

WESTWOOD HEIGHTS 2nd ADDn

SUNCREST AVE.

W.L. LOT 10, BLOCK 5, WESTWOOD HT.S 2nd ADDn
TO E.L. BRUNSWICK LANE

BRUNSWICK LANE

N.L. SUNCREST AVE. TO S.L. WESTPORT AVE.

SMARSH LANE

N.L. SUNCREST AVE. TO S.L. WESTPORT AVE.

TONY LANE

N.L. SUNCREST AVE. TO S.L. WESTPORT AVE.

CRAMER ST.

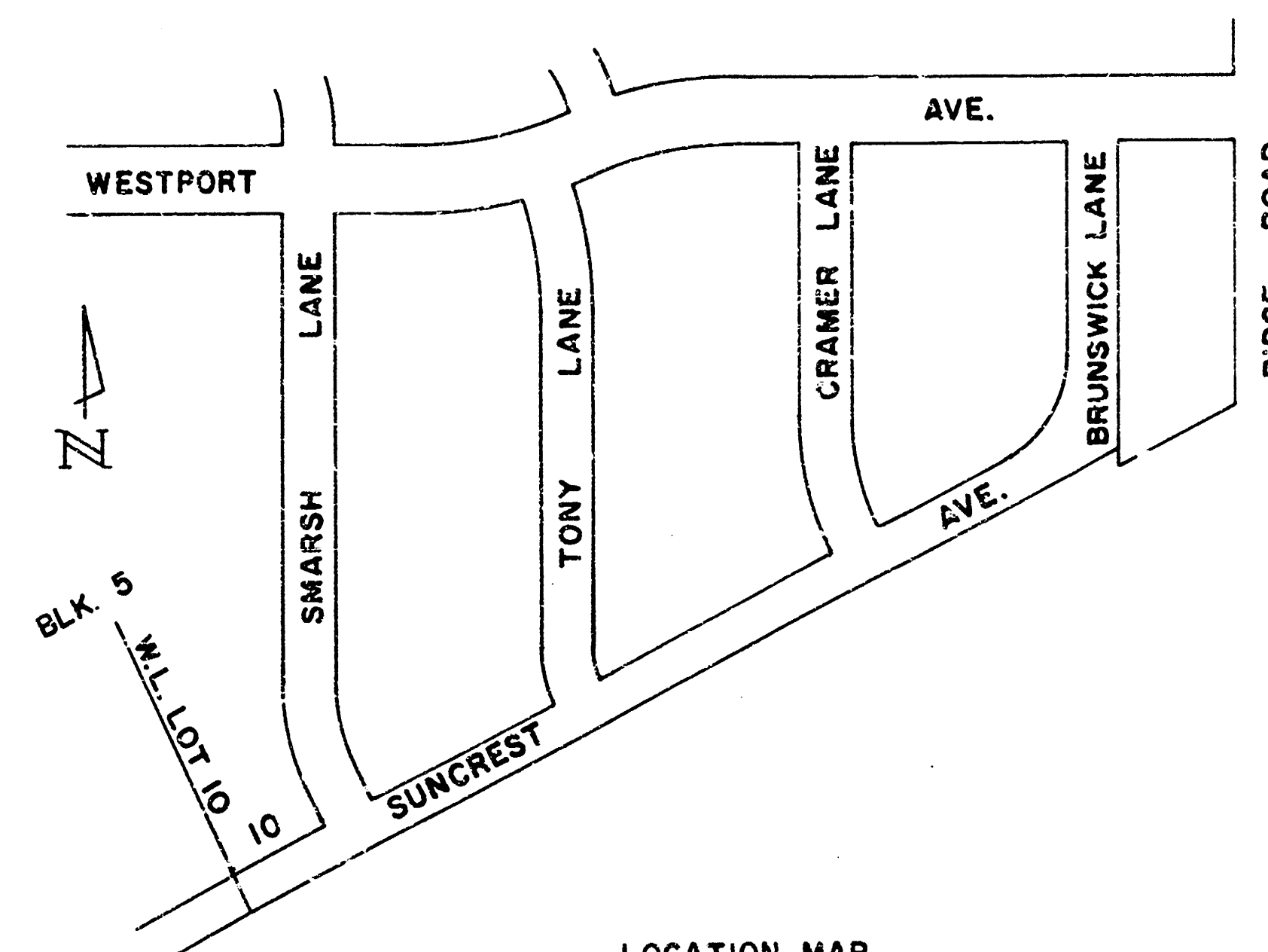
N.L. SUNCREST AVE. TO S.L. WESTPORT AVE.

CITY OF WICHITA, KANSAS

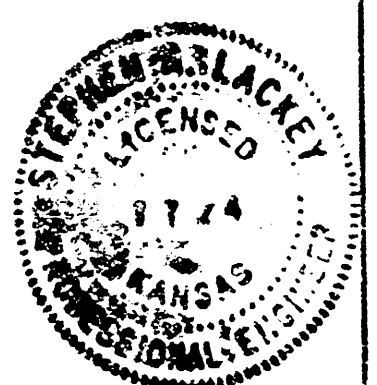
D.S. SELLERS ^{Acting} CITY ENGINEER

DATE _____

PROJ. NO. 472 76 245 80798 000 000 001

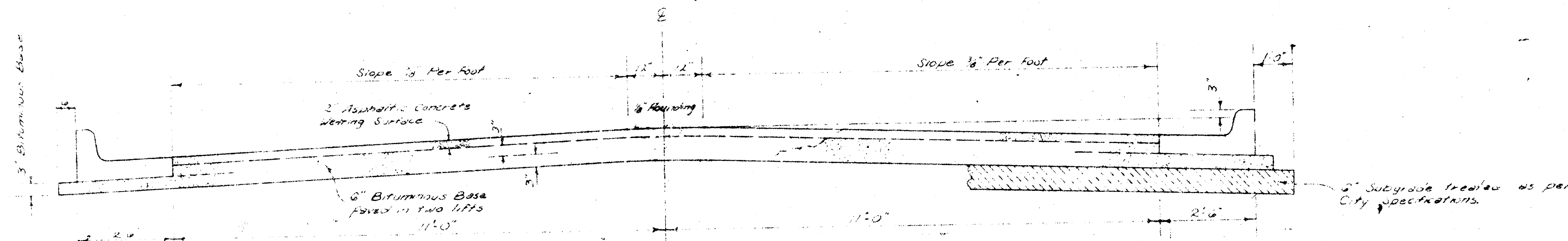


LOCATION MAP
SCALE: 1" = 200'



1/10

SUNCREST AVE.



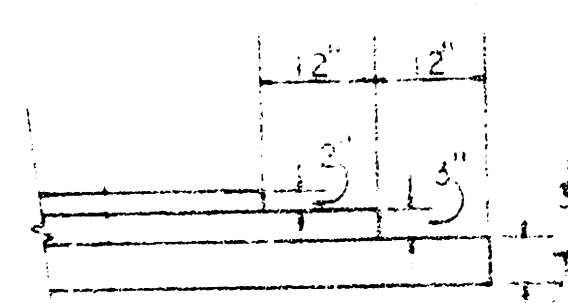
TYPICAL SECTION

27' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ~~CONTROL~~ CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

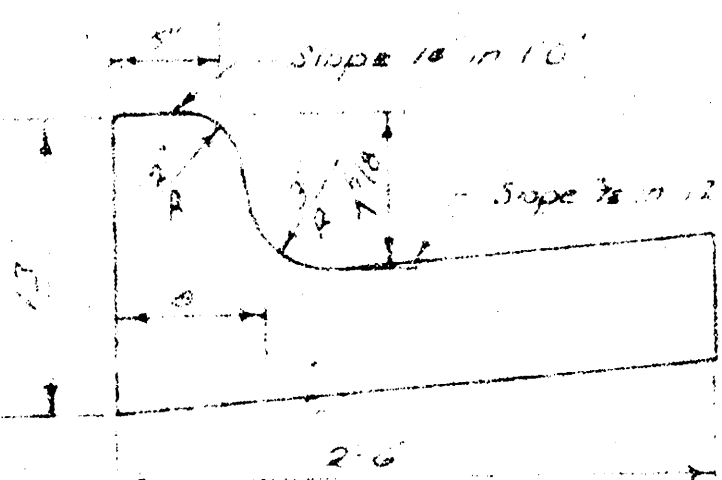
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



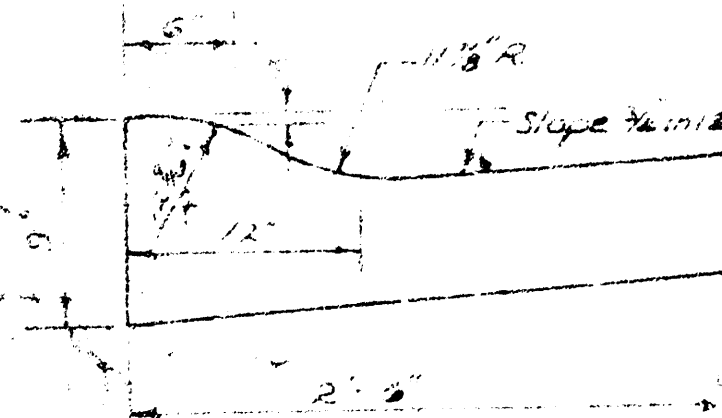
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

The A.C. pavement between the Comb. Curb & Gutter shall be paid as 3" to 6" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as 3" to 6" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

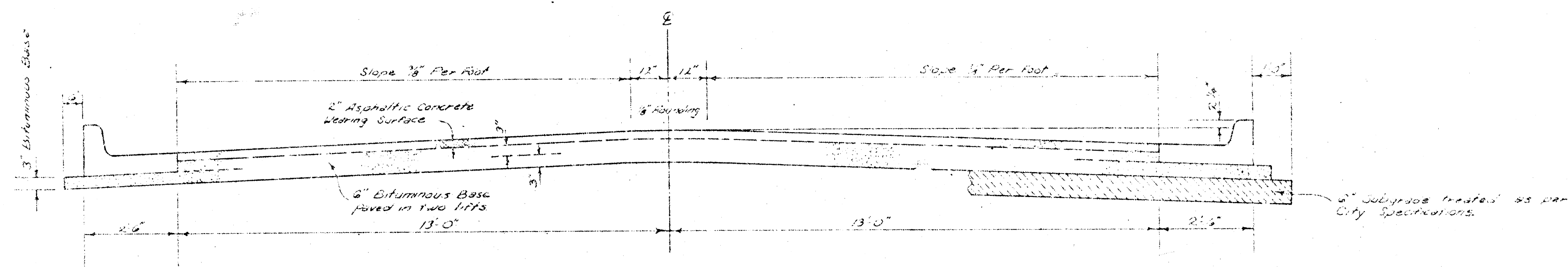
D.S. SELLERS

Acting
CITY ENGINEER

DATE

PROJ. NO. 472 76 245 80798 000 000 001

BRUNSWICK LANE
SMARSH LANE
TONY LANE
CRAMER ST.



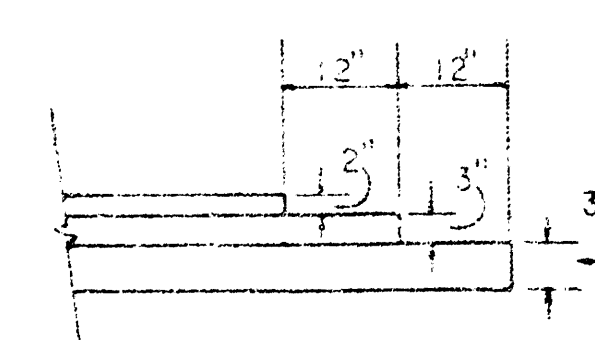
TYPICAL SECTION

31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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

SITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAY-DOWN MACHINE HAVING AUTOMATIC ~~ELECTRONIC~~ CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

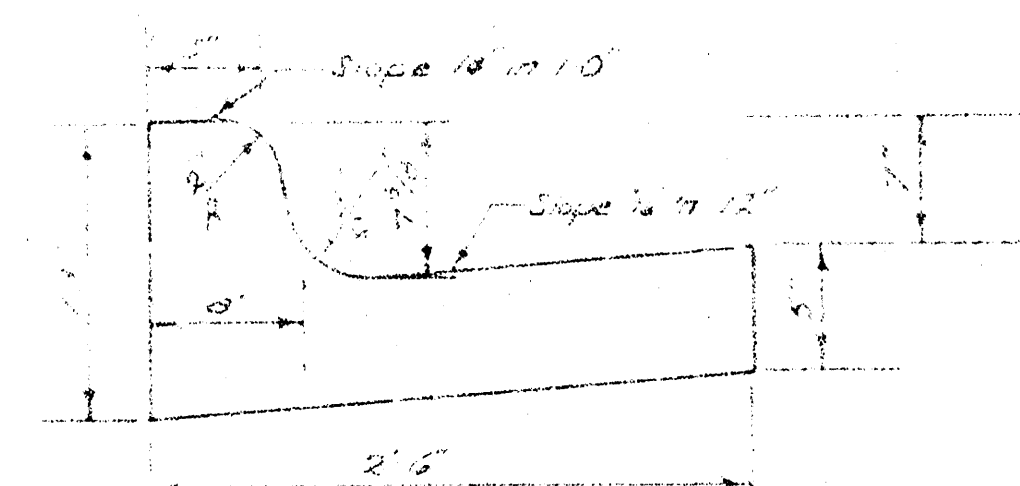
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



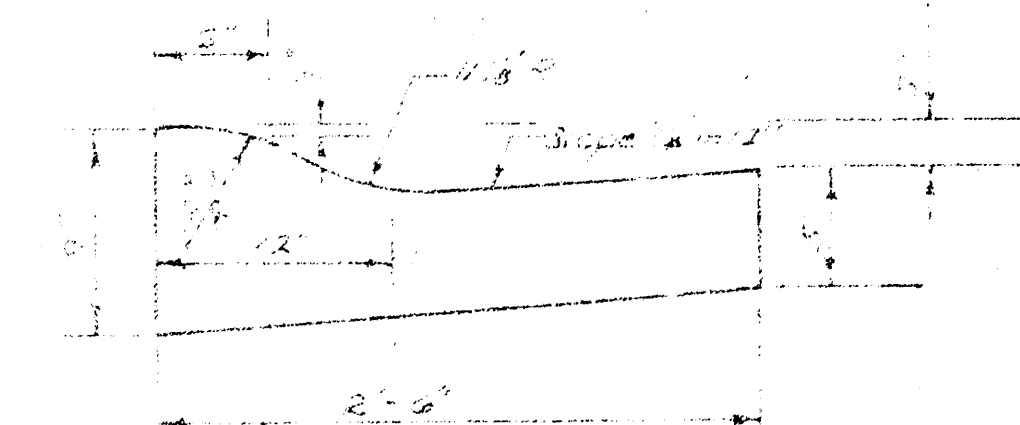
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

The A.C. pavement between the curb and gutter and the curb shall be paid as 3'0" A.C. Pavement (2 lifts) and the Bituminous Base under the curb and gutter shall be paid as 3'0" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



3/21

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

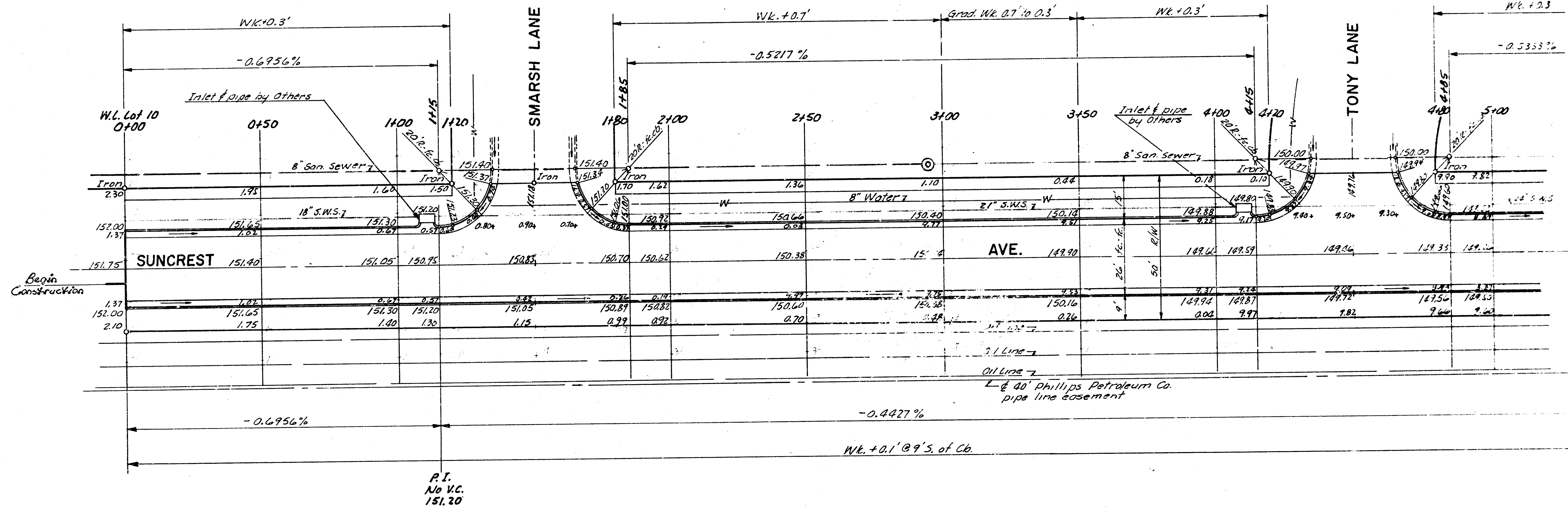
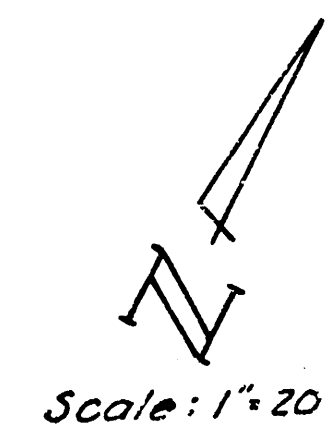
D.S. SELLERS CITY ENGINEER

DATE

PROJ. NO. 472 76 245 80798 000 000 001

Survey JAC.
 Date 11/20/20
 City Chicago

B.M. 142.81 City Sid. 42' N. of 38.5' E. of 1/4 Sec. Iron on Ridge just N. of Suncrest & Ridge
 B.M. 149.55 " Cut on top of S. curb of Suncrest 15' W. of fire hydrant in front of house # 7401 on Sunset
 B.M. 150.47 Top of metal sign post 200' S. of S.L. of 19th St 15' W. of E.L. of Woodchuck.
 B.M. 152.74 R.R. Spk. on W. face of RR that is 1st RR S. of S.L. Bittersweet Lane on E.L. Westwood Hts. 2nd



NOTE: No more than 48'-20' Drives can be constructed on the total project.

Prop.	Excav.	City
34,961 C.Y.	182.5 C.Y.	
+10% 34,961 C.Y.	+10% 183 C.Y.	
38,457 C.Y.	200.8 C.Y.	

Total Earthwork Quantities From All Streets on This Project

Prop.	Excav.	City	Prop.	Excav.	City	Prop.	Excav.	City
17,610 C.Y.	5.9 C.Y.		218.3 C.Y.	0		57.1 C.Y.	0	
						+10% 57.1 C.Y.		
						62.8 C.Y.		

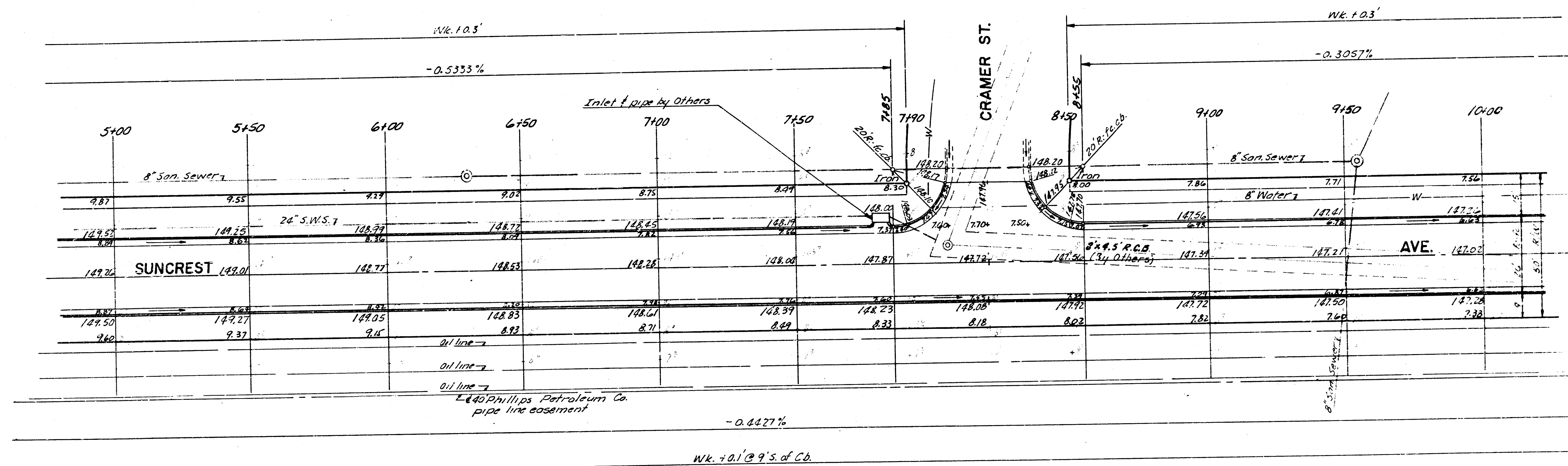
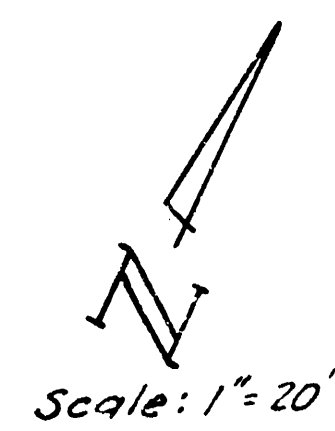
4/21

SUNCREST AVE. FROM W.L. LOT 10, BLOCK 5, WESTWOOD HTS 2nd ADDN TO E.L. BRUNSWICK LANE

BRUNSWICK LANE FROM N.L. SUNCREST AVE. TO S.L. WESTPORT AVE.

PROJ. NO. 472 76 245 80798 000 000 001

TOTAL MANIPULATION = 11,141 S.Y.

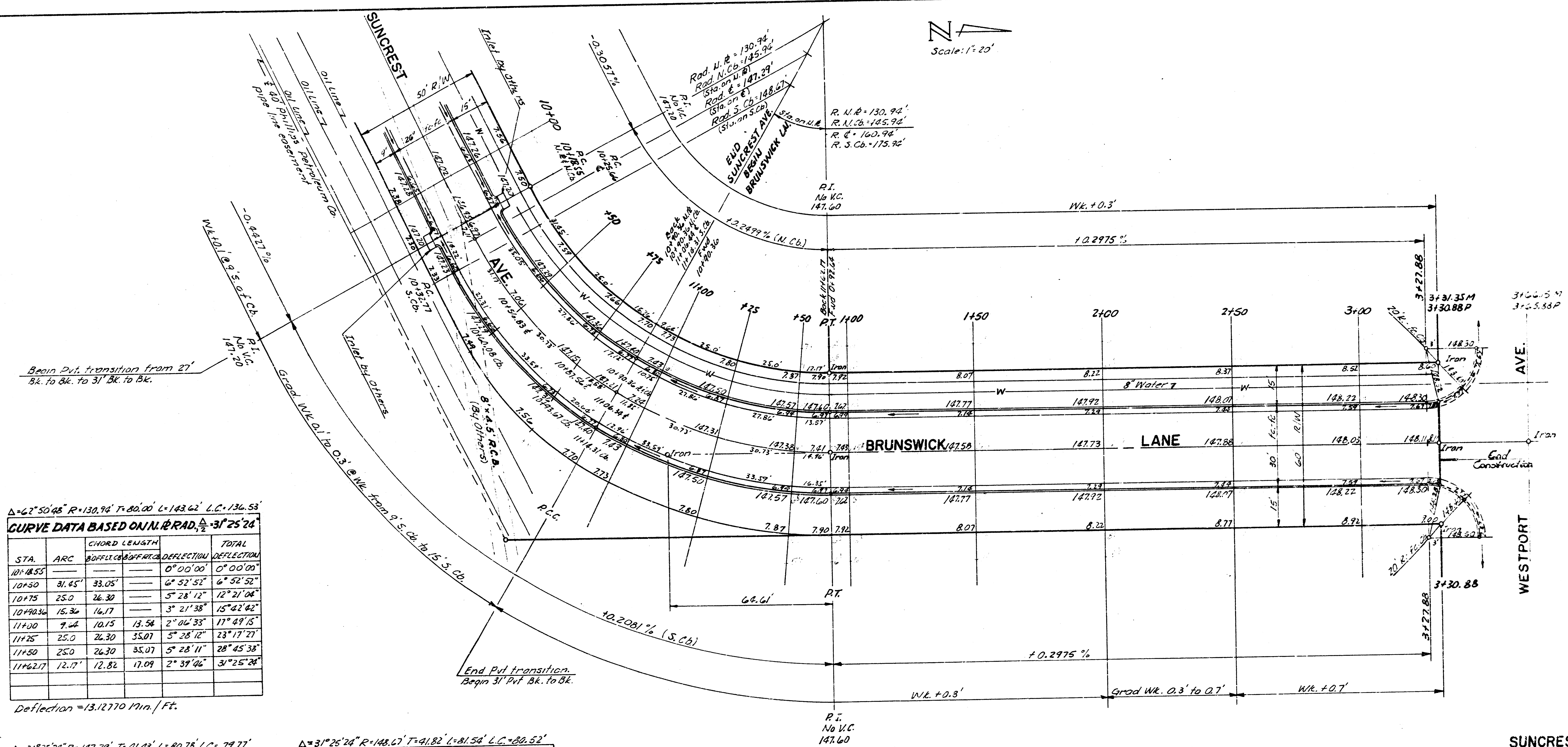


5/21

SUNCREST AVE. FROM W.L.
LOT 10, BLOCK 5, WESTWOOD
HTS 2nd ADDN TO E.L.
BRUNSWICK LANE
&
BRUNSWICK LANE FROM
N.L. SUNCREST AVE. TO
S.L. WESTPORT AVE.
PROJ. NO.
472 76 245 80798 000 000 001

Survey
Plan
Elev
Checked

N
Scale: 1" = 20'



$\Delta = 67^\circ 50' 45''$ $R = 130.94'$ $T = 80.00'$ $L = 143.62'$ $L.C. = 136.53'$
CURVE DATA BASED ON N.L. RAD. $\frac{1}{2} \Delta = 33^\circ 25' 22.5''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL
10+18.55			0° 00' 00"	0° 00' 00"
10+50	31.45'	33.05'	6° 52' 52"	6° 52' 52"
10+75	25.0	26.30	5° 28' 12"	12° 21' 04"
10+90.36	15.36	16.17	3° 21' 38"	15° 42' 42"
11+00	9.64	10.15	2° 06' 33"	17° 49' 15"
11+25	25.0	26.30	5° 28' 12"	23° 17' 27"
11+50	25.0	26.30	5° 28' 12"	28° 45' 38"
11+62.17	12.17	12.82	2° 39' 46"	31° 25' 24"

Deflection = 13.12770 Min./Ft.

$\Delta = 31^\circ 25' 24''$ $R = 147.29'$ $T = 41.43'$ $L = 80.78'$ $L.C. = 79.77'$
CURVE DATA BASED ON E. RAD. $\frac{1}{2} \Delta = 15^\circ 42' 42''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL
10+25.44			0° 00' 00"	0° 00' 00"
10+56.88	31.44	33.04	6° 03' 45"	6° 03' 45"
10+87.94	30.73	32.32	5° 58' 37"	12° 02' 22"
11+06.44	18.88	19.88	3° 40' 20"	15° 42' 42"

Deflection = 11.6699678 Min./Ft.

$\Delta = 31^\circ 25' 24''$ $R = 147.29'$ $T = 41.43'$ $L = 80.78'$ $L.C. = 79.77'$
CURVE DATA BASED ON S.C.B. RAD. $\frac{1}{2} \Delta = 15^\circ 42' 42''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL
10+32.77			0° 00' 00"	0° 00' 00"
10+60.00	27.23	28.72	5° 15' 44"	5° 15' 44"
10+93.47	33.59	35.32	6° 28' 21"	11° 44' 05"
11+19.31	20.64	21.73	3° 58' 31"	15° 42' 42"

Deflection = 11.5611970 Min./Ft.

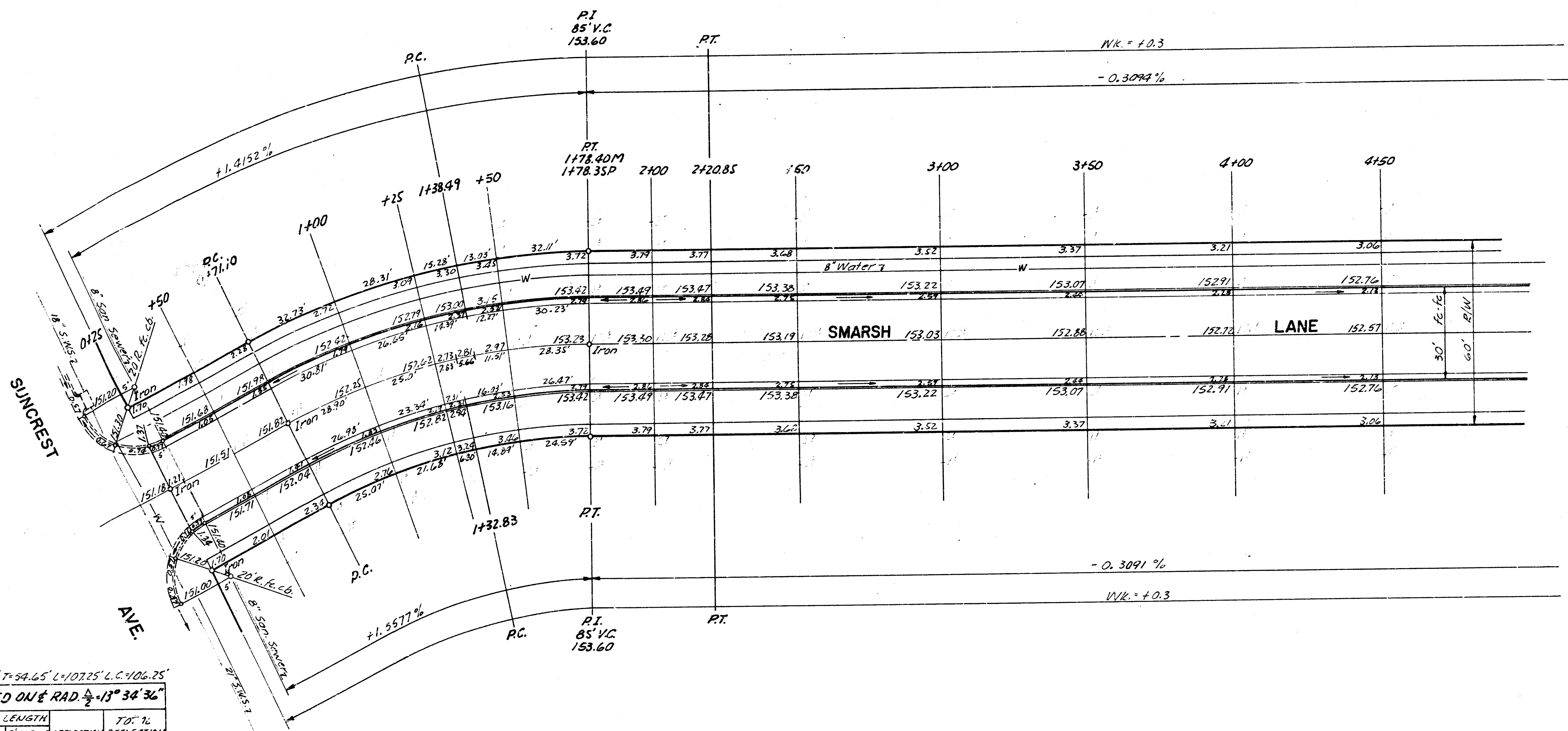
SUNCREST AVE. FROM W.L.
 LOT 10, BLOCK 5, WEST WOOD
 HT.S 2nd ADDN TO E.L.
 BRUNSWICK LANE
 &
 BRUNSWICK LANE FROM
 N.L. SUNCREST AVE. TO
 S.L. WESTPORT AVE.
 PROJ. NO.
 472 76 245 80798 000 000 001

6/21

Survey JAC
 Plan & E.C.
 E.C. 4/2/00
 Checked

B.M. 142.81 City Std. 42' N. & 38.5' E. of 1/4 Sec. Iron on Ridge just N. of Suncrest & Ridge
 B.M. 149.55 " Cut on top of S. curb of Suncrest 15' W. of fire hydrant in front of house #7401 on Sunset
 B.M. 158.47 Top of metal sign post 200' S. of S.L. of 17th St. & 15' W. of E.L. of Woodchuck
 B.M. 152.74 R.R. Spike on W. face of R.R. that is 1st RR S. of S.L. Bittersweet Lane on E.L. Westwood Hts. 2nd

N
 Scale: 1"=20'



$\Delta = 27^{\circ}09'12''$ R = 226.30' T = 54.65' L = 101.25' L.C. = 106.25'

CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\frac{1}{2} = 13^{\circ}34'36''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOE
0+71.10			0°00'00"	0°00'00"
1+00	28.90	31.81	25.94	3°39'30"
1+25	25.0	27.53	22.45	3°09'53"
1+32.83	7.83	8.63	7.03	0°59'28"
1+38.69	5.66	6.23	5.08	0°42'59"
1+50	11.51	12.68	10.34	1°27'26"
1+78.35	28.35	31.21	25.45	3°35'20"
				13°34'36"

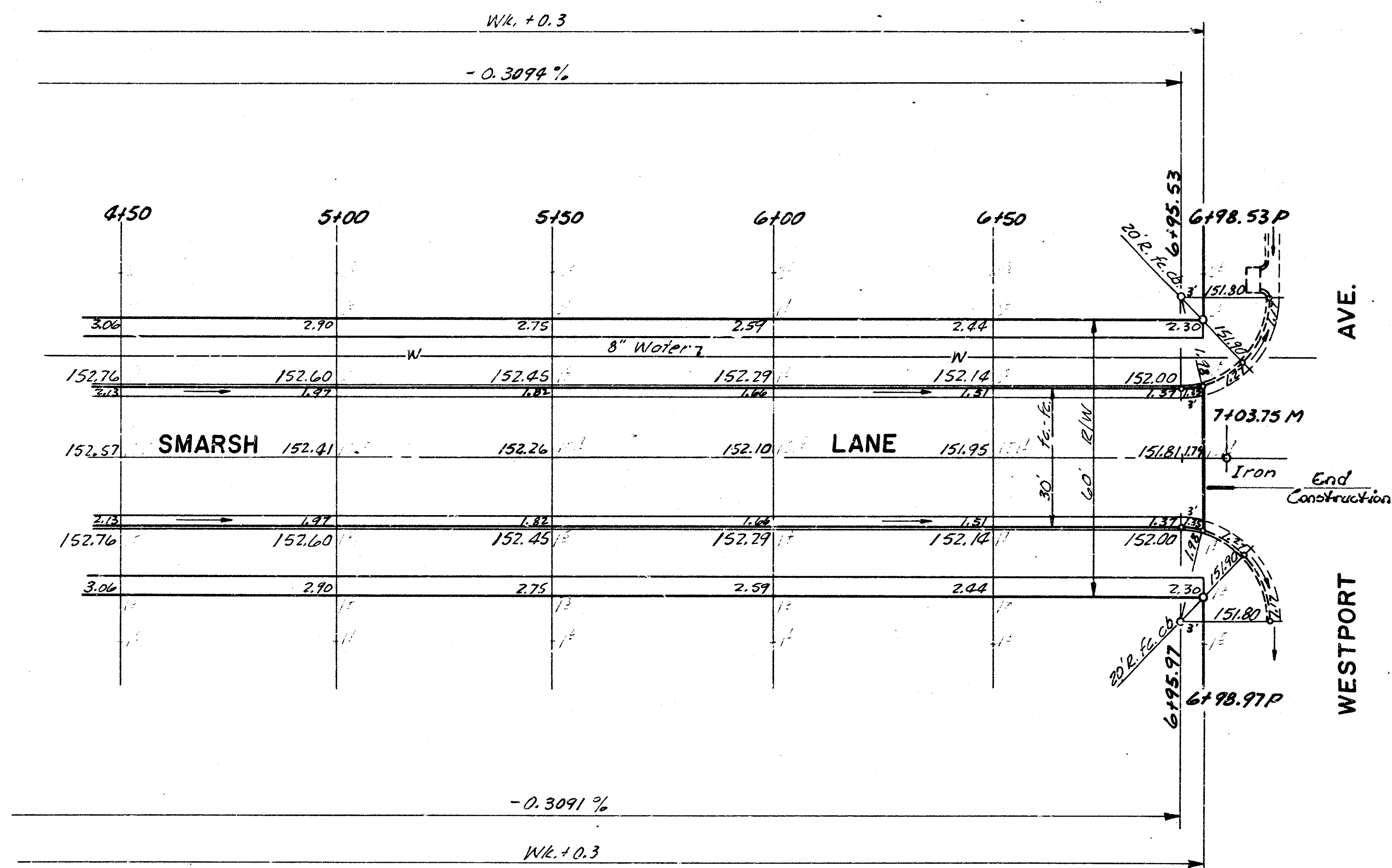
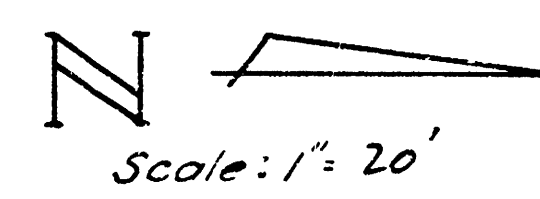
Deflection = 7.575338 min./ft

SUBGRADE
 TYPE OF SUBGRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUBGRADE TREATMENTS MAY CONSIST OF CEMENT TREATMENT, CEMENT TREATMENT, SUBGRADE MODIFICATION, OR ANY COMBINATION OF THESE.

SMARSH LANE
 N.L. SUNCREST AVE. TO
 S.L. WESTPORT AVE.
 PROJ. NO.
 472 75 245 80798 000 000 001

7/21

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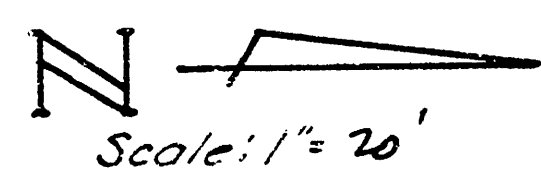


8/21

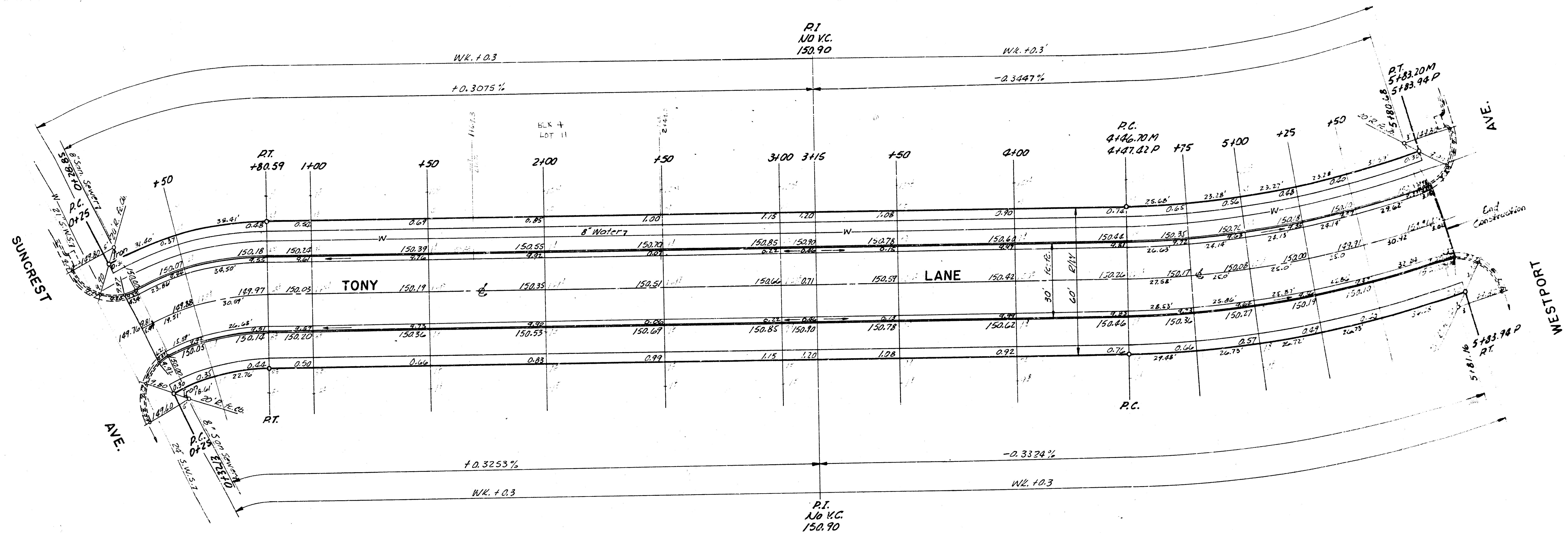
SMARSH LANE
N.L. SUNCREST AVE. TO
S.L. WESTPORT AVE.
PROJ. NO.
472 76 245 80798 000 000 001

8/10

B.M. 42.81 City Std. 42' U. of 38.5' E. of 1/4 Sec. Iron on Ridge just N. of Suncrest & Ridge
 B.M. 149.55 "G" Put on top of S. curb of Suncrest 15' W. of fire hydrant in front of house #7401 on Suncrest
 B.M. 158.47 Top of metal signpost 200' S. of S.L. of 19th St. 15' W. of E.L. of Woodchuck
 B.M. 152.74 R.R. Spike on W. face of P.P. that is 1st P.P. S. of S.L. Bittersweet Lane on E.L. Westwood Hts. 2nd



Survey Data
 Plan, D.E.C.
 Etc.
 Checked



$\Delta = 27^{\circ}09'12''$ R=117.31' T=28.25' L=55.59' L.C.=55.08'

CURVE DATA BASED ON ϵ RAD. $\frac{1}{2} = 13^{\circ}34'36''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL
0+25			0° 00' 00"	0° 00' 00"
0+28.85	3.85	4.61	1° 36' 28"	1° 36' 28"
0+32.13	2.13	5.78	1° 44' 29"	1° 44' 29"
0+50	21.15	25.26	14° 35' 52"	14° 35' 52"
0+80.59	30.59	36.49	26° 53' 16"	13° 34' 36"

Deflection = 14.6537147 min./ft.

$\Delta = 17^{\circ}59'21''$ R=434.80' T=68.83' L=136.52' L.C.=135.97'

CURVE DATA BASED ON ϵ RAD. $\frac{1}{2} = 8^{\circ}59'43''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL
4+47.42			0° 00' 00"	0° 00' 00"
4+75	27.58	26.12	1° 49' 02"	1° 49' 02"
5+100	25.0	23.68	1° 38' 50"	3° 27' 52"
5+25	25.0	23.68	1° 38' 50"	5° 06' 42"
5+50	25.0	23.68	1° 38' 50"	6° 45' 33"
5+80.68	30.68	29.05	2° 01' 17"	8° 46' 50"
5+81.16	31.16	32.80	2° 03' 11"	10° 50' 01"
5+83.94	32.6	35.09	2° 13'	13° 03' 14"

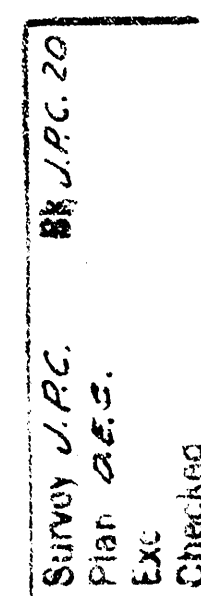
Deflection = 3.953450 min./ft.

SHOULDER
 TYPE OF SURFACE SHALL BE DETERMINED BY THE ENGINEER. THE SHOULDER SHALL BE CONSTRUCTED TO THE CENTERLINE OF THE ROADWAY. THE SHOULDER SHALL BE CONSTRUCTED TO THE CENTERLINE OF THE ROADWAY. THE SHOULDER SHALL BE CONSTRUCTED TO THE CENTERLINE OF THE ROADWAY.

TONY LANE
 N.L. SUNCREST AVE. TO
 S.L. WESTPORT AVE.
 PROJ. NO.
 472 76 245 80798 000 000 001

9/21

N
Scale: 1" = 20'



TYPE AND CLASS OF WORK: CIVIL DE-
SIGN AND CONSTRUCTION OF SUPERGRADE
ROADS, BRIDGES, AND FILLING WORKS;
GENERAL CONSTRUCTION OF GRADE MODIFI-
CATIONS AND RECONSTRUCTION OF THESE.

Deflection = 5.892224 min./ft.

CRAMER ST.
N.L. SUNCREST AVE. TO
S.L. WESTPORT AVE.

PROJ. NO.
472 76 245 80798 000 000 001

10/21

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