

STREETS IN CHELSEA ESTATES

WICHITA, KANSAS

1977

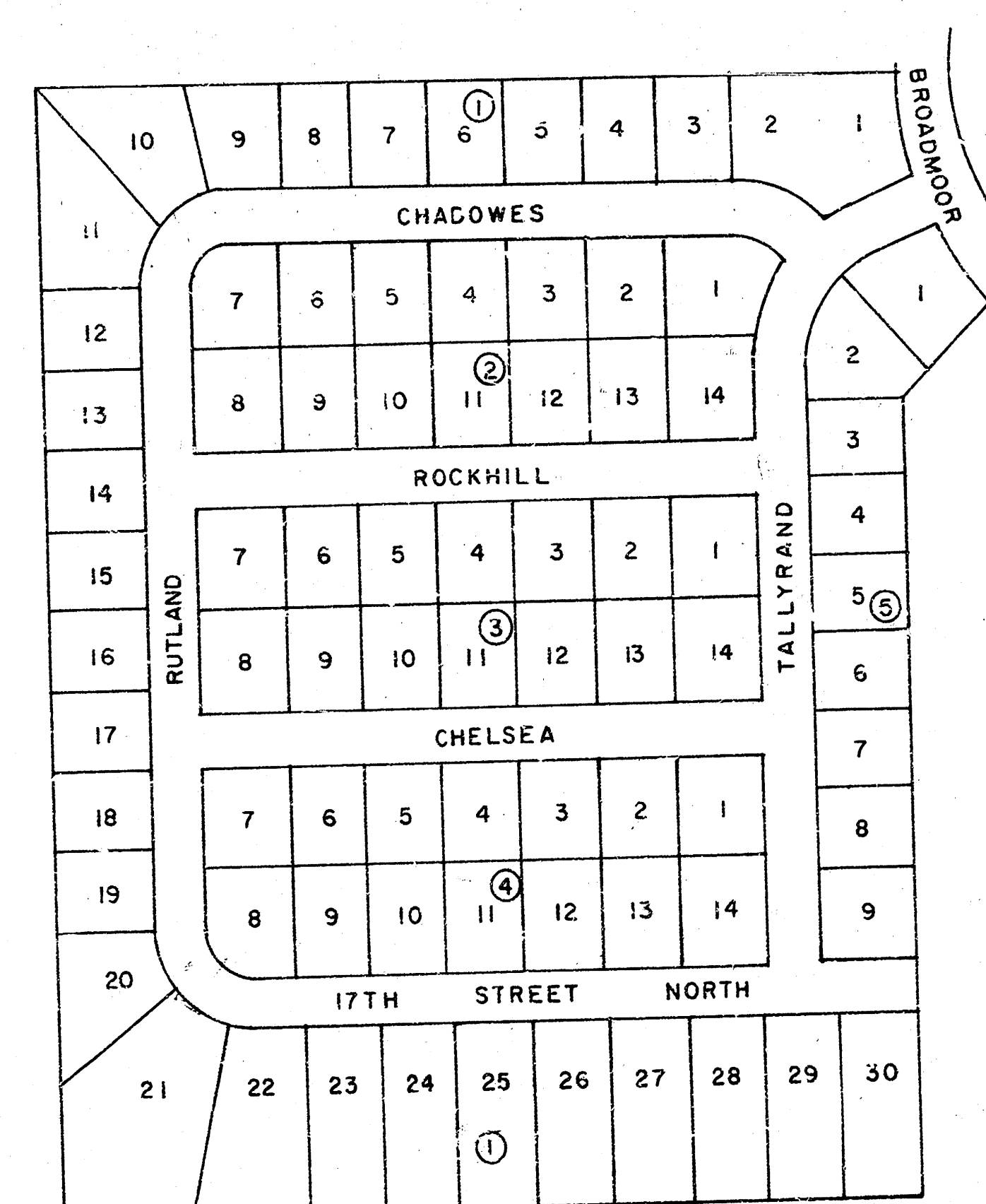
CITY PROJECT NO.: DAKS-577081

R.W. LINN - CITY ENGINEER

TALLYRAND - N.L. 17TH. ST. NORTH TO W.L. BROADMOOR
ROCKHILL - E.L. RUTLAND TO W.L. TALLYRAND
CHELSEA - E.L. RUTLAND TO W.L. TALLYRAND
RUTLAND - N.L. 17TH. ST. NORTH TO S.L. CHADOWS
CHADOWES - E.L. RUTLAND TO W.L. TALLYRAND
17 TH. ST. NORTH - E.L. RUTLAND TO E.L. CHELSEA ESTATES

VAN DOREN-HAZARD-STALLINGS
ARCHITECTS-ENGINEERS-PLANNERS
WICHITA, KANSAS

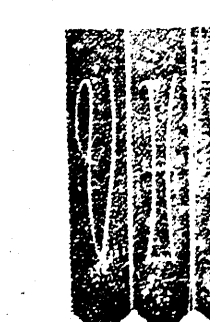
8. ENGINEER TO CHECK ALL BENCH MARKS FROM ESTABLISHED CITY STANDARD AT TWENTY-FIRST AND ROCK ROAD.



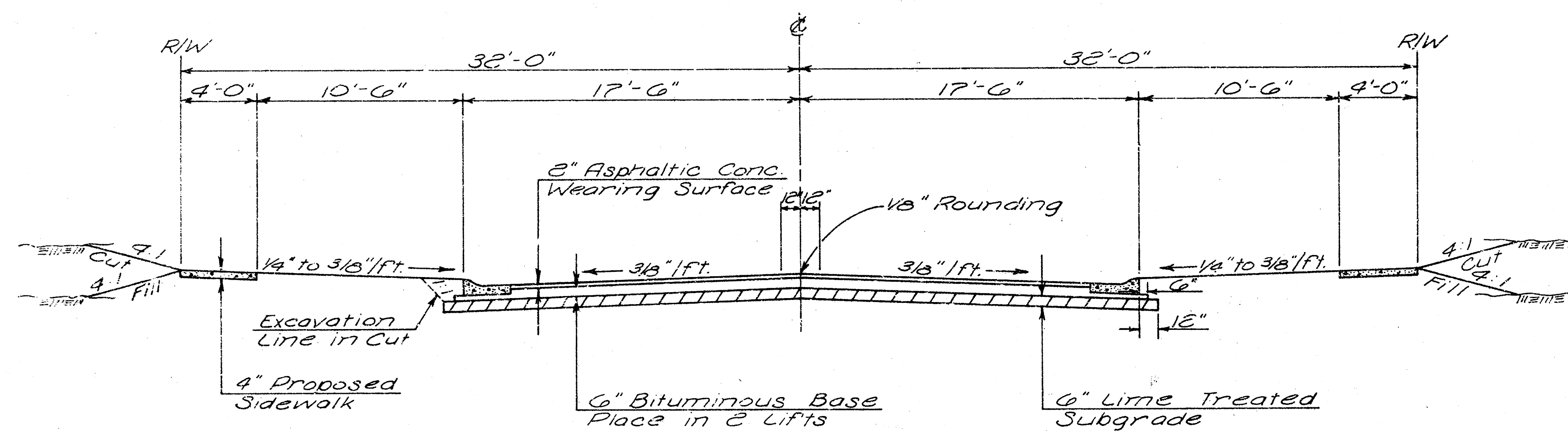
LOCATION MAP

INDEX TO DRAWINGS

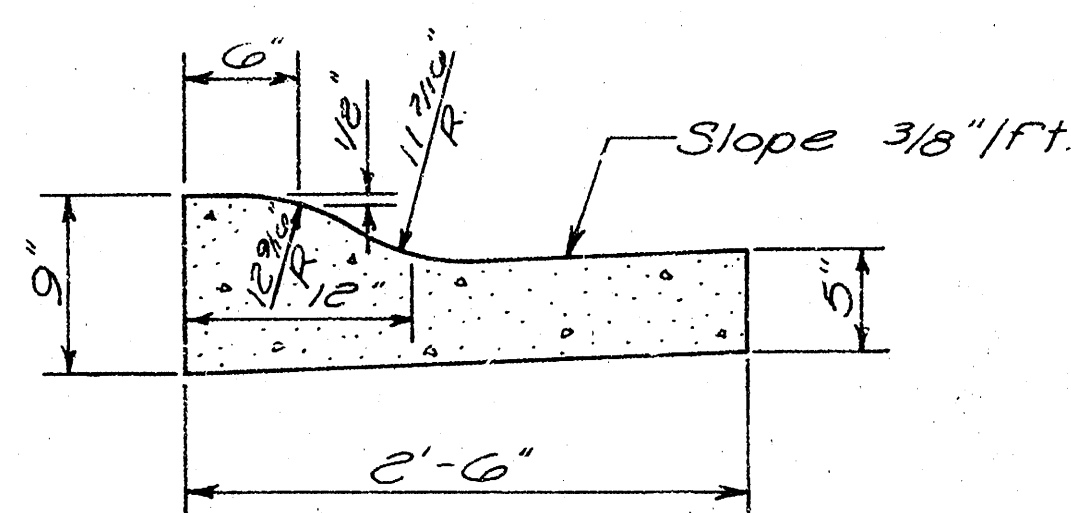
SH. NO.	
1	TITLE SHEET
2	PAVING DETAILS
3-4	17TH STREET NORTH
5-6	RUTLAND
7-8	CHELSEA
9-10	ROCKHILL
11-12	CHADOWES
13-14	TALLYRAND
15-20	GRADING CROSS SECTIONS



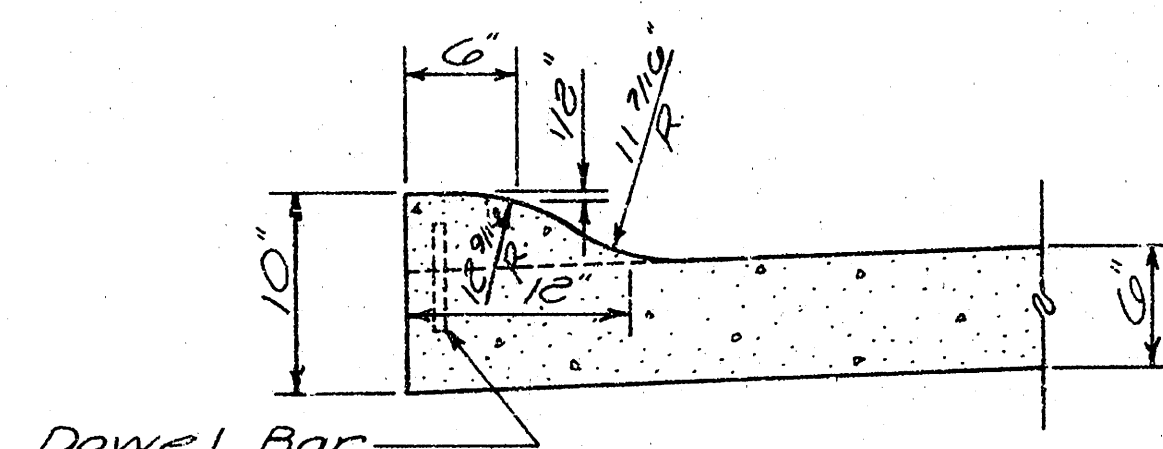
ARCHITECTS-ENGINEERS-PLANNERS
VAN DOREN - HAZARD - STALLINGS
259 ROCKBOROUGH BUILDING, 260 NORTH ROCK ROAD WICHITA, KANSAS 67206
TELEPHONE 314-626-7282



TYPICAL SECTION



CURB & GUTTER



INTEGRAL CURB

GENERAL NOTES

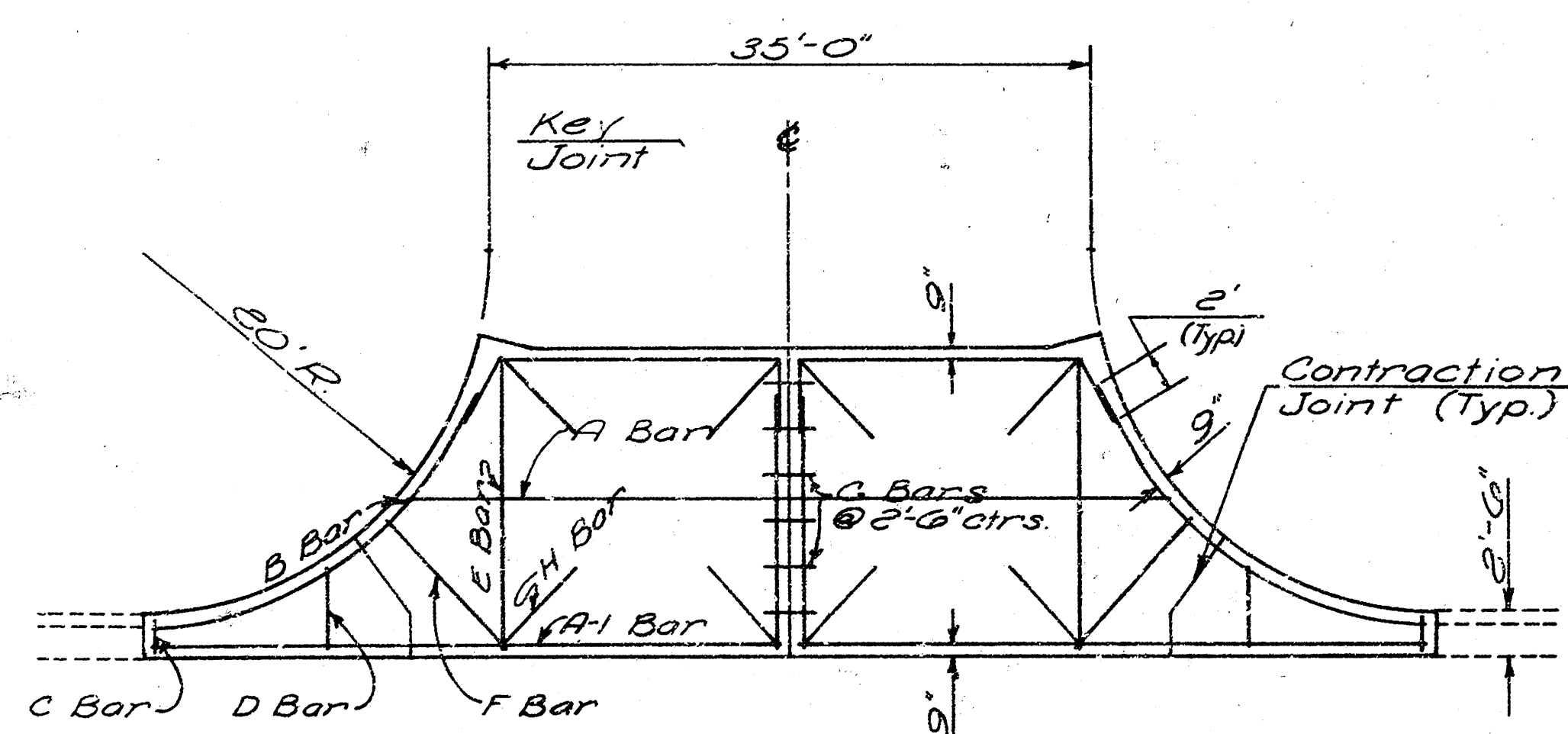
1. A Tack Coat of Emulsified Asphalt (SS-1H) shall be applied at an approximate rate 0.05 gallons per sq. yd. between lifts of asphaltic materials when ordered by the Engineer. Tack Coat will not be paid for directly and shall be considered as subsidiary to price bid for Asphaltic Pavement.
2. Bituminous 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 foot with joints in preceding lifts and such that a joint will be constructed on the pavement centerline in the top lift.
3. The A.C. Pavement between combined curb and gutter shall be paid as sq. yds. 6" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as sq. yds. 3" Bituminous Base.
4. Sidewalks indicated on the typical section are for location on that section. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
5. Contraction Joints may be constructed in Integral Curb by sawing with an approved concrete saw. The saw shall extend through the curb to the pavement. Sawn Contraction Joints shall have a maximum spacing of 10'.
6. Integral curb shall be tied to the pavement base with short deformed Dowel Bars spaced at 2'-6" intervals. These Dowel Bars shall not be less than 1/2" or more than 3/4" in diameter.
7. Paving Contractor to Coordinate Construction with Drainage Contractor & Sewer Contractor.
8. Earthwork Quantities to be Calculated at Time Final Estimate is Written.

Manipulation Prop. 197997 S.Y.
(Calc.) City 12233 S.Y.

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.

NOTE TO FIELD ENGINEER & CONTRACTOR
Grade parking and clear right-of-way for proposed sidewalk. Compact fill in sidewalk area. TO BE CONSTRUCTED BY "OTHERS".



TYPICAL REINFORCING DETAILS
FOR 8" VALLEY GUTTER
(6" CONCRETE WITH 2" ASPHALTIC CONCRETE BASE)

BILL OF MATERIAL				
MARK	NO.	SIZE	LENGTH	SHAPE
A	1	6	44'-0"	
A-1	2	6	36'-0"	
B	2	6	24'-0"	
C	2	6	2'-0"	
D	2	6	4'-0"	
E	2	6	12'-0"	
F	2	6	9'-0"	
G	6	4	3'-0"	
H	3	6	6'-0"	
U	2	6	18'-0"	
#6 TOTAL			359.0	LIN. FT.
#4 TOTAL			18.0	LIN. FT.

CHELSEA ESTATES
WICHITA, KANSAS

PAVING DETAILS

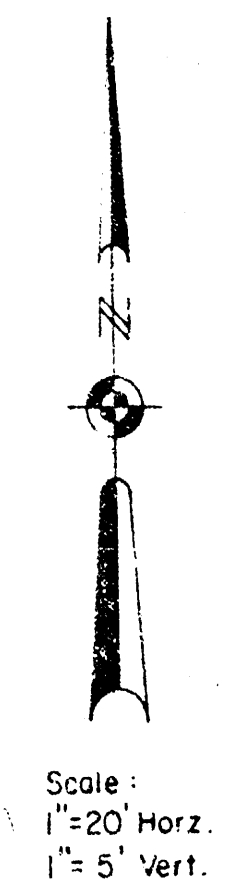
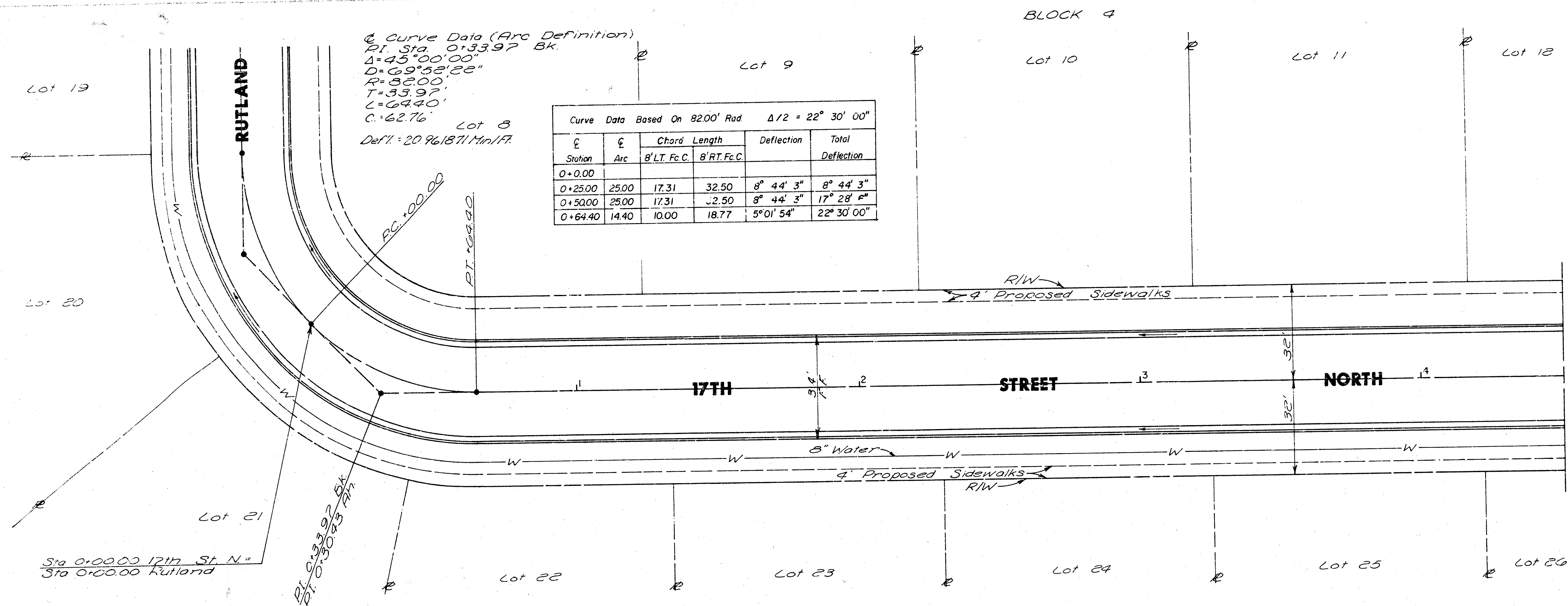
VAN DOREN-HAZARD-STALLINGS
ARCHITECTS-ENGINEERS WICHITA, KANSAS

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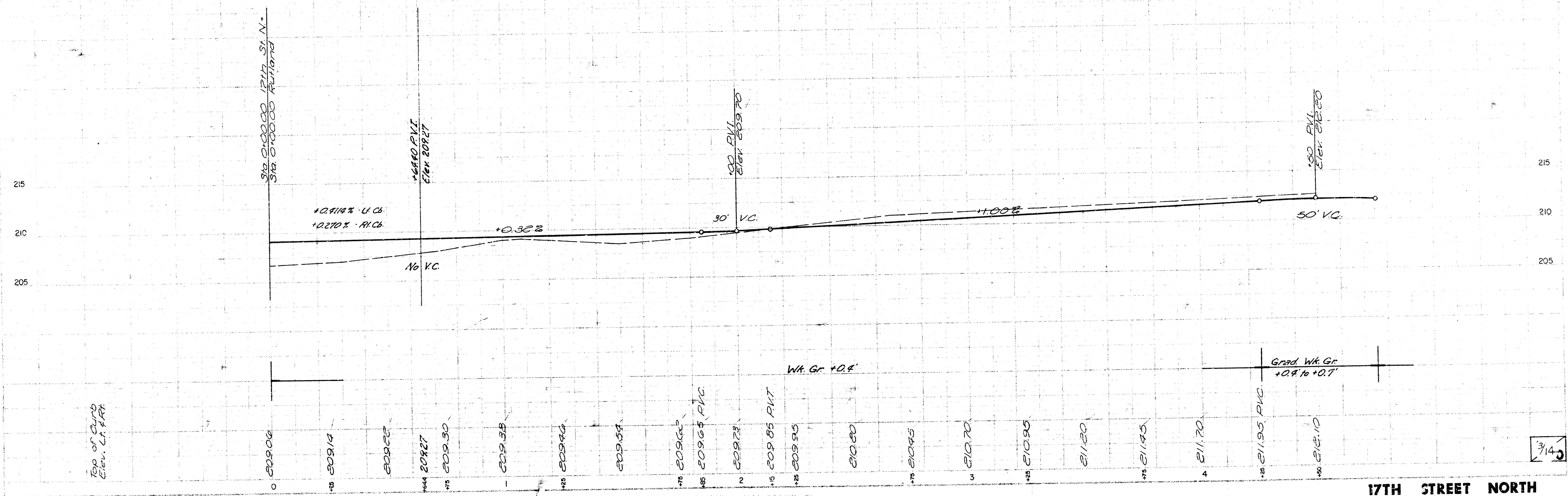
CHelsea ESTATES
WICHITA, KANSAS
PROJECT NO: DAKS-577081
R.W. LINN - CITY ENGINEER

Curve Data (Arc Definition)
Pt. Sta. 0+33.97 Bk.
 $\Delta = 45^{\circ}00'00''$
 $D = 69^{\circ}58'28''$
 $R = 32.00'$
 $T = 33.97'$
 $L = 64.40'$
 $C = 62.76'$
Def'n: 20.96/1871 Min/Ft.

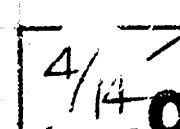
Curve Data Based On 82.00' Rad $\Delta/2 = 22^{\circ}30'00''$					
Station	Arc	Chord Length	Deflection	Total Deflection	
0+0.00					
0+25.00	25.00	17.31	32.50	8° 44' 3"	8° 44' 3"
0+50.00	25.00	17.31	32.50	8° 44' 3"	17° 28' 6"
0+64.40	14.40	10.00	18.77	5° 01' 54"	22° 30' 00"

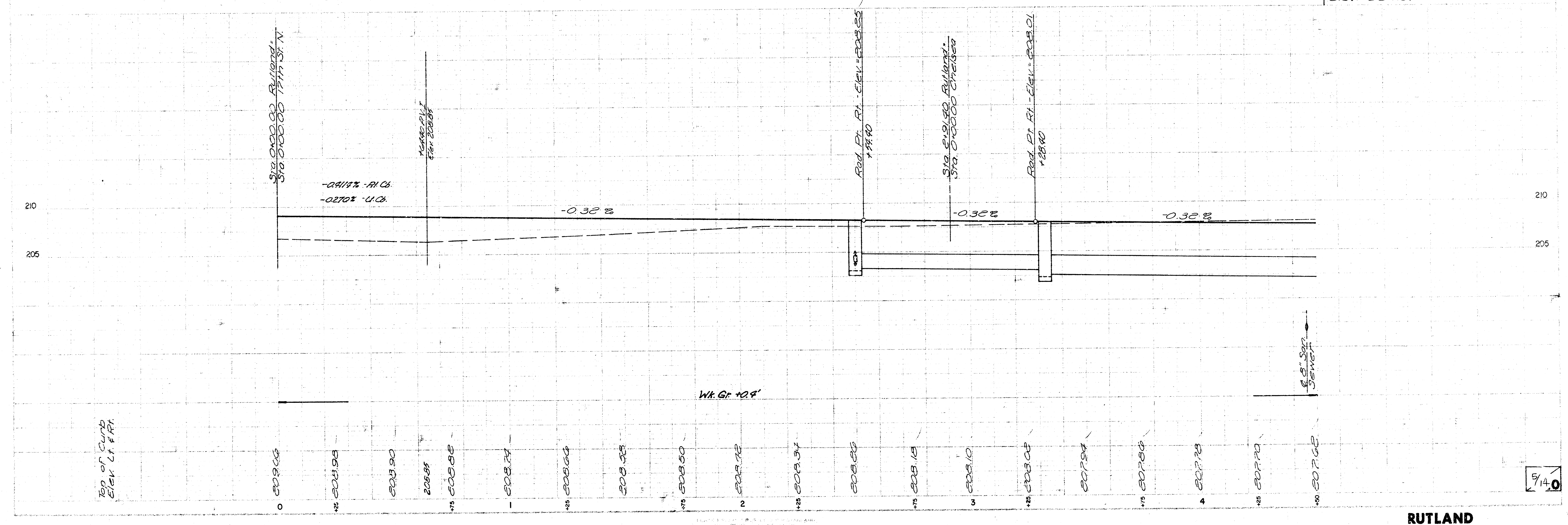
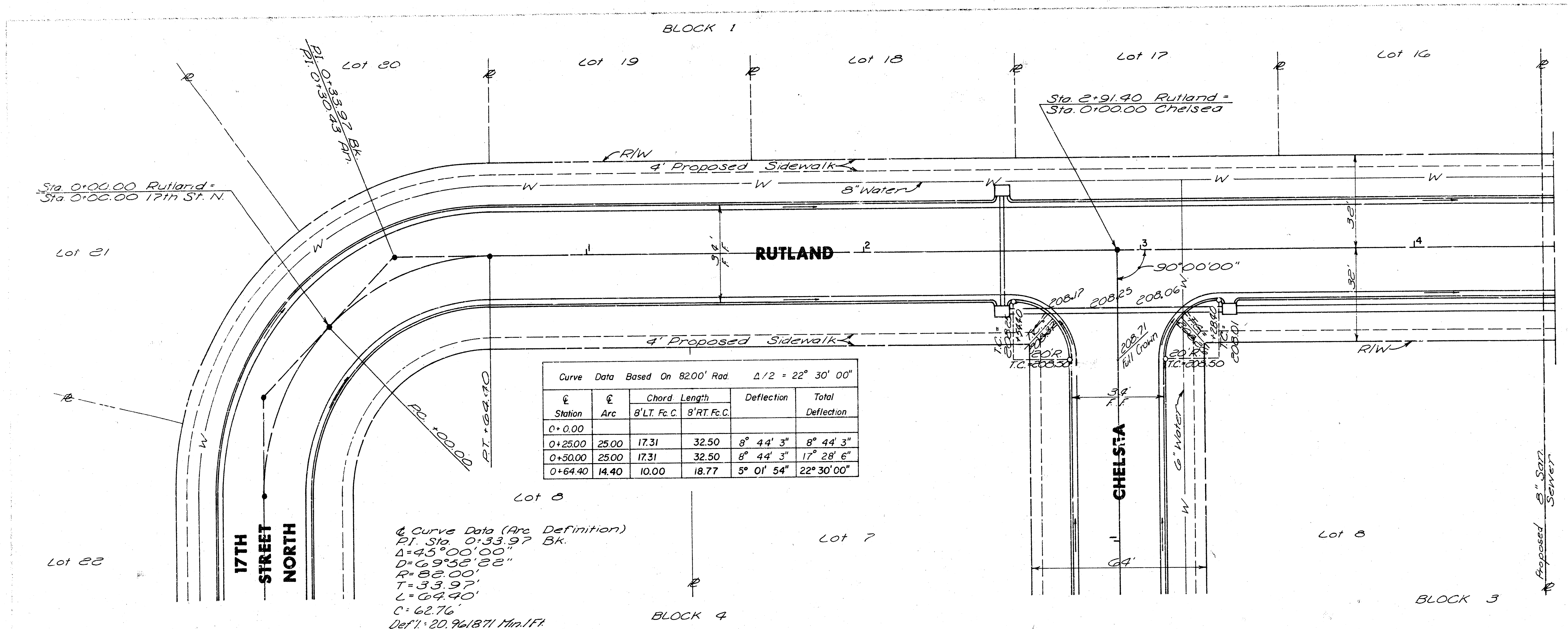
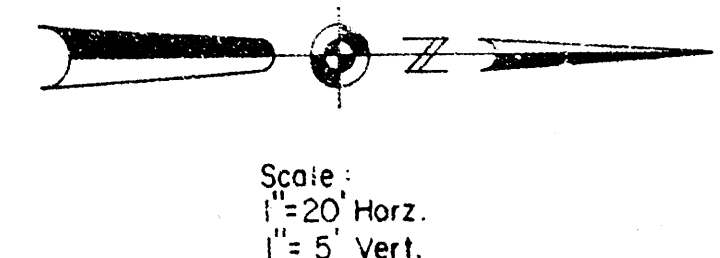


B.M. - 1" Cut E. Cor. E. leg. of power tower, 35' W. & 20' N. SW. Cor. Adj. Elev. = 204.21



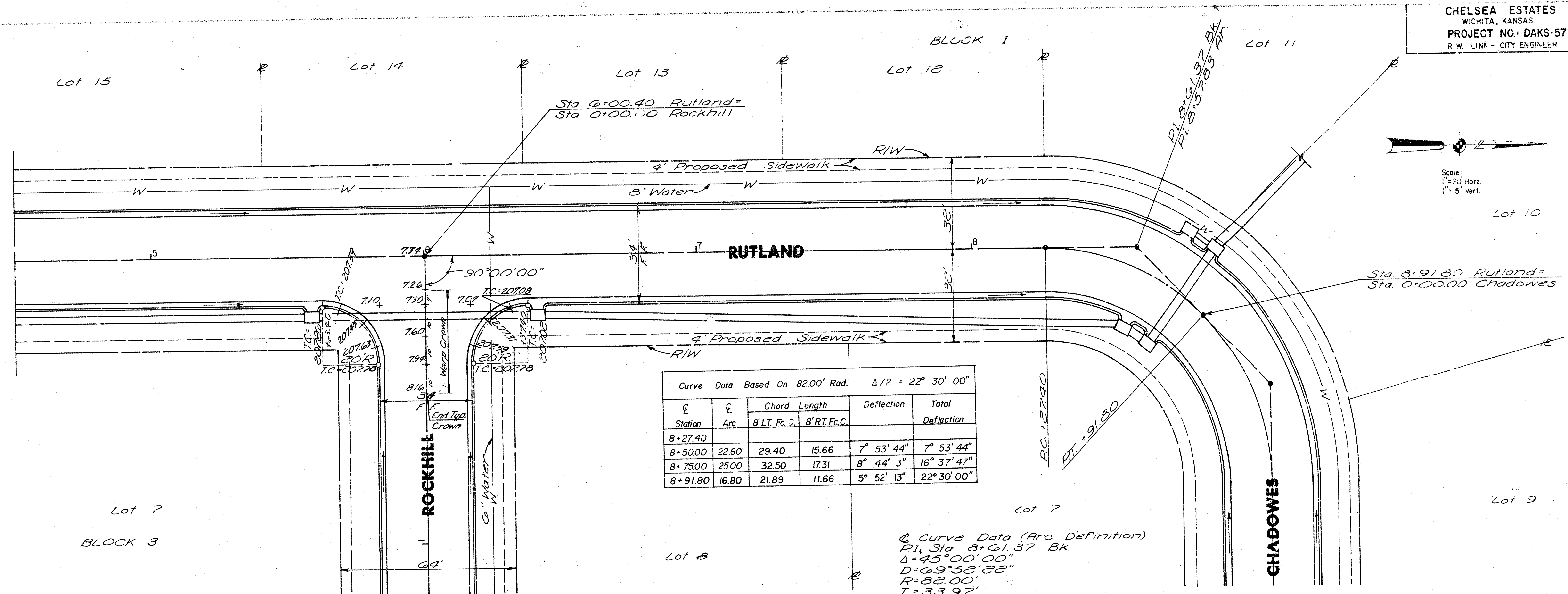
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CHelsea ESTATES
WICHITA, KANSAS
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R.W. LINK - CITY ENGINEER

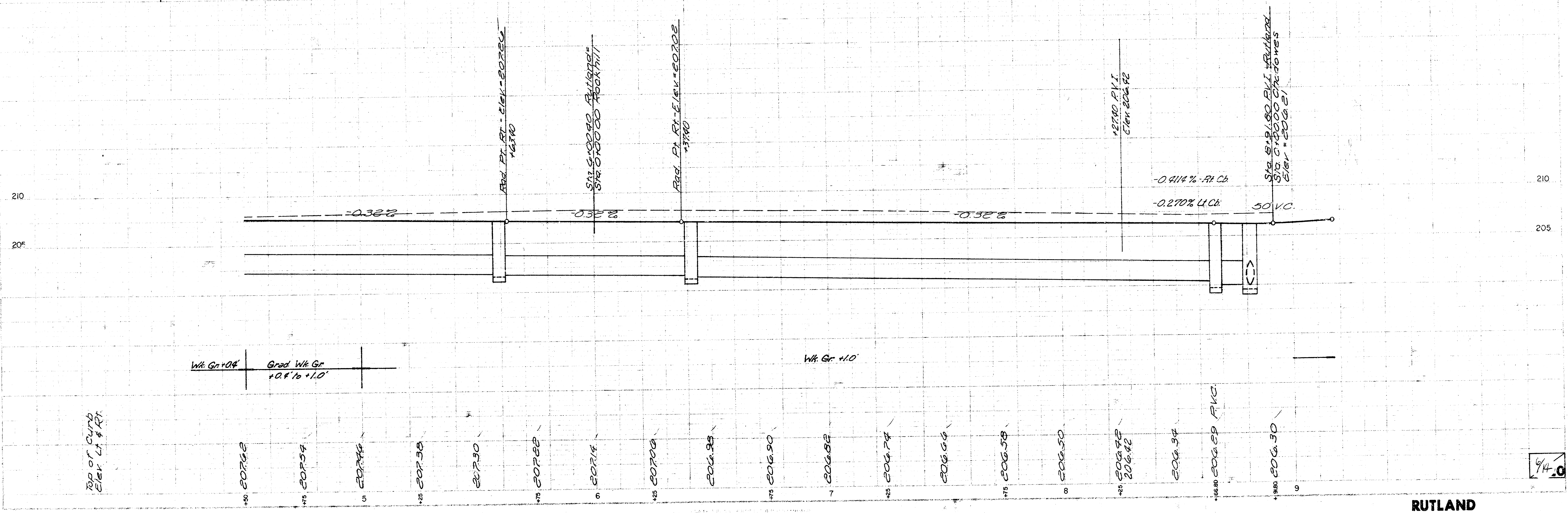
Scale:
1" = 20' Horiz.
1" = 5' Vert.



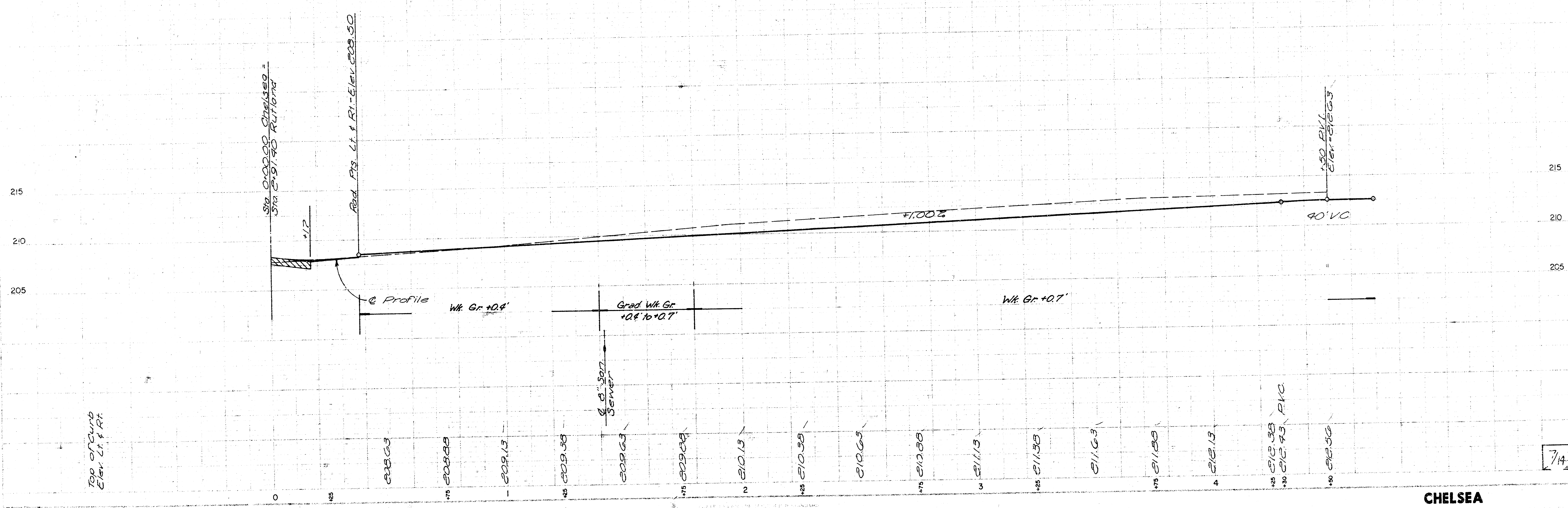
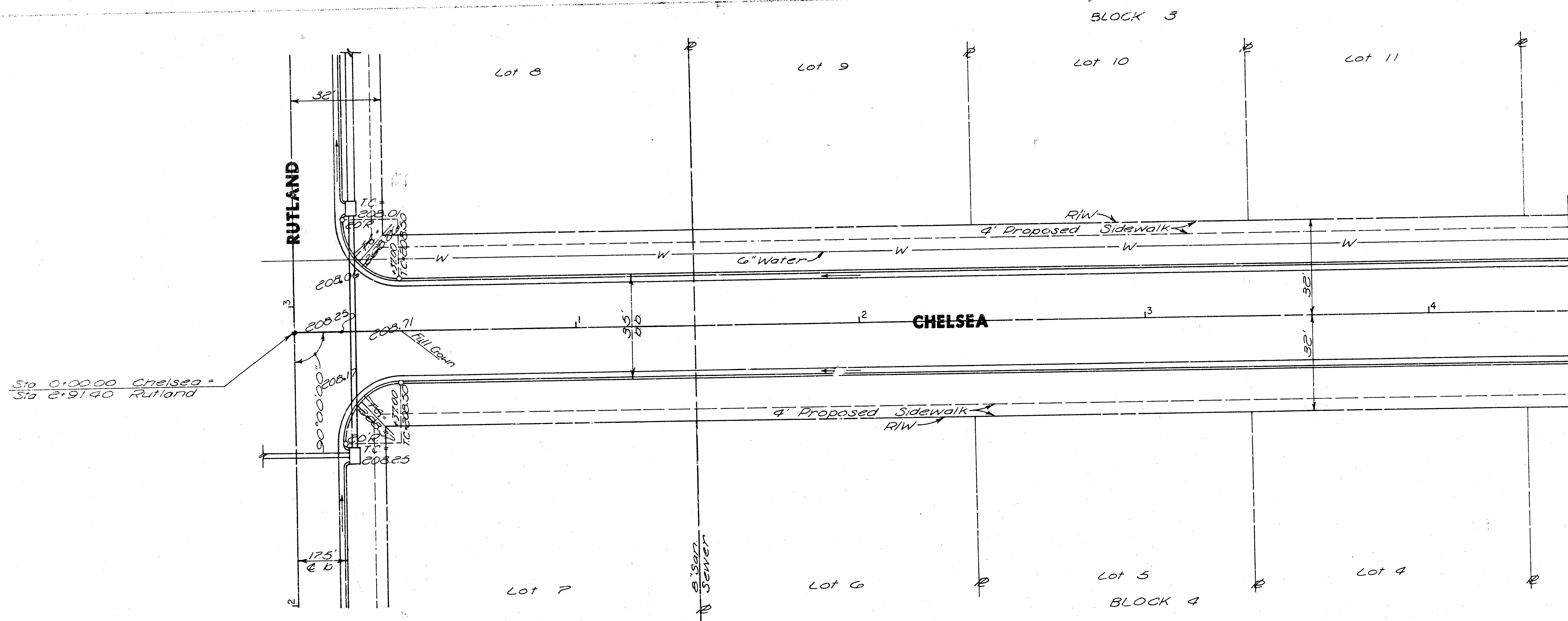
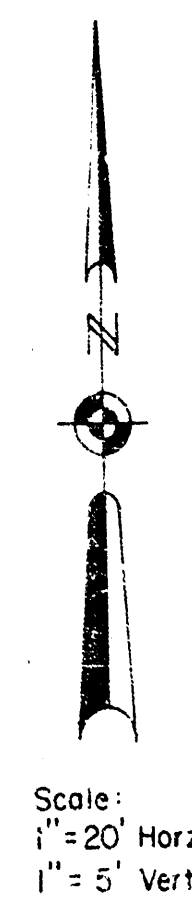
Curve Data Based On 82.00' Rad. $\Delta/2 = 22^\circ 30' 00''$					
Station	Chord Length	Deflection	Total		
8+27.40	8' LT. F.C.	8' RT. F.C.	Deflection		
8+27.40	22.60	29.40	15.66	7° 53' 44"	7° 53' 44"
8+50.00	25.00	32.50	17.31	8° 44' 3"	16° 37' 47"
8+91.80	16.80	21.89	11.66	5° 52' 13"	22° 30' 00"

Curve Data (Arc Definition)
P.I. Sta. 8+61.37 Bk.
 $\Delta = 45^\circ 00' 00''$
 $D = 69^\circ 52' 22''$
 $R = 82.00'$
 $T = 33.97'$
 $L = 64.40'$
 $C = 62.76'$
Def'n: 20.961871 Min/ft.

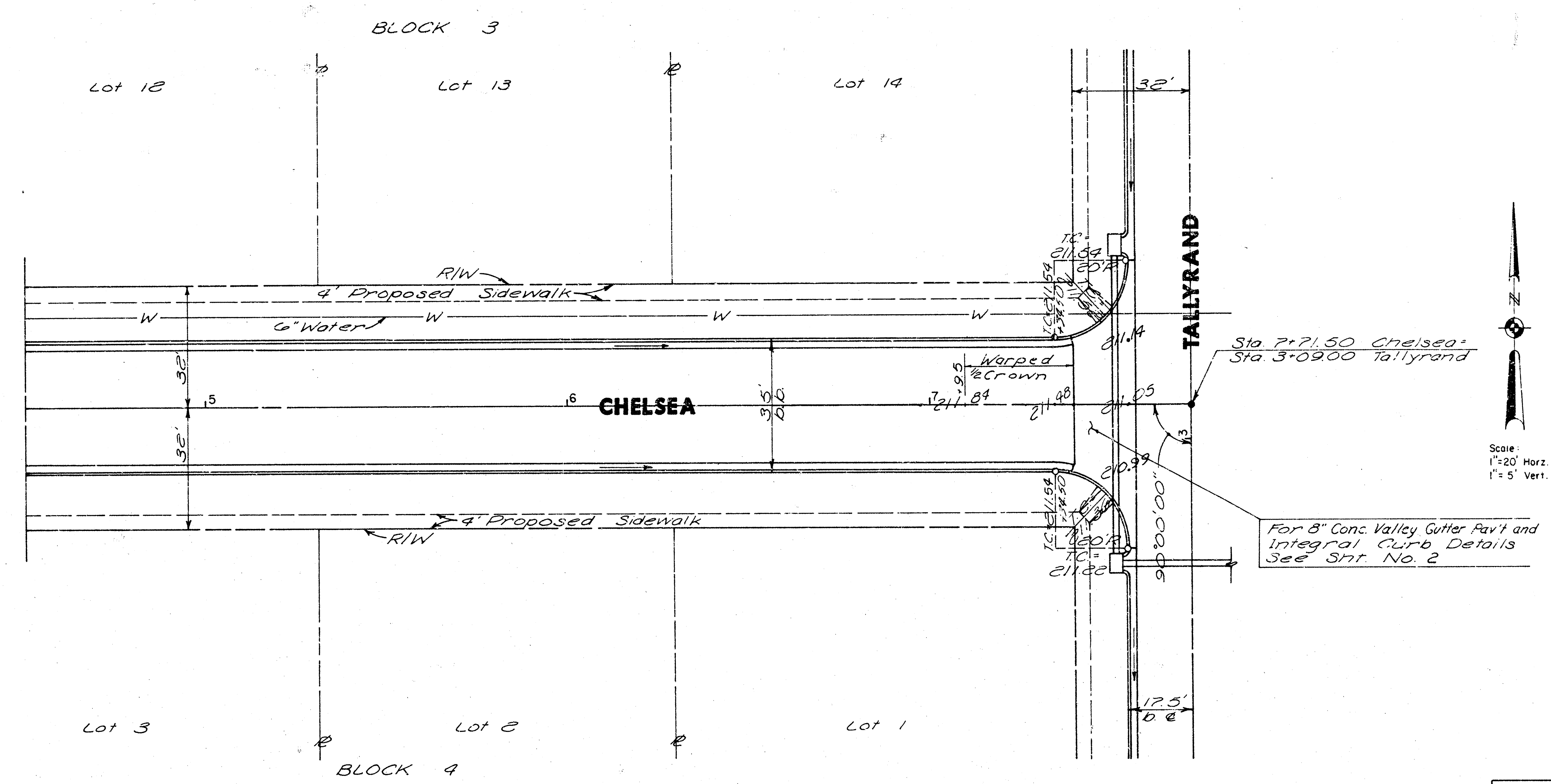
BM-Nut on finger size bolt on ground clamp on E. side S.E. leg power tower, 205 S. 450' W. N.W. Cor. Add. Elev. 205.24



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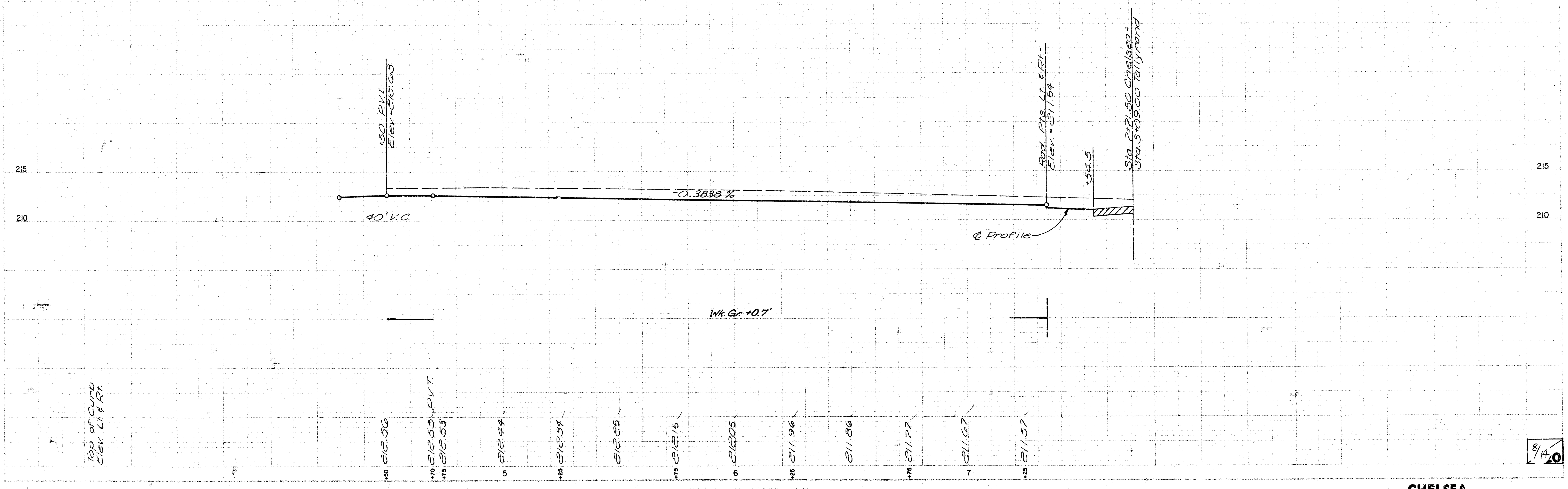


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Scale:
 1" = 20' Horz.
 1" = 5' Vert.

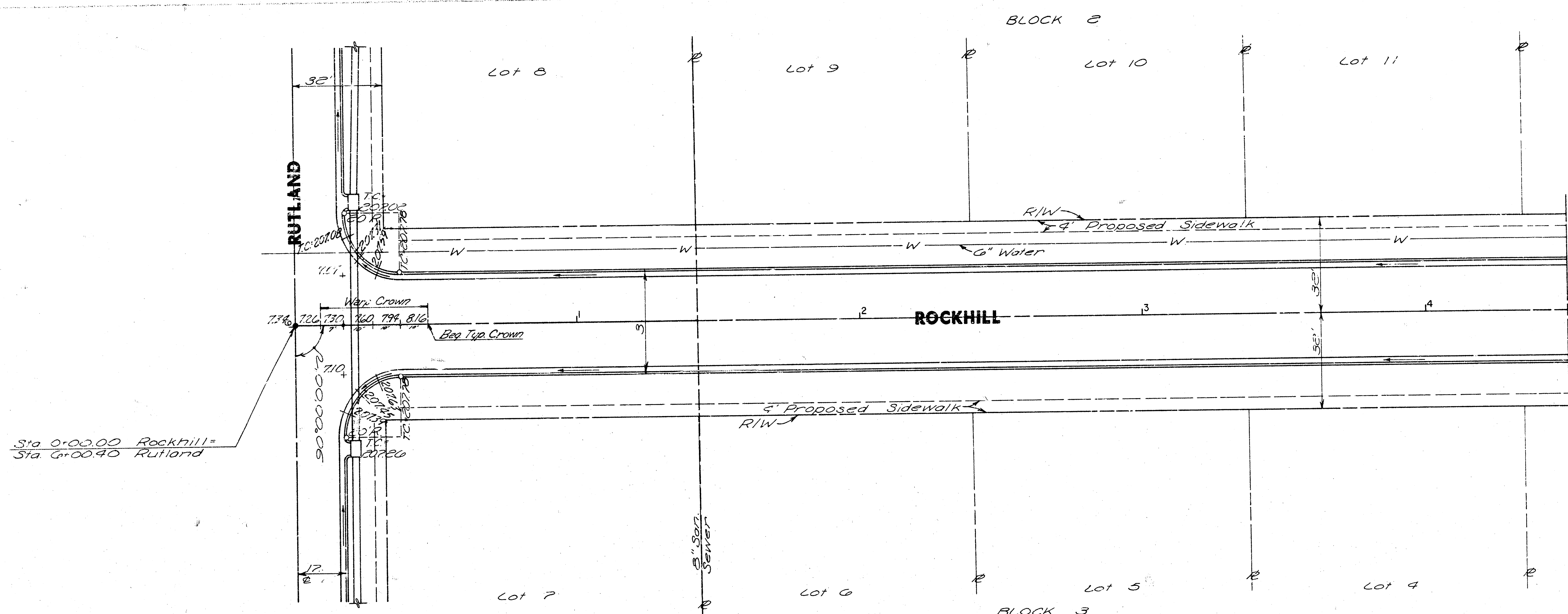
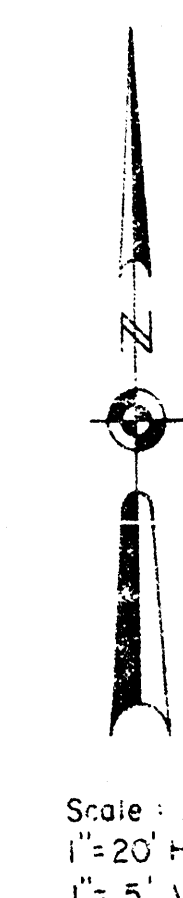
BM - RR Spk. in PP 55'E. of
 S.E. Cor. of Add. Elev. = 210.97



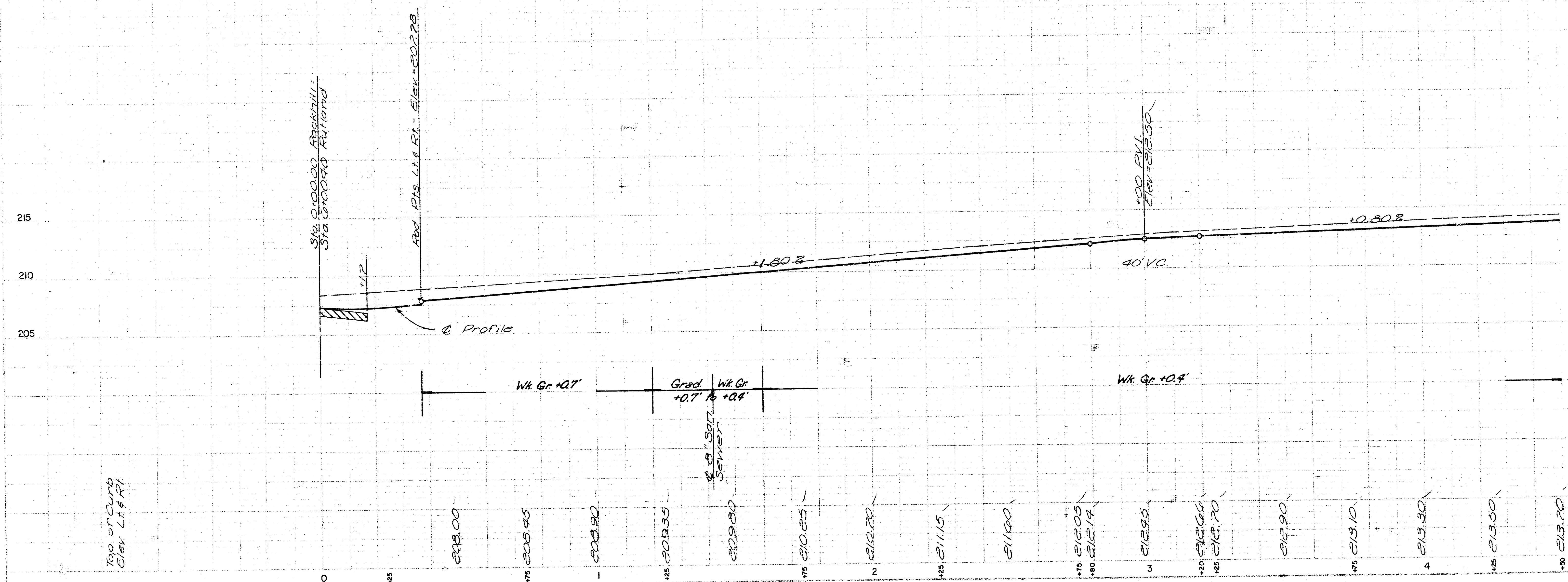
CHELSEA

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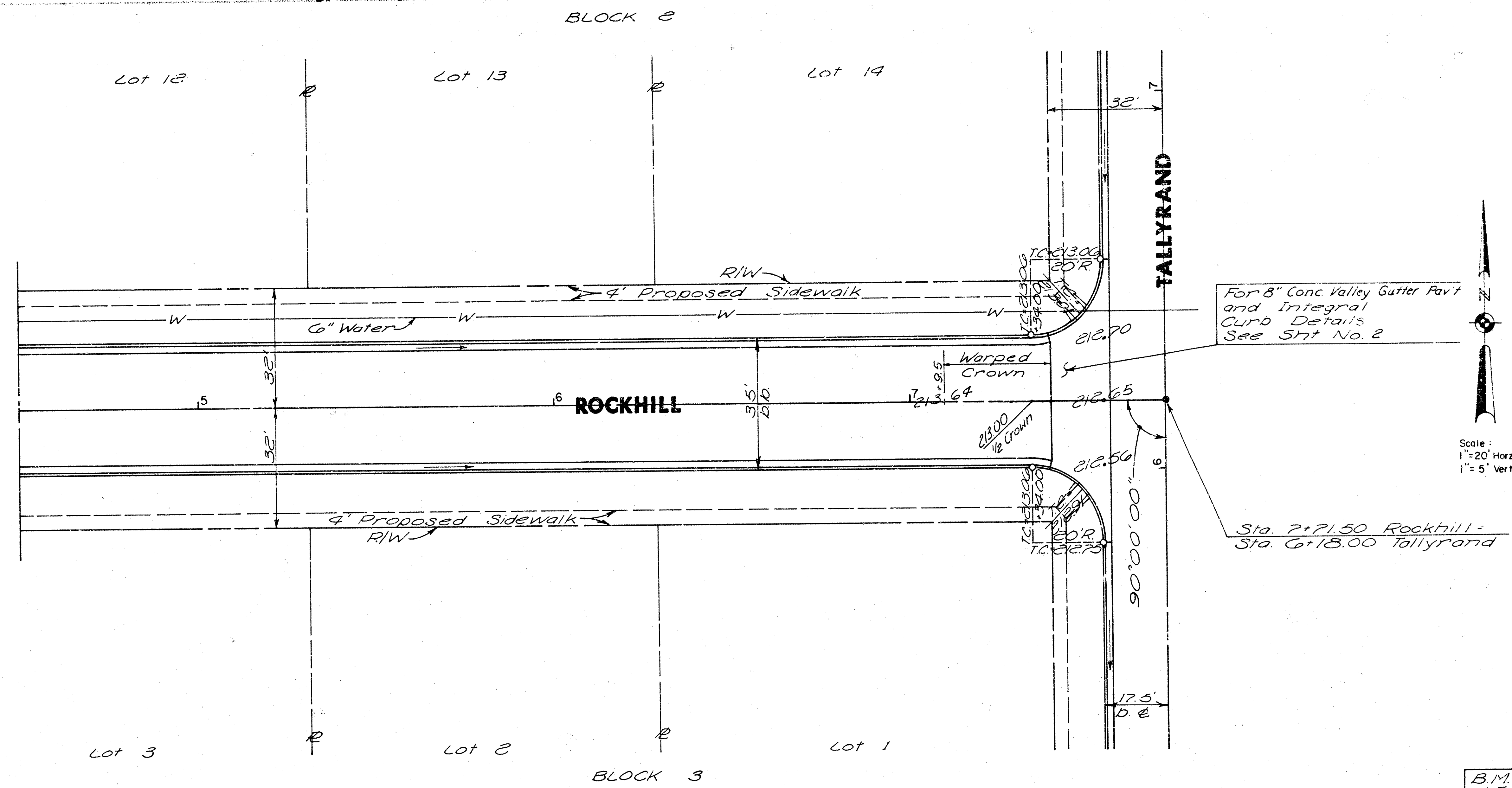


B.M. Nut on finger size bolt on ground clamp on E. side S.E. 1st power tower, 205.3' ± 50' W. NW. Cor. Add. Elev. = 205.64

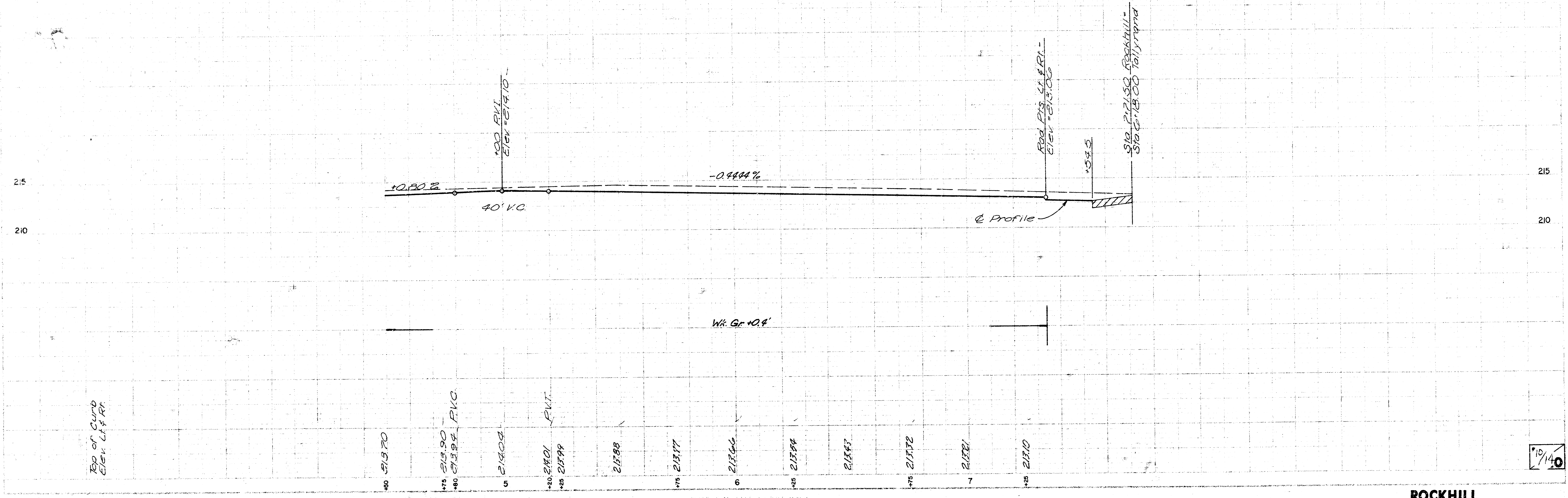


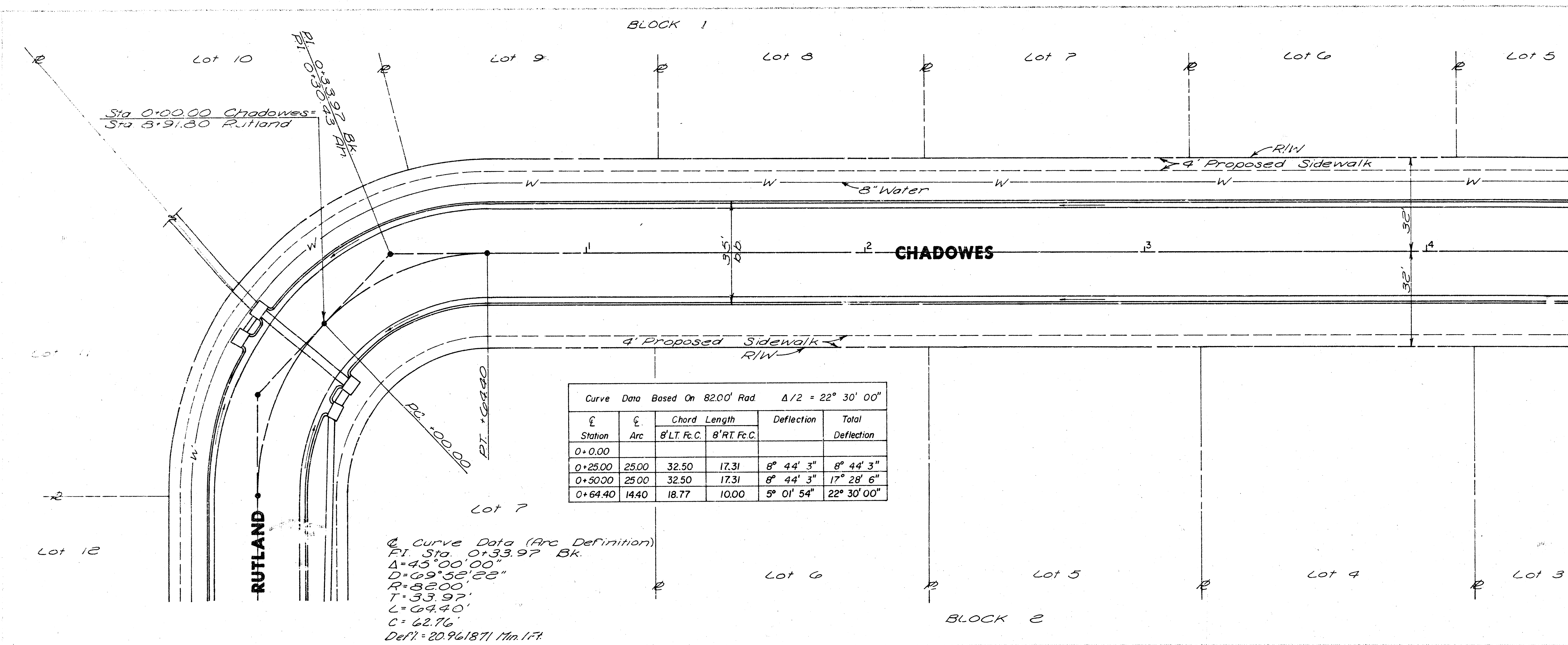
ROCKHILL

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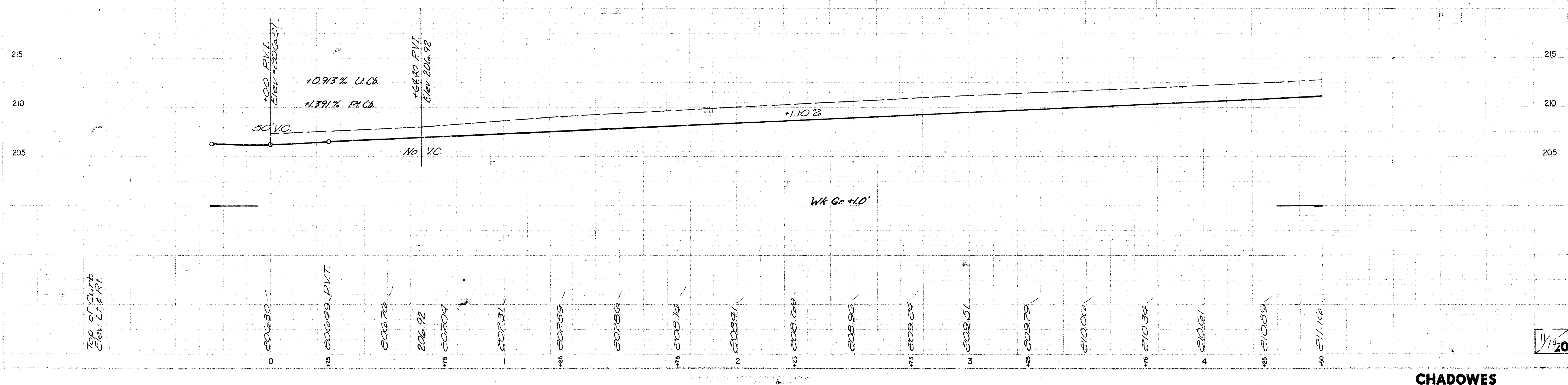


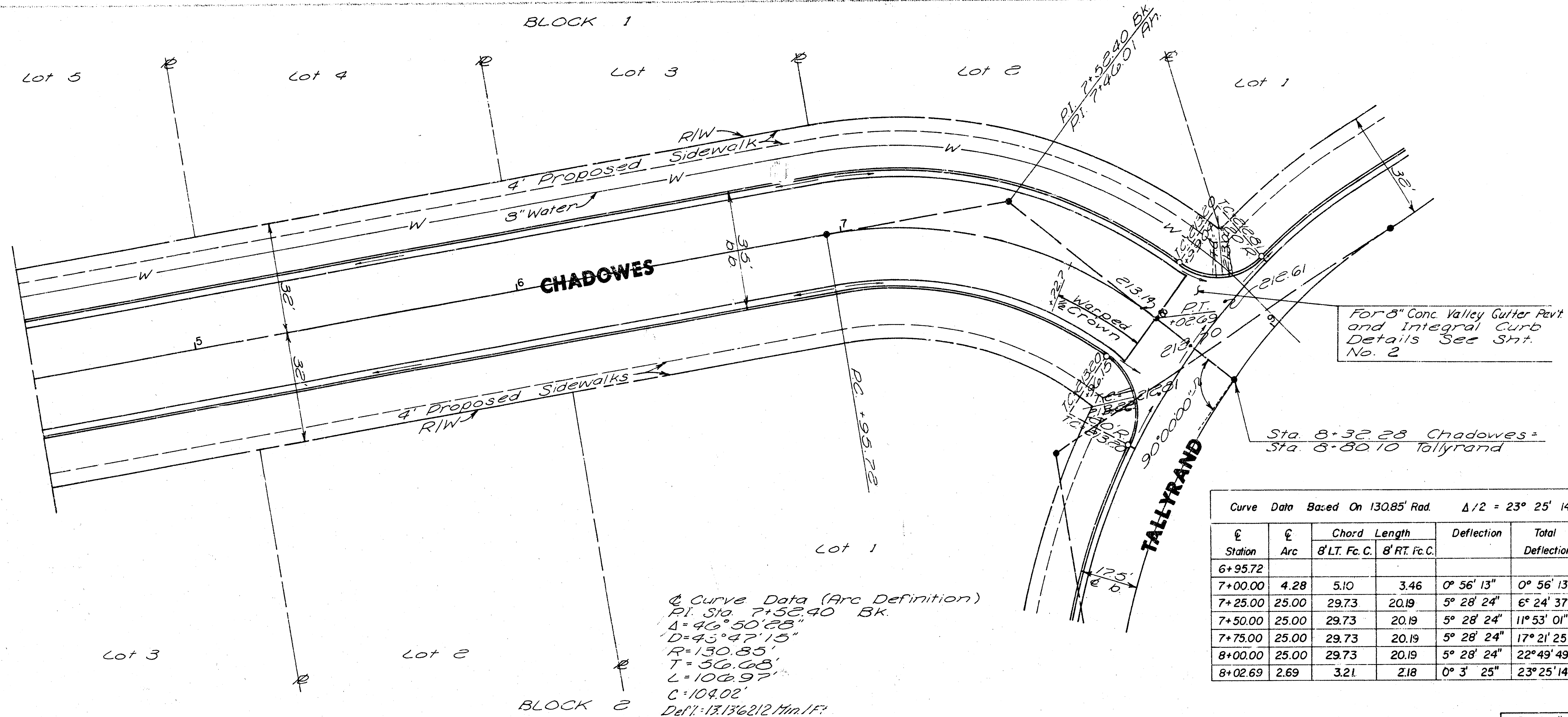
B.M. "M" in Mueller Fire hyd
N.E. Cor of Add. Elev. = 213.79





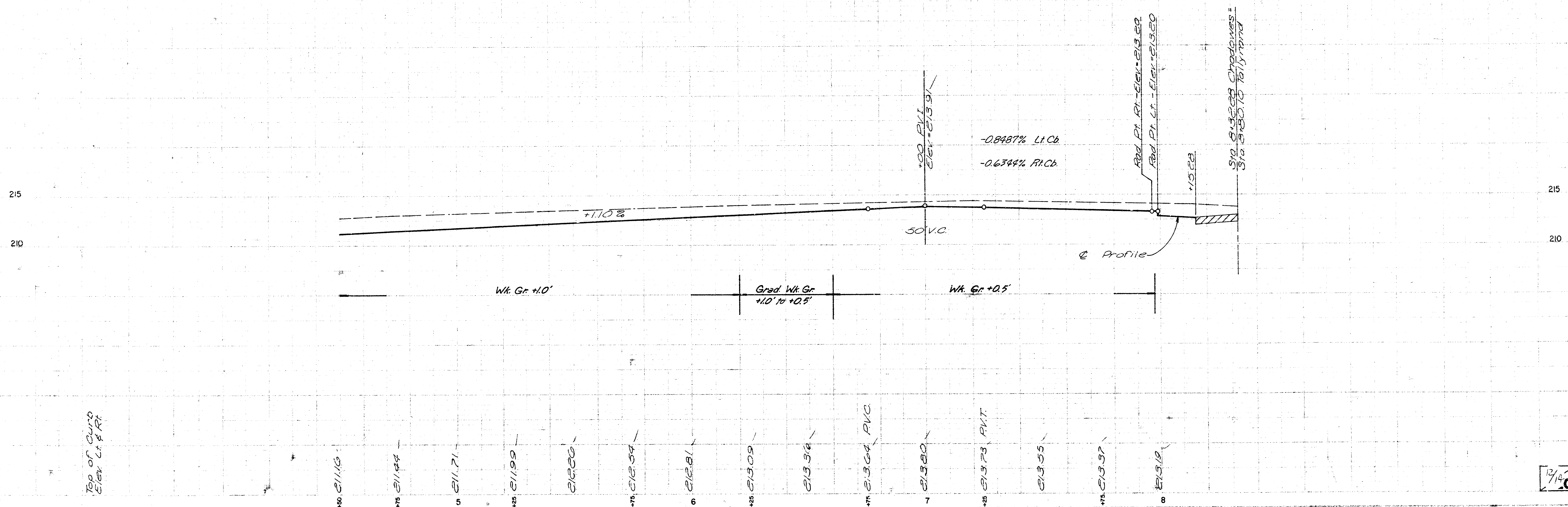
B.M. - Nut on finger size bolt on ground clamp on E. side S.E. leg power tower, 205.3. & 50 W. N.W. Cor. Add. Elev. 205.24



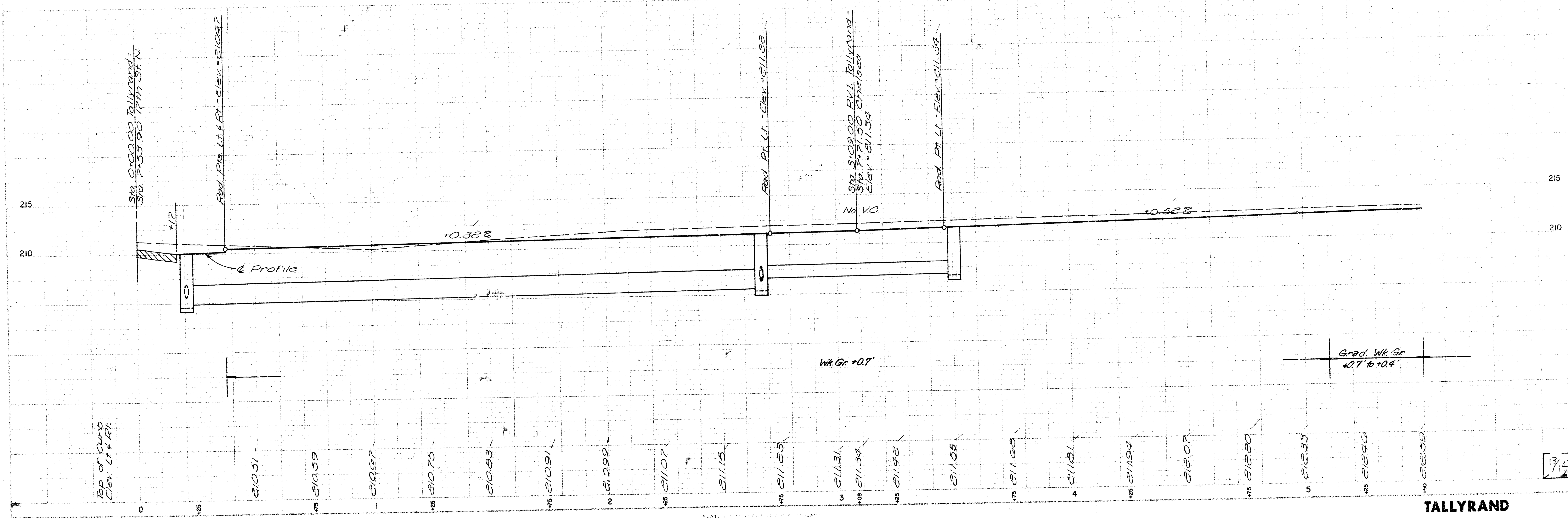
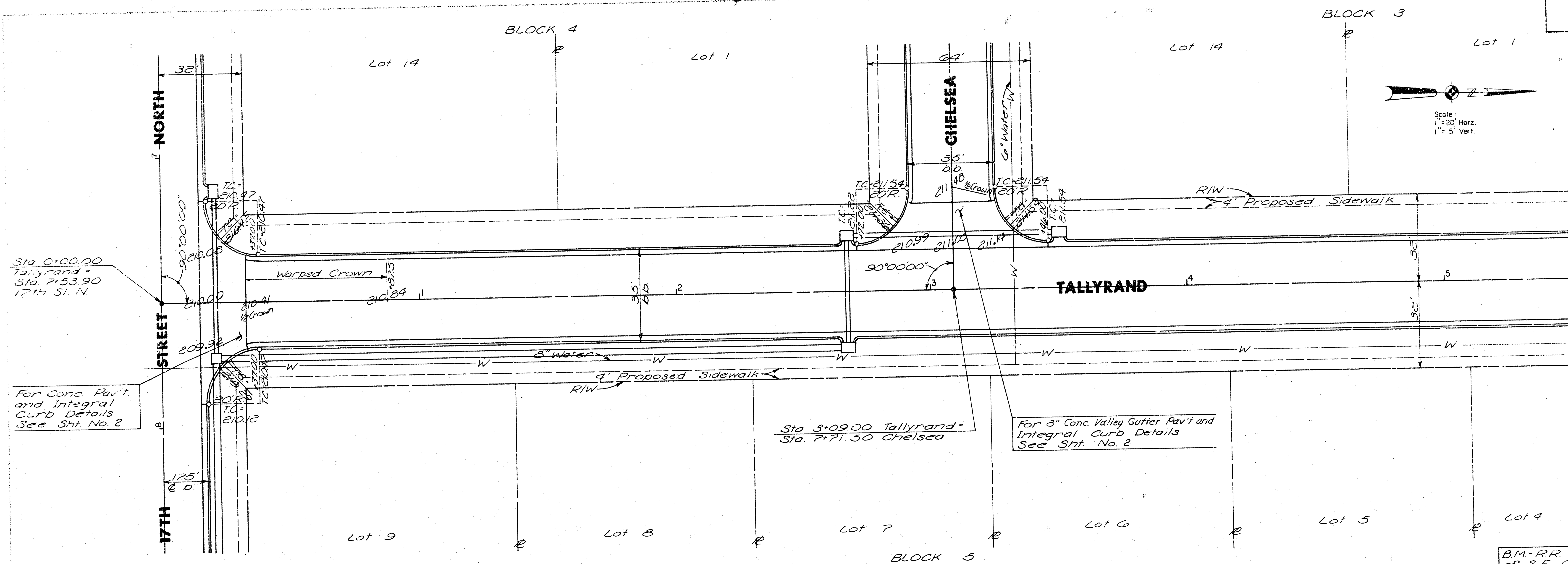
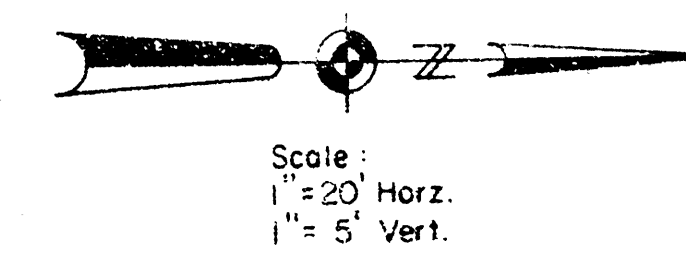


Scale:
1" = 20' Horiz.
1" = 5' Vert.

B.M. - "M" in Mueller Fire Hyd. NE. Cor. of Add. Elev. = 213.79

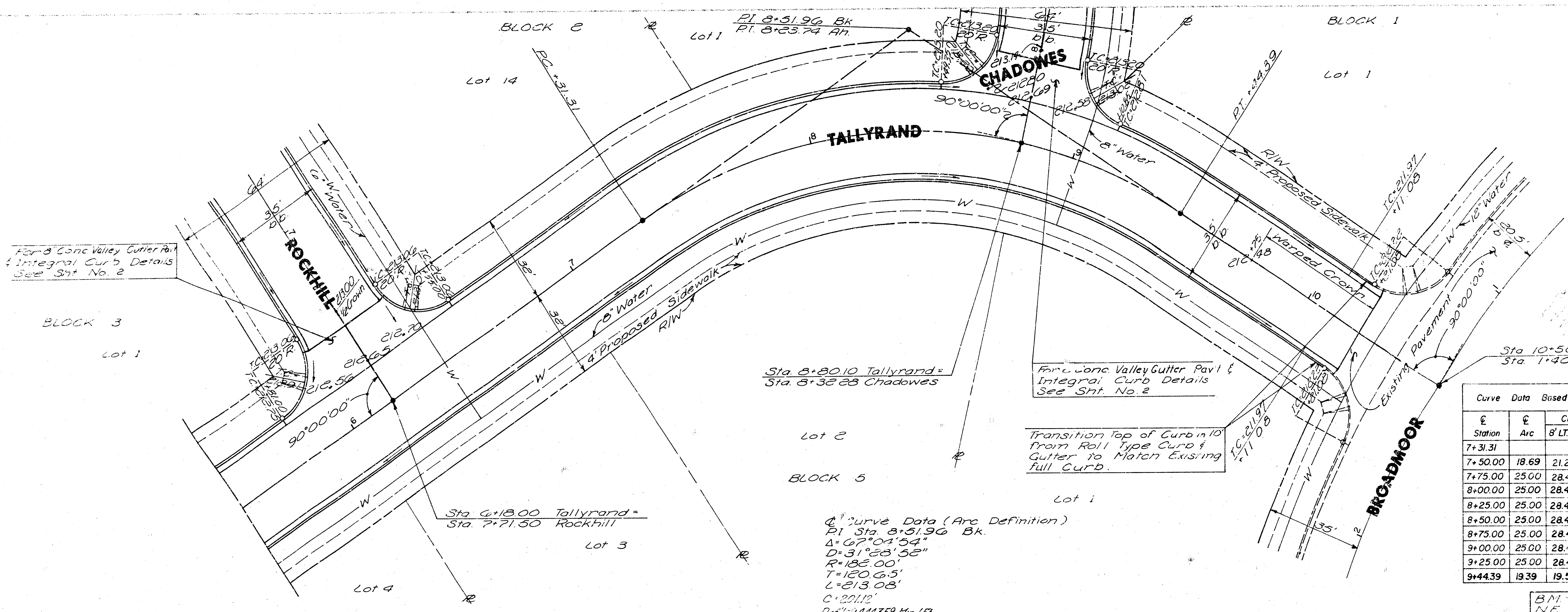
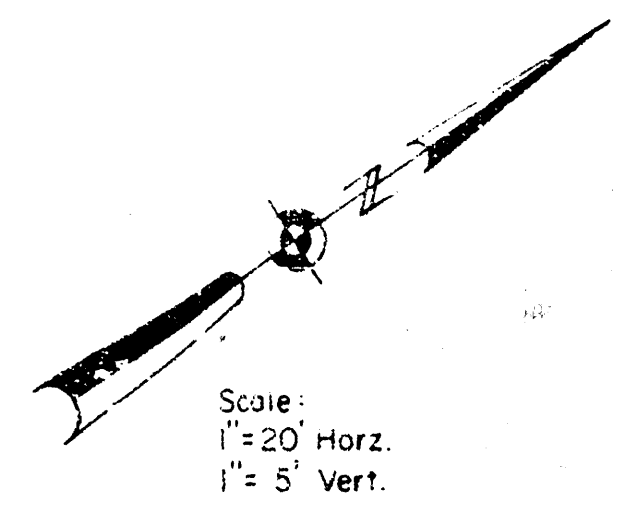


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R.W. LINN - CITY ENGINEER



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TALLYRAND



Curve Data Based On 182.00' Rad. $\Delta/2 = 33^\circ 32' 27''$

Station	Chord Length	Deflection	Total Deflection
Station	8' LT. F.C.C.	6' RT. F.C.C.	
7+31.31			0° 00' 00"
7+50.00	18.69	21.25	2° 56' 31"
7+75.00	25.00	28.41	6° 52' 37"
8+00.00	25.00	28.41	10° 48' 44"
8+25.00	25.00	28.41	14° 44' 51"
8+50.00	25.00	28.41	18° 40' 57"
8+75.00	25.00	28.41	22° 37' 04"
9+00.00	25.00	28.41	26° 33' 10"
9+25.00	25.00	28.41	30° 29' 17"
9+44.39	19.39	19.53	33° 32' 27"

Curve Data (Arc Definition)
 P1 Sta. 8+51.96 Bk.
 $\Delta = 67^\circ 04' 54''$
 $D = 31^\circ 58' 56''$
 $R = 185.00'$
 $T = 120.65'$
 $L = 213.08'$
 $C = 201.12'$
 $Def. = 1444359' Min/17'$

