PAVING WAWONA IN CONNECTION WITH
MAIN 10, FOUR MILE CREEK SEWER
PROJECT NO. 472- 83390

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK, CITY ENGINEER

OCA# 624503

GENERAL NOTES

1. UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA CONCRETE PAVEMENT AND ASPHALTIC CONCRETE PAVEMENT SPECIFICATIONS.

2. 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 IN ACCORDANCE WITH STATE LAWS.

3. TRANSITION CURB FROM FULL HEIGHT COMBINATION CURB AND GUTTER TO ROLL TYPE COMBINATION CURB AND GUTTER IS TO BE PAID AS BID FOR LINEAL FEET COMBINED CURB AND GUTTER (3 5/8" ROLL).

4. EXISTING UTILITIES AND THEIR LOCATIONS, 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.

5. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

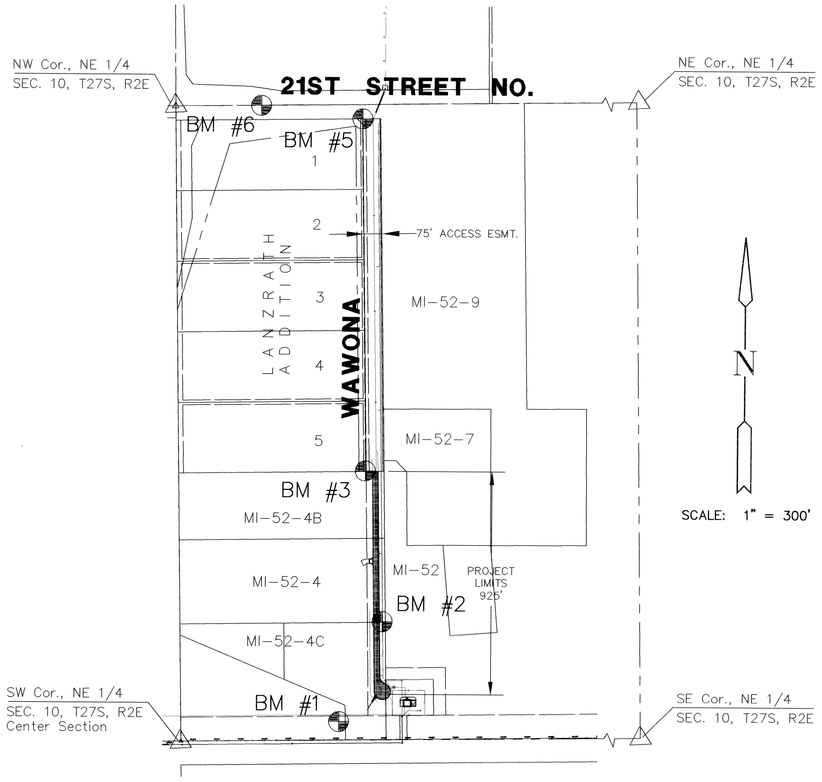
   KANSAS ONE-CALL 1-800-344-7233
   OR 687-2470 (LOCAL WICHITA)

   THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

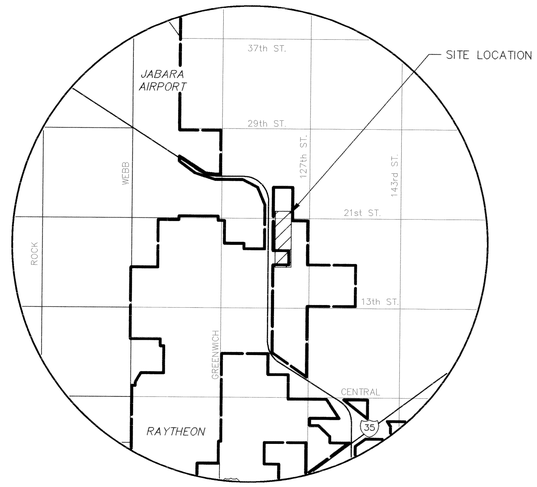
SOUTHWESTERN BELL TELEPHONE COMPANY	1-800-734-7590
COX CABLEVISION	263-2061
KG&E (GAS & ELECTRIC)	383-8600
CITY OF WICHITA WATER & SEWER MAINT.	262-6000
ARKLA GAS COMPANY	942-8350 OR 263-8161
BUTLER RURAL WATER DIST.#5	778-1631

6. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DIPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

7. CONTRACTOR SHALL RESEED AND MULCH ALL DISTURBED AREAS. COST SHALL BE CONSIDERED SUBSIDIARY TO SITE RESTORATION.



LENGTH OF PROJECT	
25' BK-BK	925.4 FT.
EARTHWORK SUMMARY	
EXCAVATION	1744.2 C.Y.
COMPACTED FILL	0 C.Y.
LOOSE FILL	94.7 C.Y.



LOCATION MAP

INDEX TO DRAWINGS

BENCHMARKS

BM #1 RAILROAD SPIKE IN NORTH LEG OF THE 2ND "H" POLW STRUCTURE EAST OF K-96, 1ST "H" POLE WEST OF WAWONA, 660' EAST AND 75' NORTH OF THE CENTER CORNER OF SEC. 10-27S-2E
ELEV. = 167.17

BM #2 RAILROAD SPIKE IN EAST SIDE OF 18" ELM TREE 2163' SOUTH OF NE 1/4 SEC. 10-27S-2E (21ST ST. N) & 62' EAST OF THE WEST LINE OF WAWONA EXTENDED SOUTH.
ELEV. = 176.30

BM #3 RAILROAD SPIKE IN WEST SIDE OF POWER POLE ON WEST SIDE OF WAWONA, 1531' SOUTH OF THE NORTH OF THE NE 1/4 SEC. 10-27S-2E
ELEV. = 181.24

BM #4 RAILROAD SPIKE IN WEST SIDE OF POWER POLE ON THE WEST OF WAWONA, 654' SOUTH OF THE NORTH LINE OF THE NE 1/4 SEC. 10-27S-2E
ELEV. = 189.75

BM #5 STEPPED SPIKE IN NORTH SIDE OF POWER POLE ON SW COR. 21ST. & WAWONA, 779' EAST & 48' SOUTH OF NORTH 1/4 COR. SEC. 10-27S-2E
ELEV. = 197.32

BM #6 CHISELED "□" ON THE TC ON EAST END OF MEDIAN ISLAND, 360' EAST OF NORTH 1/4 COR. SEC. 10-27S-2E
ELEV. = 189.42

GREGORY J. ALLEE LICENSED PROFESSIONAL ENGINEER STATE OF KANSAS 2/15/02

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MKEC ENGINEERING CONSULTANTS
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

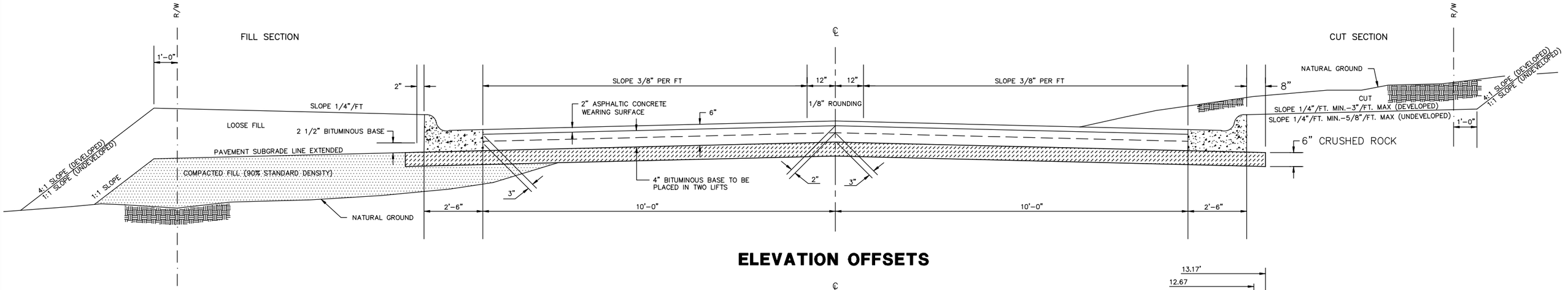
NORTHEAST PUMP STATION
PROJECT NAME

PAVING PLANS
SHEET TITLE

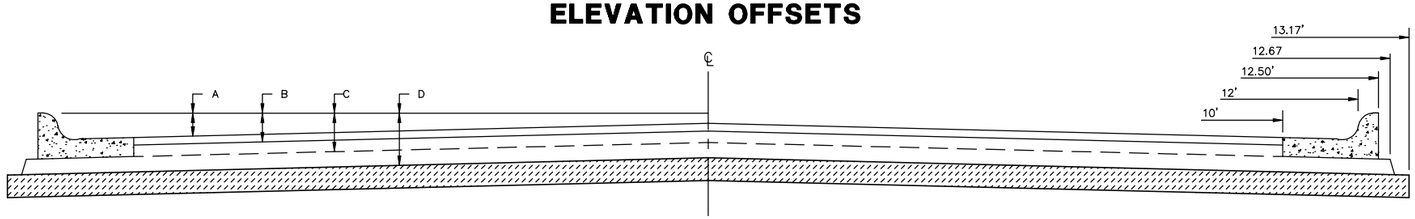
GJA	BDM/RKH	GJA
DESIGN BY:	DRAWN BY:	CHECKED BY:
APRIL 2001	97168ET	1 / 9
DATE	JOB NO.	SHEET/OF

TYPICAL 25' PAVEMENT DETAILS

TRANSVERSE SECTION

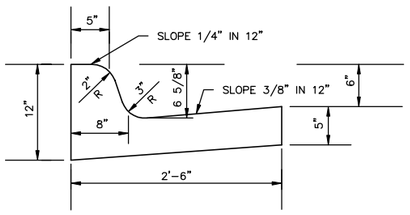


ELEVATION OFFSETS

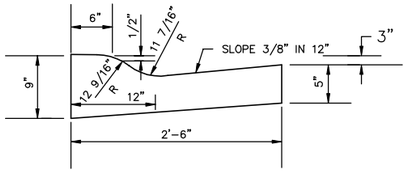


	DISTANCE FROM CENTERLINE (LT. & RT.)								
	0'	2'	4'	6'	8'	10'	12'	12.5'	13.17'
A: TOP OF STD. CURBS TO TOP OF SURFACE LIFT	.19	.25	.31	.38	.44	.50	--	--	--
B: TOP OF STD. CURBS TO TOP OF UPPER BASE LIFT	.36	.42	.48	.55	.61	.67	--	--	--
C: TOP OF STD. CURBS TO TOP OF LOWER BASE LIFT	.52	.60	.68	.76	.85	.92	.98	1.00	
D: TOP OF STD. CURBS TO TOP OF SUBGRADE	.77	.83	.89	.96	1.02	1.08	1.14	1.16	1.18

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



CRUSHED ROCK BASE

PERCENT OF AGGREGATE RETAINED

2–1/2"	0
3/4	20–60
#4	50–80
#40	80–94
#200	90–98

ROCK QUALITY HALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.

GEOGRID BASE REINFORCEMENT SHALL BE BX1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. ROCK QUALITY SHALL BE THE SAME AS FOR CONCRETE MIXES.

GENERAL NOTES

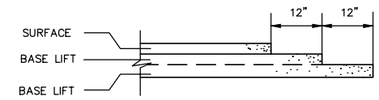
1) ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PRIOR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

2) 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.

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

4) 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.

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 6" ASPHALTIC CONCRETE (4" BITUMINOUS BASE).

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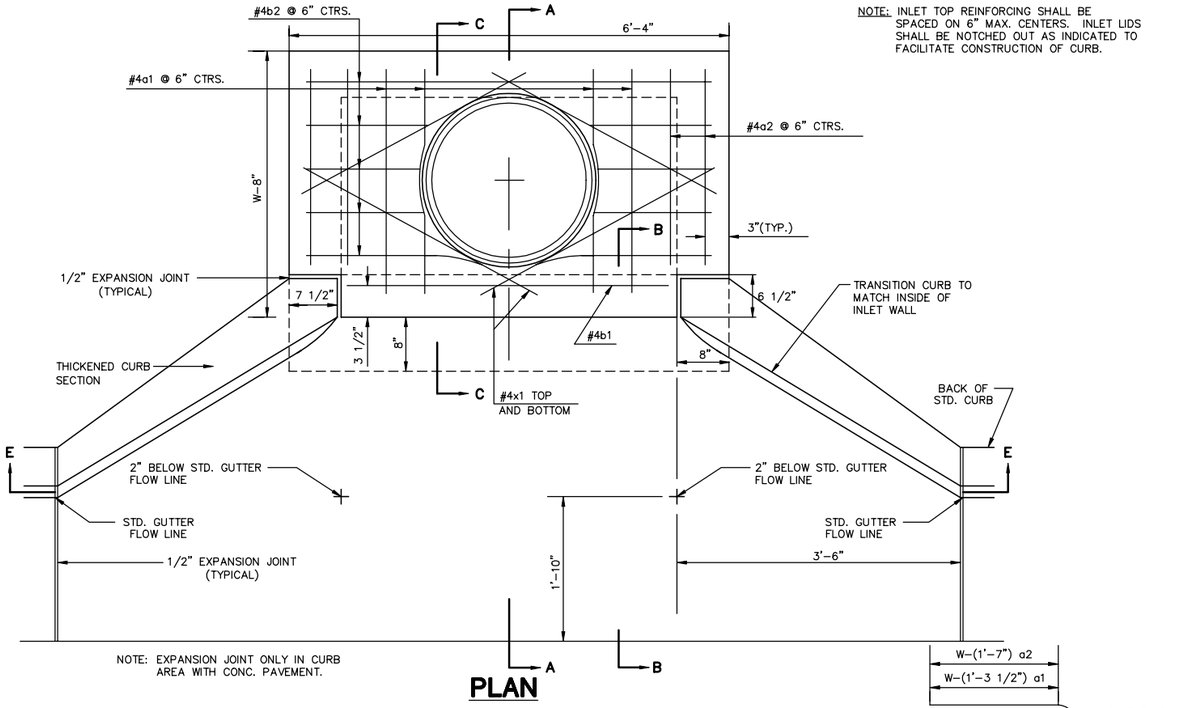
6 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 4 INCH BITUMINOUS BASE AND 6" CRUSHED ROCK

CITY OF WICHITA, KANSAS



NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

PLAN

NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.

BENDING DIAGRAM

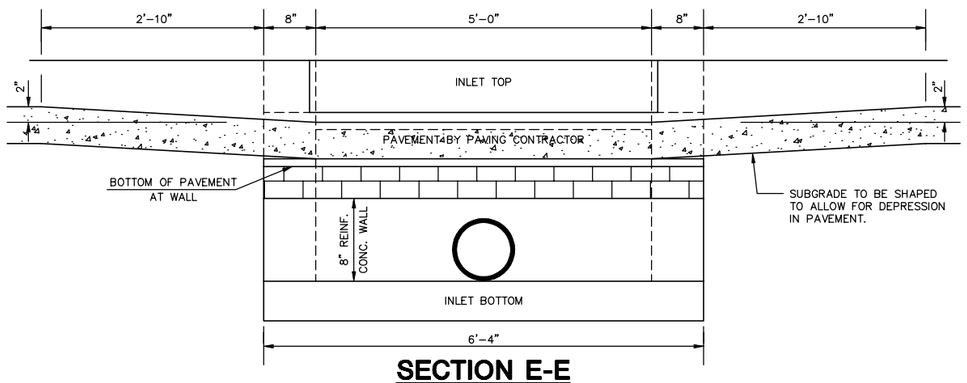
PRECAST SLAB AND FLOOR REINFORCING

		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"	6	10'-7"	6	12'-7"	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"

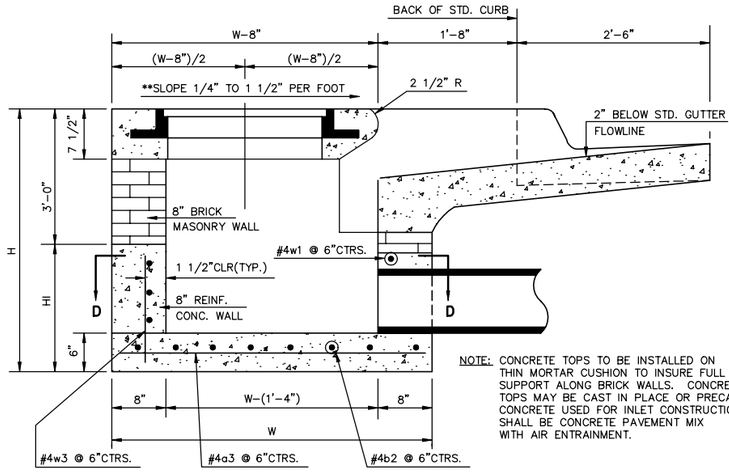
WALL REINFORCING

		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
w1	#4	①	6'-1"	①	6'-1"	①	6'-1"	①	6'-1"	①	6'-1"
w2	#4	①	4'-1"	①	5'-1"	①	6'-1"	①	7'-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"



SECTION E-E



SECTION A-A

NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX WITH AIR ENTRAINMENT.

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W=6'-4" AND H=7'-0" OR LESS.

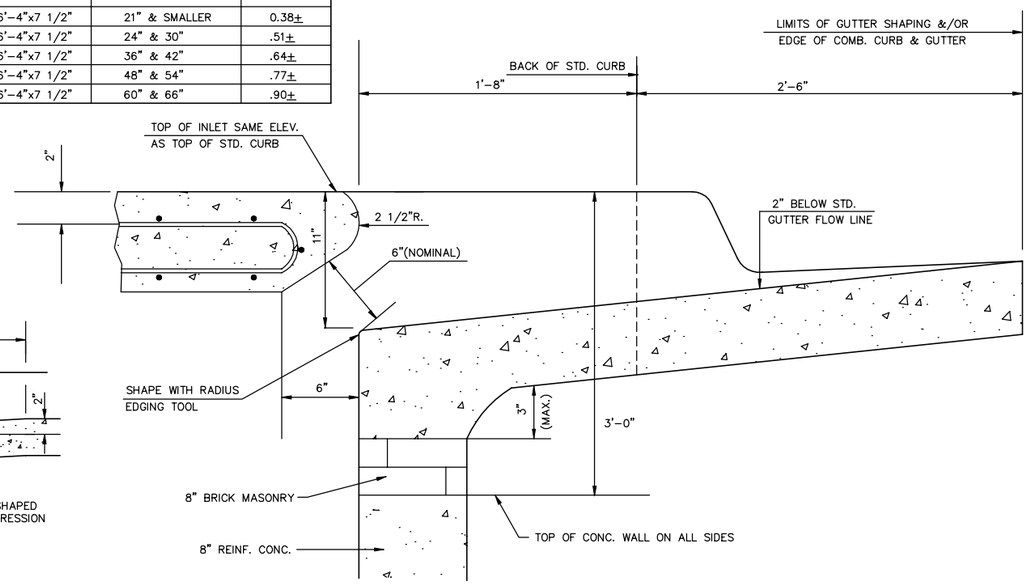
ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

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.

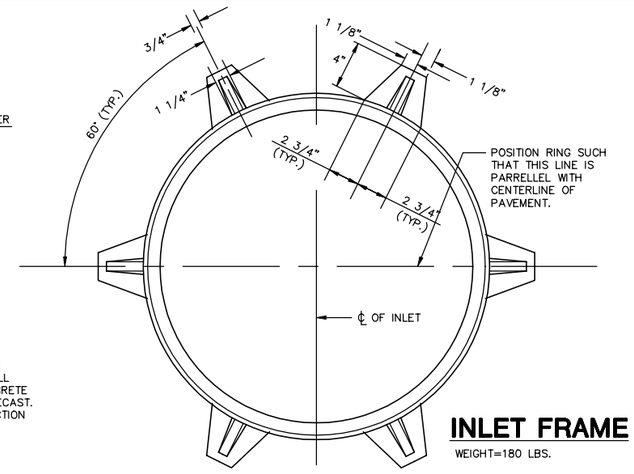
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4'-4"	3'-8"x6'-4"x7 1/2"	21" & SMALLER	0.38±
5'-4"	4'-8"x6'-4"x7 1/2"	24" & 30"	.51±
6'-4"	5'-8"x6'-4"x7 1/2"	36" & 42"	.64±
7'-4"	6'-8"x6'-4"x7 1/2"	48" & 54"	.77±
8'-4"	7'-8"x6'-4"x7 1/2"	60" & 66"	.90±

**NOTE: SLOPE OF INLET TOPS TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.

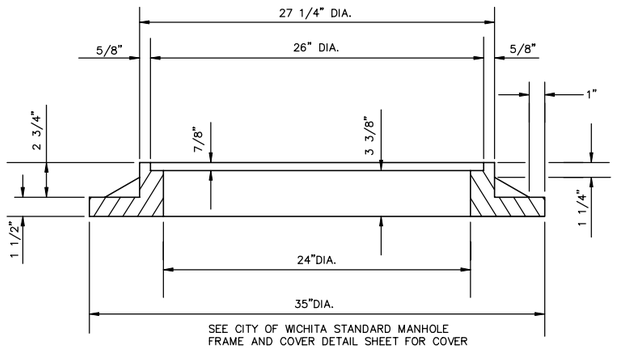


SECTION B-B

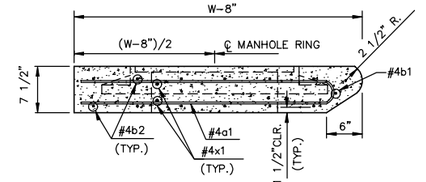


INLET FRAME

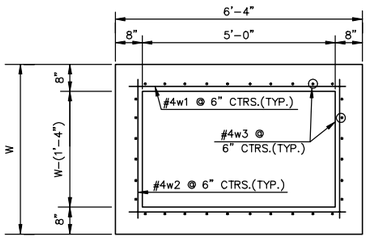
WEIGHT=180 LBS.



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



SECTION C-C



SECTION D-D

REVISED: 2-16-89 C.O.W.

3/9

STANDARD TYPE 1A CURB INLET

INLET OPENING=6"x5'-0"

JUNE 1984

CITY OF WICHITA, KANSAS

Design C.O.W.	Checked by	Checked by	
Drawn by	Date	Date APRIL 2001	Job No.468-699003

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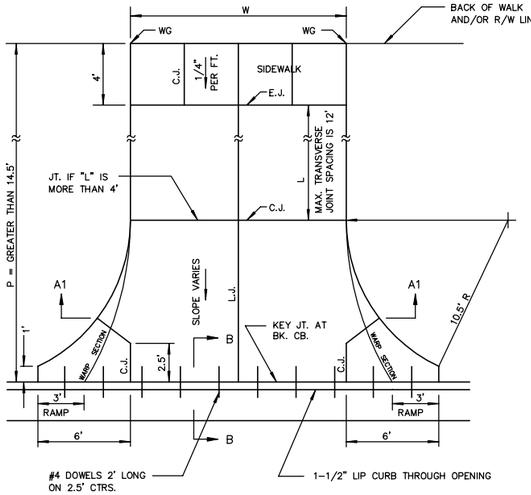
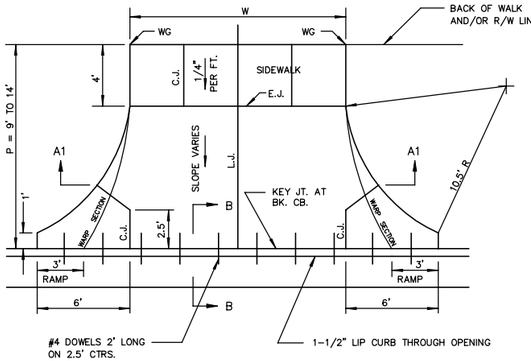
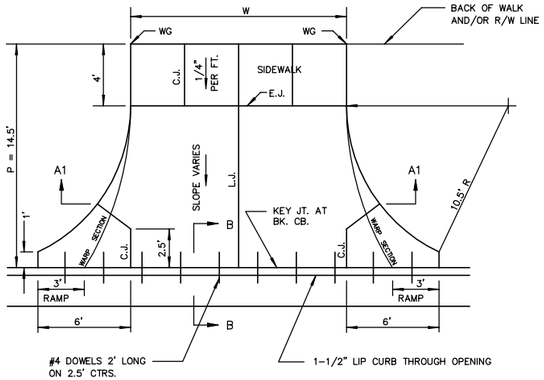
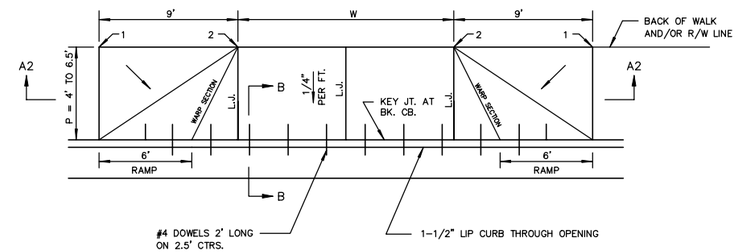
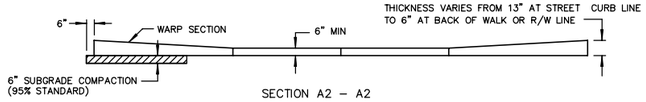


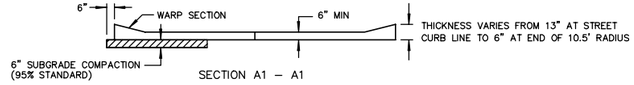








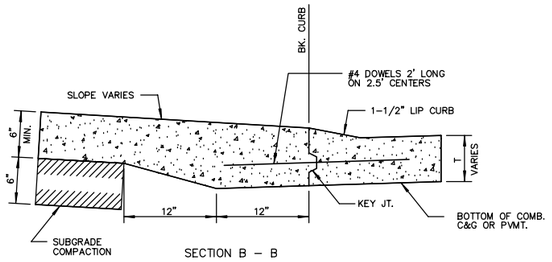
SECTION A2 – A2



SECTION A1 – A1

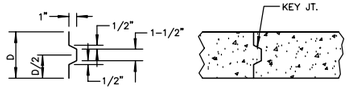
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	–.08'	0.02'	0.18'	0.22'	0.18'	0.22'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	–.08'	0.02'	0.18'	0.22'	0.18'	0.22'

FULL RAMP DRIVE (P = 4.0' TO 6.5')



SECTION B – B

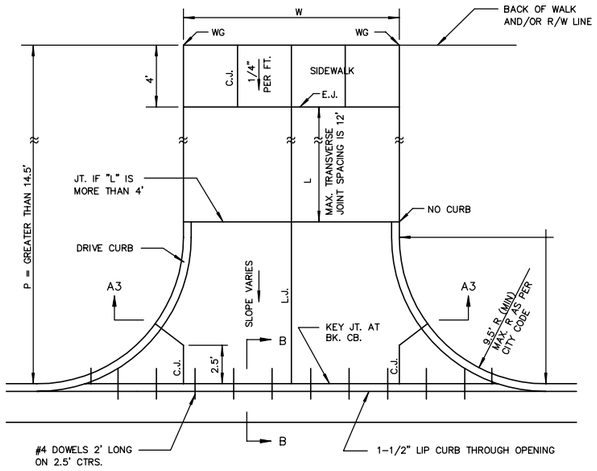
BACK OF CURB DETAIL

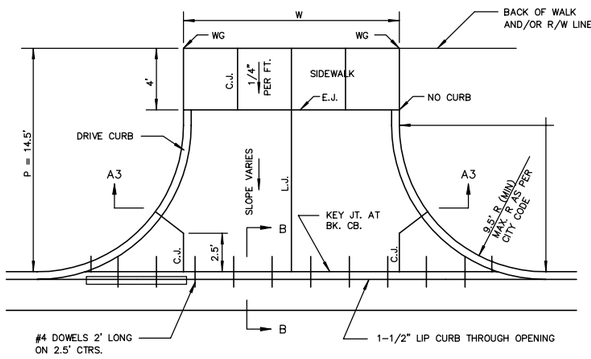


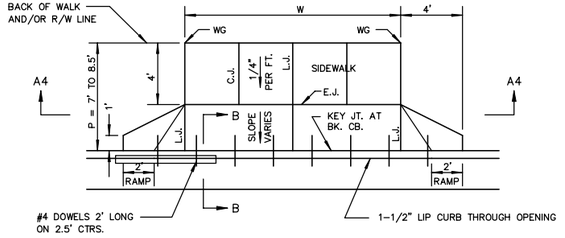
ALT. LONGITUDINAL CONSTRUCTION JOINT

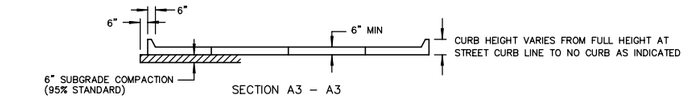
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.52'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.52'	0.62'	0.96'	1.22'	1.48'	1.74'	2.00'	2.26'	2.52'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.30'	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)

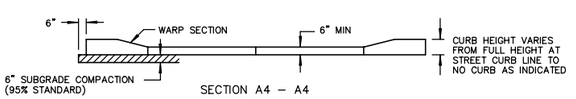








SECTION A3 – A3



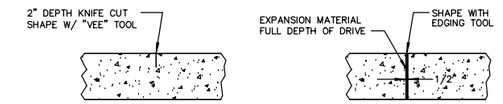
SECTION A4 – A4

PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.72'	1.27'	1.77'	2.27'	2.77'	3.27'	3.77'	4.27'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	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	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.00'	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 OR BELOW TOP OF FULL CURB	–.08'	0.02'	0.18'	0.22'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–.08'	0.02'	0.18'	0.22'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–.15'	–.16'	–.17'	–.17'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	–.25'	–.20'	–.20'	–.20'

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



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.

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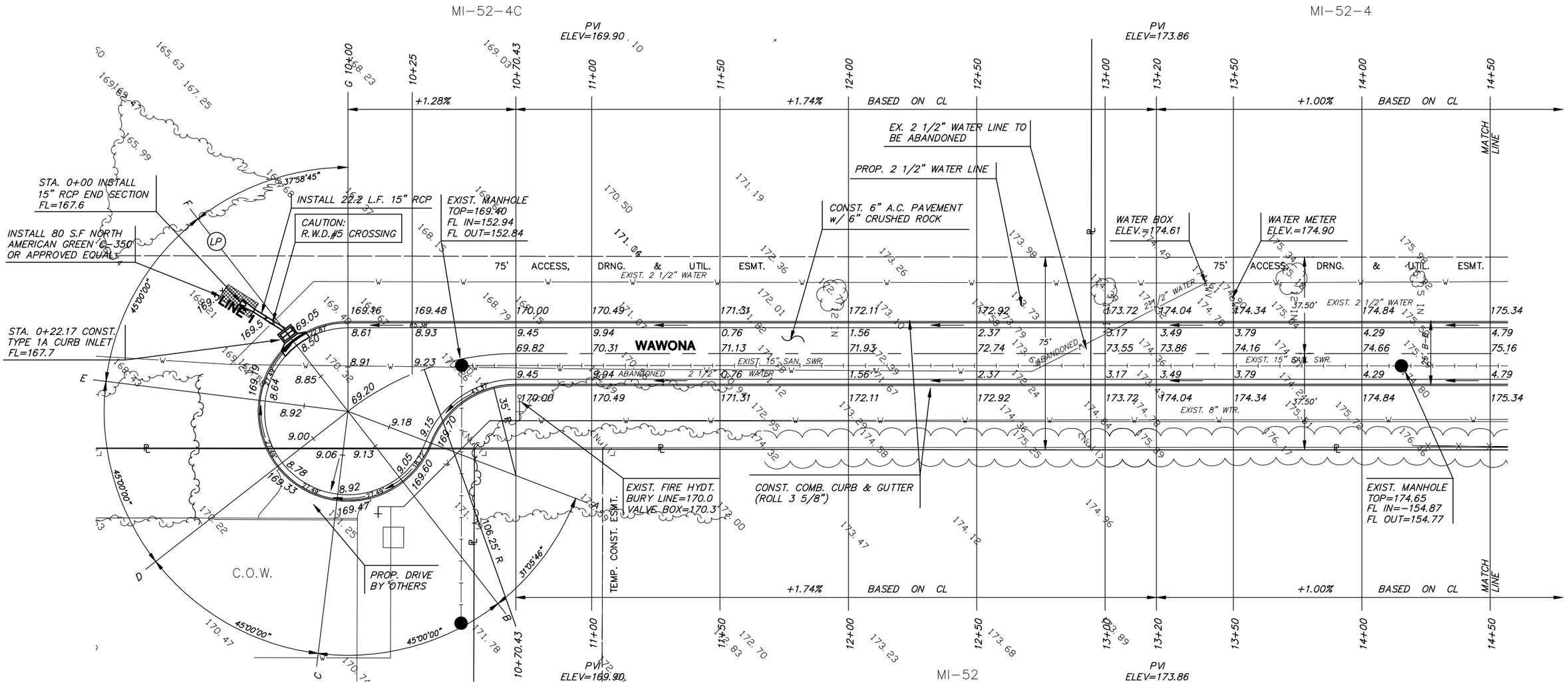
THE CITY OF WICHITA

CITY ENGINEER'S OFFICE
CITY HALL – SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501
(316) 268-4114 FAX

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

M. E. LINDEBAK P.E. – CITY ENGINEER

PROJECT NUMBER	INDEX CODE
472–83390	624503
DATE: FEB 02	SHEET 3A OF 9

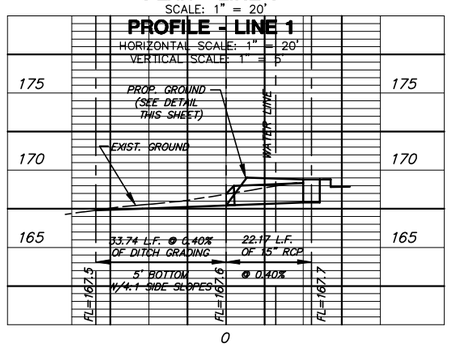


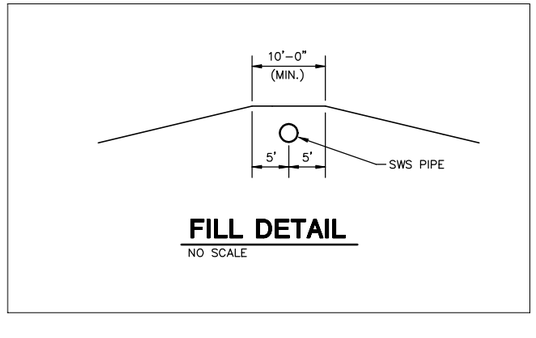
PLAN - LINE 1

SCALE: 1" = 20'

PROFILE - LINE 1

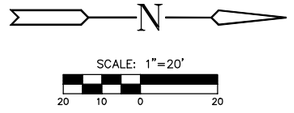
HORIZONTAL SCALE: 1" = 20'
VERTICAL SCALE: 1" = 5'





FILL DETAIL

NO SCALE



PLAN NOTES:

1. TREES SHOWN ARE AFTER DEMOLITION.
2. TOP OF CURB ELEVATIONS SHOWN ARE FOR FULL CURB. CONSRUCT COMBINED CURB & GUTTER, ROLLED (3 5/8") EXCEPT WHERE NOTED.

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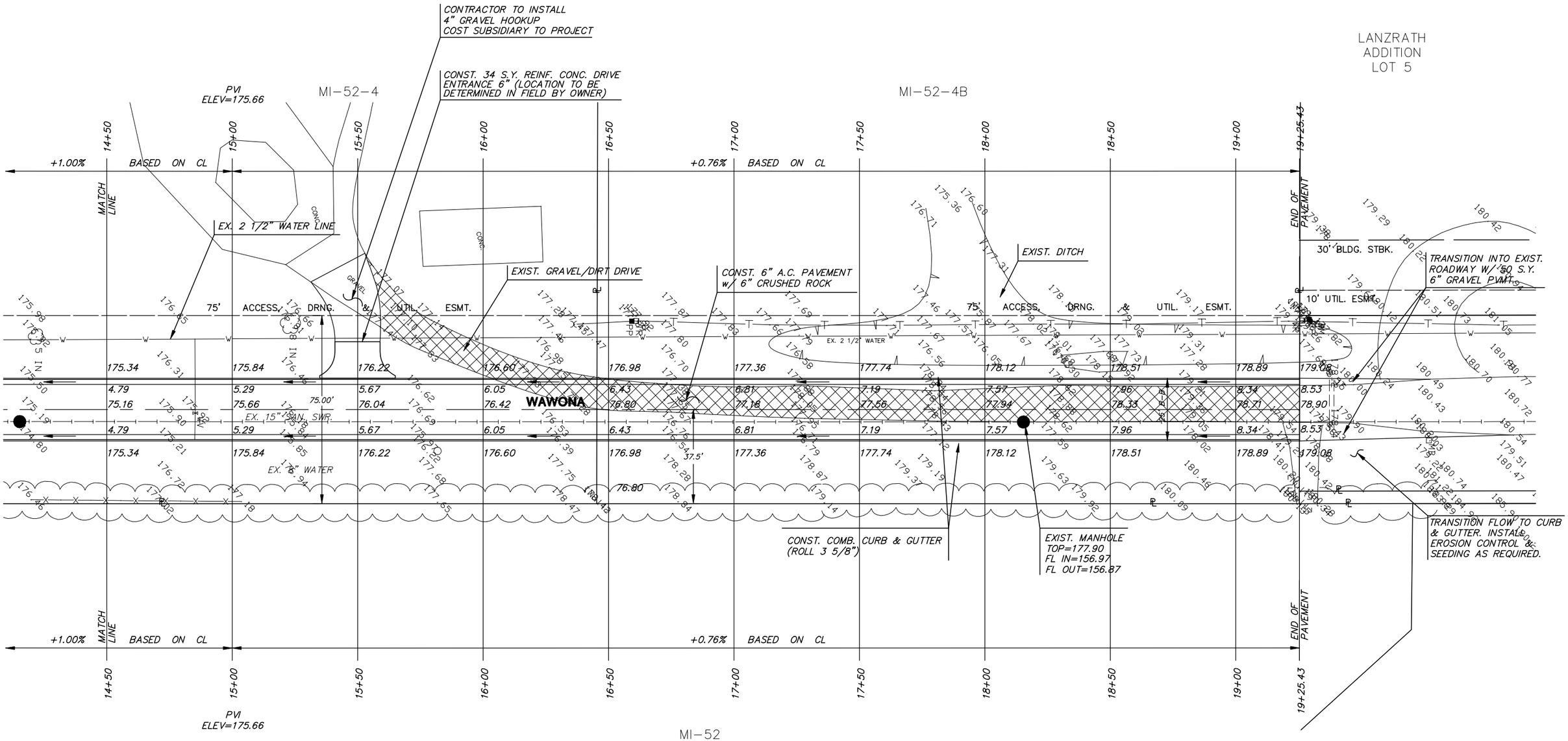
MKEC
ENGINEERING CONSULTANTS
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

NORTHEAST PUMP STATION
PROJECT NAME

WAWONA PAVING PLAN
SHEET TITLE

GJA/BDM	BDM/RAS/RKH	GJA
DESIGN BY:	DRAWN BY:	CHECKED BY:
APRIL 2001	97168E1	4 / 9
DATE	JOB NO.	SHEET/OF



PLAN NOTES:

1. TREES SHOWN ARE AFTER DEMOLITION.
2. TOP OF CURB ELEVATIONS SHOWN ARE FOR FULL CURB. CONSRUCT COMBINED CURB & GUTTER, ROLLED (3 5/8") EXCEPT WHERE NOTED.

= EXIST. GRAVEL ROAD TO BE REMOVED

N

SCALE: 1"=20'

20 10 0 20

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MKEC
ENGINEERING CONSULTANTS
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

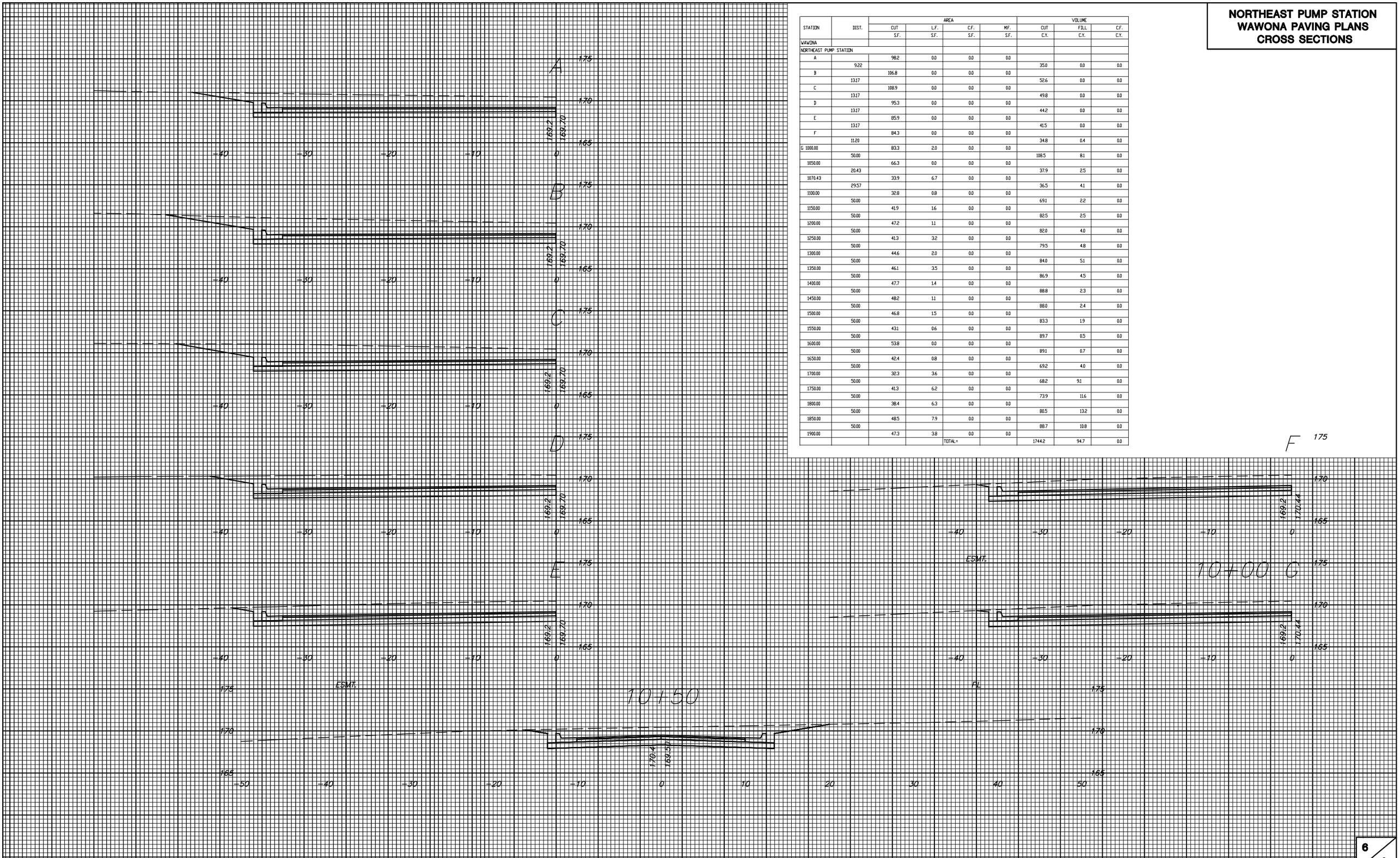
NORTHEAST PUMP STATION
PROJECT NAME

WAWONA PAVING PLAN
SHEET TITLE

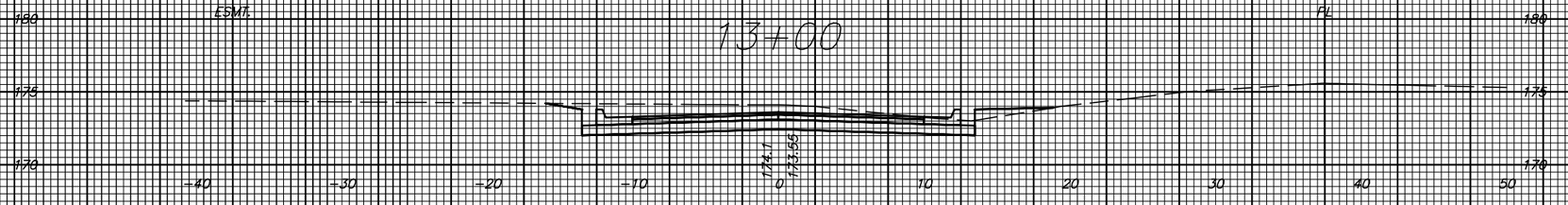
GJA/BDM	BDM/RAS/RKH	GJA
DESIGN BY:	DRAWN BY:	CHECKED BY:
APRIL 2001	97168E2	5 / 9
DATE	JOB NO.	SHEET/OF

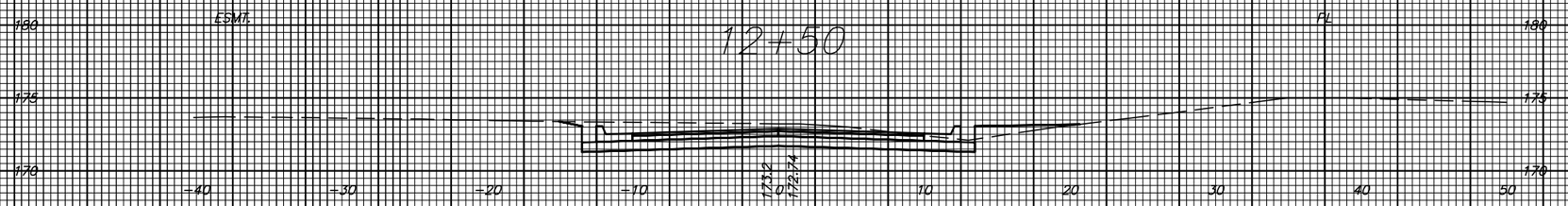
NORTHEAST PUMP STATION
WAWONA PAVING PLANS
CROSS SECTIONS

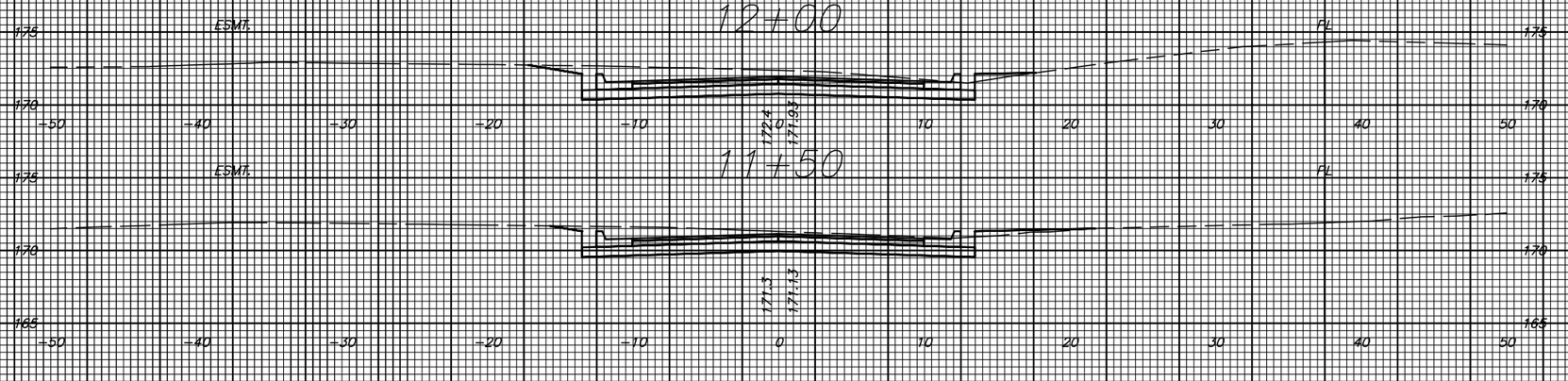
STATION	DIST.	AREA				VOLUME		
		CUT	L.F.	C.F.	MF.	CUT	FILL	C.F.
		S.F.	S.F.	S.F.	S.F.	C.Y.	C.Y.	C.Y.
WAWONA								
NORTHEAST PUMP STATION								
A		98.2	0.0	0.0	0.0			
	9.22					35.0	0.0	0.0
B		106.8	0.0	0.0	0.0			
	13.17					52.6	0.0	0.0
C		108.9	0.0	0.0	0.0			
	13.17					49.8	0.0	0.0
D		95.3	0.0	0.0	0.0			
	13.17					44.2	0.0	0.0
E		85.9	0.0	0.0	0.0			
	13.17					41.5	0.0	0.0
F		84.3	0.0	0.0	0.0			
	11.20					34.8	0.4	0.0
G 1000.00		83.3	2.0	0.0	0.0			
	50.00					108.5	8.1	0.0
1050.00		66.3	0.0	0.0	0.0			
	20.43					37.9	2.5	0.0
1070.43		33.9	6.7	0.0	0.0			
	29.57					36.5	4.1	0.0
1100.00		32.8	0.8	0.0	0.0			
	50.00					69.1	2.2	0.0
1150.00		41.9	1.6	0.0	0.0			
	50.00					82.5	2.5	0.0
1200.00		47.2	1.1	0.0	0.0			
	50.00					82.0	4.0	0.0
1250.00		41.3	3.2	0.0	0.0			
	50.00					79.5	4.8	0.0
1300.00		44.6	2.0	0.0	0.0			
	50.00					84.0	5.1	0.0
1350.00		46.1	3.5	0.0	0.0			
	50.00					86.9	4.5	0.0
1400.00		47.7	1.4	0.0	0.0			
	50.00					88.8	2.3	0.0
1450.00		48.2	1.1	0.0	0.0			
	50.00					88.0	2.4	0.0
1500.00		46.8	1.5	0.0	0.0			
	50.00					83.3	1.9	0.0
1550.00		43.1	0.6	0.0	0.0			
	50.00					89.7	0.5	0.0
1600.00		53.8	0.0	0.0	0.0			
	50.00					89.1	0.7	0.0
1650.00		42.4	0.8	0.0	0.0			
	50.00					69.2	4.0	0.0
1700.00		32.3	3.6	0.0	0.0			
	50.00					68.2	9.1	0.0
1750.00		41.3	6.2	0.0	0.0			
	50.00					73.9	11.6	0.0
1800.00		38.4	6.3	0.0	0.0			
	50.00					80.5	13.2	0.0
1850.00		48.5	7.9	0.0	0.0			
	50.00					88.7	10.8	0.0
1900.00		47.3	3.8	0.0	0.0			
				TOTAL=		1744.2	94.7	0.0

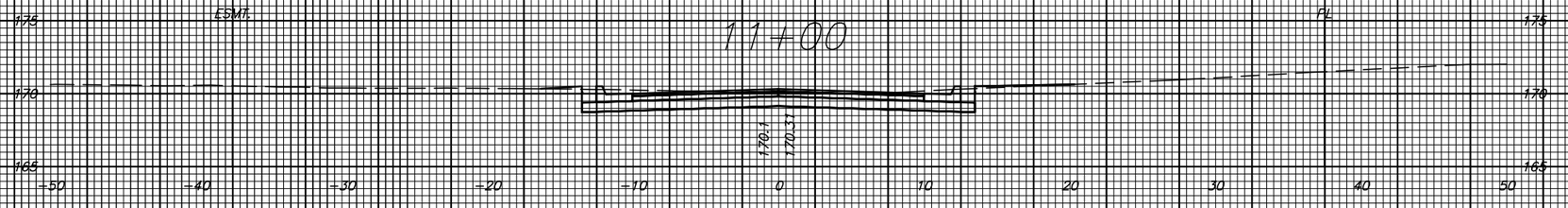


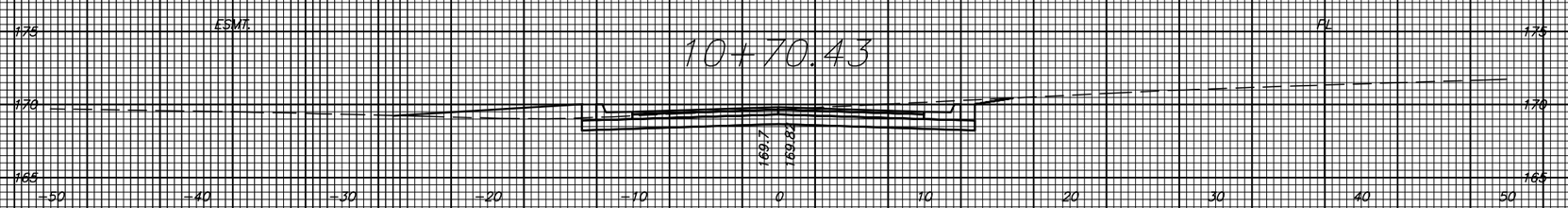
NORTHEAST PUMP STATION
WAWONA PAVING PLANS
CROSS SECTIONS











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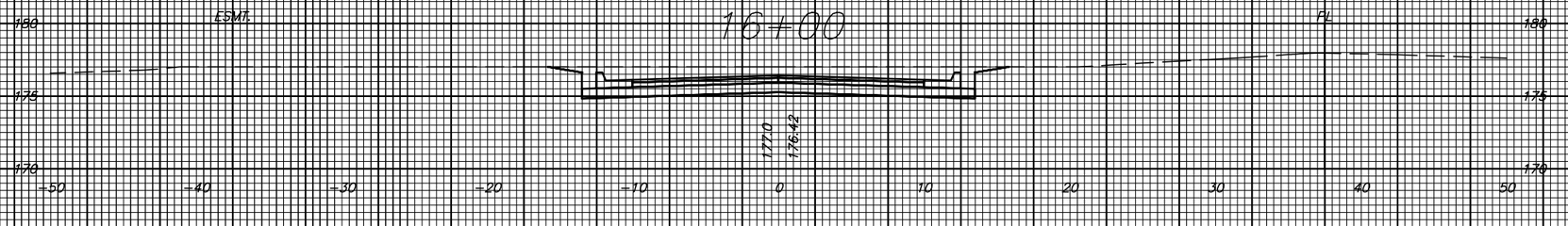
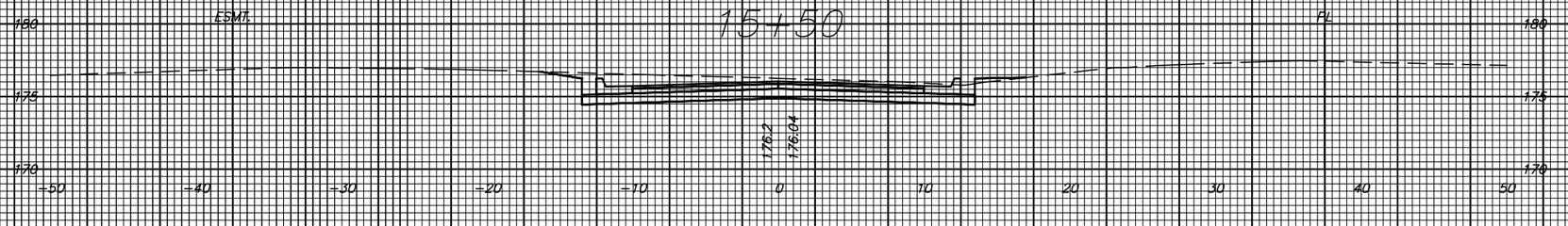
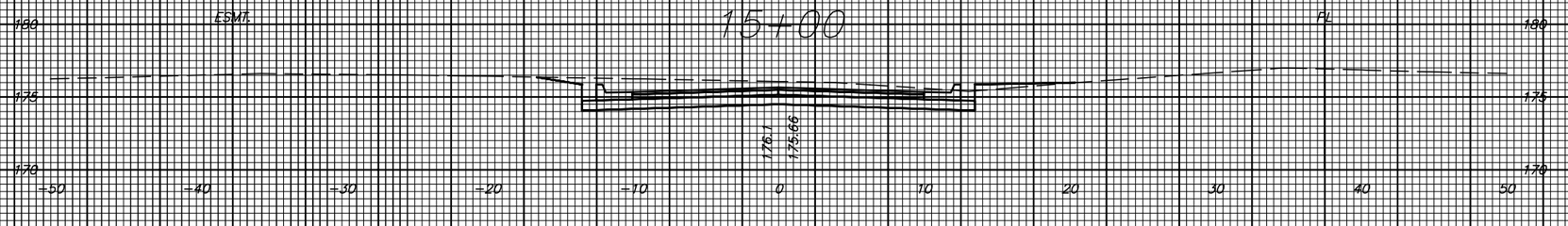
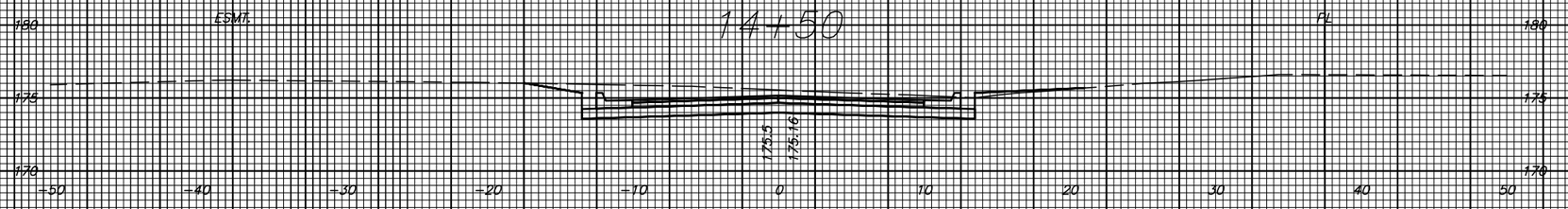
WAWONA ST.

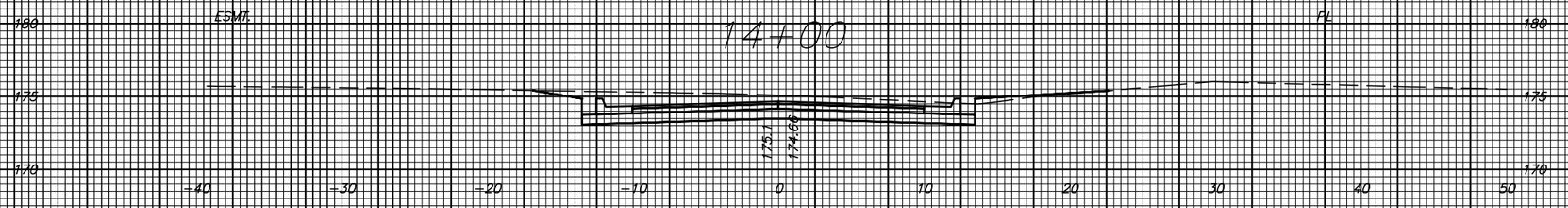
NORTHEAST PUMP STATION
WAWONA PAVING PLANS
CROSS SECTIONS

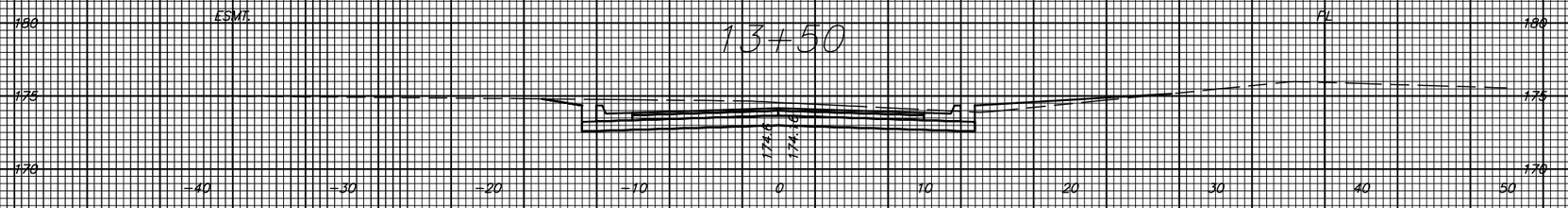






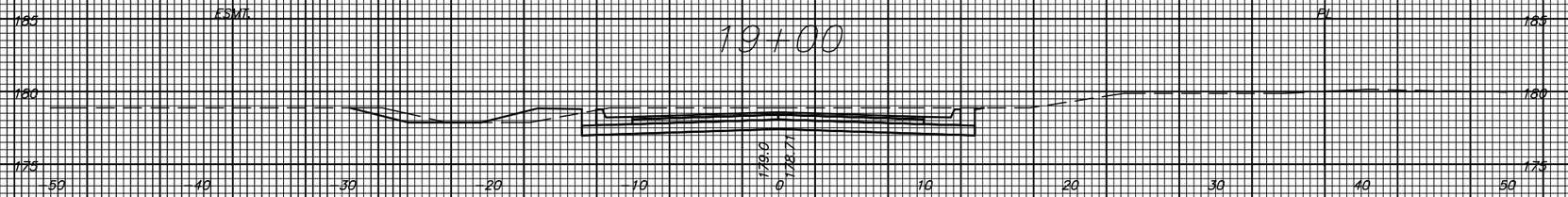






NORTHEAST PUMP STATION
WAWONA PAVING PLANS
CROSS SECTIONS

19+00



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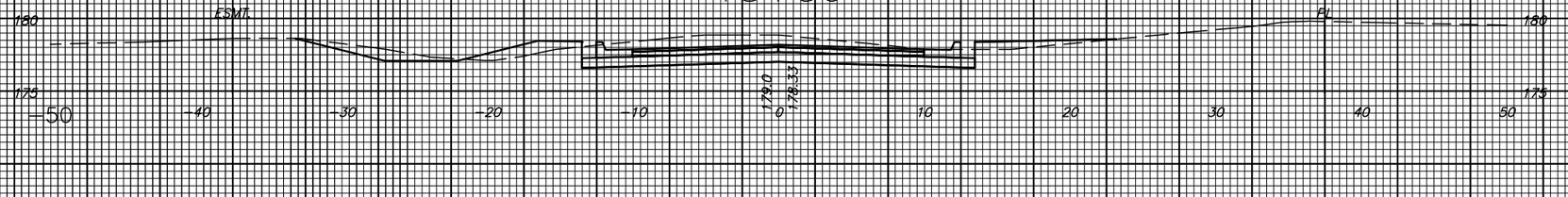

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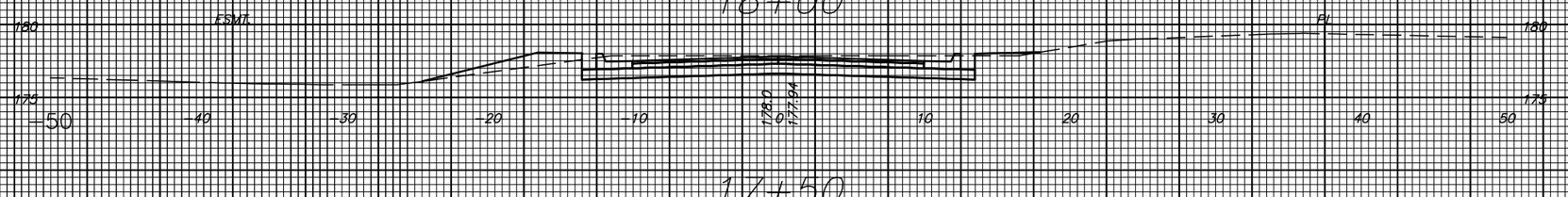

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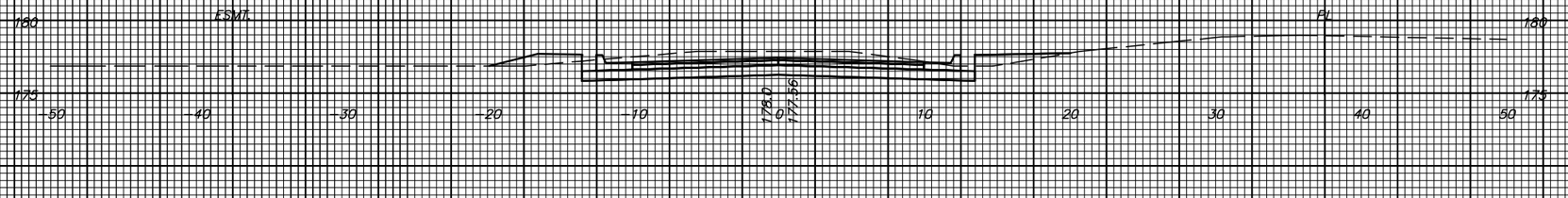

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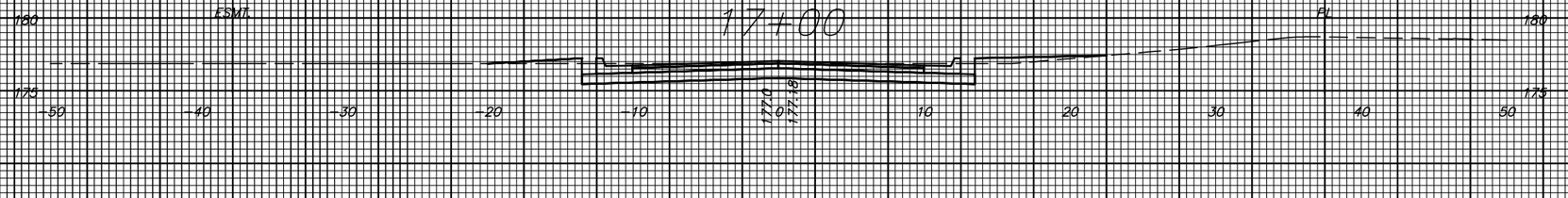

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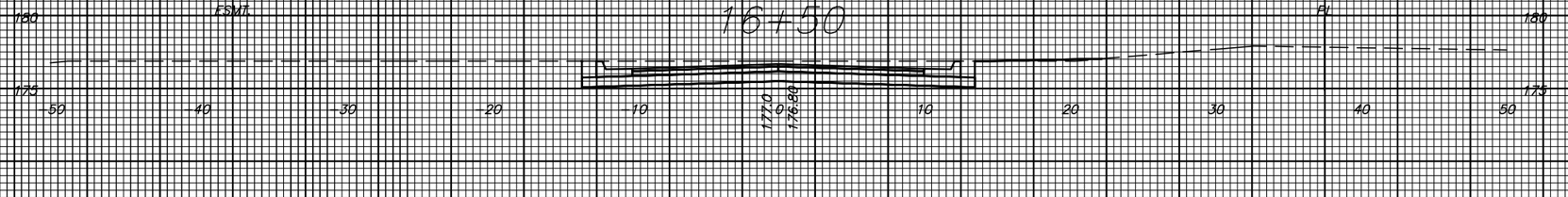

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WAWONA ST.