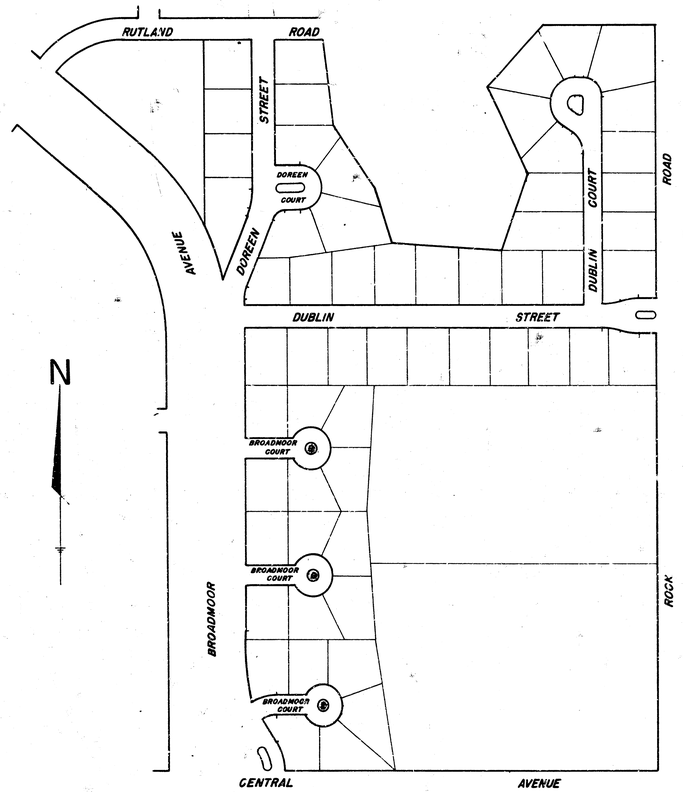
NOTE TO FIELD ENGINEER
Preliminary X-Sections are to be taken prior to construction operations.



WOODLAWN EAST STREETS

3 BROADMOOR	COURTS IN BLK 3
BROADMOOR	AVENUE
DUBLIN	STREET
DUBLIN	COURT
DOREEN	STREET
DOREEN	COURT
RUTLAND	ROAD

ASPHALTIC-CONC (VARIOUS WIDTHS)

CITY OF WICHITA, KANSAS
B.E. SMITH CITY ENGINEER
PROJECT No. 615-40

1/18

A.M. 1559.92 City B.M. Disc top Hub Guard E. end of S. Rail Bridge @ Central, Approx. 100' E. of E.L. Broadmoor N.

B.M. 1668.16 "M" in Mueller top F. Hydrant @ S.W. Corner Elm & Broadmoor

Scale: 1" = 20'

N

Base Line For Curve Data is 80' Offset Face (Lt.) Curb

℄ Station	Point	Alignment	Deflection Angle	Chord	Arc
0+93.16	P.T.	Δ = 30°30'	15° 15' 00"	14.28	14.29
0+75		R = 157.00'	12° 16' 42"	22.41	22.43
0+50		L = 83.58'	8° 11' 08"	22.41	22.43
0+25			4° 05' 34"	22.41	22.43
0+00	P.C.				

Base Line For Curve Data is 80' Offset Face (Lt.) Curb

℄ Station	Point	Alignment	Deflection Angle	Chord	Arc
1+51.22	P.T.	Δ = 21°31'	10° 45 30"	14.63	14.64
1+38.11		R = 172.63'	8° 19' 48"	14.63	14.64
1+25		L = 64.83'	5° 53' 58"	27.88	27.91
1+00		T = 32.80'	1° 16' 06"	7.64	7.64
0+93.16	P.C.				

Base Line For Curve Data is 80' Offset Face (Rt.) Curb

Station	Point	Alignment	Deflection Angle	Chord	Arc
0+68.56	P.T.	Δ = 32°15'	16° 07' 30"	21.29	21.31
0+50		R = 133.80'	11° 45' 30"	28.68	28.69
0+25		L = 78.69'	5° 52' 45"	28.68	28.69
0+00	P.C.				

Base Line For Curve Data is 80' Offset Face (Lt.) Curb

℄ Station	Point	Alignment	Deflection Angle	Chord	Arc
3+77.02	P.T.	Δ = 8°33	4° 16' 30"	27.56	27.56
3+50		R = 1086.65'	3° 32' 53"	25.49	25.49
3+25		L = 162.16'	2° 52' 38"		25.49
3+00			2° 12' 15"		25.49
2+75			1° 31' 56"		25.49
2+50			0° 51' 37"	25.49	25.49
2+25			0° 11' 18"	7.15	7.15
2+18.0	P.C.				

TYPICAL SECTION - Broadmoor Ave. N.L. Central to N.L. Dublin.

PROPERTY

	EXCAVATION	COMP. FILL
	[illegible] Cu. Yds.	[illegible] Cu. Yds.
+10%	1,500 " "	94 " "
Totals	16,500 Cu. Yds.	1034 Cu. Yds.

CITY

EXCAVATION	
[illegible] Cu. Yds.	
130 " "	
1430 Cu. Yds.	

NOTE TO FIELD ENGINEER
Preliminary X-Sections are to be taken prior to Construction Operations

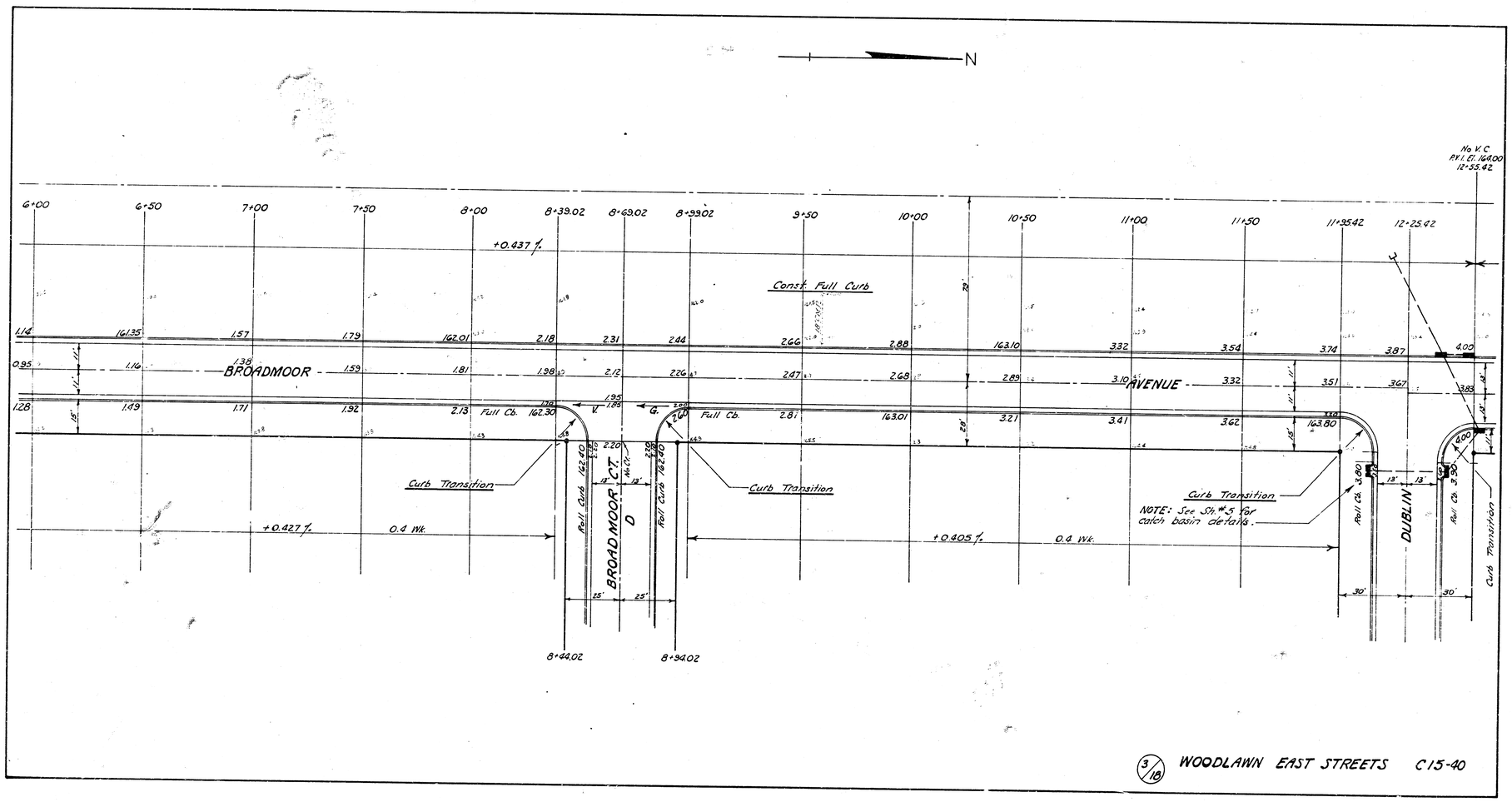
NOTE:
Pavement Contractor is to leave opening in curb & gutter for inlets which are to be constructed by others after the Curb and Gutter is built.

JOHN L. VALLEY 321 KANSAS PROFESSIONAL ENGINEER

430 KANSAS REGISTERED LAND SURVEYOR

2/10

BROADMOOR AVENUE
FROM N.L. CENTRAL AVE. to N.L. DUBLIN STREET
22'-2'-26' Asph. Conc.
B.E. SMITH CITY ENGINEER
CITY OF WICHITA, KANSAS
Date: Aug. 1965
Proj. No. C15-40



3/18 WOODLAWN EAST STREETS C15-40

B.M. 169.17 "R" in Ritchie Top N. Curb Rutland Rd. 140' W. of W.L. Doreen S.

Base Line for Curve Data is 80' Offset Face (Lt) Curb.

Station	Point	Alignment	Deflection Angle	Chord	Arc
3+31.76	P.T.	Δ = 21°50'	10° 55'	13.96'	13.96'
3+16.3		R = 214.39'	9° 03' 06"	22.57'	22.58'
2+91.8		L = 81.70'	6° 02' 04"	22.57'	22.58'
2+66.3			3° 01' 02"	22.57'	22.58'
2+41.3					

Base Line for Curve Data is 80' Offset Face (Lt) Curb

Station	Point	Alignment	Deflection Angle	Chord	Arc
0+95.08	P.T.	Δ = 21°50'	10° 55' 00"	21.14'	21.94'
0+75		R = 272.50'	8° 36' 36"	27.29'	27.30'
0+50		L = 103.84'	5° 34' 24"	27.25'	27.30'
0+25			2° 52' 12"	27.29'	27.30'
0+00	P.C.				

N

DUBLIN

DOREEN

STREET

DOREEN COURT

FULL CURB

CONST. FULL CURB

Curb Transition from Full Curb to Roll Curb

Curb Transition from Full Curb to Roll Curb

Curb Transition from Full Curb to Roll Curb

8-Sack Conc.

Roll Curb

Full Curb

Full Cb.

7" Conc.

Tacked Joint

P.C. 0+00

P.T. 0+95.08

P.C. 2+41.3

P.T. 3+31.76

P.V.C. 4+50

100' V.C. P.V.I. El. 166.40 5+00

P.V.T. 5+50

5+00 P.V.I. El. 166.60 100' V.C.

+0.980 ft.

+0.400 ft.

+0.554 ft.

+0.566 ft.

+1.467 ft.

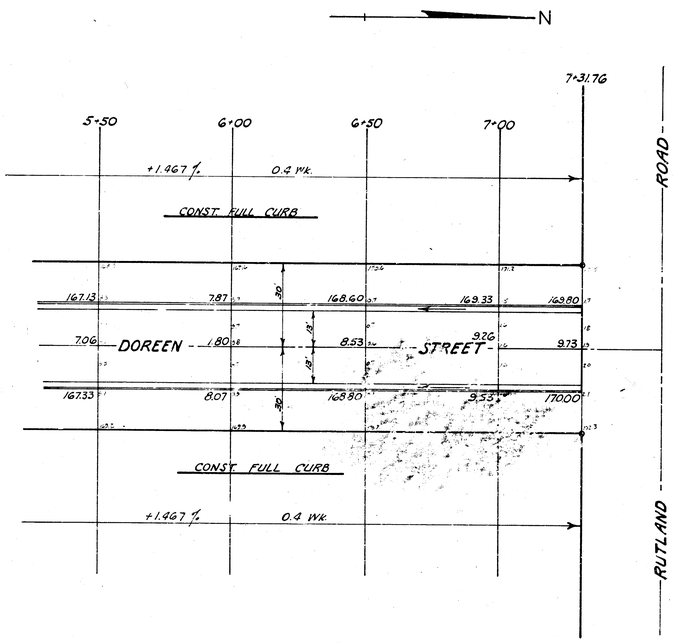
+0.857 ft.

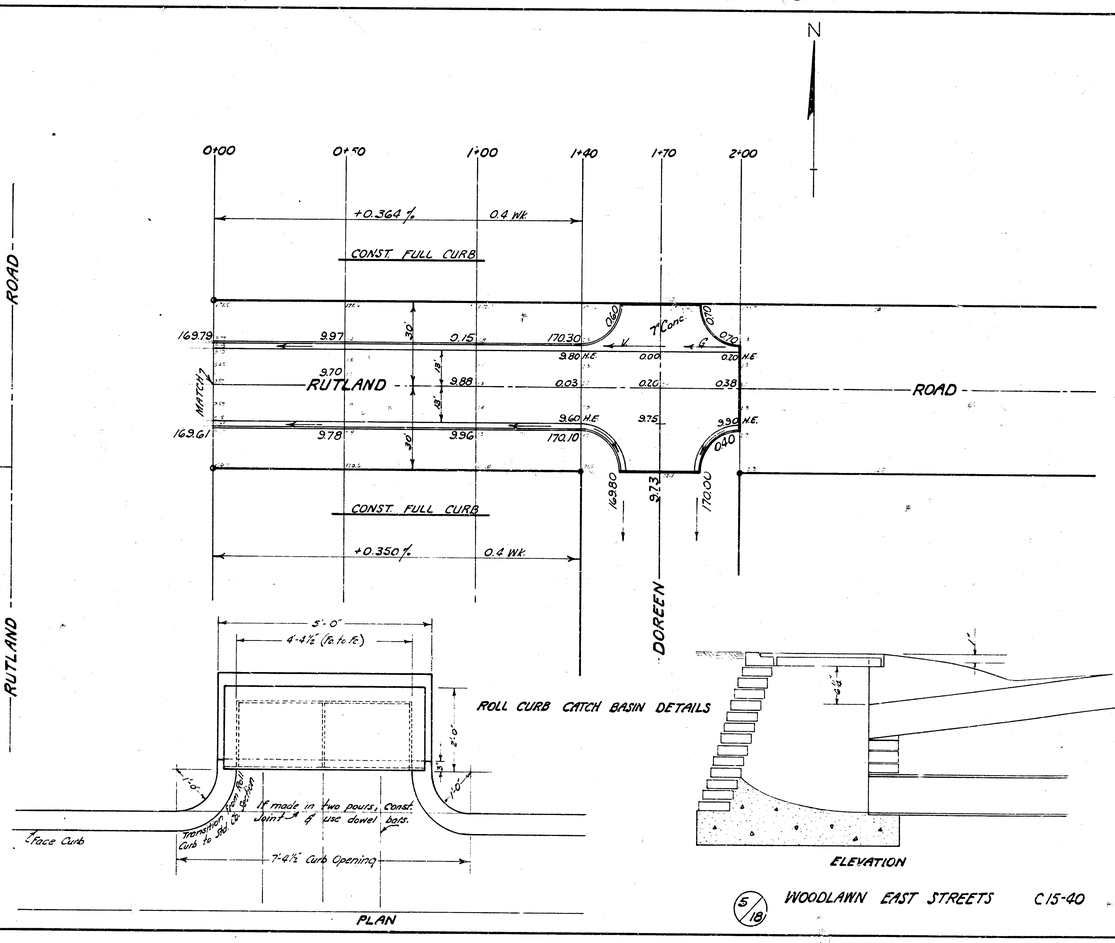
0.4 Wk.

R=60'

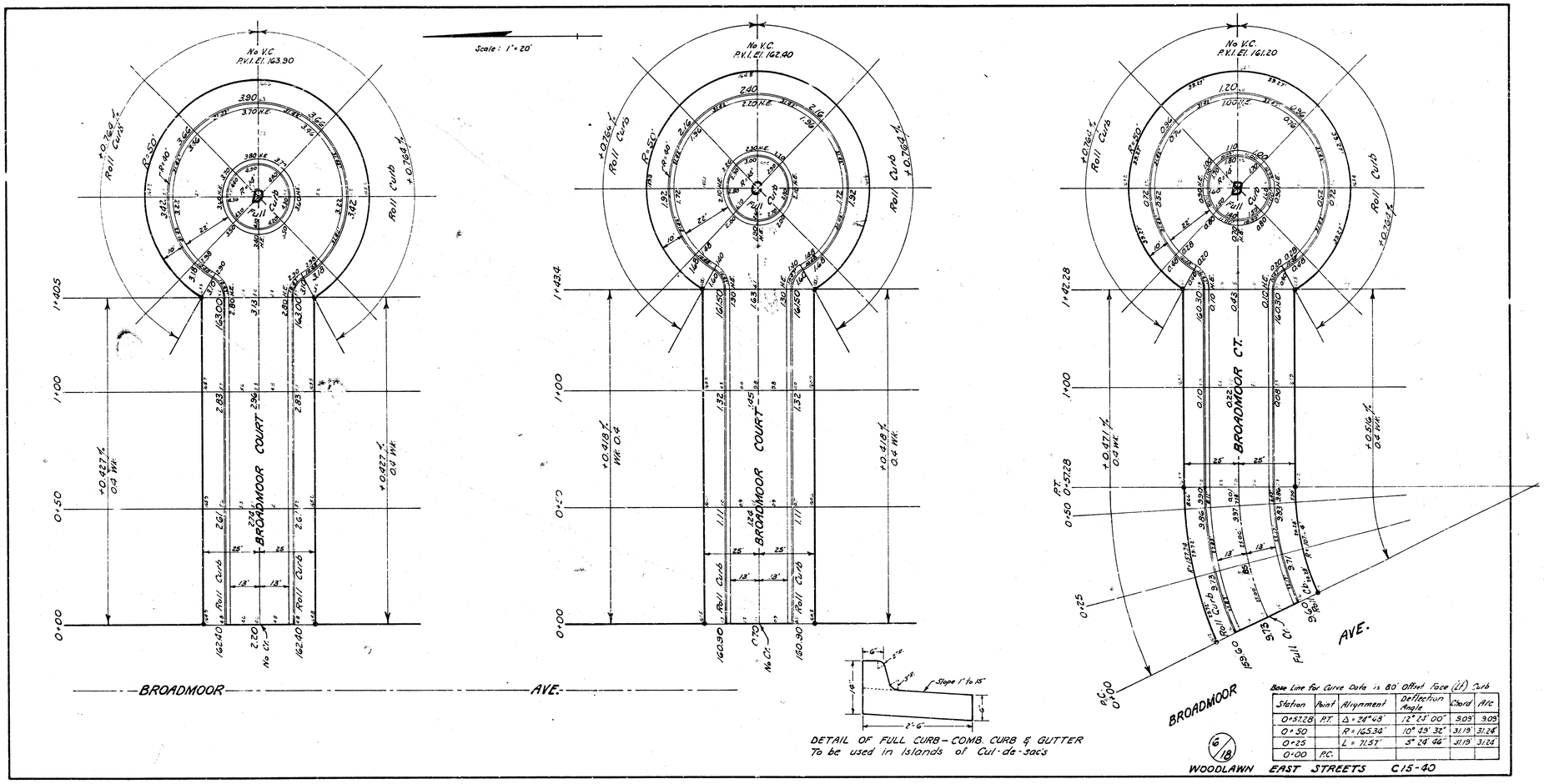
4/18

WOODLAWN EAST STREETS C15-40





5/18 WOODLAWN EAST STREETS C15-40


Scale: 1"=20'
No V.C.
P.V.I. El. 163.90
No V.C.
P.V.I. El. 162.40
No V.C.
P.V.I. El. 161.20
BROADMOOR COURT
BROADMOOR CT.
BROADMOOR AVE.
Roll Curb
Full Curb
DETAIL OF FULL CURB - COMB. CURB & GUTTER
To be used in Islands of Cul-de-sacs
Base Line for Curve Data is 80' Offset Face (if) Curb
Station | Point | Alignment | Deflection Angle | Chord | Arc
0+57.08 | P.T. | Δ = 24°48' | 12°23'00" | 9.09' | 9.09'
0+50 | | R = 165.34' | 10°29'32" | 31.19' | 31.28'
0+25 | | L = 71.57' | 5°24'46" | 31.19' | 31.28'
0+00 | P.C. | | | |
6/18
WOODLAWN EAST STREETS C15-40

B.M. 168.16 "M" in Mueller Fire Hyd.
S.W. corner Elm & Broadmoor

N

0+04
0+00 0+50 1+00 1+50 2+00 2+50 3+00 P.V.C. 3+50 3+75 100' V.C. P.V.I. El. 169.00 4+00 4+25 P.V.T. 4+50 5+00 5+50 6+00 6+50

+1.288 % 0.4 Wk. CONST. ROLL CURB +2.507 % 0.4 Wk.

AVENUE

3.90	164.49	5.14	165.78	6.42	30	167.07	7.71	168.36	8.72	9.15	9.47	170.25	1.51	172.76	4.01	175.27						
3.98	4.57	5.23	DUBLIN	5.88	6.52		7.18	7.83	8.48	8.84	9.27	9.78	0.35	1.58	STREET	2.81	4.03	5.26				
3.80	164.40	5.06	165.72	6.37	30	167.03	7.69	168.34	8.71	9.14	9.64	170.20	1.40	2.60	3.80	175.00						

CONST. ROLL CURB

+1.313 % 0.4 Wk. +2.400 % 0.4 Wk.

BROADMOOR

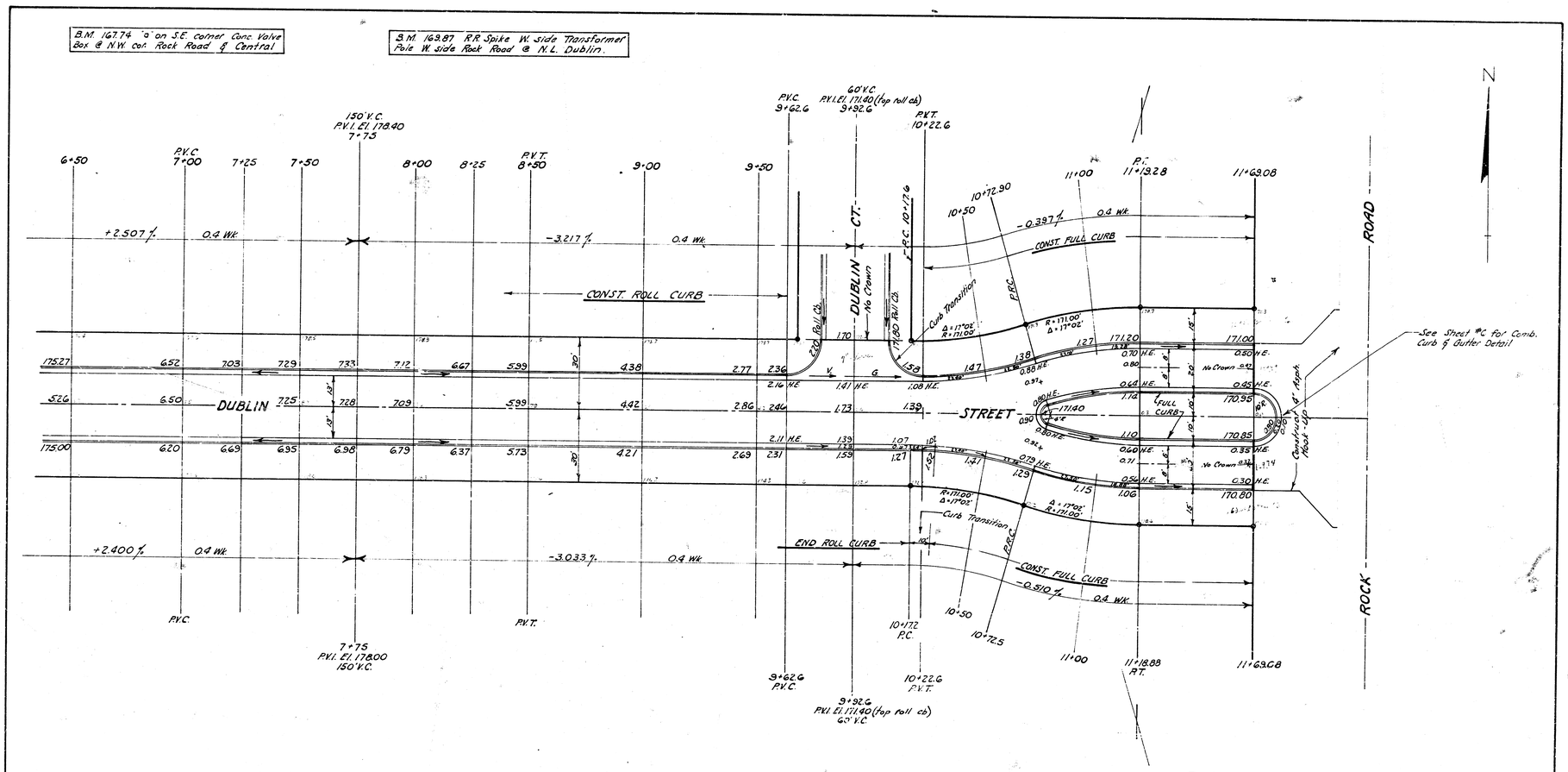
P.V.C. 4+00 P.V.I. El. 169.00 100' V.C. P.V.T.

0+00

(7/18) WOODLAWN EAST STREETS C15-40

B.M. 167.74 'o' on S.E. corner Conc. Valve Box @ N.W. cor. Rock Road & Central

B.M. 169.87 R.R. Spike W. side Transformer Pole W. side Rock Road @ N.L. Dublin.



9/18 WOODLAWN EAST STREETS C15-40

B.M. 167.74 "□" on S.E. Corner Conc. Valve Box @ N.W. Corner Rock Road & Central

B.M. 169.87 R.R. Spike W. Side [illegible] pole, W. Side Rock Road & N.L. Dublin

N

Scale: 1" = 20'

STREET

DUBLIN

COURT

Roll Curb

+0.890 %

0.4 Wk.

+0.315 %

Use Elevations Shown

NOTE: See Sheet #6 for Comb. Curb & Gutter Detail

WOODLAWN EAST STREETS C 15-40

9/18

BROADMOOR COURT "B"

Sta. 0+15 "Outfall" Begin 24" R.C.P.

T.C. 158.16
Flo out 155.90
15"-18" R.C.P.
Flo in 155.70

T.C. 158.13
Flo in 158.30
15"-18" R.C.P.
Flo out 155.90
Flo in 153.10

T.C. 158.92
Flo out 158.30
15"-18" R.C.P.
Flo in 155.90
T.C. 158.92

Flo out 155.90
T.C. 159.43

Flo in 158.10

Flo in 158.30

Sta. 0+45 End 24" R.C.P.

24" R.C.P. @ 5.00%

Flo out 153.20

Natural Ground

Proposed curb

proposed Slope

10'-8" Reinf. conc. encasement

Flo in proposed channel 153.20

Flo proposed channel 153.20

Rip Rap

160

150

24" Flo out 153.45

BROADMOOR AVE.

CENTRAL AVE.

DITCH

DRAINAGE

Note: All catch basins to be constructed after curb & gutter is built. Rip Rap @ ends of pipe to be included in bid price of pipe.

B.M. 159.92 City B.M. Disc top hub [illegible] end of S. rail bridge @ Central, approx. 100' E. of E.L. Broadmoor N.

B.M. 168.16 "M" in Mueller top P. Hydrant @ S.W. cor. Elm & Broadmoor

Sta. 0+10 "Outfall" Begin 18" R.C.P.

Sta. 0+56 End 18" R.C.P.

Natural Ground

Top prop. cb.

proposed Slope

10'-8" Reinf. conc. encasement

prop. Flo channel 159.92

18" R.C.P. @ 6.00%

Rip Rap

170

169

150

18" Flo out 159.90

18" Flo in 159.17

DOREEN AVE.

Sta. 0+10 "Outfall" Begin 18" R.C.P.

Flo out 140.30

Flo in 140.30

Flo out 140.00

Flo in 140.00

23"-15" R.C.P.

Flo out 141.20

Flo in 141.10

Rail Guide

DUBLIN ST.

Rail Curb

Flo out 141.40

Sta. 0+01 End 18" R.C.P.

BROADMOOR AVE.

Plan Scale 1"=20'
Profile Scale 1"=20' Hor.
1"=9' Vert.

INCIDENTAL DRAINAGE
WOODLAWN EAST - STREETS
CITY OF WICHITA, KANSAS
B.E. SMITH, CITY ENGINEER
PROJ. NO. CIS-90
DATE: Aug. 1965