

STREETS IN COUNTRY PLACE ESTATES

GATEWOOD

515' N. OF N. L. 13TH ST. TO A POINT OF TANGENT ON N. L. LOT 1, BLOCK 1

GATEWOOD

POINT OF TANGENT ON N. L. LOT 1, BLOCK 1 TO A POINT RADIAL WITH S. E. CORNER LOT 26, BLOCK 1

CRESTWOOD

E. L. GATEWOOD TO E. L. LOT 41, BLOCK 1

LINDEN & LINDEN CIRCLE

S. L. GATEWOOD TO & INCLUDING CUL- DE - SAC

LINDEN CT.

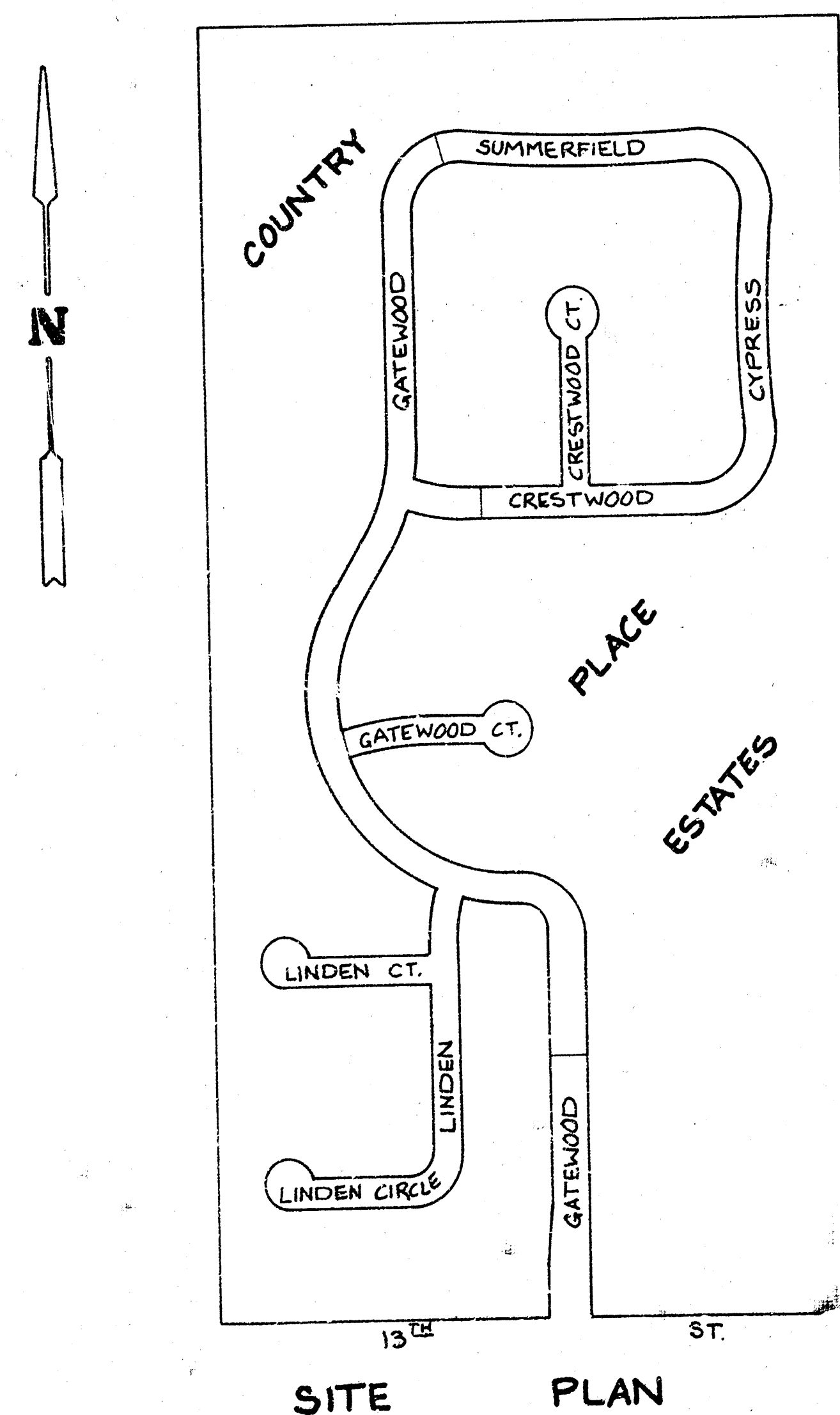
W. L. LINDEN TO & INCLUDING CUL- DE - SAC

PROJ. NO. 472 76 245 80811000 000 001

CITY OF WICHITA, KANSAS

DEAN S. SELLERS - ACTING CITY ENGINEER

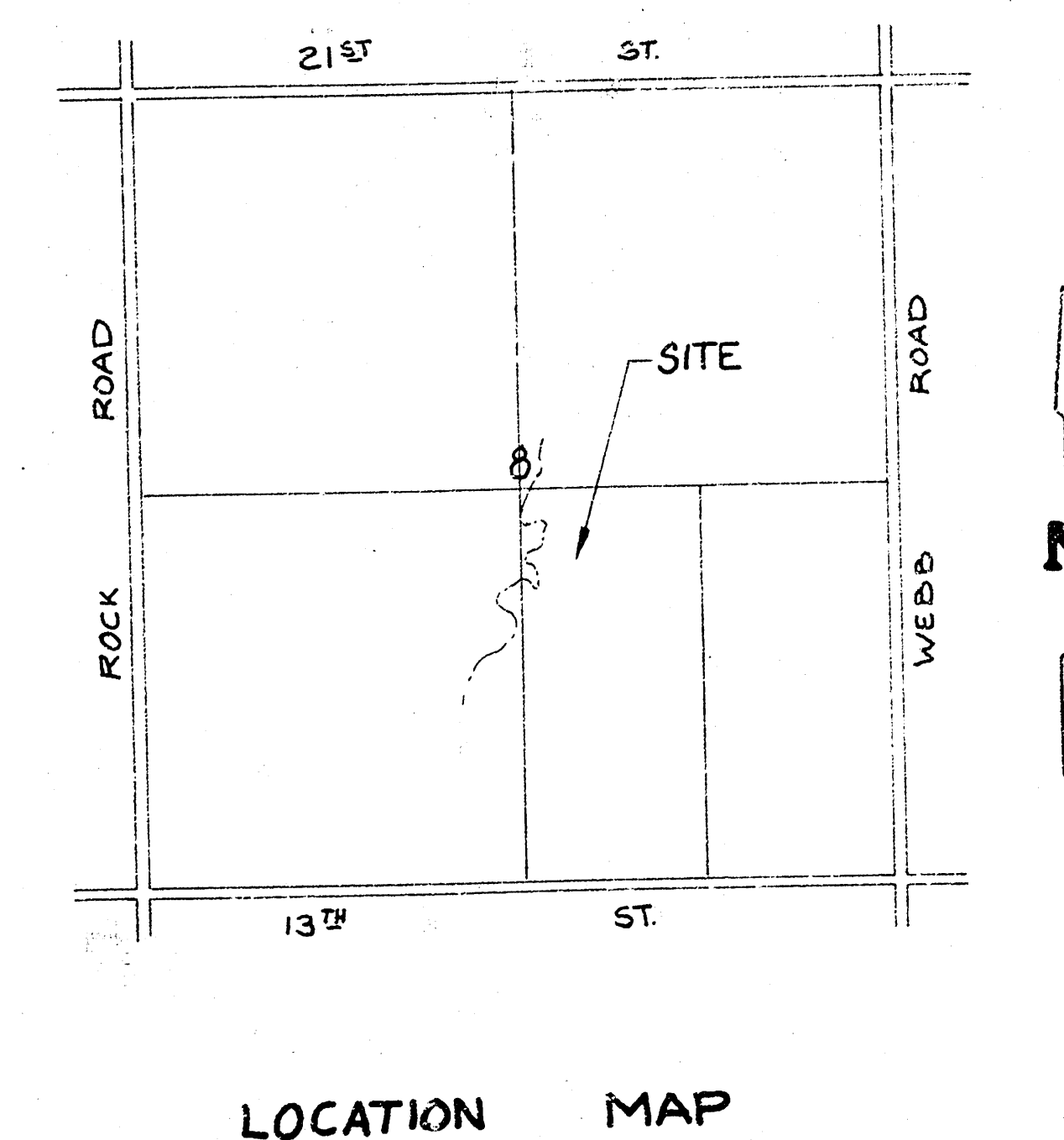
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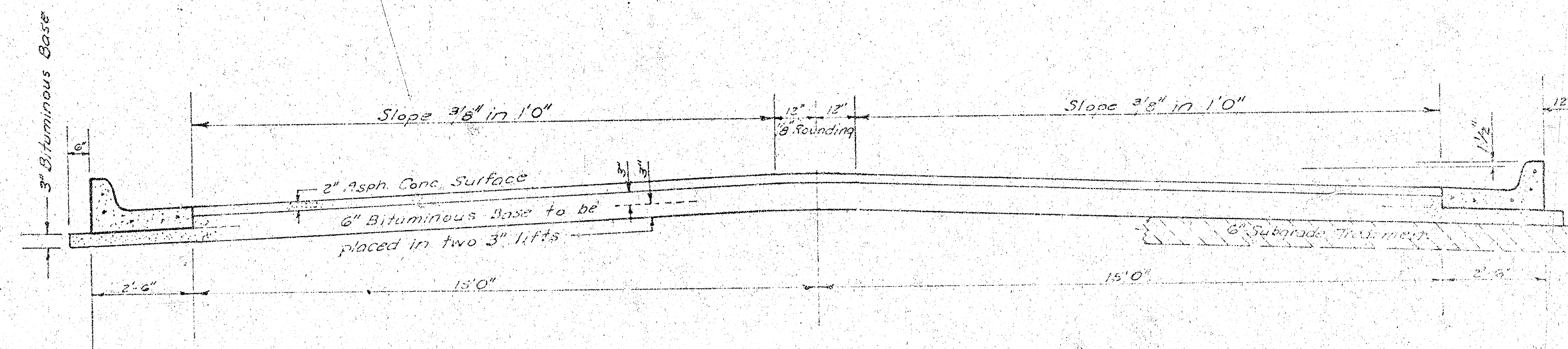
	EXCAVATION		CITY	
	PROPERTY		EXCAVATION	COMP. FILL
	EXCAVATION	COMP. FILL		
X-SECTION	6,252.0 C.Y.	581.6 C.Y.	68.8 C.Y.	45.3 C.Y.
10 %	625.2 C.Y.	58.2 C.Y.	6.9 C.Y.	4.5 C.Y.
TOTAL	6,877.2 C.Y.	639.8 C.Y.	75.7 C.Y.	49.8 C.Y.

Total Manipulation 14,106 S.Y.

Note: Not more than 53 20' Driveways or equivalent to be built and charged to this project.



GATEWOOD CRESTWOOD



TYPICAL SECTION

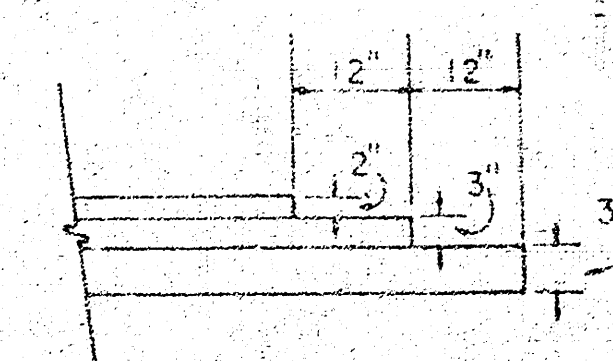
35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

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' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

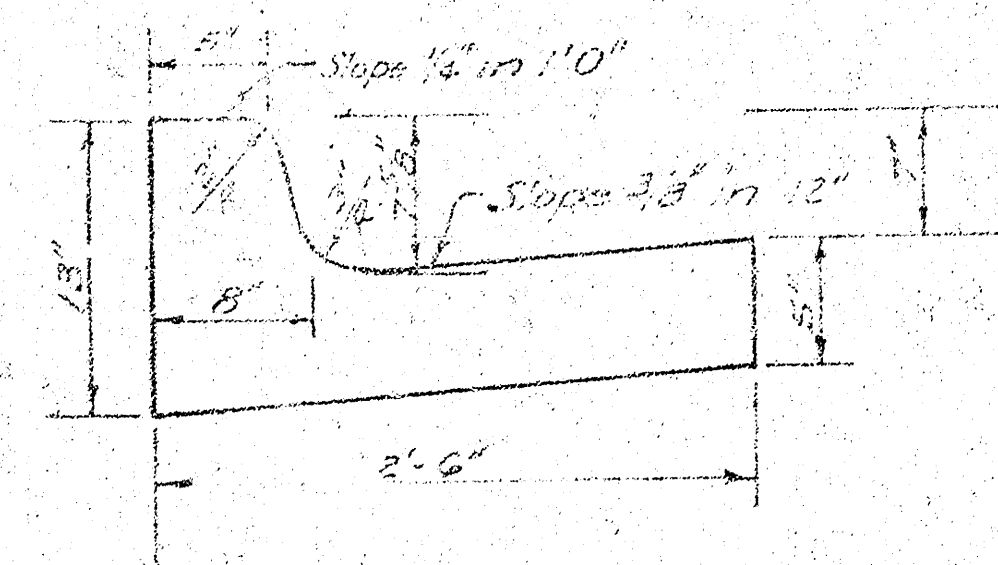
The A.C. Pavement between the comb curb & gutter shall be paid as 35' A.C. Pavement (6' Bituminous Base).
The Bituminous Base under the comb curb & gutter shall be paid as Sq Yds 3' Bituminous Base.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

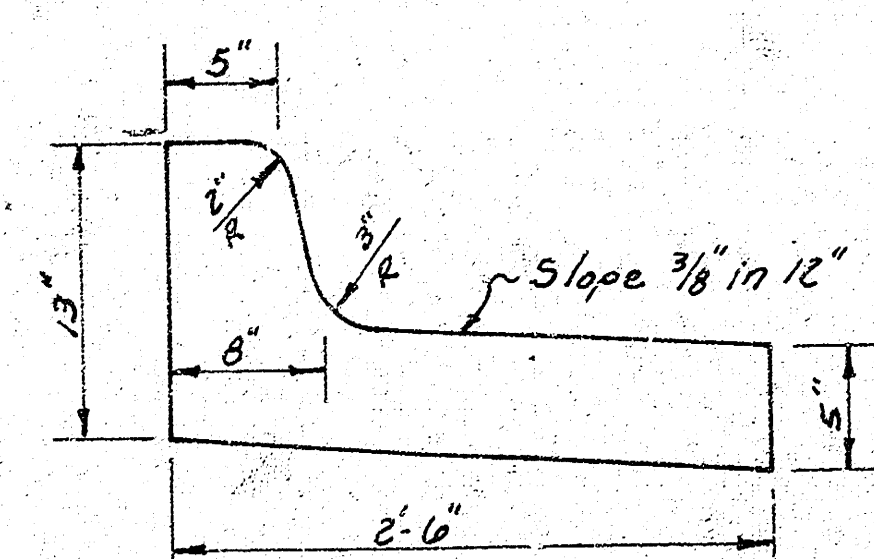
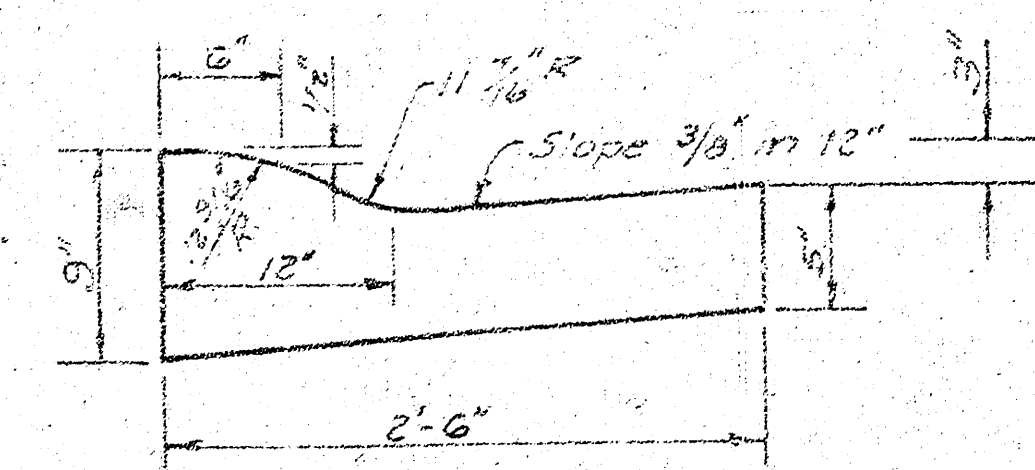


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



REVERSE SLOPE COMBINED CURB & GUTTER
(To be paid as std. Combined cb. & Gtr.)

CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering

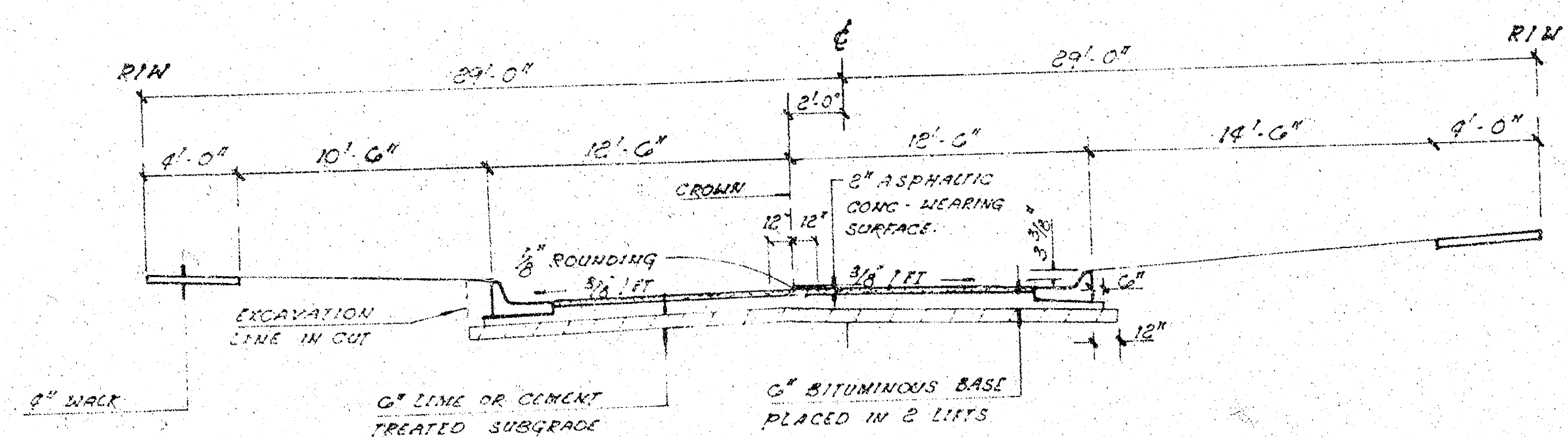
Division

DEAN S. SELLERS - ACTING CITY ENGINEER

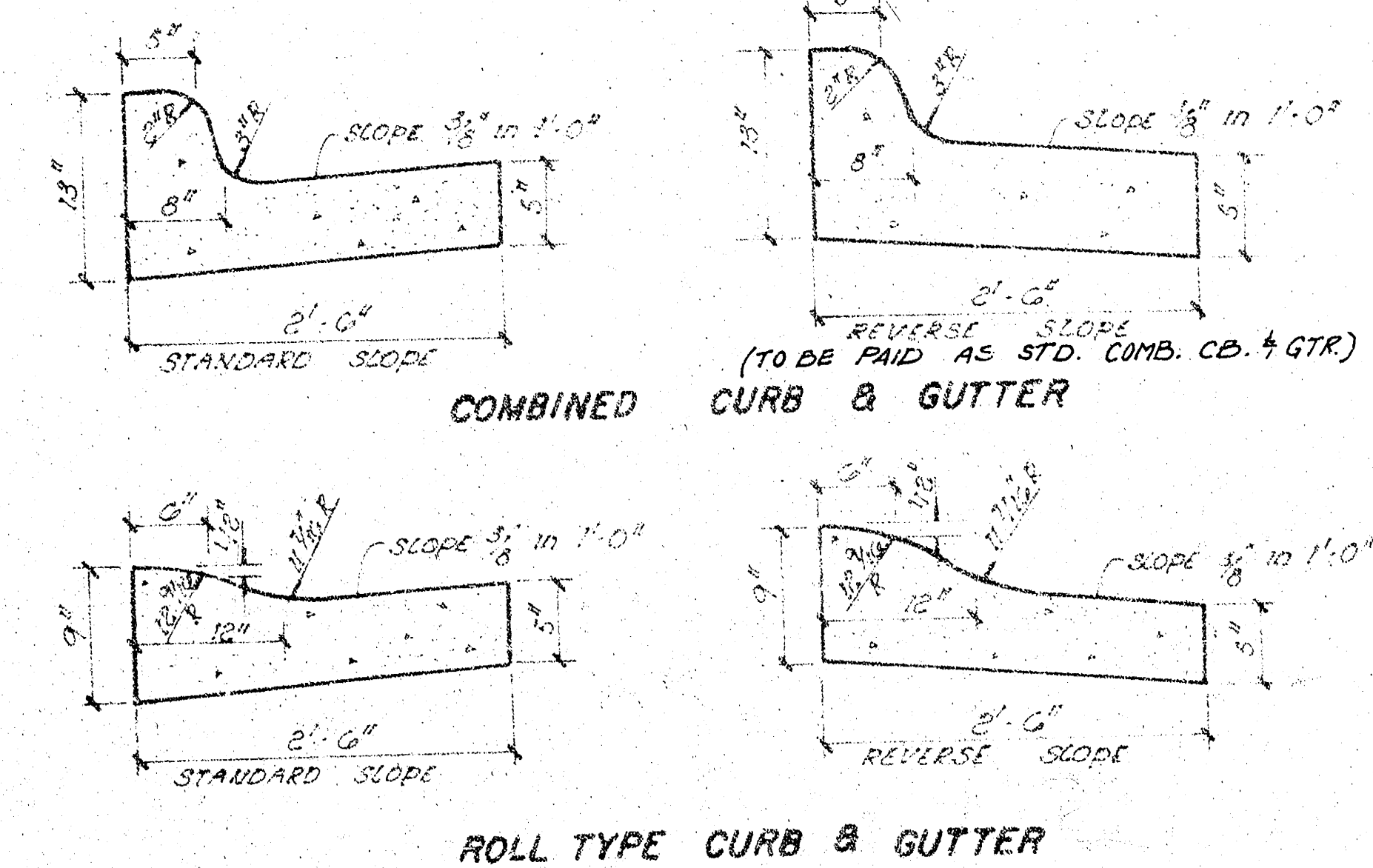
DATE _____ Proj No. 472 76 245 8081000 000 001

2/11

LINDEN LINDEN CIRCLE LINDEN COURT

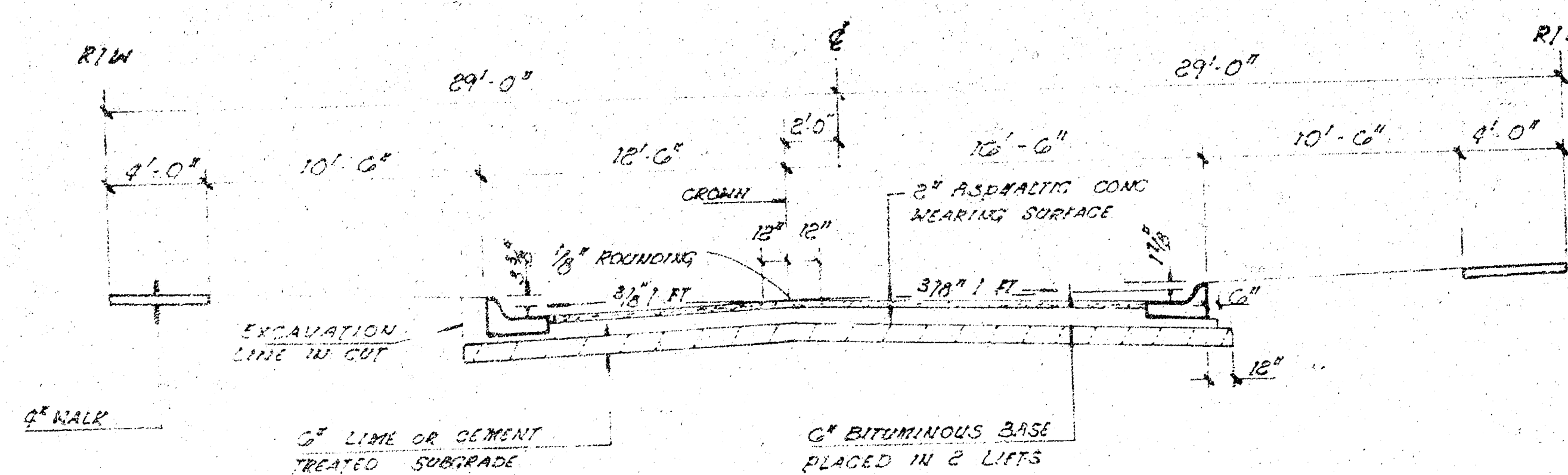


TYPICAL 25' B-B SECTION



ROLL TYPE CURB & GUTTER

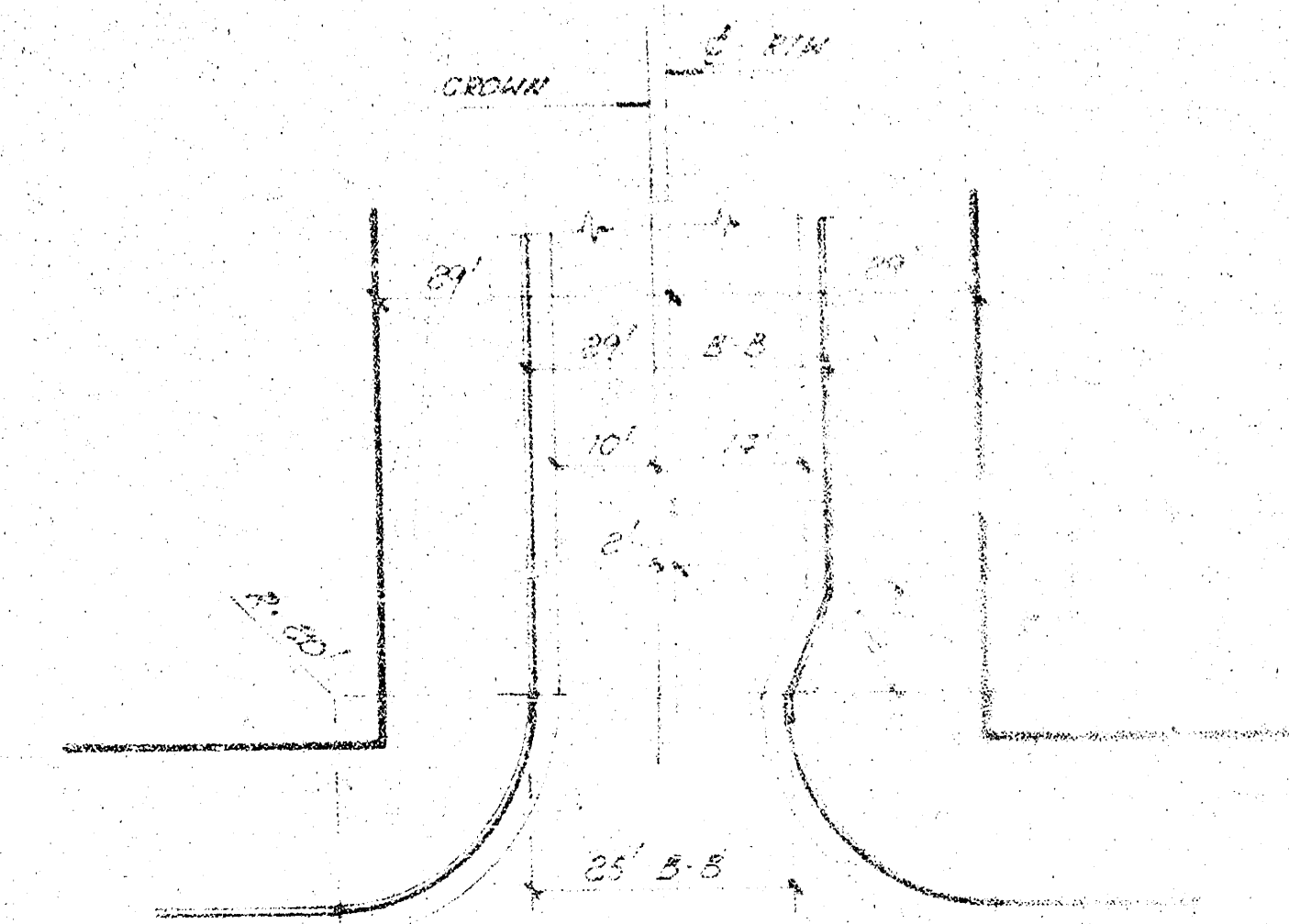
TYPICAL RESIDENTAL SECTIONS FOR CROWN OFFSET - 58' R/W



TYPICAL 29' B-B SECTION
W PARKING ON ONE SIDE

GENERAL NOTES

1. A TACK COAT OF EMULSIFIED ASPHALT (SS + 1B) 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.
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 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.
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. SAWED 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. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE COMB. CURB AND GUTTER.



PLAN VIEW (TYPICAL)

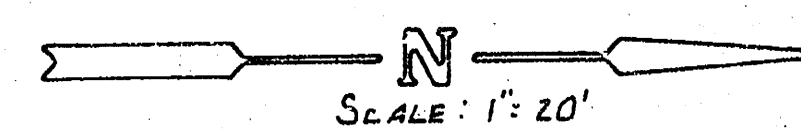
CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

DEAN S. SELLERS - ACTING CITY ENGINEER

DATE: PROJ. No. 472 76 245 808/1000 000 001

BM = 187.59 - City Std. W. Parkway 1/2 Mile E. of Rock Rd. On
13th St. 36' S. & 4' W. of 1/4 Sec. Cor.
BM = 198.83 - RR Spike N. E. PP NW Corner 13th & Gatewood.



13th is E Street

Note: Trees to be removed are marked thus except that any tree marked for removal which in the opinion of the Engineer can be saved, shall be spared.

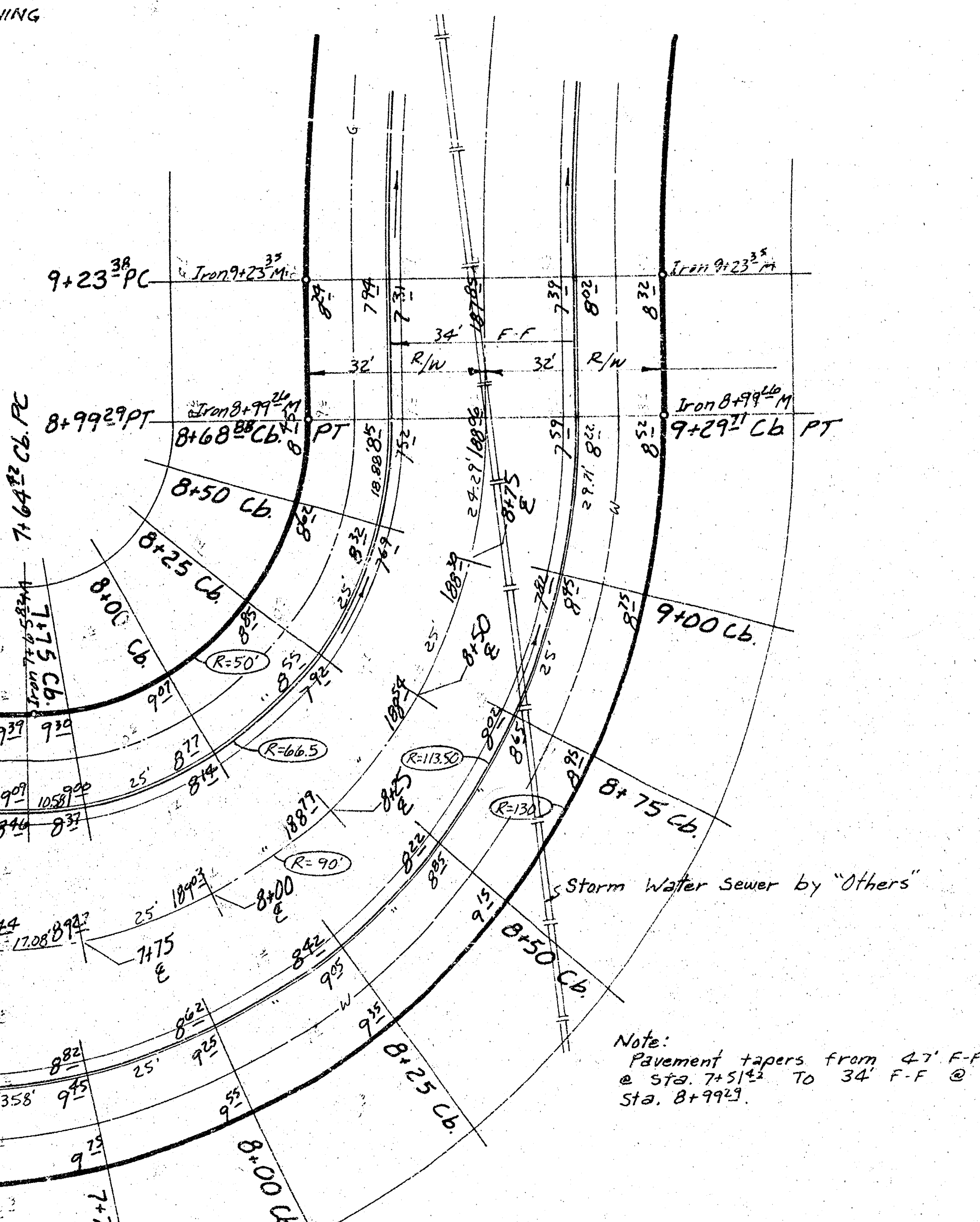
Note: Not more than 53 Twenty ft. Drives to be built and charged to this project.

CURVE DATA FOR WEST CURB USING CURB STATIONING

$\Delta = 90^\circ 00' 00''$ $W.R. = 66.5'$ $T.L. = 66.50'$ $L = 104.46'$ $E.C. = 94.05'$

CURVE DATA BASED ON W.C.B. $RAD. \Delta = 45^\circ 00' 00''$

STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
7+64 ²² PC				0°-00'-00"
7+25	10.58'	9.30'	4°-33'-28"	4°-33'-28"
8+00	25'	21.84'	10°-46'-12"	15°-19'-40"
8+25	25'	21.80'	10°-46'-11"	26°-05'-51"
8+50	25'	21.80'	10°-46'-11"	36°-52'-02"
8+68 ⁰³ PT	18.88'	16.55'	8°-01'-58"	45°-00'-00"



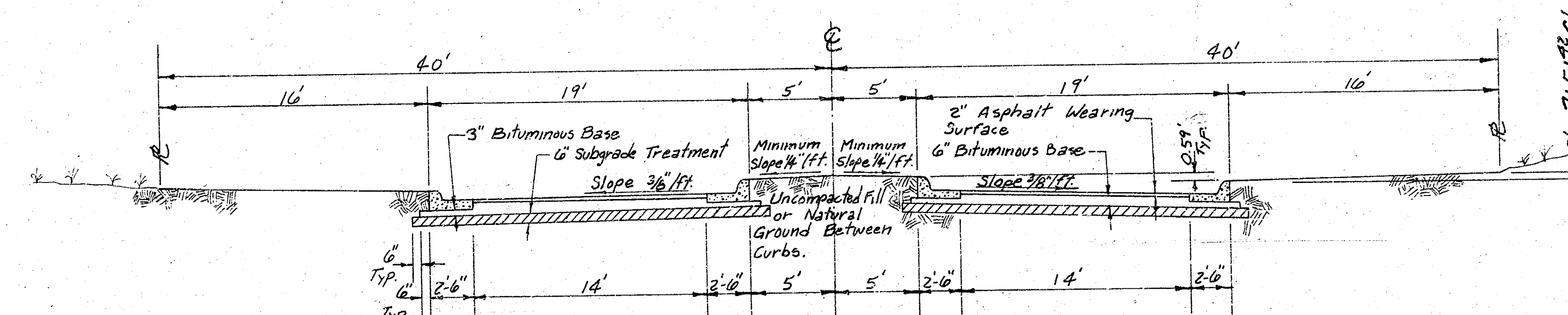
CURVE DATA FOR EAST CURB USING CURB STATIONING

$\Delta = 90^\circ 00' 00''$ $W.R. = 113.50'$ $T.L. = 113.50'$ $L = 178.29'$ $E.C. = 160.51'$

CURVE DATA BASED ON E.C.B. $RAD. \Delta = 45^\circ 00' 00''$

STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
7+51 ²² PC				0°-00'-00"
7+75	23.58'	25.20'	5°-57'-06"	5°-57'-06"
8+00	25'	26.71'	6°-18'-36"	12°-15'-42"
8+25	25'	26.71'	6°-18'-35"	18°-34'-17"
8+50	25'	26.71'	6°-18'-36"	24°-52'-53"
8+75	25'	26.71'	6°-18'-35"	31°-11'-28"
9+00	25'	26.71'	6°-18'-36"	37°-30'-04"
9+29 ²² PT	27.71'	31.71'	7°-29'-50"	45°-00'-00"

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.



TYPICAL SECTION STA. 5+15 TO 7+49²²

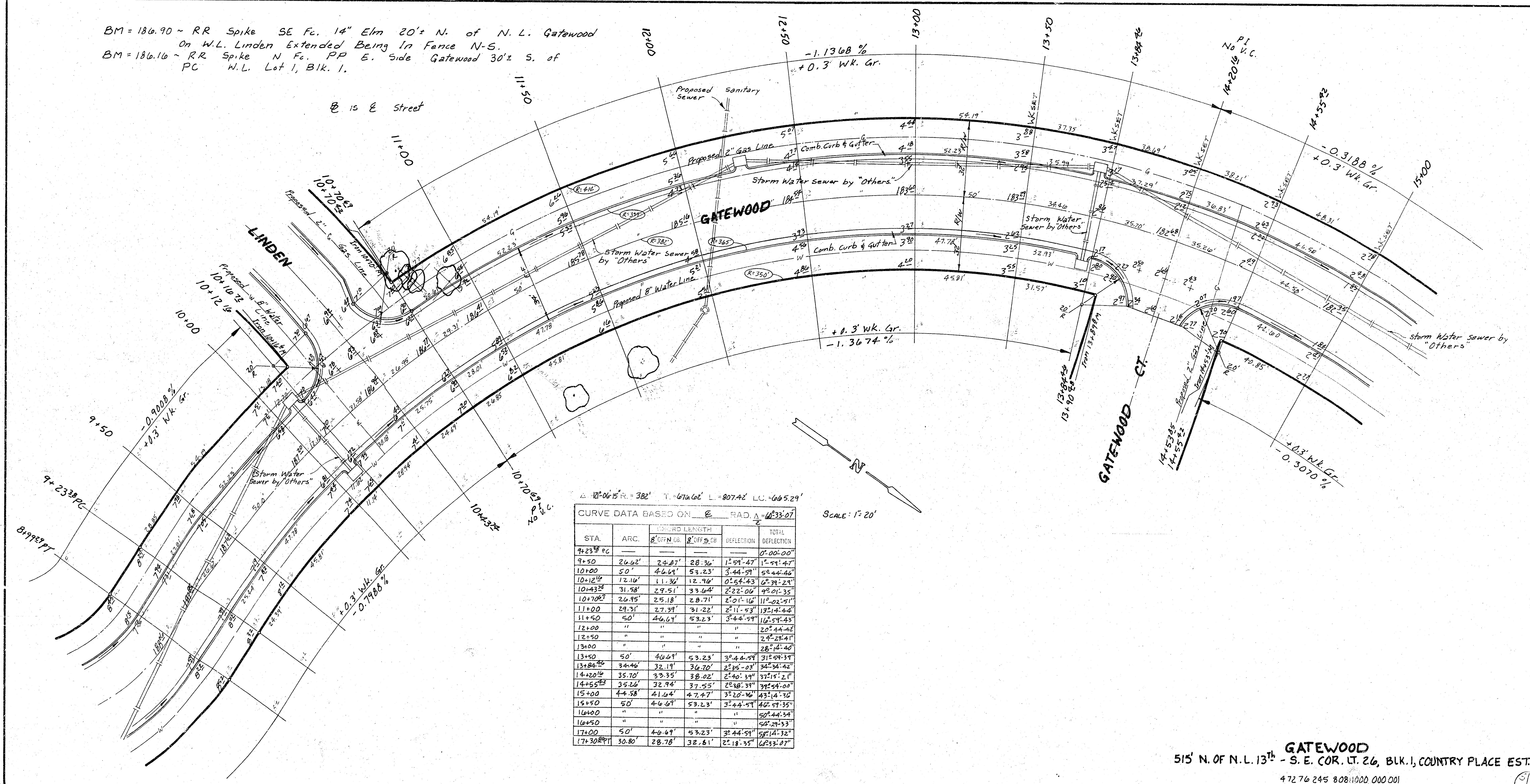
Contractor to co-ordinate work with storm sewer contractors & sanitary sewer contractors.

Contractor to contact utilities to locate any underground lines.

GATEWOOD
515' N. OF N.L. 13th - S.E. COR. LT. 26 BLK. I, COUNTRY PLACE EST.
412 76 245 80811000 000 001

Revised 12-24-77

BM = 186.90 ~ RR Spike SE Co. 14" Elm 20'± N. of N.L. Gatewood
 On W.L. Linden Extended Being In Fence N-S.
 BM = 186.16 ~ RR Spike N Co. PP E. Side Gatewood 30'± S. of
 PC N.L. Lot 1, Blk. 1.



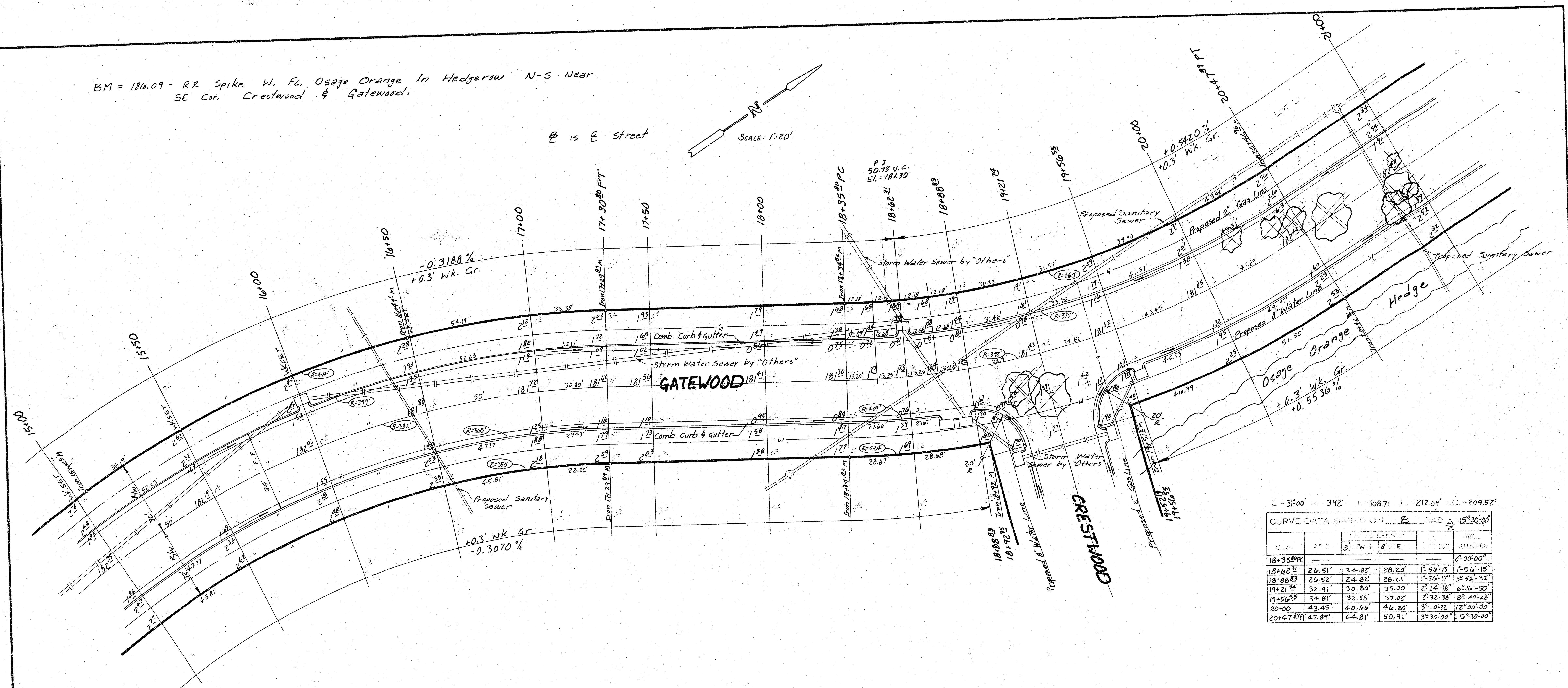
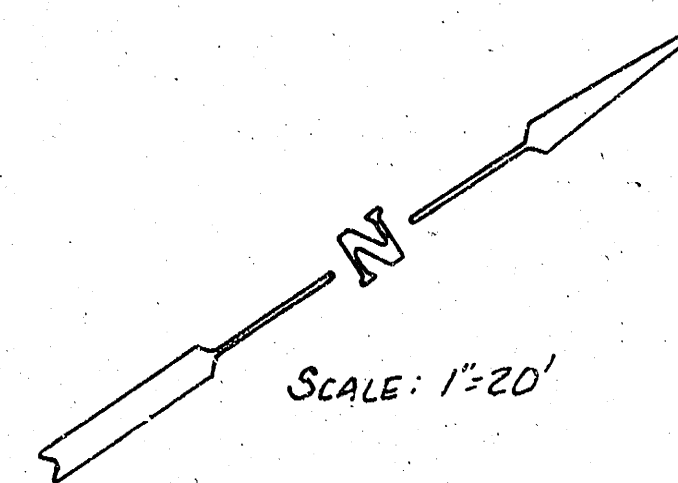
515' N. OF N.L. 13TH - S. E. COR. CT. 26, BLK. 1, COUNTRY PLACE EST.

472 76 245 808 1000 000 001

Revised 10-23-79

BM = 186.09 ~ RR Spike W. Fc. Osage Orange In Hedgerow N-S Near
SE Cor. Crestwood & Gatewood.

B is E Street



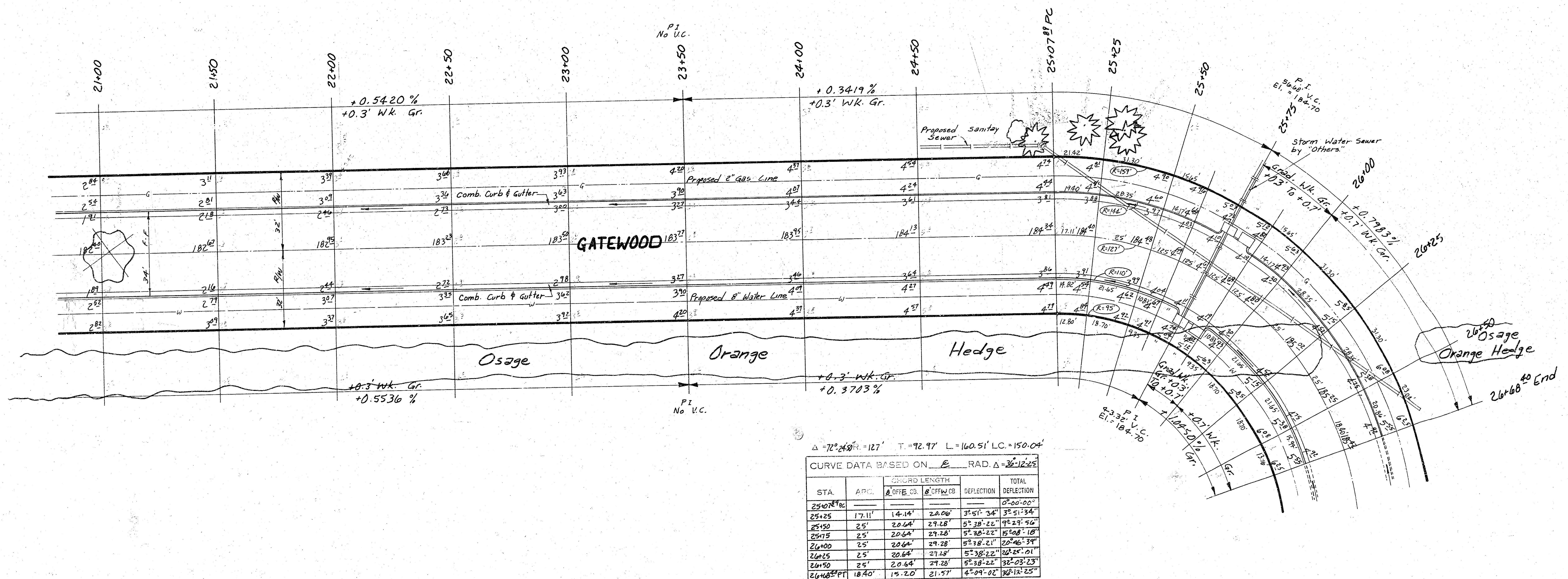
Curve Data Based on $\Delta = 153.30^\circ$

STA.	ARC	B' W	B' E	CHORD	TOTAL DEFLECTION
18+35.00 PC					0° 00' 00"
18+62.31	26.51'	74.82'	28.20'	1° 50' 15"	1° 50' 15"
18+88.83	26.52'	24.82'	28.21'	1° 56' 17"	3° 52' 32"
19+21.24	32.91'	30.80'	35.00'	2° 24' 18"	6° 16' 50"
19+56.55	34.81'	32.58'	37.02'	2° 32' 38"	8° 49' 28"
20+00	43.45'	40.66'	46.22'	3° 10' 32"	12° 00' 00"
20+47.89	47.89'	44.81'	50.91'	3° 30' 00"	15° 30' 00"

GATEWOOD
515' N. OF N.L. 13TH - S.E. COR. LT. 26, BLK. 1, COUNTRY PLACE EST.
472 76 245 8081000 000 001

Revised 10-23-79

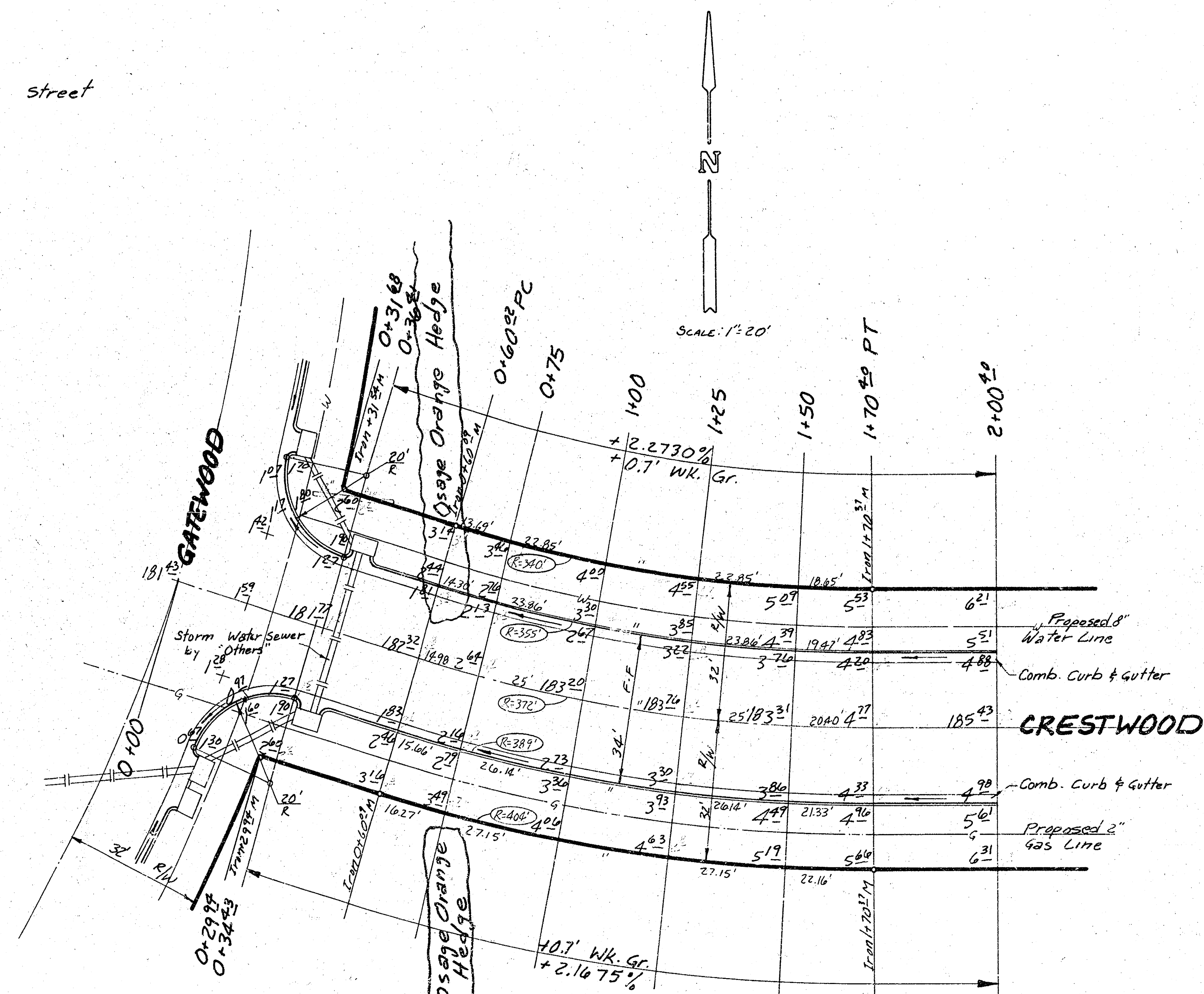
$\mathcal{Q}$ is $\mathcal{E}$ Street



GATEWOOD
515' N. OF N. L. 13th - S.E. COR. LT. 26, BLK. I, COUNTRYPLACE EST.
472 76 245 80811000 000 001
Revised 10-24-77

BM = 186.09 ~ RR Spike W. Fc. Osage Orange In Hedgerow N-S Near SE
Corner Crestwood & Gatewood.

E is E street



$\Delta = 17^{\circ}30'00''$ $R = 372'$ $T = 55.60'$ $L = 110.38'$ $LC = 109.97'$

CURVE DATA BASED ON E RAD. $\Delta = 8^{\circ}30'00''$

STA.	ARC.	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		8' OFF N.B.	8' OFF S.B.		
0+00 PC					0°00'00"
0+75	14.98'	13.97'	15.99'	1°01'13"	1°01'13"
1+00	25.00'	23.32'	26.68'	1°55'31"	3°04'44"
1+25	25.00'	23.32'	26.68'	1°55'31"	5°00'15"
1+50	25.00'	23.32'	26.68'	1°55'31"	6°55'46"
1+70 PT	20.40'	19.03'	21.77'	1°34'14"	8°30'00"

SUB-GRADE
TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY FIELD INSPECTION. SUB-GRADE TREATMENT MAY CONSIST OF SINE TREATMENT, CEMENT TREATMENT, SUE GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

CRESTWOOD
E. L. GATEWOOD - E. L. LT. 4-1, BLK. 1, COUNTRY PLACE EST.

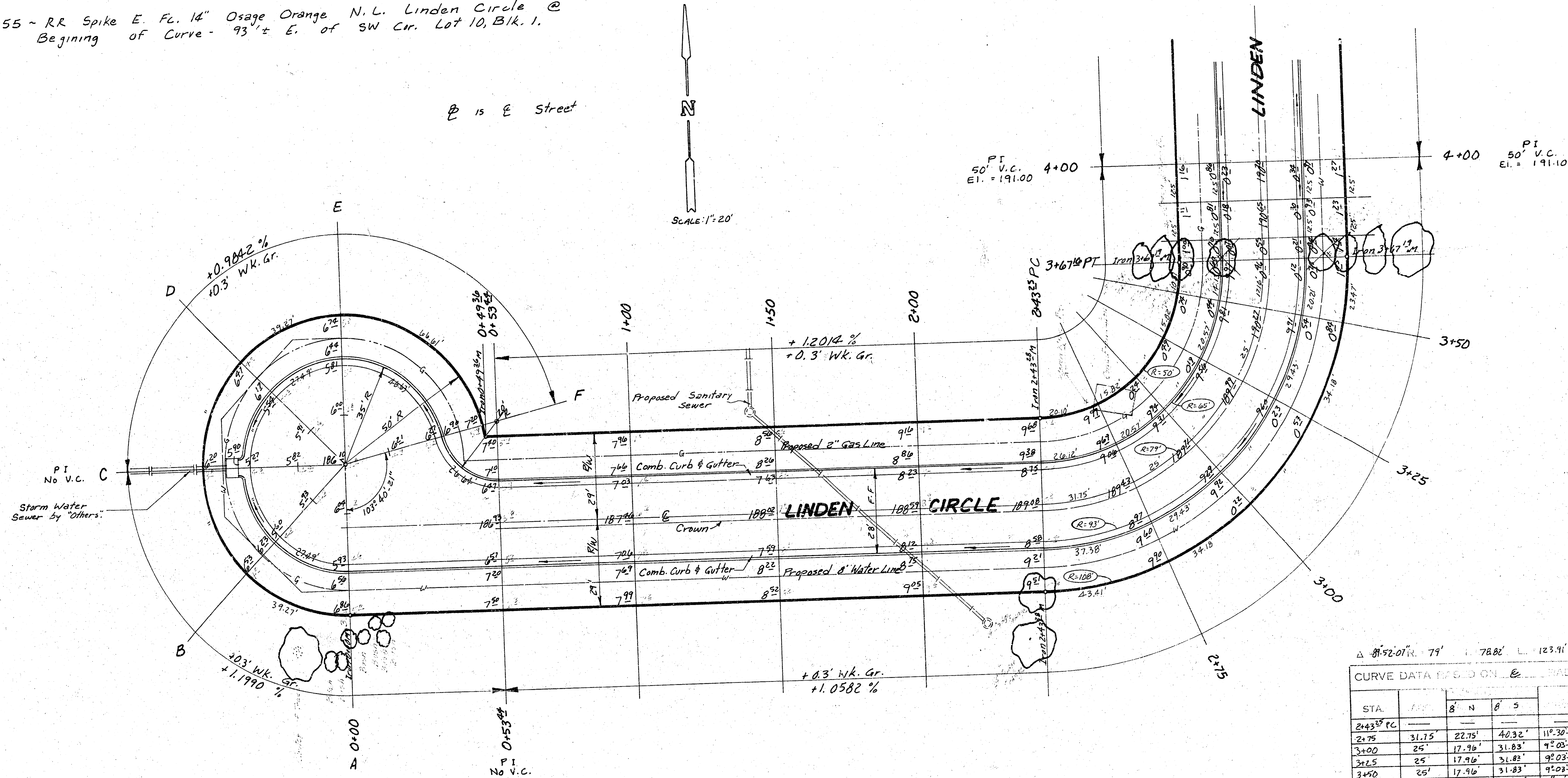
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Revised 10-24-79

8/11

BM = 191.55 ~ RR Spike E. Fl. 14" Osage Orange N.L. Linden Circle @
Beginning of Curve - 93' ± E. of SW Cor. Lot 10, Blk. 1.

P is E Street



Δ 81.52.01' = 79' 17.82' L = 123.91' C.C. = 111.60'

CURVE DATA BASED ON E. ROAD Δ 44.51' = 44'

STA.	Δ	8' N	8' S	CHORD	CHORD BEARING
2+43.50 PC	—	—	—	—	0°-00'-00"
2+75	31.75'	22.75'	40.32'	11°-30'-44"	11°-30'-44"
3+00	25'	17.96'	31.83'	9°-03'-57"	20°-34'-46"
3+25	25'	17.96'	31.83'	9°-03'-57"	29°-36'-43"
3+50	25'	17.96'	31.83'	9°-03'-57"	38°-42'-40"
3+67.50 PT	17.16'	12.36'	21.71'	6°-13'-23"	44°-50'-03"

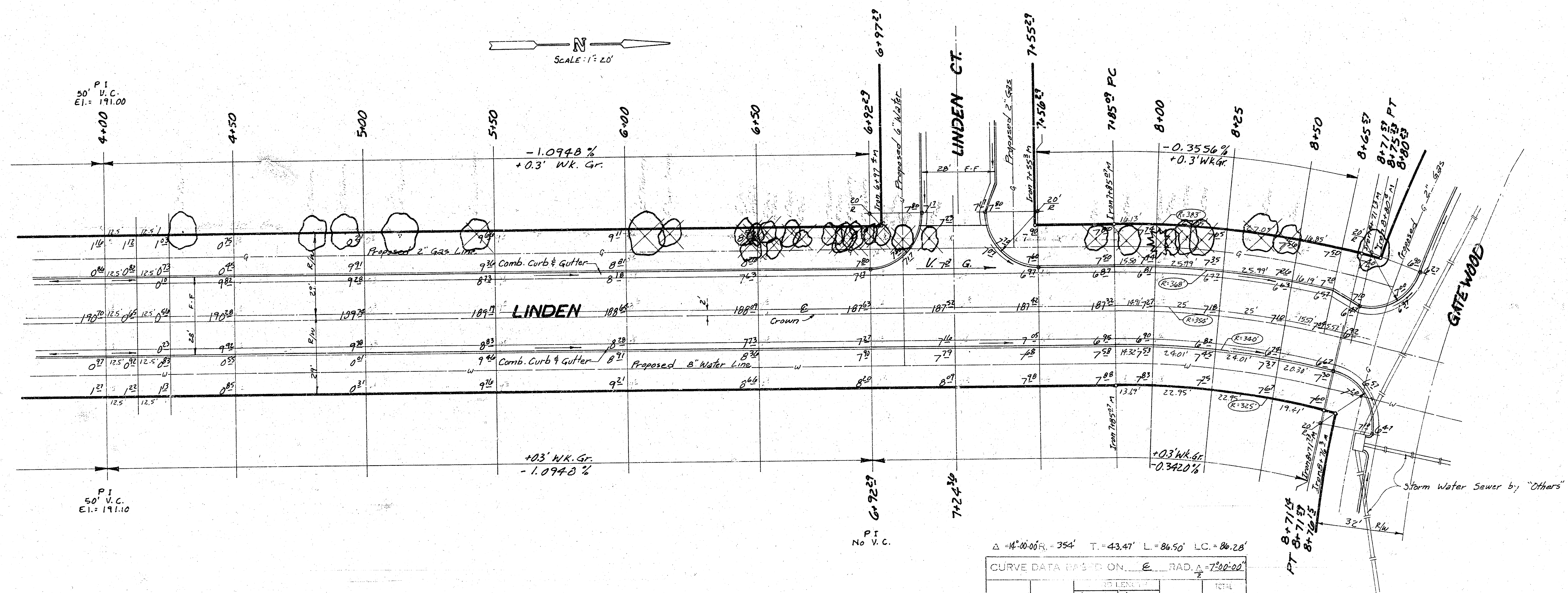
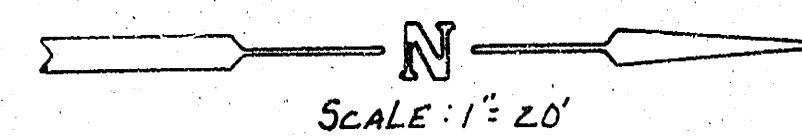
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LINDEN CIRCLE & LINDEN
S.L. GATEWOOD TO & INCL. CUL-DE-SAC
472 76 245 30811000 000 001

9/11

BM= 136.90 - RR Spike SE of 14" Elm 20'± N. of N.L. Gatewood
On W.L. Linden Extended Being In Fence N-S.

is E Street



Δ = 14°00'00" R = 354' T = 43.47' L = 86.50' LC = 86.28'

CURVE DATA BASED ON: E. RAD. Δ = 7°00'00"

STA	8' E	8' W	TOTAL DISTANCE
7+85.5 PC			0°00'00"
8+00	14.91'	13.78'	12°12'24"
8+25	25	23.44'	22°01'23"
8+50	25	23.44'	22°01'23"
8+75 PT	15.57'	16.54'	12°15'50"

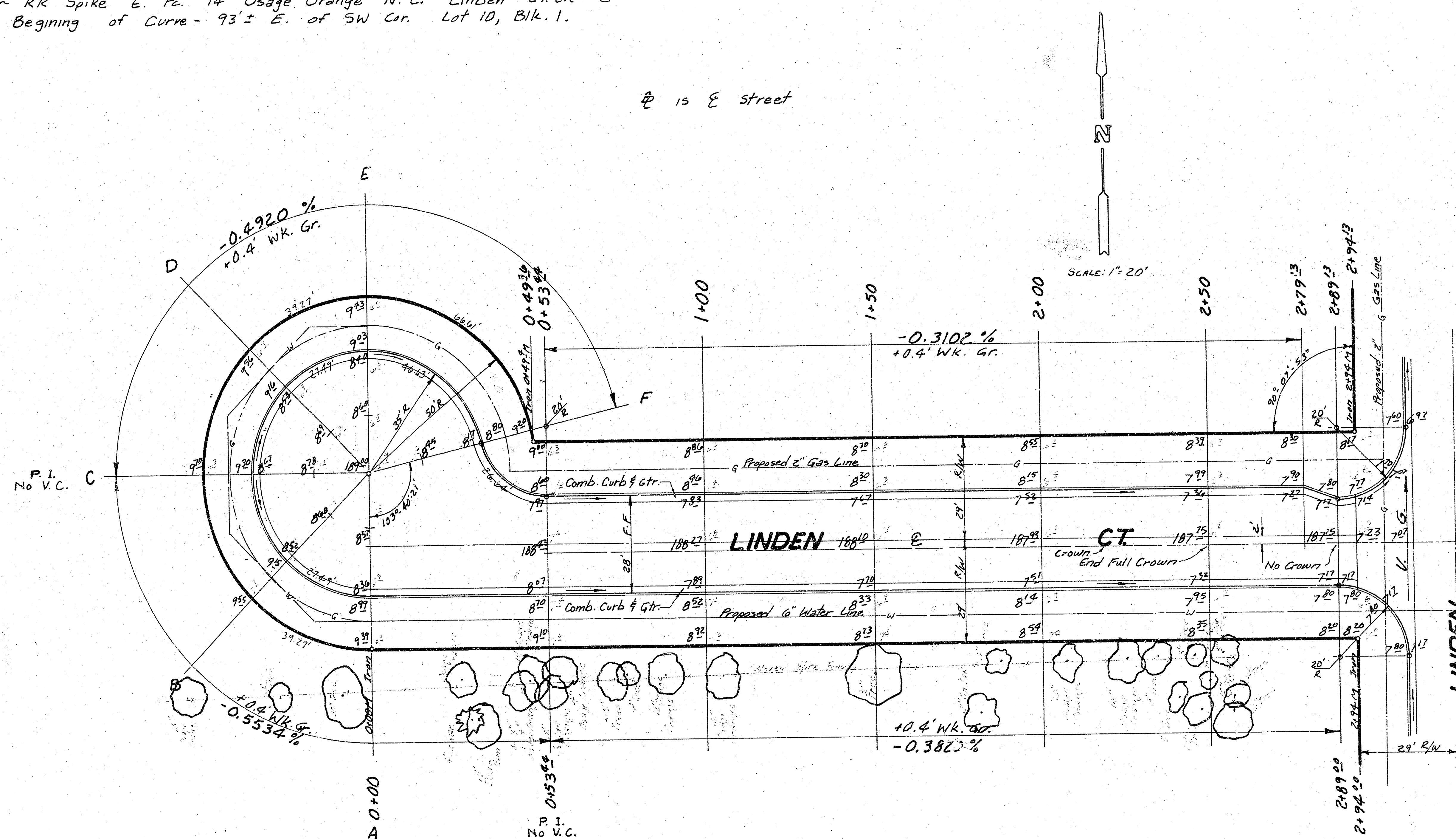
W. Only
E. Only

LINDEN CIRCLE & LINDEN
S.L. GATEWOOD TO & INCLD. CUL. DE. SAC

472 76 245 80 811000 000 001
Revised 10-25-77

10/1

Φ is $\mathcal{E}$ street



LINDEN COURT
W. L. LINDEN TO & INCL. CUL-DE-SAC
472-76-245-80811-000-000-001