SHEET NO.	TOTAL SHEETS
1	9

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

STREET IMPROVEMENTS

POSTOAK/ONEIDA - FROM E.L. OF LOT 19, BLOCK 2 AND THE E.L. OF LOT 15, BLOCK 8 TO THE N.L. OF LOT 10, BLOCK 2 AND THE N.L. OF LOT 9, BLOCK 8.

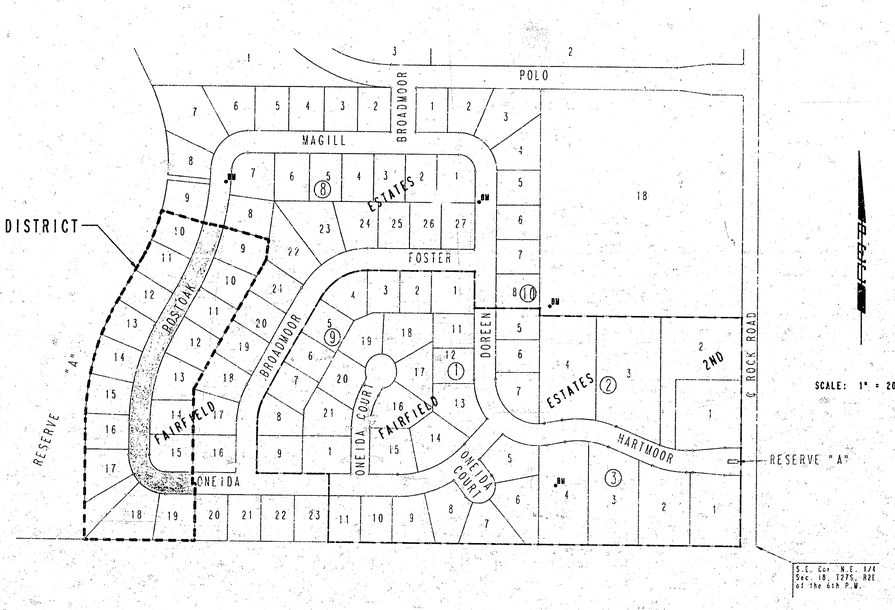
IN

FAIRFIELD ESTATES

CITY OF WICHITA PROJECT NO. 472-76-245-81528-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL 35' PAVEMENT DETAILS
4. ONEIDA/POSTOAK PAVING PLAN
5. POSTOAK PAVING PLAN
6. STANDARD DRIVE ENTRANCES
7.-9. CROSS SECTIONS



PROJECT SURVEY CONTROL

CITY OF WICHITA DATUM

DATUM BENCH MARK: C.O.W. BRASS CAP AT N.E. COR. CONC.WALK OVER DRAINAGE CHANNEL AT 9TH ST. AND LAWRENCE LANE (NEAR CTR. SEC. 18) ELEV.=172.86

BENCH MARK : R.R. SPIKE IN 42" ELM, 1.0' ABOVE GROUND, LOCATED IN LOT 4, BLOCK 3 FAIRFIELD ESTATES 2ND ADDITION ELEV.=184.39

BENCH MARK : R.R. SPIKE IN 38" ELM, EAST OF THE SE CORNER OF LOT 8, BLOCK 2 FAIRFIELD ESTATES 2ND ADDITION ELEV.=186.59

BENCH MARK : CHISELED "O" ON TOP OF CURB W. SIDE DOREEN ST. NEAR S.E. COR. LOT 1, BLOCK 8 FAIRFIELD ESTATES ELEV.=183.61

BENCH MARK : CHISELED "O" ON TOP OF E. CURB POST OAK AT N. RETURN STORM DRAIN INLET BETWEEN LOT 7 AND 8, BLOCK 8 FAIRFIELD ESTATES ELEV.=183.33

EARTHWORK

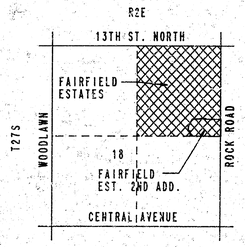
EXCAVATION

X-SECTIONS 2,049 CU. YDS.

COMPACTED FILL

X-SECTIONS 0 CU. YDS.

SUBGRADE MANIPULATION=3,825.09 S.Y.



VICINITY MAP

GENERAL NOTES

1. 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.

2. 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.

3. CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

4. 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 CONSTNUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

5. 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.

6. THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

7. THE CONTRACTOR SHOULD BE AWARE THAT DUE TO THE PREVIOUS USE OF PROPERTY WITHIN THE LIMITS OF THIS SUBDIVISION, ACTIVE AND INACTIVE UTILITY SERVICE LINES MAY BE ENCOUNTERED DURING TRENCHING OPERATIONS. ANY ACTIVE UTILITY SERVICE LINES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR. ANY INACTIVE UTILITY SERVICE LINES SHALL BE REPAIRED BY CONTRACTOR AS DIRECTED BY THE SUBDIVISION DEVELOPER. ALL COSTS INCURRED FOR WORK INVOLVING EXISTING UTILITY SERVICE LINES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

8. 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	268-4908
CITY OF WICHITA SEWER DEPARTMENT	268-4071
ARKLA GAS COMPANY	942-8350 OR 263-8161

9. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT 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 SUBSIDIARY TO REMOVAL OF THE SURFACE OR PAVEMENT.

MAY, 1988

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

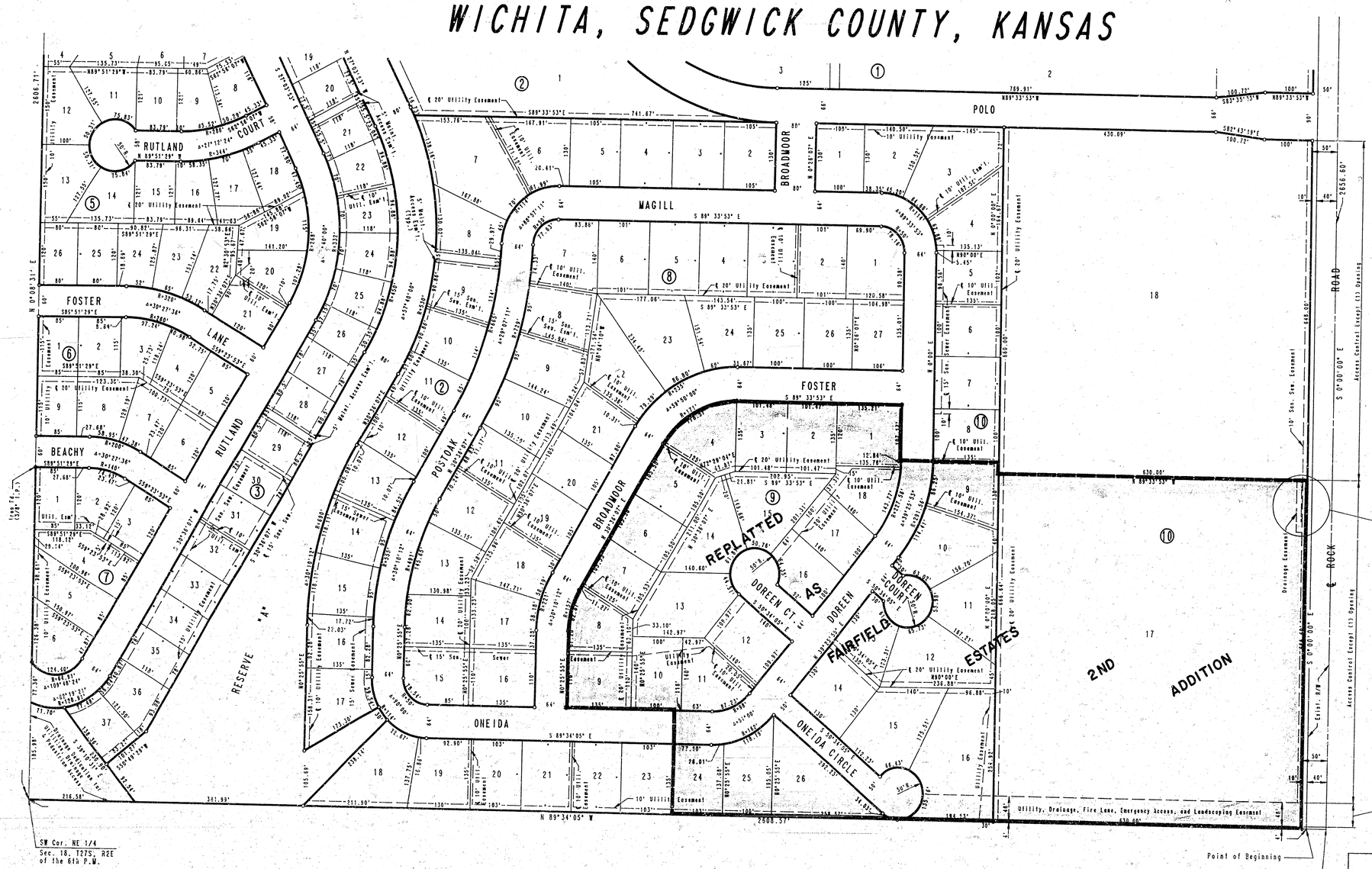
CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

1/9

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81528-000-000-001	2	9

FAIRFIELD ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS

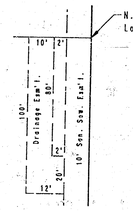


SCALE: 1" = 100'

C.A.C.=COMPLETE ACCESS CONTROL

SEE SHEET NO. 1 FOR BENCH MARK

BUILDING SETBACKS AS PER THE REQUIREMENTS OF THE FAIRFIELD COMMERCIAL C.U.P.(DP-144), FAIRFIELD RESIDENTIAL C.U.P.(DP-146), AND FAIRFIELD ESTATES C.U.P.(DP-149) ON FILE WITH THE WICHITA SEDGWICK COUNTY METROPOLITIAN AREA PLANNING DEPARTMENT.



FAIRFIELD ESTATES - PHASE VI

PLAT

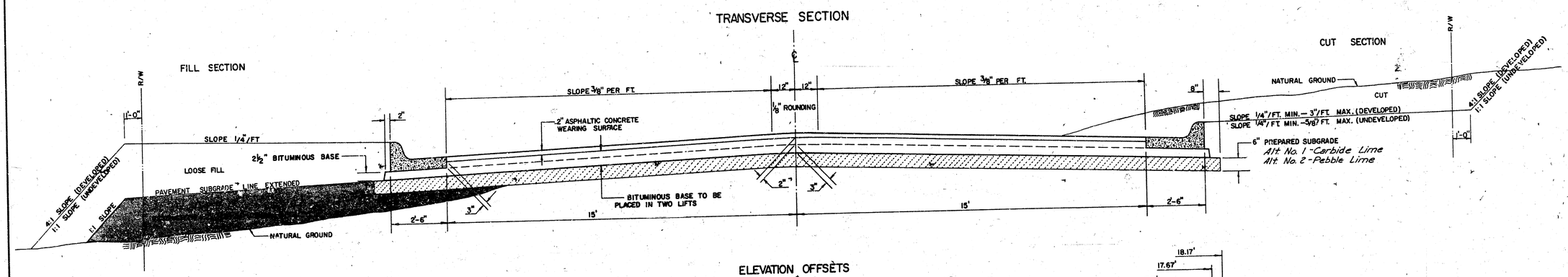
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

2/9

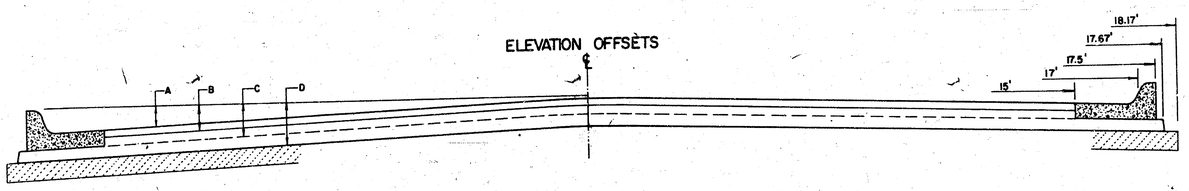
Designed by		Checked by	
Drawn by	DEP	Date MAY, 1988	Job No. 88156-1

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

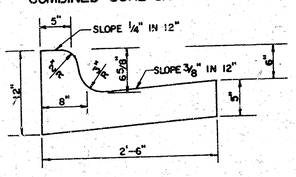


ELEVATION OFFSETS

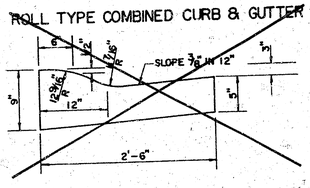


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

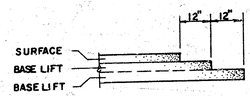
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

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

6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE 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).

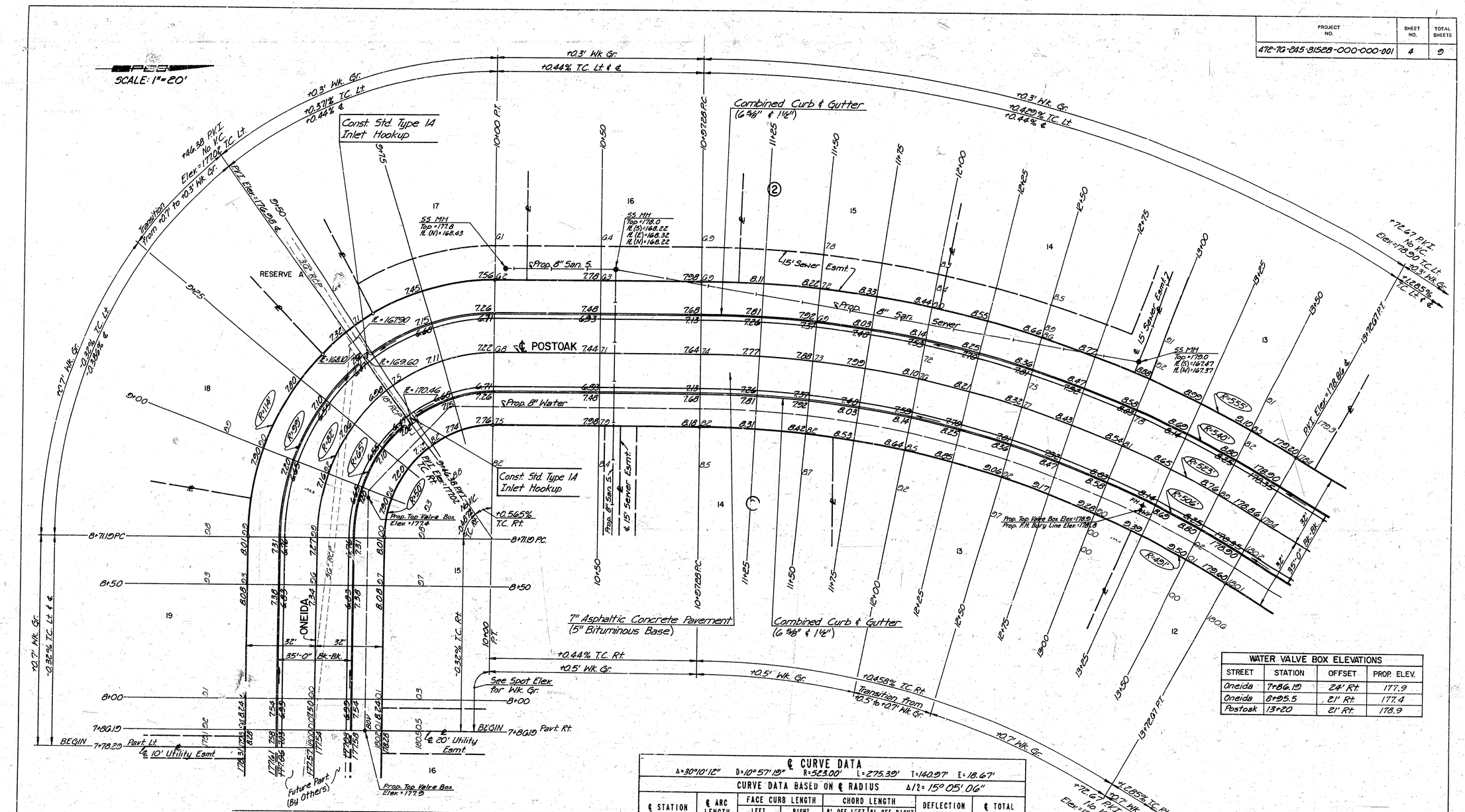
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

472-76-245-81528-000-000-001

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-TG-245-31528-000-000-001	4	9



℄ CURVE DATA

Δ=90°00'00" D=69°52'22" R=82.00' L=128.81' T=82.00' E=33.97'

CURVE DATA BASED ON ℄ RADIUS Δ/2=45°00'00"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH LEFT CURB	FACE CURB LENGTH RIGHT CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
8+71.19 P.C.	———	———	———	———	———	0°00'00"	0°00'00"
9+00	28.81'	34.70'	22.84'	31.40'	19.92'	10°03'53"	10°03'53"
9+25	25.00'	30.18'	19.82'	32.49'	17.31'	8°44'02"	18°47'55"
9+46.38 P.V.I.	21.38'	25.82'	16.94'	27.82'	14.62'	7°28'09"	26°16'04"
9+50	3.62'	4.37'	2.87'	4.72'	2.52'	1°15'52"	27°31'56"
9+75	25.00'	30.18'	19.82'	32.49'	17.31'	8°44'02"	36°15'58"
10+00 P.T.	25.00'	30.18'	19.82'	32.49'	17.31'	8°44'02"	45°00'00"
TOTAL	128.81'	155.51'	102.11'	Defl./11.=2096'06" min.			

℄ CURVE DATA

Δ=30°10'12" D=10°57'19" R=523.00' L=275.39' T=140.97' E=18.67'

CURVE DATA BASED ON ℄ RADIUS Δ/2=15°05'06"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH LEFT CURB	FACE CURB LENGTH RIGHT CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
10+97.28 P.C.	———	———	———	———	———	0°00'00"	0°00'00"
11+25	27.72'	28.62'	26.81'	29.04'	26.39'	1°31'06"	1°31'06"
11+50	25.00'	25.813'	24.187'	26.19'	23.80'	1°22'10"	2°53'16"
11+75	"	"	"	"	"	"	4°15'26"
12+00	"	"	"	"	"	"	5°37'36"
12+25	"	"	"	"	"	"	6°59'46"
12+50	"	"	"	"	"	"	8°21'56"
12+75	"	"	"	"	"	"	9°44'06"
13+00	"	"	"	"	"	"	11°06'16"
13+25	"	"	"	"	"	"	12°28'26"
13+50	25.00'	25.813'	24.187'	26.19'	23.80'	1°22'10"	13°50'36"
13+72.67 P.T.	22.67'	23.407'	21.933'	23.75'	21.53'	1°14'30"	15°05'06"
TOTAL	275.39'	284.34'	266.44'	Defl./11.=3286'12" min.			

WATER VALVE BOX ELEVATIONS

STREET	STATION	OFFSET	PROP. ELEV.
Oneida	7+86.19	24' Rt.	177.9
Oneida	8+95.5	21' Rt.	177.4
Postoak	13+20	21' Rt.	178.9

FAIRFIELD ESTATES ADDITION
PHASE VI

ONEIDA-POSTOAK

STA. 7+78.29 TO STA. 13+72.67

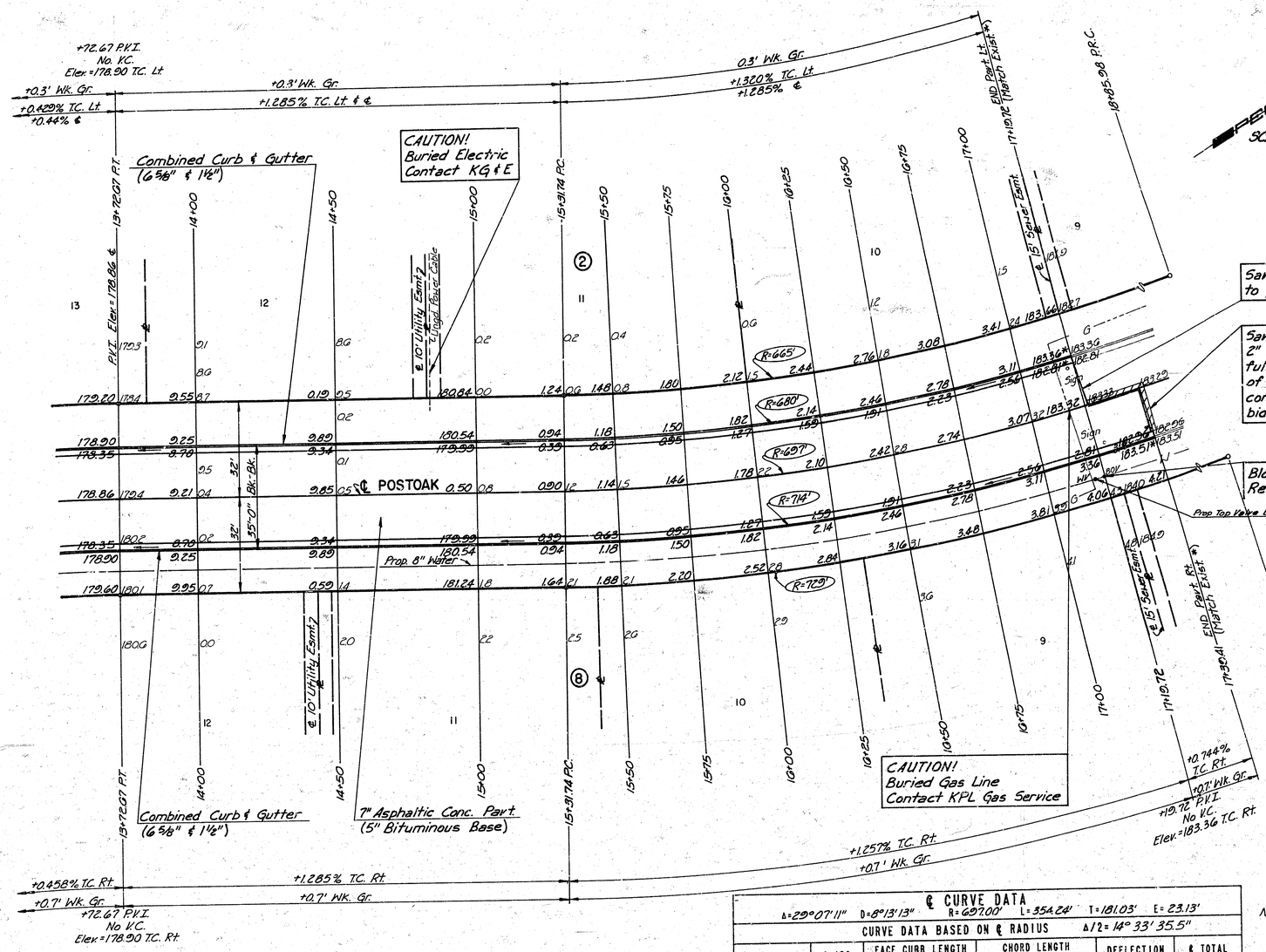
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

4/9

Designed by	CSB	Checked by	
Drawn by	GDR, BS	Date	April, 1988
		Job No.	88150-1

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	PROP. ELEV.
Postoak	17+16.72	24' Rt.	183.6

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81528-000-000-001	5	9



℄ CURVE DATA

Δ=29°07'11" D=8°13'13" R=697.00' L=354.24' T=181.03' E=23.13'

CURVE DATA BASED ON ℄ RADIUS Δ/2=14° 33' 35.5"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8" OFF LEFT FACE CURB	8" OFF RIGHT FACE CURB		
15+31.74 P.C.	———	———	———	———	———	0°00'00"	0°00'00"
15+50	18.26'	17.82'	18.71'	17.61'	18.92'	0°45'02"	0°45'02"
15+75	25.00'	24.39'	25.61'	24.10'	25.89'	1°01'39"	1°46'41"
16+00	"	"	"	"	"	"	2°48'20"
16+25	"	"	"	"	"	"	3°49'59"
16+50	"	"	"	"	"	"	4°51'38"
16+75	"	"	"	"	"	"	5°53'17"
17+00	25.00'	24.39'	25.61'	24.10'	25.89'	1°01'39"	6°54'56"
17+19.72 End ℄ 16 & Beg ℄ 17	19.72'	19.24'	20.20'	19.01'	20.43'	0°48'38"	7°43'34"
17+39.41 End ℄ 17 & Beg ℄ 18	19.69'	———	20.17'	18.99'	20.40'	0°48'34"	8°32'08"
18+85.98 P.R.C.	146.57'	———	———	———	———	6°01'27.5"	14°33'35.5"
TOTAL	354.24'	183.40'	212.74'				

Det 1./11.=2466101 min.

Note: The Contractor shall remove 2 existing signs located at Sta. 17+20± ℄ reinstall them at Sta. 17+75. This work shall be considered subsidiary to other work items.

FAIRFIELD ESTATES ADDITION
PHASE VI

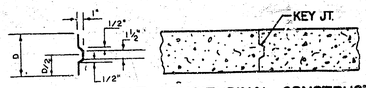
POSTOAK

STA. 13+72.67 TO STA. 17+39.41

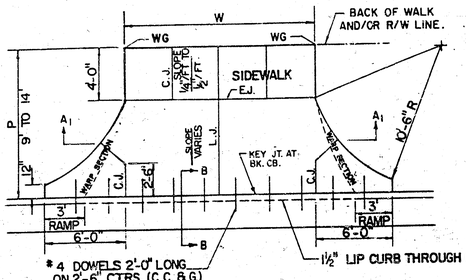
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

5/9

Designed by	CSB	Checked by		
Drawn by	GDR, BS	Date	April 1988	Job No. 88152-1

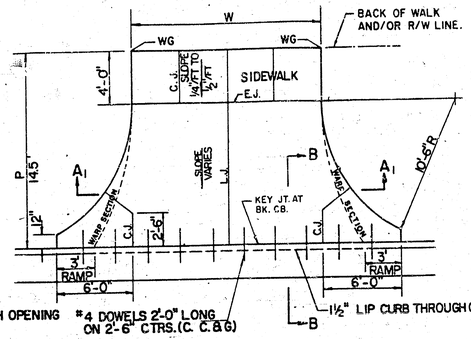


ALT. LONGITUDINAL CONSTRUCTION JOINT



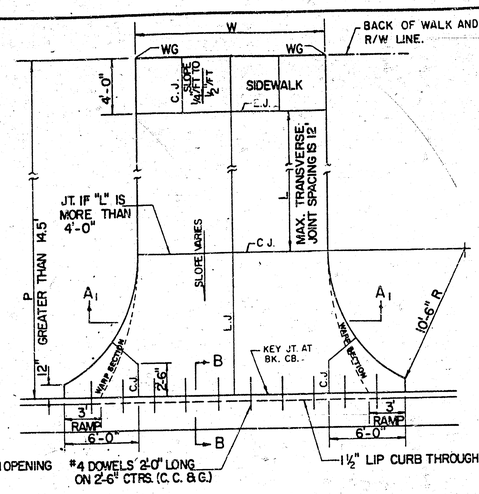
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING



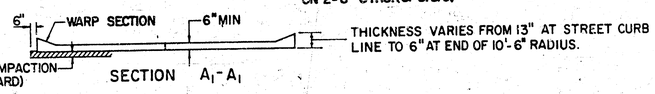
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

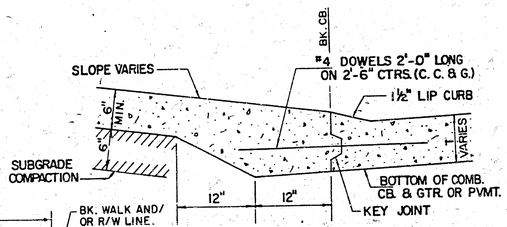
1½" LIP CURB THROUGH OPENING



SECTION A_1-A_1

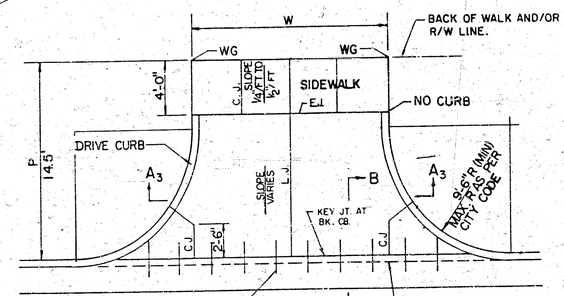
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR-BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'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



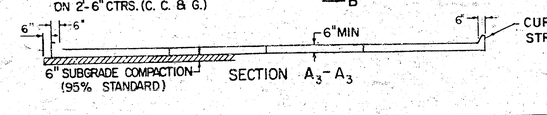
BACK OF CURB DETAIL

SECTION B - B (no scale)

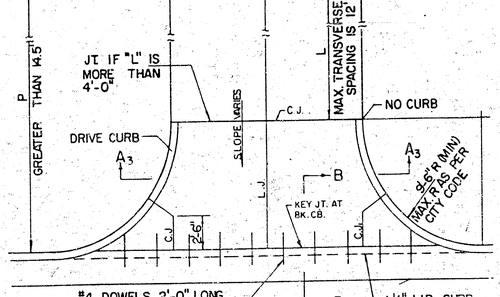


#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING



SECTION A_3-A_3



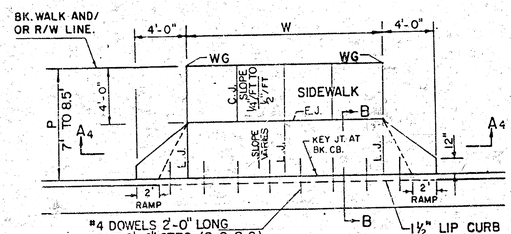
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THRU. OPENING

THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT SIDEWALK SECTION

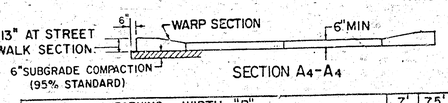
PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL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



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

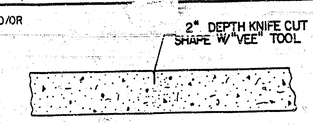
1½" LIP CURB THRU. OPENING



SECTION A_4-A_4

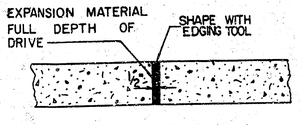
PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

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

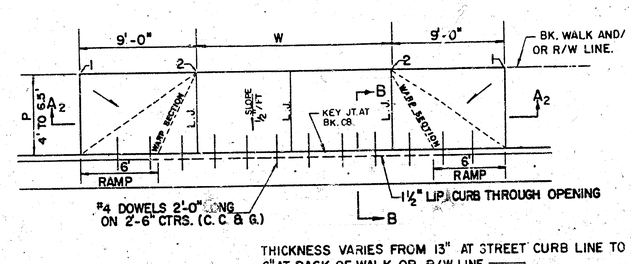


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

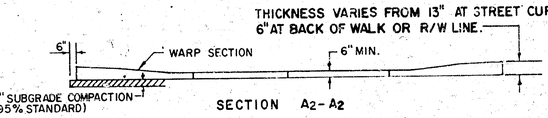


EXPANSION JOINT (E.J.)



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING



SECTION A_2-A_2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "F" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "F" 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 SECTIONS 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 6/9

PROJECT NUMBER
472-76-245-81528-000-000-001

50 40 30 20 10 ℄ 10 20 30 40 50

52.72' Exc.=39.1 LF=31.2

180 | 10+07.28 | 175 — 177.64 — 180 | 10+07.28 | 175

C=28 LF=13

47.28 Exc.=41.1 LF=27.1

180 | 10+50 | 175 — 177.44 — 180 | 10+50 | 175

C=19 LF=18

50' Exc.=32.4 LF=35.2

180 | 10+00 | 175 — 177.22 — 180 | 10+00 | 175

C=16 LF=20

50' Exc.=73.2 LF=20.4

180 | 9+50 | 175 — 176.98 — 180 | 9+50 | 175

C=63 LF=2

50' Exc.=202.8 LF=1.9

180 | 9+00 | 175 — 177.16 — 180 | 9+00 | 175

C=156 LF=0

28.81' Exc.=186.2

180 | 8+71.19 | 175 — 177.27 — 180 | 8+71.19 | 175

C=193

21.19' Exc.=140.1

180 | 8+50 | 175 — 177.34 — 180 | 8+50 | 175

C=164

50' Exc.=322.2

180 | 8+00 | 175 — 177.50 — 180 | 8+00 | 175

C=184

13.81' Exc.=91.0

180 | 7+80.19 | 175 — 177.54 — 180 | 7+80.19 | 175

C=172 (Ahead)
C=80 (Back)

7.90' Exc.=24.0

180 | 7+78.20 | 175 — 177.57 — 180 | 7+78.20 | 175

C=84

Sta. 7+78.20 to Sta. 10+97.28 Oneida/Postoak

TOTAL
Exc.=2,042.4 C.Y.
LF=276.9 C.Y.

Exc.=1,152.1 C.Y.
LF=115.8 C.Y.

Fairfield Estates Ph. III
Proj. No. 412-78-245-01-520-000-000-01

Sheet 7 of 9

50 40 30 20 10 ℄ 10 20 30 40 50

50 40 30 20 10 ℄ 10 20 30 40 50

185												185
15+31.74						180.90						15+31.74
180												180
				C=56		LF=5					18.26'	Exc.=36.5 LF=3.4
185												185
15+00						180.50						15+00
180												180
				C=53		LF=9					31.74'	Exc.=64.1 LF=8.2
185												185
14+50						179.85						14+50
180												180
				C=70		LF=3					50'	Exc.=113.0 LF=11.1
180												180
14+00						179.21						14+00
175				C=72		LF=8					50'	Exc.=131.5 LF=10.2
180												180
13+72.07						178.86						13+72.07
175				C=36		LF=8					27.33'	Exc.=54.7 LF=8.1
180												180
13+50						178.76						13+50
175				C=54		LF=9					22.67'	Exc.=37.8 LF=7.1
180												180
13+00						178.54						13+00
175				C=17		LF=6					50'	Exc.=65.7 LF=13.9
180												180
12+50						178.32						12+50
175				C=18		LF=5					50'	Exc.=32.4 LF=10.2
180												180
12+00						178.10						12+00
175				C=14		LF=10					50'	Exc.=29.6 LF=13.9
180												180
11+50						177.88						11+50
175				C=12		LF=10					50'	Exc.=24.1 LF=26.9
												175

Postcak
Sta. 11+50 to Sta. 15+31.74

Exc.=590.3 C.Y.
LF=113.0 C.Y.

Fairfield Estates Ph. II
Proj. No. 472.76-285-81528-000-000-001

Sheet 8 of 9

50 40 30 20 10 ℄ 10 20 30 40 50

50 40 30 20 10 ℄ 10 20 30 40 50

185
17+39.41
180

Match

C=11

185
17+19.72
180

183.32

C=32 (Back)
C=24 (Ahead)

LF=9 (Back)
LF=0 (Ahead)

185
17+00
180

183.07

C=41

LF=11

185
16+50
180

182.42

C=44

LF=9

185
16+00
180

181.78

C=54

LF=5

185
15+50
180

181.14

C=52

LF=5

185
180

19.6'
Exc.=12.8

185
180

19.72'
Exc.=26.7
LF=7.3

185
180

50'
Exc.=78.7
LF=18.5

185
180

50'
Exc.=90.7
LF=13.0

185
180

50'
Exc.=38.1
LF=9.3

Exc.=307.0 C.Y.
LF=48.1 C.Y.

Postoak
Sta. 15+50 to Sta. 17+39.41

Fairfield Addition Ph. III
Proj. No. 412-76-345-8528-000-000-001

Sheet 9 of 9

50 40 30 20 10 ℄ 10 20 30 40 50