

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

BROADMOOR - N.L. MAGILL TO S.L. POLO
POSTOAK/MAGILL/DOREEN - S.L. LOT 9, BLK. 2 & S.L. LOT 8, BLK. 8
TO S.L. LOT 1, BLK. 8 & S.L. LOT 5, BLK. 10

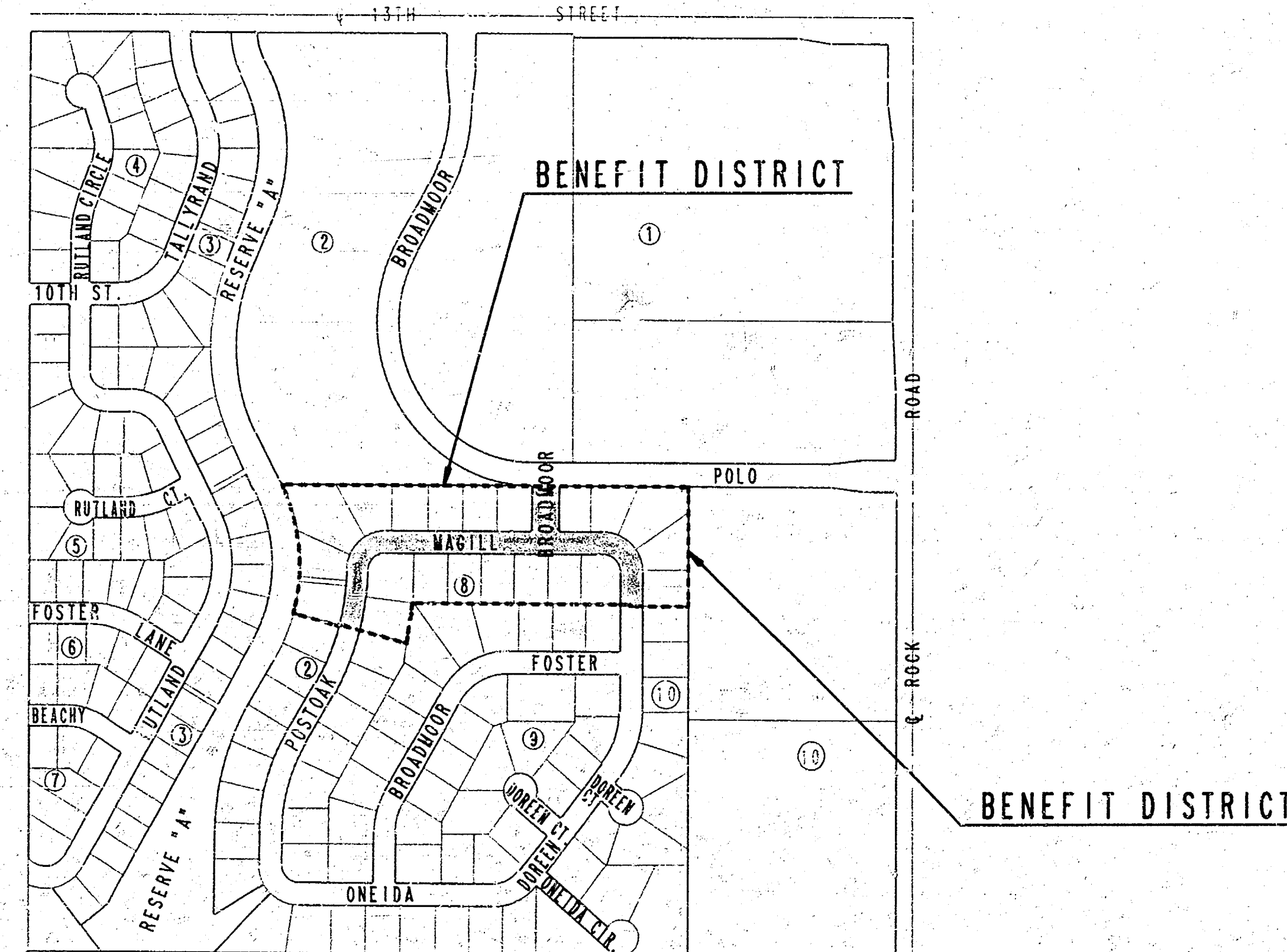
(FAIRFIELD ESTATES)

CITY OF WICHITA PROJECT NO. 472-76-245-81527-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
- 2.-3. PLAT
4. TYPICAL 35' PAVEMENT DETAILS
5. BROADMOOR TYPICAL SECTION & MEDIAN DETAILS
6. POSTOAK/MAGILL PAVING PLAN - STA. 37+19.35 TO STA. 43+00
7. MAGILL/DOREEN PAVING PLAN - STA. 43+00 TO STA. 48+96.79
8. BROADMOOR PAVING PLAN - STA. 50+00 TO STA. 51+95
9. STANDARD DRIVE ENTRANCES
10. WASTE DISPOSAL PLAN
- 11.-14. STREET CROSS-SECTIONS

SCALE: 1"=400'



GENERAL NOTES

THE CONTRACT UNIT PRICE FOR "CLEARING RIGHT-OF-WAY" SHALL BE FULL COMPENSATION FOR REMOVAL AND DISPOSAL OF ALL ITEMS CONFLICTING WITH THE PROPOSED CONSTRUCTION. THIS DOES NOT INCLUDE, BUT NOT LIMITED TO, THE REMOVAL AND DISPOSAL OF FENCES, POSTS, POLES, CONCRETE FOOTINGS AND FOUNDATIONS, UNDERGROUND UTILITY PIPING, CULVERTS, TREES AND

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.

CONTRACTOR SHALL SATISFY HIMSELF OF SUB-SURFACE CONDITIONS PRIOR TO 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 AS "LOOSE FILL" ON SITE (SEE SHEET NO. 10). NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-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 ADJUTS 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.

PROJECT SURVEY CONTROL		
VERTICAL DATUM:	CITY OF WICHITA DATUM	
DATUM BENCH MARK:	R.R. SPIKE IN NE CORNER WOOD FENCE AT SOUTH SIDE OF KILLARNY PLACE AND ROCK ROAD	
		ELEV. = 176.71
BENCH MARK #21:	R.R. SPIKE IN NE FACE 20' ELM 30' E OF NW CORNER LOT 18, BLOCK 10, FAIRFIELD ESTATES	
		ELEV. = 187.63
BENCH MARK #22:	R.R. SPIKE IN E FACE 15' COTTONWOOD E SIDE OF GRAVEL DRIVE ALONG W-S FENCE	
		ELEV. = 192.64
BENCH MARK #25:	CHIS. "D" ON TOP OF CURB E SIDE OF ROCK ROAD NEAR 4TH HLP SOUTH OF 13TH STREET	
		ELEV. = 182.86
BENCH MARK #26:	CHIS. "D" ON TOP OF CURB E SIDE OF ROCK ROAD NEAR 6TH HLP SOUTH OF 13TH STREET	
		ELEV. = 181.39

EARTHWORK

EXCAVATION	
X-SECTIONS	2,411 CU. YDS.
10%	241 CU. YDS.
TOTAL	2,652 CU. YDS.

COMPACTED FILL	
X-SECTIONS	45 CU. YDS.
10%	5 CU. YDS.
TOTAL	50 CU. YDS.

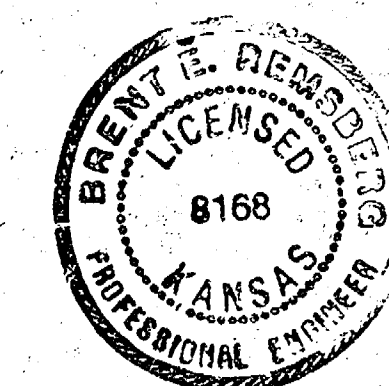
LOOSE FILL	
X-SECTIONS	598 CU. YDS.
10%	60 CU. YDS.
TOTAL	658 CU. YDS.

COMPACTED FILL	
X-SECTIONS	82 CU. YDS.
10%	8 CU. YDS.
TOTAL	90 CU. YDS.

SW Cor. NE 1/4
Sec. 18, T27S, R2E
of the 6th P.M.

SE Cor. NE 1/4
Sec. 18, T27S, R2E
of the 6th P.M.

APRIL, 1986
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

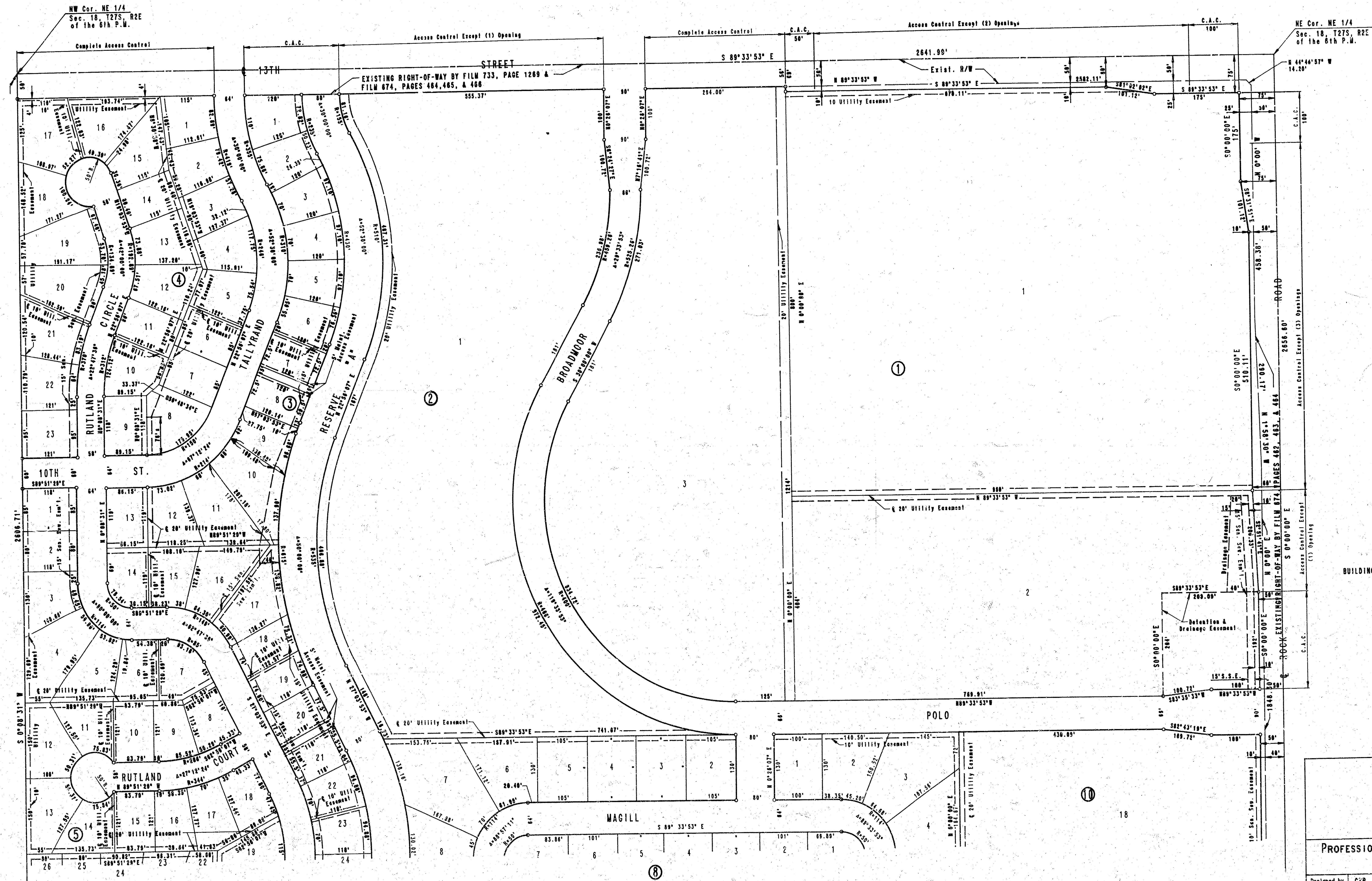


FILMED FROM THE BEST
AVAILABLE COPY

FAIRFIELD ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-75-243-81527-000-000-001	2	14



SCALE: 1" = 100'

○ = IRON SET
C.A.C. = COMPLETE ACCESS CONTROL
B.M. - CHIS. "0" S. END CURB RETURN
WEST SIDE ROCK ROAD AT E. 1/4 COR.
SEC. 18, T27S, R2E.
ELEV. 179.18 CITY DATUM

BUILDING SETBACKS-SEE SHEET NO. 3

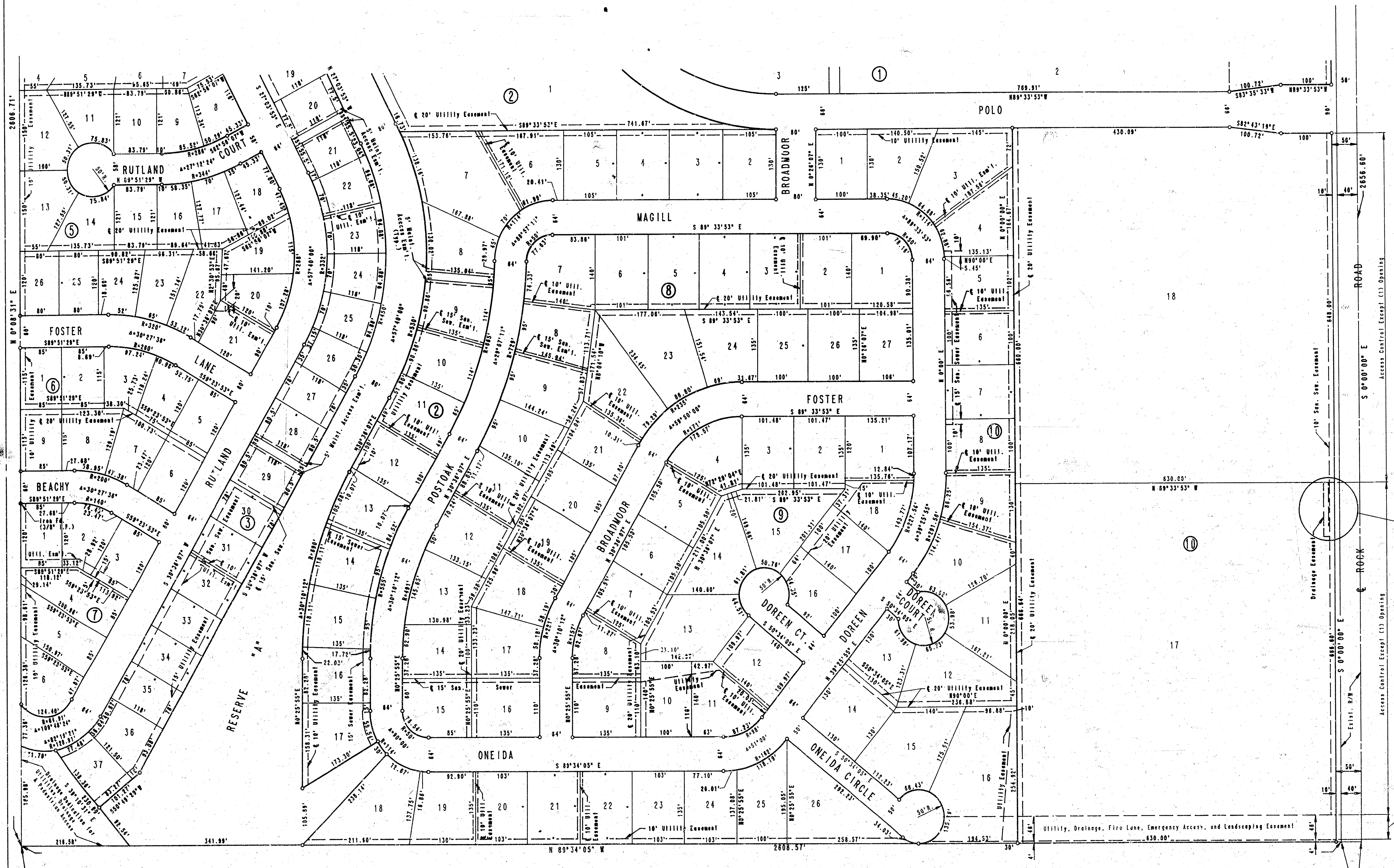
PLAT

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS
Designed by CSB
Drawn by DEP
Checked by
Date APRIL, 1986 Job No. 85592-7

FILMED FROM THE BEST
AVAILABLE COPY.....

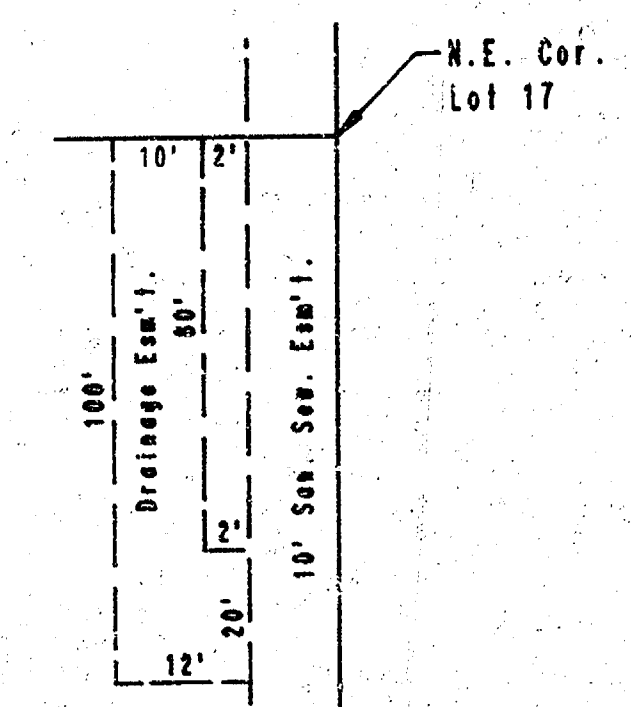
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-000-001	3	14

FAIRFIELD ESTATES WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'
C.A.C. - COMPLETE ACCESS CONTROL
SEE SHEET NO. 1 FOR BENCH MARK

BUILDING SETBACKS AS PER THE REQUIREMENTS OF THE FAIRFIELD COMMERCIAL C.U.P. (OP-144), FAIRFIELD RESIDENTIAL C.U.P. (OP-145), AND FAIRFIELD ESTATES C.U.P. (OP-143) ON FILE WITH THE WICHITA SEDGWICK COUNTY METROPOLITAN AREA PLANNING DEPARTMENT.



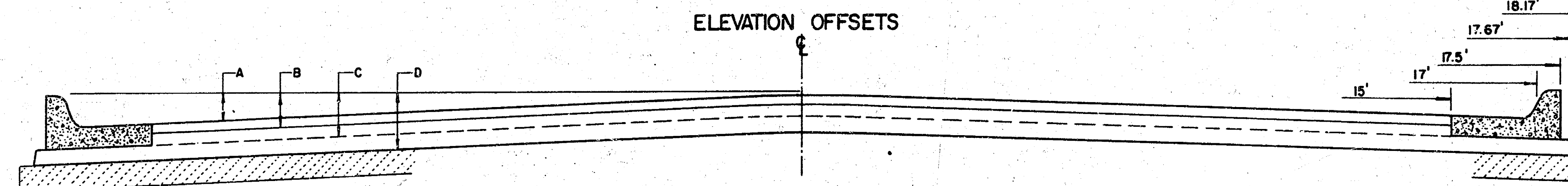
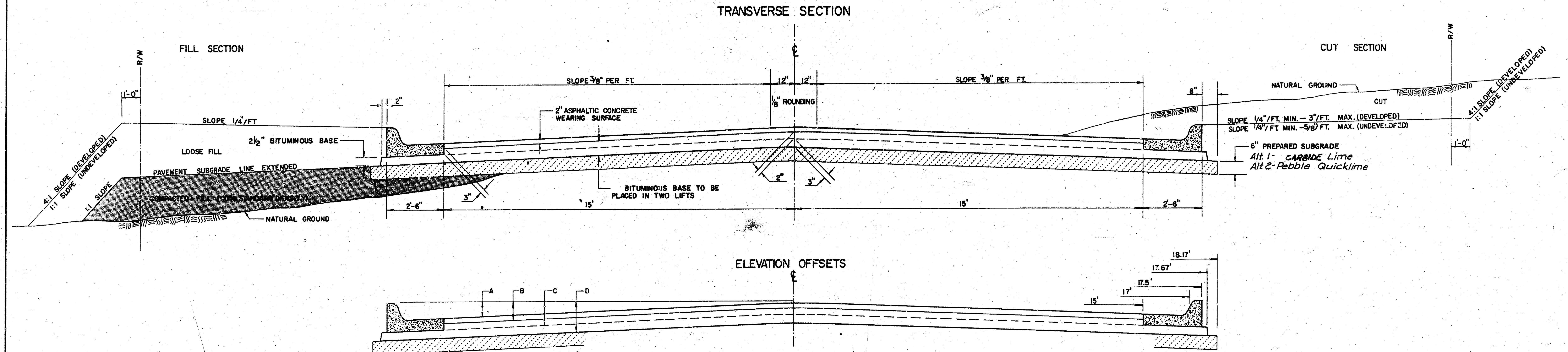
PLAT

PROFESSIONAL ENGINEERING CONSULTANTS, P.A. WICHITA, KANSAS		3
Designed by	CSB	Checked by
Drawn by	DEP	Date APRIL, 1986 Job No. 85592-7

FILMED FROM THE BEST AVAILABLE COPY....

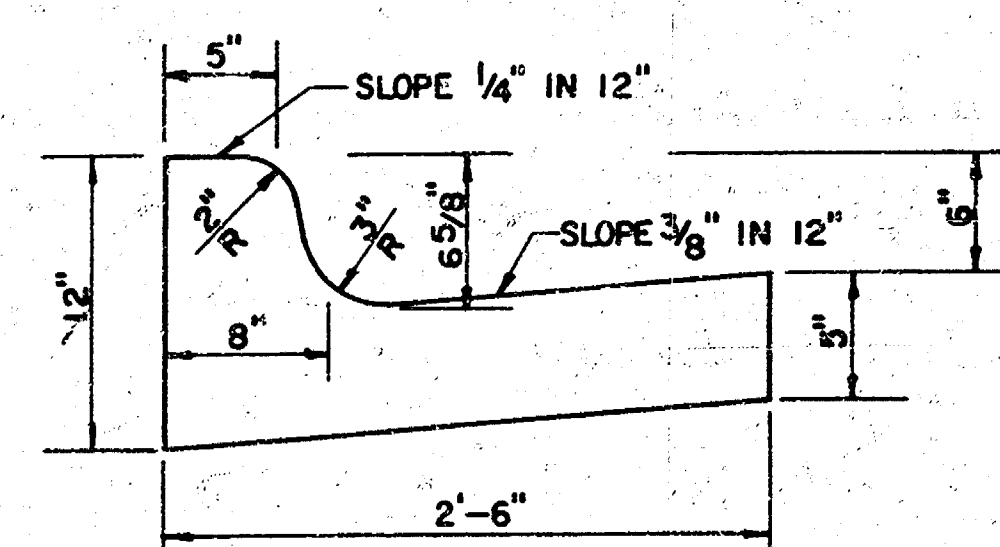
TYPICAL 35' PAVEMENT DETAILS

4 14

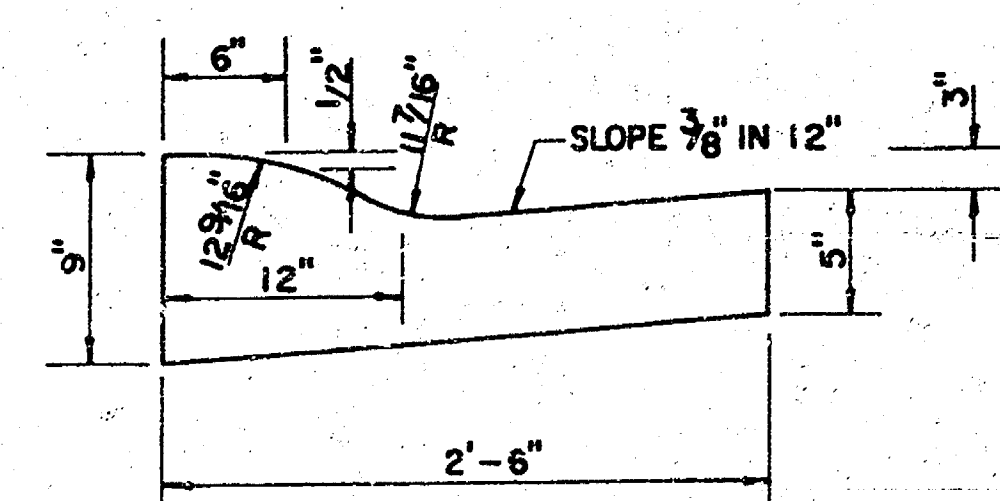


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP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



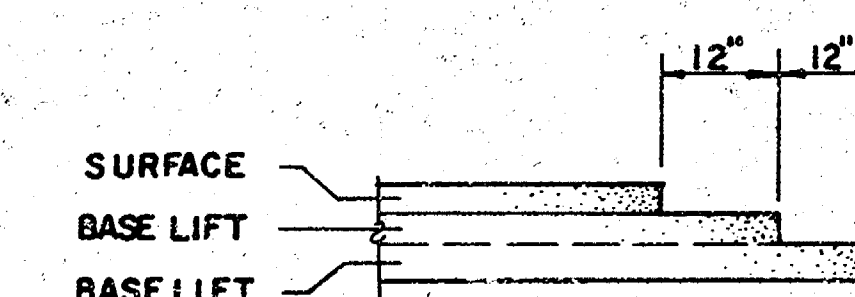
ROLL TYPE COMBINED CURB & GUTTER



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

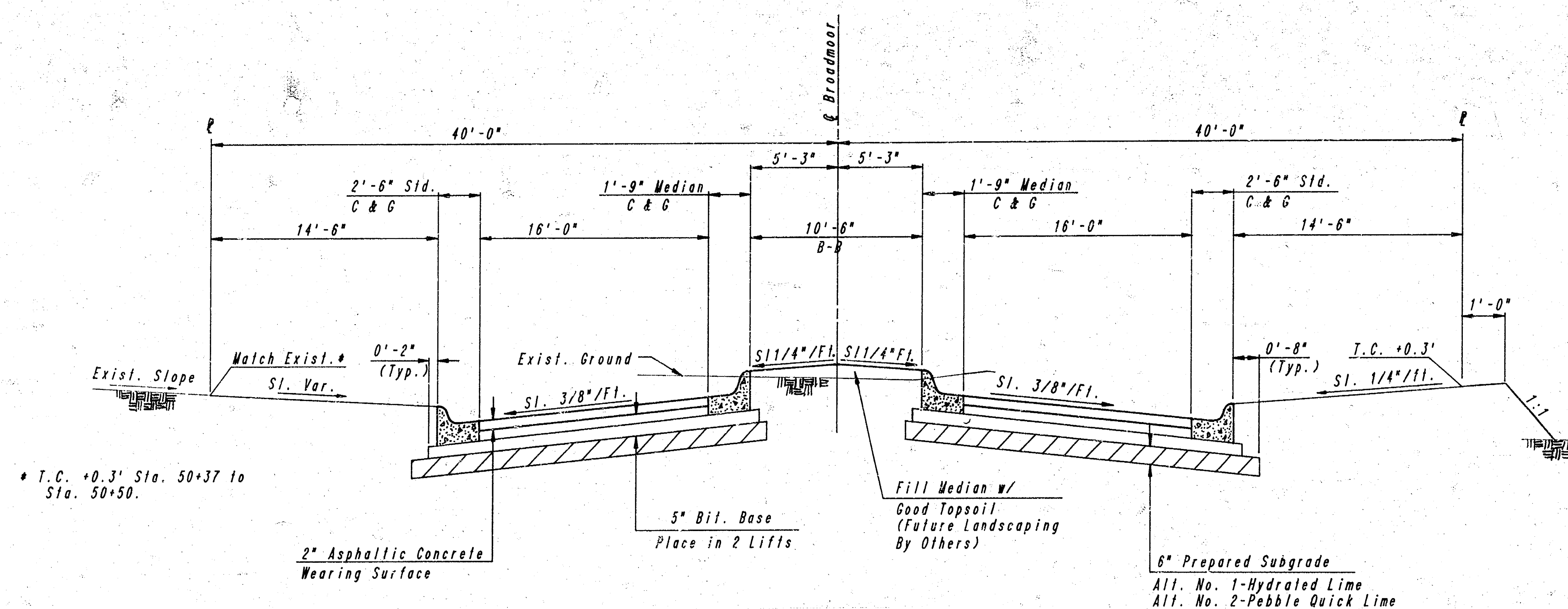


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

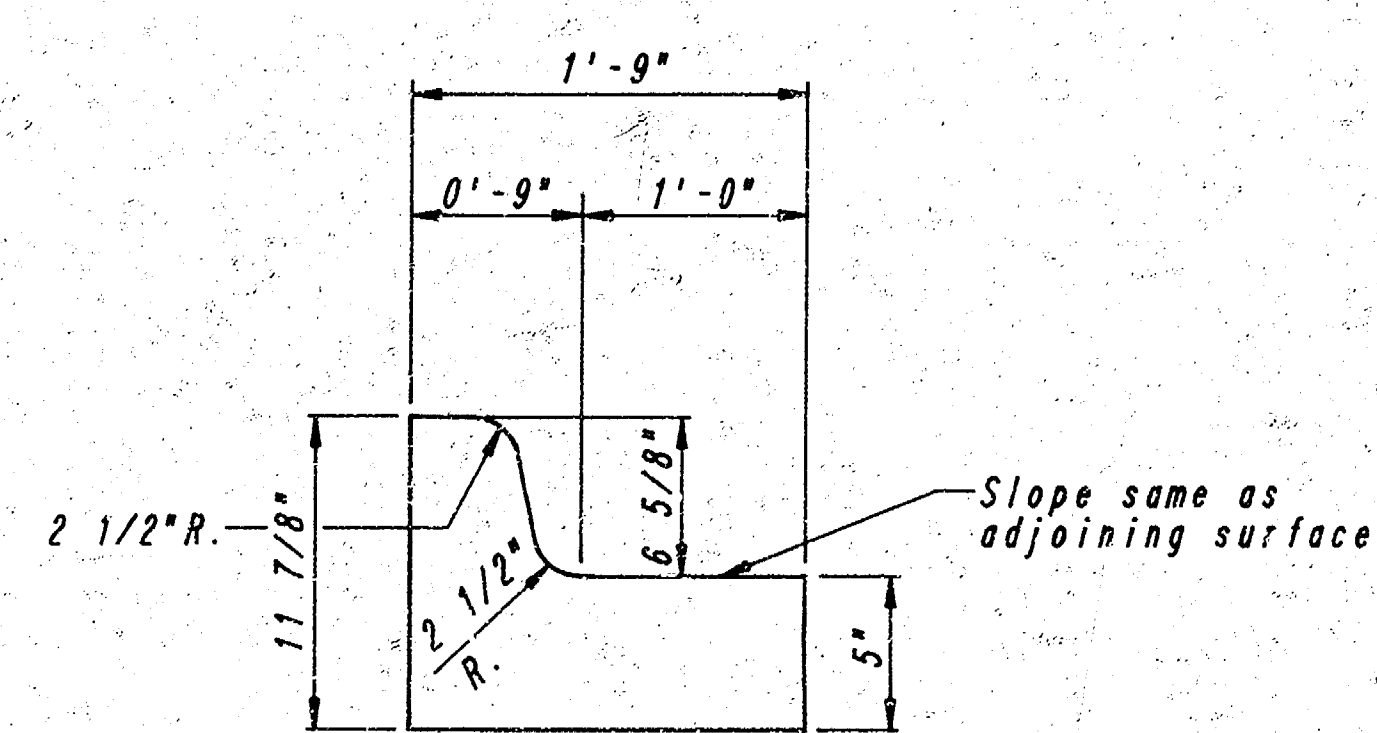
7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-79-245-81527-000-000-001

FILMED FROM THE BEST
AVAILABLE COPY

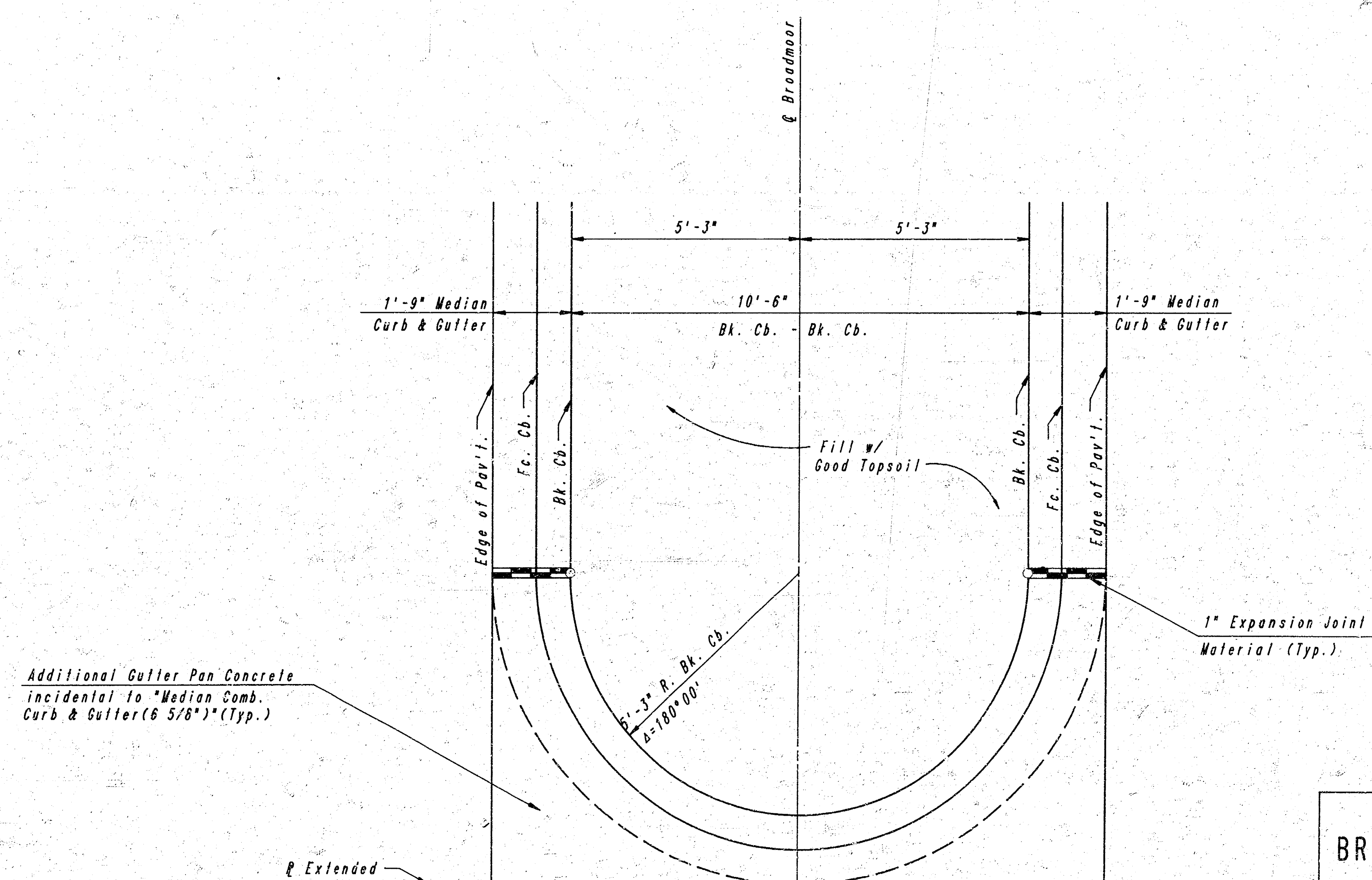
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-001	5	14



TYPICAL SECTION
Sta. 50+38.75 to Sta. 51+55.25 Broadmoor



MEDIAN CURB & GUTTER DETAIL

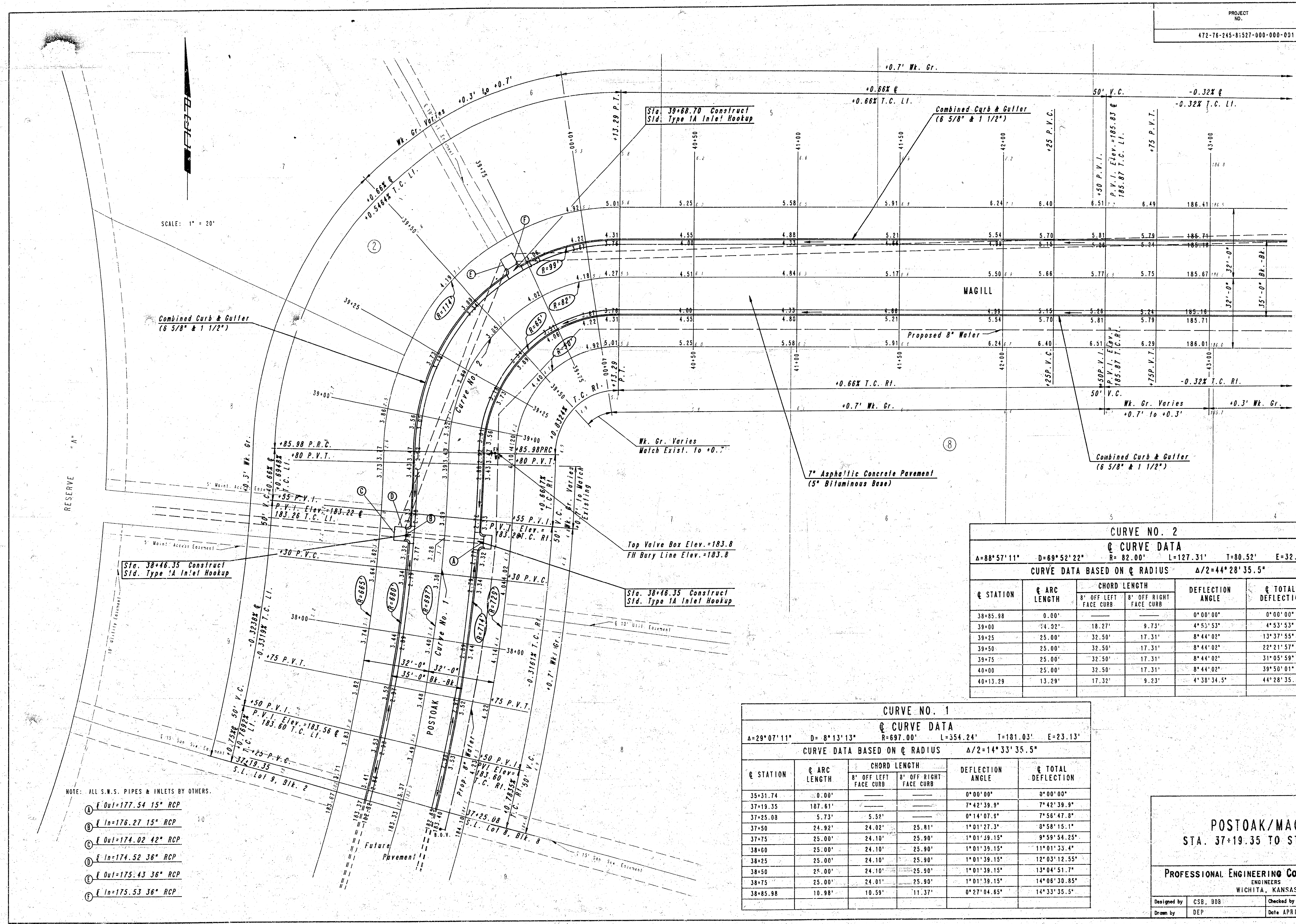


MEDIAN NOSE DETAIL
Broadmoor @ Polo & Broadmoor @ Magill

BROADMOOR TYPICAL SECTIONS & MEDIAN DETAILS

PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by	CSB, BDB	Checked by	BDB
Drawn by	DEP	Date	APRIL, 1986 Job No. 85592-7

FILMED FROM THE BEST
AVAILABLE COPY



- NOTE: ALL S.W.S. PIPES & INLETS BY OTHERS.
- A Out=177.54 15" RCP
 - B In=176.27 15" RCP
 - C Out=174.02 42" RCP
 - D In=174.52 36" RCP
 - E Out=175.43 36" RCP
 - F In=175.53 36" RCP

CURVE NO. 2					
Q CURVE DATA					
Δ=88°57'11"	D=69°52'22"	R=82.00'	L=127.31'	T=80.52'	E=32.92'
CURVE DATA BASED ON Q RADIUS Δ/2=44°28'35.5"					
Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
38+85.98	0.00'			0°00'00"	0°00'00"
39+00	24.02'	18.27'	9.73'	4°53'53"	4°53'53"
39+25	25.00'	32.50'	17.31'	8°44'02"	13°37'55"
39+50	25.00'	32.50'	17.31'	8°44'02"	22°21'57"
39+75	25.00'	32.50'	17.31'	8°44'02"	31°05'59"
40+00	25.00'	32.50'	17.31'	8°44'02"	39°50'01"
40+13.29	13.29'	17.32'	9.23'	4°30'34.5"	44°28'35.5"

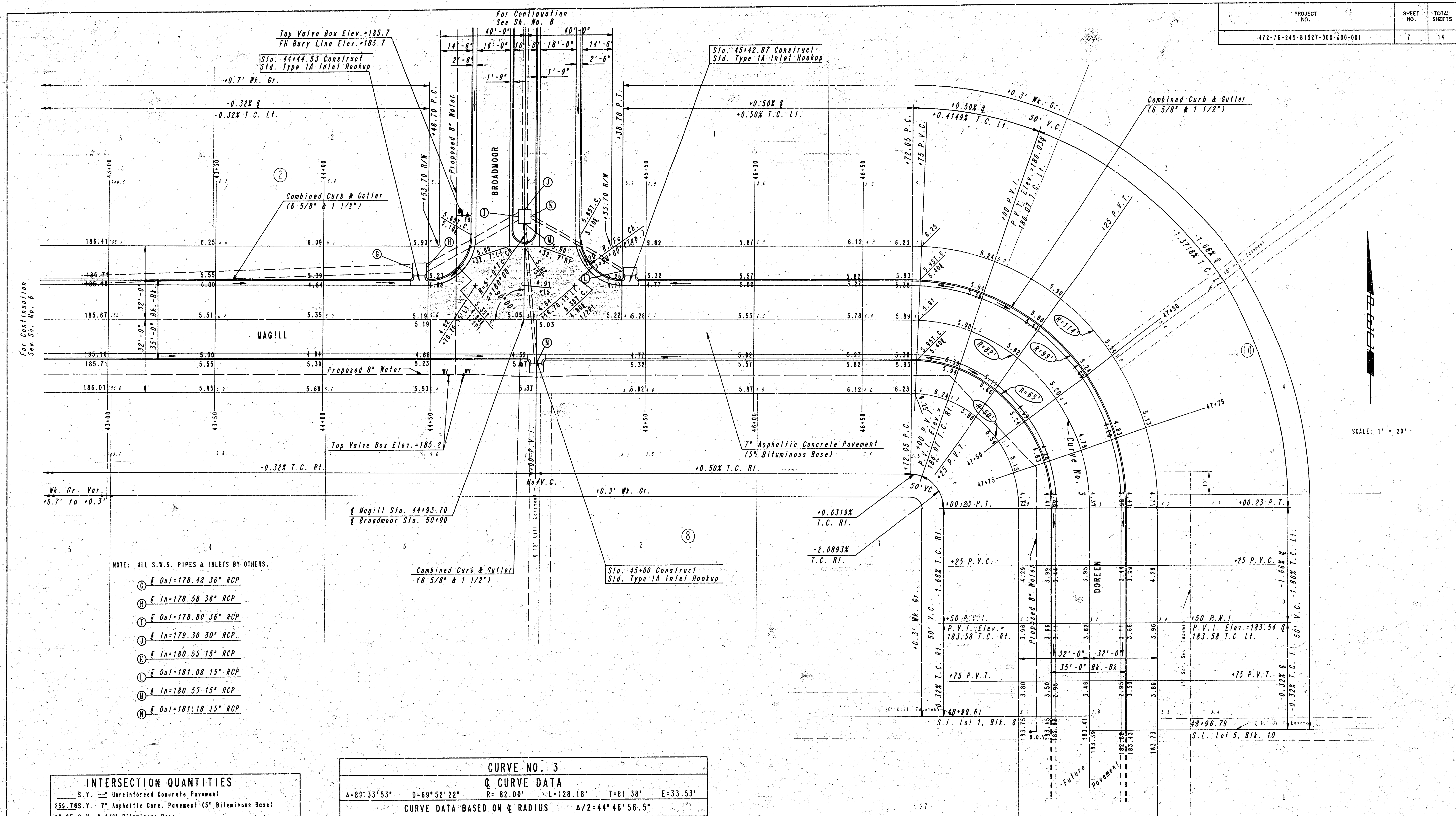
CURVE NO. 1					
Q CURVE DATA					
Δ=29°07'11"	D=8°13'13"	R=697.00'	L=354.24'	T=181.03'	E=23.13'
CURVE DATA BASED ON Q RADIUS Δ/2=14°33'35.5"					
Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
35+31.74	0.00'			0°00'00"	0°00'00"
37+19.35	187.61'			7°42'39.9"	7°42'39.9"
37+25.08	5.73'	5.52'		0°14'07.5"	7°56'47.8"
37+50	24.92'	24.02'	25.81'	1°01'27.3"	8°58'15.1"
37+75	25.00'	24.10'	25.90'	1°01'39.15"	9°59'54.25"
38+00	25.00'	24.10'	25.90'	1°01'39.15"	11°01'33.4"
38+25	25.00'	24.10'	25.90'	1°01'39.15"	12°03'12.55"
38+50	25.00'	24.10'	25.90'	1°01'39.15"	13°04'51.7"
38+75	25.00'	24.01'	25.90'	1°01'39.15"	14°06'30.85"
38+85.98	10.98'	10.59'	11.37'	0°27'04.65"	14°33'35.5"

POSTOAK/MAGILL
STA. 37+19.35 TO STA. 43+00

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

Designed by	CSB, BDB	Checked by	BDB
Drawn by	DEP	Date	APRIL, 1986 Job No. 85592-7

FILMED FROM THE BEST AVAILABLE COPY.....



NOTE: ALL S.W.S. PIPES & INLETS BY OTHERS.

- ⑥ E Out=178.48 36" RCP
- ⑦ E In=178.58 36" RCP
- ⑧ E Out=178.80 36" RCP
- ⑨ E In=179.30 30" RCP
- ⑩ E In=180.55 15" RCP
- ⑪ E Out=181.08 15" RCP
- ⑫ E In=180.55 15" RCP
- ⑬ E Out=181.18 15" RCP

INTERSECTION QUANTITIES	
— S.Y. —	Unreinforced Concrete Pavement
259.785 Y.	7" Asphaltic Conc. Pavement (5" Bituminous Base)
18.25 S.Y.	2 1/2" Bituminous Base
52.72 L.F.	Combined Curb & Gutter (6 5/8" & 1 1/2")
—	L.F. Monolithic Edge Curb (—)
—	Eq. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
278.78 S.Y.	Subgrade Stabilization Manipulation
4.18 Yds	Hydrated Lime Subgrade Stabilization
2.09 Tons	Pneumatic Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheated Fines Subgrade Stabilization
— S.Y. Reinf. V.C. —	Concrete & — Asphaltic Concrete Base

CURVE NO. 3					
Q CURVE DATA					
Δ=89°33'53"	D=69°52'22"	R= 82.00'	L=128.18'	T=81.38'	E=33.53'
CURVE DATA BASED ON Q RADIUS Δ/2=44°46'56.5"					
Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
46+72.05	0.00	—	—	0°00'00"	0°00'00"
46+75	2.95'	3.84'	1.05'	1°01'51"	1°01'51"
47+00	25.00'	32.50'	17.31'	8°44'03"	9°45'54"
47+25	25.00'	32.50'	17.31'	8°44'03"	18°29'57"
47+50	25.00'	32.50'	17.31'	8°44'03"	27°14'00"
47+75	25.00'	32.50'	17.31'	8°44'03"	35°58'03"
48+00.23	25.23'	32.79'	17.47'	8°48'53.5"	44°46'56.5"

MAGILL/DOREEN
STA. 43+00 TO STA. 48+96.79

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS
Designed by CSB, BDB
Checked by BDB
Drawn by DEP
Date APRIL, 1986 Job No. 85592-7

FILMED FROM THE BEST
AVAILABLE COPY.....

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-T6-245-81527-000-001	8	14

For Continuation
See Sh. Nos. 6 & 7

NOTE: ALL S.W.S. PIPES & INLETS BY OTHERS.

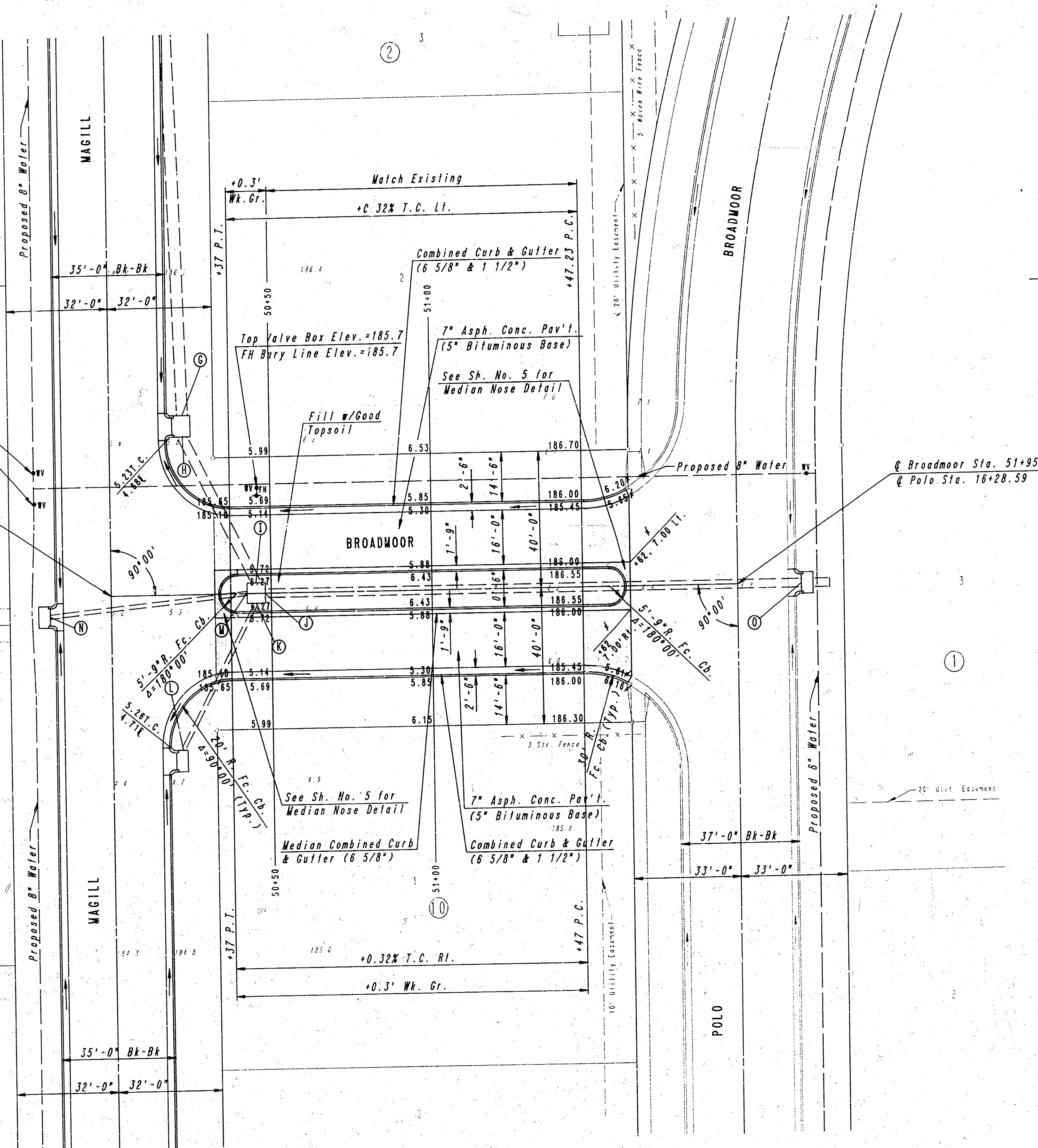
- ⑥ E Out=178.48 36" RCP
- ⑦ E In=178.58 36" RCP
- ⑧ E Out=178.80 36" RCP
- ⑨ E In=179.30 30" RCP
- ⑩ E In=180.55 15" RCP
- ⑪ E Out=181.08 15" RCP
- ⑫ E In=180.55 15" RCP
- ⑬ E Out=181.18 15" RCP
- ⑭ E Out=180.85 30" RCP

BROADMOOR & MAGILL INTERSECTION QUANTITIES	
— S.Y. —	Unreinforced Concrete Pavement
17.99 S.Y.	7" Asphaltic Conc. Pavement (5" Bituminous Base)
9.37 S.Y.	2 1/2" Bituminous Base
10.11 L.F.	Combined Curb & Gutter (6 5/8" & 1 1/2")
18.06 L.F.	Median Combined Curb & Gutter (6 5/8")
—	Eq. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
28.77 S.Y.	Subgrade Stabilization Manipulation
0.43 Tons	Hydrated Lime Subgrade Stabilization
0.22 Tons	Pebble Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheated Fines Subgrade Stabilization
—	S.Y. Reinf. V.G. — Concrete & — Asphaltic Concrete Base

BROADMOOR & POLO INTERSECTION QUANTITIES	
— S.Y. —	Unreinforced Concrete Pavement
57.37 S.Y.	7" Asphaltic Conc. Pavement (5" Bituminous Base)
18.66 S.Y.	2 1/2" Bituminous Base
29.27 L.F.	Combined Curb & Gutter (6 5/8" & 1 1/2")
34.06 L.F.	Median Combined Curb & Gutter (6 5/8")
—	Eq. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
79.34 S.Y.	Subgrade Stabilization Manipulation
1.19 Tons	Hydrated Lime Subgrade Stabilization
0.60 Tons	Pebble Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheated Fines Subgrade Stabilization
—	S.Y. Reinf. V.G. — Concrete & — Asphaltic Concrete Base

Top Valve Box Elev.=185.2

E Broadmoor Sta. 50+00=
E Magill Sta. 44+93.70



For Continuation
See Sh. No. 7

SCALE: 1" = 20'

Match Exist. Pavement
Elevation

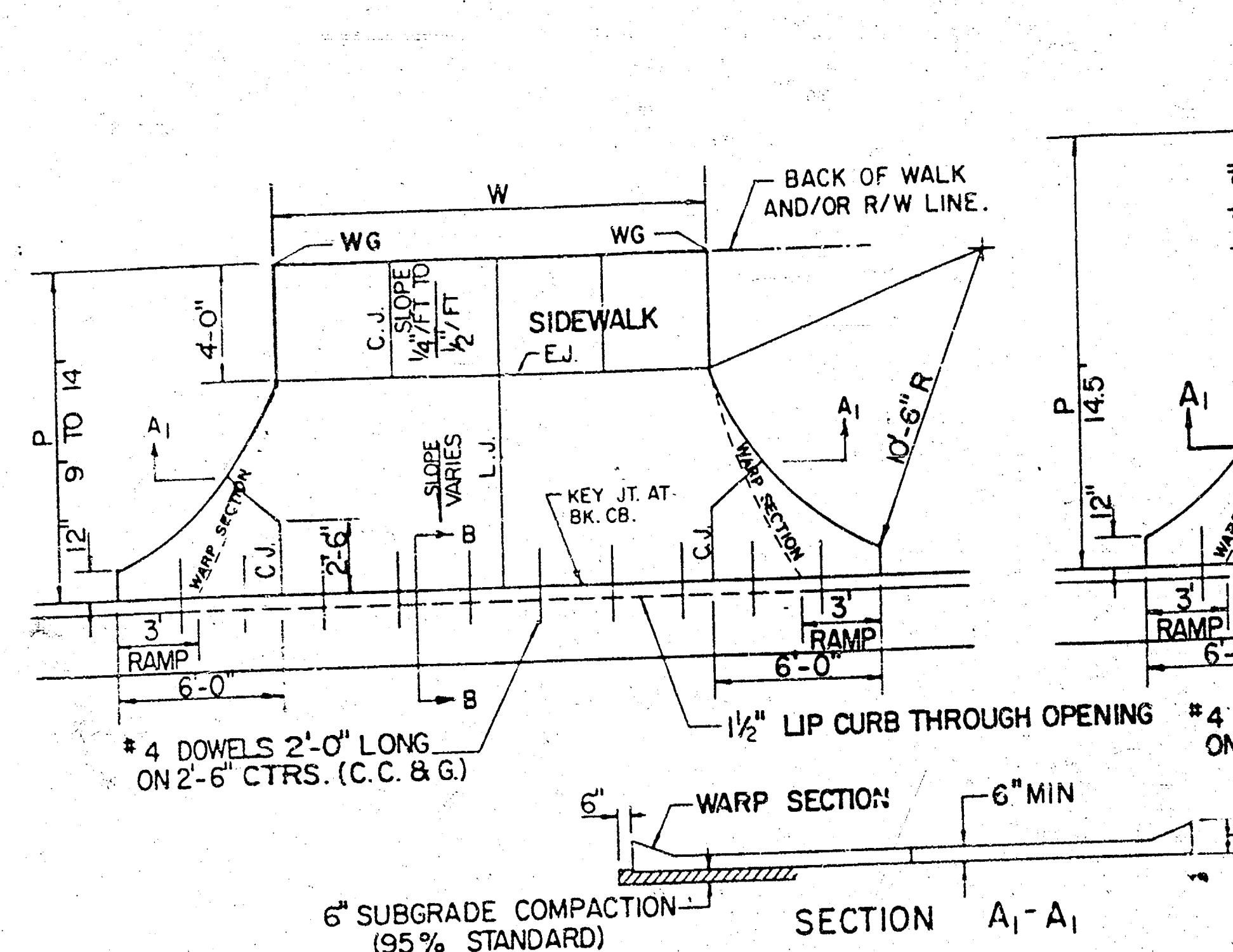
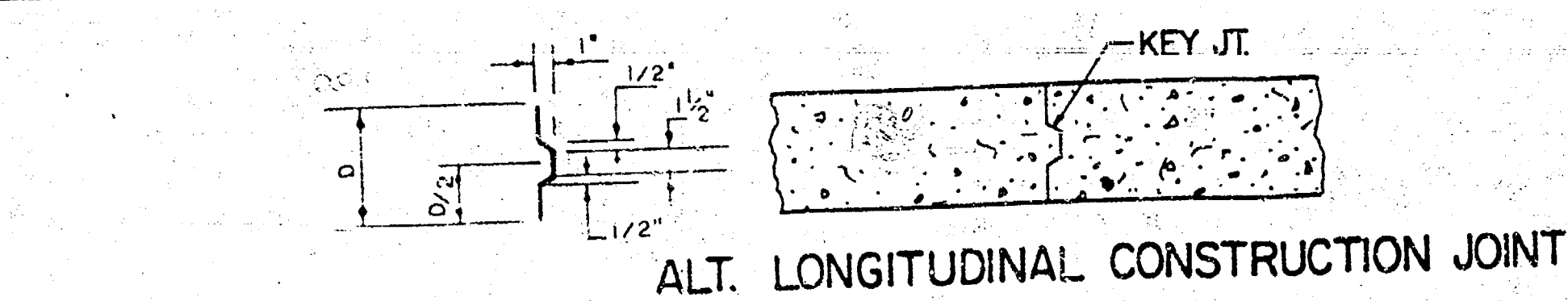
BROADMOOR
STA. 50+00 TO STA. 51+95

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS
WICHITA, KANSAS

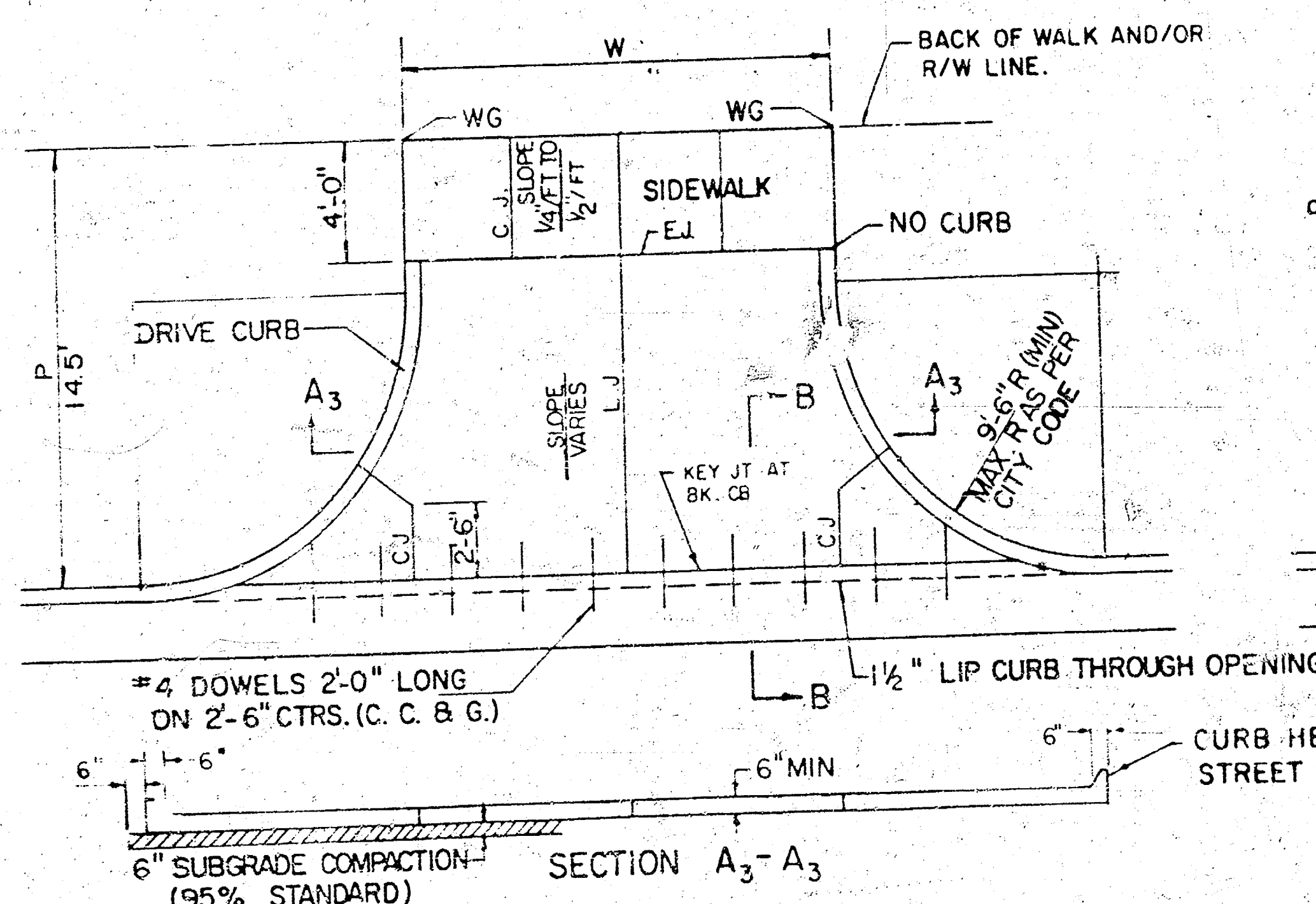
Designed by	CSB, BDB	Checked by	BDB
Drawn by	DEP	Date	APRIL, 1986
		Job No.	85592-7

FILMED FROM THE BEST
AVAILABLE COPY.....



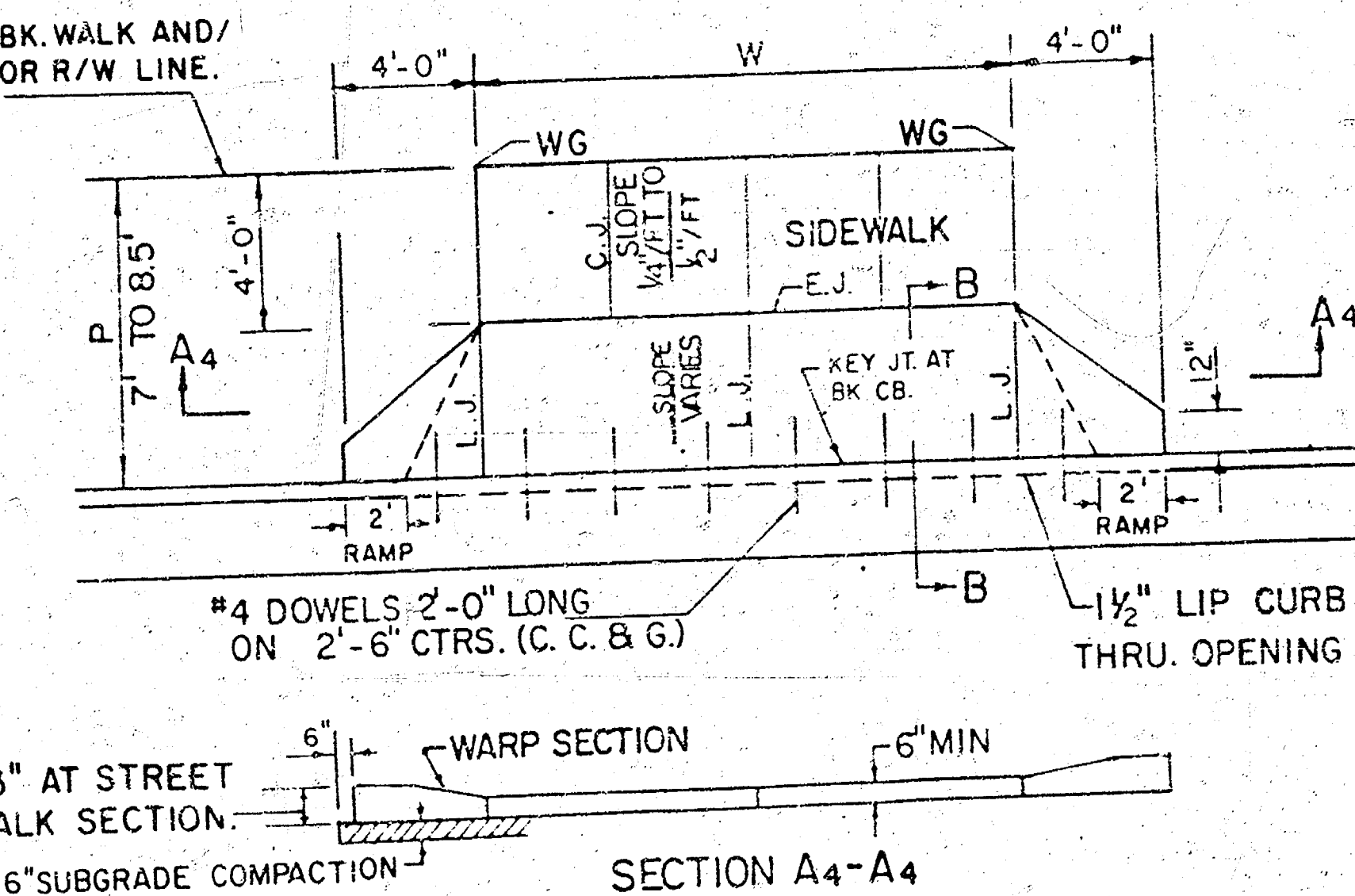
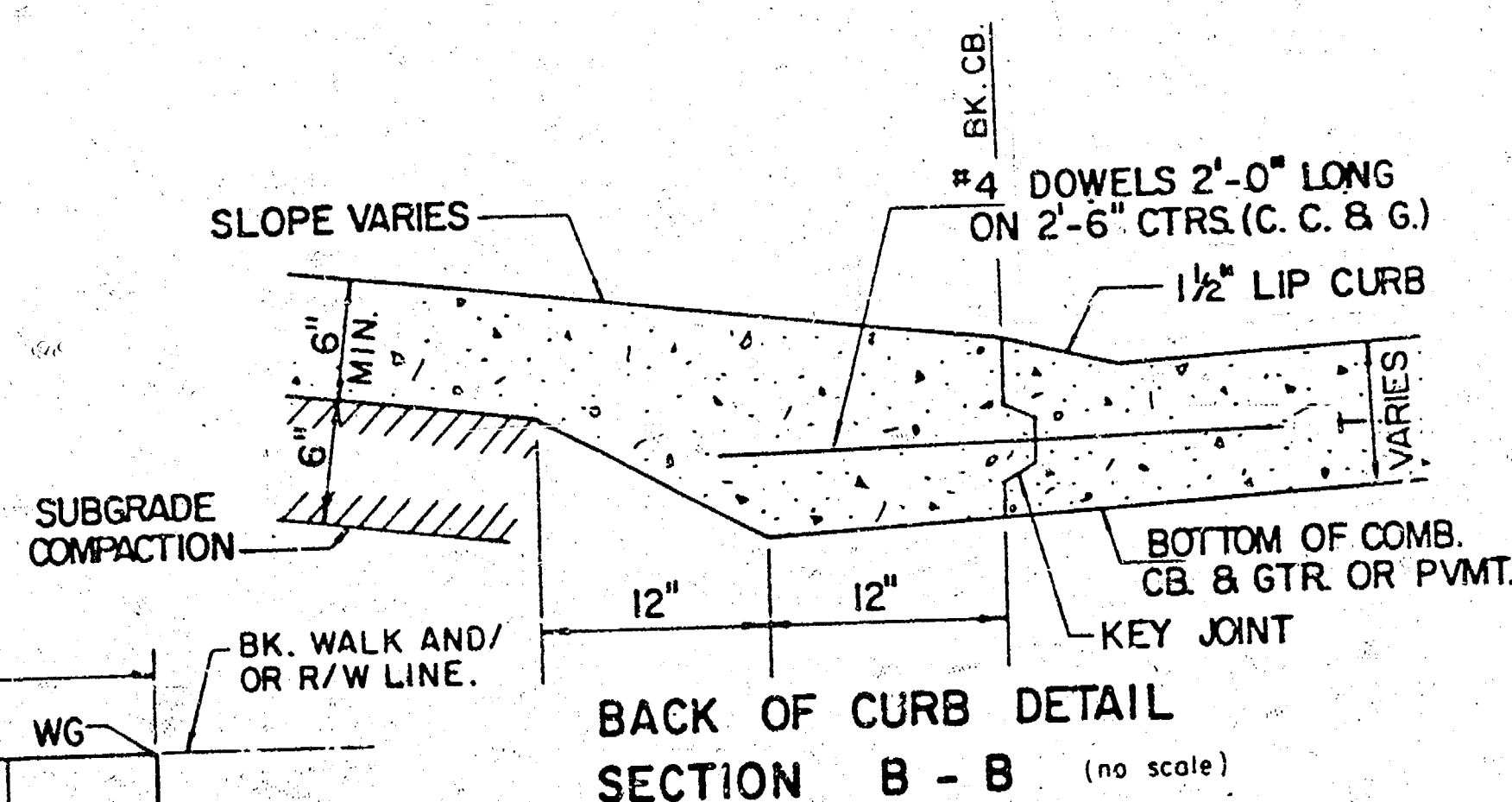
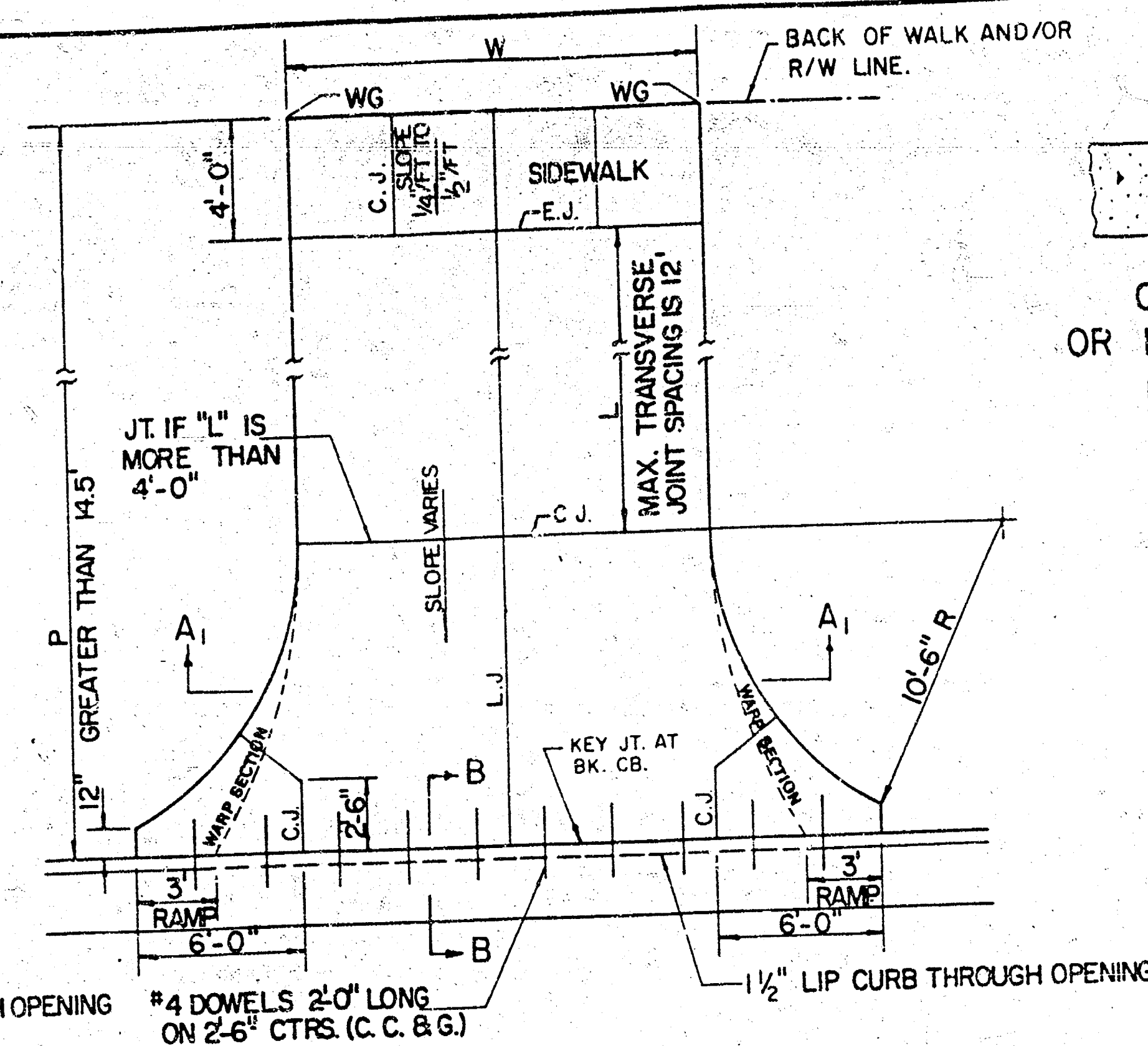
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.80	1.35	1.85	2.35	2.85	3.35	3.85	4.35
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35	0.35	0.40	0.45	0.60	0.70	1.04	1.30	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	-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)



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

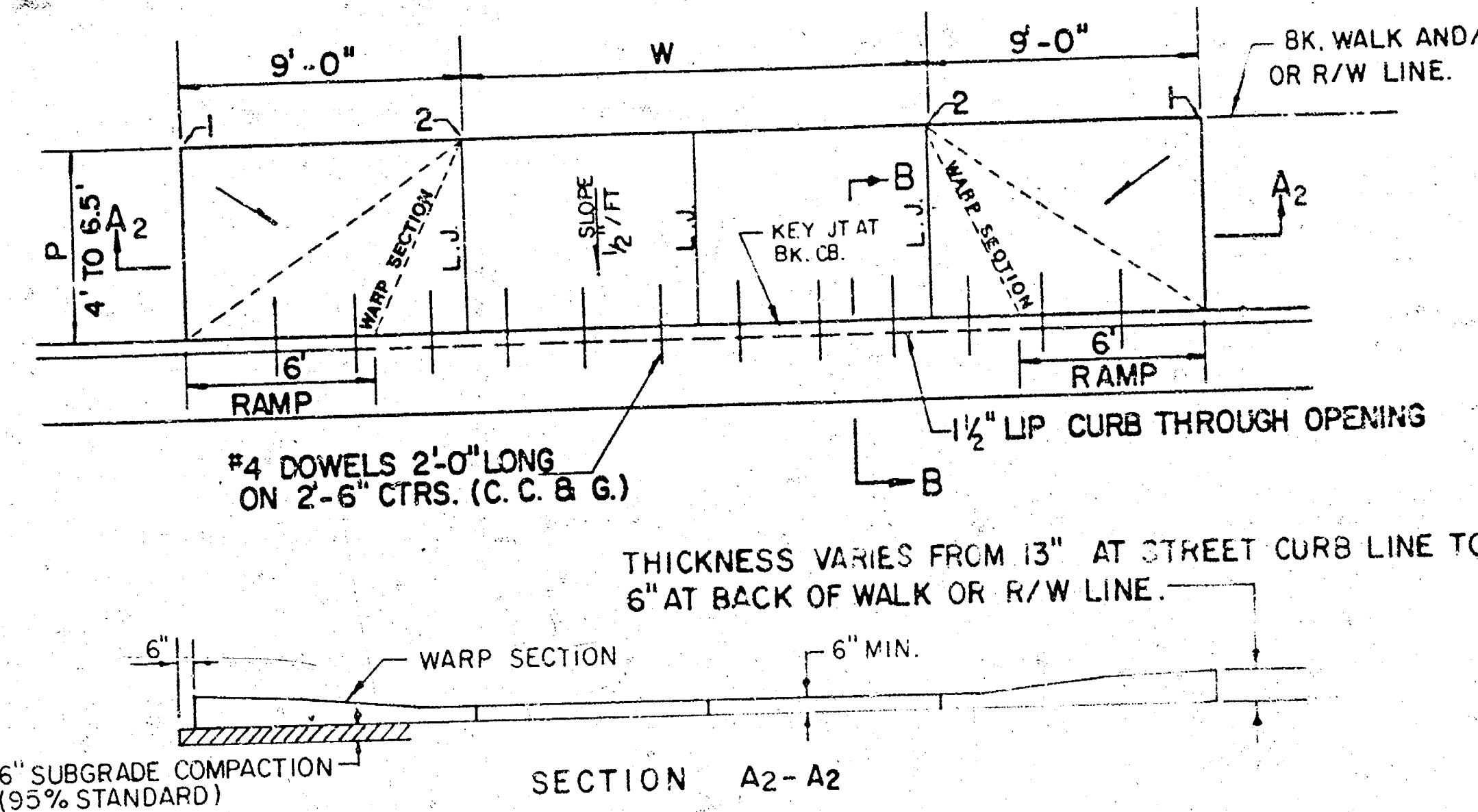
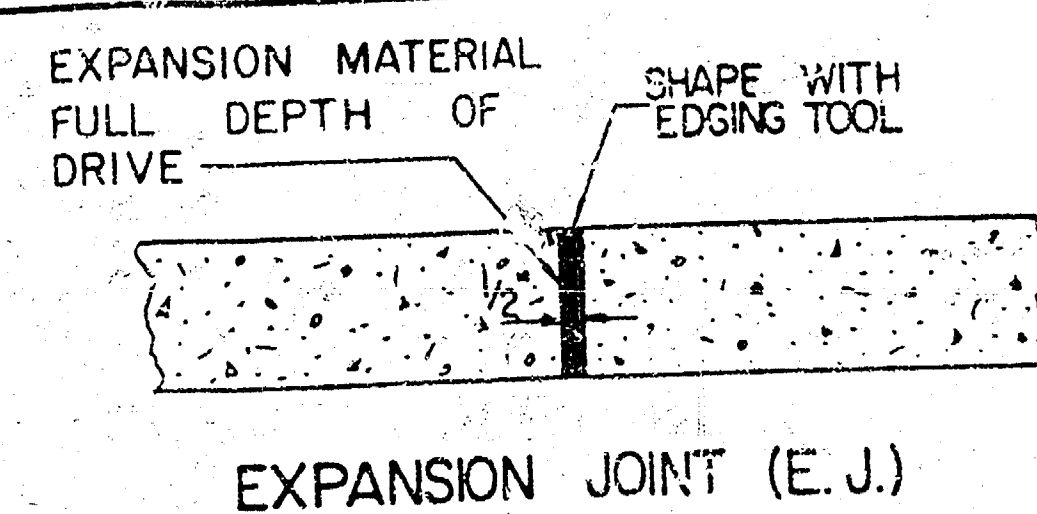
FULL RADIUS DRIVES (P = 14.5' & GREATER)



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	-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.



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	-0.26	-0.24	-0.22	-0.20	-0.18	-0.16

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

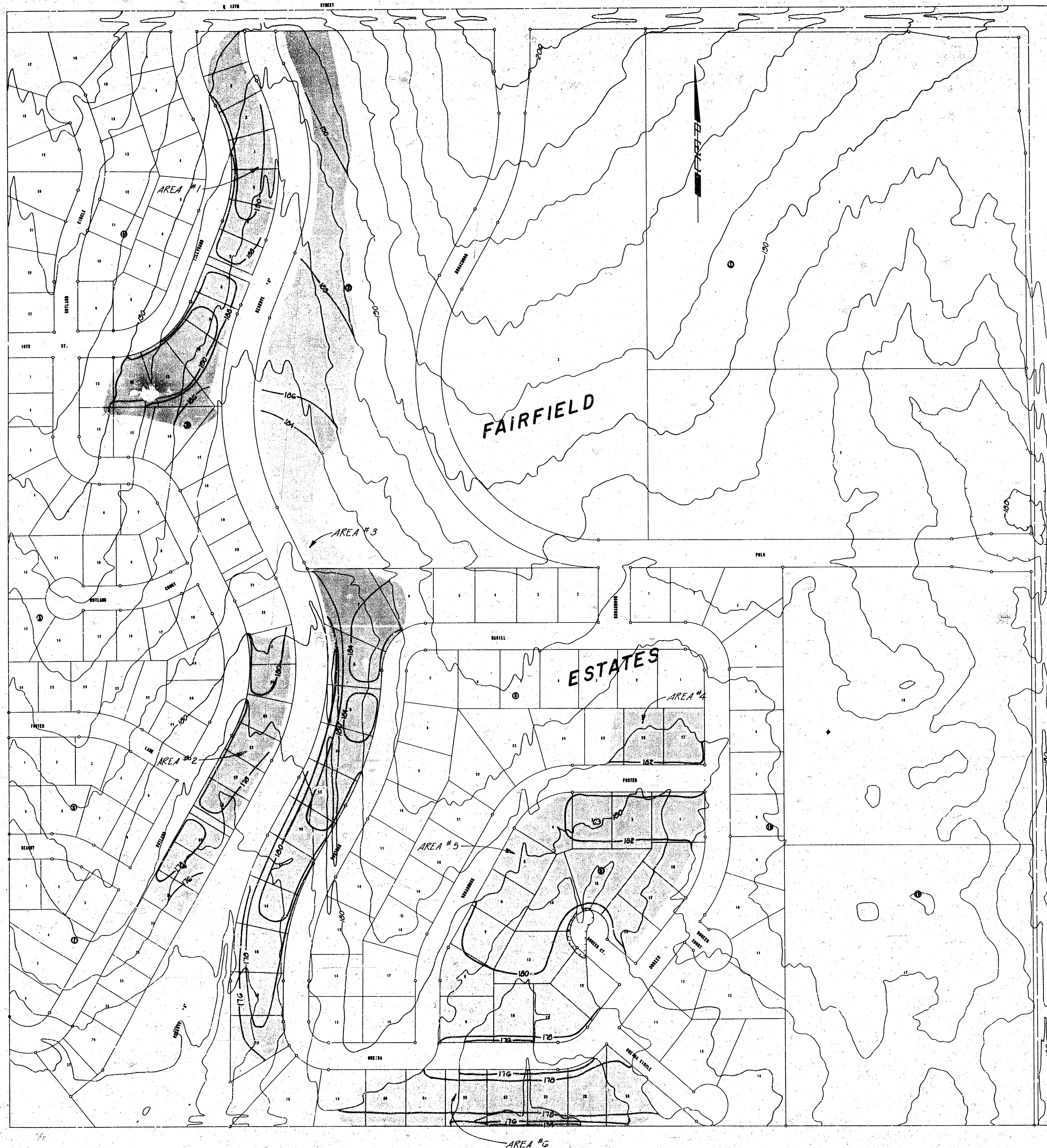
- GENERAL NOTES
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
 - ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE 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.
 - 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.
 - 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 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
 - 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 BUTTER 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
472-70-245-81527-000-000-001

FILMED FROM THE BEST
AVAILABLE COPY....



PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-000-001	10	14

NOTES

1. No fill shall be placed on Street Rights-of-Way.
2. Blade waste material smooth and grade to drain.
3. Contour Interval = 2'
4. Contractor shall coordinate wasting of excess materials with other contractors that may be on site.
5. Excess excavated material from this project shall be wasted within the areas shown hereon. Contractor shall waste excess material in the following sequence:
 - A. Area #4
 - B. Area #5
 - C. Area #6

It is anticipated that only Waste Areas #4 & #5 will be utilized on this project.

6. All staking, inspection, testing and approval of the disposal of excess excavated material on private property, as shown hereon, shall be the sole responsibility of the landowner. Contact Mr. John Engel at Kansas General Properties, Inc. Ph. No. 681-2171.

EARTHWORK SUMMARY

Excavation: Cross Sections 2,411 Cu. Yds.
10% 241 Cu. Yds.
Total 2,652 Cu. Yds.

Compacted Fill: Cross Sections 45 Cu. Yds.
10% 5 Cu. Yds.
Total 50 Cu. Yds.

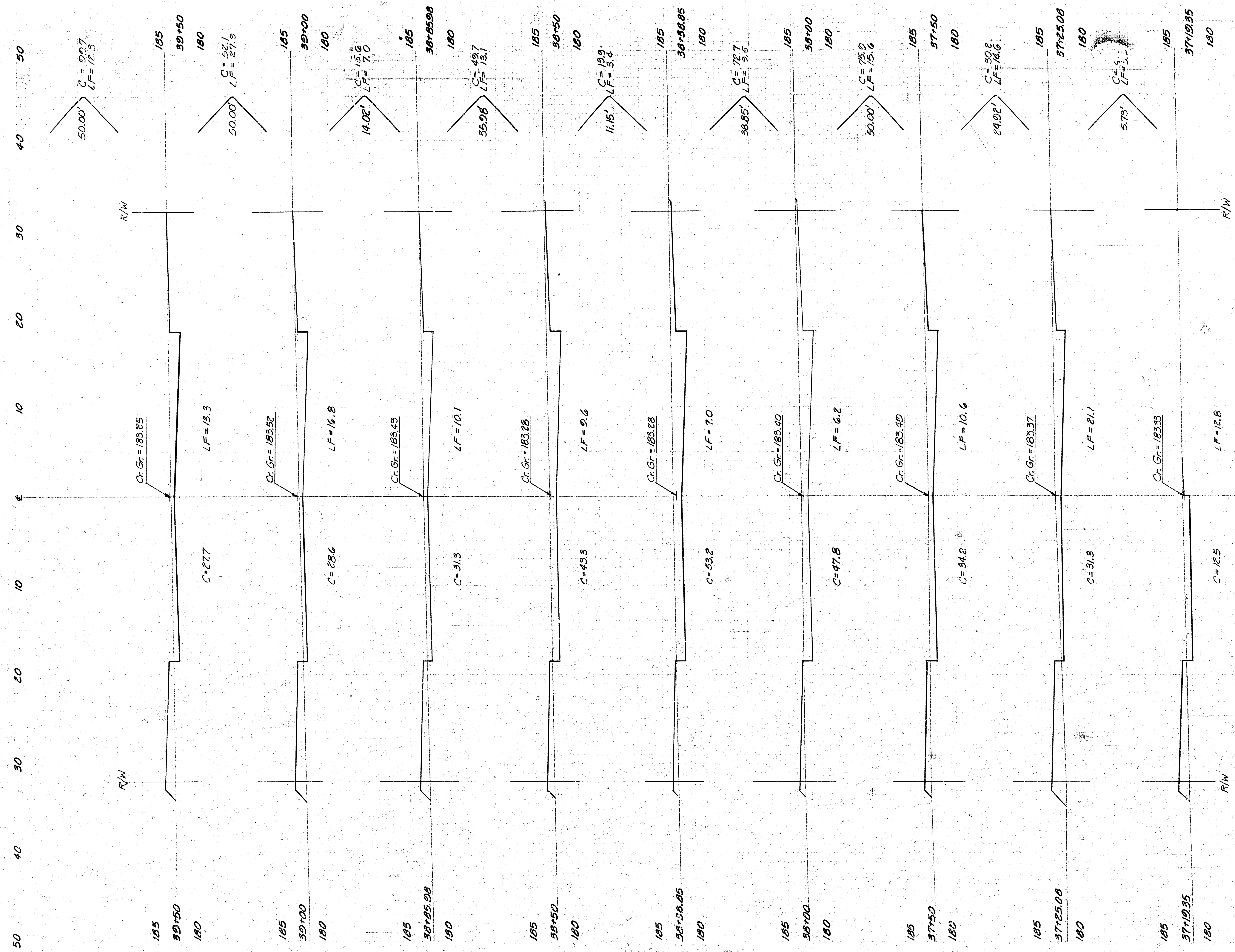
Manipulated Fill: Cross Sections 82 Cu. Yds.
10% 8 Cu. Yds.
Total 90 Cu. Yds.

Loose Fill: Cross Sections 598 Cu. Yds.
10% 60 Cu. Yds.
Total 658 Cu. Yds.

Approx. Excess Material = 1,826 Cu. Yds.
(20% Shrinkage Assumed for Compacted & Manipulated Fill)

No.	Revision	By	Date
WASTE DISPOSAL PLAN (FOR EXCESS EXCAVATED MATERIAL) FOR INFORMATION ONLY PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by: C.S.B.	Job No. 835827	Sheet 10	of 14
Drawn by: V.J.K.		Date: April 1, 1986	

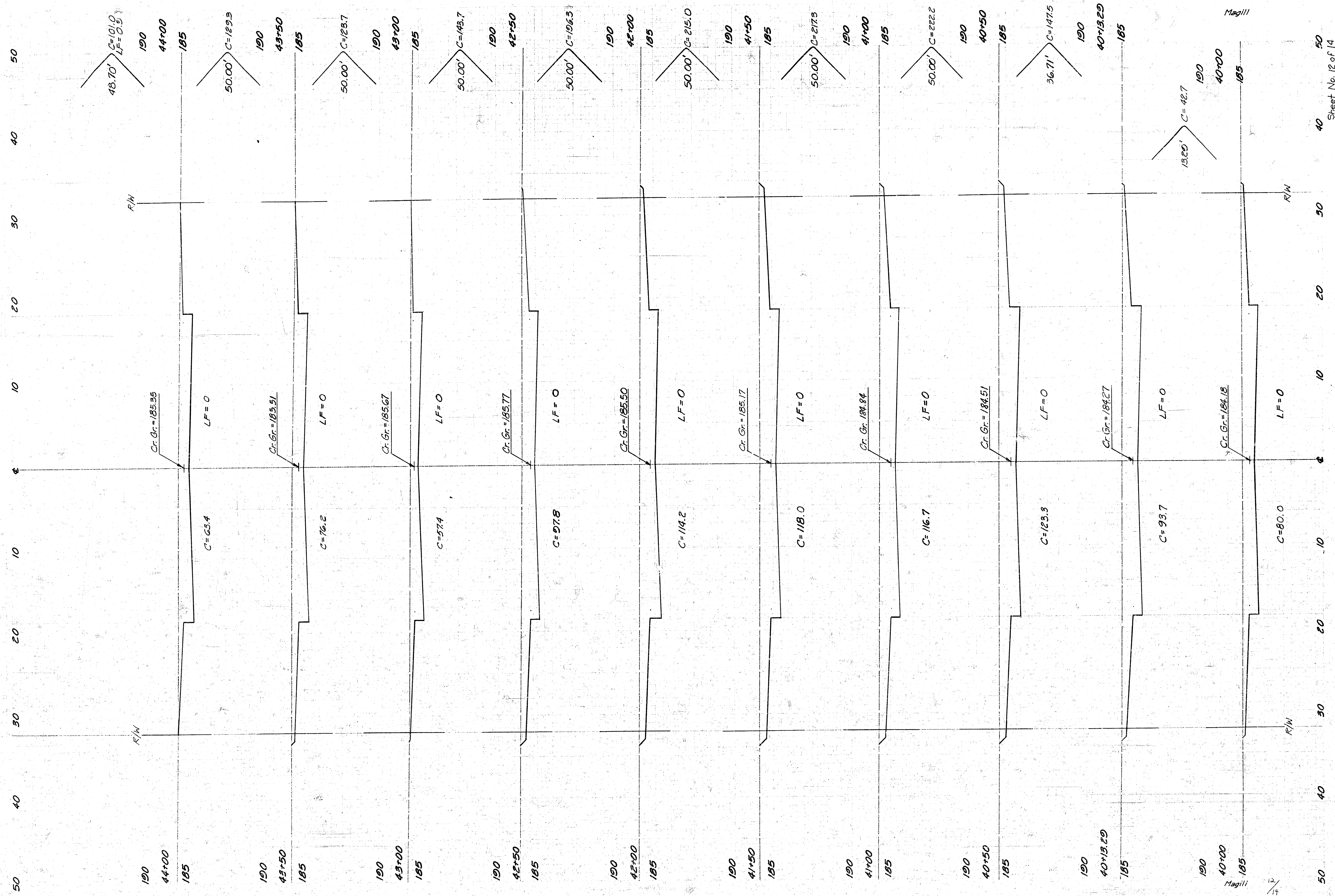
FILMED FROM THE BEST
AVAILABLE COPY....



Postoak & Magill

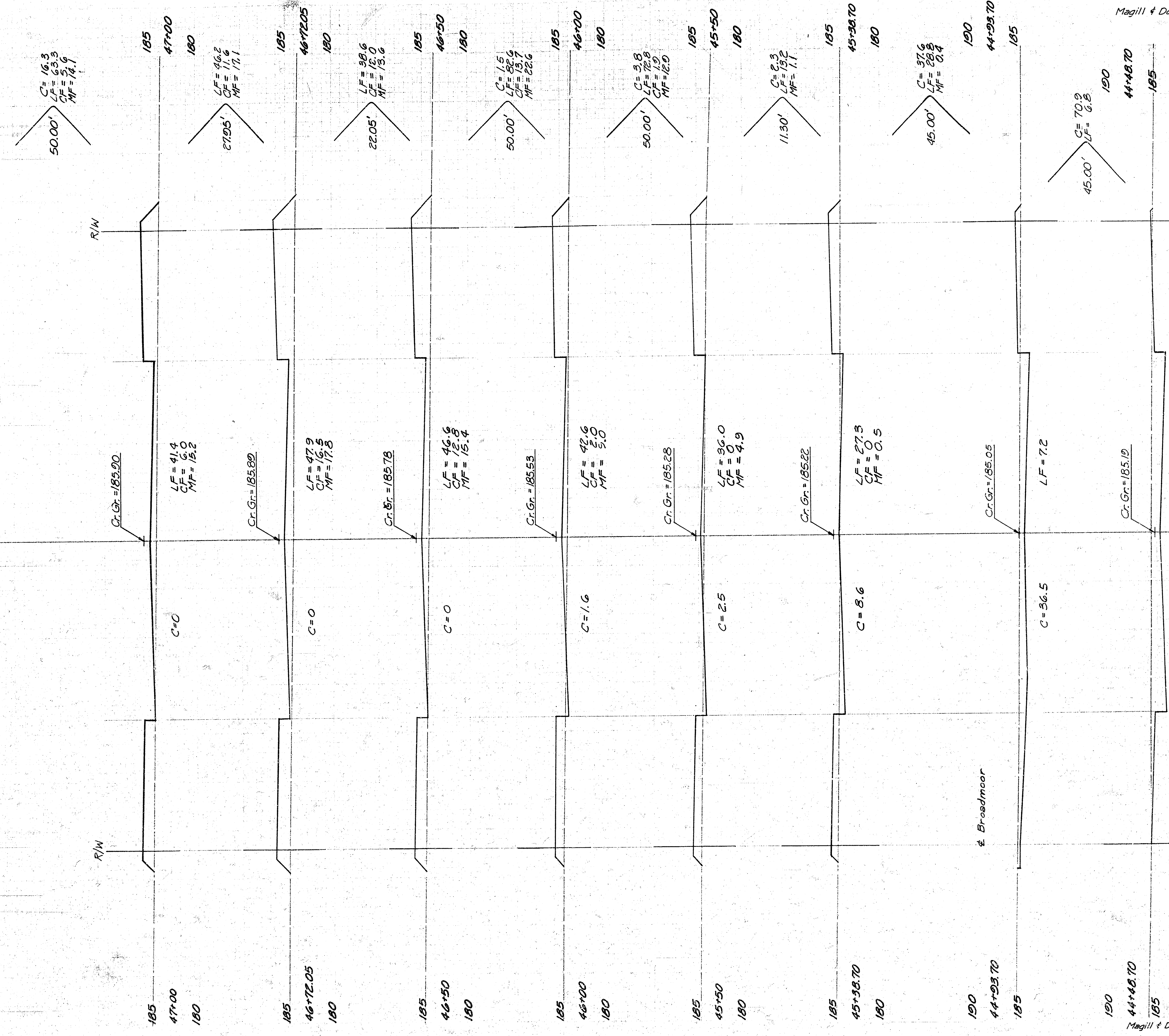
Postoak & Magill

FILMED FROM THE BEST AVAILABLE COPY



FILMED FROM THE BEST AVAILABLE COPY....

50 40 30 20 10 0 10 20 30 40 50



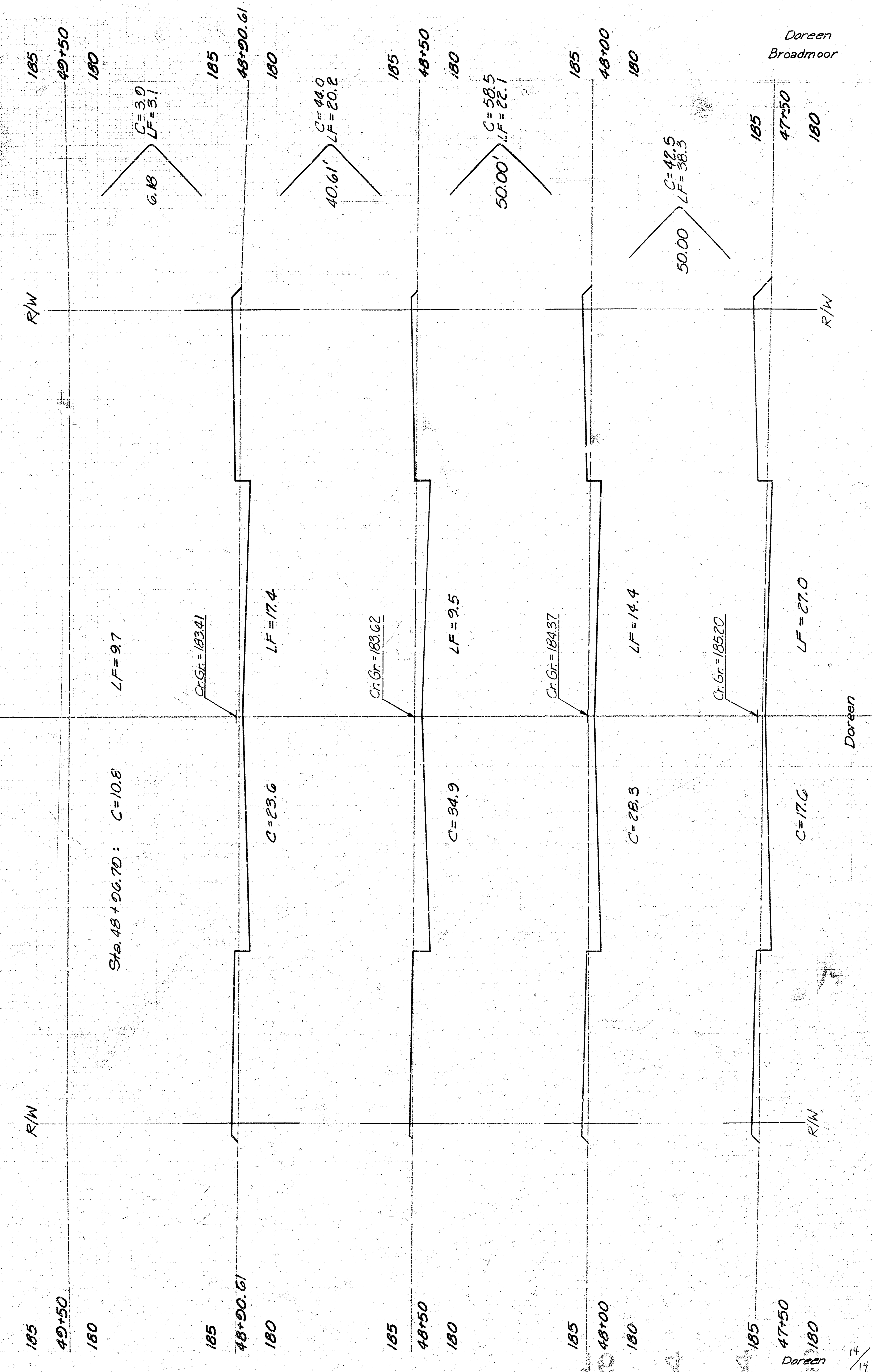
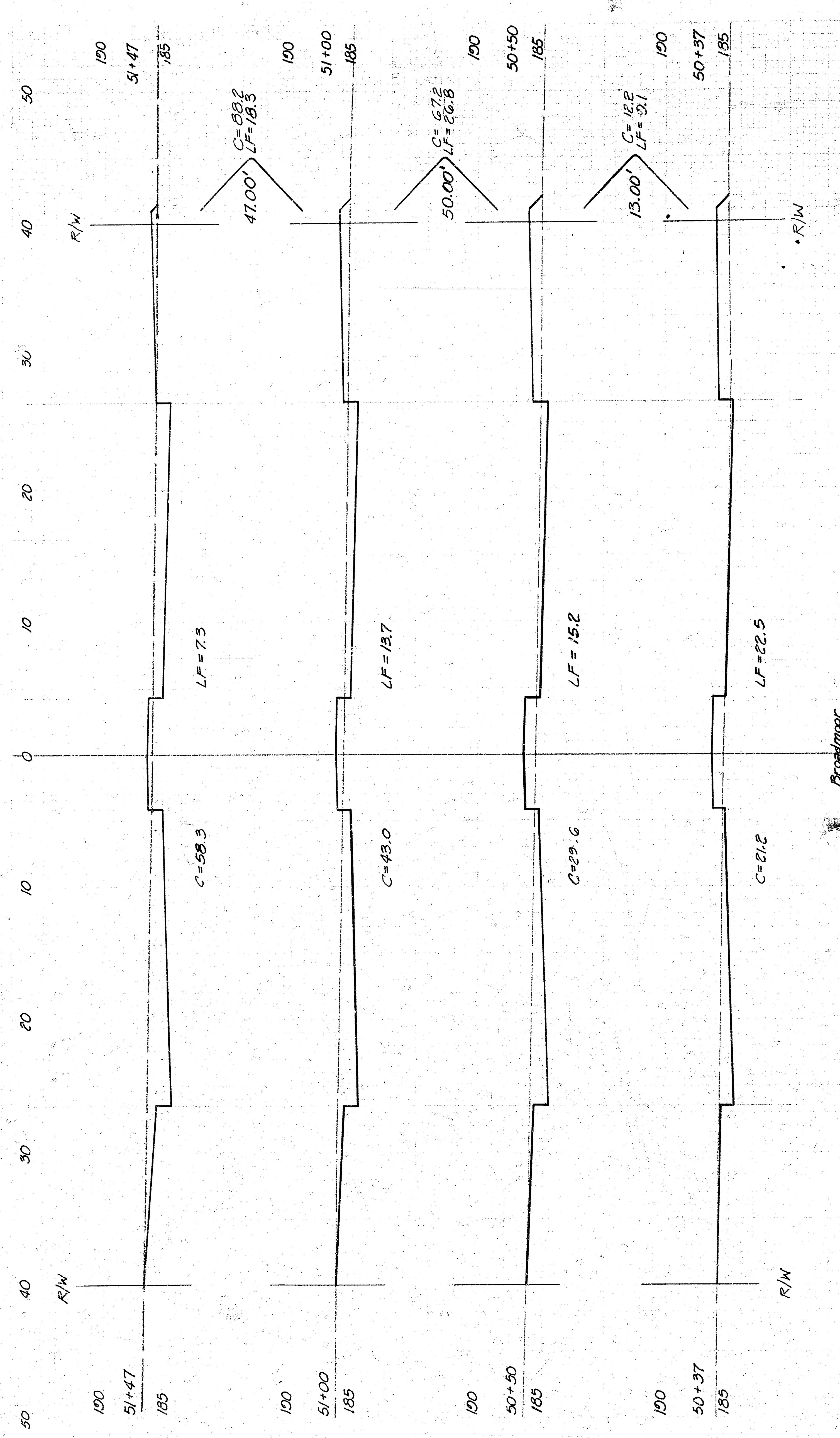
Magill & Doreen

50 40 30 20 10 0 10 20 30 40 50

Sheet No. 13 of 14

Magill & Doreen

FILMED FROM THE BEST AVAILABLE COPY



FILMED FROM THE BEST AVAILABLE COPY.....