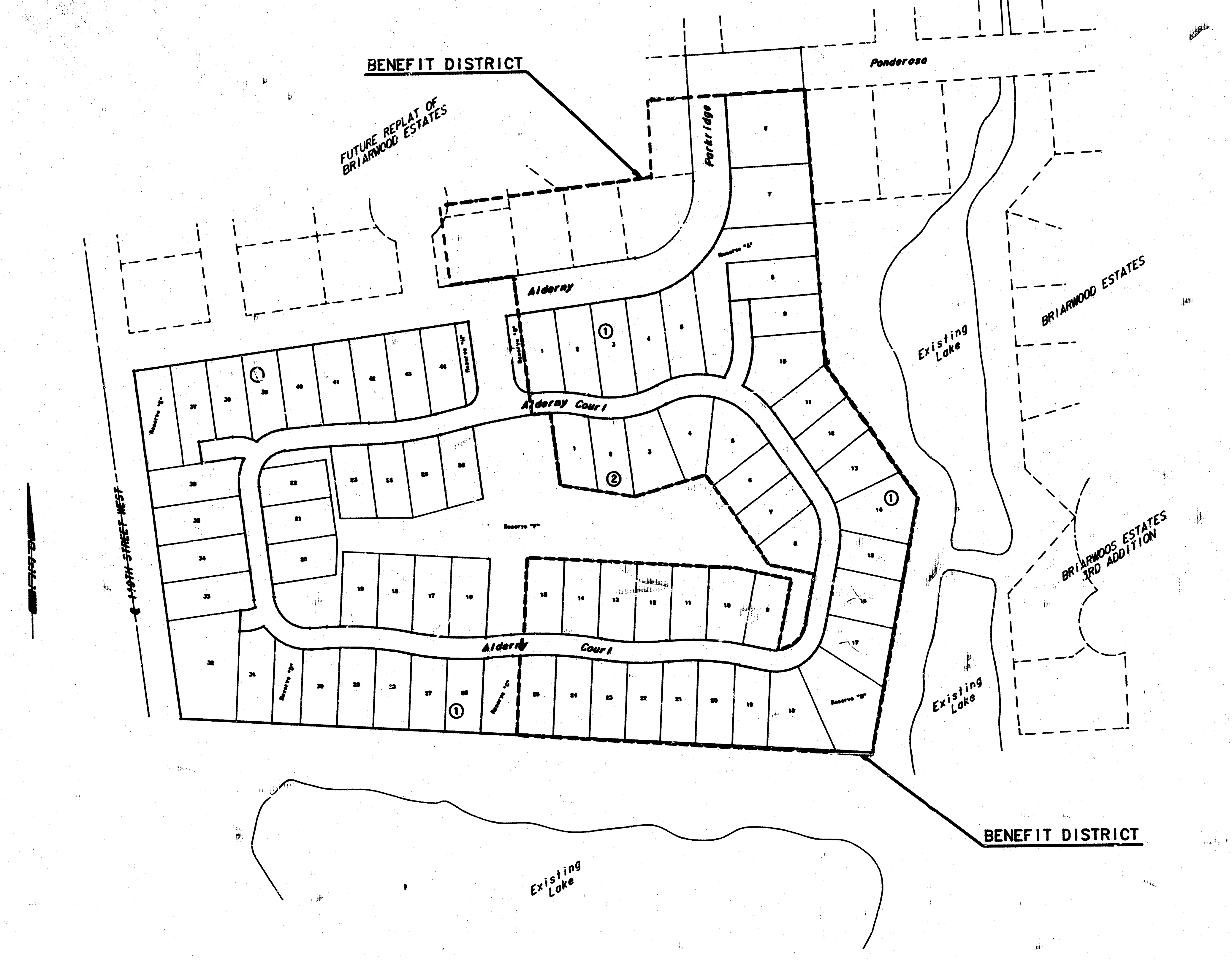
# CITY OF WICHITA, KANSAS

# ALDERNY COURT - E. L. LOT 26, BLK. 1 TO S. L. ALDERNY
# ALDERNY / PARKRIDGE - E. L. LOT 44, BLK. 1 TO S. L. PONDEROSA
# PONDEROSA - W. L. PARKRIDGE TO E. L. BLK. 1

## (BRIARWOOD ESTATES 4TH ADDITION)

CITY OF WICHITA PROJECT NO. 472-76-245-81375-000-000-001



INDEX OF SHEETS

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## GENERAL NOTES

1. EARTHWORK FOR THIS PROJECT SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID FOR THE ITEM "EARTHWORK". THIS WORK SHALL INCLUDE ALL EXCAVATION, COMPACTED FILL, MANIPULATED FILL, BORROW MATERIAL, LOOSE FILL, WASTE, WATER, AND INCIDENTALS NECESSARY TO BUILD THE SUBGRADE TO THE LINES AND GRADES SHOWN ON THE PLANS.

   THE CONTRACTOR SHALL VIEW THE SITE PRIOR TO SUBMITTING HIS BID TO ASCERTAIN THE SCOPE OF EARTHWORK INVOLVED BASED UPON EXISTING GRADE STAKES. ADDITIONAL MATERIAL FOR BORROW, IF REQUIRED IS AVAILABLE ON SITE.

2. ONLY ONE TYPE OF SUBGRADE STABILIZATION MATERIAL, PEBBLE LIME, SHALL BE ALLOWED. THE RATE OF APPLICATION SHALL BE DETERMINED BY CITY OF WICHITA PERSONNEL. THE QUANTITY OF PEBBLE LIME INCLUDED IN THE BID DOCUMENTS IS FOR THE SOLE PURPOSE OF SOLICITING COMPETITIVE BIDS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAW.

4. THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

5. THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2-1/2" BITUMINOUS BASE.

6. A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

7. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

8. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

BRENT E. REMSBERG
8168

NOTE: EXPANSION JOINTS SHALL BE CONSTRUCTED AT ALL RADIUS POINTS ON THIS PROJECT. A RADIUS POINT SHALL BE DEFINED TO INCLUDE ALL P.C.'s, P.T.'s, P.R.C.'s & P.C.C.'s.

## JUNE, 1984

PLANS PREPARED BY

## PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
## ENGINEERS
## WICHITA, KANSAS

# Briarwood Estates 4th Addition

## To Wichita, Sedgwick County, Kansas

We, the Mellon Bank, N.A., Pittsburg, Pa., holder of a mortgage on the above described property, do hereby consent to the platting of Briarwood Estates 4th Addition to Wichita, Sedgwick County, Kansas.

________________________

State of Kansas
County of Sedgwick ss

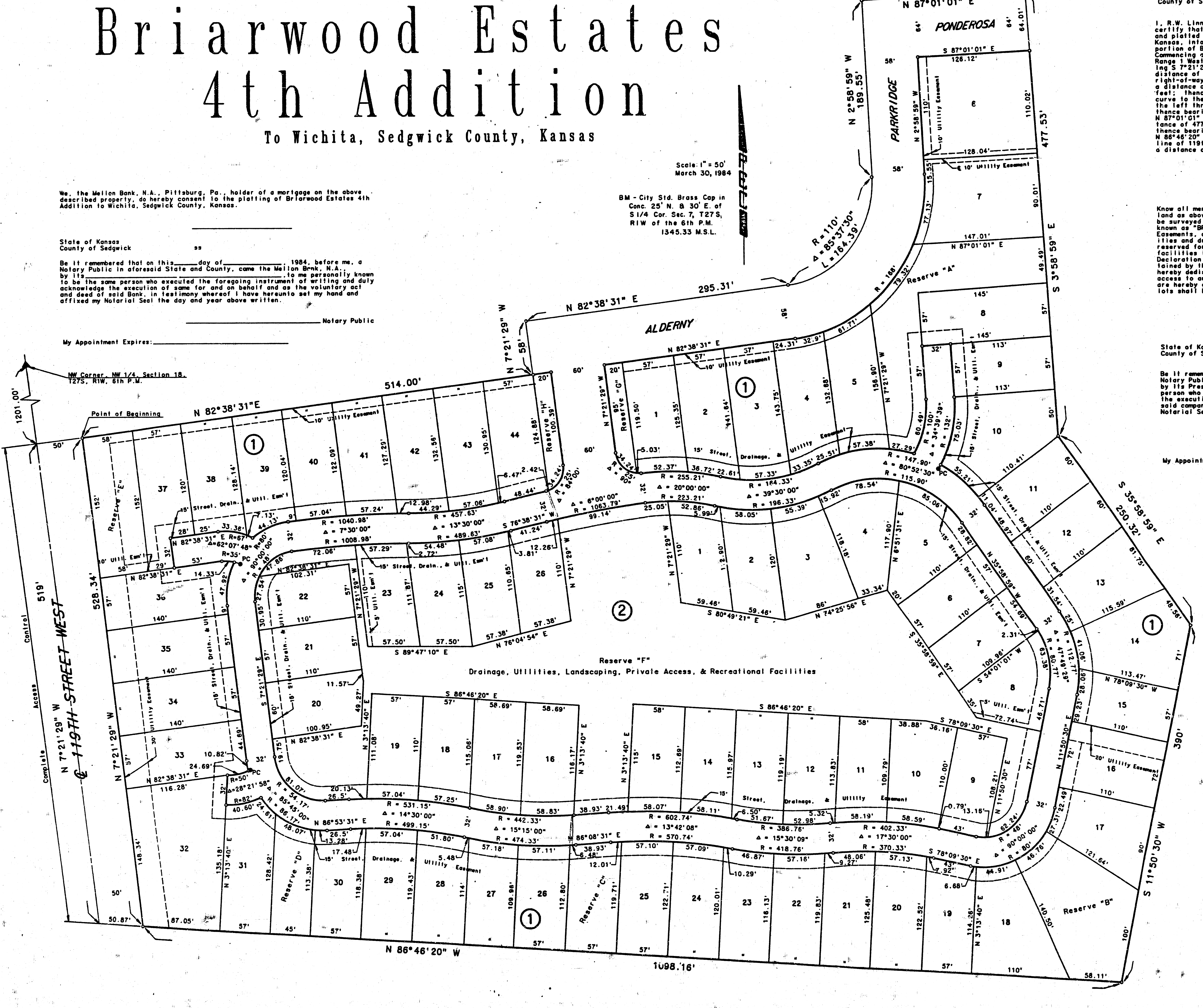
Be it remembered that on this______day of________________, 1984, before me, a Notary Public in aforesaid State and County, came the Mellon Bank, N.A., by its____________________ ________________________, to me personally known to be the same person who executed the foregoing instrument of writing and duly acknowledge the execution of same for and on behalf and as the voluntary act and deed of said Bank, in testimony whereof I have hereunto set my hand and affixed my Notarial Seal the day and year above written.

______________________________ Notary Public

My Appointment Expires:______________________________

Scale: 1" = 50'
March 30, 1984

BM - City Std. Brass Cap in
Conc. 25' N. & 30' E. of
S 1/4 Cor. Sec. 7, T27S,
R1W of the 6th P.M.
1345.33 M.S.L.



State of Kansas
County of Sedgwick ss

I, R.W. Linn, a Professional Engineer in aforesaid State and County, do hereby certify that on this_____day of______________, 1984, I have caused to be surveyed and platted "BRIARWOOD ESTATES 4TH ADDITION," to Wichita, Sedgwick County, Kansas, into lots, blocks, streets and reserves, the same being a replat of a portion of Briarwood Estates, Wichita, Sedgwick County, Kansas, described as: Commencing at the NW Corner of the NW 1/4 of Section 18, Township 27 South, Range 1 West of the 6th P.M.; thence along the west line of said NW 1/4 bearing S 7°21'29" E a distance of 1201.00 feet; thence bearing N 82°38'31" E a distance of 50.00 feet to the point of beginning, said point being on the east right-of-way line of 119th Street West; thence continuing bearing N 82°38'31" E a distance of 514.00 feet; thence bearing N 7°21'29" W a distance of 58.00 feet; thence bearing N 82°38'31" E a distance of 295.31 feet to the P.C. of a curve to the left having a radius of 110.00 feet; thence along said curve to the left through a central angle of 85°37'30", an arc distance of 164.39 feet; thence bearing N 2°58'59" W a distance of 189.55 feet; thence bearing N 87°01'01" E a distance of 183.00 feet; thence bearing S 3°58'59" E a distance of 477.53 feet; thence bearing S 35°58'59" E a distance of 250.32 feet; thence bearing S 11°50'30" W a distance of 390.00 feet, thence bearing N 86°46'20" W a distance of 1098.16 feet to a point on the east right-of-way line of 119th Street West; thence along said right-of-way bearing N 7°21'29" W a distance of 528.34 feet to the point of beginning.

______________________________
R.W. Linn, P.E. No. 3684

Know all men by these presents that we, the undersigned property owners of the land as above set forth in the Engineer's Certificate have caused the land to be surveyed and platted into lots, blocks, streets and reserves, the same to be known as "BRIARWOOD ESTATES 4TH ADDITION," to Wichita, Sedgwick County, Kansas. Easements, as indicated, for the construction and maintenance of public utilities and drainage, are hereby granted. The reserves, as indicated, shall be reserved for drainage, utilities, landscaping, private access, and recreational facilities in accordance with the restrictive covenants established by the Declaration of Landowners Association Agreement, and shall be owned and maintained by the Briarwood Estates Homeowners' Association. The streets are hereby dedicated to and for the use of the public. All abutters' rights of access to and from 119th Street West over and accross the west line of Block 1 are hereby granted to the City of Wichita. Minimum Pad Elevation for all lots shall be 1335.00 M.S.L.

Inland Investment Co., Inc.

______________________________President
Larry A. Chambers

State of Kansas
County of Sedgwick ss

Be it remembered that on this______day of________________, 1984, before me, a Notary Public in aforesaid State and County, came Inland Investment Co., Inc., by its President, Larry A. Chambers, to me personally known to be the same person who executed the foregoing instrument of writing and duly acknowledge the execution of same for and on behalf and as the voluntary act and deed of said company, in testimony whereof I have hereunto set my hand and affixed my Notarial Seal the day and year above written.

______________________________ Notary Public

My Appointment Expires:______________________________

This plat has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas.

Dated this_______day of____________________, 1984.

______________________________ Chairman
Robert K. Chisholm

______________________________ Secretary
Robert A. Lakin

This plat approved and all dedications shown hereon are accepted by the City Commission of the City of Wichita, Kansas.

Dated this_______day of____________________, 1984.

______________________________ Mayor
Margalee Wright

______________________________ City Clerk
Donald C. Gisick

This is to certify that this instrument was filed for record in the Register of Deeds Office at___:___.m. on this______day of____________________, 1984.

______________________________ Register of Deeds
Bette F. McCart

______________________________ Deputy
Pat Kettler

This plat approved and all dedications shown hereon are accepted by the Board of County Commissioners of Sedgwick County, Kansas.

Dated this_______day of____________________, 1984.

______________________________ Chairman
Jack Spratt

______________________________ Commissioner
Donald E. Gragg

______________________________ Commissioner
Tom Scott

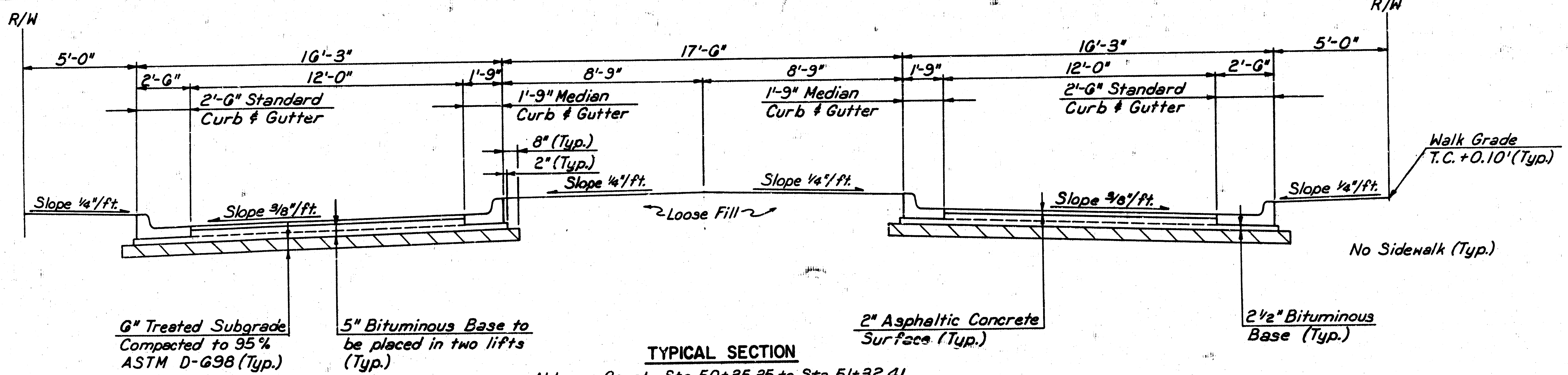
Attest: ______________________________ County Clerk
Dorothy K. White

Entered on Transfer Record this__________day of_____________, 1984.

______________________________ County Clerk
Dorothy K. White

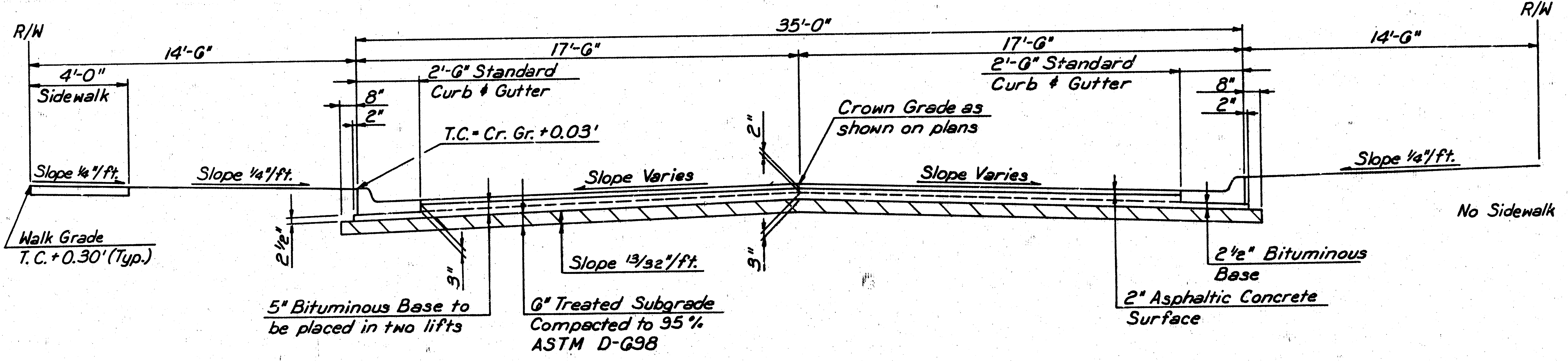
2/10

| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-76-245-81375-000-000-001 | 3 | 11 |


R/W
5'-0"
16'-3"
17'-6"
16'-3"
5'-0"
R/W
2'-6"
12'-0"
1'-9"
8'-9"
8'-9"
1'-9"
12'-0"
2'-6"
2'-6" Standard Curb & Gutter
1'-9" Median Curb & Gutter
1'-9" Median Curb & Gutter
2'-6" Standard Curb & Gutter
8" (Typ.)
2" (Typ.)
Walk Grade T.C. +0.10' (Typ.)
Slope 1/4"/ft.
Slope 3/8"/ft.
Slope 1/4"/ft.
Loose Fill
Slope 1/4"/ft.
Slope 3/8"/ft.
Slope 1/4"/ft.
No Sidewalk (Typ.)
6" Treated Subgrade Compacted to 95% ASTM D-698 (Typ.)
5" Bituminous Base to be placed in two lifts (Typ.)
2" Asphaltic Concrete Surface (Typ.)
2 1/2" Bituminous Base (Typ.)

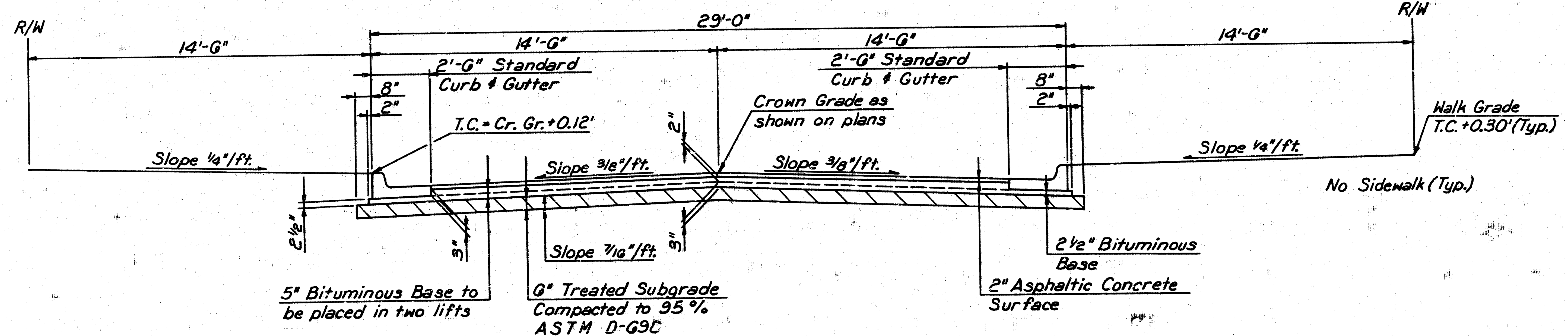
**TYPICAL SECTION**

Alderny Court - Sta. 50+35.35 to Sta. 51+32.41


R/W
14'-6"
4'-0"
Sidewalk
35'-0"
17'-6"
17'-6"
14'-6"
R/W
2'-6" Standard Curb & Gutter
2'-6" Standard Curb & Gutter
8"
2"
8"
2"
T.C. = Cr. Gr. +0.03'
Crown Grade as shown on plans
Slope 1/4"/ft.
Slope 1/4"/ft.
Slope Varies
Slope Varies
Slope 1/4"/ft.
No Sidewalk
Walk Grade T.C. +0.30' (Typ.)
2 1/2"
3"
2"
3"
Slope 13/32"/ft.
5" Bituminous Base to be placed in two lifts
6" Treated Subgrade Compacted to 95% ASTM D-698
2 1/2" Bituminous Base
2" Asphaltic Concrete Surface

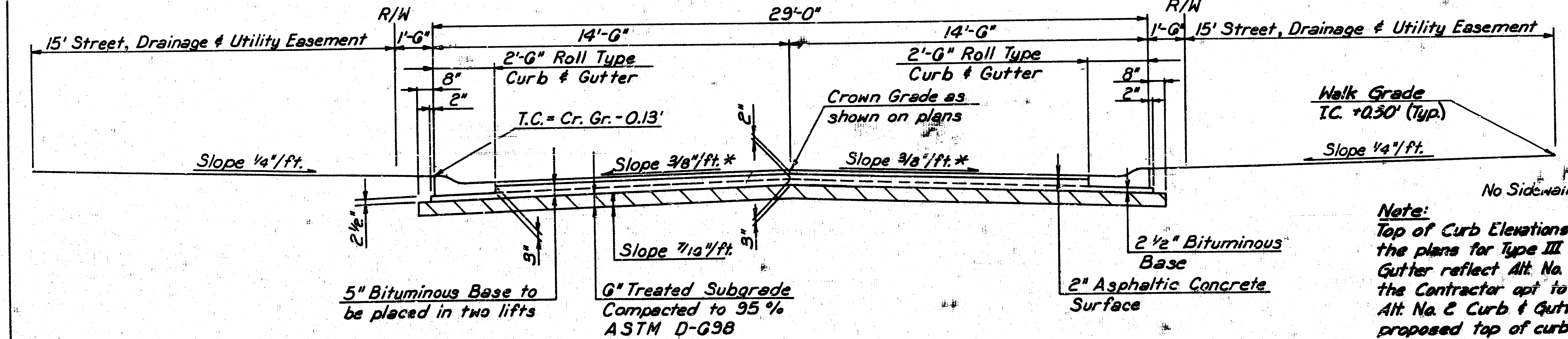
**TYPICAL SECTION**

Ponderosa - Sta. 90+34.00 to Sta. 91+50.77


R/W
14'-6"
29'-0"
14'-6"
14'-6"
14'-6"
R/W
2'-6" Standard Curb & Gutter
2'-6" Standard Curb & Gutter
8"
2"
8"
2"
T.C. = Cr. Gr. +0.12'
Crown Grade as shown on plans
Walk Grade T.C. +0.30' (Typ.)
Slope 1/4"/ft.
Slope 3/8"/ft.
Slope 3/8"/ft.
Slope 1/4"/ft.
No Sidewalk (Typ.)
2 1/2"
3"
2"
3"
Slope 7/16"/ft.
5" Bituminous Base to be placed in two lifts
6" Treated Subgrade Compacted to 95% ASTM D-698
2 1/2" Bituminous Base
2" Asphaltic Concrete Surface

**TYPICAL SECTION**

Alderny / Parkridge - Sta. 70+44.50 to Sta. 75+73.59

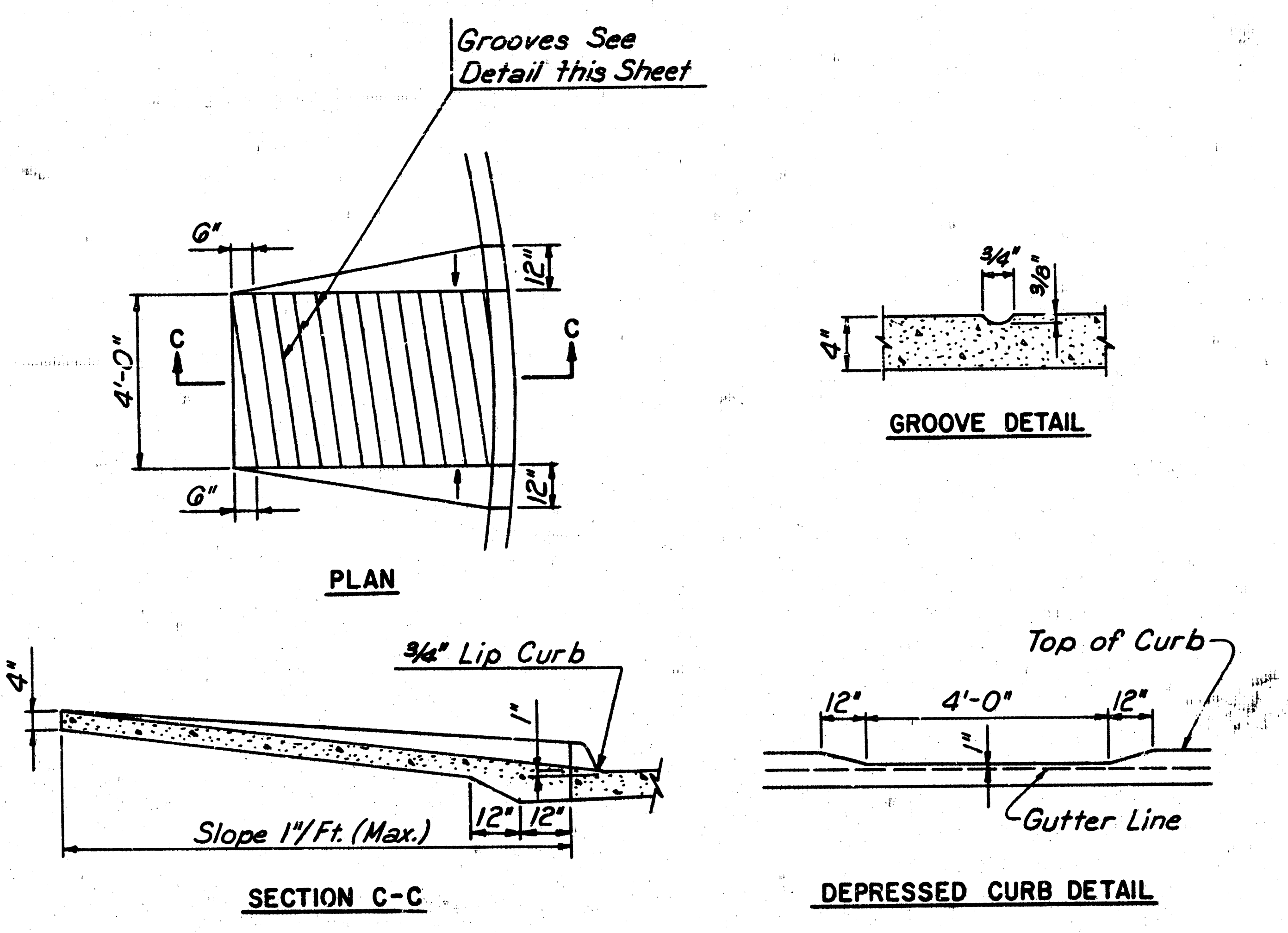

R/W
15' Street, Drainage & Utility Easement
1'-6"
29'-0"
14'-6"
14'-6"
R/W
1'-6"
15' Street, Drainage & Utility Easement
2'-6" Roll Type Curb & Gutter
2'-6" Roll Type Curb & Gutter
8"
2"
8"
2"
T.C. = Cr. Gr. - 0.13'
Crown Grade as shown on plans
Walk Grade T.C. +0.30' (Typ.)
Slope 1/4"/ft.
Slope 3/8"/ft. *
Slope 3/8"/ft. *
Slope 1/4"/ft.
No Sidewalk (Typ.)
2 1/2"
3"
2"
3"
Slope 7/16"/ft.
5" Bituminous Base to be placed in two lifts
6" Treated Subgrade Compacted to 95% ASTM D-698
2 1/2" Bituminous Base
2" Asphaltic Concrete Surface

**TYPICAL SECTION**

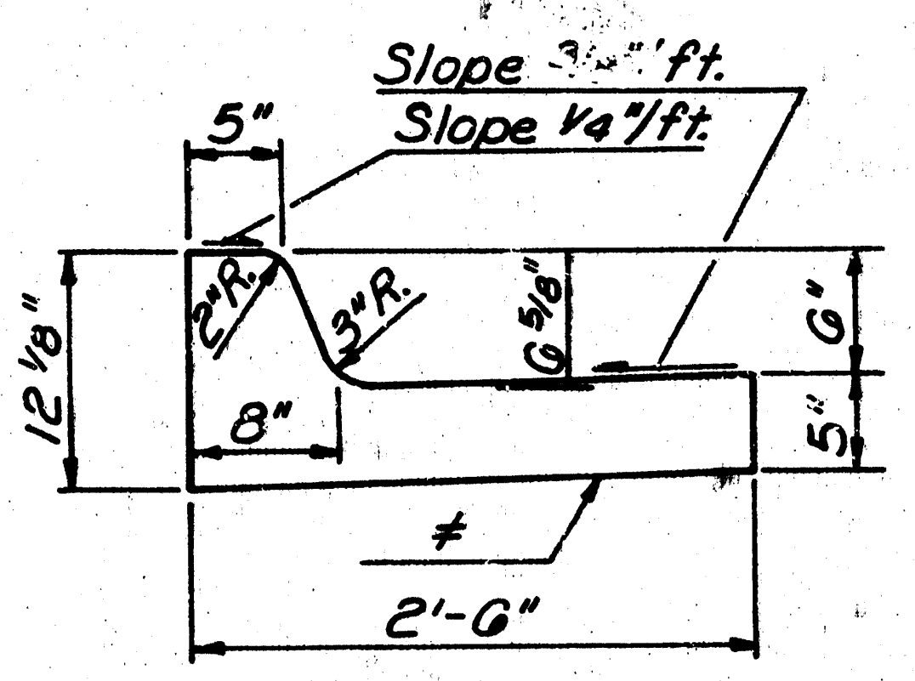
Alderny Court - Sta. 20+00 to Sta. 33+98.62
Alderny Court - Sta. 40+30.27 to Sta. 41+35.88

* Slope varies from Sta. 40+30.27 to Sta. 41+35.88

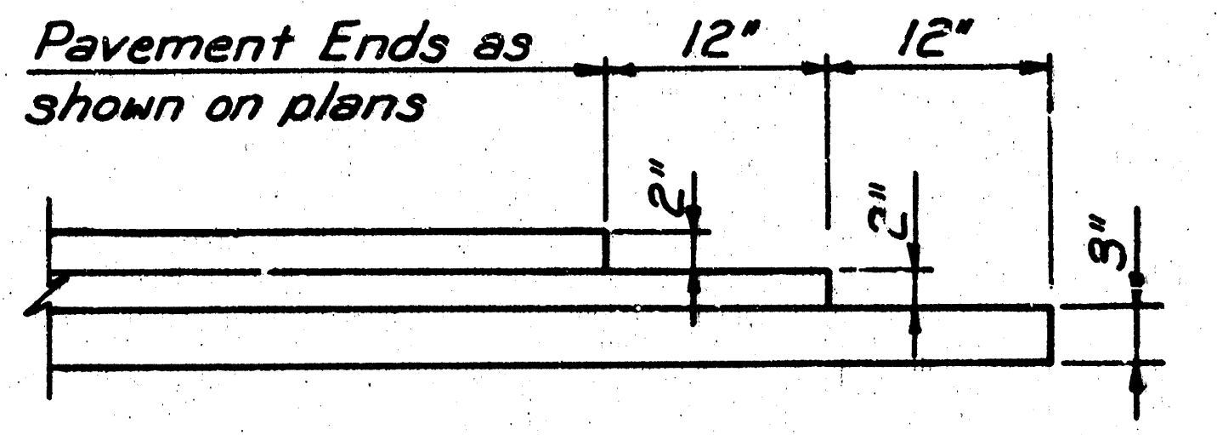
**Note:**
Top of Curb Elevations shown on the plans for Type III Curb & Gutter reflect Alt. No. 1. Should the Contractor opt to construct Alt. No. 2 Curb & Gutter the proposed top of curb shall be 0.11' above the elevations shown.



**WHEELCHAIR RAMP DETAILS**

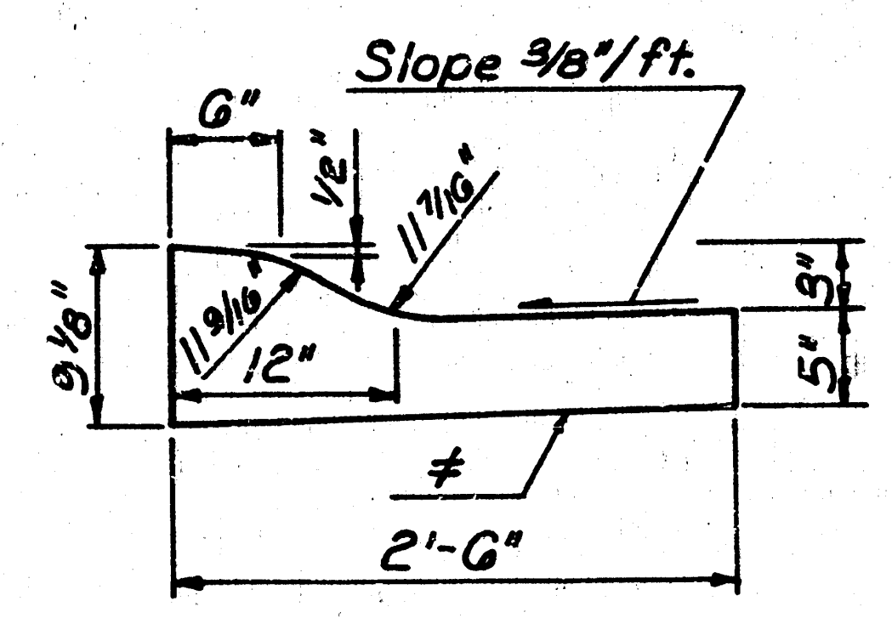


**STANDARD CURB & GUTTER DETAIL**



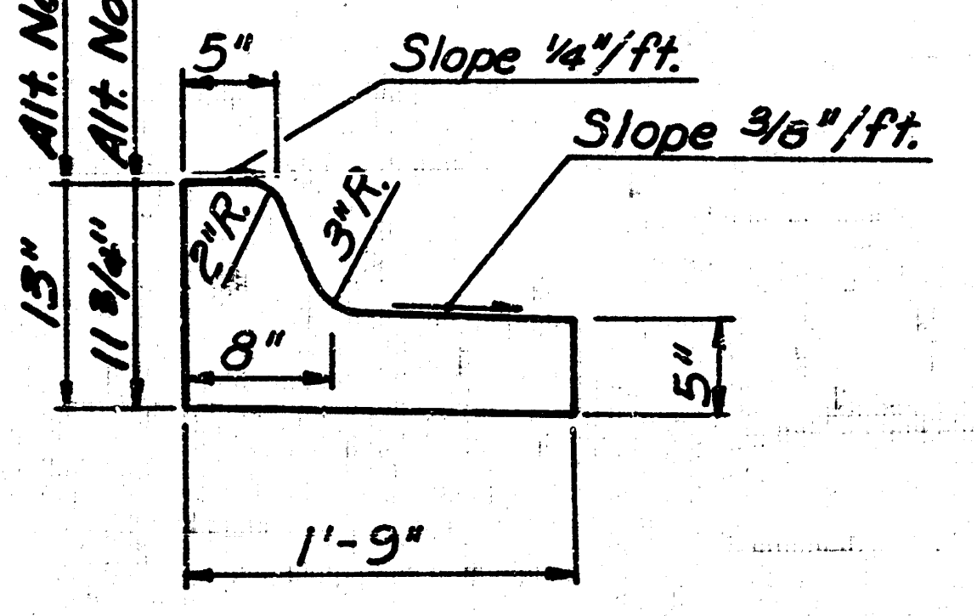
**DETAIL OF TRANSVERSE CONSTRUCTION JOINTS**

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 Joint shall not be measured or paid for directly, but shall be included in the price bid for square yard of asphaltic concrete pavement.



**ROLL TYPE CURB & GUTTER DETAIL**

≠ Slope 7/16"/ft. (35' Pavement)
≠ Slope 15/32"/ft. (29' Pavement)



**MEDIAN CURB & GUTTER DETAIL**

## TYPICAL SECTIONS

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

3/10

| | | | |
|---|---|---|---|
| Designed by | BER | Checked by | |
| Drawn by | JGP | Date June, 1984 | Job No. 83713-1 |

Curve No. 1

P.I. Sta. 20+03.13 (Bk.) =
P.I. Sta. 20+03.13 (Ahd.)

℄ Curve Data

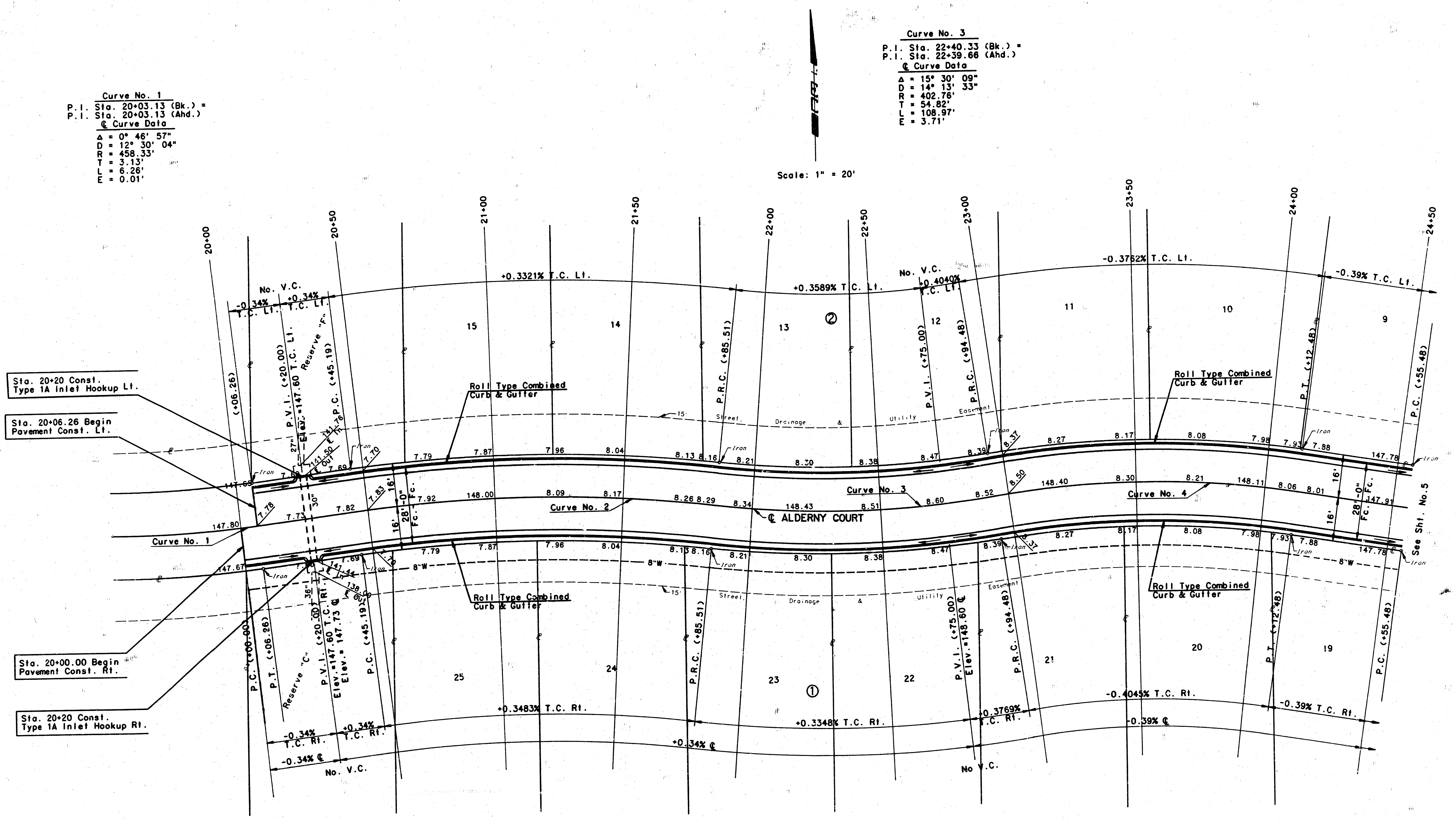
Δ = 0° 46' 57"
D = 12° 30' 04"
R = 458.33'
T = 3.13'
L = 6.26'
E = 0.01'

Curve No. 3

P.I. Sta. 22+40.33 (Bk.) =
P.I. Sta. 22+39.66 (Ahd.)

℄ Curve Data

Δ = 15° 30' 09"
D = 14° 13' 33"
R = 402.76'
T = 54.82'
L = 108.97'
E = 3.71'



Curve No. 2

P.I. Sta. 21+15.69 (Bk.) =
P.I. Sta. 21+15.01 (Ahd.)

℄ Curve Data

Δ = 13° 42' 08"
D = 9° 45' 54"
R = 586.74'
T = 70.50'
L = 140.32'
E = 4.22'

See Sht. No.8 for
Curve Tables

Curve No. 4

P.I. Sta. 23+53.94 (Bk.) =
P.I. Sta. 23+53.02 (Ahd.)

℄ Curve Data

Δ = 17° 30' 00"
D = 14° 49' 51"
R = 386.33'
T = 59.46'
L = 118.00'
E = 4.55'

| No. | Revision | By | Date |
|---|---|---|---|
| | | | |

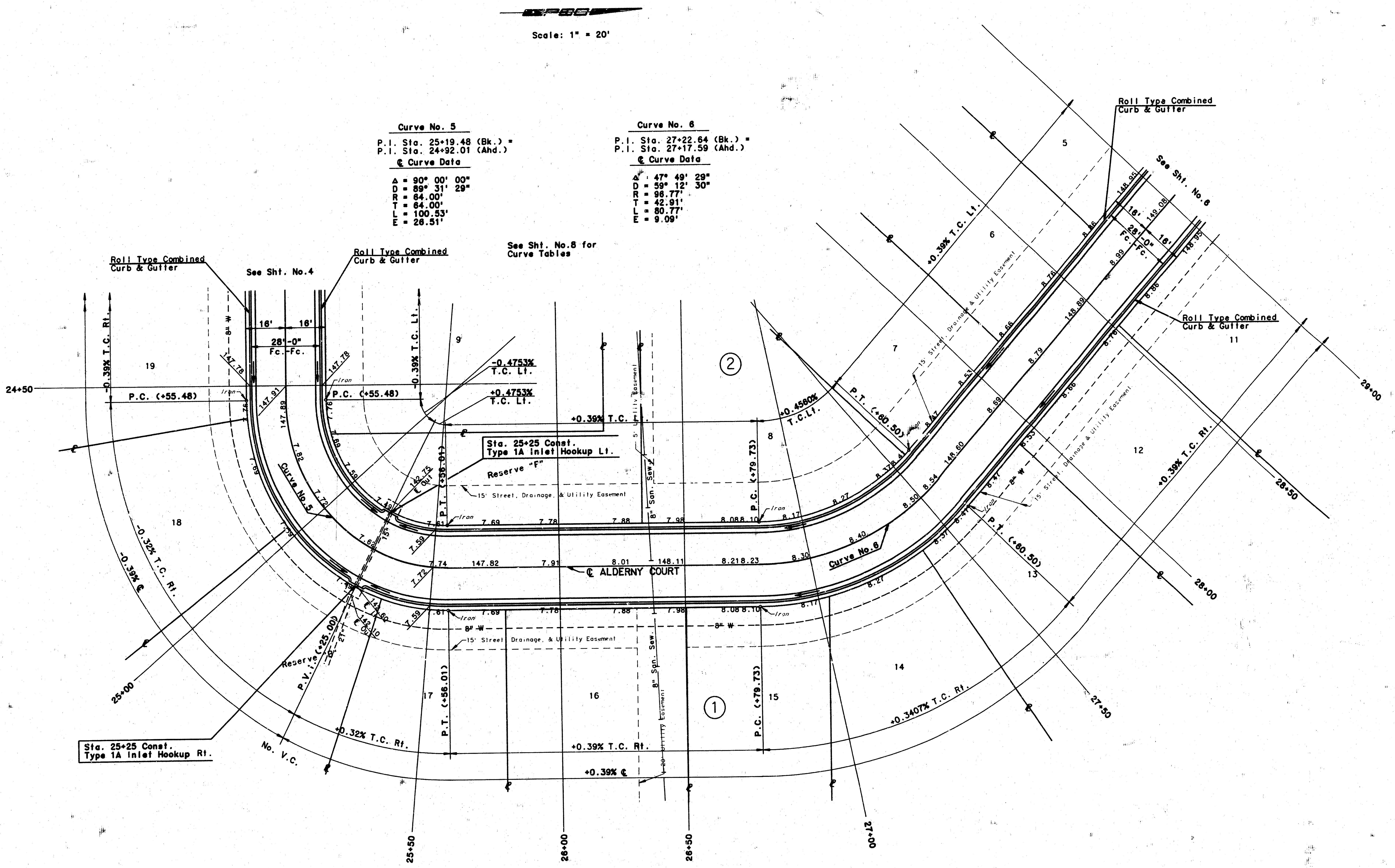
ALDERNY COURT
STA. 20+00 TO STA. 24+50

Proj. No. 472-76-245-81375-000-000-001

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

4/10

Designed by BER
Drawn by YODA, JGP
Job No. 83713-1
Date June, 1984
Sht. 4 of 11



Curve No. 5

P.I. Sta. 25+19.48 (Bk.) =
P.I. Sta. 24+92.01 (Ahd.)

℄ Curve Data

Δ = 90° 00' 00"
D = 89° 31' 29"
R = 64.00'
T = 64.00'
L = 100.53'
E = 26.51'

Curve No. 6

P.I. Sta. 27+22.64 (Bk.) =
P.I. Sta. 27+17.59 (Ahd.)

℄ Curve Data

Δ : 47° 49' 29"
D = 59° 12' 30"
R = 96.77'
T = 42.91'
L = 80.77'
E = 9.09'

See Sht. No.8 for Curve Tables

| No. | Revision | By | Date |
|---|---|---|---|
| | | | |

# ALDERNY COURT
## STA. 24+50 TO STA. 29+00

Proj. No. 472-76-245-81375-000-000-001

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

5/10

| | | |
|---|---|---|
| Designed by BER | Job No. 83713-1 | Sht.5 of 11 |
| Drawn by Yoda, JGP | Date July, 1984 | |

Curve No. 7

P.I. Sta. 30+13.41 (Bk.) =
P.I. Sta. 29+74.79 (Ahd.)
℄ Curve Data

Δ = 80° 52' 30"
D = 43° 26' 20"
R = 131.90'
T = 112.40'
L = 186.18'
E = 41.40'

Curve No. 10

P.I. Sta. 32+53.69 (Bk.) =
P.I. Sta. 32+52.83 (Ahd.)
℄ Curve Data

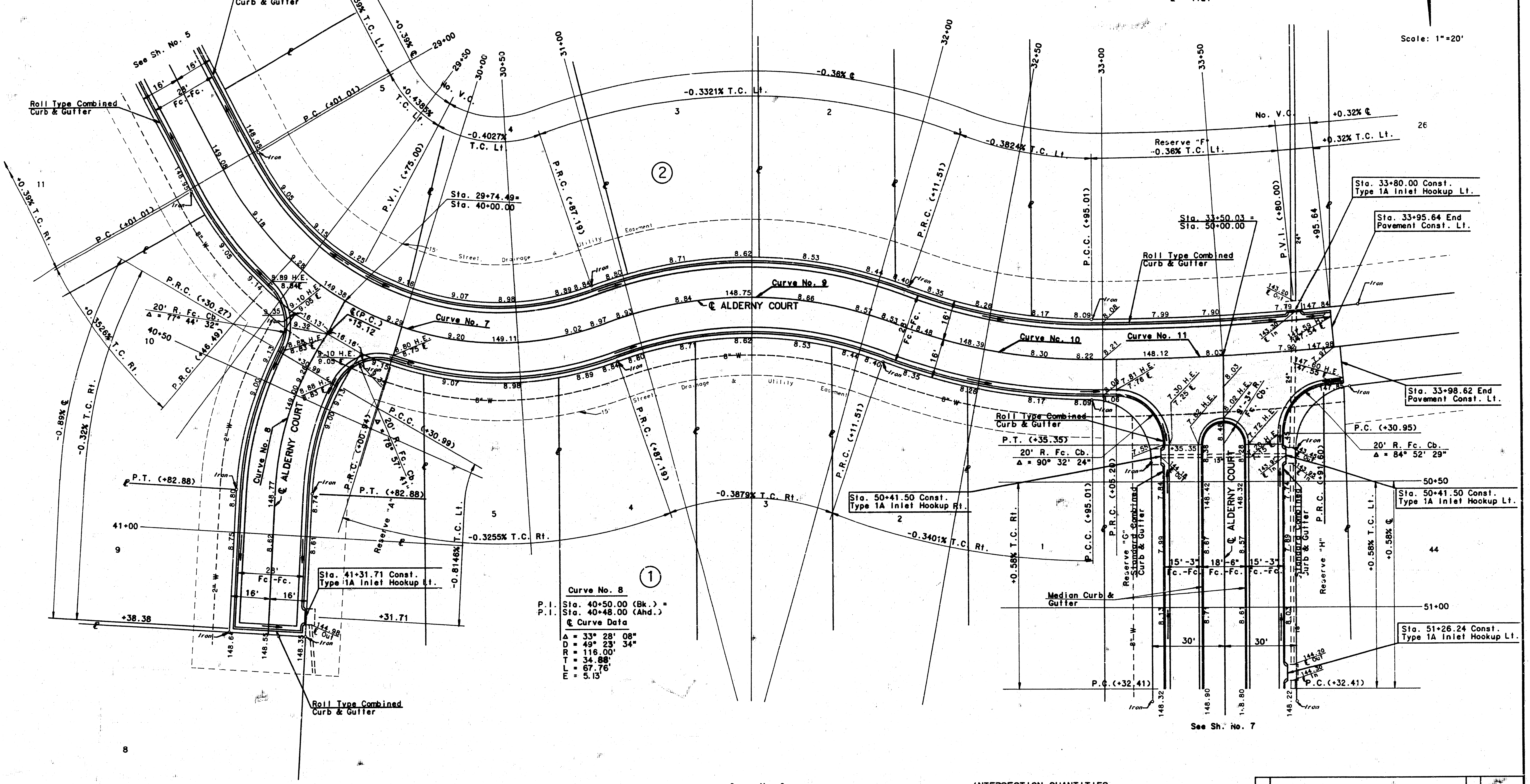
Δ = 20° 00' 00"
D = 23° 57' 07"
R = 239.21'
T = 42.18'
L = 83.50'
E = 3.69'

Curve No. 11

P.I. Sta. 33+46.86 (Bk.) =
P.I. Sta. 33+46.77 (Ahd.)
℄ Curve Data

Δ = 5° 29' 52"
D = 5° 18' 22"
R = 1,079.79'
T = 51.85'
L = 103.81'
E = 1.24'

Scale: 1"=20'



Curve No. 8

P.I. Sta. 40+50.00 (Bk.) =
P.I. Sta. 40+48.00 (Ahd.)
℄ Curve Data

Δ = 33° 28' 08"
D = 49° 23' 34"
R = 116.00'
T = 34.88'
L = 67.76'
E = 5.13'

## INTERSECTION QUANTITIES

| | | |
|---|---|---|
| 141.32 | S.Y. | 7" Asphaltic Concrete Pavement (5" Bit. Base) |
| 16.77 | S.Y. | 2 1/2" Bituminous Base |
| 161.00 | S.Y. | Manipulation |
| 2.01 | Tons | Pebble Lime |
| 54.70 | L.F. | Combined Curb & Gutter (Roll Type) |

Curve No. 9

P.I. Sta. 31+52.25 (Bk.) =
P.I. Sta. 31+47.07 (Ahd.)
℄ Curve Data

Δ = 39° 30' 00"
D = 31° 46' 22"
R = 180.33'
T = 64.75'
L = 124.32'
E = 11.27'

## INTERSECTION QUANTITIES

| | | |
|---|---|---|
| 239.00 | S.Y. | 7" Asphaltic Concrete Pavement (5" Bit. Base) |
| 28.57 | S.Y. | 2 1/2" Bituminous Base |
| 274.25 | S.Y. | Manipulation |
| 3.43 | Tons | Pebble Lime |
| 72.65 | L.F. | Combined Curb & Gutter (Roll Type) |
| 29.06 | L.F. | 1'-9" Median Curb & Gutter |

| No. | Revision | By | Date |
|---|---|---|---|
| | | | |

ALDERNY COURT
STA. 29+00 TO STA. 33+98.62
Proj. No. 472-76-245-81375-000-000-001

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

6/10

Designed by BER
Drawn by Yoda, JGP
Job No. 83713-1
Date July, 1984
Sht. 6 of 11

## INTERSECTION QUANTITIES

390.16 S.Y. 7" Asphaltic Concrete Pavement (5" Bit. Base)
38.52 S.Y. 2 1/2" Bituminous Base
435.48 S.Y. Manipulation
5.44 Tons Pebble Lime
125.66 L.F. Combined Curb & Gutter (Standard)
1 Each Wheelchair Ramp

## INTERSECTION QUANTITIES

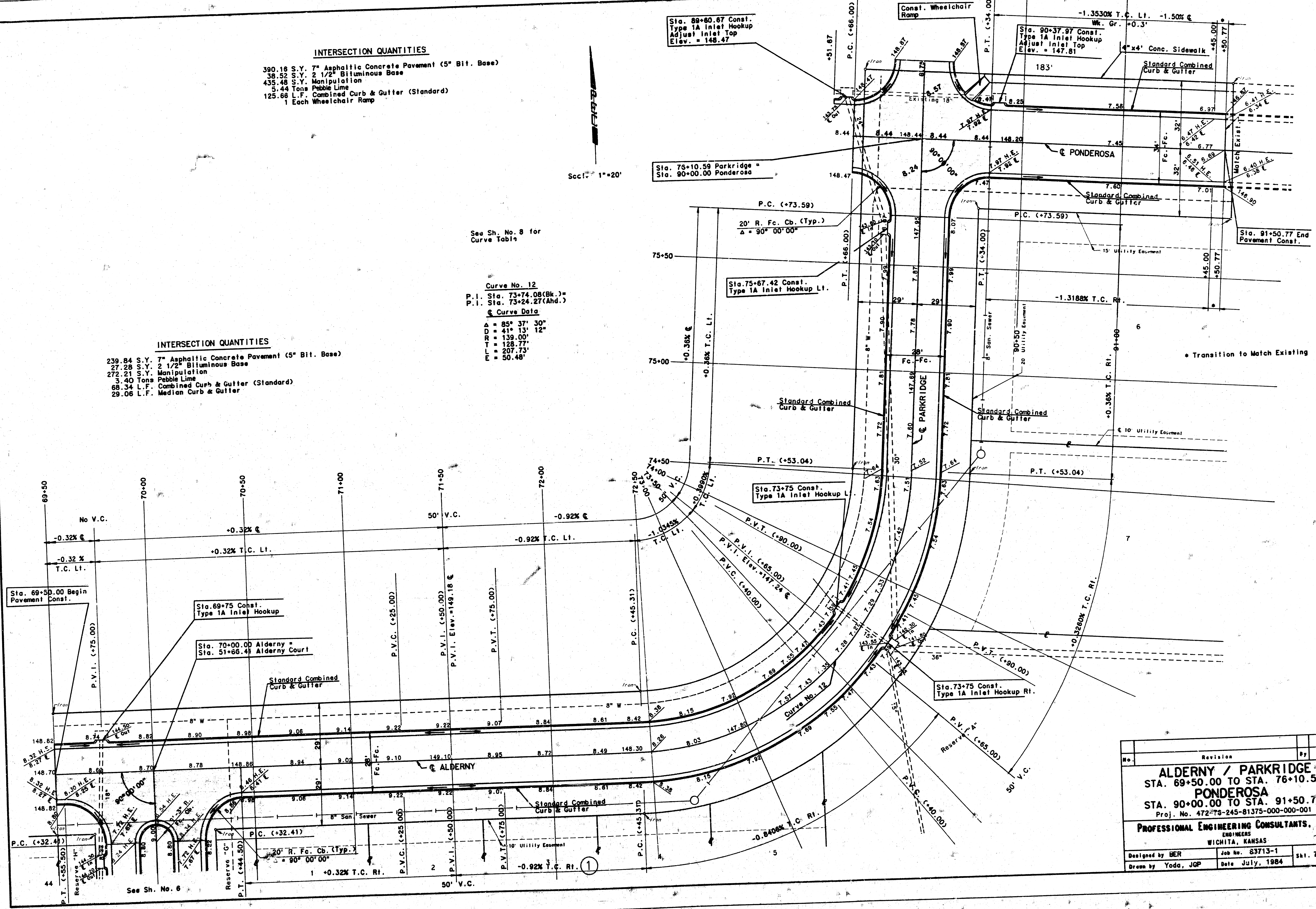
239.84 S.Y. 7" Asphaltic Concrete Pavement (5" Bit. Base)
27.28 S.Y. 2 1/2" Bituminous Base
272.21 S.Y. Manipulation
3.40 Tons Pebble Lime
68.34 L.F. Combined Curb & Gutter (Standard)
29.06 L.F. Median Curb & Gutter

Scale 1"=20'

See Sh. No. 8 for Curve Table

Curve No. 12
P.I. Sta. 73+74.08(Bk.)=
P.I. Sta. 73+24.27(Ahd.)

℄ Curve Data
Δ = 85° 37' 30"
D = 41° 13' 12"
R = 139.00'
T = 128.77'
L = 207.73'
E = 50.48'



| No. | Revision | By | Date |
|---|---|---|---|
| | | | |

# ALDERNY / PARKRIDGE
STA. 69+50.00 TO STA. 76+10.59
# PONDEROSA
STA. 90+00.00 TO STA. 91+50.77
Proj. No. 472-TS-245-81375-000-000-001

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

7/10

| | | |
|---|---|---|
| Designed by BER | Job No. 83713-1 | Sht. 7 of 11 |
| Drawn by Yoda, JGP | Date July, 1984 | |

| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-76-245-81375-000-000-001 | 8 | 11 |

## CURVE NO. 1

### ℄ CURVE DATA

Δ=0°46'57" D=12°30'04" R=458.33' L=6.26' T=3.13' E=0.01'

CURVE DATA BASED ON ℄ RADIUS Δ/2=0°23'28.5"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 20+00.00 | — | — | — | — | — |
| 20+06.26 | 6.26' | — | 6.56' | 0°23'28.5" | 0°23'28.5" |

## CURVE NO. 2

### ℄ CURVE DATA

Δ=13°42'08" D=9°45'54" R=586.74' L=140.32' T=70.50' E=4.22'

CURVE DATA BASED ON ℄ RADIUS Δ/2=6°51'04"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 20+45.19 | — | — | — | — | — |
| 20+50.00 | 4.81' | 4.99' | 4.63' | 0°14'06" | 0°14'06" |
| 20+75.00 | 25.00' | 25.93' | 24.06' | 1°13'14" | 1°27'20" |
| 21+00.00 | 25.00' | 25.93' | 24.06' | 1°13'14" | 2°40'34" |
| 21+25.00 | 25.00' | 25.93' | 24.06' | 1°13'14" | 3°53'48" |
| 21+50.00 | 25.00' | 25.93' | 24.06' | 1°13'14" | 5°07'02" |
| 21+75.00 | 25.00' | 25.93' | 24.06' | 1°13'14" | 6°20'16" |
| 21+85.51 | 10.51' | 10.91' | 10.12' | 0°30'48" | 6°51'04" |

## CURVE NO. 3

### ℄ CURVE DATA

Δ=15°30'09" D=14°13'33" R=402.76' L=108.97' T=54.82' E=3.71'

CURVE DATA BASED ON ℄ RADIUS Δ/2=7°45'04.5"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 21+85.51 | — | — | — | — | — |
| 22+00.00 | 14.49' | 13.70' | 15.28' | 1°01'50.4" | 1°01'50.4" |
| 22+25.00 | 25.00' | 23.63' | 26.36' | 1°46'42" | 2°48'32.4" |
| 22+50.00 | 25.00' | 23.63' | 26.36' | 1°46'42" | 4°35'14.4" |
| 22+75.00 | 25.00' | 23.63' | 28.36' | 1°46'42" | 6°21'56.4" |
| 22+94.48 | 19.48' | 18.41' | 20.54' | 1°23'08.1" | 7°45'04.5" |

## CURVE NO. 4

### ℄ CURVE DATA

Δ=17°30'00" D=14°49'51" R=386.33' L=118.00' T=59.46' E=4.55'

CURVE DATA BASED ON ℄ RADIUS Δ/2=8°45'00"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 22+94.48 | — | — | — | — | — |
| 23+00.00 | 5.52' | 5.83' | 5.20' | 0°24'33" | 0°24'33" |
| 23+25.00 | 25.00' | 26.42' | 23.57' | 1°51'14" | 2°15'47" |
| 23+50.00 | 25.00' | 26.42' | 23.57' | 1°51'14" | 4°07'01" |
| 23+75.00 | 25.00' | 26.42' | 23.57' | 1°51'14" | 5°58'15" |
| 24+00.00 | 25.00' | 26.42' | 23.57' | 1°51'14" | 7°49'29" |
| 24+12.48 | 12.48' | 13.19' | 11.77' | 0°55'31" | 8°45'00" |

## CURVE NO. 5

### ℄ CURVE DATA

Δ=90°00'00" D=89°31'29" R=64.00' L=100.53' T=64.00' E=26.51'

CURVE DATA BASED ON ℄ RADIUS Δ/2=45°00'00""

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 24+55.48 | — | — | — | — | — |
| 24+75.00 | 19.52' | 12.76' | 26.13' | 8°44'16" | 8°44'16" |
| 25+00.00 | 25.00' | 16.30' | 33.38' | 11°11'26" | 19°55'42" |
| 25+25.00 | 25.00' | 16.30' | 33.38' | 11°11'26" | 31°07'08" |
| 25+50.00 | 25.00' | 16.30' | 33.38' | 11°11'26" | 42°18'34" |
| 25+56.01 | 6.01' | 3.94' | 8.07' | 2°41'26" | 45°00'00" |

## CURVE NO. 6

### ℄ CURVE DATA

Δ=47°49'29" D=59°12'30" R=96.77' L=80.77' T=42.91' E=9.09'

CURVE DATA BASED ON ℄ RADIUS Δ/2=23°54'44.5"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 26+79.73 | — | — | — | — | — |
| 27+00.00 | 20.27' | 15.63' | 24.83' | 6°00'04" | 6°00'04" |
| 27+25.00 | 25.00' | 19.26' | 30.60' | 7°24'05" | 13°24'09" |
| 27+50.00 | 25.00' | 19.26' | 30.60' | 7°24'05" | 20°48'14" |
| 27+60.50 | 10.50' | 8.11' | 12.88' | 3°06'30.5" | 23°54'44.5" |

## CURVE NO. 7

### ℄ CURVE DATA

Δ=80°52'30" D=43°26'20" R=131.90' L=186.18' T=112.40' E=41.40'

CURVE DATA BASED ON ℄ RADIUS Δ/2=40°26'15"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 29+01.01 | — | — | — | — | — |
| 29+25.00 | 23.99' | 19.96' | 27.95' | 5°12'38" | 5°12'38" |
| 29+48.49 | 21.49' | 17.89' | 25.05' | 4°40'03" | 9°52'41" |
| 29+50.00 | 3.51' | 2.92' | 4.09' | 0°45'44" | 10°38'25" |
| 29+75.00 | 25.00' | 20.80' | 29.13' | 5°25'48" | 16°04'13" |
| 30+00.00 | 25.00' | 20.80' | 29.13' | 5°25'48" | 21°30'01" |
| 30+00.94 | 0.94' | 0.78' | 1.10' | 0°12'15" | 21°42'16" |
| 30+25.00 | 24.06' | 20.02' | 28.03' | 5°13'32" | 26°55'48" |
| 30+50.00 | 25.00' | 20.80' | 29.13' | 5°25'48" | 32°21'36" |
| 30+75.00 | 25.00' | 20.80' | 29.13' | 5°25'48" | 37°47'24" |
| 30+87.19 | 12.19' | 10.15' | 14.22' | 2°38'51" | 40°26'15" |

## CURVE NO. 8

### ℄ CURVE DATA

Δ=33°28'08" D=49°23'34" R=116.00' L=67.76' T=34.88' E=5.13'

CURVE DATA BASED ON ℄ RADIUS Δ/2=16°44'04"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 40+15.12 | — | — | — | — | — |
| 40+30.27 | 15.15' | 12.27' | 18.01' | 3°44'30" | 3°44'30" |
| 40+30.99 | 0.72' | 0.58' | 0.86' | 0°10'40" | 3°55'10" |
| 40+50.00 | 19.01' | 15.39' | 22.59' | 4°41'41" | 8°36'51" |
| 40+75.00 | 25.00' | 20.22' | 29.68' | 6°10'27" | 14°47'18" |
| 40+82.88 | 7.88' | 6.38' | 9.37' | 1°56'46" | 16°44'04" |

## CURVE NO. 9

### ℄ CURVE DATA

Δ=39°30'00" D=31°46'22" R=180.33' L=124.32' T=64.75' E=11.27'

CURVE DATA BASED ON ℄ RADIUS Δ/2=19°45'00"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 30+87.19 | — | — | — | — | — |
| 31+00.00 | 12.81' | 14.37' | 11.24' | 2°02'06" | 2°02'06" |
| 31+25.00 | 25.00' | 28.03' | 21.93' | 3°58'18" | 6°00'24" |
| 31+50.00 | 25.00' | 28.03' | 21.93' | 3°58'18" | 9°58'42" |
| 31+75.00 | 25.00' | 28.03' | 21.93' | 3°58'18" | 13°57'00" |
| 32+00.00 | 25.00' | 28.03' | 21.93' | 3°58'18" | 17°55'18" |
| 32+11.51 | 11.51' | 12.91' | 10.10' | 1°49'42" | 19°45'00" |

## CURVE NO. 10

### ℄ CURVE DATA

Δ=20°00'00" D=23°57'07" R=239.21' L=83.50' T=42.18' E=3.69'

CURVE DATA BASED ON ℄ RADIUS Δ/2=10°00'00"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 32+11.51 | — | — | — | — | — |
| 32+25.00 | 13.49' | 12.25' | 14.73' | 1°36'56" | 1°36'56" |
| 32+50.00 | 25.00' | 22.69' | 27.29' | 2°59'38.5" | 4°36'34.5" |
| 32+75.00 | 25.00' | 22.69' | 27.29' | 2°59'38.5" | 7°36'13" |
| 32+95.01 | 20.01' | 18.16' | 21.84' | 2°23'47" | 10°00'00" |

## CURVE NO. 11

### ℄ CURVE DATA

Δ=5°29'52" D=5°18'22" R=1,079.79' L=103.61' T=51.85' E=1.24'

CURVE DATA BASED ON ℄ RADIUS Δ/2=2°44'56"

| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 32+95.01 | — | — | — | — | — |
| 33+00.00 | 4.99' | 4.89' | 5.10' | 0°07'57" | 0°07'57" |
| 33+05.20 | 5.20' | 5.10' | 5.31' | 0°08'17" | 0°16'14" |
| 33+25.00 | 19.80' | 19.40' | 20.20' | 0°31'31" | 0°47'45" |
| 33+50.00 | 25.00' | 24.50' | 25.51' | 0°39'48" | 1°27'33" |
| 33+75.00 | 25.00' | 24.50' | 25.51' | 0°39'48" | 2°07'21" |
| 33+91.60 | 16.60' | 16.26' | 16.93' | 0°26'25" | 2°33'46" |
| 33+95.64 | 4.04' | 3.96' | 4.12' | 0°06'26" | 2°40'12" |
| 33+98.62 | 2.98' | 2.91' | 3.03' | 0°04'44" | 2°44'56" |

## CURVE NO. 12

### ℄ CURVE DATA

Δ=85°37'30" D=41°13'12" R=139.00' L=207.73' T=128.77' E=50.48'

CURVE DATA BASED ON ℄ RADIUS Δ/2=42°48'45"

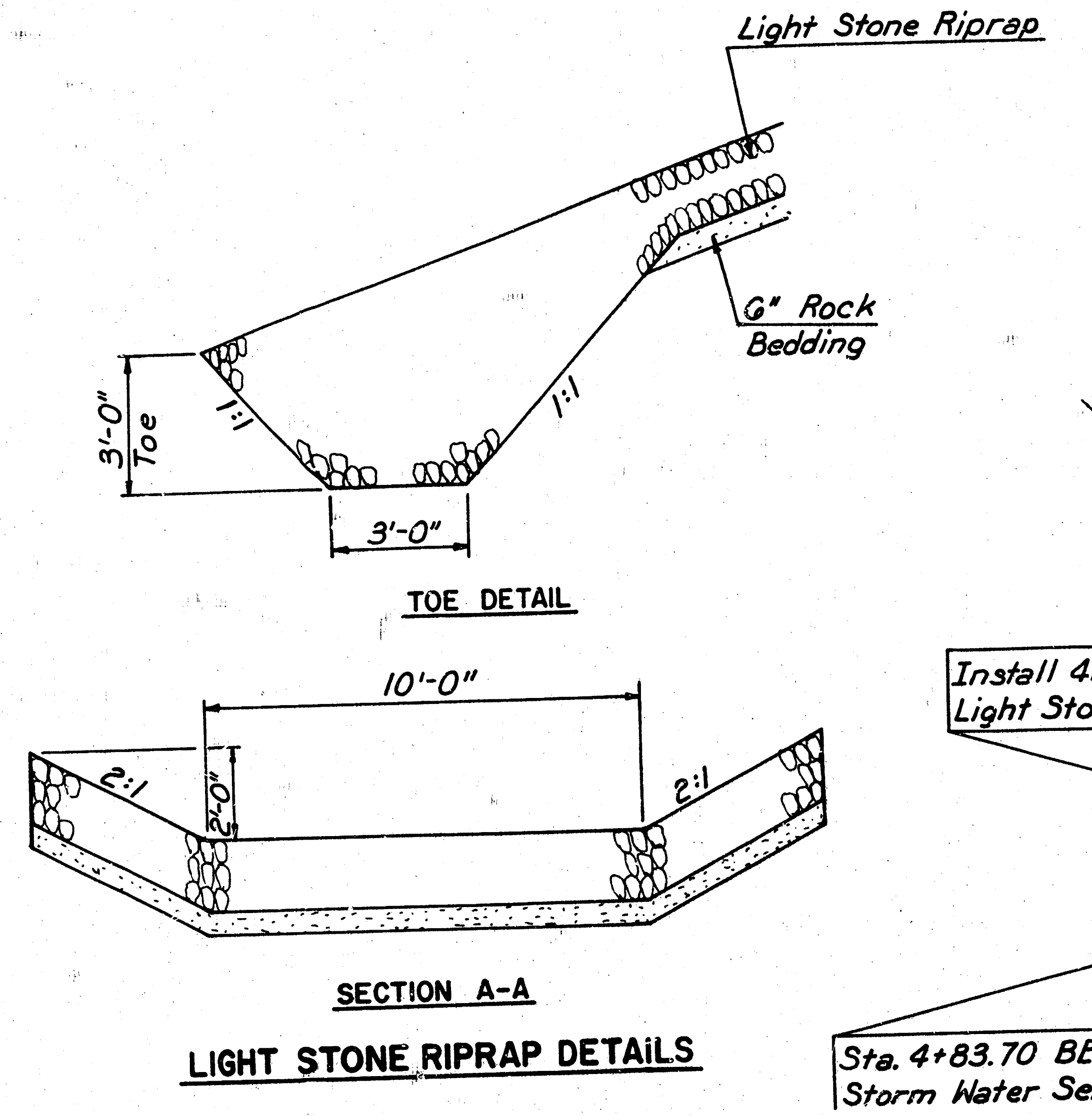
| ℄ STATION | ℄ ARC LENGTH | CHORD LENGTH | | ℄ DEFLECTION ANGLE | ℄ TOTAL DEFLECTION |
|---|---|---|---|---|---|
| | | 8' OFF LEFT FACE CURB | 8' OFF RIGHT FACE CURB | | |
| 72+45.31 | — | — | — | — | — |
| 72+50.00 | 4.69' | 3.95' | 5.43' | 0°57'59" | 0°57'59" |
| 72+75.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 6°07'08" |
| 73+00.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 11°16'17" |
| 73+25.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 16°25'26" |
| 73+50.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 21°34'35" |
| 73+75.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 26°43'44" |
| 74+00.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 31°52'53" |
| 74+25.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 37°02'02" |
| 74+50.00 | 25.00' | 21.01' | 28.92' | 5°09'09" | 42°11'11" |
| 74+53.04 | 3.04' | 2.56' | 3.52' | 0°37'34" | 42°48'45" |

# CURVE TABLES

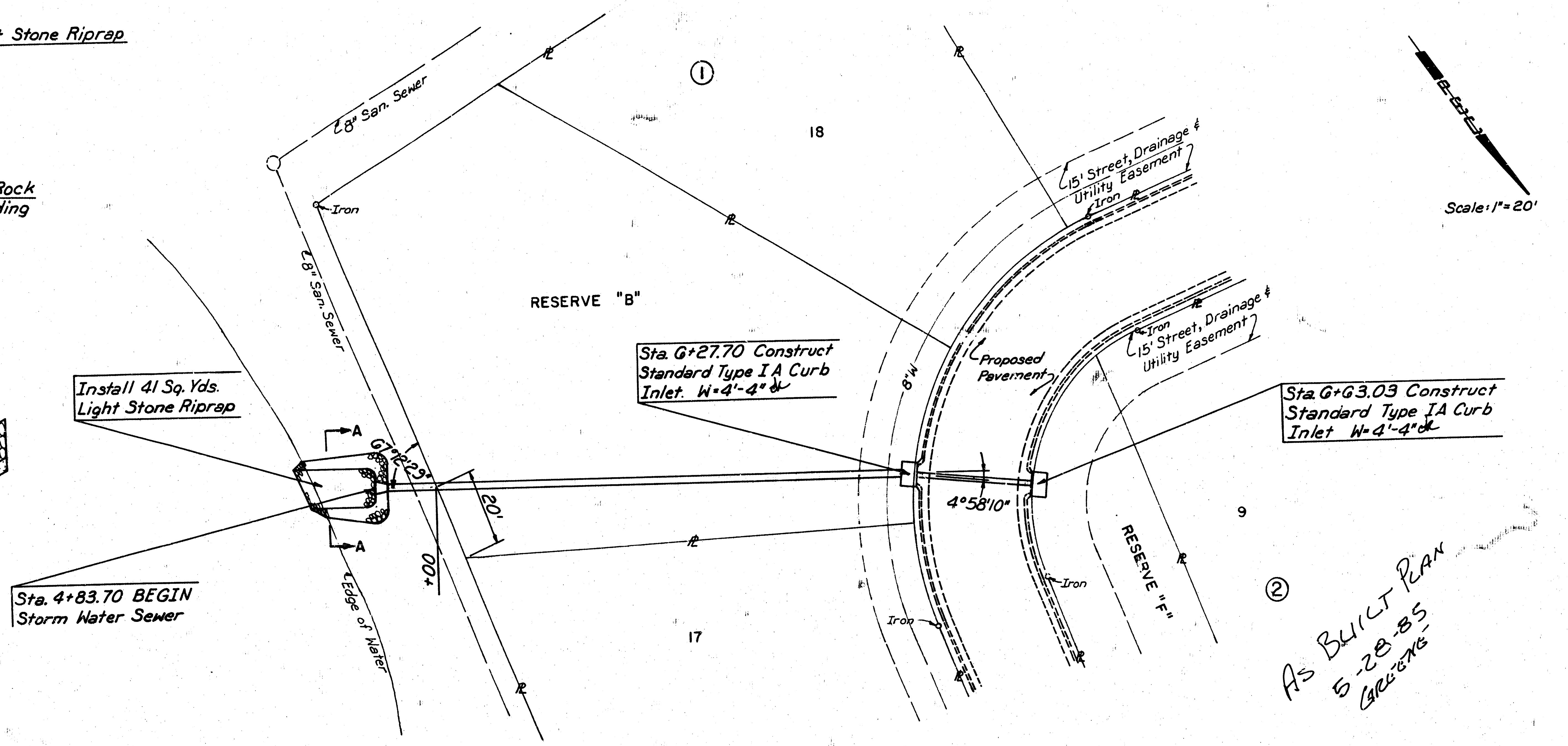
**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

8/10

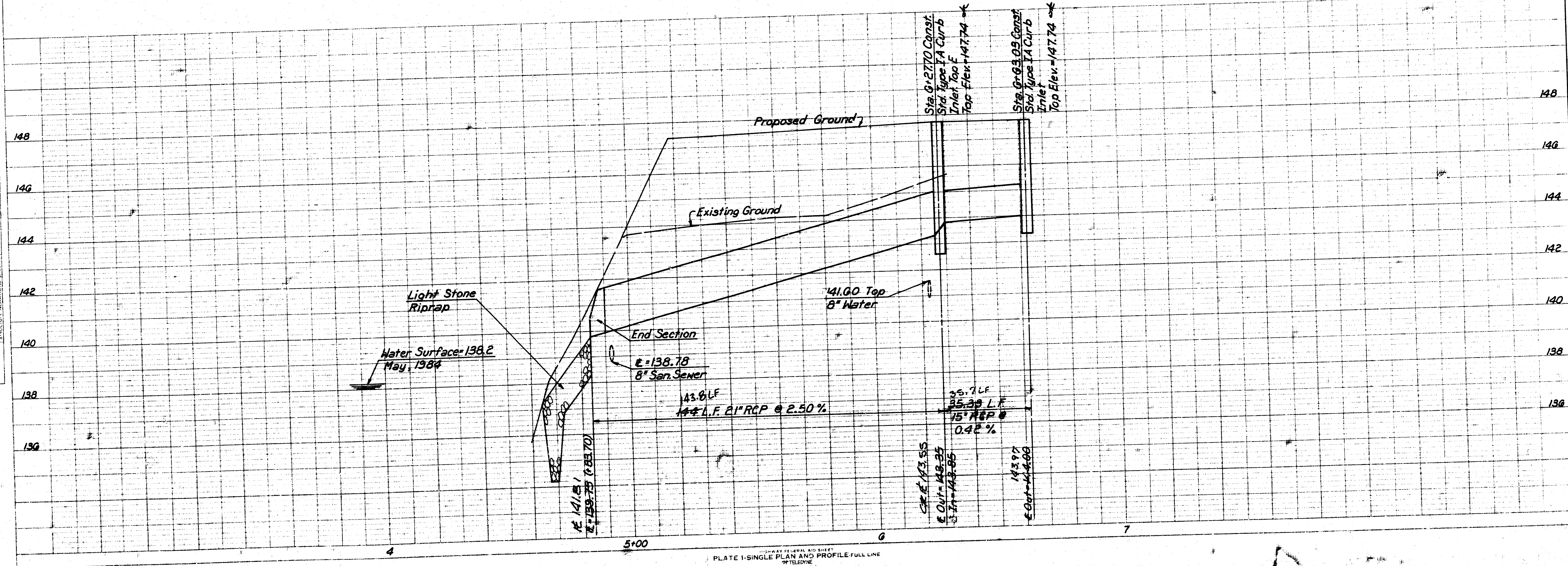
| | | | |
|---|---|---|---|
| Designed by | BER | Checked by | |
| Drawn by | Yoda, JGP | Date July, 1984 | Job No. 83713-1 |



**LIGHT STONE RIPRAP DETAILS**


①
18
②
9
17
RESERVE "B"
RESERVE "F"
℄ 8" San. Sewer
℄ 8" San. Sewer
Iron
Iron
Iron
Iron
℞
15' Street, Drainage & Utility Easement
15' Street, Drainage & Utility Easement
Proposed Pavement
8"W
4°58'10"
20'
A
A
6+22.91
5+00
Edge of Water
Scale: 1"=20'
Install 41 Sq. Yds. Light Stone Riprap
Sta. 4+83.70 BEGIN Storm Water Sewer
Sta. 6+27.70 Construct Standard Type I A Curb Inlet. W=4'-4" ✓
Sta. 6+63.03 Construct Standard Type I A Curb Inlet W=4'-4" ✓

As Built Plan
5-28-85
GRI-ENG



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE FULL LINE
TELEDYNE
PRINTED IN U.S.A.

PLAN Surveyed / Plotted / Note Book / Alignment Checked / No. / Re-Ck Alignment Checked

PROFILE Surveyed / Plotted / Note Book / Grades Checked / B.M.'s Noted / Structure Notations Checked / No.

# STORM WATER SEWER

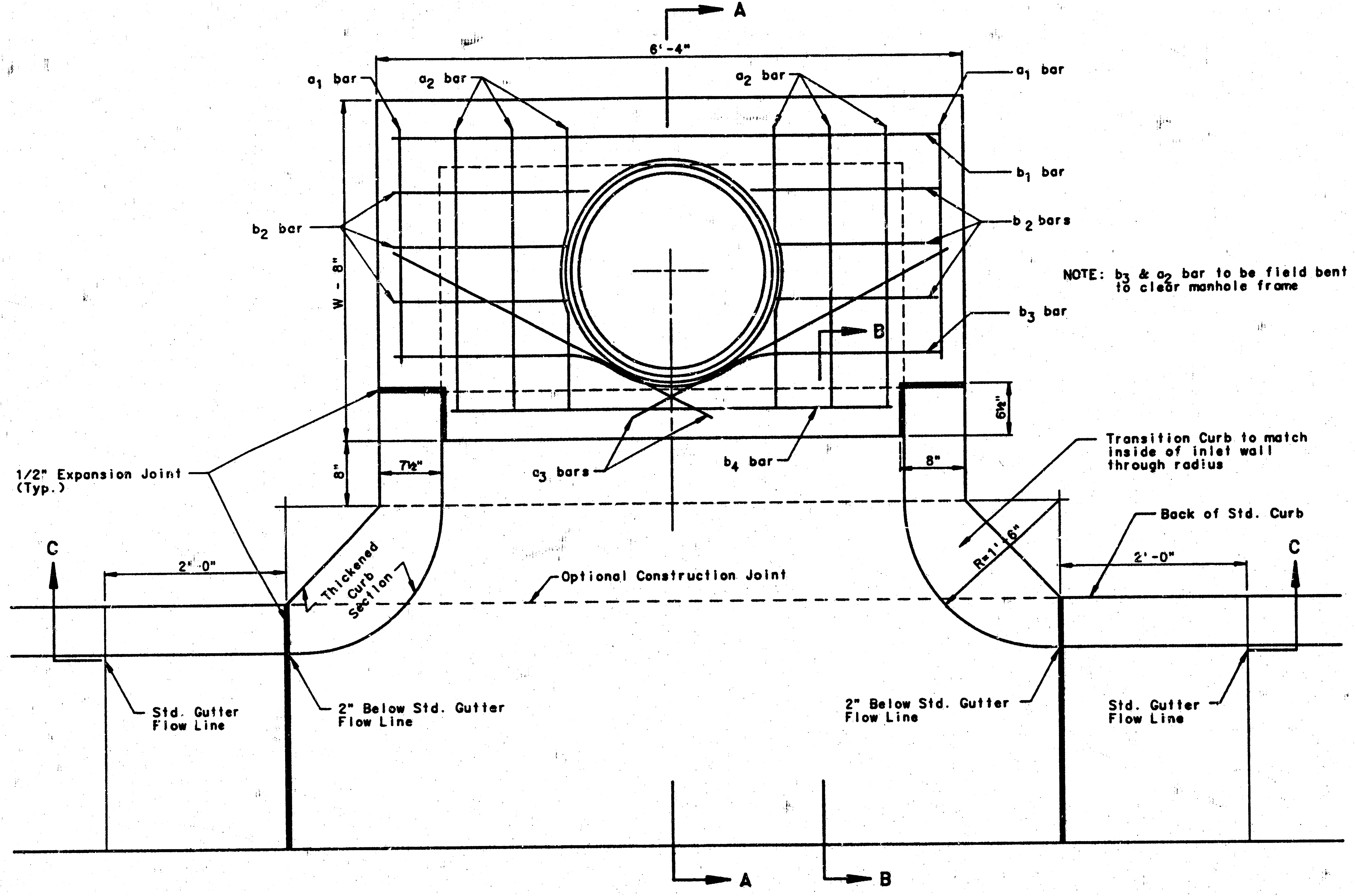
PROJ. NO. 472-76-245-81375-000-000-001

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

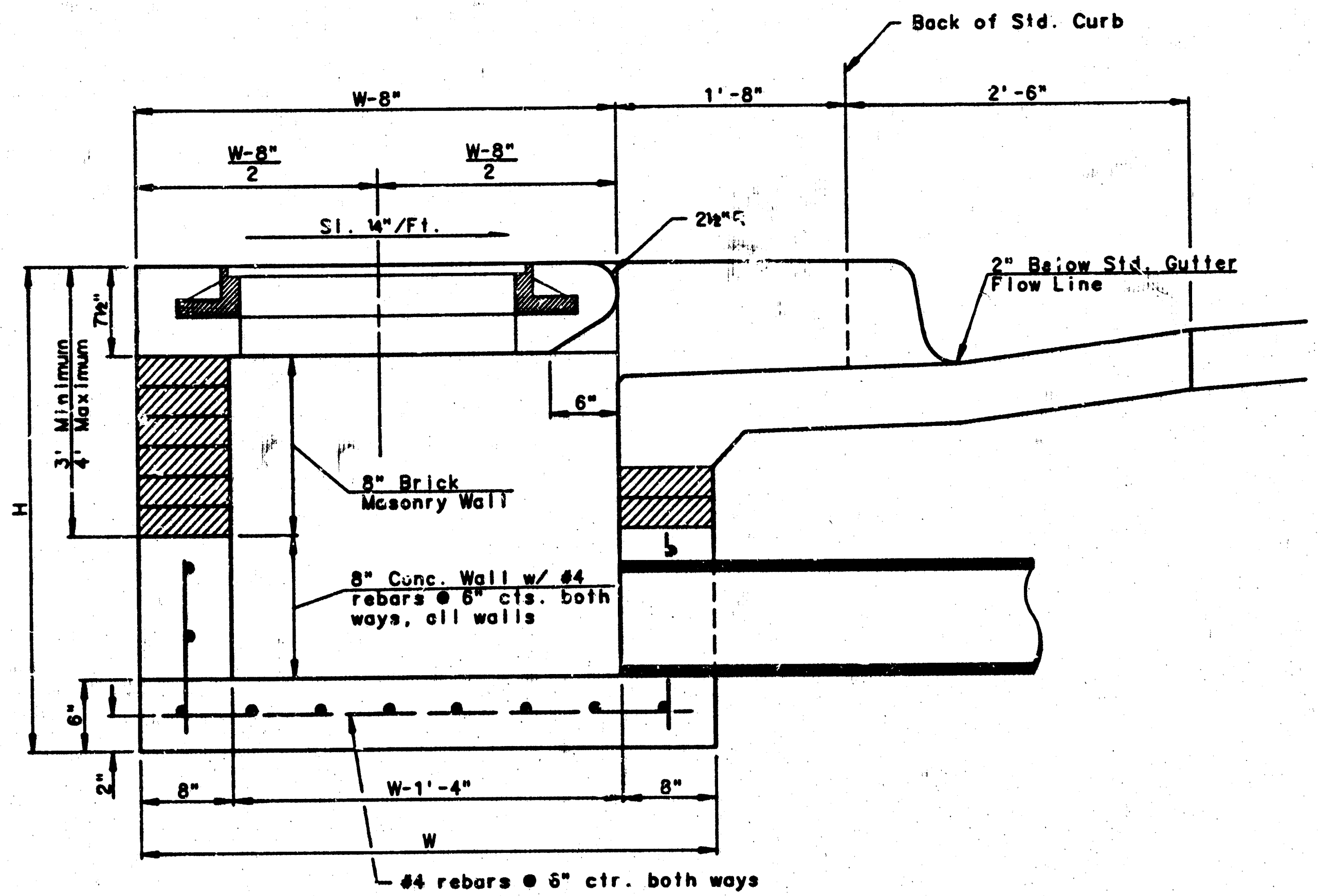
| | | |
|---|---|---|
| Designed by BEP | Job No. 85713-1 | Sht. 9 of 11 |
| Drawn by JGP | Date June, 1984 | |

9/10

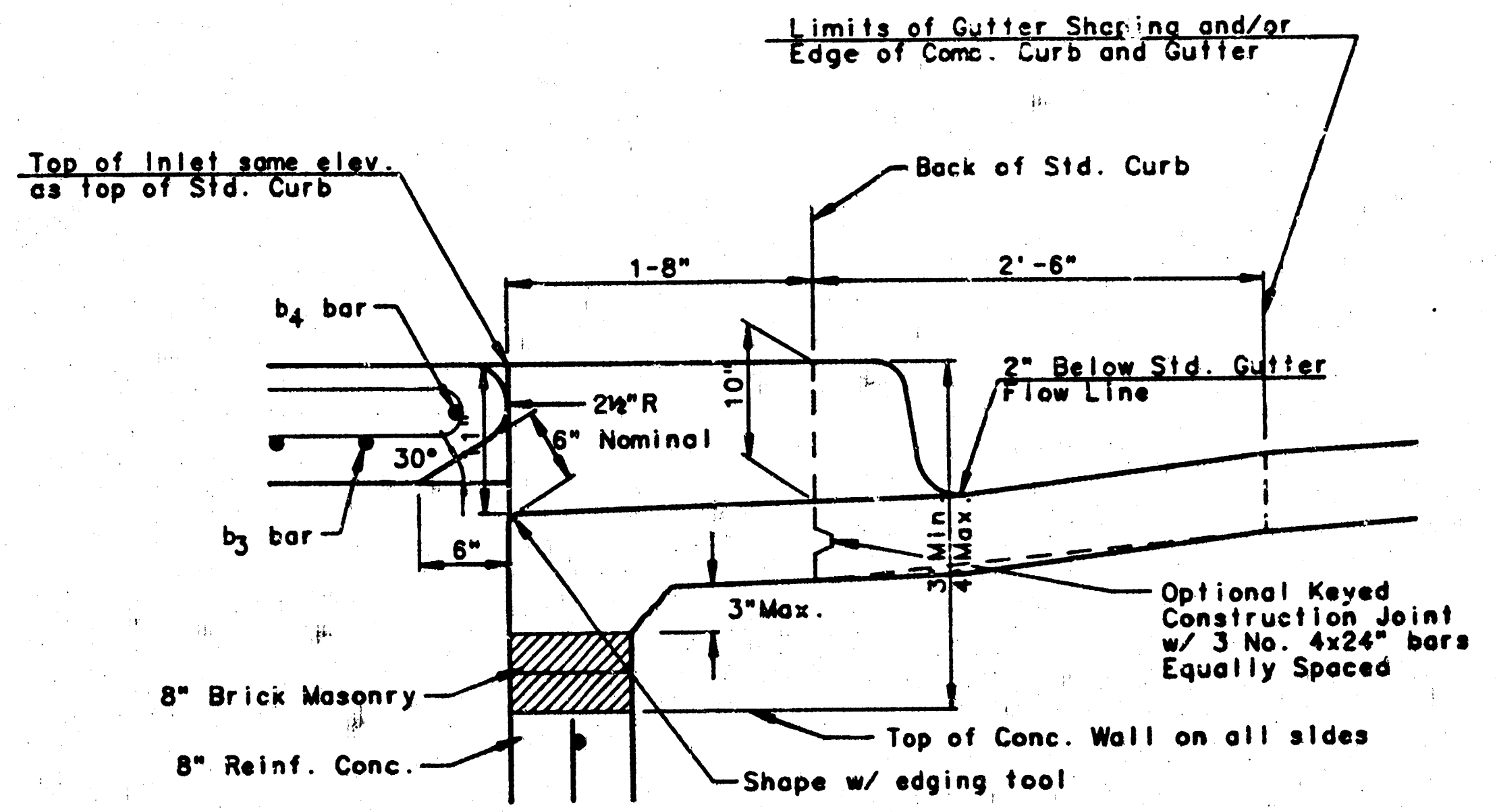
| PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|
| 472-76-245-81375-000-000-001 | 10 | 11 |


A
6'-4"
$a_1$ bar
$a_2$ bar
$a_2$ bar
$a_1$ bar
$b_1$ bar
$b_2$ bar
$b_2$ bars
NOTE: $b_3$ & $a_2$ bar to be field bent to clear manhole frame
$b_3$ bar
B
W - 8"
6½"
8"
7½"
8"
$c_3$ bars
$b_4$ bar
1/2" Expansion Joint (Typ.)
Transition Curb to match inside of inlet wall through radius
Back of Std. Curb
C
2'-0"
Thickened Curb Section
Optional Construction Joint
R=1'-6"
2'-0"
C
Std. Gutter Flow Line
2" Below Std. Gutter Flow Line
2" Below Std. Gutter Flow Line
Std. Gutter Flow Line
A
B

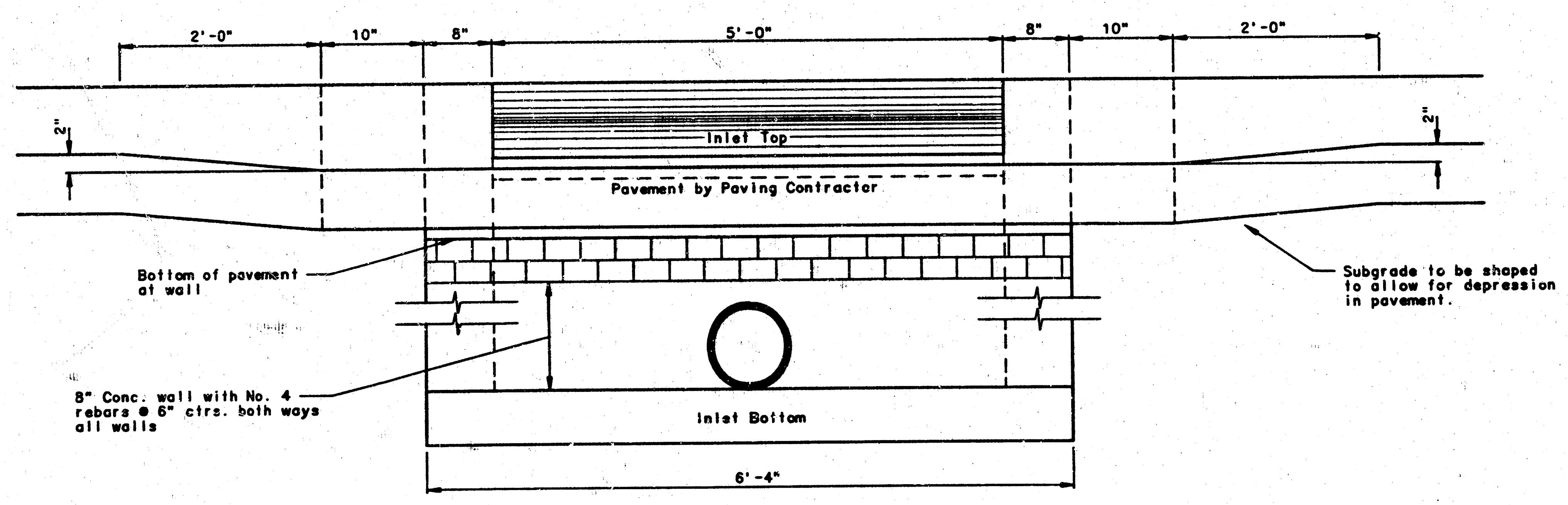
PLAN



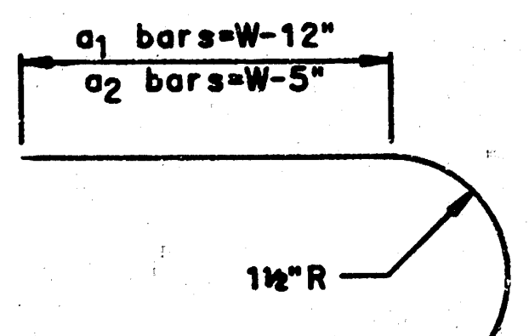
SECTION A-A


Limits of Gutter Shaping and/or Edge of Conc. Curb and Gutter
Top of Inlet same elev. as top of Std. Curb
Back of Std. Curb
1-8"
2'-6"
$b_4$ bar
2½"R
6" Nominal
10"
2" Below Std. Gutter Flow Line
30°
$b_3$ bar
6"
3' Min.
4' Max.
3"Max.
Optional Keyed Construction Joint w/ 3 No. 4x24" bars Equally Spaced
8" Brick Masonry
8" Reinf. Conc.
Top of Conc. Wall on all sides
Shape w/ edging tool

SECTION B-B


2'-0"
10"
8"
5'-0"
8"
10"
2'-0"
2"
2"
Inlet Top
Pavement by Paving Contractor
Bottom of pavement at wall
Subgrade to be shaped to allow for depression in pavement.
8" Conc. wall with No. 4 rebars @ 6" ctrs. both ways all walls
Inlet Bottom
6'-4"

SECTION C-C



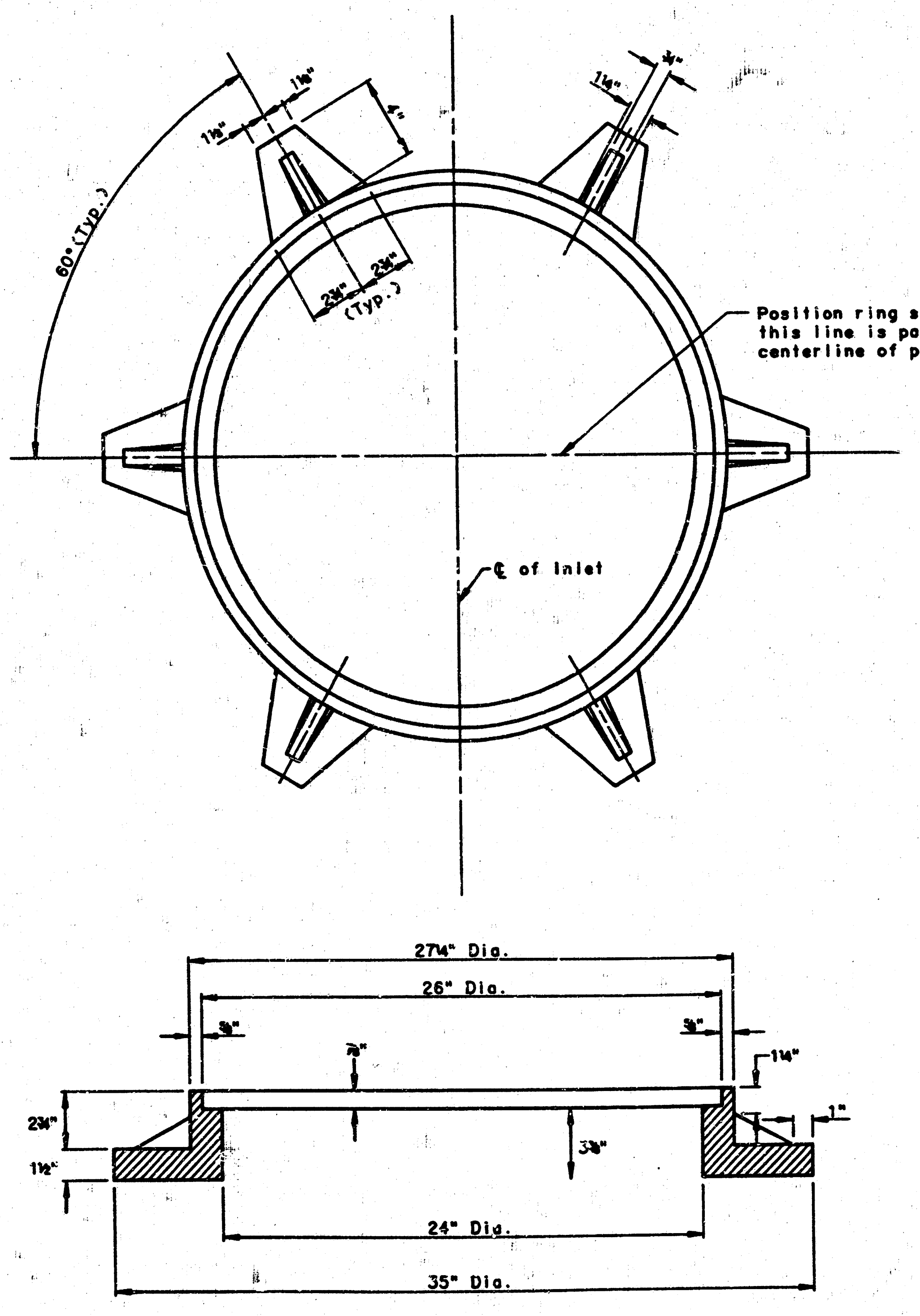
BENDING DIAGRAM

## STEEL SCHEDULE

| BAR | | $a_1$ | $a_2$ | $a_3$* | $b_1$ | | | | | $b_2$ | $b_3$ | $b_4$ | WT. LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | W=4'4" | W=5'4" | W=6'4" | W=7'4" | W=8'4" | | | | |
| NUMBER | | 4 | 4 | 2 | 1 | 3 | 5 | 7 | 9 | 6 | 1 | 1 | |
| SIZE | | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #6 | |
| LENGTH | W=4'4" | 5'9" | 6'11" | 4'0" | 6'1" | -- | -- | -- | -- | 1'9" | 6'2" | 4'8" | 69± |
| | W=5'4" | 7'9" | 8'11" | 5'0" | -- | 6'1" | -- | -- | -- | 1'9" | 6'2" | 4'8" | 83± |
| | W=6'4" | 9'9" | 10'11" | 6'0" | -- | -- | 6'1" | -- | -- | 1'9" | 6'2" | 4'8" | 110± |
| | W=7'4" | 11'9" | 12'11" | 7'0" | -- | -- | -- | 6'1" | -- | 1'9" | 6'2" | 4'8" | 130± |
| | W=8'4" | 13'9" | 14'11" | 8'0" | -- | -- | -- | -- | 6'1" | 1'9" | 6'2" | 4'8" | 150± |

*NOTE: $a_3$ Bars to be placed approx. 2" below top of inlet cover.

| STANDARD CURB INLET PRECAST TOPS | | | |
|---|---|---|---|
| W | PRECAST TOP SIZE | PIPE SIZE | CU.YD.CONC. |
| 4'4" | 3'8"x6'4"x7½" | 21" & Smaller | 0.38± |
| 5'4" | 4'8"x6'4"x7½" | 24" & 30" | 0.51± |
| 6'4" | 5'8"x6'4"x7½" | 36" & 42" | 0.64± |
| 7'4" | 6'8"x6'4"x7½" | 48" & 54" | 0.77± |
| 8'4" | 7'8"x6'4"x7½" | 60" & 66" | 0.90± |



MANHOLE FRAME

(WEIGHT = 180 LBS.)

See Sheet No. for cover details to be used with inlet frame.

## GENERAL NOTES

1. The contractor shall have the option of constructing 8" brick masonry walls between the concrete inlet base and top on this inlet when W = 4'4" and H = 6'0" or less.
2. Additional curb and gutter construction necessary to connect setback inlet to pavement will be paid for at the unit price bid for each inlet hookup.
3. Inlet invert shall be shaped with 8 sack sand mix concrete to create flow channels and to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outlet pipes.
4. Concrete tops to be installed on thin mortar cushion to insure full support along brick walls. Concrete tops may be cast in place or precast. Concrete used for inlet construction shall be concrete pavement mix.
5. Inlet top reinforcing shall be spaced on 6" max. centers. Inlet lids shall be notched out as indicated to facilitate construction of curb.

CITY OF WICHITA, KANSAS

# STD TYPE 1A CURB INLET
## INLET OPENING = 6" x 5'-0"

**PROFESSIONAL ENGINEERING CONSULTANTS, P.A.**
ENGINEERS
WICHITA, KANSAS

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|---|---|---|---|---|---|
| Designed by | City of Wichita | Checked by | | | |
| Drawn by | Yoda | Date June, 1984 | | Job No. | |