SHEET NO.	TOTAL SHEETS
1	14

CITY OF WICHITA

SEDGWICK COUNTY, KANSAS

STREET IMPROVEMENTS

(OAK CLIFF ESTATES 3RD)

PROJECT NO. 472-76-245-81433-000-000-001

MILLPOND FROM W.L. LOT 15, BLOCK 10 TO W.L. MAIZE ROAD
FOXCHASE FROM W.L. LOT 7, BLOCK 12 TO W.L. MESA
MESA FROM MILLPOND TO AND INCLUDING CUL-DE-SAC

JULY 1985

INDEX OF SHEETS

SCALE: 1" = 150'

EARTHWORK

Excavation

X-Sections	5,004.4 Cu. Yds.
10%	500.4 Cu. Yds.
Total	5,570.8 Cu. Yds.

Compacted Fill

X-Sections	800.0 Cu. Yds.
10%	80.0 Cu. Yds.
Total	880.0 Cu. Yds.

6,320 Sq. Yds. Manipulation

CONVENTIONAL SIGNS

SECTION LINE	
RIGHT-OF-WAY	℄ Exist. R/W
	℄ Prop. R/W
FENCE LINE	
CENTER LINE OF PROJECT	15 G
POWER POLE	
UNGD. TEL. CABLE	Ungd Tel. Cable M.H.
GAS LINE	G
WATER LINE & WATER VALVE	20" Water Line W.V.
STORM SEWER & MANHOLE	S Sewer M.H.
SAN. SEWER & MANHOLE	℄ Sewer M.H.
TREES	

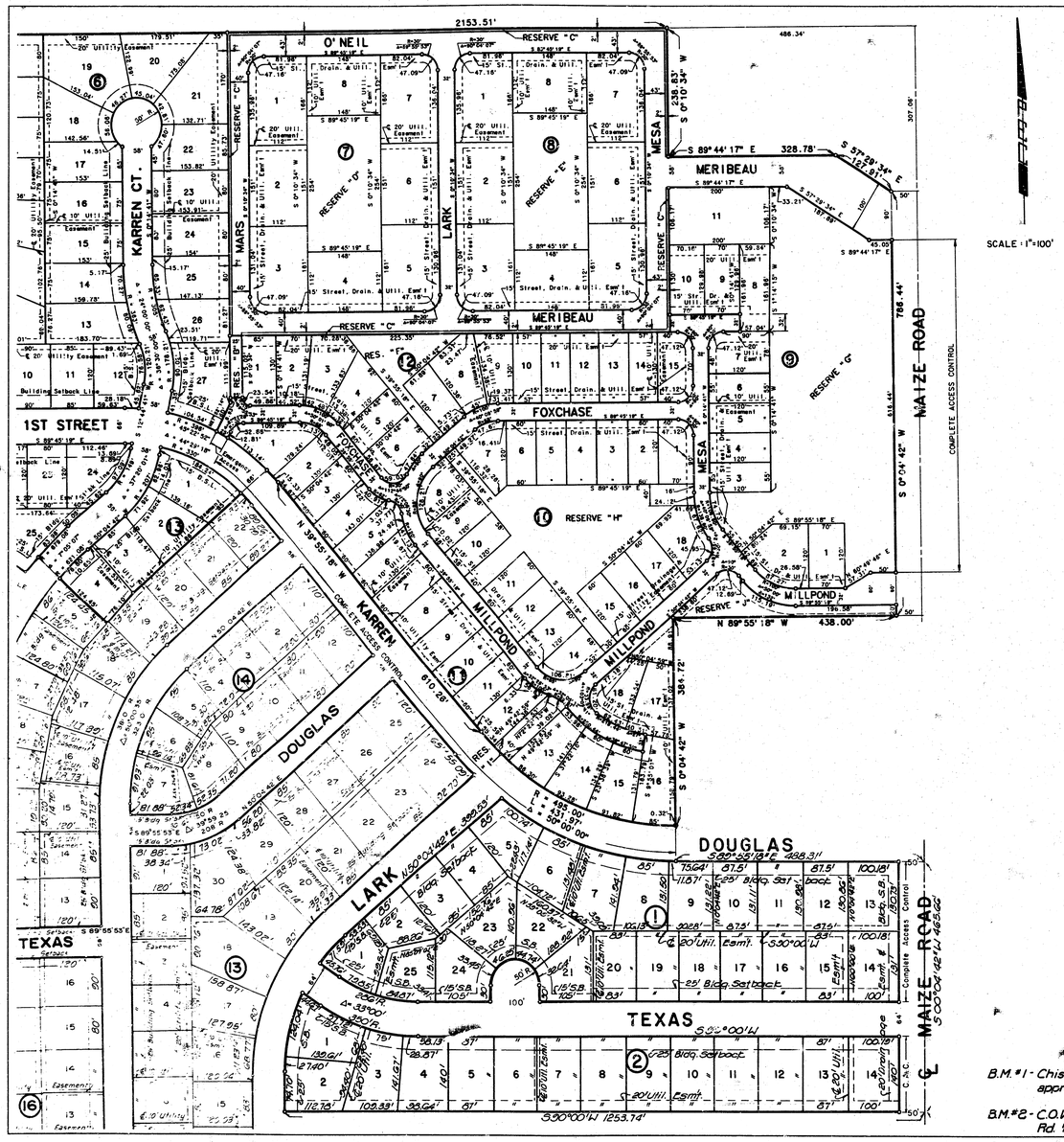
GARY D. SCHOCK LICENSED 6838 KANSAS PROFESSIONAL ENGINEER

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

APPROVED	DATE

1/15

15 Sheets



GENERAL NOTES

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

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL 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.

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

LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE STREET EASEMENT LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH A NEW FINISHED GRADE ELEVATION. WHEN A NEW FINISHED GRADE ELEVATION IS SHOWN, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN BE SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

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.

ADEQUATE TRAFFIC CONTROL SHALL BE PROVIDED ON MAIZE ROAD IN THE VICINITY OF THE INTERSECTION WITH MILLPOND DURING CONSTRUCTION.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED WITHIN OAK CLIFF 3RD ADDITION. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. THE CONTRACTOR SHALL CONTACT THE OWNER'S REPRESENTATIVE (MR. LARRY CHANNERS) AT 722-2691 FOR INFORMATION PERTAINING TO ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF WASTE MATERIAL. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

THE BID ITEMS "INLET ADJUSTED" AND "INLET HOOKUP" SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH REGARDLESS OF THE SIZE OF INLET INVOLVED.

THE BID ITEM "CLEARING RIGHT-OF-WAY" SHALL INCLUDE THE REMOVAL AND DISPOSAL OF ALL EXISTING TREES WITHIN THE PROJECT RIGHT-OF-WAY AND ADJACENT STREET EASEMENT; THE REMOVAL AND DISPOSAL OF THE EXISTING FENCES WITHIN STREET RIGHT-OF-WAY AND/OR STREET EASEMENTS (APPROXIMATELY 380 L.F.); THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE FOUNDATION AND FOOTINGS LEFT AND RIGHT OF MILLPOND STA 13+40+ AND THE EARTHWORK ITEMS ASSOCIATED WITH THE FOUNDATION REMOVAL (WORK REQUIRED BELOW THE SUBGRADE LINE AS SHOWN ON THE CROSS-SECTIONS) AND ALL INCIDENTAL REMOVALS AND DISPOSALS NECESSARY TO CONSTRUCT THE PROJECT.

THE CONTRACTOR SHALL VIEW THE SITE PRIOR TO SUBMITTING HIS BID TO FAMILIARIZE HIMSELF WITH THE SCOPE OF CLEARING REQUIRED. SUBMISSION OF BID SHALL CONSTITUTE PRESUMPTIVE EVIDENCE THAT THE BIDDER HAS MADE DUE ALLOWANCE IN THE BID FOR ALL CONTINGENCIES.

CLEARING RIGHT-OF-WAY SHALL BE PAID FOR AT THE LUMP SUM CONTRACT PRICE BID. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR REMOVAL OF ITEMS NOT NOTED ON THE PLANS OR ITEMIZED ABOVE.

THE BID ITEM "WATER VALVE ADJUSTED" INCLUDES ONLY THE ADJUSTMENT OF WATER VALVE BOXES TO FINISHED GRADE AS ESTABLISHED BY THE ENGINEER. RELOCATION OF WATER VALVES, IF NECESSARY, WILL BE ACCOMPLISHED BY THE CITY OF WICHITA'S DEPARTMENT OF WATER AND WATER POLLUTION CONTROL. AT LOCATIONS WHERE THE AVAILABLE ADJUSTMENT IS NOT SUFFICIENT TO PLACE THE VALVE BOX TOP AT THE DESIRED ELEVATION, THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL AND OBTAIN AND SET, OR AT THE DEPARTMENT'S OPTION, COORDINATE THE SETTING OF A NEW VALVE BOX CAPABLE OF BEING ADJUSTED TO FINISHED GRADE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH FOR "WATER VALVE ADJUSTED."

THE BID ITEM "FIRE HYDRANT ADJUSTED" INCLUDES ONLY THE VERTICAL ADJUSTMENT NECESSARY TO SET THE HYDRANT TO FINISHED GRADE AS ESTABLISHED BY THE ENGINEER. ~~NECESSARY REPLACEMENT OR EXTENSION OF THE BARREL EXTENSIONS SHALL BE FURNISHED BY THE CITY OF WICHITA'S DEPARTMENT OF WATER AND WATER POLLUTION CONTROL. BARREL EXTENSIONS FOR ADJUSTMENT SHALL BE CHARGED TO THE DEPARTMENT.~~ THE TOP FLANGE OF THE BARREL EXTENSION SHALL CLEAR THE PROPOSED FINISHED GRADE BY 2" TO 6". RELOCATION OF FIRE HYDRANTS, IF NECESSARY, SHALL BE ACCOMPLISHED BY THE DEPARTMENT OF WATER AND WATER POLLUTION CONTROL. ADJUSTMENT OF FIRE HYDRANTS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH FOR "FIRE HYDRANT ADJUSTED."

NO MORE THAN FOUR (4) DRIVES TWENTY (20) FEET IN WIDTH, OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.

SHEET NO.	TOTAL SHEETS
2	14

B.M.#1 - Chis.'d' SE Cor. RCBC Headwall W side Maize Rd. approx. 21' N of ℄ Millpond Elev.=134.10

B.M.#2 - C.O.W. Disc. NE Cor. Cowskin Creek Bridge on Maize Rd. ½ mile N of Maple Elev.=137.71

PLAT &
GENERAL NOTES

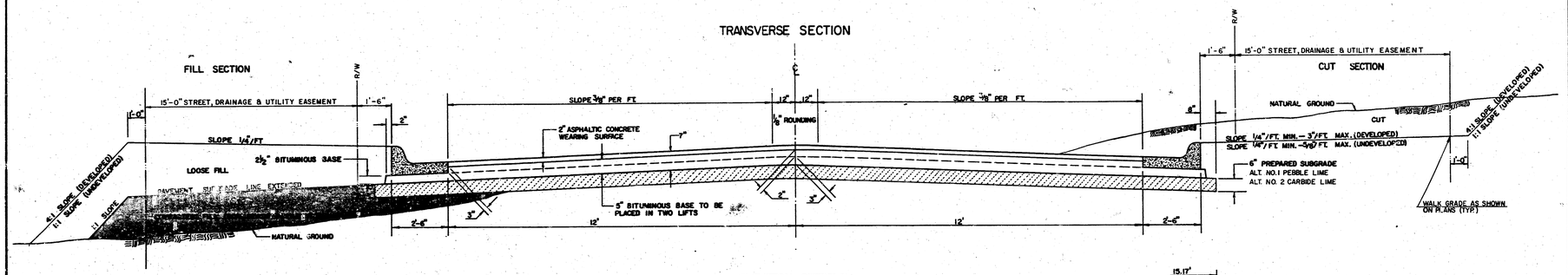
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	GMG, GDS	Checked by	
Drawn by	DJH	Date July 1985	Job No. 85145

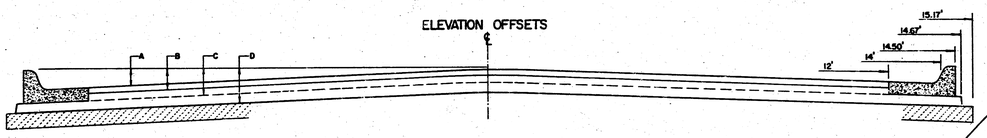
2/15

TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

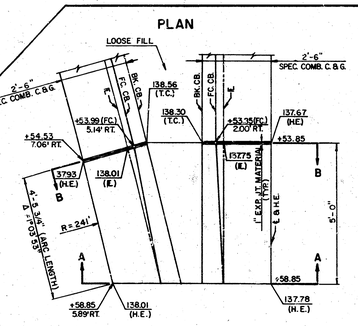


ELEVATION OFFSETS

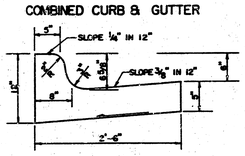


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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

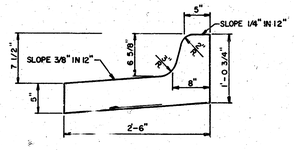
PLAN



COMBINED CURB & GUTTER



SPECIAL COMBINED CURB & GUTTER*



*TO BE PAID FOR AS "COMBINED CURB AND GUTTER (6 5/8" AND 1 1/2")."

TRANSVERSE CONSTRUCTION JOINTS

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

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.

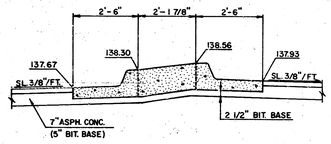
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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

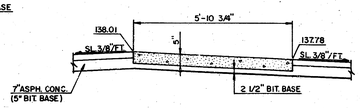
5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

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.

SECTION B-B



SECTION A-A



MEDIAN NOSE DETAILS

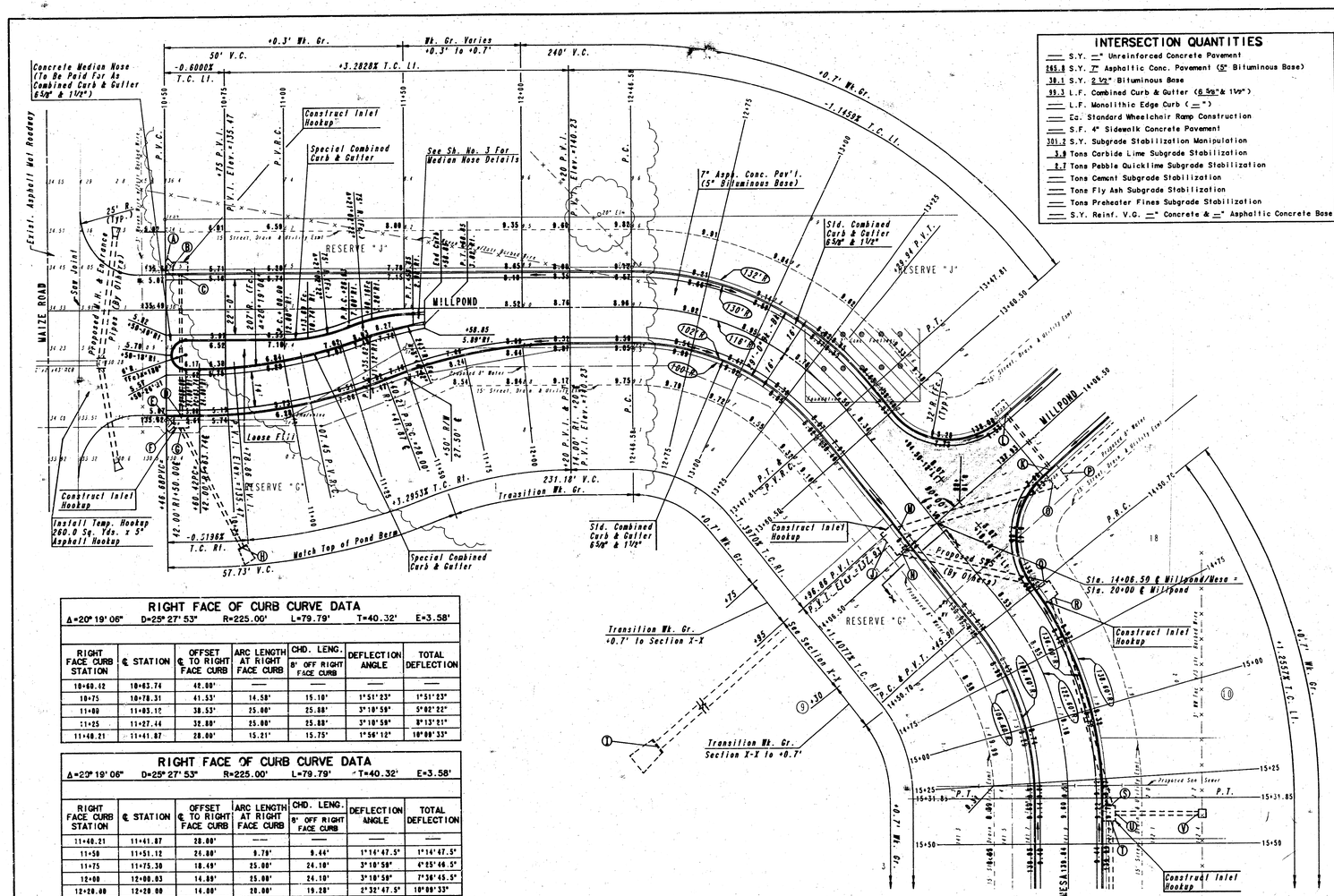
NOTE: MEDIAN NOSE SHALL BE PAID FOR AS 9.48 LIN. FT. OF "COMBINED CURB AND GUTTER." SPECIAL SHAPING AND ADDITIONAL CONCRETE REQUIRED TO TRANSITION FROM SECTION A-A TO SECTION B-B SHALL BE CONSIDERED INCIDENTAL TO "SPECIAL COMBINED CURB AND GUTTER." ENTIRE NOSE SHALL BE MONOLITHIC.

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

472-76-245-81435-000-000-001 3/15



INTERSECTION QUANTITIES

- ___ S.Y. ___" Unreinforced Concrete Pavement
- 265.8 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 38.1 S.Y. 2 1/2" Bituminous Base
- 99.3 L.F. Combined Curb & Gutter (6 5/8"& 1 1/2")
- ___ L.F. Monolithic Edge Curb (___")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 301.2 S.Y. Subgrade Stabilization Manipulation
- 3.9 Tons Carbide Lime Subgrade Stabilization
- 8.7 Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- ___ Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- ___ S.Y. Reinf. V.G. ___" Concrete & ___" Asphaltic Concrete Base

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-000-001	4	14

SCALE: 1"=20'

- Ⓐ ℄ In=130.61 (15" RCP) or ℄ In=130.64 (18" CMP)
- Ⓑ ℄ In=130.59 (15" RCP) or ℄ In=130.59 (18" CMP)
- Ⓒ ℄ Out=130.49 (15" RCP) or ℄ Out=130.49 (18" CMP)
- Ⓓ ℄ In=129.86 (15" RCP) or ℄ In=129.86 (18" CMP)
- Ⓔ ℄ In=129.86 (18" RCP) or ℄ In=129.86 (24" CMP)
- Ⓕ ℄ In=129.88 (18" RCP) or ℄ In=129.99 (24" CMP)
- Ⓖ ℄ Out=129.59 (24" RCP) or ℄ Out=129.76 (24" CMP)
- Ⓗ ℄ Out=128.30 (24" RCP) or ℄ Out=128.30 (24" CMP)
- Ⓘ ℄ Out=127.80 (42" RCP) or ℄ Out=127.80 (54" CMP)
- Ⓙ ℄ Out=129.95 (54" RCP) or ℄ Out=129.33 (42" CMP)
- Ⓚ ℄ In=132.39 (15" RCP) or ℄ In=132.30 (18" CMP)
- Ⓛ ℄ Out=132.95 (15" RCP) or ℄ Out=132.86 (18" CMP)
- Ⓜ ℄ In=130.50 (36" RCP) or ℄ In=130.53 (42" CMP)
- Ⓝ ℄ In=131.60 (21" RCP) or ℄ In=131.08 (30" CMP)
- Ⓞ ℄ Out=130.86 (36" RCP) or ℄ Out=130.72 (42" CMP)
- Ⓟ ℄ In 130.36 (36" RCP) or ℄ In=130.92 (42" CMP)
- Ⓠ ℄ Out=132.02 (21" RCP) or ℄ Out=131.50 (30" CMP)
- Ⓡ ℄ In=132.12 (21" RCP) or ℄ In=132.00 (24" CMP)
- Ⓢ ℄ Out=133.65 (21" RCP) or ℄ Out=133.53 (24" CMP)
- Ⓣ ℄ In=133.78 (21" RCP) or ℄ In=133.75 (21" CMP)
- Ⓤ ℄ In=133.75 (15" RCP) or ℄ In=133.78 (18" CMP)
- Ⓥ ℄ Out=133.81 (15" RCP) or ℄ Out=134.15 (18" CMP)

RIGHT FACE OF CURB CURVE DATA

Δ=20° 19' 06" D=25° 27' 53" R=225.00' L=79.79' T=40.32' E=3.58'

RIGHT FACE CURB STATION	℄ STATION	OFFSET ℄ TO RIGHT FACE CURB	ARC LENGTH AT RIGHT FACE CURB	CHD. LENG. 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	TOTAL DEFLECTION
10+60.62	10+63.74	42.00'	—	—	—	—
10+75	10+78.31	41.53'	14.58'	15.10'	1°51'23"	1°51'23"
11+00	11+03.12	38.53'	25.00'	25.00'	3°10'58"	5°02'22"
11+25	11+27.44	32.80'	25.00'	25.00'	3°10'58"	8°13'21"
11+40.21	11+41.87	28.00'	15.21'	15.75'	1°56'12"	10°09'33"

RIGHT FACE OF CURB CURVE DATA

Δ=20° 19' 06" D=25° 27' 53" R=225.00' L=79.79' T=40.32' E=3.58'

RIGHT FACE CURB STATION	℄ STATION	OFFSET ℄ TO RIGHT FACE CURB	ARC LENGTH AT RIGHT FACE CURB	CHD. LENG. 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	TOTAL DEFLECTION
11+40.21	11+41.87	28.00'	—	—	—	—
11+50	11+51.12	26.80'	9.79'	9.44'	1°14'47.5"	1°14'47.5"
11+75	11+75.30	18.49'	25.00'	24.10'	3°10'58"	4°25'46.5"
12+00	12+00.03	14.80'	25.00'	24.10'	3°10'58"	7°36'45.5"
12+20.00	12+20.00	14.00'	20.00'	19.28'	2°32'47.5"	10°09'33"

℄ CURVE DATA

Δ=50° 00' 00" D=40° 23' 34" R=116.00' L=101.23' T=54.09' E=11.99'

CURVE DATA BASED ON ℄ RADIUS Δ/2=25° 00' 00"

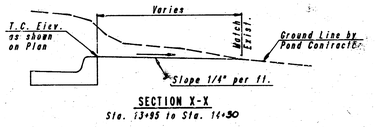
℄ STATION	LENGTH	CHORD LENGTH 5' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
12+46.58	—	—	—	—	—
+50	3.42'	4.07'	2.77'	0°50'41"	0°50'41"
+75	25.00'	29.68'	20.22'	6°10'26.5"	7°01'07.5"
13+00	25.00'	29.68'	20.22'	6°10'26.5"	13°11'34"
+25	25.00'	29.68'	20.22'	6°10'26.5"	19°22'00.5"
+47.81	22.81'	27.09'	18.45'	5°37'59.5"	25°00'00"

℄ CURVE DATA

Δ=40° 09' 59" D=46° 44' 02" R=122.60' L=85.95' T=44.82' E=7.94'

CURVE DATA BASED ON ℄ RADIUS Δ/2=20° 04' 59.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
14+45.98	—	—	—	—	—
+50.70	4.80'	5.66'	3.94'	1°07'18"	1°07'18"
+75	24.30'	28.61'	19.91'	5°40'40.5"	6°47'58.5"
15+00	25.00'	29.43'	20.48'	5°50'29.5"	12°38'28"
+25	25.00'	29.43'	20.48'	5°50'29.5"	18°28'57.5"
+31.85	6.85'	8.08'	5.62'	1°36'02"	20°04'59.5"



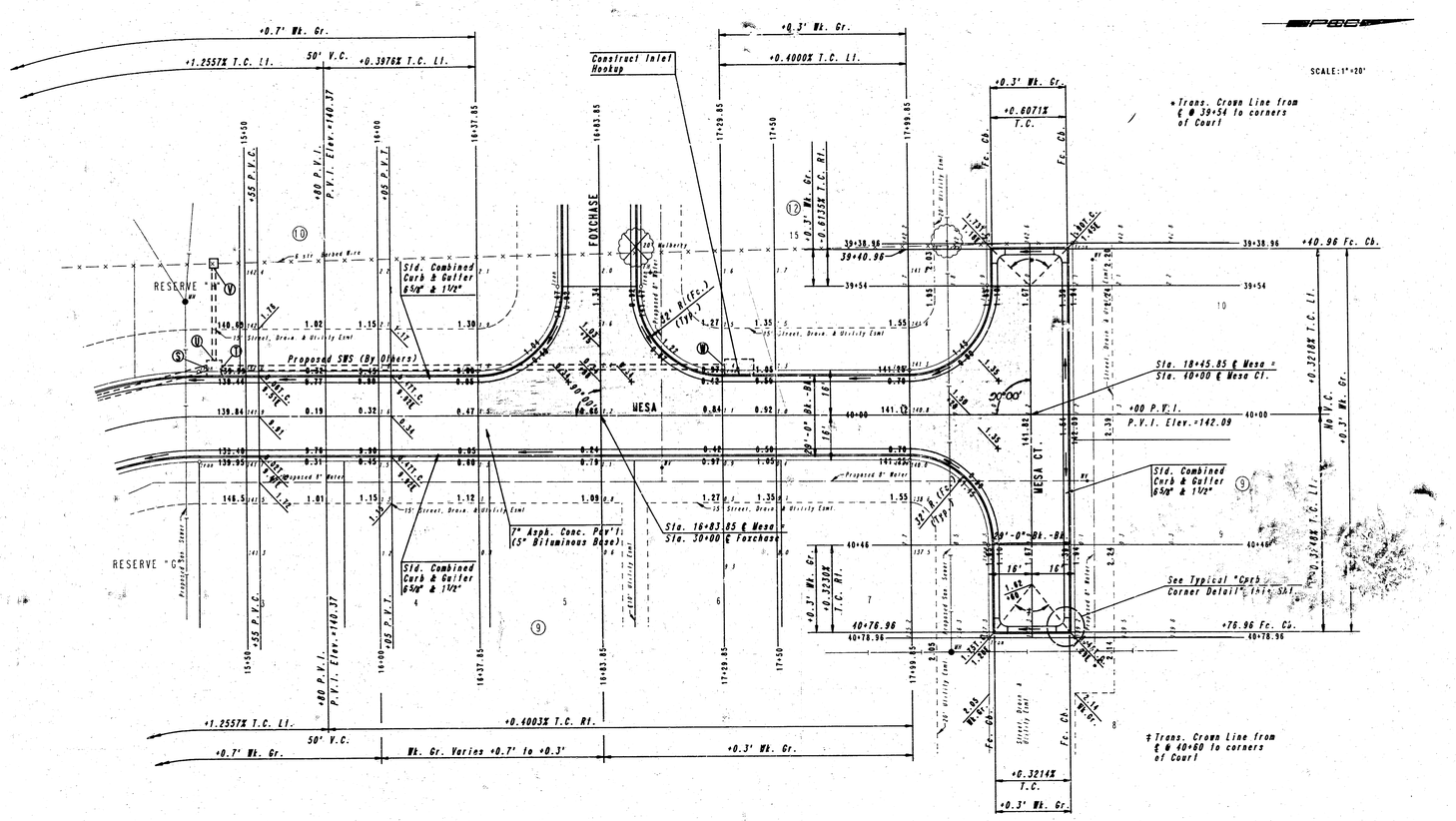
SECTION X-X
Sta. 13+95 to Sta. 14+50

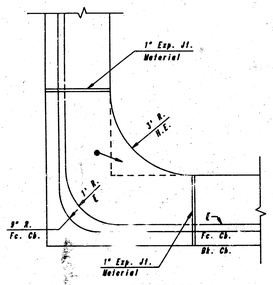
MILLPOND
(W.L. OF MAIZE RD. TO MESA)
MESA
(MILLPOND TO STA. 15+50)

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

Designed by	GBS	Checked by		4/15
Drawn by	JGP, DEP	Date	July, 1985	Job No. 85145

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-000-001	5	14





CURB CORNER DETAIL

● Additional gutter pan concrete incidental to "Comb. Curb & Gutter".

Ⓢ ℄ Out=133.65 (21" RCP) or ℄ Out=133.53 (24" CMP)

Ⓣ ℄ In=133.78 (21" RCP) or ℄ In=133.75 (21" CMP)

Ⓤ ℄ In=133.75 (15" RCP) or ℄ In=133.78 (18" CMP)

Ⓥ ℄ Out=133.81 (15" RCP) or ℄ Out=134.15 (18" CMP)

Ⓦ ℄ Out=135.76 (21" RCP) or ℄ Out=135.79 (21" CMP)

INTERSECTION QUANTITIES

___ S.Y. __" Unreinforced Concrete Pavement
268.5 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
30.4 S.Y. 2 1/2" Bituminous Base
100.5 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
___ L.F. Monolithic Edge Curb (__")
___ Ea. Standard Wheelchair Ramp Construction
___ S.F. 4" Sidewalk Concrete Pavement
304.3 S.Y. Subgrade Stabilization Manipulation
3.9 Tons Carbide Lime Subgrade Stabilization
2.7 Tons Pebble Quicklime Subgrade Stabilization
___ Tons Cement Subgrade Stabilization
___ Tons Fly Ash Subgrade Stabilization
___ Tons Preheater Fines Subgrade Stabilization
___ S.Y. Reinf. V.G. __" Concrete & __" Asphaltic Concrete Base

INTERSECTION QUANTITIES

___ S.Y. __" Unreinforced Concrete Pavement
268.5 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
30.4 S.Y. 2 1/2" Bituminous Base
100.5 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
___ L.F. Monolithic Edge Curb (__")
___ Ea. Standard Wheelchair Ramp Construction
___ S.F. 4" Sidewalk Concrete Pavement
304.3 S.Y. Subgrade Stabilization Manipulation
3.9 Tons Carbide Lime Subgrade Stabilization
2.7 Tons Pebble Quicklime Subgrade Stabilization
___ Tons Cement Subgrade Stabilization
___ Tons Fly Ash Subgrade Stabilization
___ Tons Preheater Fines Subgrade Stabilization
___ S.Y. Reinf. V.G. __" Concrete & __" Asphaltic Concrete Base

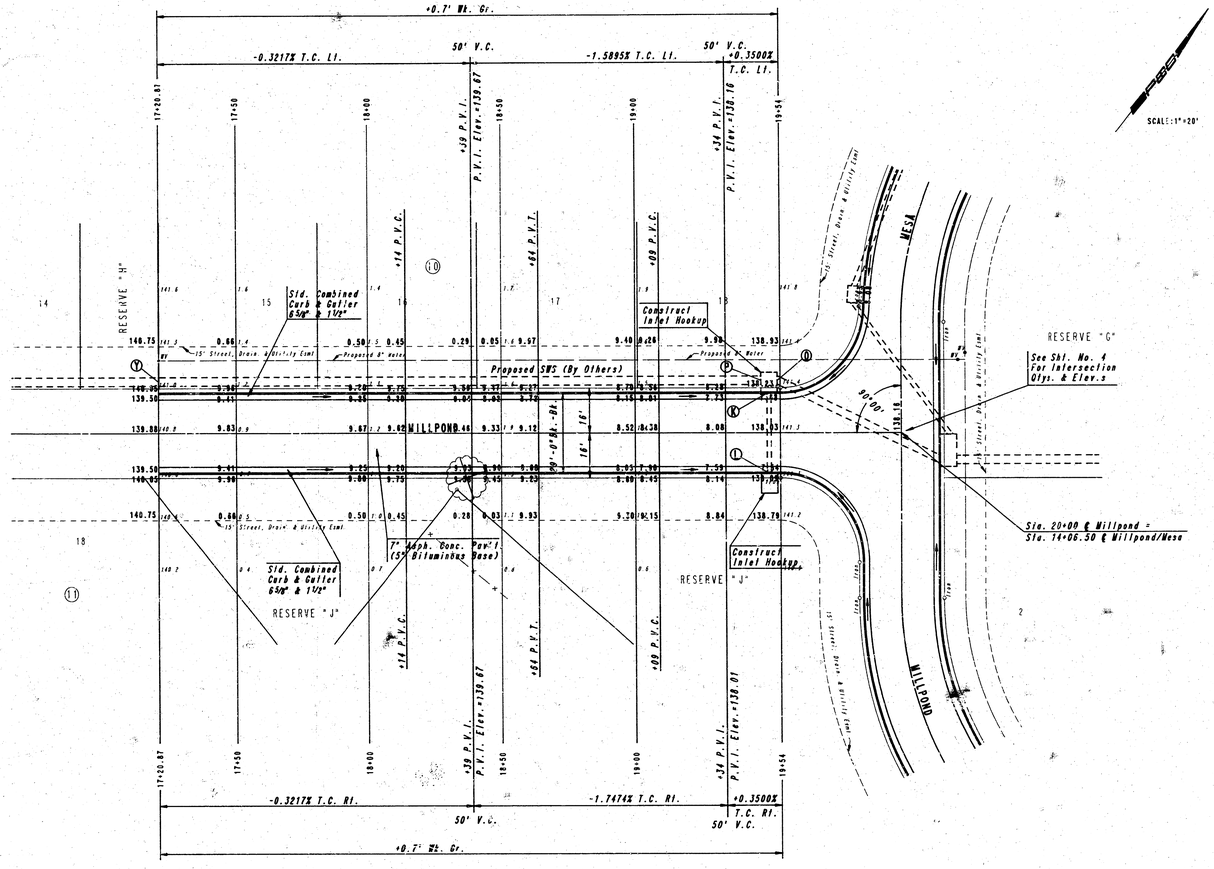
MESA
(STA. 15+50 TO AND INCLUDING CUL-DE-SAC)

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

5/15

Designed by	GBS	Checked by	
Drawn by	JGP, DEP	Date July 1985	Job No. 85145

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-000-001	6	14



Ⓚ ℄ In=132.39 (15" RCP) or ℄ In=132.30 (18" CMP)

Ⓛ ℄ Out=132.95 (15" RCP) or ℄ Out=132.86 (18" CMP)

Ⓞ ℄ Out=130.86 (36" RCP) or ℄ Out=130.72 (42" CMP)

Ⓟ ℄ In=130.96 (36" RCP) or ℄ In=130.82 (42" CMP)

Ⓨ ℄=132.11 (36" RCP) or ℄=131.97 (42" CMP)

MILLPOND

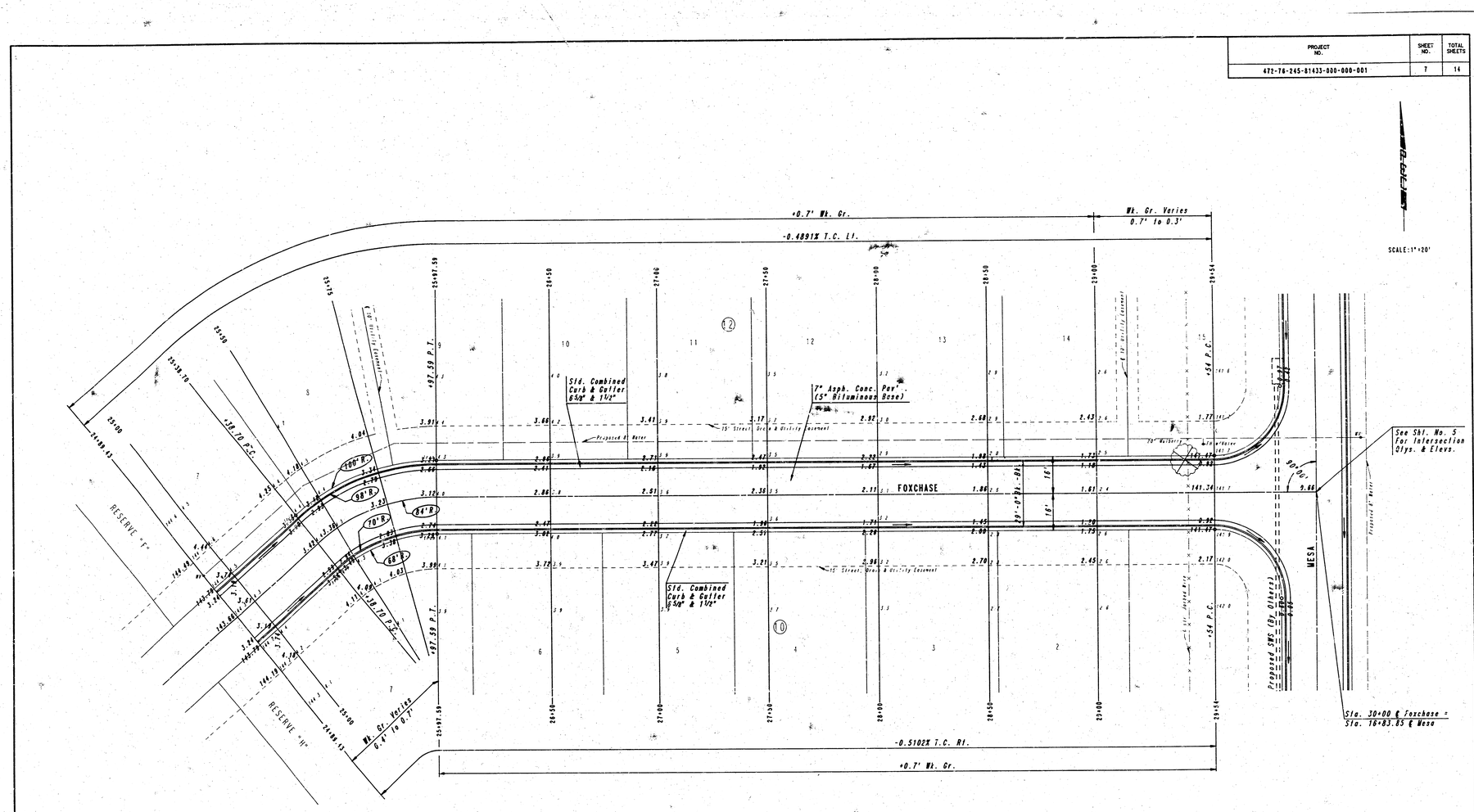
(W.L. OF LOT 15, BLOCK 10, OAK CLIFF ESTATES 3RD ADDITION, TO MESA)

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

6/15

Designed by	GDS	Checked by	
Drawn by	JEP, DEP	Date July, 1985	Job No. 85145

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81433-000-000-001	7	14



℄ CURVE DATA

Δ=40° 09' 59" D=68° 12' 33" R=84.00' L=58.89' T=30.71' E=5.44'

CURVE DATA BASED ON ℄ RADIUS Δ/2=20° 04' 59.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
25+38.70	——	——	——	——	——
+50	11.30'	14.25'	8.33'	3°51'13"	3°51'13"
+75	25.00'	31.43'	18.38'	8°31'32.5"	12°22'45.5"
25+97.59	22.59'	28.42'	16.62'	7°42'14"	20°04'59.5"

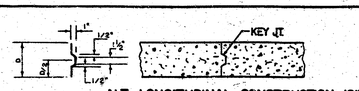
FOXCHASE

(W.L. OF LOT 7, BLOCK 12, OAK CLIFF ESTATES 3RD ADDITION TO THE W.L. MESA)

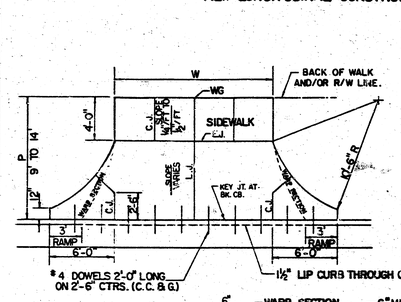
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

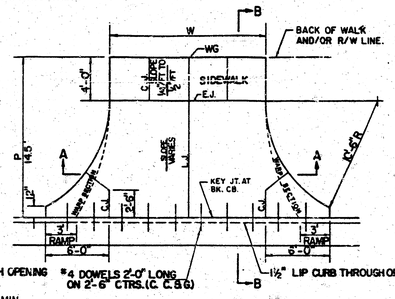
7/15

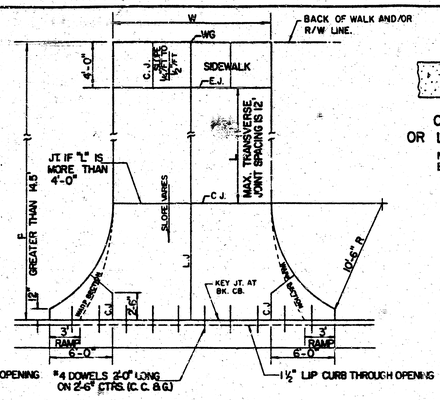
Designed by	YBS	Checked by	
Drawn by	JGP, DEP	Date July, 1985	Job No. 85145

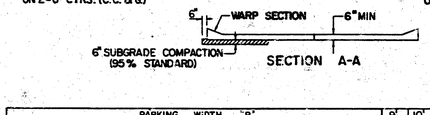


ALT. LONGITUDINAL CONSTRUCTION JOINT

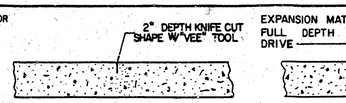






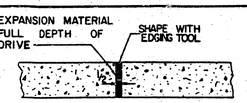


SECTION A-A

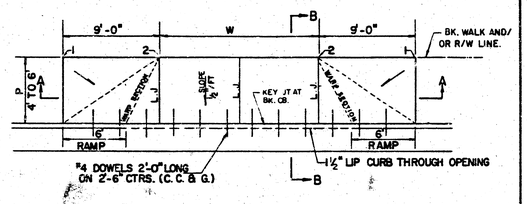


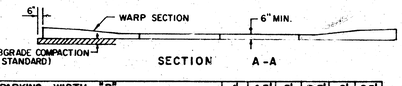
CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

NO SAWN JOINTS WILL BE ALLOWED.



EXPANSION JOINT (E.J.)





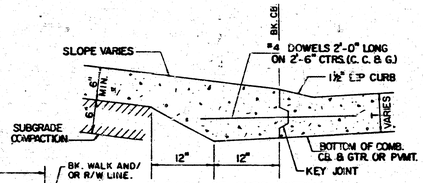
SECTION A-A

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "I" 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.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

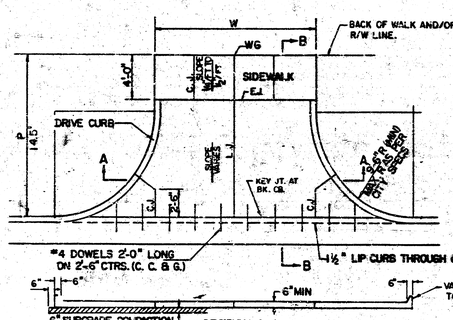
FULL RAMP DRIVE (P=4.0' TO 6.5')

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

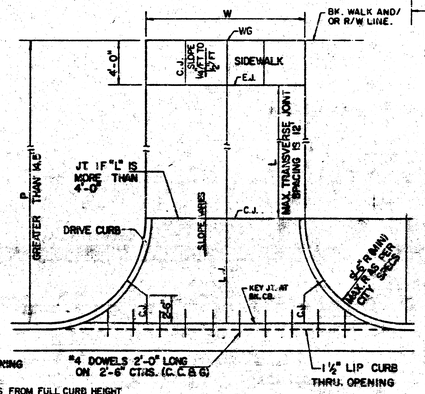
RADIUS RAMP DRIVES (P= 9.0' & GREATER)

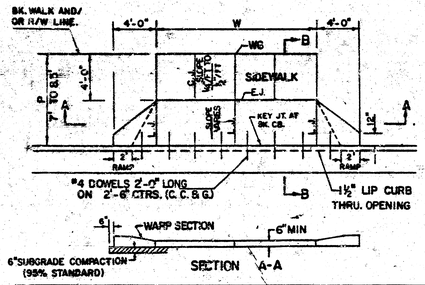


BACK OF CURB DETAIL
SECTION B - B (no scale)



SECTION A-A





SECTION A-A

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

FULL RADIUS DRIVES (P=14.5' & GREATER)

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

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

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC (SEAM PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

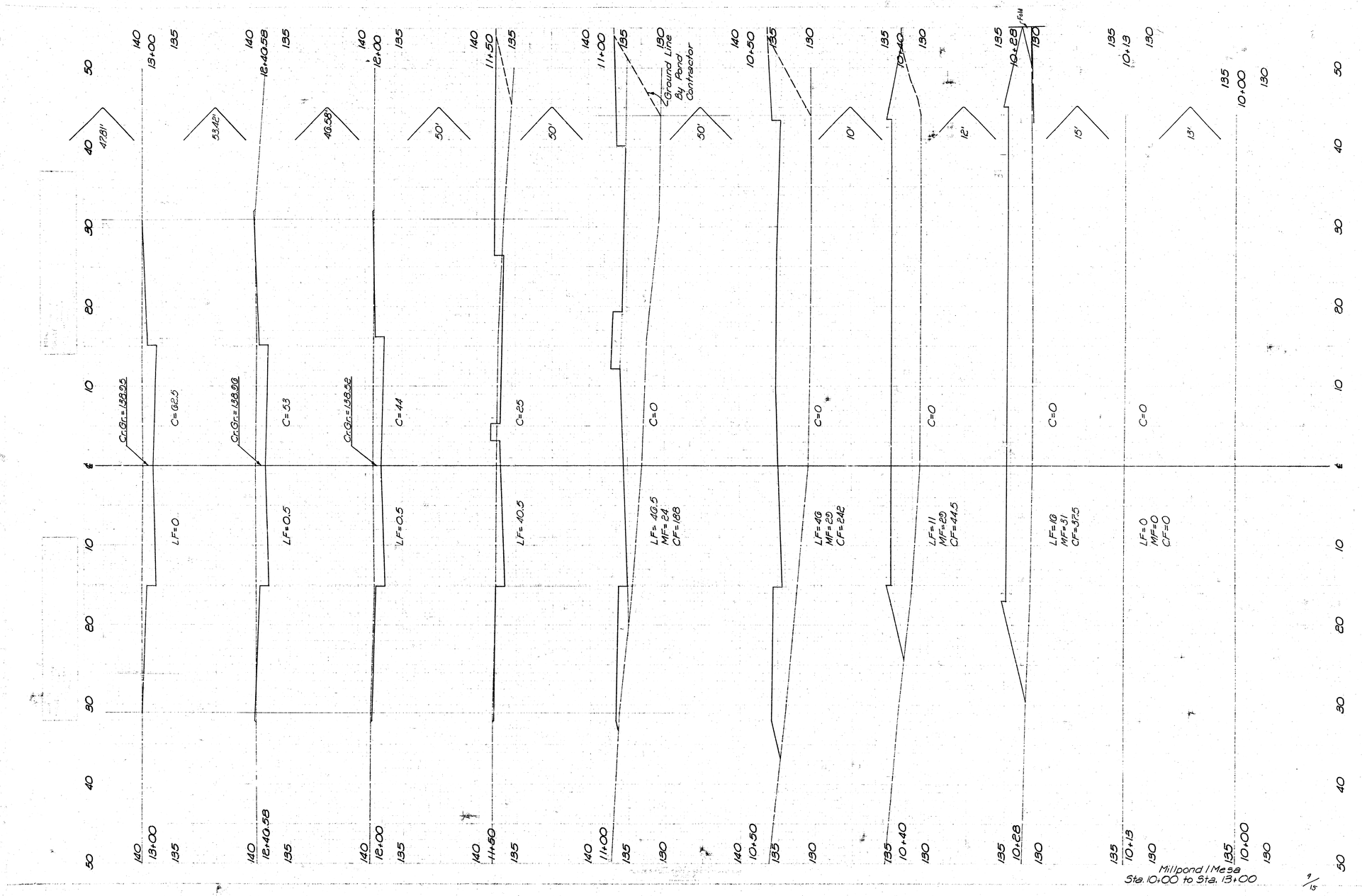
REVISED JUNE 1985

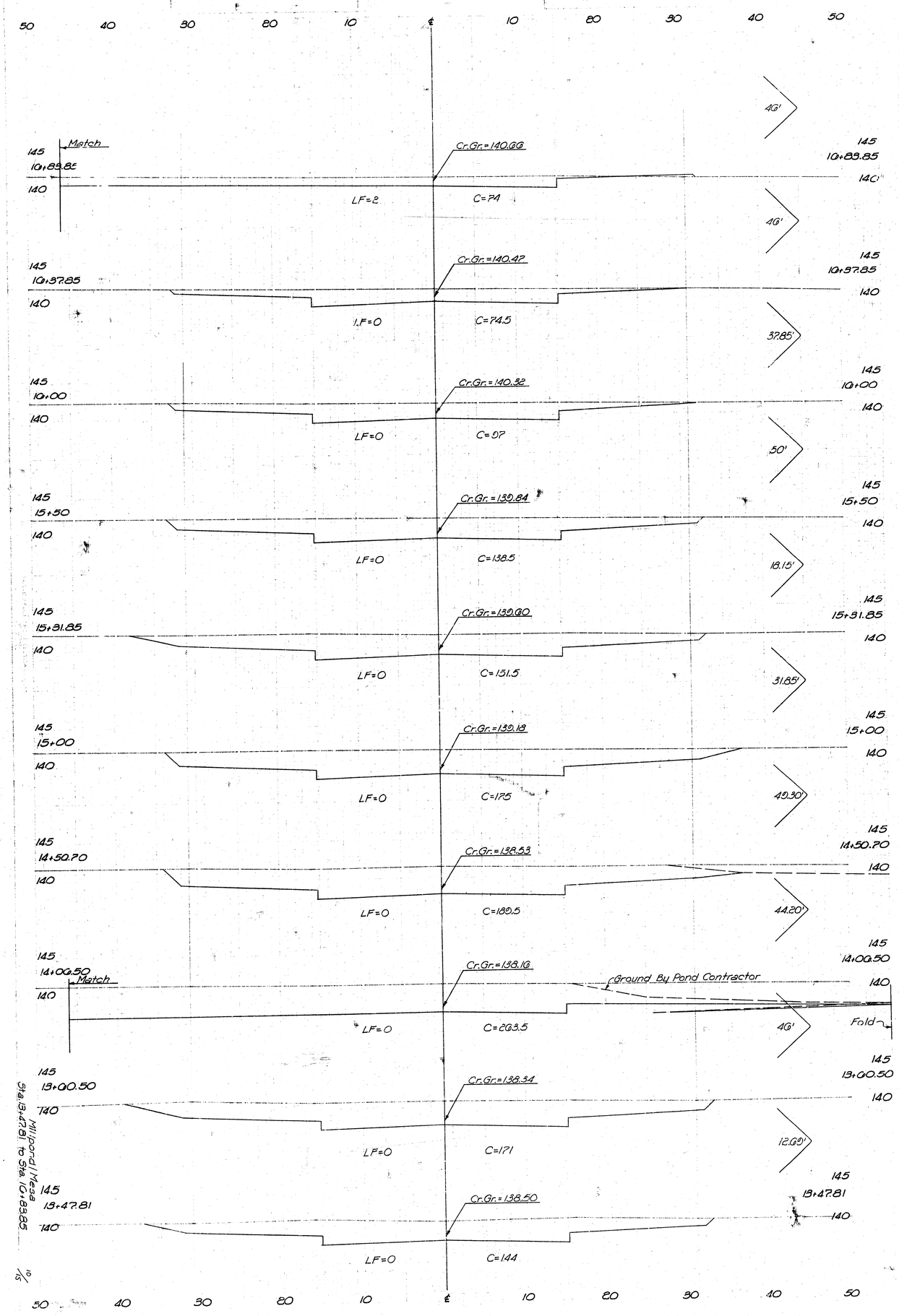
SCALE: 1"=5'

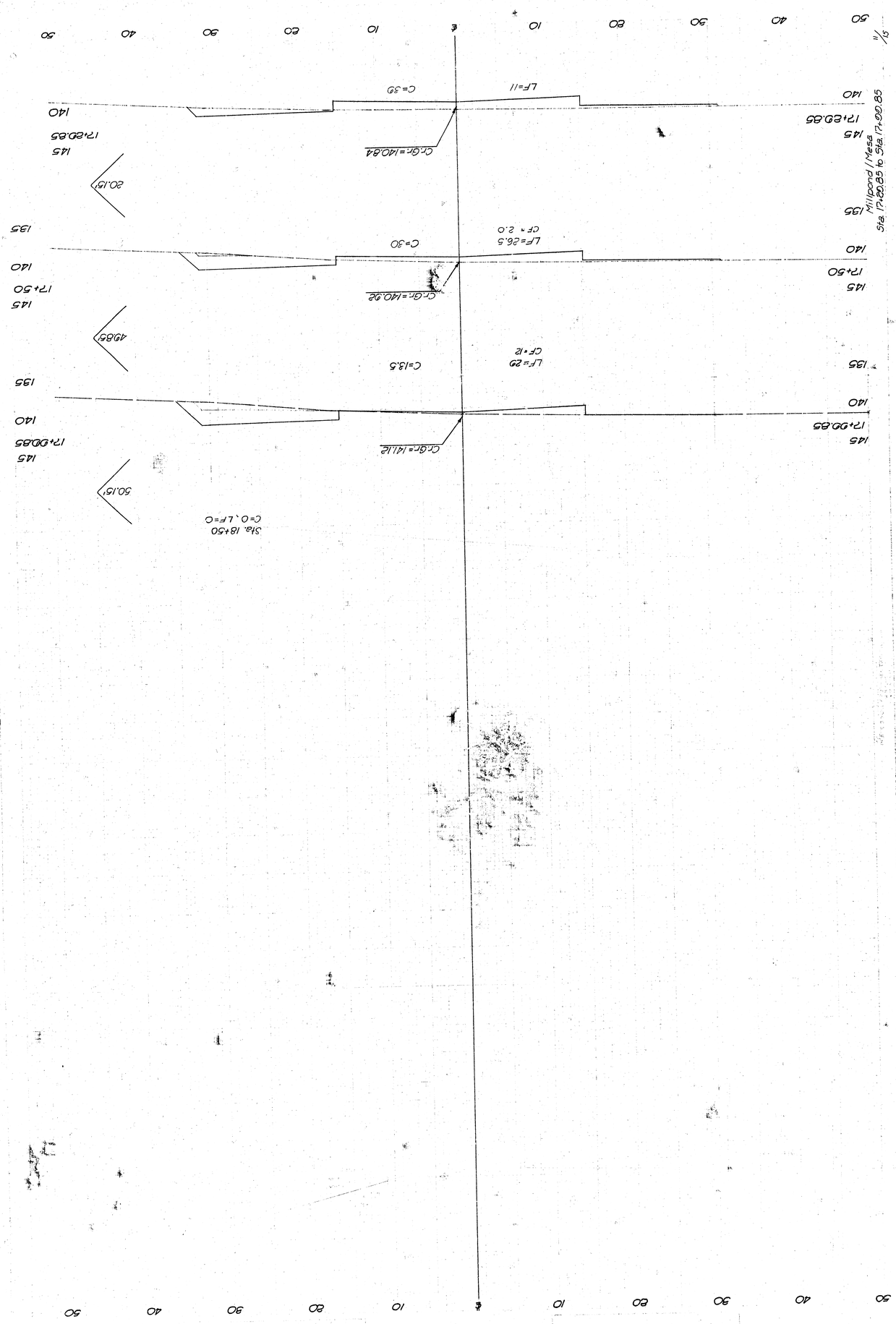
STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

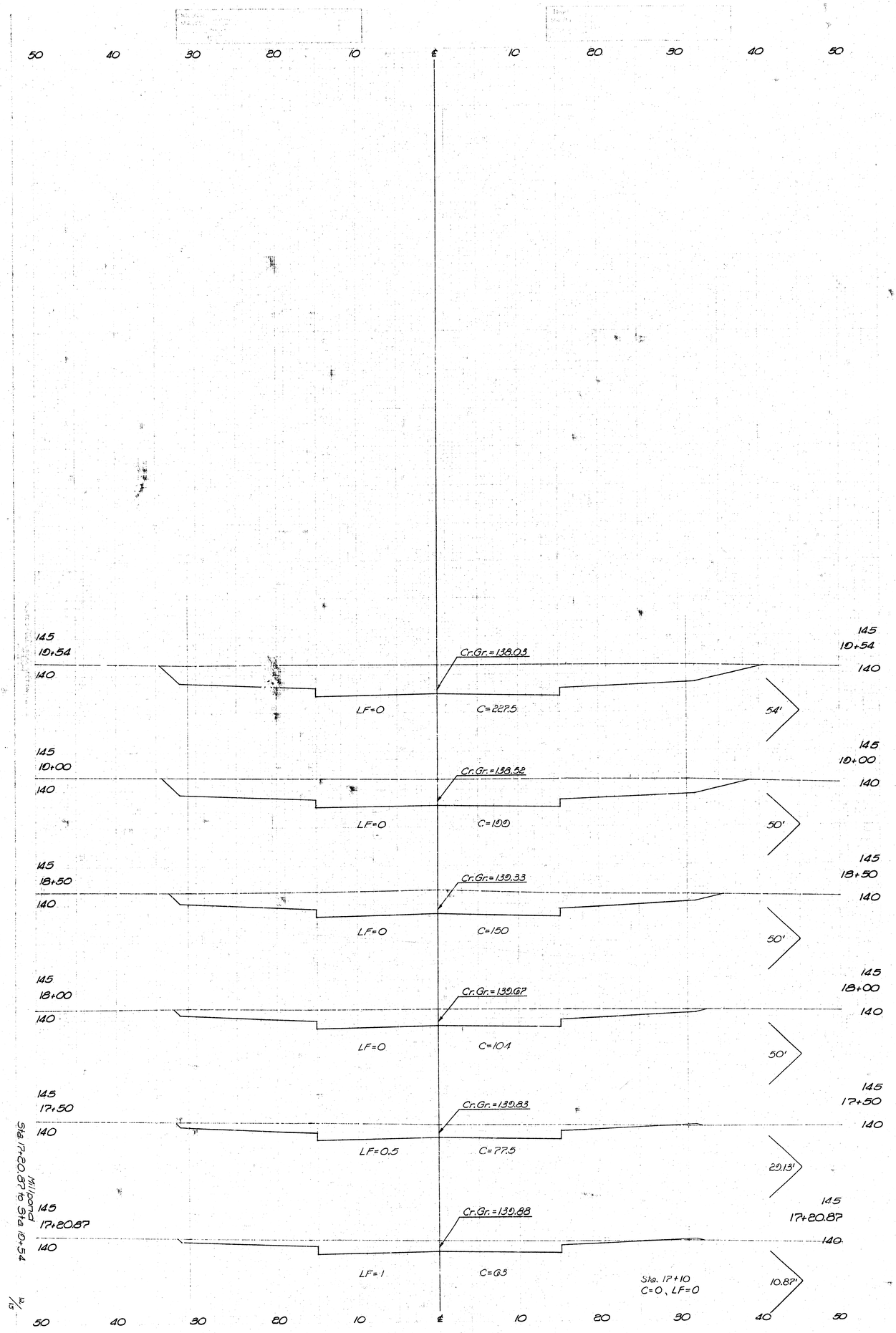
CITY OF WICHITA, KANSAS

PROJECT NUMBER 472-76-245-61433-000-000-001









Milford
Sta 17+20.87 to Sta 10+54

12/15

50 40 30 80 10 ℄ 10 80 30 40 50

50'

145 | 88+50 | 140 — Cr.Gr.=141.86 — LF=0 — C=62 — 145 | 88+50 | 140

50'

145 | 88+00 | 140 — Cr.Gr.=142.11 — LF=0 — C=67 — 145 | 88+00 | 140

50'

145 | 87+50 | 140 — Cr.Gr.=142.36 — LF=0 — C=82 — 145 | 87+50 | 140

50'

145 | 87+00 | 140 — Cr.Gr.=142.61 — LF=0 — C=78 — 145 | 87+00 | 140

50'

145 | 80+50 | 140 — Cr.Gr.=142.86 — LF=0 — C=73.5 — 145 | 80+50 | 140

52.41'

145 | 25+07.50 | 140 — Cr.Gr.=143.12 — LF=0 — C=73.5 — 145 | 25+07.50 | 140

47.59'

145 | 25+50 | 140 — Cr.Gr.=143.36 — LF=0 — C=70 — 145 | 25+50 | 140

11.30'

145 | 25+38.70 | 140 — Cr.Gr.=143.42 — LF=0 — C=65 — 145 | 25+38.70 | 140

38.70'

145 | 25+00 | 140 — Cr.Gr.=143.61 — LF=0 — C=57.5 — 145 | 25+00 | 140

10.57'

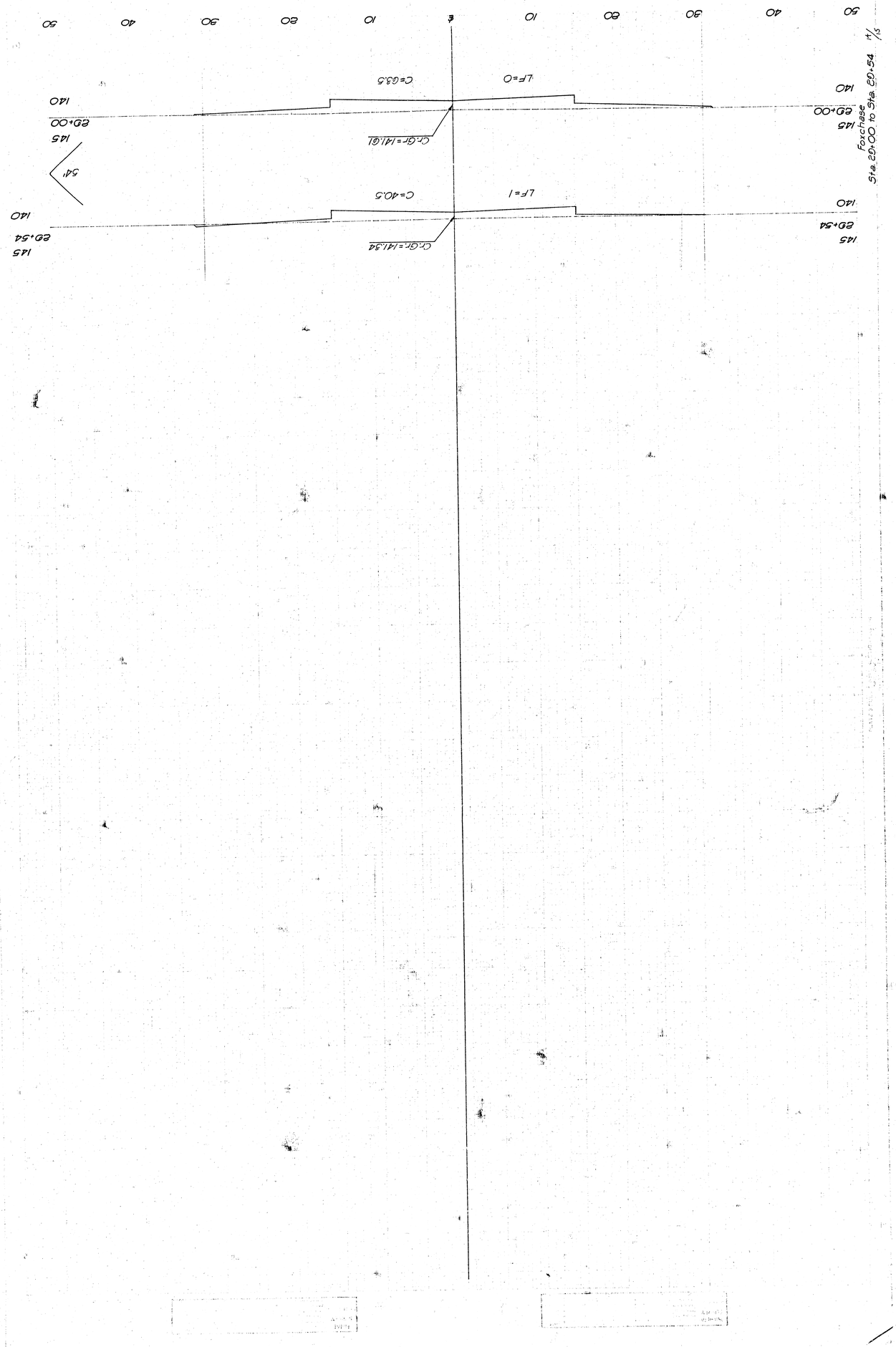
145 | 24+80.43 | 140 — Cr.Gr.=143.86 — LF=0 — C=51 — 145 | 24+80.43 | 140

10.43'

Sta. 24+79
C=0 , LF=0

50 40 30 80 10 ℄ 10 80 30 40 50

Foxchase
Sta 24+80.43 to Sta 28+50
13/15



50 40 30 20 10 ℄ 10 20 30 40 50

Sta. 40+04
C=0 , LF=0

15.04'

Template shown is at Sta. 40+78.00

140
40+78.00
135

L.F=61.5
M.F=16
C.F=150.5

C=0

32.96'

Cr.Gr.=141.92

140
40+40
135

L.F=61
MF=16
CF=48.5

C=0

46'

Match

145
40+00
140

Cr.Gr.=141.82

LF=18.5

C=5

46'

145
30+54
140

Cr.Gr.=141.92

LF=2

C=37.5

15.04'

145
30+38.00
140

Template shown is at Sta. 39+40.00

LF=0

C=83

14.96'

Sta. 39+1
C=0 LF=0

50 40 30 20 10 ℄ 10 20 30 40 50

Sta. 40+38.00 to Sta. 40+78.00

Civil-Da-286

15