CITY OF WICHITA, KANSAS
SEDGWICK COUNTY, KANSAS

STREET IMPROVEMENTS
PHASE V-A

SOUTH SIDE SHERIAC - PRESCOTT (WEST END OF EXISTING PAVEMENT) TO PRESCOTT
PRESCOTT - SHERIAC TO N.L. LOT 7, BLOCK 1 & N.L. LOT 1, BLOCK 5
DOUGLAS - E.L. OF PRESCOTT TO E.L. LOT 12, BLOCK 5
PRESCOTT COURT - W.L. OF PRESCOTT TO & INCLUDING CUL-DE-SAC
SERVING LOTS 8 THROUGH 15 INCLUSIVE, BLOCK 1
PRESCOTT COURT - SE.L. PRESCOTT TO & INCLUDING CUL-DE-SAC
SERVING LOTS 3 THROUGH 7 INCLUSIVE, BLOCK 5

(OAK CLIFF ESTATES 3RD)

CITY OF WICHITA PROJECT NO. 472-76-245-81436-000-000-001

INDEX OF SHEETS

1	TITLE SHEET
2-3	TYPICAL SECTIONS
4	PLAT & SHERIAC TYPICAL SECTION
5-9	PLAN SHEETS
10-18	CROSS SECTIONS

NOTE: THE MAJORITY OF THIS PROJECT SHALL BE CONSTRUCTED WITH ROLL CURB. WHERE THE PLANS SHOW USE OF ROLL CURB, DEDUCT 0.25 FEET FROM THE TOP OF CURB ELEVATION SHOWN.

EARTHWORK

EXCAVATION

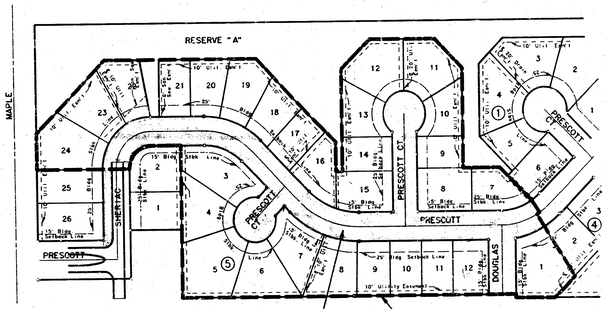
X-SECTIONS	3,763.0 CU. YDS.
10%	376.3 CU. YDS.
TOTAL	4,139.3 CU. YDS.

MANIPULATED FILL

X-SECTIONS	14.0 CU. YDS.
10%	1.4 CU. YDS.
TOTAL	15.4 CU. YDS.

6,960 SQ. YDS. MANIPULATION

SCALE: 1"=150'



STREET IMPROVEMENTS — BENEFIT DISTRICT BOUNDARY

GARY D. SCHOCK
LICENSED
6838
KANSAS
PROFESSIONAL ENGINEER

MAY, 1985

PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

GENERAL NOTES

LOCAL ACCESS TO LOTS 1 AND 2, BLOCK 5 SHALL BE MAINTAINED AT ALL TIMES.

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED.

CITY OF WICHITA FORCES WILL REMOVE AND REPLACE EXISTING STREET SIGNING AS CONSTRUCTION IS STARTED AND COMPLETED. THE CONTRACTOR WILL COORDINATE HIS ACTIVITIES WITH THE DEPARTMENT OF OPERATIONS AND MAINTENANCE RELATIVE TO TEMPORARY TRAFFIC SIGNING AND REMOVAL OR INSTALLATION OF STREET SIGNING.

WIDENED GUTTER SECTION OF COMBINED CURB AND GUTTER WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

LIMITS OF EARTHWORK SHALL MATCH EXISTING GROUND ELEVATIONS AT THE RIGHT-OF-WAY LINE UNLESS OTHERWISE NOTED ON THE PLANS WITH A NEW FINISHED GRADE ELEVATION. WHEN A NEW FINISHED GRADE ELEVATION IS SHOWN, THE EARTHWORK SHALL EXTEND ONE FOOT BEYOND THE RIGHT-OF-WAY LINE AND THEN SLOPED UP OR DOWN USING PERMISSIBLE SLOPES TO MATCH THE EXISTING GROUND SURFACE.

THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL 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.

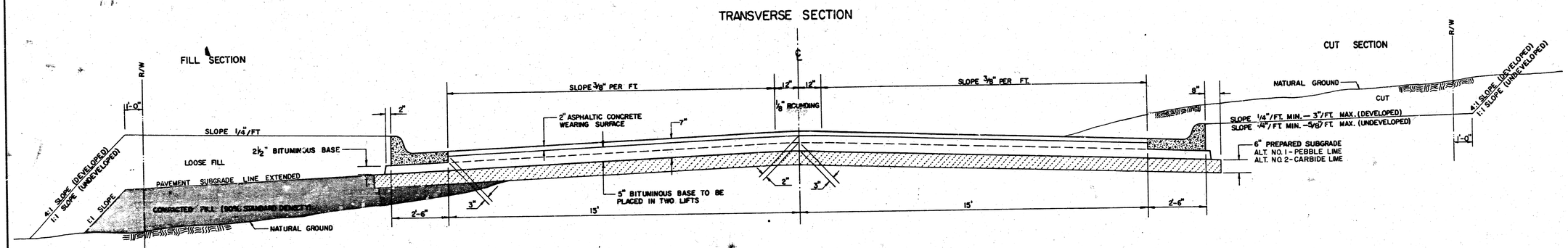
ADEQUATE TRAFFIC CONTROL SHALL BE PROVIDED ON EXISTING SHERIAC AND PRESCOTT IN THE VICINITY OF NEW CONSTRUCTION DURING CONSTRUCTION.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED ON SITE. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. THE CONTRACTOR SHALL CONTACT THE OWNER'S ENGINEER AT 262-2691 FOR INFORMATION PERTAINING TO ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF WASTE MATERIAL. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

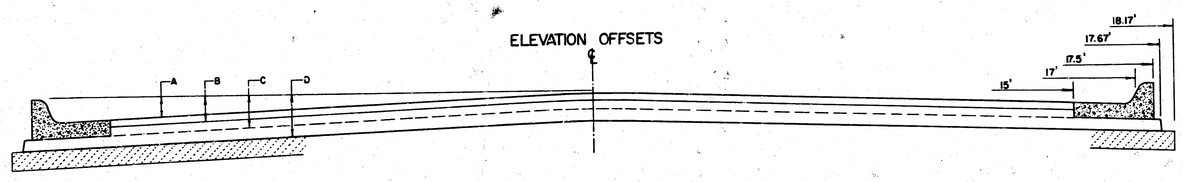
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TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

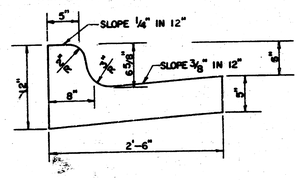


ELEVATION OFFSETS

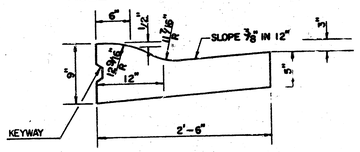


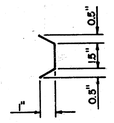
	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A. TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B. TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C. TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D. TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



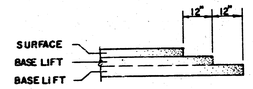


KEYWAY DETAIL

GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

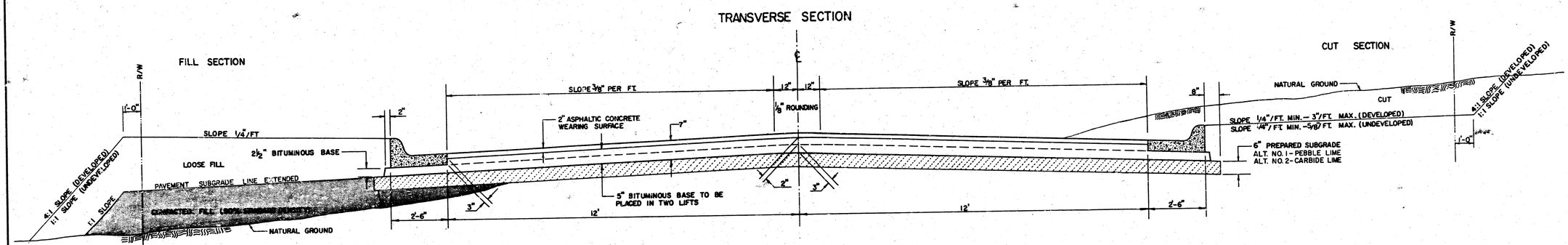
472 76 245 81436 000 000 001

Oak Cliff

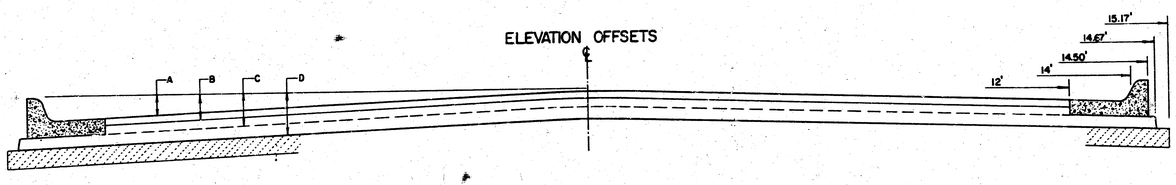
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TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

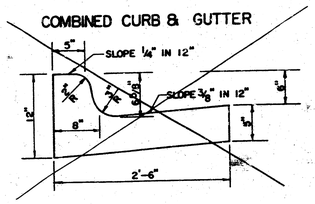


ELEVATION OFFSETS

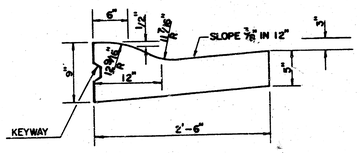


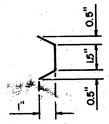
	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER





KEYWAY DETAIL

GENERAL NOTES

1) ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.

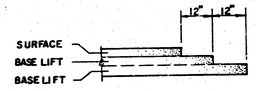
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

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TRANSVERSE CONSTRUCTION JOINTS

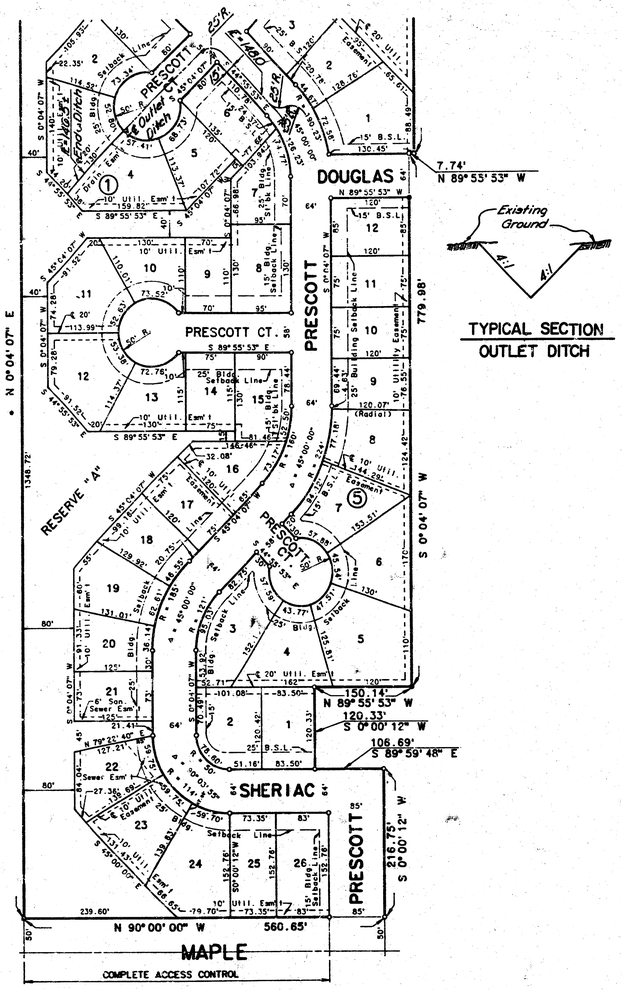


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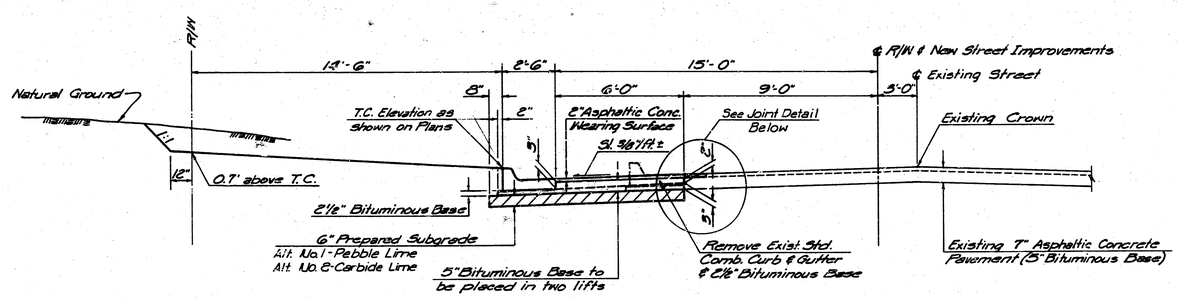
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472 76 265 81496 000 000 001

Oak Cliff

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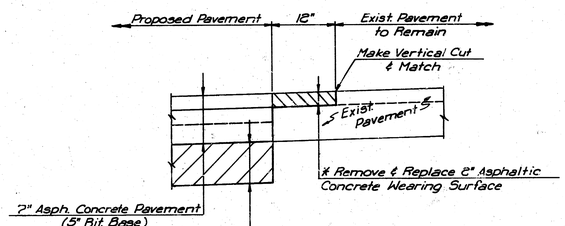


TYPICAL SECTION
OUTLET DITCH



TYPICAL SECTION
℄ Sheriac Sta. 8+48.65 to Sta. 10+00

Note: See Sh. No. 2 for Combined Curb & Gutter Detail.



JOINT DETAIL

*Immediately prior to placing the 2" Surface Course on the widening, the Contractor shall remove the existing 2" Surface Course along the outside 1'-0" of the existing pavement as shown. Replacement of the surface course removed shall be accomplished in conjunction with the placement of the surface course on the widening. The removal and replacement of the 2" Surface Course shall not be paid for directly, but shall be considered incidental to other paving items.

● = Iron Found
○ = Iron to be Set

Bench Mark - Maize Road and Maple, City of Wichita bench mark disc, 43.5' south and 52.7' east of ℄ s. b. El 1337.60 City Datum 1330.60 M.S.L.

MINIMUM PAD ELEVATIONS:
Minimum Pad Elevation for Lots 1 through 11, Block 9, shall be 1324.0 M.S.L. and for Lots 1 through 26, Block 1, shall be 1333.0 M.S.L.

B.M.#2 - Chis."O" on W. Curb Sheriac @ E. Return to Drive @ 1100G Sheriac Elev. = 145.98

B.M.#5 - Chis."O" on W. Curb Parkdale St. @ S. Return Douglas Avenue Elev. = 147.74

Scale: 1" = 100'
October 18, 1984

No.	Revision	By	Date

PLAT & SHERIAC TYPICAL SECTION

Proj. No. 472 96 245 81436 000 000 001

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by GDD	Job No. 85039	Sht. 4	of 18
Drawn by GDD	Date May, 1985		

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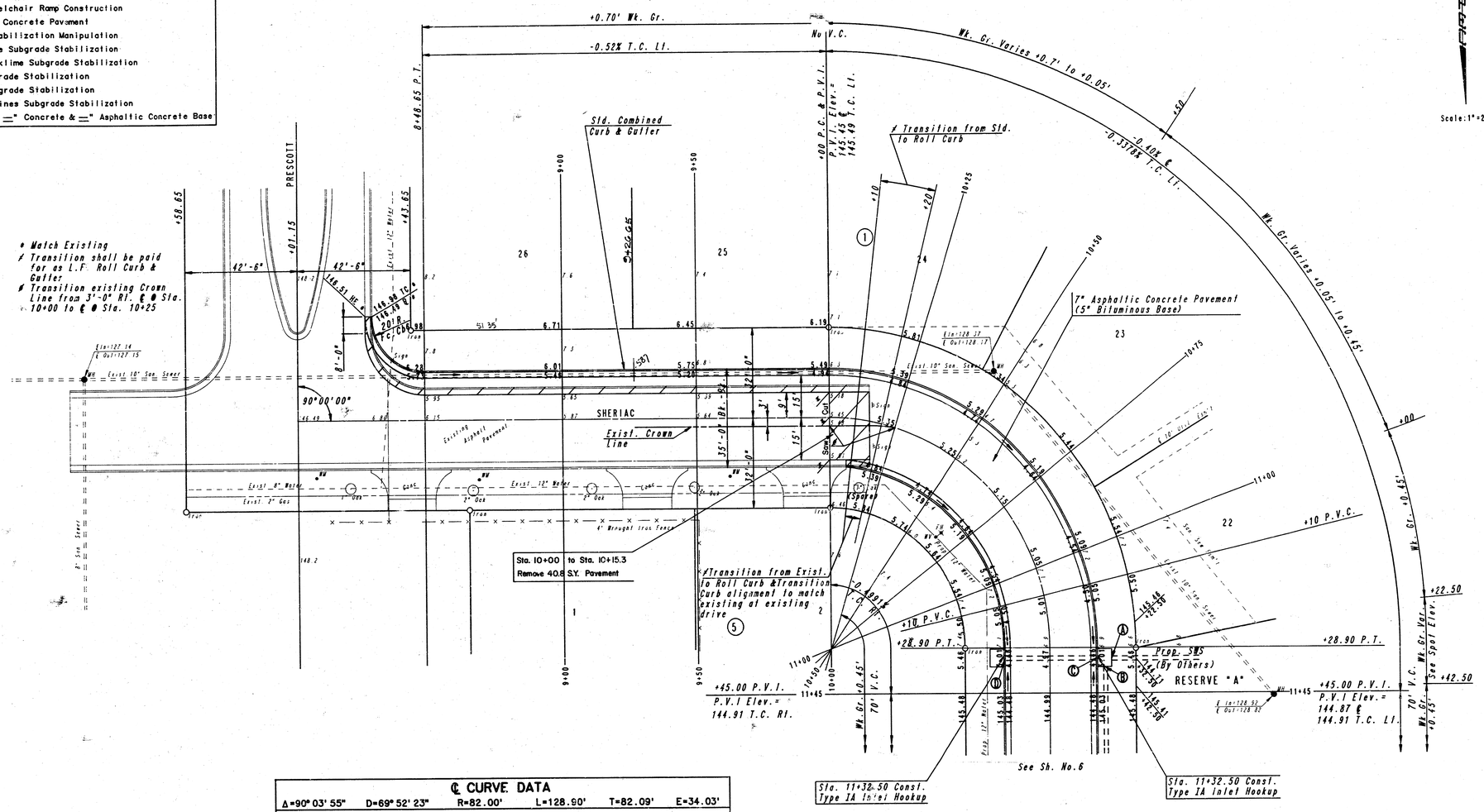
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81436-000-000-001	5	18

INTERSECTION QUANTITIES

- — S.Y. — " Unreinforced Concrete Pavement
- 14.7 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 9.6 S.Y. 2½" Bituminous Base
- 31.4 L.F. Combined Curb & Gutter (6½" & 1½")
- — L.F. Monolithic Edge Curb (— ")
- — Ea. Standard Wheelchair Ramp Construction
- — S.F. 4" Sidewalk Concrete Pavement
- 26.0 S.Y. Subgrade Stabilization Manipulation
- — Tons Carbide Lime Subgrade Stabilization
- — Tons Pebble Quicklime Subgrade Stabilization
- — Tons Cement Subgrade Stabilization
- — Tons Fly Ash Subgrade Stabilization
- — Tons Preheater Fines Subgrade Stabilization
- — S.Y. Reinf. V.G. — " Concrete & — " Asphaltic Concrete Base

BEGIN ROLL CURB AT STA. 10+20

Scale: 1" = 20'



℄ CURVE DATA

Δ=90° 03' 55" D=69° 52' 23" R=82.00' L=128.90' T=82.09' E=34.03'

CURVE DATA BASED ON ℄ RADIUS Δ/2=45° 01' 57.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF LEFT FACE CURB		
10+00	——	——	——	0° 00' 00"	0° 00' 00"
+25	25.00'	32.50'	17.31'	8° 44' 02.5"	8° 44' 02.5"
+50	25.00'	32.50'	17.31'	8° 44' 02.5"	17° 28' 05"
+75	25.00'	32.50'	17.31'	8° 44' 02.5"	26° 12' 07.5"
11+00	25.00'	32.50'	17.31'	8° 44' 02.5"	34° 56' 10"
+10	10.00'	13.04'	6.95'	3° 29' 37"	38° 25' 47"
+28.90	18.90'	24.61'	13.11'	6° 36' 10.5"	45° 01' 57.5"

Ⓐ ℄ Out=139.55 (24" RCP) or ℄ Out=139.30 (30" CMP)

Ⓑ ℄ In=140.05 (18" RCP) or ℄ In=139.40 (21" CMP)

Ⓒ ℄ In=140.11 (15" RCP) or ℄ In=140.11 (18" CMP)

Ⓓ ℄ Out=140.50 (15" RCP) or ℄ Out=140.50 (18" CMP)

SHERIAC/PRESCOTT
PRESCOTT TO STA. 11+45.00

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	GDS	Checked by	
Drawn by	JGP	Date May, 1985	Job No. 85039

5/18

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81436-000-0?0-001	6	18

CONSTRUCT ROLL CURB

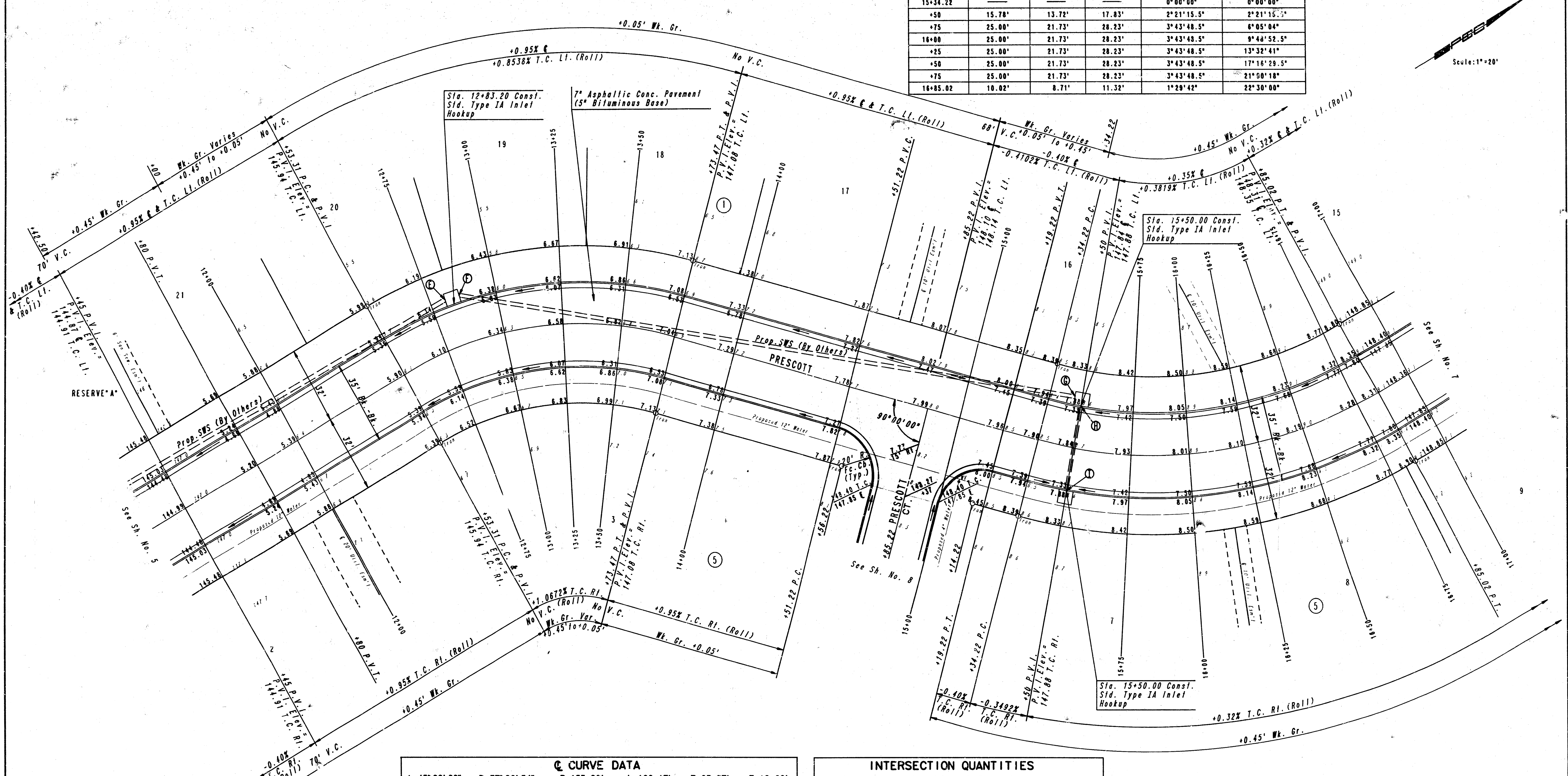
℄ CURVE DATA

Δ=45° 00' 00" D=29° 50' 30" R=192.00' L=150.80' T=79.53' E=15.82'

CURVE DATA BASED ON ℄ RADIUS Δ/2=22° 30' 00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
15+34.22	——	——	——	0°00'00"	0°00'00"
+50	15.78'	13.72'	17.83'	2°21'15.5"	2°21'15.5"
+75	25.00'	21.73'	28.23'	3°43'48.5"	6°05'04"
16+00	25.00'	21.73'	28.23'	3°43'48.5"	9°48'52.5"
+25	25.00'	21.73'	28.23'	3°43'48.5"	13°32'41"
+50	25.00'	21.73'	28.23'	3°43'48.5"	17°16'29.5"
+75	25.00'	21.73'	28.23'	3°43'48.5"	21°00'18"
16+85.02	10.02'	8.71'	11.32'	1°29'42"	22°30'00"

Scale: 1"=20'



℄ CURVE DATA

Δ=45° 00' 00" D=37° 26' 54" R=153.00' L=120.17' T=63.37' E=12.60'

CURVE DATA BASED ON ℄ RADIUS Δ/2=22° 30' 00"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
12+53.31	——	——	——	0°00'00"	0°00'00"
+75	21.69'	25.21'	18.13'	4°03'41.5"	4°03'41.5"
13+00	25.00'	29.05'	20.89'	4°40'52.5"	8°44'34"
+25	25.00'	29.05'	20.89'	4°40'52.5"	13°25'26.5"
+50	25.00'	29.05'	20.89'	4°40'52.5"	18°06'16"
13+73.47	23.47'	27.23'	19.62'	4°23'41"	22°30'00"

INTERSECTION QUANTITIES

—	S.Y. —" Unreinforced Concrete Pavement
135.1	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
19.3	S.Y. 2½" Bituminous Base
62.8	L.F. Combined Curb & Gutter (3⅝" & 1½")
—	L.F. Monolithic Edge Curb (—")
—	Ea. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
217.7	S.Y. Subgrade Stabilization Manipulation
—	Tons Carbide Lime Subgrade Stabilization
—	Tons Pebble Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheater Fines Subgrade Stabilization
—	S.Y. Reinf. V.G. —" Concrete & —" Asphaltic Concrete Base

(E) ℄ Out=140.51 (18"RCP) or ℄ Out=140.68 (21" CMP)
(F) ℄ In=140.61 (18"RCP) or ℄ In=140.78 (21" CMP)
(G) ℄ Out=143.07 (18"RCP) or ℄ Out=143.04 (21" CMP)
(H) ℄ In=143.32 (15"RCP) or ℄ In=143.14 (18" CMP)
(I) ℄ Out=143.47 (15"RCP) or ℄ Out=143.52 (18" CMP)

PRESCOTT

STA. 11+45 TO STA. 17+00

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	GDS	Checked by		
Drawn by	JGP	Date May, 1985	Job No. 85039	

6/18

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81436-000-000-001	7	18

INTERSECTION QUANTITIES

—	S.Y. —" Unreinforced Concrete Pavement
195.1	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
19.3	S.Y. 2 1/2" Bituminous Base
62.8	L.F. Combined Curb & Gutter (3 5/8" & 1 1/2")
—	L.F. Monolithic Edge Curb (—")
—	Ea. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
217.7	S.Y. Subgrade Stabilization Manipulation
—	Tons Carbide Lime Subgrade Stabilization
—	Tons Pebble Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheater Fines Subgrade Stabilization
—	S.Y. Reinf. V.G. —" Concrete & —" Asphaltic Concrete Base

PEC

Scale: 1" = 20'

℄ CURVE DATA

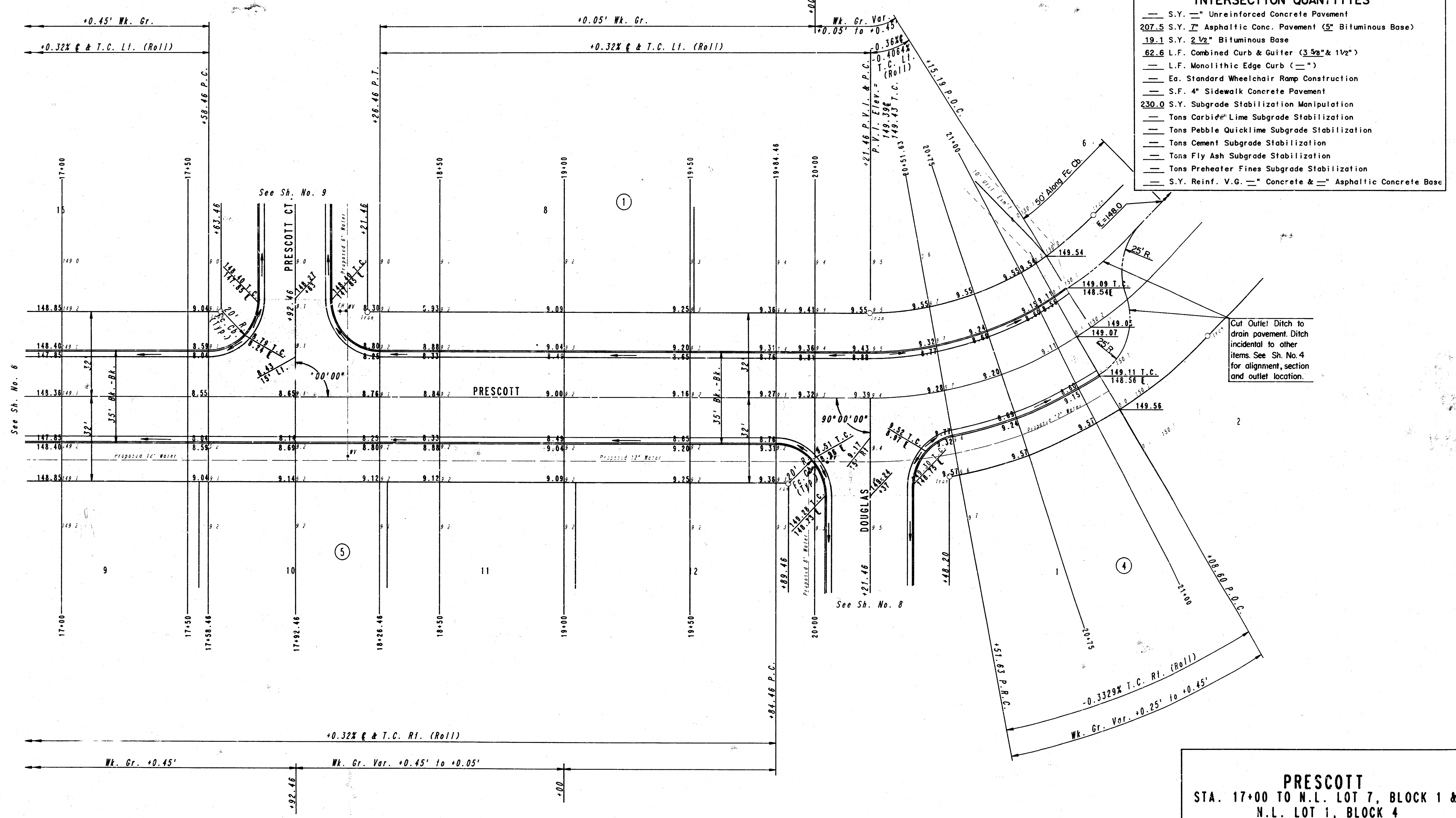
Δ=33° 56' 24" D=36° 12' 38" R=158.23' L=93.73' T=48.29' E=7.20'

CURVE DATA BASED ON ℄ RADIUS Δ/2=16° 58' 12"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH: 8' OFF LEFT FACE CURB	CHORD LENGTH: 8' OFF LEFT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
20+21.46	——	——	——	0°00'00"	0°00'00"
+51.63	30.17'	25.36'	34.88'	5°27'44.5"	5°27'44.5"
+75	23.37'	19.66'	27.04'	4°13'52"	9°[illegible]36.5"
21+00	25.00'	21.03'	28.92'	4°31'35"	14°1[illegible]
+08.60	8.60'	7.24	9.96'	1°33'25.5"	15°46'37"
+15.19	6.59'	5.55'	——	1°11'35"	16°58'12"

INTERSECTION QUANTITIES

—	S.Y. —" Unreinforced Concrete Pavement
207.5	S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
19.1	S.Y. 2 1/2" Bituminous Base
62.6	L.F. Combined Curb & Gutter (3 5/8" & 1 1/2")
—	L.F. Monolithic Edge Curb (—")
—	Ea. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
230.0	S.Y. Subgrade Stabilization Manipulation
—	Tons Carbide Lime Subgrade Stabilization
—	Tons Pebble Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheater Fines Subgrade Stabilization
—	S.Y. Reinf. V.G. —" Concrete & —" Asphaltic Concrete Base



CONSTRUCT ROLL CURB

PRESCOTT

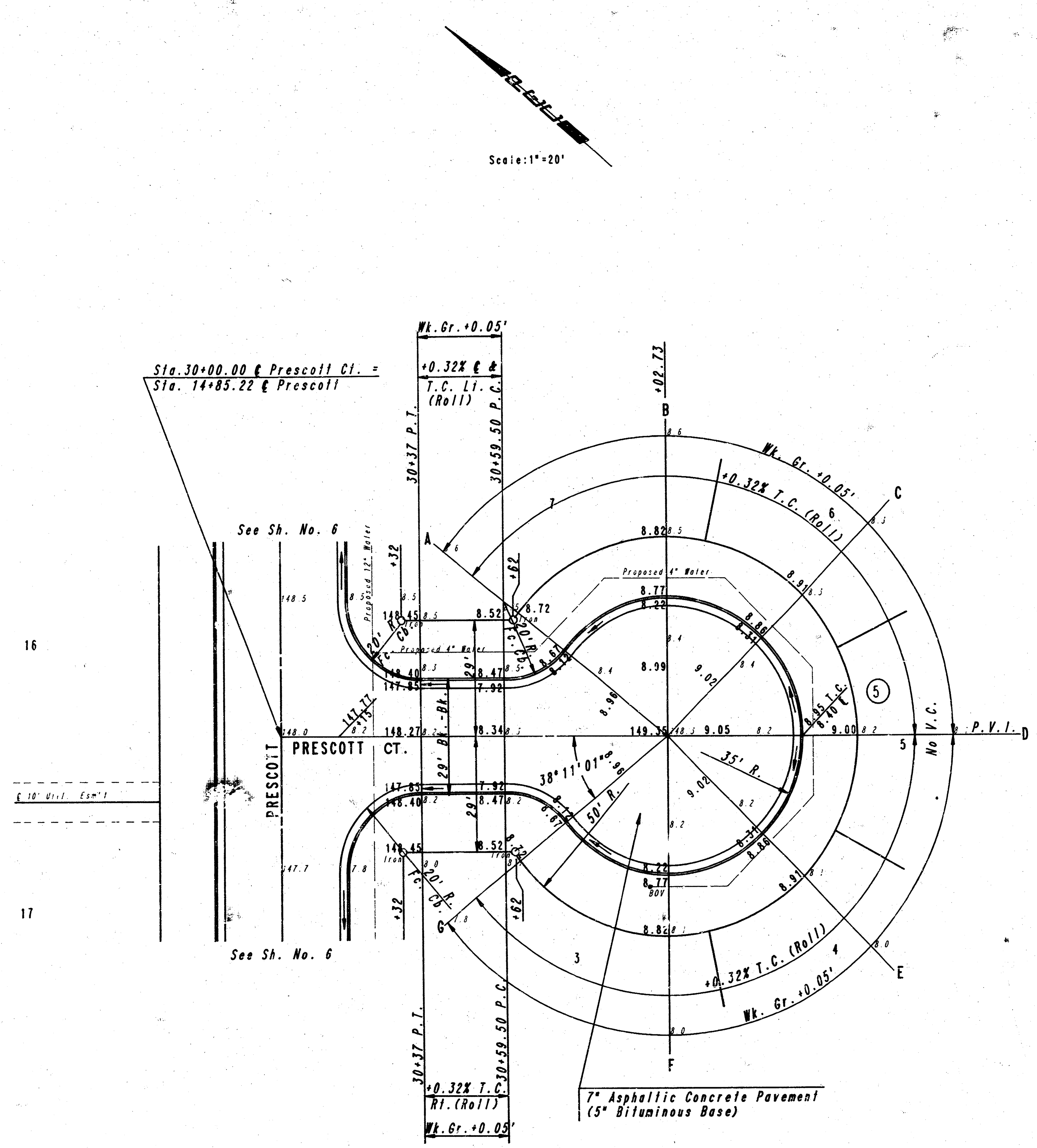
STA. 17+00 TO N.L. LOT 7, BLOCK 1 & N.L. LOT 1, BLOCK 4

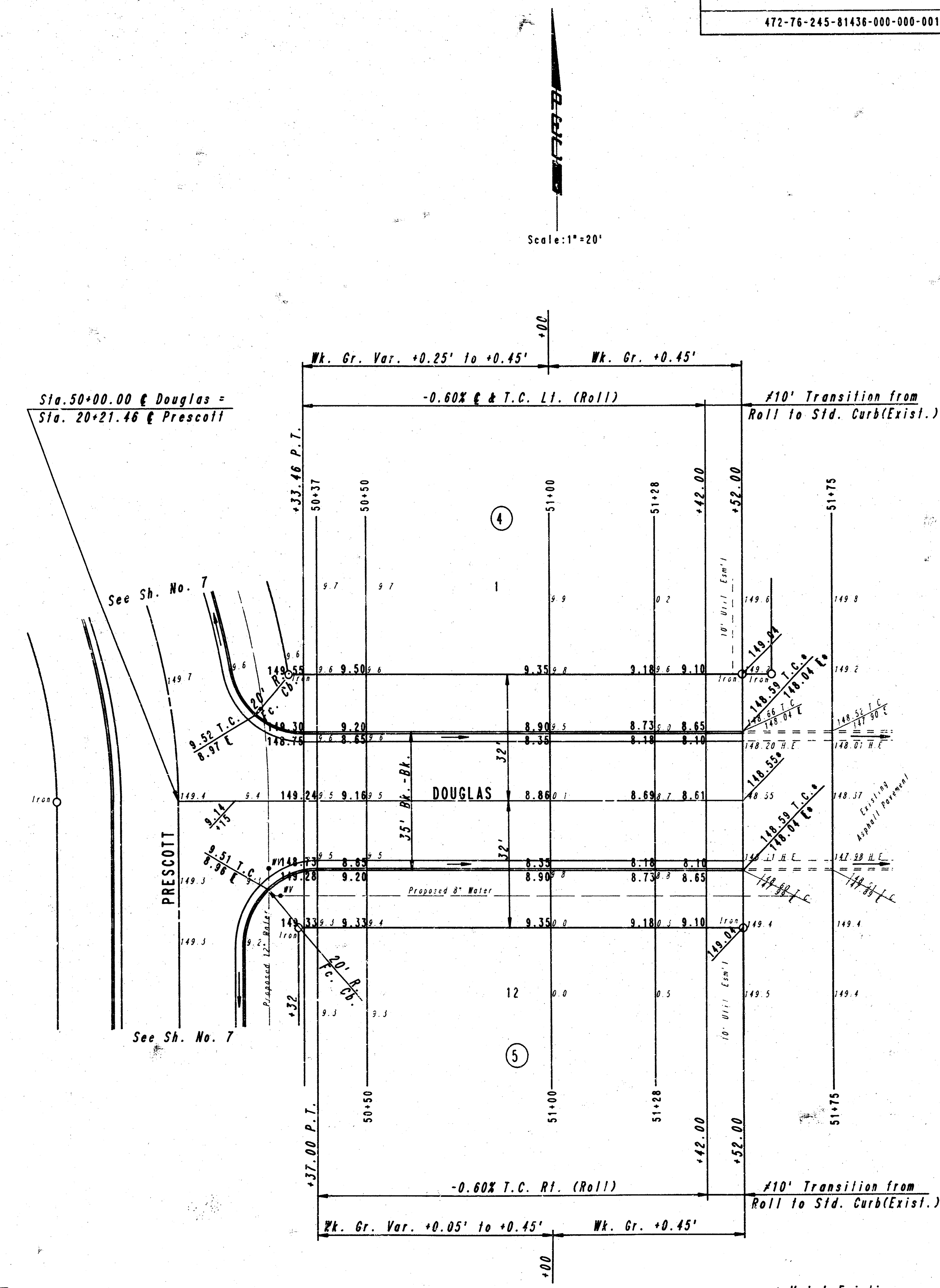
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	GDS	Checked by	
Drawn by	JGP	Date May, 1985	Job No. 85039

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81436-000-000-001	8	18





CONSTRUCT ROLL CURB

* Match Existing
≠ Transition shall be paid for as L.F. Roll Curb & Gutter

PRESCOTT CT.
E.L. PRESCOTT TO AND INCLUDING CUL-DE-SAC
DOUGLAS
E.L. PRESCOTT TO E.L. LOT 12, BLOCK 5

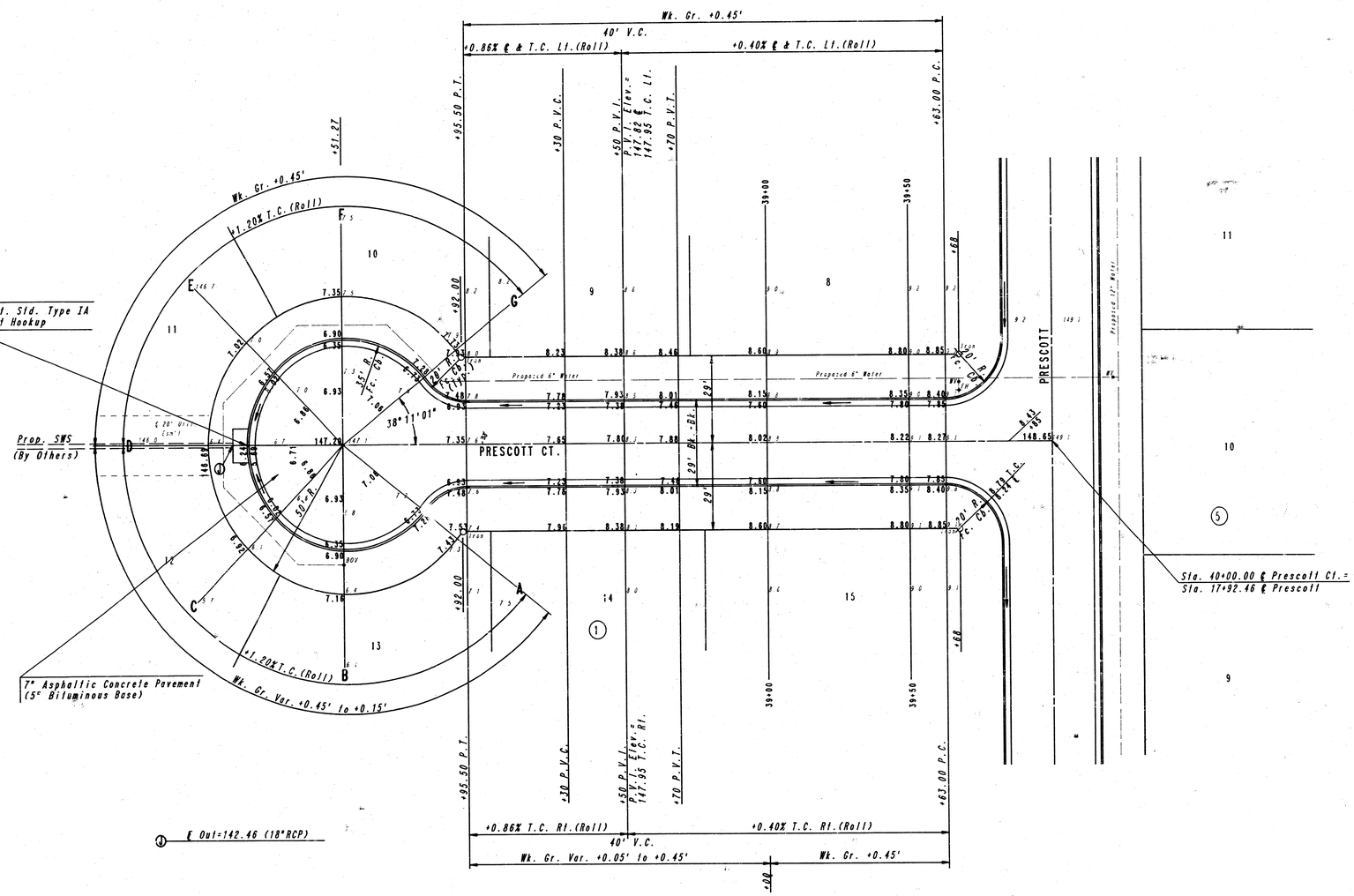
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ENGINEERS
WICHITA, KANSAS

Designed by	GDS	Checked by	
Drawn by	JGP	Date May, 1985	Job No. 85039

8/18

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81436-000-000-001	9	18



CONSTRUCT ROLL CURB

PRESCOTT CT.
CUL-DE-SAC TO W.L. PRESCOTT

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	GDS	Checked by	
Drawn by	JGP	Date May, 1985	Job No. 85039

9/18

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J. Moore
D. Pausewang

C-12-85
S-13-85

50 40 30 20 10 ℄ 10 20 30 40 50

150
10+15.30
14.5

C=28 Bk. F=0
C=45 Ahd.

150
10+15.30
14.5
15.3' C=14 C.Y.

150
10+00
145

C=22 F=0

150
10+00
145
50' C=45 C.Y.

150
0+50
145

C=27 F=0

150
0+50
145
50' C=44 C.Y.

150
0+00
145

C=21 F=0

150
0+00
145
51.35' C=43 C.Y.

150
8+48.05
145

C=24 F=0

150
8+48.05
145
19.5' C=9 C.Y.

150
8+20.15
145

C=0 F=0

150
8+20.15
145

150
8+01.15
145

C=0 F=0

150
8+01.15
145

Loses: Fill
X-Sections 10%
Total

117.0 Cu. Yds.
11.7 Cu. Yds.
128.7 Cu. Yds.

Shenac
Sta 8+01.15 to Sta 10+15.30

Proj. No. 412 82 245 8496 1000000 701

Park Cliff 3rd

50 40 30 20 10 ℄ 10 20 30 40 50

10/18

FILMED FROM BEST

J. Moore
D. Rauschenberg

8-1-85
9-13-85

50 40 30 20 10 ℄ 10 20 30 40 50

51.22' C=59 C.Y. LF=5 C.Y.

150
14+00
145

C=34 LF=2

26.53' C=32 C.Y. LF=2 C.Y.

150
13+73.47
145

C=32 LF=3

23.47' C=30 C.Y. LF=3 C.Y.

150
13+50
145

C=37 LF=5

50' C=63 C.Y. LF=10 C.Y.

150
13+00
145

C=31 LF=6

46.69' C=66 C.Y. LF=8 C.Y.

150
12+53.31
145

C=45 LF=3

53.31' C=145 C.Y. LF=3 C.Y.

150
12+00
145

C=108 F=0

50' C=245 C.Y.

150
11+50
145

C=103 F=0

21.1' C=128 C.Y.

150
11+28.90
145

C=105 F=0

28.9' C=181 C.Y.

150
11+00
145

C=174 F=0

50' C=194 C.Y.

150
10+50
145

C=30 LF=3

37.7' C=52 C.Y. LF=2 C.Y.

50 40 30 20 10 ℄ 10 20 30 40 50

Prescott St.
Sta. 10+50 to Sta. 14+00

Proj. No. 422 12 845 5426 000 000 001

Oak Cliff, Inc.

-11-
18

FILMED FROM THE BEST

J. Moore
D. Reusewang

6-12-85
3-19-86

50 40 30 20 10 ℄ 10 20 30 40 50

150
17+58.40
145
C=00 F=0
3.4' C=.88 C.Y.

150
17+58.40
145
150
17+00
145
C=78 F=0
58.46' C=156 C.Y.

150
17+00
145
150
10+85.02
145
C=81 F=0
14.98' C=44 C.Y.

150
10+85.02
145
150
10+50
145
C=81 F=0
35.02' C=105 C.Y.

150
10+50
145
150
10+00
145
C=80 F=0
50' C=155 C.Y.

150
10+00
145
150
15+50
145
C=77 F=0
50' C=151 C.Y.

150
15+50
145
150
15+34.22
145
C=00 F=0
15.78' C=40 C.Y.

150
15+34.22
145
150
15+10.22
145
C=00 F=0
15' C=33 C.Y.

150
15+10.22
145
150
14+85.22
145
C=00 F=0
34' C=69 C.Y.
LF=1 C.Y.

150
14+85.22
145
150
14+51.22
145
C=50 LF=8
34' C=93 C.Y.
LF=3 C.Y.

150
14+51.22
145
C=28 LF=3

Sta 14+51.22 to Sta 17+58.40
Prescott St.

Proj. No. 412 105 2485 8436 000 000 001
Oak Cliff Blvd.

50 40 30 20 10 ℄ 10 20 30 40 50

15/18

FILMED FROM THE BEST

J. Moore 8-13-85
D. Palasewang 9-13-85

50 40 30 20 10 ℄ 10 20 30 40 50

6.59' C=13 C.Y.

155
21+08.00
150 — 40 — 48
C=.07 BK
C=.49 Ahd. F=0

56.91' C=158 C.Y.

150
20+51.03
145
C=.53 F=0

30.18' C=60 C.Y.

150
20+21.40
145
C=. 1 F=0

21.46' C=39 C.Y.

150
20+00
145
C=.44 F=0

15.54' C=22 C.Y.

150
19+84.40
145
C=.34 F=0

34.46' C=48 C.Y.

150
19+50
145
C=.42 F=0

50' C=83 C.Y.

150
19+00
145
C=.48 F=0

50' C=98 C.Y.

150
18+50
145
C=.58 F=0

23.54' C=53 C.Y.

150
18+20.40
145
C=.04 F=0

34' C=86 C.Y.

150
17+92.40
145
C=.73 F=0

Proj. to ave. to 245 8426.000.000.001
Cook Civil, Inc.

Prescott St.
Sta. 17+92.40 to Sta. 21+08.00

13/18

50 40 30 20 10 ℄ 10 20 30 40 50

FILMED FROM THE BEST

FILMED FROM THE BEST

14/18

50 40 30 20 10 ℄ 10 20 30 40 50

Prescott St.
Sta 21+15.10 to Sta 21+45.73

155
21+45.73
150

155
21+15.10
150

C=54 F=O

C=O F=O

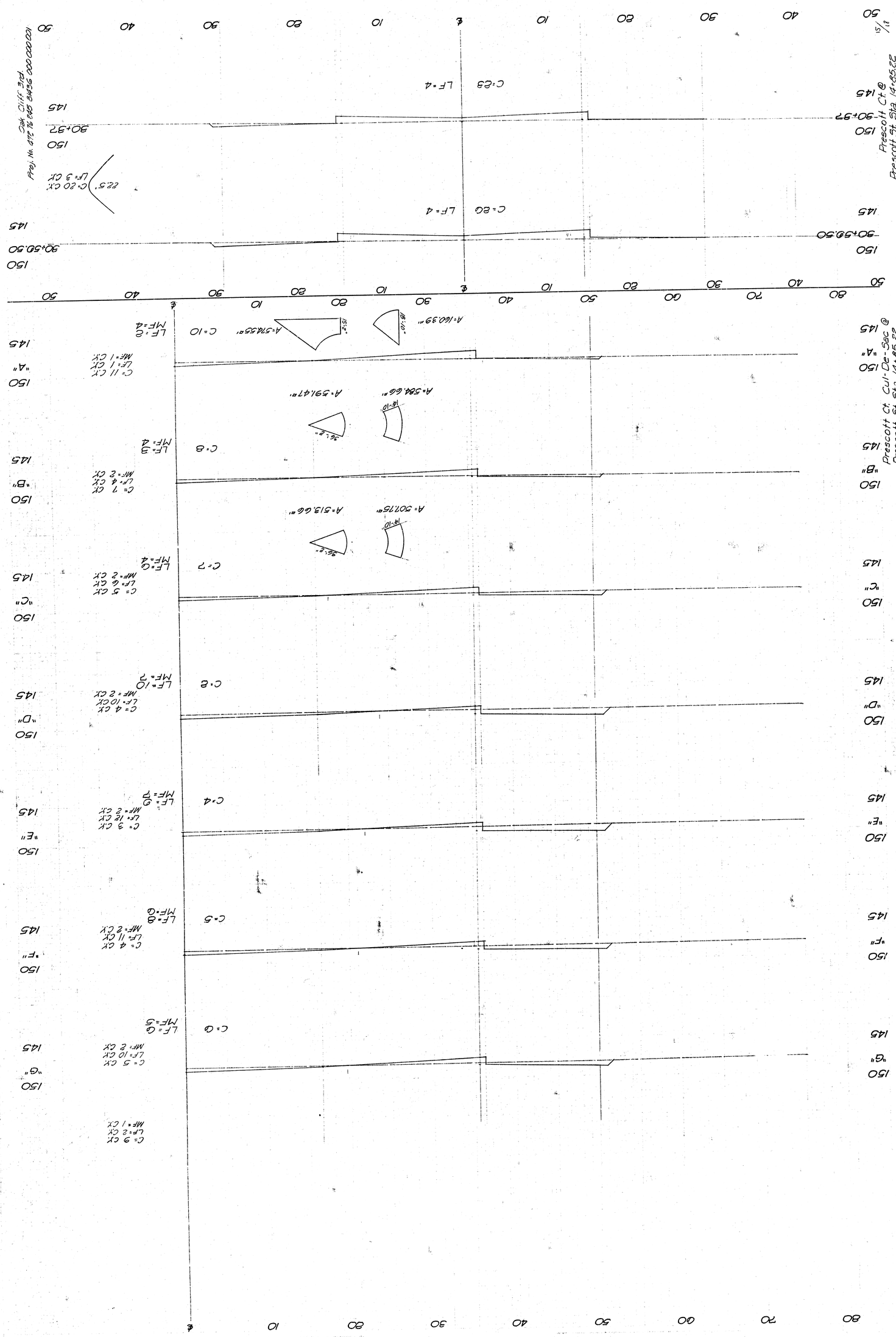
155
21+45.73
150

155
21+15.10
150

Oak Cliff Jct.
Sta 21+12.75 ORS 90°00'00" Lt

J. Moore 6-12-85
D. Rausenberg 5-15-85

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U Moore 6-16-85
D Rauenhorst 9-19-85

J. Moore 8-11-85
D. Fausenang 8-11-85

80 70 60 50 40 30 20 10 0

150 "G" 145

150 "F" 145

150 "E" 145

150 "D" 145

150 "C" 145

150 "B" 145

150 "A" 145

L5 L38

L6 L35

L5 L33

L3 L30

L2 L27

C=43 LF=0

C=41 LF=0

C=38 LF=0

C=33 LF=1

C=28 LF=7

C=22 LF=0

C=20 LF=0

C=26 C.Y.

C=30 C.Y.

C=25 C.Y.

C=22 C.Y.
LF=1 C.Y.

C=15 C.Y.
LF=5 C.Y.

C=12 C.Y.
LF=8 C.Y.

C=16 C.Y.
LF=4 C.Y.

C=20 C.Y.
LF=1 C.Y.

A=507.75 14°10'

A=513.66°' 36°2"

A=584.66°' 14°10'

A=591.47°' 36°2"

A=160.39°' 18°10'

A=514.55°' 15°2"

Prescott Ct. Cul-De-Sac @ Prescott St. Sta 17+92.46

16/18

Oak Cliff 3rd Rev. No 212 76 225 5126 000 000 01

J. Moore 6-11-85
D. Pausenang 9-11-85

50 40 30 20 10 ℄ 10 20 30 40 50

150
30+03
145
C=70 F=0
13' C=33 C.Y.
150
30+03
145

150
30+50
145
C=07 F=0
50' C=182 C.Y.
150
30+50
145

150
30+00
145
C=05 F=0
50' C=109 C.Y.
150
30+00
145

150
38+50
145
C=53 F=0
54.5' C=95 C.Y. LF=1 C.Y.
150
38+50
145

150
37+05.50
145
C=41 LF=1
150
37+05.50
145

L5 L18 L17 L1

Proj. No. 42 "C" 265 3435 6 000 000 00
Oak Cliff 3rd.

Prescott Ct. @ Prescott St. Sta. 17+92.46

17/18

50 40 30 20 10 ℄ 10 20 30 40 50

FILMED FROM THE BEST

J. Moore 6-16-83
D. Pausewang 9-15-83

50 40 30 20 10 ℄ 10 20 30 40 50

150
51+75
145
C=0 F=0

150
51+52
145
C=24 F=0
24' C=35 C.Y.

150
51+28
145
C=54 F=0
28' C=77 C.Y.

150
51+00
145
C=84 F=0
50' C=134 C.Y.

150
50+50
145
C=51 F=0
13' C=24 C.Y.
LF=1 C.Y.

150
50+37
145
C=47 LF=1

Doug 83
Sta 50+37 to Sta 51+75

Proj. No. 412 16 215 91436 0000 031

Oak Cliff 3rd.

13/18

50 40 30 20 10 ℄ 10 20 30 40 50

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