CITY OF WICHITA, KANSAS

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

STREET IMPROVEMENTS

PARKRIDGE COURT - W.L. PARKRIDGE TO AND INCLUDING CUL-DE-SAC SERVING LOTS 1 THROUGH 12 INCLUSIVE, BLOCK 1

PARKRIDGE COURT - W.L. PARKRIDGE TO AND INCLUDING CUL-DE-SAC SERVING LOTS 13 THROUGH 24 INCLUSIVE, BLOCK 1

IN

WOODBRIDGE 3RD ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81553-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL 29' PAVEMENT DETAILS
4. PLAN-PARKRIDGE COURT
5. PLAN-PARKRIDGE COURT
6. PLAN AND PROFILE SWS PARKRIDGE COURT
7. STANDARD DRIVE ENTRANCES
8. SPECIAL DROP INLET DETAILS

9.-10. CROSS-SECTIONS

PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: C.O.W. BM DISC AT S.E. CORNER 119TH ST. W. AND 21ST ST. N. ELEV. = 172.08

BENCH MARK: R.R. SPIKE IN E. FACE HACKBERRY TREE 26' W. OF ℄ 119TH ST. W. & 15.5' N. OF S.L. BLOCK 2, WOODBRIDGE 3RD ADDITION. ELEV. = 170.44

EARTHWORK

EXCAVATION

X-SECTIONS	1,020 CU. YDS.
10%	102 CU. YDS.
TOTAL	1,122 CU. YDS.

COMPACTED FILL

X-SECTIONS	0 CU. YDS.
10%	0 CU. YDS.
TOTAL	0 CU. YDS.

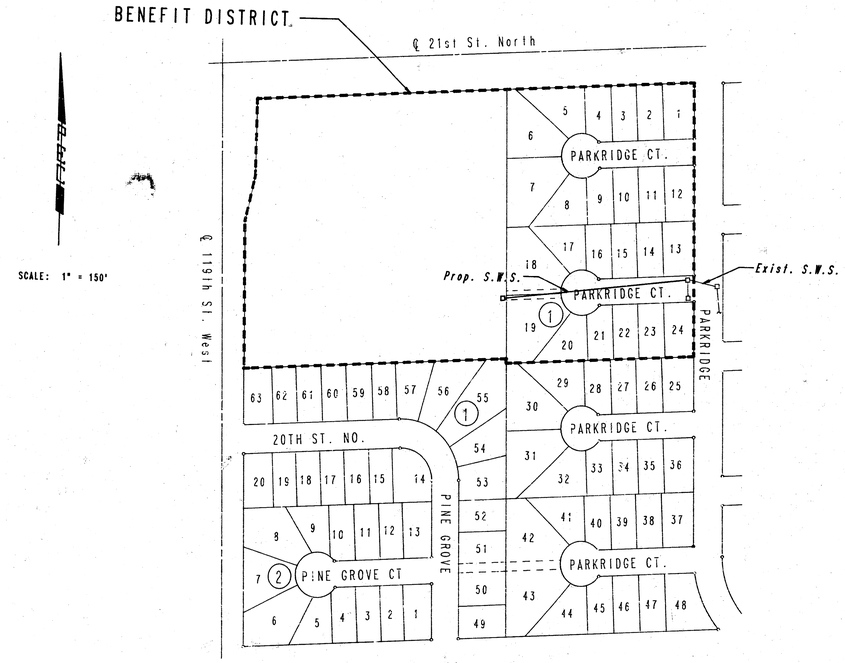
MANIPULATED FILL

X-SECTIONS	0 CU. YDS.
10%	0 CU. YDS.
TOTAL	0 CU. YDS.

LOOSE FILL

X-SECTIONS	1 CU. YDS.
10%	0 CU. YDS.
TOTAL	1 CU. YDS.

SUBGRADE MANIPULATION=2,457 S.Y.



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 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 PLAN LOCATIONS SHOWN 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.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND RUBBLE WHICH MAY BE ENCOUNTERED DURING EXCAVATION OPERATIONS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF-SITE.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED WITHIN ONE-HALF MILE OF THE PROJECT, EITHER ON A SITE IMMEDIATELY TO THE NORTH OR IMMEDIATELY TO THE SOUTH OF WOODBRIDGE 3RD ADDITION. THE CONTRACTOR SHALL CONTACT THE OWNER IN REGARD TO SPECIFIC LOCATION(S) FOR DISPOSAL OF EXCESS MATERIAL. NO EXCESS MATERIAL SHALL BE PLACED WITHIN THE STREET RIGHT-OF-WAY. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

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 WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

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.

A SAW CUT 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 AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

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.

JUNE, 1987

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

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

FILMED FROM THE BEST AVAILABLE COPY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81553-000-000-001	2	10

WOODBRIDGE 3RD ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS

SCALE: 1" = 100'

B.M. - CHISELED "O" @ N.E. COR. OF HEADWALL
120FT.± WEST OF INTERSECTION OF 21ST &
WAIZE RD.
ELEV.=1351.065 M.S.L.

9/9

PLAT

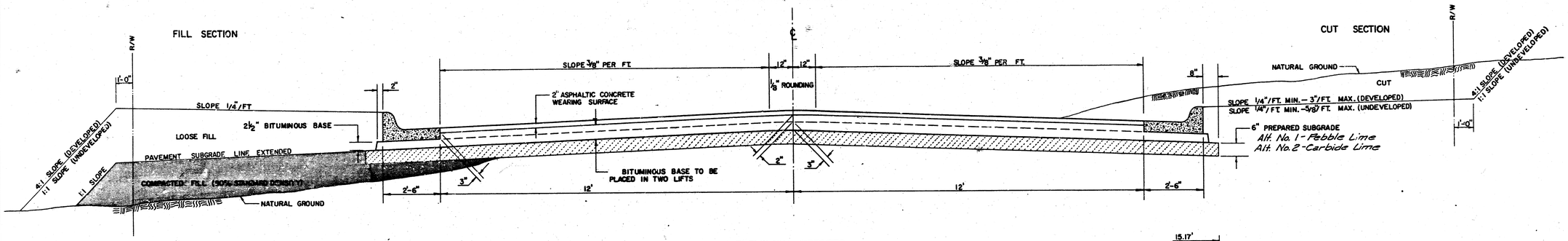
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by		Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 87106

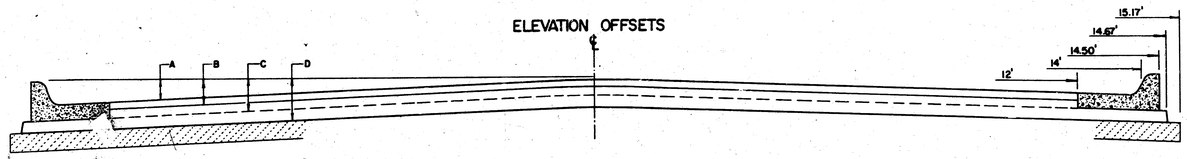
FILMED FROM THE BEST AVAILABLE COPY

TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

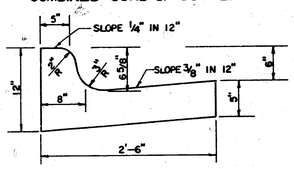


ELEVATION OFFSETS

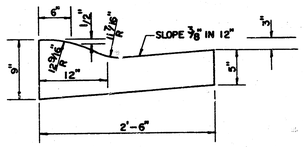


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.19	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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.

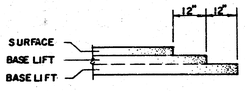
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

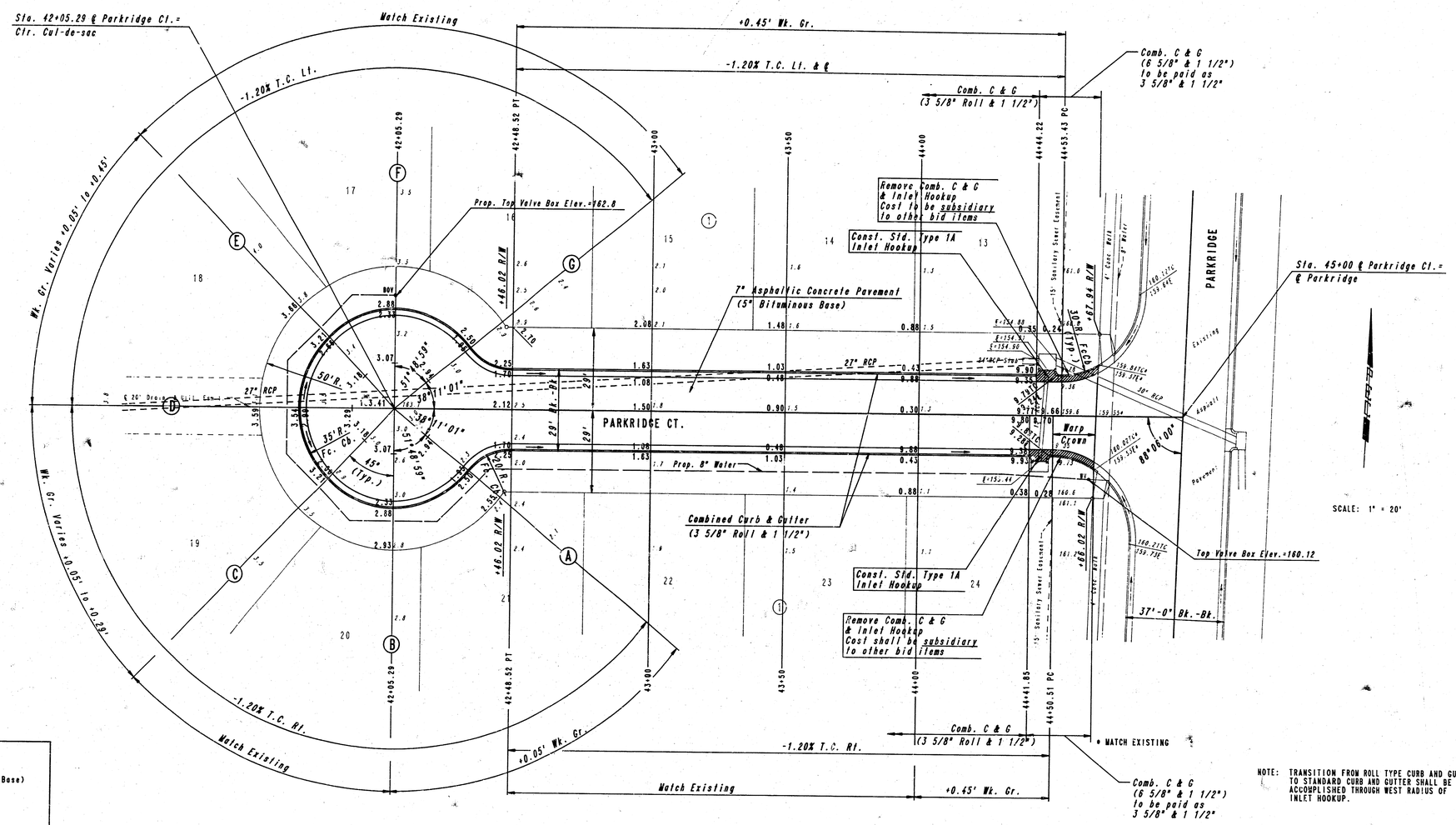
CITY OF WICHITA, KANSAS

PROJECT NUMBER

472 76 245 81553 000 000 001

FILMED FROM THE BEST AVAILABLE COPY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81553-000-000-001	4	10



NOTE: TRANSITION FROM ROLL TYPE CURB AND GUTTER TO STANDARD CURB AND GUTTER SHALL BE ACCOMPLISHED THROUGH WEST RADIUS OF INLET HOOKUP.

INTERSECTION QUANTITIES

- ___ S.Y. ___" Unreinforced Concrete Pavement
- 44.14 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 9.29 S.Y. 2 1/2" Bituminous Base
- 31.42 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- ___ L.F. Median Combined Curb & Gutter (8")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 55.18 S.Y. Subgrade Stabilization Manipulation
- 0.55 Tons Carbide Lime Subgrade Stabilization
- 0.41 Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- ___ Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. V.G. ___" Concrete & ___" Asphaltic Concrete Base

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB.

PARKRIDGE COURT

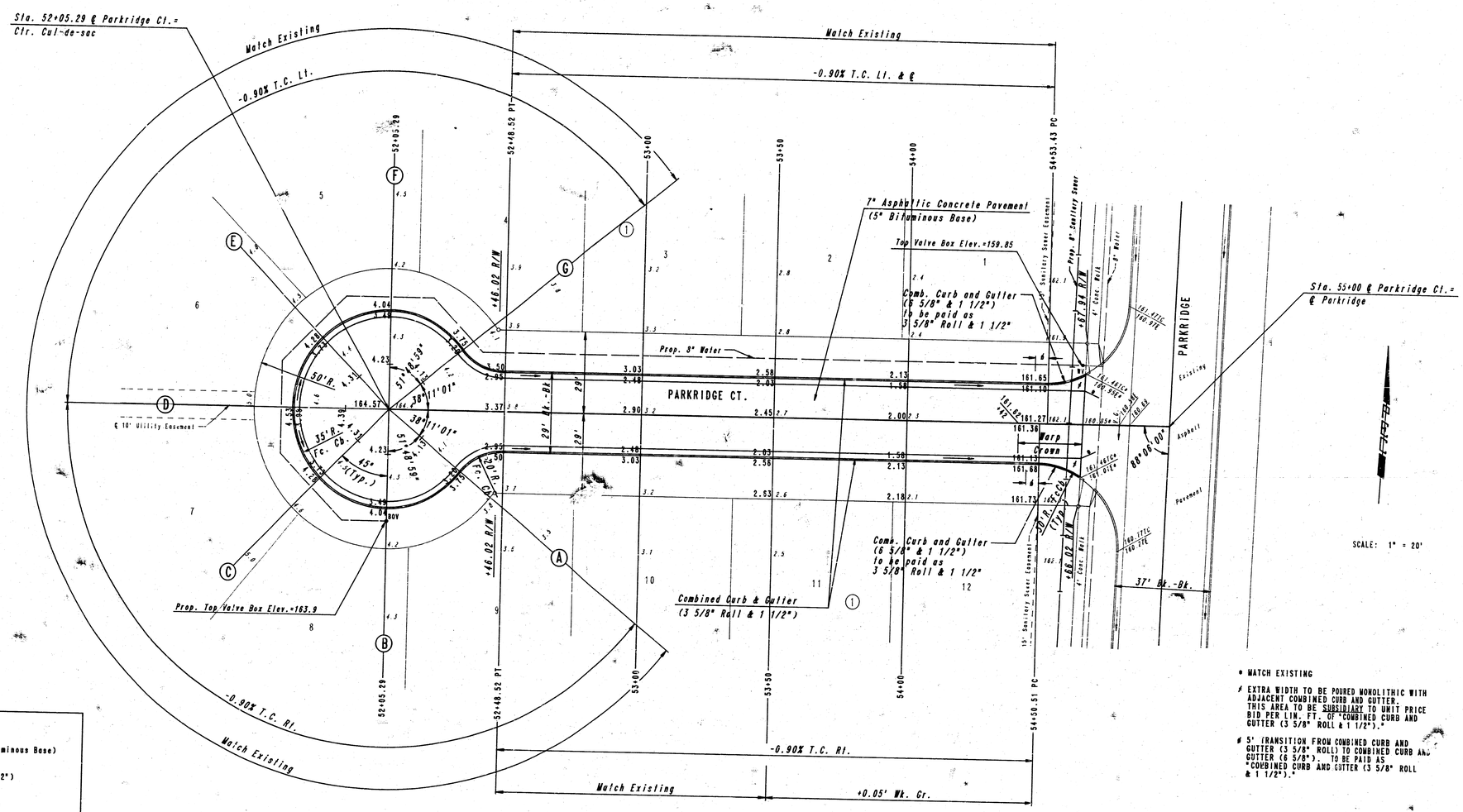
STA. 42+05.29 TO STA. 45+00

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

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 87106

FILMED FROM THE BEST AVAILABLE COPY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81553-000-000-001	5	10



INTERSECTION QUANTITIES

- ___ S.Y. __" Unreinforced Concrete Pavement
- 40.08 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 13.35 S.Y. 2 1/2" Bituminous Base
- 31.42 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- ___ L.F. Median Combined Curb & Gutter (8")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 55.18 S.Y. Subgrade Stabilization Manipulation
- 0.55 Tons Carbide Lime Subgrade Stabilization
- 0.41 Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- ___ Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. V.C. __" Concrete &__" Asphaltic Concrete Base

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB.

* MATCH EXISTING

EXTRA WIDTH TO BE POURED MONOLITHIC WITH ADJACENT COMBINED CURB AND GUTTER. THIS AREA TO BE SUBSIDIARY TO UNIT PRICE BID PER LIN. FT. OF "COMBINED CURB AND GUTTER (3 5/8" ROLL & 1 1/2")."

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

PARKRIDGE COURT

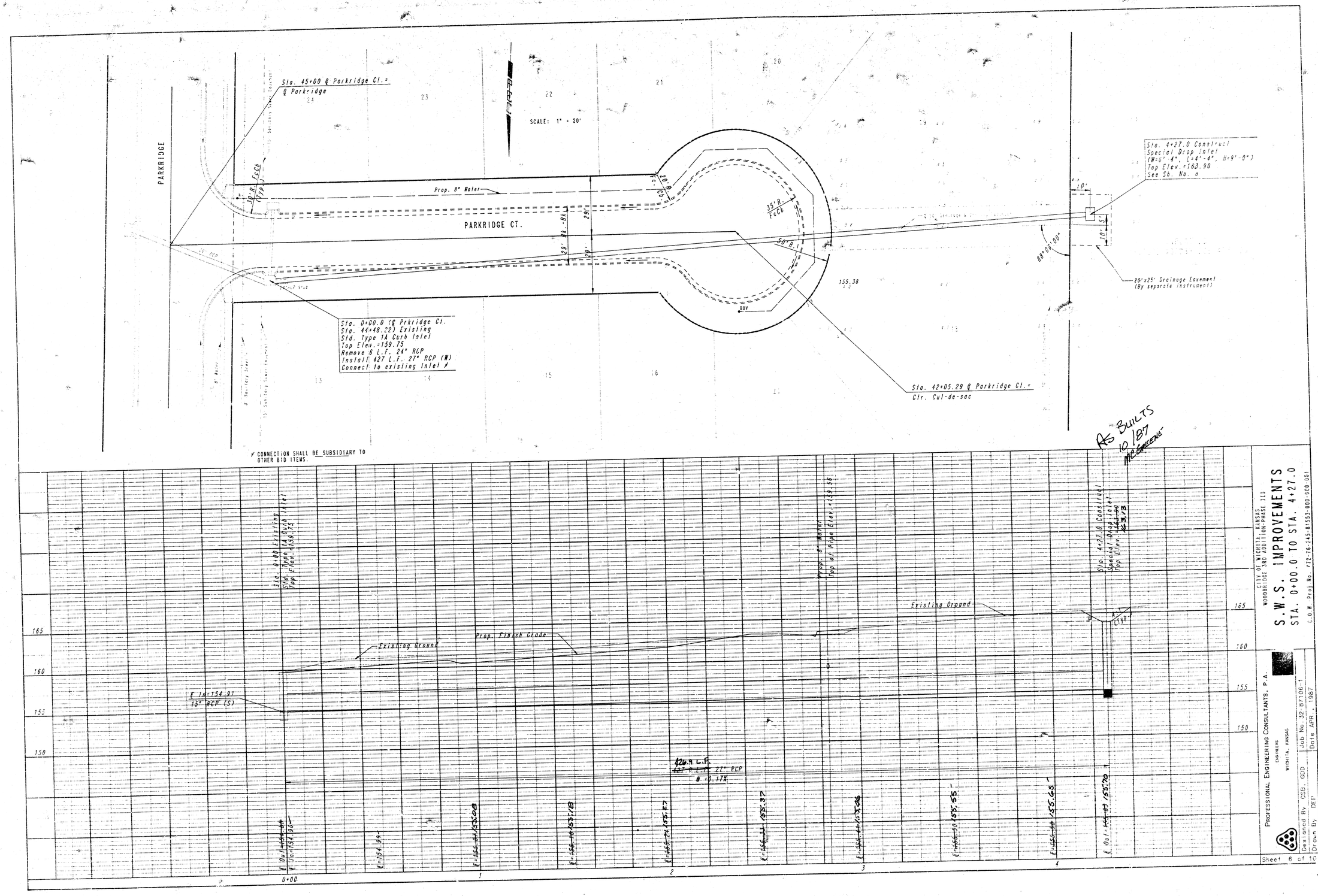
STA. 52+05.29 TO STA. 55+00

2/10

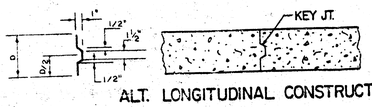
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date APR., 1987	Job No. 87106

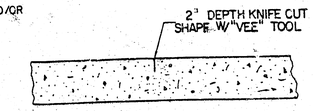
FILMED FROM THE BEST AVAILABLE COPY



FILMED FROM THE BEST
AVAILABLE COPY

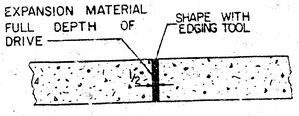


ALT. LONGITUDINAL CONSTRUCTION JOINT

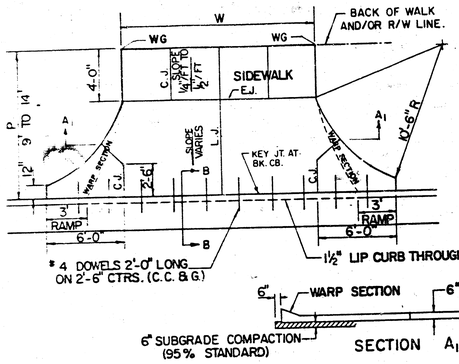


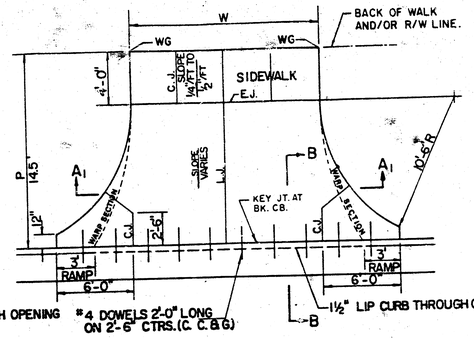
CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

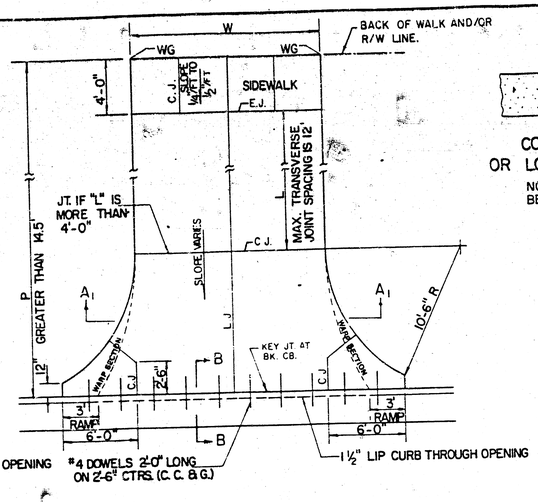
NO SAWN JOINTS WILL BE ALLOWED.

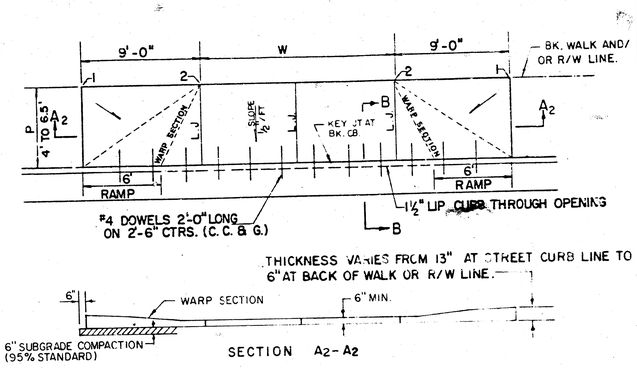


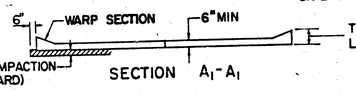
EXPANSION JOINT (E.J.)











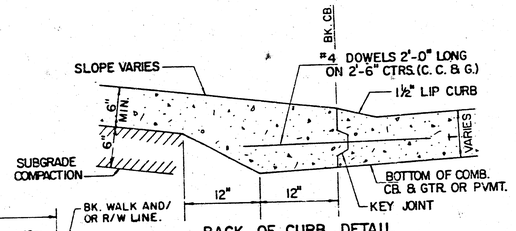
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT END OF 10'-6" RADIUS.

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	0.35'	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'

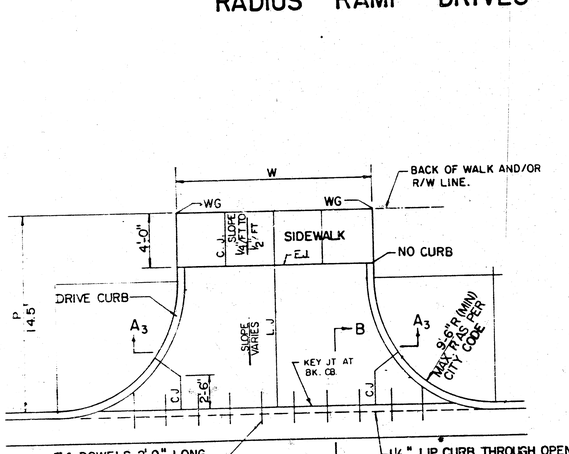
RADIUS RAMP DRIVES (P = 9.0' & GREATER)

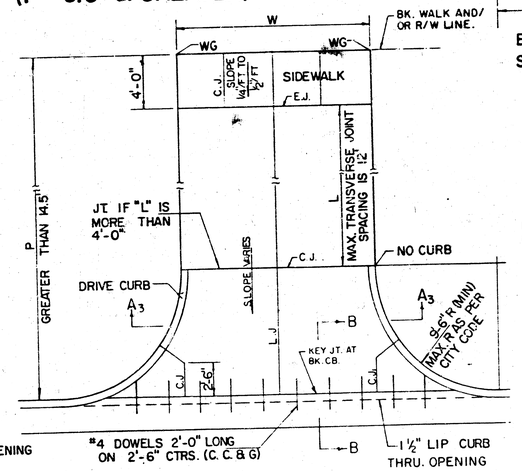


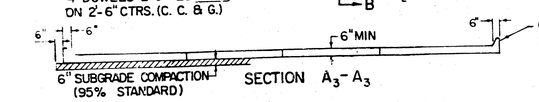
BACK OF CURB DETAIL
SECTION B - B (no scale)

PARKING WIDTH "P"	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')



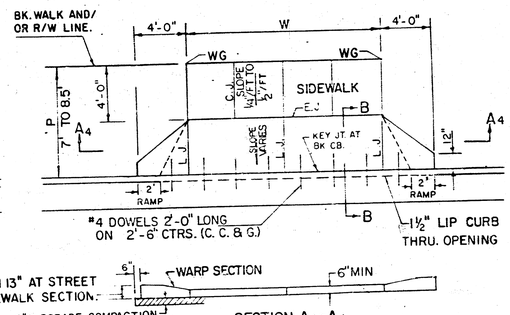


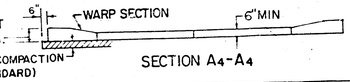


CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.

SECTION A_3 - A_3

THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT SIDEWALK SECTION.





SECTION A_4 - A_4

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')

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" W4-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'

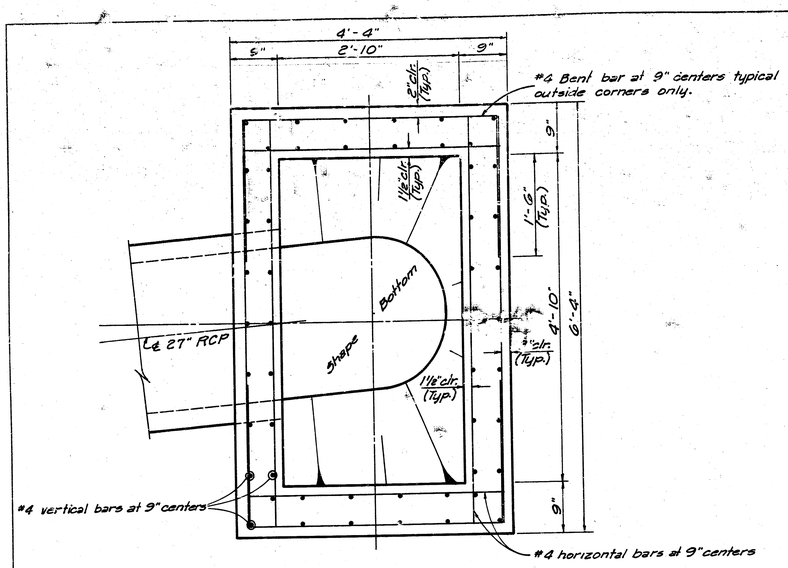
STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

7/10

PROJECT NUMBER
472 76 245 81553 000 000 001

FILMED FROM THE BEST AVAILABLE COPY

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472 76 245 81553 000 000 001	8	10



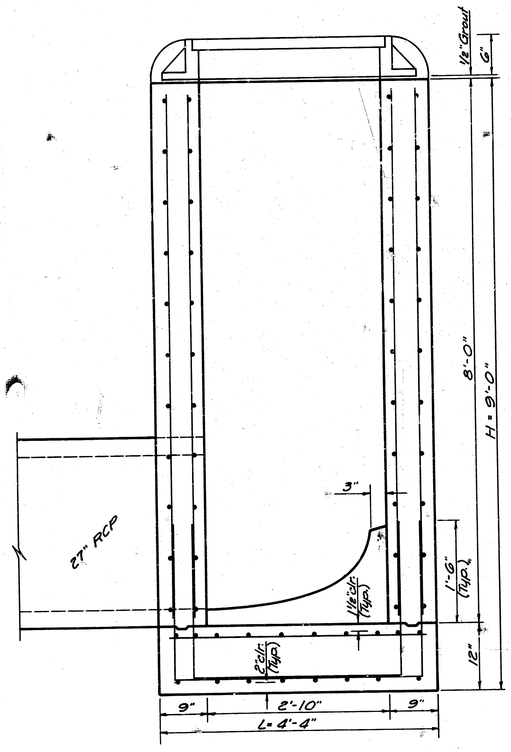
PLAN

GENERAL NOTES

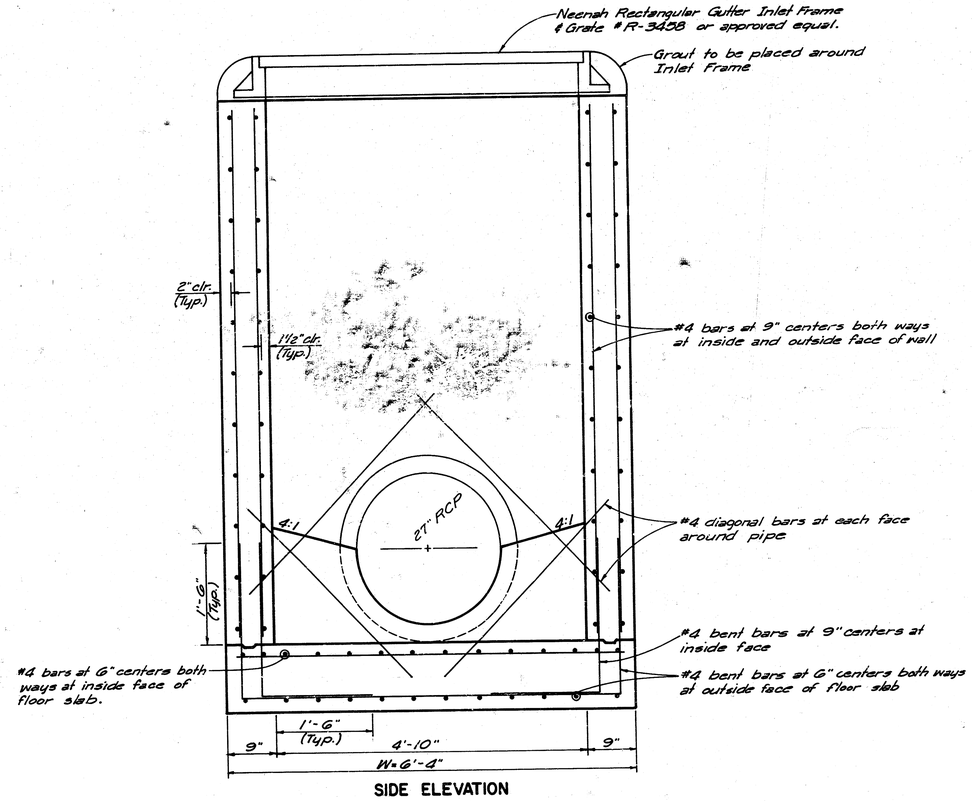
Bend bars 8" out of line to miss pipe, cut other bars 2" clear of pipe.

Inlet floor & walls shall be City concrete pavement mix.

Bottom shaping to be 8 sack sand mix.



END ELEVATION



SIDE ELEVATION

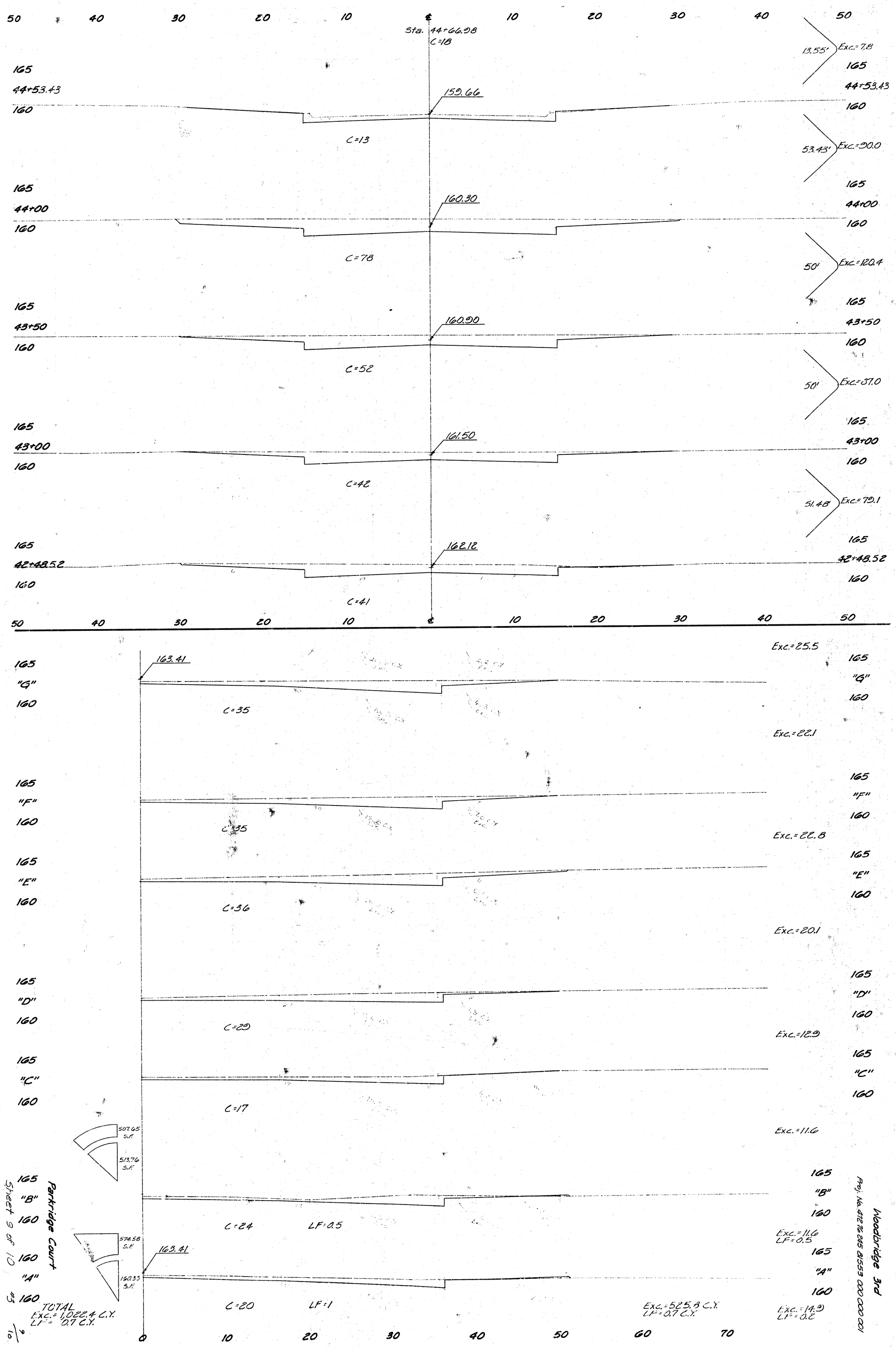
SPECIAL DROP INLET

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

8/10

Designed by	CSB, GDD	Checked by	
Drawn by	DD	Date Apr. 1987	Job No. 87106-1

FILMED FROM THE BEST AVAILABLE COPY



Parkridge Court

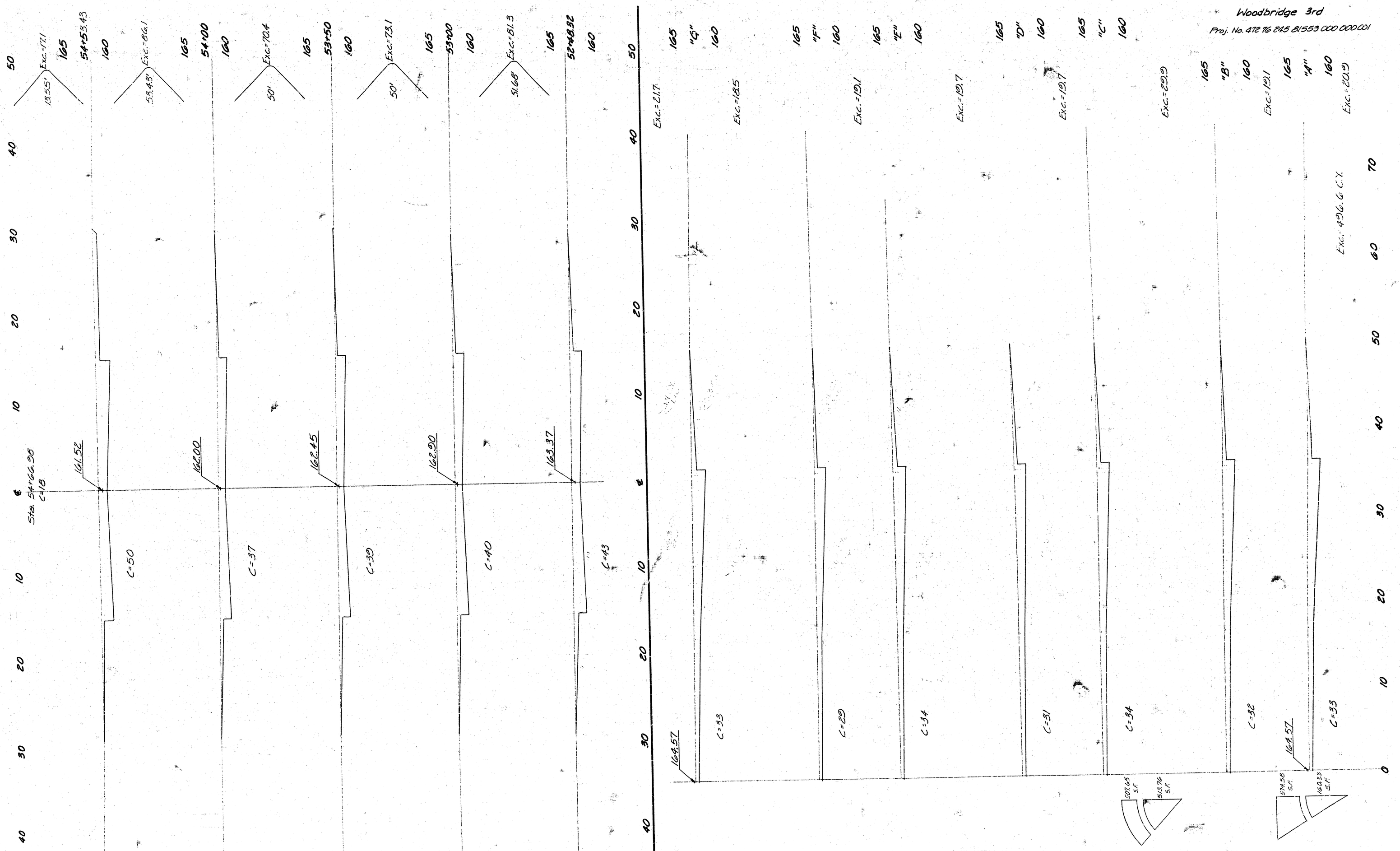
Sheet 9 of 10

TOTAL
Exc.=1,022.4 C.Y.
LF= 0.7 C.Y.

Woodbridge 3rd

Proj. No. 412 16 245 01553 000 000 001

FILMED FROM THE BEST AVAILABLE COPY.....



FILMED FROM THE BEST AVAILABLE COPY