

STREETS IN COTTONWOOD VILLAGE FIRST ADDITION

PROJECT NO.

472-76-245-80680-000-000-001

CITY OF WICHITA, KANSAS

R.W. LINN CITY ENGINEER

MARCH, 1978

30TH ST. NORTH - E.L. WOODLAWN BLVD. TO E.L. LOT 7 BLK. 2

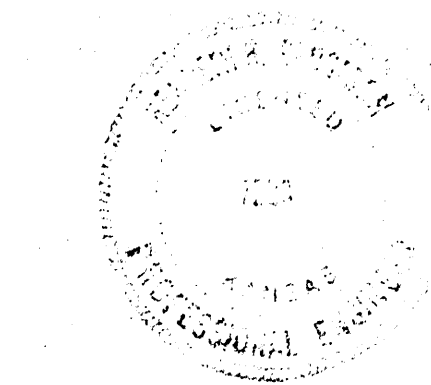
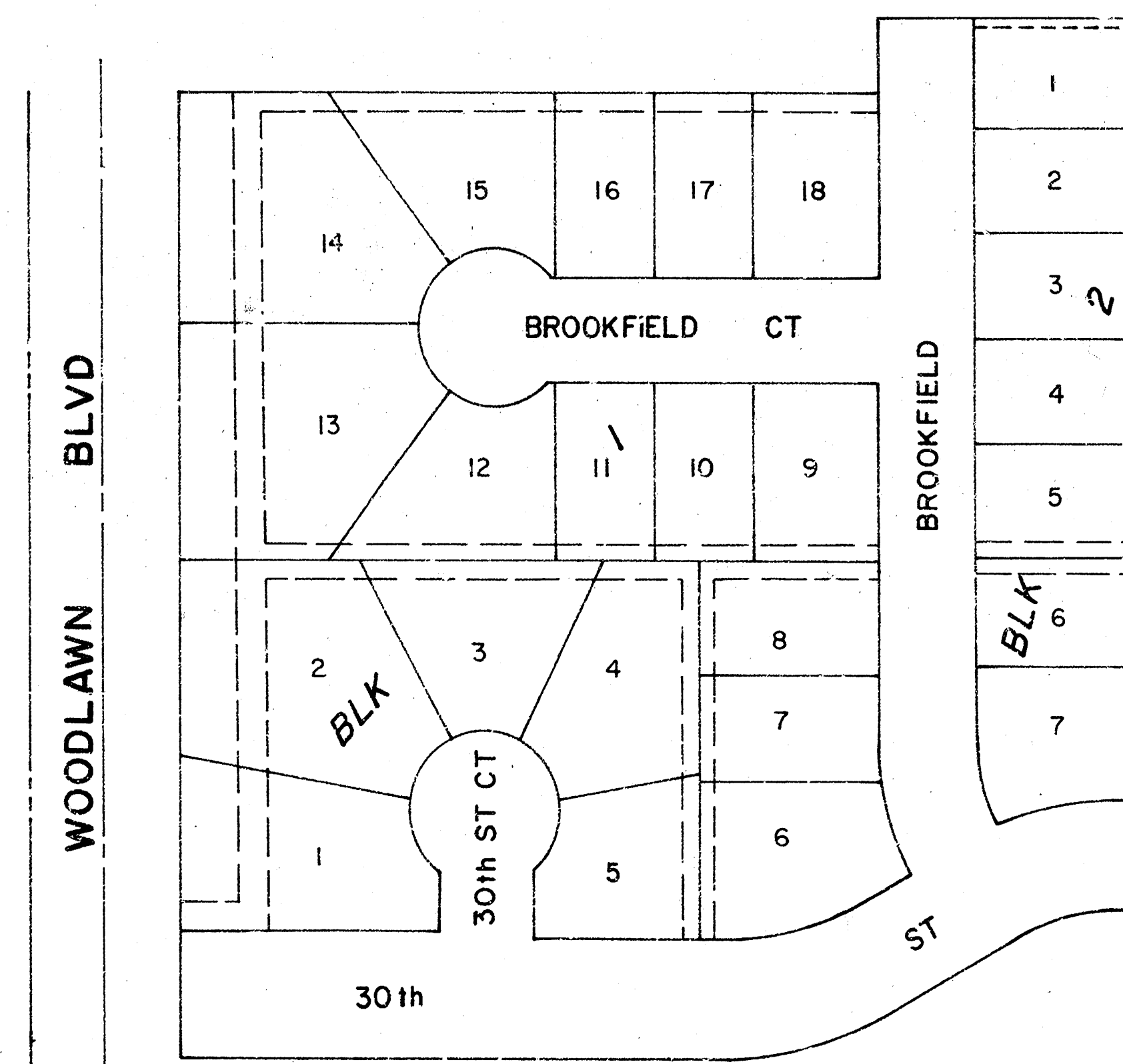
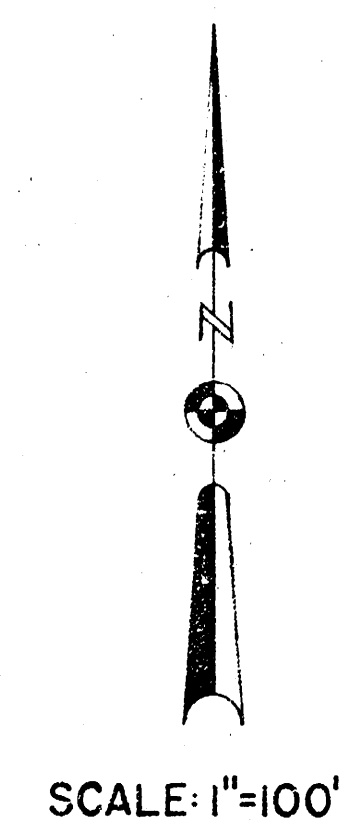
BROOKFIELD - N.L. 30TH ST. NORTH TO N.L. LOT 1 BLK. 2

30TH ST. CT. - N.L. 30TH ST. NORTH TO & INCLU. CUL-DE-SAC

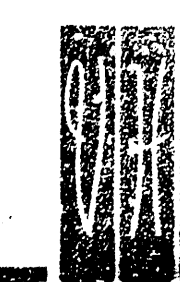
BROOKFIELD CT. - W.L. BROOKFIELD TO & INCLU. CUL-DE-SAC

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3-4	30TH ST. - PLAN PROFILE
5	BROOKFIELD - PLAN PROFILE
6	30TH ST. CT. & BROOKFIELD CT. - PLAN PROFILE
7-10	GRADING CROSS SECTIONS

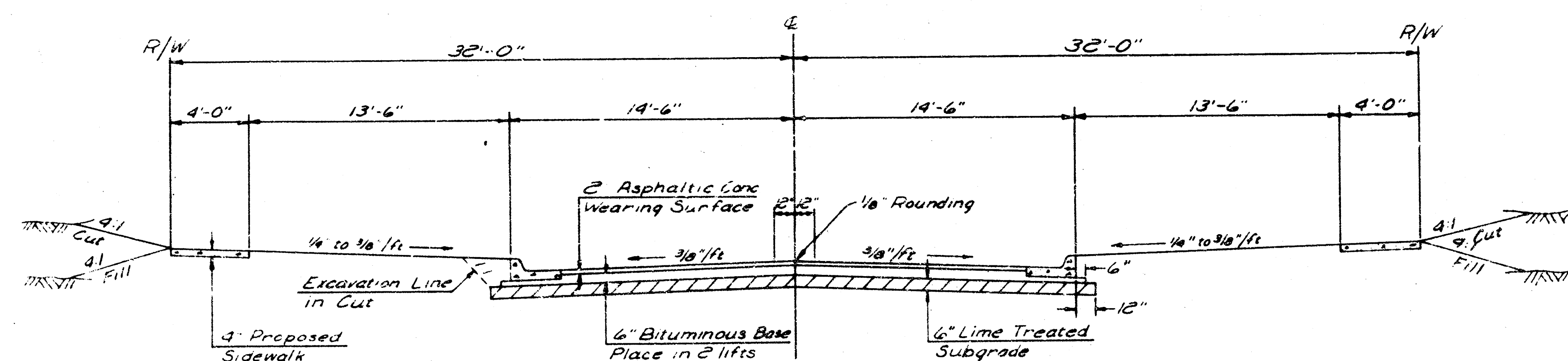


Note: Areas of fill within street right of way has been done by separate contract per City of Wichita Specifications.

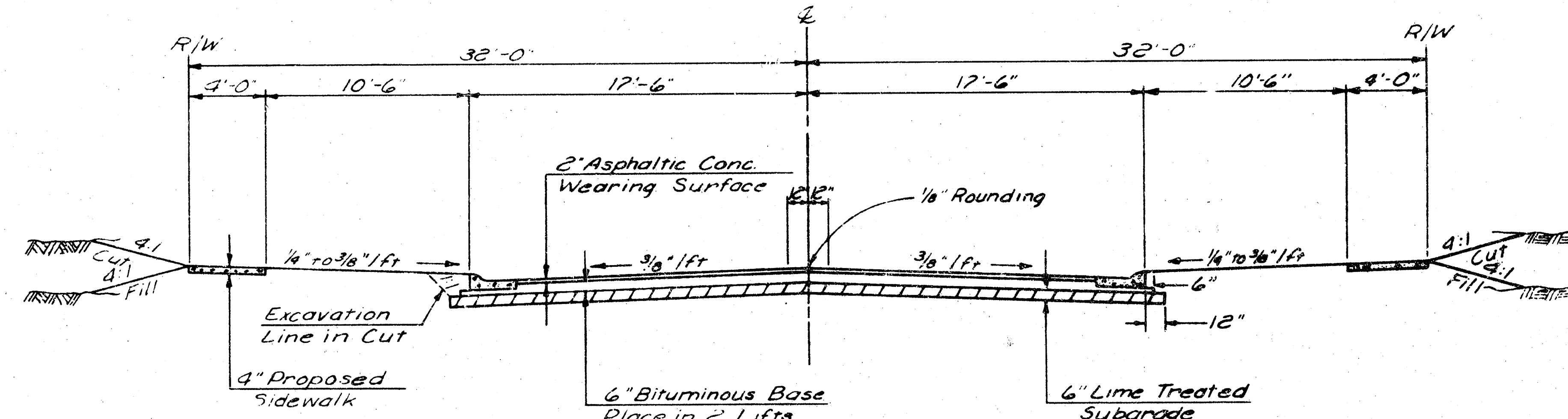


VAN DOREN • HAZARD • STALLINGS
ARCHITECTS • ENGINEERS • PLANNERS
WICHITA, KANSAS

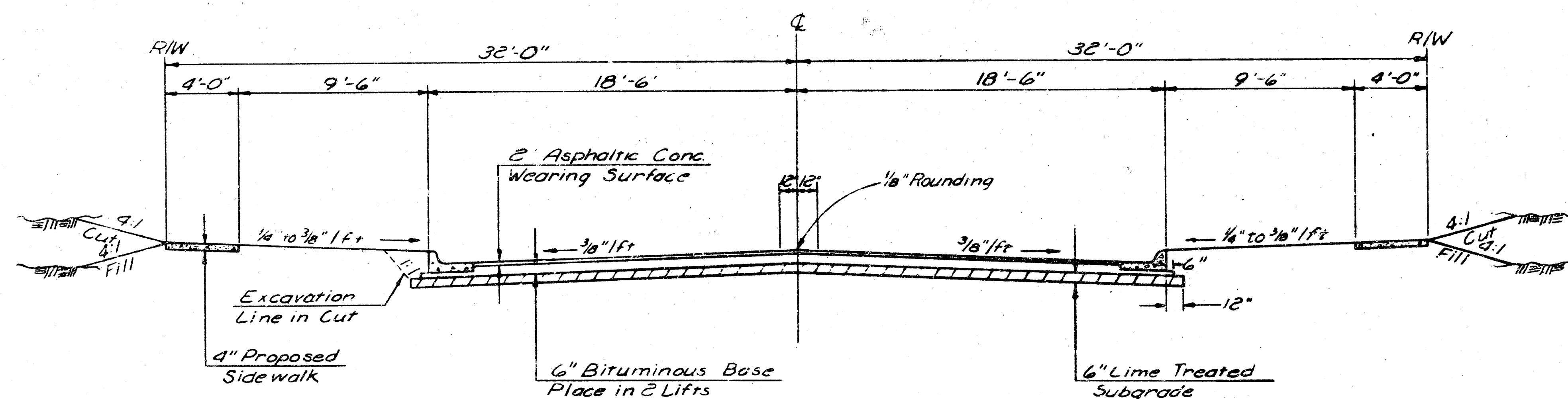
SHEET
OF 1/3



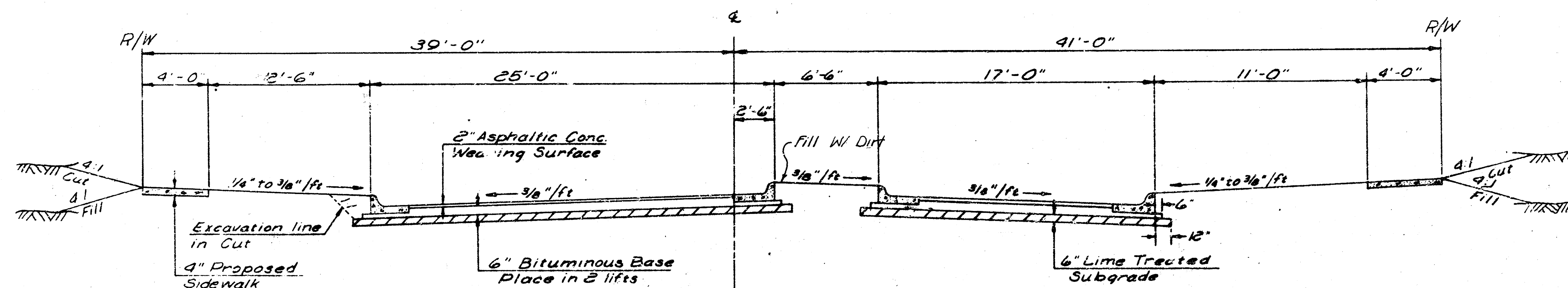
TYPICAL 29' B.B. SECTION
30th ST. COURT, BROOKFIELD COURT



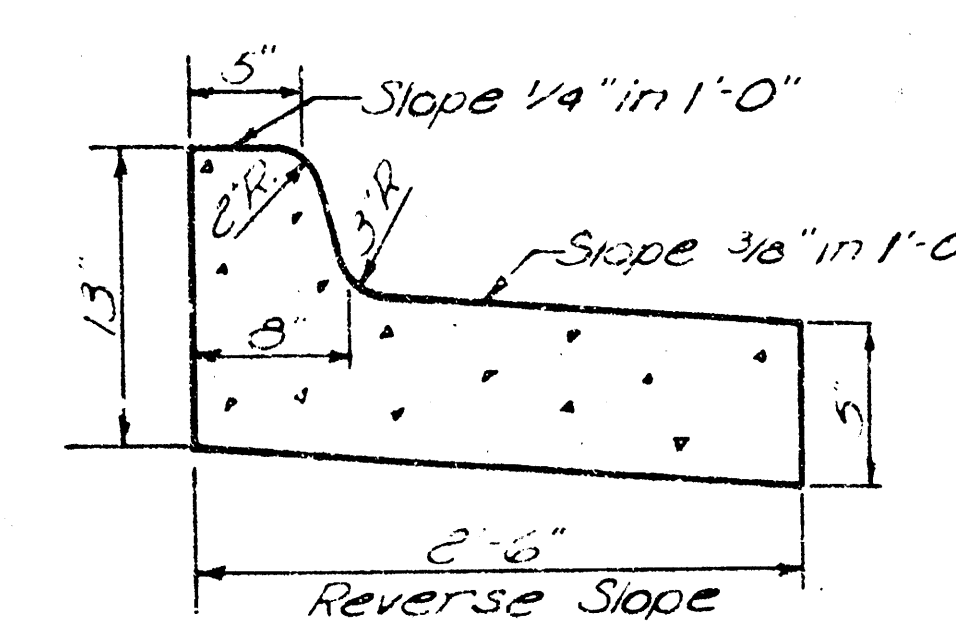
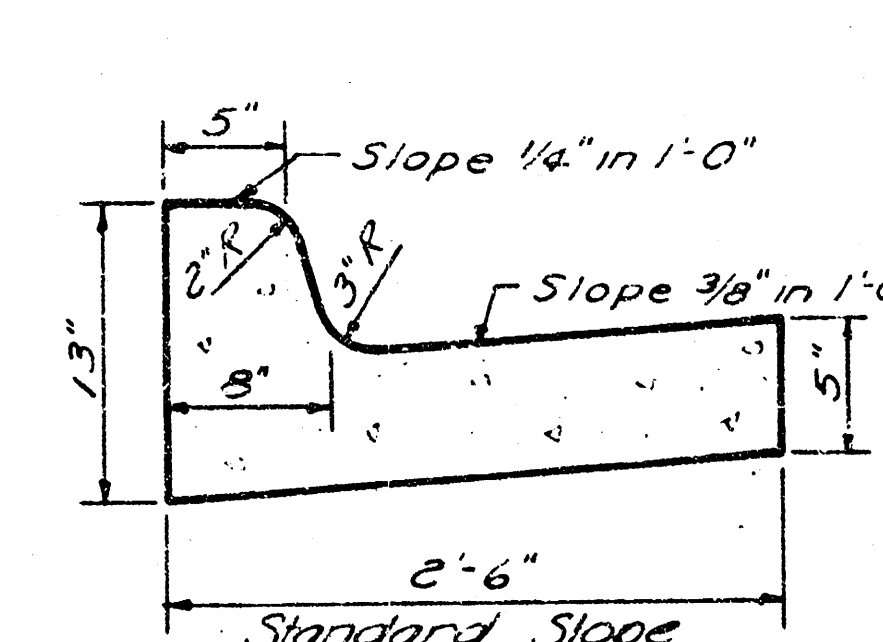
TYPICAL 35' B.B. SECTION
BROOKFIELD



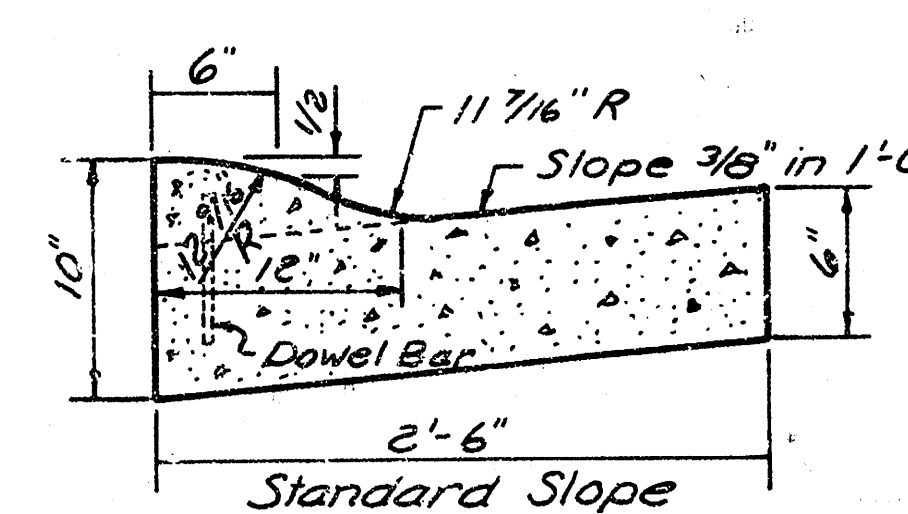
TYPICAL 37' B.B. SECTION
30th ST. NORTH



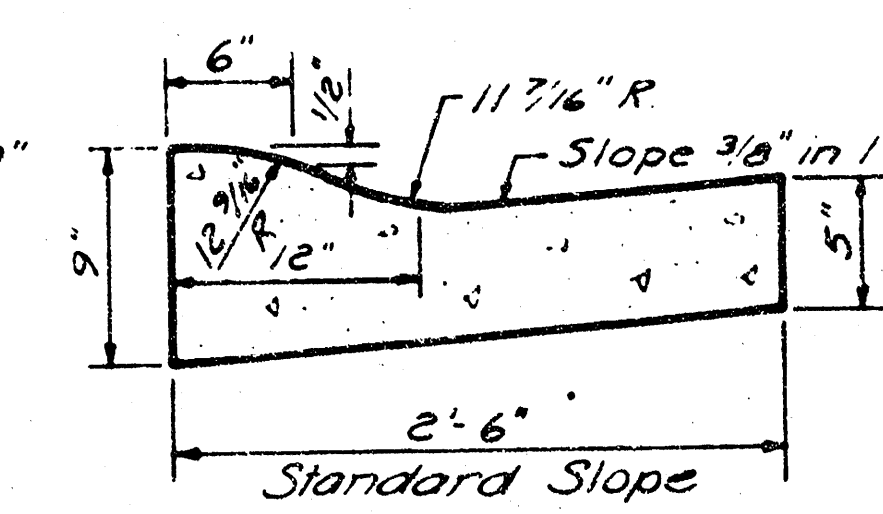
TYPICAL 48'-6" B.B. MEDIAN SECTION



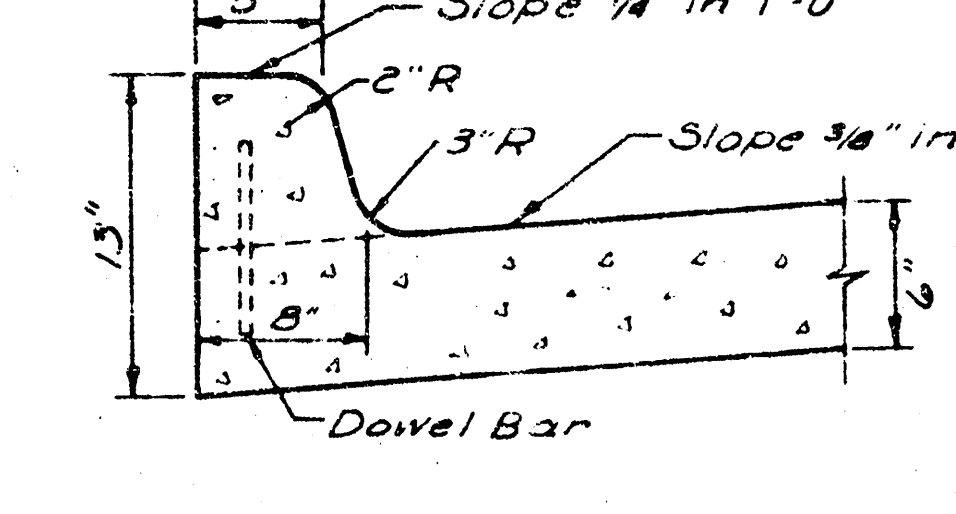
COMBINED CURB & GUTTER



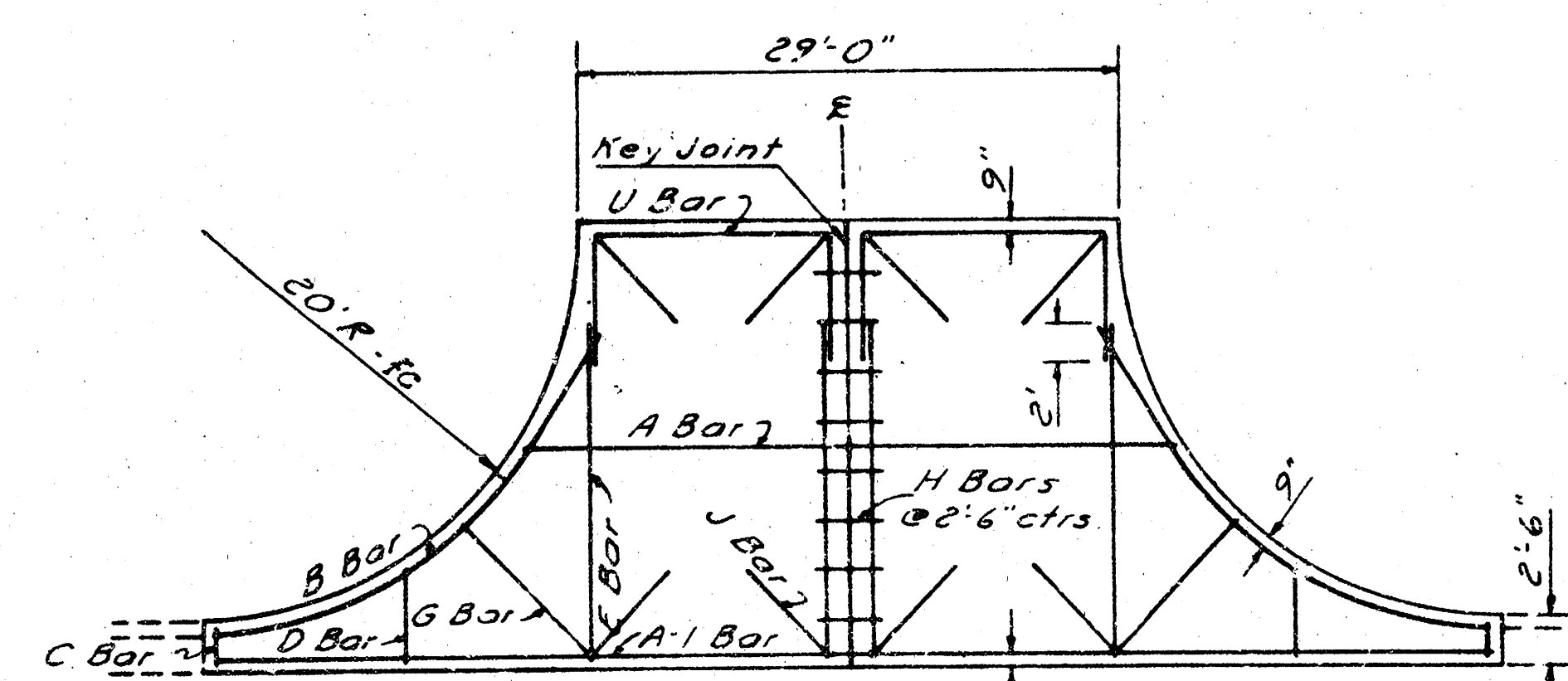
STANDARD INTEGRAL
ROLL TYPE CURB & GUTTER



ROLL TYPE CURB & GUTTER



STANDARD INTEGRAL CURB



TYPICAL REINFORCING FOR 6" CONCRETE SLAB INTERSECTION
WITH 2" ASPHALTIC CONCRETE BASE

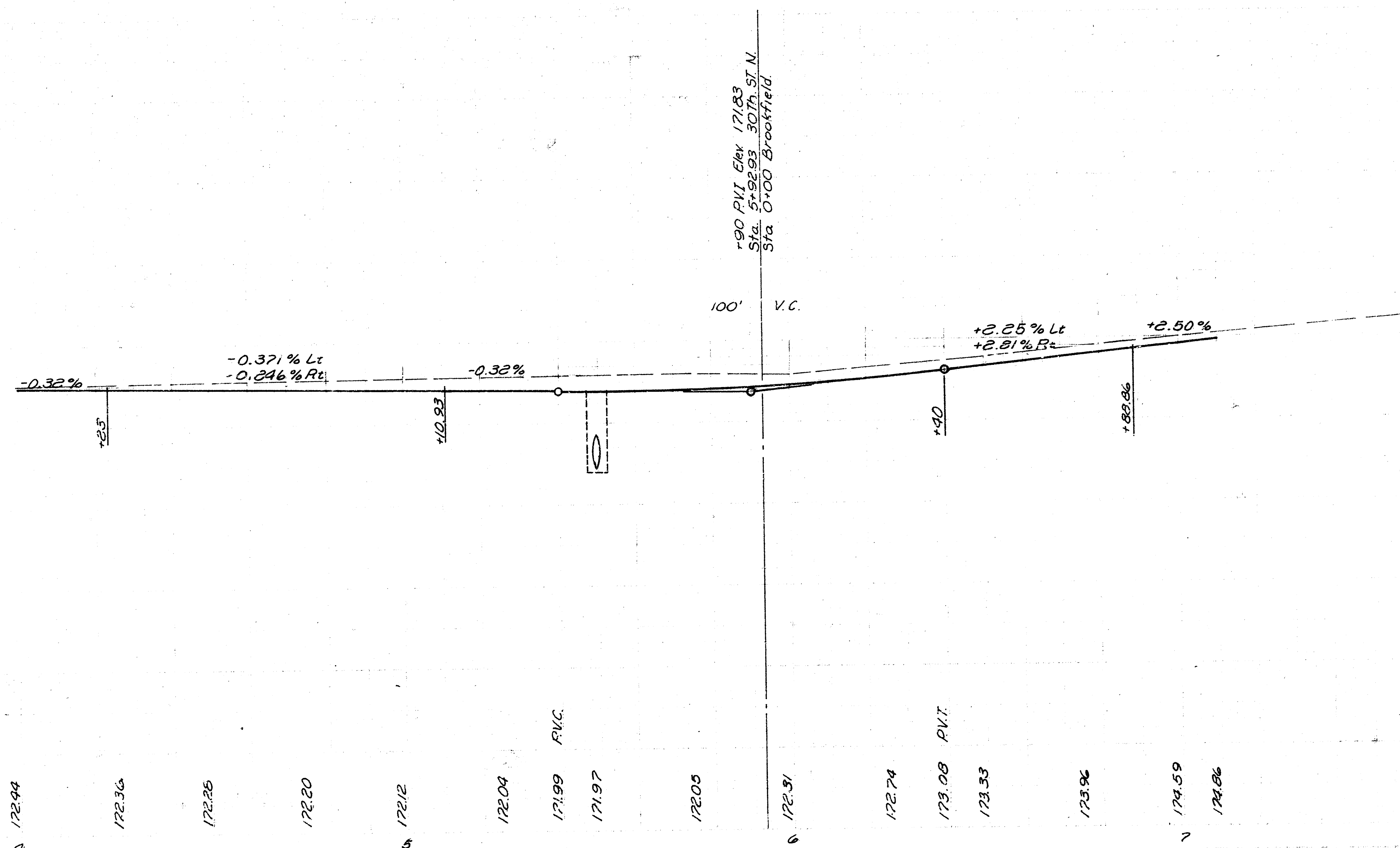
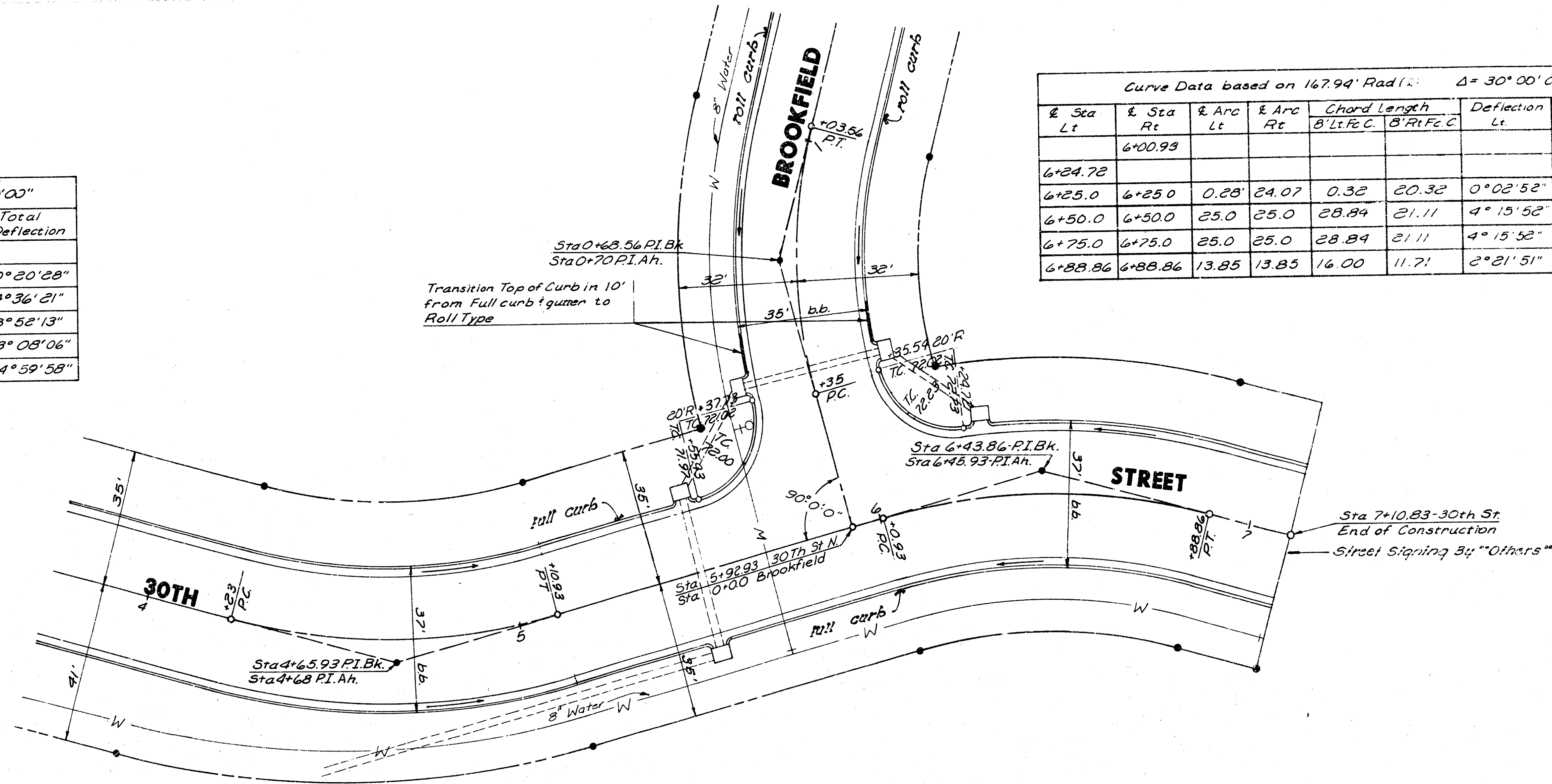
BILL OF MATERIAL				
MARK	NO.	SIZE	LENGTH	SHAPE
A	1	6"	34'-6"	
A-1	1	0"	-	
A-1	2	6"	31'-0"	
A-2	1	6"	27'-0"	
B	2	6"	27'-0"	
C	2	6"	27'-0"	
D	2	6"	27'-0"	
E	4	6"	16'-6"	
F	1	6"	27'-0"	
G	2	6"	9'-0"	
H	8	4"	3'-0"	
J	8	6"	6'-0"	
U	1	0"	-	
U	2	6"	26'-0"	
U-1	1	0"	-	
#5 TOTAL			357.5	LIN FT
#4 TOTAL			24.0	LIN FT

GENERAL NOTES

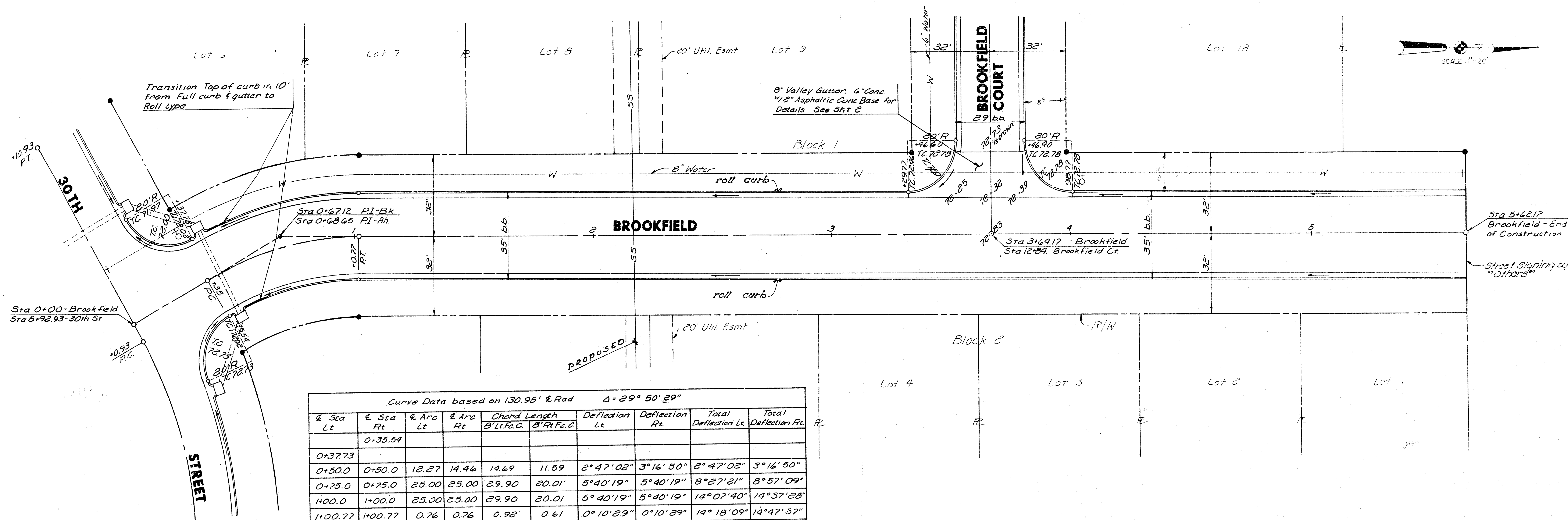
- A Tack Coat of Emulsified Asphalt (SS - 1H) shall be applied at an approximate rate 0.05 gallons per square yard between lifts of asphaltic materials when ordered by the Engineer. Tack Coat will not be paid for directly and shall be considered as subsidiary to price bid for Asphaltic Pavement.
- Bituminous Base and Asphaltic Concrete Wearing Surface shall be placed with a lay-down 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.
- The A.C. Pavement between combined curb and gutter shall be paid as square yards 8" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as square yards 3" Bituminous Base.
- Sidewalks indicated on the typical section are for location on that section. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
- 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. Sawed Contraction Joints shall have a maximum spacing of 10'.
- 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.

Curve Data Based on 167.94' Rad (Δ=30°00'00")						
Sta.	Δ	Chord Length	Deflection	Total Deflection		
Sta.	Arc	B' Lt. Fc. C.	B' Rt. Fc. C.	Deflection	Total Deflection	
4+23.0						
4+25.0	2.00	1.69	2.30	0°20'28"	0°20'28"	
4+50.0	25.00	21.11	28.84	4°15'52"	4°36'21"	
4+75.0	25.00	21.11	28.84	4°15'52"	8°52'13"	
5+00.0	25.00	21.11	28.84	4°15'52"	13°08'06"	
5+10.93	10.93	9.23	12.61	1°15'52"	14°23'58"	

Curve Data based on 167.94' Rad (Δ=30°00'00")								
Sta.	Δ	Chord Length	Deflection	Total Deflection				
Sta.	Arc	B' Lt. Fc. C.	B' Rt. Fc. C.	Deflection	Total Deflection			
6+24.78								
6+25.0	6+25.0	0.28	24.07	0.32	20.32	0°02'52"	4°06'21"	0°02'52"
6+50.0	6+50.0	25.0	25.0	28.84	21.11	4°15'52"	4°15'52"	4°13'44"
6+75.0	6+75.0	25.0	25.0	28.84	21.11	4°15'52"	4°15'52"	8°34'37"
6+88.86	6+88.86	13.85	13.85	16.00	11.71	2°21'51"	2°21'51"	10°56'28"



SCALE: 1" = 20'



Curve Data based on 130.95' & Rad $\Delta = 29^\circ 50' 29''$

Sta	Sta	Sta	Sta	Chord Length	Deflection	Deflection	Total	Total
Lt	Rt	Lt	Rt	B' Lt. F.C.G.	Lt.	Rt.	Deflection Lt.	Deflection Rt.
0+37.73								
0+50.0	0+50.0	12.27	14.46	14.69	11.59	2° 47' 02"	3° 16' 50"	2° 47' 02"
0+75.0	0+75.0	25.00	25.00	29.90	20.01	5° 40' 19"	5° 40' 19"	8° 27' 21"
1+00.0	1+00.0	25.00	25.00	29.90	20.01	5° 40' 19"	5° 40' 19"	14° 07' 40"
1+00.77	1+00.77	0.76	0.76	0.92	0.61	0° 10' 29"	0° 10' 29"	14° 18' 09"

