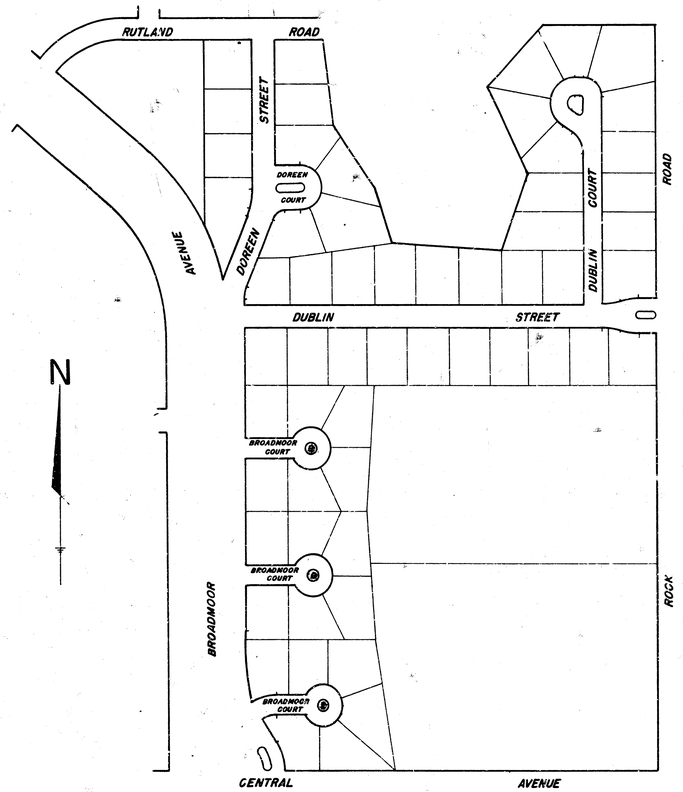
NOTE TO FIELD ENGINEER
Preliminary X-Sections are to be taken prior to construction operations.



WOODLAWN EAST STREETS

3 BROADMOOR	COURTS IN BLK 3
BROADMOOR	AVENUE
DUBLIN	STREET
DUBLIN	COURT
DOREEN	STREET
DOREEN	COURT
RUTLAND	ROAD

ASPHALTIC-CONC (VARIOUS WIDTHS)

CITY OF WICHITA, KANSAS
B.E. SMITH CITY ENGINEER
PROJECT No. 615-40

1/18

A.M. 1159.92 City B.M. Disc top Hub Guard E. end of S. Rail Bridge @ Central, Approx. 100' E. of E.L. Broadmoor N.

B.M. 1168.16 "M" in Mueller top F. Hydrant @ S.W. Corner Elm & Broadmoor

Scale: 1" = 20'

N

Base Line For Curve Data is 80' Offset Face (Lt.) Curb

℄ Station	Point	Alignment	Deflection Angle	Chord	Arc
0+93.16	P.T.	Δ = 30°30'	15° 15' 00"	14.28	14.29
0+75		R = 157.00'	12° 16' 42"	22.41	22.43
0+50		L = 83.58'	8° 11' 08"	22.41	22.43
0+25			4° 05' 34"	22.41	22.43
0+00	P.C.				

Base Line For Curve Data is 80' Offset Face (Lt.) Curb

℄ Station	Point	Alignment	Deflection Angle	Chord	Arc
1+51.22	P.T.	Δ = 21°31'	10° 45 30"	14.63	14.64
1+38.11		R = 172.63'	8° 19' 48"	14.63	14.64
1+25		L = 64.83'	5° 53' 58"	27.88	27.91
1+00		T = 32.80'	1° 16' 06"	7.64	7.64
0+93.16	P.C.				

Base Line For Curve Data is 80' Offset Face (Rt.) Curb

Station	Point	Alignment	Deflection Angle	Chord	Arc
0+68.56	P.T.	Δ = 32°15'	16° 07' 30"	21.29	21.31
0+50		R = 139.80'	11° 45' 30"	28.68	28.69
0+25		L = 78.69'	5° 52' 45"	28.68	28.69
0+00	P.C.				

Base Line For Curve Data is 80' Offset Face (LA) Curb

Station	Point	Alignment	Deflection Angle	Chord	Arc
3+77.02	P.T.	Δ = 8°33	4° 16' 30"	27.56	27.56
3+50		R = 1086.65'	3° 32' 53"	25.49	25.49
3+25		L = 162.16'	2° 52' 38"		25.49
3+00			2° 12' 15"		25.49
2+75			1° 31' 56"		25.49
2+50			0° 51' 37"	25.49	25.49
2+25			0° 11' 18"	7.15	7.15
2+18.0	P.C.				

TYPICAL SECTION - Broadmoor Ave. N.L. Central to N.L. Dublin.

PROPERTY

	EXCAVATION	COMP. FILL
	[illegible] Cu. Yds.	[illegible] Cu. Yds.
+10%	1,500 " "	94 " "
Totals	16,500 Cu. Yds.	1034 Cu. Yds.

CITY

EXCAVATION	
[illegible]	Cu. Yds.
130	" "
1430	Cu. Yds.

NOTE TO FIELD ENGINEER
Preliminary X-Sections are to be taken prior to Construction Operations

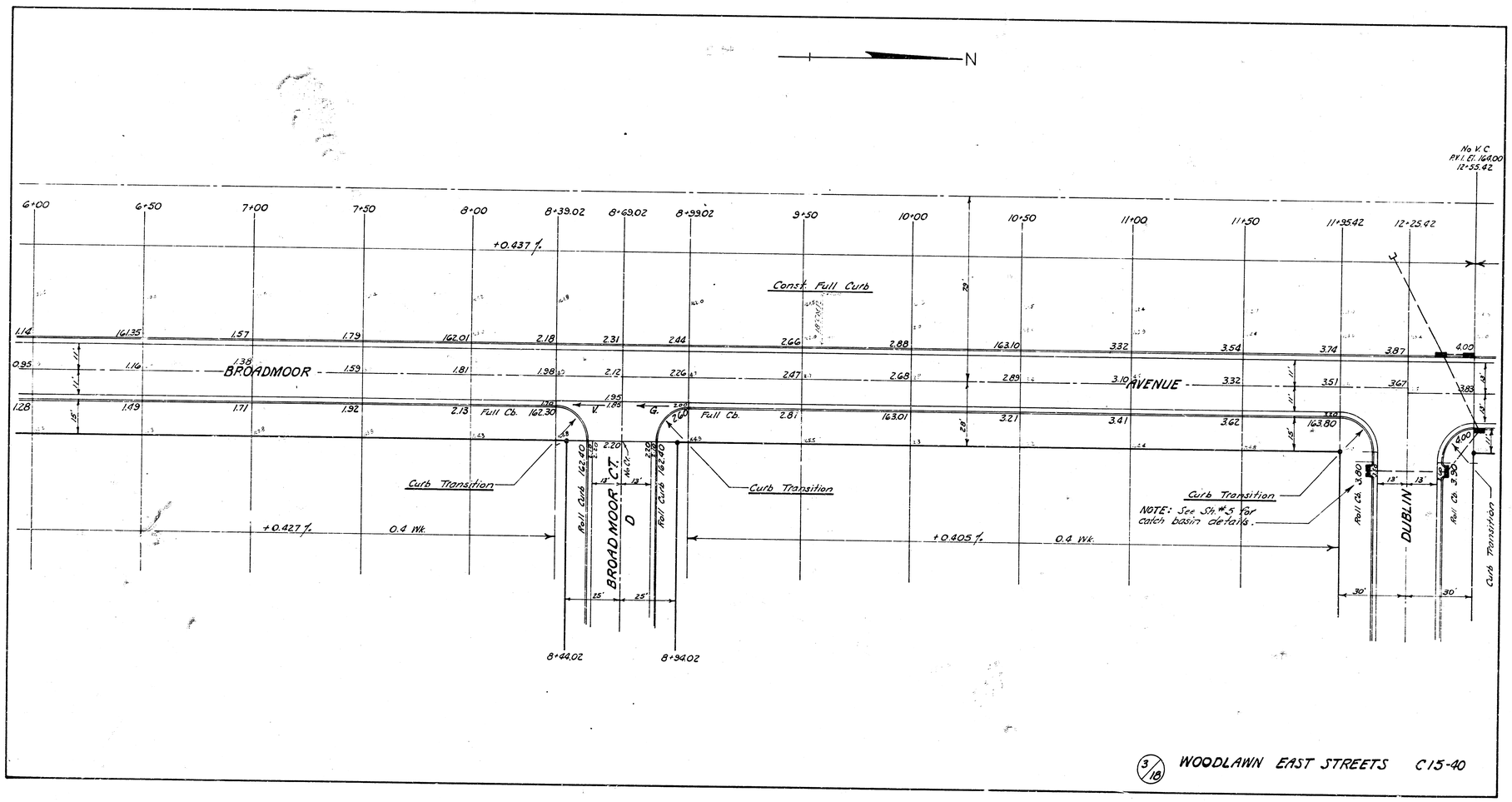
NOTE:
Pavement Contractor is to leave opening in curb & gutter for inlets which are to be constructed by others after the Curb and Gutter is built.

JOHN L. VALLES 321 KANSAS PROFESSIONAL ENGINEER

430 KANSAS

2/10

BROADMOOR AVENUE
FROM N.L. CENTRAL AVE. to N.L. DUBLIN STREET
22'-2'-26' Asph. Conc.
B.E. SMITH CITY ENGINEER
CITY OF WICHITA, KANSAS
Date: Aug. 1965
Proj. No. C15-40



3/18 WOODLAWN EAST STREETS C15-40

B.M. 169.17 "R" in Ritchie Top N. Curb Rutland Rd. 140' W. of W.L. Doreen S.

Base Line for Curve Data is 80' Offset Face (Lt) Curb.

Station	Point	Alignment	Deflection Angle	Chord	Arc
3+31.76	P.T.	Δ = 21°50'	10° 55'	13.96'	13.96'
3+16.3		R = 214.39'	9° 03' 06"	22.57'	22.58'
2+91.3		L = 81.70'	6° 02' 04"	22.57'	22.58'
2+66.3			3° 01' 02"	22.57'	22.58'
2+41.3					

Base Line for Curve Data is 80' Offset Face (Lt) Curb

Station	Point	Alignment	Deflection Angle	Chord	Arc
0+95.08	P.T.	Δ = 21°50'	10° 55' 00"	21.14'	21.94'
0+75		R = 272.50'	8° 36' 36"	27.29'	27.30'
0+50		L = 103.84'	5° 34' 24"	27.25'	27.30'
0+25			2° 52' 12"	27.29'	27.30'
0+00	P.C.				

Curb Transition From Full Curb to Roll Curb

Curb Transition From Full Curb to Roll Curb

Curb Transition From Full Curb to Roll Curb

8-Sack Conc.

DUBLIN

DOREEN

STREET

DOREEN COURT

CONST. FULL CURB

Roll Curb

Full Curb

Full Ch.

Tacked Joints

7" Conc.

No Crown

P.C. 0+00

P.T. 0+95.08

P.C. 2+41.3

P.T. 3+31.76

P.V.C. 4+50

100' V.C. P.V.I. El. 166.40 5+00

P.V.T. 5+50

5+00 P.V.I. El. 166.60 100' V.C.

+0.980 ft. 0.4 Wk.

+0.400 ft. 0.4 Wk.

+0.554 ft. 0.4 Wk.

+1.467 ft. 0.4 Wk.

+1.207 ft. 0.4 Wk.

-0.857 ft.

+0.566 ft. 0.4 Wk.

R=60'

2-2135 P.V.C.

2-35.55 P.V.I. El. 165.30 Roll Ch. 68.30' V.C.

35.34' V.C. P.V.I. El. 166.60 Roll Ch.

35.34' V.C.

P.V.C.

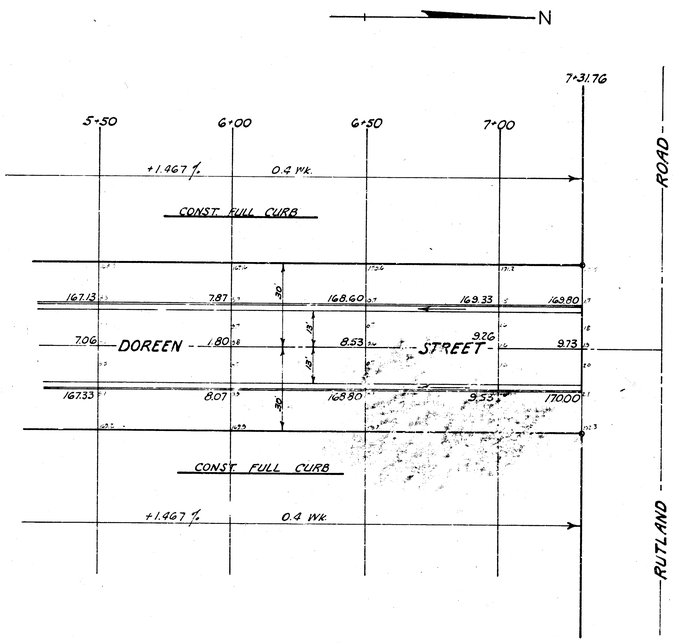
P.V.T.

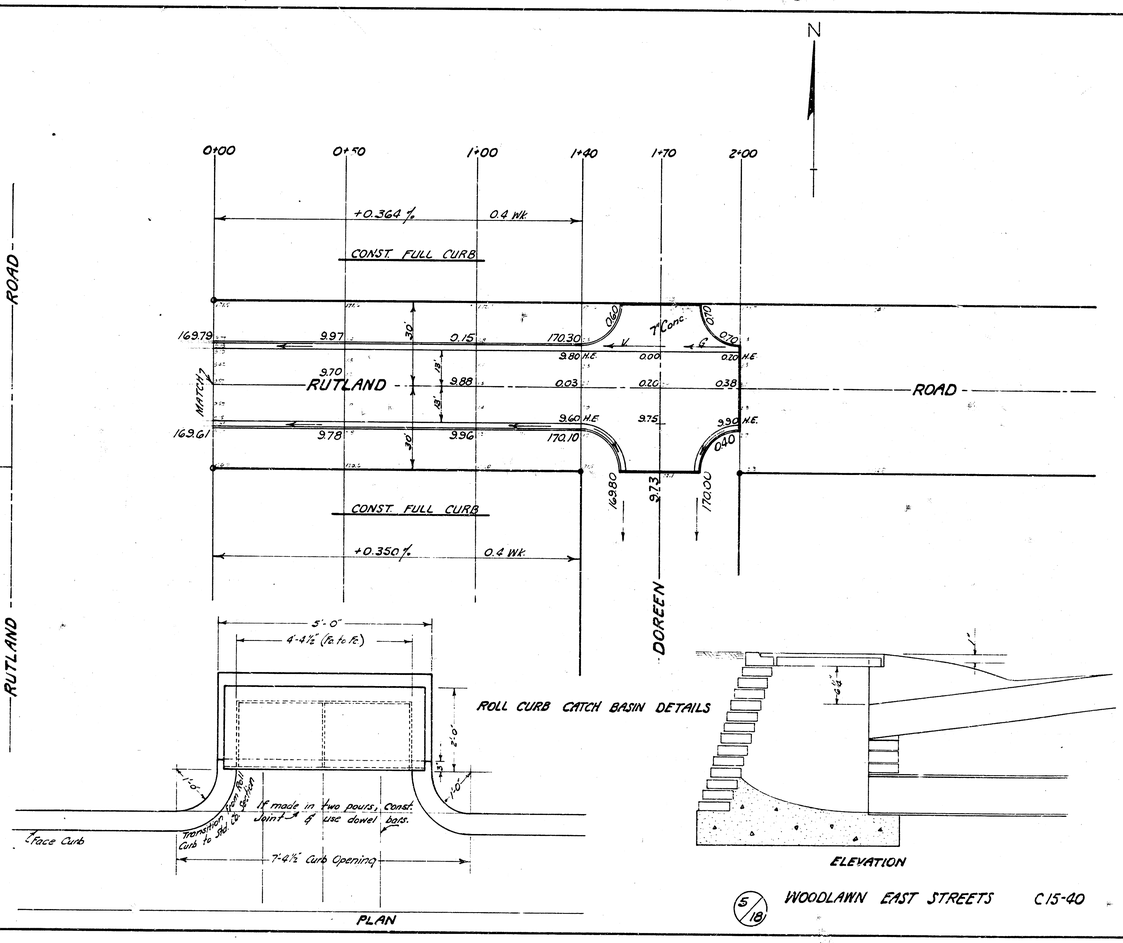
P.V.C.

P.V.T.

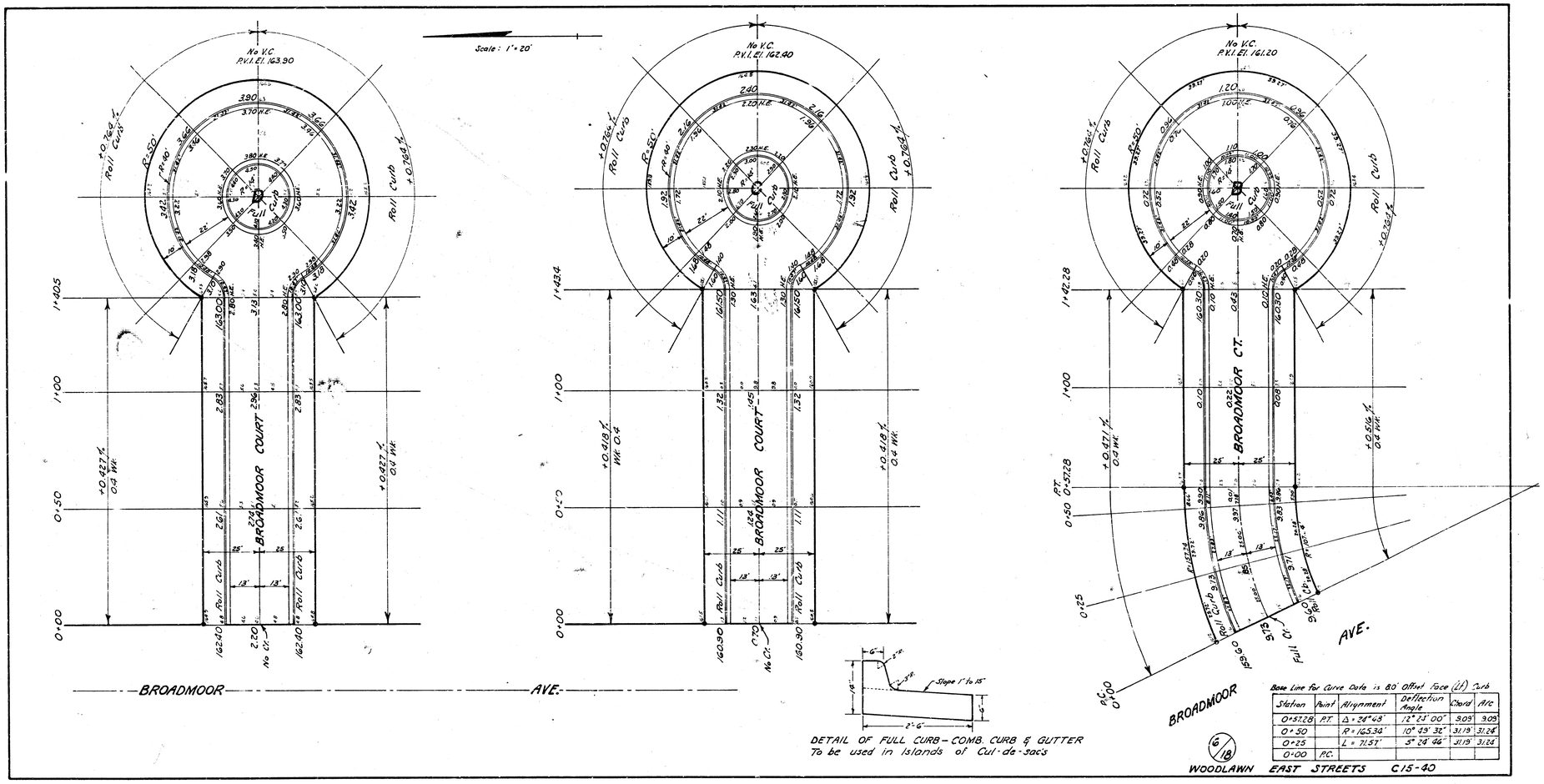
4/18

WOODLAWN EAST STREETS C15-40





5/18 WOODLAWN EAST STREETS C15-40



Base Line for Curve Data is 80' Offset Face (if) Curb

Station	Point	Alignment	Deflection Angle	Chord	Arc
0+57.08	P.T.	Δ = 24°48'	12° 23' 00"	9.09'	9.09'
0+50		R = 165.34'	10° 29' 32"	31.19'	31.28'
0+25		L = 71.57'	5° 24' 46"	31.19'	31.28'
0+00	P.C.				

WOODLAWN EAST STREETS C15-40

B.M. 168.16 "M" in Mueller Fire Hyd.
S.W. corner Elm & Broadmoor

N

0+04
0+00
0+50
1+00
1+50
2+00
2+50
3+00
P.V.C. 3+50
3+75
100' V.C. P.V.I. El. 169.00 4+00
4+25
P.V.T. 4+50
5+00
5+50
6+00
6+50

+1.288 % 0.4 Wk. CONST. ROLL CURB +2.507 % 0.4 Wk.

AVENUE

3.90	164.49	5.14	165.78	6.42	30	167.07	7.71	168.36	8.72	9.15	9.47	170.25	1.51	172.76	4.01	175.27	
3.98	4.57	5.23	DUBLIN 5.88	6.52	18	7.18	7.83	8.48	8.84	9.27	9.78	0.35	1.58	STREET 2.81	4.03	5.26	
3.80	164.40	5.06	165.72	6.37	30	167.03	7.69	168.34	8.71	9.14	9.64	170.20	1.40	2.60	3.80	175.00	

CONST. ROLL CURB

+1.313 % 0.4 Wk. +2.400 % 0.4 Wk.

P.V.C. 4+00 P.V.I. El. 169.00 100' V.C. P.V.T.

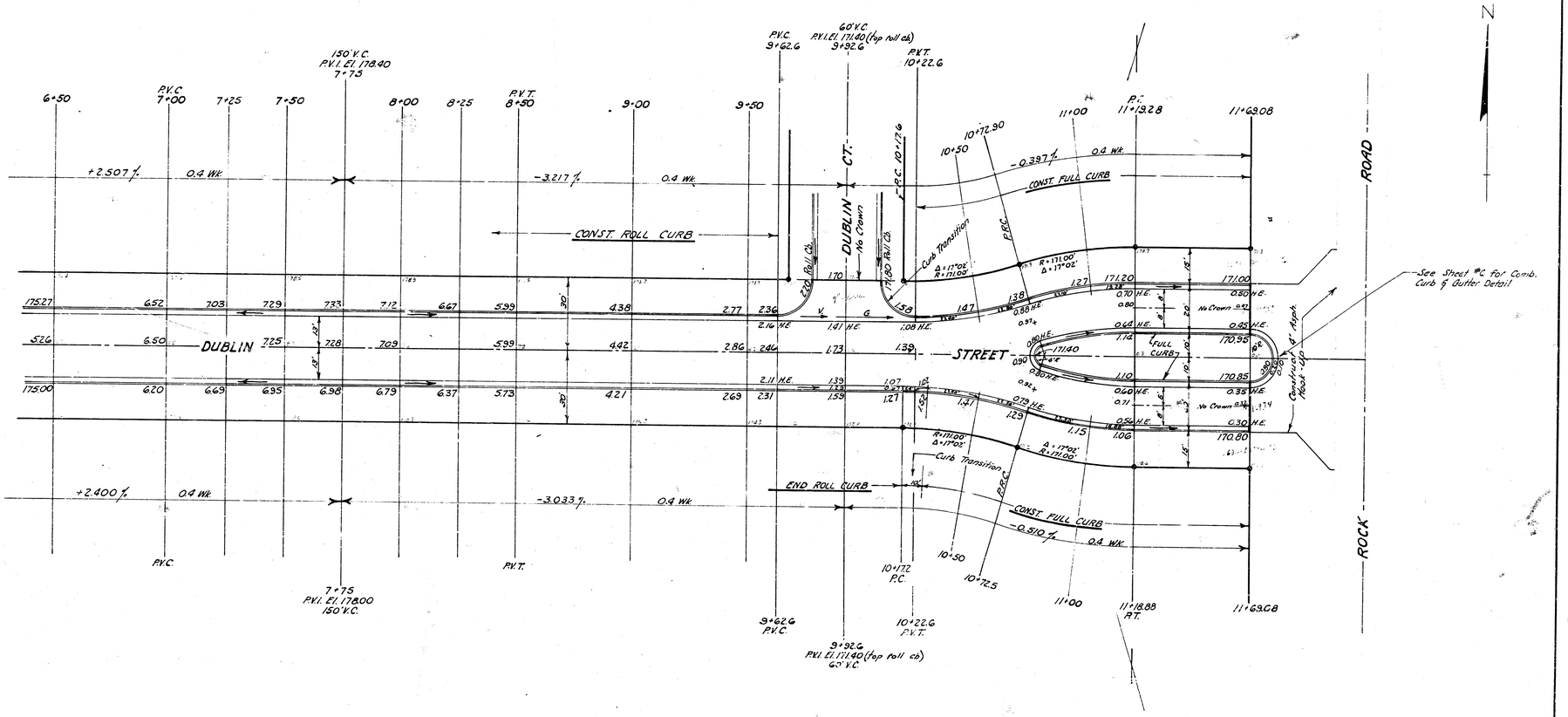
BROADMOOR

0+00

(7/18) WOODLAWN EAST STREETS C15-40

B.M. 167.74 'o' on S.E. corner Conc. Valve Box @ N.W. cor. Rock Road & Central

B.M. 169.87 R.R. Spike W. side Transformer Pole W. side Rock Road @ N.L. Dublin.



9/18 WOODLAWN EAST STREETS C15-40

B.M. 167.74 "□" on S.E. Corner Conc. Valve Box @ N.W. Corner Rock Road & Central

B.M. 169.87 R.R. Spike W. Side [illegible] pole, W. Side Rock Road & N.L. Dublin

N

Scale: 1" = 20'

STREET

DUBLIN

DUBLIN COURT

Roll Curb

Roll Curb

Roll Curb

Roll Curb

+0.890 ft.

0.4 Wk.

+0.315 ft.

0.4 Wk.

0+00 0+50 1+00 1+50 2+00 2+50 3+00 3+50 3+75

P.V.C. 3+58.80

P.C. 4+04.4

P.V.I. 4+07.22

P.V.T. 4+30

9:20 V.C. P.V.I. El. 175.50

3+58.80 P.V.C.

4+04.4 P.V.I. El. 175.50 9:20 V.C.

4+30 P.V.T.

P.V.C. 3+75

P.C. 5+14.70

5+50 ROLL CURB

+1.738 ft.

30' V.C. P.V.I. El. 179.20 6+00

P.V.T. 6+29

6+73.79

6+22.83

FULL CURB

+1.166 ft.

Use Elevations Shown

5+00 5+25 5+50 5+75

5+60 P.C.

NOTE: See Sheet #6 for Comb. Curb & Gutter Detail

9/18 WOODLAWN EAST STREETS C 15-40

BROADMOOR COURT "B"

Sta. 0+15 "Outfall" Begin 24" R.C.P.

T.C. 138.16
Flo out 135.90
15°-18" R.C.P.
Flo in 135.70

T.C. 138.13
Flo in 138.30
15°-18" R.C.P.
Flo out 135.90
Flo in 135.70

T.C. 138.10
Flo out 135.90
T.C. 139.43

Flo in 138.10

T.C. 140.12
Flo out 139.30
15°-18" R.C.P.
Flo in 139.10

Flo out 139.30
T.C. 139.43

Flo in 139.30

Sta. 0+56 End 24" R.C.P.

24" R.C.P. @ 5.00%

Flo out 138.45
T.C. 139.43

Sta. 0+15 "Outfall" Begin 24" R.C.P.

Sta. 0+56 End 24" R.C.P.

Natural Ground

Proposed curb

160

proposed Slope

10'-8" Reinf. conc. encasement

Flo in channel 153.20

Flo proposed channel 153.20

150

Rip Rap

24" R.C.P. @ 5.00%

24" Flo out 153.20

24" Flo out 153.45

DRAINAGE DITCH

BROADMOOR AVE.

CENTRAL AVE.

Note: All catch basins to be constructed after curb & gutter is built. Rip Rap @ ends of pipe to be included in bid price of pipe.

B.M. 159.92 City B.M. Disc top hub [illegible] end of S. rail bridge @ Central, approx. 100' E. of E.L. Broadmoor N.

B.M. 168.16 "M" in Mueller top P. Hydrant @ S.W. cor. Elm & Broadmoor

Sta. 0+15 "Outfall" Begin 18" R.C.P.

Sta. 0+56 End 18" R.C.P.

Natural Ground

Top prop. cb.

170

proposed Slope

169

10'-8" Reinf. conc. encasement

prop. Flo channel 159.92

150

Rip Rap

18" R.C.P. @ 6.00%

18" Flo out 158.17

18" Flo out 159.90

DOREEN AVE.

DUBLIN ST.

Sta. 0+15 "Outfall" Begin 18" R.C.P.

Flo out 140.20
Flo in 140.00

Flo out 140.20
T.C. 141.00

T.C. 140.00
Flo out 139.80

23°-15" R.C.P.
Flo out 141.20
Flo in 141.10

Rail Guide

Rail curb

Flo out 141.40

Sta. 0+56 End 18" R.C.P.

Flo out 139.80
Flo in 140.00

T.C. 140.00

DRAINAGE DITCH

BROADMOOR

Plan Scale 1"=20'
Profile Scale 1"=20' Hor.
1"=9' Vert.

INCIDENTAL DRAINAGE
WOODLAWN EAST - STREETS
CITY OF WICHITA, KANSAS
B.E. SMITH, CITY ENGINEER
PROJ. NO. CIS-90
DATE: Aug. 1965