

PAVING PLANS FOR

**RAINBOW LAKES WEST THIRD ADDITION**

**FORESTVIEW COURT : SERVING LOTS 27 THROUGH 32 , BLOCK 4 , FROM THE NORTHERLY LINE OF FORESTVIEW TO AND INCLUDING CUL-DE-SAC .**

**FORESTVIEW FROM THE SOUTHEASTERLY CORNER OF LOT 15 , BLOCK 5 TO THE NORTHWESTERLY LINE OF LOT 27 , BLOCK 5 AND 15 FEET SOUTHERLY FROM THE NORTH O CORNER OF LOT 11 , BLOCK 5.**

**PROJECT NO. 472-76-245-81895-000-000-001**

**INDEX NO. 607754**

**CITY OF WICHITA, KANSAS**

**MICHAEL E. LINDEBAK, CITY ENGINEER**

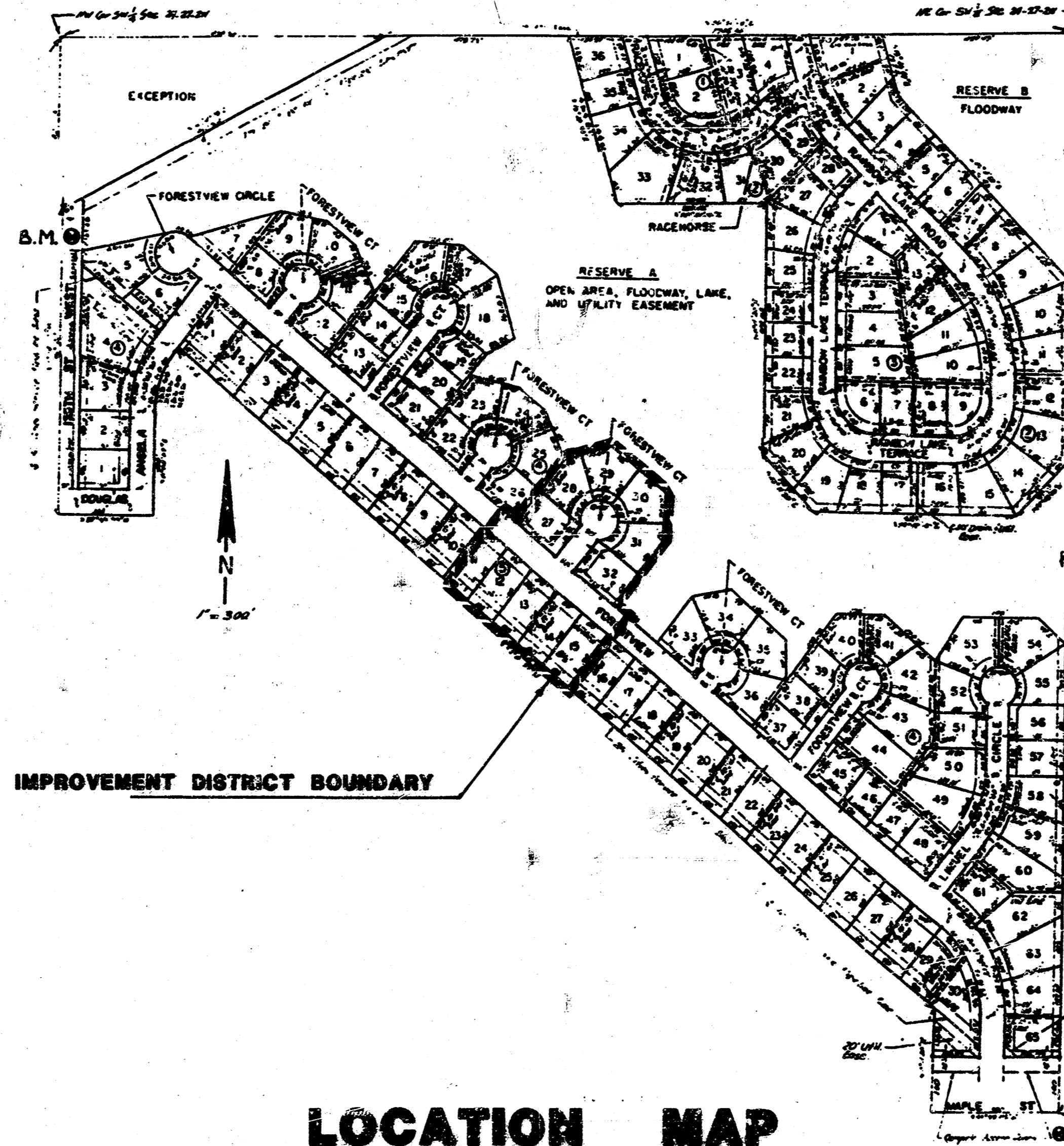
**APRIL, 1989**

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**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 17.5 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.
- |                       |                   |                            |                |
|-----------------------|-------------------|----------------------------|----------------|
| ARMA GAS CO.          | 942-835/263-8161  | BELL TELEPHONE CO.         | 1-316-571-2511 |
| 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 SHALL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:
    - a. CONTRACTOR SHALL BE REQUIRED TO REMOVE ANY EXISTING 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.
  6. 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.
  7. 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.
  8. CONTRACTOR SHALL GIVE PROPERTY OWNERS ADJUTING 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.
  9. 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.
  10. 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 THE START OF CONSTRUCTION.
  11. 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.

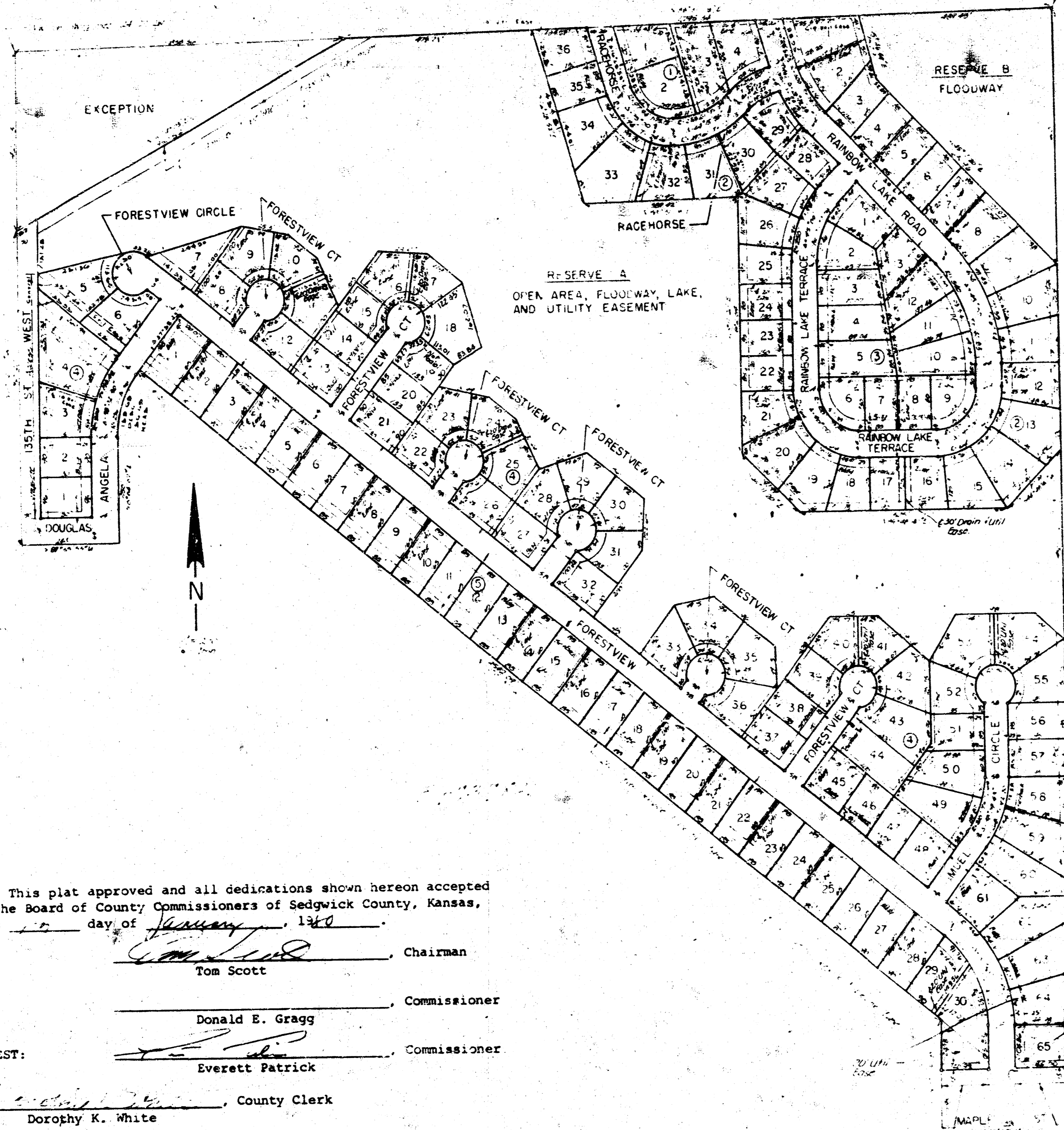


- BENCH MARKS
  - Top of Thimble South of the SE Cor. of Rainbow Lakes Third Addition.  
Elev. 1322.25
  - Railroad Spike in Third Power Pole South of the Northwest Corner of Rainbow Lakes Third Addition.  
Elev. 1343.73

**LOCATION MAP**

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# RAINBOW LAKES WEST THIRD ADDITION SEDGWICK COUNTY, KANSAS



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, 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, 836.36 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*  
 Kenneth O. Taylor, Civil 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 36, Block 3 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. President

ATTEST: *Boyd Mills* Secretary John W. Fry

State of Kansas, County of Sedgwick, SS.  
 The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_ by John W. Fry, President of Rainbow Lakes, Inc., a Kansas corporation, on behalf of the corporation. \_\_\_\_\_ Notary Public

My Commission expires: \_\_\_\_\_  
 First State Bank and Trust Co., Salina, Kansas, by \_\_\_\_\_ does hereby consent to the platting of "RAINBOW LAKES WEST THIRD ADDITION", Sedgwick County, Kansas.

ATTEST: \_\_\_\_\_ First State Bank and Trust Co. Salina, Kansas

State of Kansas, County of \_\_\_\_\_ SS.  
 The foregoing instrument was acknowledged before me this 9th day of May, 19 79 by \_\_\_\_\_ of First State Bank and Trust Co., Salina, Kansas, a Kansas corporation, on behalf of the corporation.

My Commission expires: 21 January 1982 *James J. Jackson* Notary Public

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, \_\_\_\_\_, 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 \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_  
 \_\_\_\_\_ Mayor  
 Tony Casado  
 \_\_\_\_\_ City Clerk  
 Donald C. Gistick

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

*Tom Scott* Chairman  
 \_\_\_\_\_ Commissioner  
 Donald E. Gragg  
 \_\_\_\_\_ Commissioner  
 Everett Patrick  
 \_\_\_\_\_ County Clerk  
 Dorothy K. White  
 Entered on transfer record this 2 day of January, 1980  
 \_\_\_\_\_ County Clerk  
 Dorothy K. White

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 \_\_\_\_\_ o'clock, \_\_\_\_\_ m., on the \_\_\_\_\_ day of January, 1980.

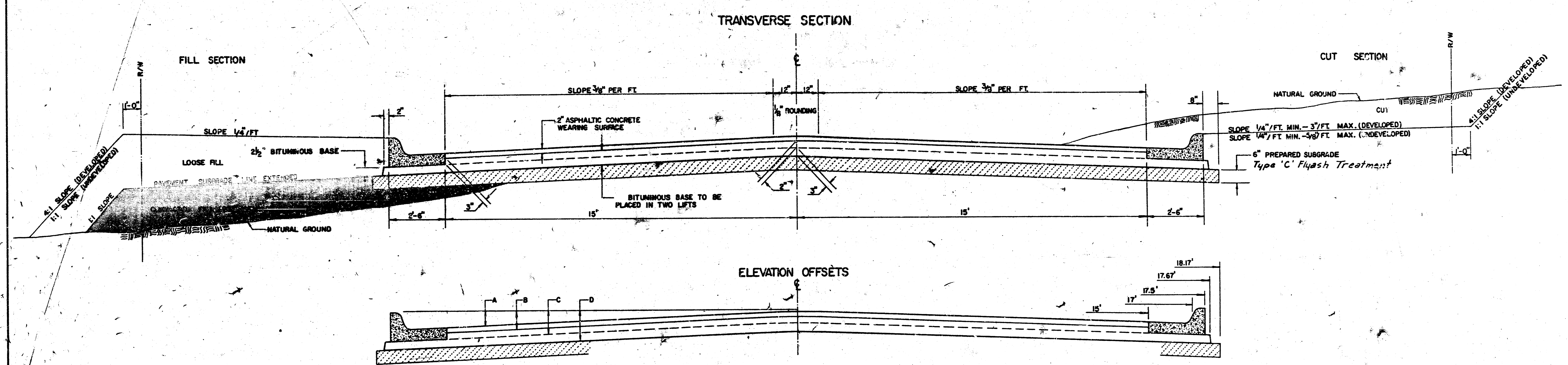
*Bette P. McCart* Register of Deeds  
 Bette P. McCart  
*Pat Kettler* Deputy  
 Pat Kettler

Table of Minimum Pad Elevations for Lots Specified

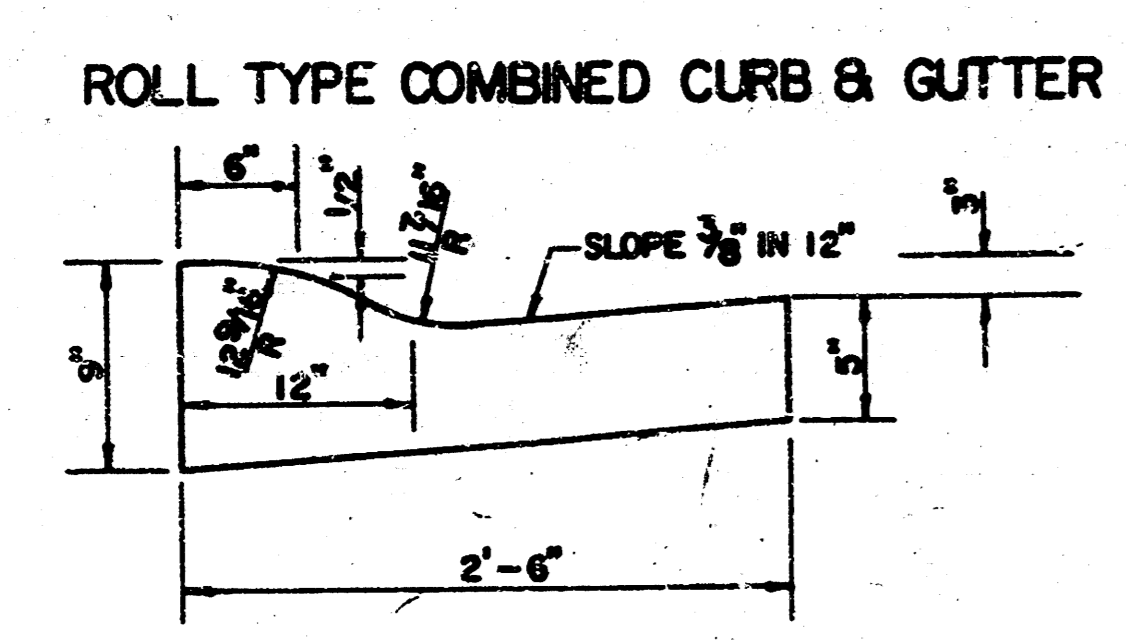
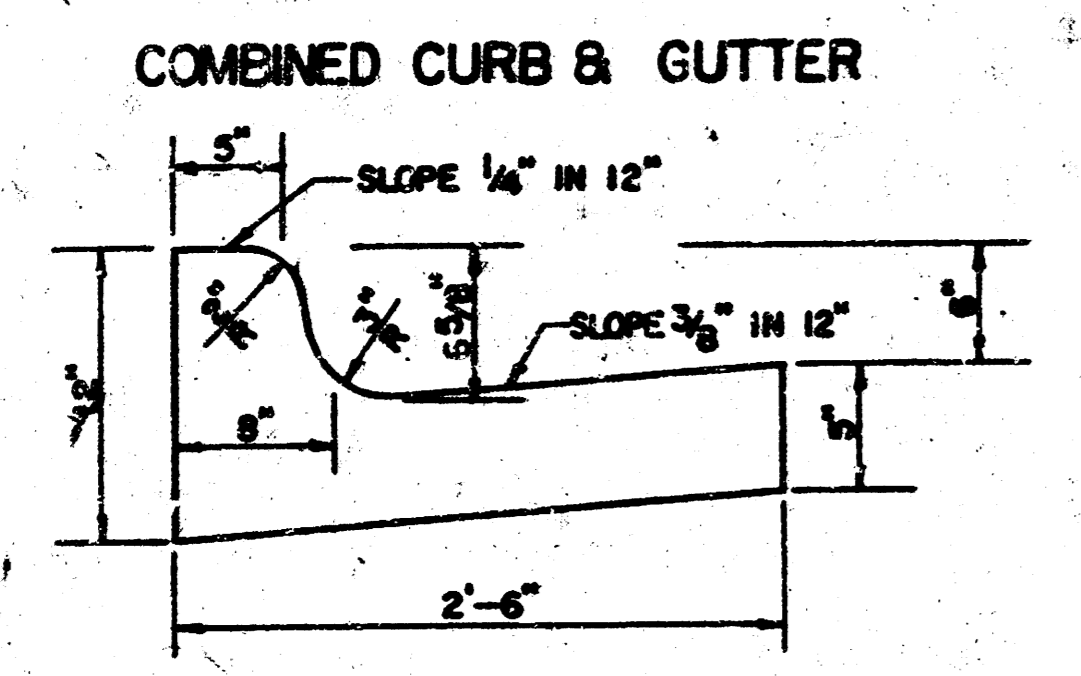
Lot	Block	Min. Pad Elevations	Lot	Block	Min. Pad Elevations
8 to 25 incl.	2	1329.0	59	4	1326.0
3 to 12 incl.	3	1329.0	60	4	1327.7
27 to 44 incl.	4	1329.0	61	4	1326.7
45	4	1328.6	62	4	1326.3
46	4	1327.6	63	4	1326.0
47	4	1327.3	64	4	1325.6
48	4	1326.7	65	4	1325.3
49	4	1328.0	13 to 21 incl.	5	1329.0
50	4	1328.6	22	5	1326.6
51	4	1329.0	23	5	1326.3
52	4	1329.0	24	5	1326.0
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

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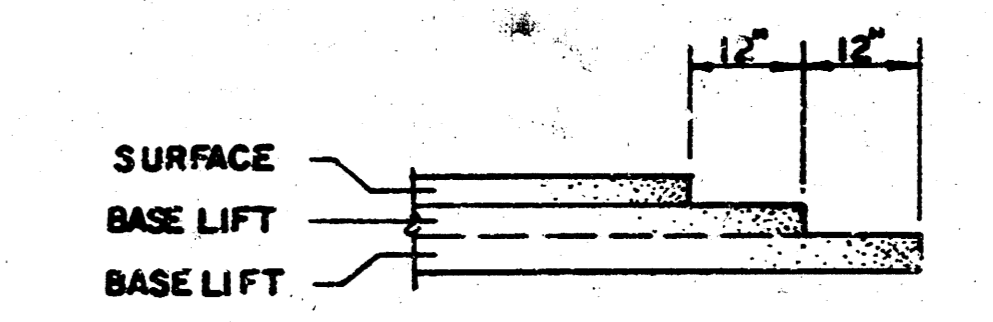
# TYPICAL 35' PAVEMENT DETAILS



	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	0.48	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	0.63	—	—	—	—
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	0.98	1.02	1.08	1.12	1.19	1.21	1.21	1.23



## 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 BIDDING PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

## GENERAL NOTES

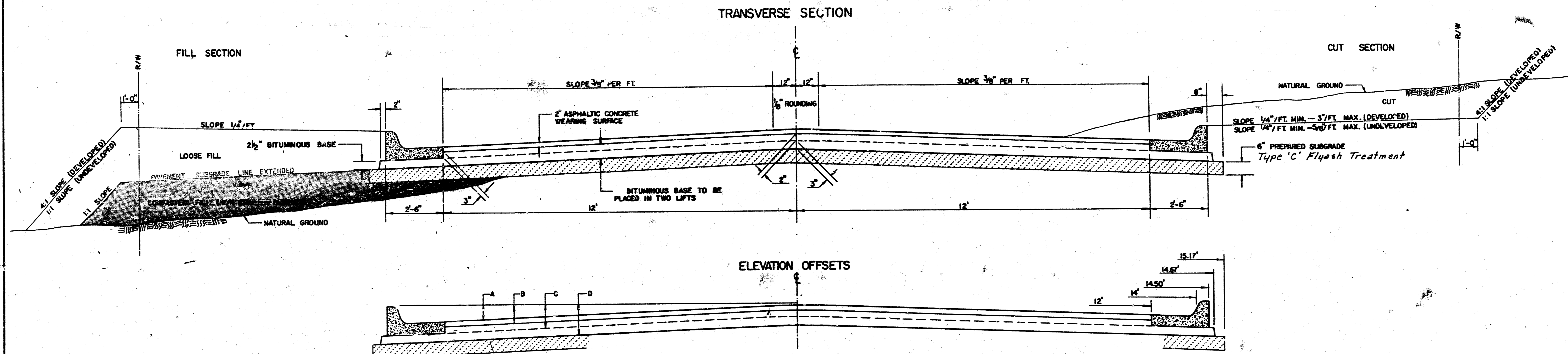
- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED 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.

Sheet 3 of 10

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

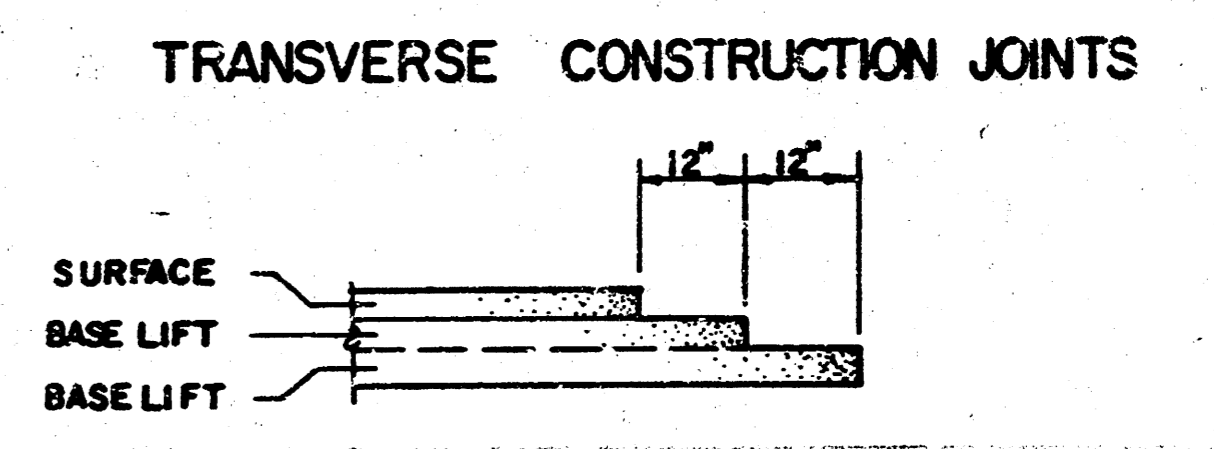
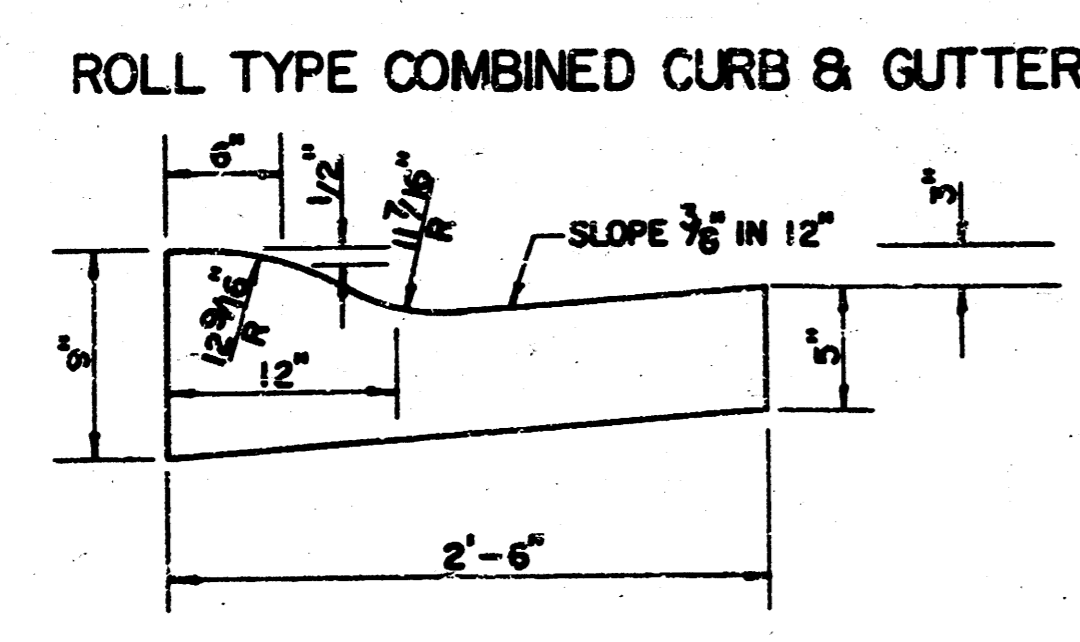
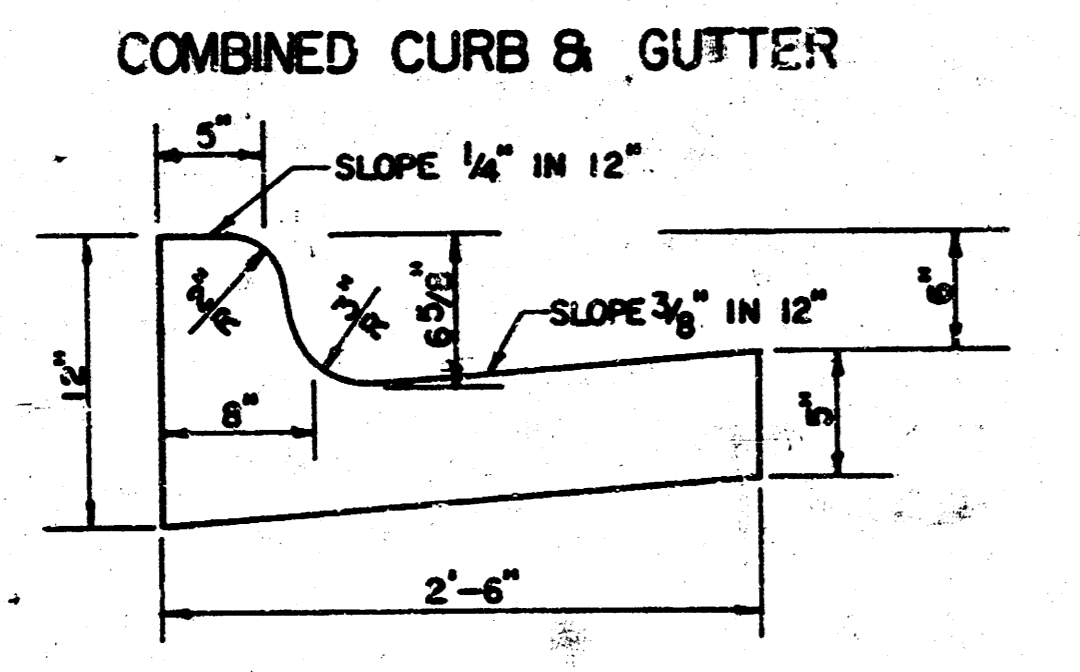
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# TYPICAL 29' PAVEMENT DETAILS



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



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).

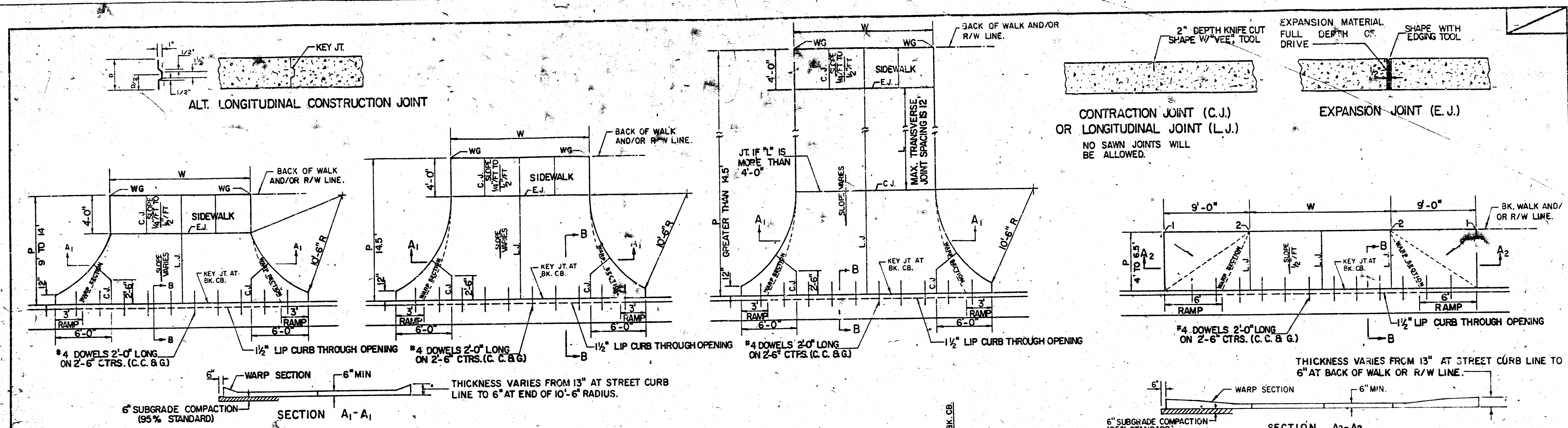
### GENERAL NOTES

- 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.

Sheet 4 of 10

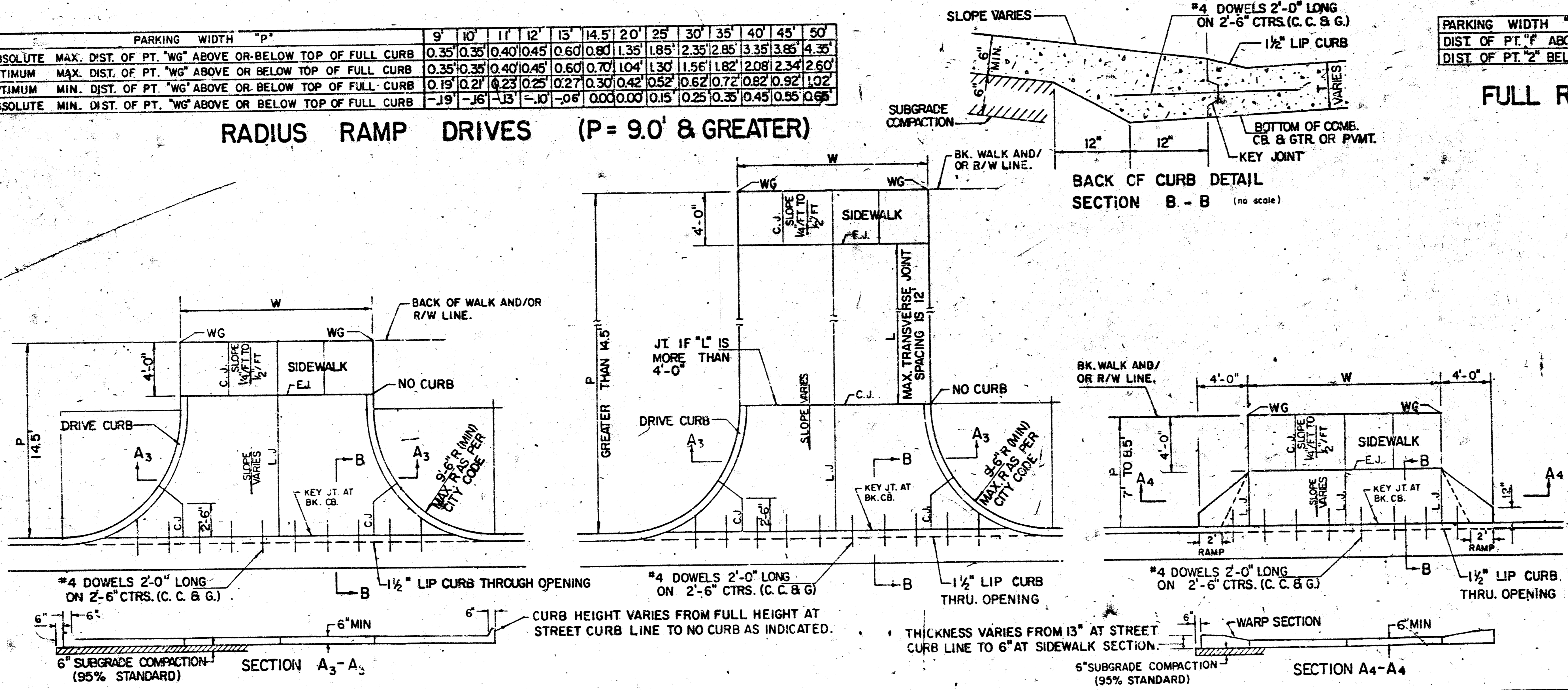
**7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE**  
CITY OF WICHITA, KANSAS

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**RADIUS RAMP DRIVES (P=9.0' & GREATER)**

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'	-0.08'	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"	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 RAMP DRIVE (P=4.0' TO 6.5')**

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

- 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 "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS, NOT TO EXCEED 10' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
  - DRIVEWAY WIDTH DENOTED AS "P" 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 KEYS CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE DRIVEWAY 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 #4@12" W-A-WA 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 PLOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

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

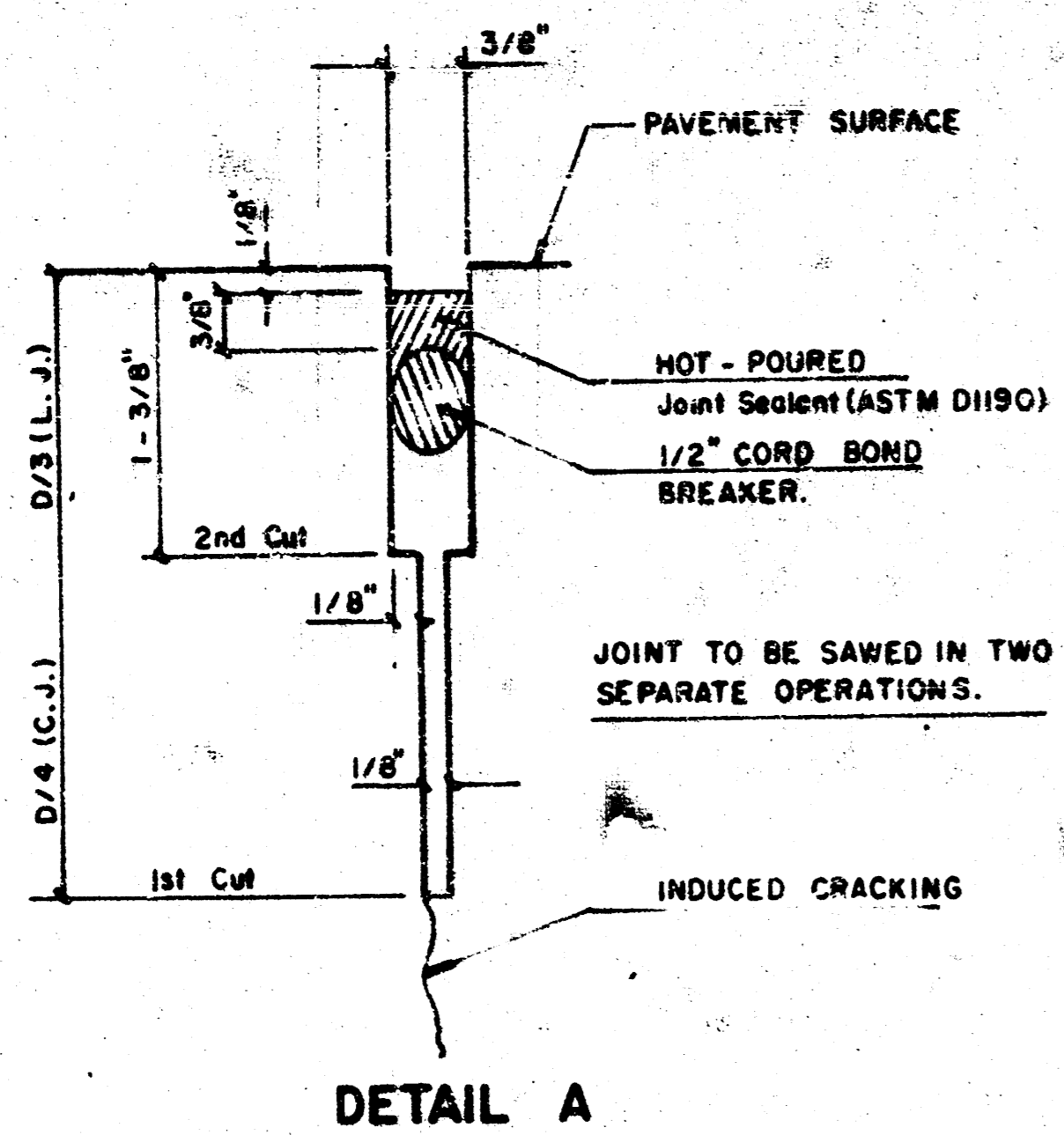
PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

**REVISED OCTOBER 1985**  
SCALE: 1"=5' Sheet 5 of 10

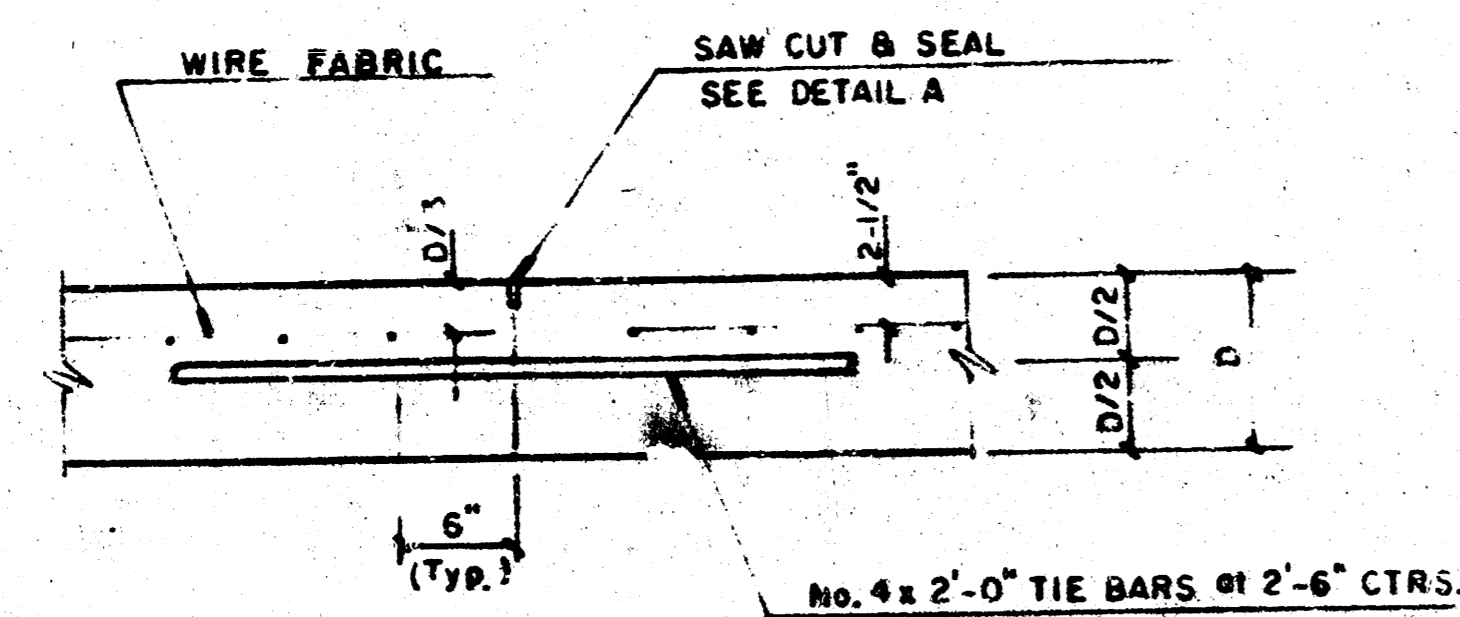
**STANDARD DRIVE ENTRANCES**  
**FULL HEIGHT CURB**  
CITY OF WICHITA, KANSAS

PROJECT NUMBER

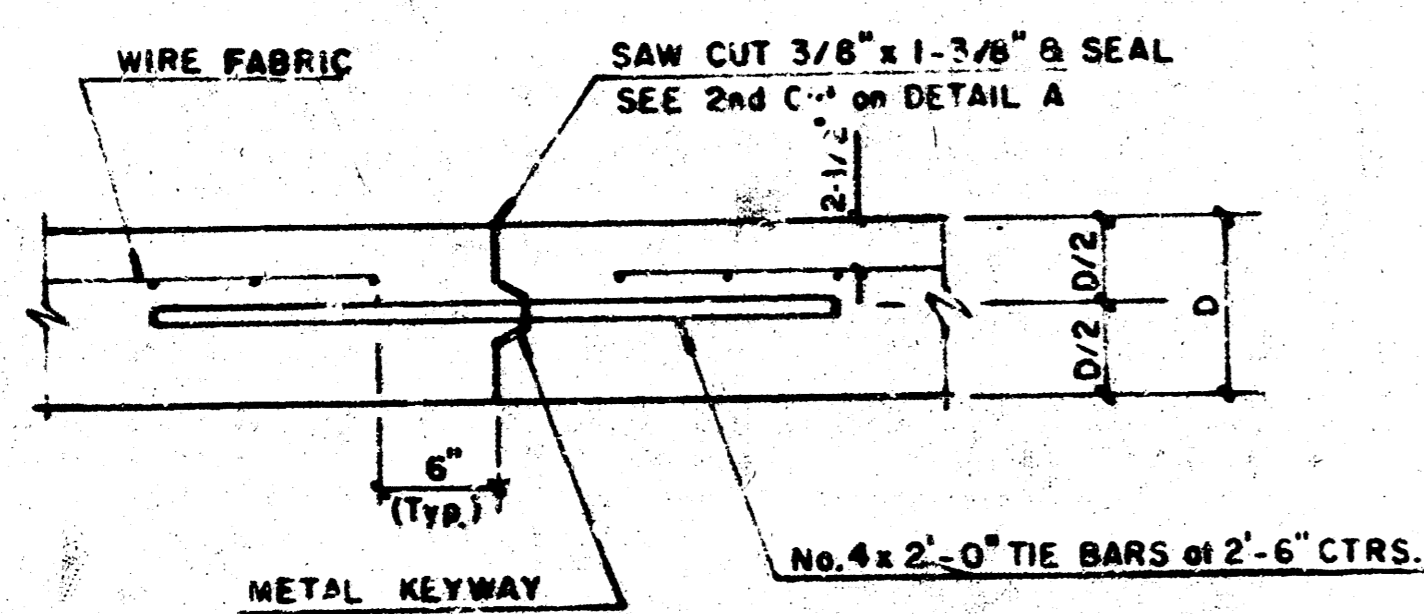
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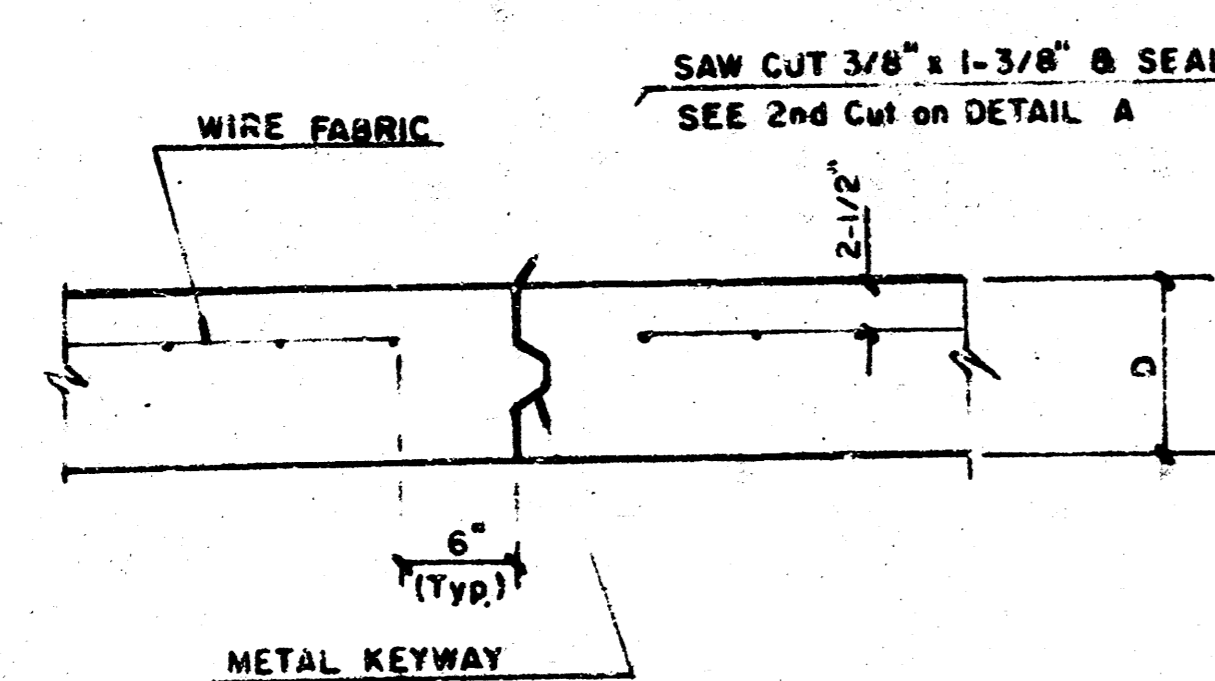
**DETAIL A**



**LONGITUDINAL JOINT DETAIL (L.J.)**

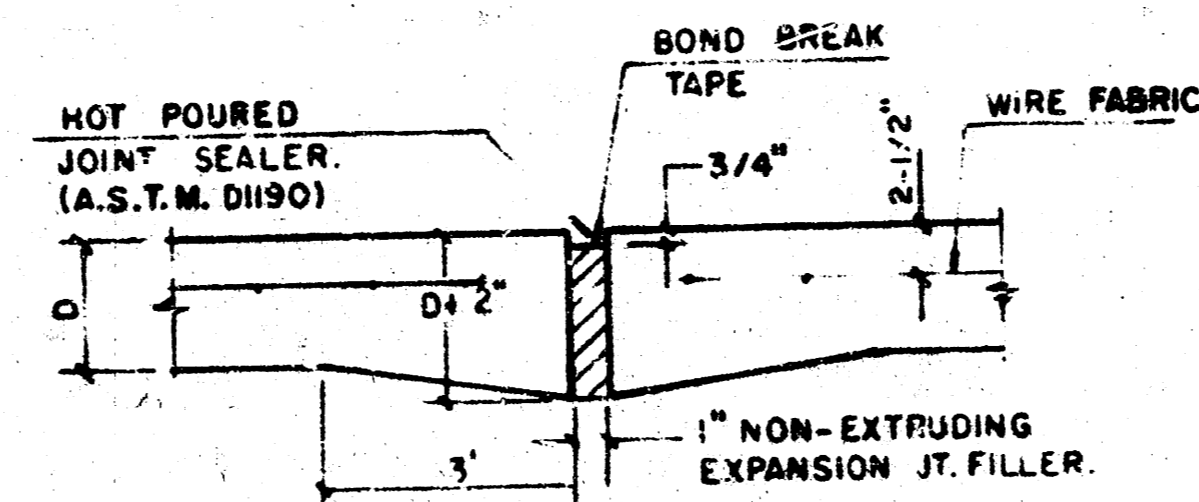


**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)  
(Alternate L.J.)**

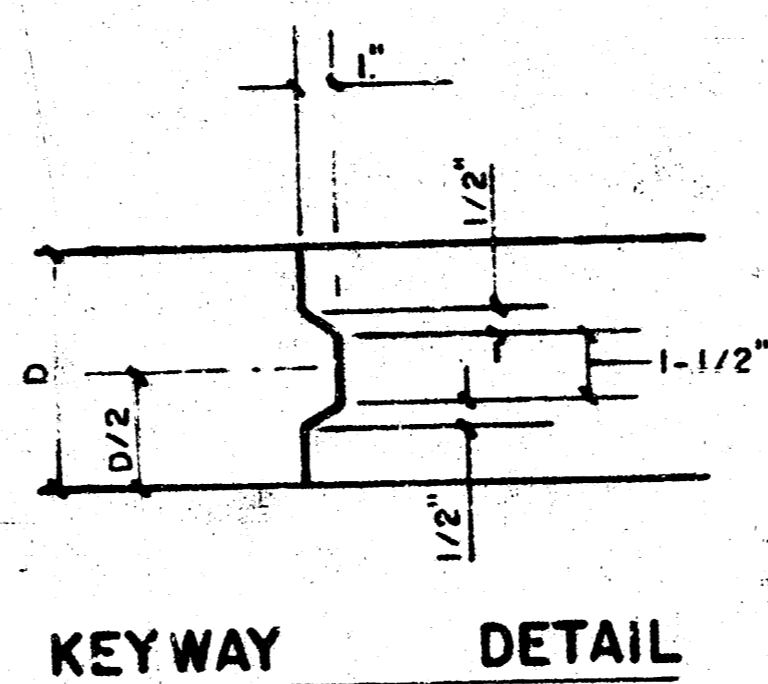


**OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)  
(Alternate C.J.)**

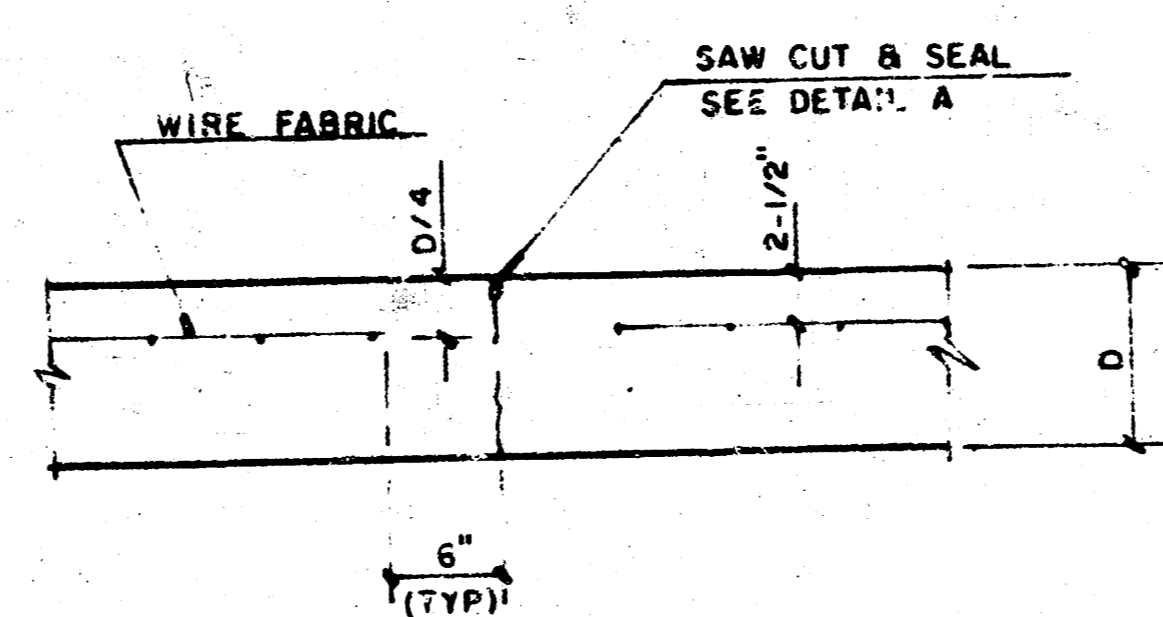
NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.



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

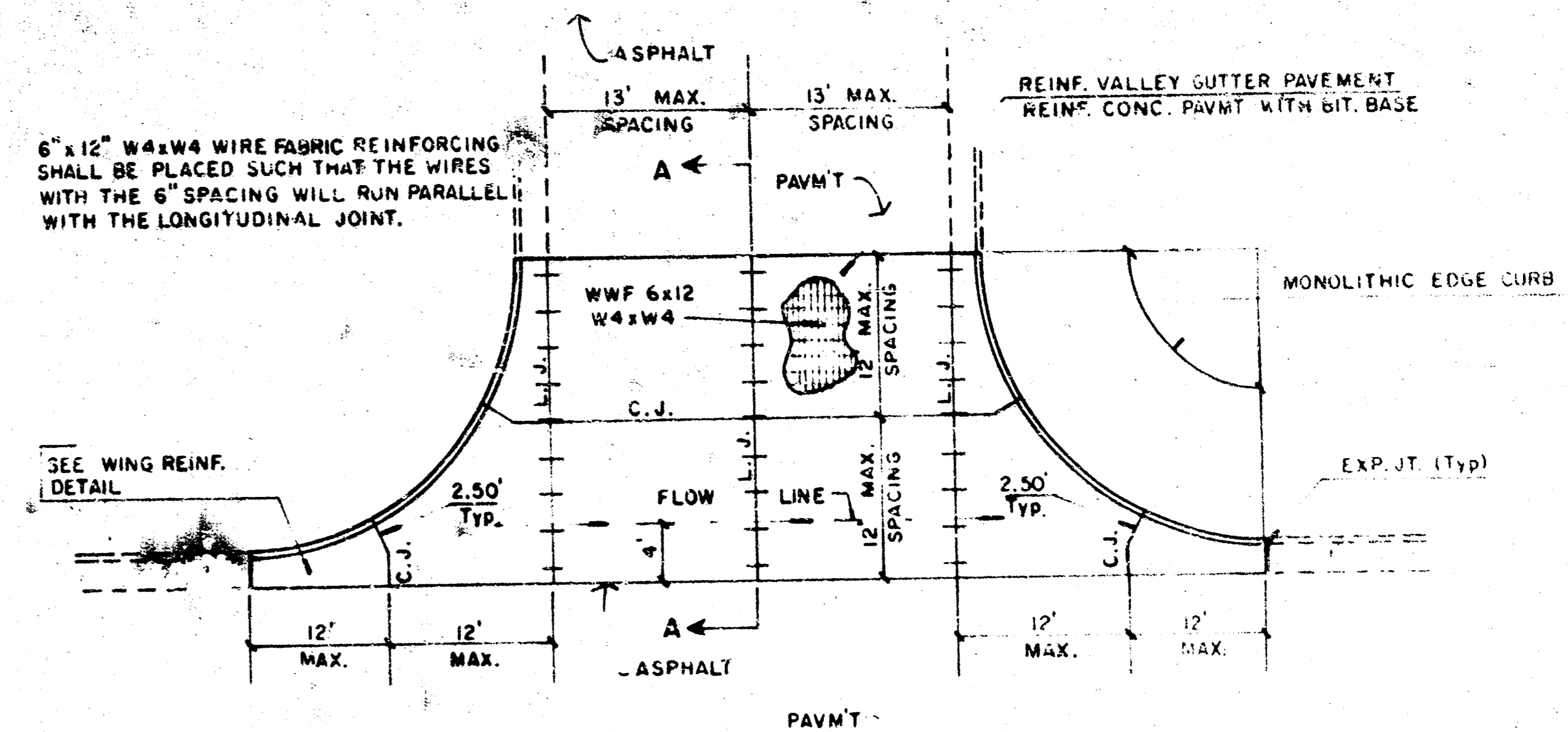


**KEYWAY DETAIL**

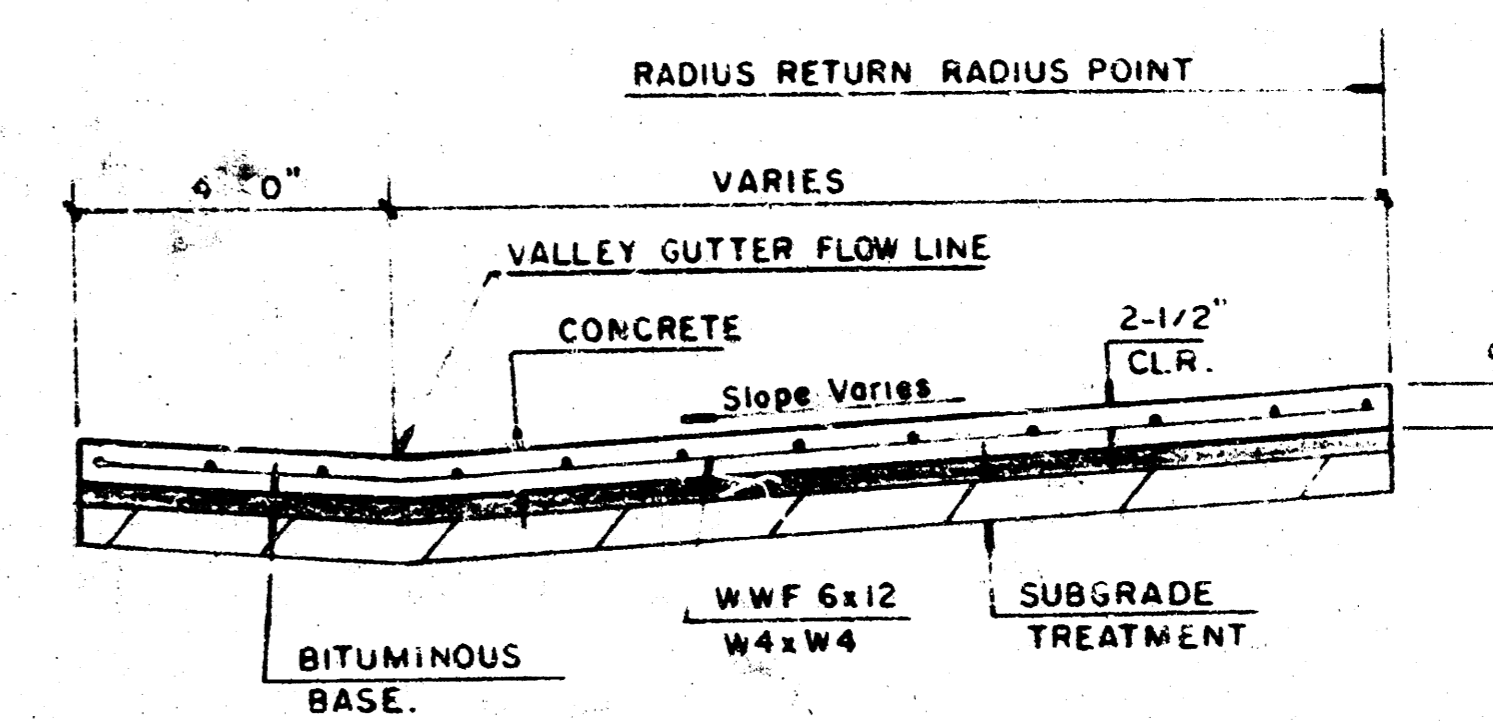


**CONTRACTION JOINT DETAIL (C.J.)**

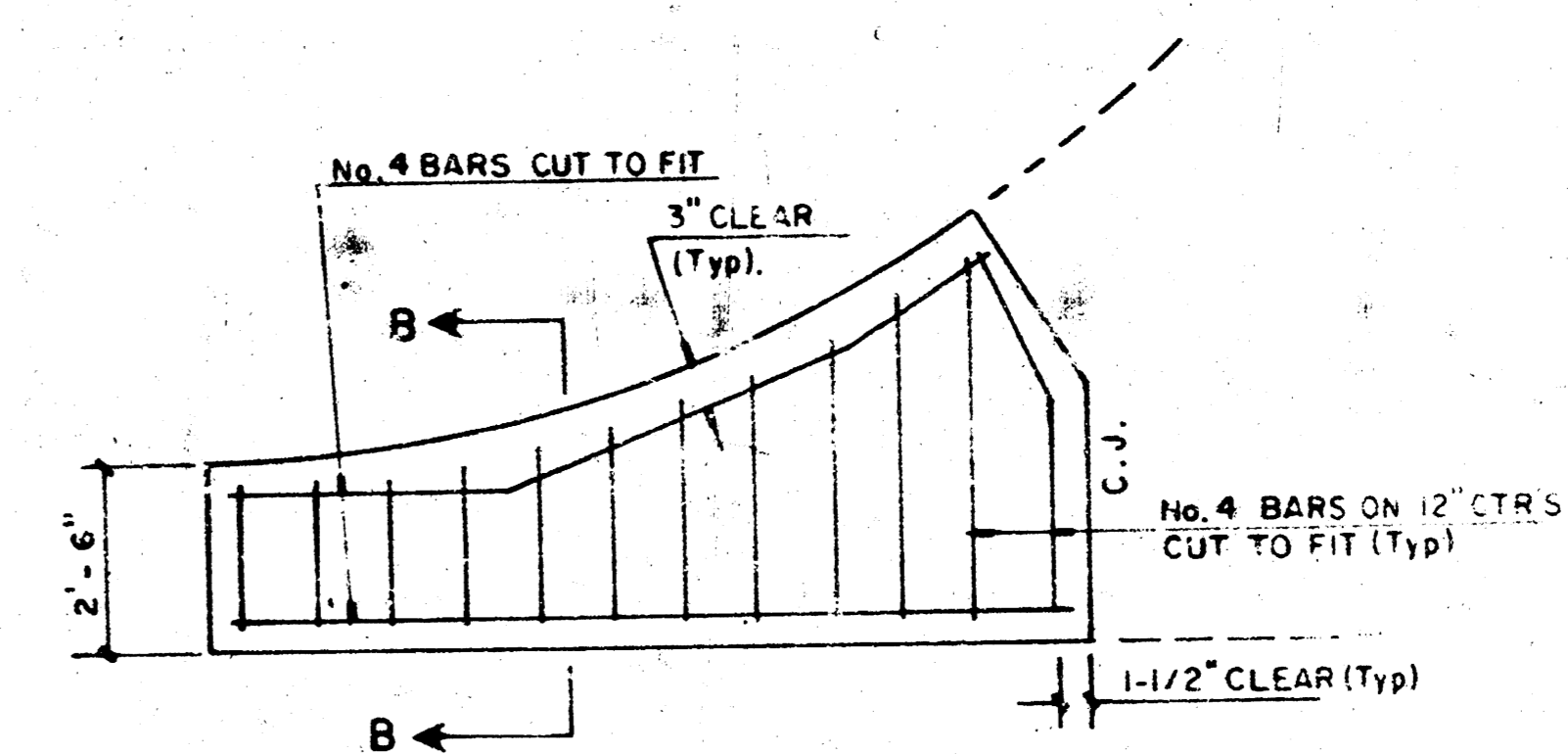
**LEGEND**  
C.J. IDENTIFIES CONTRACTION JOINT  
L.J. IDENTIFIES LONGITUDINAL JOINT



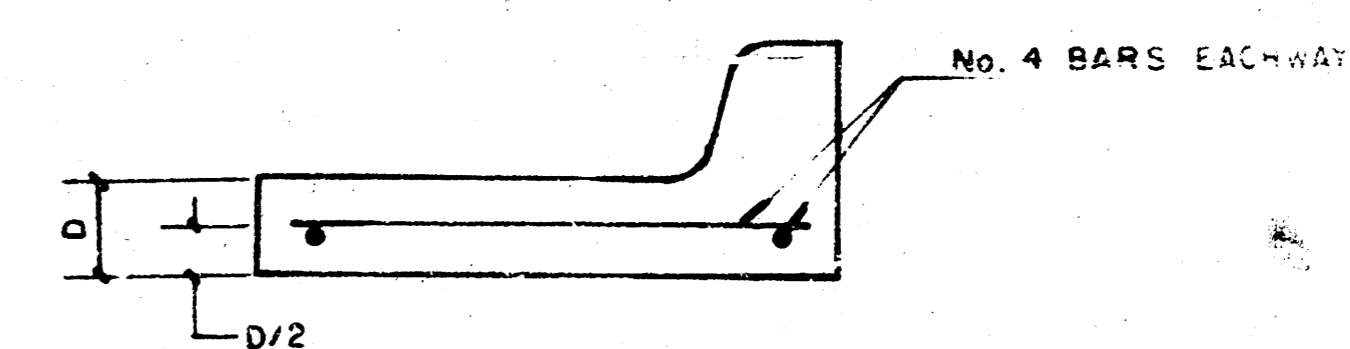
**PLAN  
REINFORCED VALLEY GUTTER**



**SECTION A-A**



**WING REINFORCING DETAIL**



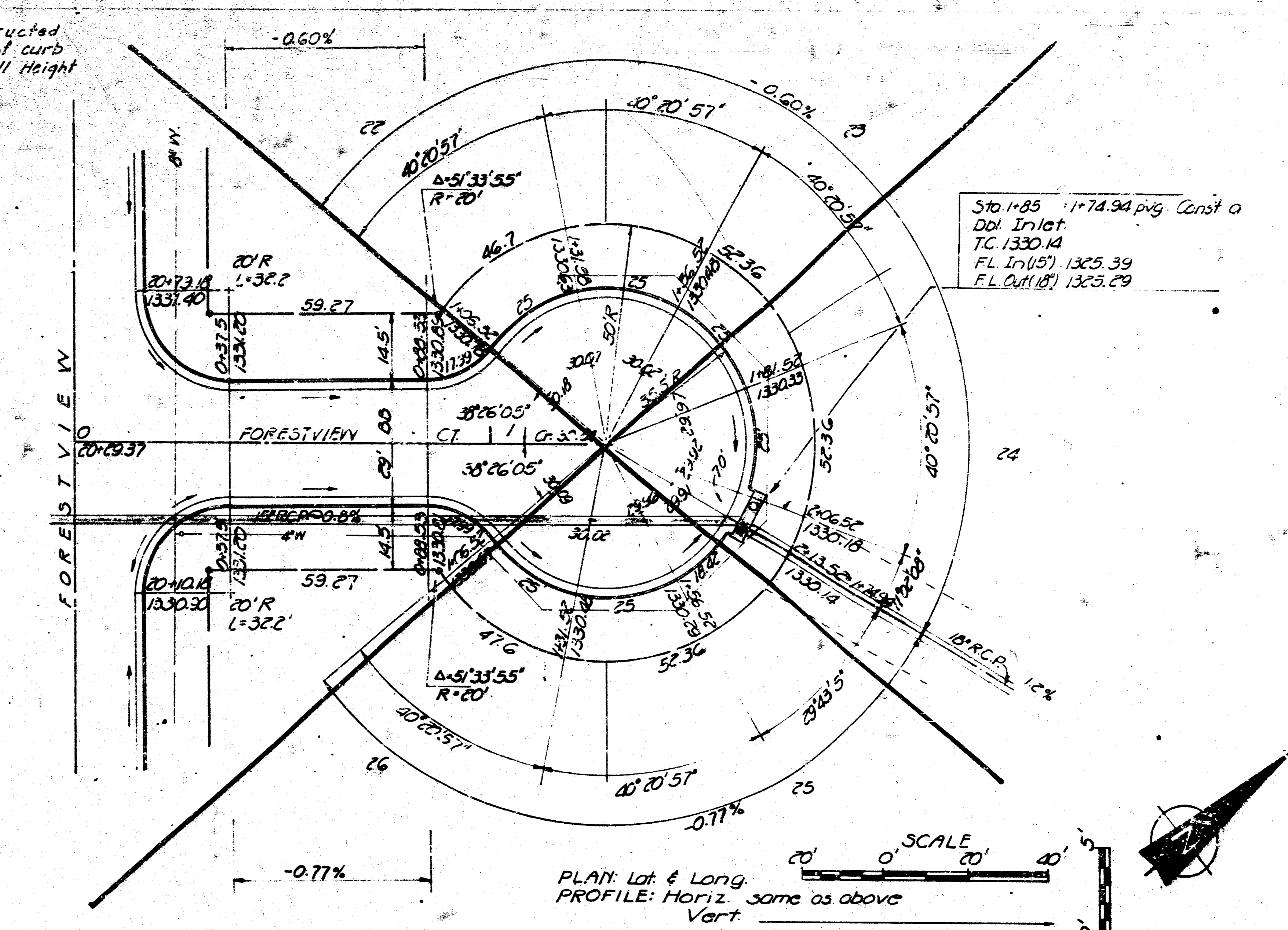
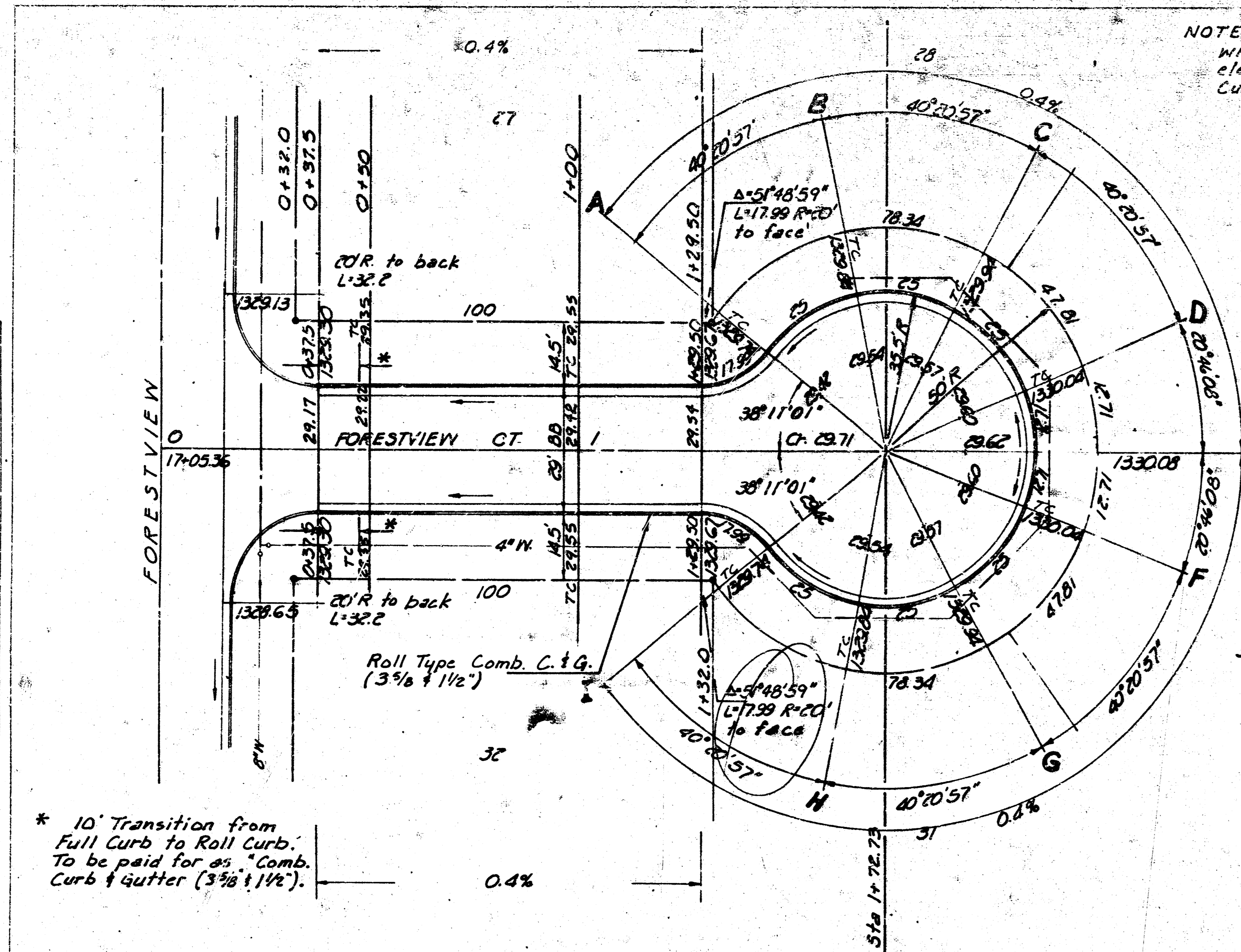
**SECTION B-B**

Sheet 6 of 10  
PROJECT DESCRIPTION  
**VALLEY GUTTER  
DETAILS**  
PROJECT NUMBER

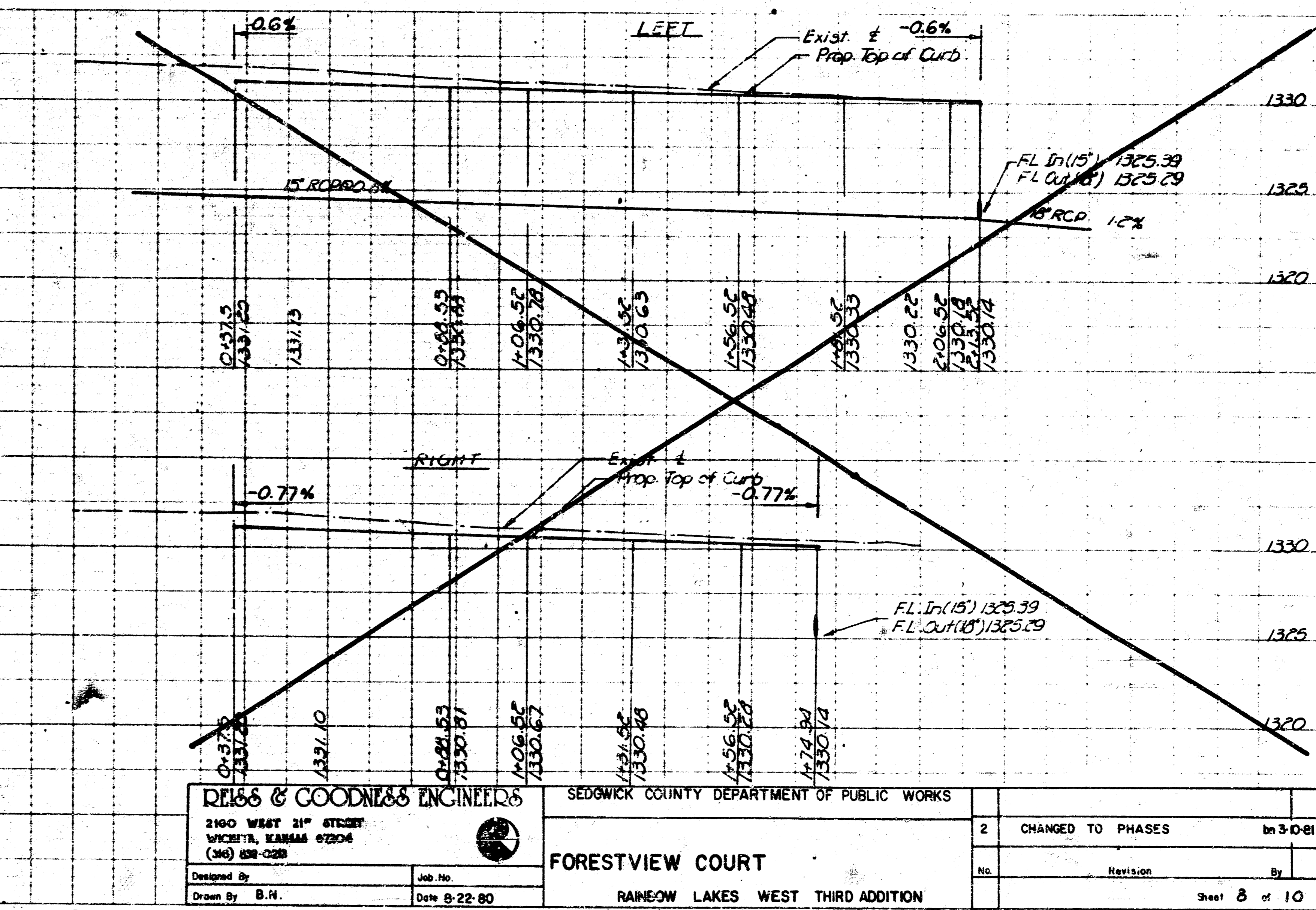
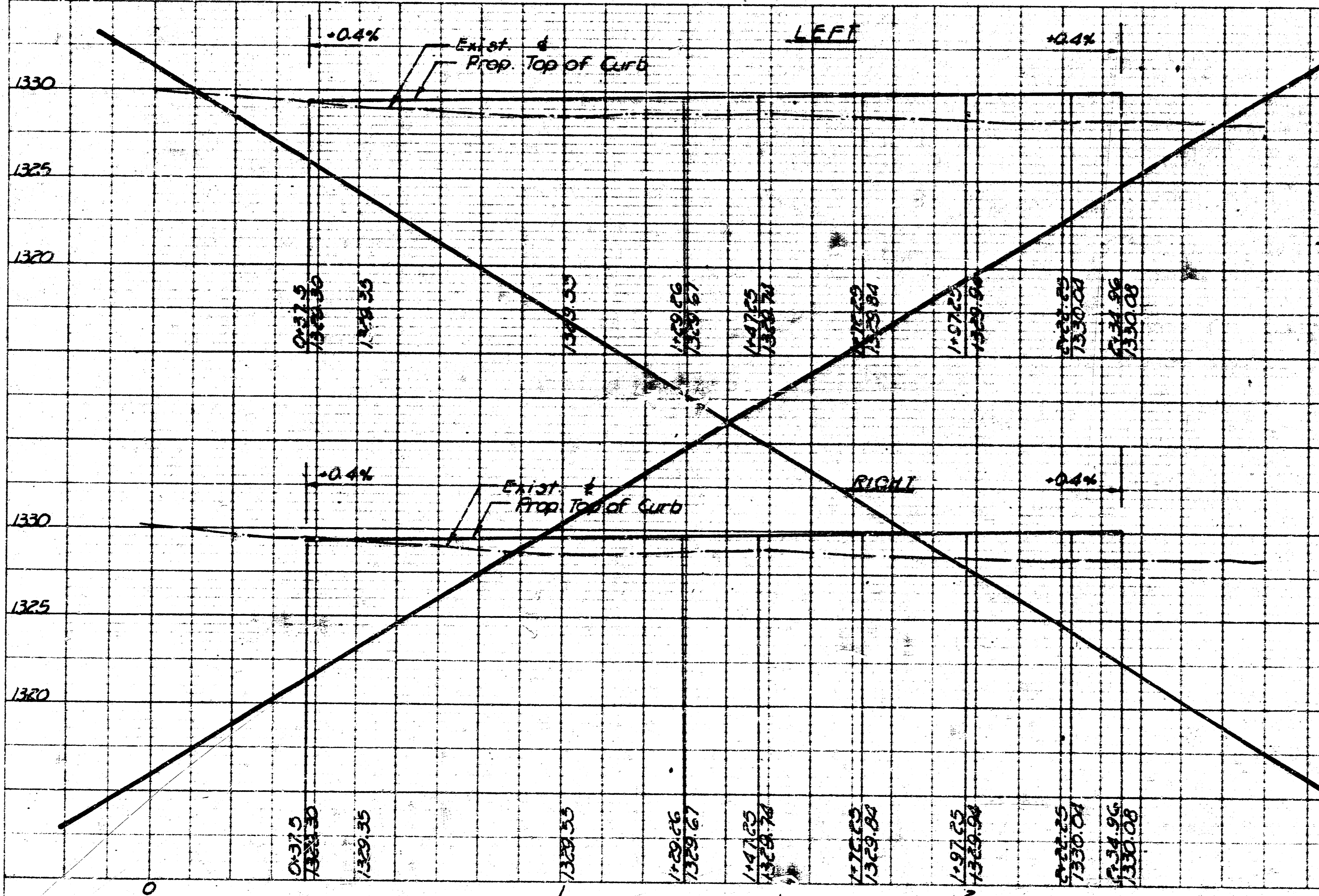
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**PLAN** SURVEYED  
 PHOTO  
 NOTE BOOK  
 No. 1101



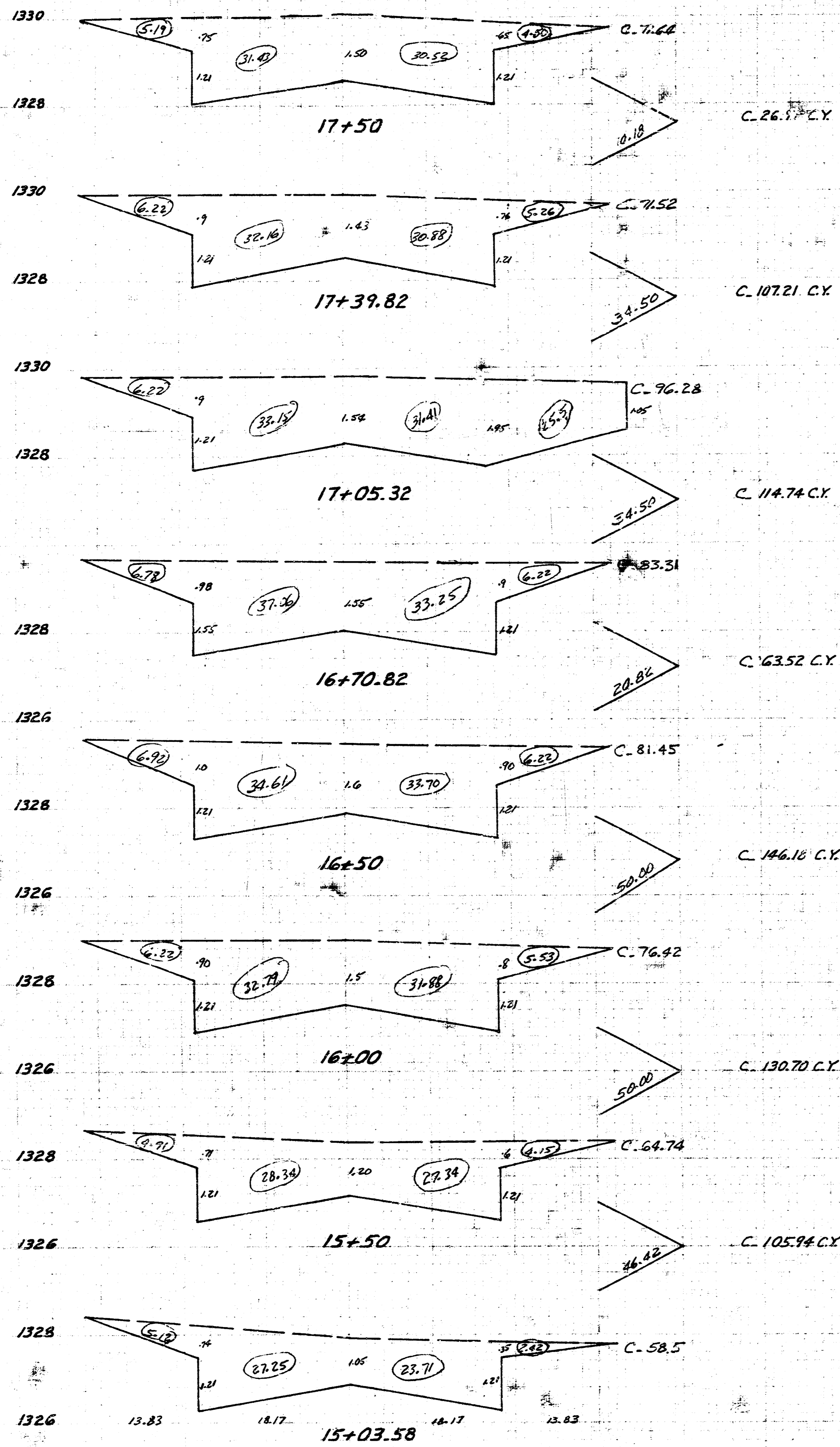
**PROFILE** SURVEYED  
 PHOTO  
 NOTE BOOK  
 No. 1101



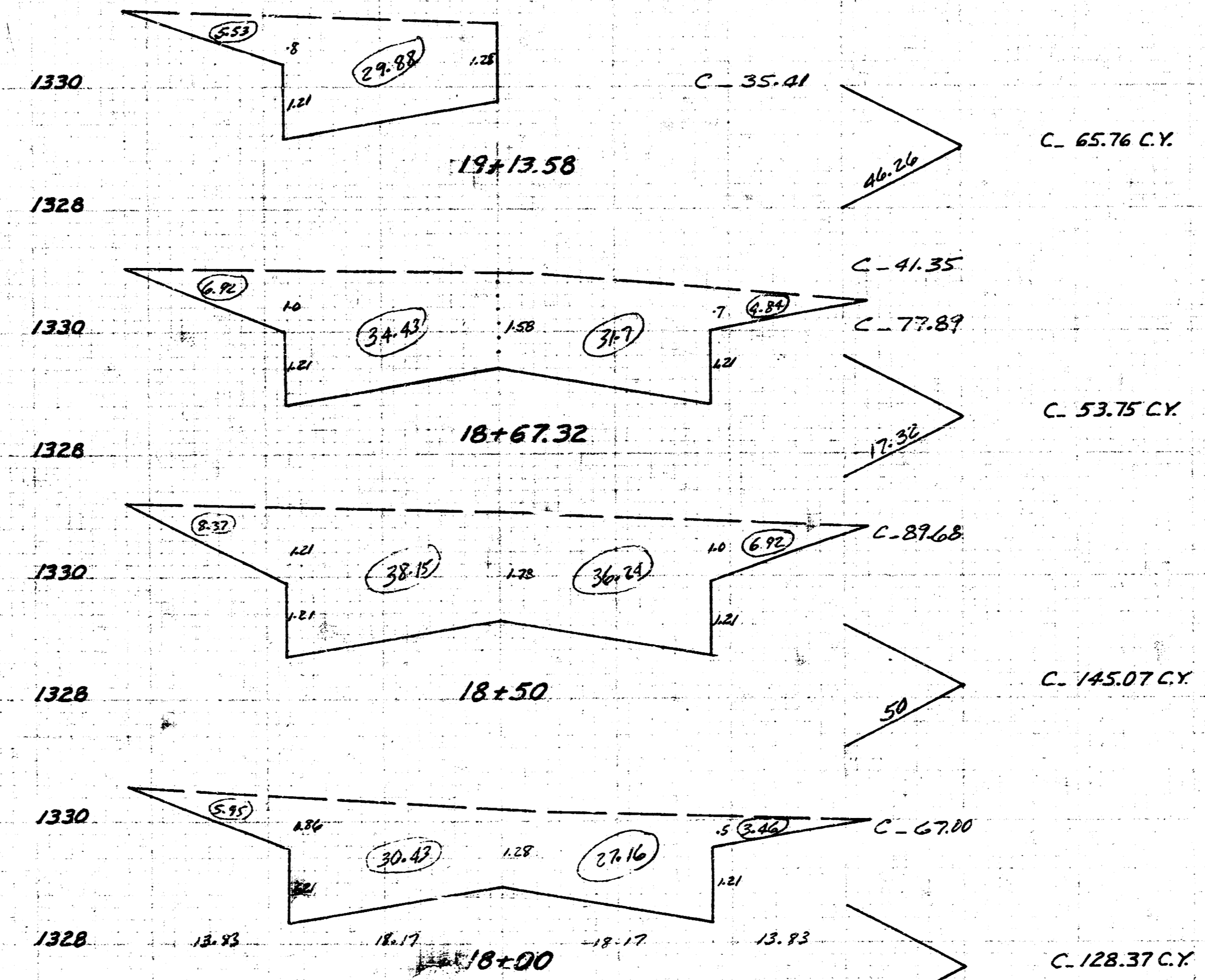
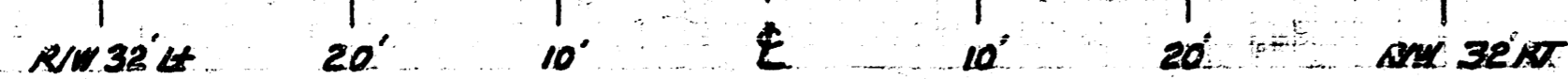
<b>REISS &amp; GOODNESS ENGINEERS</b>		SEDGWICK COUNTY DEPARTMENT OF PUBLIC WORKS	
2160 WEST 21 <sup>st</sup> STREET WICHITA, KANSAS 67204 (316) 638-0288		<b>FORESTVIEW COURT</b>	
Designed by B.H.	Job No. Date 8-22-80	RAINBOW LAKES WEST THIRD ADDITION	
		2	CHANGED TO PHASES
		No.	Revision
		By	
		Sheet 8 of 10	

PLATE 1-SINGLE PLAN AND PROFILE FULL LINE

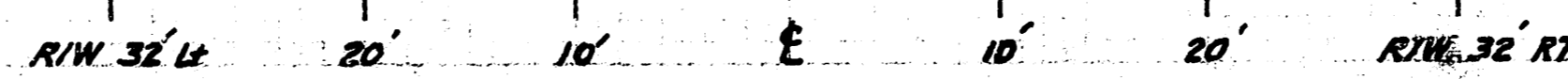
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FORESTVIEW



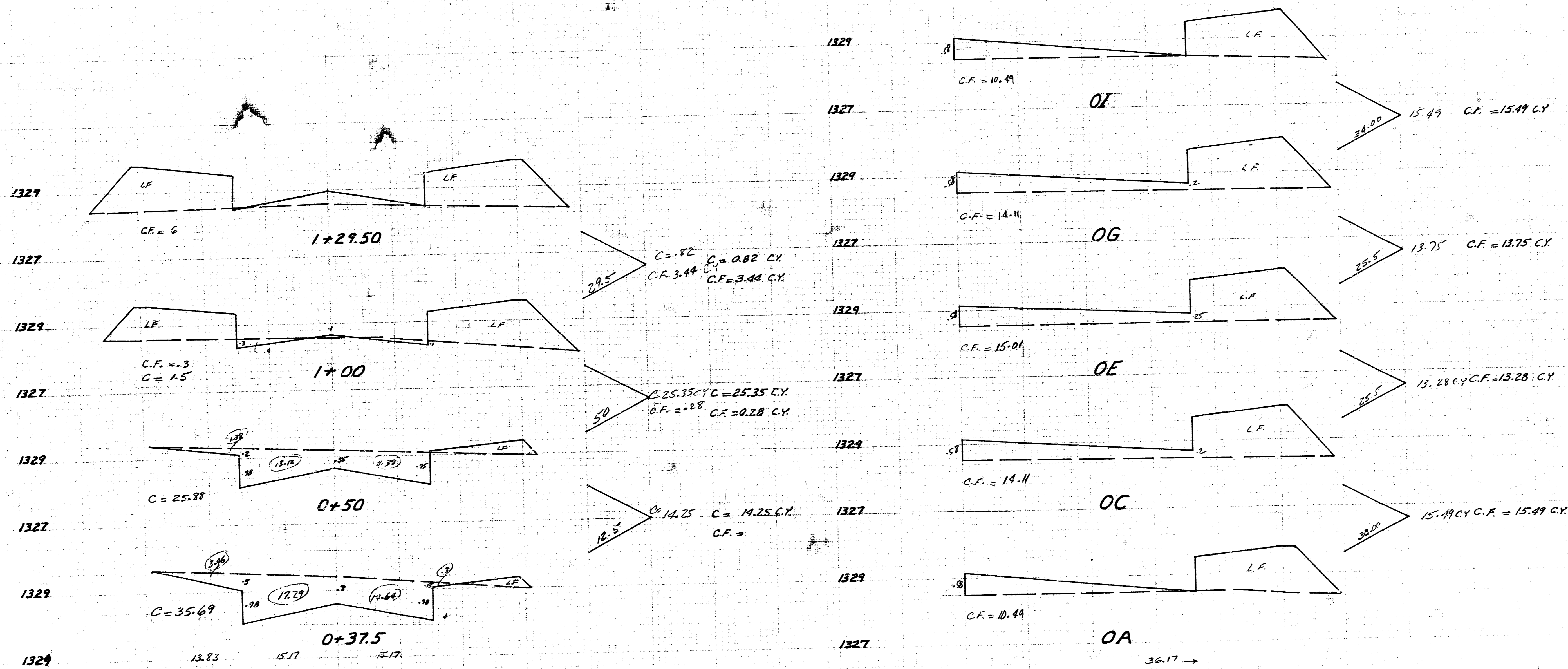
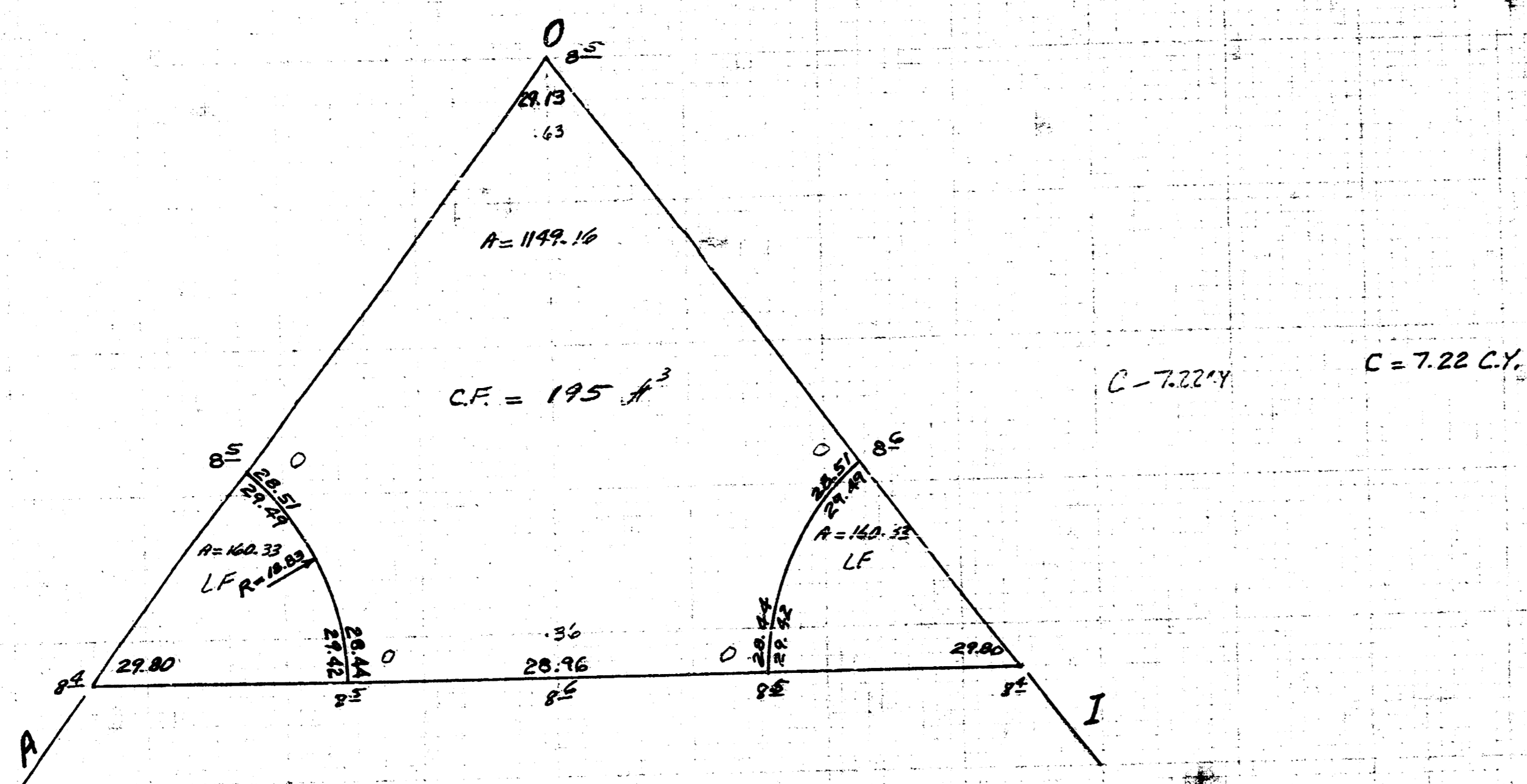
FORESTVIEW



SHEET TOTAL  
C. 1088.23 C.Y.

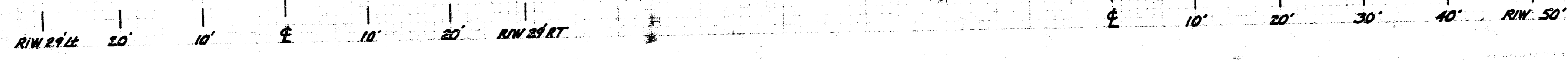
CROSS SECTIONS  
FORESTVIEW  
SHEET 9 OF 10

FILMED FROM THE BEST AVAILABLE COPY



**SHEET TOTAL**  
 C = 47.64 C.Y.  
 C.F. = 61.73 C.Y.

**CROSS SECTIONS**  
**FORESTVIEW CT.**  
 SHEET 10 OF 10



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