

# 19<sup>TH</sup> 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**

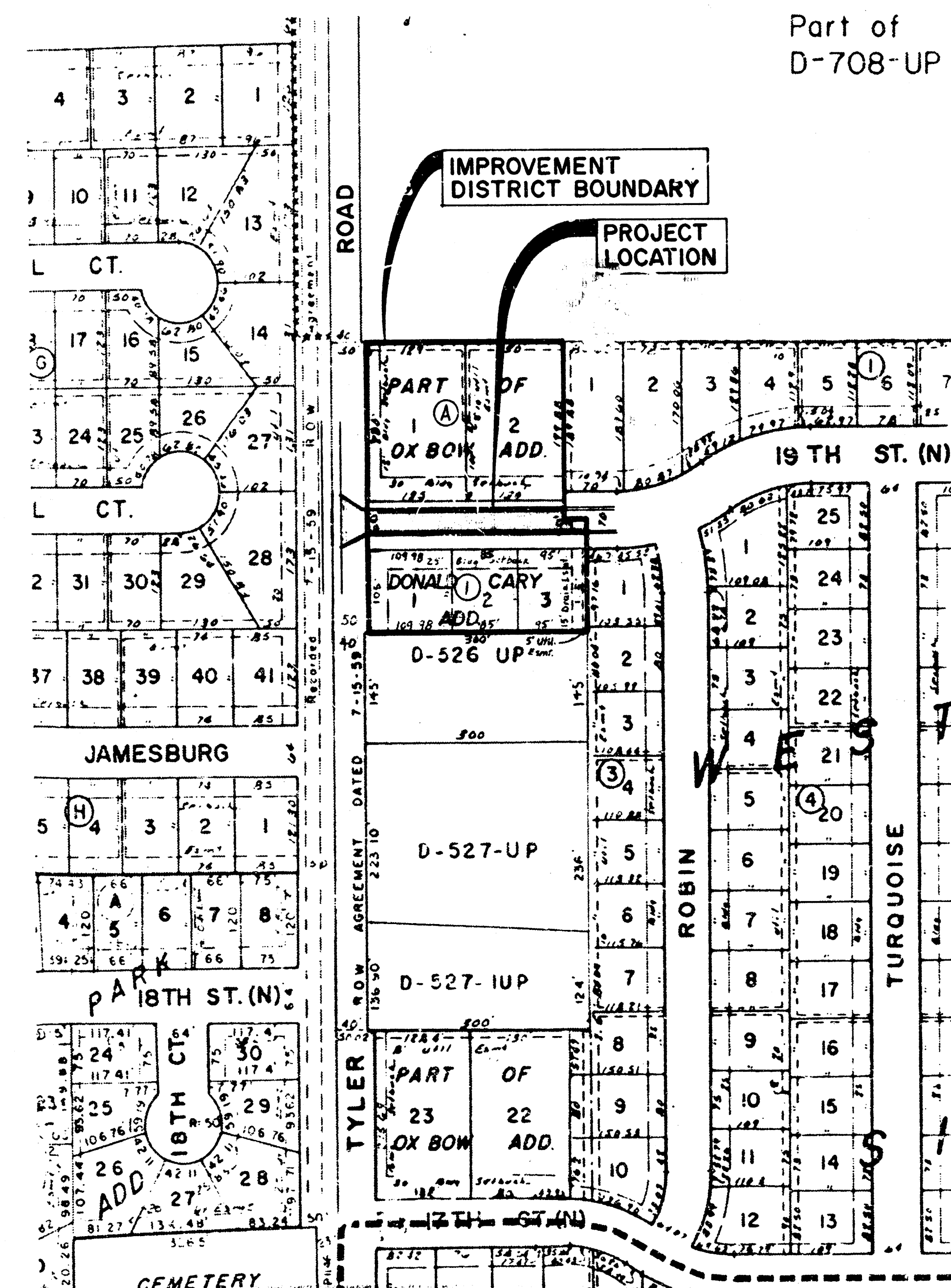
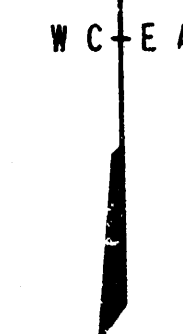
**CITY OF WICHITA, KANSAS**  
**MICHAEL E. LINDEBAK, CITY ENGINEER**  
**JUNE, 1987**

## INDEX TO DRAWINGS

| SHEET NO. | DESCRIPTION                                                                                      |
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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 |
| —         | PROPERTY LINE                         |
| •         | PROPERTY PIN                          |
| —         | STRUCTURES                            |
| +         | TBM                                   |
| □         | TELEPHONE PEDESTAL                    |
| —         | TREE                                  |
| ---       | WATER LINE                            |
| X-X-X     | FENCE                                 |
| ---       | UGT                                   |
| ---       | UNDERGROUND TELEPHONE LINE            |

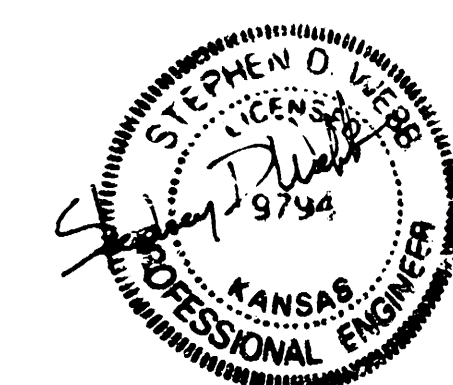


**LOCATION AND IMPROVEMENT  
DISTRICT MAP**

SCALE: 1"=150'

## GENERAL NOTES

- UTILITY SERVICE LINES, POLKS, 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.
- 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 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.
- 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.
- 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.
- 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.
- SIX INCH (6") SUBGRADE TREATMENT AS SHOWN ON PLANS MAY BE COMPLETED IN ONE LIFT IF CONTRACTOR USES ROTARY TILERS 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.
- 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.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.



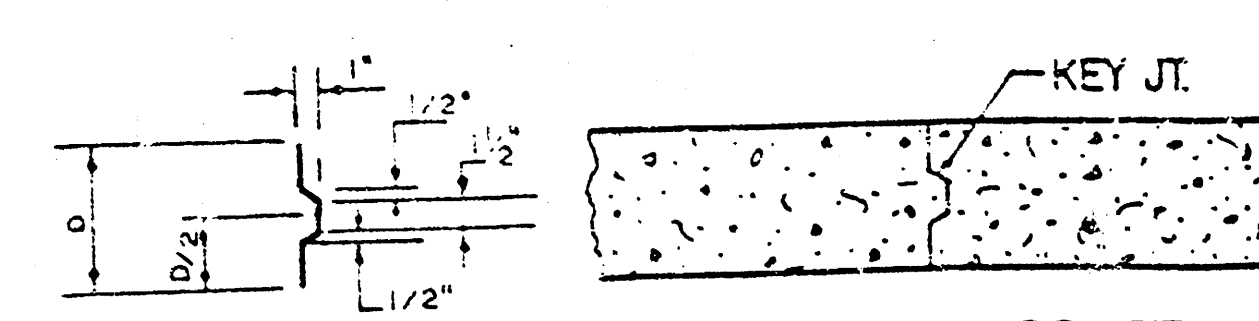
**WILSON  
& COMPANY**  
ENGINEERS &  
ARCHITECTS  
WICHITA KANSAS

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

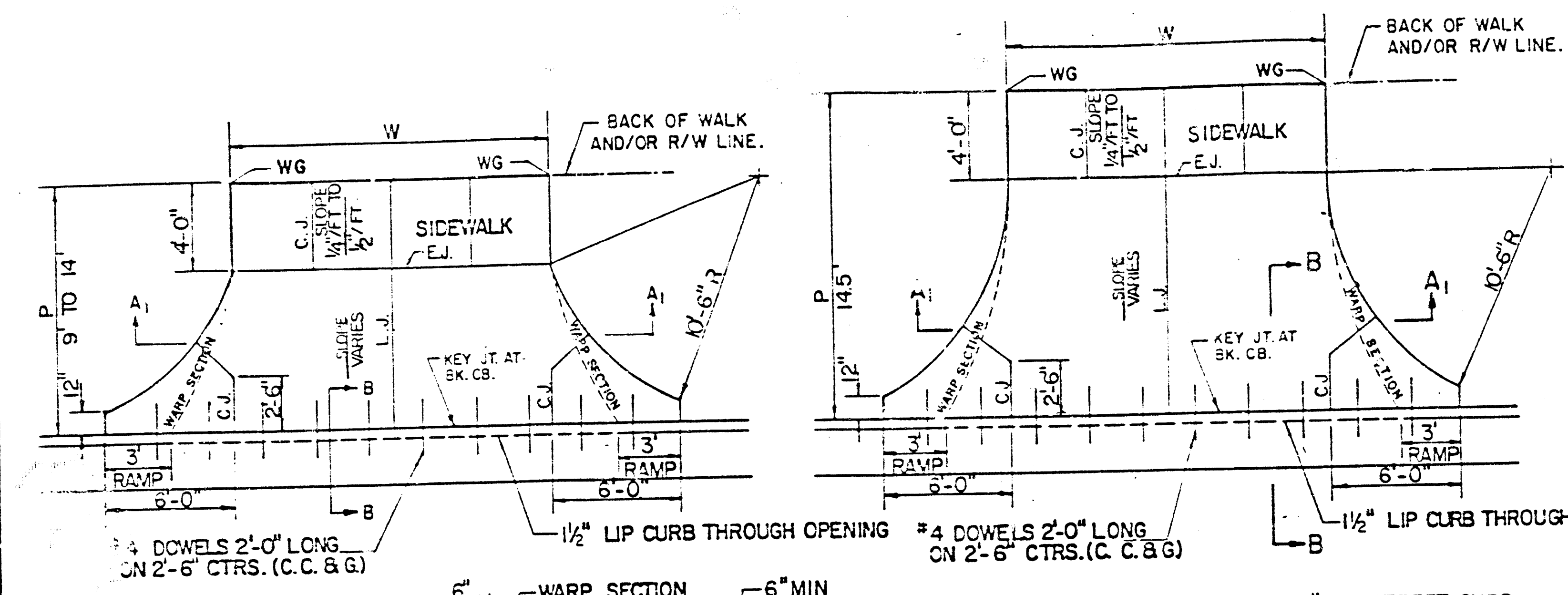
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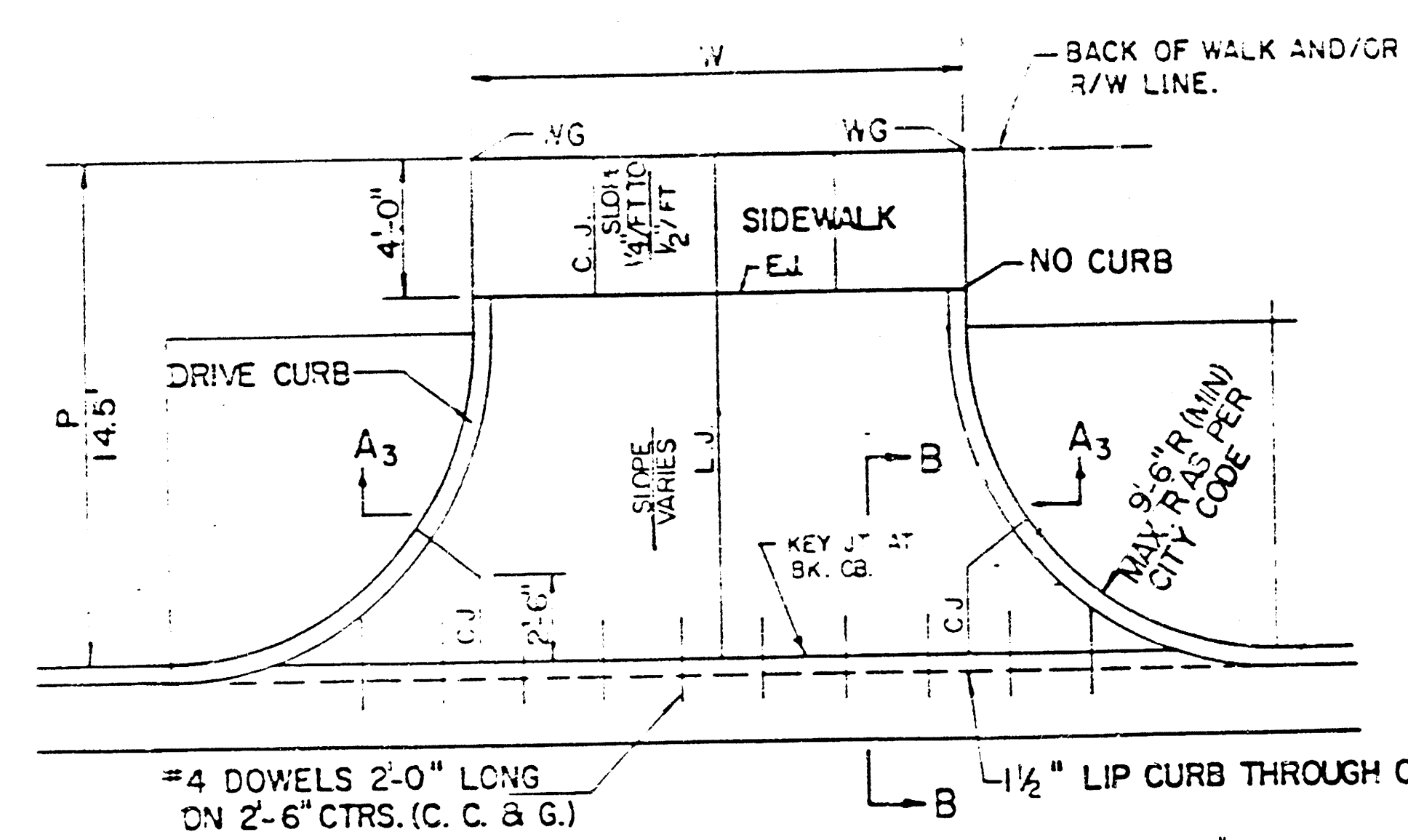
ALT. LONGITUDINAL CONSTRUCTION JOINT



SECTION A<sub>1</sub>-A<sub>1</sub>  
6" SUBGRADE COMPACTION (95% STANDARD)  
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT END OF 10'-6" RADIUS.

| 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'  | 0.60' | 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 | -0.19' | -0.16' | -0.13' | -0.10' | -0.06' | 0.00' | 0.00' | 0.15' | 0.25' | 0.35' | 0.45' | 0.55' | 0.65' |

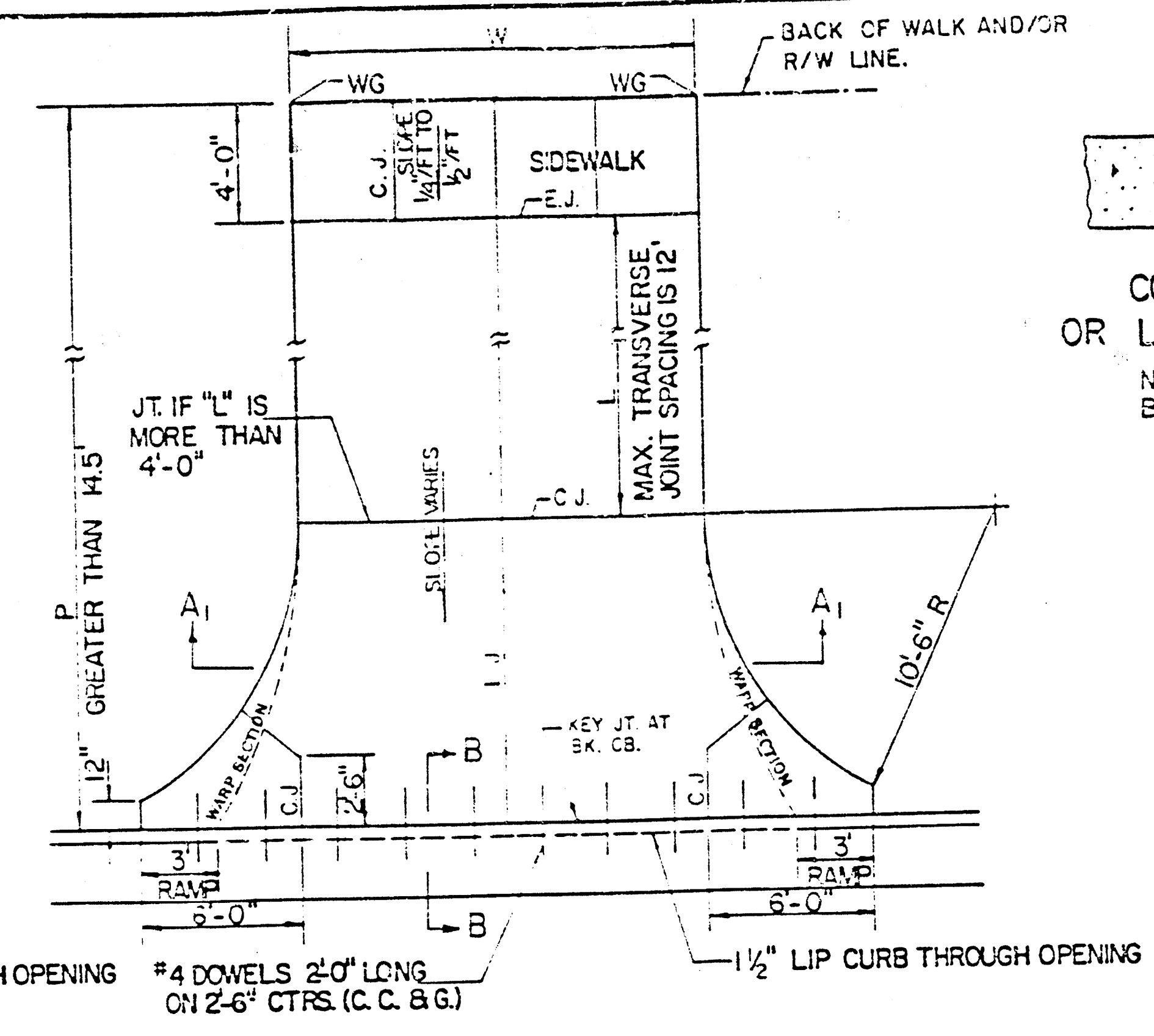
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



SECTION A<sub>3</sub>-A<sub>3</sub>  
6" SUBGRADE COMPACTION (95% STANDARD)  
CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.

| PARKING WIDTH "P"                                     | 14.5' | 20'   | 25'   | 30'   | 35'   | 40'   | 45'   | 50'   |
|-------------------------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB. | 0.60' | 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' |

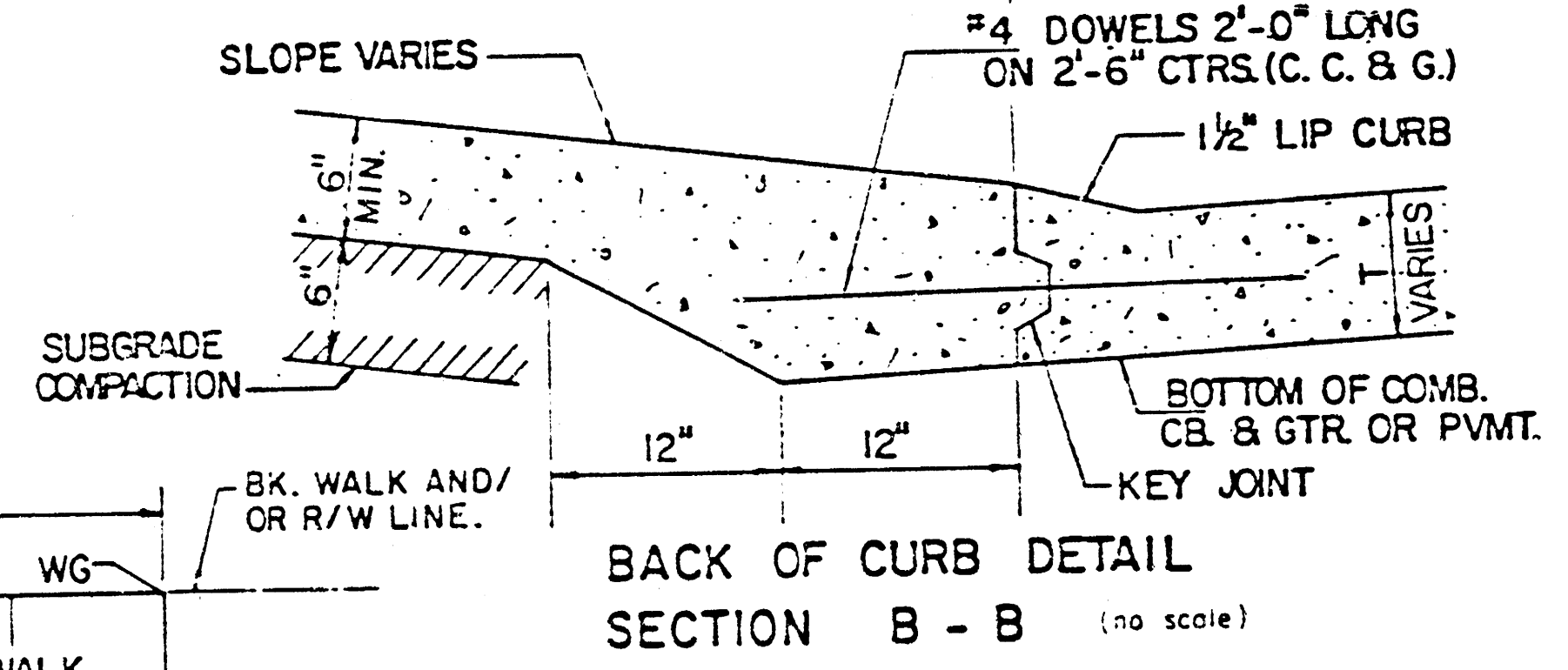
FULL RADIUS DRIVES (P = 14.5' & GREATER)



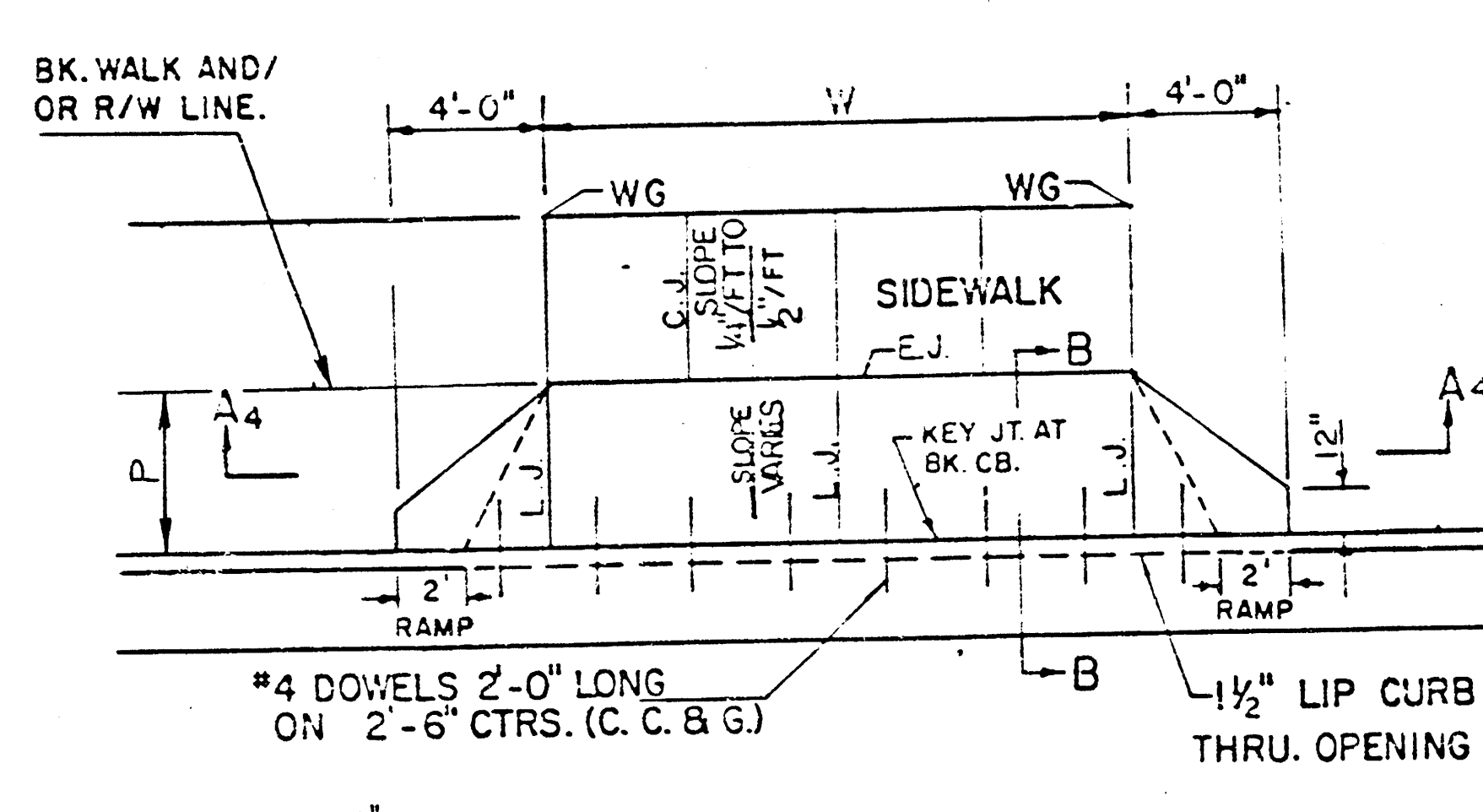
SECTION A<sub>2</sub>-A<sub>2</sub>  
6" SUBGRADE COMPACTION (95% STANDARD)  
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

| PARKING WIDTH "P"                      | 4'     | 4.5'   | 5'     | 5.5'   | 6'     | 6.5'   |
|----------------------------------------|--------|--------|--------|--------|--------|--------|
| DIST. OF PT. "I" ABOVE TOP OF FULL CB. | 0.08'  | 0.09'  | 0.10'  | 0.12'  | 0.13'  | 0.14'  |
| DIST. OF PT. "I" BELOW TOP OF FULL CB. | -0.26' | -0.24' | -0.22' | -0.20' | -0.18' | -0.16' |

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



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



SECTION A<sub>4</sub>-A<sub>4</sub>  
6" SUBGRADE COMPACTION (95% STANDARD)

| 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.  | -0.15' | -0.16' | -0.17' | -0.17' |
| ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB. | -0.25' | -0.20' | -0.20' | -0.20' |

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

CONTRACTION JOINT (C.J.)  
OR LONGITUDINAL JOINT (L.J.)  
NO SAWN JOINTS WILL  
BE ALLOWED.

EXPANSION JOINT (E.J.)

- 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 FULL CURB AND/OR FULL WALK.
  2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVEWAYS. A 1/2" DIMENSION OF 24" OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A 1/2" DIMENSION GREATER THAN 24".
  3. DRIVEWAY WIDTH DENOTED AS "W" IN THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 20'. 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 KEYS 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 WHENEVER 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 #4X12 W-44 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
  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 1.35' 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

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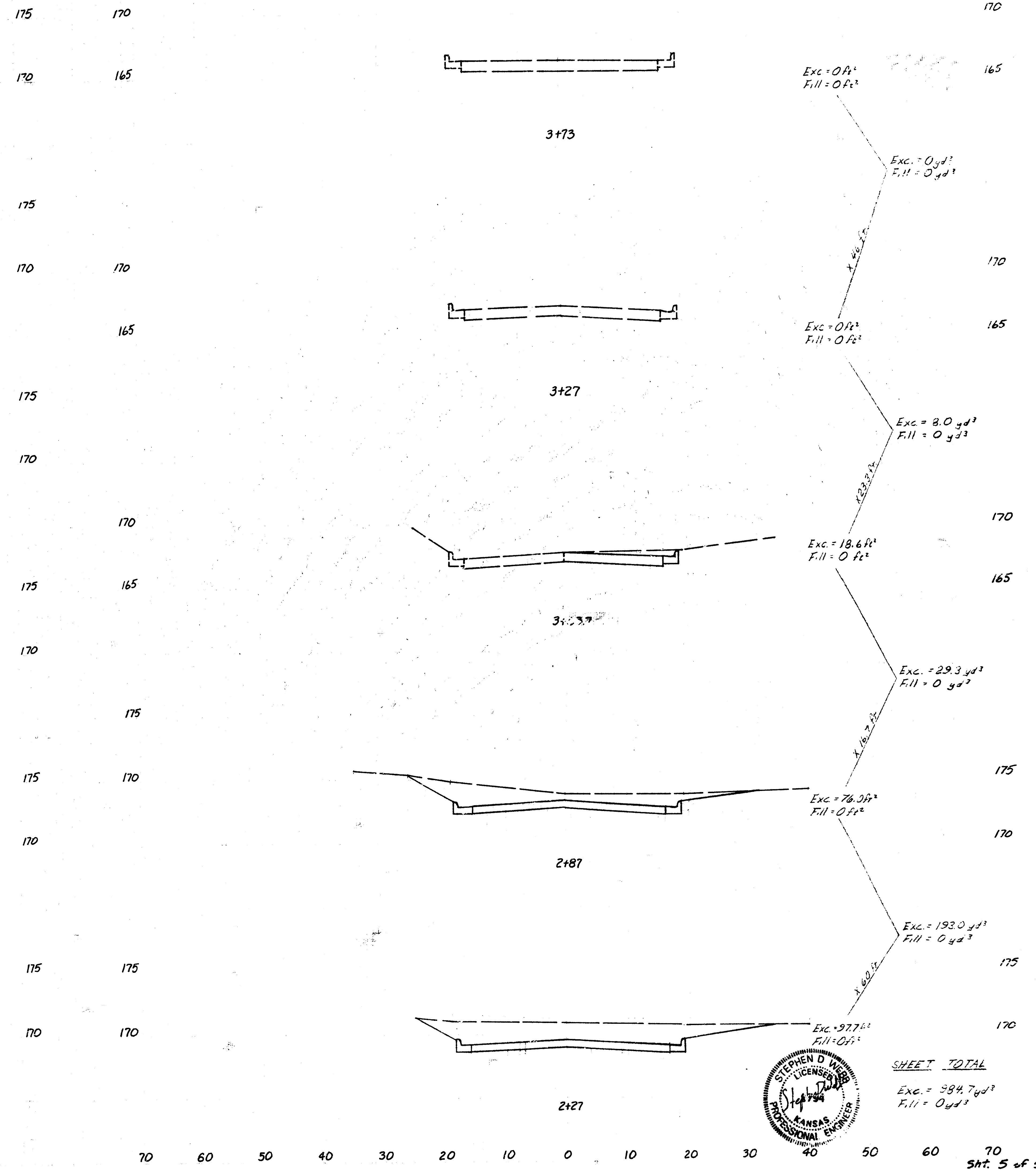
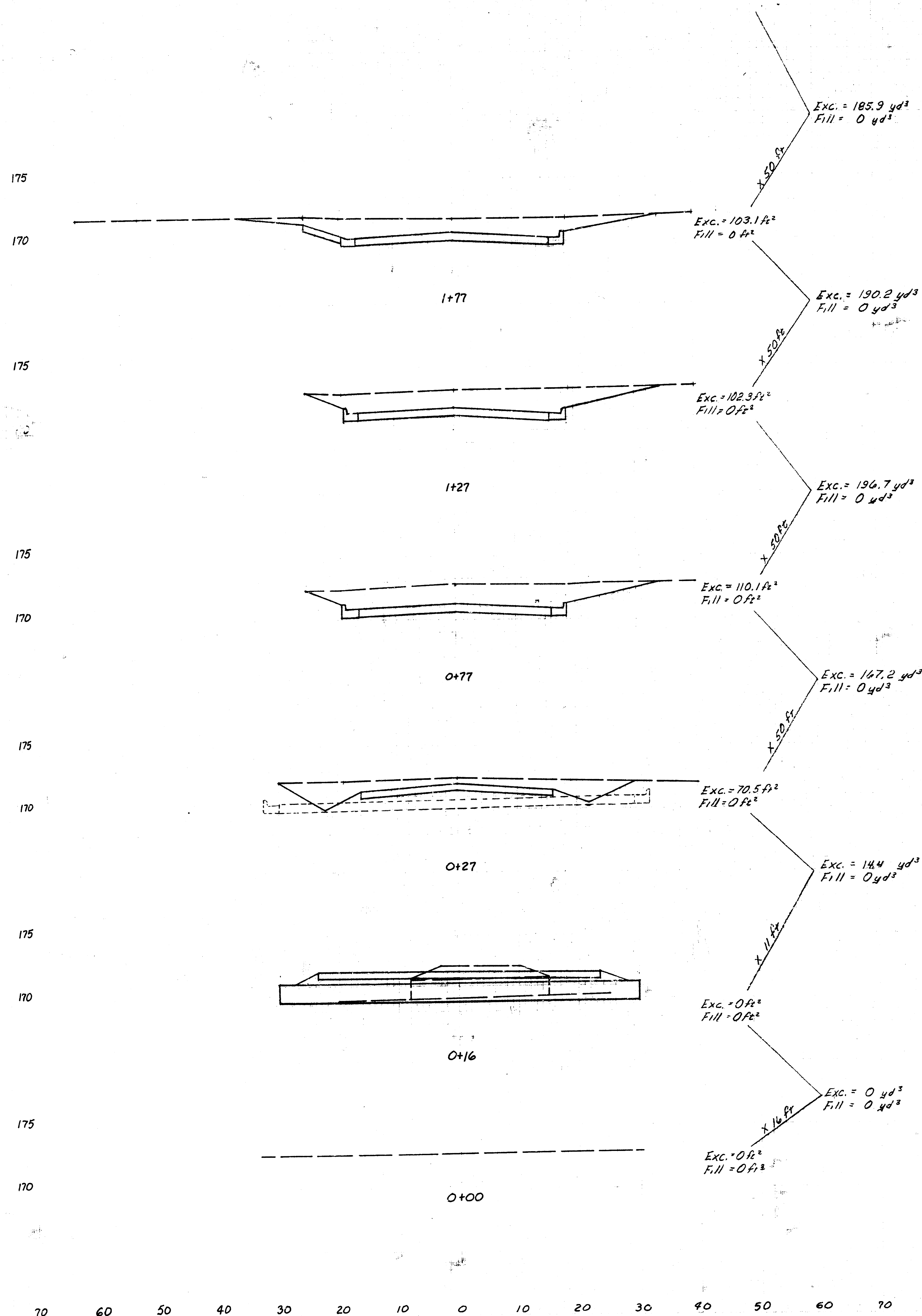
WICHITA, KANSAS

19<sup>th</sup> STREET IMPROVEMENTS

PROJECT NO. 472-76-245-81669-000-000-001

WCEA FILE: 87-230

SHEET NO. 5 OF 5



SHEET TOTAL  
Exc. = 584.7 yd<sup>3</sup>  
Fill = 0 yd<sup>3</sup>

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