

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, P.E., CITY ENGINEER
STREET IMPROVEMENTS

INDEX OF SHEETS

1. TITLE SHEET
2. PLAT
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IN
STERLING FARMS - PHASE 5A
CITY OF WICHITA PROJECT NO. 472-76-245-82103-000-000-001
INDEX NO. 761718

GENERAL NOTES

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED 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 AVAILABLE TO THE DESIGNER. 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 IN THE RIGHT-OF-WAY WHICH IS NOT IN ACCORD WITH PROPOSED CONSTRUCTION.

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.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR AND APPROVED AS NOTED BELOW

ALL DISPOSAL 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 ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

TEMPORARY SURFACING MATERIAL (ROCK, ASPHALT, ETC.) MAY HAVE BEEN PLACED WITHIN STREET RIGHTS-OF-WAY FOR HAUL ROWS AND TEMPORARY ACCESS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS TO DETERMINE EXTENT, IF ANY, OF SUCH SURFACING. CONTRACTOR SHALL REMOVE SAID TEMPORARY SURFACING IN THE SAME MANNER AS NOTED ABOVE FOR RUBBLE. THIS REMOVAL SHALL BE SUBSIDIARY TO "EXCAVATION".

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 (316) 687-7470 TO REQUEST THE FOLLOWING UTILITY COMPANIES TO LOCATE ALL EXISTING LINES WITHIN THE PROJECT AREA: K.G. & GAS, K.G. & ELECTRIC, SOUTHWESTERN BELL TELEPHONE, MULTIMEDIA CABLEVISION, CITY OF WICHITA SEWER MAINTENANCE AND CITY OF WICHITA WATER DEPARTMENT.

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.

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 PROCESS. 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 SUBSIDIARY TO OTHER BID ITEMS.

THIS PROJECT DOES NOT INCLUDE ANY PROVISIONS FOR CONSTRUCTION OF DRIVEWAYS

THIS PROJECT INCLUDES ALTERNATE PAYMENT TYPES. THE CONTRACTOR SHALL BID ALL ALTERNATE 1 AND ALTERNATE 2 BID ITEMS AND THE CITY ENGINEER SHALL THEN SPECIFY WHICH PAYMENT TYPE IS TO BE USED FOR THIS PROJECT. THE ALTERNATE SELECTED BY THE CITY ENGINEER SHALL BE USED FOR THE ENTIRE PROJECT. CROSS SECTIONS AND EARTHWORK QUANTITIES CONTAINED HEREIN REFLECT ALTERNATE 1 CONFIGURATION. ANY DIFFERENCE IN EARTHWORK BETWEEN THE TWO ALTERNATES SHALL BE SUBSIDIARY TO SUBGRADE MANIPULATION.

PROJECT SURVEY CONTROL

BENCH MARK: CHISELED "D" CENTER FACE CURB INLET NE CORNER OF
KEITH STREET AND BELLWOOD. ELEV. = 165.87

BENCH MARK: CHISELED "D" WEST TOP OF CURB BELLWOOD 12'± SOUTH
OF P.C. LOT 11, BLOCK 5. ELEV. = 166.05

IMPROVEMENT DISTRICT
BOUNDARY

STREET IMPROVEMENTS

SCALE: 1" = 200'

EARTHWORK

EXCAVATION 398* CU. YDS.
COMPACTED FILL 223* CU. YDS.
BORROW EXCAVATION (CONTRACTOR FURNISHED) 508* CU. YDS.

* THESE QUANTITIES COMPUTED USING BASE
BID - ALTERNATE 1 CONFIGURATION.

R1W

29TH STREET NORTH

MAIZE ROAD

24TH STREET NORTH

PROJECT AREA

STERLING FARMS

21ST STREET NORTH

VICINITY MAP

DRAWING NAME: 32-93134 TITLE
LOCATION: D4 #1138
CENTER COORDINATES:
ROTATION ANGLE:
DATE LAST WORKED ON: APR.01, 1993

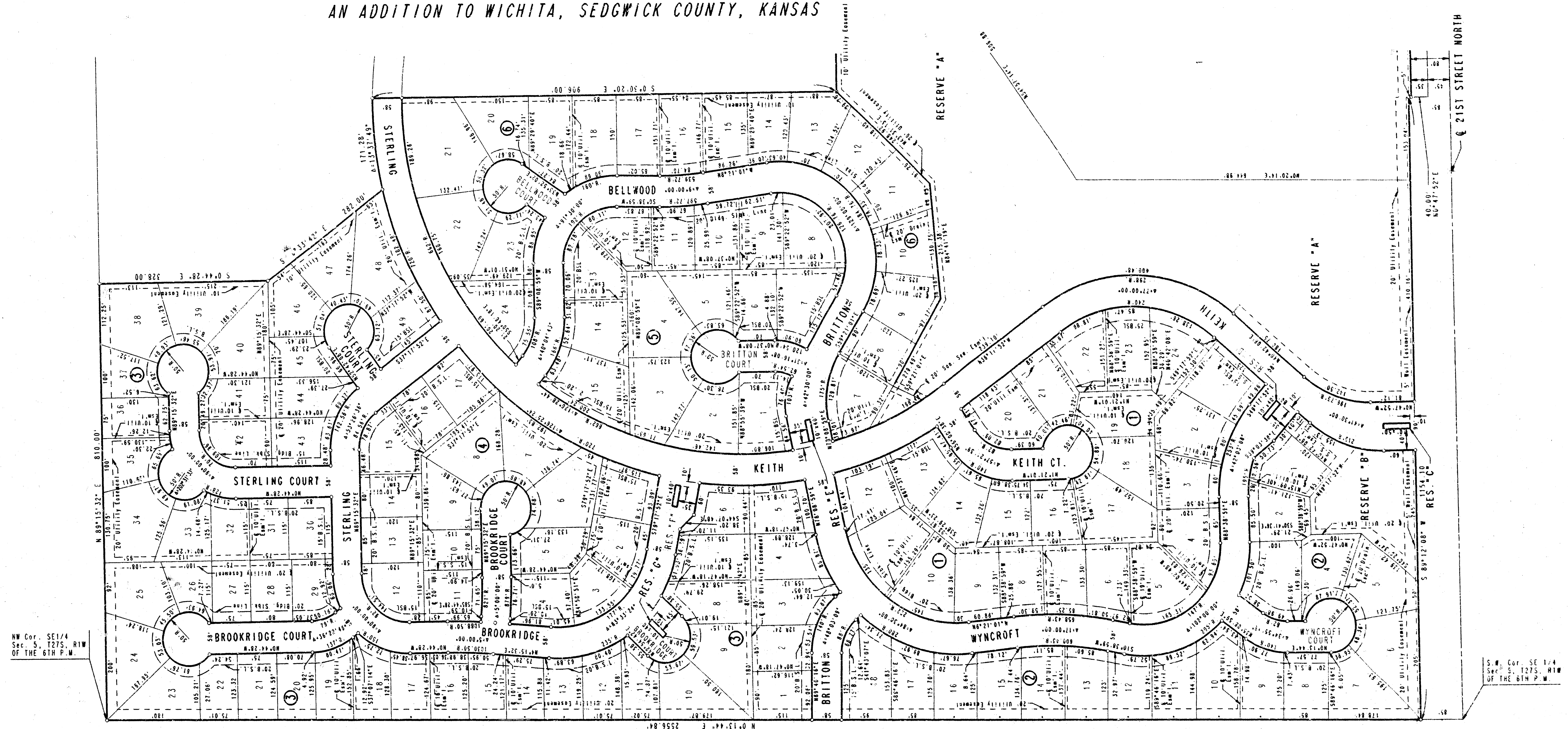
APRIL, 1993
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS



STERLING FARMS

AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-78-245-82103-000-001	2	12



PLAN	DATE
DESIGNED	
CHECKED	
NO. OF WAY CHECKED	
BY	

DRAWING MADE BY 32-9134 PLAT
LOCALITY MAP AT 1:25,000
ROTATION COORDINATES
DATE LAST WORKED ON:
DRAFTER DUNN

SCALE: 1"=100'

B.M. - CITY STANDARD B.M. DISC 38" WEST AND 90" SOUTH
OF THE CENTERLINE INTERSECTION OF 21ST STREET
AND TYLER ROAD.
ELEV. +169.95 CITY DATUM
ELEV. +1357.55 M.S.L.

B.M. - CHIS. "O" AT S.W. CORNER TOP HEADWALL RCBC
WEST OF KEITH.
ELEV. +161.28 CITY DATUM
ELEV. +1348.46 M.S.L.

STERLING FARMS - PHASE 5A

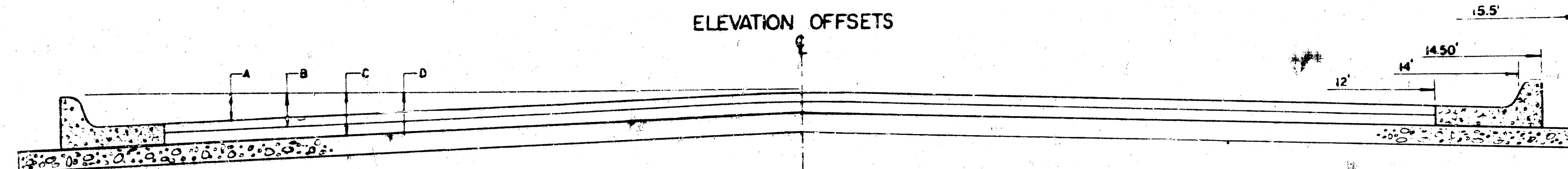
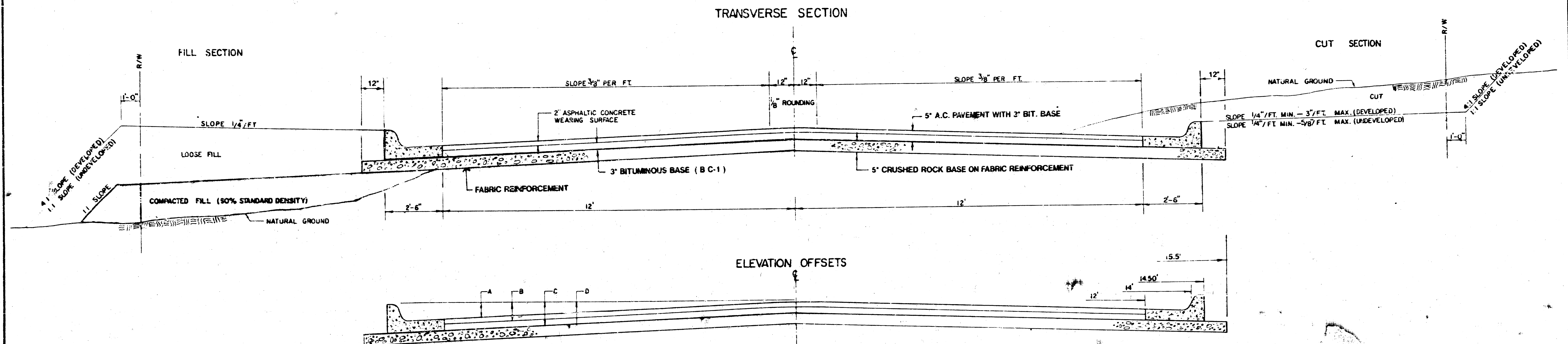
PLAT

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

Designed by	Checked by
DLP	
Date APR., 1993	Job No. 93134

TYPICAL 29' PAVEMENT DETAILS

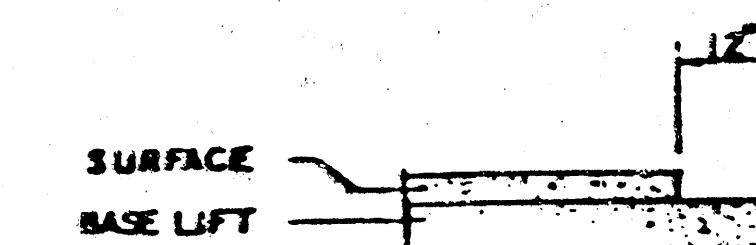
3
12



	DISTANCE FROM CENTERLINE (LT. & RT.)										
	0'	2'	4'	6'	8'	10'	12'	14'	16'	18'	20'
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 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 ROCK BASE	0.35	0.50	0.66	0.72	0.75	0.78	0.85	0.91	0.98	1.00	—
D. TOP OF CURBS TO TOP OF SUBGRADE	—	—	—	—	—	—	—	—	—	—	—

FABRIC BASE REINFORCEMENT SHALL BE 6X1100 BY TEMSAR CORP. OR LBG201 BY TEMAX CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. CRUSHED ROCK SHALL BE UNIFORMITY GRADED FROM 1/2" TO 3/4" MAXIMUM SIZE TO NOT MORE THAN 10% PASSING 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 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

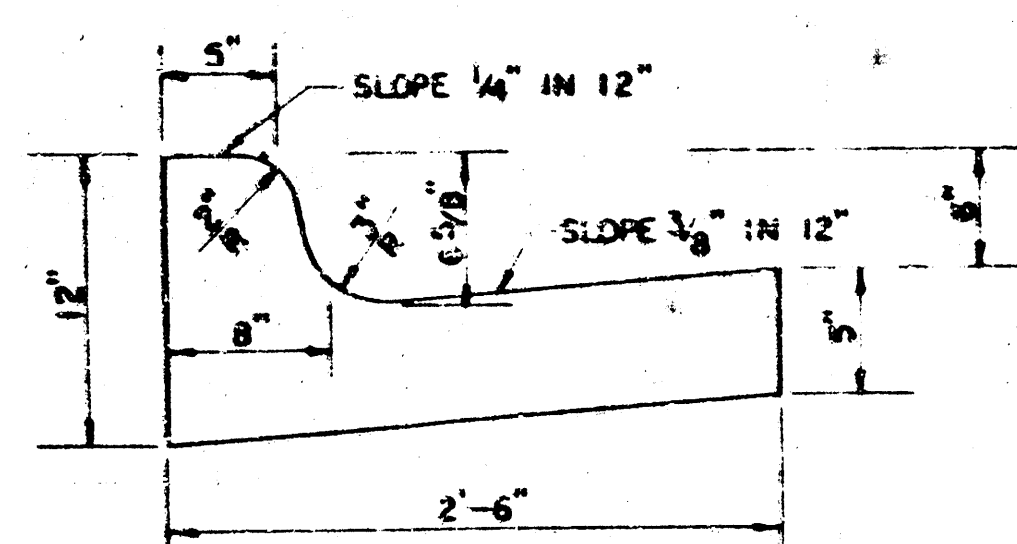
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

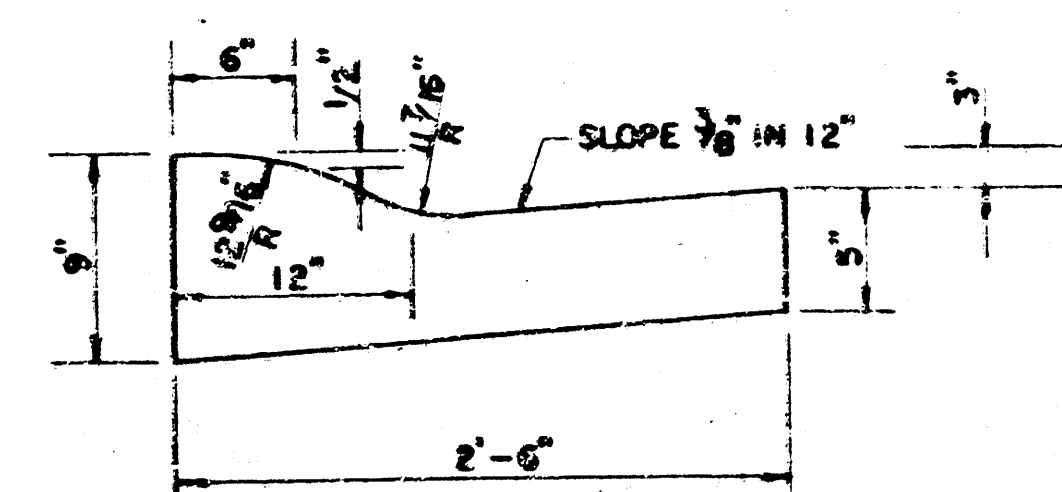
BASE BID - ALTERNATE 1

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

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



CRUSHED ROCK GRADATION REQUIREMENTS

PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20-50
44	50-90
440	80-94
4200	90-98

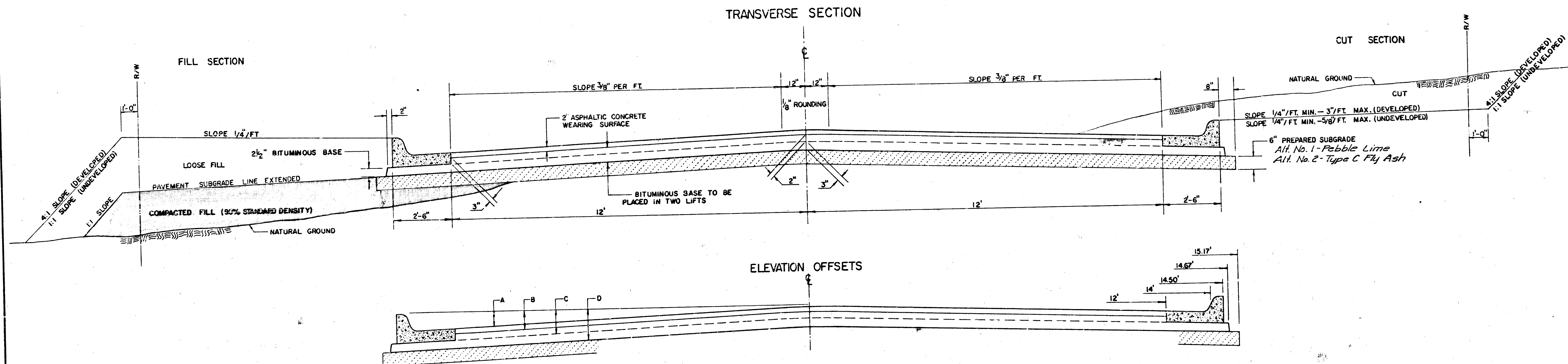
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE AASHTO 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1.

REVISED 1-3-92 JKB

C.O.W. Proj. No. 472 76 285 82103 000 000 001

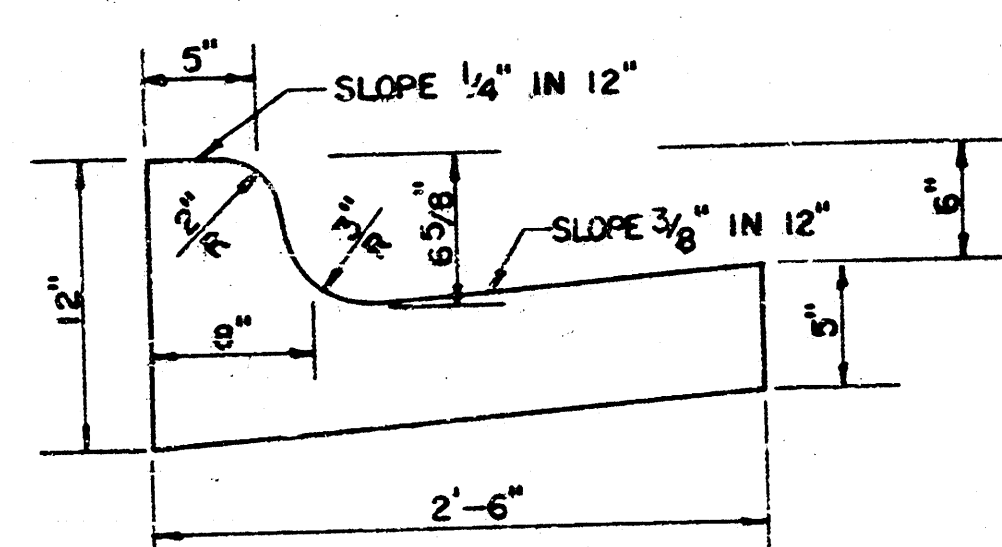
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TYPICAL 29' PAVEMENT DETAILS

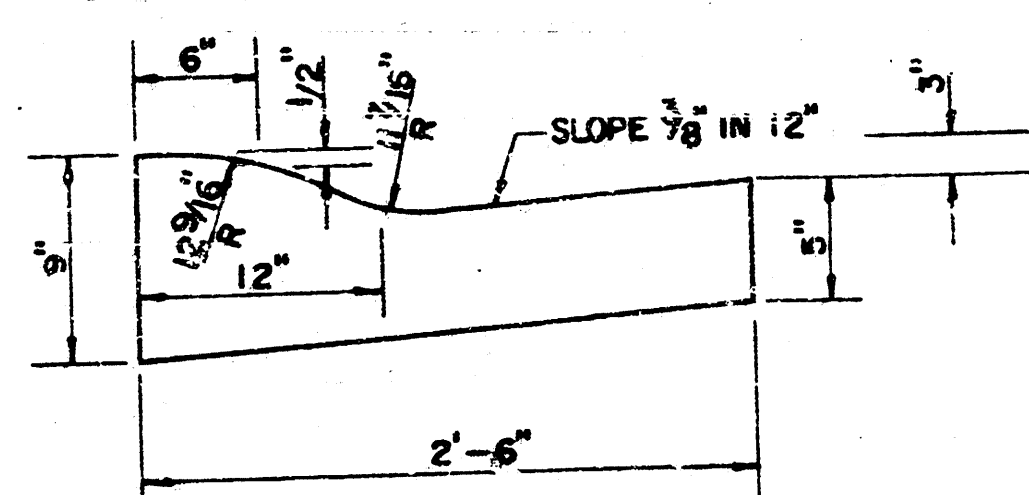


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	3'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'	
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.16	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—	
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—	
C: TOP OF CURBS TO TOP 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



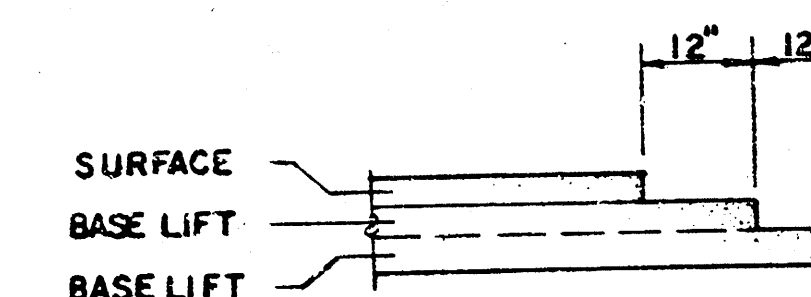
ROLL TYPE COMBINED CURB & GUTTER



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 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 \$10 PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

BASE BID - ALTERNATE 2

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

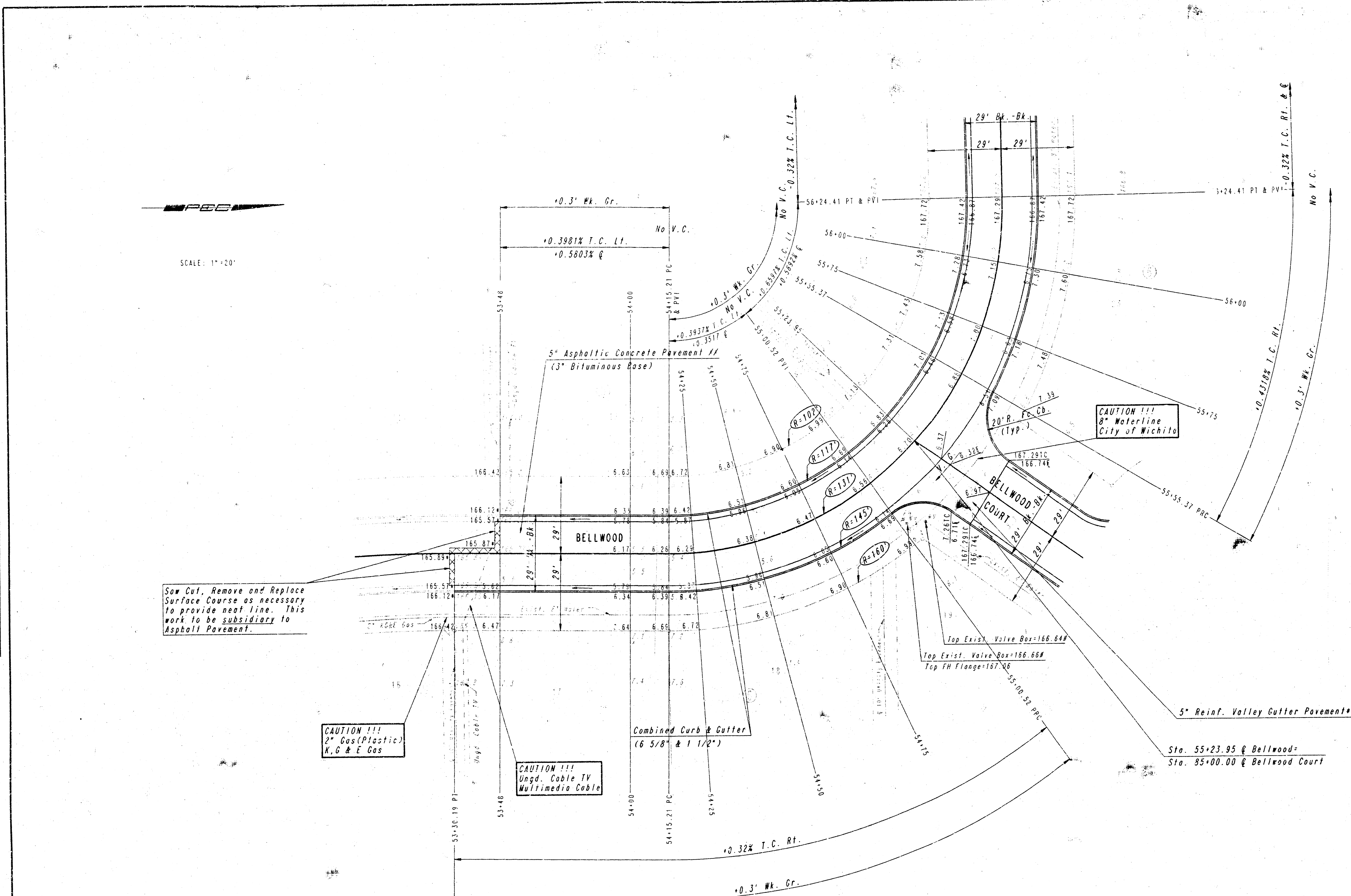
PROJECT NUMBER
472 76 245 82103 000 000 001

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82103-000-001	5	12

WATER VALVE BOX ELEVATIONS				
STREET	STATION	OFFSET	EXISTING ELEVATION	PROPOSED ELEVATION
BELLWOOD	55+02	21' RT.	166.66	166.3
BELLWOOD	55+07	24.5' RT.	166.64	167.2

PLAN	SURVEYED	BY	DATE
NOTE BOOK	ALIGNED	CHECKED	
	NO.	RT. OF WAY	CHECKED

DRAWING NAME: 32-0113, BELLWOOD 1
LOCATION: DL #1126
CENTER COORDINATES:
EASTING: 121415
NORTHING: 121415
DATE LAST CHECKED ON:



Q CURVE DATA									
CURVE DATA BASED ON Q RADIUS									
Q STATION	Q ARC LENGTH	FACE CURB LENGTH	RIGHT CURB	CHORD LENGTH	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	Q TOTAL DEFLECTION	
54+13.21	9.79'	8.75'	10.84'	8.14'	11.45'	2'08'28"	0°00'00"	0°00'00"	
54+25	25.00'	22.33'	27.67'	20.77'	29.15'	5°28'02"	2°08'28"	7°36'30"	
54+50	25.00'	22.33'	27.67'	20.77'	29.15'	5°28'02"	5°28'02"	13°04'32"	
55+00.52	25.52'	22.79'	28.25'	21.20'	29.76'	5°34'52"	5°34'52"	18°39'23"	
55+23.95	23.43'	20.93'	—	19.42'	—	5°07'26"	5°07'26"	23°46'49"	
55+55.37	31.42'	28.05'	—	26.08'	—	6°52'16"	6°52'16"	30°39'06"	
55+75	19.63'	17.53'	21.73'	18.32'	22.91'	4°17'54"	34°56'40"	40°24'42"	
56+00	25.00'	22.33'	27.67'	20.77'	29.15'	5°28'02"	5°28'02"	45°45'00"	
56+24.41	24.41'	21.80'	27.02'	20.28'	28.47'	5°20'18"	—	—	
TOTAL	209.20'	186.85'	170.55'	—	—	—	—	—	

INTERSECTION QUANTITIES	
BELLWOOD/BELLWOOD COURT	
78.49 S.Y.	5" Asphaltic Concrete Pavement (3" Bit. Base)
96.13 S.Y.	7" Reinforced Valley Gutter Pavement
53.38 L.F.	Monolithic Edge Curb (6 5/8")
179.33 S.Y.	5" Crushed Rock Base

- * ADJUST WATER VALVE BOXES AS SHOWN IN TABLE ABOVE
- * WATCH EXISTING
- ** 7" REINF. VALLEY GUTTER PAVEMENT (5" REINF. CONC. PAVT. W/ 2" BIT. BASE) FOR ALTERNATE 2 PAVEMENT.
- /// 7" ASPHALTIC CONCRETE PAVEMENT (5" BIT. BASE) FOR ALTERNATE 2 PAVEMENT

STERLING FARMS - PHASE 5A

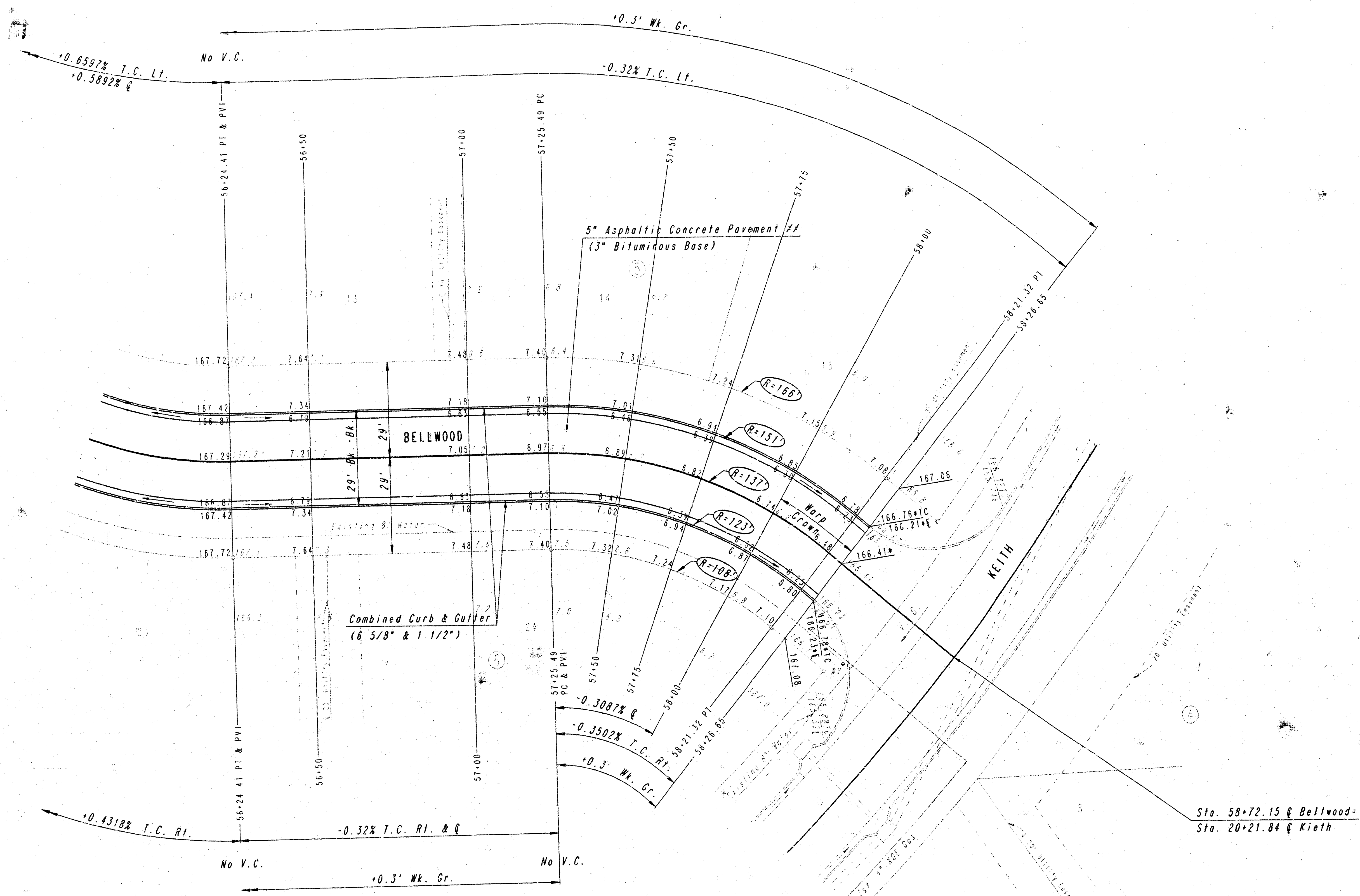
BELLWOOD
STA. 53+30.19 TO STA. 56+24.41

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

Designed by: NWB, GDD
Checked by: DEF
Date: APR 1993
Job No: 93134

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82103-000-000-001	6	12

SCALE: 1"=20'



Sta. 58+72.15 @ Bellwood
Sta. 20+21.84 @ Keith

Q CURVE DATA									
A=40°04'43" D=41°49'18" R=137.20' L=95.83' T=49.97' E=8.83'									
CURVE DATA BASED ON Q RADIUS Δ/2=20°02'21.5"									
Q STATION	Q ARC LENGTH	FACE CURB LENGTH LEFT CURB	RIGHT CURB	CHORD LENGTH	8" OFF LEFT FACE CURB	8" OFF RIGHT FACE CURB	DEFLECTION ANGLE	Q TOTAL DEFLECTION	OB
57+25.49	24.51'	27.02'	22.00'	28.41'	20.55'	5°07'51"	5°07'51"	0°00'00"	
57+50	25.00'	27.55'	22.45'	28.97'	20.95'	5°13'40"	5°13'40"	10°21'11"	
57+74	25.00'	27.55'	22.45'	28.97'	20.95'	5°13'40"	5°13'40"	15°34'52"	
58+00	21.32'	23.51'	19.14'	24.72'	17.88'	4°27'30"	4°27'30"	20°02'21.5"	
TOTAL	95.83'	105.63'	86.04'						

Defl./ft. = 12.546784 min.

* WATCH EXISTING
// 7" ASPHALTIC CONCRETE PAVEMENT (5" B.T. BASE) FOR ALTERNATE 2 PAVEMENT

STERLING FARMS - PHASE 5A

BELLWOOD
STA. 56+24.41 TO STA. 58+72.15

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

Designed by: **W.B. GDD** Checked by: _____
Drawn by: **DEP** Date: **APR., 1995** Job No: **93134**

PLAN	SURVEYED	BY	DATE
NOTE BOOK PLOTTED			
ALIGNED CHECKED			
BY: W.B. GDD			

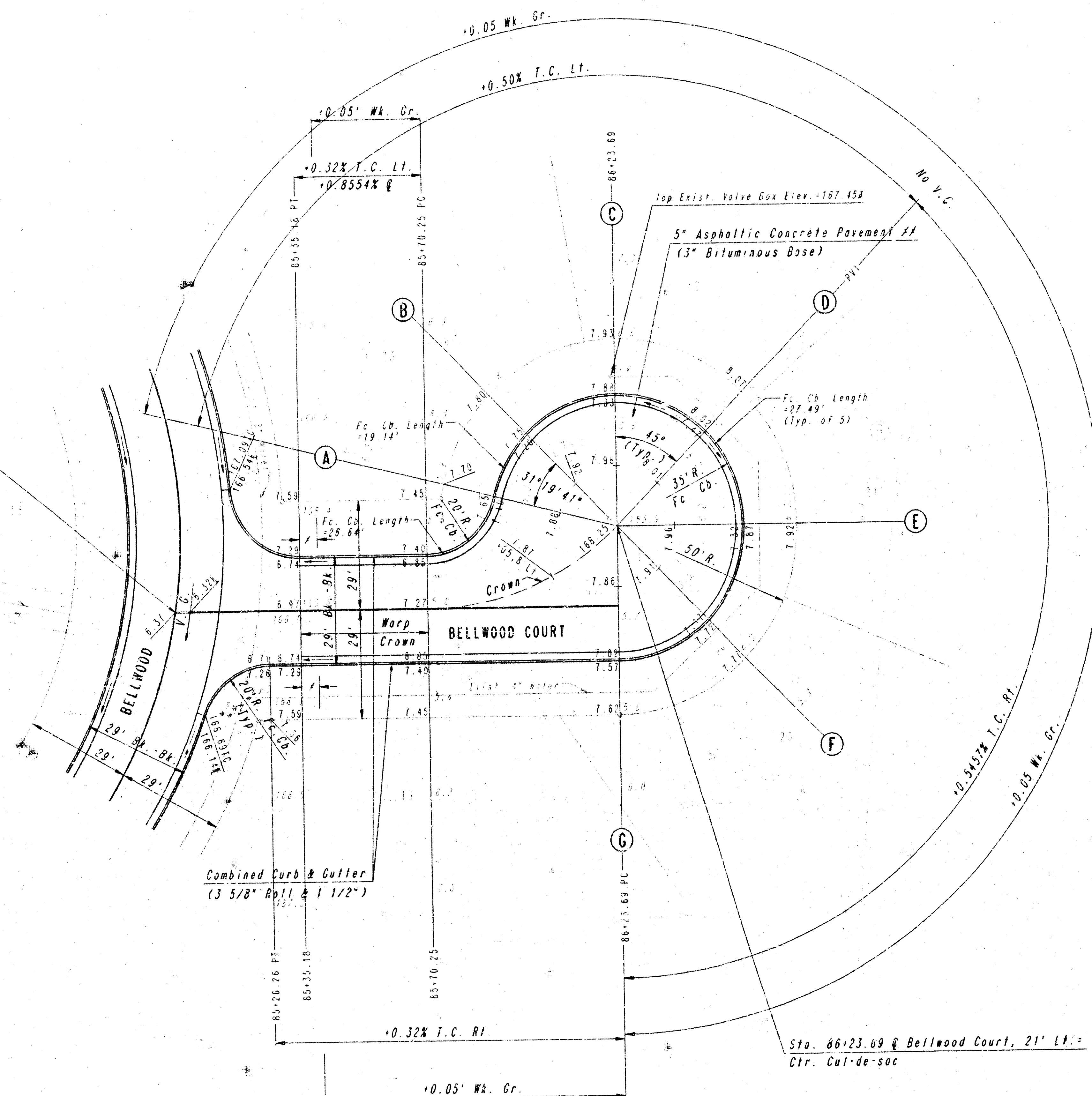
DRAWING NAME: 32-93134 BELLWOOD 2
LOCATION: 04 41127
SCALE: 1"=20'
DATE LAST WORKED ON:
DWAIN JUNE

PLAN	DATE
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NO. 4	DATE
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NO. 96	DATE
NO. 97	DATE
NO. 98	DATE
NO. 99	DATE
NO. 100	DATE

DRAWING NAME: 32-35134 BELLWOOD CT
 LOCATION: 04 #1139
 SCALE: 1"=40'
 DATE LAST WORKED ON: 08/11/93
 DRAWN BY: DUNN

SCALE: 1"=40'

Sta. 85+00.00 @ Bellwood Court =
 Sta. 55+23.95 @ Bellwood



WATER VALVE BOX ELEVATIONS				
STREET	STATION	OFFSET	EXISTING ELEVATION	PROPOSED ELEVATION
BELLWOOD COURT	86+22.5	01' LT.	167.45	167.7

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-16-245-82103-000 030-001	7	12

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

- # ADJUST WATER VALVE BOXES AS SHOWN IN TABLE ABOVE
- # 5" TRANSITION FROM MONOLITHIC EDGE CURB (6 5/8") TO COMBINED CURB AND GUTTER (3 5/8" ROLL & 1 1/2") TO BE BID AND PAID FOR AS "COMBINED CURB AND GUTTER (3 5/8" ROLL & 1 1/2")"
- # 7" ASPHALTIC CONCRETE PAVEMENT (5" BIT. BASE) FOR ALTERNATE 2 PAVEMENT

STERLING FARMS - PHASE 5A			
BELLWOOD COURT			
STA. 85+00.00 TO STA. 86+23.69			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by	WMB, GDD	Checked by	
Drawn by	DEP	Date	APR., 1993
		Job No.	93134

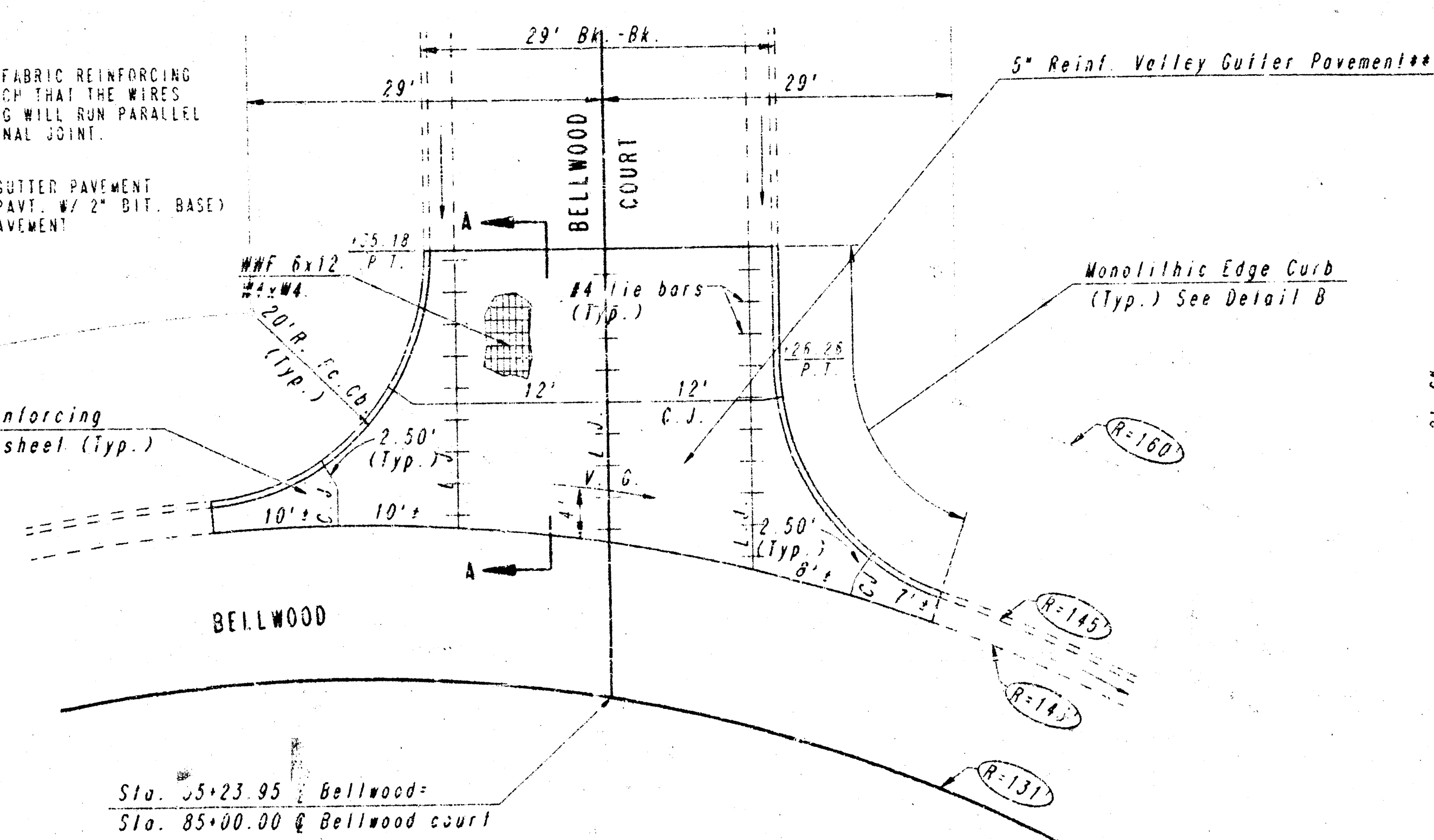
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82103-000-000-001	8	12

6"x12" W4x4 WIRE FABRIC REINFORCING SHALL BE PLACED SUCH THAT THE WIRES WITH THE 6" SPACING WILL RUN PARALLEL WITH THE LONGITUDINAL JOINT.

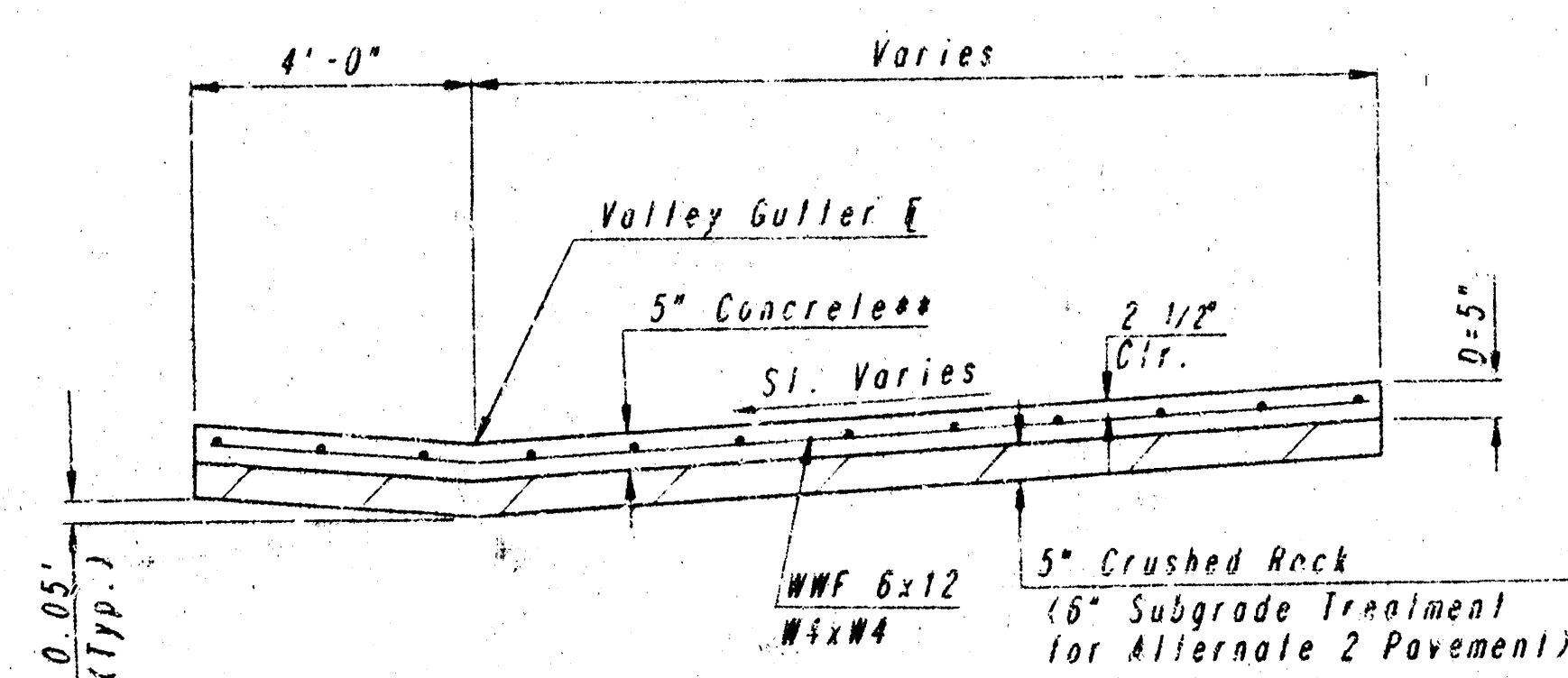
** 7" REINF. VALLEY GUTTER PAVEMENT (5" REINF. CONC. PAVT. W/ 2" DIT. BASE) FOR ALTERNATE 2 PAVEMENT

See Wing Reinforcing Detail this sheet (typ.)

SCALE: 1" = 10'

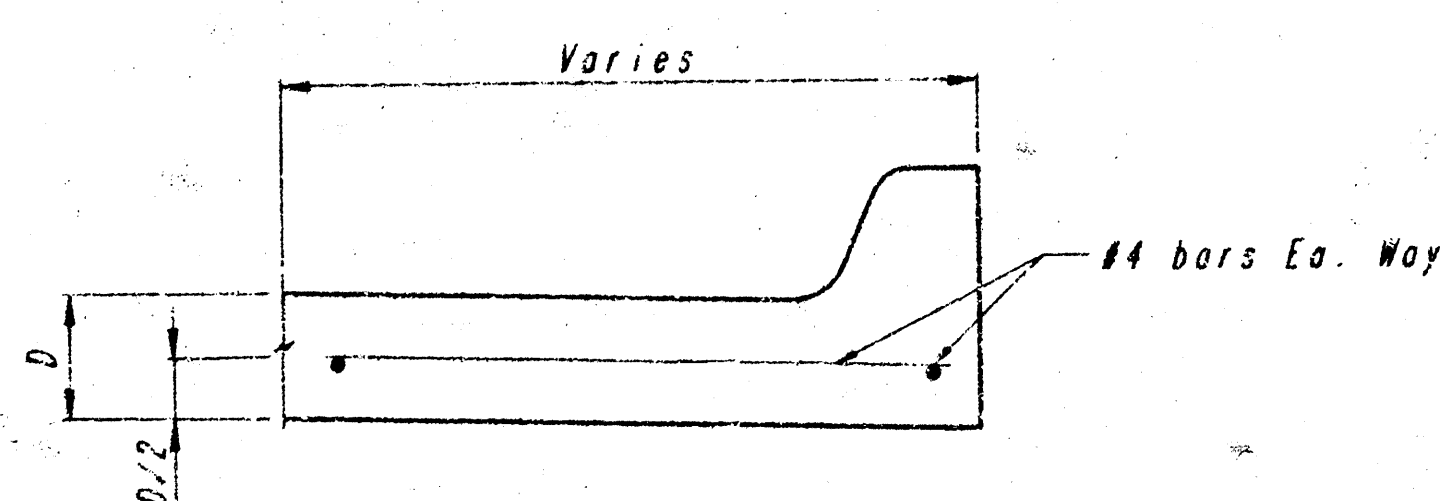


PLAN
REINFORCED VALLEY GUTTER

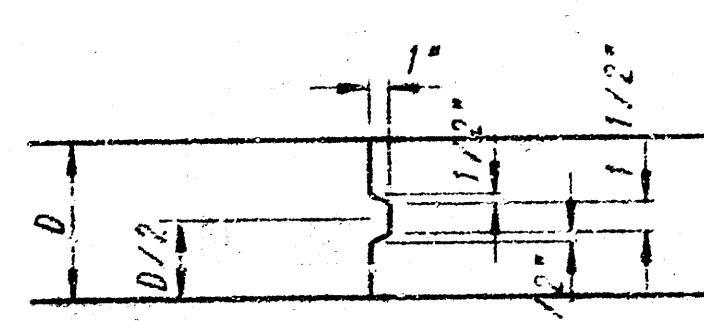


SECTION A-A

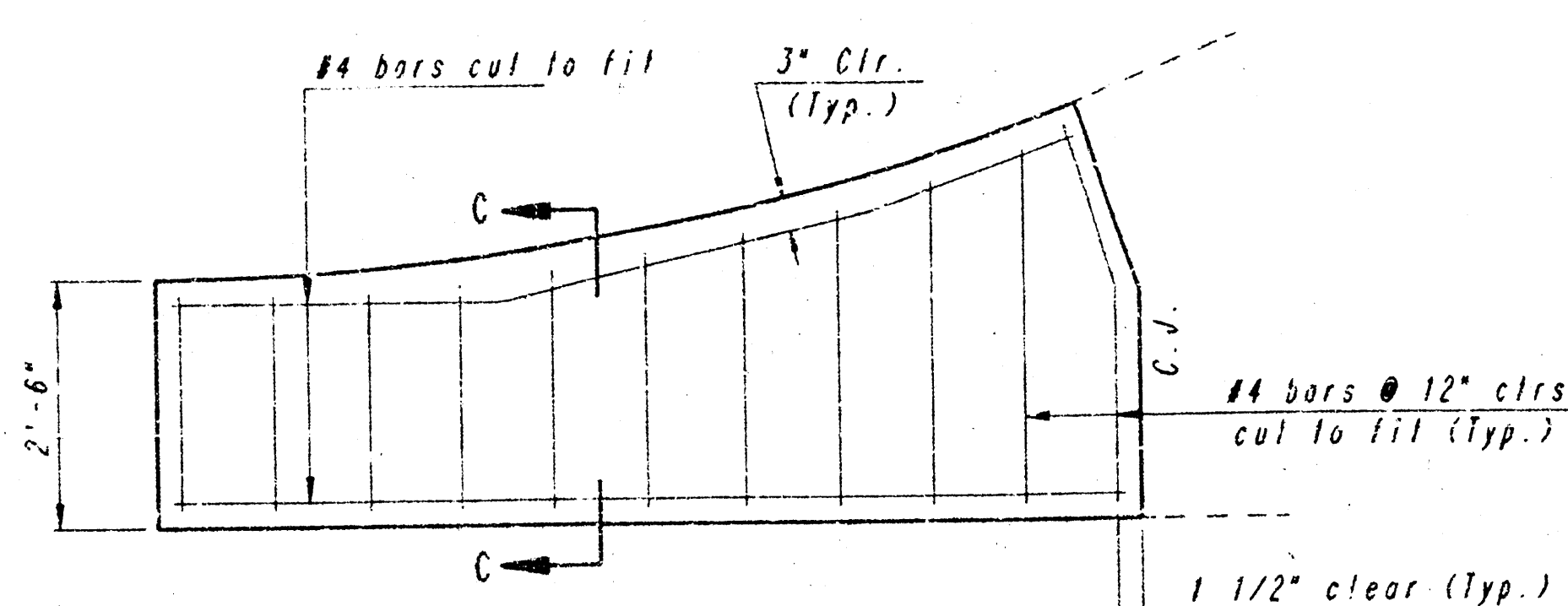
NOTE: OMIT REINFORCING MESH AT ALL JOINTS
NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER



SECTION C-C

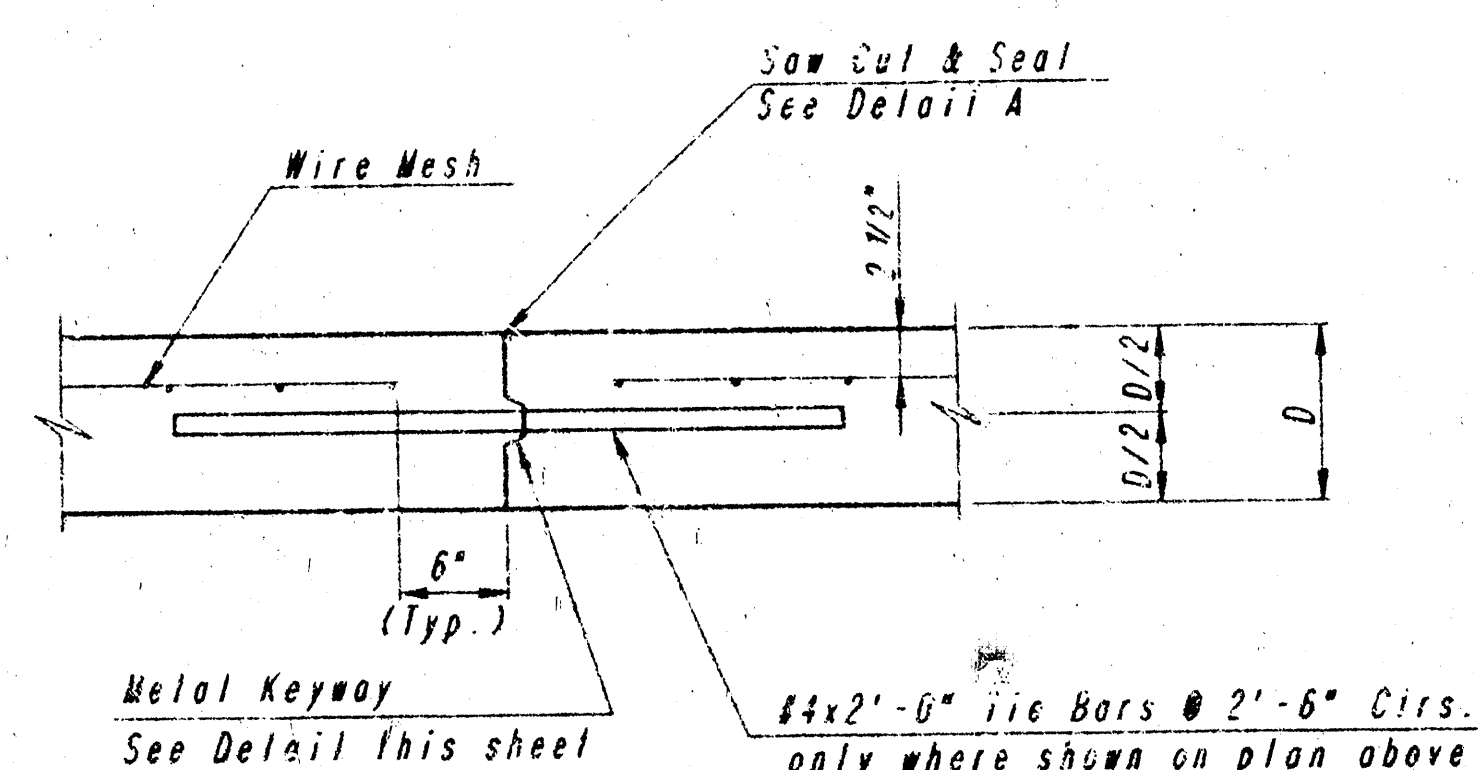


KEYWAY DETAIL

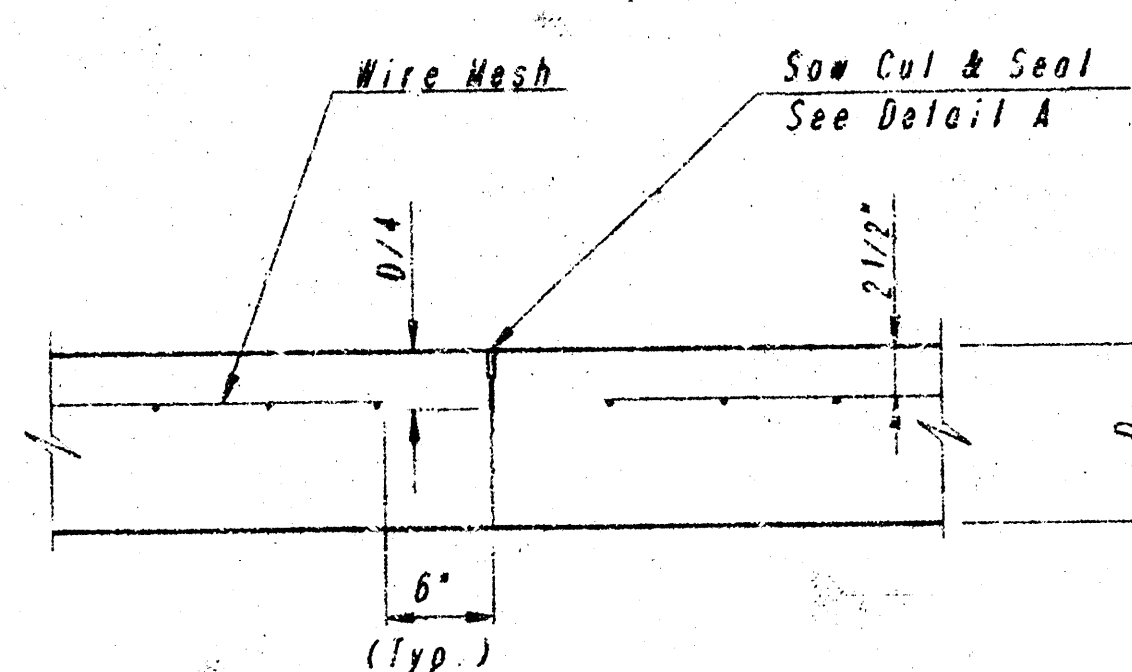


WING REINFORCING DETAIL

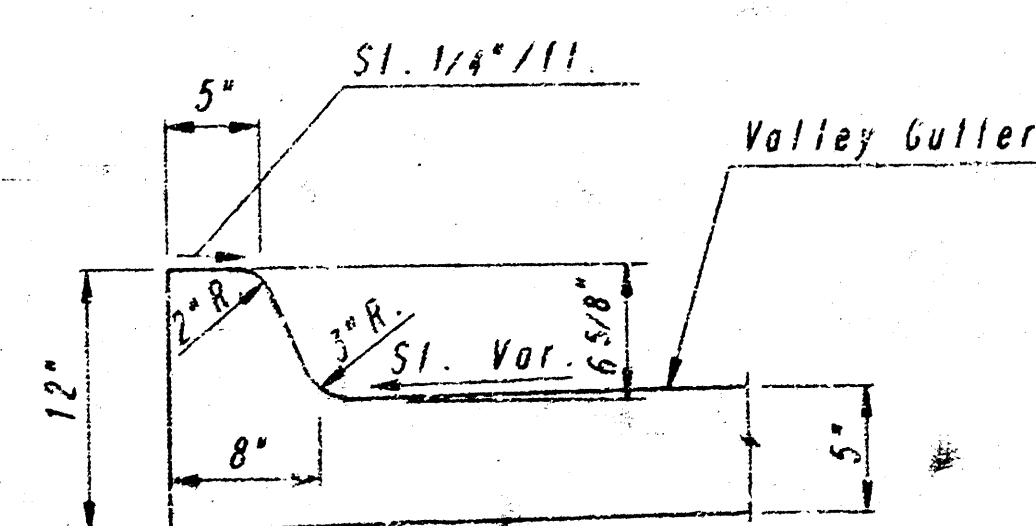
NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION



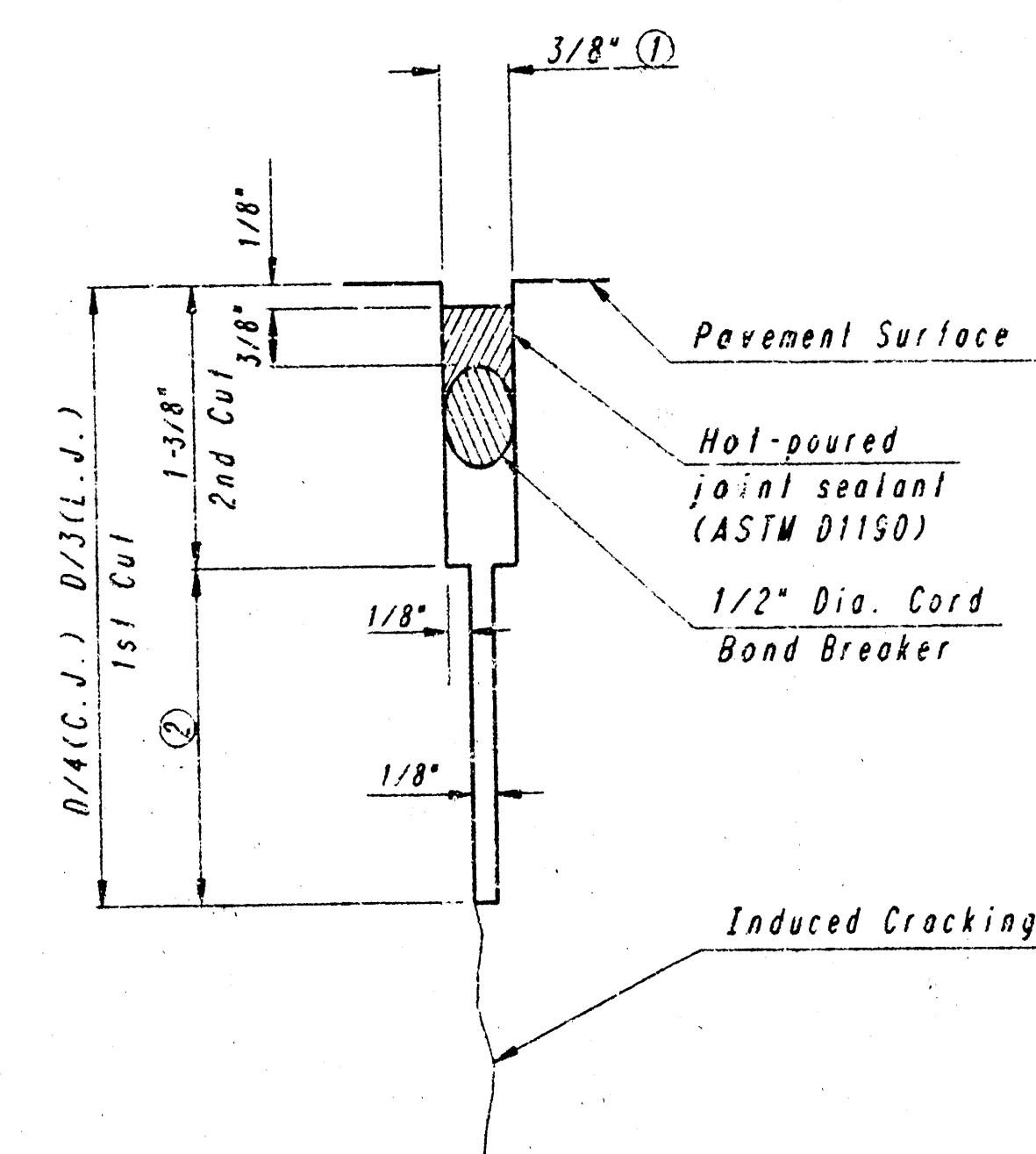
LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)



CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)

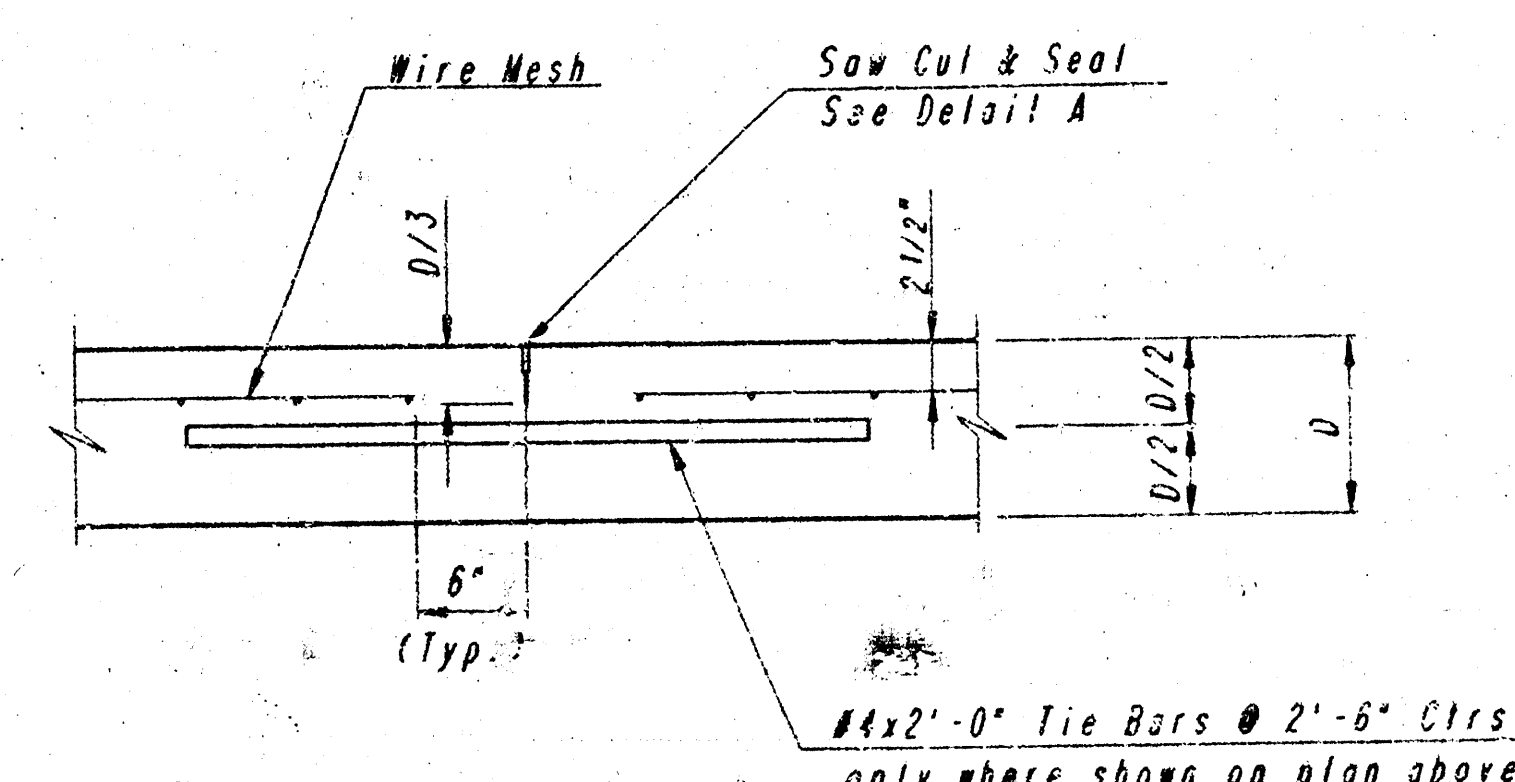


DETAIL B



DETAIL A

① To be accomplished in 2 cuts for Longitudinal Joints & Contraction Joints. Initial cut to be 1/8" wide.
② Eliminate hollow of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and all Doweled Construction Joint Locations.



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

DRAWING NAME: 32-93134 VAL GUT DTL
LOCATION: DA 1988
DATE: 10/1/88
DATE LAST WORKED ON:
DRAWN BY: DUNE

STERLING FARMS - PHASE 5A

VALLEY GUTTER DETAILS

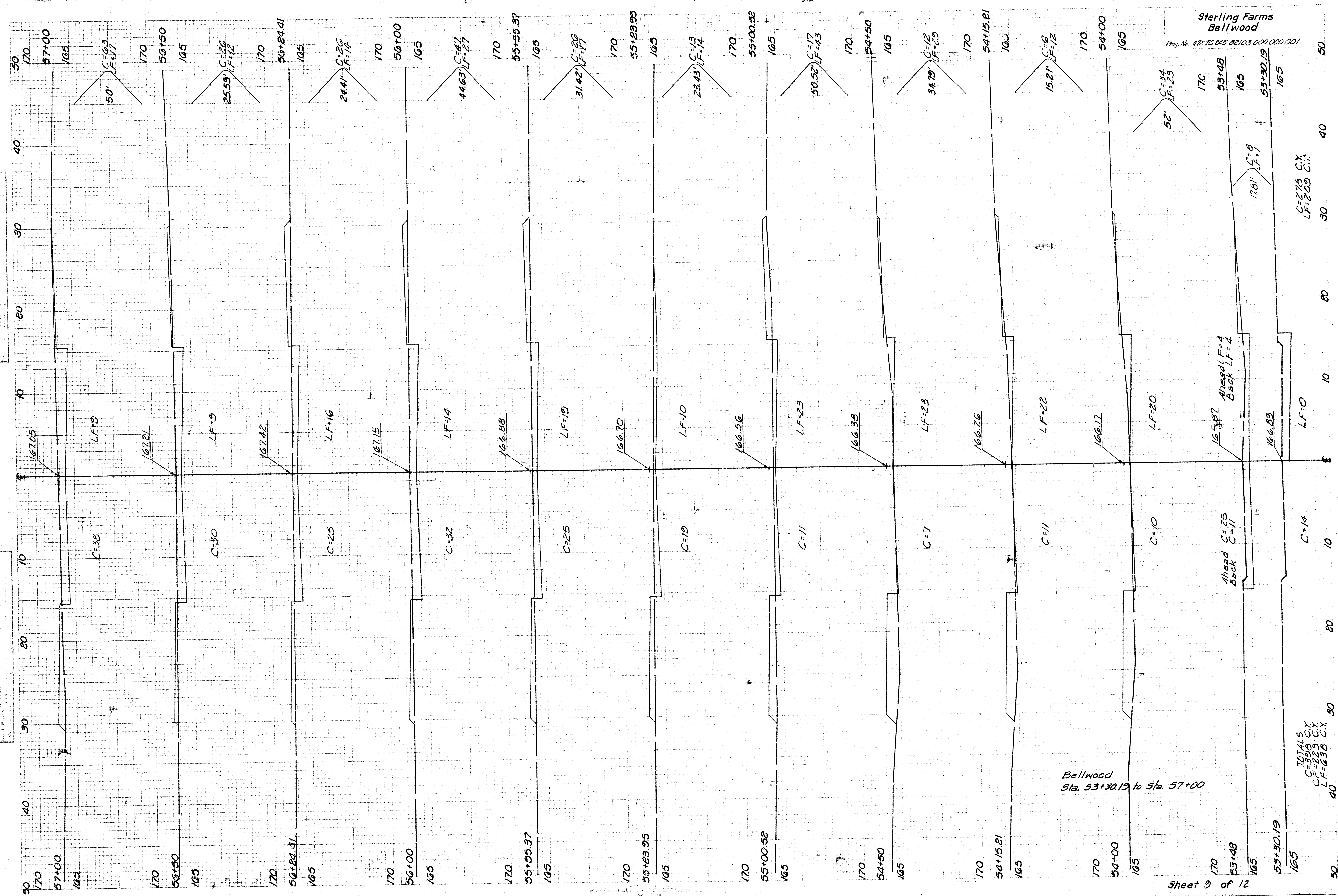
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS
WICHITA, KANSAS

Designed by: MNB, GDD
Checked by: GEP
Date: APR. 1993
Job No.: 93134

ORIGINAL SURVEY
 STATION
 170
 165
 160
 155
 150
 145
 140
 135
 130
 125
 120
 115
 110
 105
 100
 95
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 85
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 70
 65
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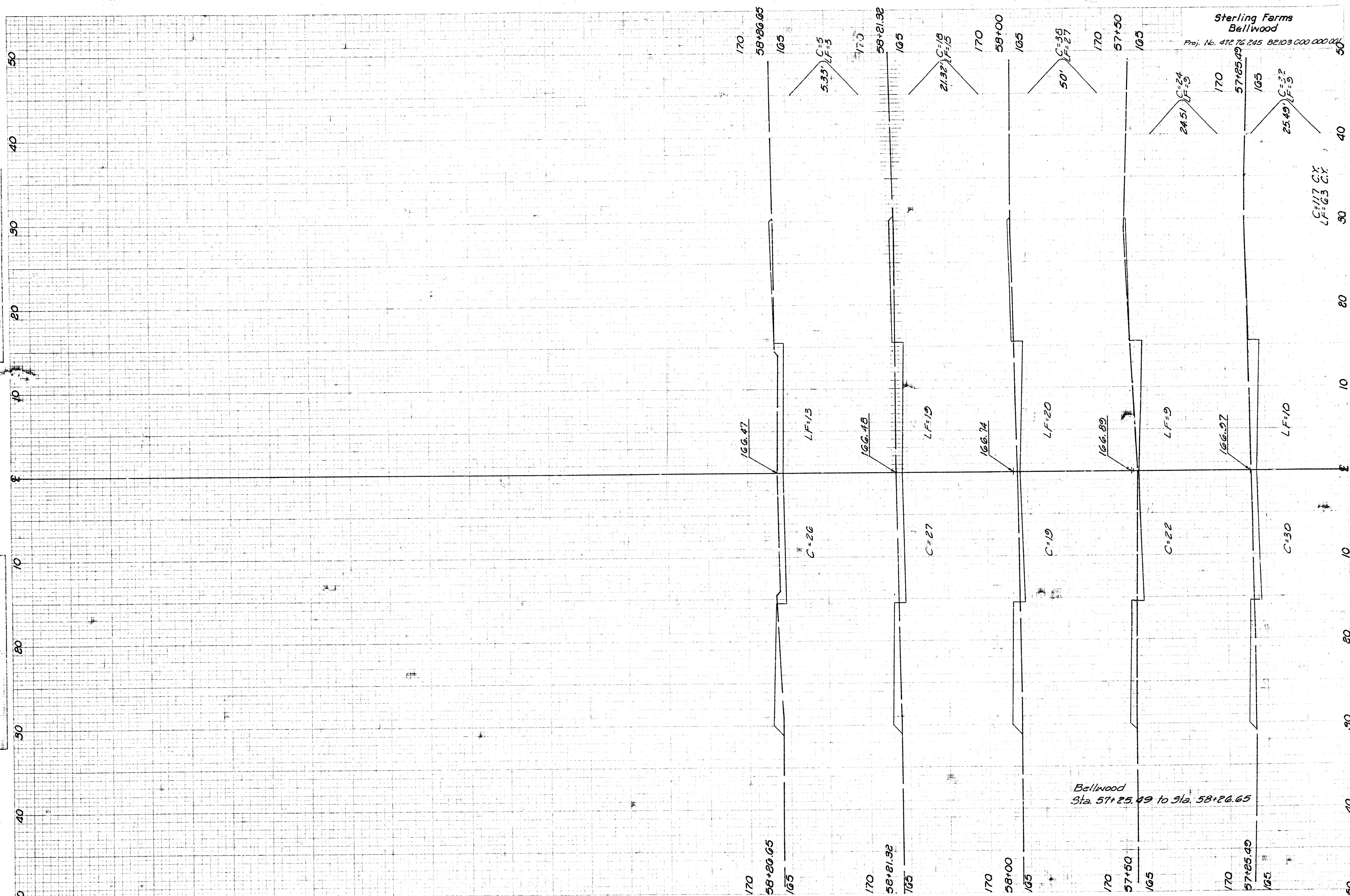
ORIGINAL SURVEY
 STATION
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Sterling Farms
 Bellwood
 Proj. No. 47276 245 22103 000 000 001

Bellwood
 Sta. 53+30.19 to Sta. 57+00

ORIGINAL SURVEY	INTERVIEW	1967
1. 1967	1. 1967	1. 1967
2. 1967	2. 1967	2. 1967
3. 1967	3. 1967	3. 1967
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80. 1967	80. 1967	80. 1967
81. 1967	81. 1967	81. 1967
82. 1967	82. 1967	82. 1967
83. 1967	83. 1967	83. 1967





Sterling Farms
Bellwood Court
Proj. No. 472 16 225 82103 000 020 001

Sta. 80+23.09
CF=9
LF=36

53.44' CF=28
LF=59

CF=35
LF=46
Ahead CF=17
Ahead LF=24

33.07' CF=30
LF=55

28.92' C=2
LF=12

CF=21
LF=38

CF=0
LF=34

C=2 CX
CF=25 CX
LF=126 CX

Bellwood Court
Sta. 85+26.26 to Sta. 85+70.25

Sterling Farms
Bellwood Court
Proj. No. 212 16 245 22103 000 000 001

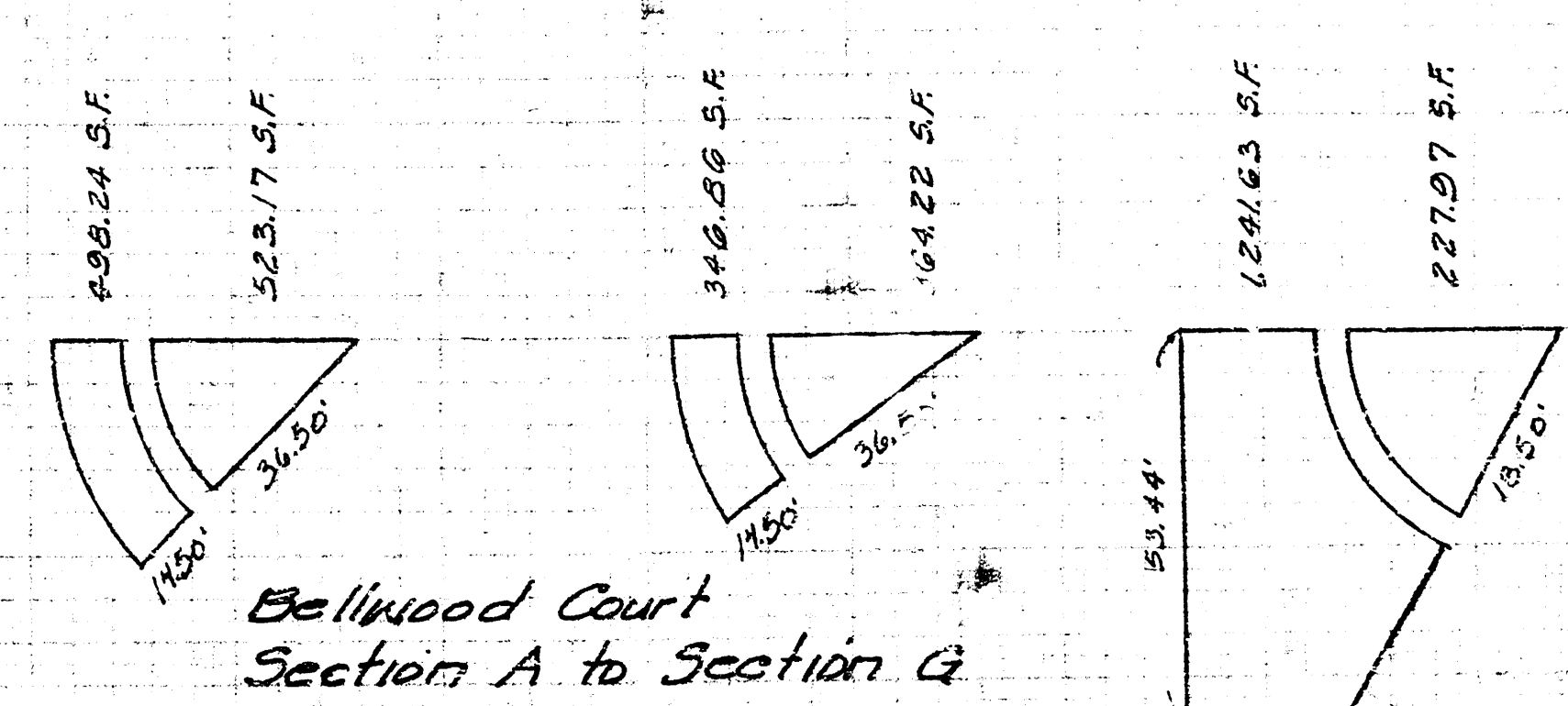
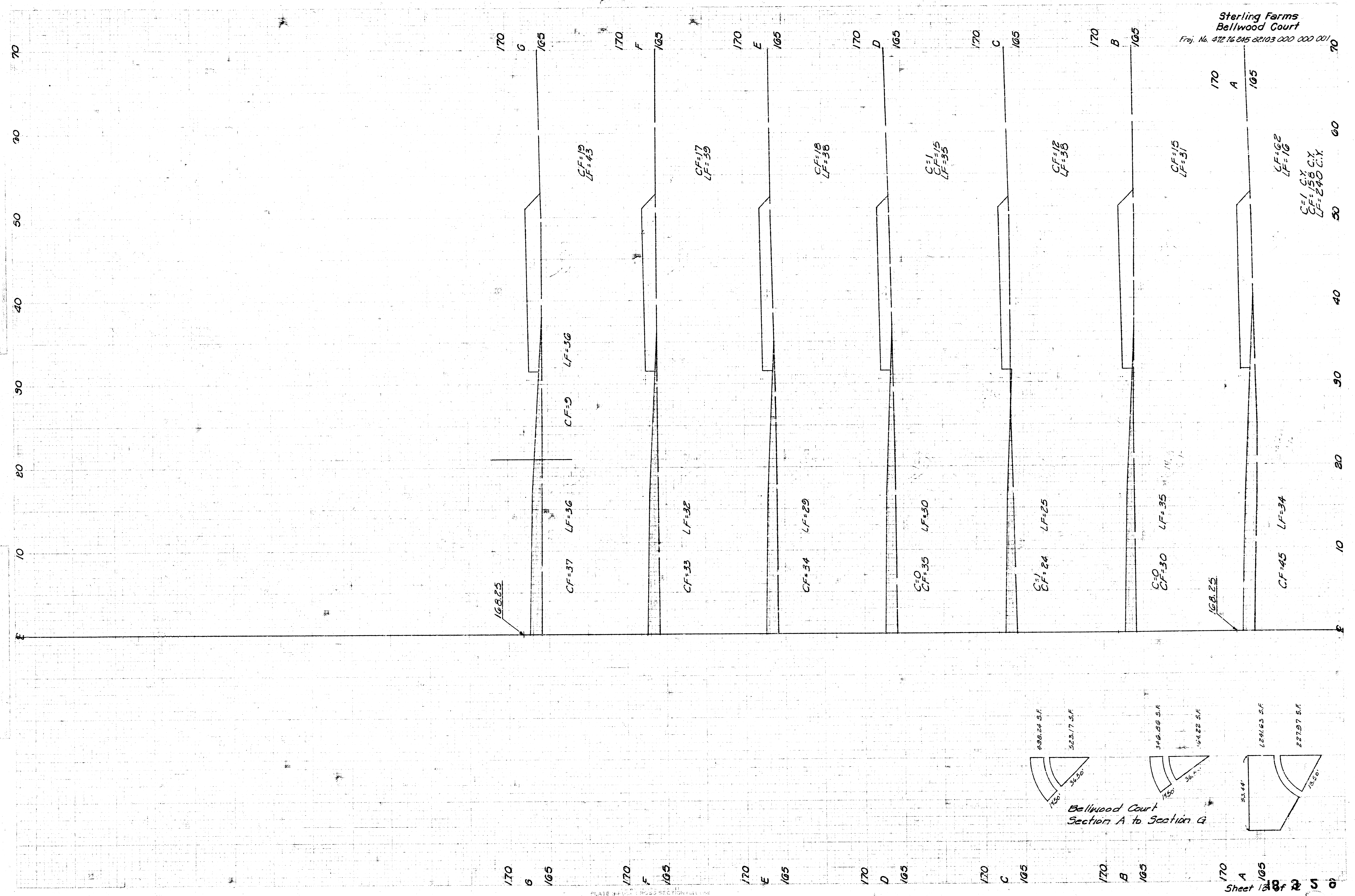


PLATE 3-11-11 170-25 SECTION FULL LINE
No. 10011 (Printed 1957)
NOTES: 1. 170-25

Sheet 128 of 250