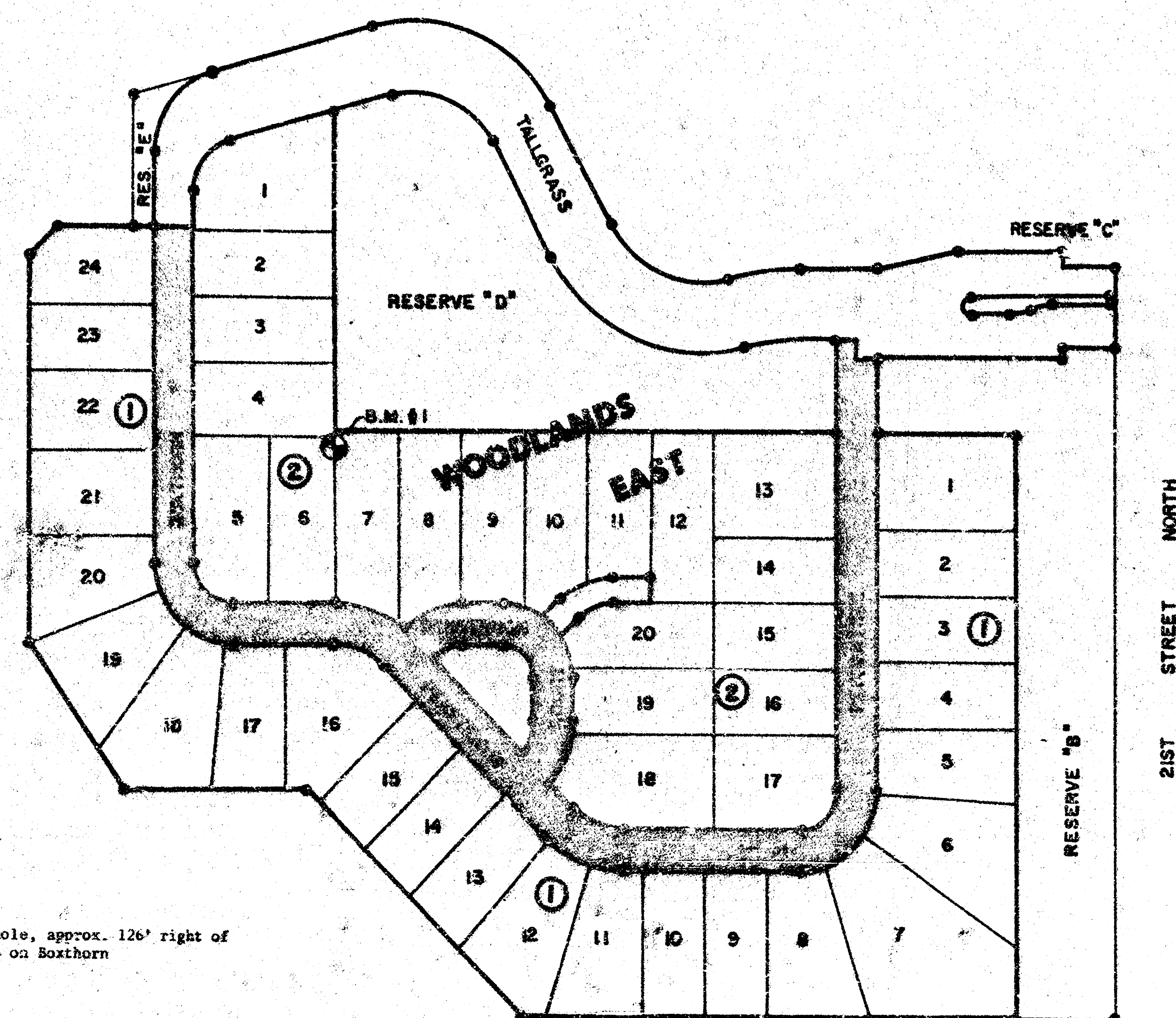


WOODLANDS PAVING PROJECT NO. 472-76-245-81121-000-000-001

CITY OF WICHITA, KANSAS
R.W. BRUGGEMAN CITY ENGINEER
JANUARY, 1982



Bench Mark #1:
South rim of manhole, approx. 126' right of
Station 1 + 57.26 on Boxthorn
ELEV. = 194.11'

Bench Mark #3:
Step spike in the southwest face of
18" tree, 70' right of STA 2+00. Tall-
grass.
ELEV. = 195.90

Bench Mark #2:
South rim of manhole at the southeast
corner of Lot 1, Blk. 2, Woodlands
East.
ELEV. = 192.16

SCALE: 1" = 100'

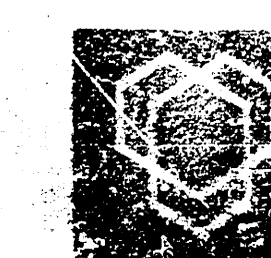
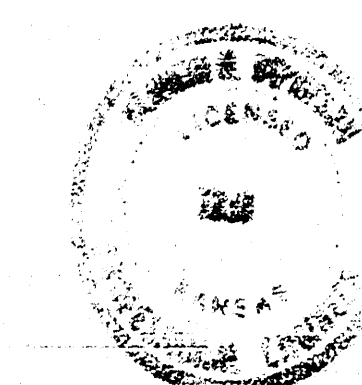
PEPPERTREE, PENSTEMON, PENSTEMON CT.,
AND BOXTHORN - SERVING ALL LOTS FROM
THE WEST LINE OF TALLGRASS TO THE
EAST LINE OF LOT 24, BLK. 1, WOODLANDS EAST

INDEX TO DRAWINGS

SHT. NO.	DESCRIPTION
1	TITLE SHEET
2	DETAIL SHEET
3	PEPPERTREE
4	PENSTEMON
5	PENSTEMON COURT
6	BOXTHORN
7-10	CROSS SECTIONS

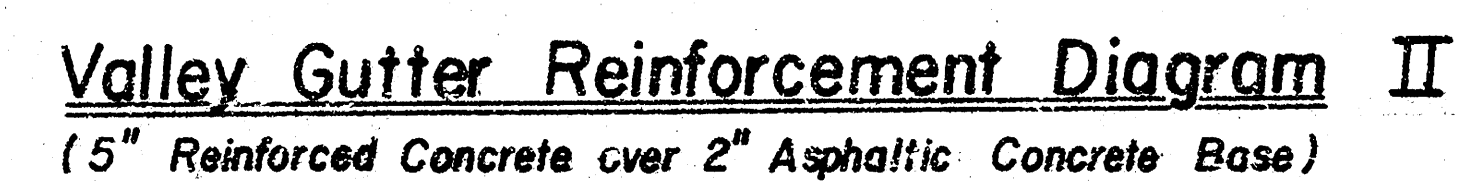
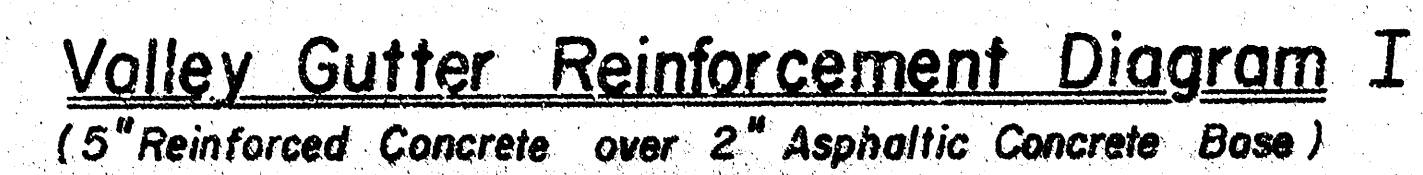
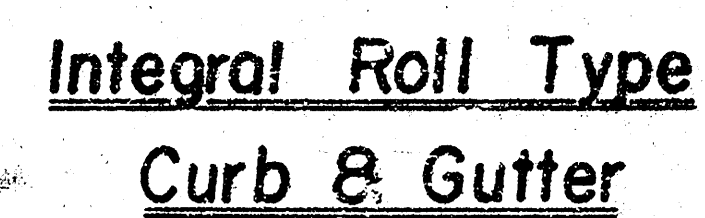
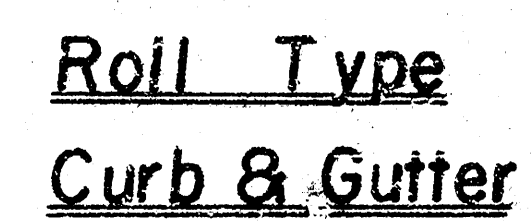
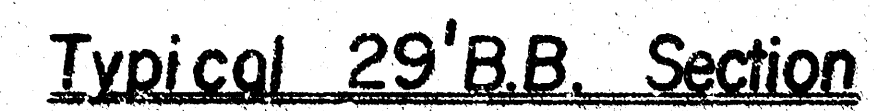
NOTE:

The contractor shall be responsible for pre-
serving property irons. The contractor shall
be required to re-establish any property irons
which are damaged or destroyed by his construc-
tion operations. Such irons shall be re-es-
tablished by a licensed land surveyor or a
licensed professional engineer in accordance
with state laws.



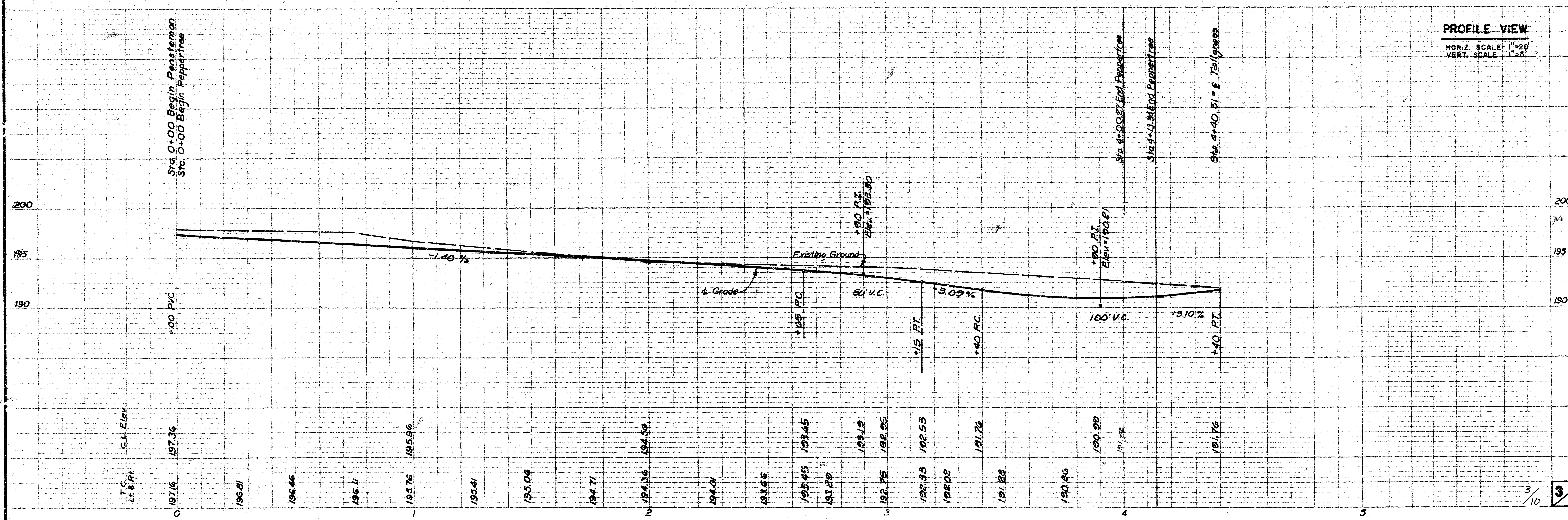
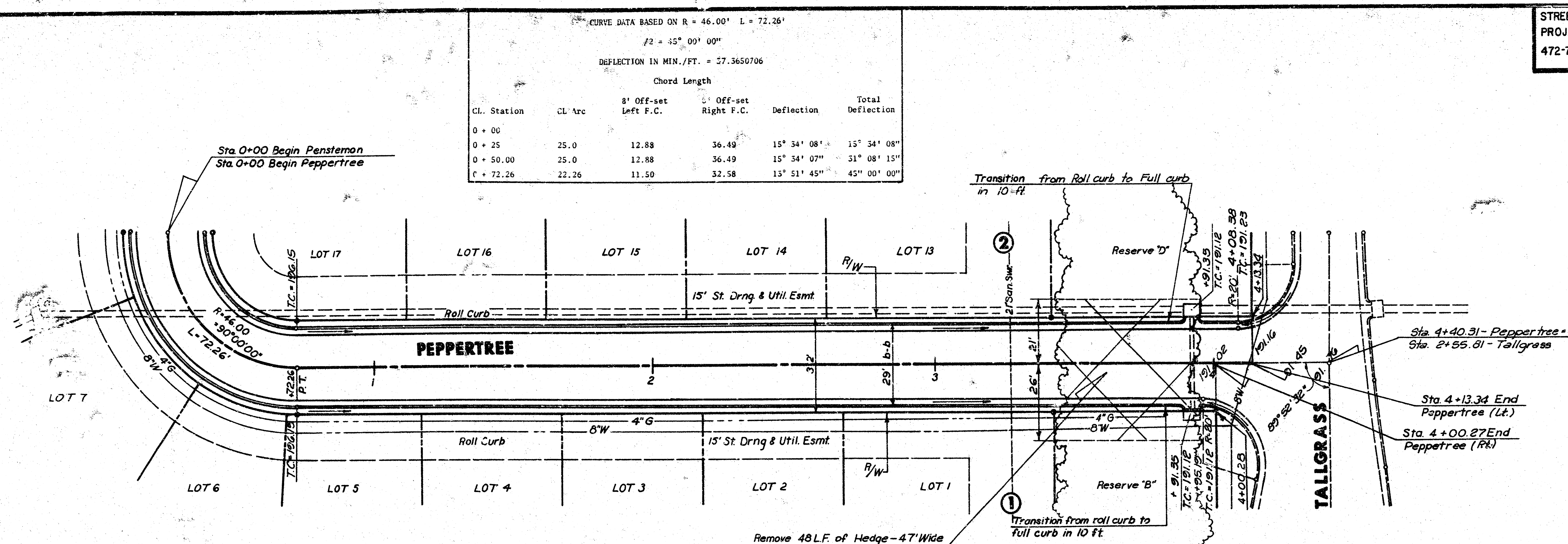
Van Doren Hazard Stallings
Architects-Engineers-Planners
Topeka • Wichita • Minneapolis • Kansas City

Sheet 1
of 10

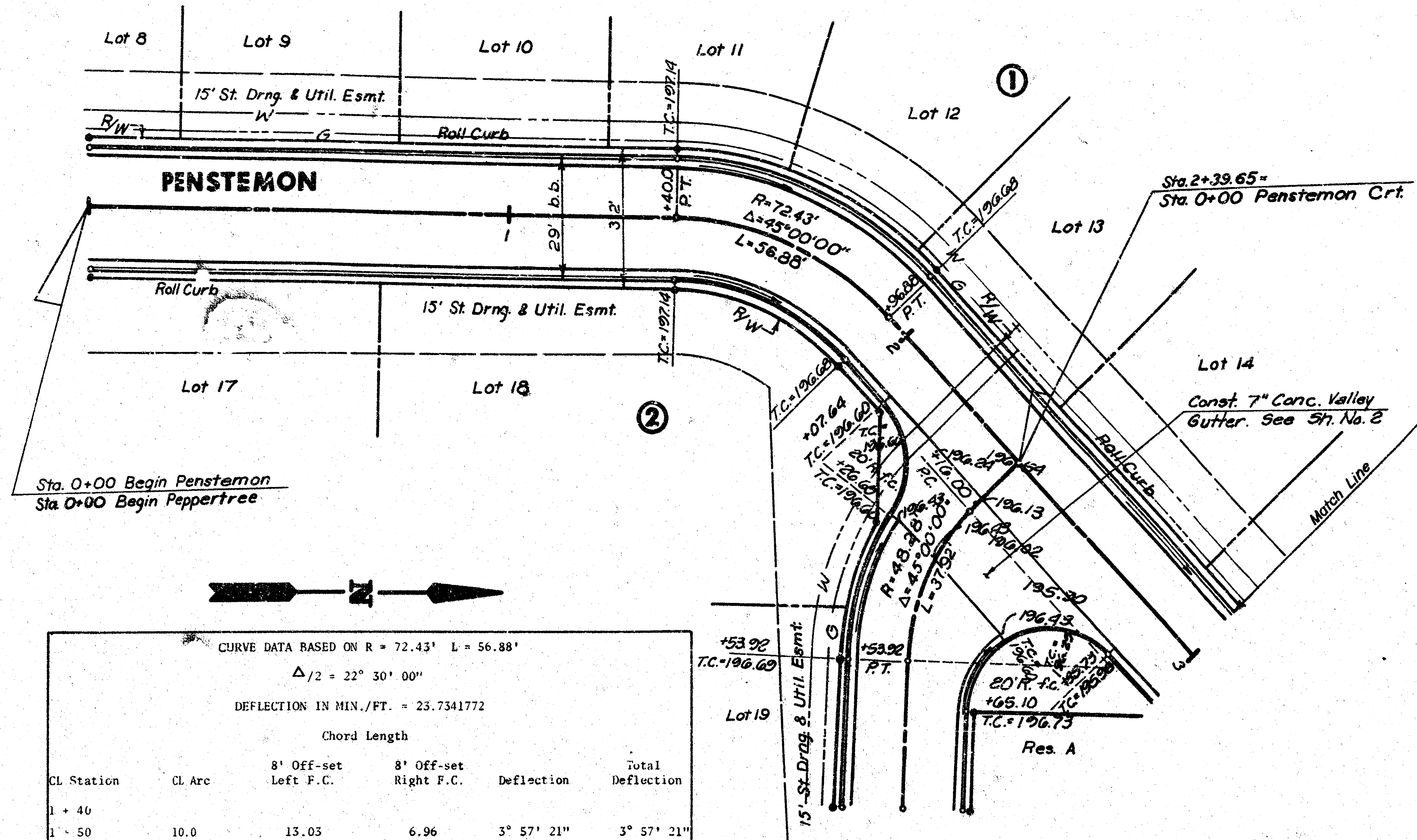


FOR INFORMATION ONLY

1. A tack coat of emulsified asphalt (SS-1H or CSS-1H) shall be applied at an approximate rate of 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.
2. Bituminous Base and Asphaltic Concrete Wearing Surface shall be placed with a laydown machine having automatic 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 square yards, 7" A.C. Pavement (5" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as square yards @ 1/2" Bituminous Base.
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 15'.
5. Transition Curb shall be paid as Roll-Type, Combination Curb and Gutter.
6. No Driveways are to be constructed as part of this contract without authorization from Construction Engineer, Wichita, Kansas.



STREETS IN WOODLANDS EAST
PROJECT NO.
472-76-245-81121-000-000-001



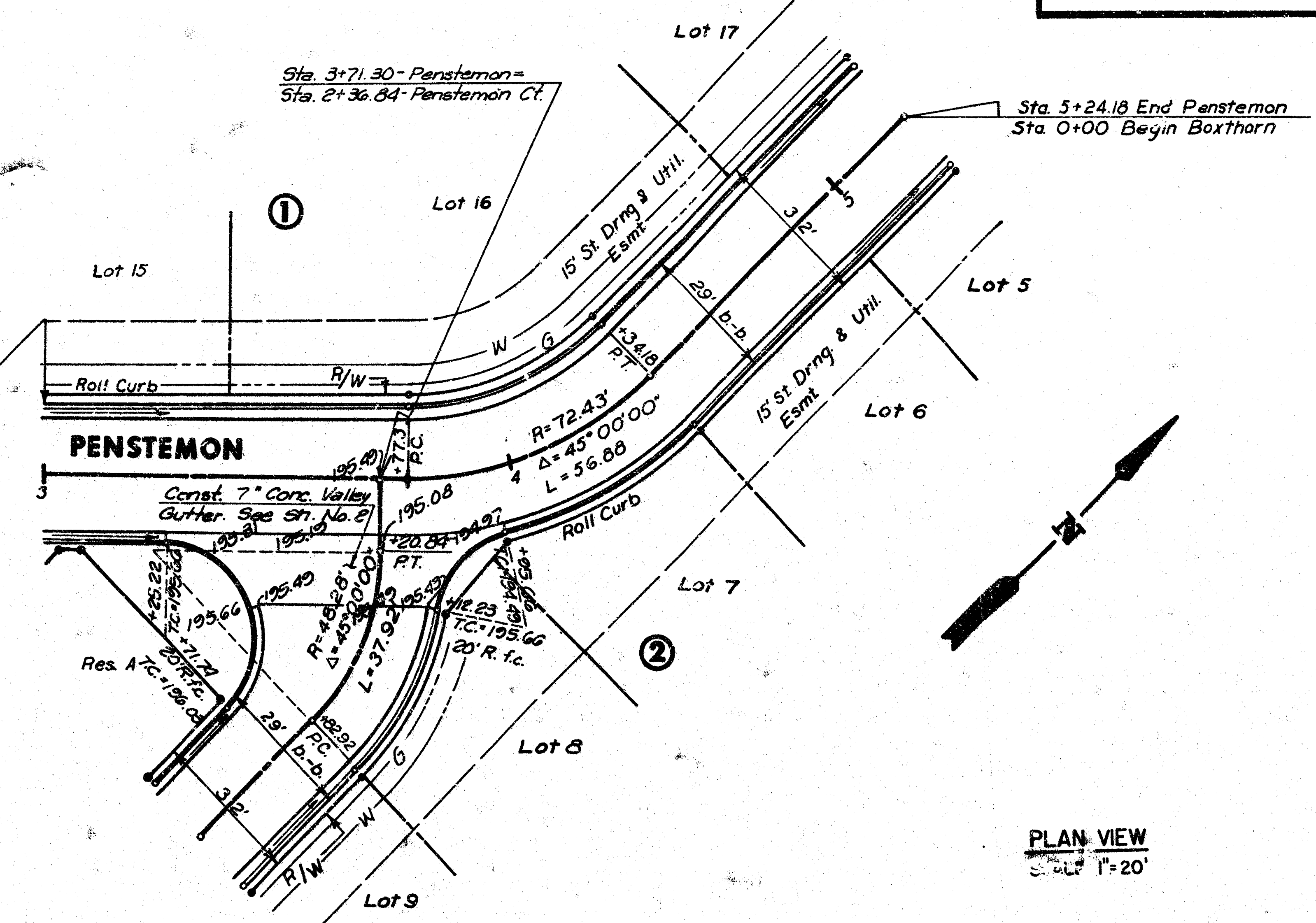
CURVE DATA BASED ON R = 72.43' L = 56.88'

$\Delta/2 = 22^\circ 30' 00''$

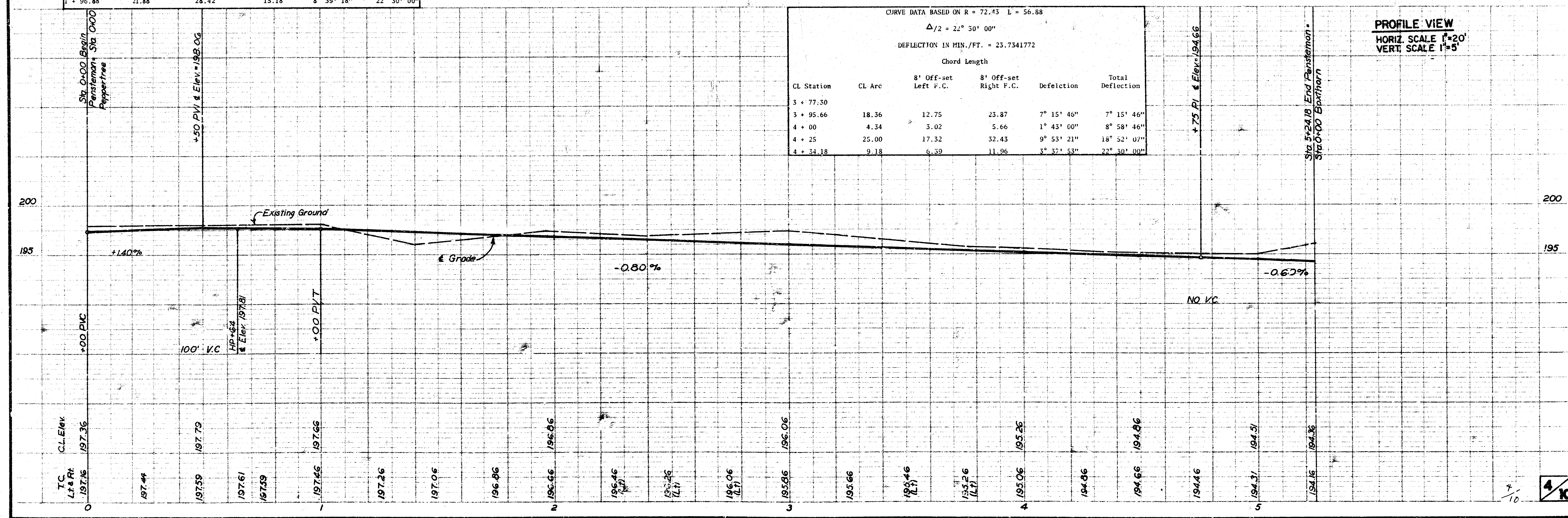
DEFLECTION IN MIN./FT. = 23.7341772

Chord Length

CL Station	CL Arc	8' Off-set Left F.C.	8' Off-set Right F.C.	Deflection	Total Deflection
1 + 40					
1 + 50	10.0	13.03	6.96	3° 57' 21"	3° 57' 21"
1 + 75	25.0	32.43	17.32	9° 53' 21"	13° 50' 42"
1 + 96.88	21.88	28.42	15.18	8° 39' 18"	22° 30' 00"



PLAN VIEW
SCALE 1"=20'



CURVE DATA BASED ON R = 72.43' L = 56.88'

$\Delta/2 = 22^\circ 30' 00''$

DEFLECTION IN MIN./FT. = 23.7341772

Chord Length

CL Station	CL Arc	8' Off-set Left F.C.	8' Off-set Right F.C.	Deflection	Total Deflection
3 + 77.30					
3 + 95.66	18.36	12.75	23.87	7° 15' 46"	7° 15' 46"
4 + 00	4.34	3.02	5.66	1° 43' 00"	8° 58' 46"
4 + 25	25.00	17.32	32.43	9° 53' 21"	18° 52' 07"
4 + 34.18	9.18	6.39	11.96	3° 37' 53"	22° 30' 00"

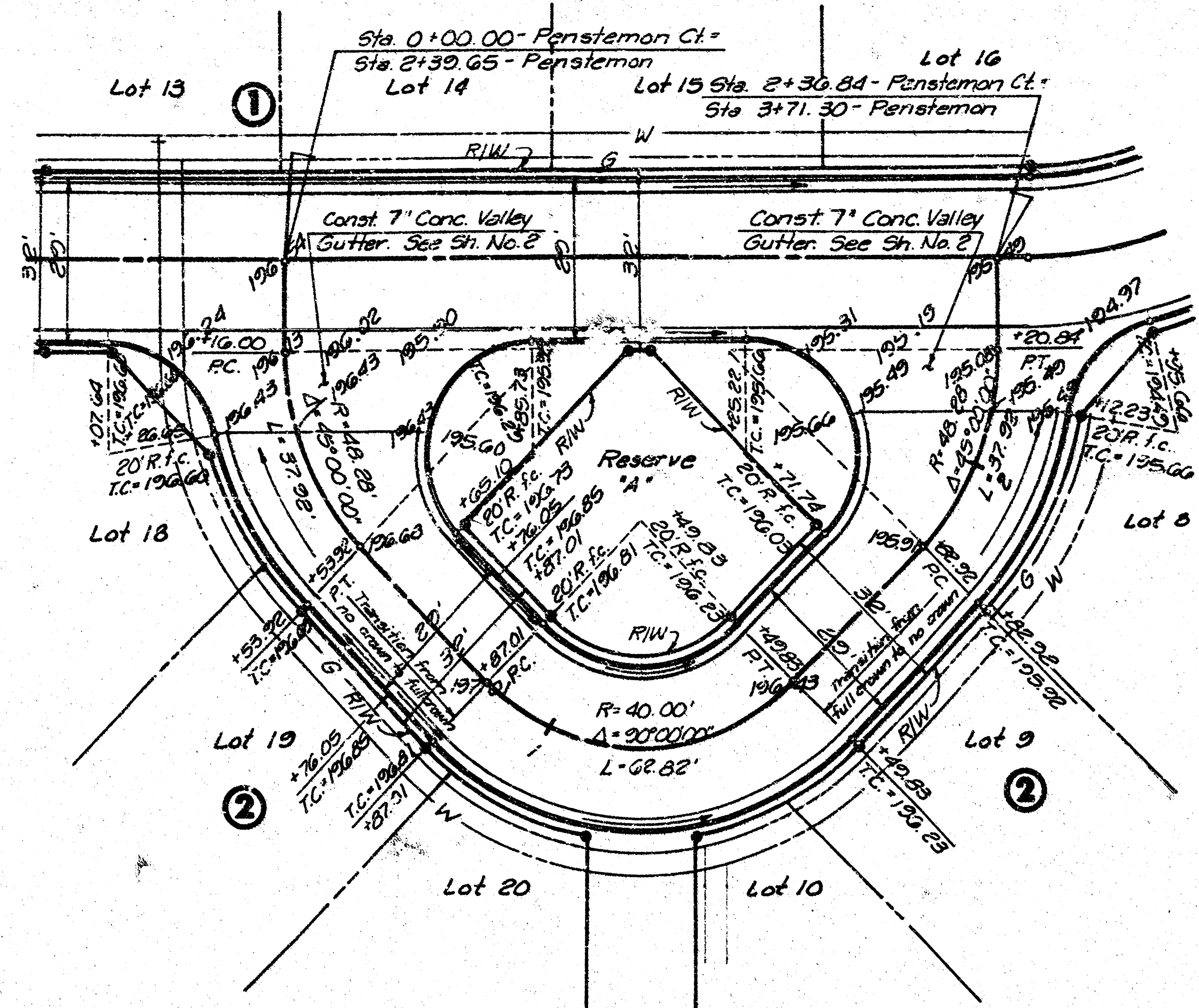
PROFILE VIEW
HORIZ. SCALE 1"=20'
VERT. SCALE 1"=5'

STREETS IN WOODLANDS EAST
PROJECT NO.:
472-76-245-81121-000-001

CURVE DATA BASED ON R = 48.28' L = 37.92'
 $\Delta/2 = 22^\circ 30' 00''$
 DEFLECTION IN MIN./FT. = 35.6012658

Chord Length

CL Station	CL Arc	8' Off-set Left F.C.	8' Off-set Right F.C.	Deflection	Total Deflection
0 + 16					
0 + 26.65	10.65		15.47	6° 19' 09"	6° 19' 09"
0 + 53.92	27.27		39.17	16° 10' 51"	22° 30' 00"



CURVE DATA BASED ON R = 48.28' L = 37.92'
 $\Delta/2 = 22^\circ 30' 00''$
 DEFLECTION IN MIN./FT. = 35.6012658

Chord Length

CL Station	CL Arc	8' Off-set Left F.C.	8' Off-set Right F.C.	Deflection	Total Deflection
1 + 82.92					
2 + 00.30	17.08		24.73	10° 08' 04"	10° 08' 04"
2 + 12.23	12.23		17.76	7° 15' 24"	17° 23' 28"
2 + 20.84	8.61		12.52	5° 06' 37"	22° 30' 00"

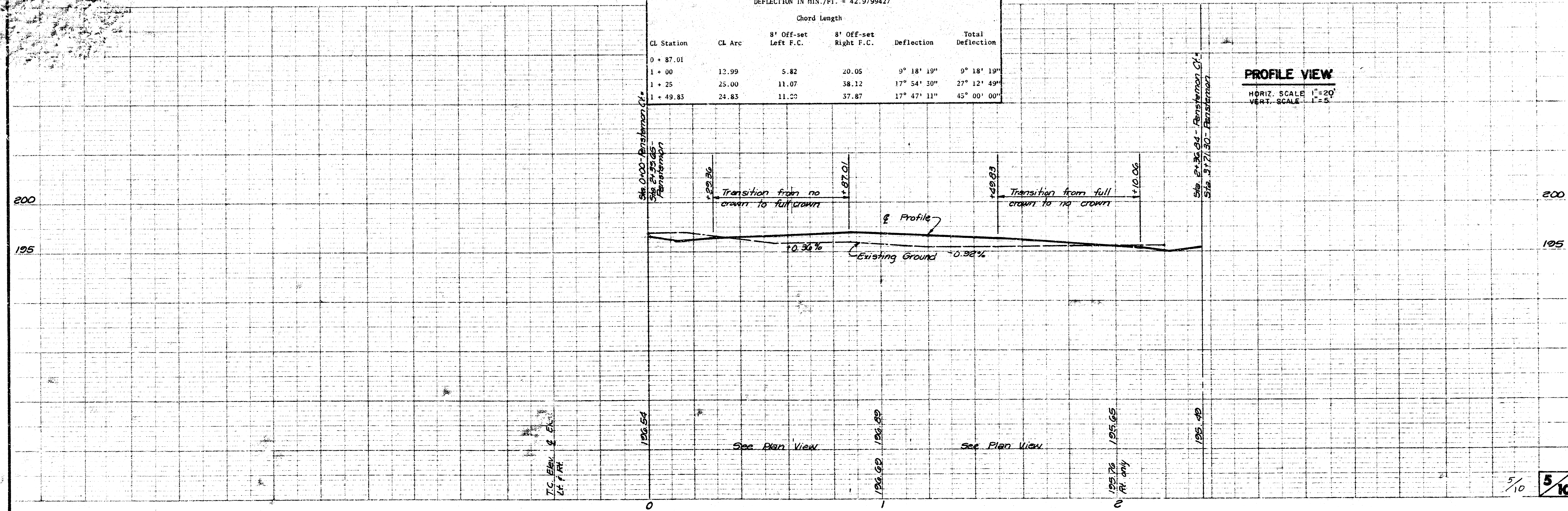
PLAN VIEW
SCALE 1"=20'

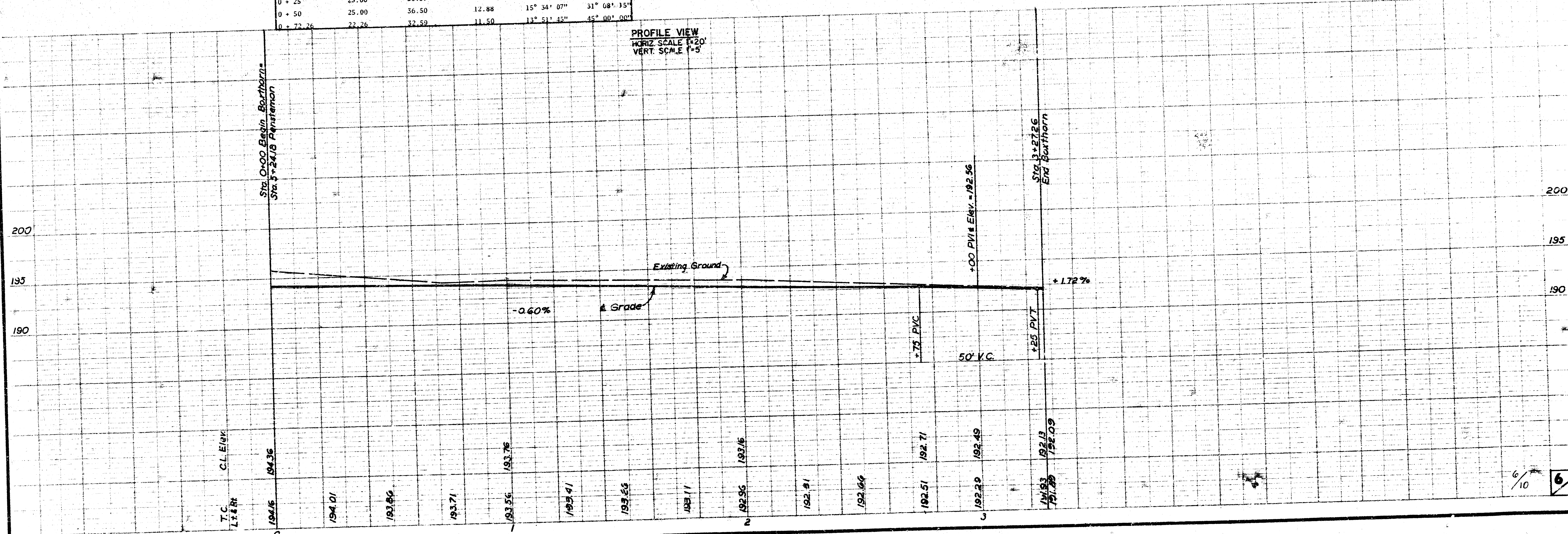
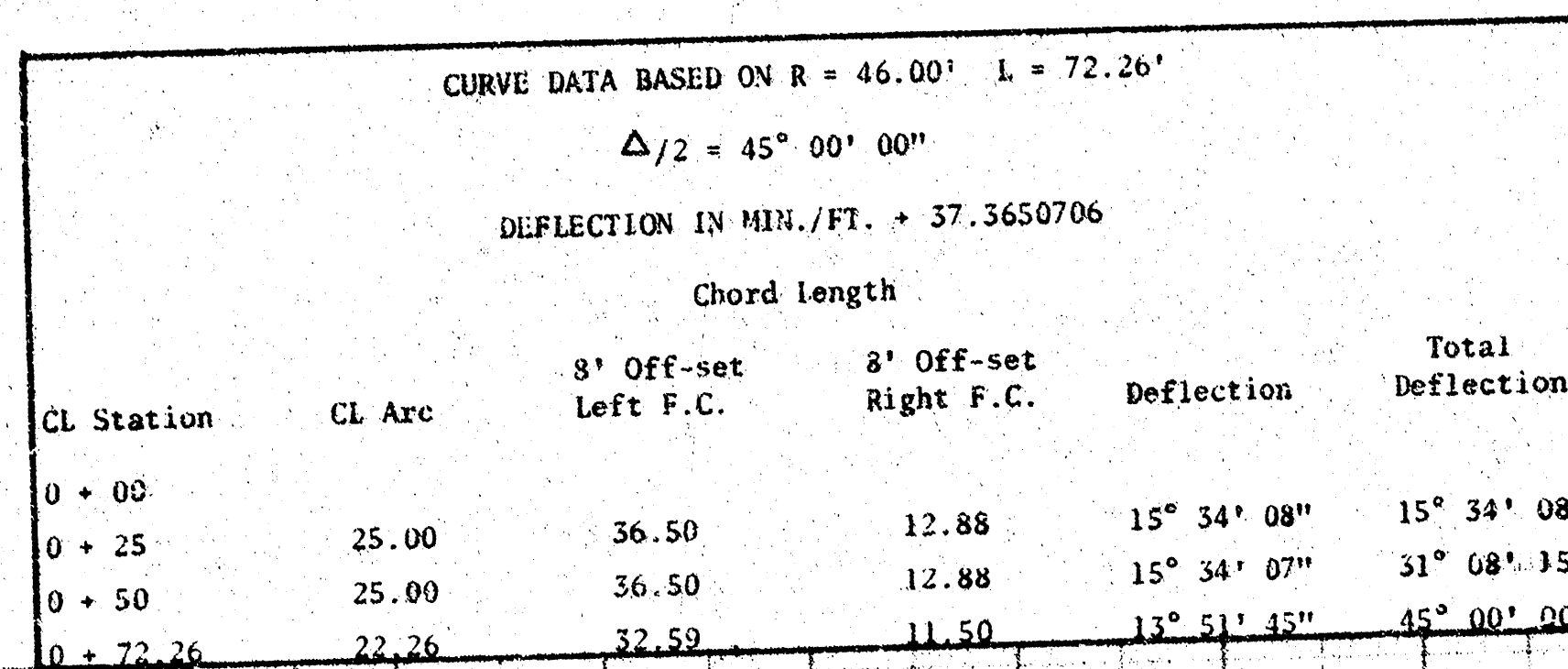
CURVE DATA BASED ON R = 40.00' L = 62.82'
 $\Delta/2 = 45^\circ 00' 00''$
 DEFLECTION IN MIN./FT. = 42.9799427

Chord Length

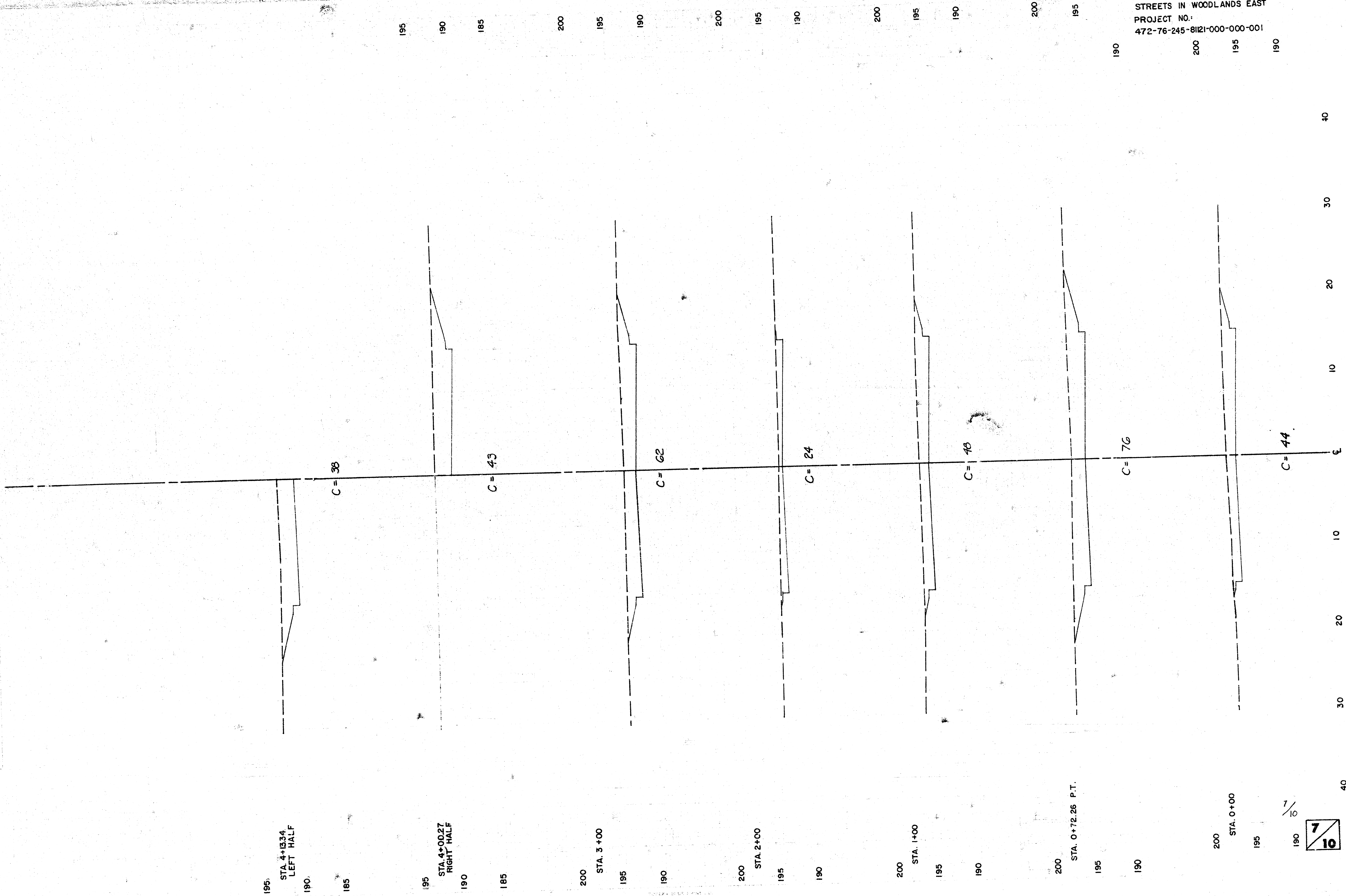
CL Station	CL Arc	8' Off-set Left F.C.	8' Off-set Right F.C.	Deflection	Total Deflection
0 + 87.01					
1 + 00	12.99	5.82	20.05	9° 18' 19"	9° 18' 19"
1 + 25	25.00	11.07	38.12	17° 54' 30"	27° 12' 49"
1 + 49.83	24.83	11.00	37.87	17° 47' 11"	45° 00' 00"

PROFILE VIEW
HORIZ. SCALE 1"=20'
VERT. SCALE 1"=5'





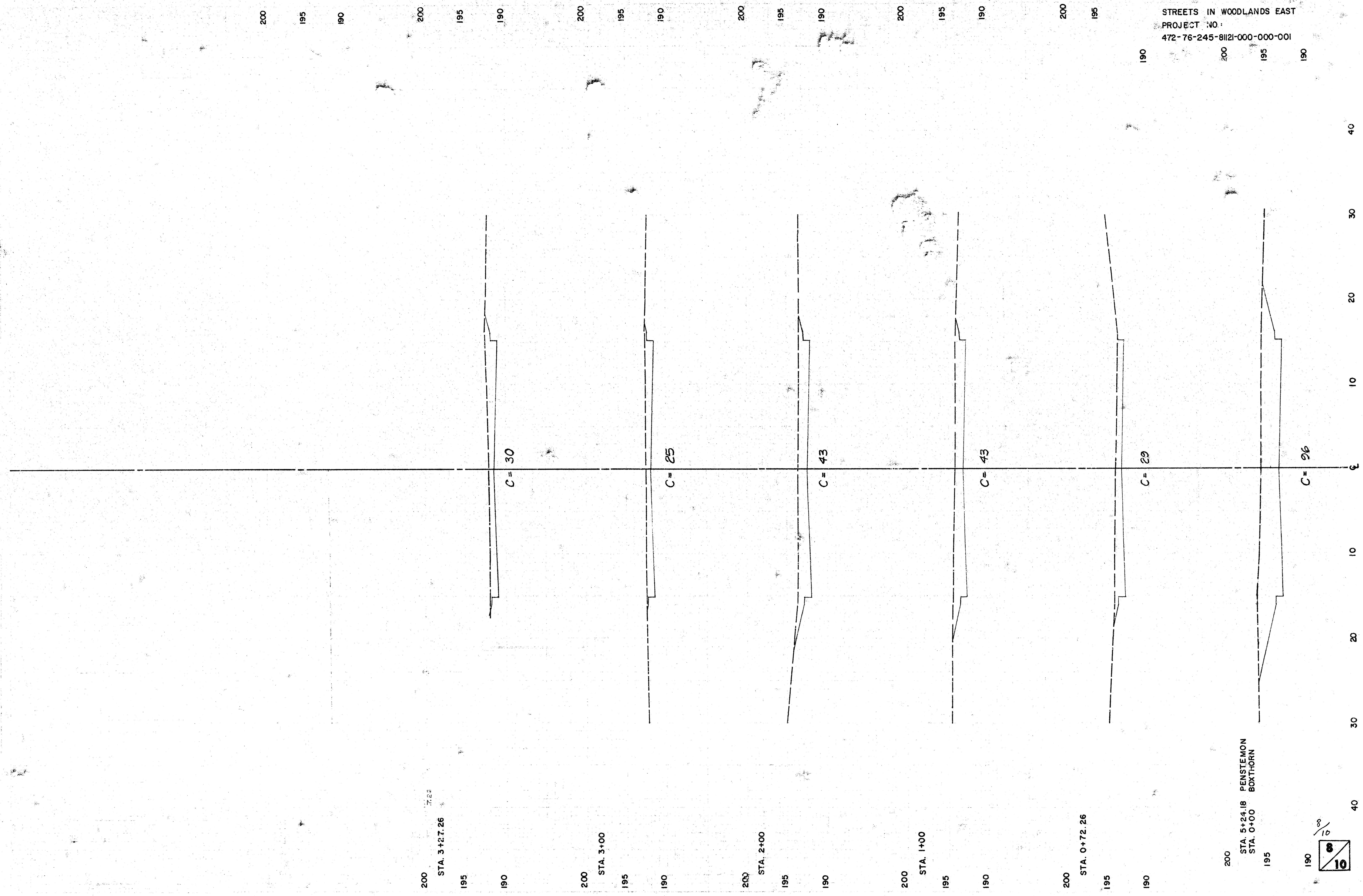
PROJECT NO. 472-76-245-8121-000-001
 SHEET NO. 7
 DATE 10/10/77
 DRAWN BY J. L. S.



STREETS IN WOODLANDS EAST
 PROJECT NO. 472-76-245-8121-000-001
 SHEET NO. 7

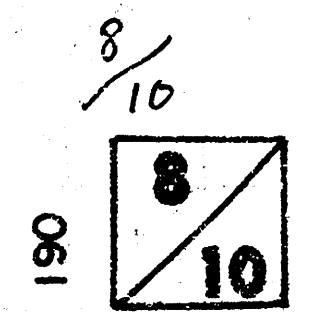
7/10
 7/10

CORRECTION
 SHEET
 NO. 1
 DATE 10/10/00



STREETS IN WOODLANDS EAST
 PROJECT NO.
 472-76-245-81121-000-001

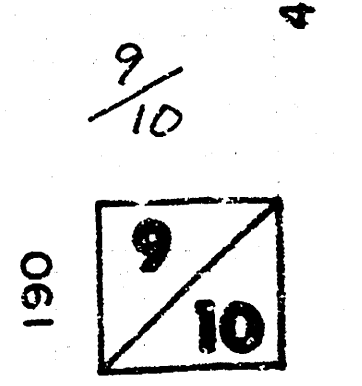
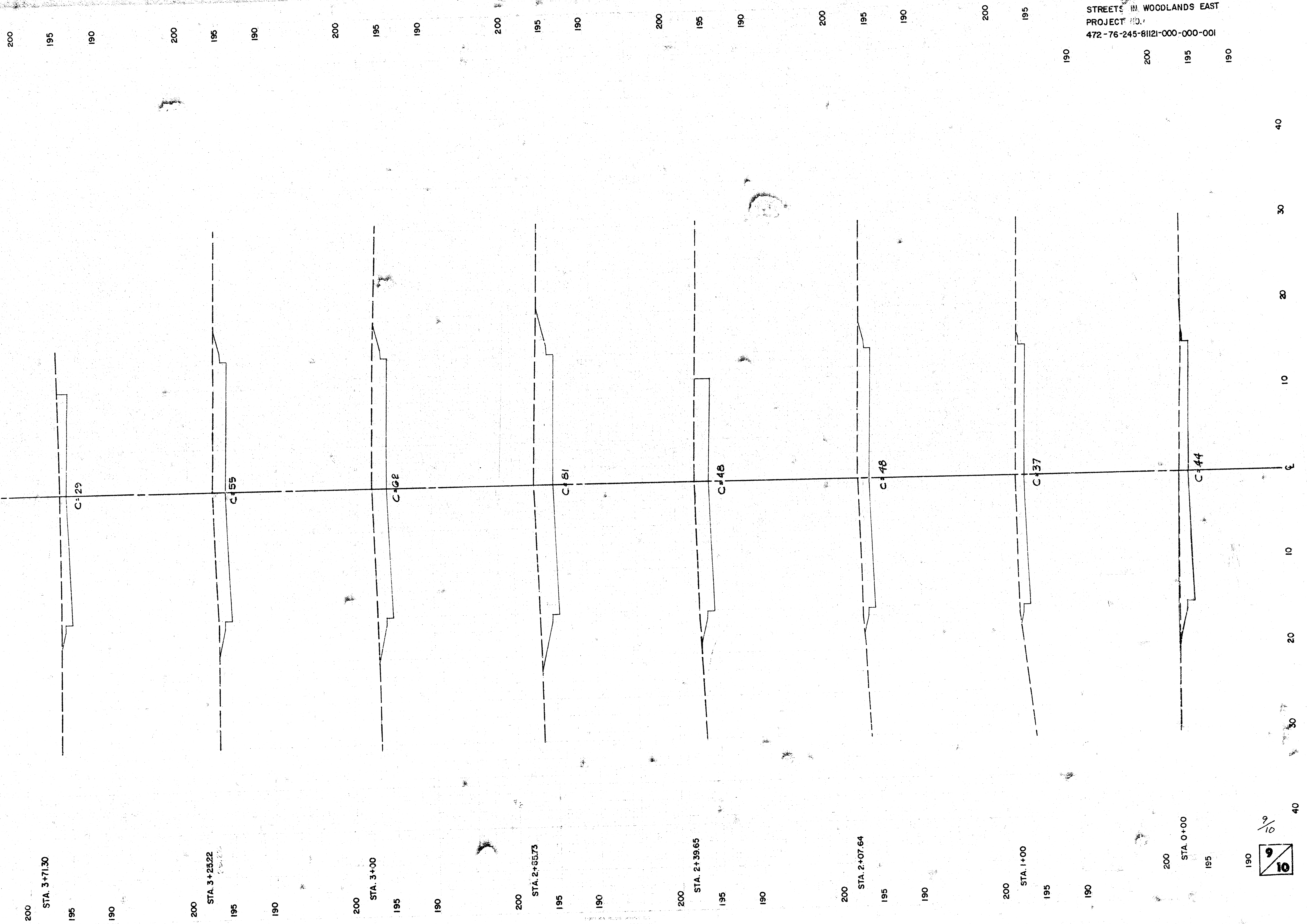
STA 5+24.18 PENSTEMON
 STA 0+00 BOXTHORN



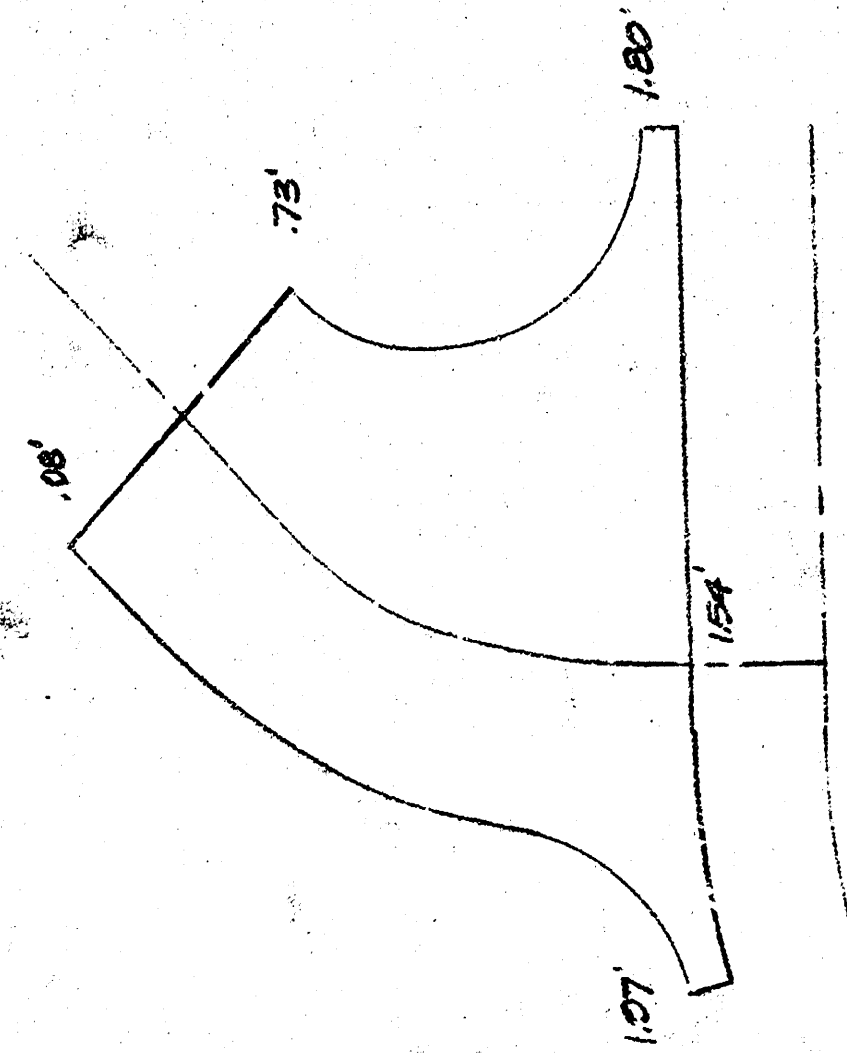
PROJECT NO. 472-76-245-81121-000-001
 SHEET NO. 10
 DATE 10/1/80
 DRAWN BY J. L. BROWN
 CHECKED BY J. L. BROWN
 APPROVED BY J. L. BROWN

C&G MAP
 SURVEY
 10/1/80
 J. L. BROWN

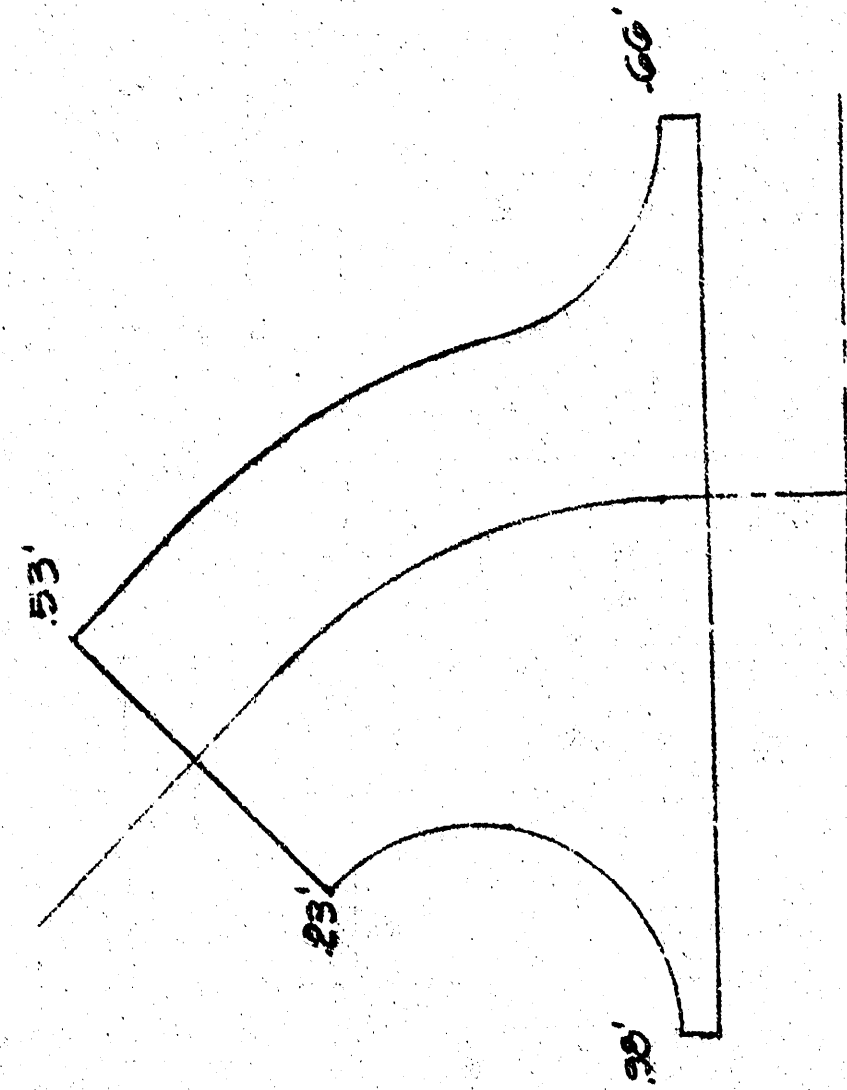
STREETS IN WOODLANDS EAST
 PROJECT NO. 472-76-245-81121-000-001



AVER. DEPTH
 AREA = 2044 sf.
 AVERAGE
 DEPTH = 122 ft.
 Excavation
 = 92.36 C.Y.



AVER. DEPTH
 AREA = 2120 sf.
 AVERAGE
 DEPTH = 60 ft.
 EXCAVATION = 47.1 C.Y.



STA. 1+71.74
 200
 195
 190

C = 7

STA. 1+00
 200
 195
 190

C = 0

STA. 0+65.10
 200
 195
 190

C = 2

STA. 5+24.18
 200
 195
 190

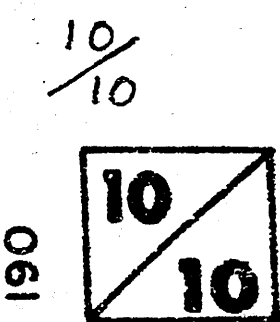
C = 26

STA. 5+00
 200
 195
 190

C = 43

STA. 3+95.66
 200
 195
 190

C = 37



STREETS IN WOODLANDS EAST
 PROJECT NO. 472-76-245-81121-000-000-001
 190 200 195 190

40 30 20 10 0 10 20 30 40