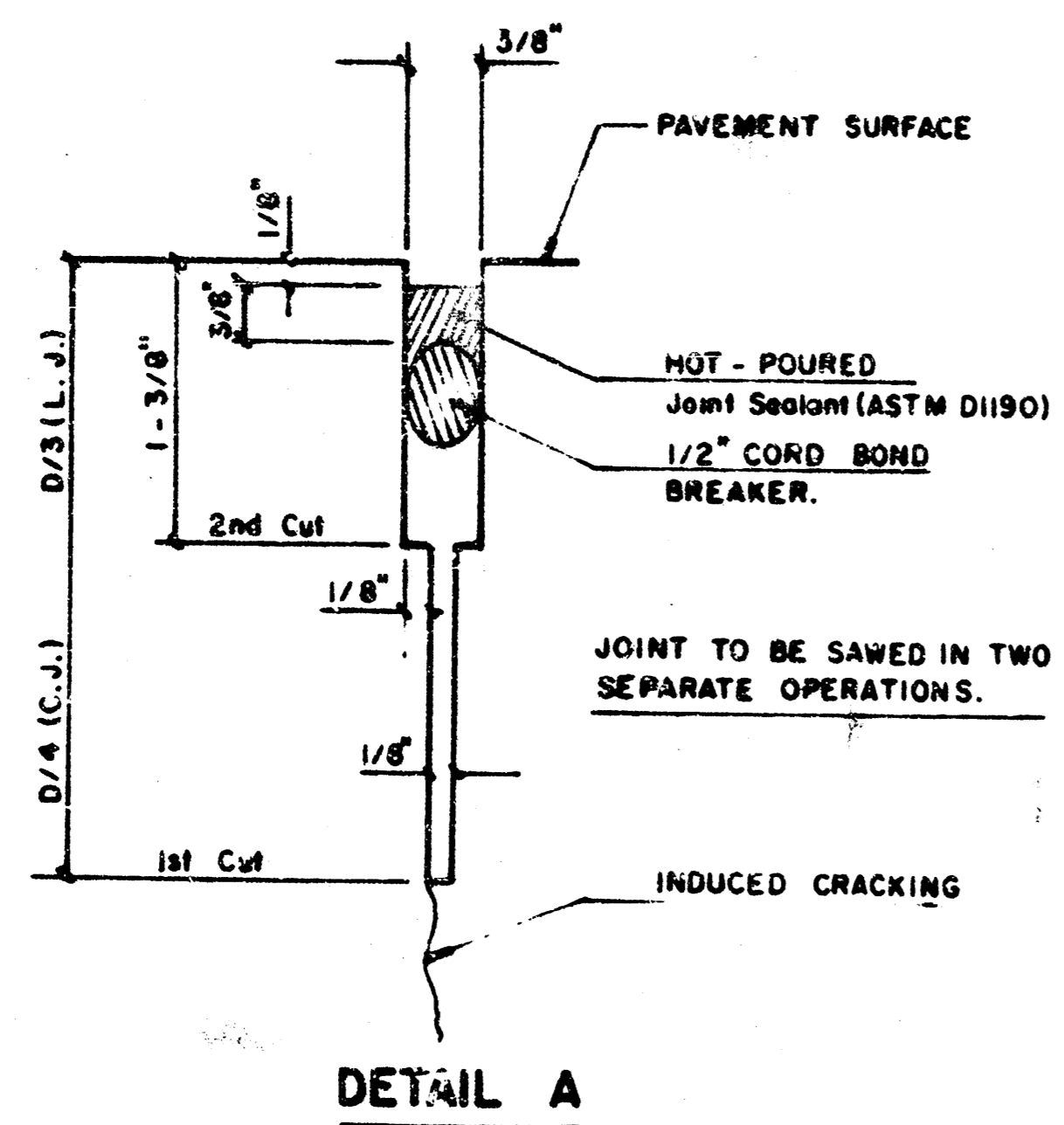
WATER VALVE BOX TABLE	
STA. 2+79.50, 15' RT.	EXISTING ELEVATION = 93.63
	PROPOSED ELEVATION = 93.37
STA. 2+85.50, 18' RT.	EXISTING ELEVATION = 94.25
	PROPOSED ELEVATION = 93.87

EXCAVATION 704.77 Cu. Yds.  
MANIPULATION 2223.9 Sq. Yds.

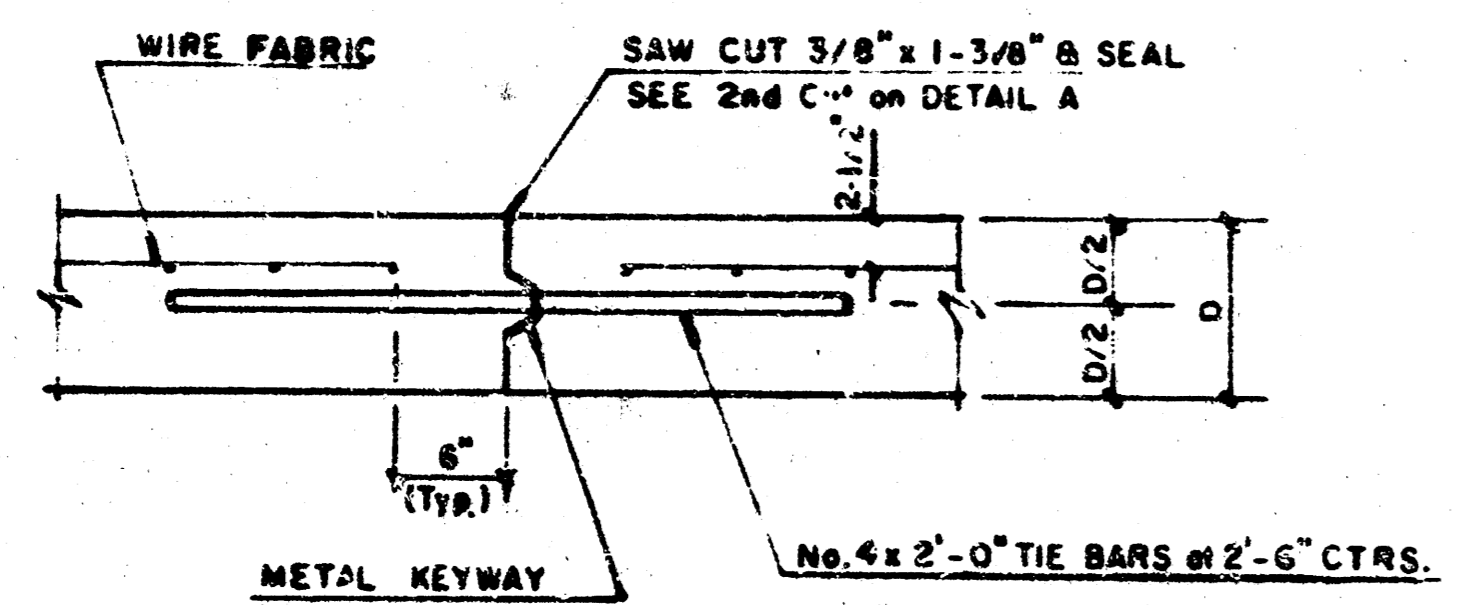
BENCHMARK:  
 BM 1 R.R. SPIKE IN NORTH FACE OF POWER POLE AT THE SW CORNER OF DENKER & HYDRAULIC. ELEV. = 94.85  
 BM 2 NORTH CAP BOLT ON FIRE HYDRANT AT THE NW CORNER OF DENKER & VICTORIA. ELEV. = 96.93

REV B 6/19/90 JMC	REGRADED STORM SEWER PIPE
REV A 5/18/90 JMC	MADE CHANGES AS PER COMMENTS
WICHITA, KANSAS STREET IMPROVEMENTS	
PLAN DENKER STREET	
PROJECT NO. 472-76-245-81982-000-000-001	
CASTLE & ASSOCIATES ENGINEERS WICHITA, KANSAS	DSG JMC DR PJC CH RMB APL RLC
DATE APRIL 1990	DWG FILE NO 9016 - D - 80,094 SHEET NO 3 OF 7

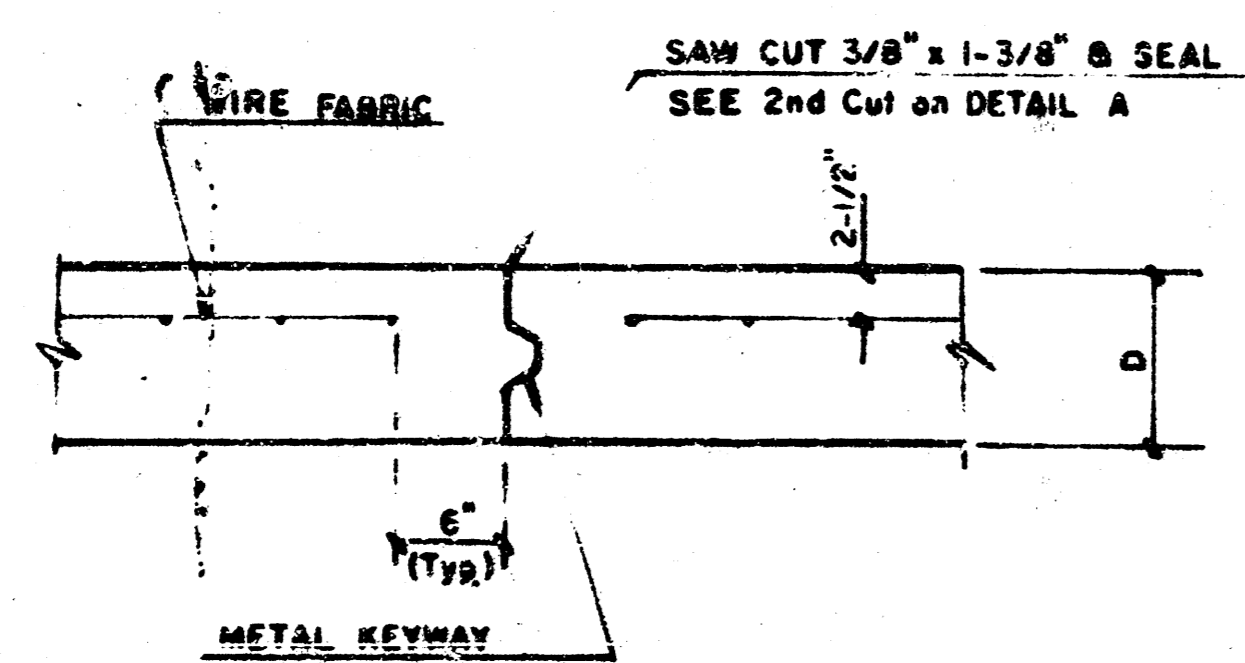
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LONGITUDINAL JOINT DETAIL (L.J.)

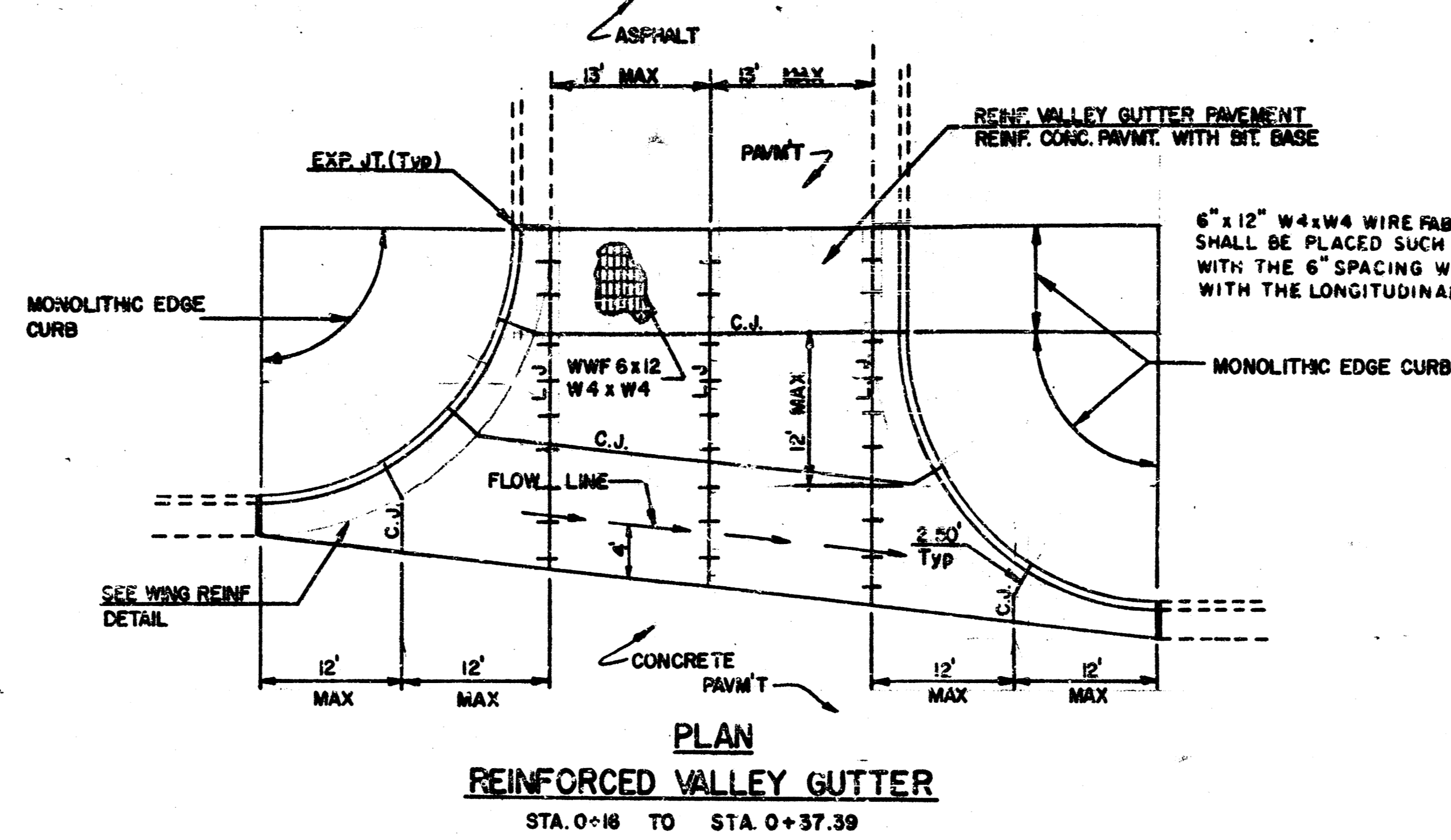


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.) (Alternate L.J.)

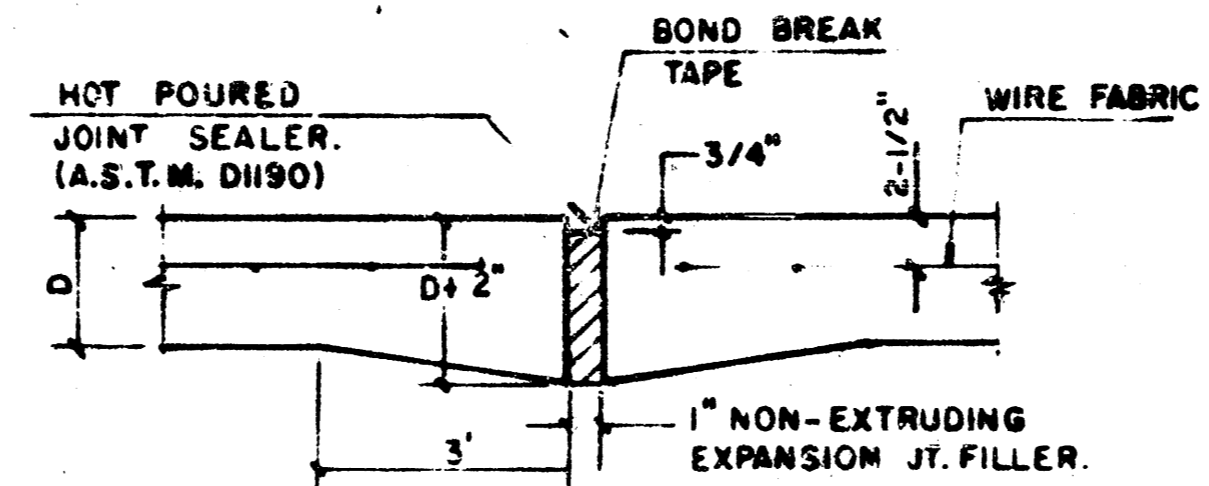


OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.) (Alternate C.J.)

VICTORIA INTERSECTION

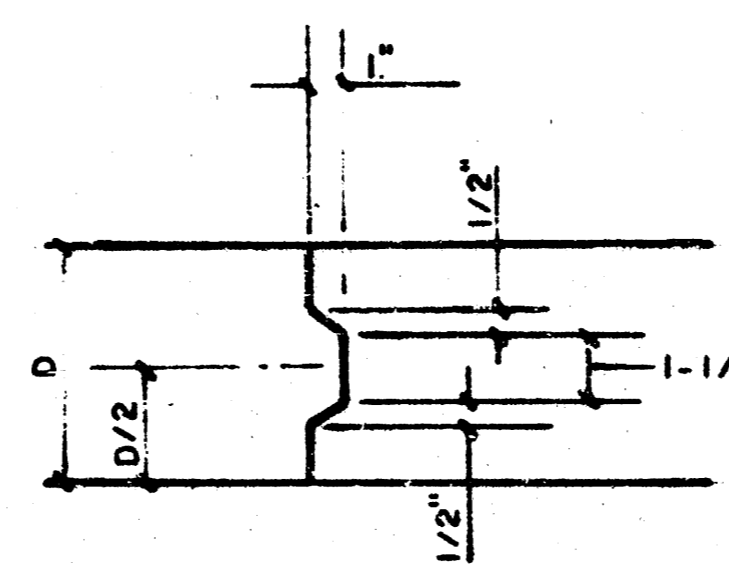


PLAN REINFORCED VALLEY GUTTER STA. 0+16 TO STA. 0+37.39

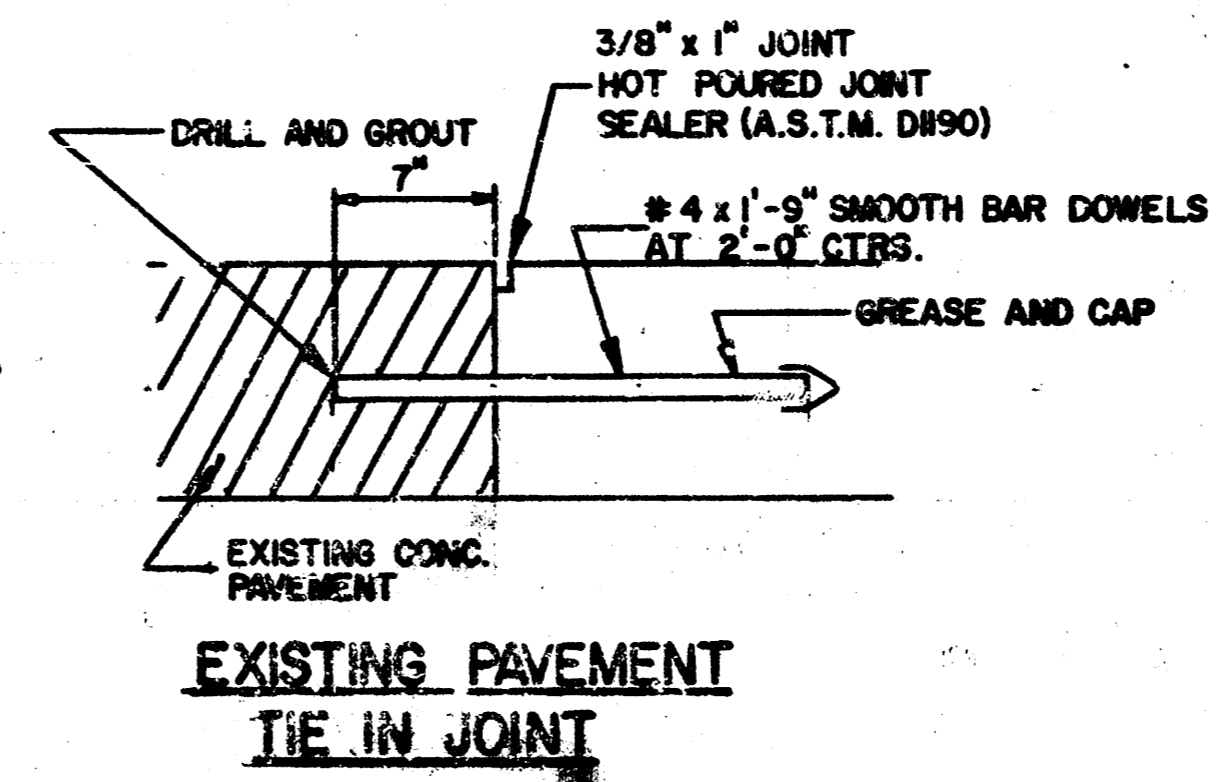


EXPANSION JOINT

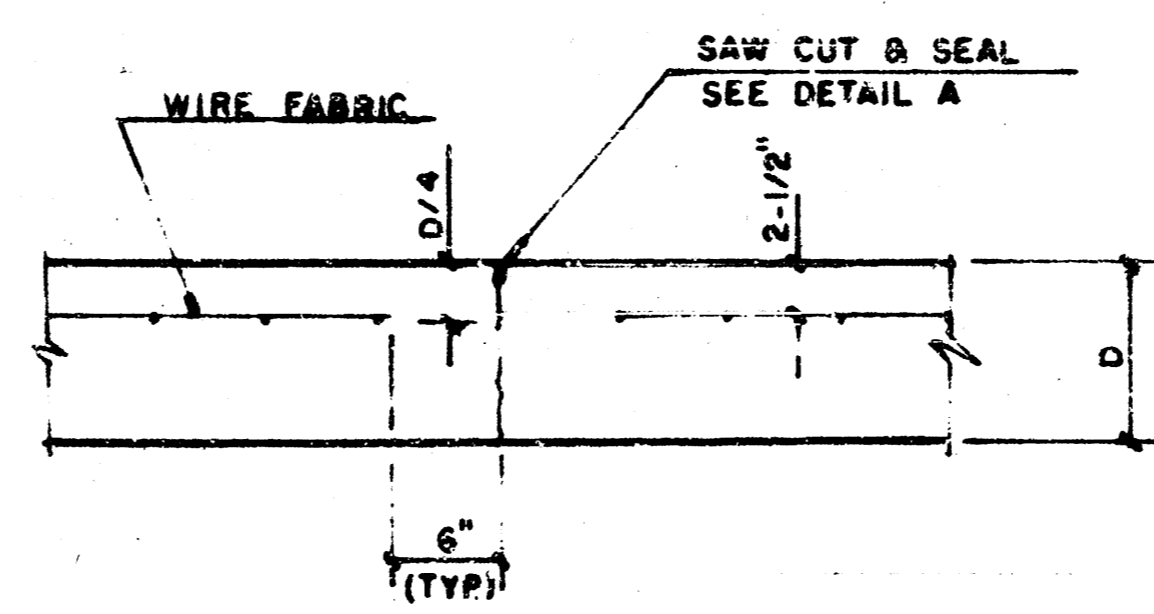
NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF \$4 YDS PAVEMENT.



KEYWAY DETAIL



EXISTING PAVEMENT TIE IN JOINT

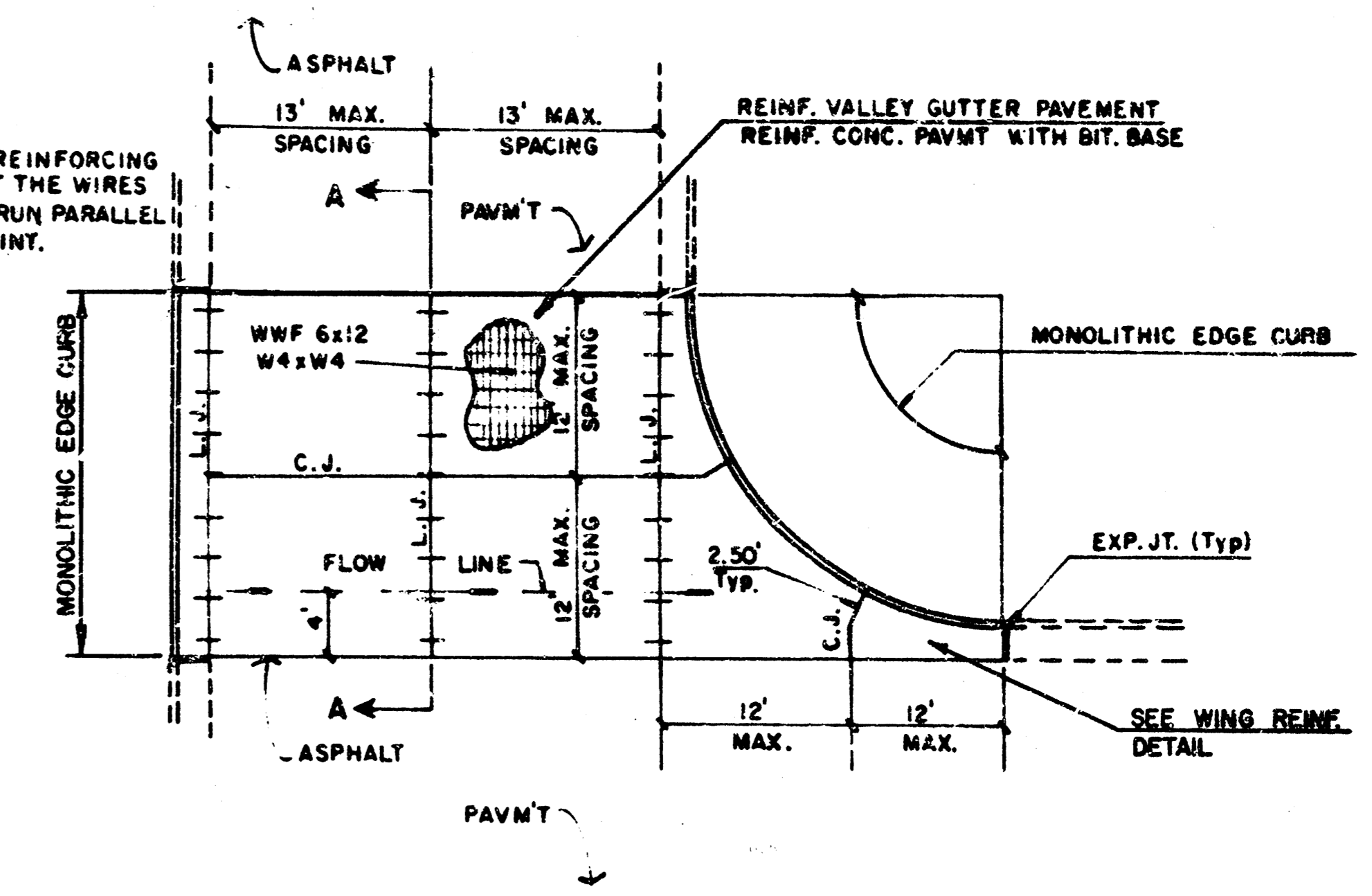


CONTRACTION JOINT DETAIL (C.J.)

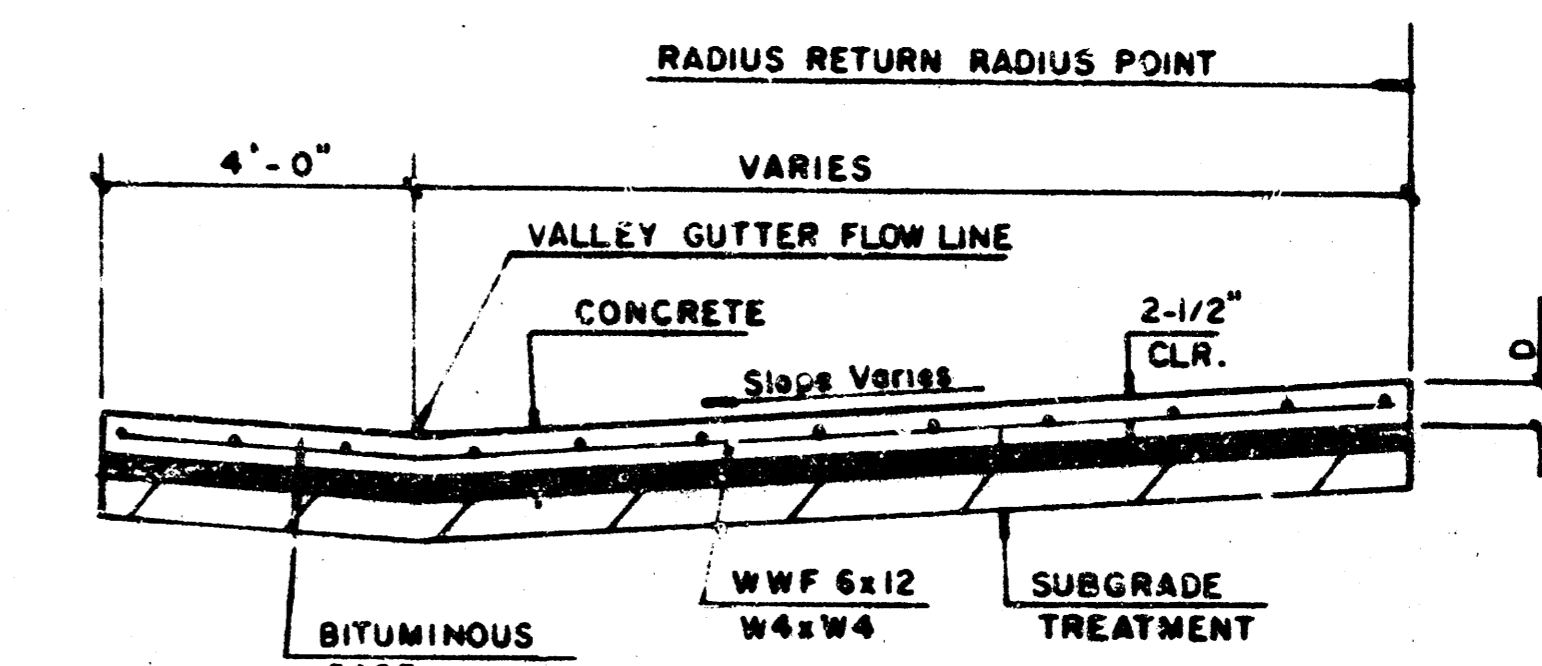
LEGEND  
C.J. IDENTIFIES CONTRACTION JOINT  
L.J. IDENTIFIES LONGITUDINAL JOINT

NOTE:  
ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER

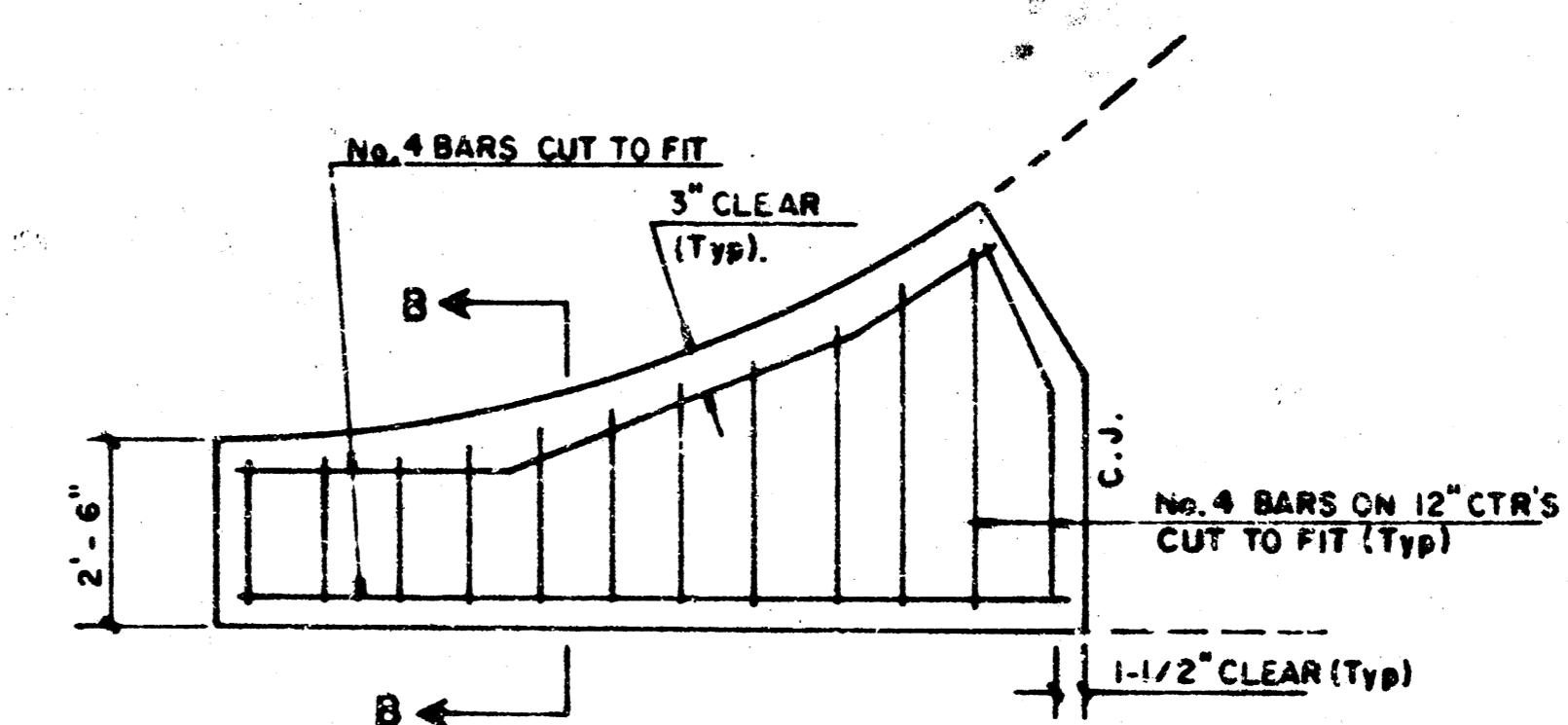
GREENWOOD INTERSECTION



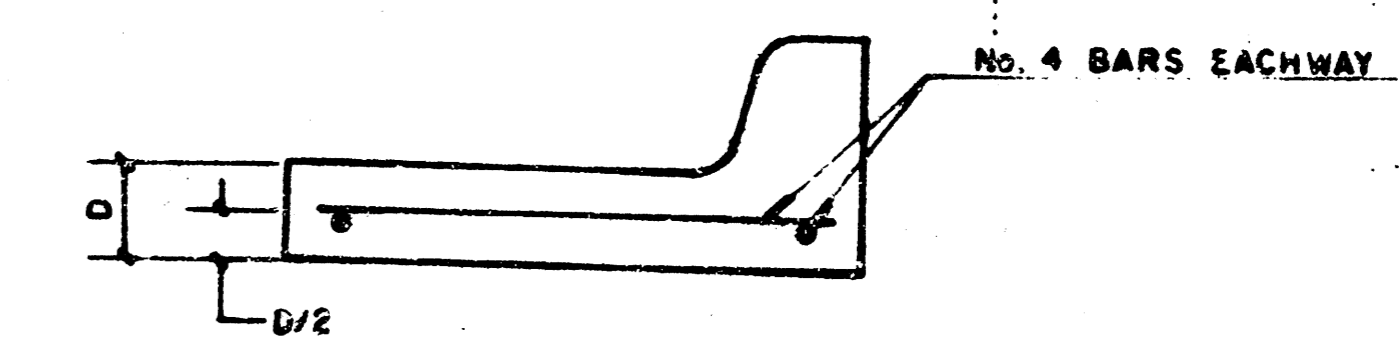
PLAN REINFORCED VALLEY GUTTER STA. 3+22.50 TO STA. 3+39.50



SECTION A-A



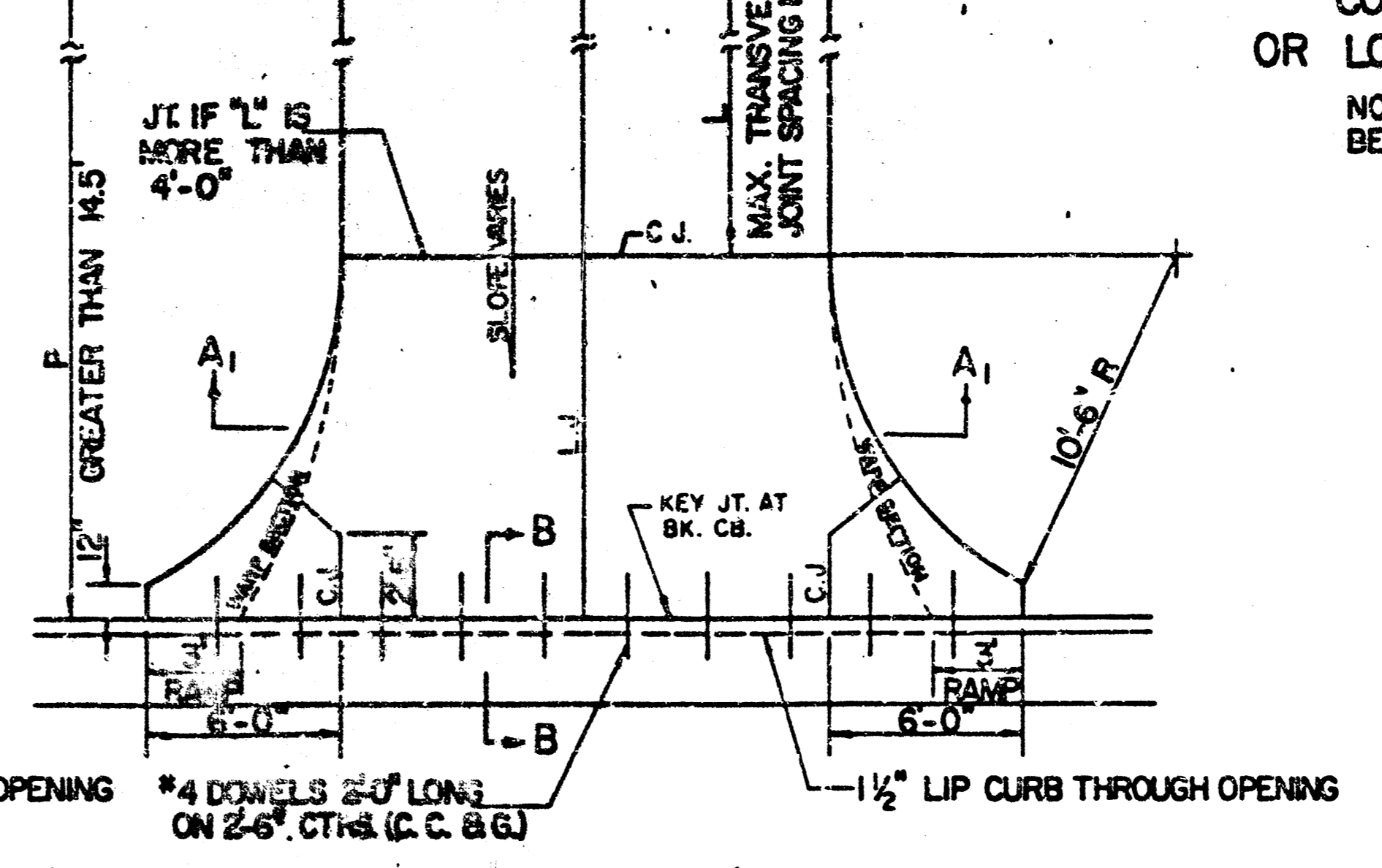
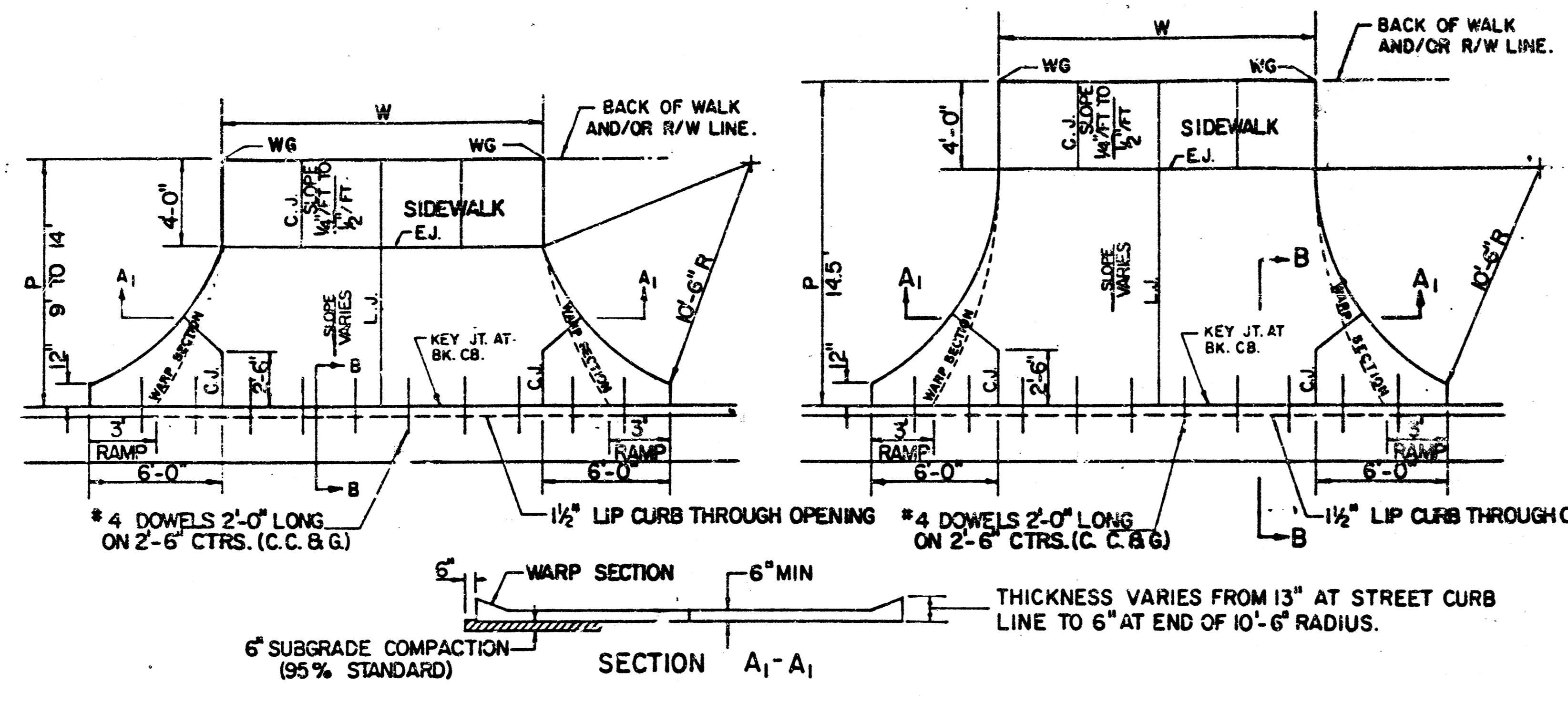
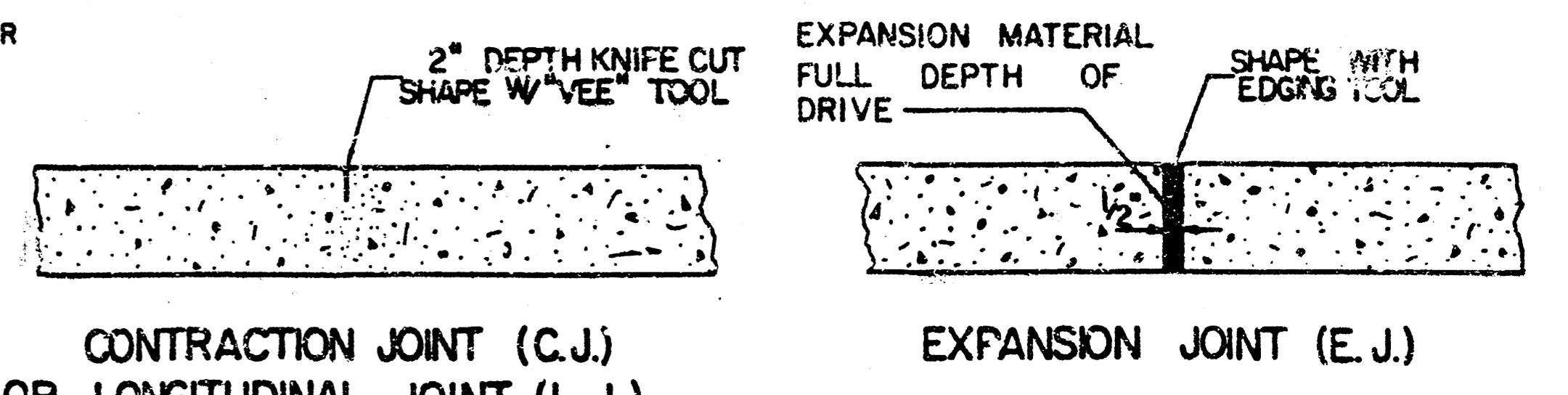
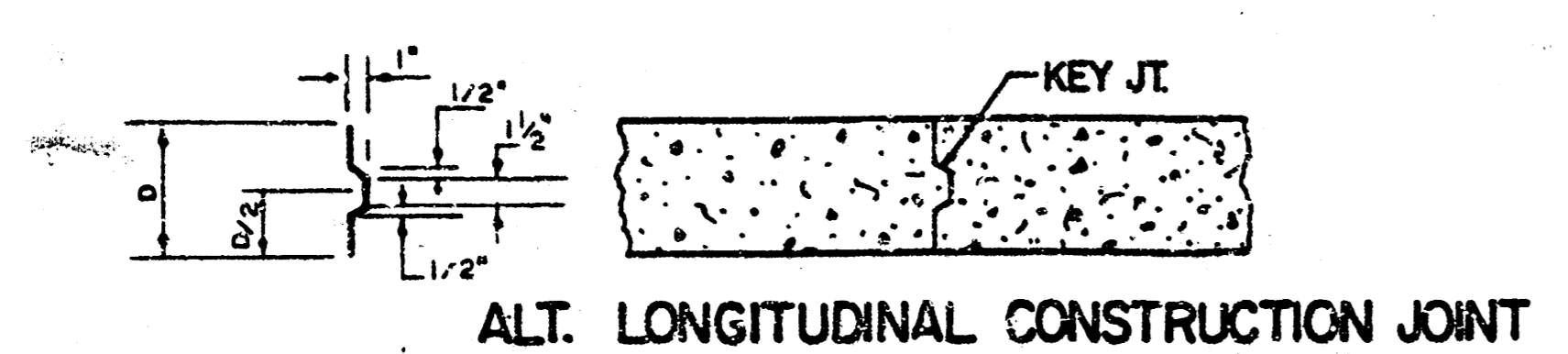
WING REINFORCING DETAIL



SECTION B-B

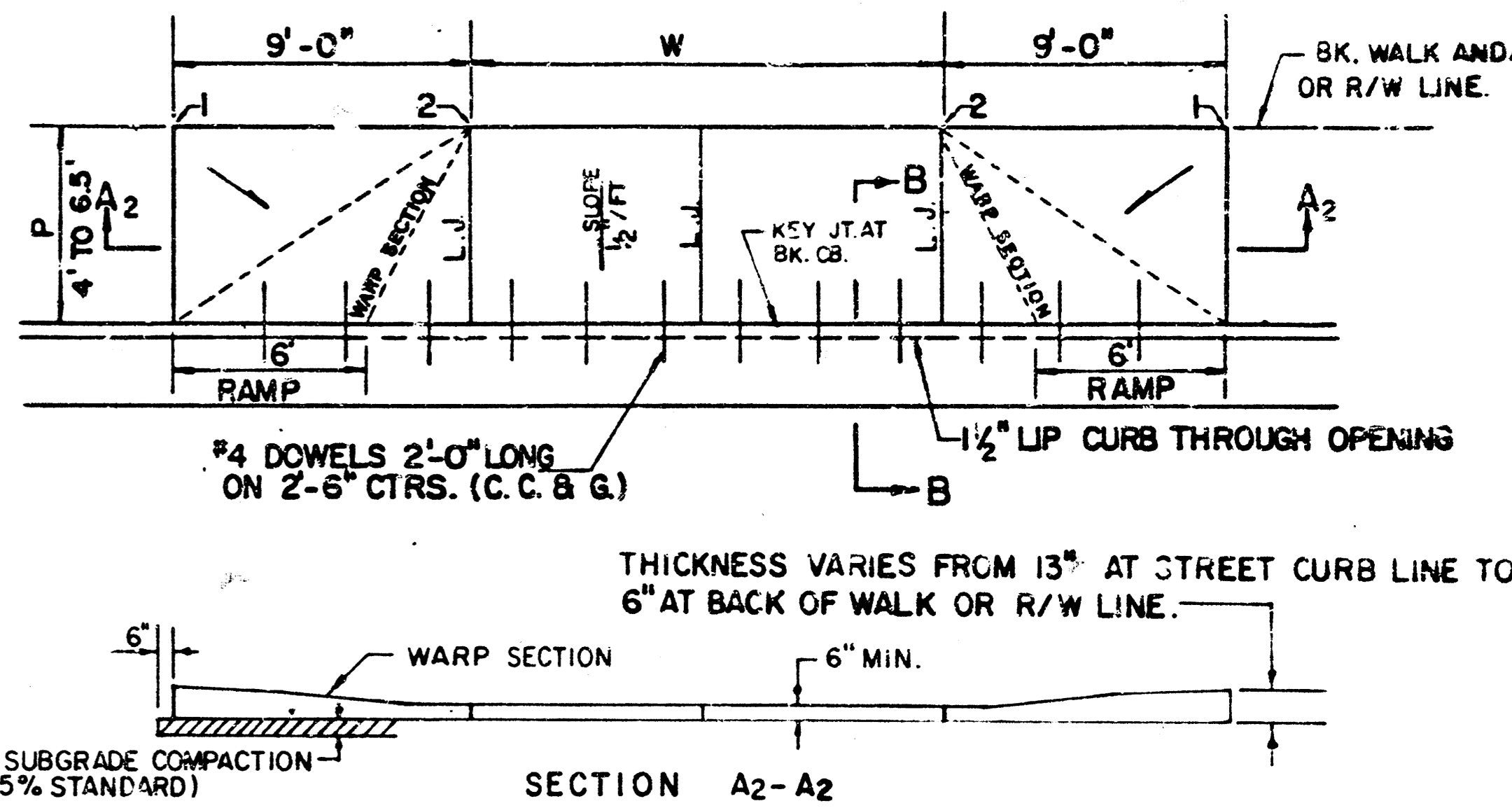
REVISED BY C&A APRIL 1990  
906-D-80,099  
PROJECT DESCRIPTION  
**VALLEY GUTTER DETAILS**  
PROJECT NUMBER  
472-76-245-81982-000-000-001  
SHEET NO. 4 OF 7

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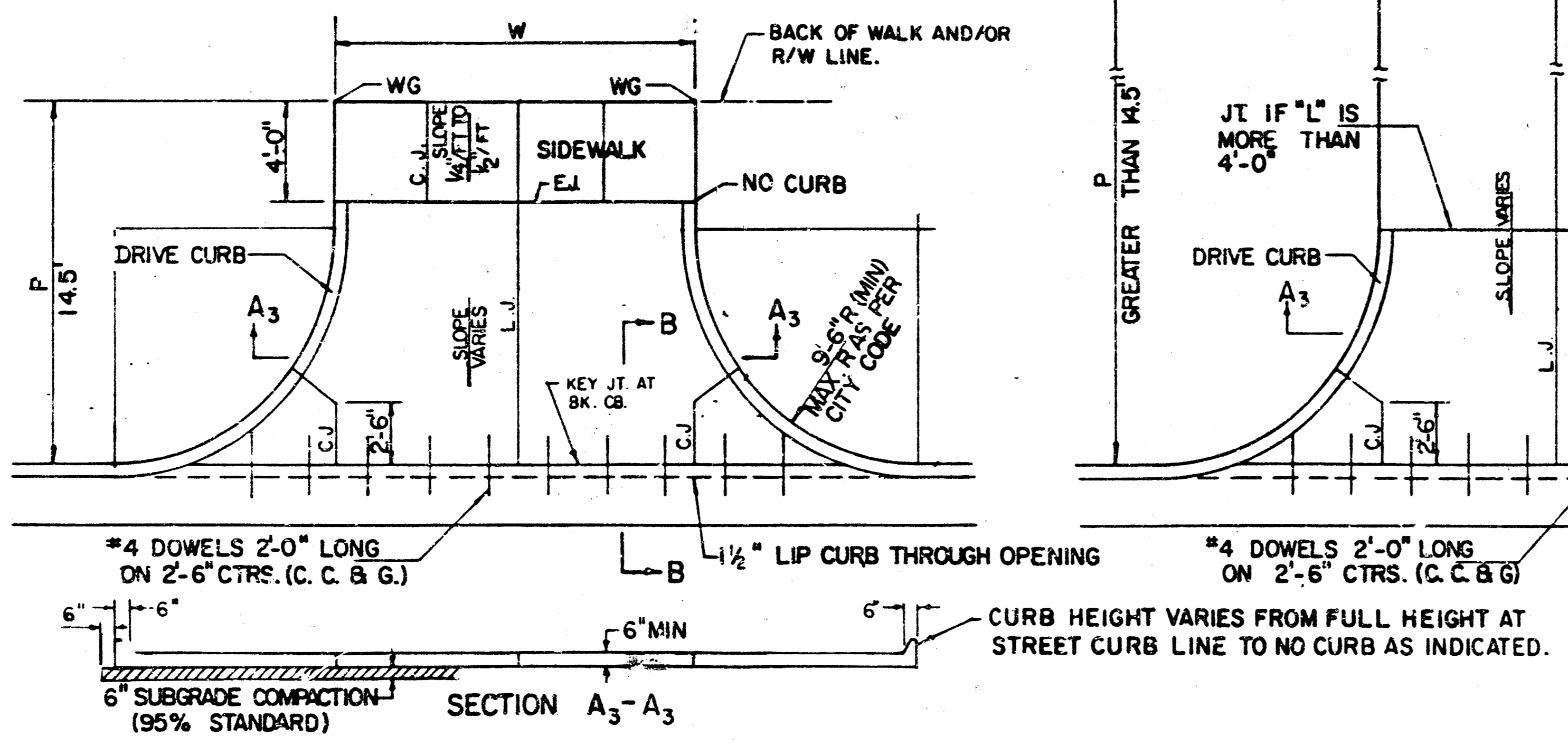
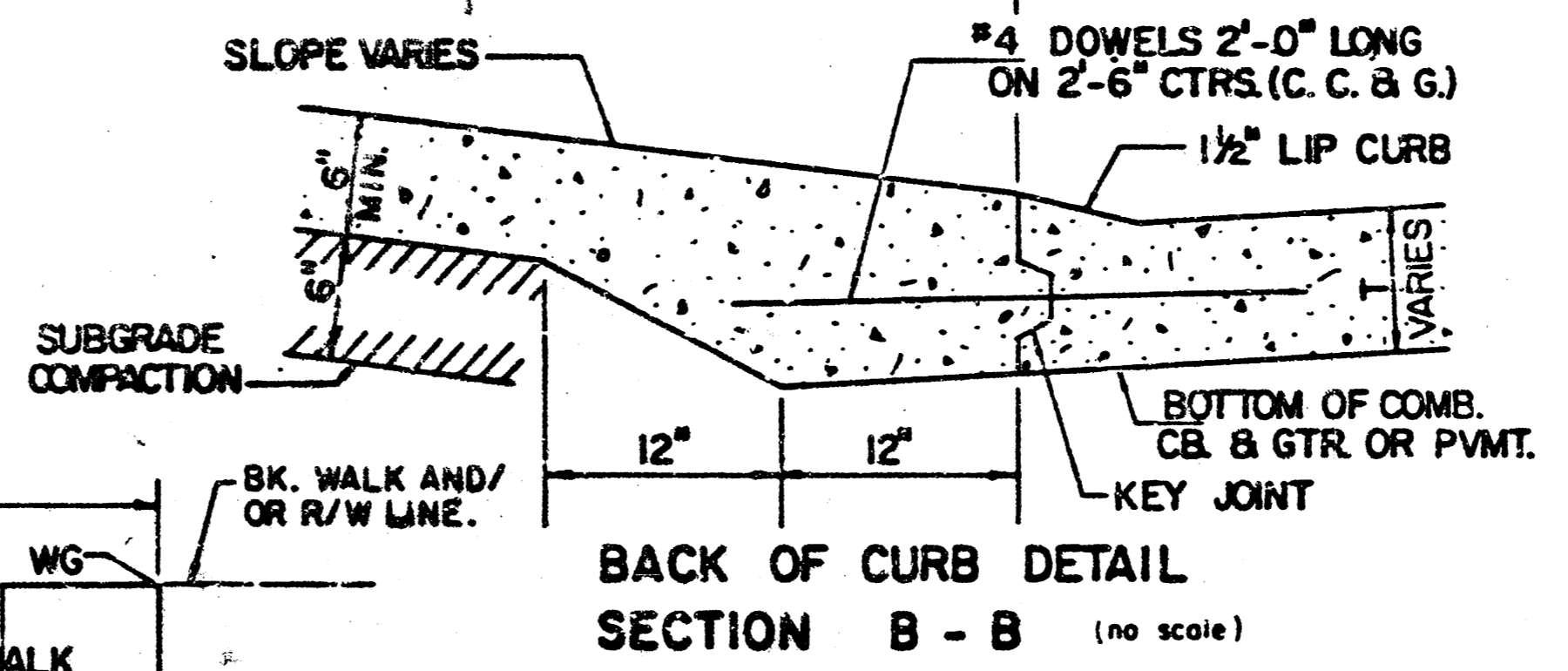
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.70	1.04	1.30	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	-J9"	-J6"	-J3"	-J0"	-06"	0.00	0.00	0.15	0.25	0.35	0.45	0.55	0.65

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



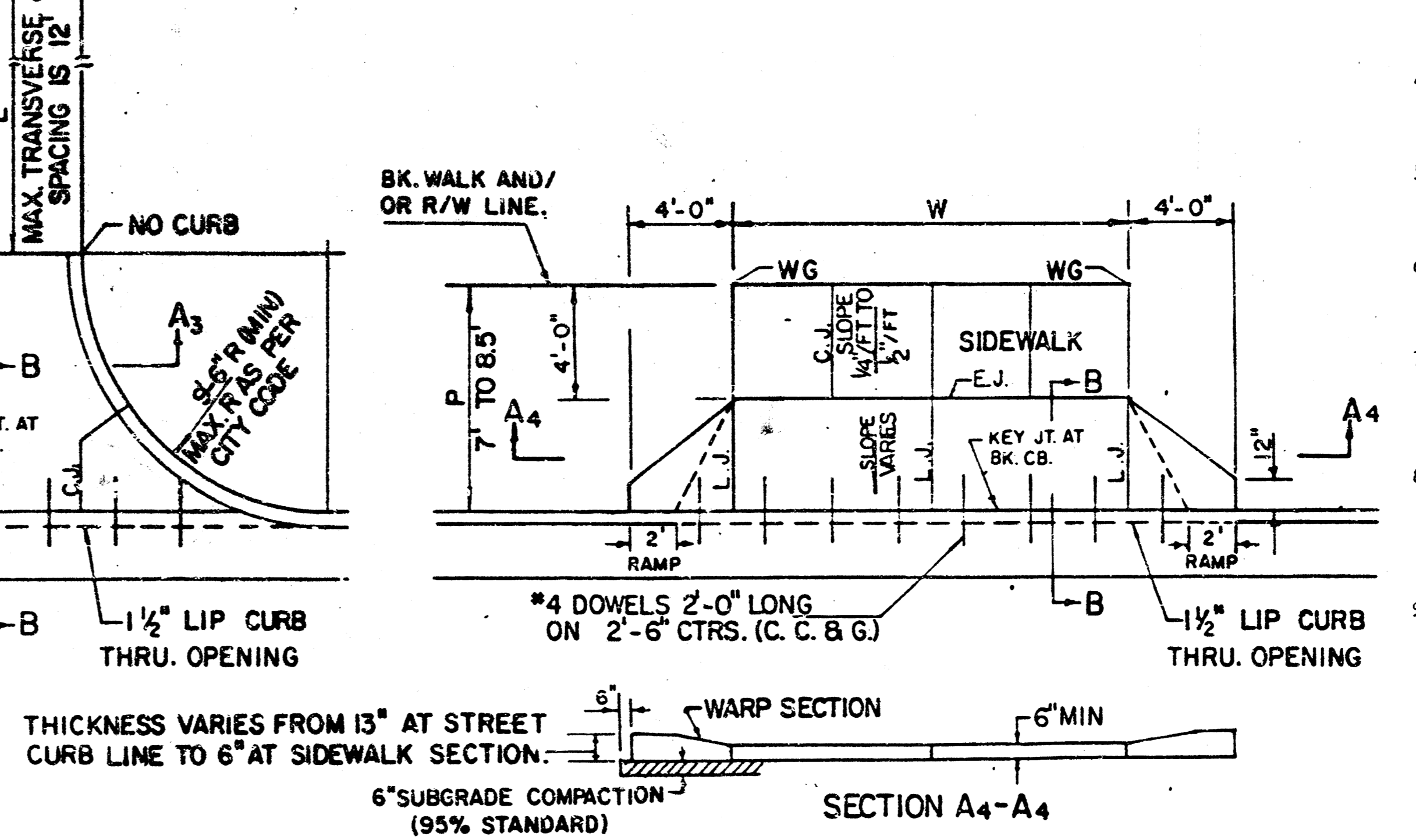
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "W" ABOVE TOP OF FULL CB.	0.08	0.09	0.10	0.12	0.13	0.14
DIST. OF PT. "W" BELOW TOP OF FULL CB.	-.26	-.24	-.22	-.20	-.18	-.16

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 MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.25	-.20	-.20	-.20

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

- GENERAL NOTES
- 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 CURBS AND/OR FULL WALK.
  - 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".
  - 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.
  - 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.
  - DOOR BARS SHALL BE OMITTED FROM THE KEVED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
  - 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.
  - 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.
  - 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" W-4x4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
  - 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 CUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATION BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985  
SCALE: 1" = 5'

**STANDARD DRIVE ENTRANCES**  
**FULL HEIGHT CURB**  
CITY OF WICHITA, KANSAS  
9016-D-80,096 PROJECT NUMBER SHEET NO. 5 OF 7  
472-75-245-R1842-000-100-001

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