

**GENERAL NOTES:**

- Contractor will be required to provide notice to utility companies a minimum of twenty-four (24) hours prior to any excavation, as follows:  
 Kansas One-Call 687-2470  
 The Contractor must notify the following in case of an emergency:  
 Cablevision 262-4270  
 or 263-2061  
 KGE 383-8600  
 Kansas Gas Service 832-3168  
 Peoples Nat. Gas Company 942-8350  
 Southwestern Bell Telephone Company 1-571-2611  
 City of Wichita Water Department 268-4908  
 City of Wichita Sewer Maintenance 268-4071
- Utility service lines, 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 or unless the plans specifically identify a utility to be adjusted by its owner during construction. 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 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. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.
- 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.
- Limits of earthwork shall match existing ground elevations at the right-of-way line.
- 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 located water valves one time during construction when requested by 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 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 law.
- All areas disturbed by construction shall be seeded on fertilized as follows:  
 SEED—  
 8 lbs. per 1000 s.f. of K-31 Fescue.  
 FERTILIZER—  
 12-24-12 ratio - 850 lbs./ac.  
 MULCH—  
 2 tons of Prairie Hay per Acre—"patted" with forks or punched into soil to reduce loss due to wind.  
 Cost shall be included in the lump sum bid item "Project Seeding".
- Contractor to make arrangements for access to existing homes at all times during construction of 27th St. South. Contractor to present access and phasing plan to engineer for approval prior to proceeding.
- Properties within the project limits may have underground sprinkler systems in public right-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. All costs associated with this shall be subsidiary to "Site Clearing & Restoration".

**STREET IMPROVEMENTS**

to serve

**27th Street South: From the East Line of Custer Avenue to the West Line of St. Paul Ave.**

**WICHITA BUILDER'S THIRD ADDITION  
 BUILDER'S FOURTEENTH ADDITION  
 Project Number: 472-83099; Index Code 765591**

**CITY OF WICHITA, KANSAS**

**Michael E. Lindebak, P.E. City Engineer**

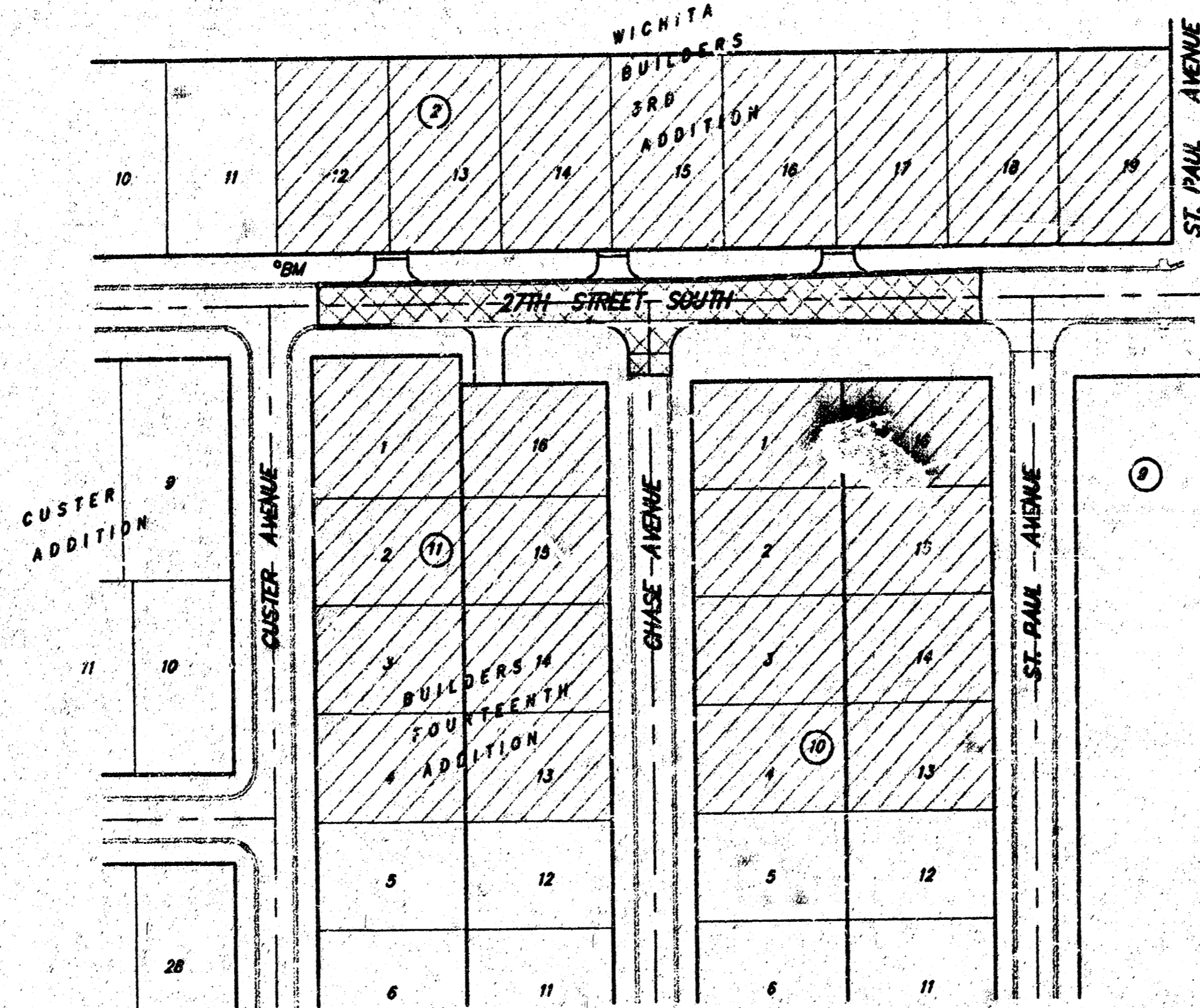
**Benchmarks**

Railroad spike in south face of light pole 28' N and 5' E of intersection of 27th Street South and Custer Avenue. Elev. = 101.51 (City Datum)

**SHEET INDEX**

Title Sheet	1
31' Pavement Detail	2
Valley Gutter Detail	3
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27th Street South	6
Earthwork Cross Sections	7

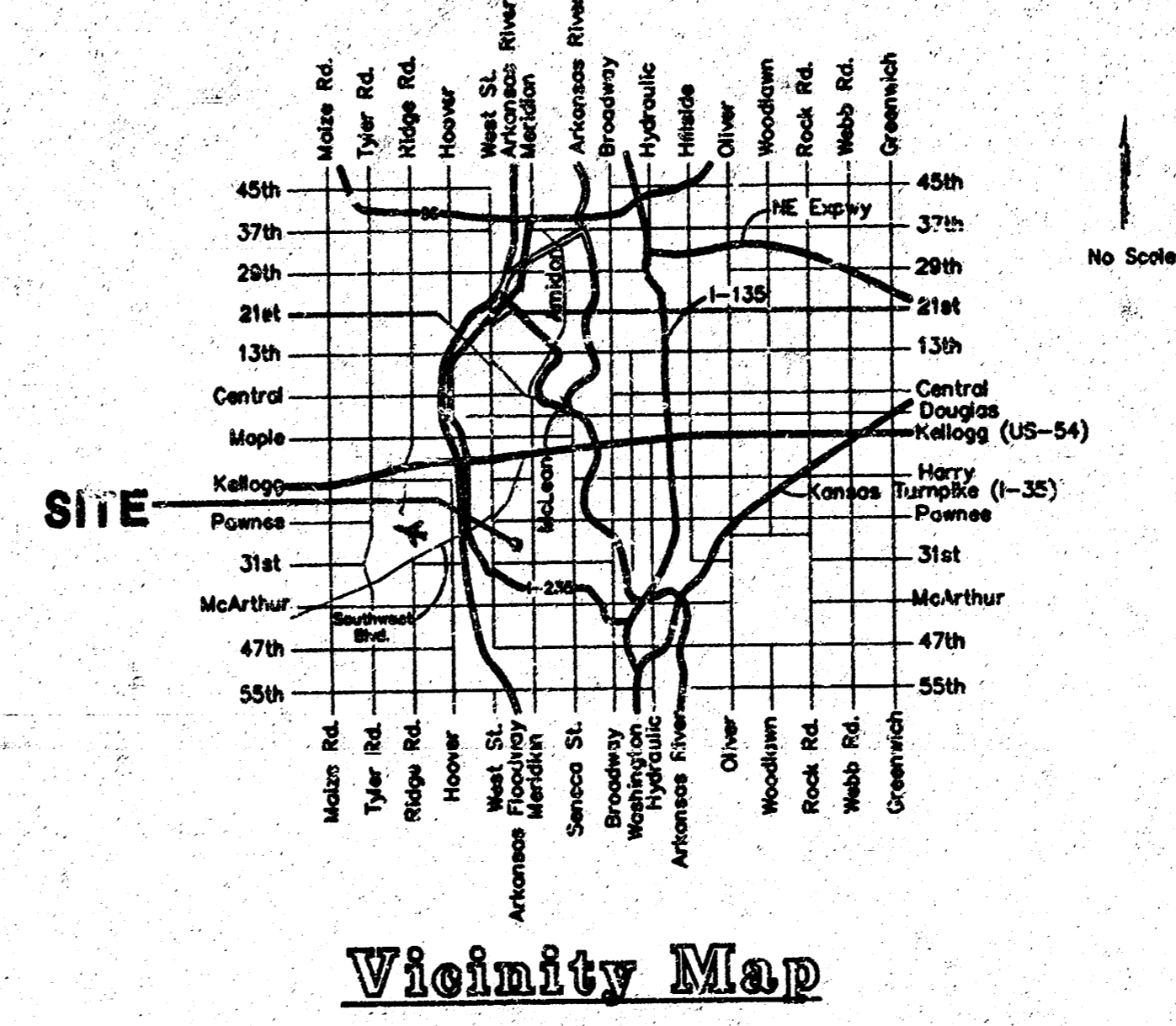
Project Length	468 L.F. = 0.09 Miles
Total # Drives:	4
Project Earthwork Totals	
Excavation	= 1325.5 C.Y.
Loose Fill	= 85.8 C.Y.



**Benefit District** [Hatched Box]

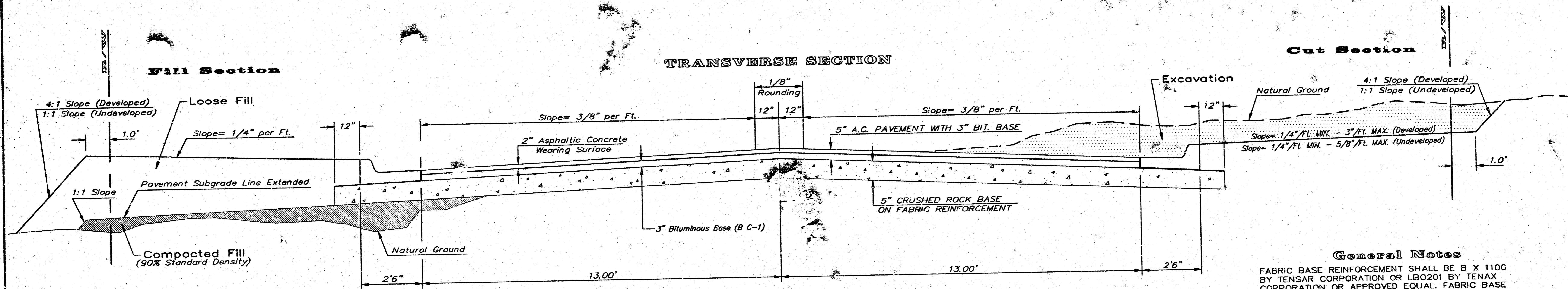
**Proposed Pavement** [Cross-hatched Box]

- Driveways, when called out on the plans, will require driveway request forms to be filled out by Owners.
- Contractor will be required to finish grade areas from curb up to and through lots as required to provide positive drainage. All fill material shall be good clear material free of rock, debris, concrete, vegetation, rubble, heavy gravel, or any other unacceptable items. Contractor shall comply with this requirement and shall consider all cost associated with this to be subsidiary to other bid items.



SEPTEMBER 1999 27th Street  
**BAUGHMAN COMPANY P.A.**  
 ENGINEERING, SURVEYING, & PLANNING  
 316-262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

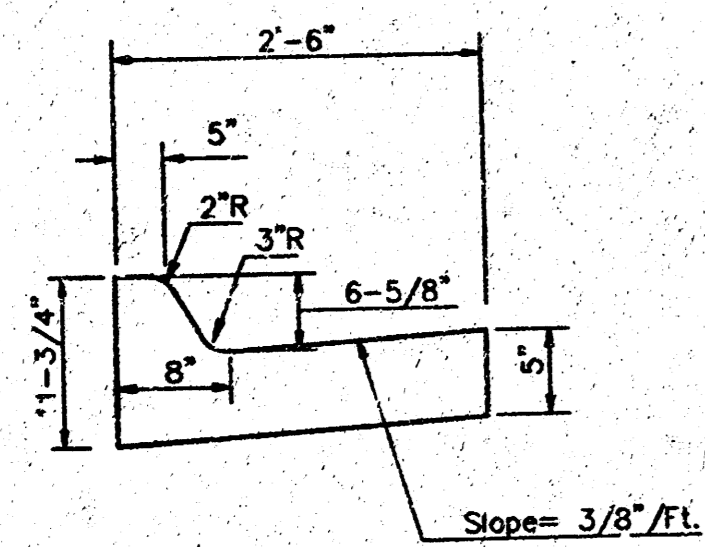
# TYPICAL 31' B-B PAVEMENT DETAILS



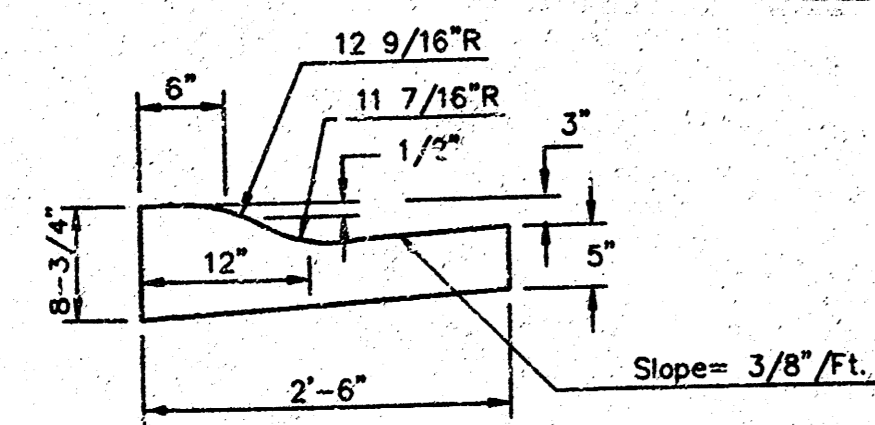
**CRUSHED ROCK GRADATION REQUIREMENTS**  
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20 - 60
#4	50 - 80
#40	80 - 94
#200	90 - 98

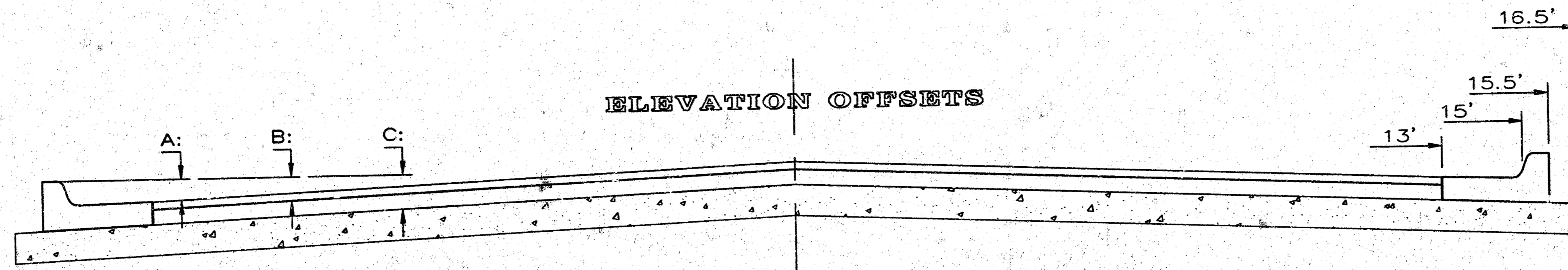
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.



COMBINED CURB & GUTTER

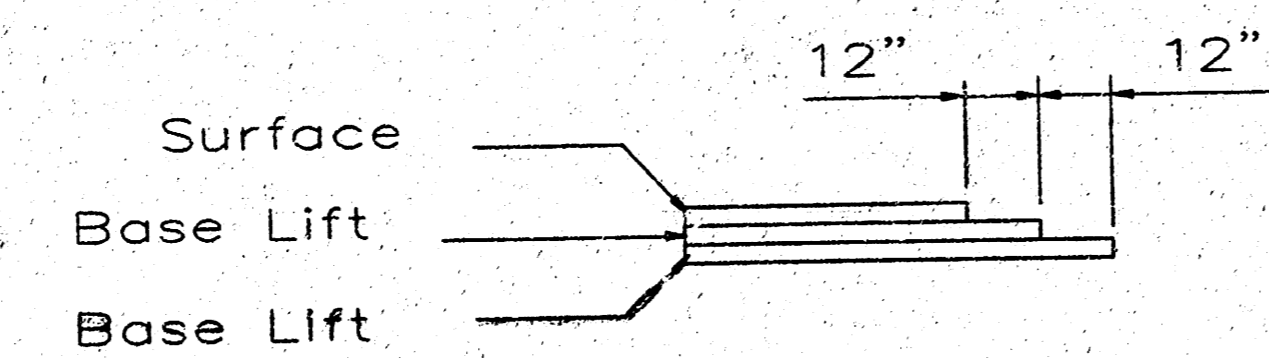


COMBINED ROLL TYPE CURB & GUTTER



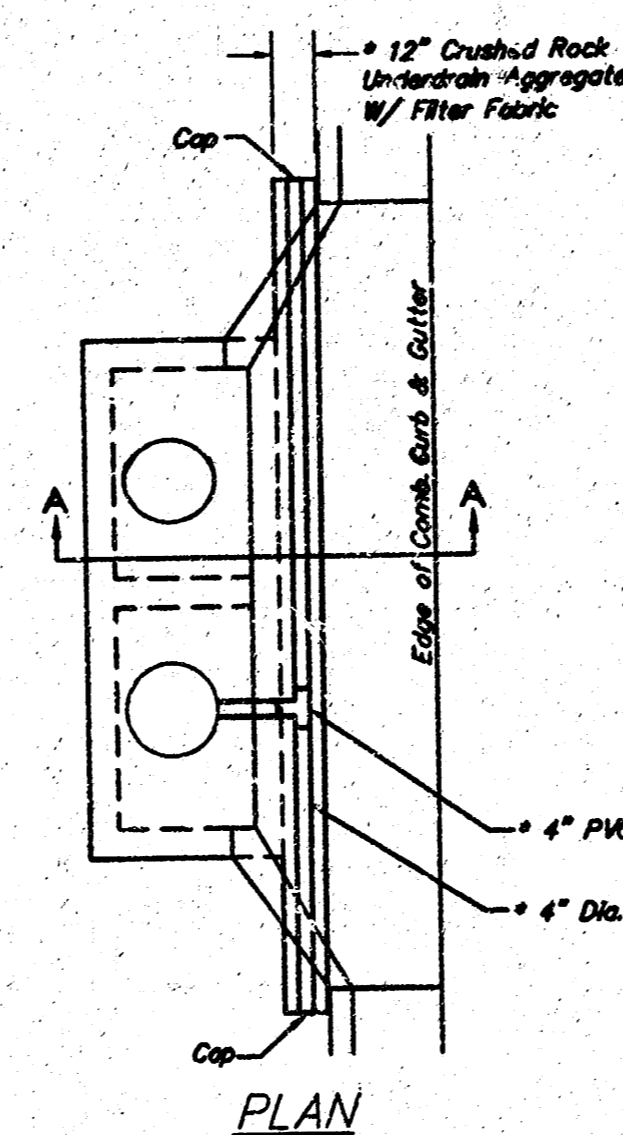
DISTANCE FROM CENTERLINE (L.T. & RT.)

	0'	2'	4'	6'	7.5'	10'	12'	13'	15'	15.5'	16.5'
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	0.37	0.44	0.48	0.56	0.62	0.65	-	-	-
C: Top of Curbs to Top of C.R. Subgrade	0.52	0.56	0.62	0.69	0.73	0.81	0.87	0.90	0.97	0.98	1.01



TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joints 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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

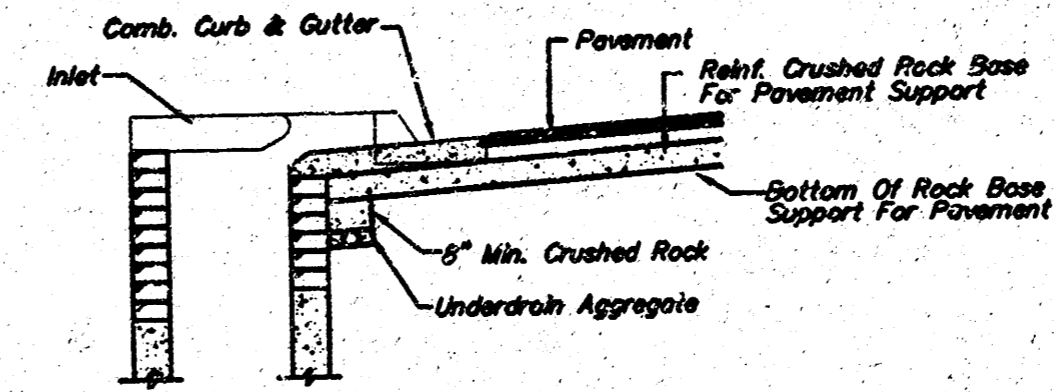


UNDERDRAIN AGGREGATE  
Percent of Aggregate Retained

1"	0
3/4"	0 to 10
3/8"	45 to 80
#4	90 to 100
#6	95 to 100

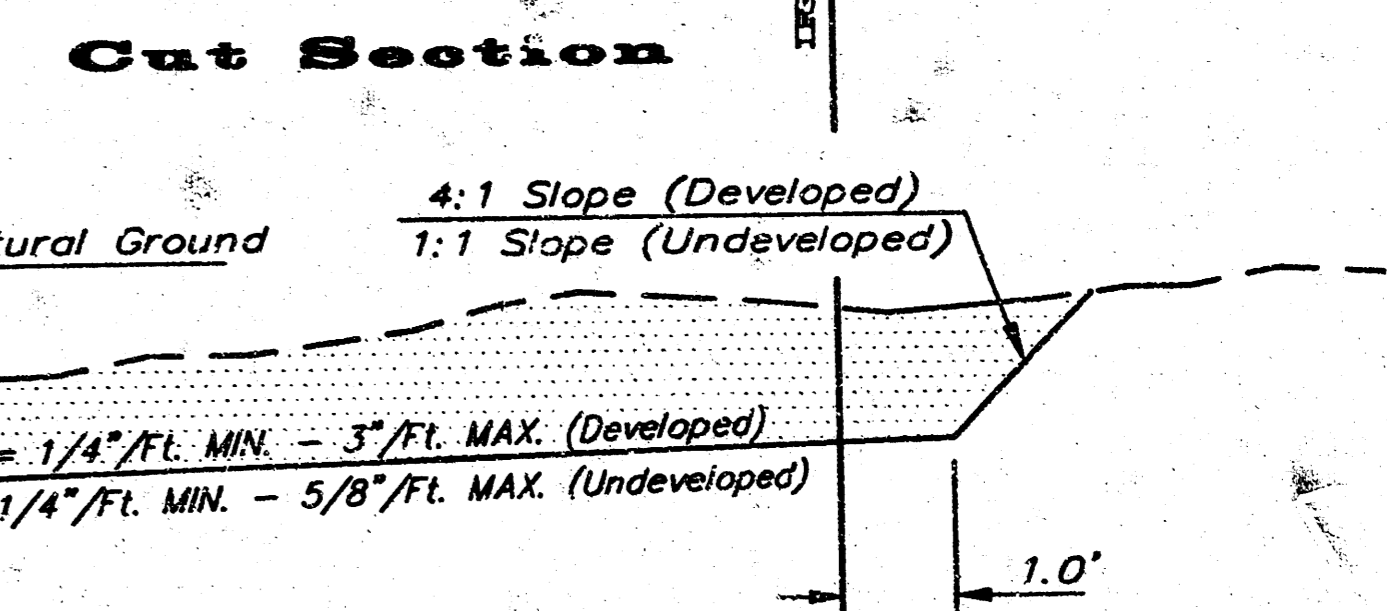
Rock Quality Shall Conform To The Requirements Specified By K.D.O.T. 1990 Edition Standard Specification Subsection 1102 For Durability Class 1.

NOTE: Place 4" PVC Perforated Pipe at all drainage pipe locations.  
Cost of Underdrain System to be Incidental to the Reinforced Crushed Rock Subgrade.  
Inlet Type May Vary From That Shown.



SECTION A-A

PAVEMENT UNDERDRAIN DETAIL  
NOT TO SCALE



**General Notes**

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 BY TENSAR CORPORATION OR LEO201 BY TENAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

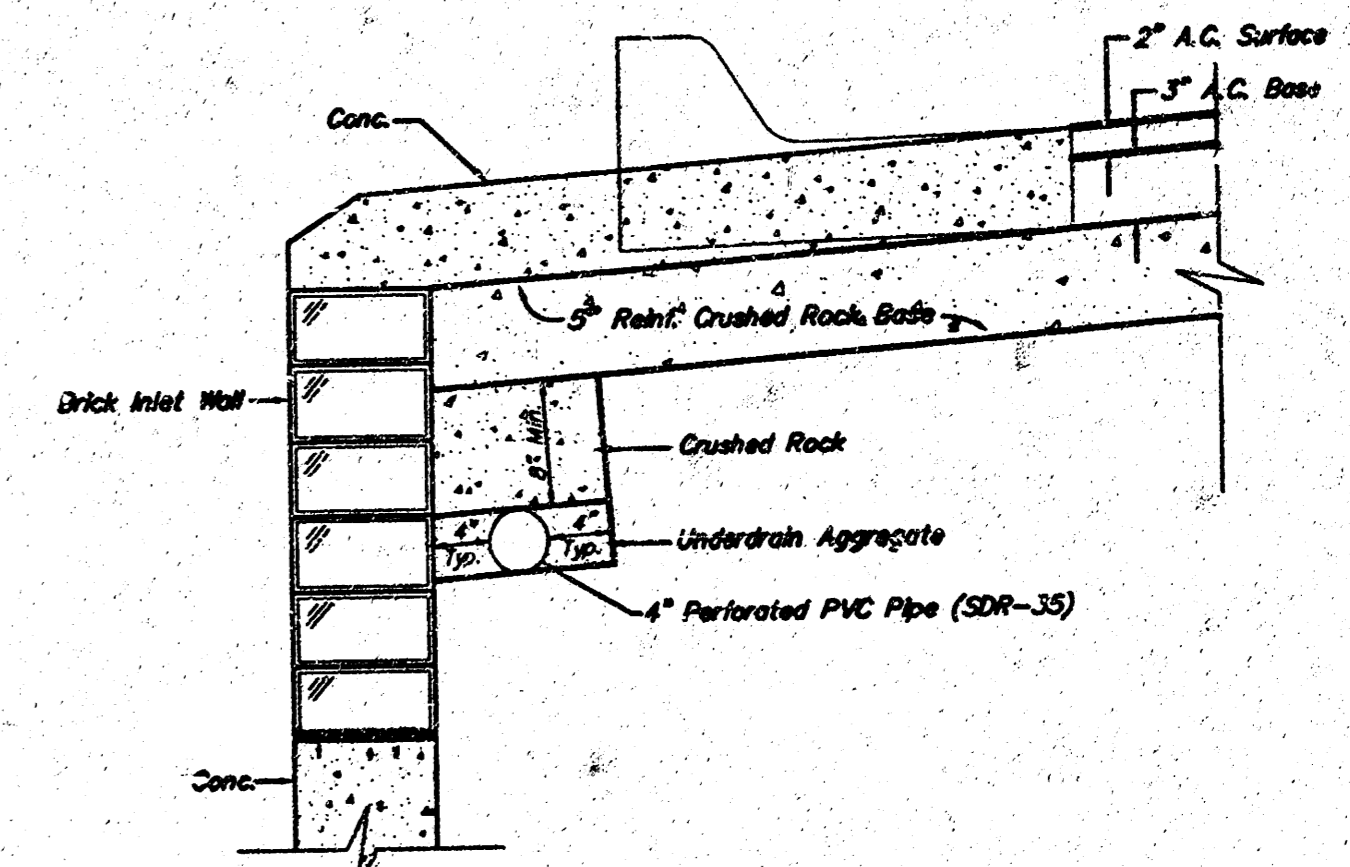
ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

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.

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

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.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).



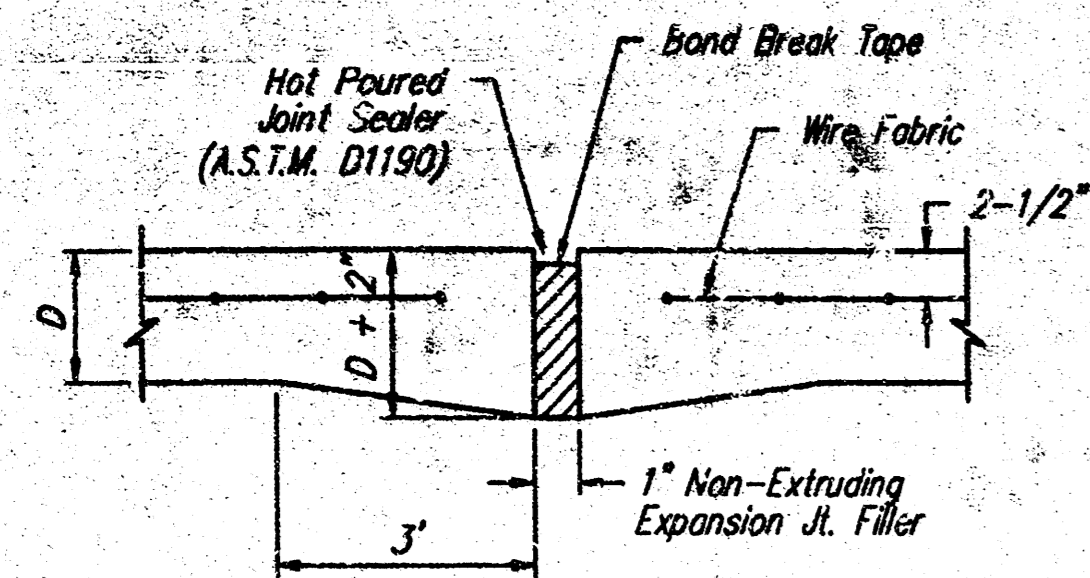
TRENCH DRAIN DETAIL FOR RES. STREETS  
NOT TO SCALE

5 INCH Residential Asphaltic Concrete  
Pavement w/ Crushed Rock Base on Fabric Reinforcement  
City of Wichita, Kansas

**B BAUGHMAN COMPANY P.A.**  
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316-262-7271 • 316 ELLIS • WICHITA, KANSAS 67211

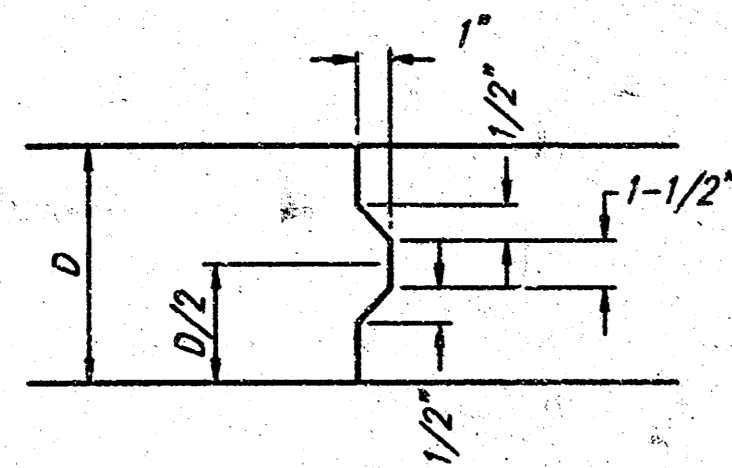
PROJECT NUMBER  
**472-6006**

DESIGN: C.O.W. DRAWN: Staff APPROVED: DATE: 9-99 SCALE: NONE SHEET: 2 OF 7

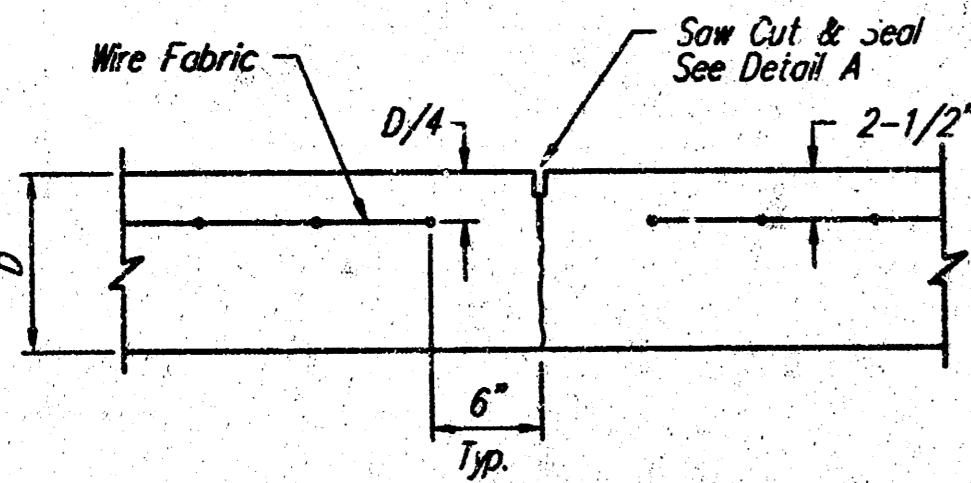


**EXPANSION JOINT**

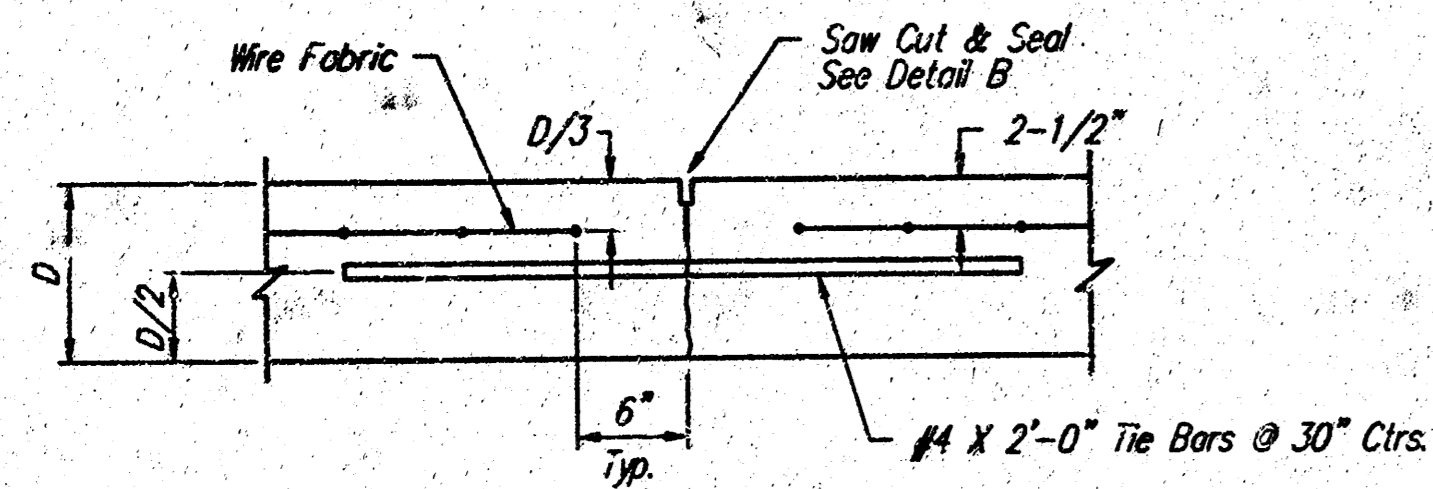
NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement



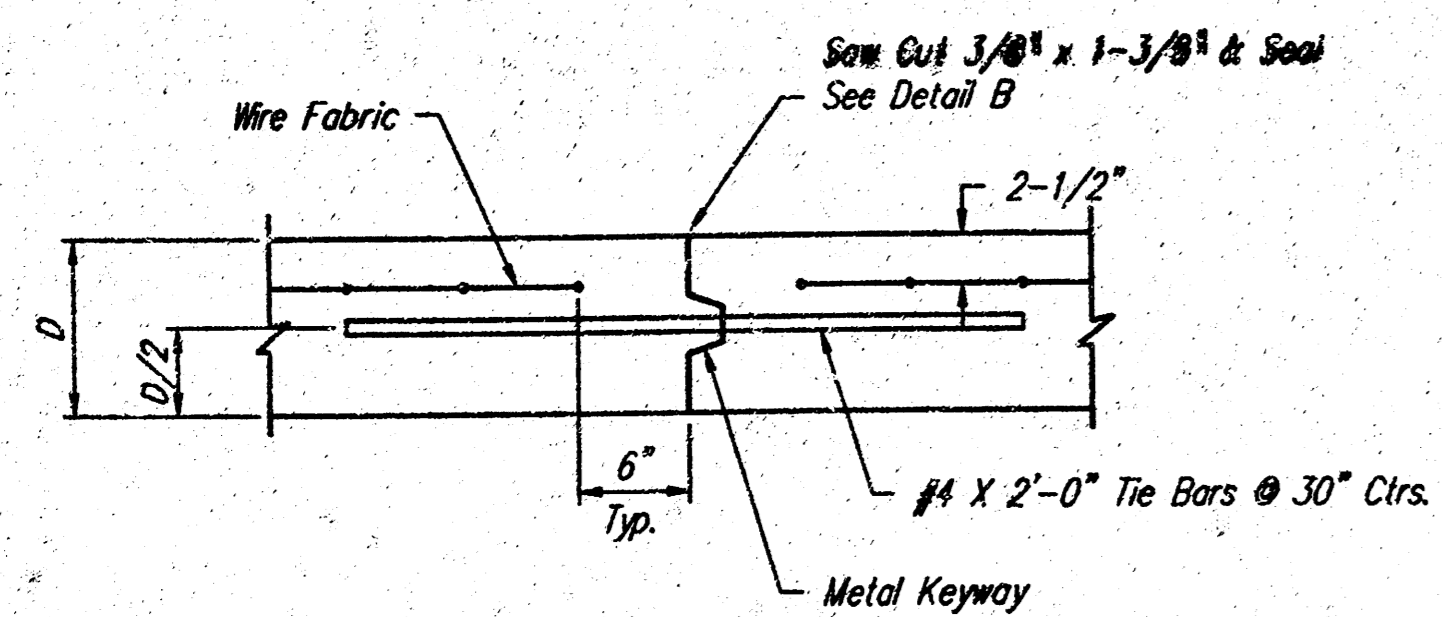
**KEYWAY DETAIL**



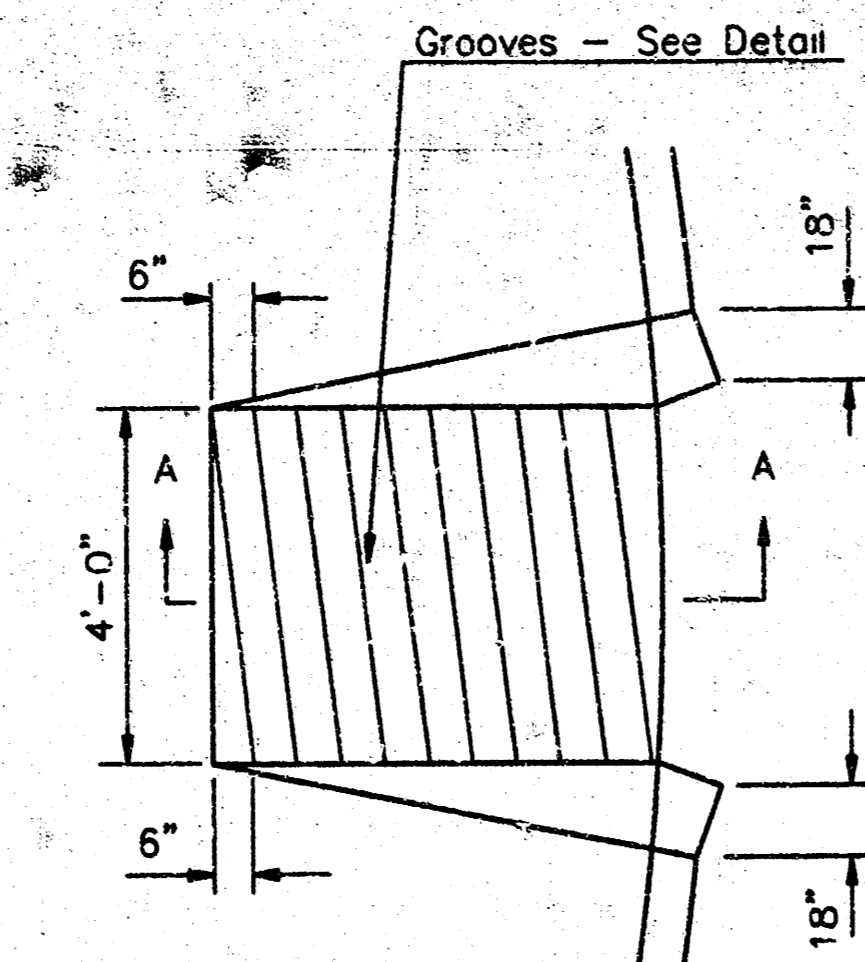
**CONTRACTION JOINT DETAIL (C.J.)**



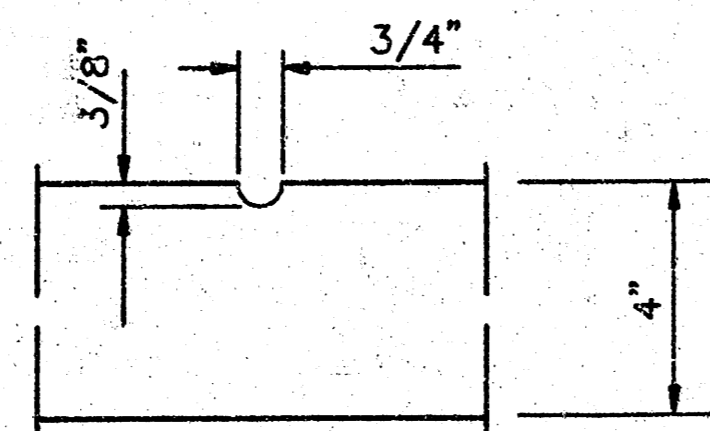
**LONGITUDINAL JOINT DETAIL (L.J.)**



**OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.) (CONSTRUCTION JOINT)**

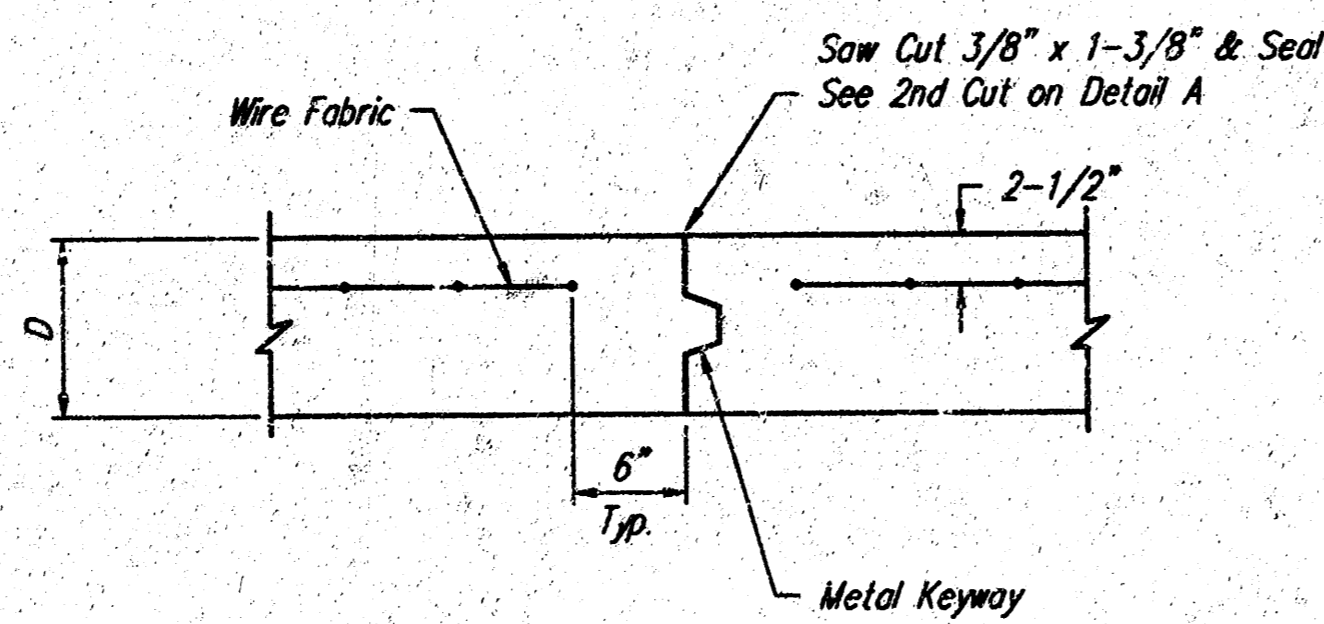


**WHEELCHAIR RAMP PLAN VIEW**

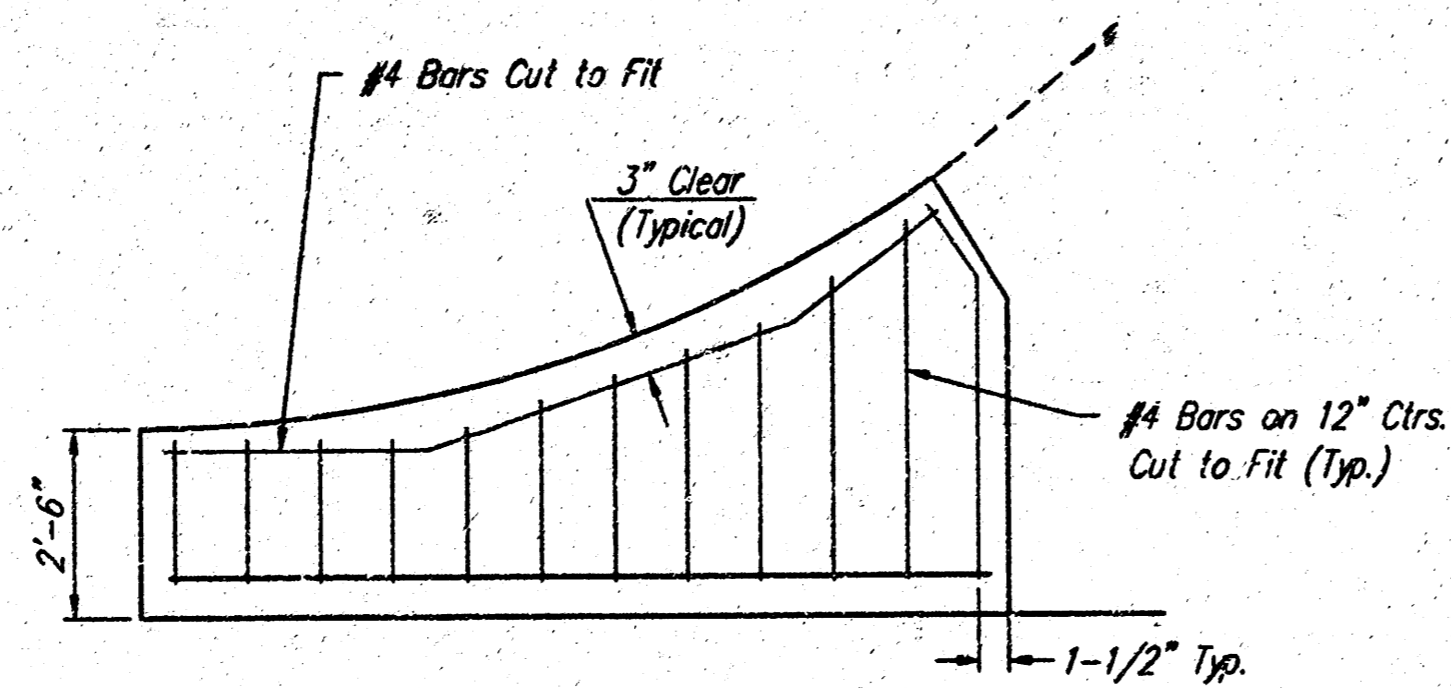


**GROOVE DETAIL**

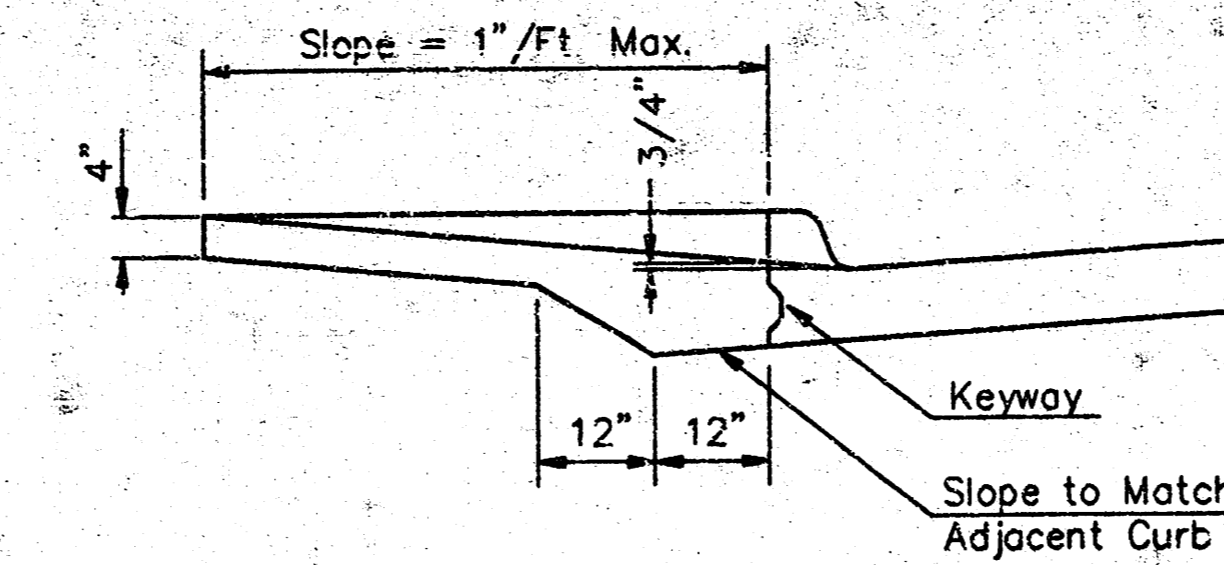
**WHEELCHAIR RAMP DETAIL**



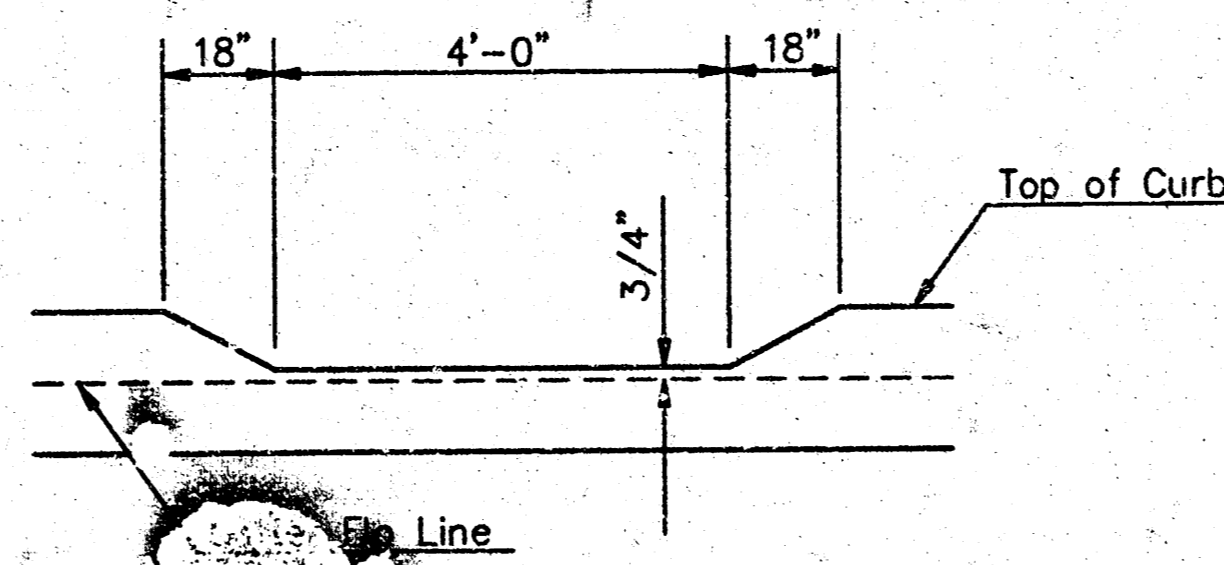
**OPTIONAL CONTRACTION JOINT (CONSTRUCTION JOINT)**



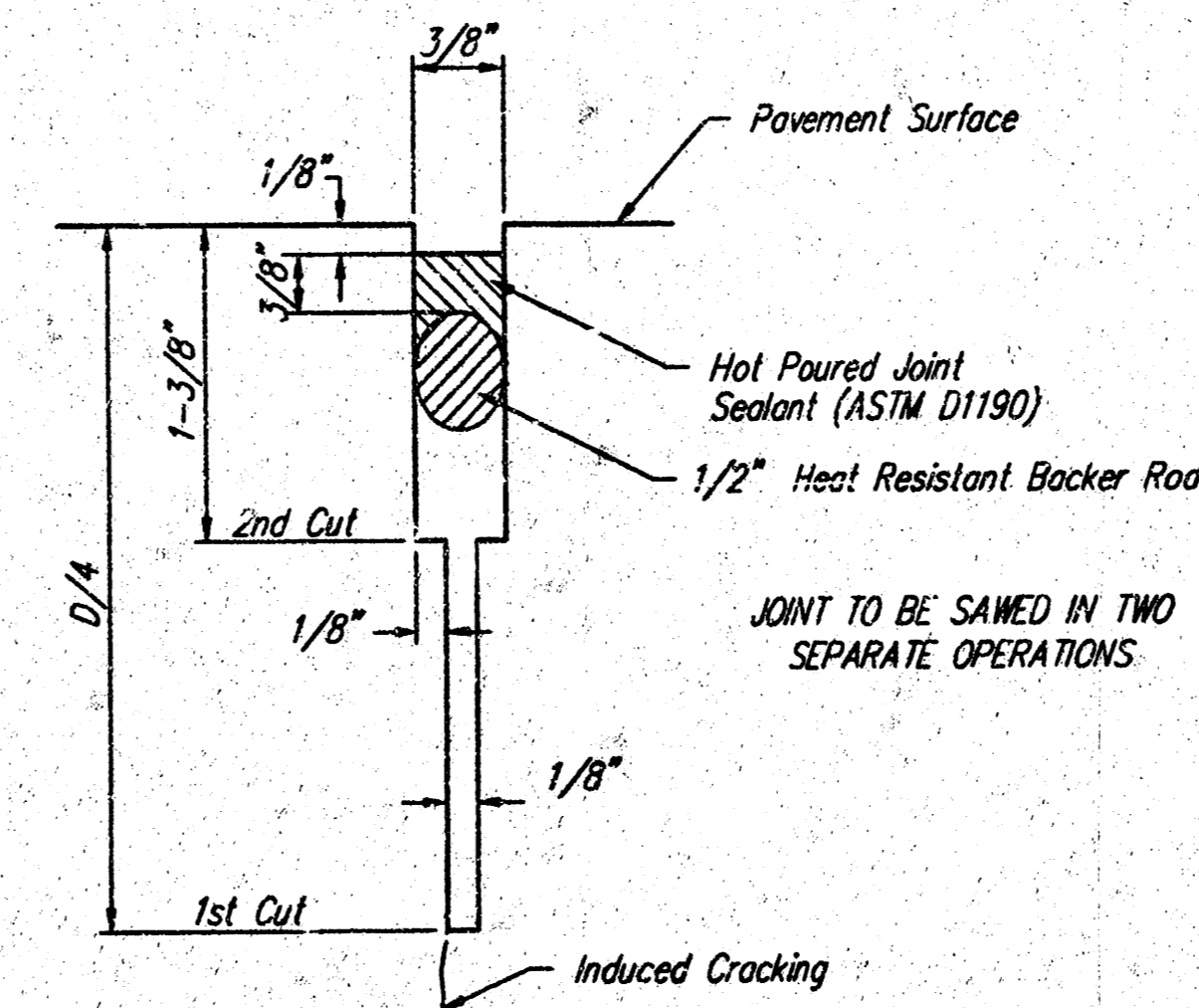
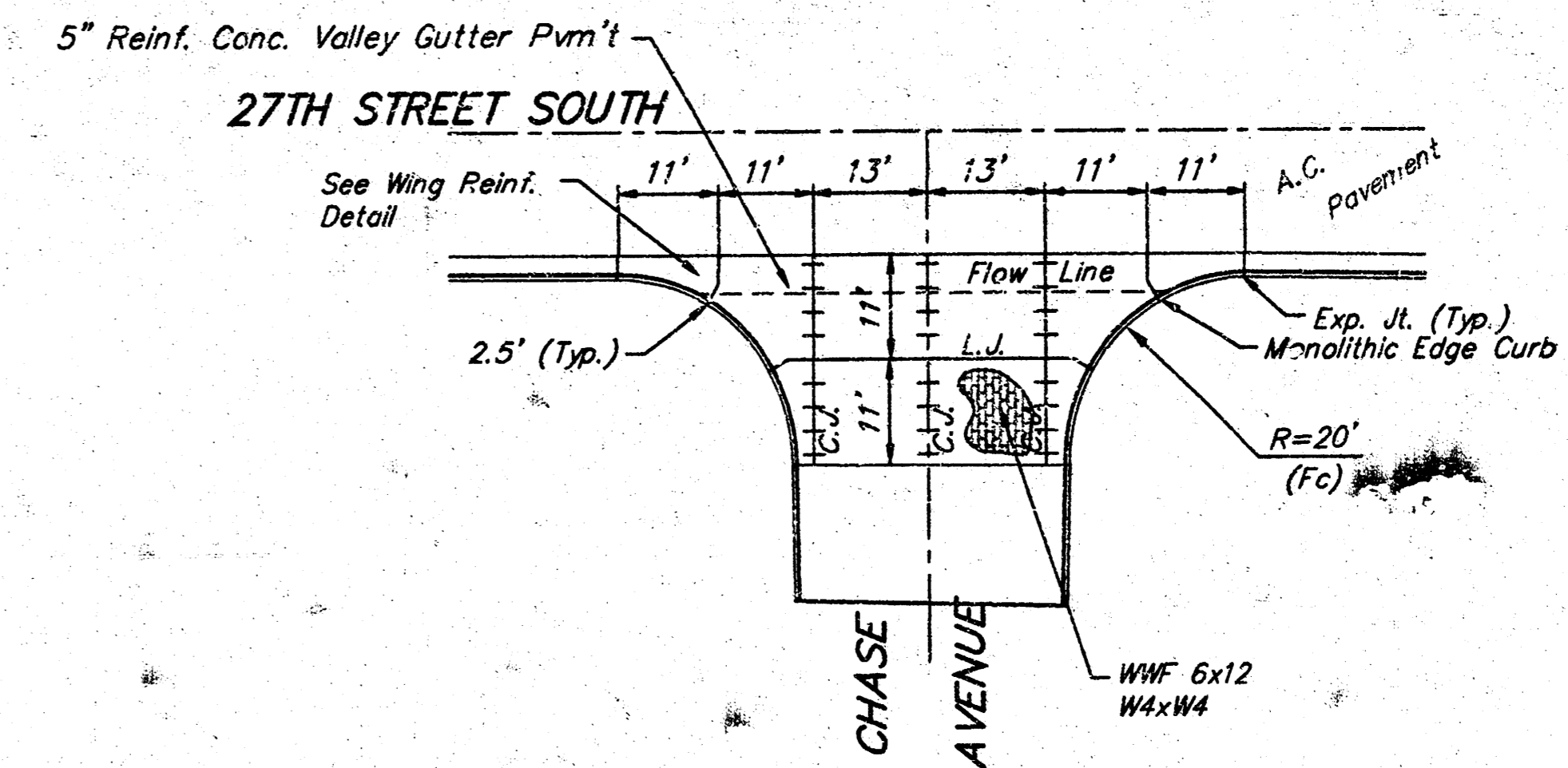
**WING REINFORCING DETAIL**



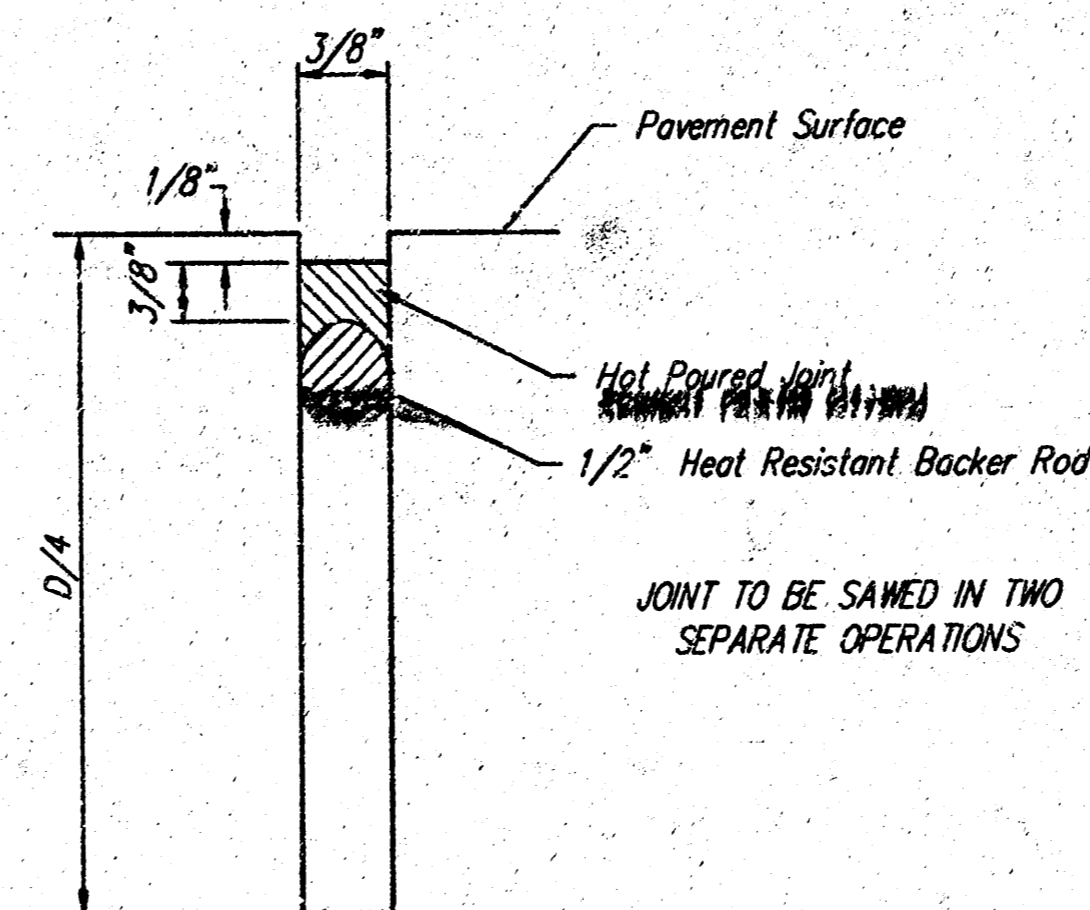
**SECTION A-A**



**DEPRESSED CURB DETAIL**



**SAW JOINT DETAIL "A"**



**SAW JOINT DETAIL "B"**

NOTE: 6" X 12" W4XW4 Wire Fabric Reinforcing Shall Be Placed So That The Wires With The 6" Spacing Will Run Parallel With The Longitudinal Joints.

**VALLEY GUTTER DETAILS**

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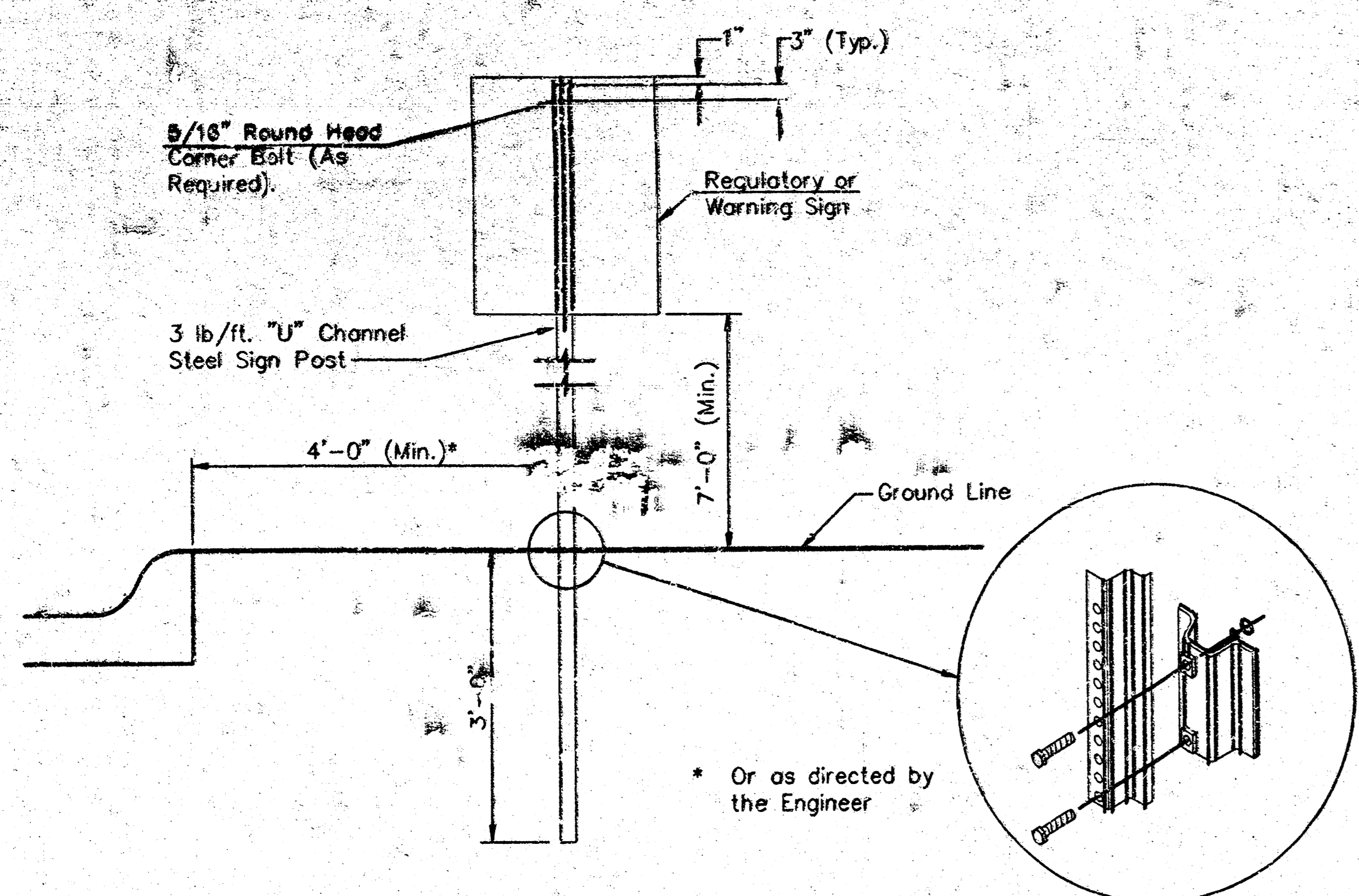
DESIGN STAFF	DRAWN STAFF	APPROVED	DATE	SCALE	SHEET
			8-99	W4XW4	3 OF 7

2/25/01/1/04/01 99-07-E169

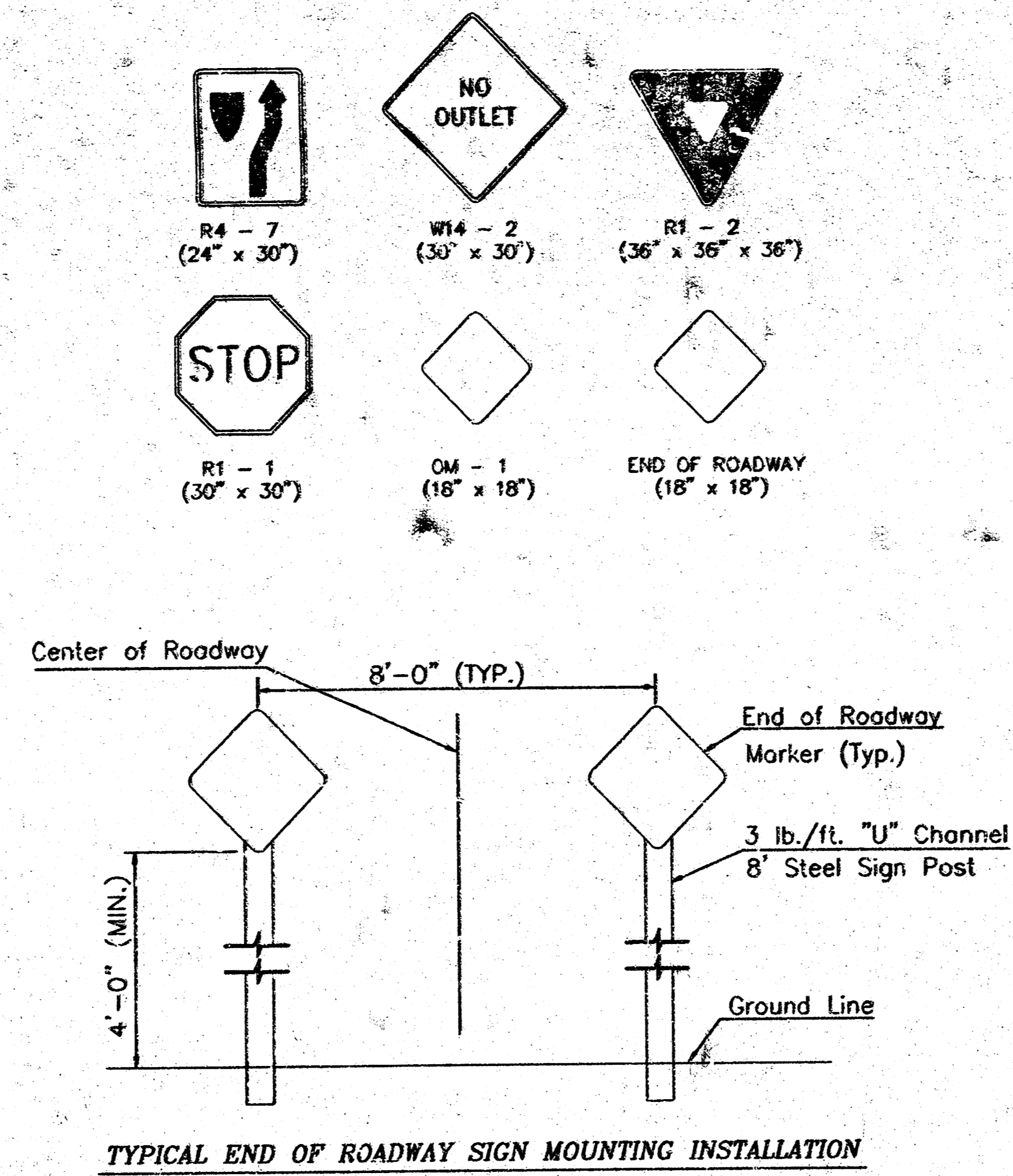
FHWA REG. NO.	STATE	PROJECT NO.	YEAR	SHEET NO.	SHEETS
7	KANSAS	472-83099	1999	4	7

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

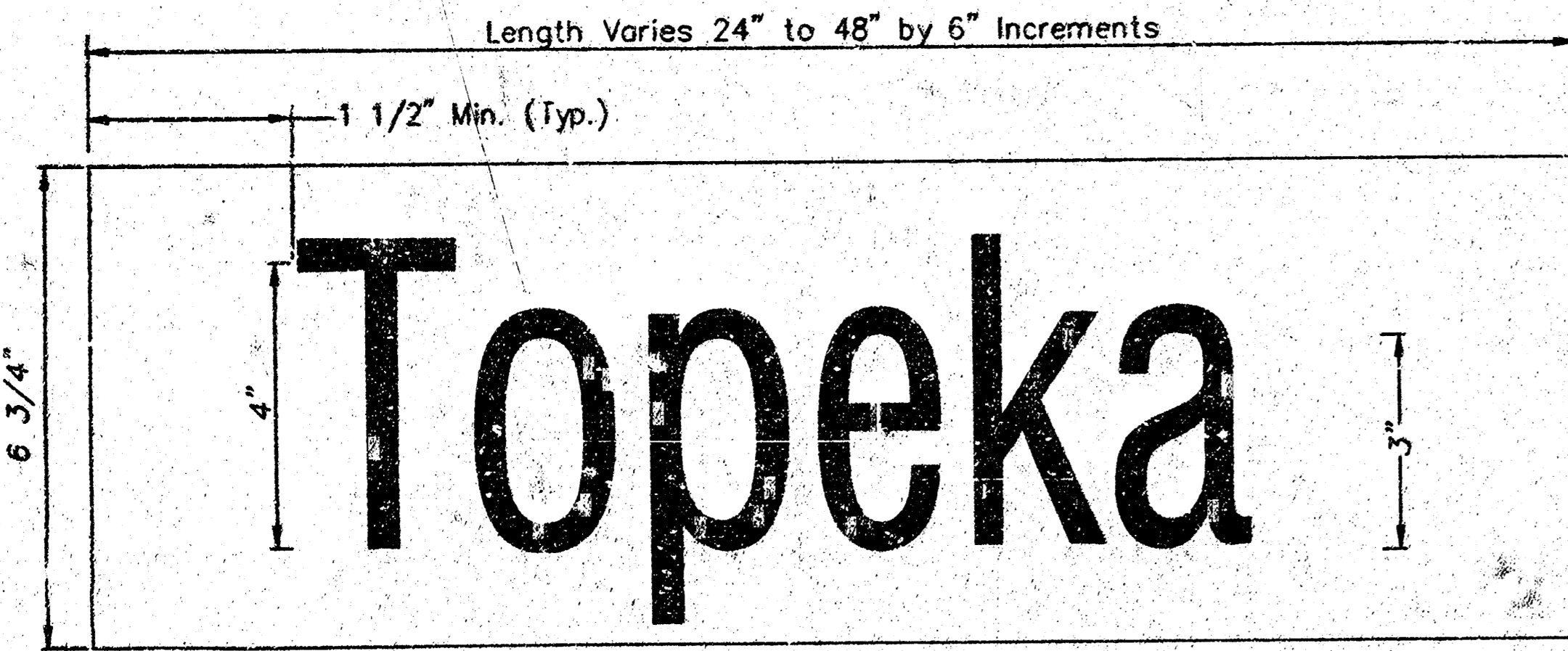
- POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
- POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
- POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
- POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
- SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
- SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.  
MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".  
BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
- MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
- FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
- REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE II - HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.
- PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
- DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1979.
- DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4". (SEE DETAIL A.)  
THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)  
FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".  
SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS, SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.
- PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.



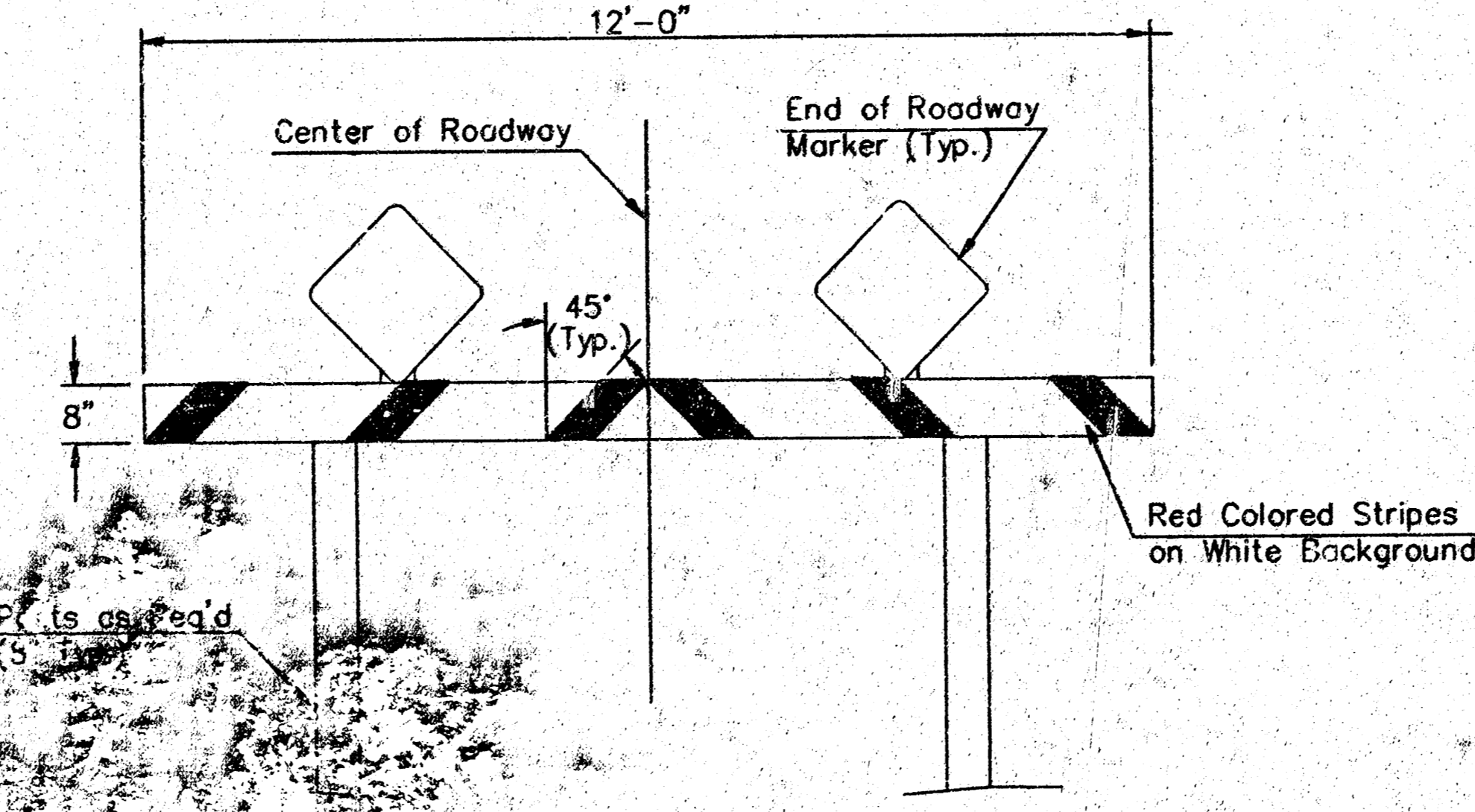
TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION  
CURB AND GUTTER SECTION



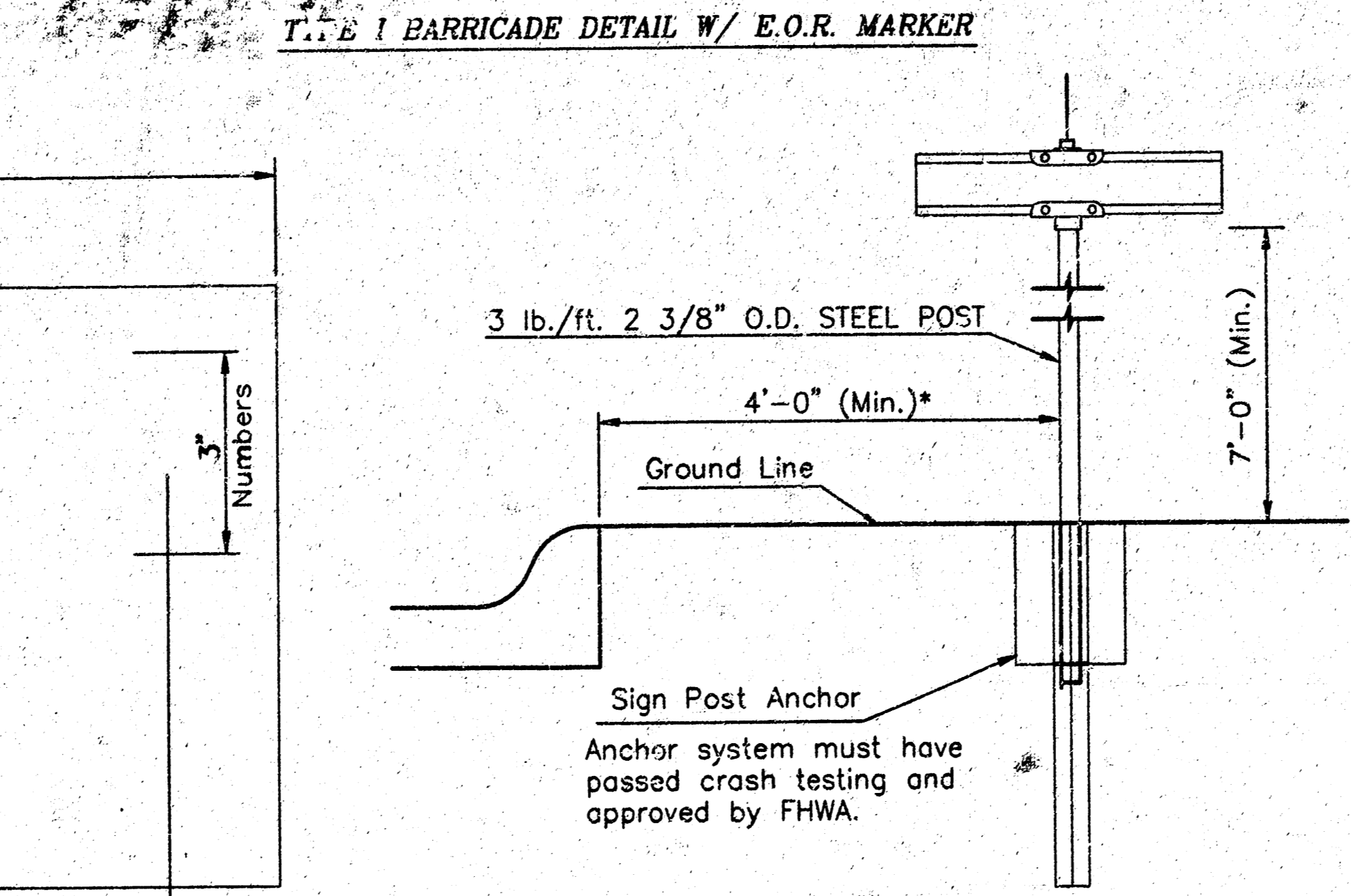
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



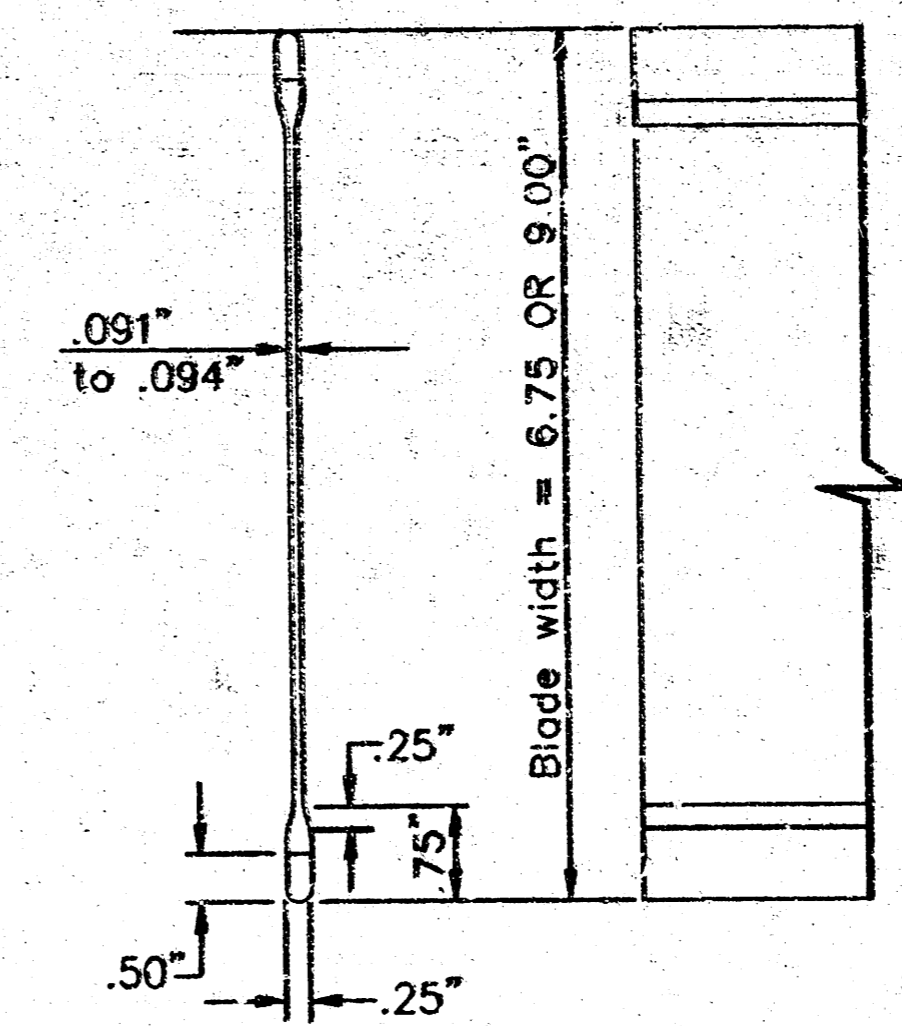
DETAIL A  
6 3/4" STANDARD



DETAIL B  
9" METRO



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION  
CURB AND GUTTER SECTION



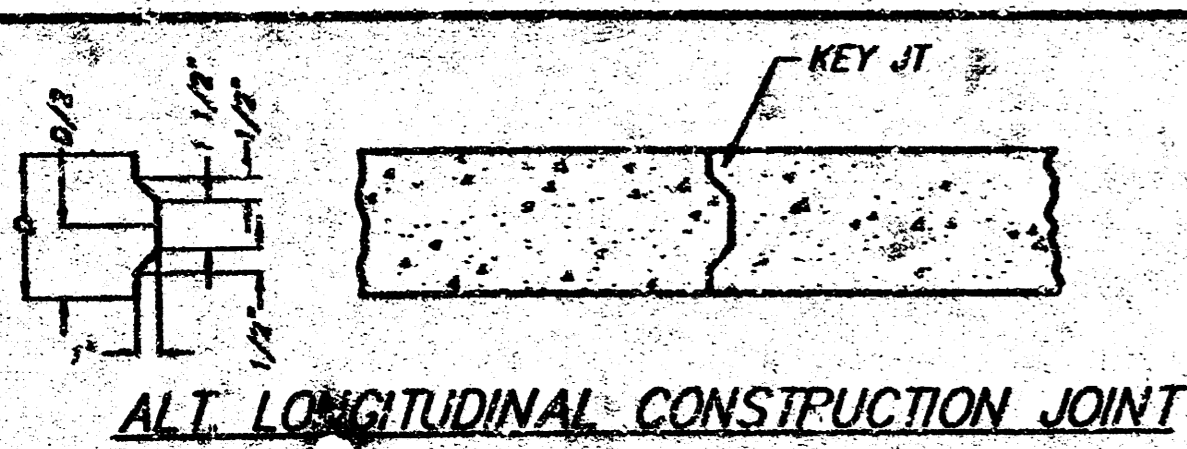
STREET NAME SIGN  
BLADE DETAILS

STATION	OFFSET	SIGN	QUANTITY*
2+90	35' RT	R1-1	1
TOTAL			1

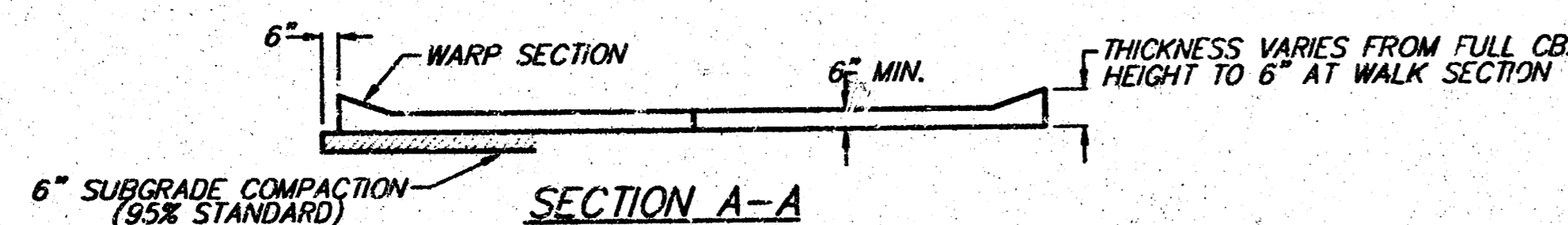
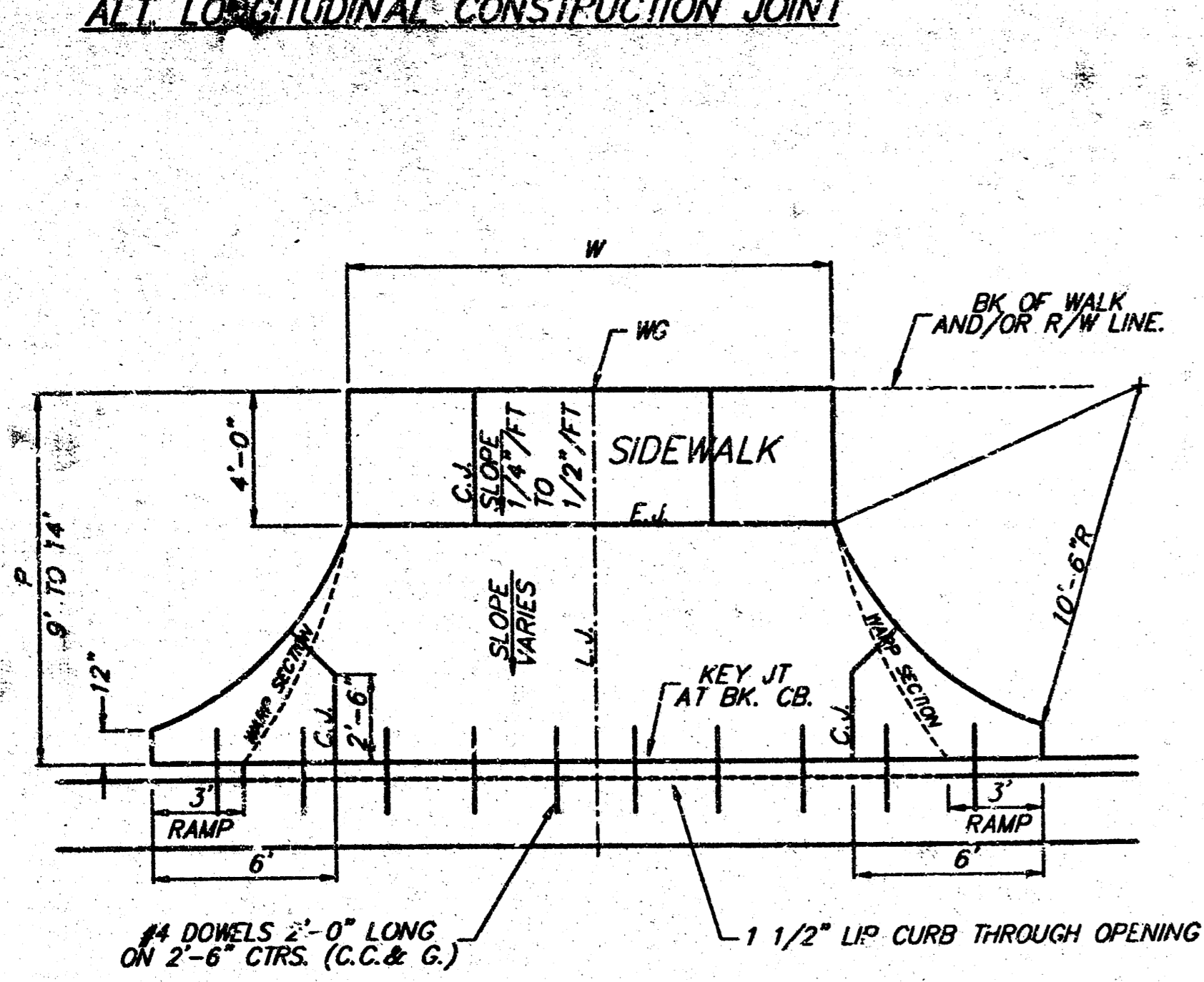
\* FOR INFORMATION ONLY

STREET NAME	NO. BLADES REQ'D	
	6 3/4" STD.	9" METRO

SCALE: NONE	APPROVED BY:	DATE: JUNE '93
DRAWN BY: TM	CITY OF WICHITA	REVISED: JUNE '97
DEPARTMENT OF PUBLIC WORKS		
TRAFFIC ENGINEERING SECTION		

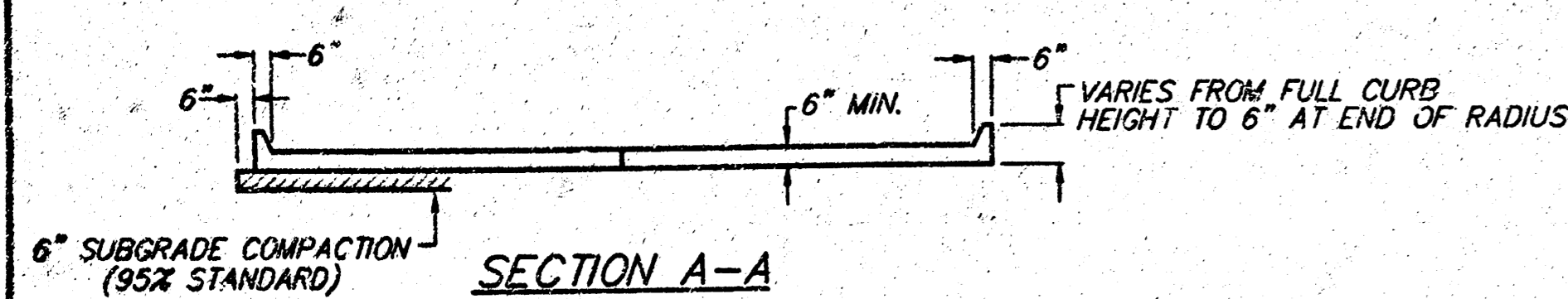
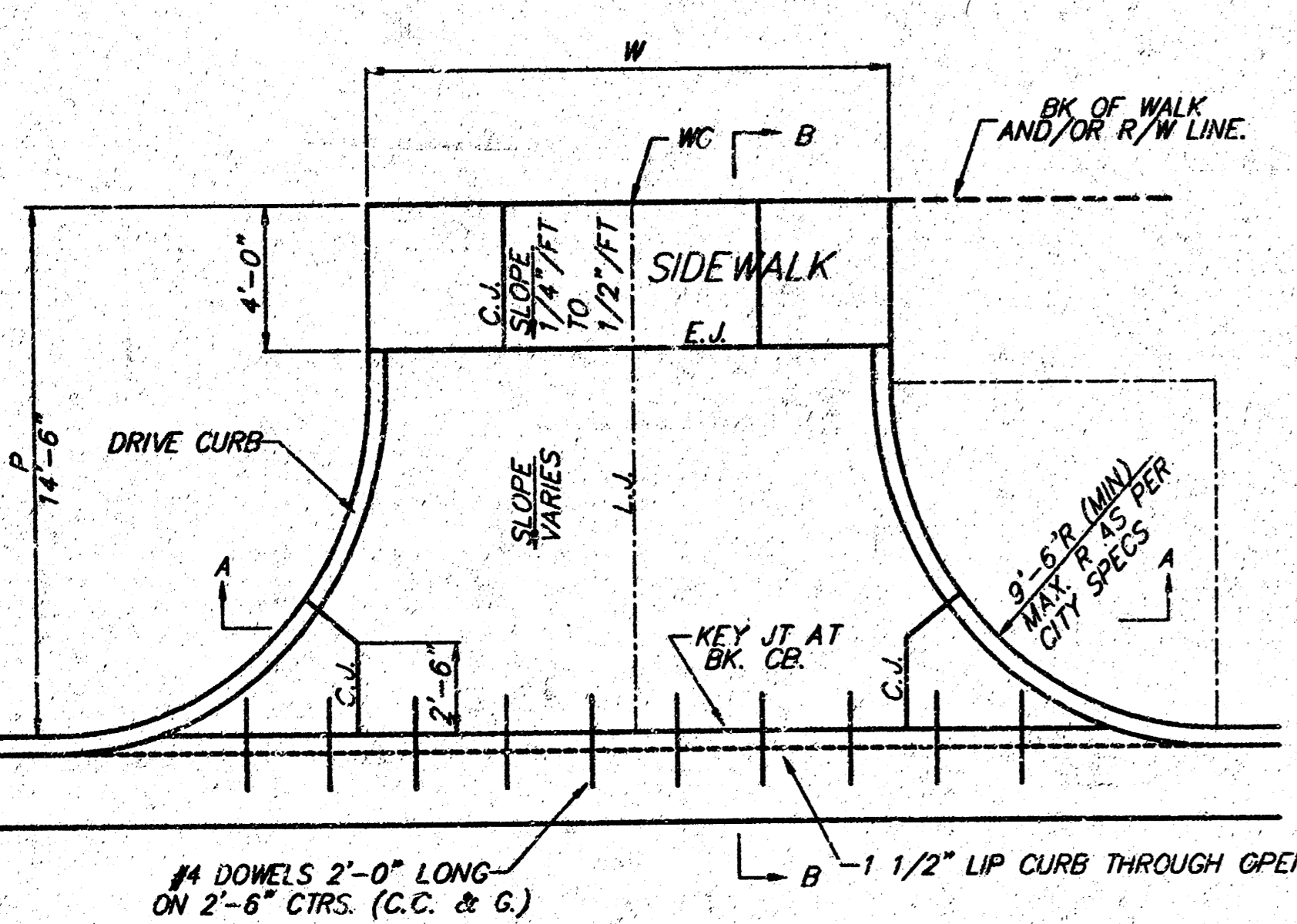


ALT. LONGITUDINAL CONSTRUCTION JOINT



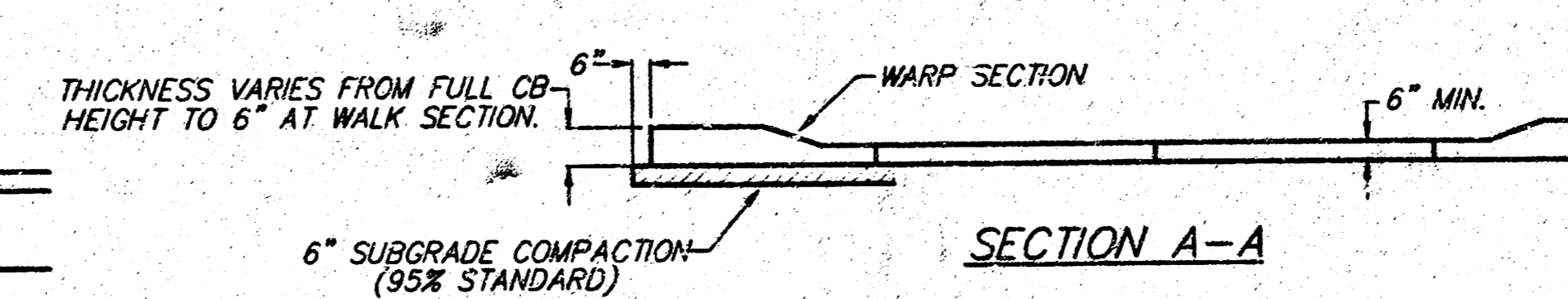
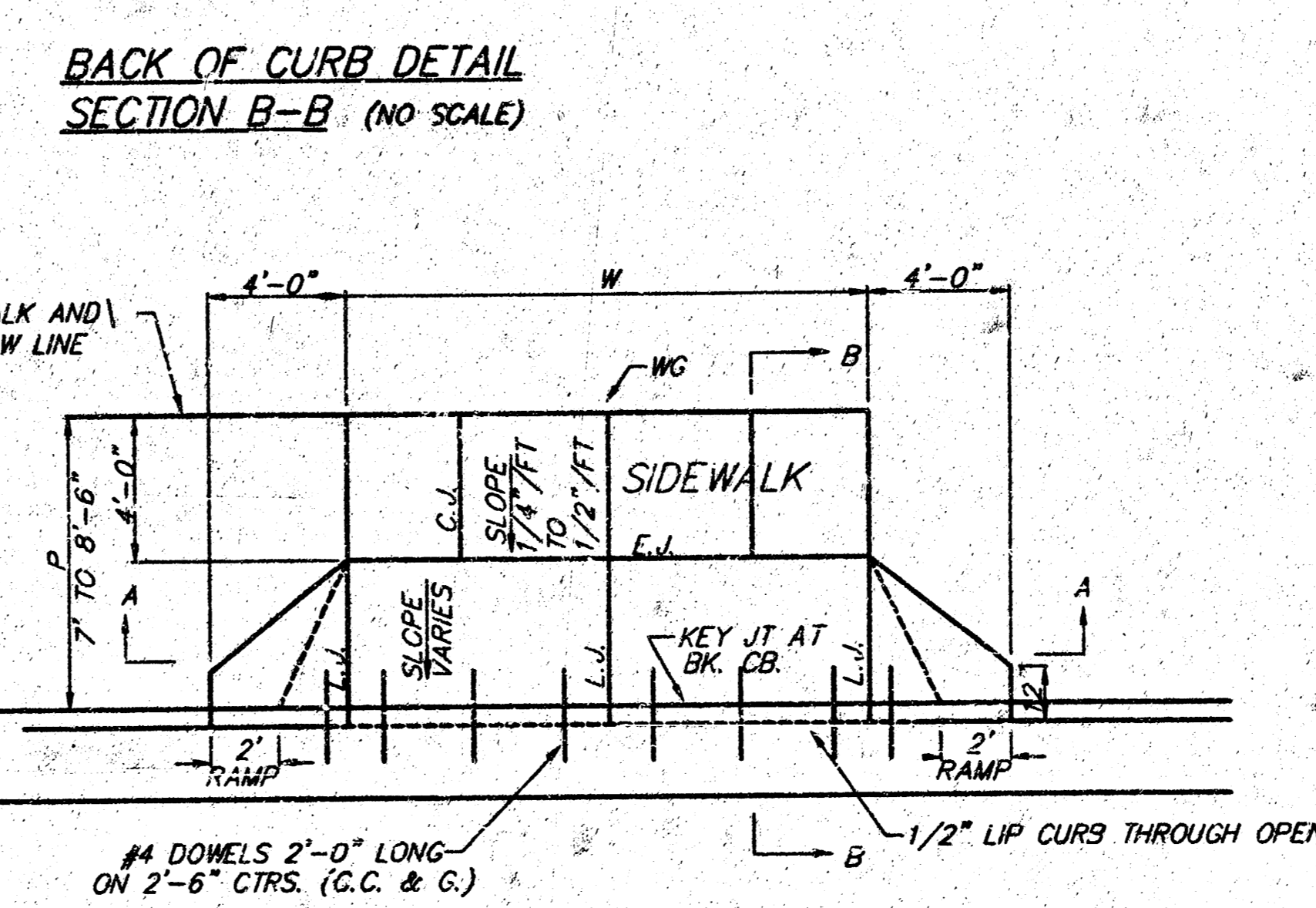
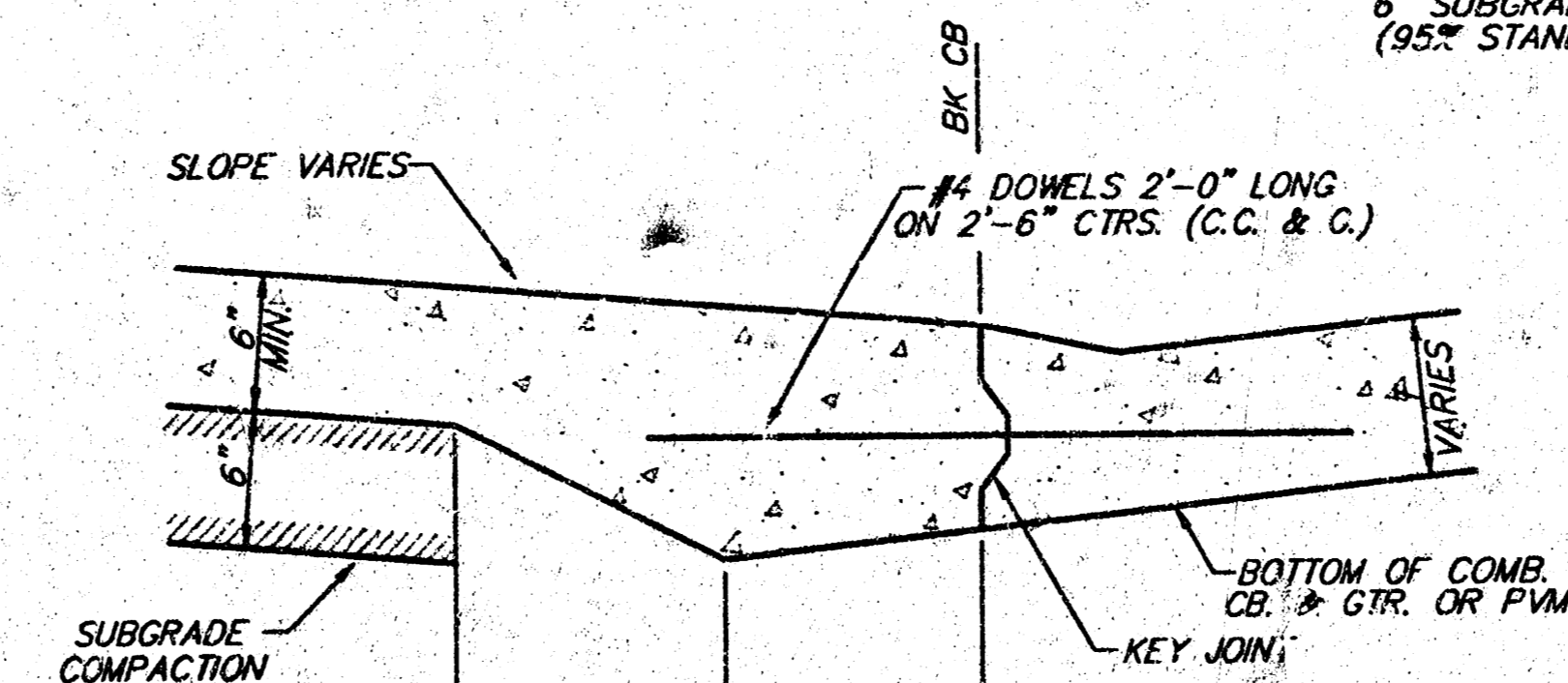
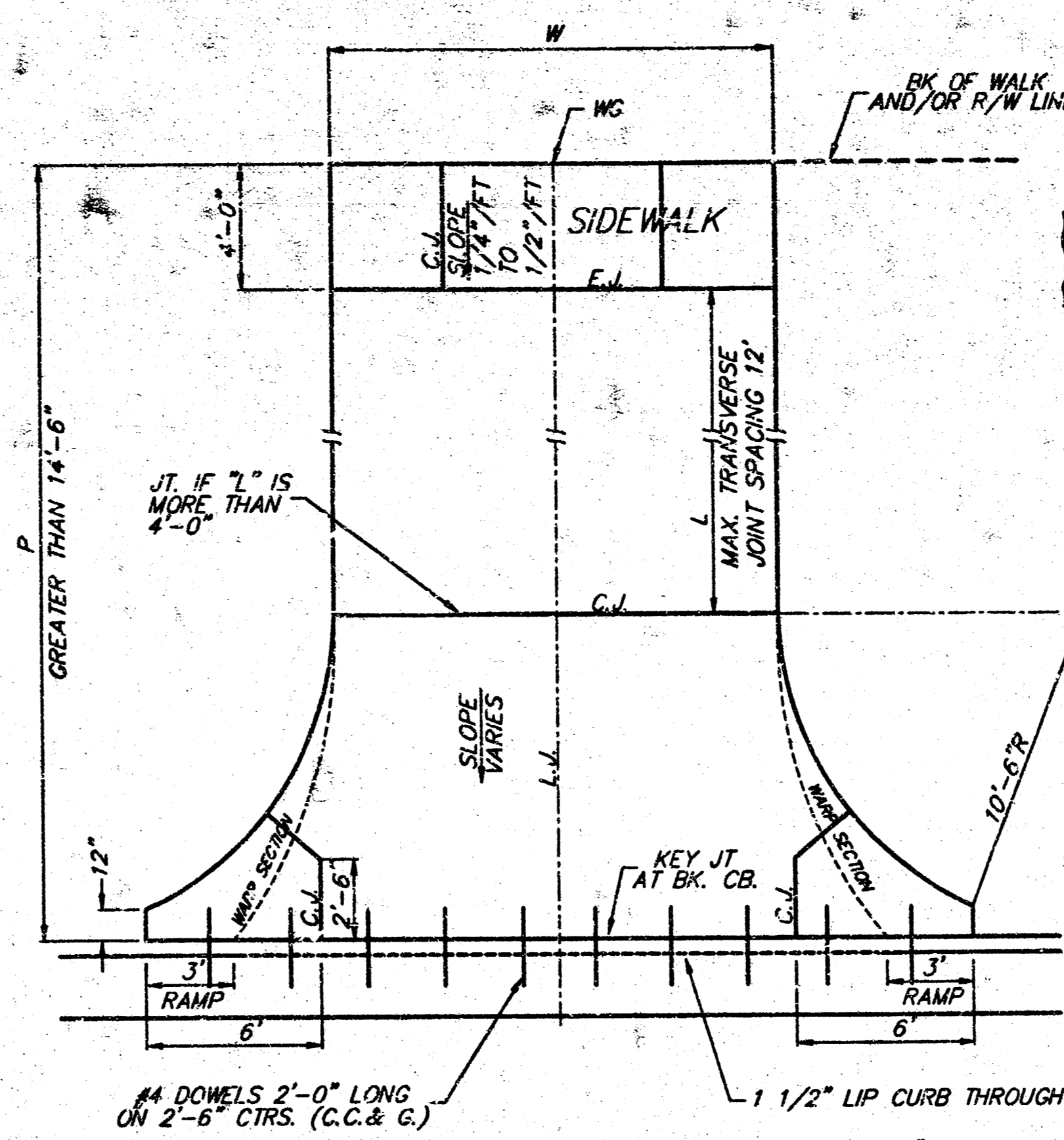
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



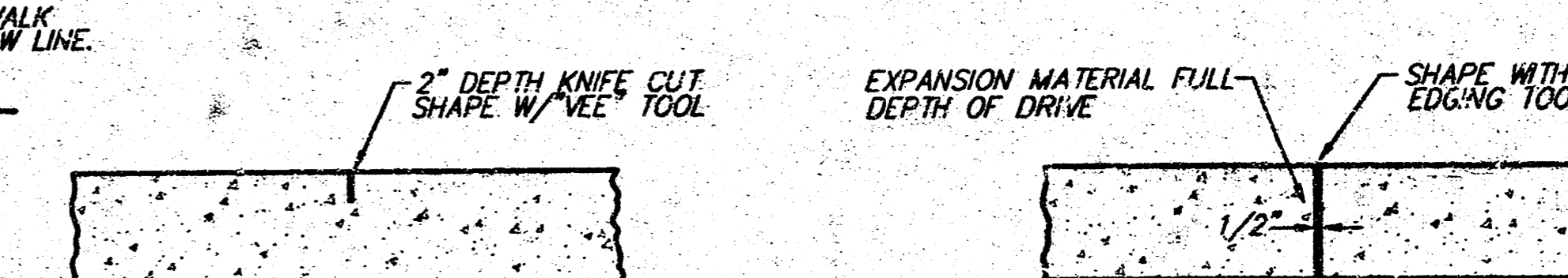
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	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 CURB	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)

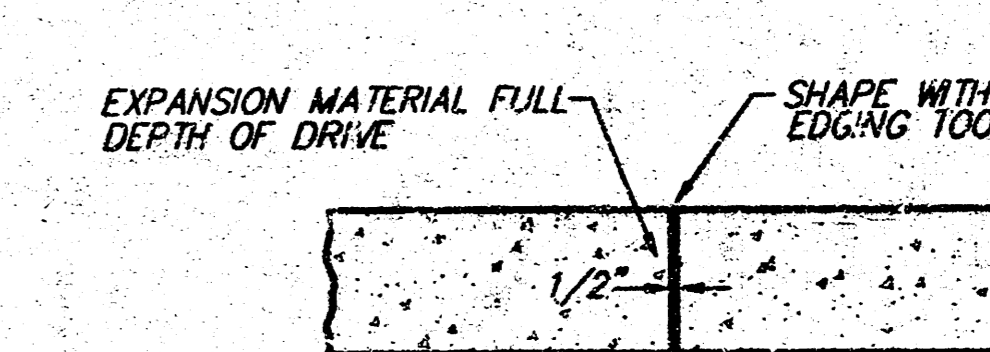


PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB	0.15'	0.16'	0.17'	0.17'
ABSOLUTE MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CURB	-0.25'	-0.20'	-0.20'	-0.20'

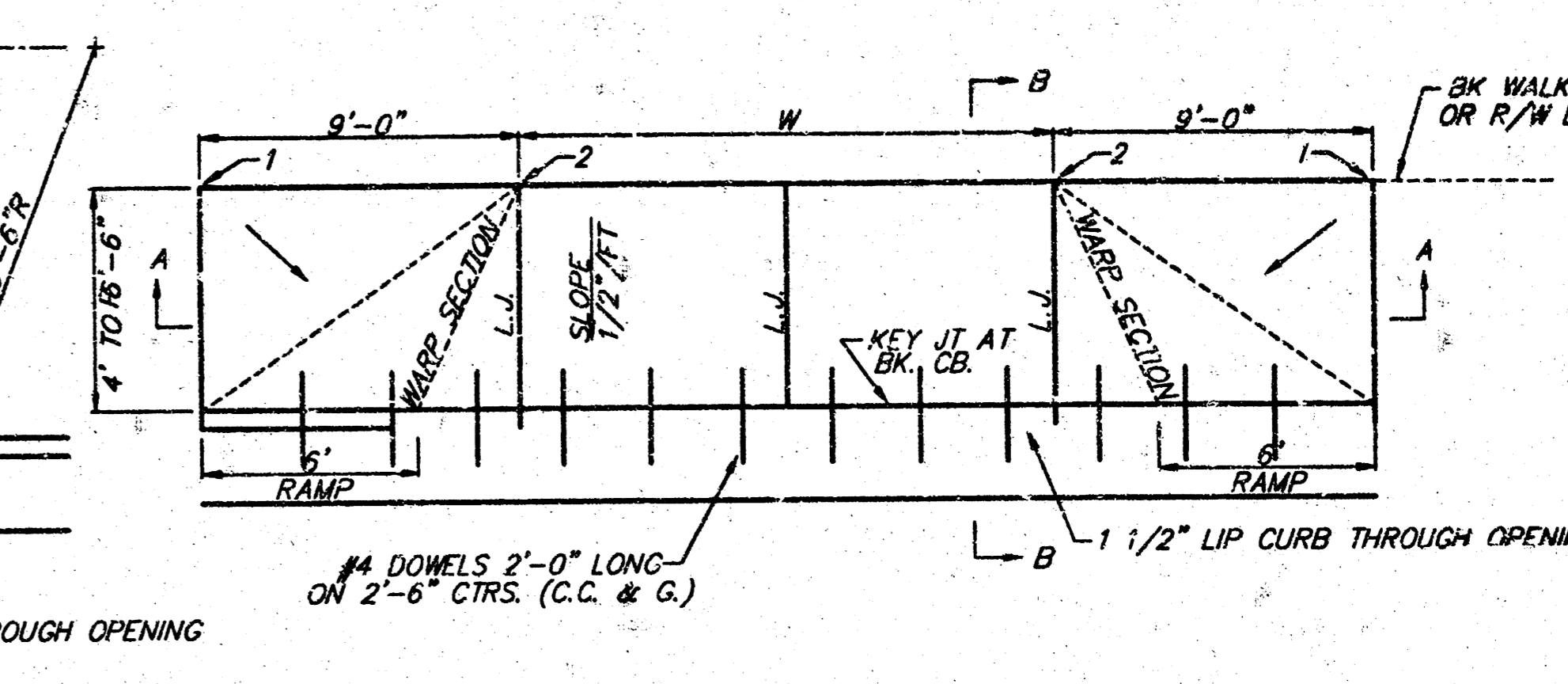
FULL RAMP DRIVE (P = 7.0' TO 8.5')



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



EXPANSION JOINT (E.J.)



PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
FIRST OF PT "1" ABOVE TOP OF FULL CURB	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT "2" BELOW TOP OF FULL CURB	-0.26'	-0.24'	0.22'	0.20'	-0.18'	-0.16'

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 "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'.
  - 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 8' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
  - DOMEL 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 JOINTS 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" W4-W4 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 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.

**STANDARD DRIVE ENTRANCE DETAILS**

**BAUGHMAN COMPANY P.A.**  
ENGINEERING, SURVEYING, & PLANNING

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

PROJECT NUMBER: \_\_\_\_\_

DESIGN: Staff    DRAWN: JAK    APPROVED: \_\_\_\_\_    DATE: 9-99    SCALE: NONE

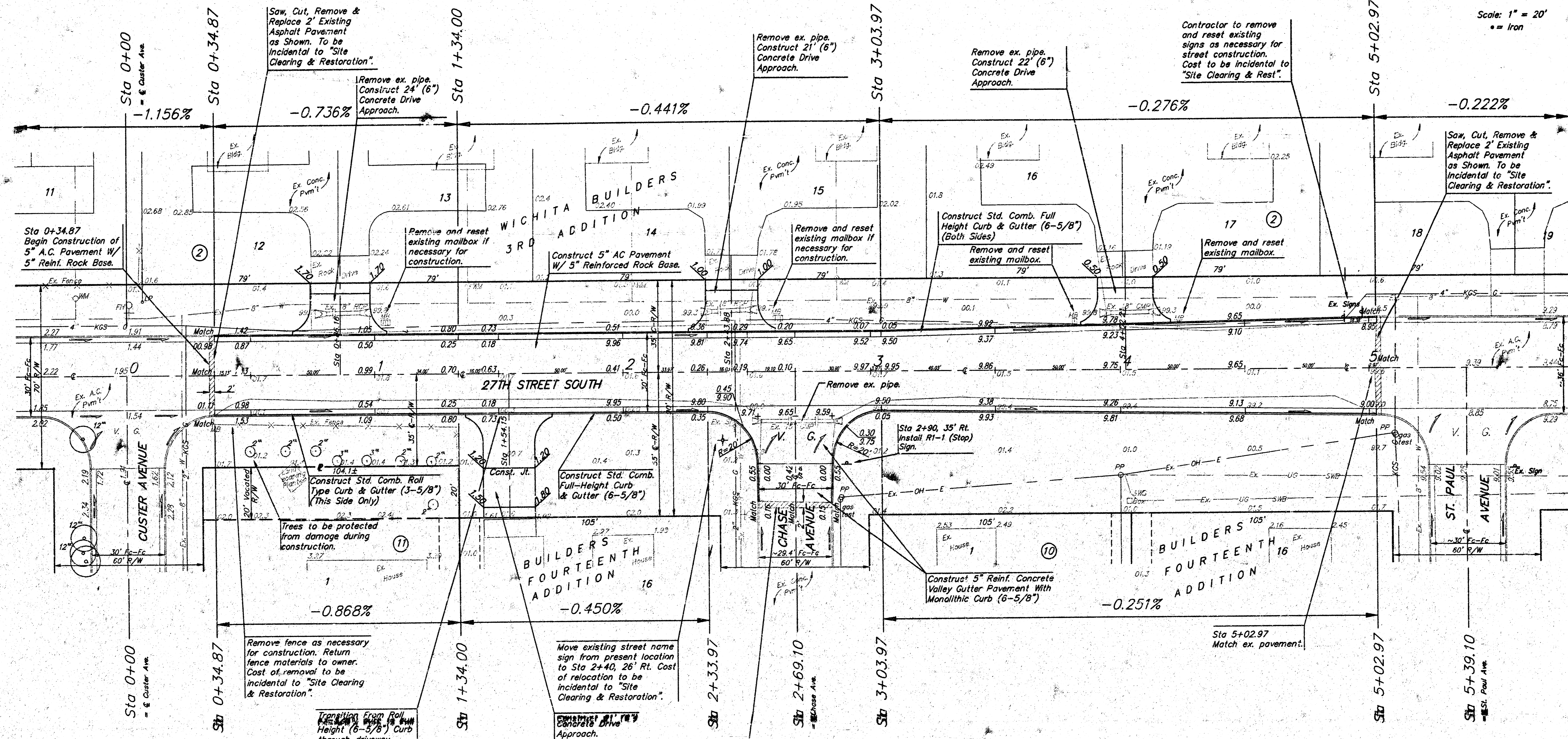
SHEET 5 OF 7

BENCHMARK:  
 Railroad spike in south face  
 of light pole 28' N and 5' E  
 of intersection of 27th Street  
 South and Custer Avenue.  
 Elev. = 101.51 (City Datum)

P.V.I.  
 Elev. = 100.80  
 No V.C.

P.V.I.  
 Elev. = 100.05  
 No V.C.

Scale: 1" = 20'  
 • = Iron



P.V.I.  
 Elev. = 100.80  
 No V.C.

Saw, Cut, Remove &  
 Replace 2" Existing  
 Concrete Pavement  
 as Shown. To be  
 incidental to "Site  
 Clearing & Restoration".

NOTE: ROLL TYPE CURB & GUTTER TO BE CONSTRUCTED ON PORTIONS OF PAVEMENT SHOWN ON THIS SHEET. TOP OF CURB ELEVATIONS ARE GIVEN FOR FULL HEIGHT CURB.

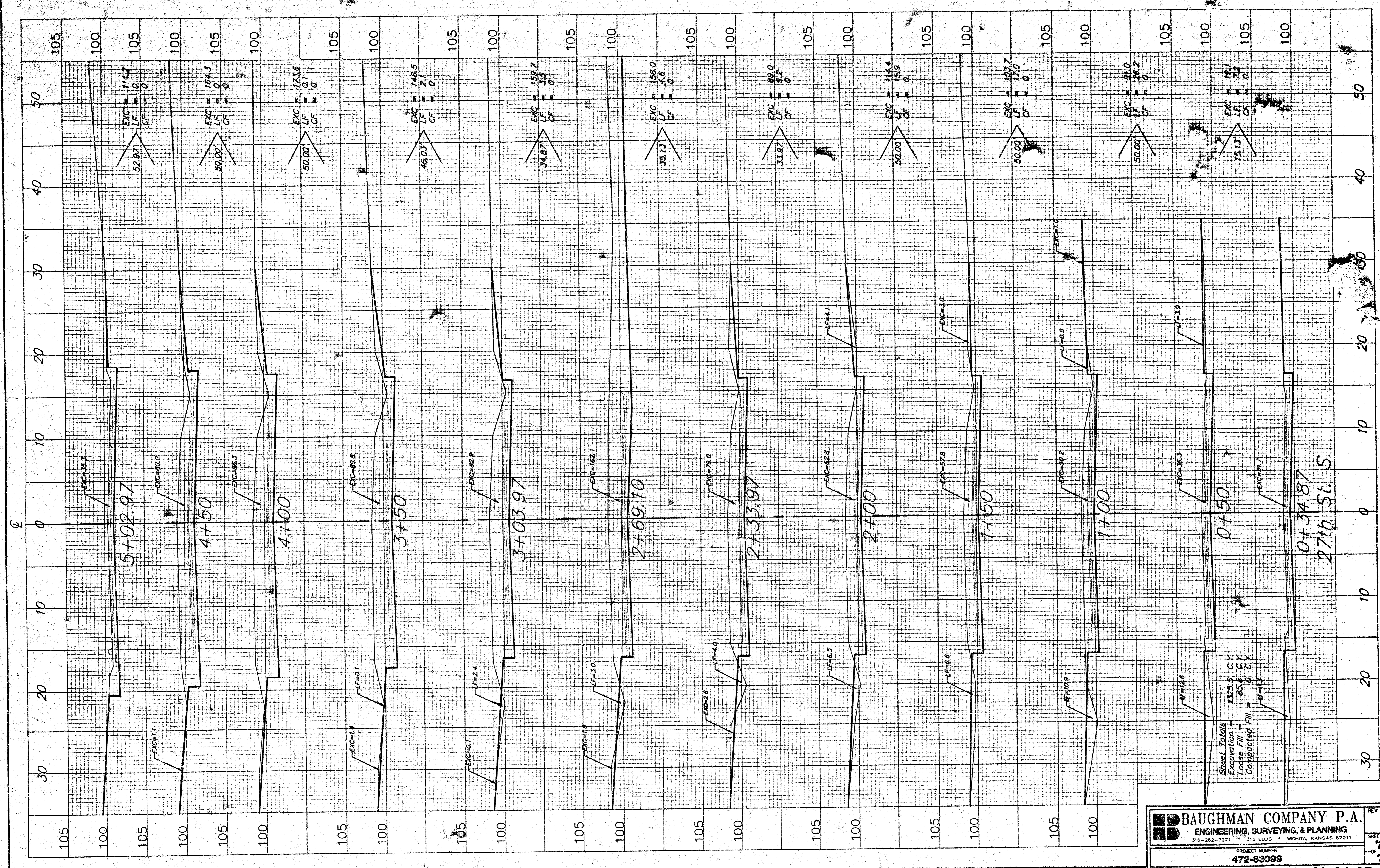
**27TH STREET SOUTH**

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

PROJECT NUMBER: 472-83099

DESIGN: NBW	DRAWN: TMC	APPROVED:	DATE: 9-99	SCALE: Noted
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SHEET 6 OF 7



**BAUGHMAN COMPANY P.A.**  
 ENGINEERING, SURVEYING, & PLANNING  
 316-262-7271 • 318 ELLIS • WICHITA, KANSAS 67211

PROJECT NUMBER  
**472-83099**

SHEET  
 2  
 OF  
 4

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