

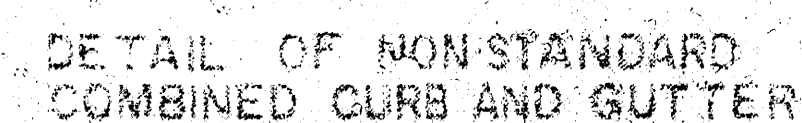
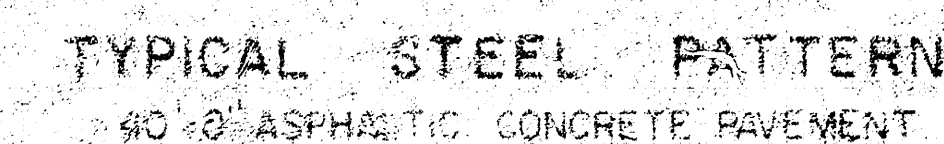
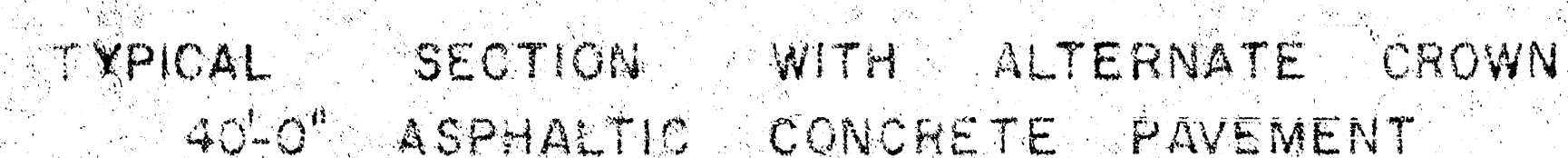
PROJ. NO. DAK **S573057**
CITY OF WICHITA, KANSAS
R. W. LINN — City Engineer

DRIVE

To S. L. DOUGLAS AVENUE

Symetrical About Center-line

Symmetrical About Center line



GENERAL NOTES

Contraction Joints may be constructed in combined curb and gutter by sawing with an approved concrete saw. The cut shall extend 2'-1/2" below the surface of the gutter and curb.

Sawed Contraction Joints shall have a maximum spacing of 10 ft. and be filled with a specified joint filler, such that the joint in the gutter section will be completely filled.

Pavement Grades shown on plans are for standard crown.

2. Construction Joints may be constructed in combined curb and gutter by sawing with an approved concrete saw. The cut shall extend 2-1/2" below the surface of the gutter and curb. Sawed Construction Joints shall have a maximum spacing of 10 ft. and be filled with a specified joint filler, such that the joint in the gutter section will be completely filled.

3. Pavement Grades shown on plans are for standard crown.

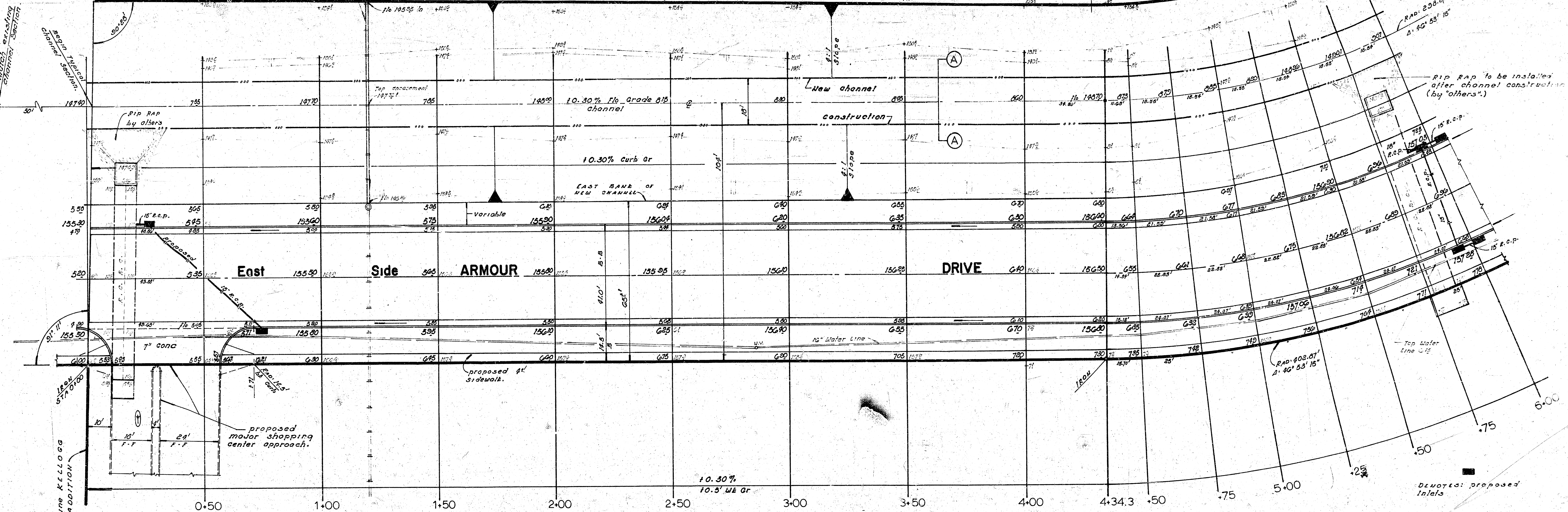
B.M. 10026 STANDARD N.E. CORNER KELLOGG and ROCK ROAD.
B.M. 15757 "U" TOP Bridge RAIL N.E. CORNER. (Kellogg frontage Rd & Armour
north of Kellogg Ave).

NOTE TO EWAR: cross section channel before
and after construction.



SCALE 1"=20'

10026 existing
channel section



•• EARTHWORK ••

CITY		PROPERTY	
COMP FILL	EXCAVATION	COMP FILL	EXCAVATION
6.6 cu yds	55.3 cu yds	9,197.2 cu yds	3,174.8 cu yds
110% .7	110% 5.5	110% 919.7	110% 317.5
7.3 cu yds	60.8 cu yds	10,116.9 cu yds	3,492.3 cu yds

Any excess suitable excavated material from
DOUGLAS AVE PROJ DAKS573055 and ROCK ROAD PROJ
DAKS 573055 is to be stockpiled on this project for
channel construction.

GRADE PARKING AND CLEAR R/W for PROPOSED SIDEWALK.
COMPACT FILL IN WALK AREA. WALK to be constructed by OTHERS.

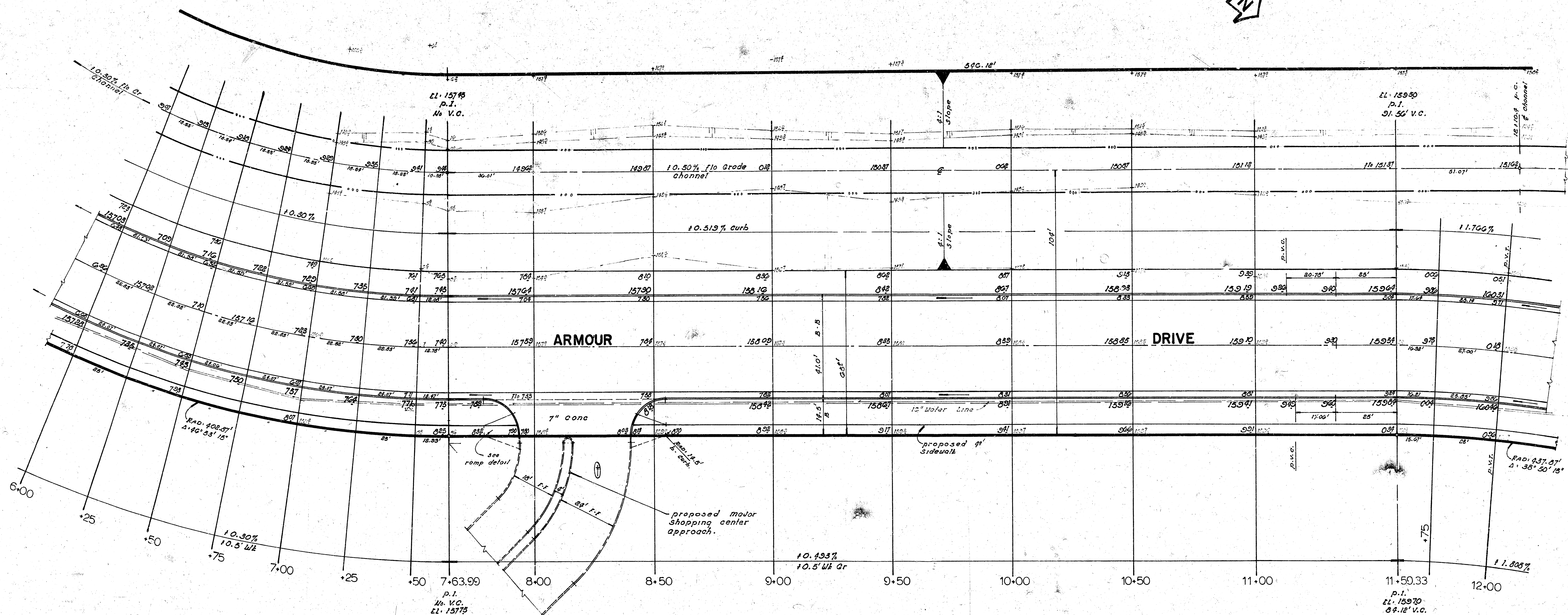
CURVE DATA is based on EAST property line Radius: 402.87'
Δ: 40° 53' 15" Tan: 174.70' 4.26657 min per 11' arc.

STATION	ARC	chord length	chord length	chord length	Deflection	Total Deflection
		8' @ L. curb	8' @ W. curb	8' @ channel		
4+34.3	P.C.					0° 00' 00"
150		15.70'	15.42'	13.24'	1° 06' 59"	1° 06' 59"
175		25.00'	24.56'	21.05'	1° 46' 10"	2° 53' 39"
5+00						4° 40' 13"
125						6° 26' 59"
150						8° 13' 39"
175						10° 00' 19"
6+00						11° 46' 58"
125		continued on page 3				13° 33' 39"

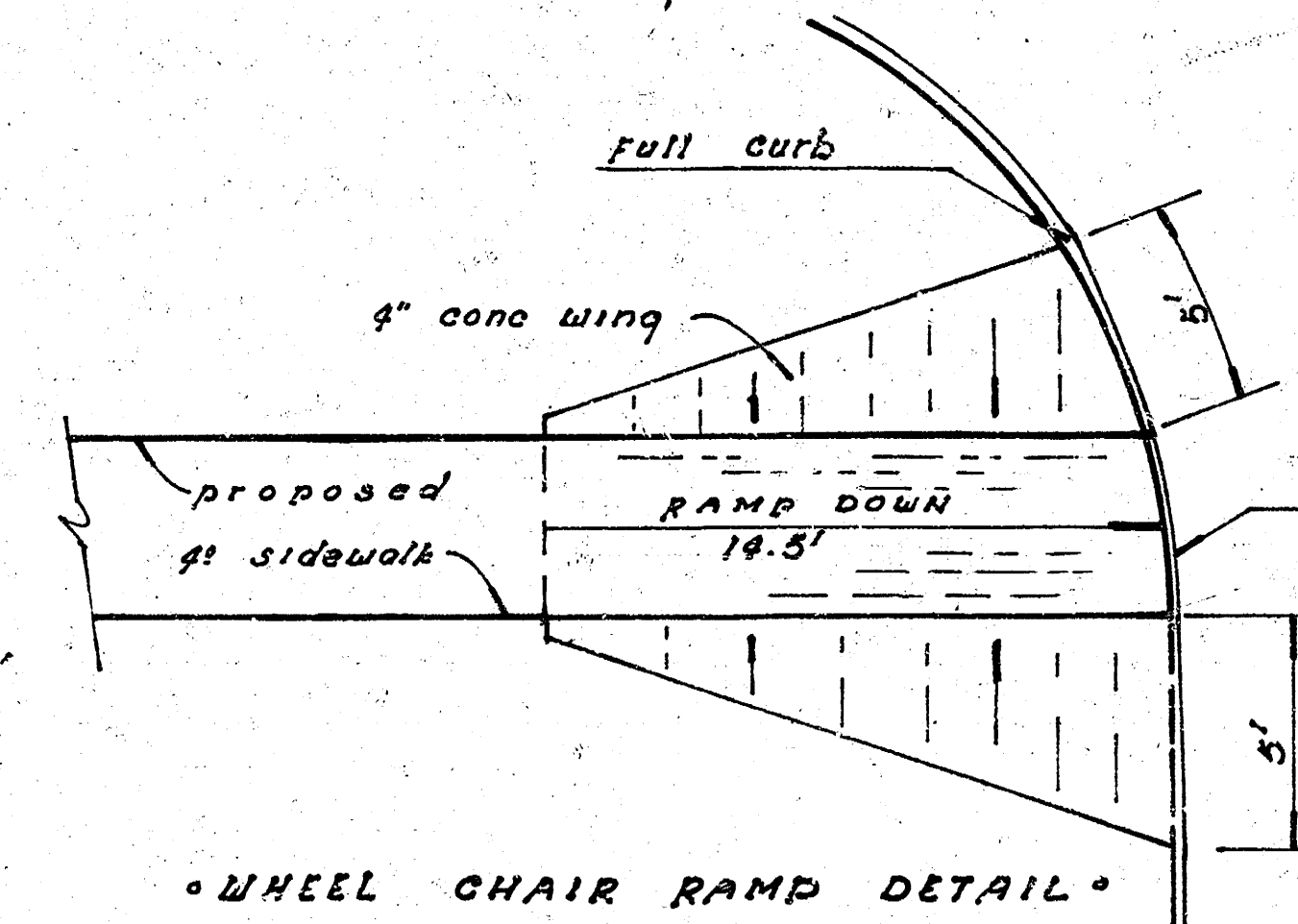
East Side ARMOUR DRIVE
S.L. KELLOGG MALL ADDITION
S.L. DOUGLAS AVENUE.
(4' Asph Conc Pavt-w Curb & Gutts
6' base 2" asphalt wearing surface)
CITY of WICHITA, KANSAS
R.W. LINN — CITY ENGINEER
DATE APRIL 1974 Proj No. DAKS573055

2/13

2



STATION	ARC	ch length 8' @ 10' L. ab	ch length 8' @ 10' W. ab	ch length 8' channel	Deflection	Total Deflection
6+25	25.00'	24.56'	21.09'	18.54'	1° 46' 40"	13° 33' 38"
130	"	"	"	"	"	18° 20' 18"
175	"	"	"	"	"	17° 06' 58"
7+00	"	"	"	"	"	18° 53' 38"
125	"	"	"	"	1° 46' 40"	20° 40' 18"
130	25.00'	24.56'	21.09'	18.54'	1° 46' 40"	22° 26' 58"
7+63.33 P.T.	13.55'	13.74'	11.80'	10.38'	0° 53' 42"	23° 26' 39"



Exact size and location of proposed drive to be determined by property owner.

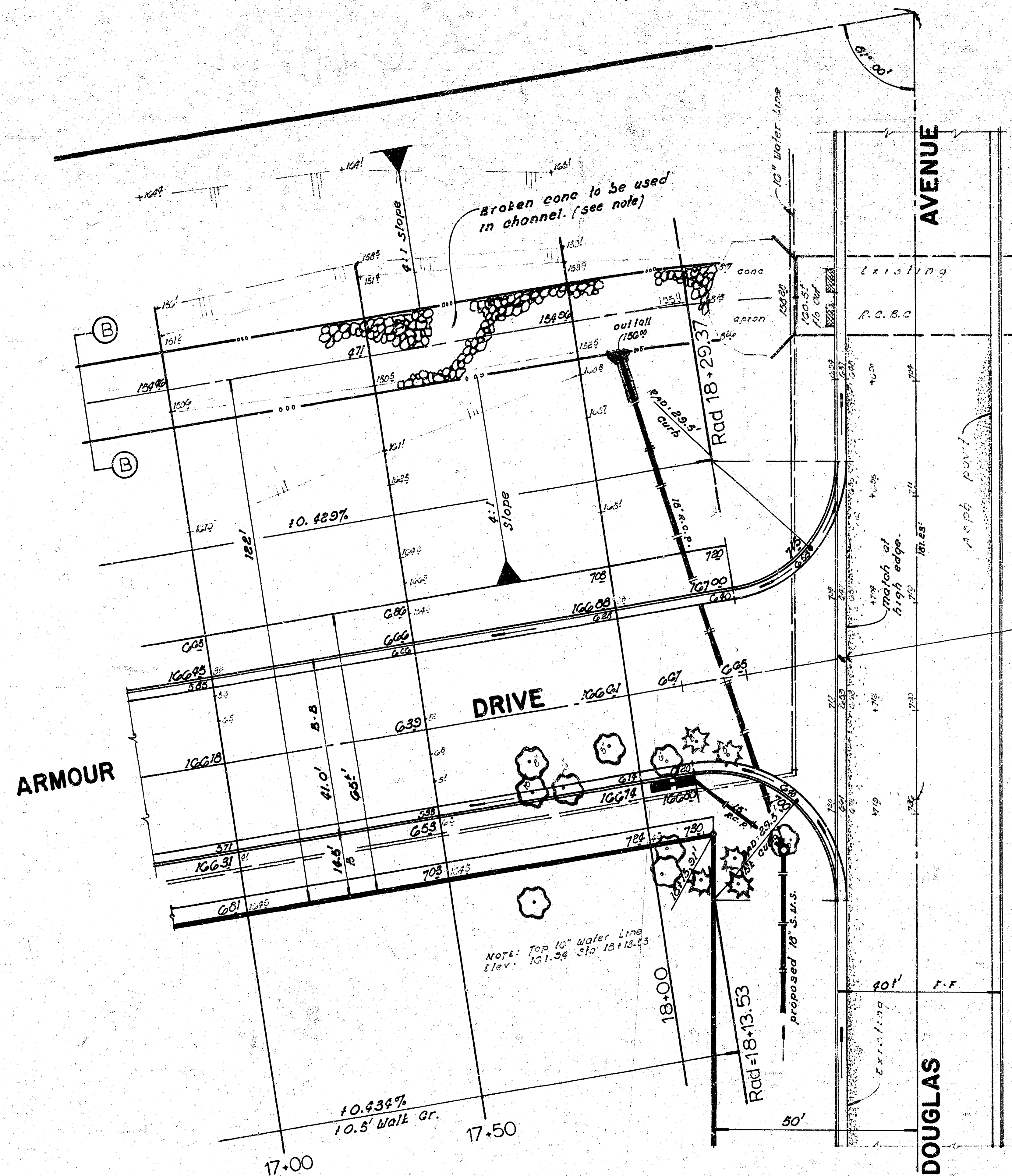
NOTE: construct 0.10' Lip curb thru walk section of proposed drive. Taper curb from full to 0.10' in 5'.

CURVE DATA is based on East R. Radius: 437.87'
 $\Delta: 38^{\circ} 50' 15''$ Tan: 154.36' 3.32553 min per ft arc.

STATION	ARC	chord length 8' @ 10' L. curb	chord length 8' @ 10' W. curb	Deflection	Total Deflection
11+59.33	P.C.				0° 00' 00"
175	15.61'	15.38'	17.92'	1° 01' 31"	1° 01' 31"
12+00	25.00'	24.40'	28.59'	1° 38' 08"	2° 39' 39"
125	"	"	"	1° 38' 08"	4° 17' 47"
130	"	"	"	1° 38' 08"	5° 55' 55"
175	"	"	"	1° 38' 08"	7° 34' 04"
13+00	"	"	"	1° 38' 08"	9° 12' 12"

East Side ARMOUR DRIVE
 Proj No. DAKS 573057

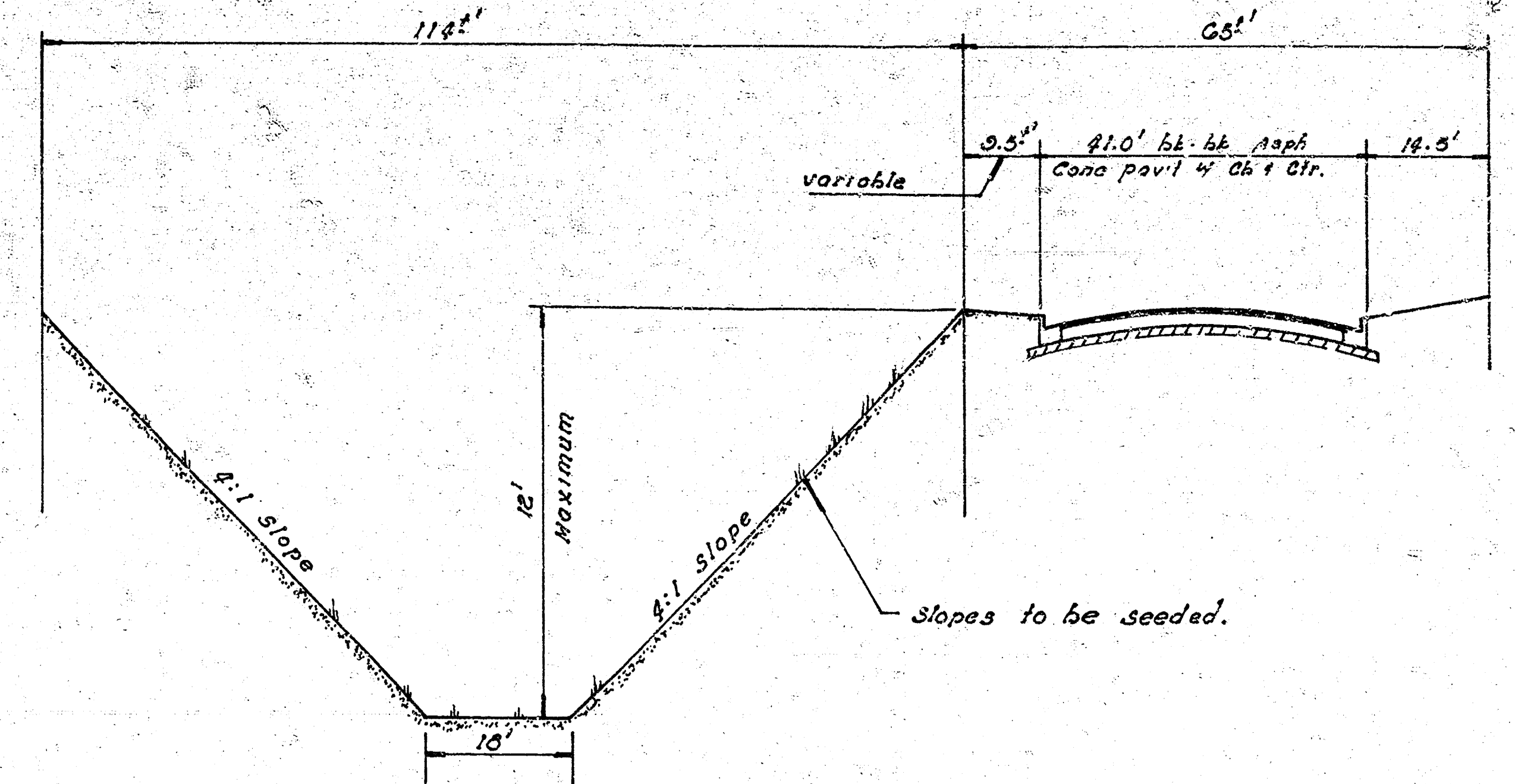
B.M. 10739 STD DISC @ E. end N. Hubguard behind rail of Bridge @ DOUGLAS and ARMOUR.



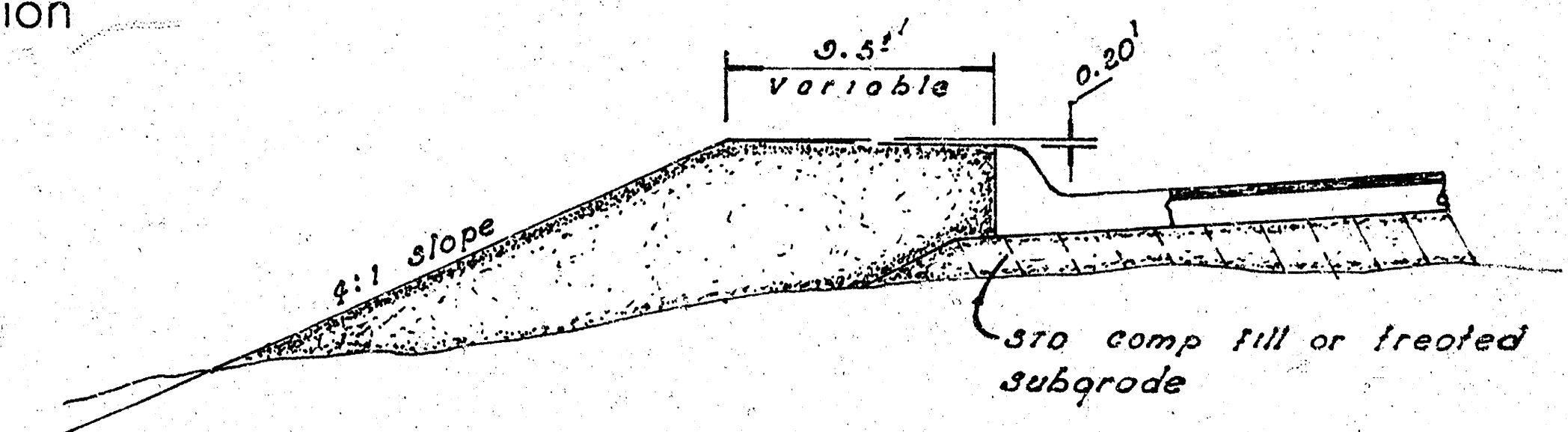
UNDERPINNING (See Note).

NOTE: remove existing curb & gutter only. Dowel steel to remain in place if possible. ENGINEER to exercise the option of eliminating underpinning where dowel steel is useable.

NOTE: BROKEN CONCRETE DEBRIS ON BOTH SIDES OF CHANNEL IS TO BE USED TO GRADE FLOW OF EXISTING CHANNEL TO NEW FLOW ELEVATIONS BEGINNING AT NORTH END OF PROJECT AND PROCEEDING SOUTH. THIS WORK SHALL BE PAID FOR AT THE PRICE BID FOR CLEARING RIGHT OF WAY. FIELD ENGINEER TO TAKE CROSS SECTIONS BEFORE AND AFTER CONCRETE DEBRIS IS PLACED ON CHANNEL BOTTOM.



Channel Section B-B

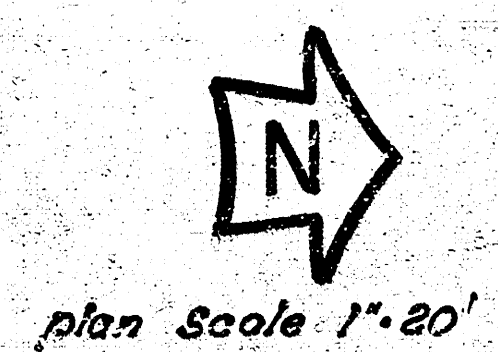


Channel Section A-A

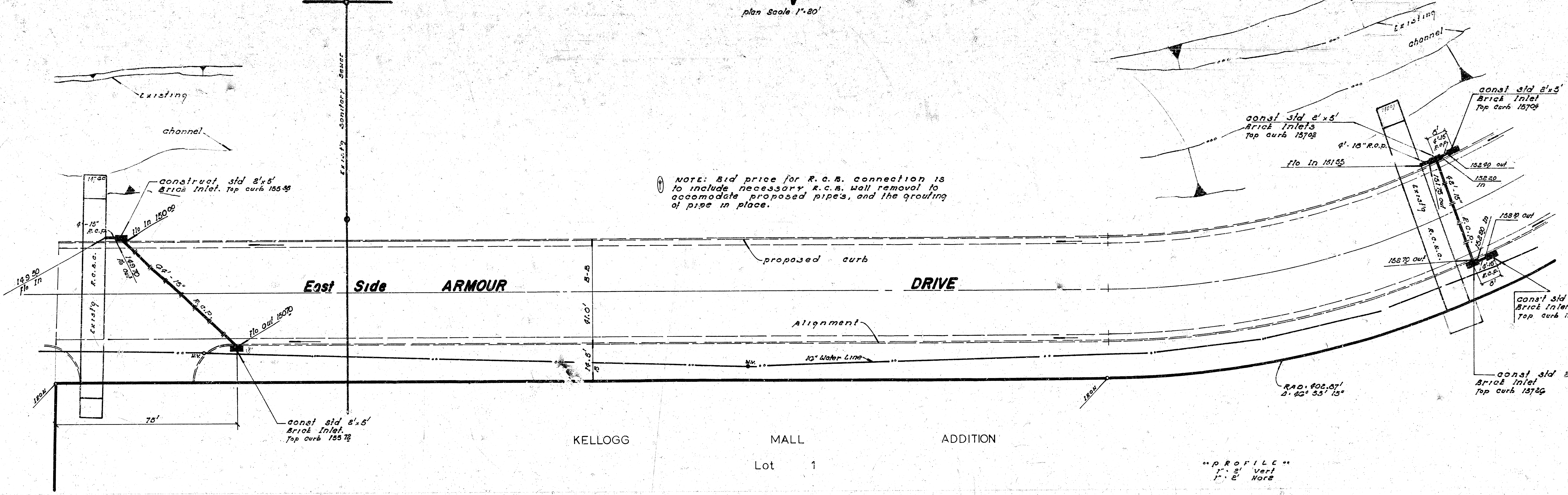
SEEDING

Seed shall be mixed native grass seed as specified in section 13-13 of the KANSAS STATE HIGHWAY STD SPECIFICATIONS, (edition) 1960. MULCH shall be prairie hay. FERTILIZING, seeding, and MULCHING shall conform to sections H2, H5, H6 and all other related sections of the 1960 standard specification of KANSAS STATE HIGHWAY COMMISSION. Desirable native grasses shall not be disturbed except as necessary to construct channel. Native grass seed shall be applied at the rate of 80 lbs of seed per acre. Fertilizer shall be applied at the rate of 300 lbs of fertilizer per acre. Fertilizer shall contain 12% NITROGEN, 12% PHOSPHATE, & 12% POTASSIUM.

East Side ARMOUR DRIVE
Proj No. DAKS 573057

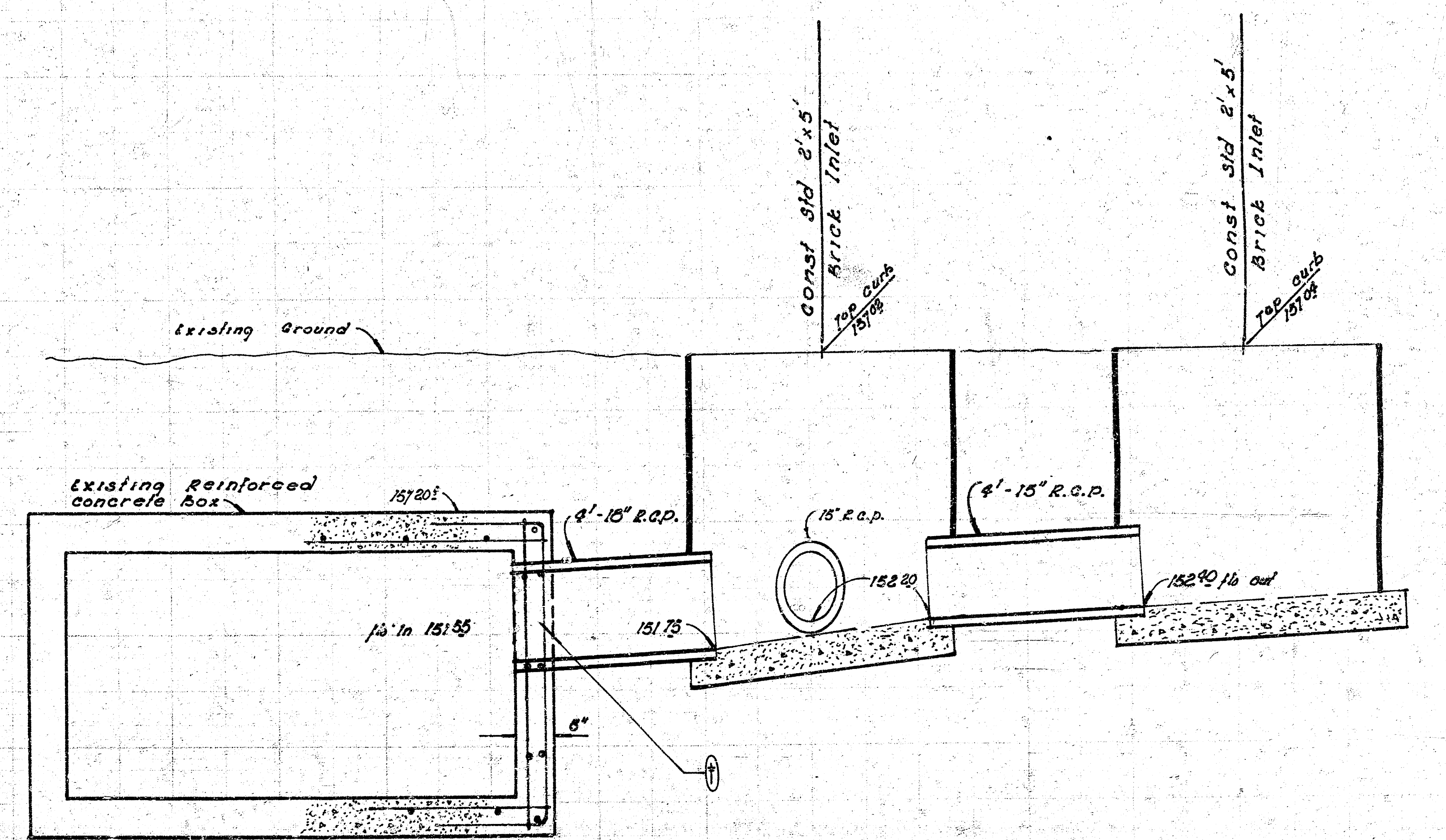
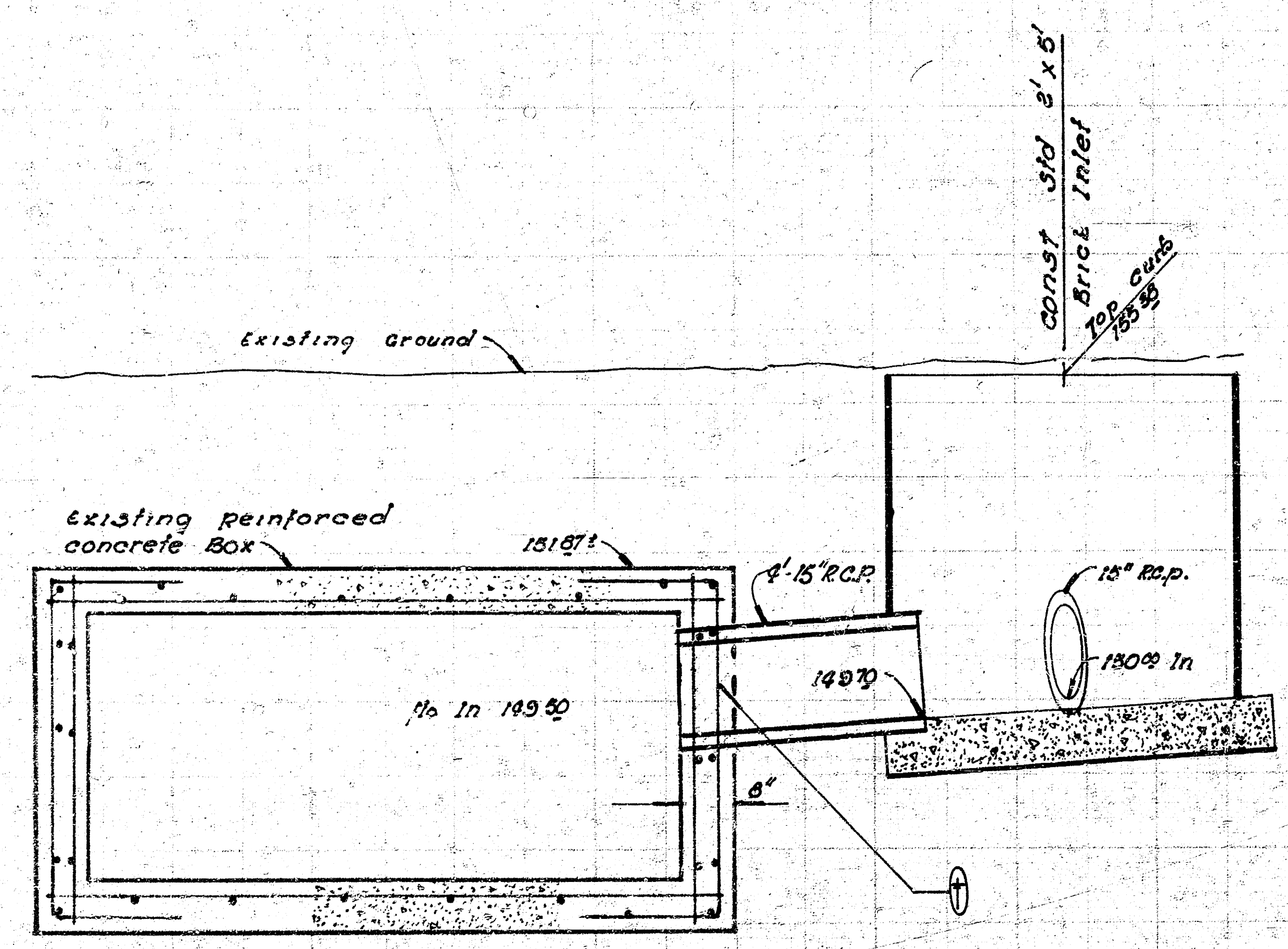


plan Scale 1"=20'



NOTE: Bid price for R.C.B. connection is to include necessary R.C.B. wall removal to accommodate proposed pipes, and the grouting of pipe in place.

"PROFILE"
1"=2' Vert
1"=2' Horiz



"DRAINAGE" in connection with paving
East Side ARMOUR DRIVE. S.L.
Kellogg Mall Addn to S.L. Douglas Ave.
CITY of WICHITA, KANSAS
R.W. LINN — CITY ENGINEER
Done APRIL 1974 Proj No. DAKD 573057

