

SHEET NO.	TOTAL SHEETS
1	14

CITY OF WICHITA SEDGWICK COUNTY, KANSAS STREET IMPROVEMENTS

(OAK CLIFF ESTATES 3RD)
PROJECT NO. 472-76-245-81433-000-000-001
MILLPOND FROM W.L. LOT 15, BLOCK 10 TO W.L. MAIZE ROAD
FOXCHASE FROM W.L. LOT 7, BLOCK 12 TO W.L. MESA
MESA FROM MILLPOND TO AND INCLUDING CUL-DE-SAC
JULY 1985

INDEX OF SHEETS

- 1 Title Sheet
- 2 Plat & General Notes
- 3 Typical Section & Median Noise Detail
- 4-7 Plan Sheets
- 7A Standard Drive Details
- 8-14 Cross Sections

EARTHWORK

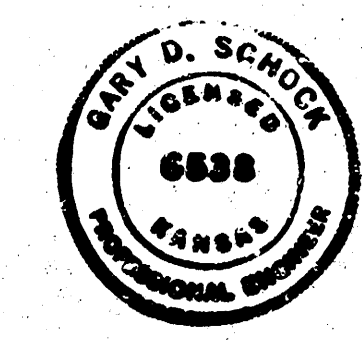
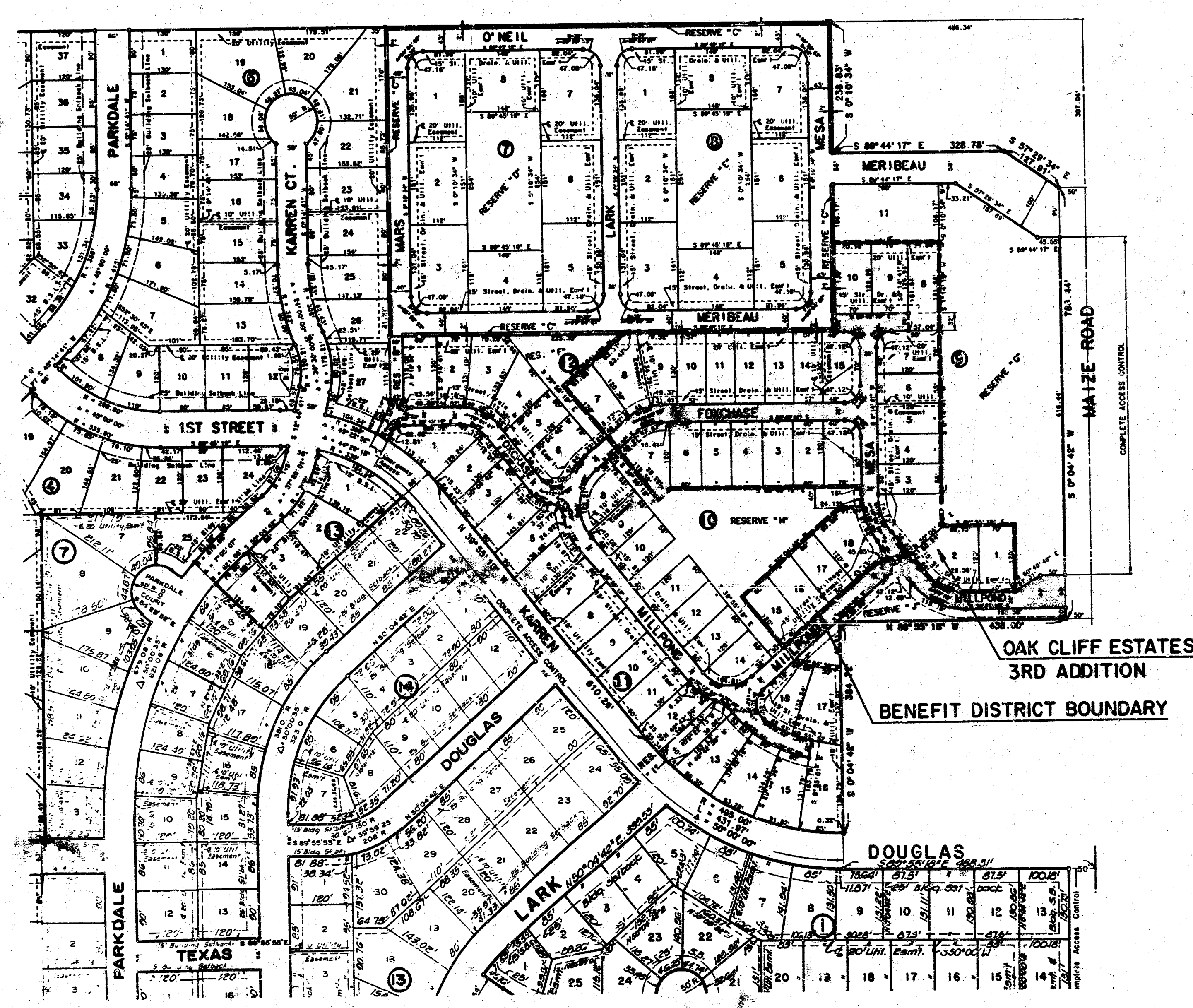
Excavation
X-Sections 5,004.4 Cu. Yds.
10% 500.4 Cu. Yds.
Total 5,570.8 Cu. Yds.

Compacted Fill
X-Sections 800.0 Cu. Yds.
10% 80.0 Cu. Yds.
Total 880.0 Cu. Yds.

0.320 Sq. Yds. Manipulation

CONVENTIONAL SIGNS

SECTION LINE	_____	_____
RIGHT-OF-WAY	_____	_____
FENCE LINE	_____	_____
CENTER LINE OF PROJECT	_____	_____
POWER POLE	_____	_____
UNGD. TEL. CABLE	_____	_____
GAS LINE	_____	_____
WATER LINE & WATER VALVE	_____	_____
STORM SEWER & MANHOLE	_____	_____
SAN. SEWER & MANHOLE	_____	_____
TREES	_____	_____

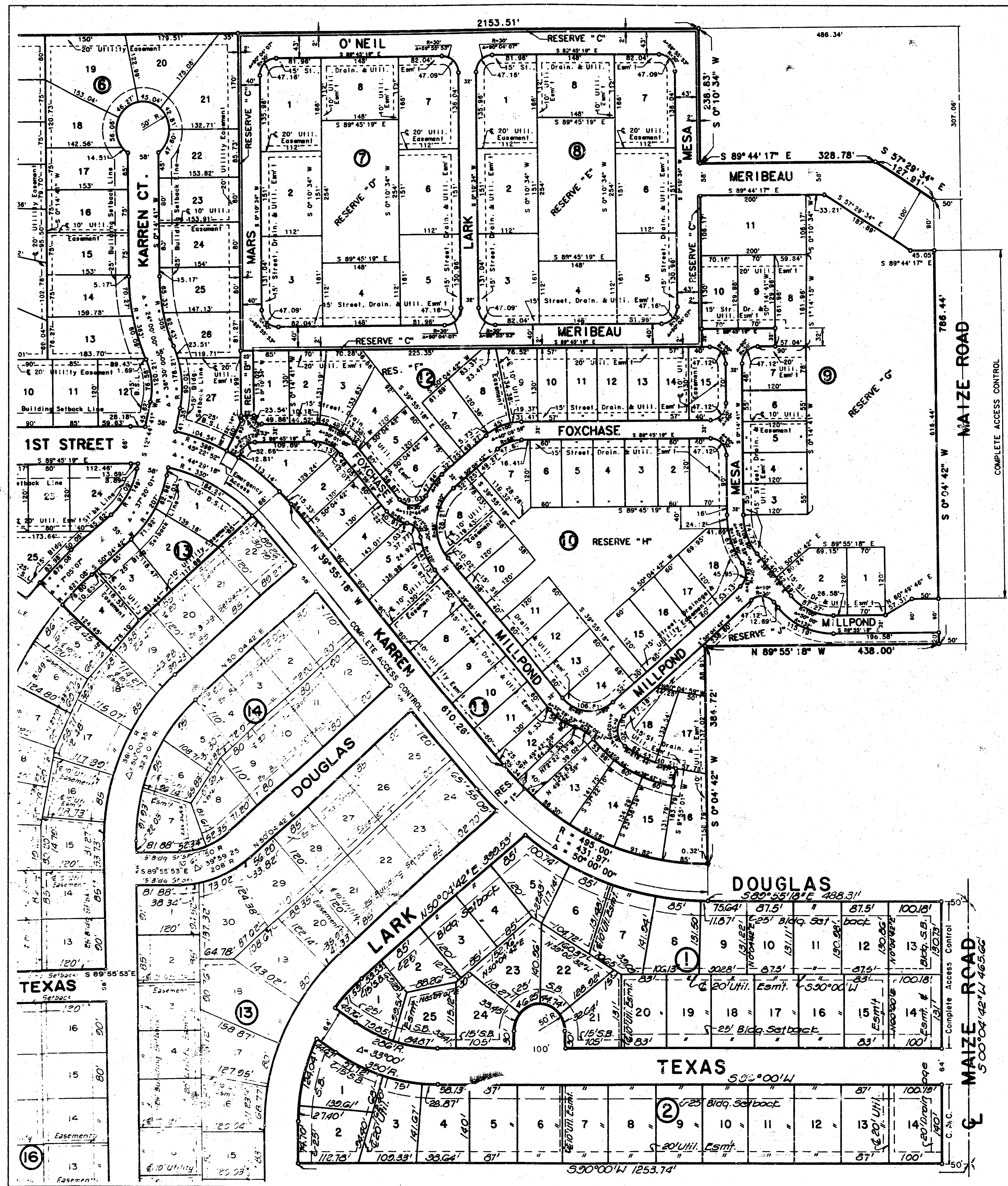


PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

APPROVED	DATE

15 Sheets

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GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL 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 UNGRACEFUL APPEARANCE WILL NOT BE APPROVED.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE STREET EASEMENT LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH A NEW FINISHED GRADE ELEVATION. WHEN A NEW FINISHED GRADE ELEVATION IS SHOWN, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN BE SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

ADEQUATE TRAFFIC CONTROL SHALL BE PROVIDED ON MAIZE ROAD IN THE VICINITY OF THE INTERSECTION WITH MILLPOND DURING CONSTRUCTION.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED WITHIN ONE CLIFF 300' ADDITION. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE (MR. LARRY CHAMBERS) AT 722-2651 FOR INFORMATION PERTAINING TO ACCEPTABLE LOCATIONS FOR THE DISPOSAL OF WASTE MATERIAL. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

THE BID ITEMS "INLET ADJUSTED" AND "INLET HOOKUP" SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH REGARDLESS OF THE SIZE OF INLET INVOLVED.

THE BID ITEM "CLEARING RIGHT-OF-WAY" SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL EXISTING TREES WITHIN THE PROJECT RIGHT-OF-WAY AND ADJACENT STREET EASEMENTS; THE REMOVAL AND DISPOSAL OF THE EXISTING FENCES WITHIN STREET RIGHT-OF-WAY AND/OR STREET EASEMENTS (APPROXIMATELY 300 L.F.); THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE FOUNDATION AND FOOTINGS LEFT AND RIGHT OF MILLPOND STA 13+40.40 AND THE EARTHWORK ITEMS ASSOCIATED WITH THE FOUNDATION REMOVAL (WORK REQUIRED BELOW THE SUBGRADE LINE AS SHOWN ON THE CROSS-SECTIONS); AND ALL INCIDENTAL REMOVALS AND DISPOSALS NECESSARY TO CONSTRUCT THE PROJECT.

THE CONTRACTOR SHALL VIEW THE SITE PRIOR TO SUBMITTING HIS BID TO FAMILIARIZE HIMSELF WITH THE SCOPE OF CLEARING REQUIRED. SUBMISSION OF BID SHALL CONSTITUTE PRESUMPTIVE EVIDENCE THAT THE BIDDER HAS MADE DUE ALLOWANCE IN THE BID FOR ALL CONTINGENCIES.

CLEARING RIGHT-OF-WAY SHALL BE PAID FOR AT THE LUMP SUM CONTRACT PRICE BID. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR REMOVAL OF ITEMS NOT NOTED ON THE PLANS OR ITEMIZED ABOVE.

THE BID ITEM "WATER VALVE ADJUSTED" INCLUDES ONLY THE ADJUSTMENT OF WATER VALVE BOXES TO FINISHED GRADE AS ESTABLISHED BY THE ENGINEER. RELOCATION OF WATER VALVES, IF NECESSARY, WILL BE ACCOMPLISHED BY THE CITY OF WICHITA'S DEPARTMENT OF WATER AND WATER POLLUTION CONTROL. AT LOCATIONS WHERE THE AVAILABLE ADJUSTMENT IS NOT SUFFICIENT TO PLACE THE VALVE BOX TOP AT THE DESIRED ELEVATION, THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL AND OBTAIN AND SET, AT THE DEPARTMENT'S OPTION, COORDINATE THE SETTING OF A NEW VALVE BOX CAPABLE OF BEING ADJUSTED TO FINISHED GRADE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH FOR "WATER VALVE ADJUSTED".

THE BID ITEM "FIRE HYDRANT ADJUSTED" INCLUDES ONLY THE VERTICAL ADJUSTMENT NECESSARY TO SET THE HYDRANT TO FINISHED GRADE AS ESTABLISHED BY THE ENGINEER. WHEN THE ADJUSTMENT REQUIRED EXCEEDS THE RANGE OF THE HYDRANT, THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL. THE TOP FLANGE OF THE BARREL EXTENSION SHALL CLEAN THE PROPOSED FINISHED GRADE BY 2" TO 4". RELOCATION OF FIRE HYDRANTS, IF NECESSARY, SHALL BE ACCOMPLISHED BY THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL. ADJUSTMENT OF FIRE HYDRANTS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH FOR "FIRE HYDRANT ADJUSTED".

NO MORE THAN FOUR (4) DRIVES TWENTY (20) FEET IN WIDTH, OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.

PLAT 8 GENERAL NOTES

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

WICHITA, KANSAS

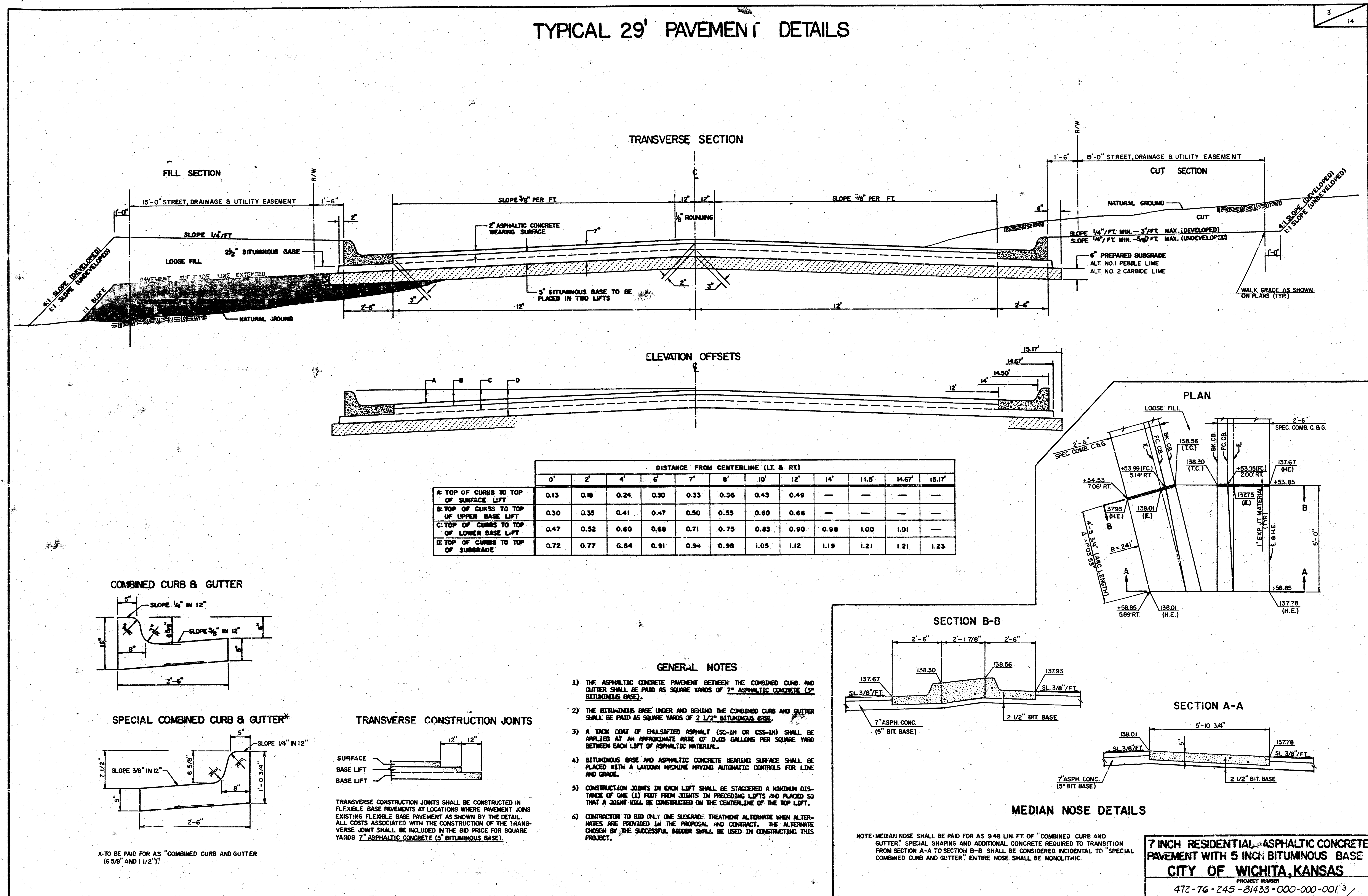
Designed by GMB, GDS
Drawn by DJH
Checked by
Date July 1985 Job No. 85145

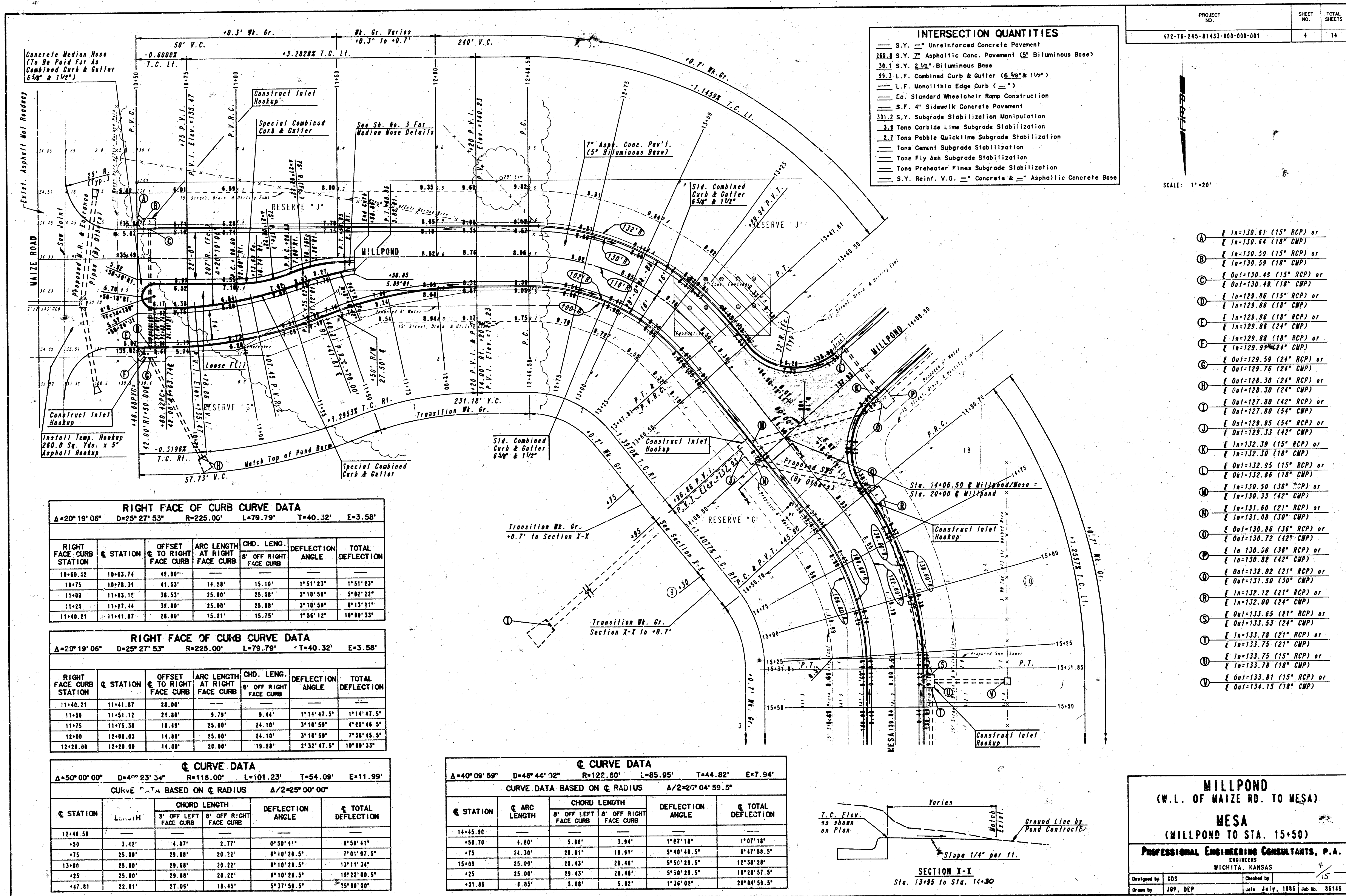
B.M.#1 - Chis. SE Cor. RCBC Headwall W side Maize Rd.
approx. 21' N of Millpond Elev. = 134.10

B.M.#2 - C.O.W. Disc. NE Cor. Cowskin Creek Bridge on Maize Rd.
1/2 mile N of Maple Elev. = 137.71

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TYPICAL 29' PAVEMENT DETAILS





RIGHT FACE OF CURB CURVE DATA
 $\Delta=20^{\circ}19'06''$ $D=25^{\circ}27'53''$ $R=225.00'$ $L=79.79'$ $T=40.32'$ $E=3.58'$

RIGHT FACE CURB STATION	STATION	OFFSET TO RIGHT FACE CURB	ARC LENGTH AT RIGHT FACE CURB	CHD. LENG. 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	TOTAL DEFLECTION
10+60.42	10+62.74	42.00'	—	—	—	—
10+75	10+78.31	41.53'	14.58'	15.10'	1°51'23"	1°51'23"
11+00	11+03.15	38.53'	25.00'	25.88'	3°10'58"	5°02'22"
11+25	11+27.44	32.80'	25.00'	25.88'	3°10'58"	8°13'21"
11+40.21	11+41.87	28.00'	15.21'	15.75'	1°56'12"	10°09'33"

RIGHT FACE OF CURB CURVE DATA
 $\Delta=20^{\circ}19'06''$ $D=25^{\circ}27'53''$ $R=225.00'$ $L=79.79'$ $T=40.32'$ $E=3.58'$

RIGHT FACE CURB STATION	STATION	OFFSET TO RIGHT FACE CURB	ARC LENGTH AT RIGHT FACE CURB	CHD. LENG. 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	TOTAL DEFLECTION
11+40.21	11+41.87	28.00'	—	—	—	—
11+50	11+51.12	24.80'	8.78'	8.44'	1°14'47.5"	1°14'47.5"
11+75	11+75.30	18.49'	25.00'	24.10'	3°10'58"	4°25'46.5"
12+00	12+00.03	14.89'	25.00'	24.10'	3°10'58"	7°36'45.5"
12+20.00	12+20.00	14.00'	20.00'	19.28'	2°32'47.5"	10°09'33"

Q CURVE DATA
 $\Delta=50^{\circ}00'00''$ $D=4^{\circ}23'34''$ $R=118.00'$ $L=101.23'$ $T=54.09'$ $E=11.99'$

CURVE DATA BASED ON Q RADIUS $\Delta/2=25^{\circ}00'00''$

Q STATION	LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	Q TOTAL DEFLECTION
12+46.58	—	—	—	—	—
+50	3.42'	4.07'	2.77'	0°50'51"	0°50'51"
+75	25.00'	29.80'	28.22'	8°10'26.5"	7°51'07.5"
+100	25.00'	29.80'	28.22'	8°10'26.5"	13°11'34"
+125	25.00'	29.80'	28.22'	8°10'26.5"	19°22'00.5"
+147.81	22.81'	27.09'	18.45'	5°57'59.5"	15°09'00"

Q CURVE DATA
 $\Delta=40^{\circ}09'59''$ $D=46^{\circ}44'02''$ $R=122.80'$ $L=85.95'$ $T=44.82'$ $E=7.94'$

CURVE DATA BASED ON Q RADIUS $\Delta/2=20^{\circ}04'59.5''$

Q STATION	Q ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	Q TOTAL DEFLECTION
14+45.00	—	—	—	—	—
+50.70	4.80'	5.66'	3.94'	1°07'18"	1°07'18"
+75	24.38'	28.61'	19.51'	5°40'48.5"	6°47'58.5"
+100.00	25.00'	28.43'	20.40'	5°50'29.5"	12°38'28"
+125	25.00'	28.43'	20.40'	5°50'29.5"	18°28'57.5"
+131.85	0.95'	0.00'	5.62'	1°36'02"	20°04'59.5"

- INTERSECTION QUANTITIES**
- S.Y. — Unreinforced Concrete Pavement
 - 245.8 S.Y. — Asphaltic Conc. Pavement (5" Bituminous Base)
 - 38.1 S.Y. 2 1/2" Bituminous Base
 - 38.3 L.F. Combined Curb & Gutter (6" & 15")
 - L.F. Monolithic Edge Curb (—)
 - Co. Standard Wheelchair Ramp Construction
 - S.F. 4" Sidewalk Concrete Pavement
 - 301.2 S.Y. Subgrade Stabilization Manipulation
 - 3.8 Tons Carbide Lime Subgrade Stabilization
 - 2.7 Tons Pebble Quicklime Subgrade Stabilization
 - Tons Cement Subgrade Stabilization
 - Tons Fly Ash Subgrade Stabilization
 - Tons Preheater Fines Subgrade Stabilization
 - S.Y. Reinf. V.G. — Concrete & — Asphaltic Concrete Base

PROJECT NO. 472-76-245-81433-000-001

SHEET NO. 4

TOTAL SHEETS 14

SCALE: 1"=20'

WILLPOND
 (W.L. OF WAIZE RD. TO MESA)

MESA
 (WILLPOND TO STA. 15+50)

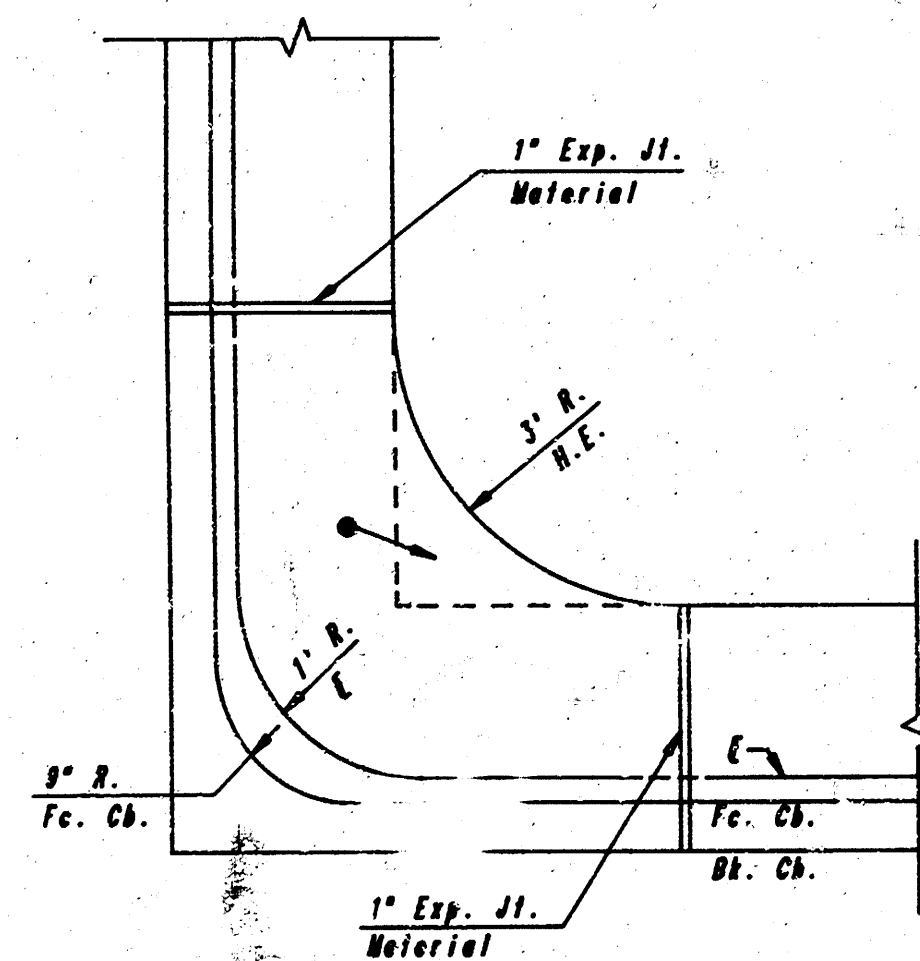
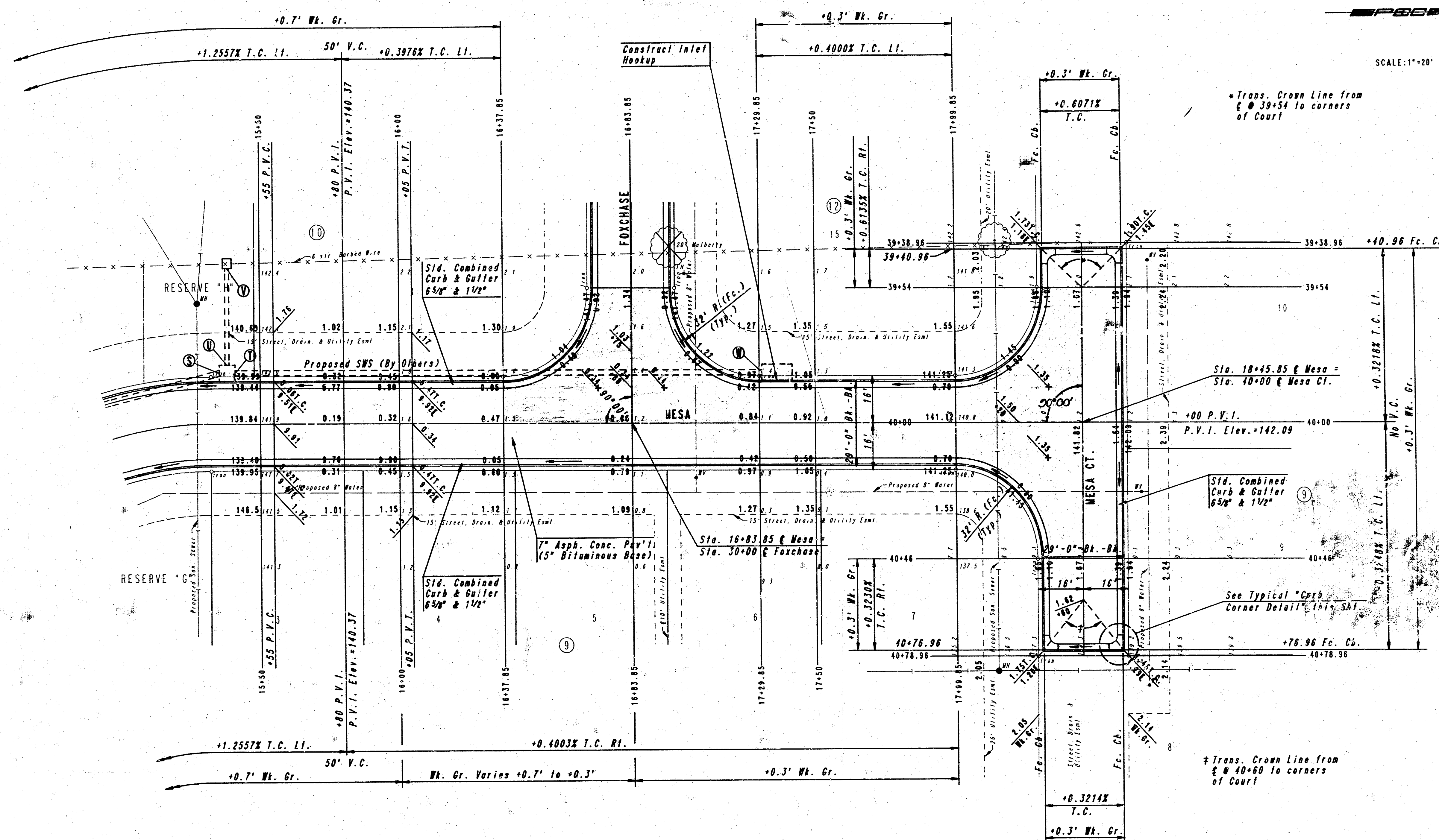
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS

Designed by: CDS
 Drawn by: JOP, DEP

Checked by: JIS
 Date July, 1985 Job No. 85145

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-001	5	14



Additional gutter per concrete incidental to "Comb. Curb & Gutter".

- ⑤ E Out=133.65 (21\"/>

INTERSECTION QUANTITIES	
---	S.Y. = Unreinforced Concrete Pavement
288.5	S.Y. = Asphaltic Conc. Pavement (5\"/>

INTERSECTION QUANTITIES	
---	S.Y. = Unreinforced Concrete Pavement
288.5	S.Y. = Asphaltic Conc. Pavement (5\"/>

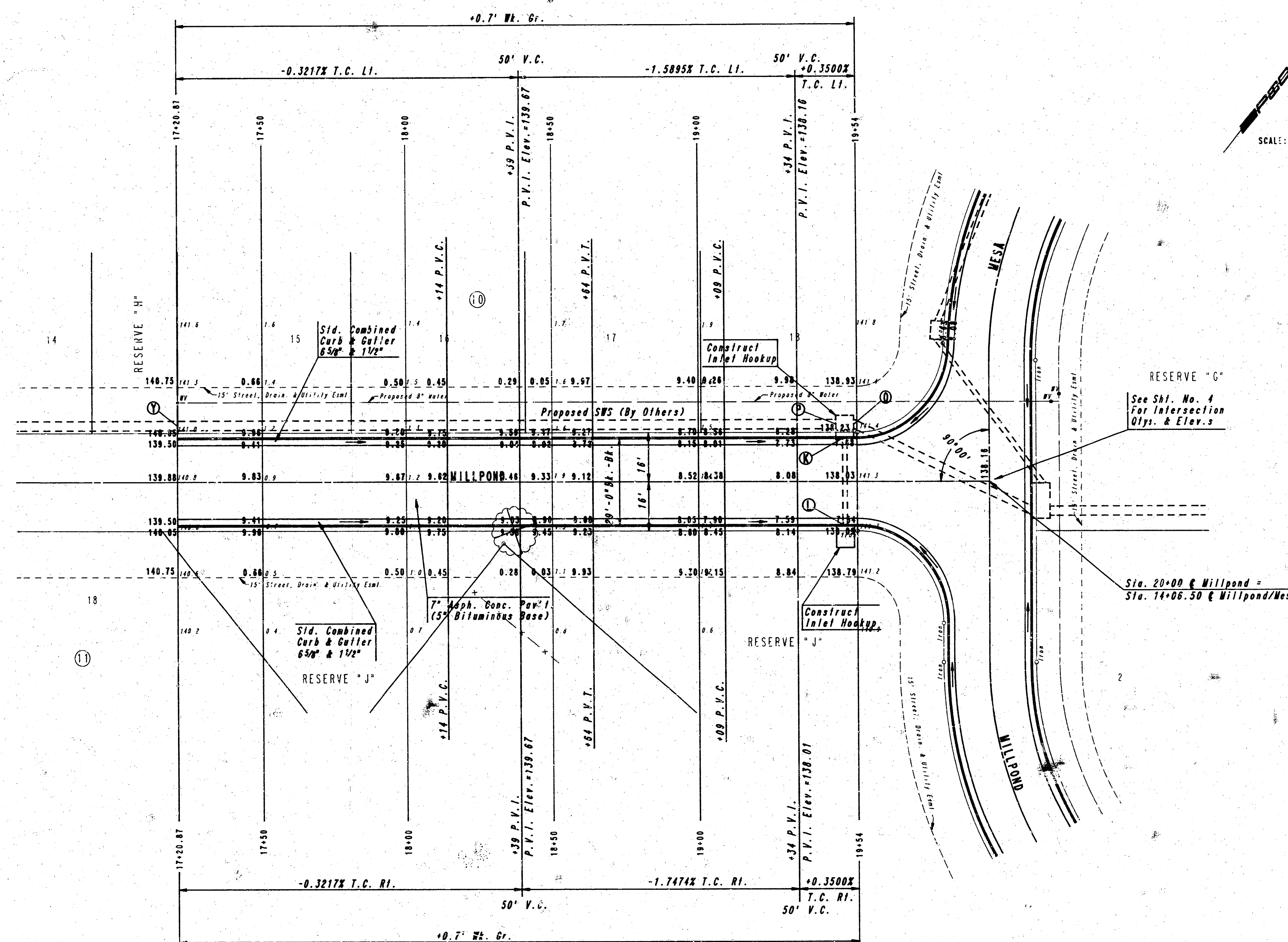
MESA
(STA. 15+50 TO AND INCLUDING CUL-DE-SAC)

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

Designed by	GDS	Checked by	S/15
Drawn by	JEP, DEP	Date	July 1985
		Job No.	85145

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-001	6	14

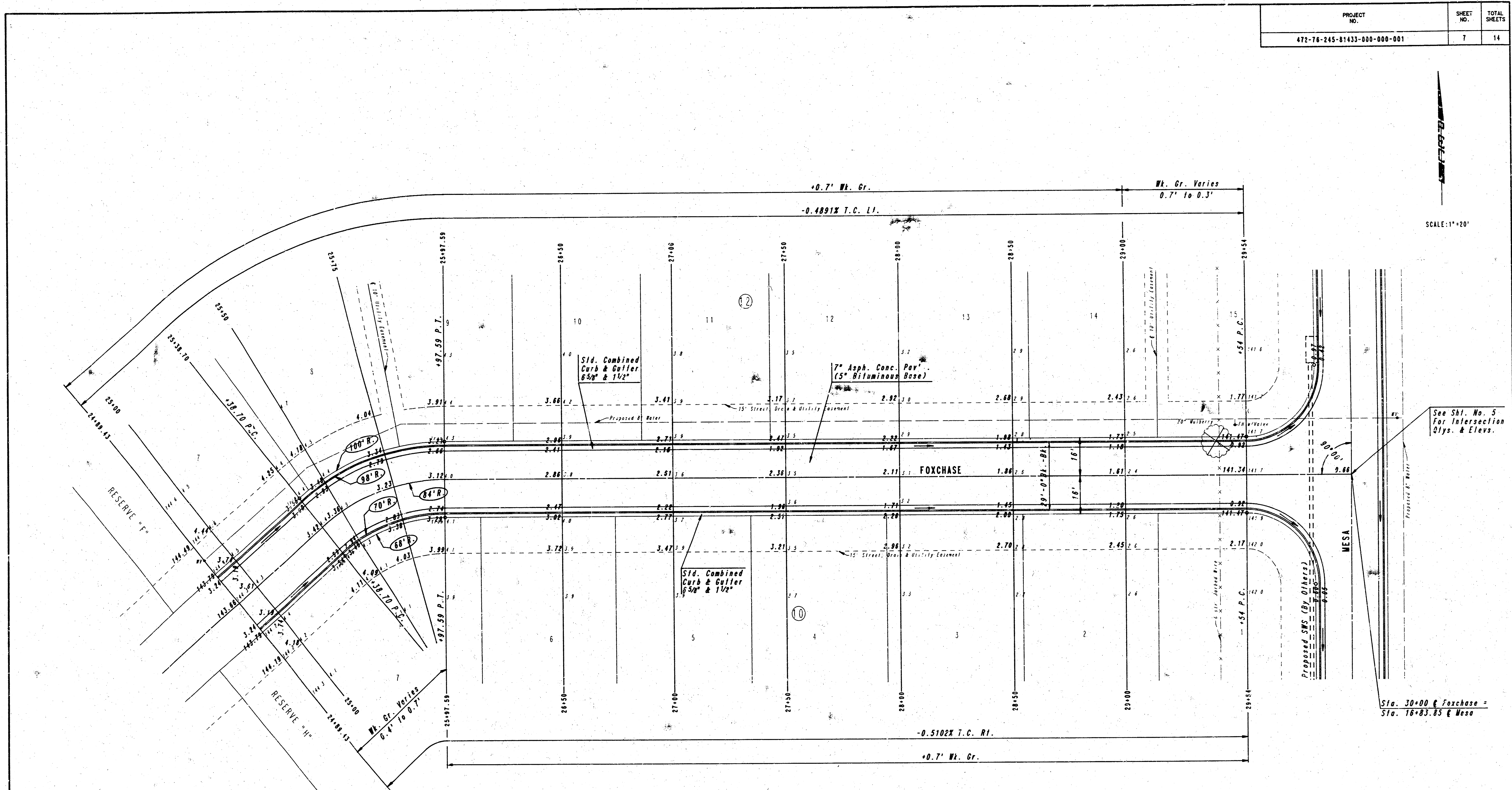


- ① E In=132.39 (15" RCP) or
E In=132.30 (18" CMP)
- ② E Out=132.95 (15" RCP) or
E Out=132.86 (18" CMP)
- ③ E Out=130.86 (36" RCP) or
E Out=130.72 (42" CMP)
- ④ E In=130.96 (36" RCP) or
E In=130.82 (42" CMP)
- ⑤ E=132.11 (36" RCP) or
E=131.97 (42" CMP)

MILLPOND	
(W.L. OF LOT 15, BLOCK 10, OAK CLIFF ESTATES 3RD ADDITION, TO MESA)	
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS	
Designed by: GDS	Checked by: 6/15
Drawn by: JEP, DEP	Date: July, 1955 Job No. 85145

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-001	7	14



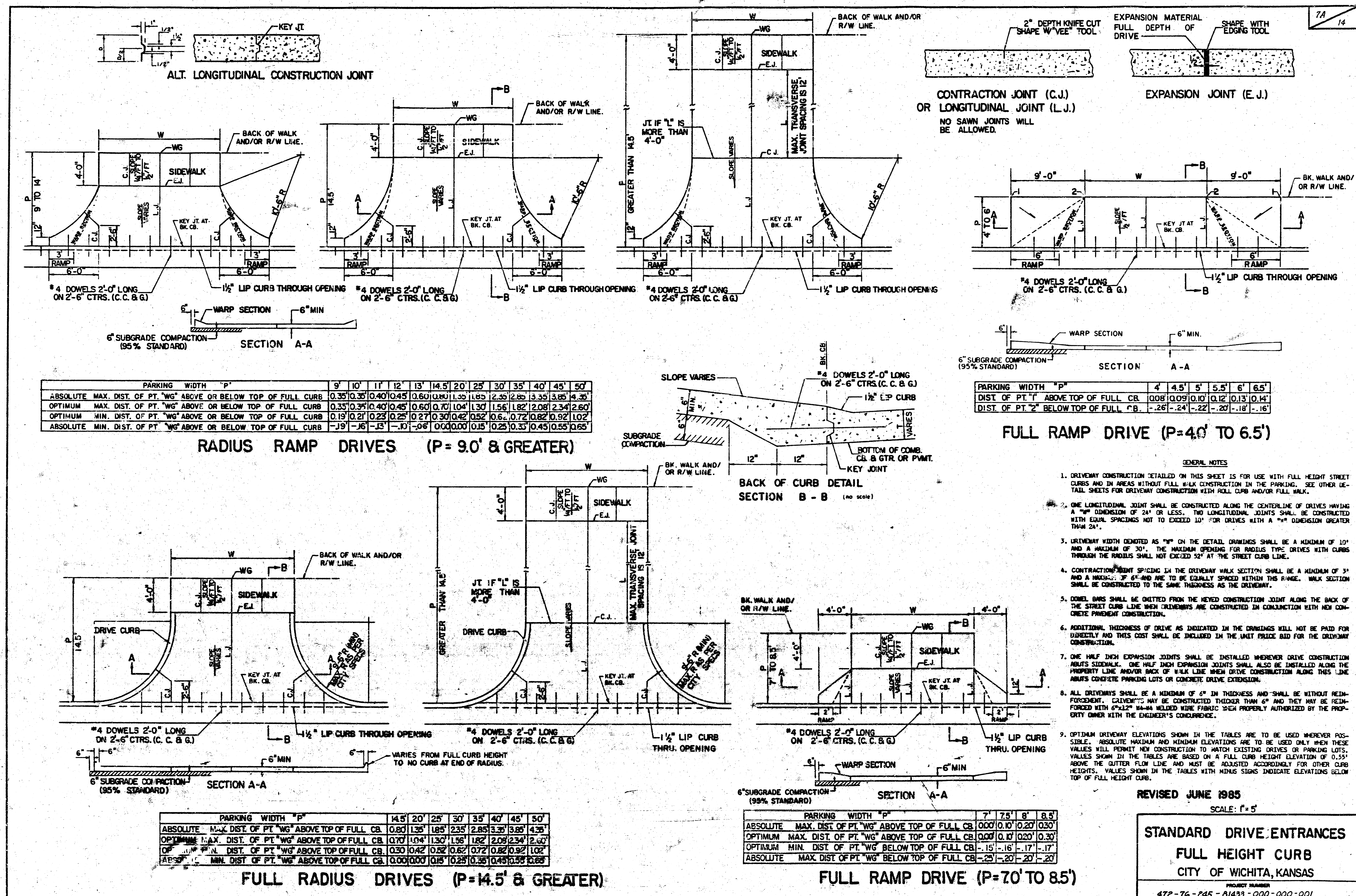
C CURVE DATA				
Δ=40°09'59" D=68°12'33" R=84.00' L=58.89' T=30.71' E=5.44'				
CURVE DATA BASED ON C RADIUS Δ/2=20°04'59.5"				
C STATION	C ARC LENGTH	CHORD LENGTH		C TOTAL DEFLECTION
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB	
25+38.70				
+50	11.30'	14.25'	8.33'	3°51'13"
+75	25.00'	31.43'	18.38'	8°31'32.5"
25+97.59	22.59'	28.42'	16.62'	7°42'14"

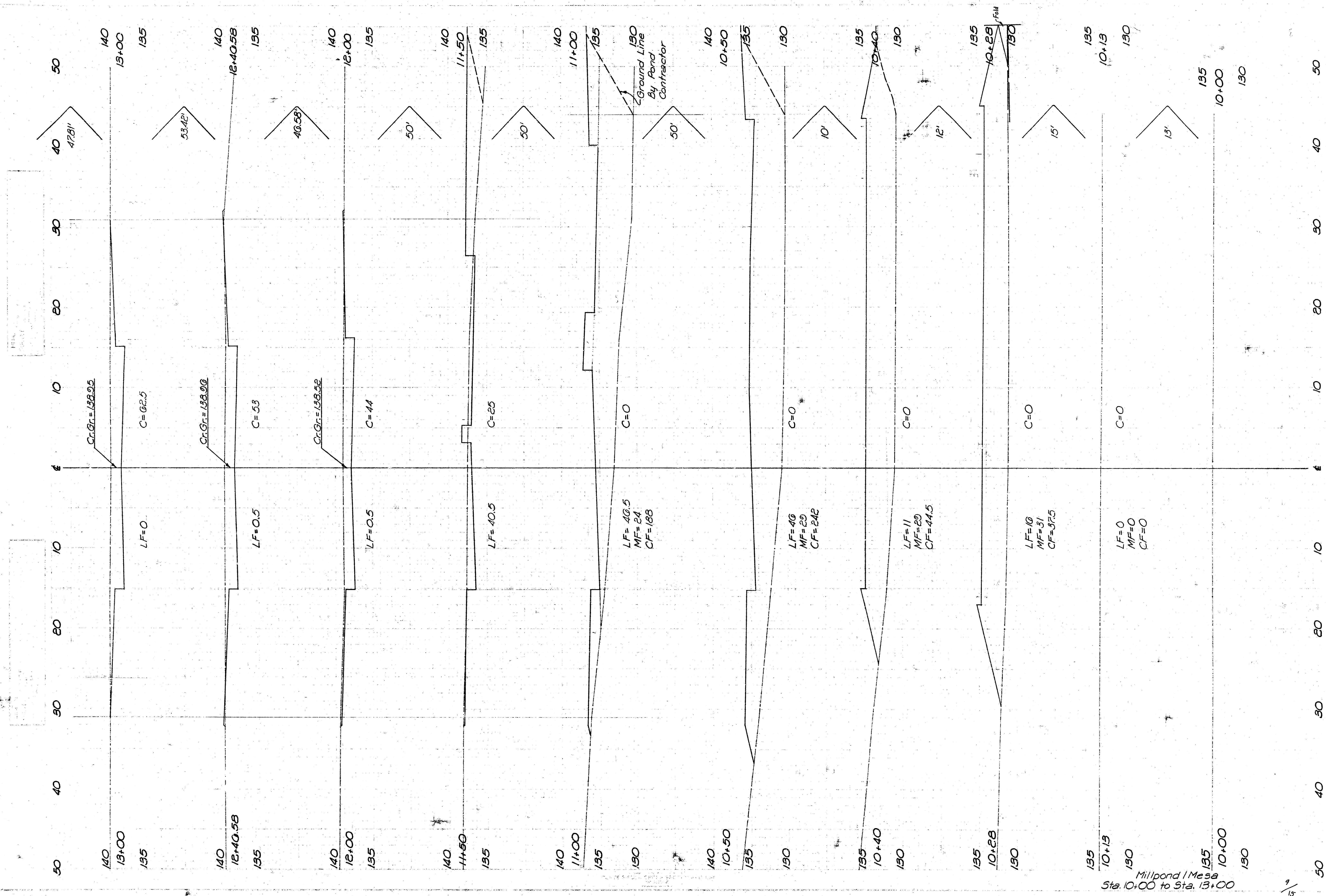
FOXCHASE
(W.L. OF LOT 7, BLOCK 12,
OAK CLIFF ESTATES 3RD ADDITION
TO THE W.L. MESA)

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

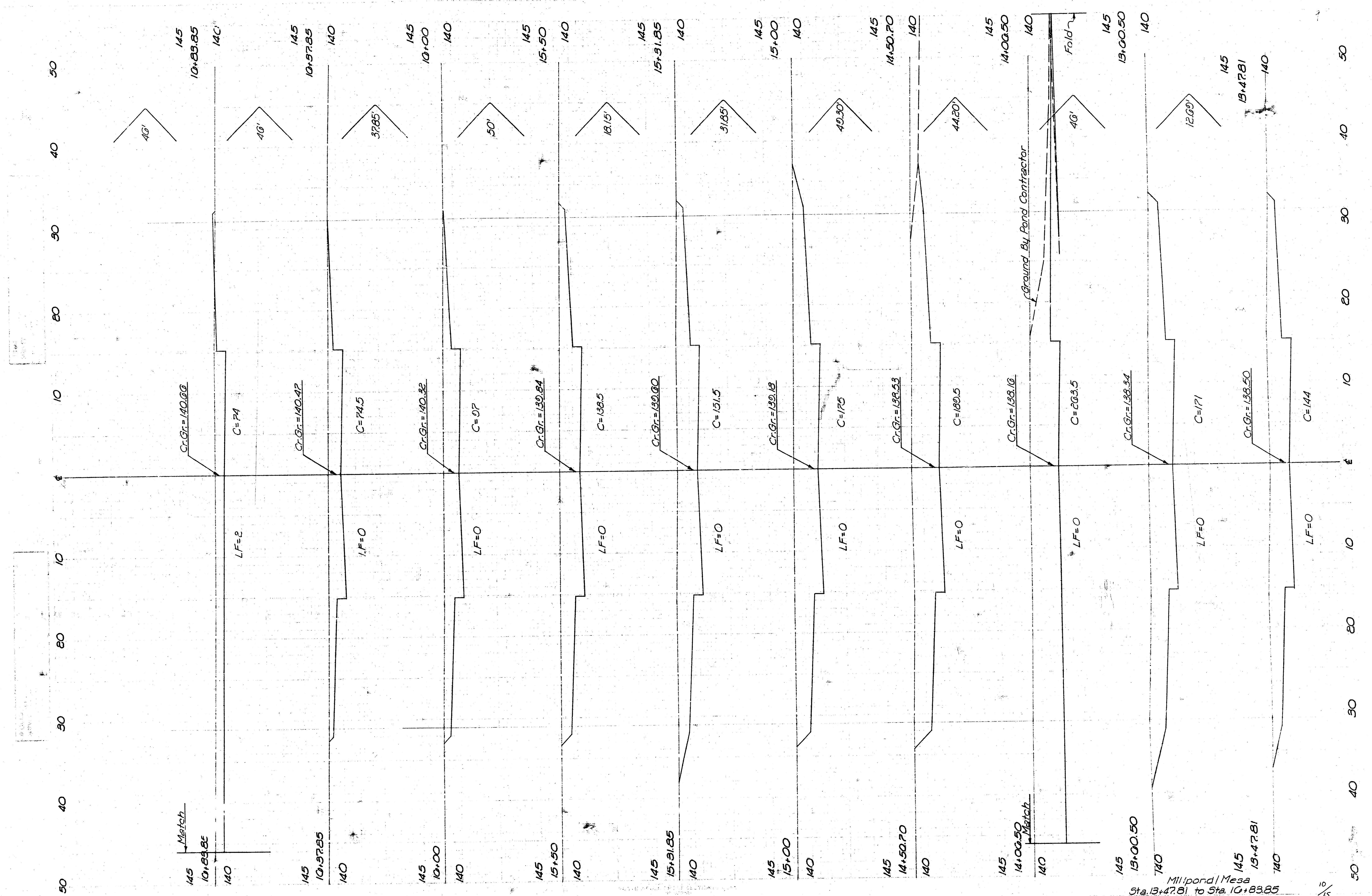
Designed by: J.B.S. Checked by: J/S
Drawn by: JGP, DEP Date: July, 1965 Job No. 85145

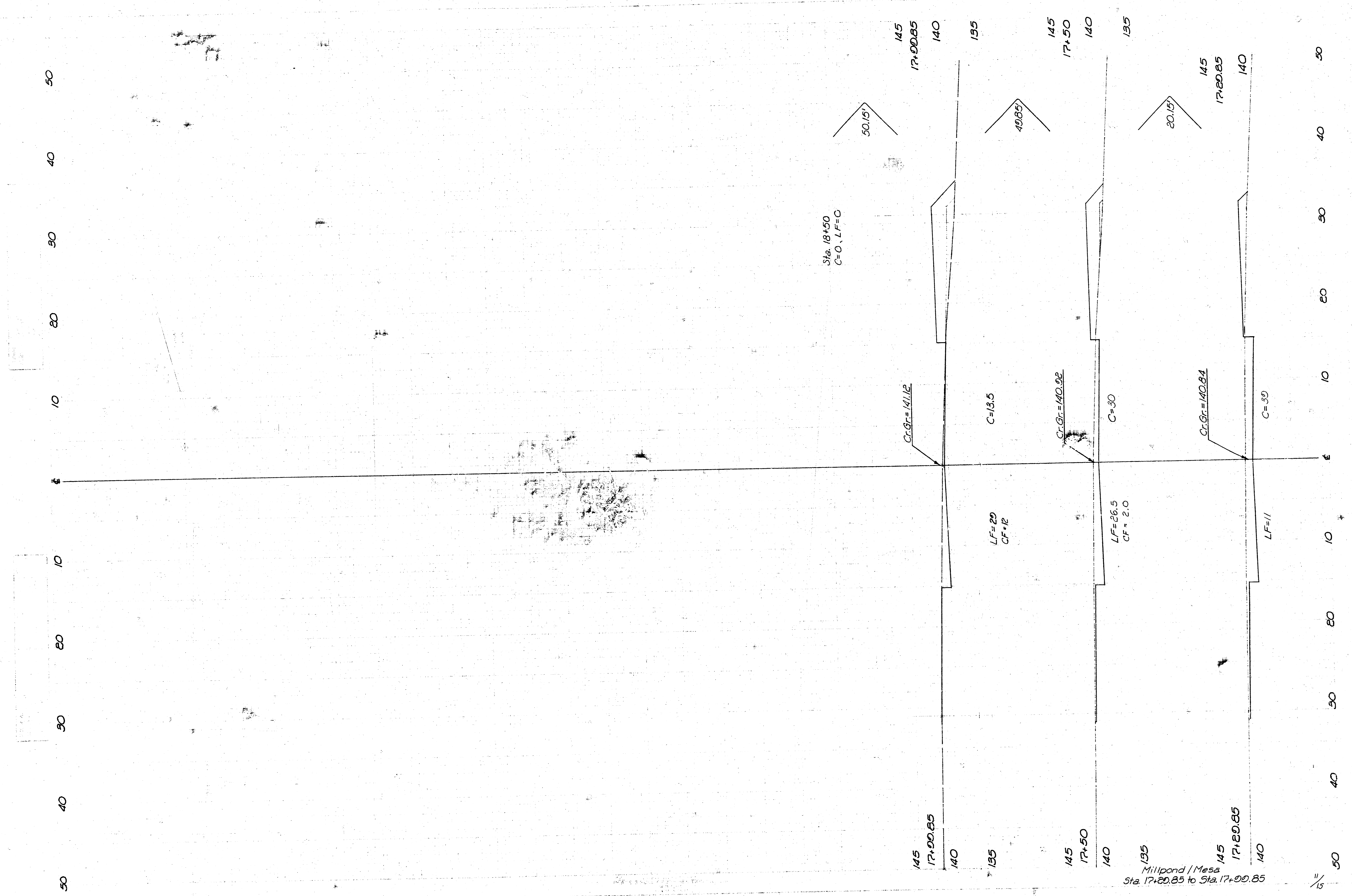
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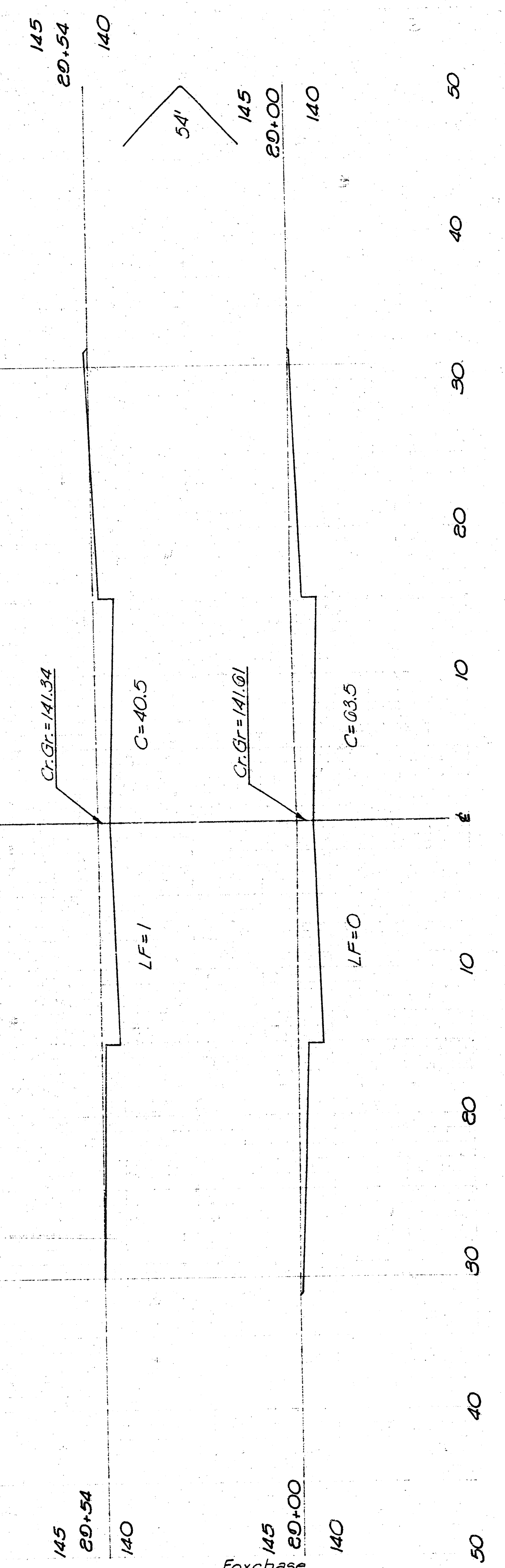


Millpond / Mesa
Sta. 17+00.85 to Sta. 17+20.85

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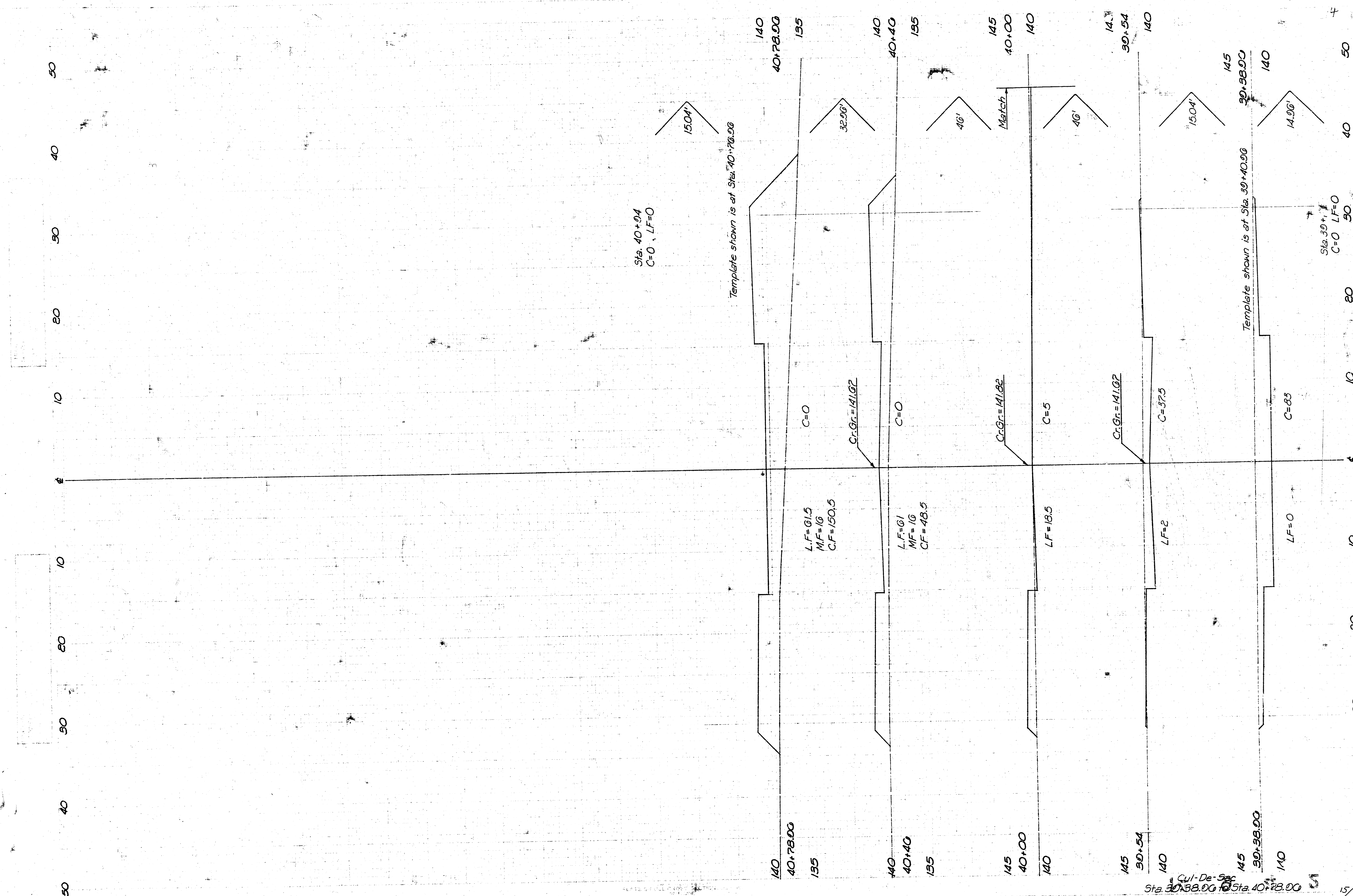
145
20+54
140

145
20+54
140



Foxchase
Sta. 20+00 to Sta. 20+54 1 1/2

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