

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

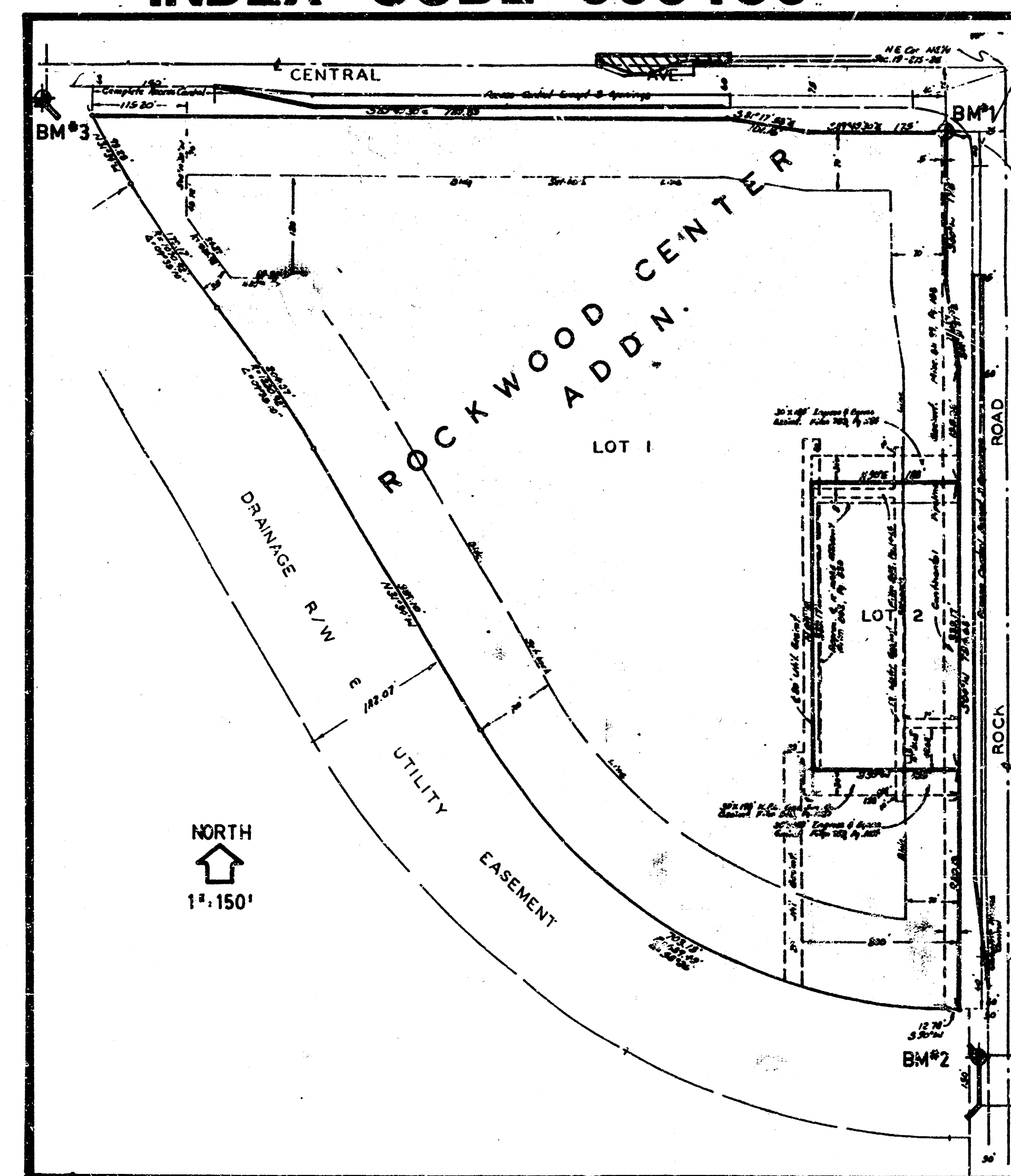
INDEX CODE 606186

Index to the Plans

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

BENCHMARKS

1. "X" Cut in NW 1/4 NE 1/4, Rockwood Center Addn. Elev. = 166.23 City datum
2. City disc top handrail (N.S. of R.C.B.C.) 40' W. E. Rock Road (Plan Sta. 37+36.7) Elev. = 160.00 City datum
3. City disc on S. Hubbard (E. end R.C.B.C.) 41' E. E. Central Ave. (Plan Sta. 37+22.7) Elev. = 150.23 City datum



Benefit District

General Notes

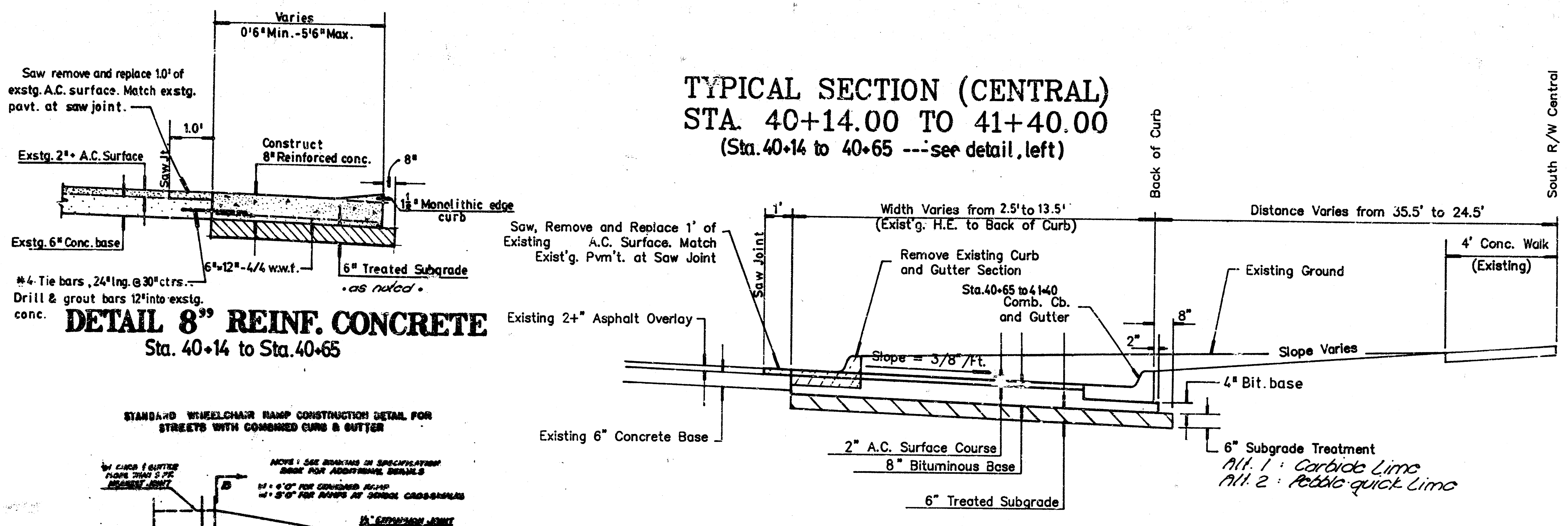
1. UTILITY SERVICE LINES, POWER POLES, VALVE BOXES, METERS AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION, UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION 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.



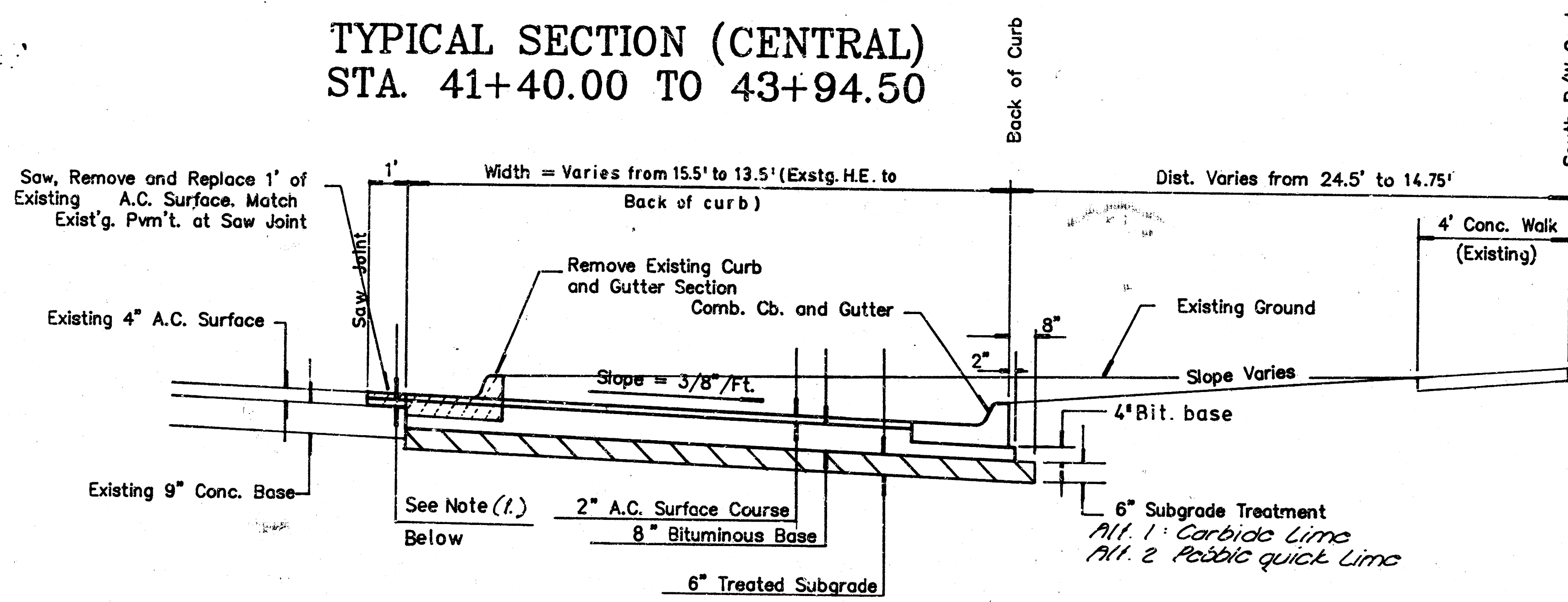
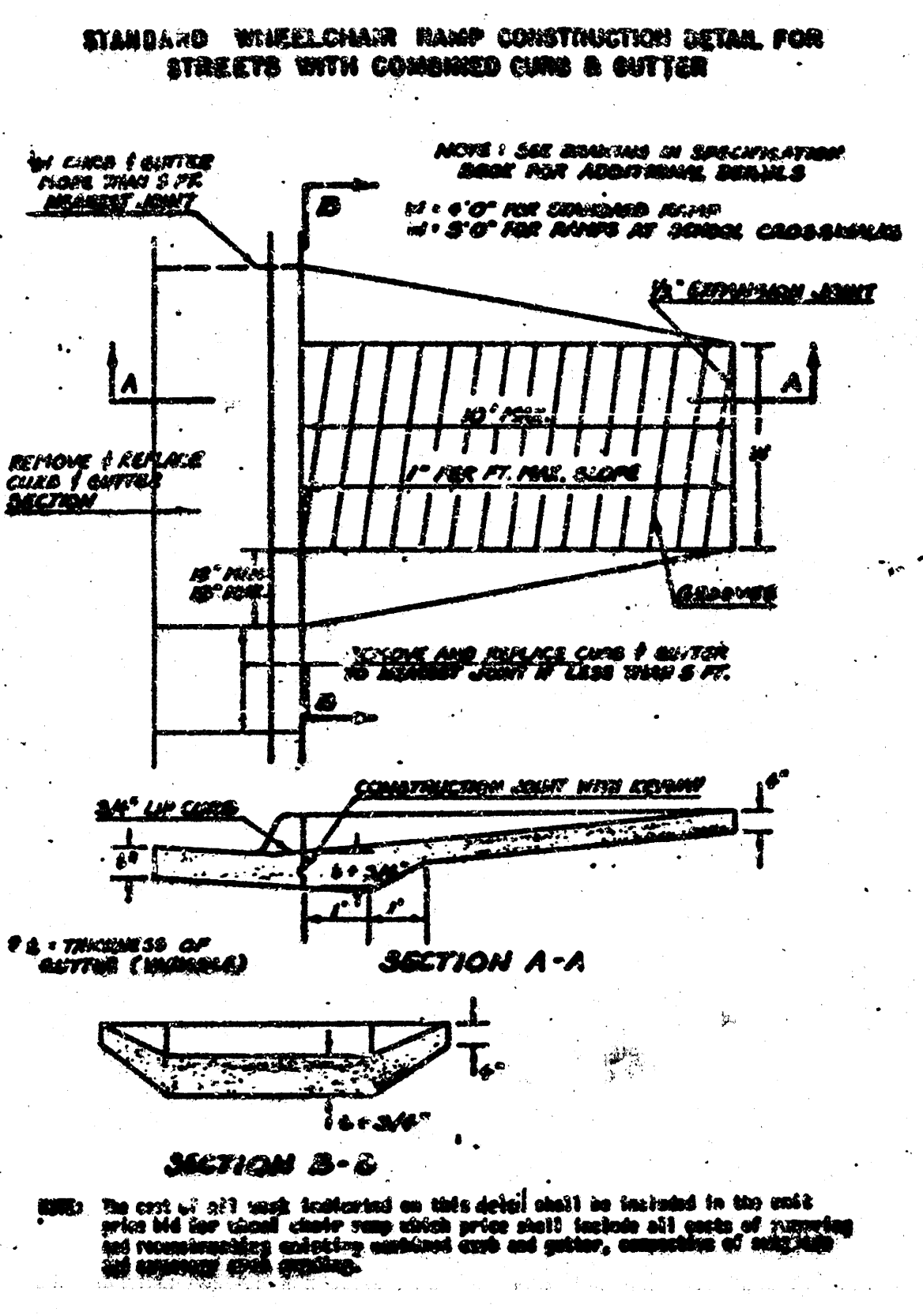
Rev. June 7, 1989
August 10, 1989

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

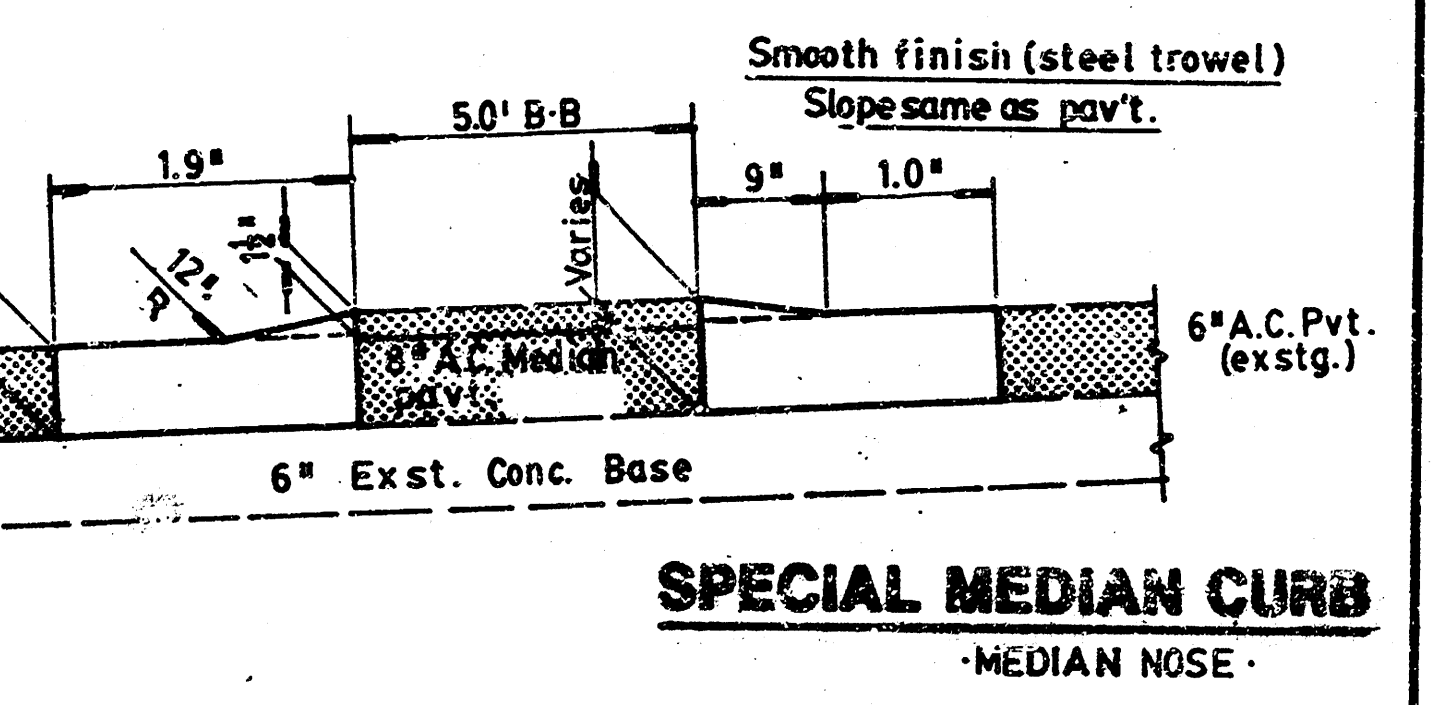
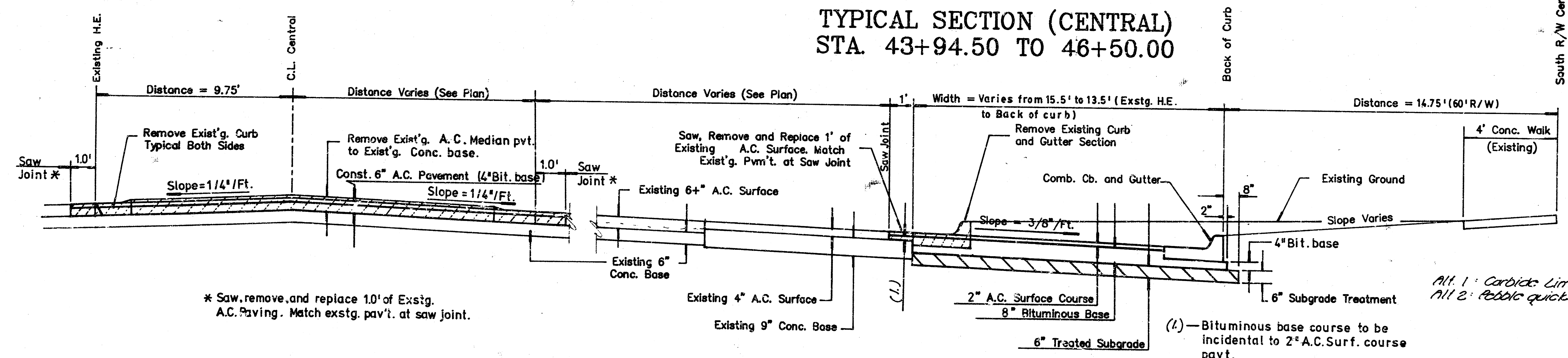
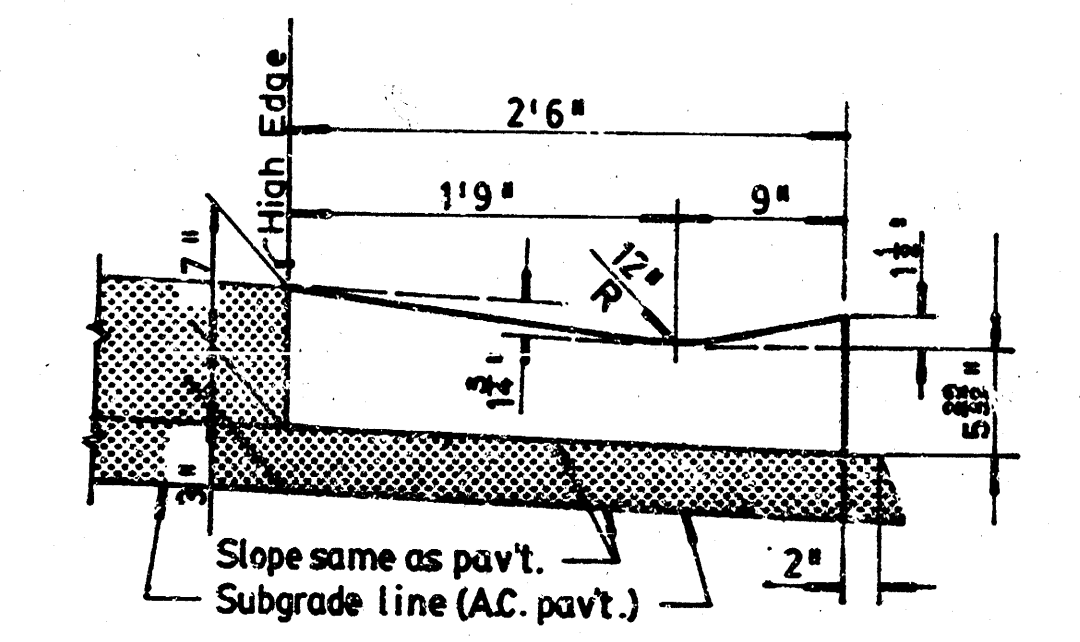
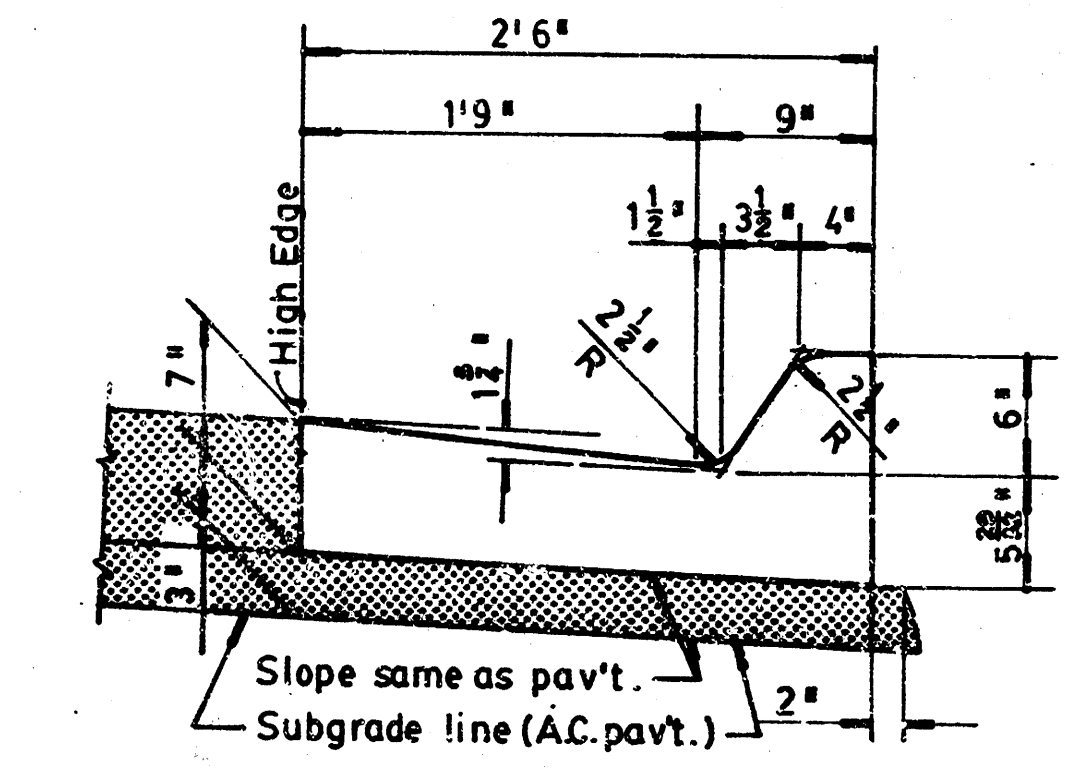
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DETAIL 8" REINF. CONCRETE
Sta. 40+14 to Sta. 40+65



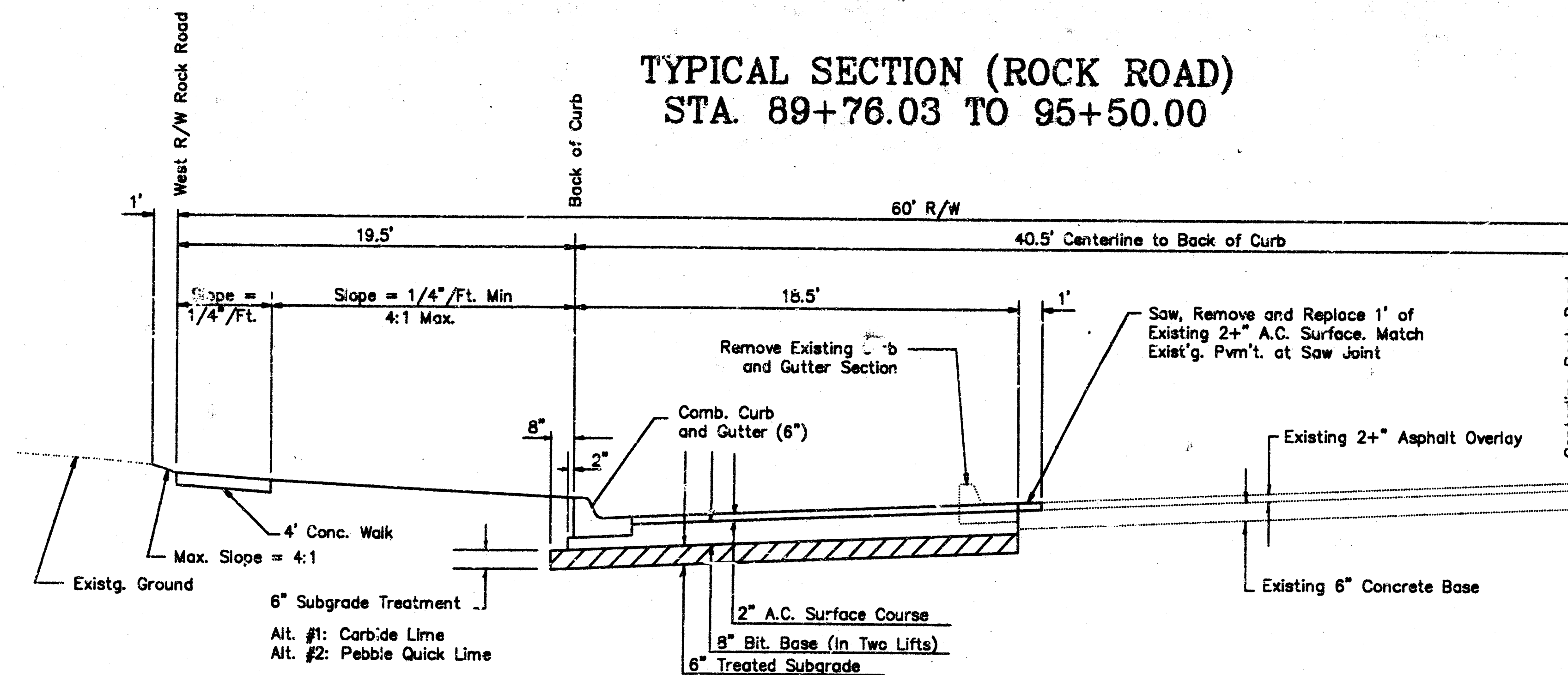
COMBINED CURB & GUTTER



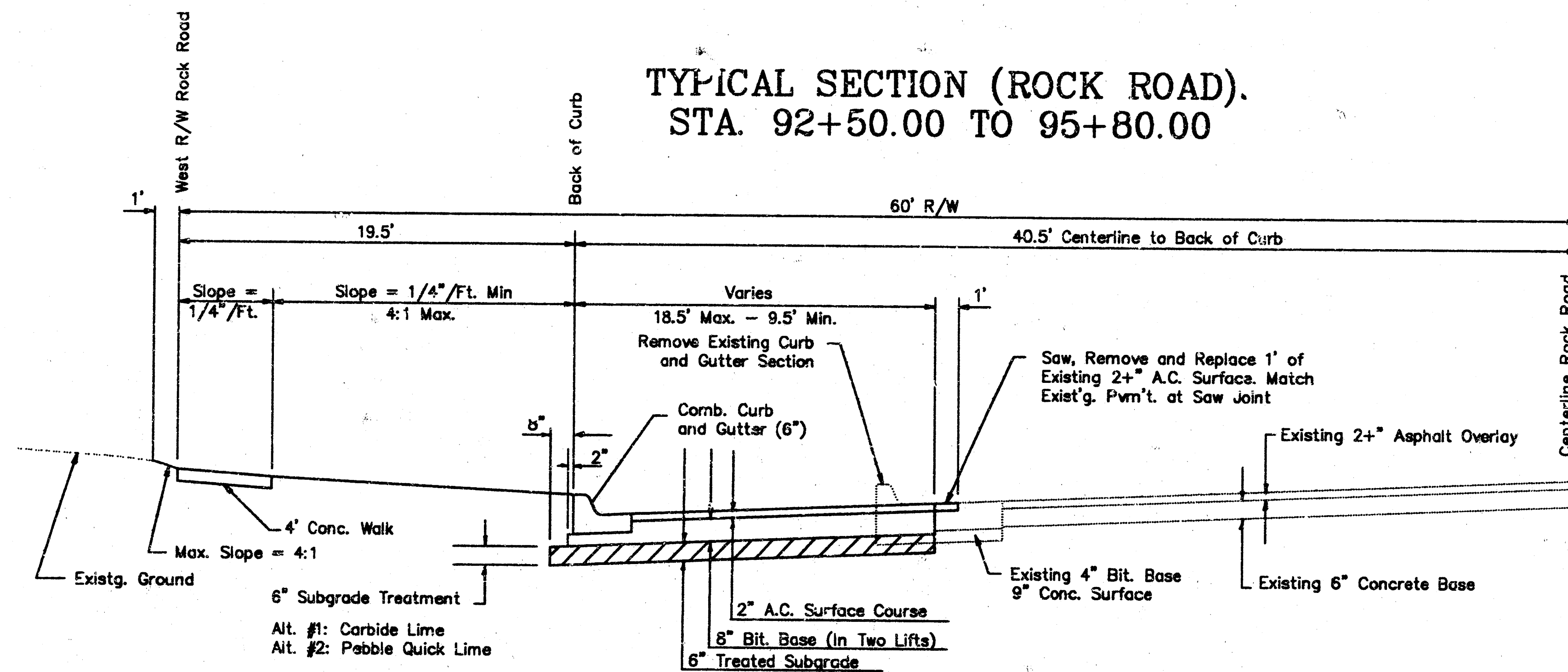
TYPICAL SECTIONS FOR THE SOUTH SIDE OF CENTRAL AVENUE					
BAUGHMAN COMPANY P. A. SURVEYING & ENGINEERING 316/282-7271 • 315 ELLIS • WICHITA, KANSAS 67211					
PROJECT NUMBER					
472-76-245-21832-060-000-001					
DESIGN	DRAWN	APPROVED	DATE	SCALE	REV.
Neaton	C. E. Egan	1/11/00	JUL 00	1/16" = 1'	2
					OF 12

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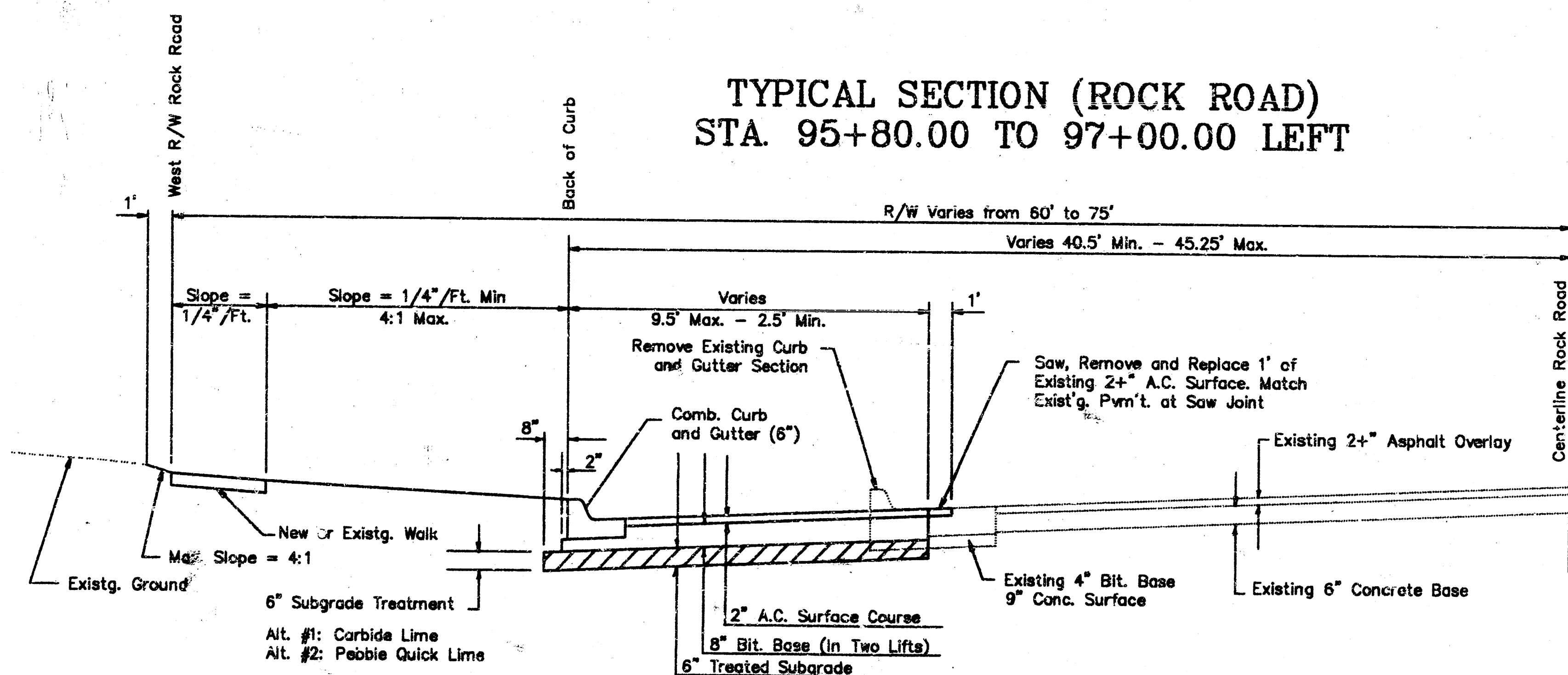
TYPICAL SECTION (ROCK ROAD) STA. 89+76.03 TO 95+50.00



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. SURVEYING & ENGINEERING 318/282-7271 • 315 ELLIS • WICHITA, KANSAS 67211				REV.	
PROJECT NUMBER 472-76-245-81832-000-000-001				SHEET	3
DESIGN T.C.R.	DRAWN C.M.B.	APPROVED T.C.R.	DATE JUNE 39	SCALE NONE	OF 12

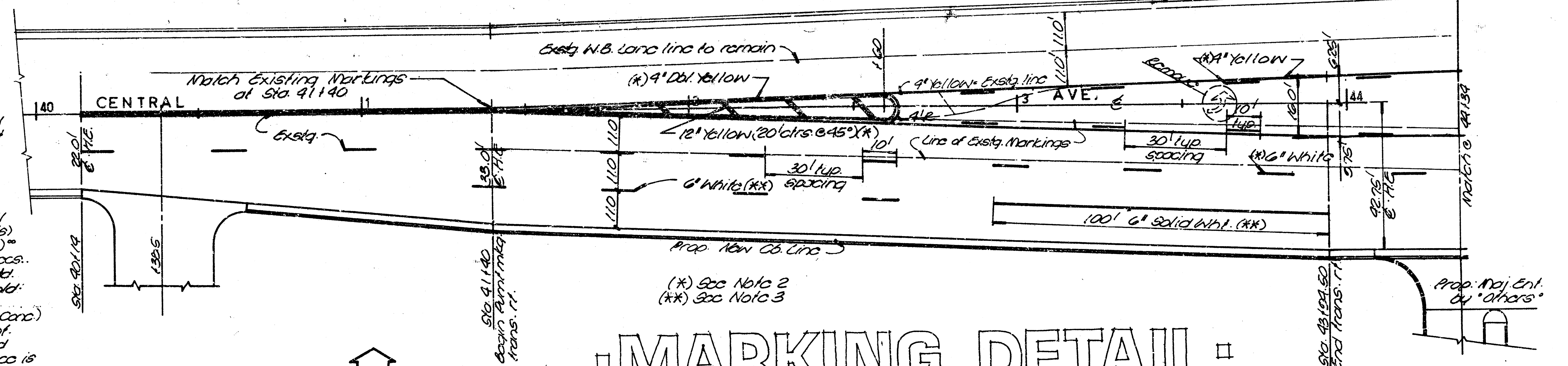
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BENCHMARKS

1. "X" cut in mt. @ NE Cor. Lot 1, Redwood Center. Elev. 125.28 City datum
2. City disc on Redwood (N.S. of E.C.C.)
40' W. & East. Road (Sta. 44+00)
Elev. 125.00 City datum
3. City disc on S. Subgrade (E. of E.C.C.)
41' W. & East. Road (Sta. 44+00)
Elev. 125.00 City datum

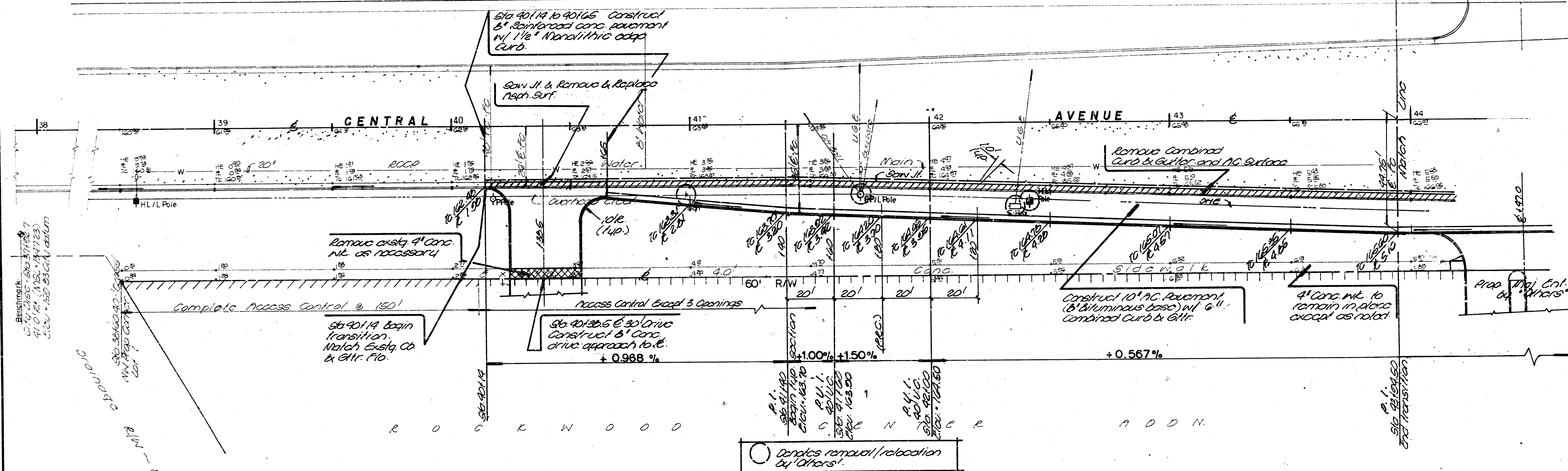
NOTE

1. All pavement markings shall conform to the current state set forth in the Manual on Uniform Traffic Control Devices
2. All pavement markings shall be the "Cold" laid Plastic Tape (S) and the "Hot" Standard Symbol (S) type, meeting the required specs. Install & Cold roll as per std. installation procedure for cold-laid P.U.T. Markings.
3. Where new pavement (high conc.) is being constructed, the curbside markings must be installed while the new wearing surface is still warm (at least 120°F) and rolled, so as to imprint the curbside markings into the new pavement.
4. Pavement marking removal (existg.) shall be accomplished in accordance with City Specs. for pavement marking removal.



MARKING DETAIL

STA. 40+14 TO STA. 44+34



EARTHWORK QUANTITIES

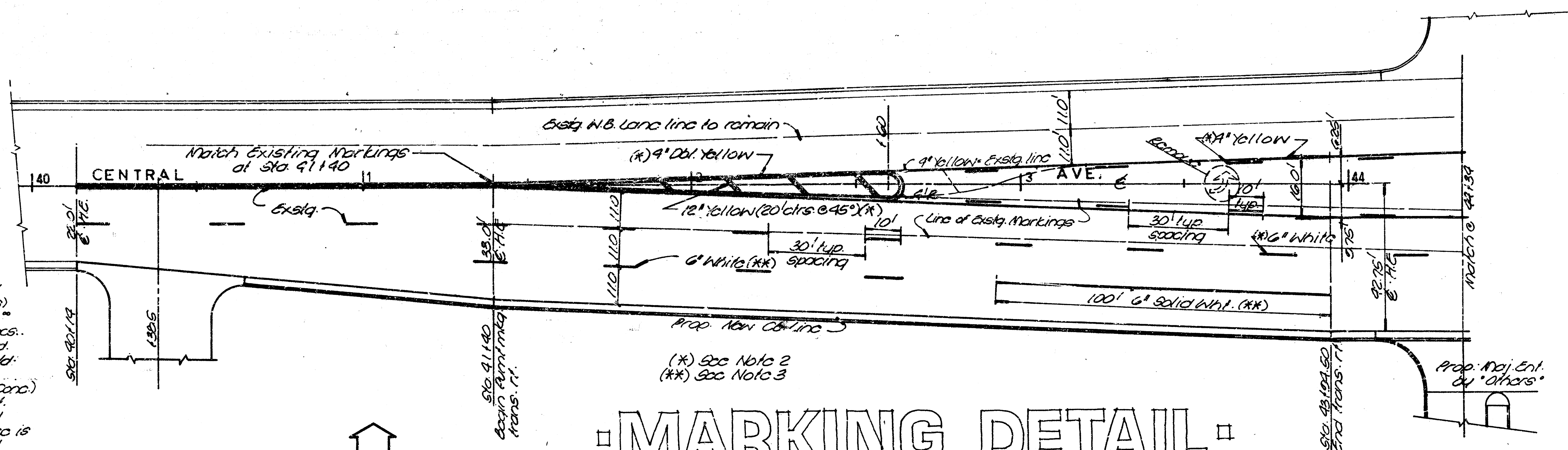
Excavation	1524.5	cy	Compacted Fill	0.00	cy
+10%	152.3		+10%	0	
Total	1677.0	cy	Total	0.00	cy
Subgrade Manipulation	2840	sq			
Borrow Material	0.00	cy			

PAVING IMPROVEMENTS CENTRAL AVE. STA. 40+14 TO STA. 44+00			
BAUGHMAN COMPANY, P.A. SURVEYING & ENGINEERING 310-222-7271 • 315 ELLIS • WICHITA, KANSAS 67211			
Drawn: <i>Heaton</i>	By: <i>Smith</i>	Appr'd: <i>Tom</i>	Date: <i>1/15/01</i>
Project Number: 472 76 216 81882 000 000 001			Sheet: 4 of 12

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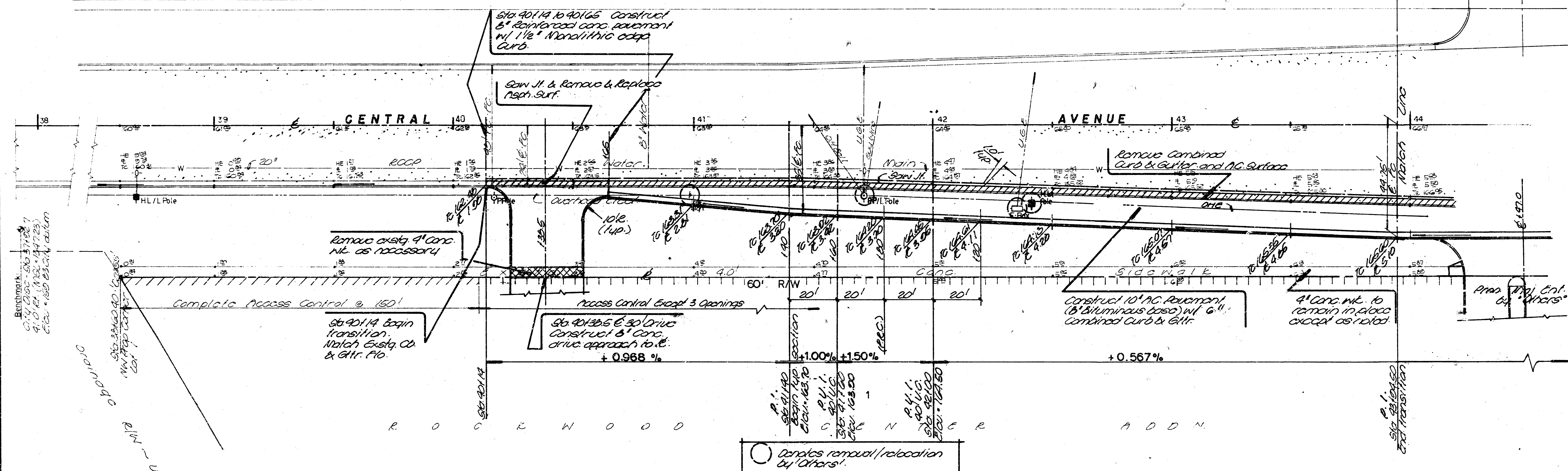
1. *X* Cut in pit @ NW. Cor. Lot 1, Redwood
Canyon. Mtn. Elev. = 166.23 City datum
2. City disc top horizontal (N.S. of E.C.C.)
40' W. E. Road, Road (Mon Sta. 28132.7)
Elev. = 160.00 City datum
3. City disc on S. Highway (E. end E.C.C.)
41' W. E. Canyon RUC. (Mon Sta. 31492.7)
Elev. = 159.23 City datum

1. All pavement markings shall conform to the standards set forth in the Manual on Uniform Traffic Control Devices.
2. All pavement markings shall be the Cold-laid Plastic Type (S) and the old Standard Symbol (S) Type meeting the required specs..
Install & Cold-rol as per spec.
Installation procedure for cold-laid P.U.T. Markings.
3. Where new pavement (neen Conc.) is being constructed, the p.u.t. markings must be installed while the new wearing surface is still warm (at least 130°F) and rolled, so as to inlay the p.u.t. markings into the new pavement.
4. Pavement marking removal (Gasky) shall be accomplished in accordance with City Stats. for pavement marking removal.



■ MARKING DETAIL ■

STA. 40+14 TO STA. 44+34



Excavation	<u>1524.5</u>	cy.	Compacted Fill	<u>0.00</u>	cy.
+ 10%	<u>152.8</u>		+ 10%	<u>0</u>	
Total:	<u>1677.0</u>	cy.	Total	<u>0.00</u>	cy.
Subgrade Manipulation <u>2440</u> sy.					
Borrow Material <u>000</u> sy.					

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

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING

316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211				
Design:	Drawn:	Approved:	Date:	Scale:
6/1/68	SMY	BA	5/1/68	1"=20'

Project Number: 472 76 295 81532 000 000 001

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ROCKWOOD 6TH

7

DRAINAGE DEDICATION &
UTILITY EASEMENT

Sta. 89+16.5 Begin
Construction of
Walk, Match Existing.

88+36.7 40' LT.
CITY DISC. 160.00

Sta. 89+16.5
Begin Taper

Sta. 89+76.03
P.V.I.
No V.C.
Elev. 155.50

10.406%

10.803%

Sta. 92+140
P.V.I.
No V.C.
Elev. 157.70

0.956%

1"=20'

Construct 30' (3) Reinforced
Conc. Drive to E. (Sta. 91+60.00
E Drive)

Construct 30' (3) Reinforced Conc.
Drive approach to E. (Sta. 90+66.63 E Drive)

Remove existing Conc. Walk

Remove existing Std. Comb.
Curb & Gutter

CONOCO PIPELINE EASEMENT
(MISC. SK. 55, P. 153)

229.47' A/C EXCEPT 2 OPENINGS

230.13'

230.13'

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230.13'

Construct 8" Unreinforced Conc.
Ramp. 1/4" Mono Edge Cb. (6")
Replace 1/4" Asphalt Strip.

Construct 10" A.C. Pavement (8" Bit.
Base)

Construct Combined
Curb & Gutter (6")

Construct 10" A.C. Pavement (8" Bit.
Base)

Construct 10" A.C. Pavement (8" Bit.
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Construct 10" A.C. Pavement (8" Bit.
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Construct 10" A.C. Pavement (8" Bit.
Base)

NOTE

1. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE
CURRENT STD. SET FORTH IN THE "MANUAL ON
UNIFORM TRAFFIC CONTROL DEVICES."
2. ALL PAVEMENT MKGS. 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 EXISTG. MARKINGS SHALL BE DONE IN
ACCORDANCE WITH CITY STANDARDS FOR PVT.
MARKING REMOVAL (SEE SPECIAL PROVISIONS SECT.)

Remove Existing Curb and
1" Asphalt strip in front
of inlet. Replace w/ 18" Conc.
And Warp Flt into Inlet
to Elevation: 154.70
(Existing Flt: 154.69)

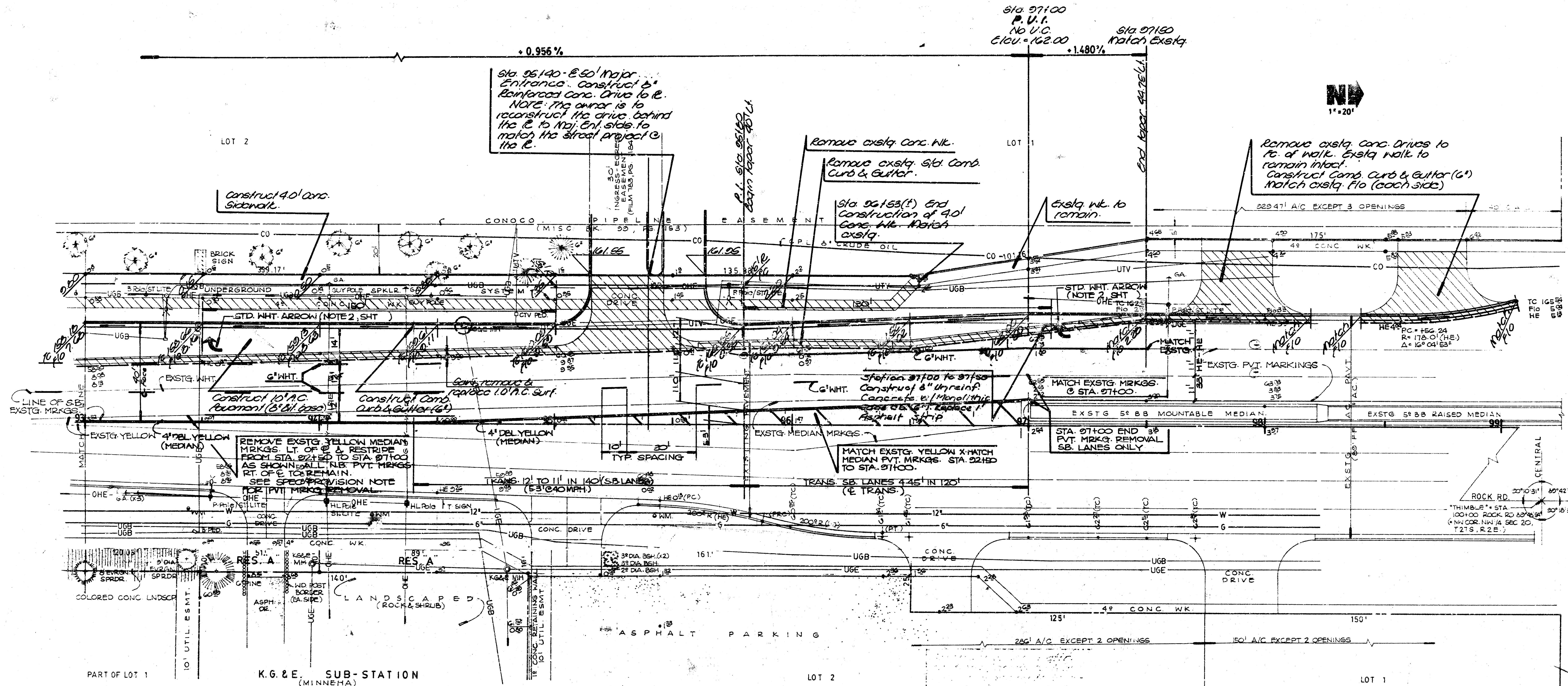
DEAN - RUPERT SECOND ADDN.

V E N T U R E P A R K A D D N . D E A N - R U P E R T T H I R D A D D N .

ROCK ROAD	
STATION 89+16.50 TO 93+00	
BAUGHMAN COMPANY, P.A.	
SURVEYING & ENGINEERING	
SIC. 252-7271 • 315 ELLIS • WICHITA, KANSAS 67211	
Drawn: C.R.	Checked: MAR. 89
Scale: 1"=20'	Sheet: 12

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R O C K W O O D C E N T E R A D D N.



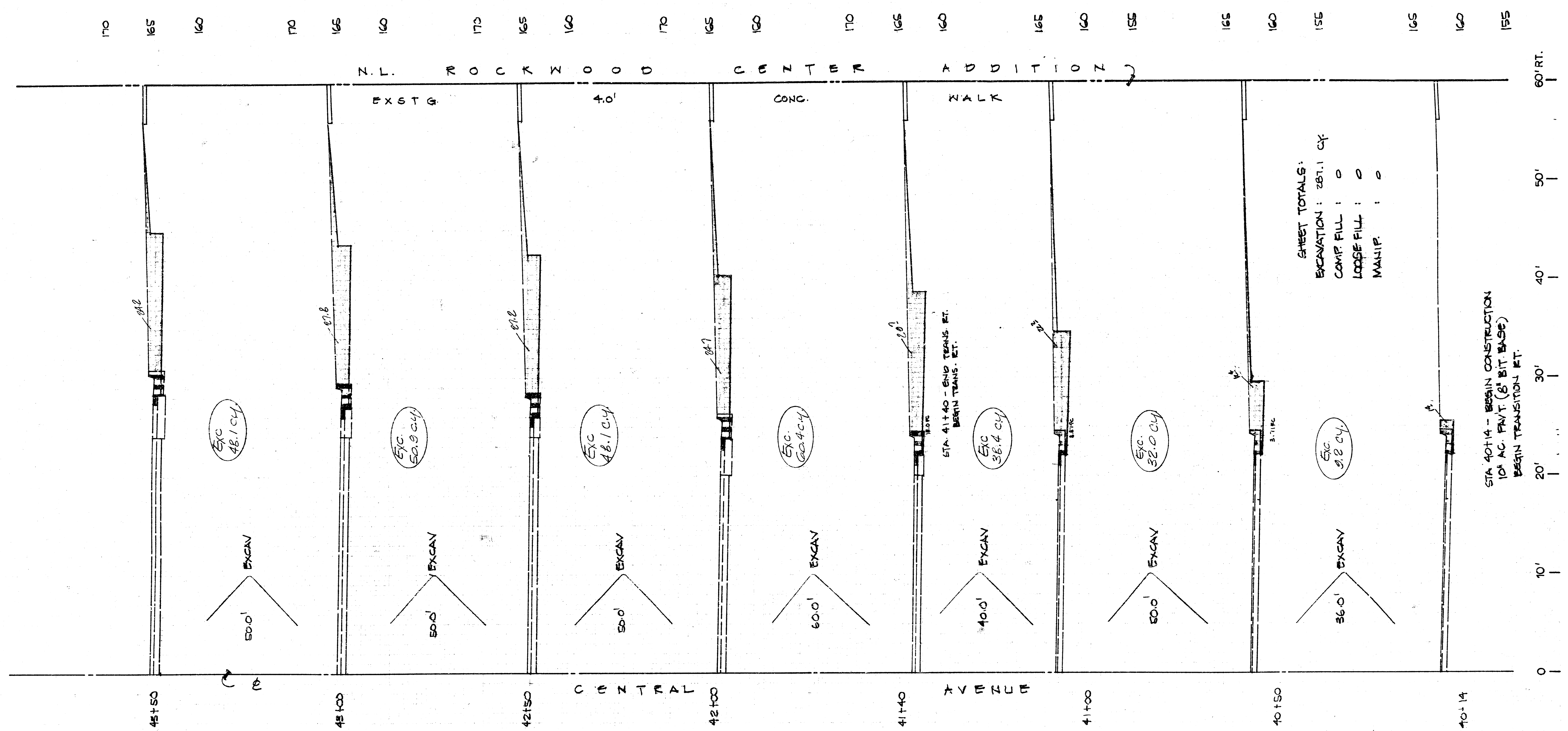
DEAN-RUPERT SECOND ADDN.

DEAN-RUPERT FIRST ADDN.

ROCK ROAD STATION 93+00 TO 97+50			
BAUGHMAN COMPANY, P.A. SURVEYING & ENGINEERING 310222-7271 • 315 5215 • VINCENTIA, INDIANA 47511			
Designer: T.C.R.	Drafter: [Blank]	Approver: [Blank]	Date: MAR. 89
Scale: 1" = 20'			Sheet: 7 of 12

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ACCEL. DECEL. LANES
CENTRAL G ROCK ROAD
412 76 245 81832 000 000 001



SHEET TOTALS:
EXCAVATION: 287.1 CY
COMP. FILL: 0
LOOSE FILL: 0
MANIP.: 0

STA 40+14 - BEGIN CONSTRUCTION
10' AC. PAV'T. (8" BIT BASE)
BEGIN TRANSITION RT.

• GRAND TOTALS •

EXCAVATION: 1524.5 CY
COMP. FILL: 0 CY
LOOSE FILL: 0
MANIP.: 0

Exstg. Pmnt. = 4" AC SURT.
9" AC BASE

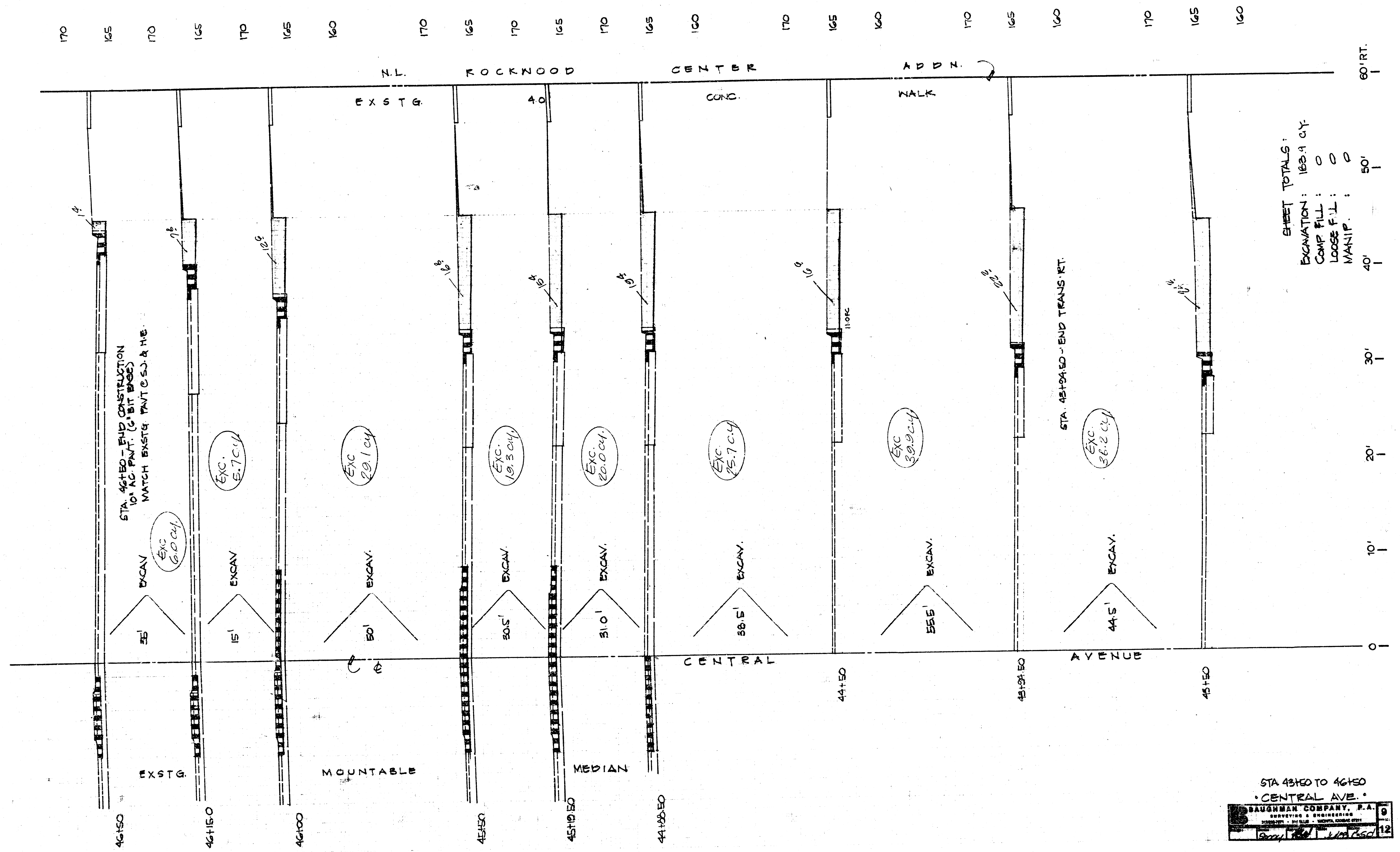
Exstg. Pmnt. = 2" AC SURT.
6" CONC. BASE

□ = EXCAVATION (CUT)
▨ = PAV'T. REMOVAL

STA. 40+14 TO 43+50
CENTRAL AVE.
BAUGHMAN COMPANY, P.A.
SUPERVISOR: J. J. BAUGHMAN
PROJECT: 1212121212
DATE: 12/12/12

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ACCEL - DECEL LANES
CENTRAL & ROCK ROAD
412 76 245 81832 000 000 001

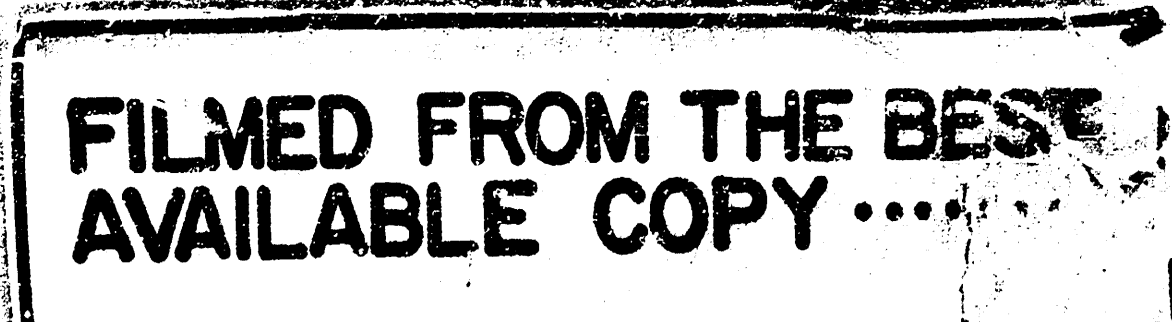


SHEET TOTALS:
EXCAVATION: 183.9 CY
COMP. FILL: 0
LOOSE FILL: 0
MANIP.: 0

STA 43+50 TO 46+50
CENTRAL AVE.
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
1994 FEB 1 11:00 AM

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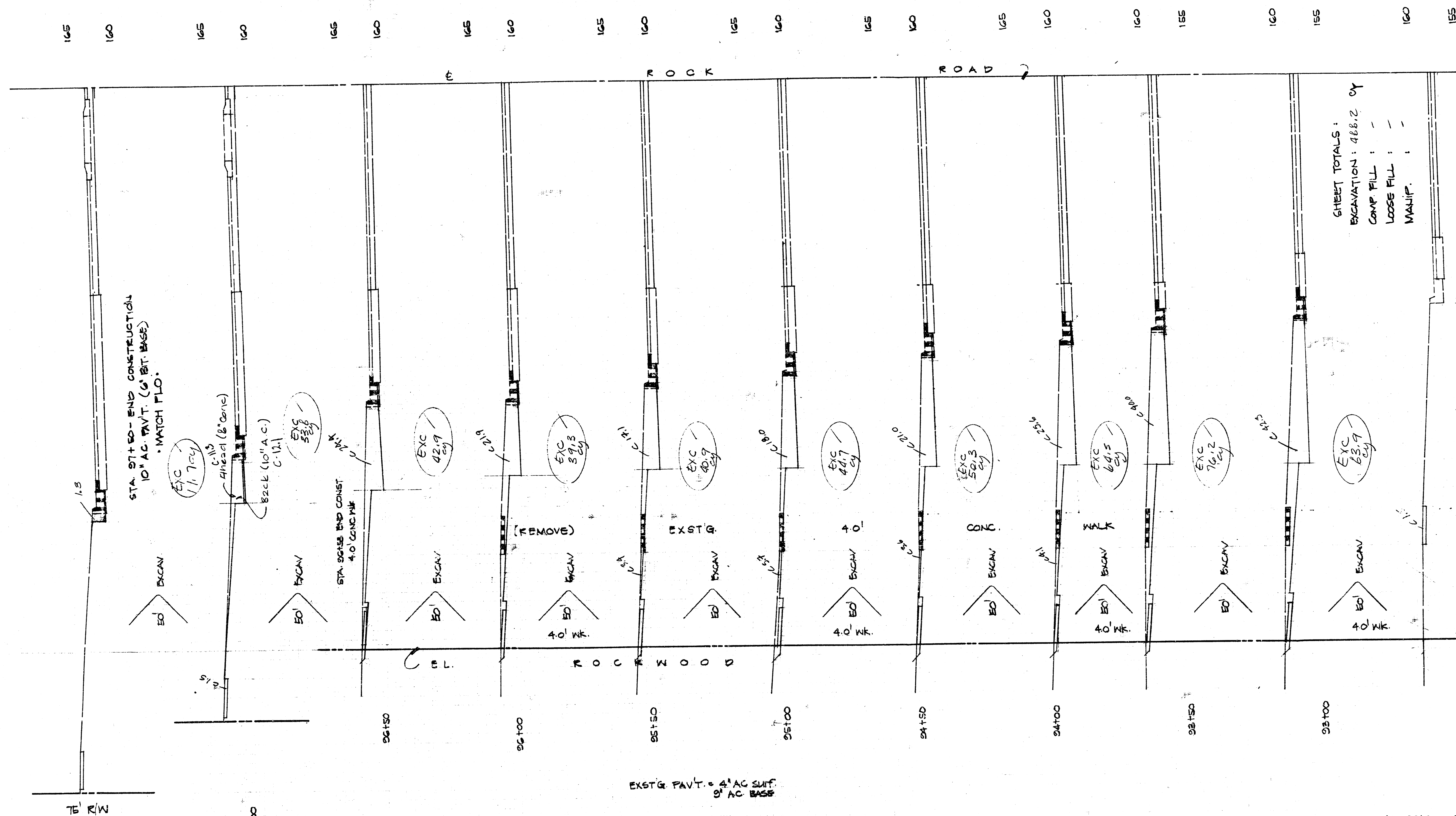
7



STA. 80+16.50 TO 92+50
• ROCK ROAD •

BRUGHMAN COMPANY, P.A.
SHEETING & ENGINEERING
2000 W. 10th St. • SIOUX FALLS • SIOUX FALLS, S.D.
10
12

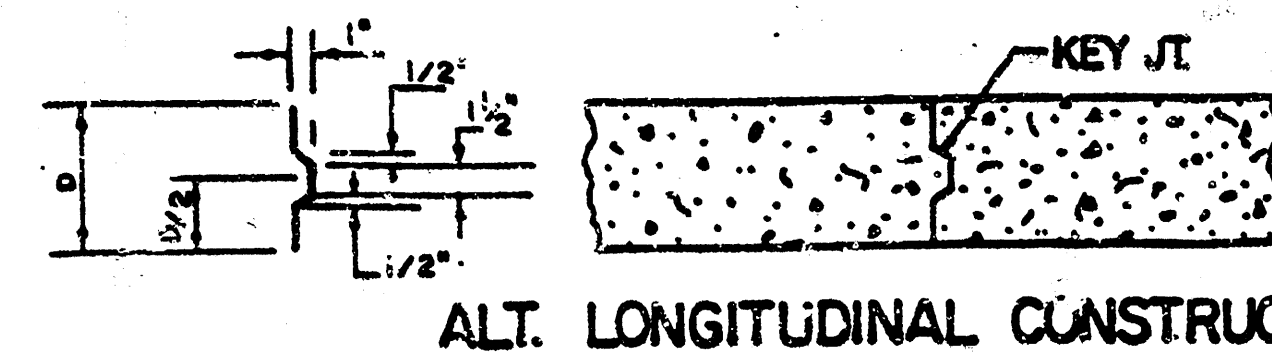
ACCEL · DECEL LANES
CENTRAL C. ROCK ROAD
472 76 245 8482 000 000 001



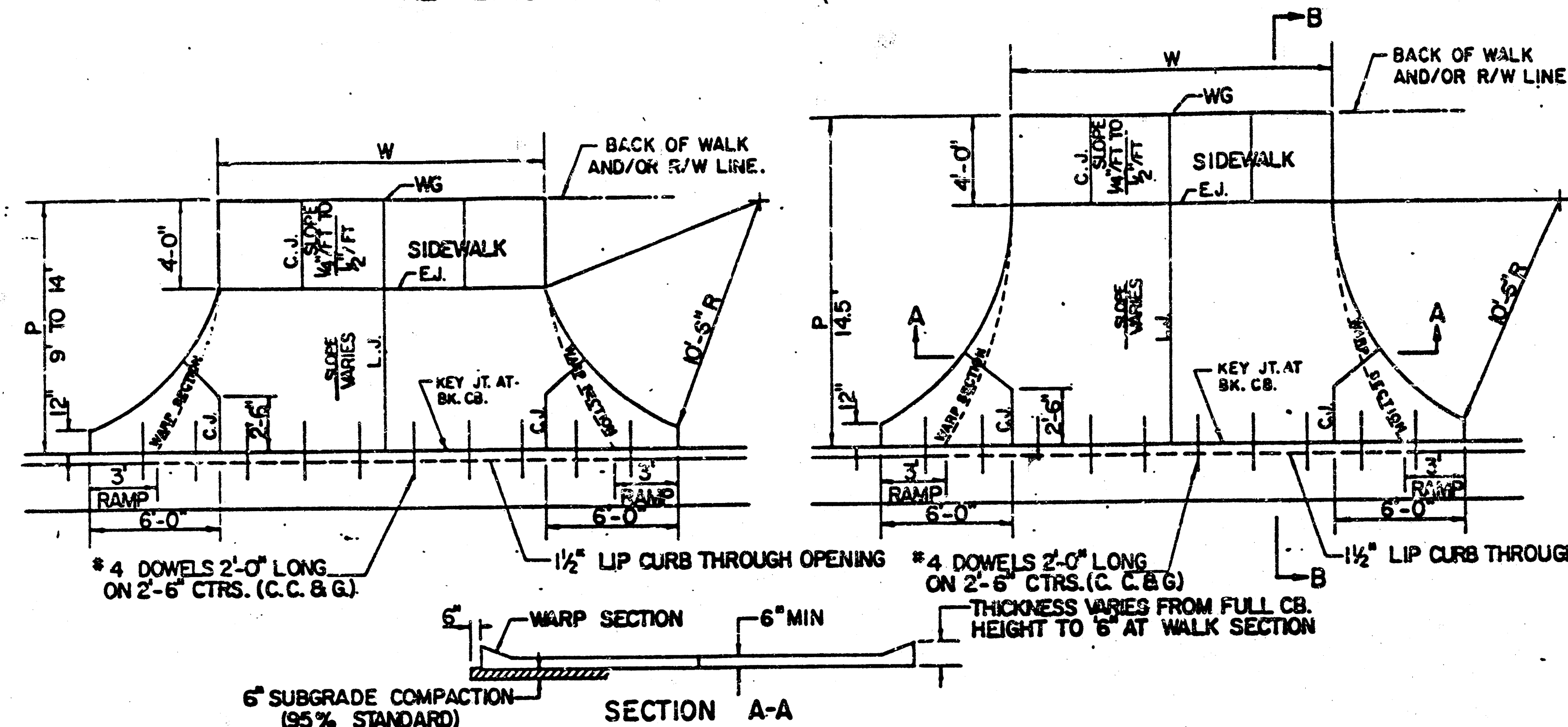
SHEET TOTALS:
EXCAVATION: 488.2 CY
COMP. FILL: -
LOOSE FILL: -
MANIP.: -

STA. 92+50 TO 97+50
· ROCK ROAD ·
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
11

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ALT. LONGITUDINAL CONSTRUCTION JOINT

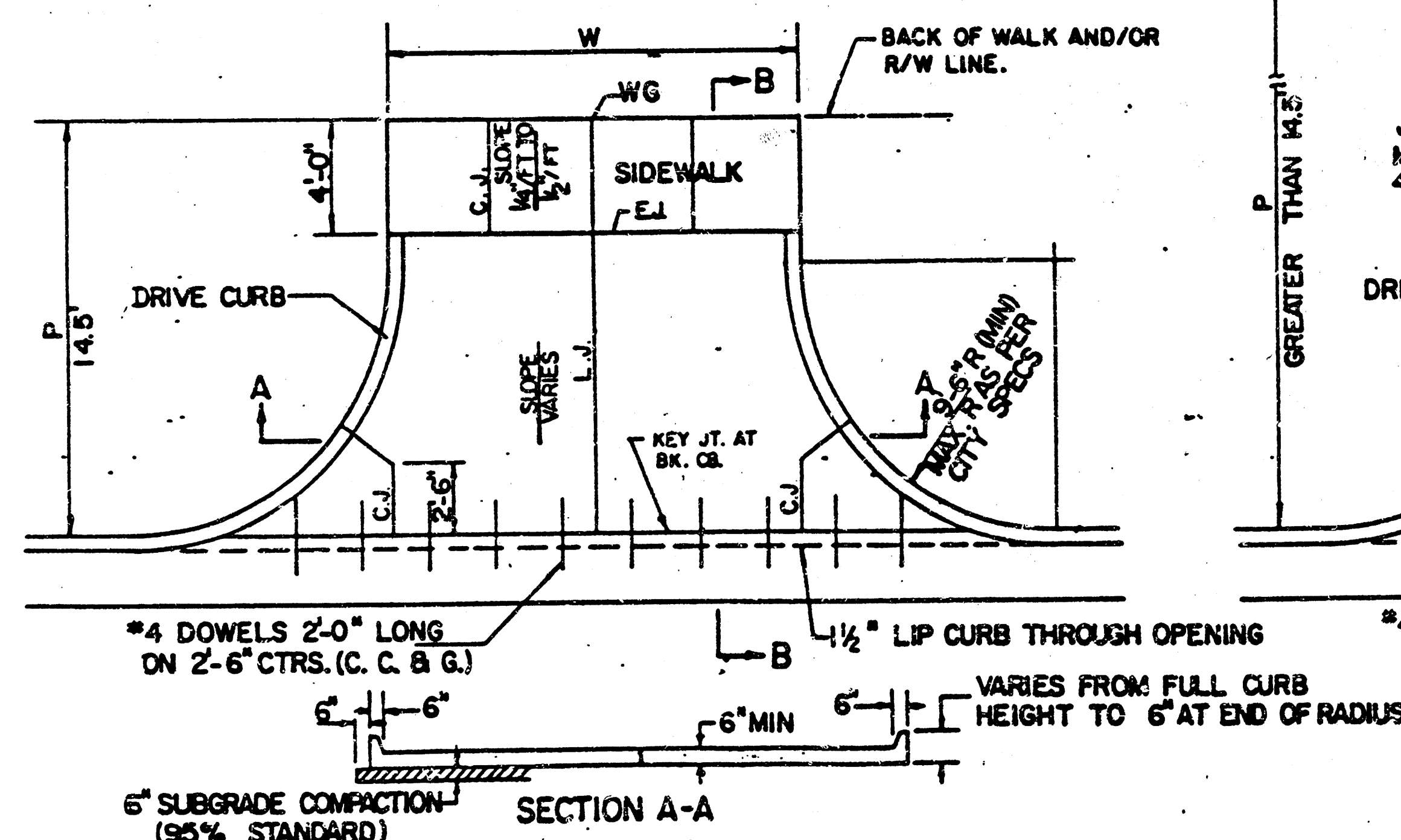


6" SUBGRADE COMPACTION (95% STANDARD)

SECTION A-A

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'	1.55'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.27'	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	-1.19'	-1.16'	-1.13'	-1.10'	-0.96'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

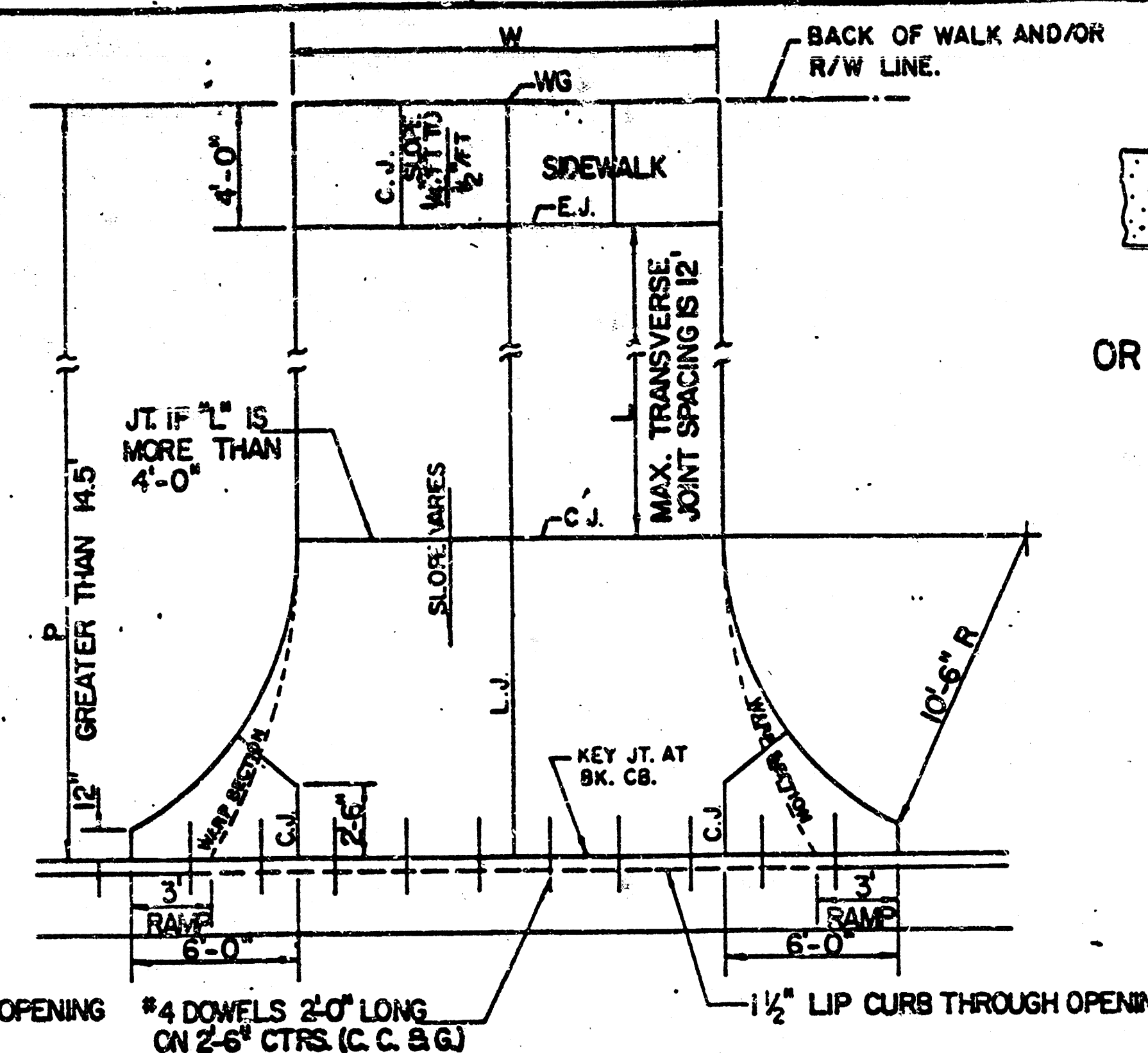


6" SUBGRADE COMPACTION (95% STANDARD)

SECTION A-A

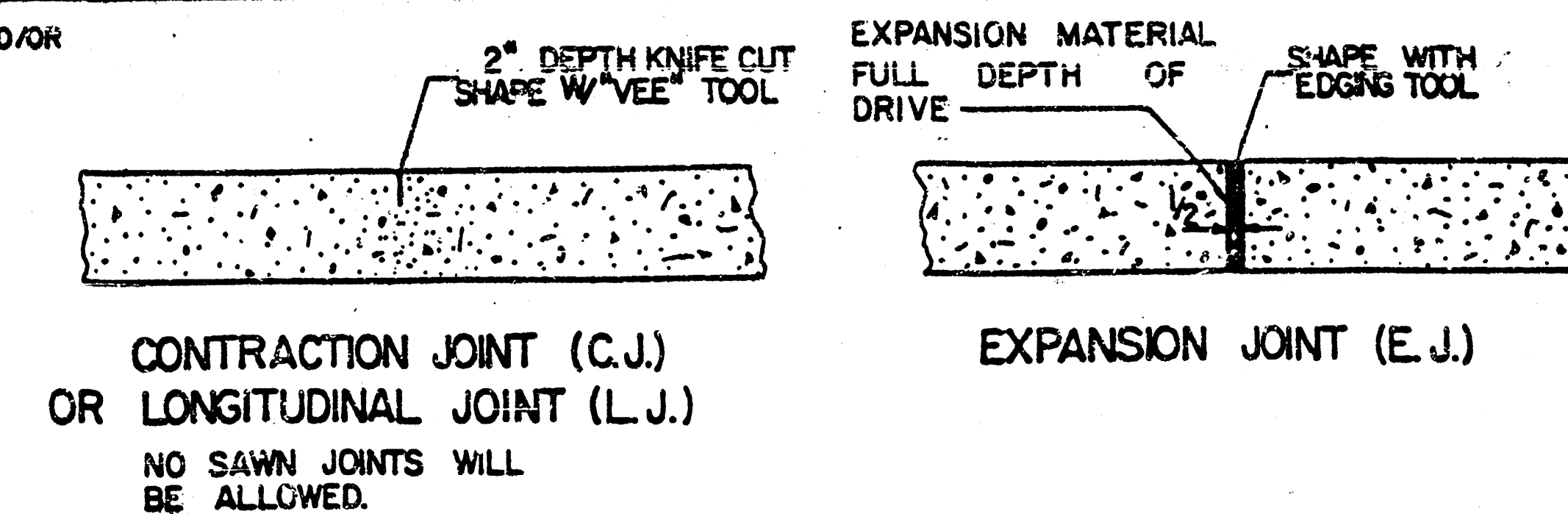
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.60'	1.36'	1.75'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.70'	1.04'	1.30'	1.55'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL 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)



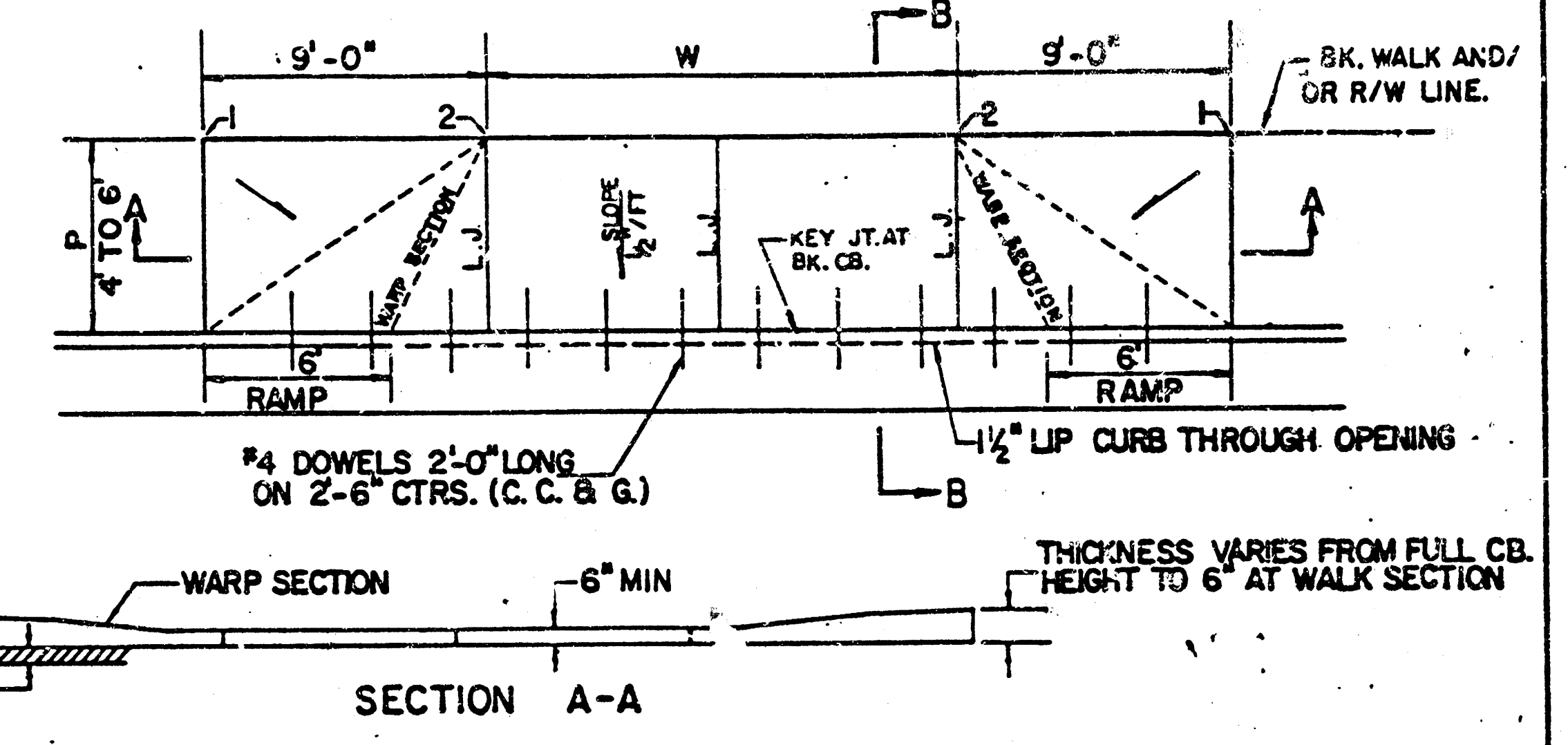
6" SUBGRADE COMPACTION (95% STANDARD)

SECTION A-A



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

EXPANSION JOINT (E.J.)



6" SUBGRADE COMPACTION (95% STANDARD)

SECTION A-A

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	-2.6'	-2.4'	-2.2'	-2.0'	-1.8'	-1.6'

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

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 CURB 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.
- 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.
- CORREL 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.
- 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" #4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
- OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHENEVER 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 472-76-245-81832-000-001

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