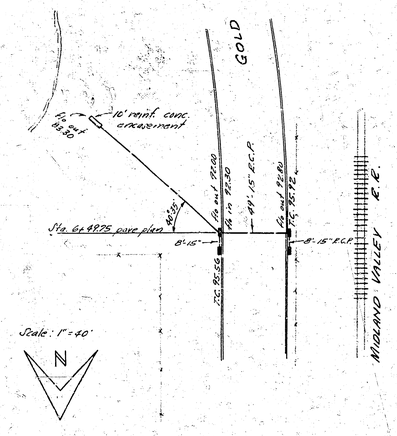
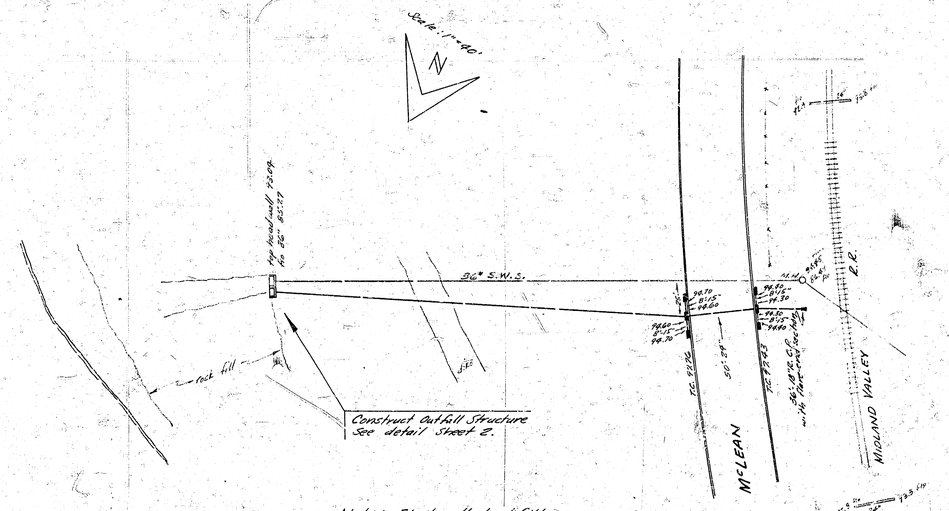
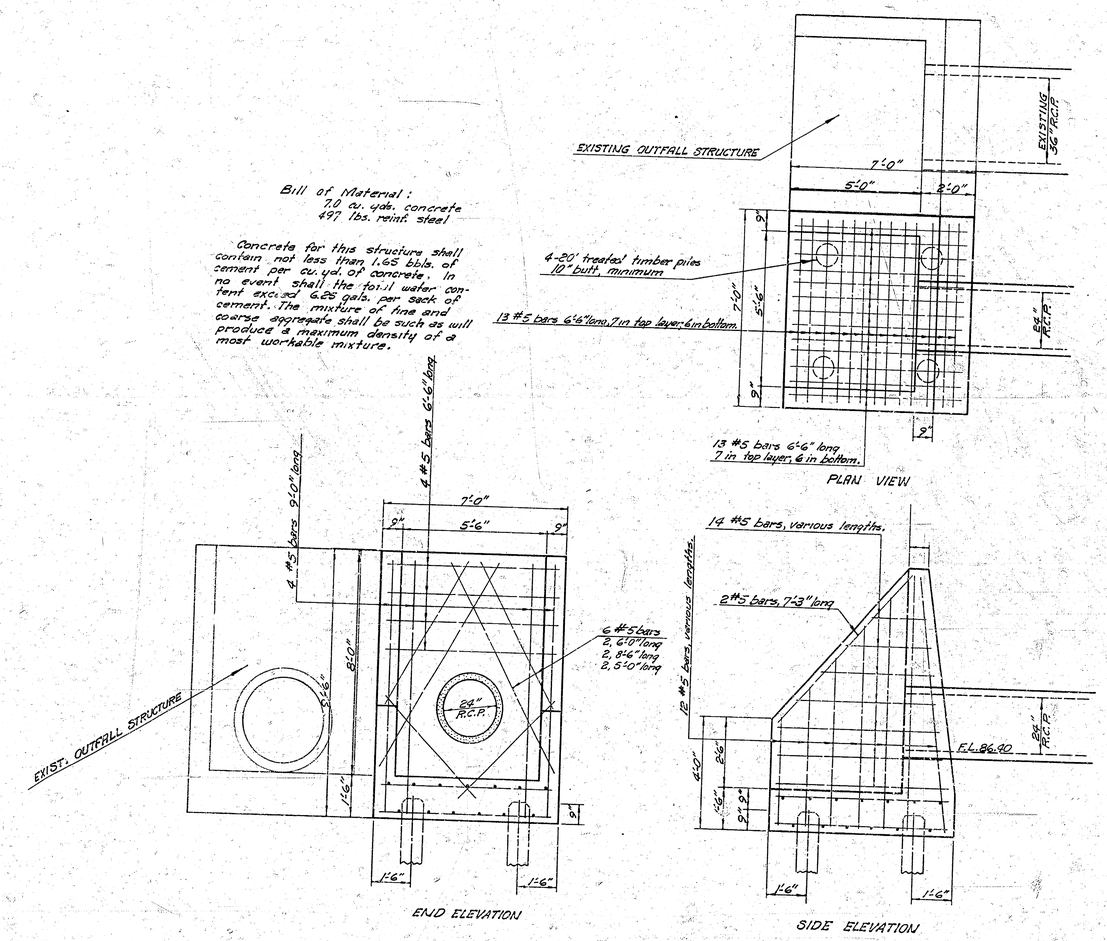
Survey Data
Elev. Datum
Bench Mks.
Checked




Scale 1"=40'
N
Top headwall Elev 92.09
Flo Elev 85.17
36" S.W.S.
rock fill
Construct Outfall Structure
See detail Sheet 2.
McLEAN
MIDLAND VALLEY
E.E.
Top of Curb Elev 98.60
Flo Elev 95.10
Top of Curb Elev 98.60
Flo Elev 95.10
Top of Curb Elev 98.60
Flo Elev 95.10

Bill of Material:
7.0 cu. yds. concrete
497 lbs. reinf. steel

Concrete for this structure shall contain not less than 1.65 bbls. of cement per cu. yd. of concrete. In no event shall the total water content exceed 6.25 gals. per sack of cement. The mixture of fine and coarse aggregate shall be such as will produce a maximum density of a most workable mixture.



REINF. CONC. OUTFALL STRUCTURE - LINE 2
Scale: 1/2" = 1'-0"

(2/2)

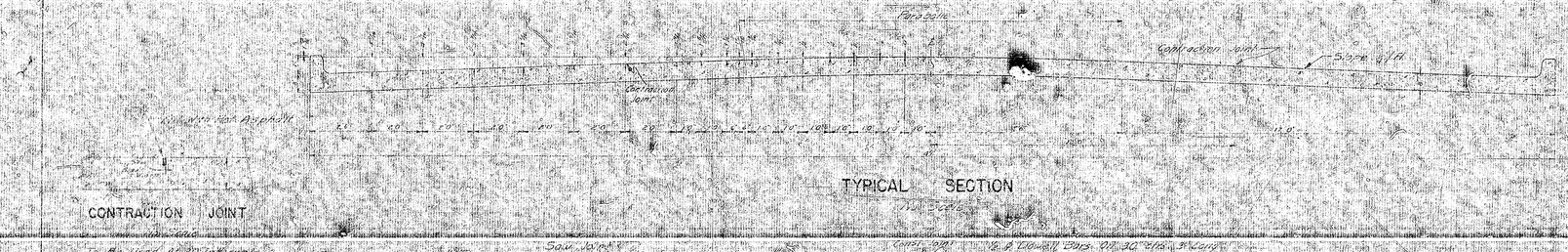
DRAINAGE
GOLD ST. & McLEAN BLVD.
PROJ. C13-23A

10 14 5 15

GOLD STREET & MC LEAN BLV'D.

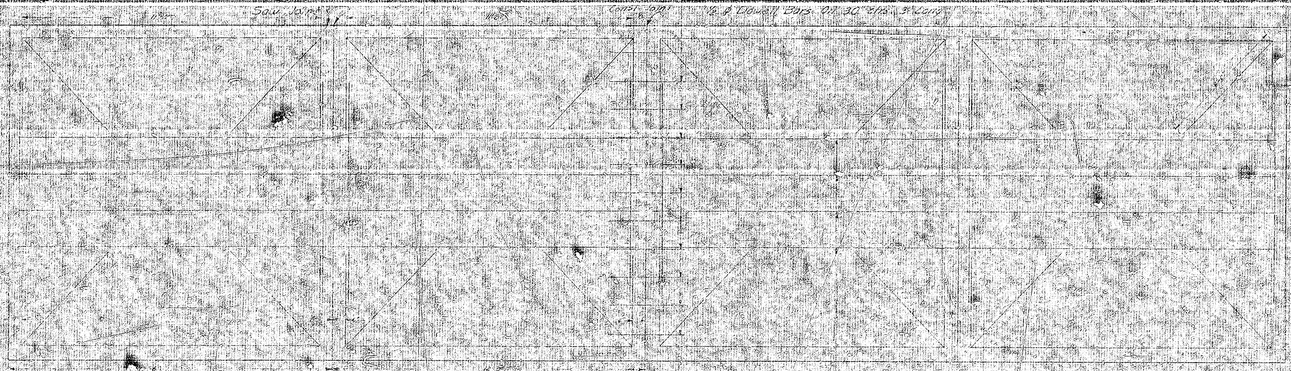
CITY OF WICHITA KANSAS

PROJECT NO. C 13-23 A & B



TYPICAL SECTION

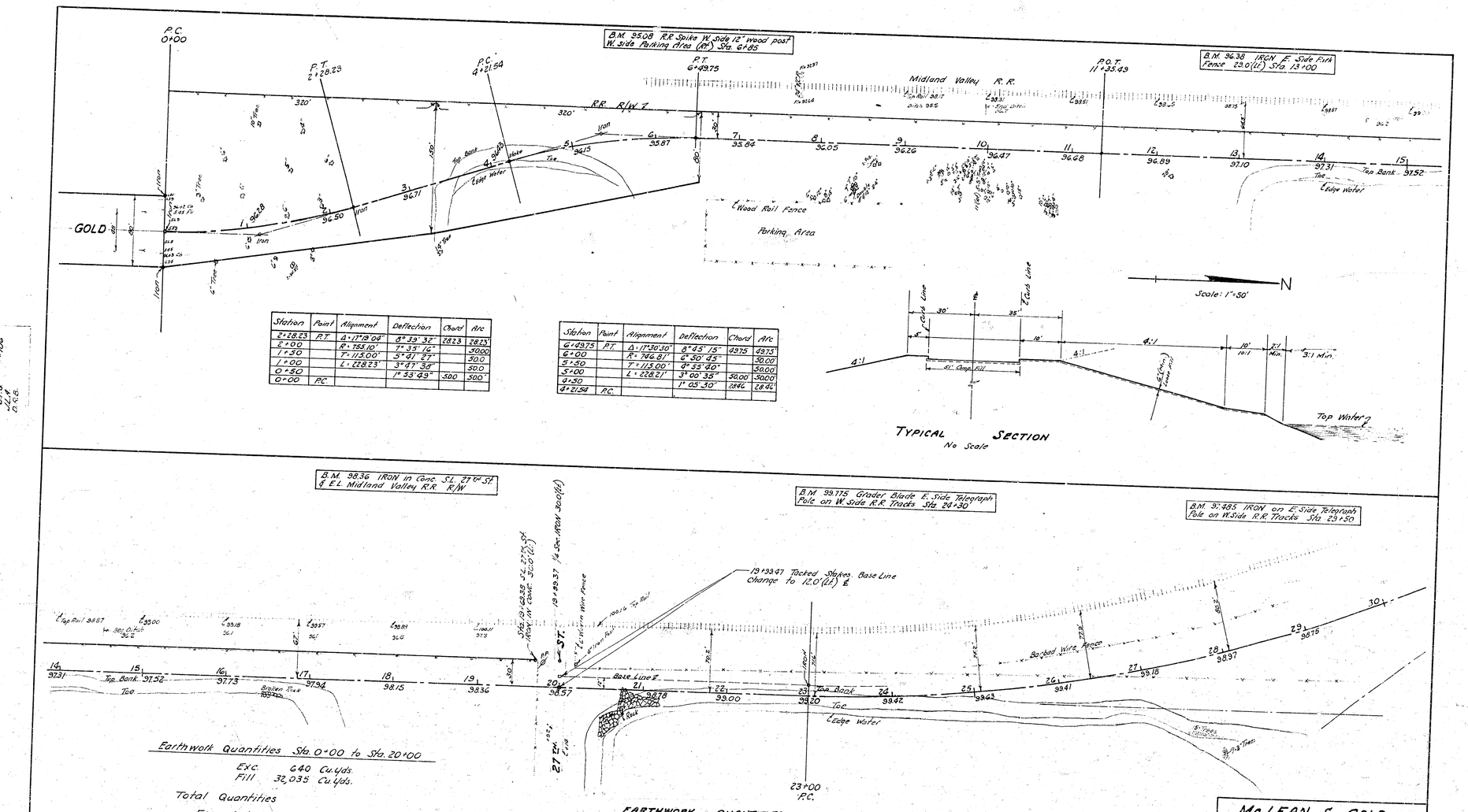
CONTRACTION JOINT



STEEL PATTERN

EXPANSION JOINT

1/22



Station	Point	Alignment	Deflection	Chord	Arc
2+28.23	P.T.	Δ=17°18'06"	8°39'32"	28.23	28.23
2+00		R=158.10'	7°35'12"		30.00
1+50		T=115.00'	5°41'27"		30.0
1+00		L=228.23'	3°47'38"		50.0
0+50			1°53'49"	50.0	50.0
0+00	P.C.				

Station	Point	Alignment	Deflection	Chord	Arc
6+49.75	P.T.	Δ=17°30'30"	8°45'15"	49.73	49.73
6+00		R=346.81'	4°22'43"		50.00
5+50		T=113.00'	4°22'43"		50.00
5+00		L=226.21'	3°00'35"	50.00	50.00
4+50			1°05'30"	28.46	28.46
4+21.54	P.C.				

Earthwork Quantities Sta. 0+00 to Sta. 20+00

Exc. 640 Cu. Yds.
Fill 32,035 Cu. Yds.

Total Quantities

Exc. 4747 Cu. Yds.
Fill 73,926 Cu. Yds.

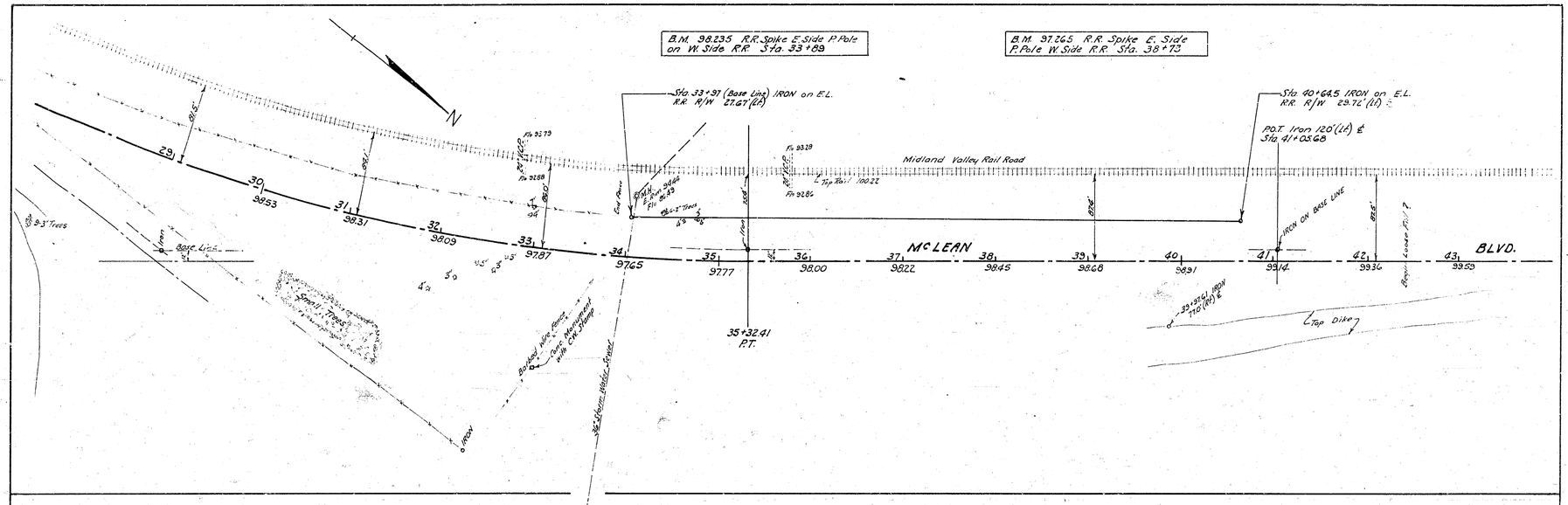
EARTHWORK QUANTITIES	EXCAVATION	COMP FILL	HYDRAULIC FILL
	6819 Cu. Yds.	4469 Cu. Yds.	61,507 Cu. Yds.
+10%	682 " "	447 " "	6151 " "
Totals	7501 Cu. Yds.	4916 Cu. Yds.	67,658 Cu. Yds.

JOHN L. ALLEN LICENSED PROFESSIONAL ENGINEER 821 KANSAS

B.E. SMITH LICENSED PROFESSIONAL ENGINEER 436 KANSAS

2/22

McLEAN & GOLD
FROM S.L. 30th St. South to S.L. PAWNEE
Grading, Drainage & Right-of-Way
B.E. SMITH CITY ENGINEER
CITY OF WICHITA KANSAS
Date 6-28-64
Project No. C13-23A



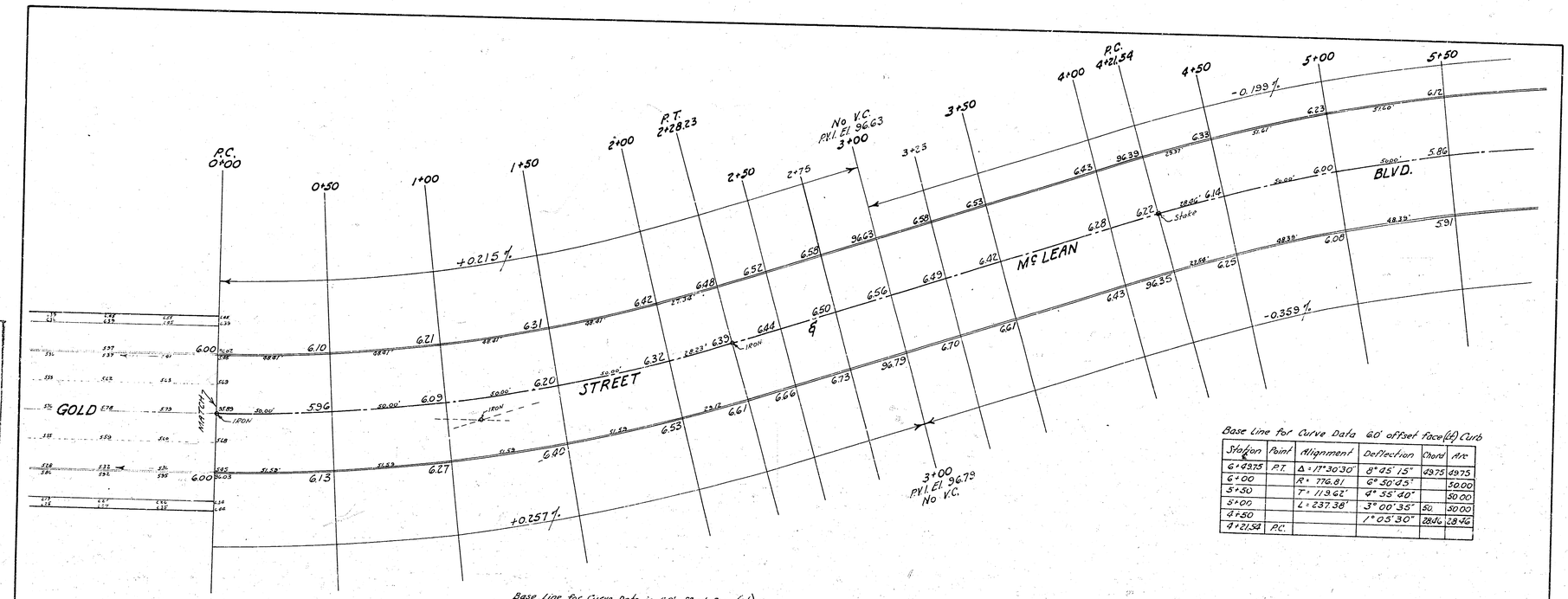
Station	Point	Alignment	Deflection	Chord	Arc
35+32.41	P.T.	Δ = 36° 20'	18° 10' 00"	32.41	32.41
35+00		R = 1843.45'	17° 41' 21"	50.00	50.00
+50		T = 637.72'	16° 57' 08"	"	"
34+00		L = 1232.41'	16° 12' 55"	"	"
+50			15° 28' 41"	"	"
33+00			14° 44' 28"	"	"
+50			14° 00' 14"	"	"
32+00			13° 16' 01"	"	"
+50			12° 31' 47"	"	"
31+00			11° 47' 34"	"	"
+50			11° 03' 20"	"	"
30+00			10° 19' 07"	"	"
+50			9° 34' 53"	"	"
29+00			8° 50' 40"	"	"
+50			8° 06' 26"	"	"
28+00			7° 22' 13"	"	"
+50			6° 38' 00"	"	"
27+00			5° 53' 46"	"	"
+50			5° 09' 33"	"	"
26+00			4° 25' 20"	"	"
+50			3° 41' 07"	"	"
25+00			2° 56' 54"	"	"
+50			2° 12' 40"	"	"
24+00			1° 28' 27"	"	"
+50			0° 44' 13"	50.00	50.00
23+00	P.C.				

NOTES:

1. Hydraulic Fill in parkings is to be topped with 6" (min) of loose fill. This material will be obtained from cut sections and will be paid as lin. ft. of parking grading.
2. Cu Yds of Hydraulic Fill includes either pumped fill or dumped & jetted material.
3. Compacted Fill is to be suitable material compacted 12" thick (min) for pavement sub-grade.
4. Material hauled to site from borrow areas for compacted fill is to be paid as Cu Yds. of borrow material.

C13-23A

3/22



Base Line for Curve Data is 60' offset Face (Lt.) Curb.

Station	Point	Alignment	Deflection	Chord	Arc
2+28.23	P.T.	Δ = 17°19'04"	8°39'32"	2823'	2823'
2+00		R = 725.10'	7°35'16"		
1+50		T = 110.42'	5°41'27"		
1+00		L = 219.16	3°47'38"		
0+50			1°53'49"	50.00	50.00
0+00	P.C.				

Base Line for Curve Data 60' offset face (Lt.) Curb

Station	Point	Alignment	Deflection	Chord	Arc
6+49.75	P.T.	Δ = 17°30'30"	8°45'15"	49.75	49.75
6+00		R = 776.81'	6°30'03"		50.00
5+50		T = 119.62'	4°55'40"		50.00
5+00		L = 237.38'	3°00'35"	50	50.00
4+50			1°05'30"	28.46	28.46
4+21.54	P.C.				

GOLD ST. & McLEAN BLVD.
From S.L. 30TH STREET So.
to S.L. PAWNEE
48'-8" Conc. & Int. Curb
B.E. SMITH CITY ENGINEER
CITY OF WICHITA, KANSAS
Date: 4/22
Proj. No. C13-23 B

B.M. 95.08 R.R. Spike W. Side 12" Wood Post W. Rail Parking Area (RP) Sta. 6+85

N

Scale: 1" = 20'

P.O.T. Iron on ℄ Sta. 11+35.49

No V.C.
P.V.I. El. 95.92
P.T.
6+43.75

5+50 6+00 7+00 7+50 8+00 8+50 9+00 9+50 10+00 10+50 11+00 11+50

-0.199%

+0.200%

Fo 92.97

20' Alley

Fo 92.69

Midland Valley Rail Road

6.12 6.02 95.92 6.02 6.12 6.22 6.32 6.42 6.52 6.62 6.72 6.82 6.92

5.86 5.72 5.59 5.69 5.80 5.90 6.01 6.11 6.22 6.32 6.43 6.53 6.64

5.91 5.73 95.56 5.67 5.78 5.89 6.00 6.11 6.22 6.33 6.44 6.55 6.66

GOLD ST. ℄ McLEAN BLVD.

IRON

-0.359%

+0.220%

℄ Wood Rail Fence

6+43.75
P.V.I. El. 95.56
No V.C.

Parking Area

5/22

C13-23 B

B.M. 96.38 IRON. E. Side Park Board Fence 2.9 (Lt) of ℄ Sta. 13+00

N

11+50	12+00	12+50	13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00	17+50
						+0.200%						
6.92	7.02	7.12	7.22	7.32	7.42	7.52	7.62	7.72	7.82	7.92	8.02	8.12
6.64	6.74	6.85	GOLD	6.95	ST.	7.06	&	7.16	7.27	McLEAN	7.37	7.48	BLVD.	7.59	7.69	7.79	7.90
6.66	6.77	6.88		6.99		7.10		7.21	7.32		7.43	7.54		7.65	7.76	7.87	7.98
							+0.220%										

6/22 C13-23 B

Sta. 19+69.38 IRON IN CONC. S.Line 27 St. E.Line R.R. R/W 300' (Lt.)

B.M. 98.36 IRON IN CONC. S.L. 27TH Street & E.Line R.R. R/W 30.0' (Lt.)

B.M. 99.775 Grader Blade E. Side Telegraph Pole on W. Side R.R. Tracks Sta. 24+30

N

17+50 18+00 18+50 19+00 19+50 19+98.37 20+50 21+00 21+50 22+00 22+50 P.C. 23+00 23+50

+0.200%

Top Rail 100.11

Top Rail 100.12

IRON 30.0'(E) 1/4 Sec. Line

STREET

Tacked Stakes Sta. 19+93.47

Survey Base Line

8.12 8.22 8.32 8.42 8.52 8.62 8.72 8.82 8.92 9.02 9.12 9.22 9.32

7.90 8.00 8.11 8.21 Mc LEAN 8.32 8.42 8.53 8.63 8.74 BLVD. 8.84 8.95 9.05 9.16

7.91 8.09 8.20 8.31 8.42 8.53 8.64 8.75 8.86 8.97 9.08 9.19 9.30

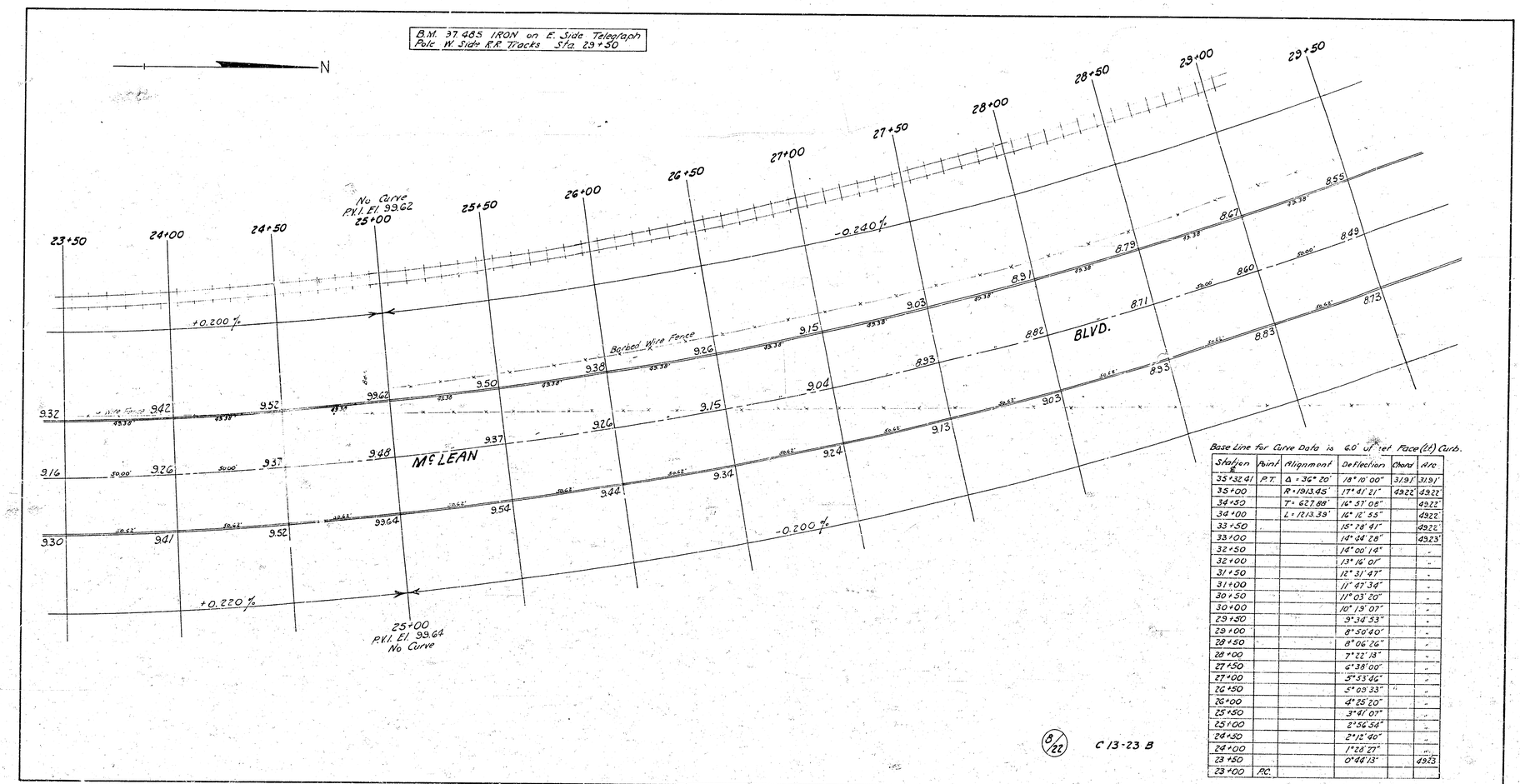
27 FT. (Tacked)

+0.220%

IRON

7/22 C13-23 B

B.M. 37.485 IRON on E. Side Telegraph Pole W. Side R.R. Tracks Sta. 29+50



Base Line for Curve Data is 60' set Face (Lt) Curb.

Station	Point	Alignment	Deflection	Chord	Arc
35+32.41	P.T.	Δ = 36° 20'	18° 10' 00"	3191'	3191'
35+00		R = 1913.45'	17° 41' 21"	4922'	4922'
34+50		T = 627.88'	16° 57' 08"		4922'
34+00		L = 1213.39'	16° 12' 55"		4922'
33+50			15° 28' 41"		4922'
33+00			14° 44' 28"		4923'
32+50			14° 00' 14"		"
32+00			13° 16' 01"		"
31+50			12° 31' 47"		"
31+00			11° 47' 34"		"
30+50			11° 03' 20"		"
30+00			10° 19' 07"		"
29+50			9° 34' 53"		"
29+00			8° 50' 40"		"
28+50			8° 06' 26"		"
28+00			7° 22' 13"		"
27+50			6° 38' 00"		"
27+00			5° 53' 46"		"
26+50			5° 09' 33"		"
26+00			4° 25' 20"		"
25+50			3° 41' 07"		"
25+00			2° 56' 54"		"
24+50			2° 12' 40"		"
24+00			1° 28' 27"		"
23+50			0° 44' 13"		4923'
23+00	P.C.				

(8/22) C 13-23 B

B.M. 98.235 R.R. Spike E. Side P. Pole on W. Side R.R. R/W Sta. 33+81

29+50 30+00 30+50 31+00 31+50 32+00 32+50 33+00 33+50 34+00 34+50 35+00 P.T. 35+32.41

McLEAN BLVD.

-0.240%

+0.238%

-0.200%

+0.211.5%

No Curve
P.V.I. El. 97.43
34+25

34-25
P.V.I. El. 97.76
No Curve

R R R/W

Bolted 3/4" Iron Pipe

Conc Monument

9/22 C 13-23 B

B.M. 97.265 R.R. Spike E. Side
P. Pole on W. Side R.R. Sta 38+65

N

P.T. 35+32.41

35+00 | 35+50 | 36+00 | 36+50 | 37+00 | 37+50 | 38+00 | 38+50 | 39+00 | 39+50 | 40+00 | 40+50 | 41+00

Top Rail 100.22

+0.238 %

R.R. R/W

Sta 40+44.5 (Base Line) IRON on E.L. Rail Road R/W 23.72 (Lt.)

P.O.T. +05.68

Top Rail 100.40

7.61	7.68	7.72	7.84	7.96	8.08	38.20	8.32	8.44	8.56	8.68	8.80	8.91	9.03	
7.61	7.68	7.72	7.83	7.95	8.06	8.17	8.29	8.40	8.51	8.62	8.74	8.84	8.96	
7.92	7.99	8.03	8.13	8.24	8.34	8.45	8.56	8.66	8.77	8.87	8.98	9.08	9.19	

IRON

IRON on Base Line

McLEAN BLVD.

+0.2115 %

10/22 C 13-23 B

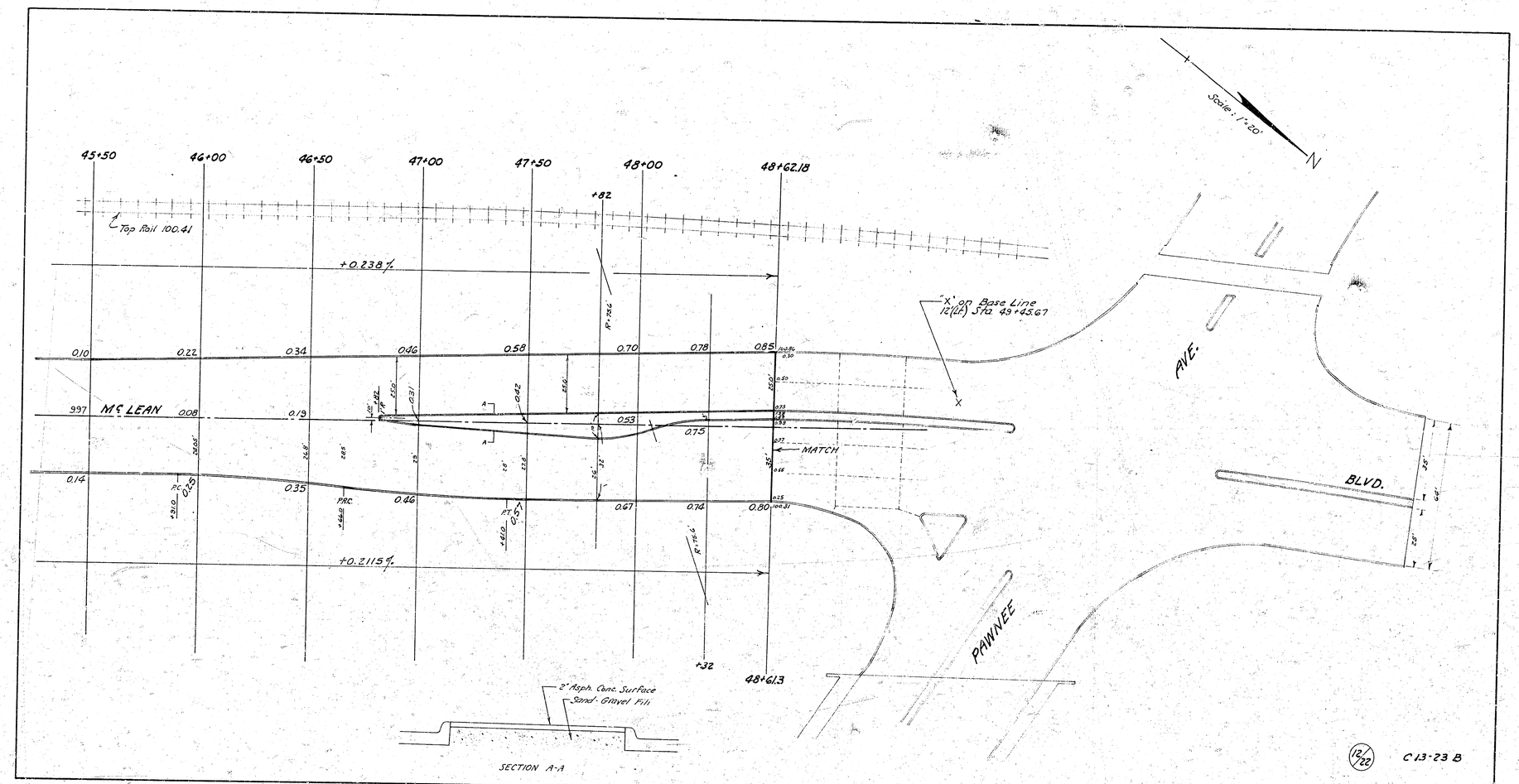
B.M. 97.92 R.R. Spike E. Side P. Pole W. Side R.R. Sta. 44+41

B.M. 103.28 "a" Cut on N.W. Corner Wing Wall on S.W. Corner River Bridge McLean & Pawnee

N

41+00	41+50	42+00	42+50	43+00	43+50	44+00	44+50	45+00	45+50	46+00	46+50	47+00
						Top Rail 100.32						
						+0.238%						
9.03	9.15	9.27	9.39	9.51	9.63	9.75	9.87	9.99	10.10	0.22	0.34	0.46
8.96	9.07	9.18	9.30	9.41	9.52	9.63	9.75	9.86	9.97	0.08	0.19	0.31
				McLEAN						BLVD.		
9.19	9.30	9.40	9.51	9.61	9.72	9.82	9.93	10.04	0.14	0.25	0.35	0.46
							+0.211%					

(11/22) C 13-23 B


45+50
46+00
46+50
47+00
47+50
48+00
48+62.18
+82
Top Rail 100.41
+0.238%
"X" OR Base Line
12(LF) Sta. 49+45.67
0.10
0.22
0.34
0.46
0.58
0.70
0.78
0.85
100.84
0.30
997
Mc LEAN
0.08
0.19
0.53
0.75
MATCH
0.14
0.35
PRC
0.46
PT.
0.57
0.67
0.74
0.80
100.31
+0.2115%
+32
48+61.3
2" Asph. Conc. Surface
Sand - Gravel Fill
SECTION A-A
Scale: 1"=20'
N
AVE.
BLVD.
PAWNEE
66'
28'
12/22
C 13-23 B