STATIONING IS ON 35' OFFSET (Rt.) LINE LEFT OF ℄.

B.M. 1162.28 "+" on Walk N.E. Cor. Roosevelt & Sunnybrook.

-0+70 P.C. 0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 4+00 4+50 5+00 5+50

MATCH LINE

IRON -0+20

IRON

ROOSEVELT

SUNNYBROOK

E. APPLEBY COURT

+1227'

+1269'

+1776'

+0.851%

+0.214%

-0+67.59 P.V.C.

P.V.I. El. 1179.90 95.18' V.C.

P.V.T. & P.V.C.

P.V.I. El. 8.71 35.17' V.C.

P.V.T.

P.R.C.

P.V.I. El. 1183.54 35.17' V.C.

P.V.T. & P.V.C.

P.V.I. El. 1205.23 35.17' V.C.

+0.000%

CONST. FULL CURB

* CONST. FULL CURB

Remove Existing Inlets & Const. 2-2'x5' Inlets Repair Estat 12" Clay Tile

Const. 2's 5' Inlet on Existing 24" Pipe. Do not plug 24" pipe.

Taper from Full Curb to Roll Curb

Taper from Full Curb to Roll Curb @ E. STA.+45.5 E.C. WIDENING TO MATCH EXIST. CURB

Scale: 1" = 20'

N

Base Line for Curve Data is 6' Offset face (Lt.) Curb

35(12') & Station	Point	Alignment	Deflection Angle	Chord	Arc
G+62.35	P.T.	Δ=36°40'	18°20'	12.18'	12.18'
6+50		R=1021'	17°59'31"	49.33'	49.33'
6+00		T=338.32	16°36'28"	49.32'	49.32'
5+50		L=653.39	15°13'26"	49.33'	49.33'
5+00			13°50'23"	49.32'	49.32'
4+50			12°27'21"	49.33'	49.33'
4+00			11°04'18"	49.32'	49.32'
3+50			9°41'16"	49.32'	49.32'
3+00			8°18'14"	49.33'	49.33'
2+50			6°55'11"	49.32'	49.32'
2+00			5°32'09"	49.32'	49.32'
1+50			4°09'07"	49.33'	49.33'
1+00			2°46'04"	49.32'	49.32'
0+50			1°23'02"	49.32'	49.32'
0+00	P.C.				

	PROPERTY	CITY	IMPROVE & REIMPROVE
Cu.Yds. Excavation	2084	354	142
+10%.	208	35	14
Totals	2292	389	156
Cu.Yds. Comp. Fill	165		
+10%	16		
Total	181		

JOHN L. ALLEN LICENSED 821 KANSAS PROFESSIONAL ENGINEER

B.E. SMITH LICENSED 436 KANSAS PROFESSIONAL ENGINEER

ROOSEVELT STREET

S.L. SUNNYBROOK to S.L. PAWNEE

30'-6" CONC. & INT. CURB & 40'-7" CONC. IMP. & REIMP.

B.E. SMITH CITY ENGINEER

CITY OF WICHITA, KANSAS

PROJECT NO. C19-242 C19-243

APRIL 1962

1/12

Survey C.N. Vol. Sta. Est. Checked

B.M. 123.71 "+" on Walk N.W. Corner Roosevelt & Ross Parkway

N

P.V.C. 5+50

+2.300%

+0.400%

100' V.C. P.V.I. El. 505 6+00

P.V.T. 6+50

P.R.T. 6+62.35

5+75

6+25

ALLEY

+1.776%

+0.400%

P.V.T. & P.V.C.

6+00 P.V.I. El. 5.23 35'-0" V.C.

7+00

7+50

8+00

8+34.2

9+54.25

60'

60'

PARKWAY

+ on Walk

Remove Cb. & Gutter where necessary. Const. new Int. Cb. to match exist. curb

10+00

10+50

11+00

P.C. 11+31.6

11+50

ROOSEVELT

ROSS

MATCH

7" Conc.

Remove Cb. & Gtr. where necessary.

IRON

Conc

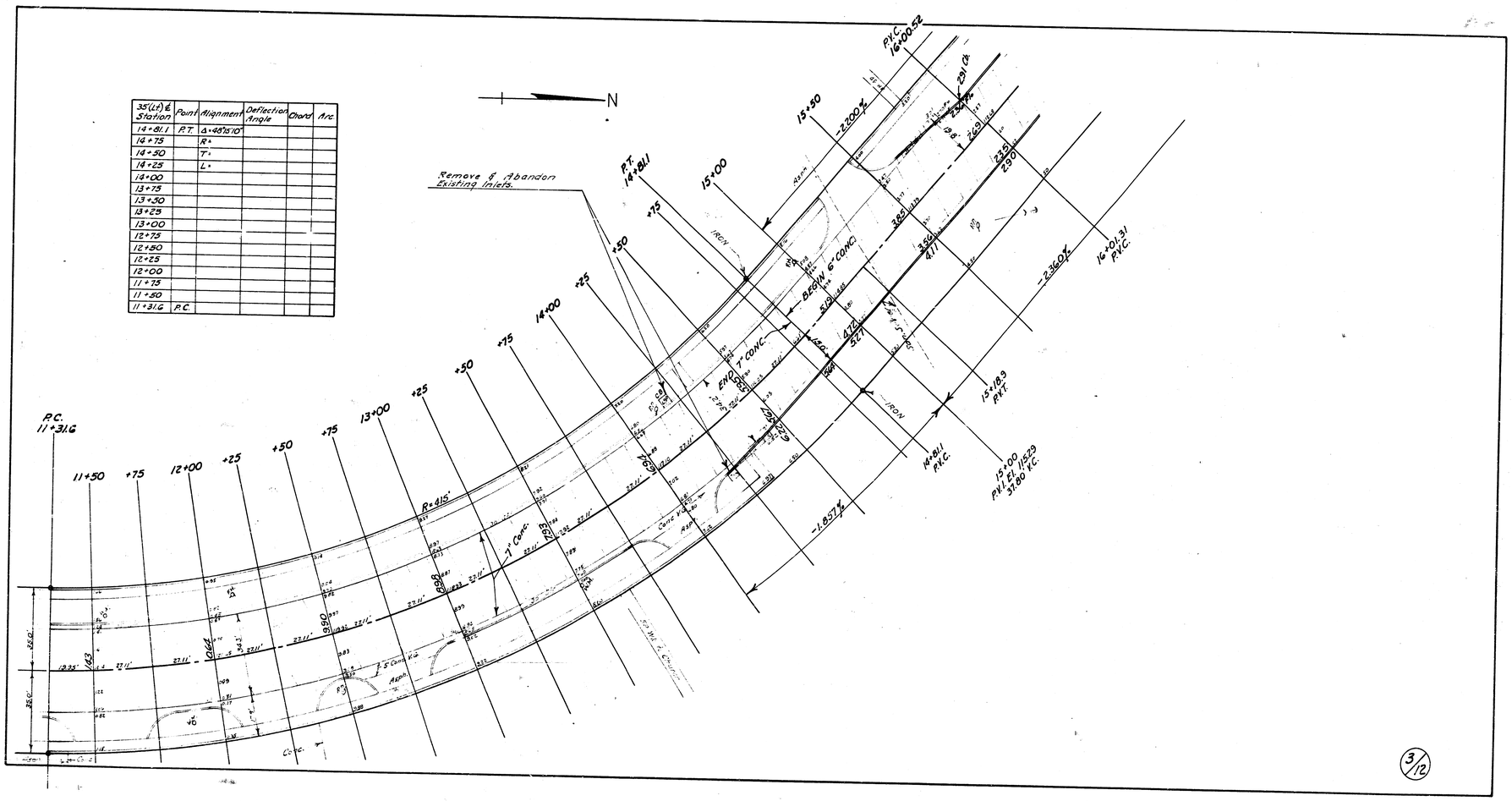
Full Wk

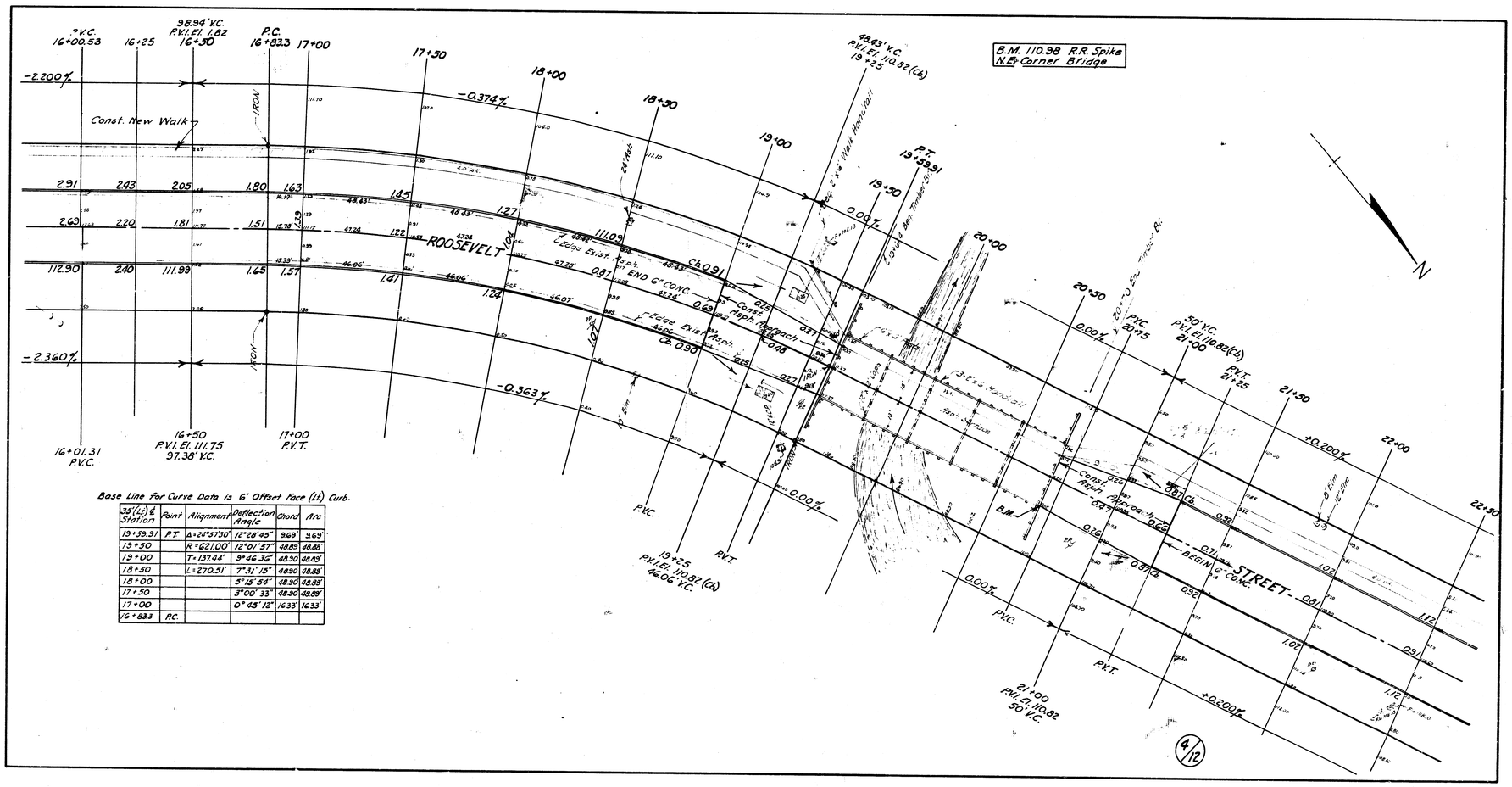
+ on Conc

IRON

2/12

35'(Lt.) ℄ Station	Point	Alignment	Deflection Angle	Chord	Arc
14+81.1	P.T.	Δ=46°51'10"			
14+75		R=			
14+50		T=			
14+25		L=			
14+00					
13+75					
13+50					
13+25					
13+00					
12+75					
12+50					
12+25					
12+00					
11+75					
11+50					
11+31.6	P.C.				




V.C.
16+00.53
16+25
98.94' V.C.
P.V.I. El. 1.82
16+50
P.C.
16+83.3
17+00
17+50
18+00
18+50
19+00
19+25
P.V.I. El. 110.82 (Ck)
19+43' V.C.
P.V.I. El. 110.82 (Ck)
19+25
P.T.
19+39.31
19+50
20+00
20+50
21+00
21+25
21+50
22+00
22+50
B.M. 110.38 R.R. Spike N.E. Corner Bridge
-2.200%
-0.374%
-2.360%
-0.363%
+0.200%
0.00%
+0.200%
Const. New Walk
IRON
ROOSEVELT
STREET
Ck 0.91
Ck 0.90
Ck 0.87
Ck 0.66
Ck 0.85
Ck 0.82
Ck 0.81
Ck 0.80
Ck 0.79
Ck 0.78
Ck 0.77
Ck 0.76
Ck 0.75
Ck 0.74
Ck 0.73
Ck 0.72
Ck 0.71
Ck 0.70
Ck 0.69
Ck 0.68
Ck 0.67
Ck 0.65
Ck 0.64
Ck 0.63
Ck 0.62
Ck 0.61
Ck 0.60
Ck 0.59
Ck 0.58
Ck 0.57
Ck 0.56
Ck 0.55
Ck 0.54
Ck 0.53
Ck 0.52
Ck 0.51
Ck 0.50
Ck 0.49
Ck 0.48
Ck 0.47
Ck 0.46
Ck 0.45
Ck 0.44
Ck 0.43
Ck 0.42
Ck 0.41
Ck 0.40
Ck 0.39
Ck 0.38
Ck 0.37
Ck 0.36
Ck 0.35
Ck 0.34
Ck 0.33
Ck 0.32
Ck 0.31
Ck 0.30
Ck 0.29
Ck 0.28
Ck 0.27
Ck 0.26
Ck 0.25
Ck 0.24
Ck 0.23
Ck 0.22
Ck 0.21
Ck 0.20
Ck 0.19
Ck 0.18
Ck 0.17
Ck 0.16
Ck 0.15
Ck 0.14
Ck 0.13
Ck 0.12
Ck 0.11
Ck 0.10
Ck 0.09
Ck 0.08
Ck 0.07
Ck 0.06
Ck 0.05
Ck 0.04
Ck 0.03
Ck 0.02
Ck 0.01
2.91
2.43
2.05
1.80
1.63
1.45
1.27
1.09
2.69
2.20
1.81
1.51
1.29
1.22
1.04
0.87
112.90
2.40
111.99
1.65
1.57
1.41
1.24
1.07
1.12
1.05
0.98
0.92
0.85
0.79
0.72
0.66
0.59
0.53
0.46
0.40
0.33
0.27
0.20
0.14
0.07
16+01.31
P.V.C.
16+50
P.V.I. El. 111.75
97.38' V.C.
17+00
P.V.T.
P.V.C.
19+25
P.V.I. El. 110.82 (Ck)
46.06' V.C.
P.V.T.
P.V.C.
P.V.T.
21+00
P.V.I. El. 110.82
50' V.C.
P.V.C.
20+75
50' V.C.
P.V.I. El. 110.82 (Ck)
21+00
P.V.T.
21+25
Base Line for Curve Data is 6' Offset Face (Lt) Curb.
℄ (Lt) Stations
Point
Alignment
Deflection Angle
Chord
Arc
19+39.31
P.T.
Δ=24°57'30"
12°28'45"
9.69'
9.69'
19+30
R=621.00'
12°01'37"
48.89'
48.88'
19+00
T=137.44'
9°46'36"
48.30'
48.89'
18+50
L=270.51'
7°31'18"
48.90'
48.89'
18+00
5°18'54"
48.30'
48.89'
17+50
3°00'33"
48.30'
48.89'
17+00
0°45'12"
16.33'
16.33'
16+83.3
P.C.
4/12

B.M. 114.23 "a" on ctr. of walk S.S. Roseberry, W.L. Roosevelt

Existing Inlets were removed & 2'x5' Inlets were Const. on the Roseberry Project.

N

P.V.C. 22+50 | P.V.C. 23+00 | 100'V.C. P.V.I. El. 111.32 23+50 | END FULL CURB P.V.T. 24+00 | 24+37.5

+0.200% | +2.491%

1" Bent Rod Stake | 1" End Pipe Stake | R.O.W.

ROOSEVELT

Edge Exist. Asph.

MATCH

24+37.5 IRON

ROSEBERRY STREET

P.V.C. 25+05.5 | 25+30 | .26+00 | P.V.C. +2.5 | 50'V.C. P.V.I. El. 118.90 26+30 | P.V.T. +7.5 | P.V.C. 27+00 | 100'V.C. P.V.I. El. 121.50 27+50 | P.V.T. 28+00 | P.V.C. 28+50

+3.218% | +2.600% | +1.000%

R.O.W. 29.5'±

+93.5' R.O.W. Fence

1" Iron Pipe

Set Notch on Walk

Const. Roll Curb

+2.7' North on Walk

Notch on Walk

+27.86 3/4" Pipe

+13.2' End Pipe

+35.1' "a" on Walk

+35.5' "a" on Conc.

+12.6' "a" on Walk

Conc. Walk

Asphalt

Conc.

11.25 Cb.

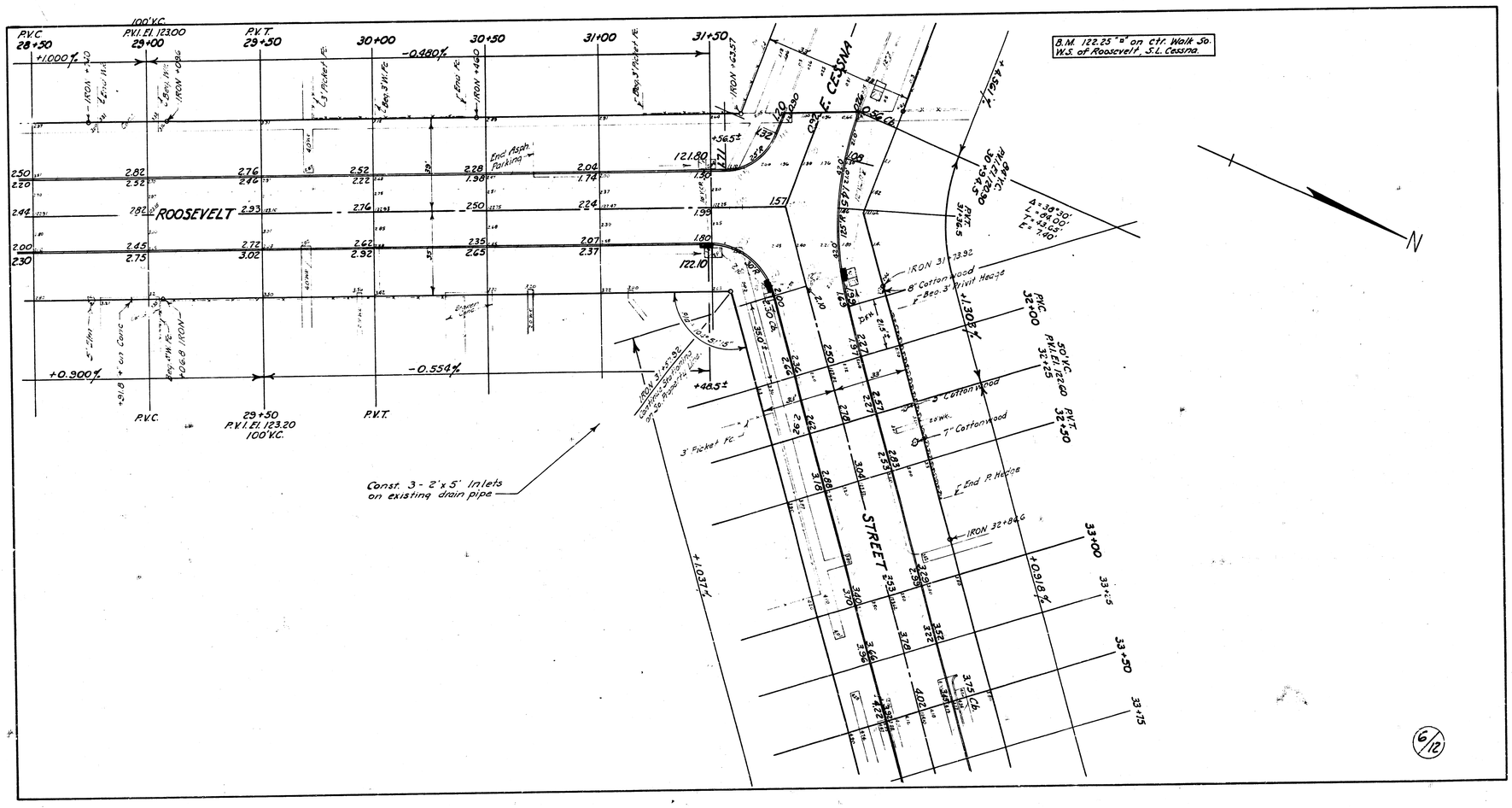
11.75 Cb.

+0.200% | +1.920% | +3.862% | +2.667% | +0.900%

P.V.C. 23+50 P.V.I. El. 111.32 100'V.C. | P.V.T. END FULL CURB 24+37.5 | 25+75 P.V.C. | P.V.I. El. 117.40 50'V.C. 26+25 P.V.T. | P.V.I. El. 121.40 100'V.C.

NOTE: Pavement Contractor shall Const Mastic Joint & install Dowell Steel at Catch Basin Openings. The Conc. Apron back of Roll Curb to be constructed by Drainage Contractor.

5/12


P.V.C. 28+50
+1.000%
100' V.C.
P.V.I. El. 123.00
29+00
P.V.T. 29+50
30+00
-0.480%
30+50
31+00
31+50
IRON +43.57
IRON +0.06
IRON +0.40
End Fence
Beg. 3' W. Fe.
3' Picket Fe.
End Asph. Parking
121.80
+56.5±
ROOSEVELT
STREET
121.10
IRON
+48.5±
+0.900%
-0.554%
P.V.C.
29+50
P.V.I. El. 123.20
100' V.C.
P.V.T.
Const. 3 - 2'x5' Inlets on existing drain pipe
B.M. 122.25 "a" on Ctr. Walk So. W.S. of Roosevelt, S.L. Cessna.
E. CESSNA
0.52 Ck.
1.79 S.
Δ=36°30'
L=78.00'
T=40.12'
R=122.40'
IRON 31+73.92
8" Cottonwood
2-Beg. 3' Privit Hedge
+1.30 S%
P.V.C. 32+00
50' V.C.
P.V.I. El. 128.60
32+25
P.V.T. 32+50
3" Cottonwood
7" Cottonwood
End R. Hedge
IRON 32+84.6
33+00
+0.91 S%
33+25
33+50
33+75
+1.037%
6/12

B.M. 126.87 S.W. Cor. Conc. Porch No. #3806
N.E. Cor. Roosevelt N. of Cessna

B.M. 127.11 N.W. Cor. Conc. Porch No. #2400
S.E. Cor. Roosevelt & Pawnee

N

ROOSEVELT

33+00 33+25 33+50 33+75 34+00 35+00 35+25 35+50 35+75 36+00 36+50 37+00 37+09

+0.918%

R=100

P.V.C. 35+25
50' V.C.
P.V.I. El. 125.20 35+50
P.V.T. 35+75

+0.183%

+1.037%

+0.280%

Δ=50°00'45"
L=87.3
T=46.56
E=10.36

Δ=39°00'
L=61.3
T=31.81
E=5.86

P.V.C. 34+34.68
P.V.I. El. 5.10
61.3' V.C.
P.V.T.

IRON +59.60

End Bus Shelter

EQUATION 378.34=338.68 IRON

IRON 35+75

+1.995 End Hedge

+32.4' ℄ & W.E.

+82.3' ℄ on Walk

2-Board Fe

Ho. #2409 Ho. #2405 Ho. #2401

Edge Exist. Asph.

STREET

PAWNEE

E. CESSNA

West Leg

W.E. S.L. Cessna

℄ on Walk

IRON

℄ 29.90

30' 30'

34+34.68

ROLL CURB DETAIL

6-Sack Conc

7/12