CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

STREET IMPROVEMENTS

WHEATRIDGE & AUTUMN RIDGE - NORTH LINE OF LOT 17, BLOCK 1, TO THE SOUTH LINE OF LOT 39, BLOCK 1

AUTUMN RIDGE - WEST LINE OF LOT 1, BLOCK 1, TO THE WEST LINE OF 119TH STREET WEST

AUTUMN RIDGE COURT - NORTH LINE OF AUTUMN RIDGE TO AND INCLUDING CUL-DE-SAC SERVING LOTS 5 THROUGH 10, BLOCK 2, INCLUSIVE

AUTUMN RIDGE COURT - SOUTH LINE OF AUTUMN RIDGE TO AND INCLUDING CUL-DE-SAC SERVING LOTS 4 THROUGH 7, BLOCK 1, INCLUSIVE

AUTUMN RIDGE COURT - SOUTH LINE OF AUTUMN RIDGE TO AND INCLUDING CUL-DE-SAC SERVING LOTS 14 THROUGH 17, BLOCK 1, INCLUSIVE

AUTUMN RIDGE ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81604-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
3. TYPICAL SECTION 35' B.-B.
4. TYPICAL SECTION 29' B.-B.
5. TYPICAL SECTION 440 PAVING DETAILS
6. WHEATRIDGE & AUTUMN RIDGE STA. 10+00 TO STA. 14+29.19
7. AUTUMN RIDGE STA. 14+29.19 TO STA. 18+51.84
8. AUTUMN RIDGE STA. 18+51.84 TO STA. 23+67.06
9. AUTUMN RIDGE COURT CUL-DE-SAC TO STA. 50+62.00 AND STA. 90+00 TO CUL-DE-SAC
10. AUTUMN RIDGE COURT STA. 90+00 TO CUL-DE-SAC
11. AUTUMN RIDGE STA. 30+00 TO STA. 32+02
12. STANDARD DRIVE ENTRANCE DETAIL
13.-21. CROSS-SECTIONS

PROJECT SURVEY CONTROL

DATUM BENCH MARK: CITY OF WICHITA BENCH MARK DISC 1/2 MILE EAST OF 119TH STREET WEST AND 13TH STREET, DUE NORTH OF 1/4 SECTION CORNER, 8'± NORTH OF H-L POLE (E-W) AND 40.6' NORTH OF CENTERLINE 13TH STREET. ELEV. = 158.73

BENCH MARK: CHISELED "D" IN NORTH CURB 17TH STREET AT 119TH STREET WEST, 2 CURB JOINTS EAST OF EAST RETURN. ELEV. = 164.73

BENCH MARK: P.C., BACK OF NORTH CURB ON OLD WICK ROAD, 127.45' WEST OF SOUTHWEST CORNER OF AUTUMN RIDGE ADDITION. ELEV. = 158.17

EARTHWORK

EXCAVATION

X-SECTIONS	1803 CU. YDS.
10%	180 CU. YDS.
TOTAL	1983 CU. YDS.

COMPACTED FILL

X-SECTIONS	115 CU. YDS.
10%	12 CU. YDS.
TOTAL	127 CU. YDS.

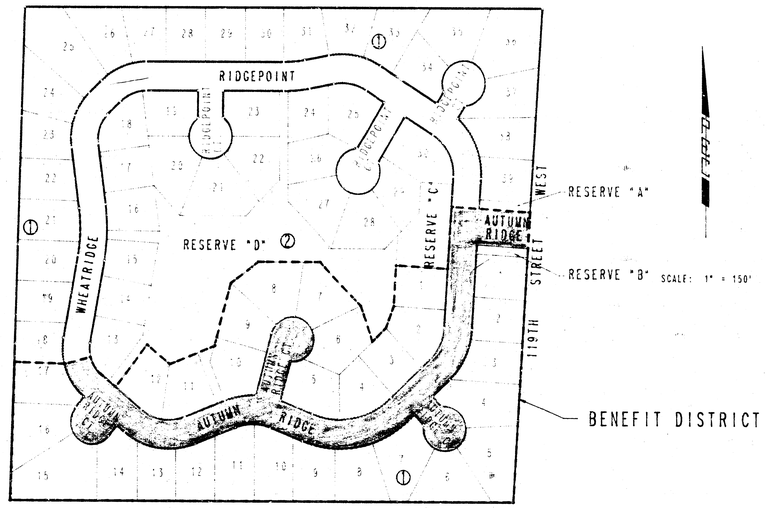
MANIPULATED FILL

X-SECTIONS	137 CU. YDS.
10%	14 CU. YDS.
TOTAL	151 CU. YDS.

LOOSE FILL

X-SECTIONS	1116 CU. YDS.
10%	112 CU. YDS.
TOTAL	1228 CU. YDS.

SUBGRADE MANIPULATION: 8313 S.Y.



GENERAL NOTES

1. UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO 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 SUCH LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

2. 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.

3. CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

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

5. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY DIRECTLY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.

6. 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.

DECEMBER, 1986

PLANS PREPARED BY

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS

WICHITA, KANSAS

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

21 Sheets 1/21

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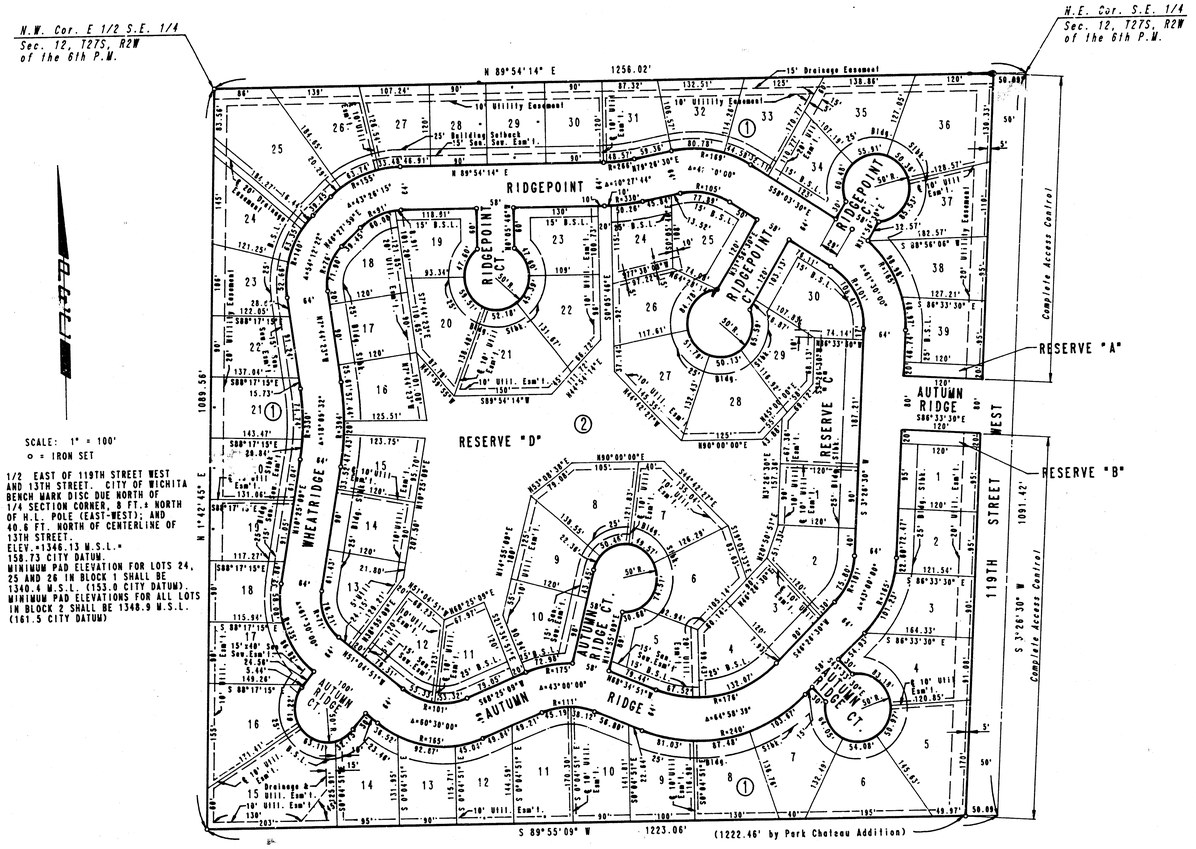
PROJECT NO.	SHEET NO.	TOTAL SHEETS
172-76-245-81804-000-000-001	2	21

AUTUMN RIDGE

TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'

o = IRON SET

B.M. - 1/2 EAST OF 119TH STREET WEST AND 13TH STREET. CITY OF WICHITA BENCH MARK DISC DUE NORTH OF 1/4 SECTION CORNER, 8 FT.± NORTH OF H.L. POLE (EAST-WEST); AND 40.6 FT. NORTH OF CENTERLINE OF 13TH STREET.
ELEV.=1346.13 M.S.L.=
138.73 CITY DATUM.
MINIMUM PAD ELEVATION FOR LOTS 24, 25 AND 26 IN BLOCK 1 SHALL BE 1340.4 M.S.L. (133.0 CITY DATUM).
MINIMUM PAD ELEVATIONS FOR ALL LOTS IN BLOCK 2 SHALL BE 1348.9 M.S.L. (161.5 CITY DATUM)

PLAT

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

Designed by		Checked by	
Drawn by	DEP	Date OCTOBER, 1986	Job No. 32-86356-4

2/21

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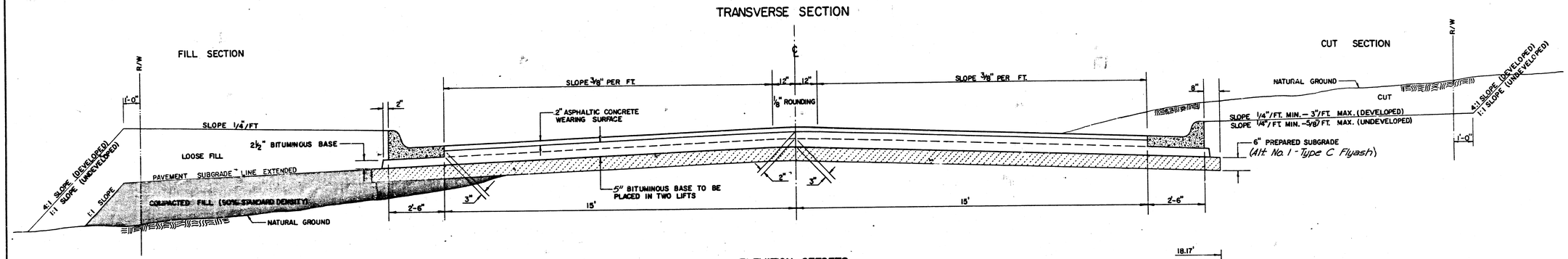
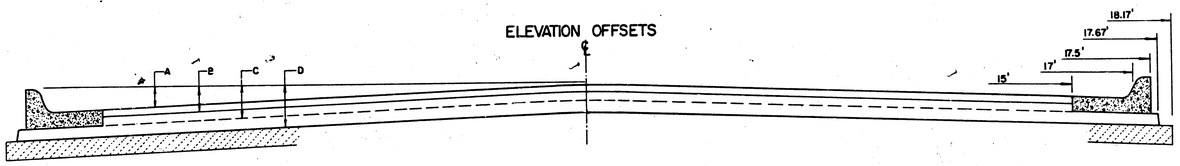
TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

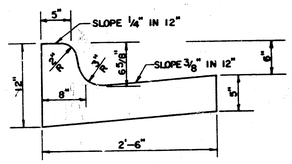


ELEVATION OFFSETS

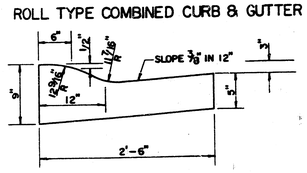


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	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.

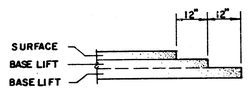
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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



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

472-76-245-81604-000-000-001

3/21

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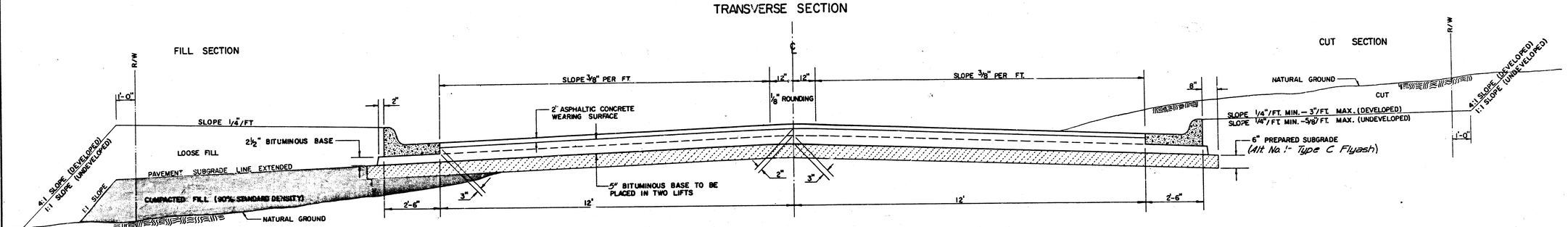
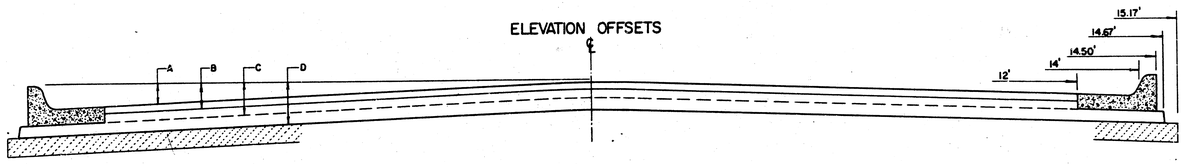
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

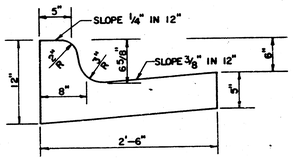


ELEVATION OFFSETS

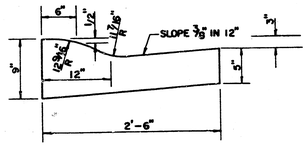


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF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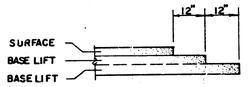
TRANSVERSE CONSTRUCTION JOINTS



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

472-76-245-81604-000-000-001

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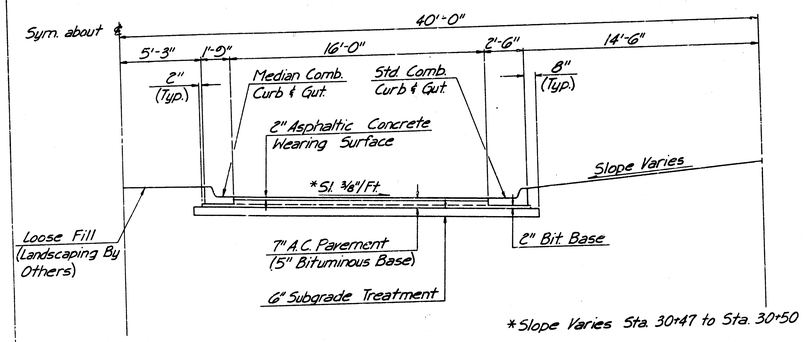
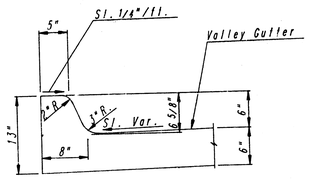
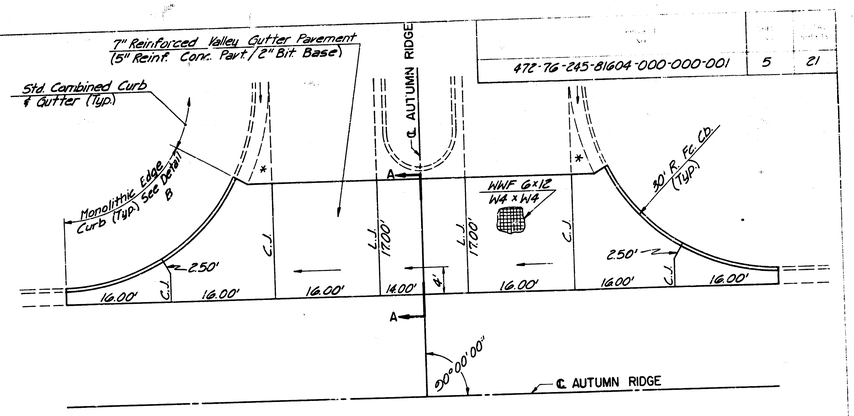


*Slope Varies Sta. 30+47 to Sta. 30+50

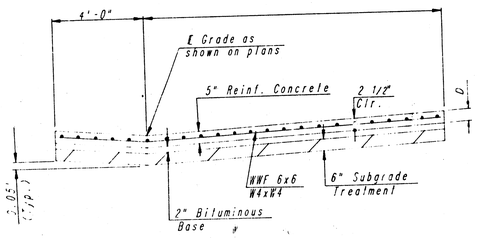
TYPICAL SECTION
AUTUMN RIDGE
STA. 30+47 TO STA. 31+43



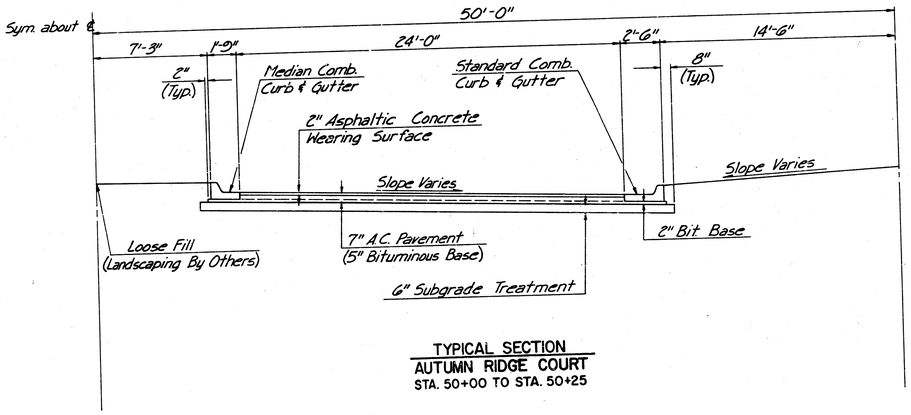
DETAIL B



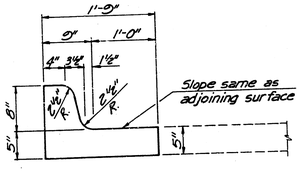
PLAN
STA. 23+07.06



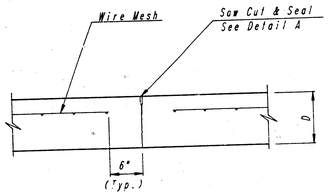
SECTION A-A



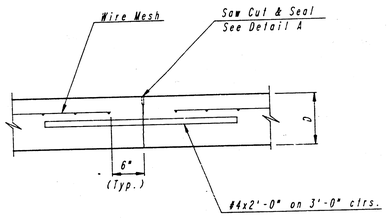
TYPICAL SECTION
AUTUMN RIDGE COURT
STA. 50+00 TO STA. 50+25



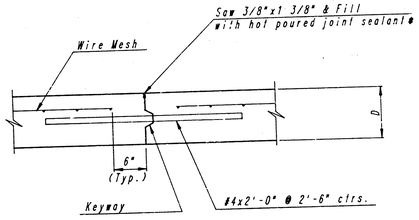
MEDIAN COMBINED CURB & GUTTER



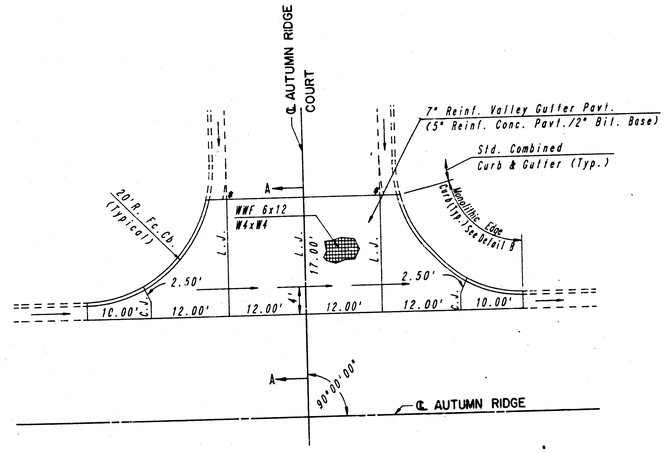
CONTRACTION JOINT
(C.J.)



LONGITUDINAL JOINT DETAIL
(L.J.)



LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALT. L.J.)



PLAN

* TO BE POURED MONOLITHICALLY WITH ADJACENT COMBINED CURB & GUTTER. SUBSIDIARY TO UNIT PRICE BID PER LIN. FT. FOR "COMBINED CURB AND GUTTER (3 5/8" & 1 1/2")"

TYPICAL SECTIONS & PAVING DETAILS

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

Designed by CSB		Checked by	
Drawn by BS		Date Dec. 1986	Job No. 86356-1

5/21

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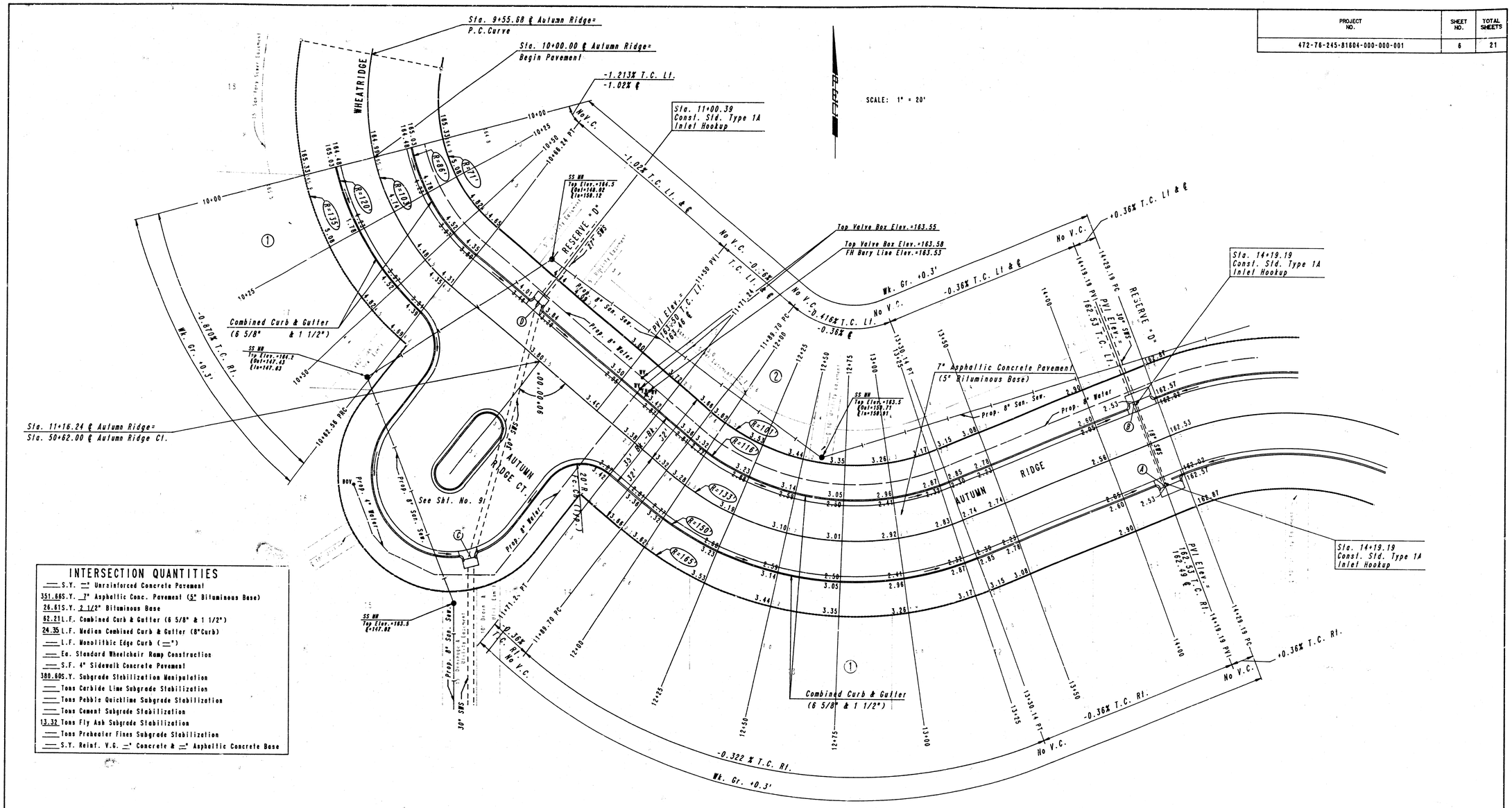
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81604-000-000-001	6	21



INTERSECTION QUANTITIES

- ___ S.Y. 7" Unreinforced Concrete Pavement
- 351.68 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 26.61 S.Y. 2 1/2" Bituminous Base
- 62.21 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- 24.35 L.F. Median Combined Curb & Gutter (8"Curb)
- ___ L.F. Monolithic Edge Curb (___")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 380.60 S.Y. Subgrade Stabilization Manipulation
- ___ Tons Carbide Lime Subgrade Stabilization
- ___ Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- 13.32 Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. V.G. 7" Concrete & 7" Asphaltic Concrete Base

℄ CURVE DATA

Δ=61°30'00" D=55°37'37" R=103.00' L=110.56' T=61.28' E=16.85'

CURVE DATA BASED ON ℄ RADIUS Δ/2=30°45'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
9+55.68	———	———	———	0°00'00"	0°00'00"
10+00	44.32	33.30	54.65	12°19'36"	12°19'36"
+25	25.00	18.89	30.99	6°57'12"	19°16'48"
+50	25.00	18.89	30.99	6°57'12"	26°14'00"
+62.56	12.56	9.51	15.59	3°29'36"	29°43'36"
+66.24	3.68	2.79	4.57	1°01'24"	30°45'00"

℄ CURVE DATA

Δ=60°30'00" D=43°04'46" R=133.00' L=140.44' T=77.56' E=20.96'

CURVE DATA BASED ON ℄ RADIUS Δ/2=30°15'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
11+89.70	———	———	———	0°00'00"	0°00'00"
12+00	10.30	8.36	12.23	2°13'07"	2°13'07"
+25	25.00	20.27	29.66	5°23'05.5"	7°36'12.5"
+50	25.00	20.27	29.66	5°23'05.5"	12°59'18"
+75	25.00	20.27	29.66	5°23'05.5"	18°22'23.5"
13+00	25.00	20.27	29.66	5°23'05.5"	23°45'29"
+25	25.00	20.27	29.66	5°23'05.5"	29°08'34.5"
+30.14	5.14	4.17	6.11	5°23'05.5"	30°15'00"

Storm Water Sewer ℄

- (A) 157.93
- (B) 157.81
- (C) 156.33
- (D) 156.56

WHEATRIDGE/AUTUMN RIDGE
STA. 10+00.00 TO STA. 14+29.19

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

Designed by	CSB	Checked by	
Drawn by	DEP	Date OCT., 1986	Job No. 86356-1

6/21

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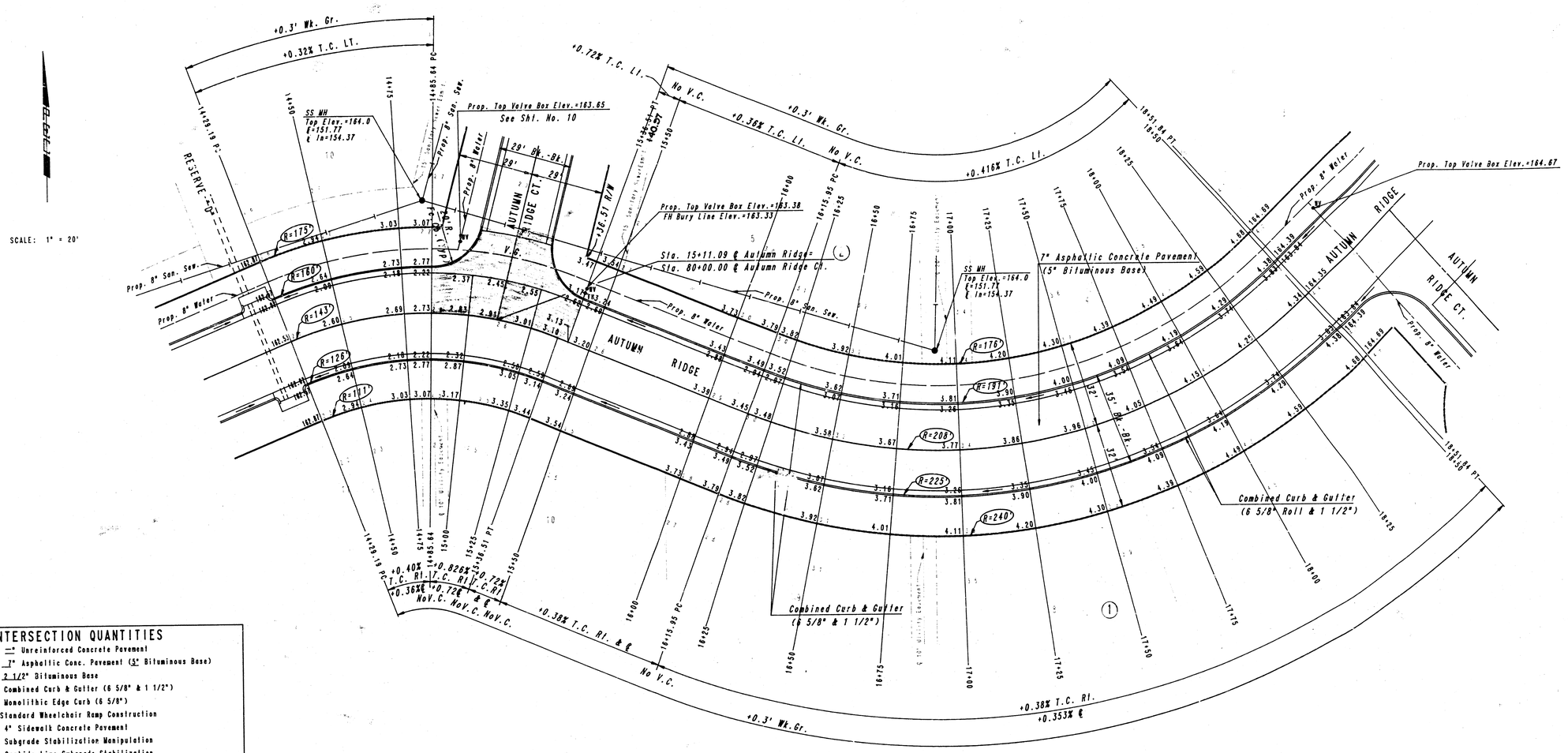
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81604-000-000-001	7	21



INTERSECTION QUANTITIES

- ___ S.Y. ___" Unreinforced Concrete Pavement
- 106.78 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 2.45 S.Y. 2 1/2" Bituminous Base
- 8.13 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- 50.78 L.F. Monolithic Edge Curb (6 5/8")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 189.51 S.Y. Subgrade Stabilization Manipulation
- ___ Tons Carbide Lime Subgrade Stabilization
- ___ Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- 6.63 Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- 77.71 S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

℄ CURVE DATA

Δ=43°00'00" D=40°04'01" R=143.00' L=107.32' T=56.33' E=10.69'

CURVE DATA BASED ON ℄ RADIUS Δ/2=21°30'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
14+29.19	___	___	___	0°00'00"	0°00'00"
+50	20.81	24.43	17.16	4°10'08"	4°10'08"
+75	25.00	29.33	20.60	5°00'30"	9°10'38"
+85.64	10.64	12.50	8.78	2°07'54"	11°18'32"
15+00	14.36	16.86	11.85	2°52'37"	14°11'09"
+25	25.00	29.33	20.60	5°00'30"	19°11'39"
+36.51	11.51	13.52	9.50	2°18'21"	21°30'00"

℄ CURVE DATA

Δ=64°58'39" D=27°32'46" R=208.00' L=235.89' T=132.45' E=38.59'

CURVE DATA BASED ON ℄ RADIUS Δ/2=32°29'19.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
16+15.95	___	___	___	0°00'00"	0°00'00"
+25	9.05	7.96	10.14	1°14'47.5"	1°14'47.5"
+50	25.00	21.98	27.99	3°26'35.5"	4°41'23"
+75	25.00	21.98	27.99	3°26'35.5"	8°07'58.5"
17+00	25.00	21.98	27.99	3°26'35.5"	11°34'34"
+25	25.00	21.98	27.99	3°23'35.5"	15°01'09.5
+50	25.00	21.98	27.99	3°26'35.5"	18°27'45"
+75	25.00	21.98	27.99	3°26'35.5"	21°54'20.5"
18+00	25.00	21.98	27.99	3°26'35.5"	25°20'56"
+25	25.00	21.98	27.99	3°26'35.5"	28°47'31.5
+50	25.00	21.98	27.99	3°26'35.5"	32°14'07"
+51.84	1.84	1.62	2.06	0°15'12.5"	32°29'19.5"

AUTUMN RIDGE
STA. 14+29.19 TO STA. 18+51.84

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

Designed by	CSB	Checked by	
Drawn by	DEP	Date NOV., 1986	Job No. 8635P-1

7/21

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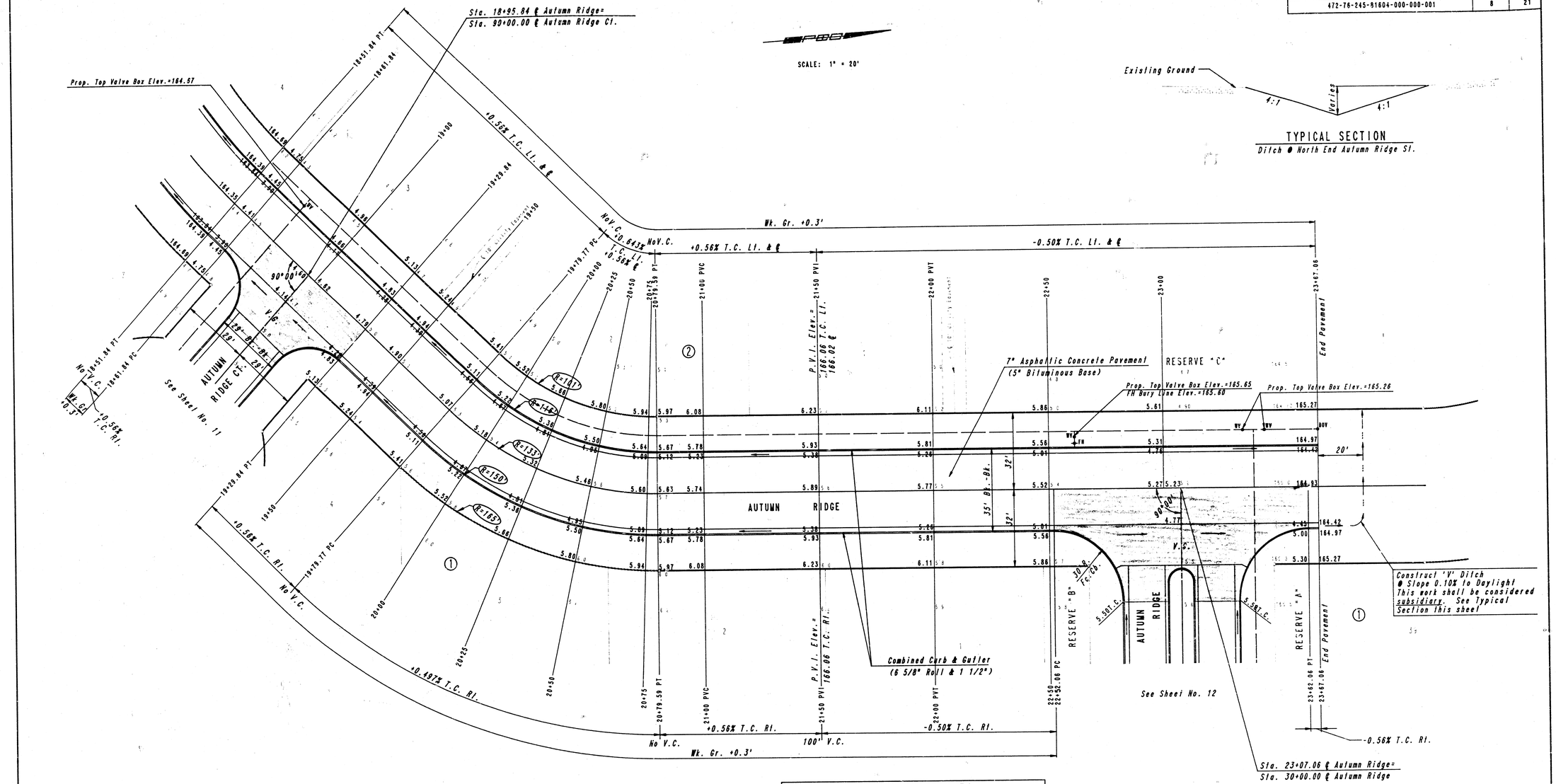
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81604-000-000-001	8	21



Existing Ground

4:1 Varies 4:1

TYPICAL SECTION

Ditch @ North End Autumn Ridge St.

INTERSECTION QUANTITIES

120.66 — S.Y. — " Unreinforced Concrete Pavement
3.0 ~~13.66~~ S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
~~10.24~~ S.Y. 2 1/2 Bituminous Base
10.11 L.F. Combined Curb & Gutter (3 5/8" & 1 1/2")
52.73 L.F. Monolithic Edge Curb (6 5/8")
— Ea. Standard Wheelchair Ramp Construction
— S.F. 4" Sidewalk Concrete Pavement
217.67 S.Y. Subgrade Stabilization Manipulation
— Tons Carbide Lime Subgrade Stabilization
— Tons Pebble Quicklime Subgrade Stabilization
— Tons Cement Subgrade Stabilization
7.62 Tons Fly Ash Subgrade Stabilization
— Tons Preheater Fines Subgrade Stabilization
83.51 S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

℄ CURVE DATA

Δ=43°00'00" D=43°04'46" R=133.00' L=99.82' T=52.39' E=9.95'

CURVE DATA BASED ON ℄ RADIUS Δ/2=21°30'00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
19+79.77	——	——	——	0°00'00"	0°00'00"
20+00	20.23	16.41	24.01	4°21'26"	4°21'26"
+25	25.00	20.27	26.95	5°23'05"	9°44'31"
+50	25.00	20.27	26.95	5°23'05"	15°07'36"
+75	25.00	20.27	26.95	5°23'05"	20°30'41"
20+79.59	4.59	3.73	5.45	5°23'05"	21°30'00"

INTERSECTION QUANTITIES

— S.Y. — " Unreinforced Concrete Pavement
236.67 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
8.7 ~~42.78~~ S.Y. 2 1/2" Bituminous Base
29.27 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
64.98 L.F. Monolithic Edge Curb (6 5/8")
34.06 L.F. Median Combined Curb & Gutter (8" Curb)
— S.F. 4" Sidewalk Concrete Pavement
417.53 S.Y. Subgrade Stabilization Manipulation
— Tons Carbide Lime Subgrade Stabilization
— Tons Pebble Quicklime Subgrade Stabilization
— Tons Cement Subgrade Stabilization
14.61 Tons Fly Ash Subgrade Stabilization
— Tons Preheater Fines Subgrade Stabilization
150.18 S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

AUTUMN RIDGE
STA. 18+51.84 TO STA. 23+67.06

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

Designed by	CSB	Checked by	
Drawn by	DEP	Date OCT..1986	Job No. 86356-1

8/21

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81604-000-000-001	9	21

SCALE: 1" = 20'

Sta. 11+16.24 ℄ Autumn Ridge=
Sta. 50+62.00 ℄ Autumn Ridge Ct.

SS MH
Top Elev.=164.5
℄ Out=148.02
℄ In=150.12

Prop. Top Valve Box Elev.=163.55

Prop. Top Valve Box Elev.=163.58
FH Bury Line Elev.=163.53

SS MH
Top Elev.=164.2
℄ Out=147.43
℄ In=147.63

Combined Curb & Gutter
(3 5/8" Roll & 1 1/2")

Prop. Top Valve Box Elev.=164.67

5' Transition from Roll-Type Combined Curb & Gutter to Standard Combined Curb & Gutter*

Const. Std. Type 1A Inlet Hookup

SS MH
Top Elev.=164.5
℄ Out=148.02
℄ In=150.12

Sta. 50+00 ℄ Autumn Ridge Ct.

Sta. 90+00.00 ℄ Autumn Ridge Ct.=
Sta. 18+95.84 ℄ Autumn Ridge

Sta. 91+02.73 ℄ Autumn Ridge Ct.

* Curb & Gutter Transitions to be paid for as "Combined Curb & Gutter (3 5/8" Roll & 1 1/2")."

NOTE: THESE STREETS TO BE CONSTRUCTED WITH ROLL-TYPE CURB.

AUTUMN RIDGE CT.
STA. 90+00.00 TO STA. 91+02.73

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

9/21

Designed by	CSB	Checked by	
Drawn by	DEP	Date OCT., 1986	Job No. 86356-1

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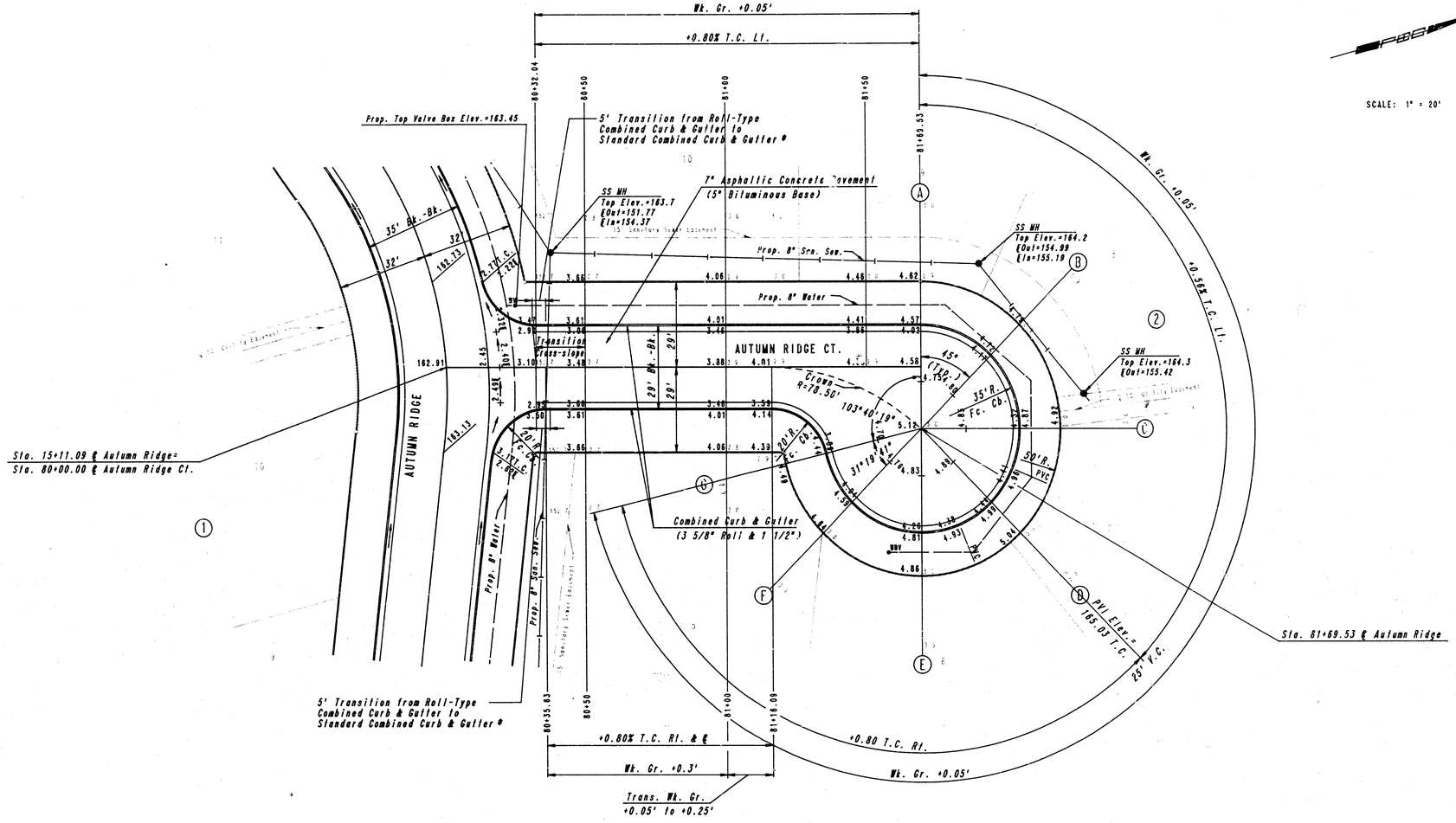
PROJECT NO	SHEET NO.	TOTAL SHEETS
472-76-245-81604-000-000-001	10	21

SCALE: 1" = 20'



NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB.

* Curb & Gutter Transitions to be paid for as "Combined Curb & Gutter (3 5/8" Roll & 1 1/2")."

AUTUMN RIDGE CT.
STA. 80+00.00 TO STA. 81+69.53

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

10/21

Designed by	CSB	Checked by	
Drawn by	DEP	Date OCT., 1986	Job No. 86356-1

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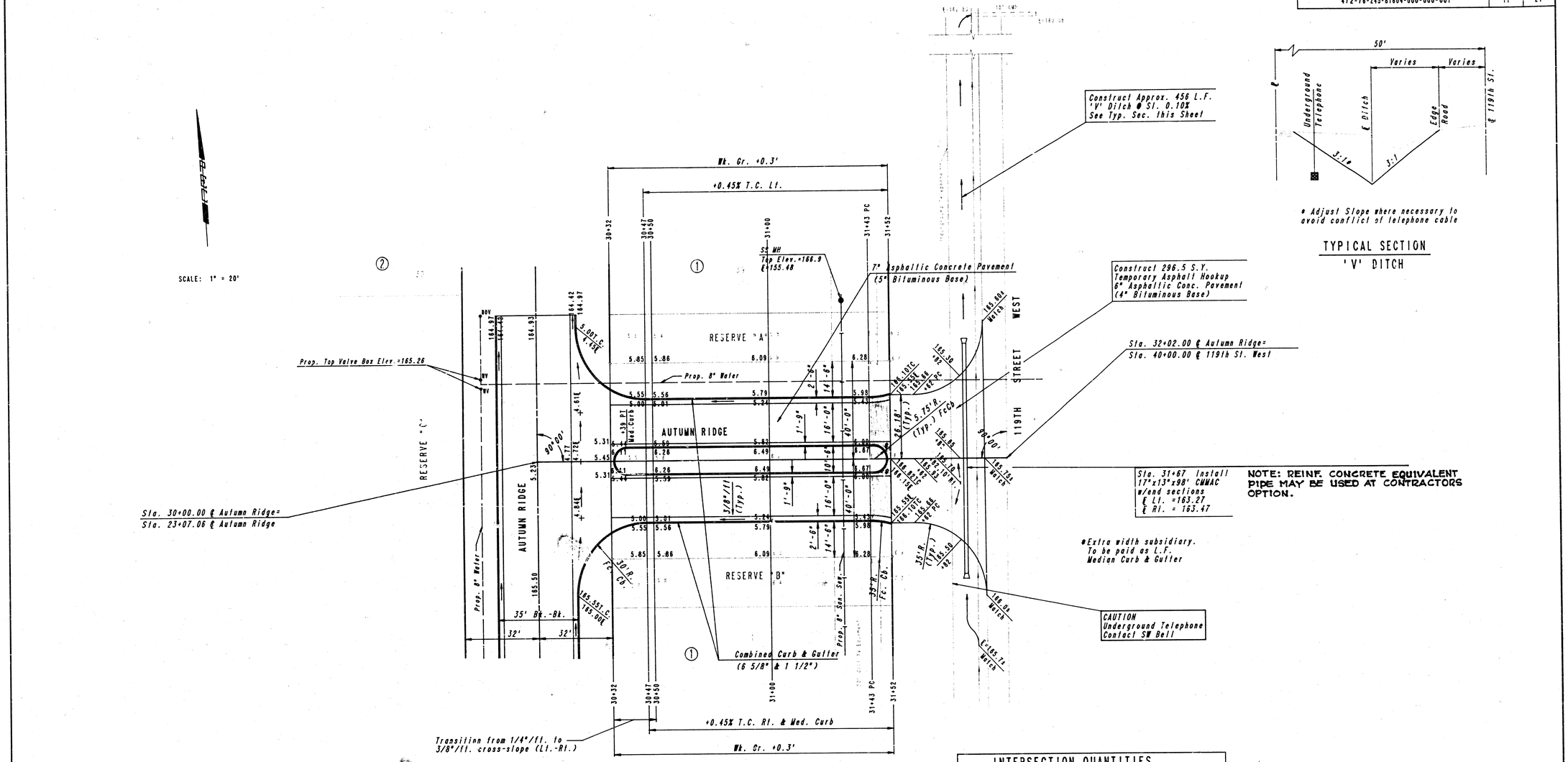
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81604-000-000-001	11	21



TYPICAL SECTION
'V' DITCH

INTERSECTION QUANTITIES

- ___ S.Y. ___" Unreinforced Concrete Pavement
- 32.75 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 9.61 S.Y. 2 1/2" Bituminous Base
- 18.20 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- 22.06 L.F. Median Combined Curb & Gutter (8" Curb)
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 47.44 S.Y. Subgrade Stabilization Manipulation
- ___ Tons Carbide Lime Subgrade Stabilization
- ___ Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- 1.66 Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. V.G. ___" Concrete & ___" Asphaltic Concrete Base

AUTUMN RIDGE
STA. 30+00.00 TO STA. 32+02.00

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

11/21

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Drawn by	DEP	Date OCT., 1986	Job No. 86356-1

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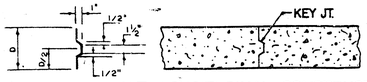
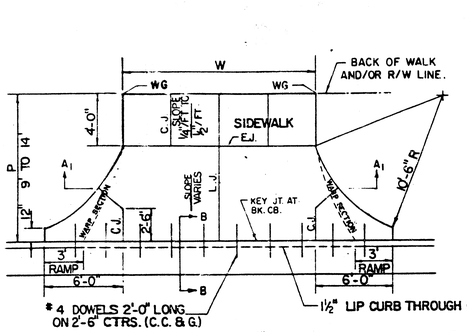
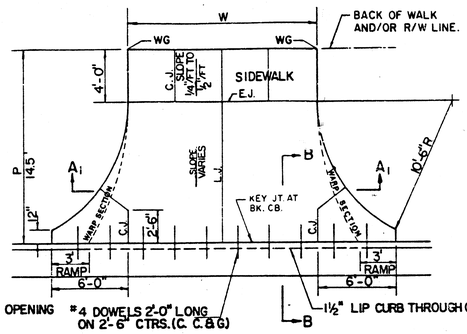
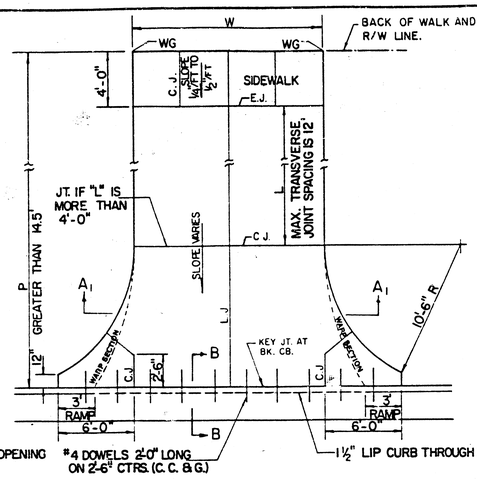
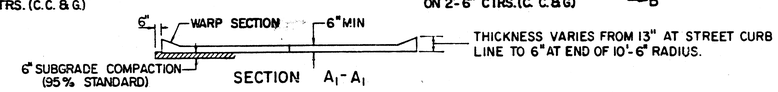


ALT. LONGITUDINAL CONSTRUCTION JOINT



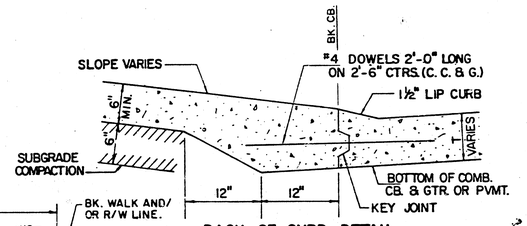




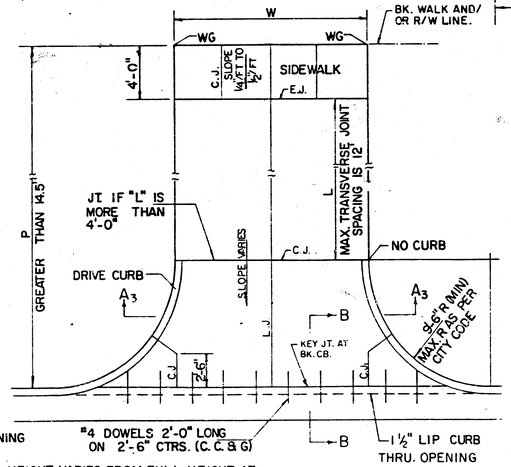


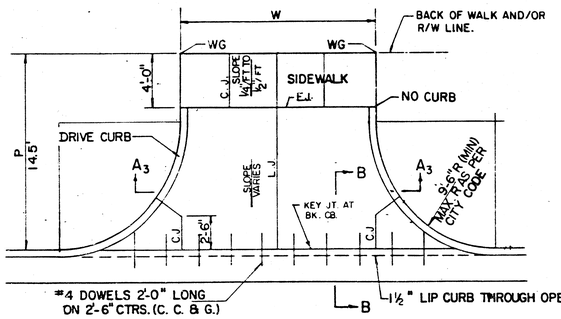
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'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

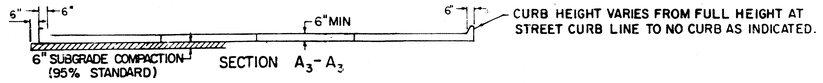
RADIUS RAMP DRIVES (P = 9.0' & GREATER)



BACK OF CURB DETAIL
SECTION B - B (no scale)

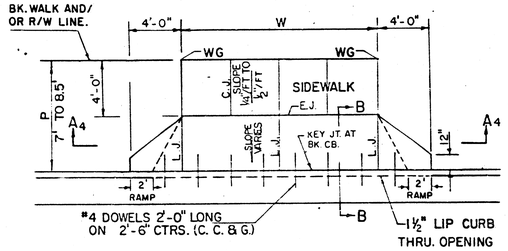


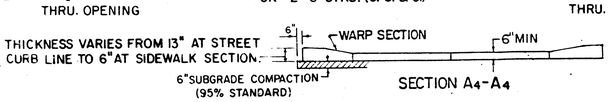




PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL 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'

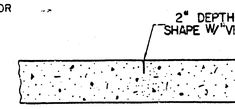
FULL RADIUS DRIVES (P=14.5' & GREATER)





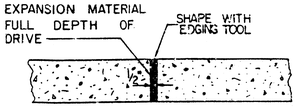
PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.17'
ABSOLUTE	MAX. DIST OF PT. "WG" BELOW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

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

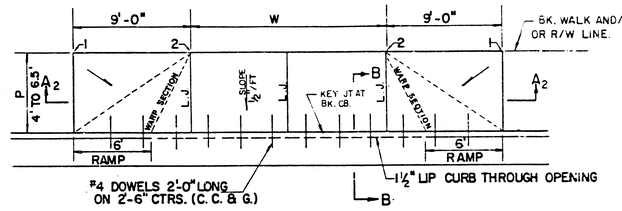


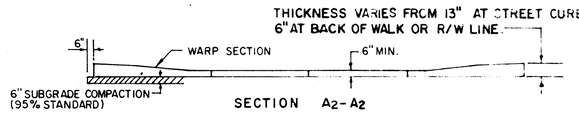
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.



EXPANSION JOINT (E. J.)





PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.03'	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'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81602-

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Wheatridge / Autumn Ridge

Proj. No. 412-76-2685-01(004)-000-000-020

Grand Totals
EXC. = 1803 C.Y.
CF = 115 C.Y.
MF = 197 C.Y.
LF = 1116 C.Y.

Wheatridge / Autumn Ridge
Sta. 10+00 to Sta. 13+50

Sheet 13 of 21

13/21

50 45 40 35 30 25 20 15 10 5 E 5 10 15 20 25 30 35 40 45 50

10+00 — 165 — 160

C=47 LF=3

EXC. = 242 C.Y.
LF = 305 C.Y.
MF = 42 C.Y.
CF = 10 C.Y.

50' EXC. = 78 LF = 6

10+50 — 165 — 160

C=37 LF=4

12.56' EXC. = 17 LF = 2

10+62.50 — 165 — 160

C=36 LF=4

53.68' EXC. = 61 LF = 14

11+16.24 — 165 — 160

C=25 LF=10

55' EXC. = 35 LF = 31

11+71.24 — 165 — 160

C=9 LF=20

184' EXC. = 2 LF = 18 MF = 1

C=2 LF=32 MF=4

19+50 — 165 — 160

C=9 LF=25

50' EXC. = 31 LF = 33

19+30.14 — 165 — 160

C=7 LF=27 MF=1

30.14' EXC. = 6 LF = 32 MF = 2

19+00 — 165 — 160

C=4 LF=30 MF=2

50' EXC. = 4 LF = 67 MF = 16 CF = 5

18+50 — 165 — 160

C=0 LF=42 MF=15 CF=5

50' EXC. = 1 LF = 70 MF = 21 CF = 5

12+00 — 165 — 160

C=1 LF=34 MF=8

10.30' EXC. = 0.6 LF = 13 MF = 2

11+89.70 — 165 — 160

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Autumn Ridge
Proj No 412-78-245 BIGNAT0000001

Autumn Ridge
Sta. 14+00 to Sta. 17+00

Sheet 14 of 21

14/21

50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50

| | | |

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Autumn Ridge
Sta. 17+50 to Sta. 20+79.59

Sheet 15 of 21

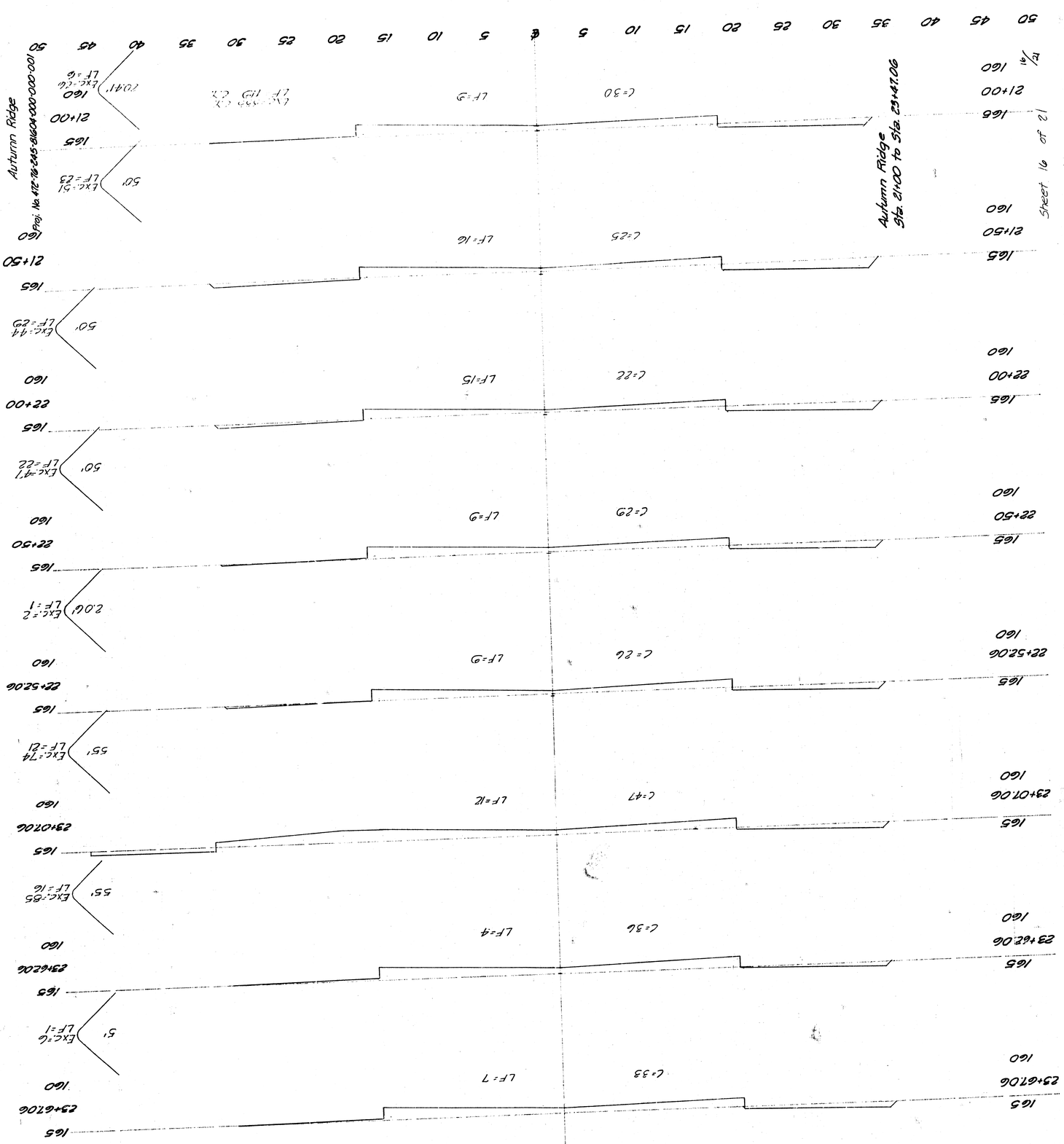
15/21

Proj. No. STP-76-2(15)8024-000-000-001

Autumn Ridge

50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50

| | | |


Autumn Ridge
Proj. No. 472-116-2445-8160A-000-000-001
Autumn Ridge
Sta. 21+00 to Sta. 23+47.06
Sheet 16 of 21
16/21
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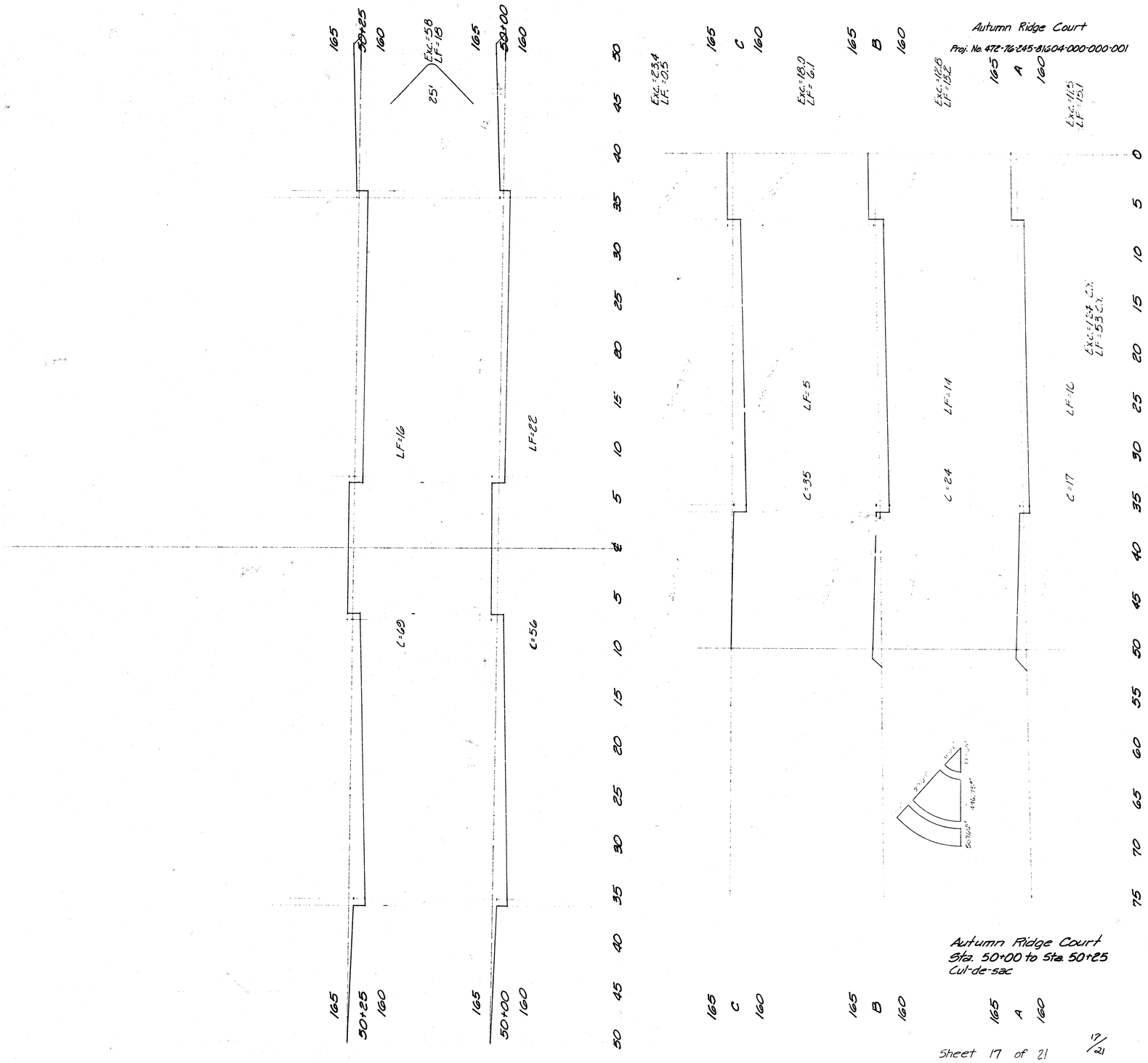
50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50
165
160
21+00
21+50
22+00
22+50
23+00.06
23+62.06
23+67.06
C=30
LF=9
C=25
LF=10
C=22
LF=15
C=29
LF=9
C=26
LF=9
C=47
LF=12
C=33
LF=7
C=36
LF=4
50'
Exc.=51
LF=23
50'
Exc.=44
LF=29
50'
Exc.=47
LF=22
2.06'
Exc.=2
LF=1
55'
Exc.=74
LF=21
5'
Exc.=0
LF=1
55'
Exc.=85
LF=16
Exc.=33 CY
LF=19 CY
20.41'
Exc.=6
LF=6



Sheet 17 of 21

17/21

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0

170
G
165

Exc.=10.8
LF=2.1
MF=0.2

170
G
165

Exc.=6.2
LF=18.9
MF=0.6

170
F
165

170
F
165

Exc.=6.0
LF=12.4
MF=0.4

170
E
165

170
E
165

Exc.=6.9
LF=8.0
MF=0.1

170
D
165

170
D
165

Exc.=9.7
LF=3.7
MF=0.2

170
C
165

170
C
165

Exc.=12.5
LF=0.7
MF=0.2

170
B
165

584.55'
N16°E
591.55'
S6°W
C=16
LF=0
MF=1

170
B
165

Exc.=11
LF=1.5
MF=0.2

170
A
165

160.33'
S6°W
574.58'
C=11
LF=4
MF=1

170
A
165

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0

Exc.=16
LF=0.5
MF=0.2

170
90+59.50
165

170
90+59.50
165

Autumn Ridge Court
Sta. 90+37 to Sta. 90+59.50
and Cul-de-sac

C=27
LF=3

22.50°
Exc.=23
LF=3

Proj. No. 412-76-245-81404-000-000-001

Autumn Ridge Court

170
90+37
165

170
90+37
165

C=22
LF=4
Exc.=18 C.Y.
LF=16 C.Y.
MF=2 C.Y.

Sheet 18 of 21
18/21

50 45 40 35 30 25 20 15 10 5 ℄ 5 10 15 20 25 30 35 40 45 50

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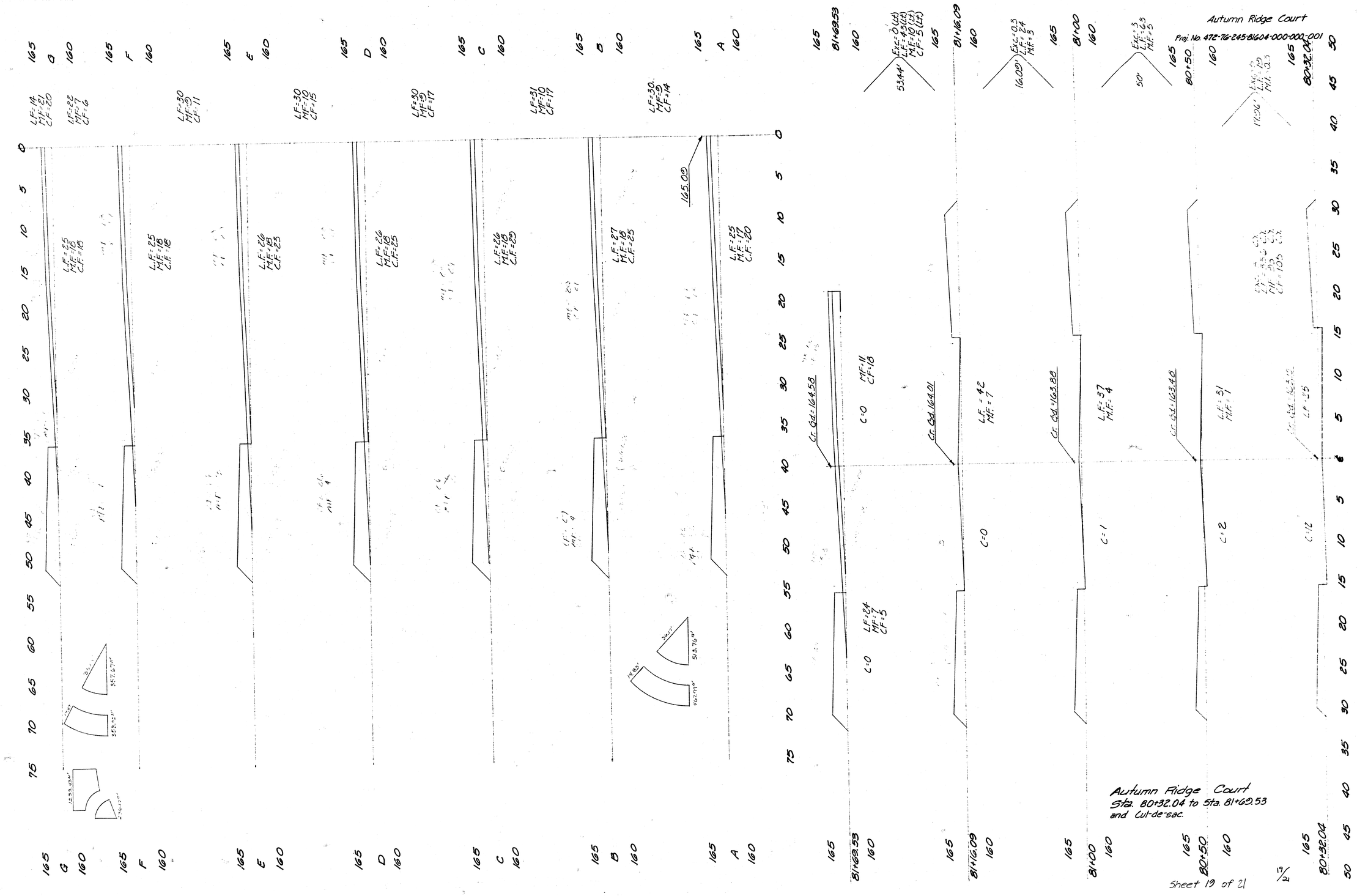

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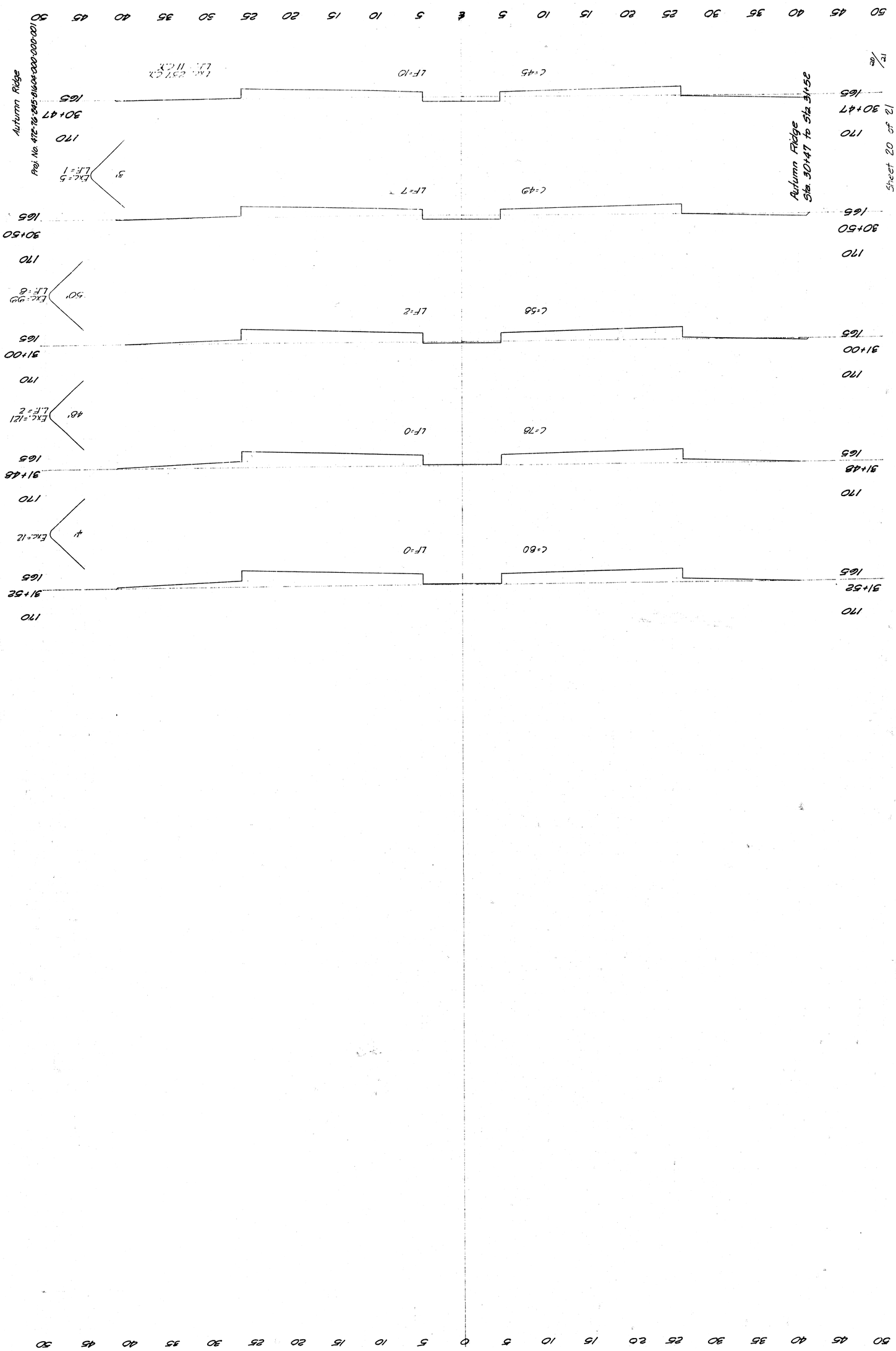

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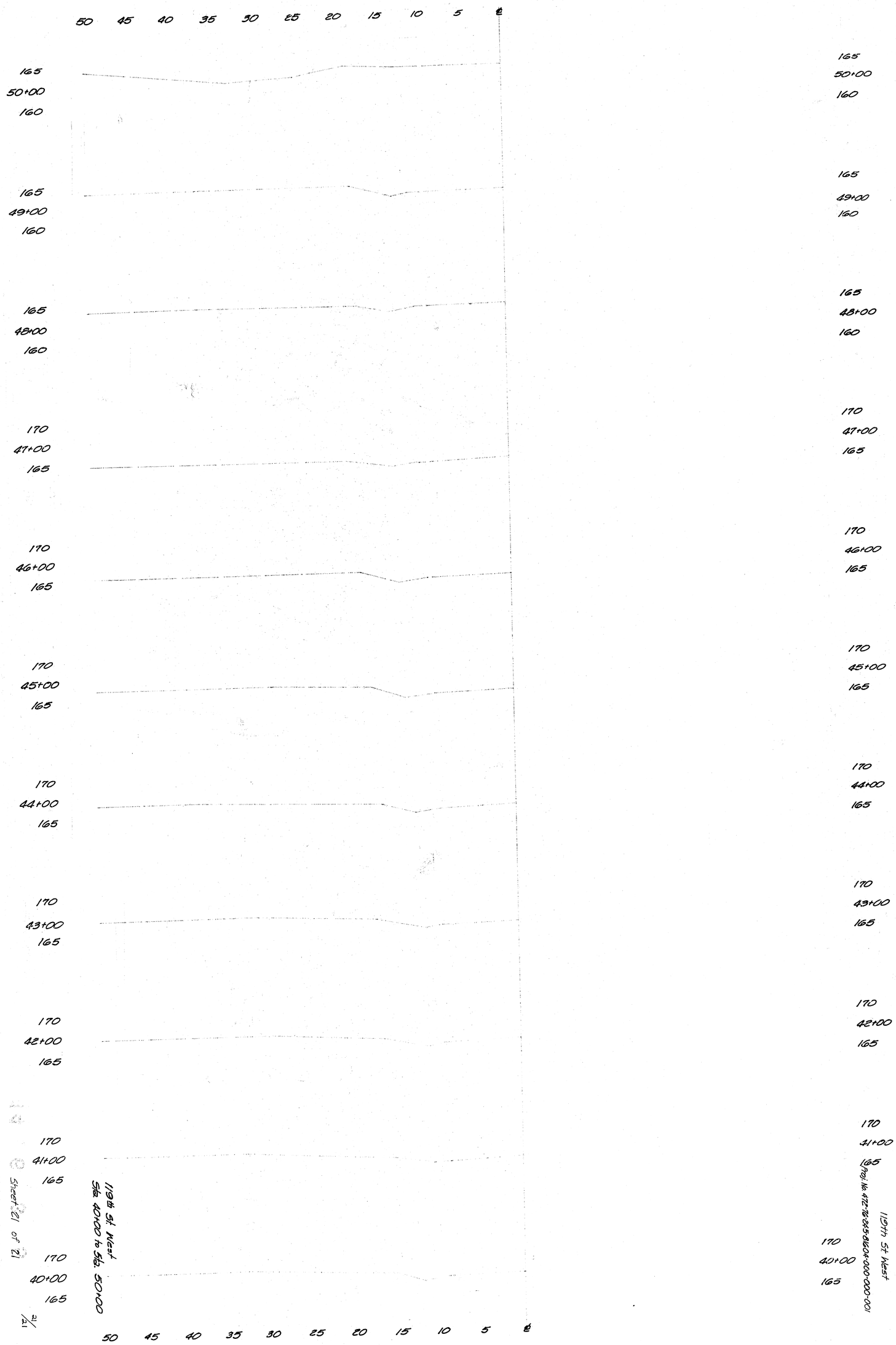

Sheet 21 of 21

21/21

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