PAVING PLANS FOR

RAINBOW LAKES WEST THIRD ADDITION

FORESTVIEW: FROM THE SOUTHEASTERLY LINE OF LOT 26, BLOCK 4 AND 15 FEET SOUTHEASTERLY FROM THE NORTH CORNER OF LOT 11, BLOCK 5 TO THE NORTHWESTERLY LINE OF LOT 4, BLOCK 5 AND NORTHWESTERLY LINE OF LOT 13, BLOCK 4.

FORESTVIEW COURT: SERVING LOTS 13 THROUGH 21, BLOCK 4. FROM THE NORTHERLY LINE OF FORESTVIEW TO AND INCLUDING CUL-DE-SAC.

FORESTVIEW COURT: SERVING LOTS 22 THROUGH 26, BLOCK 4. FROM THE NORTHERLY LINE OF FORESTVIEW TO AND INCLUDING CUL-DE-SAC.

PROJECT NO. 472-76-245-82059-000-000-001

INDEX NO. 760629

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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.

2. TRANSITION CURB FROM FULL HEIGHT COMBINATION CURB AND GUTTER TO ROLL-TYPE COMBINATION CURB AND GUTTER IS TO BE PAID AS BID FOR LINEAL FEET COMBINED CURB AND GUTTER (3 5/8" ROLL).

3. ALL CONCRETE SHALL BE STANDARD PAVING MIX UNLESS OTHERWISE NOTED.

4. UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, 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.

ARKLA GAS CO.	942-835/263-8161	BELL TELEPHONE CO.	1-316-571-2611
CABLEVISION	262-4270/263-2061	KPL GAS SERVICE	263-7511
KANSAS GAS & ELECTRIC	264-1141	CITY OF WICHITA WATER DEPT	268-4908
		CITY OF WICHITA SEWER DEPT	268-4071

5. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

6. PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH CONFLICT WITH NEW CONSTRUCTION. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.

7. 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.

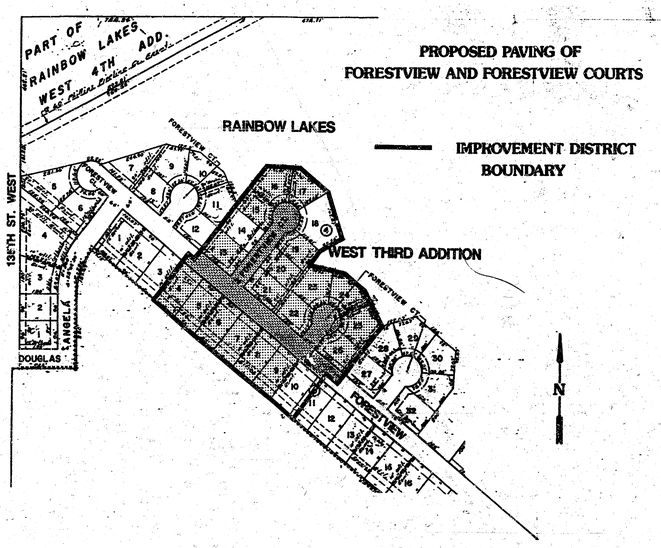
8. ALL ENTRANCE AND CROSS ROAD PIPE WITHIN THE PROJECT LIMITS SHALL BE REMOVED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON THE PLANS. REMOVAL OF SUCH PIPES SHALL CONFORM TO THE APPLICABLE SECTION OF THE STANDARD SPECIFICATIONS.

9. CONTRACTOR SHALL GIVE PROPERTY OWNERS ABUTTING THIS PROJECT, WHOSE YARDS WILL BE LOWER THAN THE NEW FINISHED GRADE ELEVATIONS AT THE RIGHT-OF-WAY LINE, AN OPPORTUNITY TO UTILIZE EXCESS EXCAVATED MATERIAL FROM THE PROJECT TO RE-GRADE THEIR YARDS TO DRAIN TO THE NEW PAVEMENT. CONTRACTOR WILL BE REQUIRED TO DUMP AND SPREAD THE EXCESS MATERIAL AS REQUIRED BY THE SPECIFICATIONS WHEN REQUESTED BY THE PROPERTY OWNER. THE CONTRACTOR SHALL ASCERTAIN THAT A DIRT ORDER FORM HAS BEEN PROPERLY EXECUTED BY THE PROPERTY OWNER BEFORE ANY SUCH EXCESS MATERIAL IS DELIVERED TO SUCH PROPERTIES.

10. 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.

11. 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 THE START OF CONSTRUCTION.

12. THE EXISTING GROUND ELEVATIONS MAY DIFFER FROM THOSE SHOWN ON THE PLAN CROSS SECTIONS, IT IS DUE TO A TEMPORARY GRAVEL ROAD BUILT BY OTHERS. THE CONTRACTOR WILL BE PAID ONLY AS PER PLAN ON EARTH WORK QUANTITIES.



PROPOSED PAVING OF
FORESTVIEW AND FORESTVIEW COURTS

IMPROVEMENT DISTRICT BOUNDARY

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1.	TITLE SHEET
2.	ADDITION PLAT
3.	35' PAVEMENT TYPICAL
4.	29' PAVEMENT TYPICAL
5.	VALLEY GUTTER DETAILS
6.	DRIVE DETAILS
7 & 8	PAVING PLAN FORESRVIEW STREET
9.	PAVING PLAN FORESTVIEW COURT LOTS 22 THRU 26
10.	PAVING PLAN FORESTVIEW COURT LOTS 13 THRU 21
11.	STORM SEWER PLAN
12.	STD. TYPE I-A CURB INLET
13 & 14	CROSS SECTIONS

Storm Sewer Booked 5-91 MG

BENCH MARKS

Top of Thimble South of the SE Cor. of Rainbow Lakes Third Addition.
Elev. 1322.25

Railroad Spike in Third Power Pole South of the Northwest Corner of Rainbow Lakes Third Addition.
Elev. 1343.73

CITY OF WICHITA, KANSAS

M. E. LINDEBAK, CITY ENGINEER

NOVEMBER - 1990

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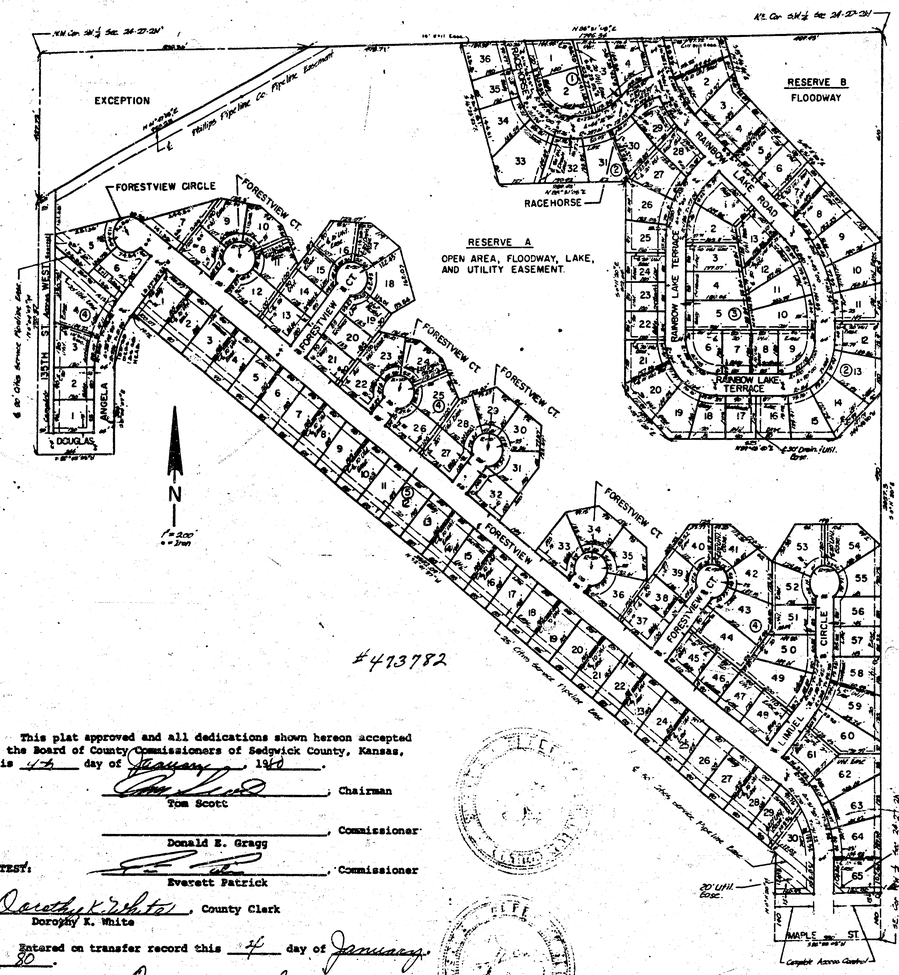
B-1 8-17

No. Section

B-1 8-17

RAINBOW LAKES WEST THIRD ADDITION

SEDGWICK COUNTY, KANSAS



This plat approved and all dedications shown hereon accepted by the Board of County Commissioners of Sedgwick County, Kansas, this 4th day of January, 1980.

Tom Scott, Chairman

Donald E. Gragg, Commissioner

ATTEST: Everett Patrick, Commissioner

Dorothy K. White, County Clerk

Entered on transfer record this 4th day of January, 19 80.

Dorothy K. White, County Clerk

State of Kansas, County of Sedgwick, SS.

This is to certify that this instrument was filed for record in the Register of Deeds Office, at 4:00 o'clock, P.m., on the 4TH day of JANUARY, 19 80.

Bette F. McCart, Register of Deeds

Pat Kettler, Deputy

Table of Minimum Pad Elevations for Lots Specified

Lot	Block	Min. Pad Elevations	Lot	Block	Min. Pad Elevations
8 to 25 incl.	2	1329.0	59	4	1328.0
3 to 12 incl.	3	1329.0	60	4	1327.7
27 to 44 incl.	4	1329.0	61	4	1326.7
45	4	1328.6	62	4	1326.3
46	4	1327.6	63	4	1326.0
47	4	1327.3	64	4	1325.6
48	4	1326.7	65	4	1325.3
49	4	1328.0	13 to 21 incl.	5	1329.0
50	4	1328.6	22	5	1328.6
51	4	1329.0	23	5	1328.3
52	4	1329.0	24	5	1328.0
53	4	1329.0	25	5	1327.6
54	4	1329.0	26	5	1327.3
55	4	1329.0	27	5	1327.0
56	4	1329.0	28	5	1326.6
57	4	1328.6	29	5	1326.3
58	4	1328.2	30	5	1325.3

State of Kansas, County of Sedgwick, SS.

I, Kenneth O. Taylor, Civil Engineer in said State and County do hereby certify that I have surveyed and platted "RAINBOW LAKES WEST THIRD ADDITION", Sedgwick County, Kansas and that the accompanying plat is a true and correct exhibit of said survey described as follows: A tract in the SW 1/4 of Section 24, T27S, R2W of the 6th P.M., Sedgwick County, Kansas, described as follows: Beginning at the SE corner of said SW 1/4; thence S88°55'03"W along the south line of said SW 1/4, 330 feet; thence N0°11'20"W parallel to the east line of said SW 1/4, 264.18 feet; thence N52°01'37"W, 2542.09 feet; thence S37°58'23"W, 19.12 feet to the P.C. of a curve; thence southerly on a curve to the left having a radius of 236 feet and a deflection angle of 38°02'30", 159.69 feet to the P.T. of said curve; thence S0°04'07"E parallel to the west line of said SW 1/4, 250 feet; thence S89°55'53"W, 244 feet to the west line of said SW 1/4; thence N0°04'07"W along the west line of said SW 1/4, 750.27 feet to a point 427.73 feet south of the NW corner of said SW 1/4; thence N61°47'03"E, 950.52 feet to a point on the north line of said SW 1/4, 838.36 feet east of the NW corner of said SW 1/4; thence N88°31'08"E along the north line of said SW 1/4, 1795.34 feet to the NE corner of said SW 1/4; thence S0°11'20"E, 2657.3 feet to the point of beginning.

Kenneth O. Taylor, Civil Engineer
Kenneth O. Taylor

KENNETH O. TAYLOR LICENSED 1858 KANSAS PROFESSIONAL ENGINEER

Know all men by these presents that Rainbow Lakes, Inc., by John W. Fry, President, has caused the land described in the Civil Engineer's certificate to be platted into lots, blocks, reserves and streets to be known as "RAINBOW LAKES WEST THIRD ADDITION", Sedgwick County, Kansas. Utility easements as indicated on the plat are hereby granted for the construction and maintenance of all public utilities. Drainage easements as indicated on the plat are hereby granted for drainage purposes. Reserve A is reserved for open area, a lake, utility easement and floodway. Reserve B is reserved for a floodway. The floodways shall be the responsibility of the owners of the property in the subdivision until such time as the governing body exercising jurisdiction elects to assume the responsibility for maintenance and improvements of the drainage, provided further that no building shall be constructed on or within such floodways, nor shall any fill, change of grade, creation of channel or other work be carried on without the permission of the Wichita-Sedgwick County Flood Control Office or their successors of office. All abutter's rights of access to or from 135th St. West, over and across the west line of Lots 1 to 5 inclusive, Block 4, are hereby granted to the appropriate governing body. All abutter's rights of access to or from Maple St., over and across the south line of Lot 30, Block 5 and Lot 65, Block 4, are hereby granted to the appropriate governing body.

The streets are hereby dedicated to and for the use of the public. No structure shall be constructed below a minimum pad elevation designated in the accompanying table for the lots shown, such elevations refer to mean sea level datum.

Rainbow Lakes, Inc.

ATTEST:

Boyd Mills, Secretary

John W. Fry, President

State of Kansas, County of Sedgwick, SS.

The foregoing instrument was acknowledged before me this 9th day of May, 19 79 by John W. Fry, President of Rainbow Lakes, Inc., a Kansas corporation, on behalf of the corporation.

A.E. Reiss, Notary Public

My Commission expires: 1-21-82

First State Bank and Trust Co., Salina, Kansas, by R.H. Zimmerman, President, mortgagee of part of the land described in the Civil Engineer's certificate, does hereby consent to the platting of "RAINBOW LAKES WEST THIRD ADDITION", Sedgwick County, Kansas.

First State Bank and Trust Co.
Salina, Kansas

ATTEST:

R.H. Zimmerman, President

R.H. Zimmerman

State of Kansas, County of Sedgwick, SS.

The foregoing instrument was acknowledged before me this 9th day of May, 19 79, by R.H. Zimmerman, President of First State Bank and Trust Co., Salina, Kansas, a Kansas corporation, on behalf of the corporation.

James F. Jackson, Notary Public

My Commission expires: 21 January 1982

JAMES F. JACKSON

This plat of "RAINBOW LAKES WEST THIRD ADDITION", Sedgwick County, Kansas has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas. Dated this 30TH day of August, 19 79.

Wichita-Sedgwick County Metropolitan Area Planning Commission

By William J. Goebel, Chairman

William J. Goebel

Robert A. Lakin, Secretary

Robert A. Lakin

This plat approved and all dedications shown hereon accepted by the Board of City Commissioners of the City of Wichita, Kansas, this 23RD day of OCTOBER, 19 79.

Tony Casado, Mayor

Tony Casado

Donald C. Glaick, City Clerk

Donald C. Glaick

472-76-245-82059-000-000-001

25.00

Restrictive Covenants F 395 pg. 797

Restrictive Covenants F 387 Page 1056

B-1 8-17

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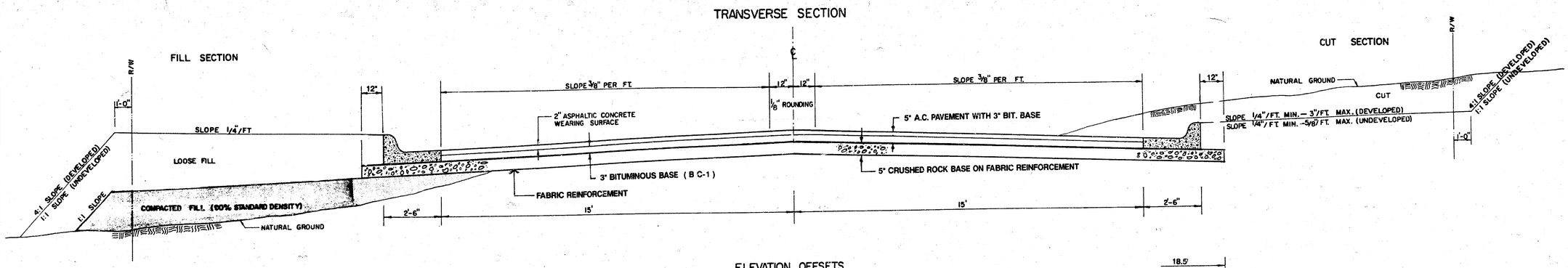
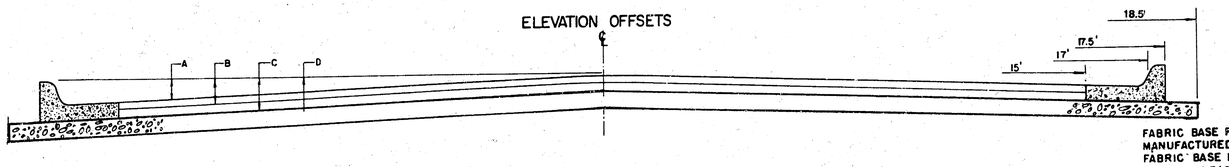
TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION



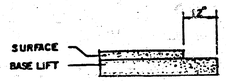
ELEVATION OFFSETS



	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'		
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		—
D: TOP OF CURBS TO TOP OF SUBGRADE													

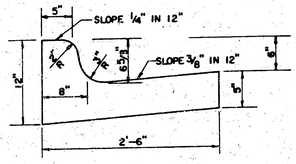
FABRIC BASE REINFORCEMENT SHALL BE BX 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURES RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A No. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

TRANSVERSE CONSTRUCTION JOINTS

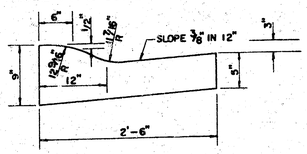


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 5" ASPHALTIC CONCRETE PAVEMENT (3" BITUMINOUS BASE)

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

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.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

472-76-245-82059-000-000-001

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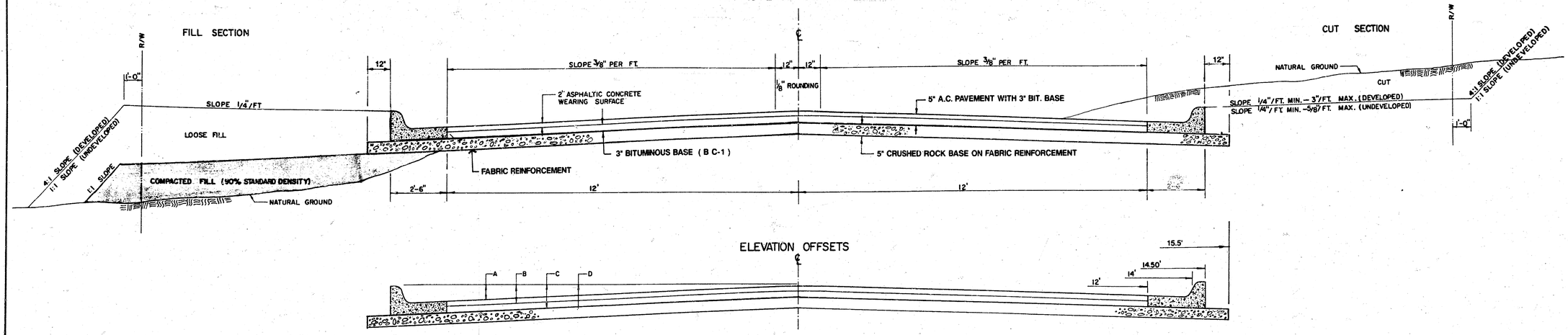
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

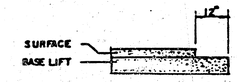


ELEVATION OFFSETS

	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'		
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	0.60	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		—
D: TOP OF CURBS TO TOP OF SUBGRADE												

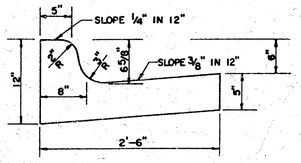
FABRIC BASE REINFORCEMENT SHALL BE BX 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURES RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A No. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

TRANSVERSE CONSTRUCTION JOINTS

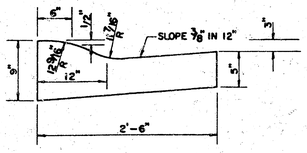


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 5" ASPHALTIC CONCRETE PAVEMENT (3" BITUMINOUS BASE)

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

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BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

472-76-245-82059-000-000-001

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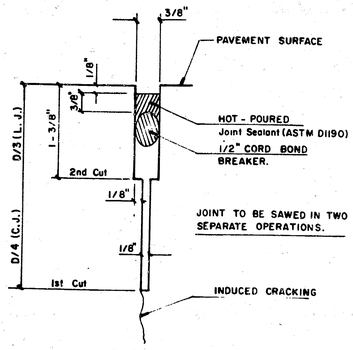
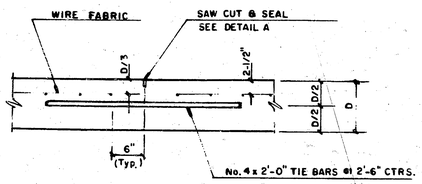
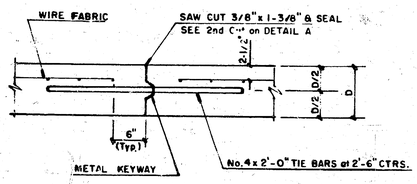


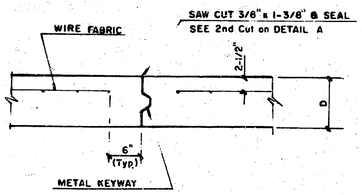
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

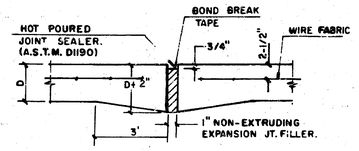


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



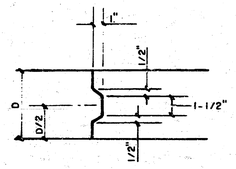
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.

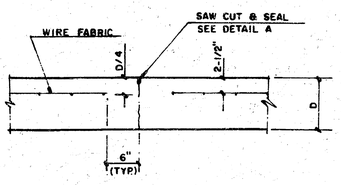


EXPANSION JOINT

NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ YDS PAVEMENT.



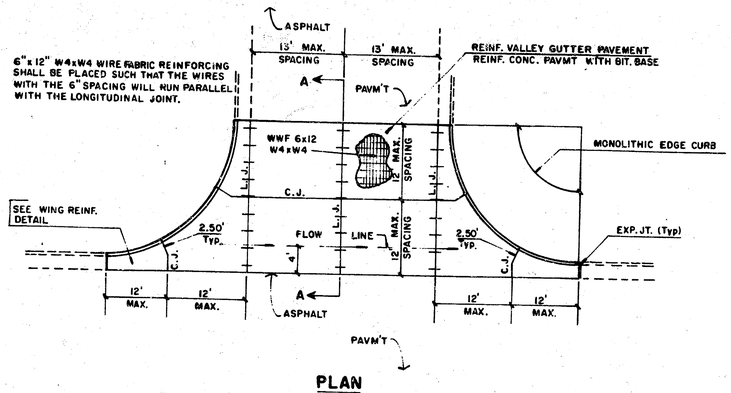
KEYWAY DETAIL



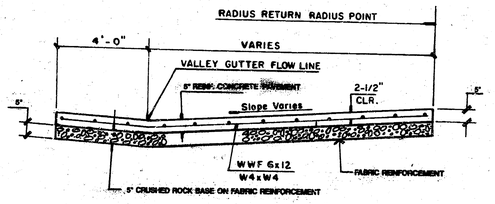
CONTRACTION JOINT DETAIL (C.J.)

L E G E N D

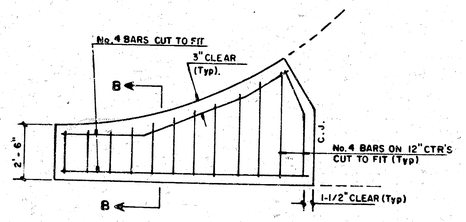
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PLAN
REINFORCED VALLEY GUTTER

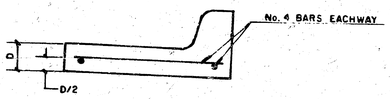


SECTION A-A



WING REINFORCING DETAIL

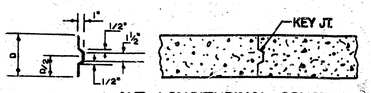
NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

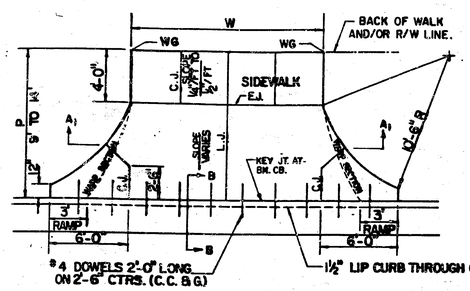


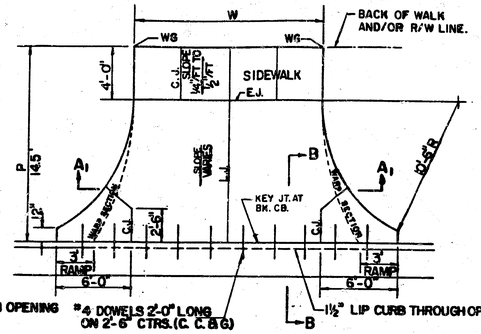
SECTION B-B

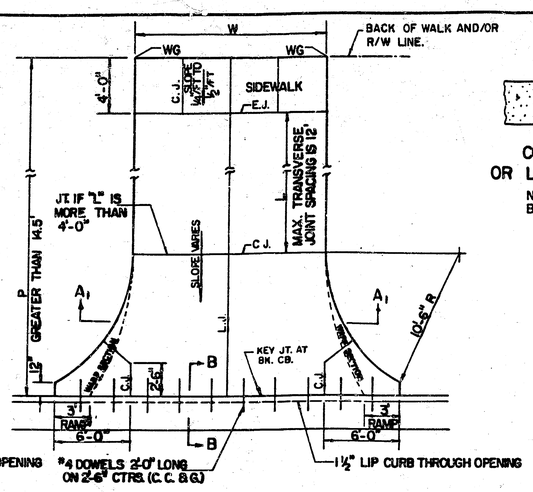
PROJECT DESCRIPTION
VALLEY GUTTER DETAILS
PROJECT NUMBER
472-76-245-82059-000-000-001

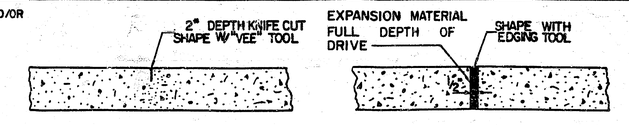
FILMED FROM THE BEST AVAILABLE COPY

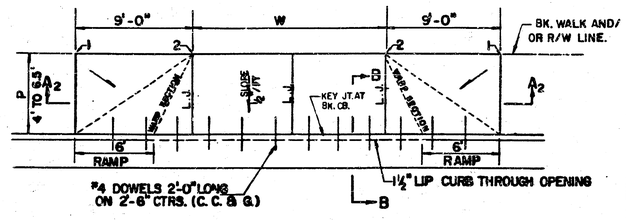


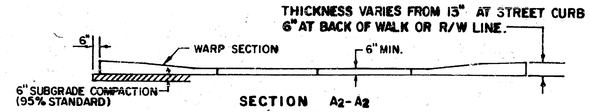






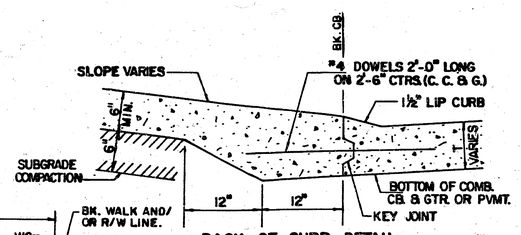


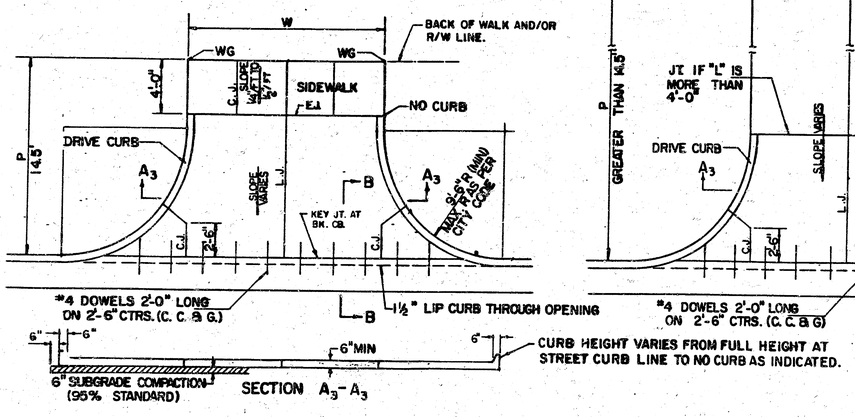


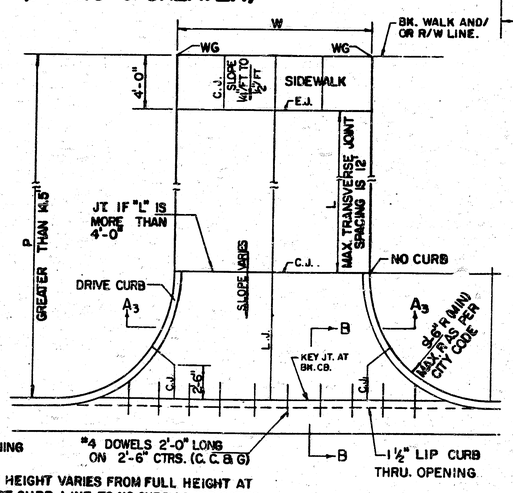


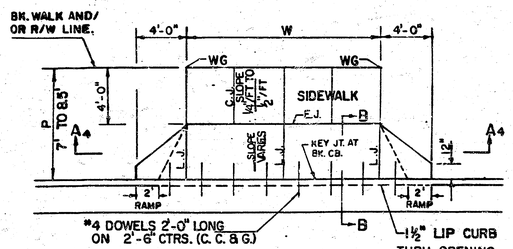
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.86'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.46'	0.60'	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'

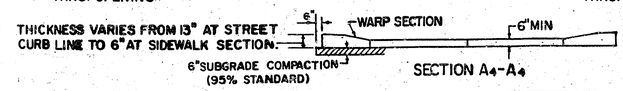
RADIUS RAMP DRIVES (P= 9.0' & GREATER)











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'	3.33'	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" 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 0.5' 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

PROJECT NUMBER
472-76-245-82059-000-000-001

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NOTE: ALL ELEVATIONS ARE GIVEN IN MEAN SEA LEVEL (CITY DATUM = MEAN SEA LEVEL MINUS 1187.4)

-0.3% +0.7%

END PHASE 1

BEGIN PHASE 2

± 10' Utility Easement

Sta. 14+77.25 Lt. Const. a Dbl. Inlet: T.C. 1327.40 F.L. Out 1323.25

10' Utility Easement

Blk. 5

NOTE: Construct 4' sidewalk on the W.s. of Forestview ONLY.

STA. 19+13.58

BEGIN CONSTRUCTION

Sta. 20+08.57 Lt. Const. a Type I-A curb inlet (Ht. 4'-4", L= 11'-4" T.C. 1331.00 F.L. Out 1326.87

+0.7% +0.725%

10' Utility Easement

EXIST'G 4.00' WIDE CONC. SIDEWALK

CONST. 4.00' WIDE CONC. SIDEWALK (4")

LOT LINE

MATCH

EXISTING 4SPR.

FORESTVIEW

PAVEMENT

MATCH

8"W.L.

15"R.C.P.

18"R.C.P.

Sta. 15+07.94 Rt. Const. a 6th. Inlet: T.C. 1327.40 F.L. In(15") 1323.10 F.L. Out(18") 1323.00

Remove Temporary Cul de Sac and continue curb and gutter and paving

FORESTVIEW 1705.32

17+00.68 Const. an 5' Conc. Valley Gutter

BEGIN CONSTRUCTION

Blk. 4

20' Utility Easement

STA. 18+87.32

CONSTRUCT COMB. CURB & GUTTER. FULL CURB 6-5/8"

CONSTRUCT 5" ASPHALTIC CONC. PAVM'T (3" BIT. BASE) ON 5" REINF. CRUSHED ROCK BASE.

CONST. COMB. CURB & GUTTER. FULL CURB. (6 5/8").

20'R BR-Curb

SCALE 20' 0' 20' 40'

PLAN: Lat. & Long.
PROFILE: Horiz. same as above
Vert.

PLAN — SURVEYED, PLOTTED, NOTE BOOK, No., DRAWN, CHECKED, R. O. W. CHECKED, DATE, BY

PROFILE — SURVEYED, PLOTTED, NOTE BOOK, No., DRAWN, CHECKED, R. O. W. CHECKED, STRUCTURE NOTATIONS CHECKED, DATE, BY

-0.3% +0.7%

EXIST.

Prop. Top of Curb

Prop. Top of Curb

PHASE 2

DEISS & GOODNESS ENGINEERS
2180 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 838-0388

Designed By
Drawn By B.N.
Job No.
Date 8-22-80

472-76-245-82059-000-000-001

FORESTVIEW 15+00 ℄ to 20+29 ℄

RAINBOW LAKES WEST THIRD ADDITION

No.		
3	Removed Cul de Sac	bn 6-81
2	CHANGED TO PHASES	bn 3-10-81

SHEET NO. 7 of 14

HIGHWAY FEDERAL SID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TWILDONE
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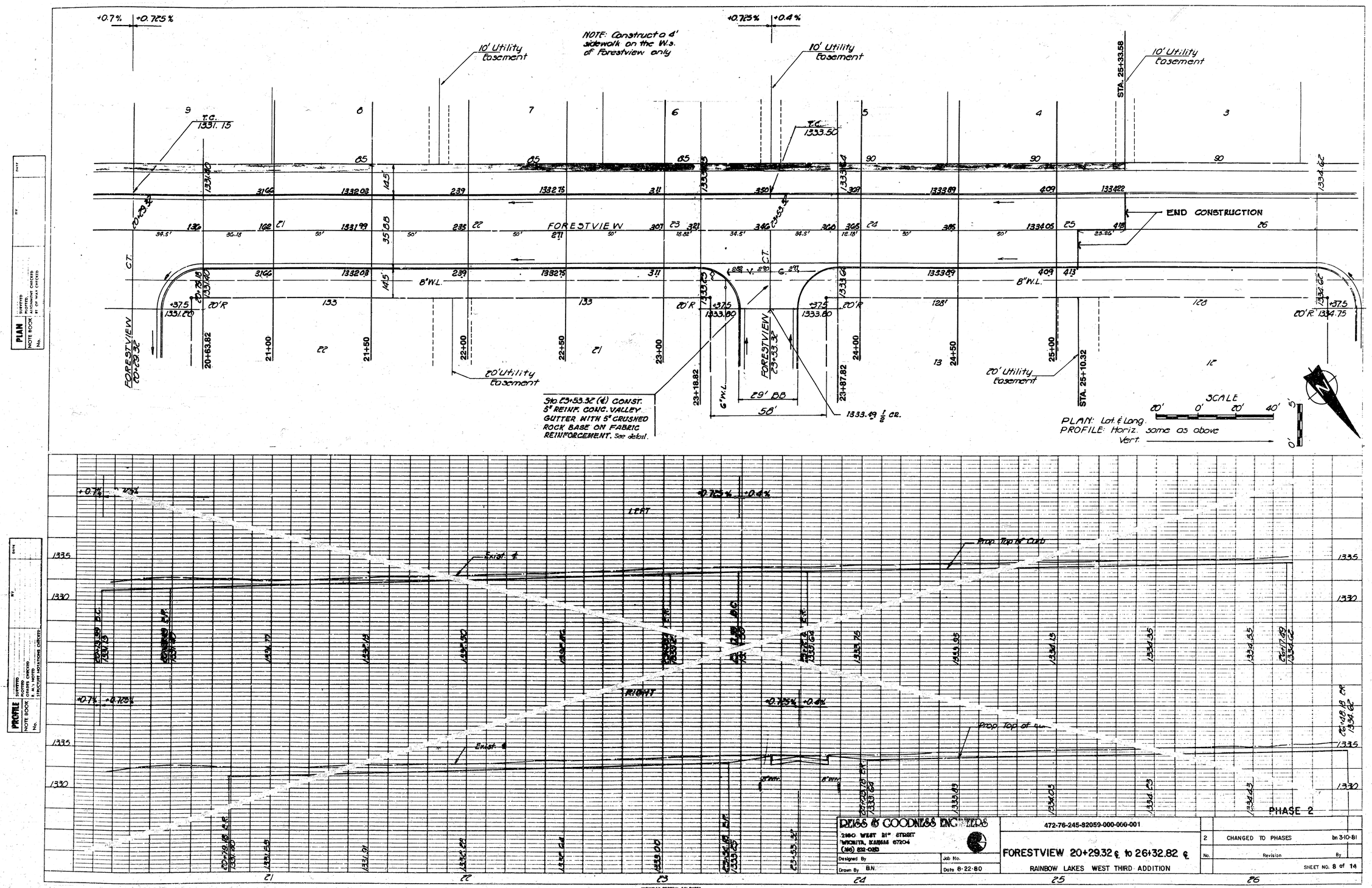


REISS & GOODNESS ENGINEERS
2160 WEST 21st STREET
WICHITA, KANSAS 67204
(316) 832-0283

Designed By
Drawn By B.N.
Job No.
Date 8-22-80

472-76-245-82059-000-000-001

FORESTVIEW 20+29.32 ℄ to 26+32.82 ℄

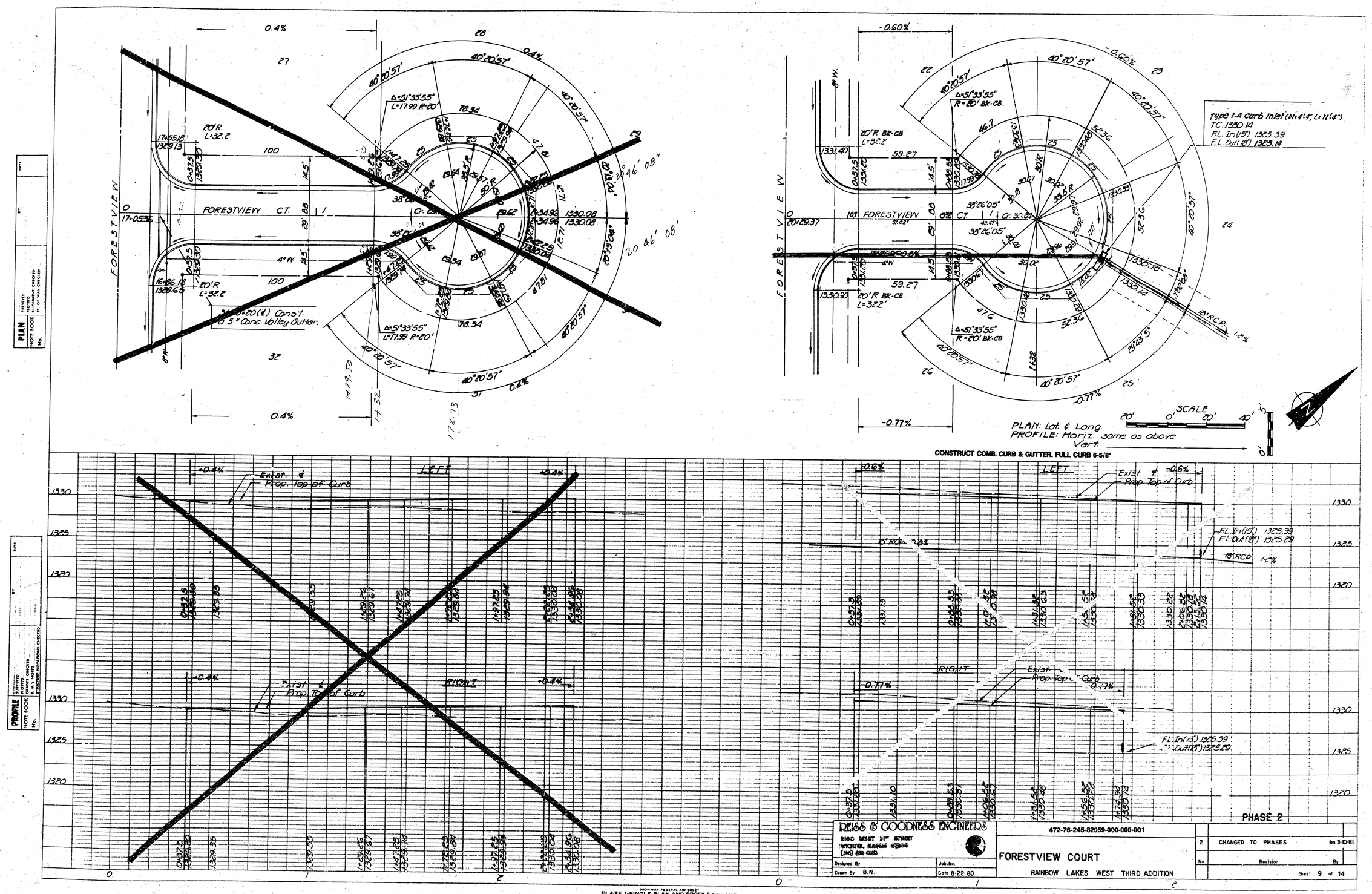
RAINBOW LAKES WEST THIRD ADDITION

No.	Revision	By
2	CHANGED TO PHASES	bn 3-10-81

SHEET NO. 8 of 14

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
W. TILDONE
PRINTED IN U.S.A.

FILMED FROM THE BEST AVAILABLE COPY



REISS & GOODNESS ENGINEERS
2160 WEST 21st STREET
WICHITA, KANSAS 67204
(316) 832-0283

Designed By
Drawn By B.N.
Job. No.
Date 8-22-80

472-76-245-82059-000-000-001

FORESTVIEW COURT

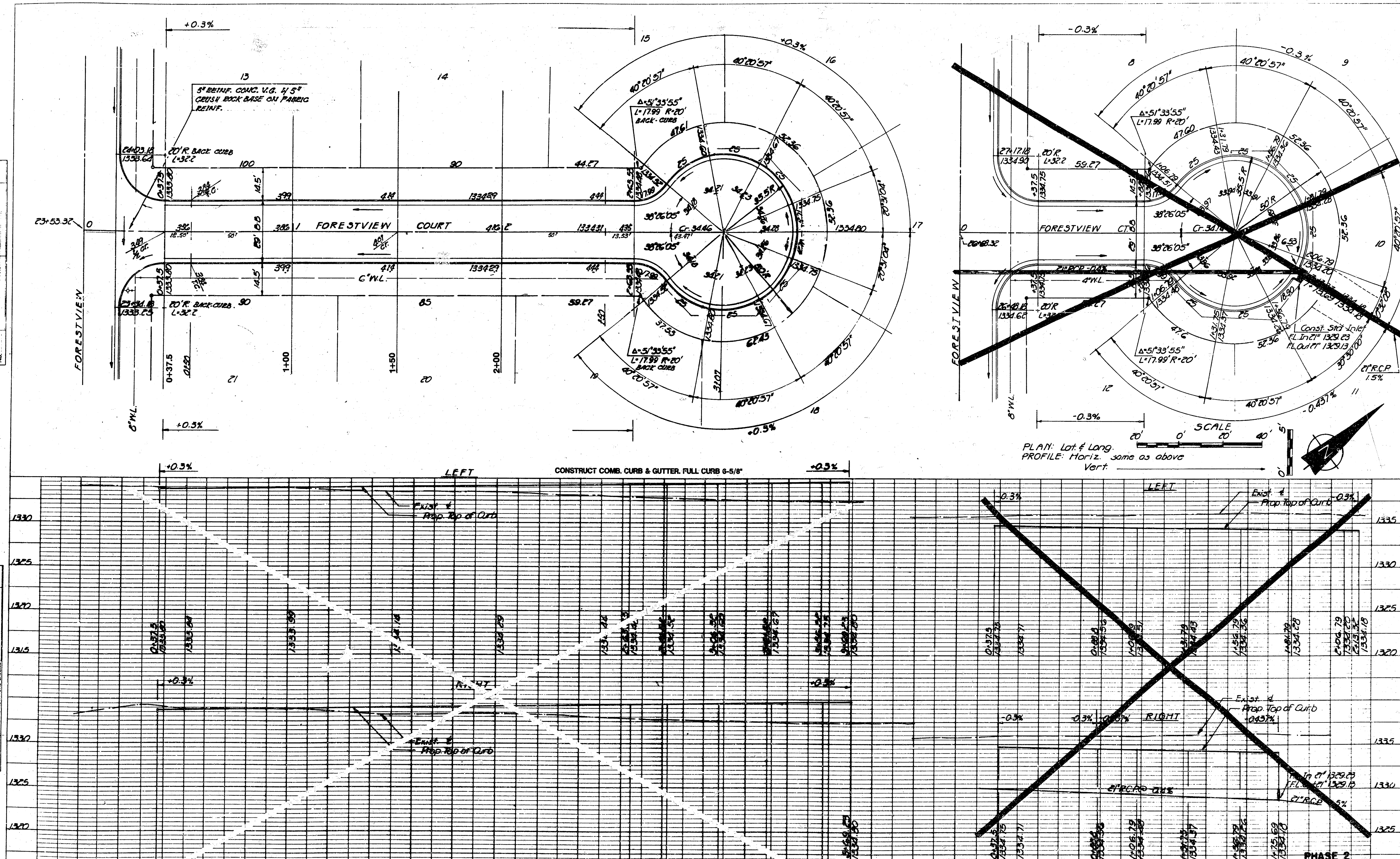
RAINBOW LAKES WEST THIRD ADDITION

No.	Revision	By
2	CHANGED TO PHASES	bn 3-10-81

Sheet 9 of 14

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

FILMED FROM THE BEST AVAILABLE COPY ....



REISS & GOODNESS ENGINEERS
2200 WEST 21st STREET
WICHITA, KANSAS 67204
(316) 838-0321

Designed By
Drawn By B.N.
Job No.
Date 8-22-80

472-76-245-82059-000-000-001

FORESTVIEW COURT
RAINBOW LAKES WEST THIRD ADDITION

No.	Revision	By
2	CHANGED TO PHASES	bn 3-10-81

Sheet 10 of 14

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
PRINTED IN U.S.A.

FILMED FROM THE BEST AVAILABLE COPY ....

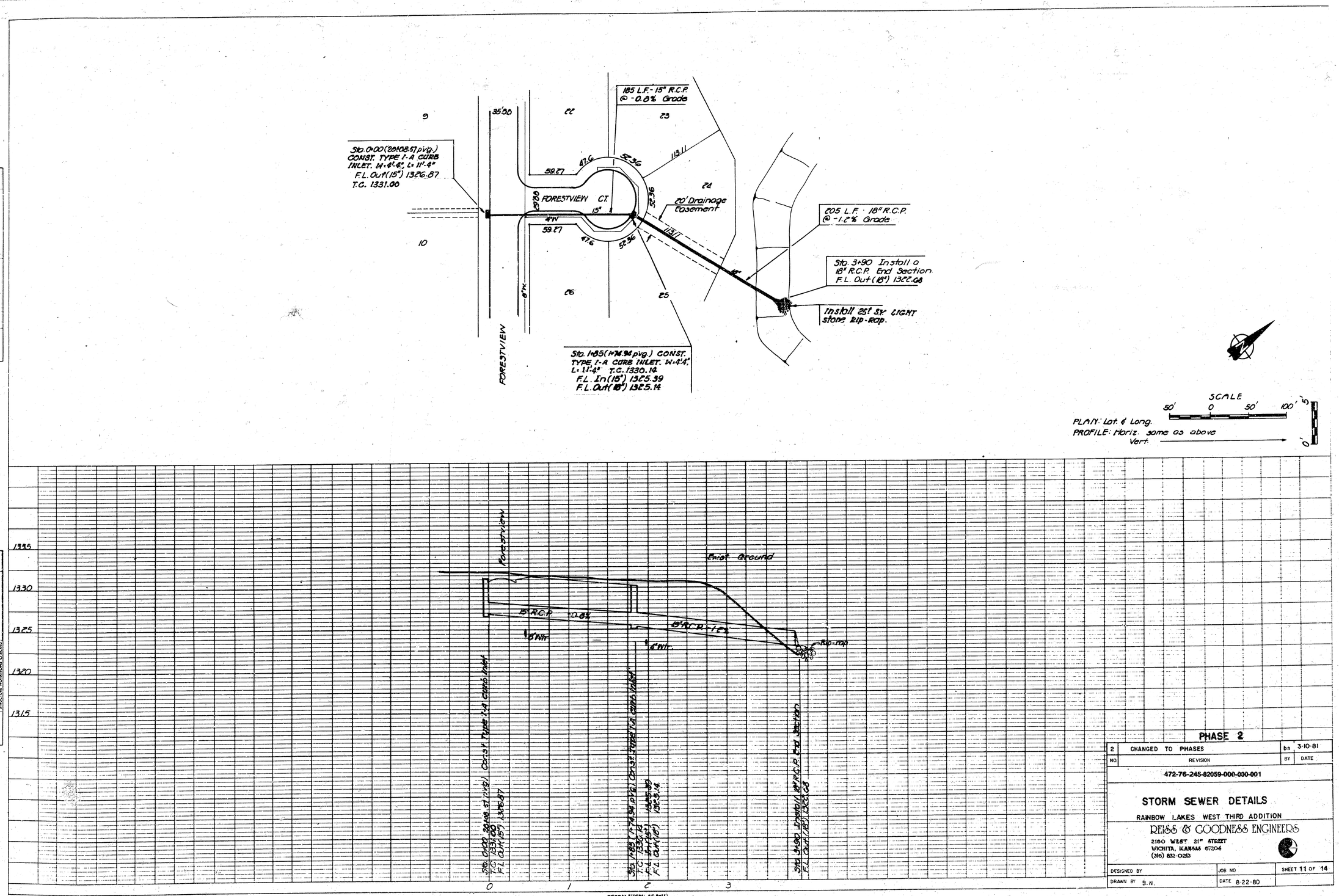


PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
HIGHWAY FEDERAL AID SHEET
W. TELEDYNE
PRINTED IN U.S.A.

PHASE 2

NO.	REVISION	BY	DATE
2	CHANGED TO PHASES	bn	3-10-81

472-76-245-82059-000-000-001

STORM SEWER DETAILS

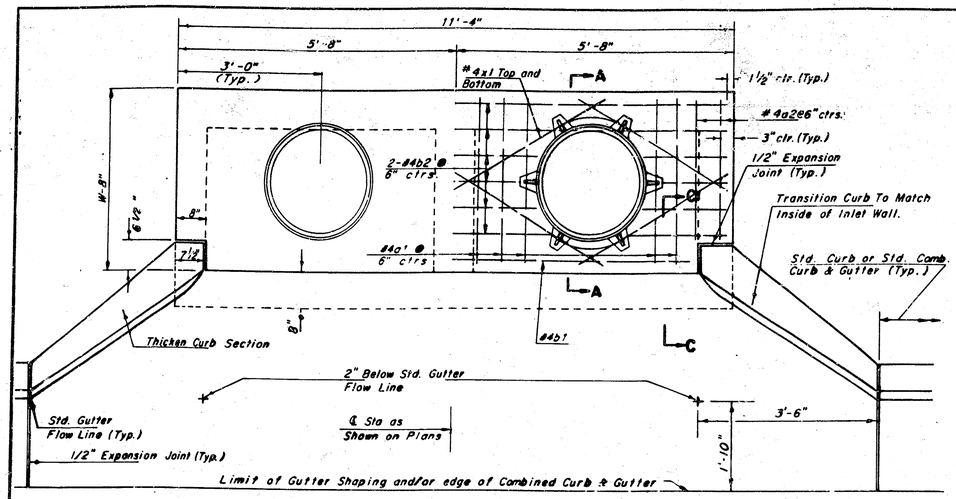
RAINBOW LAKES WEST THIRD ADDITION

REISS & GOODNESS ENGINEERS
2160 WEST 21st STREET
WICHITA, KANSAS 67204
(316) 832-0213

DESIGNED BY	JOB NO	SHEET 11 OF 14
DRAWN BY B.N.	DATE 8-22-80	

FILMED FROM THE BEST AVAILABLE COPY

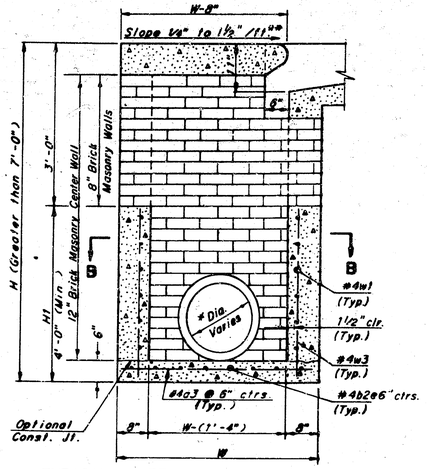
PROJECT NO.	SHEET NO.	TOTAL SHEETS
	12	14



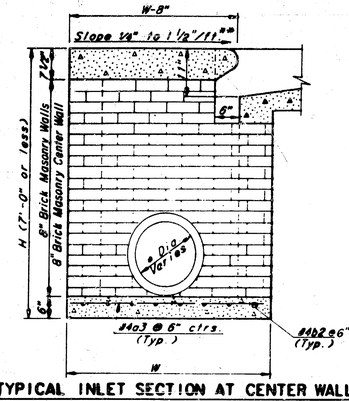
SLAB REINFORCING NOT SHOWN — SHOWING SLAB REINFORCING

PLAN

NOTE Expansion Joint only in Curb Area with Conc. Pavement.



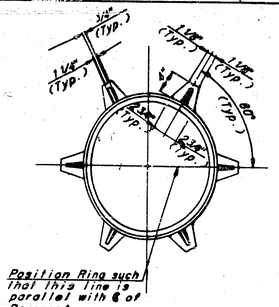
TYPICAL INLET SECTION AT CENTER WALL
(REINFORCED CONCRETE WALLS)

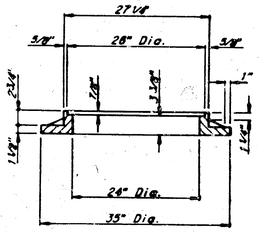


TYPICAL INLET SECTION AT CENTER WALL
(MASONRY WALLS)

* A center wall opening shall be provided by means of a section of reinforced concrete pipe. See Case I and Case II Below.

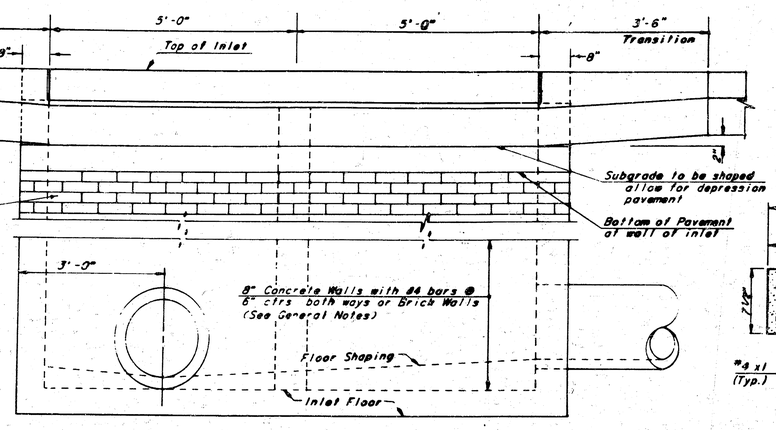
**NOTE : Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits indicated.



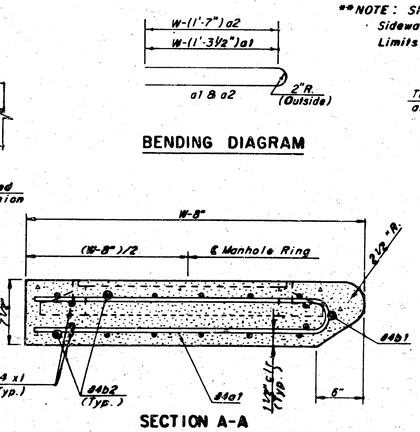


CAST IRON INLET RING
Wt.-180 lbs.

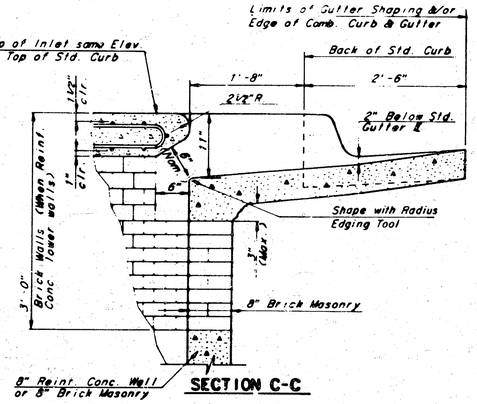
See City of Wichita Standard Manhole Frame and Cover Detail Sheet for Cover Details to be used with Inlet Frame.



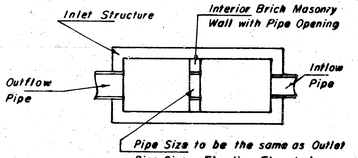
ELEVATION



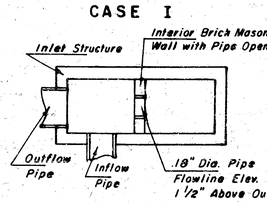
SECTION A-A



SECTION C-C

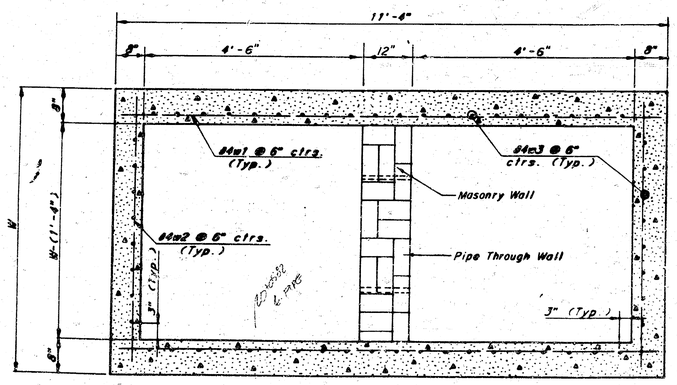


CASE I



CASE II

NOTE Center Wall Pipe Size shall be as Specified in Inlet Construction Note on the Plan/Profile Sheets for those Cases not shown here.



SECTION B-B

SLAB AND FLOOR REINFORCING

MARK	SIZE	W=4'-4" NO.	W=4'-4" LENGTH	W=5'-4" NO.	W=5'-4" LENGTH	W=6'-4" NO.	W=6'-4" LENGTH	W=7'-4" NO.	W=7'-4" LENGTH	W=8'-4" NO.	W=8'-4" LENGTH
*a1	#4	13	6'-7"	13	8'-7"	13	10'-7"	13	12'-7"	13	14'-7"
a2	#4	4	8'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
a3	#4	23	4'-1"	23	5'-1"	23	6'-1"	23	7'-1"	23	8'-1"
b1	#4	1	9'-9"	1	9'-9"	1	9'-9	1	9'-9"	1	9'-9"
*b2	#4	23	11'-1"	29	11'-1"	35	11'-1"	41	11'-1"	47	11'-1"
x1	#4	16	3'-10"	16	4'-2"	16	4'-6"	16	4'-10"	16	5'-2"

WALL REINFORCING

MARK	SIZE	W=4'-4" NO.	W=4'-4" LENGTH	W=5'-4" NO.	W=5'-4" LENGTH	W=6'-4" NO.	W=6'-4" LENGTH	W=7'-4" NO.	W=7'-4" LENGTH	W=8'-4" NO.	W=8'-4" LENGTH
w1	#4	①	11'-1"	①	11'-1"	①	11'-1"	①	11'-1"	①	11'-1"
w2	#4	①	4'-1"	①	5'-1"	①	6'-1"	①	7'-1"	①	8'-1"
w3	#4	52	②	56	②	60	②	64	②	68	②

* Field Bend or cut Reinforcing as required for clearance
① 4(H1-12") (H1-12") Rounded down to nearest 0.5'
② H1-3"

GENERAL NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO CONSTRUCT 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W=8'-4" OR LESS AND H=7'-0" OR LESS WHEN W IS GREATER THAN 8'-4" AND H IS LESS THAN 7'-0". THE OUTSIDE INLET WALLS BELOW THE BRICK STACK SHALL BE REINFORCED CONCRETE CONSTRUCTION AND THE CENTER WALL SHALL BE OF MASONRY CONSTRUCTION AS SHOWN FOR THE MASONRY WALL OPTION.
2. INLET INVERT SHALL BE SHAPED WITH A SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
3. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.
4. INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB BARS IN INLET TOP TO BE FIELD BENT OR CUT TO CLEAR MANHOLE RING.
5. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

STANDARD CURB INLET PRECAST TOPS

W	PRE-CAST TOP SIZE	SIDE OR INTERIOR WALL PIPE SIZE	CU. YD. CONC.
4'-4"	3'-8"x11'-4"x 7 1/2"	21" & SMALLER	0.83 ±
5'-4"	4'-8"x11'-4"x 7 1/2"	24" & 30"	1.09 ±
6'-4"	5'-8"x11'-4"x 7 1/2"	36" & 42"	1.35 ±
7'-4"	6'-8"x11'-4"x 7 1/2"	48" & 54"	1.61 ±
8'-4"	7'-8"x11'-4"x 7 1/2"	60" & 66"	1.87 ±

~~REVISED 12-5-88~~ Revised 2-16-89 ~~REVISED 12-21-84~~

STANDARD TYPE 1A CURB INLET

INLET OPENING = 6" x10'-0"

472-76-245-82059-000-000-001

WICHITA, KANSAS

Designed by	BER, KJS, MMB	Checked by	MMB
Drawn by	JGP	Date Nov., 1984	Job No.

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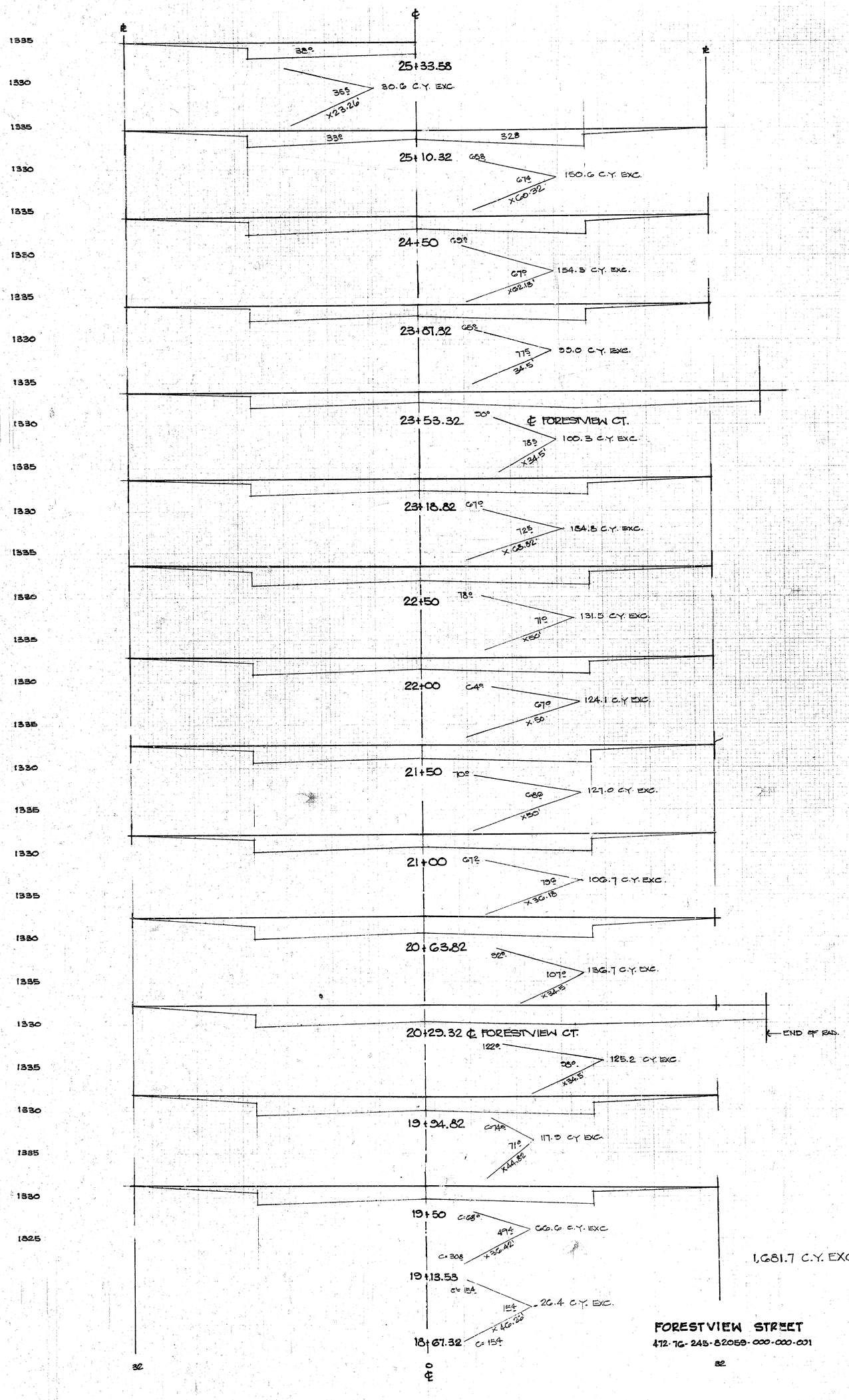

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