

GENERAL NOTES

- Utility service lines, poles, valve boxes, meters, and etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The Contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.
- The Contractor is solely responsible to notify and to make any necessary arrangements with utility companies for any needed adjustments of utility facilities prior to start of work.
- Contractor will be required to provide as minimum advance notice of forty-eight (48) hours to utility companies prior to starting any excavation as follows:

Kansas One Call	687-2470
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 263-3161
- 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.
- Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans. Where the new finished grade elevations do not match the existing ground elevations, 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.
- Contractor will be required to obtain properly executed driveway request form signed by property owner or his authorized representative verifying such driveway widths and locations. Such forms shall be submitted to the Engineer for his review and approval.
- The Contractor shall give all property owners and/or tenants of developed property abutting the project limits a minimum of ten (10) days advance notice prior to start of construction.
- The Contractor must examine the construction site prior to bidding and be satisfied as to the work shown for completion. After bids have been received, the Contractor shall not assert that there was a misunderstanding of the quantities of work or of the nature of the work to be completed.
- All construction and materials, unless otherwise noted, to comply with City of Wichita specifications and standards.
- Contractor shall give property owners abutting this project, whose yards will be lower than the new finished grade elevations at the right-of-way line, an opportunity to utilize excess excavated material from the project to regrade their yards to drain to the new pavement. Contractor will be required to dump and spread the excess material as required by the specifications when requested by the property owner. The Contractor shall ascertain that a dirt order form has been properly executed by the property owner before any such excess material is delivered to such properties.
- The Contractor shall be responsible for the acquisition of any additional right-of-ways or easements necessary to complete the work. This cost shall be considered as subsidiary to other bid items.
- Any fence removed for construction shall be repaired in a condition equal to, or better than original, at no additional cost to the owner. This cost shall be considered as subsidiary to other bid items.
- Rubble Removal - Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations that, in the opinion of the Engineer will leave an unsightly appearance will not be approved. All 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 US Corps of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location. The cost of disposing of rubble from the removal of miscellaneous structures and excess excavation, including loading and hauling shall be subsidiary to the other bid items.
- Mailboxes within the limits of the project shall be removed and replaced by the Contractor as approved by the Engineer. Contractor will be required to make satisfactory provisions for mail delivery to properties affected by this project during its construction. This cost is subsidiary to other bid items.
- 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. This cost is subsidiary to other bid items.
- All entrance and cross road pipe within the project limits shall be removed by the Contractor unless otherwise noted on the plans. Removal of such pipes shall conform to the applicable section of the standard specifications. This cost is subsidiary to other bid items.
- A saw cut of at least one-half the depth of existing surface courses or one-fourth the depth of the existing total pavement thickness shall be provided where proposed abuts an existing surface course or pavement removal. Saved 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 other bid items.
- The Contractor shall adjust water valve boxes and fire hydrants as directed by the Engineer. This cost is subsidiary to other bid items. 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 project limits may have underground sprinkler systems which conflict with new construction. Contractor will 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 salvage all sprinkler heads and/or valves and give such material to their owner. Portions of underground sprinkler systems not in conflict with new construction shall be protected from damage and shall remain in place. All work in connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items of work.
- Street to be closed during construction except for temporary access coordinated with the adjacent properties. The Contractor's construction operations shall be such that will minimize inconvenience to individual residents living in the project area. Contractor will be required to make special access provisions for any handicapped residents within the project area whose normal access would otherwise be impaired.
- Earthwork computation for both alternates are based on alternate 1 which is to the bottom of the 6" reinforced crushed rock base.

PAVING PLANS FOR

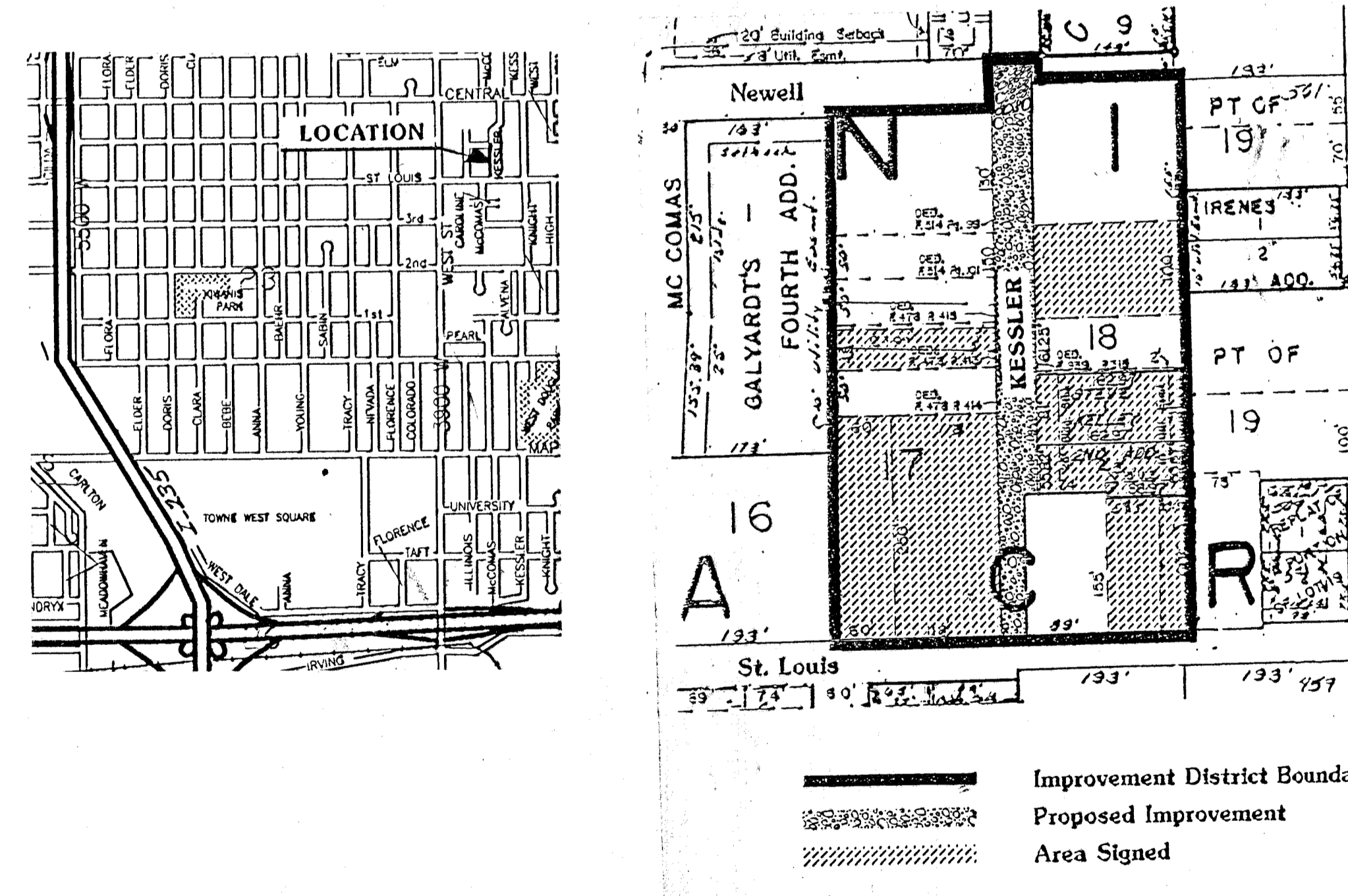
KESSLER FROM THE N.L. OF ST. LOUIS TO THE N.L. OF NEWELL

PROJ. NO. 472-82424

INDEX NO. 762310

CITY OF WICHITA, KANSAS

M. E. LINDEBAK - CITY ENGINEER



INDEX OF SHEETS

- 1 TITLE SHEET
- 2-3 PAVING DETAILS
- 4-6 PAVING PLANS
- 7 VALLEY GUTTER DETAILS
- 8 DRIVE DETAILS
- 9-10 CROSS SECTIONS

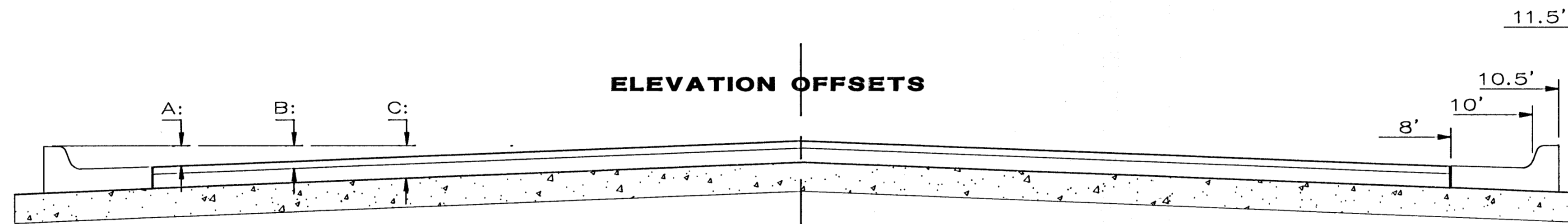
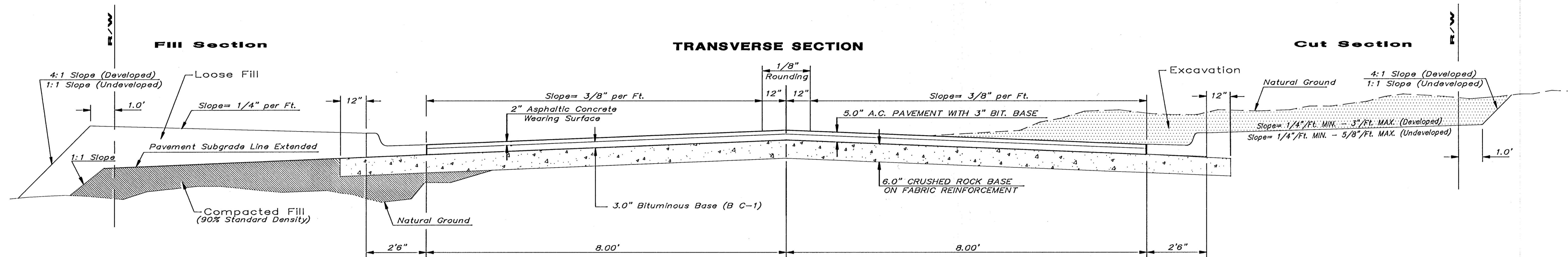
B.M. 122.00 CITY STD. 44'N. CL CENTRAL & 52'W. CL WEST ST.

B.M. 119.03 "□" TOP E. CB. KESSLER 19.5' N. OF NL NEWELL.

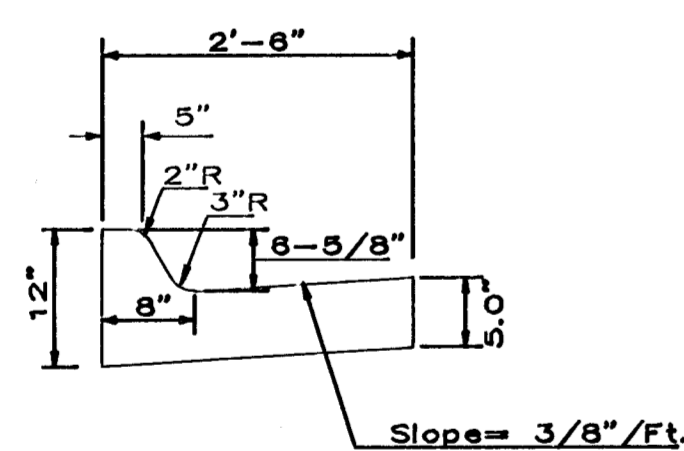


M. E. Lindebak
4/25/94

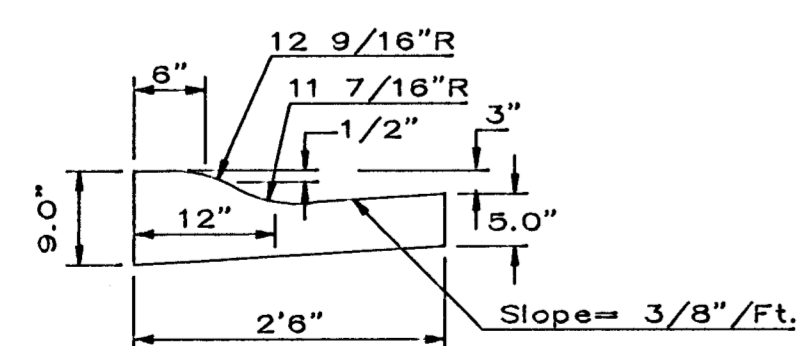
TYPICAL 21' B-B PAVEMENT DETAILS



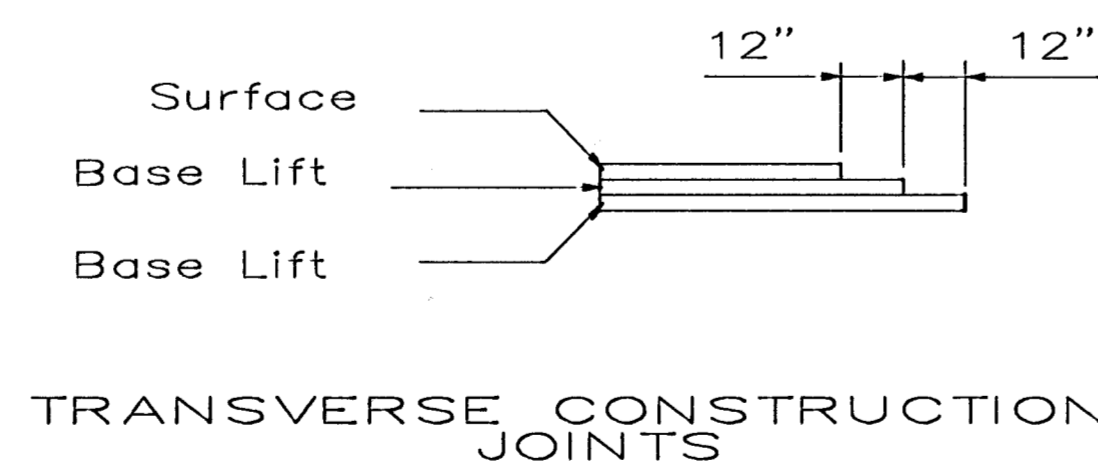
	DISTANCE FROM CENTERLINE (LT. & RT.)							
	0'	2'	4'	6'	8'	10'	10.5'	11.5'
A: Top of Curbs to Top of Surface Lift	.28	.32	.38	.44	.51			
B: Top of Curbs to Top of Upper Base Lift	.44	.48	.55	.61	.67			
C: Top of Curbs to Top of C.R. Subgrade	.65	.73	.80	.86	.92	.98	1.00	1.03



COMBINED CURB & GUTTER



COMBINED ROLL TYPE CURB & GUTTER

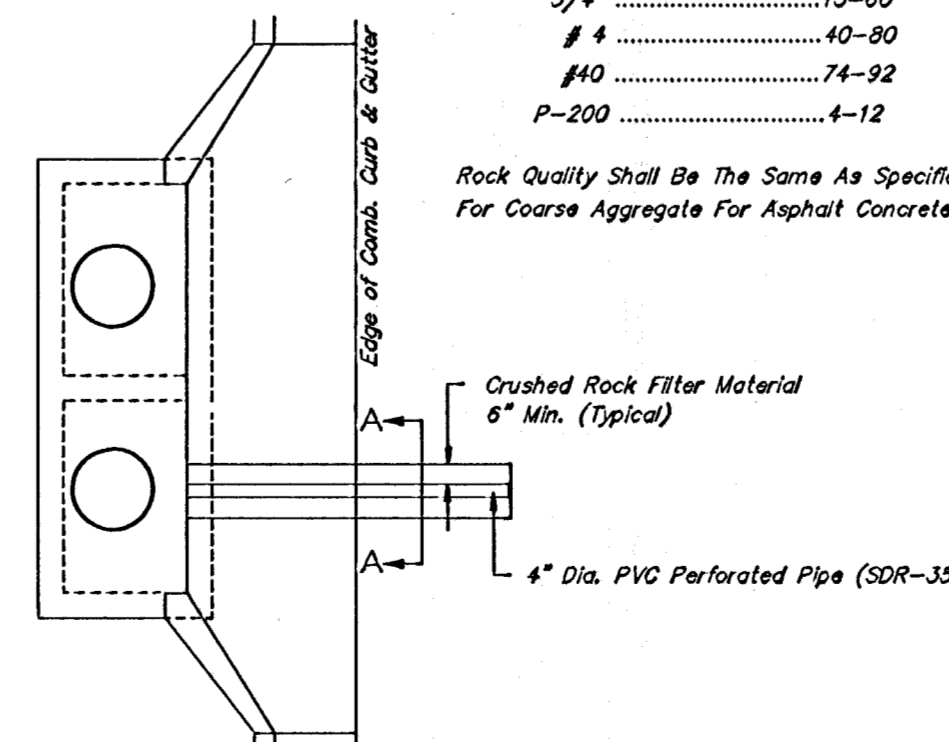


Transverse construction joints shall be constructed in flexible base pavements at locations where pavement joints existing flexible base pavement as shown by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards 5.0' ASPHALTIC CONCRETE (3.0' BITUMINOUS BASE).

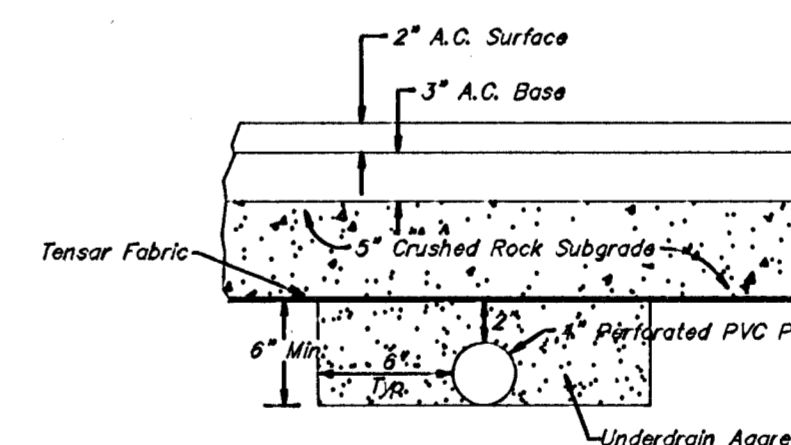
CRUSHED ROCK GRADATION REQUIREMENTS
Percent of Aggregate Retained

1 1/2"	0
3/4"	15-60
#4	40-80
#10	74-92
#200	4-12

Rock Quality Shall Be The Same As Specified For Coarse Aggregate For Asphalt Concrete Mixes.

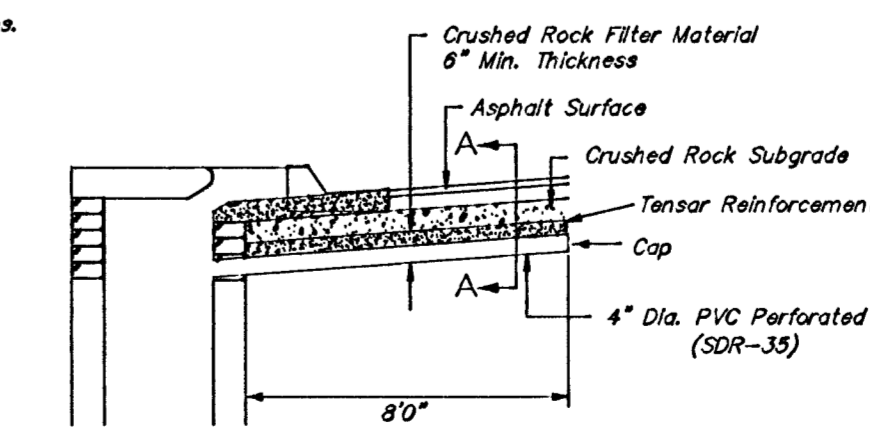


PAVEMENT UNDERDRAIN DETAIL



SECTION A-A

NOTE: Place 4" PVC Perforated Pipe at all drainage sump locations. Cost of Underdrain System to be incidental to the Reinforced Crushed Rock Subgrade.



(Min. 18 Perforations Per Lin. Ft. @ 1/4" Dia.) Perforations To Be on Bottom Half

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR LB0201 BY TENAX 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.

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.

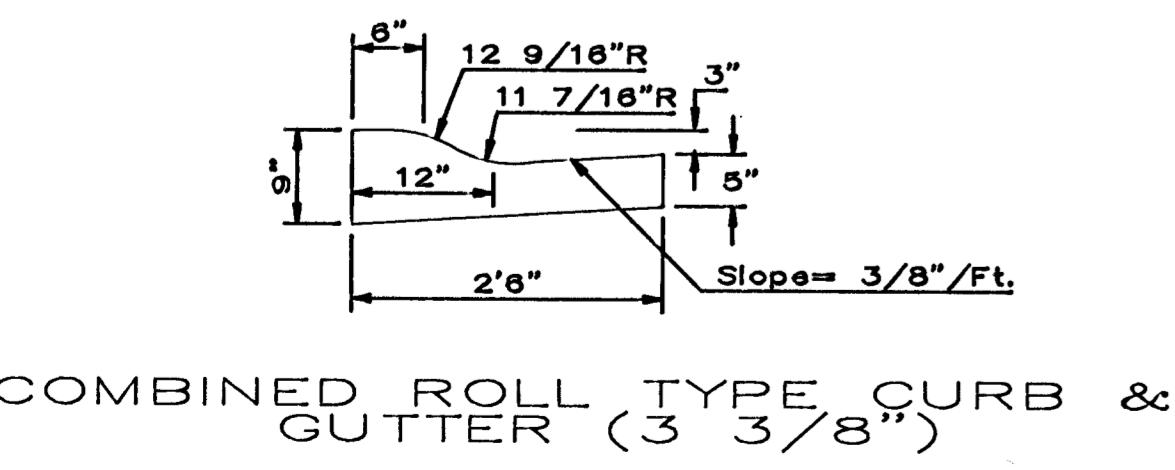
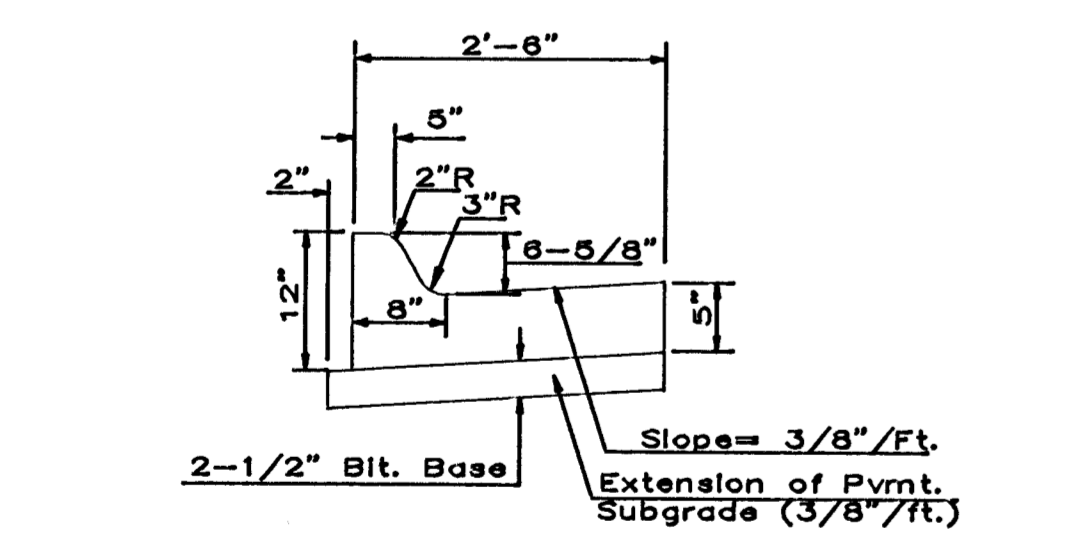
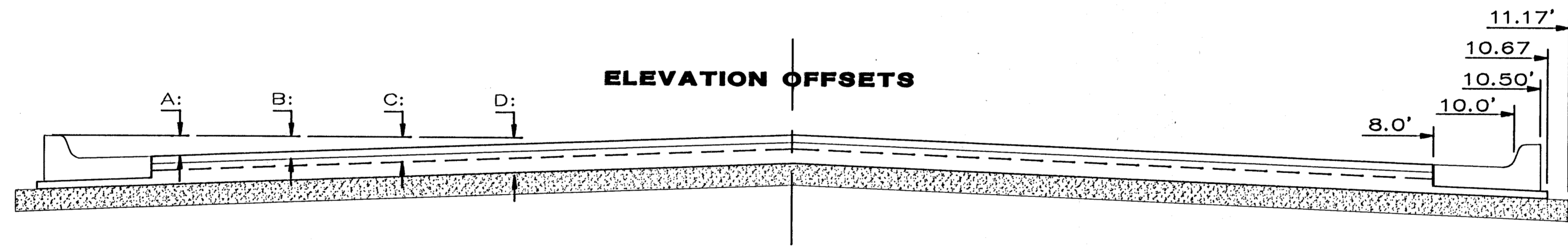
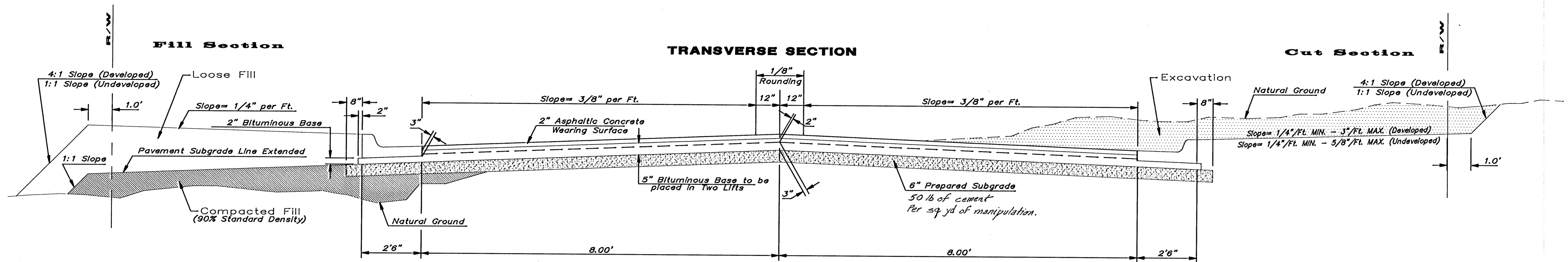
5 INCH Residential Asphaltic Concrete Pavement with Crushed Rock Base on Fabric Reinforcement
City of Wichita, Kansas

INDEX NO. 762310
PROJ. NO. 472-82424

PROJECT NUMBER
472 76 245 000 000 001

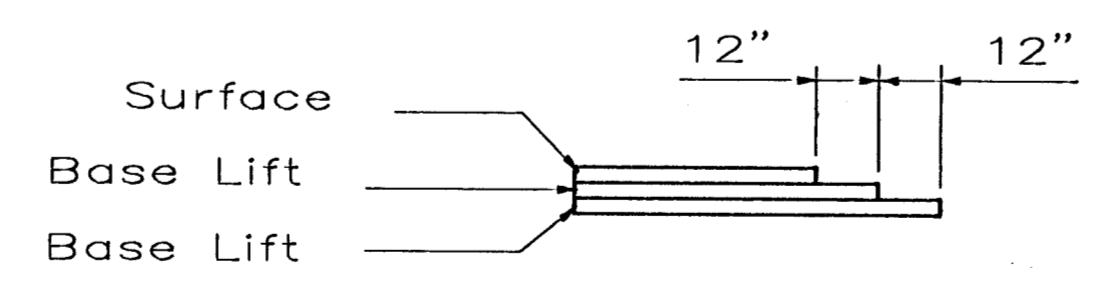
DESIGN DRAWN APPROVED DATE SCALE SHEET 2 OF 10

TYPICAL 21' B-B PAVEMENT DETAILS



DISTANCE FROM CENTERLINE (LT. & RT.)

	0'	2'	4'	6'	8'	10'	10.5'	10.67'	11.17'
A: Top of Curbs to Top of Surface Lift	.28	.32	.38	.44	.51				
B: Top of Curbs to Top of Upper Base Lift	.44	.48	.55	.61	.67				
C: Top of Curbs to Top of Lower Base Lift	.65	.73	.80	.86	.92	.98	1.00	1.01	
D: Top of Curbs to Top of Subgrade	.82	.90	.96	1.03	1.09	1.15	1.17	1.17	1.17



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).

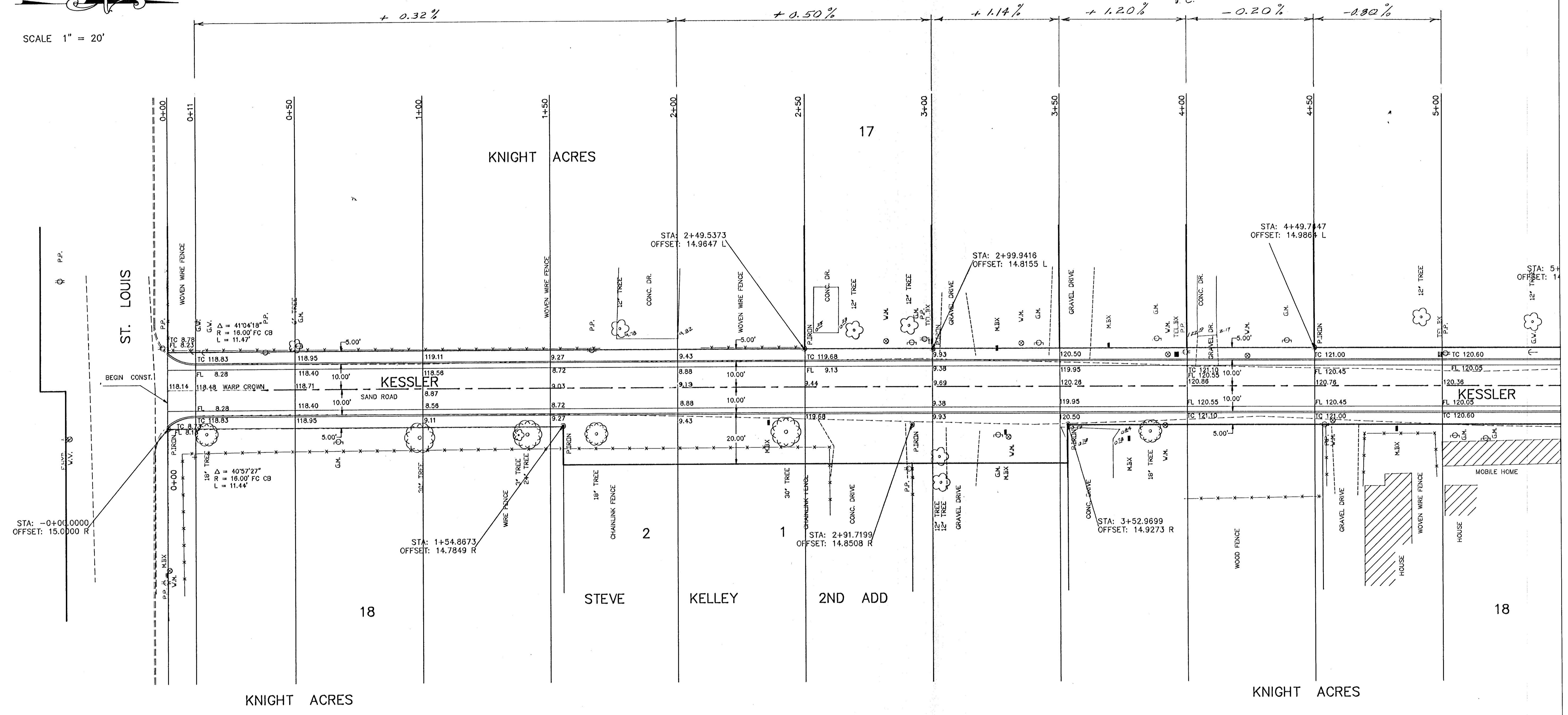
General Notes

- THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE W/ (5" BITUMINOUS BASE.)
- THE BITUMINOUS BASE UNDER AND BEHIND THE COMB. CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS 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.
- 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.

7 INCH Residential Asphaltic Concrete Pavement with 5 INCH Bituminous Base City of Wichita, Kansas			
INDEX NO. 762310			REV.
PROJ. NO. 472-82424			
PROJECT NUMBER			SHEET
472 76 245 000 000 001			3
DESIGN	DRAWN	APPROVED	DATE
			SCALE
			OF 10

SCALE 1" = 20'

H.P.
NO
Y.C.



B.M. 122.00 CITY STD. 44' N. CL CENTRAL & 52' W. CL WEST ST.
B.M. 119.03 "□" TOP E. CB. KESSLER 19.5' N. OF NL NEWELL.

INDEX NO. 762310
PROJ. NO. 472-82424



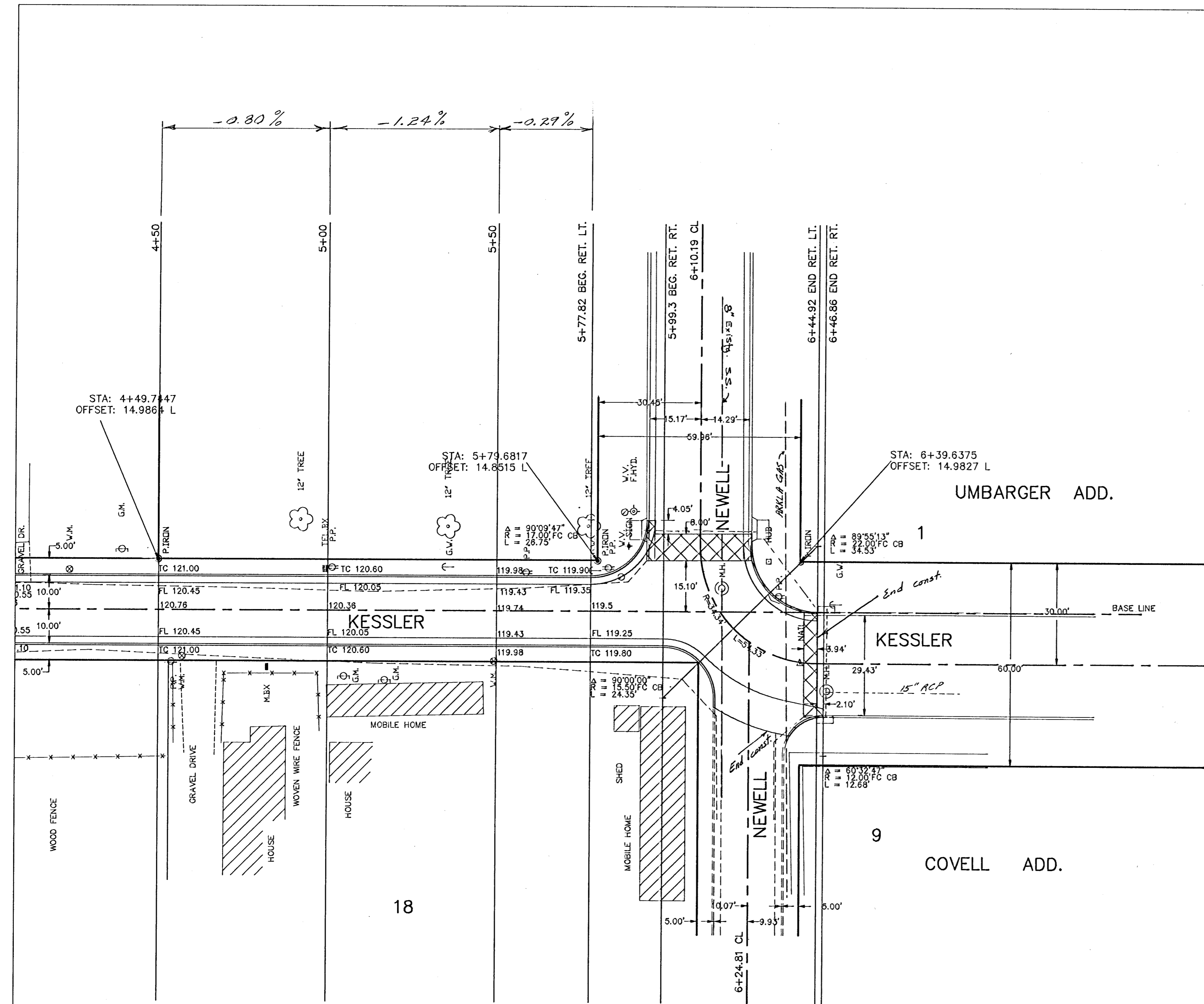
SCALE 1" = 20'

NOTE: BASE LINE IS THE CL OF KESSLER TO THE SOUTH OF NEWELL AND ITS EXTENSION TO THE NORTH.

☒ PAVEMENT TO BE REMOVED.

Note:

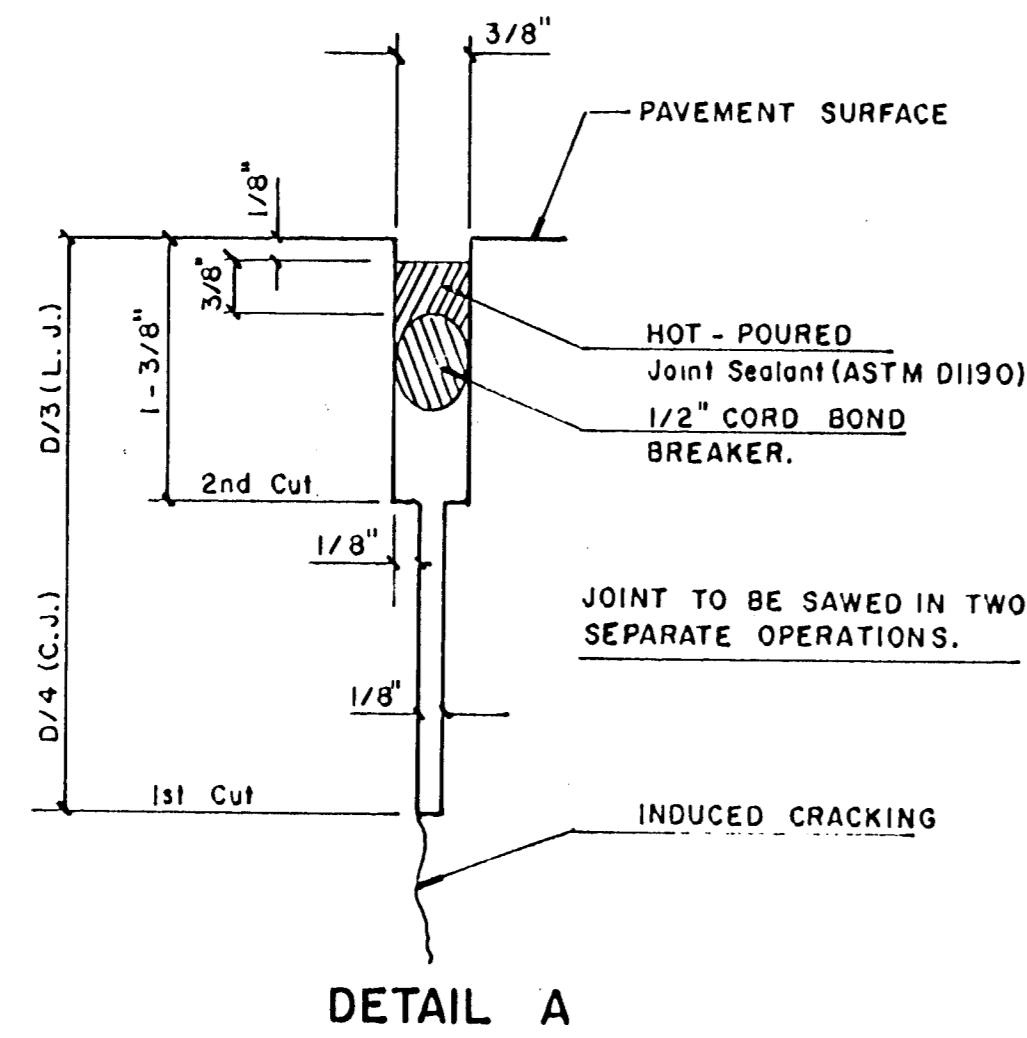
The City of Wichita's Sewer Maintenance Division of the Department of Water and Water Pollution Control has televised sewers within the limits of the project and have found no defects requiring repair. The Division shall be notified and afforded the opportunity to retelevisa sewer lines after subgrade work has been completed and prior to pavement construction to determine if such sewer lines have been damaged by the Contractor's operations. Damaged sewer lines will be repaired by the Contractor, as directed by the Engineer, at the Contractor's expense. Television logs are available for inspection by the Contractor during normal office hours at the Sewer Maintenance Division's office at City Hall.



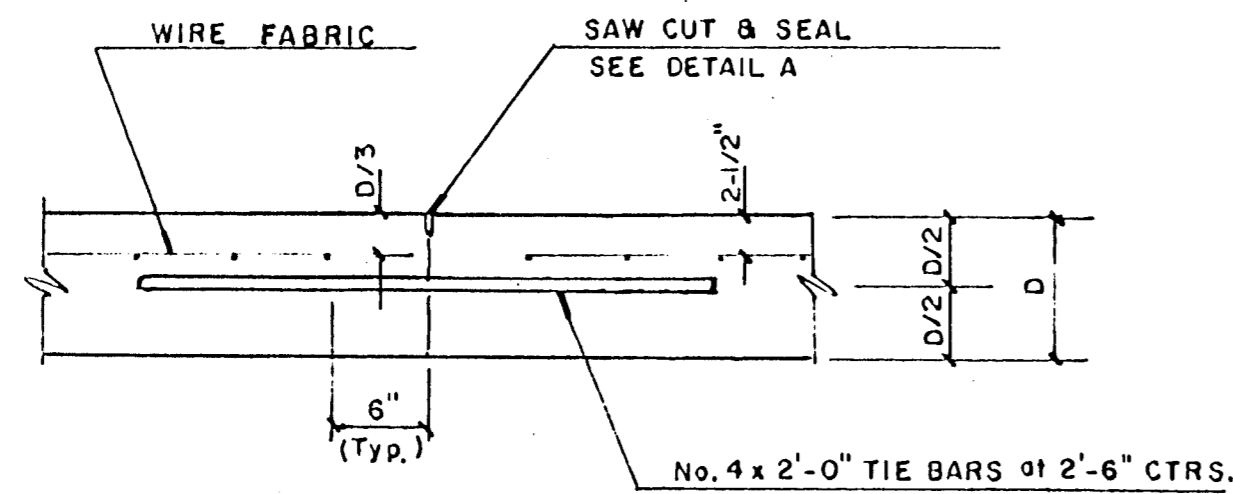
B.M. 122.00 CITY STD. 44'N. CL CENTRAL & 52'W. CL WEST ST.

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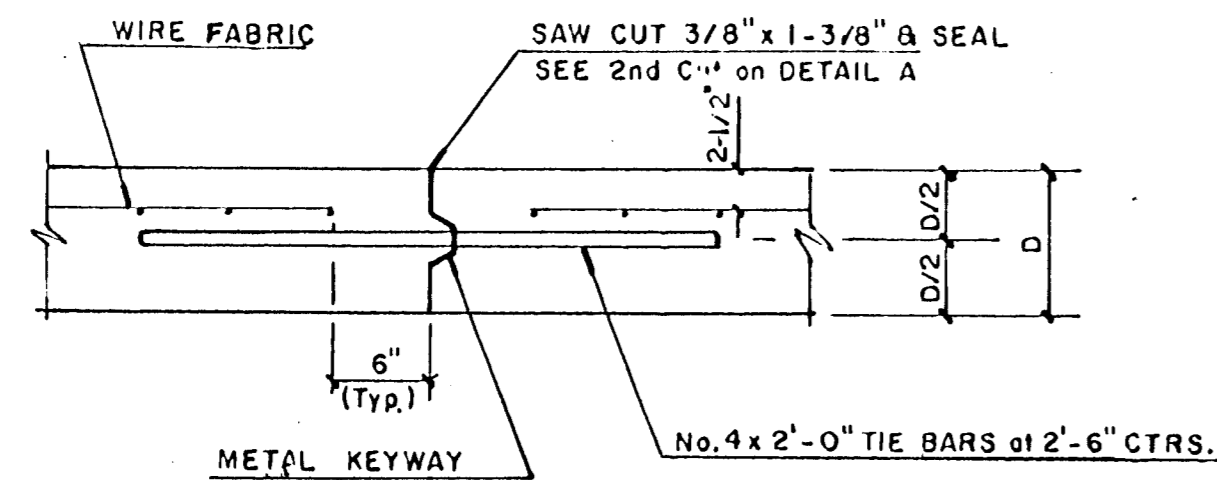
INDEX NO. 762310
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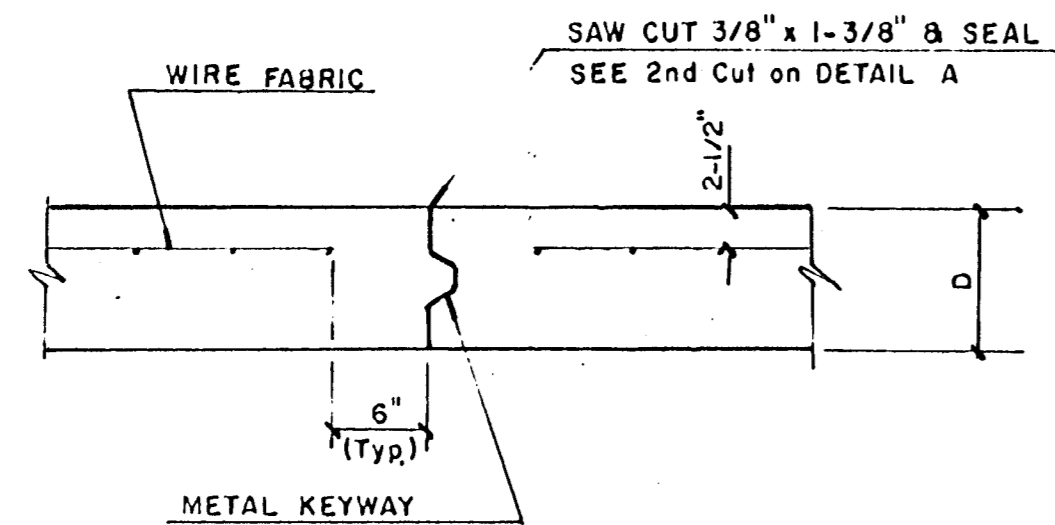
DETAIL A



LONGITUDINAL JOINT DETAIL (L.J.)

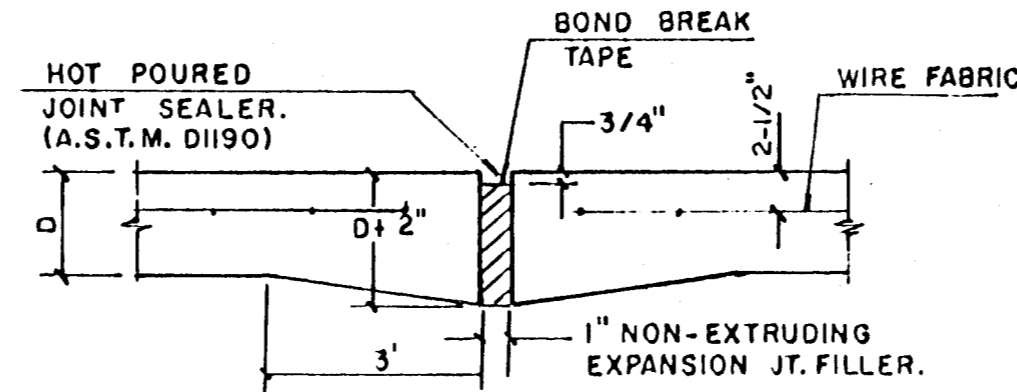


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.) (Alternate L.J.)



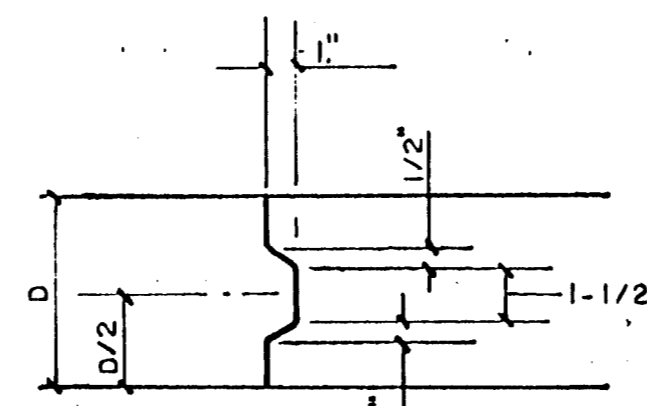
OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.) (Alternate C.J.)

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.

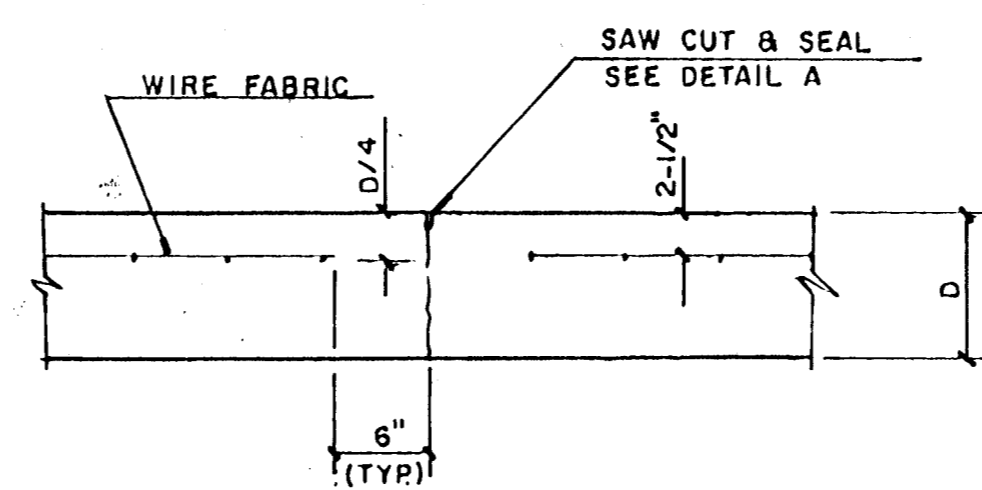


EXPANSION JOINT

NOTE: EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ YDS PAVEMENT.



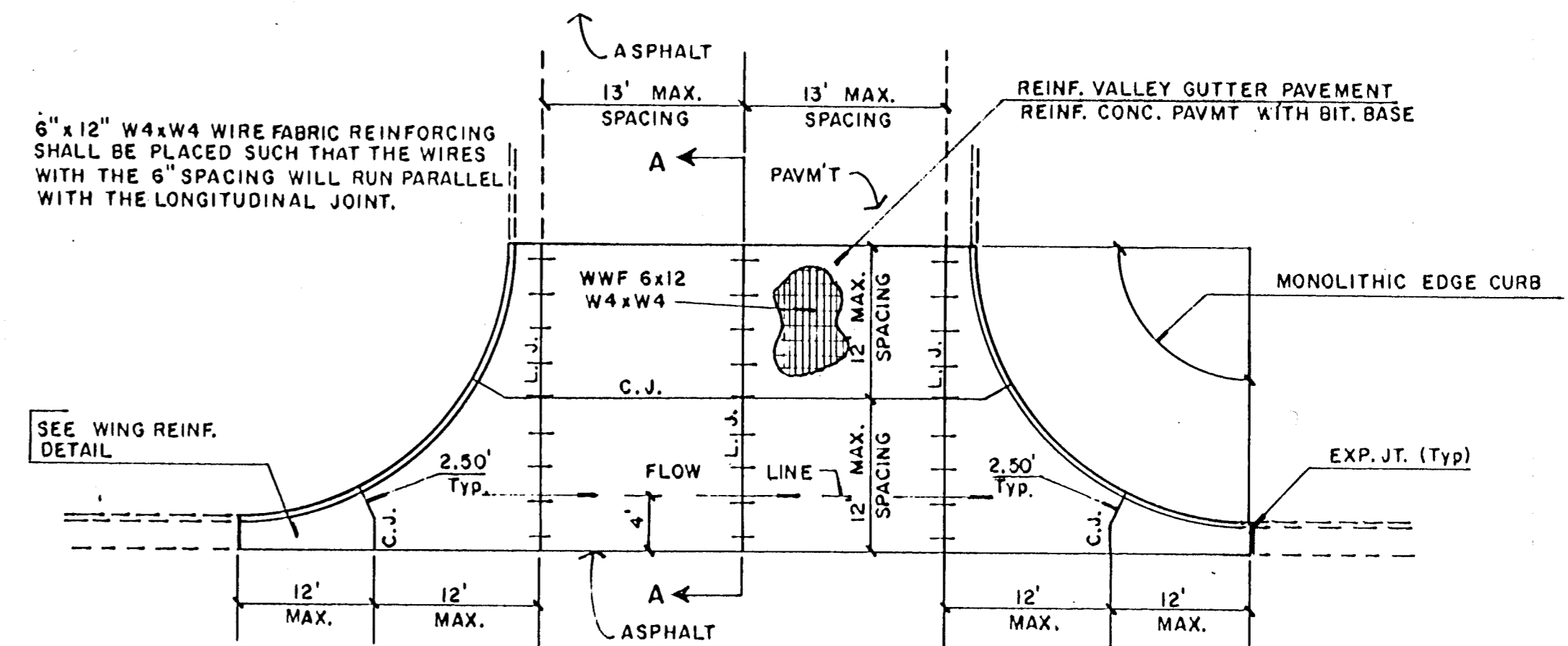
KEYWAY DETAIL



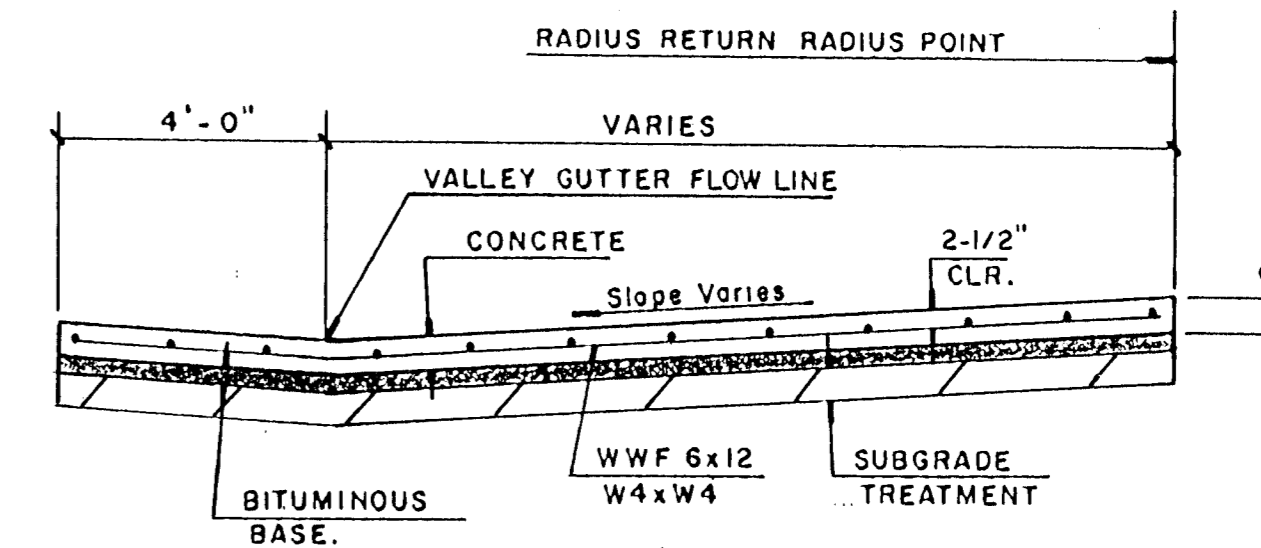
CONTRACTION JOINT DETAIL (C.J.)

LEGEND

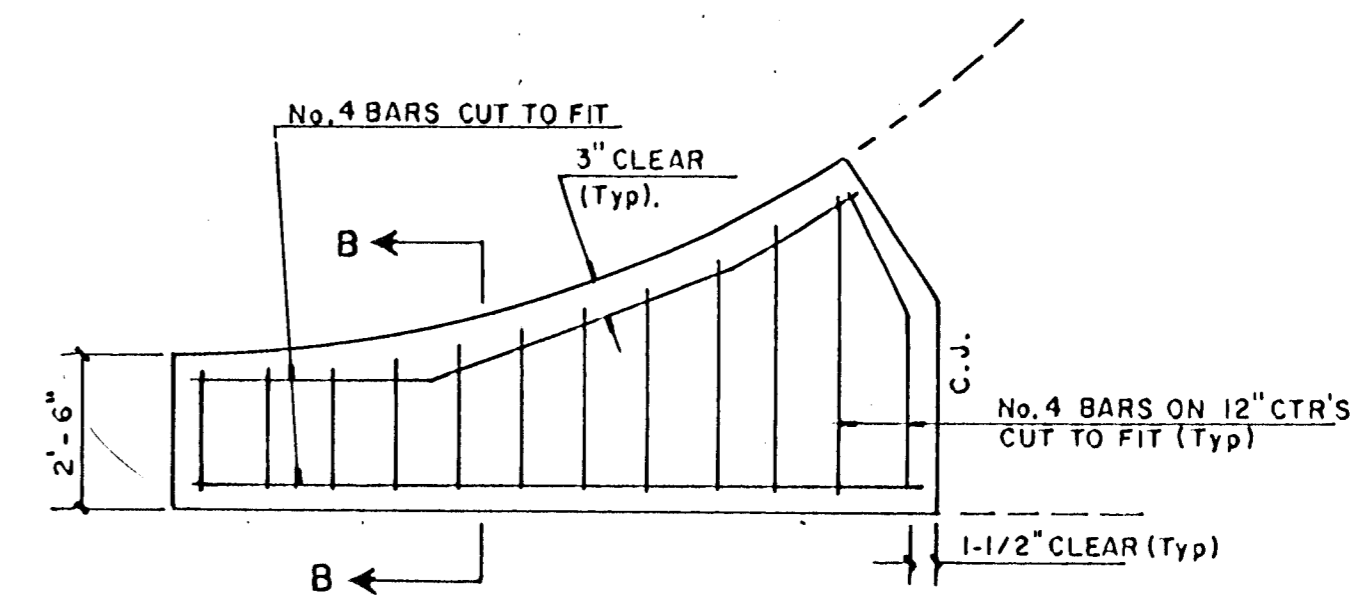
C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT



PLAN REINFORCED VALLEY GUTTER

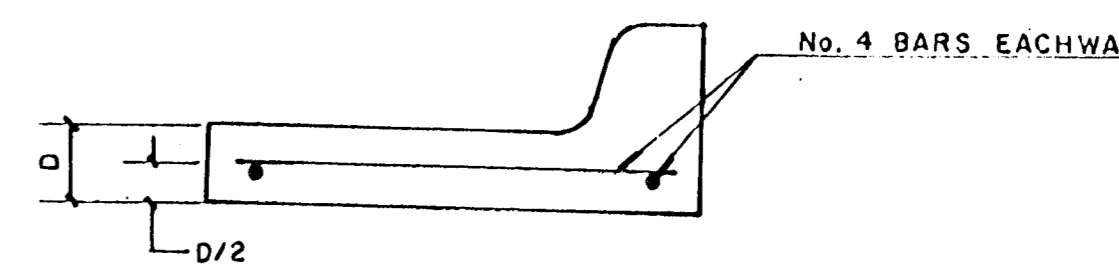


SECTION A-A



WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

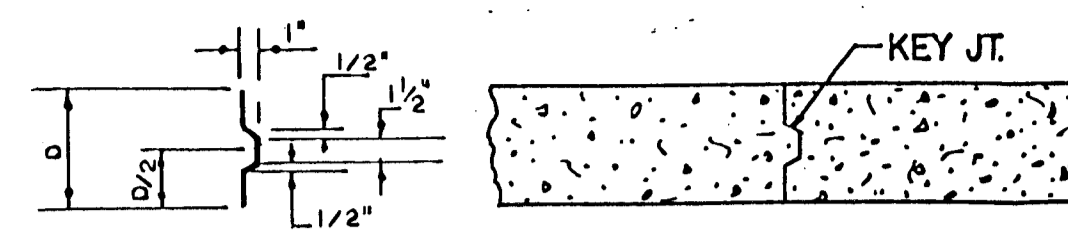


SECTION B-B

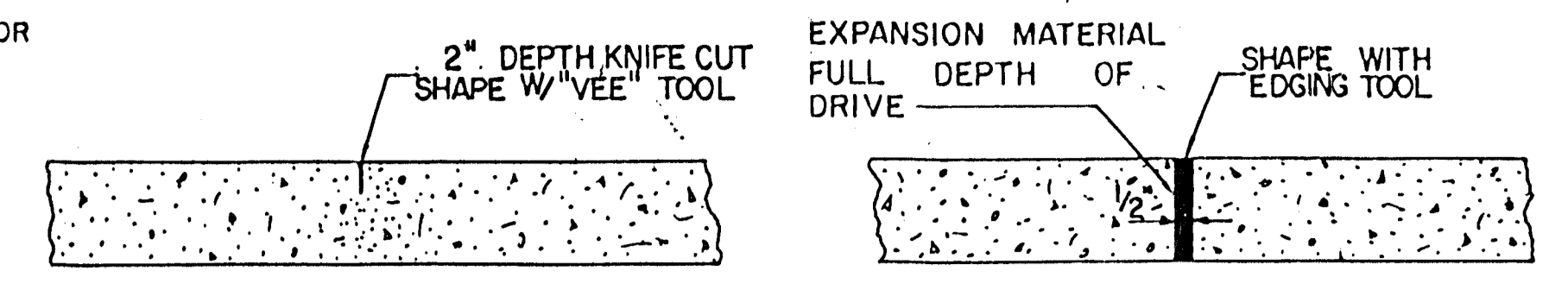
INDEX NO. 762310
PROJ. NO. 472-82424

SHEET 7 OF 10

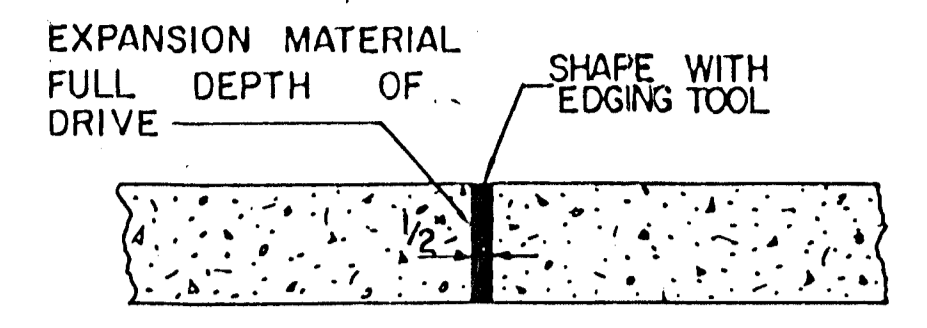
PROJECT DESCRIPTION
VALLEY GUTTER DETAILS
PROJECT NUMBER



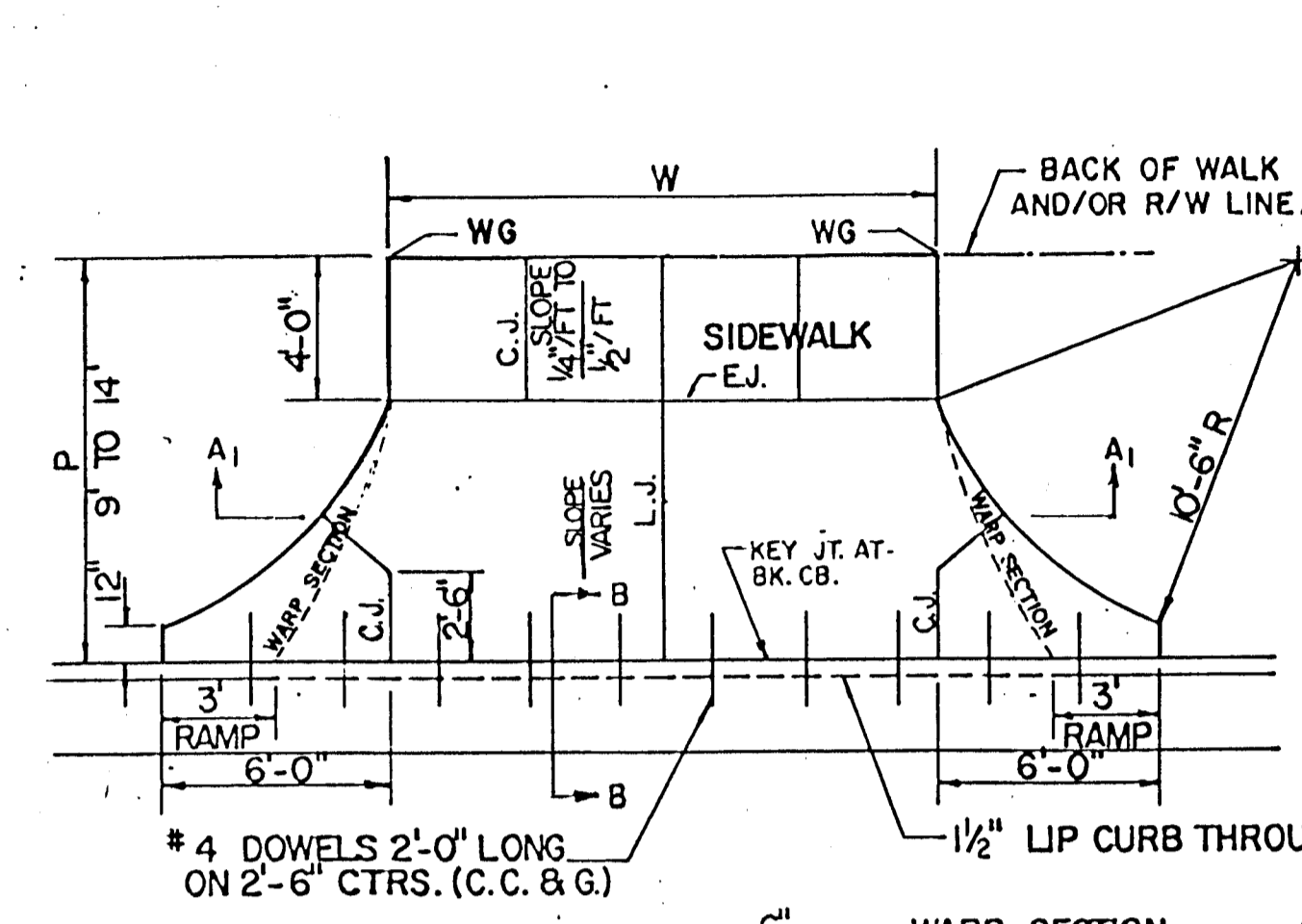
ALT. LONGITUDINAL CONSTRUCTION JOINT



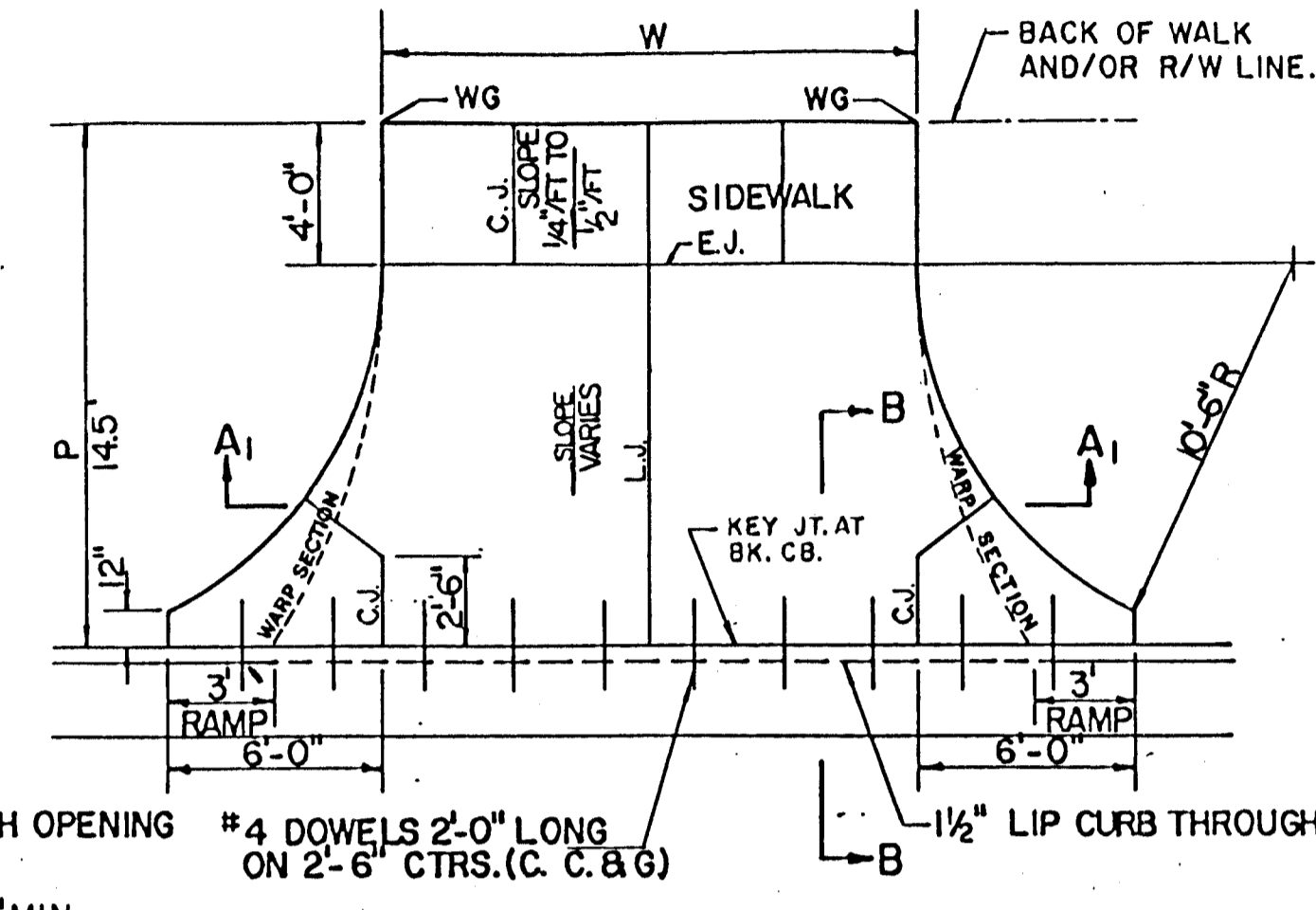
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.) NO SAWN JOINTS WILL BE ALLOWED.



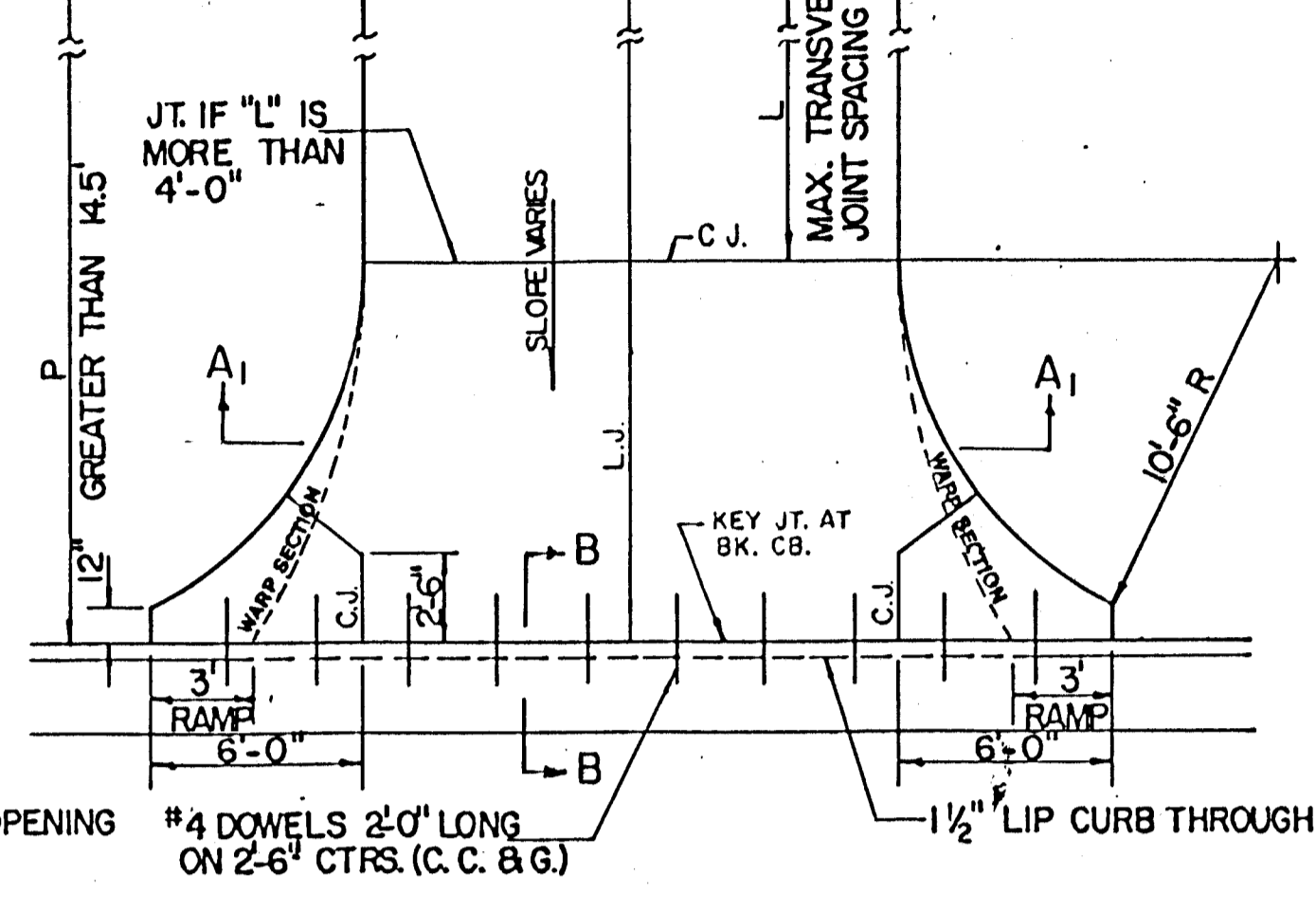
EXPANSION JOINT (E.J.)



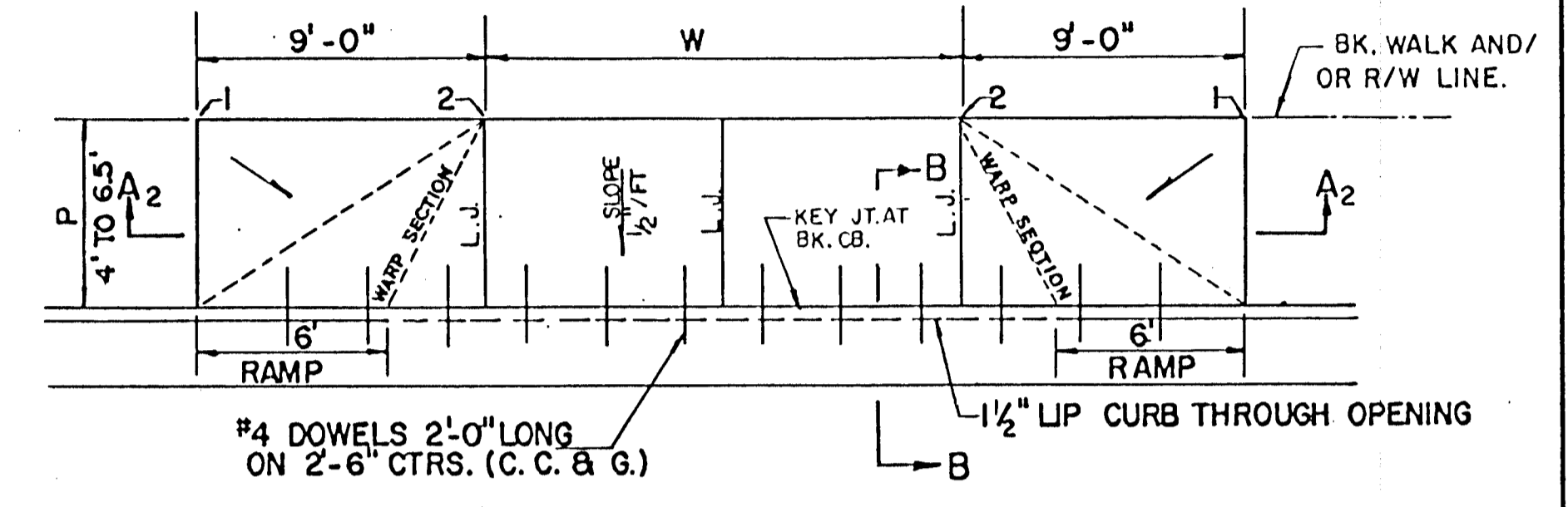
SECTION A1-A1



SECTION A1-A1



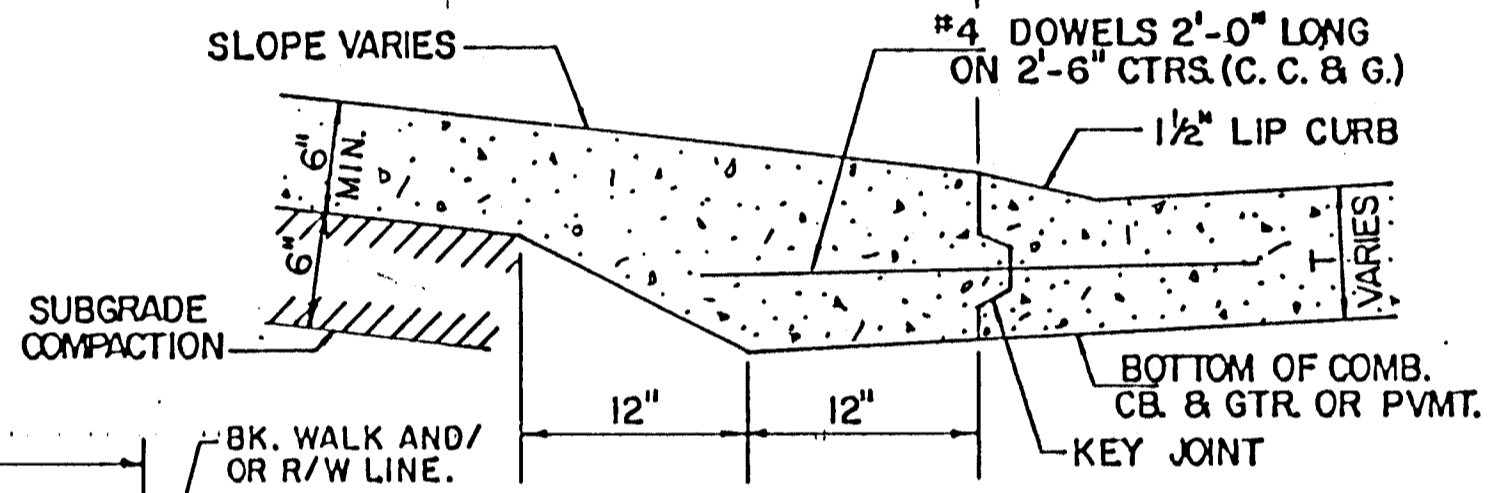
SECTION A1-A1



SECTION A2-A2

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	-0.19'	-0.16'	-0.13'	-0.10'	-0.08'	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"	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.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.16'

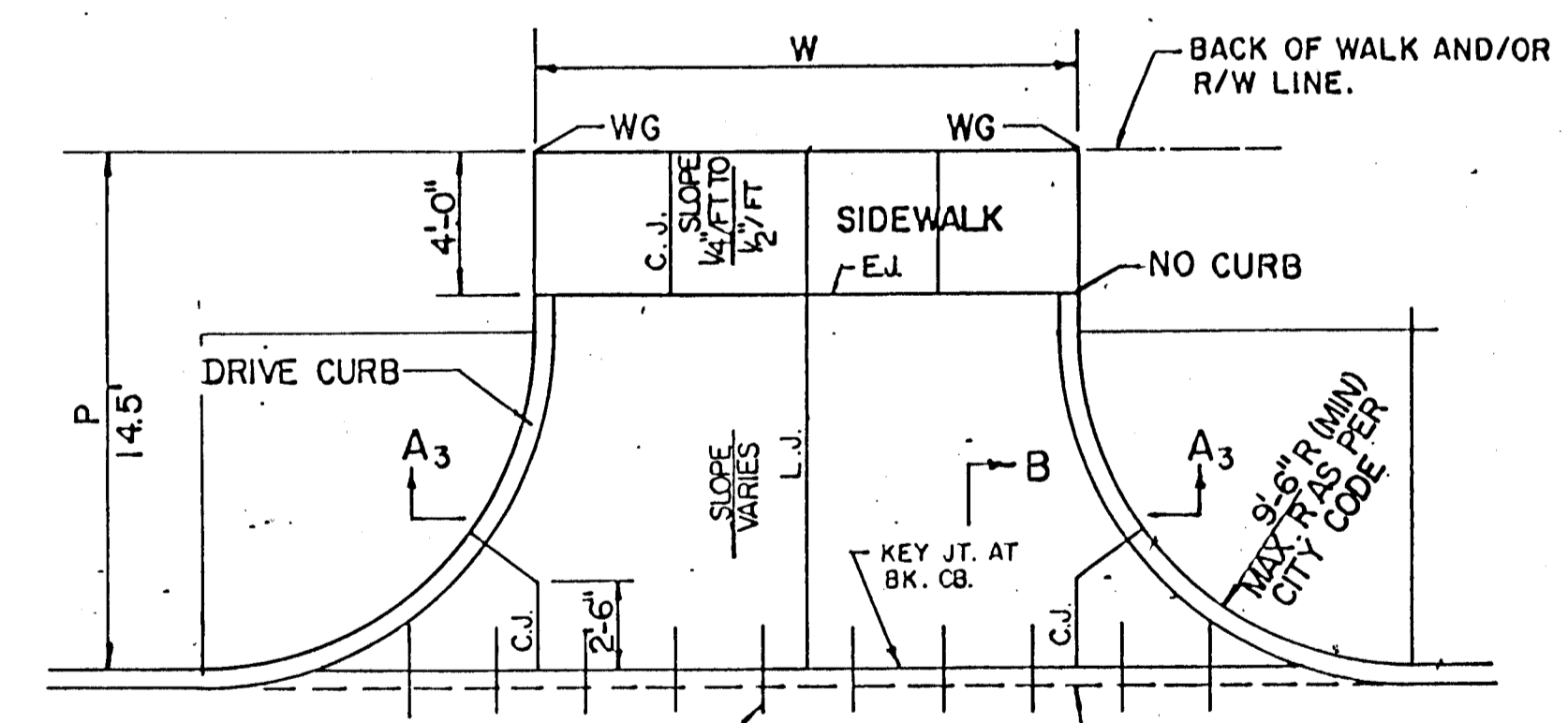
FULL RAMP DRIVE (P=4.0' TO 6.5')

GENERAL NOTES

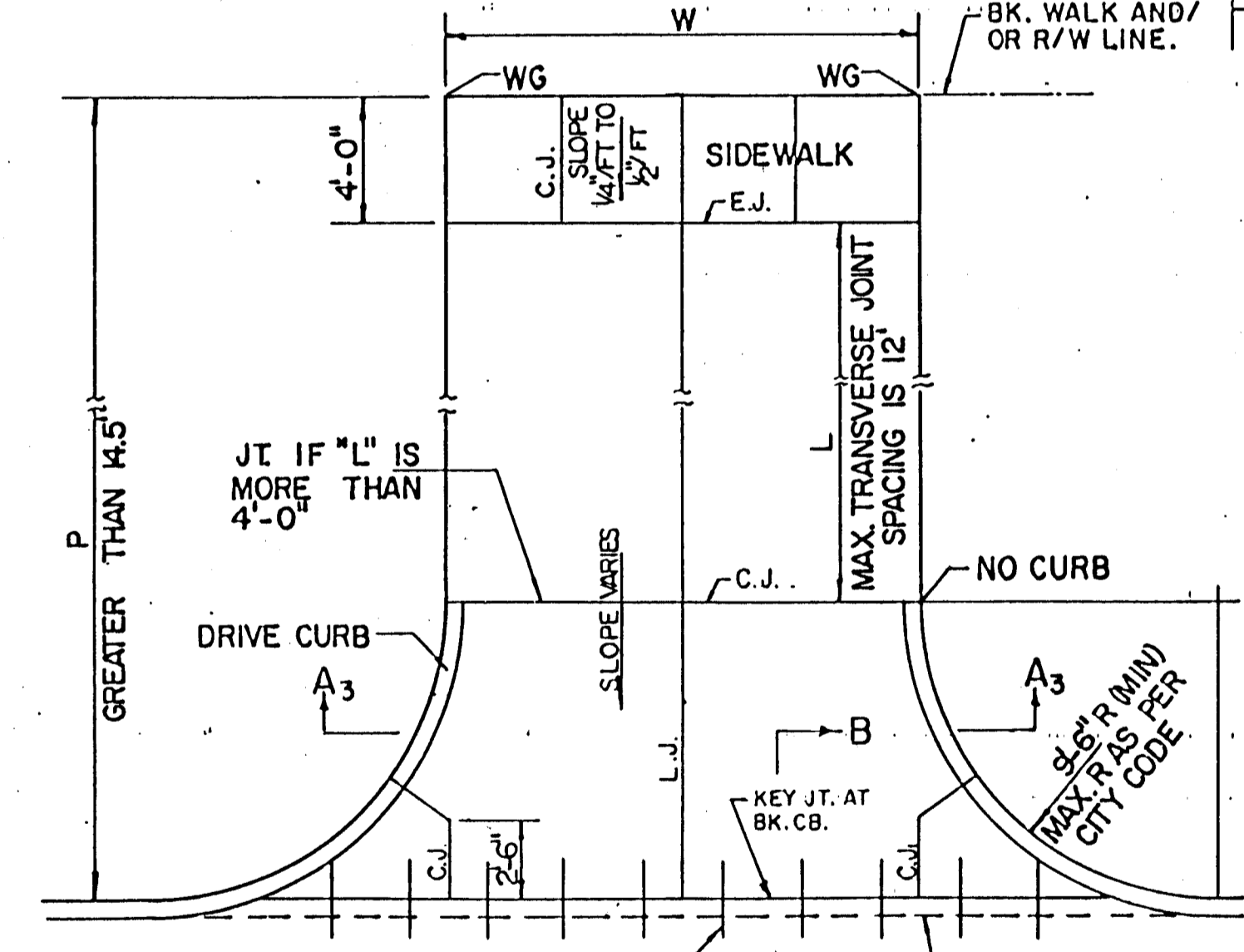
- DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
- ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF 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'.
- 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 32' AT THE STREET CURB LINE.
- 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.
- 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.
- 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.
- 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.
- 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" W-W WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
- 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

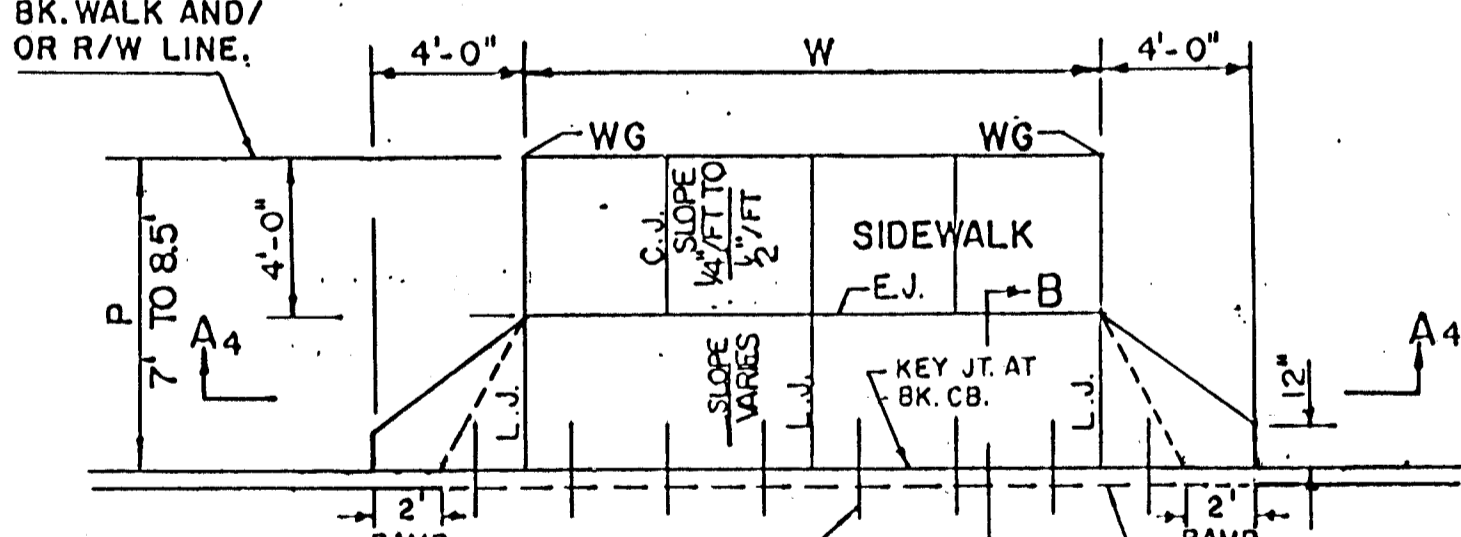
SCALE: 1" = 5'



SECTION A3-A3



SECTION A3-A3



SECTION A4-A4

PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE 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.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

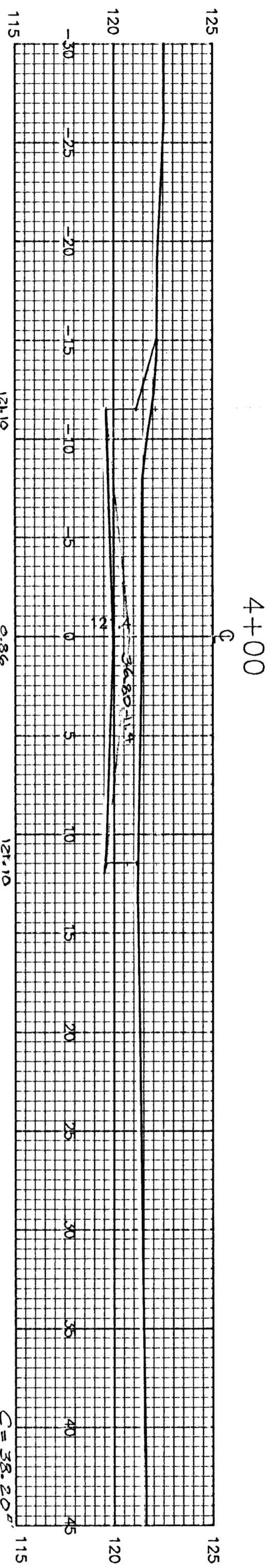
FULL RAMP DRIVE (P=7.0' TO 8.5')

STANDARD DRIVE ENTRANCES

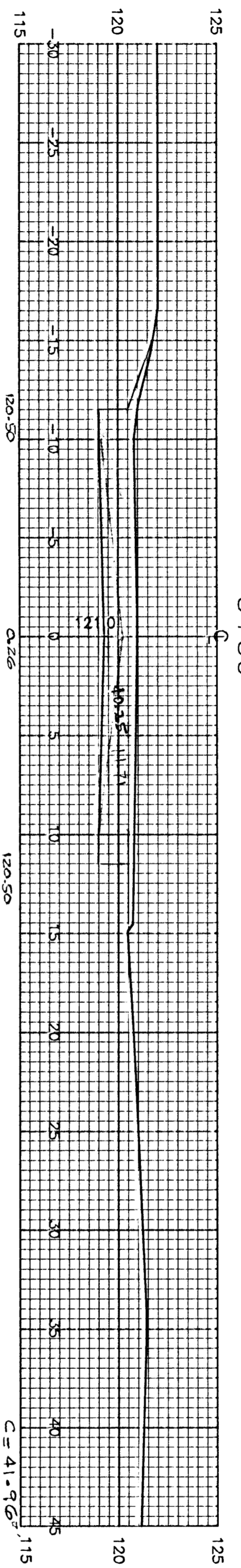
FULL HEIGHT CURB

CITY OF WICHITA, KANSAS

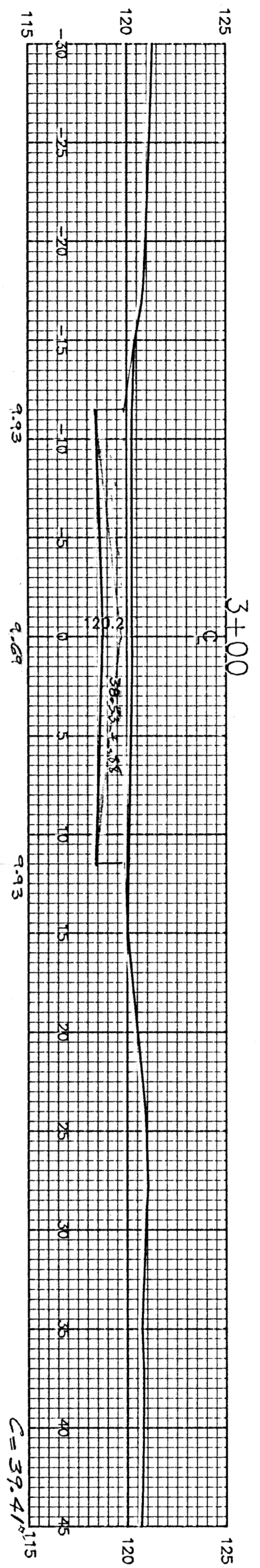
INDEX NO. 762310 PROJECT NUMBER
 PROJ. NO. 472-82424 SHEET 8 OF 10



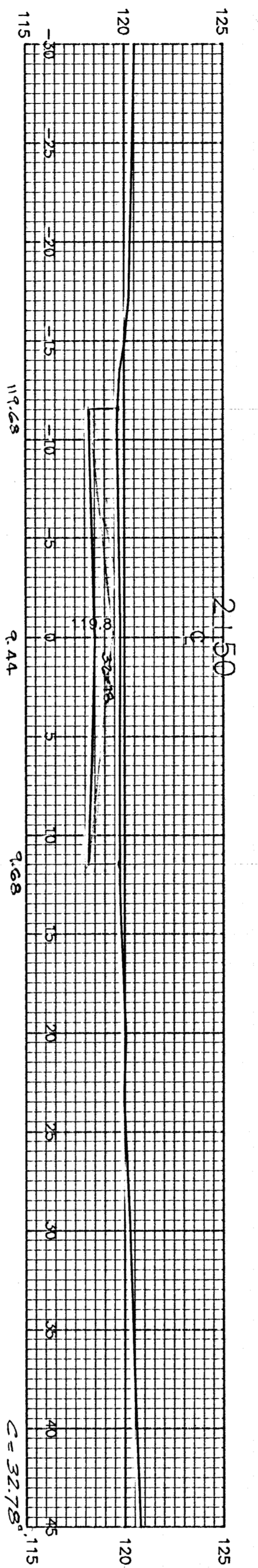
50' $C = 74.22 \text{ yd}^3$



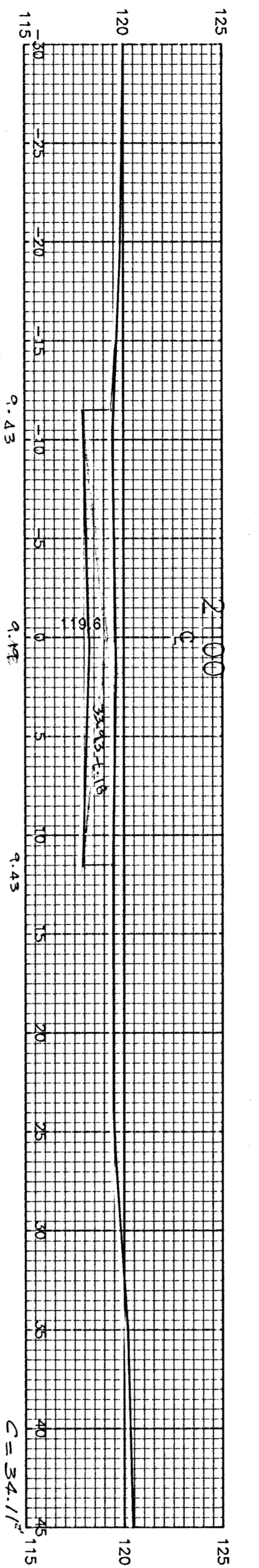
50' $C = 75.34 \text{ yd}^3$



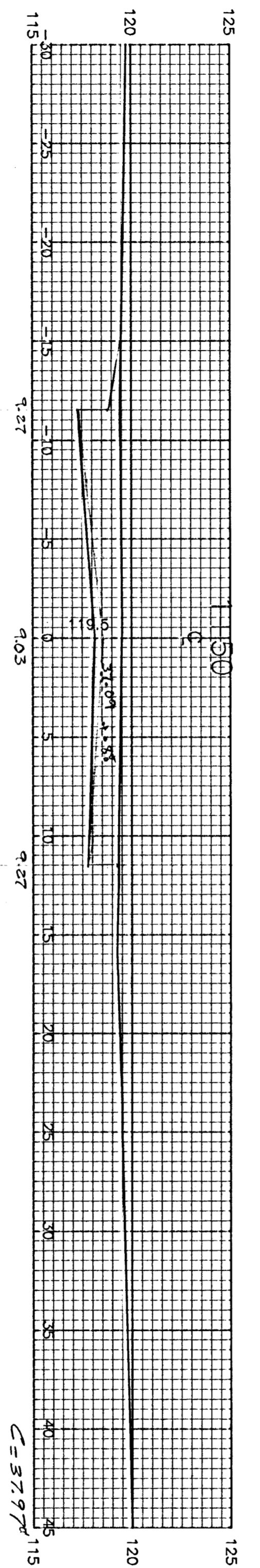
50' $C = 66.84 \text{ yd}^3$



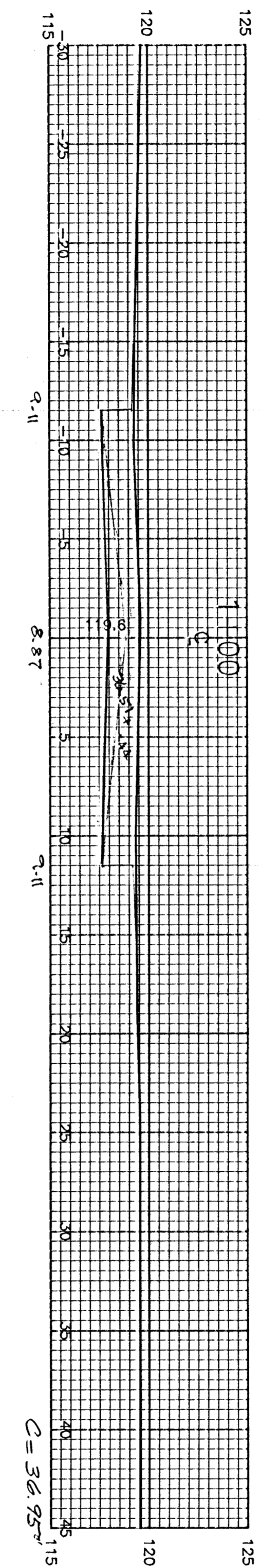
50' $C = 61.94 \text{ yd}^3$



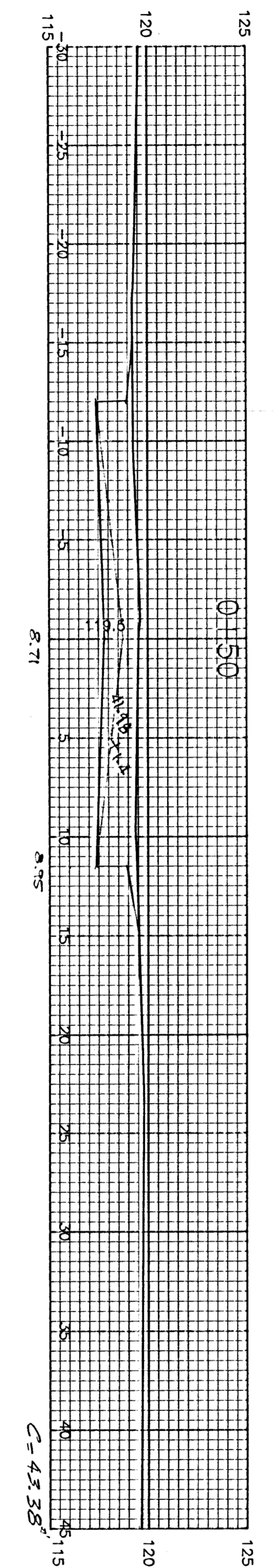
50' $C = 66.74 \text{ yd}^3$



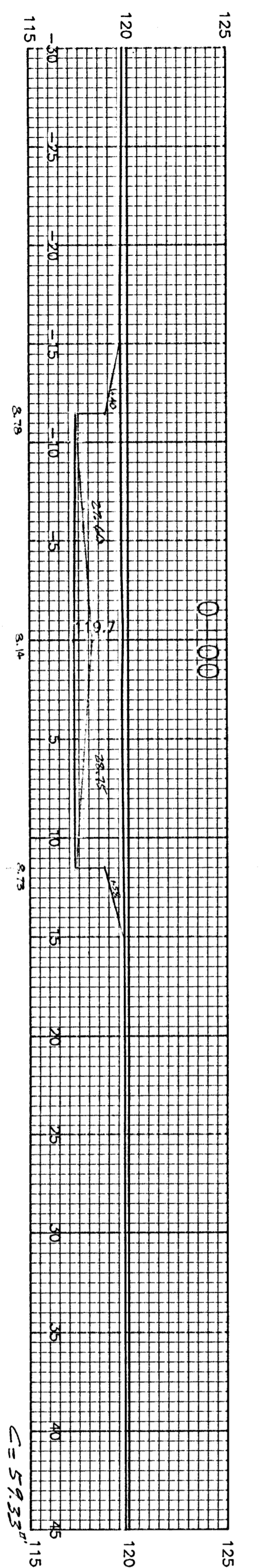
50' $C = 69.37 \text{ yd}^3$



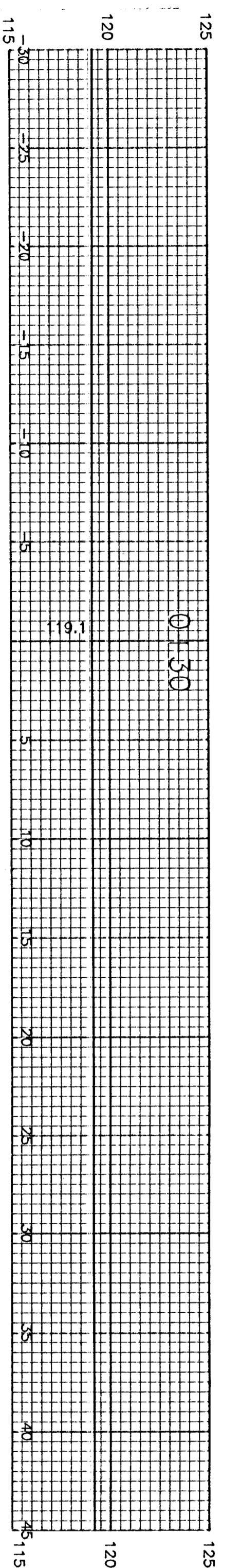
50' $C = 74.38 \text{ yd}^3$

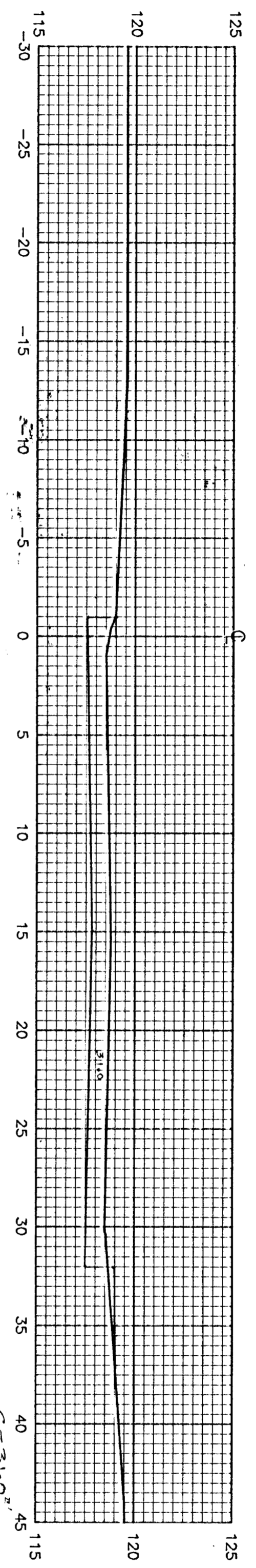


50' $C = 95.10 \text{ yd}^3$



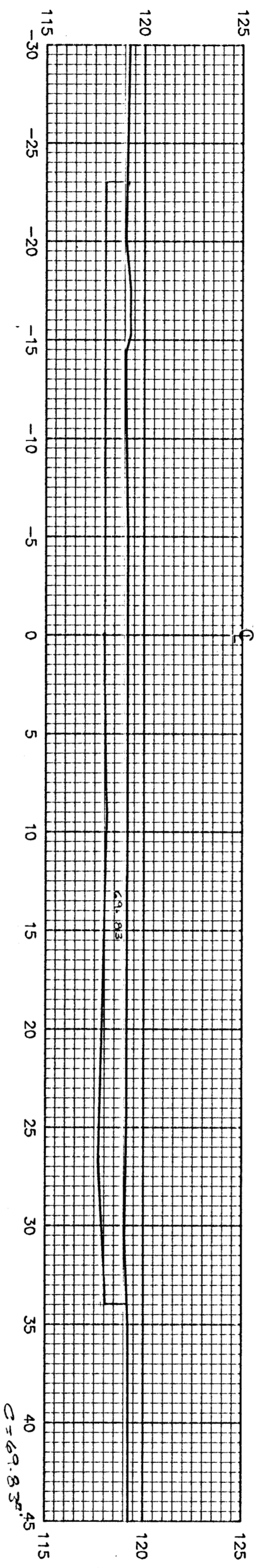
Should Top $C = 58.93 \text{ yd}^3$





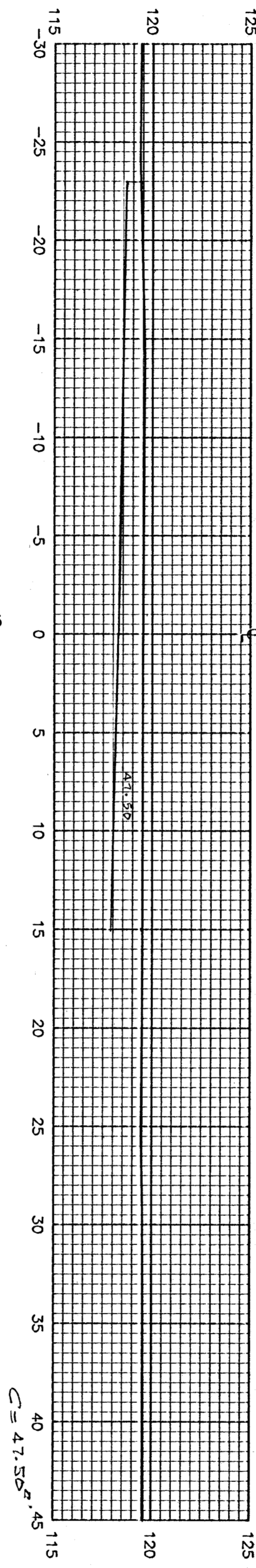
6+44.92

$C = 37.55 \text{ yd}^3$



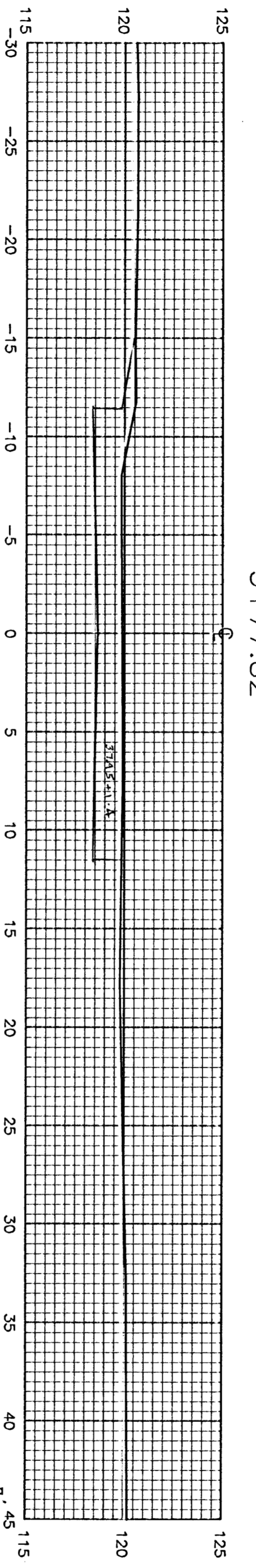
6+24.81

$C = 70.33 \text{ yd}^3$



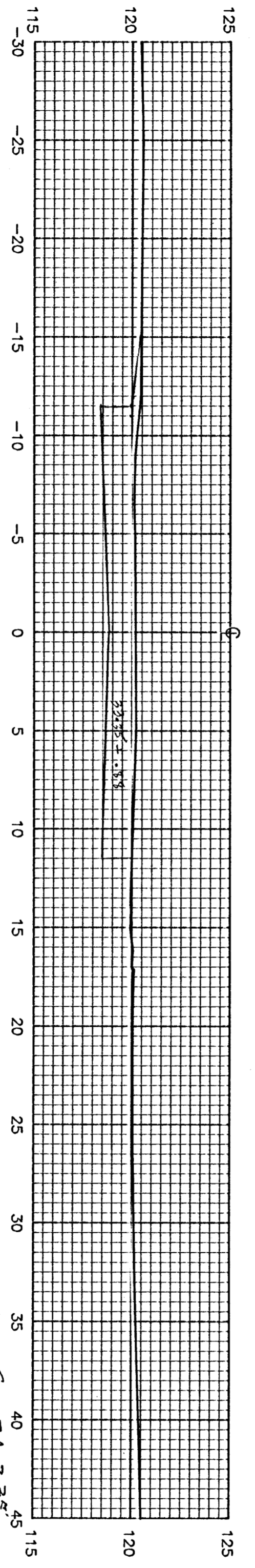
6+10.19

$C = 36.70 \text{ yd}^3$



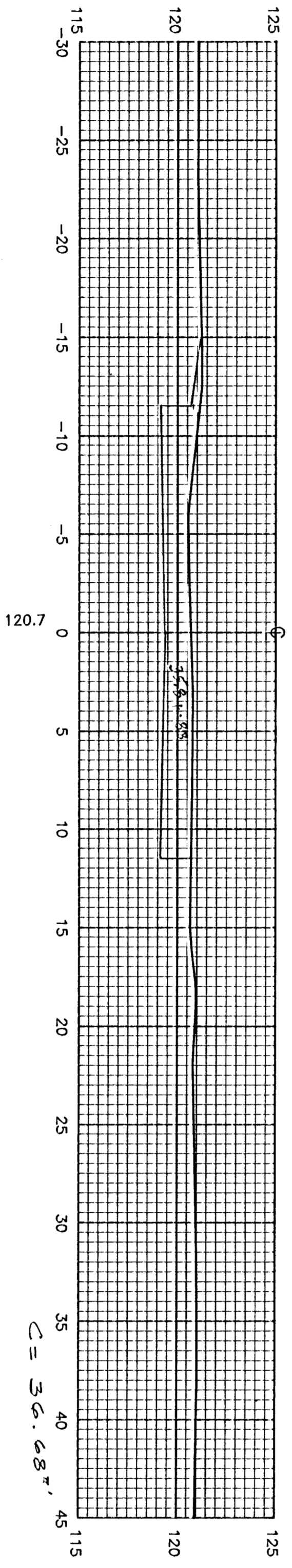
5+77.82

$C = 68.13 \text{ yd}^3$



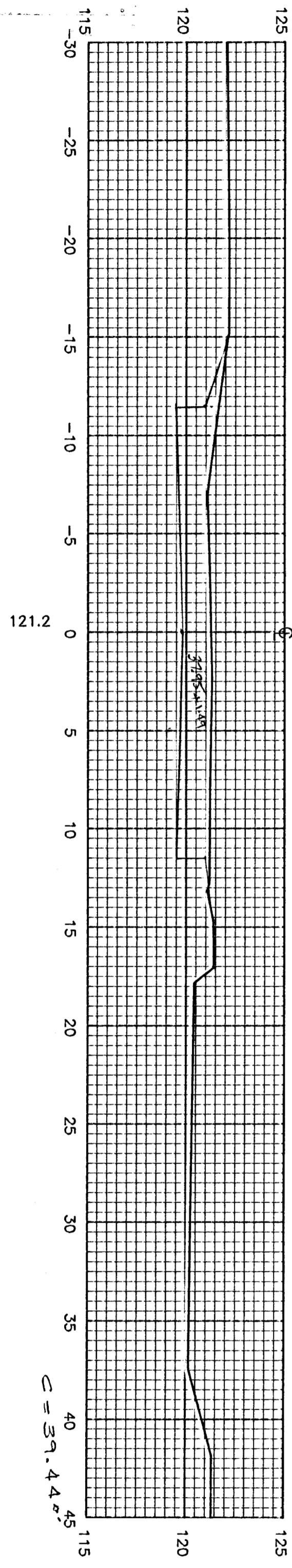
5+50

$C = 65.66 \text{ yd}^3$



5+00

$C = 70.48 \text{ yd}^3$



4+50

$C = 71.89 \text{ yd}^3$

20.11

32.37

22.82

32

32

32

32

Skew Total C = 420.74 yd³

Total Cut = 1005 yd³