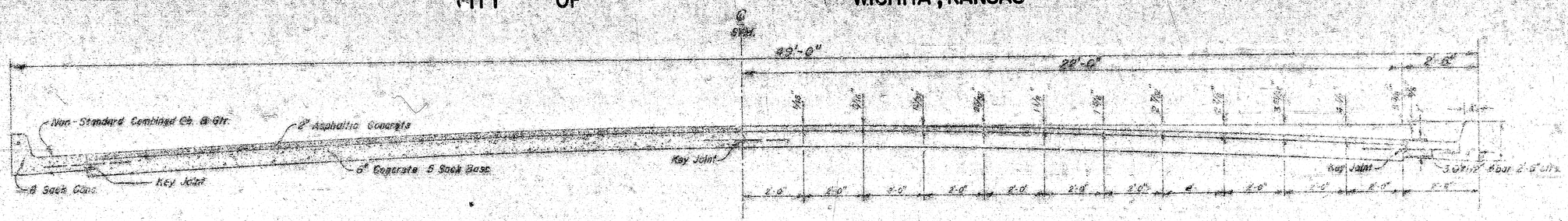
WEST STREET

N.L. 17TH STREET TO S.L. 21ST STREET

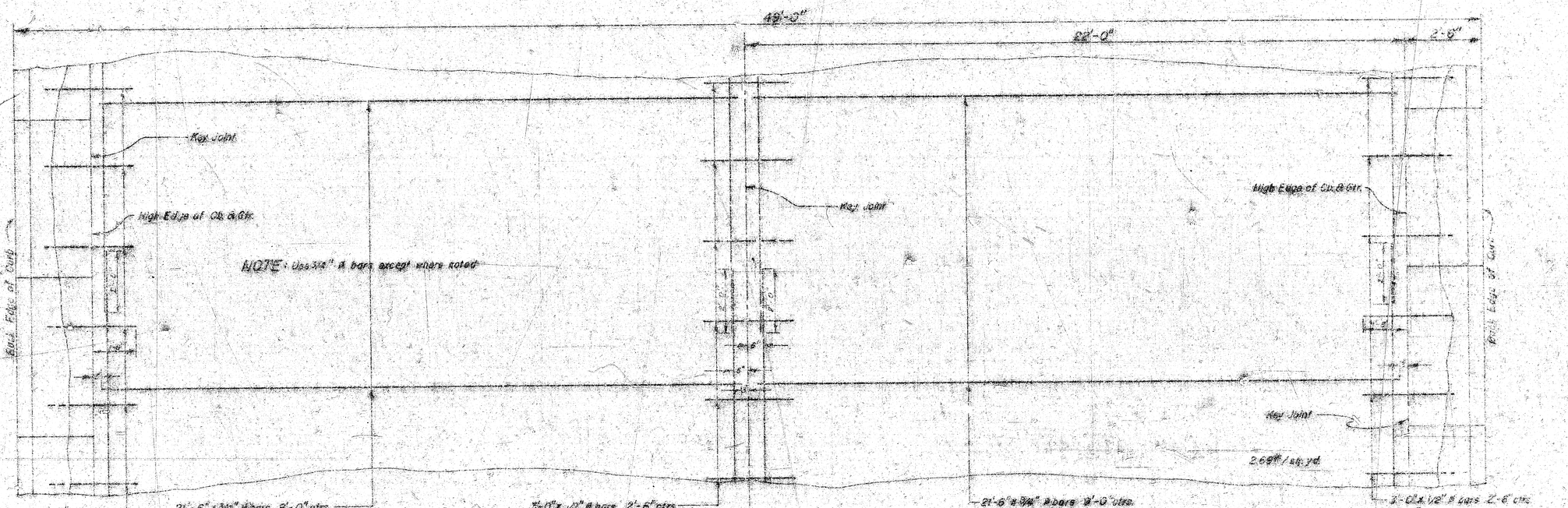
B.E. SMITH — CITY ENGINEER

CITY OF WICHITA, KANSAS

PROJ No. C10-3



TYPICAL SECTION
Scale 1"=2'-0"

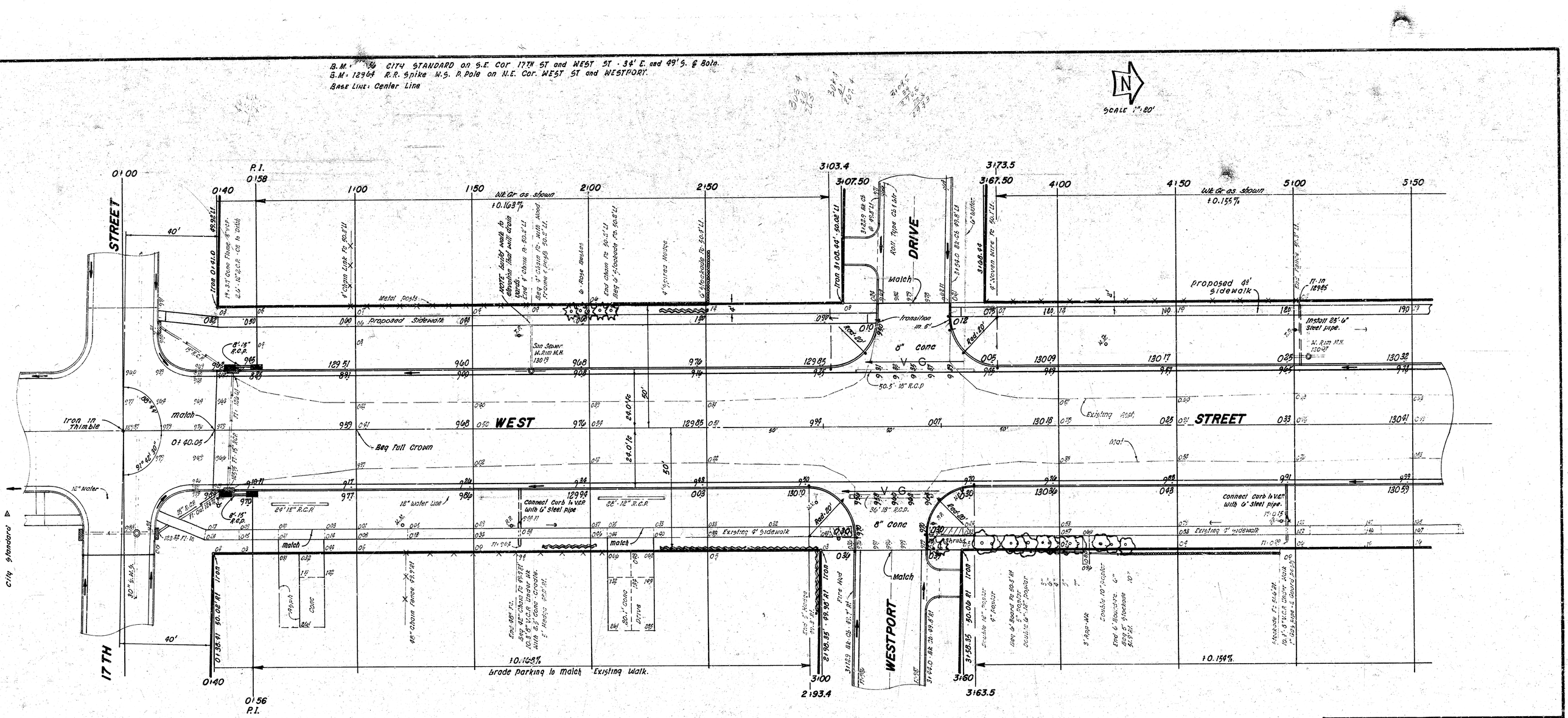


STEEL PATTERN
Scale 1"=2'-0"

1/14

B.M.: 50 CITY STANDARD on S.E. Cor 17TH ST and WEST ST · 34' E. and 49' S. of Bolt.
B.M.: 12964 R.R. Spike W.S. P.Pole on N.E. Cor. WEST ST and WESTPORT.
Base Line: Center Line

SCALE 1" = 80'



• EARTHWORK •

	Excavation	Comp Fill
	3835.4 Cu Yds	1257.6 Cu Yds
Asph Mat	1206.3 - -	110% 125.8 - -
	2629.1	1383.4 Cu Yds
	110% 262.9	
	2,892.0 Cu Yds	

3774.6
1594.6
3,186.6 C.Y.
LWL

S.G.M. 2598.6
Comp Fill 1237.2
3,836.0 C.Y.
LWL

JAMES H. TWIST
LICENSED
2012
KANSAS
PROFESSIONAL ENGINEER

B.E. SMITH
436
KANSAS
PROFESSIONAL ENGINEER

WEST STREET

N.L. 17TH STREET to S.L. 21ST STREET

44' - 2' - 48' ASPHALTIC-CONC

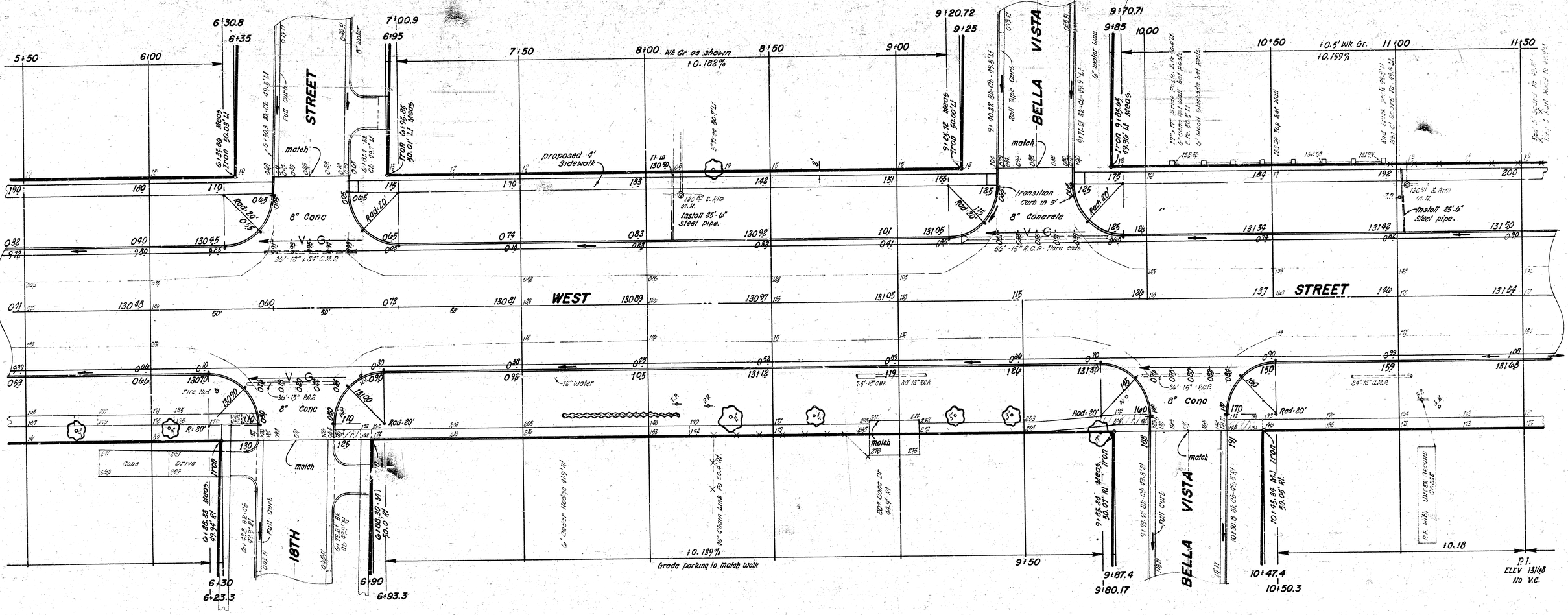
CITY OF WICHITA, KANSAS

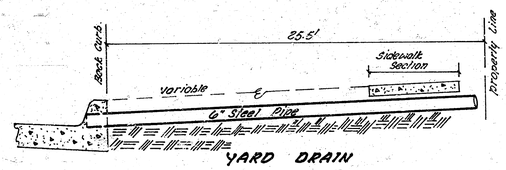
B.E. SMITH CITY ENGINEER

DATE FEB. 1971 PROJECT No. C10-3

2/14

B.M.: 13134 R.R. Spike W. Side P. Pole. East Side WEST ST., 134' N. of N.L. 18TH ST.
B.M.: 13184 R.R. Spike " " " " " " " 145' N. of N.L. BELLA VISTA





3/14

PROJ No. C10-3

TIES TO 1/4 Cor Iron - STA - 131+10.20
72.10' N.E. to "X" cut Top Curb at E. End 6' Rad to Dr.
71.08' S.E. " " " " " " " " " 19TH ST.

NOTE TO FIELD ENGINEER Re-check ties to 1/4 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

19TH STREET

WEST STREET

WESTLAWN

Match

Full Curb

Rad. 20'

Transition curb in 5'

Hi Point

Iron

Fire Hyd.

8" Conc

Existing 4' Sidewalk

proposed 4' Sidewalk

proposed 8" private Sewer Extension.

Install 25' 6" Steel pipe

Basement Window 138.70

Fence Ht. 3'9" Lt.

18" Spruce

2" Tree

15" Spruce

Ft. in 120

Grade parking to match Existing Walk.

P.I.
ELEV 131.08
NO. V.C.

12+87.4
12+80.24

13+47.4
13+50.32

15+97.4
15+89.96

16+57.4
16+60.1

+0.159%

-0.176%

+0.5' WK Gr.
-0.181%

-0.125%

+0.5' WK Gr.
-0.167%

-0.147%

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

N

WEST STREET.

WESTDALE DR.

20TH ST.

INTERSTATE 235

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

Station	Arc	℄ Offset Face Curb	Def	Total Deflection
P.C. 21+10				0° 00' 00"
21+32.73	22.73'	22.58'	1° 04' 45"	1° 04' 45"
21+54.46	22.73'	"	1° 04' 45"	2° 09' 30"
21+78.20	22.74'	"	1° 04' 47"	3° 14' 17"
31+00.93	22.73'	"	1° 04' 45"	4° 19' 02"
P.T. 31+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 8" Offset East Curb	Length ℄ 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'	18.90'	21.65'	1° 33'	21° 41' 00"

C10-3

B.M.: 132.41 R.R. Spike S. side p. pole on N. side intersection of WESTDALE & 21ST.

P.T. 22+70.14 | P.I. Elev 132.00 23+40.14 | P.C. 26+14.20 | Equation 8+23.76 = 27+88.67

22+50 | 23+05.14 | 24+00 | 24+50 | 25+00 | 25+50 | 26+00 | 26+25 | 26+50 | 26+75 | 27+00 | 27+25 | 27+50 | 27+75

- 0.22%

Adjust Manhole to Curb grade and alignment.

TOP 130.98 Inv. N. 125.50 Inv. E. 125.50 Inv. W. 125.50

12"ll Fl. to 21st R.O.P.

12"Cor Fl. Cut 21st R.O.P.

6' Chain Link Fence 31.0' Lt.

12"ll Fl. Cut 21st R.O.P.

12" Metal Guard Rail

Kem Iron Not Found

R.R. Spike

R.R. spike

8" conc

R.O.W. Marker 39.0' Rt. to Back.

R=10'

R=25'

R=20'

R=20'

R 424.63' Δ 0.97

39.0'

280.18'

280.18'

(102.8')

(125.0')

25°08'30"

261°51.52"

Match

Match

-0.212%

+0.4' Wk Gr.

proposed 4' sidewalk

Iron

Iron

5.20'

50'

END PROJECT No. C10-3

21ST ST.

CORNELISON Ave.

20' ALLEY

Proj C10-3

Proj C10-2

controlled access

Curve Data Based on ℄ Radius = 424.63'
Δ = 47° 05' 4.047° Min per 11 Arc Tan = 185.00'

STATION	ARC	chord 8' Offset 3 ℄ Curb	length 8' Offset 14 W. Curb	Deflection	Total Deflection
P.C. 26+14.20	—	—	—	—	0° 00' 00"
26+25	10.80'	9.98'	11.50'	0° 43' 93"	0° 43' 93"
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' 55"
P.I. 27+88.67	13.67'	14.57'	12.63'	0° 55' 20"	11° 46' 15"
P.I. 8+23.76	—	—	—	—	—
8+50	26.89'	24.25'	27.90'	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	23.23'	21.47'	24.75'	1° 34' 02"	23° 32' 30"

(4/12)

PROJECT No. C10-3

B.M.: 13059 C174 STANDARD. S.E. Cor 17TH and WEST.

B.M.: 13064 R.R. Spike W. Side P. Pole. 113' N. of N.L. 20TH ST. & 35' E. of E.L. WEST ST.

N

N

ST

17TH

WEST

STREET

WESTDALE

DRIVE

40'

17'

26.0'

24.0'Te.

20.0' del.

17100 49.82' N.E.

19'-3" Conc. Flume 1.5'+/-

6.0' 18" R.C.P. 1.5'+/-

15" R.C.P.

In 12696

8'-15" R.C.P.

Top Curb 12965

Fl. 908

6.82' Out

6.82' To

Proposed Curb

Existing

Asphalt mat

Proposed Curb

Sanitary Sewer manhole to be adjusted to line and grade. plan Sta: 1+78.

Proposed top curb 12966 existing rim: 13019

Iron in Thimble

108°48'30" R.

108°48'30" R.

15" R.C.P. Out 661

15" R.C.P. In 125.91'

6.82' To

6.82' Out

12" water

Fl. 908

10" R.C.P. Out 14.91'

8"-15" R.C.P.

Top Curb 12970

12" R.C.P.

Fle in 183.38'

30" S.W.S.

17100 50.02' N.E.

Fle Out 12582 Existing 24" R.C.P. & Flare end

Remove top half 24" R.C.P. thru Inlets

13010 Fl. 900

13060 Fl. 900

Existing Asphalt Mat

39.0'

Fle In 12694

Salvaged Flare end Section from Sta 1+36.

NOTE: Relocating of flare end section is incidental to proweel.

Concrete Block Building

Iron

130'-24" R.C.P.

24" In 12696

Remove flare end and construct MANHOLE over existing 24" R.C.P.

18" In 12695

18" Out 12660

18'-15" R.C.P.

T.C. 13040

6.90' Fl.

27.0 Out

Fl. 905.5

Rad. 15'

Rad. 20'-1"

PROPOSED CURB

R.R. Spike

45° 02"

Proposed Curb Radius = 143.94' Tan.

92.10'

Iron

10'

Sidewalk

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

Ditch to be Filled and Compacted to Approximate Elevation by "OTHERS" Prior to Construction.

Sand Fill

STA 1+36 CONST STD M.H. TYPE "A"

M.H. Rim 13050

135.0

130.0

125.0

24" R.C.P. In 12660

130'-24" R.C.P. @ 0.41%

24" In 12696

0+00

0+50

1+00

1+36

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