

STREETS IN CHELSEA ESTATES

WICHITA, KANSAS

1977

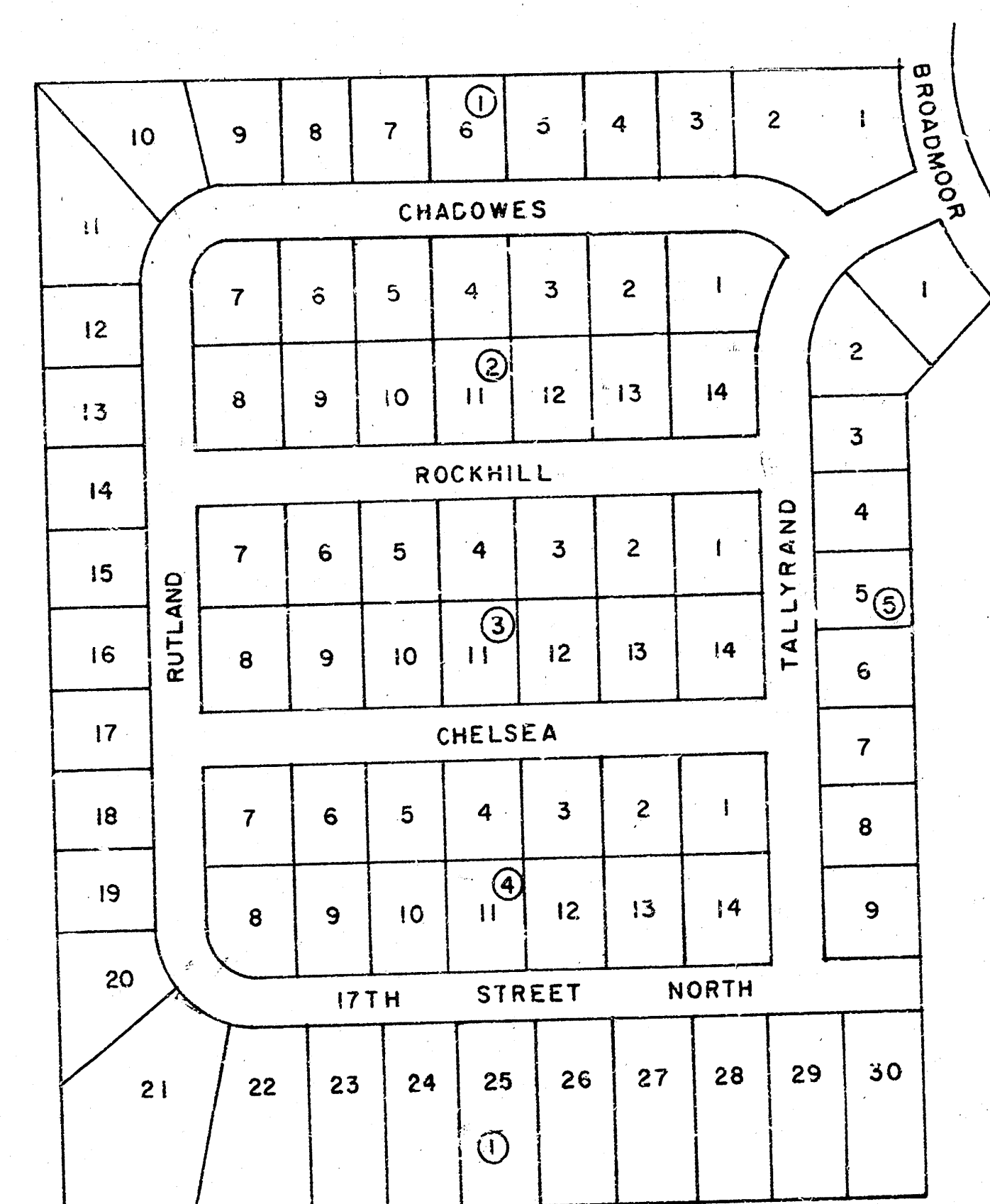
CITY PROJECT NO.: DAKS-577081

R.W. LINN - CITY ENGINEER

TALLYRAND - N.L. 17TH. ST. NORTH TO W.L. BROADMOOR
 ROCKHILL - E.L. RUTLAND TO W.L. TALLYRAND
 CHELSEA - E.L. RUTLAND TO W.L. TALLYRAND
 RUTLAND - N.L. 17TH. ST. NORTH TO S.L. CHADOWS
 CHADOWES - E.L. RUTLAND TO W.L. TALLYRAND
 17 TH. ST. NORTH - E.L. RUTLAND TO E.L. CHELSEA ESTATES

VAN DOREN-HAZARD-STALLINGS
 ARCHITECTS-ENGINEERS-PLANNERS
 WICHITA, KANSAS

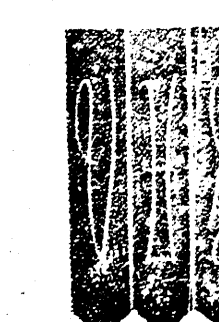
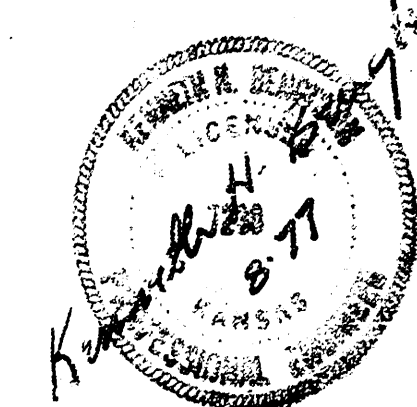
8. ENGINEER TO CHECK ALL BENCH MARKS FROM ESTABLISHED CITY STANDARD AT TWENTY-FIRST AND ROCK ROAD.



LOCATION MAP

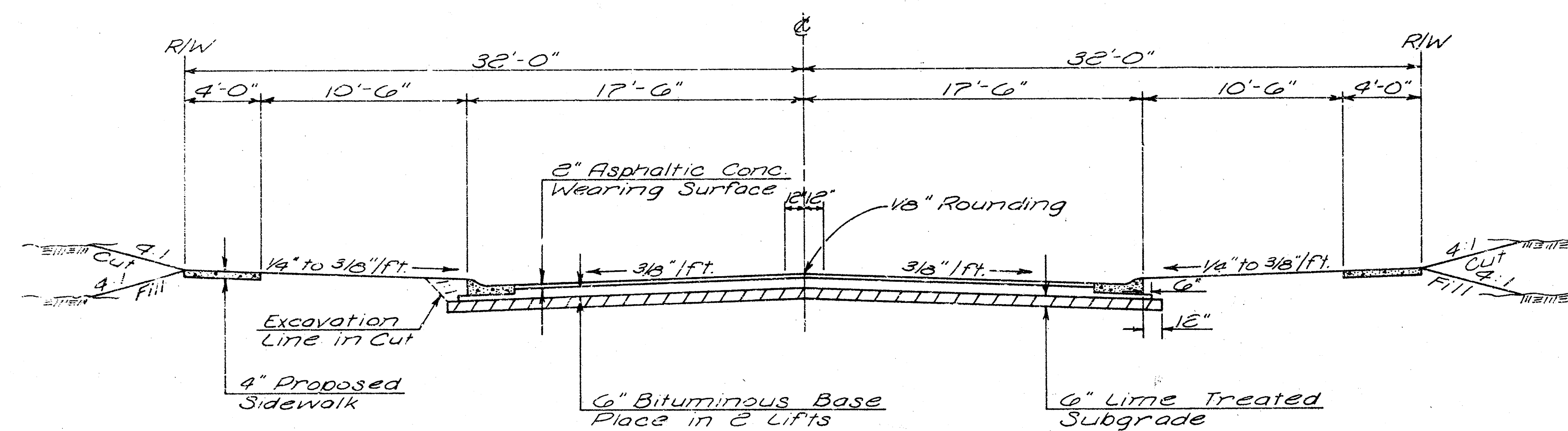
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5-6	RUTLAND
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13-14	TALLYRAND
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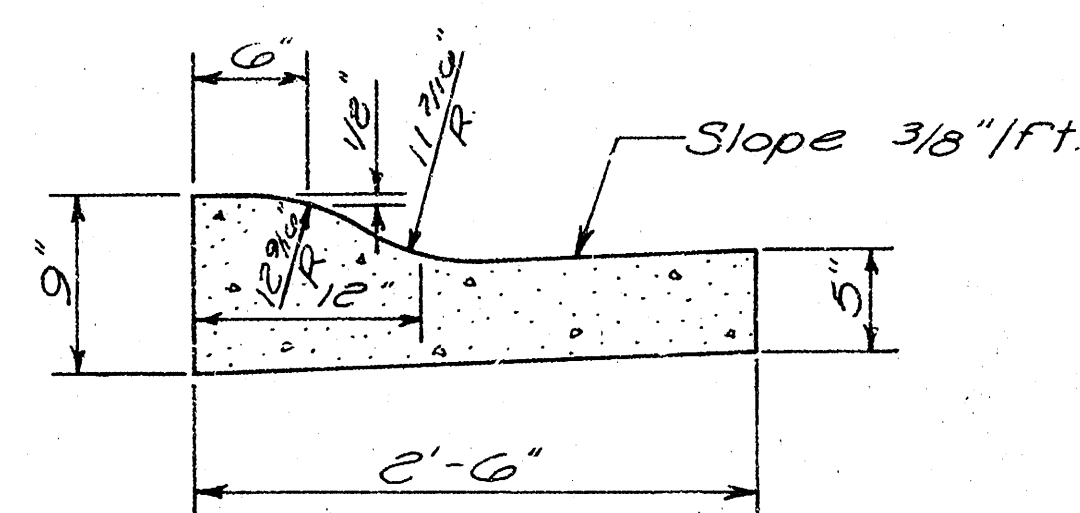


ARCHITECTS-ENGINEERS-PLANNERS
VAN DOREN - HAZARD - STALLINGS
 259 ROCKBOROUGH BUILDING, 260 NORTH ROCK ROAD WICHITA, KANSAS 67206
 TELEPHONE 314-626-7282

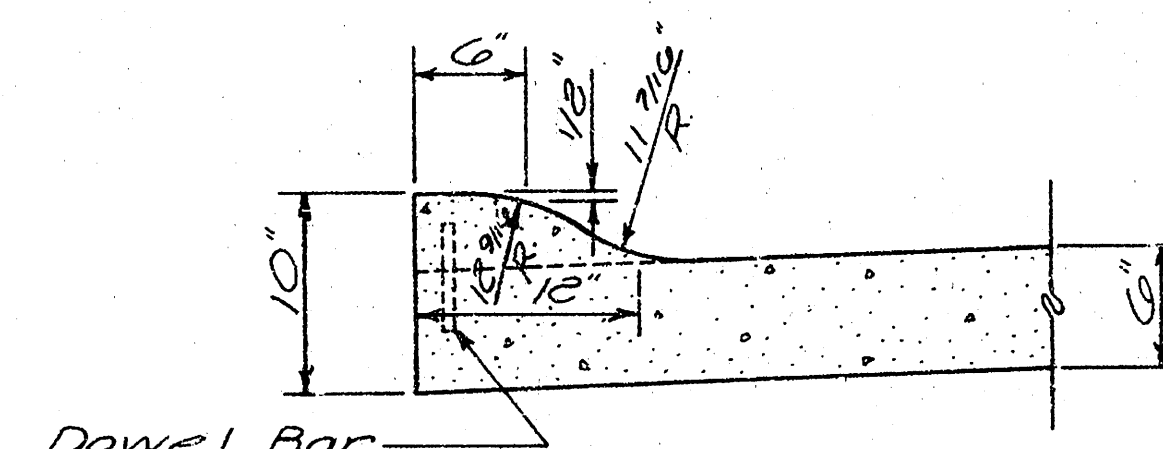
1/4



TYPICAL SECTION



CURB & GUTTER



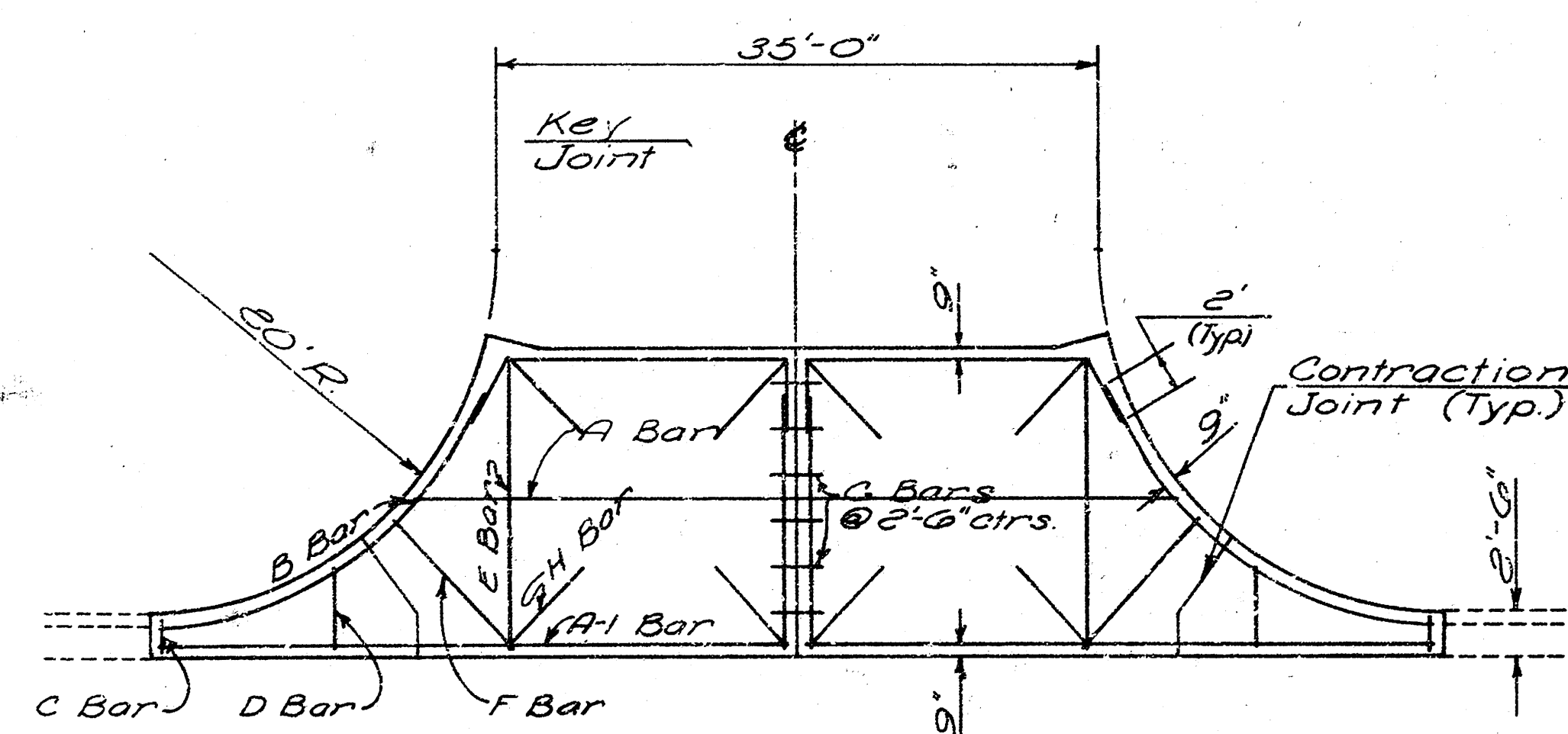
INTEGRAL CURB

- GENERAL NOTES**
1. 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.
 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 sq. yds. 6" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as sq. yds. 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. Sawn 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. Paving Contractor to Coordinate Construction with Drainage Contractor & Sewer Contractor.
 8. Earthwork Quantities to be Calculated at Time Final Estimate is Written.

Manipulation Prop. 197997 S.Y.
(Calc.) City 12233 S.Y.

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.

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".



TYPICAL REINFORCING DETAILS
FOR 8" VALLEY GUTTER
(6" CONCRETE WITH 2" ASPHALTIC CONCRETE BASE)

BILL OF MATERIAL				
MARK	NO.	SIZE	LENGTH	SHAPE
A	1	6	44'-0"	
A-1	2	6	36'-0"	
B	2	6	24'-0"	
C	2	6	2'-0"	
D	2	6	4'-0"	
E	2	6	12'-0"	
F	2	6	9'-0"	
G	6	4	3'-0"	
H	3	6	6'-0"	
U	2	6	18'-0"	
#6 TOTAL			359.0	LIN. FT.
#4 TOTAL			18.0	LIN. FT.

CHELSEA ESTATES
WICHITA, KANSAS

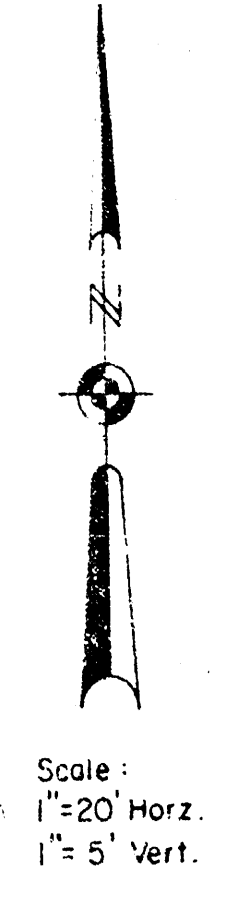
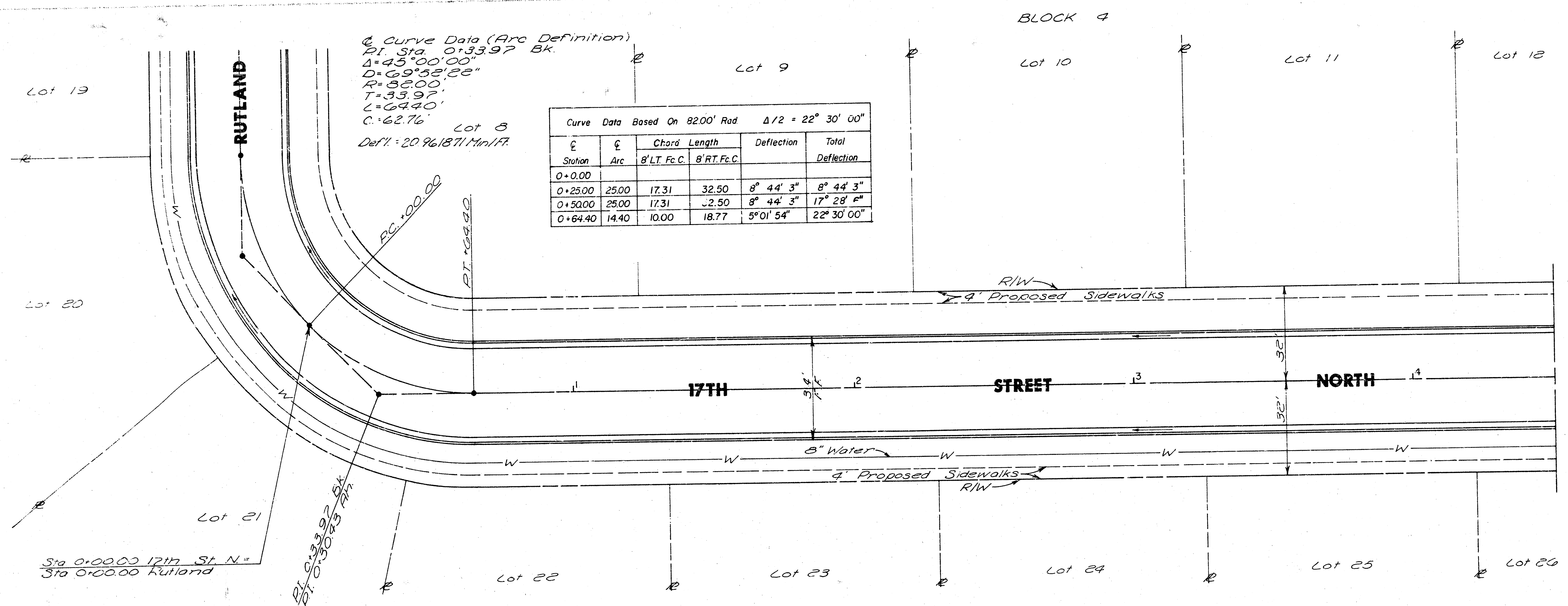
PAVING DETAILS

VAN DOREN-HAZARD-STALLINGS
ARCHITECTS-ENGINEERS WICHITA, KANSAS

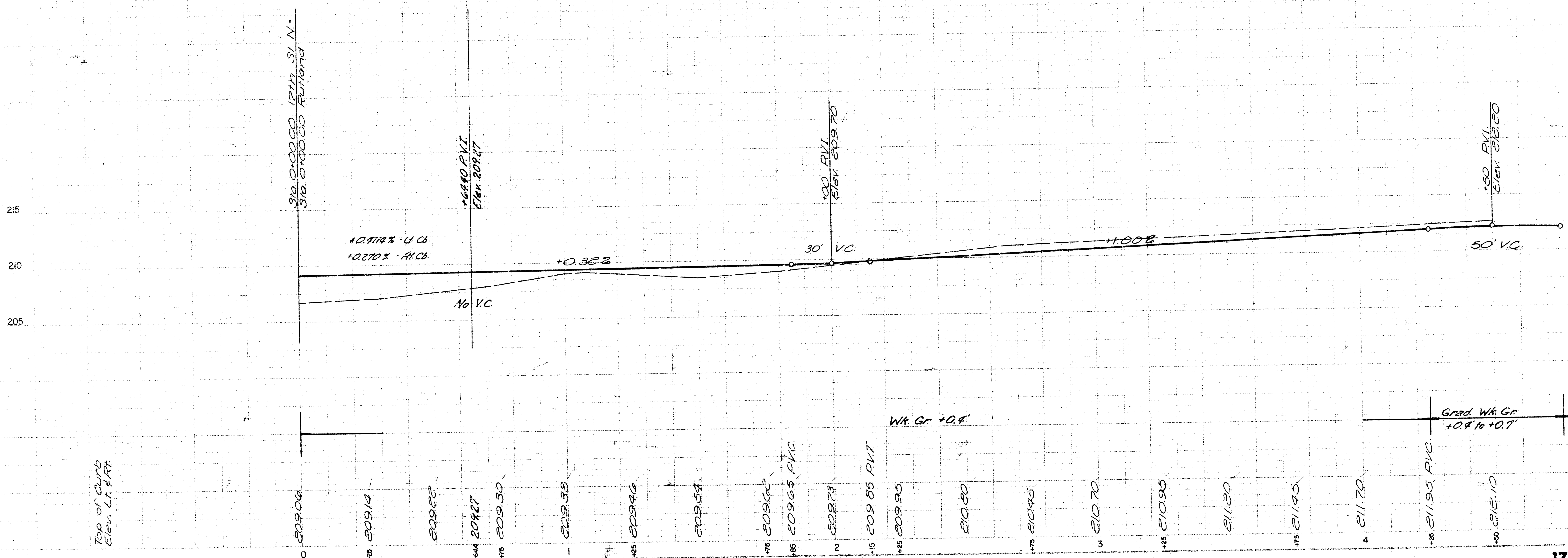
2/14
-0

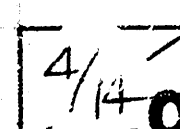
Curve Data (Arc Definition)
PI Sta. 0+33.97 Bk.
 $\Delta = 45^{\circ}00'00''$
 $D = 69^{\circ}58'28''$
 $R = 32.00'$
 $T = 33.97'$
 $L = 64.40'$
 $C = 62.76'$
Def'n: 20.96/1871 Min/Ft.

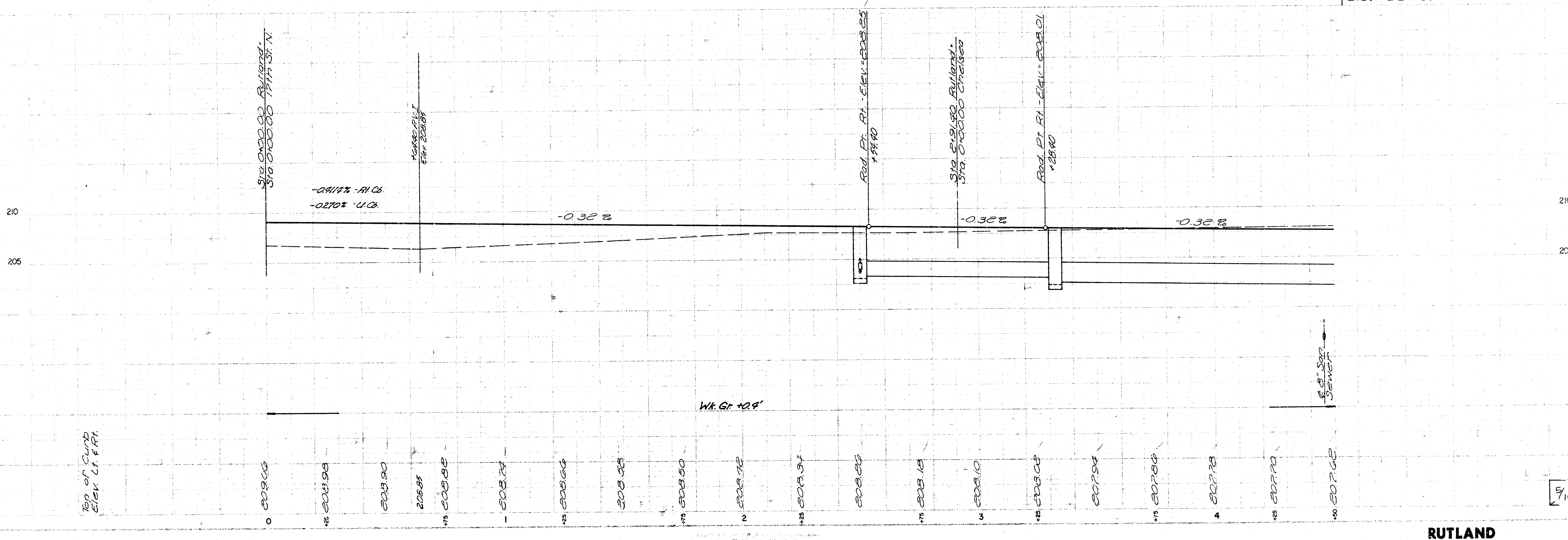
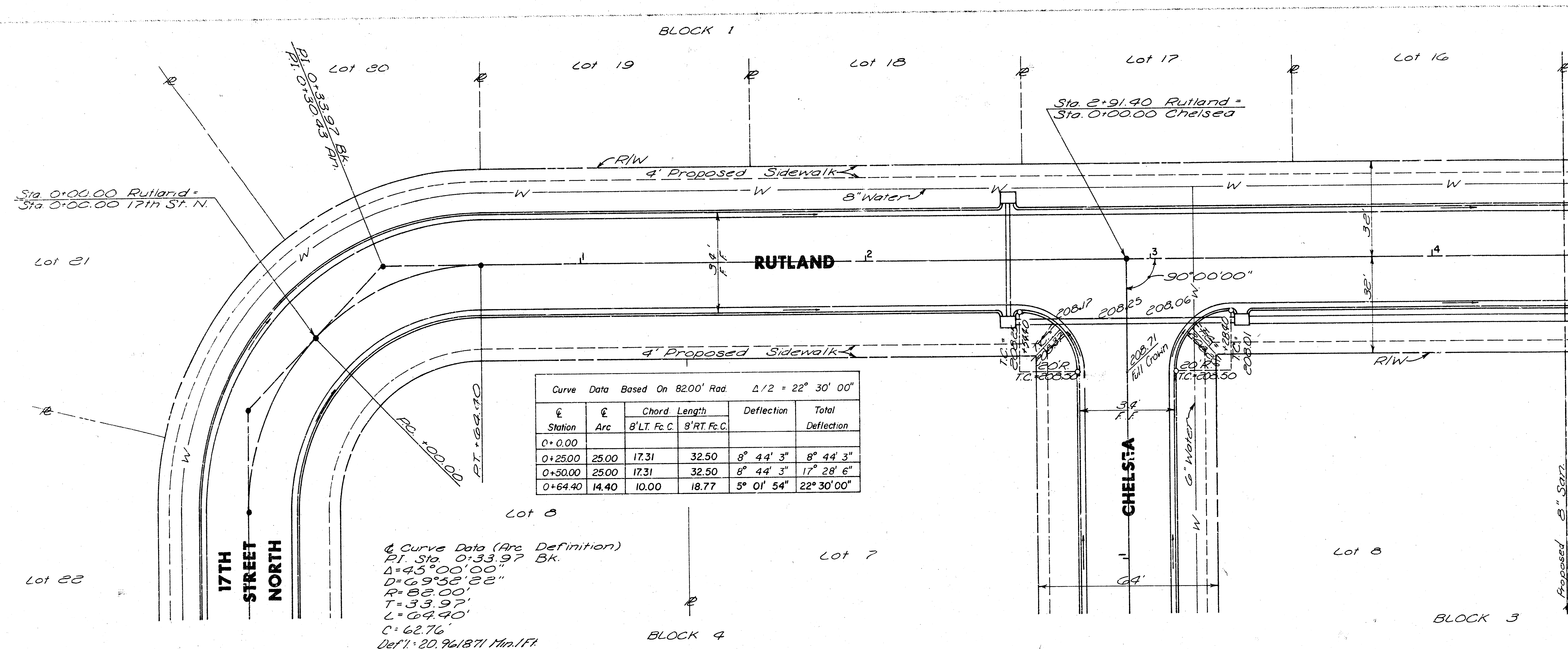
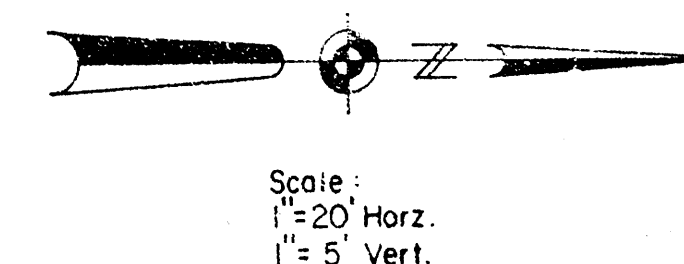
Curve Data Based On 82.00' Rad $\Delta/2 = 22^{\circ}30'00''$					
Station	Arc	Chord Length	Deflection	Total Deflection	
0+0.00					
0+25.00	25.00	17.31	32.50	8° 44' 3"	8° 44' 3"
0+50.00	25.00	17.31	32.50	8° 44' 3"	17° 28' 6"
0+64.40	14.40	10.00	18.77	5° 01' 54"	22° 30' 00"



BM - 1" Cut E Cor E leg of power tower, 35' W & 20' N, SW Cor. Adj. Elev. = 204.21

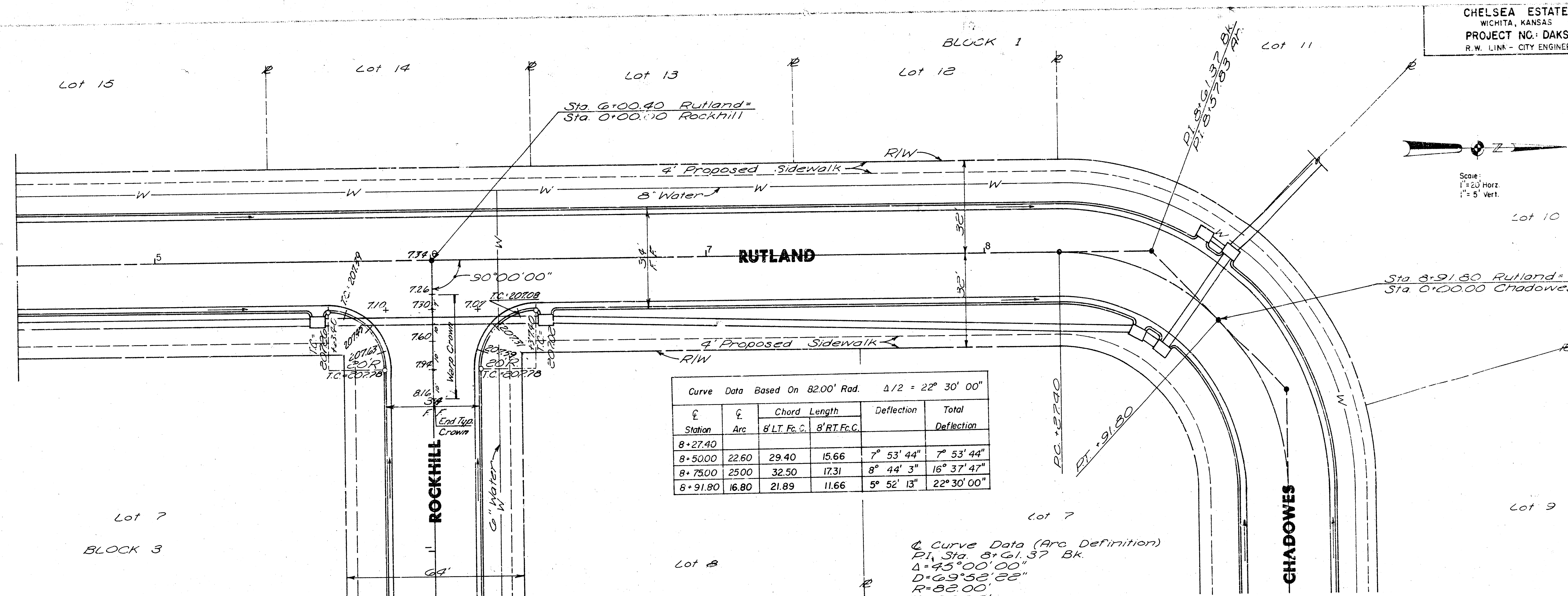




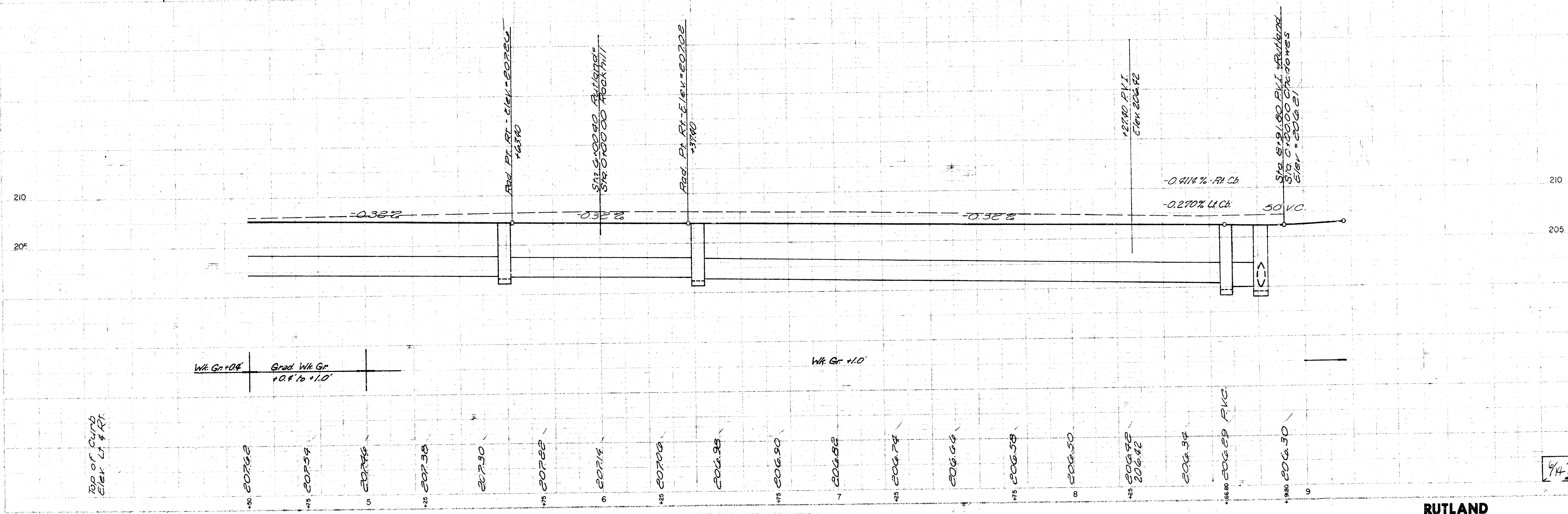


CHelsea ESTATES
WICHITA, KANSAS
PROJECT NO: DAKS-577081
R.W. LINK - CITY ENGINEER

Scale:
1" = 20' Horiz.
1" = 5' Vert.

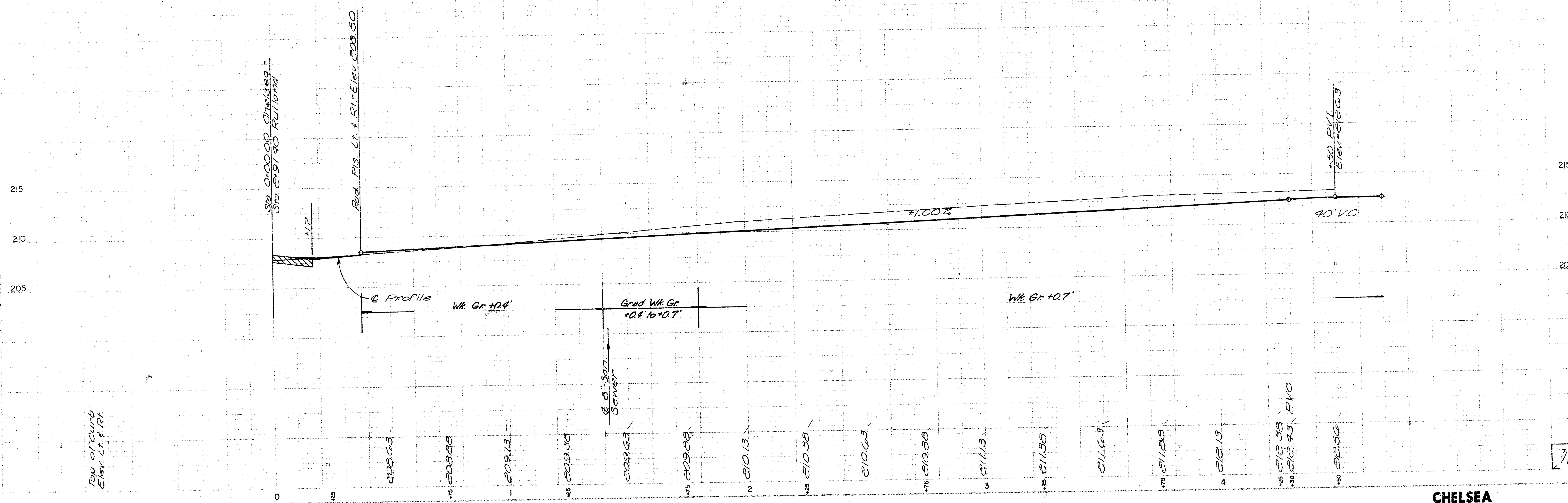
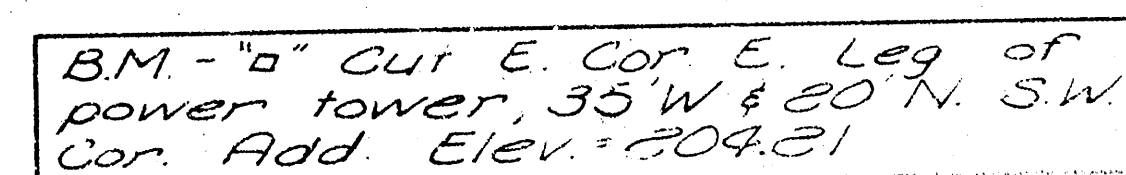


BM-Nut on finger size bolt on ground clamp on E. side S.E. leg power tower, 205 S. 450' W. N.W. Cor. Add. Elev. 205.24

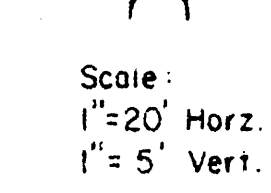


RUTLAND

Scale:
1" = 20' Horiz
1" = 5' Vert

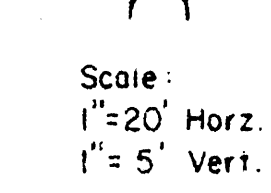


Scale:
1" = 20' Horz.
1" = 5' Vert.



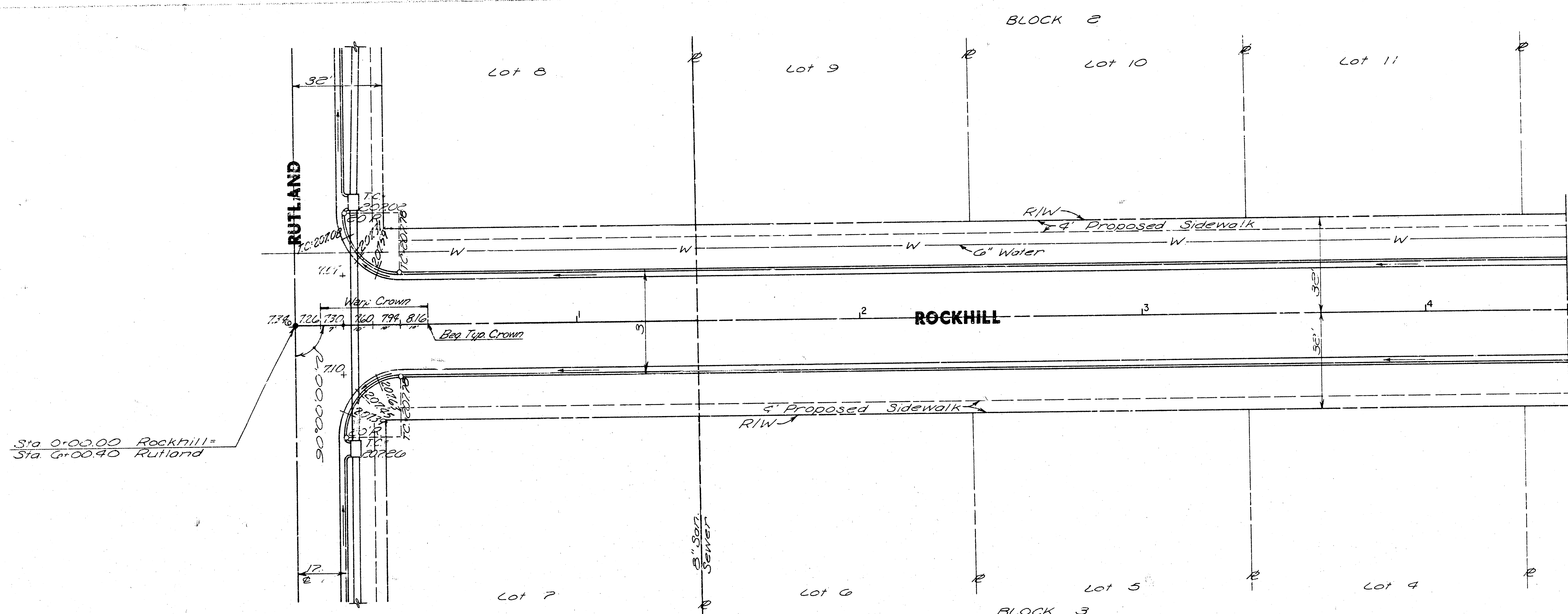
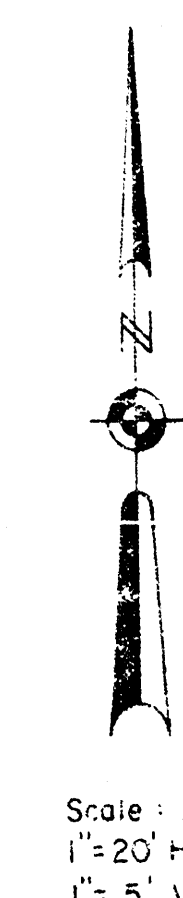
Scale:
1" = 20' Horz.
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1" = 20' Horz.
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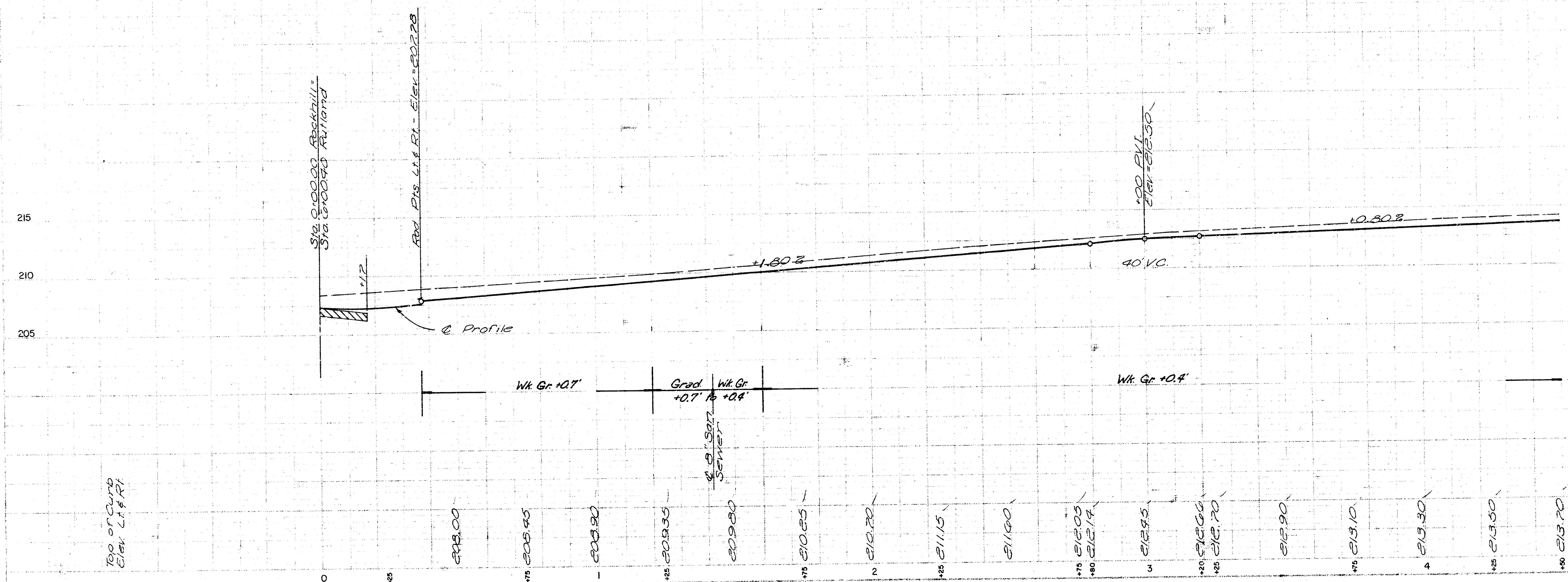


Scale:
1" = 20' Horz.
1" = 5' Vert.

CHELSEA ESTATES
WICHITA, KANSAS
PROJECT NO. DAKS-577081
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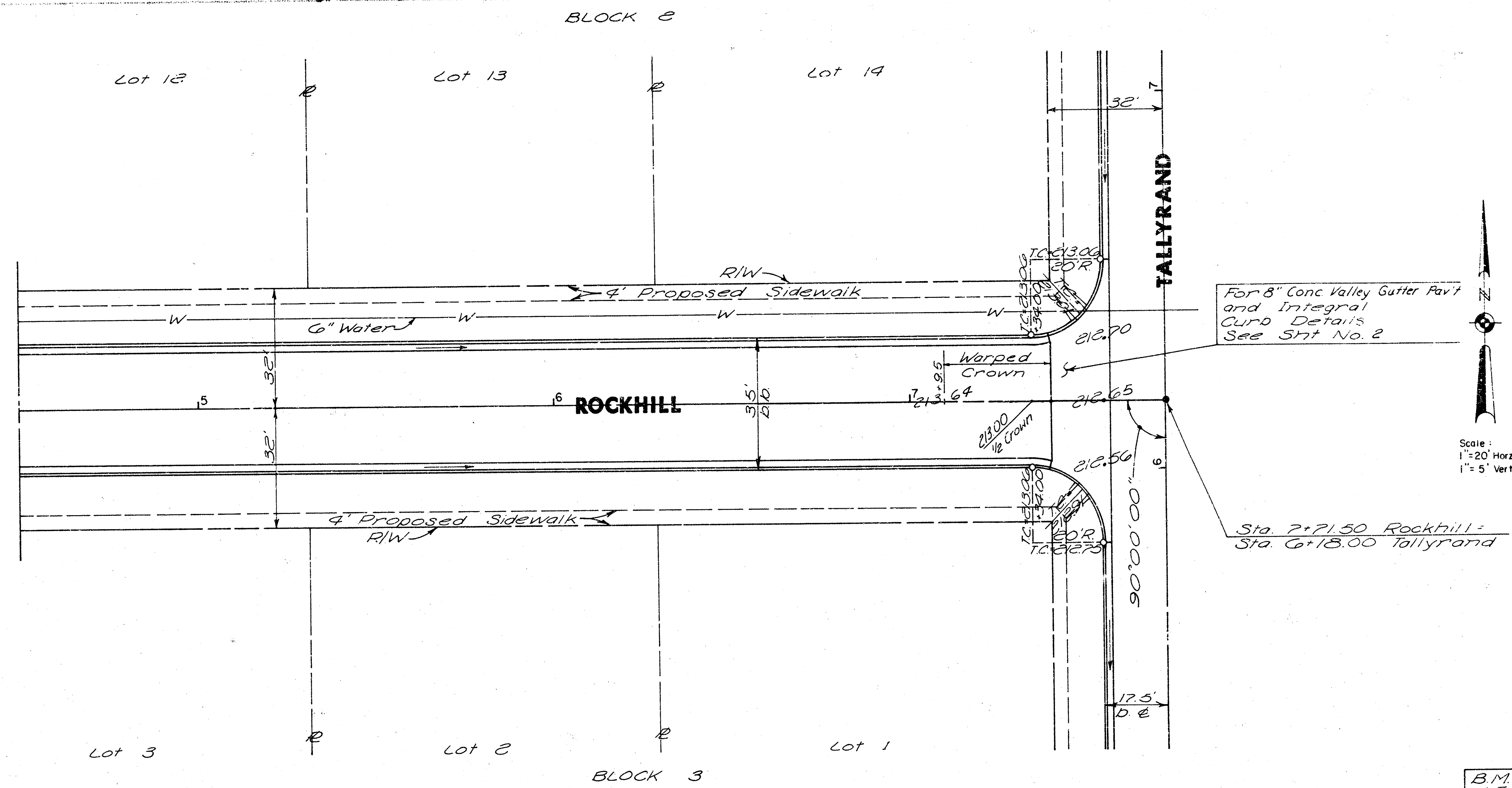


BM-Nut on finger size bolt on ground clamp on E. side S.E. 1st power tower, 205.3' ± 50' W. NW. Cor. Add. Elev. = 205.64



ROCKHILL

9/14/20

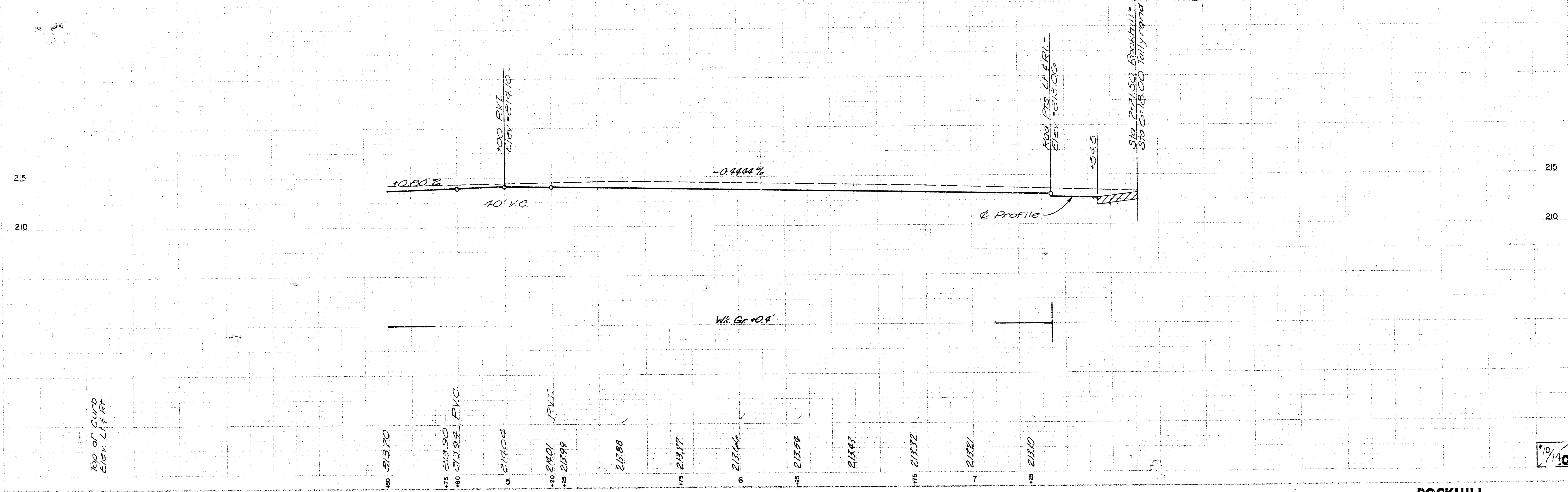


For 6" Conc Valley Gutter Pav't
and Integral
Curb Details
See Sht No. 2

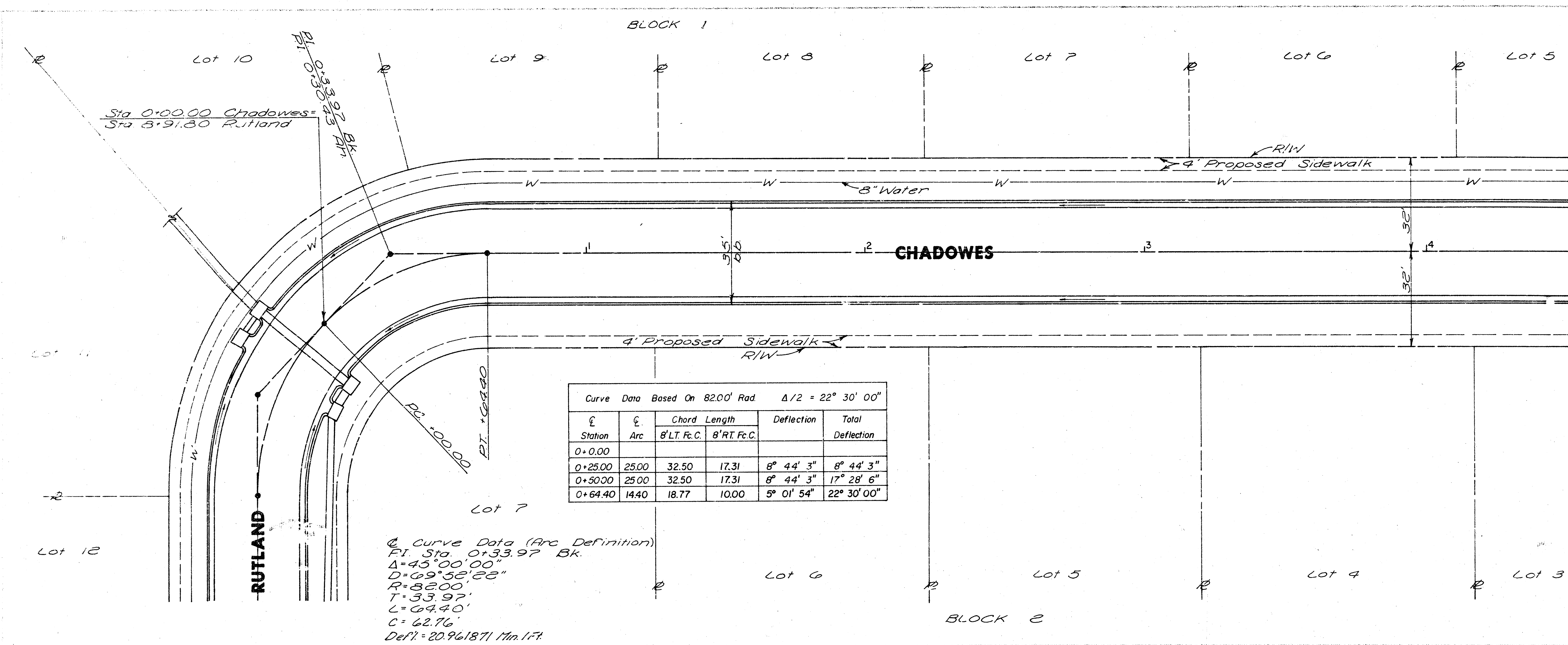
Scale:
1" = 20' Horiz
1" = 5' Vert.

Sta. 7+21.50 Rockhill
Sta. 6+13.00 Tallyrand

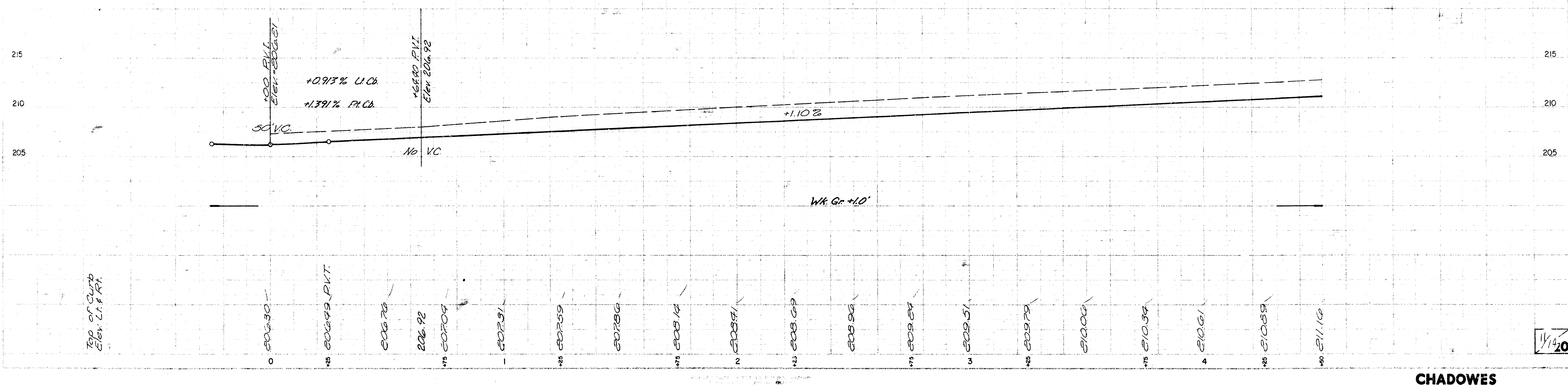
B.M. "M" in Mueller Fire Hyd
N.E. Cor of Add. Elev. = 213.79

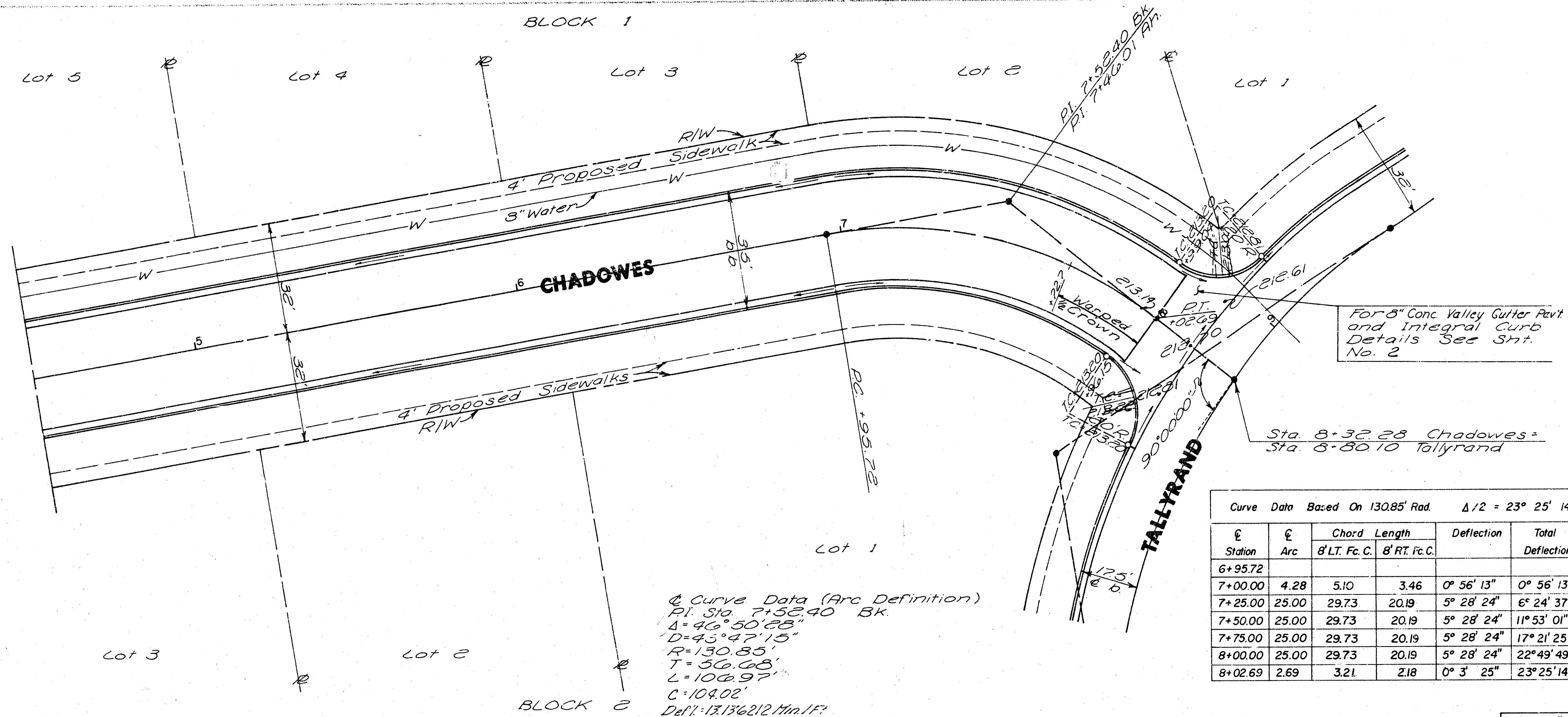


ROCKHILL



B.M. Nut on finger size bolt on ground clamp on E. side S.E. leg power tower, 205.3. 50 W. N.W. Cor. Add. Elev. 205.24



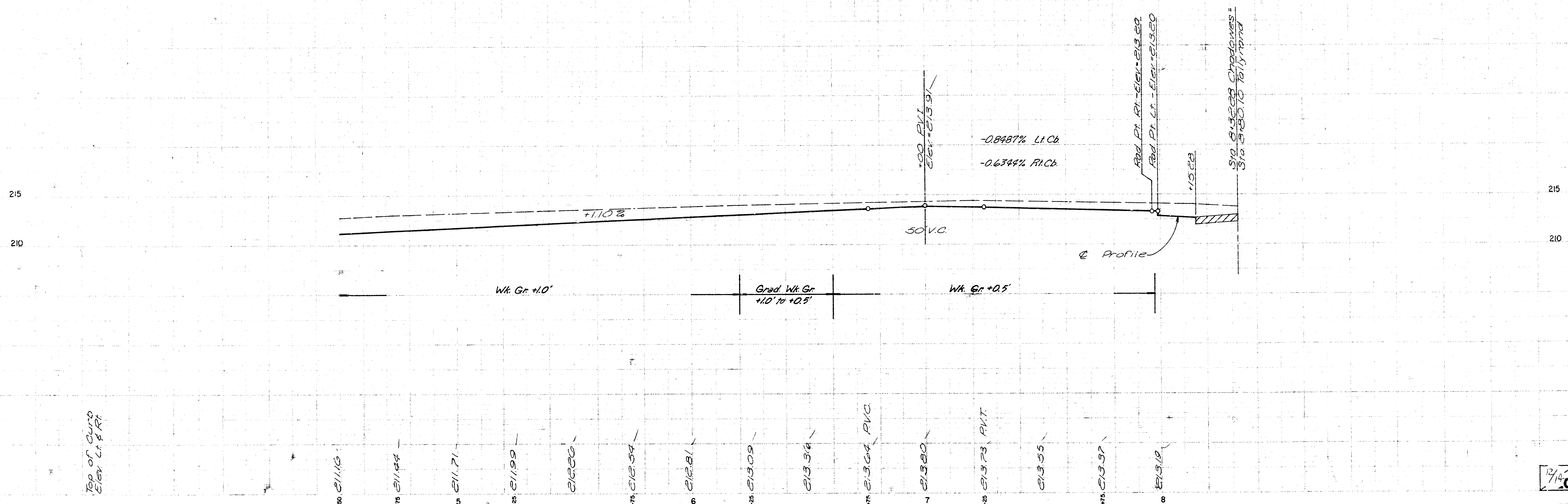


Curve Data Based On 130.85' Rad. $\Delta/2 = 23^\circ 25' 14''$

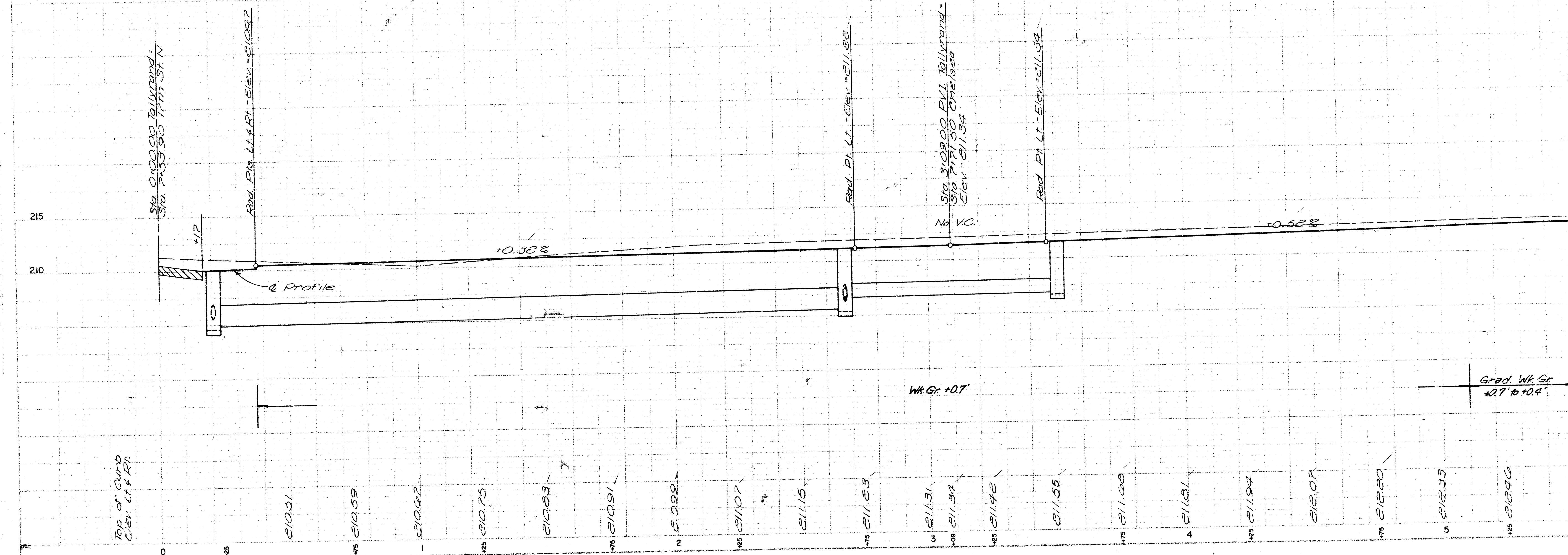
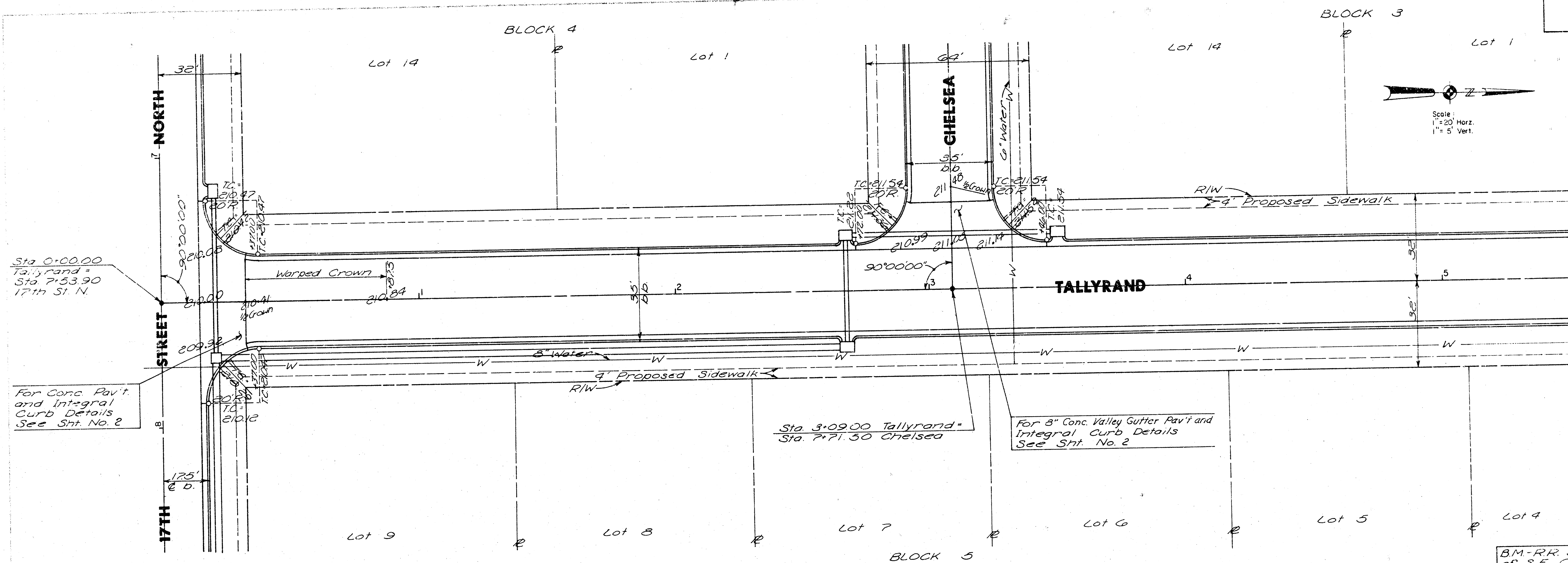
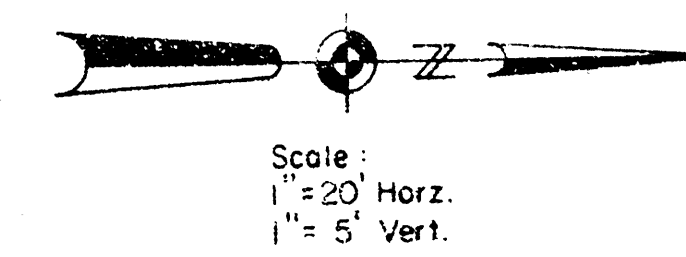
Station	Chord Length	Deflection		Total Deflection
		8' LT. Fc. C.	8' RT. Fc. C.	
6+95.72				
7+00.00	4.28	5.10	3.46	0° 56' 13"
7+25.00	25.00	29.73	20.19	5° 28' 24"
7+50.00	25.00	29.73	20.19	5° 28' 24"
7+75.00	25.00	29.73	20.19	5° 28' 24"
8+00.00	25.00	29.73	20.19	5° 28' 24"
8+02.69	2.69	3.21	2.18	0° 3' 25"

Scale:
1" = 20' Horiz.
1" = 5' Vert.

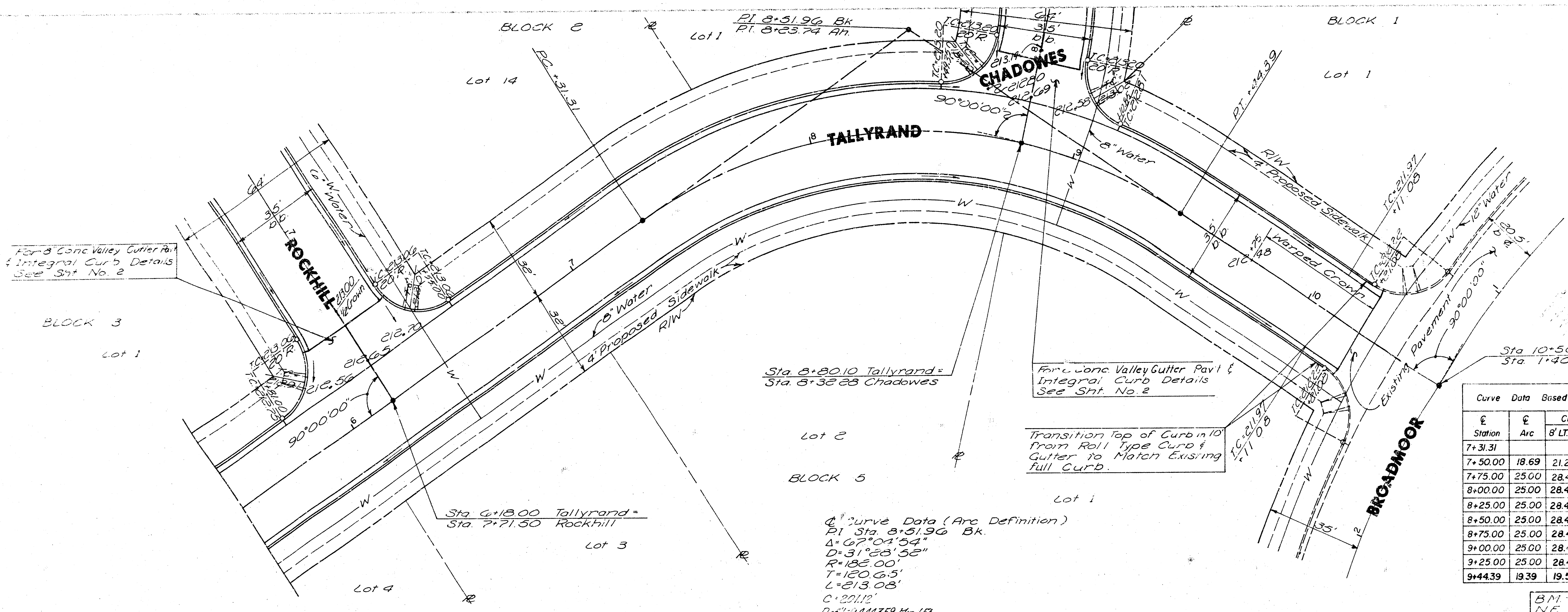
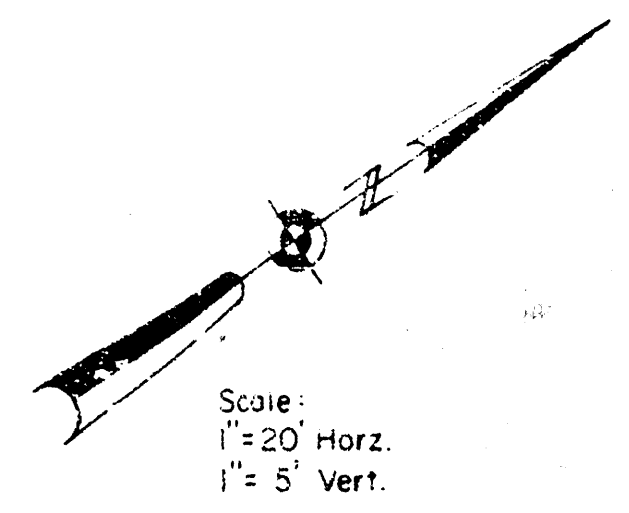
B.M. - "M" in Mueller Fire Hyd. NE.
Cor. of Add. Elev. = 213.79



CHELSEA ESTATES
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R.W. LINN - CITY ENGINEER



TALLYRAND



Curve Data Based On 182.00' Rad. $\Delta/2 = 33^\circ 32' 27''$

Station	Chord Length	Deflection	Total Deflection
Station	8' LT. F.C.C.	8' RT. F.C.C.	
7+31.31			0° 00' 00"
7+50.00	18.69	21.25	2° 56' 31"
7+75.00	25.00	28.41	6° 52' 37"
8+00.00	25.00	28.41	10° 48' 44"
8+25.00	25.00	28.41	14° 44' 51"
8+50.00	25.00	28.41	18° 40' 57"
8+75.00	25.00	28.41	22° 37' 04"
9+00.00	25.00	28.41	26° 33' 10"
9+25.00	25.00	28.41	30° 29' 17"
9+44.39	19.39	19.53	33° 32' 27"

Curve Data (Arc Definition)
 P1 Sta. 8+51.96 Bk.
 $\Delta = 67^\circ 04' 54''$
 $D = 31^\circ 58' 56''$
 $R = 185.00'$
 $T = 120.65'$
 $L = 213.08'$
 $C = 201.12'$
 $Def. = 1444359' Min/17'$

