PAVING PLANS FOR
WINDEMERE SECOND ADDITION

OXFORD CIRCLE: FROM A POINT APPROX. 376' E. OF ℄ OF ROCK ROAD TO THE W. LINE OF LOT 2, BLOCK 1, WINDEMERE SECOND ADDITION, TO & INCLUDING CUL-DE-SAC

PROJECT NO.
472-76-245-81967-000-000-001

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK CITY ENGINEER
NOVEMBER 1990
INDEX NO. 760637

GENERAL NOTES

1. UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA CONCRETE PAVEMENT AND ASPHALTIC CONCRETE PAVEMENT SPECIFICATIONS.

2. 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 IN ACCORDANCE WITH STATE LAWS.

3. EXISTING UTILITIES AND THEIR LOCATIONS, 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.

4. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL 1-800-344-7233
OR 687-2470 (LOCAL WICHITA)

THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

SOUTHWESTERN BELL TELEPHONE COMPANY	1-571-2115
CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE COMPANY	263-7511
KANSAS GAS & ELECTRIC	264-1141
CITY OF WICHITA WATER DEPARTMENT	268-4908
CITY OF WICHITA SEWER MAINTENANCE	268-4071
ARKLA GAS COMPANY	942-3350 OR 263-8161

5. 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.

6. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAW 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 SURFACE OR PAVEMENT.

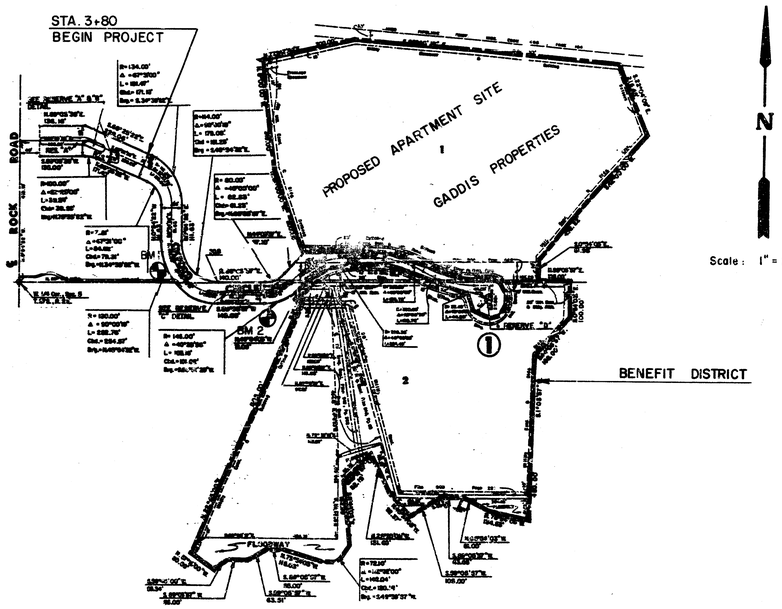
7. THIS PROJECT INCLUDES A CERTAIN AMOUNT OF FULL TYPE CURB CONSTRUCTION. FULL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT. NO MORE THAN 4 DRIVES 24 FEET IN WIDTH OR EQUIVALENT COMBINATIONS THEREOF ARE TO BE CONSTRUCTED WITH THIS PROJECT.

8. CONSTRUCTION OF AN APARTMENT COMPLEX WILL BE UNDERWAY ON LOT 1, BLOCK 1, AT TIME OF PAVEMENT CONSTRUCTION. THE CONTRACTOR SHALL ASSIST IN PROVIDING ACCESS TO AND FROM SITE FOR THE APARTMENT CONTRACTOR. A PRE-CONSTRUCTION MEETING INVOLVING THE LAND OWNER, APARTMENT CONTRACTOR, PAVING CONTRACTOR, GOLF COURSE REPRESENTATIVE (KEN PUNG, 681-6243), AND CITY ENGINEERING PERSONAL SHALL BE HELD IN ORDER TO COORDINATE CONSTRUCTION SEQUENCING.

BENCH MARKS

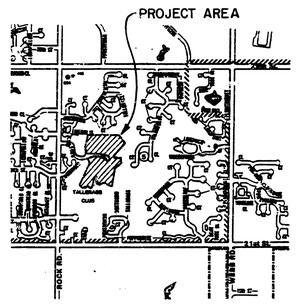
BM #1 STEPPED SPIKE IN SOUTHWEST CORNER "Y" POLE
650' ± EAST OF ROCK ROAD (2ND "Y" POLE EAST OF ROCK ROAD)
ELEV. = 208.22

BM #2 STEPPED SPIKE IN NORTHWEST CORNER "Y" POLE
(3RD "Y" POLE EAST OF ROCK ROAD)
ELEV. = 210.13



INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-3	PAVING DETAILS
4-6	OXFORD CIRCLE
7	SIDEWALK PLAN
8-14	CROSS SECTIONS
15	FINAL PLAT



LOCATION MAP

WINDEMERE SECOND ADDITION PAVING PLANS	Design: GJA; Drawn by: DLM; Checked by: DH; Date: OCT, 1990; Job no

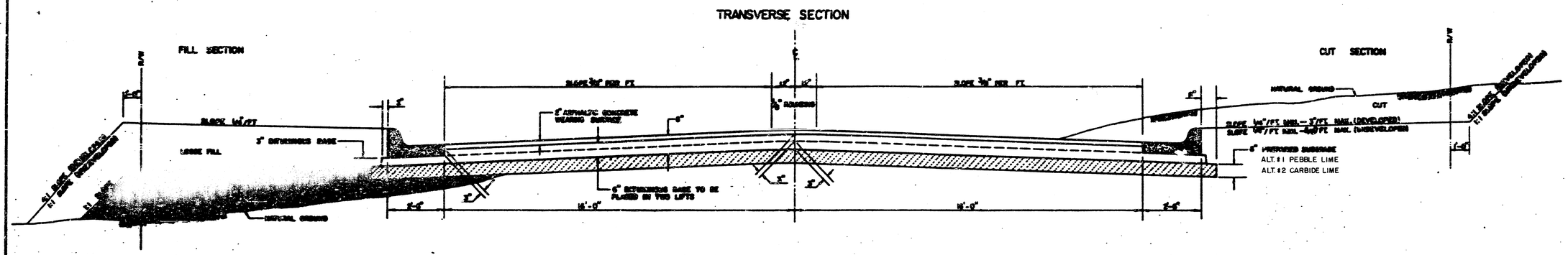
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

Sheet 1 of 15

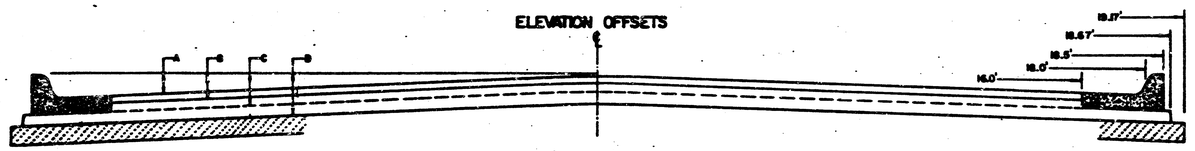
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TYPICAL 37' PAVEMENT DETAILS

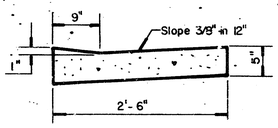
TRANSVERSE SECTION



ELEVATION OFFSETS

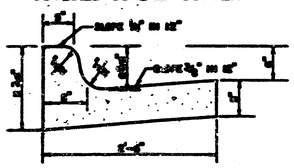


LIP CURB

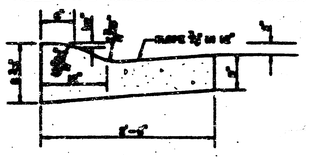


	DISTANCE FROM CENTERLINE (L.C. & R.C.)												
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A TOP OF CURB TO TOP OF [illegible]	.06	.08	.11	.16	.24	.30	.35	.43	.49	—	—	—	—
B TOP OF CURB TO TOP OF [illegible]	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C TOP OF CURB TO TOP OF [illegible]	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.98	—
D TOP OF CURB TO TOP OF [illegible]	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25

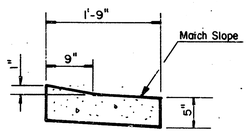
COMBINED CURB & GUTTER



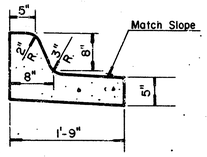
ROLL TYPE COMBINED CURB & GUTTER



REVERSE MEDIAN LIP CURB



REVERSE MEDIAN FULL CURB



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE CONCRETE CURB AND GUTTER SHALL BE PLACED AS SQUARE YARDS OF 6" ASPHALTIC CONCRETE (6" DETERMINED BASE).

2) THE DETERMINED BASE UNDER AND BEHIND THE CONCRETE CURB AND GUTTER SHALL BE PLACED AS SQUARE YARDS OF 12" DETERMINED BASE.

3) A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.10 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

4) DETERMINED BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LANGDON RECEIVE MACHINE AUTOMATIC CONTROLS FOR LINE AND GRADE.

5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF SIX (6) FEET FROM JOINTS IN PREVIOUS LIFTS AND PLACED SO THAT A JOINT WILL BE DISCERNIBLE ON THE COMPLETION OF THE TOP LIFT.

6) CONTRACTOR TO BID ONLY ONE ORIGINAL TECHNIQUE ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE CONTRACTOR SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENT 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 PER SQUARE YARD OF ASPHALTIC CONCRETE (6" DETERMINED BASE).

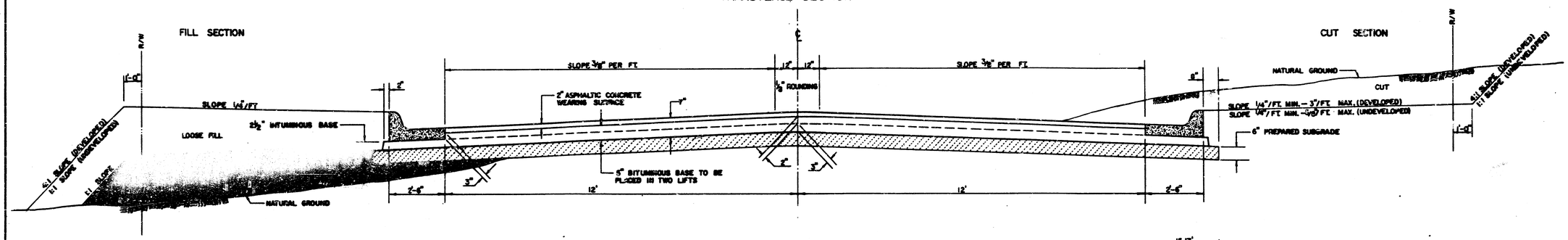
8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

2
15

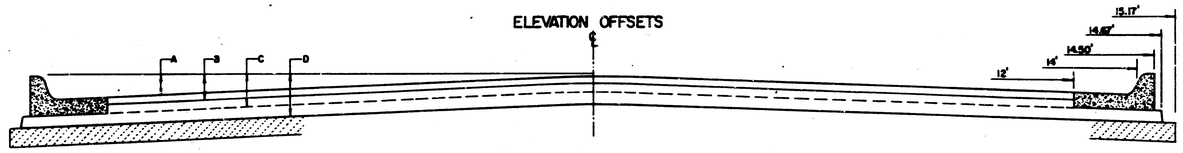
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TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

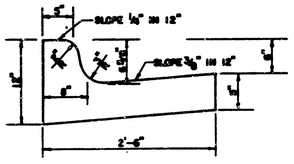


ELEVATION OFFSETS

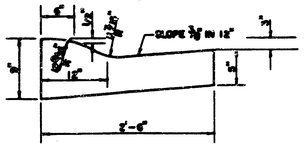


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

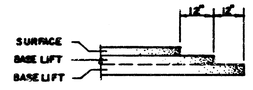
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



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

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
3
15

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Δ = 67°31'00" R = 124.71' T = 83.35' L = 146.96' LC = 138.60'

CURVE DATA BASED ON LEFT FACE OF CURB /2= 33°45'30"

STATION	ARC	CHORD LENGTH 8'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
4+15.21	-	-	-	00°00'00"	00°00'00"
4+58.24	43.03'	45.56'	-	09°53'05"	09°53'05"
4+89.13	30.89'	32.79'	-	07°05'45"	16°58'50"
5+19.62	30.49'	32.37'	-	07°00'15"	23°55'05"
5+49.58	29.96'	31.81'	-	06°52'56"	30°52'01"
5+62.17	12.59'	13.39'	-	02°53'29"	33°45'30"

Def/Ft =13.78296 Min.

Δ= 90°00'19" R = 147.00' T = 147.01' L = 230.92' LC = 207.90'

CURVE DATA BASED ON CENTERLINE Δ/2 = 45°00'10"

STATION	ARC	CHORD LENGTH 8'Off LtCb	6'Off RtCb	DEFLECTION	TOTAL DEFLECTION
6+39.87	-	-	-	00°00'00"	00°00'00"
6+75.00	15.13'	12.45'	17.80'	02°56'55"	02°56'55"
7+00.00	25.00'	20.55'	29.39'	04°52'20"	07°49'14"
7+25.00	25.00'	20.55'	29.39'	04°52'20"	12°41'34"
7+50.00	25.00'	20.55'	29.39'	04°52'20"	17°33'53"
7+75.00	25.00'	20.55'	29.39'	04°52'20"	22°26'13"
8+00.00	25.00'	20.55'	29.39'	04°52'20"	27°18'33"
8+25.00	25.00'	20.55'	29.39'	04°52'20"	32°10'52"
8+60.77	35.77'	29.37'	41.99'	06°58'16"	39°09'08"
8+90.77	30.00'	24.67'	35.27'	05°51'02"	45°00'10"

Def/Pt =11.69302 Min.

N

Scale : 1" = 20'

NOTE : Centerline Grade from Sta. 4+15.21 to Sta. 5+48.25 is -0.8%

Δ= 67°31'00" R = 103.57' T = 69.23' L = 122.05' LC = 115.11'

CURVE DATA BASED ON RIGHT FACE OF CURB Δ/2= 33°45'30"

STATION	ARC	CHORD LENGTH 8'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
4+15.21	-	-	-	00°00'00"	00°00'00"
4+40.25	25.04'	-	23.05'	06°55'34"	06°55'34"
4+58.59	18.34'	-	16.90'	05°04'23"	11°59'57"
4+77.47	18.88'	-	17.40'	05°13'20"	17°13'17"
4+97.10	19.63'	-	18.09'	05°25'47"	22°39'04"
5+37.26	40.16'	-	36.82'	11°06'26"	33°45'30"

Def/Pt =16.59625 Min.

SAW CUT DETAIL

EARTHWORK

Excavation 2440 C.Y.
Comp. Fill 220 C.Y.

CITY OF WICHITA	Design GJA
OXFORD CIRCLE	Drawn by DLM
PROJECT NO. 472-76-245-818967-000-000-001	Checked by DH
	Date OCT. 1990
	Job no.
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226 636-5566	Sheet 4 of 15

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Δ = 45°00'00"	R = 113.00'	T = 46.81'	L = 88.75'	LC = 86.49'

CURVE DATA BASED ON CENTERLINE Δ/2 = 22°30'00"

STATION	ARC	CHORD LENGTH 3'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
10+30.77	-	-	-	00°00'00"	00°00'00"
10+50.00	19.23'	14.79'	23.63'	04°52'31"	04°52'31"
10+75.00	25.00'	19.21'	30.69'	06°20'17"	11°12'48"
11+00.00	25.00'	19.21'	30.69'	06°20'17"	17°33'05"
11+19.52	19.52'	15.01'	23.98'	04°56'55"	22°30'00"

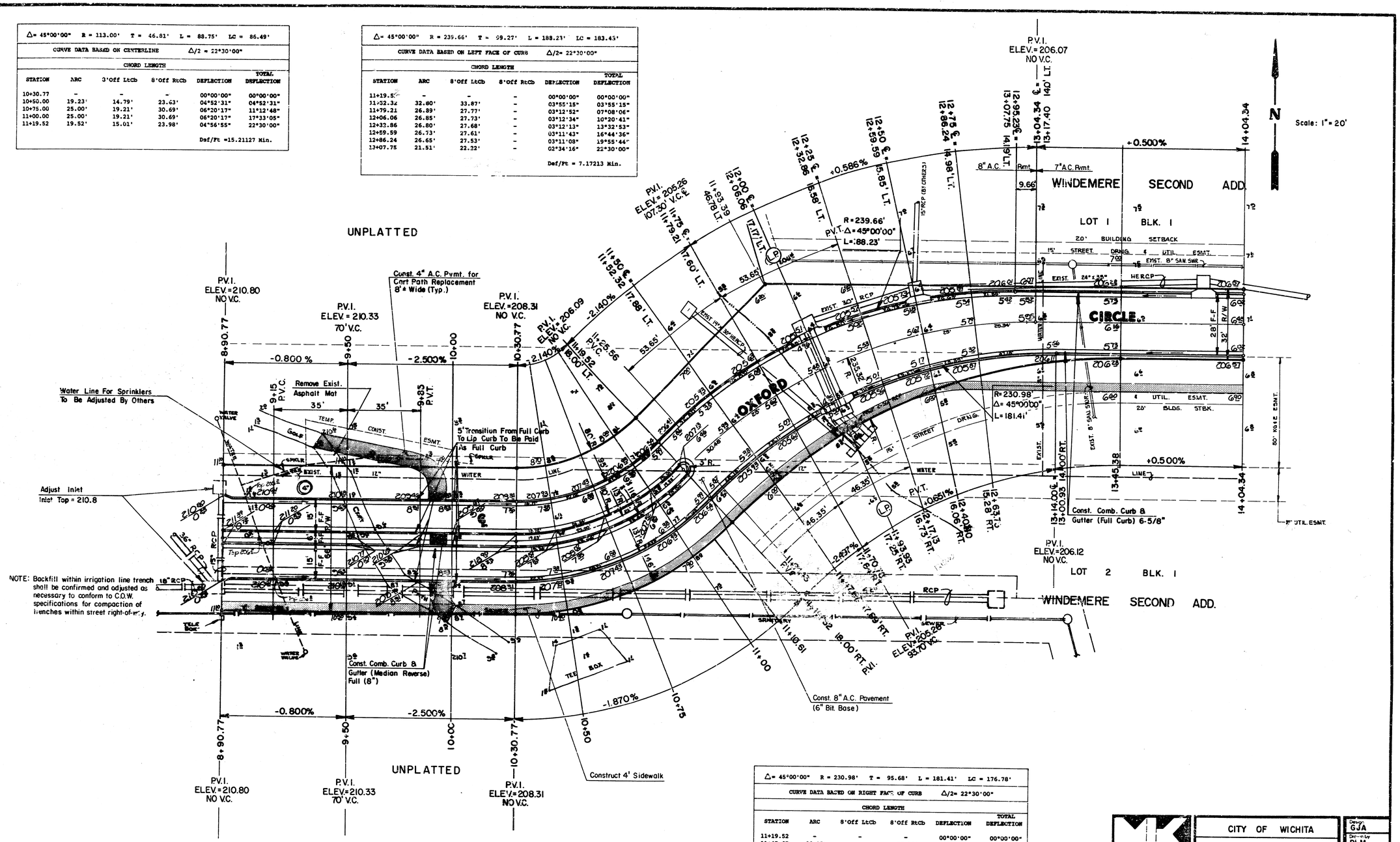
Def/Ft = 15.21127 Min.

Δ = 45°00'00"	R = 239.66'	T = 99.27'	L = 188.23'	LC = 183.43'

CURVE DATA BASED ON LEFT FACE OF CURB Δ/2 = 22°30'00"

STATION	ARC	CHORD LENGTH 8'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
11+19.52	-	-	-	00°00'00"	00°00'00"
11+32.32	32.80'	33.87'	-	03°55'15"	03°55'15"
11+79.21	26.89'	27.77'	-	03°12'52"	07°08'06"
12+06.06	26.85'	27.73'	-	03°12'34"	10°20'41"
12+32.86	26.80'	27.68'	-	03°12'13"	13°32'53"
12+59.59	26.73'	27.61'	-	03°11'43"	16°44'36"
12+86.24	26.65'	27.53'	-	03°11'08"	19°55'44"
13+07.75	21.51'	22.22'	-	02°34'16"	22°30'00"

Def/Ft = 7.17213 Min.



Δ = 45°00'00"	R = 230.98'	T = 95.68'	L = 181.41'	LC = 176.78'

CURVE DATA BASED ON RIGHT FACE OF CURB Δ/2= 22°30'00"

STATION	ARC	CHORD LENGTH 8'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
11+19.52	-	-	-	00°00'00"	00°00'00"
11+47.67	28.15'	-	27.16'	03°29'29"	03°29'29"
11+70.78	23.11'	-	22.30'	02°51'59"	06°21'28"
11+93.93	23.15'	-	22.34'	02°52'16"	09°13'44"
12+17.13	23.20'	-	22.39'	02°52'35"	12°06'23"
12+40.40	23.27'	-	22.45'	02°53'10"	14°59'33"
12+63.75	23.35'	-	22.53'	02°53'46"	17°53'19"
13+00.93	37.18'	-	35.85'	04°36'41"	22°30'00"

Def/Ft = 7.44165 Min.

CITY OF WICHITA

OXFORD CIRCLE

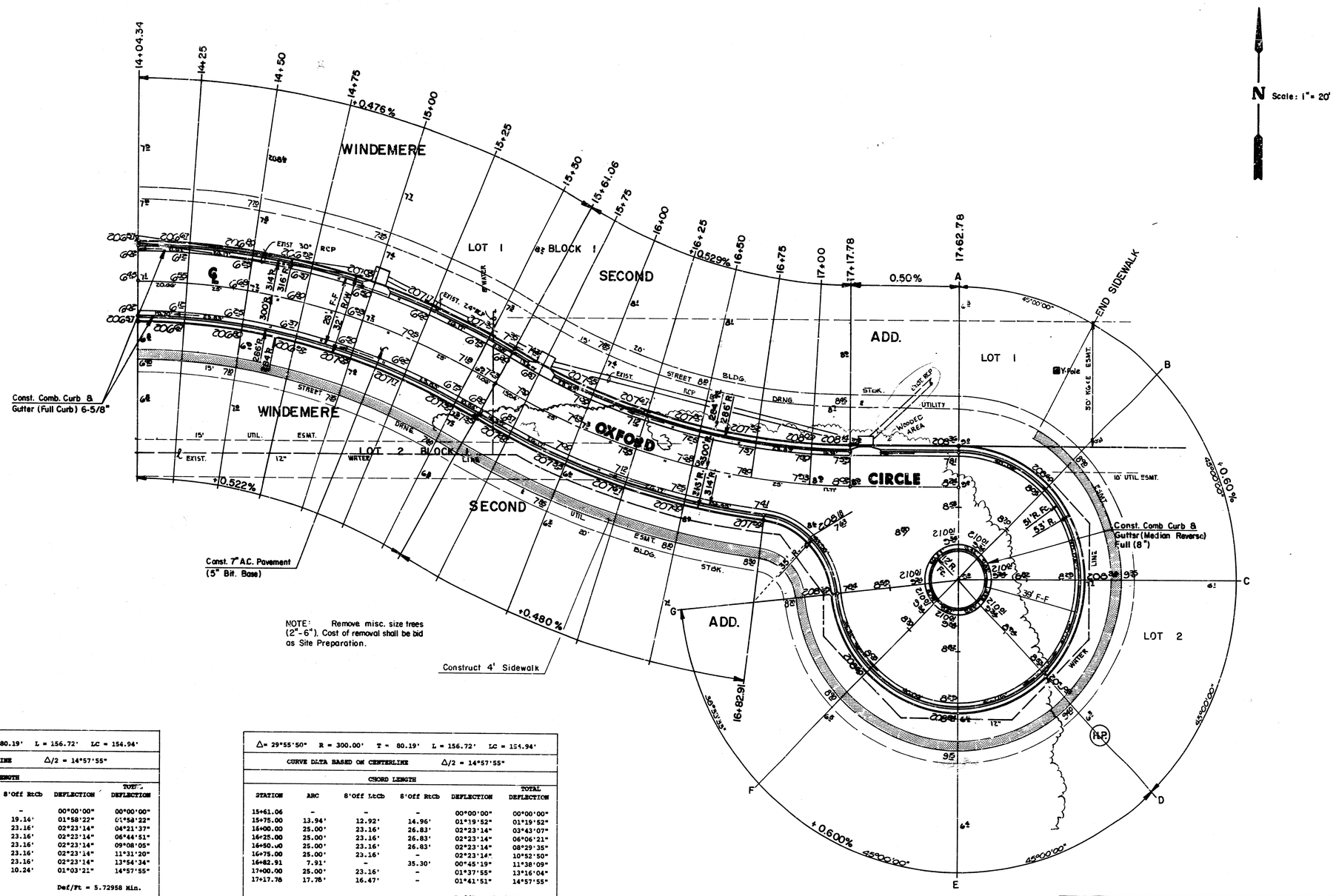
PROJECT NO. 472-76-245-81967 000-000-001

Design GJA
Drawn by DLM
Checked by DH
Date OCT., 1990
Job No.

Sheet 5 of 15

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

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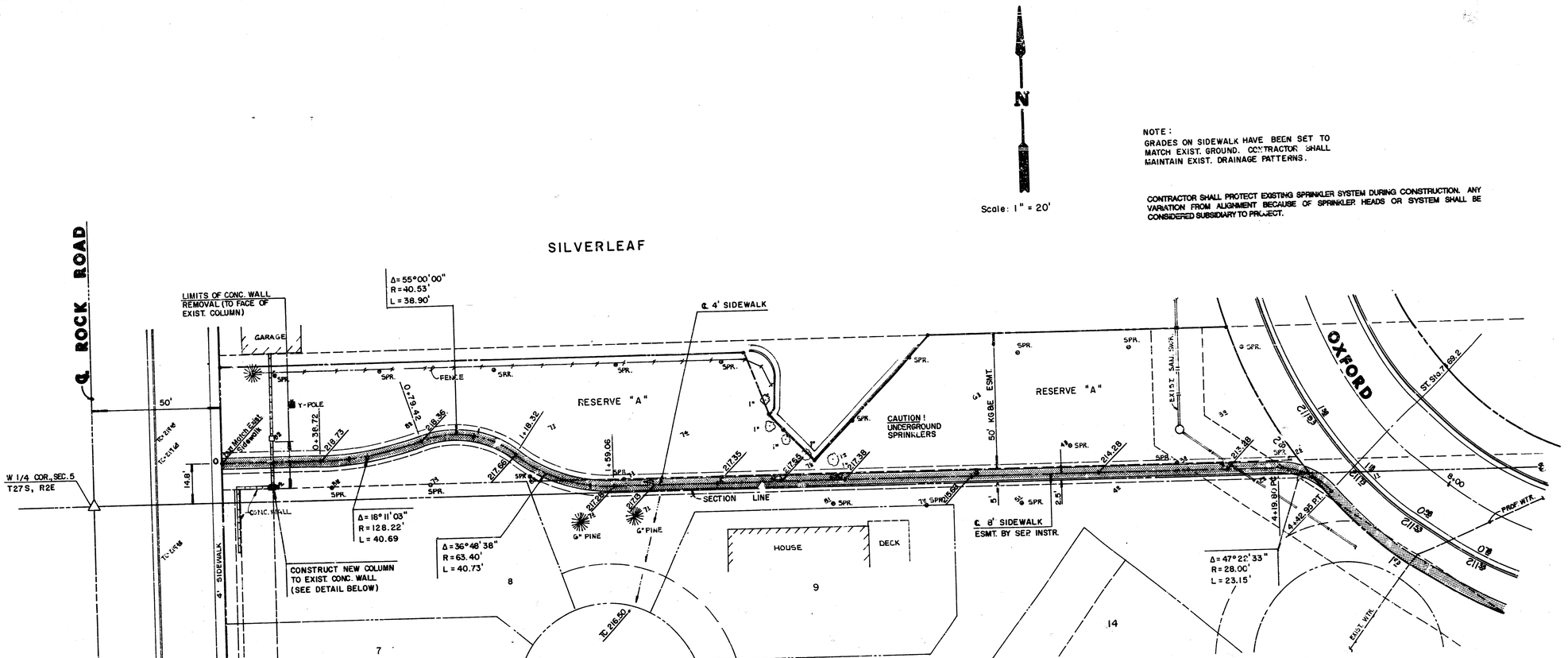


△= 29°55'50" R = 300.00' T = 80.19' L = 156.72' LC = 154.94'					
CURVE DATA BASED ON CENTERLINE △/2 = 14°57'55"					
CHORD LENGTH					
STATION	ARC	8'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
14+04.34	-	-	-	00°00'00"	00°00'00"
14+25.00	20.66'	22.17'	19.14'	01°58'22"	01°58'22"
14+50.00	25.00'	26.83'	23.16'	02°23'14"	04°21'37"
14+75.00	25.00'	26.83'	23.16'	02°23'14"	06°44'51"
15+00.00	25.00'	26.83'	23.16'	02°23'14"	09°08'05"
15+25.00	25.00'	26.83'	23.16'	02°23'14"	11°31'20"
15+50.00	25.00'	26.83'	23.16'	02°23'14"	13°54'34"
15+61.06	11.06'	11.87'	10.24'	01°03'21"	14°57'55"
				Def/Ft = 5.72958 Min.	

△= 29°55'50" R = 300.00' T = 80.19' L = 156.72' LC = 154.94'					
CURVE DATA BASED ON CENTERLINE △/2 = 14°57'55"					
CHORD LENGTH					
STATION	ARC	8'Off LtCb	8'Off RtCb	DEFLECTION	TOTAL DEFLECTION
15+61.06	-	-	-	00°00'00"	00°00'00"
15+75.00	13.94'	12.92'	14.96'	01°19'52"	01°19'52"
16+00.00	25.00'	23.16'	26.83'	02°23'14"	03°43'07"
16+25.00	25.00'	23.16'	26.83'	02°23'14"	06°06'21"
16+50.00	25.00'	23.16'	26.83'	02°23'14"	08°29'35"
16+75.00	25.00'	23.16'	-	02°23'14"	10°52'50"
16+82.91	7.91'	-	35.30'	00°45'19"	11°38'09"
17+00.00	25.00'	23.16'	-	01°37'55"	13°16'04"
17+17.78	17.78'	16.47'	-	01°41'51"	14°57'55"
				Def/Ft = 5.72958 Min.	

MK EC	CITY OF WICHITA OXFORD CIRCLE PROJECT NO. 472-76-245-81967 -000-000-001	Design GJA Drawn by DLM Checked by DH Date OCT., 1990 Job no.
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226 636-5566		Sheet 6 of 15

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WALL PLAN

WALL SECTION

CITY OF WICHITA

SIDEWALK PLAN

PROJECT NO. 472-76-245-818967-000-000-001

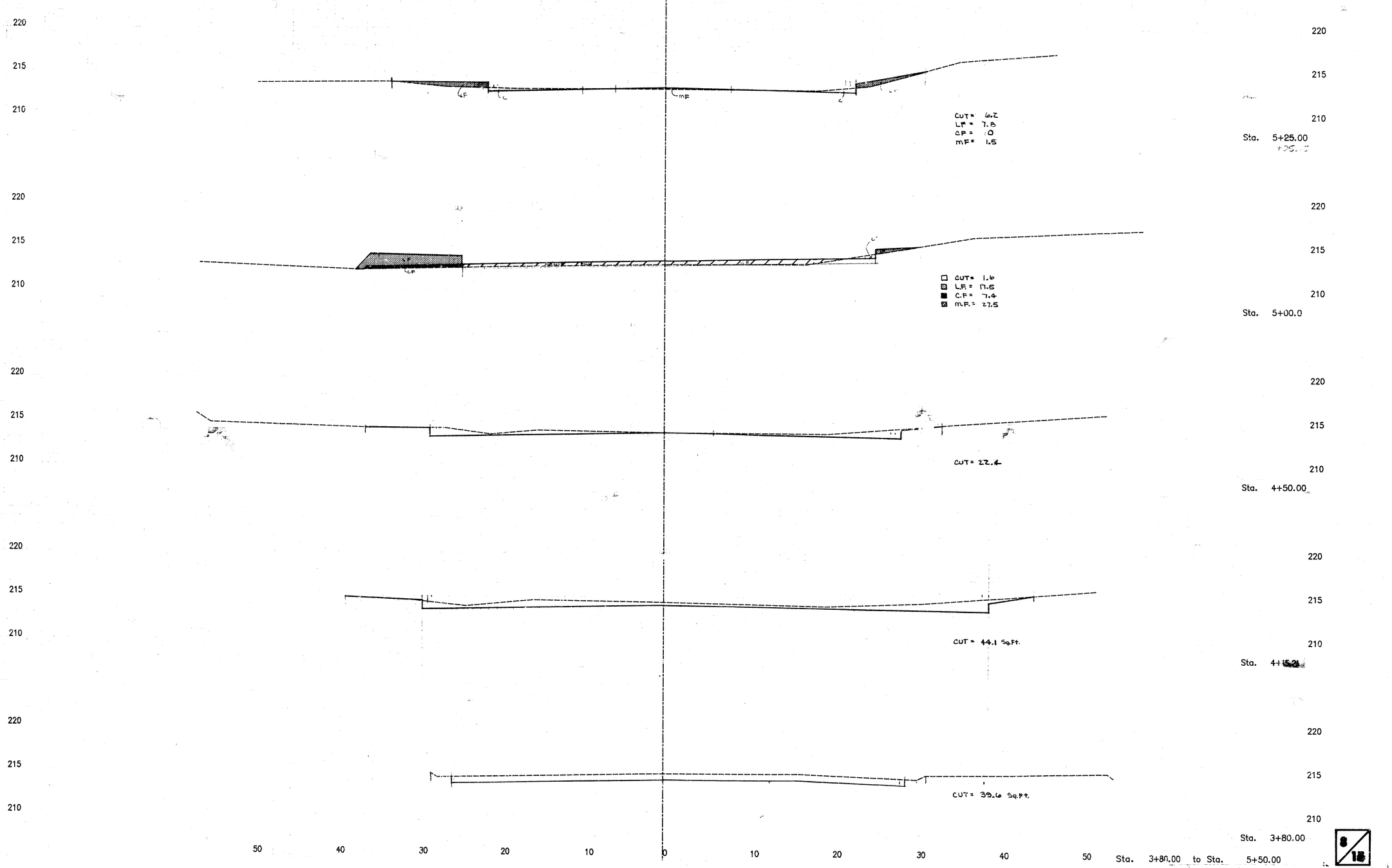
Design GJA
Drawn by DPR
Ck'd by DH
Date OCT. 1990
Job no.

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5563

Sheet 7 of 15

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WINDEMERE SECOND ADD.
PAVING PLANS - CROSS SECTIONS
PROJ. NO.472-76-245-81967 -000-000-001

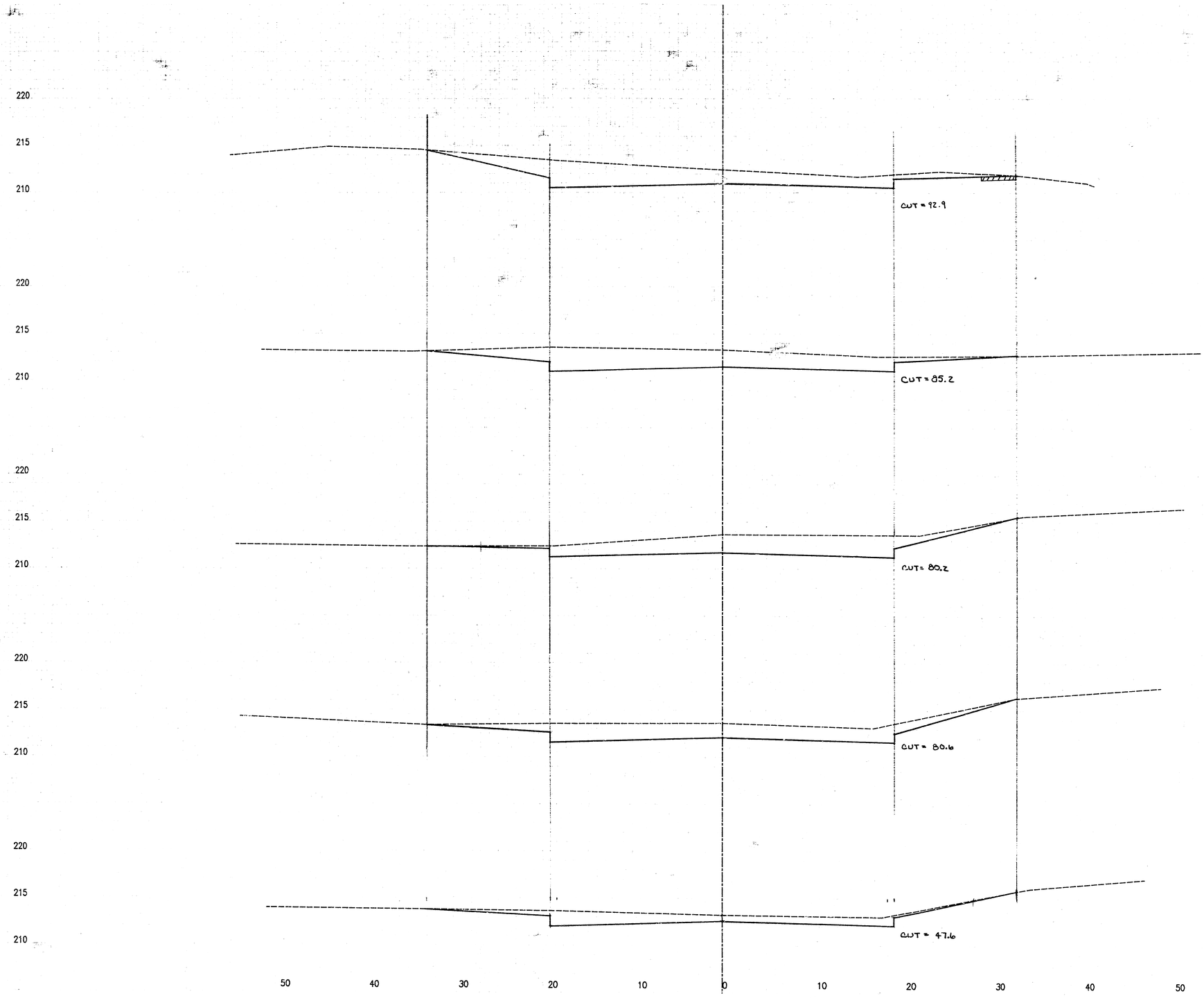


8/18

OXFORD CIRCLE

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WINDEMER SECOND ADD.
PAVING PLANS - CROSS SECTION
PROJ. NO. 472-76-245-81967 -000-000-001



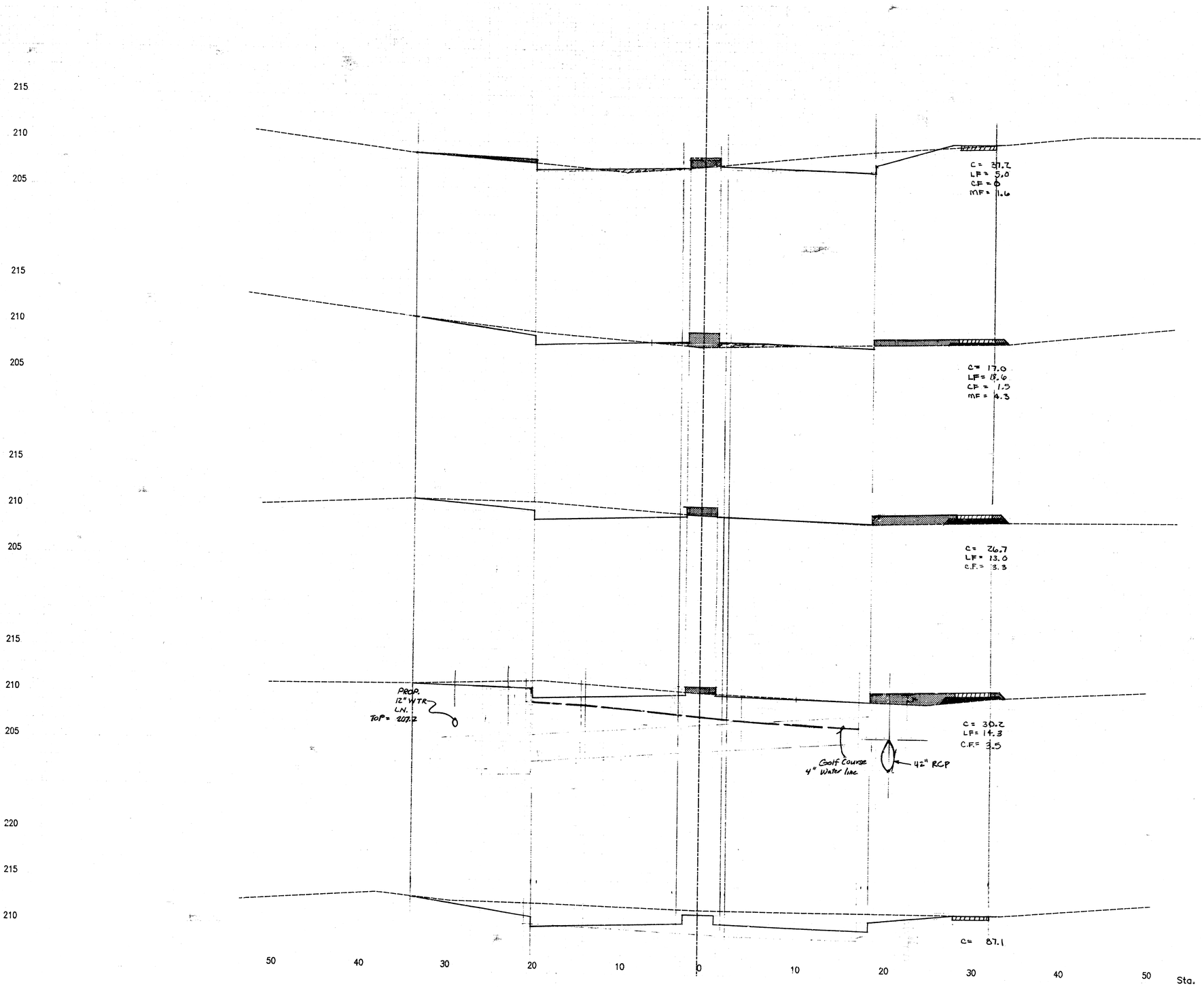
Sta. 6+00.00 to Sta. 8+00.00

OXFORD CIRCLE

9/15

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WINDEMERE SECOND ADD.
PAVING PLANS - CROSS SECTIONS
PROJ.NO.472-76-245-81967 ·000·000·001

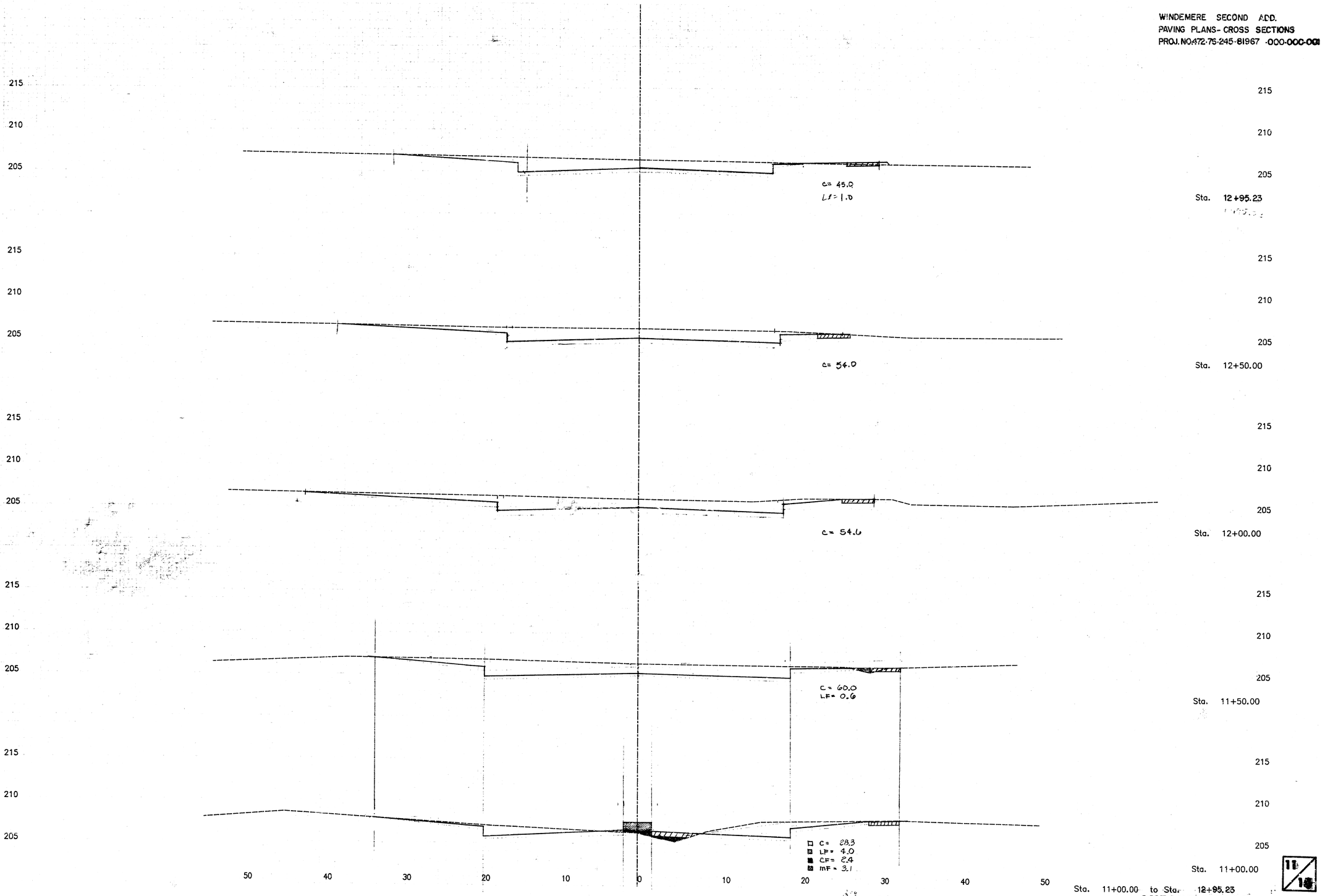


OXFORD CIRCLE

10/18

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WINDEMERE SECOND ADD.
PAVING PLANS- CROSS SECTIONS
PROJ. NO. 472-76-245-81967 -000-000-001

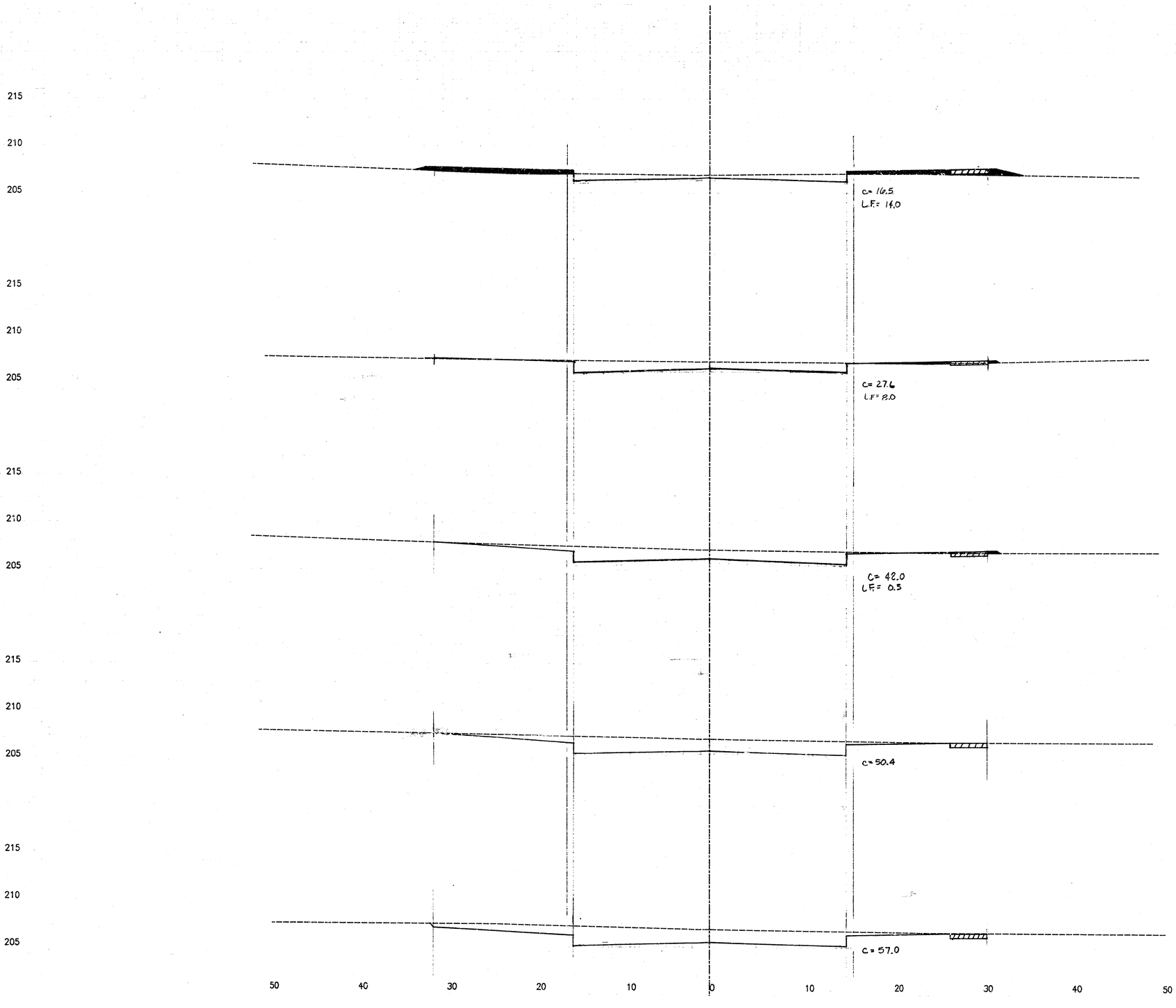


OXFORD CIRCLE

11/16

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WINDERMERE SECOND ADD.
PAVING PLANS - CROSS SECTIONS
PROJ.NO.472-78-245-81967 -000-000-001



Sta. 13+43.38 to Sta. 15+50.00

OXFORD CIRCLE

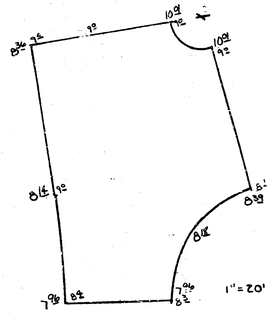
12/15

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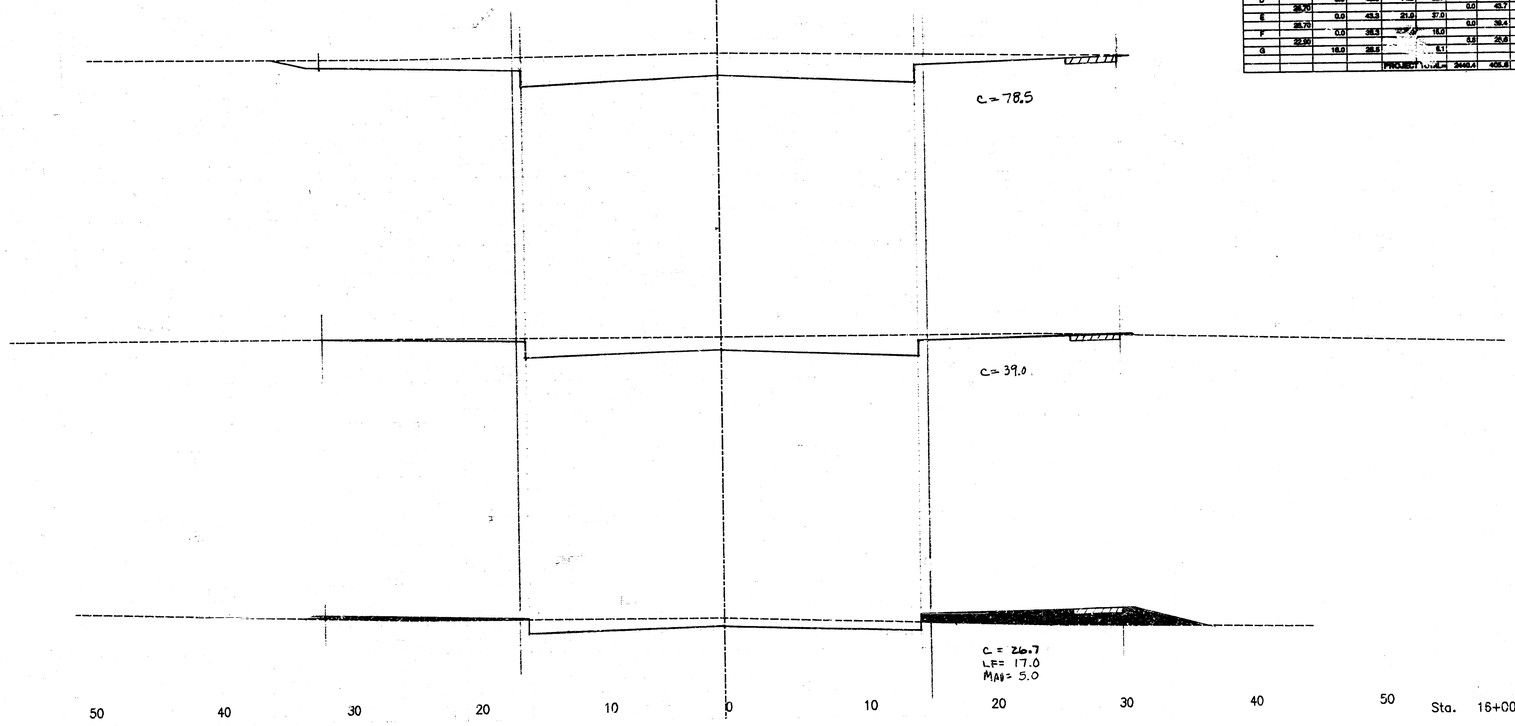
WINDEMERE SECOND ADDITION, PAVING --- EARTHWORK QUANTITIES

OXFORD COURT

STATION	LT. SIDE	CUT	FILL	EXCESS	FACTOR	LT. SIDE	CUT	FILL	EXCESS	FACTOR
360.00		39.6	0.0	0.0	0.0					
	36.36					40.4	0.0	0.0	0.0	
418.36		44.1	0.0	0.0	0.0					
	34.89					42.9	0.0	0.0	0.0	
460.00		22.4	0.0	0.0	0.0					
	30.00					22.2	16.2	26.5	0.0	
550.00		1.6	17.6	27.5	1.4					
	35.00					3.6	11.7	18.4	3.4	
585		8.2	7.8	1.5	0.0					
	75.00					74.7	10.8	2.1	0.0	
600.00		47.3	0.0	0.0	0.0					
	76.87					142.1	0.0	0.0	0.0	
662.87		80.8	0.0	0.0	0.0					
	40.13					116.5	0.0	0.0	0.0	
700.00		80.2	0.0	0.0	0.0					
	60.00					183.1	0.0	0.0	0.0	
760.00		86.2	0.0	0.0	0.0					
	60.00					184.9	0.0	0.0	0.0	
800.00		92.9	0.0	0.0	0.0					
	60.77					206.6	0.0	0.0	0.0	
860.77		87.1	0.0	0.0	0.0					
	30.00					68.2	7.0	0.0	1.6	
890.77		30.2	14.3	0.0	3.5					
	66.25					82.4	28.9	0.0	7.5	
955.00		28.7	13.0	0.0	3.3					
	60.00					46.6	29.3	4.0	4.4	
1000.00		17.0	16.8	4.3	1.8					
	60.00					69.2	21.9	5.5	1.4	
1060.00		37.2	8.0	1.8	0.0					
	60.00					60.8	8.3	4.4	2.2	
1100.00		28.3	4.0	5.1	2.4					
	60.78					81.8	4.8	2.9	2.2	
1160.00		53.0	1.0	0.0	0.0					
	60.00					105.1	0.9	0.0	0.0	
1220.00		54.8	0.0	0.0	0.0					
	60.00					100.9	0.0	0.0	0.0	
1280.00		54.0	0.0	0.0	0.0					
	28.39					82.9	0.8	0.0	0.0	
1308.39		46.0	1.0	0.0	0.0					
	48.15					81.0	0.9	0.0	0.0	
1356.54		57.0	0.0	0.0	0.0					
	60.96					121.2	0.0	0.0	0.0	
1404.34		50.4	0.0	0.0	0.0					
	48.66					76.1	0.9	0.0	0.0	
1465.03		42.0	1.0	0.0	0.0					
	60.00					64.4	8.3	0.0	0.0	
1500.00		27.8	8.0	0.0	0.0					
	60.00					40.8	26.4	0.0	0.0	
1560.00		16.2	14.0	0.0	0.0					
	60.00					40.0	28.7	4.6	0.0	
1620.00		28.7	17.0	5.0	0.0					
	60.00					60.8	18.7	4.6	6.8	
1680.00		38.0	0.0	0.0	0.0					
	32.91					71.8	0.0	0.0	0.0	
1692.91		78.8	0.0	0.0	0.0					
CUL-DE-SAC		1.36 X 7070				199.97				
A		46.8	12.3	0.0	0.0					
	26.70					36.0	15.4	0.0	9.3	
B		27.0	14.3	0.0	0.0					
	26.70					13.4	26.1	0.8	4.9	
C		0.0	36.0	1.0	16.0					
	26.70					0.0	43.1	7.7	18.2	
D		0.0	46.0	14.8	22.7					
	26.70					0.0	45.7	17.8	26.8	
E		0.0	43.3	21.0	27.0					
	26.70					0.0	38.4	11.8	25.7	
F		0.0	38.3	20.4	18.0					
	22.90					0.8	25.8	1.3	8.5	
G		16.0	28.5		6.1					
				PROJECT TOTAL		3440.4	405.8	106.7	118.3	



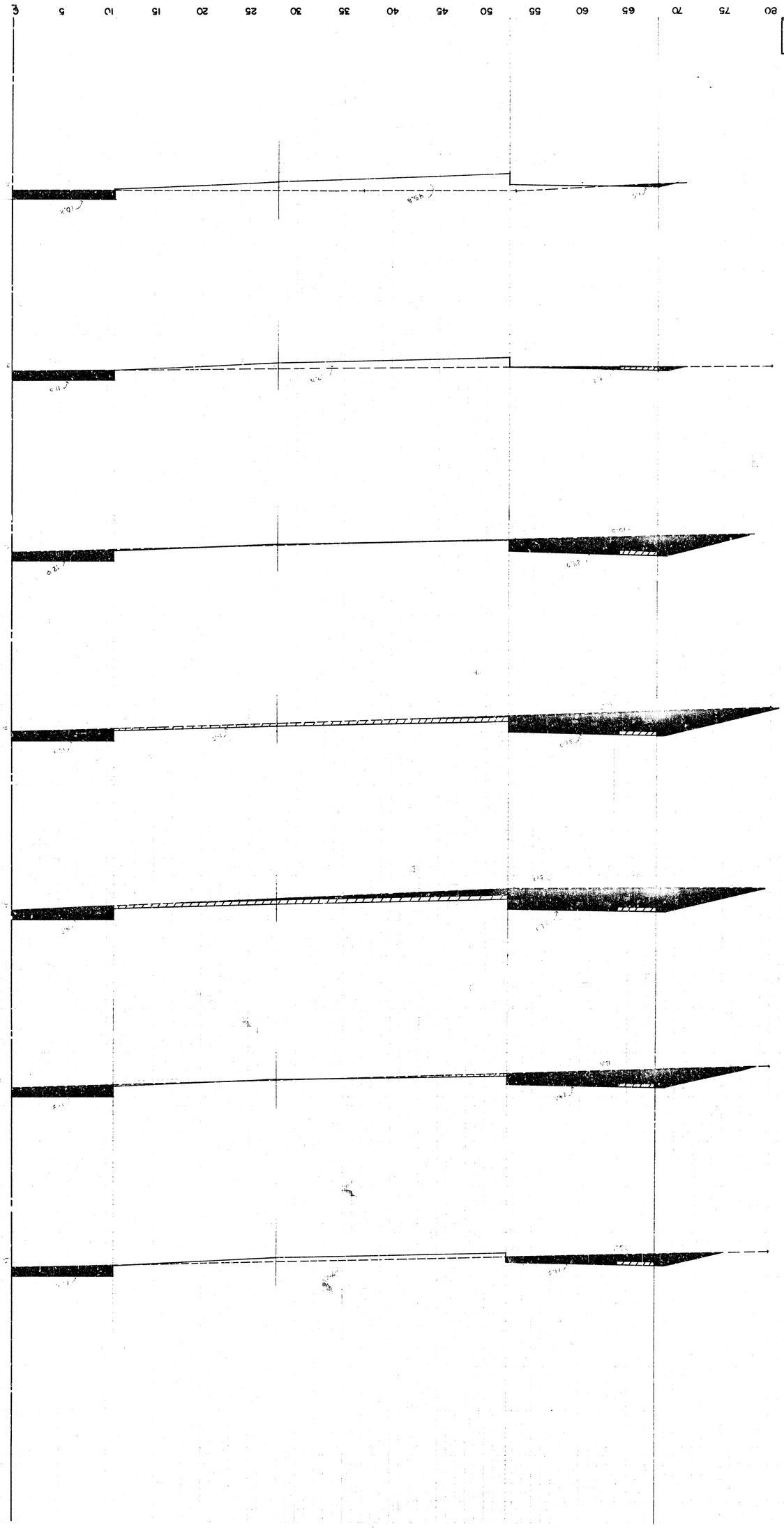
208.7 EXIST
208.55 PROP TC
207.34 PROP TOP SUBGRADE
1.36 X 3970 SQFT. ADDED
CUT = 5400 ft³.



OXFORD CIRCLE

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WINDEMERE SECOND ADD.
PAVING PLANS - CROSS SECTIONS
PROJ NO 472767295619967.000-000-000



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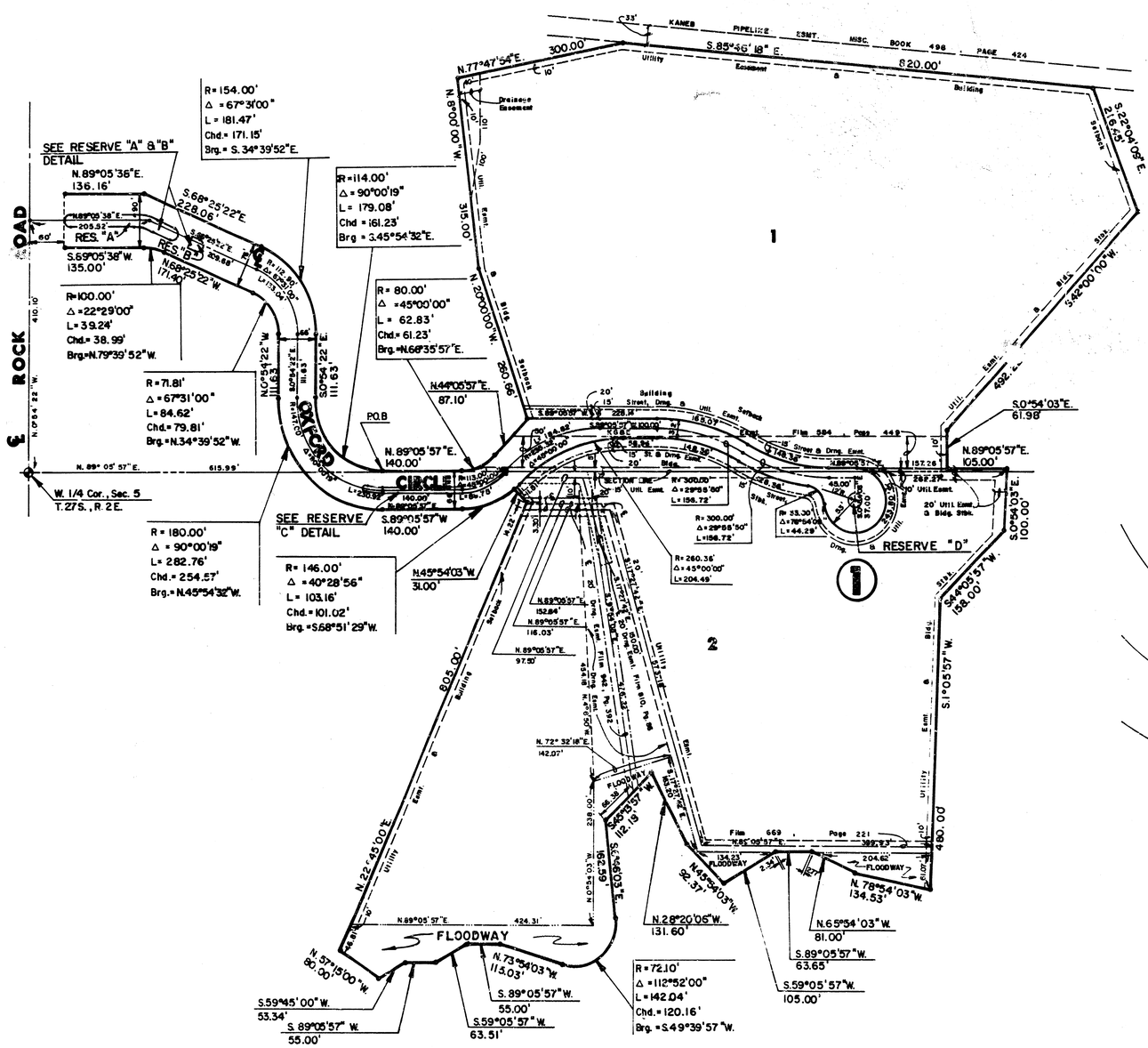
OXFORD CIRCLE

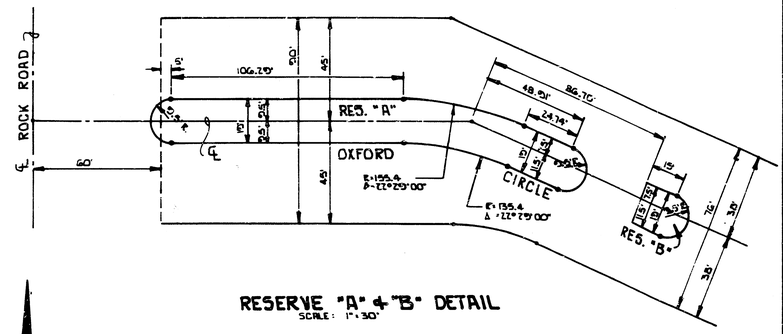
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FINAL PLAT OF

WINDEMERE SECOND ADDITION

AN ADDITION TO WICHITA, SEDGWICK COUNTY KANSAS

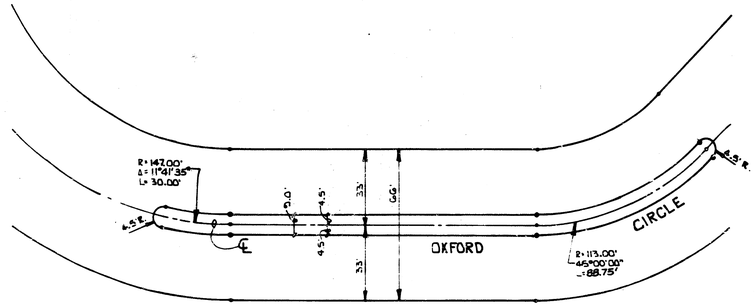




RESERVE "A" & "B" DETAIL
SCALE: 1"=30'

N

Scale: 1"=100'



RESERVE "C" DETAIL
SCALE: 1"=30'

15/15

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