

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER
STREET IMPROVEMENTS

LAKE RIDGE CIRCLE - E.L. OF LOT 2, BLOCK 1, TO AND INCLUDING CUL-DE-SAC
SERVING LOTS 2 THROUGH 14, BLOCK 1 INCLUSIVE

IN

REFLECTION RIDGE ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81716-000-000-001

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PROJECT SURVEY CONTROL

PROJECT DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: RAILROAD SPIKE IN SW SIDE OF POWER POLE LOCATED
75' NORTH AND 58' EAST OF THE CENTERLINE
INTERSECTION OF RIDGE ROAD AND 21ST STREET
NORTH.
ELEV. = 143.30

BENCH MARK: RAILROAD SPIKE IN SOUTH SIDE POWER POLE LOCATED
APPROXIMATELY 1/4 MILE EAST OF TYLER ROAD ON
NORTH SIDE OF 21ST STREET.
ELEV. = 171.66

BENCH MARK: RAILROAD SPIKE IN EAST FACE OF 18" ELM LOCATED
APPROXIMATELY AT STA. 107+75, 192' RIGHT OF
CENTERLINE OF TEE JUNCTION.
ELEV. = 151.31

BENCH MARK: RAILROAD SPIKE IN SOUTH FACE OF 36" COTTONWOOD
LOCATED APPROXIMATELY AT STA. 58+34.5, 23' LEFT
OF CENTERLINE OF LAKE RIDGE CIRCLE.
ELEV. = 161.05

BENCH MARK: TOP OF T-POST (1' BELOW GROUND SURFACE) LOCATED
3' NORTH OF THE NORTHEAST CORNER OF THE FIRST
MENNONITE CHURCH PROPERTY (NORTHWEST CORNER OF
LOT 49, BLOCK 2, REFLECTION RIDGE ADDITION).
ELEV. = 168.33

BENCH MARK: TOP OF T-POST (1' BELOW GROUND SURFACE) LOCATED
3' NORTH OF THE NORTHEAST CORNER OF THE FIRST
MENNONITE CHURCH PROPERTY (APPROXIMATELY 1.315'
WEST OF THE SW CORNER LOT 49, BLOCK 2,
REFLECTION RIDGE ADDITION).
ELEV. = 168.94

EARTHWORK

EXCAVATION

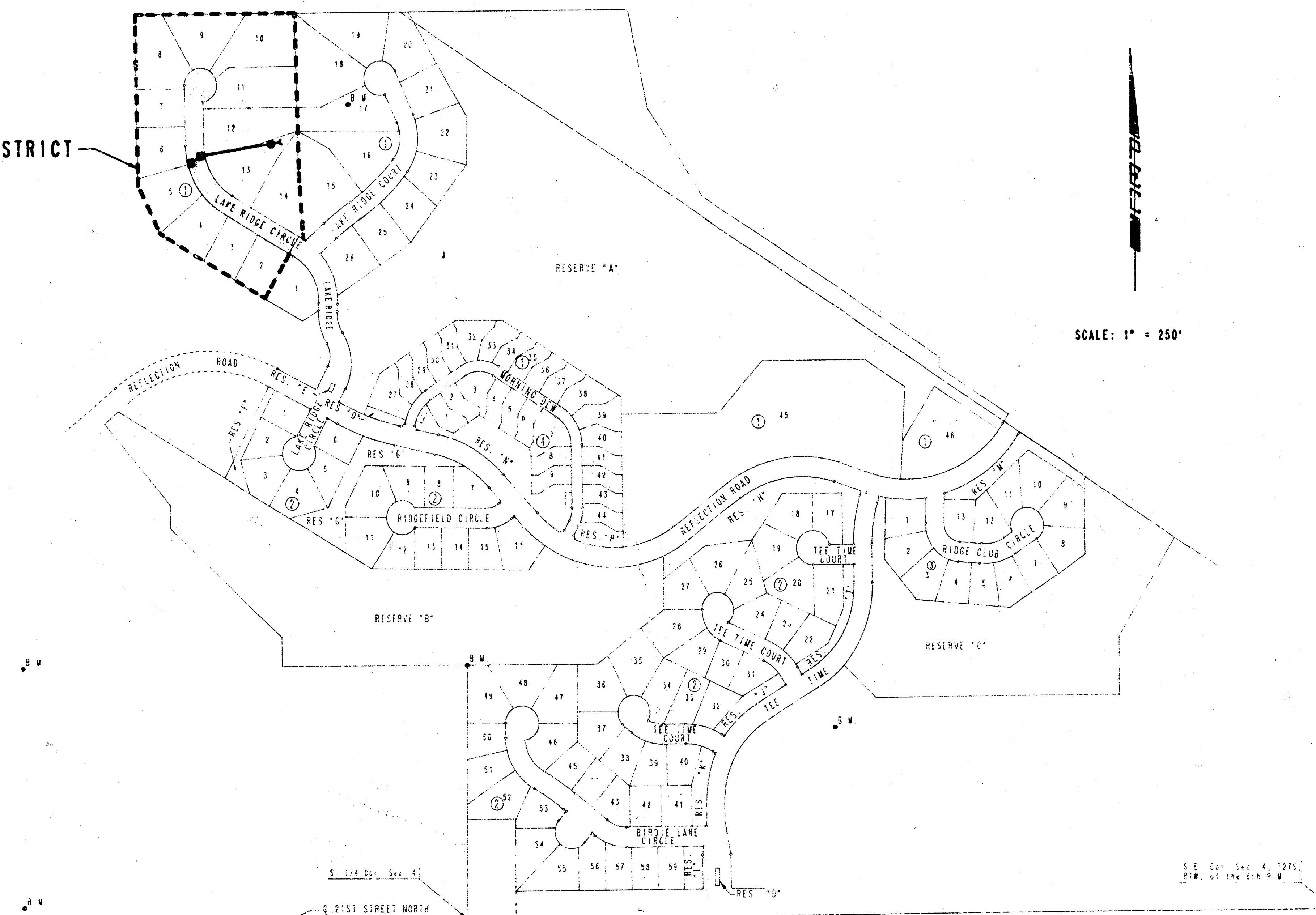
X-SECTIONS 1020 CU. YDS.
TOTAL 1020 CU. YDS.

COMPACTED FILL

X-SECTIONS 0 CU. YDS.
TOTAL 0 CU. YDS.

SUBGRADE MANIPULATION= 2,466.5 S.Y.

BENEFIT DISTRICT
BOUNDARY



JANUARY, 1988

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

GENERAL NOTES

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.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

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.

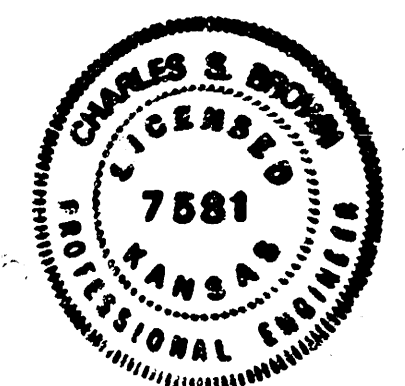
EXCESS EXCAVATED MATERIAL AND EXCESS TOPSOIL SHALL BE STOCKPILED ON WASTED ON THE PROJECT SITE OR WITHIN ONE-HALF MILE OF THE NORTH LINE OF REFLECTION RIDGE ADDITION. THE CONTRACTOR SHALL CONTACT THE OWNER'S ENGINEER AT 282-2691 FOR INFORMATION PERTAINING TO THE ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF EXCESS MATERIAL. WASTE MATERIAL SHALL BE GRADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

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 ADJUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAVED 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 AS SUBSIDIARY TO REMOVAL OF THE SURFACE OR PAVEMENT.

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 PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

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.

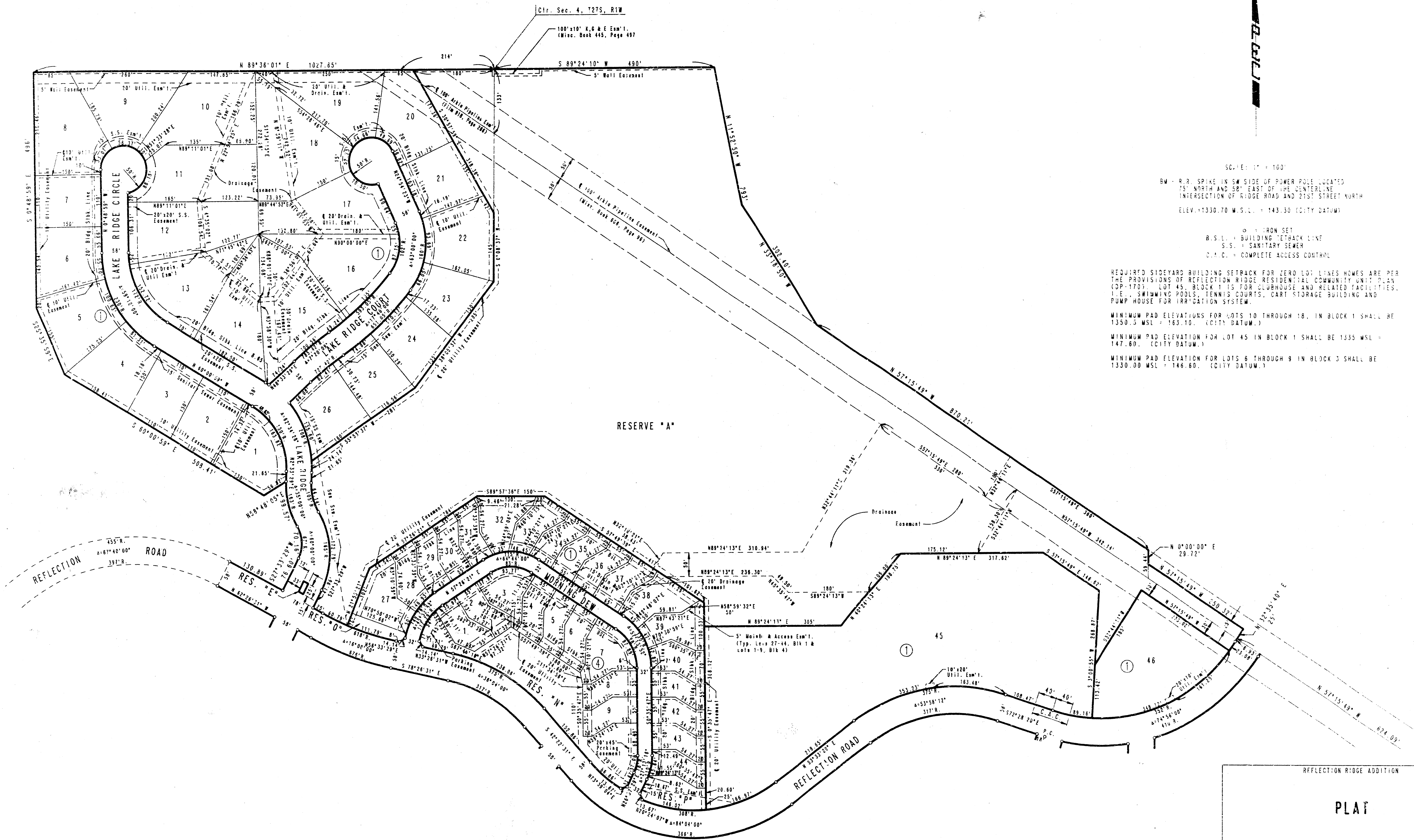
THE CONTRACTOR SHALL SEED, FERTILIZE, AND MULCH THE DRAINAGE EASEMENT BETWEEN LOTS 12 & 13, BLOCK 1 IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.



REFLECTION RIDGE

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81716-000-000-001	2	13



SCALE: 1" = 100'

BM - R.R. SPIKE IN SW SIDE OF POWER POLE LOCATED 75' NORTH AND 50' EAST OF THE CENTERLINE INTERSECTION OF RIDGE ROAD AND 21ST STREET NORTH ELEV. 1330.70 M.S.L. + 143.30 (CITY DATUM)

IRON SET
B.S.L. - BUILDING SETBACK LINE
S.S. - SANITARY SEWER
C.A.C. - COMPLETE ACCESS CONTROL

REQUIRED SIDEYARD BUILDING SETBACK FOR ZERO LOT LINES HOMES ARE PER THE PROVISIONS OF REFLECTION RIDGE RESIDENTIAL COMMUNITY UNIT PLAN (CP-170). LOT 45, BLOCK 1 IS FOR CLUBHOUSE AND RELATED FACILITIES, I.E., SWIMMING POOLS, TENNIS COURTS, CART STORAGE BUILDING AND PUMP HOUSE FOR IRRIGATION SYSTEM.

MINIMUM PAD ELEVATIONS FOR LOTS 10 THROUGH 18, IN BLOCK 1 SHALL BE 1330.5 MSL + 143.10. (CITY DATUM.)

MINIMUM PAD ELEVATION FOR LOT 45 IN BLOCK 1 SHALL BE 1335 MSL + 147.60. (CITY DATUM.)

MINIMUM PAD ELEVATION FOR LOTS 6 THROUGH 9 IN BLOCK 3 SHALL BE 1330.00 MSL + 146.60. (CITY DATUM.)

REFLECTION RIDGE ADDITION

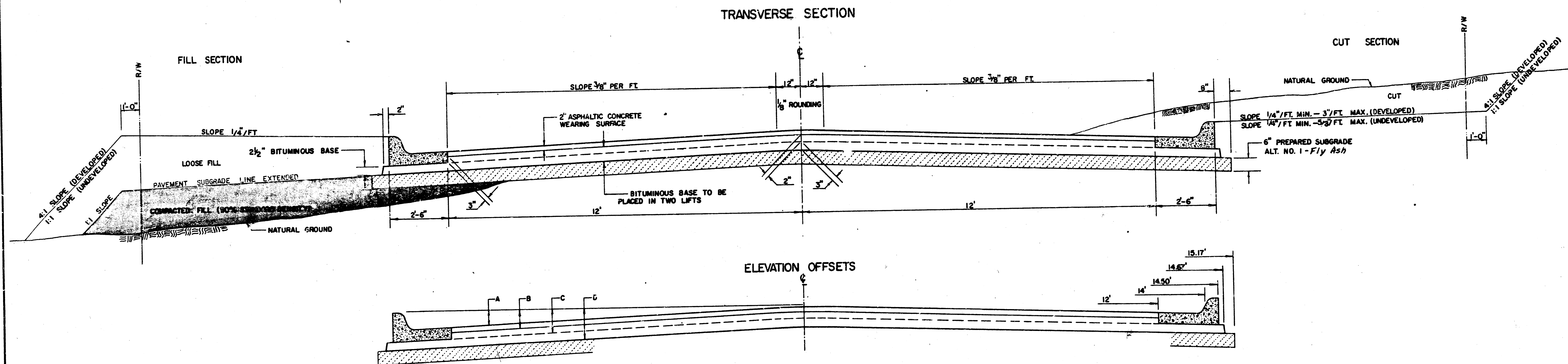
PLAT

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

Designed by: _____ Checked by: _____
Drawn by: DEP Date: DEC., 1988 Job No. 87390

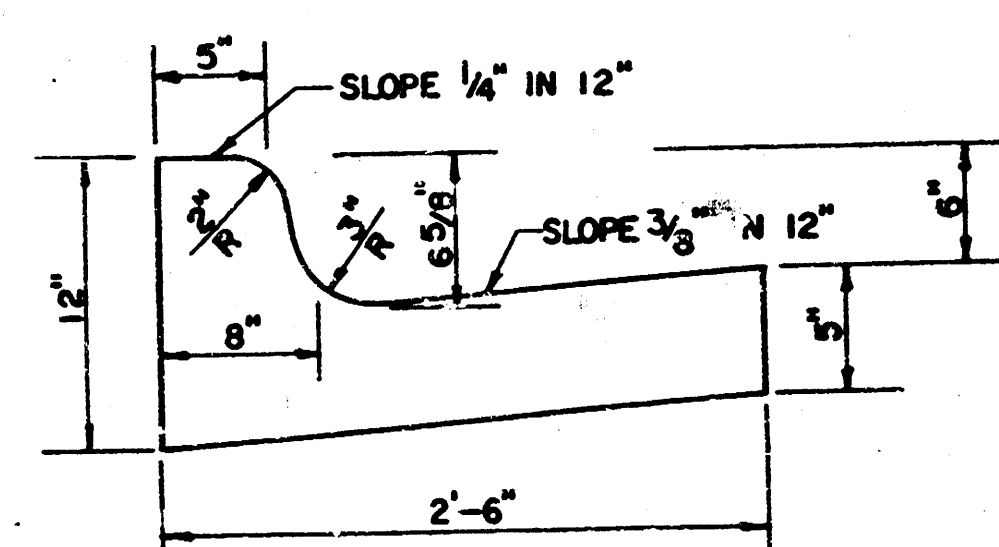
TYPICAL 29' PAVEMENT DETAILS

3
16

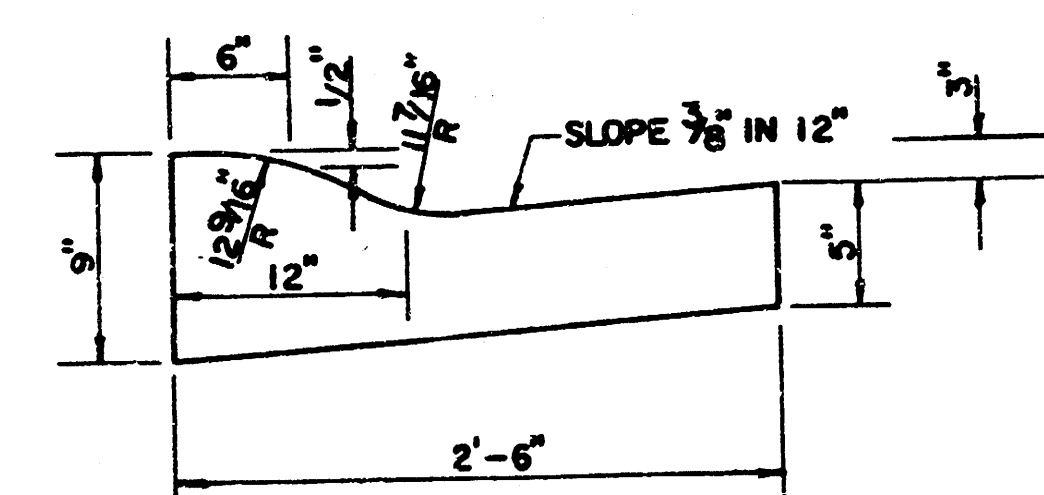


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE 1 ST LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



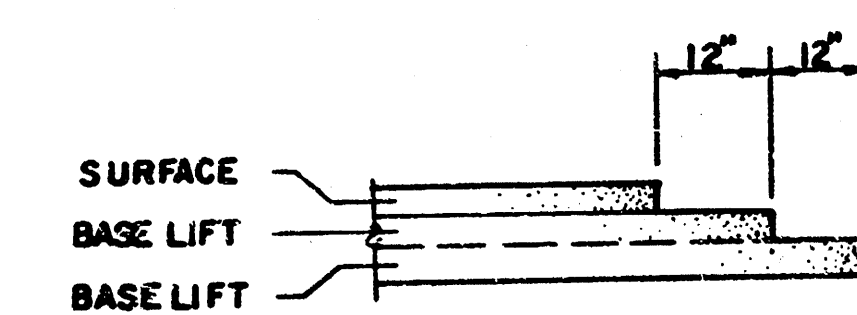
ROLL TYPE COMBINED CURB & GUTTER



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-3H OR CSS-3H) 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

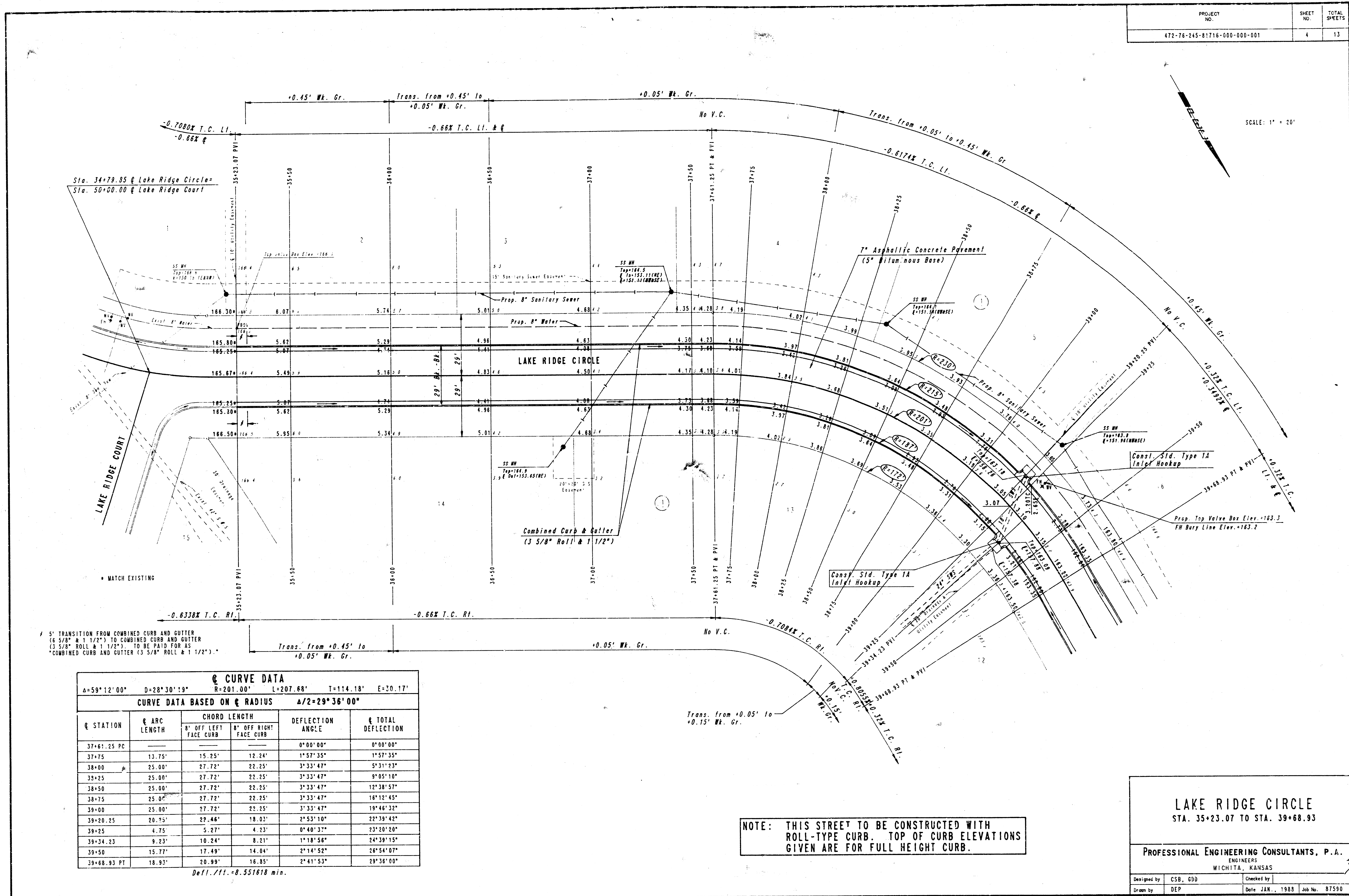


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81716-000-000-001

3/13



Q CURVE DATA					
CURVE DATA BASED ON Q RADIUS					
Q STATION	Q ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
37+61.25 PC				0°00'00"	0°00'00"
37+75	13.75'	15.25'	12.24'	1°57'35"	1°57'35"
38+00	25.00'	27.72'	22.25'	3°33'47"	5°31'23"
38+25	25.00'	27.72'	22.25'	3°33'47"	9°05'10"
38+50	25.00'	27.72'	22.25'	3°33'47"	12°38'57"
38+75	25.00'	27.72'	22.25'	3°33'47"	16°12'45"
39+00	25.00'	27.72'	22.25'	3°33'47"	19°46'32"
39+20.25	20.25'	22.46'	18.03'	2°53'10"	22°39'42"
39+25	4.75'	5.27'	4.23'	0°40'37"	23°20'20"
39+34.23	9.23'	10.24'	8.21'	1°18'56"	24°39'15"
39+50	15.77'	17.49'	14.04'	2°14'52"	26°54'07"
39+68.93 PT	18.93'	20.99'	16.85'	2°41'53"	29°36'00"

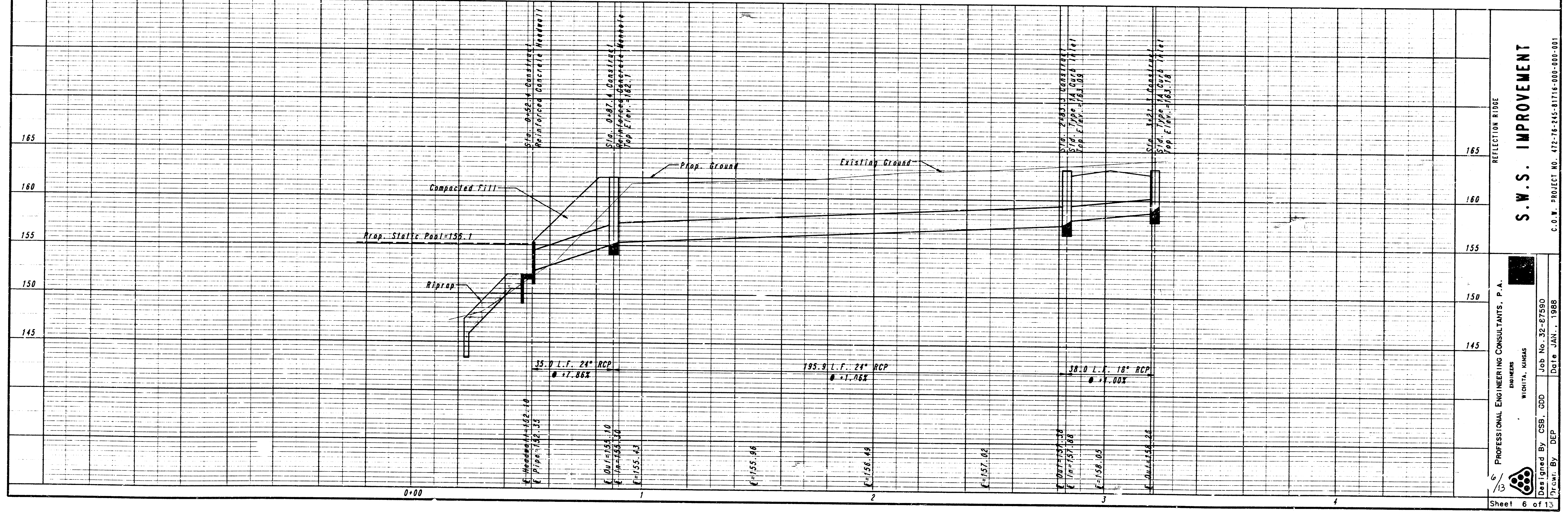
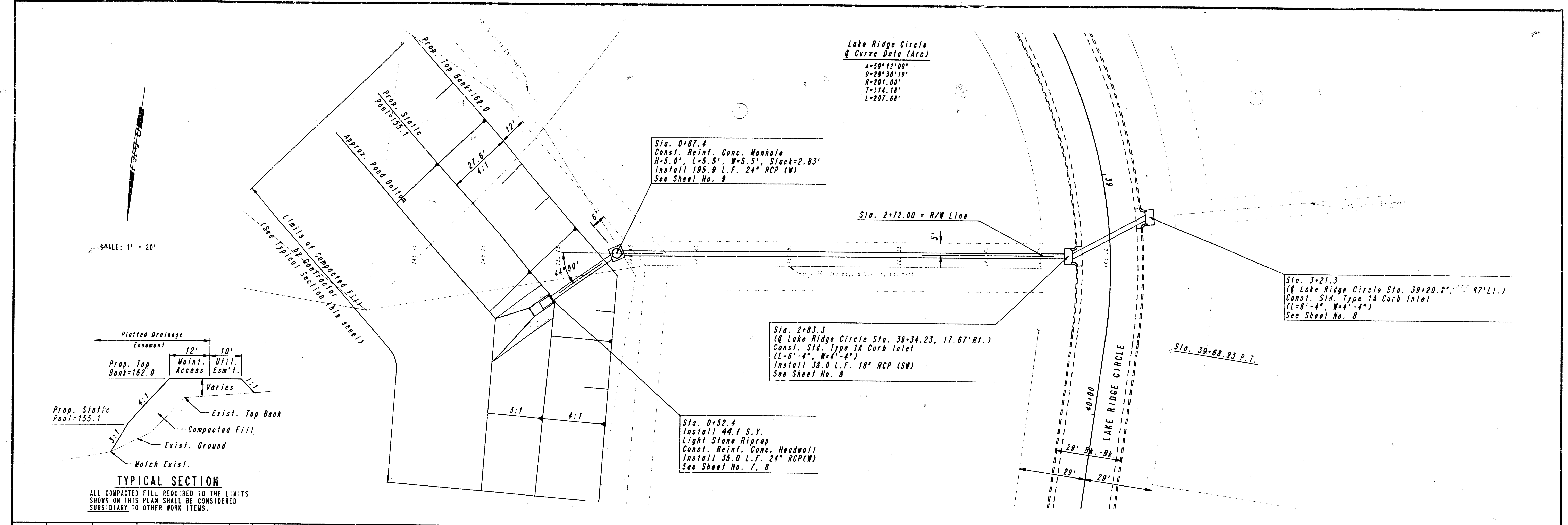
Defl./ft. = 0.551618 min.

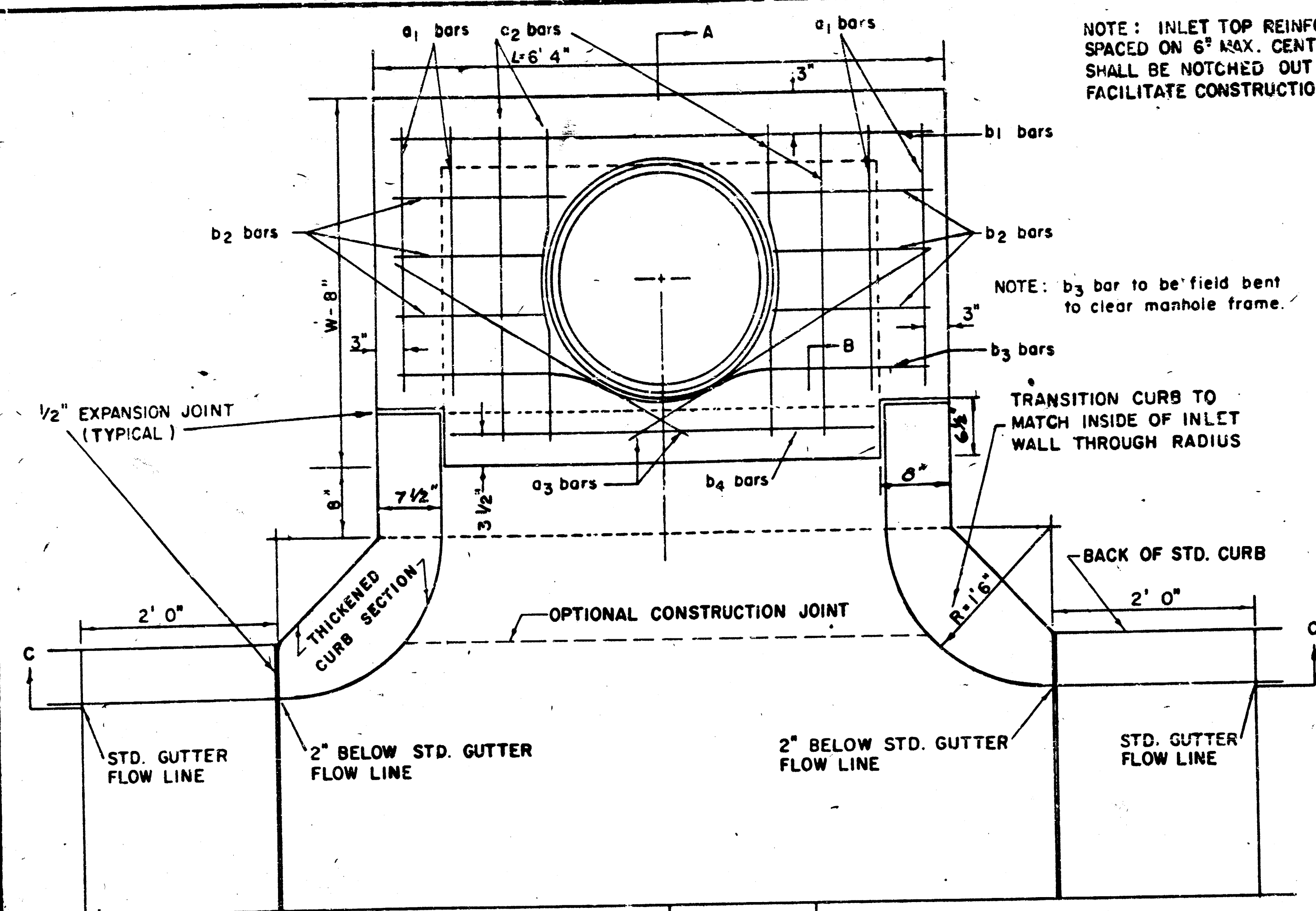
NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

LAKE RIDGE CIRCLE
STA. 35+23.07 TO STA. 39+68.93

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

Designed by CSB, GDD	Checked by
Drawn by DEP	Date JAN., 1988 Job No. 87590





NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

PLAN

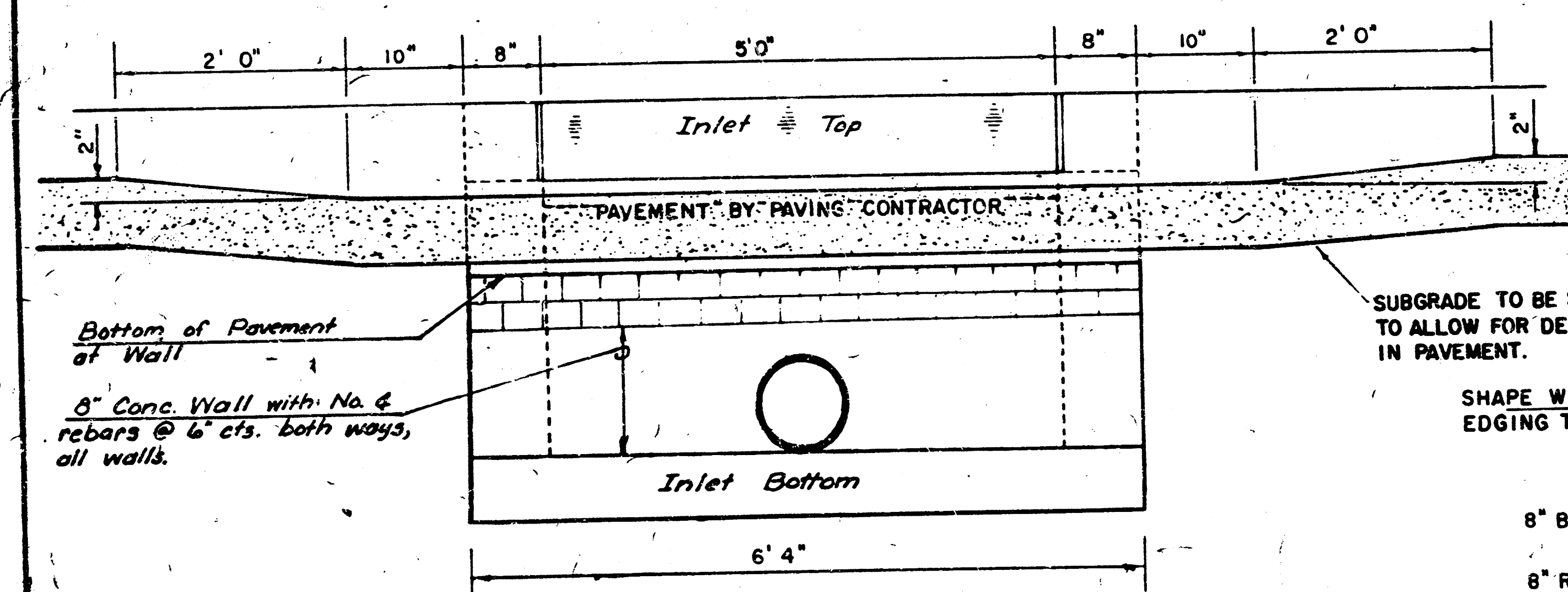
STEEL SCHEDULE

BAR	a1	a2	a3	b1	b2	b3	b4	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	*4	*4	*4	*4	*4	*4	*4	*6
W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	1'9"
W=5'4"	7'7"	8'7"	5'0"	6'1"	-	-	-	1'9"
W=6'4"	9'7"	10'7"	6'0"	6'1"	-	-	-	1'9"
W=7'4"	11'7"	12'7"	7'0"	6'1"	-	-	-	1'9"
W=8'4"	13'7"	14'7"	8'0"	6'1"	-	-	-	1'9"

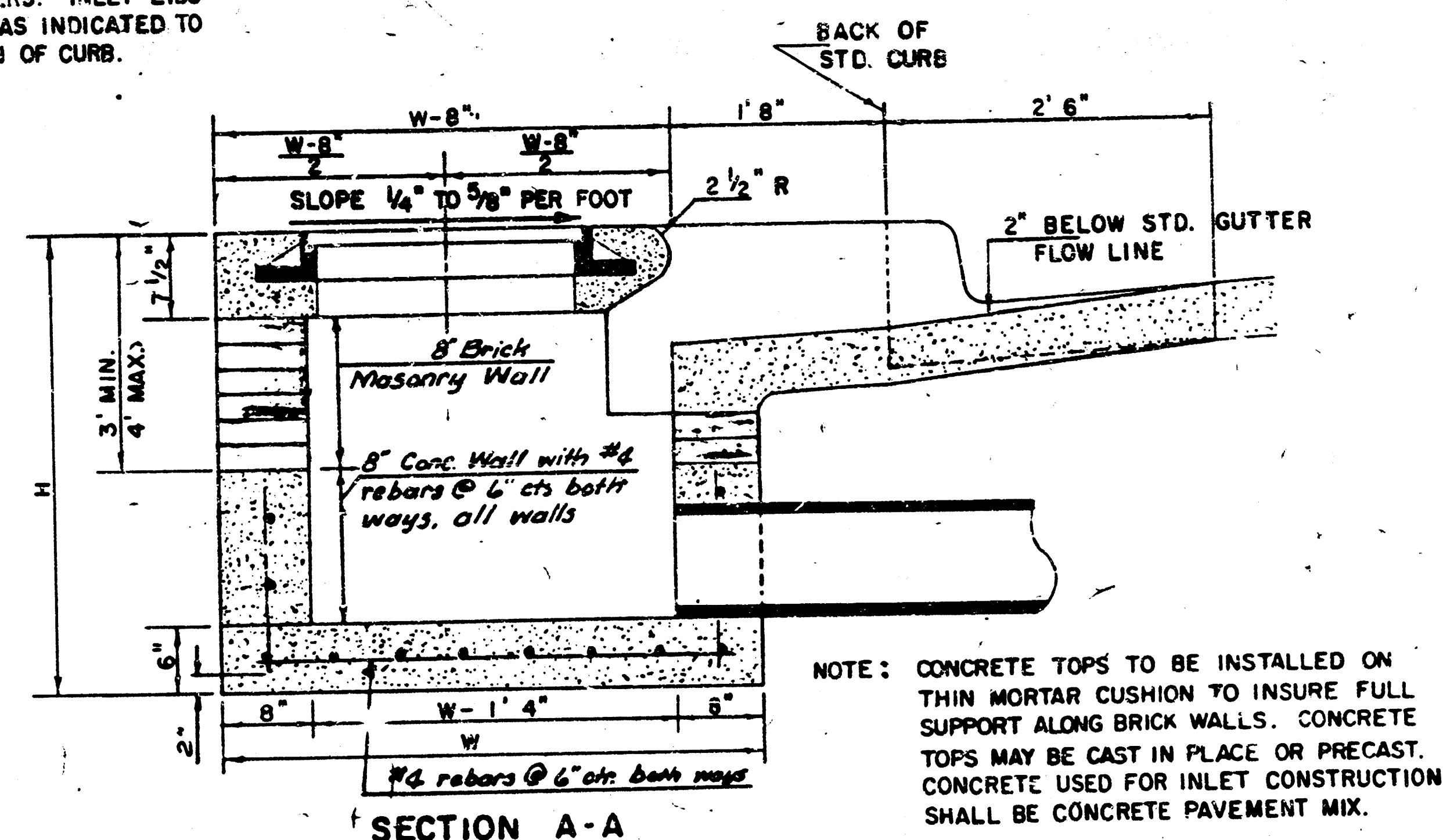
* NOTE: a2 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

BENDING DIAGRAM

W	PRE-CAST TOP SIZE	PIPE SIZE	CY. TO CONC.
4' 4"	3' 8" x 6' 4" x 7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4' 8" x 6' 4" x 7 1/2"	24" & 30"	0.51 ±
6' 4"	5' 8" x 6' 4" x 7 1/2"	36" & 42"	0.64 ±
7' 4"	6' 8" x 6' 4" x 7 1/2"	48" & 54"	0.77 ±
8' 4"	7' 8" x 6' 4" x 7 1/2"	60" & 66"	0.90 ±



SECTION C-C

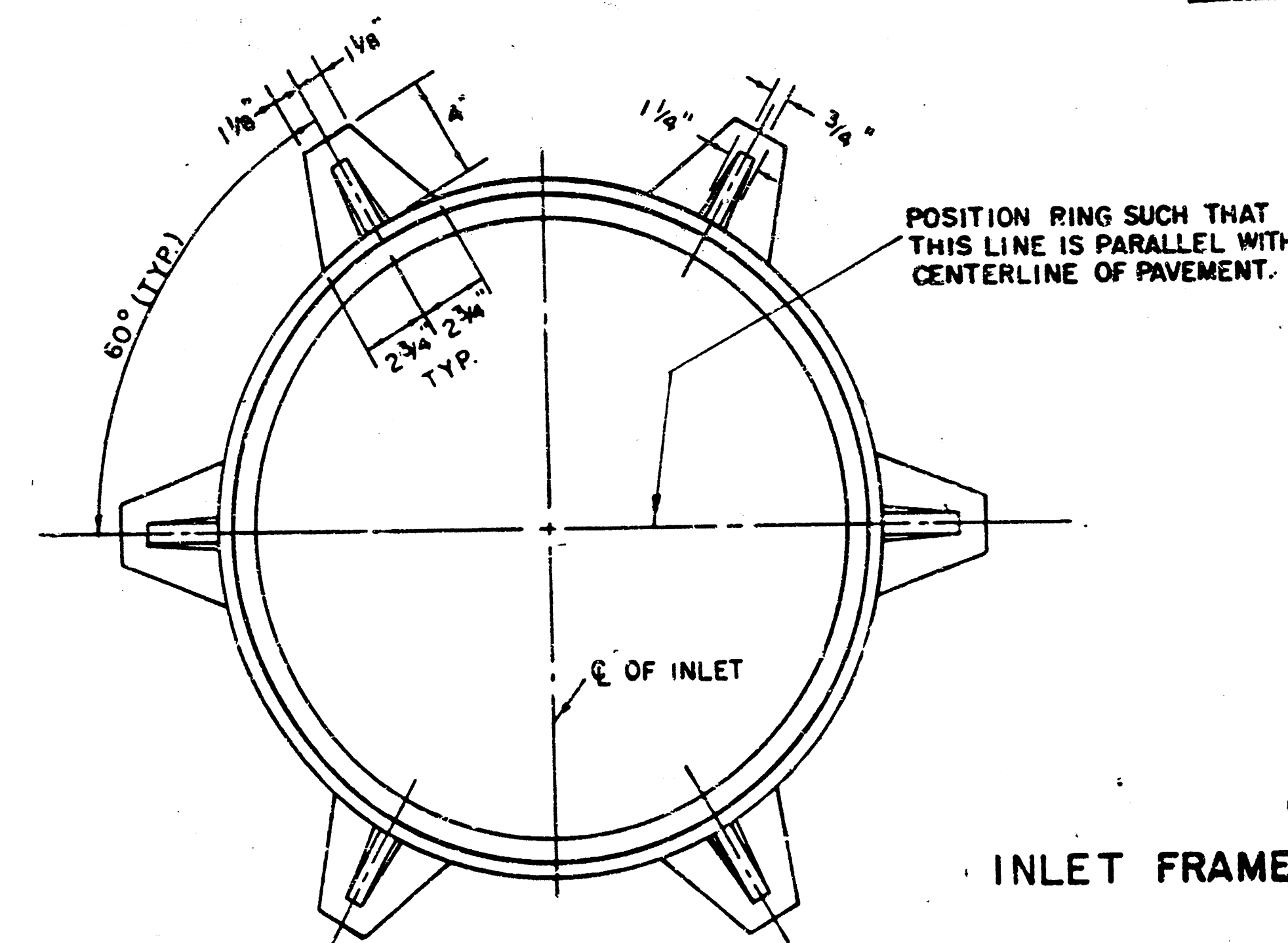
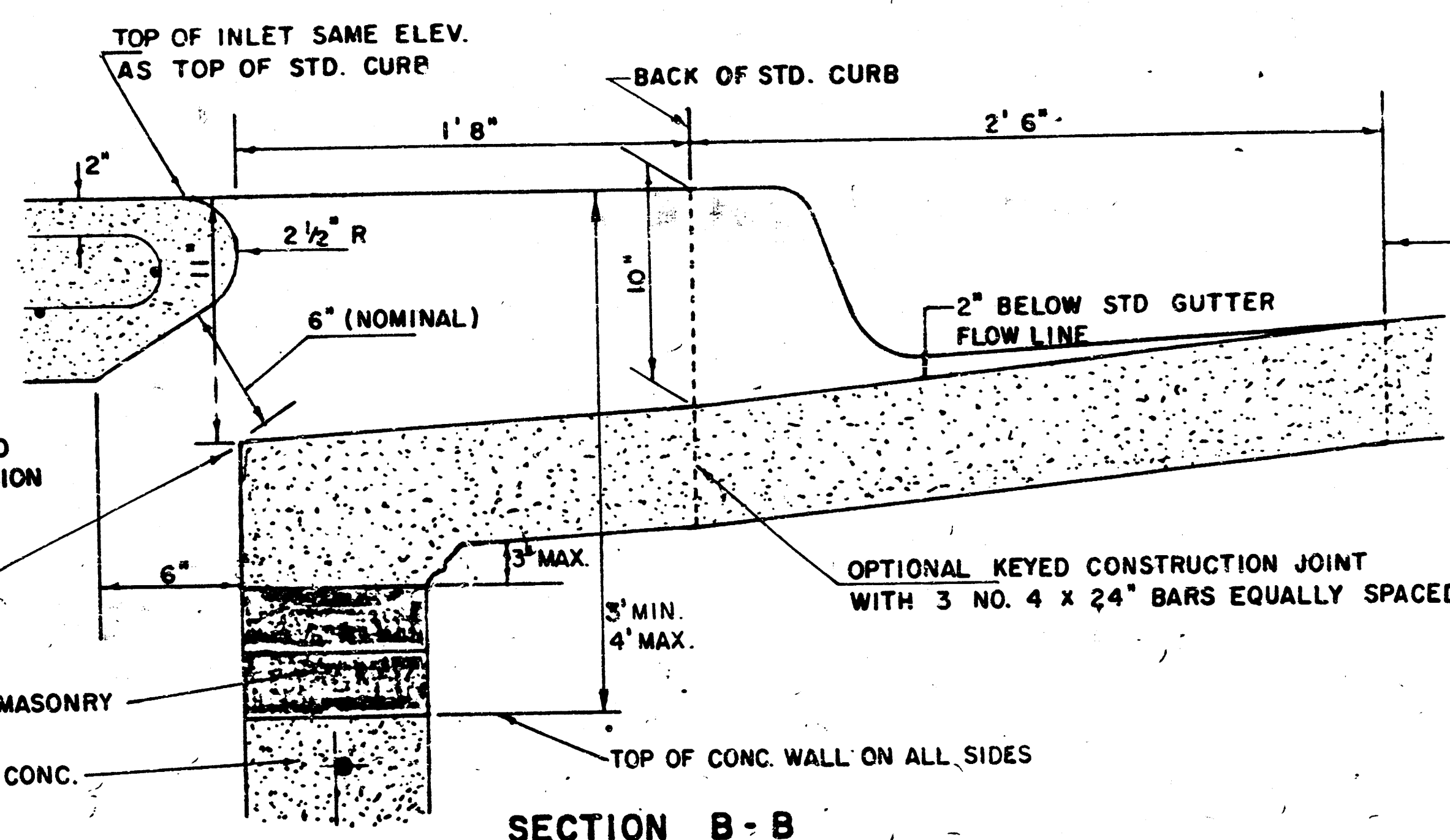


NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6' 4" AND H = 7' 0" OR LESS.

ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF-CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.

REVISED 12-21-1984 Proj. No. 472-76-245-81716-000-000-001

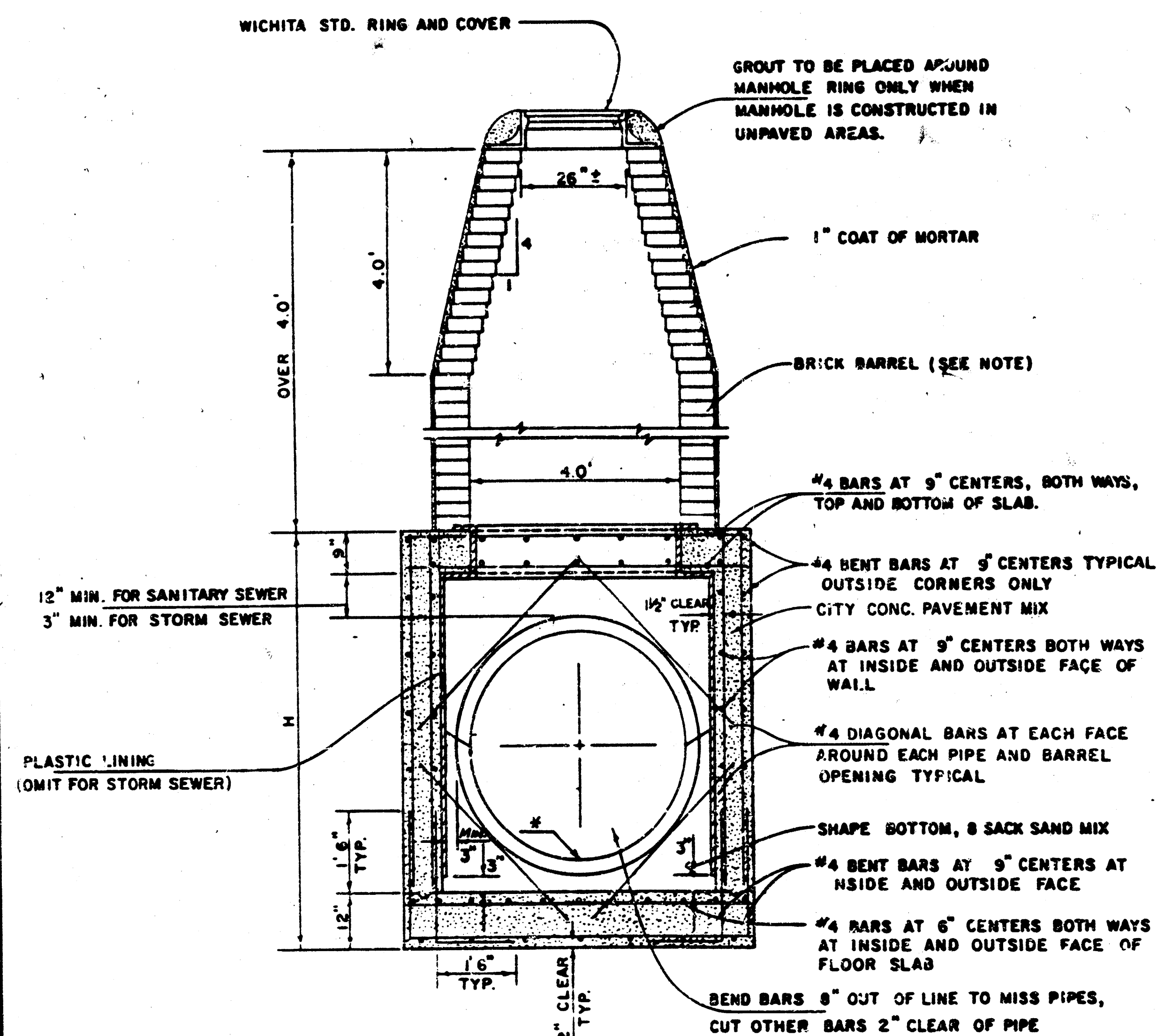
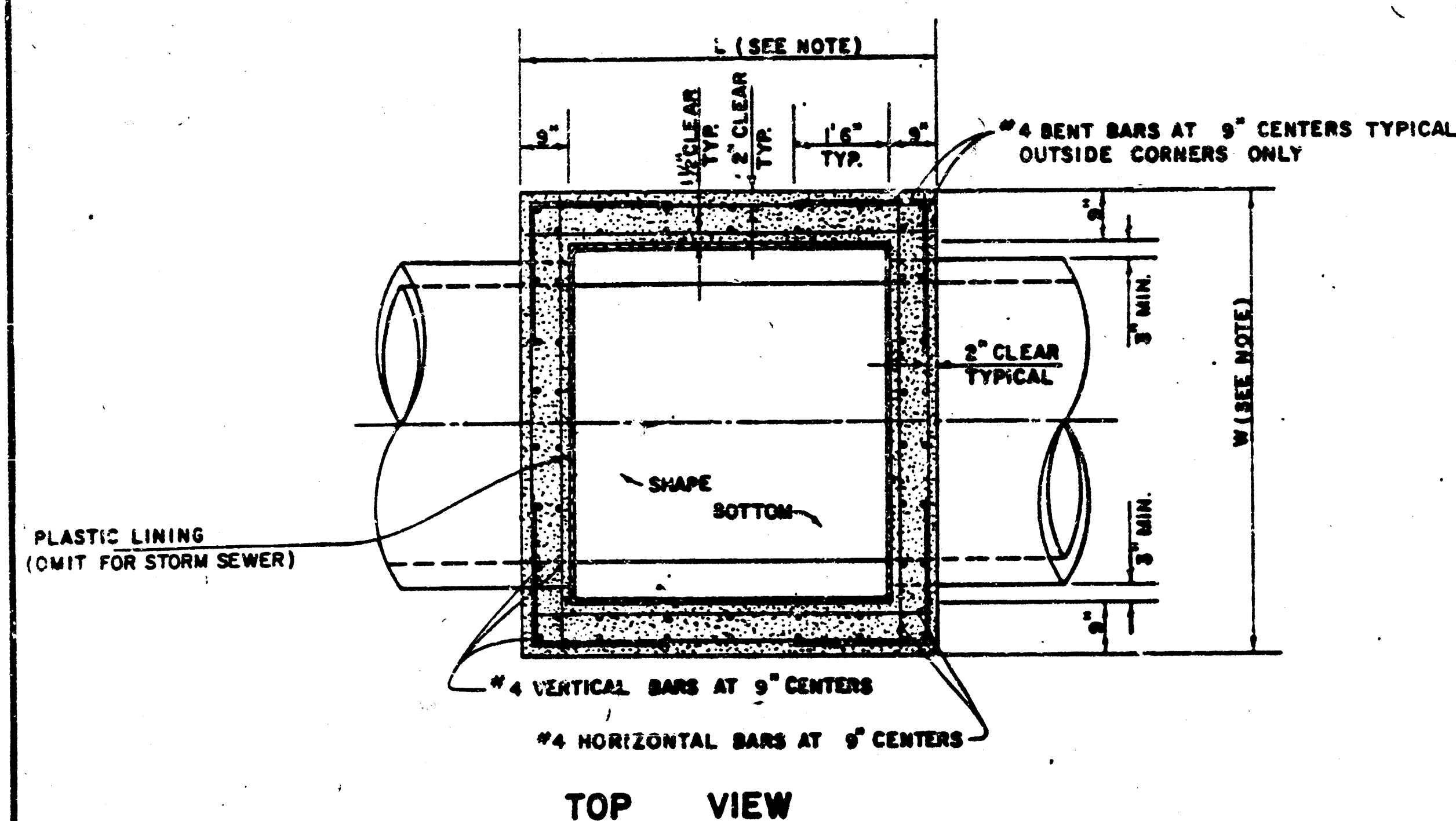
DETAIL STANDARD TYPE 1A CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 5' 0"

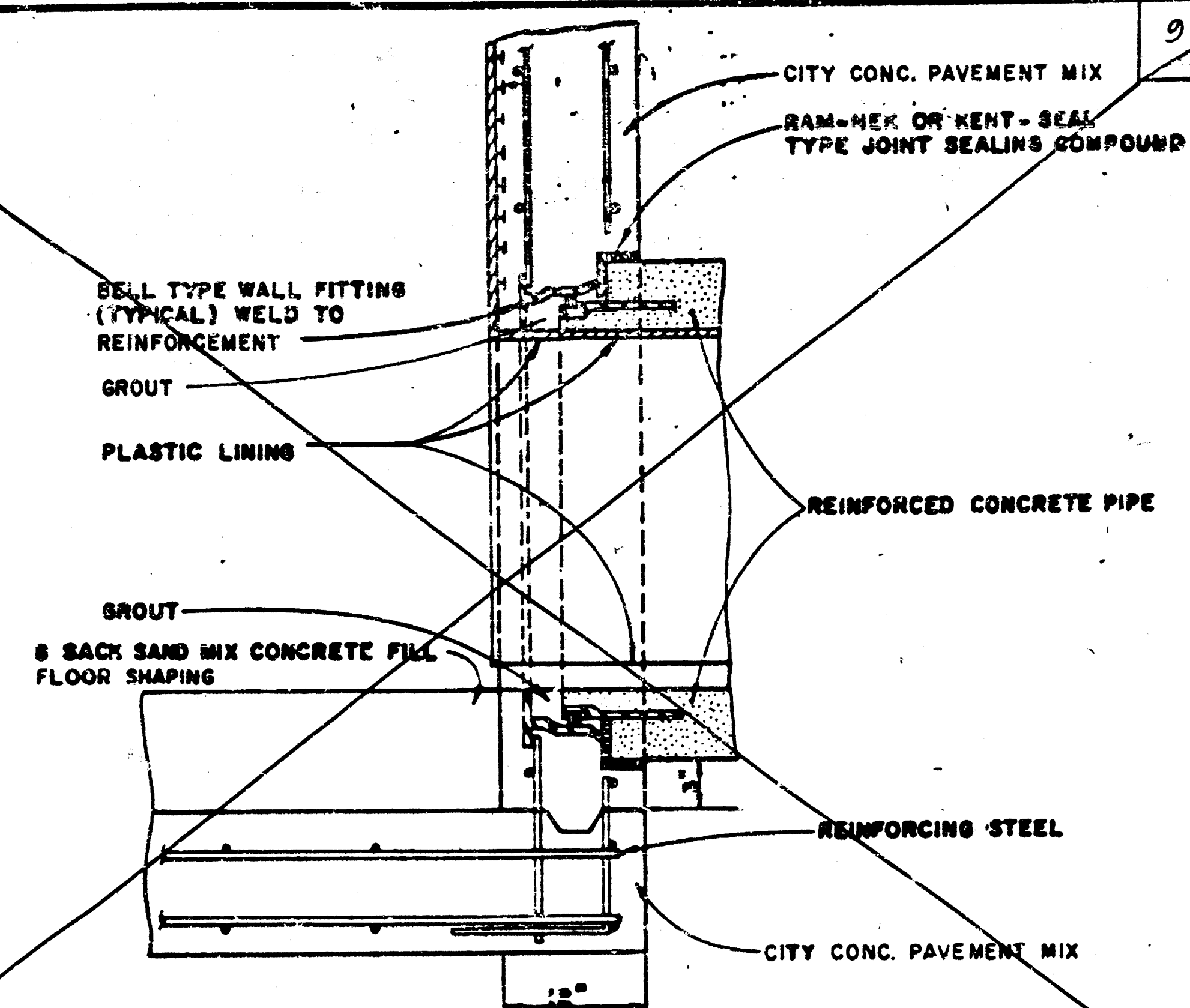
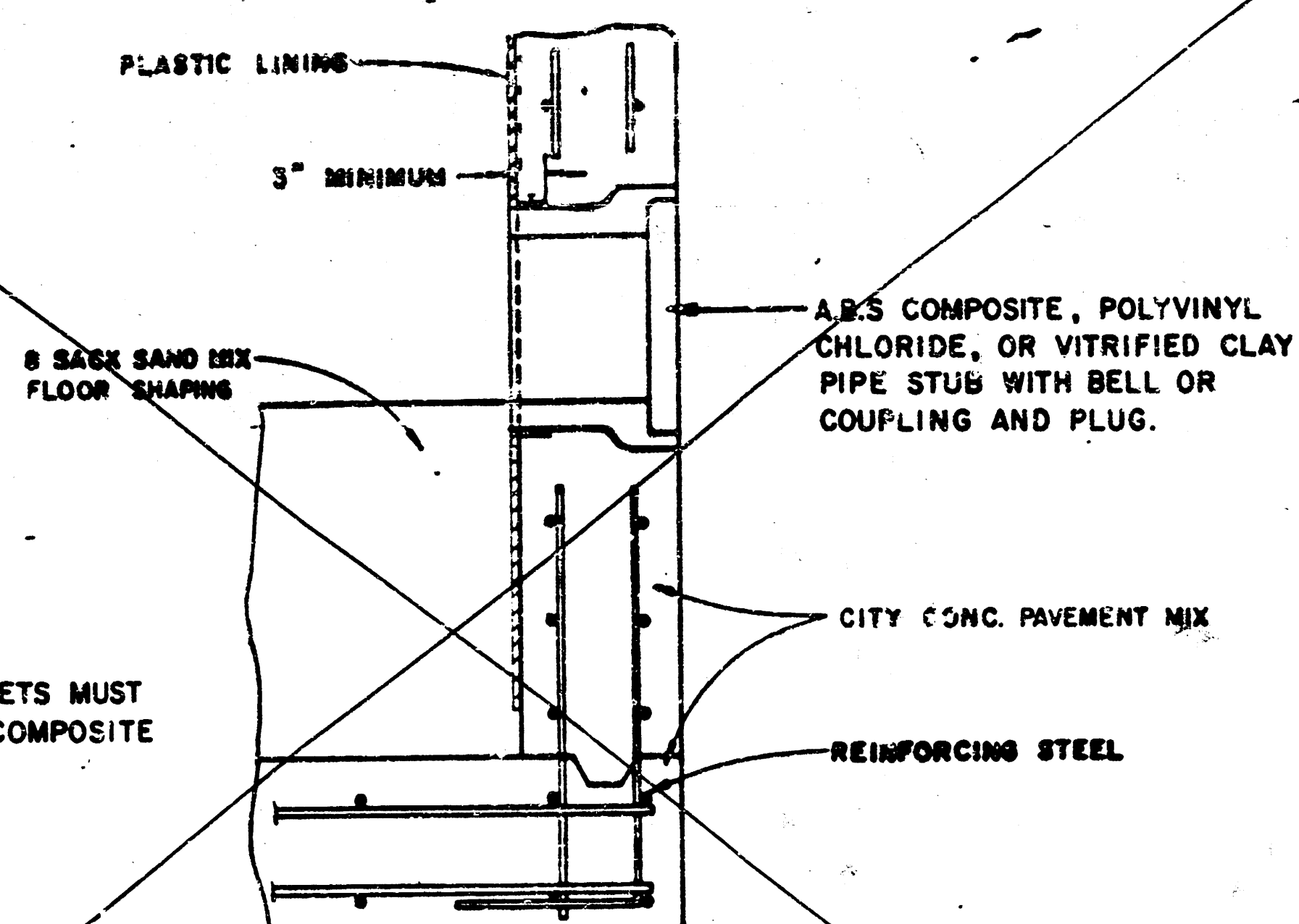
(L=6'-4")

JUNE 1984

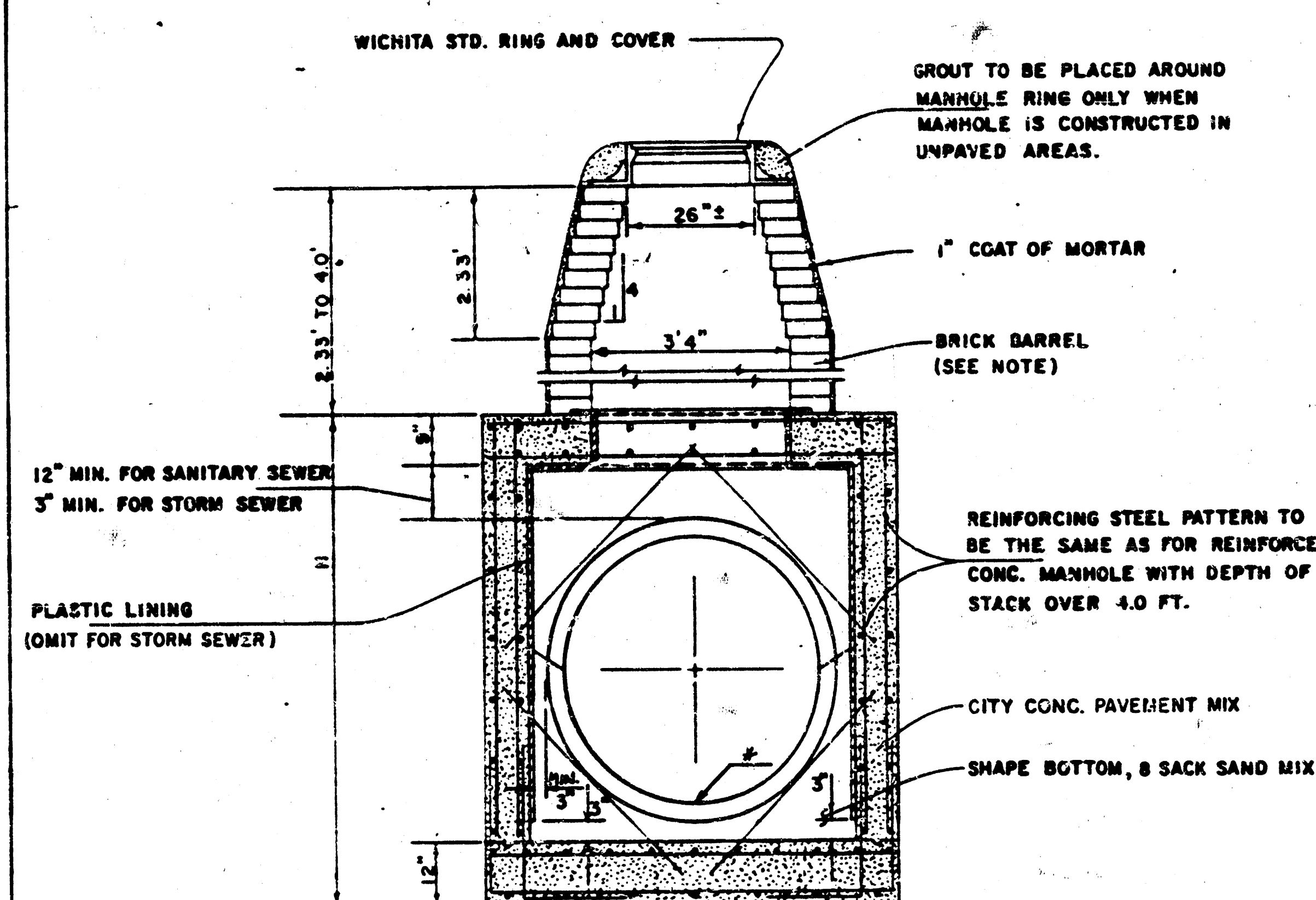


NOTE: WATERSTOP GASKETS MUST BE USED WITH A.B.S. COMPOSITE OR P.V.C. PIPE.

PIPE STUB DETAIL
SANITARY SEWER ONLY



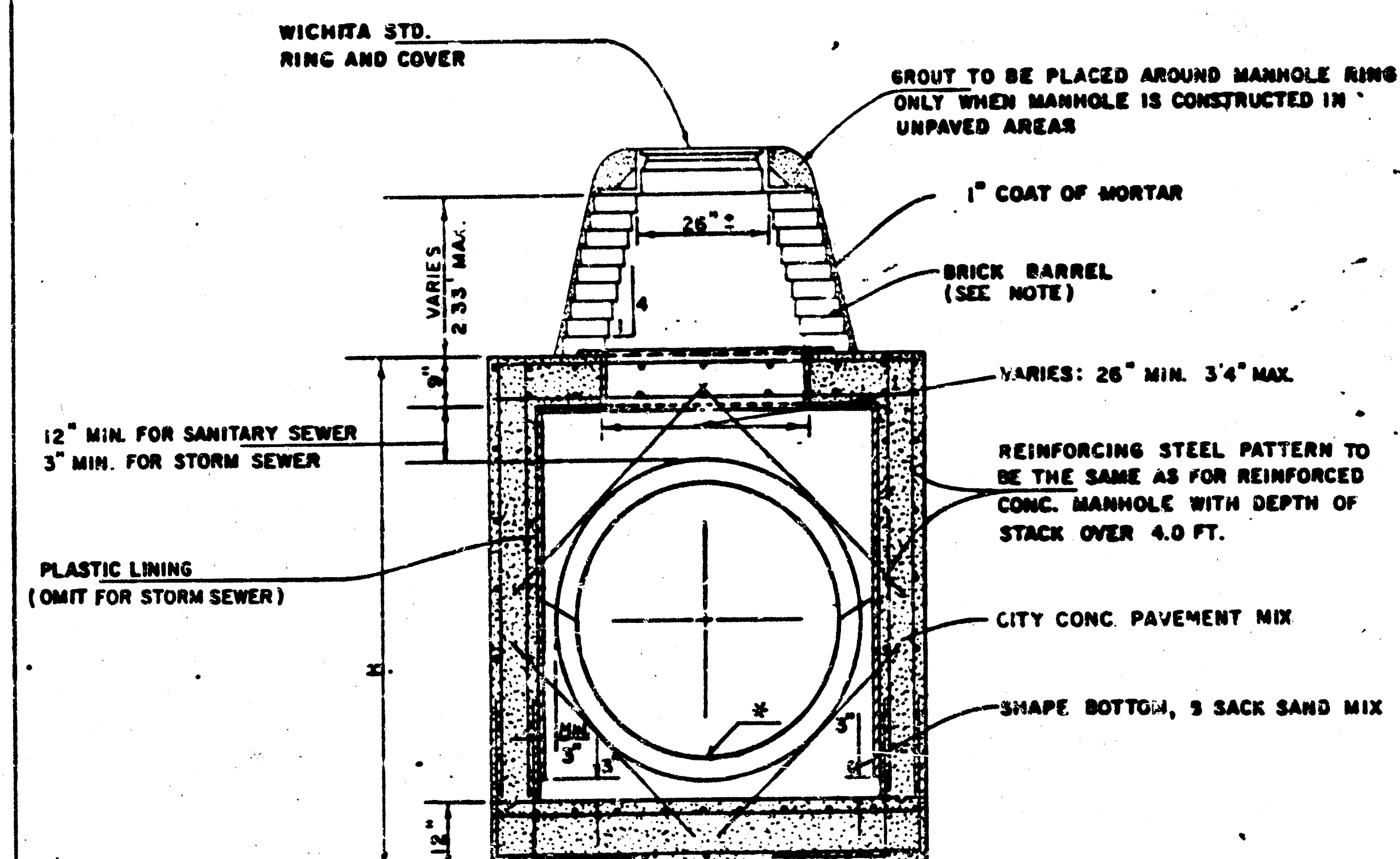
R.C.P. CONNECTION DETAIL
SANITARY SEWER ONLY



NOTE: BRICK BARRELS LESS THEN 16' DEEP SHALL HAVE 8" WALLS EXCEPT WHEN LOCATED WITHIN PUBLIC STREET OR ALLEY PAVEMENT THEN THE WALL SHALL BE 12". BRICK BARRELS MORE THEN 16' DEEP SHALL HAVE 12" WALLS. THE "L" AND "W" DIMENSIONS SHALL BE A MINIMUM OF 5'6" FOR BRICK BARRELS WITH 8" WALLS AND 6'2" FOR BRICK BARRELS WITH 12" WALLS WHEN THE BRICK BARRELS ARE OVER 4 FT. IN HEIGHT. COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATERTIGHT.

* R Elev. as called out on plan & profile

REINFORCED CONCRETE MANHOLE
DEPTH OF STACK: 0' TO 2.33'
SCALE 1" = 2'



REVISED 1-7-85 Proj. No. 472-76-245-B1716-000-000-001

STANDARD DETAILS
REINFORCED CONCRETE MANHOLES
CITY OF WICHITA

FEBRUARY 1984

MANHOLE FRAME AND COVER DETAIL

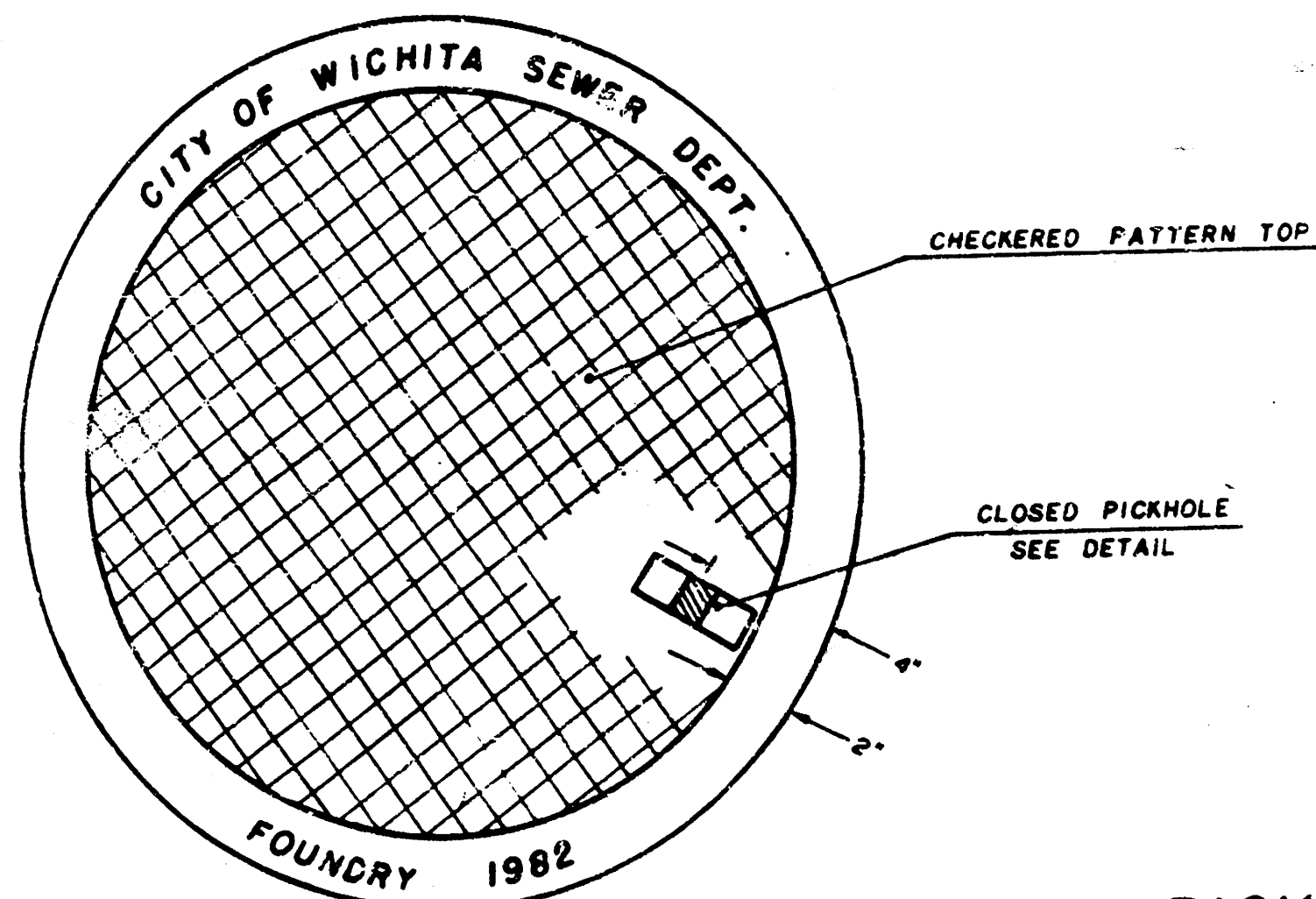
ADOPTED AS STANDARD DESIGN

BY

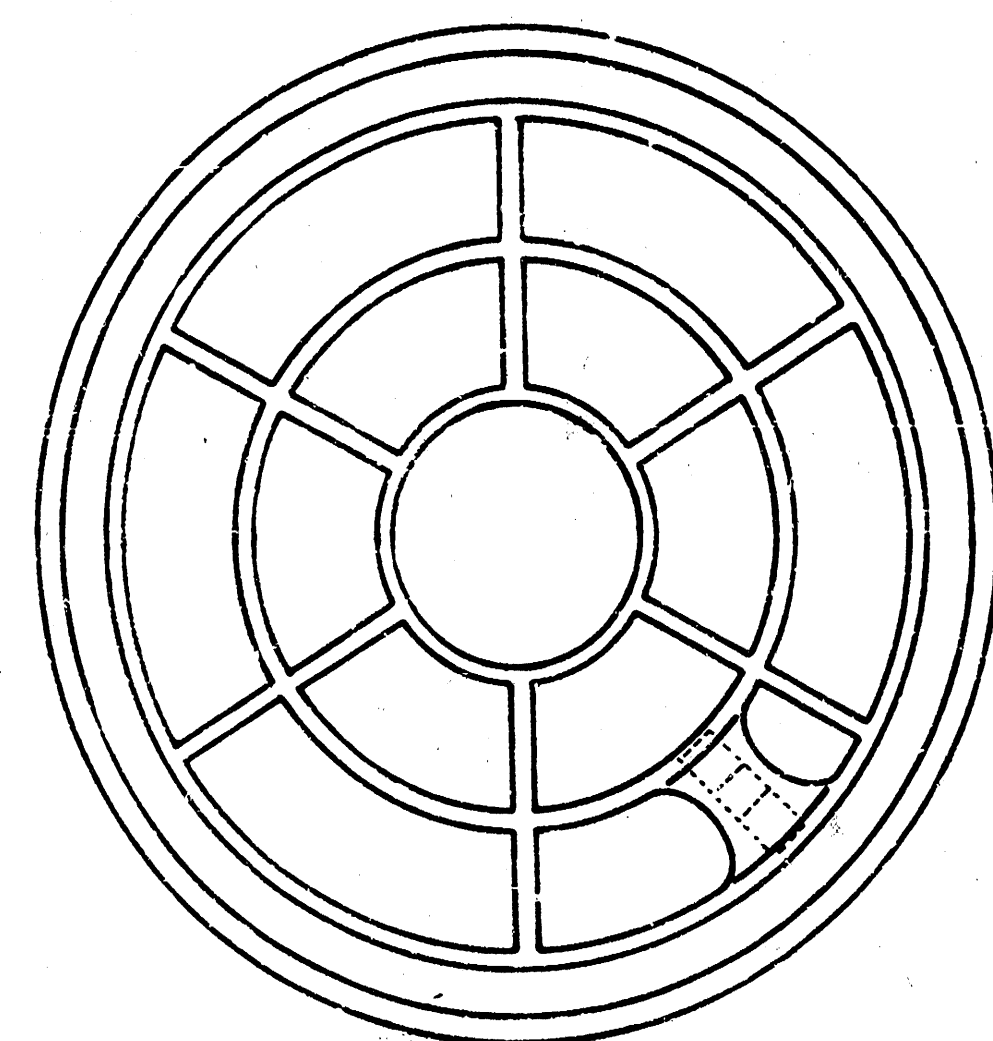
City of Wichita, Kansas

MANHOLE COVER

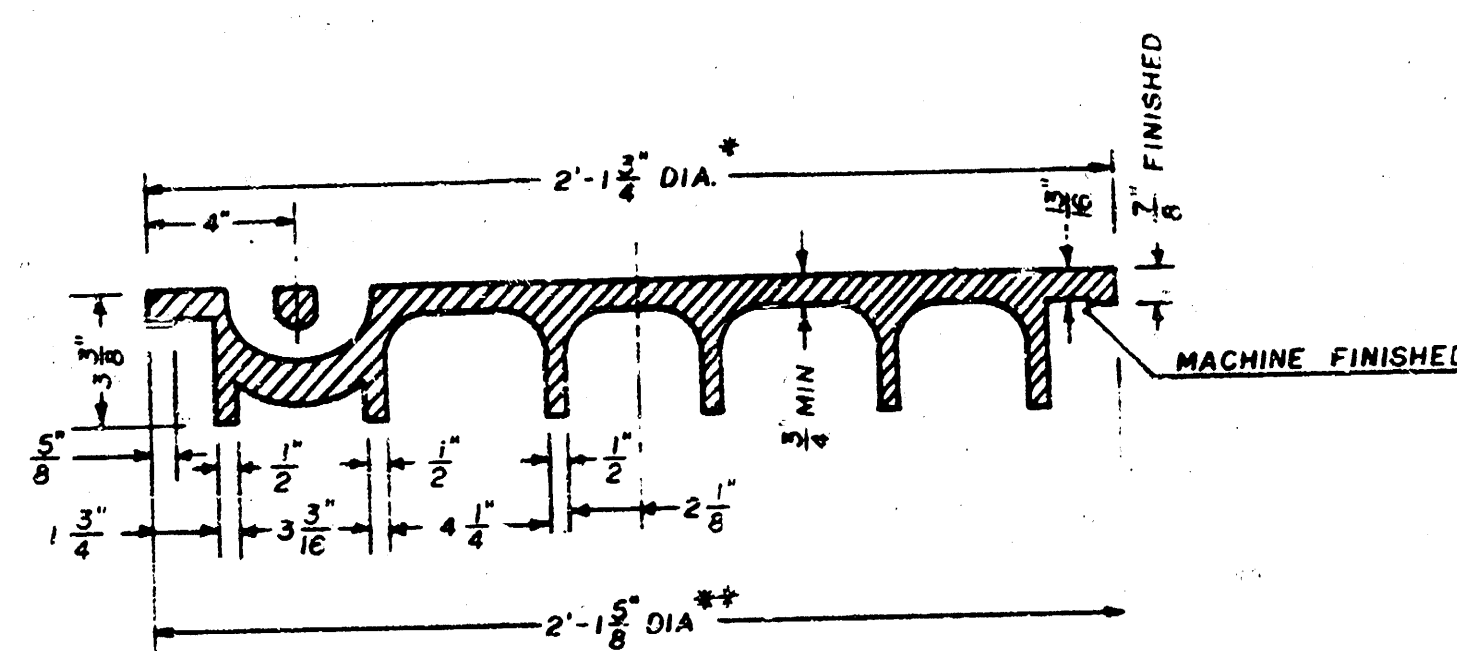
Weight: 180 Lbs.



TOP VIEW



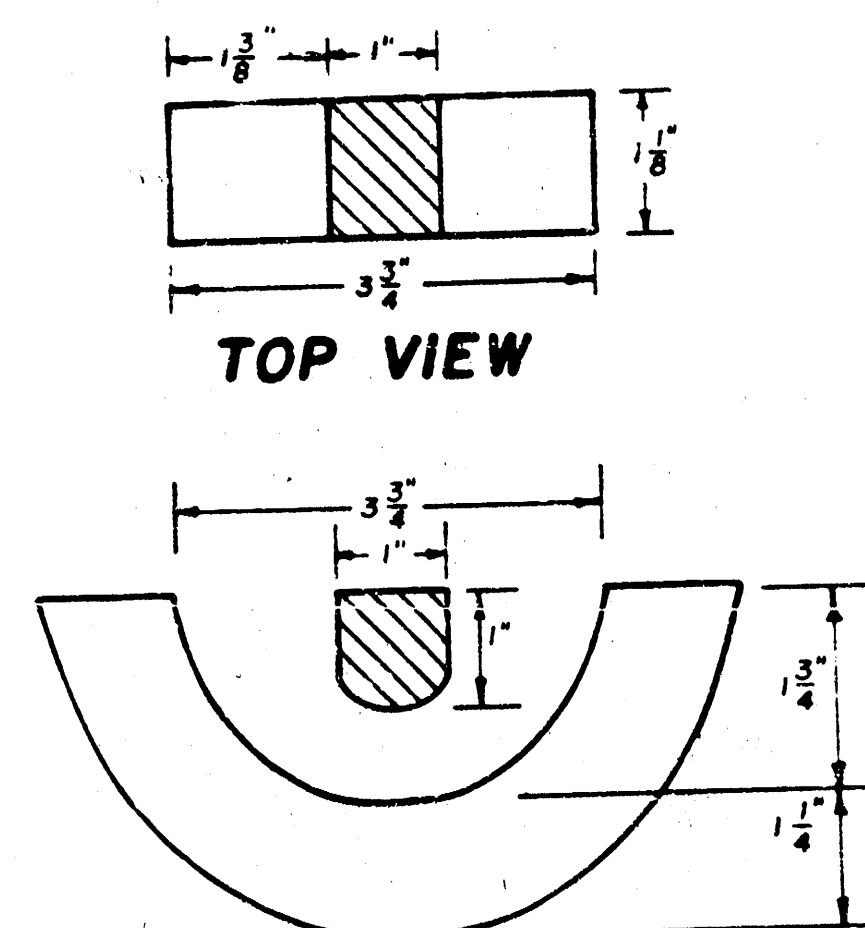
BOTTOM VIEW



SECTION VIEW

* OUTSIDE DIA. TOP OF COVER
** OUTSIDE DIA. BOTTOM OF COVER

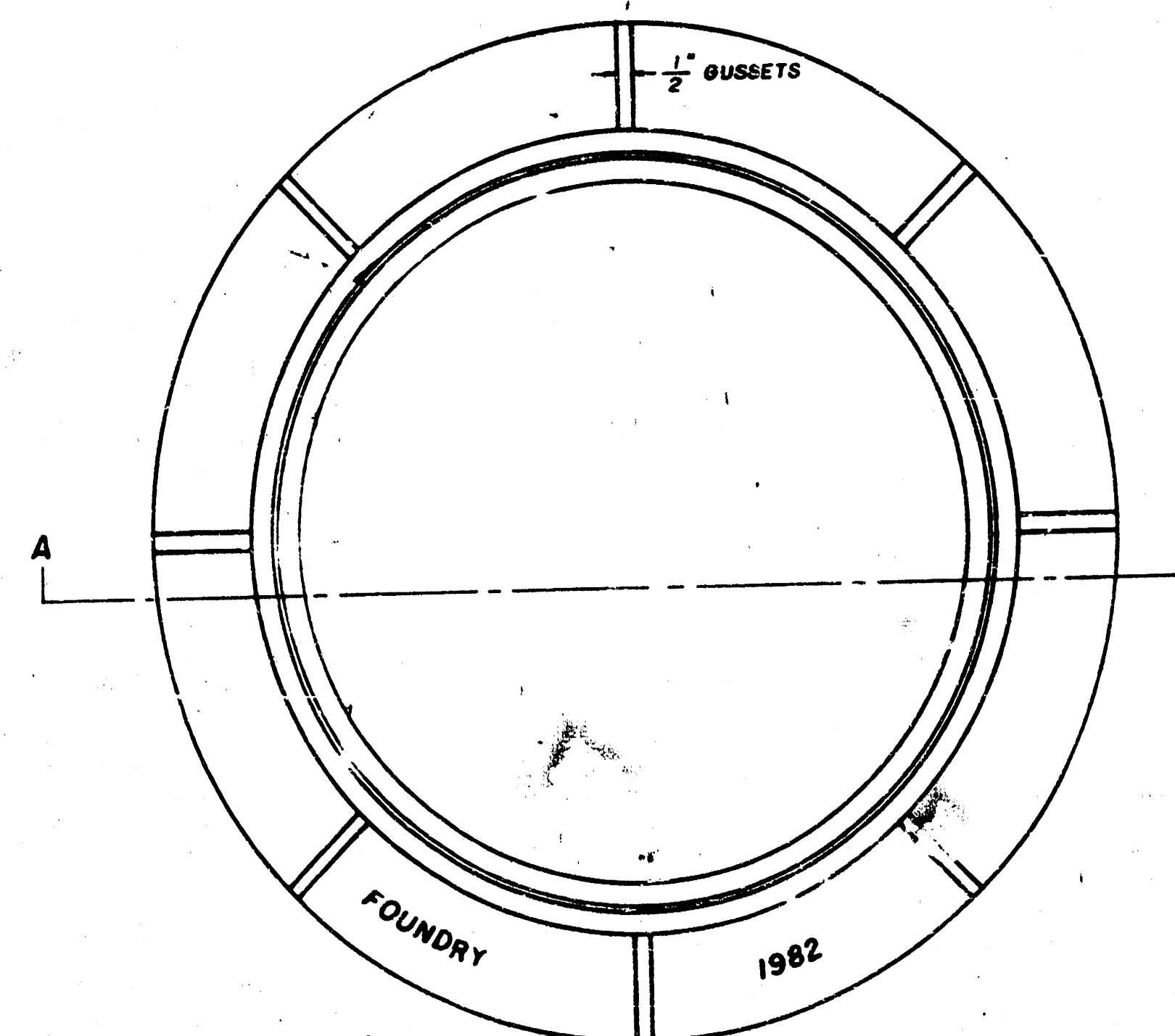
PICKHOLE DETAIL



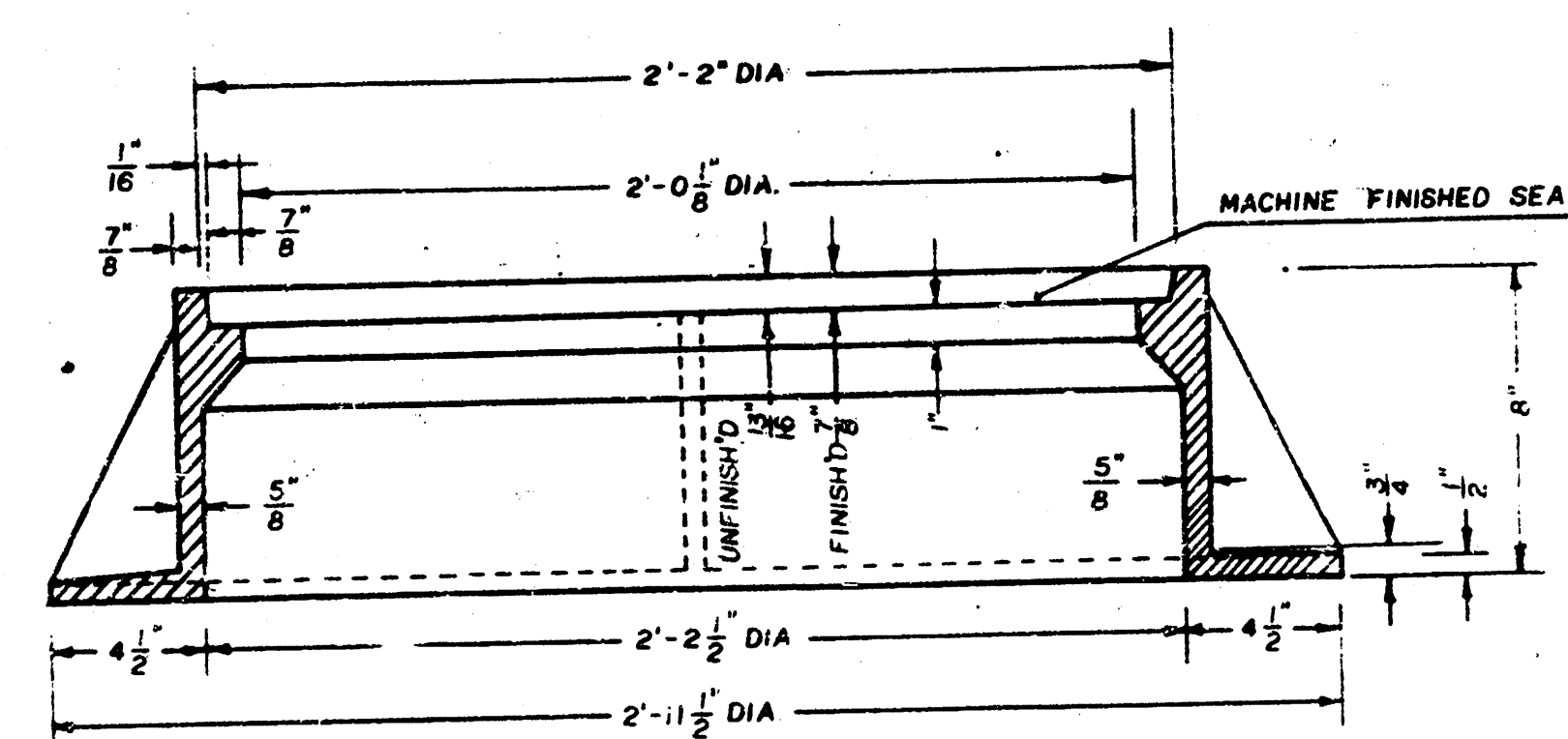
SECTION VIEW

MANHOLE FRAME

Weight: 240 Lbs.



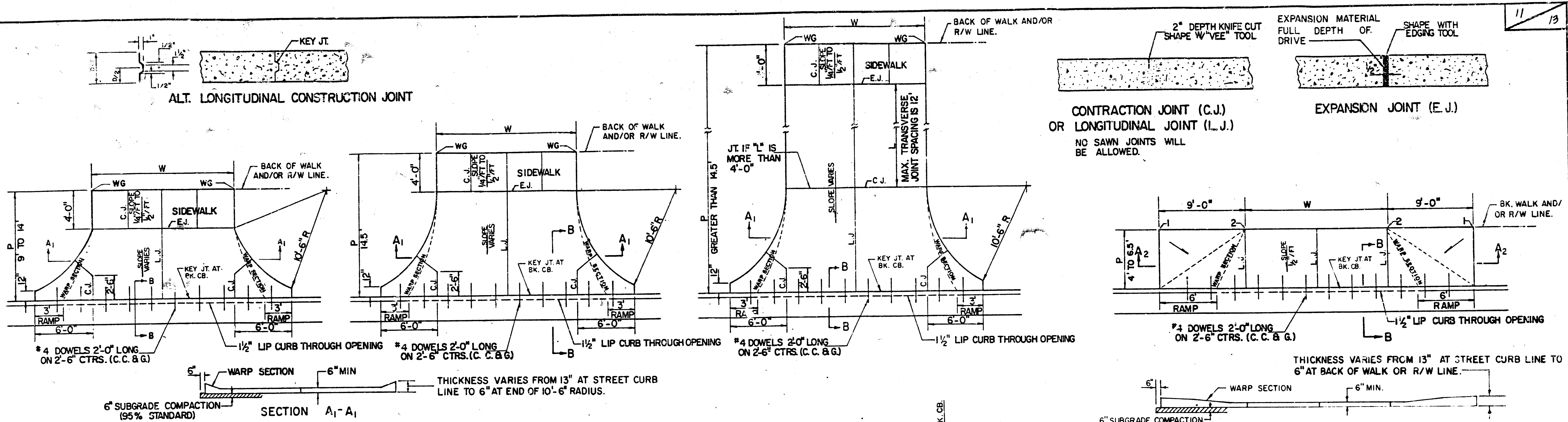
TOP VIEW



SECTION A-A

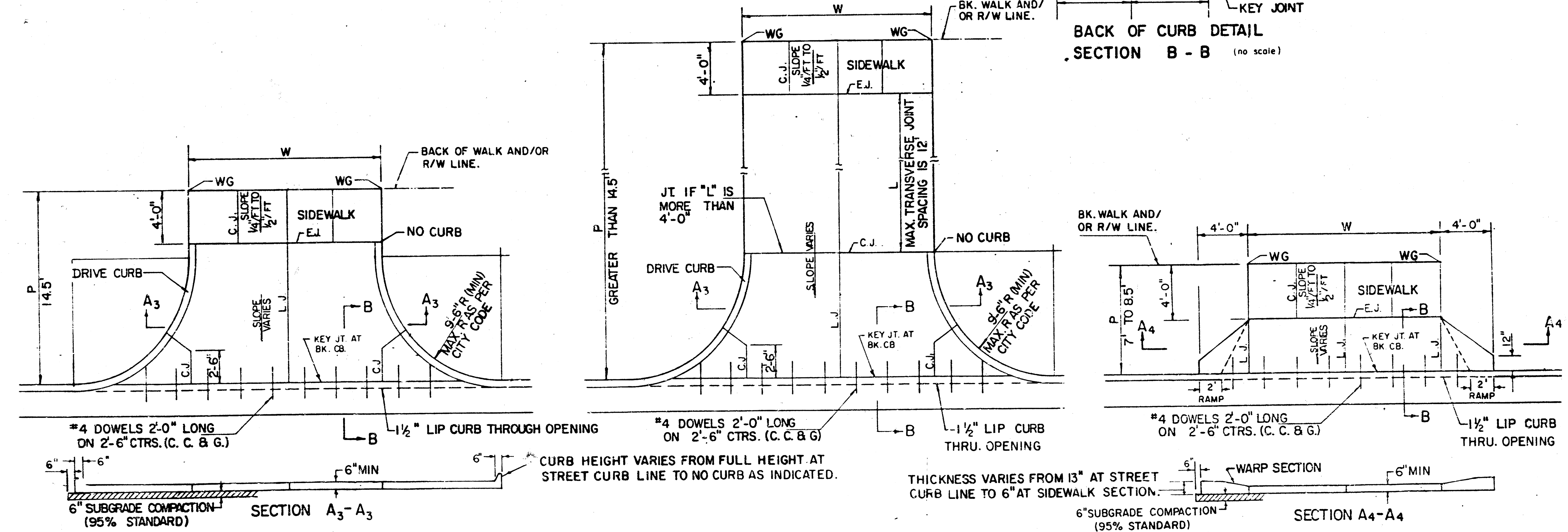
GENERAL NOTES

1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAIL DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER DEFECTS.
2. MANHOLE CASTINGS SHALL BE COATED WITH AN ASPHALT PAINT RESULTING IN A SMOOTH, TOUGH AND TENACIOUS COATING WHICH IS NOT BRITTLE OR TACKY.
3. MANHOLE CASTINGS SHALL BE MANUFACTURED SUCH THAT A COVER MANUFACTURED BY ANY ONE FOUNDRY WILL FIT INTERCHANGEABLY INTO A FRAME MANUFACTURED BY ANOTHER FOUNDRY AND STILL MEET ALLOWABLE CLEARANCES AND NON-ROCKING REQUIREMENTS. THIS WILL REQUIRE MANUFACTURING OF THE MATCHING FACES ON THE COVER AND THE FRAME TO CLOSE TOLERANCES.
4. THE OUTSIDE CIRCUMFERENCE OF THE VERTICAL FACE OF THE COVER AND THE INSIDE CIRCUMFERENCE OF THE VERTICAL FACE IN THE FRAME RECESS SHALL BE MANUFACTURED TO TOLERANCES SUCH THAT THE CLEARANCE BETWEEN THE COVER AND FRAME WILL NOT EXCEED 1/8" AT ANY POINT AROUND THE CIRCUMFERENCE OF THE COVER. THE SEATING SURFACES BETWEEN THE COVER AND FRAME SHALL BE MACHINED SUCH THAT THESE SURFACES SHALL MAKE FULL CONTACT FOR THEIR FULL CIRCUMFERENCE TO PRECLUDE THE COVER FROM ROCKING IN THE FRAME.
5. THE MANHOLE FRAME AND COVER SHALL BE MARKED WITH LETTERING INDICATING THE NAME OF THE MANUFACTURER AND THE YEAR WHEN THE COVER OR FRAME WAS CAST. THE COVER SHALL BE FURTHER IDENTIFIED WITH REGARDS TO OWNERSHIP USING LETTERS AT LEAST 1" IN HEIGHT. THIS IDENTIFICATION SHALL BE "CITY OF WICHITA SEWER DEPARTMENT". THE WORD DEPARTMENT MAY BE ABBREVIATED. THE TEXTURE OF THE TOP SURFACE OF THE COVER SHALL BE MANUFACTURED IN A CHECKERED PATTERN DESIGN AS INDICATED ON THE DRAWINGS. SMOOTH BLOCKOUTS SHALL BE UTILIZED TO HIGHLIGHT THE LETTERING ON THE COVER SURFACE. THE TOTAL AREA OF SMOOTH SURFACE BLOCKOUT SHALL NOT EXCEED THE AREA AS INDICATED ON THE DRAWING. POSITIONING OF SMOOTH BLOCKOUTS AND LETTERING MAY VARY FROM THAT SHOWN ON THE DETAILED DRAWING.



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	-1.19'	-1.16'	-1.13'	-1.10'	-1.06'	-0.90'	-0.09'	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 CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)

PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-1.15'	-1.16'	-1.17'	-1.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-2.25'	-2.20'	-2.20'	-2.20'

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

- GENERAL NOTES**
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL 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 6'. AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
 - DOSEL 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" W4-W6 HELDED 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 WHENEVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVEWAY 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
PROJECT NUMBER
472-76-245-8/716-000-001

