

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

CLUBHOUSE DRIVE - E.L. WEBB ROAD TO 424.5' S.E. OF E.L. STONEYBROOK

IN TALLGRASS EAST ADDITION

CITY OF WICHITA PROJECT NO. 472-76-245-81626-000-000-001

INDEX OF SHEETS

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- 2.-3. PLAT
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9. VALLEY CUTTER AND WHEELCHAIR RAMP DETAILS
10. STANDARD DRIVE ENTRANCES
11. SIDEWALK PLAN
- 12.-14. CROSS SECTIONS

PROJECT SURVEY CONTROL

VERTICAL DATUM: CITY OF WICHITA DATUM
 DATUM BENCH MARK: C.O.W. DISC 44" SOUTH AND 48" EAST OF
 E. WEBB RD. AND 21ST STREET NORTH. ELEV. +205.24
 BENCH MARK NO. 1: CHISELED "D" N.E. CORNER HEADWALL R.C.B. APPROX.
 1050' EAST OF WEBB ROAD ON 21ST STREET NORTH. ELEV. +202.55
 BENCH MARK NO. 2: CHISELED "D" TOP OF CURB AT EAST END OF E. MEDIAN
 ISLAND AT PLUMTHICKET CIRCLE AND WEBB ROAD. ELEV. +228.75
 BENCH MARK NO. 3: C.O.W. DISC 32" NORTH AND 28" EAST OF W. 1/4 COR.
 SEC. 4, T27S, R2E AT WEBB ROAD AND 25TH STREET
 NORTH. ELEV. +225.05
 BENCH MARK NO. 4: R.R. SPIKE IN N.E. FACE 12" OSAGE ORANGE APPROX.
 150' LT. CLUBHOUSE DRIVE STA. 4+00. ELEV. +229.82
 BENCH MARK NO. 5: R.R. SPIKE IN EAST FACE 10" ASH APPROX. 90' RT.
 CLUBHOUSE DRIVE STA. 13+00. ELEV. +214.54
 BENCH MARK NO. 6: STEP-MAIL IN SOUTH FACE LAMINATED N.L.P. APPROX.
 275' EAST AND 30' NORTH OF N.E. CORNER OF
 LOT 36, BLOCK 1. ELEV. +207.69

EARTHWORK

EXCAVATION
 X-SECTIONS 2907 CU. YDS.
 105 291 CU. YDS.
 TOTAL 3198 CU. YDS.

SUBGRADE MANIPULATION 62297 S.Y.

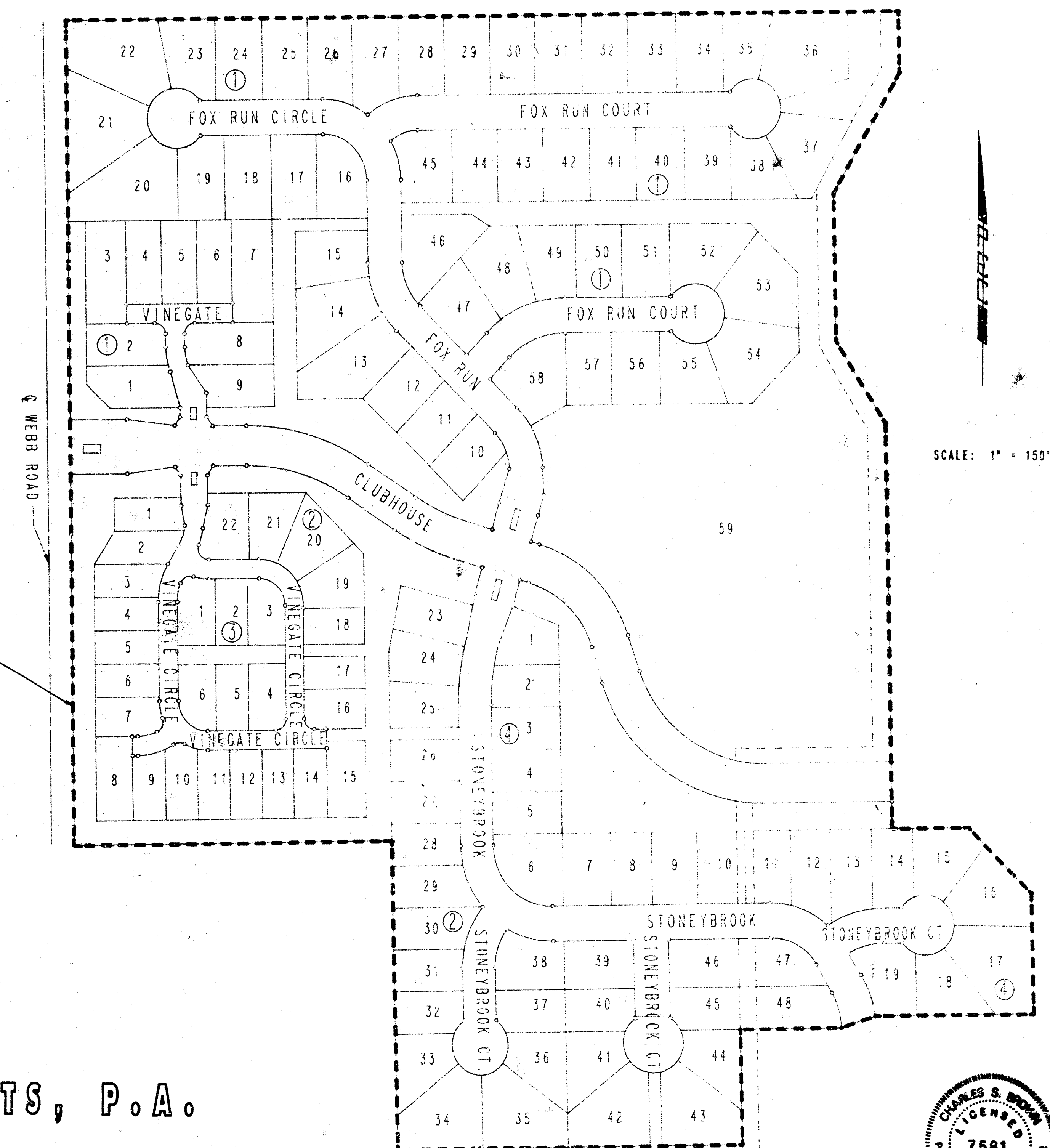
GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO
 BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS
 SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING
 UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST
 INFORMATION 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.

LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE
 RIGHT-OF-WAY 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
 SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND
 SURFACE.

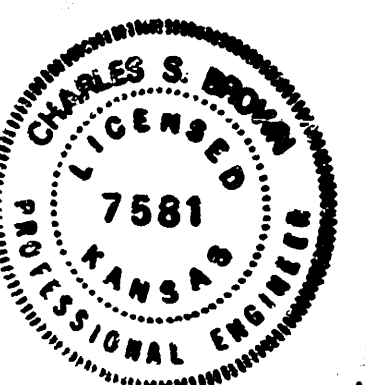
ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED AS
 "LOOSE FILL" ON SITE. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET
 RIGHTS-OF-WAY. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO
 DRAIN. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS.

IMPROVEMENT DISTRICT BOUNDARY



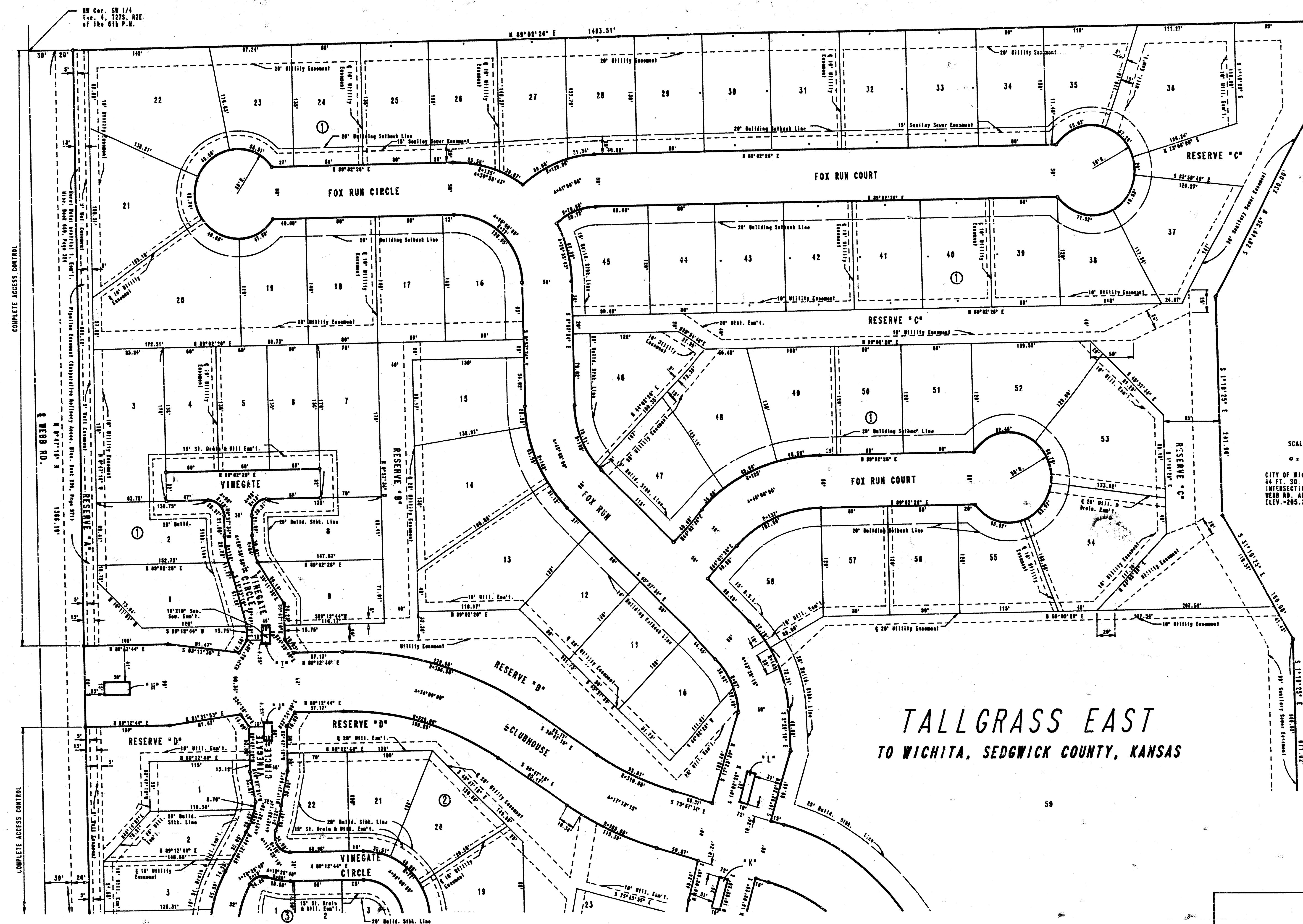
JUNE, 1987

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



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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81628-000-000-001	2	14



SCALE: 1"=60'
 • = IRON SET
 CITY OF WICHITA D.M. DISC.
 84 FT. 00" AND 40 FT. EAST OF
 INTERSECTION OF CENTERLINE OF
 WEBB RD. AND 21ST ST.
 ELEV. +205.238 CITY DATUM

TALLGRASS EAST TO WICHITA, SEDGWICK COUNTY, KANSAS

PLAT

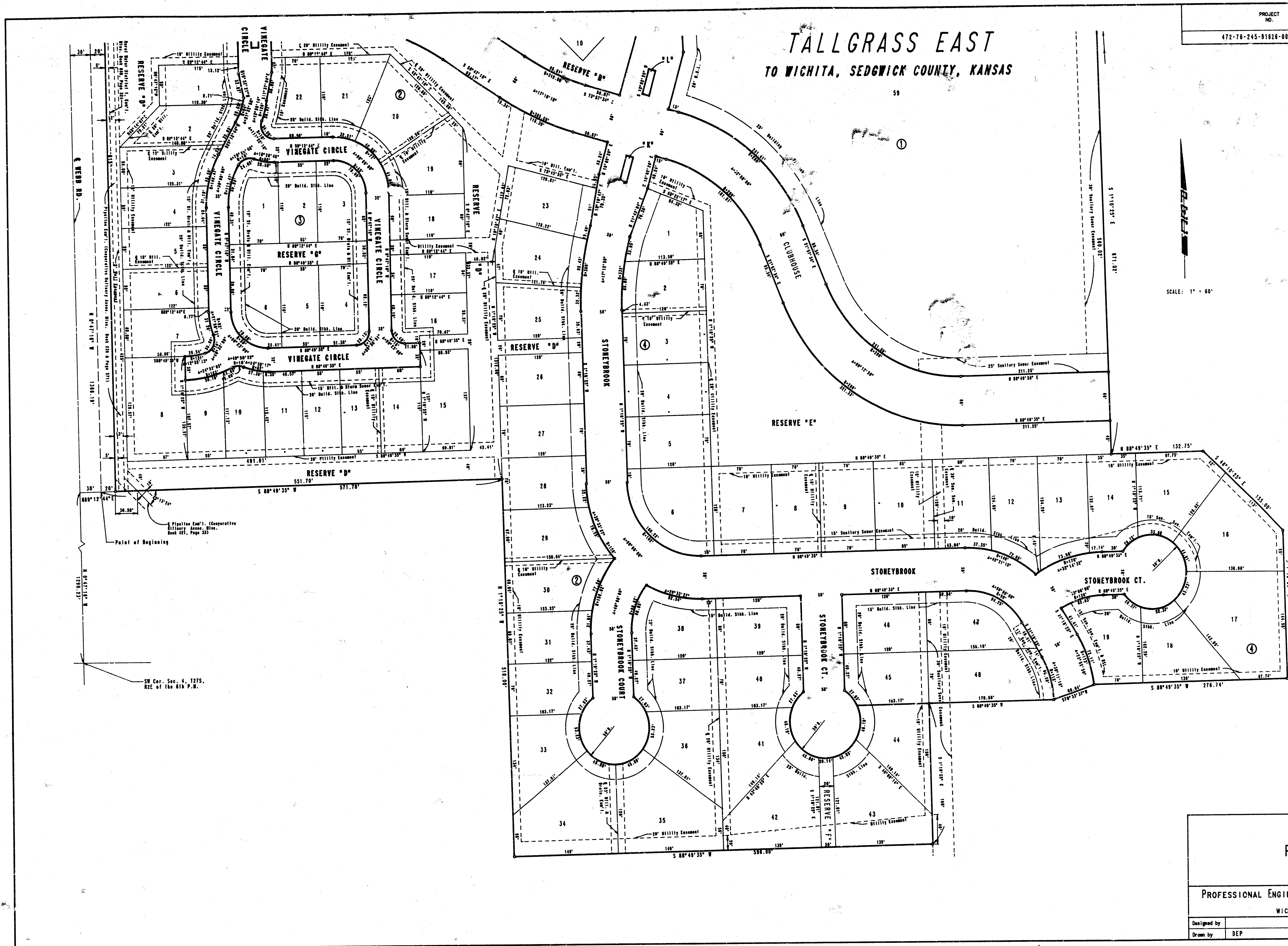
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS

Designed by	Checked by
Drawn by DEP	Date MAR., 1987 Job No. 86476-3

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TALLGRASS EAST TO WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-01028-000-001	3	14



PLAT

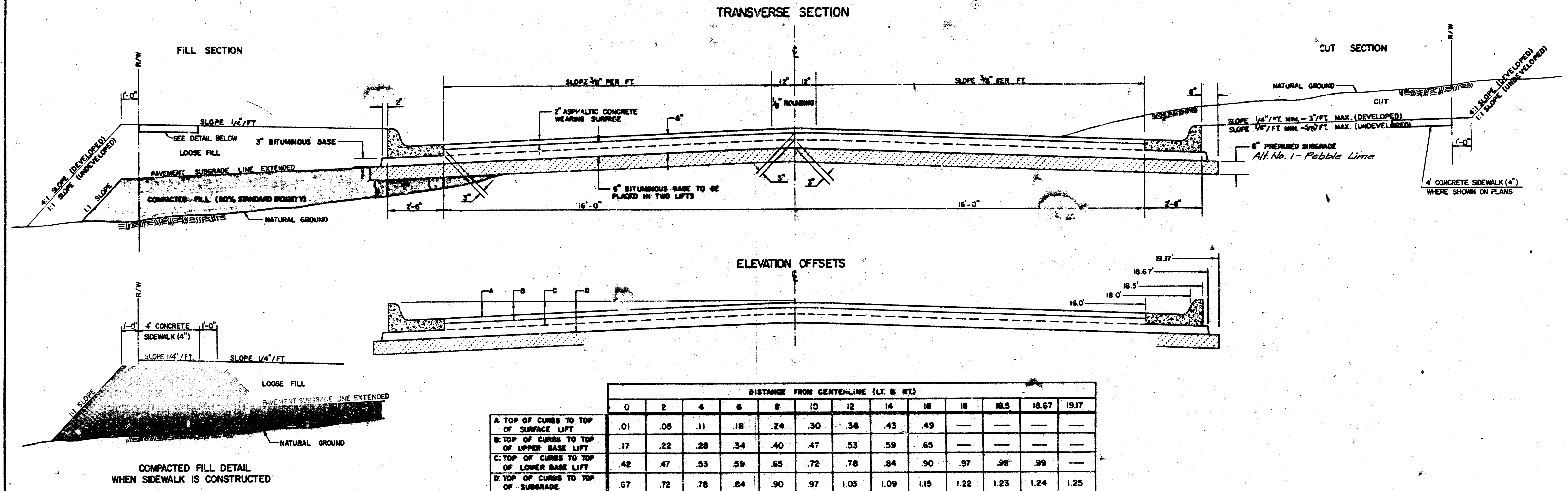
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ENGINEERS
WICHITA, KANSAS

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Drawn by DEP Date MAR., 1987 Job No. 86476-3

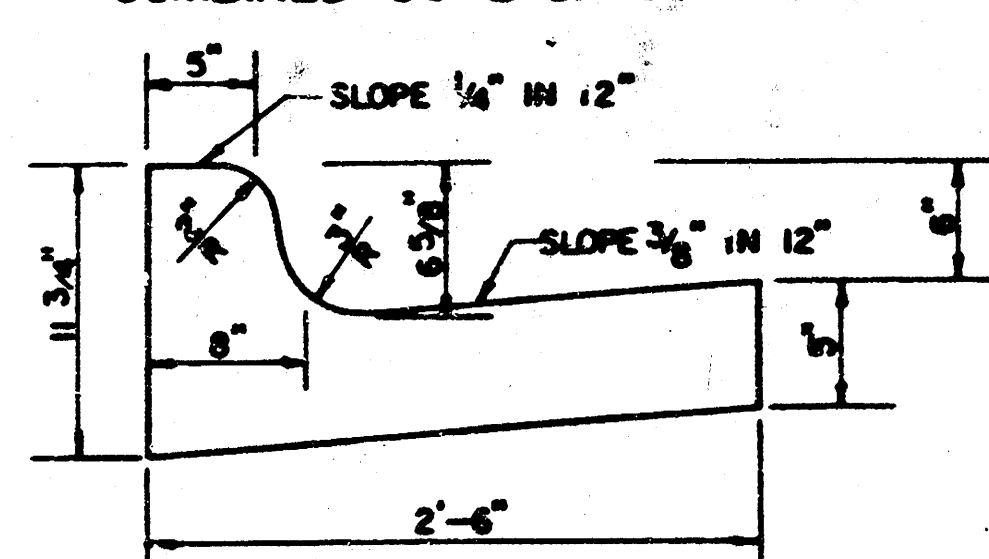
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TYPICAL 37' PAVEMENT DETAILS

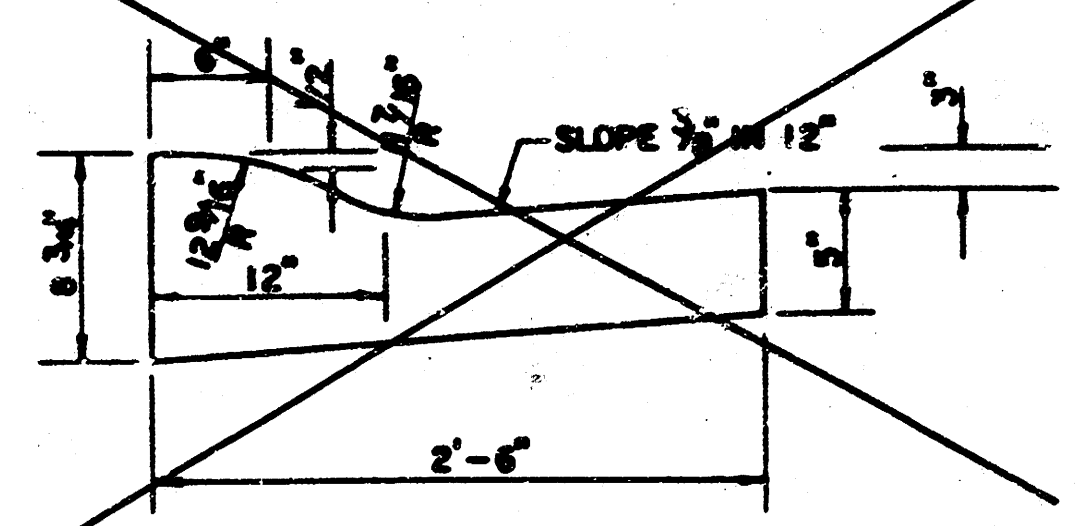
4 14



COMBINED CURB & GUTTER



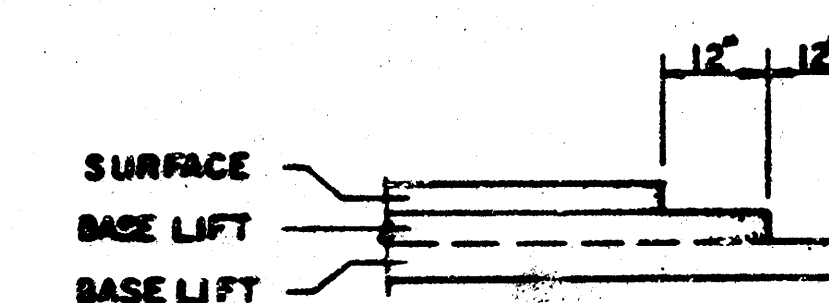
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8\"/>
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3\"/>
- 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 LAVERON 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



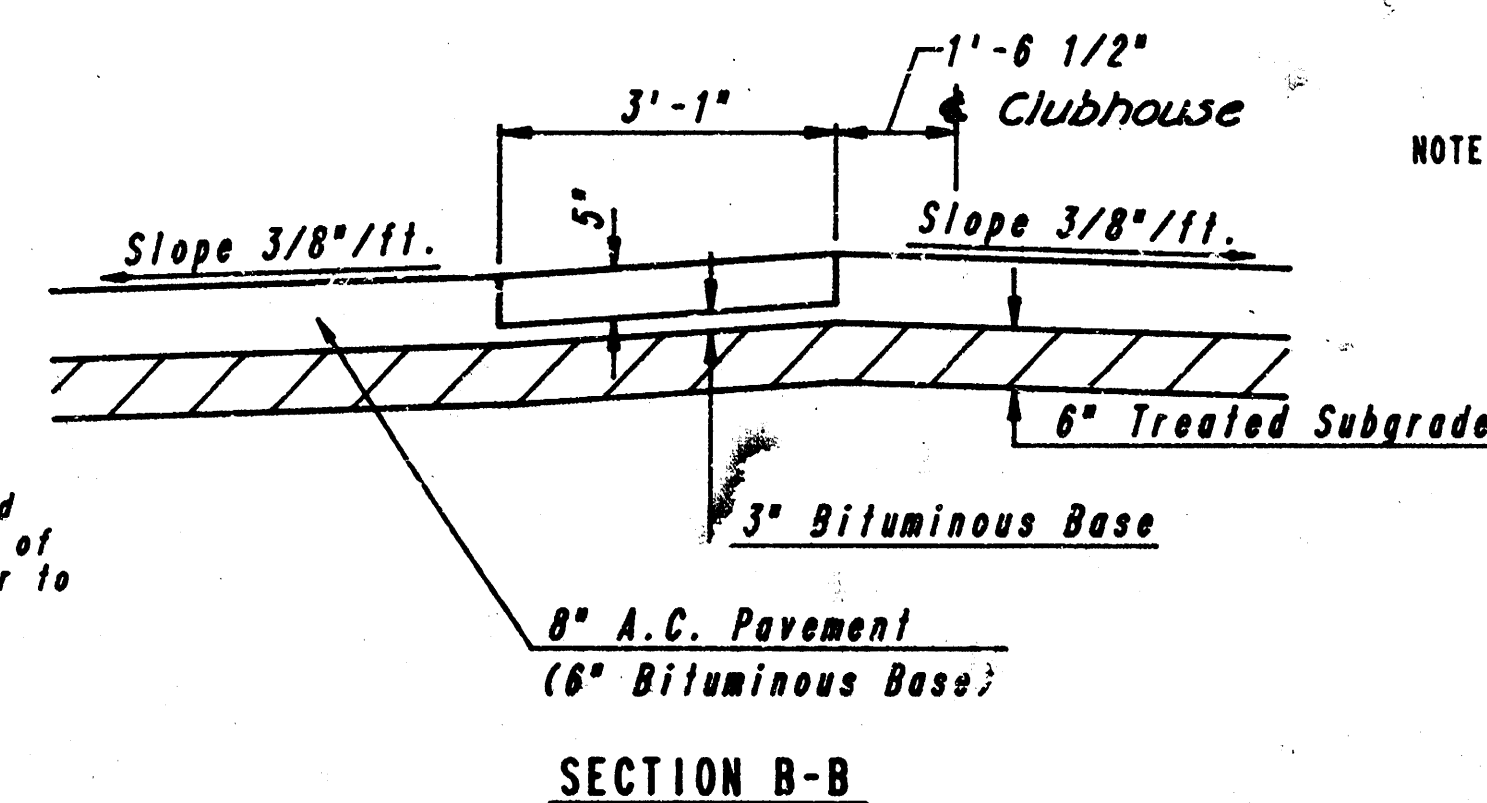
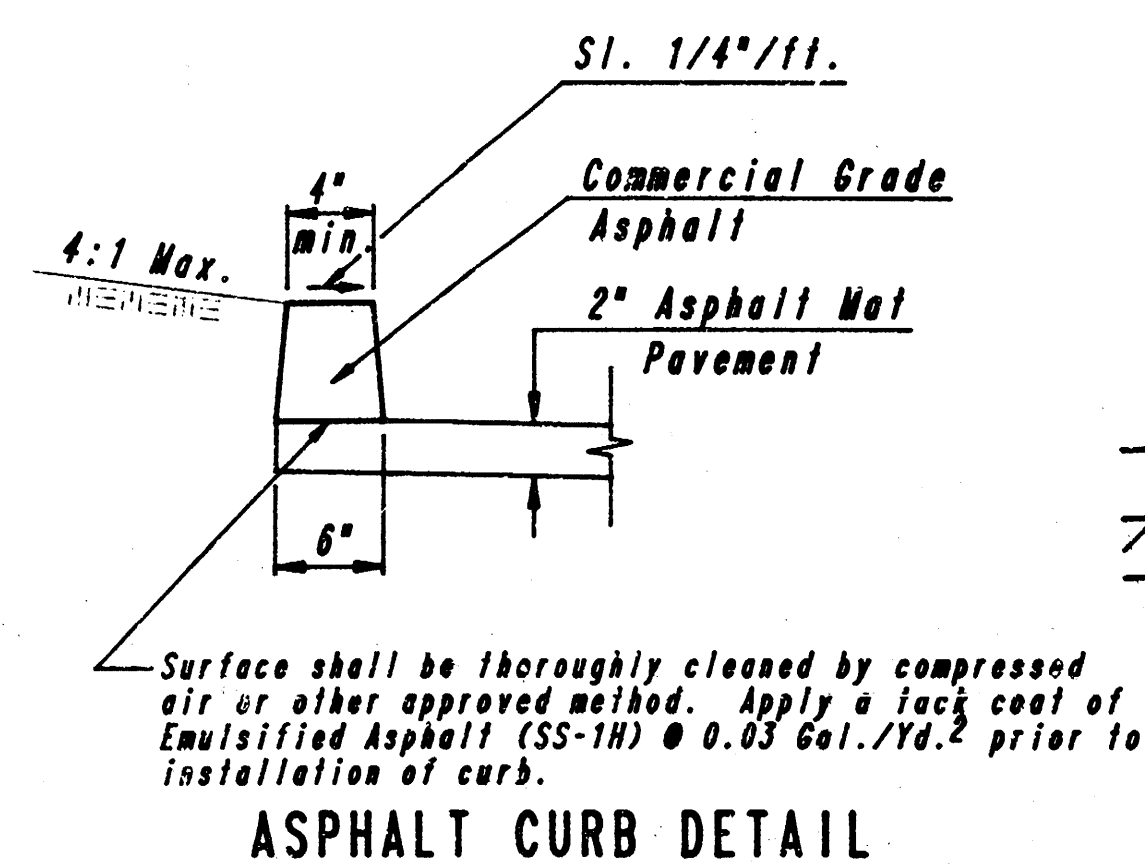
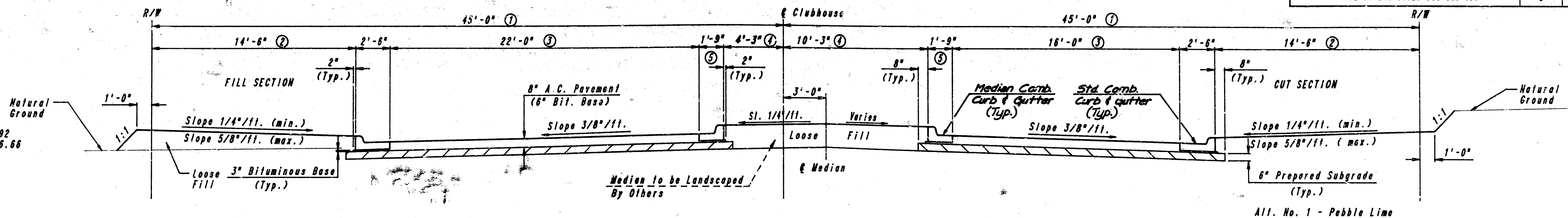
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 8\"/>

8 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472 16 245 81626 000 000 001

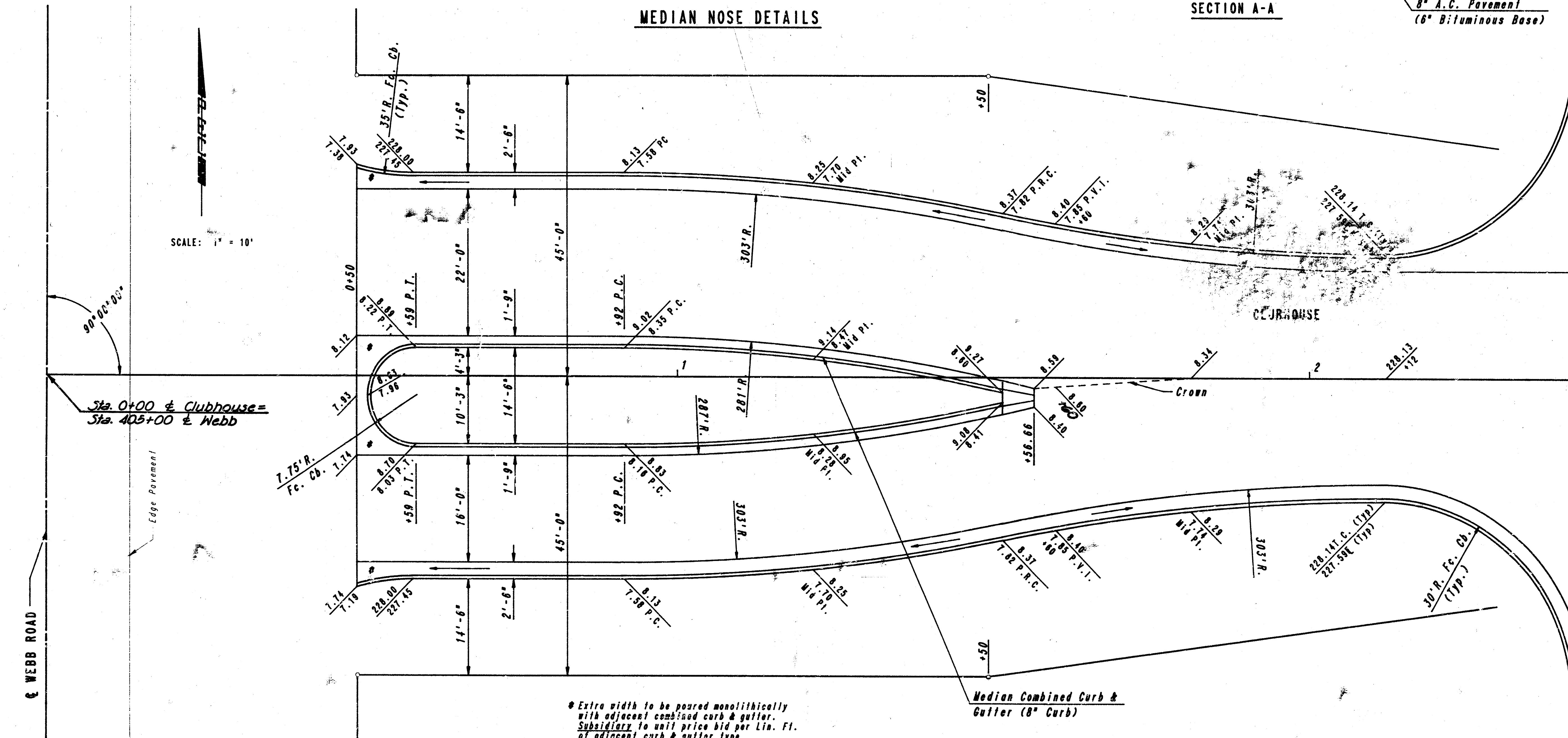
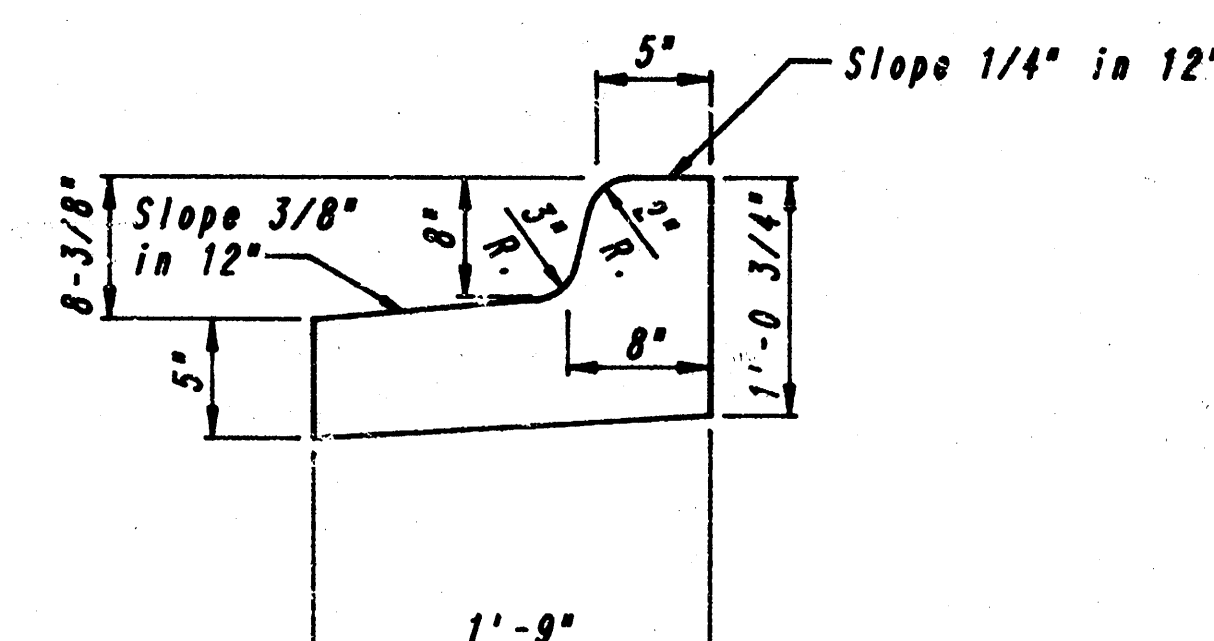
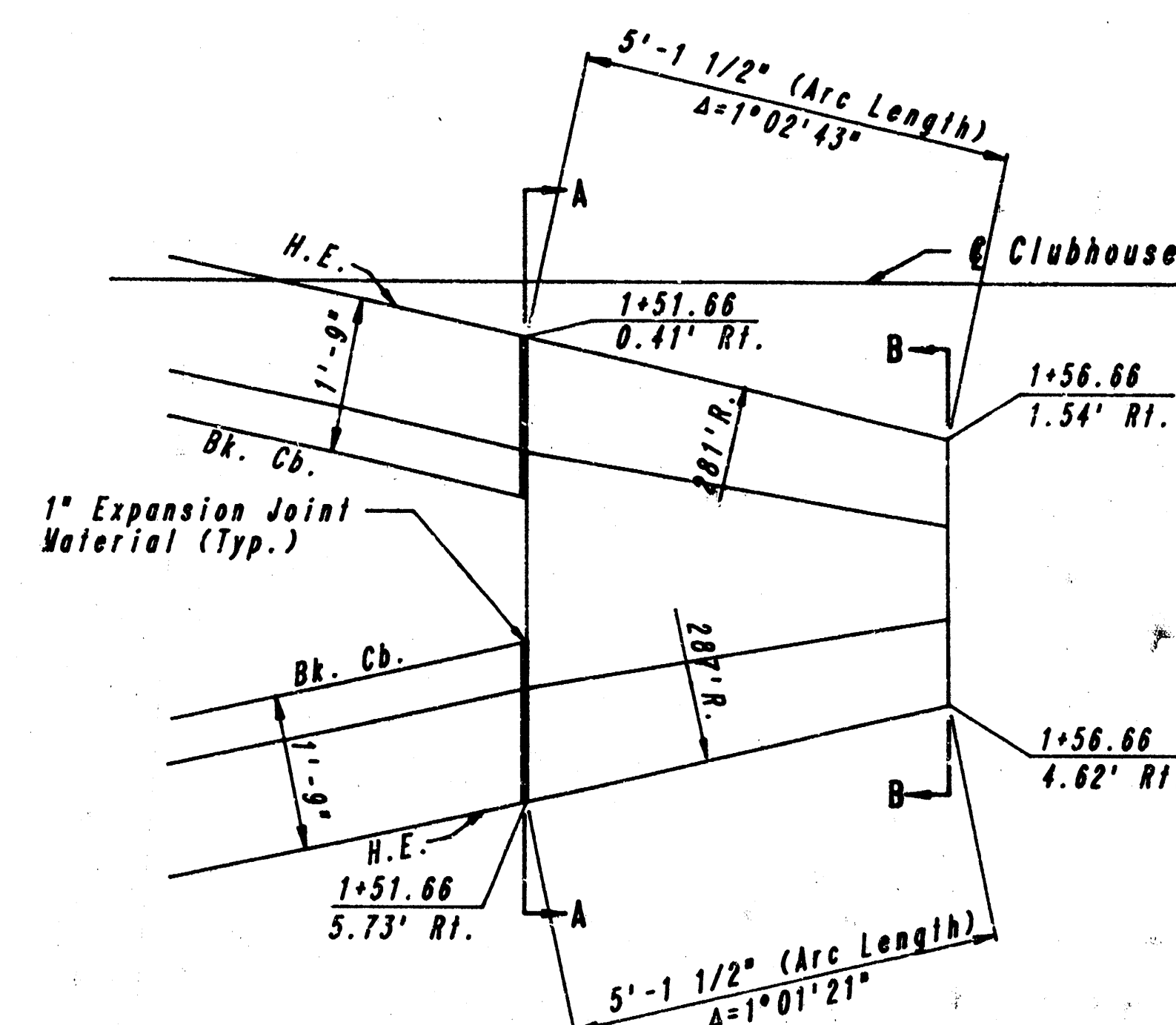
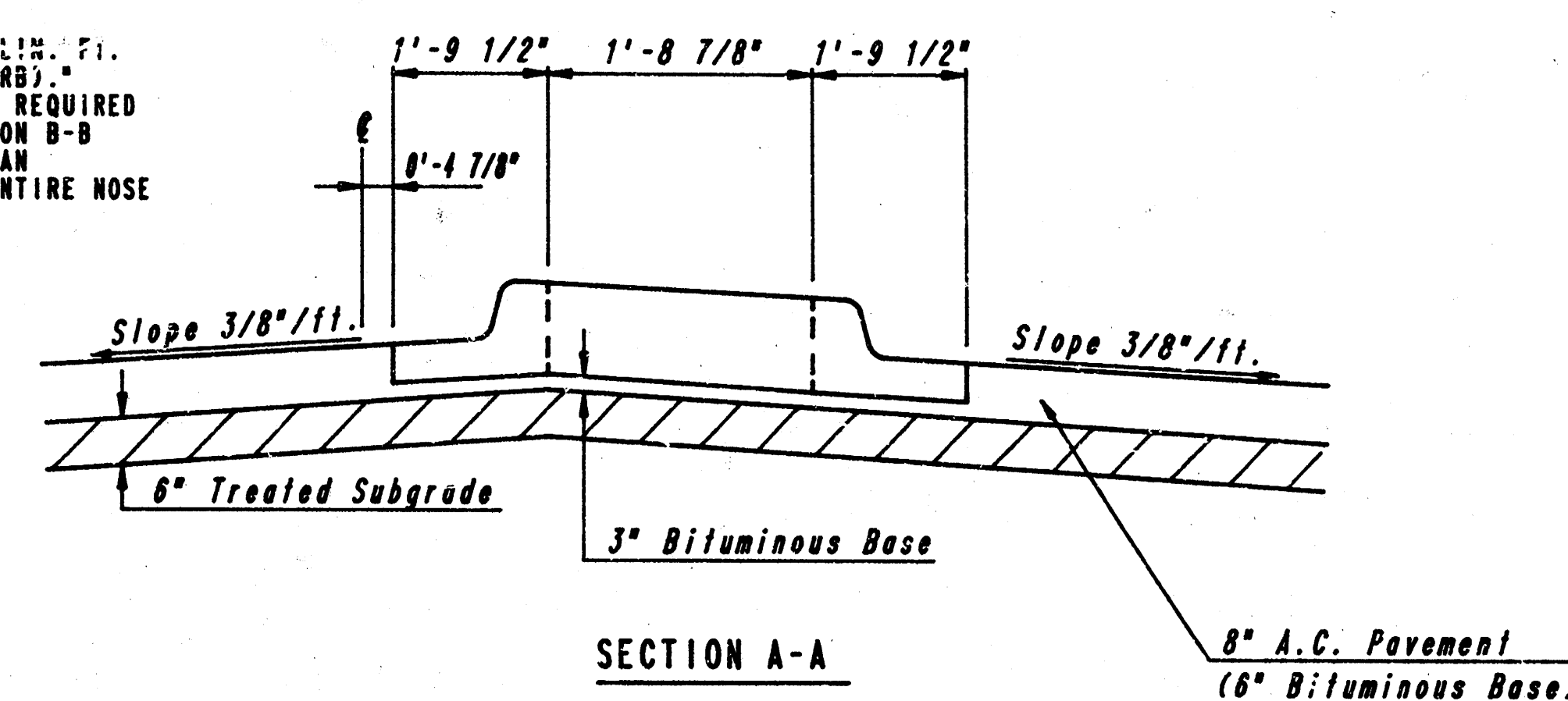
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81626-000-000-001	5	14

- ① Varies from Sta. 1+50 to Sta. 2+12. See Plan
- ② Varies from Sta. 0+92 to Sta. 2+12. See Plan
- ③ Varies from Sta. 1+58.66 to Sta. 2+12. See Plan
- ④ See Plan & Median Nose Details for Sta. 0+92 through Sta. 1+51.66. 0'-0" from Sta. 1+58.66 to Sta. 2+12.
- ⑤ 0'-0" from Sta. 1+51.66 to Sta. 2+12.



MEDIAN NOSE DETAILS



PAVING DETAILS

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS			
WICHITA, KANSAS			
Designed by	CSB, GDD	Checked by	
Drawn by	DEP	Date	MAR. 1987
		Job No.	86476-3

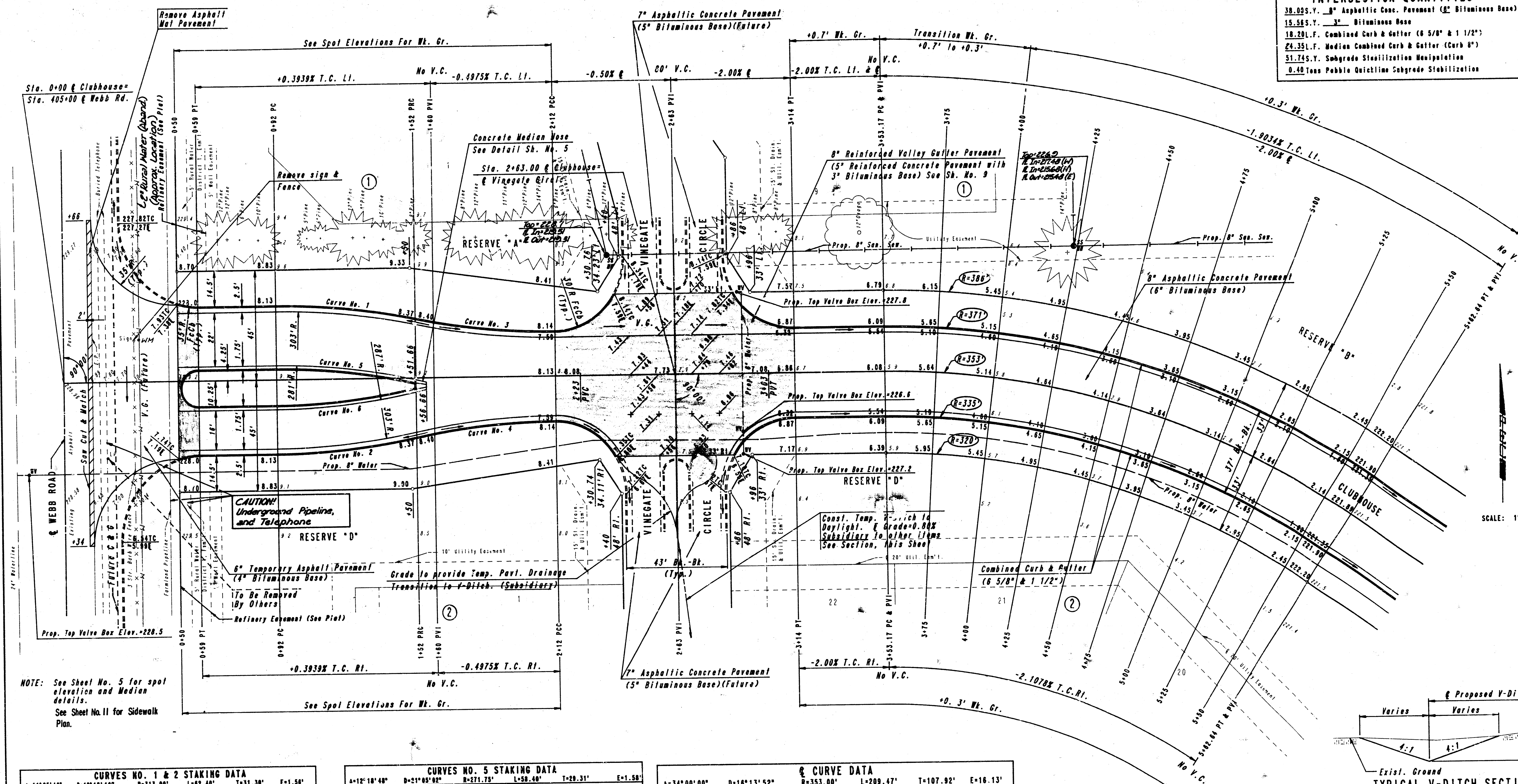
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-01626-000-001	6	14

CLUBHOUSE & WEBB RD.

INTERSECTION QUANTITIES

38,025 Y.	8" Asphaltic Conc. Pavement (2" Bituminous Base)
15,585 Y.	3" Bituminous Base
18,201 F.	Combined Curb & Gutter (6 5/8" & 1 1/2")
24,351 F.	Median Combined Curb & Gutter (Curb 8")
51,745 Y.	Subgrade Stabilization Manipulation
0.40 Tons	Pebble Quicklime Subgrade Stabilization



NOTE: See Sheet No. 5 for spot elevation and Median details.
See Sheet No. 11 for Sidewalk Plan.

CURVES NO. 1 & 2 STAKING DATA						
A=11°25'18"	D=10°18'18"	R=313.00'	L=82.40'	T=31.30'	E=1.50'	
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB A/2=5°42'38"						
STATION	ARC LENGTH ALONG CHORD	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS	
0+00.00	31.30'		0°00'00"	0°00'00"	P.C.	
1+23.14	31.30'	31.30'	2°51'18"	2°51'18"	BIPPOINT	
1+54.44	31.30'	31.30'	2°51'18"	5°42'36"	P.T.	

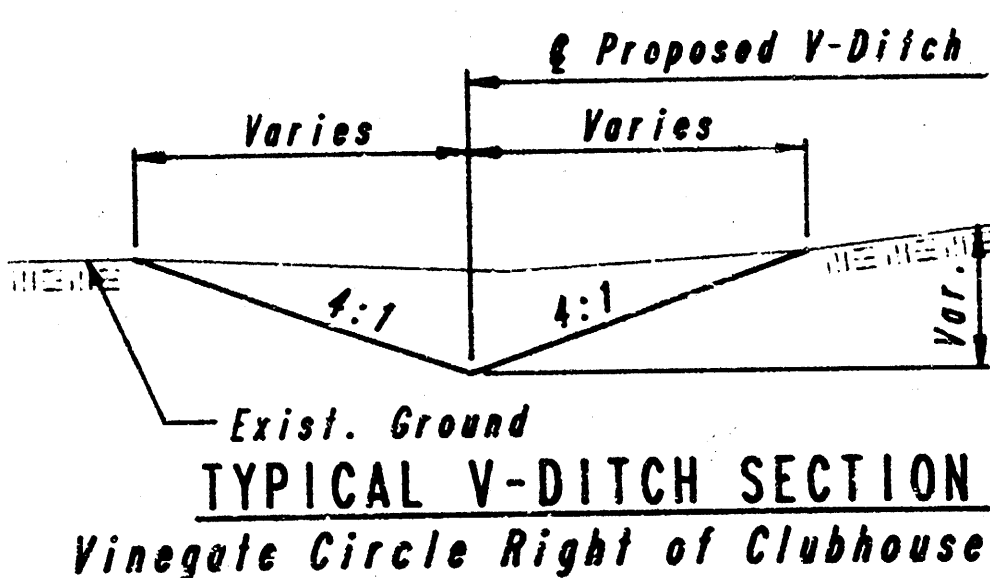
CURVES NO. 3 & 4 STAKING DATA						
A=11°25'18"	D=10°18'18"	R=313.00'	L=82.40'	T=31.30'	E=1.50'	
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB A/2=5°42'38"						
STATION	ARC LENGTH ALONG CHORD	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS	
1+55.00	31.30'		0°00'00"	0°00'00"	P.C.	
1+86.30	31.30'	31.30'	2°51'18"	2°51'18"	BIPPOINT	
2+17.60	31.30'	31.30'	2°51'18"	5°42'36"	P.T.	

CURVES NO. 5 STAKING DATA						
A=12°18'48"	D=21°05'02"	R=277.75'	L=58.40'	T=28.31'	E=1.50'	
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB A/2=6°08'24"						
STATION	ARC LENGTH ALONG CHORD	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS	
0+00.00	3.32'		0°00'00"	0°00'00"	P.C.	
1+01.14	4.82'	29.20'	2°04'42"	2°04'42"	BIPPOINT	
1+49.96	9.50'	29.20'	2°04'42"	4°09'24"	P.T.	

CURVES NO. 6 STAKING DATA						
A=12°03'03"	D=20°32'43"	R=277.75'	L=58.42'	T=28.32'	E=1.50'	
CURVE DATA BASED ON RADIUS TO 8' BEHIND FACE OF CURB A/2=6°01'31.5"						
STATION	ARC LENGTH ALONG CHORD	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION	REMARKS	
0+00.00	2.70'		0°00'00"	0°00'00"	P.C.	
1+01.16	1.22'	29.21'	2°04'46.2"	2°04'46.2"	BIPPOINT	
2+02.38	2.37'	29.21'	2°04'46.2"	4°09'32.4"	P.T.	

CURVE DATA				
A=34°00'00"	D=16°13'52"	R=353.00'	L=209.47'	T=107.92'
CURVE DATA BASED ON RADIUS A/2=17°00'00"				
STATION	ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION
3+53.17			0°00'00"	0°00'00"
3+75	21.83'	23.43'	1°40'18.5"	1°40'18.5"
4+00	25.00'	26.84'	2°01'44"	3°42'02.5"
4+25	25.00'	26.84'	2°01'44"	5°43'46.5"
4+50	25.00'	26.84'	2°01'44"	7°45'30.5"
4+75	25.00'	26.84'	2°01'44"	9°47'14.5"
5+00	25.00'	26.84'	2°01'44"	11°48'58.5"
5+25	25.00'	26.84'	2°01'44"	13°50'42.5"
5+50	25.00'	26.84'	2°01'44"	15°52'26.5"
5+75	25.00'	26.84'	2°01'44"	17°54'10.5"

CLUBHOUSE & VINEGATE	
INTERSECTION QUANTITIES	
479,235 Y.	8" Asphaltic Conc. Pavement (2" Bituminous Base)
19,285 Y.	3" Bituminous Base
82,831 F.	Combined Curb & Gutter (6 5/8" & 1 1/2")
62,831 F.	Monolithic Edge Curb (6 5/8")
641,005 Y.	Subgrade Stabilization Manipulation
4.97 Tons	Pebble Quicklime Subgrade Stabilization
134,895 Y.	Reinf. V.G. 5" Concrete & 3" Asphaltic Concrete Base

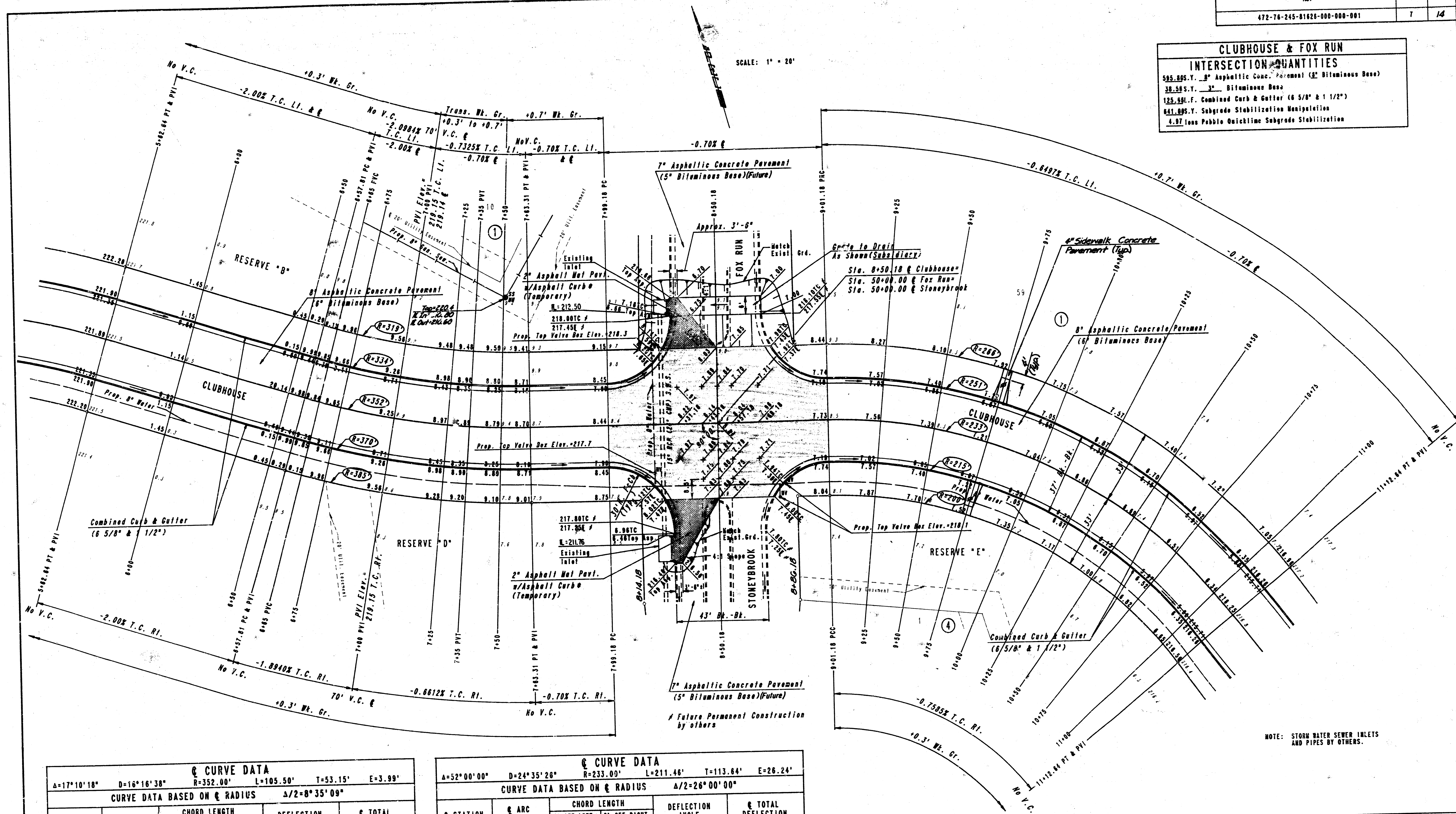


CLUBHOUSE	
STA. 0+00.00 TO STA. 5+62.64	
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.	
ENGINEERS	
WICHITA, KANSAS	
Designed by	CSB, GDD, BBB
Drawn by	DEP
Checked by	
Date	MAR., 1987
Job No.	88476-3

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-01020-000-001	7	14

CLUBHOUSE & FOX RUN INTERSECTION QUANTITIES	
585,895.Y.	8" Asphaltic Conc. Pavement (5" Bituminous Base)
38,585.Y.	3" Bituminous Base
125,591.F.	Combined Curb & Gutter (6 5/8" & 1 1/2")
641,895.Y.	Subgrade Stabilization Manipulation
4.87	tons Pabblo Quicklime Subgrade Stabilization



CURVE DATA					
A=17°10'18"	D=16°16'38"	R=352.00'	L=105.50'	T=53.15'	E=3.99'
CURVE DATA BASED ON RADIUS			Δ/2=8°35'09"		
STATION	ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION	
6+57.81	1.19'	15.82'	1°23'57"	0°00'00"	0°00'00"
6+75	25.00'	23.15'	2°02'04"	1°23'57"	1°23'57"
7+00	25.00'	23.15'	2°02'04"	3°26'01"	3°26'01"
7+25	25.00'	23.15'	2°02'04"	5°28'05"	5°28'05"
7+50	25.00'	23.15'	2°02'04"	7°30'09"	7°30'09"
7+63.31	13.31'	12.33'	1°05'00"	8°35'09"	8°35'09"

CURVE DATA					
A=52°00'00"	D=24°35'26"	R=233.09'	L=211.46'	T=113.64'	E=26.24'
CURVE DATA BASED ON RADIUS			Δ/2=26°00'00"		
STATION	ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION	
9+01.18	—	—	0°00'00"	0°00'00"	0°00'00"
9+25	25.02'	26.47'	2°55'43"	2°55'43"	2°55'43"
9+50	25.00'	27.78'	3°04'28"	6°00'11"	6°00'11"
9+75	25.00'	27.78'	3°04'28"	9°04'39"	9°04'39"
10+00	25.00'	27.78'	3°04'28"	12°09'07"	12°09'07"
10+25	25.00'	27.78'	3°04'28"	15°13'35"	15°13'35"
10+50	25.00'	27.78'	3°04'28"	18°17'53"	18°17'53"
10+75	25.00'	27.78'	3°04'28"	21°22'19"	21°22'19"
11+00	25.00'	27.78'	3°04'28"	24°26'45"	24°26'45"
11+12.64	12.64'	14.05'	1°33'15"	26°00'00"	26°00'00"

NOTES: ASPHALT CURB, INCLUDING SURFACE PREPARATION, TACK COAT & FINISHING, SHALL BE SUBSIDIARY TO 2" ASPHALT MAT PAVEMENT. SEE DETAIL, SHEET NO. 5.

2" ASPHALT MAT PAVEMENT W/ ASPHALT CURB IS FOR TEMPORARY DRAINAGE OF CLUBHOUSE DRIVE PAVEMENT. IN THE EVENT THAT FOX RUN AND/OR STONEYBROOK ARE CONSTRUCTED CONCURRENTLY WITH THIS PROJECT, THE TEMPORARY DRAINAGE FACILITIES WILL NOT BE CONSTRUCTED, AS DIRECTED BY THE ENGINEER. BID ITEMS INVOLVED AT THAT LOCATION SHALL BE SUBJECT TO UNDERCUT UP TO 100%.

Construct Standard Wheelchair Ramp

CLUBHOUSE

STA. 5+62.54 TO STA. 11+12.64

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS

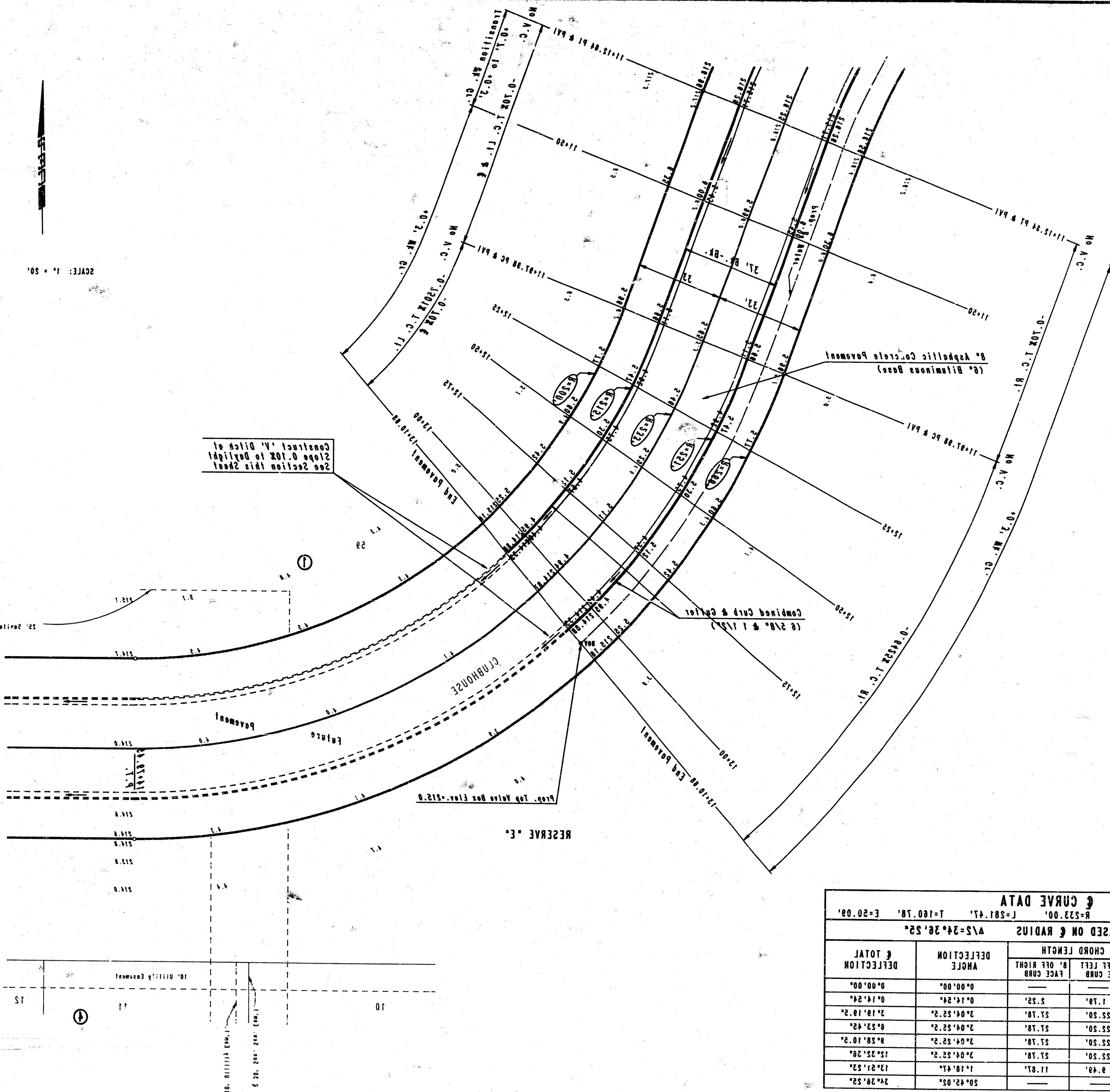
WICHITA, KANSAS

Designed by	CSB, GDD, BDB	Checked by	
Drawn by	DEP	Date	MAR., 1987

Job No. 88476-3

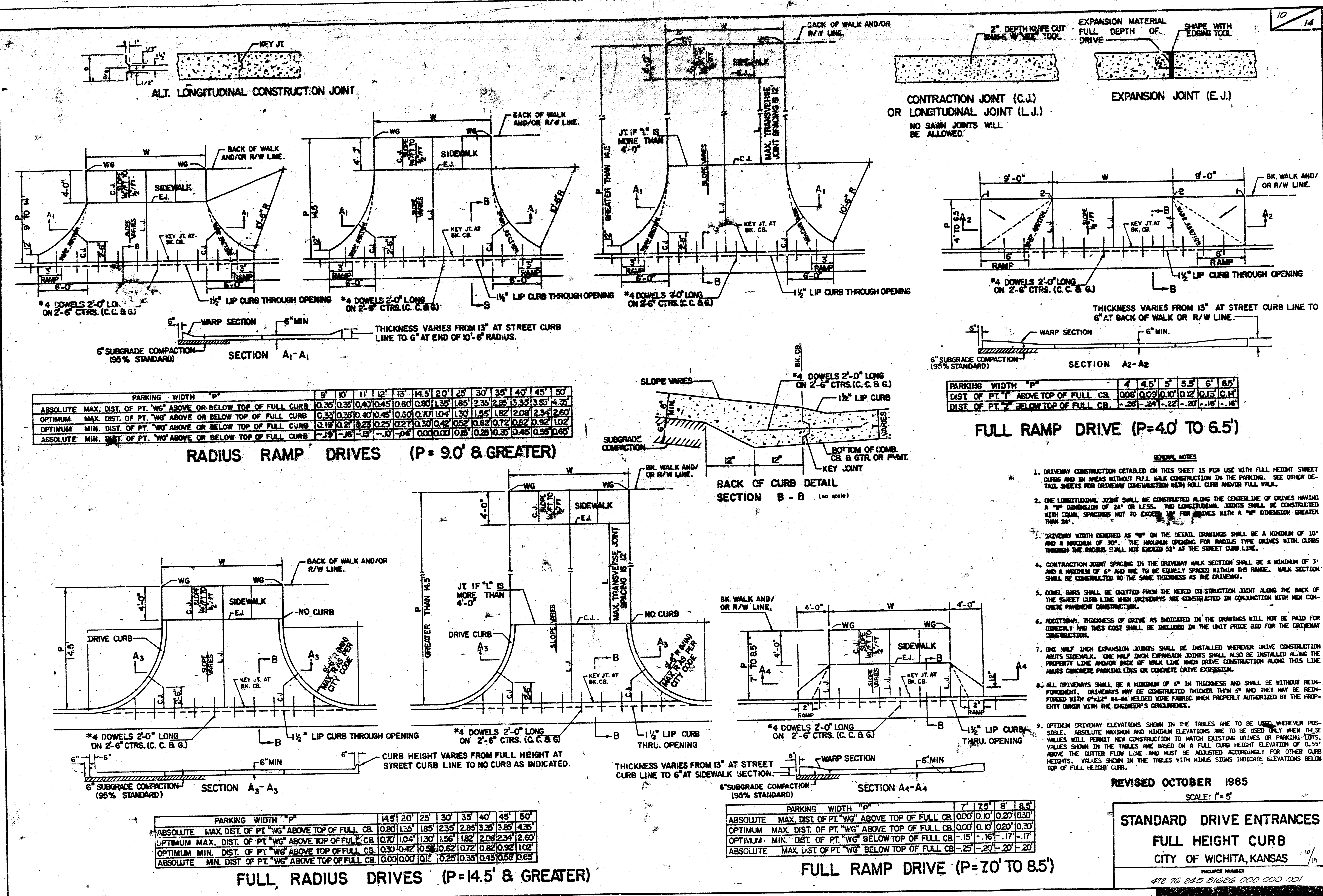
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DECEMBER	809	CHICAGO, ILL.
DESIGNED BY	808	CHICAGO, ILL.
DRAWN BY	807	CHICAGO, ILL.
CHECKED BY	806	CHICAGO, ILL.
DATE	1987	CHICAGO, ILL.
JOB NO.	804-8-2	CHICAGO, ILL.
WICHITA, KANSAS		
ENGINEERS		
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.		



STATION	ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	TOTAL DEFLECTION
		FACE CURB	OFF SET RIGHT		
1+13.42	108.77	0.40	11.87	50.43	20.30
12+17.08	10.08				
13+00.00	50.00	0.40	51.78	30.43	20.30
15+20.00	50.00	51.78	30.43	30.43	20.30
15+52.00	50.00	51.78	30.43	30.43	20.30
15+80.00	50.00	51.78	30.43	30.43	20.30
15+90.00	50.00	51.78	30.43	30.43	20.30
17+03.08	5.03	1.10	5.52	0.14	0.00

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- 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 "P" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACING NOT TO EXCEED 12' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
 - DRIVEWAY WIDTH DENOTED AS "P" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM SPACING 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 ADJUTS 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 ADJUTS 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-44 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONFORMANCE.
 - 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'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

PROJECT NUMBER
412 76 245 81626 000 000 001

PROJECT NO.	SHEET NO.	TOTAL SHEETS
47E-76-E45-BIGEG-000-000-001	11	14

WEBB ROAD

VINEGATE CIRCLE

FOX RUN

CLUBHOUSE

STONEYBROOK

NOTE: THE OWNERS, ALONG WITH THEIR LANDSCAPE ARCHITECT, HAVE CAREFULLY SELECTED THE SIDEWALK ALIGNMENT AS SHOWN HEREON. THIS ALIGNMENT OF THE WALK WILL BE STAKED BY THE OWNER'S AGENT. SLIGHT VARIANCE FROM THE PLAN REPRESENTATION OF THE ALIGNMENT MAY BE PERMITTED TO FIT FIELD CONDITIONS WHEN APPROVED BY THE OWNER.

THE CONTRACTOR SHALL COMPACT THE SUBGRADE UNDER THE PROPOSED SIDEWALKS IN ACCORDANCE WITH CITY OF WICHITA STANDARD SPECIFICATIONS.

A PRECONSTRUCTION CONFERENCE BETWEEN THE OWNER AND CONTRACTOR IS REQUIRED PRIOR TO CONSTRUCTION OF THE SIDEWALK.

N
W
S
E
1" = 50'

Future Sidewalk

Limit of First phase Construction

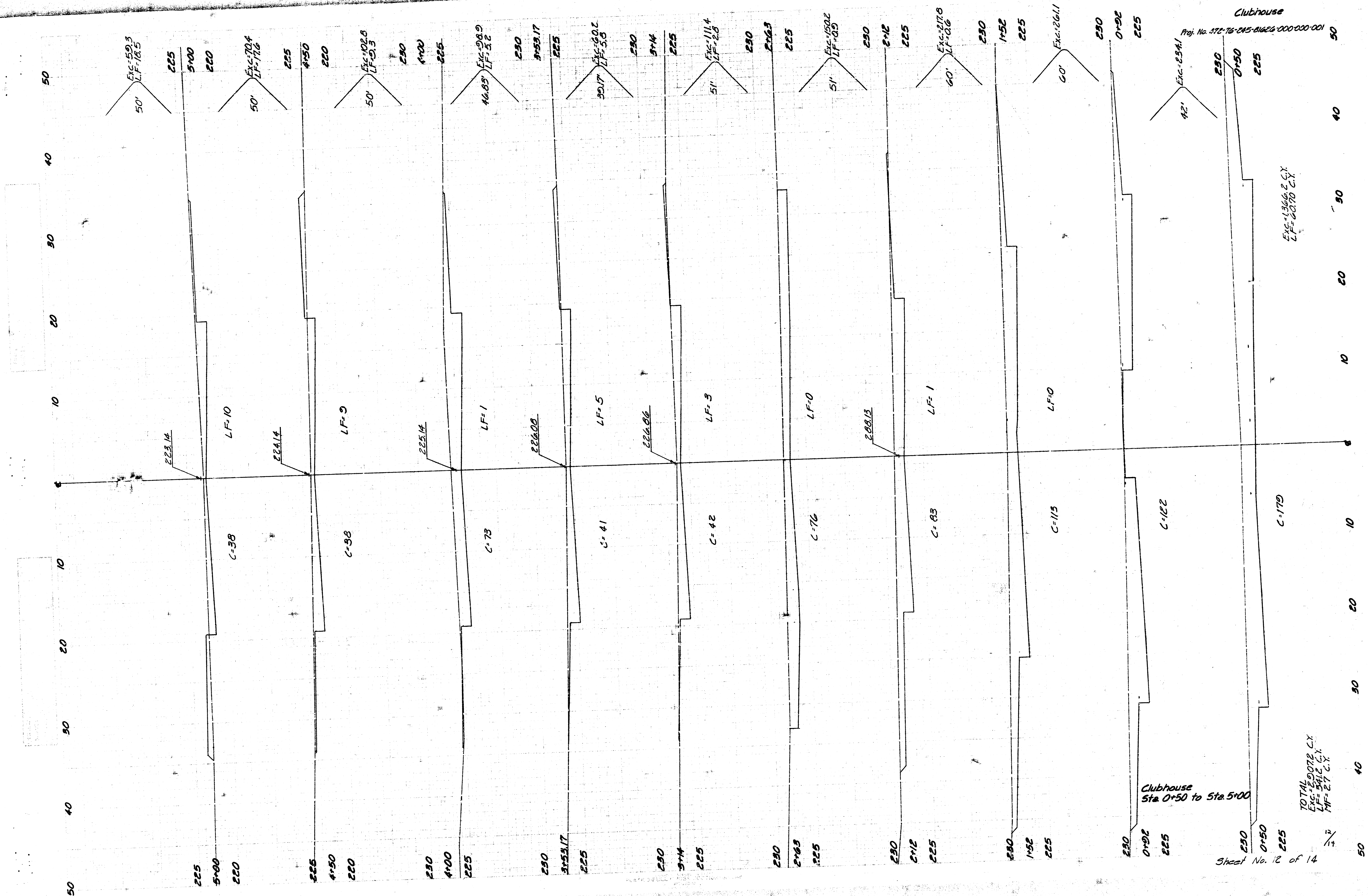
Future Sidewalk

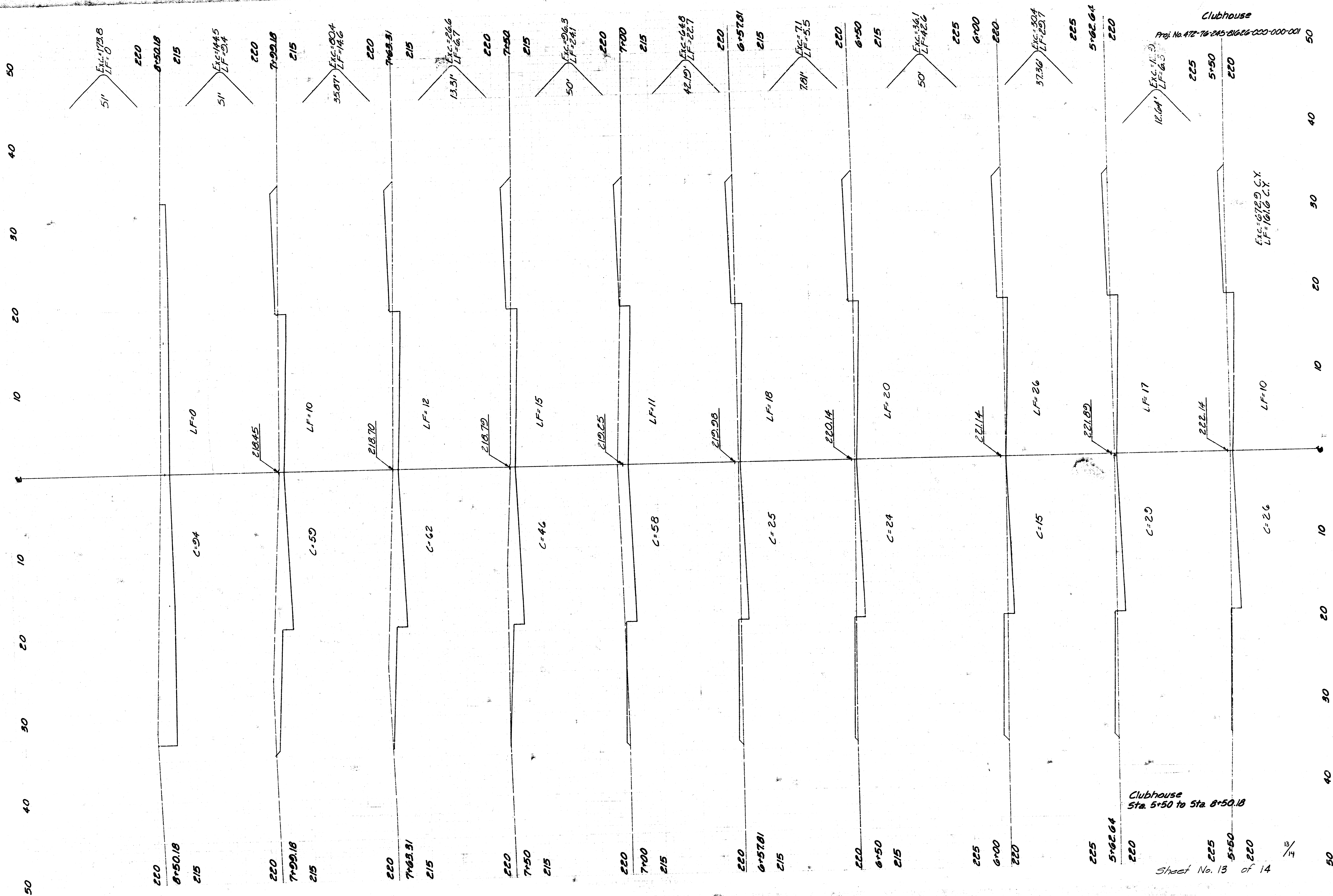
SIDEWALK PLAN

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
WICHITA, KANSAS

Designed by	Checked by	Job No. 86476-3
Drawn by	Date	

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Sheet No. 13 of 14

Clubhouse Sta. 5+50 to Sta. 8+50.18

Clubhouse Proj. No. 472-76-245-21626-000-001

