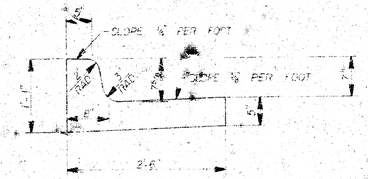
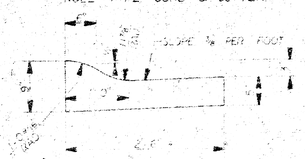


COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER
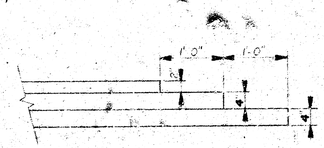


TYPICAL SECTION

27' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS 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' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQ. YDS. OF ASPHALTIC CONCRETE PAVEMENT.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB & GUTTER SHALL BE PAID AS SQ. YDS. 10" ASPHALTIC CONCRETE PAVEMENT 10" BITUMINOUS BASE) THE BITUMINOUS BASE UNDER THE COMBINED CURB & GUTTER SHALL BE PAID AS SQ. YDS. 4" BITUMINOUS BASE.

STEPHEN B. LACKEY LICENSED 7714 KANSAS PROFESSIONAL ENGINEER

MEAD AVE.

℄ 21st ST. TO 106 FT. NORTH OF THE ℄ 24th ST. NO.

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

R. W. LINN CITY ENGINEER

DATE 1/15 PROJ. NO. DAKS 577074
472 76 245 80566 000 000 001

1/7

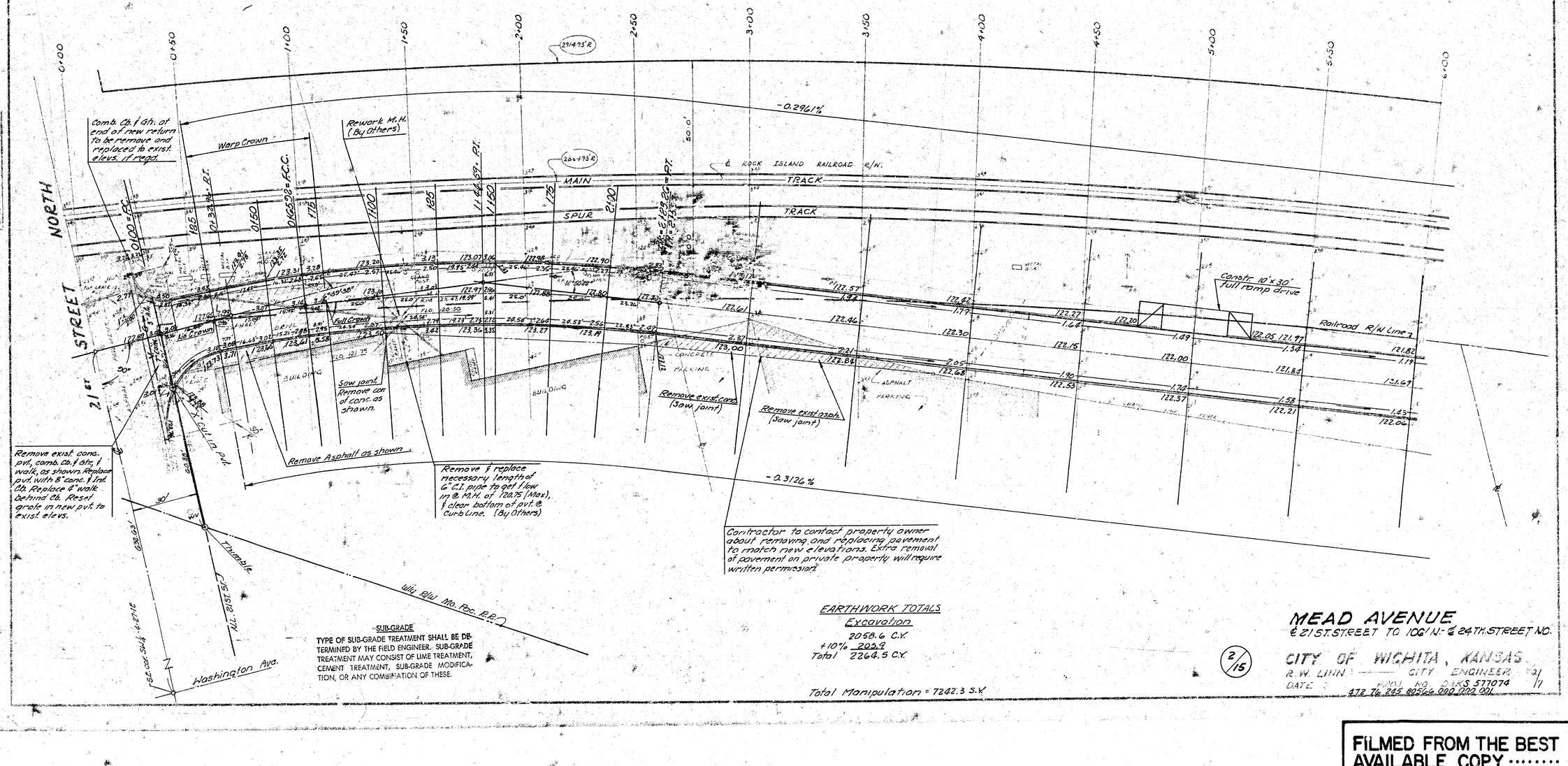
Survey & E.C. Knox 8-52
Plan & E.C. Knox 8-52
Traced
Checked

BASELINE IS 30' E. OF ℄ ROCK ISLAND R.R. R/W.

SCALE : 1" = 20'

B.M. = 122.79 - WASHINGTON & 25TH STREET, CITY B.M. DISC. 32' S. & 28' E. OF ¼ SEC. COR.
B.M. = 125.42 - CITY B.M. DISC. S. END GUARD RAIL ON DOUBLE 12" x 10" R.C.B.C. ON MEAD AVE. APP. 1450' N. OF 21ST ST.
B.M. = 123.73 - "X" CUT ON WK. N.L. 21ST ST & 3.4' E. OF E.L. MEAD AVENUE.
B.M. 123.86 R.R. SPIKE N. FACE ST. LIGHT POLE S. SIDE 21ST, APPROX. W.L. MEAD

NOTE: The Contractor will contact A.T. Railroad Co. for relocation of railroad facilities.



SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

EARTHWORK TOTALS

Excavation
2058.6 C.Y.
+10% 205.9
Total 2264.5 C.Y.

Total Manipulation = 7242.3 S.Y.

MEAD AVENUE

℄ 21 ST. STREET TO 106' N. OF ℄ 24TH. STREET NO.

CITY OF WICHITA, KANSAS

R.W. LINN — CITY ENGINEER

DATE: PROJ. NO. DIRS 571074

472 T6 245 80566 000 002 001

2/15

1/7

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Surveyed A. Ecos Bk #2
Plan O.K. KRUG Pg 202
Ex.
Checked

BASELINE IS 30' E. OF ℄ ROCK ISLAND R.R. R/W.

B.M. = 122.79 - WASHINGTON & 25TH STREET, CITY B.M. DISC 32' S. & 28' E. OF ¼ SEC. COR.
B.M. = 135.42 - CITY B.M. DISC S. END GUARD RAIL ON DOUBLE 12' x 10' R.C.B.C. ON MEAD AVENUE APP 1450' N. OF 21ST ST.
B.M. = 123.73 - "A" CUT BK. WK. N.L. 21ST STREET & 3.4' E OF E.L. MEAD AVENUE.

N

SCALE : 1" = 20'

6+00 6+50 7+00 7+50 8+00 8+30.12 8+50 8+68.85 9+00 9+50 10+00 10+50 11+00 11+50

29+49.93' E

P.C. P.I. 40' V.C. 121.08 P.T.

-0.300C %

+0.0178 %

28+49.93' R

℄ ROCK ISLAND RAILROAD R/W

MAIN TRACK

SPUR TRACK

G 1450 P.C.

50.0'

Constr Type IA Inlet (By Others)

28+49.52' E

T.C. 121.11

Early R/W Rock Island R.R.

T= 262.84

8+16.80 P.I.

61.01'

Constr 10'x30' Toll ramp drive

2400' R

Install 33 L.F. 18" pipe (By Others)

Constr Type IA Inlet (By Others)

Install 224 L.F. 18" pipe (By Others)

Constr Type IA Inlet (By Others)

Install 210 L.F. 21" pipe (By Others)

T= 262.84'

G 1360 P.T.

CHAIN LINK FENCE

GATE

8+28.82 P.C.

8+70.11 P.T.

-0.3126 %

+0.3946 %

P.C. P.I. 40' V.C. 121.28 P.T.

MEAD AVE.

CITY OF WICHITA, KANSAS.

R.W. LINN. CITY ENGINEER 3/11

DATE

ABCO 3 ONS 577074

472 TG 245 805 606 000 000 001

3/15

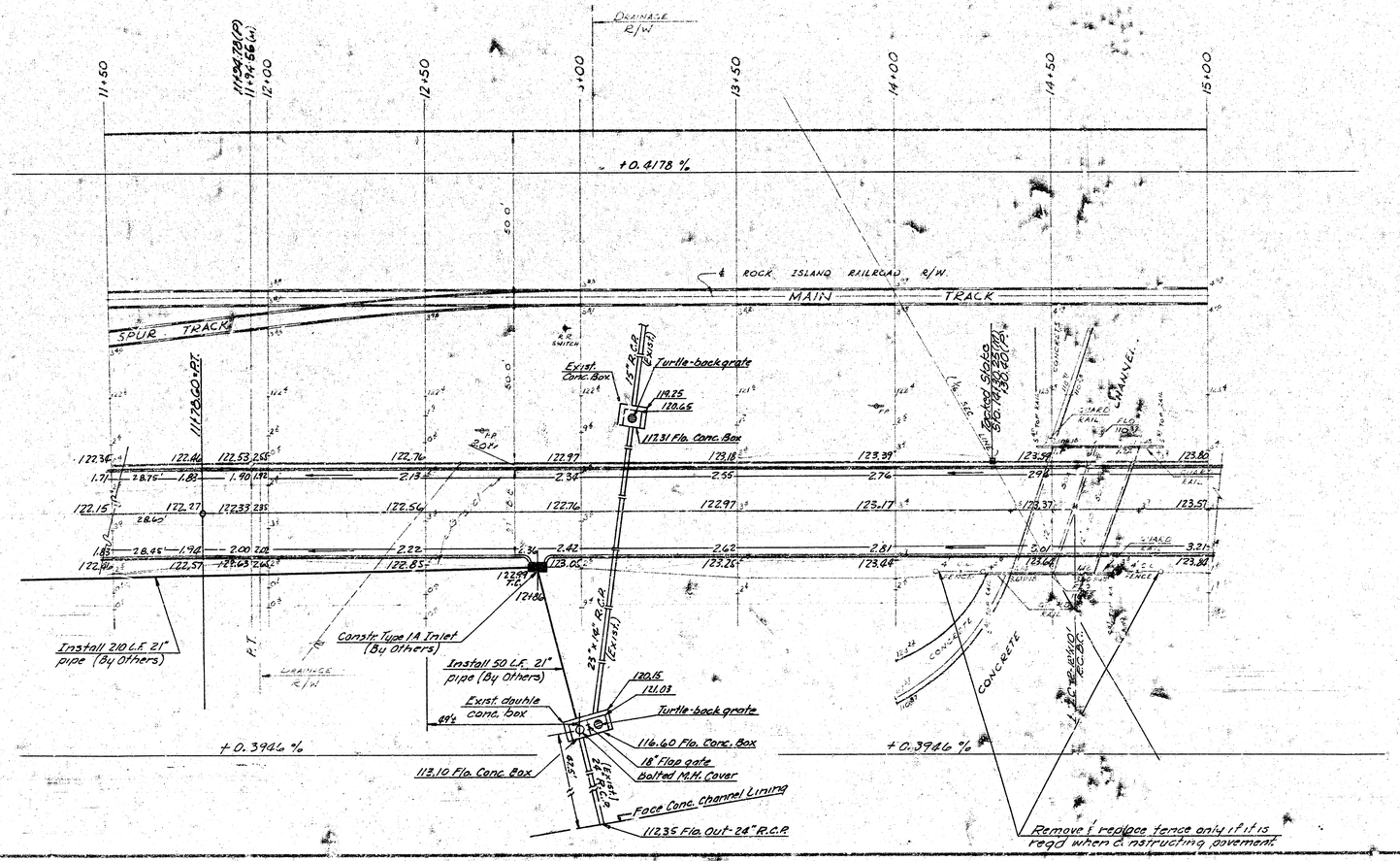
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B.M. • 122.79 - WASHINGTON & 25TH STREET, CITY B.M. DISC 32' S. & 28' E. OF ¼ SEC. COR.
B.M. • 125.42 - CITY B.M. DISC S. END GUARD RAIL ON DOUBLE 12' x 10' R.C.B.C. ON MEAD AVE. APP. 1450' N. OF 21ST ST.
B.M. • 123.73 - "X" CUT BK WK N.L. 21ST STREET & 3.4' E. OF E.L. MEAD AVE.

BASELINE IS 30' E. OF & ROCK ISLAND R.R. R/W.

SCALE 1" = 20'

Survey Plan Catchbasins



MEAD AVE.

CITY OF WICHITA, KANSAS

R.W. LINN CITY ENGINEER

DATE

4/15

Proj. No. 472 76 245 80566 000 000 001

KNS 577074

4/15

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B.M. = 125.42' City Disc S. End Guard Rail on Double 12'x10' R.C.B.C. on MEAD Avenue, Approx. 1950' N. of 21st St.
B.M. = 122.78' City Std. Washington & 25th St. 32' S. & 28' E. of 1/4 Sec. Cor.
BASELINE is 65' S.E. of & Parallel to E Rock Island Railroad R/W

15+00 | 15+50 | 16+00 | 16+50 | 17+00 | 17+12 | 17+24 | 17+50 | 17+56 | 18+00 P.C. 18+05.24

P.C. | P.I. 100' V.C. 124.43 | P.C.C. | P.I. 24' V.C. 125.08 | P.T.

+0.6178 % | +1.0484 % | +0.4545 % | Set Elevations as shown | +0.2726 %

E ROCK ISLAND RAILROAD R/W.

E WASHINGTON AVE.

1/4 SECTION LINE

Remove 36 L.F. exist. 18" CMP Install 46 L.F. 18" Pipe to new elevs. shown.

121.56 Exist Flo.
120.65 New Flo.

MEAD AVE.

New Flo. 120.30
Exist Flo. 121.53

Ties to Iron:
6.5' N.W. of & main tracks
54.28' N.W. to "+" on concrete S.E. cor. R.R. bridge
61' N. to nail in bottle cap E. face tel. pole.
38.42' S.W. to "+" on lower level conc. hubguard of 2-12'x10' R.C.B.C. on Mead Ave., 3' W. of E. end.

NOTE:
Frisco R.R. to remove these tracks & frog in Mead R/W, and construct new frog on E. side of Mead. Main line tracks & adjacent tracks crossing Mead & R/W will be raised to elevations shown.

E ST. LOUIS-SAN FRANCISCO RAILROAD R/W

+0.3946 % | +1.3709 % | Set Elevs as shown | +0.3180 %

P.C. | P.I. 100' V.C. 124.43 | P.T.

Ties to Iron:
104.18' N.N.E. to nail in pop cap, S. face telegraph pole
30.0' E. to face, Rt. angle to face on & tracks N.-S.
89.96' S.E. to nail in pop cap W. face telegraph pole
262.00' N. to & Mead Ave.
20.00' W. to Iron in Thimble

1/4 SECTION LINE

WASHINGTON

Scale: 1" = 20'

Taper Cb. in 10' | Warp Crown | No Crown | Full Crown | 4% Crown | Taper Cb. in 12' | Const. 12' conc. curb with Reinforc. | Const. 5" asphalt "cook-up" | Match 1519 | Taper Cb. in 10' | Taper Cb. in 10' | Const. 6" conc. curb | Cut Walk | 6" CONC. | 4" Conc. Walk | 6" C.M.P. | 24" Flo. | 24" Flo.

If Property Owner requests drive, contact this Office before setting grade elevs. Drive must slope down from Pvt. to property

This fence is not to be disturbed during pavement construction.

Ties to Iron:
63.50' S.W. to nail in bottle cap, N. face Power Pole.
92.40' W. to "+" on concrete base R.R. signal
31.83' W. to nail in bottle cap R.R. X-ing Sign
72.70' N.W. to "+" on concrete base R.R. signal
12.28' N.E. to "+" N. face steel fence post
378.77' S.W. to Iron Sta. 15+00, Mead Ave.

NOTE: Irons moved or removed shall be replaced.

NOTE: Tapered curbs @ track crossings to be paid as Std. Comb. Cb. & Gtr. If any rolled curb is used on this project it will be paid as std. Comb. Cb. & Gtr.

MEAD AVE.
CITY of WICHITA, KANS.
R.W. Linn — City Engineer
Proj. No. OAKS 577074
472 76 245 80.56 000 000 001
Date

5/15

5/17

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CAUTION
UNDERGROUND
UTILITIES -
Please coordinate with K G & E or
Southwestern Bell
Telephone Co. for Locations

N
Scale: 1" = 20'

Set Elevs. as shown -0.2826% -2.9603% -0.413 %

19+30 (0)54.23=P.I. 20+00 21+00 21+50 21+61 22+00 22+50 22+67 23+00 23+50 24+00

P.I. 125.53 P.I. 124.08

20' Vert.C set grades shown

100' Vertical Curve set grades shown

E. BUCK ISLAND RAILROAD R/W

E. ST. LOUIS - SAN FRANCISCO RAILROAD R/W

1/4 SECTION LINE

Arkla Gas-7" H.P. Line

E. WASHINGTON AVE.

Beain Curb Taper

Warp Crown

30:1 Cb. taper

Full Crown

Concr. & Conc. Hdd-up

Arkla Gas-7" Line 50'

Contractor to contact owner about sign removal disposition

This fence is not to be disturbed during pavement construction.

Set Elevs. as shown -3.0952 % -0.407 %

Lot 9 Myers & Tolen's Outlots Derby Refinery

MEAD AVE.
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
DATE PROJ. NO. DAKS 577074
472 76 245 80546 000 000 001

6/15

6/7

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$\Delta = 6°59'38"$ R=540.03' T=33.00' L=65.92' L.C.=65.88'

CURVE DATA BASED ON ℄ RAD. $\frac{\Delta}{2} = 3°29'49"$

STA.	ARC	CHORD LENGTH 3 DIFF. LCD.	CHORD LENGTH 3 DIFF. RCD.	DEFLECTION	TOTAL DEFLECTION
0+00	———	———	———	0°00'00"	0°00'00"
0+08.56	8.56	8.85	8.88	0°27'15"	0°27'15"
0+25	16.44	16.99	15.89	0°52'20"	1°19'35"
0+32.96	7.96	8.22	7.69	0°25'20"	1°44'55"
0+50	17.08	17.61	16.47	0°54'15"	2°39'09"
0+65.92	15.92	16.45	15.39	0°50'40"	3°29'49"

DEFL./FT. = 3.182698 MIN.

STA. 0+00 TO STA. 0+65.92

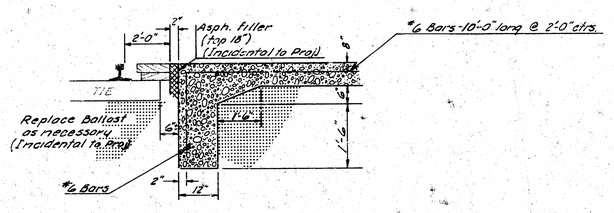
$\Delta = 12°50'22"$ R=702.13' T=79.00' L=157.34' L.C.=157.01'

CURVE DATA BASED ON ℄ RAD. $\frac{\Delta}{2} = 6°25'11"$

STA.	ARC	CHORD LENGTH 3 DIFF. LCD.	CHORD LENGTH 3 DIFF. RCD.	DEFLECTION	TOTAL DEFLECTION
0+65.92	———	———	———	0°00'00"	0°00'00"
0+75	9.08	9.31	8.85	0°22'19"	0°22'19"
1+00	25.0	25.64	24.34	1°01'12"	1°23'26"
1+25	25.0	25.64	24.34	1°01'12"	2°24'38"
1+44.39	19.39	20.09	19.08	0°47'57"	3°12'35"
1+50	5.61	5.55	5.27	0°13'15"	3°25'50"
1+75	25.0	25.64	24.34	1°01'12"	4°27'02"
2+00	25.0	25.64	24.34	1°01'12"	5°28'14"
2+23.26	23.26	23.86	22.67	0°56'57"	6°25'11"

DEFL./FT. = 2.448095 MIN.

STA. 0+65.92 TO STA. 2+23.26



RAILROAD HEADER DETAIL

No Scale

17+55 TO 18+05.24

$\Delta = 12°30'00"$ R=240.00' T=262.84' L=523.60' LC=522.56'

CURVE DATA BASED ON ℄ RAD. $\frac{\Delta}{2} = 6°15'00"$

STA.	ARC	CHORD LENGTH 3 DIFF. LCD.	CHORD LENGTH 3 DIFF. RCD.	DEFLECTION	TOTAL DEFLECTION
6+55	———	———	———	0°00'00"	0°00'00"
6+75	20.0	20.16	19.81	0°14'19"	0°14'19"
7+00	25.0	25.21	24.77	0°17'54"	0°32'13"
7+25	25.0	25.21	24.77	0°17'54"	0°50'07"
7+50	25.0	25.21	24.77	0°17'55"	1°08'02"
7+75	25.0	25.21	24.77	0°17'54"	1°25'56"
8+00	25.0	25.21	24.77	0°17'54"	1°43'50"
8+29.89	29.89	30.14	29.62	0°21'24"	2°05'14"
8+30.12	0.23	0	0	0°00'10"	2°05'24"
8+50	19.88	20.07	19.72	0°14'13"	2°19'37"
8+69.89	19.89	20.07	19.72	0°14'18"	2°33'54"
8+70.11	0.22	0	0	0°00'10"	2°34'04"
9+00	29.89	30.18	29.62	0°21'24"	2°55'28"
9+16.80	16.80	16.95	16.65	0°12'02"	3°07'30"
9+50	33.20	33.47	32.89	0°23'46"	3°31'16"
9+75	25.0	25.21	24.77	0°17'54"	3°49'10"
10+00	25.0	25.21	24.77	0°17'54"	4°07'04"
10+25	25.0	25.21	24.77	0°17'55"	4°24'59"
10+50	25.0	25.21	24.77	0°17'54"	4°42'53"
10+75	25.0	25.21	24.77	0°17'55"	5°00'48"
11+00	25.0	25.21	24.77	0°17'54"	5°18'42"
11+25	25.0	25.21	24.77	0°17'55"	5°36'37"
11+50	25.0	25.21	24.77	0°17'54"	5°54'31"
11+78.60	28.60	28.85	28.35	0°20'29"	6°15'00"

DEFL./FT. = 0.716196 MIN.

STA. 6+55 TO STA. 11+68.60

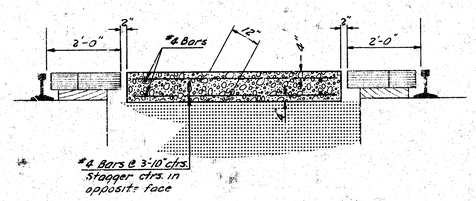
$\Delta = 30°35'00"$ R=288.96' T=79.00' L=154.23' L.C.=152.41'

CURVE DATA BASED ON ℄ RAD. $\frac{\Delta}{2} = 15°17'30"$

STA.	ARC	CHORD LENGTH 3 DIFF. LCD.	CHORD LENGTH 3 DIFF. RCD.	DEFLECTION	TOTAL DEFLECTION
18+00	———	———	———	0°00'00"	0°00'00"
18+05.24	5.24	4.84	5.62	0°31'10"	0°31'10"
18+25	19.76	18.32	21.19	1°53'33"	2°24'43"
18+35	10.0	9.27	10.73	0°59'29"	3°24'12"
18+50	15.0	13.91	16.09	1°29'18"	4°53'26"
18+55	5.0	4.64	5.36	0°29'45"	5°23'11"
18+75	20.0	18.54	21.45	1°58'59"	7°22'10"
19+00	25.0	23.17	26.81	2°28'03"	9°50'13"
19+25	25.0	23.17	26.81	2°28'03"	12°18'16"
19+45.64	20.64	19.11	22.10	2°02'37"	14°20'53"
19+54.23	8.62	7.99	9.25	0°51'17"	15°12'30"

DEFL./FT. = 5.946907 MIN.

STA. 18+00 TO STA. 19+54.23



12" CONC. SLAB DETAIL

No Scale

CURVE DATA TABLES

MEAD AVE.

℄ 21ST ST. N. TO 106' N. OF N.L. 24TH ST. N.

PROJ. NO. DAKS 577074

472 76 245 80566 000 000 001

7/15

7/17

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