SHEET NO.	TOTAL SHEETS
1	9

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

STREET IMPROVEMENTS

O'NEIL/MILSTEAD - E.L. 119TH STREET WEST TO W.L. FIRST STREET
O'NEIL - E.L. MILSTEAD TO W.L. PARKRIDGE

IN

WESTLINK VILLAGE EIGHTEENTH ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-80001-000-000-022

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA
Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____
Paving CLB 12-17-86

1626

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.

INDEX OF SHEETS

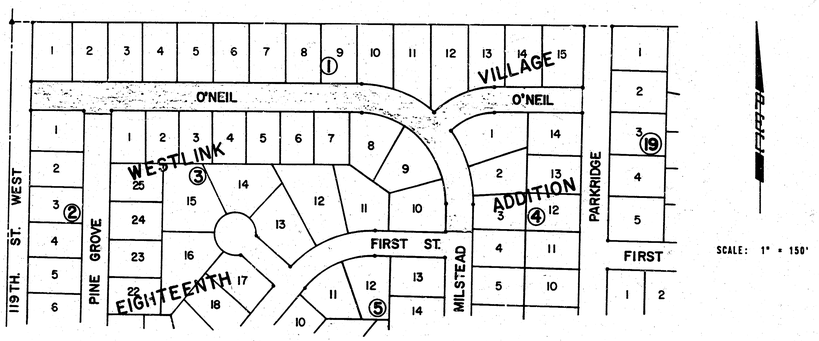
PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: R.R. SPIKE SOUTH FACE 14" HACKBERRY 29'±N. OF FIRST STREET ● EAST LINE WESTLINK VILLAGE 18TH ADDITION. ELEV.=151.86

BENCH MARK: CHISELED "O" NORTHEAST CORNER STORM DRAIN INLET, EAST SIDE PARKRIDGE 40'± NORTH OF NORTH CURB OF O'NEIL EXTENDED. ELEV.=150.96

BENCH MARK: R.R. SPIKE EAST FACE HEDGE TREE 58'± EAST OF WEST 1/4 CORNER, SEC. 19, T27S, R1W. ELEV.=159.59



SCALE: 1" = 150'

GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED OR REMOVED AS NECESSARY BY OTHERS PRIOR TO OR DURING 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 AVAILABLE 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 PLAN LOCATIONS ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

All Water Line Stubs Shall Be Installed Per City of Wichita Standard 14533 For Water Line Installation.

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.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITH ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN 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 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.

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.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED ON SITE. NO EXCESS MATERIAL SHALL BE WASTED WITHIN STREET RIGHT-OF-WAY. THE CONTRACTOR SHALL CONTACT THE OWNER AT 722-6924 FOR INFORMATION PERTAINING TO ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF WASTE MATERIAL. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

DECEMBER, 1986

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

CHARLES G. BROWN
LICENSED
7581
KANSAS
PROFESSIONAL ENGINEER

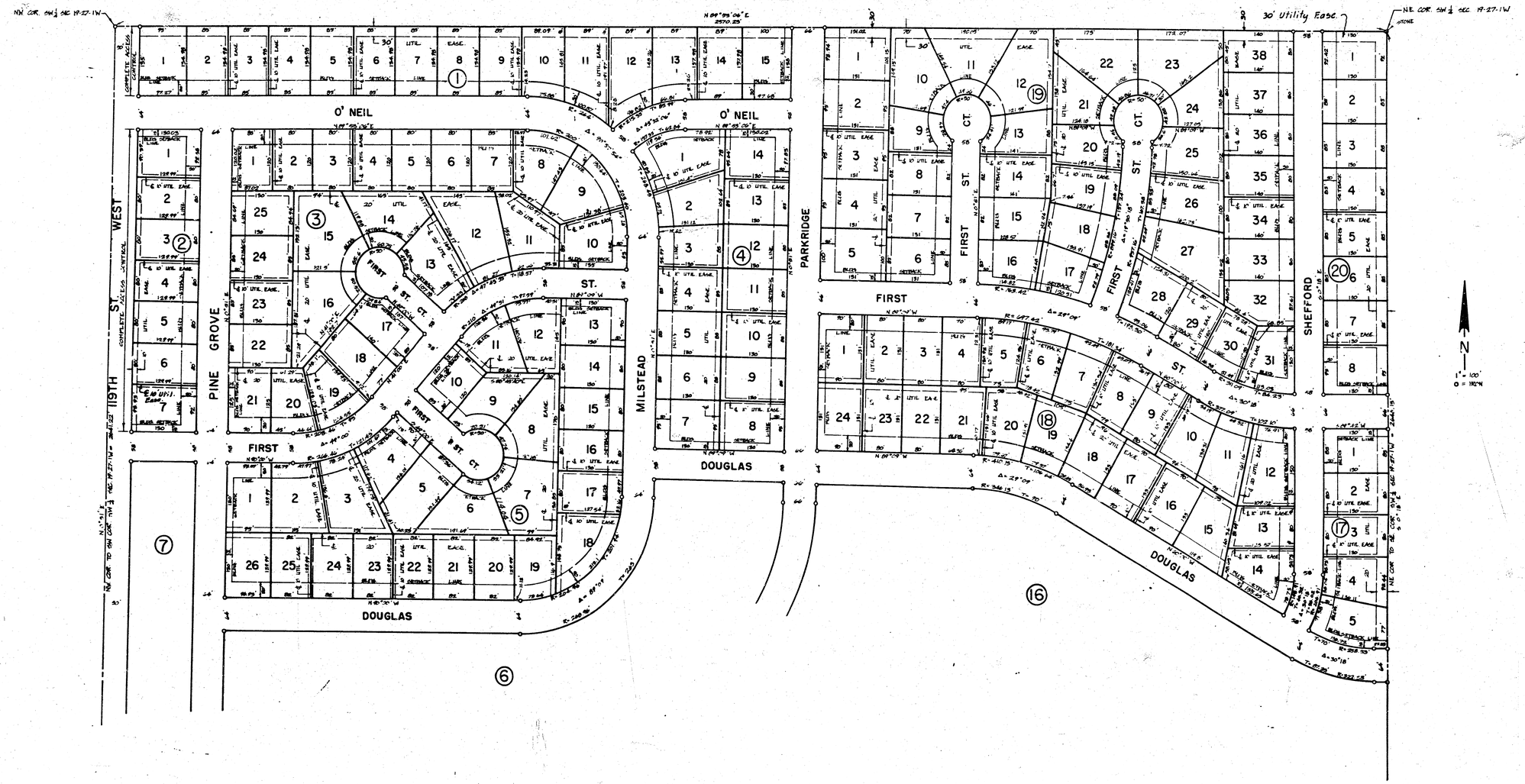
1/9

H-1 5-23

WESTLINK VILLAGE EIGHTEENTH ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS

SHEET 2 OF 3 SHEETS

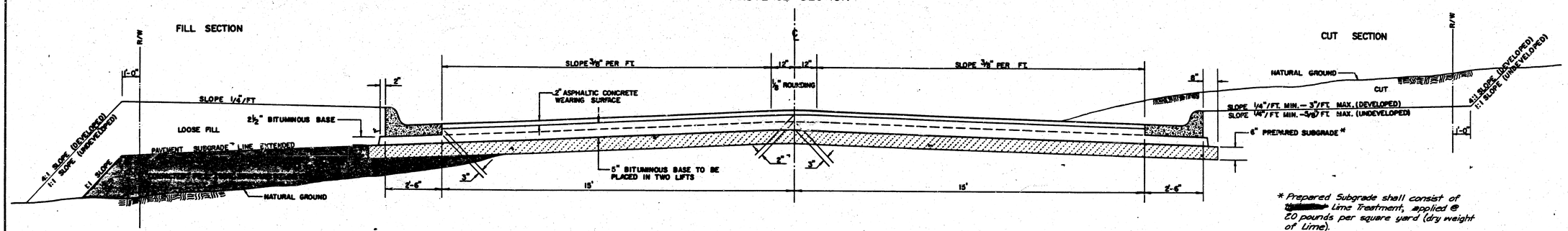


H-1 5-23

Sheet 2 of 9 2/9

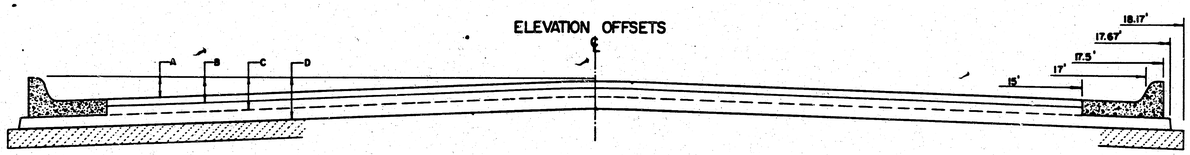
TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION



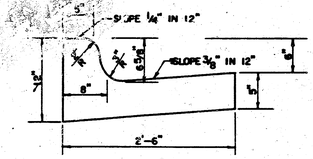
* Prepared Subgrade shall consist of [redacted] Lime Treatment, applied @ 20 pounds per square yard (dry weight of Lime).

ELEVATION OFFSETS

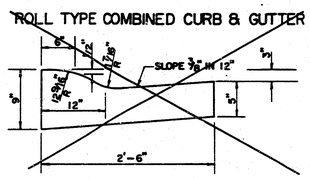


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP 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	0.52	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



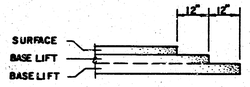
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS

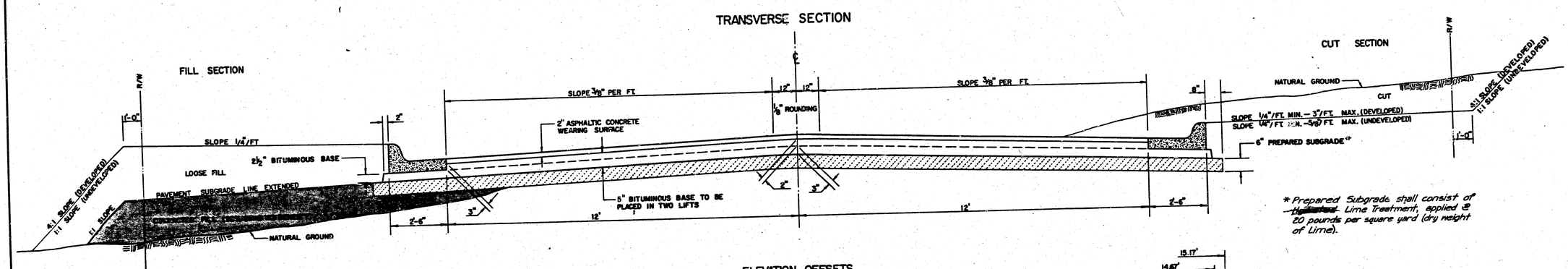


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

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

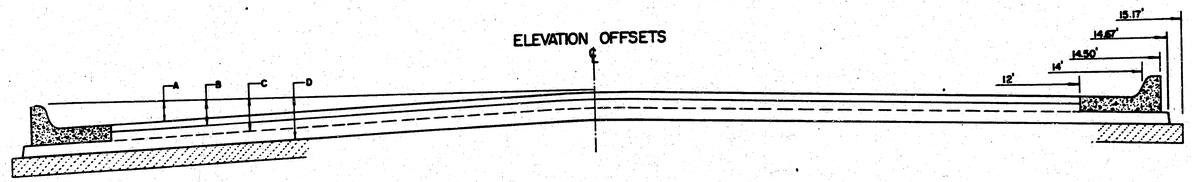
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION



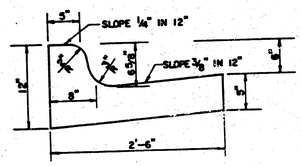
*Prepared Subgrade shall consist of ~~Hydrated~~ Lime Treatment, applied @ 20 pounds per square yard (dry weight of Lime).

ELEVATION OFFSETS

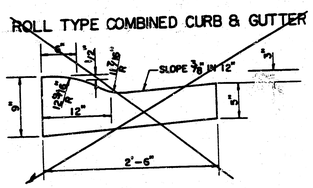


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.90	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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).
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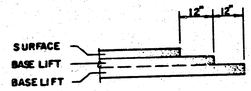
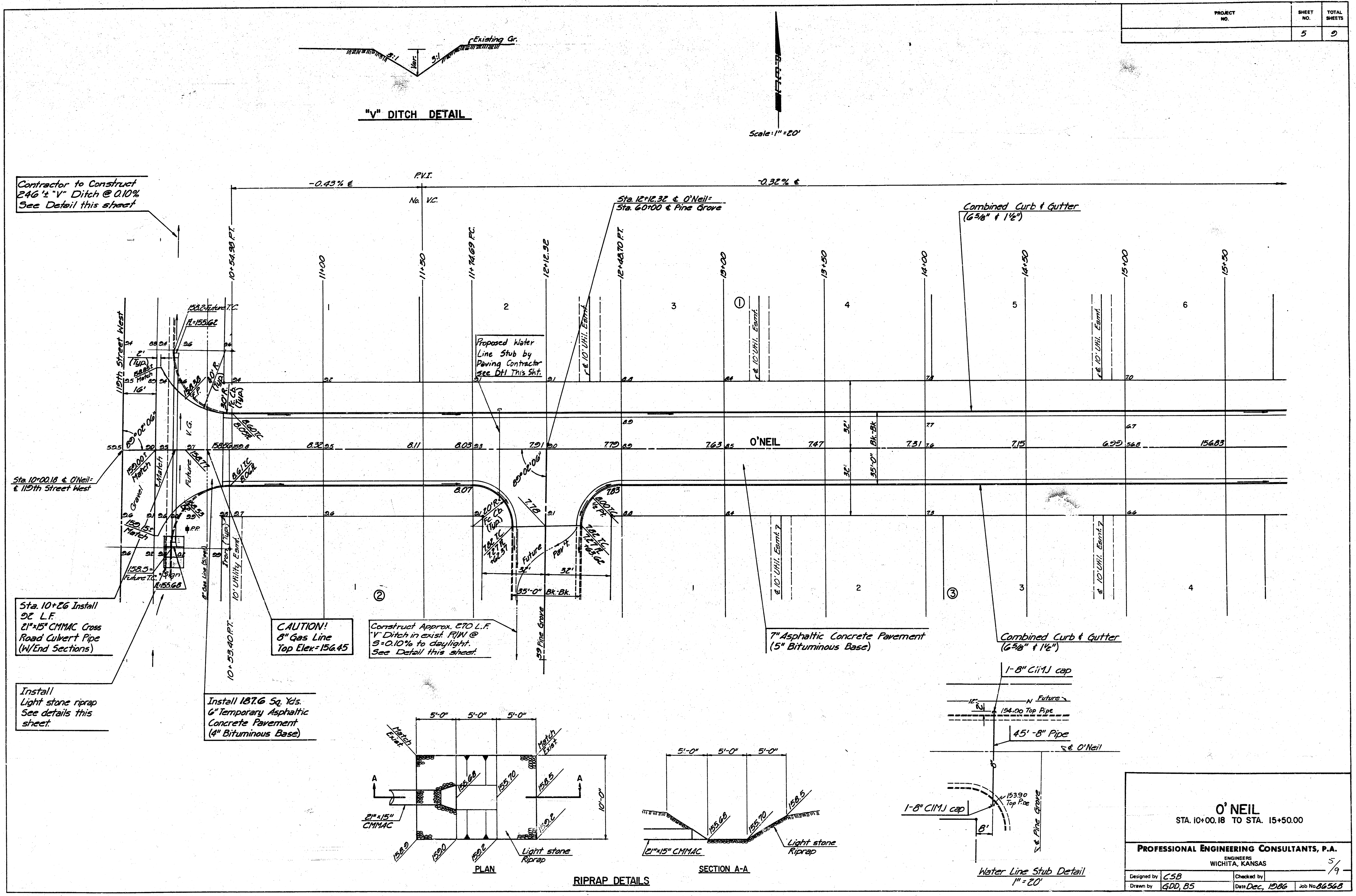
TRANSVERSE CONSTRUCTION JOINTS



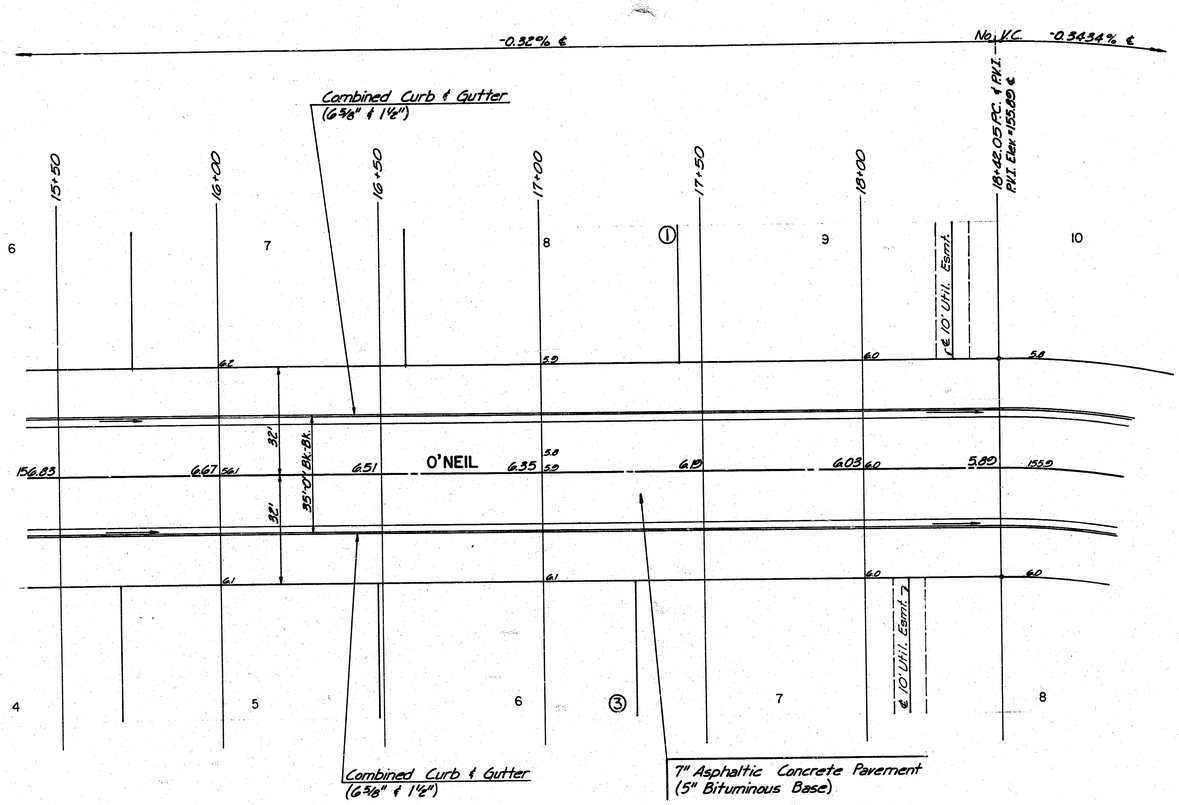
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER 4/9



PROJECT NO.	SHEET NO.	TOTAL SHEETS
	6	9

Scale: 1"=20'



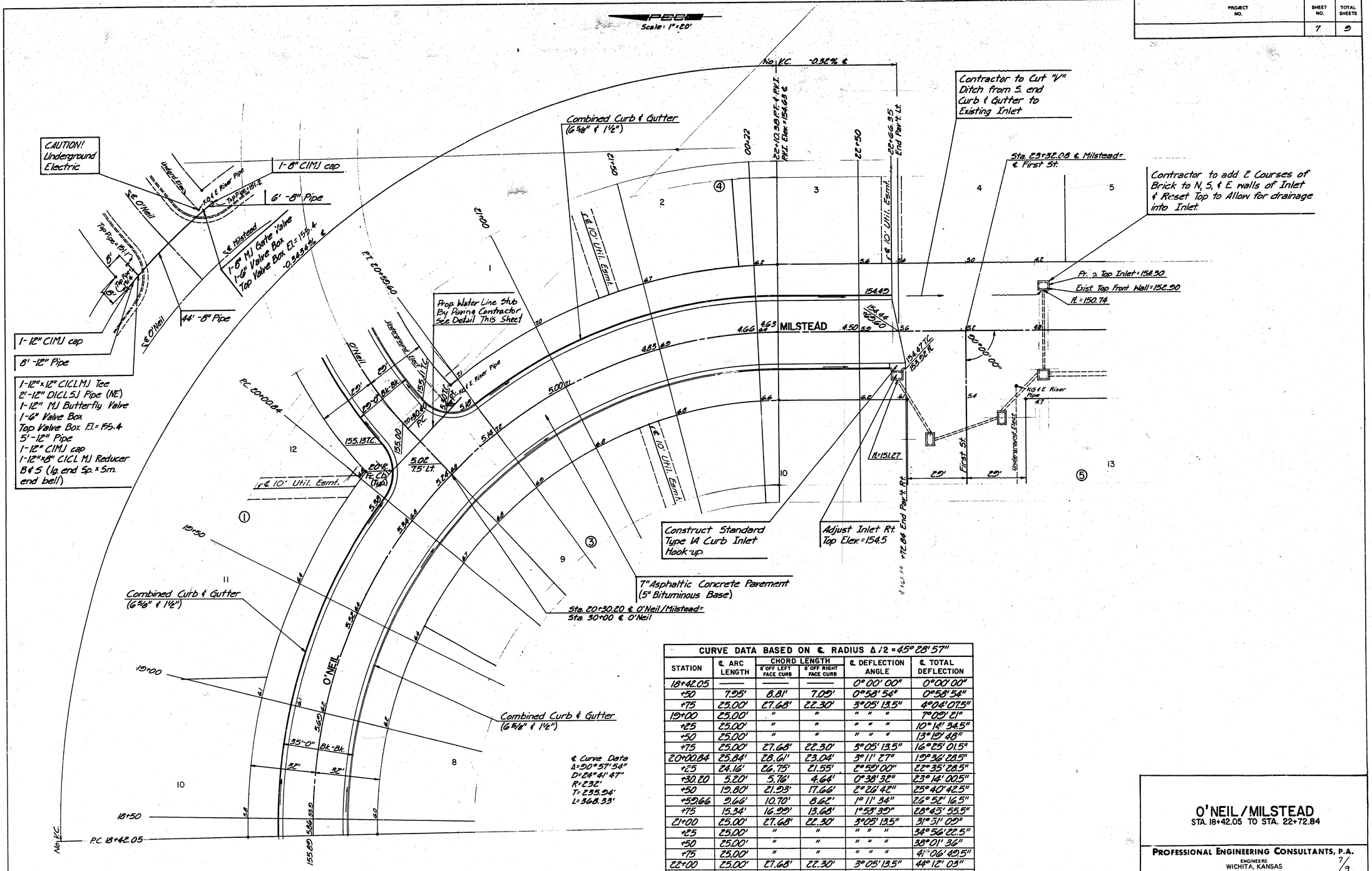
O' NEIL
STA. 15+50.00 TO STA. 18+42.05

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

6/9

Designed by	CSB	Checked by	
Drawn by	GDD, BS	Date Dec., 1986	Job No 86568

PROJECT NO.	SHEET NO.	TOTAL SHEETS
	7	9



CURVE DATA BASED ON ℄ RADIUS Δ/2 = 45°28'57"					
STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	℄ DEFLECTION ANGLE	℄ TOTAL DEFLECTION
18+42.05	——	——	——	0°00'00"	0°00'00"
+50	7.95'	8.81'	7.09'	0°58'54"	0°58'54"
+75	25.00'	27.68'	22.30'	3°05'13.5"	4°04'07.5"
19+00	25.00'	"	"	" " "	7°09'21"
+25	25.00'	"	"	" " "	10°14'34.5"
+50	25.00'	"	"	" " "	13°19'48"
+75	25.00'	27.68'	22.30'	3°05'13.5"	16°25'01.5"
20+00.84	25.84'	28.61'	23.04'	3°11'27"	19°36'28.5"
+25	24.16'	26.75'	21.55'	2°50'00"	22°35'28.5"
+30.20	5.20'	5.76'	4.64'	0°38'32"	23°14'00.5"
+50	19.80'	21.93'	17.66'	2°22'42"	25°40'42.5"
+59.66	9.66'	10.70'	8.62'	1°11'34"	26°52'16.5"
+75	15.34'	16.99'	13.68'	1°53'39"	28°45'55.5"
21+00	25.00'	27.68'	22.30'	3°05'13.5"	31°51'09"
+25	25.00'	"	"	" " "	34°56'22.5"
+50	25.00'	"	"	" " "	38°01'36"
+75	25.00'	"	"	" " "	41°06'49.5"
22+00	25.00'	27.68'	22.30'	3°05'13.5"	44°12'03"
22+10.38	10.38'	11.50'	9.26'	1°16'54"	45°28'57"

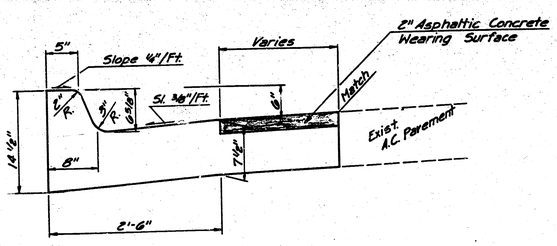
O'NEIL/MILSTEAD
STA. 18+42.05 TO STA. 22+72.84

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

7/9

Designed by	CSB	Checked by		
Drawn by	GDD, BS	Date	Dec., 1986	Job No. 86568

PROJECT NO.	SHEET NO.	TOTAL SHEETS
	8	9



COMBINED CURB & GUTTER (SPECIAL)

Scale: 1"=2'

Water Line Stub Detail
1" = 20'
(By Paving Contractor)

*Match Existing

CURVE DATA BASED ON ℄ RADIUS Δ/2 = 21°46'03"					
STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	℄ DEFLECTION ANGLE	℄ TOTAL DEFLECTION
30+30.40	——	——	——	0°00'00"	0°00'00"
+34.16	3.76'	4.21'	3.31'	0°34'40"	0°34'40"
+35.81	1.65'	1.85'	1.45'	0°15'13"	0°49'53"
+50	14.19'	15.86'	12.51'	2°10'53"	3°00'47"
+75	25.00'	27.93'	22.08'	3°50'35.5"	6°51'22.5"
31+00	25.00'	"	"	" " "	10°41'58"
+25	25.00'	"	"	" " "	14°32'33.5"
+50	25.00'	27.93'	22.08'	3°50'35.5"	18°23'08"
31+72.00	22.00	24.59'	19.40'	3°22'55"	21°46'03"

℄ Curve Data
Δ=43° 32' 06"
D=30° 44' 47"
R=186.35'
T=74.41'
L=141.59'

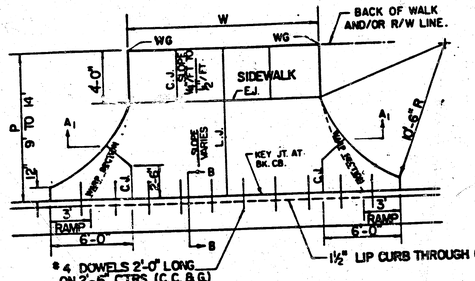
O' NEIL
STA. 30+00.00 TO STA. 34+14.39

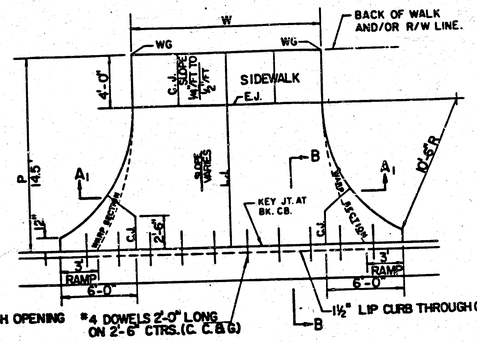
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

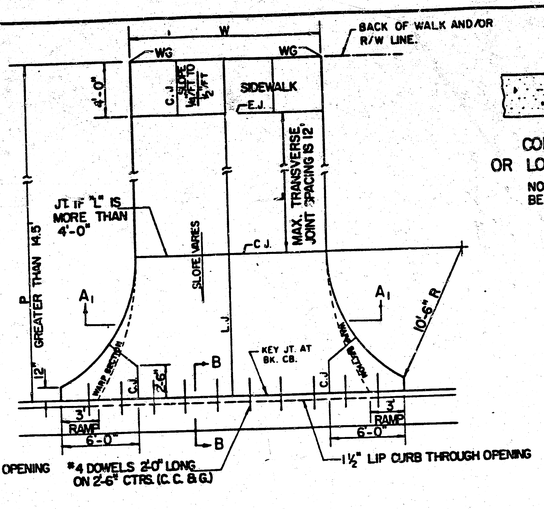
Designed by	CSB	Checked by	
Drawn by	GDD, BS	Date	Dec, 1986
		Job No.	86568

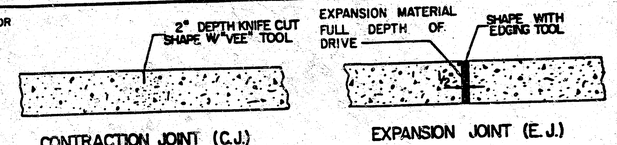
8/9

ALT. LONGITUDINAL CONSTRUCTION JOINT





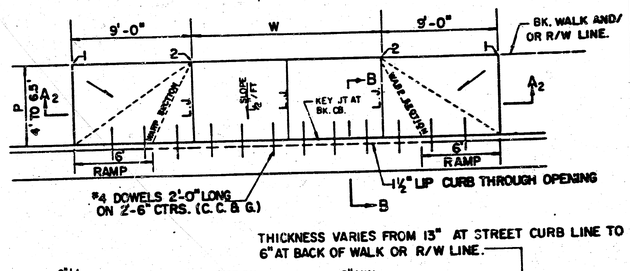


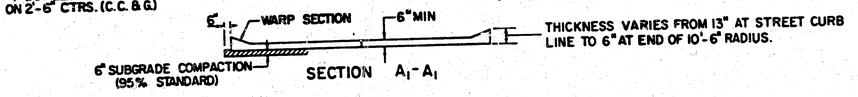


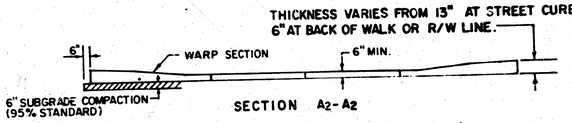
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

EXPANSION JOINT (E.J.)

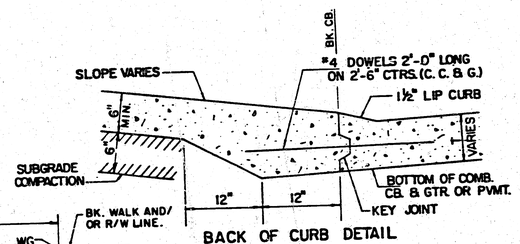




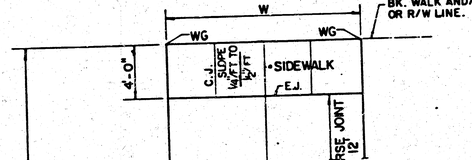


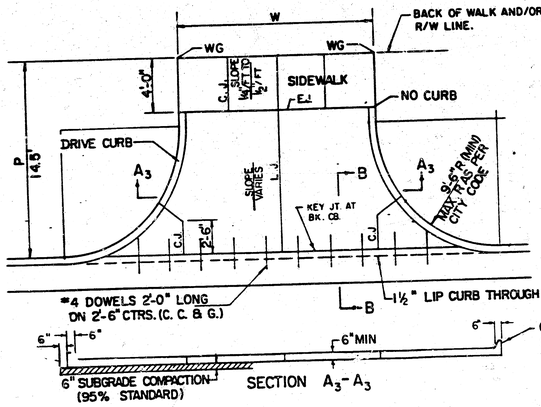
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.19'	-.16'	-.13'	-.10'	-.06'	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

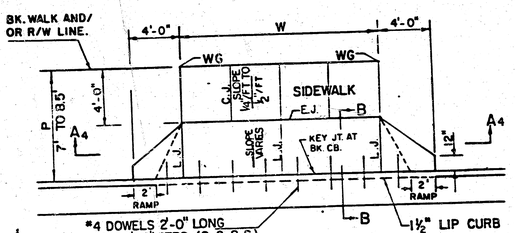
RADIUS RAMP DRIVES (P = 9.0' & GREATER)

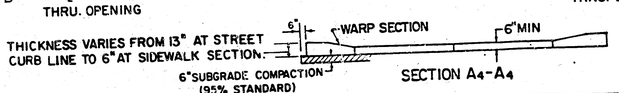


BACK OF CURB DETAIL
SECTION B - B (no scale)









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.	-.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 WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W6-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1"=5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS 9/9

PROJECT NUMBER
472-76-245-80001-000-000-022