STREETS IN PRAIRIE PARK SECOND ADDITION

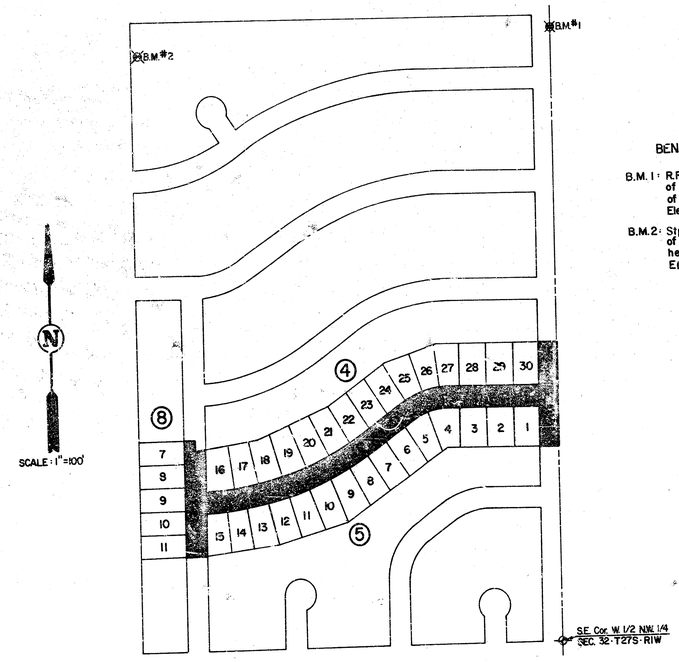
PROJECT NO.

472-76-245-81053-000-000-001

CITY OF WICHITA, KANSAS
R. W. BRUGGEMAN, CITY ENGINEER

PROJECT LIMITS

DORA – FROM E.L. DENENE TO W.L. CARRWOOD DRIVE
DENENE – FROM S.L. OF LOT 11, BLK. 8 & S.L. OF LOT 15, BLK. 5 TO N.L. LOT 7, BLK. 8 & N.L. LOT 16, BLK. 4
CARRWOOD DRIVE – FROM S.L. OF LOT 1, BLK. 5 TO N.L. OF LOT 30, BLK. 4



BENCH MARKS

B.M. 1: R.R. Spk. on W. face of elm at N.E. Corner of Prairie Park 2nd Add. Elev. = 1311.39

B.M. 2: Stp. Spk. on S.E. face of 1st p.p. S. of hedge on E. R/W. Elev. = 1318.25

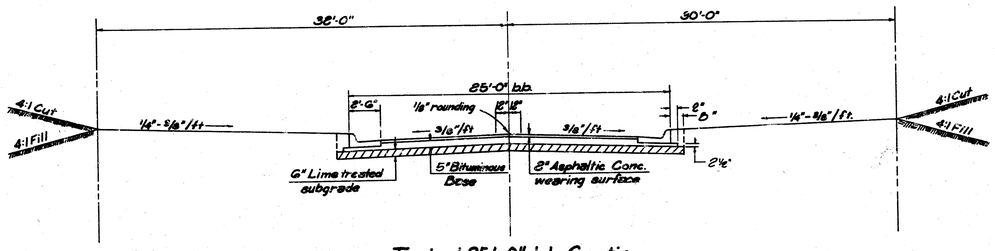
INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	PAVING DETAILS
3	DENENE
4-5	DORA
6	CARRWOOD DRIVE
7-7A	STORM DRAINAGE
8-10	CROSS SECTIONS

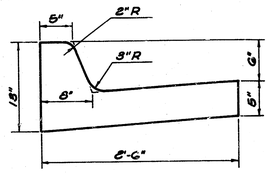
KENNETH H. BENGTSON LICENSED 7238 PROFESSIONAL ENGINEER

Van Doren Hazard Stallings
Architects · Engineers · Planners
Topeka · Wichita · Minneapolis · Kansas City

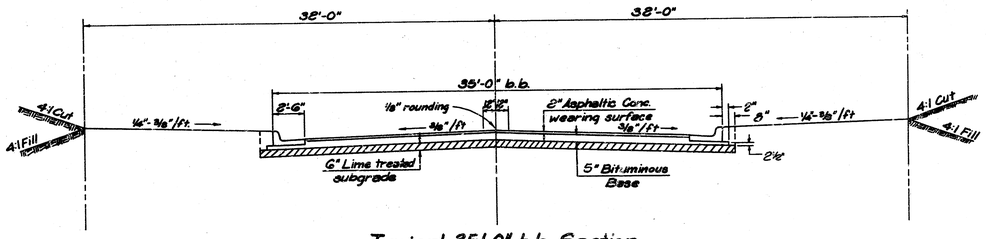
Sheet 1 of 11



Typical 25'-0" bb Section



Combined Curb & Gutter



Typical 35'-0" b.b. Section

General Notes

1. A Tack Coat of Emulsified Asphalt (SS - 1H) shall be applied at an approximate rate of 0.05 gallons per square yard between lifts of asphaltic materials when ordered by the Engineer. Tack Cost 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 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, 7" A.C. Pavement (5" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as square yards 2½" Bituminous Base.

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 15'.

5. No Driveways are to be constructed as a part of this contract without authorization from Construction Engineer, Wichita, Kansas.

6. The contractor shall be responsible for preserving property irons. The contractor shall be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor or a licensed professional engineer in accordance with state laws.

Paving Details

Design

Drawn by DLL

Checked by

Date June, 1981

Job no. 81-288

Sheet 2 of 21/11

Ven Doren - Hazard - Stallings
Architects • Engineers • Planners
Topeka Wichita Minneapolis

PRAIRIE PARK 2ND ADDITION STREETS
DENENE
PROJECT NO.
472-76-245-81053-000-000-001

NOTE:
Driveways shall not be constructed more than 1'-0" above Top of Curb elevations.

11 | 10 | 9 | 8 | 7 | 6

R/W

2" Blowoff — W — 8" Water — W — Sta. 11+74.0 ℄ Denene Ave.* Sta. 0+00 ℄ Dora Ave. — W — Full Curb — W — Match T.C. Elev.=1376.10 — E

location of K.G.&E. power line-approx only verify before excavating in this area

Sta. 13+31.0 ℄ Denene Ave. End pavement Rt.

Sta. 10+00.0 ℄ Denene Ave. Begin construction

D E N E E N E

137.66

137.44

b-b 35' | 13 | 6' 4'

Match C.L. Elev.=1376.96

Match C.L. Elev.=1377.26

Sta. 13+45.0 ℄ Denene Ave. End pavement Lt.

Grade to drain see sht. 7A

Full Curb — E — 3-4' Dp. K&E 120v. — E — Full Curb — E

Match T.C. Elev.=1377.26

R/W

+37.62 TC=1374.62 BC=1374.12

+11.27 TC=1377.27 BC=1376.77

+36.44 TC=1375.1 20' Rad.

137.47

+37.61 TC=1375.11 20' Rad.

6 | 4'

35' b-b

Full Curb — DORA — Full Curb

⑤ 15 16 ④

N

PLAN - DENENE AVE.
SCALE: 1"=20'

Revised: Oct. 26, 1981
P.G.

B.M. #2: 9tp. Spk. on S.E. face of 1st p.p. S. of hedge on E. R/W
Elev.= 138.25

DENENE
INTERSECTION QUANTITIES

186.1	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
13.2	S.Y. 2½" Bituminous Base
42.6	L.F. Combined Curb & Gutter (Full)
152.9	C.Y. Excavation
17.0	C.Y. Compacted Fill
201.5	S.Y. Manipulation
2.3	Tons Lime or Cement

Sta. 10+00.0 ℄ Denene Ave. Begin construction

Sta. 11+74.0 ℄ Denene Ave.* Sta. 0+00 Dora Ave.

Sta. 13+31.0 ℄ Denene Ave. End pavement-match w/ existing pavement Rt.

Sta. 13+45.0 ℄ Denene Ave. End pavement-match w/existing pavement Lt.

Existing Ground

Centerline Profile

+0.32%

140

135

Match Existing Grade

PROFILE - DENENE AVE.
HORIZ. SCALE: 1"=20'
VERT. SCALE: 1"=5'

	9	10	11	12	13
C.L.		137.00	137.32	137.64	137.96
T.C.		137.04	137.36	137.68	137.96
	137.12	137.20	137.28	137.44	137.52	137.60	137.76	137.84	137.92	138.00	138.26	137.96
											137.93	138.10

13
31

vhs 81

PRAIRIE PARK 2ND ADDITION STREETS
DORA AVENUE
PROJECT NO:
472-76-245-81053-000-000-001

Revised: Oct. 26, 1981
PG

PLAN-DORA AVE.
SCALE: 1"=20'

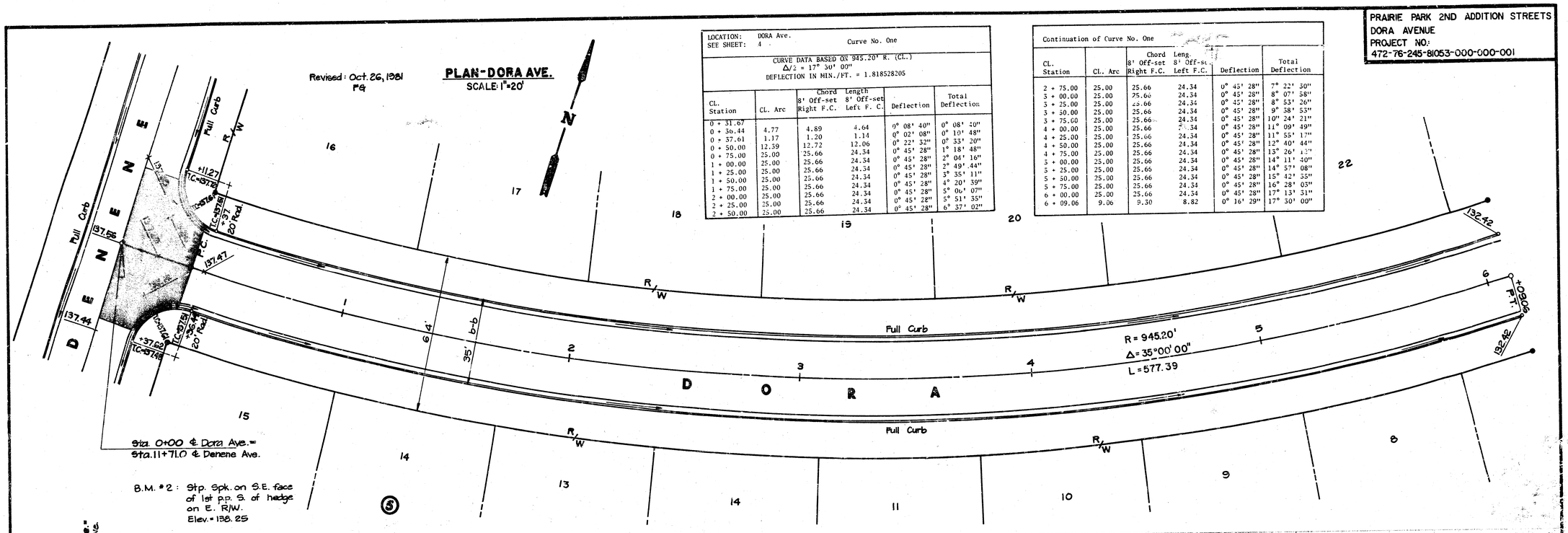
LOCATION: DORA Ave.
SEE SHEET: 4
Curve No. One

CURVE DATA BASED ON 945.20' R. (CL.)
Δ/2 = 17° 30' 00"
DEFLECTION IN MIN./FT. = 1.818528205

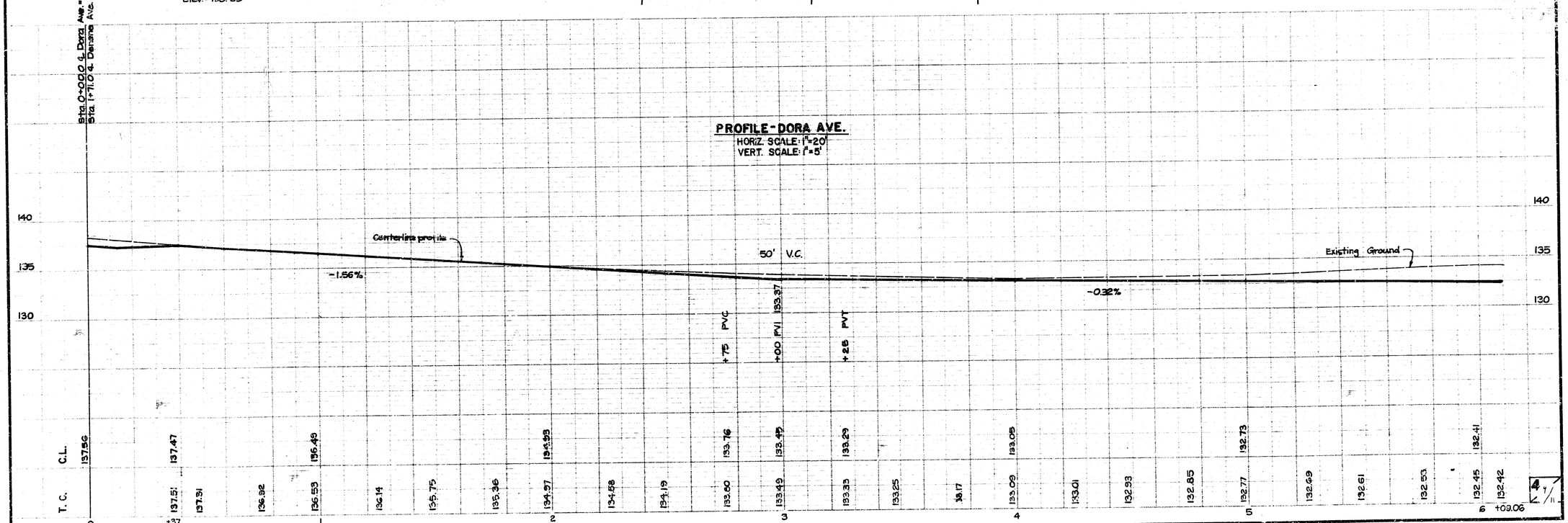
CL. Station	CL. Arc	Chord Length 8' Off-set Right F.C.	8' Off-set Left F. C.	Deflection	Total Deflection
0 + 31.67					
0 + 36.44	4.77	4.89	4.64	0° 08' 40"	0° 08' 40"
0 + 37.61	1.17	1.20	1.14	0° 02' 08"	0° 10' 48"
0 + 50.00	12.39	12.72	12.06	0° 22' 32"	0° 33' 20"
0 + 75.00	25.00	25.66	24.34	0° 45' 28"	1° 18' 48"
1 + 00.00	25.00	25.66	24.34	0° 45' 28"	2° 04' 16"
1 + 25.00	25.00	25.66	24.34	0° 45' 28"	2° 49' 44"
1 + 50.00	25.00	25.66	24.34	0° 45' 28"	3° 35' 11"
1 + 75.00	25.00	25.66	24.34	0° 45' 28"	4° 20' 39"
2 + 00.00	25.00	25.66	24.34	0° 45' 28"	5° 06' 07"
2 + 25.00	25.00	25.66	24.34	0° 45' 28"	5° 51' 35"
2 + 50.00	25.00	25.66	24.34	0° 45' 28"	6° 37' 02"

Continuation of Curve No. One

CL. Station	CL. Arc	Chord Length 8' Off-set Right F.C.	8' Off-set Left F.C.	Deflection	Total Deflection
2 + 75.00	25.00	25.66	24.34	0° 45' 28"	7° 22' 30"
3 + 00.00	25.00	25.66	24.34	0° 45' 28"	8° 07' 58"
3 + 25.00	25.00	25.66	24.34	0° 45' 28"	8° 53' 26"
3 + 50.00	25.00	25.66	24.34	0° 45' 28"	9° 38' 53"
3 + 75.00	25.00	25.66	24.34	0° 45' 28"	10° 24' 21"
4 + 00.00	25.00	25.66	24.34	0° 45' 28"	11° 09' 49"
4 + 25.00	25.00	25.66	24.34	0° 45' 28"	11° 55' 17"
4 + 50.00	25.00	25.66	24.34	0° 45' 28"	12° 40' 44"
4 + 75.00	25.00	25.66	24.34	0° 45' 28"	13° 26' 12"
5 + 00.00	25.00	25.66	24.34	0° 45' 28"	14° 11' 40"
5 + 25.00	25.00	25.66	24.34	0° 45' 28"	14° 57' 08"
5 + 50.00	25.00	25.66	24.34	0° 45' 28"	15° 42' 35"
5 + 75.00	25.00	25.66	24.34	0° 45' 28"	16° 28' 03"
6 + 00.00	25.00	25.66	24.34	0° 45' 28"	17° 13' 31"
6 + 09.06	9.06	9.30	8.82	0° 16' 29"	17° 30' 00"



PROFILE-DORA AVE.
HORIZ. SCALE: 1"=20'
VERT. SCALE: 1"=5'



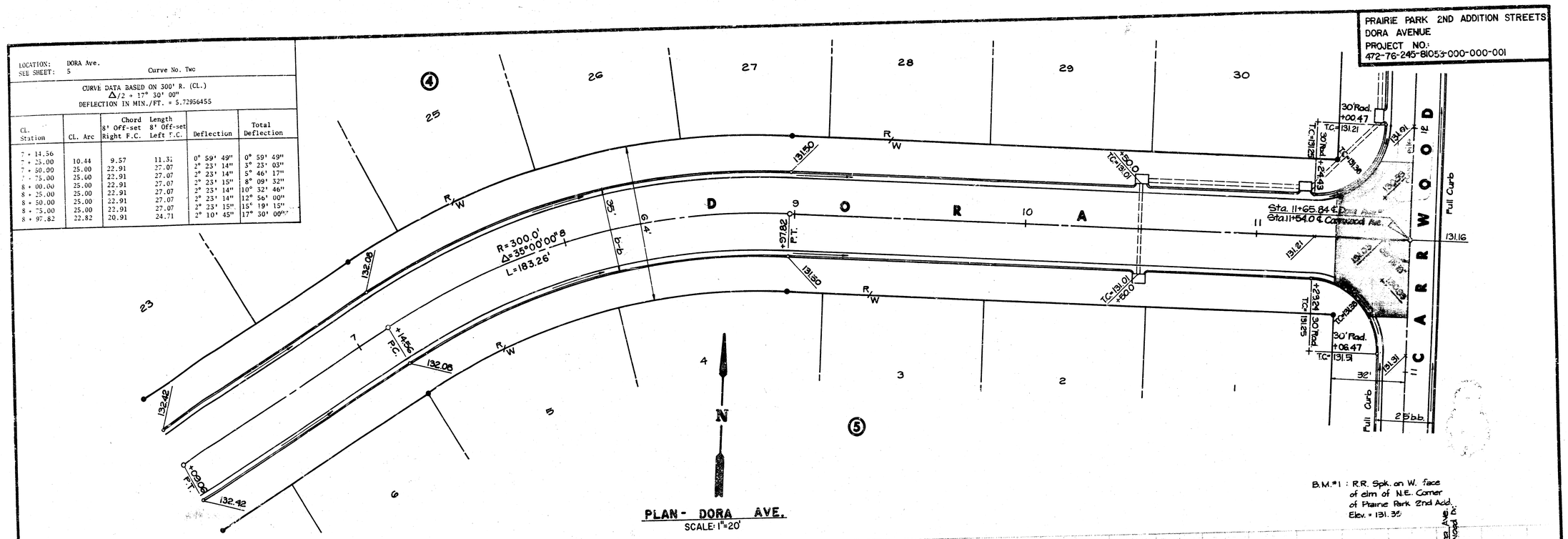
4 of 11

PRAIRIE PARK 2ND ADDITION STREETS
DORA AVENUE
PROJECT NO.:
472-76-245-81053-000-000-001

LOCATION: DORA Ave.
SEE SHEET: 5 Curve No. Twc

CURVE DATA BASED ON 300' R. (CL.)
Δ/2 = 17° 30' 00"
DEFLECTION IN MIN./FT. = 5.72956455

CL. Station	CL. Arc	Chord 8' Off-set Right F.C.	Length 8' Off-set Left F.C.	Deflection	Total Deflection
7 + 14.56					
7 + 25.00	10.44	9.57	11.31	0° 59' 49"	0° 59' 49"
7 + 50.00	25.00	22.91	27.07	2° 23' 14"	3° 23' 03"
7 + 75.00	25.00	22.91	27.07	2° 23' 14"	5° 46' 17"
8 + 00.00	25.00	22.91	27.07	2° 23' 15"	8° 09' 32"
8 + 25.00	25.00	22.91	27.07	2° 23' 14"	10° 32' 46"
8 + 50.00	25.00	22.91	27.07	2° 23' 14"	12° 56' 00"
8 + 75.00	25.00	22.91	27.07	2° 23' 15"	15° 19' 15"
8 + 97.82	22.82	20.91	24.71	2° 10' 45"	17° 30' 00"

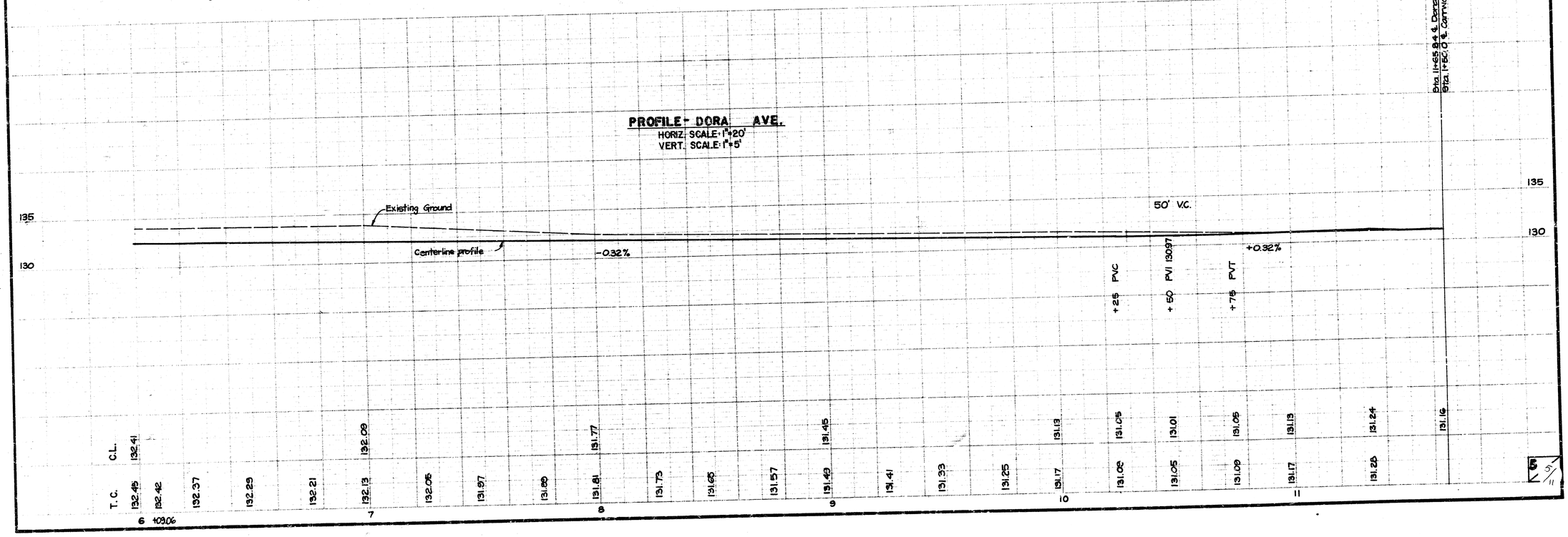


PLAN - DORA AVE.
SCALE: 1"=20'

B.M.#1 : R.R. Spk. on W. face of elm of N.E. Corner of Prairie Park 2nd Add.
Elev. = 131.35

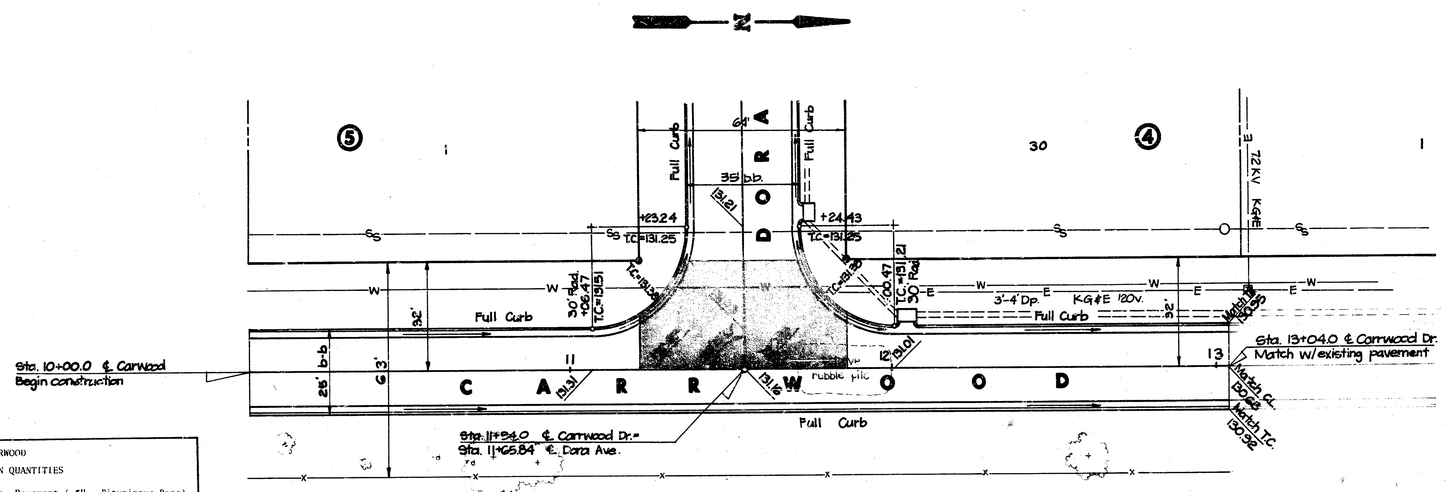
Sta. 11+65.84 ℄ Dora Ave.
Sta. 11+50.0 ℄ Carrwood Dr.

PROFILE - DORA AVE.
HORIZ. SCALE: 1"=20'
VERT. SCALE: 1"=5'



vhs 81

PRAIRIE PARK 2ND ADDITION STREETS
CARRWOOD
PROJECT NO.
472-76-245-81053-000-000-001



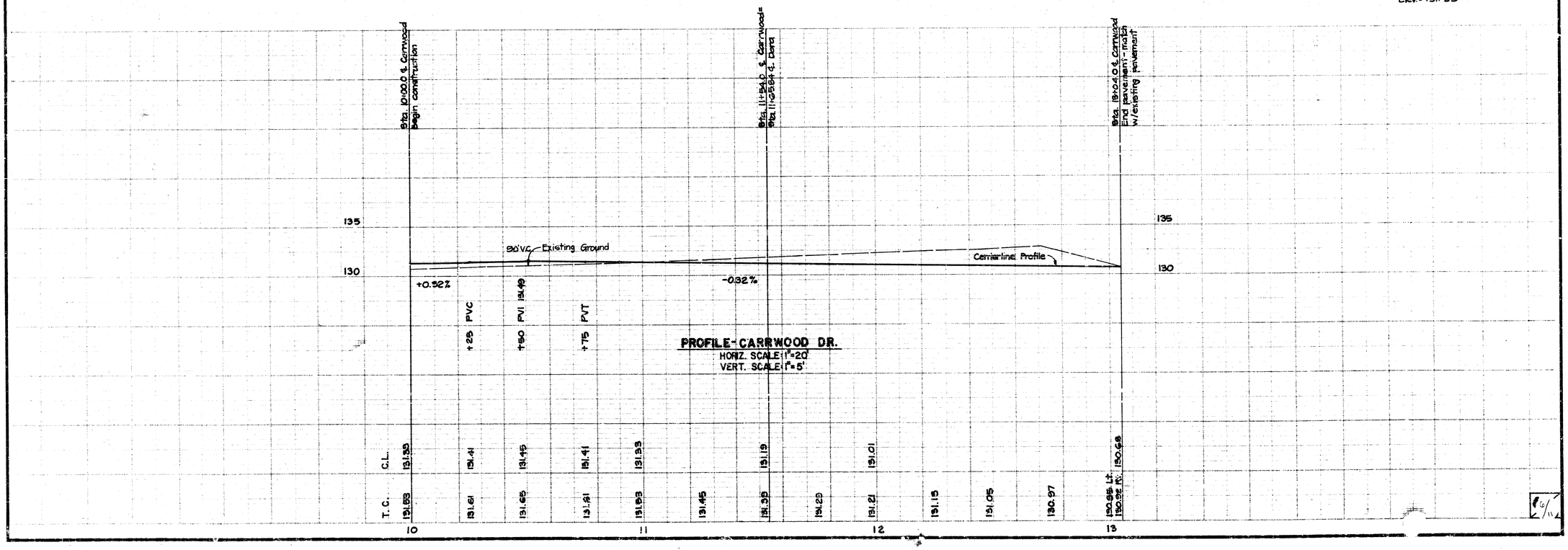
CARRWOOD

INTERSECTION QUANTITIES

188.1	S.Y.	7" Asphaltic Conc. Pavement (5" Bituminous Base)
15.3	S.Y.	2½" Bituminous Base
45.9	L.F.	Combined Curb & Gutter (Full)
156.2	C.Y.	Excavation
17.2	C.Y.	Compacted Fill
205.9	S.Y.	Manipulation
2.6	Tons	Lime or Cement

PLAN - CARRWOOD DR.
SCALE: 1"=20'

B.M.#1: R.R. Spk. on W. face of elm of N.E. Corner of Prairie Park 2nd Add. Elev. = 131.30

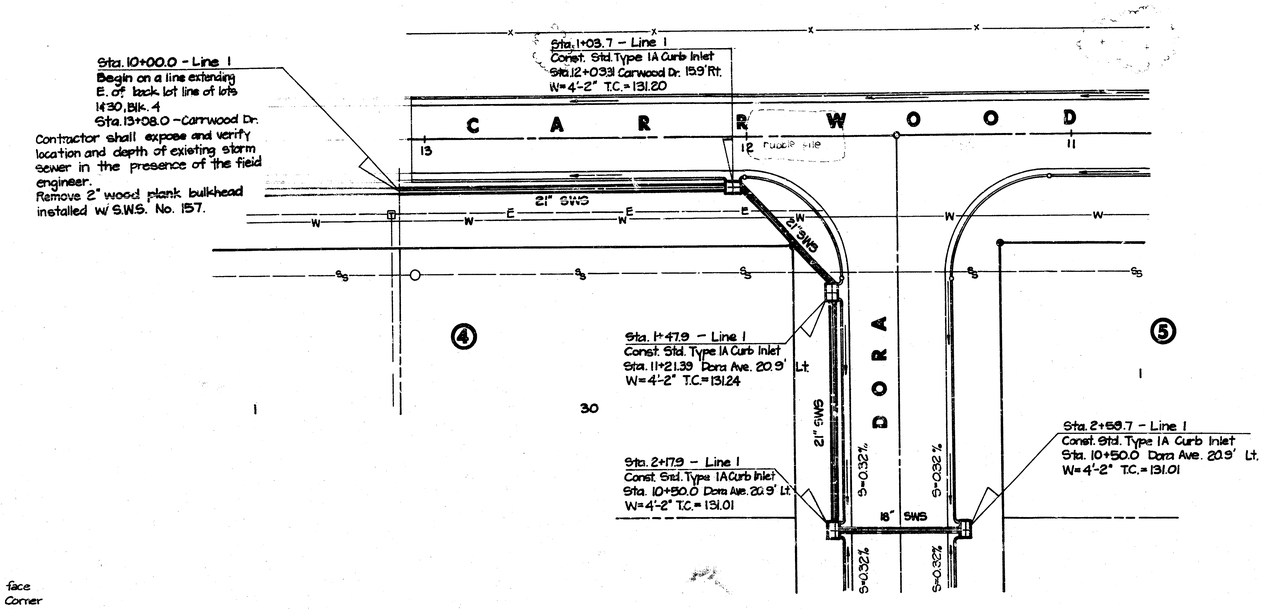


PROFILE - CARRWOOD DR.
HORIZ. SCALE: 1"=20'
VERT. SCALE: 1"=5'

6/11

vhs 81

PRAIRIE PARK 2ND ADDITION
DRAINAGE
PROJECT NO.
472-76-245-8053-000-000-01

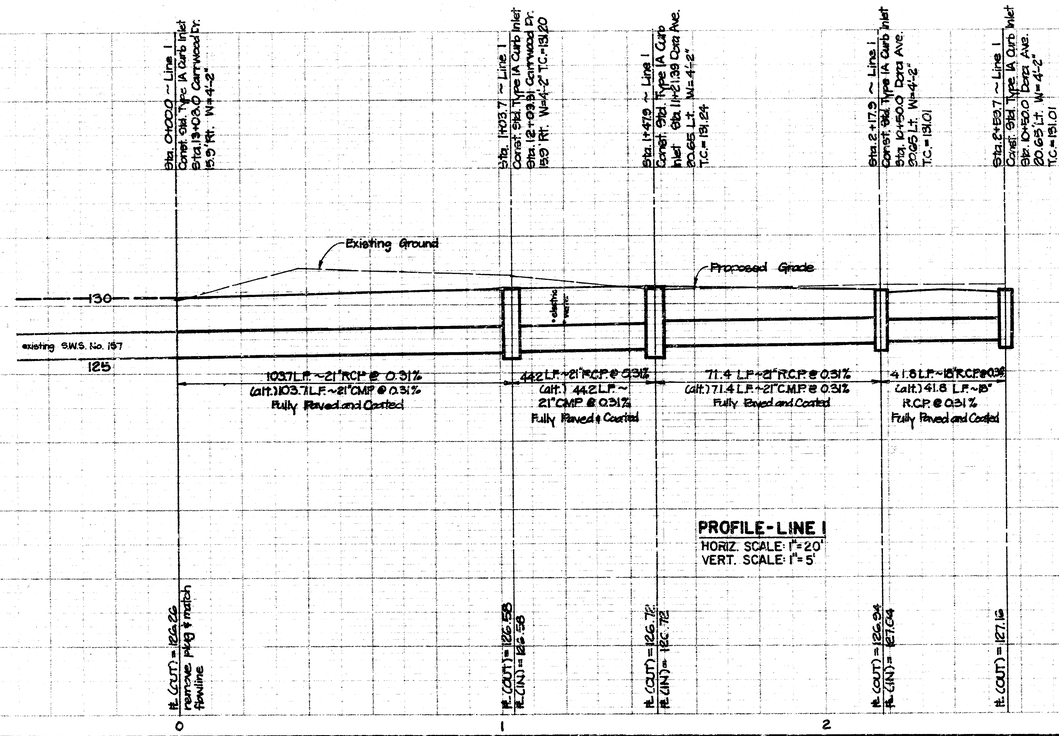


PLAN - LINE 1
SCALE: 1"=40'

B.M.#1 : R.R. Spk. on W. face of elm of N.E. Corner of Prairie Park 2nd Add.
Elev.= 131.39

GENERAL NOTES

1. Field Engineer shall take ties to all irons and thimbles in the project area before construction begins. Field Engineer shall replace all such irons and thimbles disturbed during construction.
2. The tops of inlets and manholes as noted on the plans may vary so as to meet proposed top of curb elevations or pavement elevations. The Field Engineer shall locate inlets and manholes with reference to proposed paving plans of the pertinent streets.
3. All metal pipes shall be helically corrugated pipe fully coated both inside and outside. The coating may be bituminous or polymeric as specified in AASHTO Designation: M246 - 78, Type B. All such coated corrugated pipe shall be smooth flow pipes for sizes 24" diameter and larger. All connections for these fully coated or fully paved and fully coated pipes shall be of fairly watertight construction using hugger type coupler or equal.
4. All concrete shall be Standard Paving Mix unless otherwise noted.
5. Contractor shall avoid uncovering existing water lines unless absolutely necessary. Uncovering shall be done only in the presence of a Water Department Engineer.
6. Contractor shall have the option of installing precast concrete type 1A curb inlets in lieu of the brick type structure. See standard detail precast type 1A curb inlet, dated August, 1979.

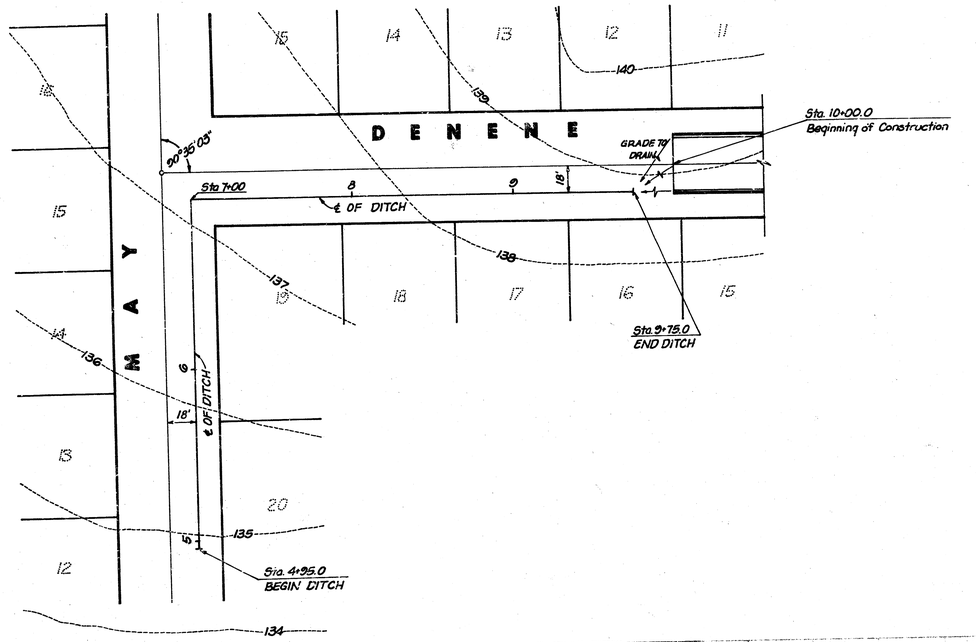


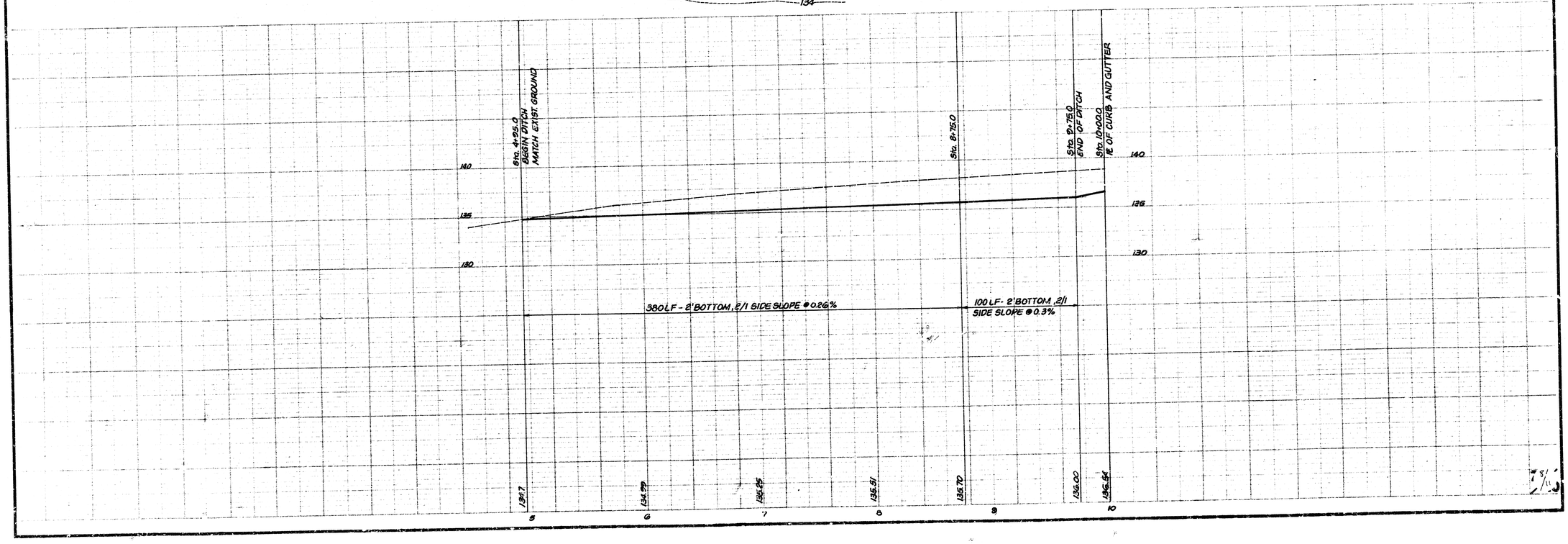
PROFILE - LINE 1
HORIZ. SCALE: 1"=20'
VERT. SCALE: 1"=5'

7

vhs 81

PRAIRIE PARK 2ND ADDITION
DRAINAGE
PROJECT NO.
472-76-245-91053-000-000-001





vhs 81

DORA

140
135
Sta. 3+00
130

C=80

140
135
Sta. 2+00
130

C=53

140
135
Sta. 1+00
130

C=53

140
135
Sta. 0+37.03
130

C=80

140
135
Sta. 13+45

C=14

135

140
Sta. 13+31
135

C=3

140
Sta. 13+00
135

C=48

140
Sta. 12+11.27
135

C=55

DENEME

140
Sta. 11+92.44
135

8" Water

C=78
C=105

Fillet Area = 77.92 Sq. Ft.
Exc. = 5.00 C.Y.

Ave "D" = 1.7'

140
Sta. 11+56.45
135

C=140
C=115

Fillet Area = 74.30 Sq. Ft.
Exc. = 6.05 C.Y.

Ave "D" = 2.2'

DENENE / DORA INTERSECTION

140
Sta. 11+37.62
135

C=100

140
Sta. 11+00
135

8" Water Line

C=106

140
Sta. 10+00
135

8" Water Line

C=188

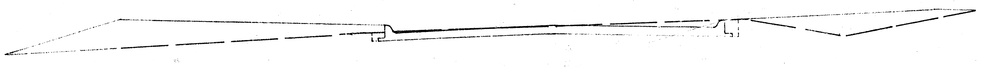
40 30 20 10 ℄ 10 20 30 40

PRAIRIE PARK 2ND ADDITION
DORA AVENUE STREETS
PROJECT NO.:
472-76-245-1053-000-000-001

FILMED FROM THE BEST AVAILABLE COPY

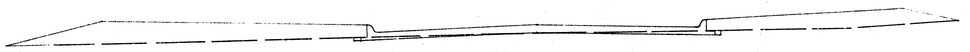
CARWOOD DR.

135
Sta. 11+00
130



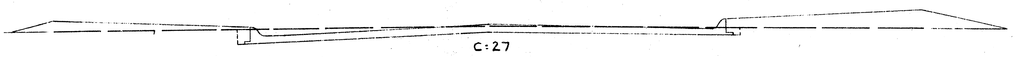
C=20
F=44

135
Sta. 10+00
130



C = 5
F = 52

135
Sta. 11+23.84
130



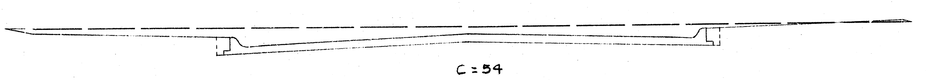
C=27
F=35

135
Sta. 11+00
130.



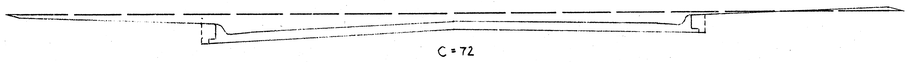
C = 38
F = 9

135
Sta. 10+00
130



C = 54

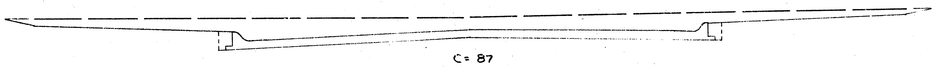
135
Sta. 9+00
130



C = 72

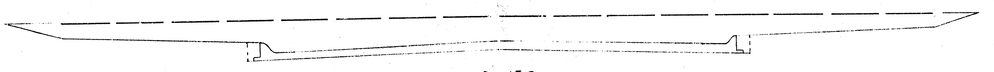
DORA

135
Sta. 8+00
130



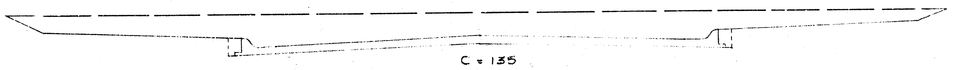
C = 87

135
Sta. 7+00
130



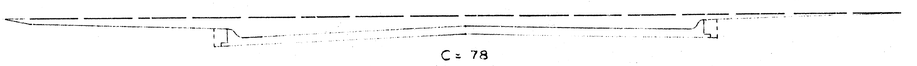
C = 150

135
Sta. 6+00
130



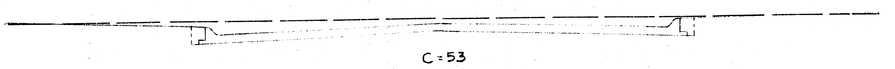
C = 135

135
Sta. 5+00
130



C = 78

135
Sta. 4+00
130



C = 53

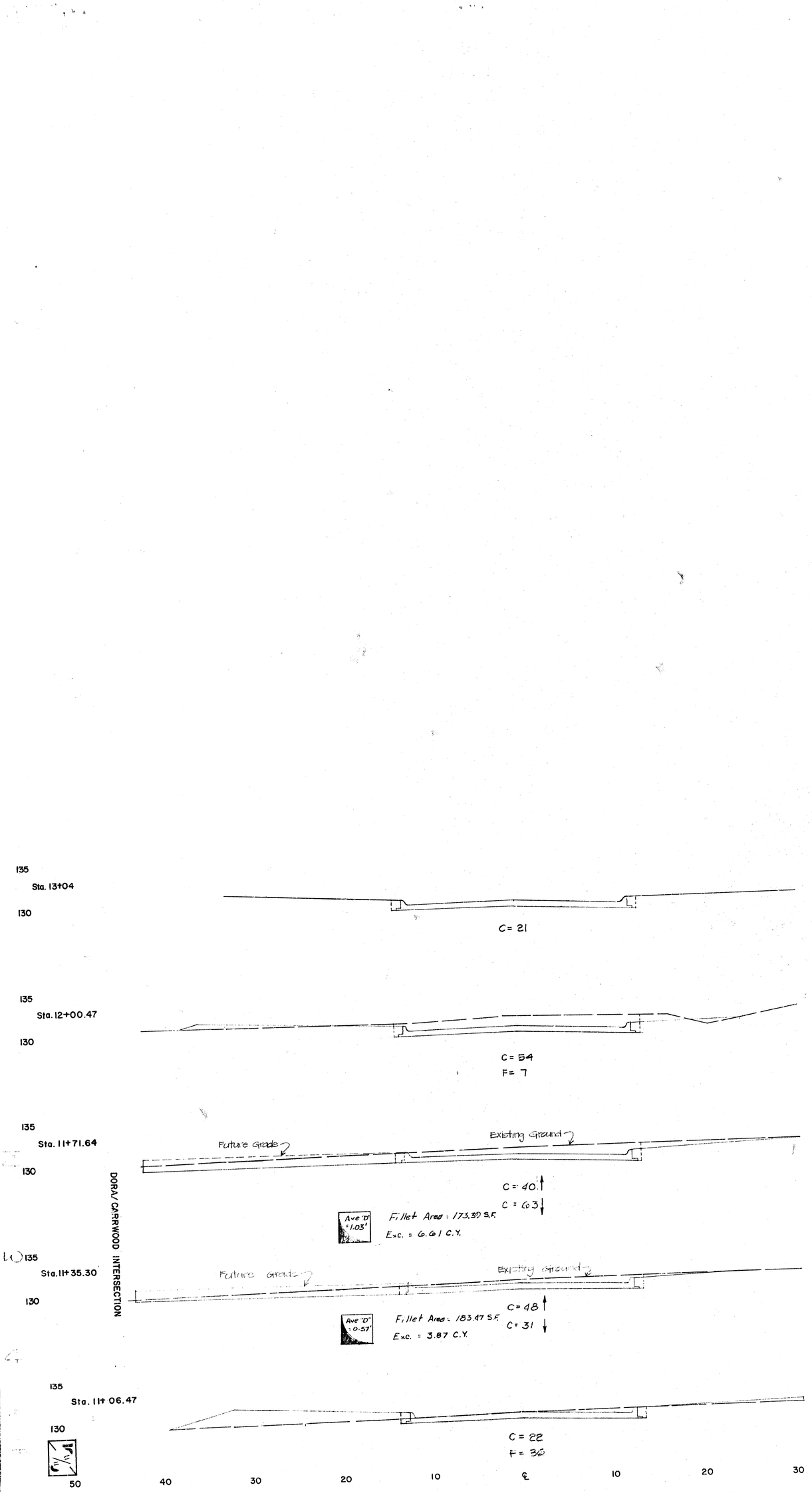
50 40 30 20 10 ℄ 10 20 30 40

PRAIRIE PARK 2ND ADDITION STREET

PROJECT NO:
472-76-245-80553-000-000-001

FILMED FROM THE BEST AVAILABLE COPY

DORA/CARRWOOD INTERSECTION



PRAIRIE PARK 2ND ADDITION STREETS

PROJECT NO.
472-76-245-81053-000-000-001

FILMED FROM THIS POINT