STREETS IN COTTONWOOD VILLAGE SECOND ADDITION

PROJECT NO.
472-76-245-80699-000-000-001

CITY OF WICHITA, KANSAS

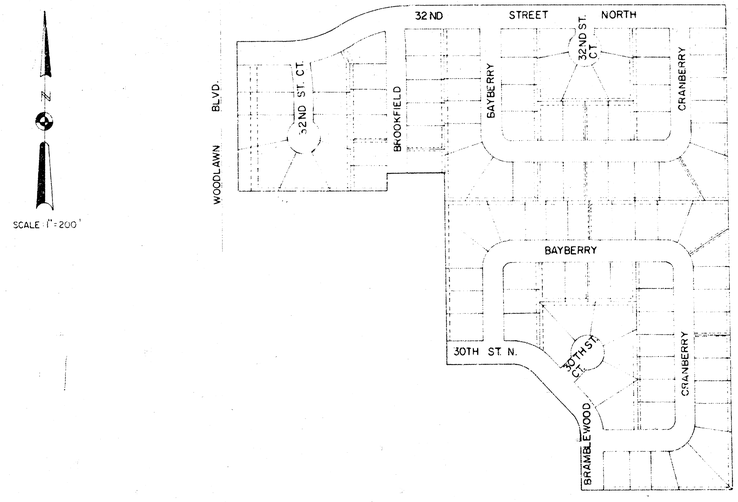
R.W. LINN CITY ENGINEER

JULY, 1978

32ND ST. NORTH - E.L. WOODLAWN BLVD. TO E.L. OF ADD.
BROOKFIELD - S.L. LOT 1, BLK. 2 TO S.L. 32ND ST. NORTH
32ND ST. COURT - SERVING LOT 1 - LOT 9, BLK. 1
BAYBERRY - E.L. LOT 6, BLK. 3 TO S.L. 32ND ST. NORTH
CRANBERRY - E.L. LOT 6, BLK. 3 TO S.L. 32ND ST. NORTH
32ND ST. COURT - SERVING LOT 13 TO LOT 17, BLK. 3
30TH ST. NORTH - W.L. LOT 1, BLK. 4 TO C.L. 30TH ST. COURT
BRAMBLEWOOD - C.L. 30TH ST. COURT TO S.L. OF ADD.
30TH ST. COURT - N.L. 30TH ST. NORTH TO & INCLU. CUL-DE-SAC
BAYBERRY - N.L. 30TH ST. NORTH TO W.L. CRANBERRY
CRANBERRY - E.L. BRAMBLEWOOD TO S.L. BAYBERRY

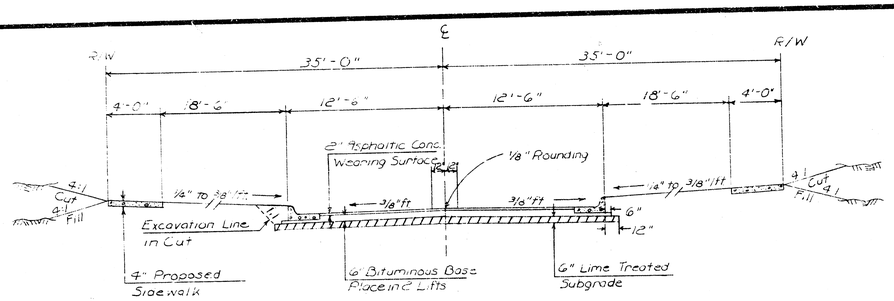
INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-2A	PAVING DETAILS
3-4	32ND STREET NORTH
5	32ND STREET COURT - BLK. 3
6	32ND STREET COURT - BLK. 1
7	BROOKFIELD
8-9	BAYBERRY
10-11	CRANBERRY
12-13	30TH STREET NORTH
13	BRAMBLEWOOD
13	30TH STREET COURT
14-15	BAYBERRY
16-17	CRANBERRY
18-27	CROSS-SECTIONS



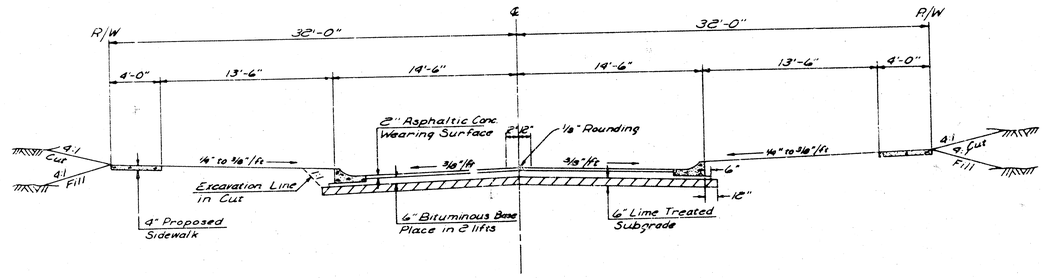
N

SCALE 1"=200'



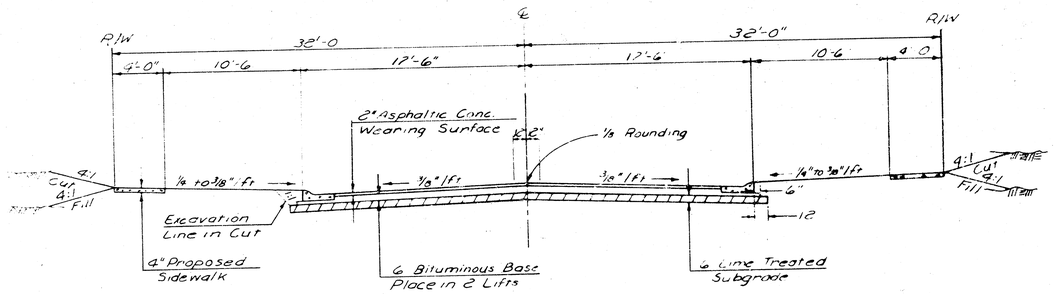
TYPICAL 25' B.B. SECTION

32ND STREET



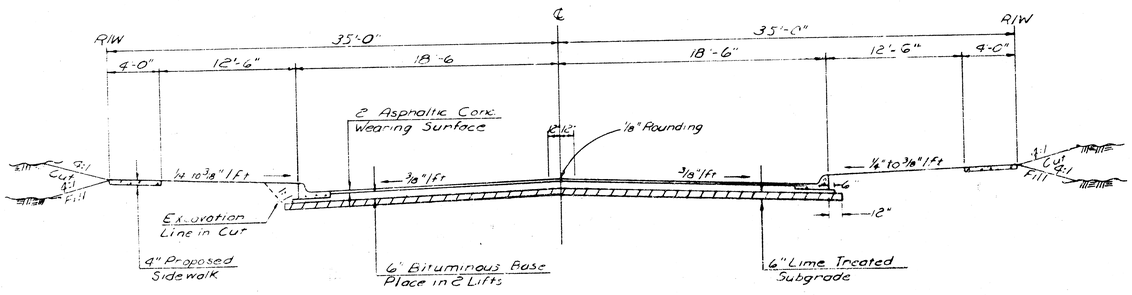
TYPICAL 29' B.B. SECTION

32ND STREET COURT



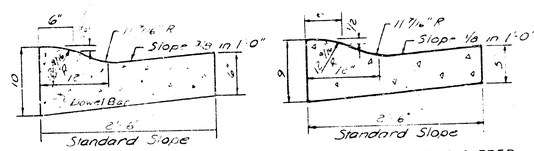
TYPICAL 35' B.B. SECTION

BAYBERRY, BROOKFIELD, CRANBERRY



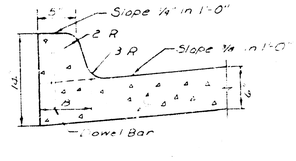
TYPICAL 37' B.B. SECTION

30TH STREET

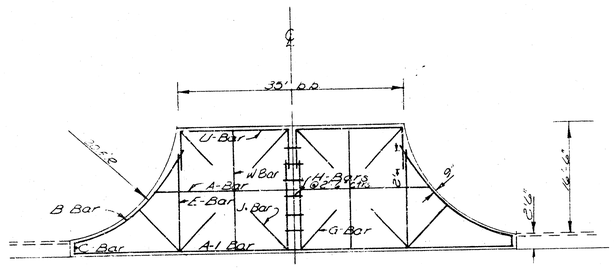


STANDARD INTEGRAL ROLL TYPE CURB & GUTTER

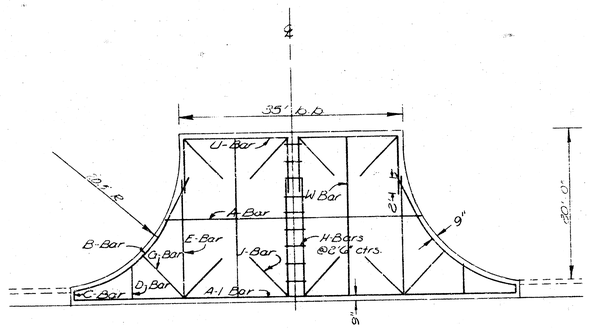
ROLL TYPE CURB & GUTTER



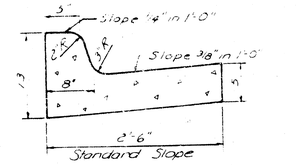
STANDARD INTEGRAL CURB



TYPICAL REINFORCING FOR 6" CONCRETE SLAB INTERSECTION WITH 2" ASPHALTIC CONCRETE BASE (16'-6" WIDTH)



TYPICAL REINFORCING FOR 6" CONCRETE SLAB INTERSECTION WITH 2" ASPHALTIC CONCRETE BASE (22'-6" WIDTH)



COMBINED CURB & GUTTER

BILL OF MATERIAL

MARK	SIZE	20'-0" WIDTH NO	20'-0" WIDTH LENGTH	16'-6" WIDTH NO	16'-6" WIDTH LENGTH	SHAPE
A	6	2	20'-0"	2	22'-0"	
A-1	6	2	34'-0"	2	34'-0"	
B	6	2	27'-0"	2	23'-0"	
C	6	2	3'-0"	2	3'-0"	
D	6	3	6'-0"	N/A	N/A	
E	6	4	8'-0"	2	14'-0"	
G	6	2	10'-0"	10	9'-0"	
H	4	9	3'-0"	7	3'-0"	
J	6	8	9'-0"	N/A	N/A	
U	6	2	32'-0"	2	30'-0"	
W	6	2	22'-0"	2	19'-6"	
#6 Total			350 Lin ft		373 Lin ft	
#2 Ties			27 Lin ft		31 Lin ft	

GENERAL NOTES

1. A Tack Coat of Emulsified Asphalt (SS - 1H) shall be applied at an approximate rate 0.05 gallons per square yard 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.

   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.

2. The A.C. Pavement between combined curb and gutter shall be paid as square yards 8" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as square yards 3" Bituminous Base.

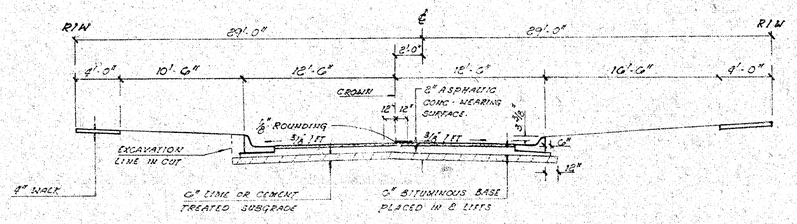
3. Sidewalks indicated on the typical section are for location on that section. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.

4. 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. Sawed Contraction Joints shall have a maximum spacing of 10'.

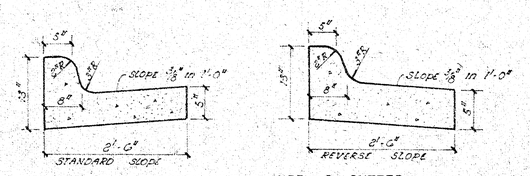
5. Integral Curb shall be tied to the pavement base with short deformed Dowel Bars spaced at 2' - 6" intervals. These Dowel Bars shall not be less than 1/2" or more than 3/4" in Diameter.

6. Transition Curb shall be Paid as Roll-Type Comb. Curb & Gutter

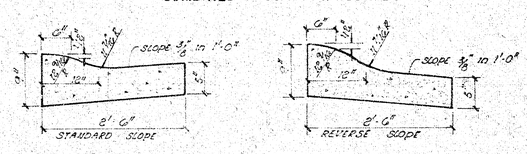
22x36



TYPICAL 25' B-B SECTION



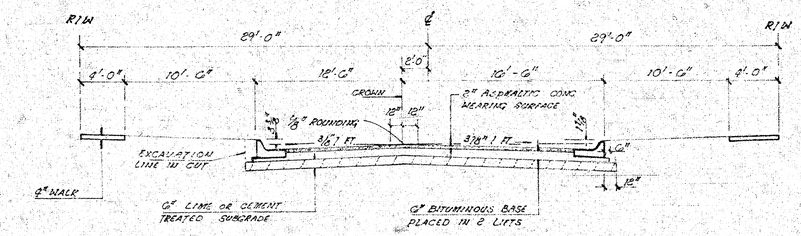
COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER

TYPICAL RESIDENTAL SECTIONS FOR CROWN OFFSET - 58' R/W

30TH St. Ct. & 32ND St. Ct.



TYPICAL 29' B-B SECTION
W PARKING ON ONE SIDE

GENERAL NOTES

1. A TACK COAT OF EMULSIFIED ASPHALT (SS - 1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQUARE YARD 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.

   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.

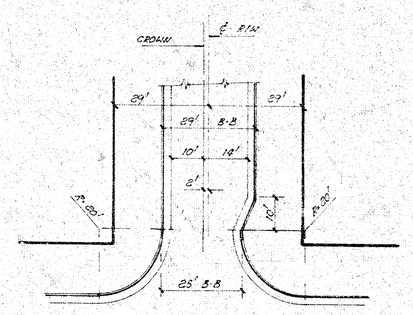
2. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 8" A.C. PAVEMENT (6" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 2" BITUMINOUS BASE.

3. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.

4. 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. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

5. 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 ½" OR MORE THAN 3/4" IN DIAMETER.

6. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE CONC. CURB AND GUTTER.



PLAN VIEW (TYPICAL)

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

W. LINN CITY ENGINEER

DATE: DEC 1 1978 PROJ No. 472-70-845-80099-000-000-001

Curve Data Based on 373.20' R (℄) Δ-30°00'00"

℄ Sta. Left	℄ Arc Left	Chord Length 8° Ⓢ Lt. F.C.	Deflection	Total Deflection
1+94.00				
2+00.00	6.00	5.68	0°27'38"	0°27'38"
2+25.00	25.00	23.65	1°55'09"	2°22'47"
2+50.00	25.00	23.65	1°55'09"	4°17'55"
2+75.00	25.00	23.65	1°55'09"	6°13'04"
3+00.00	25.00	23.65	1°55'09"	8°08'13"
3+25.00	25.00	23.65	1°55'09"	10°03'21"
3+50.00	25.00	23.65	1°55'09"	11°58'30"
3+75.00	25.00	23.65	1°55'09"	13°53'39"
3+89.41	14.40	13.63	1°06'22"	15°00'01"

Curve Data Based on 373.20' R (℄) Δ-30°00'00"

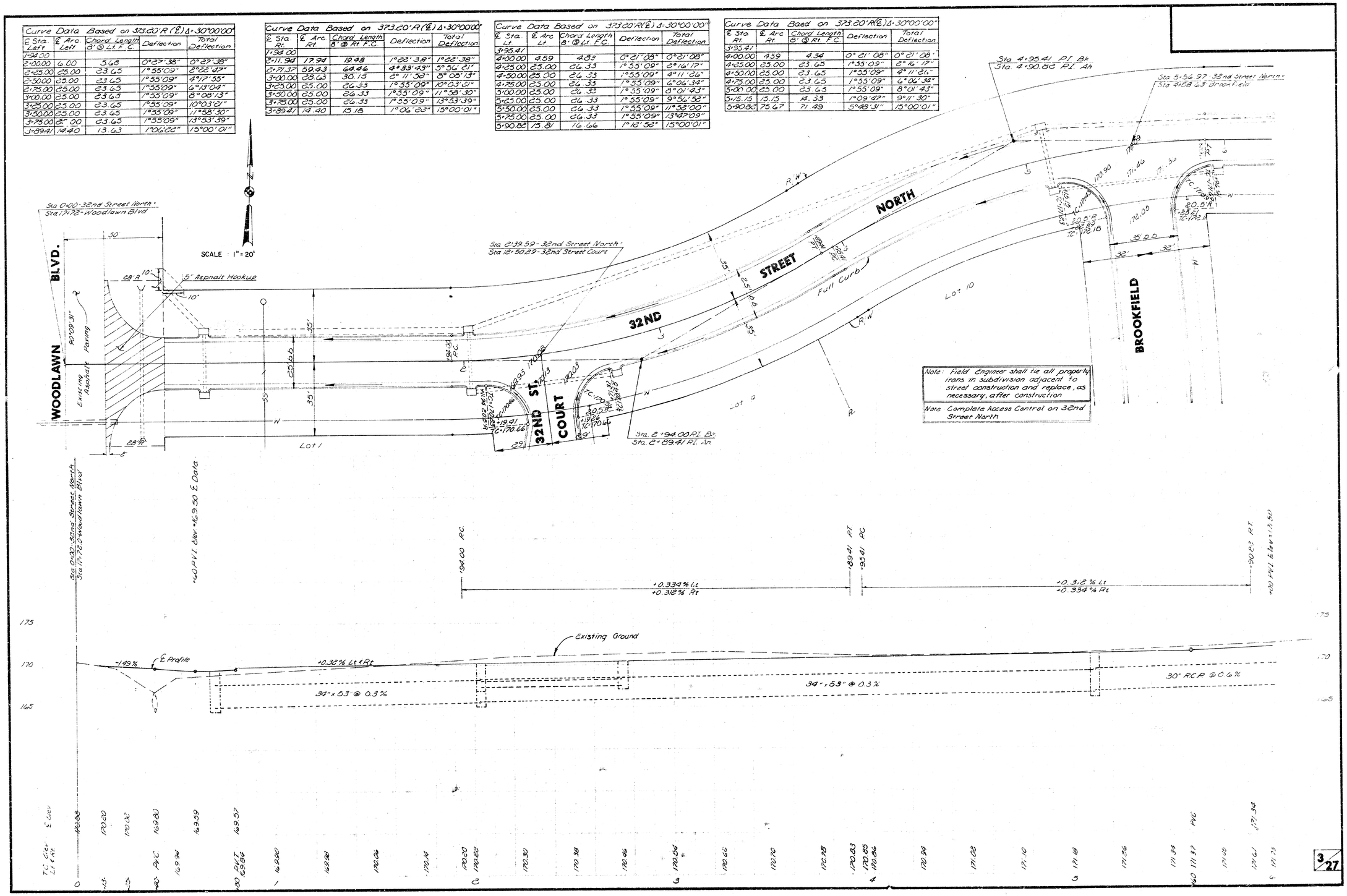
℄ Sta. Rt.	℄ Arc Rt.	Chord Length 8° Ⓢ Rt F.C.	Deflection	Total Deflection
1+94.00				
2+11.94	17.94	17.98	1°22'38"	1°22'38"
2+71.37	59.43	60.46	4°33'43"	5°56'21"
3+00.00	28.63	30.15	2° 11'52"	8° 08'13"
3+25.00	25.00	26.33	1°55'09"	10°03'21"
3+50.00	25.00	26.33	1°55'09"	11°58'30"
3+75.00	25.00	26.33	1°55'09"	13°53'39"
3+89.41	14.40	15.18	1°06'23"	15°00'01"

Curve Data Based on 373.20' R(℄) Δ-30°00'00"

℄ Sta. Lt.	℄ Arc Lt.	Chord Length 8° Ⓢ Lt. F.C.	Deflection	Total Deflection
3+95.41				
4+00.00	4.59	4.59	0°21'08"	0°21'08"
4+25.00	25.00	26.33	1°55'09"	2°16'17"
4+50.00	25.00	26.33	1°55'09"	4°11'26"
4+75.00	25.00	26.33	1°55'09"	6°06'34"
5+00.00	25.00	26.33	1°55'09"	8°01'43"
5+25.00	25.00	26.33	1°55'09"	9°56'52"
5+50.00	25.00	26.33	1°55'09"	11°52'00"
5+75.00	25.00	26.33	1°55'09"	13°47'09"
5+90.82	15.81	16.66	1°12'52"	15°00'01"

Curve Data Based on 373.20' R(℄) Δ-30°00'00"

℄ Sta. Rt.	℄ Arc Rt.	Chord Length 8° Ⓢ Rt F.C.	Deflection	Total Deflection
3+95.41				
4+00.00	4.59	4.34	0° 21' 08"	0° 21' 08"
4+25.00	25.00	23.65	1°55'09"	2° 16' 17"
4+50.00	25.00	23.65	1°55'09"	4° 11' 26"
4+75.00	25.00	23.65	1°55'09"	6° 06' 34"
5+00.00	25.00	23.65	1°55'09"	8° 01' 43"
5+15.15	15.15	14.33	1°09'47"	9°11'30"
5+90.82	75.67	71.49	5°48'31"	15°00'01"



N

SCALE: 1" = 20'

32 ND STREET NORTH

Sta. 6+71.69 Bayberry
Sta 8+56.14 32nd St. North

Sta. 11+53.14 32nd Street North
Sta. 10+95.00 32nd Street Court

BAYBERRY

32 ND ST. COURT

Full Curb

R/W

35' ROW

25' b.b.

35' b.b.

32'

32'

177.93

89°50'29"

181.16

89°50'29"

177.60

177.90

177.75

177.89

181.05

181.20

181.47

20.5' R

39°39'09"

12.40

29'

35' R

Lot 6

Lot 7

Lot 1

Lot 17

Lot 13

8" Valley Gutter 6" Conc
w/2" Asphaltic Conc Base
(for details see sheet 2.)

+.00 PVI Elev 179.50

+.03 PVI Elev 178.83
Sta 8+56.14-32nd Street North

+.00 PVI Elev 180.68

Sta 11+53.14 32nd Street North =
Sta 10+95.00 32nd Street Court

Existing Ground

+2.69% Lt & Rt

50' V.C.

+1.68% Lt & Rt

50' V.C.

+0.32% Lt & Rt

30"@ 0.6%

44" RCP @ 0%

185
180
175
170

P.V.C.

P.V.T.

P.V.C.

P.V.T.

To Sta. 6+00 Lt & Rt	6	7	8	9	10	11	12
181.78	178.19	174.14	176.78	178.65	180.25	180.79	181.31
	182.59	174.80	177.44	178.65	180.25	180.63	181.27
	182.82	175.46	177.67	178.89	180.25	180.91	181.42
	173.48	176.12	178.20	179.41	180.25	180.99	181.57
				179.83		181.07	181.42

SCALE : 1" = 20'

32ND STREET NORTH

89°50'09"

Sta. 14+50.14 32nd St. N/S
Sta. 6+71.69 Cranberry

Sta. 15+97.18 32nd St. N
End of Construction

Full Curb

R/W

Lot 13

Lot 12

Lot C16

CRANBERRY

20.5' R
T.C. 182.89

SCALE : 1" = 20'

Lot 17

Lot 16

Lot 14

Lot 13

32 ND ST. COURT

32 ND ST. NORTH

Roll Curb

T.C. 182.60

Sta 10+00.00
32nd St. Court

Transition Top of Curb in 10' from Full Curb & Gutter to Roll Type

Sta 11+53.42 32nd St. CY
32nd St. N.

+20 PVI Elev=182.01

Sta 14+50.14 32nd Street North
Sta 6+71.69 Cranberry

Sta 15+97.18 32nd Street North
End of Construction

Existing Ground

40' V.C.

+0.32% Lt↑Rt

+1.0% Lt↑Rt

24" R.C.P.

21" R.C.P.

21" R.C.P.

PVC

PVI

185

180

175

Existing Ground

-1.5%

℄ Profile

℄ Elev.

TC Elev. Lt↑Rt

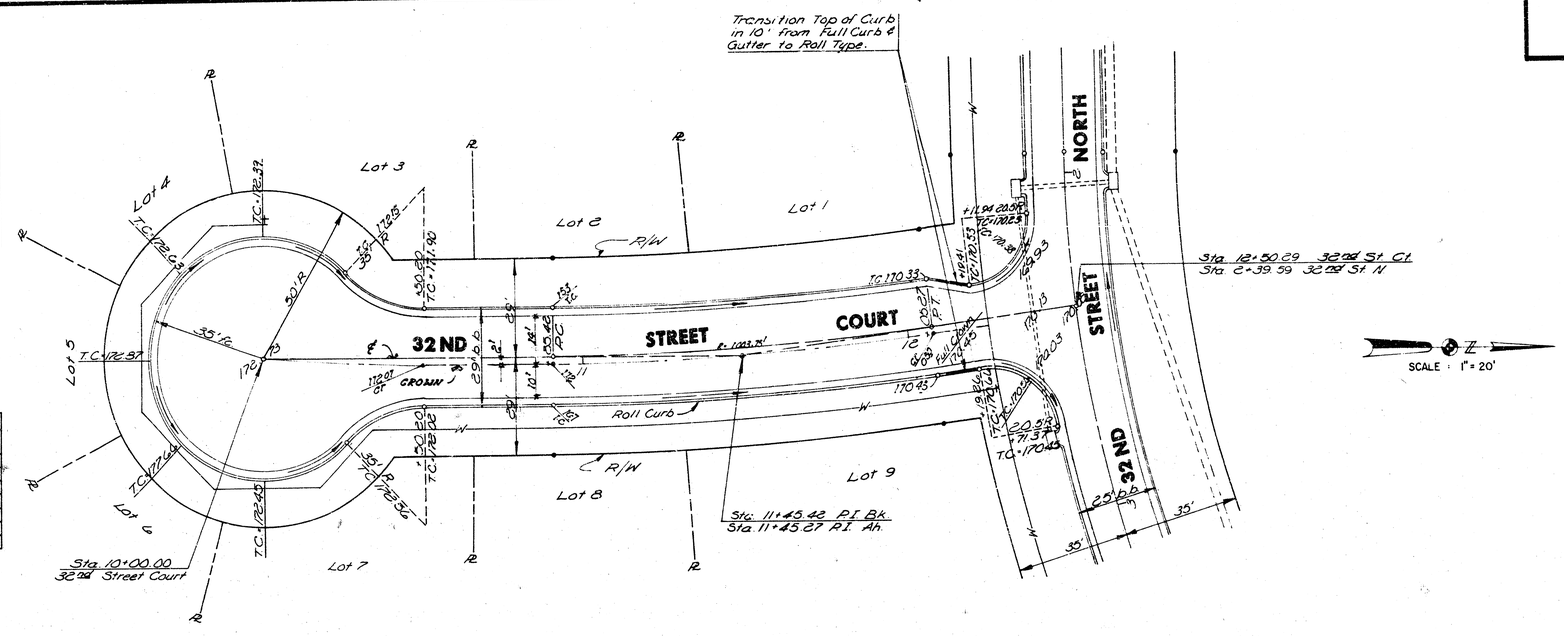
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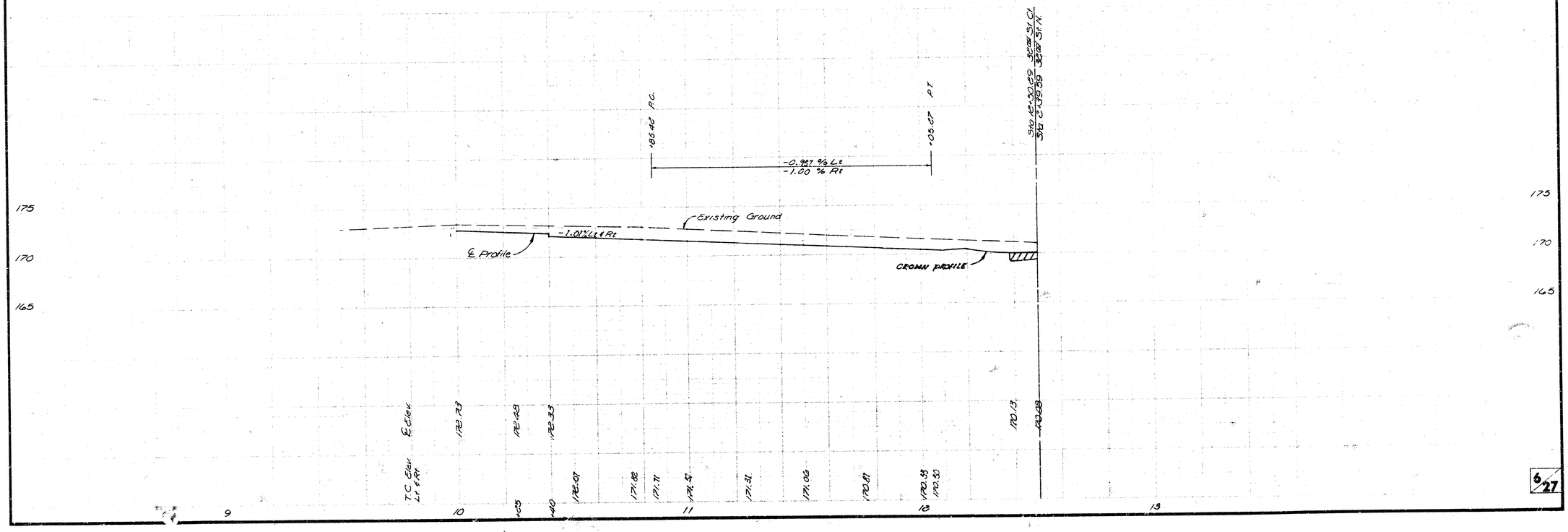
182.19 181.82 181.44 181.06 180.94 180.19

12 13 14 15 16 17 18 19

Curve Data Based on 1003.75'R(℄) Δ=6°50'29"				
℄ Sta. Lt.	℄ Arc Lt	Chord Length 8' @ Lt F.C.	Deflection	Total Deflection
10+85.42				
11+00.00	14.58	14.26	0°24'58"	0°24'58"
11+25.00	25.00	24.44	0°42'49"	1°07'47"
11+50.00	25.00	24.44	0°42'49"	1°50'35"
11+75.00	25.00	24.44	0°42'49"	2°33'24"
12+00.00	25.00	24.43	0°42'49"	3°16'13"
12+05.27	5.26	24.44	0°09'01"	3°25'14"

Curve Data Based on 1003.75'R(℄) Δ=6°50'29"				
℄ Sta. Rt.	℄ Sta Rt.	Chord Length 8' @ Rt. F.C.	Deflection	Total Deflection
10+85.42				
11+00.00	14.58	14.59	0°24'58"	0°24'58"
11+25.00	25.00	25.54	0°42'49"	1°07'47"
11+50.00	25.00	25.54	0°42'49"	1°50'35"
11+75.00	25.00	25.54	0°42'49"	2°33'24"
12+00.00	25.00	25.54	0°42'49"	3°16'13"
12+05.27	5.26	5.38	0°09'01"	3°25'14"





Curb Data Based on 1507.15' R (℄) Δ = 5°10'00"				
℄ Sta. Lt	℄ Arc Lt.	Chord Length 8' ⓢ Lt. F.C.	Deflection	Total Deflection
3+34.27				
3+50.00	15.73	15.47	0°17'36"	0°17'36"
3+75.00	25.00	24.58	0°28'31"	0°46'27"
4+00.00	25.00	24.58	0°28'31"	1°14'58"
4+23.89	23.88	32.51	0°22'50"	1°41'04"

Curb Data Based on 1507.15' R (℄) Δ = 5°10'00"				
℄ Sta. Rt	℄ Arc Rt	Chord Length 8' ⓢ Rt F.C.	Deflection	Total Deflection
3+34.27				
3+50.00	15.73	15.98	0°17'36"	0°17'36"
3+75.00	25.00	25.41	0°28'31"	0°46'27"
4+00.00	25.00	25.41	0°28'31"	1°14'58"
4+25.21	25.20	25.62	0°28'45"	1°43'43"

SCALE : 1" = 20'

Lot 14 | Lot 13 | Lot 12 | Lot 11 | Lot 10

R/W

BROOKFIELD

32' | 35' b.b. | 32'

1 | 2 | 3

Roll Curb

W

R/W

Lot 1 | Lot 2 | Lot 3 | Lot 4 | Lot 5 | Lot 6

R

32ND STREET NORTH

65.00

W

15.18
TC 171.83
℄ 171.43
FC 171.68

Sta 3+90.27 P.I. Bk
Sta 4+02.27 P.I. Ah

171.36

171.09
℄ 170.73
TC 171.69

35' | 35'

Sta 3+50.00 - 32nd Street North = Sta 4+58.63 - Brookfield

Transition Top of Curb in 10' from Full Curb & Gutter to Roll Type

Sta 4+00.00 - Brookfield

+2.0 P.V.I. Elev. 177.24

-3.27 P.C.

-2.97 % Rt
-3.03 % Lt

Sta 4+58.63 - Brookfield
Sta 3+50.00 P.I. - 32nd Street North

180 | 175 | 170

60' V.C.

Existing Ground

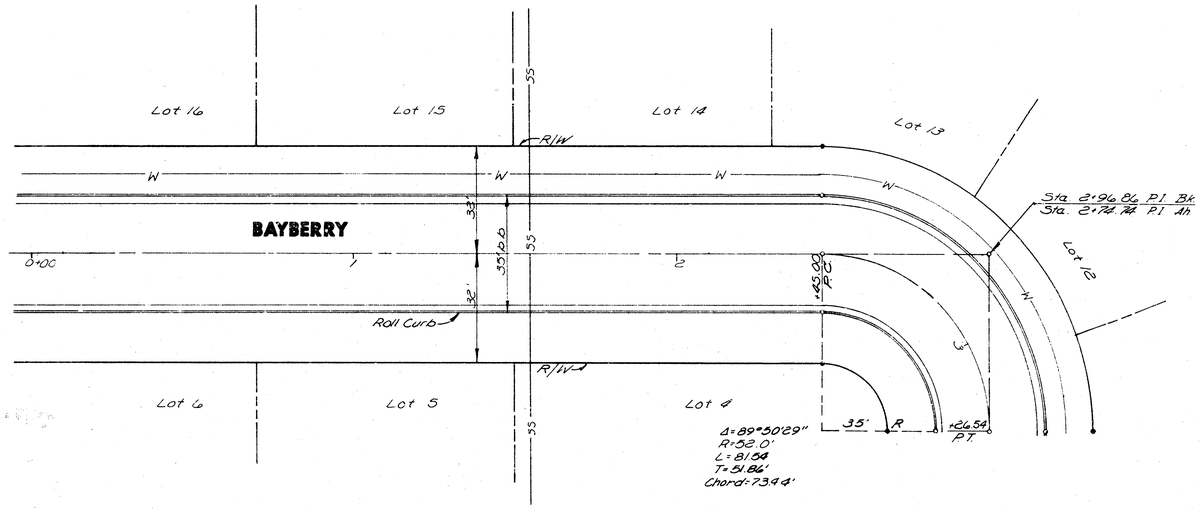
+1.5 % Lt & Rt

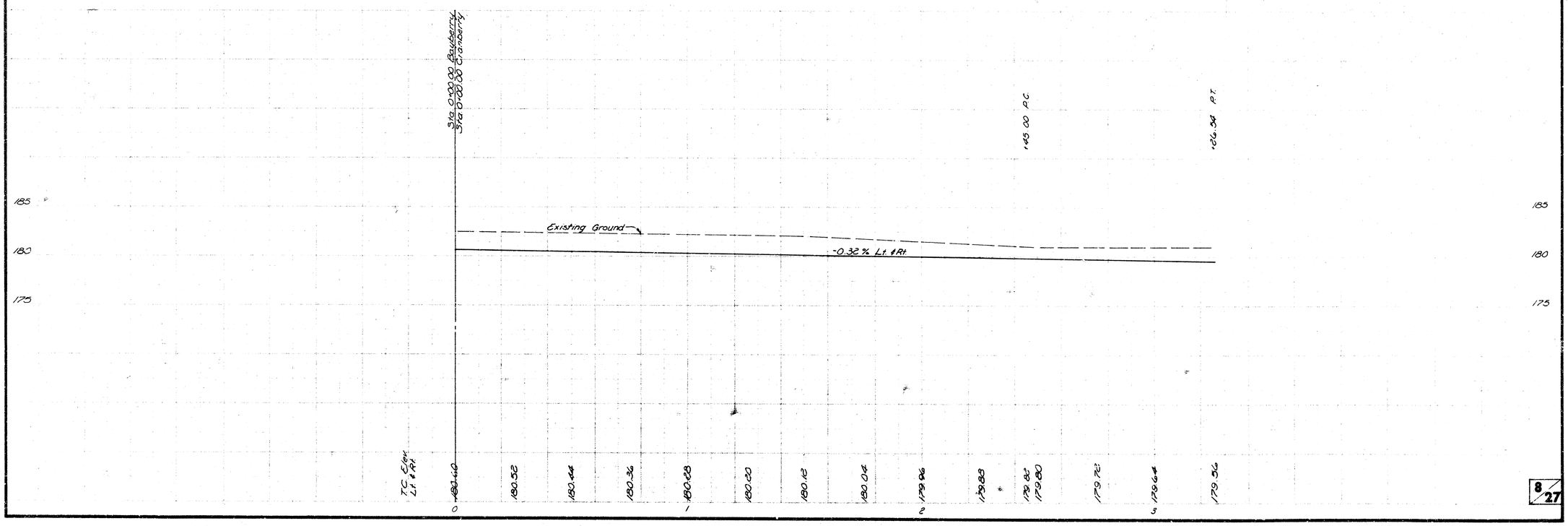
-3.0 % Lt & Rt

P.V.C. | P.V.I. | P.V.T.

172.50 Rt Lt	170.61	170.92	171.56	172.17	172.74	173.32	173.89	174.26	174.60	174.80	174.96	175.04	175.08	175.04	174.96	174.80	174.70	174.57	174.04	173.00	171.64	170.35	171.40	171.09
	0				1				2				3				4							


N
SCALE : 1" = 20'


Lot 16
Lot 15
Lot 14
Lot 13
Lot 12
Lot 6
Lot 5
Lot 4
R/W
W
BAYBERRY
55
33'
55' R.O.W.
32'
Roll Curb
0+00
1
2
3
145.00 P.C.
Sta. 2+96.86 P.I. Bk.
Sta. 2+74.74 P.I. Ah.
Δ=89°50'29"
R=52.0'
L=81.54'
T=51.86'
Chord=73.44'
35'
R
+26.54
P.T.


Sta 0+00.00 Baybery
Sta 0+00.00 Drawing
145.00 P.C.
126.54 P.T.
185
180
175
Existing Ground
-0.32% Lt & Rt
TC Elev Lt & Rt
180.40
180.52
180.44
180.36
180.28
180.20
180.12
180.04
179.96
179.88
179.80
179.72
179.64
179.56
0
1
2
3

Sta. 2+96.92 P.I. Bk
Sta. 2+78.78 P.I. Ah

Lot 12 | Lot 11 | Lot 10 | Lot 9 | Lot 8 | Lot 7

R/W

W

32'

BAYBERRY

35.0'

Warped ¼ crown

Roll Curb

Lot 13 | Lot 4 | Lot 3 | Lot 2 | Lot 1

+45.00 PC

35' R

Transition Top of Curb in 10' from Full Curb & Gutter to Roll Type

8" Valley Gutter 6" Conc. W/ 1½" Asphaltic Conc. Base (see pg. 2 for details)

Lot 14

32ND ST. NORTH

Sta 6+71.69 Bayberry
Sta 8+56.18 32nd St North

SCALE : 1" = 20'

+26.34 PT

Existing Ground

-0.32% LT & RT

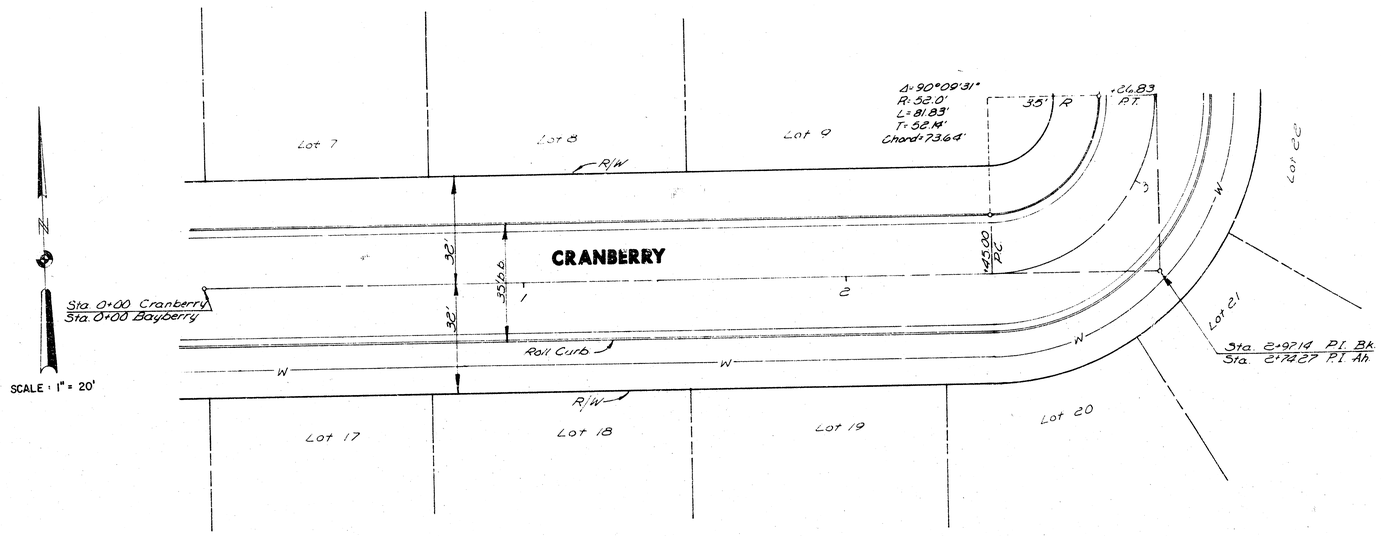
Sta 6+71.69 Bayberry
Sta 8+56.18 32nd St. N

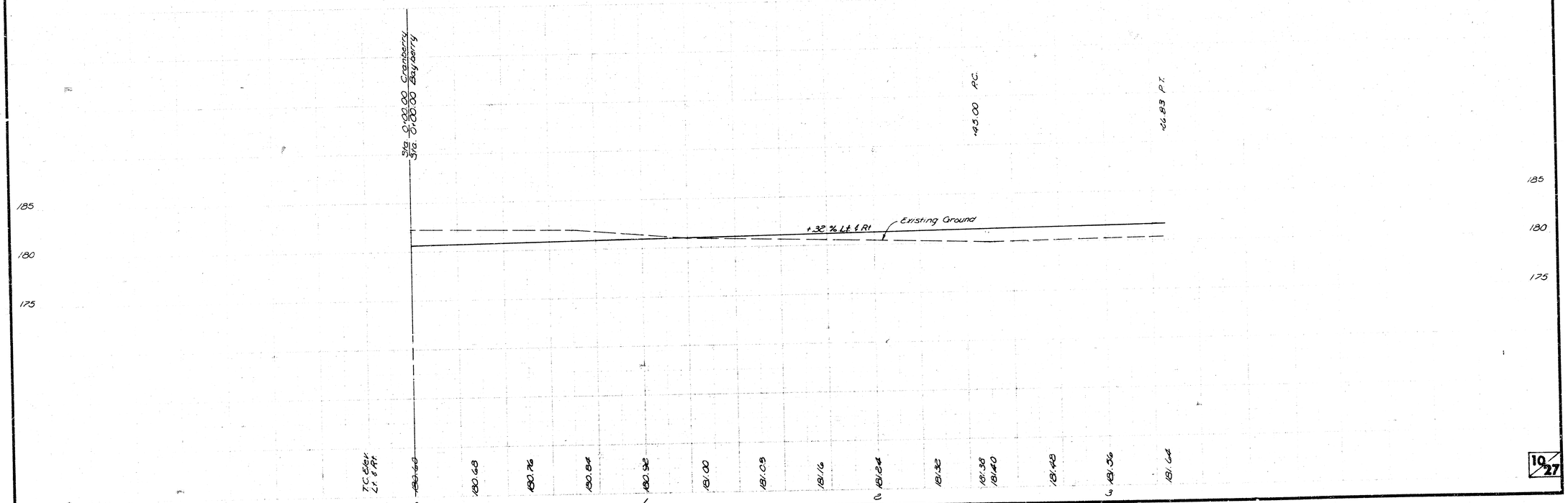
TC. Elev Lt. & Rt.

3	179.64	179.56	179.48	179.40	4	179.32	179.24	179.16	179.08	5	179.00	178.92	178.84	178.76	6	178.68	178.60	℄ Elev	177.67	177.83	7

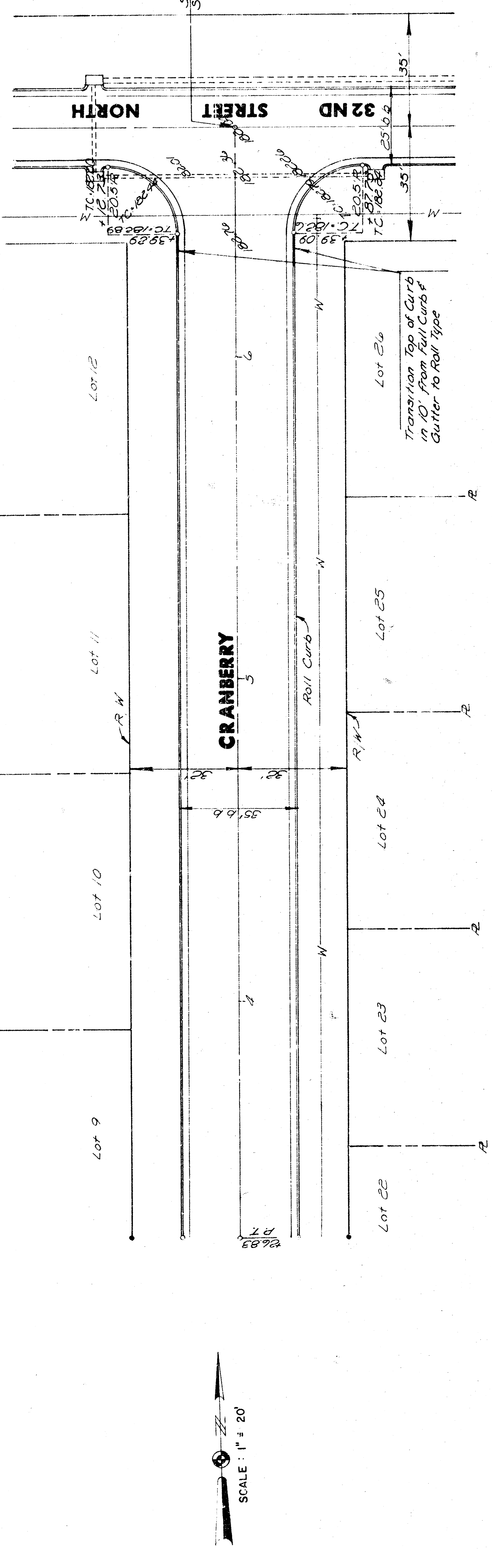
185
180
175

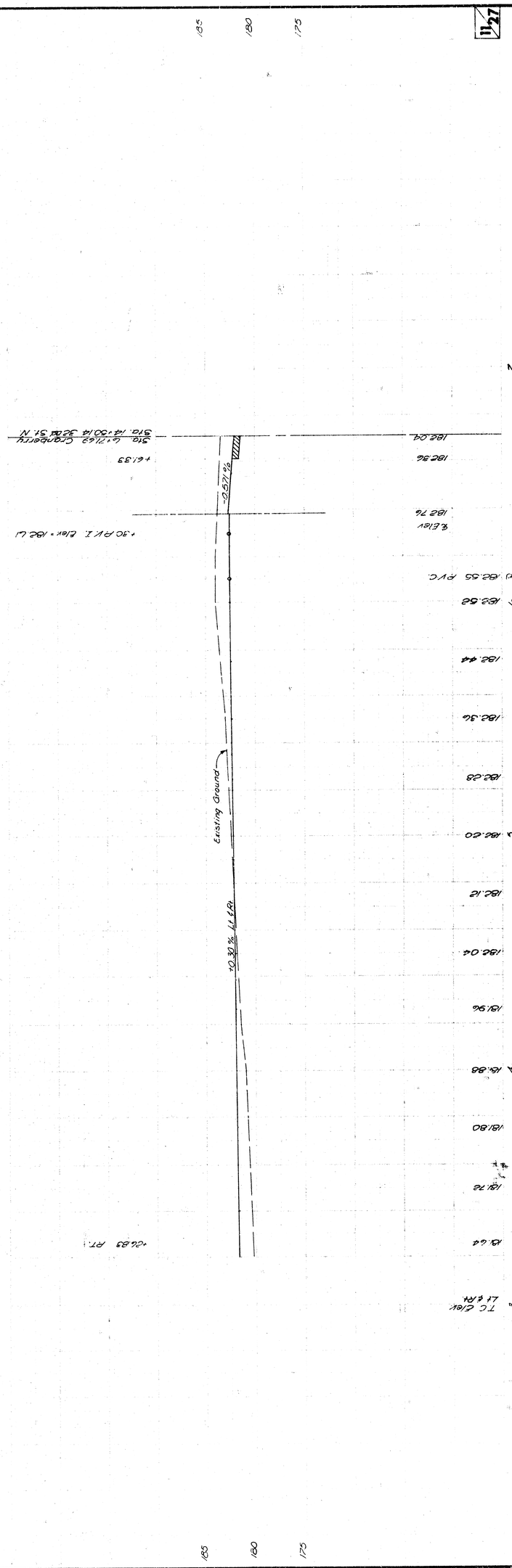
9/27

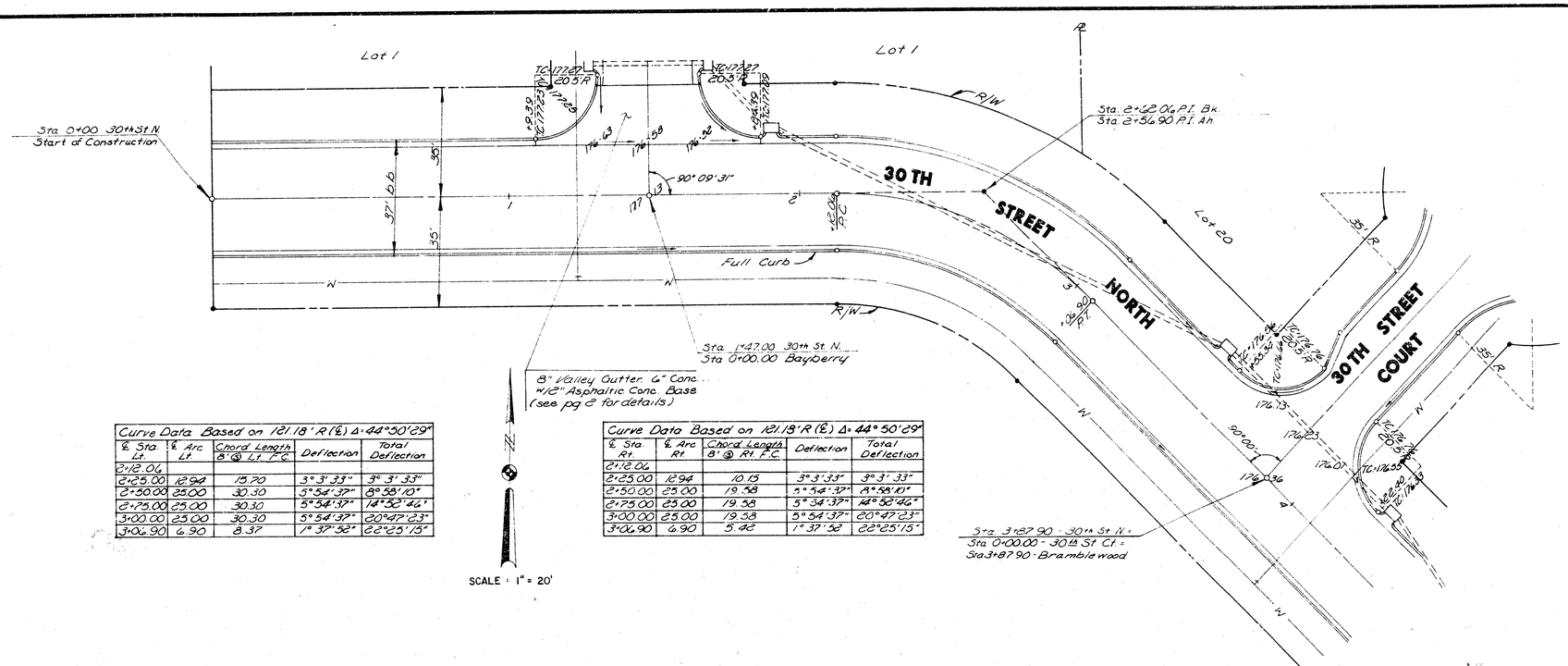

Lot 7
Lot 8
Lot 9
R/W
Δ=90°09'31"
R=52.0'
L=81.83'
T=52.14'
Chord=73.64'
35'
R
+06.83
P.T.
CRANBERRY
32'
35'0.0
32'
45.00
P.C.
Sta 0+00 Cranberry
Sta. 0+00 Bayberry
SCALE : 1" = 20'
Roll Curb
W
W
W
W
R/W
Lot 17
Lot 18
Lot 19
Lot 20
Lot 21
Lot 22
Sta. 2+97.14 P.I. Bk.
Sta. 2+72.27 P.I. Ah.


Sta. 0+00.00 Cranberry
Sta. 0+00.00 Bayberry
+45.00 P.C.
+06.83 P.T.
185
180
175
+.32 % Lt. & Rt.
Existing Ground
T.C. Elev.
Lt. & Rt.
180.68
180.76
180.84
180.92
181.00
181.08
181.16
181.24
181.32
181.38
181.40
181.48
181.56
181.64
0
1
2
3
185
180
175

10/27

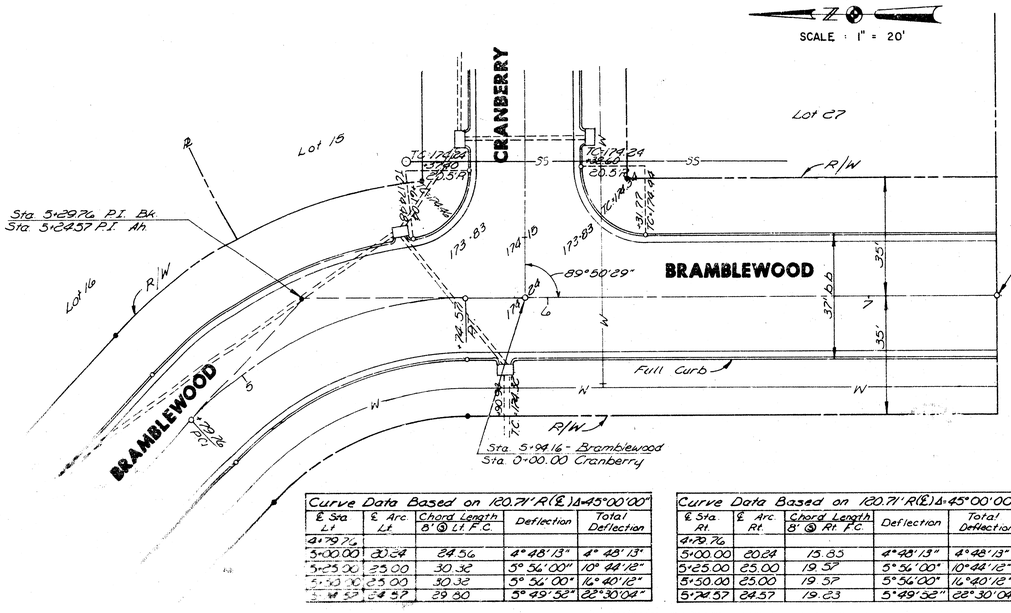

Sta 6+71.69 Cranberry
Sta 14+50.14 32nd St N
32ND STREET NORTH
CRANBERRY
Lot 12
Lot 11
Lot 10
Lot 9
Lot 24
Lot 25
Lot 26
Lot 23
Lot 22
Transition Top of Curb to 30" Rolled Curb & Gutter to Roll type
Roll Curb
R.W.
35'
25.62'
39.09
TC=182.89
C=182.14
N
S
E
W
SCALE: 1" = 20'

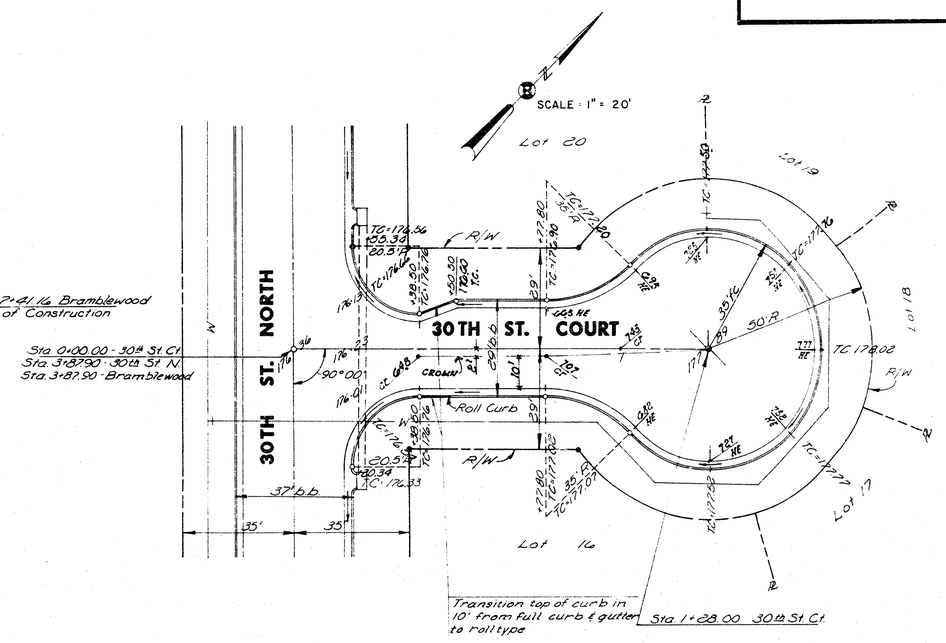

+30 AVI Elev = 182.41
-0.15%
+61.33
Sta 6+71.69 Cranberry
Sta 14+30.14 32nd St N
+26.83 RT.
10.30% 4:1 EXP.
Existing Ground
182.76
182.36
182.04
182.44
182.34
182.28
182.20
182.12
182.04
181.96
181.88
181.80
181.72
181.64
TC Elev
Lt & Rt
185
180
175



Curve Data Based on 121.18' R (℄) Δ = 44° 50' 29"				
℄ Sta. Lt.	℄ Arc Lt.	Chord Length 8' @ Lt. P.C.	Deflection	Total Deflection
2+12.04				
2+25.00	12.94	15.20	3° 3' 33"	3° 3' 33"
2+50.00	25.00	30.30	5° 54' 37"	8° 58' 10"
2+75.00	25.00	30.30	5° 54' 37"	14° 52' 46"
3+00.00	25.00	30.30	5° 54' 37"	20° 47' 23"
3+06.90	6.90	8.37	1° 37' 52"	22° 25' 15"

Curve Data Based on 121.18' R (℄) Δ = 44° 50' 29"				
℄ Sta. Rt.	℄ Arc Rt.	Chord Length 8' @ Rt. P.C.	Deflection	Total Deflection
2+12.04				
2+25.00	12.94	10.15	3° 3' 33"	3° 3' 33"
2+50.00	25.00	19.58	5° 54' 37"	8° 58' 10"
2+75.00	25.00	19.58	5° 54' 37"	14° 52' 46"
3+00.00	25.00	19.58	5° 54' 37"	20° 47' 23"
3+06.90	6.90	5.42	1° 37' 52"	22° 25' 15"



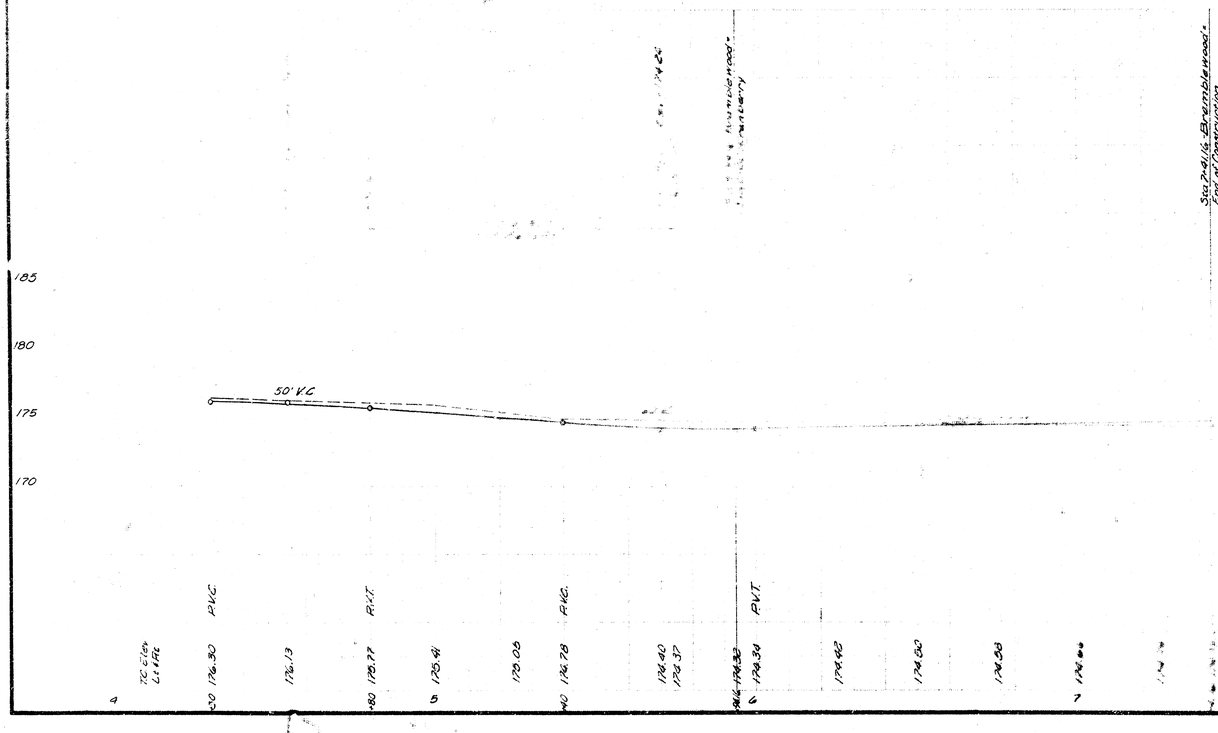


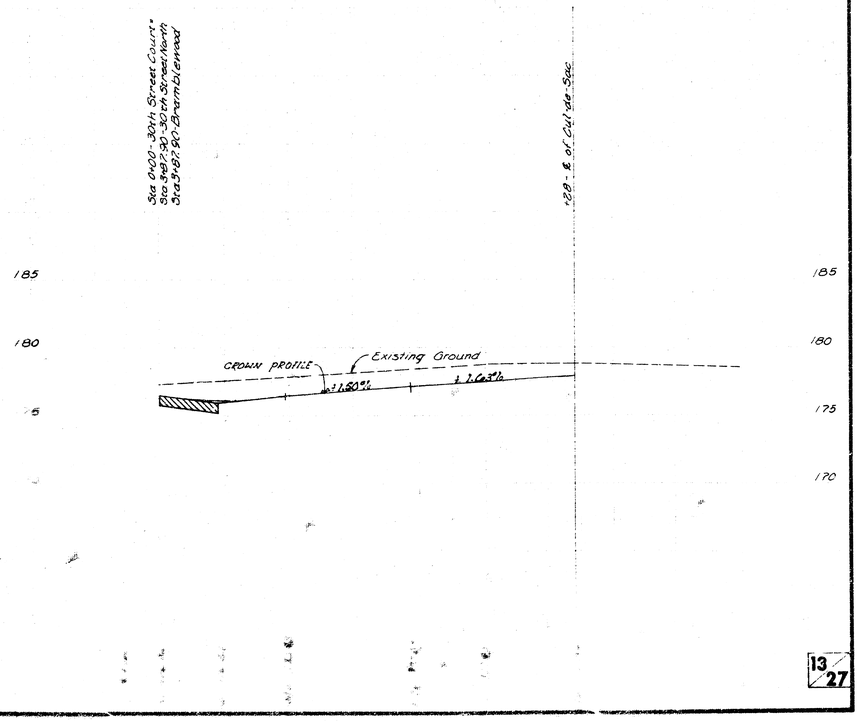
Curve Data Based on 120.71' R(E) Δ=45°00'00"

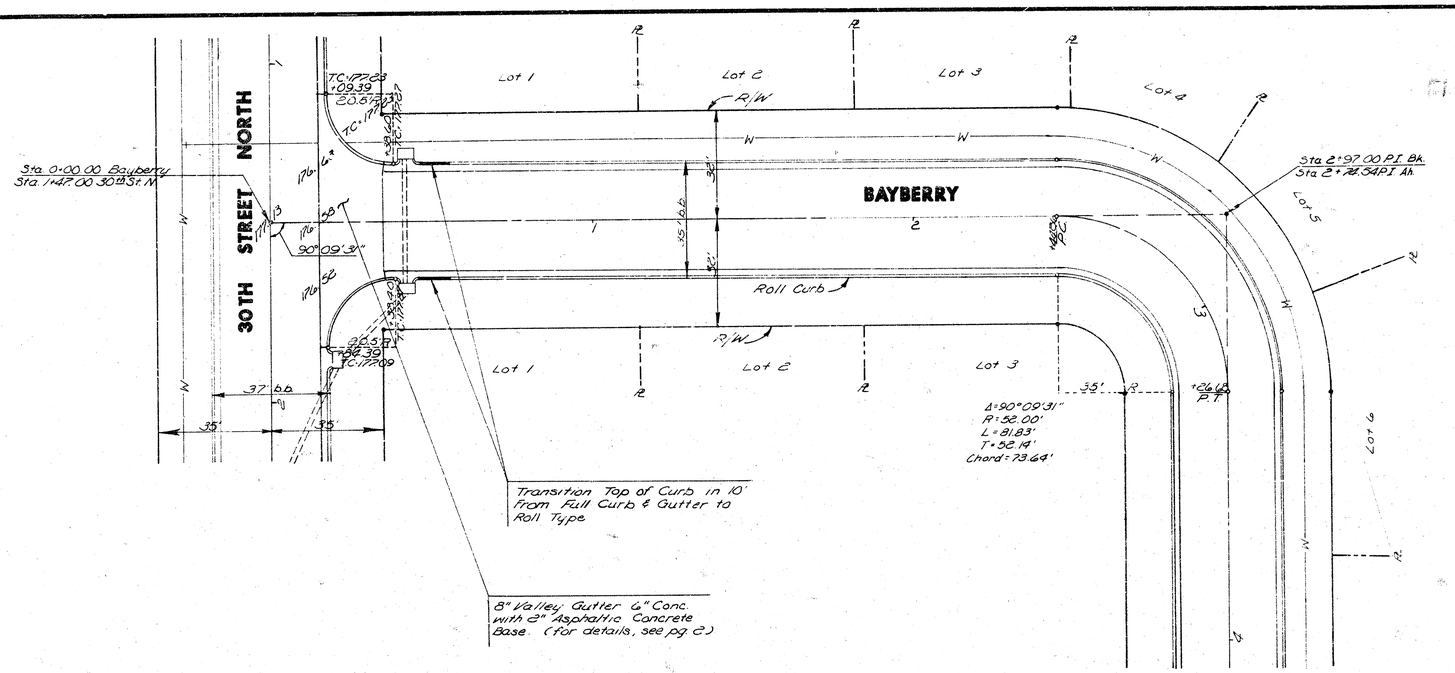
℄ Sta. Lt	℄ Arc Lt.	Chord Length 8' @ Lt P.C.	Deflection	Total Deflection
4+79.76				
5+00.00	20.24	24.56	4° 48' 13"	4° 48' 13"
5+25.00	25.00	30.32	5° 54' 00"	10° 44' 12"
5+50.00	25.00	30.32	5° 54' 00"	16° 40' 12"
5+74.57	24.57	29.80	5° 49' 52"	22° 30' 04"

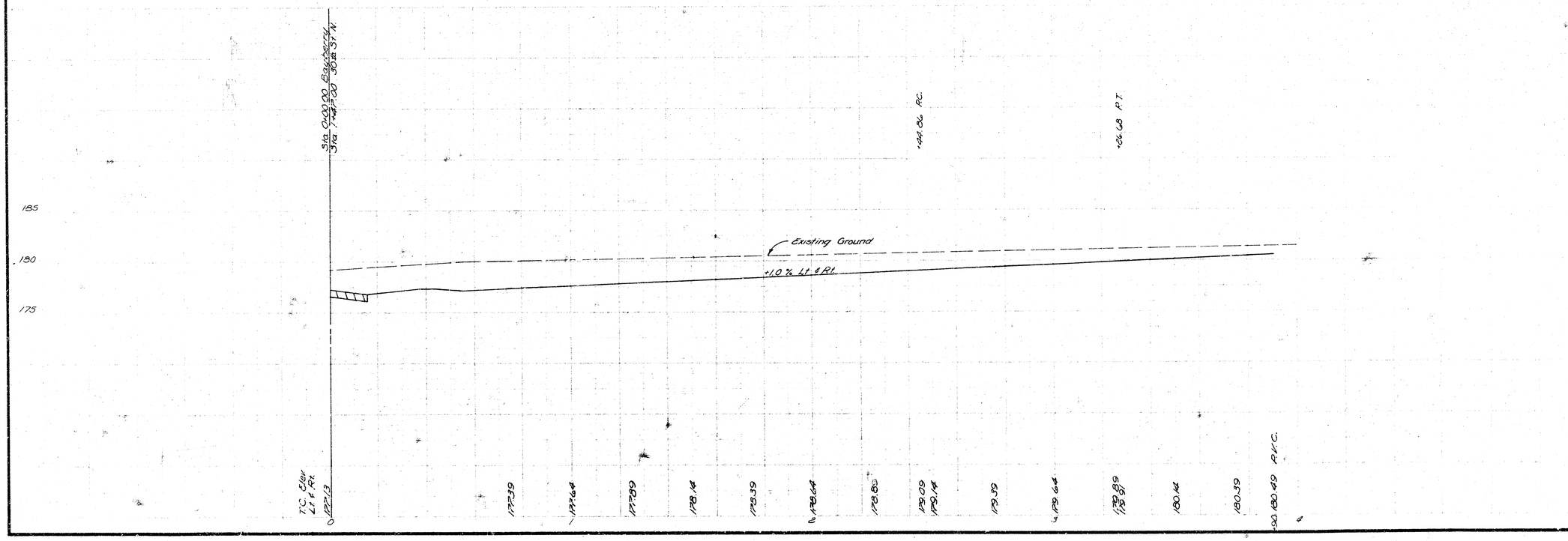
Curve Data Based on 120.71' R(E) Δ=45°00'00"

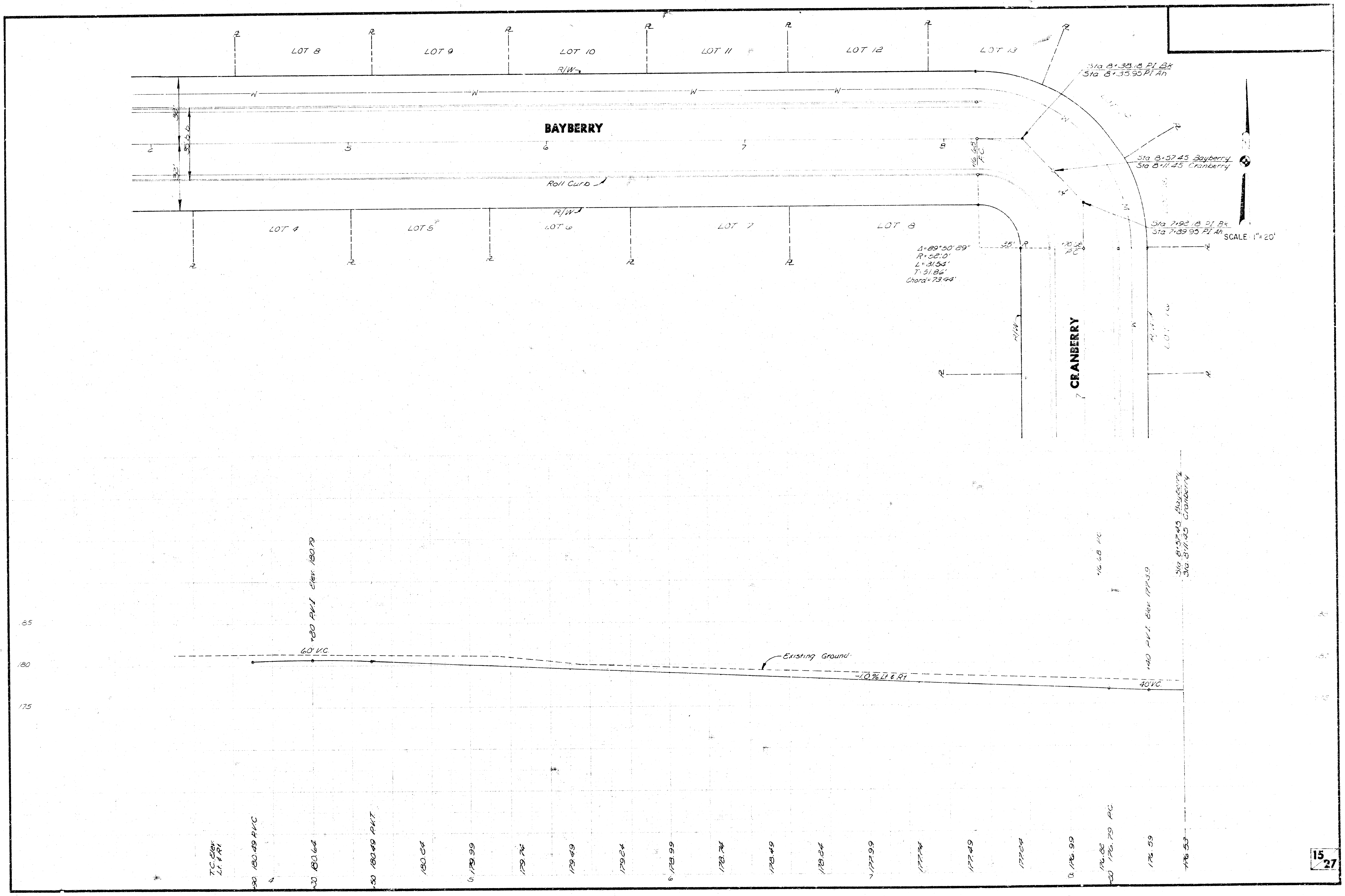
℄ Sta. Rt.	℄ Arc Rt.	Chord Length 8' @ Rt. P.C.	Deflection	Total Deflection
4+79.76				
5+00.00	20.24	15.85	4° 28' 13"	4° 28' 13"
5+25.00	25.00	19.57	5° 56' 00"	10° 44' 12"
5+50.00	25.00	19.57	5° 56' 00"	16° 40' 12"
5+74.57	24.57	19.23	5° 49' 52"	22° 30' 04"

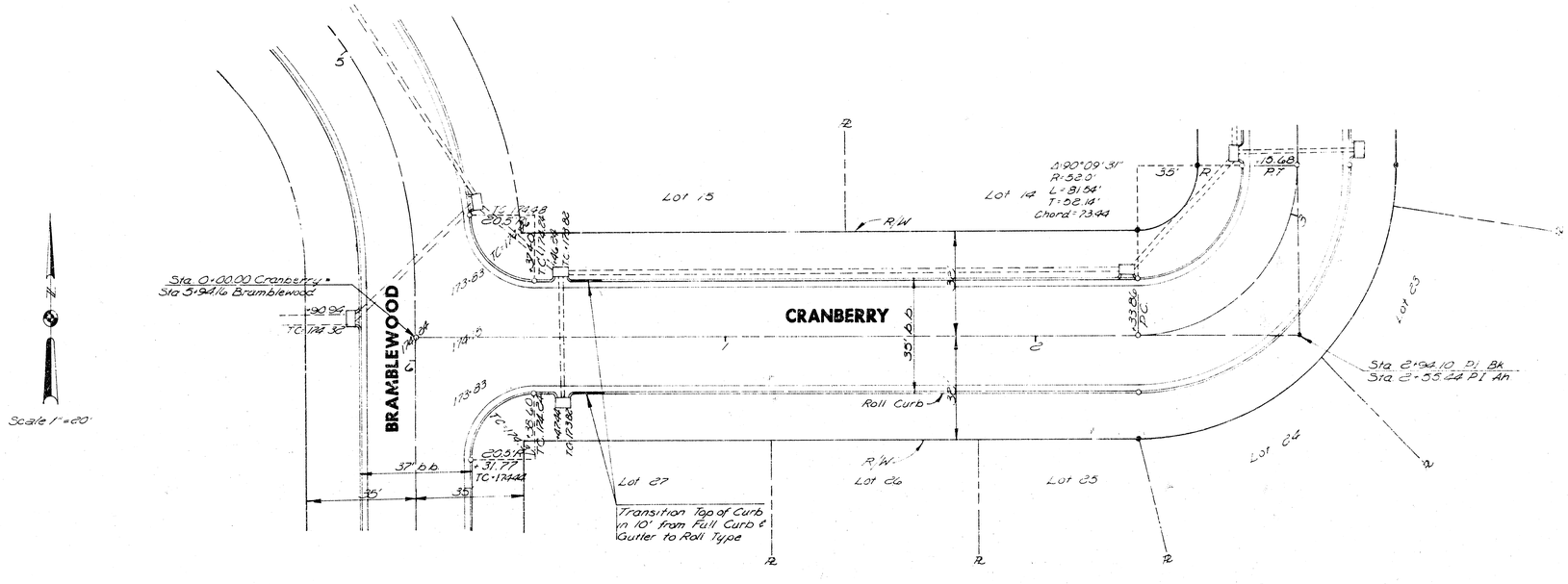




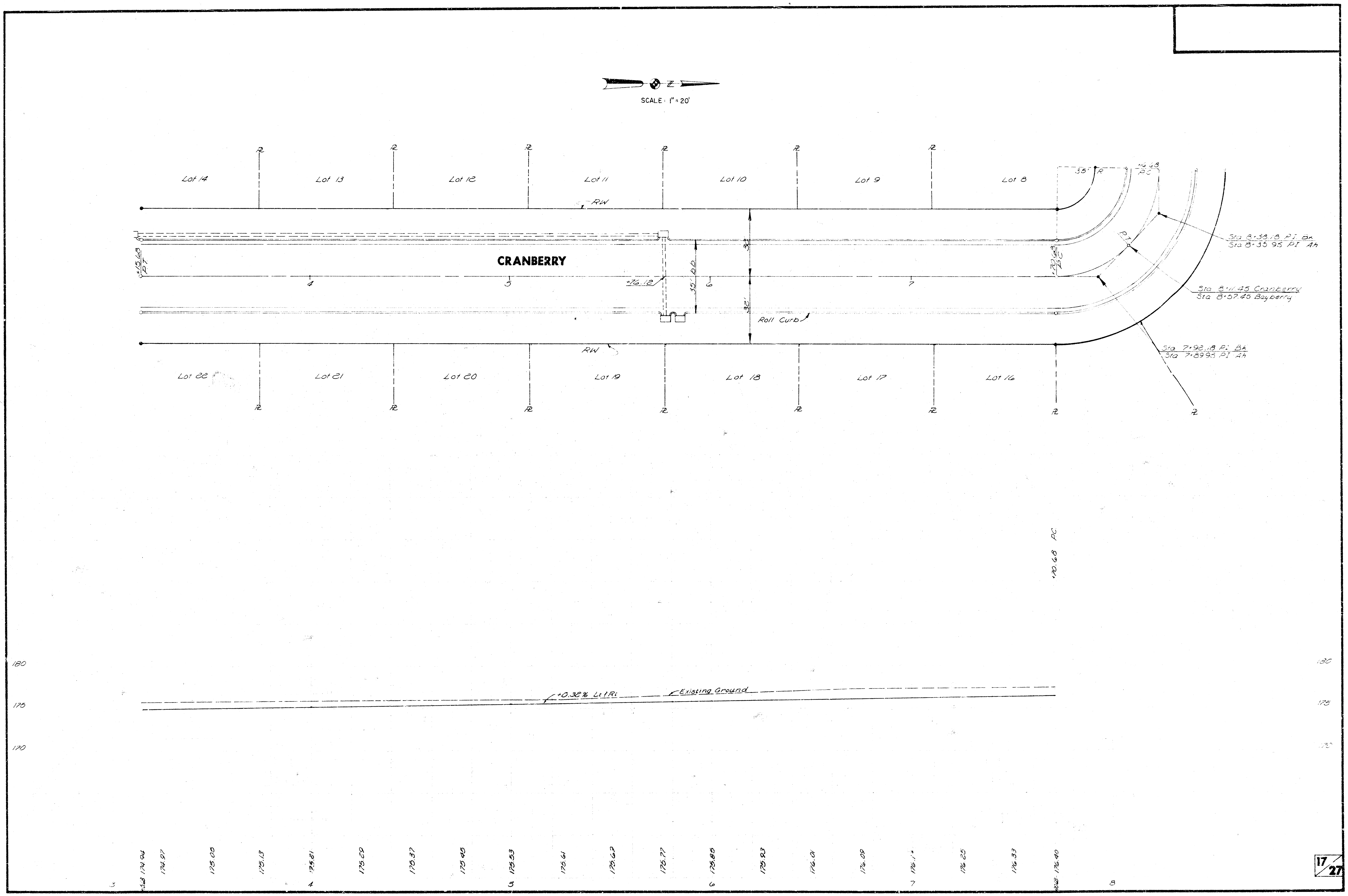

30TH STREET NORTH
BAYBERRY
Sta 0+00.00 Bayberry
Sta. 1+47.00 30th St. N
Sta 2+97.00 P.I. Bk.
Sta 2+78.54 P.I. Ah.
Lot 1
Lot 2
Lot 3
Lot 4
Lot 5
Lot 6
R/W
Roll Curb
90°09'31"
Δ=90°09'31"
R=52.00'
L=81.83'
T=52.19'
Chord=73.64'
Transition Top of Curb in 10' from Full Curb & Gutter to Roll Type
8" Valley Gutter 6" Conc. with 2" Asphaltic Concrete Base. (for details, see pg 23)
SCALE : 1" = 20'


Sta 0+00.00 Bayberry
Sta. 1+47.00 30th St N
Existing Ground
+1.0% Lt & Rt
185
180
175
P.C.
P.T.
P.V.C.


LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
R/W
BAYBERRY
Roll Curb
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
Sta 8+38.18 PI Bk
Sta 8+35.95 PI Ah
Sta 8+57.45 Bayberry
Sta 8+11.45 Cranberry
Sta 7+98.18 PI Bk
Sta 7+89.95 PI Ah
SCALE 1"=20'
Δ=89°50'29"
R=52.0'
L=81.54'
T=51.86'
Chord=73.44'
35'
+16.68 P.C.
+70.98 P.C.
CRANBERRY
60' V.C.
+20 P.V.I. Elev. 180.79
Existing Ground
-1.0% Lt & Rt
40' V.C.
+40 P.V.I. Elev. 177.39
+16.68 P.C.
Sta 8+57.45 Bayberry
Sta 8+11.45 Cranberry
185
180
175
T.C. Elev. Lt & Rt
+90 180.49 P.V.C.
+30 180.64
+50 180.49 P.V.T.
180.24
179.99
179.74
179.49
179.24
178.99
178.74
178.49
178.24
177.99
177.74
177.49
177.24
176.99
176.86
+80 176.79 P.C.
176.59
176.53
15
27


Scale 1"=60'
BRAMBLEWOOD
CRANBERRY
Sta 0+00.00 Cranberry
Sta 3+94.16 Bramblewood
Lot 15
Lot 14
Lot 13
Lot 27
Lot 26
Lot 25
Lot 24
R/W
Roll Curb
Δ:90°09'31"
R:320'
L:181.54'
T:115.14'
Chord:163.44
Transition Top of Curb in 10' from Full Curb & Gutter to Roll Type
Sta 2+94.10 P.I. Bk
Sta 2+55.24 P.I. Ahead
+55 P.V.I. Elev:173.97
+33.86 P.C.
-0.50%
+0.68% Att Lt
+32% Lt & Rt
No V.C.
Existing Ground
℄ Elev.
℄ Elev.
TC Elev. Lt & Rt
0 174.04
25 174.19
50 174.07 P.V.C.
75 174.03
100 173.90 P.V.I.
125 174.07
150 174.20
175 174.41
200 174.49
225 174.57
250 174.65
275 174.68
300 174.73
325 174.81
350 174.89
180
175
170

16/27


N
SCALE: 1" = 20'
CRANBERRY
Lot 14
Lot 13
Lot 12
Lot 11
Lot 10
Lot 9
Lot 8
Lot 22
Lot 21
Lot 20
Lot 19
Lot 18
Lot 17
Lot 16
RW
RW
+15.68 PT
+76.12
32'
32'
Roll Curb
35' R
+16.68 PC
+70.68 PC
PI
Sta 8+38.18 PI Bk
Sta 8+35.95 PI Ah
Sta 8+11.45 Cranberry
Sta 8+57.45 Bayberry
Sta 7+92.18 PI Bk
Sta 7+89.95 PI Ah
+70.68 PC
180
175
170
+0.38% Lt & Rt
Existing Ground
174.94
174.97
175.05
175.13
175.21
175.29
175.37
175.45
175.53
175.61
175.69
175.77
175.85
175.93
176.01
176.09
176.25
176.33
176.40
3
4
5
6
7
8