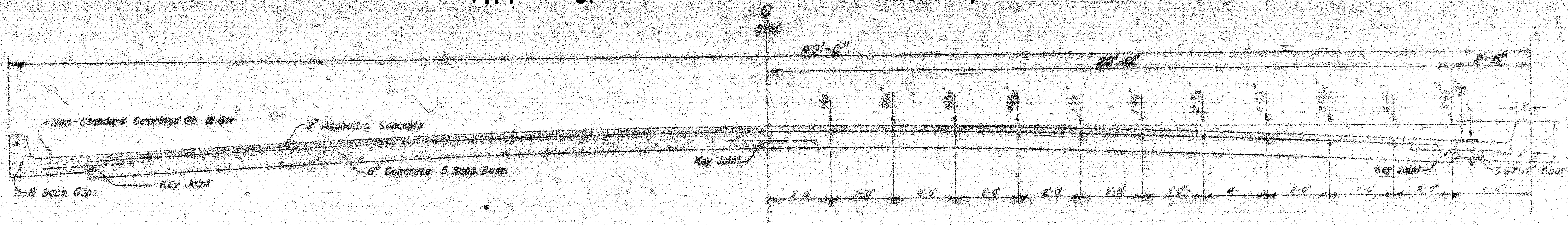
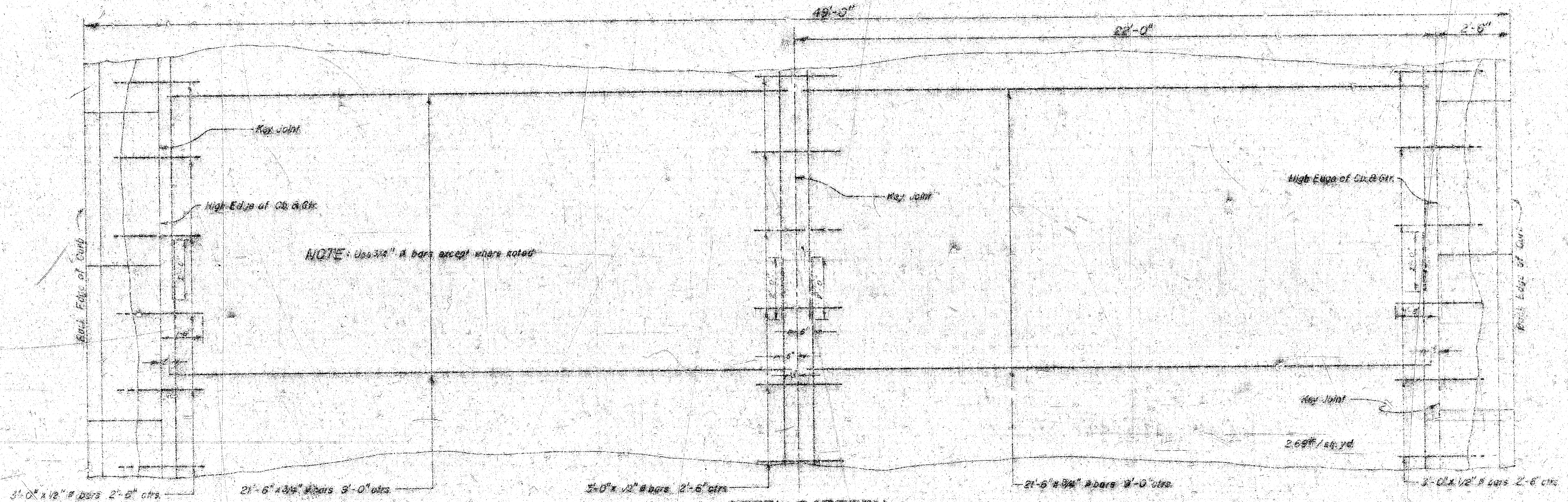
PROJ No. C10-3

WEST STREET

N.L. 17TH STREET TO S.L. 21ST STREET
B.E. SMITH — CITY ENGINEER
CITY OF WICHITA, KANSAS



TYPICAL SECTION
Scale 1"=2'-0"

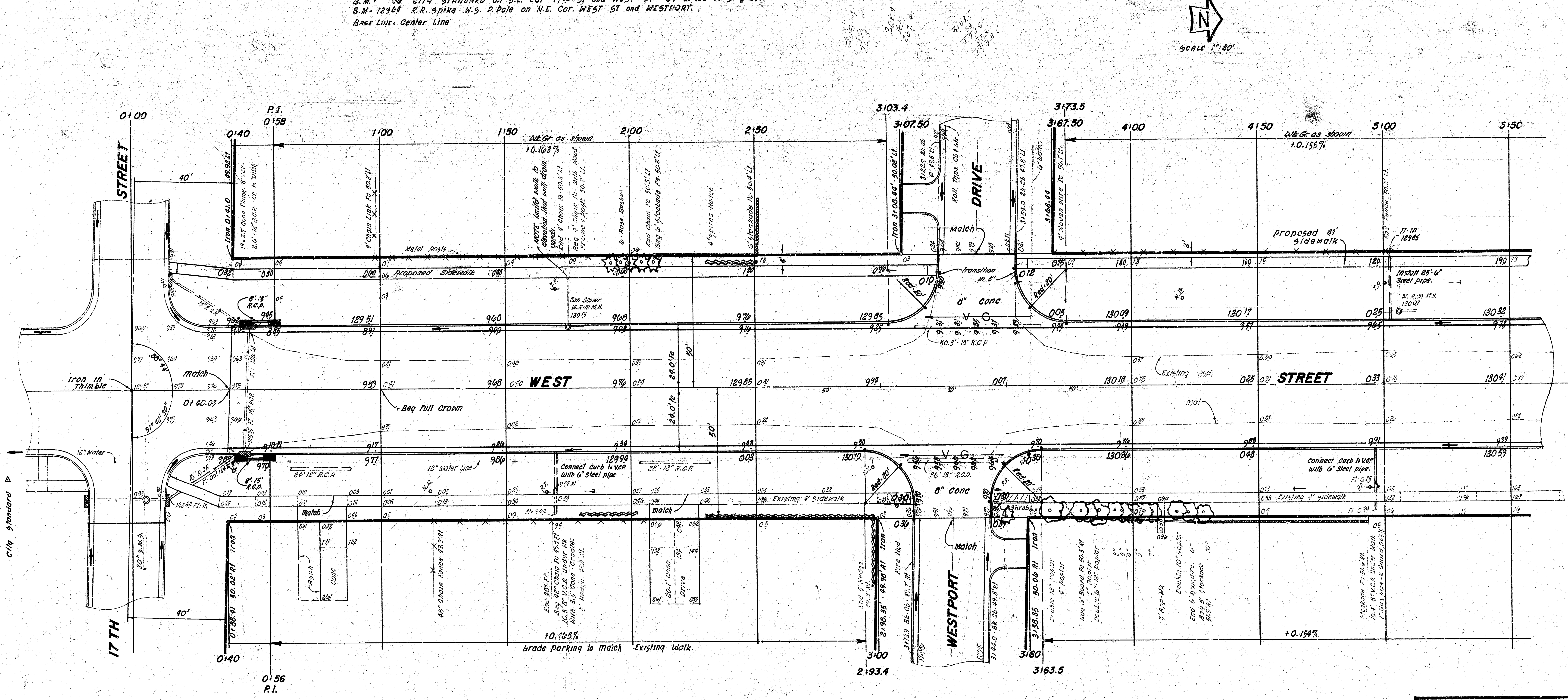


49'-0"
22'-0"
2'-6"
Key Joint
High Edge of Cb. & Gtr.
Back Edge of Curb
NOTE: Use 3/4" ø bars except where noted
Key Joint
High Edge of Cb. & Gtr.
Back Edge of Curb
Key Joint
2.69# / sq. yd.
3'-0" x 1/2" ø bars 2'-6" ctrs.
21'-6" x 3/4" ø bars 3'-0" ctrs.
3'-0" x 1/2" ø bars 2'-6" ctrs.
21'-6" x 3/4" ø bars 3'-0" ctrs.
3'-0" x 1/2" ø bars 2'-6" ctrs.

STEEL PATTERN
Scale 1"=2'-0"

1/14

B.M.: 56 CITY STANDARD on S.E. Cor 17TH ST and WEST ST · 34' E. and 49' S. ℄ Boln.
B.M: 12964 R.R. Spike W.S. P. Pole on N.E. Cor. WEST ST and WESTPORT.
Base Line: Center Line



• EARTHWORK:

Excavation	Comp Fill
~~3835.4~~ Cu Yds	1257.6 Cu Yds
Asph Mat ~~1206.3~~ " "	+10% 125.8 " "
2629.1	1383.4 Cu Yds
+10% 262.9	
2,892.0 Cu Yds	

3774.6
-1598.0
3,186.6 C.Y.
LWL

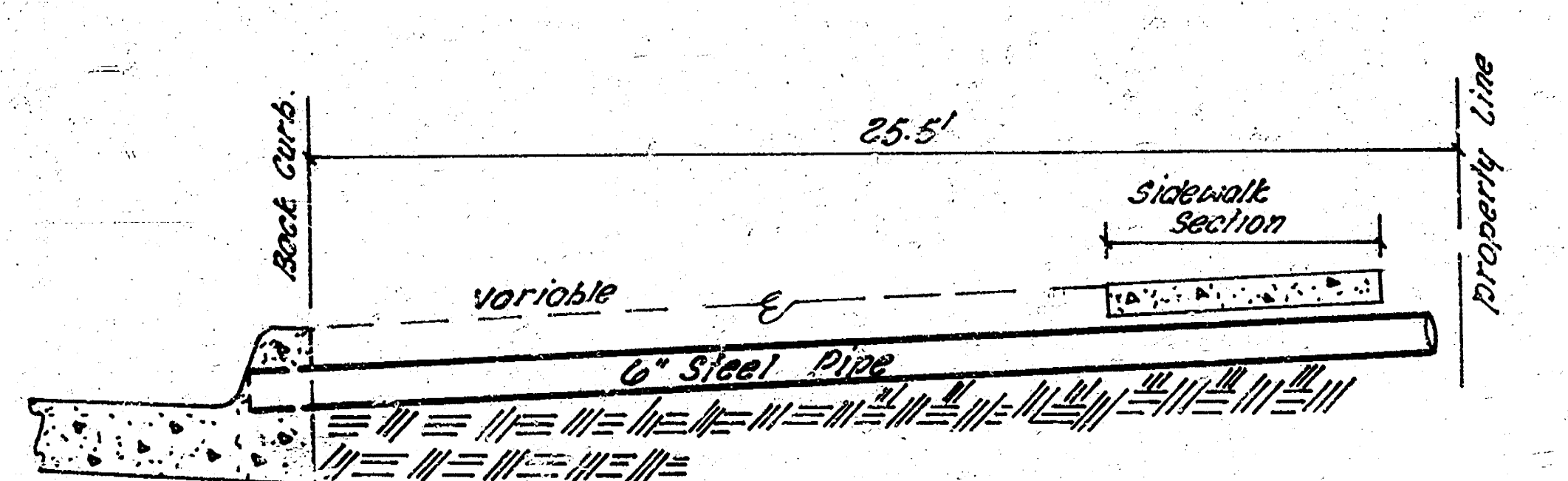
S.G.M. 2598.8
Comp Fill 1237.2
3,836.0 C.Y.
LWL

B. E. SMITH 436

2/14

WEST STREET
N.L. 17TH STREET to S.L. 21ST STREET
44' - 2' - 48' ASPHALTIC-CONC
CITY OF WICHITA, KANSAS
B.E. SMITH CITY ENGINEER
DATE FEB. 1971 PROJECT No. C10-3

B.M.: 131 34 R.R. Spike W. Side P. Pole. East Side WEST ST, 136± N. of N.L. 18TH ST.
B.M.: 131 84 R.R. Spike " " " " " " " " 145± N. of N.L. BELLA VISTA



YARD DRAIN

3/14

PROJ No. C10-3

TIES TO 1/16 Cor Iron · STA 13+16.20
72.10' N.E. to "X" Cut Top Curb at E. End 6' Rad to Dr.
71.68' S.E. " " " " " " " " " " " 19TH ST.

NOTE TO FIELD ENGINEER Re-check ties to 1/16 cor. Iron to be replaced and thimble installed in pavement.

B.M.: 130.86 R.R. Spike W. Side. P. Pole on N.E. Cor. WEST ST & WESTLAWN

B.M.: 13066 R.R. Spike W. Side P. Pole 113' N. of N.L. 20TH ST. & 35' E. of E.L. WEST ST.

Curve Data Based on Face Curb Rad= 603.37'
Δ = 10° 47' 36"   2.848 min/ft   Tan = 57.00'

Station	Arc	4' Offset Face Curb	Def	Total Deflection
P.C. 2+10				0° 00' 00"
2+32.73	22.73'	22.58'	1° 04' 45"	1° 04' 45"
2+54.46	22.73'	"	1° 04' 45"	2° 09' 30"
2+78.20	22.74'	"	1° 04' 47"	3° 14' 17"
3+00.93	22.73'	"	1° 04' 45"	4° 19' 02"
P.T. 3+23.66	22.73'	22.58'	1° 04' 46"	5° 23' 48"

CURVE DATA BASED ON ℄ RAD = 372.37
Δ = 43° 22'   4.616 min per ft Arc   Tan = 148.06'

Station	Arc	Chord Length 8' Offset East Curb	 4' Offset West Curb	Deflection	Total Deflection
P.C. 19+88.30				0° 00' 00"	0° 00' 00"
20+00	11.70	10.69'	12.58'	0° 54' 00"	0° 54' 00"
20+25	25.00'	22.84	26.87'	1° 55' 24"	2° 49' 24"
20+50	"	"	"	"	4° 44' 48"
20+75	"	"	"	"	6° 40' 12"
21+00	"	"	"	"	8° 35' 36"
21+25	"	"	"	"	10° 31' 00"
21+50	"	"	"	"	12° 26' 24"
21+75	"	"	"	"	14° 21' 48"
22+00	"	"	"	"	16° 17' 12"
22+25	"	"	"	1° 55' 24"	18° 12' 36"
22+50	25.00'	22.84'	26.87'	1° 55' 24"	20° 08' 00"
P.T. 22+70.14	20.14'	18.40'	21.65'	1° 33'	21° 41' 00"

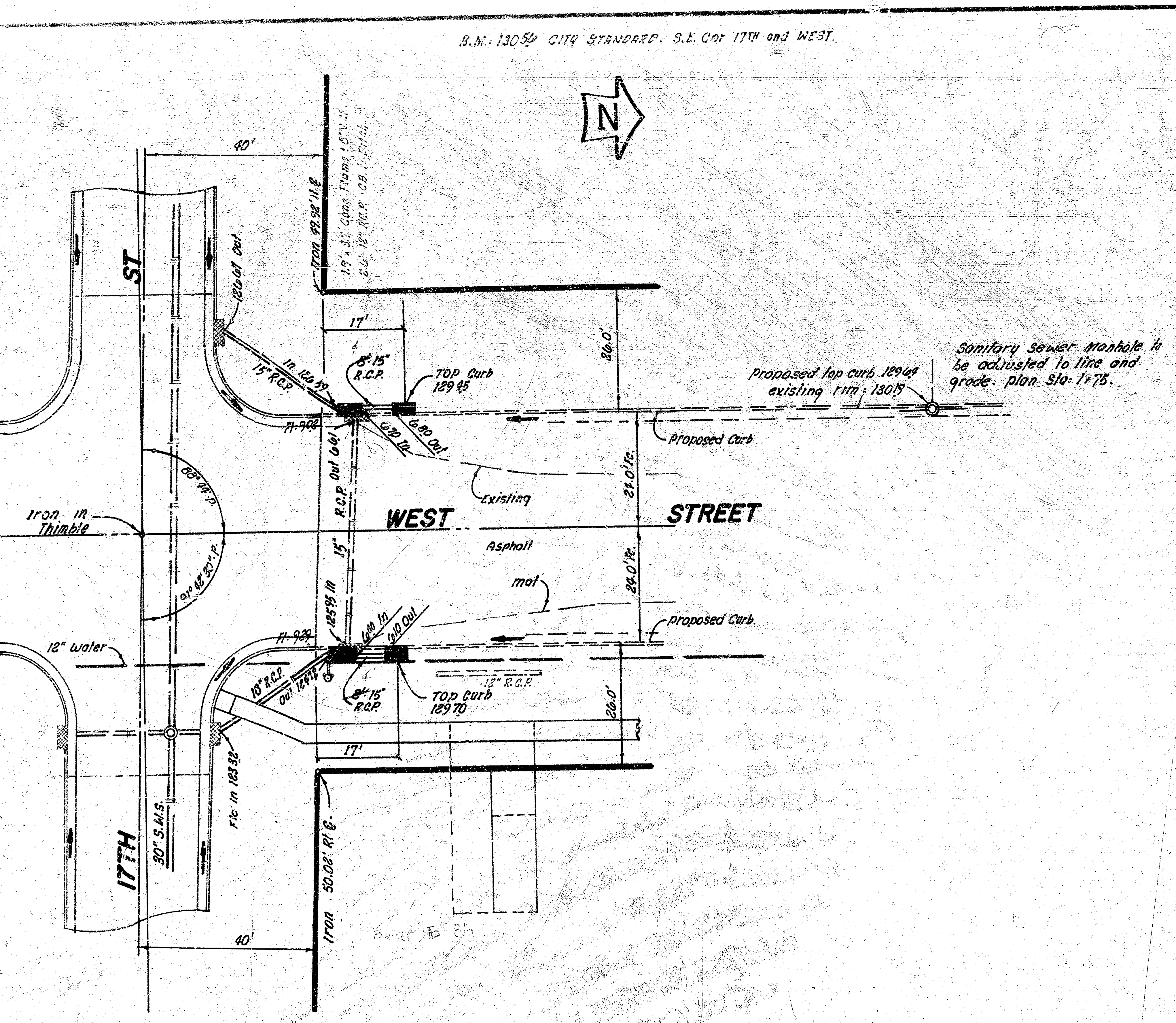
B.M.: 132.41 R.R. Spike S. side p. pole on N. Side Intersection of WESTDALE & 21st.

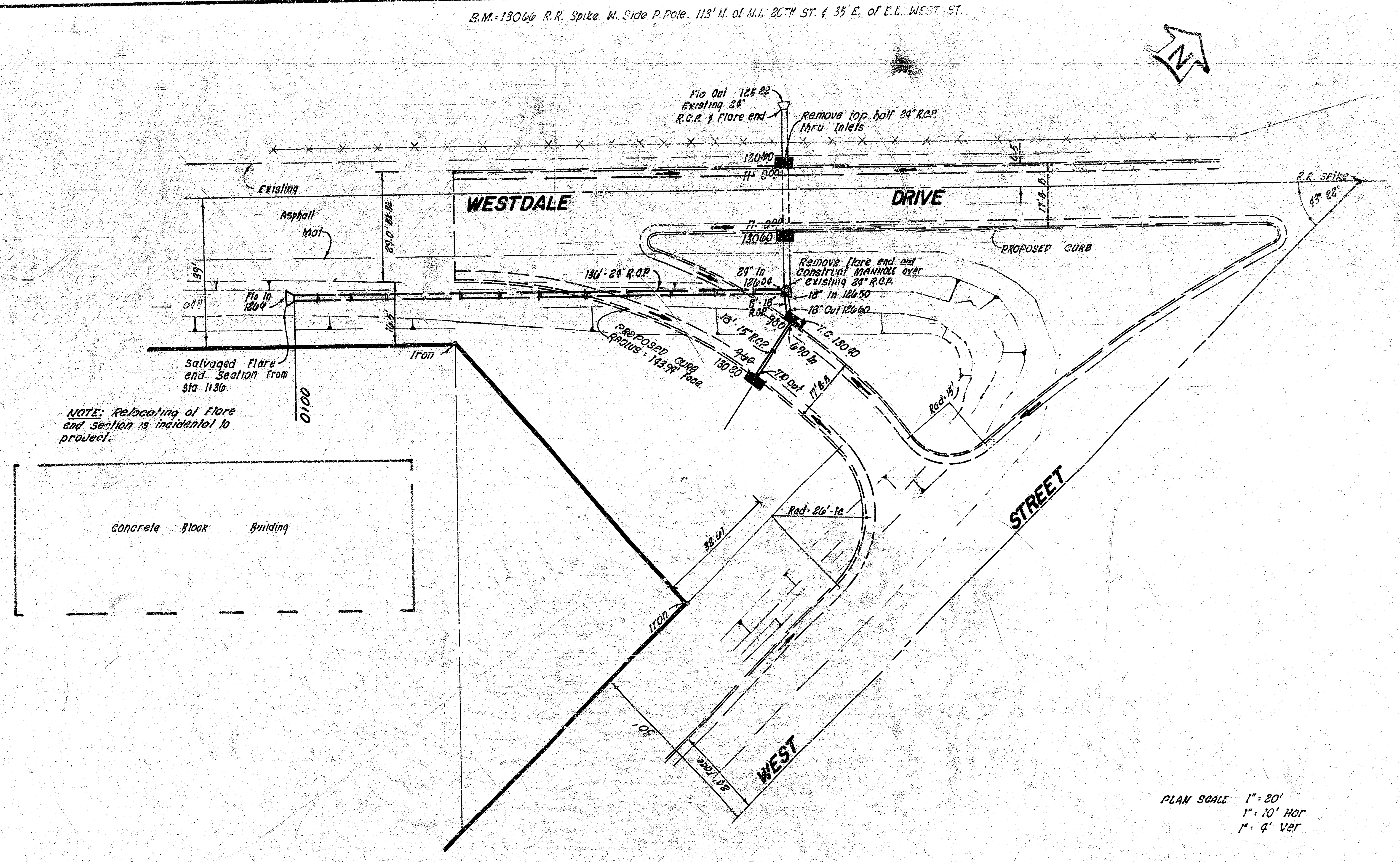
Curve Data Based on ℄ Radius = 424.63'
Δ = 47° 05' 4.0479 Min per ft Arc Tan = 185.00'

STATION	ARC	chord length 8' Offset S & E Curb	 4' Offset N & W. Curb	Deflection	Total Deflection
P.C. 26+14.20	—	—	—	—	0° 00' 00"
26+25	10.80'	9.98'	11.50'	0° 43' 43"	0° 43' 43"
26+50	25.00'	23.11'	26.64'	1° 41' 12"	2° 24' 55"
26+75	"	23.11'	26.64'	"	4° 06' 07"
27+00	"	23.11'	26.64'	"	5° 47' 19"
27+25	"	23.11'	26.64'	"	7° 28' 31"
27+50	"	23.11'	26.64'	"	9° 09' 43"
27+75	25.00'	23.11'	26.64'	1° 41' 12"	10° 50' 25"
P.I. 27+88.67	13.67'	14.57'	12.63'	0° 55' 20"	11° 46' 15"
P.I. 8+23.76	—	—	—	—	—
8+50	26.24'	24.25'	27.96'	1° 46' 13"	13° 32' 28"
8+75	25.00'	23.11'	26.64'	1° 41' 12"	15° 13' 40"
9+00	"	23.11'	26.64'	"	16° 54' 52"
9+25	"	23.11'	26.64'	"	18° 36' 04"
9+50	"	23.11'	26.64	"	20° 17' 16"
9+75	25.00'	23.11'	26.64	1° 41' 12"	21° 58' 28"
P.T. 9+98.23	22.23'	21.47'	24.75'	1° 34' 02"	23° 32' 30"

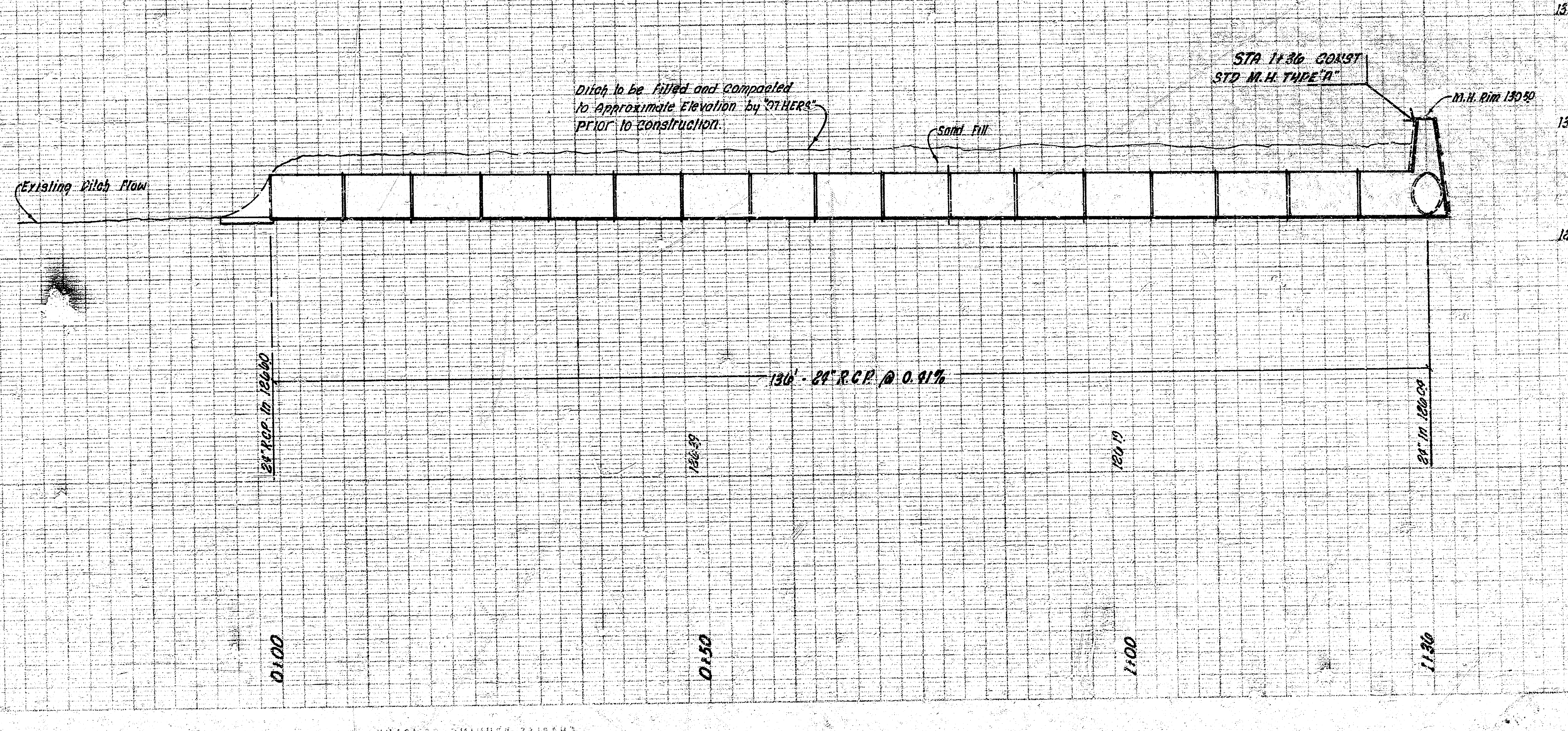
6/14

PROJECT No. C10-3




B.M.=130.66 R.R. Spike W. Side P. Pole. 113' N. of N.L. 20TH ST. & 35' E. of E.L. WEST ST.
N
Flo Out 125.82
Existing 24" R.C.P. & Flare end
Remove top half 24" R.C.P. thru Inlets
130.10
Fl. 0.00
4.5
Existing
WESTDALE
DRIVE
17' B.B.
R.R. Spike
43° 22'
Asphalt
Mat
39'
29.0' B.B.
Fl. 0.00
130.60
PROPOSED CURB
136'-24" R.C.P.
24" In 126.04
Remove flare end and construct MANHOLE over existing 24" R.C.P.
18" In 126.50
18" Out 126.60
Flo In 124.9
8'-18" R.C.P.
9.80
T.C. 130.40
16.5'
18'-15" R.C.P.
6.90 In
PROPOSED CURB Radius: 143.98' Face.
9.49
130.20
7.10 Out
17' B.B.
Rad. 15'
Salvaged Flare end Section from Sta 1+36.
Iron
0+00
NOTE: Relocating of Flare end section is incidental to project.
Concrete Block Building
Rad. 26'-Fc
32.61'
STREET
Iron
10'
26' Face
WEST

PLAN SCALE 1" = 20'
1" = 10' Hor
1" = 4' Ver



INCIDENTAL DRAINAGE
in connection with paving WEST STREET from
N.L.17th ST to S.L. 21st ST.

CITY of WICHITA, KANSAS

R.E. SMITH CITY ENGINEER