NOTE: DRIVEWAYS SHOWN ON PLANS ARE TENTATIVE AND MUST BE VERIFIED WITH PROPERTY OWNERS. THE MAXIMUM NUMBER OF DRIVEWAYS THAT CAN BE CONSTRUCTED AND INCLUDED IN THIS PROJECT ARE THOSE THAT ARE SHOWN ON THE PLANS ALONG WITH 5 ADDITIONAL 30 FT. WIDE DRIVEWAYS, OR OTHER COMBINATIONS EQUIVALENT IN QUANTITY TO FIVE DRIVEWAYS WITH 30 FT. WIDTHS, TO REPLACE EXISTING DRIVEWAYS BETWEEN STA. 1 + 49.5 AND STA. 4 + 70.61. ANY OTHER DRIVEWAYS CONSTRUCTED THAT ARE NOT SHOWN ON PLANS OR THAT DO NOT REPLACE AN EXISTING DRIVEWAY CAN NOT BE INCLUDED IN OR PAID FOR AS A PART OF THIS PROJECT.

NOTE: TRAFFIC TO BE CARRIED THOUGH CONSTUCTION.

# ROCK ROAD WIDENING & CHANNELIZATION

N. L. KELLOGG AVE.- S. L. DOUGLAS AVE.

R. W. LINN – CITY ENGINEER

DATE: MAR. 1974 PROJ. NO. DAKS 573055

GENERAL NOTES

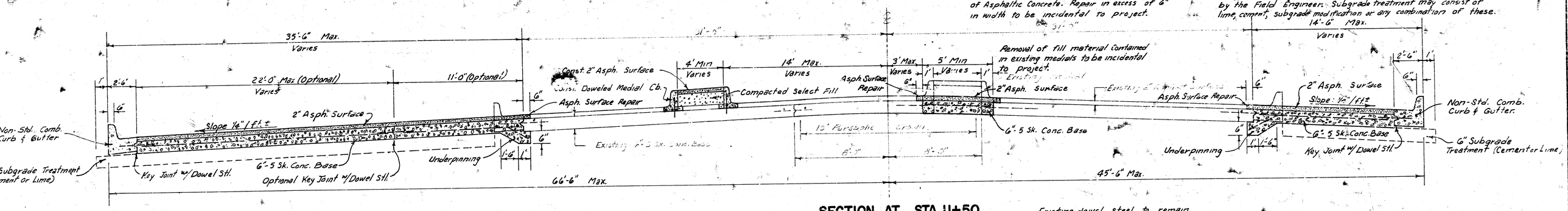
Contractor to grade parking and clear Right of way for sidewalk. Compact fill in walk areas.

Engineer to exercise the option of eliminating underpinning where dowel steel is useable along existing edge of pavement.

All existing and future utility lines on plans above or below grade as indicated are for information and identification purposes only. Contractors shall have full responsibility in contacting each utility company, shown or not shown.

Type of subgrade treatment shall be determined by the Field Engineer. Subgrade treatment may consist of lime, cement, subgrade modification or any combinations of these.

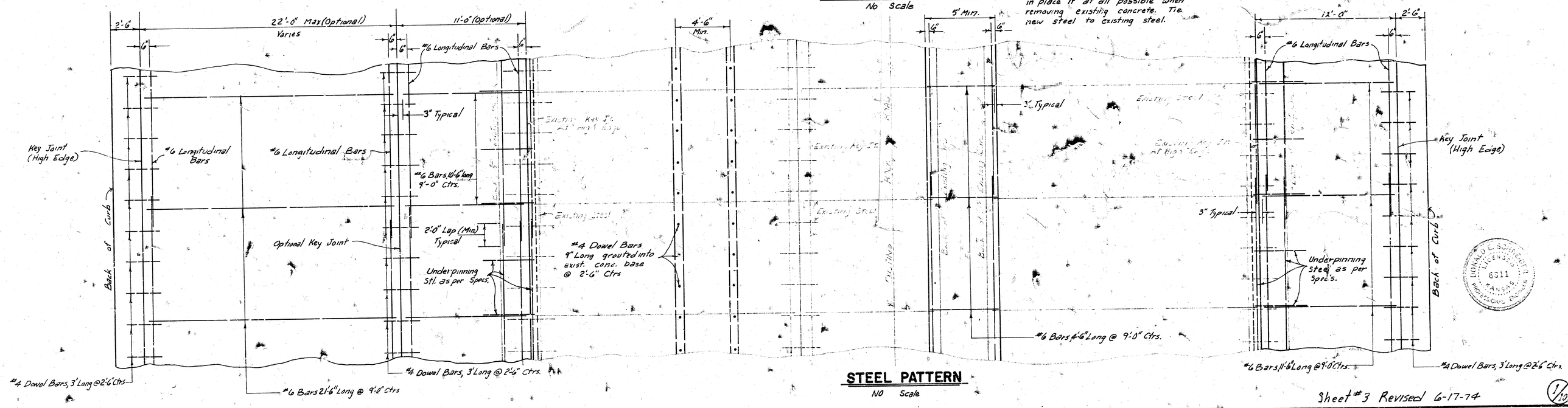
Asph. Surface Repair adjacent to existing H.E. & Medial Curbs to be paid for as Tons of Asphaltic Concrete. Repair in excess of 6" in width to be incidental to project.




## SECTION AT STA. 11+50

No Scale

Existing dowel steel to remain in place if at all possible when removing existing concrete. Tie new steel to existing steel.




## STEEL PATTERN

NO Scale

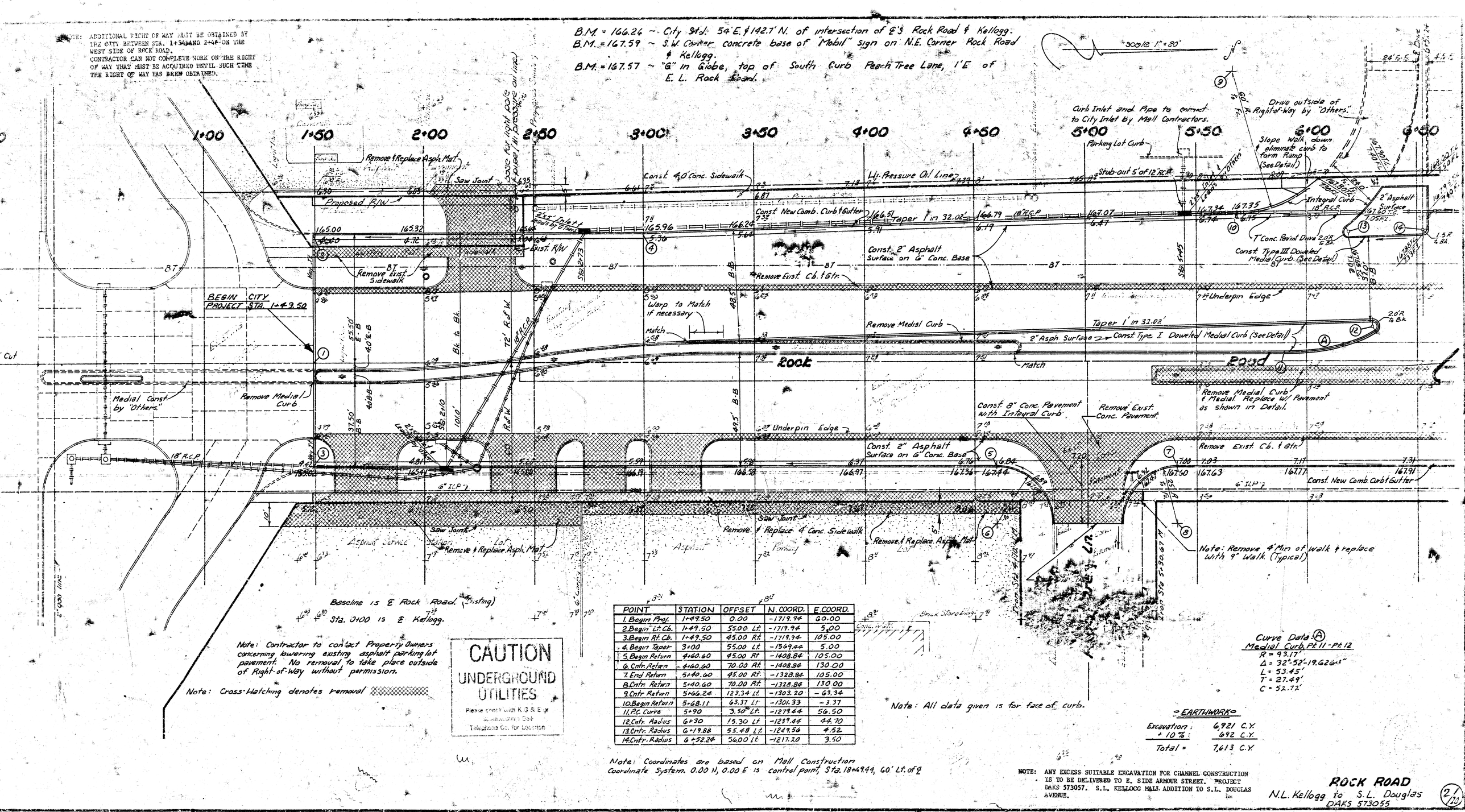
DONALD C. SCHEIDT LICENSED 6511 KANSAS PROFESSIONAL ENGINEER

Sheet #3 Revised 6-17-74

1/10

NOTE: ADDITIONAL RIGHT OF WAY MUST BE OBTAINED BY THE CITY BETWEEN STA. 1+34 AND 2+46 ON THE WEST SIDE OF ROCK ROAD. CONTRACTOR CAN NOT COMPLETE WORK ON THE RIGHT OF WAY THAT MUST BE ACQUIRED UNTIL SUCH TIME THE RIGHT OF WAY HAS BEEN OBTAINED.

B.M. = 166.24 ~ City Std. 54' E. & 142.7' N. of intersection of E. 3 Rock Road & Kellogg.
B.M. = 167.59 ~ S.W. Corner concrete base of "Mobil" sign on N.E. Corner Rock Road & Kellogg.
B.M. = 167.57 ~ "G" in Globe, top of South Curb Peach Tree Lane, 1'E of E. L. Rock Road.




| POINT | STATION | OFFSET | N. COORD. | E. COORD. |
|---|---|---|---|---|
| 1. Begin Proj. | 1+49.50 | 0.00 | -1719.94 | 60.00 |
| 2. Begin Lt. Cb. | 1+49.50 | 55.00 Lt. | -1719.94 | 5.00 |
| 3. Begin Rt. Cb. | 1+49.50 | 45.00 Rt. | -1719.94 | 105.00 |
| 4. Begin Taper | 3+00 | 55.00 Lt. | -1569.44 | 5.00 |
| 5. Begin Return | 4+60.60 | 45.00 Rt | -1408.84 | 105.00 |
| 6. Cntr. Return | 4+60.60 | 70.00 Rt. | -1408.84 | 130.00 |
| 7. End Return | 5+40.60 | 45.00 Rt. | -1328.84 | 105.00 |
| 8. Cntr. Return | 5+40.60 | 70.00 Rt. | -1328.84 | 130.00 |
| 9. Cntr. Return | 5+66.24 | 123.34 Lt. | -1303.20 | -63.34 |
| 10. Begin Return | 5+68.11 | 63.37 Lt. | -1301.33 | -3.37 |
| 11. P.C. Curve | 5+90 | 3.50 Lt. | -1279.44 | 56.50 |
| 12. Cntr. Radius | 6+30 | 15.30 Lt. | -1239.44 | 44.70 |
| 13. Cntr. Radius | 6+19.88 | 55.48 Lt. | -1249.56 | 4.52 |
| 14. Cntr. Radius | 6+32.24 | 56.00 Lt. | -1217.20 | 3.50 |

Curve Data (A)
Medial Curb, Pt 11 - Pt 12
R = 93.17'
Δ = 32°-52'-19.626"
L = 53.45'
T = 27.49'
C = 52.72'

EARTHWORK

| | |
|---|---|
| Excavation: | 6,921 C.Y. |
| + 10 %: | 692 C.Y. |
| Total = | 7,613 C.Y. |

NOTE: ANY EXCESS SUITABLE EXCAVATION FOR CHANNEL CONSTRUCTION IS TO BE DELIVERED TO E. SIDE ARMOUR STREET. PROJECT DAKS 573057. S.L. KELLOGG MALL ADDITION TO S.L. DOUGLAS AVENUE.

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

21/20

B.M. = 170.86 ~ Extreme N.W. corner brick monument on N.E. corner Willow Brook & Rock Road.

B.M. = 171.61 ~ Extreme N.W. corner brick monument on N.E. corner Mocking Bird Lane & Rock Road.

scale 1" = 80'

N

Drive outside of Right-of-Way by "Others."

Slope walk down & eliminate curb to form Ramp. (See Detail)

Curb Inlet & pipe to connect to City Inlet by Mall Contractors

Parking Lot Curb

42" S.W.S.

Inlet & Storm Sewer Lines by Mall Contractor

36" S.W.S.

Hi-Pressure Oil Line

Const 4.0' Conc. Sidewalk

Const. New Comb. Cb & Gtr.

Integral Curb

7" Conc. Pavmt. Drive

2" Asph. Surface

Const. Type III Doweled Medial Curb (See Detail)

Const. Type I Doweled Medial Curb. (See Detail)

Const. Type II Doweled Medial Curb. (See Detail)

Const. 2" Asphalt Surface on 6" Conc. Base

Remove Exist. Cb & Gtr.

Remove Exist. Medial Curb

Underpin Edge

Opening through (Medial (See Detail)

Remove Medial Curb & Medial. Replace w/ Pavement as shown in Detail.

Const. 8" Conc. Pavement w/ Integral Cb.

Remove Exist. Conc. Pavement

Saw & Match

Const. Solid Conc. Medial Nose. To be paid for as Ln. Ft. Integral Curb.

Remove Exist Curb & Gutter

Slope walk down & eliminate curb to form Ramp. (See Detail)

Note: Remove 4' Min. of walk & replace with 9' Walk (Typical)

ROCK Road

Willowbrook

Mockingbird

from 7+70.63 M. to 8+30.63 M.

from 101+70.58 M. to 11+30.58 M.

4' Gas line

Curve Data: (B) Medial Curb, Pt 1 - Pt 24 (Reverse)
R = 460.05
Δ = 12°-33'-16.5491"
L = 100.81'
T = 50.61'
C = 100.60'

Curve Data: (W) West Curb, Pt. 29 - Pt. 100
R = 100'
Δ = 29°37'-23.51"
L = 51.70'
T = 26.44'
C = 51.13'

Curve Data: (Y) West Curb, Pt 100 - Pt. 101
R = 60'
Δ = 30°-45'-13"
L = 32.21'
T = 16.50'
C = 31.82'

Curve Data: (Y) West Curb, Pt 101 - Pt 102
R = 100'
Δ = 29°37' 23.51"
L = 51.70'
T = 26.44'
C = 51.13'

Curve Data: (C) Medial Curb, Pt. 35 - Pt. 38
R = 104.99'
Δ = 38°-38'-38"
L = 70.81'
T = 36.81'
C = 69.48'

Curve Data: (Z) Medial Island Pt 32 - P
R = 75.84'
Δ = 39° 28' 32.19"
L = 52.25'
T = 27.21'
C = 51.23'

Curve (W) Pt 29 - Pt 100
Δ = 29°37'24" R. = 100' T. = 26.44 L. = 51.70 L.C. = 51.13

| CURVE DATA BASED ON West Curb RAD. Δ/2 = 14°-48'-42" | | | | | |
|---|---|---|---|---|---|
| CURVE STA. | ARC. | CHORD LENGTH 8' OFF W/CB. | CHORD LENGTH OFF CB. | DEFLECTION | TOTAL DEFLECTION |
| P.C. 11+24.44 | — | — | — | 0°-00'-00" | 0°-00'-00" |
| 11+52.29 | 25.85' | 23.72' | — | 7°-24'-21" | 7°-24'-21" |
| P.C.C. 11+78.14 | 25.85' | 23.72' | — | 7°-24'-21" | 14°-48'-42" |

| POINT | STATION | OFFSET | N. COORD. | E. COORD. |
|---|---|---|---|---|
| 15. Cntr. Radius | 6+60 | 6' Rt. | -1209.44 | 66.00 |
| 16. Cntr. Radius | 6+85 | 16' Lt. | -1184.44 | 44.00 |
| 17. Cntr. Return | 7+28.24 | 116' Lt. | -1141.20 | -56.00 |
| 18. End Return | 7+28.24 | 66' Lt. | -1141.20 | -6.00 |
| 19. P.C. Curve | 7+50 | 85' Rt. | -1119.44 | 68.50 |
| 20. Begin Return | 7+60.63 | 45' Rt. | -1108.81 | 105.00 |
| 21. Cntr. Return | 7+60.63 | 70' Rt. | -1108.81 | 130.00 |
| 22. Cntr. Return | 8+40.63 | 70' Rt. | -1028.81 | 130.00 |
| 23. End Return | 8+40.63 | 45' Rt. | -1028.81 | 105.00 |
| 24. P.T. Curve | 9+50 | 13.5' Lt. | -919.44 | 46.50 |
| 25. Begin Return | 10+60.70 | 45' Rt. | -808.74 | 105.00 |
| 26. Cntr. Return | 10+60.70 | 70' Rt. | -808.74 | 130.00 |
| 27. Cntr. Return | 11+40.70 | 70' Rt. | -728.74 | 130.00 |
| 28. End Return | 11+40.70 | 45' Rt. | -728.74 | 105.00 |
| 29 Begin Return | 11+20.44 | 66' Lt. | -743.00 | -6.00 |
| 30. Cntr. Mid Curve | 11+46.21 | 131.23 Lt. | -723.23 | -71.23 |
| 31. Cntr. Radius | 11+85 | 16' Lt. | -684.44 | 44.00 |
| 32. " " | 11+80.97 | 57' Lt. | -688.47 | 3.00 |
| 33. " " | 12+18.94 | 93.85' Lt. | -650.50 | -33.85 |
| 34. " " | 12+18.94 | 57' Lt. | -650.50 | 3.00 |
| 35. " " | 12+66 | 1644' Lt. | -603.44 | 49.56 |
| 100. P.T. P.C. Return | 11+75.87 | 79.07 Lt. | -693.57 | -19.07 |
| 101. P.T. P.C. Return | 11+98.37 | 101.57 Lt. | -671.07 | -41.57 |
| 102. P.T. Return | 12+11.44 | 151 Lt. | -658.00 | -91.00 |

Curve (X) Pt 100 - Pt 101
Δ = 30°45'13" R. = 60' T. = 16.50' L. = 32.21' L.C. = 31.82'

| CURVE DATA BASED ON West Curb RAD. Δ/2 = 15°22'31" | | | | | |
|---|---|---|---|---|---|
| CURVE STA. | ARC. | CHORD LENGTH 8' OFF W/CB. | CHORD LENGTH OFF CB. | DEFLECTION | TOTAL DEFLECTION |
| P.C.C. 11+78.14 | — | — | — | 0°-00'-00" | 0°-00'-00" |
| P.L. 11+94.69 | 16.55' | 14.30' | — | 7°-54'-07" | 7°-54'-07" |
| P.C.C. 12+10.35 | 15.66' | 13.53' | — | 7°-28'-29" | 15°-22'-36" |

Note: All curve data given is to face of curb.

Shopping Center Exit Revised 6-17-74

ROCK ROAD

N.L. Kellogg to S.L. Douglas

DAKS 573055

B.M. = 168.08 ~ "X" cut top S. curb Morningside, 2' E. of E.L. Rock Road.

B.M. = 170.83 ~ Extreme N.W. corner brick monument on N.E. corner Lynwood & Rock - Road.

Curve Data: (E)
West Curb, Pt. 43 - Pt. 45 (Rev.)
R = 914.19'
Δ = 6°-17'-17.12272"
L = 100.33'
T = 50.22'
C = 100.28'
D = 6°-16'-02.5752"
D = 6.26738°

Scale 1" = 50'

P.V.I. Elev. 169.83 No. V.C.

Drive outside of Right-of-Way by Others."

Inlet & Storm Sewer Lines by Mall Contractor

30" S.W.S.

24" S.W.S.

13+50 14+00 14+50 15+00 15+50 16+00 16+50 17+00 17+50 18+00 18+50 19+00 19+50

8" Corrugated

12" Corrugated

16" Corrugated

30" Corrugated

Const. 4.0' Conc. Sidewalk

Const. New Comb. Cb. & Gtr.

Const. 2" Asph. Surface on 6" Conc. Base

Remove Exist. Comb. Cb. & Gtr.

Underpin Edge

Hi-Pressure Oil Line

Slope walk down & eliminate curb to form Ramp. (See Detail)

Taper 1' in 51.14'

Integral Curb

Const. Type I Doweled Medial Curb. (See Detail)

Const. Solid conc. Medial rose. To be paid for as Ln. Ft. Integral curb.

Const. Type II Doweled Medial Curb. (See Detail)

Remove Medial Curb & Medial. Replace w/ Pavmt as shown in Details.

Remove Exist. Curb

Const. 8" Conc. Pavmt w/ Integral Cb.

Remove Exist. 8" Conc. Pavement.

2" Asph. Surface

Match

Rock Road

Morningside

Lynwood

Conhal Bint Tel. Co. Pt. 52

Drive 18+69.44

7' Conc. Pavmt Drive

Saw & Match

Note: Remove 4' Min. of walk & replace with 9" walk.

Note: 6" I.P. ends here

Curve Data: (D)
East Curb, Pt. 42 - Pt. 44 (Reverse)
R = 1009.68'
Δ = 6°-14'-57.7101"
L = 110.13'
T = 55.12'
C = 110.07'
D = 5°-40'-28.7305"
D = 5.674644°

Note: All data given is to face of curb.

| POINT | STATION | OFFSET | N. COORD. | E. COORD. |
|---|---|---|---|---|
| 36. Cntr. Return | 13+17.44 | 115.95' Lt. | -552.00 | -55.45 |
| 37. End Return | 13+16.46 | 65.46' Lt. | -552.98 | -5.46 |
| 38. P.T. Curve | 13+30 | 8.5' Rt. | -539.44 | 68.50 |
| 39. Begin Return | 13+60.65 | 45' Rt. | -508.79 | 105.00 |
| 40. Cntr. Return | 13+60.65 | 70' Rt. | -508.79 | 130.00 |
| 41. Cntr. Return | 14+40.65 | 70' Rt. | -428.79 | 130.00 |
| 42. End Return | 14+40.65 | 45' Rt. | -428.79 | 105.00 |
| 43. P.C. Curve | 15+00 | 61.87' Lt. | -369.44 | -1.87 |
| 44. P.T. Curve | 16+60.47 | 33' Rt. | -208.97 | 93.00 |
| 45. P.T. Curve | 17+00 | 46.96' Lt. | -169.44 | 13.04 |
| 46. P.I. (No Curve) | 18+00.22 | 45' Lt. | -69.22 | 15.00 |
| 47. P.I. (No Curve) | 18+00 | 8.5' Lt. | -69.44 | 51.90 |
| 48. Begin Return | 18+13.44 | 45' Lt. | -56.00 | 15.00 |
| 49. Cntr. Return | 18+13.44 | 95' Lt. | -56.00 | -35.00 |
| 50. Cntr. Radius | 18+40 | 6' Lt. | -29.44 | 54.00 |
| 51. Control Point | 18+69.44 | 60' Lt. | 0.00 | 0.00 |
| 52. Cntr. Radius | 19+30 | 6' Lt. | 60.56 | 54.00 |

Curve (D) Pt. 42 to Pt. 44
Δ = 6°-14'-58" R. = 1009.68' T. = 55.12 L. = 110.13' LC. = 110.07'

CURVE DATA BASED ON West Curb RAD. Δ/2 = 3°-07'-29"

| CURVE STA. | ARC. | CHORD LENGTH 8' OFF E.CB. | CHORD LENGTH _ OFF _ CB | DEFLECTION | TOTAL DEFLECTION |
|---|---|---|---|---|---|
| 14+40.65 | P.C. | – | – | 0°-00'-00" | 0°-00'-00" |
| 14+65.65 | 25.00' | 25.20' | – | 0°-42'-34" | 0°-42'-34" |
| 14+90.65 | " | " | – | " | 1°-25'-08" |
| 15+15.65 | " | " | – | " | 2°-07'-42" |
| 15+40.65 | " | " | – | " | 2°-50'-16" |
| 15+50.78 | 10.13' | 10.21' | – | 0°-17'-14" | 3°-07'-30" |
| 15+75.78 | 25.00' | 24.80' | – | 0°-42'-34" | 0°-42'-34" |
| 16+00.78 | " | " | – | " | 1°-25'-08" |
| 16+25.78 | " | " | – | " | 2°-07'-42" |
| 16+50.78 | " | " | – | " | 2°-50'-16" |
| 16+60.91 | 10.13' | 10.05' | – | 0°-17'-16" | 3°-07'-30" |

P.C.C. P.T.

Curve (E) Pt. 43 to Pt. 45
Δ = 6°17.17" R = 914.19' T. = 50.22 L. = 100.33 LC. = 100.28

CURVE DATA BASED ON West Curb RAD. Δ/2 = 3°-08-36"

| CURVE STA. | ARC. | CHORD LENGTH 8' OFF E.CB. | CHORD LENGTH _ OFF _ CB | DEFLECTION | TOTAL DEFLECTION |
|---|---|---|---|---|---|
| 15+00 | P.C. | – | – | 0°-00'-00" | 0°-00'-00" |
| 15+25 | 25.00 | 25.22' | – | 0°-47'-05" | 0°-47'-05" |
| 15+50 | " | " | – | " | 1°-34'-09" |
| 15+75 | " | " | – | " | 2°-21'-02" |
| 16+00.33 | 25.33 | 25.55' | – | 0°-47'-38" | 3°-08'-38" |
| 16+25.33 | 25.00 | 24.78' | – | 0°-47'-00" | 0°-47'-00" |
| 16+50.33 | " | " | – | " | 1°-34'-00" |
| 16+75.33 | " | " | – | " | 2°-21'-00" |
| 17+00.66 | 25.33 | 25.11' | – | 0°-47'-38" | 3°-08'-38" |

P.C.C. P.T.

**ROCK ROAD**
N.L. Kellogg to S.L. Douglas
DAKS 573055

4/10

B.M. = 169.41 ~ City Stone 47' S. & 53.5' Lt. of intersection of E'S Rock Road & Douglas.

Note: Driveway locations shown are tentative. Contractor to Contact Owner Prior to Const. for exact locations.

Scale 1"=20'

N

20+00 20+50 21+00 21+50 22+00 22+50 23+00 23+50 24+00 24+50 25+00 25+50

34' Curbwoods

Sta 20+80.78

66.0'

27' R.-R.

Hi Pressure Oil Line

4' Conc. Walk

6" Conc. Drive

Asphalt Drive

20' Curbwoods

Sta 23+60.68

20' R.-R.

2-12" Curbwoods

2-12" Curbwoods

4 Curbwoods 8"-12"

Const. 4' Conc. Walk

169.50 169.95 169.37 169.29 169.13 169.05 Const. New Comb. Cb. & Gtr. 168.91 168.73 168.65 168.57

Remove Exist. Comb. Cb. & Gtr.

Const. 2" Asph. Surface on 6" Conc. Base

Underpin Edge

Type II Doweled Medial Curb. (see details)

2" Asph. Surface

Remove Medial Curb & Medial. Replace w/Pavement as shown in detail.

Remove Curb & Replace w/Pavmt as shown in detail

Match

ROCK

ROAD

Match

Remove Medial Curb & Medial. Replace w/Pavmt as shown in detail

Remove Medial Curb. Const. Type I Doweled Medial Curb. (See Detail)

Const. Type I Doweled Medial Curb. (See detail)

Const. Type II Doweled Medial Curb. (See Detail)

Remove Medial Curb & Medial. Replace w/Pavmt as shown in details.

Lot 2 Laurie Lee Addn

166'

Curve Data: (F)
Medial Curb, Pt. 52 - Pt. 56 & Pt. 53 - Pt. 57
R = 145.50'
Δ = 22° 37' 11.5138"
L = 57.44'
T = 29.10'
C = 57.07'

Curve Data: (G)
Medial Curb, Pt. 59 - Pt. 62 & Pt. 60 - Pt. 61 (Reverse)
R = 357.86
Δ = 10° 03' 29.3297"
L = 62.82'
T = 31.49'
C = 62.74'

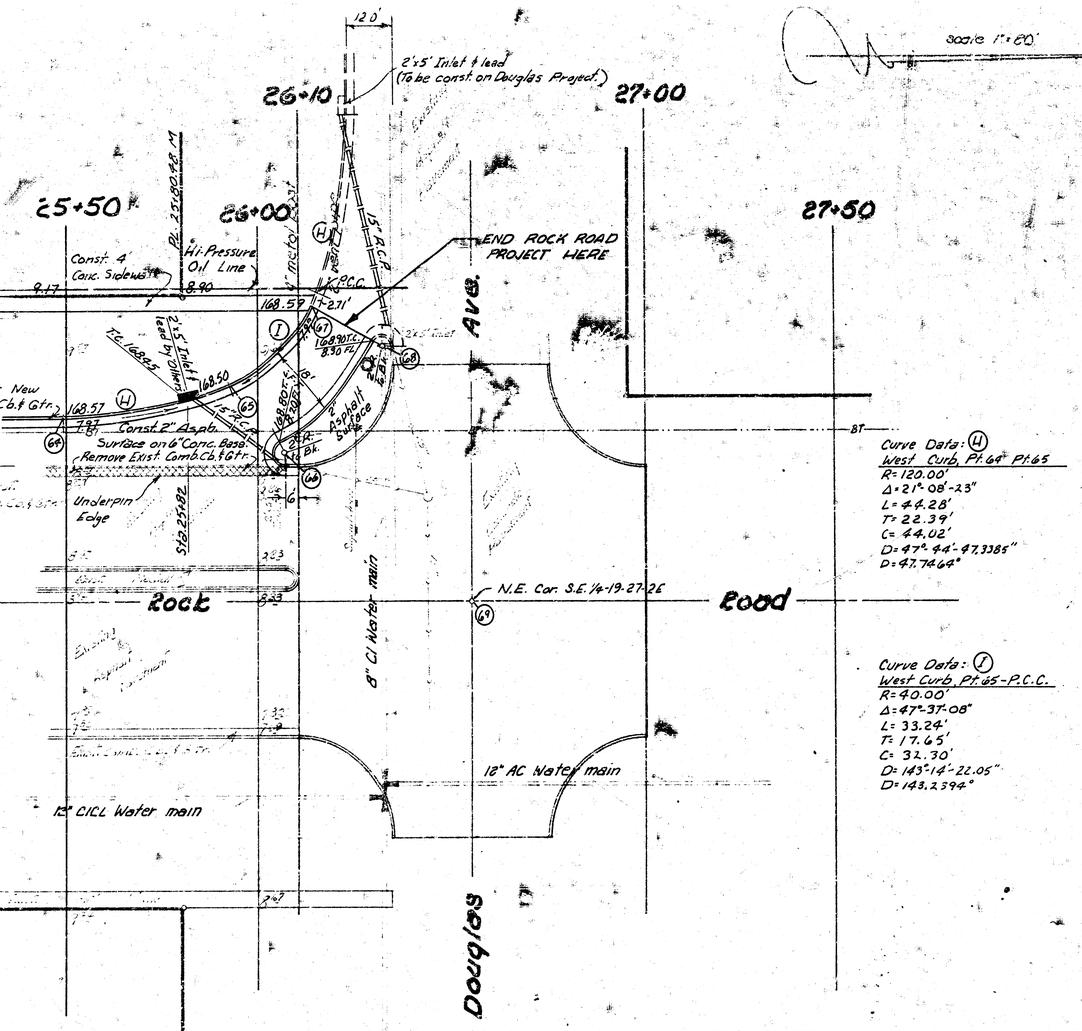
Note: All data given is to face of curb.

| POINT | STATION | OFFSET | N. COORD. | E. COORD. |
|---|---|---|---|---|
| 53. P.C. Curve | 19+65 | 8.5' Lt. | 95.56 | 51.50 |
| 54. End Return | 19+65.44 | 45.0' Lt. | 96.00 | 15.00 |
| 55. Cntr. Return | 19+65.44 | 95.0' Lt. | 96.00 | -35.00 |
| 56. P.T. Curve | 19+90 | 7.5' Rt. | 120.58 | 67.50 |
| 57. Cntr. Radius | 20+20 | 5.0' Rt. | 150.56 | 65.00 |
| 58. Cntr. Radius | 21+06 | 5.0' Rt. | 236.56 | 65.00 |
| 59. P.C. Curve | 22+25 | 7.5' Rt. | 355.56 | 67.50 |
| 60. P.C. Curve | 22+25 | 2.5' Rt. | 355.56 | 62.50 |
| 61. P.T. Curve | 23+50 | 8.5' Lt. | 480.56 | 51.50 |
| 62. P.T. Curve | 23+50 | 3.5' Lt. | 480.56 | 56.50 |
| 63. Match Pt. | 24+88 | 3.5' Lt. | 618.56 | 56.50 |
| 64. Begin Return | 25+49.21 | 45.0' Lt. | 679.77 | 15.00 |

ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAKS 573055

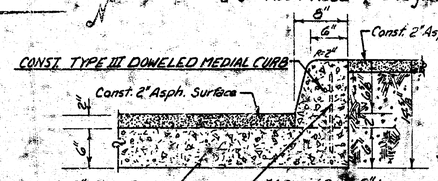
5A

15-Engr
1-Water




B.M. = 1694 - City Std. 47'S. & 75'W. of intersection of E'S. Rock Road & Douglas.

CONST. TYPE III DOWELED MEDIAL CURB




ENTRANCE DRIVE MEDIAL DETAIL
Scale

Curve (H) Pt. 64 - Pt. 65

Δ = 21°08'23" R. = 120.00' T. = 22.39' L. = 44.28' L.C. = 44.02'

CURVE DATA BASED ON West Curb RAD. Δ/2 = 10°36'11.5"

| CURVE STA. | ARC. | CHORD LENGTH 8' OFF W. CB. | CHORD LENGTH OFF CB. | DEFLECTION | TOTAL DEFLECTION |
|---|---|---|---|---|---|
| 25+49.21 | - | - | - | 0°00'00" | 0°00'00" |
| 25+71.35 | 22.14' | 20.64' | - | 5°17'05.75" | 5°17'05.75" |
| 25+93.49 | 22.14' | 20.64' | - | 5°17'05.75" | 10°34'11.5" |

Curve Data: (H)
West Curb, Pt. 64 - Pt. 65
R = 120.00'
Δ = 21°08'23"
L = 44.28'
T = 22.39'
C = 44.02'
D = 47°44'47.3385"
D = 47.7464°

Curve (I) Pt. 65 - Pt. 67 (End Proj.)

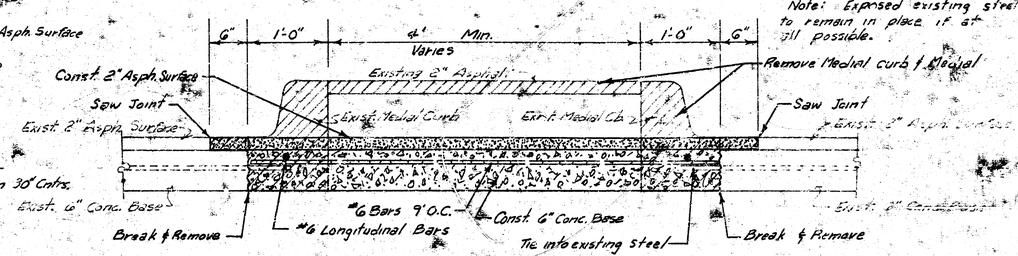
Δ = 43°44'48" R. = 40.00 T. = 16.06' L. = 30.53' L.C. = 29.80'

CURVE DATA BASED ON West Curb RAD. Δ/2 = 21°52'07.41"

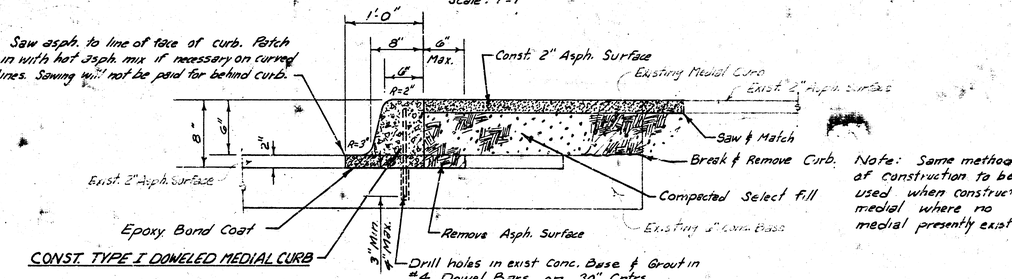
| CURVE STA. | ARC. | CHORD LENGTH 8' OFF W. CB. | CHORD LENGTH OFF CB. | DEFLECTION | TOTAL DEFLECTION |
|---|---|---|---|---|---|
| 25+93.49 | P.C.C. | - | - | 0°00'00" | 0°00'00" |
| 26+08.49 | 15.00' | 11.93' | - | 10°44'35" | 10°44'35" |
| 26+24.02 | 15.53' | 12.35' | - | 11°07'33" | 21°52'07" |

Curve Data: (I)
West Curb, Pt. 65 - P.C.C.
R = 40.00'
Δ = 47°37'08"
L = 33.24'
T = 17.65'
C = 32.30'
D = 143°14'22.05"
D = 143.2394°

Note: Exposed existing steel to remain in place if at all possible.




MEDIAL REMOVAL & REPLACEMENT DETAIL
Scale: 1"=1'



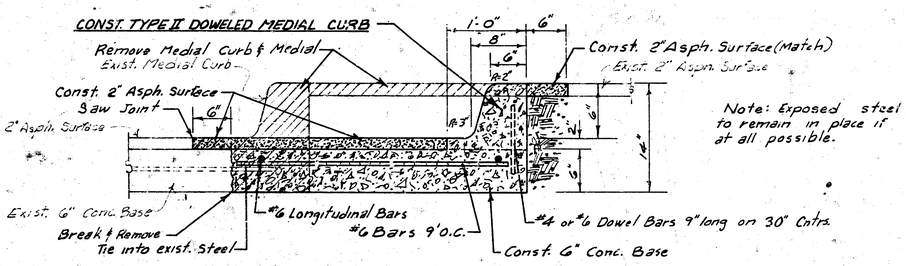

Saw asph. to line of face of curb. Patch in with hot asph. mix if necessary on curved lines. Sawing will not be paid for behind curb.

CONST. TYPE I DOWELED MEDIAL CURB

Note: Same method of construction to be used when constructing medial where no medial presently exists.

MEDIAL WIDENING DETAIL
Scale: 1"=1'

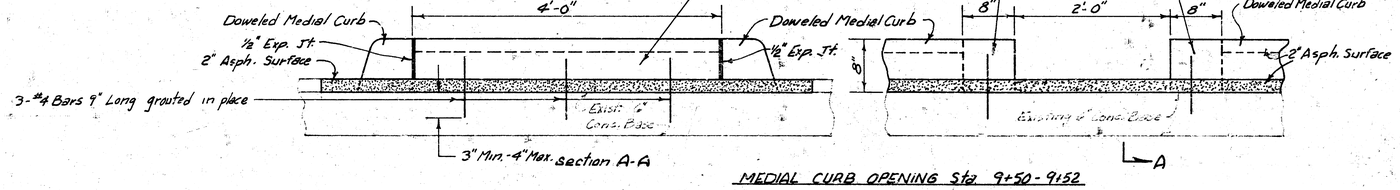
CONST. TYPE II DOWELED MEDIAL CURB




Note: Exposed steel to remain in place if at all possible.

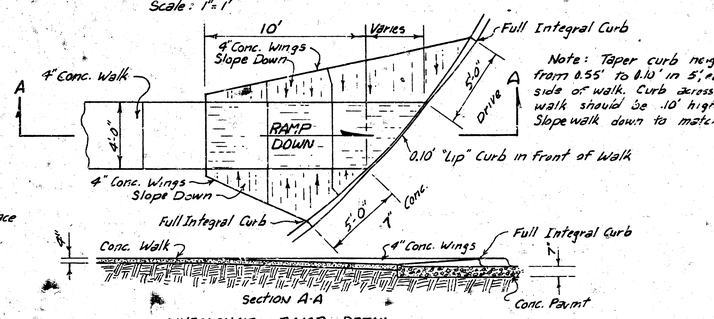
Note: Select fill material is to consist of 80% Conc. Sand & 20% Select Soil. Fill is to be mechanically compacted to the satisfaction of the Engineer.

| POINT | STATION | OFFSET | N. COORD. | E. COORD. |
|---|---|---|---|---|
| G4. Begin Return | 25+89.21 | 45.0' Lt. | 679.77 | 15.00 |
| G5. P.C.C. | 25+92.48 | 53.08' Lt. | 723.04 | 6.92 |
| G6. Cntr. Radius | 26+04.01 | 30.5' Lt. | 734.57 | 29.50 |
| G7. P.O.T. (End Proj.) | 26+14.35 | 73.32' Lt. | 744.91 | -13.32 |
| G8. Cntr. Radius | 26+32.94 | 64.69' Lt. | 763.50 | - 4.69 |
| G9. N.E. Cor. Section | 26+55.44 | 0.00 | 786.00 | 60.00 |




MEDIAL CURB OPENING Sta 9+50 - 9+52
Scale: 1"=1'

MEDIAL NARROWING DETAIL
Scale: 1"=1'




Note: Taper curb height from 0.55' to 0.10" in 5' each side of walk. Curb across walk should be .10" high. Slope walk down to match.

WHEELCHAIR RAMP DETAIL
NO Scale

# ROCK ROAD
N.L. Kellogg to S.L. Douglas
DAXS 5730 55

G/10

15-Engr.
11-Water

CAUTION
UNDERGROUND
UTILITIES

NOTE: ADDITIONAL RIGHT OF WAY MUST BE OBTAINED BY THE CITY ON THE WEST SIDE OF ROCK ROAD FROM THE NORTH LINE OF KELLOGG TO APPROXIMATELY 110 FEET NORTH OF THE NORTH LINE OF KELLOGG. CONTRACTOR CANNOT WORK ON THIS RIGHT OF WAY WHICH MUST BE ACQUIRED UNTIL SUCH TIME THAT THE RIGHT OF WAY HAS BEEN OBTAINED.

Sta. 0+00 Paving Project

Street

Kellogg

Rock Road

Peach Tree Ln.

273.0'

272.0'

B.M.=166.26 ~ City Std. 54'E & 162.7' N. of intersection of E'S Rock Road & Kellogg.

B.M.=167.59 ~ S.W. Corner conc. base of "Mobil" sign on N.E. Corner Rock Road & Kellogg.

B.M.=167.57 ~ "G" in Globe, top of South Curb Peach Tree Lane, 1' E. of E.L. Rock Road.

Asph. Cut

Proposed R/W

Exist. R/W

Sta. 2+75.10 ~ Const. 2'x5' Inlet
Fl. Out = 162.17
Fl. In = 162.25

Proposed New Sidewalk

8" S.S.

2720'-18" R.C.P.

Stub-out 5' of 12" R.C.P.

18" R.C.P.

High Pressure Oil Line

Inlet & Pipe Lead to Connect to City Inlet by "Others."

Parking Lot Curb

Sta. 5+47.10 ~ Const. 2'x5' Inlet
Fl. Out = 163.34
Fl. In = 163.75-12"
Fl. In = 163.50-18"

Tc. 166.80

Tc. 166.31

Note: Sidewalk has been Removed by "Others"

Proposed New Comb. Curb & Gutter

Existing Sidewalk

BT

Existing Comb. Curb & Gutter

Proposed Pavement - BT - 2" Asphalt Surface on 6" Conc. Base

553'-E.-Bk.-C&G

631.5'-E.-Bk.-C&G

Concrete Pavement

2" Asphalt Surface on 6" Conc. Base

Remove Existing 2'x5' Inlet. Salvage Inlet Casting.

Remove Exist. Pipe to Clear new Constr. & Plug

Proposed New Medial

Existing Medial "J" 6" Dowelled Curb, 4' Bk. to Bk.

Remove & Replace Pavement

Saw Joint

Remove Existing Pipe

Plug Pipe

Remove Existing Manhole & Pipe Leads.

Remove Existing 2'x5' Inlet. Salvage Inlet Casting.

55.0

155.0'

405'-E.-Bk.-C&G

455'-E.-Bk.-C&G

Remove & Replace Pavement

155.10'-18" R.C.P.

18" R.C.P.

Existing Comb. Curb & Gutter

Proposed New Comb. Curb & Gutter

Proposed New Pavement - 2" Asph. Surface on 6" Conc. Base

12" CICL Water Main

6" I.L.P.

Proposed New Sidewalk

Saw Joint

Remove Existing 18" S.W.S.

Sta. 0+00
Connect to Existing Manhole
Fl. In = 161.40

Manhole Connection to be Considered Incidental to Project.

Sta. 1+55.1 ~ Const. 2'x5' Inlet
Fl. Out = 161.80
Fl. In = 161.86

NOTE: TRAFFIC TO BE CARRIED THROUGH CONSTRUCTION.

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

N

DONALD E. SCHNEIDER
LICENSED
6311
KANSAS
PROFESSIONAL ENGINEER

Original Ground Level
Existing Roadway
Existing Street Roadway
Finished Grade
Const. 2'x5' Inlet

170
165
160

155.1'-18" R.C.P. @ 0.26%
120.0'-18" R.C.P. @ 0.26%
272.0'-18" R.C.P. @ 0.40%

Fl. 161.37 Out
Fl. 161.40 In

Fl. 161.66

+55.12
Fl. 161.80 Out
Fl. 161.86 In

Fl. 161.88

+75.1
Fl. 162.17 Out
Fl. 162.25 In

Fl. 161.35

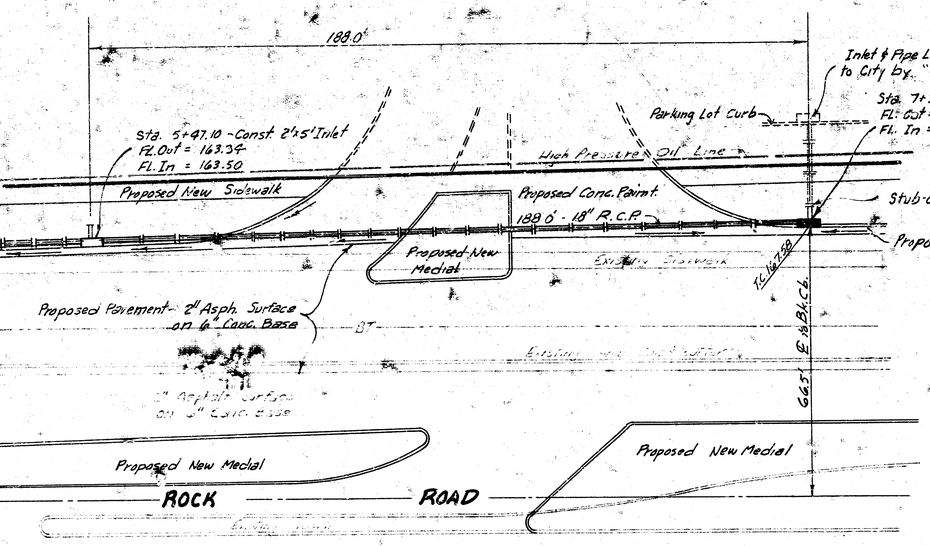
Fl. 162.75

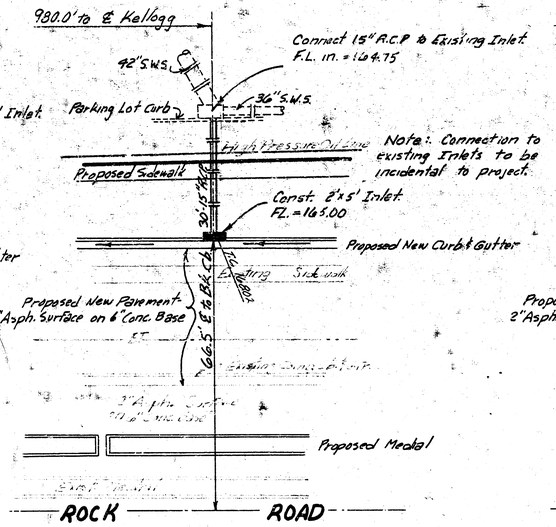
Fl. 163.15

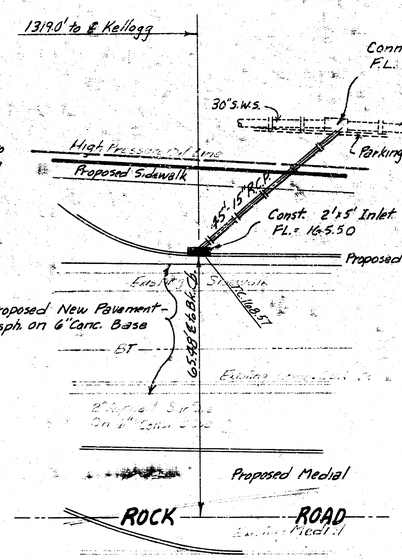
+47.1
Fl. 163.34 Out
Fl. 163.75 In-12"
Fl. 163.50 In-18"

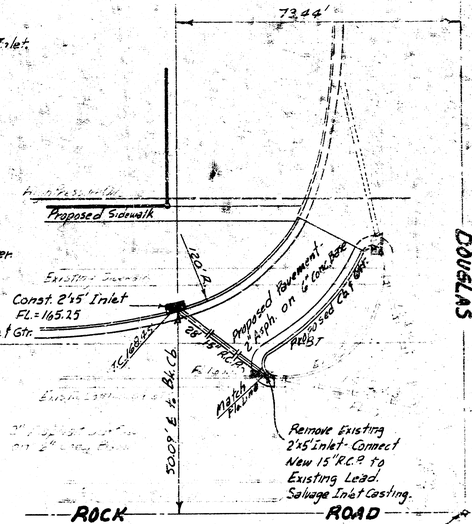
0+00
1+00
2+00
3+00
4+00
5+00

**DRAINAGE**
IN CONNECTION
WITH
WIDENING OF
**ROCK ROAD**
N.L. Kellogg to S.L. Douglas
Proj. No. DAKD573055



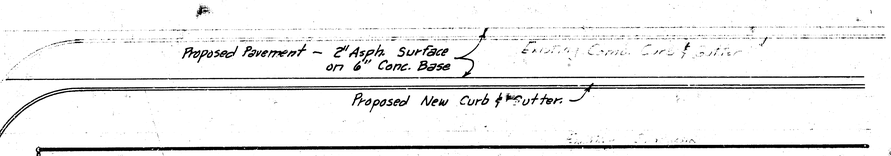



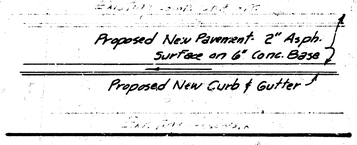



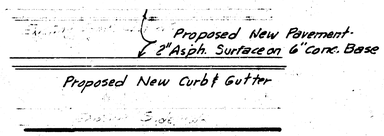




NOTE: FIELD ENGINEER TO DETERMINE ELEVATION OF 8" PIPELINE LOCATED APPROXIMATELY 2 FEET WEST OF WEST LINE OF ROCK ROAD AT STORM SEWER CROSSINGS. ELEVATIONS OF STORM SEWERS AND PIPE STUBS TO BE ADJUSTED AS NEEDED TO CLEAR PIPELINE.

Note: Use concrete collar to connect new pipe to existing pipe. Cost to be incidental to proj.

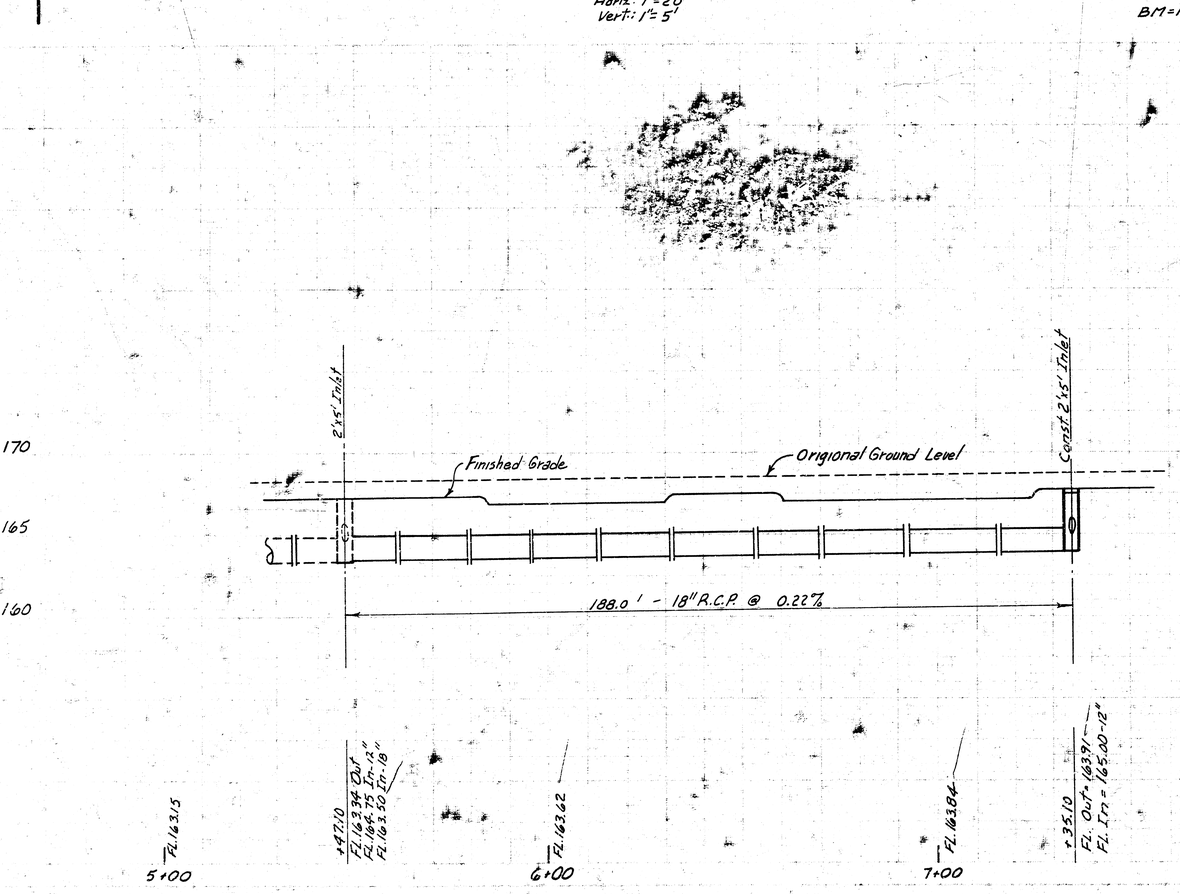


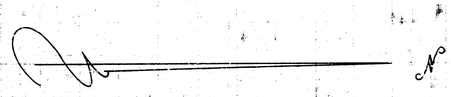




Scale: Plan: 1" = 20'
Profile: Horiz: 1" = 20'
Vert: 1" = 5'

BM = 170.86 - Extreme N.W. Corner brick monument on N.E. Corner Willow Brook & Rock Road.
BM = 171.61 - Extreme N.W. Corner brick monument on N.E. Corner Mocking Bird Lane & Rock Road.
BM = 169.41 - City S'd. 41' S. & 53.5' W. of intersection of ℄'s. Rock Road & Douglas.




**DRAINAGE**
IN CONNECTION WITH WIDENING OF
**ROCK ROAD**
N.L. Kellogg to S.L. Douglas
Proj. No. DAKD573055

2/

DOUGLAS AVE.