SHEET NO.	TOTAL SHEETS
1	18

CITY OF WICHITA, KANSAS

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

STREET IMPROVEMENTS

DOREEN/HARTMOOR - FROM N.L. OF LOT 27, BLOCK 8 AND THE N.L. OF LOT 6, BLOCK 10 TO THE W.L. OF ROCK ROAD

ONEIDA - FROM THE WESTERLY LINE LOT 14, BLOCK 1 AND THE WESTERLY LINE LOT 8, BLOCK 3 TO THE WESTERLY LINE OF DOREEN

ONEIDA COURT - FROM THE SOUTHERLY LINE OF ONEIDA TO AND INCLUDING CUL-DE-SAC SERVING LOTS 5 THROUGH 8, INCLUSIVE, BLOCK 3

IN

FAIRFIELD ESTATES AND FAIRFIELD ESTATES 2ND ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81530-000-000-001

INDEX OF SHEETS

1. TITLE SHEET
2.-3. PLATS
4. TYPICAL SECTION
5. TYPICAL SECTION AND MEDIAN DETAILS
6. MISCELLANEOUS PAVING DETAILS
7.-11. PLAN SHEETS
12. STANDARD DRIVE ENTRANCES
13.-18. CROSS SECTIONS

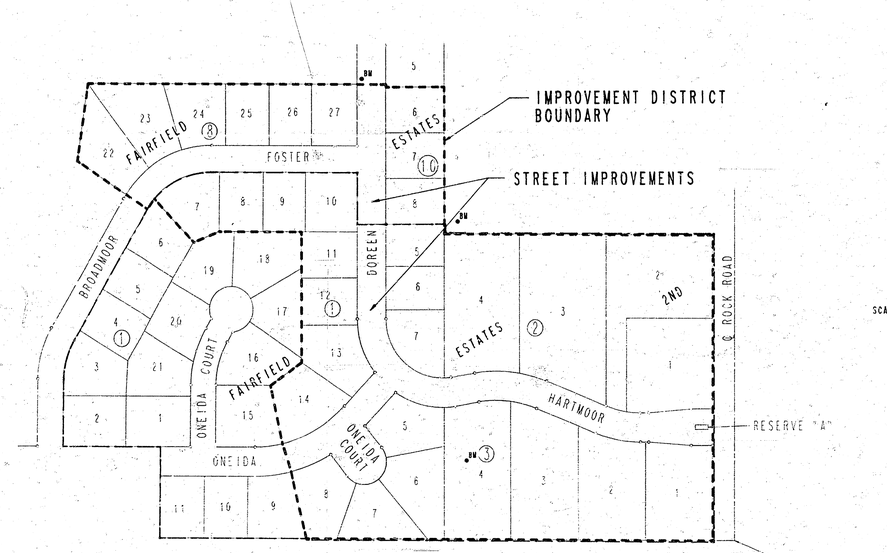
PROJECT SURVEY CONTROL

CITY OF WICHITA DATUM

BENCH MARK: R.R. SPIKE IN 42" ELM, 1.0' ABOVE GROUND, LOCATED IN LOT 4, BLOCK 3 FAIRFIELD ESTATES 2ND ADDITION ELEV.=184.39

BENCH MARK: R.R. SPIKE IN 38" ELM, EAST OF THE SE CORNER OF LOT 8, BLOCK 2 FAIRFIELD ESTATES 2ND ADDITION ELEV.=186.59

BENCH MARK: CHISELED "O" ON TOP OF CURB W. SIDE DOREEN ST. APPROX. 2.6' N. OF S. END OF CURB (STREET STA. 48+88) ELEV.=183.61



SCALE: 1" = 150'

EARTHWORK

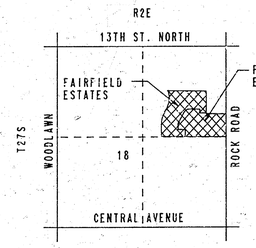
EXCAVATION

X-SECTIONS	3,528 CU. YDS.
10%	353 CU. YDS.
TOTAL	3,881 CU. YDS.

COMPACTED FILL

X-SECTIONS	19 CU. YDS.
10%	2 CU. YDS.
TOTAL	21 CU. YDS.

SUBGRADE MANIPULATION=8,094.78 S.Y.



VICINITY MAP

APRIL, 1988

PLANS PREPARED BY

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS

WICHITA, KANSAS

GENERAL NOTES

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

2. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

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

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

5. 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 PERMISSABLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

6. 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.

7. THE CONTRACTOR SHOULD BE AWARE THAT DUE TO THE PREVIOUS USE OF PROPERTY WITHIN THE LIMITS OF THIS SUBDIVISION, ACTIVE AND INACTIVE UTILITY SERVICE LINES MAY BE ENCOUNTERED DURING TRENCHING OPERATIONS. THE CONTRACTOR SHOULD BE PARTICULARLY CAREFUL IN THE AREA SURROUNDING THE EXISTING HOUSE IN LOT 3, BLOCK 2 OF FAIRFIELD ESTATES 2ND ADDITION. ANY ACTIVE UTILITY SERVICE LINES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR. ANY INACTIVE UTILITY SERVICE LINES SHALL BE REPAIRED BY CONTRACTOR AS DIRECTED BY THE SUBDIVISION DEVELOPER. ALL COSTS INCURRED FOR WORK INVOLVING EXISTING UTILITY SERVICE LINES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

8. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

SOUTHWESTERN BELL TELEPHONE COMPANY	1-316-571-2611
CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE	263-7511
KANSAS GAS & ELECTRIC	264-1141
CITY OF WICHITA WATER DEPARTMENT	268-4908
CITY OF WICHITA SEWER DEPARTMENT	268-4071
ARKLA GAS COMPANY	942-8350 OR 263-8161
CONTINENTAL PIPELINE CO.	1-800-231-2551

9. CONTRACTOR SHALL SCHEDULE AND SEQUENCE HIS WORK SO THAT ACCESS IS PROVIDED TO LOT 3, BLOCK 2 FAIRFIELD ESTATES 2ND ADDITION AND TO LOT 6, BLOCK 10 FAIRFIELD ESTATES AT ALL TIMES. ALL TEMPORARY DRIVES AND/OR ACCESS ROADS NECESSARY SHALL BE CONSIDERED SUBSIDIARY TO OTHER WORK ITEMS.

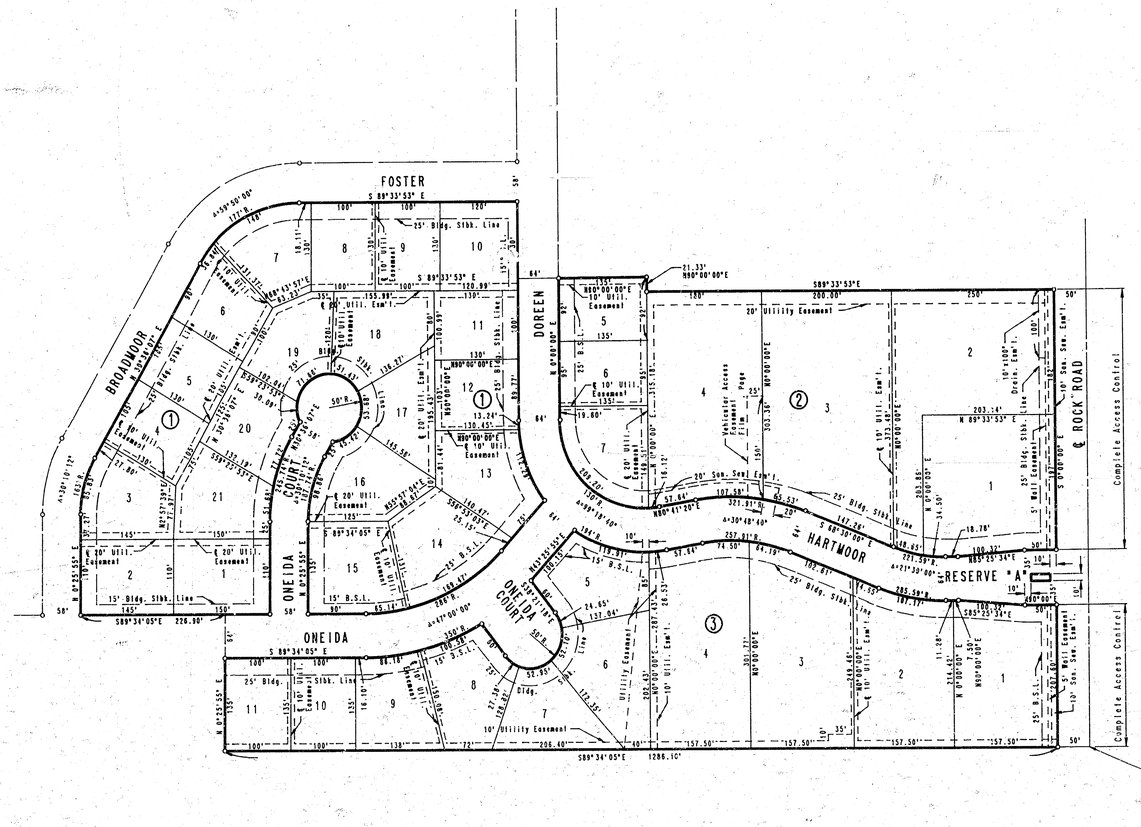
10. TRAFFIC ON ROCK ROAD SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION. ALL TRAFFIC CONTROL DEVICES, BARRICADES, WORKING SIGNALS, ETC. NECESSARY FOR THE PROPER SAFETY OF THE PUBLIC SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR. ALL SUCH ITEMS SHALL CONFORM TO THE CITY OF WICHITA BARRICADE MANUAL, LATEST EDITION. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER WORK ITEMS.

CHARLES S. BROWN LICENSED 7581 KANSAS PROFESSIONAL ENGINEER

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-500-001	2	18

FAIRFIELD ESTATES 2ND ADDITION

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1" = 100'

o = IRON SET

B.S.L.=BUILDING SETBACK LINE

B.M. - CHISELED "O" S. END CURB RETURN
WEST SIDE ROCK RD. AT E. 1/4 COR.
SEC. 18, T27S, R2E.
ELEV.=179.18 CITY DATUM

FAIRFIELD ESTATES 2ND ADDITION

PLAT

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

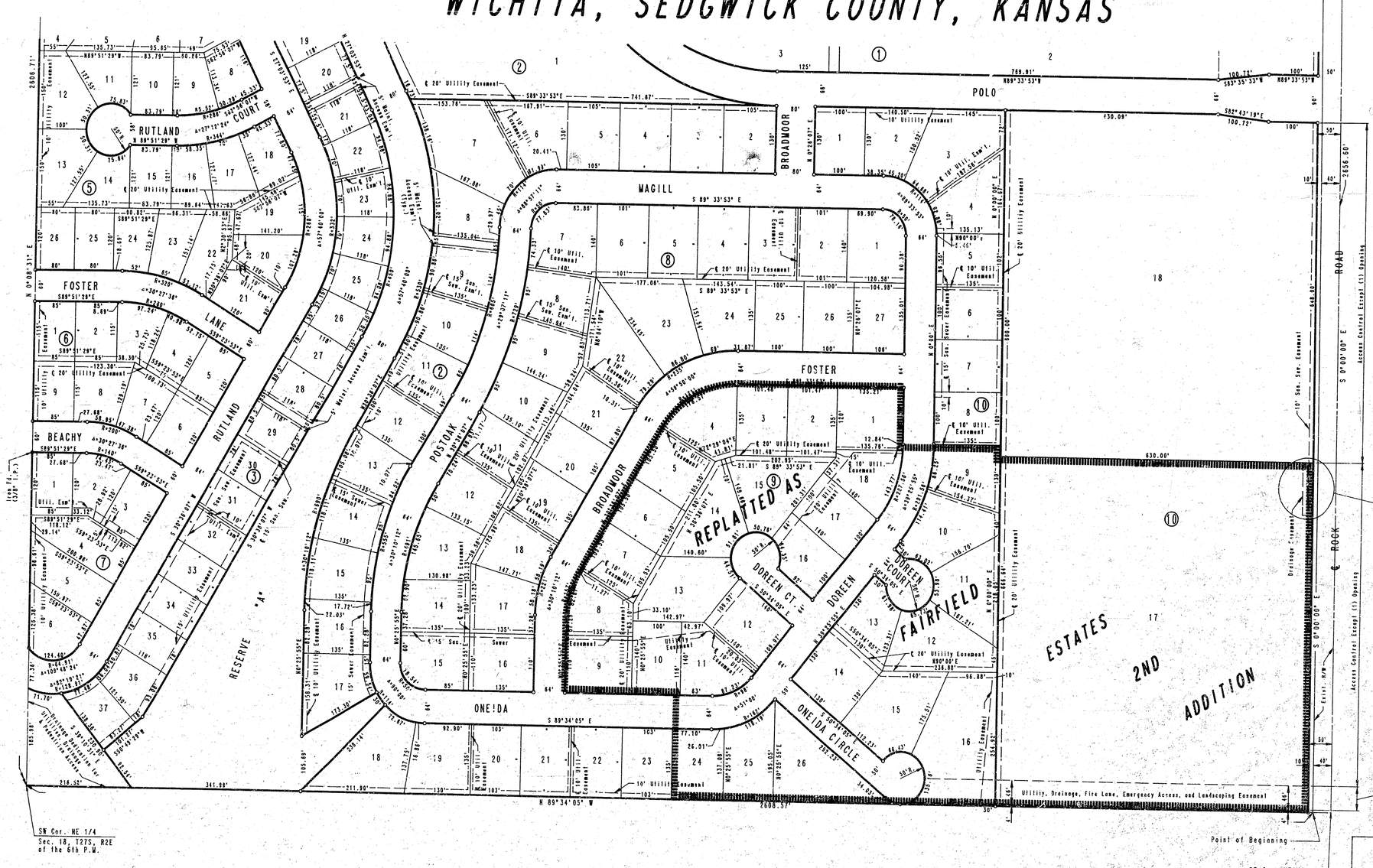
2/18

Designed by		Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87615

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	3	18

FAIRFIELD ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS



FAIRFIELD ESTATES

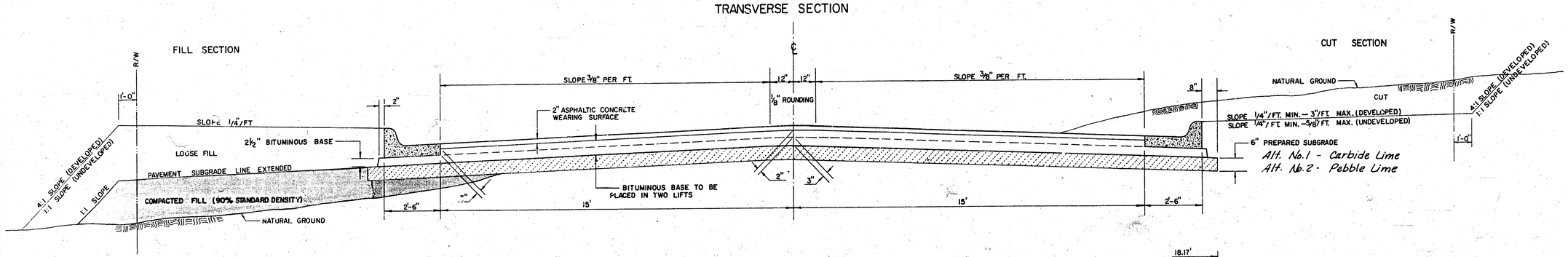
PLAT

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

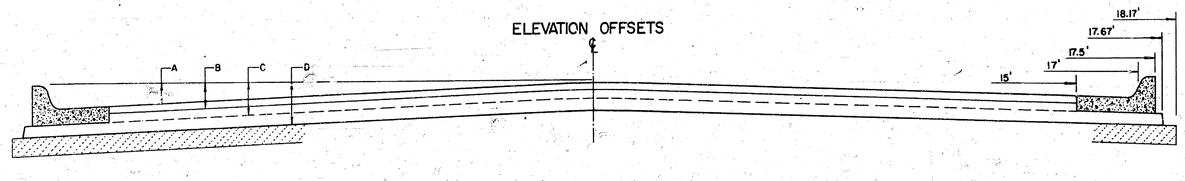
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Drawn by	DEP	Date MAR., 1988	Job No. 87615	

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

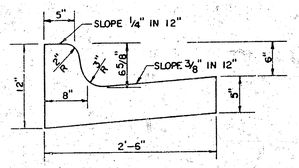


ELEVATION OFFSETS

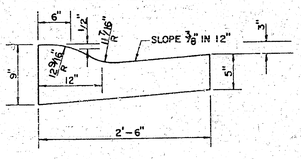


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP 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 CURCS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



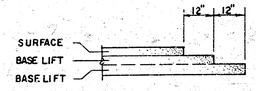
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

472 76 245 81530 000 000 001

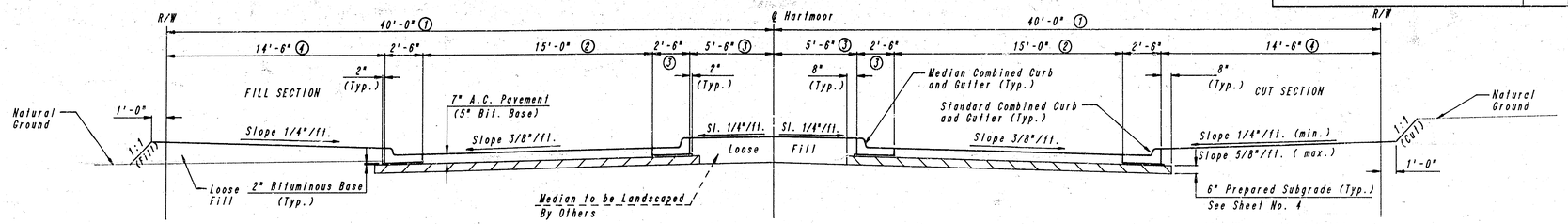
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81536-000-000-001	5	18

① Varies from ℄ Sta. 61+58.93 to ℄ Sta. 62+58.93
See Plan

② Varies From ℄ Sta. 61+58.93 to Sta. 62+59.35ℓ
= ℄ Sta. 62+58.93
See Plan

③ No Median ℄ Sta. 61+58.93 to ℄ Sta. 62+30.14
Median Nose ℄ Sta. 62+30.14 to ℄ Sta. 62+35.14
Median Width Varies ℄ Sta. 62+35.14 to ℄ Sta. 62+58.93
Median Width as noted ℄ Sta. 62+58.93 to ℄ Sta. 62+96.93
Median Curb return ℄ Sta. 62+96.93 to ℄ Sta. 63+04.93

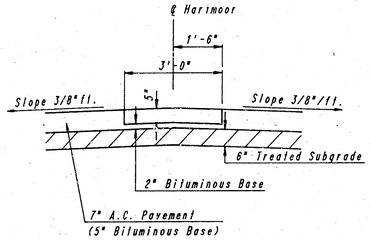
④ Varies ℄ Sta. 61+58.93 to ℄ Sta. 62+58.93
See Plan



All. No. 1 - Carbide Lime
All. No. 2 - Pebble Lime

TYPICAL SECTION

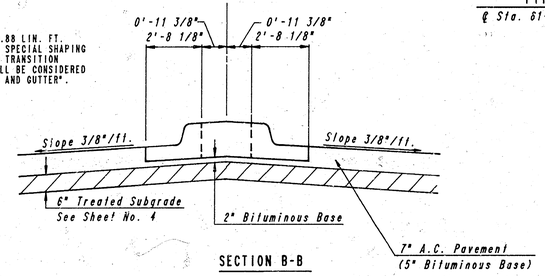
℄ Sta. 61+58.93 to ℄ Sta. 63+04.93



SECTION A-A

NOTE: MEDIAN NOSE SHALL BE PAID FOR AS 10.88 LIN. FT. "MEDIAN COMBINED CURB AND GUTTER". SPECIAL SHAPING AND ADDITIONAL CONCRETE REQUIRED TO TRANSITION FROM SECTION A-A TO SECTION B-B SHALL BE CONSIDERED INCIDENTAL TO "MEDIAN COMBINED CURB AND GUTTER". ENTIRE NOSE SHALL BE MONOLITHIC.

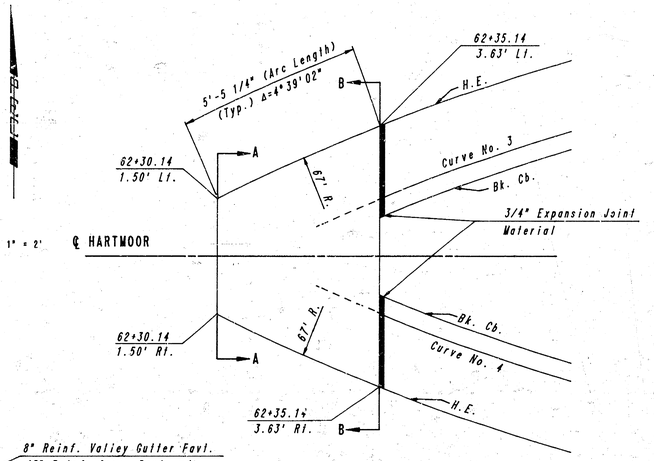
NOTE: 2" BITUMINOUS BASE TO BE BID AND PAID FOR AS "2 1/2" BITUMINOUS BASE".



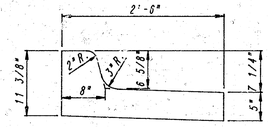
SECTION B-B

MEDIAN NOSE DETAILS

SCALE: 1" = 2'

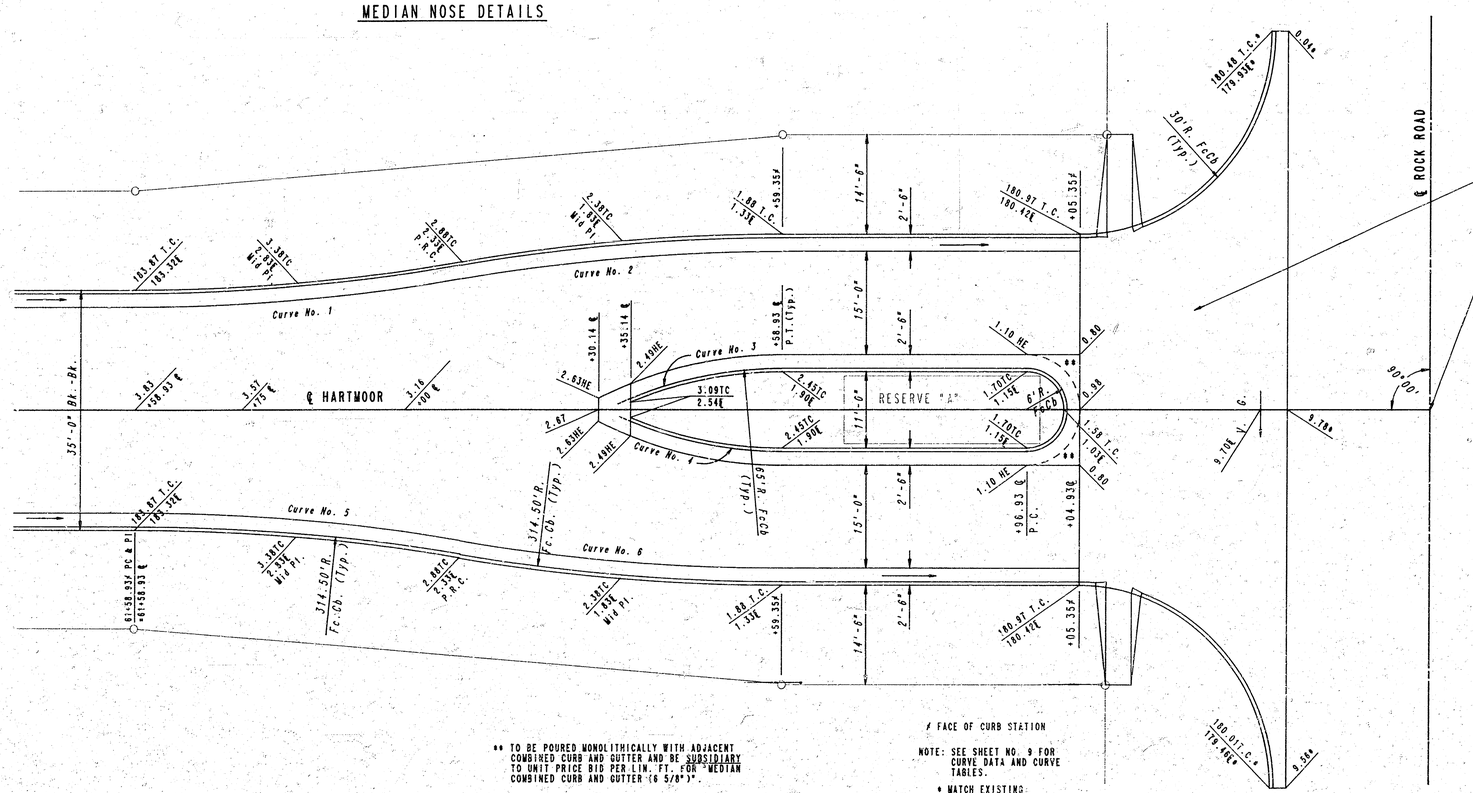


PLAN



MEDIAN COMBINED CURB & GUTTER
(6 5/8")

SCALE: 1" = 10'



** TO BE POURED MONOLITHICALLY WITH ADJACENT COMBINED CURB AND GUTTER AND BE SUBSIDIARY TO UNIT PRICE BID PER LIN. FT. FOR "MEDIAN COMBINED CURB AND GUTTER (6 5/8")".

ℓ FACE OF CURB STATION

NOTE: SEE SHEET NO. 9 FOR CURVE DATA AND CURVE TABLES.

♦ MATCH EXISTING

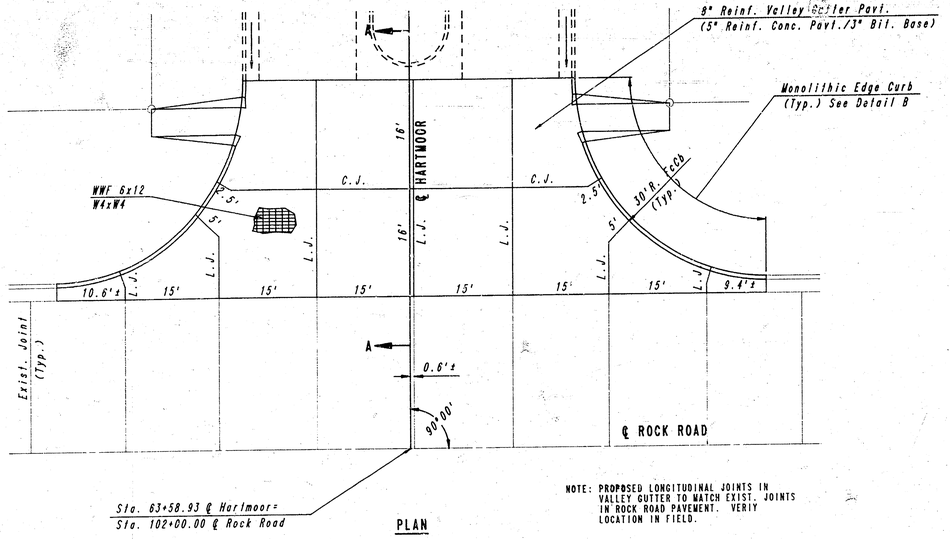
FAIRFIELD ESTATES 2ND-PHASE I

HARTMOOR ENTRANCE DETAILS

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

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87615

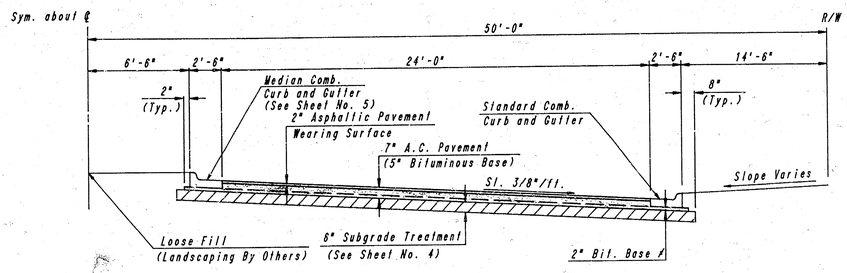
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	6	18



PLAN

NOTE: PROPOSED LONGITUDINAL JOINTS IN VALLEY GUTTER TO MATCH EXIST. JOINTS IN ROCK ROAD PAVEMENT. VERIY LOCATION IN FIELD.

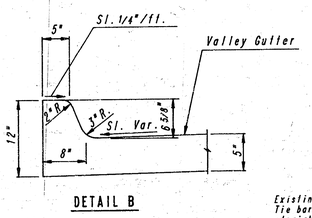
REINFORCED VALLEY GUTTER



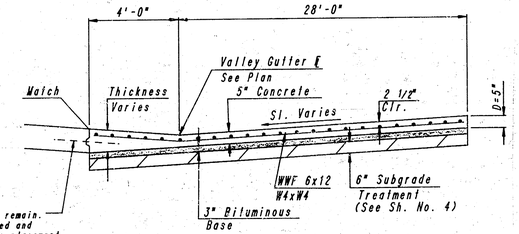
TYPICAL SECTION
ONEIDA COURT
Sta. 20+41.74 to Sta. 20+88.41

SEE SHEET NO. 4 FOR GENERAL NOTES CONCERNING PLACEMENT OF ASPHALT PAVEMENT

TO BE BID AND PAID FOR AS "2 1/2" BITUMINOUS BASE".



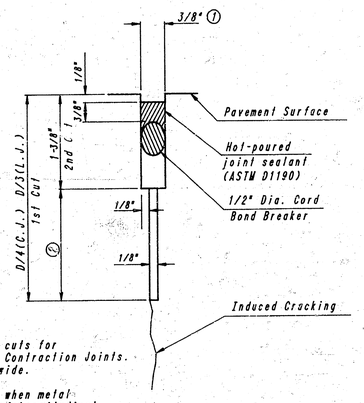
DETAIL B



Existing tie bars to remain. Tie bars to be cleaned and straightened prior to placement of valley gutter concrete. Additional concrete thickness required to match exist. pavement shall be considered subsidiary.

SECTION A-A

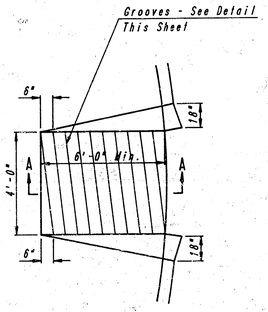
NOTE: OMIT WIRE MESH REINFORCEMENT AT ALL JOINTS.



① To be accomplished in 2 cuts for Longitudinal Joints and Contraction Joints. Initial cut to be 1/8" wide.

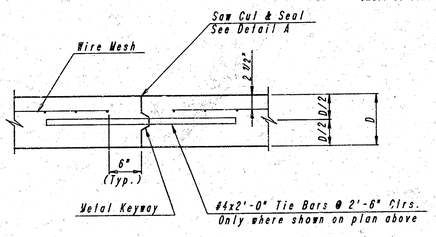
② Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.

DETAIL A

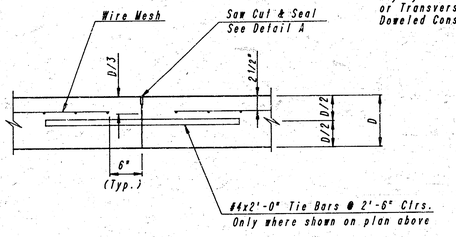


PLAN

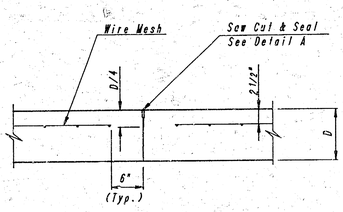
SECTION A-A



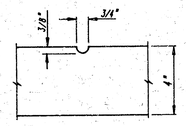
LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)



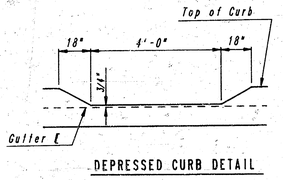
LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)



CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)



GROOVE DETAIL



DEPRESSED CURB DETAIL

TYPICAL WHEELCHAIR RAMP DETAILS

FAIRFIELD ESTATES 2ND-PHASE I

MISCELLANEOUS PAVING DETAILS

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

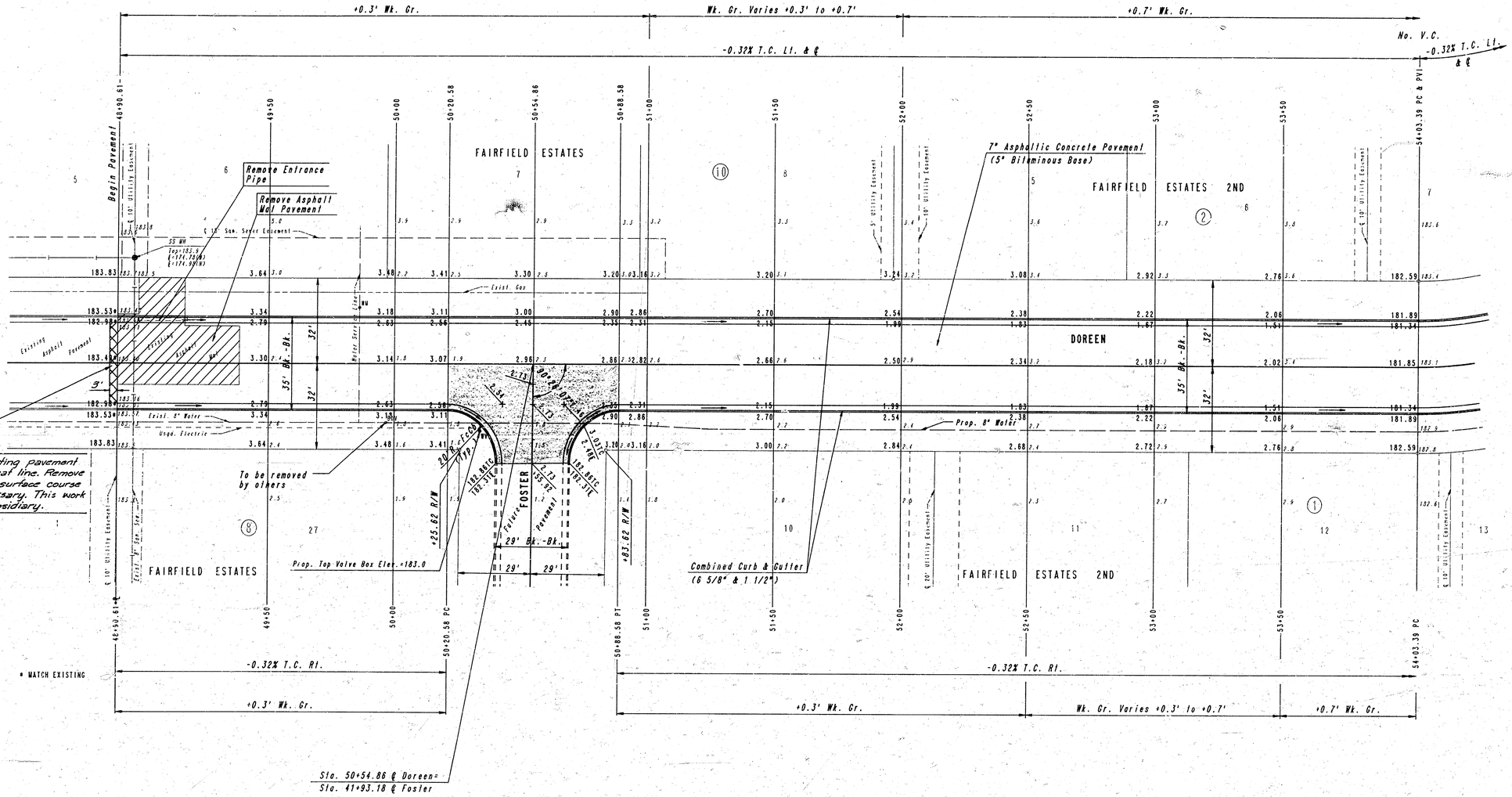
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87615

6/18

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	ELEVATION
DOREEN	49+96.8	22.0' Rt.	181.9
DOREEN	50+33.5	25.0' Rt.	183.0

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	7	18

SCALE: 1" = 20'



CAUTION
Existing Underground Utilities to Sta. 51+00±

INTERSECTION QUANTITIES

FOSTER/DOREEN

195.78 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
19.41 S.Y. 2 1/2" Bituminous Base
63.35 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
218.56 S.Y. Subgrade Stabilization Manipulation
3.28 Tons Carbide Lime Subgrade Stabilization
1.64 Tons Pebble Quicklime Subgrade Stabilization

FAIRFIELD ESTATES 2ND-PHASE I

DOREEN

STA. 48+90.61 TO STA. 54+03.39

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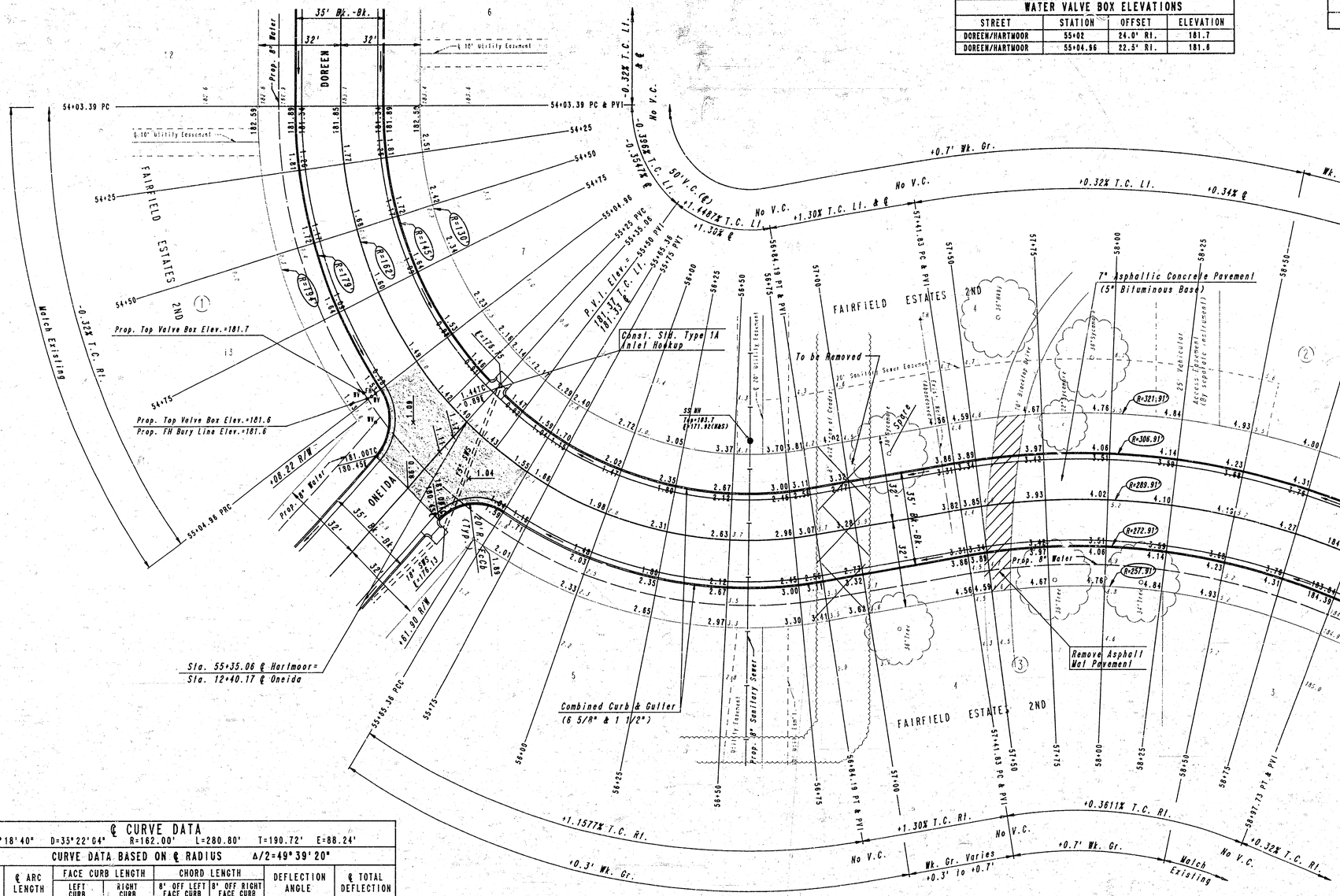
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87615

7/18

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	8	18

WATER VALVE BOX ELEVATIONS

STREET	STATION	OFFSET	ELEVATION
DOREEN/HARTMOOR	55+02	24.0' Rt.	181.7
DOREEN/HARTMOOR	55+04.96	22.5' Rt.	181.6



℄ CURVE DATA

Δ=99°18'40" D=35°22'04" R=162.00' L=280.80' T=190.72' E=88.24'

CURVE DATA BASED ON ℄ RADIUS Δ/2=49°39'20"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
54+03.39 PC	———	———	———	———	———	0°00'00"	0°00'00"
54+25	21.61'	19.34'	23.08'	18.26'	24.93'	3°48'17"	3°49'17"
54+50	25.00'	22.38'	27.62'	21.12'	28.83'	4°25'15"	8°14'33"
54+75	25.00'	22.38'	27.62'	21.12'	28.83'	4°25'15"	12°39'48"
55+04.96 PRC	29.96'	26.81'	33.11'	25.30'	34.53'	5°17'53"	17°57'41"
55+25	20.04'	17.94'	———	16.94'	23.12'	3°32'38"	21°30'19"
55+35.06 ℄	10.06'	9.00'	———	8.51'	11.61'	1°46'44"	23°17'04"
55+50	14.94'	13.37'	———	12.63'	17.24'	2°38'31"	25°55'35"
55+65.36 PCC	15.36'	13.75'	———	12.98'	17.72'	2°42'58"	28°38'33"
55+75	9.64'	8.62'	10.65'	8.15'	11.13'	1°42'17"	30°20'50"
56+00	25.00'	22.38'	27.62'	21.12'	28.83'	4°25'15"	34°46'06"
56+25	25.00'	22.38'	27.62'	21.12'	28.83'	4°25'15"	39°11'21"
56+50	25.00'	22.38'	27.62'	21.12'	28.83'	4°25'15"	43°36'37"
56+75	25.00'	22.38'	27.62'	21.12'	28.83'	4°25'15"	48°01'52"
56+84.19 PT	9.19'	8.22'	10.16'	7.77'	10.61'	1°37'31"	49°39'20"
TOTAL	280.80'	251.33'	243.32'	Defl./ft.=10.610161 min.			

℄ CURVE DATA

Δ=30°48'40" D=19°45'48" R=289.91' L=155.90' T=79.88' E=10.80'

CURVE DATA BASED ON ℄ RADIUS Δ/2=15°24'20"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
57+41.83 PC	———	———	———	———	———	0°00'00"	0°00'00"
57+50	8.17'	8.64'	7.70'	8.87'	7.46'	0°48'26"	0°48'26"
57+75	25.00'	26.47'	23.53'	27.15'	22.84'	2°28'13"	3°16'40"
58+00	25.00'	26.47'	23.53'	27.15'	22.84'	2°28'13"	5°44'53"
58+25	25.00'	26.47'	23.53'	27.15'	22.84'	2°28'13"	8°13'07"
58+50	25.00'	26.47'	23.53'	27.15'	22.84'	2°28'13"	10°41'20"
58+75	25.00'	26.47'	23.53'	27.15'	22.84'	2°28'13"	13°09'34"
58+97.73 PT	22.73'	24.05'	21.41'	24.68'	20.76'	2°16'48"	15°24'20"
TOTAL	155.90'	165.04'	146.76'	Defl./ft.=5.929014 min.			

INTERSECTION QUANTITIES

DOREEN/ONEIDA

184.08 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
16.97 S.Y. 2 1/2" Bituminous Base
55.35 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
203.98 S.Y. Subgrade Stabilization Manipulation

NOTE: STORM WATER SEWER PIPES AND INLETS BY OTHERS.

FAIRFIELD ESTATES 2ND-PHASE I

DOREEN/HARTMOOR

STA. 54+03.39 TO STA. 58+97.73

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Drawn by	DEP	Date MAR., 1988	Job No. 87615

8/18

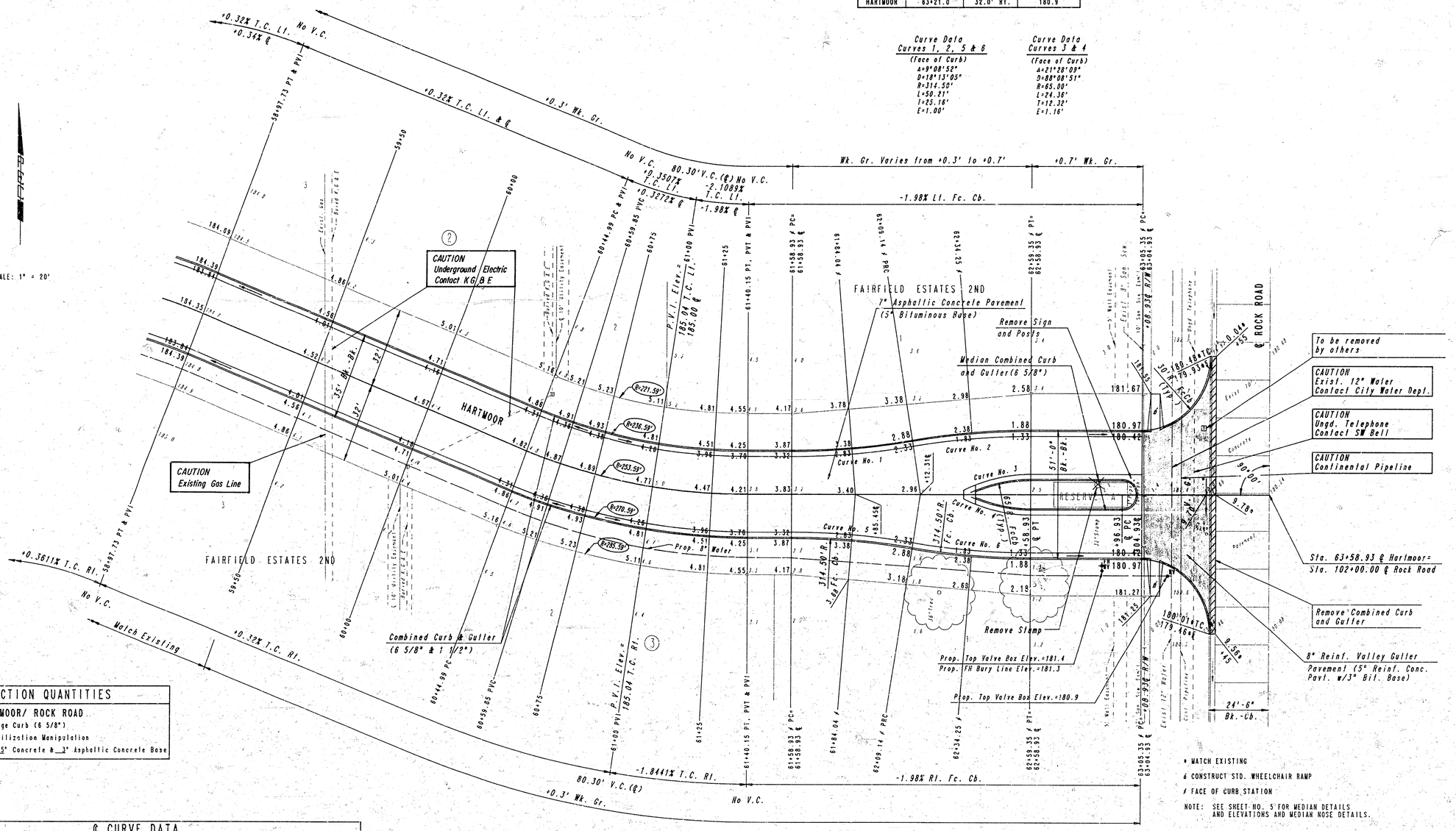
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	9	18

WATER VALVE BOX ELEVATIONS

STREET	STATION	OFFSET	ELEVATION
HARTWOOR	63+93.2	30.5' Rt.	181.4
HARTWOOR	63+21.0	32.0' Rt.	180.9

Curve Data Curves 1, 2, 5 & 6 (Face of Curb)
A=9°08'52"
D=18°13'05"
R=314.50'
L=50.21'
T=25.18'
E=1.00'

Curve Data Curves 3 & 4 (Face of Curb)
A=21°28'09"
D=88°08'51"
R=65.00'
L=24.36'
T=12.32'
E=1.16'



INTERSECTION QUANTITIES

HARTMOOR/ ROCK ROAD

94.25 L.F. Monolithic Edge Curb (6 5/8")
246.04 S.Y. Subgrade Stabilization Manipulation
239.22 S.Y. Reinf. V.G. 5" Concrete & 3" Asphaltic Concrete Base

℄ CURVE DATA

Δ=21°30'00" D=22°35'38" R=253.59' L=95.16' T=48.15' E=4.53'

CURVE DATA BASED ON ℄ RADIUS Δ/2=10°45'00"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH LEFT CURB	FACE CURB LENGTH RIGHT CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
60+44.99 PC						0°00'00"	00°00'00"
60+59.85	14.86'	13.86'	15.86'	13.39'	16.32'	1°40'43"	1°40'43"
60+75	15.15'	14.13'	16.16'	13.65'	16.64'	1°42'41"	3°23'25"
61+00	25.00'	23.33'	26.68'	22.53'	27.45'	2°49'47"	6°12'52"
61+25	25.00'	23.33'	26.68'	22.53'	27.45'	2°49'47"	9°02'19"
61+40.15 PT	15.15'	14.13'	16.16'	13.65'	16.64'	1°42'41"	10°45'00"
TOTAL	95.16'	88.78'	101.54'				

Defl./ft.=6.778058 min.

CURVES NO. 1 & 5 STAKING DATA

CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB

A=9°08'52" D=18°41'37" R=306.50' L=48.94' T=24.52' E=0.98'

FACE CURB STATION	ARC LENGTH ALONG FACE CURB	ARC LENGTH ALONG 8' OFFSET	CHD LENGTH 8' OFF FC. OF CB.	Δ/2=4°34'26" DEFLECTION ANGLE	Δ/2=4°34'26" TOTAL DEFLECTION	REMARKS
61+58.93	———	———	———	0°00'00"	0°00'00"	P.C.
61+84.04	25.11'	24.47'	24.48'	2°17'14"	2°17'14"	
62+09.14	25.10'	24.48'	24.45'	2°17'10"	4°34'26"	P.R.C.

Defl./ft.=5.607547 min.

CURVES NO. 2 & 6 STAKING DATA

CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB

A=9°08'52" D=17°45'58" R=322.50' L=51.49' T=25.80' E=1.03'

FACE CURB STATION	ARC LENGTH ALONG FACE CURB	ARC LENGTH ALONG 8' OFFSET	CHD LENGTH 8' OFF FC. OF CB.	Δ/2=4°34'26" DEFLECTION ANGLE	Δ/2=4°34'26" TOTAL DEFLECTION	REMARKS
62+59.14	———	———	———	0°00'00"	0°00'00"	P.R.C.
62+34.25	25.11'	25.75'	25.74'	2°17'15"	2°17'15"	
62+59.35	25.10'	25.74'	25.73'	2°17'11"	4°34'26"	P.T.

Defl./ft.=5.329838 min.

* MATCH EXISTING

& CONSTRUCT STD. WHEELCHAIR RAMP

/ FACE OF CURB STATION

NOTE: SEE SHEET NO. 5 FOR MEDIAN DETAILS AND ELEVATIONS AND MEDIAN NOSE DETAILS.

FAIRFIELD ESTATES 2ND-PHASE I

HARTMOOR

STA. 56+97.73 TO STA. 63+58.93

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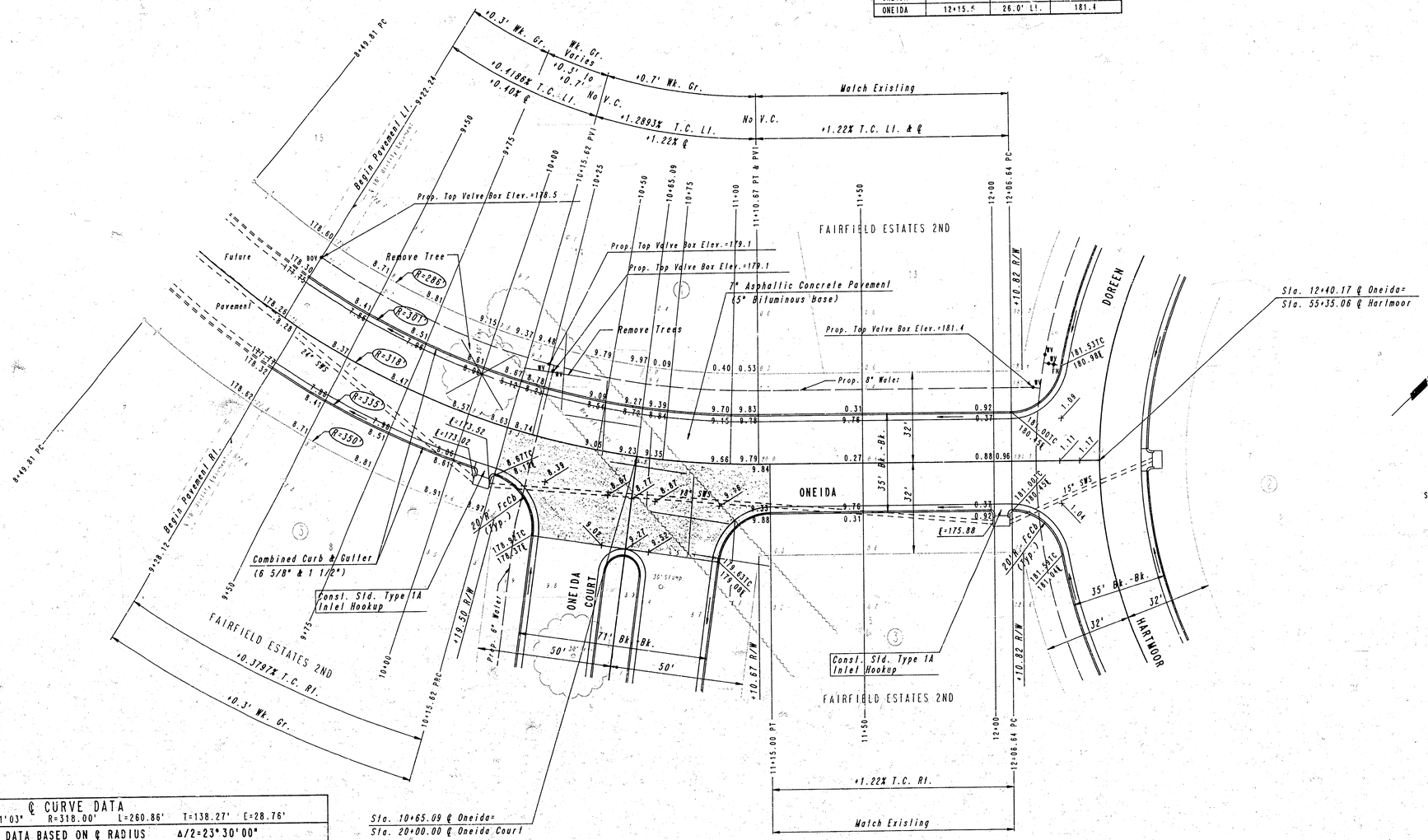
9/18

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87615

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	10	18

WATER VALVE BOX ELEVATIONS

STREET	STATION	OFFSET	ELEVATION
ONEIDA	9+22.24	26.0' Lt.	178.5
ONEIDA	10+16	26.0' Lt.	179.1
ONEIDA	10+19.5	24.5' Lt.	179.1
ONEIDA	12+15.5	26.0' Lt.	181.4



℄ CURVE DATA

Δ=47°00'00" D=18°01'03" R=318.00' L=260.86' T=138.27' E=28.76'

CURVE DATA BASED ON ℄ RADIUS Δ/2=23°30'00"

℄ STATION	℄ ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
8+49.81 PC	———	———	———	———	———	0°00'00"	00°00'00"
9+22.24	72.43'	———	———	66.59'	77.95'	6°31'30"	6°31'30"
9+28.12	5.88'	5.57'	———	5.42'	5.34'	0°31'47"	7°03'17"
9+50	21.88'	20.71'	23.05'	20.16'	23.60'	1°58'16"	9°01'33"
9+75	25.00'	23.66'	26.33'	23.03'	26.96'	2°15'08"	11°16'41"
10+00	25.00'	23.66'	26.33'	23.03'	26.96'	2°15'08"	13°31'49"
10+15.62	15.62'	14.79'	16.45'	14.39'	16.85'	1°24'26"	14°56'15"
10+25	9.38'	8.88'	———	8.64'	10.12'	0°50'42"	15°46'57"
10+50	25.00'	23.66'	———	23.03'	26.96'	2°15'08"	18°02'05"
10+65.09	15.09'	14.28'	———	13.90'	16.28'	1°21'34"	19°23'39"
10+75	9.91'	9.38'	———	9.13'	10.69'	0°53'34"	20°17'13"
11+00	25.00'	23.66'	———	23.03'	26.96'	2°15'08"	22°32'21"
11+10.67 PT	10.67'	10.10'	———	9.83'	11.51'	0°57'40"	23°30'00"
TOTAL	260.86'	178.35'	92.16'				

Def./11.=5.405198 min.

INTERSECTION QUANTITIES

ONEIDA/ONEIDA COURT

320.06 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
17.43 S.Y. 2 1/2" Bituminous Base
56.85 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
340.50 S.Y. Subgrade Stabilization Manipulation

NOTE: STORM WATER SEWER PIPES AND INLETS BY OTHERS

FAIRFIELD ESTATES 2ND-PHASE I

ONEIDA

STA. 9+22.24 TO STA. 12+40.17

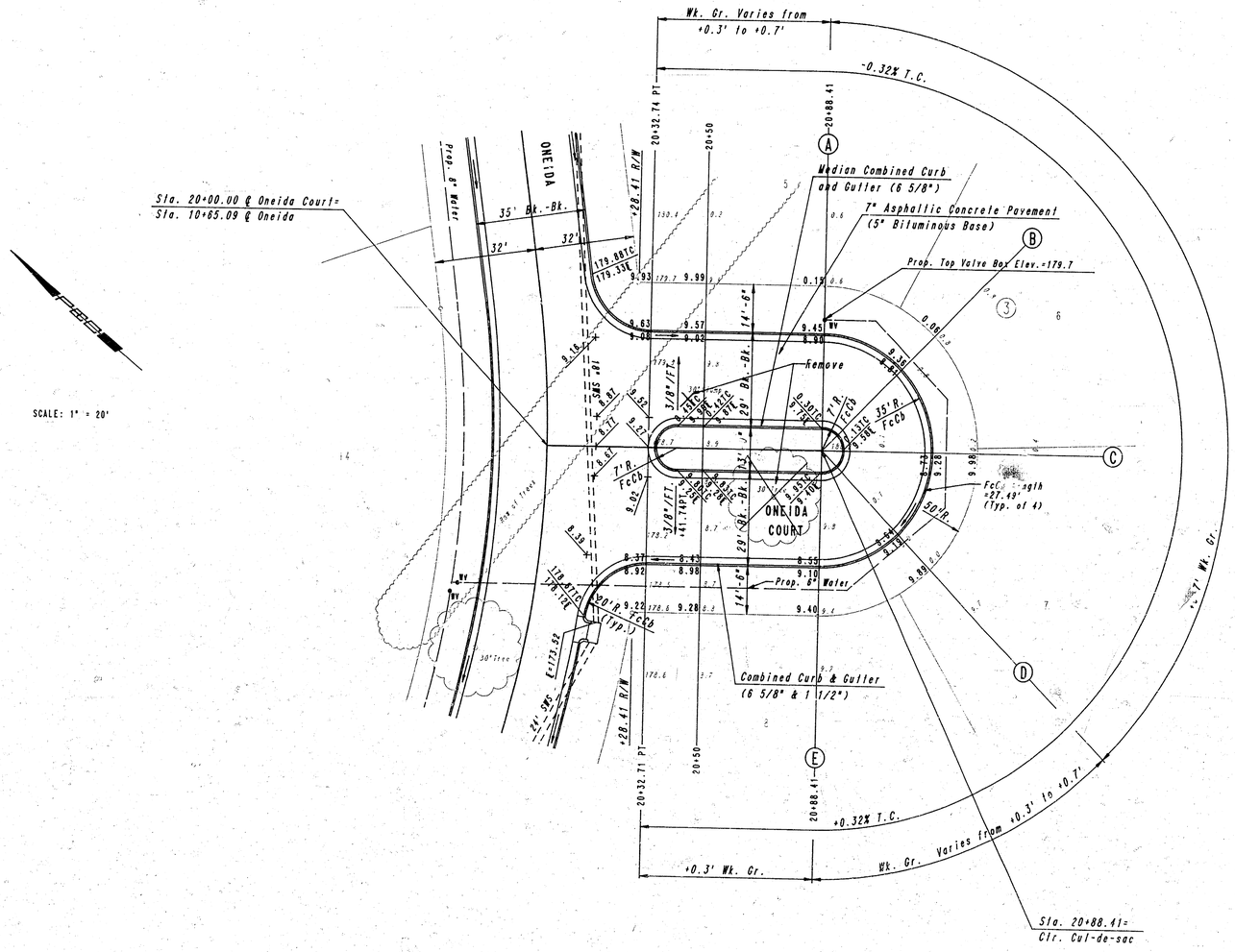
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WICHITA, KANSAS

10/18

Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date MAR., 1988	Job No. 87615

WATER VALVE BOX ELEVATIONS			
STREET	STATION	OFFSET	ELEVATION
ONEIDA CT.	20+88.41	40.0' Lt.	179.7

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81530-000-000-001	11	13



NOTE: STORM WATER SEWER PIPES AND INLETS BY OTHERS

FAIRFIELD ESTATES 2ND-PHASE I

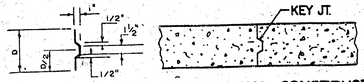
ONEIDA COURT

STA. 20+00.00 TO STA. 20+88.41

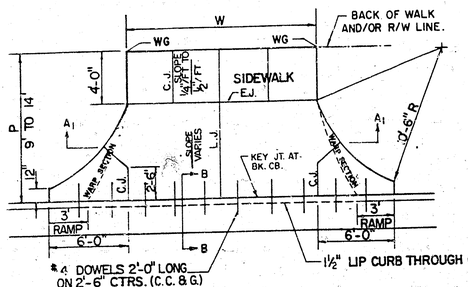
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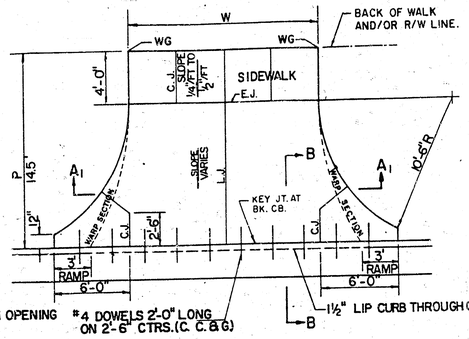
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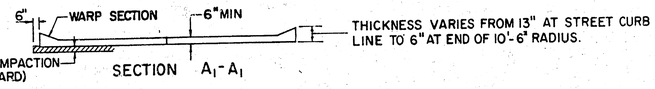
11/18

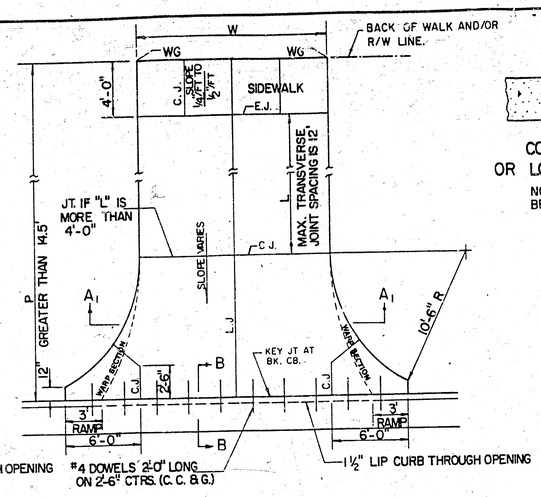


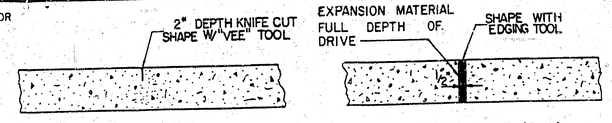
ALT. LONGITUDINAL CONSTRUCTION JOINT





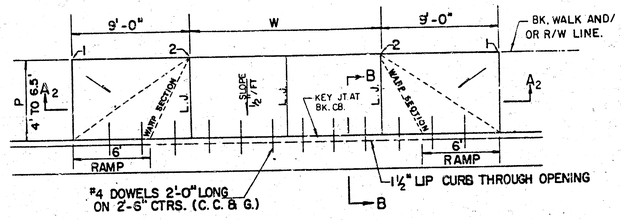


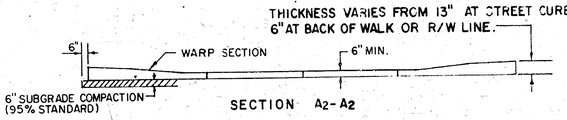




CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)
NO SAWN JOINTS WILL BE ALLOWED.

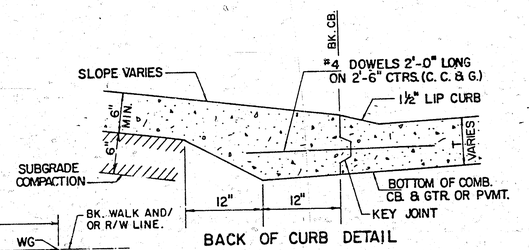
EXPANSION JOINT (E.J.)



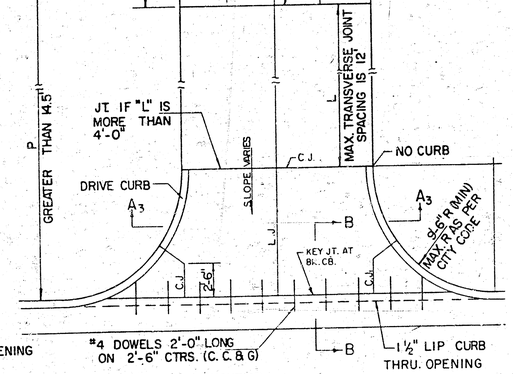


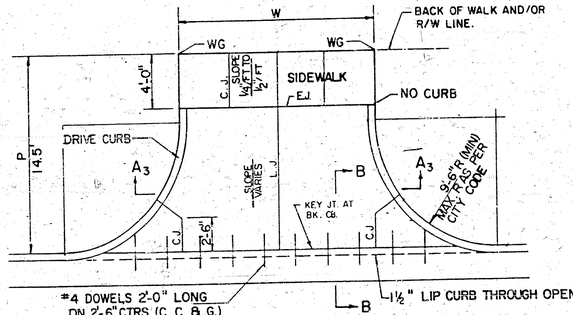
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'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

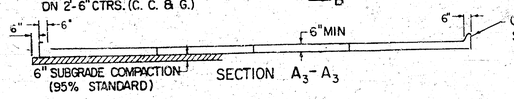
RADIUS RAMP DRIVES (P = 9.0' & GREATER)

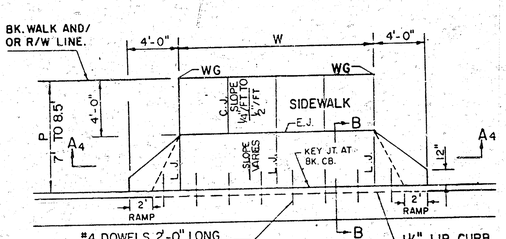


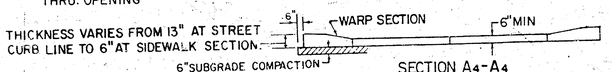
BACK OF CURB DETAIL
SECTION B - B (no scale)











PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35'	1.85	2.35'	2.85	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)

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

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

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

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

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THS 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

12/18

PROJECT NUMBER
472-76-245-81530-000-000-001

Fair-field Estates 2nd Ph. 1

Proj. No. 412-76-245-81530-000-000-101

Doreen
Sta. 48+90.61 to Sta 52+00

Sheet 13 of 18 13/18

TOTAL
Exc. = 3,526.2 C.Y.
LF = 4,964.9 C.Y.
MF = 571.2 C.Y.
CF = 19.1 C.Y.

Exc. = 1813 C.Y.
LF = 2376 C.Y.
MF = 510. C.Y.
CF = 9.8 C.Y.

50 40 30 20 10 ℄ 10 20 30 40 50

185 180

48+90.61

C = 20
LF = 5
MF = 0
Match

48+96.79

C = 12
LF = 12
MF = 3
183.47
Exc. = 3.7
LF = 19
MF = 0.3
6.18'

49+50

C = 4
LF = 27
MF = 2
183.30
Exc. = 15.8
LF = 38.4
MF = 4.9
53.21'

50+00

C = 0
LF = 44
MF = 14
CF = 5
183.14
Exc. = 3.7
LF = 65.7
MF = 18.8
CF = 4.6
50'

50+20.58

C = 1
LF = 39
MF = 10
CF = 1
183.07
Exc. = 0.6
LF = 45.9
MF = 13.3
CF = 3.3
29.86'

51+50

C = 31
LF = 9
182.66
Exc. = 52.8
LF = 21.3
50'

51+00

C = 26
LF = 14
182.82
Exc. = 9.5
LF = 6.6
11.14'

50+88.58

C = 20
LF = 18
MF = 0
CF = 0
182.86
Exc. = 16.9
LF = 15.6
MF = 5.6
CF = 0.6
33.72'

50+54.84

C = 7
LF = 7
MF = 9
CF = 1
182.96
Exc. = 5.1
LF = 29.2
MF = 12.1
CF = 1.3
34.28'

52+00

C = 48
LF = 5
182.50
Exc. = 73.2
LF = 13.0
50'

Fairfield Estates 2nd Ph. 1

Proj. No. 472-76-245-8150-000-000-001

Dorcen / Hartmar

Sta 52+50 to Sta 56+50

Sheet 14 of 18

1"=10'

50 40 30 20 10 ℄ 10 20 30 40 50

185 180

52+50

182.34 C=67 LF=4

Exc.=139.8 LF=3.7 50'

185 180

53+00

182.18 C=84 LF=0

Exc.=175.9 50'

185 180

53+50

182.02 C=106

Exc.=208.6 53.39'

185 180

54+03.39

181.85 C=105

Exc.=162.3 46.61'

185 180

54+50

181.68 C=83 LF=0

Exc.=146.0 54.76' LF=1.0

185 180

55+04.76

181.49 C=61 LF=1

Exc.=70.7 LF=0.6 30.30'

185 180

55+35.06

181.40 C=65 LF=0

Exc.=74.6 LF=0.6 30.30'

185 180

55+65.36

181.55 C=63 LF=1

Exc.=91.7 LF=0.6 34.64'

185 180

56+00

181.98 C=75 LF=0

Exc.=162.0 50'

185 180

56+50

182.63 C=100

Exc.=138.1 LF=8.3 50'

Exc.=1383.1 C.X

LF= C.O C.X

50 40 30 20 10 ℄ 10 20 30 40 50

184.62
185 185
60+44.99
180 C=32 LF=10 180
44.99' Exc.=46.7 LF=20.0

184.67
185 185
60+00
180 C=24 LF=14 180
50' Exc.=43.5 LF=27.8

184.52
185 185
59+50
180 C=23 LF=16 180
52.27' Exc.=70.7 LF=15.5

184.35
185 185
58+97.73
180 C=50 LF=0 180
27.73' Exc.=75.0

184.10
185 185
58+50
180 C=96 LF=0 180
50' Exc.=164.8 LF=0.9

34.02
185 185
58+00
180 C=82 LF=1 180
50' Exc.=150.0 LF=0.9

183.85
185 185
57+50
180 C=80 LF=0 180
8.17' Exc.=21.8

183.82
185 185
57+41.83
180 C=64 180
41.83' Exc.=103.0

183.28
185 185
57+00
180 C=69 180
15.81' Exc.=39.5

183.07
185 185
56+84.19
180 C=66 180
34.19' Exc.=105.1

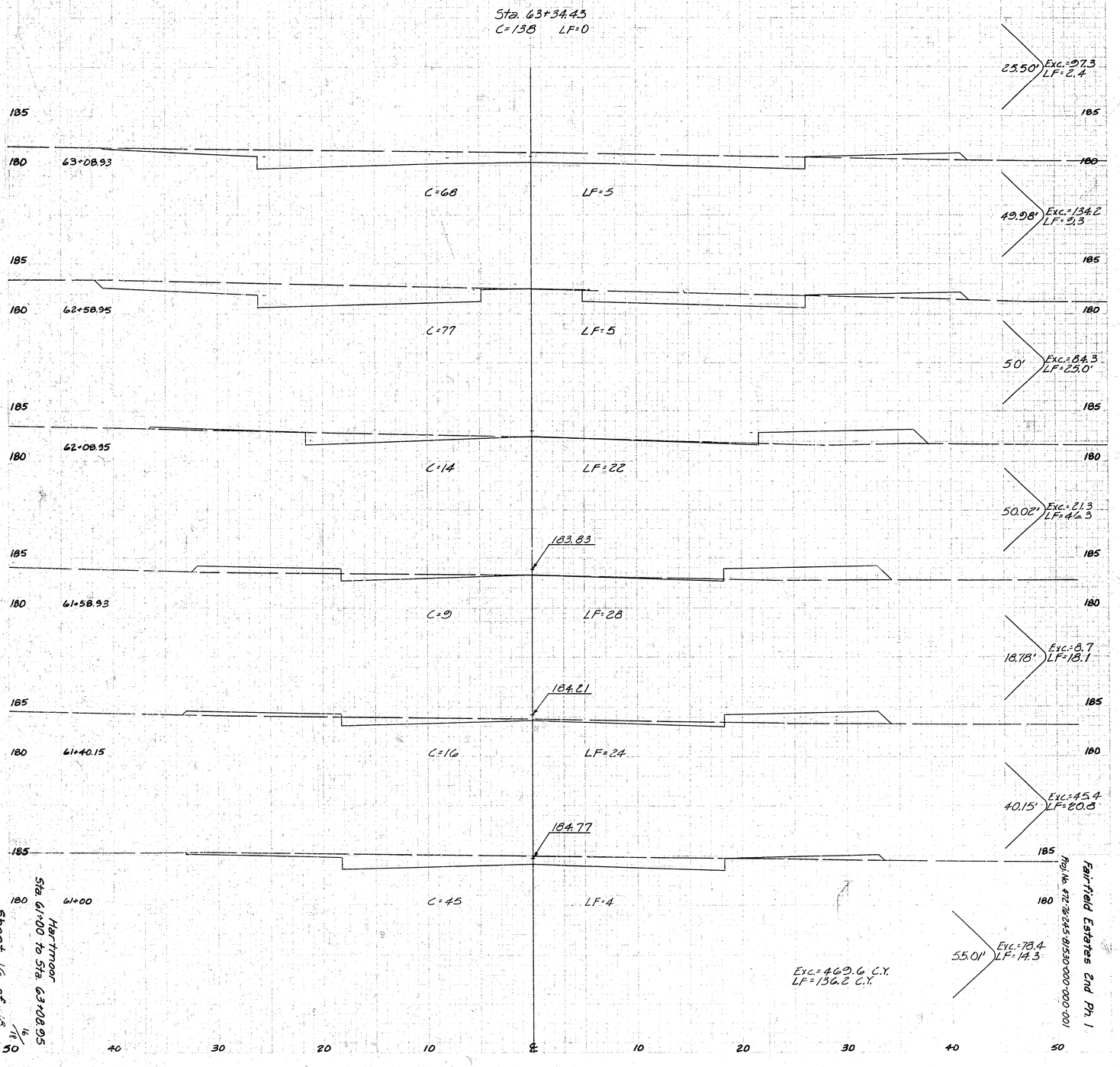
Exc.=820.1 C.Y.
LF=65.1 C.Y.

50 40 30 20 10 ℄ 10 20 30 40 50

Hartmoor
Sta. 56+84.19 to Sta. 60+44.99

Sheet 15 of 18

Fairfield Estates 2nd Ph. 1
Proj. No. 472-76-845-8550-000-000-001



Hartmoor
Sta. 61+00 to Sta. 63+08.95

Sheet 16 of 18

Fairfield Estates 2nd Ph. 1
Proj. No. 412-18-245-8530-000-000-001

50 40 30 20 10 ℄ 10 20 30 40 50

185
12+06.14
180

180.96

C=50

185
12+06.14
180

56.14' Exc.=100.8

185
11+50
180

180.27

C=47

185
11+50
180

35' Exc.=62.2

185
11+15
180

179.84

C=43 LF=0

185
11+15
180

4.33' Exc.=7.5 LF=0.3

185
11+10.67
180

179.79

C=44 LF=4

185
11+10.67
180

45.58' Exc.=65.8 LF=4.2

185
10+65.09
180

179.13

C=34 LF=1

185
10+65.09
180

49.47' Exc.=61.4 LF=6.4

180
10+15.62
175

178.63

C=33 LF=6

180
10+15.62
175

15.62' Exc.=18.8 LF=2.3

180
10+00
175

178.57

C=32 LF=2

180
10+00
175

50' Exc.=63.0 LF=9.3

180
9+50
175

178.37

C=36 LF=8

180
9+50
175

21.88' Exc.=28.0 LF=6.9

180
9+28.12
175

178.28

C=33 (Ahead) LF=9 (Ahead)
C=22 (Back) LF=1 (Back)

180
9+28.12
175

5.88' Exc.=4.5 LF=0.3

180
9+22.24
175

178.26

C=19 LF=2

180
9+22.24
175

Exc.=412.0 C.Y.
LF=209.7 C.Y.

Fairfield Estates 2nd Ph. 1
Proj. No. 82-22-1545-4530-000-000-001

Sta. 9+22.24 to Sta. 12+06.14 Oneida

Sheet 17 of 18 17/18

Fairfield Estates 2nd Ph. 1

Proj No. 412-345-8150000000-001

Oneida Court
Sta 20+32.71 to Sta 20+50

Sheet 4 of 18

4/18

50 40 30 20 10 0 10 20 30 40 50

20+32.71 180 175

20+50 180 175

Exc.=30.1 C.Y.
LF=25.5 C.Y.
MF=6.6 C.Y.
CF=9.3 C.Y.

LF=7 C=33

Exc.=21.5
LF=8.3
MF=1.9
CF=2.9
172.9'

LF=19
MF=6
CF=9
C=34

C=114 LF=4 MF=0 CF=0 Sta. 20+88.41 (A & E) 38.41'

Exc.=105.3
LF=16.4
MF=4.3
CF=6.4

0 10 20 30 40 50 60 70

C 180 175
B 180 175
A 180 175

C=60 LF=2
C=74 LF=2
C=61 LF=2

Exc.=42.0
LF=0.2

Exc.=50.7
LF=0.2

Exc.=50.4
LF=0.2

Exc.=180.3
LF=0.8

507.65 S.F.
500.41 S.F.
13.35 S.F.
30.5'
58.5'

D 180 175
E 180 175

C=57 LF=2
C=53 LF=2

Exc.=37.2
LF=0.2

Exc.=42.0
LF=0.2