PAVING PLANS FOR

RAINBOW LAKES WEST THIRD ADDITITION

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 C. OF LOT 15 , BLOCK 5 TO THE NORTHWESTERLY LINE OF LOT 27 , BLOCK 5 AND 15 FEET SOUTHERLY FROM THE NORTH 0 CORNER OF LOT 11 , BLOCK 5.

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

INDEX NO. 607754

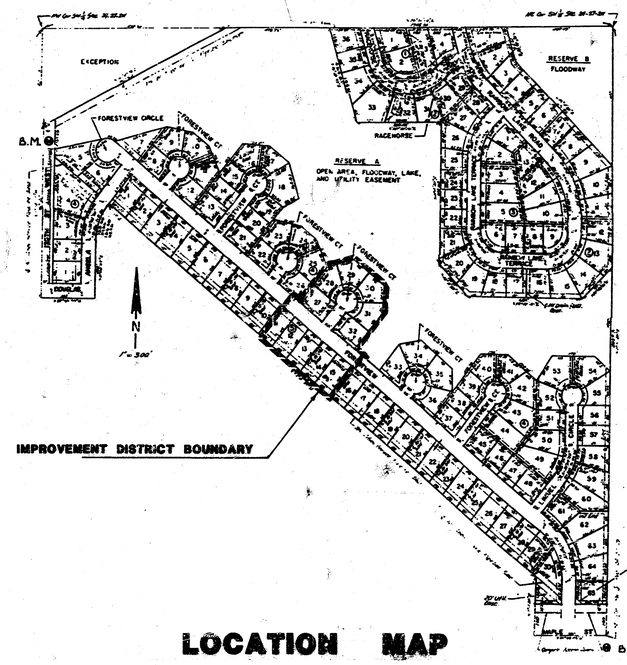
CITY OF WICHITA , KANSAS

MICHAEL E. LINDEBAK , CITY ENGINEER

APRIL , 1989

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1	TITLE SHEET
2	ADDITION PLAT
3	PAVING DETAILS
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LOCATION MAP

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

VICKY RAY-SHEN HUANG LICENSED 9746 KANSAS PROFESSIONAL ENGINEER

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 LICENCED 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 UTILITIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

6. PROJECTS 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.

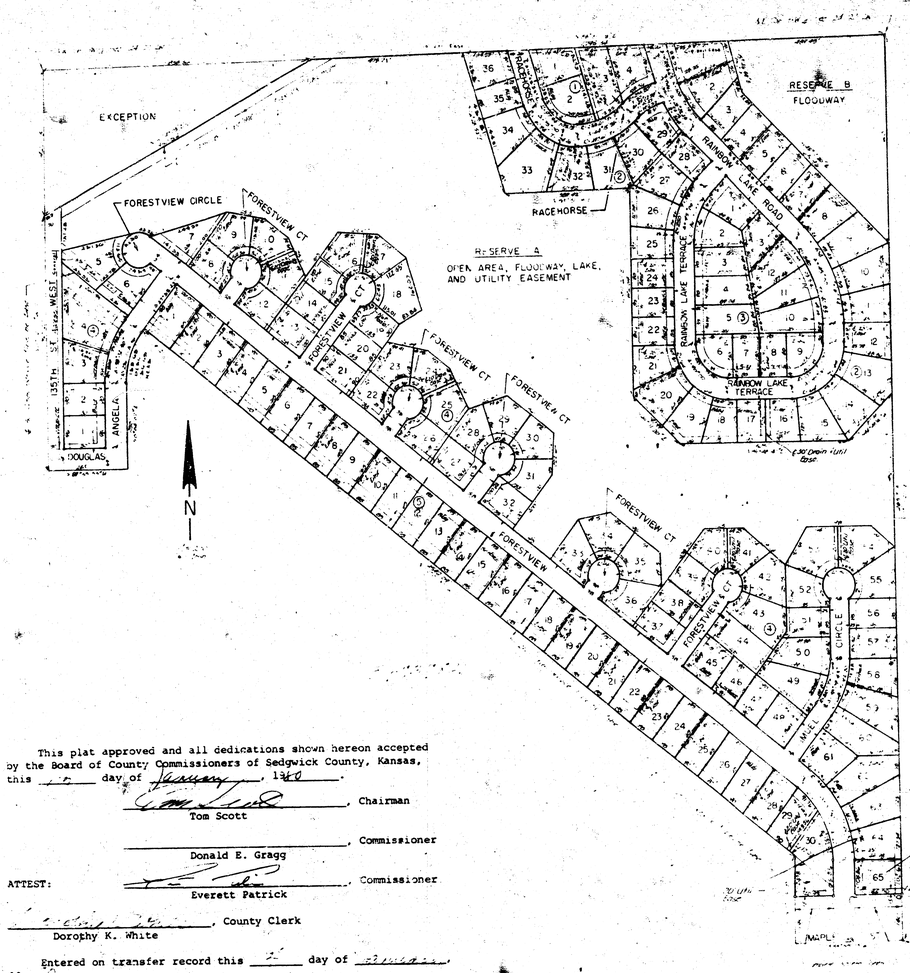
12. THE EXISTING GROUND ELEVATIONS MAY DIFFER FROM THOSE SHOWN ON THE PLAN CROSS SECTIONS, IT IS DUE TO A TEMPORARY GRAVEL ROAD BUILT BY OTHERS. THE CONTRACTOR WILL BE PAID ONLY AS PER PLAN ON EARTH WORK QUANTITIES,

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B-1 8-17

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, 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°02'10", 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

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 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.

ATTEST: _____, Secretary — _____, President
Boyd Mills — 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 _____, _____, 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: _____, _____
_____, _____

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.

_____, Notary Public

My Commission expires: 21 January 1982

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 _____, Chairman
WILLIAM J. GOEBEL

_____, 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. Gisick

This plat approved and all dedications shown hereon accepted by the Board of County Commissioners of Sedgwick County, Kansas, this 17 day of January, 1980.

_____, Chairman
Tom Scott

_____, Commissioner
Donald E. Gragg

ATTEST: _____, Commissioner
Everett Patrick

_____, County Clerk
Dorothy K. White

Entered on transfer record this 2nd day of January, 19____.

_____, 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 9:00 o'clock, A.m., on the 2nd day of January, 19 80.

_____, Register of Deeds
Bette F. McCart

_____, 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	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

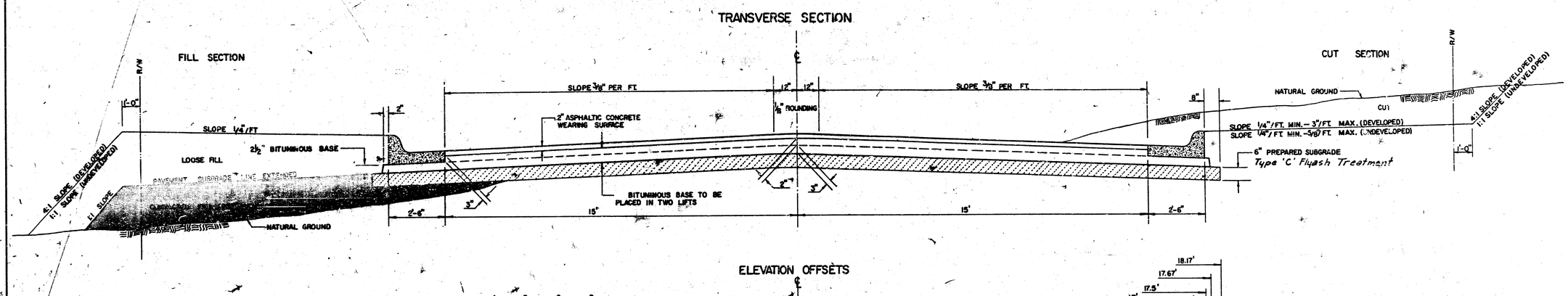
Sheet 2 of 10

B-1 8-17

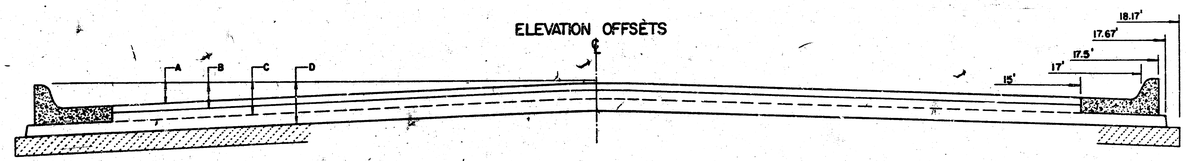
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TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

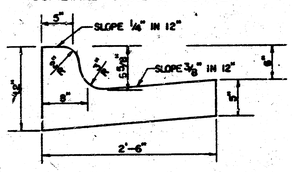


ELEVATION OFFSETS

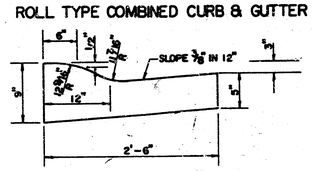


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.45	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

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

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

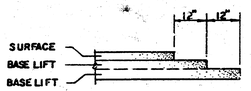
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

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

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

TRANSVERSE CONSTRUCTION JOINTS



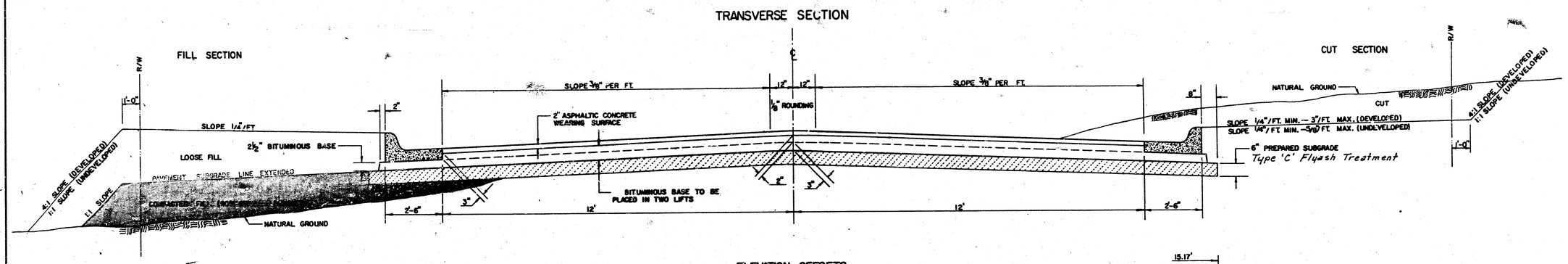
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7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER

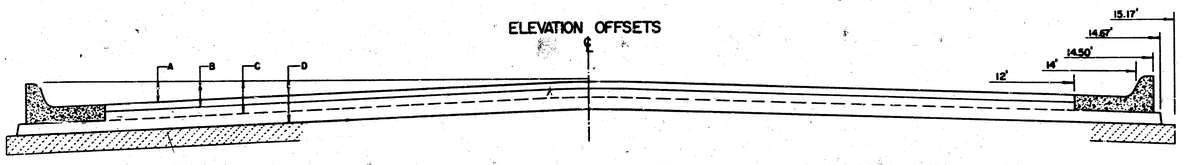
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TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

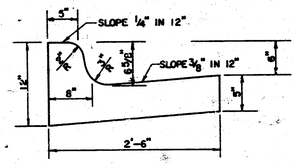


ELEVATION OFFSETS

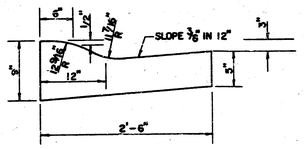


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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



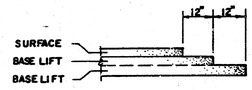
ROLL TYPE COMBINED CURB & GUTTER



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.
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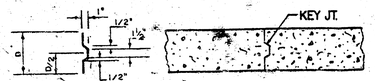
TRANSVERSE CONSTRUCTION JOINTS



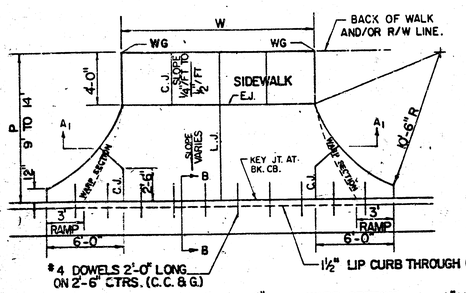
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7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER

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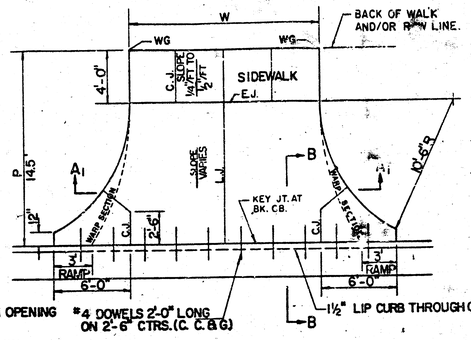


ALT. LONGITUDINAL CONSTRUCTION JOINT



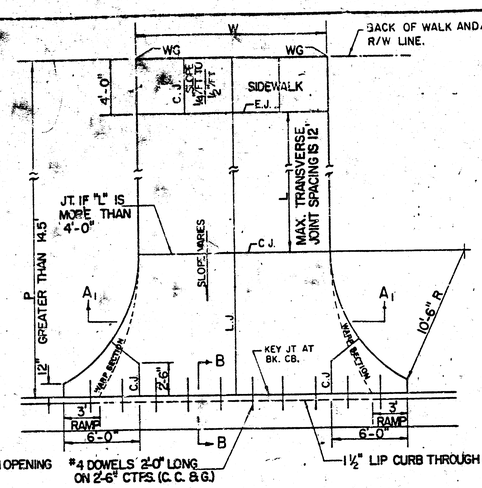
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



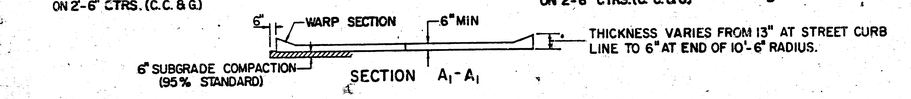
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING

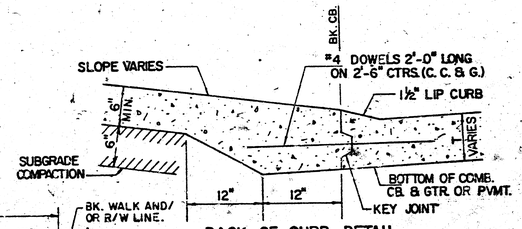


THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT END OF 10'-6" RADIUS.

SECTION A_1 - A_1

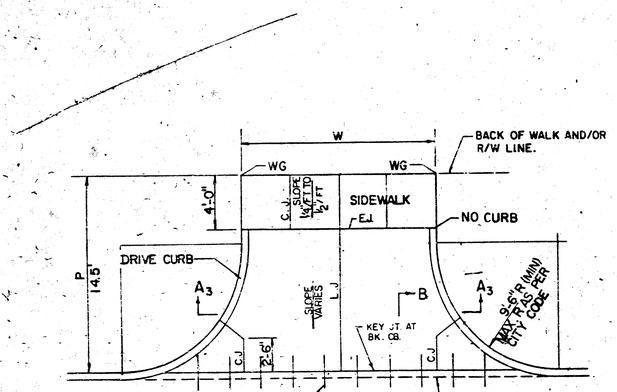
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR-BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'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



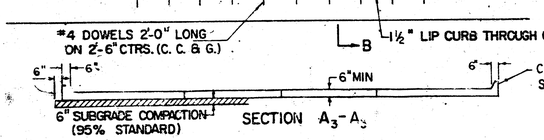
BACK OF CURB DETAIL

SECTION B - B (no scale)



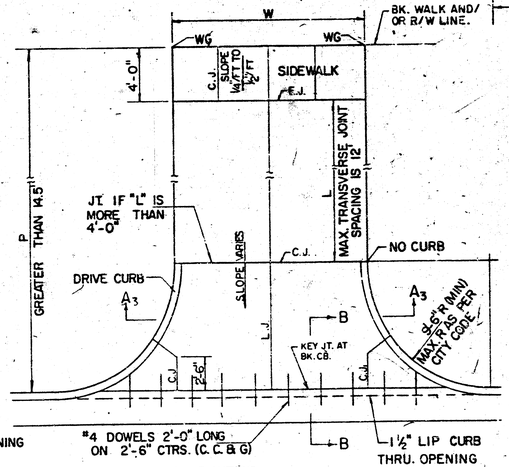
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THRCUGH OPENING



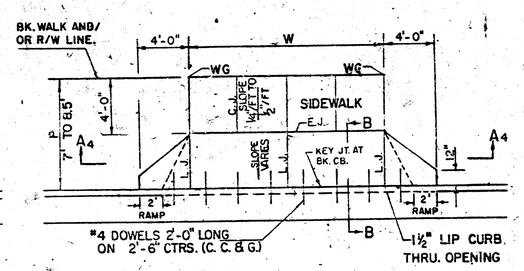
CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.

SECTION A_3 - A_3



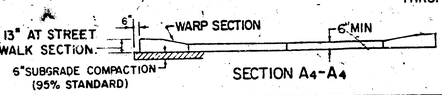
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THRU. OPENING



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THRU. OPENING



THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT SIDEWALK SECTION.

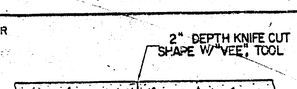
SECTION A_4 - A_4

PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)

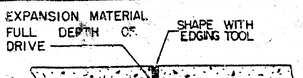
PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

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

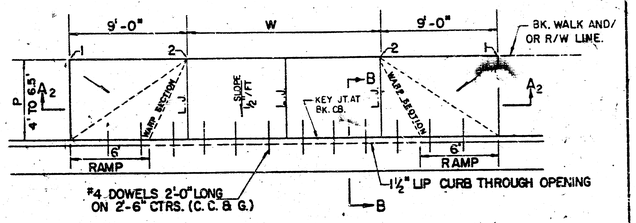


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.

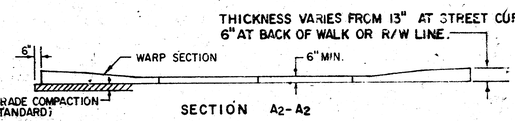


EXPANSION JOINT (E.J.)



#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G.)

1½" LIP CURB THROUGH OPENING



THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE.

SECTION A_2 - A_2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST OF PT. "I" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "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 0.55' 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.

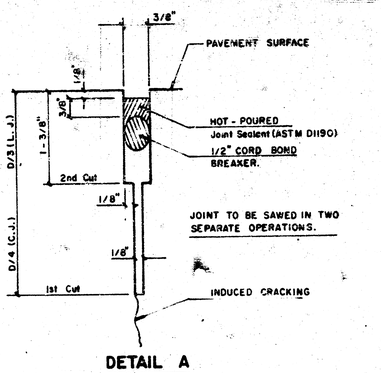
REVISED OCTOBER 1985

SCALE: 1"=5' Sheet 5 of 10

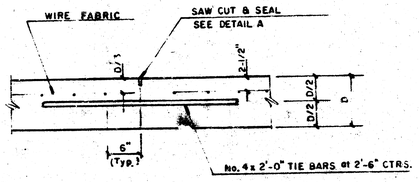
STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER

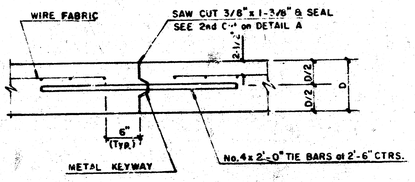
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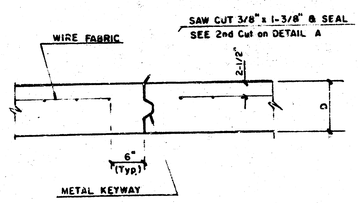
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

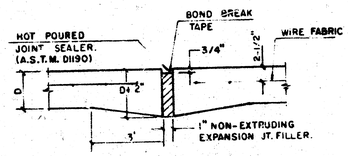


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)
(Alternate L.J.)



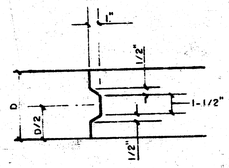
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)
(Alternate C.J.)

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

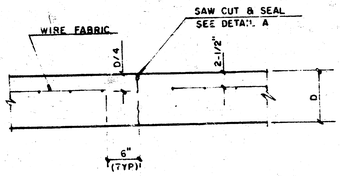


EXPANSION JOINT

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



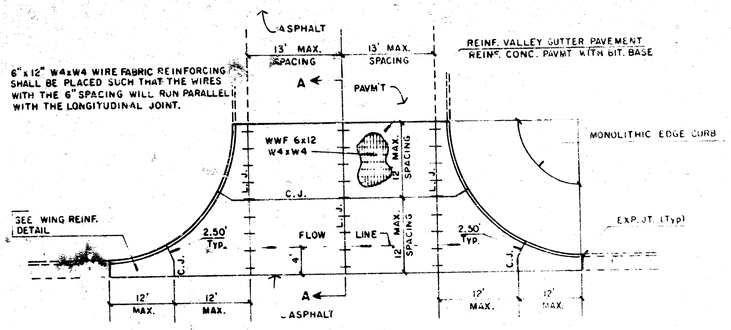
KEYWAY DETAIL



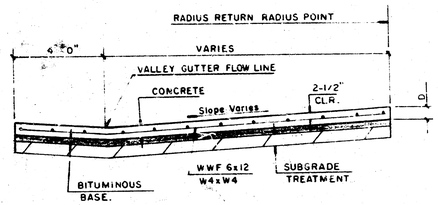
CONTRACTION JOINT DETAIL (C.J.)

LEGEND

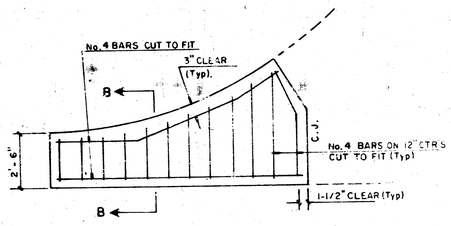
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PLAN
REINFORCED VALLEY GUTTER

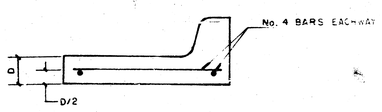


SECTION A-A



WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.



SECTION B-B

PROJECT DESCRIPTION
VALLEY GUTTER DETAILS
PROJECT NUMBER

FILMED FROM THE BEST AVAILABLE COPY....

NOTE: ALL ELEVATIONS ARE GIVEN IN MEAN SEA LEVEL
(CITY DATUM = MEAN SEA LEVEL - 1187.49)

-0.3% +0.7%

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

15+03.58 Begin Construction
Saw cut existing pavement where necessary. This work is subsidiary to other Bid Items.

10' Utility Easement

Blk. 5

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

Sta. 19+96.49 Lt. Const. a Dbl. Inlet T.C. 1331.03 F.L. Out 1326.87

20+13.99 1331.15

+0.7% +0.725%

7" Asphaltic Conc. Pavement (5" Bituminous Base)

FORESTVIEW

END CONSTRUCTION

FUTURE IMPROVEMENT

15" R.C.P.

18" R.C.P.

8" W.L.

4" W.L.

20'R. to Back of Curb

Const Std Comb. Curb & Gutter (6⅝" & 1½")

7" Reinf. V.G. Pavement (5" Reinf. Conc. Pavt. With 2" Bituminous Base)

20' Utility Easement

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

Sta. 19+67.32

29'BB

58'

SCALE 20' 0' 20' 40'

PLAN: Lat. & Long.
PROFILE: Horiz. same as above
Vert. 5' 0'

ADJUSTMENTS

Type	Sta	Offset	Exist. Elev.	Adjusted Elevation
Water Valve	16+82.32	28' Rt.	–	141.65
Water Valve	16+84.5	37' Rt.	–	142.06
Water Valve	18+67.32	24' Rt.	–	142.90

Match Existing Pavement

PLAN SURVEYED PLOTTED NOTE BOOK ALIGNMENT CHECKED BY DOT WAY CHECKED No. DATE BY

PROFILE SURVEYED PLOTTED NOTE BOOK CHECKED & M.L. NOTED STRUCTURE NOTATIONS COLLECTED No. DATE BY

LEFT

RIGHT

Prop. Top of Curb

Exist. ℄

8" Wtr.

18" R.C.P.

REISS & GOODNESS ENGINEERS
2160 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 832-9253
Designed By
Drawn By B.N.
Job No.
Date 8-22-80

SEDGWICK COUNTY DEPARTMENT OF PUBLIC WORKS

FORESTVIEW 15+00 ℄ to 20+29 ℄

RAINBOW LAKES WEST THIRD ADDITION

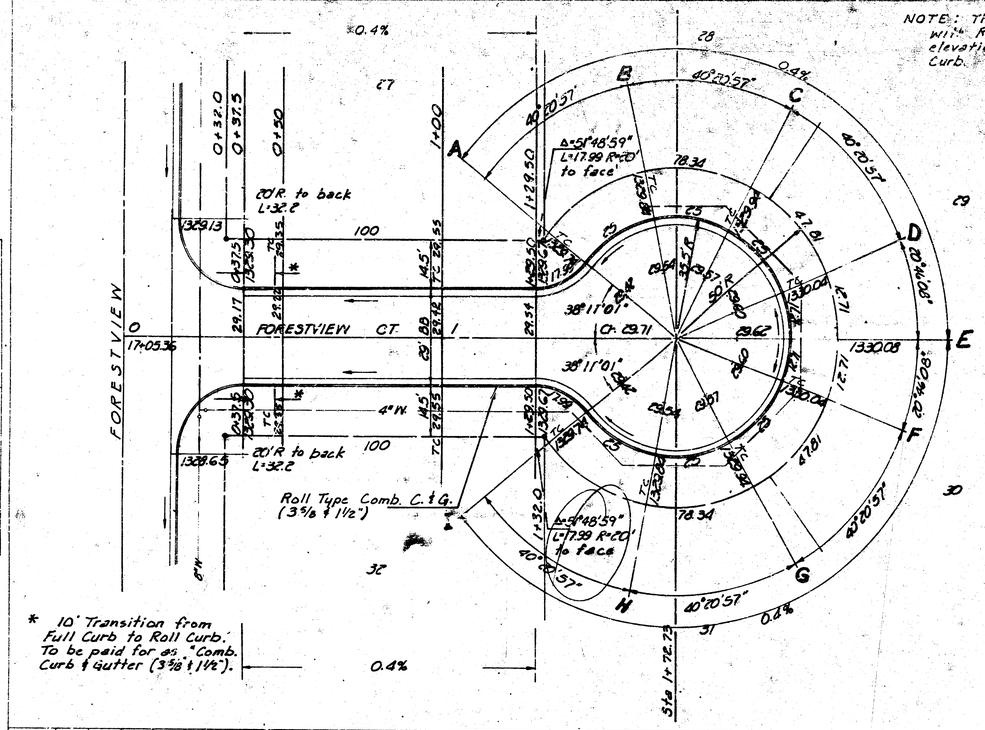
No.		By
3	Removed Culde Sac	bn 4-81
2	CHANGED TO PHASES	bn 3-10-81

SHEET NO. 7 of 10

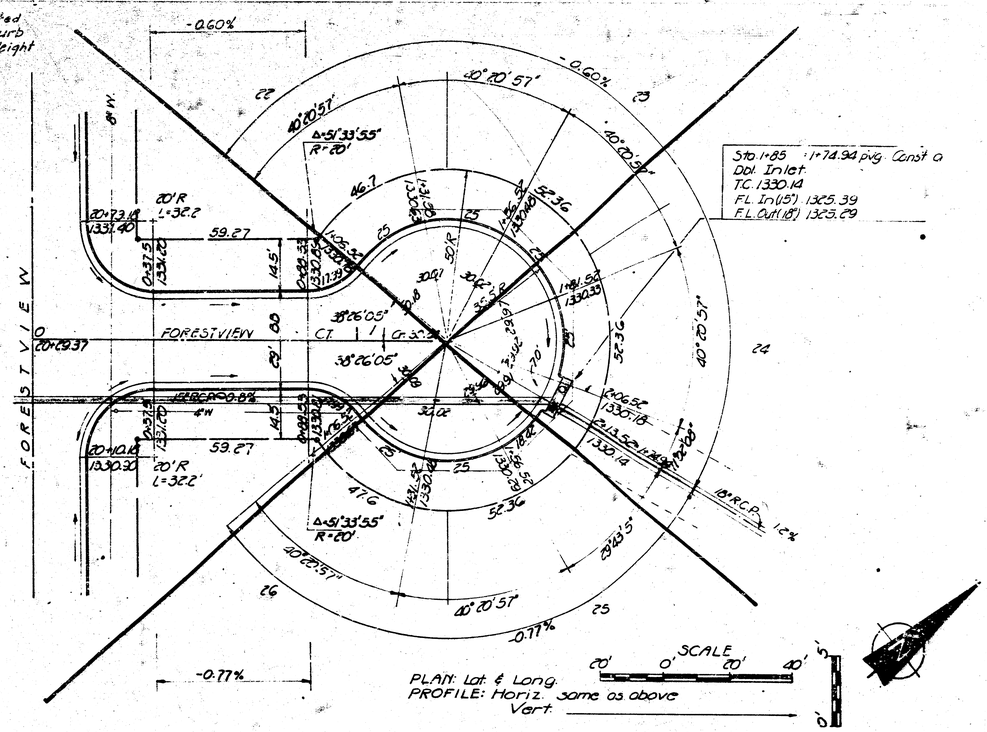
HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
14-TELEDYNE
PRINTED IN U.S.A.

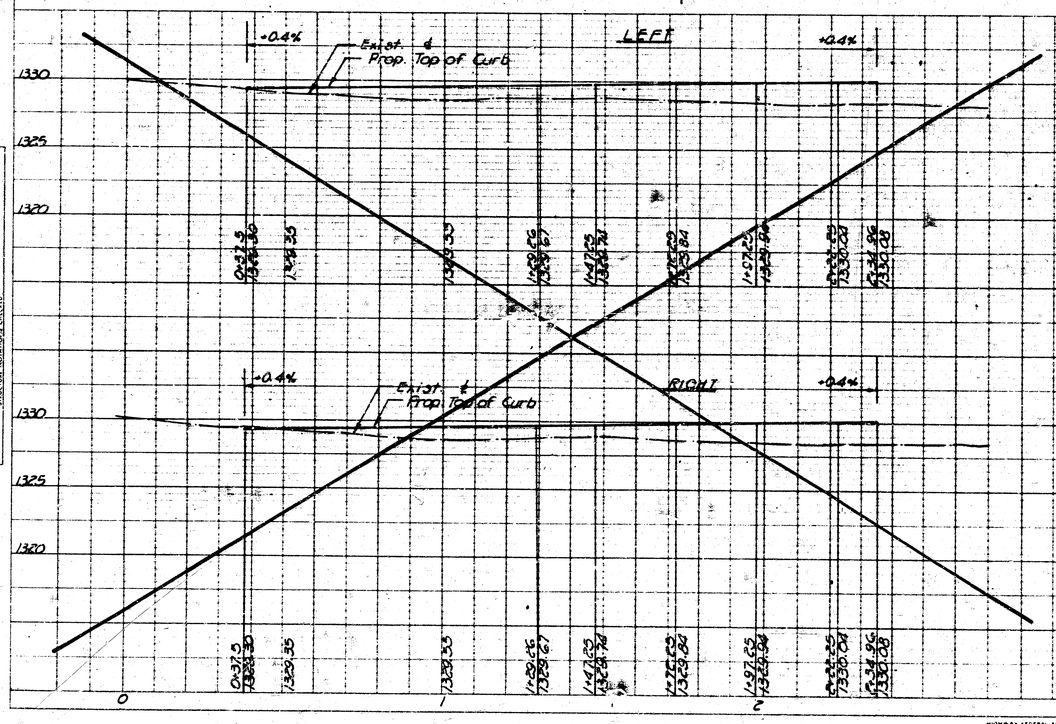
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NOTE: This street to be constructed with Roll-Type Curb. Top of curb elevations given are for Full Height Curb.



* 10' Transition from Full Curb to Roll Curb. To be paid for as "Comb. Curb & Gutter (3⅝" & 1½")".





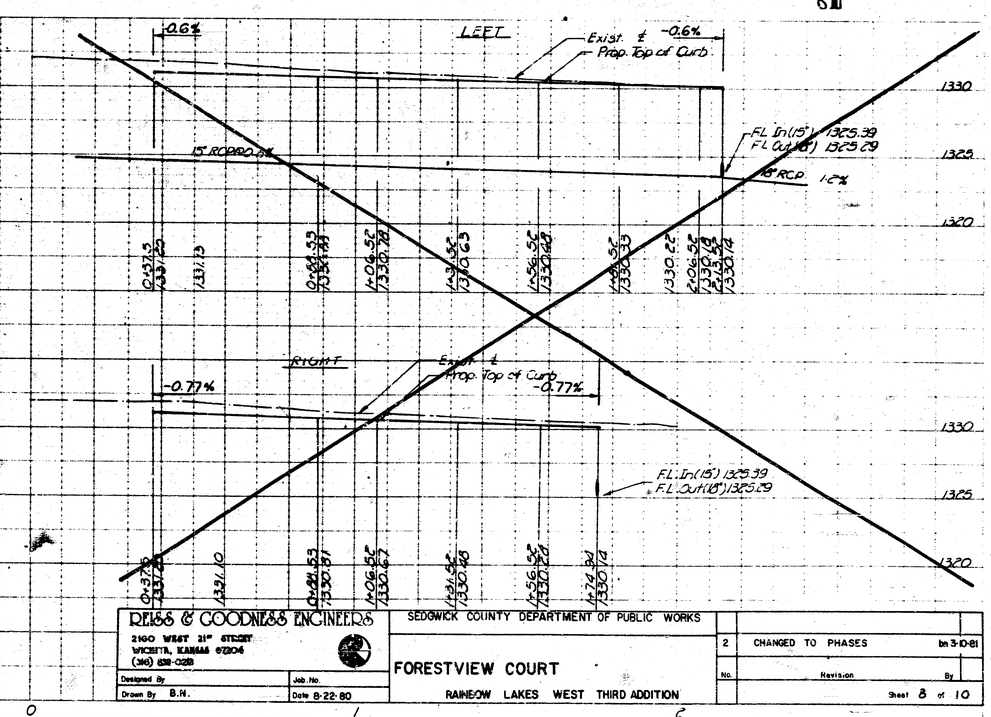


PLATE 1-SINGLE PLAN AND PROFILE FULL LINE

DEES & GOODNESS ENGINEERS
2100 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 838-0228
Designed By
Drawn By B.H.
Job No.
Date 8-22-80

SEDGWICK COUNTY DEPARTMENT OF PUBLIC WORKS

FORESTVIEW COURT
RAINBOW LAKES WEST THIRD ADDITION

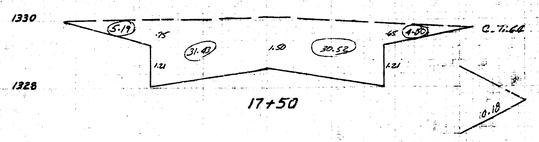
No.	Revision	By
2	CHANGED TO PHASES	bn 3-10-81

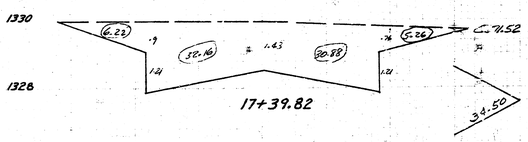
Sheet 8 of 10

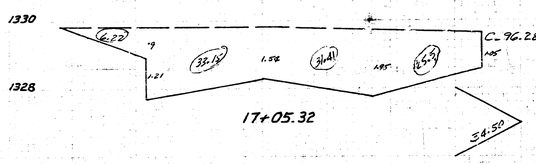
PLAN SURVEYED / PLOTTED / NOTE BOOK / No. / DATE / BY / CHECKED / BY OF MAP CHECKED

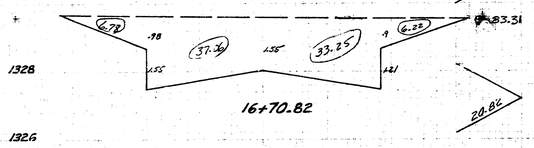
PROFILE SURVEYED / PLOTTED / NOTE BOOK / No. / DATE / BY / GRADES CHECKED / B.M.'s NOTED / STRUCTURE GEOLOGICALLY CHECKED

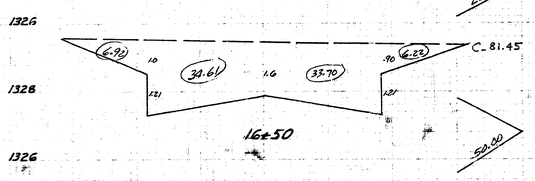
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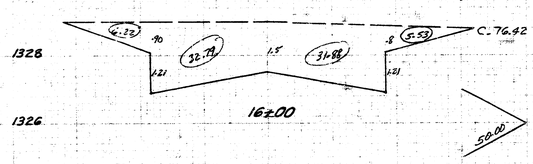


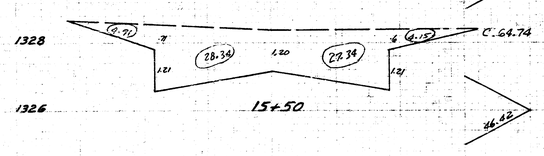


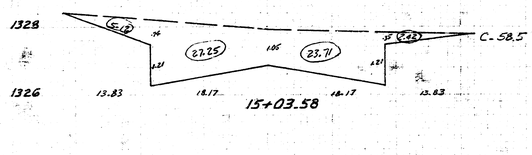






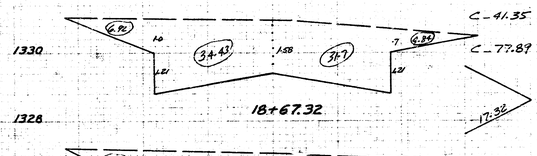


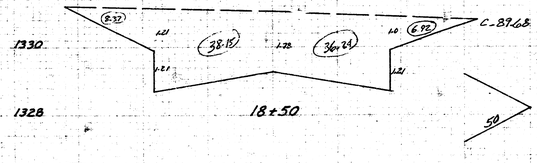


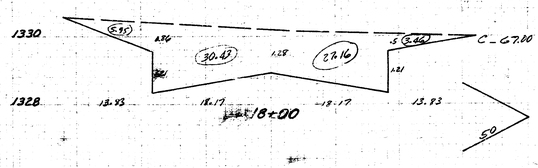


FORESTVIEW

R/W 32' Lt | 20' | 10' | ℄ | 10' | 20' | R/W 32' RT







FORESTVIEW

R/W 32' Lt | 20' | 10' | ℄ | 10' | 20' | R/W 32' RT

SHEET TOTAL

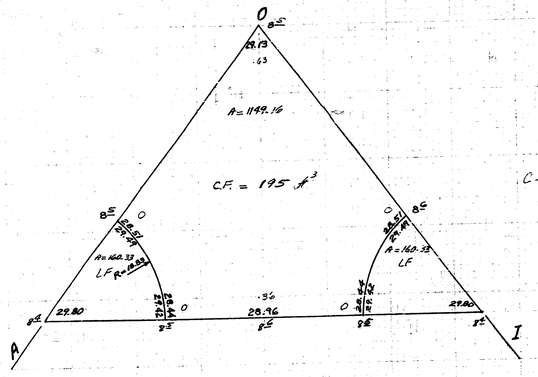
C_ 1088.23 C.Y.

CROSS SECTIONS

FORESTVIEW

SHEET 9 OF 10

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C=7.22 C.Y.

C=7.22 C.Y.

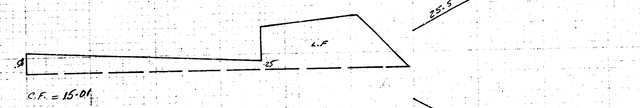
1329



1327 OF 15.49 C.F. = 15.49 C.Y.



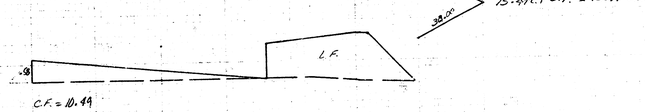
1329 OG 13.75 C.F. = 13.75 C.Y.



1327 OE 13.28 C.Y. C.F. = 13.28 C.Y.

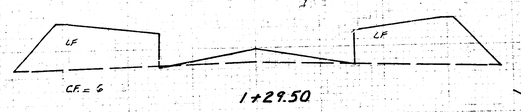


1329 OC 15.49 C.Y. C.F. = 15.49 C.Y.



1327 OA

1329



1+29.50 C=.82 C.Y. C.F. 3.44 C.Y. C.F.=3.44 C.Y.

1327

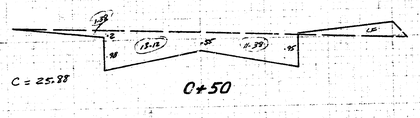
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1+00 C.25.35 C.Y. C=25.35 C.Y. C.F. = .28 C.F. = 0.28 C.Y.

1327

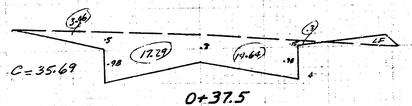
1329



0+50 C=14.25 C=14.25 C.Y. C.F. =

1327

1329



0+37.5

1329 13.83 15.17 15.17

RIW 29' LT 20' 10' ℄ 10' 20' RIW 29' RT

1327 34.00 15.49 C.F. = 15.49 C.Y.

1329 25.5 13.75 C.F. = 13.75 C.Y.

1327 25.5 13.28 C.Y. C.F. = 13.28 C.Y.

1329 25.5 15.49 C.Y. C.F. = 15.49 C.Y.

1327 36.17

℄ 10' 20' 30' 40' RIW 50'

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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