

STREET IMPROVEMENTS

MEDIAL MODIFICATION, TURN-BAY AND MAJOR ENTRANCE CONSTRUCTION

SERVING
SOUTHGLEN ADDITION
TO WICHITA, KS.

CITY OF WICHITA, KANSAS
M.E. LINDEBAK CITY ENGINEER

PRIVATE PROJECT NO. 472 - 76 - 245 - 80001 - 000 - 000 - 029

MAY 1987

APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers _____
Driveway Approaches _____
Water Mains _____
Paving C.P.S. 7-1-87

NOTE TO CONTRACTOR

This project will be constructed under the supervision of the CITY ENGINEER and conforming to the SPECIFICATIONS of the CITY OF WICHITA. The CONTRACTOR will pay the City of Wichita for all costs of plan review, inspection and booking per contract.

NOTE - Contractor Shall Obtain "K.D.O.T. Highway Permit Agreement", Prior To Construction Within R/W. Traffic Protection Shall Be In Accordance With The "Manual On Uniform Traffic Control Devices"

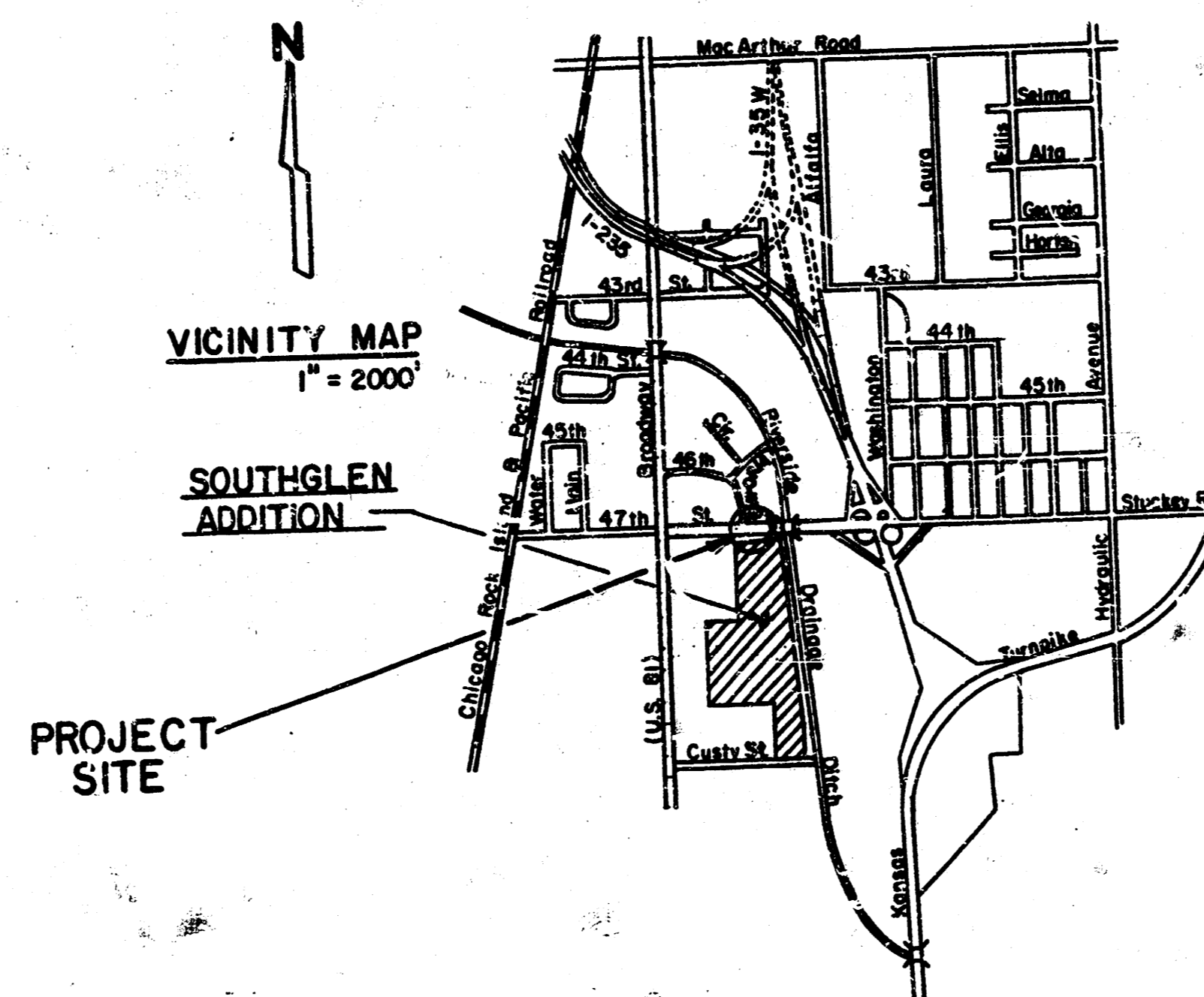
INDEX

Sheet No.	Description
1	Cover Sheet
2	Turn-Bay and Entrance Plan
3	Construction Details

NOTES:

1. INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA AND LOCAL BUSINESS OR APARTMENT TRAFFIC GENERATED WITHIN THE PROJECT AREA ARE TO BE CARRIED THROUGH CONSTRUCTION.
2. 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 ADJUTS AN EXISTING SURFACE COURSE OF PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINTS 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 THE SURFACE OR PAVEMENT.

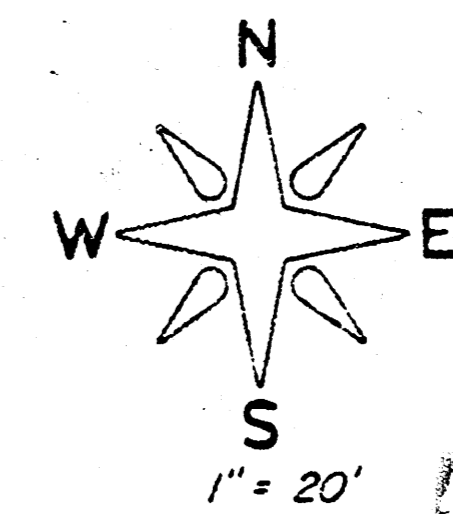
BENCHMARK: "a" on NE Cor. FCBC under 47th
at Riverside Drainage Ditch
= 1271.33 M.S.L.
= 83.93 City Datum



MOEHRING & ASSOCIATES
CONSULTING ENGINEERS
WICHITA

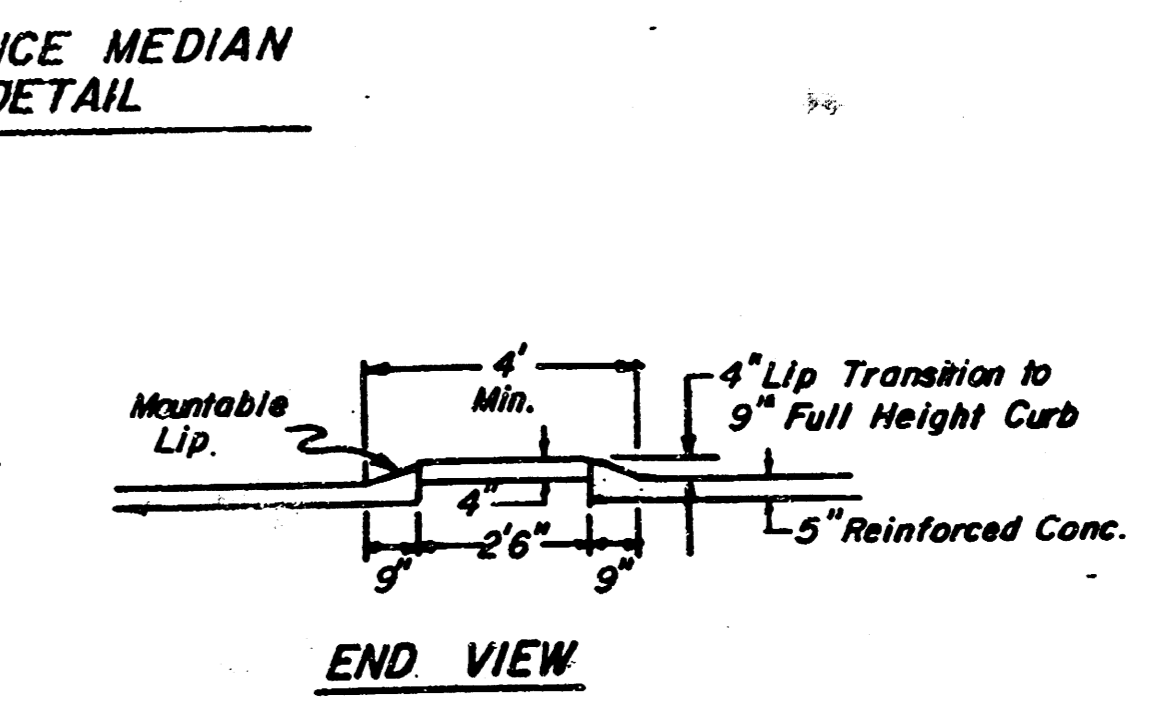
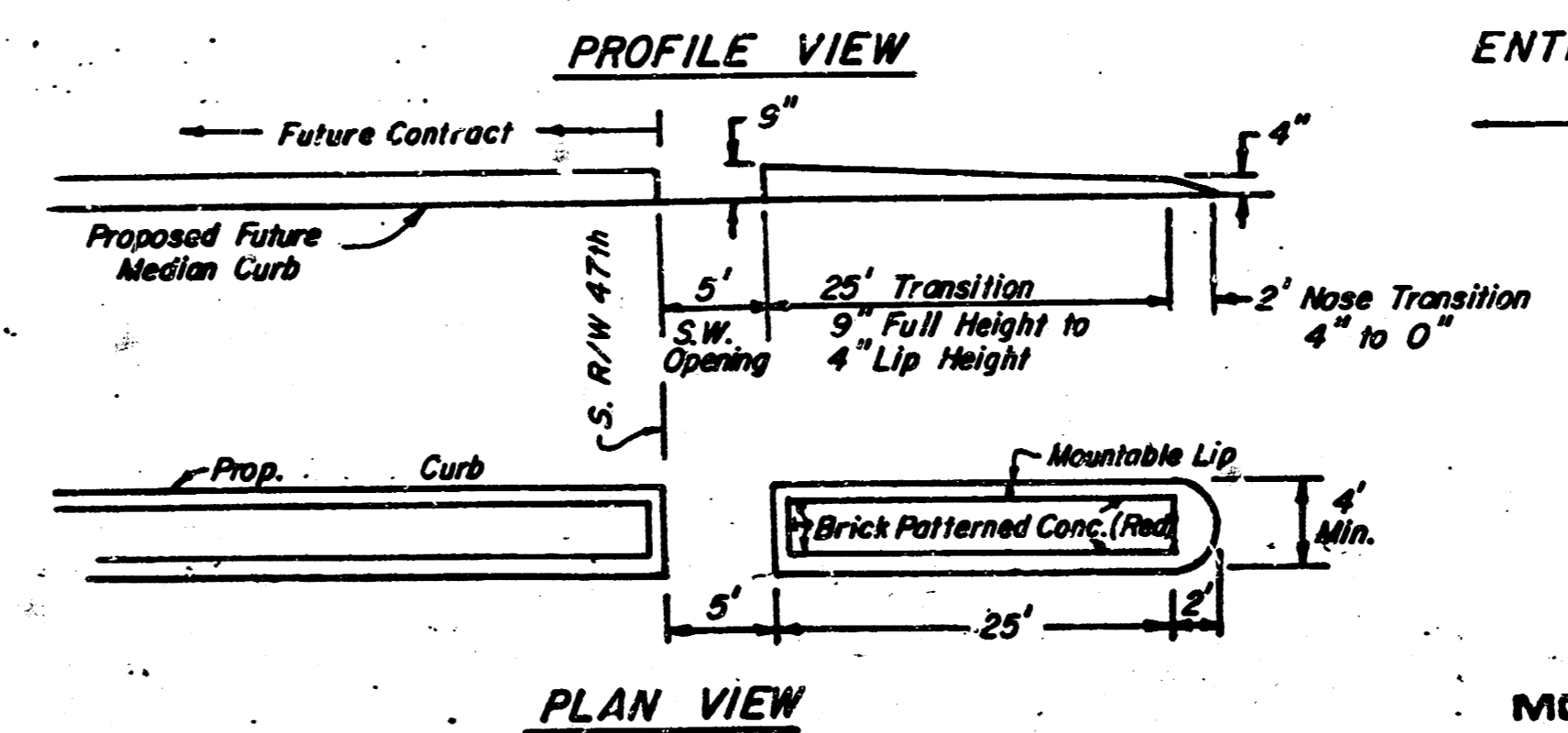
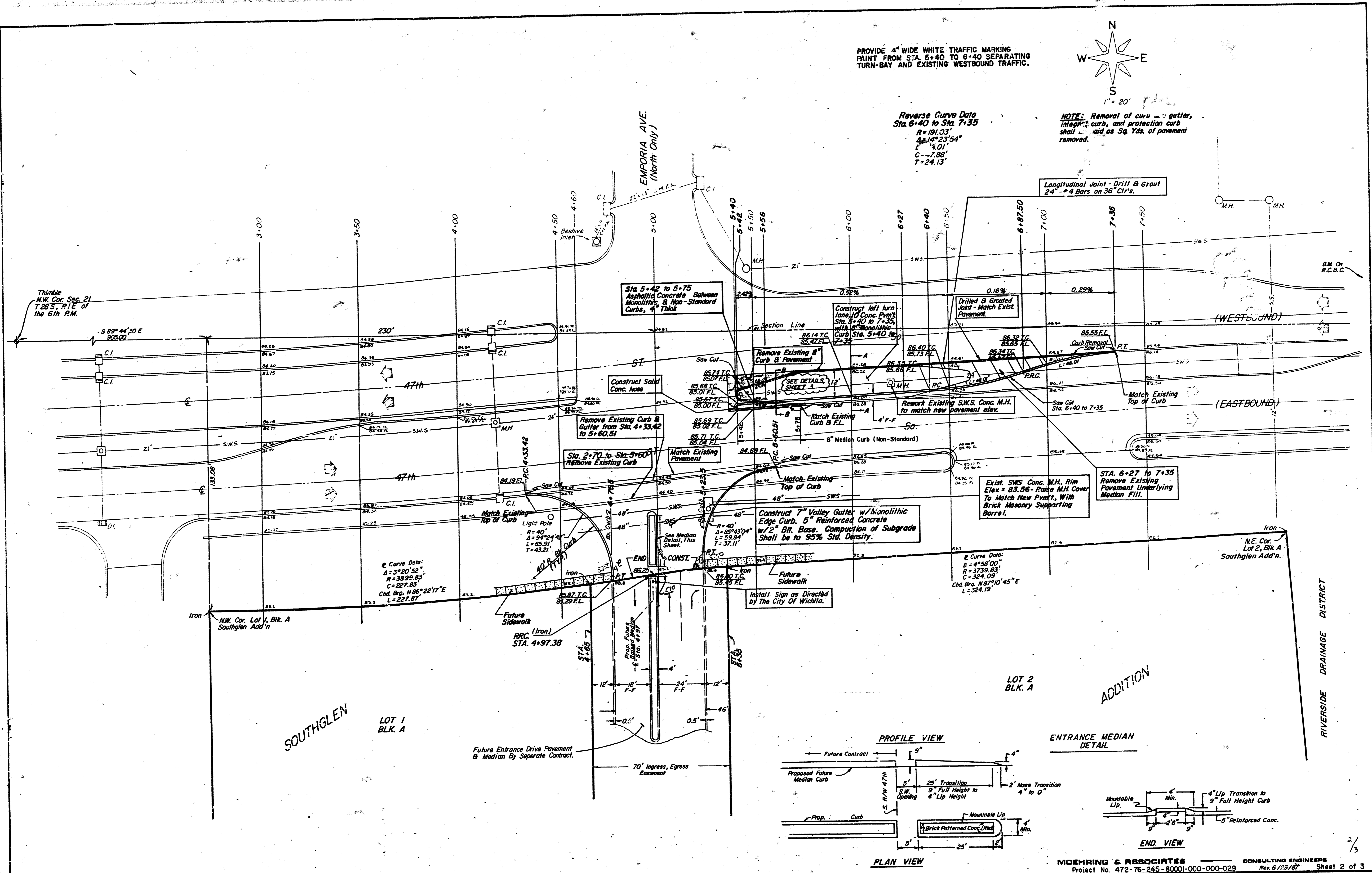


PROVIDE 4" WIDE WHITE TRAFFIC MARKING PAINT FROM STA. 5+40 TO STA. 7+35 SEPARATING TURN-BAY AND EXISTING WESTBOUND TRAFFIC.



Reverse Curve Data
Sta. 6+40 to Sta. 7+35
R=191.03'
Δ=14°23'54"
L=901'
C=7.88'
T=24.13'

NOTE: Removal of curb, gutter, integral curb, and protection curb shall be paid as Sq. Yds. of pavement removed.



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