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".

Note: elevations shown on plan are sea level datum. B.M.: 1361.58 ∅ ℄ Conc. ... ment N.S. ℄ C.B.C. MAINSGATE ± 150' ... easm't. ∞ CITY DATUM: 179.95 ∞

Lot 55 | Lot 56 | Lot 57 | Block 1 Lot 58 | Lot 59 | Lot 60

Lot 54 | Lot 53

Roll Back Type Curb

P.L. R=381.137 70.31

R=366.637

Δ=53°36'
R=351.137

R=335.637

P.L. R=321.137

+0.5' HK
+1.42%

Walk GR + 0.3'

Sta. 1+31.83 P.C.
TC ~~76.82~~ 76.62

Sta. 0+00 End Return
TC 75.08

Conc. Valley Gutter

19.5 R

5' Sidewalk (Proposed)

Const. of Sidewalk on LAMSON by Others

50' LAMSON

10' Transition from Std. Curb to Roll Back Curb

No Crown
Warp Crown 50'

5' Sidewalk (Proposed)

Sta. 1+26.22 P.C.
TC ~~76.90~~ 76.70

Lot 3 Block 2

Lot 4

Note: Elevations shown on plan are sea level data.

Lot 2

Lot 1

EDGEMOOR

Wheel Chair Ramp

Concrete Curb Ramp

Sta. 0+00 End Return
TC 75.08

Sta. 0+10 Beg Roll Curb
TC ~~75.08~~ 74.89

Sta. 4+74.35 P.T.
TC ~~81.58~~ 81.33

P.I. elev 81.89
98.19 V.C.

Sta. 4+98.94
Sta. ~~4+98.91~~ P.C.
TC ~~81.45~~

Δ=15°23'49"
R=146.47
T=19.80
L=39.36

+0.5' HK
-1.18%

Sta. 5+42.93
STA. ~~5+38.27~~ End New Curb
TC 80.98

CONTINENTAL pipe LINE Co. pressure OIL LINE

West Line 3rd Addition To Crestview Heights

Sta. 4+42.07
Sta. ~~4+42.20~~ P.T.
TC ~~81.62~~ 81.31

Sta. ~~4+66.29~~ 4+66.76 PC
TC ~~81.64~~ 81.32

Const. 10' Transition from Exist. Std. Curb to Roll Back Curb

Match Existing Pavement

Exist. V.G.

Δ=15°23'49"
R=177.47
T=23.99
L=47.69

Sta. ~~5+13.98~~ 5+13.32 End New Curb
TC 81.45

Chord=50.65

Lot 6
Block 1
Prairie Village Subdivision

22nd St.

NORTH

Scale
Plan 1"=20'
Profile: Horiz. 1"=20'
Vert. 1"=4'

CURVE DATA BASED ON ℄ RADIUS = 351.137'
Δ=55°36' ARC=328.49' TAN=177.37'

STATION	ARC	chord 8' O.S. to So. curb	chord 8' O.S. to No. Curb	DEFLECTION	TOTAL DEFLECTION
P.C. 0+00					0° 00' 00"
+25	25.00'	23.36'	24.63'	2° 02' 25"	2° 02' 25"
+50	"	"	"	2° 02' 22"	4° 04' 85"
+75	"	"	"	2° 02' 23"	6° 07' 08"
1+00	"	"	"	2° 02' 23"	8° 09' 31"
+25	"	"	"	"	10° 11' 54"
+50	"	"	"	2° 02' 22"	12° 14' 16"
+75	"	"	"	2° 02' 23"	14° 16' 39"
2+00	"	"	"	"	16° 19' 02"
+25	"	"	"	"	18° 21' 24"
+50	"	"	"	2° 02' 22"	20° 23' 47"
+75	"	"	"	2° 02' 23"	22° 26' 10"
3+00	25.00'	23.36'	24.63'	"	24° 28' 33"
P.T. 3+28.49	28.49'	26.62'	30.35'	2° 19' 27"	26° 48' 00"

CURVE DATA BASED ON ℄ RADIUS 161.97'
Δ = 15° 23' 49" ARC = 43.53' TAN = 21.89'

STATION	ARC	chord 8' O.S. to S. curb	chord 8' O.S. to N. Curb	DEFL	TOTAL DEFL
0+00					0° 00' 00"
0+25	25.00'	28.52'	21.43'	4° 23' 18"	4° 23' 18"
P.T. 0+43.53	18.53'	21.15'	15.87	3° 12' 37"	7° 41' 55"

P.I. elev 81.89
-0.90%
+0.5' HK
-1.18%

Lot I "EARTHWORK"

PROPERTY

729.9 cyds
+10% 73.0 "
802.9 cyds

28.8 cyds
+10% 2.9 "
31.7 cyds

19662 SQ YARDS MANIPULATION

LAMSON STREET

Top of North Curb

North Property Line

South Property Line

Top of South Curb

+1.43% +1.42%

-1.18%

-0.4%

-0.916%

+1.54% 1.582%

Vert Curve

Sta. 0+00 End Ret
TC 75.08

Sta. 0+10 Beg Roll Curb
TC ~~75.08~~ 74.89

Sta. ~~4+50.73~~ 4+50.80 BVC
TC ~~81.39~~ 81.15

Sta. ~~4+74.82~~ 4+74.35 PIVC ~~81.73~~ 81.49
TC ~~81.58~~ 81.33

Sta. ~~4+98.91~~ 4+98.94 EVC
TC ~~81.45~~ 81.20

Sta. 5+42.93
TC 80.98 STD

Top Roll Curb 81.06

Sta. ~~4+18.11~~ 4+18.50 BVC
TC ~~81.52~~ 81.18

Sta. ~~4+43.30~~ 4+43.37 PIVC ~~81.74~~ 81.39
TC ~~81.62~~ 81.37

Sta. ~~4+66.29~~ 4+66.72 EVC
TC ~~81.64~~ 81.42

Sta. ~~5+13.98~~ 5+19.32 End Curb
TC 81.45 STD

Top Roll Curb 81.63

0 1 2 3 4 5

82 78 74

Sta. 0+00 End Ret TC 75.08 — Sta. 0+10 Beg Roll Curb TC ~~75.08~~ 74.89 — ~~75.65~~ 75.42 — ~~76.36~~ 76.17 — ~~77.07~~ 76.93 — ~~77.79~~ 77.69 — ~~78.50~~ 78.39 — ~~79.22~~ 79.01 — ~~79.93~~ 79.78 — ~~80.65~~ 80.49 — Sta. ~~4+50.73~~ 4+50.80 BVC TC ~~81.39~~ 81.15 — Sta. ~~4+74.82~~ 4+74.35 PIVC ~~81.73~~ 81.49 TC ~~81.58~~ 81.33 — Sta. ~~4+98.91~~ 4+98.94 EVC TC ~~81.45~~ 81.20 — Top Roll Curb 81.06 — Sta. 5+42.93 End Curb TC 80.98 STD

Sta. 0+00 End Ret TC 75.08 — Sta. 0+10 Beg Roll Curb TC ~~75.08~~ 74.89 — ~~75.59~~ 75.51 — ~~76.45~~ 76.27 — ~~77.22~~ 77.03 — ~~77.93~~ 77.79 — ~~78.76~~ 78.62 — ~~79.53~~ 79.38 — ~~80.30~~ 80.05 — ~~81.07~~ 80.92 — Sta. ~~4+18.11~~ 4+18.50 BVC TC ~~81.52~~ 81.18 — Sta. ~~4+43.30~~ 4+43.37 PIVC ~~81.74~~ 81.39 TC ~~81.62~~ 81.37 — Sta. ~~4+66.29~~ 4+66.72 EVC TC ~~81.64~~ 81.42 — 81.50 — Top Roll Curb 81.63 — Sta. ~~5+13.98~~ 5+19.32 End Curb TC 81.45 STD

DEPARTMENT OF PUBLIC WORKS
CITY OF WICHITA

∞ REVISED SEPT 8, 1977 ∞

LAMSON STREE

E.L. EDGEMOOR DR - N.L. 22ND

CITY of WICHITA, KANS

(30' PF) 8" asph conc wearing su
6" asph base ℄ comb curb & gu

R. W. LINN CITY ENGINE

DATE: Proj No. DARS 3710

REISS & GOODNESS ENG
2160 WEST 21ST STREET
WICHITA, KANSAS 67204
(316) 832-0213

5+36.13 EXISTING PAVT

EXC = 22.1

EXC: 55°

x5'

EXC = 6.5 cyds.

80

EXC = 48.4

5+26.13

EXC = 47.4 cyds.

EXC: 49°

x26.13'

80

EXC = 49.6

5+00

EXC = 29.6 cyds.

EXC: 46°

x17.4'

80

EXC = 42.4

4+82.6 P.V.T.

EXC = 38.5 cyds.

EXC 48°

x14.19'

80

EXC = 44°

4+58.51 P.V.I.

EXC = 38.5

CF = 12

EXC = 29.9 cyds

CF = 1.1 cyd.

x24.09'

80

12

EXC = 28°

12

4+34.42 P.V.C.

EXC = 31.5

CF = 1.5

EXC = 40.2 cyds

CF = 1.5 cyds

x34.42'

80

EXC = 47°

4+00

C.F. 40.2

EXC = 74.4 cyds

x50'

80

EXC = 40.4

3+50

EXC = 38.2

EXC = 70.7 cyds

x50'

80

EXC = 36°

3+00

EXC = 42.0 cuys

EXC = 22.7

CF = 3.5

CF 6.5 cyds

x50'

75

5°

45°

48

2°

2+50

EXC = 18.1 cyds

EXC = 9.8

C.F. 6.9

C.F. 12.8 cyds.

x50'

75

4°

42°

6°

2°

2+00

EXC = 37.8 cuys

EXC 20.4

CF. 3.1

CF = 6.9 cuyds

x50'

75

EXC = 30.6

1+50

EXC = 79.3 cys

42.8

x50'

75

EXC = 55.0

1+00

EXC = 101.2 cys

55°

x50

75

EXC = 55.0

0+50

EXC = 108.2 cyds

55.1

x50'

75

EXC = 56.4

0+00

EXC = 10.4 cuyds

74.4

30

SHEET TOTALS

CUT — 714.59 C.Y.

FILL — 96.40 C.Y.

LAMSON

DA4CC7179A