SHEET NO.	TOTAL SHEETS
1	22

CITY OF WICHITA

SEDGWICK COUNTY, KANSAS

STREET IMPROVEMENTS

(WILLIAMSBURG ADDITION)

PROJECT NO. 472 76 245 81439 000 000 001

WILLIAMSBURG AND WILLIAMSBURG CIRCLE - S.L. of 13th Street to and including cul-de-sac

11th STREET - E.L. Harding to W.L. Williamsburg

EAST HALF HARDING - S.L. 11th Street to 290.3' S. of N.L. 12th Street

EAST HALF HARDING - S.L. 10th Street to 366' N. of N.L. 10th Street

MARCH 1985

INDEX OF SHEETS

BENCH MARKS

B.M. #1 - C.O.W. B.M. Disc. Oliver & 13th
41.6' E. & 33' N. of ℄ Both
Elev. = 208.20

B.M. #2 - Brass Cap in conc. @ NW cor. Lambsdale 5th Add.
Elev. = 205.46

B.M. #5 - Chis "a" W. curb @ S. end return of drive to 1207 N. Harding. Sta. 101+95 15.5' Lt. Elev. = 194.00

B.M. #6 - Chis "a" W. curb @ N. end return of drive to 1137 N. Harding. Sta. 103+74 15.5' Lt. Elev. = 190.05

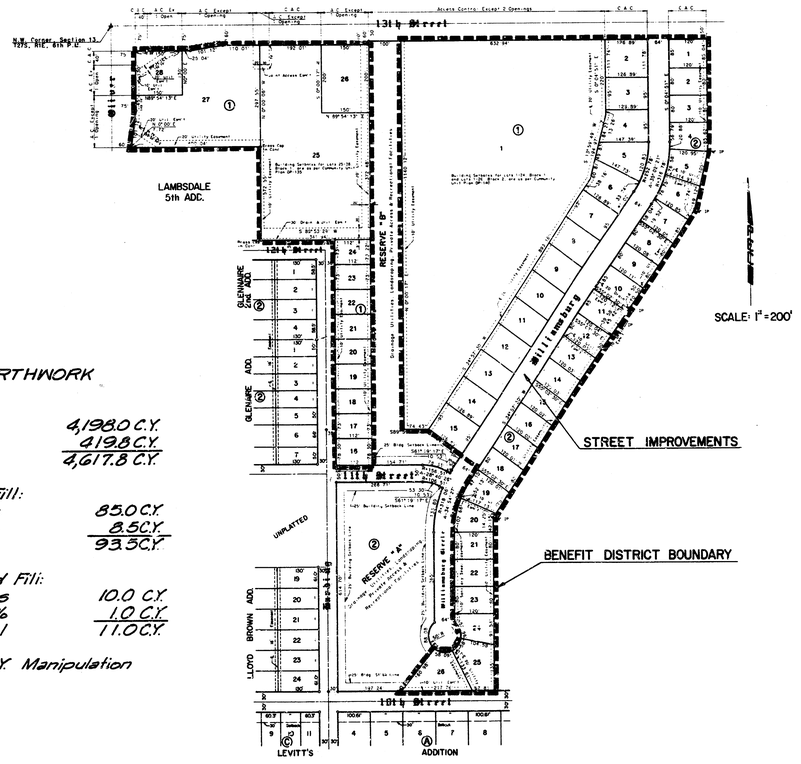
B.M. #7 - Chis "a" W. curb 51' S. of ℄ 10th St. (West) & 15.5' W. ℄ Harding. Sta. 99+60, 15.5' Lt. Elev. = 188.77

~~B.M. #9 - W. Rim S.S. MH @ N.E.C. of NE Cor. Lot 21, Block C~~
~~Elev. = 193.73~~

B.M. #10 - Chis "a" on curb 15.5' N. of ℄ Lambsdale & 30' W. of ℄ Pinecrest
Elev. = 206.17

CONVENTIONAL SIGNS

SECTION LINE
RIGHT-OF-WAY — ℄ Exist. R/W — ℄ Prop. R/W
FENCE LINE — x — x —
CENTER LINE OF PROJECT — 15 — G
POWER POLE
UNGD. TEL. CABLE — Ungd. Tel. Cable — M.H.
GAS LINE — G
WATER LINE & WATER VALVE — 20" Water Line — W.V.
STORM SEWER & MANHOLE — S. Sewer — M.H.
SAN. SEWER & MANHOLE — San. Sewer — M.H.
TREES — 6" — 12"



SCALE: 1" = 200'

EARTHWORK

Excavation:	
X-Sections	4,198.0 C.Y.
10%	419.8 C.Y.
Total	4,617.8 C.Y.
Compacted Fill:	
X-Sections	85.0 C.Y.
10 %	8.5 C.Y.
Total	93.5 C.Y.
Manipulated Fill:	
X-Sections	10.0 C.Y.
10 %	1.0 C.Y.
Total	11.0 C.Y.

10,967.0 S.Y. Manipulation

GENERAL NOTES

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.

THE CONTRACTOR SHALL NOTIFY GAS SERVICE COMPANY AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED OVER AND/OR ADJACENT TO PIPELINE.

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.

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 13TH STREET IN THE VICINITY OF WILLIAMSBURG STREET DURING CONSTRUCTION.

BRENT E. REMSBERG LICENSED 8108 KANSAS PROFESSIONAL ENGINEER

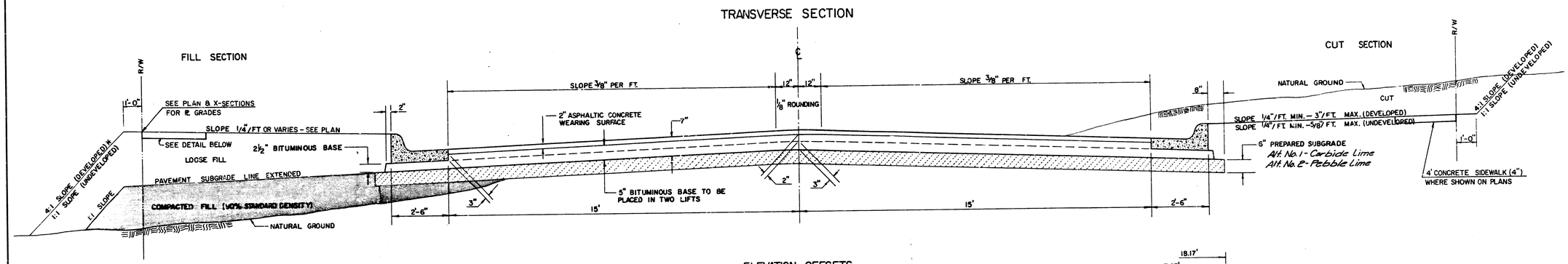
PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

APPROVED DATE

MICHAEL F. LINDEBAK, P.E., CITY ENGINEER
WICHITA, KANSAS
PROJ. NO. 472-76-245-81439-000-000-001

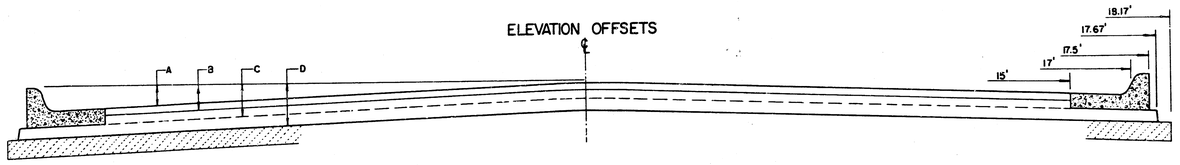
TYPICAL 35' PAVEMENT DETAILS

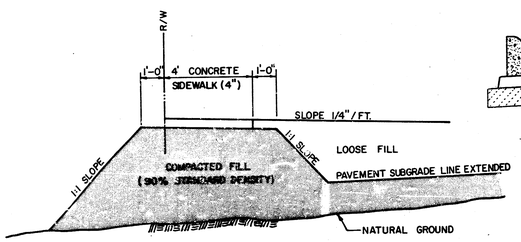
TRANSVERSE SECTION



* : SEE X-SECTIONS FOR VARIATIONS ADJACENT TO PROPOSED PONDS.

ELEVATION OFFSETS

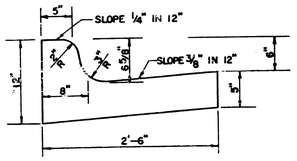




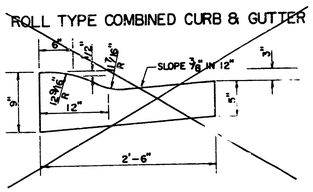
COMPACTED FILL DETAIL
WHEN SIDEWALK IS CONSTRUCTED

	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



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.

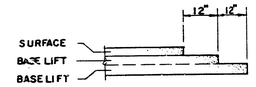
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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 #1 OR #2 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

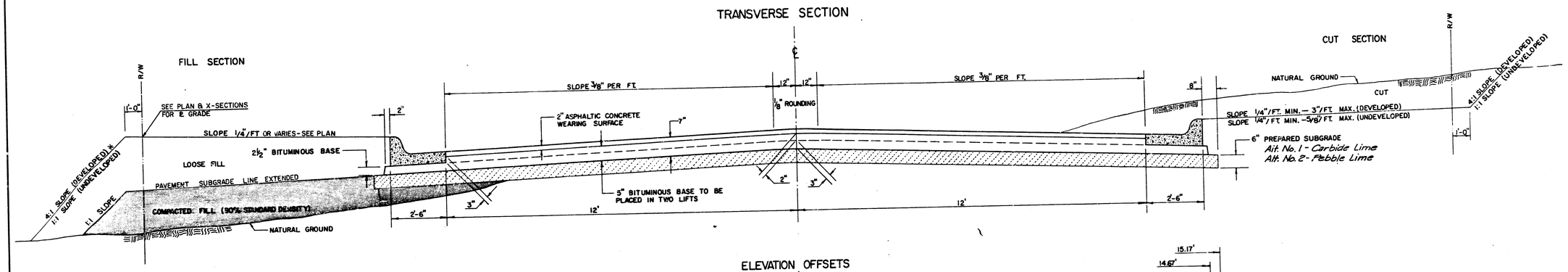


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
PROJ. NO. 472-76-245-8439-000-000-001

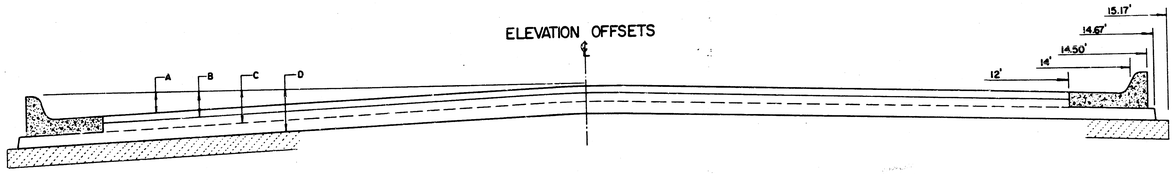
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION



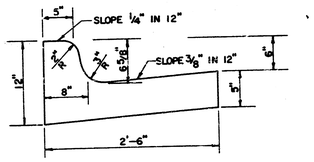
*: SEE X-SECTIONS FOR VARIATIONS ADJACENT TO PROPOSED PONDS.

ELEVATION OFFSETS

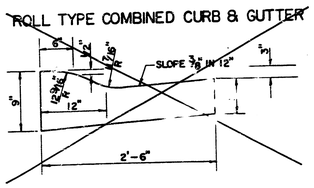


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.38	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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



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.

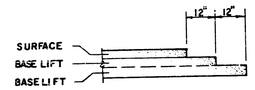
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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).

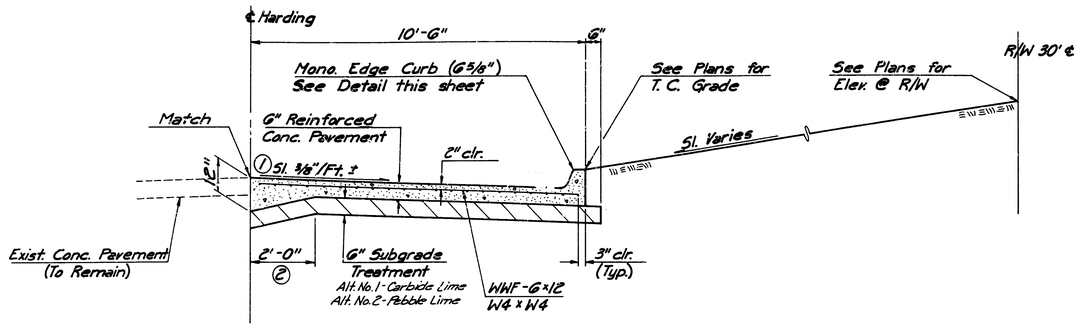
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

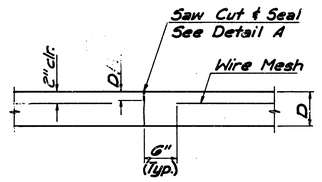
PROJECT NUMBER

PROJ. NO. 472-76-245-8439-000-000-001

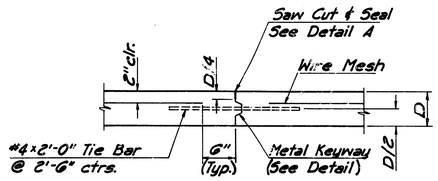
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81459-000-000-001	4	22



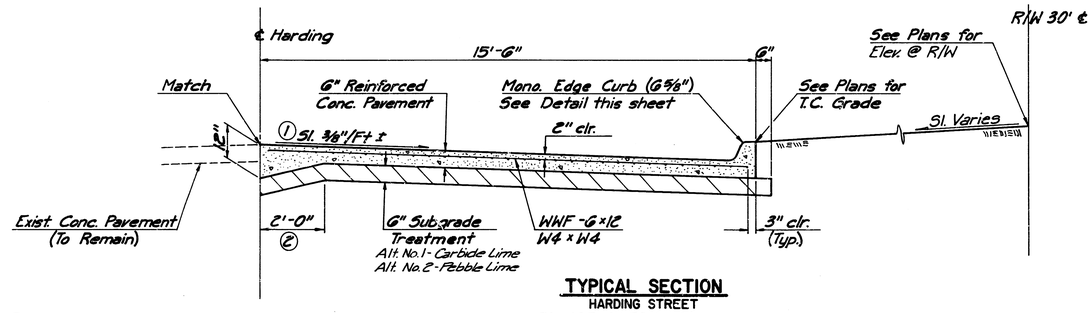
TYPICAL SECTION
HARDING STREET
Sta. 100+77.97 to Sta. 104+04



TRANSVERSE CONTRACTION JOINT DETAIL
REINFORCED PAVEMENT



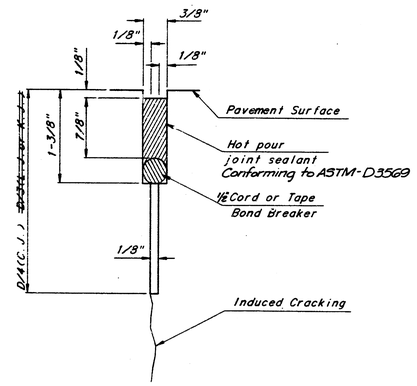
TRANSVERSE CONSTRUCTION JOINT DETAIL
REINFORCED PAVEMENT
Construction Joints will be allowed only at planned contraction joint locations.



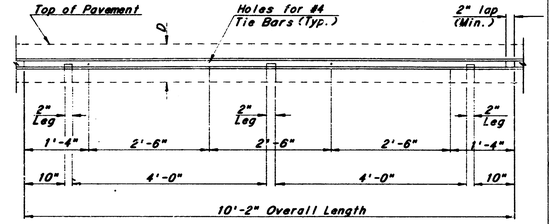
TYPICAL SECTION
HARDING STREET
Sta. 107+03.10 to Sta. 110+66.20

① Slope varies - See Plan

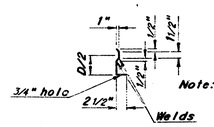
② Additional thickness shall be considered subsidiary to "6" Reinf. Conc. Pavement".



DETAIL A



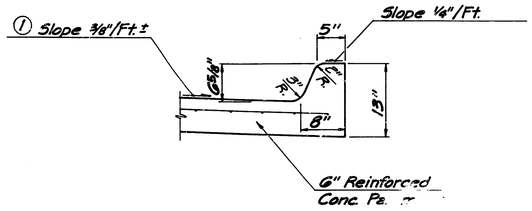
To be used only against forms
~~Shall not extend thru Contraction Joints~~



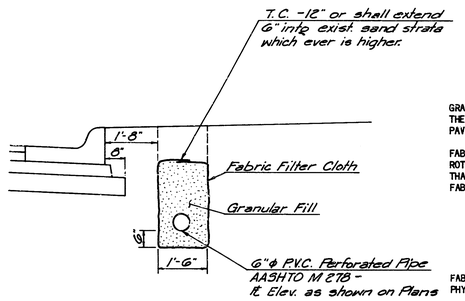
Note: Snap-in leg or other approved designs may be used in lieu of welded leg.

SECTION OF RECESSED FORM LEG

METAL KEYWAY DETAILS



STANDARD TYPE
MONOLITHIC EDGE CURB



UNDERDRAIN DETAIL
Sta. 21+69.80 to Sta. 27+00 Rt.

THE LOWER END OF PIPE SHALL BE FITTED WITH A SCREEN TO PREVENT THE ENTRANCE OF RODENTS. USE 1/2-INCH MESH GALVANIZED HARDWARE CLOTH. BEND ENDS TO FIT SNUGLY INTO OUTLET OPENING. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO "6-INCH UNDERDRAIN."

6-INCH UNDERDRAIN SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAR FOOT, WHICH PRICE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILL, FABRIC FILTER CLOTH, GRANULAR FILL, PIPE, FITTINGS, AND FOR ALL LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

GRANULAR FILL SHALL CONFORM TO THE REQUIREMENTS OF ASTM-C33, SIZE 67, OR TO THE REQUIREMENTS FOR COURSE AGGREGATE IN THE CITY OF WICHITA STANDARD CONCRETE PAVEMENT MIX

FABRIC FILTER CLOTH SHALL BE COMPOSED OF WOVEN OR NON-WOVEN, NON-RAVELING, ROT-PROOF, LOW-WATER ABSORBENT FIBERS. THE FABRIC SHALL BE SO CONSTRUCTED THAT FIBERS MAINTAIN THEIR RELATIVE POSITION WITH RESPECT TO EACH OTHER. THE FABRIC SHALL MEET THE FOLLOWING PHYSICAL PROPERTY REQUIREMENTS.

WEIGHT (ASTM D 1910) - MIN. 4.0 OZ. PER SQUARE YARD
GRAB STRENGTH - (ASTM D 1682, SPECIMEN TESTED WET) - MIN. 100 LB.
GRAB ELONGATION - (ASTM D 1682, SPECIMEN TESTED WET) - MIN. 60%
COEFFICIENT OF PERMEABILITY (MIN.) - 2 X 10⁻³ CM/SEC.
EQUIVALENT OPENING SIZE - 30-100

FABRIC SHALL BE FREE FROM FLAWS OR DEFECTS WHICH MIGHT SIGNIFICANTLY ALTER ITS PHYSICAL PROPERTIES.

ACCEPTABLE MATERIALS INCLUDE DUPONT, "TYPAR" POLYPROPOLENE FABRIC, CELANESE "MIRAFI 140", NYLON-POLYPROPOLENE FABRIC; MONSANTO "BIDUM C-28" POLYESTER FABRIC; "TREVIRA SPUNBOND" ENGINEERING FABRIC OR APPROVED EQUAL.

STORAGE, HANDLING AND INSTALLATION OF THE FABRIC SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN RECOMMENDATIONS. CARE SHALL BE TAKEN TO MINIMIZE EXPOSURE OF THE FABRIC TO HEAT AND DIRECT SUNLIGHT. FABRIC SO EXPOSED TO THE EXTENT THAT ITS STRENGTH OR TOUGHNESS HAS BEEN SIGNIFICANTLY REDUCED SHALL NOT BE USED IN THE WORK.

THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO INSURE THAT AFTER THE FABRIC IS IN PLACE IT SHALL NOT BE SUBJECTED TO SURFACE RUNOFF FROM AREAS NOT ALSO COVERED WITH FABRIC. THIS PROVISION SHALL ALSO APPLY TO THE FABRIC INSTALLED IN THE TRENCHES FOR UNDERDRAINS. TORN OR PUNCTURED FABRIC SHALL BE REPLACED WITH NEW MATERIAL.

CITY OF WICHITA

TYPICAL SECTIONS & MISC. DETAILS

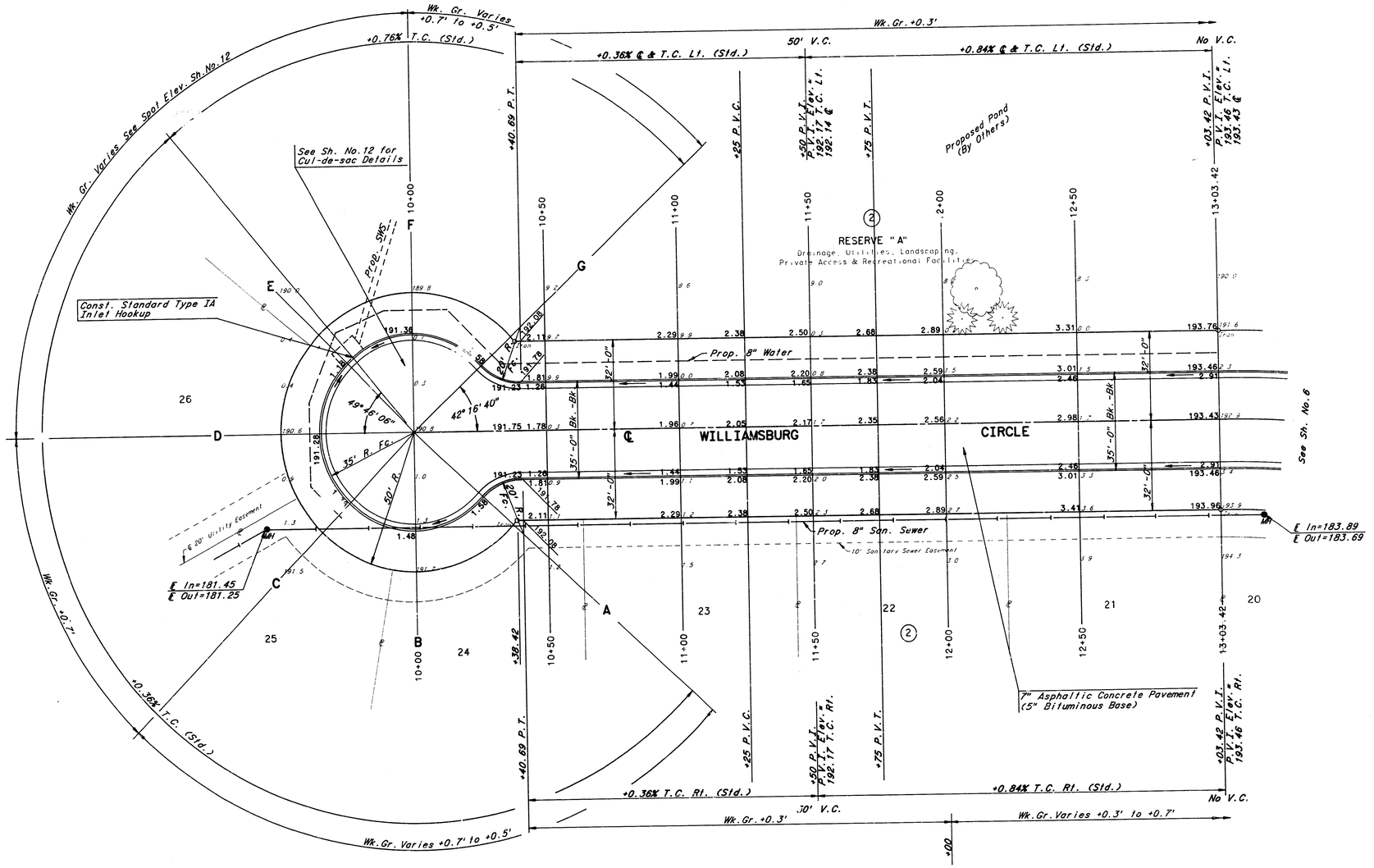
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER	Checked by	
Drawn by	BS	Date Jan., 1985	Job No. 84541-4

22

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	5	22

Scale: 1"=20'



LEGEND

- Pavement Removal
- Asphalt Surface Removal
- Tree to be Removed
- Tree to be Removed by Others

WILLIAMSBURG CIRCLE

STA. 10+00 TO STA. 13+03.42

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

Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 84541-5

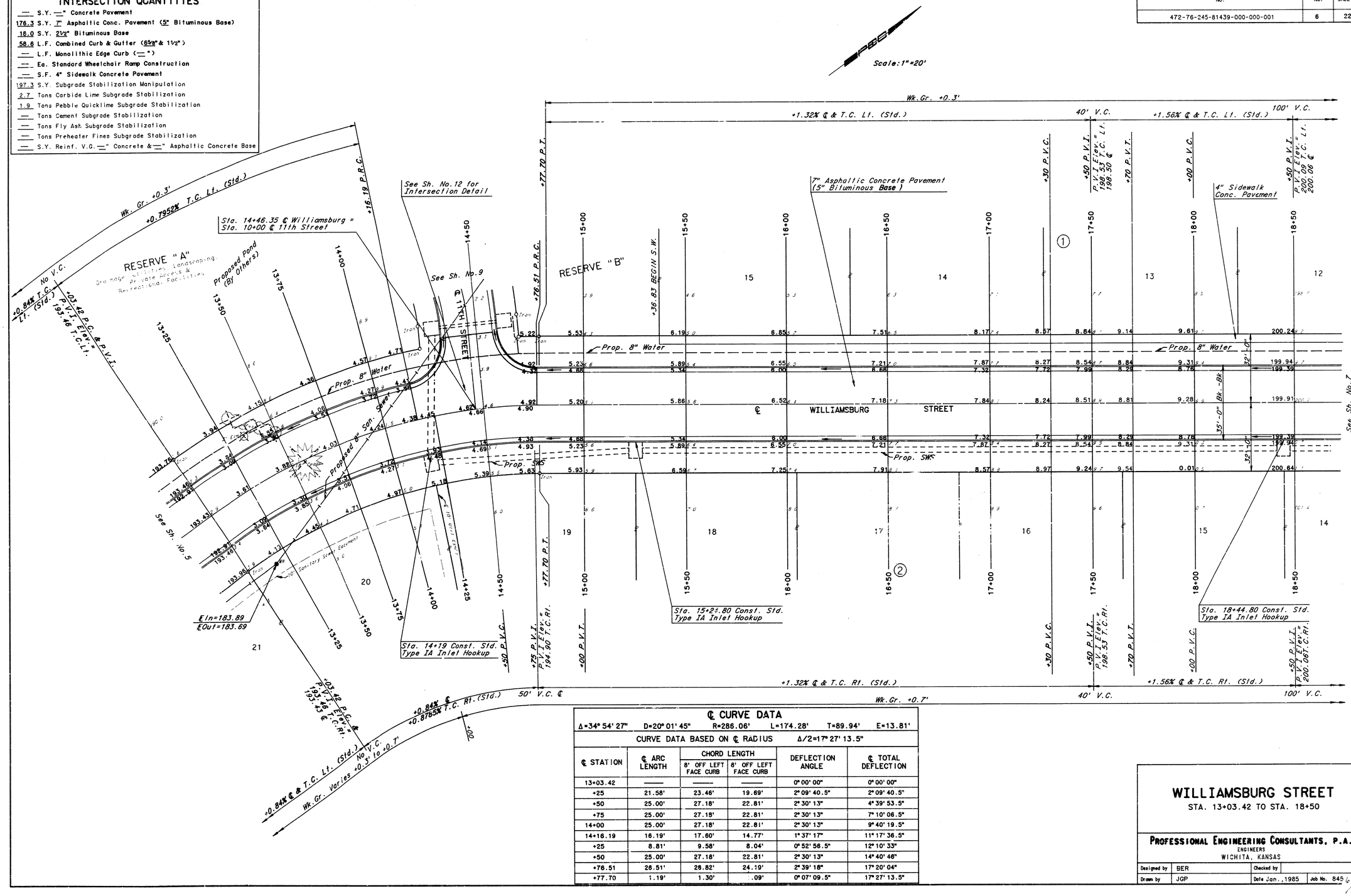
5/22

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	6	22

INTERSECTION QUANTITIES

___ S.Y. ___" Concrete Pavement	
176.3 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)	
18.0 S.Y. 2½" Bituminous Base	
58.6 L.F. Combined Curb & Gutter (6½"& 1½")	
___ L.F. Monolithic Edge Curb (___")	
___ Ea. Standard Wheelchair Ramp Construction	
___ S.F. 4" Sidewalk Concrete Pavement	
197.3 S.Y. Subgrade Stabilization Manipulation	
2.7 Tons Carbide Lime Subgrade Stabilization	
1.9 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	

Scale: 1"=20'



℄ CURVE DATA

Δ=34° 54' 27" D=20° 01' 45" R=286.06' L=174.28' T=89.94' E=13.81'

CURVE DATA BASED ON ℄ RADIUS Δ/2=17° 27' 13.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
13+03.42	———	———	———	0° 00' 00"	0° 00' 00"
+25	21.58'	23.46'	19.69'	2° 09' 40.5"	2° 09' 40.5"
+50	25.00'	27.18'	22.81'	2° 30' 13"	4° 39' 53.5"
+75	25.00'	27.18'	22.81'	2° 30' 13"	7° 10' 06.5"
14+00	25.00'	27.18'	22.81'	2° 30' 13"	9° 40' 19.5"
14+16.19	16.19'	17.60'	14.77'	1° 37' 17"	11° 17' 36.5"
+25	8.81'	9.58'	8.04'	0° 52' 56.5"	12° 10' 33"
+50	25.00'	27.18'	22.81'	2° 30' 13"	14° 40' 46"
+76.51	26.51'	28.82'	24.19'	2° 39' 18"	17° 20' 04"
+77.70	1.19'	1.30'	.09'	0° 07' 09.5"	17° 27' 13.5"

WILLIAMSBURG STREET

STA. 13+03.42 TO STA. 18+50

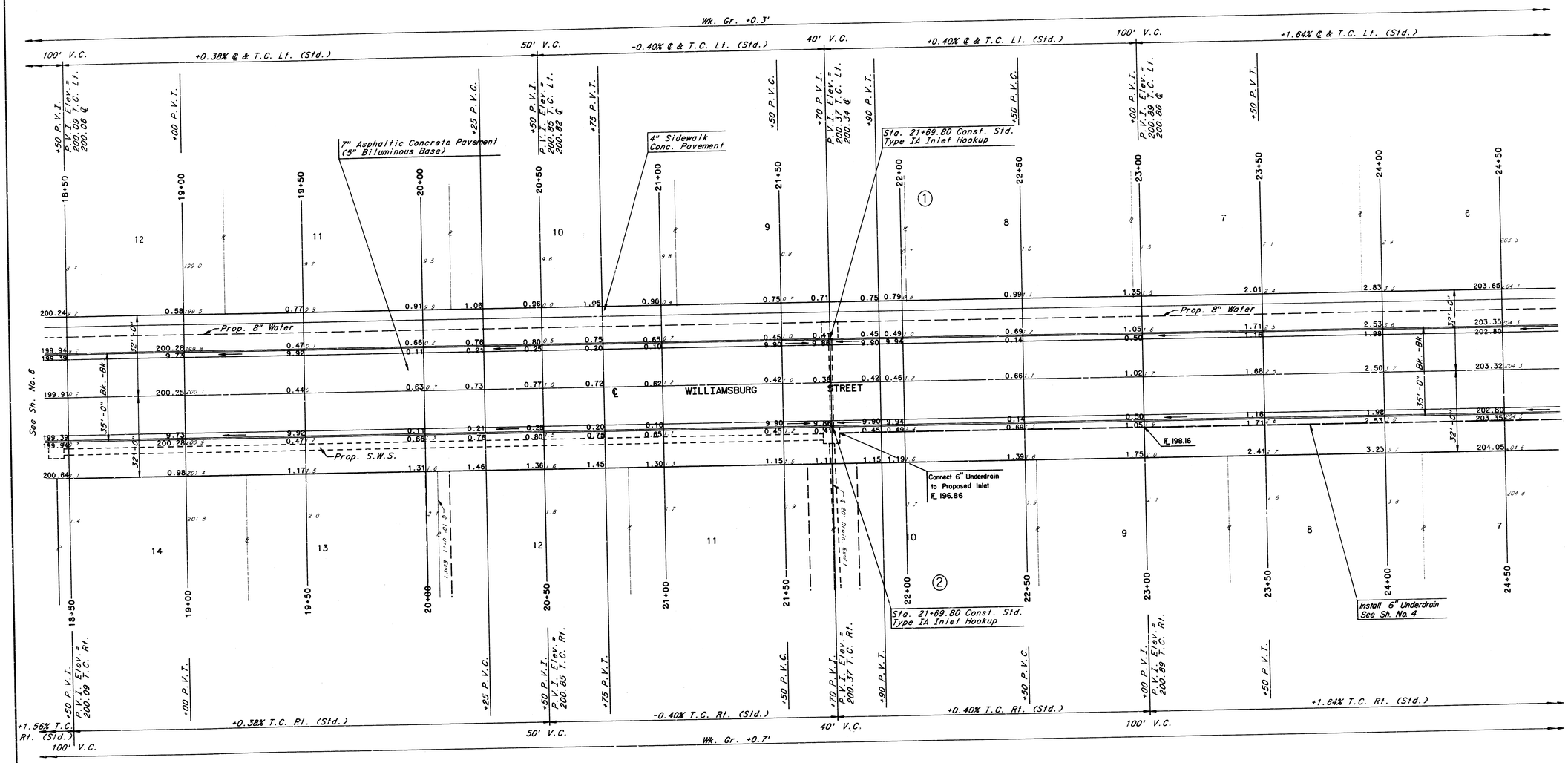
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 8456

6/22

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	7	22

Scale: 1"=20'



WILLIAMSBURG STREET
STA. 18+50 TO STA. 24+50

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

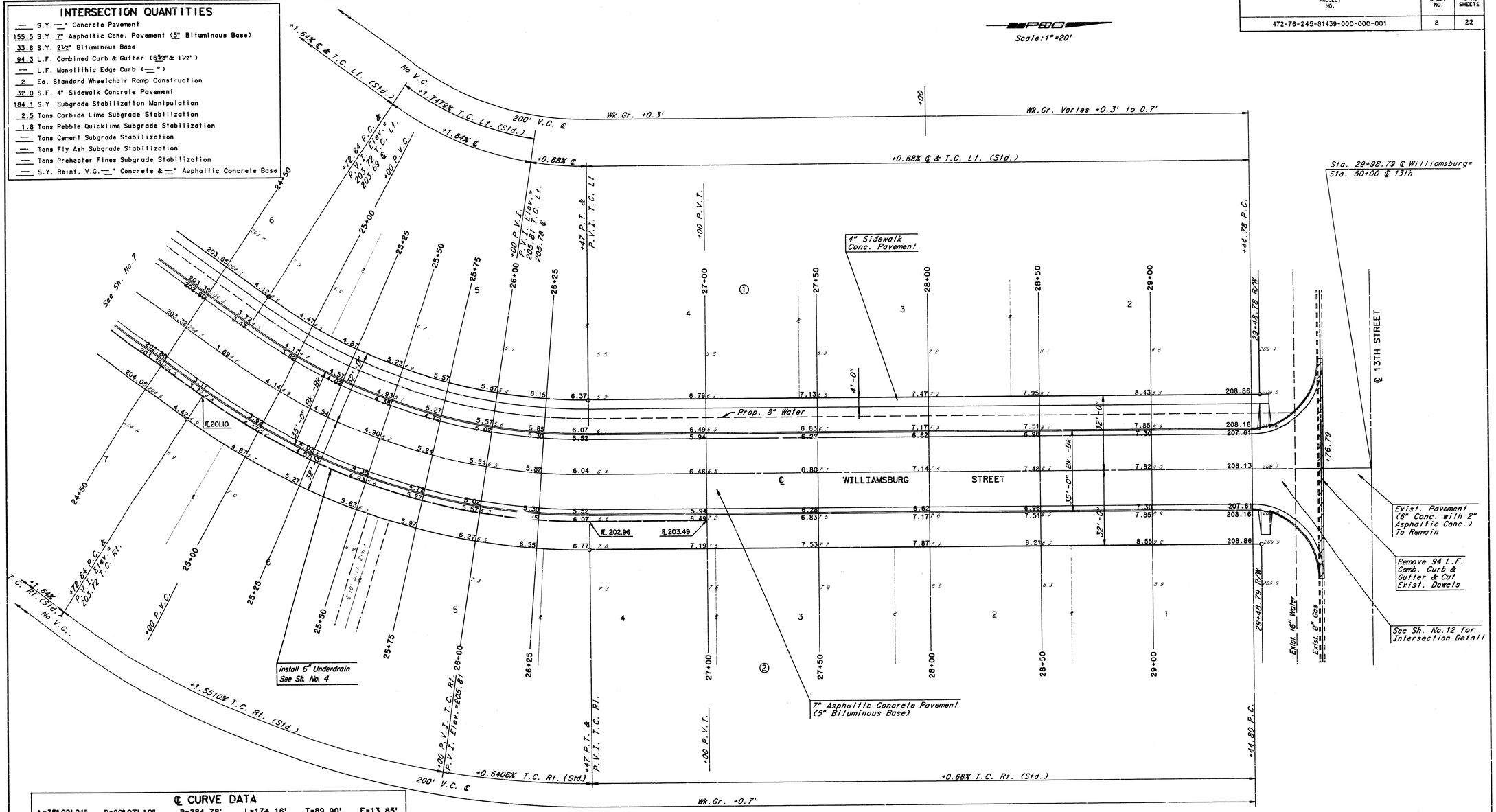
Designed by	BER	Checked by		7 / 22
Drawn by	JGP	Date Jan., 1985	Job No.	84541-4

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	8	22

INTERSECTION QUANTITIES

- ___ S.Y. ___" Concrete Pavement
- 155.5 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 33.6 S.Y. 2½" Bituminous Base
- 94.3 L.F. Combined Curb & Gutter (6⅜" & 1'-2")
- ___ L.F. Monolithic Edge Curb (___")
- 2 Ea. Standard Wheelchair Ramp Construction
- 32.0 S.F. 4" Sidewalk Concrete Pavement
- 184.1 S.Y. Subgrade Stabilization Manipulation
- 2.5 Tons Carbide Lime Subgrade Stabilization
- 1.8 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

Scale: 1"=20'



℄ CURVE DATA

Δ=35° 02' 21" D=20° 07' 10" R=284.78' L=174.16' T=89.90' E=13.85'

CURVE DATA BASED ON ℄ RADIUS Δ/2=17° 31' 10.5"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF LEFT FACE CURB	DEFLECTION ANGLE	℄ TOTAL DEFLECTION
24+72.84	———	———	———	0° 00' 00"	0° 00' 00"
25+00	27.16'	24.77'	29.53'	2° 43' 56"	2° 43' 56"
+25	25.00'	22.80'	27.19'	2° 30' 53.5"	5° 14' 49.5"
+50	25.00'	22.80'	27.19'	2° 30' 53.5"	7° 45' 43"
+75	25.00'	22.80'	27.19'	2° 30' 53.5"	10° 16' 36.5"
26+00	25.00'	22.80'	27.19'	2° 30' 53.5"	12° 47' 30"
+25	25.00'	22.80'	27.19'	2° 30' 53.5"	15° 18' 23.5"
+47	22.00'	20.06'	23.92'	2° 12' 47"	17° 31' 10.5"

WILLIAMSBURG STREET

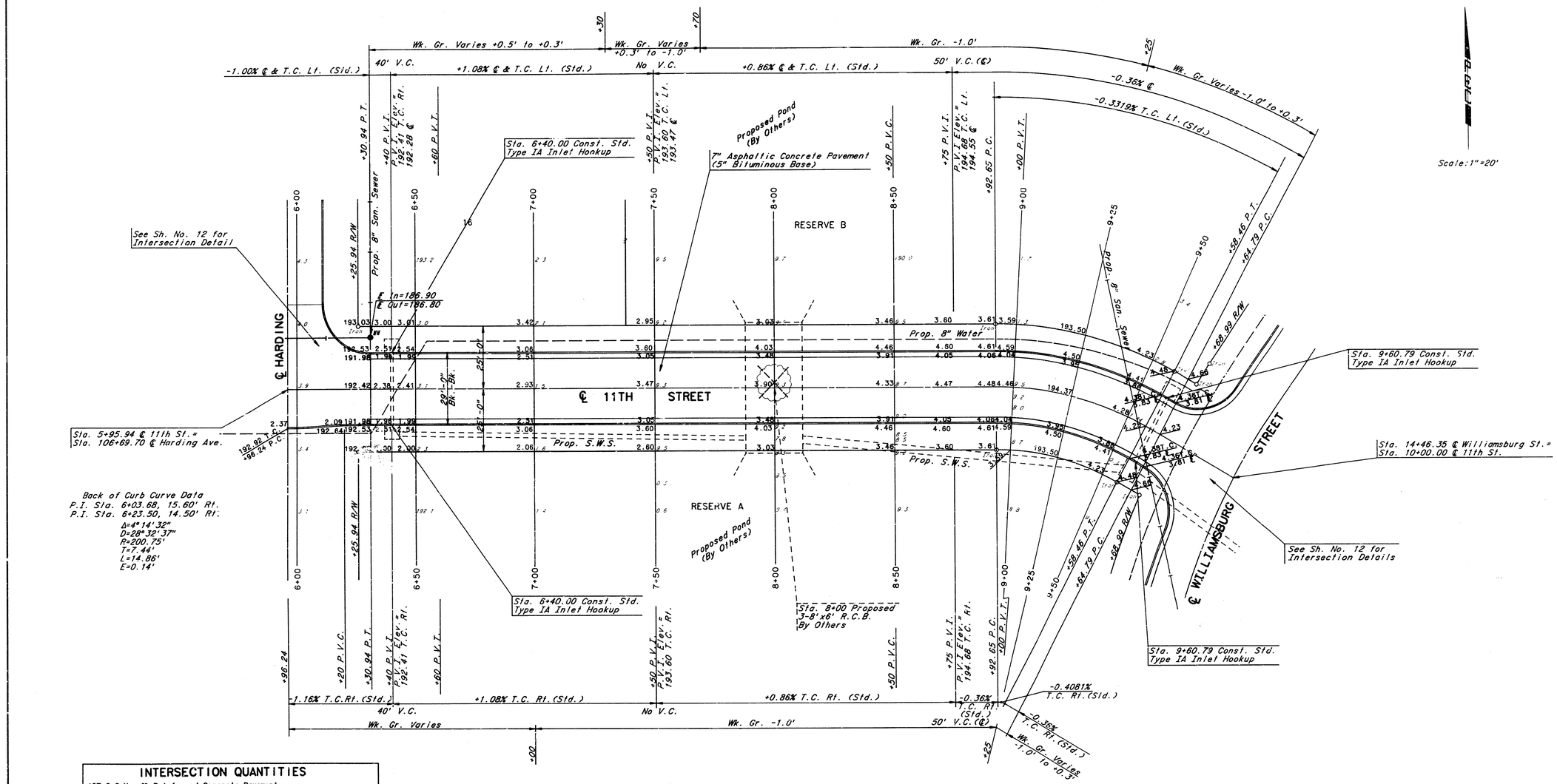
STA. 24+50 TO STA. 29+98.79

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

8
22

Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 84541-4

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	9	22



INTERSECTION QUANTITIES

157.2 S.Y. 6" Reinforced Concrete Pavement
___ S.Y. ___" Asphaltic Conc. Pavement (___" Bituminous Base)
___ S.Y. ___" Bituminous Base
___ L.F. Combined Curb & Gutter (___ & 1½")
66.1 L.F. Monolithic Edge Curb (6½")
___ Ea. Standard Wheelchair Ramp Constr ...on
___ S.F. 4" Sidewalk Concrete Pave...
160.8 S.Y. Subgrade Stabilization Manipulation
2.2 Tons Carbide Lime Subgrade Stabilization
1.5 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

℄ CURVE DATA

Δ=28° 40' 26" D=43° 34' 04" R=131.51' L=65.81' T=33.61' E=4.23'

CURVE DATA BASED ON ℄ RADIUS Δ/2=14° 20' 13"

℄ STATION	℄ ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	℄ TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF LEFT FACE CURB		
8+92.65	———	———	———	0° 00' 00"	0° 00' 00"
9+00	7.35'	8.58'	6.12'	1° 36' 46"	1° 36' 46"
+25	25.00'	29.14'	20.79'	5° 26' 46"	7° 02' 51"
+50	25.00'	29.14'	20.79'	5° 26' 46"	12° 29' 37"
+58.46	8.46'	9.88'	7.05'	1° 50' 36"	14° 20' 13"

11TH STREET

STA. 5+95.94 TO STA. 10+00

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

9/22

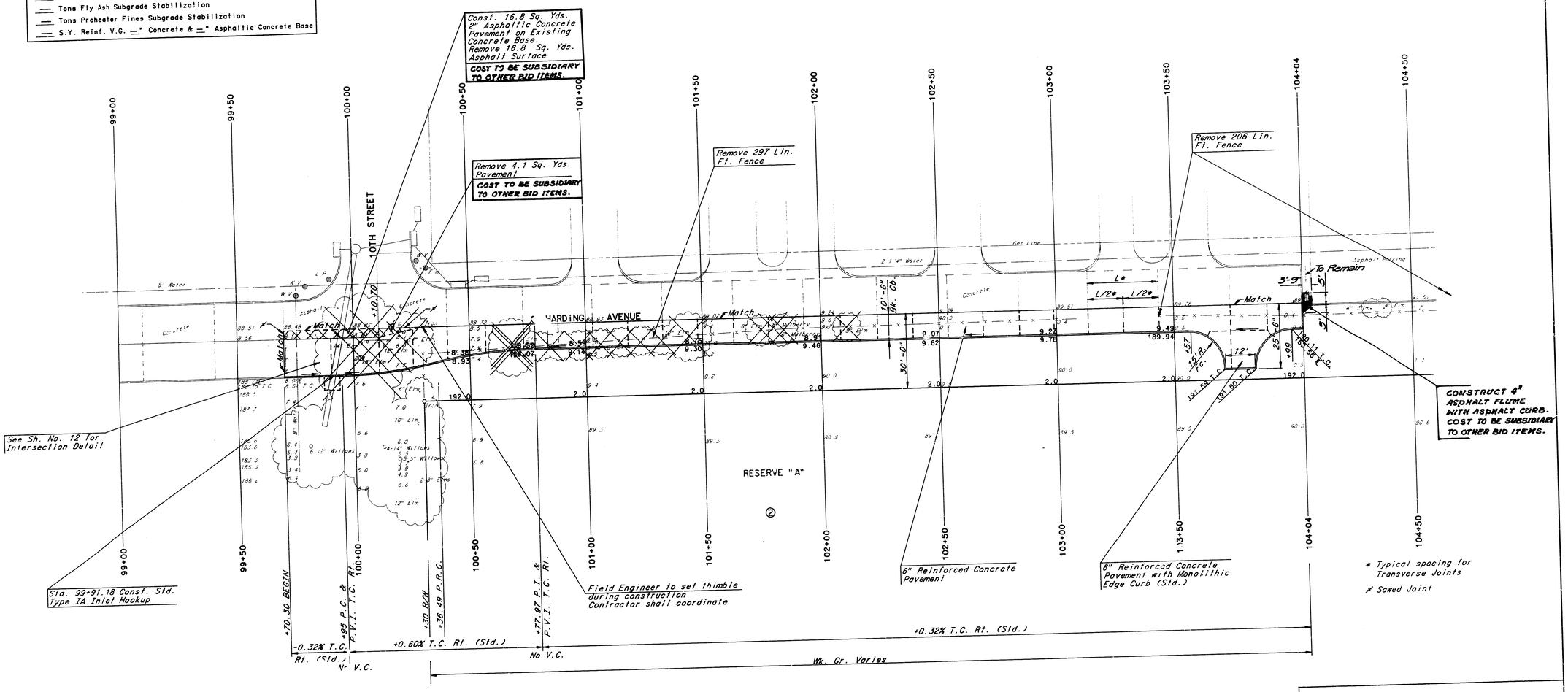
Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 84541-4

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	10	22

INTERSECTION QUANTITIES

173.1 S.Y. 6" Reinforced Concrete Pavement
___ S.Y. ___" Asphaltic Concrete Pavement (___" Bituminous Base)
___ S.Y. ___" Bituminous Base
___ L.F. Combined Curb & Gutter (___ & 1½")
108.3 L.F. Monolithic Edge Curb (6⅝")
___ Ea. Standard Wheelchair Ramp Construction
___ S.F. 4" Sidewalk Concrete Pavement
179.1 S.Y. Subgrade Stabilization Manipulation
2.4 Tons Carbide Lime Subgrade Stabilization
1.7 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

Scale: 1"=20'



Back of Curb Curve Data
P.I. Sta. 100+15.97, 19.20' Rt.
P.I. Sta. 100+57.00, 10.50' Rt.
Δ=1°58'18"
D=28°38'52"
R=200.00'
T=20.97'
L=41.79'
E=1.10'

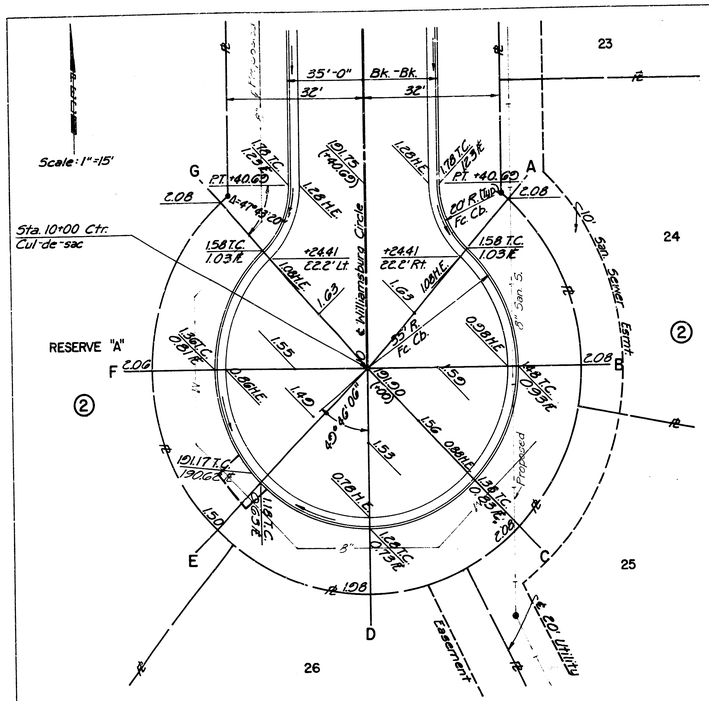
HARDING AVENUE
STA. 99+70.30 TO STA. 104+04.00

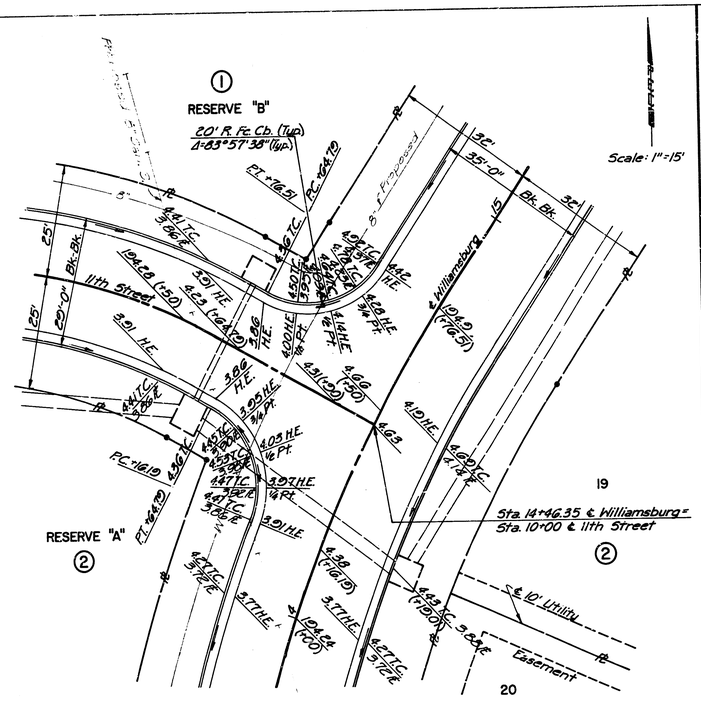
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

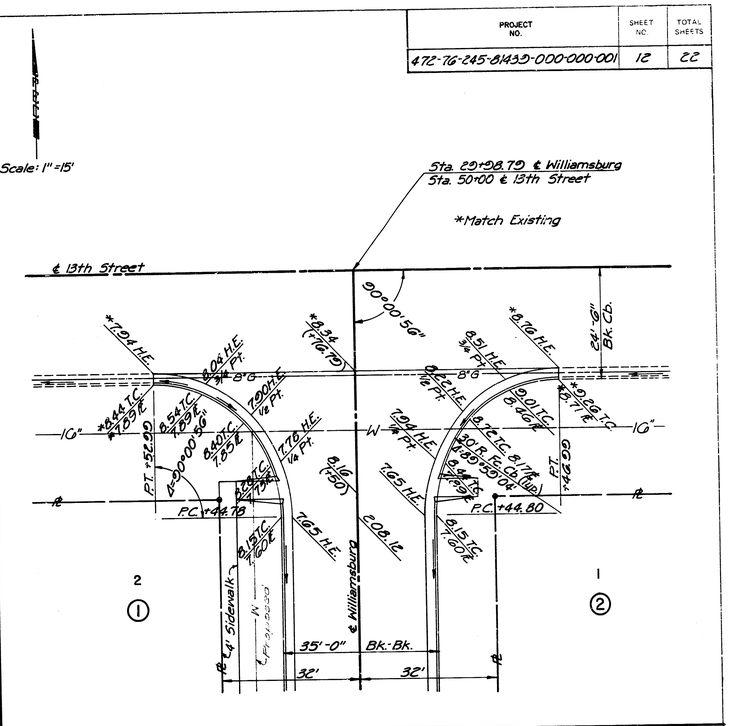
10/22

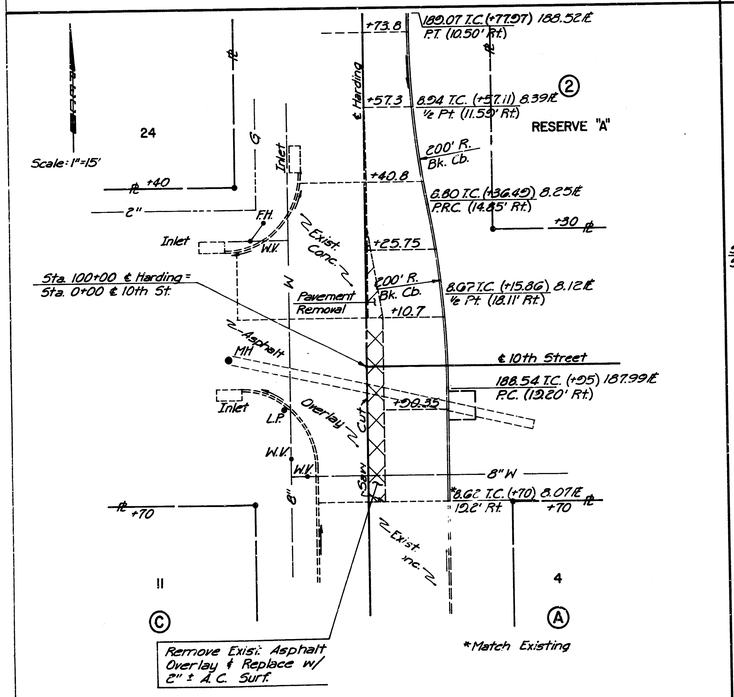
Designed by	BER	Checked by	
Drawn by	JGP	Date Jun., 1985	Job No. 84541-4

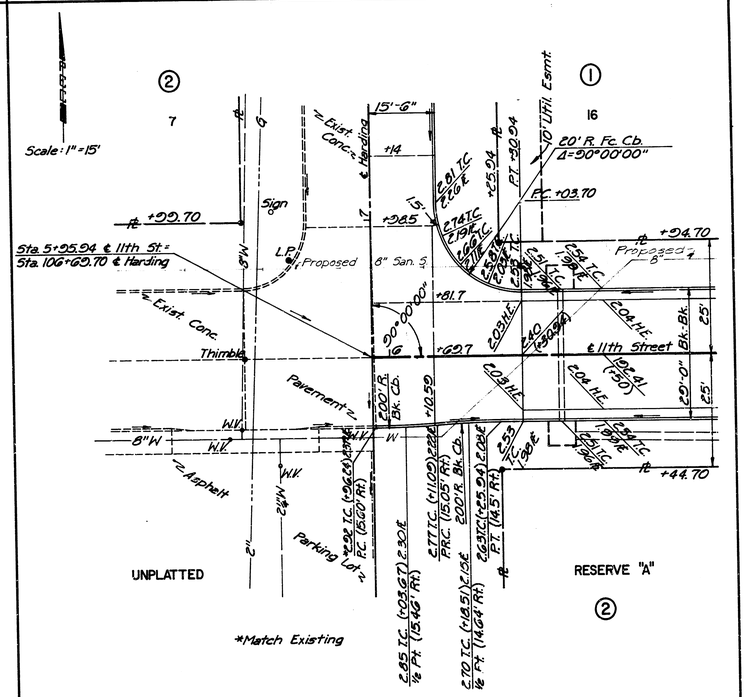
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	12	22











CITY OF WICHITA

INTERSECTION DETAILS
WILLIAMSBURG STREET IMPROVEMENTS

PROJ. NO. 472-76-245-81439-000-000-001

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

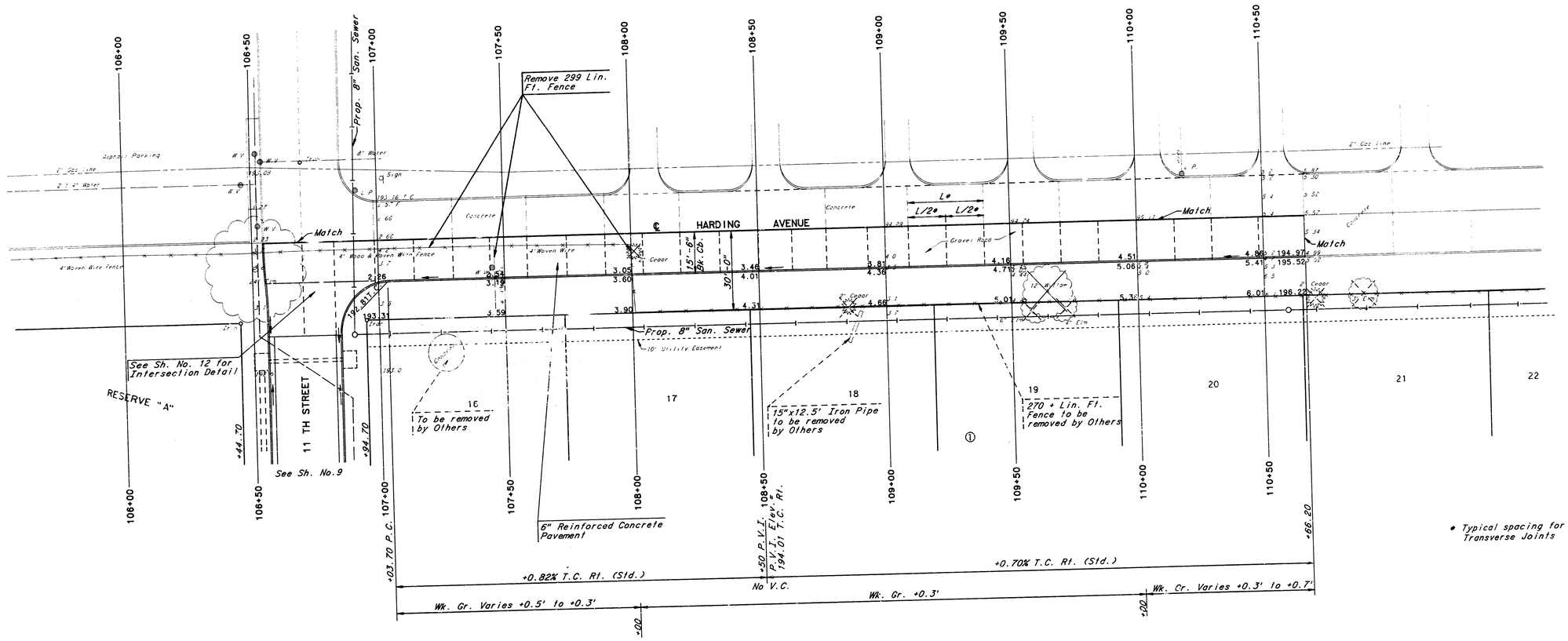
Designed by	BDB, DD	Checked by		11 / 22
Drawn by	BS	Date	Jan., 1985	Job No. 84541-4

12

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	11	22

PBE

Scale: 1"=20'



HARDING AVENUE

STA. 107+03.70 TO STA. 110+66.20

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

12/22

Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 84541-4

J. MOORE
B. SEXSON

12-4-84
12-17-84

50 40 30 20 10 ℄ 10 20 30 40 50

100
11+00
185

C=2.4 LF=33.6

C=1 C.Y.
LF=37 C.Y.
6.5'

100
10+75
185

C=0 LF=46.8

C=1 C.Y.
LF=51 C.Y.
34.31'

100
10+40.00
185

C=1.6 LF=33.2

50 40 30 20 10 ℄ 10 20 30 40 50

70 60 50 40 30 20 10 ℄

C=0 C.Y.
LF=8 C.Y.

100
185

1:30
G

C=0 LF=22.8

C=0 C.Y.
LF=25 C.Y.

100
185

100
F

C=0 LF=22.8

C=1 C.Y.
LF=23 C.Y.

100
185

100
E

C=2.4 LF=14.0

C=3 C.Y.
LF=19 C.Y.

100
185

100
D

C=4.0 LF=15.6

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

100
185

100
C

C=8 LF=8.0

C=8 C.Y.
LF=7 C.Y.

100
185

100
B

C=10.8 LF=3.2

C=1 C.Y.
LF=10 C.Y.

100
185

100
A

C=6.0 LF=12.0

C=2 C.Y.
LF=4 C.Y.

185

Excavation
4,198.0 C.Y.
10% 419.8 C.Y.
Total 4,617.8 C.Y.

Loose Fill
1,288.0 C.Y.
10% 128.8 C.Y.
Total 1,416.8 C.Y.

Compacted Fill
85.0 C.Y.
10% 8.5 C.Y.
Total 93.5 C.Y.

Manipulated Fill
10.0 C.Y.
10% 1.0 C.Y.
Total 11.0 C.Y.

70 60 50 40 30 20 10 ℄

Williamsburg Street

Proj. No. 42276245/6450-000-000-001

Sheet No. 13 of 22

13/32

Williamsburg

J. MOORE 12-4-84
B. SEXSON 12-17-84

50 40 30 20 10 ℄ 10 20 30 40 50

200											200
15+50											15+50
195											195
			C=39.6		LF=6.4 CF=4.8 MF=0					50'	C=64 C.Y. LF=21 C.Y. CF=4 C.Y. MF=0 C.Y.
		Sidewalk Begins Sta. 15+39.83									
200											200
15+00											15+00
195											195
			C=29.6		LF=16.4 CF=0 MF=0					23.40'	C=20 C.Y. LF=14 C.Y. CF=0 C.Y. MF=0 C.Y.
195											195
14+76.51											14+76.51
190			C=36		LF=15.2 CF=0 MF=0						190
										30.16'	C=36 C.Y. LF=8 C.Y. CF=0 C.Y. MF=3 C.Y.
195											195
14+46.35											14+46.35
190			C=28		LF=0 CF=0.8 MF=5.8						190
										30.16'	C=17 C.Y. LF=14 C.Y. CF=0 C.Y. MF=3 C.Y.
195											195
14+16.19											14+16.19
190			C=1.6		LF=25						190
										16.19'	C=0 C.Y. LF=16 C.Y.
195											195
14+00											14+00
190			C=0		LF=29.5						190
										50'	C=2 C.Y. LF=30 C.Y.
195											195
13+50											13+50
190			C=2.0		LF=24						190
										46.58'	C=12 C.Y. LF=38 C.Y.
195											195
13+03.42											13+03.42
190			C=11.6		LF=19.5						190
										53.42'	C=23 C.Y. LF=39 C.Y.
195											195
12+50											12+50
190			C=11.6		LF=19.8						190
										50'	C=34 C.Y. LF=38 C.Y.
195											195
12+00											12+00
190			C=14.8		LF=20.8						190
										50'	C=35 C.Y. LF=42 C.Y.
195											195
11+50											11+50
190			C=10.0		LF=14.5						190

50 40 30 20 10 ℄ 10 20 30 40 50

Williamsburg

Proj. No. 472-16-2345 01 43-000-000-001
Williamsburg Street

Sheet No. 14 of 22 Sheets

Sheet No. 5 of 22 Sheets

Williamsburg

Project No. 4-12-76-69HS-000-00-00-00-00

Williamsburg Street

J. MOORE
B. ERICSON

12-6-84
12-17-84

FILMED FROM THE BEST AVAILABLE COPY

Williamsburg Street
Proj. No. 472-76-245-3M430-000-000-001

Sheet No. 16 of 22

Williamsburg

J. MOORE
B. SEXSON
12-8-84
12-18-84

J. MOORE, B. SEXSON 12-5-84 12-18-84

50 40 30 20 10 ℄ 10 20 30 40 50

210										210
20+74.29										20+74.29
205				C=10.6.5		LF=0 CF=0 MF=0			9.29'	205 C=3.5 C.Y. LF=0 C.Y.
210										210
20+65										20+65
205				C=94.2		LF=0 CF=0 MF=0			20.21'	205 C=79 C.Y. LF=0 C.Y.
210										210
20+44.78										20+44.80
205				C=116.7		LF=0 CF=0 MF=0			44.79'	205 C=174 C.Y. LF=0 C.Y.
210										210
20+00										20+00
205				C=92.8		LF=0 CF=0 MF=0			50'	205 C=198 C.Y. LF=0 C.Y.
210										210
28+50										28+50
205				C=GG.G		LF=0 CF=0 MF=0			50'	205 C=101 C.Y. LF=2 C.Y. CF=0 C.Y. MF=0 C.Y.
210										210
28+00										28+00
205				C=42.0		LF=2 CF=0 MF=0			50'	205 C=81 C.Y. LF=6 C.Y. CF=3 C.Y. MF=0 C.Y.
210										210
27+50										27+50
205				C=46.0		LF=4.0 CF=2.8 MF=0			50'	205 C=87 C.Y. LF=6 C.Y. CF=4 C.Y. MF=0 C.Y.
210										210
27+00										27+00
205				C=48.0		LF=2.8 CF=1.2 MF=0			53'	205 C=93 C.Y. LF=4 C.Y. CF=2 C.Y. MF=0 C.Y.
210										210
26+47.00										26+47
205				C=52.0		LF=1.6 CF=0.4 MF=0				205

50 40 30 20 10 ℄ 10 20 30 40 50

Williamsburg

Sheet No. 17 of 22 17/22

Proj. No. 412-76-245 Bridge 000-000-001 Williamsburg Street

J. MOORE
B. SEXSON

12-6-84
12-18-84

7

50 40 30 20 10 ℄ 10 20 30 40 50

195
0+50
190

C=0

LF=24.6

8.76' C=0 C.Y. LF=13 C.Y.

50' C=0 C.Y. LF=41 C.Y.

195
0+00
190

C=0

LF=19.2

7.35' C=0 C.Y. LF=5 C.Y.

195
8+92.65
190

C=0

LF=18.5

42.65' C=0 C.Y. LF=20 C.Y.

195
8+50
1900

C=0

LF=18

50' C=0 C.Y. LF=34 C.Y.

195
8+00
190

3-8'x6' R.C.B.

185

C=0

LF=18.8

50' C=0 C.Y. LF=35 C.Y.

195
7+50
190

C=0

LF=18.3

50' C=0 C.Y. LF=38 C.Y.

195
7+00
190

C=0

LF=22

50' C=41 C.Y. LF=20 C.Y.

195
6+50
190

C=44.2

LF=0

19.06' C=39 C.Y. LF=0 C.Y.

195
6+30.94
190

C=67

LF=0

35' C=50 C.Y. LF=0 C.Y.

195
5+95.94
190

C=26

LF=0

11th Street

Proj. No. 412-82-245-9483-1000.0000.0-001

11th Street

Sheet No. 18 of 22 18/22

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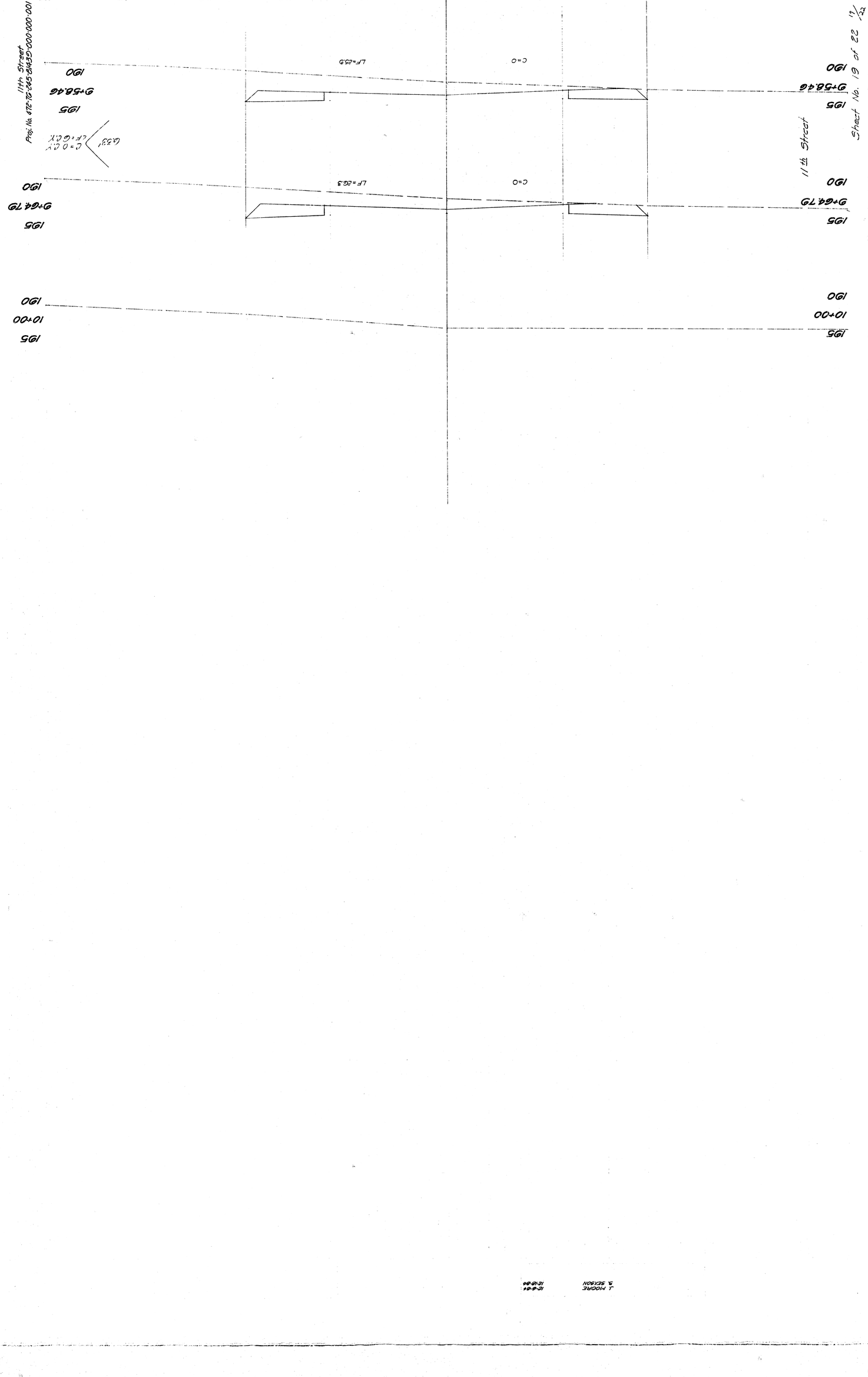

J. MOORE 12-8-94
S. SEXSON 12-16-94

Sheet No. 20 of 22 20/22

Harding St.

Harding
St. Proj. No. 472-76-245 31A39-000-000-001

J. MOORE
& SEXSON
12-7-84
12-19-84

Harding St.

Sheet No. 21 of 22 21/22

Proj. No. 417-76245-8439-000-000-101

Harding

L. MOORE
B. SEXTON

12-7-84
12-19-84

J. MOORE
B. SEASON

12-7-84
12-10-84

50 40 30 20 10 ℄ 10 20 30 40 50

200
111+00
105

200
111+00
105

200
110+66.2
105

C=10.8 LF=3.2 CF=0 MF=0

16.2' C=8 C.Y. LF=1 C.Y.

200
110+50
105

C=16.0 LF=0.8 CF=0 MF=0

50' C=25 C.Y. LF=4 C.Y.

105
110+00
100

C=11.2 LF=3.2 CF=0 MF=0

50' C=22 C.Y. LF=12 C.Y.

105
109+50
100

C=12.4 LF=10.0 CF=0 MF=0

50' C=19 C.Y. LF=27 C.Y.

105
109+00
100

C=7.6 LF=10.2 CF=0 MF=0

50' C=21 C.Y. LF=23 C.Y.

105
108+50
100

C=15.2 LF=5.6 CF=0 MF=0

Harding St.

Sheet No. 4 of 22 Sheets

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Harding St.

50 40 30 20 10 ℄ 10 20 30 40 50