19TH STREET NORTH

(FROM EAST LINE OF TYLER ROAD TO THE EAST LINE OF LOT 3, BLOCK 1, DONALD CARY ADDITION AND THE EAST LINE OF LOT 2, BLOCK A, OX BOW ADDITION)

PROJECT NUMBER

472-76-245-81669-000-000-001

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, CITY ENGINEER

JUNE, 1987

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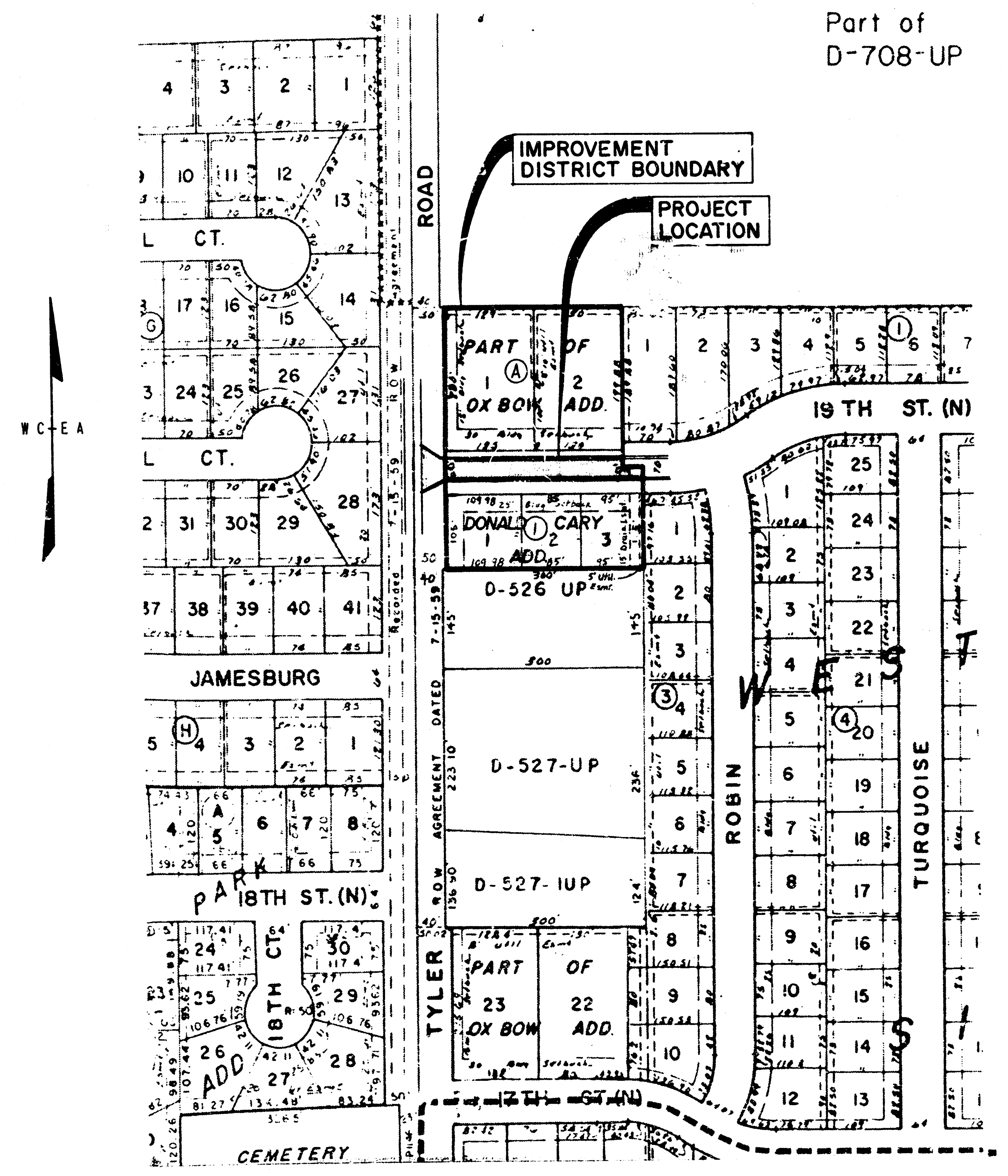
1	TITLE SHEET, GENERAL NOTES, LOCATION AND IMPROVEMENT DISTRICT MAP, LEGEND, AND INDEX TO DRAWINGS
2	TYPICAL SECTION
3	PLAN
4	DRIVE ENTRANCE DETAILS
5	CROSS SECTIONS

LEGEND

SYMBOL	DESCRIPTION
———	BACK OF CURB, EDGE OF PAVEMENT
12" CMP	DRAINAGE PIPE
——GAS———	GAS LINE
● GM	GAS METER
● GV	GAS VALVE
=======	GRAVEL ROAD OR TRAVELED WAY
● MH	MANHOLE – STORM SEWER, SANITARY SEWER
——PL——	PROPERTY LINE
●	PROPERTY PIN
▨	STRUCTURES
⌖	TBM
T	TELEPHONE PEDESTALL
✿	TREE
---WATER----	WATER LINE
X——X——X	FENCE
——UGT——	UNDERGROUND TELEPHONE LINE



LOCATION AND IMPROVEMENT DISTRICT MAP

SCALE: 1"=150'

GENERAL NOTES

1. UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

2. 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.

3. 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.

4. 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.

5. ALL ENTRANCE AND CROSS ROAD PIPE WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. REMOVAL OF SUCH PIPES SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS.

6. 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.

7. SIX INCH (6") SUBGRADE TREATMENT AS SHOWN ON PLANS MAY BE COMPLETED IN ONE LIFT IF CONTRACTOR USES ROTARY TILLERS WHICH HAVE CAPABILITIES FOR UNIFORM MIXING FOR THE FULL DEPTH OF THE TREATMENT AND SPECIAL COMPACTION EQUIPMENT CAPABLE OF COMPACTING THE SIX INCH (6") LIFT TO THE REQUIRED DENSITY FOR THE FULL DEPTH. CONTRACTOR WILL BE REQUIRED TO WORK THE SUBGRADE TREATMENT IN TWO (2) SEPARATE LIFTS WHEN LABORATORY TESTS INDICATE REQUIRED MIXING AND COMPACTION IS NOT BEING ACHIEVED. ALL COSTS FOR THE SUBGRADE TREATMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE STABILIZATION MATERIAL AND MANIPULATION.

8. DRIVEWAY WIDTHS AND LOCATIONS SHOWN ON THE PLAN ARE TENTATIVE. CONTRACTOR WILL BE REQUIRED TO OBTAIN PROPERLY EXECUTED DRIVEWAY REQUEST FORM SIGNED BY PROPERTY OWNER OR HIS AUTHORIZED REPRESENTATIVE VERIFYING SUCH DRIVEWAY WIDTHS AND LOCATIONS. SUCH FORMS SHALL BE SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.

9. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

STEPHEN D. WEBB
9794

WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA — KANSAS

CITY OF WICHITA PROJECT NUMBER
472-76-245-81669-000-000-001

1/5

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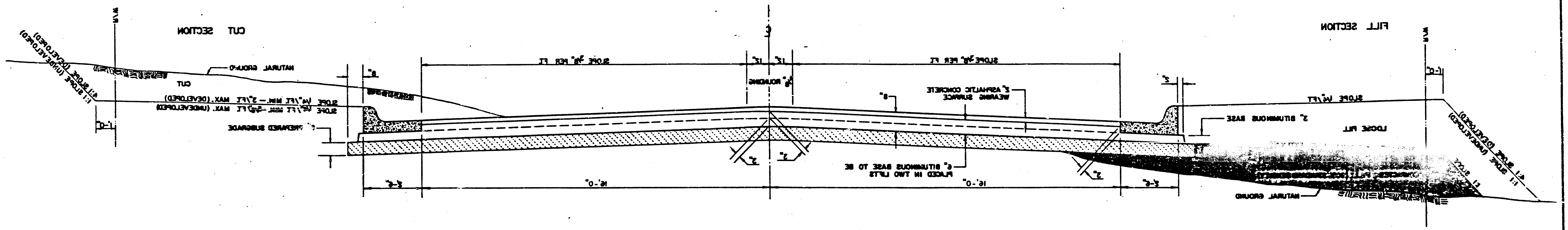
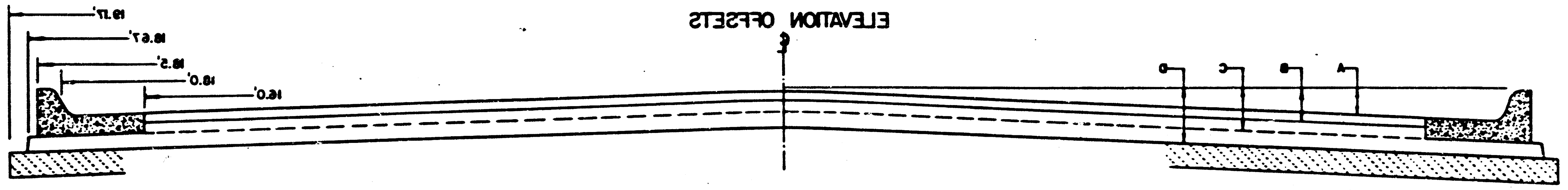
2 of 5

TYPICAL 37' PAVEMENT DETAILS

TRANSVERSE SECTION

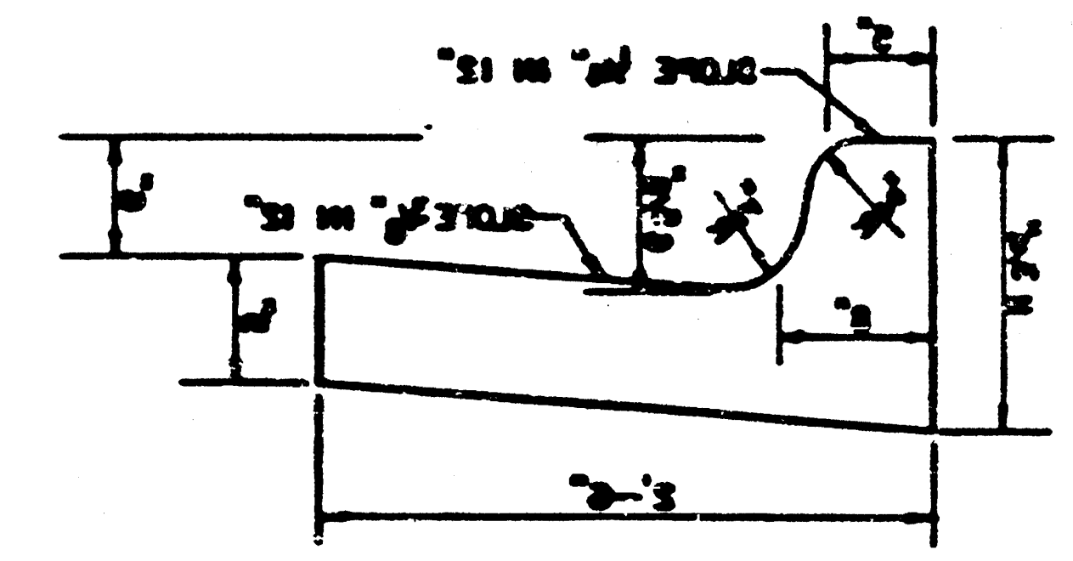


ELEVATION OFFSETS

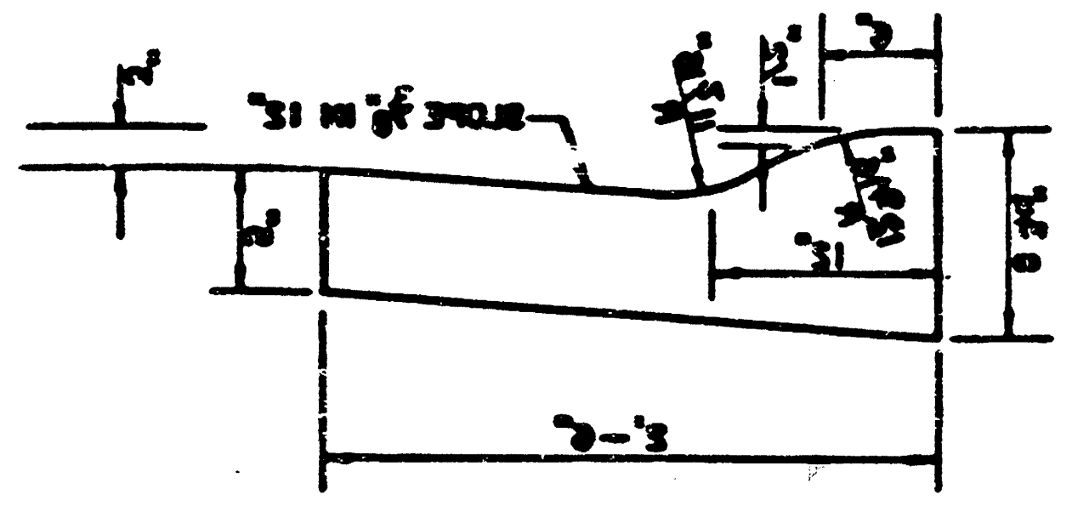


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.10	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.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

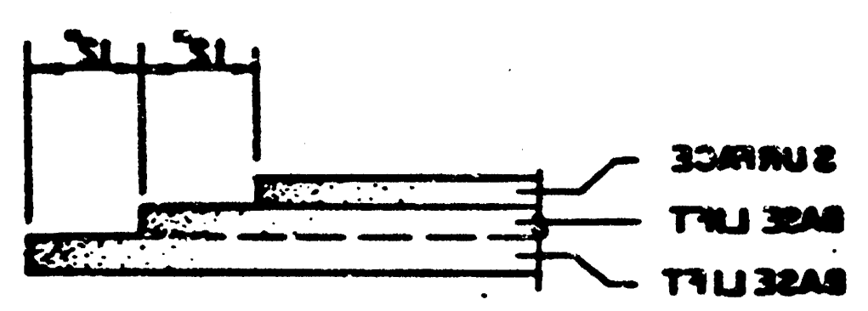
COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



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).

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.

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

2/5

current - 1994

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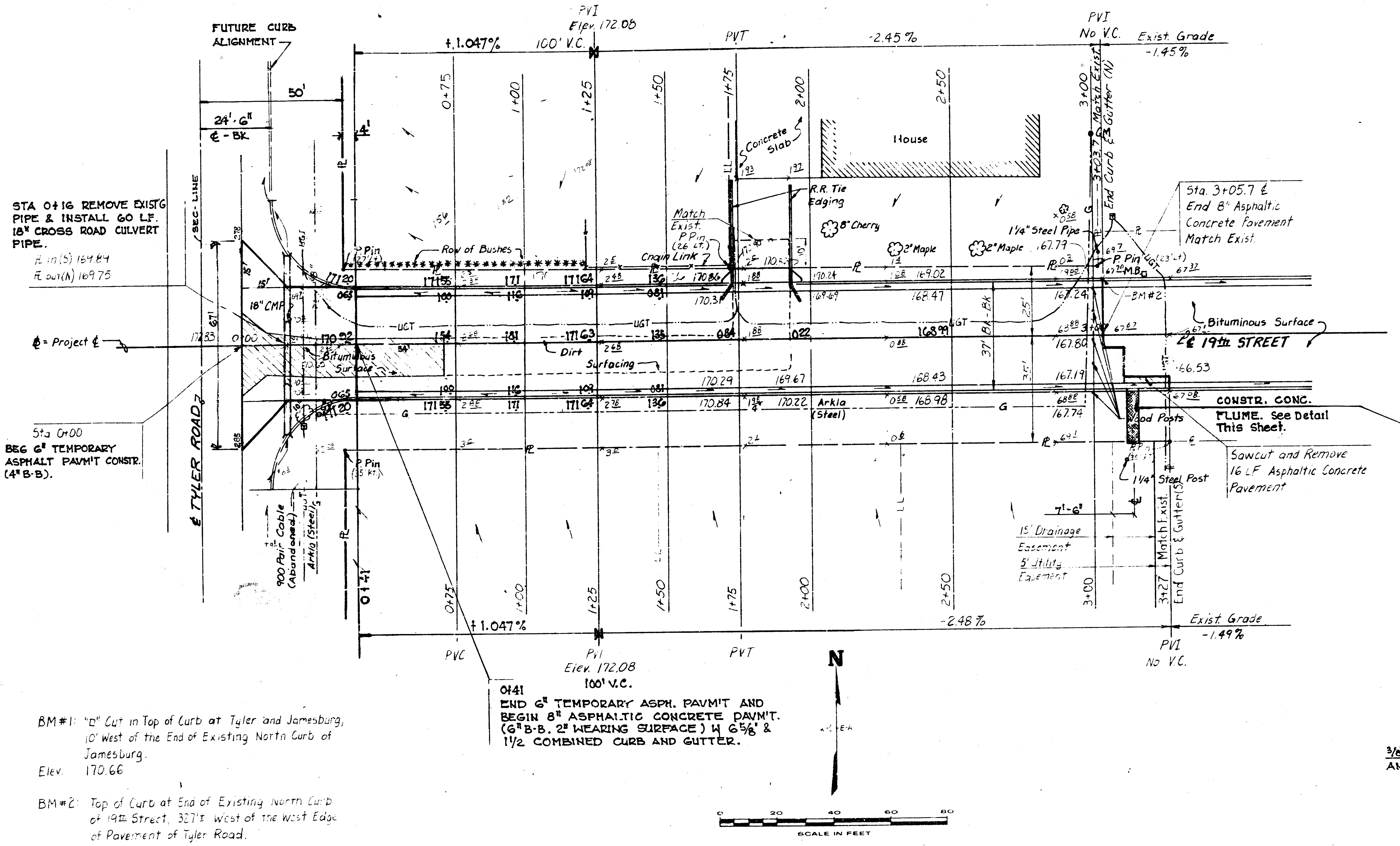
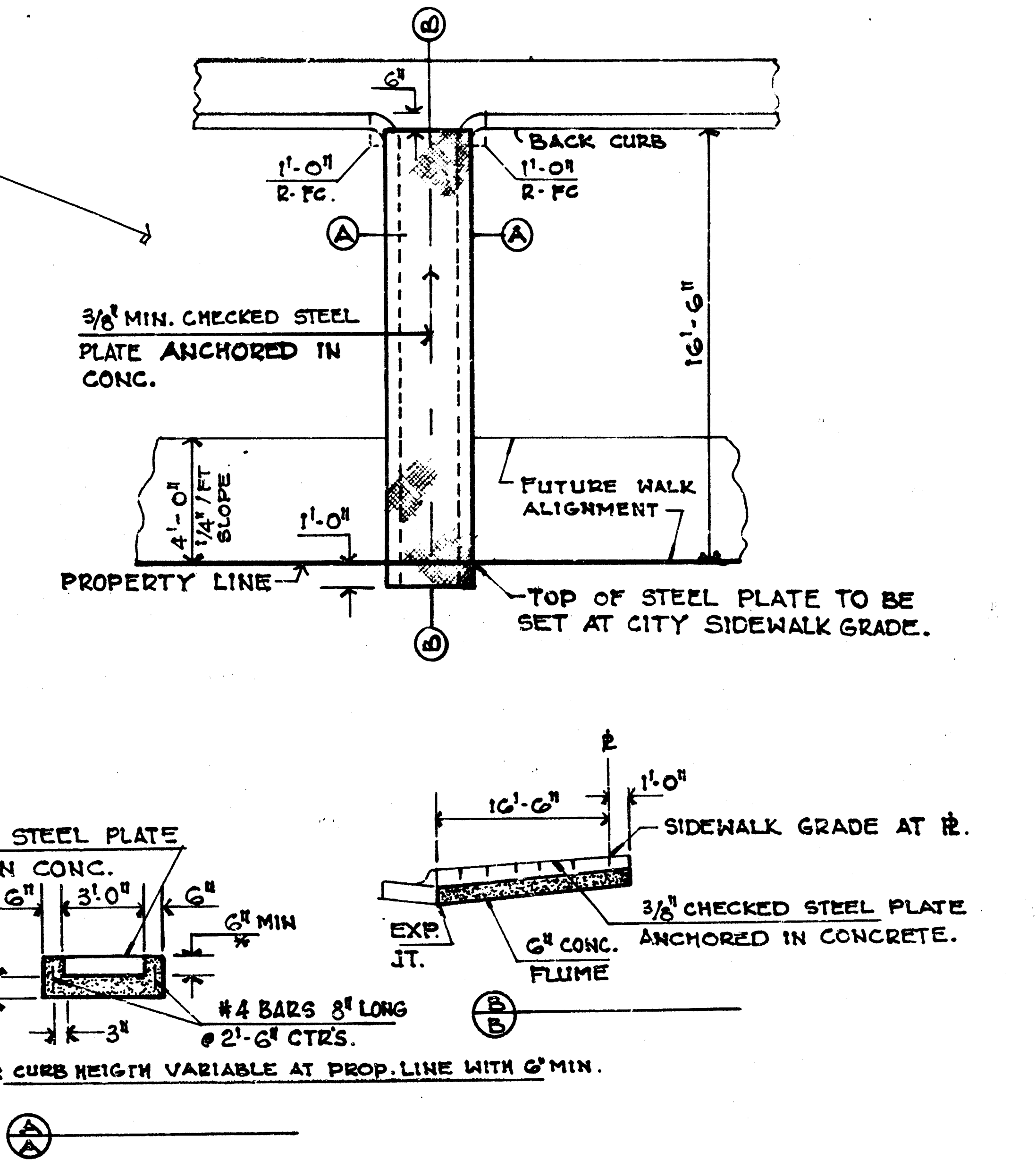
NOTE: RAILROAD TIES SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE R.R. TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGR. THIS WORK TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.



BM#1: "□" Cut in Top of Curb at Tyler and Jamesburg, 10' West of the End of Existing North Curb of Jamesburg.
Elev. 170.66

BM#2: Top of Curb at End of Existing North Curb of 19th Street, 327'± West of the West Edge of Pavement of Tyler Road.
Elev 167.70


B
6"
BACK CURB
1'-0" R-FC.
1'-0" R-FC
A
A
3/8" MIN. CHECKED STEEL PLATE ANCHORED IN CONC.
16'-6"
4'-0"
1/4"/FT SLOPE
1'-0"
FUTURE WALK ALIGNMENT
PROPERTY LINE
TOP OF STEEL PLATE TO BE SET AT CITY SIDEWALK GRADE.
B
3/8" CHECKED STEEL PLATE ANCHORED IN CONC.
6"
3'-0"
6"
6"
6" MIN *
#4 BARS 8" LONG @ 2'-6" CTRS.
3"
16'-6"
1'-0"
℞
SIDEWALK GRADE AT ℞.
EXP. JT.
6" CONC. FLUME
3/8" CHECKED STEEL PLATE ANCHORED IN CONCRETE.
B/B
A/A

* CURB HEIGTH VARIABLE AT PROP. LINE WITH 6" MIN.

THE CHECKERED STEEL PLATE SHALL HAVE A RAISED LUG PATTERN & SHALL BE EITHER SHOP or FIELD PAINTED WITH ONE COAT OF ZINC DUST PAINT FOLLOWED TWO FIELD COATS OF ALUMINUM PAINT. (TOP AND BOTTOM). STEEL USED SHALL COMPLY WITH ASTM A-36, A242, A441.

COST OF ALL WORK INCLUDED IN THE BID PRICE FOR STD. COVERED FLUME CONSTRUCTION SHALL INCLUDE COMPACTION OF SUBGRADE AND NECESSARY AREA GRADING.

COST OF STEEL PLATE AND PAINTING TO BE INCLUDED IN THE BID PRICE FOR L.F. STD. COVERED CONCRETE FLUME CONSTRUCTION.

STEEL PLATE TO BE ANCHORED WITH 1/4" × 2 1/4" FLAT HEAD SCREWS WITH EXPANSION ANCHOR ON 2'-0" MAX CENTERS.

CONCRETE FLUME DETAIL
(THRU STREET PARKING)

•EXCAVATION•
984.7 CU. YDS
+10% 98.5 " "
1083.2 CU YDS

1345 S.Y. SUBGRADE MANIPULATION

City of Wichita 472-76-245-81669-000-000-00

Wichita, Kansas
19th Street Improvements

Plan

REVISION	DATE	BY

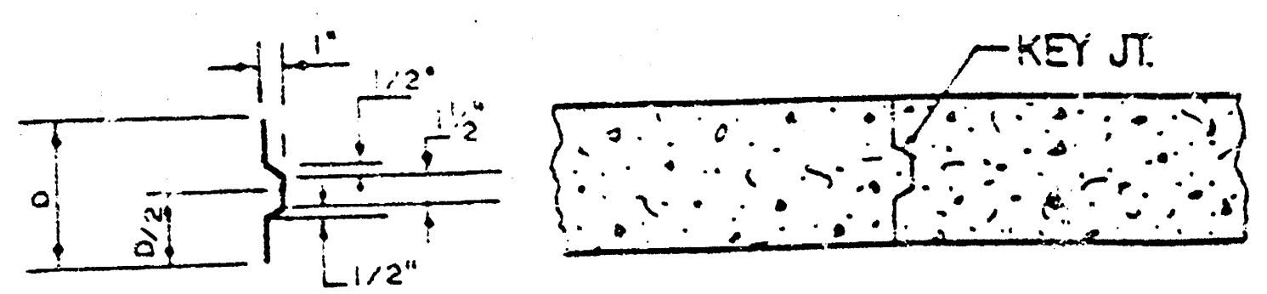
DESIGN SDW
DRAWN MEK

STEPHEN D. WEBB LICENSED 9794 KANSAS PROFESSIONAL ENGINEER
Stephen D Webb

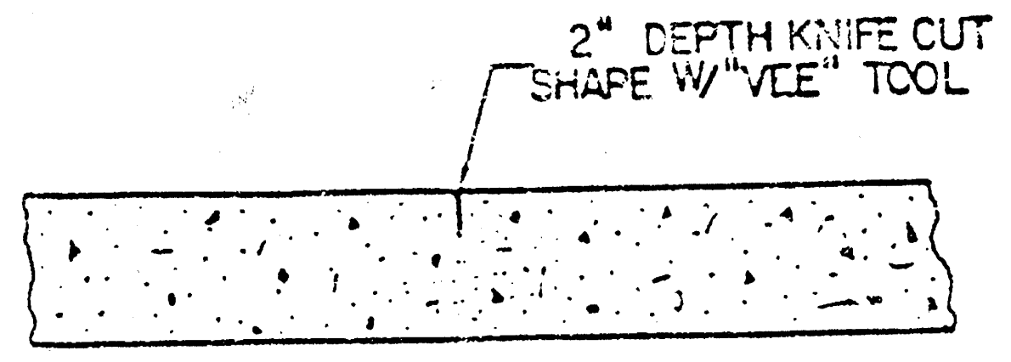
WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA - KANSAS

DATE: May 1987
FILE NO. 87-330
SHEET NO. 3
OF 5

3/5

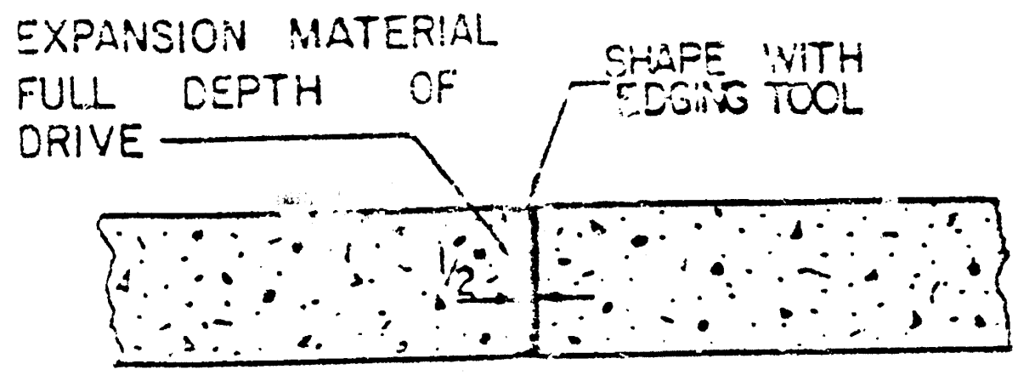


ALT. LONGITUDINAL CONSTRUCTION JOINT

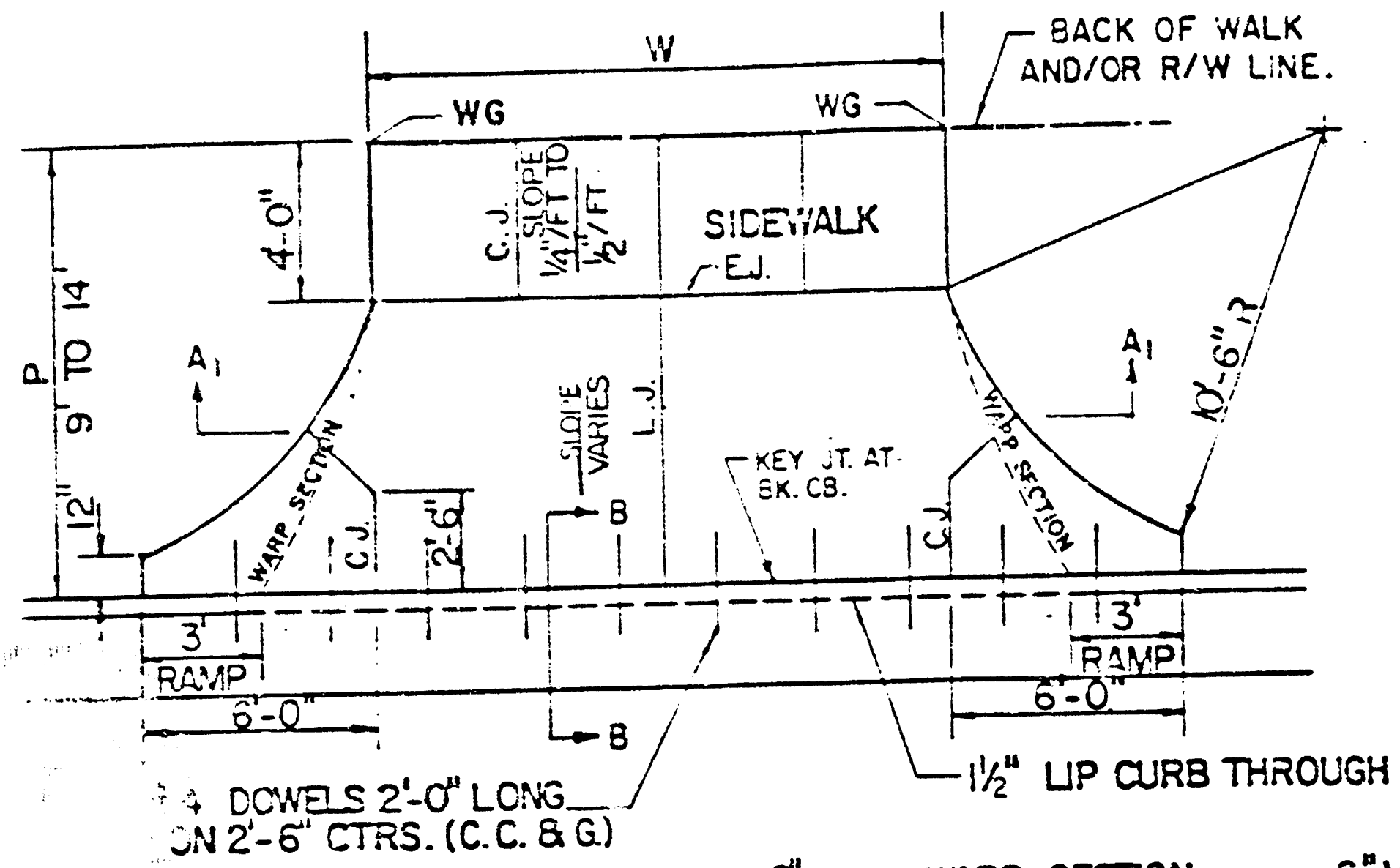


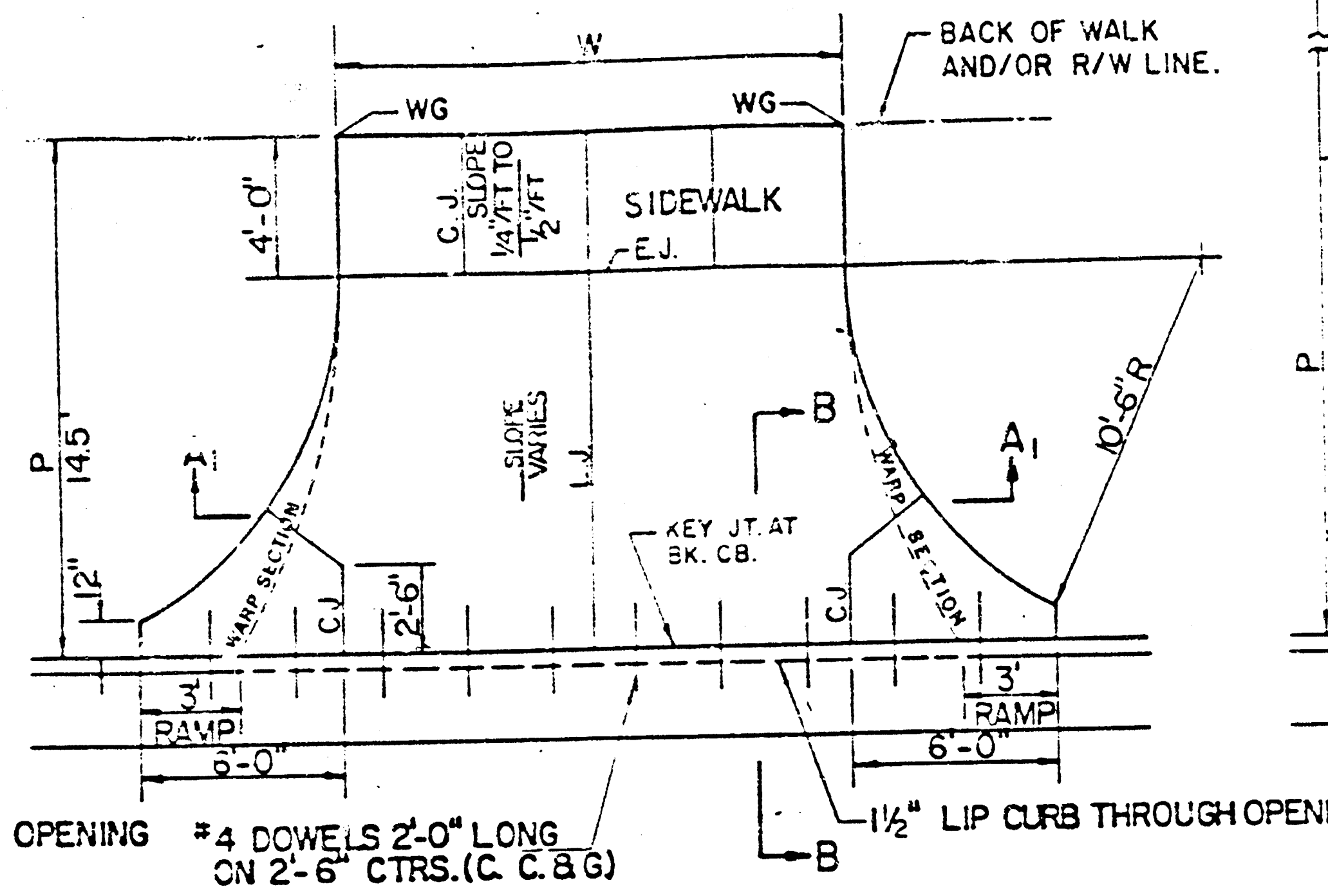
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

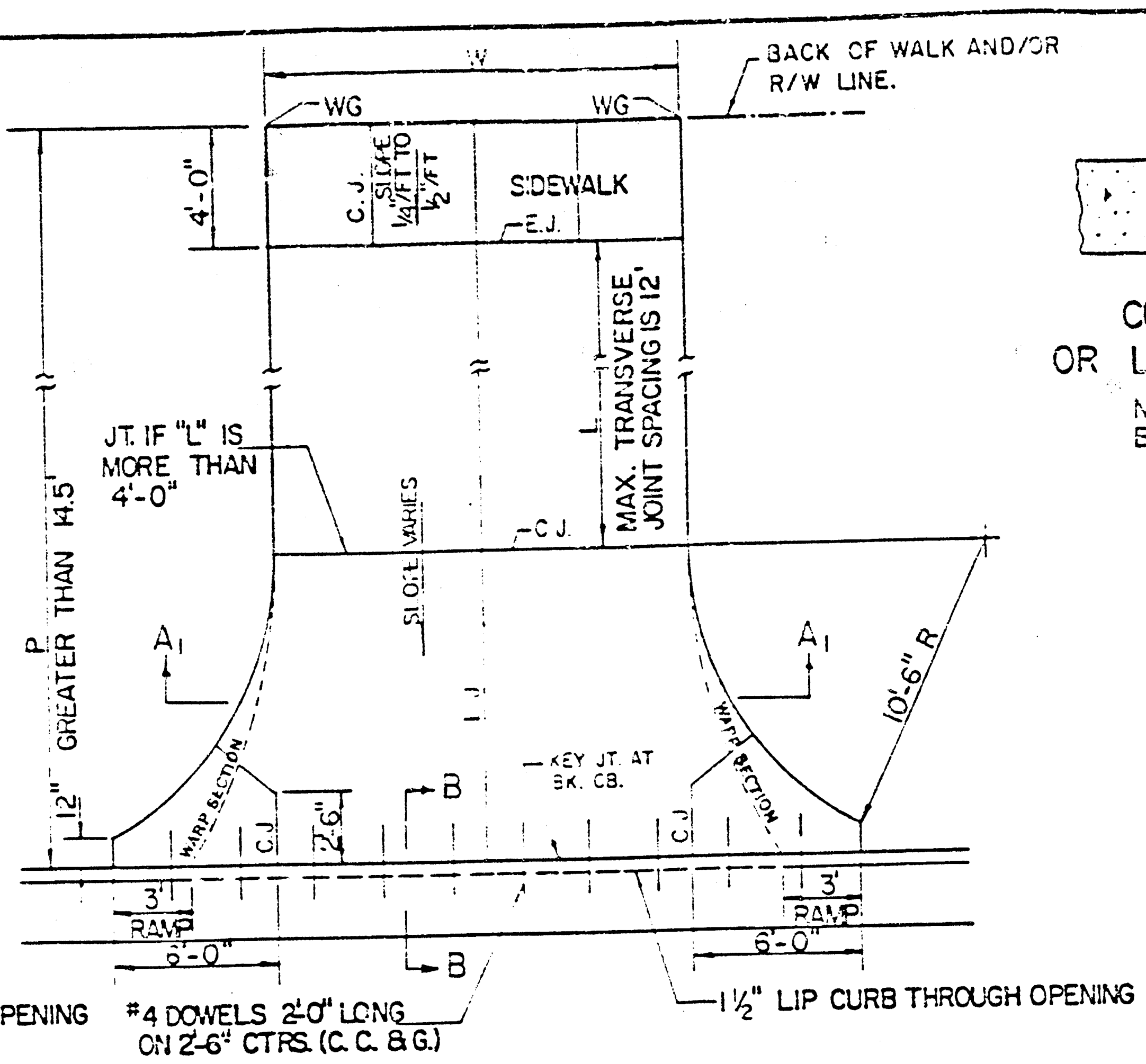
NO SAWN JOINTS WILL BE ALLOWED.

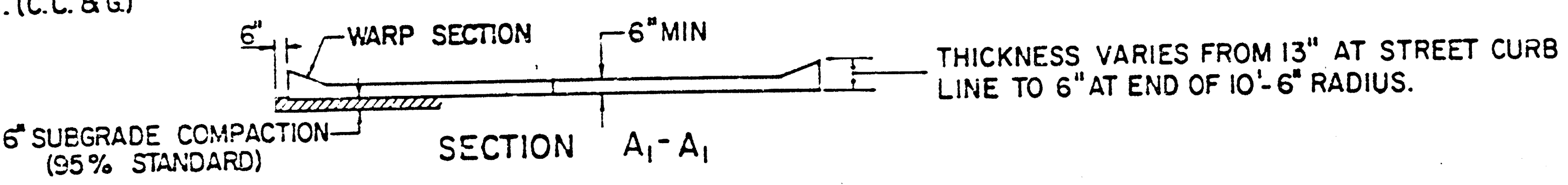


EXPANSION JOINT (E.J.)





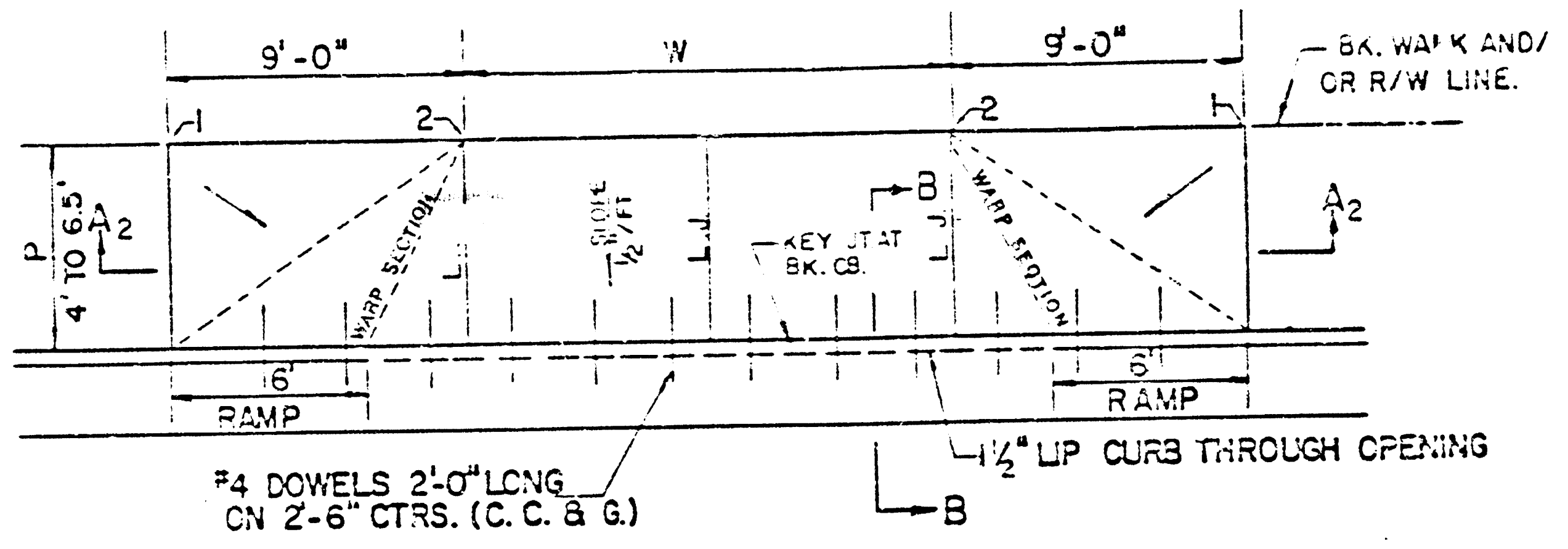

W
WG
WG
BACK OF WALK AND/OR R/W LINE.
4'-0"
C.J.
SLOPE 1/4"/FT TO 1/2"/FT
SIDEWALK
E.J.
MAX. TRANSVERSE JOINT SPACING IS 12'
L
JT. IF "L" IS MORE THAN 4'-0"
C.J.
P GREATER THAN 14.5'
SLOPE VARIES
L.J.
A1
A1
10'-6" R
WARP SECTION
KEY JT. AT BK. CB.
12"
2'-6"
B
3'
RAMP
6'-0"
3'
RAMP
6'-0"
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
B
1 1/2" LIP CURB THROUGH OPENING

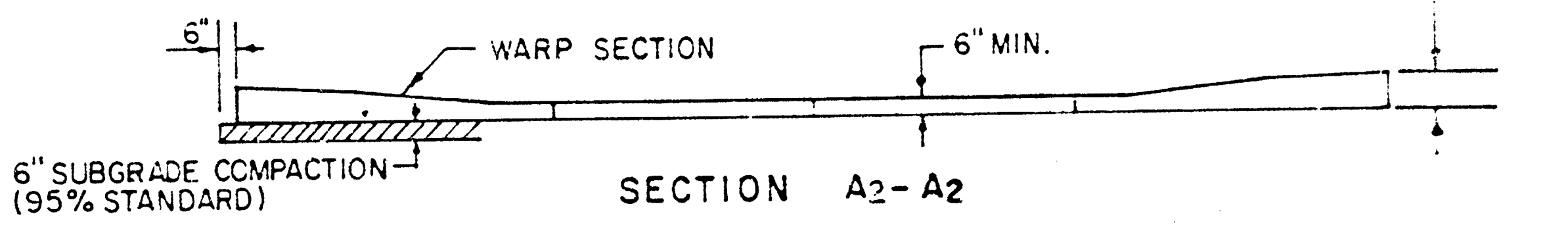

6"
WARP SECTION
6"MIN
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT END OF 10'-6" RADIUS.
6" SUBGRADE COMPACTION (95% STANDARD)

SECTION A1-A1

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)

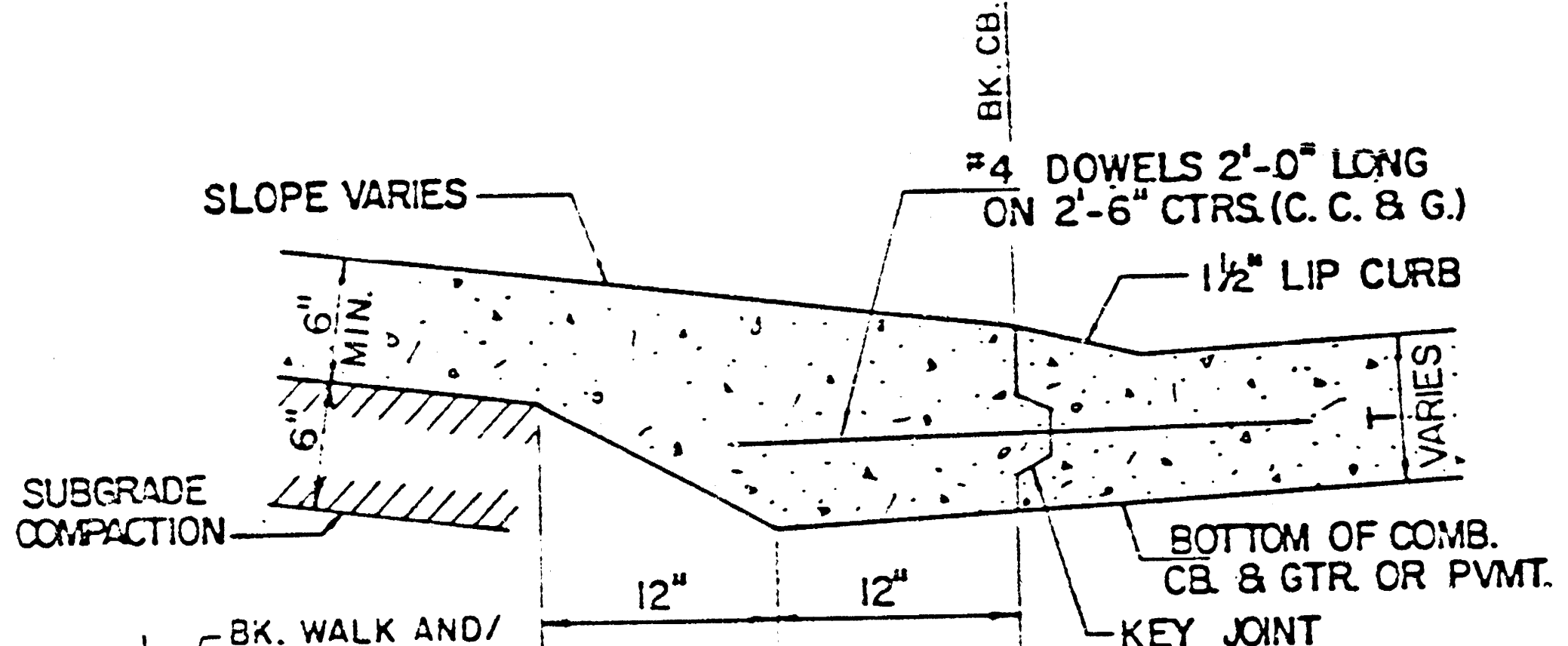

9'-0"
W
9'-0"
BK. WALK AND/OR R/W LINE.
1
2
2
1
P 4' TO 6.5'
A2
A2
WARP SECTION
SLOPE 1/2"/FT
KEY JT. AT BK. CB.
B
WARP SECTION
6'
RAMP
6'
RAMP
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
1 1/2" LIP CURB THROUGH OPENING
B


THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.
6"
WARP SECTION
6" MIN.
6" SUBGRADE COMPACTION (95% STANDARD)

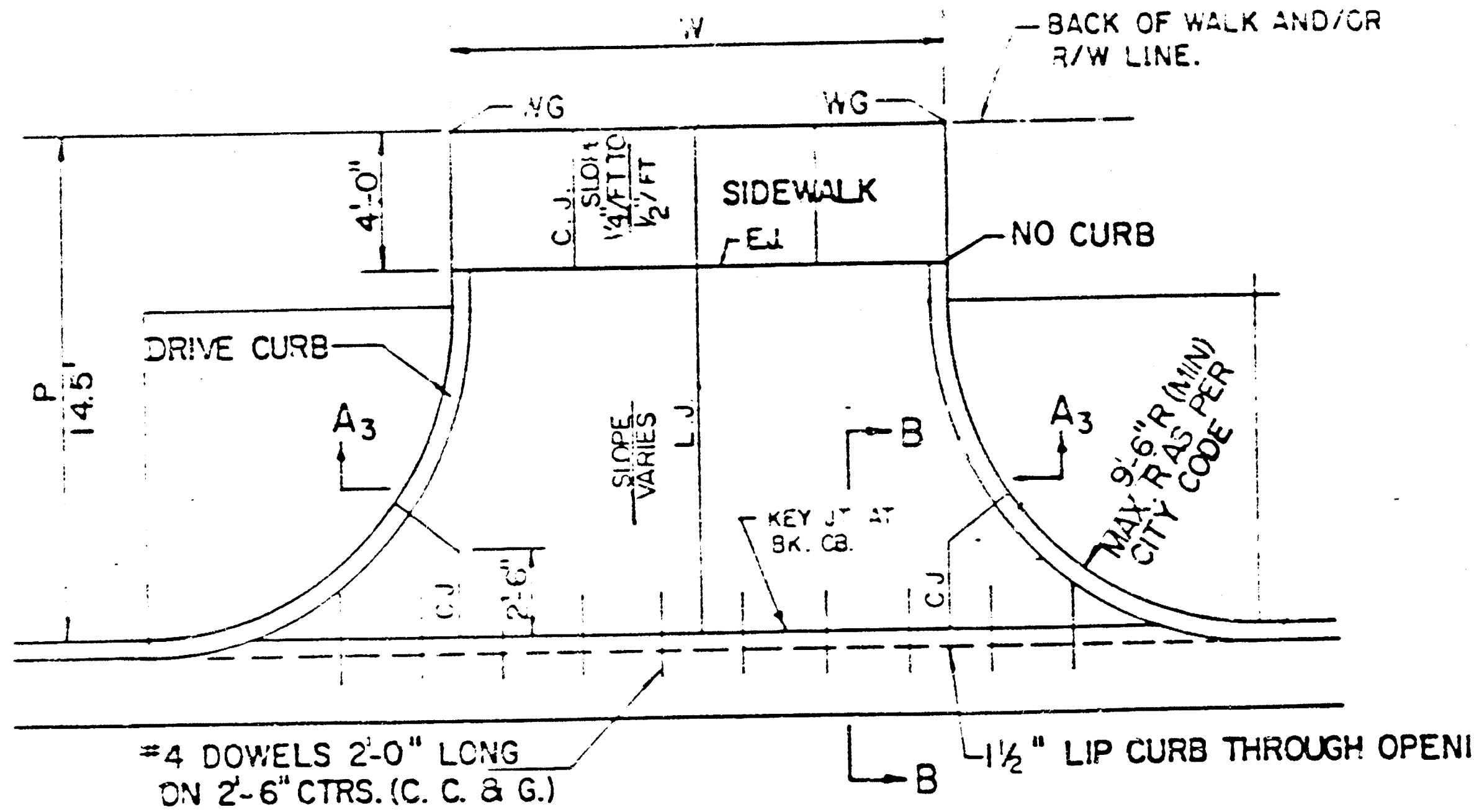
SECTION A2- A2

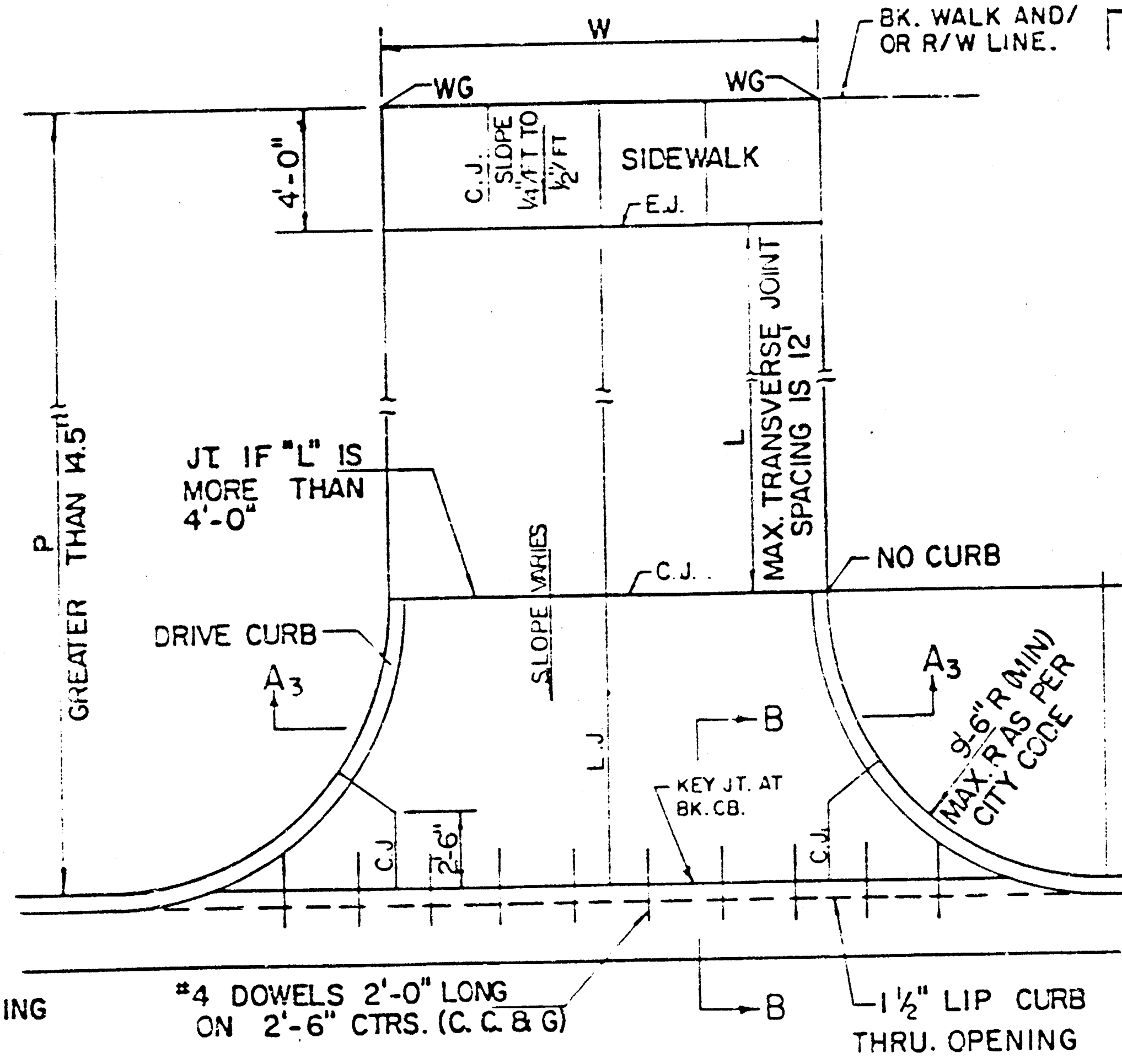
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

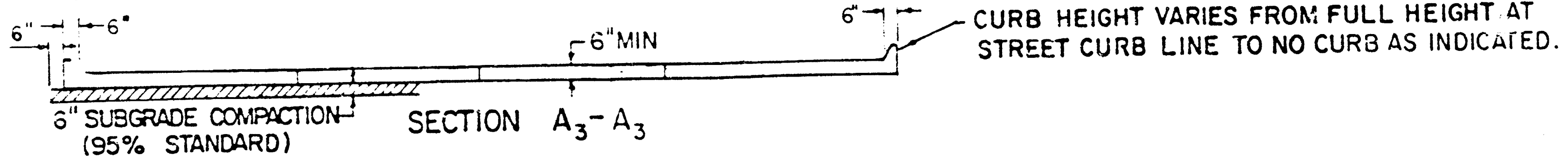
FULL RAMP DRIVE (P=4.0' TO 6.5')



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


W
WG
WG
BACK OF WALK AND/OR R/W LINE.
4'-0"
C.J.
SLOPE 1/4"/FT TO 1/2"/FT
SIDEWALK
E.J.
NO CURB
P 14.5'
DRIVE CURB
A3
A3
SLOPE VARIES
L.J.
B
KEY JT. AT BK. CB.
MAX. 9'-6" R (MIN) RAS PER CITY CODE
C.J.
2'-6"
C.J.
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)
B
1 1/2" LIP CURB THROUGH OPENING

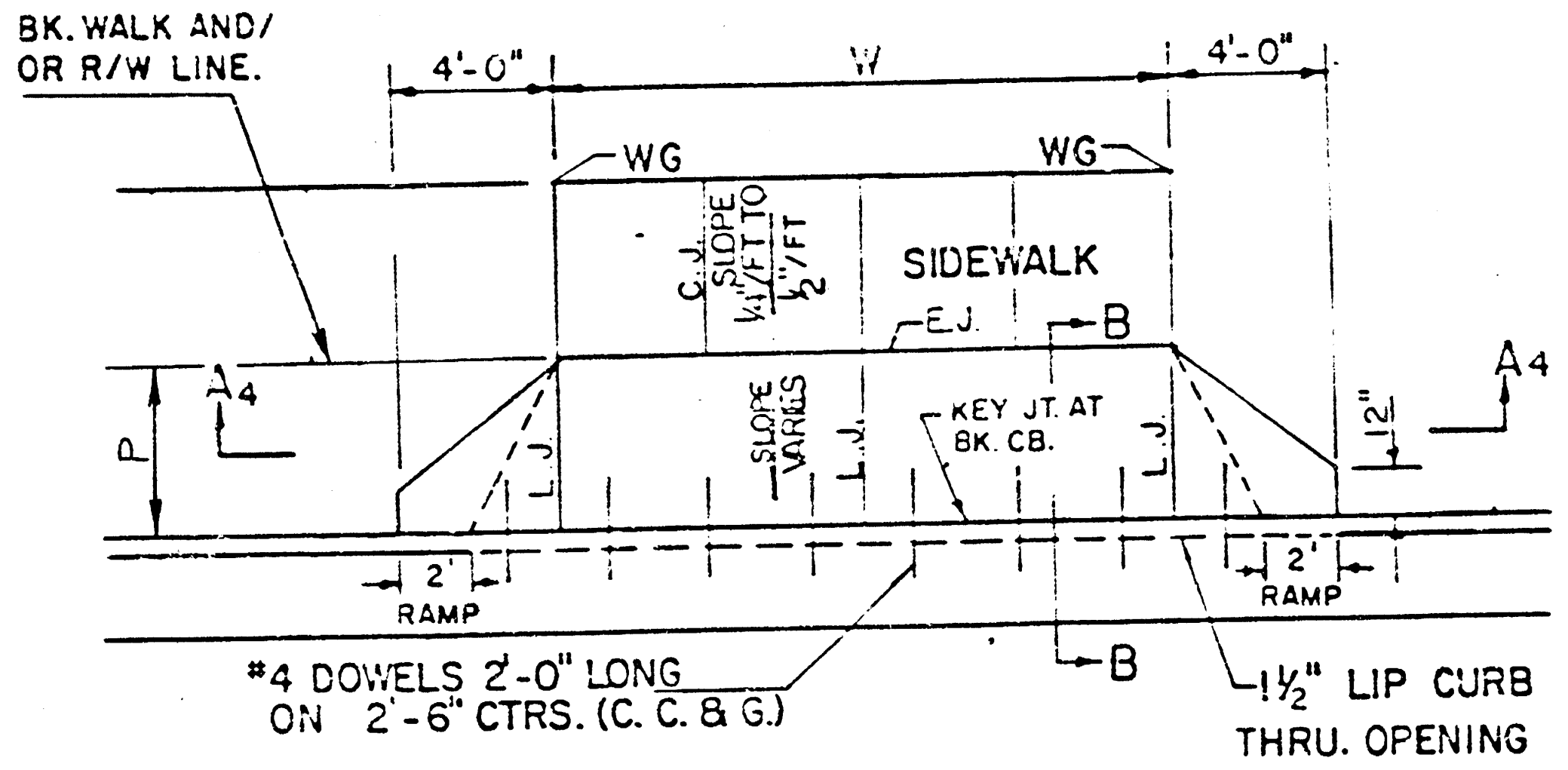

W
WG
WG
BK. WALK AND/OR R/W LINE.
4'-0"
C.J.
SLOPE 1/4"/FT TO 1/2"/FT
SIDEWALK
E.J.
MAX. TRANSVERSE JOINT SPACING IS 12'
L
JT. IF "L" IS MORE THAN 4'-0"
C.J.
NO CURB
P GREATER THAN 14.5'
DRIVE CURB
A3
A3
SLOPE VARIES
L.J.
B
KEY JT. AT BK. CB.
9.5' R (MIN) RAS PER CITY CODE
C.J.
2'-6"
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)
B
1 1/2" LIP CURB THRU. OPENING

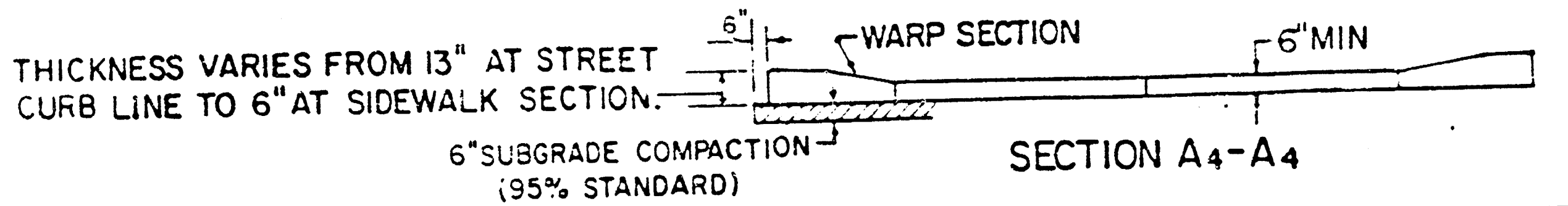

6"
6"
6"MIN
6"
CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.
6" SUBGRADE COMPACTION (95% STANDARD)

SECTION A3-A3

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)




THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT SIDEWALK SECTION.
6"
WARP SECTION
6"MIN
6"SUBGRADE COMPACTION (95% STANDARD)

SECTION A4-A4

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

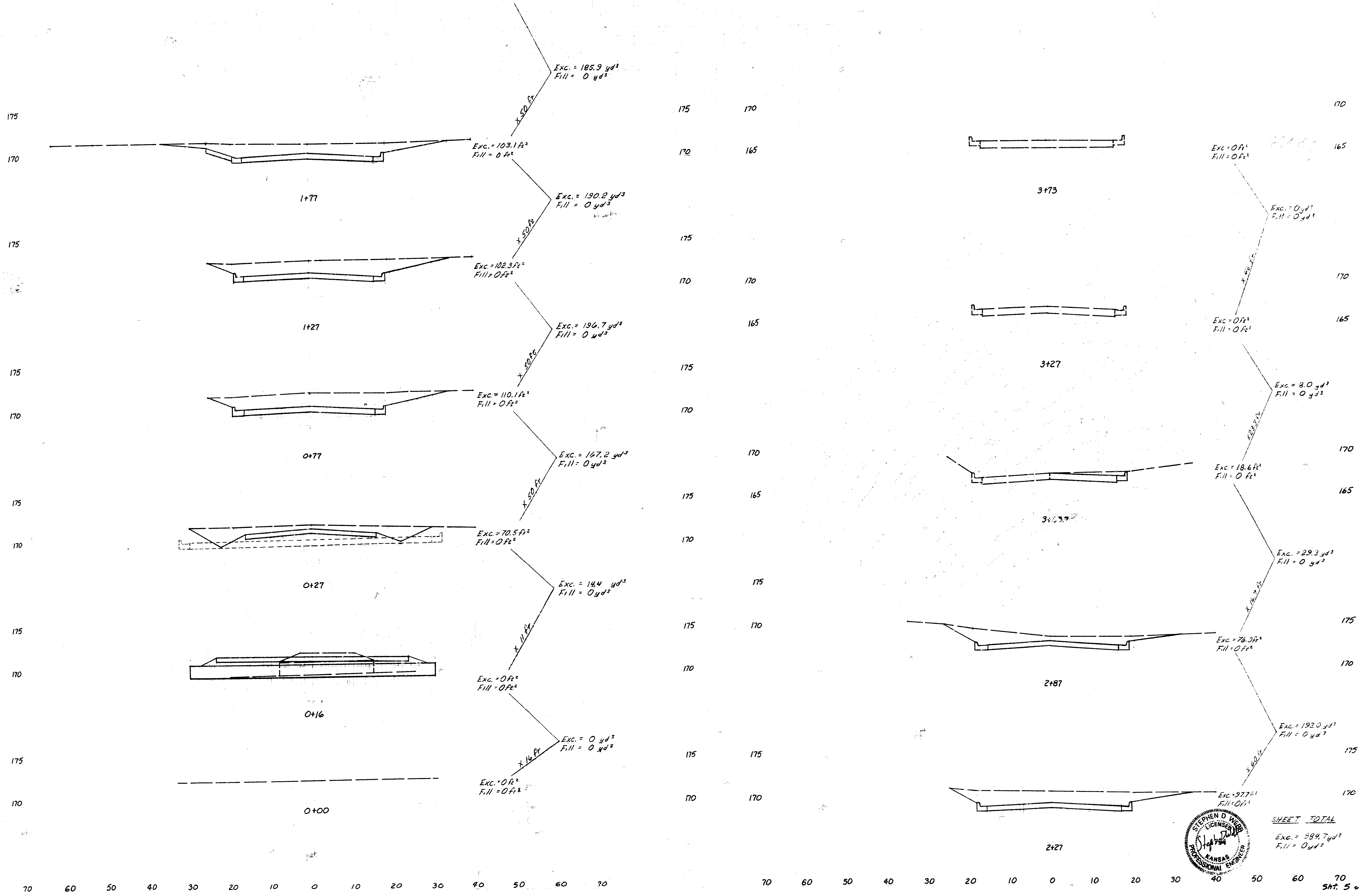
1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF 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' *Sheet 4 of 5*

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81669-000-000-001 4/5

WICHITA, KANSAS 19th STREET IMPROVEMENTS PROJECT NO. 472-76-245-81669-000-000-001 WCEA FILE: 87-330



SHEET TOTAL

Exc. = 984.7 yd³
Fill = 0 yd³

STEPHEN D WEBB 794

Sht. 5 of 5

19 4 3 2 5/5