STREETS IN PRAIRIE PARK SECOND ADDITION

PROJECT NO.

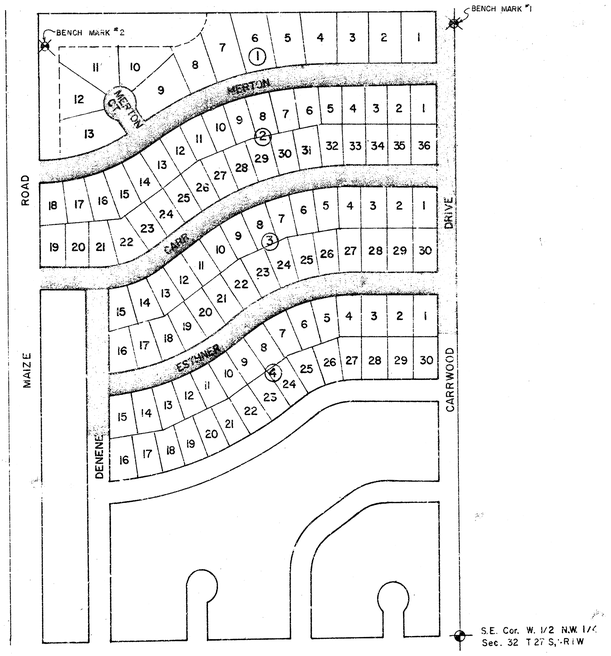
472-76-245-80821-000-000-001

CITY OF WICHITA, KANSAS

R.W. LINN CITY ENGINEER

MERTON AVE. FROM E.L. MAIZE RD. TO W.L. CARRWOOD DRIVE
MERTON CT. FROM N.L. MERTON AVE. TO & INCL. CUL-DE-SAC
CARR AVE. FROM E.L. MAIZE RD. TO W.L. CARRWOOD DRIVE
ESTHNER AVE. FROM E.L DENENE AVE. TO W.L. CARRWOOD DRIVE
DENENE AVE. FROM S.L. OF LOT 15, BLOCK 4 PRAIRIE PARK 2ND ADDN. & S.L. LOT 6, BLOCK 8 PRAIRIE PARK 2ND ADDN. TO S.L. OF CARR AVE.
CARRWOOD DRIVE FROM S.L. OF LOT 1, BLOCK 4 PRAIRIE PARK 2ND ADDN. TO N.L. OF BLOCK 1, PRAIRIE PARK 2ND ADDN

SCALE : 1" = 200'



INDEX TO DRAWINGS

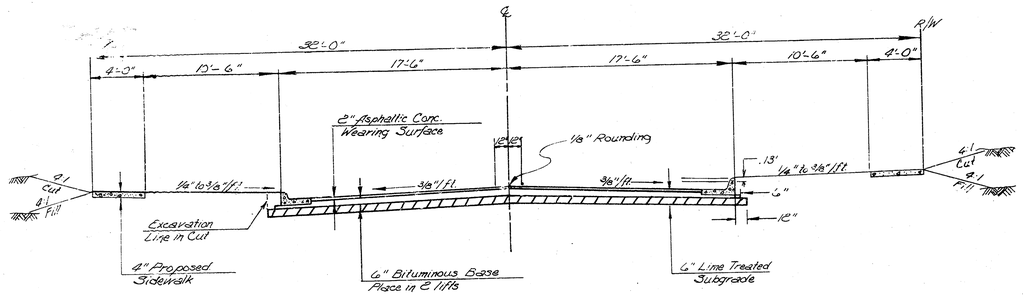
1	TITLE SHEET
2	PAVING DETAILS
3-5	MERTON AVE.
5	MERTON COURT
6-8	CARR AVE.
9-11	ESTHNER AVE.
12	DENENE AVE.
13-14	CARRWOOD DRIVE
15-24	CROSS SECTIONS

Kenneth F. Bingham

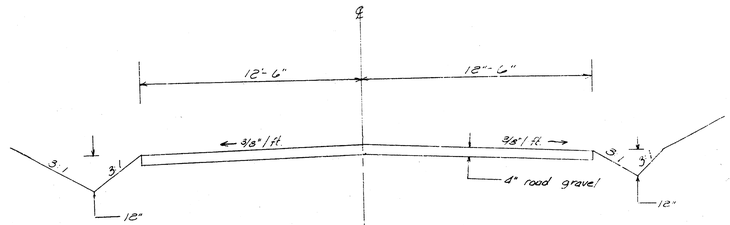
VAN DOREN - HAZARD - STALLINGS
ARCHITECTS - ENGINEERS - PLANNERS
WICHITA, KANSAS

SHEET 1 OF 17

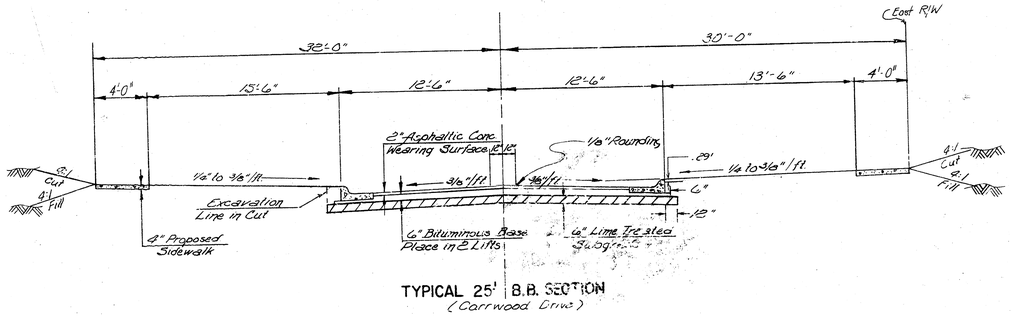
22x36



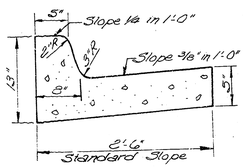
TYPICAL 35' B.B. SECTION



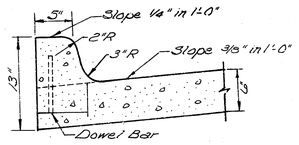
TYPICAL GRAVEL ROADWAY SECTION



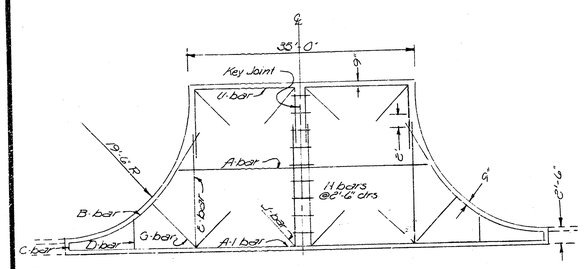
TYPICAL 25' B.B. SECTION
(Carrwood Drive)



COMBINED CURB & GUTTER

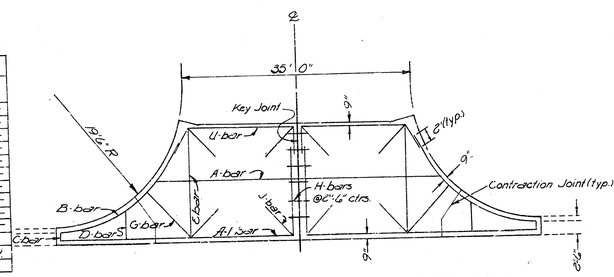


STANDARD INTEGRAL CURB



TYPICAL REINFORCING FOR 6" CONCRETE SLAB INTERSECTION WITH 2" ASPHALTIC CONCRETE BASE (22'-6" WIDTH)

BILL OF MATERIAL						
		22'-6" WIDTH		16'-6" WIDTH		
MARK	SIZE	NO.	LENGTH	NO.	LENGTH	SHAPE
A	6	2	20'-0"	2	22'-0"	
A-1	6	2	34'-0"	2	34'-0"	
B	6	2	22'-0"	2	23'-0"	
C	6	2	2'-0"	2	2'-0"	
D	6	2	6'-0"	N/A	N/A	
E	6	4	15'-0"	2	14'-0"	
G	6	2	10'-0"	10	9'-0"	
H	4	9	3'-0"	7	3'-0"	
J	6	8	9'-0"	N/A	N/A	
U	6	2	32'-0"	2	30'-0"	
#6 Total			406	Lin.ft	340	Lin. Ft.
#4 Total			27	Lin.ft	21	Lin. Ft.



TYPICAL REINFORCING FOR 6" CONCRETE SLAB INTERSECTION WITH 2" ASPHALTIC CONCRETE BASE (16'-6' WIDTH)

GENERAL NOTES

1. A Tack Coat of Emulsified Asphalt (SS-1H) shall be applied at an approximate rate .005 gallons per square yard between lifts of asphaltic materials when ordered by the Engineer. Tack Coat will not be paid for directly and shall be considered subsidiary to price bid 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 foot with joints in preceding lifts and such that a joint will be constructed on the pavement centerline in the top lift.

2. The AC Pavement between combined curb and gutter shall be paid as square yards 6" AC Pavement (6" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as square yards 3" Bituminous Base.

3. Sidewalks indicated on the typical section are for location on that section. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.

4. 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'.

5. Integral Curb shall be tied to the pavement 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.

6. Sidewalk grade = Top curb grade +0.35'

Note: Field Engineer shall replace all irons removed during construction.

• = Iron

Deflection angle in min / ft = 4.7821					
Curve Data Based on 359.44' @ R.P. Δ=35°00'00" Tan=113.33'					
Sta	Arc	Chord Length 8' off left curb	Chord Length 8' off right curb	Deflection	Total Deflection
1+31.67					
1+50.00	18.33	18.05	19.61	1°27'39"	1°27'39"
1+75.00	25.00	23.84	24.78	1°59'33"	3°27'12"
2+00.00	25.00	23.84	24.78	1°59'33"	5°26'45"
2+25.00	25.00	23.84	24.78	1°59'33"	7°26'18"
2+50.00	25.00	23.84	24.78	1°59'33"	9°25'51"
2+75.00	25.00	23.84	24.78	1°59'33"	11°25'24"
3+00.00	25.00	23.84	24.78	1°59'33"	13°24'57"
3+25.00	25.00	23.84	24.78	1°59'33"	15°24'30"
3+45.00	20.28	19.84	22.13	1°38'54"	17°03'24"
3+50.00	4.32	4.02	4.42	0°20'40"	17°24'04"
3+51.84	1.84	1.13	1.33	0°05'56"	17°30'00"

Scale: 1"=20' Horz.
1"=5' Vert.

Exist. channel to be shaped by others

Future Conditions

Drainage Dedication

MAIZE

MERTON

MERTON CT.

Block 1

Lot 13

Lot 14

Lot 15

Lot 16

Lot 17

Lot 18

Block 2

R/W

Construct 4" Gravel Hook-up

Existing Gravel Roadway

Sta. 0+00 Merton Ave
Start Construction

90° 39' 03"

Sta. 0+31.00
32.5 Lt. to 32.5 Rt.
Install 45 L.F.
18" RCP

Sta. 2+37.91 P.I. Bk.
Sta. 2+45.00 P.I. Ahead

8" Valley Gutter, 6" Conc. w/3" Asphaltic Conc. Base

Sta. 3+53.84 Merton Ave.
Sta. 0+00 Merton Ct.

Bench Marks:
#1, R.R. Spk on W. face of elm at N.E. Corner of Prairie Park Bnd. Add. (Elevation = 131.39)

#2, Stp. Spk on S.E. face of 1st P.P. S. of hedge on E. R/W. (Elevation = 138.25)

Sta. 0+00 Merton Ave
Start Construction

Sta. 3+53.84 Merton Ave
Sta. 0+00 Merton Court

+00 P.V.I. Elev. = 134.98

Existing Ground

-0.464% - to stops
-0.267% to P.C.
-3.441% to P.T.C.

T.C. Profile Lt. & Rt.

40' V.C.

-0.9% %

18" RCP

TC. Elev. Lt. & Rt.	℄ Elev.																		
	136.34	136.03	136.11	136.00	135.94	135.88	135.76	135.65	135.53	135.46	135.30	135.18	135.07	134.90	134.84	134.71	134.61	134.56	134.53	134.48	134.34	134.00	133.76
	131.76		135.98	P.C.										134.82 P.T.		R.V.C.	P.V.I.						
				135.94										135.34		134.61	134.48						
	0		1	+31.67		2					3							4	+20				

+51.84
= Right TC. Elev only

Sheet 1 of 1

Block 1

Sta. 4+87.61 P.I. Bk.
Sta. 7+04.59 P.I. Ahd

Scale:
1" = 20' Horz
1" = 5' Vert

Lot 9 | Lot 8 | Lot 7 | Lot 6 | Lot 5 | Lot 4

MERTON

W | W | W | W

R/W

℄ R/W

Lot 10 | Lot 11 | Lot 12 | Lot 9 | Lot 8 | Lot 7 | Lot 6

Block 3

R

Deflection angle in min. If: = 1.99726

Curve Data Based on 840.41' @ R 35°00'00" Δ 271.35' Tan

Sta	Arc	Chord Length 8 off left crb	8 off Right crb	Deflection	Total Deflection
4+33.24					
4+50.00	16.76	17.05	16.27	0°33'28"	0°33'28"
4+75.00	25.00	25.73	24.27	0°49'56"	1°23'24"
5+00.00	25.00	25.73	24.27	0°49'56"	2°13'20"
5+25.00	25.00	25.73	24.27	0°49'56"	3°03'16"
5+50.00	25.00	25.73	24.27	0°49'56"	3°53'12"
5+75.00	25.00	25.73	24.27	0°49'56"	4°43'08"
6+00.00	25.00	25.73	24.27	0°49'56"	5°33'04"
6+25.00	25.00	25.73	24.27	0°49'56"	6°23'00"
6+50.00	25.00	25.73	24.27	0°49'56"	7°12'56"
6+75.00	25.00	25.73	24.27	0°49'56"	8°02'51"
7+00.00	25.00	25.73	24.27	0°49'56"	8°52'47"
7+25.00	25.00	25.73	24.27	0°49'56"	9°42'43"
7+50.00	25.00	25.73	24.27	0°49'56"	10°32'39"
7+75.00	25.00	25.73	24.27	0°49'56"	11°22'35"
8+00.00	25.00	25.73	24.27	0°49'56"	12°12'31"
8+25.00	25.00	25.73	24.27	0°49'56"	13°02'27"
8+50.00	25.00	25.73	24.27	0°49'56"	13°52'23"
8+75.00	25.00	25.73	24.27	0°49'56"	14°42'19"
9+00.00	25.00	25.73	24.27	0°49'56"	15°32'14"
9+25.00	25.00	25.73	24.27	0°49'56"	16°22'10"
9+50.00	25.00	25.73	24.27	0°49'56"	17°12'06"
9+58.96	8.96	9.23	8.70	0°17'58"	17°30'00"

+00 P.V.I. Elev. = 130.88

140 | 135 | 130

Existing Ground

-0.96% @
-0.941% Lt. TC.
-0.979% Rt. TC.

TC. Profile Lt & Rt.

40' V.C.

-0.40%
-0.409% Lt. TC.
-0.392% Rt. TC.

P.V.C. | P.V.T. | P.T.

TC Elev. Lt & Rt.

134.40 P.C. | 134.24 | 134.00 | 133.76 | 133.52 | 133.28 | 133.04 | 132.80 | 132.56 | 132.32 | 132.08 | 131.84 | 131.60 | 131.36 | 131.12 | 131.07 | 130.91 | 130.80 | 130.78 | 130.68 | 130.58 | 130.48 | 130.38 | 130.28 | 130.24 | 130.18 | 130.08

+33.24 | 5 | 6 | 7 | +00 | 8 | +20 | 9 | +58.96 | 10

4

Block 1

Lot 4 | Lot 3 | Lot 2 | Lot 1

Scale: 1" = 20' Horiz.
1" = 5' Vert.

℄ R/W

W — W

MERTON AVE.

10 | 11 | 12 | 13

35'±b.b. | 66'

Sta. 13+84.79 Merton Ave.
Sta. 13+49.00 Carwood Dr.

+09.75 Full Crown

CARWOOD

MERTON

6" Valley Gutter, 2" Concrete 1½" Asphalt Concrete Base

+09.69
TC 128.41
20' R
TC 128.97
105.85

+09.69
TC 128.41
Sta. 0+00 Merton Ct.
Sta. 3+83.84 Merton Ave.

+09.69
TC 128.41
20' R
TC 128.97

+09.69
TC 128.41
TC 128.97
+28.07
TC 128.48

+31.80
TC 128.97
20' R
TC 128.48

W

26'±b.b.

35'±b.b.

32'

Lot 5 | Lot 4 | Lot 3 | Lot 2 | Lot 1

Block 2

Scale:
1" = 20' Horiz.
1" = 5' Vert.

Block 1

Lot 13 | Lot 12

+37.24 TC 134.97
20' R
TC 135.09

+37.00
TC 134.97

+37.24
TC 135.09

TC 135.69

MERTON CT.

50' R

35' R TC

TC 135.09

TC 135.69

Lot 11

+37.00
TC 135.09

+28.44
TC 135.09

30' R
+20.94 TC 134.53

TC 135.69

Sta. 1+00.00 Merton Ct.
Center of Cul-De-Sac

Lot 9 | Lot 10

Block 1

Existing Ground

-0.40 %

TC. Profile Lt. & Rt.

℄ Profile

+0.32 %

Existing Ground

Sta. 13+49.79 Merton Ave. ℄ Carwood Dr.
Sta. 18+29.00

Sta. 0+00 Merton Court
Sta. 3+83.84 Merton Ave.

Sta. 1+00.00 Merton Court
Center of Cul-De-Sac

135 | 130 | 125

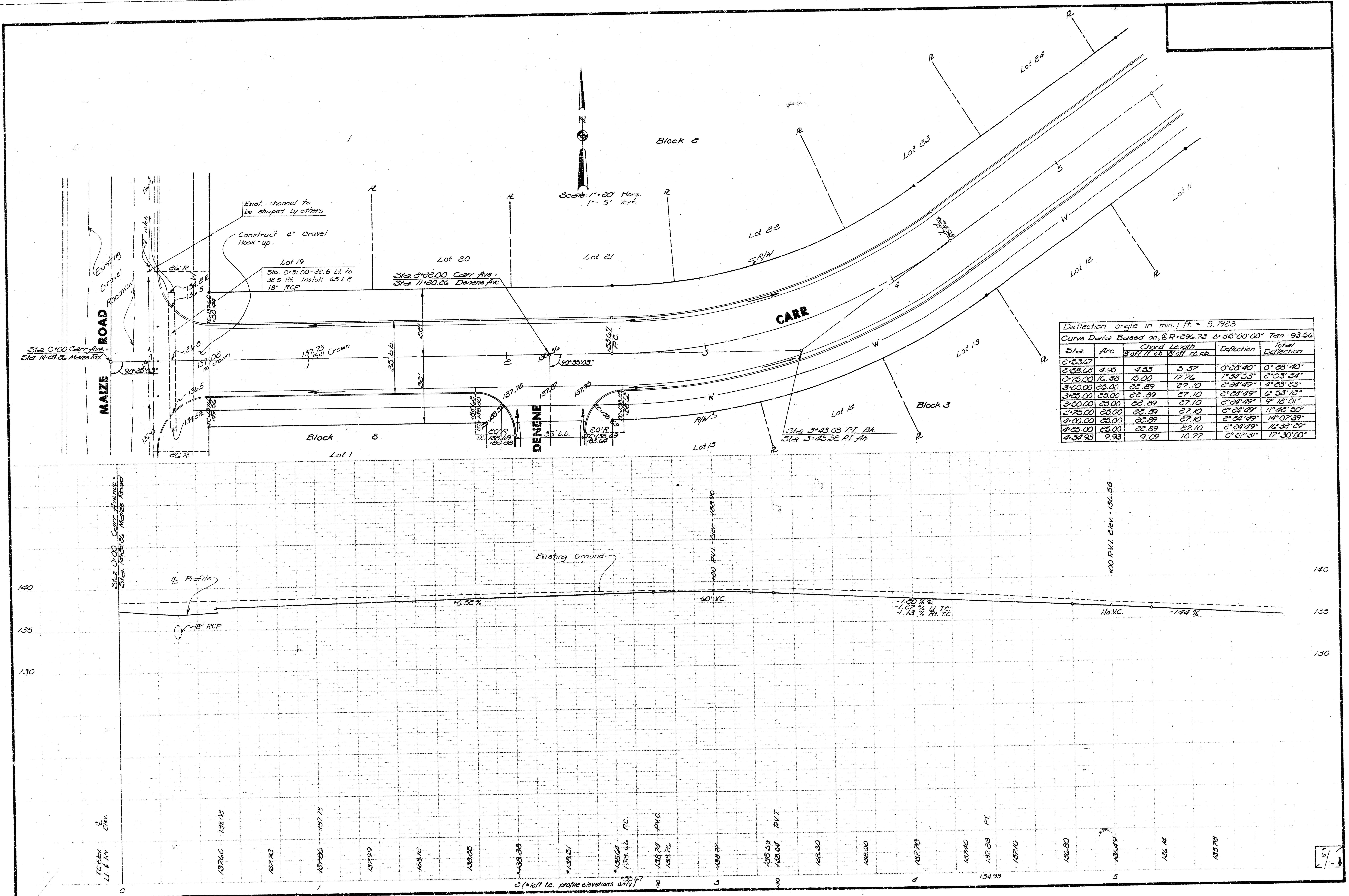
140 | 135 | 130

140 | 135 | 130

TC Elev. 129.67 | 129.17 | 129.67 | 130.08 | 129.68 | 129.28 | 128.88 | 128.48 | 128.08 | 127.91 | 128.29 | 128.89 | 129.38 | 129.88 | 130.38 | 130.88 | 131.38 | 131.88 | 132.38 | 132.88 | 133.38 | 133.88 | 134.38 | 134.88 | 135.38 | 135.88 | 136.38 | 136.88 | 137.38 | 137.88 | 138.38 | 138.88 | 139.38 | 139.88

℄ Elev. 134.67 | 135.16 | 134.60 | 134.89 | 134.97 | 135.00 | 135.44

10 | 11 | 12 | 13 | 0 | 1



Deflection angle in min./ft. = 5.7928					
Curve Data Based on, ℄R=296.73 Δ=35°00'00" Tan.=93.56					
Sta.	Arc	Chord Length 8' off lt. cb.	Chord Length 8' off rt. cb.	Deflection	Total Deflection
2+53.67					
2+58.62	4.95	4.53	5.37	0°28'40"	0°28'40"
2+75.00	16.38	15.00	17.76	1°34'53"	2°03'34"
3+00.00	25.00	22.89	27.10	2°24'49"	4°28'23"
3+25.00	25.00	22.89	27.10	2°24'49"	6°53'12"
3+50.00	25.00	22.89	27.10	2°24'49"	9°18'01"
3+75.00	25.00	22.89	27.10	2°24'49"	11°42'50"
4+00.00	25.00	22.89	27.10	2°24'49"	14°07'39"
4+25.00	25.00	22.89	27.10	2°24'49"	16°32'29"
4+34.93	9.93	9.09	10.77	0°57'31"	17°30'00"

Curve Data: Based on, @ R=835.00' Δ=35°01'0" Tan=240.18 | Deflection angle in min. / ft = 2.0835

Sta	Arc.	Chord Length @ ft left curb	@ ft right curb	Deflection	Total Deflection
5+58.41					
5+75.00	16.59	17.09	16.09	0°34'34"	0°34'34"
6+00.00	25.00	25.75	24.25	0°52'05"	1°26'39"
6+25.00	25.00	25.75	24.25	0°52'05"	2°18'44"
6+50.00	25.00	25.75	24.25	0°52'05"	3°10'50"
6+75.00	25.00	25.75	24.25	0°52'05"	4°02'55"
7+00.00	25.00	25.75	24.25	0°52'05"	4°55'00"
7+25.00	25.00	25.75	24.25	0°52'05"	5°47'05"
7+50.00	25.00	25.75	24.25	0°52'05"	6°39'10"
7+75.00	25.00	25.75	24.25	0°52'05"	7°31'16"
8+00.00	25.00	25.75	24.25	0°52'05"	8°23'21"
8+25.00	25.00	25.75	24.25	0°52'05"	9°15'26"
8+50.00	25.00	25.75	24.25	0°52'05"	10°07'31"
8+75.00	25.00	25.75	24.25	0°52'05"	10°59'37"
9+00.00	25.00	25.75	24.25	0°52'05"	11°51'42"
9+25.00	25.00	25.75	24.25	0°52'05"	12°43'47"
9+50.00	25.00	25.75	24.25	0°52'05"	13°35'52"
9+75.00	25.00	25.75	24.25	0°52'05"	14°27'57"
10+00.00	25.00	25.75	24.25	0°52'05"	15°20'03"
10+25.00	25.00	25.75	24.25	0°52'05"	16°12'08"
10+50.00	25.00	25.75	24.25	0°52'05"	17°04'13"
10+68.37	18.37	18.75	17.82	0°38'17"	17°42'30"

Block 8

Sta. 8+02.83 P.I. Bk.
Sta. 8+18.53 P.I. Ah.

Lot 26 · Lot 27 · Lot 28 · Lot 29 · Lot 30 · Lot 31 · Lot 32 · Lot 33

CARR

35' R.P. · 66' · R/W · L R/W

W · W · W

Block 3

Lot 11 · Lot 10 · Lot 9 · Lot 8 · Lot 7 · Lot 6 · Lot 5 · Lot 4

Scale:
1"=60' Horz.
1"= 5' Vert.

+50 P.V.I. Elev. = 131.46

-1.99 % & slope
-1.983 % L.I. T.C.
-1.317 % Rt. T.C.

Existing Ground

60' V.C.

T.C. Profile L.t. & Rt.

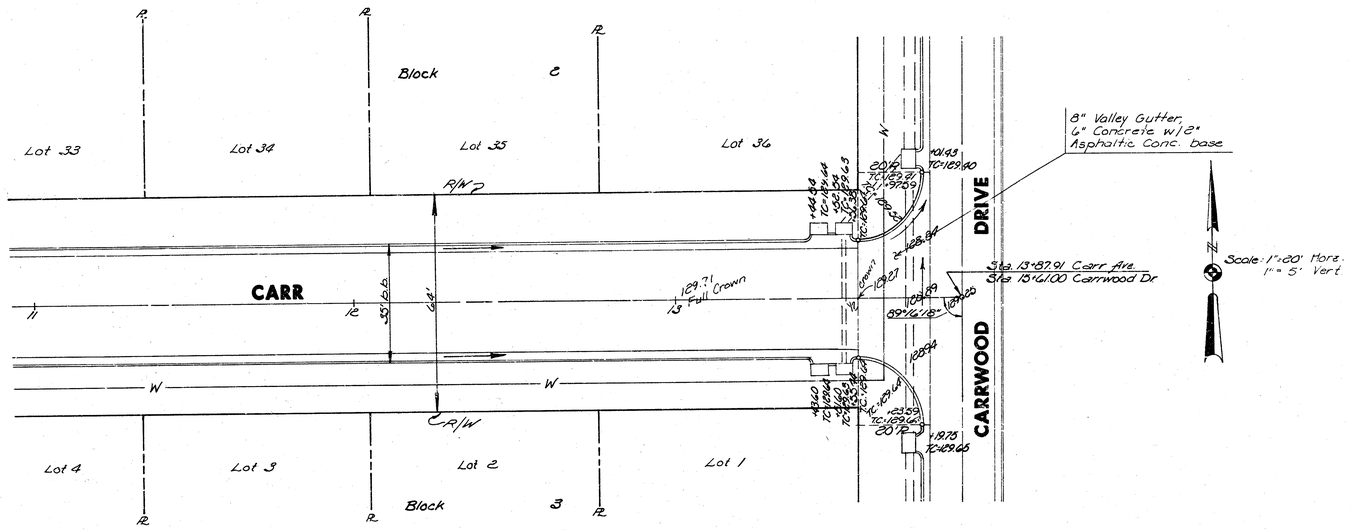
-0.34 % & slope
-0.337 % L.t. T.C.
-0.349 % Rt. T.C.

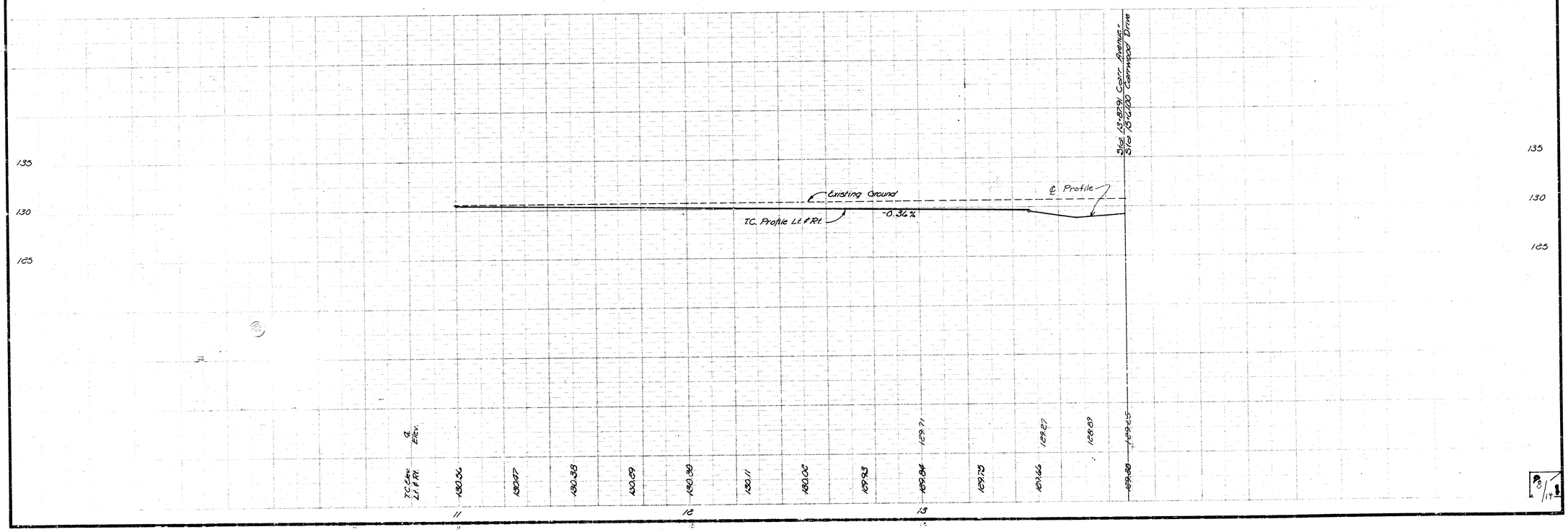
140 · 135 · 130

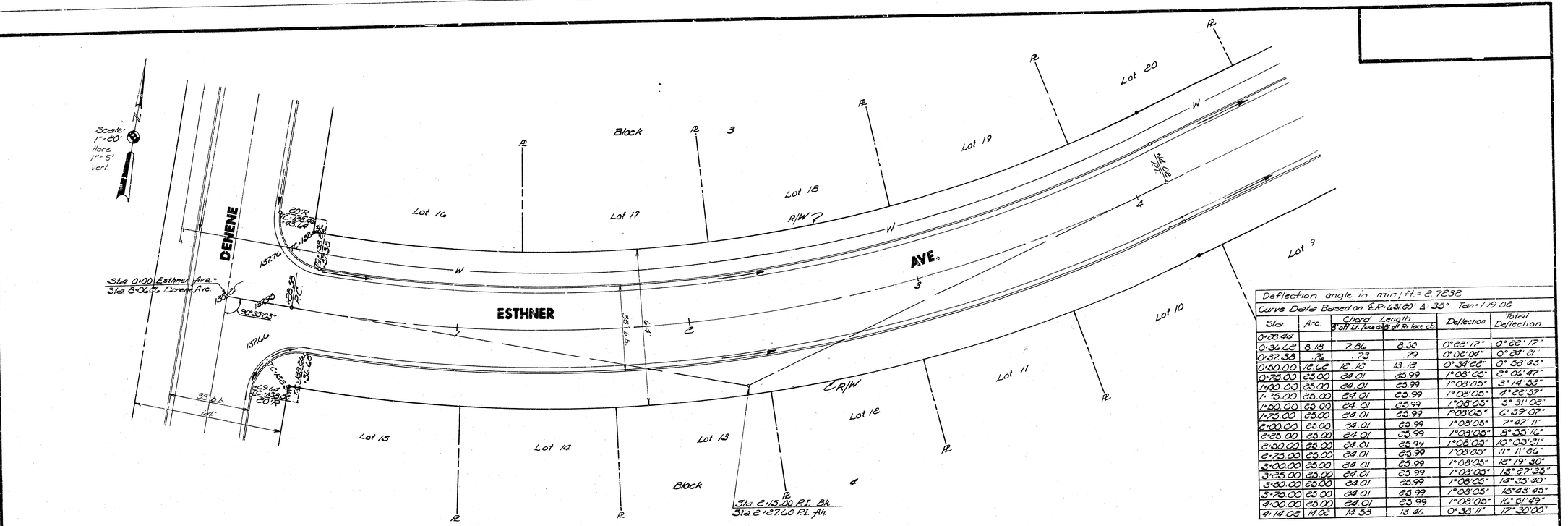
T.C. Elev. Lt. & Rt.

P.C. 135.72 · 135.44 · 133.93 · 133.06 · 134.20 · 134.38 · 133.98 · 133.68 · 133.26 · 132.90 · 132.56 · 132.18 · 131.89 P.T. 131.82 · 131.54 · P.C. 131.37 · P.T. 131.35 · 131.23 · 131.19 · 131.10 · 131.01 · 130.92 · 130.83 · 130.74 · 130.70 · 130.65 · 130.54

+38.41 · 6 · 7 · 8 · 9 · 10 · +68.37 · 11


Block C
Lot 33
Lot 34
Lot 35
Lot 36
R/W
CARR
W
W
C R/W
Lot 4
Lot 3
Lot 2
Lot 1
Block 3
DRIVE
CARWOOD
8" Valley Gutter,
6" Concrete w/ 2"
Asphaltic Conc. base
Sta. 13+87.91 Carr Ave.
Sta. 15+41.00 Carrwood Dr
Scale: 1"=20' Horz.
1"= 5' Vert.
N
89°46'18"
129.71
13' Full Crown

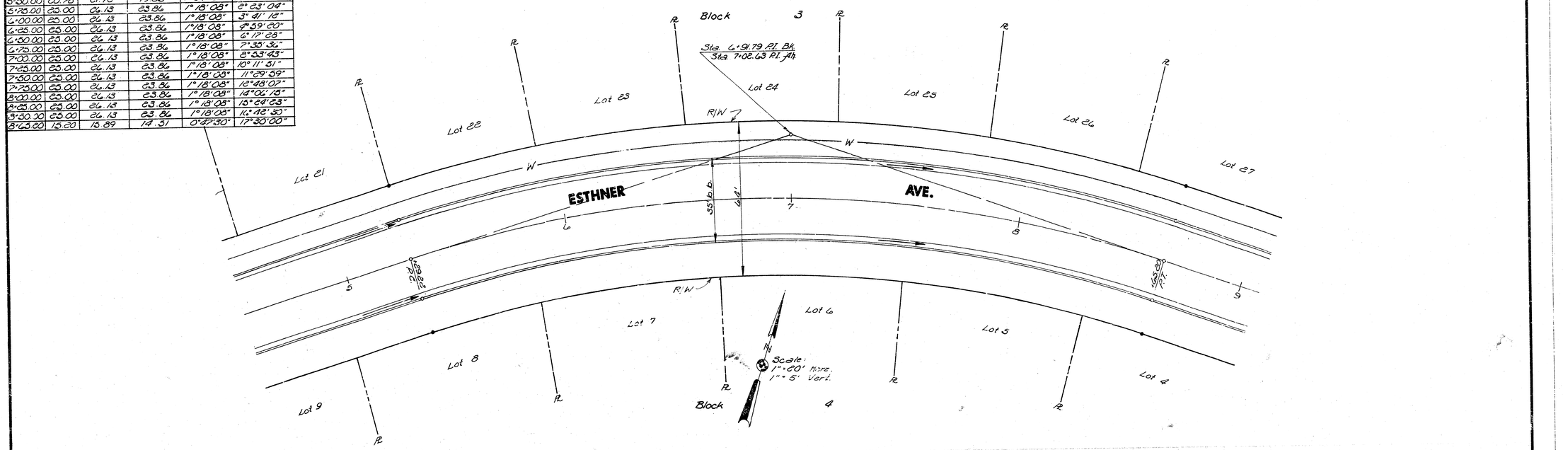

Sta 13+87.91 Carr Avenue
Sta 15+41.00 Carrwood Drive
135
130
125
Existing Ground
℄ Profile
T.C. Profile Lt & Rt.
-0.36%
T.C. Elev. Lt & Rt.
130.56
130.47
130.38
130.29
130.20
130.11
130.02
129.93
129.84
129.75
129.66
129.57
129.48
129.39
129.30
11
12
13

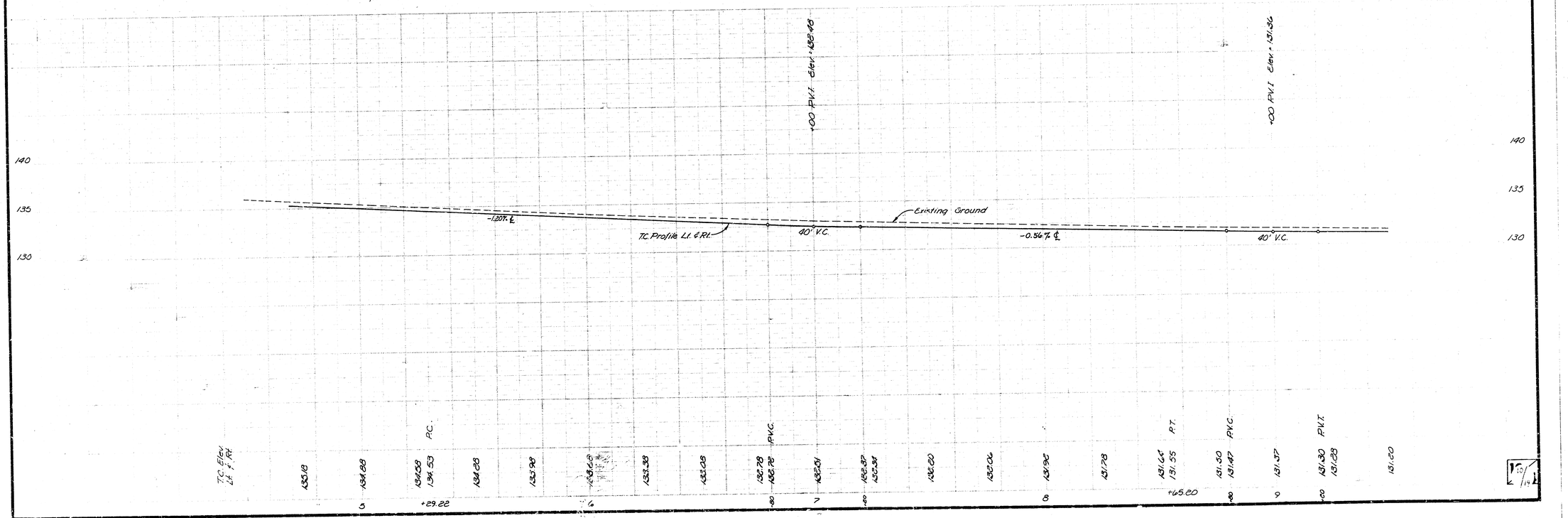

Scale:
1"=20' Horz.
1"=5' Vert.
N
DENENE
AVE.
ESTHNER
Block 3
Block 4
Lot 16
Lot 17
Lot 18
Lot 19
Lot 20
Lot 9
Lot 10
Lot 11
Lot 12
Lot 13
Lot 15
R/W
W
P.
Sta. 0+00 Esthner Ave.
Sta. 8+06.66 Denene Ave.
90°30'23"
137.44
137.76
39.58
35.66'
64'
20' R
Sta. 2+13.00 P.I. Blk. 3
Sta. 2+27.00 P.I. Blk. 4
+14.02
Deflection angle in min/ft = 2.7232
Curve Data Based on E.P. 6.31'00' Δ 35° Tan = 179.02
Sta | Arc. | Chord Length 8' off Lt. Tangent | 8' off Rt. Tangent | Deflection | Total Deflection
0+28.98 | | | | |
0+36.66 | 8.18 | 7.86 | 8.30 | 0°22'17" | 0°22'17"
0+37.38 | .72 | .73 | .79 | 0°02'08" | 0°24'21"
0+50.00 | 12.62 | 12.18 | 13.18 | 0°34'22" | 0°58'43"
0+75.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 2°07'47"
1+00.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 3°16'52"
1+25.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 4°25'57"
1+50.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 5°35'02"
1+75.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 6°39'07"
2+00.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 7°47'11"
2+25.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 8°55'16"
2+50.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 10°03'21"
2+75.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 11°11'26"
3+00.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 12°19'30"
3+25.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 13°27'35"
3+50.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 14°35'40"
3+75.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 15°43'45"
4+00.00 | 25.00 | 24.01 | 25.99 | 1°09'05" | 16°51'49"
4+14.02 | 14.02 | 13.53 | 13.96 | 0°38'11" | 17°30'00"
Sta. 0+00 Gutter Ave.
Sta. 8+06.66 Denene Ave.
+60 P.V.I. Elev. = 137.04
+30 P.V.I. Elev. = 138.48
Existing Ground
℄ Profile
-1.09% ℄ slope
-1.11 % Lt. T.C.
-1.06 % Rt. T.C.
40' V.C.
T.C. Profile Lt. ℄ Rt.
-0.52% ℄ slope
-0.534 % Lt. T.C.
-0.506 % Rt. T.C.
℄ Elev.
T.C. Elev. Lt. & Rt.
P.V.C.
P.V.T.
P.T.
+14.02
140
135
130

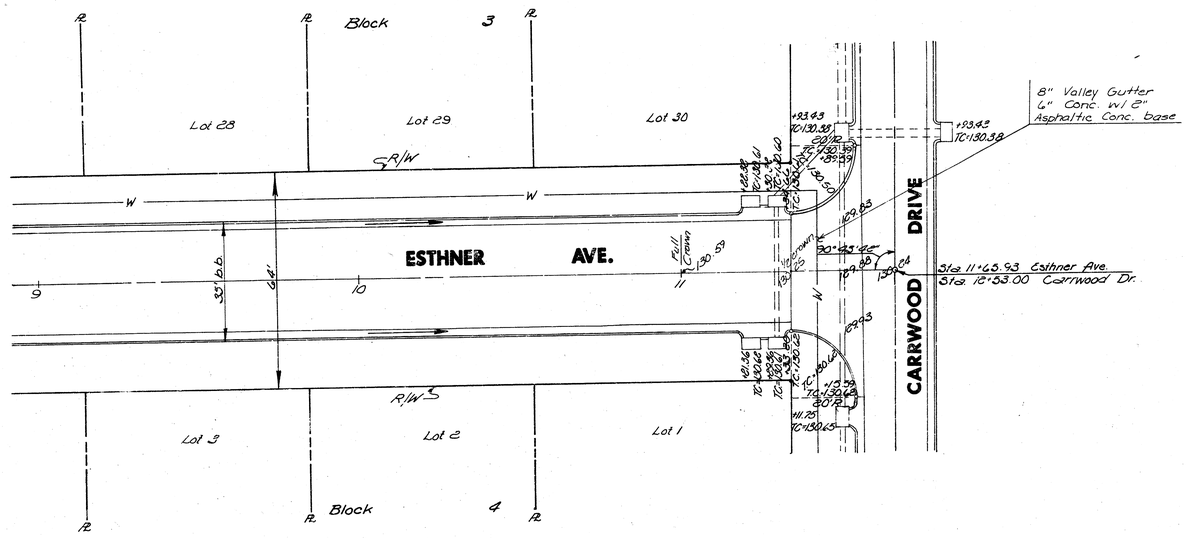
Curve Data Based on ℄ R=550.00 Δ=35°0'0" Tan=173.41

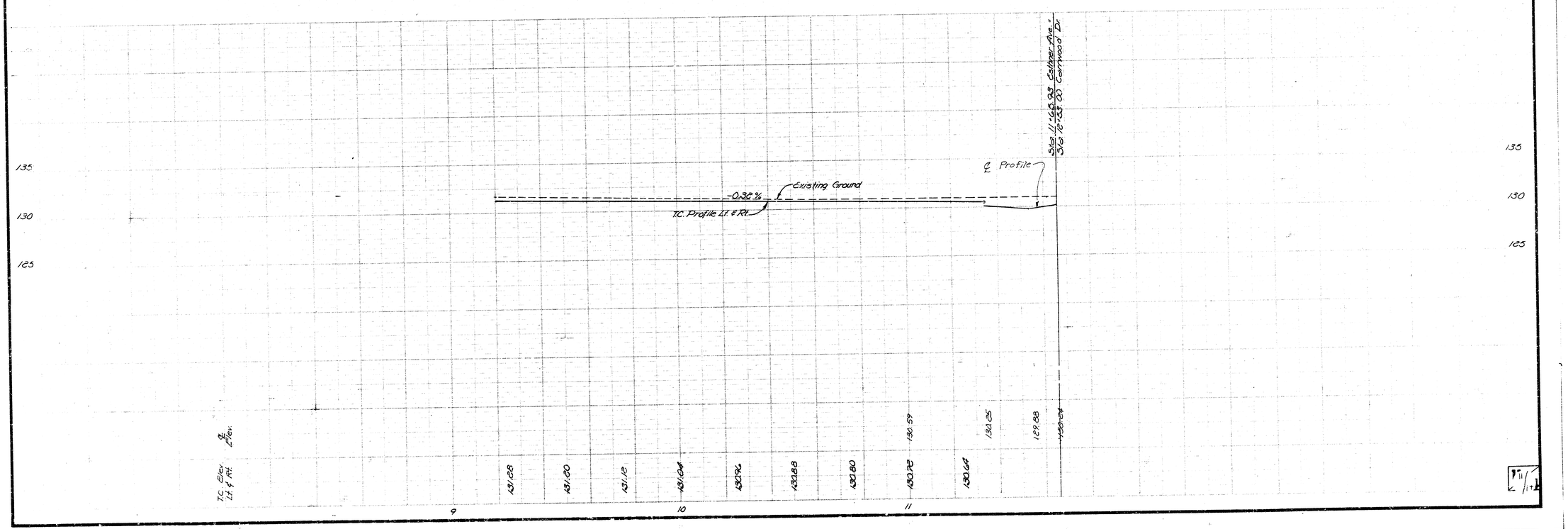
Deflection angle in min./ft.= 3.1852

Sta	Arc	Chord Length 8' off it. for 8' off rt. for		Deflection	Total Deflection
0+09.22					
0+30.00	20.78	21.78	19.83	1°04'57"	1°04'57"
0+75.00	25.00	24.13	23.84	1°18'08"	2°23'04"
1+00.00	25.00	24.13	23.84	1°18'08"	3°41'12"
1+25.00	25.00	24.13	23.84	1°18'08"	4°59'20"
1+50.00	25.00	24.13	23.84	1°18'08"	6°17'28"
1+75.00	25.00	24.13	23.84	1°18'08"	7°35'36"
2+00.00	25.00	24.13	23.84	1°18'08"	8°53'43"
2+25.00	25.00	24.13	23.84	1°18'08"	10°11'51"
2+50.00	25.00	24.13	23.84	1°18'08"	11°29'59"
2+75.00	25.00	24.13	23.84	1°18'08"	12°48'07"
3+00.00	25.00	24.13	23.84	1°18'08"	14°06'15"
3+25.00	25.00	24.13	23.84	1°18'08"	15°24'23"
3+50.20	25.00	24.13	23.84	1°18'08"	16°42'30"
3+63.00	12.80	15.89	14.51	0°47'30"	17°30'00"






Block 3
Lot 28
Lot 29
Lot 30
℄ R/W
W
ESTHNER AVE.
Full Crown
33' B.B.
64'
9
10
11
8" Valley Gutter
6" Conc. w/ 2"
Asphaltic Conc. base
CARRWOOD DRIVE
Sta 11+65.93 Esthner Ave.
Sta 10+53.00 Carrwood Dr.
Scale:
1" = 60' Horz.
1" = 5' Vert.
R/W
Lot 3
Lot 2
Lot 1
Block 4


Sta 11+65.93 Esthner Ave.
Sta 10+53.00 Carrwood Dr.
℄ Profile
Existing Ground
-0.38%
TC. Profile Lt. & Rt.
135
130
125
131.68
131.20
131.12
131.04
130.96
130.88
130.80
130.72
130.64
130.25
129.88
9
10
11

Scale: 1"=30' Horz.
1"=5' Vert.

Sta 6+43.59 Denene Ave.
Begin Project

Sta 6+48.98 Denene Ave.
Begin Project

Sta 8+04.24 Denene Ave. =
Sta 0+00 Esthner Ave.

Sta 11+00.26 Denene Ave.
Sta 3+00.00 Carr Ave.

8" Valley Gutter
6" Concrete w/8"
Asphaltic Conc. Base

Lot 6 | Lot 5 | Lot 4 | Lot 3 | Lot 2 | Lot 1

DENENE AVE.

ESTHNER AVE.

CARR AVE.

R/W

W

35' b.b.

64'

20' R

90°35'03"

89°24'57"

137.66

137.95

137.76

137.90

138.67 Full Crown

138.34 1/2 crown

138.21

Lot 15 | Lot 16 | Lot 13

R

PVI Elev. = 138.96

50' VC.

+0.32%

-0.32%

Existing Ground

T.C. Profile Lt. & Rt.

℄ Profile

T.C. Elev. Lt. & Rt.

7	8	9	10	11
138.00	138.32	138.64	138.96 PVC.	138.46
138.08	138.40	138.72	138.88 PVI.	
138.16	138.48	138.80	138.83	
138.24	138.56	138.88	138.80	
			138.64	
			138.54	
			138.37	

140 | 135 | 130

12/11

Block 4

Lot 1

ESTHNER AVE.

35' b.b.

64'

8" Valley Gutter
6" Concrete w/2"
Asphaltic Conc. base

Lot 30

Block 3

Lot 1

8" Valley Gutter
6" Concrete w/2"
Asphaltic Conc. base

CARR AVE.

35' b.b.

64'

Block 2

Lot 36

CARRWOOD DRIVE

R/W

Remove exist. 12" CMP

Sta 12+53.00 Carrwood Dr.=
Sta 11+65.93 Esthner Ave.

Sta 13+61.00 Carrwood Dr.=
Sta 13+87.91 Carr Ave.

"PARK AREA"

Buried telephone cable.
Contractor shall contact
Southwestern Bell for location
prior to construction.

chain link fence.

Exist. Small trees and shrubs
to remain. Trim w/ field engineers
approved only where necessary

Sta 10+99.00 Carrwood Dr.
Begin Project

Sta 12+53.00 Carrwood Dr.
Sta 11+65.93 Esthner Ave.

Sta 13+61.00 Carrwood Dr.
Sta 13+87.91 Carr Ave.

Existing Ground

TC. Profile Ll. & Pt.

-0.30%

T.C. Elev.
Lt. & Pt.

Block 2
Lot 1

64' R/W

30'0 b.

3" Valley Gutter
6" Concrete w/ 6" Asphaltic Conc. base

Block 1
Lot 1

MERTON

SS

122'

R/W

148.86'

W

CARRWOOD

DRIVE

89°16.13"

17 18 19 20 21

Sta 18+49.00 Carrwood
Sta 13+84.79 Merton

Sta 20+49.64 Carrwood
End of pavement

Sta 20+89.22 to 22+50
Apply 4" road gravel
Construct compacted roadway

Sta 21+50 Carrwood
End of project

BM = 1

woven wire fence

Existing small trees and shrubs to remain, Trim w/ field engineers approved only where necessary.

chain link fence

Buried telephone cable. Contractor shall contact Southwestern Tell for location prior to const.

Scale: 1"=20' Horz.
1"=5' Vert.

"PARK AREA"

Sta 18+49.00 Carrwood
Sta 13+84.79 Merton

Sta 20+49.64 Carrwood
End of pavement

Sta 22+50 Carrwood
End of Project

Existing Ground

-0.32%

TC. Profile Lt. & Rt.

℄ Profile

TC Elev Lt & Rt.	129.08	129.00	128.92	128.84	128.76	128.68	128.60	128.52	128.44	128.36	128.28	128.20	128.12	128.04	℄ Elev. 127.96	127.75	127.67	127.59	127.51	127.43	127.35	127.27	127.19
	17				18				19				20				21				22		

135 130 125