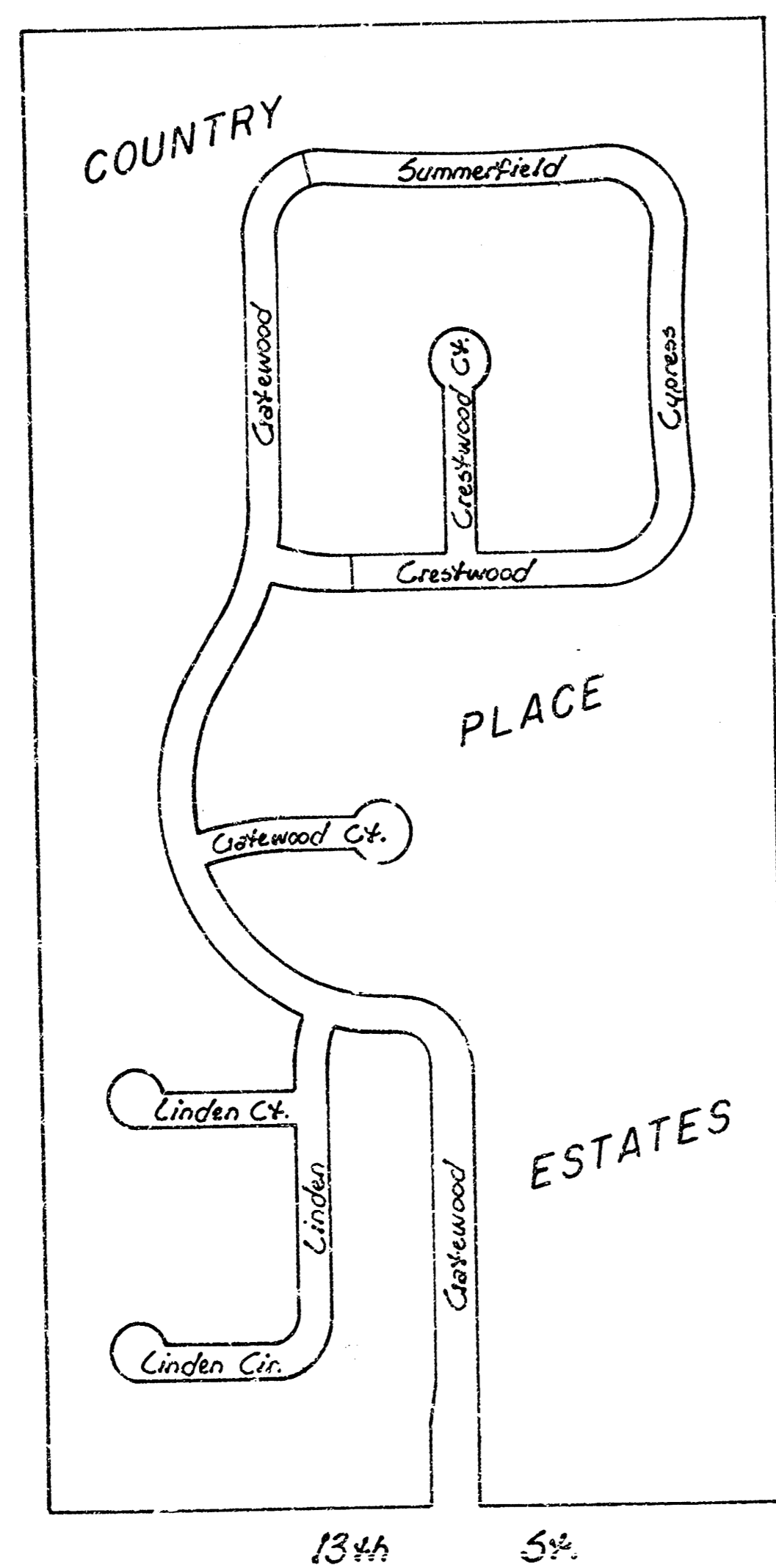


STREETS IN COUNTRY PLACE ESTATES
CRESTWOOD, CYPRESS, & SUMMERFIELD
W.L. LOT 40, BLK. 1, TO SW CORNER OF LOT 27, BLK. 1

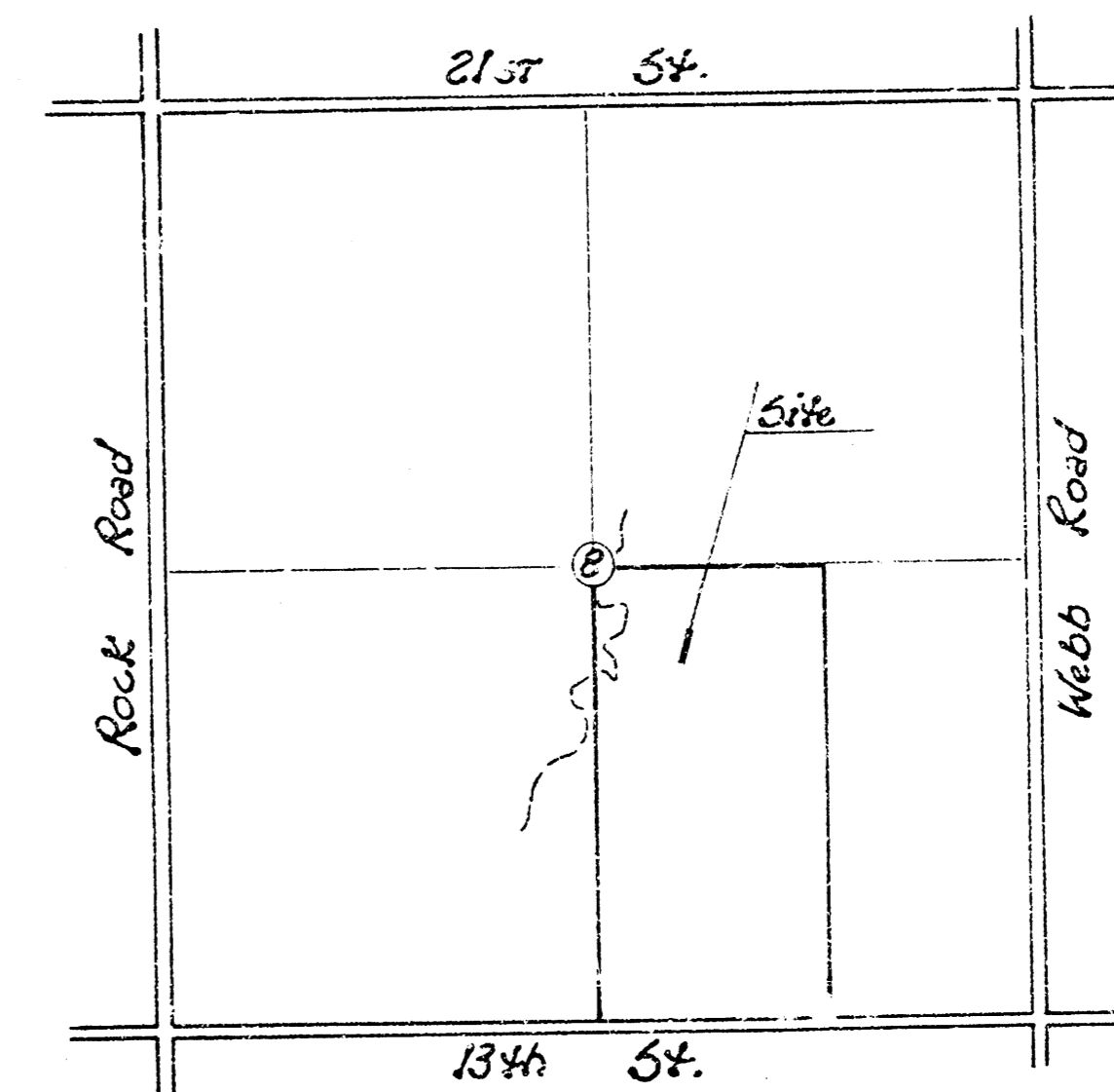
CRESTWOOD COURT
N.L. CRESTWOOD TO & INCLUDING CUL-DE-SAC

PROJECT NO. _____
472-76-245-80812-000-000-001

Note:
Ties to be taken and any "irons" moved or destroyed during construction shall be replaced.
No more than (20) - 20 ft. drives to be constructed on this Project.



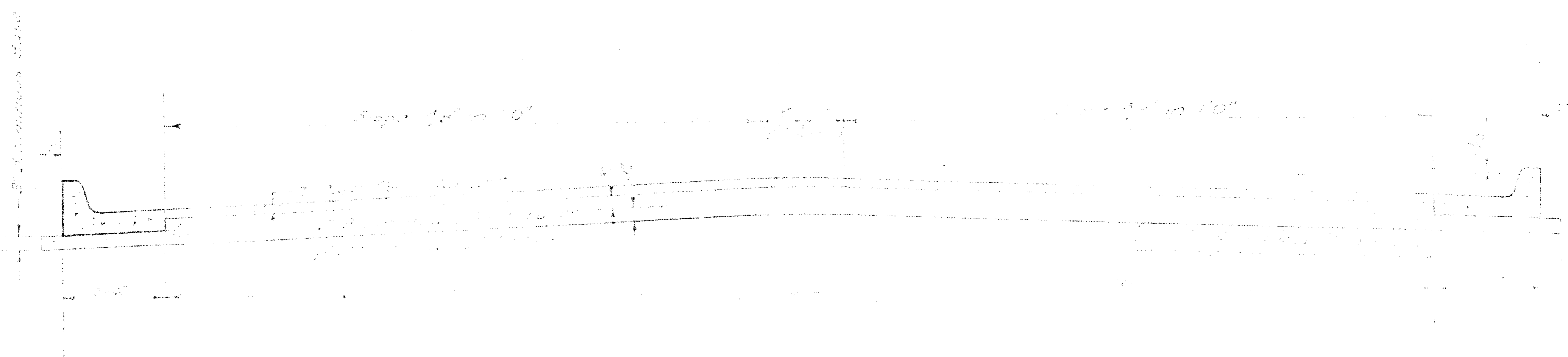
Site Plan



Location Map

CITY OF WICHITA, KS.
DEAN S. SELLERS—ACTING CITY ENGINEER

CRESTWOOD, CYPRESS, & SUMMERFIELD
W. L. LOT 40, BLK. 1 TO SW CORNER OF LOT 27, BLK. 1



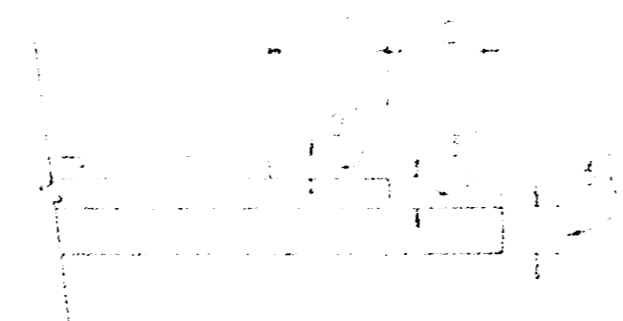
TYPICAL SECTION

5" ASPHALTIC CONCRETE PAVEMENT WITH 1" BITUMINOUS BASE

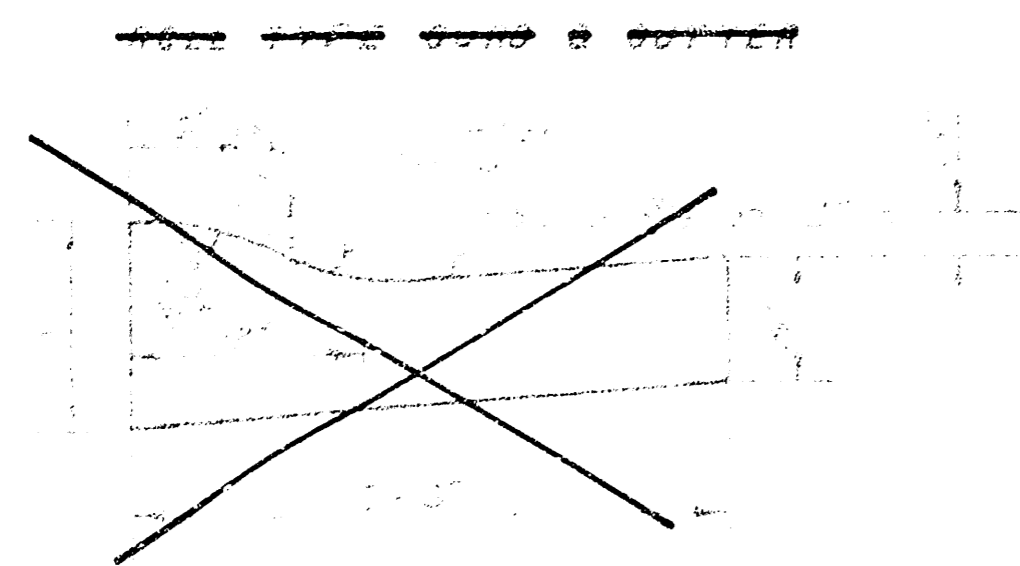
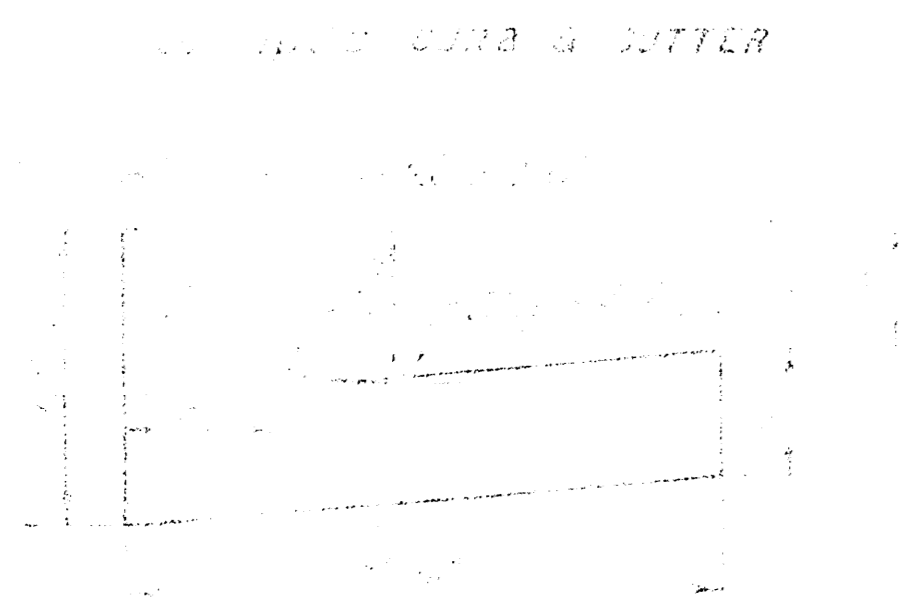
A THIN COAT OF EVULGATED ASPHALT (55-100) SHALL BE APPLIED BY AIRLIFT EQUIPMENT WITH 5 TO 8 TONS TANKS AND 1/2" BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN CHIPPED BY THE ENGINEER. TACK COAT WILL NOT BE USED FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRIME FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED BY FLECKLE BASE PLACEMENT AT LOCATIONS AND ELEVATION TEMPORARILY PAVED TO FACILITATE FUTURE PAVEMENT CONSTRUCTION. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE B.O. PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.



CITY OF WICHITA KANSAS

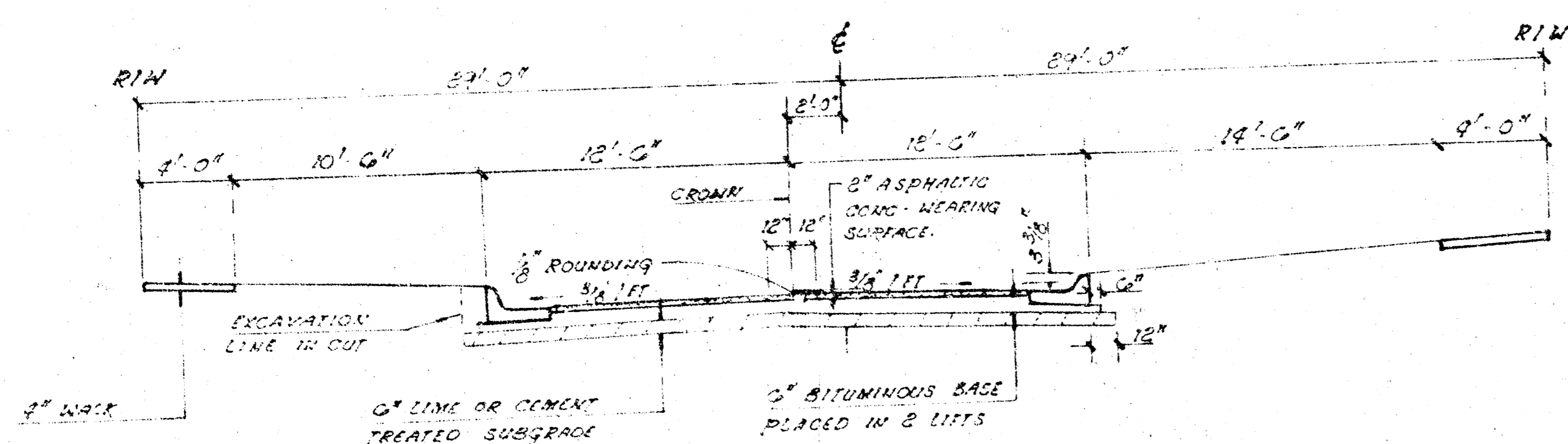
DEPARTMENT OF PUBLIC WORKS - SURVEYING
 DIVISION

DEAN S. SELLERS — ACTING CITY ENGINEER

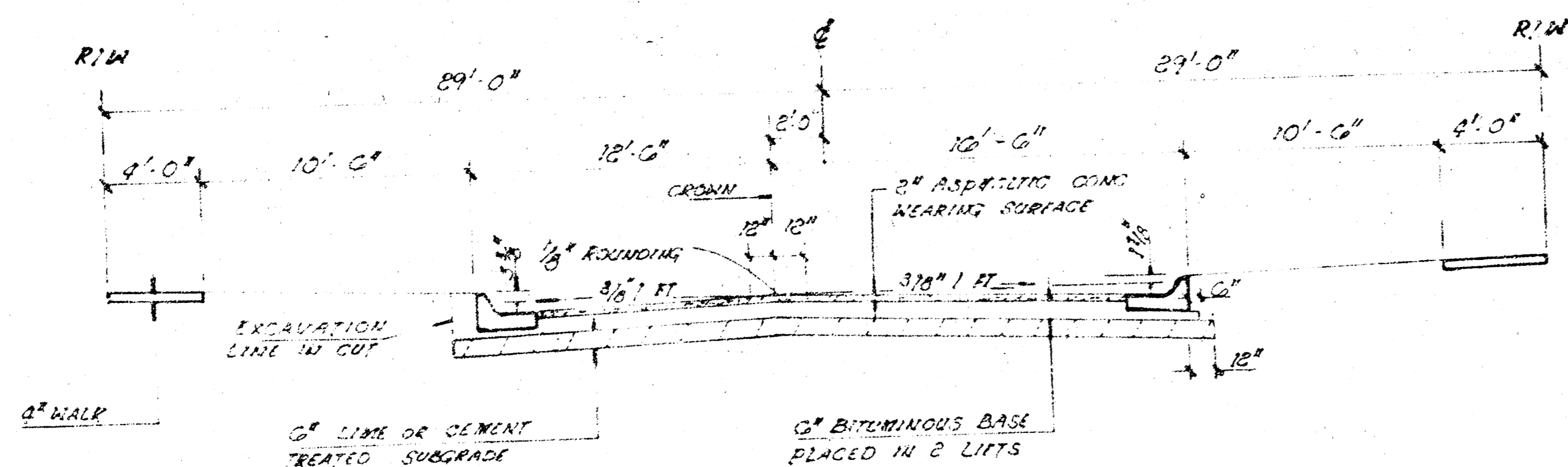
DATE _____ 1994

10

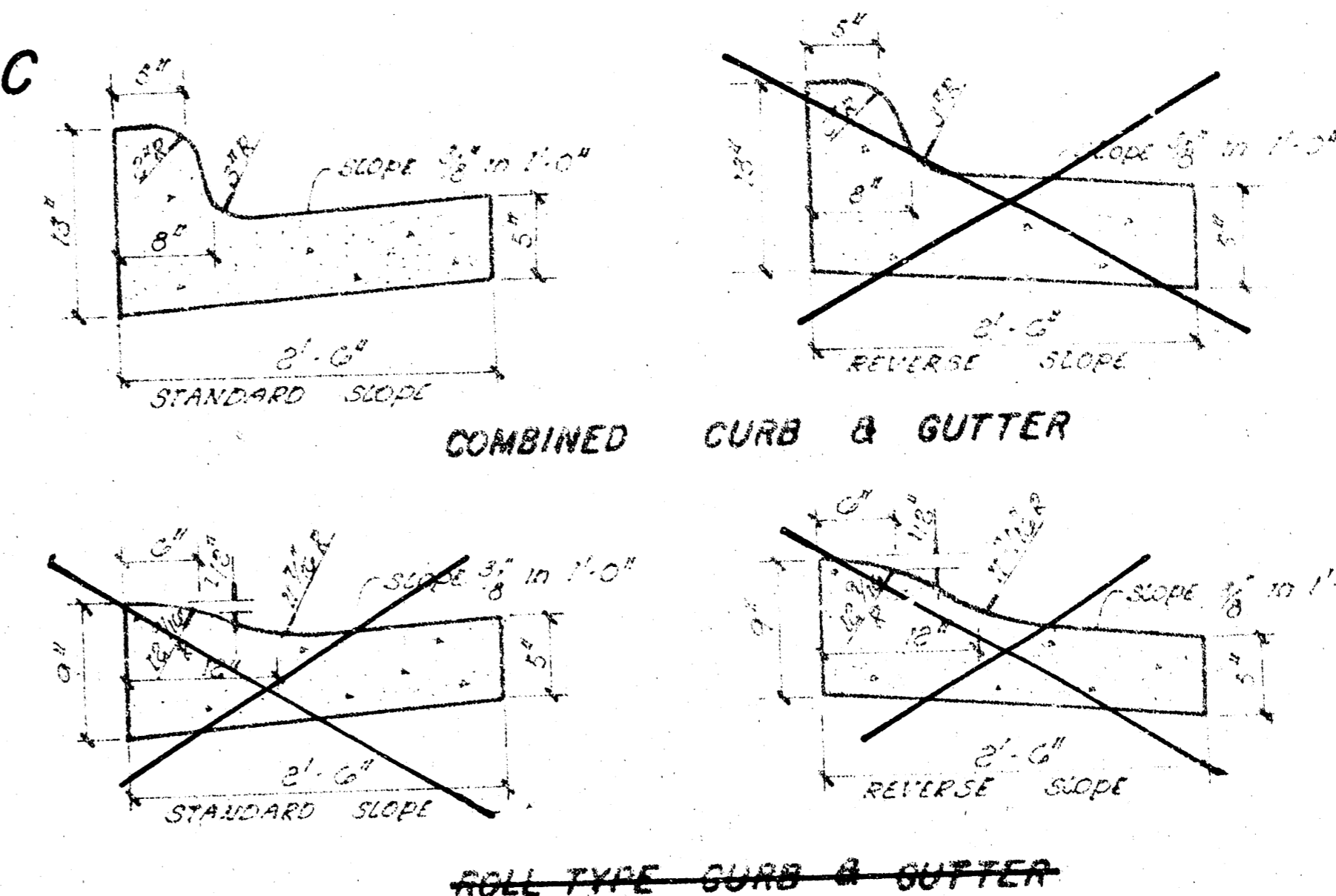
**CRESTWOOD CT.
N. L. CRESTWOOD TO & INCLUDING CUL-DE-SAC**



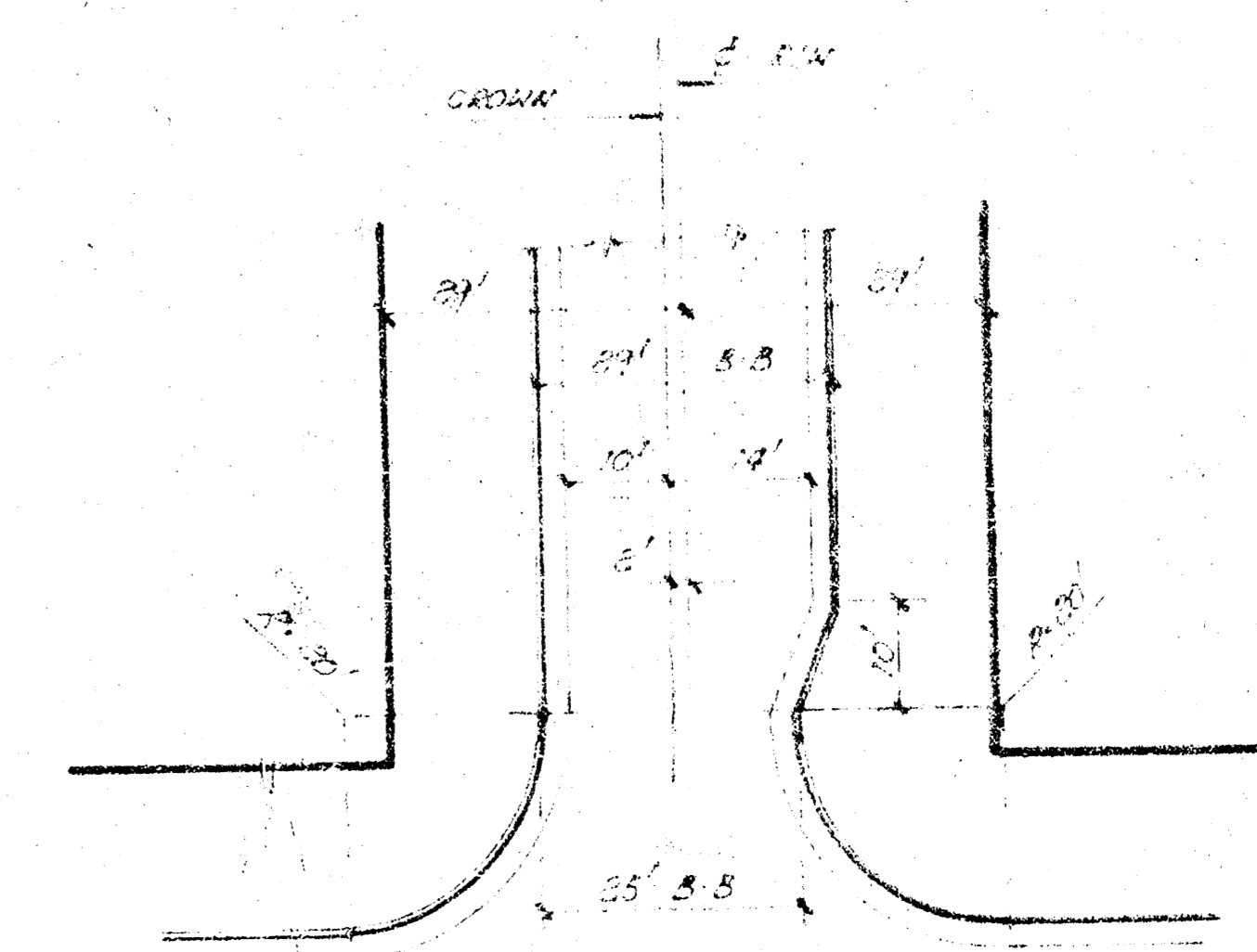
TYPICAL 25' B-B SECTION



TYPICAL 29' B-B SECTION
w/ PARKING ON ONE SIDE



**TYPICAL RESIDENTAL SECTIONS
FOR CROWN OFFSET - 58' R/W**



PLAN VIEW (TYPICAL)

GENERAL NOTES

1. A JACK COAT OF UNSULFIDED ASPHALT (SS - 1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQUARE YARD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. JACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.
2. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1 FOOT WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.
3. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 2" A.C. PAVEMENT (2" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 3" BITUMINOUS BASE.
4. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
5. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.
6. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2' - 6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.
7. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE COMB. CURB AND GUTTER.

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

DEAN S. SELLERS ACTING CITY ENGINEER

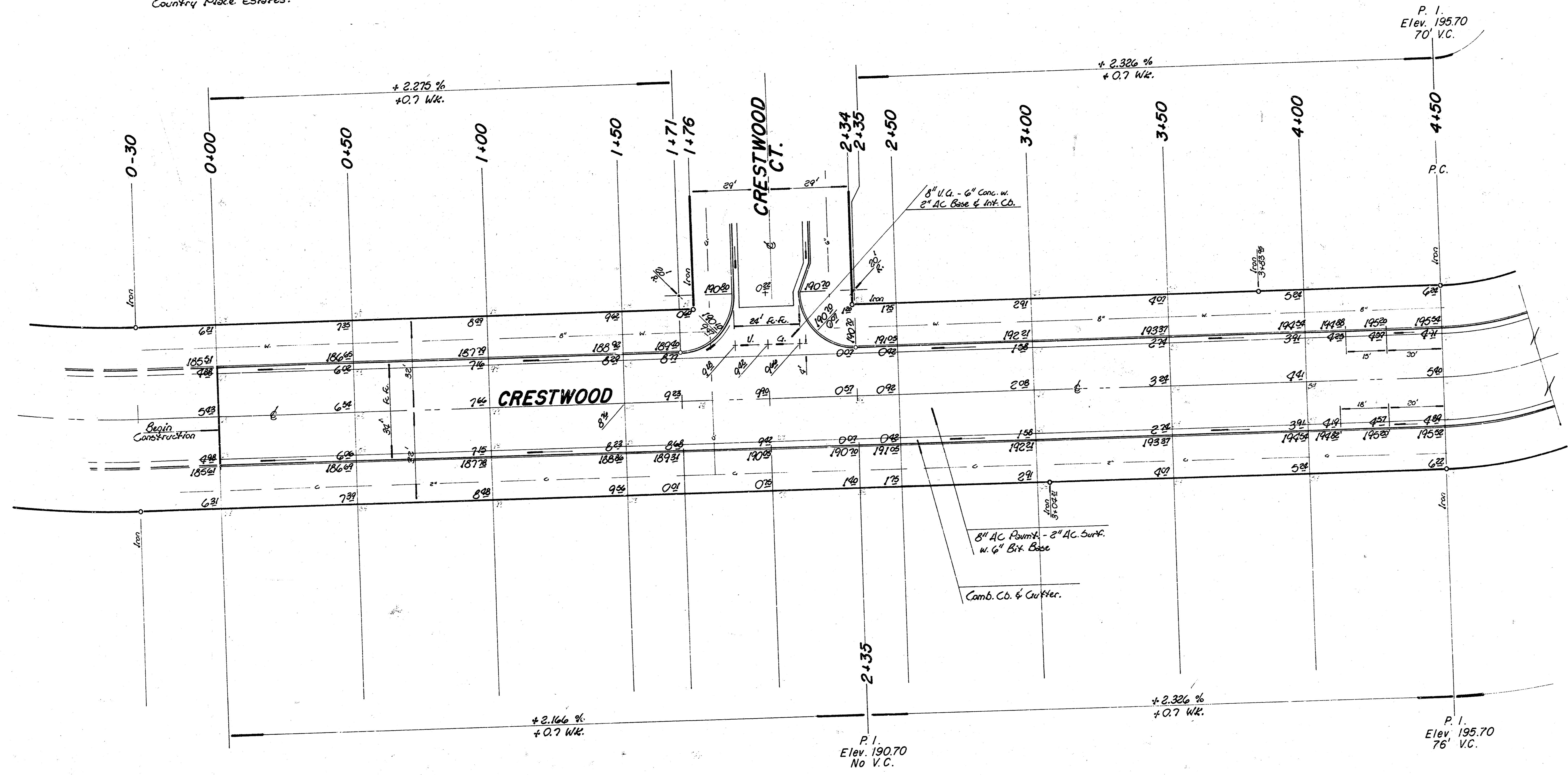
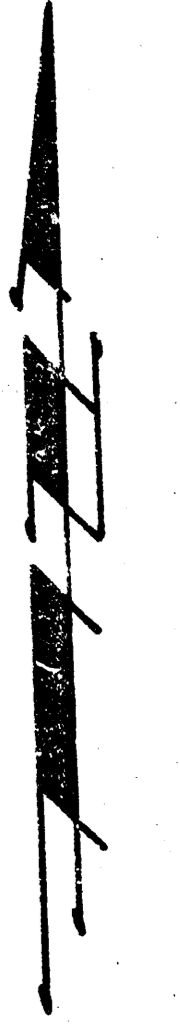
DATE: PROJ. No.

3/13

3/7

B.M. 184.09 R.R. Spk. N.W. Co. Orange Orange Merge N-5, near S.E. Cor. Crestwood & Gatewood.
 B.M. 184.16 R.R. Spk. N.E. Co. PP East Side Gatewood 30'± S. of P.C. on W.L. Lot 1, Blk 2, Country Place Estates.

Scale:
1" = 20'



Survey
 Plan
 Checked

Earthwork Quantities

Property		City	
Excavation = 9470.9 cy	Comp. Fill = 6.8 cy	Excavation = 212.9 cy	Comp. Fill = 0
+ 10% = 947.1 cy	+ 10% = 0.7 cy	+ 10% = 21.3 cy	
Total = 10418.0 cy	Total = 7.5 cy	Total = 234.2 cy	
Manipulation = 9326.5 cy.			

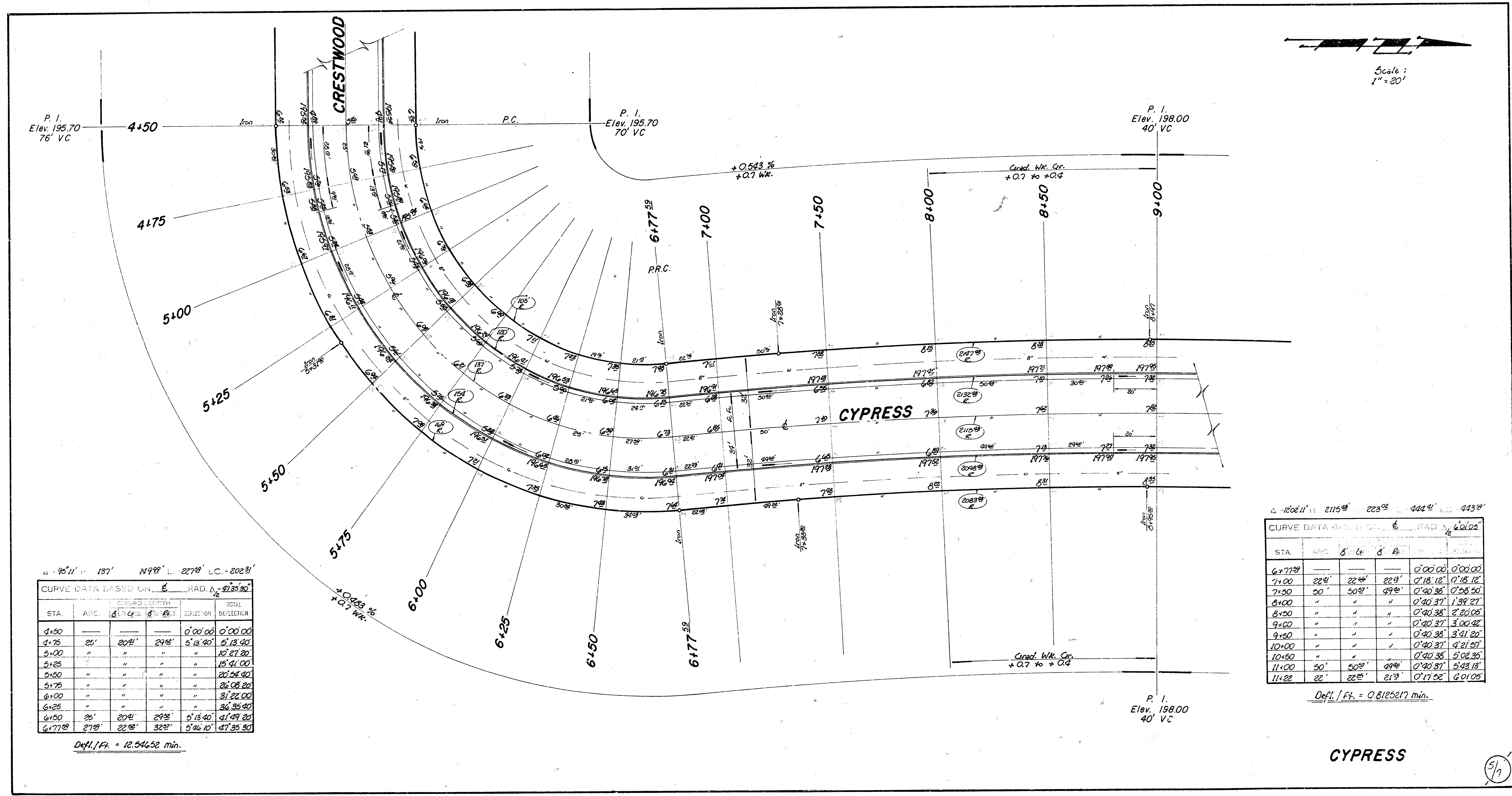
SUB-GRADE
 TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LEAK TREATMENT, CEMENT TREATMENT, SUB-GRADE IMPROVEMENT, OR ANY COMBINATION OF THESE.

CRESTWOOD

(1/2)



Scale:
1" = 20'



$\Delta = 95.11'$ $L = 137'$ $149.88'$ $L = 227.88'$ $LC = 202.31'$

CURVE DATA BASED ON $\Delta = 95.11'$ $L = 137'$ $149.88'$ $L = 227.88'$ $LC = 202.31'$

STA.	ARC	CHORD	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
4+50	—	—	—	0°00'00"	0°00'00"
4+75	25'	20.91'	29.98°	5°13'40"	5°13'40"
5+00	"	"	"	10°27'20"	10°27'20"
5+25	"	"	"	15°41'00"	15°41'00"
5+50	"	"	"	20°54'40"	20°54'40"
5+75	"	"	"	26°08'20"	26°08'20"
6+00	"	"	"	31'22'00"	31'22'00"
6+25	"	"	"	36'35'40"	36'35'40"
6+50	25'	20.91'	29.98°	5°13'40"	41°49'20"
6+75	27.88'	22.38'	32.38°	5°46'10"	47'35'30"

Defl./Pt. = 12.54652 min.

$\Delta = 120.11'$ $L = 211.54'$ $149.88'$ $L = 227.88'$ $LC = 202.31'$

CURVE DATA BASED ON $\Delta = 120.11'$ $L = 211.54'$ $149.88'$ $L = 227.88'$ $LC = 202.31'$

STA.	ARC	CHORD	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
6+77.88	—	—	—	0°00'00"	0°00'00"
7+00	22.12'	22.44'	22.81°	0°18'18"	0°18'18"
7+50	50'	50.32'	29.98°	0°40'38"	0°58'56"
8+00	"	"	"	0°40'37"	1°39'27"
8+50	"	"	"	0°40'38"	2°20'05"
9+00	"	"	"	0°40'37"	3°00'42"
9+50	"	"	"	0°40'37"	3°41'20"
10+00	"	"	"	0°40'37"	4°21'57"
10+50	"	"	"	0°40'38"	5°02'35"
11+00	50'	50.32'	29.98°	0°40'37"	5°43'13"
11+22	22'	22.38'	21.73°	0°17'58"	6°01'05"

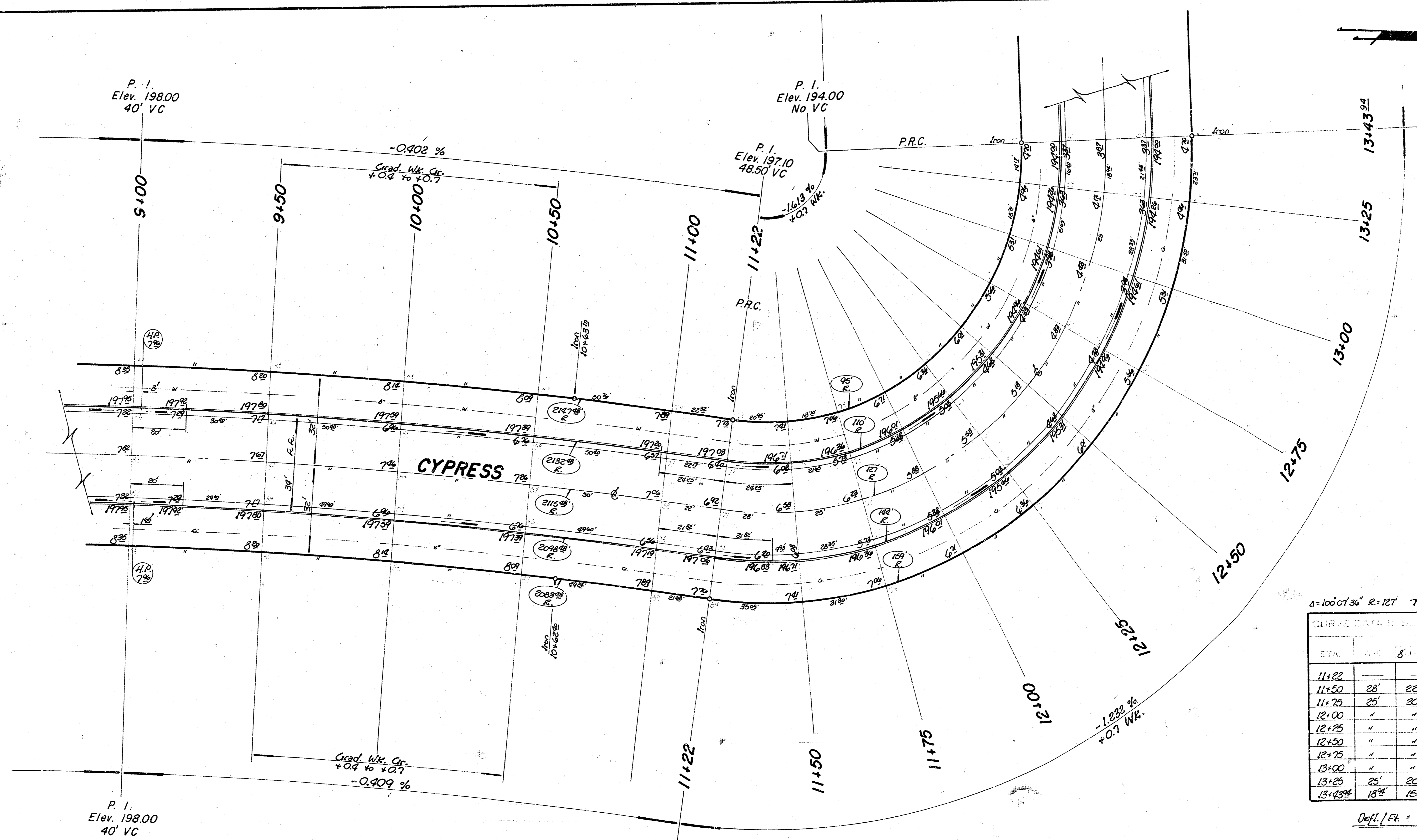
Defl./Pt. = 0.8125217 min.

CYPRESS

5/9



Scale:
1" = 20'



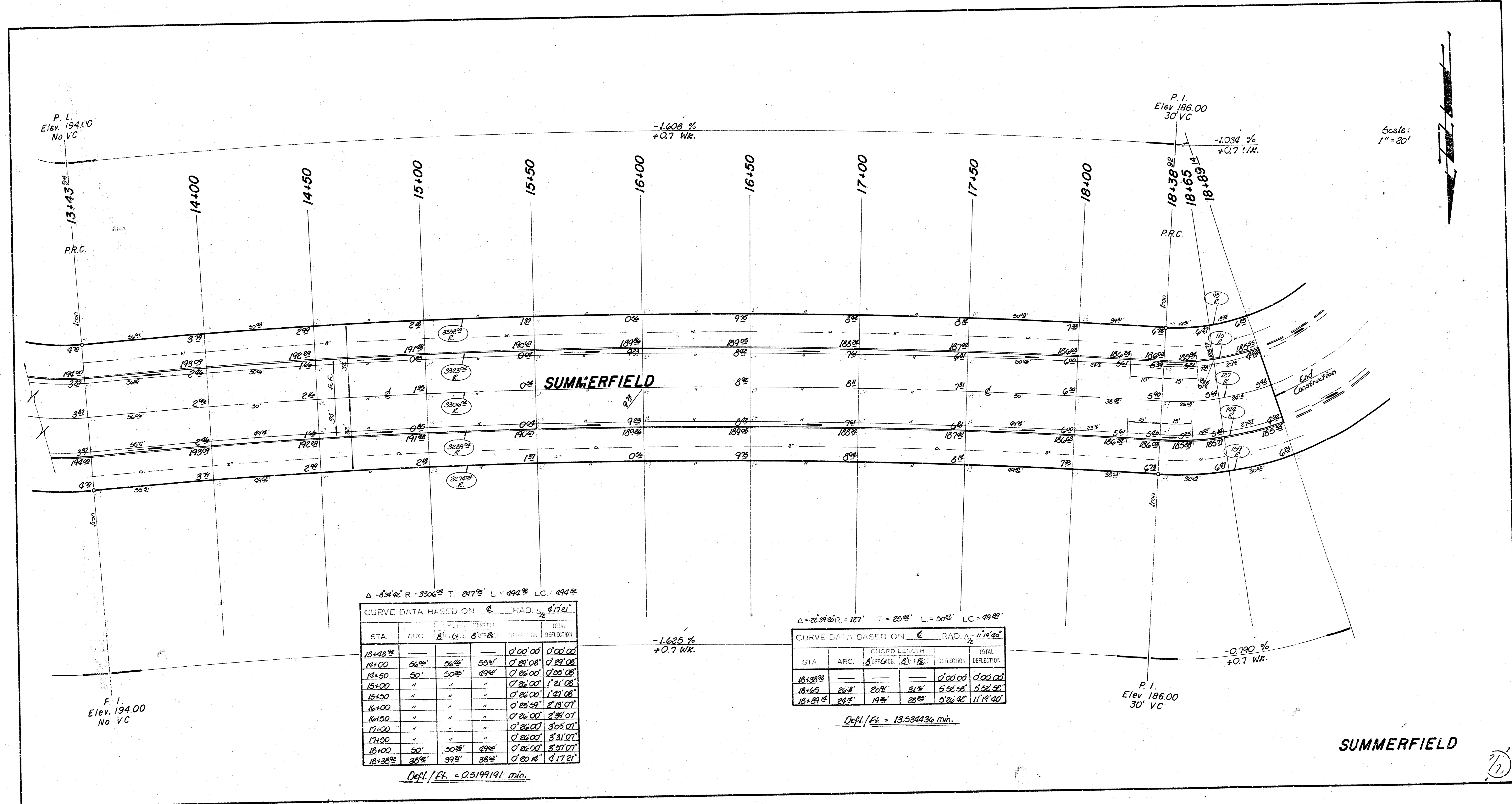
$\Delta = 100^\circ 01' 36''$ $R = 127'$ $T = 151' 49''$ $L = 221' 9''$ $LC = 144' 7''$

STA	8'	4'	8'	4'	8'	4'
11+22					0'00.00'	0'00.00'
11+50	28'	22' 04"	33' 04"	4' 14.56"	4' 16.56"	
11+75	25'	20' 04"	29' 04"	5' 33.21"	11' 31.19"	
12+00	"	"	"	5' 38.22"	17' 35.41"	
12+25	"	"	"	5' 38.22"	23' 14.02"	
12+50	"	"	"	5' 38.22"	28' 52.24"	
12+75	"	"	"	5' 38.22"	34' 30.46"	
13+00	"	"	"	5' 38.22"	40' 09.07"	
13+25	25'	20' 04"	29' 04"	5' 38.22"	45' 47.29"	
13+43.52	18'	15' 00"	20' 04"	4' 16.19"	50' 03.48"	

Defl. / Ft. = 13.534436 min.

CYPRESS

(12)



P. I.
Elev. 194.00
No VC

-1.608 %
+0.7 WR.

P. I.
Elev. 186.00
30' VC

-1.034 %
+0.7 WR.

Scale:
1" = 20'

SUMMERFIELD

End
Construction

P. I.
Elev. 194.00
No VC

-1.625 %
+0.7 WR.

P. I.
Elev. 186.00
30' VC

-0.790 %
+0.7 WR.

$\Delta = 63^\circ 42' R = 3306'$ T. $247'$ L. $494'$ LC. $494'$

CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\Delta = 63^\circ 42'$

STA	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
13+43.92	—	—	0' 00.00"	0' 00.00"
14+00	56'	56'	0' 28.08"	0' 28.08"
14+50	50'	50'	0' 26.00"	0' 54.08"
15+00	"	"	0' 26.00"	1' 20.08"
15+50	"	"	0' 25.59"	2' 13.07"
16+00	"	"	0' 26.00"	2' 39.07"
16+50	"	"	0' 26.00"	3' 31.07"
17+00	50'	50'	0' 26.00"	3' 57.07"
17+50	38'	38'	0' 20.14"	4' 17.21"

Defl. / Ft. = 0.5199191 min.

$\Delta = 22^\circ 39' 20'' R = 127'$ T. $25'$ L. $50'$ LC. $494'$

CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\Delta = 22^\circ 39' 20''$

STA	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
18+38.92	—	—	0' 00.00"	0' 00.00"
18+65	26'	20.9'	31'	5.52.52"
18+91.4	24.5'	19.3'	28.85'	11' 19.40"

Defl. / Ft. = 13.534434 min.

SUMMERFIELD

17/2