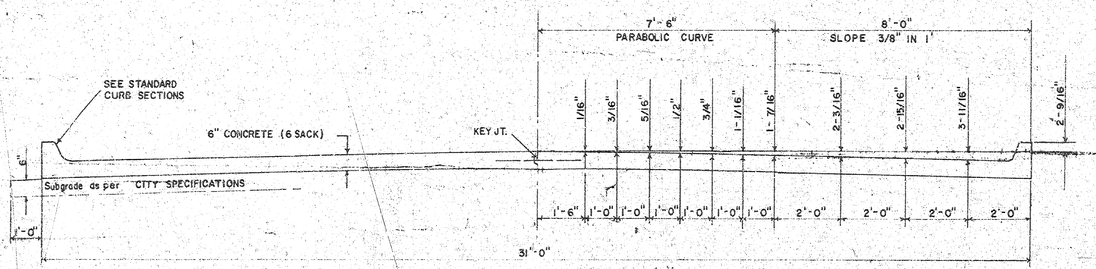
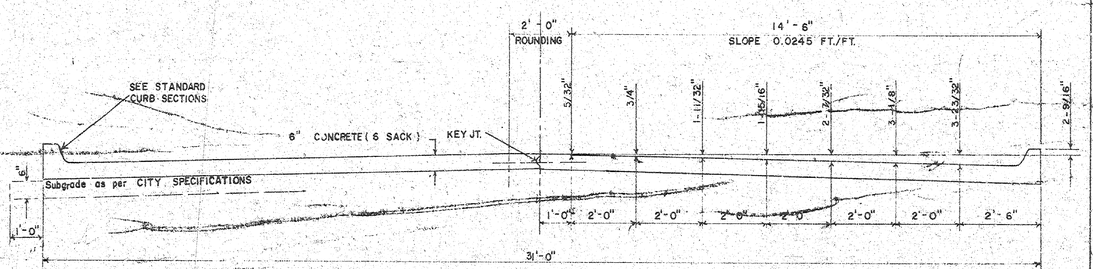
HOMESTEAD AVENUE

TYPICAL SECTIONS OF 30' CONCRETE PAVEMENT

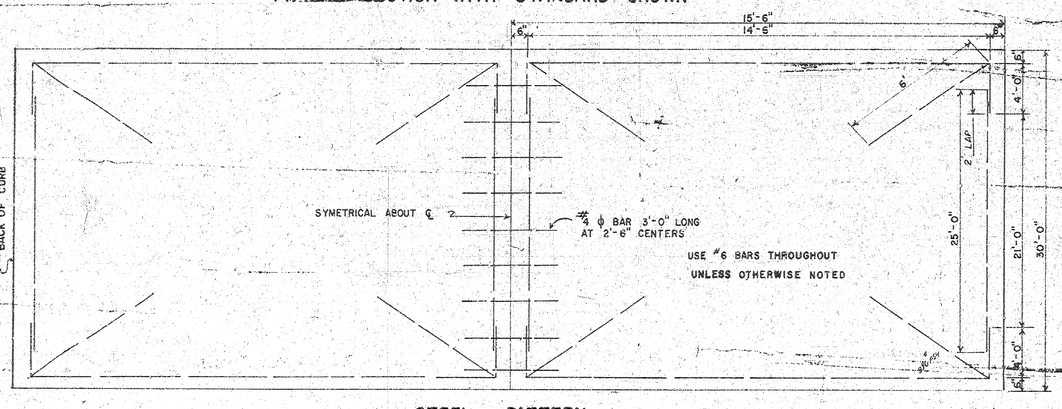
N. L. 17TH STREET to S. L. BEAUMONT



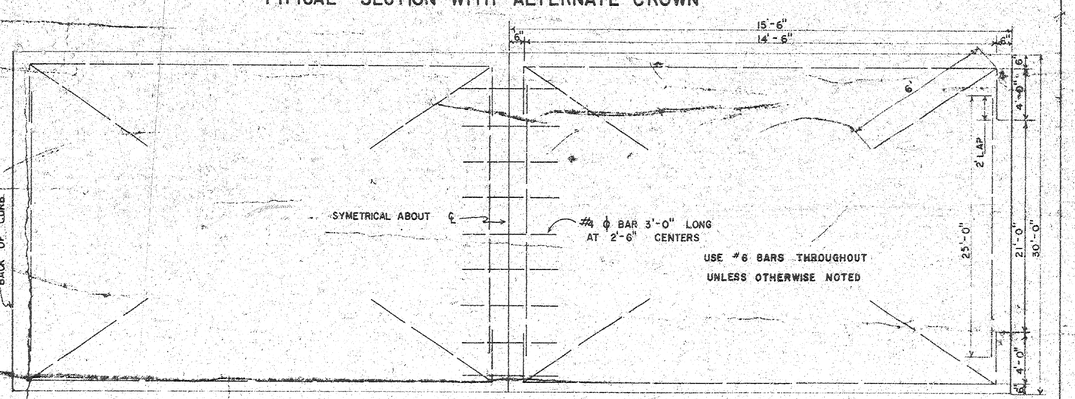
TYPICAL SECTION WITH STANDARD CROWN



TYPICAL SECTION WITH ALTERNATE CROWN

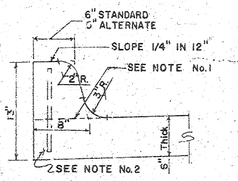


STEEL PATTERN

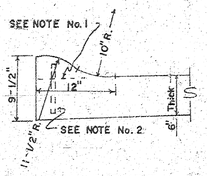


STEEL PATTERN

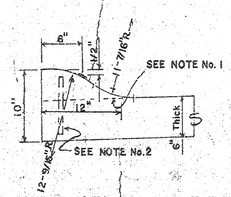
STANDARD SECTIONS OF



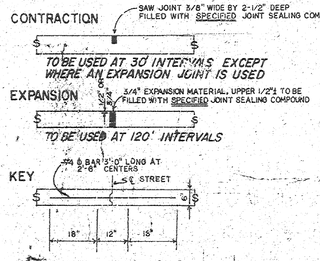
INTEGRAL CURB



ROLL-TYPE



ALTERNATE ROLL-TYPE



JOINT DETAILS

GENERAL NOTES

1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

2. 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.

R. W. LINN LICENSED 3594 PROFESSIONAL ENGINEER

CITY OF WICHITA, KANSAS

Department of Public Works — Engineering Division

R.W. Linn — City Engineer

Date: 1/8 — Project No. DAKS569067

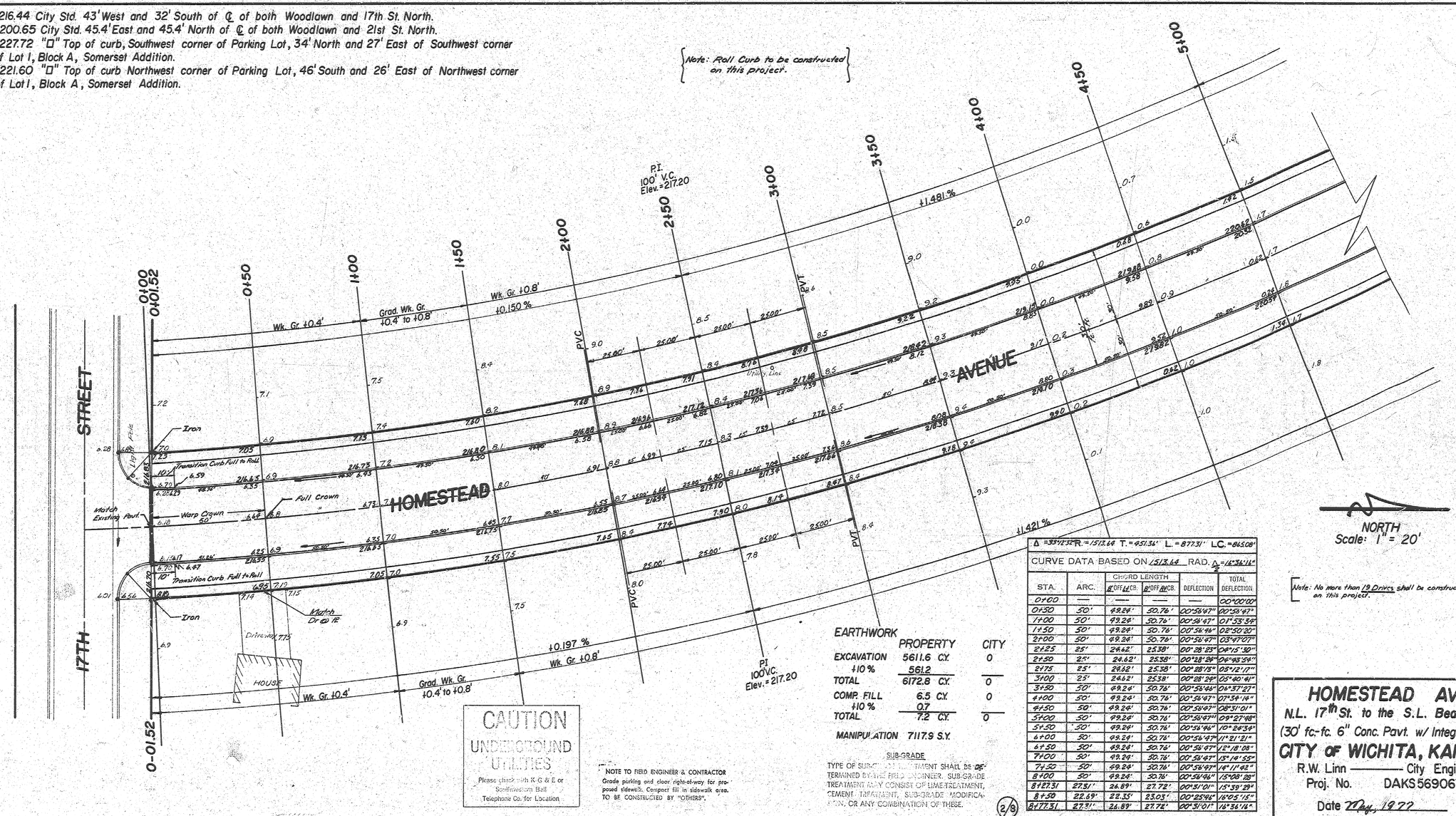
1/5

FILMED FROM THE BEST AVAILABLE COPY.....

Survey Roberts Bk. DC246
Plan Homestead
Est.
Checked

B.M. 216.44 City Std. 43' West and 32' South of ℄ of both Woodlawn and 17th St. North.
B.M. 200.65 City Std. 45.4' East and 45.4' North of ℄ of both Woodlawn and 21st St. North.
B.M. 227.72 "□" Top of curb, Southwest corner of Parking Lot, 34' North and 27' East of Southwest corner of Lot 1, Block A, Somerset Addition.
B.M. 221.60 "□" Top of curb Northwest corner of Parking Lot, 46' South and 26' East of Northwest corner of Lot 1, Block A, Somerset Addition.

{Note: Roll Curb to be constructed on this project.}



CAUTION
UNDERGROUND UTILITIES
Please check with K.G.& E. or Southwestern Bell Telephone Co. for Location

NOTE TO FIELD ENGINEER & CONTRACTOR
Grade parking and door right-of-way for proposed sidewalk. Compact fill in sidewalk area. TO BE CONSTRUCTED BY "OTHERS".

EARTHWORK

	PROPERTY	CITY
EXCAVATION	5611.6 C.Y.	0
+10 %	561.2	
TOTAL	6172.8 C.Y.	0
COMP. FILL	6.5 C.Y.	0
+10 %	0.7	
TOTAL	7.2 C.Y.	0

MANIPULATION 7117.9 S.Y.

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

2/8

Δ = 33°12'32" R. = 1513.64 T. = 451.36' L. = 877.31' LC. = 865.08'

CURVE DATA BASED ON 1513.64 RAD. Δ/2 = 16°36'16"

STA.	ARC.	CHORD LENGTH ℄ OFF ℄ CUR.	CHORD LENGTH ℄ OFF R/W CUR.	DEFLECTION	TOTAL DEFLECTION
0+00	—	—	—	—	00°00'00"
0+50	50'	49.24'	50.76'	00°58'47"	00°58'47"
1+00	50'	49.24'	50.76'	00°58'47"	01°57'34"
1+50	50'	49.24'	50.76'	00°58'46"	02°56'20"
2+00	50'	49.24'	50.76'	00°58'47"	03°55'07"
2+25	25'	24.62'	25.38'	00°28'23"	04°23'30"
2+50	25'	24.62'	25.38'	00°28'24"	04°51'54"
2+75	25'	24.62'	25.38'	00°28'23"	05°20'17"
3+00	25'	24.62'	25.38'	00°28'24"	05°48'41"
3+50	50'	49.24'	50.76'	00°58'46"	06°47'27"
4+00	50'	49.24'	50.76'	00°58'47"	07°46'14"
4+50	50'	49.24'	50.76'	00°58'47"	08°45'01"
5+00	50'	49.24'	50.76'	00°58'47"	09°43'48"
5+50	50'	49.24'	50.76'	00°58'46"	10°42'34"
6+00	50'	49.24'	50.76'	00°58'47"	11°41'21"
6+50	50'	49.24'	50.76'	00°58'47"	12°40'08"
7+00	50'	49.24'	50.76'	00°58'47"	13°38'55"
7+50	50'	49.24'	50.76'	00°58'47"	14°37'42"
8+00	50'	49.24'	50.76'	00°58'46"	15°36'28"
8+27.51	27.51'	26.89'	27.72'	00°51'01"	15°39'29"
8+50	22.69'	22.35'	23.05'	00°25'46"	16°05'15"
8+77.51	27.51'	26.89'	27.72'	00°51'01"	16°36'16"

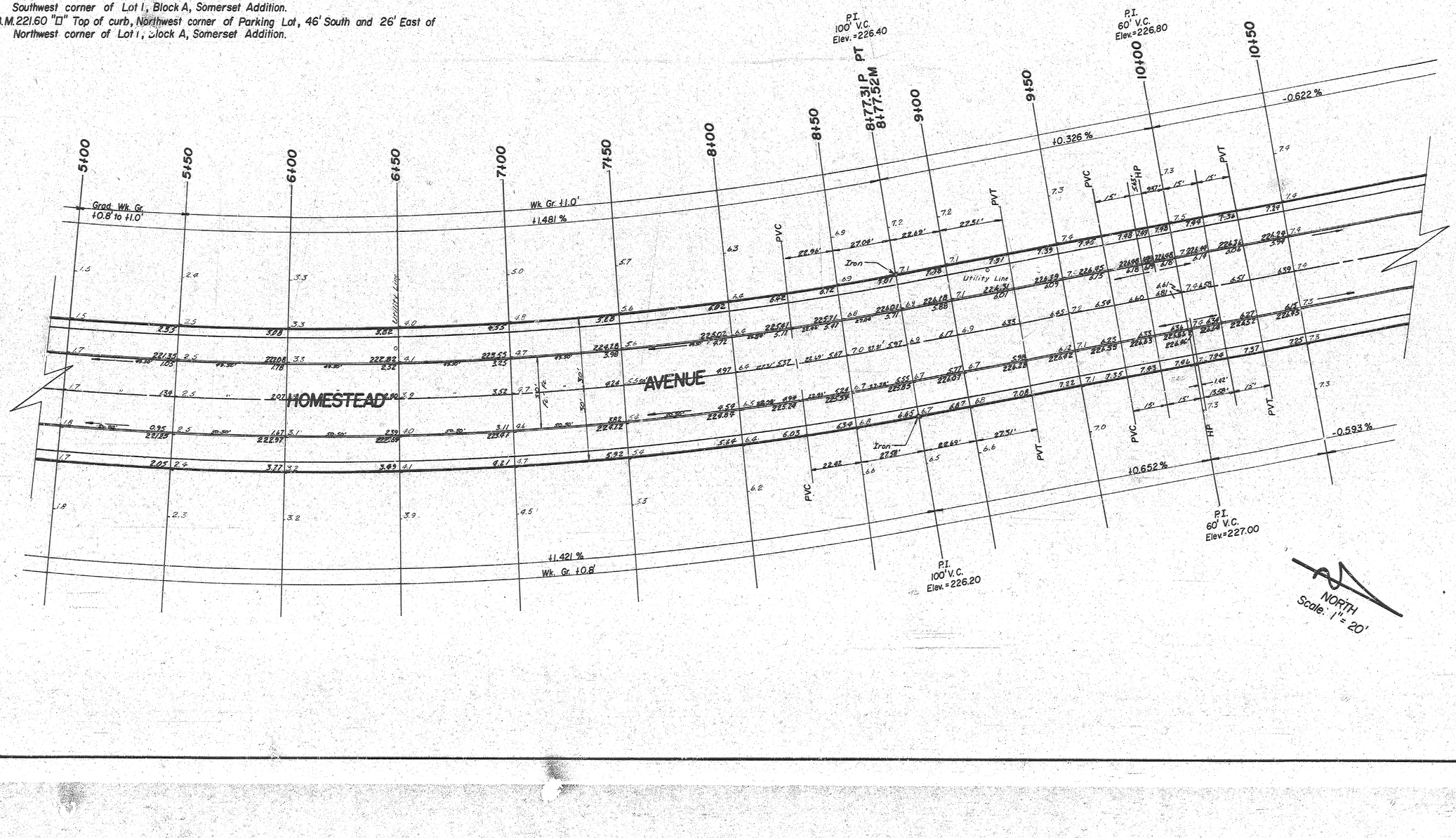
Note: No more than 19 Drives shall be constructed on this project.

HOMESTEAD AVE.
N.L. 17th St. to the S.L. Beaumont
(30' fc-fc. 6" Conc. Pavt. w/ Integral Cb.)
CITY OF WICHITA, KANSAS
R.W. Linn ——— City Engineer
Proj. No. DAKS 569067
Date May, 1977

2/5

B.M. 216.44 City Std. 43' West and 32' South of ℄ of both Woodlawn and 17th St. North.
B.M. 200.65 City Std. 45.4' East and 45.4' North of ℄ of both Woodlawn and 21st St. North.
B.M. 227.72 "□" Top of curb, Southwest corner of Parking Lot, 34' North and 27' East of Southwest corner of Lot 1, Block A, Somerset Addition.
B.M. 221.60 "□" Top of curb, Northwest corner of Parking Lot, 46' South and 26' East of Northwest corner of Lot 1, Block A, Somerset Addition.

Survey Roberts Bk DC 245
Plan Hamlin
Ext
Checked



3/5

B.M. 216.44 City Std. 43' West and 32' South of C of both Woodlawn and 17th St. North.
B.M. 200.65 City Std. 45.4' East and 45.4' North of C of both Woodlawn and 21st St. North.
B.M. 227.72 "□" Top of curb, Southwest corner of Parking Lot, 34' North and 27' East of Southwest corner of Lot 1, Block A, Somerset Addition.
B.M. 221.60 "□" Top of curb, Northwest corner of Parking Lot, 46' South and 26' East of Northwest corner of Lot 1, Block A, Somerset Addition.

SURVEY Roberts
Plan Yeomans
Elev.
Checked

NORTH
Scale: 1" = 20'

10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50

Wk. Gr. +1.0'
-0.622 %

HOMESTEAD AVENUE

Iron

Garage

Garage

Garage

-0.593 %
Wk. Gr. +1.0'

Grad. Wk. Gr. +0.8' to +1.0'

B.M. 216.44 City Std. 43' West and 32' South of ℄ of both Woodlawn and 17th St. North.
B.M. 200.65 City Std. 45.4' East and 45.4' North of ℄ of both Woodlawn and 21st St. North
B.M. 227.72 "□" Top of curb, Southwest corner of Parking Lot, 34' North and 27' East of Southwest corner of Lot 1, Block A, Somerset Addition.
B.M. 221.60 "□" Top of curb, Northwest corner of Parking Lot, 46' South and 26' East of Northwest corner of Lot 1, Block A, Somerset Addition.

Survey Robert's
Plan Hendrix
Exc
Checked

NORTH
Scale: 1" = 20'

15+50 16+00 16+50 P.I. 200' V.C. Elev.=222.60 16+75 17+00 17+50 18+00 18+50 19+00 19+41.24 P 19+41.23 M 20+00

Wk. Gr. +1.0' | Grad. Wk. Gr. +1.0' to +0.4' | Wk. Gr. +0.4'

-0.622 % | -2.450 %

PVC | PVT

HOMESTEAD AVENUE

Garage | Garage | Garage

-0.593 % | -2.603 %

Wk. Gr. +1.0' | Grad. Wk. Gr. +1.0' to +0.5'

P.I. 200' V.C. Elev.=223.00

Sta 19+56.24 20' Rad at ℉

Iron

(Rip-Rap at Pipe Opening Cost to be incidental to project.

Flo 3.40

35°-29"X 18" CMPA (Full Asphalt Coated and Fully Paved)

Flo 3.55

Flo 3.75

Ditch to Pipe; Cost to be incidental to project.

Transition Curb Full to Full

No Crown

Warp Crown

50'-22"X 13" CMPA (Full Asphalt Coated)

Ditch to Pipe; Cost to be incidental to project.

Flo 3.85

Iron

Sta 19+36.24 20' Rad at ℉

BEAUMONT AVE.

High Bank of Ditch

Flow Line of Ditch

High Bank of Ditch

5/5