∞ BROOKHOLLOW 2ND. ADDITION ∞

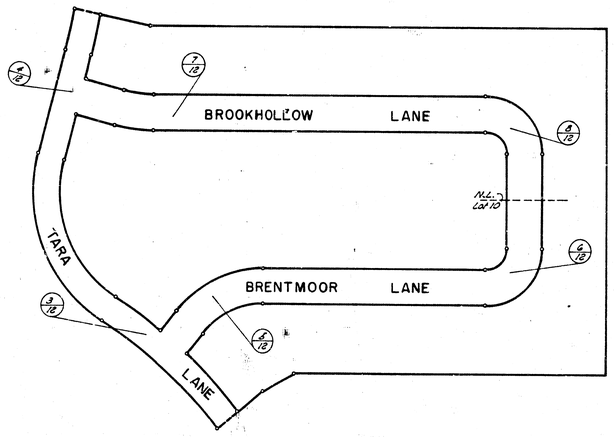
TARA LANE – SL. Brookhollow 2nd. Addition to NL. — 31'-0" Asph. Conc. Pavt.

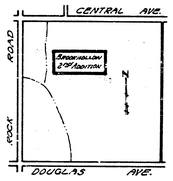
BRENTMOOR LANE – EL. Tara Lane to NL. Lot 10, Blk. (1) Brookhollow 2nd. Addn. — 35'-0" " " "

BROOKHOLLOW LANE – EL. Tara Lane to NL. Lot 10, Blk. (1) Brookhollow 2nd. Addition. — 35'-0" " " "

— PROJECT NO. ~~C10-20~~ DAKS 70020

B.E. SMITH — CITY ENGINEER





"LOCATION MAP"

Survey & Layout Plat Sheet Checked

A. M. LINN NUMBER 3524 KANSAS

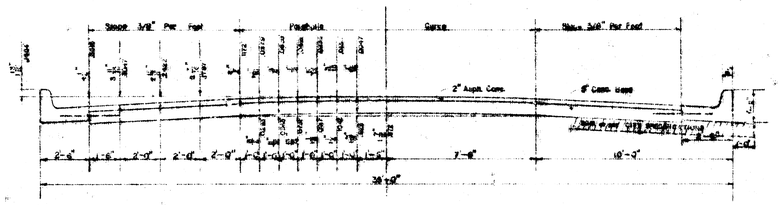
JAMES H. ANDT NUMBER 2612 KANSAS

B. E. SMITH REGISTERED ENGINEER 435 KANSAS CITY, KANSAS

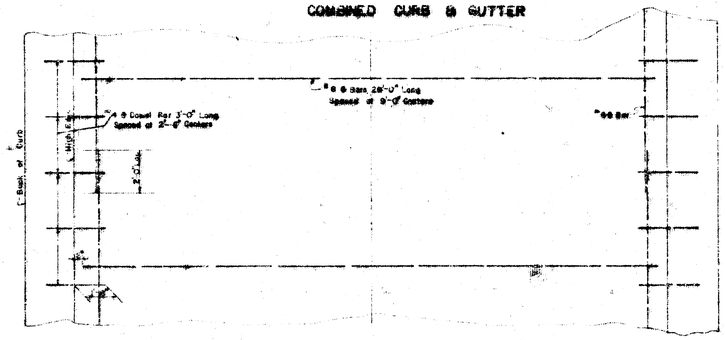
7/18

Total Length 3467'

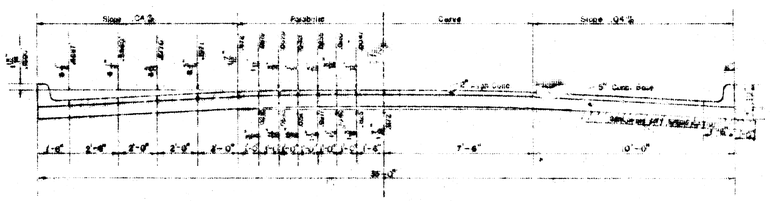
TYPICAL SECTIONS of 34' ASPHALTIC CONCRETE PAVEMENT



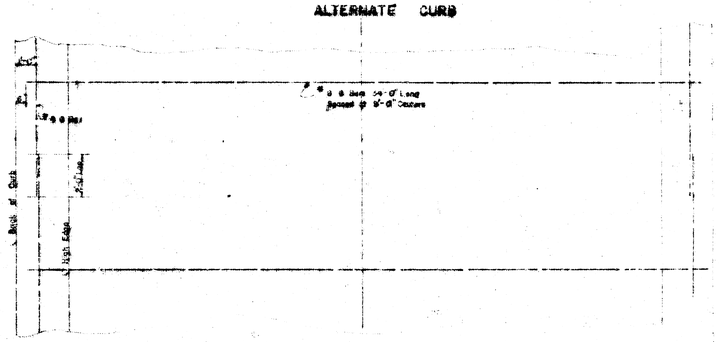
COMBINED CURB & GUTTER



STEEL PATTERN

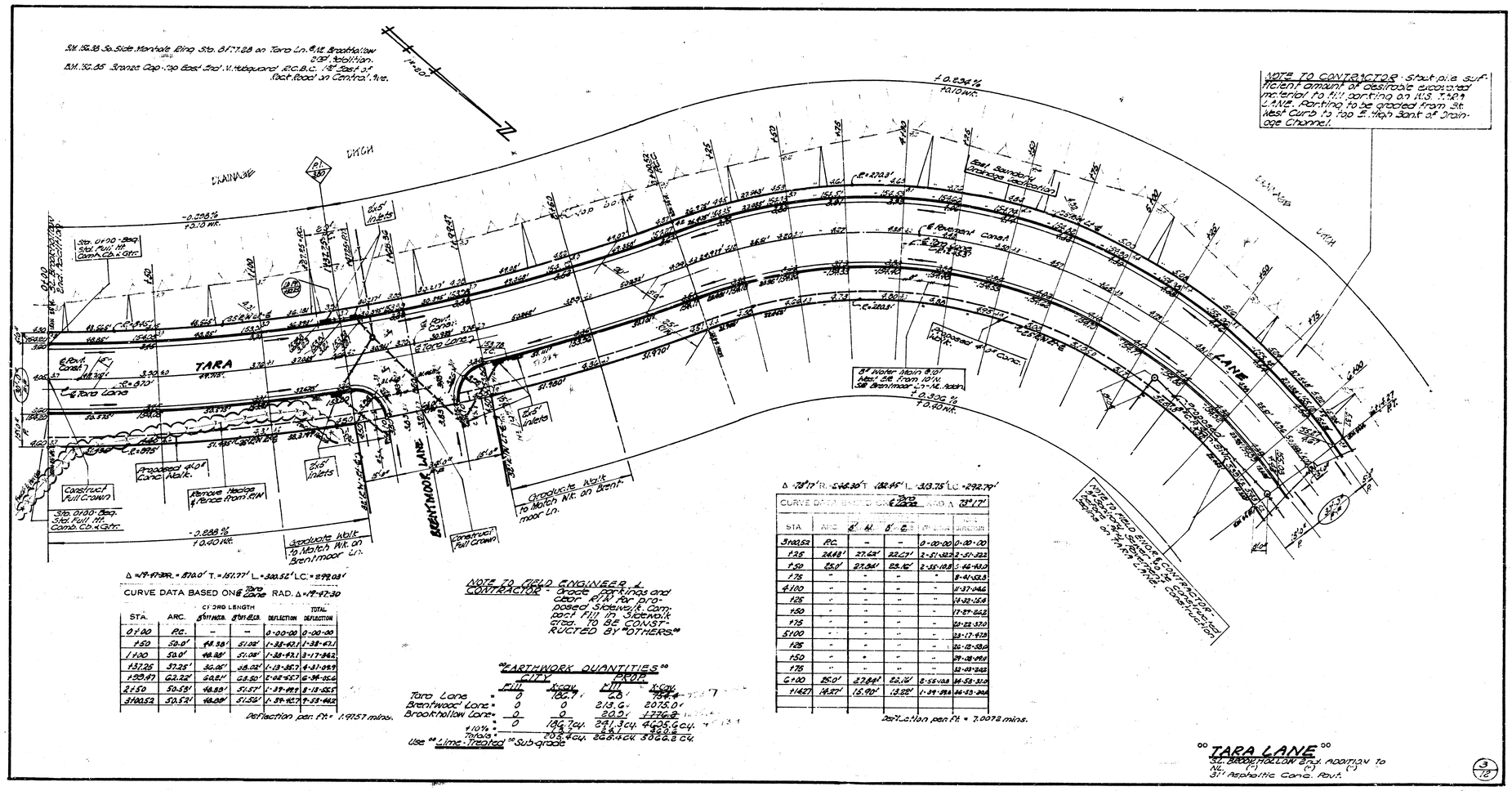


ALTERNATE CURB



STEEL PATTERN

CITY OF WICHITA, KANSAS
Department of Public Works - Engineering Division
A. E. Smith City Engineer
Date MARCH 1971 Project No. 24KS570020
9/12



Δ = 19°47'30"R. = 870.0' T. = 151.77' L. = 300.52' LC. = 299.03'

CURVE DATA BASED ON Tara Lane RAD. Δ = 19°47'30"

STA.	ARC.	CHORD LENGTH S'ly Intmdte.	CHORD LENGTH S'ly End.	DEFLECTION	TOTAL DEFLECTION
0+00	P.C.	–	–	0-00-00	0-00-00
1+50	50.0'	49.38'	51.08'	1-38-42.1	1-38-42.1
2+00	50.0'	49.38'	51.08'	1-38-42.1	3-17-24.2
1+37.25	37.25'	37.25'	38.03'	1-13-36.7	4-31-00.9
1+99.47	62.22'	62.21'	63.50'	2-08-45.7	6-39-46.6
2+50	50.53'	49.89'	51.57'	1-39-49.9	8-19-36.5
3+00.52	50.52'	49.89'	51.52'	1-39-49.9	9-59-26.4

Deflection per Ft. = 1.9957 mins.

NOTE TO FIELD ENGINEER & CONTRACTOR - Grade portions and clear R/W for proposed Sidewalk. Compact Fill in Sidewalk areas to be CONST. & RUCTED BY "OTHERS."

"EARTHWORK QUANTITIES"

	CITY Fill	CITY X-cav.	PRIV. Fill	PRIV. X-cav.
Tara Lane =	0	180.7 cy.	0	754.4 cy.
Brentwood Lane =	0	0	243 cy.	2075.0 cy.
Brookhollow Lane =	0	0	20.3 cy.	1276.8 cy.
=	0	180.7 cy.	263.3 cy.	4105.2 cy.
+10% =		18.1 cy.	26.3 cy.	410.5 cy.
Totals =		198.8 cy.	289.6 cy.	4515.7 cy.

Use "Lime Treated" Sub-grade 288.4 cy. 3862.2 cy.

Δ = 78°17'R. = 46.30'T. = 62.45' L. = 63.75' LC. = 58.92'

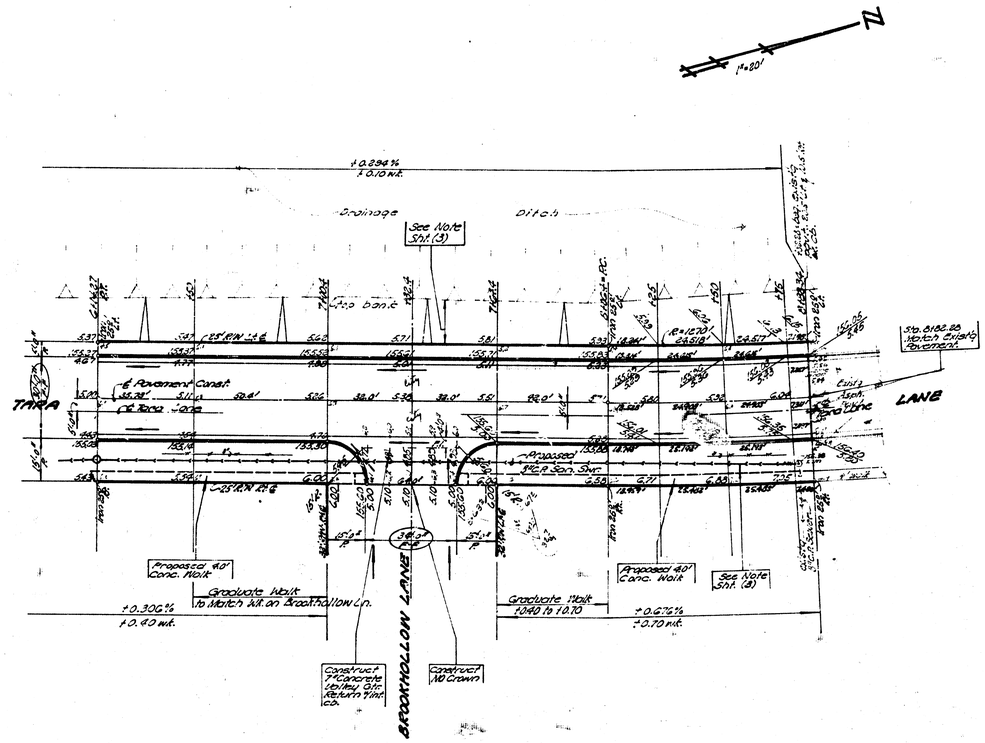
CURVE DATA BASED ON 6° 12' RAD. Δ = 78°17'

STA.	ARC.	CHORD LENGTH S'ly Intmdte.	CHORD LENGTH S'ly End.	DEFLECTION	TOTAL DEFLECTION
3+00.52	P.C.	–	–	0-00-00	0-00-00
1+25	24.48'	22.43'	22.57'	2-51-32.2	2-51-32.2
1+50	25.0'	23.84'	23.16'	2-55-10.8	5-46-43.0
1+75	"	"	"	"	8-41-53.8
4+00	"	"	"	"	11-37-04.6
1+25	"	"	"	"	14-32-15.4
1+50	"	"	"	"	17-27-26.2
1+75	"	"	"	"	20-22-37.0
5+00	"	"	"	"	23-17-47.8
1+25	"	"	"	"	26-12-58.6
1+50	"	"	"	"	29-08-09.4
1+75	"	"	"	"	32-03-20.2
6+00	25.0'	23.84'	23.16'	2-55-10.8	34-58-31.0
1+42.7	14.27'	15.90'	13.22'	1-39-19.6	36-37-50.6

Deflection per Ft. = 7.0072 mins.

"TARA LANE"
"SE. BROOKHOLLOW 2nd. ADDITION to NE. (1) (2)
37' Asphaltic Conc. Pavt.

3/12



Δ = 90°00'00" T. = 37.98 L. = 75.96' LC = 75.73'

CURVE DATA FOR JOINTS

STA.	ARC.	Δ	L	Deflection
8106.4	P.C.	-	-	0-00-00	0-00-00
125	18.60	18.60	18.46	0-24-43	0-24-43
150	25.00	24.46	25.35	0-33-11	0-57-53
175	25.00	24.46	25.35	0-33-10	1-31-32
182.86	7.34	7.18	7.46	0-09-45	1-30-477

Deflection per FA = 38.73 miles.

°° TARA LANE °°

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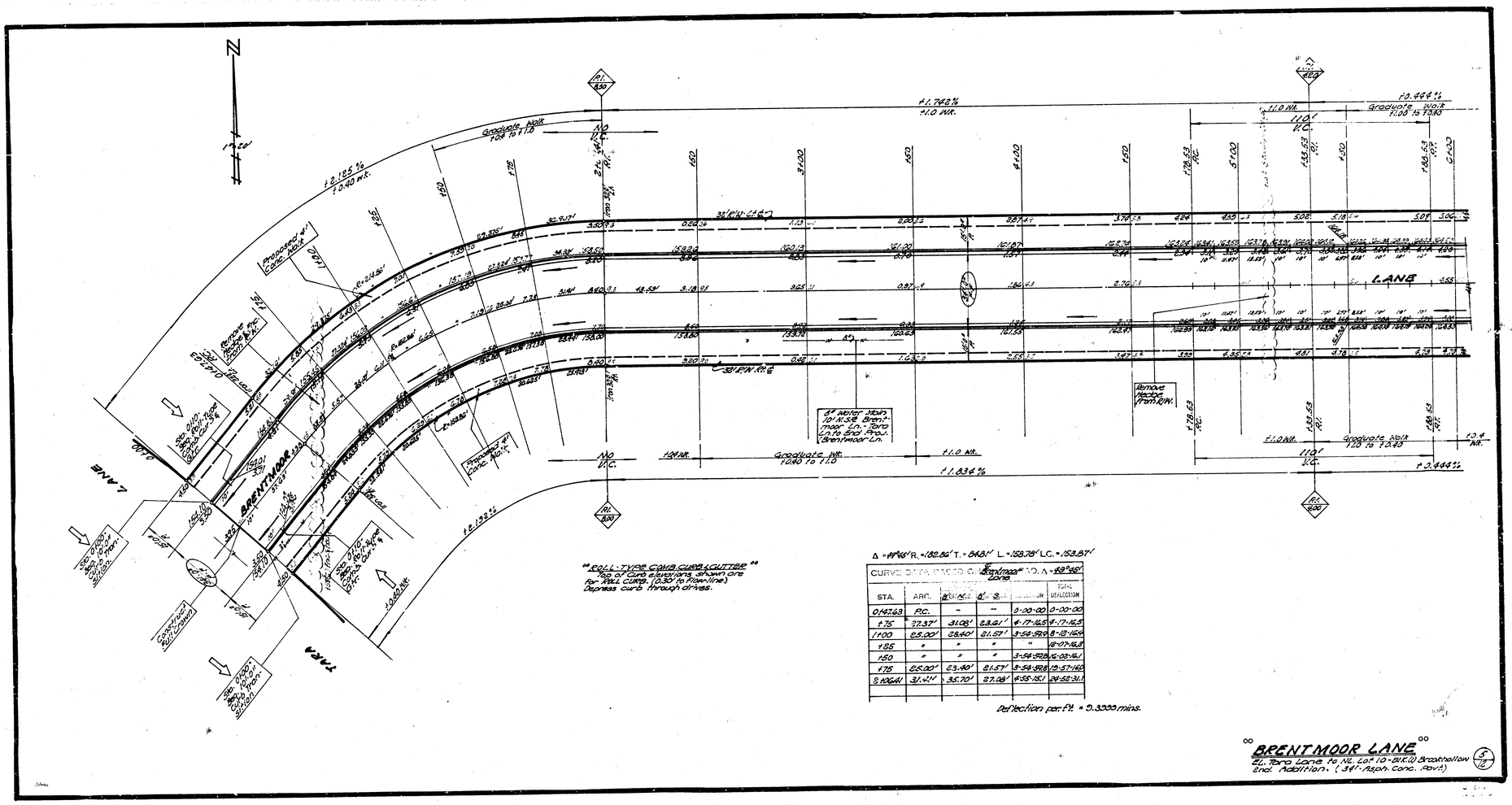
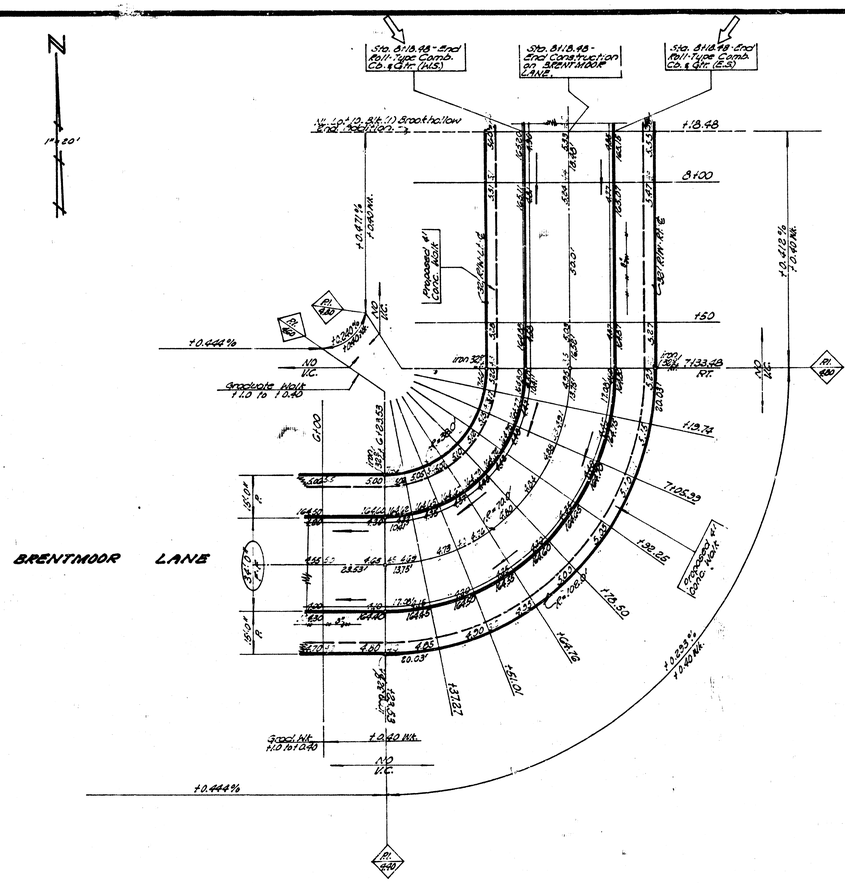

N
1" = 20'
Graduate Walk 1.08 to 1.0
+2.125 %
+0.40 W.K.
Proposed 6" Conc. Mon.
Remove exc. Mon. & Box
Remove exc. Mon. & Box
Sta. 0+10 380.78 Left of Brentmoor Ln. Cen. Line
Sta. 0+10 380.78 Right of Brentmoor Ln. Cen. Line
Sta. 0+00 380.78 on Brentmoor Ln. Cen. Line
Sta. 0+00 380.78 Left of Brentmoor Ln. Cen. Line
Sta. 0+00 380.78 Right of Brentmoor Ln. Cen. Line
Groovetrace 30.0' C/Comb.
BRENTMOOR
LANE
LANE
TRACE
+0.042 W.K.
+2.125 %
+1.834 %
+1.762 %
+1.0 W.K.
+1.0 W.K.
+3.444 %
+1.0 W.K.
Graduate Walk 1.040 to 1.0
Graduate Walk 1.00 to 1.040
Graduate Walk 1.00 to 1.040
194 W.K.
110' V.C.
110' V.C.
110' V.C.
Remove Vacate Mon. & Box
8" Water Main 10' N. of Brentmoor Ln. - Tara Ln. to Serv. Pro. (Brentmoor Ln.
Proposed 6" Conc. Mon.
Proposed 6" Conc. Mon.
38' P.W.P.C.C.
Sta. 0+42.63 P.C.
Sta. 1+78.53 P.C.
Sta. 2+38.53 P.C.
Sta. 3+38.53 P.C.
Sta. 4+38.53 P.C.
Sta. 5+38.53 P.C.
Sta. 6+00 P.C.C.
Sta. 1+42.63 P.T.
Sta. 2+02.63 P.T.
Sta. 3+02.63 P.T.
Sta. 3+38.53 P.T.
Sta. 4+02.63 P.T.
Sta. 4+38.53 P.T.
Sta. 5+02.63 P.T.
Sta. 5+38.53 P.T.
Sta. 6+00 P.T.C.
Δ = 49°46' R. = 182.86' T. = 84.81' L. = 158.78' LC. = 153.87'
"Brentmoor" C.D. A = 49°46'
CURVE DATA FROM C.D.
STA. | ARC. | CHORD | d' | DEFLECTION | TOTAL DEFLECTION
0+42.63 | P.C. | – | – | 0-00-00 | 0-00-00
+75 | 32.37' | 31.08' | 23.61' | 4-17-16.5 | 4-17-16.5
1+00 | 25.00' | 23.40' | 21.57' | 3-54-57.0 | 8-12-16.6
+25 | " | " | " | " | 12-07-16.8
+50 | " | " | " | 3-54-57.0 | 16-02-16.1
+75 | 25.00' | 23.40' | 21.57' | 3-54-57.0 | 19-57-14.0
2+00.41 | 31.41' | 35.70' | 27.08' | 4-55-15.1 | 24-52-31.1
Deflection per Ft. = 0.3333 mins.
"ROLL-TYPE CONC. CURB & GUTTER"
Top of Curb elevations shown are for Roll Curb. (0.30' to Flowline)
Depress curb through drives.
"BRENTMOOR LANE"
El Tara Lane to NL Lot 10-Blk.10 Brookhollow 2nd. Addition. (34'-Asph. Conc. Pavt.)
5/12



Δ = 30° R = 700' T. = 187.94' L. = 366.52' LC. = 362.39'

CURVE DATA FOR 1ST CURVE ON BRENTMOOR ROAD Δ = 30°

STA.	ARC	100' CHORD	50' CHORD	DEFLECTION	TOTAL DEFLECTION
1+23.53	R.C.	-	-	0-00-00	0-00-00
1+37.27	13.7445'	9.21'	18.42'	1-37-30	1-37-30
1+51.01	"	"	"	"	3-15-00
1+64.76	"	"	"	"	4-52-30
1+78.50	"	"	"	"	6-30-00
1+92.25	"	"	"	"	8-07-30
2+05.99	"	"	"	"	9-45-00
2+19.74	"	"	"	"	11-22-30
7+33.48	13.7445'	9.21'	18.42'	1-37-30	45-00-00

Deflection per Ft. = 34.353394 mins.

°° BRENTMOOR LANE °°

6/18

Δ 44°49'46"R. = 258.18' T. = 33.64' L. = 56.90' LC. = 55.71'

CURVE DATA					
STA.	R.C.	E' M.	E' B.	DEFLECTION	TOTAL DEFLECTION
0+73.2	P.C.	-	-	1°30'00"	0°00'00"
1+00	26.8'	24.20'	24.38'	2°58'18.0"	2°58'18.0"
1+25	25.0'	22.57'	22.74'	3°46'14.9"	5°44'32.9"
1+40.1	15.1'	13.64'	14.56'	1°40'34.8"	7°24'52.7"

Deflection per ft. = 0.0499 mins.

1" = 20'

Sta. 0+00 Beg. 10'-0" Curb Ret. Wall

Straight Grade Walk Sta. 0+00 to 0+73.2

+0.410 %

LANE

Sta. 0+10 Beg. Radius Gutter Cut 5"

Pl. 2+00

+0.480 %

NO V.C.

+2.70 Wk.

Straight Grade Walk Sta. 1+00 to 2+00

+0.375 %

+0.240 Wk.

100' V.C.

+2.800 %

+0.240 Wk.

Construct 10' Comb.

Sta. 0+32 Beg. Typical Comb.

Sta. 0+10 Beg. Radius Gutter Cut 5"

Proposed 4' Conc. Walk

BROOKHOLLOW

Sta. 0+00 Beg. 10'-0" Curb Ret. Wall

TARA

Sta. 0+10 Beg. Radius Comb. Cut 5"

Remove Hedge & Fence from R/W

Proposed 4' Conc. Walk

8" Water Main 10' S. of Brookhollow Ln. Tara Ln. - End of Proj.

LANE

Straight Grade Walk Sta. 0+10 to 1+40.1

+0.410 %

+0.421 %

NO V.C.

+0.40 Wk.

+0.375 %

100' V.C.

+2.40 Wk.

Graduate Walk 1+40 to 1+70

Graduate Walk 1+70 to 2+00

+2.00 Wk.

+2.800 %

"ROLL-TYPE CONC. CURB & GUTTER"
Top of curb elevations shown are for ROLL CURB (0.50' ± flowline.)
Depress curb through drives.

"BROOKHOLLOW LANE"

E. Tara Lane to NE. Lot 10 - Blk. D Brookhollow 8 Sec. Addition.

(34' Asph. Conc. Pavt. "Roll-Type Comb. C & G")

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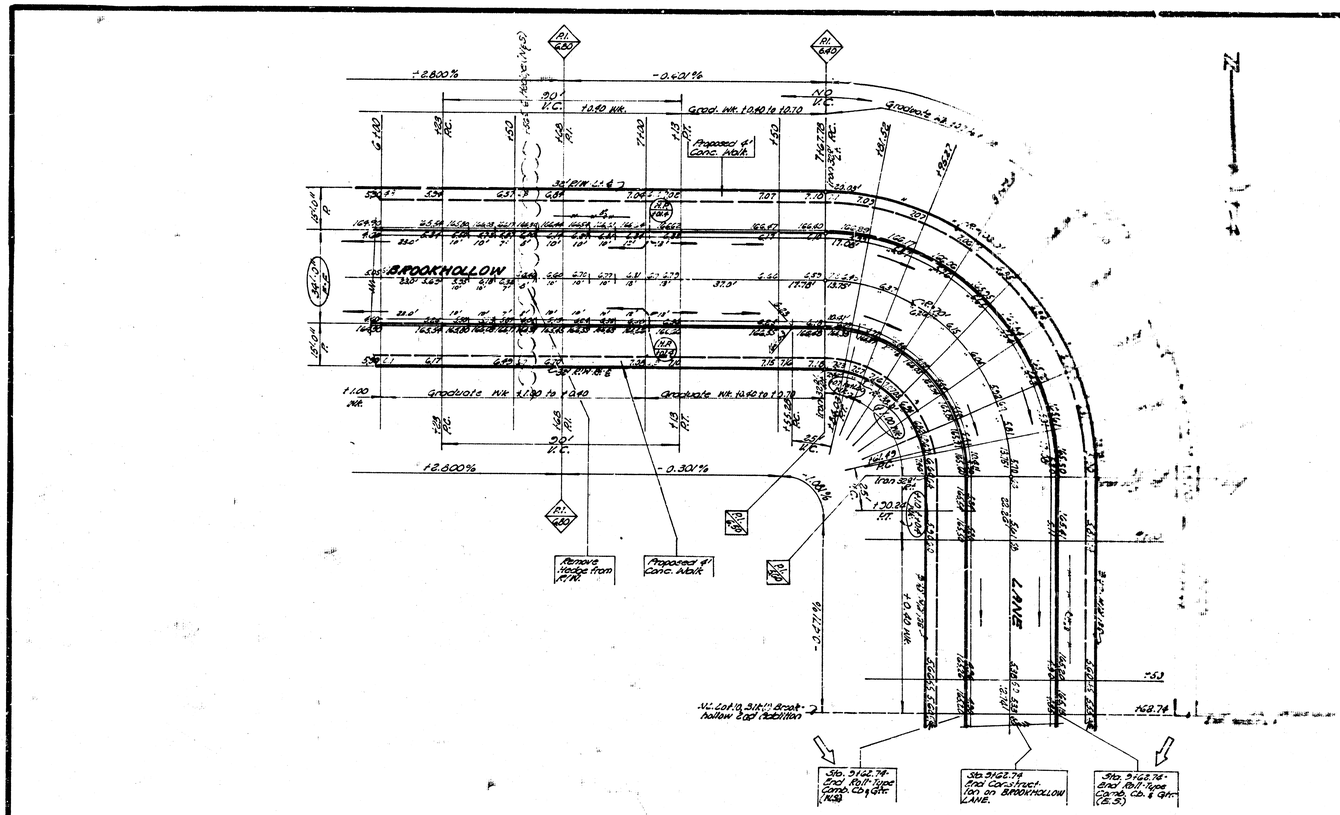


Δ = 90° R. = 70.00' T. = 70.0' L. = 109.96' L.C. = 98.99'

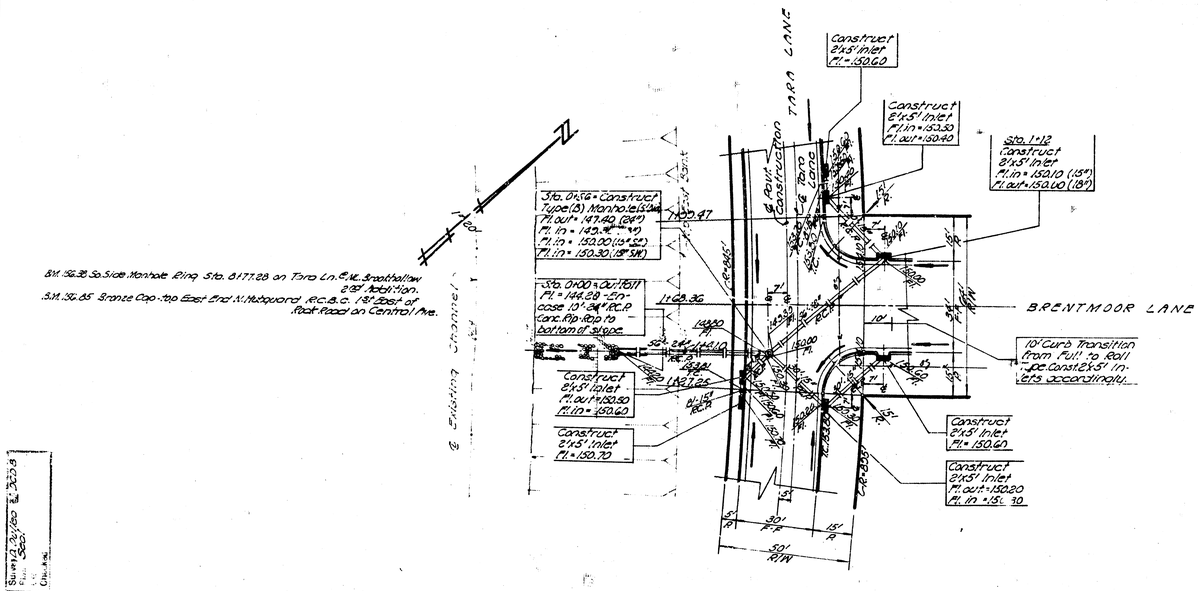
CURVE — Deflection Corr. 90°

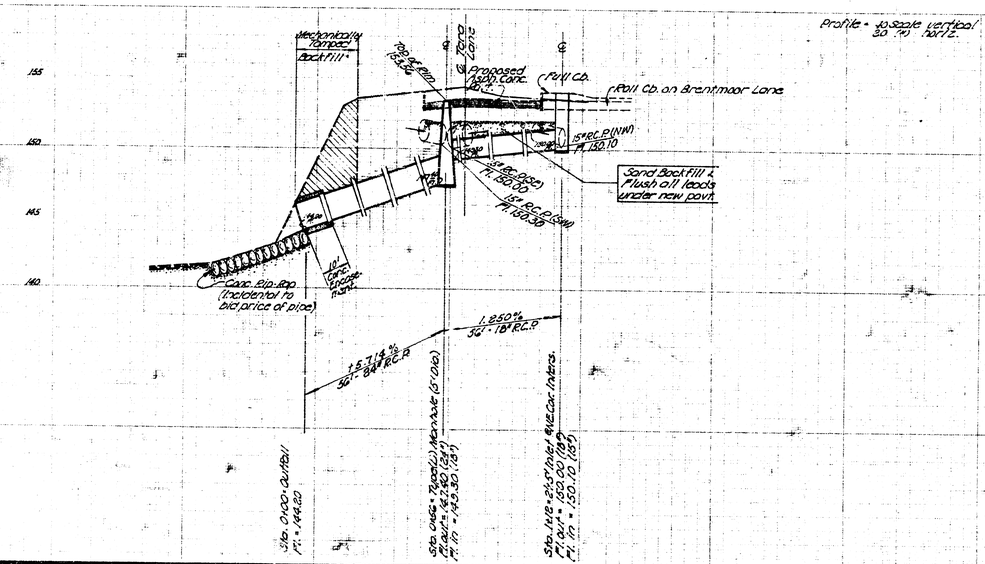
STA	ARC	8' S.	8' N.		
7+07.78	P.C.	-	-	0-30-30	0-30-30
7+81.52	13.7445'	9.21'	13.68'	5°-37-30	5°-37-30
8+95.27	"	"	"	"	11°-15-00
8+108.01	"	"	"	"	16°-52-30
8+22.76	"	"	"	"	22°-30-00
8+36.50	"	"	"	"	28°-07-30
8+50.25	"	"	"	"	33°-45-00
8+64.00	"	"	"	"	39°-22-30
8+77.74	13.7445'	9.21'	13.68'	5°-37-30	45°-00-00

Deflection per F.M. = 24.55636 mins.

BROOKHOLLOW LANE

4/18





Sources: 12/31/60 & 12/31/69
Flow Line
Cons. Proj.

"INCIDENTAL DRAINAGE"
In Connection With Brookhollow 2nd. Addn.
CITY OF WICHITA, KANSAS
B.E. Smith — City Engineer
Date: MARCH, 1971 — Proj. No. 5MK5ST00220

B. E. SMITH 436 KANSAS

11 e 3 (7)