

# PAVING PLANS FOR WINDEMERE SECOND ADDITION

OXFORD CIRCLE: FROM A POINT APPROX. 376' E. OF E OF ROCK ROAD TO THE W. LINE OF LOT 2, BLOCK 1, WINDEMERE SECOND ADDITION, TO & INCLUDING CUL-DE-SAC

**PROJECT NO.  
472-76-245-81967-000-000-001**

CITY OF WICHITA, KANSAS  
MICHAEL E. LINDEBAK CITY ENGINEER  
NOVEMBER 1990  
INDEX NO. 760637

## GENERAL NOTES

- UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA CONCRETE PAVEMENT AND ASPHALTIC CONCRETE PAVEMENT SPECIFICATIONS.
- 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.
- EXISTING UTILITIES AND THEIR LOCATIONS, AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL 1-800-344-7233  
OR 687-2470 (LOCAL WICHITA)

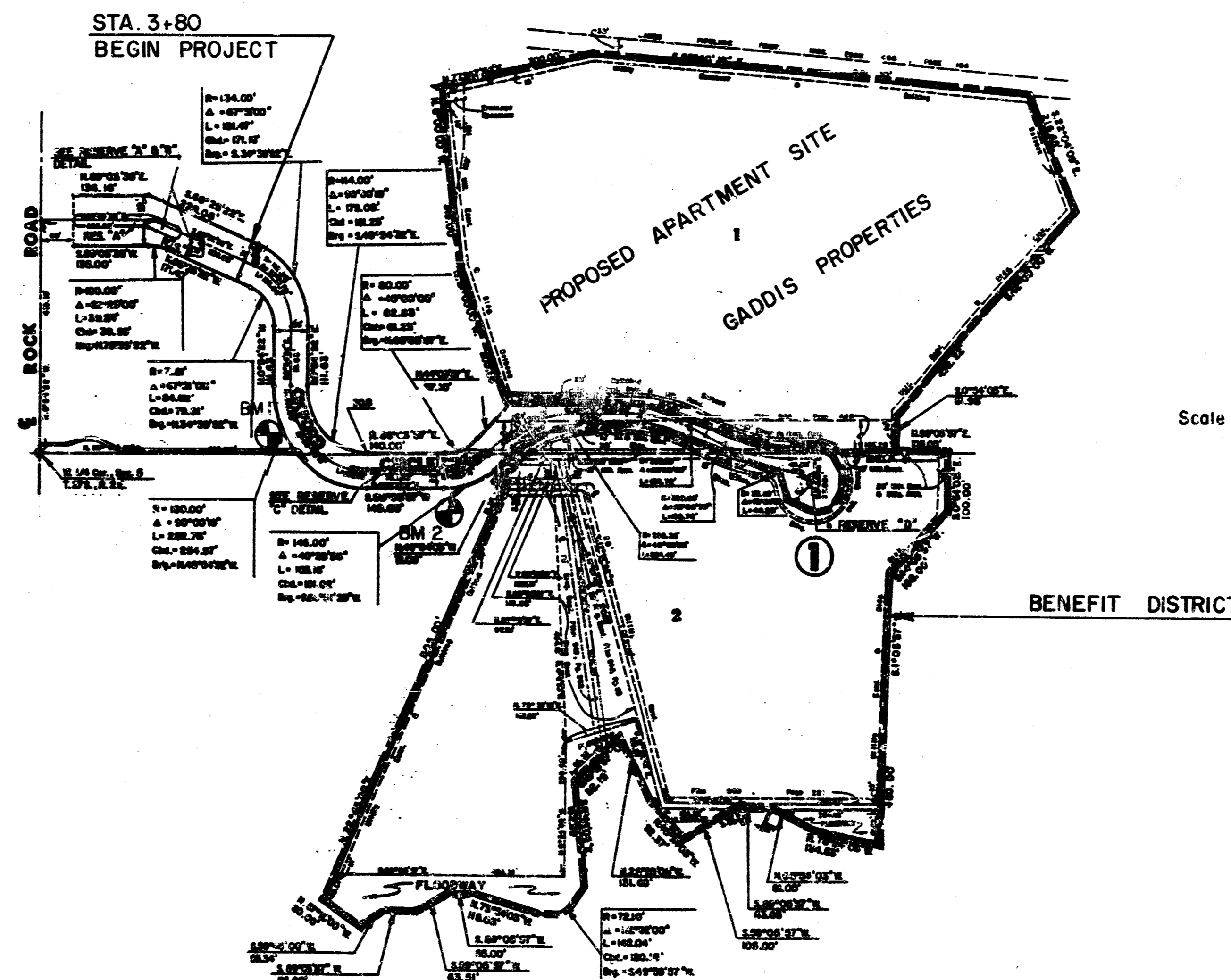
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:

SOUTHWESTERN BELL TELEPHONE COMPANY	1-571-2115
CABLEVISION	262-4270 OR 263-2061
KPL GAS SERVICE COMPANY	263-7511
KANSAS GAS & ELECTRIC	264-1141
CITY OF WICHITA WATER DEPARTMENT	263-4008
CITY OF WICHITA SEWER MAINTENANCE	268-4071
APPLA GAS COMPANY	942-8350 OR 263-8161

- 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.
- 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 AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAW JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF SURFACE OR PAVEMENT.
- THIS PROJECT INCLUDES A CERTAIN AMOUNT OF FULL-TYPE CURB CONSTRUCTION. FULL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT. NO MORE THAN 4 DRIVES 24 FEET IN WIDTH OR EQUIVALENT COMBINATIONS THEREOF ARE TO BE CONSTRUCTED WITH THIS PROJECT.
- CONSTRUCTION OF AN APARTMENT COMPLEX WILL BE UNDERWAY ON LOT 1, BLOCK 1, AT TIME OF PAVEMENT CONSTRUCTION. THE CONTRACTOR SHALL ASSIST IN PROVIDING ACCESS TO AND FROM SITE FOR THE APARTMENT CONTRACTOR. A PRE-CONSTRUCTION MEETING INVOLVING THE LAND OWNER, APARTMENT CONTRACTOR, PAVING CONTRACTOR, GOLF COURSE REPRESENTATIVE (KEN PUNG, 681-0243), AND CITY ENGINEERING PERSONAL SHALL BE HELD IN ORDER TO COORDINATE CONSTRUCTION SEQUENCING.

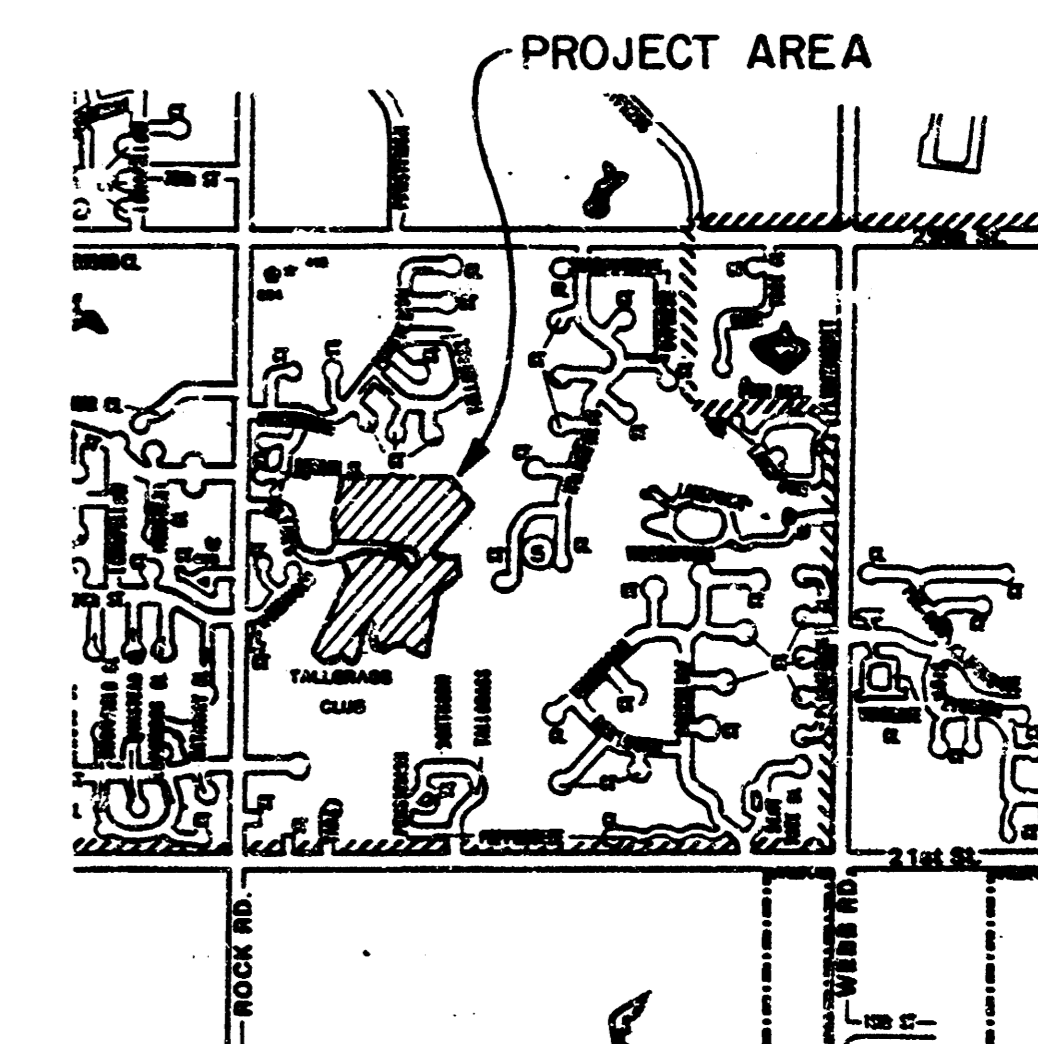
## BENCH MARKS

- BM #1 STEPPED SPIKE IN SOUTHWEST CORNER "Y" POLE  
650' ± EAST OF ROCK ROAD (2ND "Y" POLE EAST  
OF ROCK ROAD)  
ELEV. = 208.22
- BM #2 STEPPED SPIKE IN NORTHWEST CORNER "Y" POLE  
(3RD "Y" POLE EAST OF ROCK ROAD)  
ELEV. = 210.13



## INDEX TO DRAWINGS

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4-6	OXFORD CIRCLE
7	SIDEWALK PLAN
8-14	CROSS SECTIONS
15	FINAL PLAT



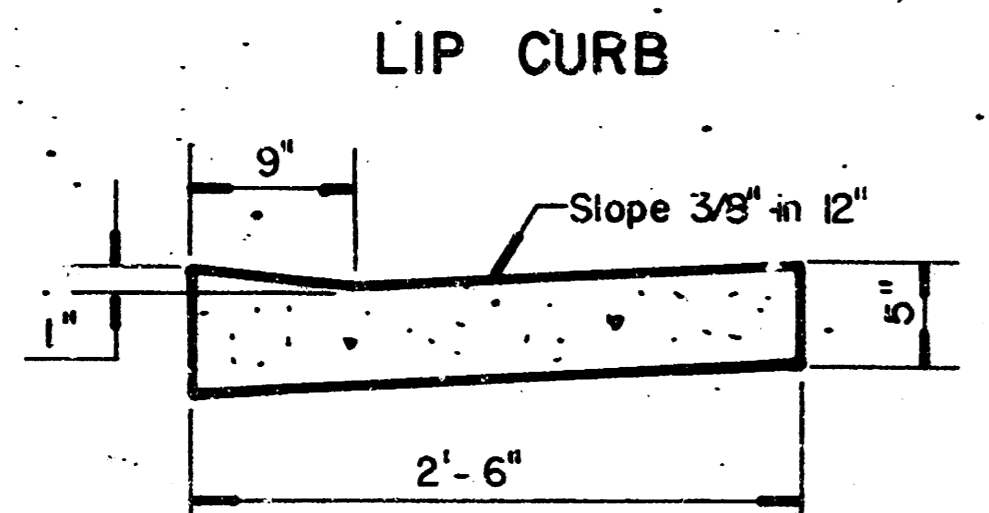
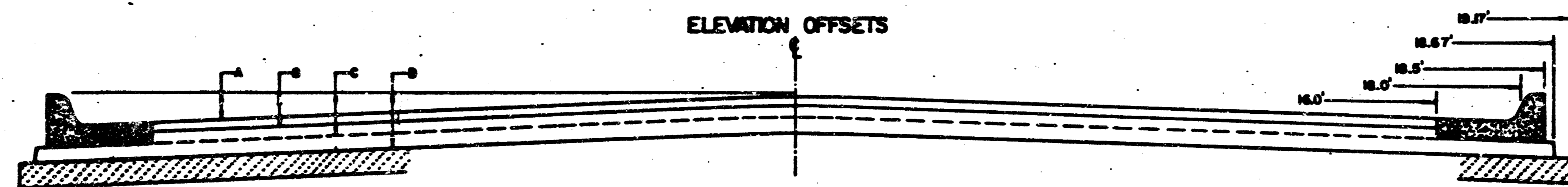
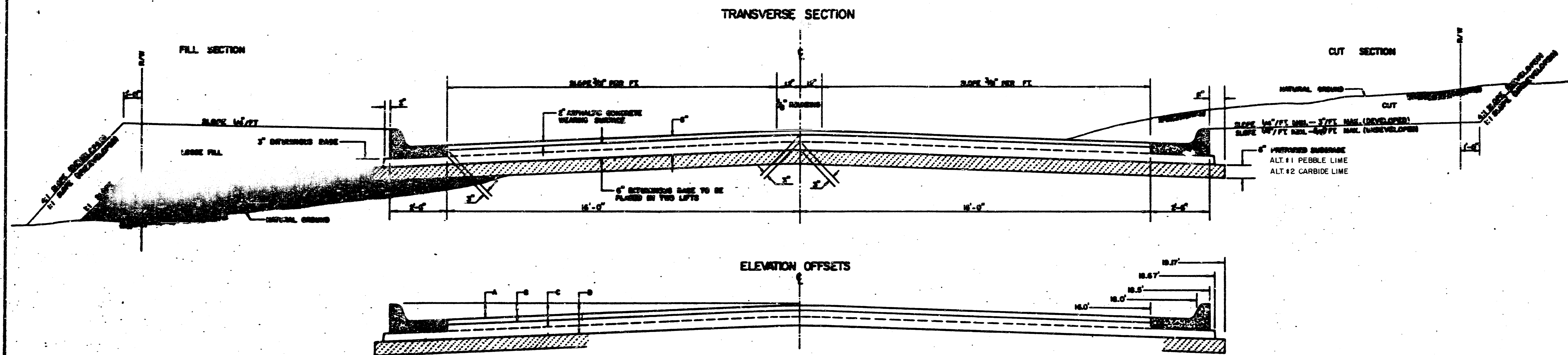
LOCATION MAP



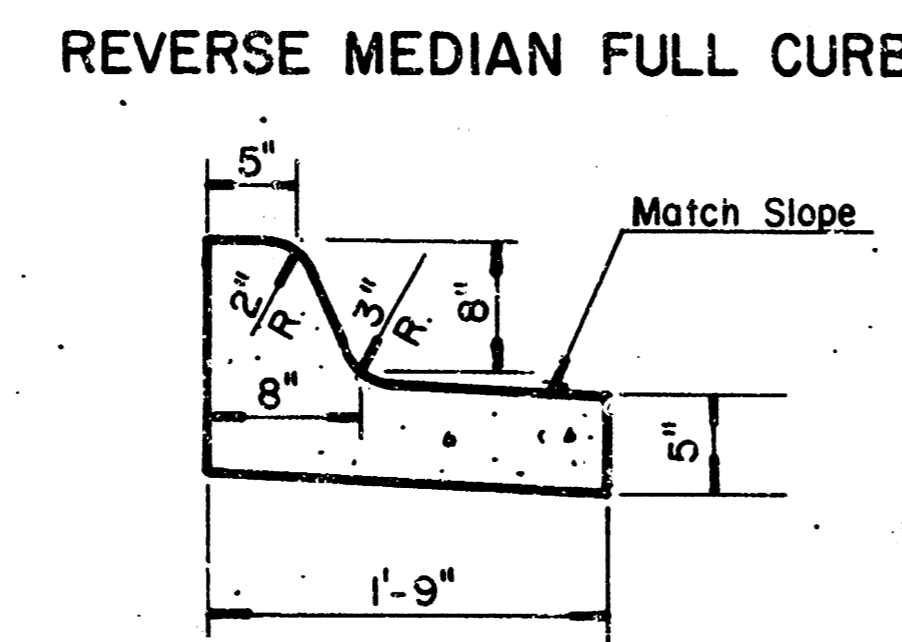
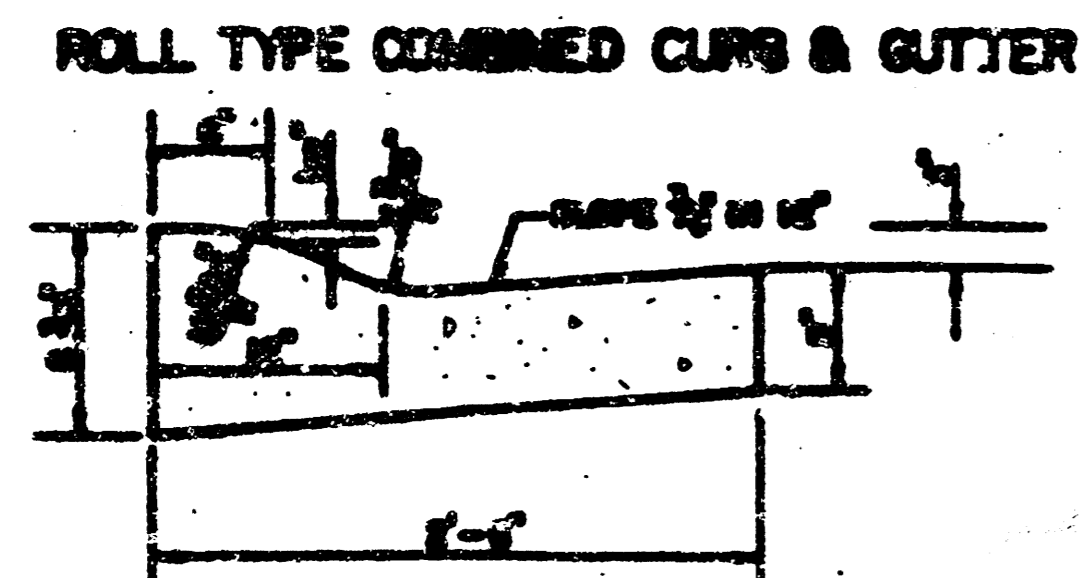
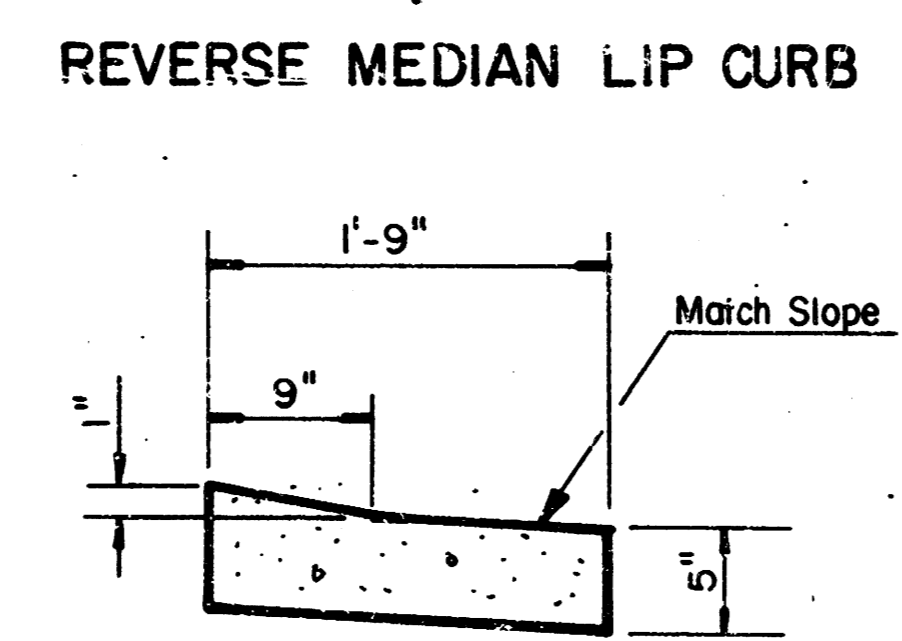
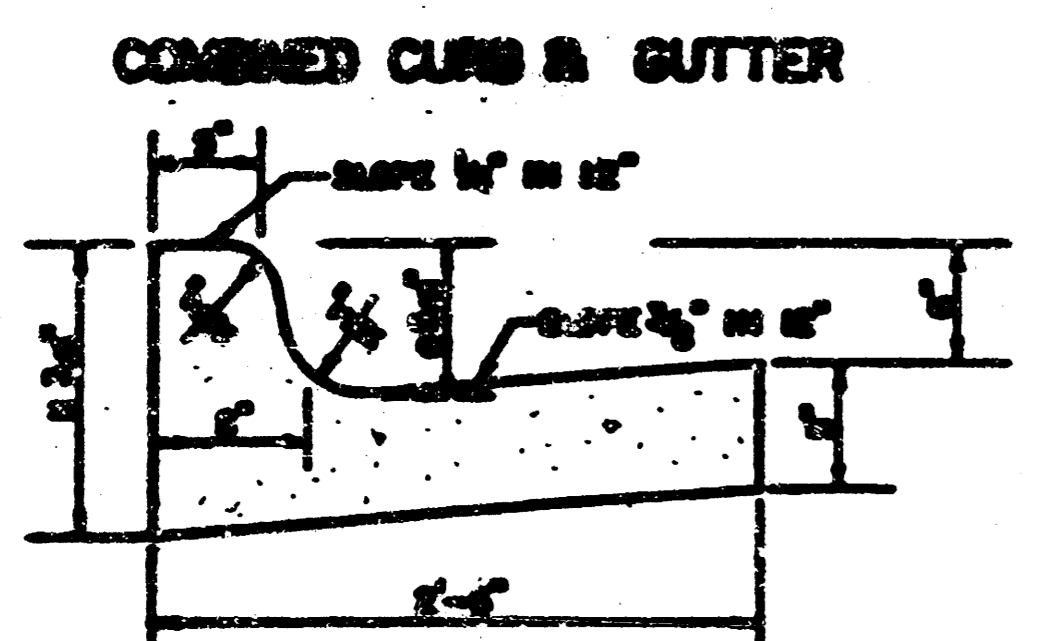
	<b>WINDEMERE SECOND ADDITION PAVING PLANS</b>	Design: GJA Drawn by: DLM Checked by: DH Date: OCT. 1990 100-10
	MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226	636-5566

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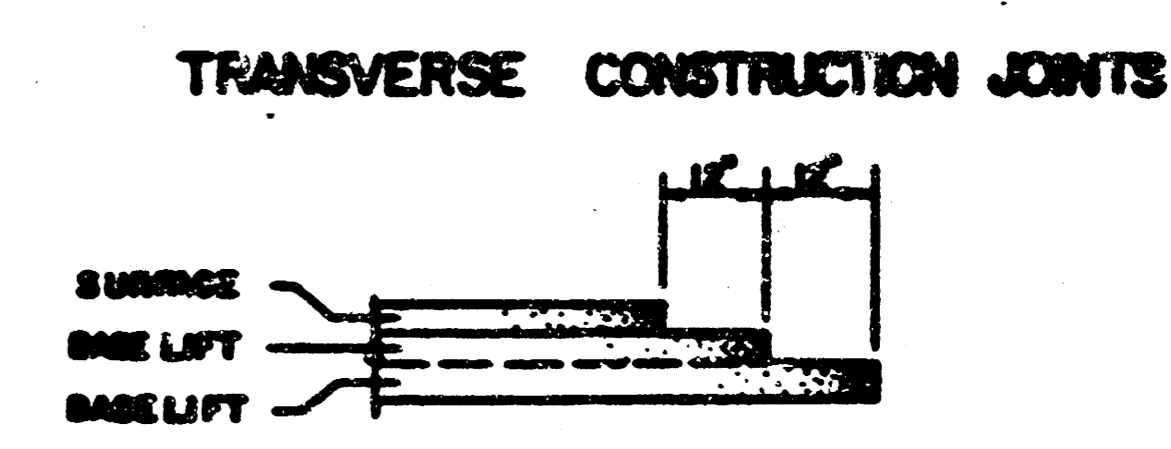
# TYPICAL 37' PAVEMENT DETAILS



	0	2	4	6	8	10	12	14	16	18.0	18.67	19.17
A TOP OF CURB TO TOP OF SURFACE LIFT	.01	.08	.11	.18	.24	.30	.35	.43	.48	---	---	---
B TOP OF CURB TO TOP OF BITUMINOUS BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	---	---	---
C TOP OF CURB TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	---
D TOP OF CURB TO TOP OF SUBGRADE	.87	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24



- GENERAL NOTES**
- 1) THE ASPHALTIC CONCRETE FINISH BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SHOWN WITH A 1/2" BITUMINOUS BASE.
  - 2) THE BITUMINOUS BASE UNDER AND UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SHOWN WITH A 1/2" BITUMINOUS BASE.
  - 3) A THICK COAT OF EMULSION ASPHALT (EM-10 OR EM-20) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.35 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MIXTURE.
  - 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE FINISH BETWEEN CURBS SHALL BE PLACED WITH A LAUNCH MACHINE USING AUTOMATIC CONTROLS FOR LINE AND GRADE.
  - 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE SPACED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PREVIOUS LIFTS AND PLACED SO THAT A JOINT WILL BE OCCURRED ON THE CENTERLINE OF THE TOP LIFT.
  - 6) DISTANCE TO END ONLY ONE (1) INCHES THROUGH ALTERNATE WITH ALTERNATE ARE PROVIDED IN THE PROFILE AND CORNER. THE ELEVATION DATA OF THE SCHEDULED FORM SHALL BE USED IN CONSTRUCTING THIS PROFILE.



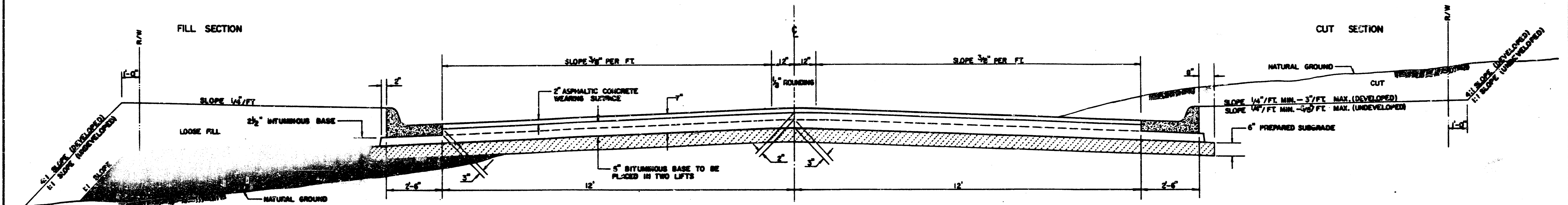
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENT AT LOCATIONS WHERE PREVIOUS JOINTS EXISTED FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL JOINTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE DELAYED IN THE END FACE FOR SQUARE WITH 1/2" ASPHALT CONCRETE (1/2" BITUMINOUS BASE).

6 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE  
CITY OF WICHITA, KANSAS

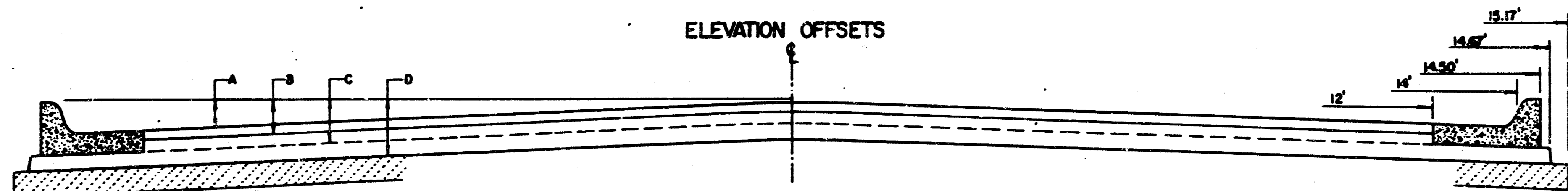
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# TYPICAL 29' PAVEMENT DETAILS

## TRANSVERSE SECTION

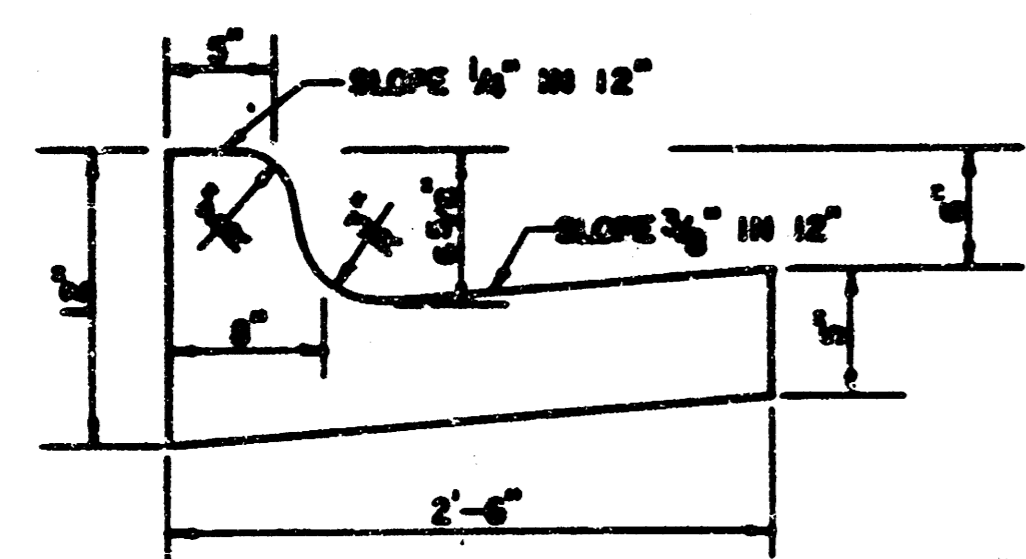


## ELEVATION OFFSETS

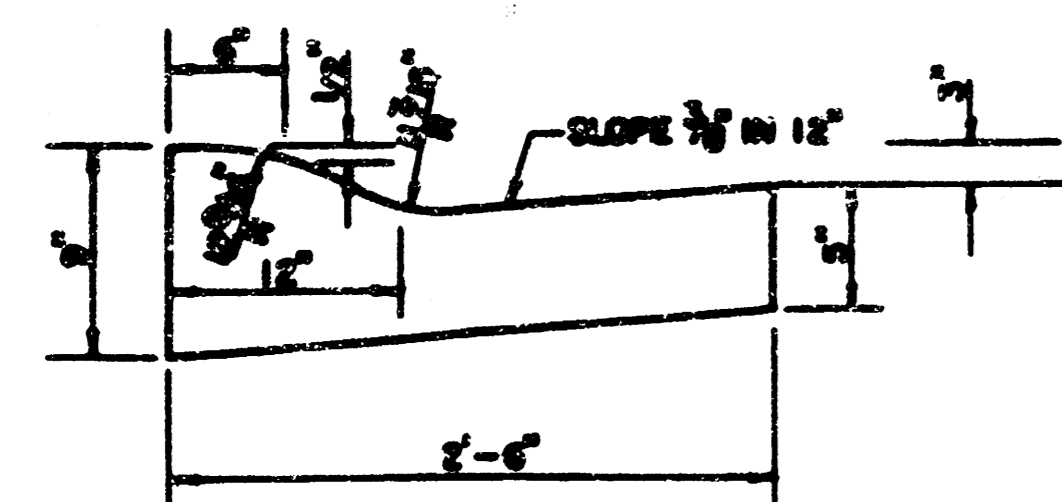


	DISTANCE FROM CENTERLINE (L. & R.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.36	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER 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



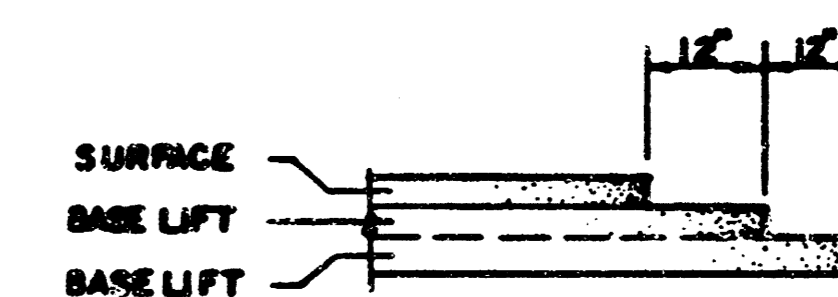
### ROLL TYPE COMBINED CURB & GUTTER



### 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 BALLASTED ASPHALT (50-111 OR CSS-111) 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

$\Delta = 67^{\circ}31'00''$   $P = 124.71'$   $T = 83.35'$   $L = 146.96'$   $LC = 138.60'$

CURVE DATA BASED ON LEFT FACE OF CURB  $\Delta/2 = 33^{\circ}45'30''$

STATION	ARC	8' Off Lech	8' Off Rchd	DEFLECTION	TOTAL DEFLECTION
4+15.21	-	-	-	00°00'00"	00°00'00"
4+58.24	43.03'	45.56'	-	09°53'05"	09°53'05"
4+89.13	30.89'	32.79'	-	07°08'45"	16°58'50"
5+19.62	30.49'	32.37'	-	07°00'15"	23°55'05"
5+49.58	29.96'	31.81'	-	06°52'56"	30°52'01"
5+82.17	12.59'	13.39'	-	02°53'29"	33°45'30"

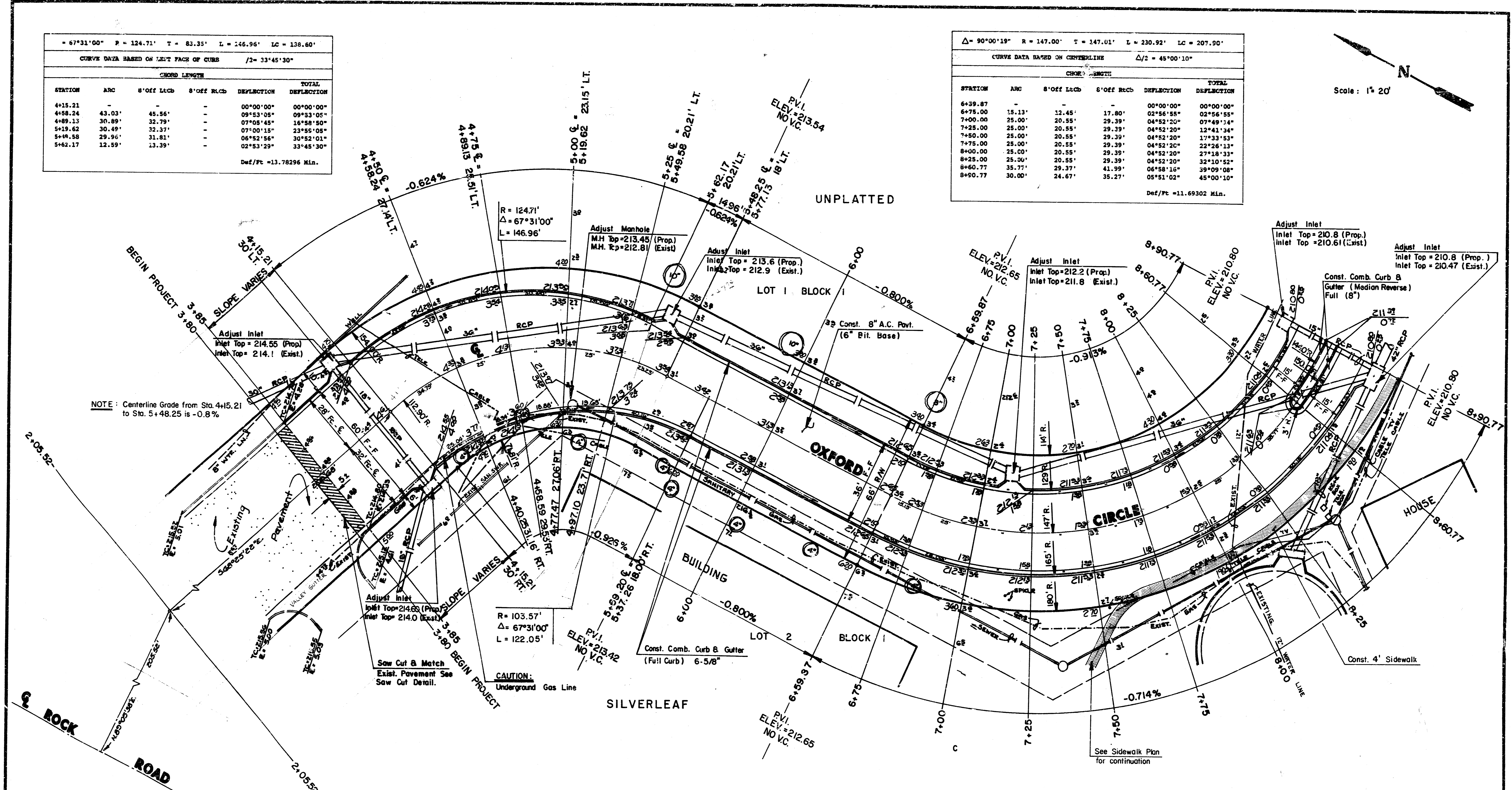
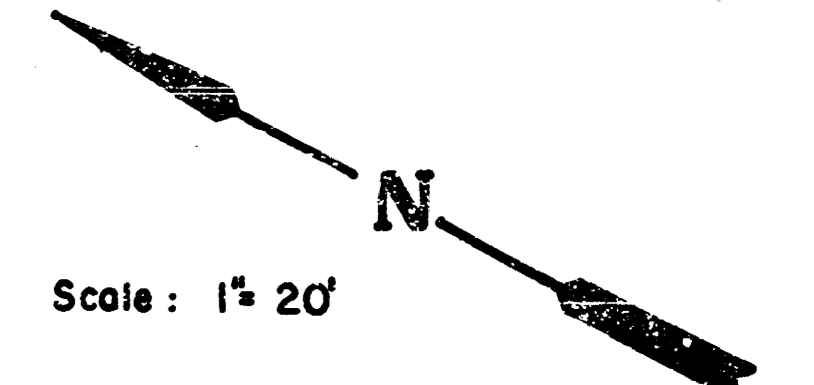
Def/Pc = 13.78296 Min.

$\Delta = 90^{\circ}00'19''$   $R = 147.00'$   $T = 147.01'$   $L = 230.92'$   $LC = 207.90'$

CURVE DATA BASED ON CENTERLINE  $\Delta/2 = 45^{\circ}00'10''$

STATION	ARC	8' Off Lech	8' Off Rchd	DEFLECTION	TOTAL DEFLECTION
6+39.87	-	-	-	00°00'00"	00°00'00"
6+75.00	15.13'	12.45'	17.80'	02°56'55"	02°56'55"
7+00.00	25.00'	20.55'	29.39'	04°52'20"	07°49'14"
7+25.00	25.00'	20.55'	29.39'	04°52'20"	12°41'34"
7+50.00	25.00'	20.55'	29.39'	04°52'20"	17°33'53"
7+75.00	25.00'	20.55'	29.39'	04°52'20"	22°26'13"
8+00.00	25.00'	20.55'	29.39'	04°52'20"	27°18'33"
8+25.00	25.00'	20.55'	29.39'	04°52'20"	32°10'52"
8+50.77	35.77'	29.37'	41.99'	06°58'16"	39°09'08"
8+50.77	30.00'	24.67'	35.27'	05°51'02"	45°00'10"

Def/Pc = 11.69302 Min.



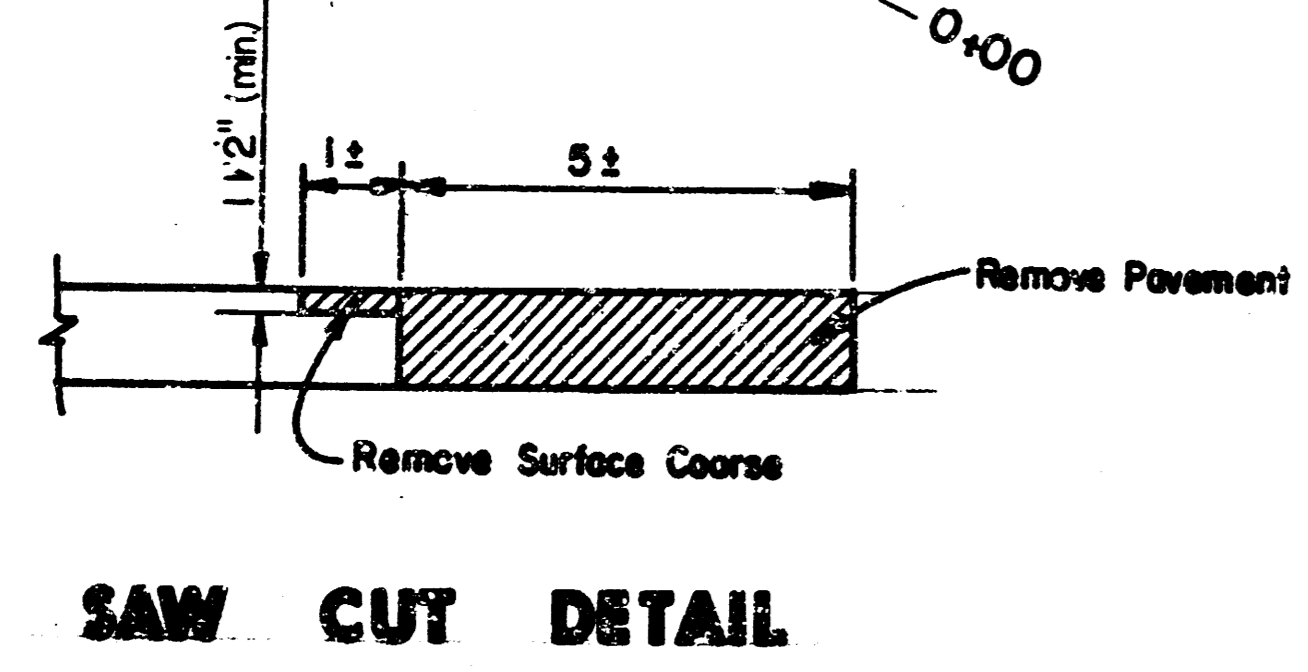
$\Delta = 67^{\circ}31'00''$   $R = 103.57'$   $T = 69.23'$   $L = 122.05'$   $LC = 113.11'$

CURVE DATA BASED ON RIGHT FACE OF CURB  $\Delta/2 = 33^{\circ}45'30''$

STATION	ARC	8' Off Lech	8' Off Rchd	DEFLECTION	TOTAL DEFLECTION
4+15.21	-	-	-	00°00'00"	00°00'00"
4+40.25	25.04'	-	23.05'	04°55'34"	04°55'34"
4+58.59	18.34'	-	16.90'	05°04'23"	11°59'57"
4+77.47	18.88'	-	17.40'	05°13'20"	17°13'17"
4+97.10	19.63'	-	18.09'	05°25'47"	22°39'04"
5+37.26	40.16'	-	36.82'	11°06'26"	33°45'30"

Def/Pc = 16.59625 Min.

**EARTHWORK**  
Excavation 2440 C.Y.  
Comp. Fill 220 C.Y.



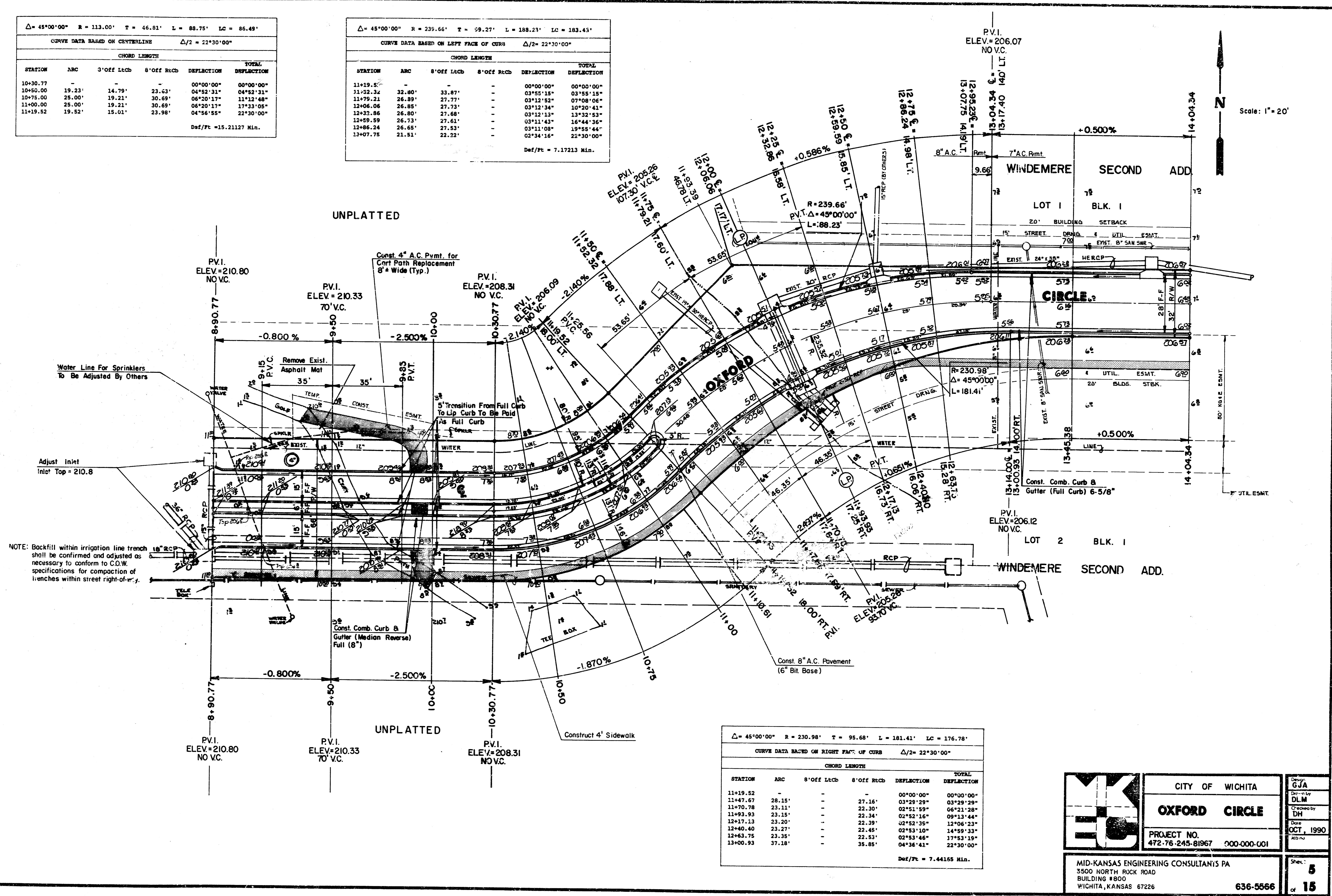
	CITY OF WICHITA	Design GJA
	<b>OXFORD CIRCLE</b>	Drawn by DLM
	PROJECT NO. 472-76-245-818967-000-000-001	Checked by DH
MID-ANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226	636-5566	Date OCT, 1990 Job no.
		Sheet <b>4</b> of 15

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$\Delta = 45^{\circ}00'00''$ R = 113.00' T = 46.81' L = 88.75' LC = 86.49'					
CURVE DATA BASED ON CENTERLINE $\Delta/2 = 22^{\circ}30'00''$					
CHORD LENGTH					
STATION	ARC	3' Off Lch	8' Off Rch	DEFLECTION	TOTAL DEFLECTION
10+30.77	-	-	-	00°00'00"	00°00'00"
10+50.00	19.23'	14.79'	23.63'	04°52'31"	04°52'31"
10+75.00	25.00'	19.21'	30.69'	06°20'17"	11°12'48"
11+00.00	25.00'	19.21'	30.69'	06°20'17"	17°33'05"
11+19.52	19.52'	15.01'	23.98'	04°56'55"	22°30'00"
Def/Pc = 15.21127 Min.					

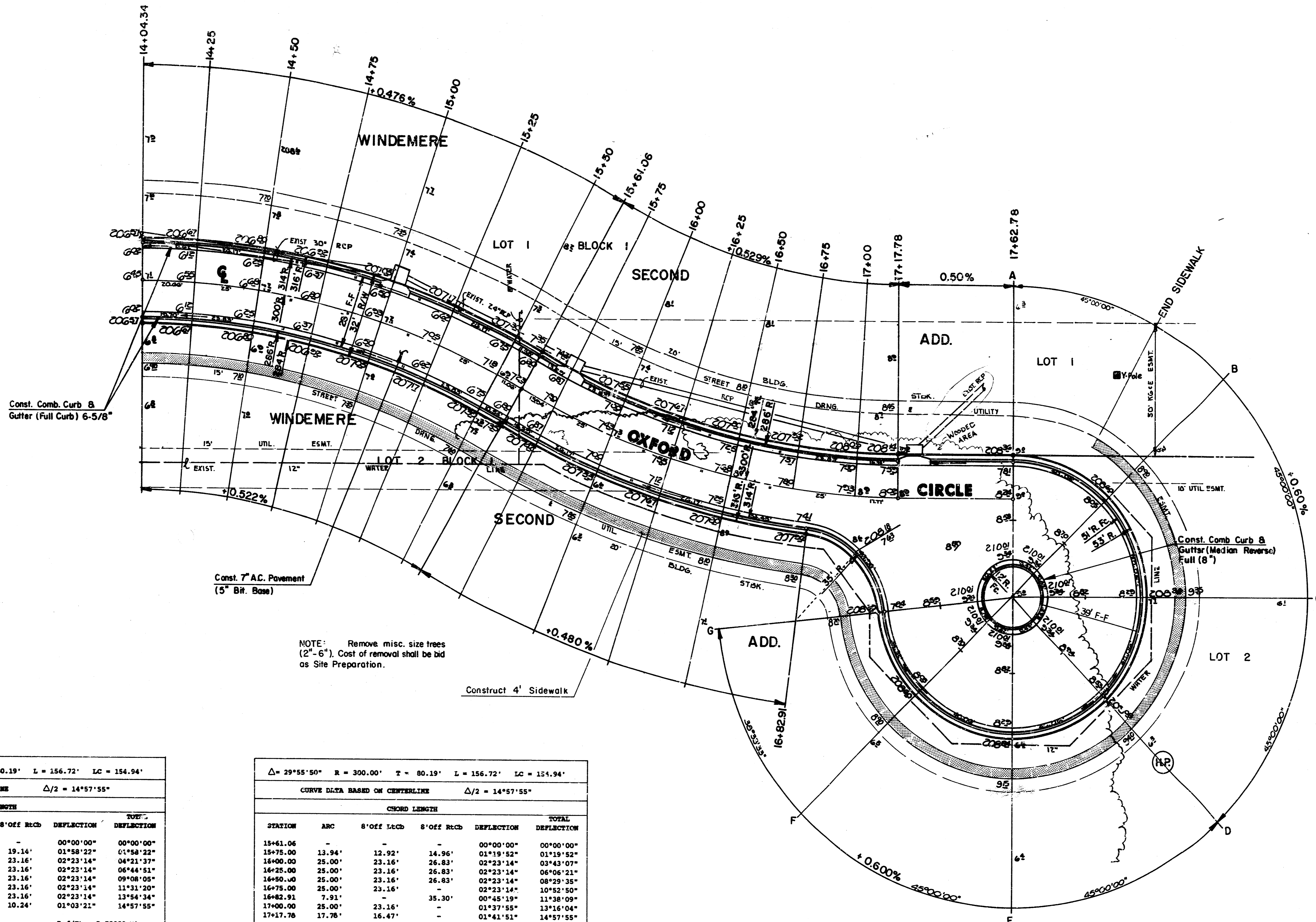
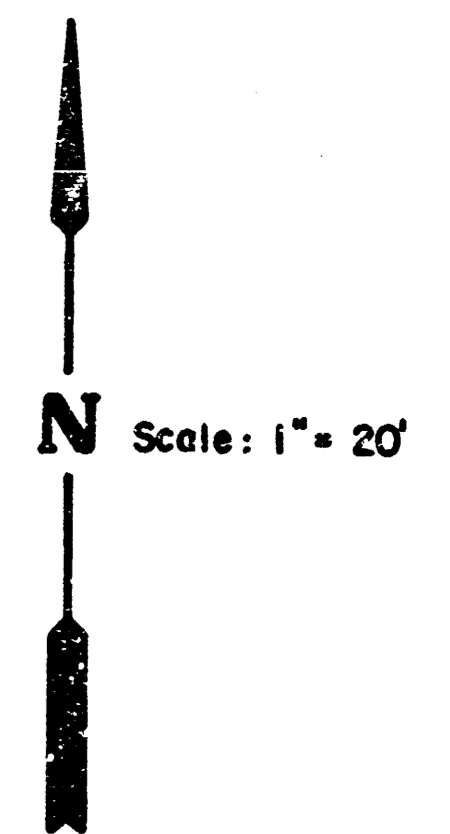
$\Delta = 45^{\circ}00'00''$ R = 239.66' T = 99.27' L = 188.23' LC = 183.45'					
CURVE DATA BASED ON LEFT FACE OF CURB $\Delta/2 = 22^{\circ}30'00''$					
CHORD LENGTH					
STATION	ARC	8' Off Lch	8' Off Rch	DEFLECTION	TOTAL DEFLECTION
11+19.52	-	-	-	00°00'00"	00°00'00"
11+32.24	32.80'	33.87'	-	03°55'18"	03°55'18"
11+75.21	26.89'	27.77'	-	03°12'52"	07°08'06"
12+06.06	26.85'	27.73'	-	03°12'52"	10°20'41"
12+32.86	26.80'	27.68'	-	03°12'13"	13°32'53"
12+59.59	26.73'	27.61'	-	03°11'43"	16°44'36"
12+86.24	26.65'	27.53'	-	03°11'08"	19°55'44"
13+07.75	21.51'	22.22'	-	02°34'16"	22°30'00"
Def/Pc = 7.17213 Min.					

$\Delta = 45^{\circ}00'00''$ R = 230.98' T = 95.68' L = 181.41' LC = 176.78'					
CURVE DATA BASED ON RIGHT FACE OF CURB $\Delta/2 = 22^{\circ}30'00''$					
CHORD LENGTH					
STATION	ARC	8' Off Lch	8' Off Rch	DEFLECTION	TOTAL DEFLECTION
11+19.52	-	-	-	00°00'00"	00°00'00"
11+47.67	28.15'	-	27.16'	03°29'29"	03°29'29"
11+70.78	23.11'	-	22.30'	02°51'59"	06°21'28"
11+93.93	23.15'	-	22.34'	02°52'16"	09°13'44"
12+17.13	23.20'	-	22.39'	02°52'35"	12°06'23"
12+40.40	23.27'	-	22.45'	02°53'10"	14°59'33"
12+63.75	23.35'	-	22.53'	02°53'46"	17°53'19"
13+00.93	37.18'	-	35.85'	04°36'41"	22°30'00"
Def/Pc = 7.44165 Min.					



	CITY OF WICHITA	Design: GJA
	<b>OXFORD CIRCLE</b>	Drawn by: DLM
	PROJECT NO. 472-76-245-81967 000-000-001	Checked by: DH
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		Date: OCT, 1990
636-5566		Sheet: 5 of 15

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NOTE: Remove misc. size trees (2"-6"). Cost of removal shall be bid as Site Preparation.

$\Delta = 29^{\circ}55'50''$   $R = 300.00'$   $T = 80.19'$   $L = 156.72'$   $LC = 154.94'$

CURVE DATA BASED ON CENTERLINE  $\Delta/2 = 14^{\circ}57'55''$

STATION	ARC	8' OFF LCH	8' OFF RCH	DEFLECTION	TOTAL DEFLECTION
14+04.34	-	-	-	00°00'00"	00°00'00"
14+25.00	20.66'	22.17'	19.14'	01°58'22"	01°58'22"
14+50.00	25.00'	26.83'	23.16'	02°23'14"	04°21'37"
14+75.00	25.00'	26.83'	23.16'	02°23'14"	06°44'51"
15+00.00	25.00'	26.83'	23.16'	02°23'14"	09°08'05"
15+25.00	25.00'	26.83'	23.16'	02°23'14"	11°31'20"
15+50.00	25.00'	26.83'	23.16'	02°23'14"	13°54'34"
15+61.06	11.06'	11.87'	10.24'	01°03'21"	14°57'55"

Def/Ft = 5.72958 Min.

$\Delta = 29^{\circ}55'50''$   $R = 300.00'$   $T = 80.19'$   $L = 156.72'$   $LC = 154.94'$

CURVE DATA BASED ON CENTERLINE  $\Delta/2 = 14^{\circ}57'55''$

STATION	ARC	8' OFF LCH	8' OFF RCH	DEFLECTION	TOTAL DEFLECTION
15+61.06	-	-	-	00°00'00"	00°00'00"
15+75.00	13.94'	12.92'	14.96'	01°19'52"	01°19'52"
16+00.00	25.00'	23.16'	26.83'	02°23'14"	03°43'07"
16+25.00	25.00'	23.16'	26.83'	02°23'14"	06°06'21"
16+50.00	25.00'	23.16'	26.83'	02°23'14"	08°29'35"
16+75.00	25.00'	23.16'	26.83'	02°23'14"	10°52'50"
16+82.91	7.91'	-	35.30'	00°45'19"	11°38'09"
17+00.00	25.00'	23.16'	-	01°37'55"	13°16'04"
17+17.78	17.78'	16.47'	-	01°41'51"	14°57'55"

Def/Ft = 5.72958 Min.

	CITY OF WICHITA	Design: GJA
	<b>OXFORD CIRCLE</b>	Drawn by: DLM
	PROJECT NO. 472-76-245-81967 -000-000-001	Checked by: DH
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BULDING #800 WICHITA, KANSAS 67226	636-5566	Date: OCT, 1990
Sheet: 6 of 15		

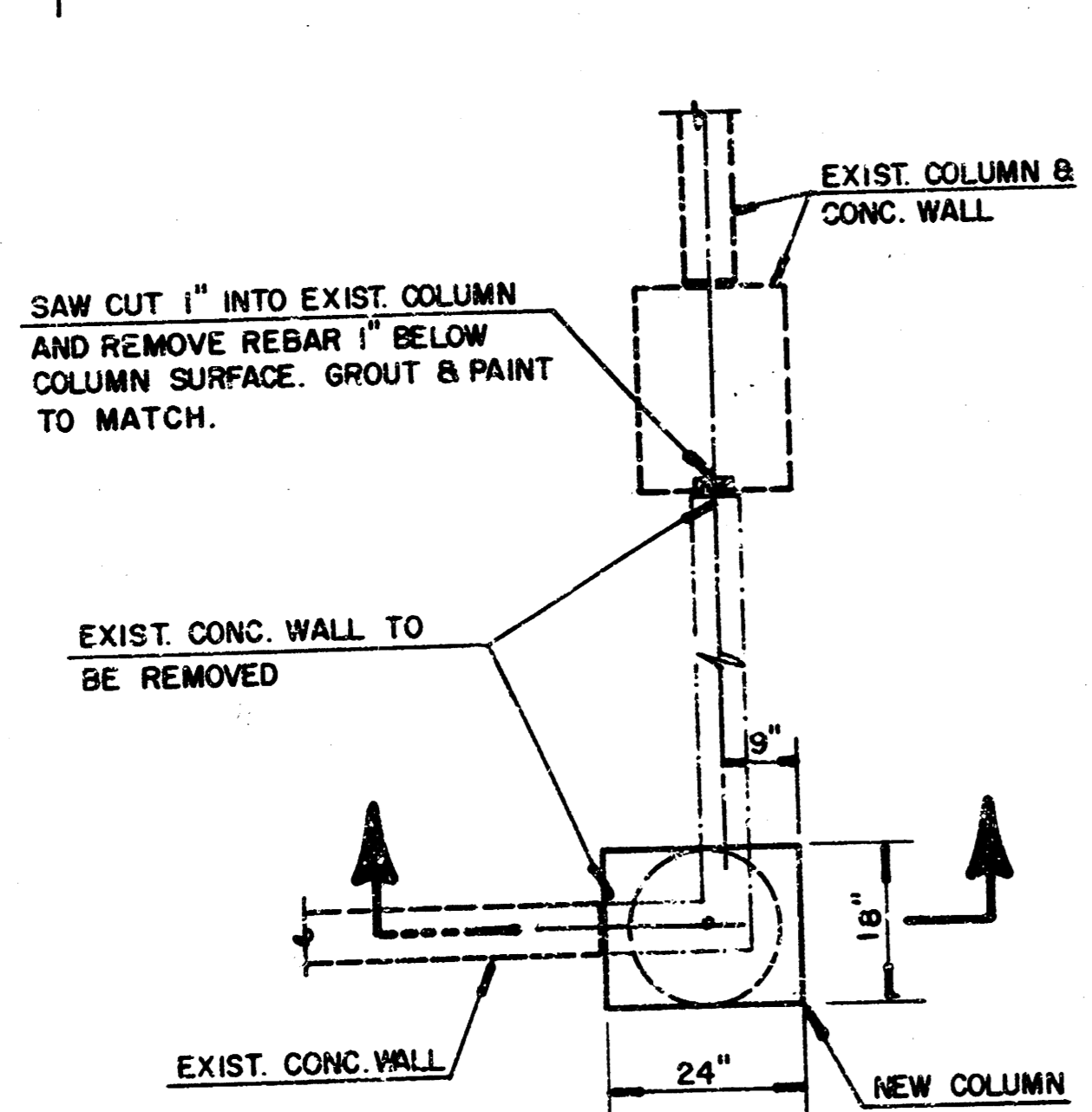
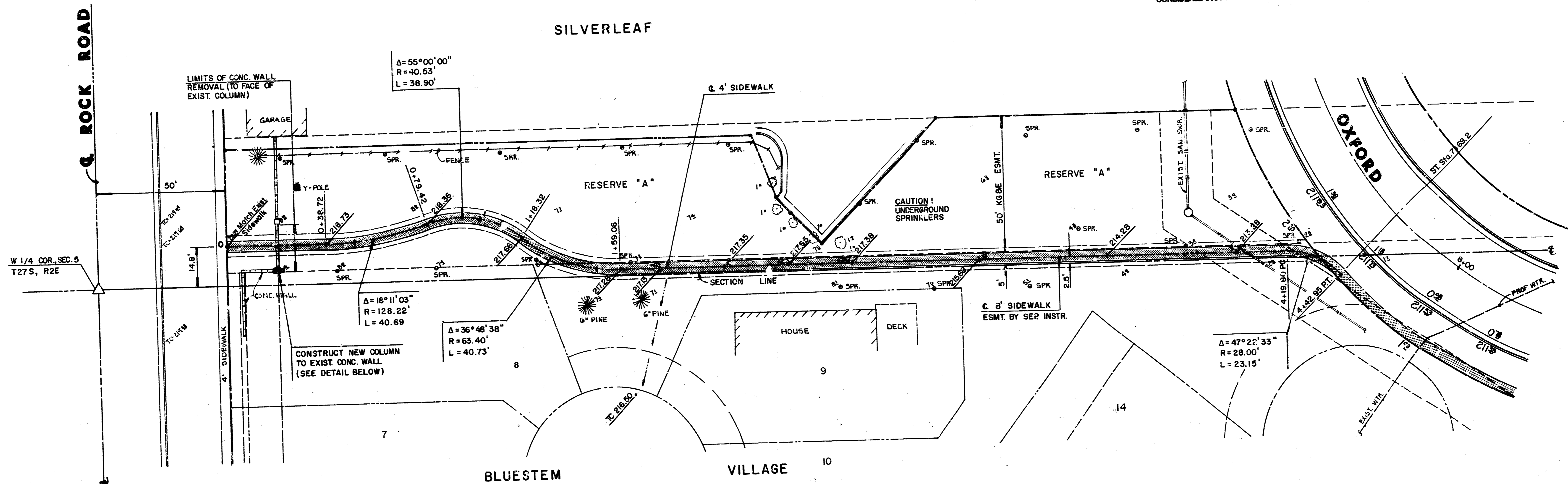
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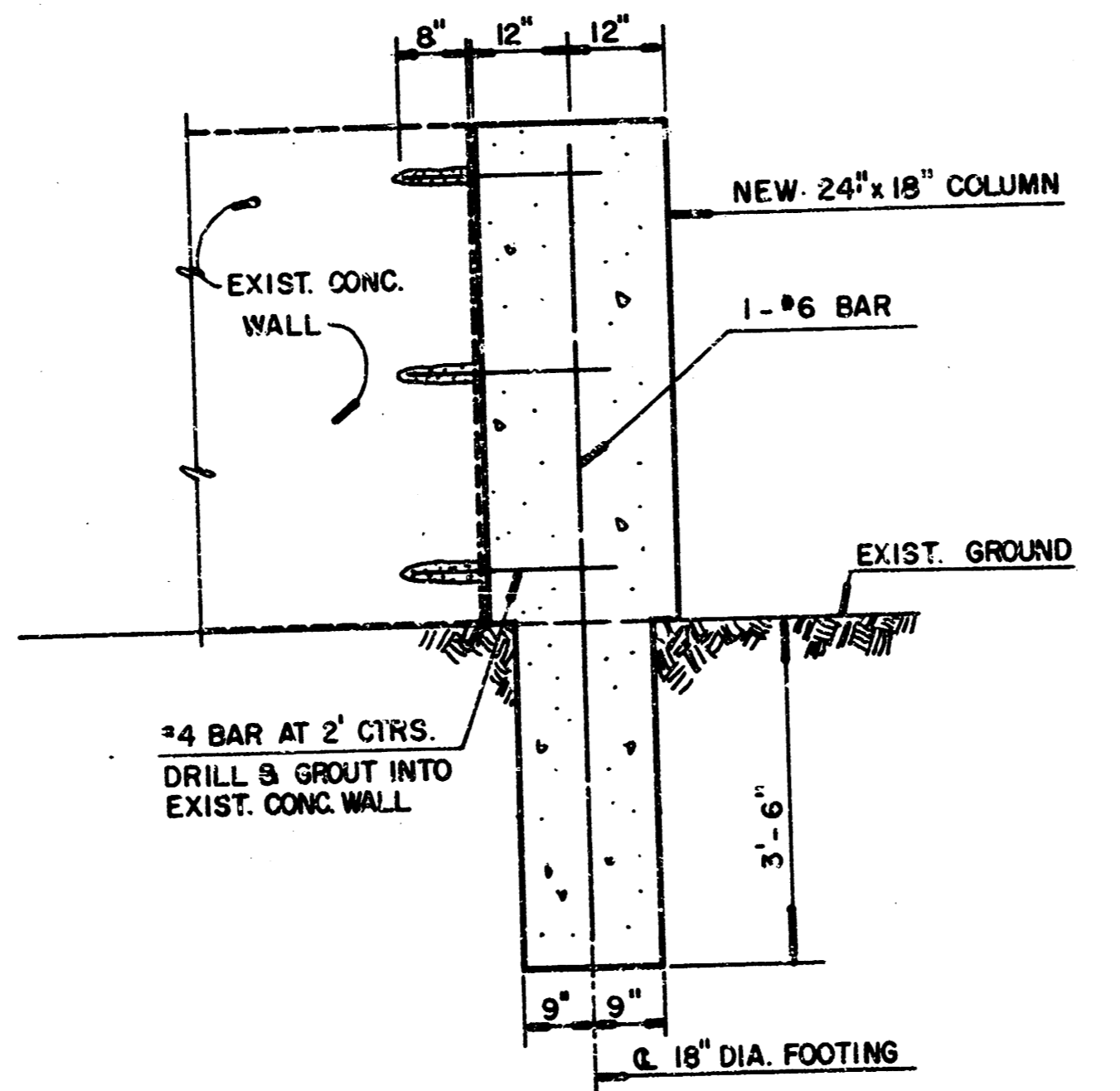
Scale: 1" = 20'

NOTE:  
GRADES ON SIDEWALK HAVE BEEN SET TO  
MATCH EXIST. GROUND. CONTRACTOR SHALL  
MAINTAIN EXIST. DRAINAGE PATTERNS.

CONTRACTOR SHALL PROTECT EXISTING SPRINKLER SYSTEM DURING CONSTRUCTION. ANY  
VARIATION FROM ALIGNMENT BECAUSE OF SPRINKLER HEADS OR SYSTEM SHALL BE  
CONSIDERED SUBSIDIARY TO PROJECT.



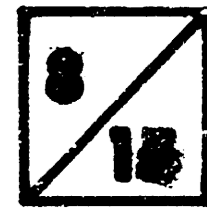
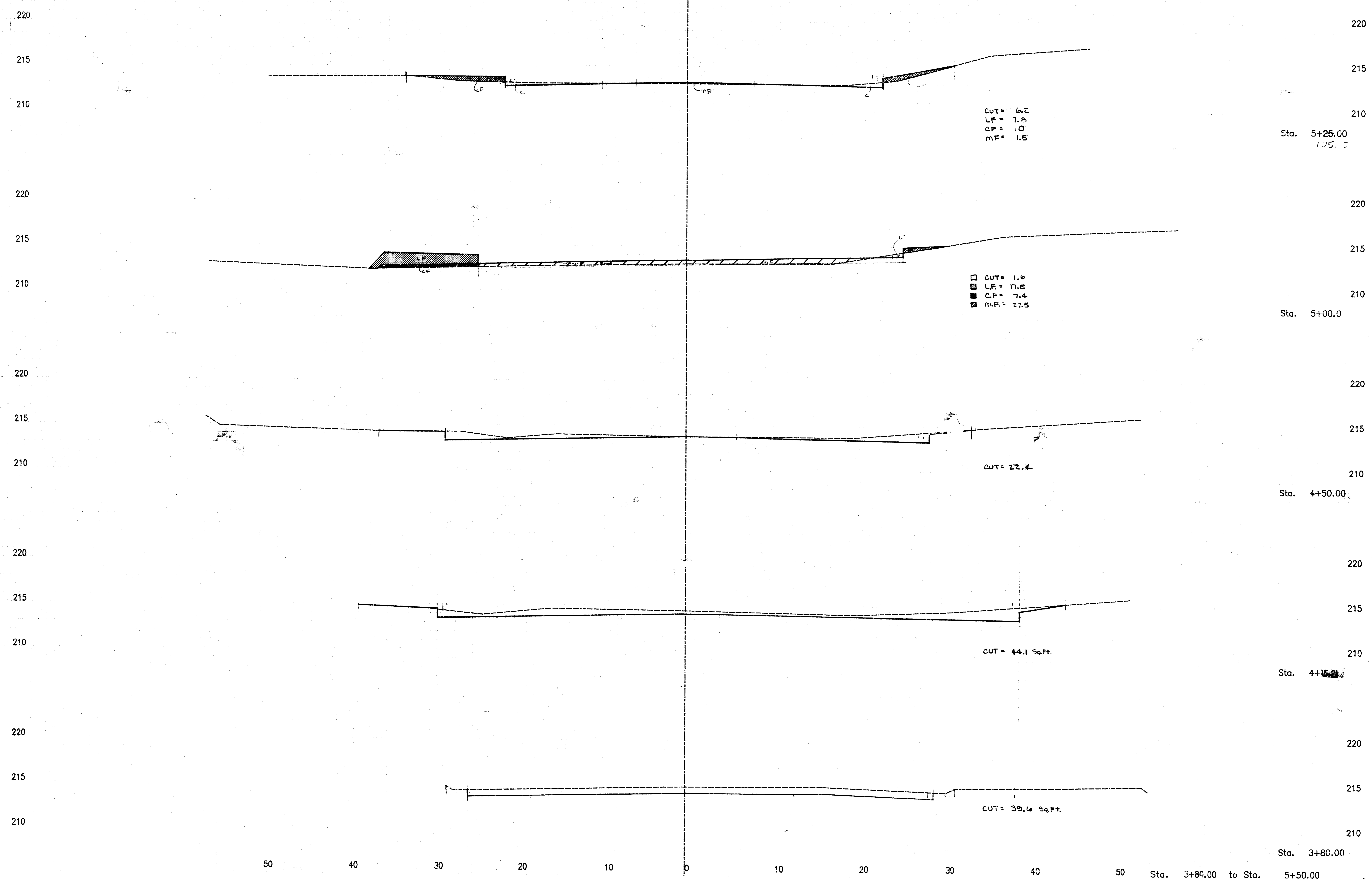
WALL PLAN



WALL SECTION

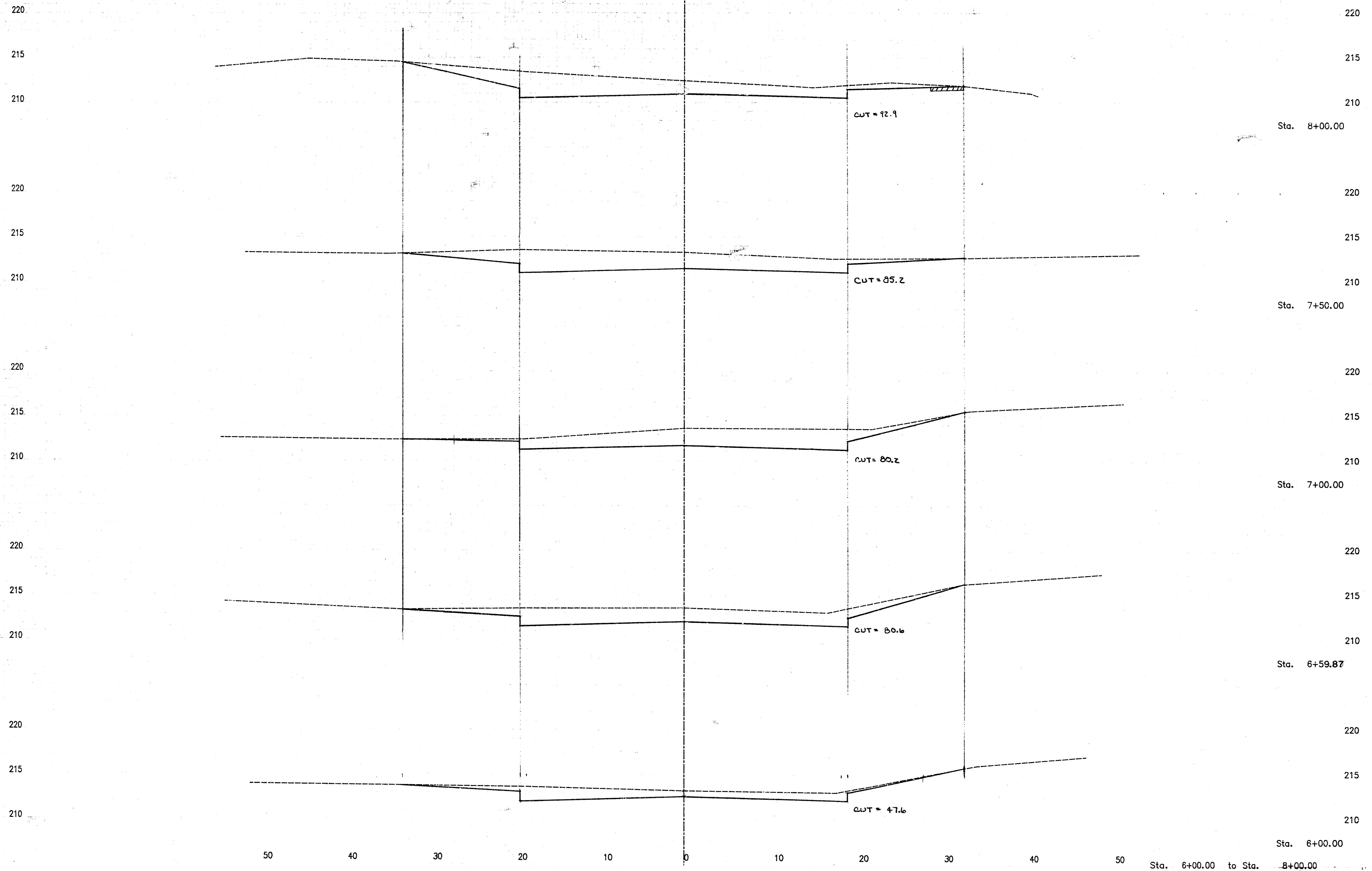
	CITY OF WICHITA	Drawn by GJA
	<b>SIDEWALK PLAN</b>	Design by DPR
	PROJECT NO. 472-76-245-618967-000-000-001	Checked by DH
		Date CCI 1990
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226	636-5663	Sheet <b>7</b> of 15

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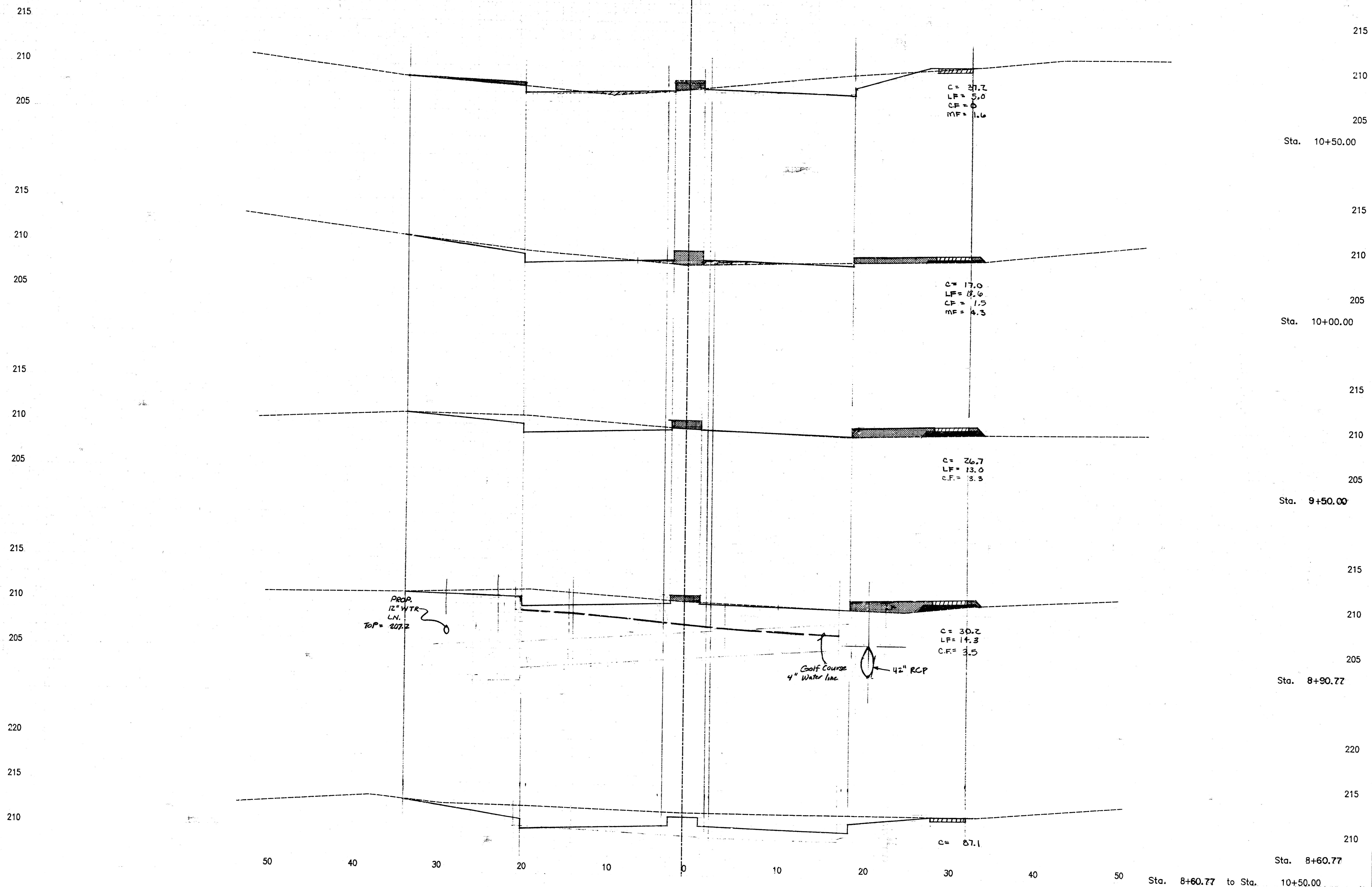
OSFORD CIRCLE  
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WINDEMER SECOND ADD.  
PAVING PLANS - CROSS SECTION  
PROJ. NO. 472-76-245-81967 - 000-000-001



Sta. 6+00.00 to Sta. 8+00.00  
**OXFORD CIRCLE**

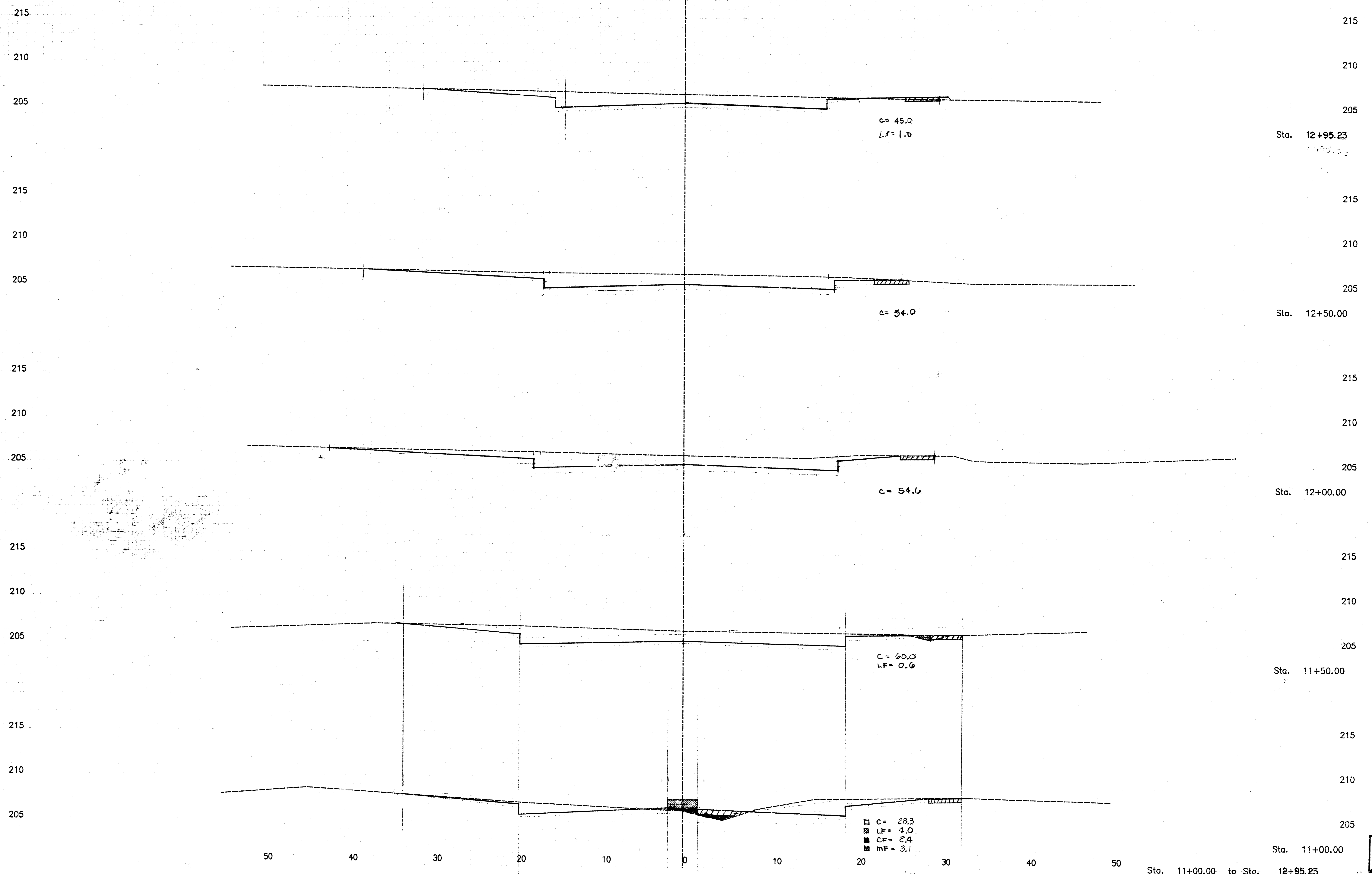
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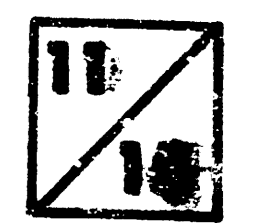
Sta. 8+60.77 to Sta. 10+50.00  
**OXFORD CIRCLE**



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Sta. 11+00.00 to Sta. 12+95.23  
**OXFORD CIRCLE**



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WINDEMERE SECOND ADD.  
 PAVING PLANS - CROSS SECTIONS  
 PROJ. NO. 472-75-245-31957-000-000-001

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Sta. 15+50.00

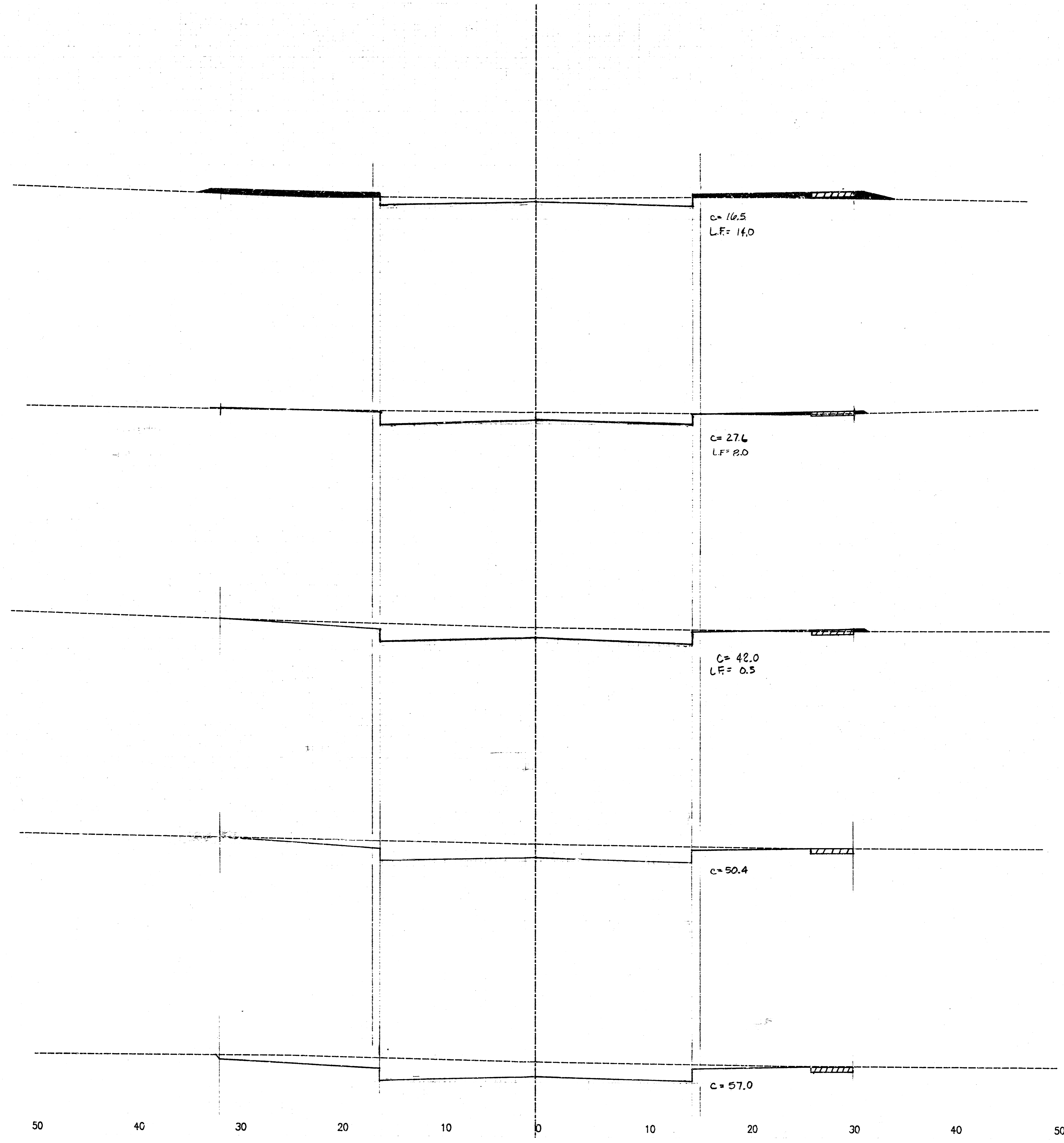
Sta. 15+00.00

Sta. 14+50.00

Sta. 14+04.34

Sta. 13+43.38

Sta. 13+43.38 to Sta. 15+50.00



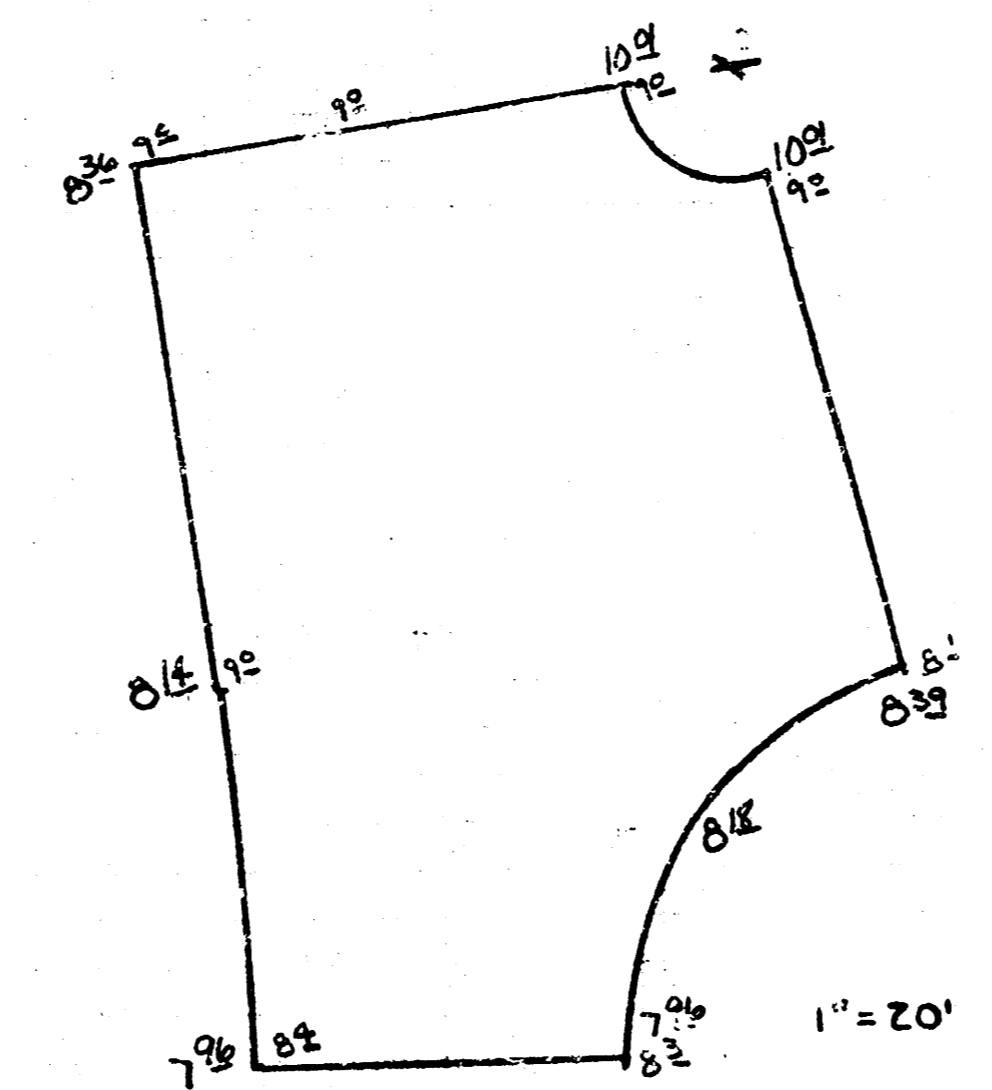
12/15

OXFORD CIRCLE

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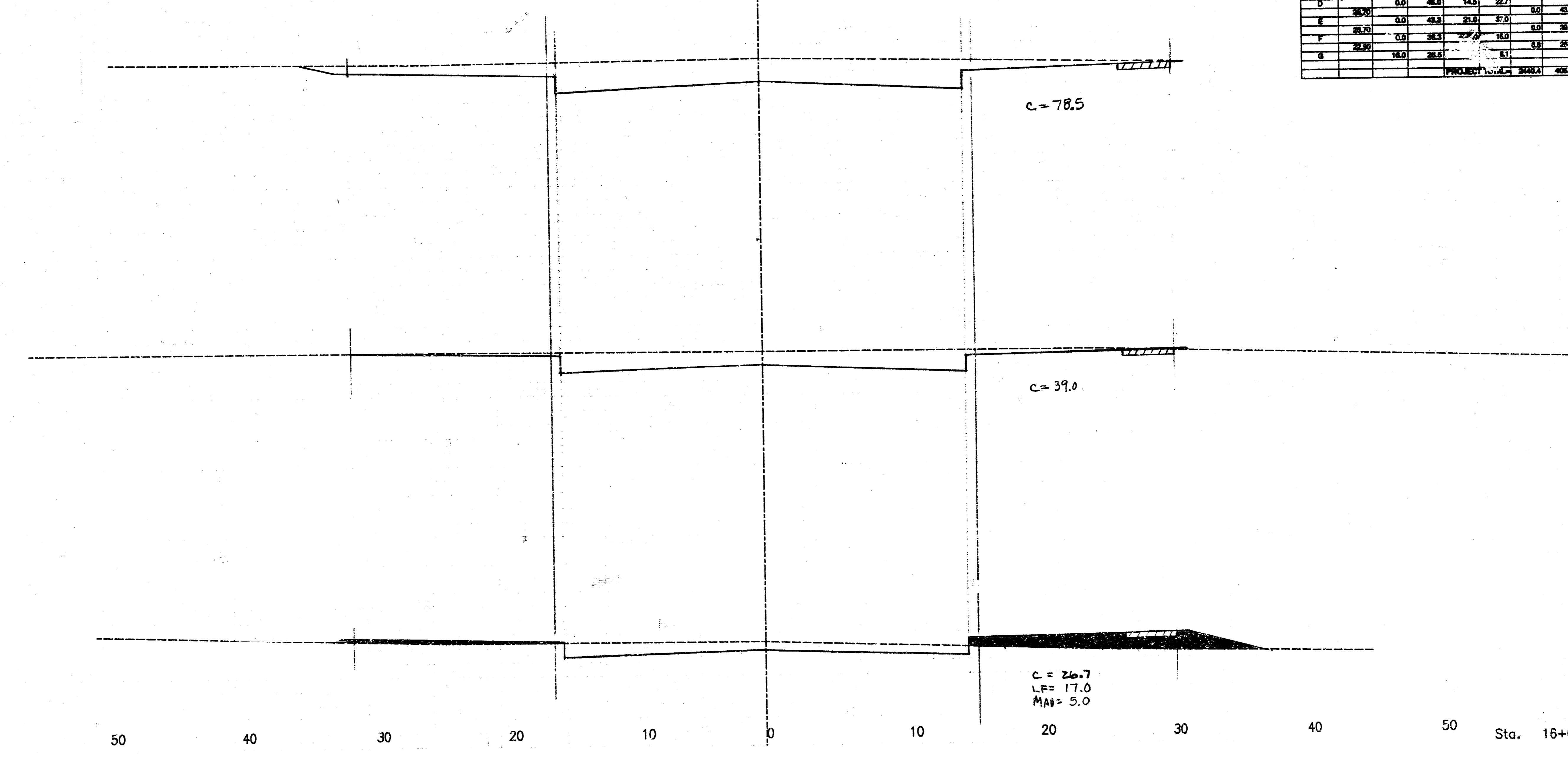
WINDEMERE SECOND ADDITION, PAVING --- EARTHWORK QUANTITIES

STATION	CUT				FILL			
	DEPTH	WIDTH	LENGTH	VOLUME	DEPTH	WIDTH	LENGTH	VOLUME
16+00.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+05.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+10.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+15.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+20.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+25.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+30.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+35.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+40.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+45.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+50.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+55.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+60.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+65.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+70.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+75.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+80.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+85.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+90.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16+95.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+00.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+05.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+10.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+15.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+20.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+25.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+30.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+35.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+40.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+45.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+50.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+55.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+60.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+65.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+70.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+75.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+80.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+85.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+90.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17+95.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18+00.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL								



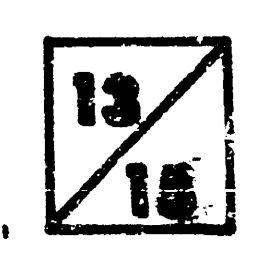
208.7 EAST  
208.55 PROP TO  
207.34 PROP TOP SURFACE  
1.36 X 3970  
CUT = 5400 ft.<sup>3</sup>

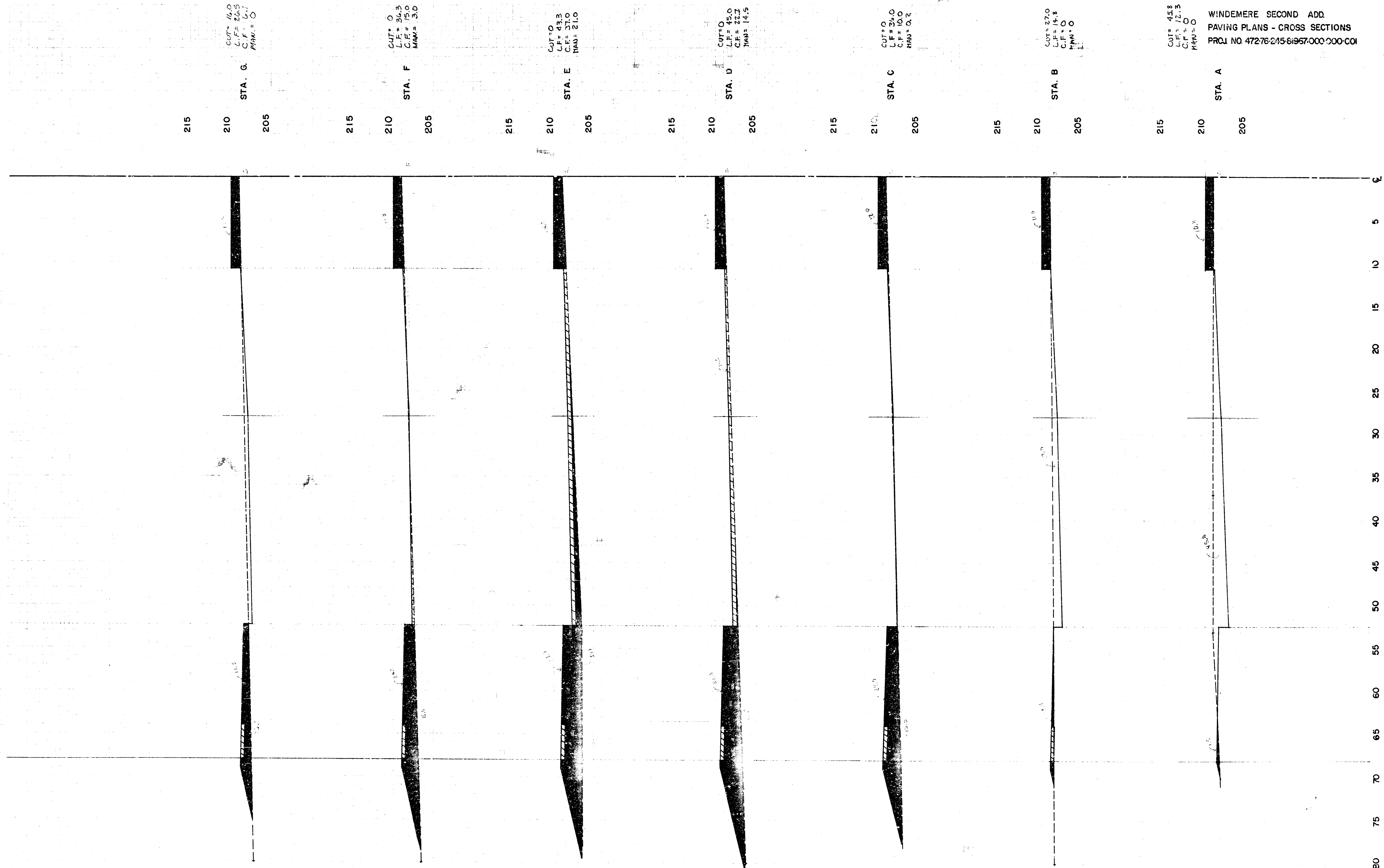
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Sta. 16+82.91  
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**OXFORD CIRCLE**  
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WINDEMERE SECOND ADD.  
PAVING PLANS - CROSS SECTIONS  
PROJ. NO. 47276-245-61957-000-200-C01

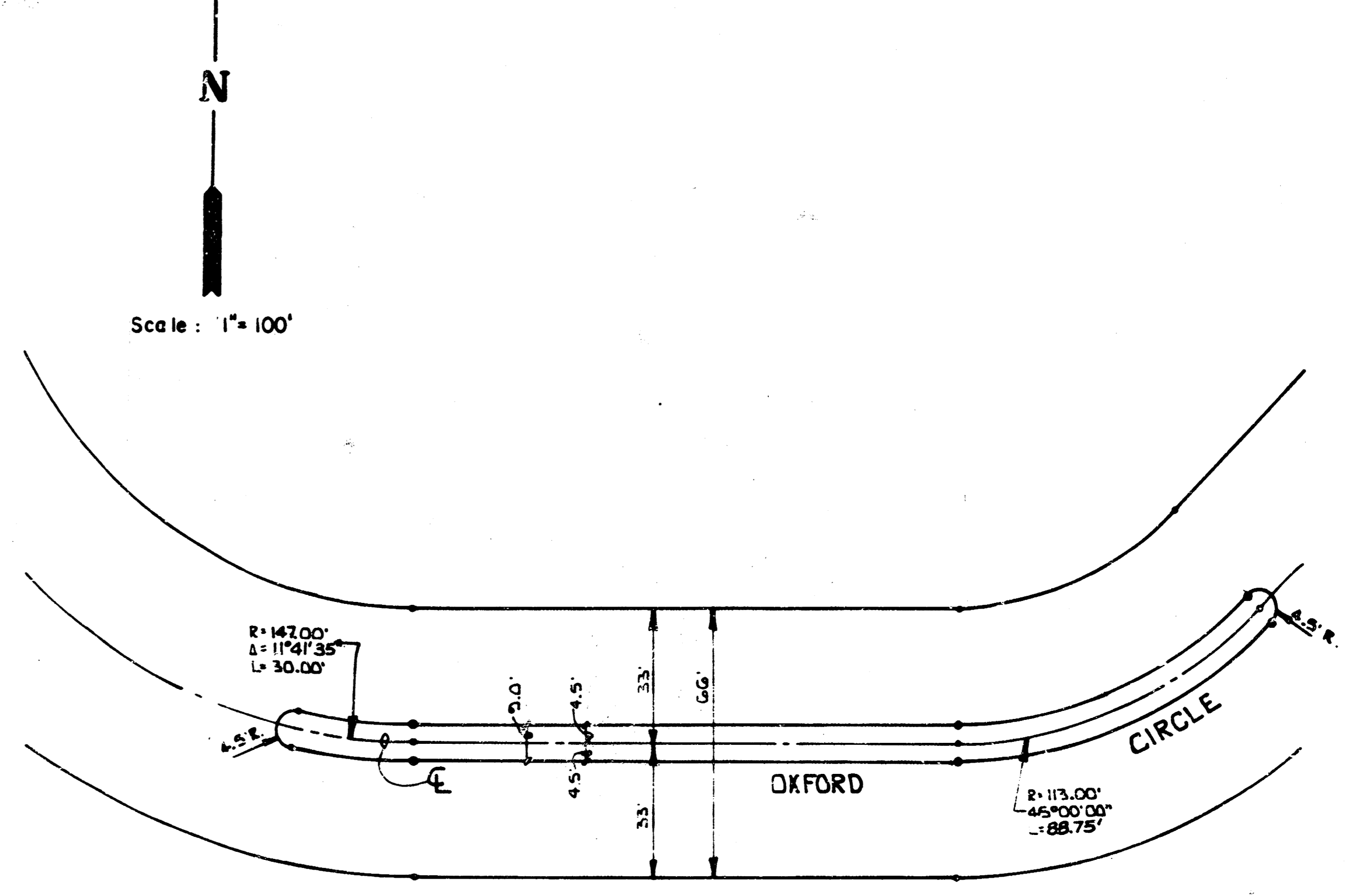
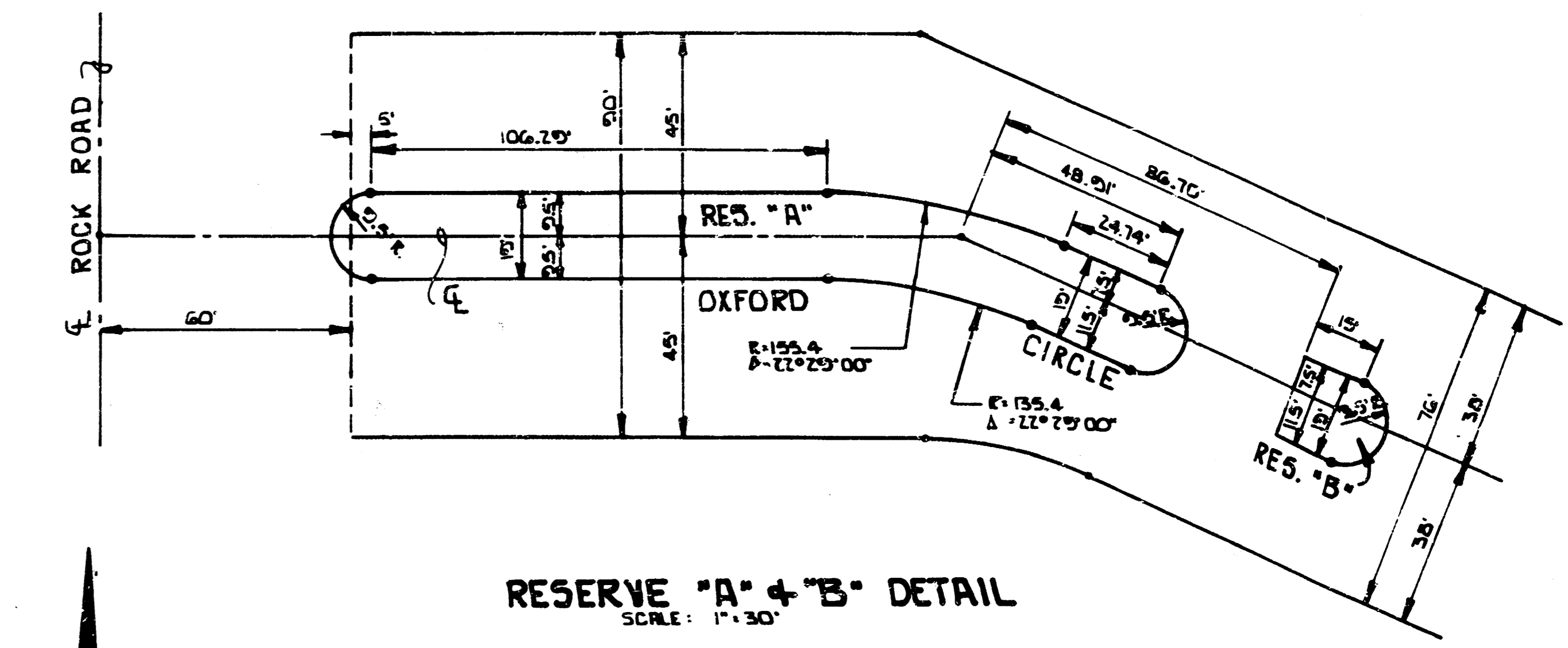
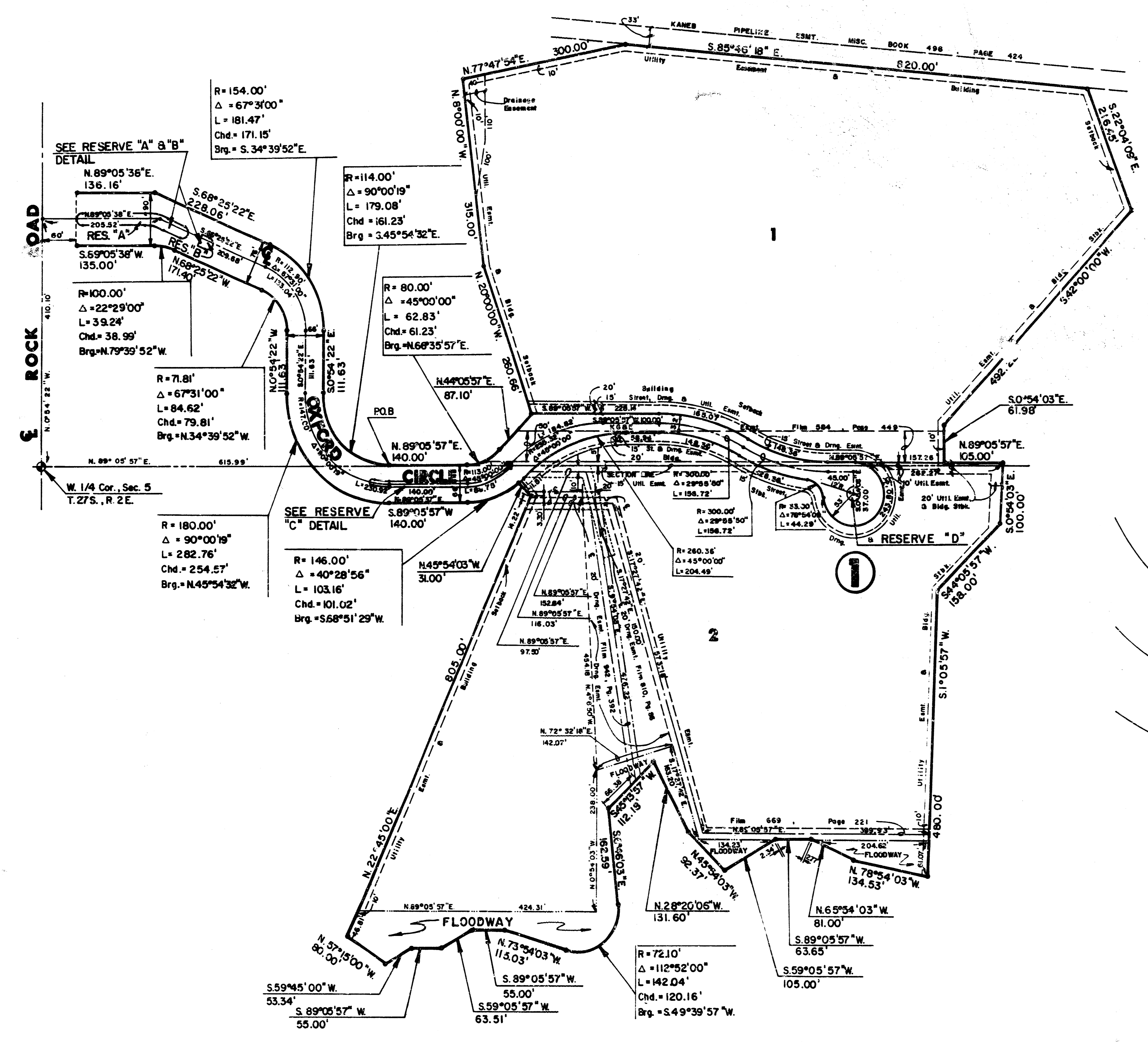
OXFORD CIRCLE

14/15

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PC 6-9A

# FINAL PLAT OF WINDEMERE SECOND ADDITION AN ADDITION TO WICHITA, SEDGWICK COUNTY KANSAS



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