CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

STREET IMPROVEMENTS

BROADMOOR - N.L. MAGILL TO S.L. POLO
POSTOAK/MAGILL/DOREEN - S.L. LOT 9, BLK. 2 & S.L. LOT 8, BLK. 8
TO S.L. LOT 1, BLK. 8 & S.L. LOT 5, BLK. 10

(FAIRFIELD ESTATES)

CITY OF WICHITA PROJECT NO. 472-76-245-81527-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2.-3. PLAT
4. TYPICAL 35' PAVEMENT DETAILS
5. BROADMOOR TYPICAL SECTION & MEDIAN DETAILS
6. POSTOAK/MAGILL PAVING PLAN - STA. 37+19.35 TO STA. 43+00
7. MAGILL/DOREEN PAVING PLAN-STA 43+00 TO STA 48+96.79
8. BROADMOOR PAVING PLAN-STA 50+00 TO STA 51+95
9. STANDARD DRIVE ENTRANCES
10. WASTE DISPOSAL PLAN
11.-14. STREET CROSS-SECTIONS

PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM

DATUM BENCH MARK: R.R. SPIKE IN NE CORNER WOOD FENCE AT SOUTH SIDE OF KILLARNY PLACE AND ROCK ROAD
ELEV. = 176.71

BENCH MARK #21: R.R. SPIKE IN NE FACE 20" ELM 30' E OF NW CORNER LOT 18, BLOCK 10, FAIRFIELD ESTATES.
ELEV. = 187.63

BENCH MARK #22: R.R. SPIKE IN E FACE 15" COTTONWOOD E SIDE OF GRAVEL DRIVE ALONG N-S FENCE.
ELEV. = 192.64

BENCH MARK #25: CHIS. "D" ON TOP OF CURB E SIDE OF ROCK ROAD NEAR 4TH HLP SOUTH OF 13TH STREET
ELEV. = 182.86

BENCH MARK #26: CHIS "D" ON TOP OF CURB E SIDE OF ROCK ROAD NEAR 6TH HLP SOUTH OF 13TH STREET
ELEV. = 181.38

EARTHWORK

EXCAVATION

X-SECTIONS	2,411 CU. YDS.
10%	241 CU. YDS.
TOTAL	2,652 CU. YDS.

COMPACTED FILL

X-SECTIONS	45 CU. YDS.
10%	5 CU. YDS.
TOTAL	50 CU. YDS.

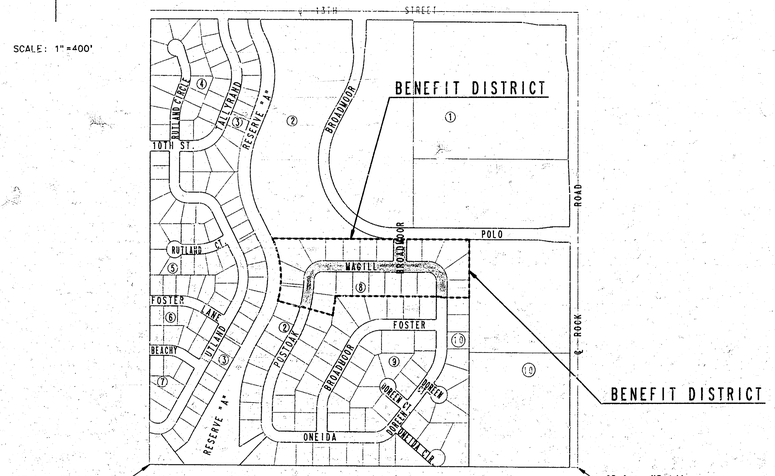
LOOSE FILL

X-SECTIONS	598 CU. YDS.
10%	60 CU. YDS.
TOTAL	658 CU. YDS.

COMPACTED FILL

X-SECTIONS	82 CU. YDS.
10%	8 CU. YDS.
TOTAL	90 CU. YDS.

SCALE: 1"=400'



GENERAL NOTES

~~THE CONTRACT UNIT PRICE FOR "CLEARING RIGHT-OF-WAY" SHALL BE FULL COMPENSATION FOR REMOVAL AND DISPOSAL OF ALL ITEMS CONFLICTING WITH THE PROPOSED CONSTRUCTION. THIS BID ITEM SHALL CONSIST OF, BUT NOT LIMITED TO, THE REMOVAL AND DISPOSAL OF FENCES, POSTS, POLES, CONCRETE FOOTINGS AND FOUNDATIONS, UNDERGROUND UTILITY PIPING, CULVERTS, TREES AND SHRUBS.~~

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

CONTRACTOR SHALL SATISFY HIMSELF OF SUB-SURFACE CONDITIONS PRIOR TO CONSTRUCTION.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND RUBBLE WHICH MAY BE ENCOUNTERED DURING EXCAVATION OPERATIONS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF-SITE.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED AS "LOOSE FILL" ON SITE (SEE SHEET NO. 10). NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

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

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

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

A SAW CUT AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ADJTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

APRIL, 1986

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

BRENT H. REBROCICH LICENSED 8168 KANSAS PROFESSIONAL ENGINEER

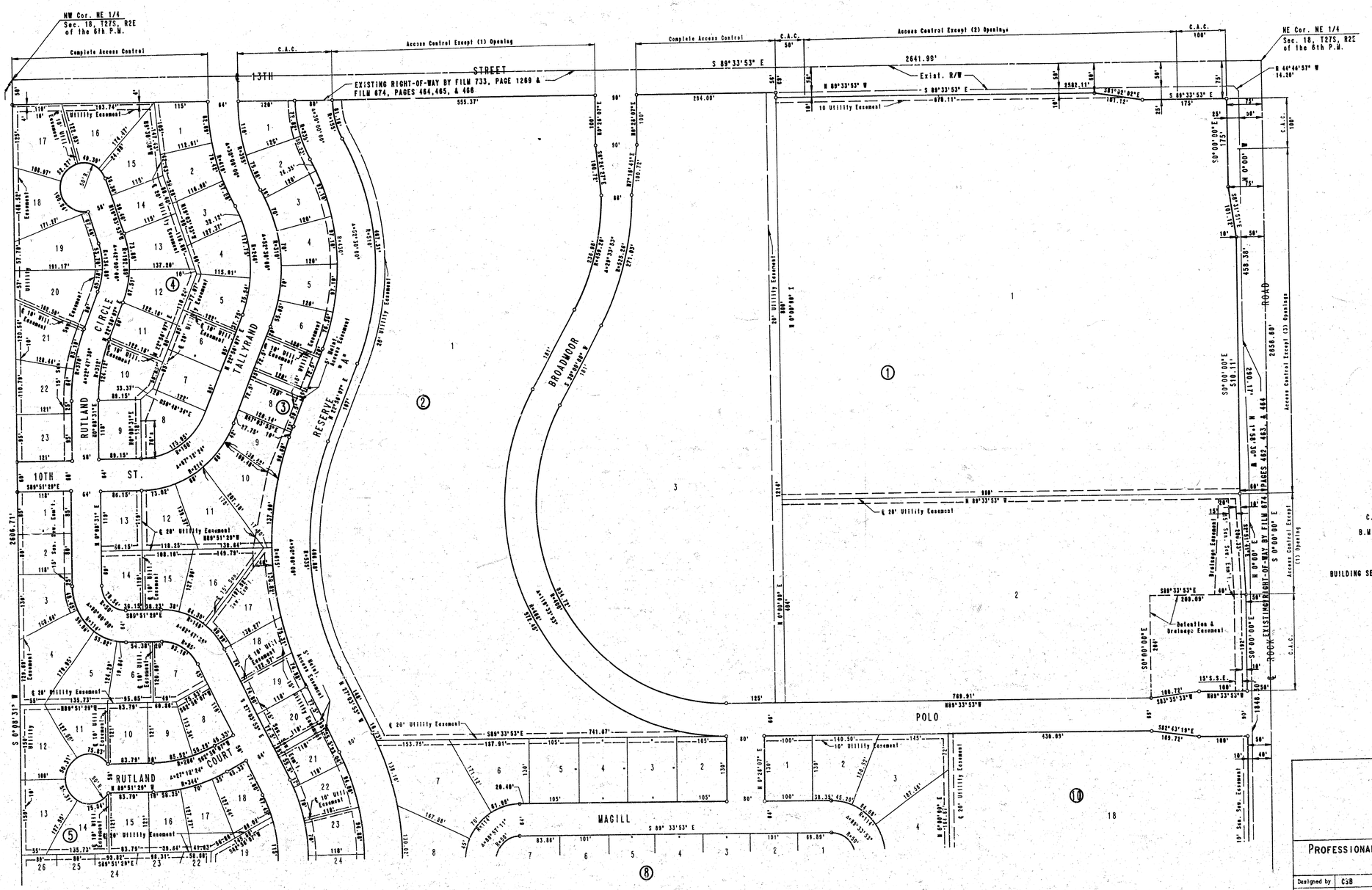
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-75-245-81527-000-000-001	2	14

FAIRFIELD ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS



PLAT

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

2/14

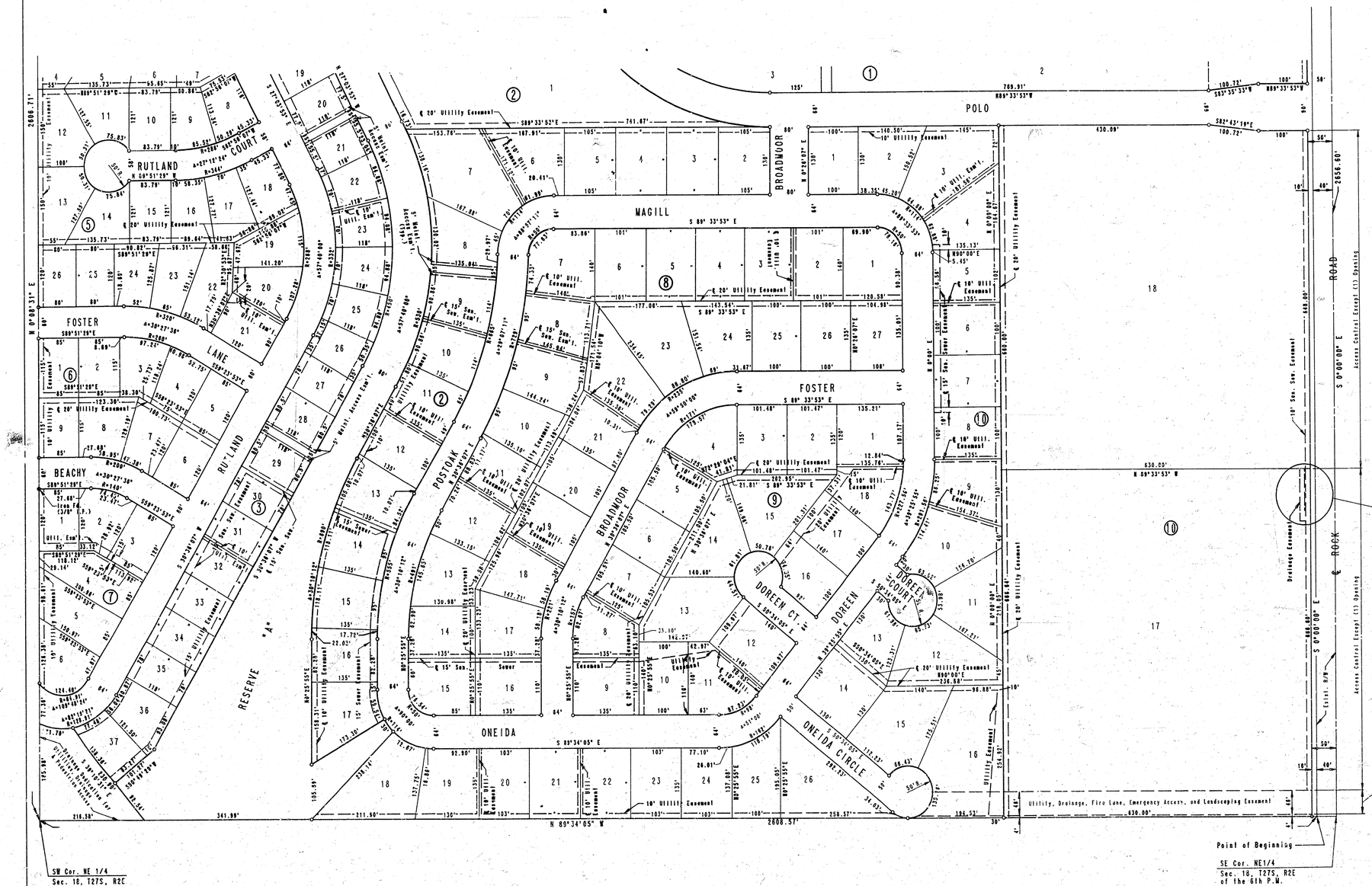
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-000-001	3	14

FAIRFIELD ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'

C.A.C.=COMPLETE ACCESS CONTROL

SEE SHEET NO. 1 FOR BENCH MARK

BUILDING SETBACKS AS PER THE REQUIREMENTS OF THE FAIRFIELD COMMERCIAL C.U.P.(DP-144), FAIRFIELD RESIDENTIAL C.U.P.(DP-146), AND FAIRFIELD ESTATES C.U.P.(DP-149) ON FILE WITH THE WICHITA SEDGWICK COUNTY METROPOLITIAN AREA PLANNING DEPARTMENT.

PLAT

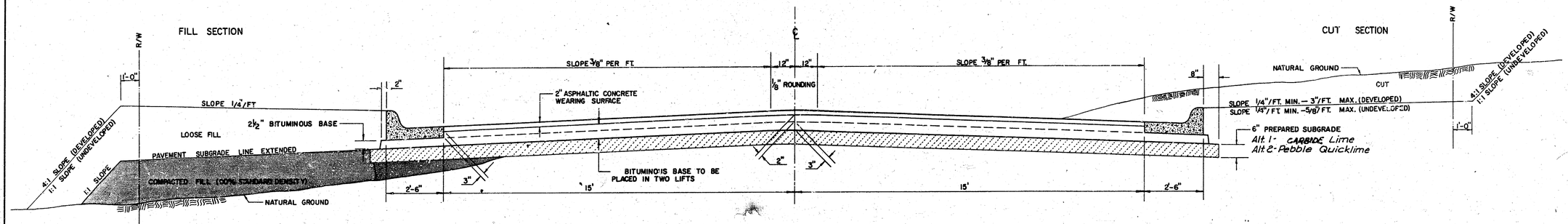
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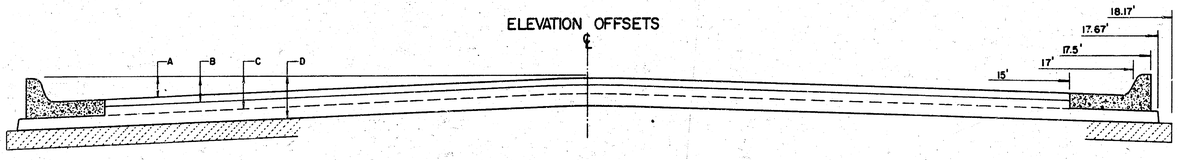
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TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

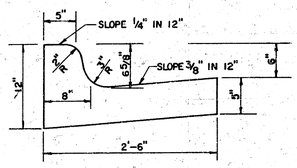


ELEVATION OFFSETS

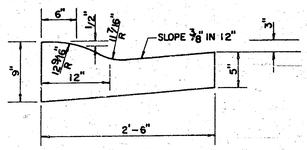


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP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



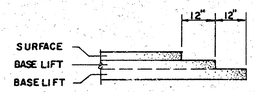
ROLL TYPE COMBINED CURB & GUTTER



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

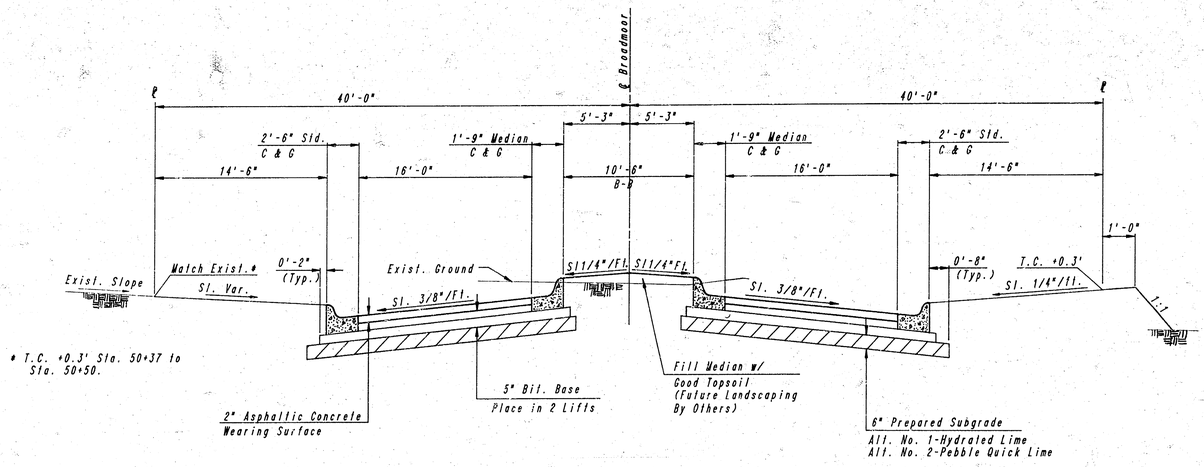
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-79-845-81527-000-000-001

4/17

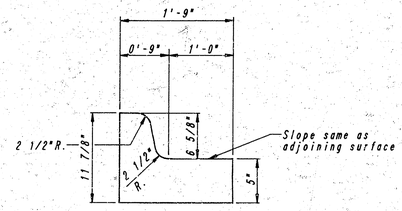
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-000-001	5	14

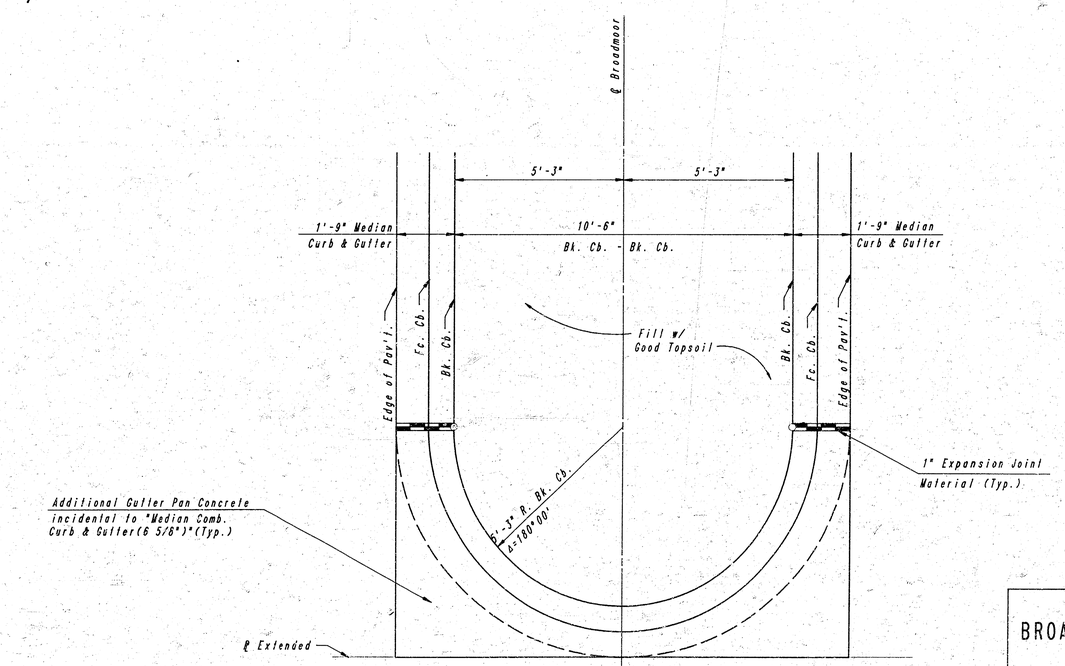


TYPICAL SECTION

Sta. 50+38.75 to Sta. 51+55.25 Broadmoor



MEDIAN CURB & GUTTER DETAIL



MEDIAN NOSE DETAIL

Broadmoor @ Polo & Broadmoor @ Magill

BROADMOOR TYPICAL SECTIONS & MEDIAN DETAILS

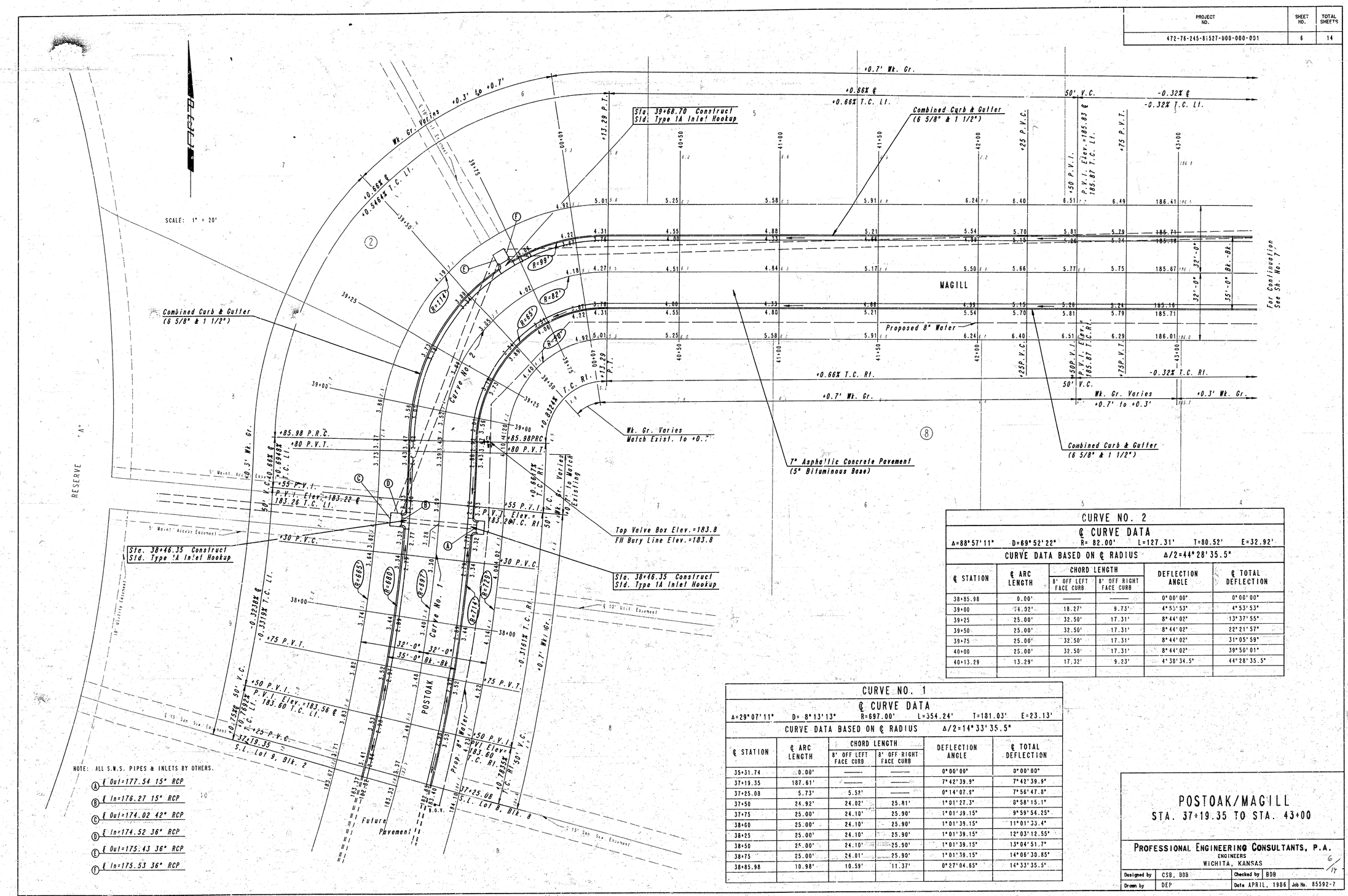
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

5/14

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-000-001	6	14



NOTE: ALL S.W.S. PIPES & INLETS BY OTHERS.

Ⓐ ℄ Out=177.54 15" RCP
Ⓑ ℄ In=176.27 15" RCP
Ⓒ ℄ Out=174.02 42" RCP
Ⓓ ℄ In=174.52 36" RCP
Ⓔ ℄ Out=175.43 36" RCP
Ⓕ ℄ In=175.53 36" RCP

CURVE NO. 2					
℄ CURVE DATA					
Δ=88°57'11"	D=69°52'22"	R= 82.00'	L=127.31'	T=80.52'	E=32.92'
CURVE DATA BASED ON ℄ RADIUS				Δ/2=44°28'35.5"	

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
38+85.98	0.00'	——	——	0°00'00"	0°00'00"
39+00	14.02'	18.27'	9.73'	4°53'53"	4°53'53"
39+25	25.00'	32.50'	17.31'	8°44'02"	13°37'55"
39+50	25.00'	32.50'	17.31'	8°44'02"	22°21'57"
39+75	25.00'	32.50'	17.31'	8°44'02"	31°05'59"
40+00	25.00'	32.50'	17.31'	8°44'02"	39°50'01"
40+13.29	13.29'	17.32'	9.23'	4°38'34.5"	44°28'35.5"

CURVE NO. 1					
℄ CURVE DATA					
Δ=29°07'11"	D= 8°13'13"	R=697.00'	L=354.24'	T=181.03'	E=23.13'
CURVE DATA BASED ON ℄ RADIUS				Δ/2=14°33'35.5"	

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
35+31.74	0.00'	——	——	0°00'00"	0°00'00"
37+19.35	187.61'	——	——	7°42'39.9"	7°42'39.9"
37+25.08	5.73'	5.52'	——	0°14'07.9"	7°56'47.8"
37+50	24.92'	24.02'	25.81'	1°01'27.3"	8°58'15.1"
37+75	25.00'	24.10'	25.90'	1°01'39.15"	9°59'54.25"
38+00	25.00'	24.10'	25.90'	1°01'39.15"	11°01'33.4"
38+25	25.00'	24.10'	25.90'	1°01'39.15"	12°03'12.55"
38+50	25.00'	24.10'	25.90'	1°01'39.15"	13°04'51.7"
38+75	25.00'	24.01'	25.90'	1°01'39.15"	14°06'30.85"
38+85.98	10.98'	10.59'	11.37'	0°27'04.65"	14°33'35.5"

POSTOAK/MAGILL
STA. 37+19.35 TO STA. 43+00

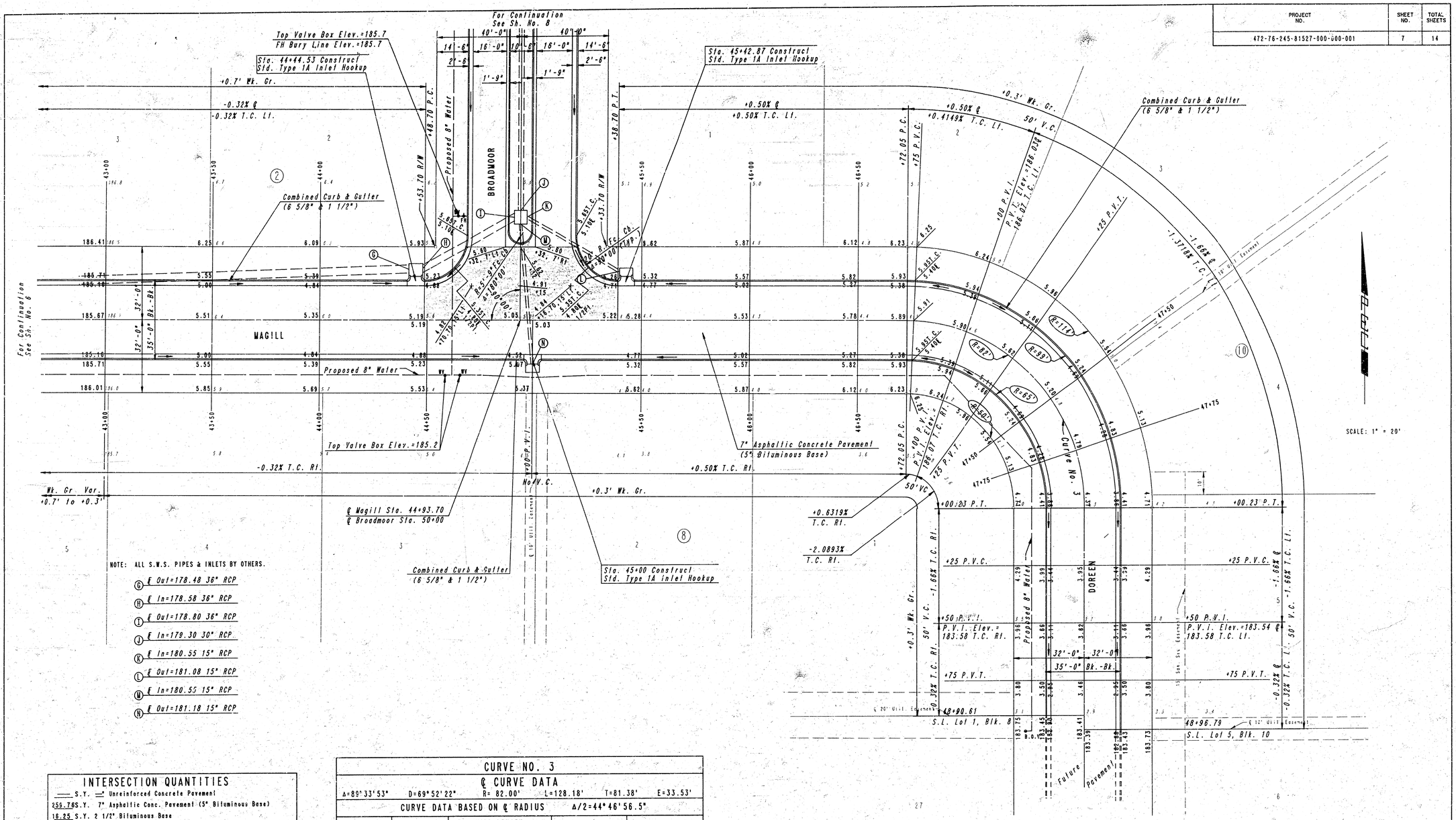
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ENGINEERS
WICHITA, KANSAS

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81527-000-000-001	7	14



NOTE: ALL S.W.S. PIPES & INLETS BY OTHERS.

- Ⓖ ℄ Out=178.48 36" RCP
- Ⓗ ℄ In=178.58 36" RCP
- Ⓘ ℄ Out=178.80 36" RCP
- Ⓙ ℄ In=179.30 30" RCP
- Ⓚ ℄ In=180.55 15" RCP
- Ⓛ ℄ Out=181.08 15" RCP
- Ⓜ ℄ In=180.55 15" RCP
- Ⓝ ℄ Out=181.18 15" RCP

INTERSECTION QUANTITIES

- ____ S.Y. ═" Unreinforced Concrete Pavement
- 255.76 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 16.25 S.Y. 2 1/2" Bituminous Base
- 52.72 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- ____ L.F. Monolithic Edge Curb (═")
- ____ Ea. Standard Wheelchair Ramp Construction
- ____ S.F. 4" Sidewalk Concrete Pavement
- 278.78 S.Y. Subgrade Stabilization Manipulation
- 4.18 Tons Hydrated Lime Subgrade Stabilization
- 2.09 Tons Pebble Quicklime Subgrade Stabilization
- ____ Tons Cement Subgrade Stabilization
- ____ Tons Fly Ash Subgrade Stabilization
- ____ Tons Preheater Fines Subgrade Stabilization
- ____ S.Y. Reinf. V.G. ═" Concrete & ═" Asphaltic Concrete Base

CURVE NO. 3

℄ CURVE DATA

Δ=89°33'53" D=69°52'22" R= 82.00' L=128.18' T=81.38' E=33.53'

CURVE DATA BASED ON ℄ RADIUS Δ/2=44°46'56.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
46+72.05	0.00	——	——	0°00'00"	0°00'00"
46+75	2.95'	3.84'	1.05'	1°01'51"	1°01'51"
47+00	25.00'	32.[illegible]	17.31'	8°44'03"	9°45'54"
47+25	25.00'	32.50'	17.31'	8°44'03"	18°29'57"
47+50	25.00'	32.50'	17.31'	8°44'03"	27°14'00"
47+75	25.00'	32.50'	17.31'	8°44'03"	35°58'03"
48+00.23	25.23'	32.79	17.47'	8°48'53.5"	44°46'56.5"

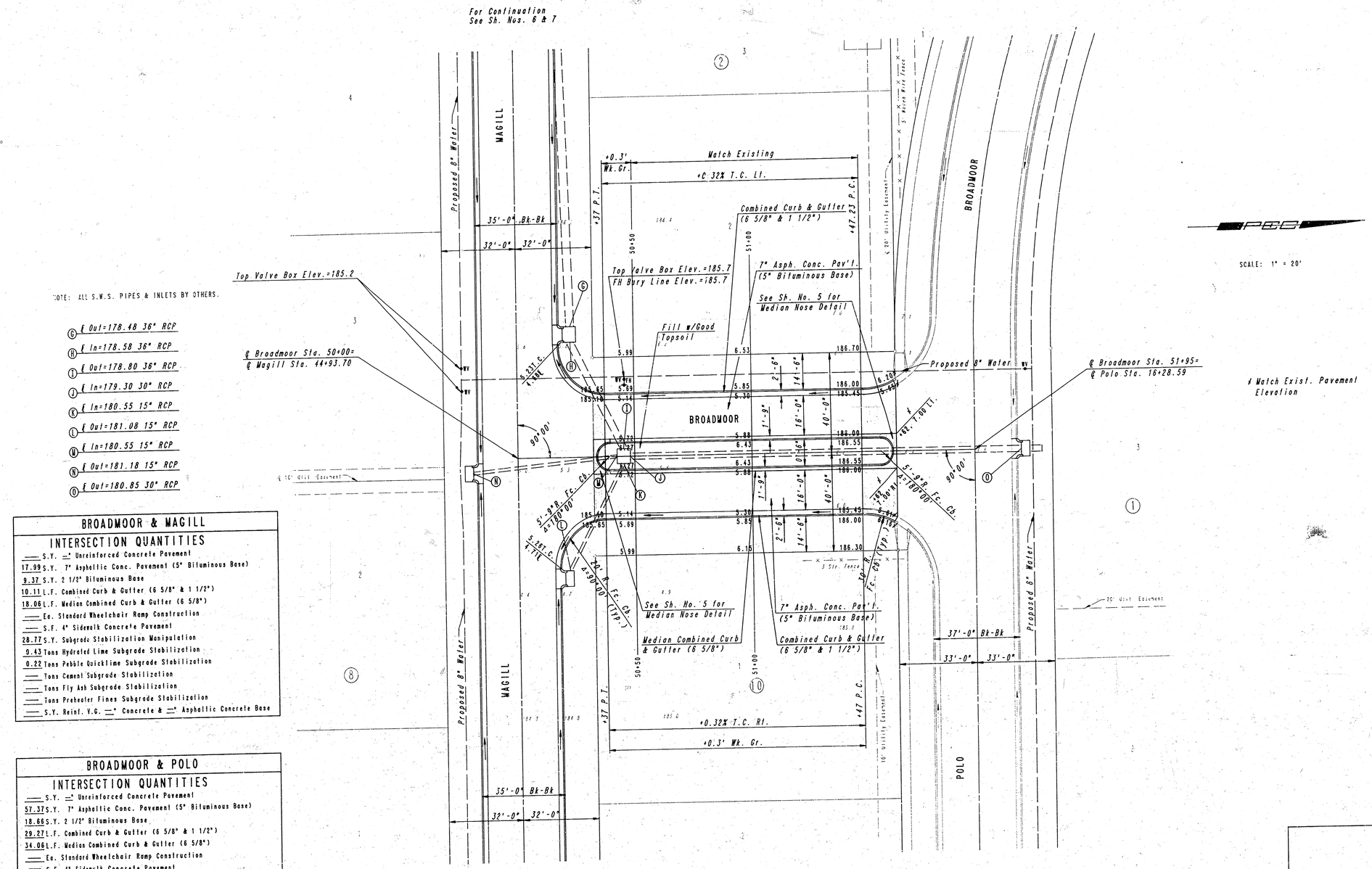
MAGILL/DOREEN
STA. 43+00 TO STA. 48+96.79

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

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Drawn by	DEP	Date	APRIL, 1986	Job No. 85592-7

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472-76-245-81527-000-000-001	8	14



NOTE: ALL S.W.S. PIPES & INLETS BY OTHERS.

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- Ⓗ ℄ In=178.58 36" RCP
- Ⓘ ℄ Out=178.80 36" RCP
- Ⓙ ℄ In=179.30 30" RCP
- Ⓚ ℄ In=180.55 15" RCP
- Ⓛ ℄ Out=181.08 15" RCP
- Ⓜ ℄ In=180.55 15" RCP
- Ⓝ ℄ Out=181.18 15" RCP
- Ⓞ ℄ Out=180.85 30" RCP

BROADMOOR & MAGILL

INTERSECTION QUANTITIES

- ___ S.Y. ⎓" Unreinforced Concrete Pavement
- 17.99 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 9.37 S.Y. 2 1/2" Bituminous Base
- 10.11 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- 18.06 L.F. Median Combined Curb & Gutter (6 5/8")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 28.77 S.Y. Subgrade Stabilization Manipulation
- 0.43 Tons Hydrated Lime Subgrade Stabilization
- 0.22 Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- ___ Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. Y.G. ⎓" Concrete & ⎓" Asphaltic Concrete Base

BROADMOOR & POLO

INTERSECTION QUANTITIES

- ___ S.Y. ⎓" Unreinforced Concrete Pavement
- 57.37 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 18.66 S.Y. 2 1/2" Bituminous Base
- 29.27 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
- 34.06 L.F. Median Combined Curb & Gutter (6 5/8")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 79.34 S.Y. Subgrade Stabilization Manipulation
- 1.19 Tons Hydrated Lime Subgrade Stabilization
- 0.60 Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- ___ Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. Y.G. ⎓" Concrete & ⎓" Asphaltic Concrete Base

SCALE: 1" = 20'

℄ Match Exist. Pavement Elevation

BROADMOOR
STA. 50+00 TO STA. 51+95

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

8/14

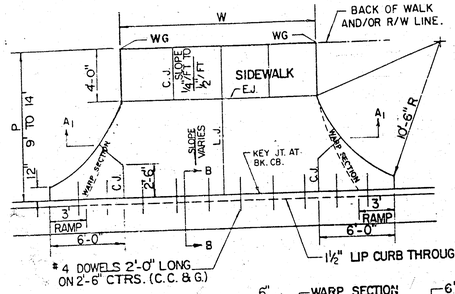
Designed by	CSB, BDB	Checked by	BDB
Drawn by	DEP	Date	APRIL, 1986

Job No. 85592-7

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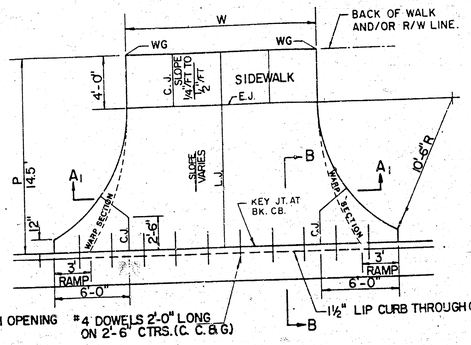


ALT. LONGITUDINAL CONSTRUCTION JOINT



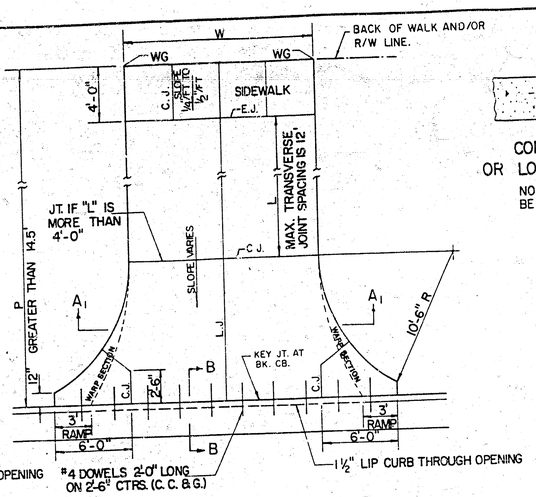
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



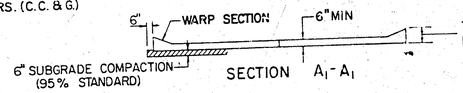
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C.C. & G.)

1½" LIP CURB THROUGH OPENING



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

1½" LIP CURB THROUGH OPENING

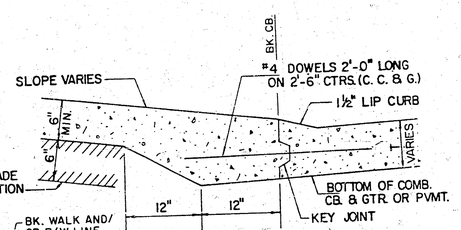


SECTION $A_1 - A_1$

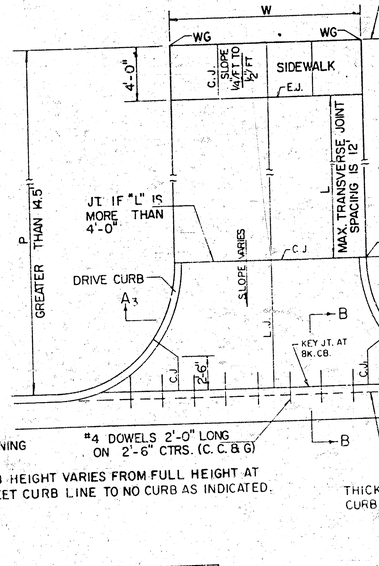
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT END OF 10'-6" RADIUS.

PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.19'	-.16'	-.13'	-.10'	-.06'	0.00	0.00	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

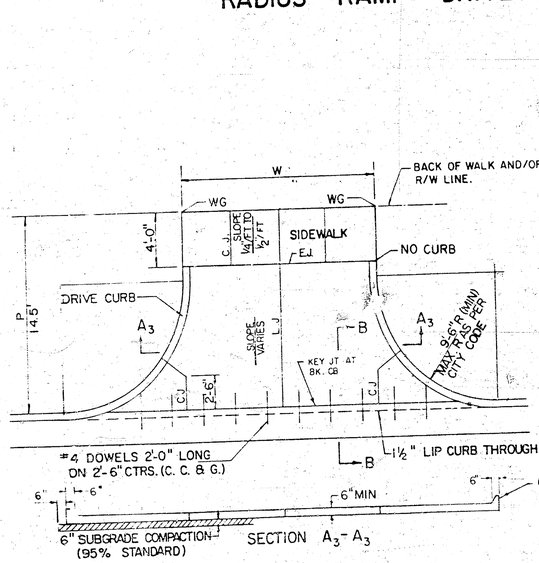


BACK OF CURB DETAIL
SECTION B - B (no scale)



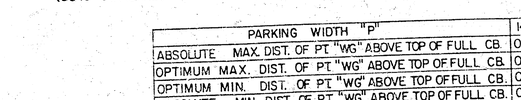
#4 DOWELS 2'-0" LONG ON 2'-6" CTRS. (C. C. & G)

1½" LIP CURB THRU. OPENING



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

1½" LIP CURB THROUGH OPENING

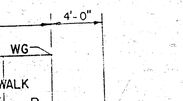


SECTION $A_3 - A_3$

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

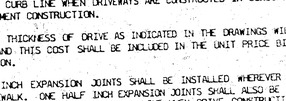
PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT "WG" ABOVE TOP OF FULL CB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT "WG" ABOVE TOP OF FULL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

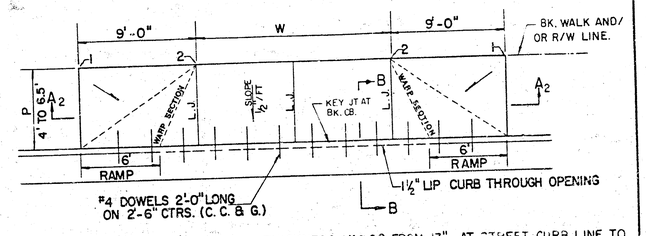


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.



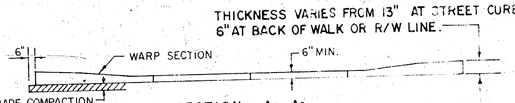
EXPANSION JOINT (E.J.)



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

1½" LIP CURB THROUGH OPENING

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



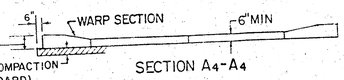
SECTION $A_2 - A_2$

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

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

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

1½" LIP CURB THRU. OPENING



SECTION $A_4 - A_4$

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

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')

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'

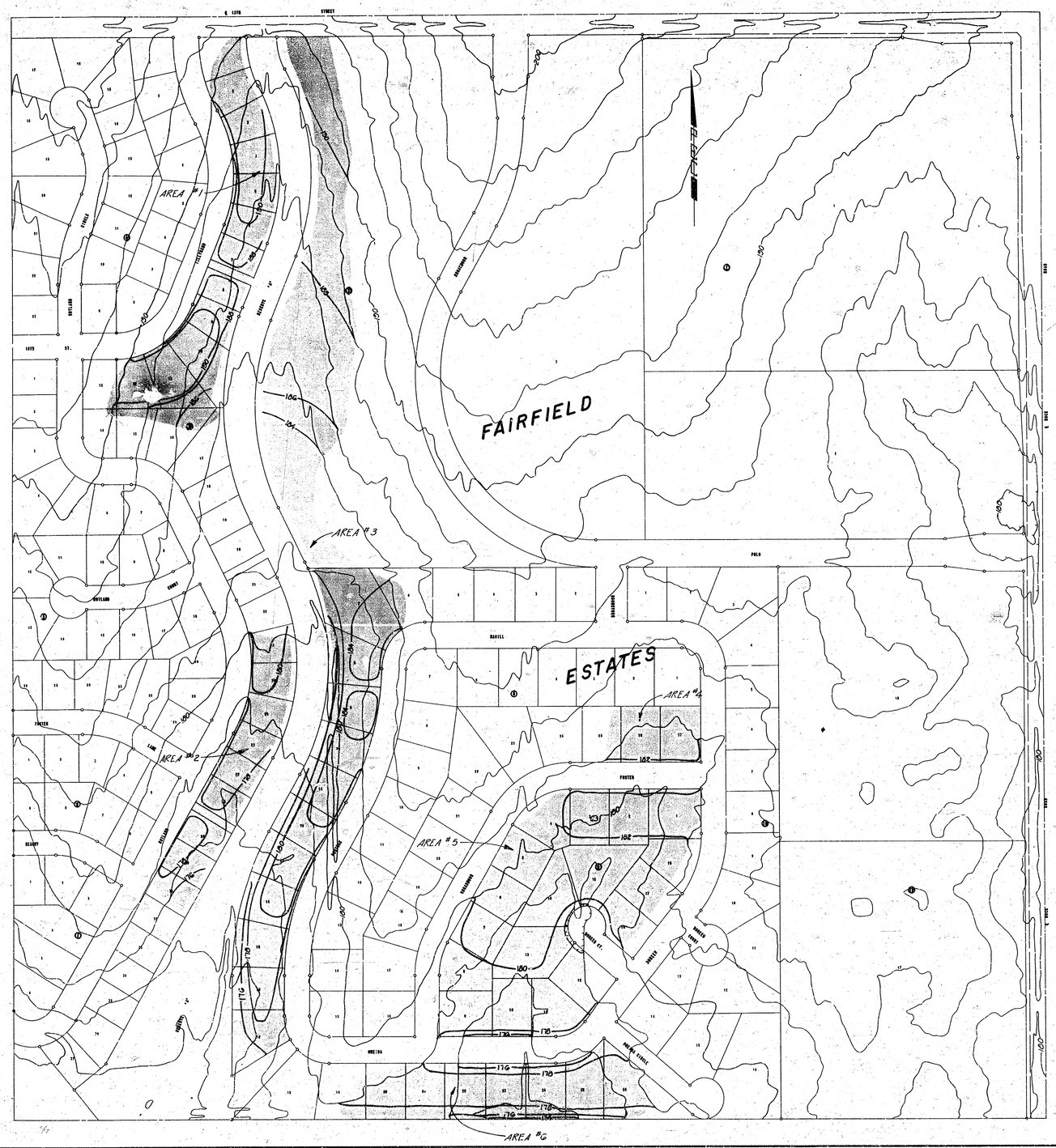
STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-76-245-81527-000-000-001

9/14

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-7G-245-81527-000-000-001	10	14



NOTES

1. No fill shall be placed on Street Rights-of-Way.
2. Blade waste material smooth and grade to drain.
3. Contour Interval = 2'
4. Contractor shall coordinate wasting of excess materials with other contractors that may be on site.
5. Excess excavated material from this project shall be wasted within the areas shown hereon. Contractor shall waste excess material in the following sequence:
   - A. Area #4
   - B. Area #5
   - C. Area #6

   It is anticipated that only Waste Areas #4 & #5 will be utilized on this project.
6. All staking, inspection, testing and approval of the disposal of excess excavated material on private property, as shown hereon, shall be the sole responsibility of the landowner. Contact Mr. John Engel at Kansas General Properties, Inc. Ph. No. 681-2171.

EARTHWORK SUMMARY

Excavation:	Cross Sections	2,411 Cu. Yds.
	10%	241 Cu. Yds.
	Total	2,652 Cu. Yds.
Compacted Fill:	Cross Sections	45 Cu. Yds.
	10%	5 Cu. Yds.
	Total	50 Cu. Yds.
Manipulated Fill:	Cross Sections	82 Cu. Yds.
	10%	8 Cu. Yds.
	Total	90 Cu. Yds.
Loose Fill:	Cross Sections	528 Cu. Yds.
	10%	60 Cu. Yds.
	Total	658 Cu. Yds.
Approx. Excess Material = (20% Shrinkage Assumed for Compacted & Manipulated Fill)		1,826 Cu. Yds.

No.	Revision	By	Date

WASTE DISPOSAL PLAN

(FOR EXCESS EXCAVATED MATERIAL)

FOR INFORMATION ONLY

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

Designed by C.J.B.	Job No. 33592-7	Sht. 10 of 14	10/14
Drawn by V.J.K.	Date April, 1980		

10

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50 40 30 20 10 ℄ 10 20 30 40 50

50.00' C = 00.7 LF = 12.3

R/W R/W

Cr. Gr. = 183.85

185
39+50
180

C = 27.7 LF = 13.3

185
39+50
180

50.00' C = 52.1 LF = 27.9

Cr. Gr. = 183.52

185
39+00
180

C = 28.6 LF = 16.8

185
39+00
180

14.02' C = 15.6 LF = 7.0

Cr. Gr. = 183.43

185
38+85.98
180

C = 31.3 LF = 10.1

185
38+85.98
180

35.98' C = 49.7 LF = 13.1

Cr. Gr. = 183.28

185
38+50
180

C = 43.3 LF = 9.6

185
38+50
180

11.15' C = 19.9 LF = 3.4

Cr. Gr = 183.28

185
38+38.85
180

C = 53.2 LF = 7.0

185
38+38.85
180

38.85' C = 72.7 LF = 9.5

Cr. Gr. = 183.40

185
38+00
180

C = 47.8 LF = 6.2

185
38+00
180

50.00' C = 75.0 LF = 15.6

Cr. Gr. = 183.40

185
37+50
180

C = 34.2 LF = 10.6

185
37+50
180

24.02' C = 30.2 LF = 14.6

Cr. Gr. = 183.37

185
37+25.08
180

C = 31.3 LF = 21.1

185
37+25.08
180

5.73' C = 6.[illegible] LF = 3.[illegible]

Cr. Gr. = 183.33

185
37+10.35
180

C = 12.5 LF = 12.8

185
37+10.35
180

R/W R/W

185
37+00
180

185
37+00
180

Postark & Magill

Postark & Magill

50 40 30 20 10 ℄ 10 20 30 40 50

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50 40 30 20 10 ℄ 10 20 30 40 50

R/W R/W

190 44+00 185 — Cr. Gr. = 185.35 — 190 44+00 185
C = 63.4 LF = 0
48.70' C = 101.0 LF = 0.9

190 43+50 185 — Cr. Gr. = 185.51 — 190 43+50 185
C = 76.2 LF = 0
50.00' C = 129.3

190 43+00 185 — Cr. Gr. = 185.67 — 190 43+00 185
C = 57.4 LF = 0
50.00' C = 123.7

190 42+50 185 — Cr. Gr. = 185.77 — 190 42+50
C = 97.8 LF = 0
50.00' C = 143.7

190 42+00 185 — Cr. Gr. = 185.50 — 190 42+00 185
C = 114.2 LF = 0
50.00' C = 196.3

190 41+50 185 — Cr. Gr. = 185.17 — 190 41+50 185
C = 118.0 LF = 0
50.00' C = 215.0

190 41+00 185 — Cr. Gr. 184.84 — 190 41+00 185
C = 116.7 LF = 0
50.00' C = 217.3

190 40+50 185 — Cr. Gr. = 184.51 — 190 40+50 185
C = 123.3 LF = 0
50.00' C = 222.2

190 40+13.29 185 — Cr. Gr. = 184.27 — 190 40+13.29 185
C = 93.7 LF = 0
36.71' C = 147.5

190 40+00 185 — Cr. Gr. = 184.18 — 190 40+00 185
C = 80.0 LF = 0
13.29' C = 42.7

Magill Magill

R/W R/W

50 40 30 20 10 ℄ 10 20 30 40 50

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50 40 30 20 10 ℄ 10 20 30 40 50

50.00' C= 16.3 LF= 63.3 CF= 5.6 MF= 14.1

R/W Cr. Gr. = 185.90 R/W

185 47+00 180 — C=0 — LF = 41.4 CF = 6.0 MF = 15.2 — 185 47+00 180

27.05' LF = 46.2 CF = 11.6 MF = 17.1

185 46+72.05 180 — Cr. Gr. = 185.80 — C=0 — LF = 47.9 CF = 16.5 MF = 17.8 — 185 46+72.05 180

22.05' LF = 38.6 CF = 12.0 MF = 13.6

185 46+50 180 — Cr. Gr. = 185.78 — C=0 — LF = 46.6 CF = 12.8 MF = 15.4 — 185 46+50 180

50.00' C= 1.5 LF= 82.6 CF= 18.7 MF= 22.6

185 46+00 180 — Cr. Gr. = 185.53 — C=1.6 — LF = 42.6 CF = 2.0 MF = 9.0 — 185 46+00 180

50.00' C= 3.8 LF= 72.8 CF= 1.9 MF= 12.0

185 45+50 180 — Cr. Gr. = 185.28 — C=2.5 — LF = 36.0 CF = 0 MF = 4.9 — 185 45+50 180

11.30' C= 2.3 LF= 13.2 MF= 1.1

185 45+38.70 180 — Cr. Gr. = 185.22 — C=8.6 — LF = 27.3 CF = 0 MF = 0.5 — 185 45+38.70 180

45.00' C= 37.6 LF= 28.8 MF= 0.4

190 44+93.70 185 — & Broadmoor — Cr. Gr. = 185.05 — C=36.5 — LF = 7.2 — 190 44+93.70 185

45.00' C= 70.2 LF= 6.8

190 44+48.70 185 — Cr. Gr. = 185.19 — C=48.6 — LF = 1.0 — 190 44+48.70 185

Magill & Doreen — R/W — R/W — Magill & Doreen

13/14

50 40 30 20 10 ℄ 10 20 30 40 50

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50 40 30 20 10 0 10 20 30 40 50

R/W R/W

190 190
51+47 51+47
185 185

C=58.3 LF=7.3

47.00' C=88.2 LF=18.3

190 190
51+00 51+00
185 185

C=43.0 LF=13.7

50.00' C=67.2 LF=26.8

190 190
50+50 50+50
185 185

C=29.6 LF=15.2

13.00' C=12.2 LF=9.1

190 190
50+37 50+37
185 185

C=81.2 LF=22.5

R/W R/W

Broadmoor

185 185
49+50 49+50
180 180

Sta. 48+06.70: C=10.8 LF=9.7

6.18 C=3.0 LF=3.1

185 185
Cr.Gr.=183.41
48+90.61 48+90.61
180 180

C=23.6 LF=17.4

40.61' C=44.0 LF=20.2

185 185
Cr.Gr.=183.62
48+50 48+50
180 180

C=34.9 LF=9.5

50.00' C=58.5 LF=22.1

185 185
Cr.Gr.=184.37
48+00 48+00
180 180

C=28.3 LF=14.4

50.00 C=42.5 LF=38.3

185 185
Cr.Gr.=185.20
47+50 47+50
180 180

C=17.6 LF=27.0

Doreen Doreen Broadmoor

R/W R/W

Doreen

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