

CITY OF WICHITA, KANSAS

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

STREET IMPROVEMENTS

BROADMOOR/FOSTER - FROM N.L. OF ONEIDA TO THE W.L. OF DOREEN

IN

FAIRFIELD ESTATES 2ND ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-82000-000-000-001
INDEX NO. 761007

INDEX OF SHEETS

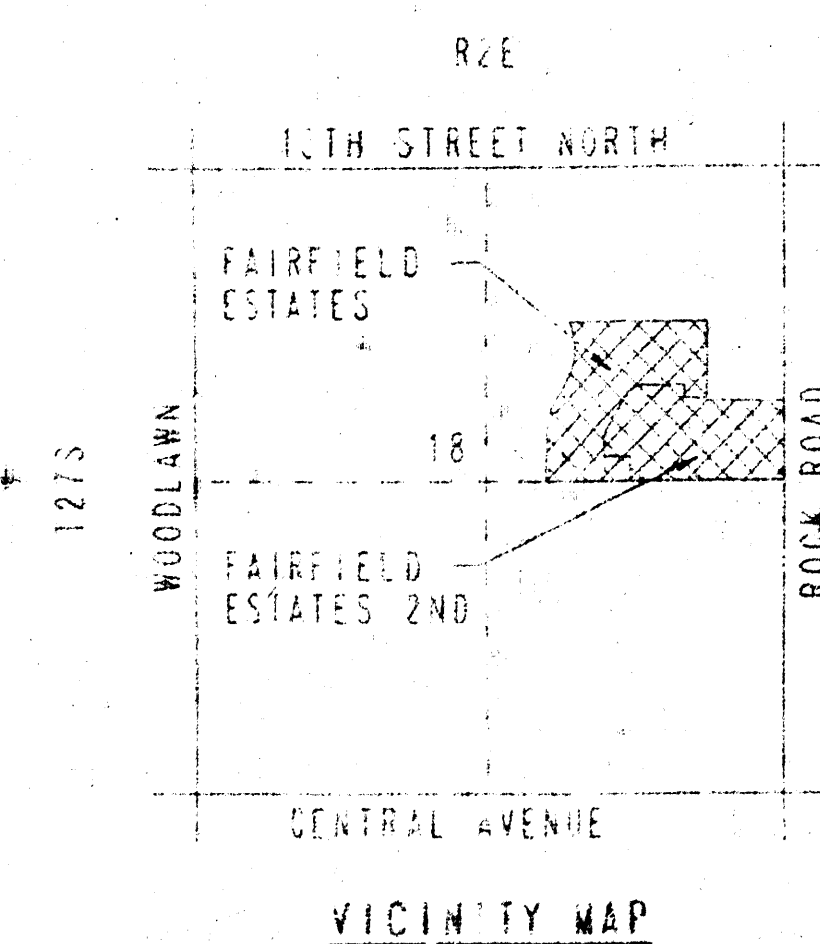
1. TITLE SHEET
2. TYPICAL SECTION 15' A.C. PAVEMENT
3. TYPICAL SECTION 15' A.C. PAVEMENT W/ IMPROVED ROCK BASE
4. PAVING PLANS
5. CROSS SECTIONS

PROJECT SURVEY CONTROL

- BENCH MARK: 401 SPIKE SET IN SOUTHWEST CORNER OF WOOD FENCE AT THE SOUTHWEST CORNER OF LOT 3, BLOCK 8, FAIRFIELD ESTATES. ELEV: 1186.39
- BENCH MARK: CHISELED "0" ON TOP OF CURB ON WEST SIDE DOREEN STREET ON SOUTH END CURB RETURN AT FOSTER STREET NEAR THE NORTHEAST CORNER OF LOT 10, BLOCK 1, FAIRFIELD ESTATES 2ND ADDITION. ELEV: 1182.89
- BENCH MARK: CHISELED "0" ON TOP OF CURB SOUTH SIDE ONEIDA ON SOUTHWEST END CURB RETURN AT ONEIDA CURB NEAR NORTH P.T. LOT 8, BLOCK 5, FAIRFIELD ESTATES 2ND ADDITION. ELEV: 1178.69
- BENCH MARK: CHISELED "0" ON TOP OF CURB AT P.T. ON NORTH SIDE ONEIDA, SOUTH OF THE SOUTHWEST CORNER OF LOT 15, BLOCK 8, FAIRFIELD ESTATES. ELEV: 1177.43
- BENCH MARK: CHISELED "0" ON TOP OF CURB ON EAST SIDE OF POSTDAK STREET ON NORTH RETURN OF STORM DRAIN CURB INLET, 30' NORTH OF THE SOUTHWEST CORNER OF LOT 7, BLOCK 8, FAIRFIELD ESTATES. ELEV: 1183.53

EARTHWORK

EXCAVATION: 1,710 CU. YDS.
COMPACTED FILL: 97 CU. YDS.
SUBGRADE MANIPULATION: 3,775 SQ. YDS.
PROJECT LENGTH: 1,118.0 L.F.

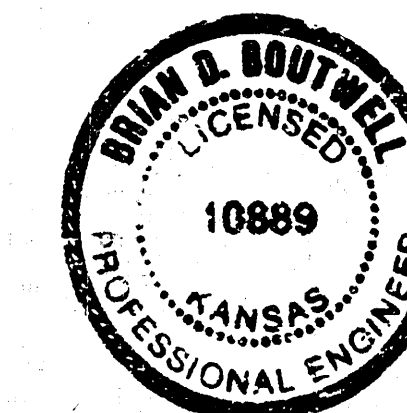


STREET IMPROVEMENTS

IMPROVEMENT DISTRICT
BOUNDARY

AUGUST, 1991

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



GENERAL NOTES

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY LINES ARE TO BE MAINTAINED AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS.

EXCESS EXCAVATION WHICH IS TO BE FILL SHALL BE DISPOSED OF AS DIRECTED BY THE OWNER. RUBBLE FROM MISCELLANEOUS STRUCTURES SHALL BE DISPOSED OF ON SITES PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

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

TEMPORARY SURFACING MATERIAL (GRAVEL, ASPHALT, ETC.) MAY HAVE BEEN PLACED WITHIN STREET RIGHTS-OF-WAY FOR ROAD AND TEMPORARY ACCESS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS TO DETERMINE EXISTENCE OF ANY SUCH SURFACING. CONTRACTOR SHALL REMOVE SAID TEMPORARY SURFACING IN THE SAME MANNER AS NOTED ABOVE FOR RUBBLE. THIS REMOVAL SHALL BE SUBMITTED TO OWNER FOR REVIEW.

CONTRACTOR SHALL PROVIDE A MINIMUM FORTY-EIGHT (48) HOUR ADVANCE NOTICE (EXCLUDING WEEKENDS AND HOLIDAYS) PRIOR TO BEGINNING ANY EXCAVATION, TO KANSAS ONE CALL SYSTEM, A UTILITY LOCATION SERVICE, AT 1-800-852-8844 TO REQUEST THE FOLLOWING UTILITY COMPANIES TO LOCATE ALL EXISTING LINES WITHIN THE PROJECT AREA: KANSAS SERVICE, K.S.A.E., SOUTHWESTERN BELL TELEPHONE, CABLEVISION, CITY OF WICHITA SEWER MAINTENANCE AND CITY OF WICHITA WATER DEPARTMENT.

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 100' BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPE UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

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

THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION. PROPOSED WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER. THIS WORK TO BE SUBORDINATE TO OTHER BID ITEMS.

PROPERTIES WITHIN THE PROJECT LIMITS MAY HAVE UNDERGROUND SPRINKLER SYSTEMS IN PUBLIC RIGHT-OF-WAY WHICH COULD BE DAMAGED BY NEW CONSTRUCTION. CONTRACTOR SHALL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION OF THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SAVE AND REPAIR ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONTACT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONTACT WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBORDINATE TO THE CONTRACT PAY ITEMS OF WORK.

THIS PROJECT DOES NOT INCLUDE ANY PROVISIONS FOR CONSTRUCTION OF DRIVEWAYS.

THIS PROJECT INCLUDES AN ALTERNATE TYPICAL SECTION CONSISTING OF AN ASPHALT PAVEMENT OVER A FABRIC-REINFORCED CRUSHED-ROCK BASE. THE ENGINEER MAY REQUIRE USE OF THE ALTERNATE CONSTRUCTION TYPE IN LIEU OF ASPHALT PAVEMENT OVER A TREATED SUBGRADE. THE CONSTRUCTION SHALL BE BASED ON THE ALTERNATE TYPICAL SECTION AND THE FINAL SELECTION OF CONSTRUCTION TYPE SHALL BE THE VALUATION BY THE ENGINEER AT THE TIME OF CONSTRUCTION. THE FINAL SELECTION OF CONSTRUCTION TYPE SHALL BE USED FOR THE ENTIRE PROJECT. EXCEPT FOR THE SELECTION OF CONSTRUCTION TYPE, ALL VALUES ON THE PLANS WERE CALCULATED BASED ON USE OF A TREATED SUBGRADE.

FILMED FROM THE BEST
AVAILABLE COPY

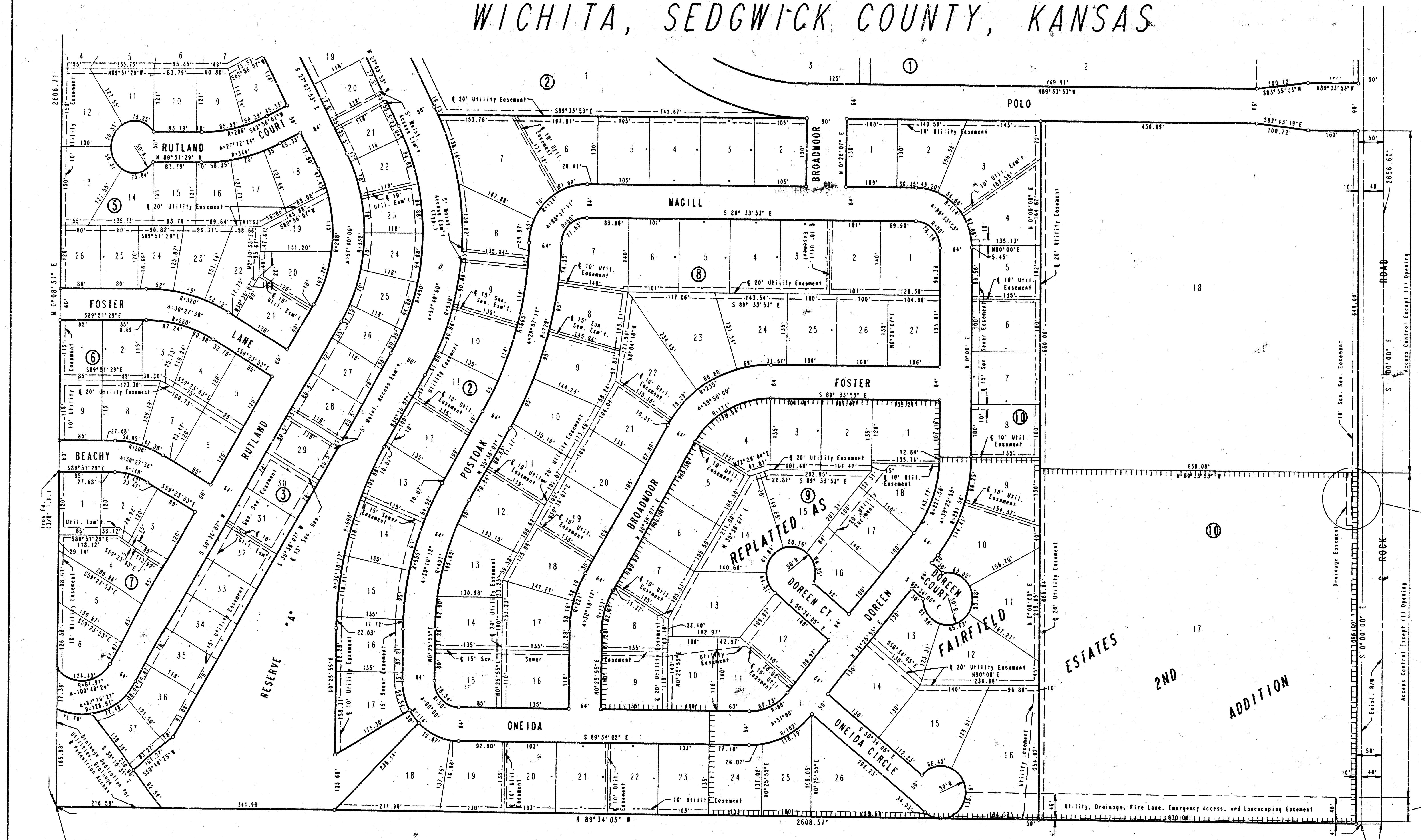
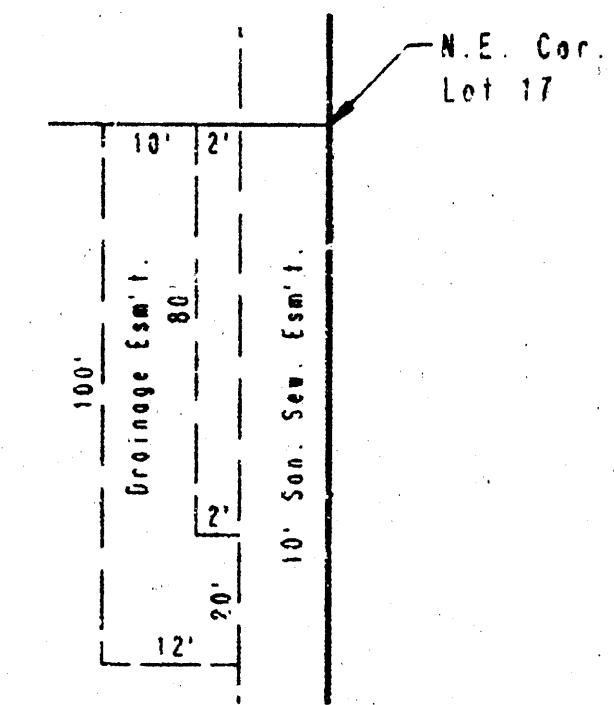
FAIRFIELD ESTATES

WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82000-000-001	2	11

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 METROPOLITAN
AREA PLANNING DEPARTMENT



SW Cor. NE 1/4
Sec. 18, T27S, R2E
of the 6th P.M.

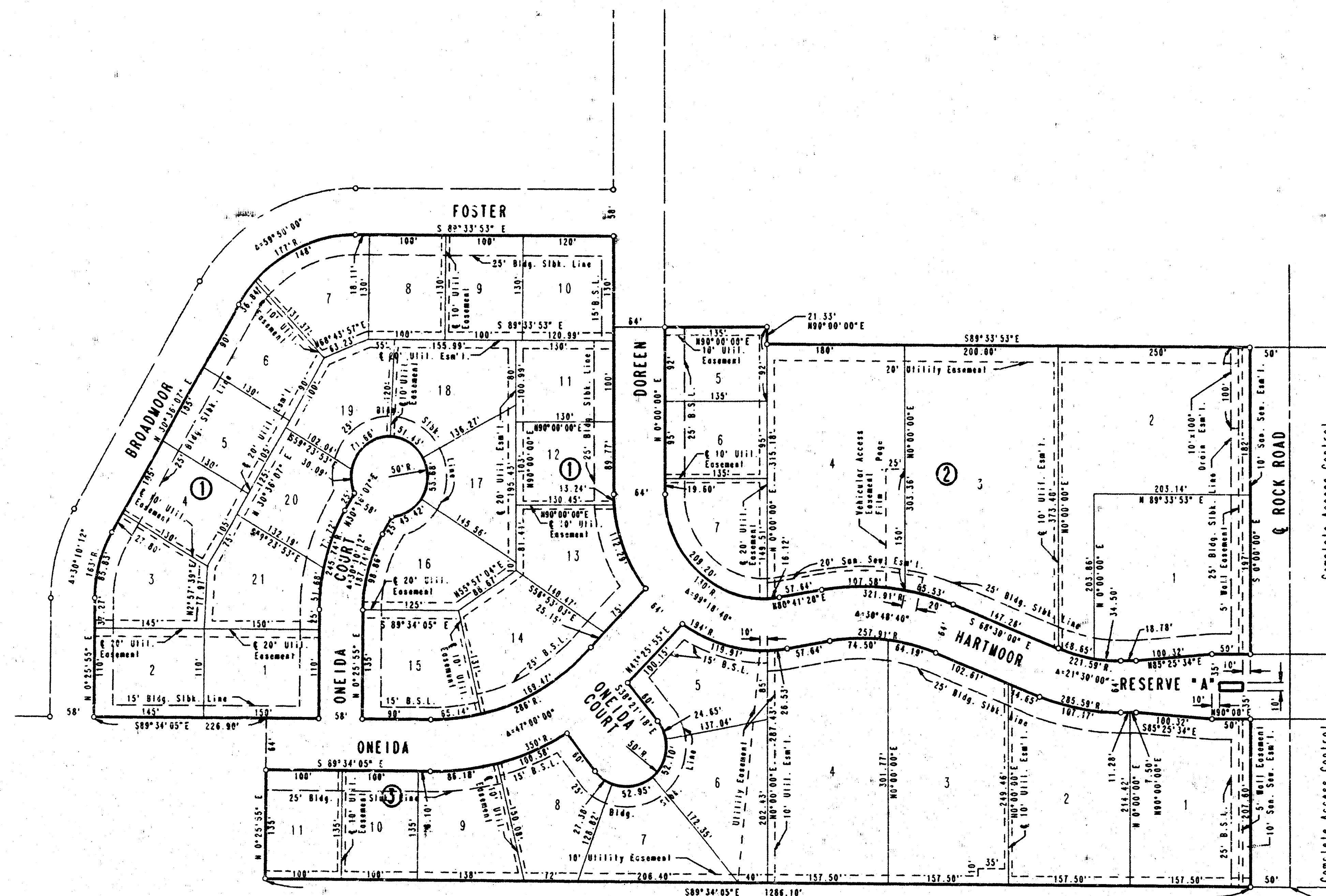
Point of Beginning
SE Cor. NE 1/4
Sec. 18, T27S, R2E
of the 6th P.M.

FAIRFIELD ESTATES/FAIRFIELD ESTATES 2ND ADDITION			
PLAT			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS			
WICHITA, KANSAS			
Designed by	Checked by		
Drawn by	Date	Job No.	
DEF	AUG 1981	91364	

FAIRFIELD ESTATES 2ND ADDITION

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82000-000-001	3	11



S.E. Cor. N.E. 1/4
Sec. 18, T27S, R2E
of the 6th P.M.

SCALE: 1" = 100'

○ = IRON SET

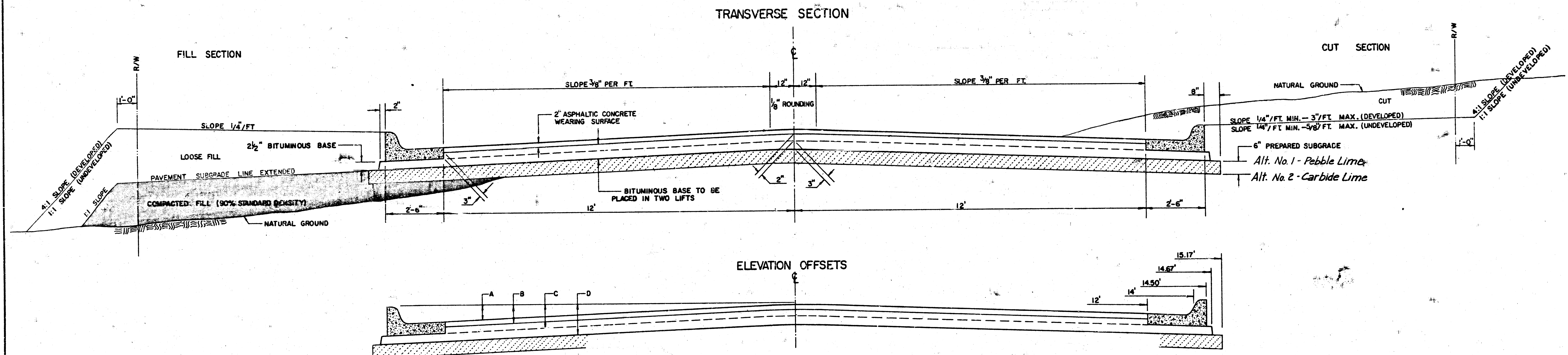
B.S.L. = BUILDING SETBACK LINE

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

FAIRFIELD ESTATES ADDITION/FAIRFIELD ESTATES 2ND ADDITION			
PLAT			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by	DEP	Checked by	
Drawn by	DEP	Date AUG. 1991	Job No. 91364

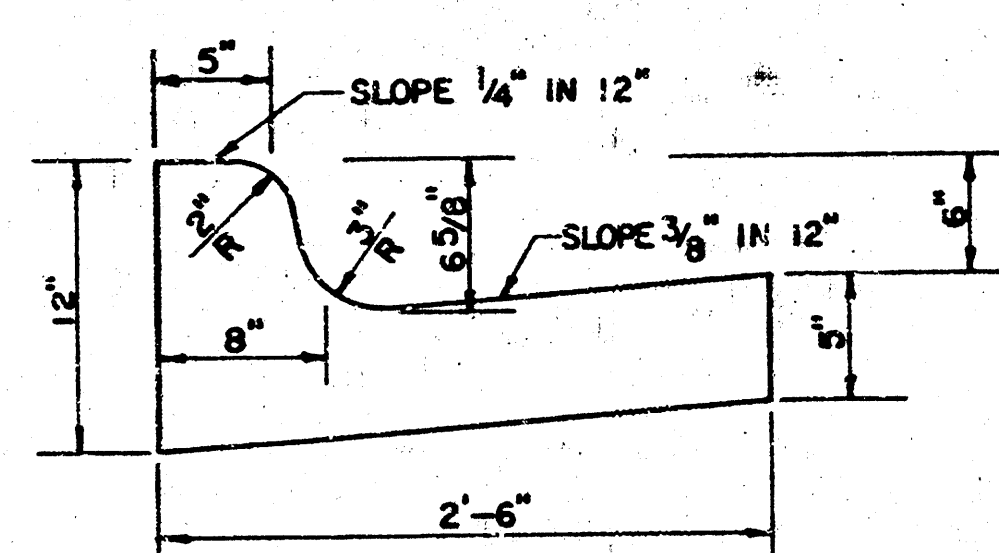
TYPICAL 29' PAVEMENT DETAILS

4
11

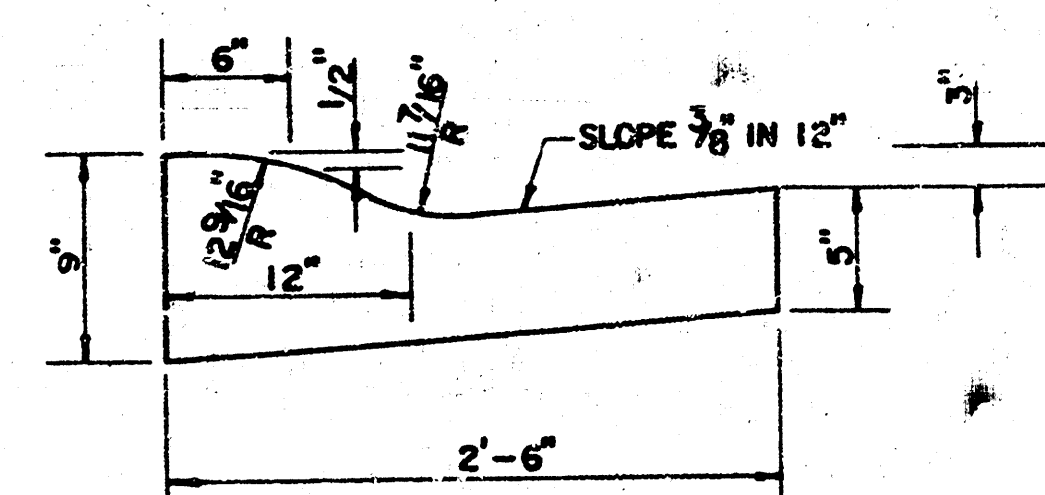


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'	
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—	
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—	
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—	
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23	

COMBINED CURB & GUTTER



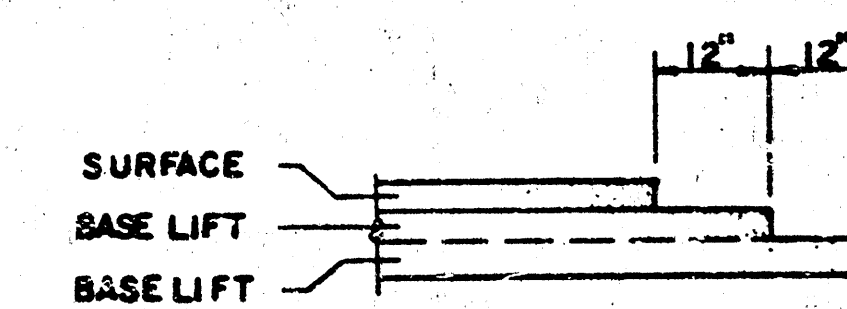
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 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

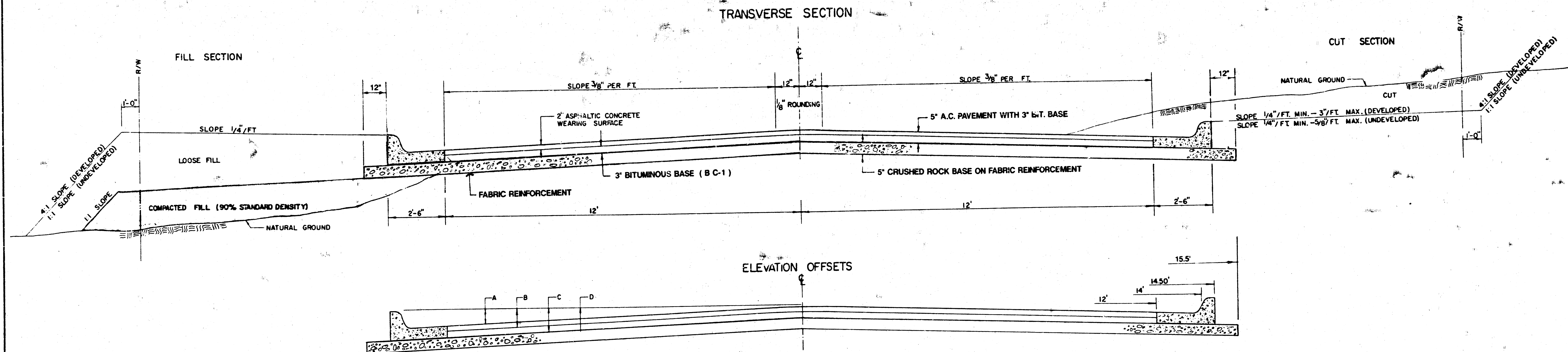


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

PROJECT NUMBER
472-82000

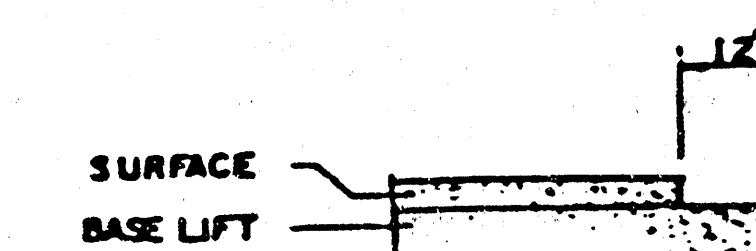
TYPICAL 29' PAVEMENT DETAILS



	DISTANCE FROM CENTERLINE (LT. & RT.)										
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	
A. TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—
B. TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—
C. TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	—
D. TOP OF CURBS TO TOP OF SUBGRADE											

FABRIC BASE REINFORCEMENT SHALL BE 8 X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMLY GRADED FROM 1-1/2" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING A No. 200 SIEVE. ROCK QUALITY SHALL BE THE SAME AS SPECIFIED FOR COARSE AGGREGATE FOR CONCRETE MIXES.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS 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 5" ASPHALTIC CONCRETE PAVEMENT (3" BITUMINOUS BASE)

GENERAL NOTES

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.

A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.03 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

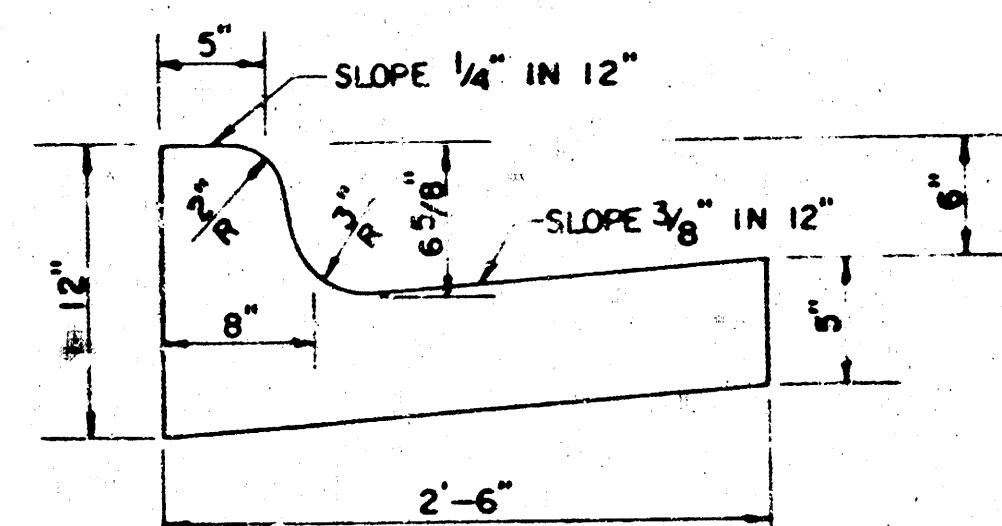
CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

Project No 472-82000

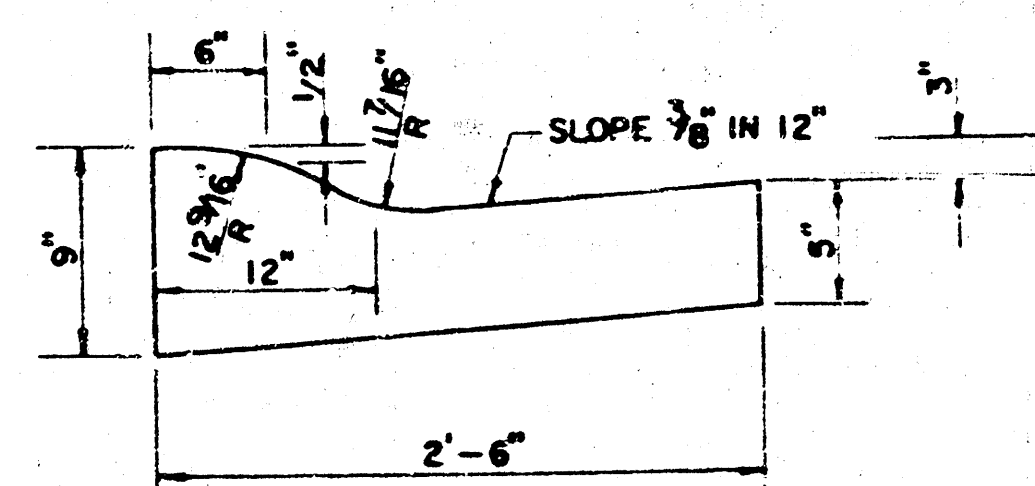
5" RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH CRUSHED ROCK BASE ON FABRIC REINFORCEMENT

10 1 5 31

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER

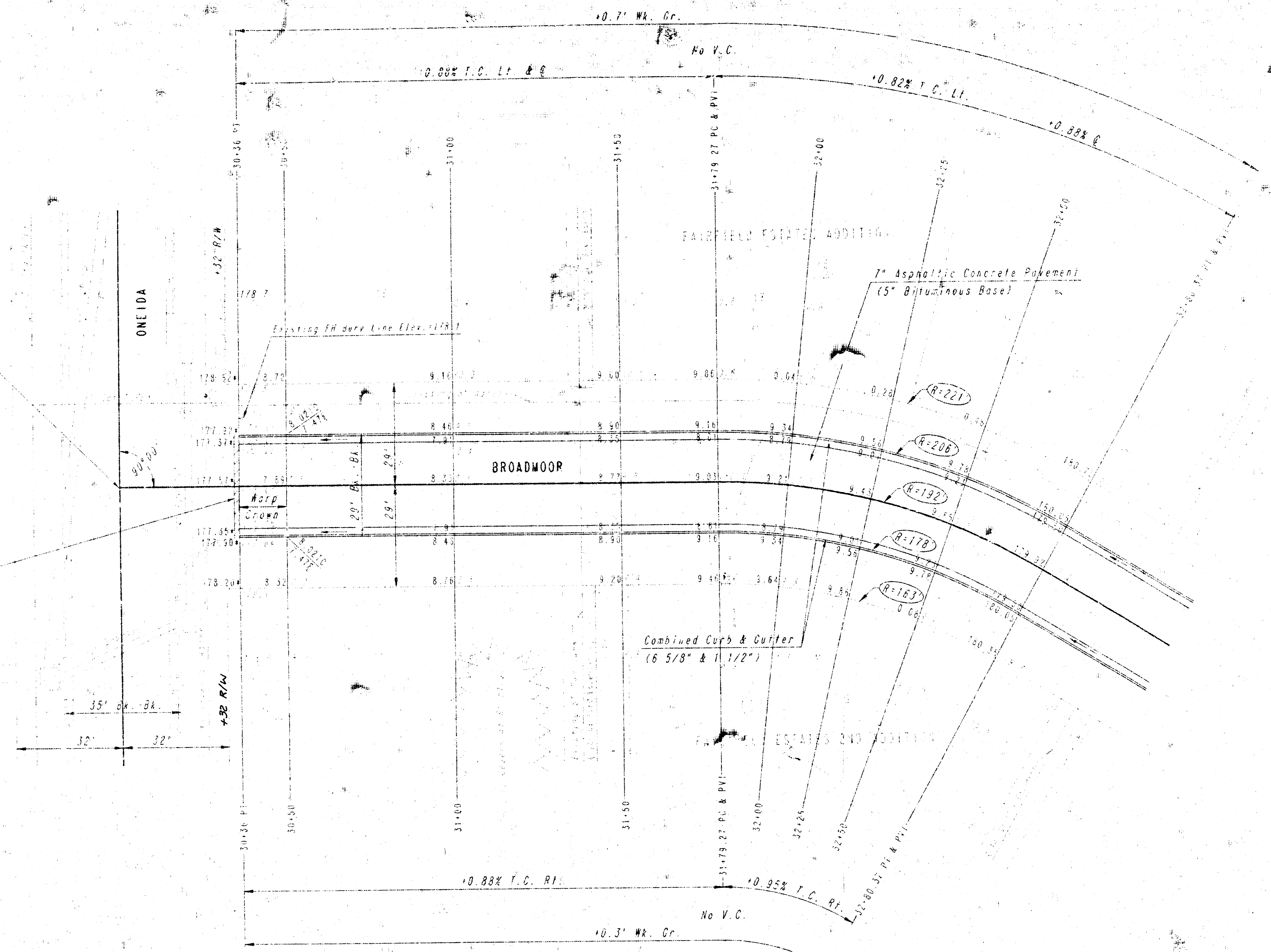


PLAN	SURVEY	NO.	DATE
NO. 1	NO. 1	NO. 1	NO. 1
NO. 2	NO. 2	NO. 2	NO. 2
NO. 3	NO. 3	NO. 3	NO. 3
NO. 4	NO. 4	NO. 4	NO. 4
NO. 5	NO. 5	NO. 5	NO. 5
NO. 6	NO. 6	NO. 6	NO. 6
NO. 7	NO. 7	NO. 7	NO. 7
NO. 8	NO. 8	NO. 8	NO. 8
NO. 9	NO. 9	NO. 9	NO. 9
NO. 10	NO. 10	NO. 10	NO. 10

100' E. 114.00'

Sta. 30+00.00 to Broadmoor
of Center

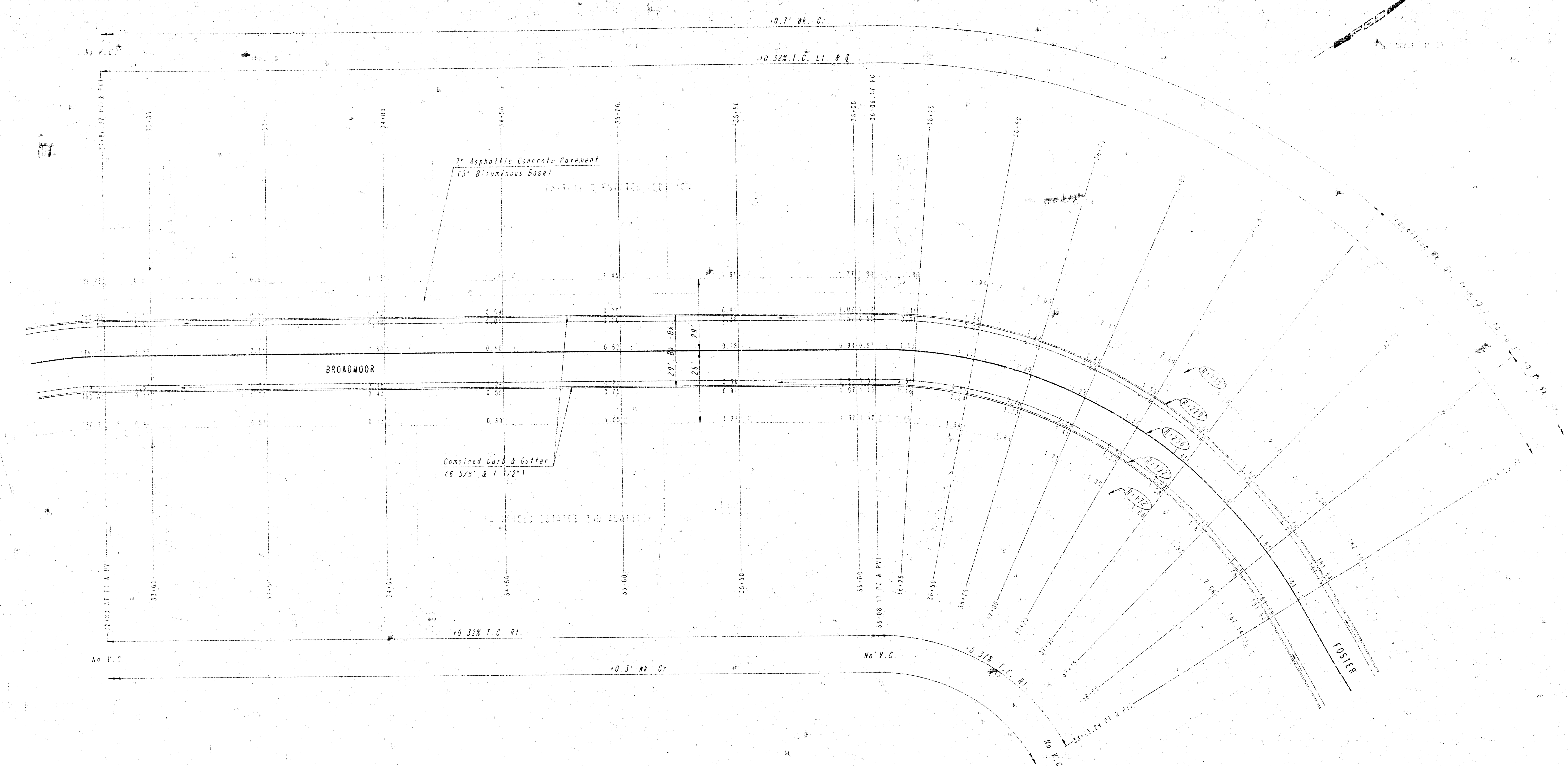
See also existing pavement
to provide road line
before and replace
1" surface course as
necessary. This work
to be subject to
other bid items.



Q CURVE DATA									
A=30°10'12" B=23°50'10" C=192.00' D=101.10' E=51.75' F=6.35'									
CURVE DATA BASED ON Q RADIUS									
Q STATION	Q ARC LENGTH	FACE CURB LENGTH	CHORD LENGTH	DEFLECTION ANGLE	Q TOTAL DEFLECTION				
		LEFT CURB	RIGHT CURB	FACE CURB	FACE CURB				
31+74.27	20.75'	22.24'	19.22'	23.09'	18.15'	0°00'00"	0°00'00"		
32+20	25.00'	26.82'	23.18'	27.85'	22.12'	3°05'36"	3°05'36"		
32+25	25.00'	26.82'	23.18'	27.85'	22.12'	3°43'49"	3°43'49"		
32+50	25.00'	26.82'	23.18'	27.85'	22.12'	3°43'49"	3°43'49"		
32+75	25.00'	26.82'	23.18'	27.85'	22.12'	3°43'49"	3°43'49"		
32+79.27	5.37'	5.71'	4.97'	5.38'	4.16'	0°48'05"	0°48'05"		
TOTAL	101.10'	108.42'	93.73'						

Defl. rate = 0.952522 min

FAIRFIELD ESTATES 2ND ADDITION	
BROADMOOR	
STA. 30+00.00 TO STA. 32+80.37	
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.	
ENGINEERS	
WICHITA, KANSAS	
Designed by: J.S.B. 100	Checked by:
Drawn by: DEP	Date: Aug. 1961 (supp. 10/64)



Q CURVE DATA
 $\Delta = 50^\circ 50' 00''$ $D = 27' 48''$ $R = 255.00'$ $L = 715.12'$ $T = 118.54'$ $L + 31.67'$
 CURVE DATA BASED ON Q RADIUS $\Delta/2 = 25^\circ 25' 00''$

Q STATION	Q ARC LENGTH	FACE CURB LENGTH	CHORD LENGTH	DEFLECTION ANGLE	Q TOTAL DEFLECTION
		FACE CURB	FACE CURB	FACE CURB	FACE CURB
36+68.17				0° 20' 00"	0° 20' 00"
36+75	16.83	17.97	15.89	15.05	2° 20' 26"
36+80	25.00	26.70	23.30	22.32	3° 28' 36"
36+85	25.00	26.70	23.30	22.32	5° 46' 53"
37+05	25.00	26.70	23.30	22.32	7° 46' 13"
37+25	25.00	26.70	23.30	22.32	9° 46' 51"
37+45	25.00	26.70	23.30	22.32	11° 43' 27"
37+75	25.00	26.70	23.30	22.32	13° 17' 04"
38+00	15.00	16.70	15.30	22.32	14° 40' 40"
38+23.29	23.29	24.97	21.74	25.76	16° 55' 00"
TOTAL	215.12	223.14	200.50		

Def't / ft. = 0.34180 min.

FAIRFIELD ESTATE AND ACQUISITION
BROADMOOR
 STA. 32+80.37 TO STA. 38+23.29
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 WICHITA, KANSAS
 Designed by: GSR, GDR
 Drawn by: DTP
 Checked by: [blank]
 Date: 1966

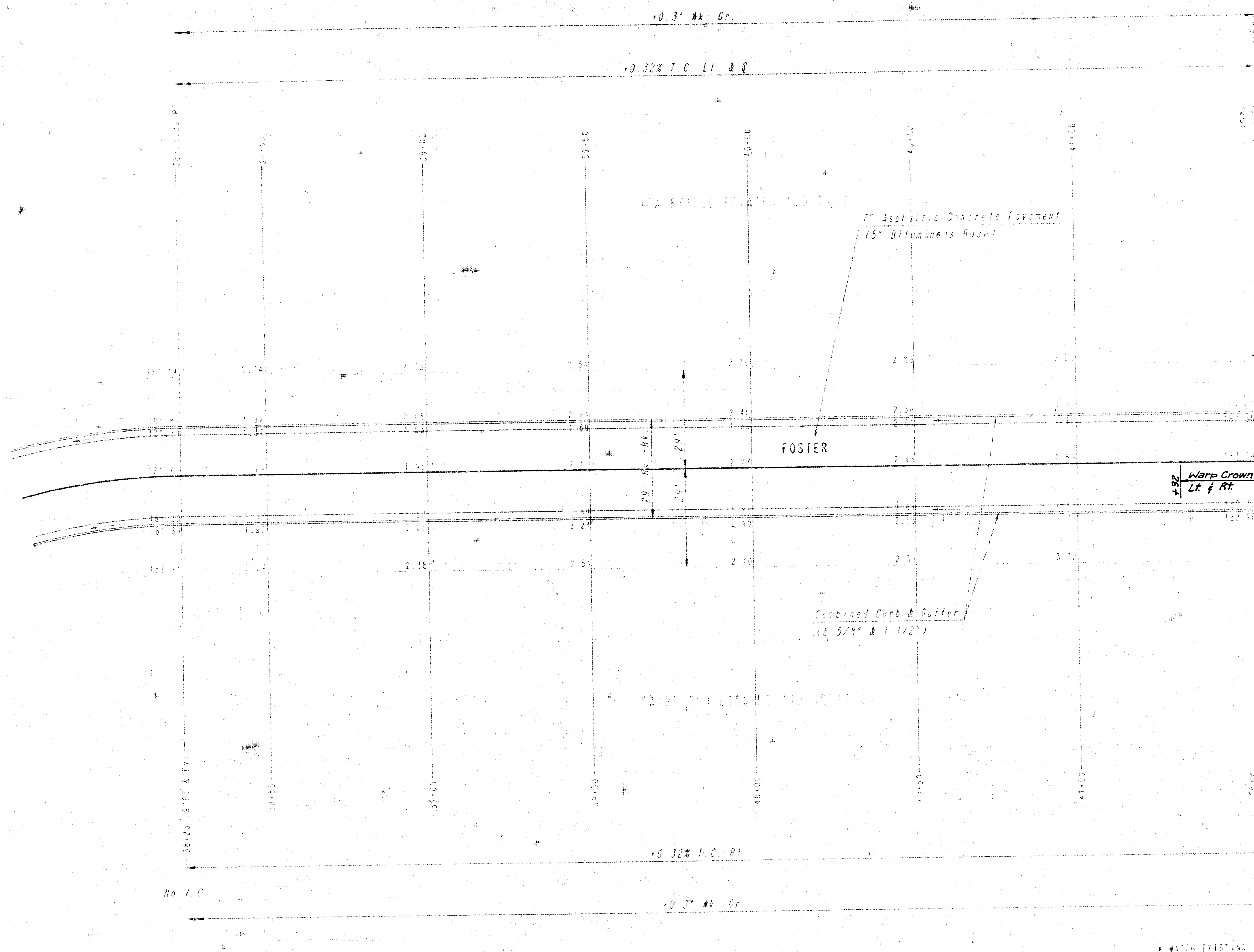
PLAN SUBMITTED
 NOT RECORDED
 NO. [blank]

DRAIN NAME: 32+01314 BROADMOOR
 LOCATION: 32+01314
 OWNER: [blank]
 DATE: 1/31/66
 SPECIAL INSTRUCTIONS: [blank]

FILMED FROM THE BEST
 AVAILABLE COPY.....

PLAN
 SHEET NO. 1
 DATE: 10/1/64
 DRAWN BY: J. L. WILSON
 CHECKED BY: J. L. WILSON
 SCALE: 1" = 40'

USE THE FOLLOWING NOTES:
 1. ALL DIMENSIONS ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 4. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.



FOSTER
 STA. 28+25.29 TO STA. 31+33.13
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 1000 10th St. N.E.
 Atlanta, Georgia 30309
 404/525-1234

FILMED FROM THE BEST
 AVAILABLE COPY

FAIRFIELD ESTATES

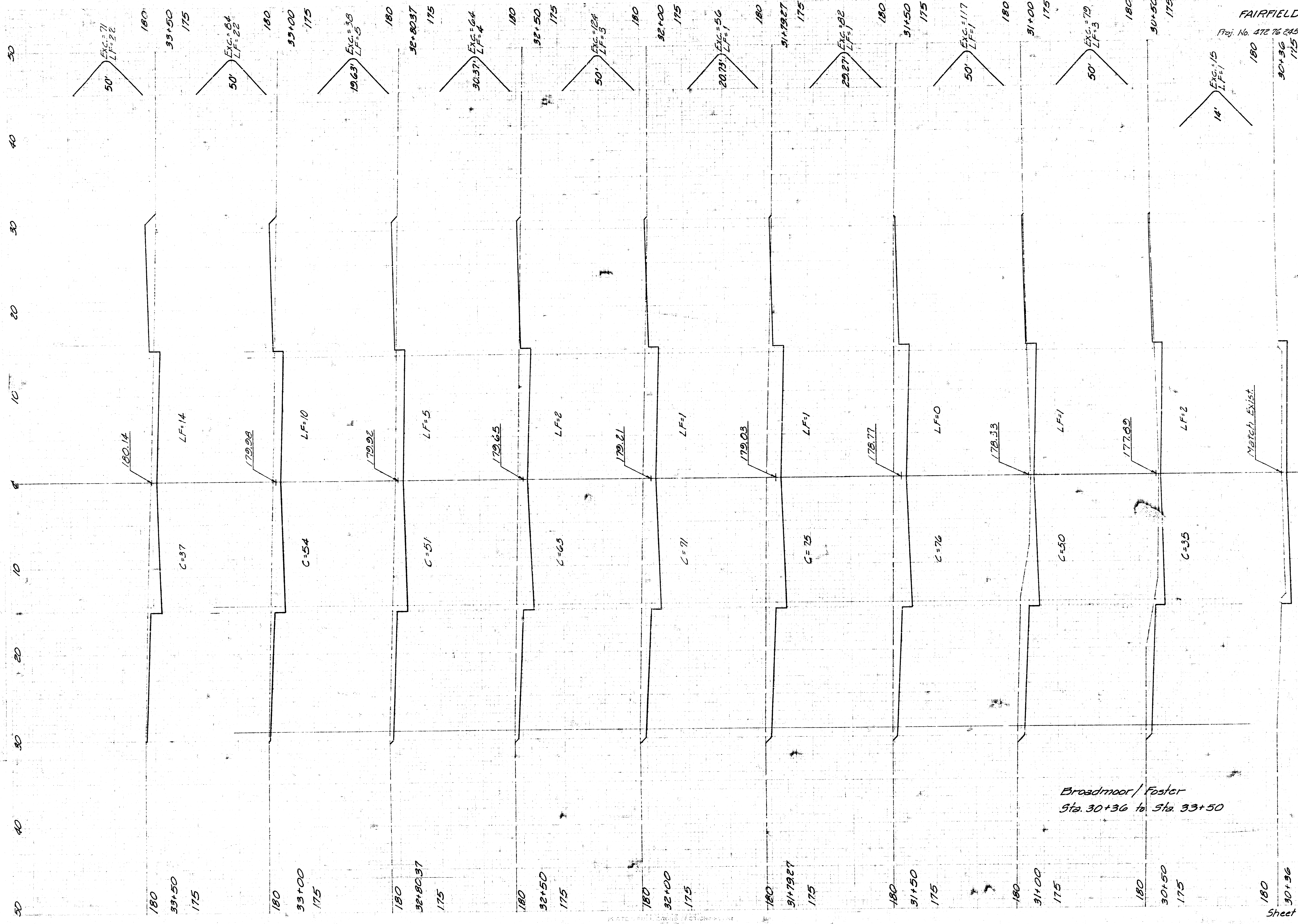
Proj. No. 472 76 245 82000 000 000 001

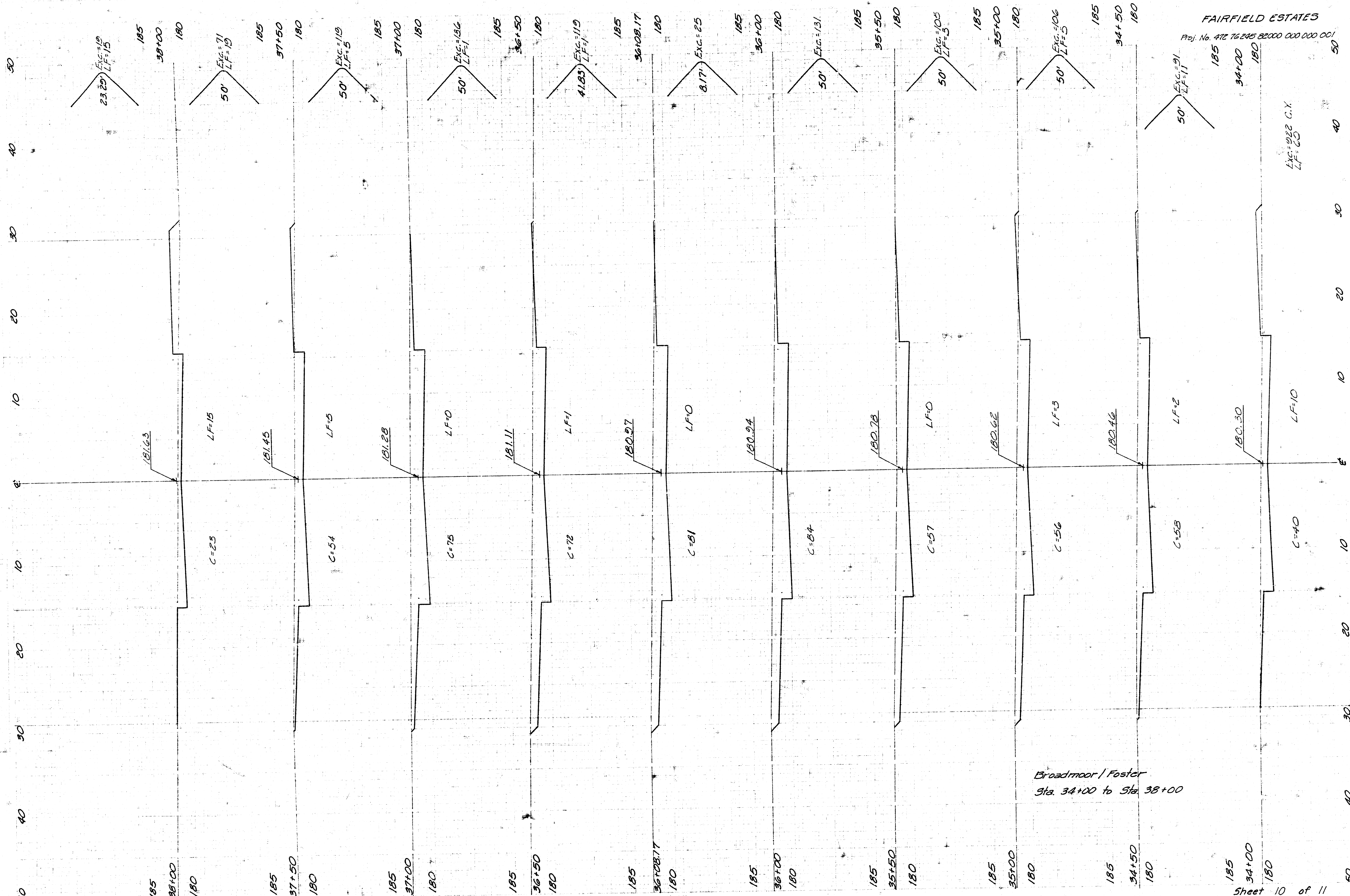
Exc. = 230 C.Y.
LF = 63 C.Y.

GRAND TOTALS
Exc. = 1720 C.Y.
LF = 594 C.Y.
WF = 77 C.Y.
LF = 97 C.Y.

Sheet 9 of 11

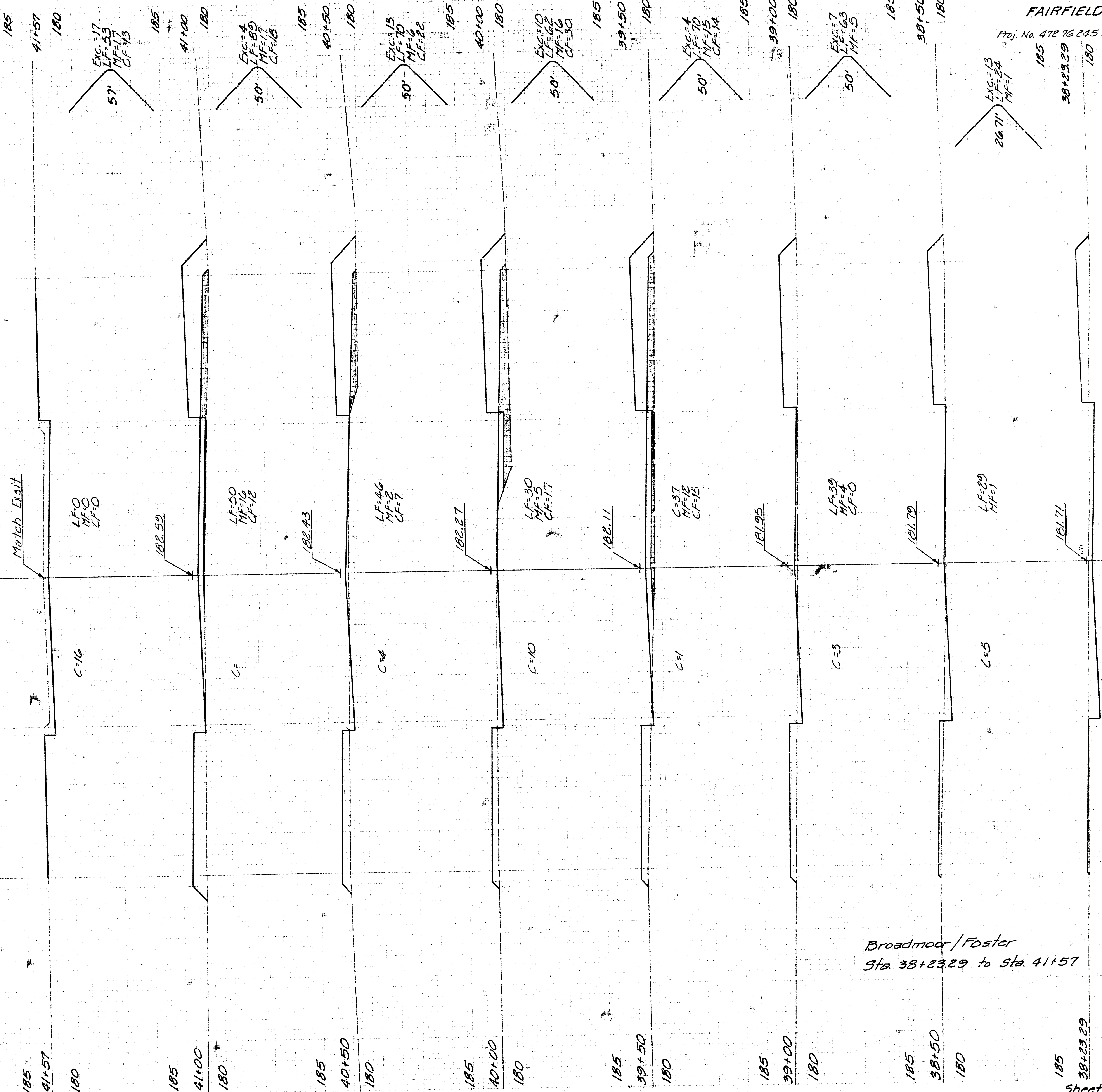
Broadmoor/Foster
Sta. 30+36 to Sta. 33+50





FAIRFIELD ESTATES
Proj. No. 472 76245 82000 000 000 001

50 40 30 20 10 0 10 20 30 40 50



FAIRFIELD ESTATES

Proj. No. 472 76 245 82000 000 000 001

Exc: 68 C.Y.
LF=431
MF=77
CF=57

Broadmoor/Foster
Sta 38+23.29 to Sta 41+57