

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

SHEET NO.	TOTAL SHEETS
1	13

STREET IMPROVEMENTS

10TH STREET CIRCLE - FROM W.L. OF BROADMOOR TO SERVE LOTS 20 THROUGH 36, BLOCK 1

IN
 FAIRFIELD CLUB ADDITION
 CITY OF WICHITA PROJECT NO. 472-76-245-81758-000-000-001

INDEX OF SHEETS

1. THIS SHEET
2. PAVEMENT DETAILS
3. VERTICAL CURVE AND MISCELLANEOUS PAVING DETAILS
4. PAVEMENT MARKS
- 5.-8. PAVEMENT MARKS
7. STORM SEWER PLAN AND PROFILE
8. MANHOLE INLET DETAIL (L+6'-4")
9. MANHOLE INLET AND COVER DETAILS
10. STANDARD DRIVE ENTRANCE DETAILS
- 11.-13. CROSS SECTIONS

PROJECT SURVEY CONTROL

DATUM : CITY OF WICHITA DATUM
 DATUM BENCH MARK: CITY OF WICHITA BENCH MARK DISC 42' NORTH AND 38' EAST OF THE INTERSECTION OF ROCK ROAD AND 13TH STREET
 ELEV. -186.85
 BENCH MARK: CHISELED "D" ON BACK OF CURB AT SOUTHEAST CORNER LOT 19, BLOCK 1 FAIRFIELD CLUB ADDITION
 ELEV. -190.49
 BENCH MARK: TOP 5/8" REBAR 18' WEST AND 18' SOUTH OF NORTHWEST CORNER LOT 25, BLOCK 1 FAIRFIELD CLUB ADDITION
 ELEV. -184.62

EARTHWORK

EXCAVATION
 X-SECTIONS 706 CU. YDS.
 10% 71 CU. YDS.
 TOTAL 777 CU. YDS.

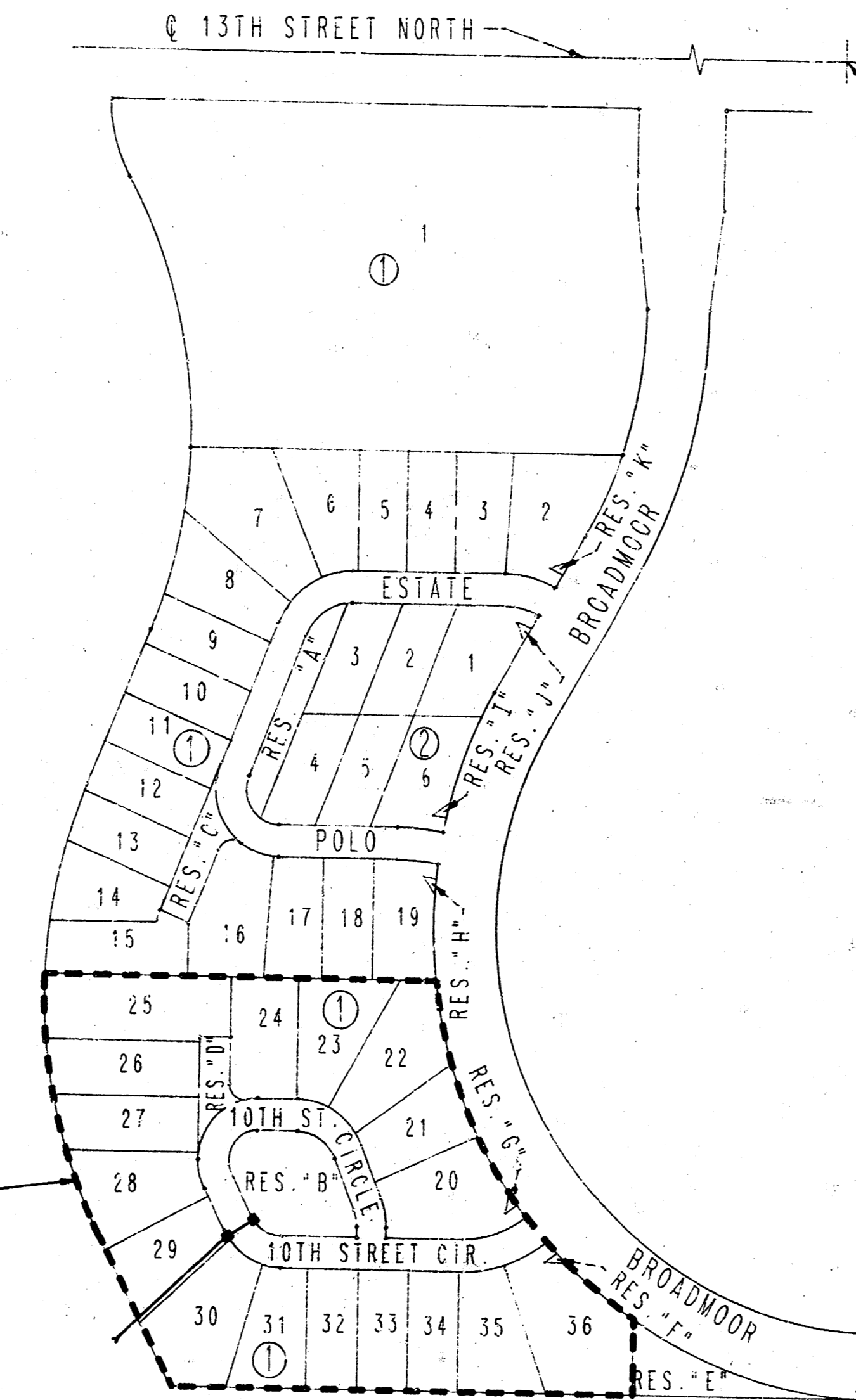
COMPACTED FILL
 X-SECTIONS 0 CU. YDS.
 10% 0 CU. YDS.
 TOTAL 0 CU. YDS.

SUBGRADE MANIPULATION= 2,239.68 S.Y.

GENERAL NOTES

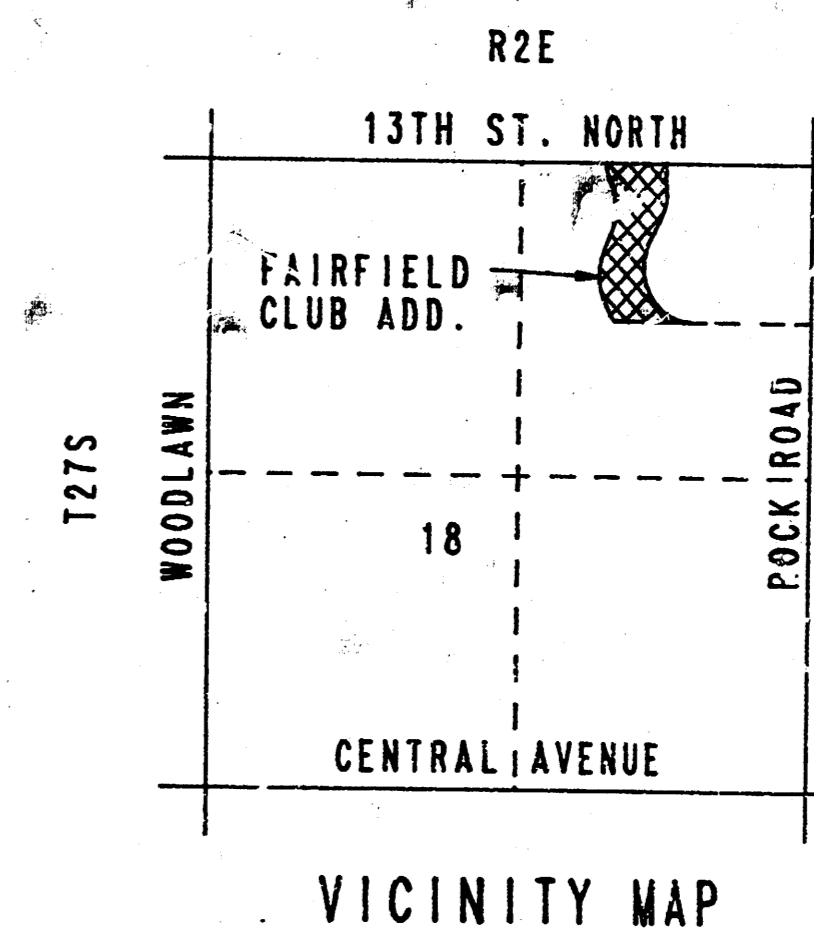
1. UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
2. 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 UNSTIGHTLY APPEARANCE WILL NOT BE APPROVED.
3. CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.
4. TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
5. 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 STREET EASEMENT LINE AND THEN SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.
6. 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.
7. WIDENED GUTTER SECTION OF COMBINED CURB AND GUTTER AT INTERSECTIONS WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.
8. THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHERE REQUESTED BY OWNER. DOWEL BARS SHALL BE INSTALLED PER STANDARD DRIVE ENTRANCE DETAILS, SEE SHEET NO. 10.
9. CONTRACTOR SHALL SEED, MULCH AND FERTILIZE PER CITY SPECIFICATIONS ALL AREAS WITHIN RESERVE. FAIRFIELD ESTATES DISTURBED BY STORM WATER SEWER CONSTRUCTION. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.
10. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF TWENTY-FOUR (24) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

SOUTHWESTERN BELL TELEPHONE COMPANY 1-316-571-2611
 CABLEVISION 262-4270 OR 263-2061
 KPL GAS SERVICE 263-7542
 KANSAS GAS & ELECTRIC 264-1141
 CITY OF WICHITA WATER DEPARTMENT 268-4508
 CITY OF WICHITA SEWER DEPARTMENT 268-4071
 ARKLA GAS COMPANY 942-8350 OR 263-8161



IMPROVEMENT DISTRICT BOUNDARY

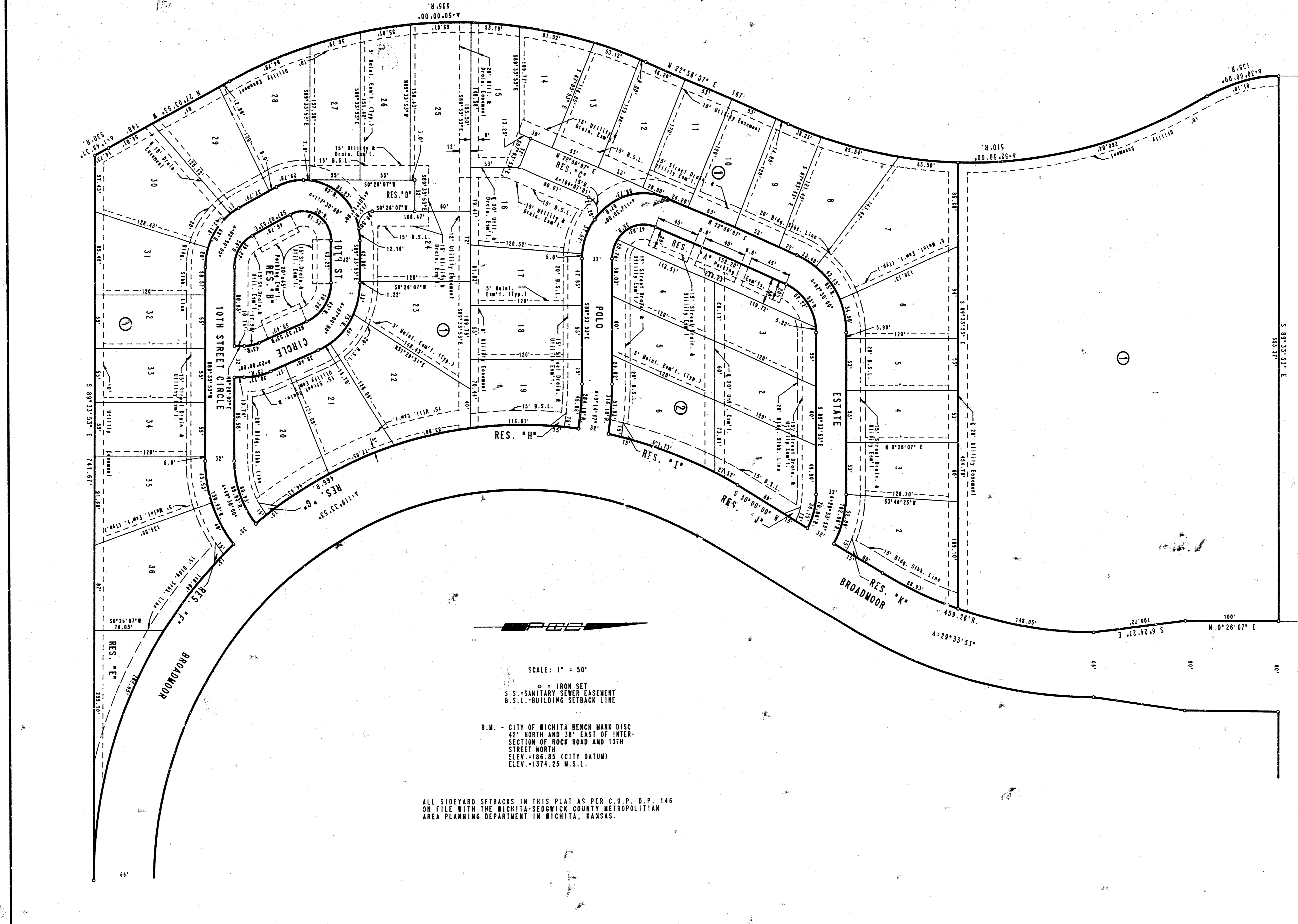
MARCH, 1988
 PLANS PREPARED BY
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS



FILMED FROM THE BEST AVAILABLE COPY

FAIRFIELD CLUB ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

PROJECT NO. 472-76-245-81758-000-001	SHEET NO. 2	TOTAL SHEETS 43
---	----------------	--------------------



SCALE: 1" = 50'

○ IRON SET
 S.S. - SANITARY SEWER EASEMENT
 B.S.L. - BUILDING SETBACK LINE

B.M. - CITY OF WICHITA BENCH MARK DISC
 42' NORTH AND 38' EAST OF INTER-SECTION OF ROCK ROAD AND 13TH STREET NORTH
 ELEV. = 186.85 (CITY DATUM)
 ELEV. = 1374.25 W.S.L.

ALL SIDEYARD SETBACKS IN THIS PLAT AS PER C.U.P. D.P. 146 ON FILE WITH THE WICHITA-SEDGWICK COUNTY METROPOLITAN AREA PLANNING DEPARTMENT IN WICHITA, KANSAS.

Access Control Except 1 (One) Opening
 13TH STREET NORTH
 1558.93'

NE COR. NE 1/4 SEC. 16, T27S, R2E OF THE 6TH P.M.

FAIRFIELD CLUB-PHASE I

PLAT

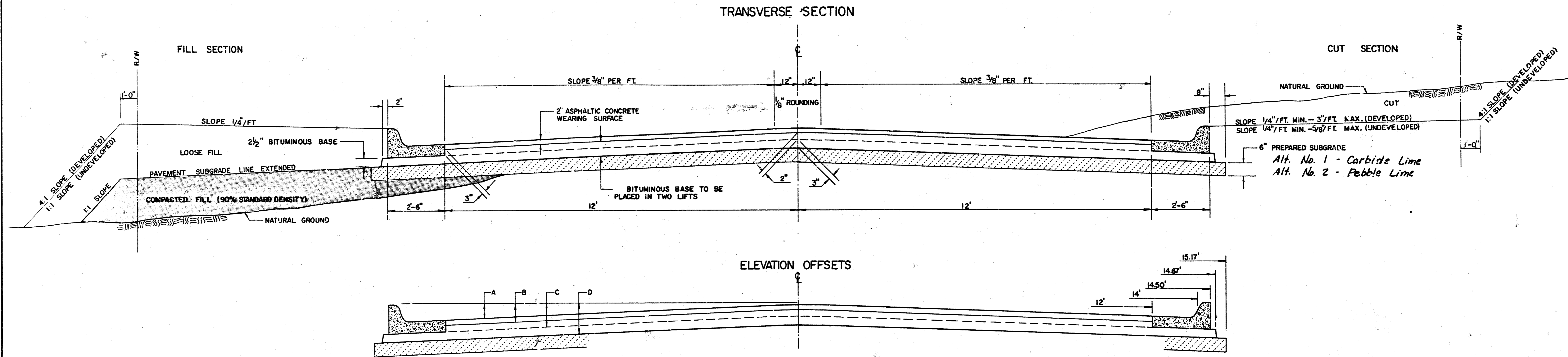
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	Checked by
Drawn by DEP	Date MAR., 1988 Job No. 87628

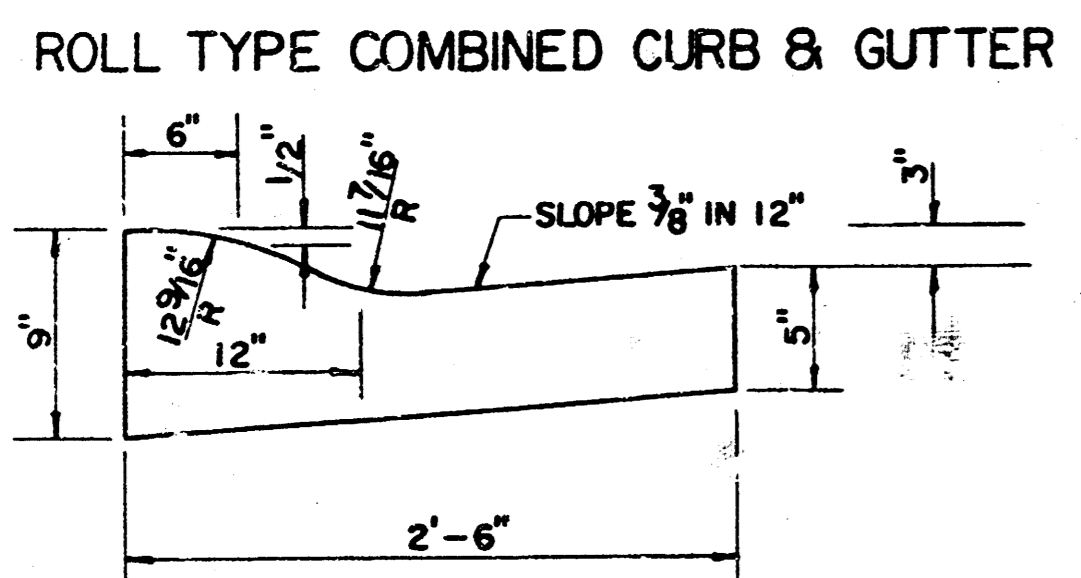
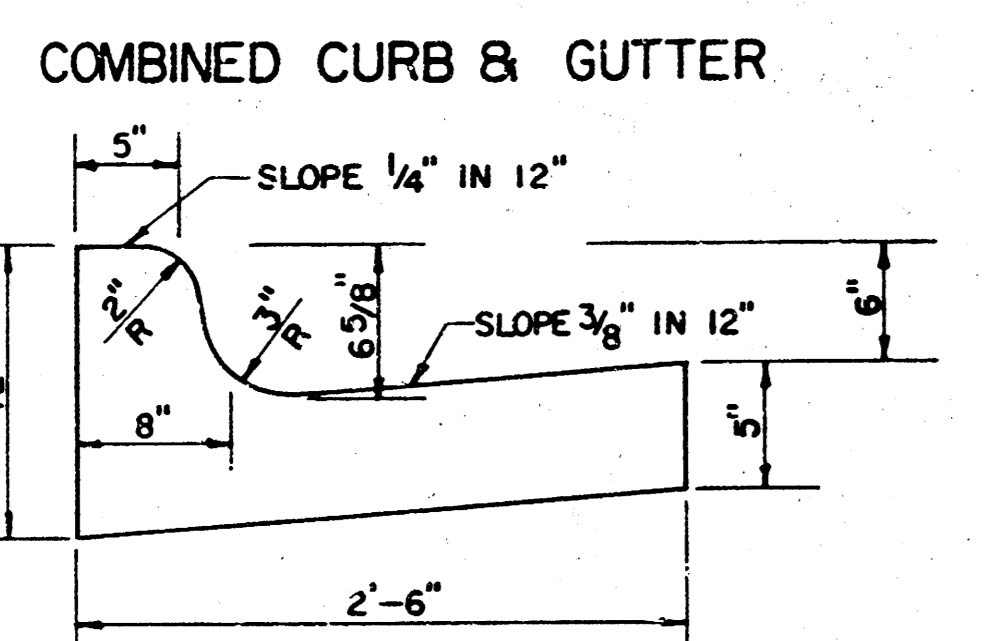
FILMED FROM THE BEST AVAILABLE COPY

TYPICAL 29' PAVEMENT DETAILS

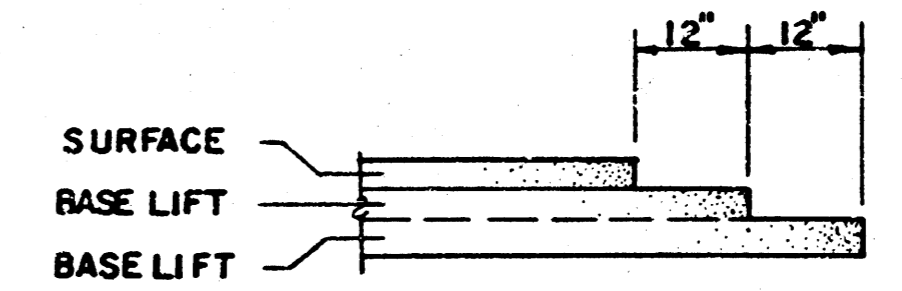
3/13



	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



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).

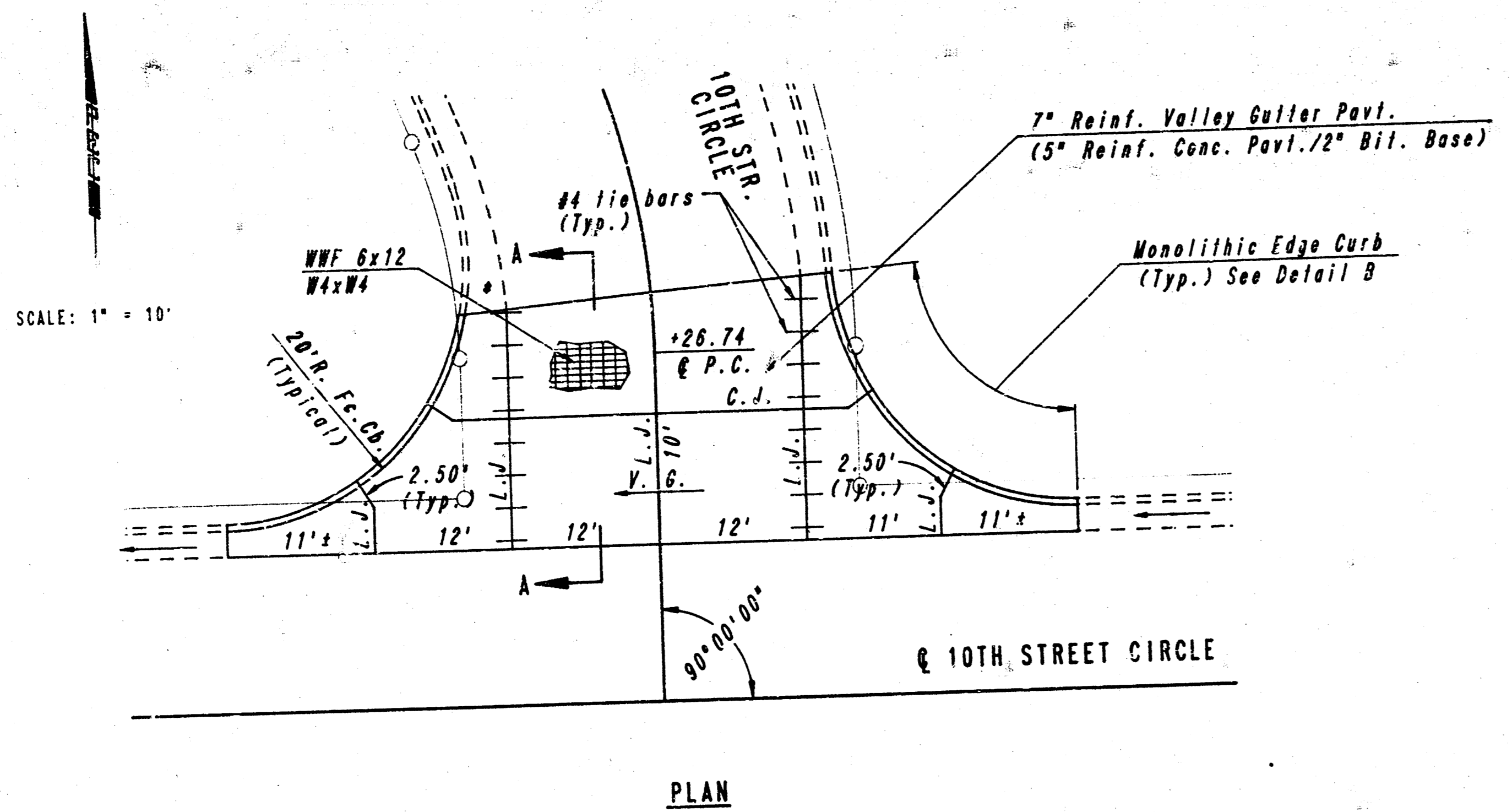
GENERAL NOTES

- 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 PREPARING 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.

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
 CITY OF WICHITA, KANSAS
 PROJECT NUMBER
 412 76 243 81158 000000 001 3/13

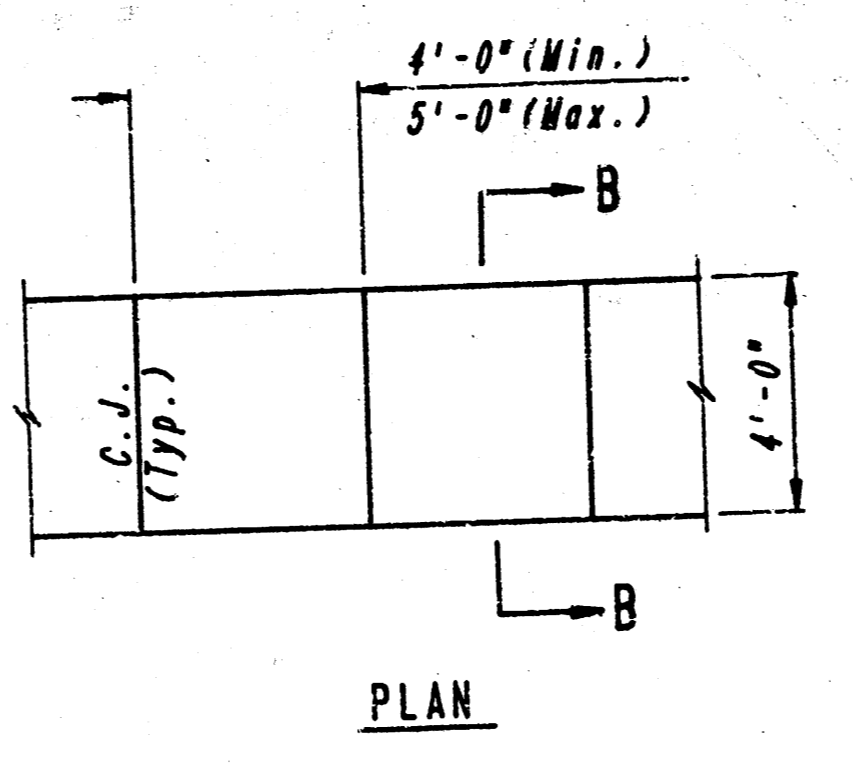
FILMED FROM THE BEST AVAILABLE COPY....

PROJECT NO. 472-76-245-81758-000-000-001	SHEET NO. 4	TOTAL SHEETS 13
---	----------------	--------------------

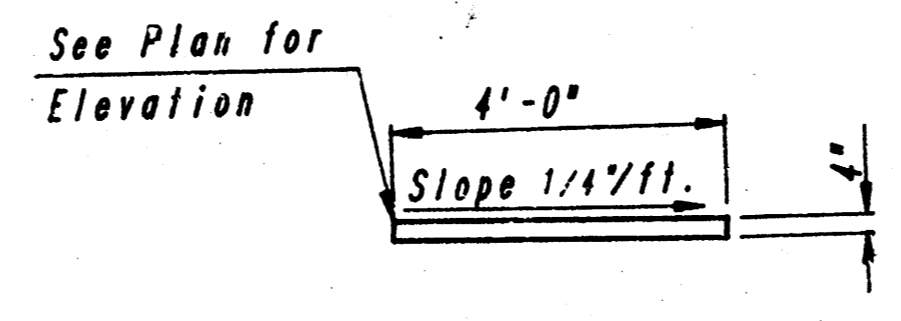


PLAN
TYPICAL REINFORCED VALLEY GUTTER

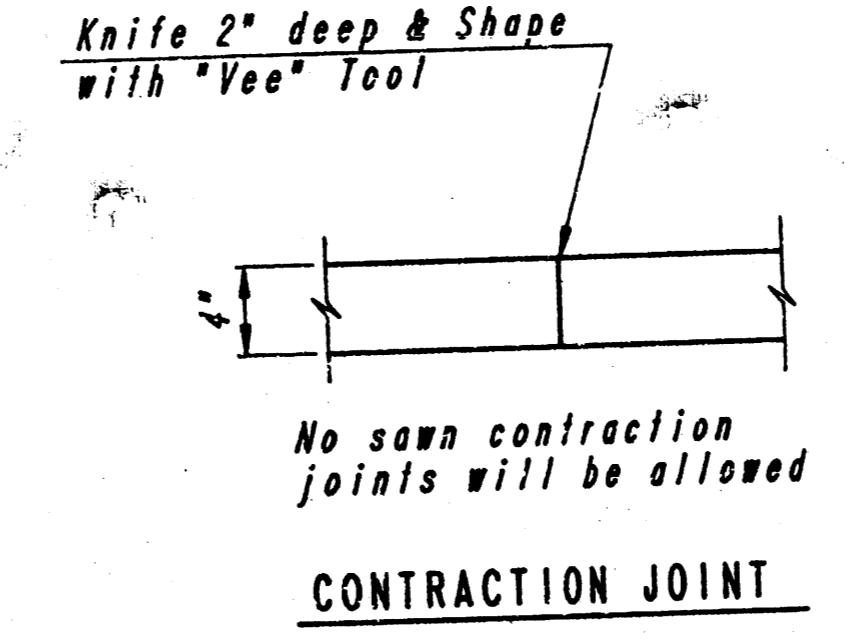
• TO BE POURED MONOLITHIC WITH ADJACENT COMBINED CURB AND GUTTER. SUBSIDIARY TO UNIT PRICE BID FOR ADJACENT COMBINED CURB AND GUTTER.



CONSTRUCTION JOINT

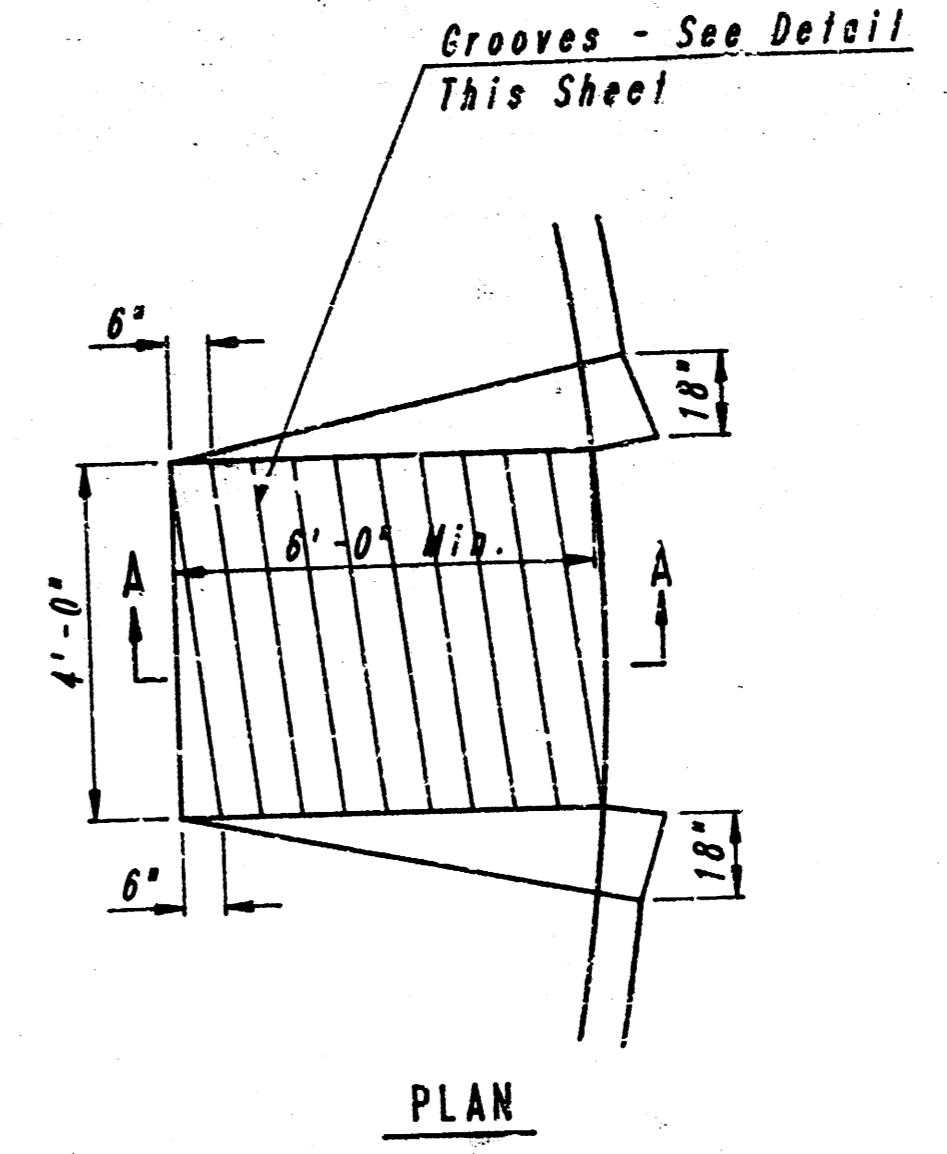


SECTION B-B

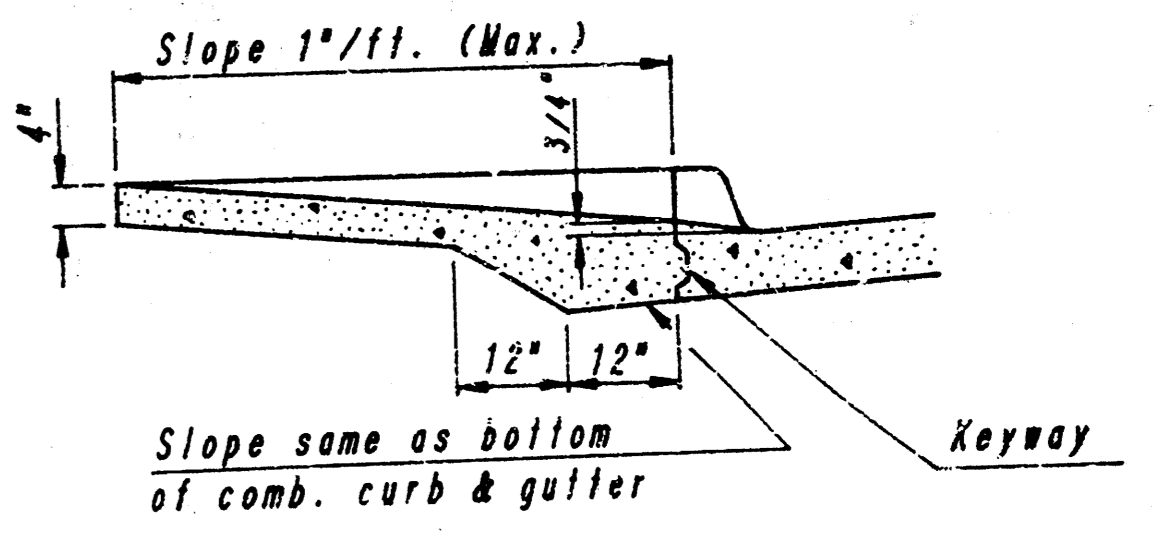


CONSTRUCTION JOINT

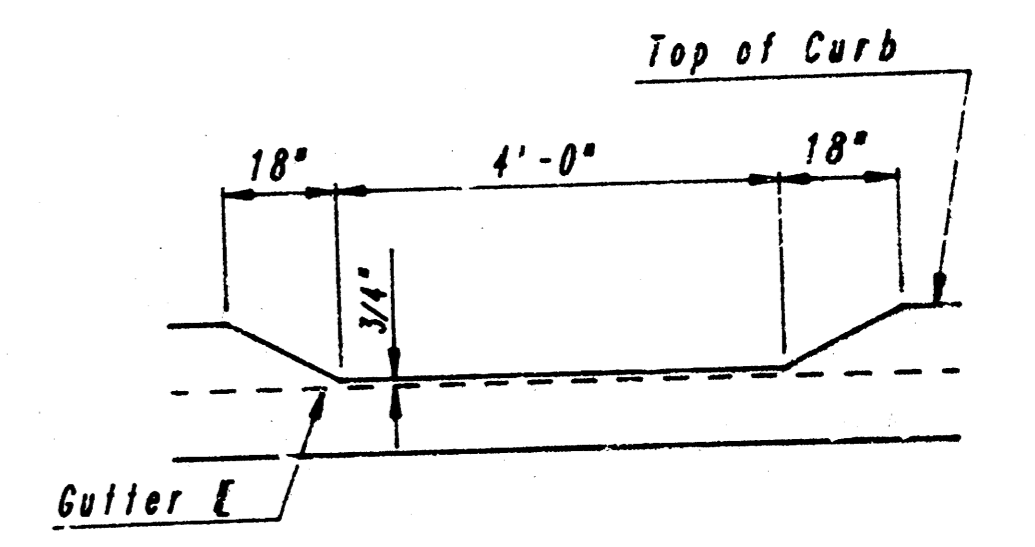
SIDEWALK DETAILS



GROOVE DETAIL

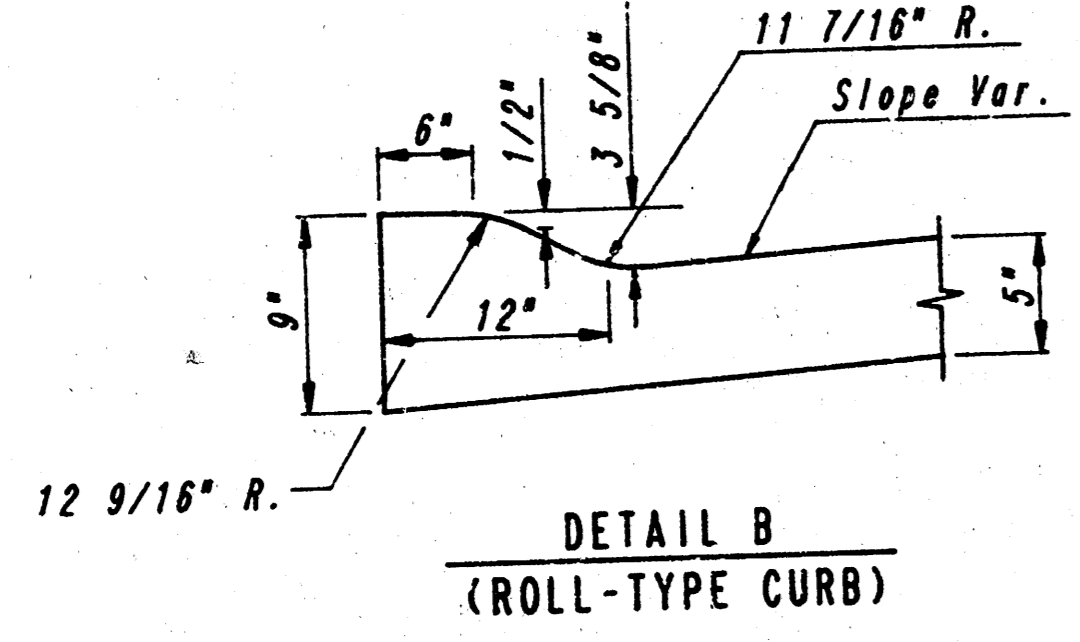


SECTION A-A

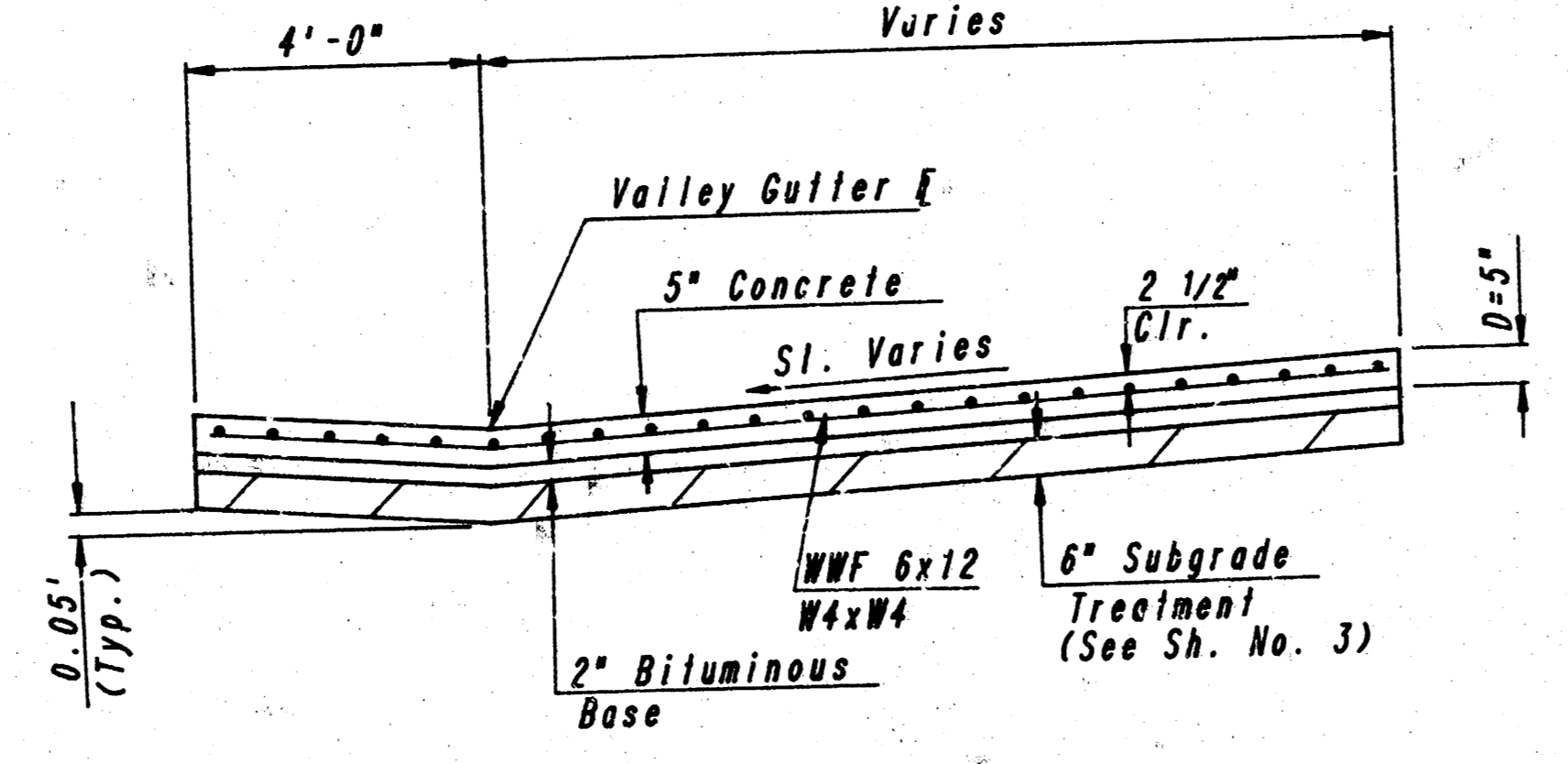


DEPRESSED CURB DETAIL

STANDARD WHEELCHAIR RAMP

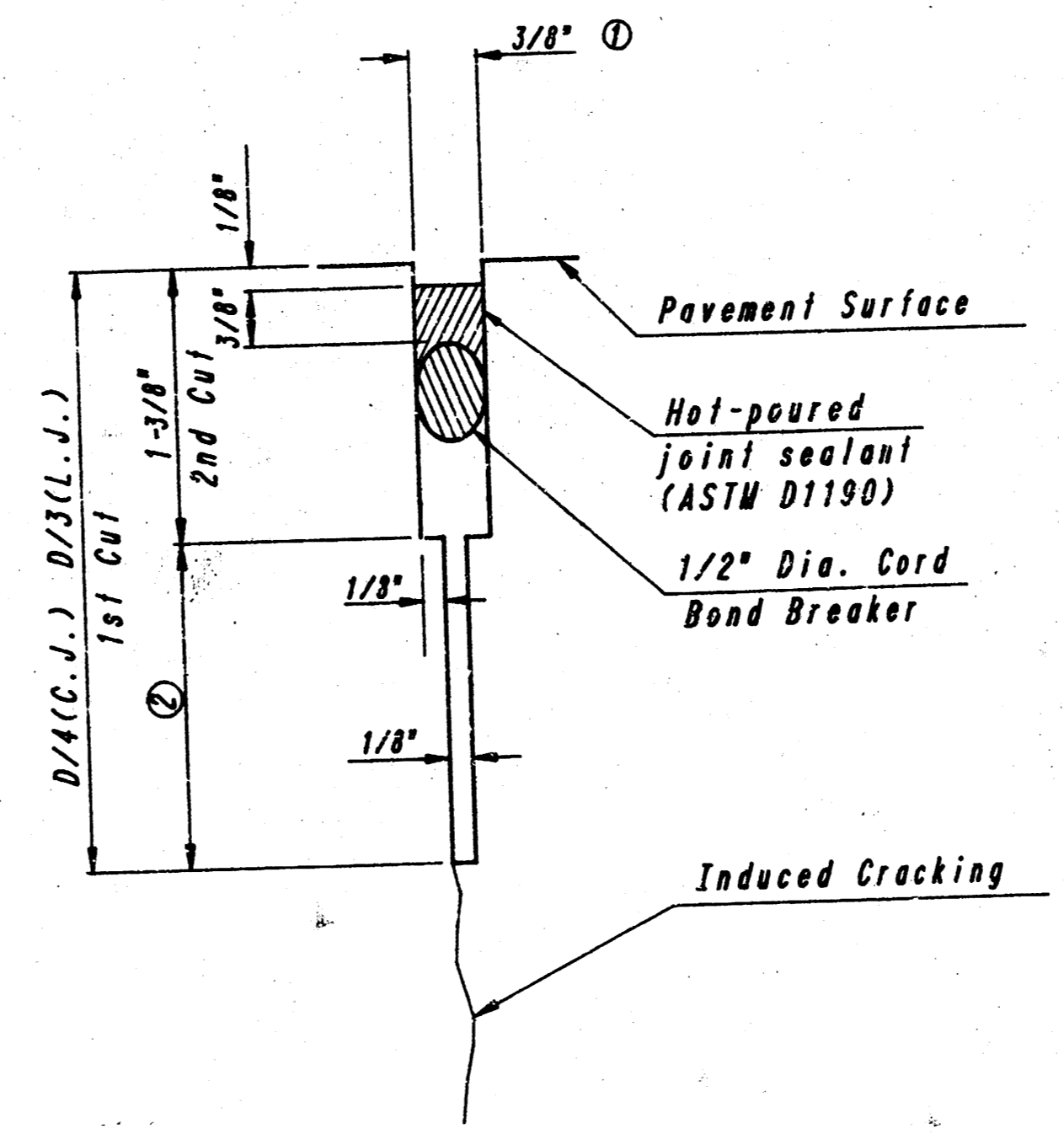


DETAIL B
(ROLL-TYPE CURB)



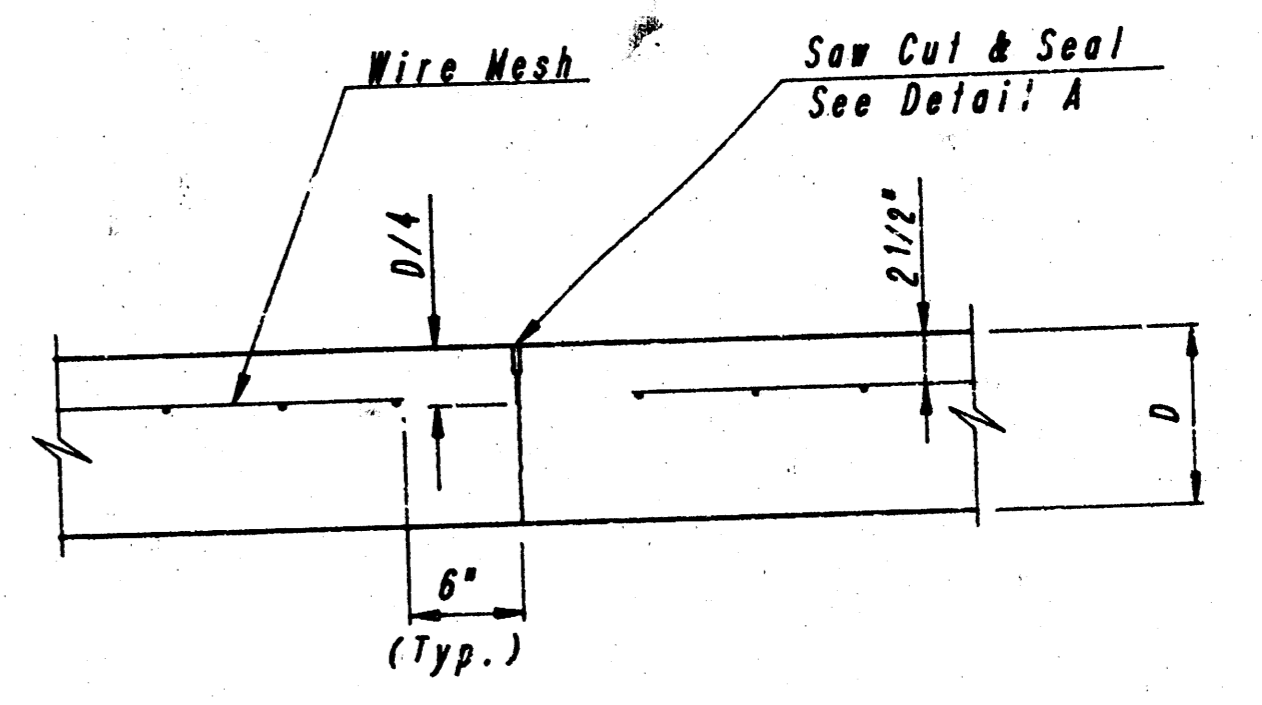
SECTION A-A

NOTE: OMIT REINFORCING MESH AT ALL JOINTS

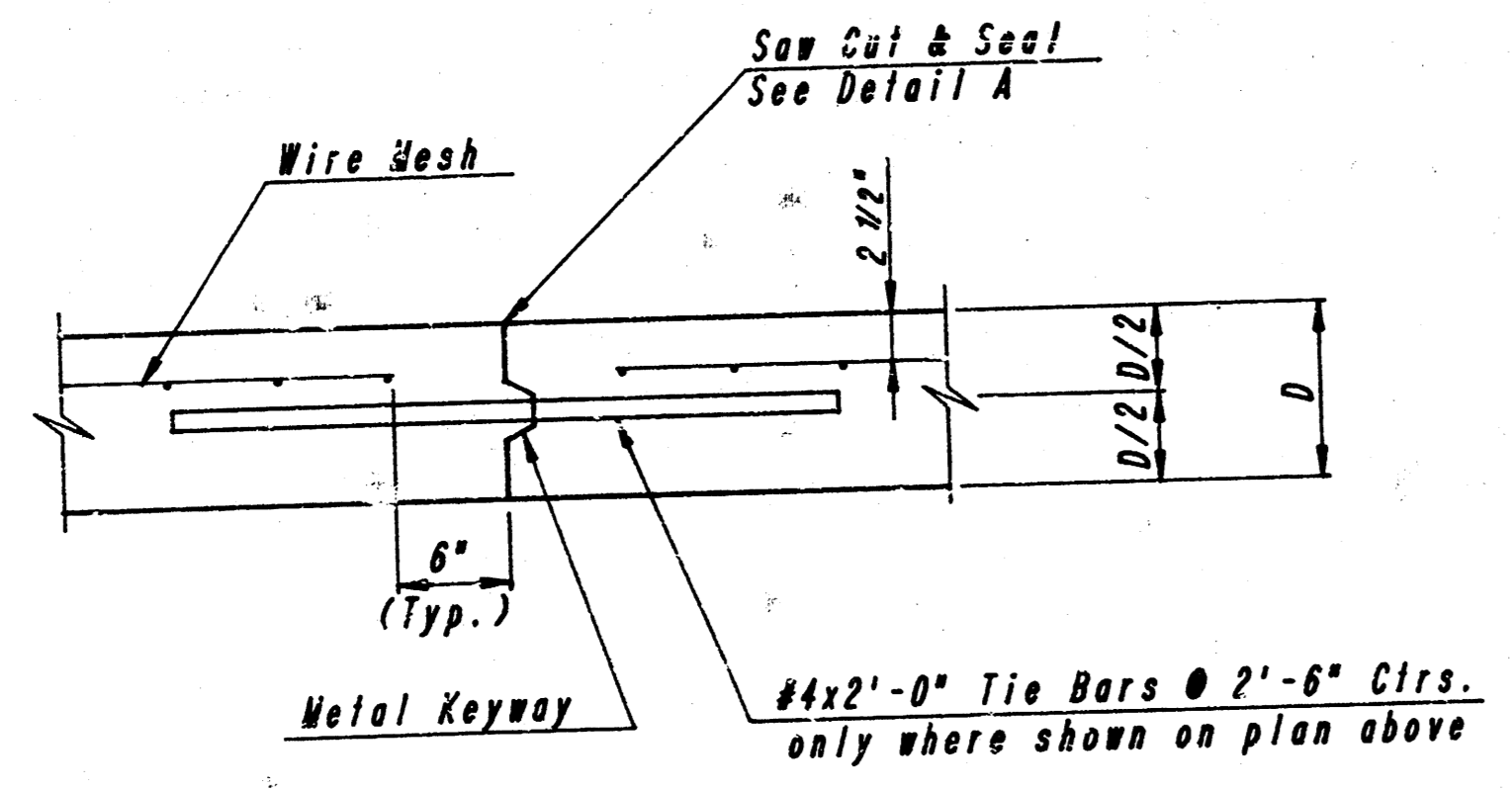


DETAIL A

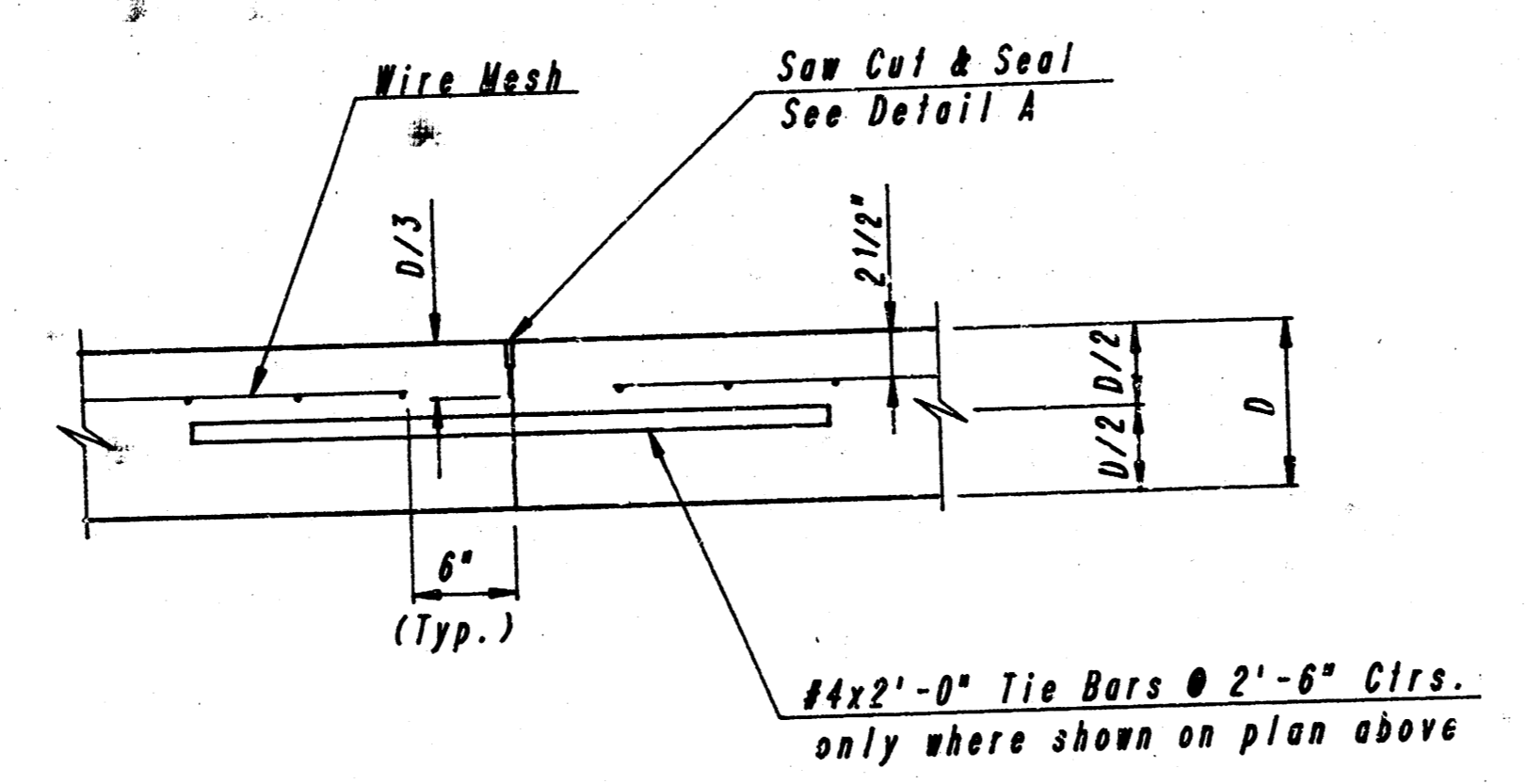
- To be accomplished in 2 cuts for Longitudinal Joints & Contraction Joints. Initial cut to be 1/8\"/>
- Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.



CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT
(C.J.)



LONGITUDINAL CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(ALTERNATE L.J.)



LONGITUDINAL JOINT DETAIL
REINFORCED PAVEMENT
(TRANSVERSE SECTION)
(L.J.)

FAIRFIELD CLUB-PHASE I
VALLEY GUTTER AND MISCELLANEOUS PAVING DETAILS
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by CSB, BDB	Checked by x
Drawn by DEP	Date MAR., 1988

Job No. 87829

FILMED FROM THE BEST AVAILABLE COPY.....

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81758-000-000-001	5	13

Q CURVE DATA
 $A=23^{\circ}00'00''$ $D=97^{\circ}06'41''$ $R=59.00'$ $L=23.68'$ $T=12.00'$ $E=1.21'$
CURVE DATA BASED ON Q RADIUS $\Delta/2=11^{\circ}30'00''$

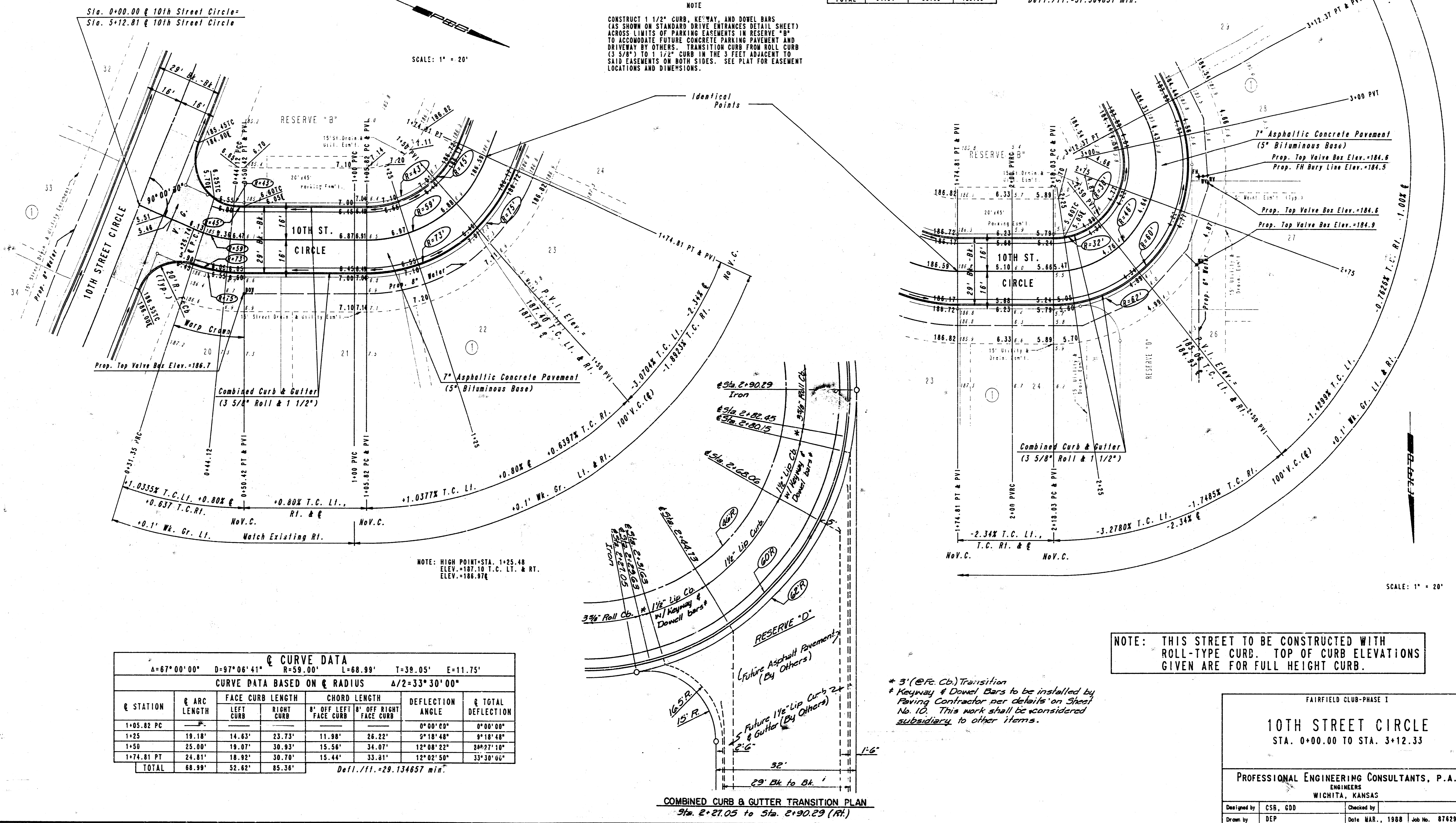
Q STATION	Q ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
0+26.74 Q						0°00'00"	0°00'00"
0+31.35 PRC RT.	4.61'			2.89'	6.33'	2°14'20"	2°14'20"
0+44.12 PCC LT.	12.77'		15.80'	7.99'	17.50'	8°12'08"	8°28'28"
0+50.42 PT	6.30'	4.81'	7.79'	3.95'	8.64'	3°03'34"	1°30'00"
TOTAL	23.68'	4.81'	23.59'				

Defl./ft. = 29.138514 min.

Q CURVE DATA
 $A=117^{\circ}30'00''$ $D=124^{\circ}33'22''$ $R=46.00'$ $L=94.34'$ $T=75.81'$ $E=42.67'$
CURVE DATA BASED ON Q RADIUS $\Delta/2=58^{\circ}45'00''$

Q STATION	Q ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
2+18.03 PC						0°00'00"	0°00'00"
2+25	6.97'	4.85'	9.09'	3.63'	10.29'	4°20'26"	4°20'26"
2+50	25.00'	17.39'	32.61'	12.88'	36.50'	15°34'07"	19°54'33"
2+75	25.00'	17.39'	32.61'	12.88'	36.50'	15°34'07"	35°28'40"
3+00	25.00'	17.39'	32.61'	12.88'	36.50'	15°34'07"	51°02'47"
3+12.37 PC	12.37'	17.39'	32.61'	6.43'	18.23'	7°42'13"	58°45'00"
TOTAL	94.34'	65.63'	123.05'				

Defl./ft. = 37.364851 min.



Q CURVE DATA
 $A=67^{\circ}00'00''$ $D=97^{\circ}06'41''$ $R=59.00'$ $L=68.99'$ $T=39.05'$ $E=11.75'$
CURVE DATA BASED ON Q RADIUS $\Delta/2=33^{\circ}30'00''$

Q STATION	Q ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	8' OFF LEFT FACE CURB	8' OFF RIGHT FACE CURB		
1+05.82 PC						0°00'00"	0°00'00"
1+25	19.18'	14.63'	23.73'	11.98'	26.22'	9°18'48"	9°18'48"
1+50	25.00'	19.07'	30.93'	15.56'	34.07'	12°08'22"	24°27'10"
1+74.81 PT	24.81'	18.92'	30.70'	15.44'	33.81'	12°02'50"	33°30'00"
TOTAL	68.99'	52.62'	85.36'				

Defl./ft. = 29.134657 min.

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

FAIRFIELD CLUB-PHASE I
10TH STREET CIRCLE
 STA. 0+00.00 TO STA. 3+12.33
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS
 Designed by CSB, CDD
 Checked by
 Drawn by DEP
 Date MAR., 1988 Job No. 87429

FILMED FROM THE BEST AVAILABLE COPY...

Q CURVE DATA
 $\Delta=62^{\circ}30'00''$ $D=110^{\circ}11'03''$ $R=52.00'$ $L=56.72'$ $T=31.55'$ $E=8.82'$
CURVE DATA BASED ON Q RADIUS $\Delta/2=31^{\circ}15'00''$

Q STATION	Q ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
3+59.16 PC						0°00'00"	0°00'00"
3+75	15.84'	11.58'	20.10'	9.10'	22.46'	8°43'37"	8°43'37"
4+00	25.00'	18.27'	31.73'	14.28'	35.24'	13°46'28"	22°30'03"
4+15.88 PT	15.88'	11.60'	20.16'	9.13'	22.51'	8°44'57"	31°15'00"
TOTAL	56.72'	41.45'	71.99'				

Defl./li. = 33.057123 min.

Q CURVE DATA
 $\Delta=40^{\circ}30'00''$ $D=49^{\circ}51'10''$ $R=114.93'$ $L=81.24'$ $T=42.40'$ $E=7.57'$
CURVE DATA BASED ON Q RADIUS $\Delta/2=20^{\circ}15'00''$

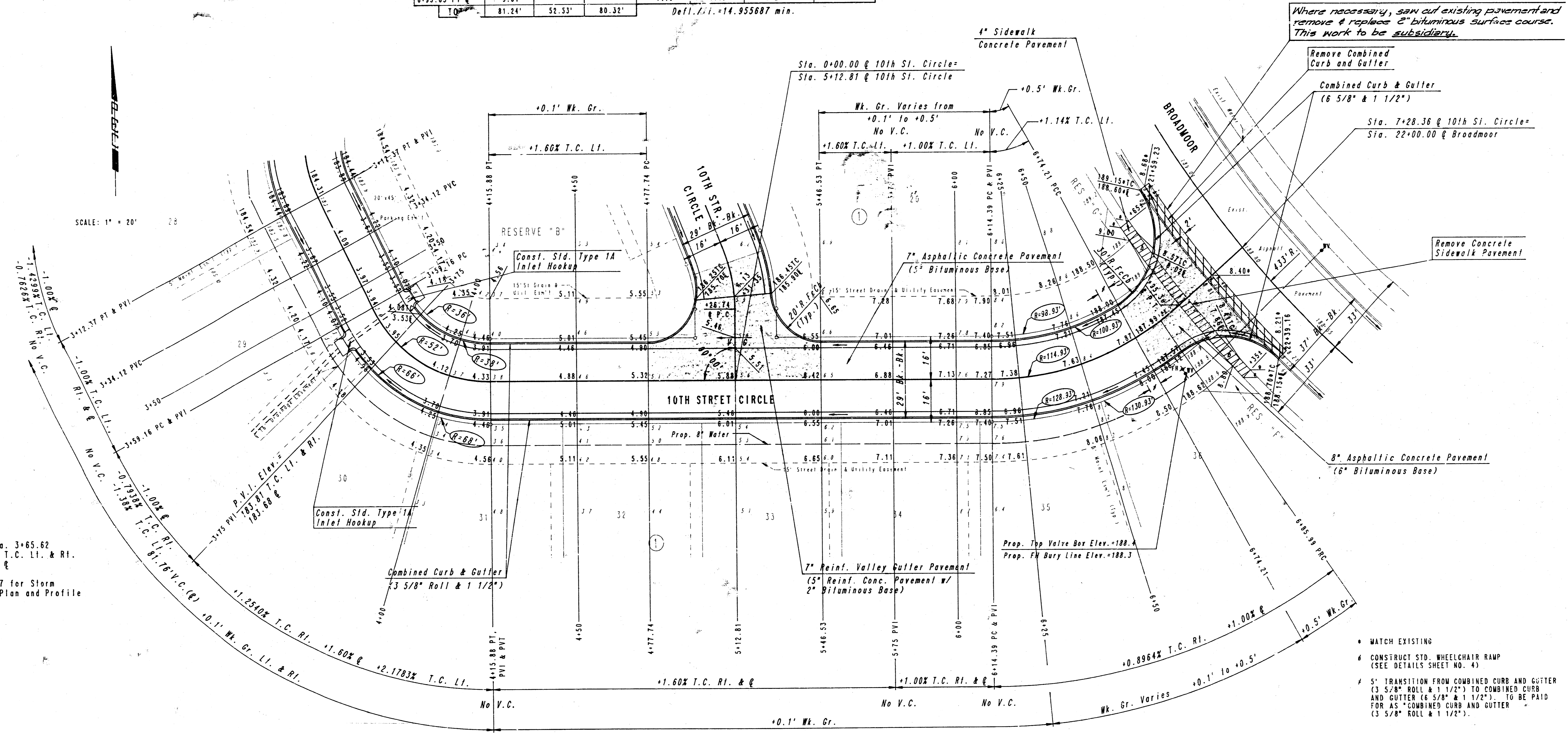
Q STATION	Q ARC LENGTH	FACE CURB LENGTH		CHORD LENGTH		DEFLECTION ANGLE	Q TOTAL DEFLECTION
		LEFT CURB	RIGHT CURB	B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
6+14.39 PC						0°00'00"	0°00'00"
6+25	10.81'	9.32'	11.90'	8.58'	12.84'	3°38'41"	2°38'41"
6+50	25.00'	21.95'	28.05'	20.17'	29.73'	7°05'05"	8°52'35"
6+74.21 PCC LT.	24.21'	21.26'	27.16'	19.54'	28.79'	6°50'05"	14°54'39"
6+85.99 PCC RT.	11.78'		13.21'	9.50'	14.03'	2°56'11"	17°50'50"
6+95.63 PT	9.64'			7.75'	11.48'	2°24'10"	20°15'00"
TOTAL	81.24'	52.53'	80.32'				

Defl./li. = 14.955687 min.

NOTE
 CONSTRUCT 1 1/2" CURB, KEYWAY, AND DOBEL BARS (AS SHOWN ON STANDARD DRIVE ENTRANCES DETAIL SHEET) ACROSS LIMITS OF PARKING EASEMENT IN RESERVE "B" TO ACCOMMODATE FUTURE CONCRETE PARKING PAVEMENT BY OTHERS. TRANSITION CURB FROM ROLL CURB (3 5/8") TO 1 1/2" CURB IN THE 3 FEET ADJACENT TO SAID EASEMENT ON BOTH SIDES. SEE PLAN FOR RESERVE AND EASEMENT LOCATIONS AND DIMENSIONS.

WATER VALVE BOX ELEVATIONS

STREET	STATION	OFFSET	ELEVATION
10TH ST. CIRCLE	0+52.42	23.0' RL	186.7
10TH ST. CIRCLE	2+63	31.5' RI	184.9
10TH ST. CIRCLE	2+85	24.0' RI	184.6
10TH ST. CIRCLE	2+87	21.5' RI	184.6
10TH ST. CIRCLE	6+82.8	22.0' RI	188.4



NOTE:
 Low Point=Sta. 3+65.62
 Elev.=184.06 T.C. LI. & RI.
 Elev.=183.93 Q
 See Sh. No. 7 for Storm
 Water Sewer Plan and Profile

INTERSECTION QUANTITIES
 10TH ST. CIRCLE/10TH ST. CIRCLE

125.78 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
8.05 S.Y. 2 1/2" Bituminous Base
25.98 L.F. Combined Curb & Gutter (3 5/8" & 1 1/2")
57.39 L.F. Monolithic Edge Curb (3 5/8")
232.15 S.Y. Subgrade Stabilization Manipulation
92.82 S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

INTERSECTION QUANTITIES
 BROADMOOR/10TH ST. CIRCLE

145.39 S.Y. 8" Asphaltic Conc. Pavement (6" Bituminous Base)
31.74 S.Y. 3" Bituminous Base
105.01 L.F. Combined Curb & Gutter (6 5/8" & 1 1/2")
18.5 S.Y. Remove & Replace 2" Surface Course
182.81 S.Y. Subgrade Stabilization Manipulation

NOTE: THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB EXCEPT AS NOTED. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

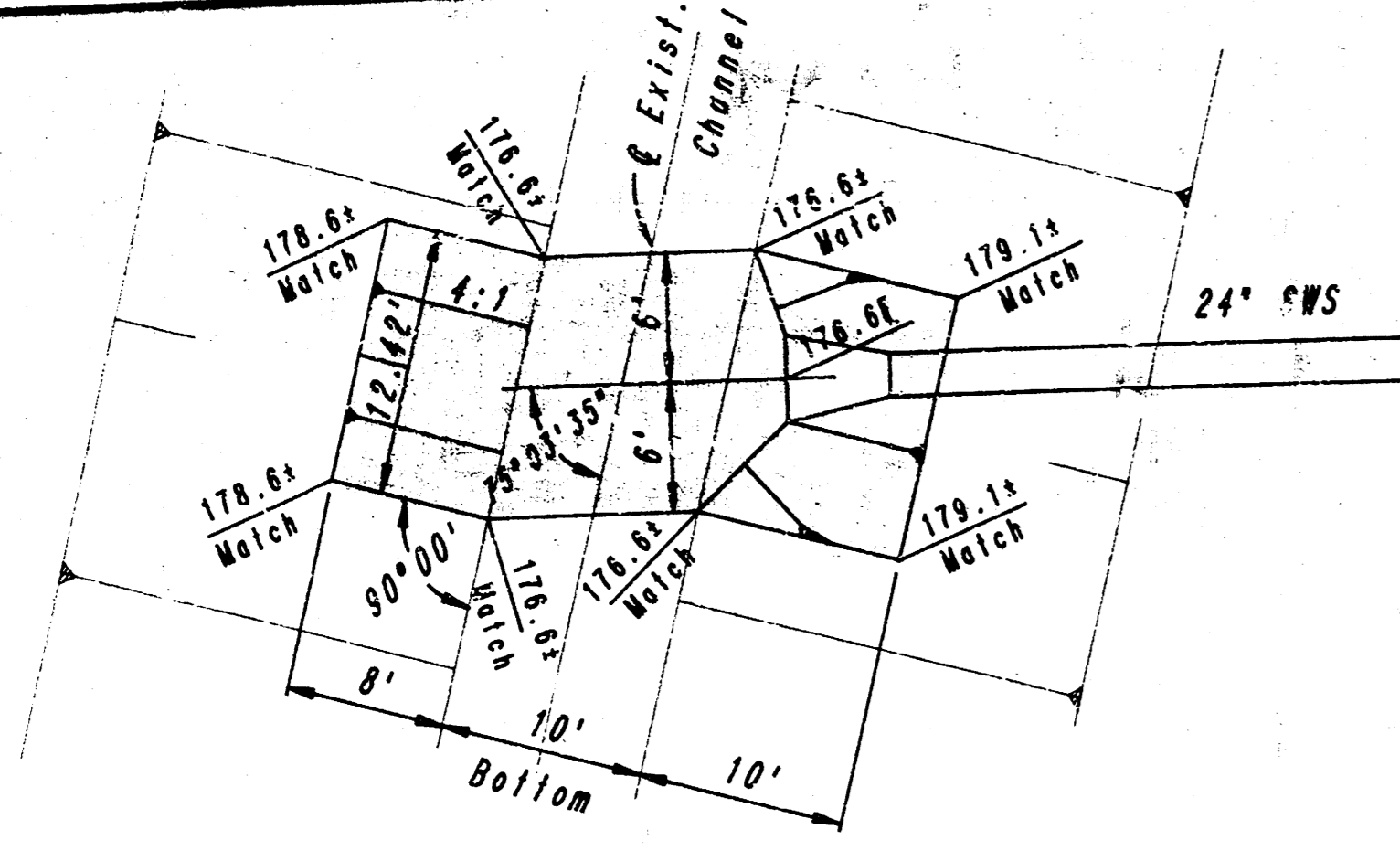
FAIRFIELD CLUB-PHASE I

10TH STREET CIRCLE
 STA. 3+12.33 TO STA. 7+28.32

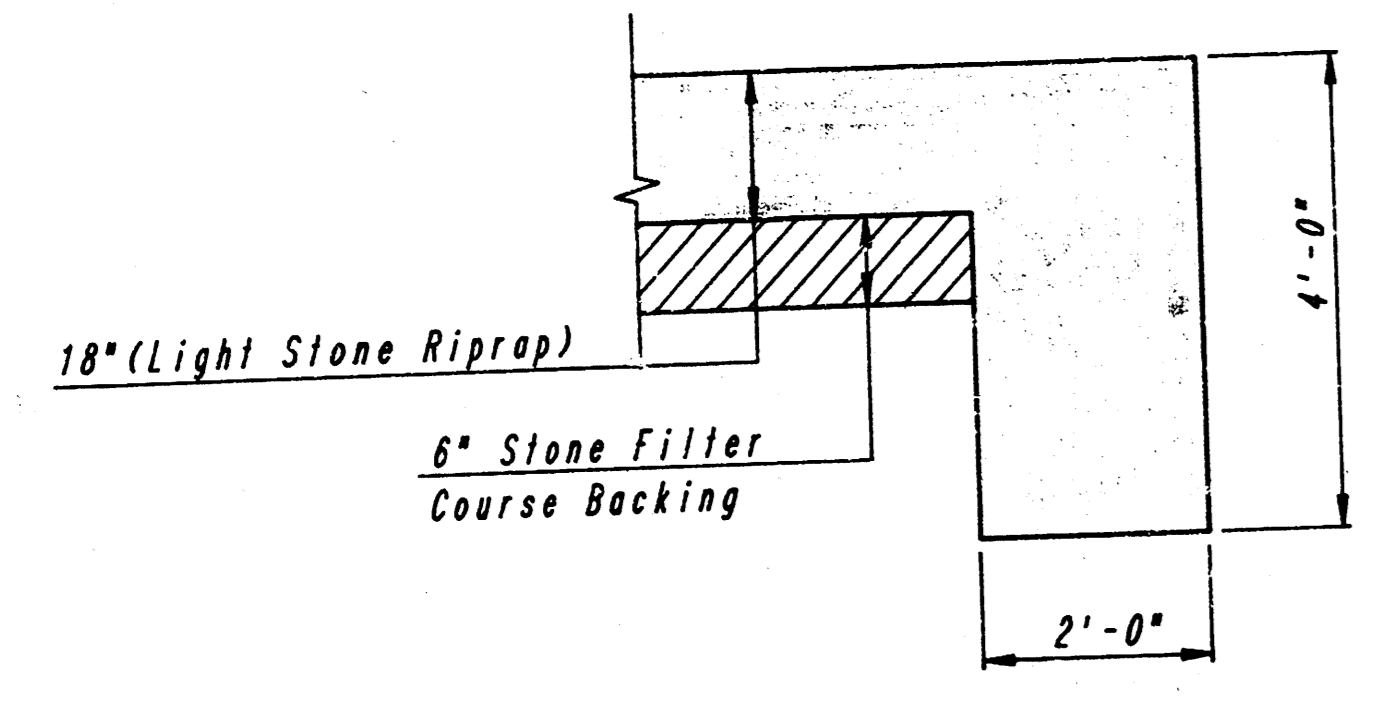
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS

Designed by CSB, GDD
 Drawn by DEP
 Checked by
 Date MAR., 1988 Job No. 87629

FILMED FROM THE BEST AVAILABLE COPY



RIPRAP DETAIL
SCALE: 1" = 10"



TYPICAL SECTION THRU TOEWALL
NO SCALE

NOTES

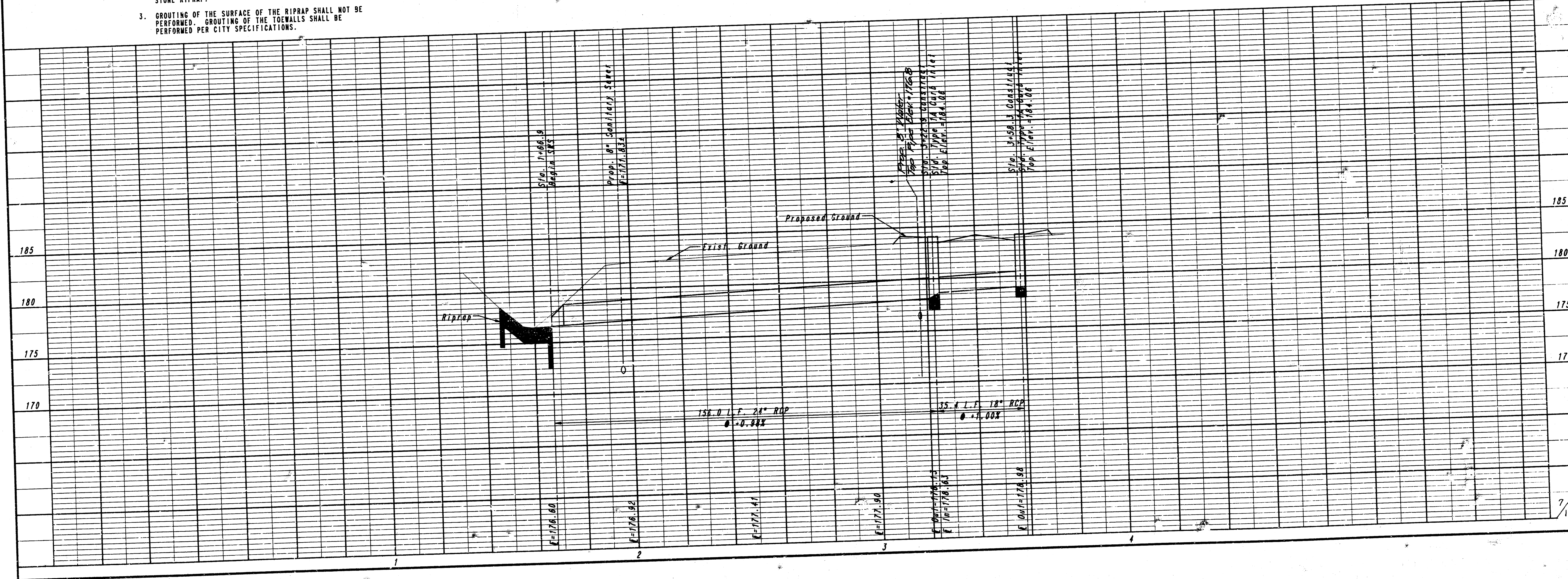
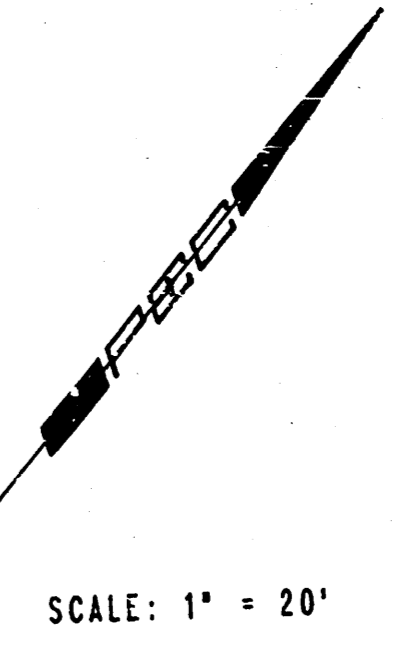
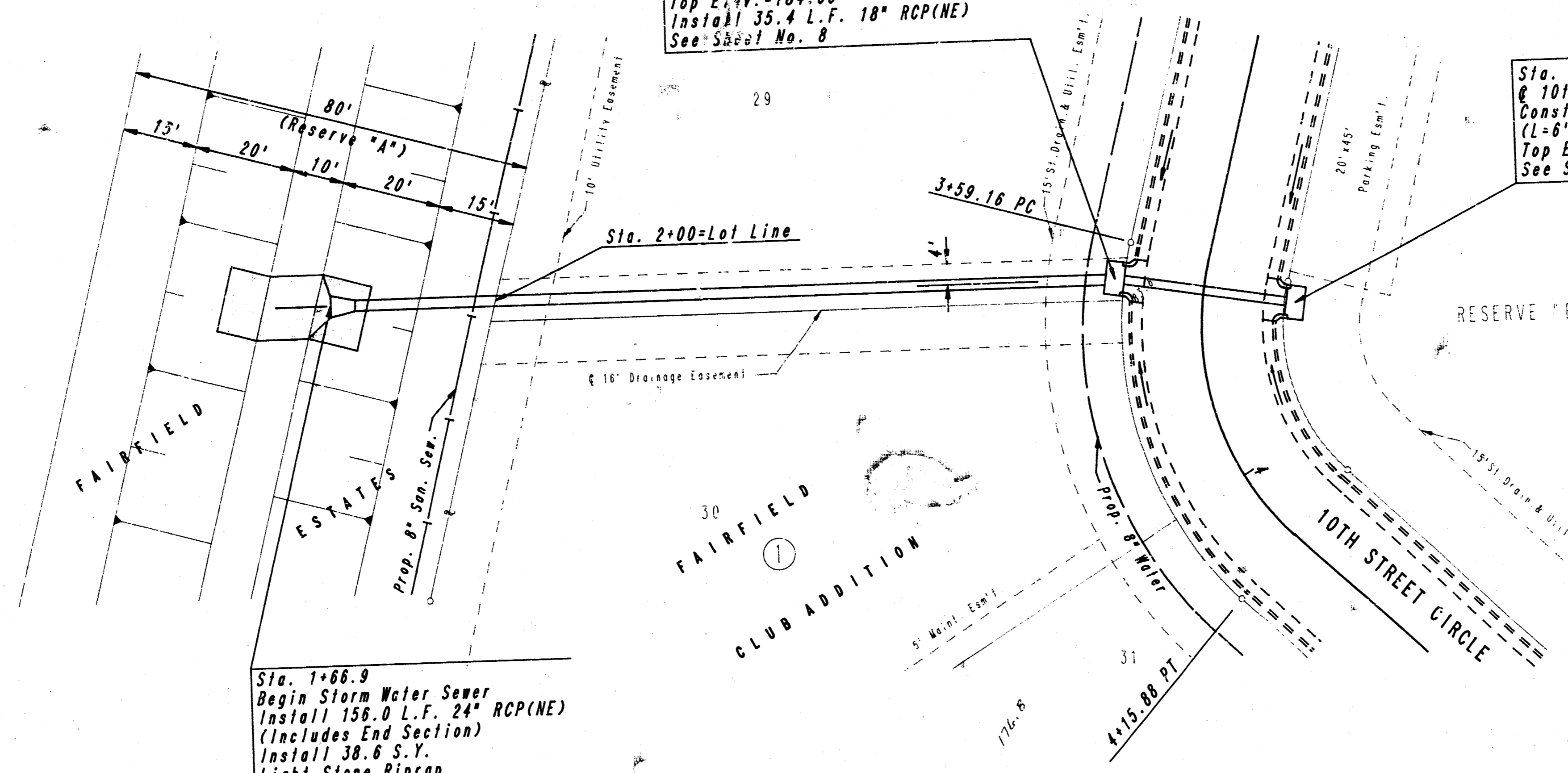
1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. GROUTING OF RIPRAP SHALL NOT BE PERFORMED. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

Sta. 3+22.9 @ 10th St. Sta. 3+64.89, 17.67' RI. Construct Sid. Type 1A Curb Inlet (L=6'-4", W=4'-4") Top Elev.=184.06 Install 35.4 L.F. 18" RCP(NE) See Sheet No. 8

Sta. 3+58.3 @ 10th St. Sta. 3+66.29, 17.67' LI. Construct Sid. Type 1A Curb Inlet (L=6'-4", W=4'-4") Top Elev.=184.06 See Sheet No. 8

Curve Data (Arc)
A=62°30'00"
D=110°11'30"
R=52.00'
L=58.72'
T=31.55'
E=8.82'

Sta. 1+66.9 Begin Storm Water Sewer Install 156.0 L.F. 24" RCP(NE) (Includes End Section) Install 38.6 S.Y. Light Stone Riprap See Detail this sheet



FAIRFIELD CLUB ADDITION
PHASE I

S.W.S. IMPROVEMENTS

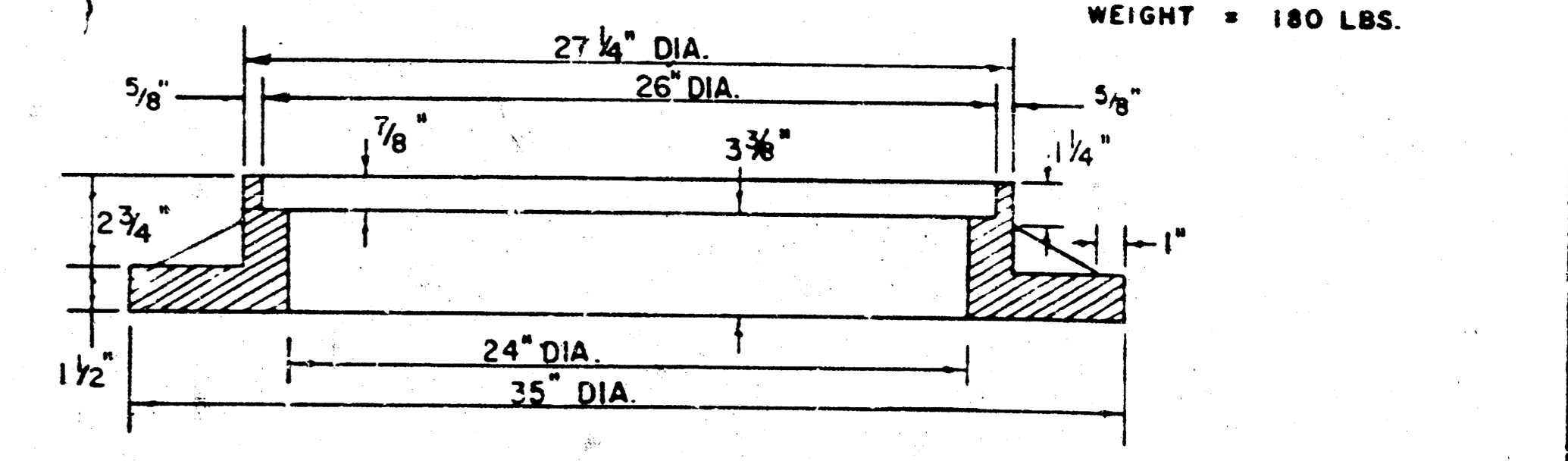
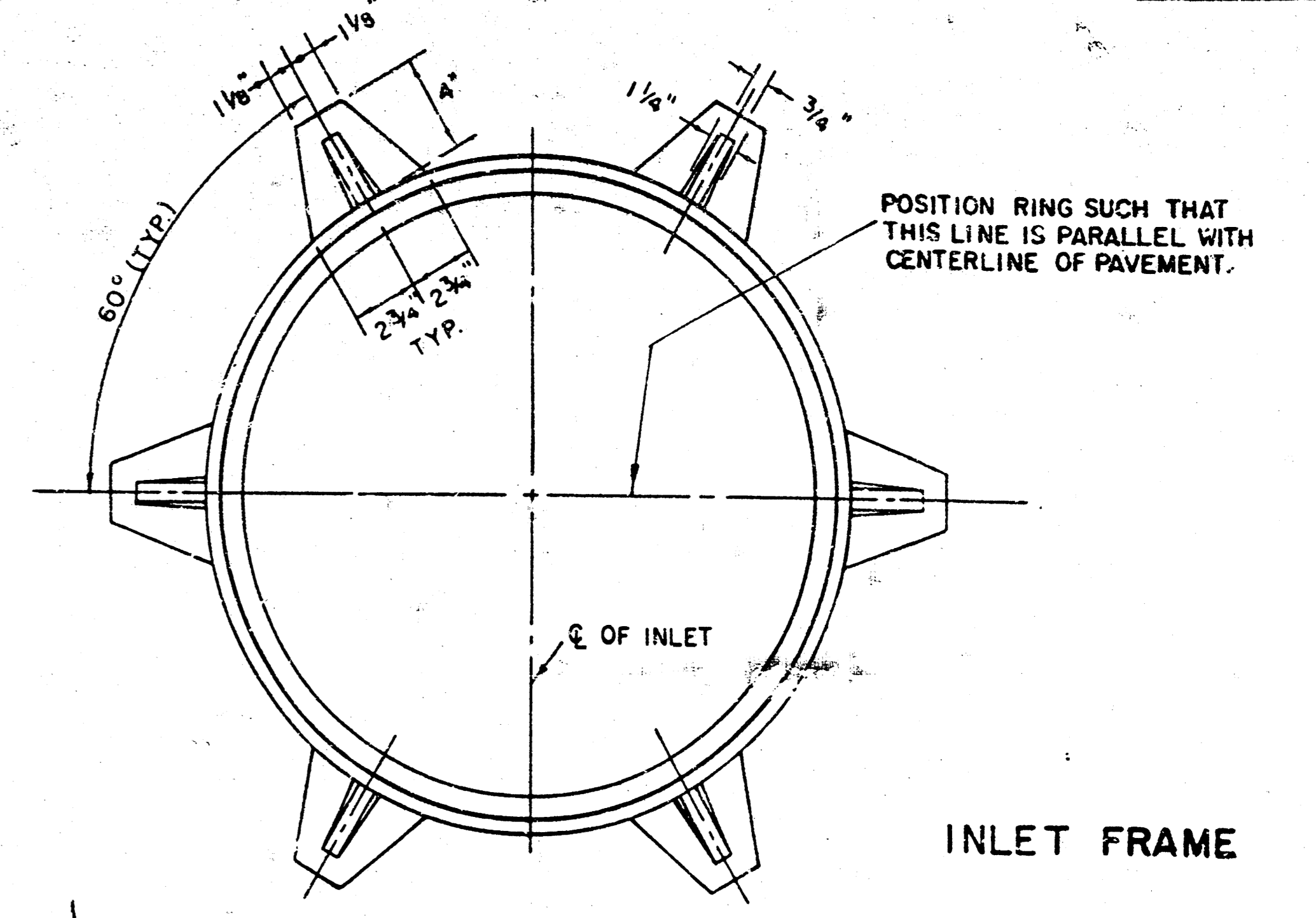
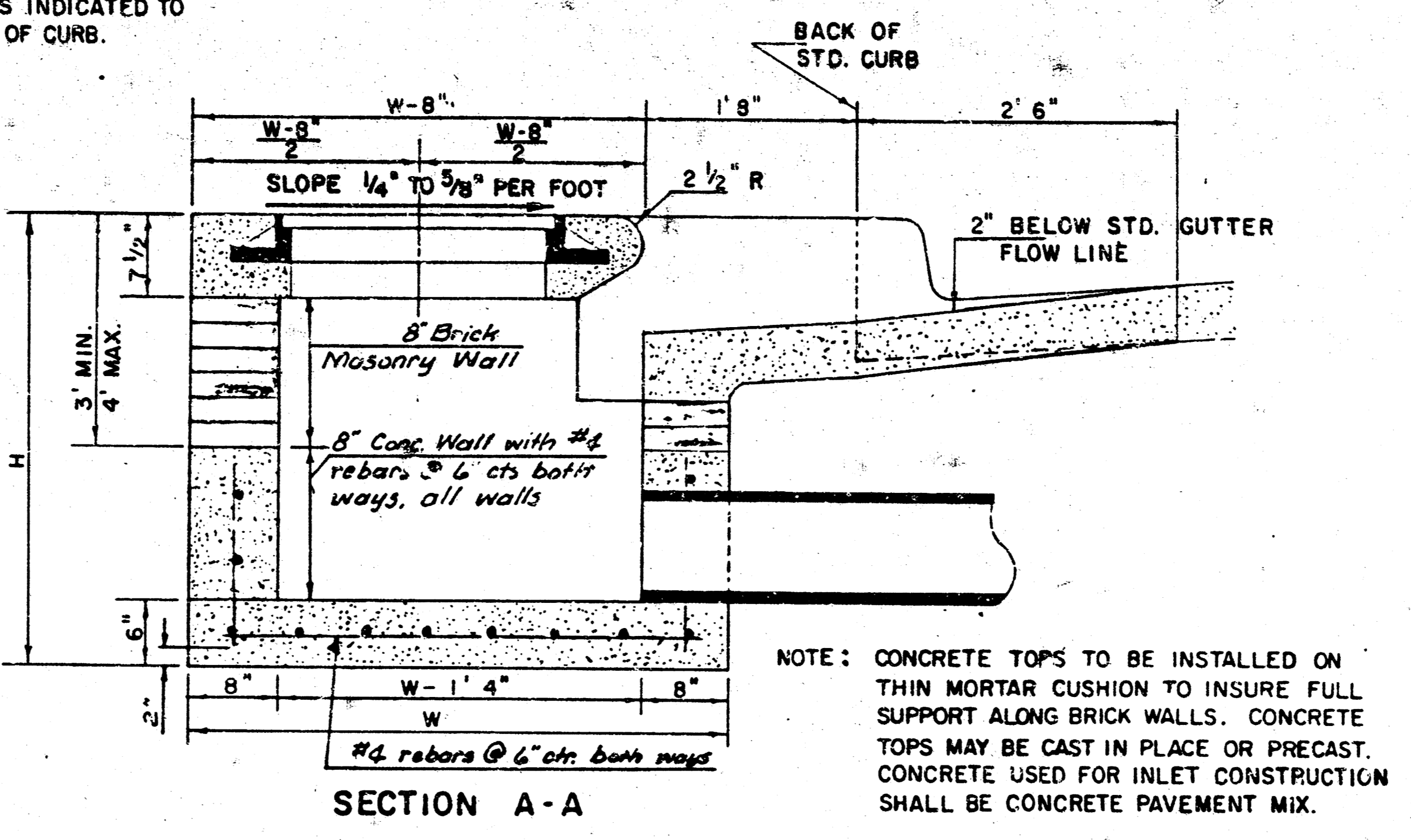
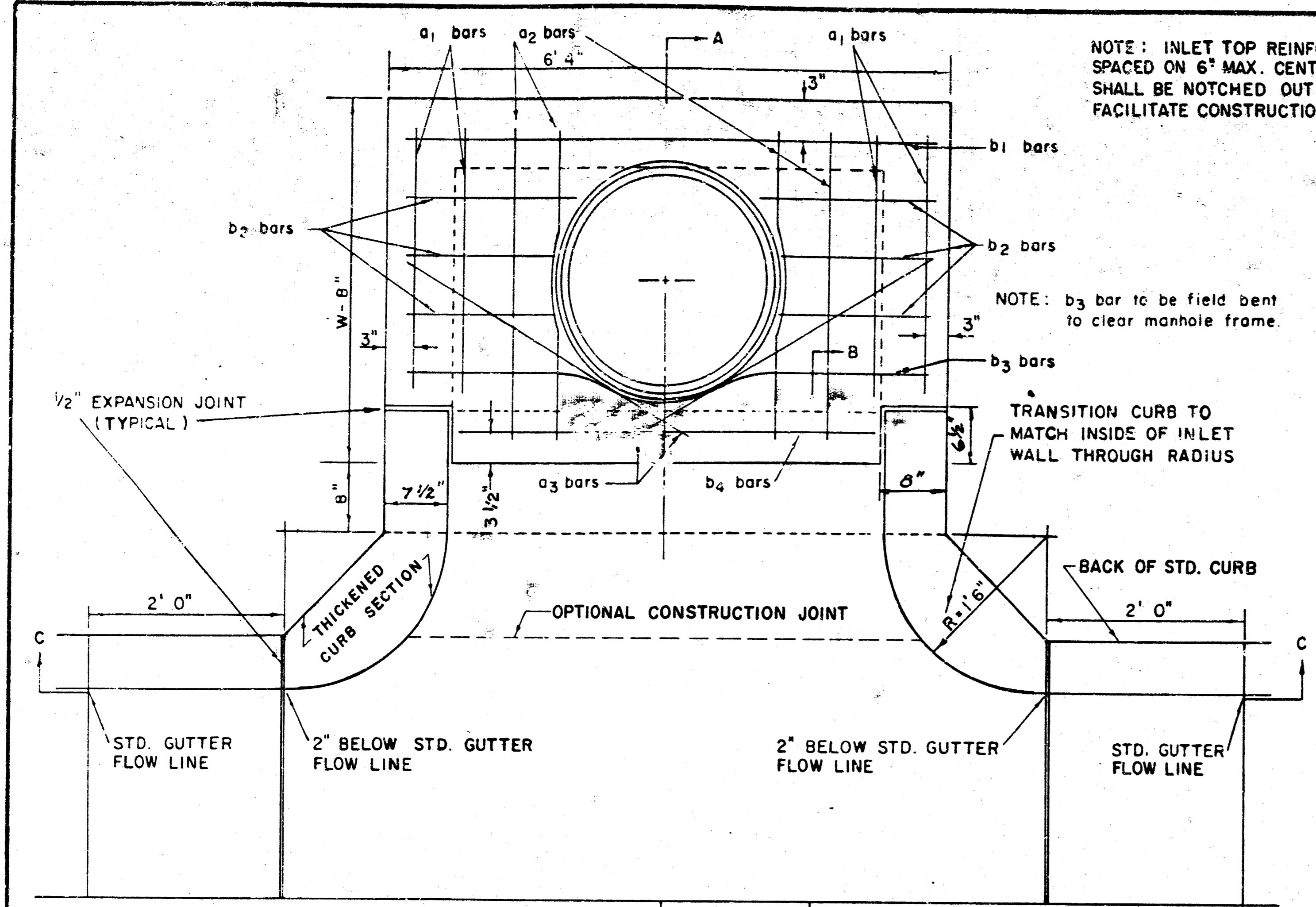
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Job No. 32-87329
Designed By CSB, CDD
Drawn By DEP

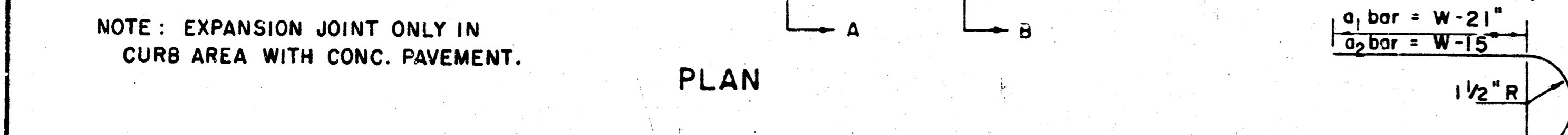
Date MAR., 1988

C.O.W. Proj. No. 472-76-245-81758-000-000-001

7/13
Sheet 7 of 13



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6'4" AND H = 7'0" OR LESS.

ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF-CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

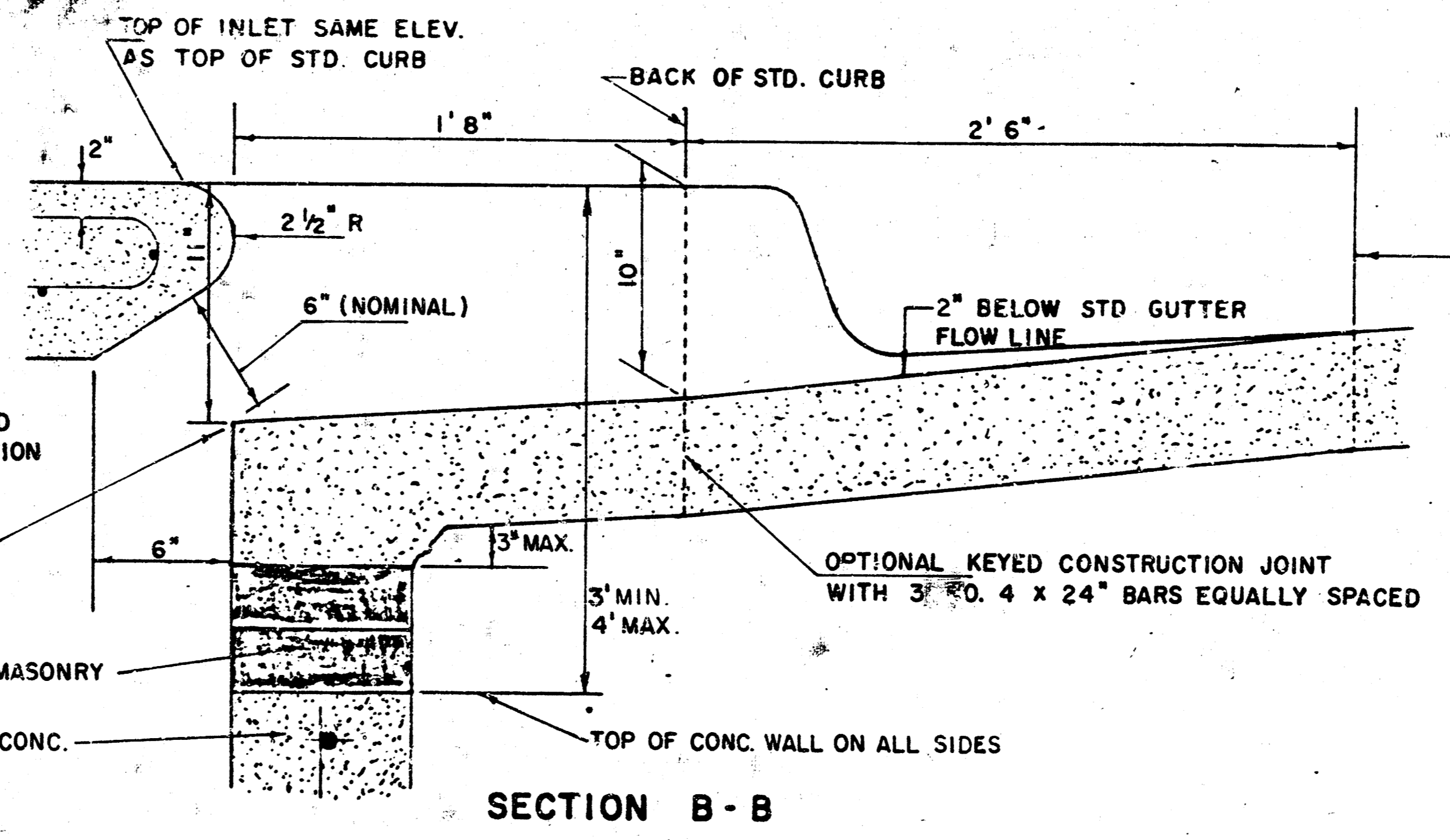
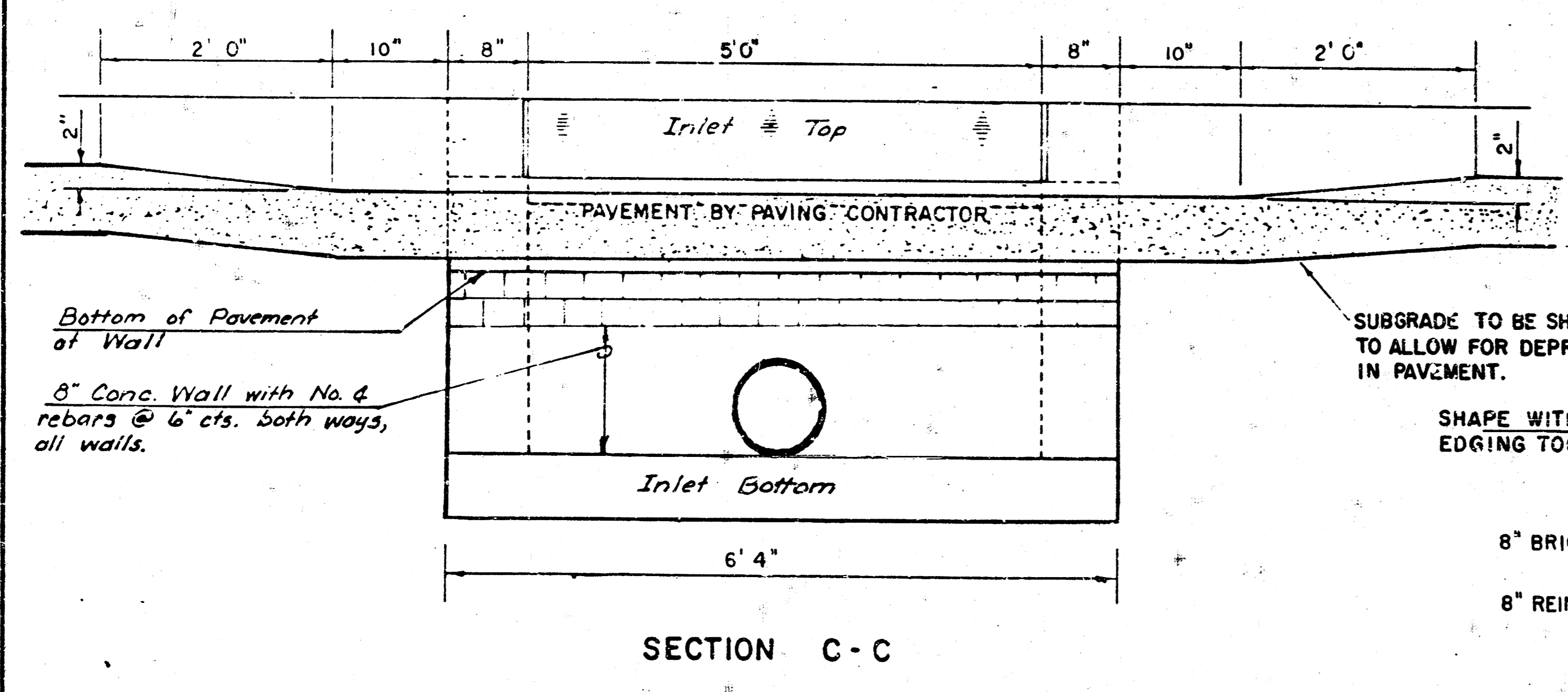
STEEL SCHEDULE

BAR	a1	a2	a3	b1	b2	b3	b4	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	#4	#4	#4	#4	#4	#4	#4	#6
LENGTH	W-4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-
	W-5'4"	7'7"	8'7"	5'0"	6'1"	-	-	-
	W-6'4"	9'7"	10'7"	6'0"	6'1"	-	-	-
	W-7'4"	11'7"	12'7"	7'0"	6'1"	1'9"	6'2"	4'8"
	W-8'4"	13'7"	14'7"	8'0"	6'1"	1'9"	6'2"	4'8"
								141±

STANDARD CURB INLET PRECAST TOPS

W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4' 4"	3'6" x 6'4" x 7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4'8" x 6'4" x 7 1/2"	24" & 30"	0.5 ±
6' 4"	5'8" x 6'4" x 7 1/2"	36" & 42"	0.64 ±
7' 4"	6'8" x 6'4" x 7 1/2"	48" & 54"	0.7 ±
8' 4"	7'8" x 6'4" x 7 1/2"	60" & 66"	0.90 ±

* NOTE: a3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

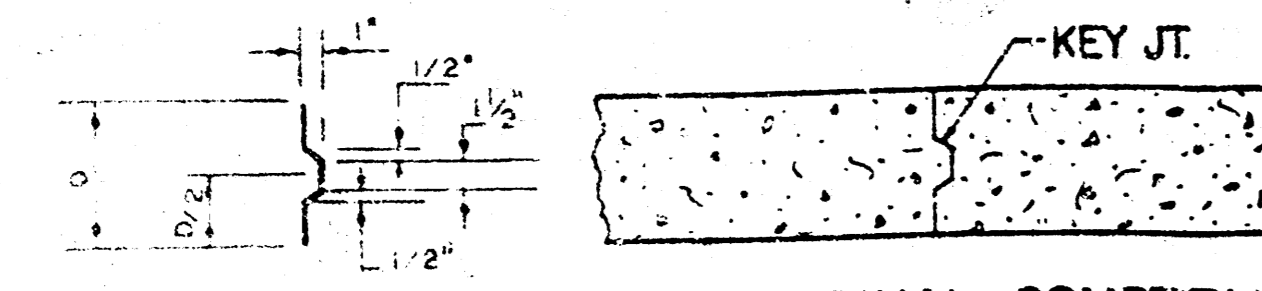


REVISED 12-21-1984 Proj. No. 478 76 245 81753 000 000 001

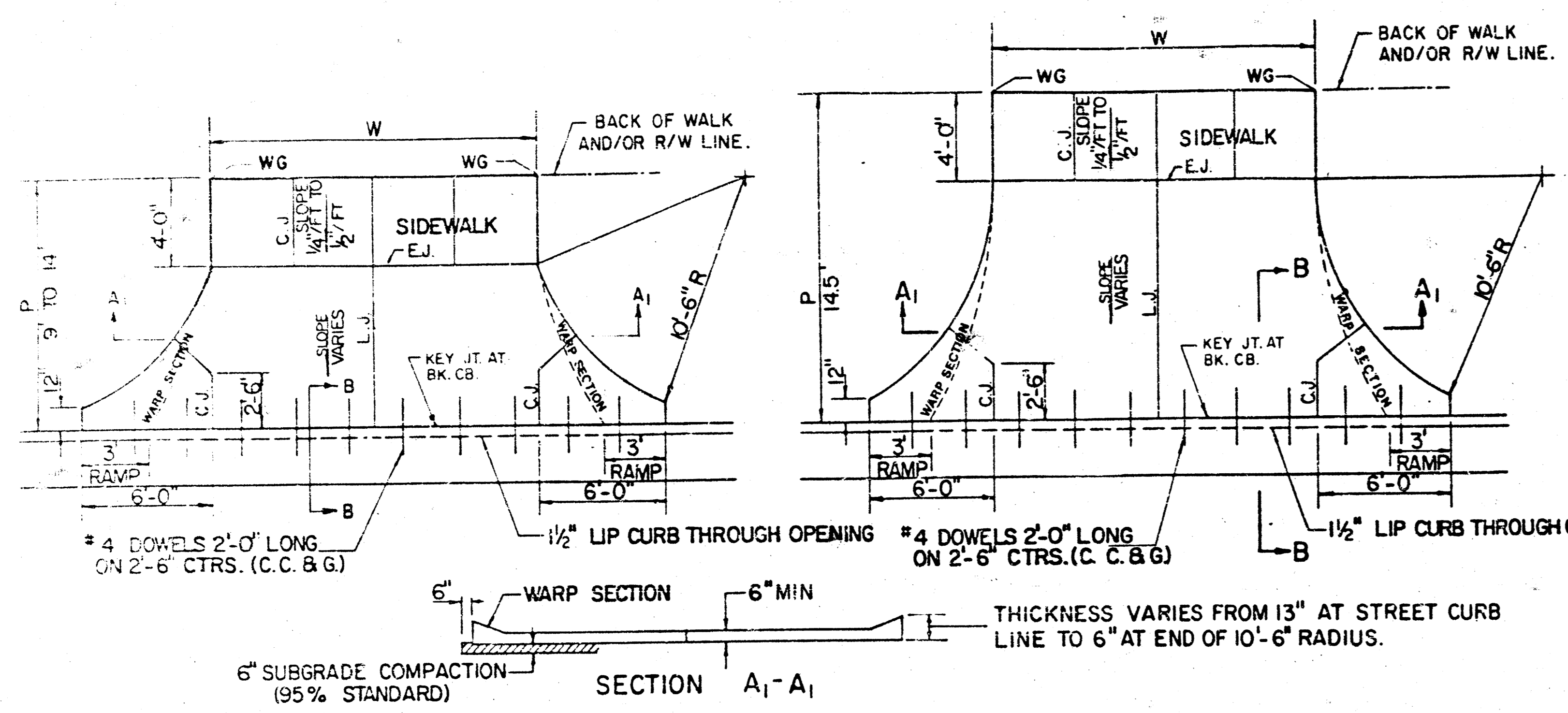
DETAIL STANDARD TYPE 'A' CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6" x 5' 0"

JUNE 1984

FILMED FROM THE BEST AVAILABLE COPY

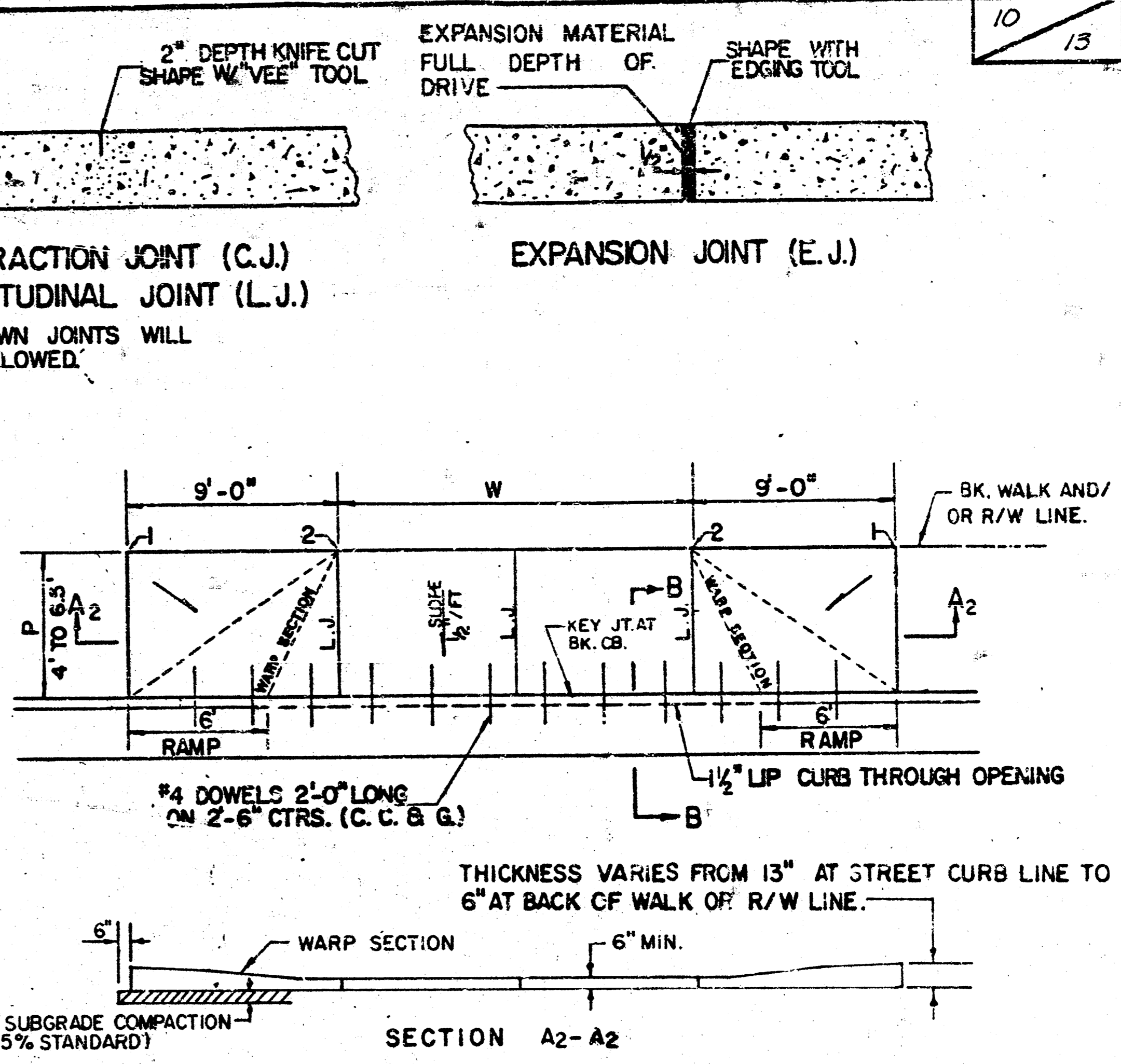
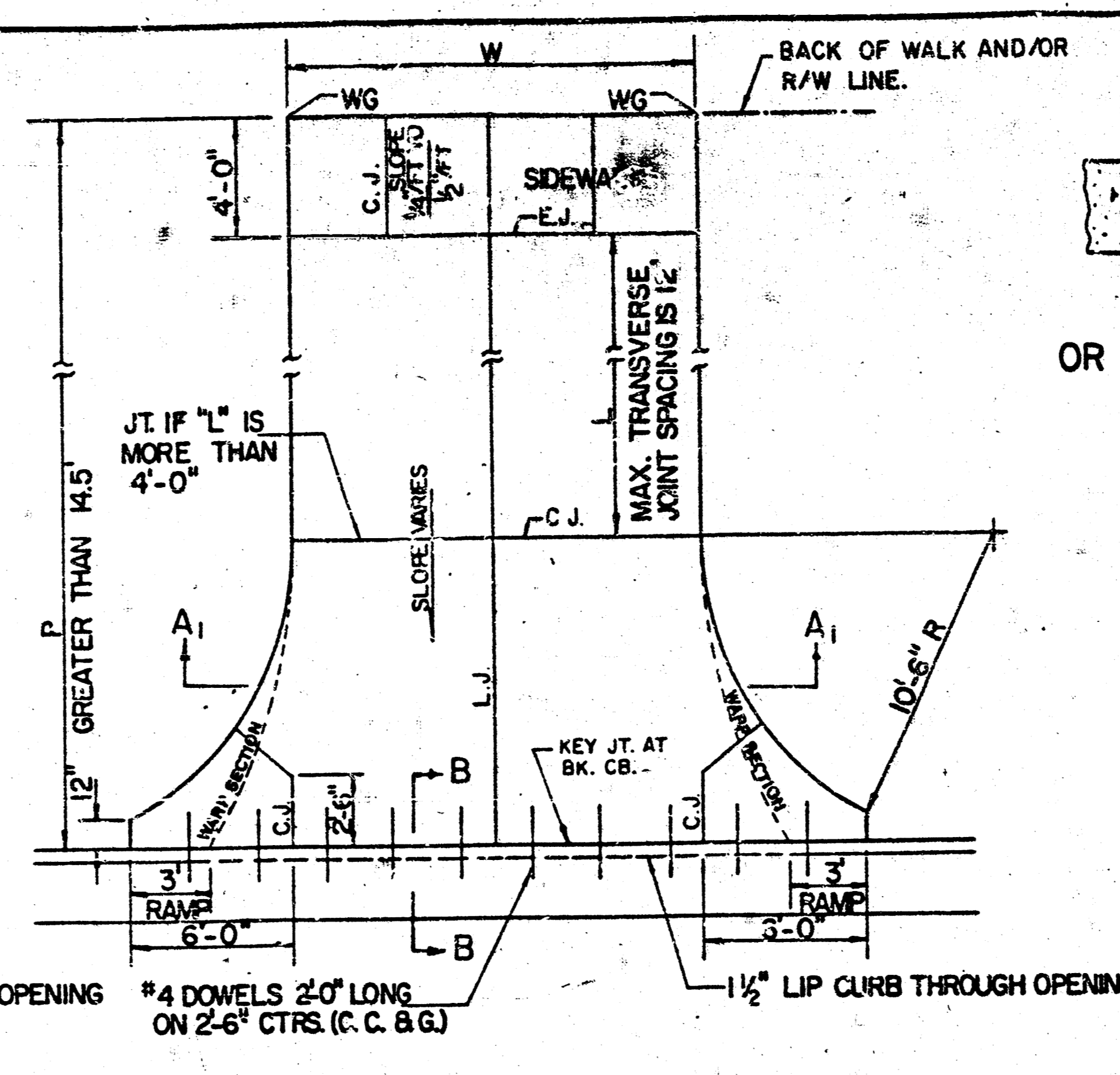


ALT. LONGITUDINAL CONSTRUCTION JOINT



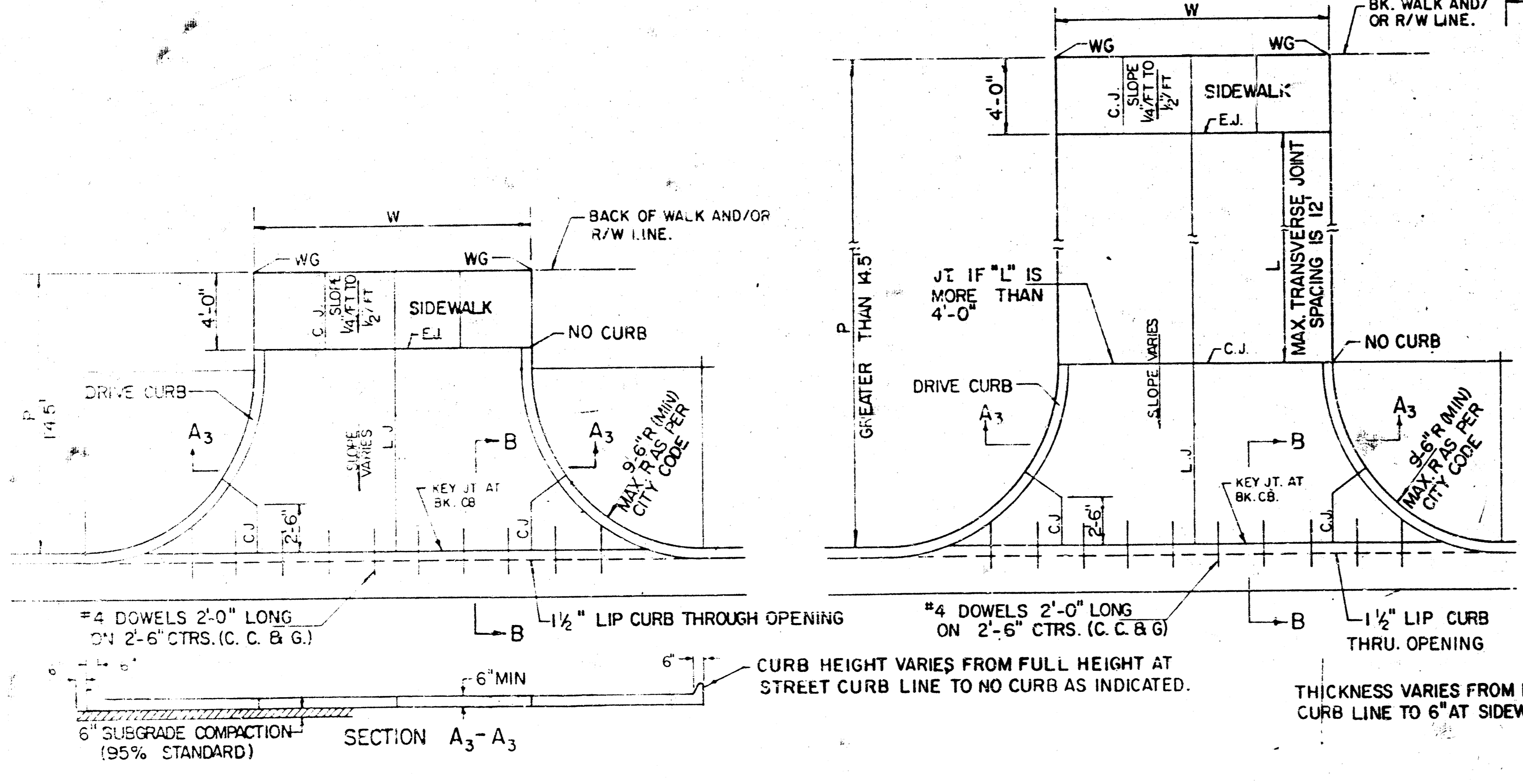
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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	-0.19'	-0.16'	-0.13'	-0.10'	-0.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)



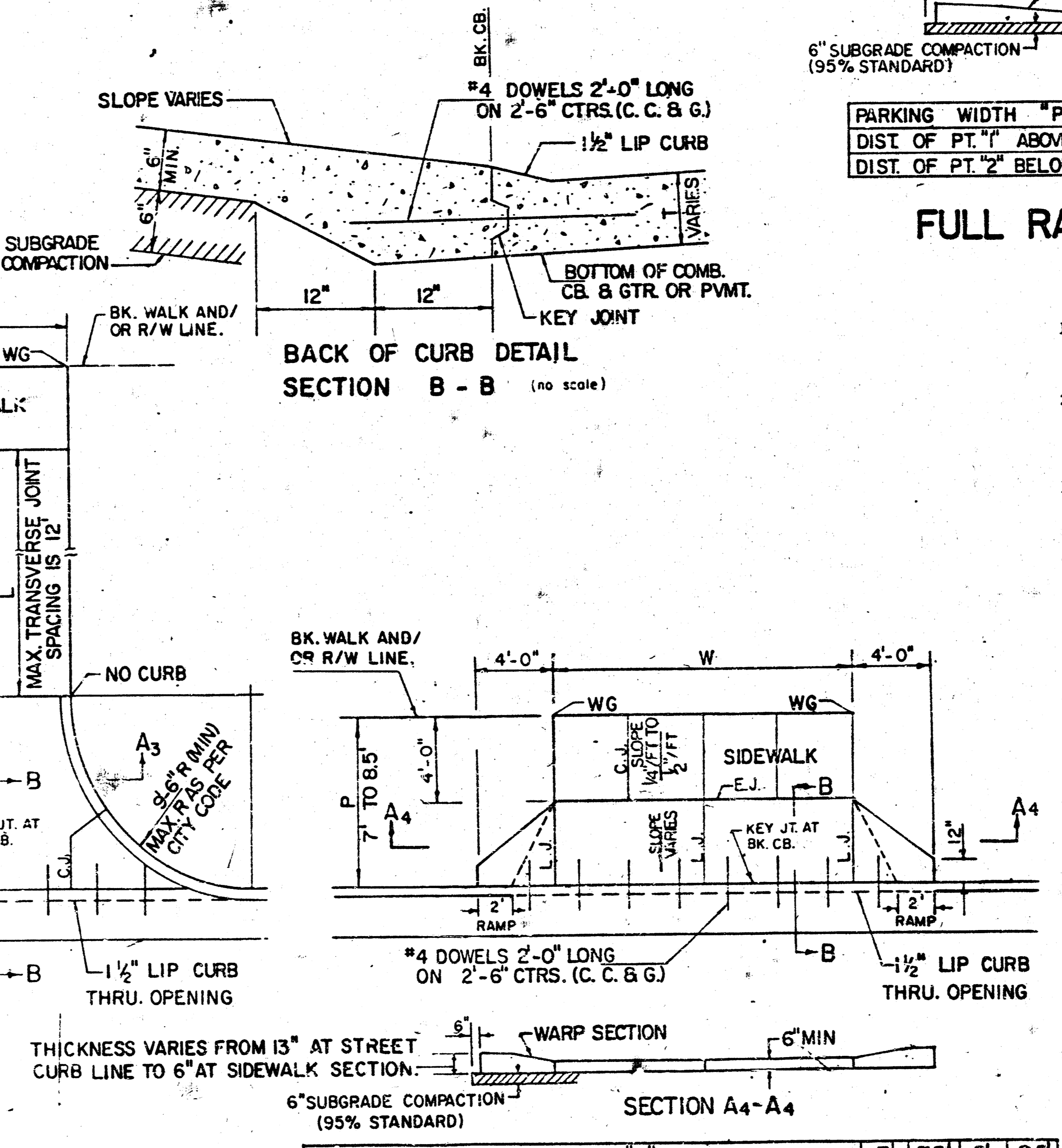
PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "T" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "Z" BELOW TOP OF FULL CB.	-0.26'	-0.24'	-0.22'	-0.20'	-0.18'	-0.16'

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



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.	-0.15'	-0.16'	-0.17'	-0.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB.	-0.25'	-0.20'	-0.20'	-0.20'

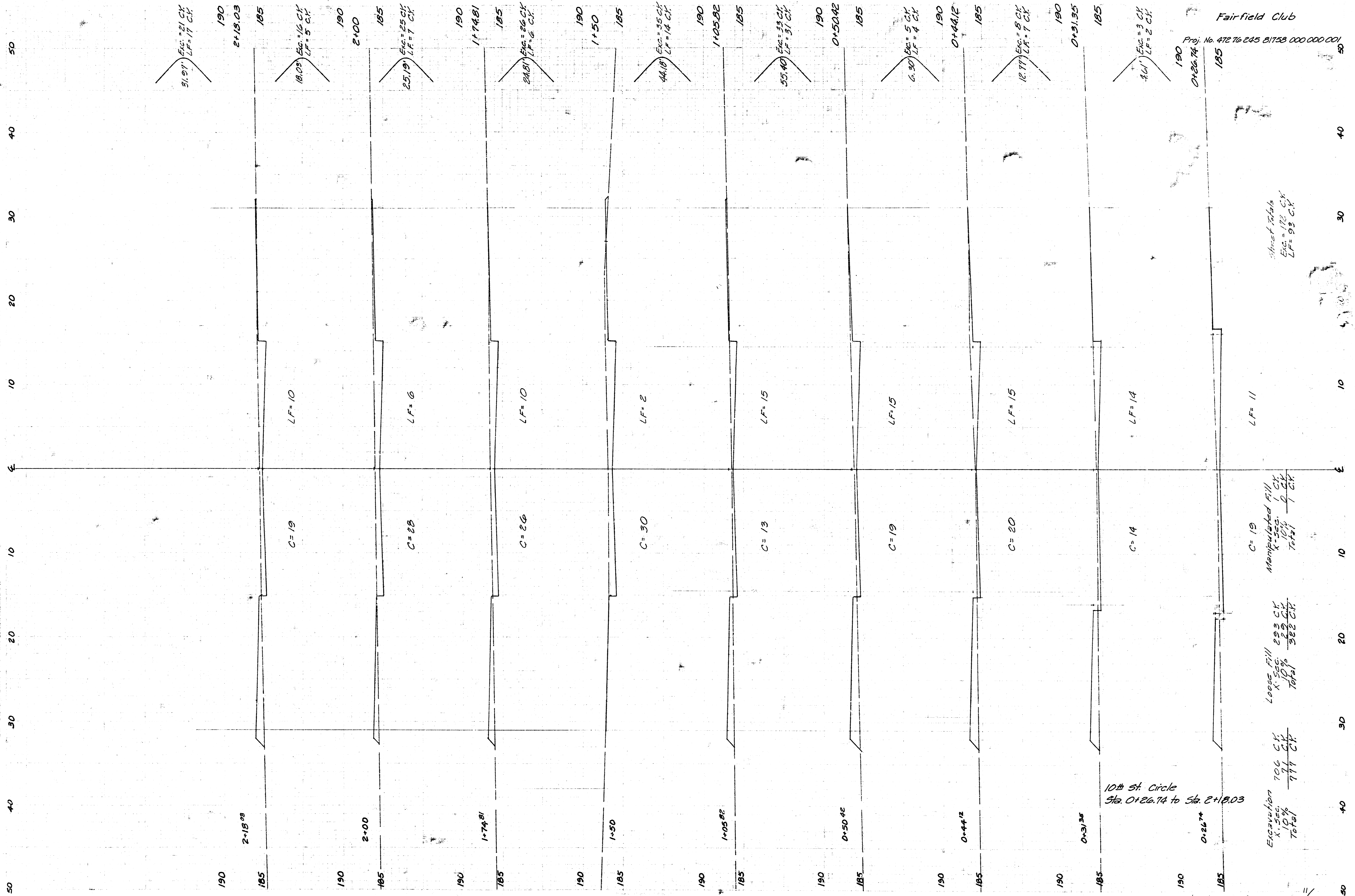
FULL RAMP DRIVE (P = 7.0' TO 8.5')

- 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 SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "P" DIMENSION GREATER THAN 24'.
 - 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.
 - 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.
 - DOSEL BARS SHALL BE OMITTED FROM THE KEVED 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 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.
 - 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-W 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
072 76 24.5 21758 000 000 001

FILMED FROM THE BEST AVAILABLE COPY....



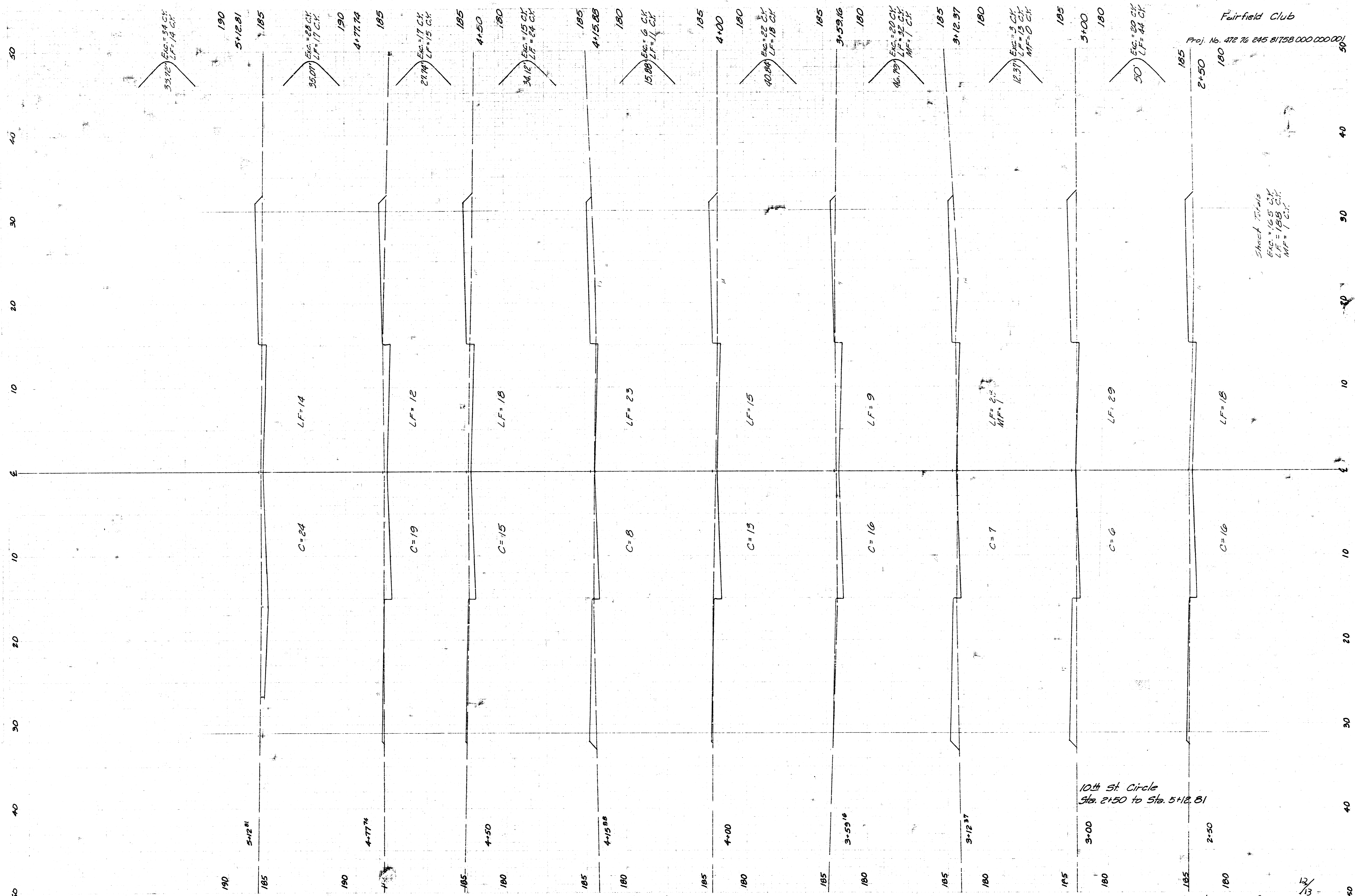
Fairfield Club

Proj. No. 472 76 245 81758 000 000 001

10th St. Circle
Sta. 0+26.74 to Sta. 2+18.03

Sheet No. 11 of 13 1/3

FILMED FROM THE BEST AVAILABLE COPY



10th St. Circle
Sta. 2+50 to Sta. 5+12.81

Sta. 7+09.86 C=101

14.23

190

6+95.63

185

LF=0

C=92

190

185

6+95.63

1.85

9.64

Exc=32 C.Y.

190

6+85.99

185

LF=0

C=85

190

185

6+85.99

35.99

Exc=101 C.Y.

190

6+50

185

LF=0

C=66

190

185

6+50

35.61

Exc=83 C.Y.

LF=0

190

6+14.39

185

LF=1

C=60

190

185

6+14.39

14.39

Exc=28 C.Y.

LF=1 C.Y.

190

6+100

185

LF=3

C=45

190

185

6+100

53.47

Exc=74 C.Y.

LF=11 C.Y.

190

5+46.53

185

LF=8

C=30

190

185

5+46.53

Sheet Totals
Exc = 308 C.Y.
LF = 12 C.Y.

Fairfield Club

Proj. No. 472 76 245 81753 000 000 001

10th St. Circle
Sta. 5+46.53 to Sta. 6+95.63

Sheet No. 13 of 13 1/3

FILMED FROM THE BEST AVAILABLE COPY