SHEET NO.	TOTAL SHEETS
1	12

CITY OF WICHITA, KANSAS

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

STREET IMPROVEMENTS

HICKORY/GOLDEN HILLS - E.L. 119TH STREET TO NORTH CURB RETURN LOT 23, BLOCK 2

PINE GROVE/KENNY - S.L. LOT 1, BLOCK 3 AND S.L. LOT 1, BLOCK 4 TO E.L. GOLDEN HILLS 5TH ADDITION

IN

GOLDEN HILLS 5TH ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-80601-000-000-040

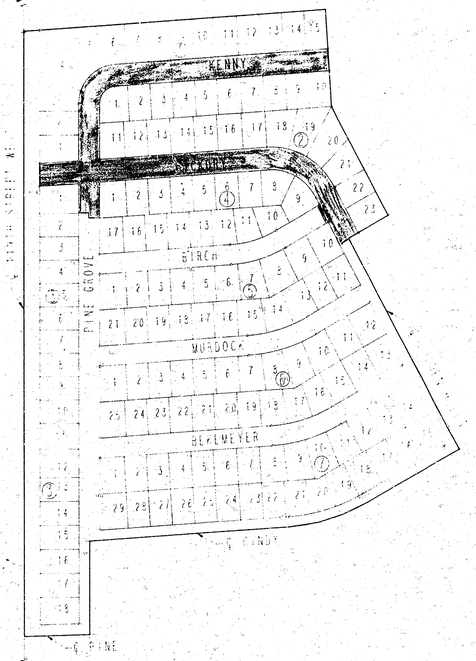
INDEX OF SHEETS

PROJECT SURVEY CONTROL

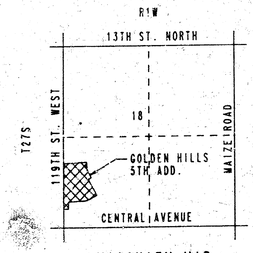
CITY OF WICHITA DATUM

DATUM BENCH MARK: CITY OF WICHITA BENCH MARK DISC 40' EAST AND 46' SOUTH OF INTERSECTION OF ℄'S CENTRAL AND 119TH STREET WEST. ELEV.=156.93

BENCH MARK: 8" SPIKE IN NW FACE 18" CEDAR ON SOUTH SIDE CENTRAL AT GOLDEN HILLS STREET. ELEV.=160.27



SCALE: 1" = 150'



VICINITY MAP

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH CITY OF WICHITA SPECIFICATIONS.
2. UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION. WHERE THESE 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.
3. 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.
4. CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.
5. 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.
6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.
7. 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 OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.
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	942-8356 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.
10. 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.
11. THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT.

CHARLES S BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

SANITARY SEWERS _____
STORM SEWERS _____
DRIVEWAY APPROACHES _____
WATER MAINS _____
PAVING VRH 4/14/88

NOTE TO CONTRACTOR

THIS PROJECT WILL BE CONSTRUCTED UNDER THE SUPERVISION OF THE CITY ENGINEER AND CONFORMING TO THE SPECIFICATIONS OF THE CITY OF WICHITA. THE CONTRACTOR WILL PAY THE CITY OF WICHITA FOR ALL COSTS OF PLAN REVIEW, INSPECTION AND BOOKING PER CONTRACT.

1/12

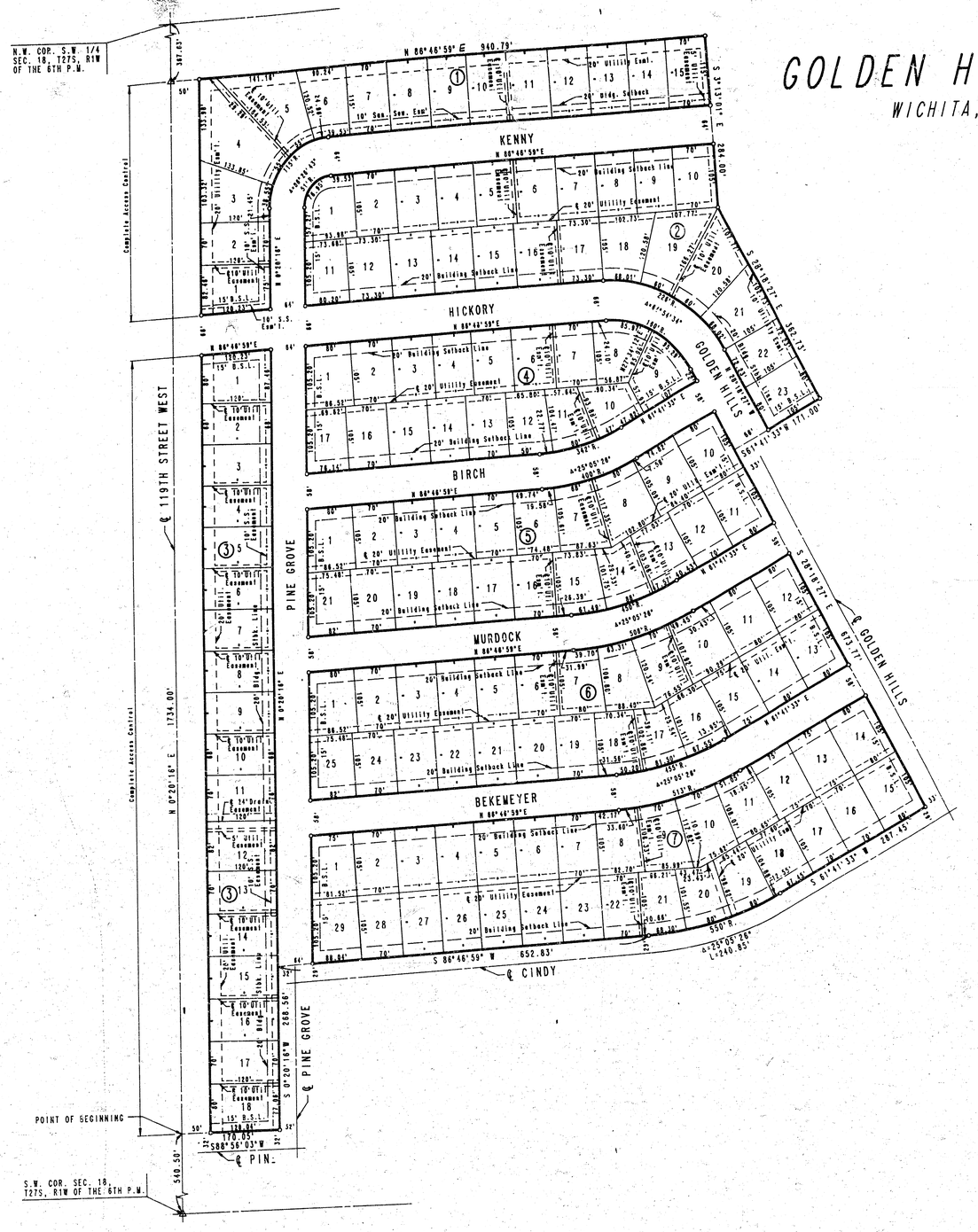
MARCH, 1988

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

472-76-245-80001-000-000-040 2 12

GOLDEN HILLS 5TH ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS



PLAT

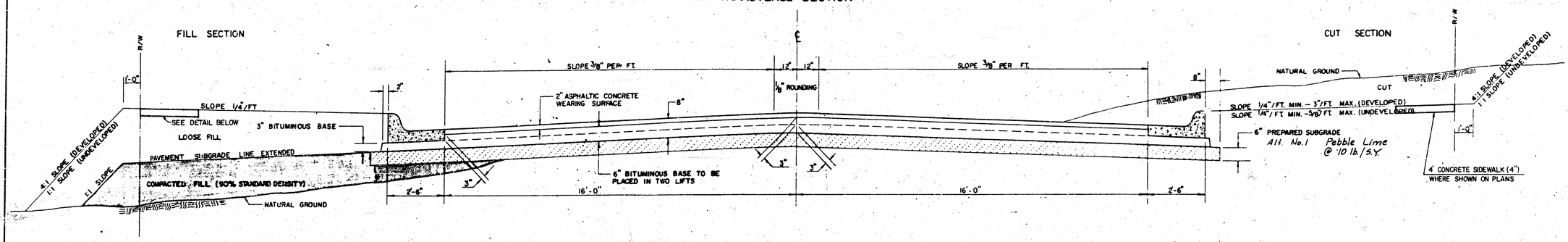
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

2/12

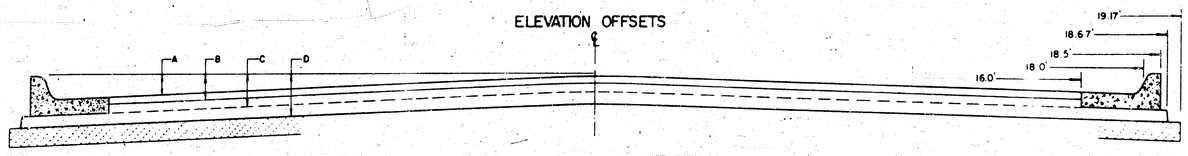
87555-1

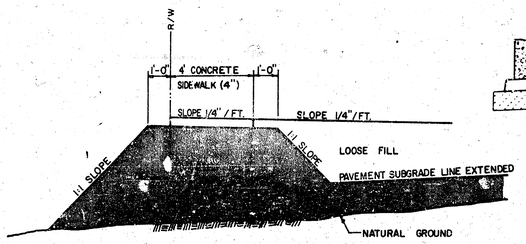
TYPICAL 37' PAVEMENT DETAILS

TRANSVERSE SECTION



ELEVATION OFFSETS

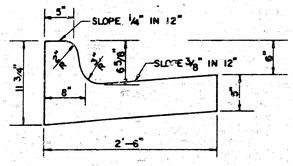




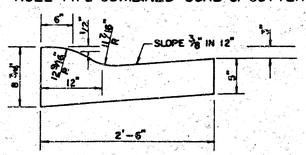
COMPACTED FILL DETAIL
WHEN SIDEWALK IS CONSTRUCTED

	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.

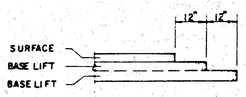
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

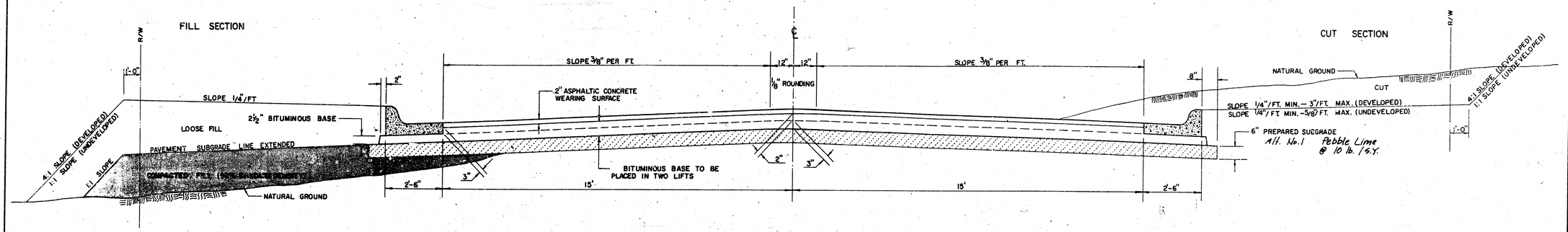
8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-80001-000-000-040

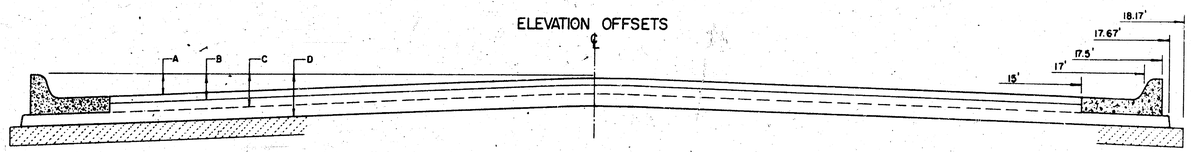
3/12

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

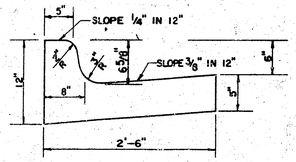


ELEVATION OFFSETS

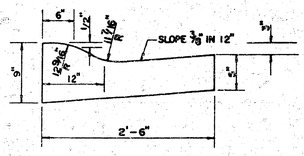


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP 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.

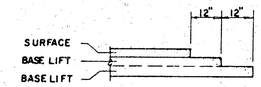
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 ABUTS 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).

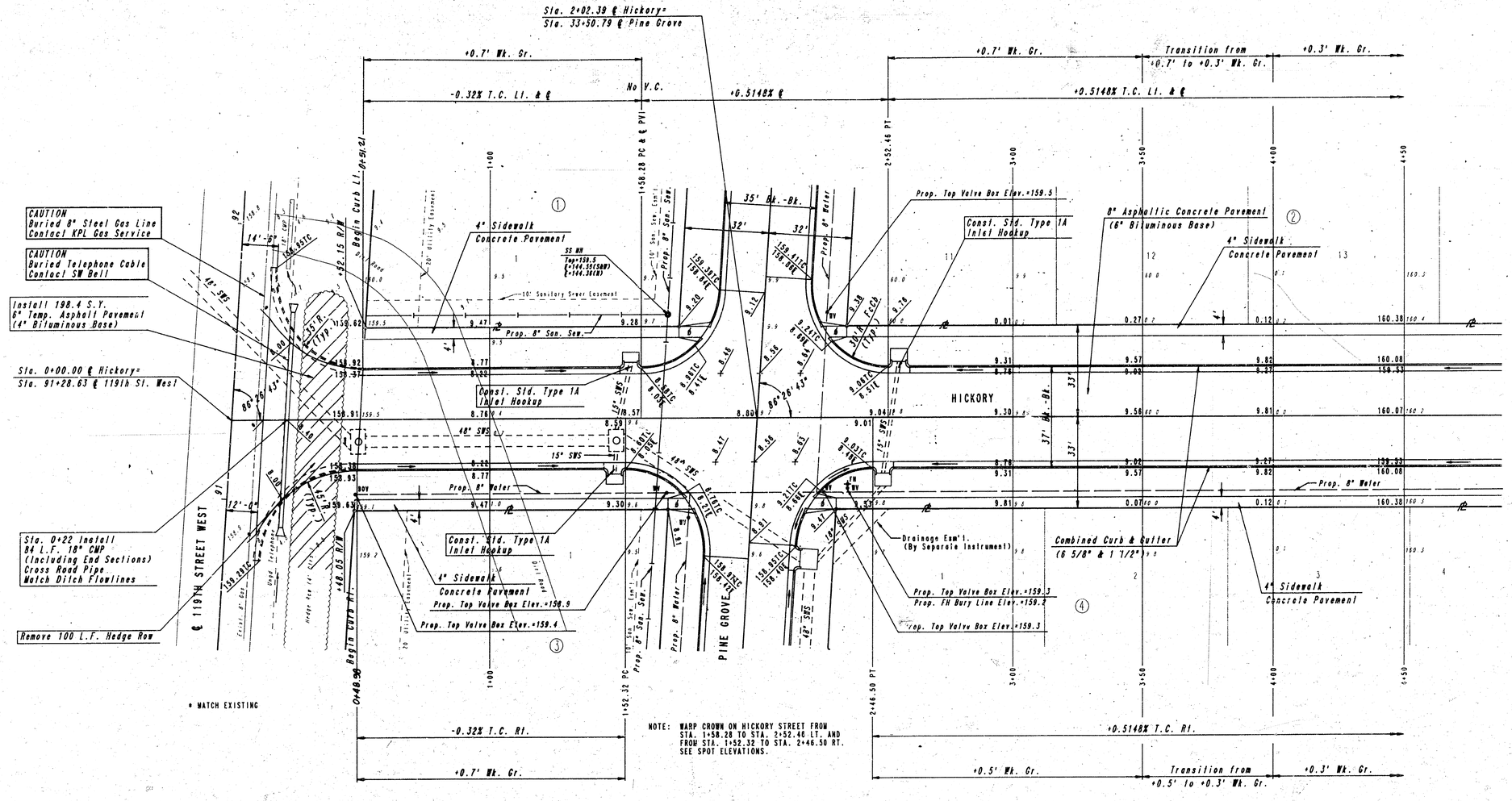
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-80001-000-000-040

4/12

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-78-245-80001-000-000-040	5	12



* MATCH EXISTING

NOTE: WARP CROWN ON HICKORY STREET FROM STA. 1+58.28 TO STA. 2+52.46 LT. AND FROM STA. 1+52.32 TO STA. 2+46.50 RT. SEE SPOT ELEVATIONS.

& CONSTRUCT STD. WHEELCHAIR RAMP (SEE DETAILS SHEET NO. 11)

GOLDEN HILLS 5TH ADDITION

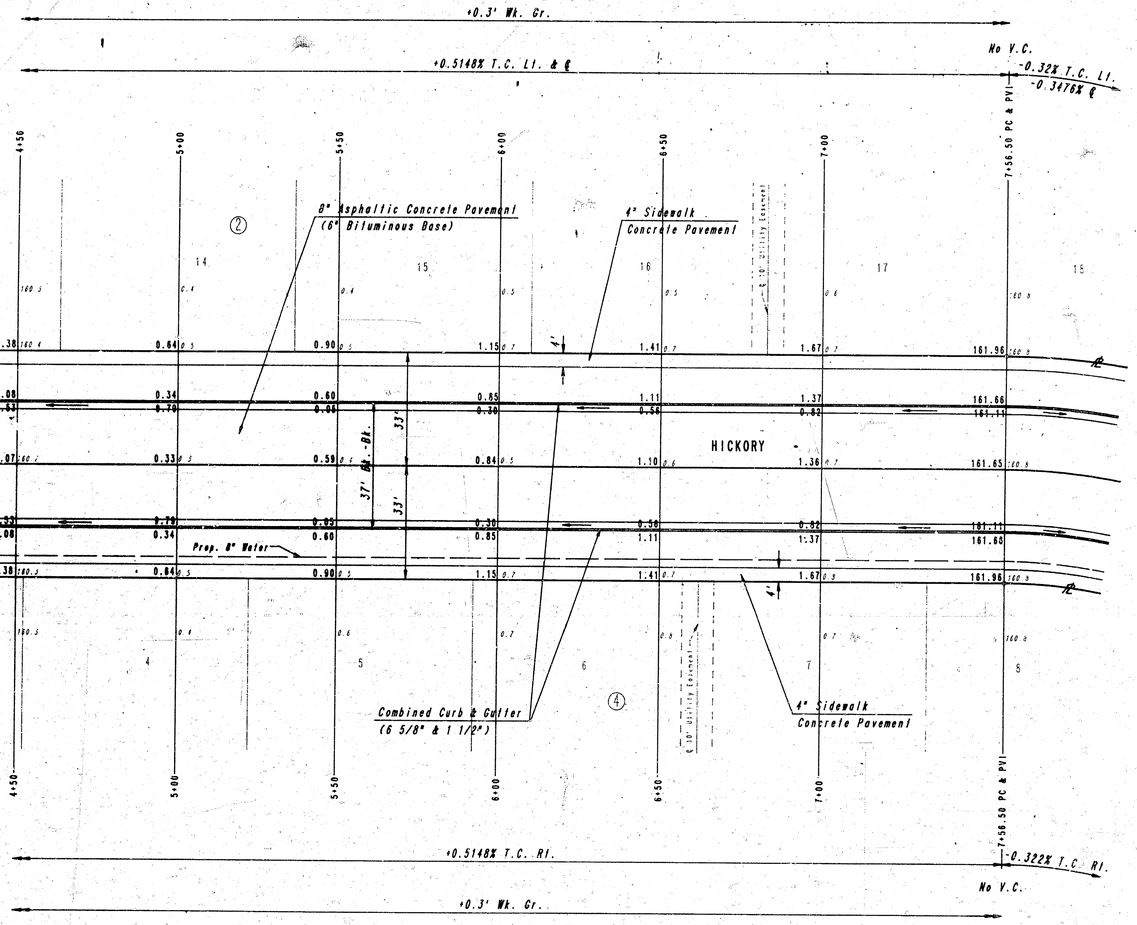
HICKORY

STA. 0+00.00 TO STA. 4+50.00

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

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87555-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-040	6	12



SCALE: 1" = 20'

GOLDEN HILLS 5TH ADDITION

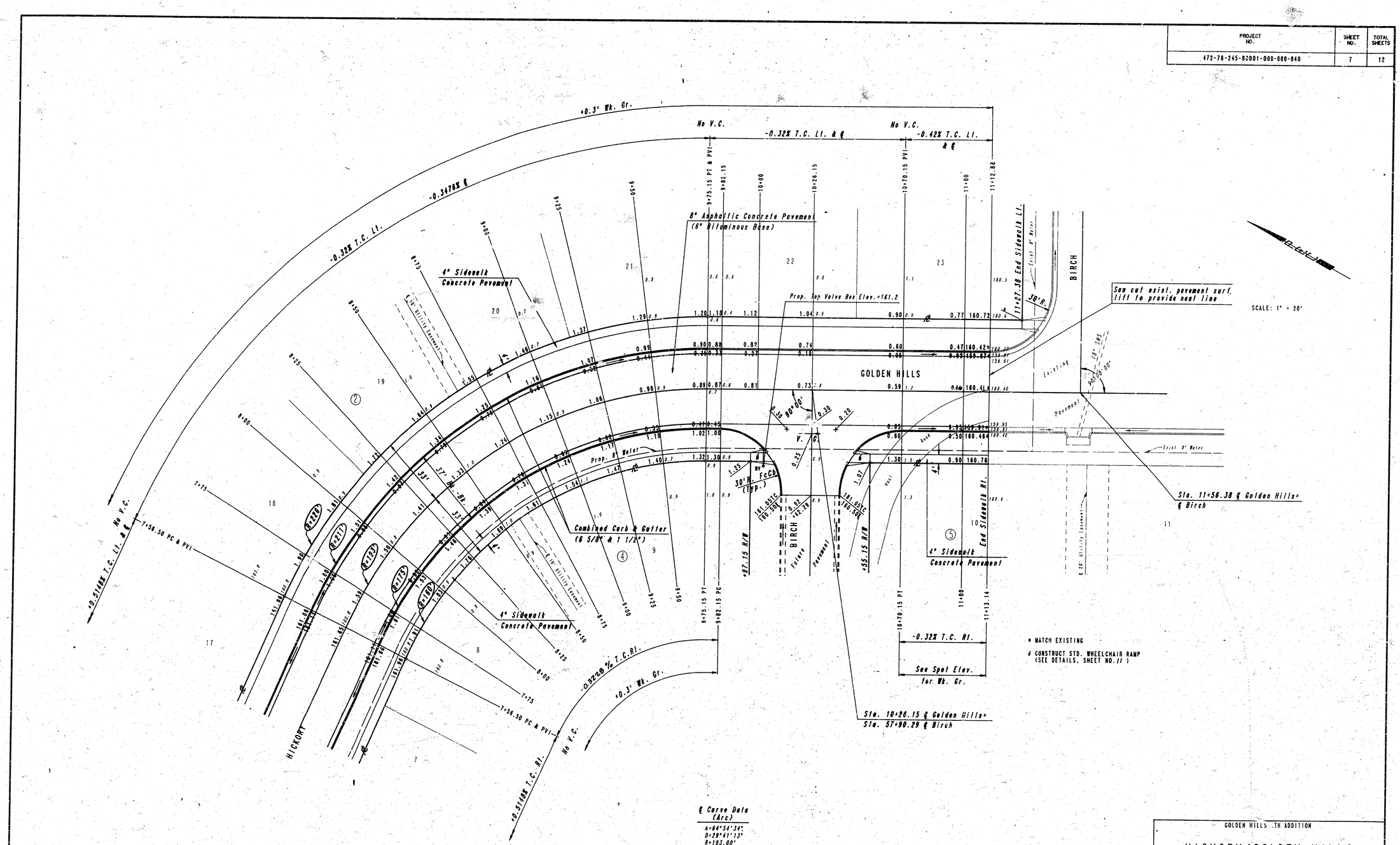
HICKORY

STA. 4+50.00 TO STA. 7+56.50

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

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1968	Job No. 87555-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-83001-000-000-840	7	12



℄ Curve Data (Arc)
Δ=64°54'34"
D=29°41'13"
R=193.00'
T=122.74'
L=218.65'

GOLDEN HILLS 7TH ADDITION

HICKORY/GOLDEN HILLS

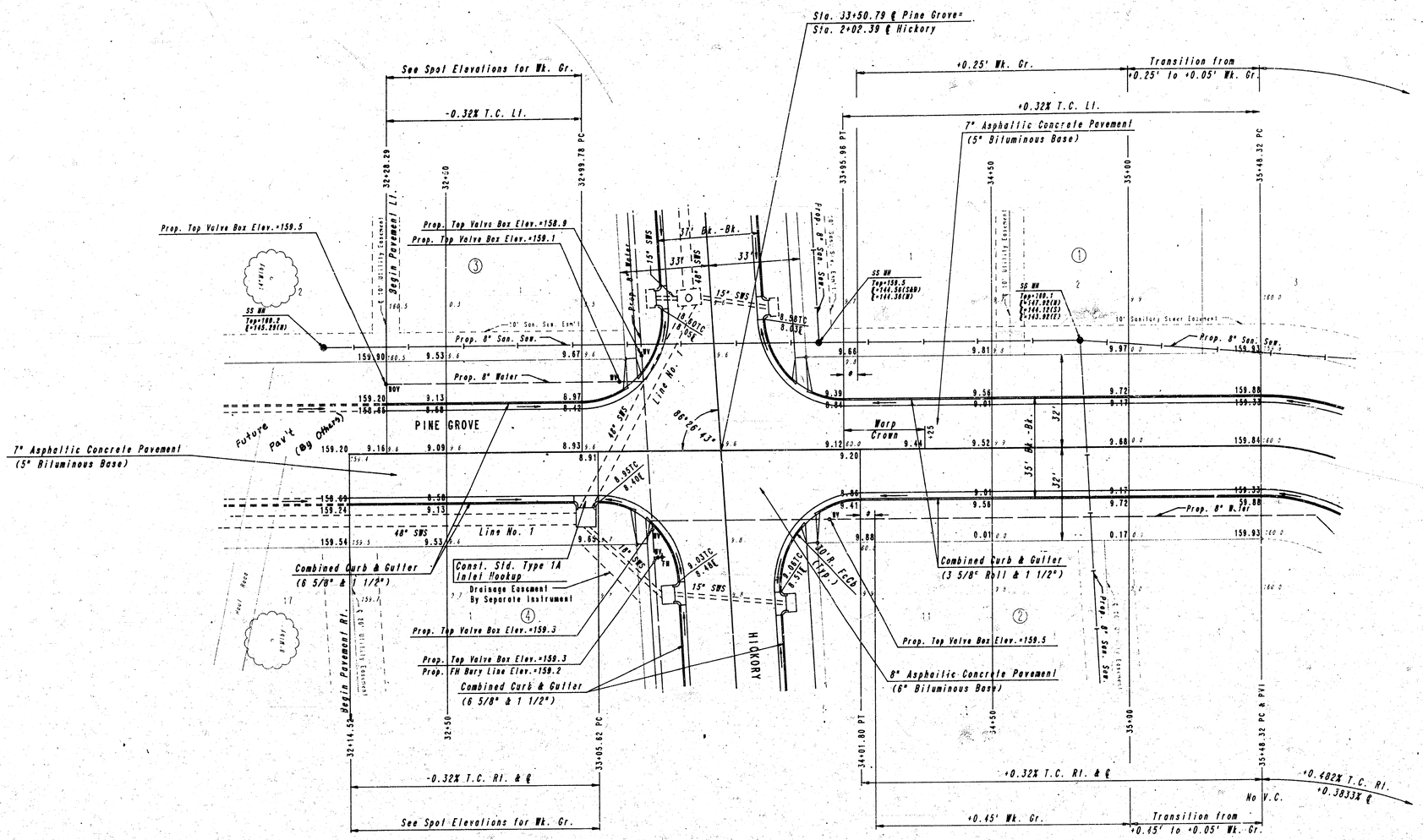
STA. 7+56.50 TO STA. 11+13.14

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

7/12

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87555-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-040	8	12



SCALE: 1" = 20'

* 5' TRANSITION FROM COMBINED CURB AND GUTTER (6 5/8" & 1 1/2") TO COMBINED CURB AND GUTTER (3 5/8" ROLL & 1 1/2")

NOTE: PINE GROVE STREET (NORTH OF HICKORY) TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

GOLDEN HILLS 5TH ADDITION

PINE GROVE

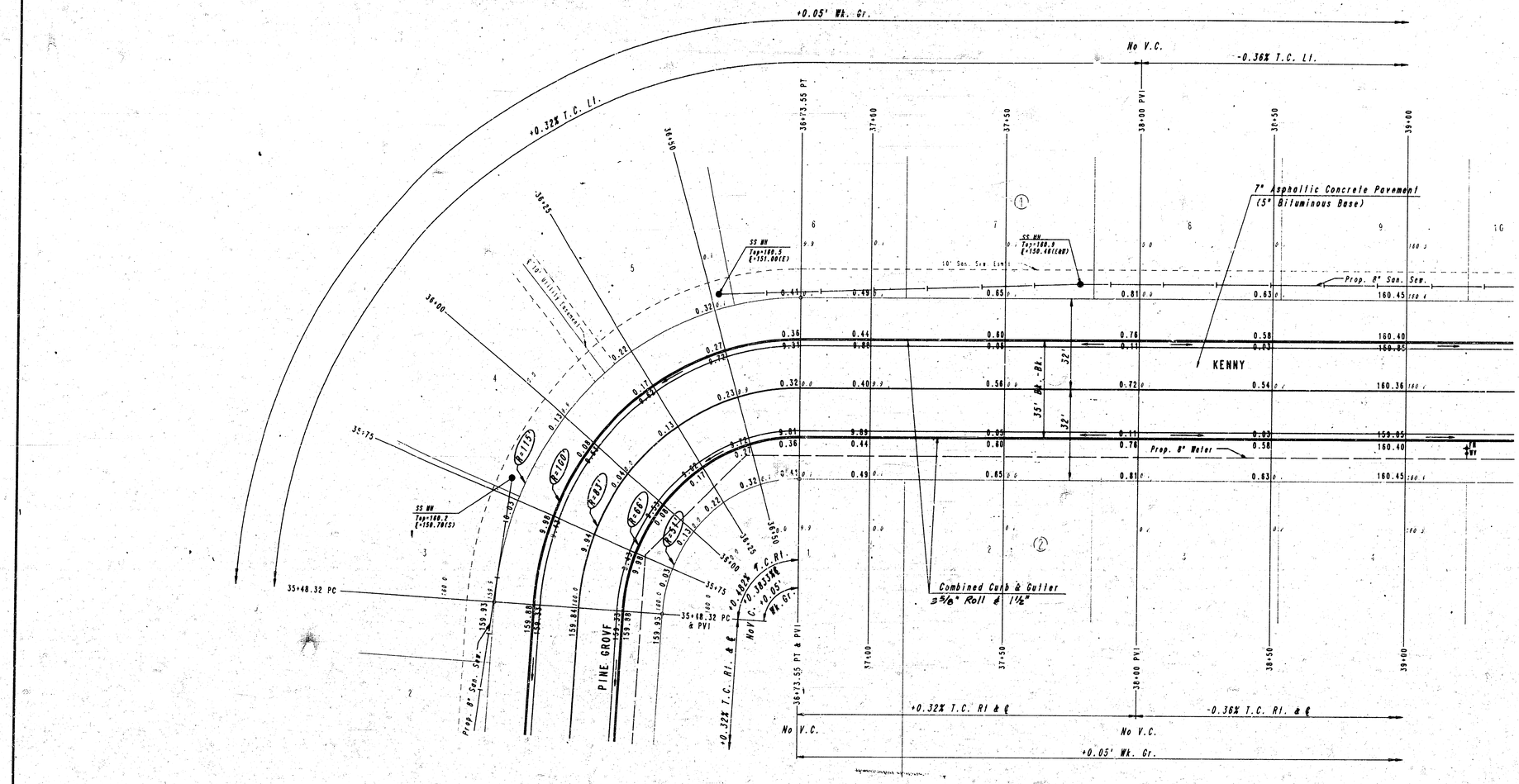
STA. 32+14.52 TO STA. 35+48.32

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

8/12

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87555-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-040	9	12



℄ Curve Data (Arc)
Δ=88°28'43"
D=69°01'52"
R=83.00'
T=78.00'
L=125.23'

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

SCALE: 1" = 20'

GOLDEN HILLS 5TH ADDITION

PINE GROVE/KENNY

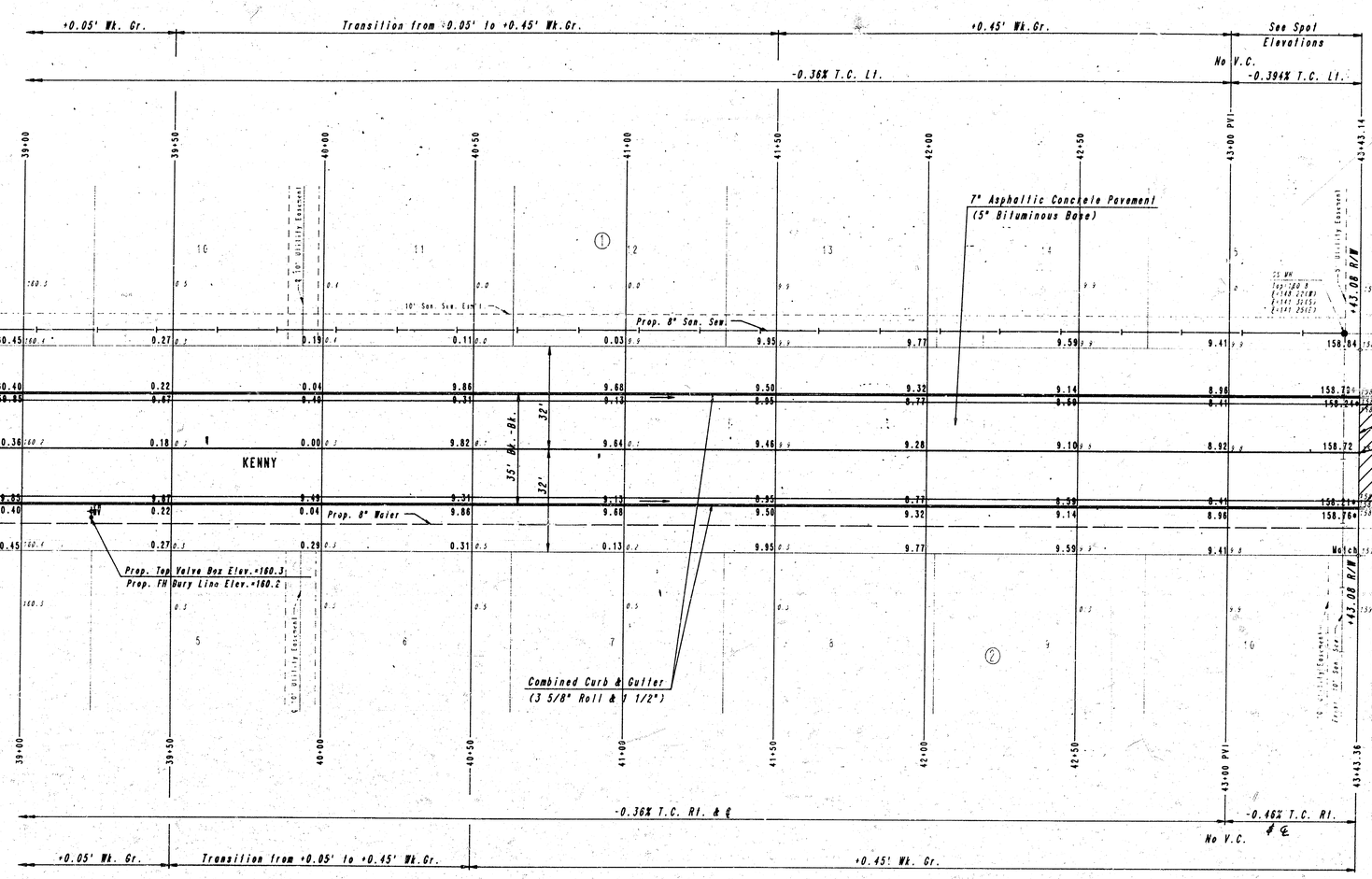
STA. 35+48.32 TO STA. 39+00.00

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

9/12

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87555-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-80001-000-000-040	10	12



SCALE: 1" = 20'

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

GOLDEN HILLS 5TH ADDITION

KENNY

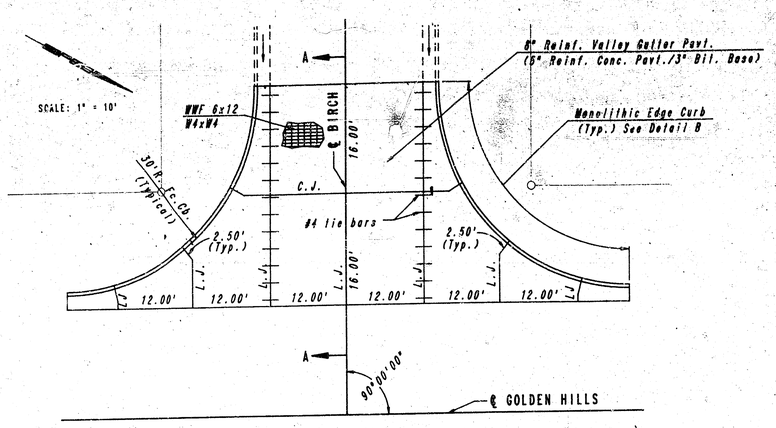
STA. 39+00.00 TO STA. 43+43.08

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

10/12

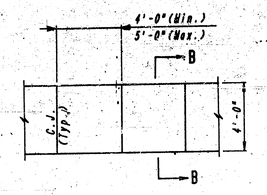
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87555-1

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-78-245-86001-000-000-040	11	12

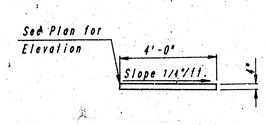


PLAN

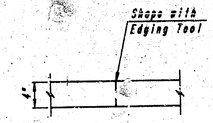
TYPICAL REINFORCED VALLEY GUTTER



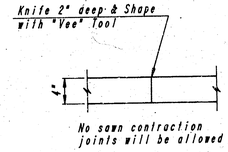
PLAN



SECTION B-B



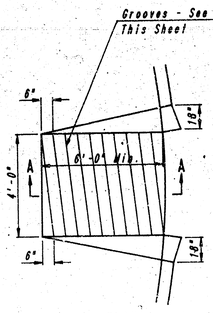
CONSTRUCTION JOINT



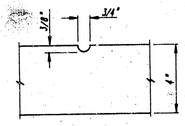
No sawn contraction
joints will be allowed

CONTRACTION JOINT

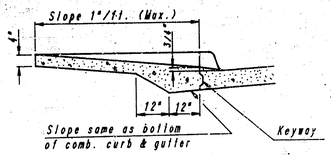
SIDEWALK DETAILS



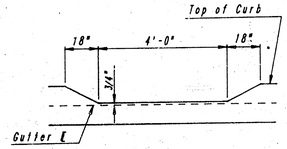
PLAN



GROOVE DETAIL

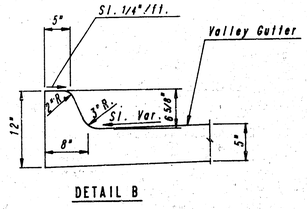


SECTION A-A

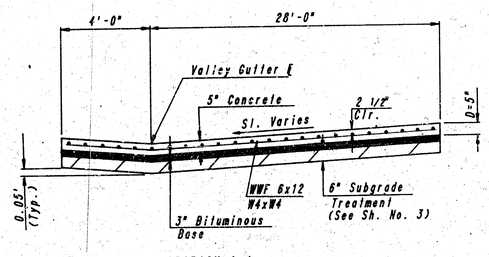


DEPRESSED CURB DETAIL

STANDARD WHEELCHAIR RAMP

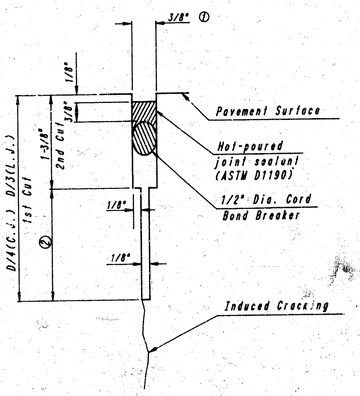


DETAIL B



SECTION A-A

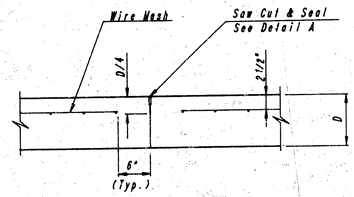
NOTE: OMIT REINFORCING MESH AT ALL JOINTS



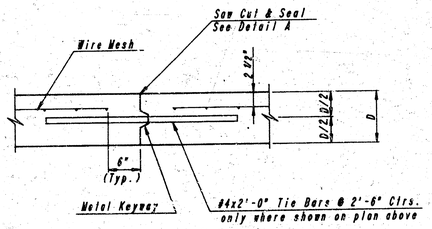
DETAIL A

1 To be accomplished in 2 cuts for Longitudinal Joints & Contraction Joints. Initial cut to be 1/8" wide.

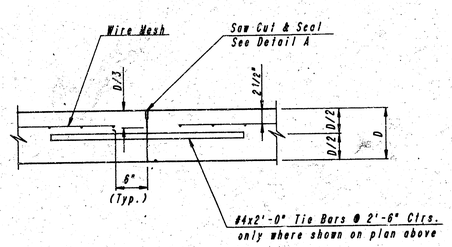
2 Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.



CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)



LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)



LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)

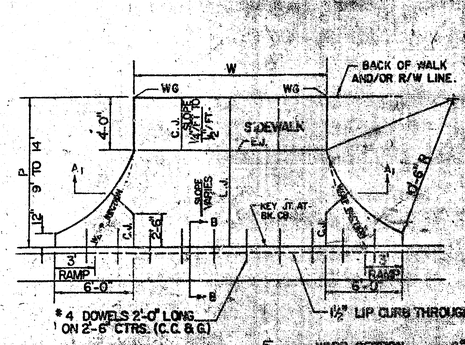
GOLDEN HILLS 5TH ADDITION

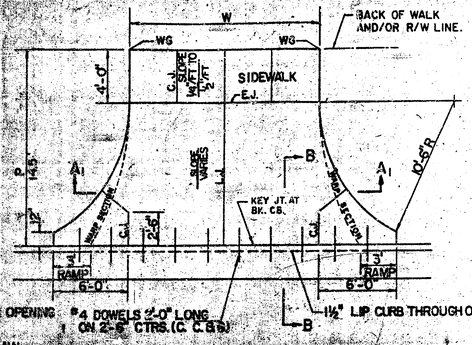
VALLEY GUTTER AND MISCELLANEOUS PAVING DETAILS

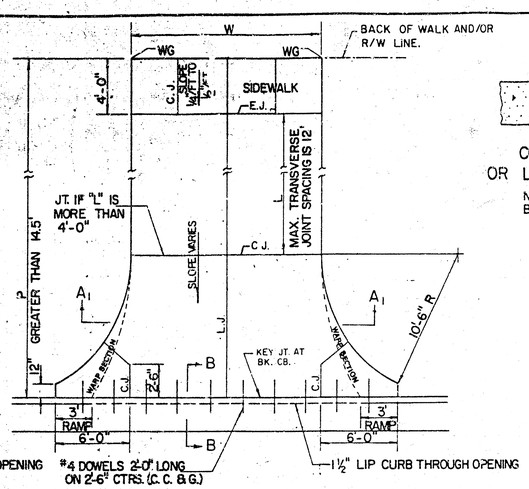
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

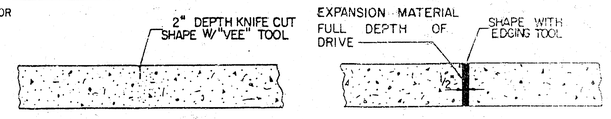
Designed by	CSB, BDB	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87555-1

A.C.T. LONGITUDINAL CONSTRUCTION JOINT





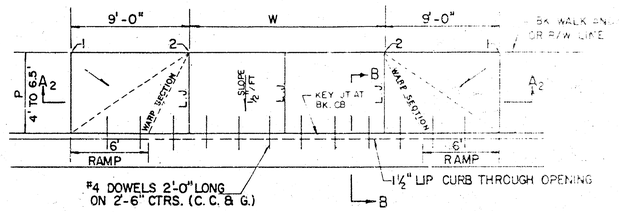


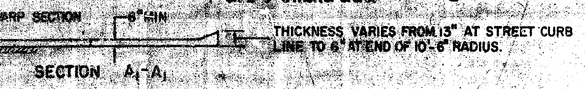


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

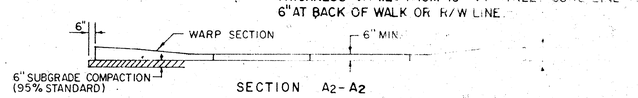
NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)





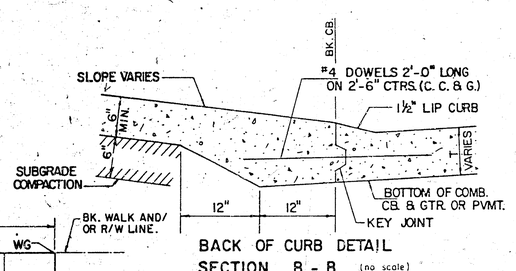
SECTION A_1-A_1



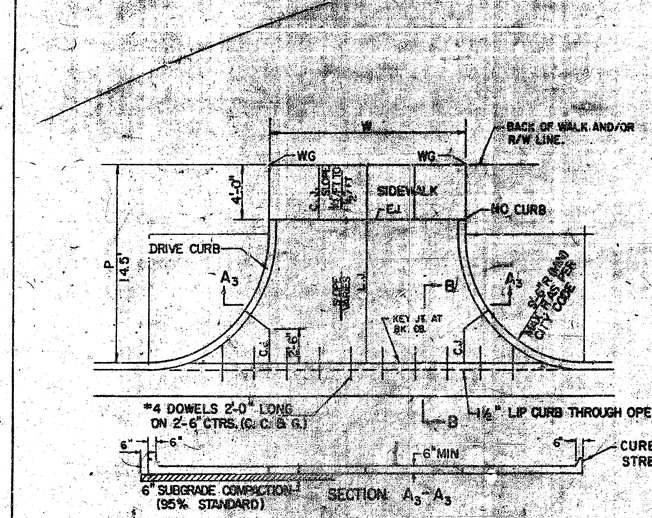
SECTION A_2-A_2

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	0.33	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'

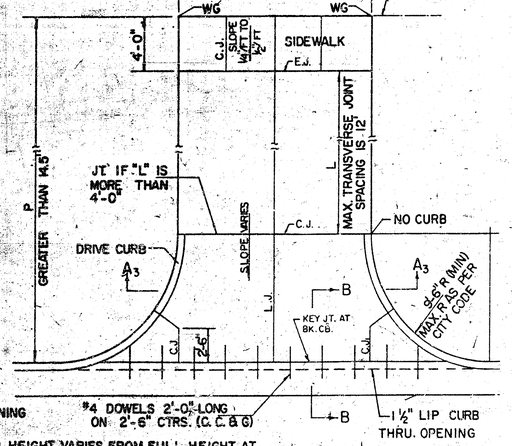
RADIUS RAMP DRIVES (P= 9.0' & GREATER)



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

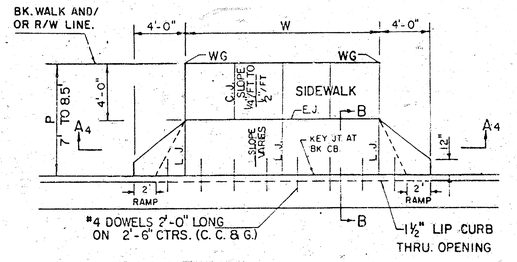


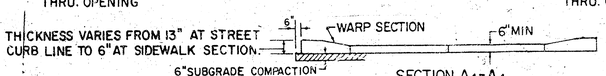
SECTION A_3-A_3



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.	0.77	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)





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')

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE ON [illegible] CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION. SEE [illegible] TAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH FULL CURB [illegible]
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE [illegible] A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS [illegible] WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES [illegible] THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS [illegible] AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR [illegible] THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE [illegible]
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK [illegible] AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY [illegible] SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE [illegible]
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION [illegible] THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED [illegible] CRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED ON THE DRAWINGS [illegible] DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE [illegible] CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE [illegible] ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL [illegible] PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION [illegible] ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE [illegible]
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE [illegible] FORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN [illegible] FORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN [illegible] ERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES [illegible] SIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS [illegible] VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH [illegible] VALUES SHOWN IN THE TABLES ARE BASED ON A FULL [illegible] ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED [illegible] HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGN [illegible] TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1"=5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER