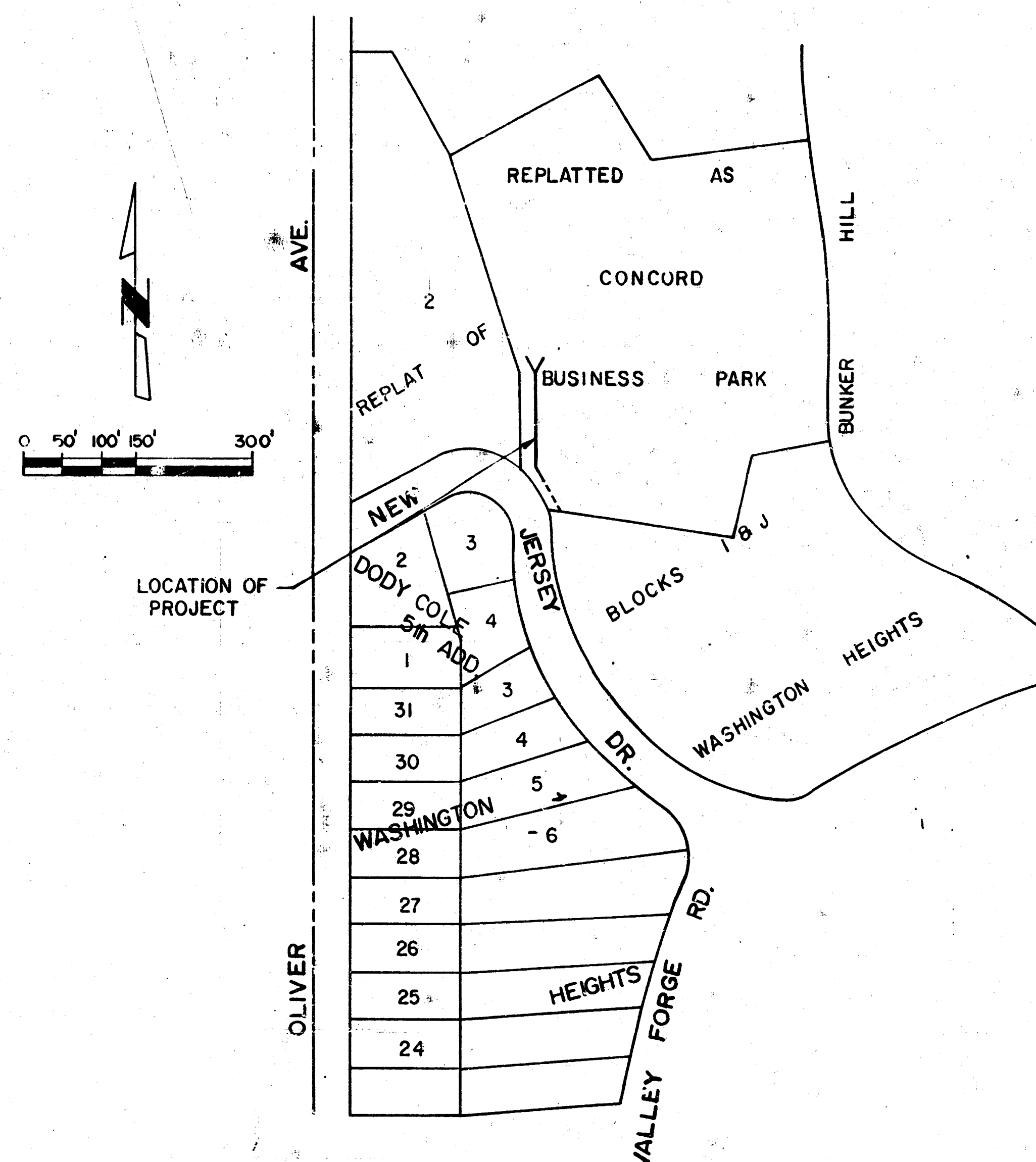


DRAINAGE IMPROVEMENT BOEING WICHITA EMPLOYEES CREDIT UNION

2900 S. OLIVER - 4800 NEW JERSEY
IN

THE CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, P.E. CITY ENGINEER
PRIVATE PROJECT NO. - 274PPS (607861)



DEC., 1990

Booker/Freund
Engineers Architects Planners



NOTE TO CONTRACTOR

INSPECTION AND TESTING FOR THIS PROJECT IS TO BE PROVIDED BY A LICENSED CONSULTING ENGINEERING FIRM UNDER CONTRACT WITH THE OWNER/DEVELOPER. SAID INSPECTION TO BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD CONSTRUCTION ENGINEERING PRACTICES AND CERTIFIED BY A LICENSED PROFESSIONAL ENGINEER. NO WORK SHALL BE PERFORMED IN DEDICATED EASEMENTS OR THE PUBLIC RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT SUCH INSPECTION NOR SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers VRH 2/26/91
Driveway Approaches _____
Water Mains _____
Paving _____

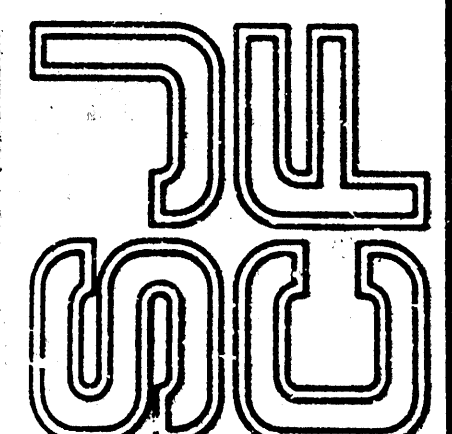
*Booked
2-91
MEG*

As-Built Plan

K-9415

SCHAEFER JOHNSON CONSULTING & ASSOCIATES P.A.

ARCHITECTURE ENGINEERING PLANNING & INTERIOR DESIGN
220 SOUTH HILLSIDE
WICHITA, KANSAS 67211-2167
[316] 684-0171



EAST PARKING LOT EXTENSION
BOEING WICHITA EMPLOYEES CREDIT UNION

WICHITA, KANSAS

REVISIONS

1 of 8

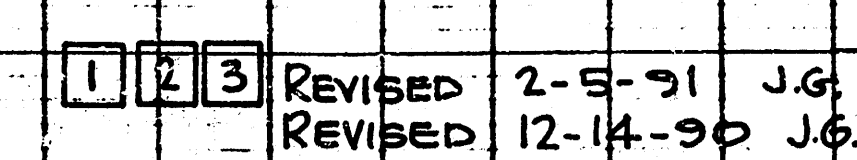
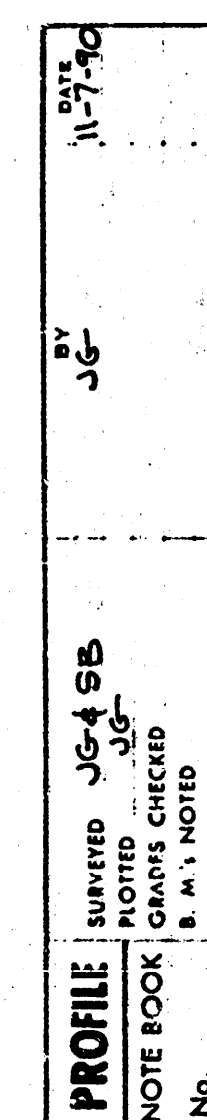
SJCF PROJECT #
2272.00

DATE
JAN. 29, 1991

DRAWING SHEET

C1.1

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Stamm K. Bahrberg

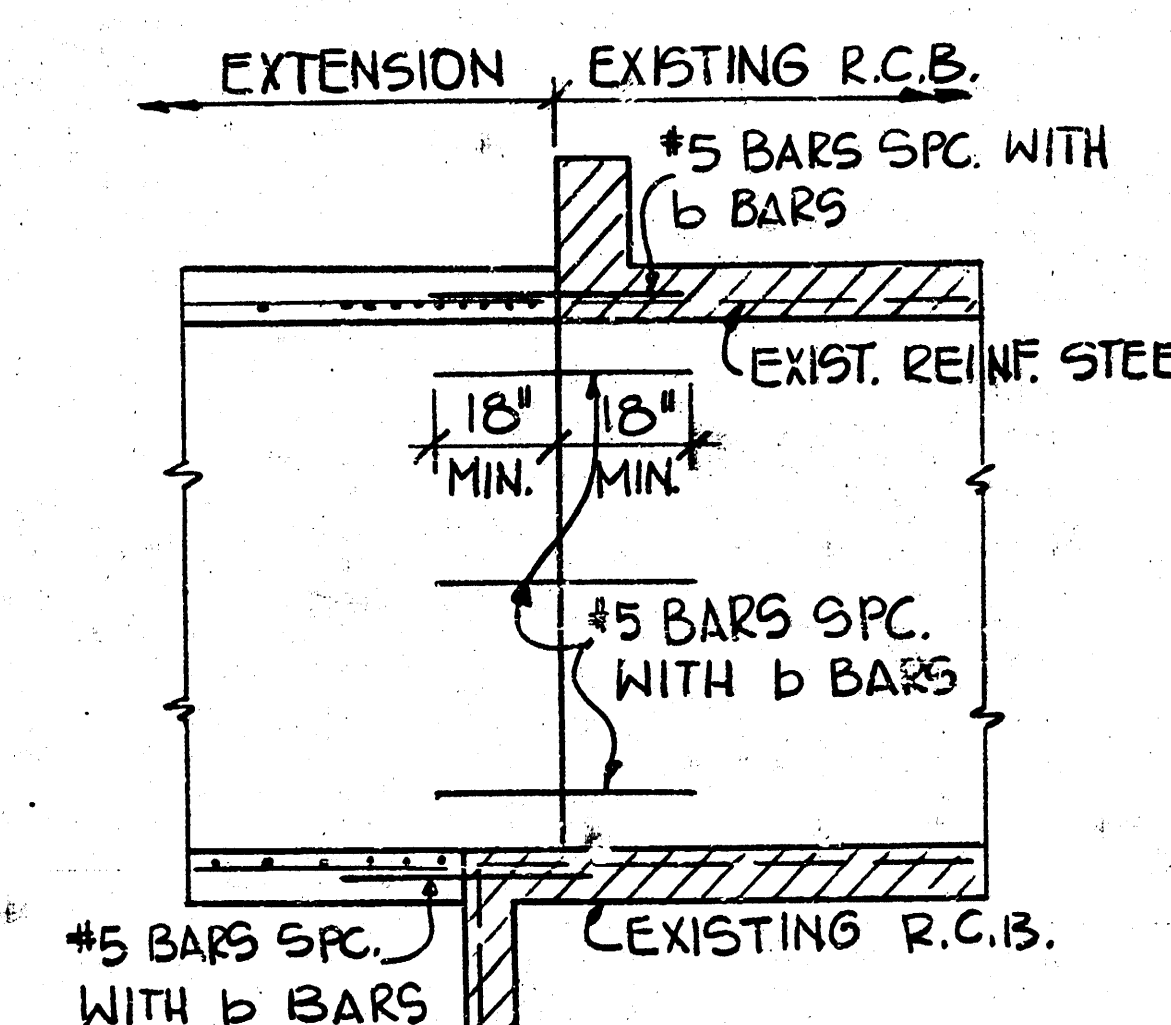
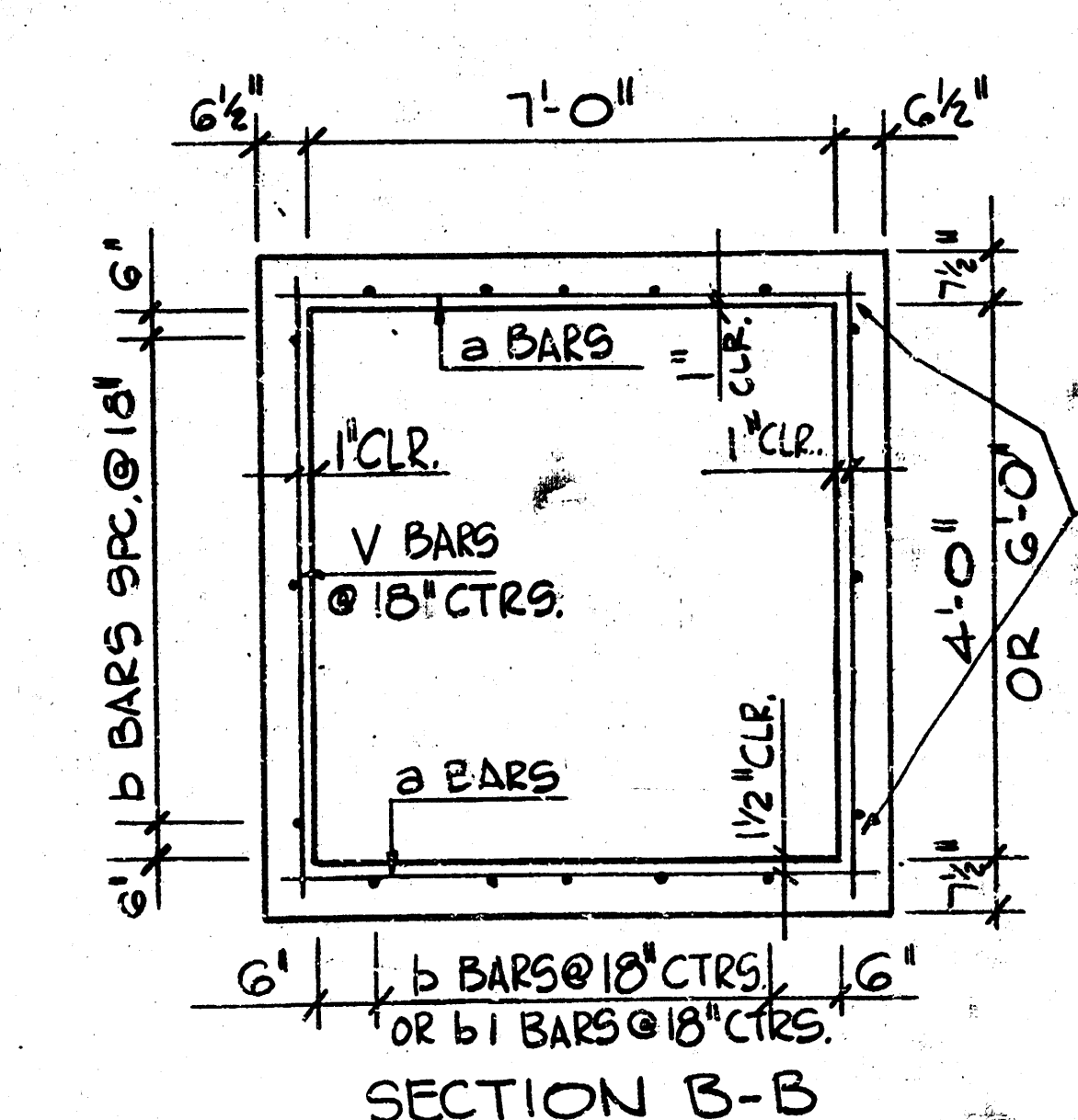
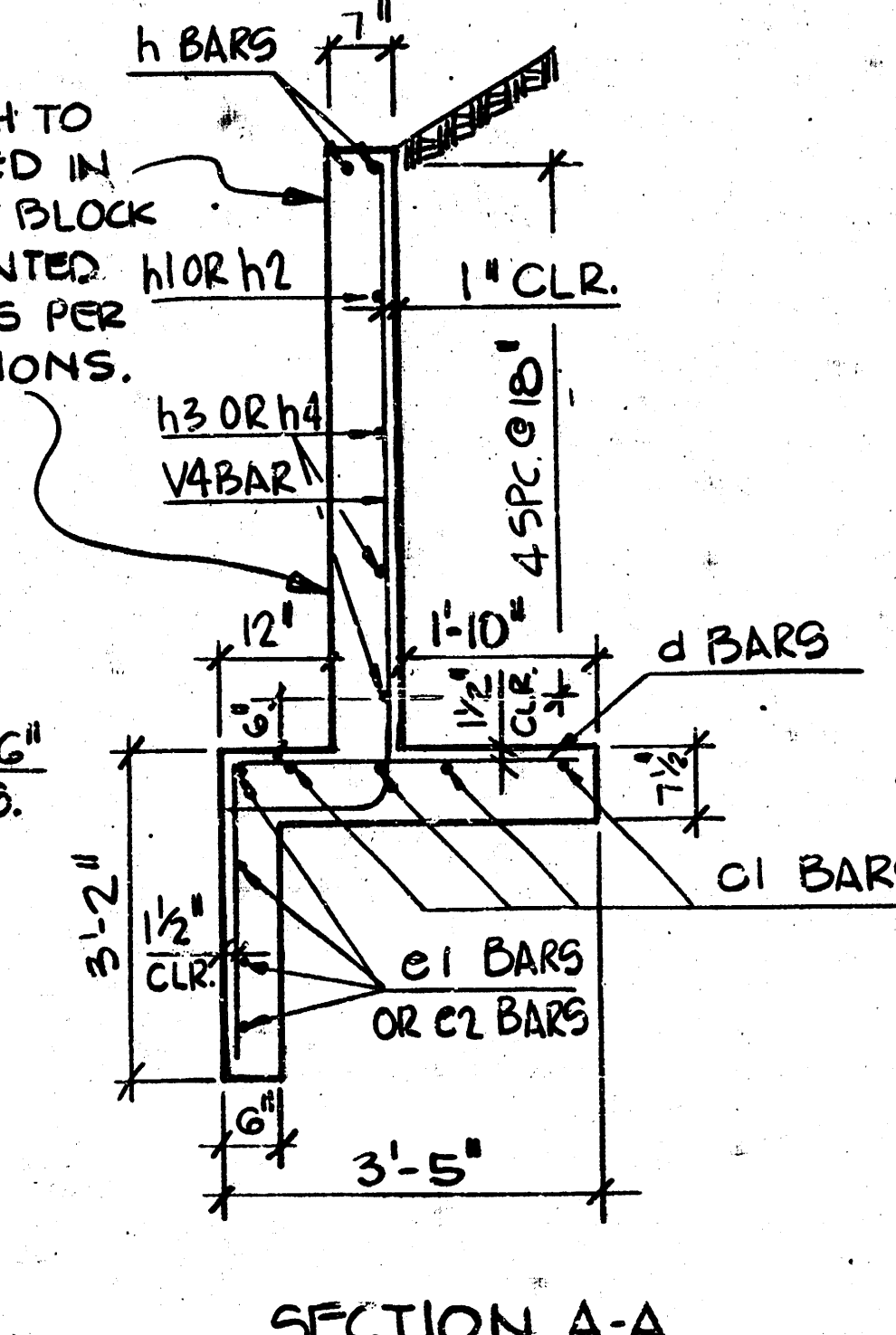
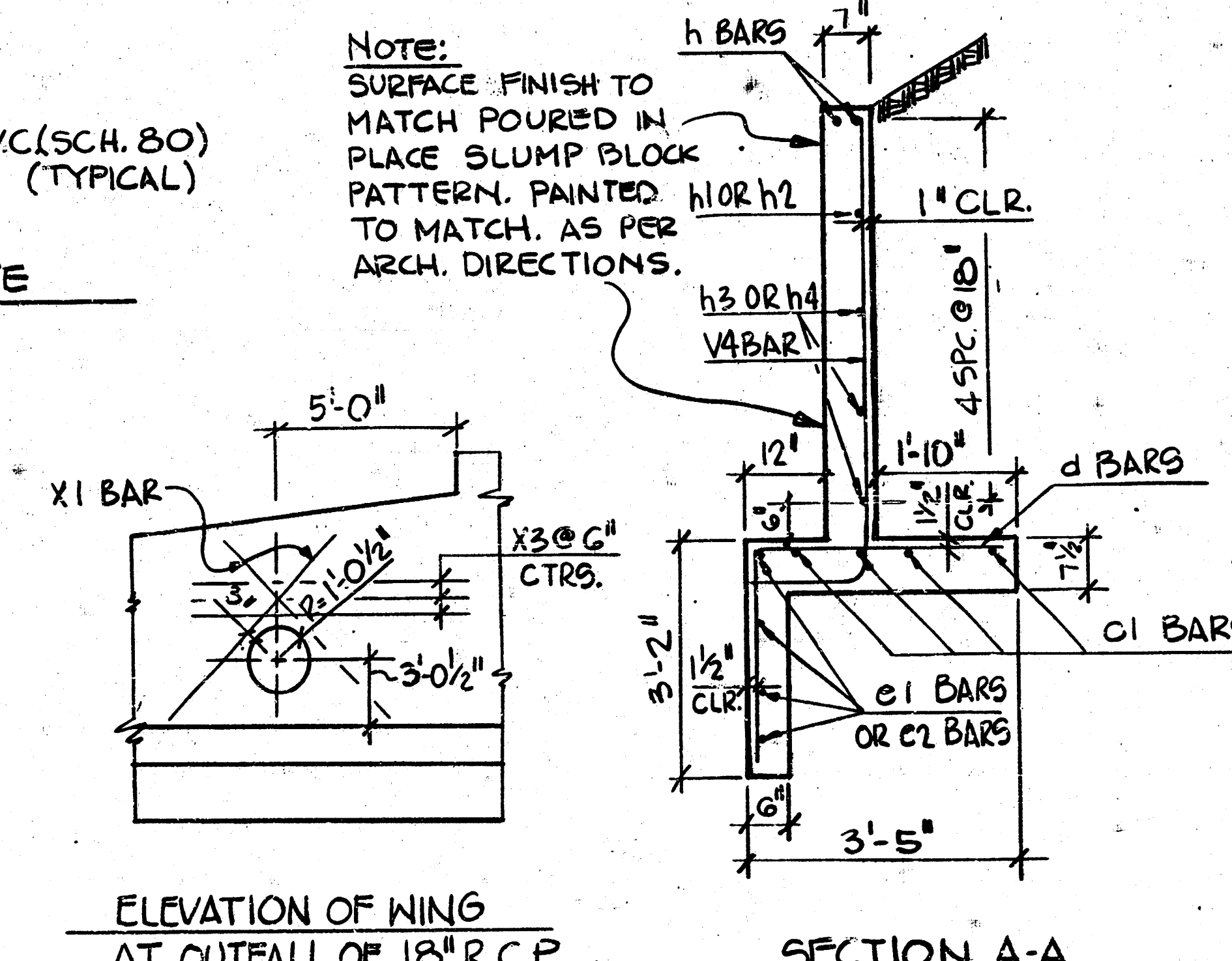
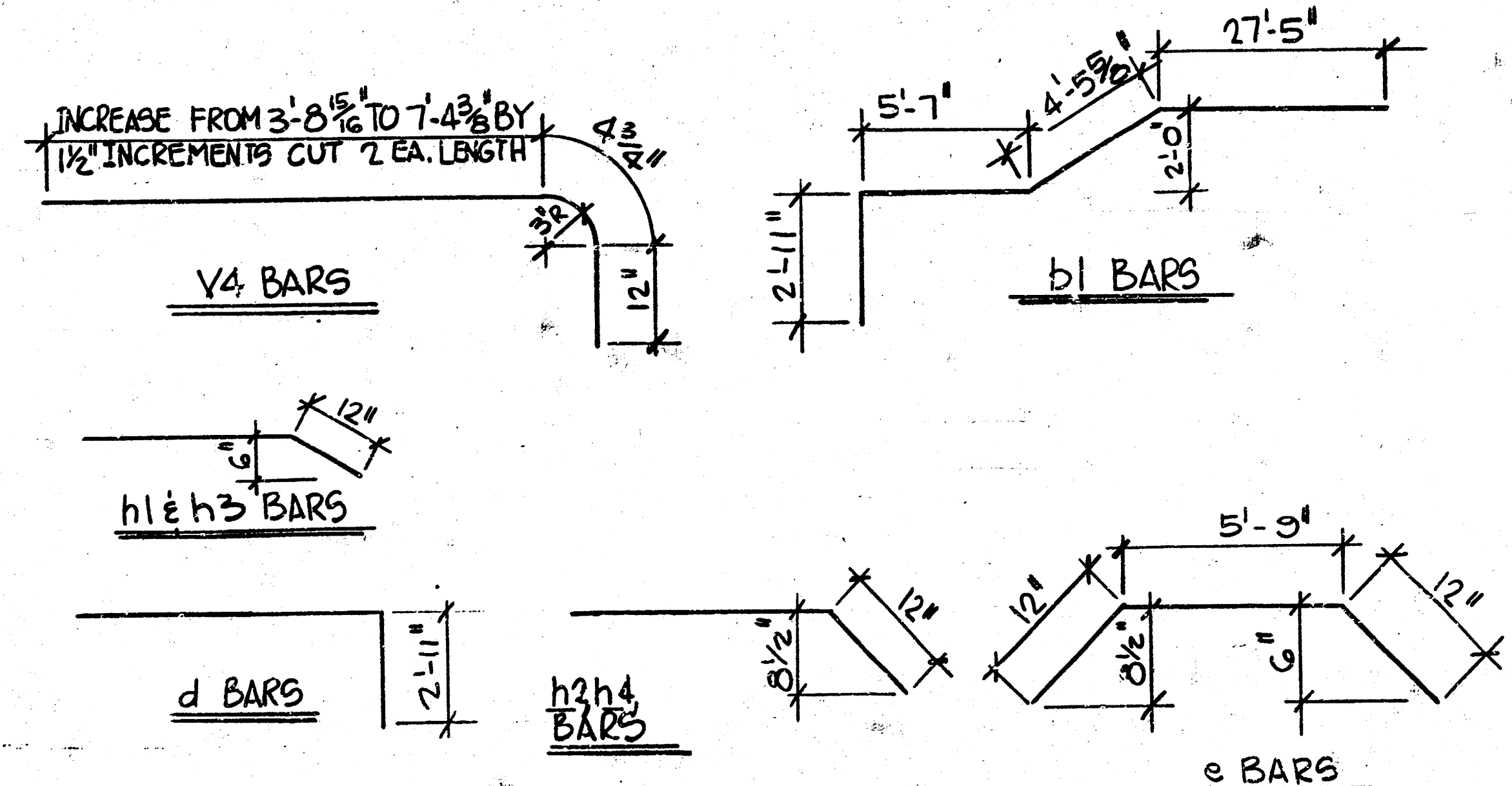
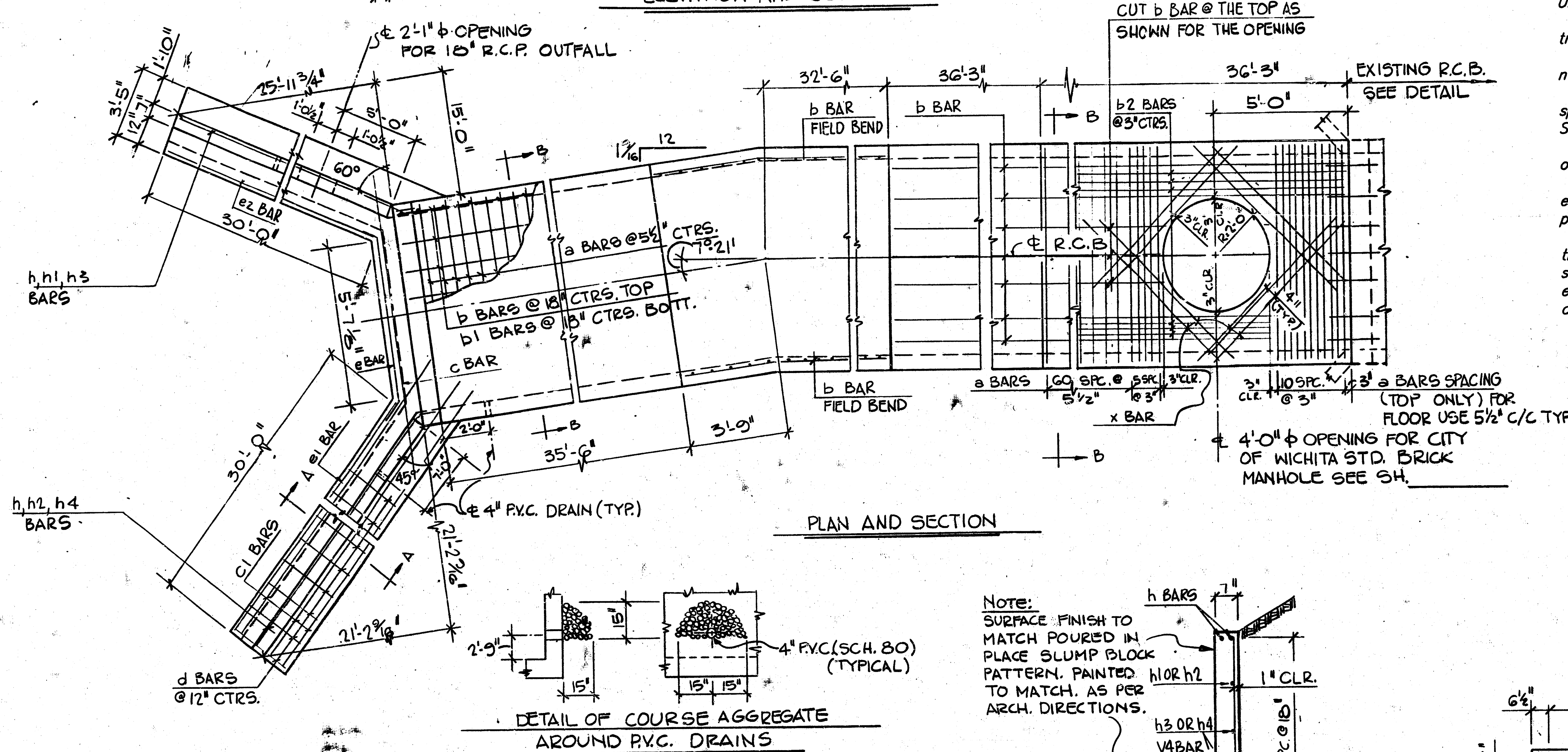
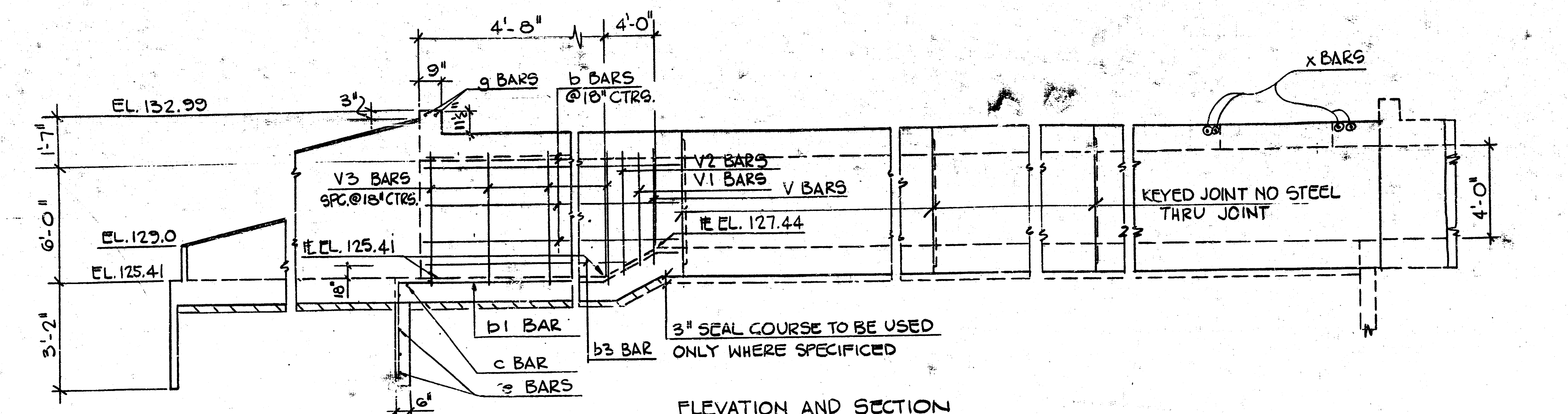
REVISONS
<i>Z of 8</i>
SJCF PROJECT #
2272.00
DATE
JAN. 29, 1991
DRAWING SHEET
C1.2

ARCHITECTURE ENGINEERING PLANNING & INTERIOR DESIGN
2220 SOUTH HILLSIDE
WICHITA, KANSAS 67211-2197
316-684-0171

K-9415-0207

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DRAWING-ID



LOADING: H20-44 AASHTO Specifications, Edition of 1989.
UNIT STRESSES: $f'_c = 3,000$ p.s.i.; $f_t = 1,200$ p.s.i.; $f_s = 20,000$ p.s.i. (Grade 60)
Class A Concrete shall be used throughout. Bevel all exposed edges with a 3/4" triangular molding unless otherwise noted.
All dimensions relative to reinforcing steel are to center line of bar unless otherwise noted.
Seal Course consisting of 3" of Class A Concrete, shall be constructed only where specified on the Plans or by the Engineer. No reinforcing shall be placed until the Seal Course has gained sufficient strength to permit working upon it without injury.
Payment for additional quantities resulting from Seal Course as a change in the original plans, shall be made at the Unit Price bid for the various items involved.
Coarse aggregate shall be deposited behind each weep hole to occupy a space extending 15" in all directions above the weep hole flowline. This work shall not be paid for directly, but shall be considered a part of the excavation work.
The Contractor may, at his option, substitute No. 4 steel reinforcing bars for the keyed construction joints. Rebars are to be a minimum of 30 inches in length, set so the joint divides the bar equally and these extra rebars will be required in each plane of steel in the culvert. The extra steel required will not be paid for directly but will be considered subsidiary to others items in the contract.

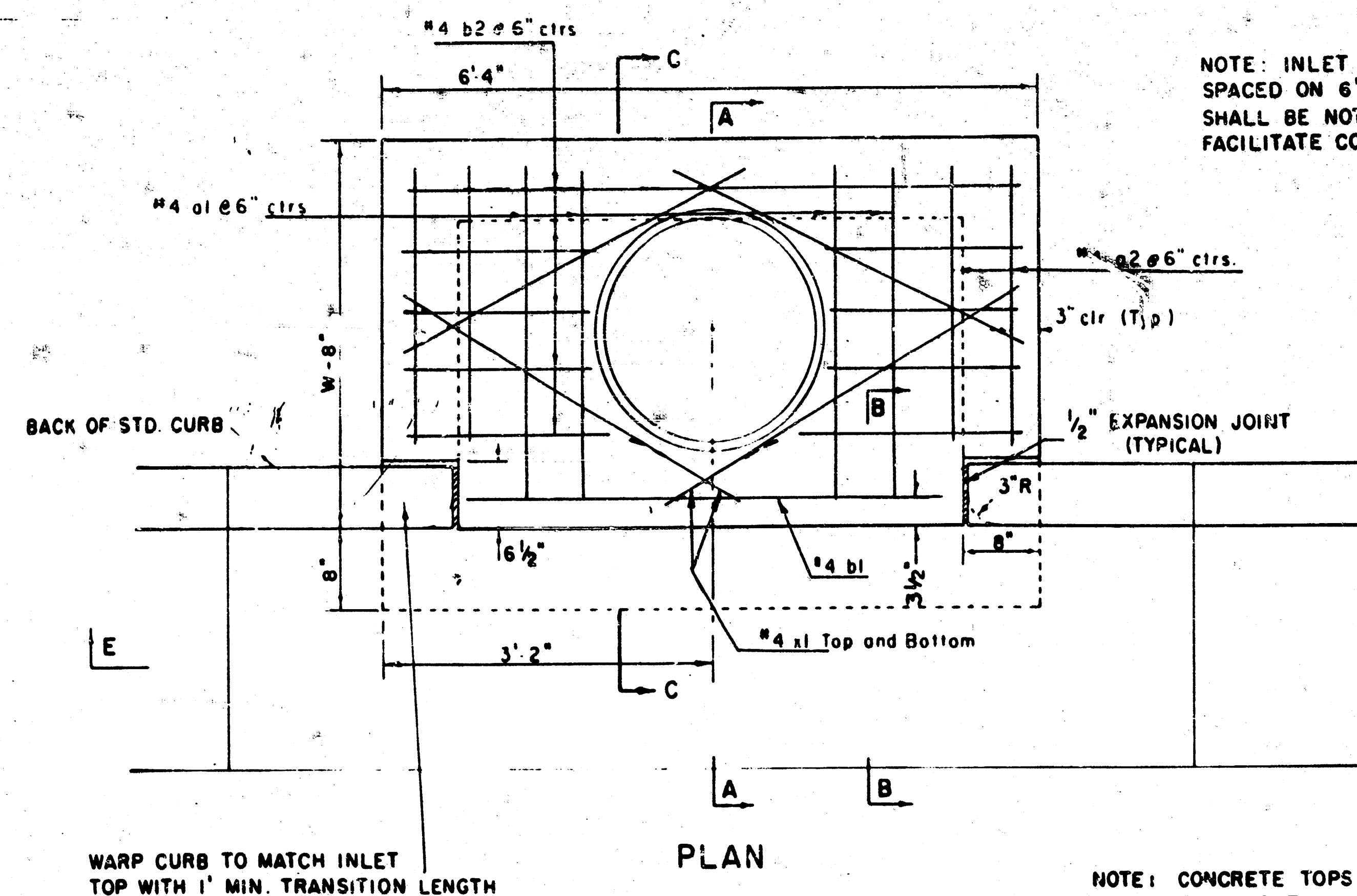
[illegible]

SCHAEFER JOHNSON COX FREY & ASSOCIATES PA
ARCHITECTURE ENGINEERING PLANNING & INTERIOR DESIGN
2020 SOUTH HILLSIDE WICHITA, KANSAS 67211-2167
[316] 684-0171

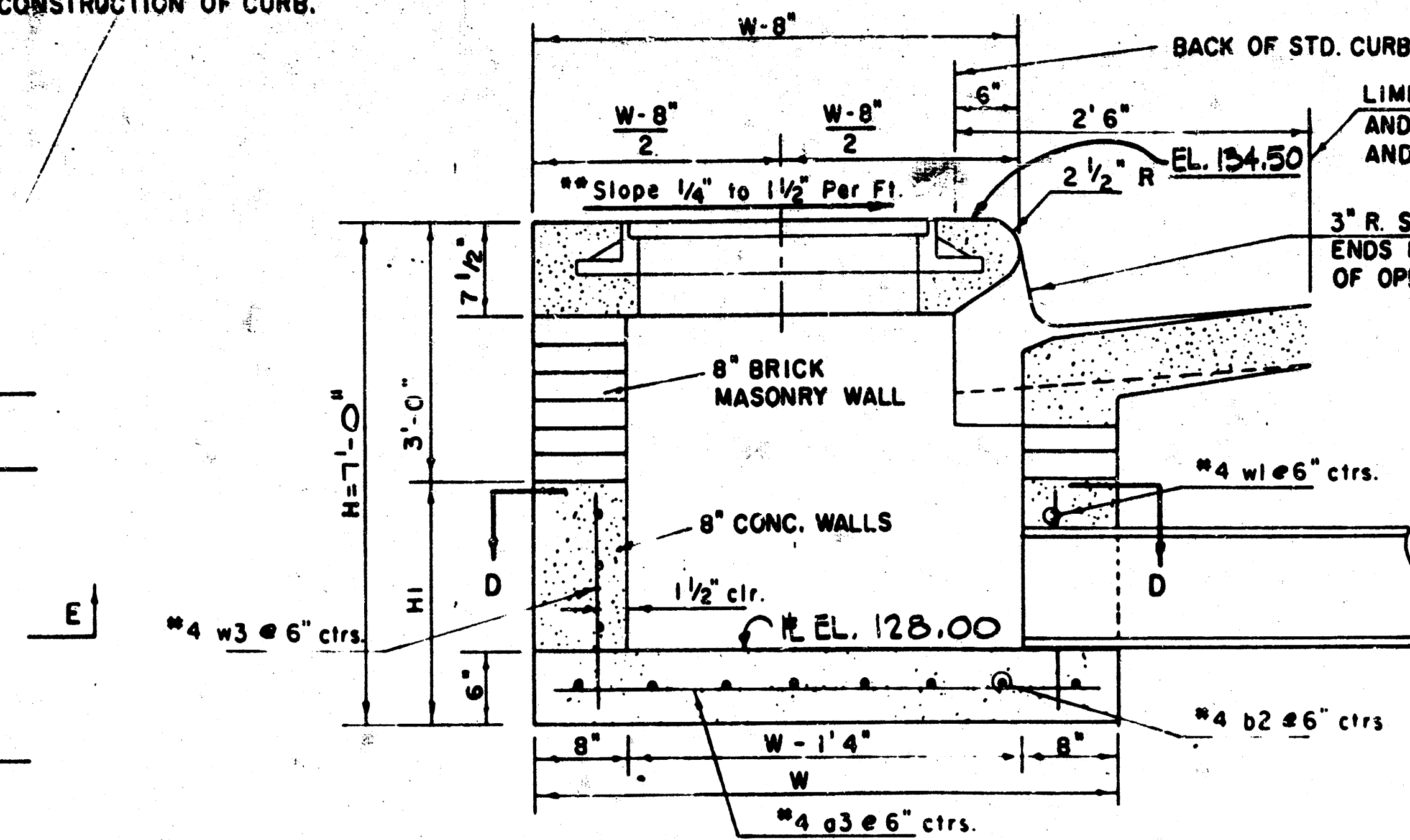
**EAST PARKING LOT EXTENSION
BOEING WICHITA EMPLOYEES CREDIT UNION
WICHITA, KANSAS**

REVISIONS
SJCF PROJECT # 2272.00
DATE JAN. 29, 1991
DRAWING SHEET C1.3

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NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6\"/>



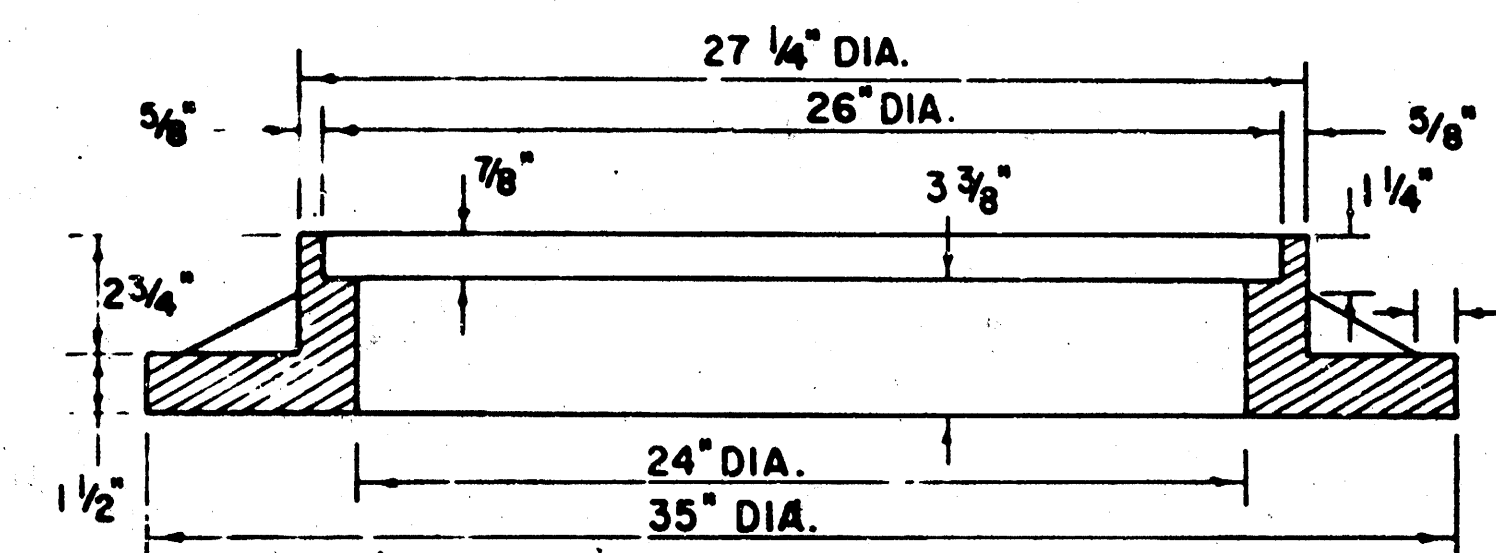
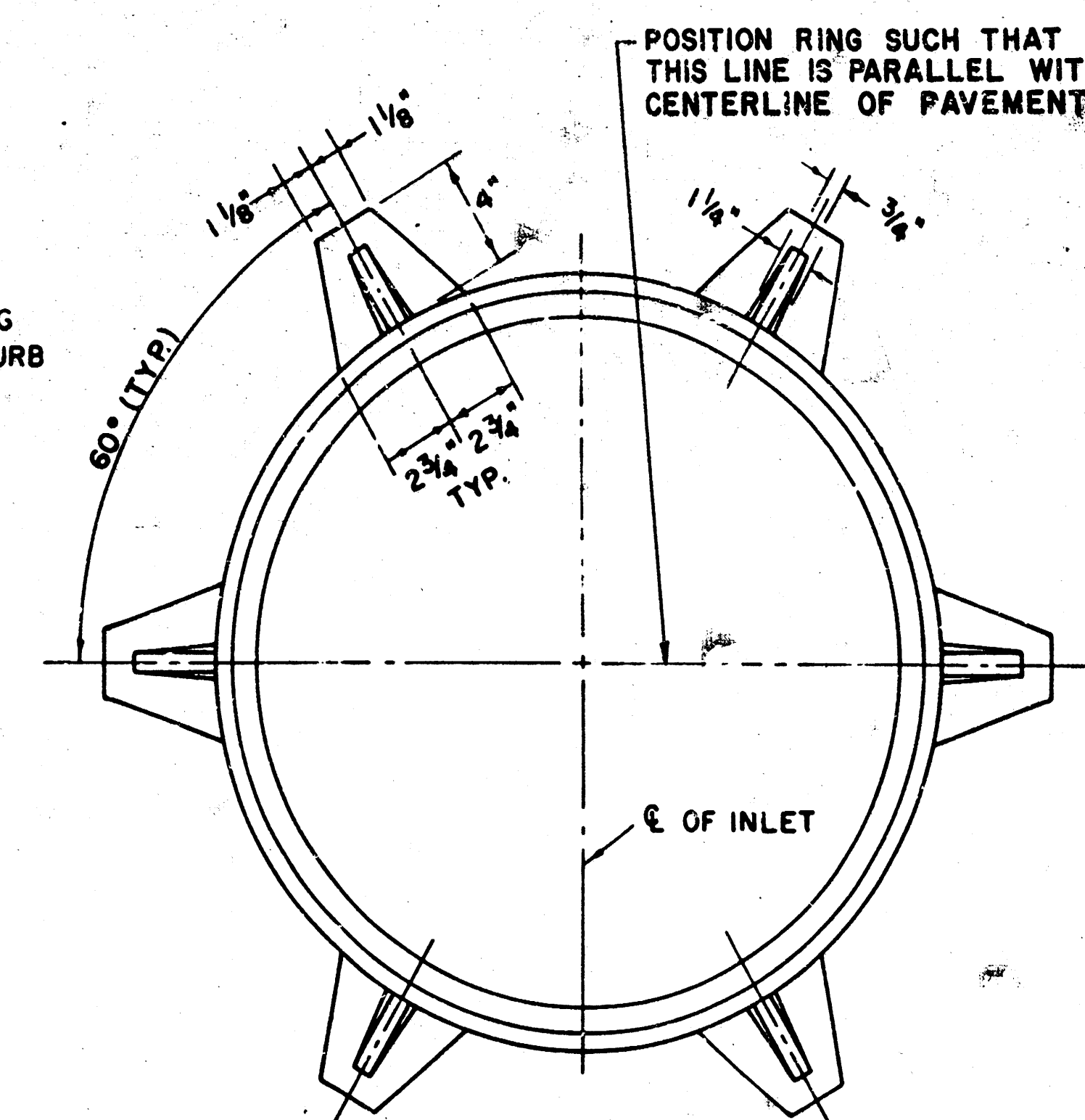
SECTION A-A

**NOTE: Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits Indicated.

NOTE CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8\"/>

INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



INLET FRAME WEIGHT = 180 LBS

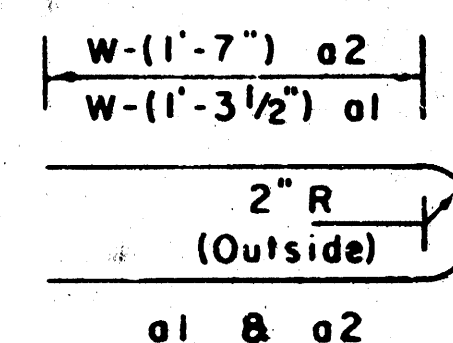
SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.

PRECAST SLAB AND FLOOR REINFORCING											
		W = 4'-4"		W = 5'-4"		W = 6'-4"		W = 7'-4"		W = 8'-4"	
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
a1	#4	6	6'-7"	6	8'-7"	5	10'-7"	6	12'-3"	6	14'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-1"	13	8'-1"
b1	#4	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"
b2	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"	47	6'-1"
x1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"	8	5'-2"

REINFORCING											
		W = 4'-4"		W = 6'-4"		W = 7'-4"		W = 8'-4"			
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length		
w1	#4	1	6'-1"	1	6'-1"	1	6'-1"	1	6'-1"		
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	8'-1"		
w3	#4	32	2	36	2	40	2	44	2	48	2

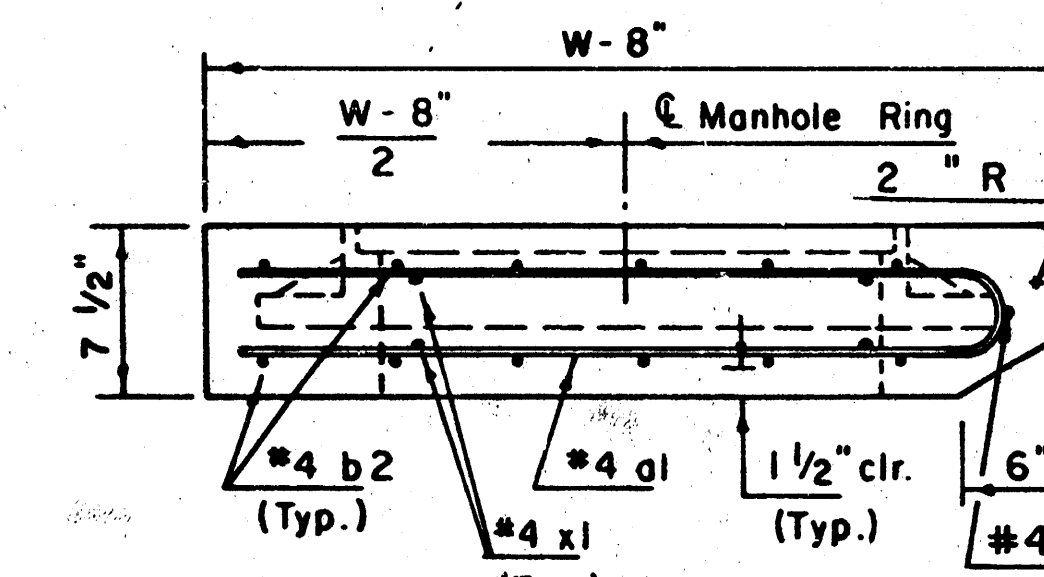
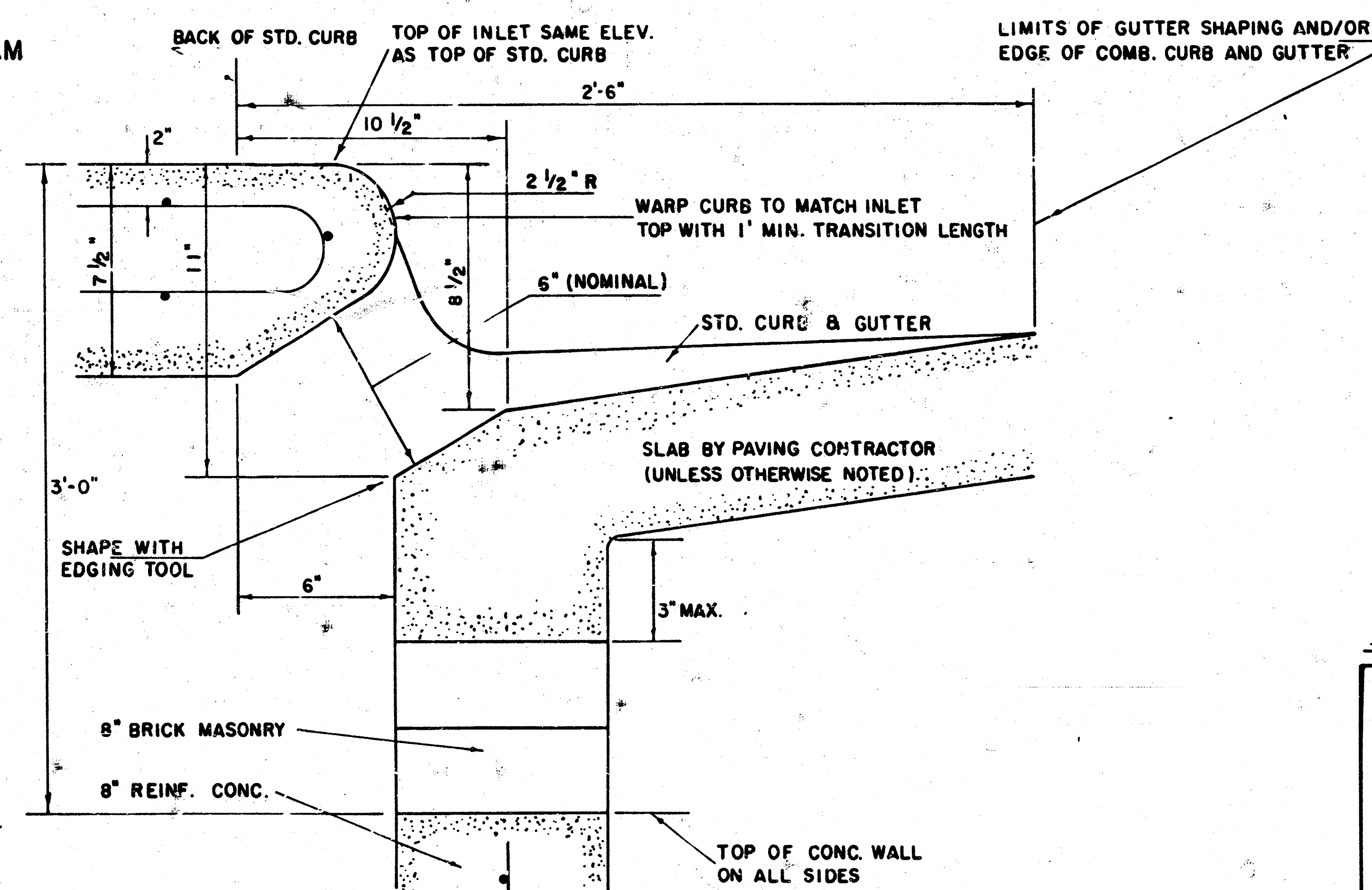
Field bend or cut Reinforcing as required for clearance.
 ① 4(HI-12"); (HI-12") Round down to nearest 0.5"
 ② HI-3"

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4' 4"	3' 8" 6' 4" 7' 1/2"	21" & SMALLER	0.38 ±
6' 4"	6' 4" 7' 1/2" 8' 0" 8' 6"	24" & 30"	0.91 ±
8' 4"	8' 4" 9' 0" 9' 6" 10' 0"	36" & 42"	0.64 ±
10' 4"	10' 4" 11' 0" 11' 6" 12' 0"	48" & 54"	0.77 ±
12' 4"	12' 4" 13' 0" 13' 6" 14' 0"	60" & 66"	0.90 ±

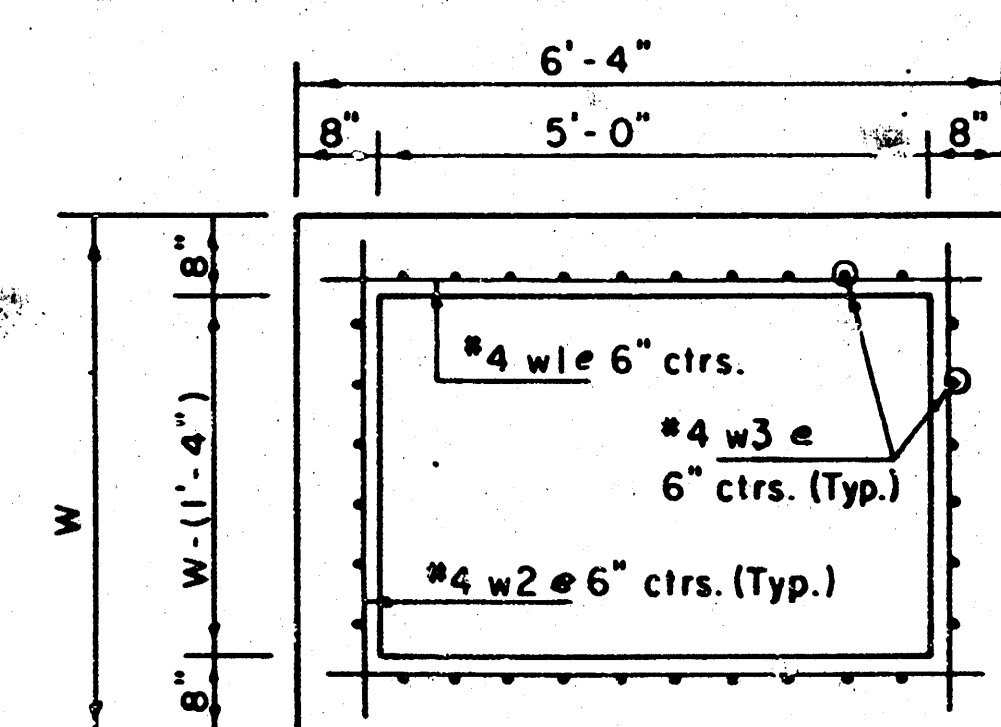


BENDING DIAGM

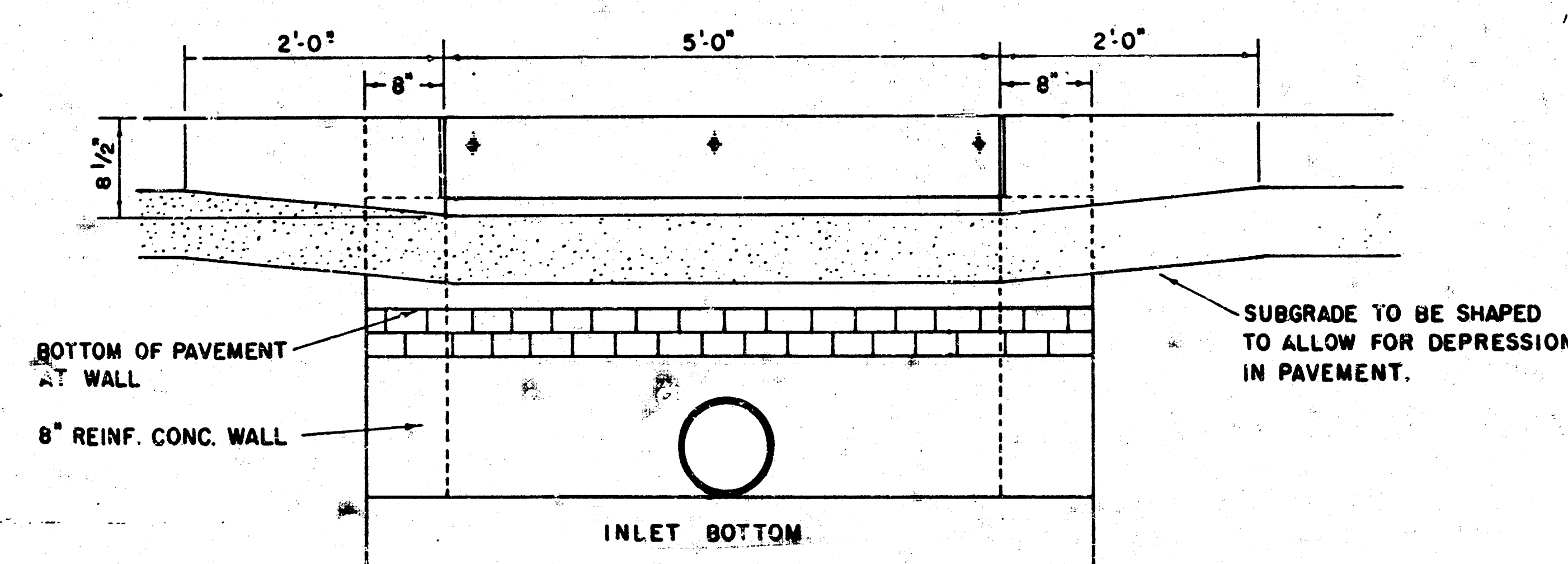
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

As-Built Plan

REVISED 12-21-1984 REVISED 2-15-1989

DETAIL STANDARD TYPE I CURB
 INLET CITY OF WICHITA, KANSAS
 INLET OPENING = 6" x 5' 0"

JUNE 1984

REVISIONS

SJCF PROJECT #
 2272.00
 DATE
 JAN. 29, 1991
 DRAWING SHEET

C1.4

EAST PARKING LOT EXTENSION
 BOEING WICHITA EMPLOYEES CREDIT UNION
 WICHITA, KANSAS

SCHAEFER JOHNSON COX FREY & ASSOCIATES PA

ARCHITECTURE ENGINEERING PLANNING & INTERIOR DESIGN
 220 SOUTH HILLSIDE
 WICHITA, KANSAS 67211-2197
 [316] 684-0171

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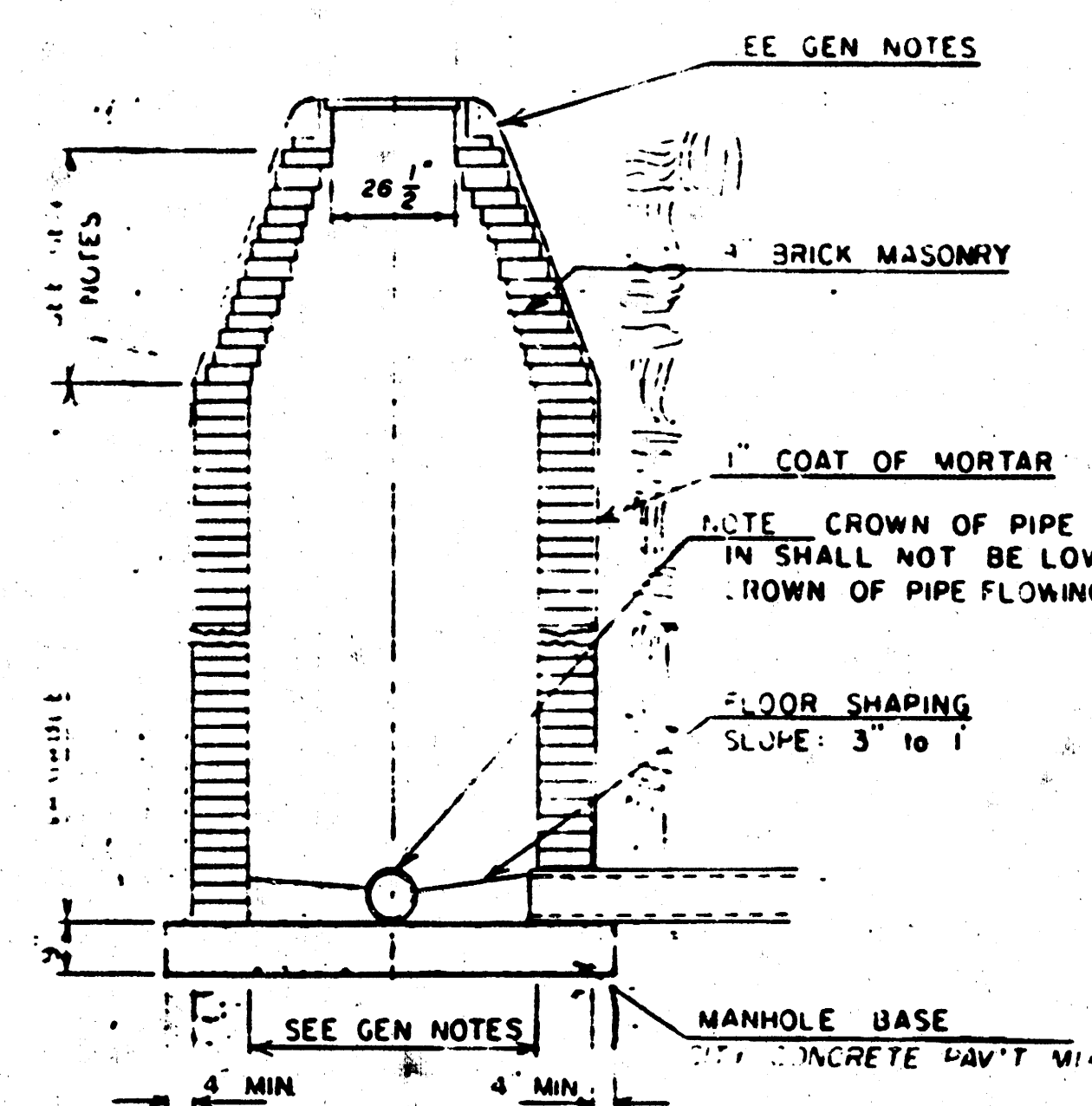
SEWER APPURTENANCES DETAILS

ADOPTED AS STANDARD DESIGN
BY

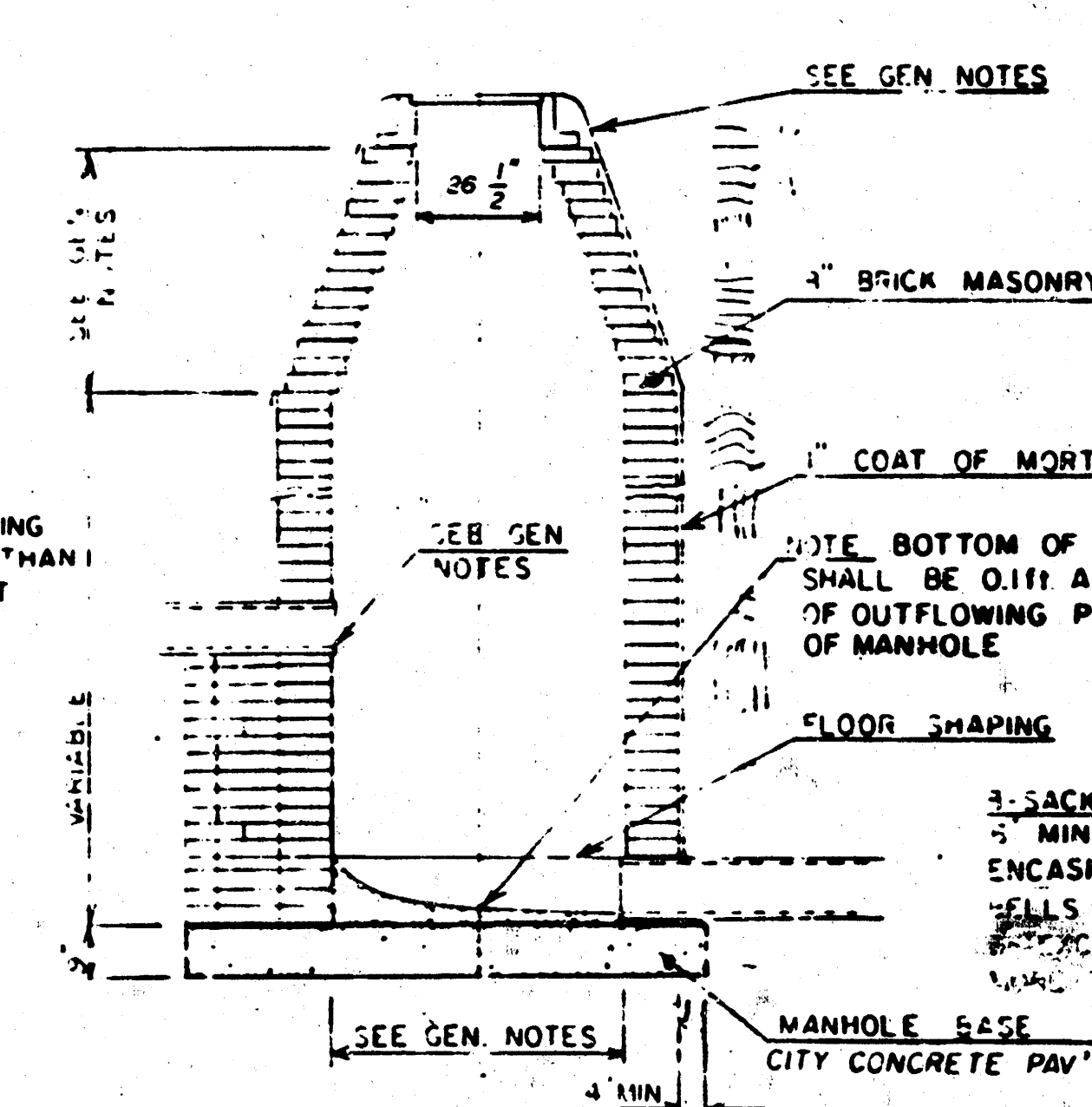
CITY of WICHITA, KANSAS

REVISED SEPTEMBER 1980
REVISED DECEMBER 1981

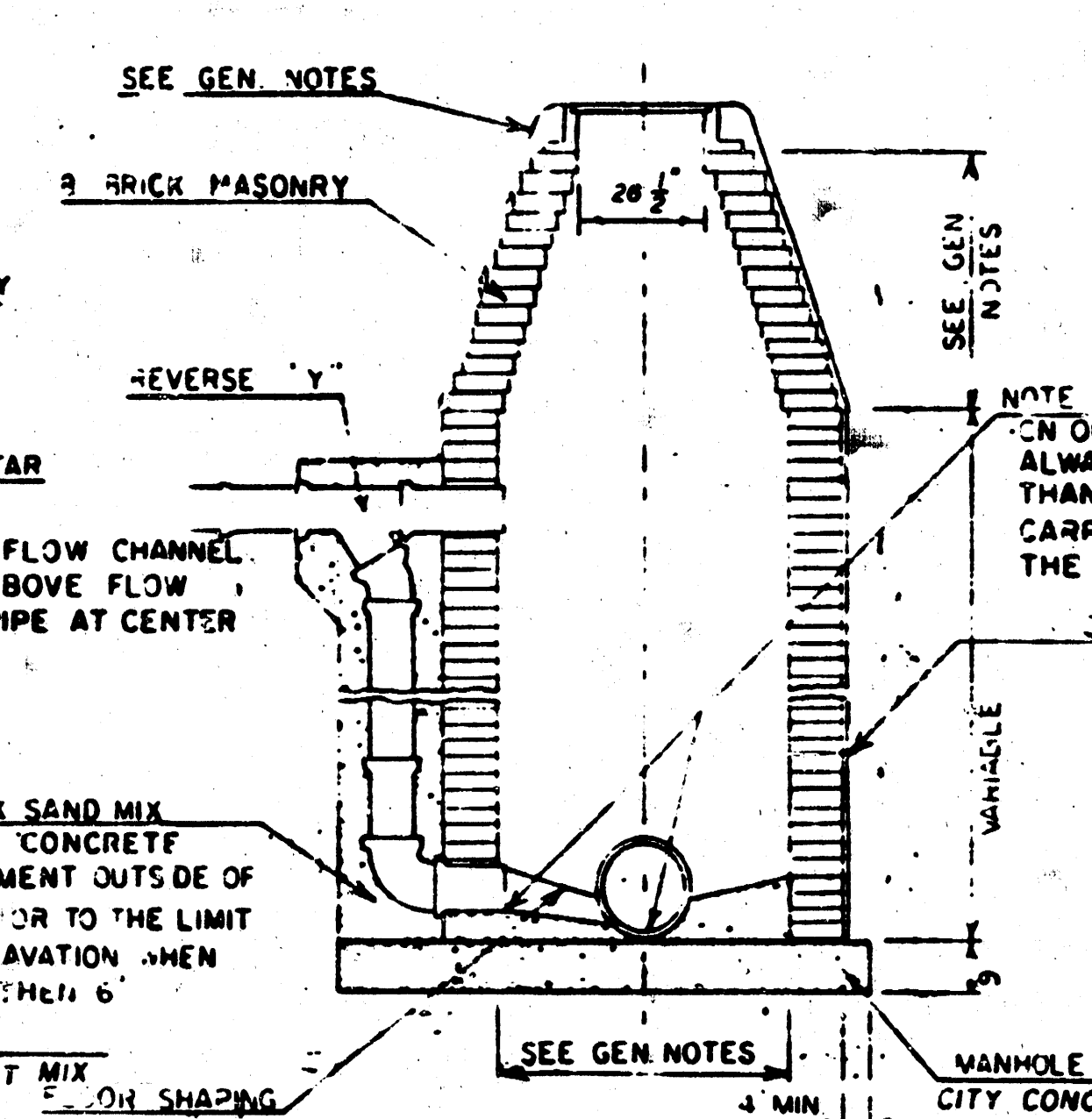
TYPE "A" MANHOLE



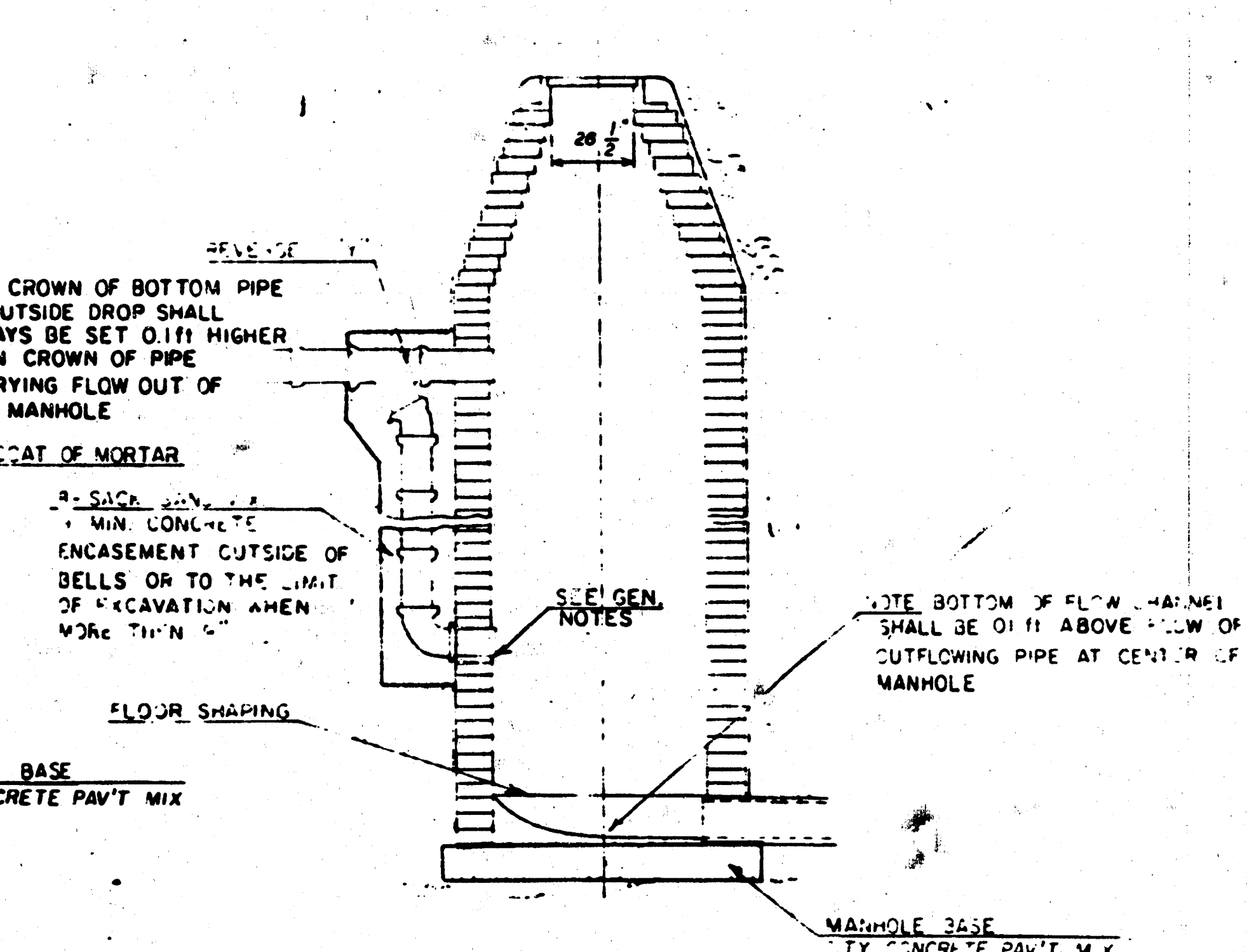
TYPE "A" INSIDE DROP MANHOLE



TYPE "A" OUTSIDE DROP MANHOLE



DETAIL OF OUTSIDE DROP
CONSTRUCTED ON EXISTING MANHOLE



MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 6 BAGS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE PAVEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN IN THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" MANHOLES CAN BE USED ON SLOPES UP TO 15% IN DEPTH WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24\"/>

REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6\"/>

OPENINGS SHALL BE CUT INTO THE MANHOLE WALL WHEN OUTSIDE DROPS ARE CONSTRUCTED ON EXISTING MANHOLES. WHEN OPENINGS ARE CUT INTO EXISTING MANHOLES SHALL BE AS SMALL AS PRACTICAL TO FACILITATE INSTALLING AND LOCATING THE NEW PIPE IN PLACE. ACCESSORY ASBESTOS SHALL BE USED WITH P.C.P. AND A.B.S. COMPOSITE PIPE. THE NEW PIPE SHALL BE ROUTED INTO THE OPENING USING AN APPROVED JOINTING METHOD. THE JOINTING METHOD SHALL BE WATER TIGHT. FLOOR OF MANHOLE SHALL BE MODIFIED TO FORM NEW FLOW CHANNEL FOR THE NEW CONNECTION AS INDICATED BY THE DRAWING. THE VERTICAL DROP FROM THE LOWER PIPE TO EACH OUTSIDE DROP CONNECTION SHALL NOT EXCEED 4\"/>

THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF-CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS STAGNANT FLUIDS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM VALVES OF THE INFLUENCING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS EXCEPT FOR INSIDE DROP MANHOLES. FLOW CHANNELS FOR INSIDE DROP MANHOLES SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF ADJUSTED TO MEET LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.

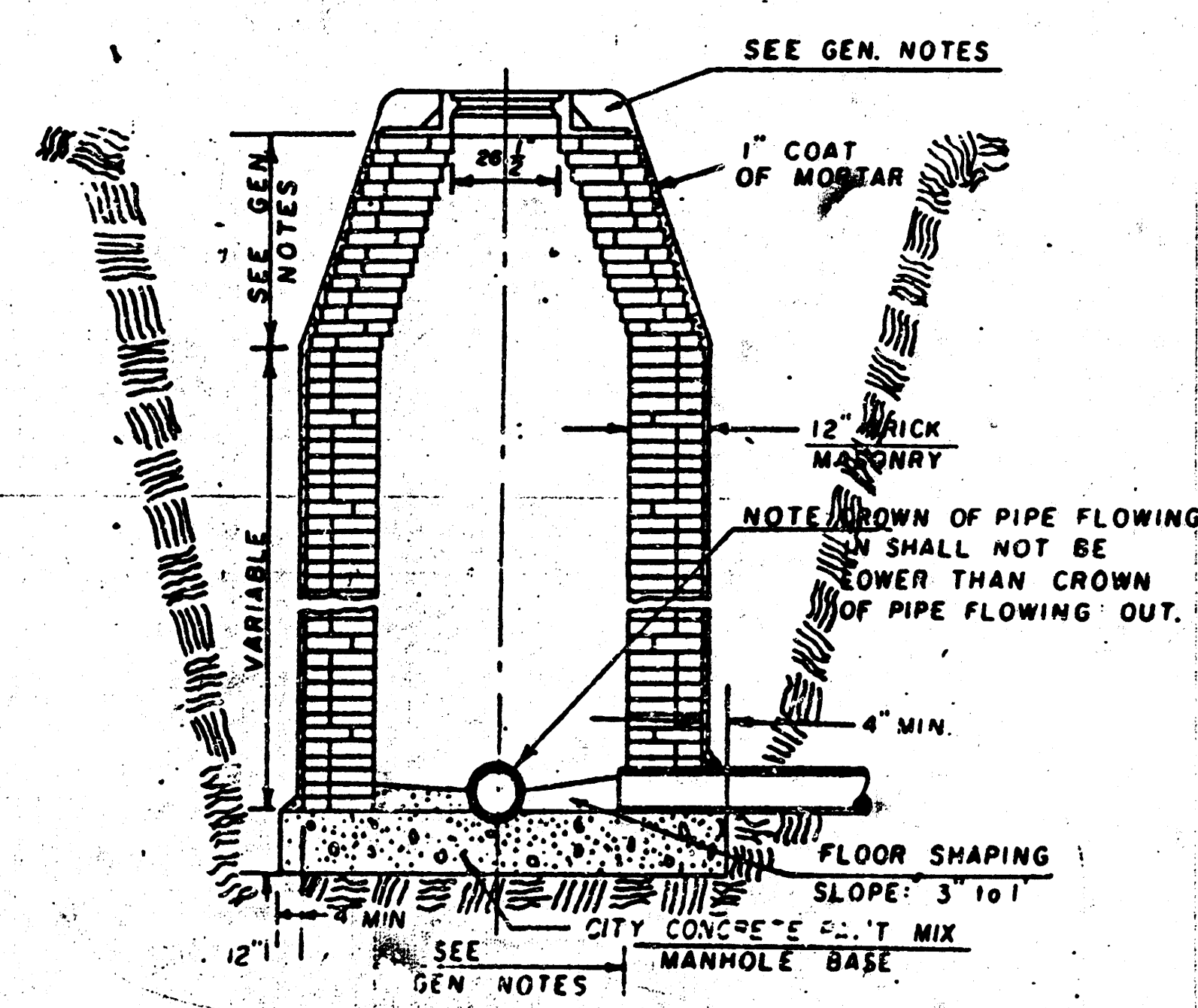
PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE GRADED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE GRADE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE GRADE SHALL BE ESTABLISHED AT THE CLAY PIPE JOINT BY A MANHOLE WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF GRADE WITHIN MANHOLE EXCAVATION IS TO BE PAID BY JOINTS ADJACENT MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.

MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.

THE VERTICAL DROP IN INSIDE DROP MANHOLES SHALL NOT EXCEED 4\"/>

STANDARD MANHOLES TYPE "A" AND STANDARD INSIDE DROP MANHOLES TYPE "A" SHALL BE BID AS STANDARD MANHOLES FOR THE TYPE AND DIAMETER INDICATED. OUTSIDE DROP MANHOLES TYPE "A" SHALL BE BID AS STANDARD OUTSIDE DROP MANHOLES FOR THE TYPE AND DIAMETER INDICATED. ALL MANHOLE DIAMETERS WILL BE 4\"/>

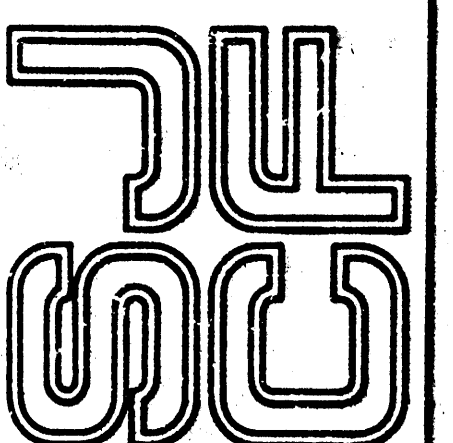
TYPE "B" MANHOLE



As-Built Plan

SCHAEFER JOHNSON COX FREY & ASSOCIATES P.A.

ARCHITECTURE ENGINEERING PLANNING & INTERIOR DESIGN
220 SOUTH HILL SIDE
WICHITA, KANSAS 67211-5197
(316) 684-0171



EAST PARKING LOT EXTENSION
BOEING WICHITA EMPLOYEES CREDIT UNION
WICHITA, KANSAS

REVISIONS

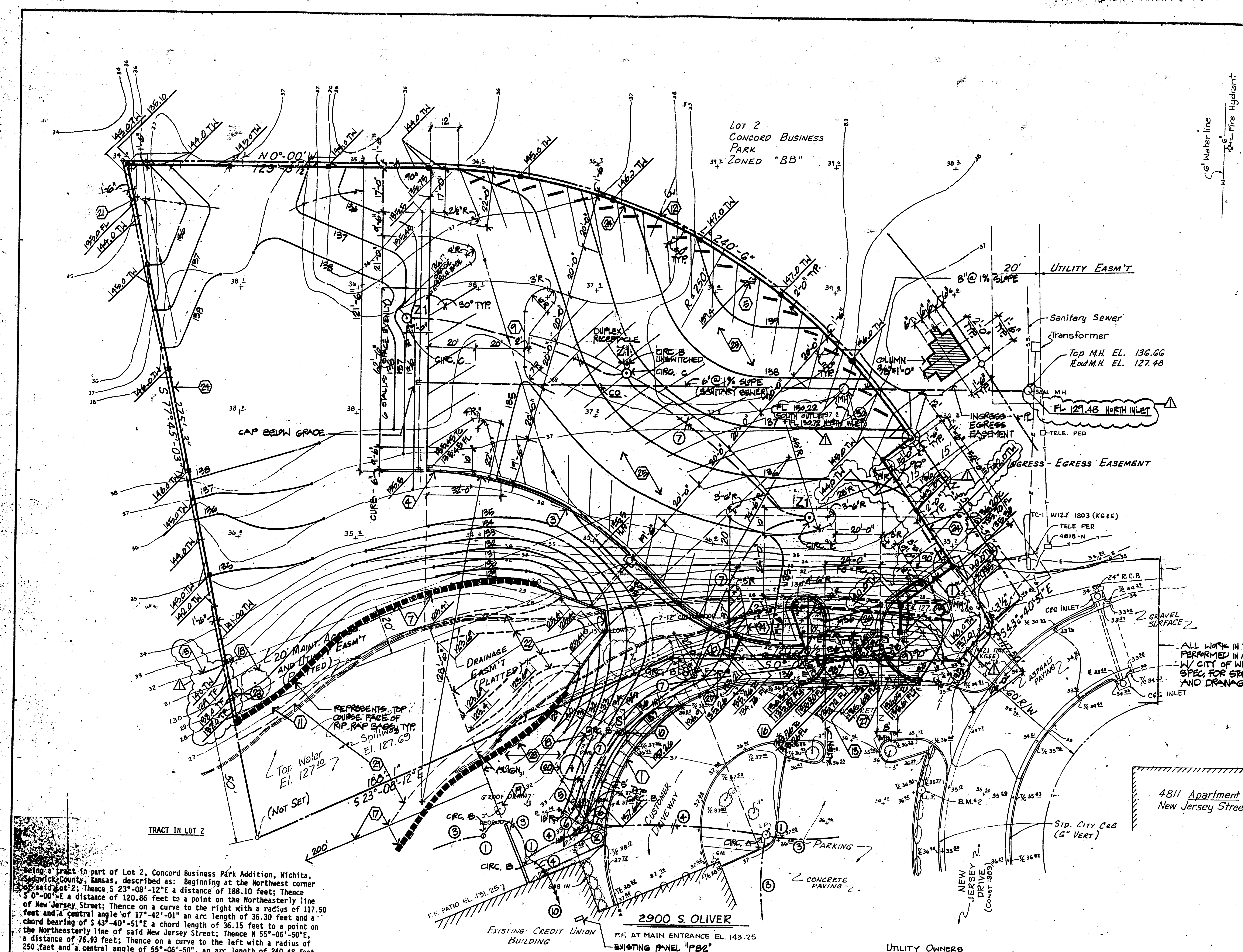
SJCF PROJECT #
2272.00

DATE
JAN. 29 1991

DRAWING SHEET

C1.5

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Being a tract in part of Lot 2, Concord Business Park Addition, Wichita, Sedgewick County, Kansas, described as: Beginning at the Northwest corner of said Lot 2; Thence S 23°-08'-12"E a distance of 188.10 feet; Thence S 0°-00'-00"E a distance of 120.86 feet to a point on the Northeastly line of New Jersey Street; Thence on a curve to the right with a radius of 117.50 feet and a central angle of 17°-42'-01" an arc length of 36.30 feet and a chord bearing of S 43°-40'-51"E a chord length of 36.15 feet to a point on the Northeastly line of said New Jersey Street; Thence N 55°-06'-50"E, a distance of 76.93 feet; Thence on a curve to the left with a radius of 250 feet and a central angle of 55°-06'-50", an arc length of 240.48 feet and a chord bearing of N 27°-33'-25"E, a chord length of 231.31 feet; Thence N 0°-00'-00"W a distance of 129.31 feet; Thence S 77°-45'-03"W, a distance of 275.27 feet to the point of beginning, said tract containing 63,668 square feet, or 1.462 acres, more or less.

INGRESS-EGRESS EASEMENT

Being an Ingress-Egress easement in part of Lot 2, Concord Business Park Addition, Wichita, Sedgewick County, Kansas described as: Commencing at the Southwest corner of said Lot 2, a point on the Northeastly line of New Jersey Street; Thence on a curve to the right with a radius of 117.50 feet and a central angle of 10°-21'-59" an arc length of 21.26 feet and a chord bearing of S 47°-20'-52"E a chord distance of 21.23 feet to a point on the Northeastly line of New Jersey Street; Thence on a curve to the right with a radius of 117.50 feet and a central angle of 10°-21'-59" an arc length of 30.08 feet and a chord bearing of S 34°-49'-40"E a chord distance of 30.00 feet to a point on the Northeastly line of New Jersey Street; Thence N 55°-06'-50"E a distance of 77.91 feet; Thence N 34°-53'-10"W a distance of 30.00 feet; Thence S 55°-06'-50"W a distance of 77.88 feet to the point of beginning, said tract containing 2310 square feet, or 0.053 acres, more or less.

STATE OF KANSAS
COUNTY OF SEDGWICK) S.S.
I, John Herbert Greeley, a Registered
Land Surveyor in the aforesaid
county and State do hereby certify
that I did on the 17th day of Septem-
ber 1990, survey a tract described
as: Tract in Lot 2. The accompa-
nying plat is a true and correct
exhibit of said survey.
John Herbert Greeley, L.L.S.
KANSAS #407

- LEGEND:
- T/C = Top of Curb
 - Easmt = Easement
 - L.P. = Light Pole
 - C & G. = Curb & Gutter
 - R. = Flowline
 - Concrete Rip Rap
 - Iron Pin (found)
 - 1/2" Rebar (Set with B/F Cap)
 - G.M. = Gas Meter
 - M.H. = Man Hole
 - E = Underground Electric
 - G = Underground Gas
 - T = Underground Telephone

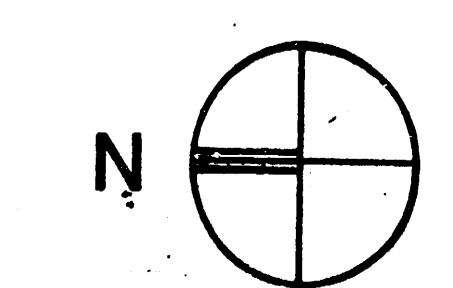
- BENCHMARKS:
- B.M. #2 CH. "D" on
Light Pole Base El. 139.36
 - B.M. #3 CH. "A" on Hubbard
7'x4' R.C. Box El. 133.09

UTILITY OWNERS
Sanitary Sewer & Water
City of Wichita
Dept. of Public Works
Ph. 268-4501
Wichita, Kansas

Gas
K.P.L. Gas Service
300 S. Main
Ph. 263-7511
Wichita, Kansas

Telephone
S.W. Bell
Ph. 261-1111
Wichita, Kansas

Electric
K.G. & E.
Ph. 687-2470
Ph. 264-1141
Wichita, Kansas



SITE PLAN
1"=20'-0"

- KEYED NOTES
1. CONSTRUCT 4" CONC. SIDEWALK, TYP. REF. DTL. 64/JCL.7.
 2. CONSTRUCT WHEELCHAIR RAMP, REF. DTL. 64/JCL.7.
 3. CONSTRUCT 2'-6" CONCRETE CURB AND GUTTER, REF. DTL. 64/JCL.7.
 4. TAPER CURB HERE FOR A LENGTH OF 6 FEET.
 5. INSTALL CONC. BUMPER BLOCK, 21 TYP. REF. DTL. 64/JCL.7.
 6. 6" ASPHALT PAVING, REF. DTL. 64/JCL.7.
 7. CONC. RIP RAP BAGS (ALTERNATE) AT EDGE OF POND FOR BANK STABILIZATION. RIP RAP BAGS TO EXTEND NORTHEASTERLY A DISTANCE OF 200' FROM POND WALL IN A LINE PARALLEL WITH EAST FACE OF BUILDING. REF. DTL. 17C/L.7.
 8. 6" CONC. DRIVE APPROACH WITH MONOLITHIC CURB TO MATCH EXISTING. REF. DTL. 64/JCL.7. DRILL AND CONEL INTO EXISTING CONC. PAVEMENT.
 9. POLE BASE DETAIL - FIXTURE "21", 3 TYP., REF. DTL. 64/JCL.7.
 10. POLE BASE DETAIL - FIXTURE "5", 3 TYP., REF. DTL. 64/JCL.7.
 11. REMOVE WILLOW TREE IN FRONT OF PINE.
 12. PROVIDE BEND IN WALL TYP. AT CENTER POINT BETWEEN PILLARS ALONG CURVE IN PROPERTY LINE.
 13. REMOVE BY SAW CUTTING EXISTING PAVING AND CURB FOR NEW DRIVE APPROACH.
 14. STRIPE PEDESTRIAN ACCESS LAKE.
 15. EXTEND CONC. WALL TO PAVED 20' MAINT. ACCESS AND UTILITY EASMT.
 16. PROVIDE 5/8"x25" DIA. SHOOT HOLE AT 24" O.C. TYP. ALONG EXISTING CONC. PAVEMENT.
 17. CONC. RIP RAP BAGS (ALTERNATE) AT EDGE OF POND FOR BANK STABILIZATION. RIP RAP BAGS TO EXTEND NORTHEASTERLY A DISTANCE OF 200' FROM POND WALL IN A LINE PARALLEL WITH EAST FACE OF BUILDING. REF. DTL. 17C/L.7.
 18. EXISTING PINE TREE TO REMAIN AND BE PROTECTED.
 19. EXISTING TREE TO REMAIN AND BE PROTECTED.
 20. REMOVE AND RELOCATE EXISTING TREE TO LOCATION SHOWN.
 21. PROVIDE TWO 4"x12" BLOCK OUTS TWO FEET APART IN WALL FOR DRAINAGE. EXACT LOCATION OF BLOCK OUTS TO BE DETERMINED IN THE FIELD.
 22. MAIN AREA OF POND TO BE EXCAVATED AS SHOWN IF RIP RAP BAG (ALTERNATE) IS NOT ACCEPTED. BEGIN EXCAVATION ADJACENT TO ICE AND REBAR WALLS AT ELEVATION 125.41 AND PROCEED AT SAME ELEVATION HEADING NORTHEAST AND SOUTHEAST ALONG CURVED SHOOT LINE TO SPOT 125.41. SLOPE MANY TO EXISTING POND FLOOR PROFILE TO SPOT ELEVATIONS 123.69.
 23. CONSTRUCT AND INSTALL ORNAMENTAL IRON FENCE, REF. DTL. 64/JCL.7.
 24. CONSTRUCT CONC. (SLUMP BLOCK) WALL, REF. DTL. 64/JCL.7. LOCATE PILLARS ALONG WALL AS SHOWN GRAPHICALLY ON SITE PLAN C1.6.
 25. ASPHALT PAVING, REF. DTL. 64/JCL.7.
 26. INSTALL TWO (2) 4" PVC SLEEVES AT 42" DEEP AND CAP. EXTEND BEYOND DRIVE PAVEMENT A DISTANCE OF ONE (1) FOOT. THESE SLEEVES ARE INTENDED FOR FUTURE WATER AND GAS.
 27. INSTALL ONE (1) 4" PVC FOR FUTURE SPRINKLER SYSTEM. PLACE PVC 14" DEEP EXTENDING 1'-0" BEYOND PAVEMENT AND CAP.
 28. ADJUST EXISTING SPRINKLER HEADS AS NECESSARY.
 29. THIS LINE REPRESENTS APPROXIMATE LIMITS OF EXCAVATION FOR RIP RAP BAG BANK STABILIZATION.
 30. CONTINUE CITY OF WICHITA STANDARD MH TYPE D OR R.

- GENERAL NOTES
1. SPACE PARKING STALLS EVENLY AS PER PLAN. TOTAL STALLS TO EQUAL 83.
 2. REMOVE ALL EXISTING CONC. RIP RAP BAGS WITHIN 4' OF FINISH GRADE.
 3. PROVIDE CONC. PAVING ALT. FOR PARKING LOT, REF. DTL. 64/JCL.7 AND SPEC.
 4. PARKING STALL STRIPING TO HAVE 4" WIDE STRIPES AT LOCATIONS SHOWN ON PLAN.
 5. MAXIMUM SLOPE ON SITE TO BE 4:1.
 6. ALL PARKING LOT ISLANDS ARE TO BE PAVED EXCEPT WHERE NOTED.
 7. ALL DIMENSIONS ON PLAN ARE FROM FACE OF CURB WHERE OCCURS.
 8. LIMITS OF CONSTRUCTION OCCUR WHERE NEW GRADES MEET EXISTING GRADES. LIMITS OF CONSTRUCTION ALSO ENCLOSURE AREA WITHIN PROPERTY LINE.
 9. CONTRACTOR TO SUBMIT JOINT LAYOUT FOR CONC. PAVING ALTERNATE. PAVEMENT TO BE LAID OUT IN 20' LONG, 10' WIDE SECTIONS WITH CONSTRUCTION JOINTS LOCATED ALONG DRIVE LINES. PROVIDE 5/8"x25" DIA. SHOOT HOLE AT 24" O.C. TYP. ALONG CONSTRUCTION JOINTS ALSO. PROVIDE CONSTRUCTION JOINT WITH DOWELS AT CONC. DRIVE APPROACH. PROVIDE PAVEMENT 10"x10" TO AS NEAR A DIRECTION. PROVIDE 1/2" EXPANSION JOINT AT WALL WHERE OCCURS.

- ELECTRICAL PLAN NOTES
1. ALL CONDUCTORS TO BE R10 UNLESS NOTED OTHERWISE. NEW CONDUIT TO BE 3/4" PVC UNLESS NOTED OTHERWISE.
- ELECTRICAL KEYED NOTES
1. EXISTING FIXTURE TO REMAIN.
 2. EXISTING FIXTURE TO BE RELOCATED.
 3. EXISTING CONDUIT AND WIRE TO REMAIN.
 4. EXISTING CONDUIT, REPLACE CONDUITS.
 5. RELOCATED FIXTURE PROVIDE NEW BASE (SEE DETAIL FOR FIXTURES).
 6. REMOVE AND EXTEND EXISTING CONDUIT FOR RELOCATED FIXTURE.
 7. NEW CONDUIT AND CONDUCTORS.
 8. 3/4" CONDUIT FOR FUTURE FIXTURES. CAP 1" BEYOND LIGHT POLE BASE AND MAKE WITH ORANGE PAINTED REAR.
 9. CAP 4" PVC CONDUIT SLEEVE 3" BEYOND PAVEMENT AND MAKE WITH AN ORANGE PAINTED REAR. THESE SLEEVES ARE INTENDED FOR FUTURE POWER AND TELEPHONE.
 10. TO PANEL "P22": SWITCHED CIRCUITS A, B, & C, VIA EXISTING 4-POLE CORDON. USE EXISTING TWO POLES FEEDING EXISTING CIRCUITS A & B AND SPACE POLE FOR NEW CIRCUIT C. NOTE THE UNBUNDLED CIRCUIT B FROM RECEPTACLE PAST CONTRACTOR TO CIRCUIT BREAKER B. REMOVAL PHASING AS REQUIRED SO THAT CIRCUIT A, B, & C ARE ON THREE DIFFERENT PHASES. USE SPACE CIRCUIT BREAKER IN PANEL. P22 OR PROVIDE NEW CIRCUIT BREAKER FOR CIRCUIT C.

FIXTURE S (10' FIXTURES): GARCO MP2-181-0-120-17504-BL-104F-BLA
FIXTURE 21 (20' FIXTURES): GARCO MP2-1-15-120-4000-BLA-BAS-20L-BLA
DUPLEX RECEPTACLE: 20 AMP, 120 VOLT HAND USE. SPEC. GRADE RATED FOR VOLT LOCATION PER NEC 410-570. CAST BUSH FLUSH IN LIGHT POLE BASE.

SCHAEFER ARCHITECT
ROGER J. SCHAEFER
REGISTERED PROFESSIONAL ENGINEER
NO. 671
STATE OF KANSAS

SCHAEFER JOHNSON COX FREY & ASSOCIATES PA

ARCHITECTURE ENGINEERING PLANNING & INTERIOR DESIGN
220 SOUTH HILLSIDE
WICHITA, KANSAS 67211-2197
(316) 884-0771

EAST PARKING LOT EXTENSION
BOEING WICHITA EMPLOYEES CREDIT UNION
WICHITA, KANSAS

REVISION DATE
3/13/11

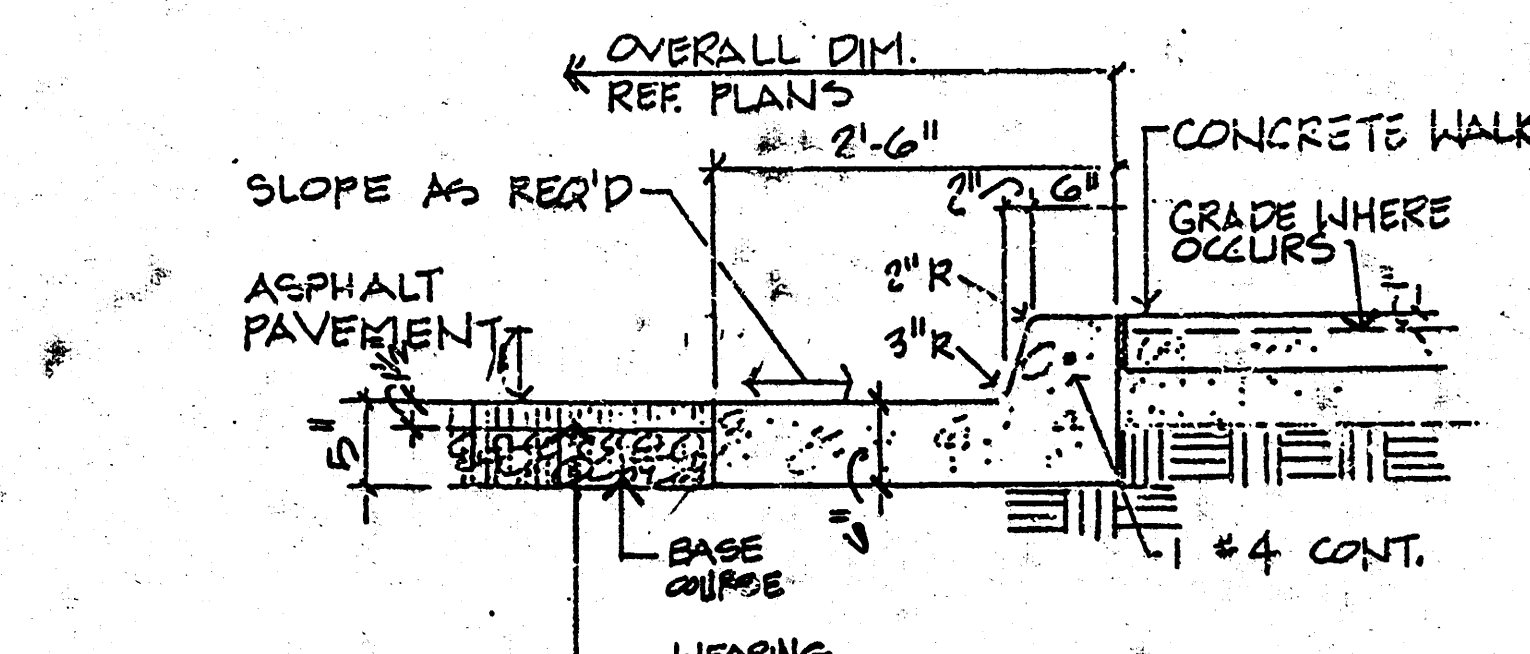
PROJECT NO.
2272.00

DATE
29 JANUARY 1991

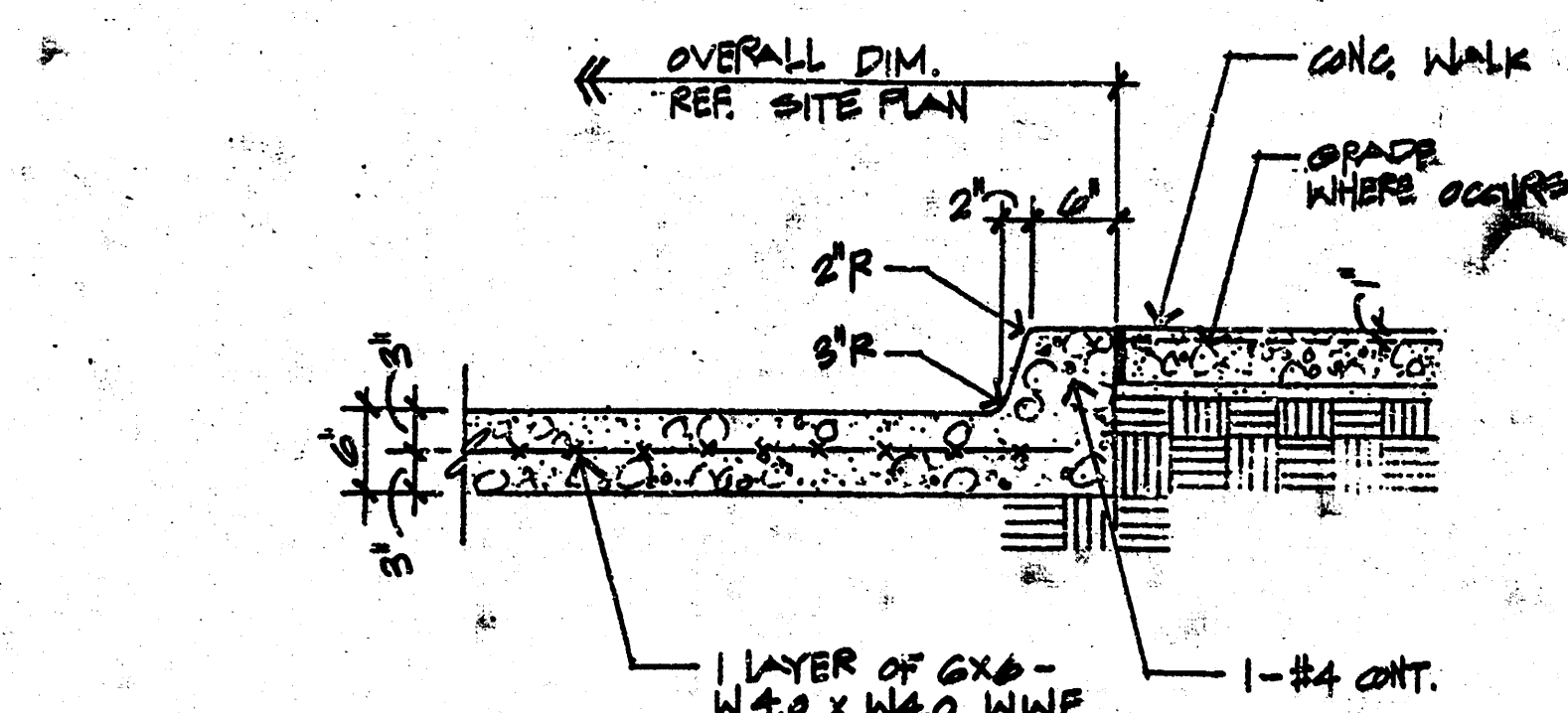
DRAWING SHEET
C1.6

As-Built Plan

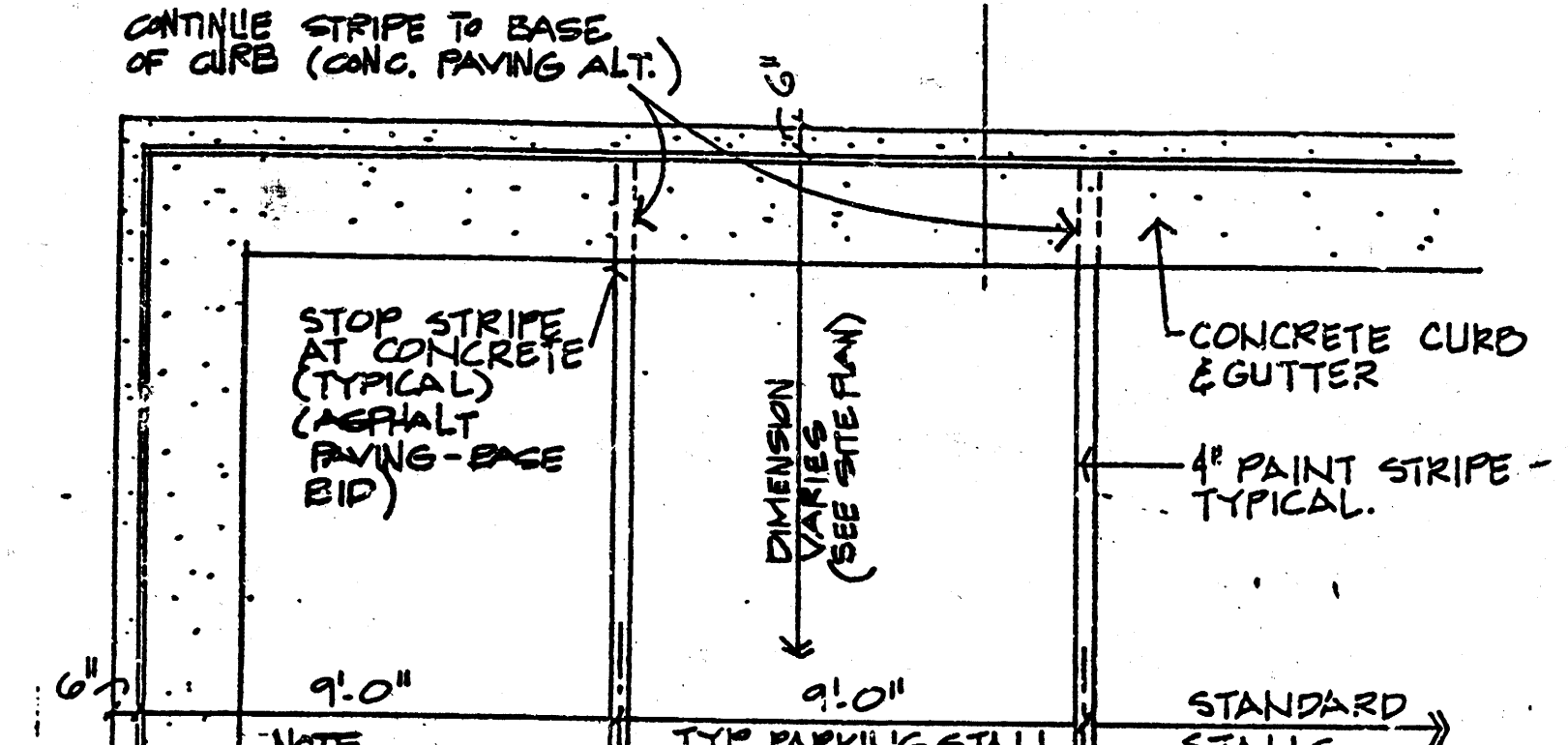
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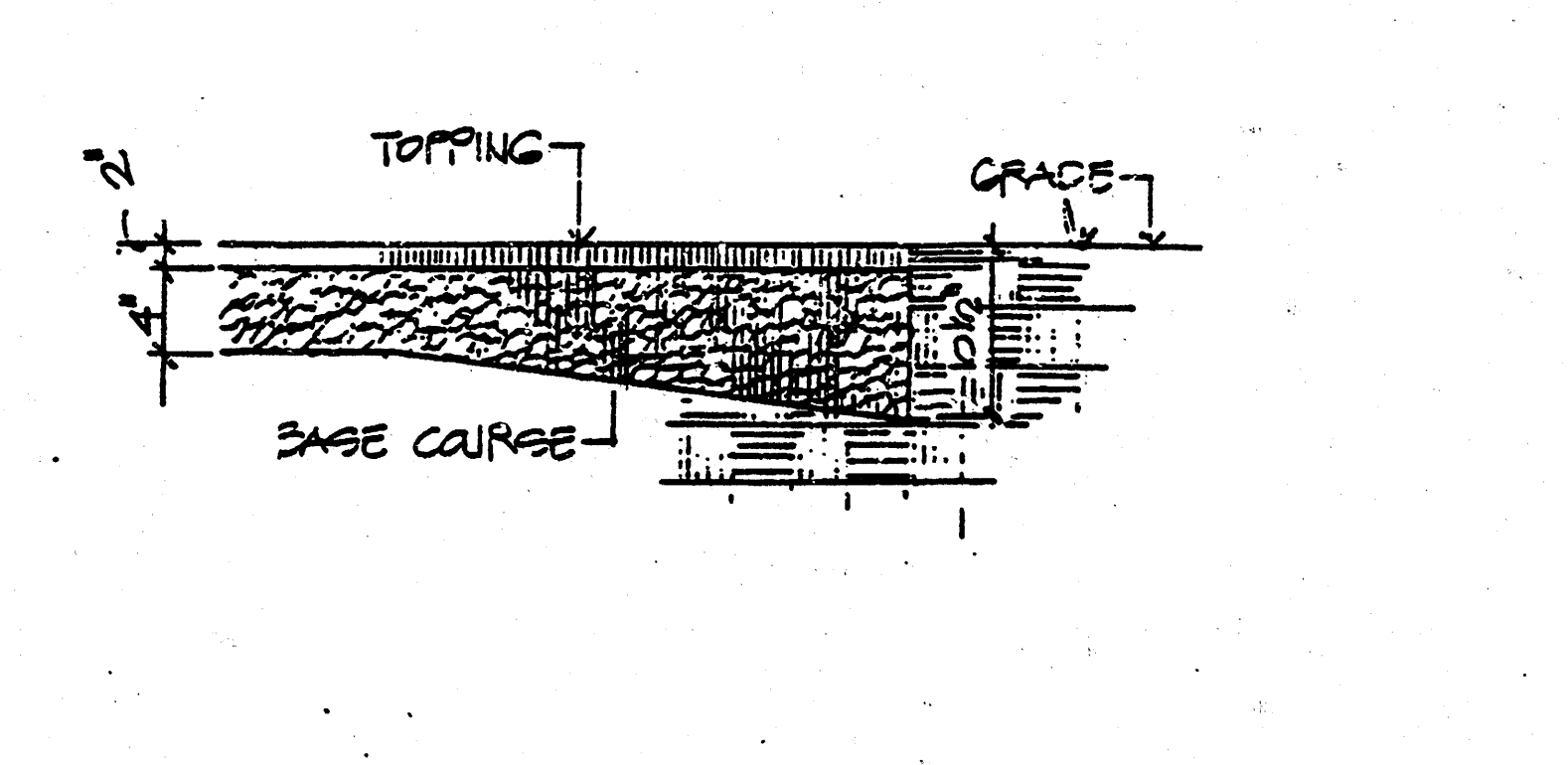
A TYPICAL CURB & GUTTER
3/4"=1'-0"



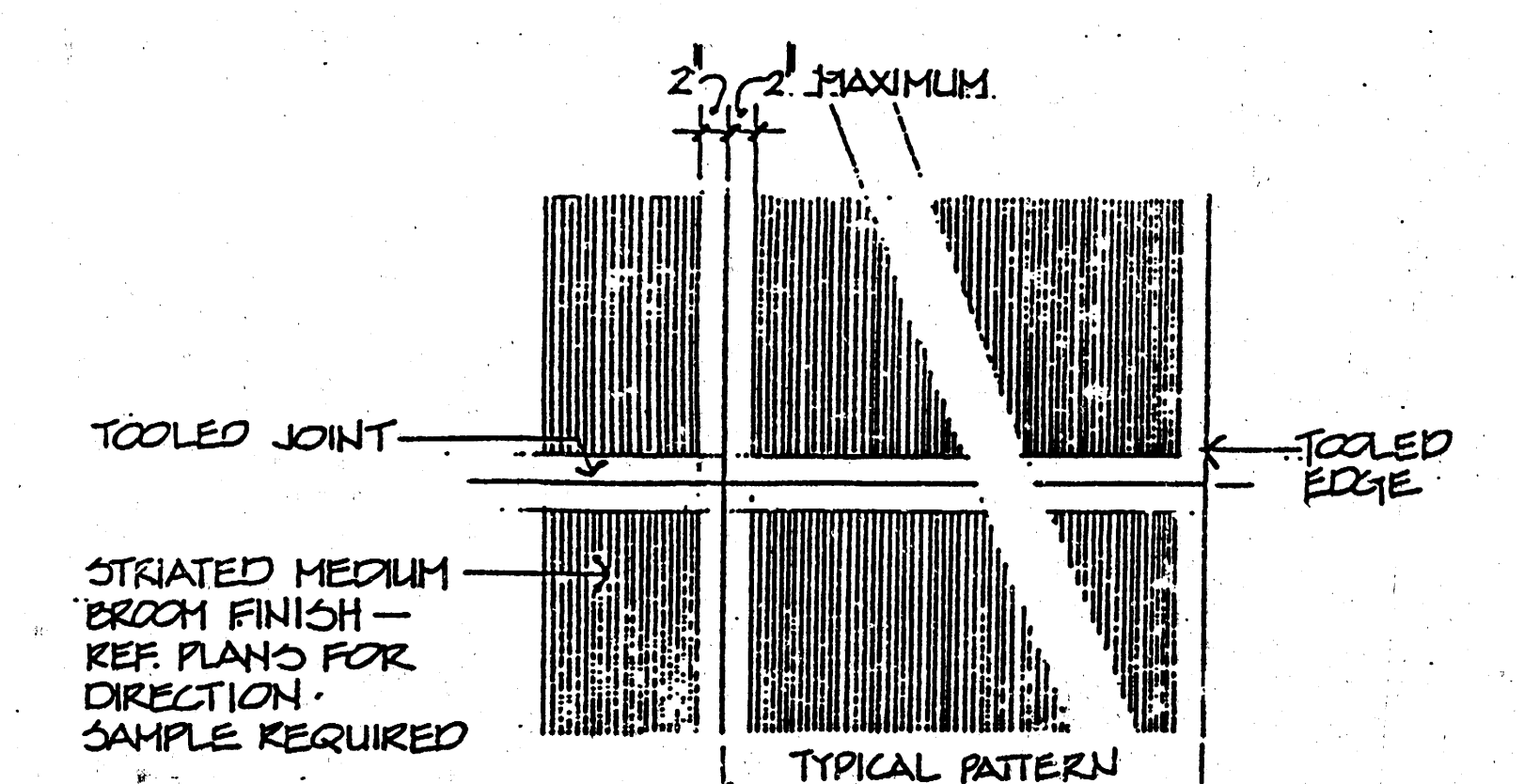
B MONOLITHIC CONC. DRIVE/CURB AND GUTTER
(CONC. PAVING)
3/4"=1'-0"



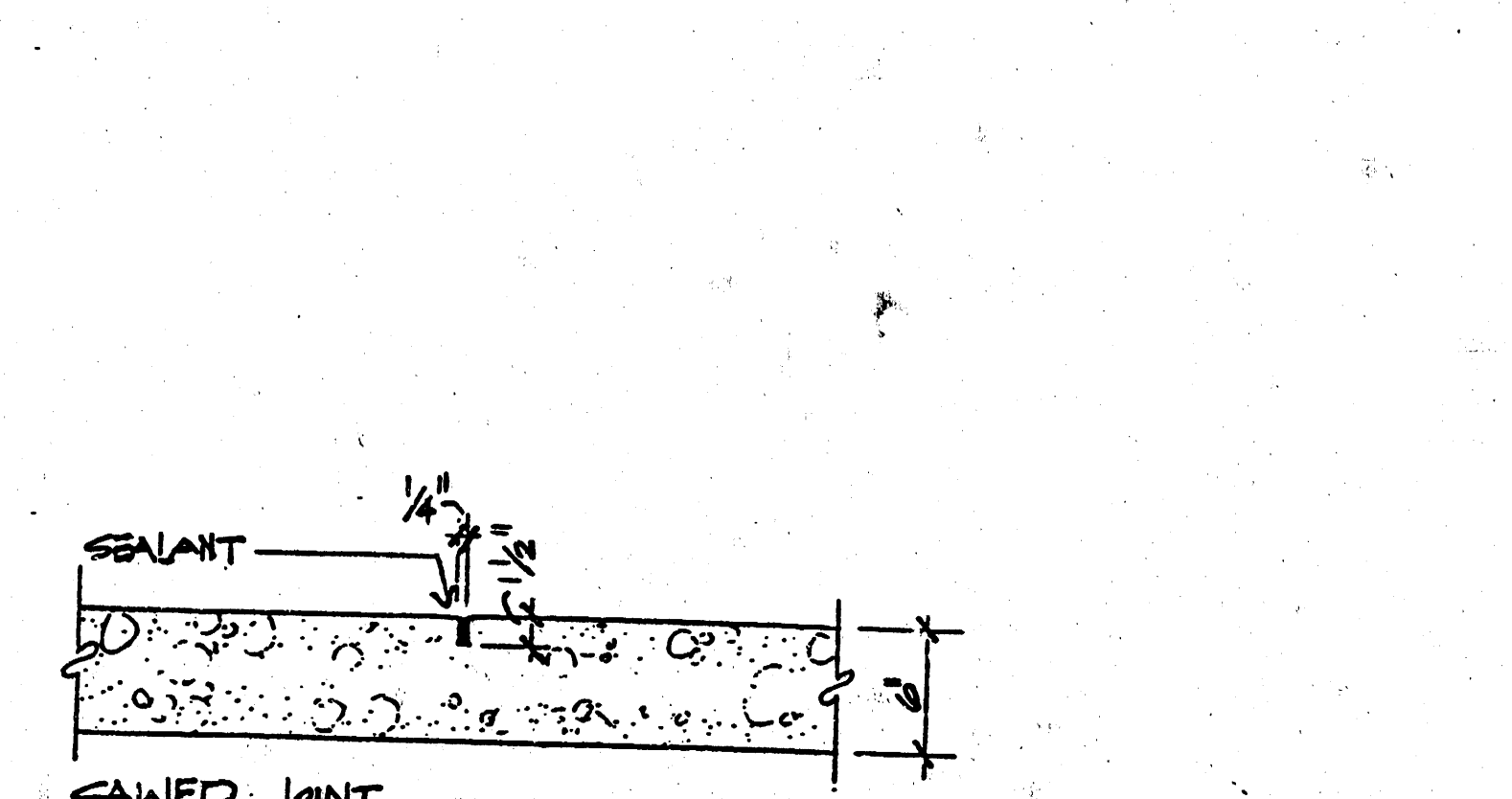
C TYPICAL PARKING STALL
1/4"=1'-0"



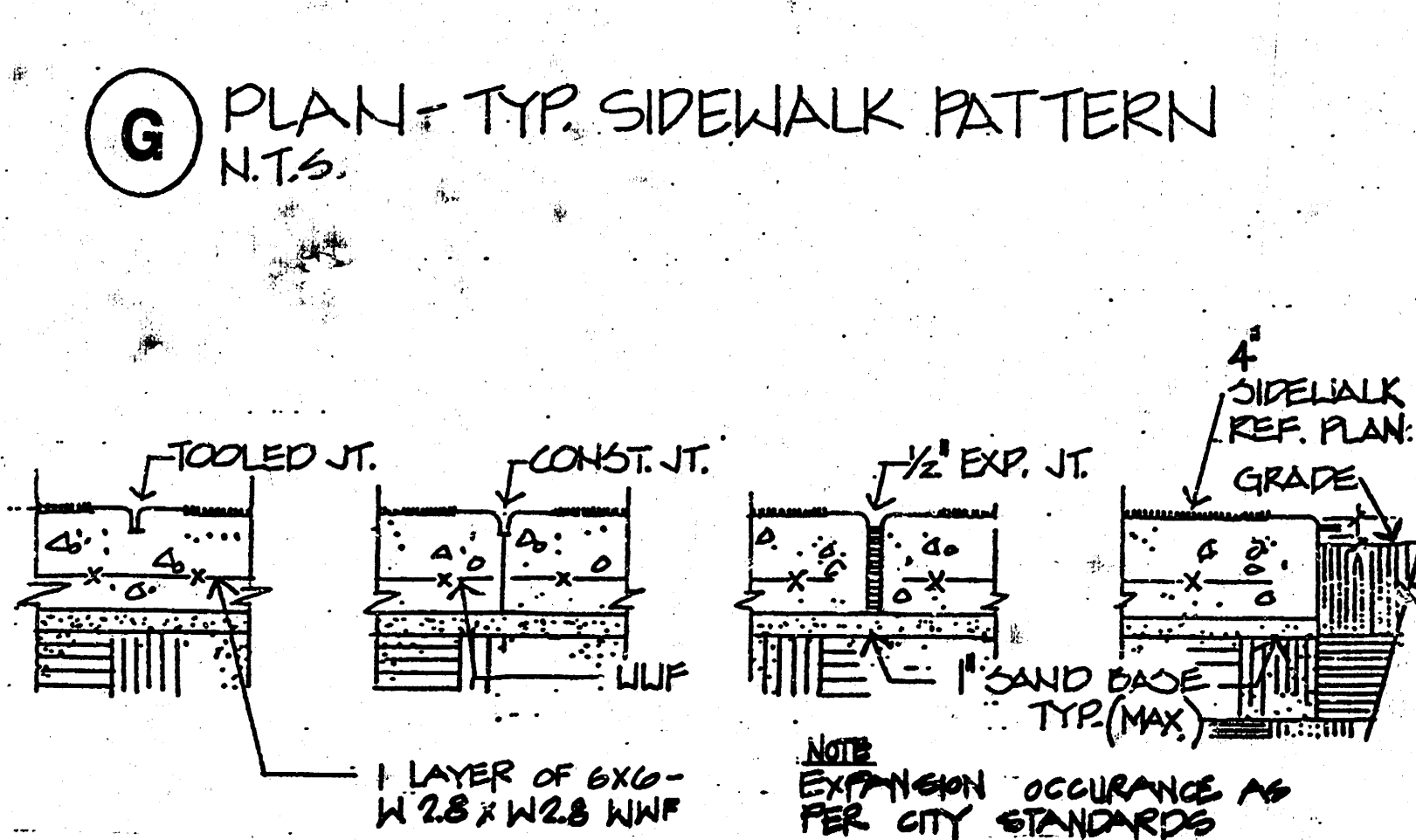
D EDGE OF ASPHALT PAVING
3/4"=1'-0"



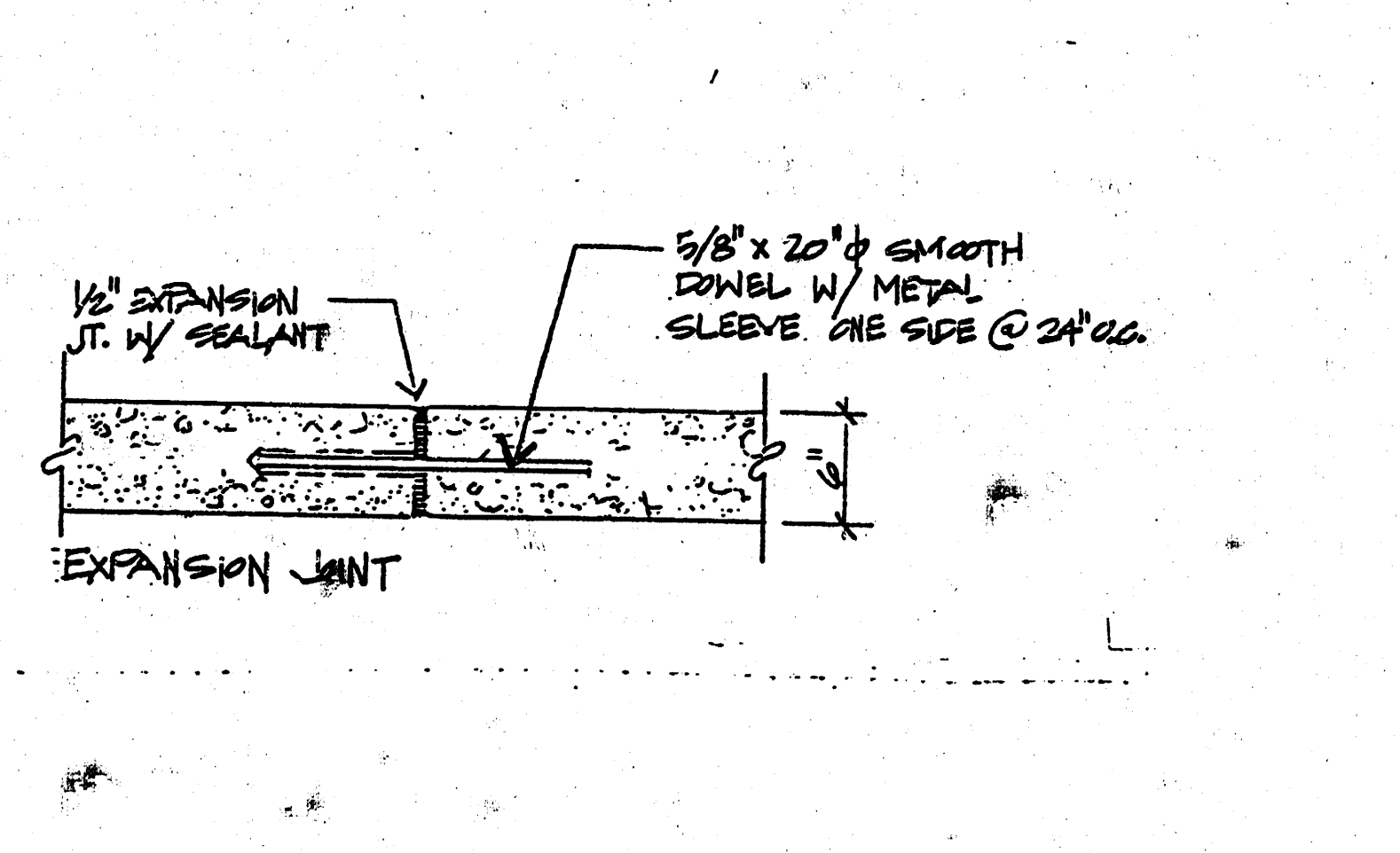
E POLE BASE DETAIL - FIXTURE "S"
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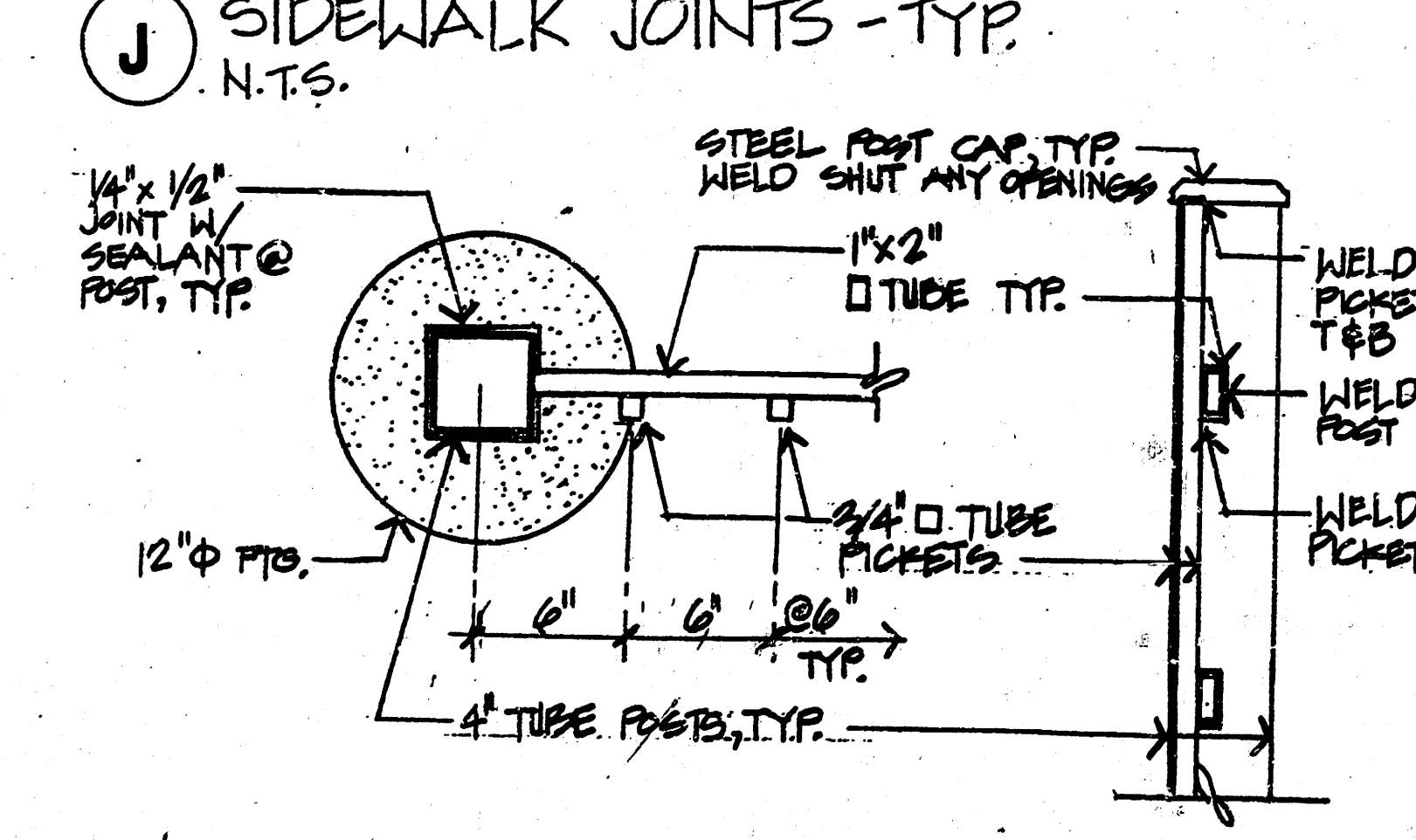
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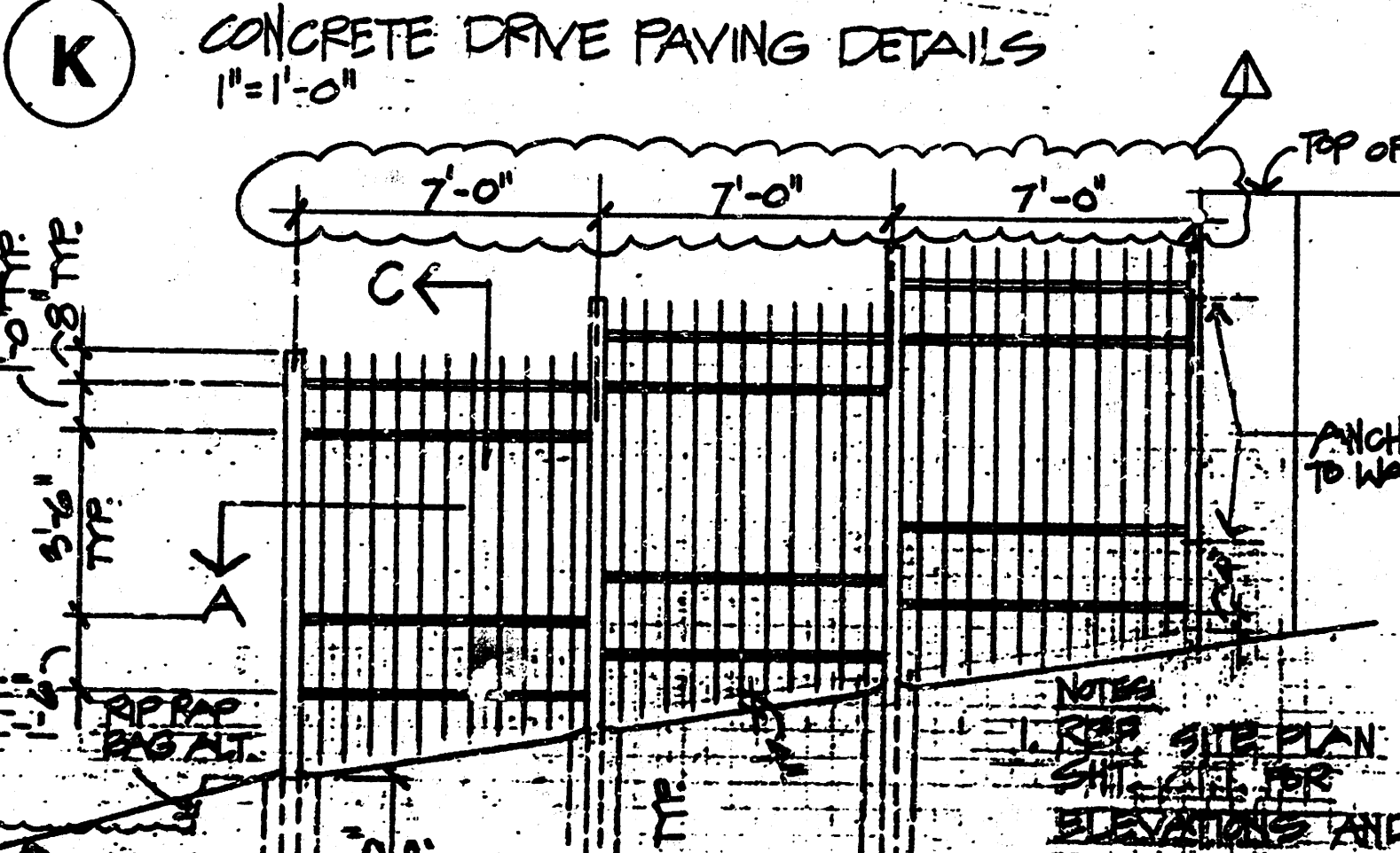
G PLAN - TYP. SIDEWALK PATTERN
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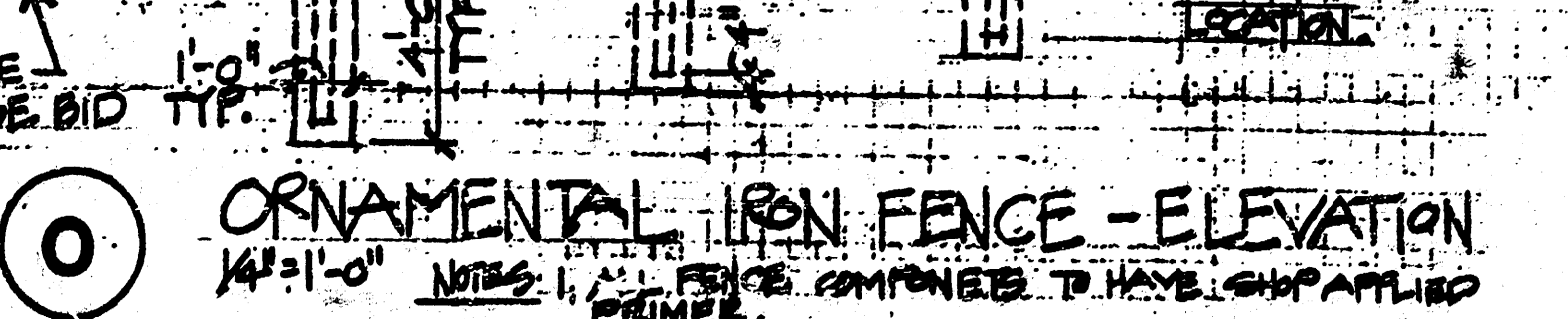
H CONCRETE (SLUMP BLOCK) WALL - PLAN
1/4"=1'-0"



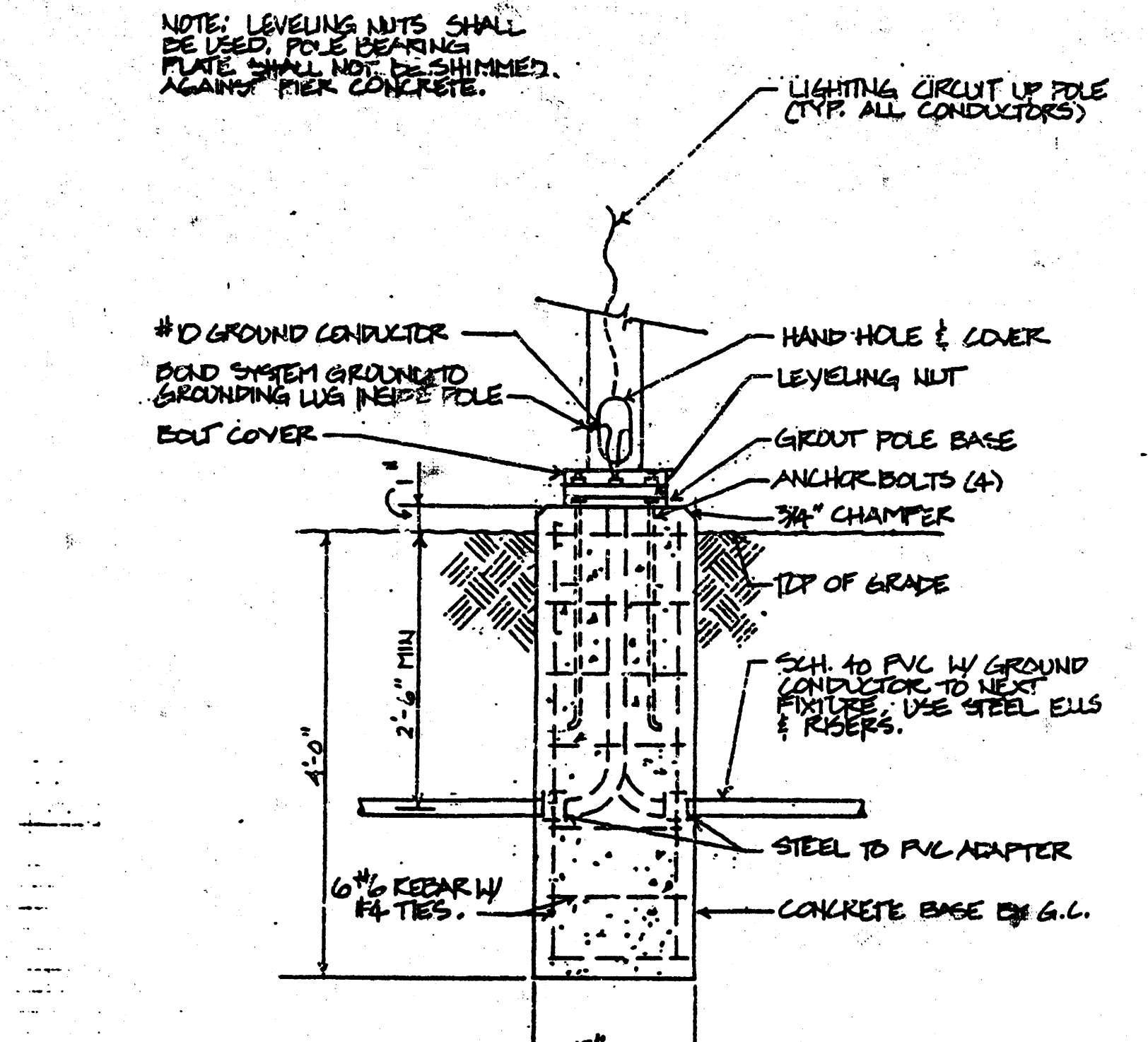
I CONC. RIP RAP BAG BANK STABILIZATION
1"=1'-0"



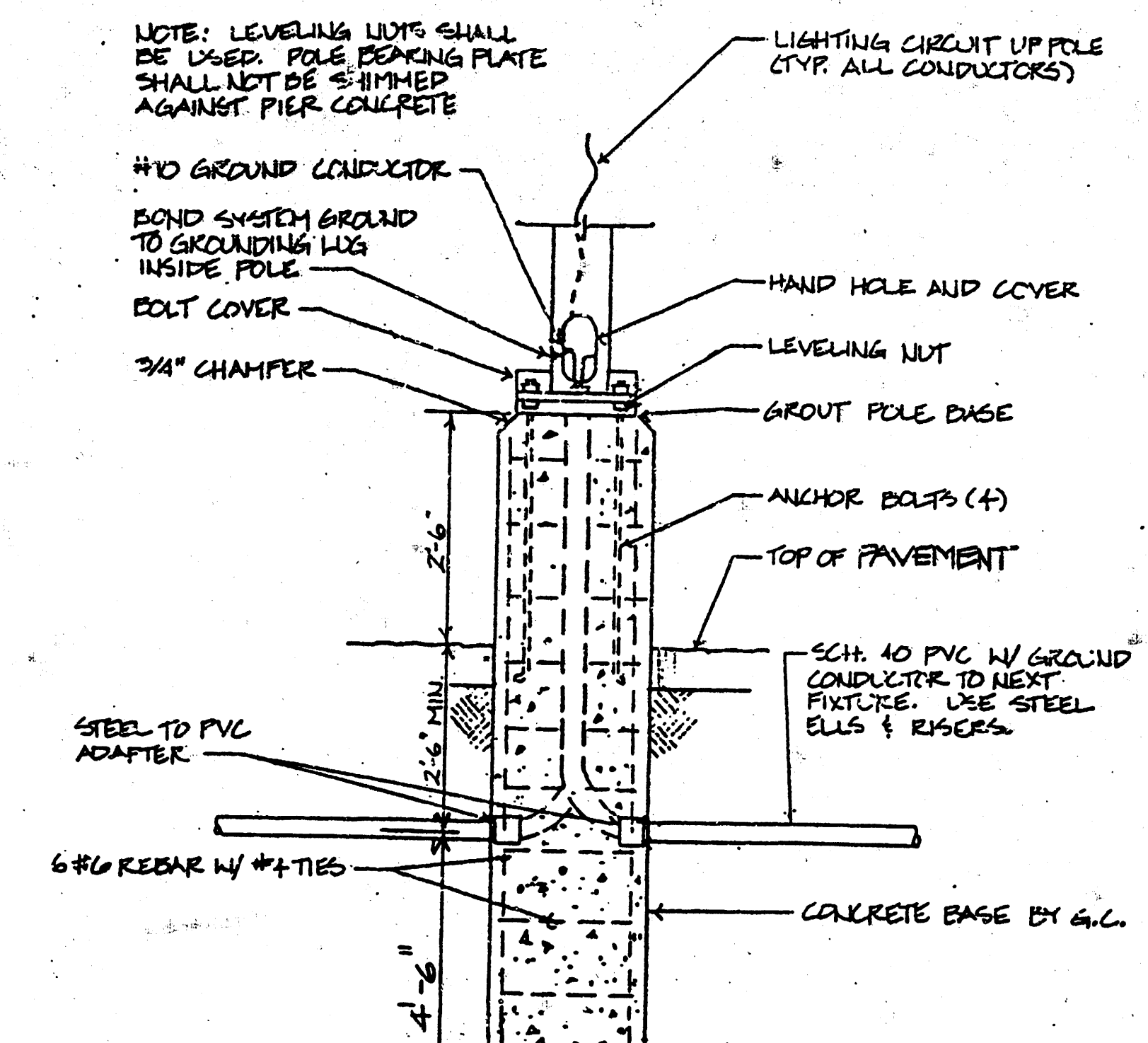
J SIDEWALK JOINTS - TYP.
N.T.S.



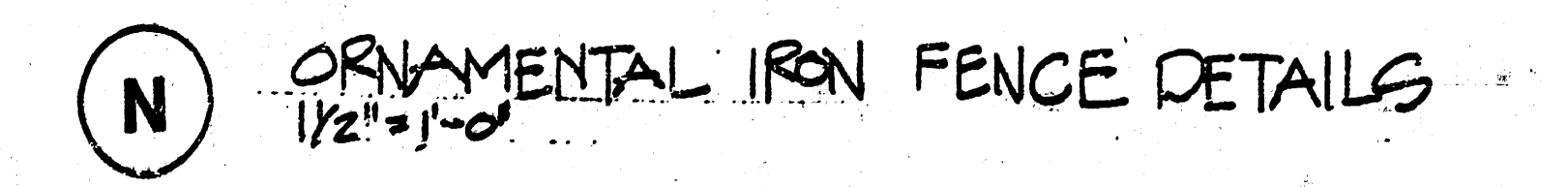
K CONCRETE DRIVE PAVING DETAILS
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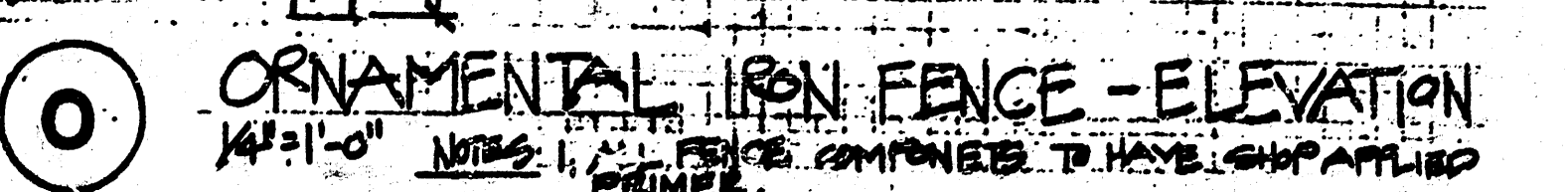
L CONCRETE (SLUMP BLOCK) WALL - ELEV./SECTION
1/4"=1'-0"



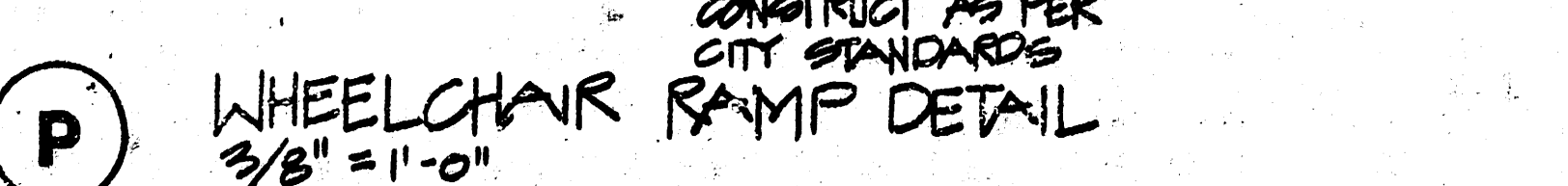
M BLUMPER BLOCK DETAIL
3/8"=1'-0"



N ORNAMENTAL IRON FENCE DETAILS
1/2"=1'-0"

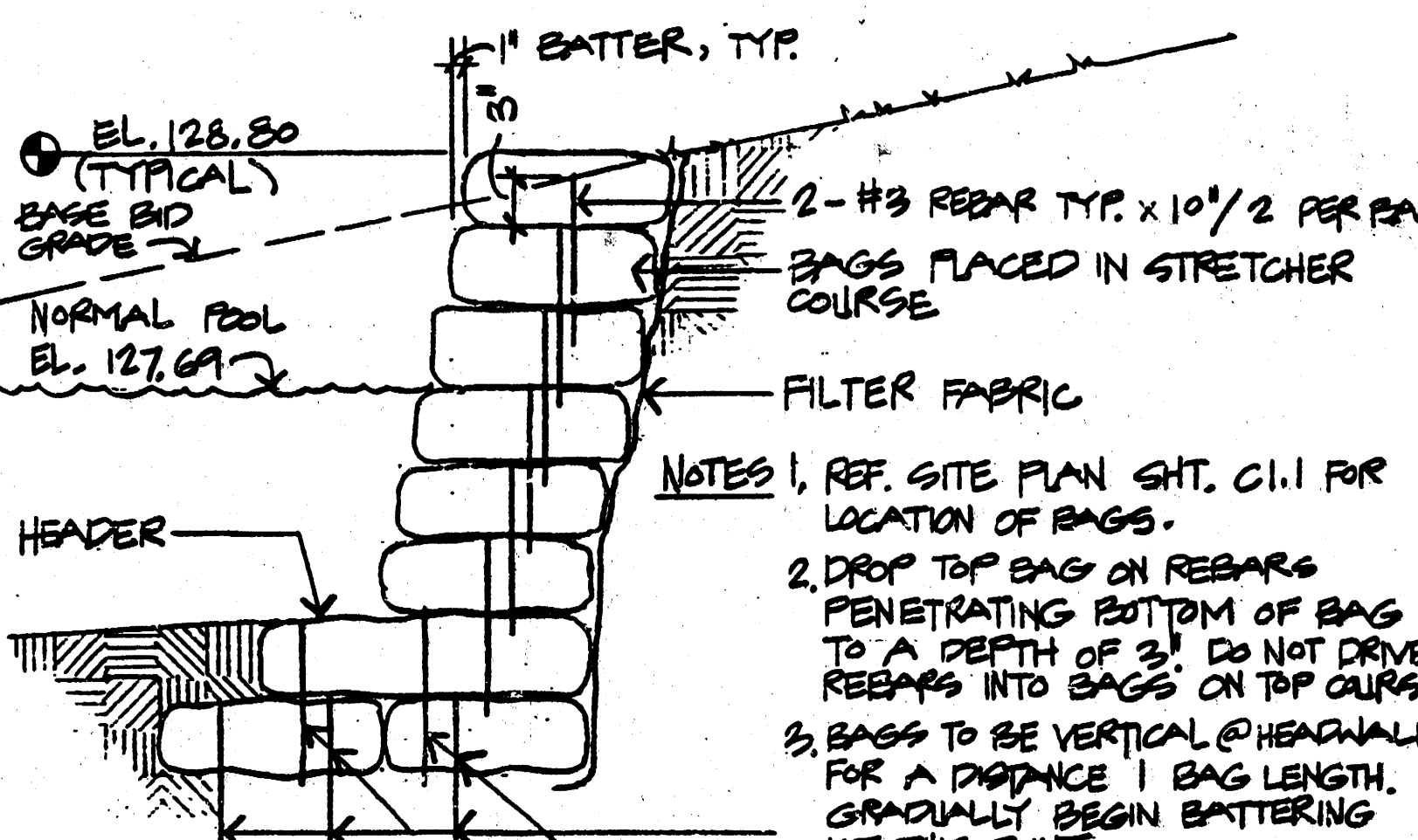


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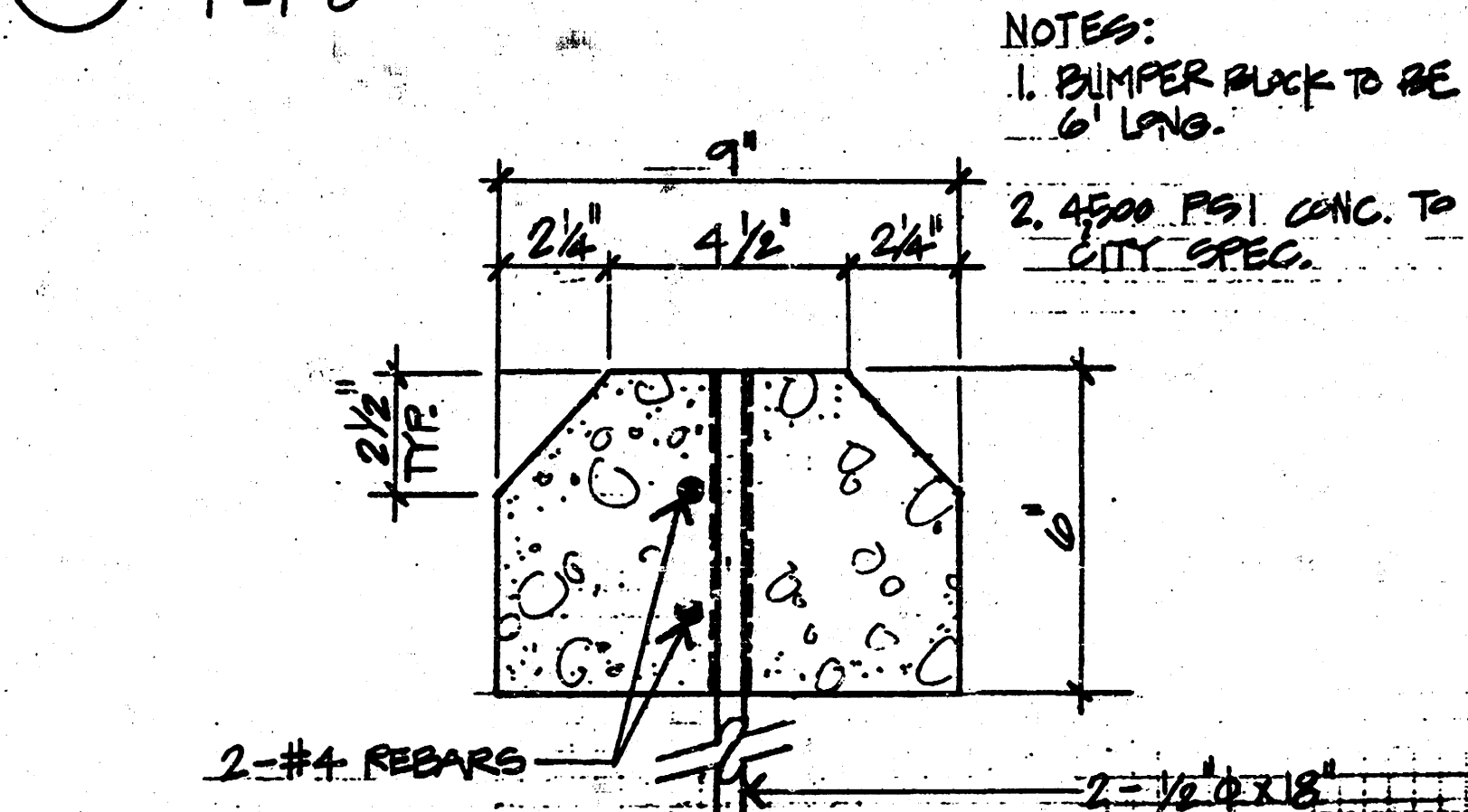


P WHEELCHAIR RAMP DETAIL
3/8"=1'-0"

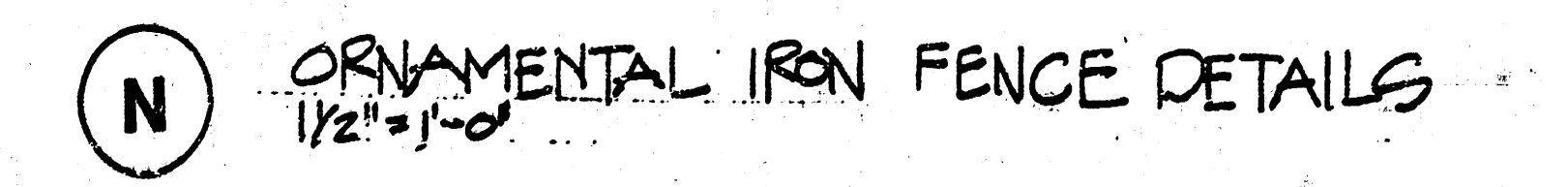
F POLE BASE DETAIL - FIXTURE "Z1"
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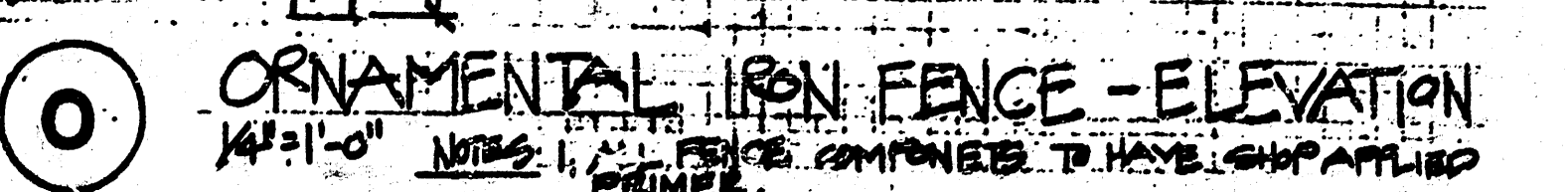
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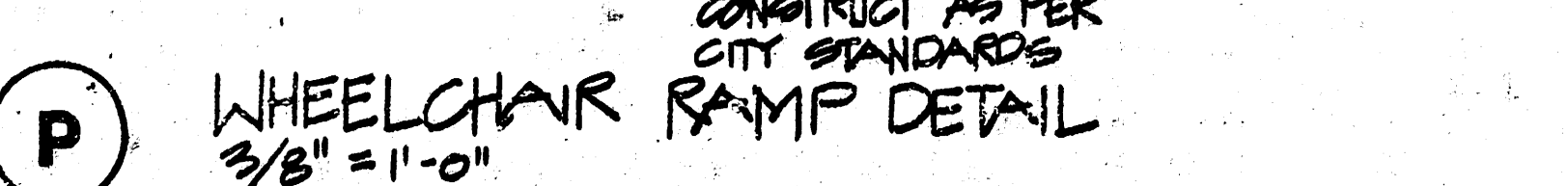
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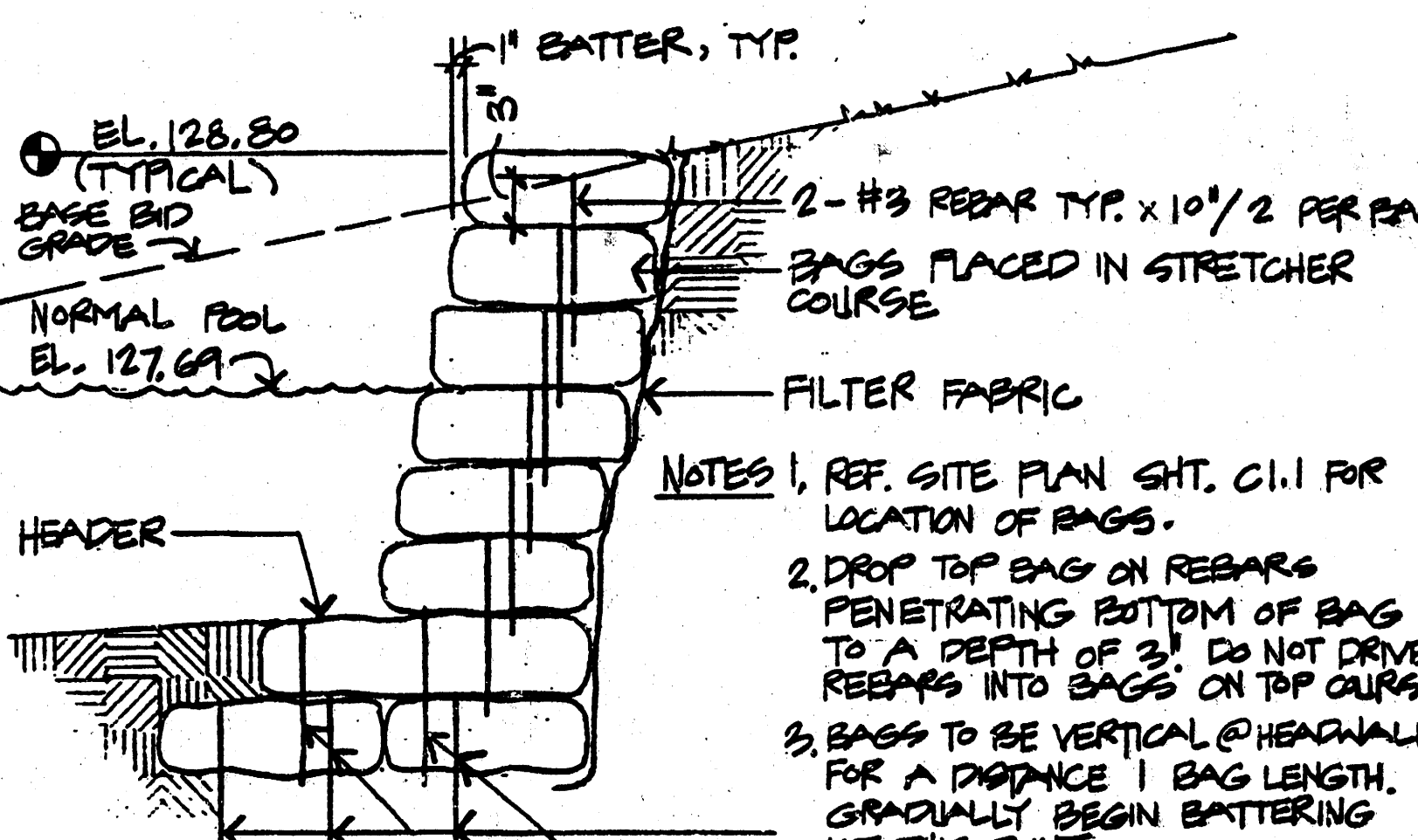


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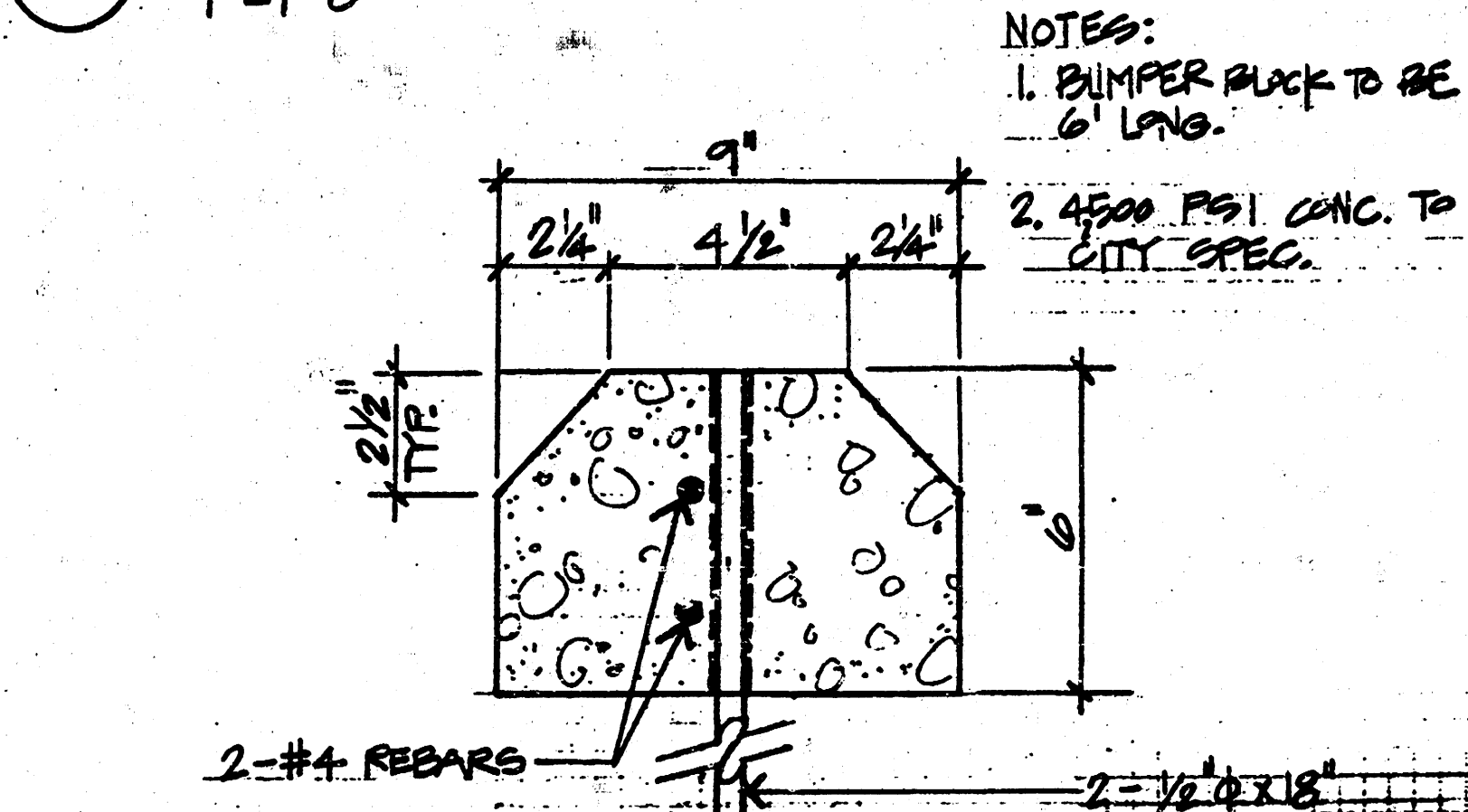


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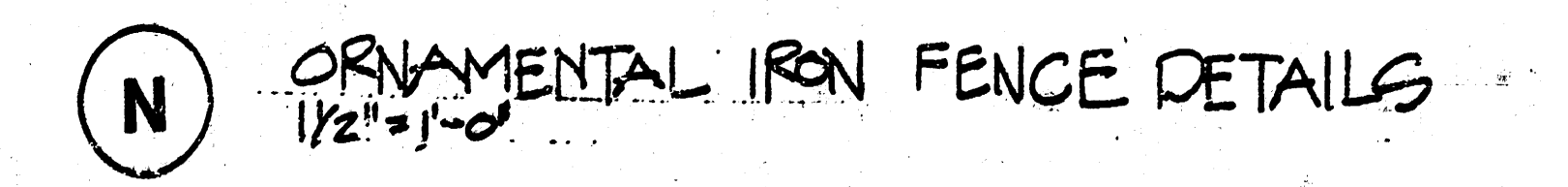
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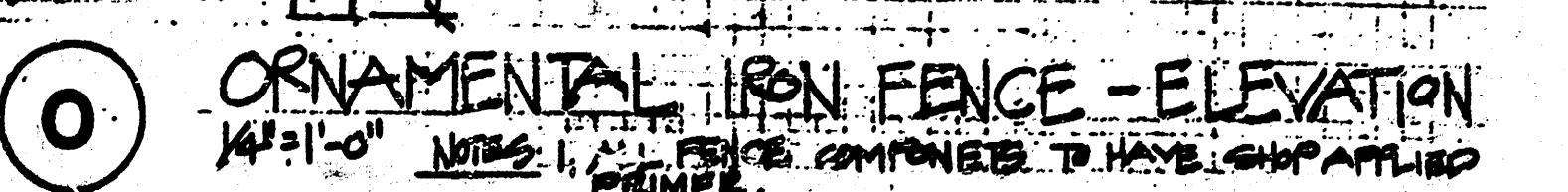
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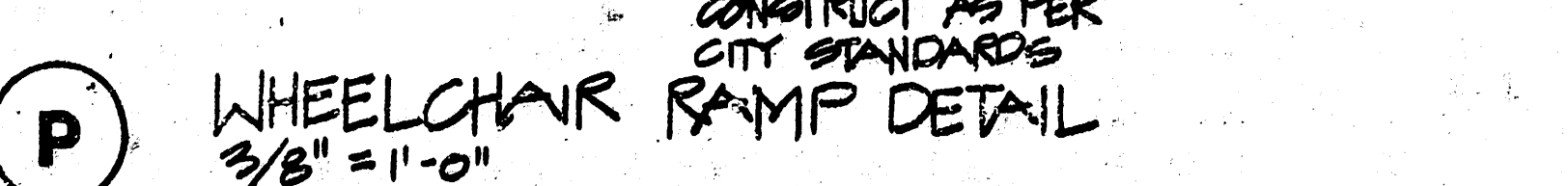
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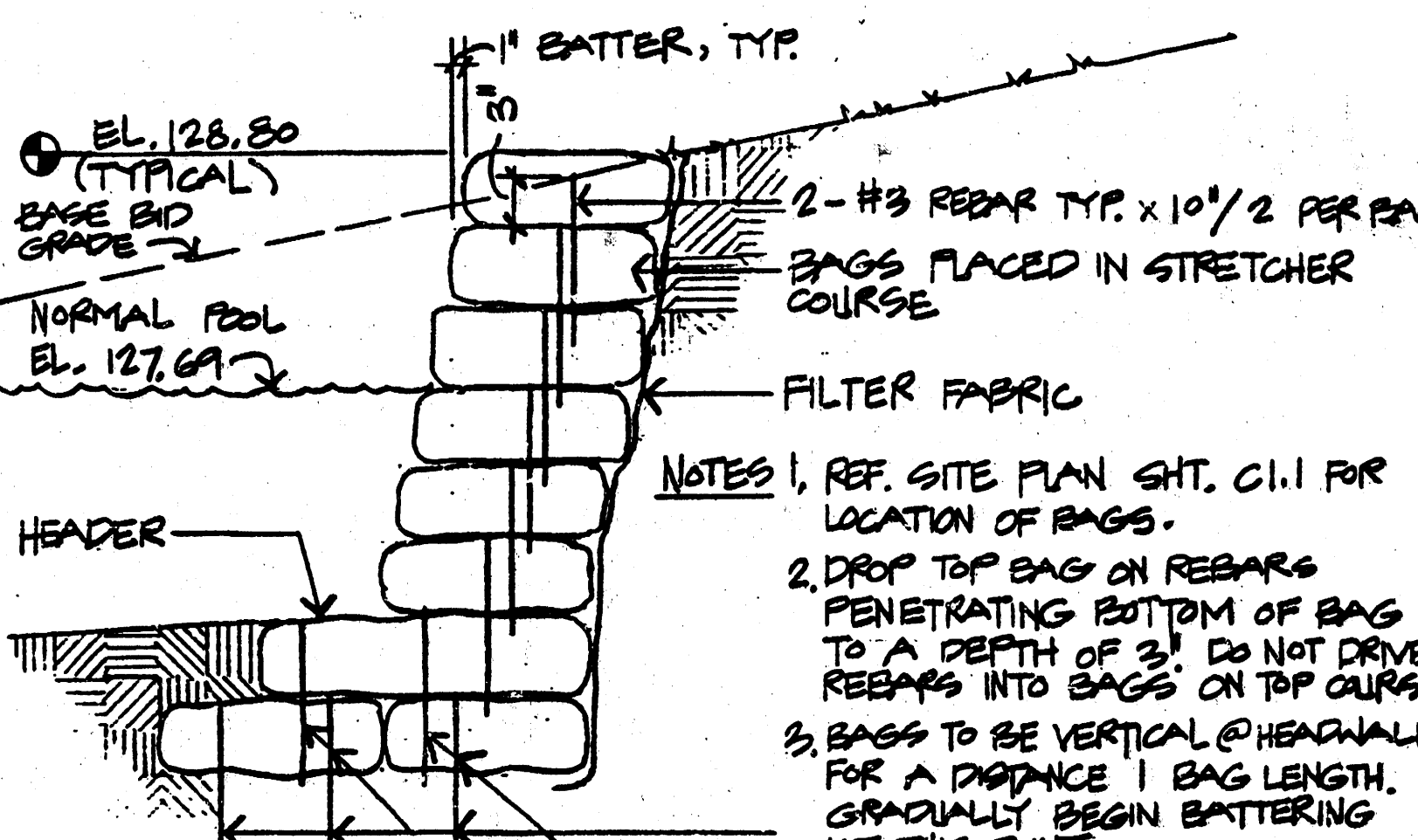


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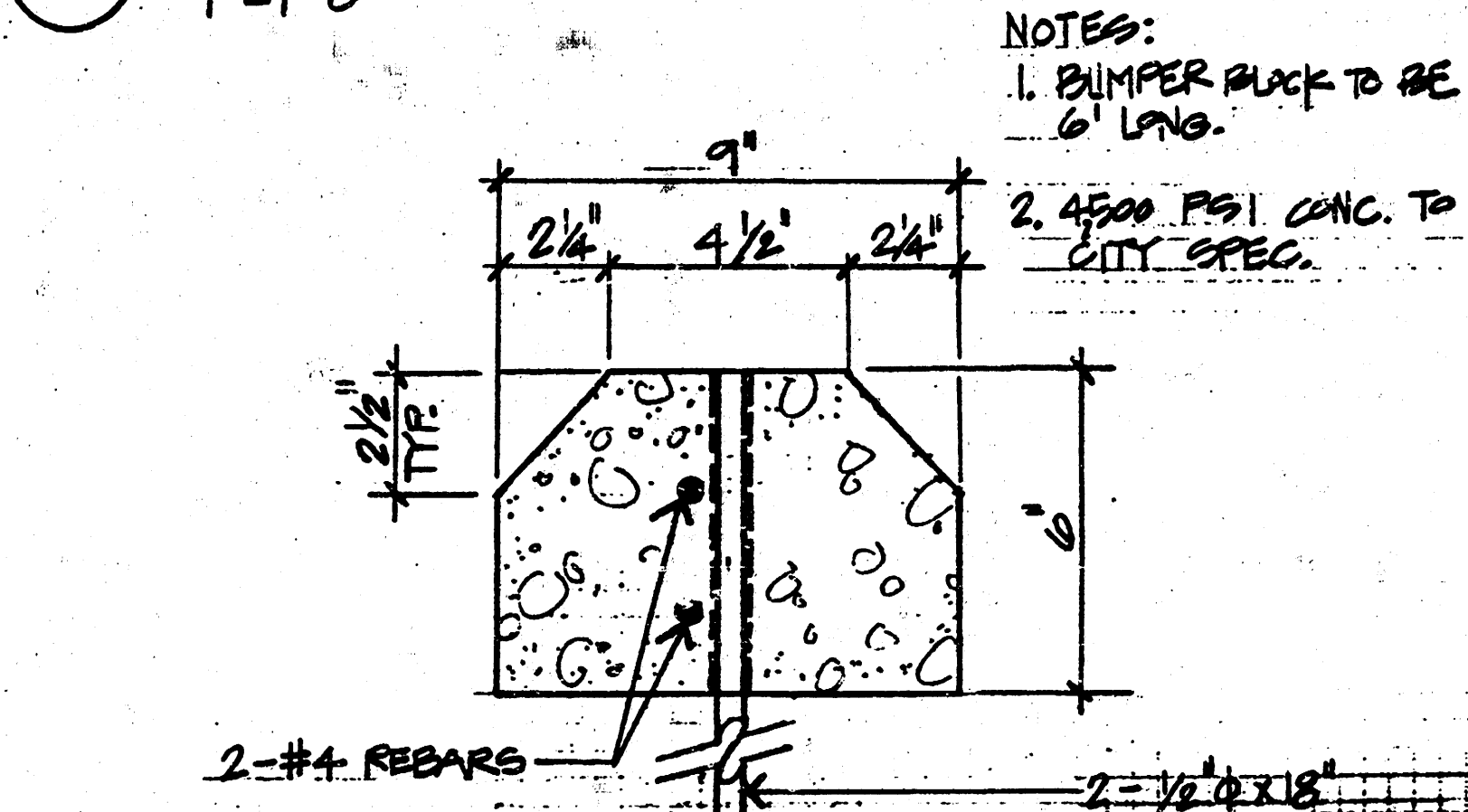


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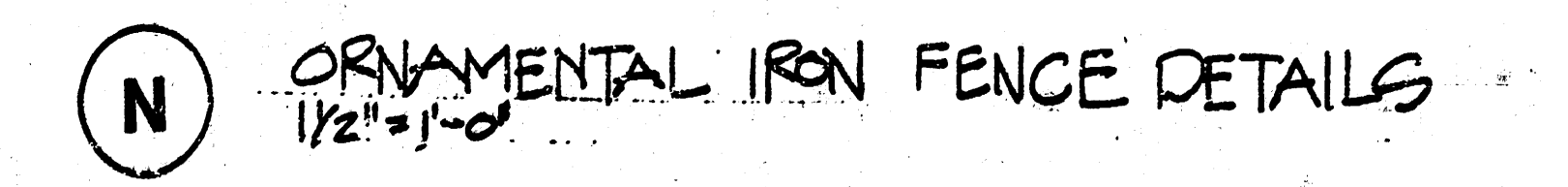
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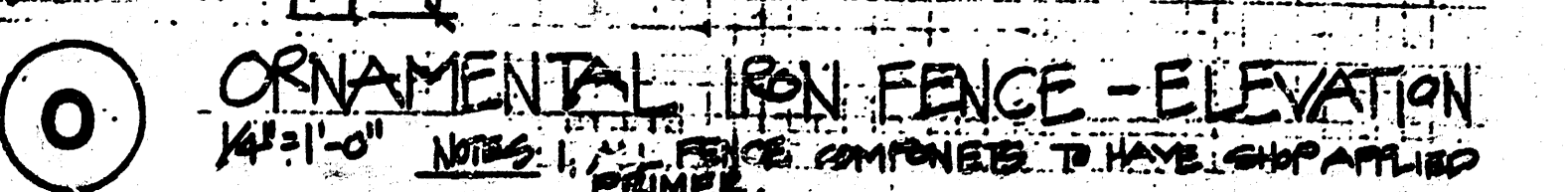
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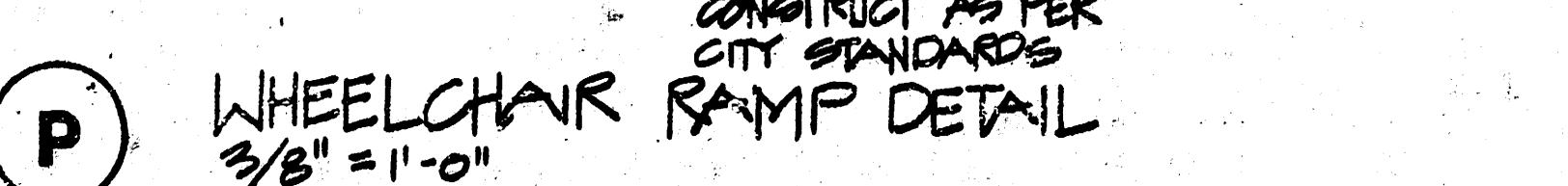
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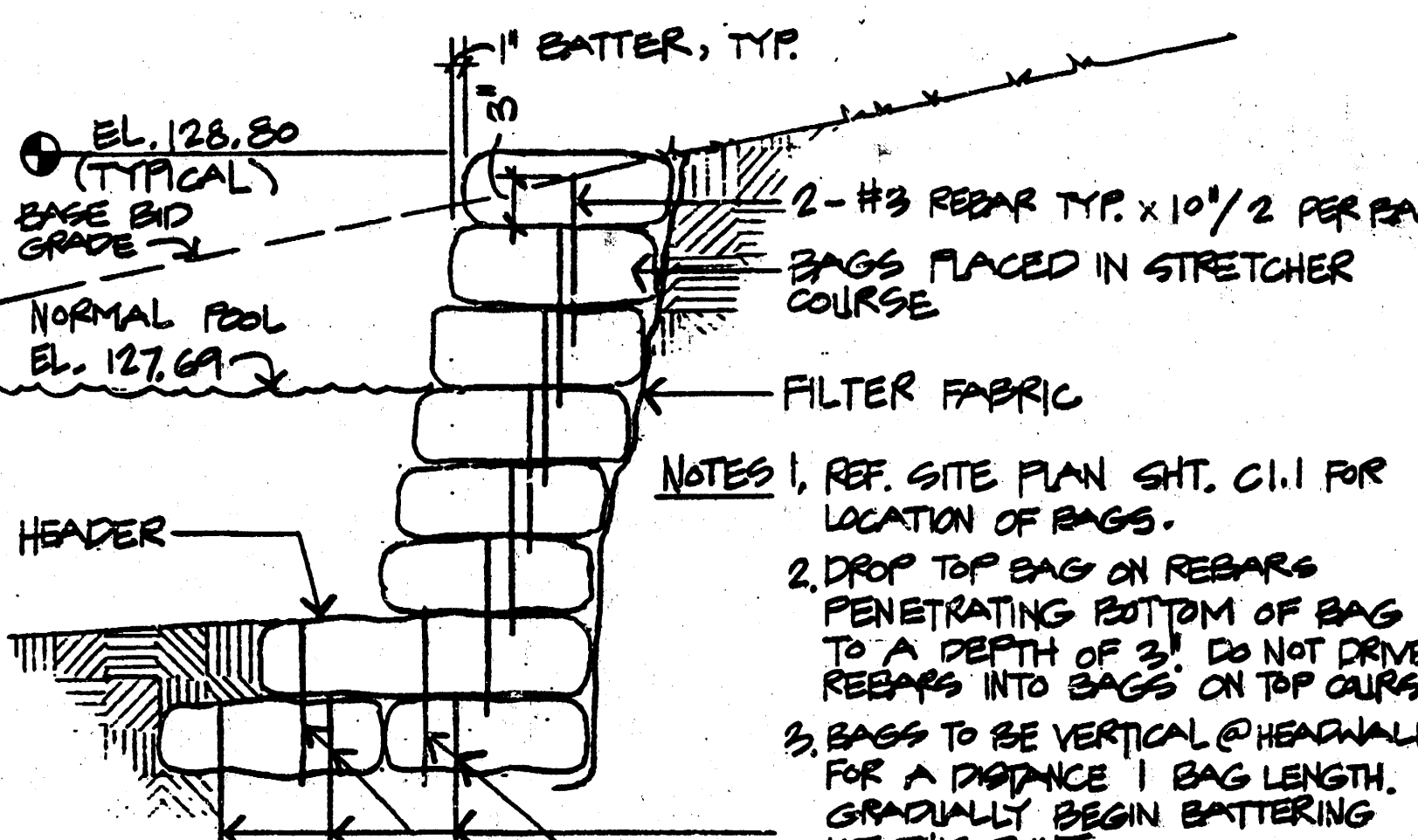


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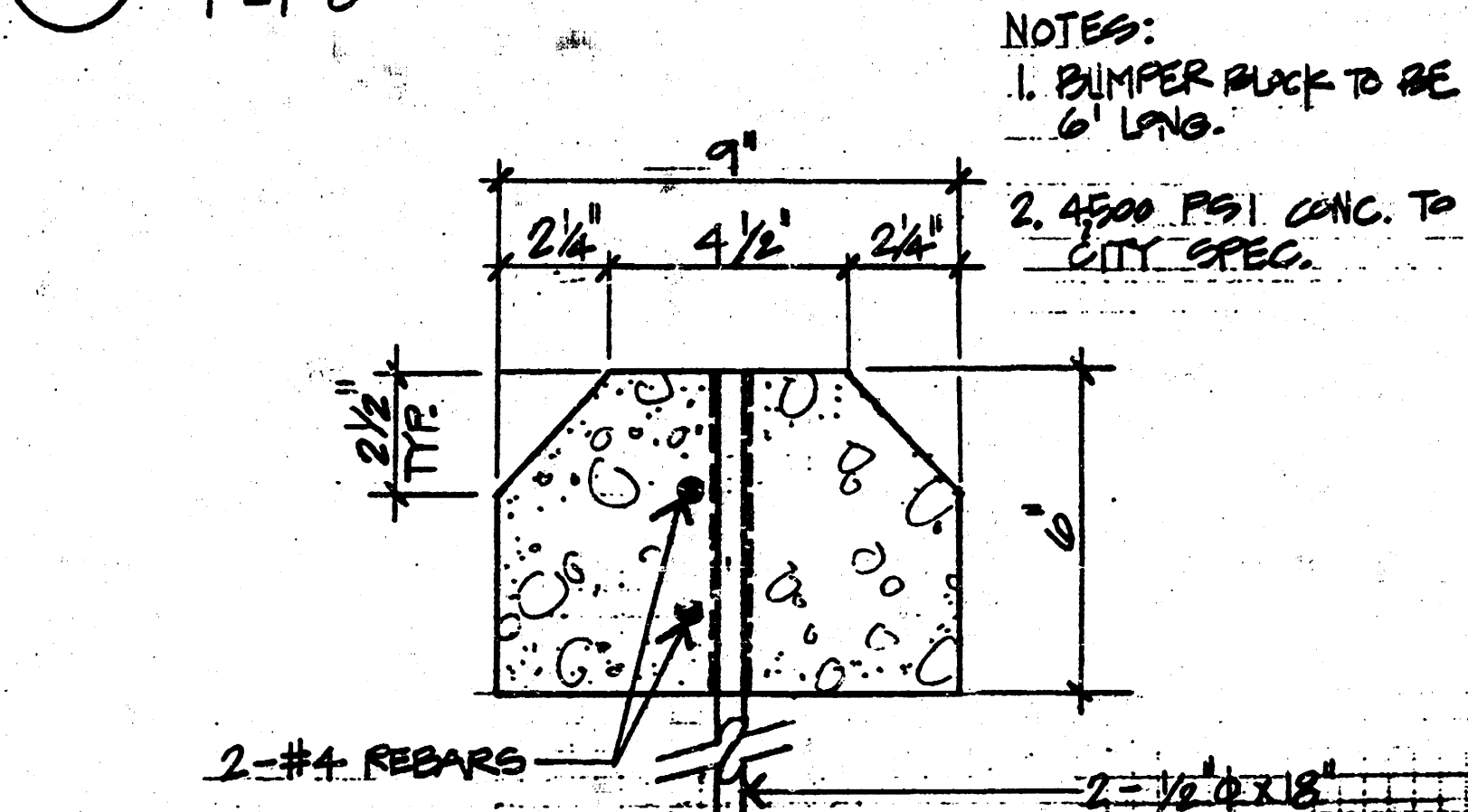


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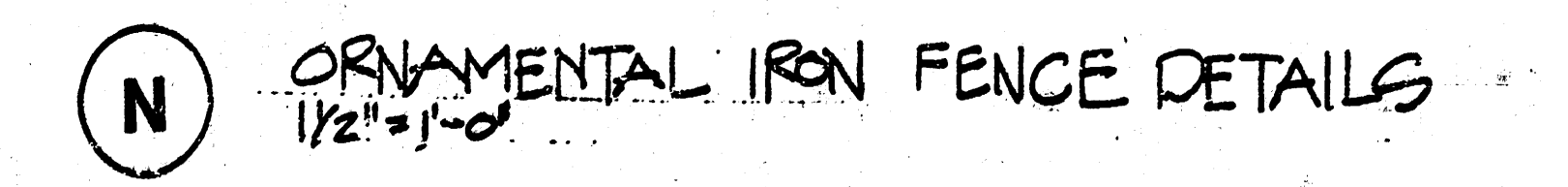
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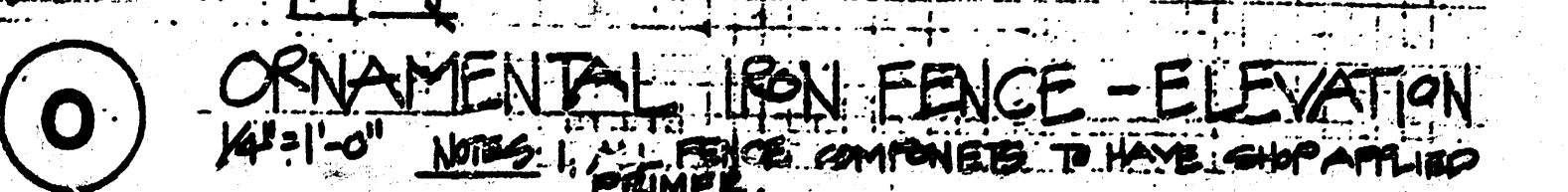
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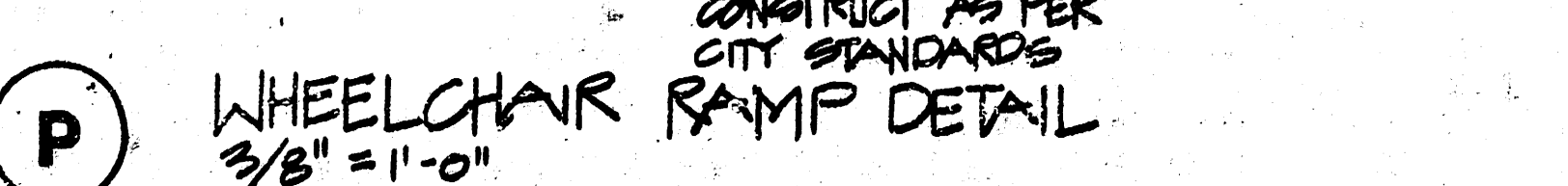
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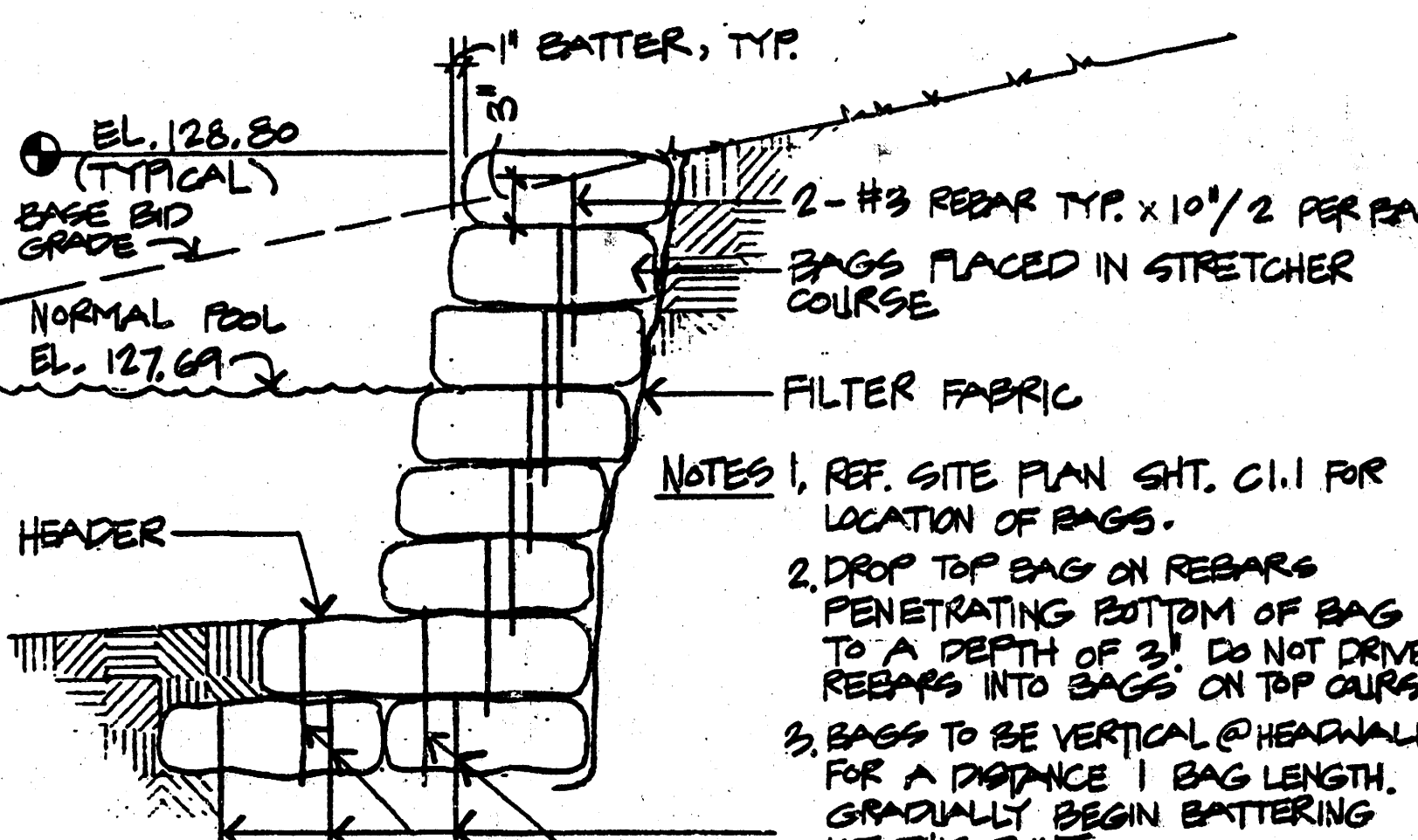


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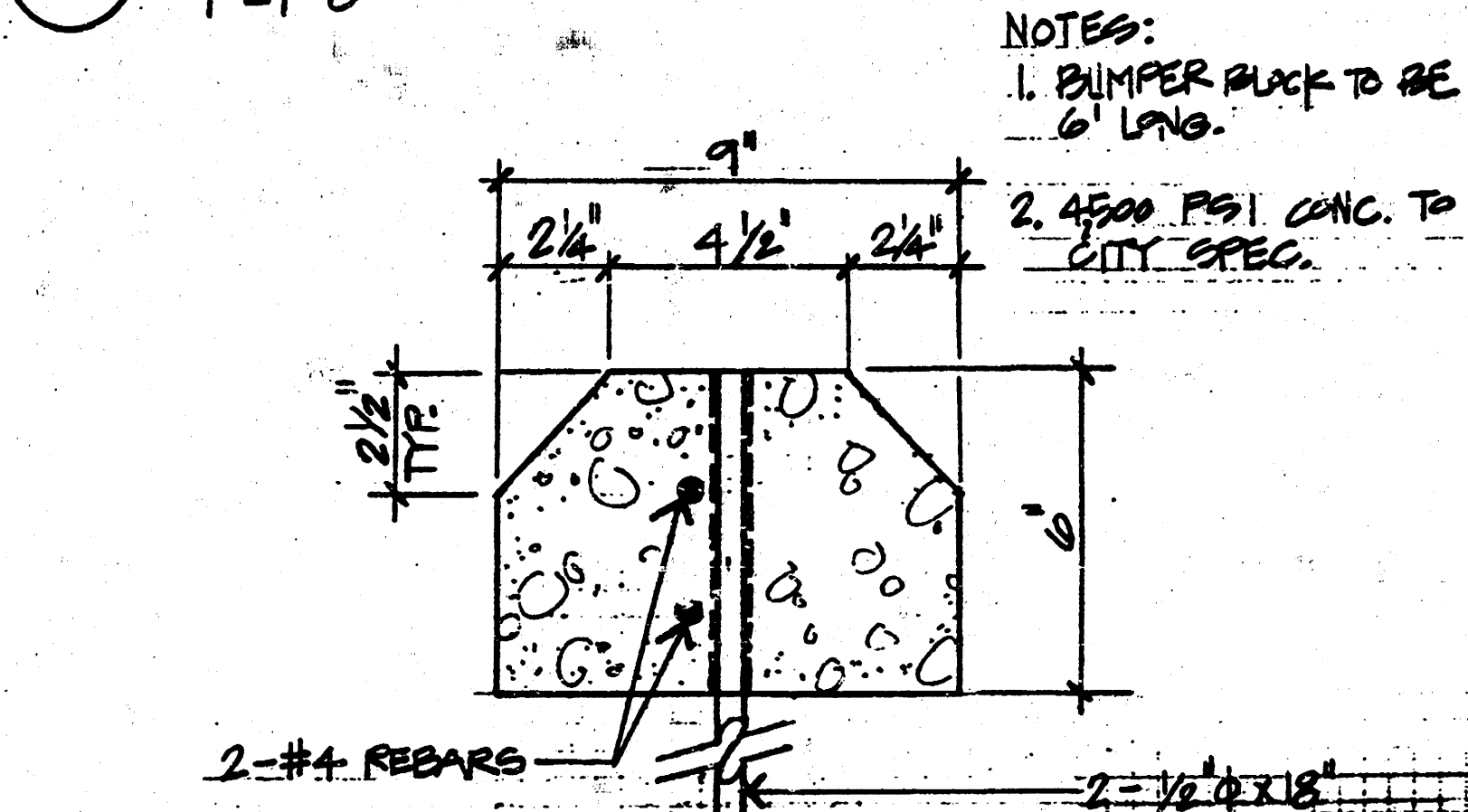


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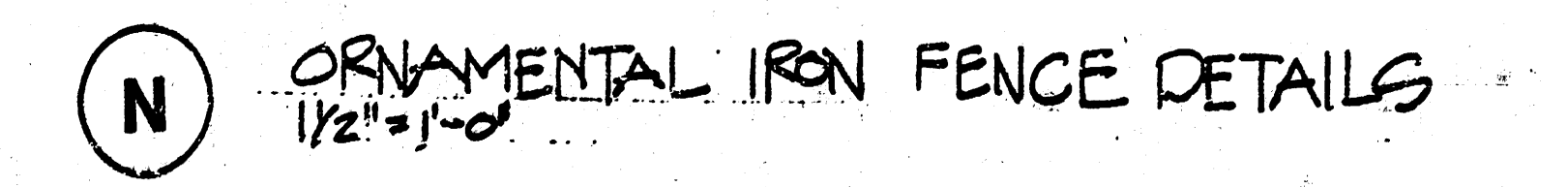
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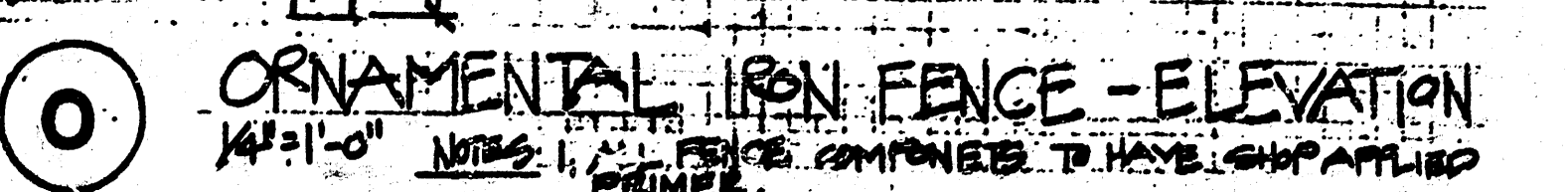
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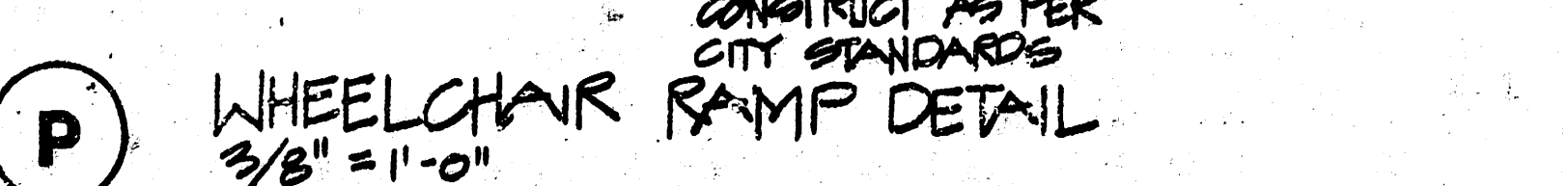
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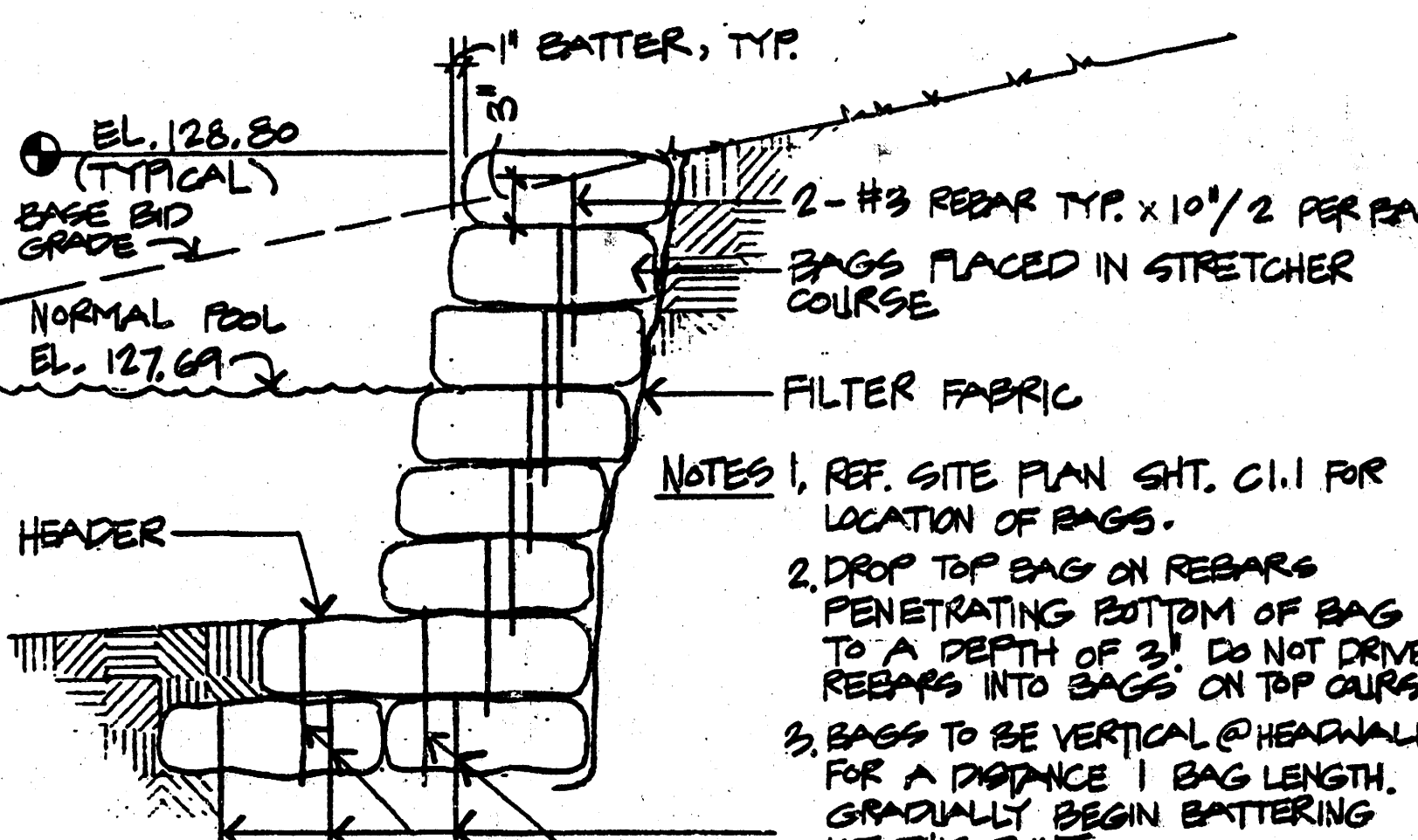


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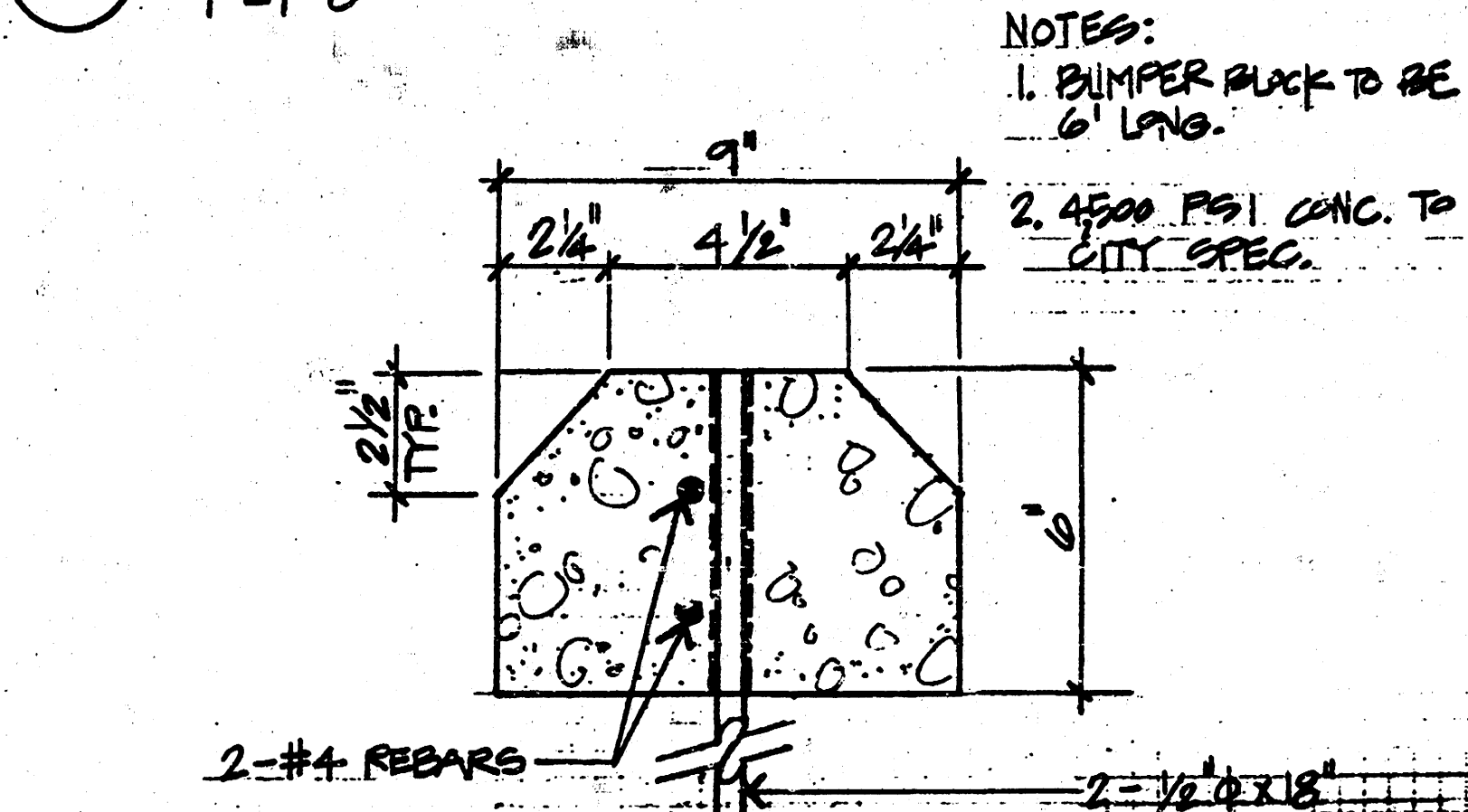


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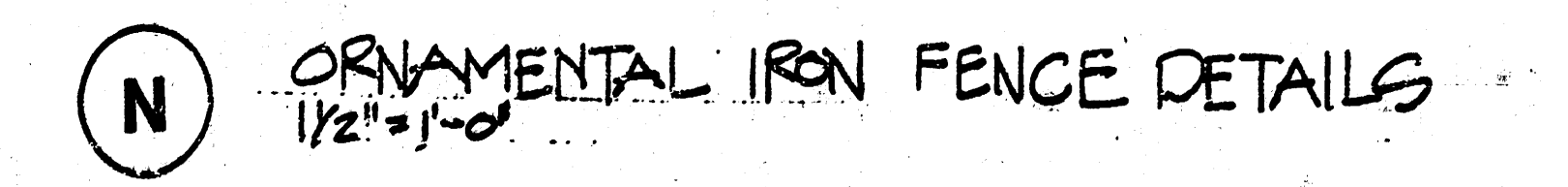
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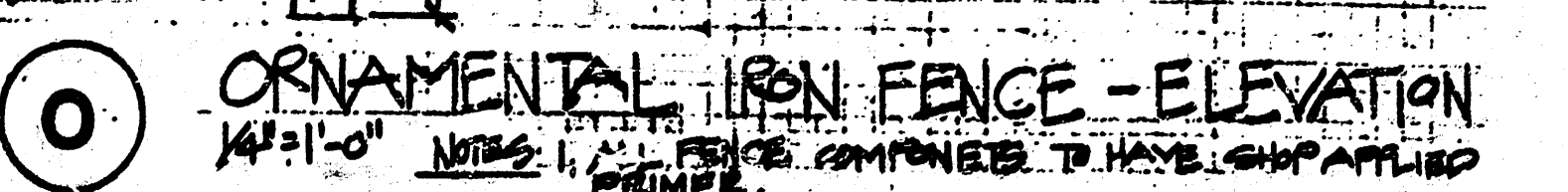
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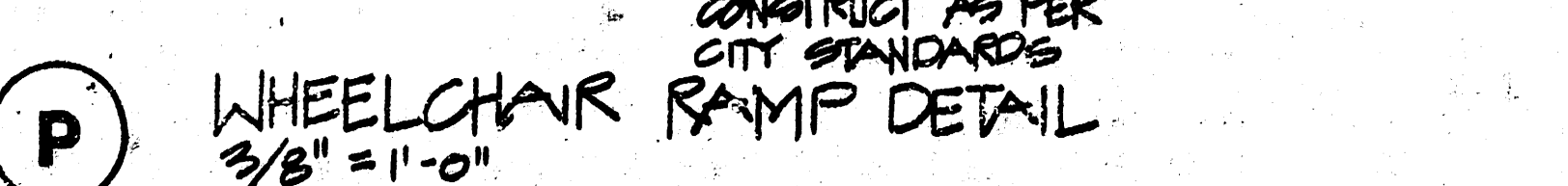
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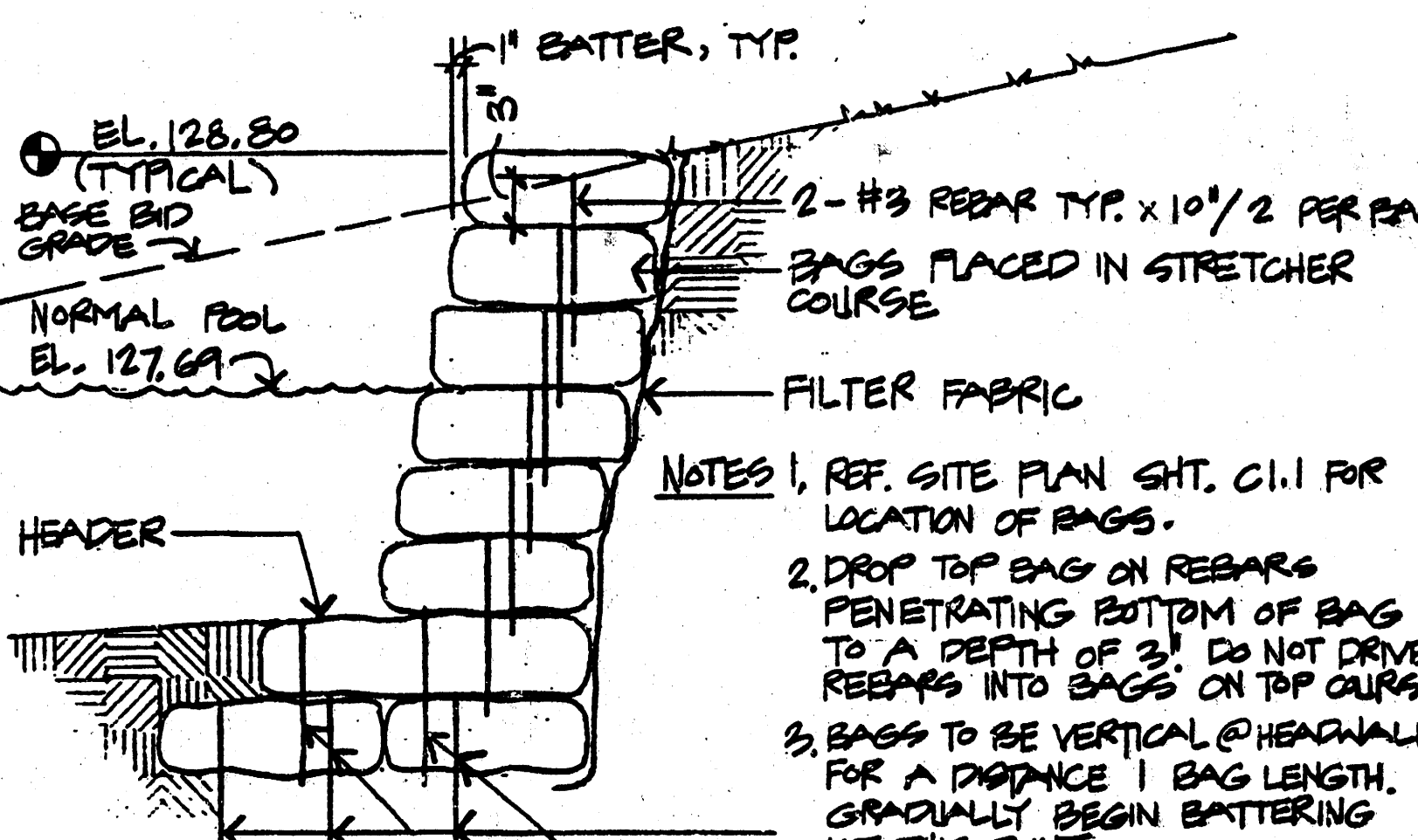


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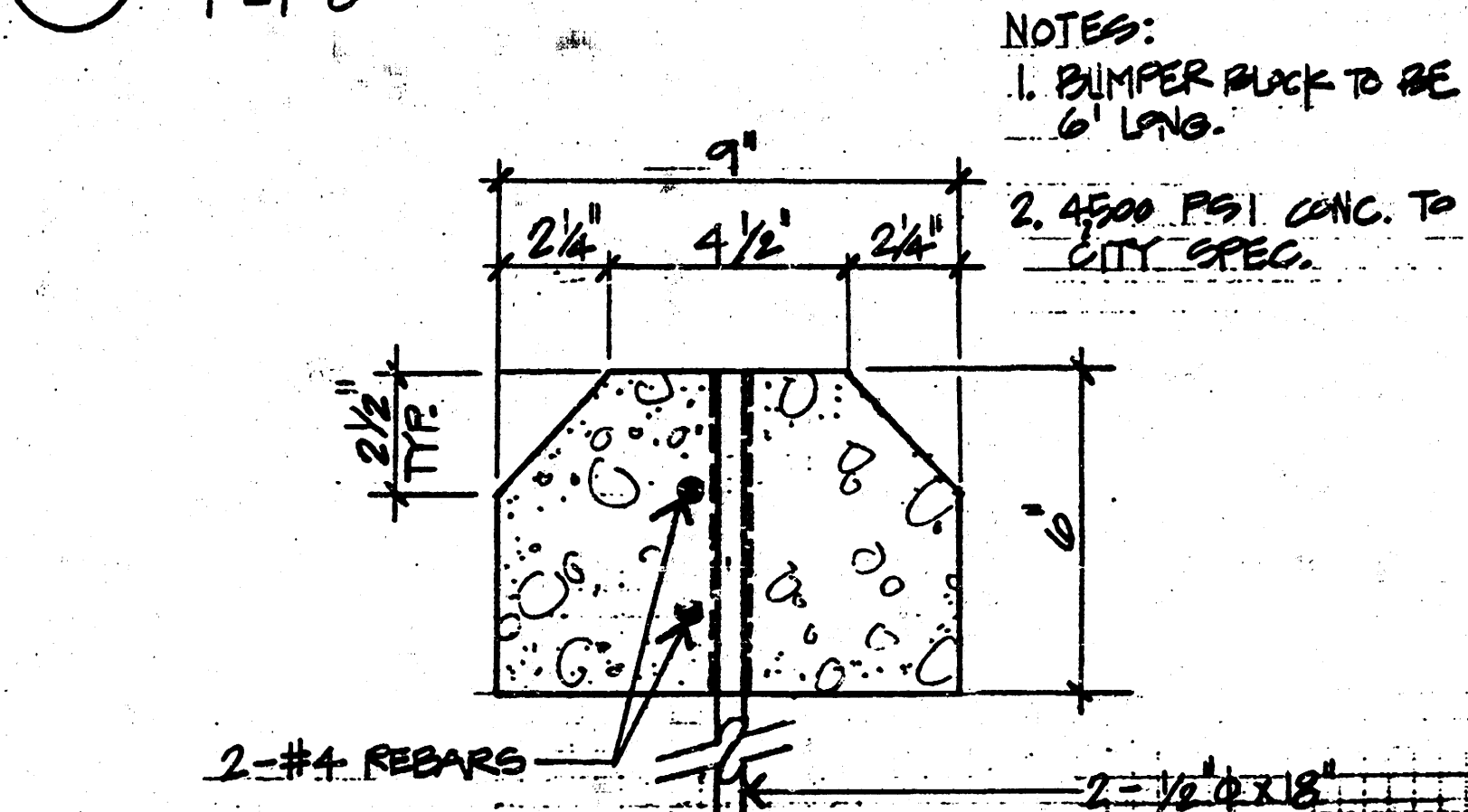


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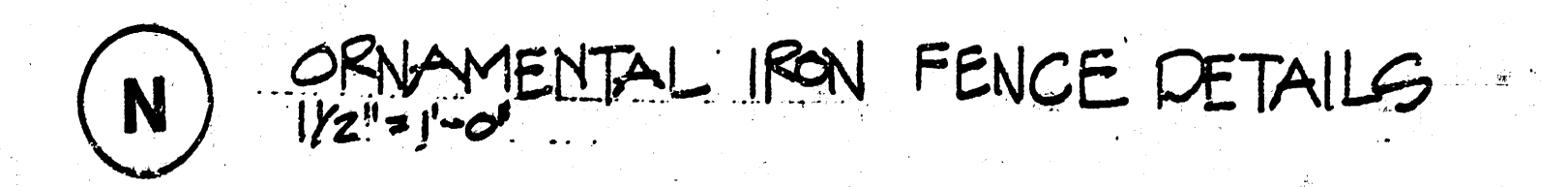
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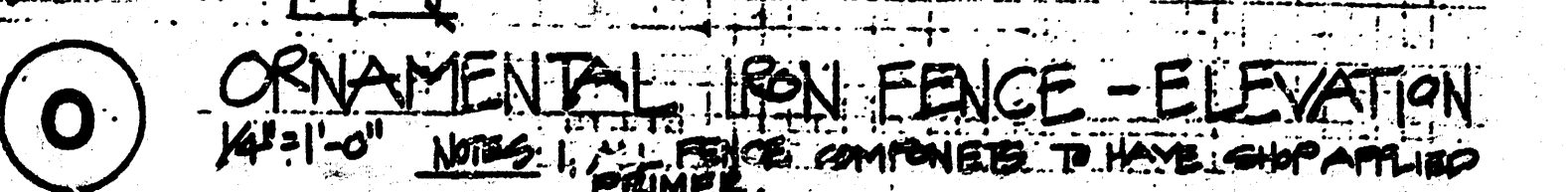
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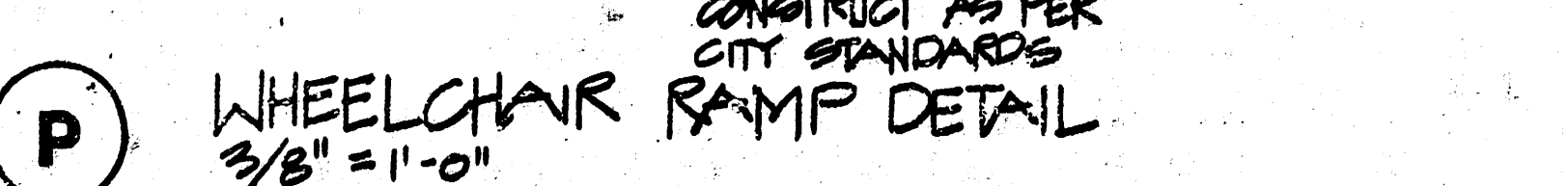
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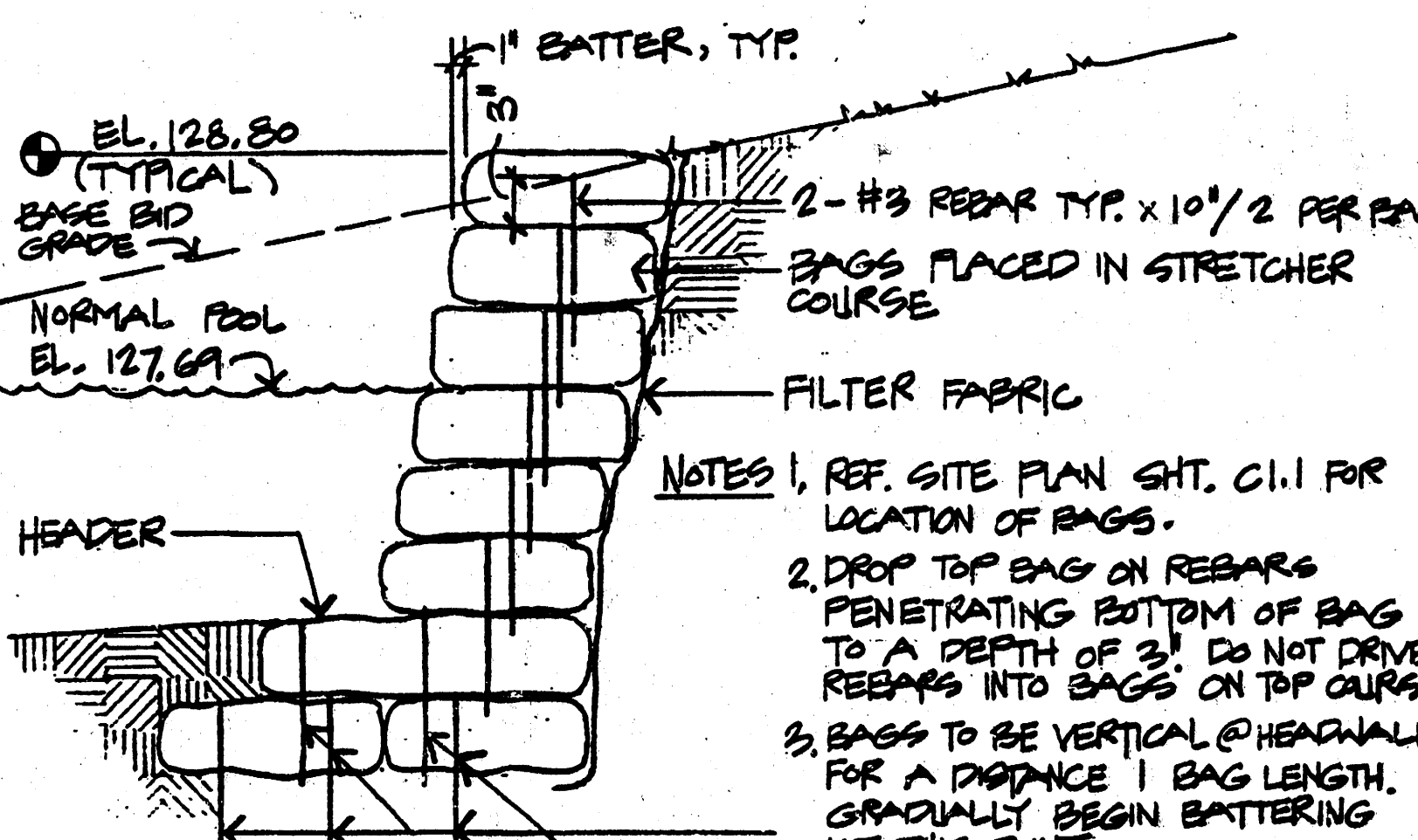


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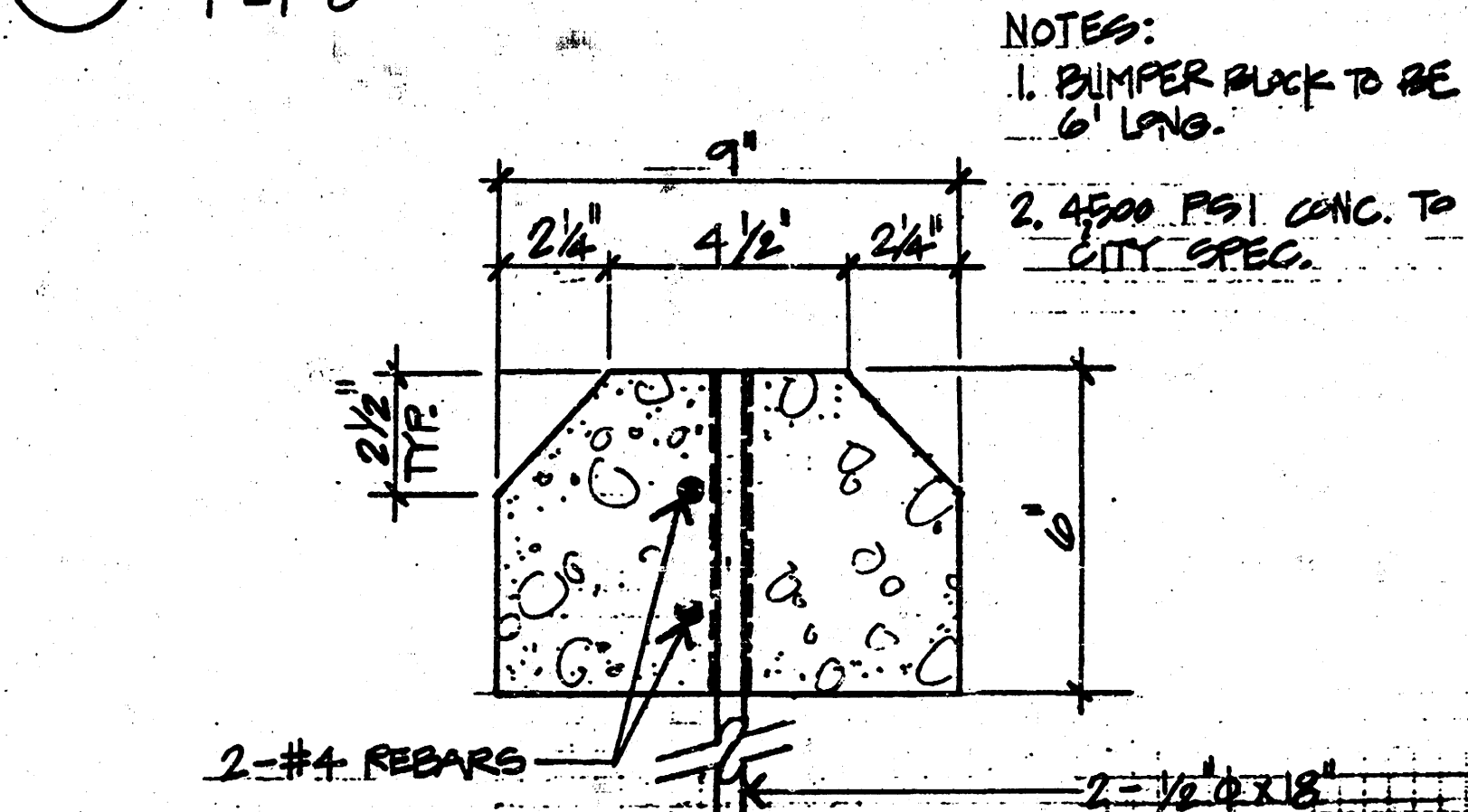


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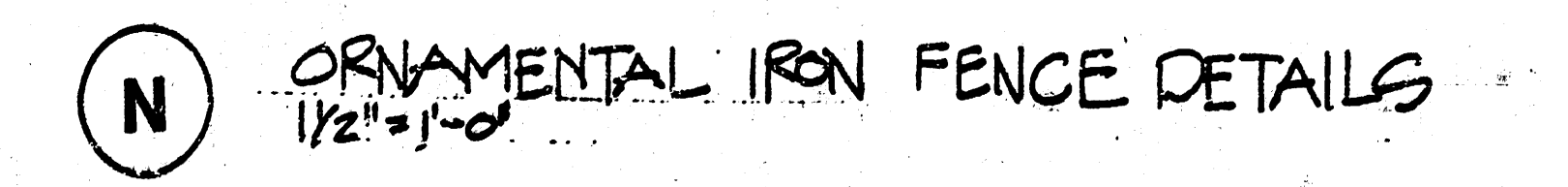
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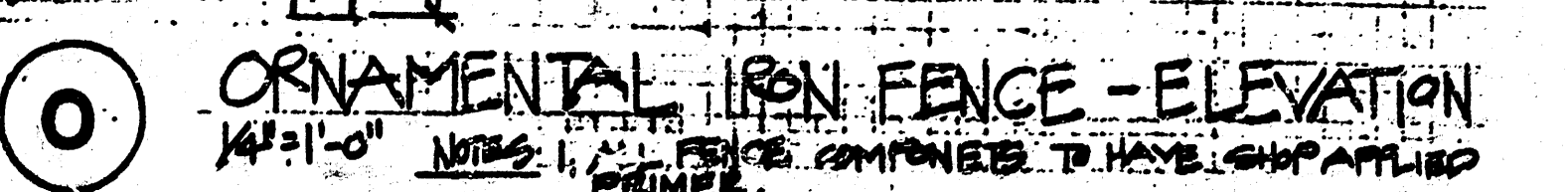
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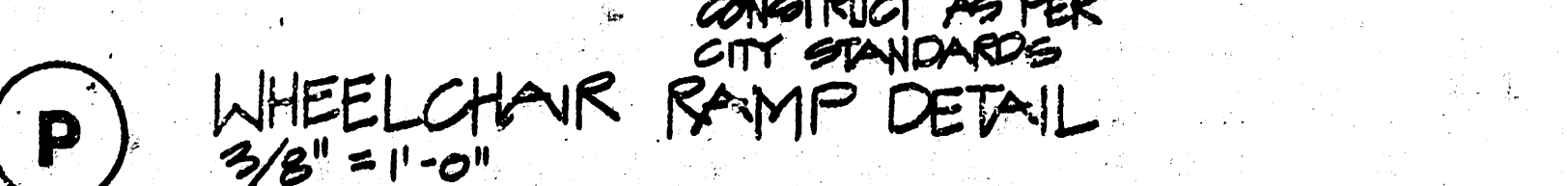
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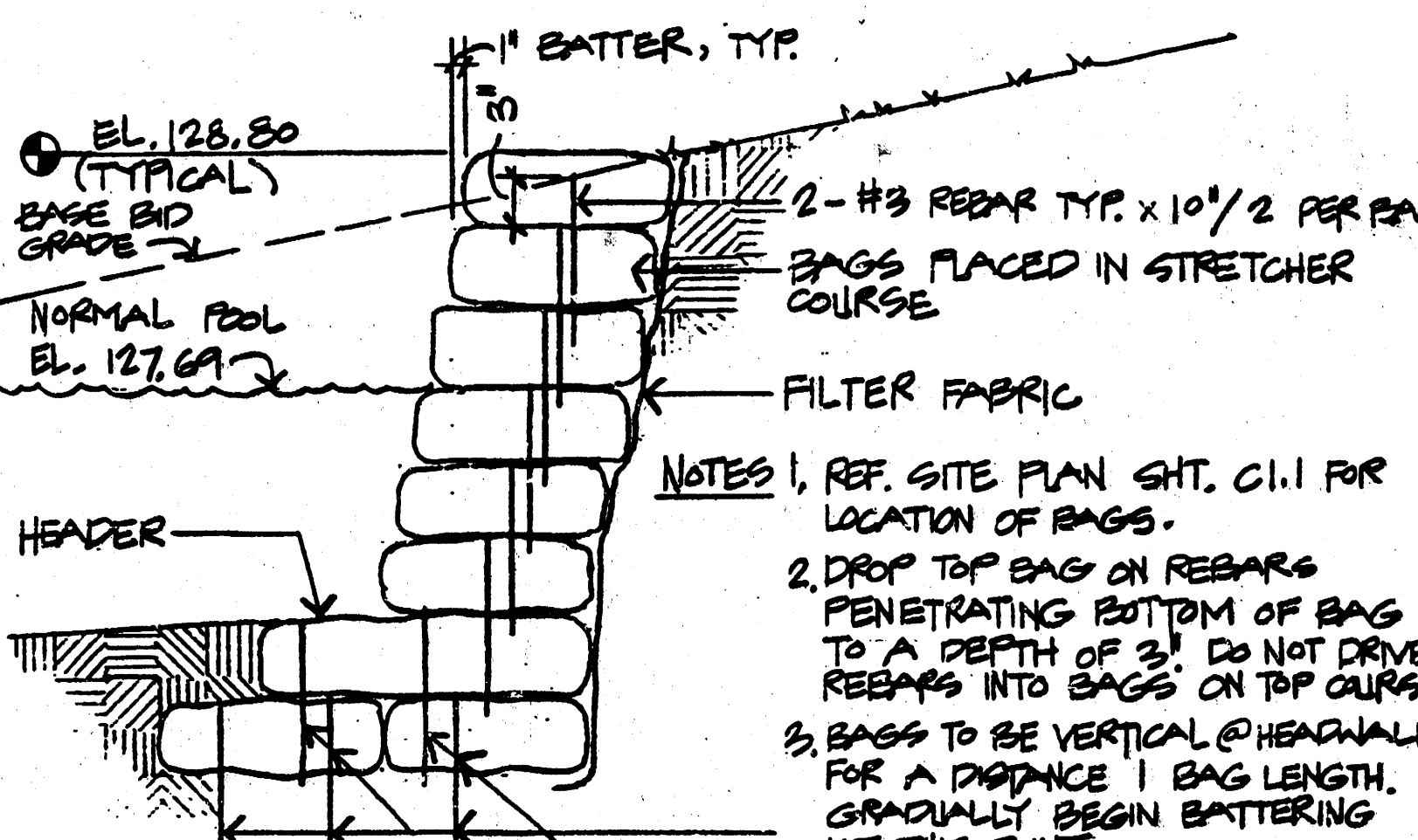


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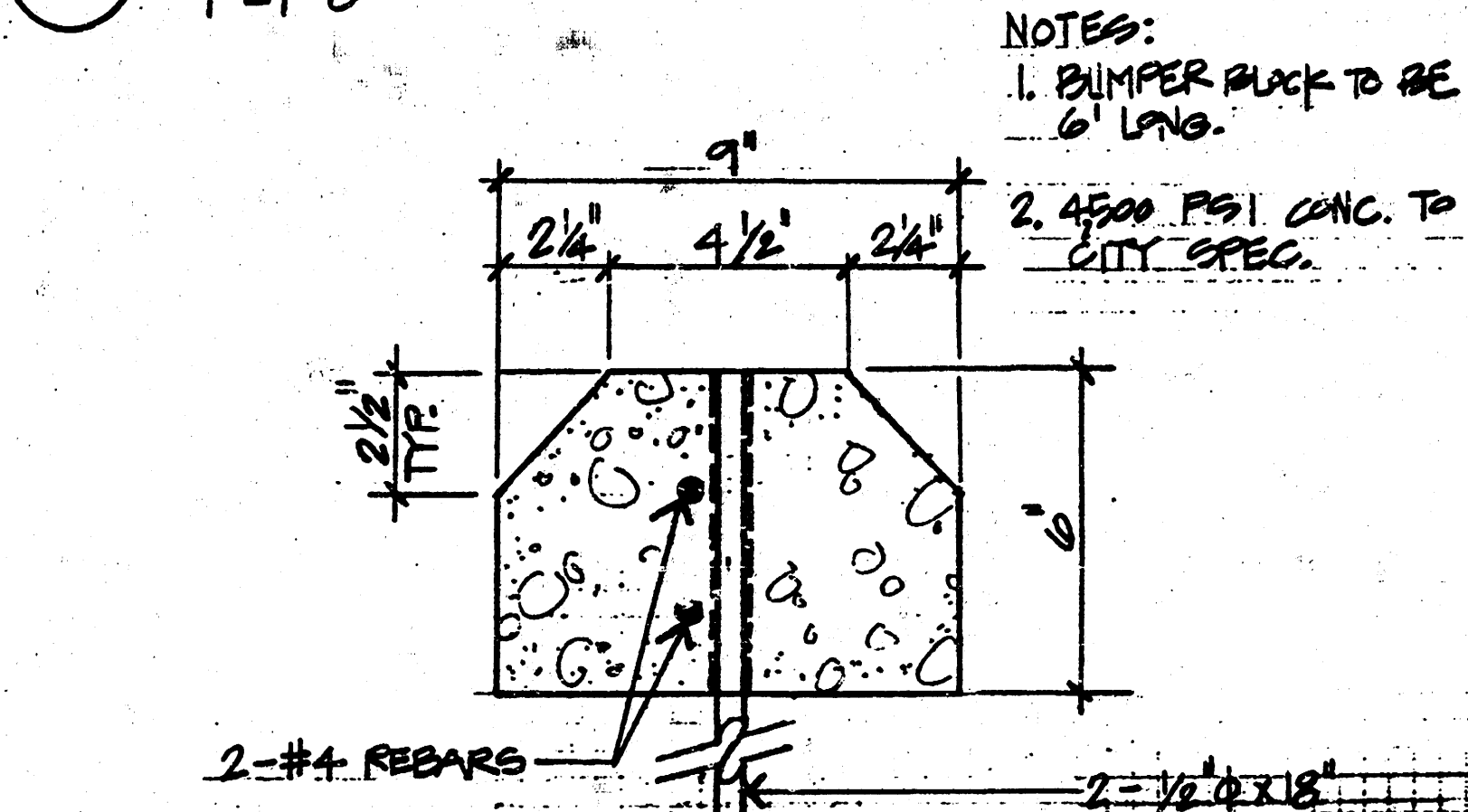


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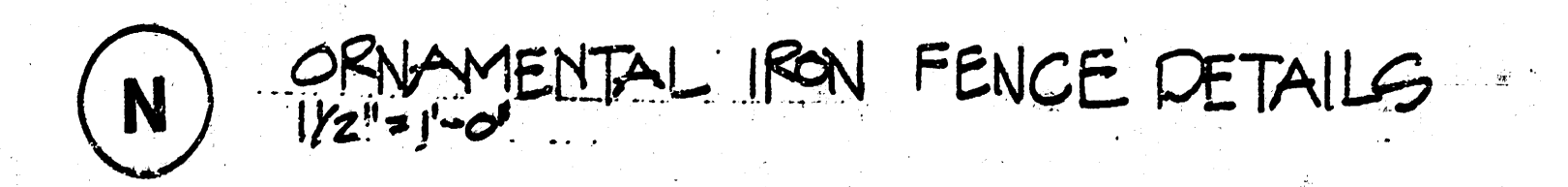
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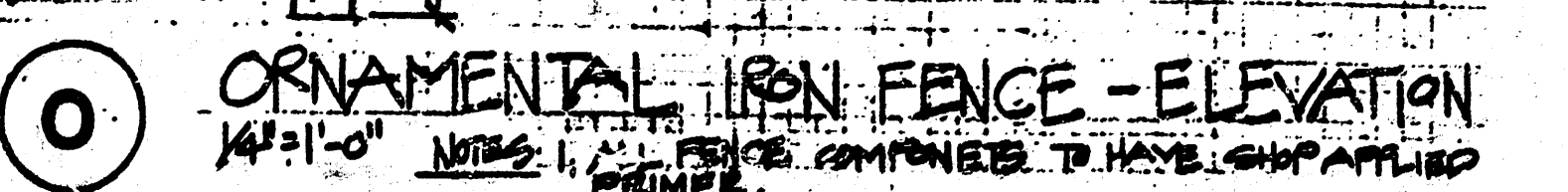
I CONC. RIP RAP BAG BANK STABILIZATION
1"=1'-0"



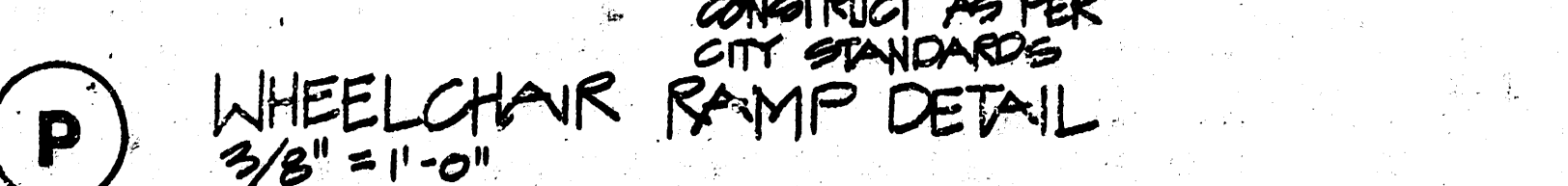
M BLUMPER BLOCK DETAIL
3/8"=1'-0"



N ORNAMENTAL IRON FENCE DETAILS
1/2"=1'-0"

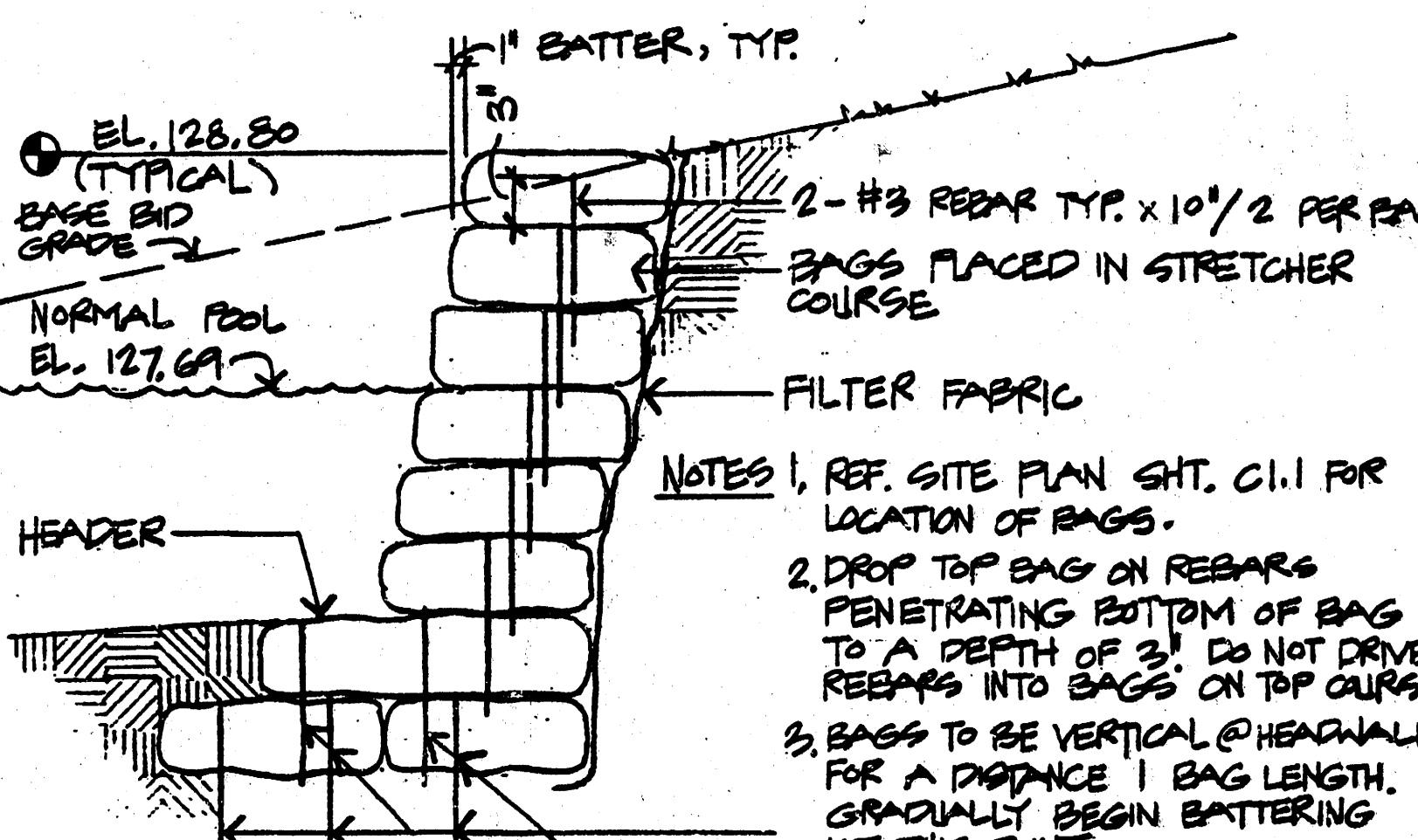


O ORNAMENTAL IRON FENCE - ELEVATION
1/2"=1'-0"

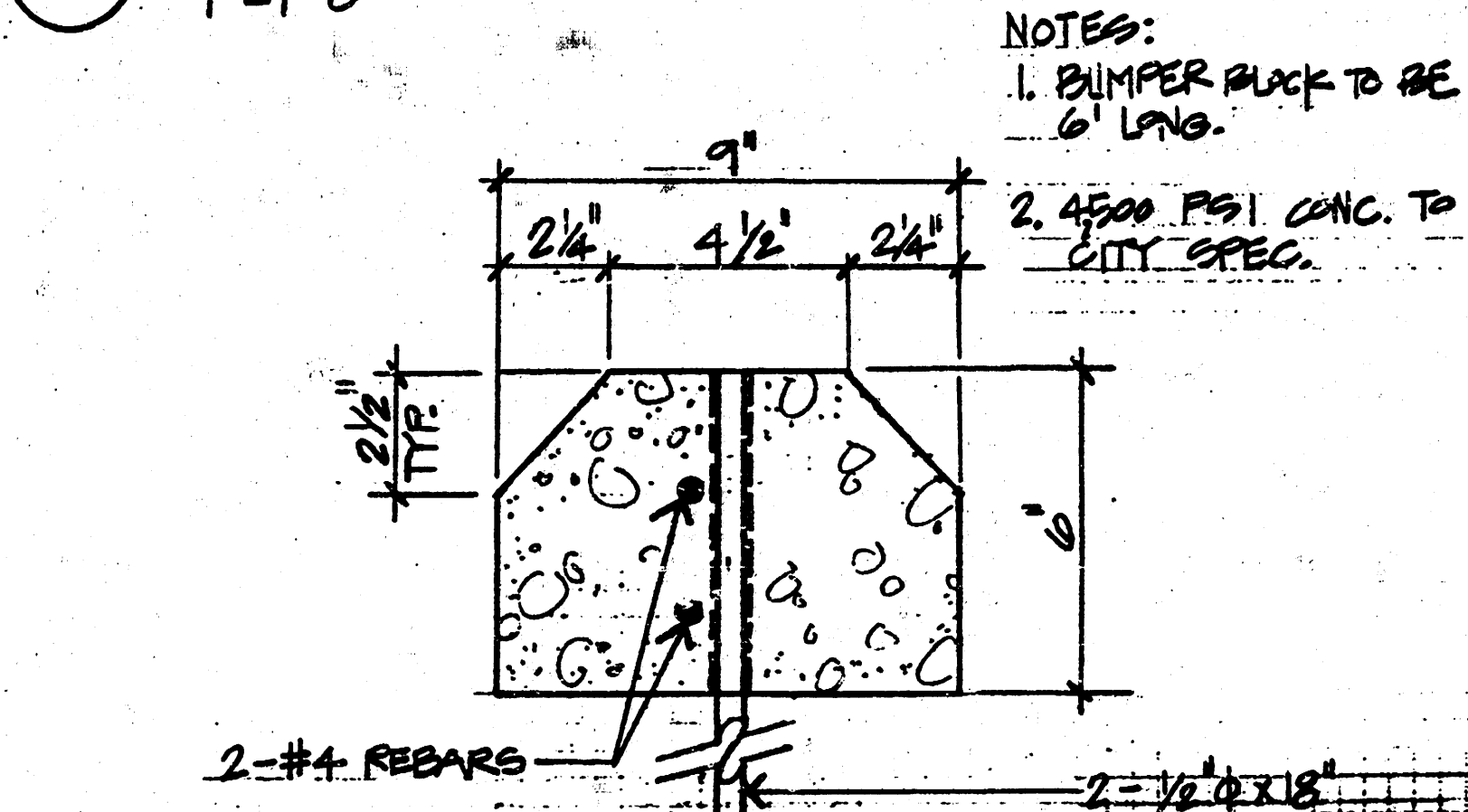


P WHEELCHAIR RAMP DETAIL
3/8"=1'-0"

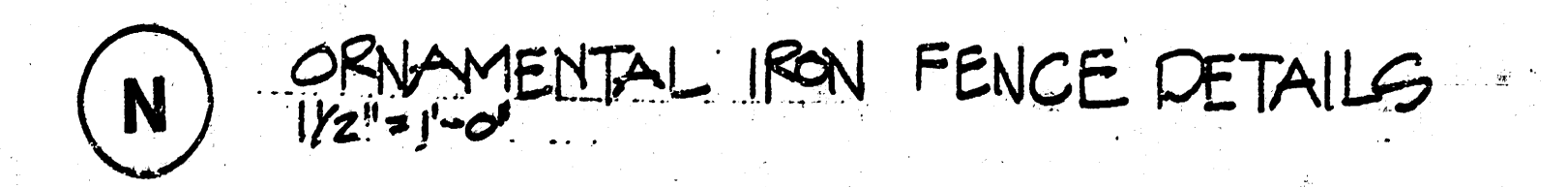
F POLE BASE DETAIL - FIXTURE "Z1"
N.T.S.



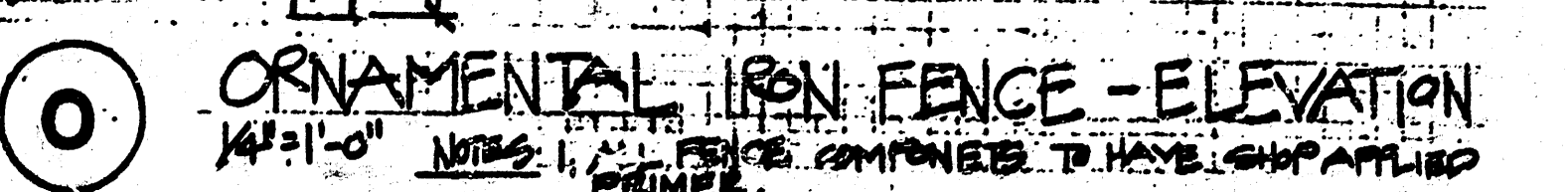
I CONC. RIP RAP BAG BANK STABILIZATION
1"=1'-0"



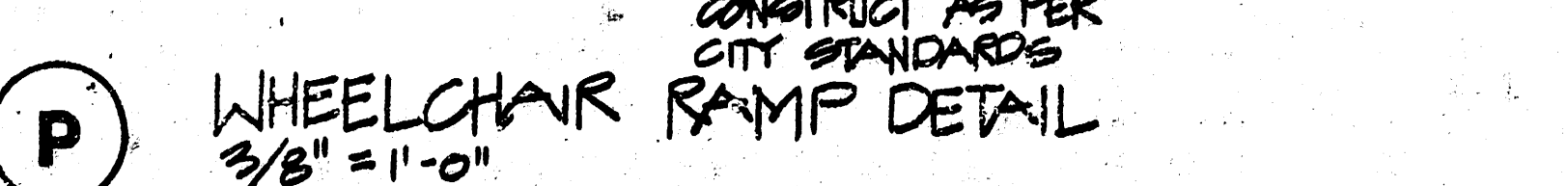
M BLUMPER BLOCK DETAIL
3/8"=1'-0"



N ORNAMENTAL IRON FENCE DETAILS
1/2"=1'-0"

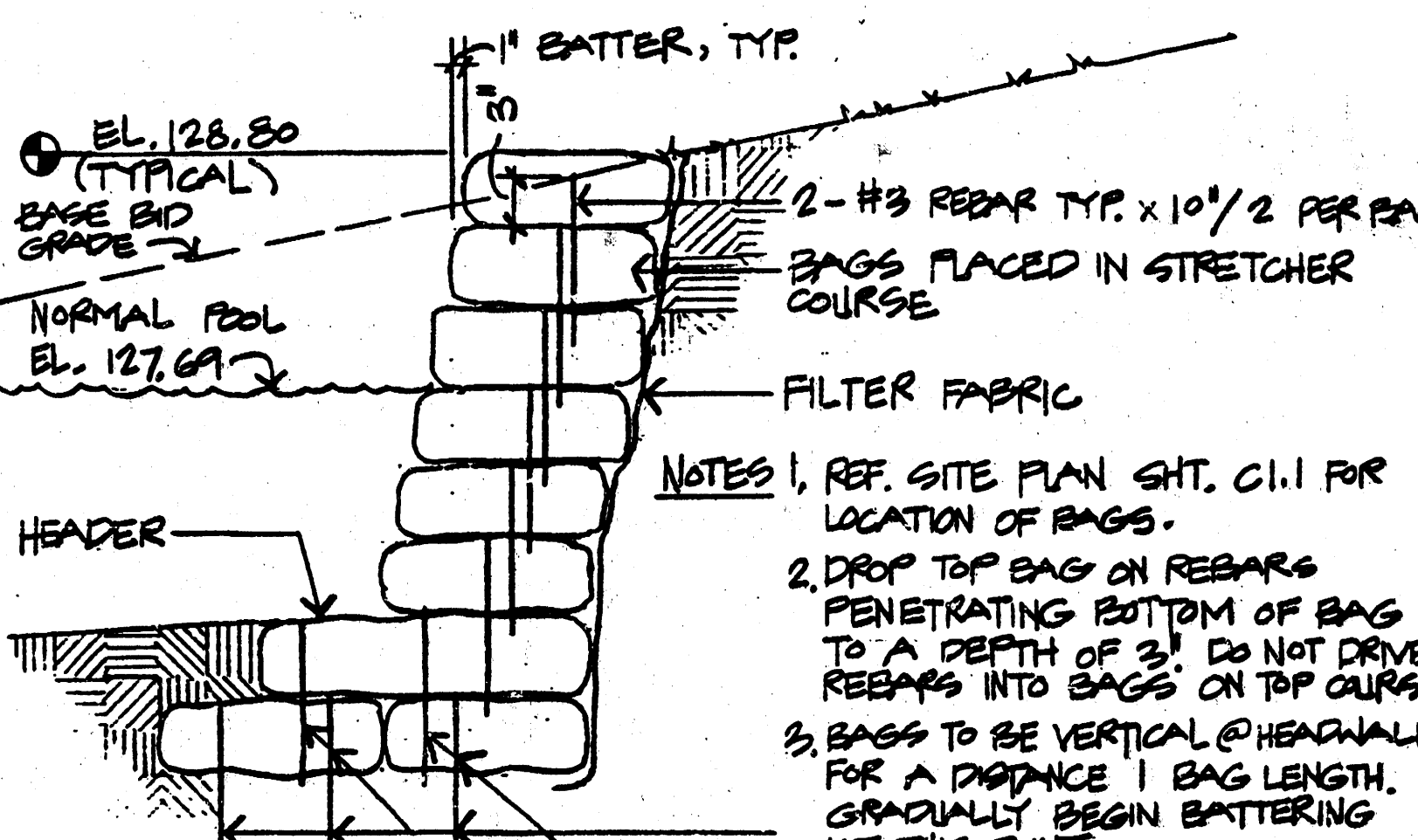


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1/2"=1'-0"

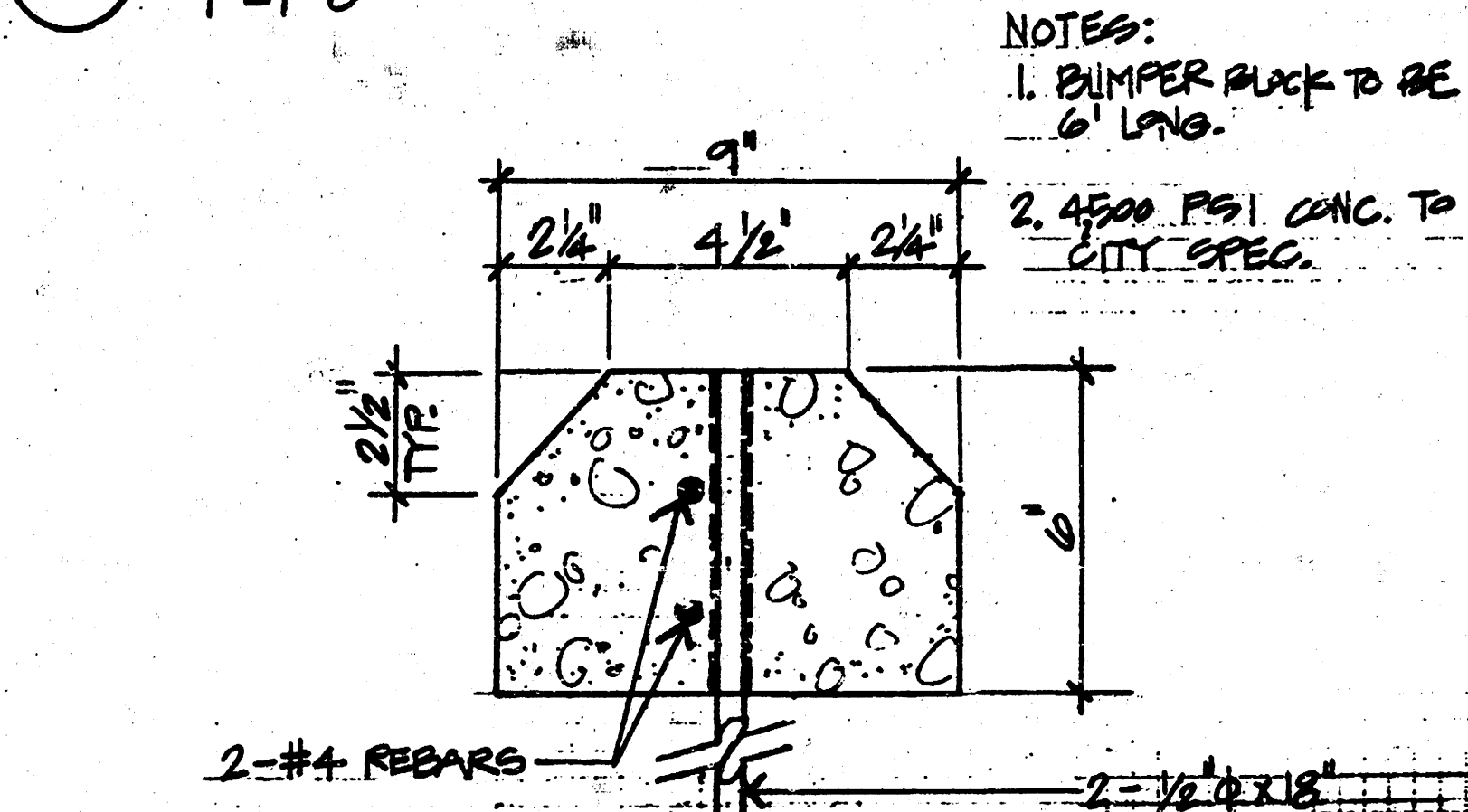


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3/8"=1'-0"

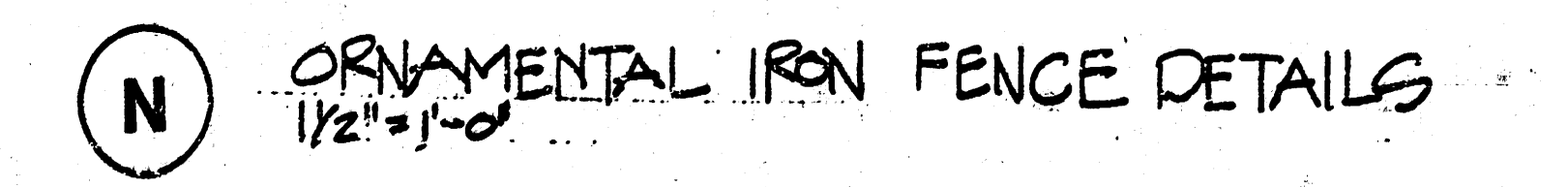
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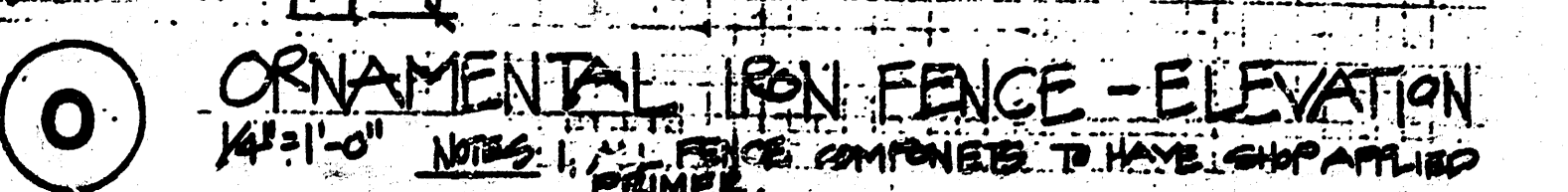
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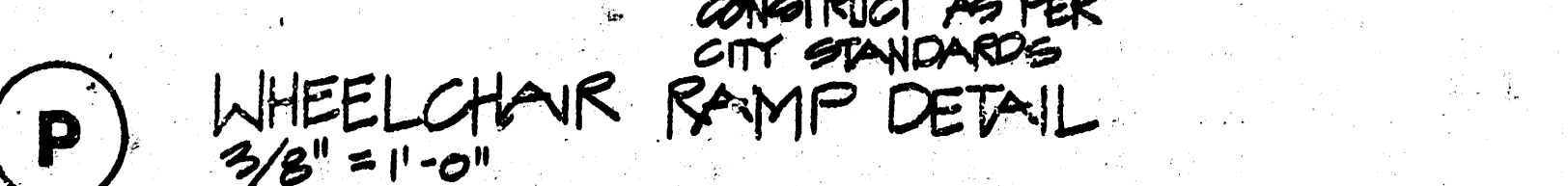
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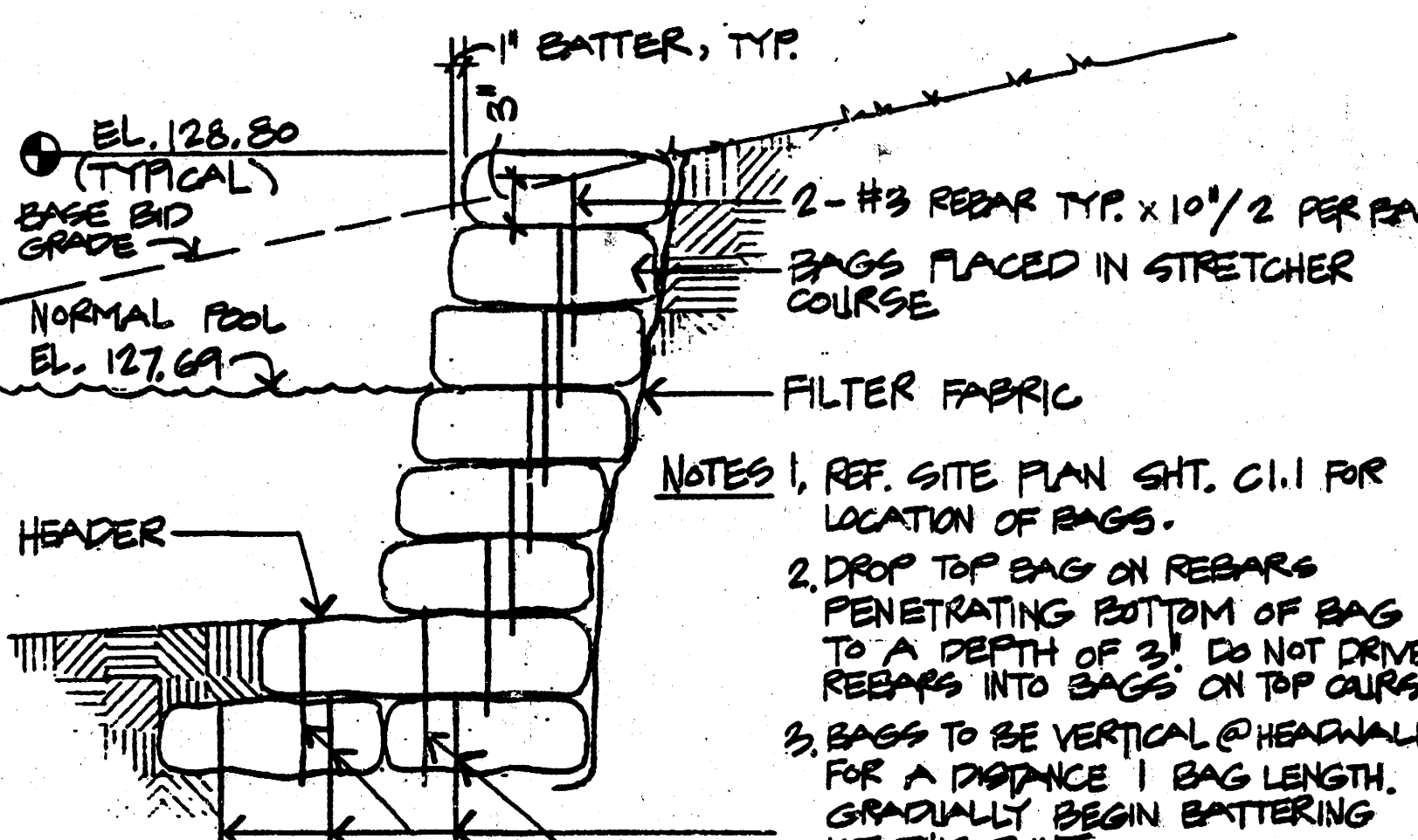


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1/2"=1'-0"

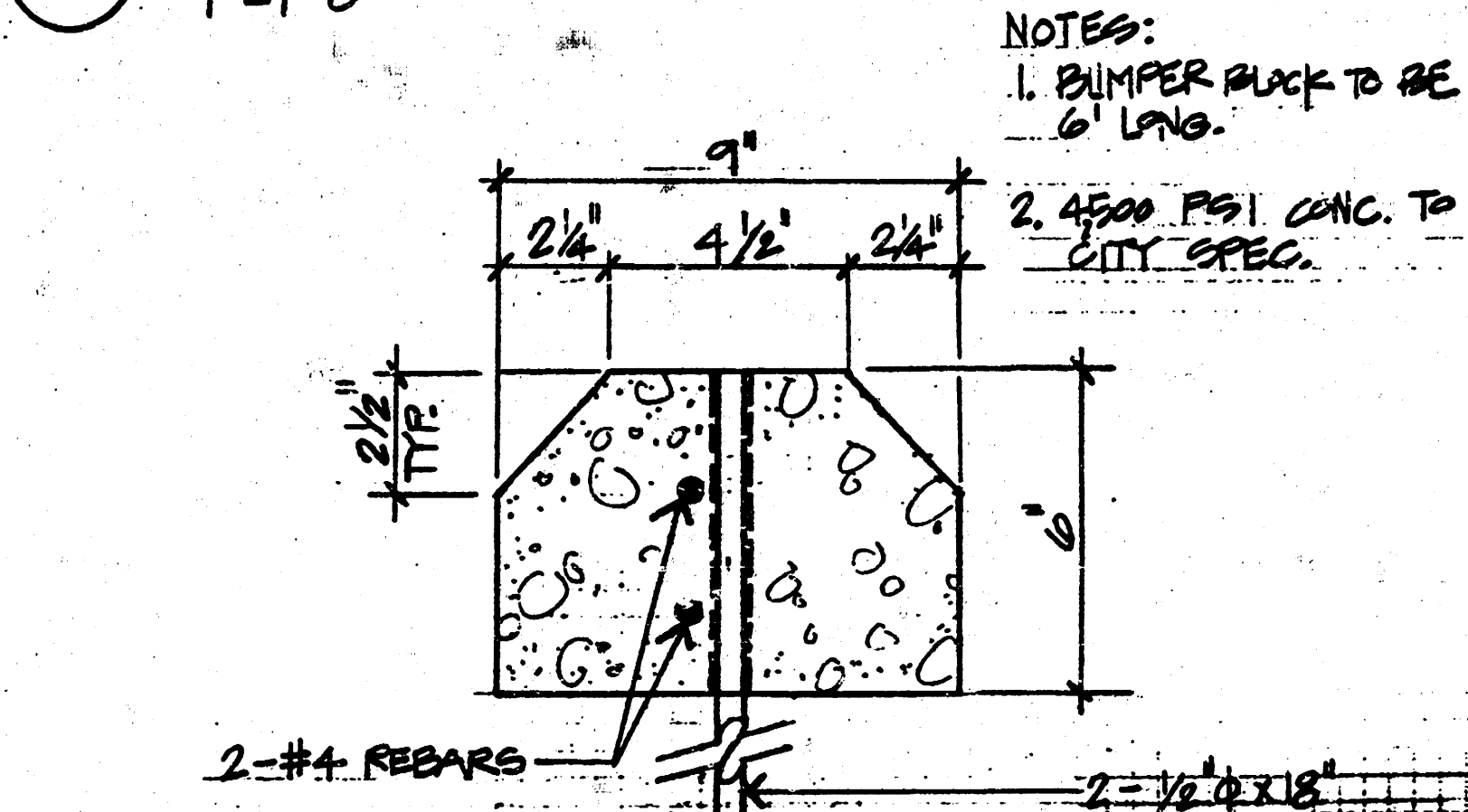


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3/8"=1'-0"

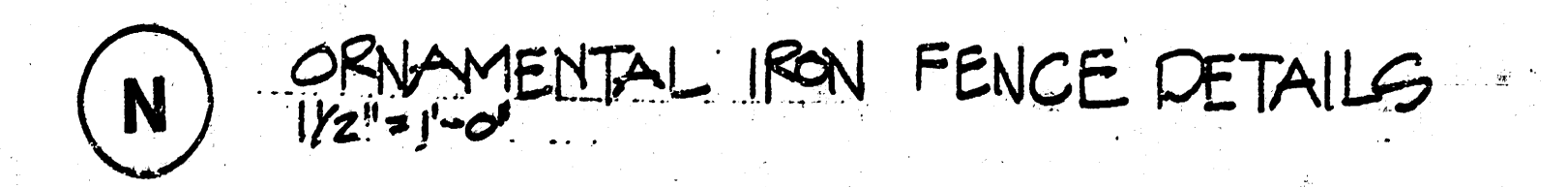
F POLE BASE DETAIL - FIXTURE "Z1"
N.T.S.



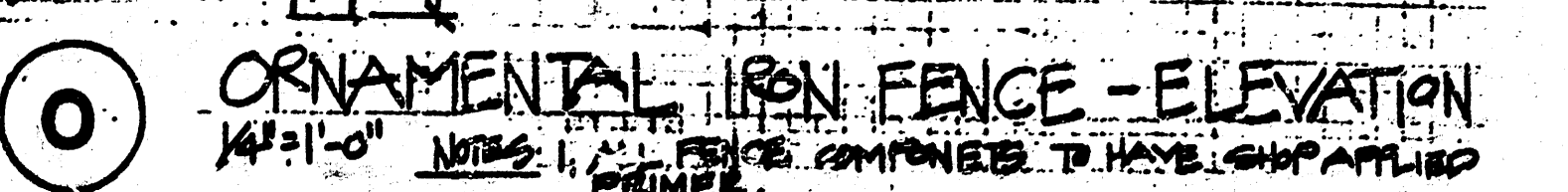
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1"=1'-0"



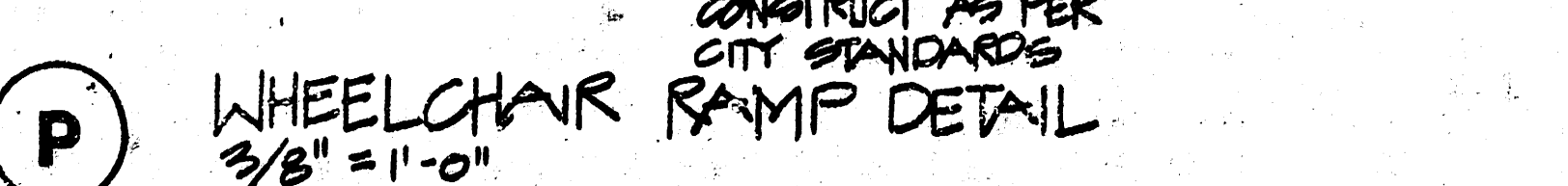
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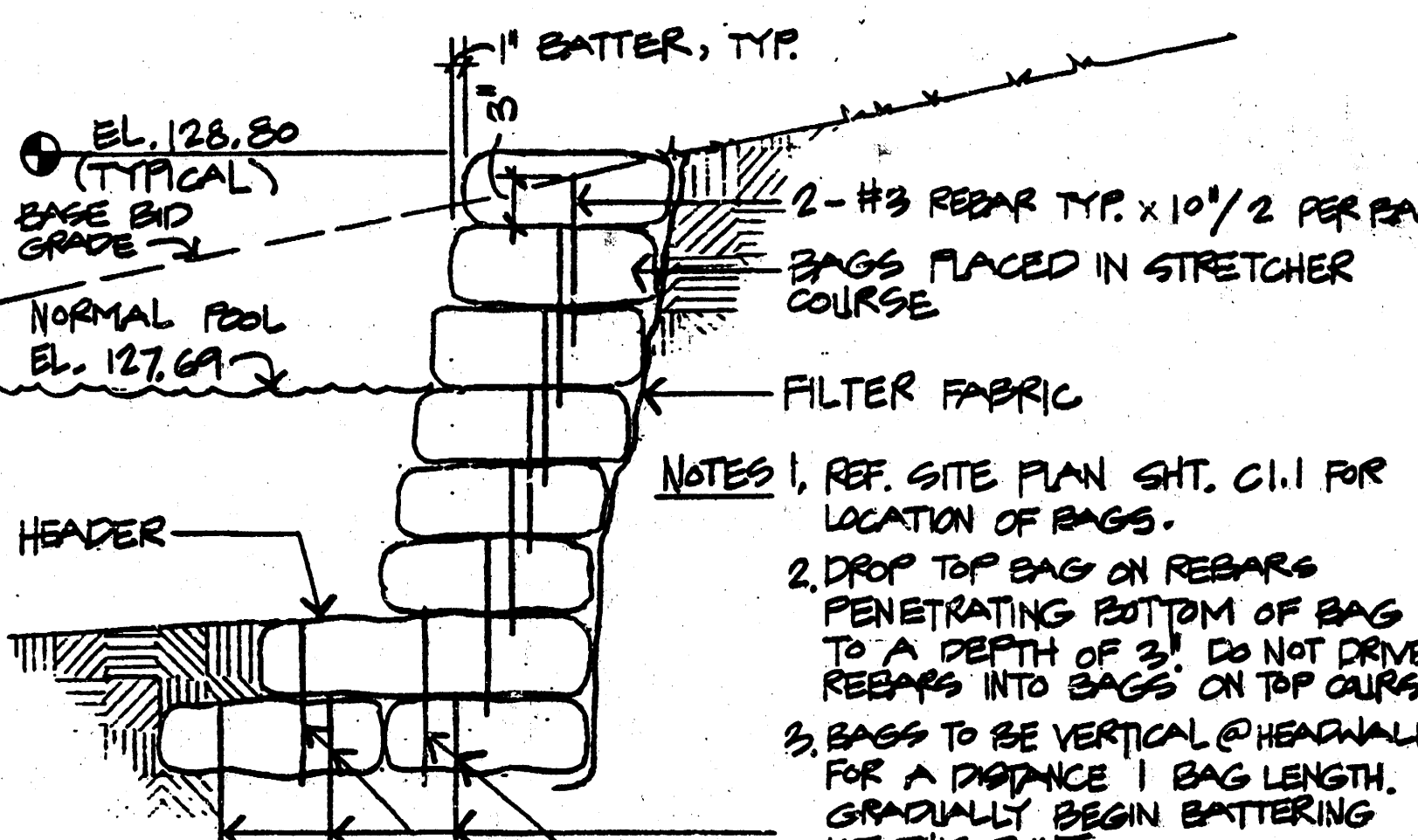


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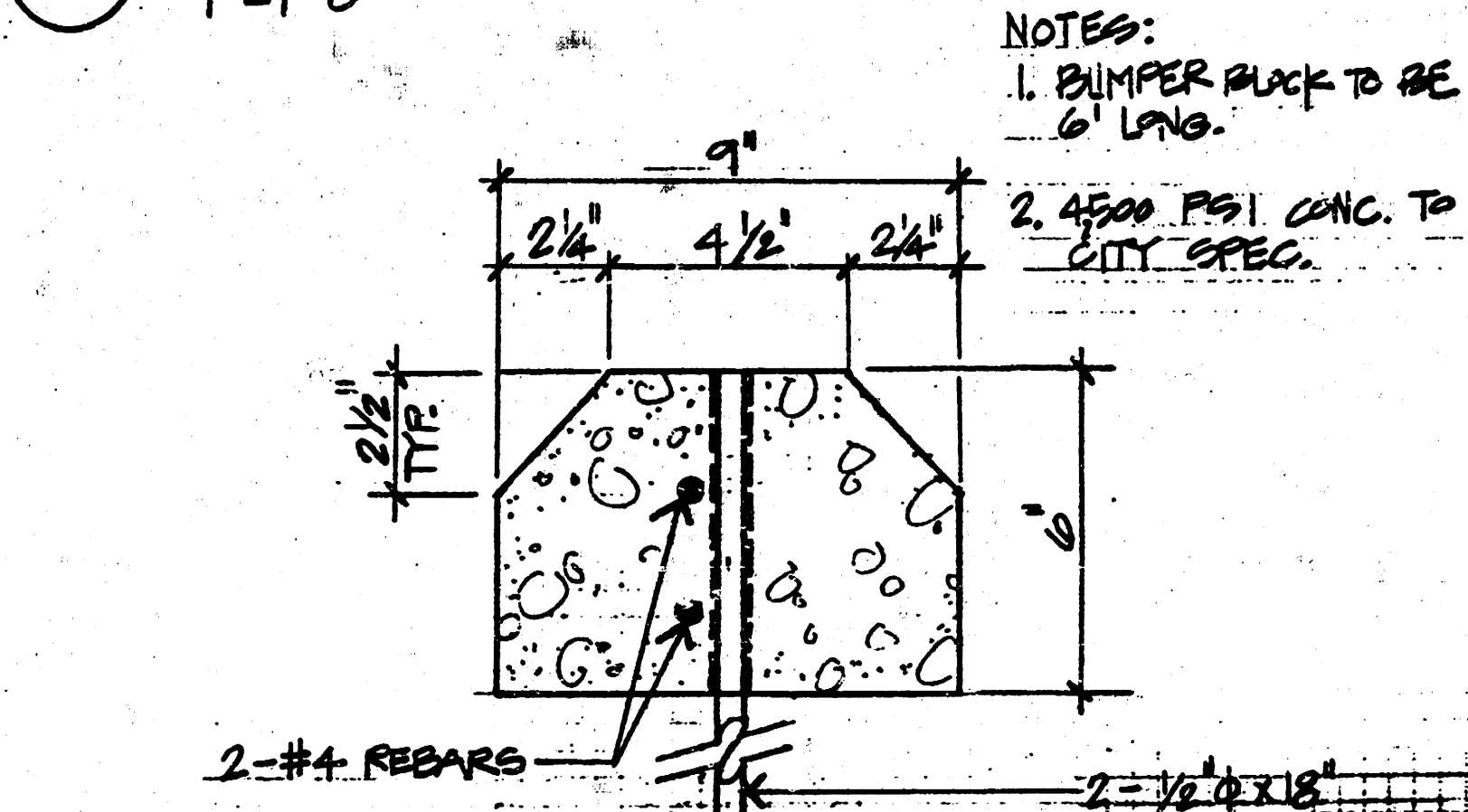


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3/8"=1'-0"

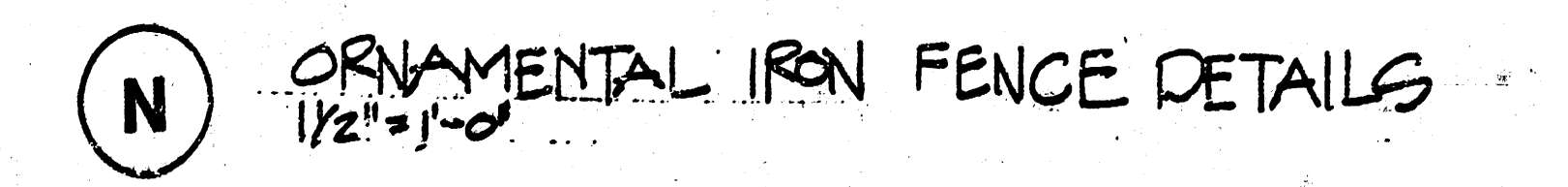
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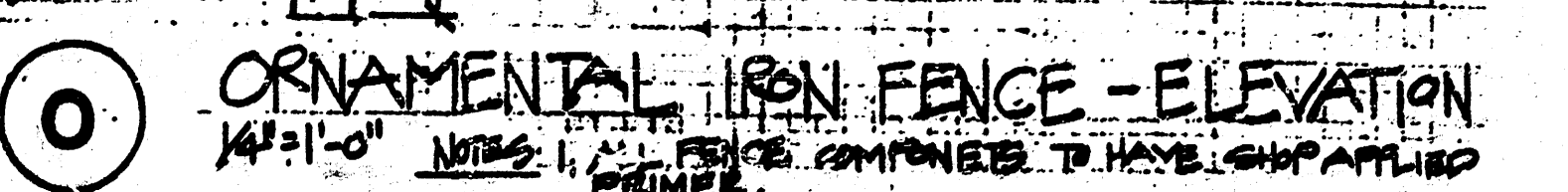
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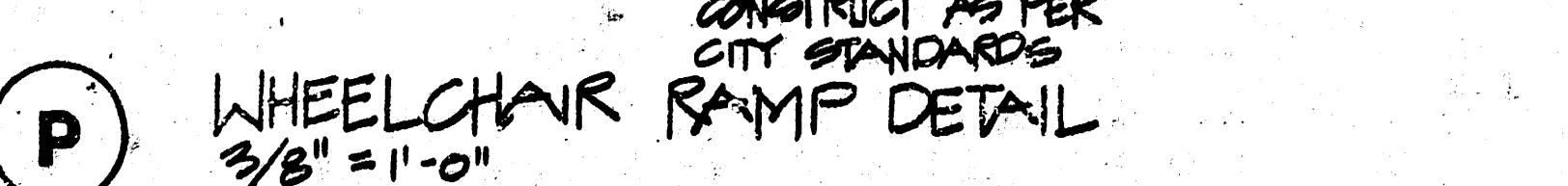
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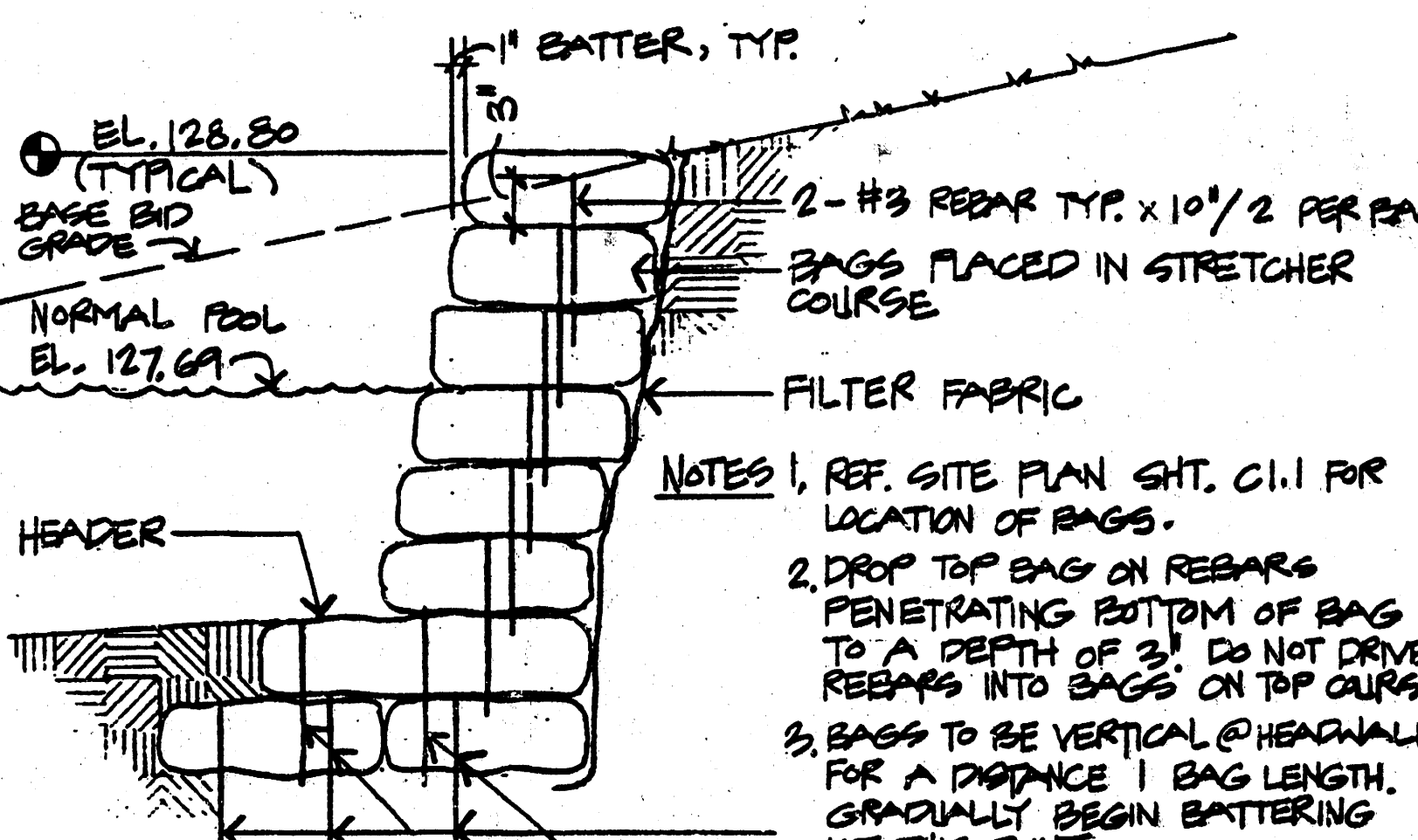


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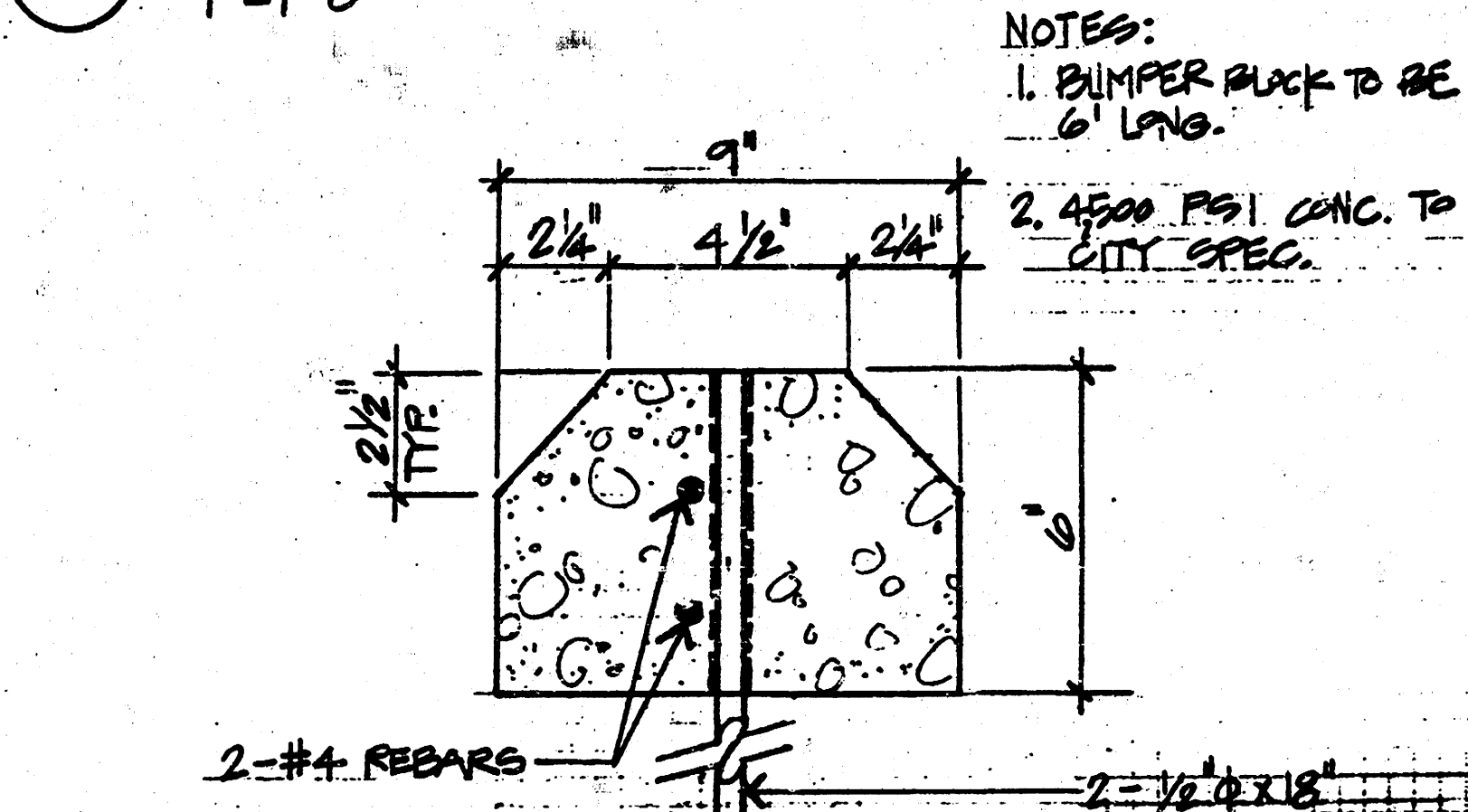


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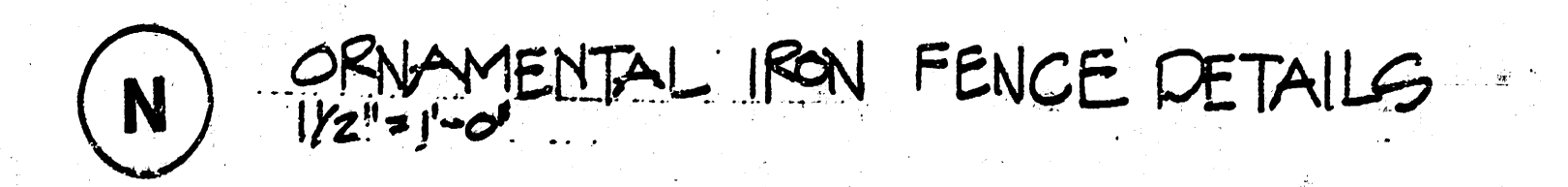
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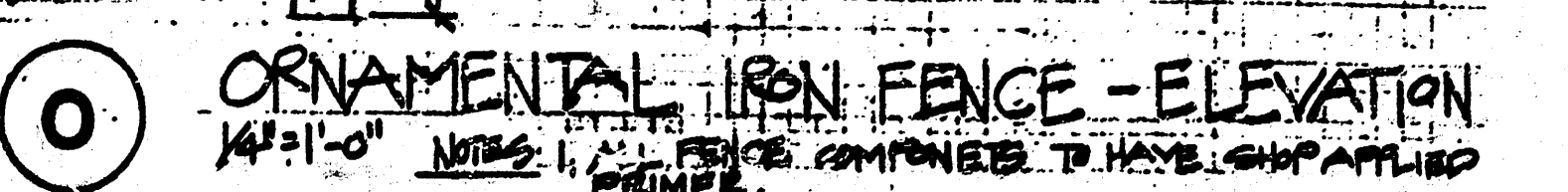
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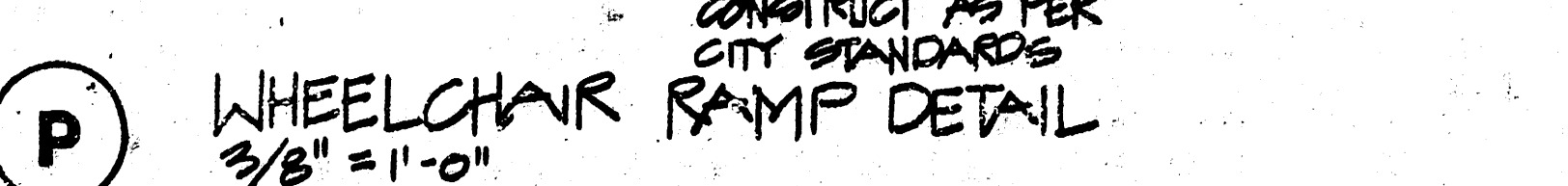
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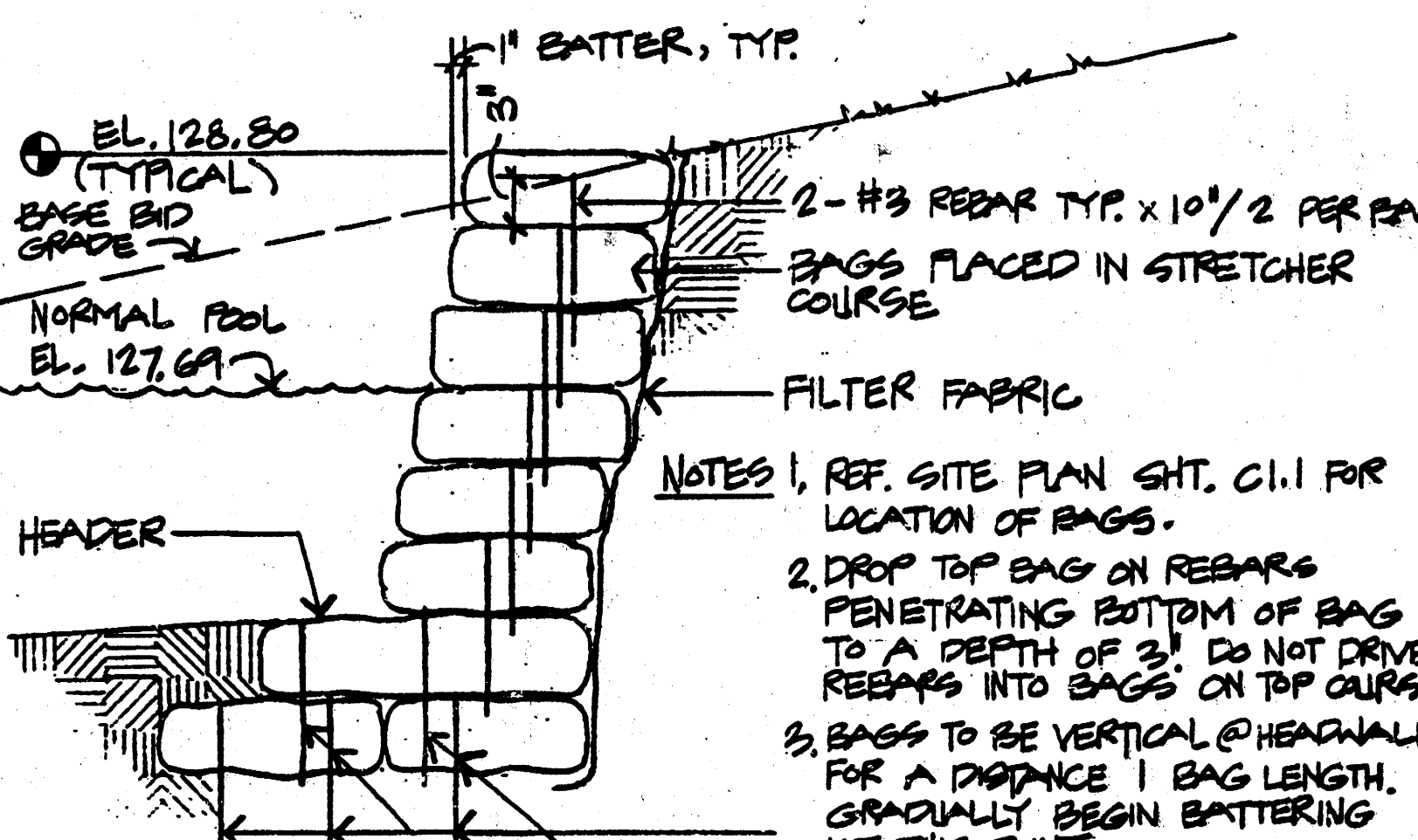


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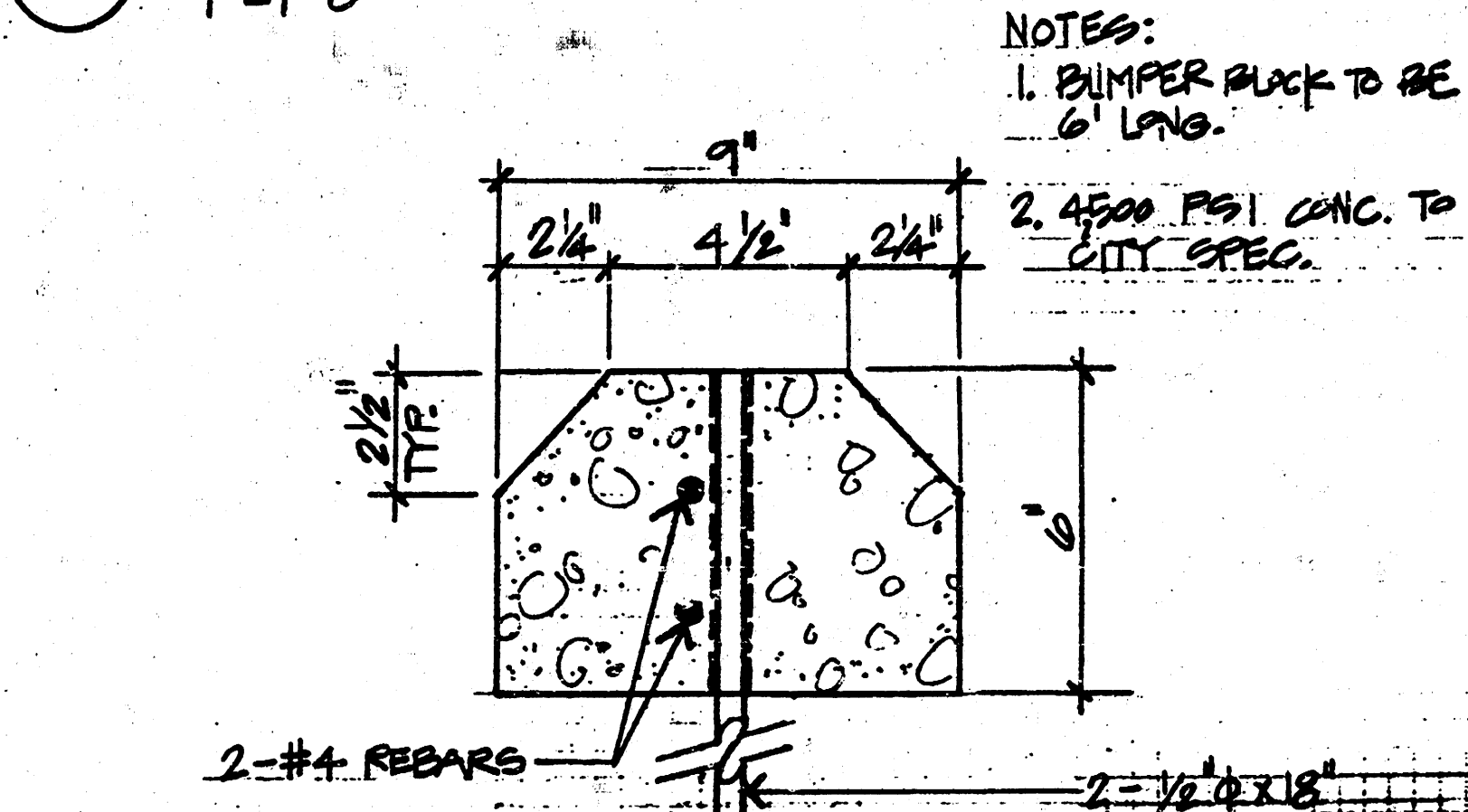


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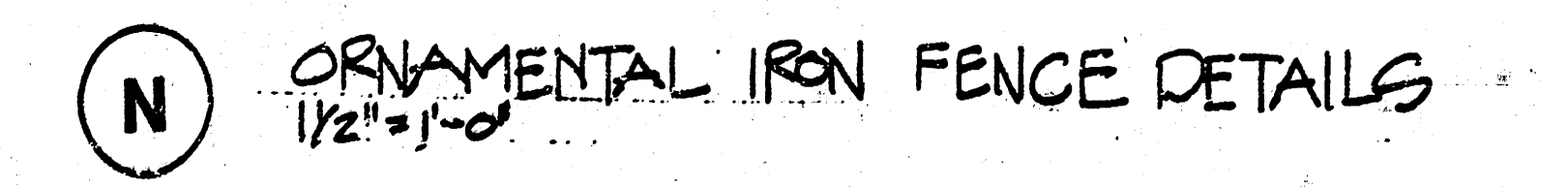
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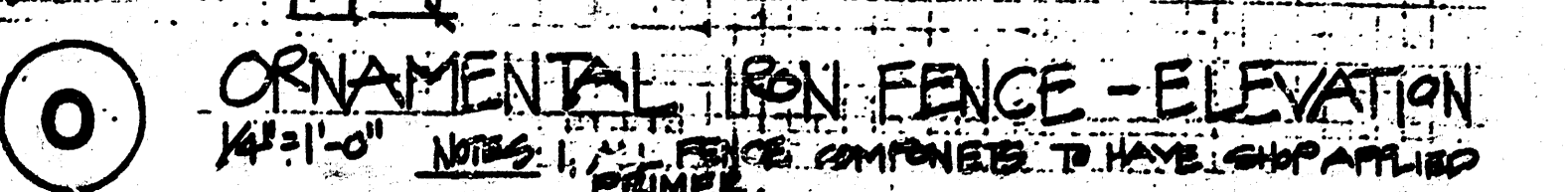
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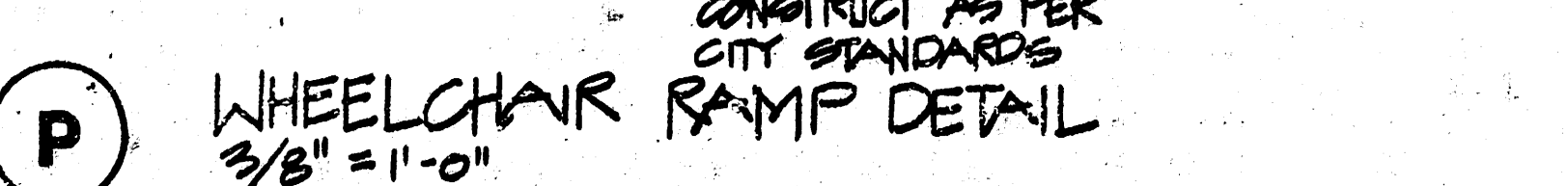
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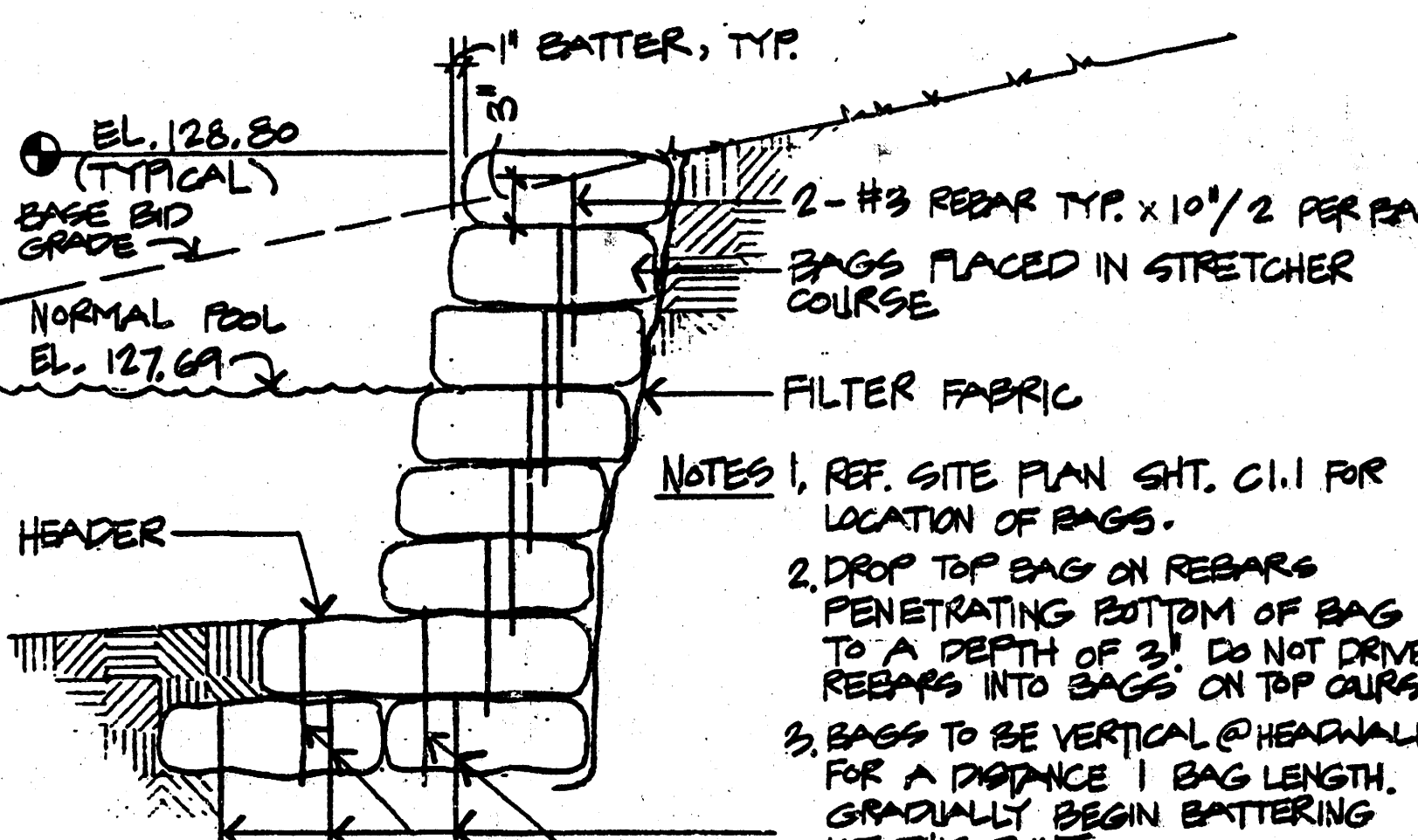


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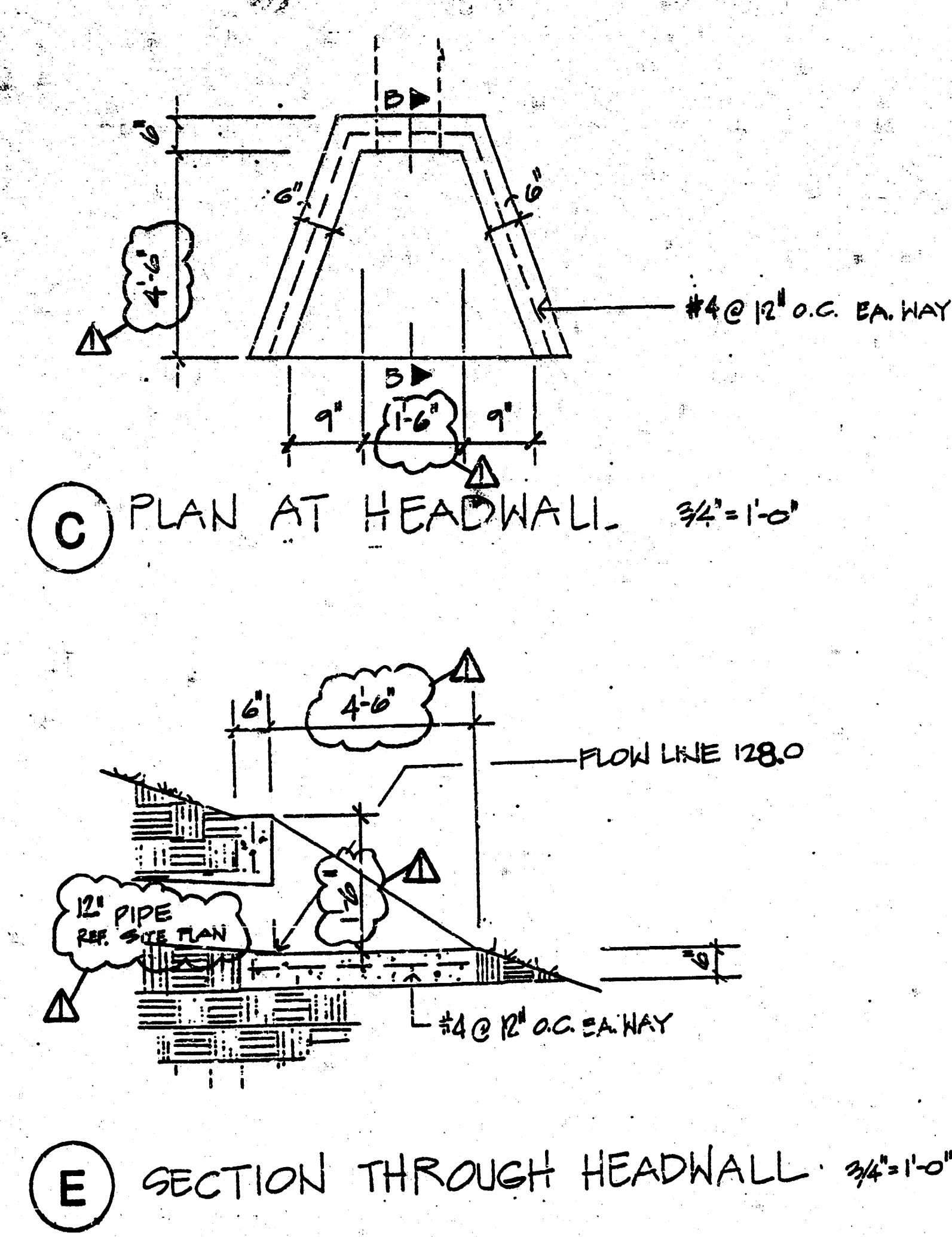
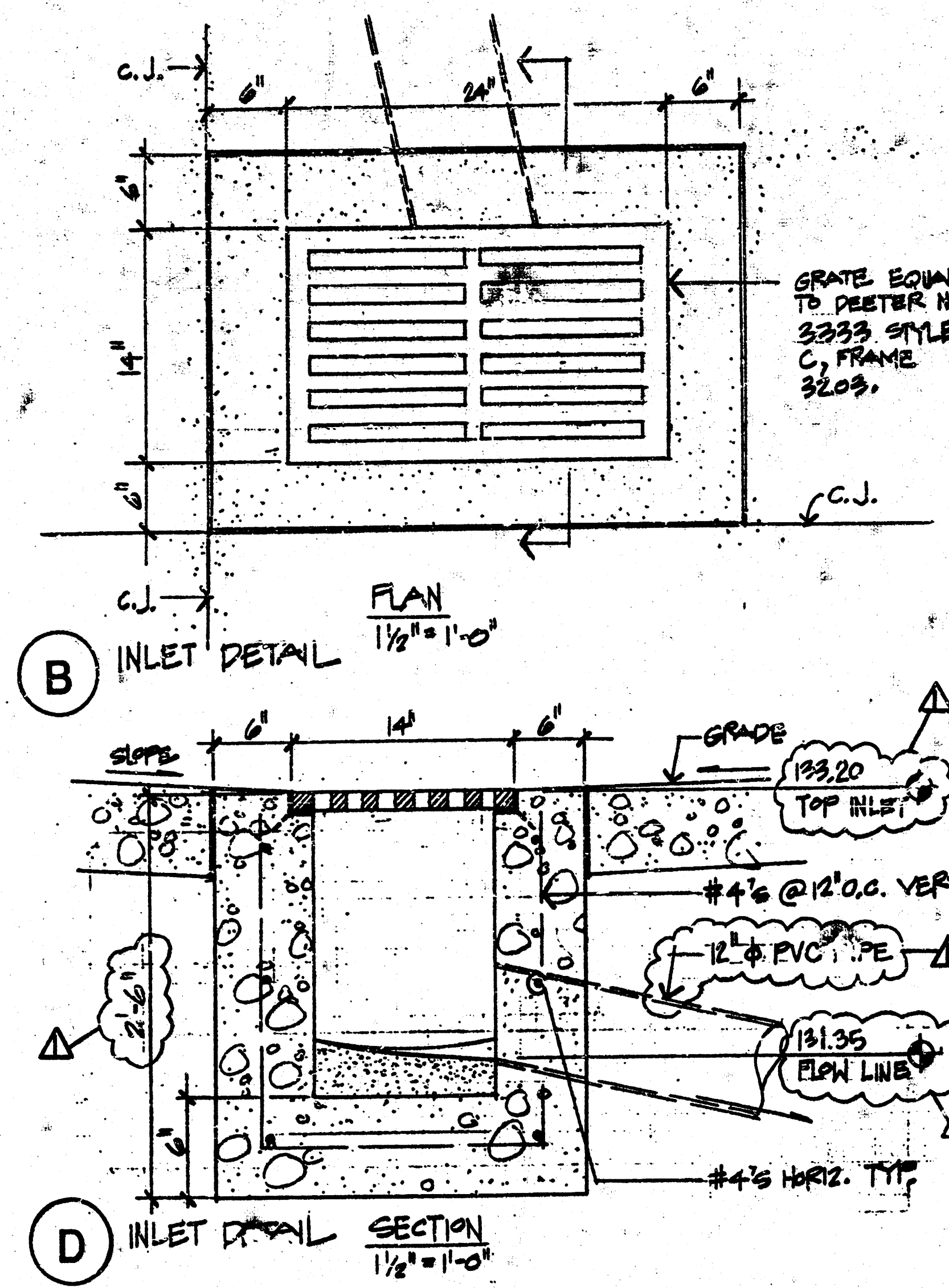
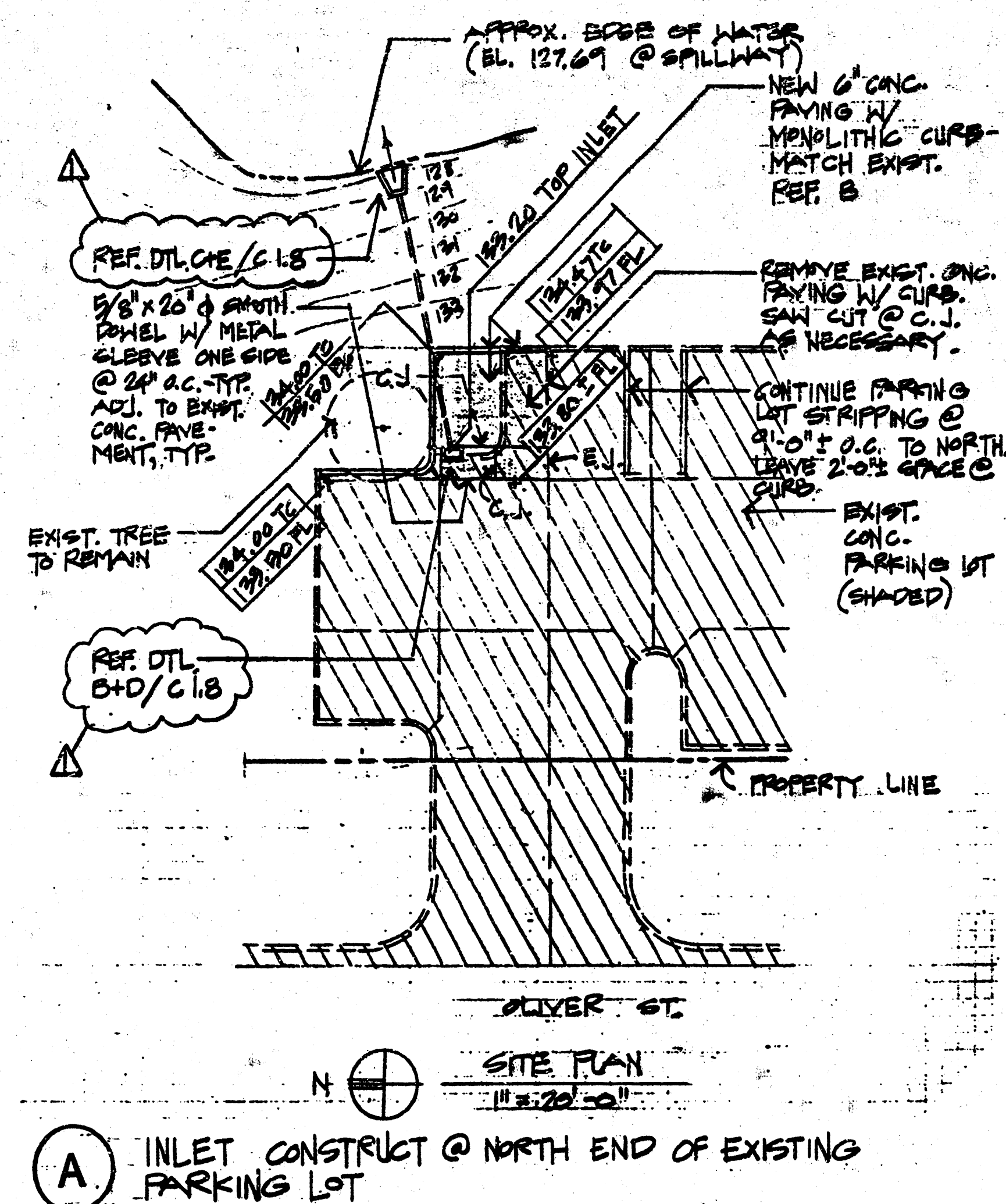


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3/8"=1'-0"

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N.T.S.



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1"=1'-0"



DETAILS

As-Built Plan

EAST PARKING LOT EXTENSION
BOEING WICHITA EMPLOYEES CREDIT UNION
WICHITA, KANSAS

REVISION DATE
3/15/91

PROJECT NO.
2272.00

DATE
29 JANUARY 1991

DRAWING SHEET

C1.8

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