

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS
STREET IMPROVEMENTS
(WILLIAMSBURG ADDITION)
PROJECT NO. 472 76 245 81439 000 000 001
 WILLIAMSBURG AND WILLIAMSBURG CIRCLE - S.L. of 13th Street to and including cul-de-sac

INDEX OF SHEETS

1	Title Sheet
2-4	Typical Sections
5-11	Plan Sheet
12	Intersection & Cul-de-sac Details
13-22	Cross Sections

11th STREET - E.L. Harding to W.L. Williamsburg
 EAST HALF HARDING - S.L. 11th Street to 290.3' S. of N.L. 12th Street
 EAST HALF HARDING - S.L. 10th Street to 366' N. of N.L. 10th Street

MARCH 1985

BENCH MARKS

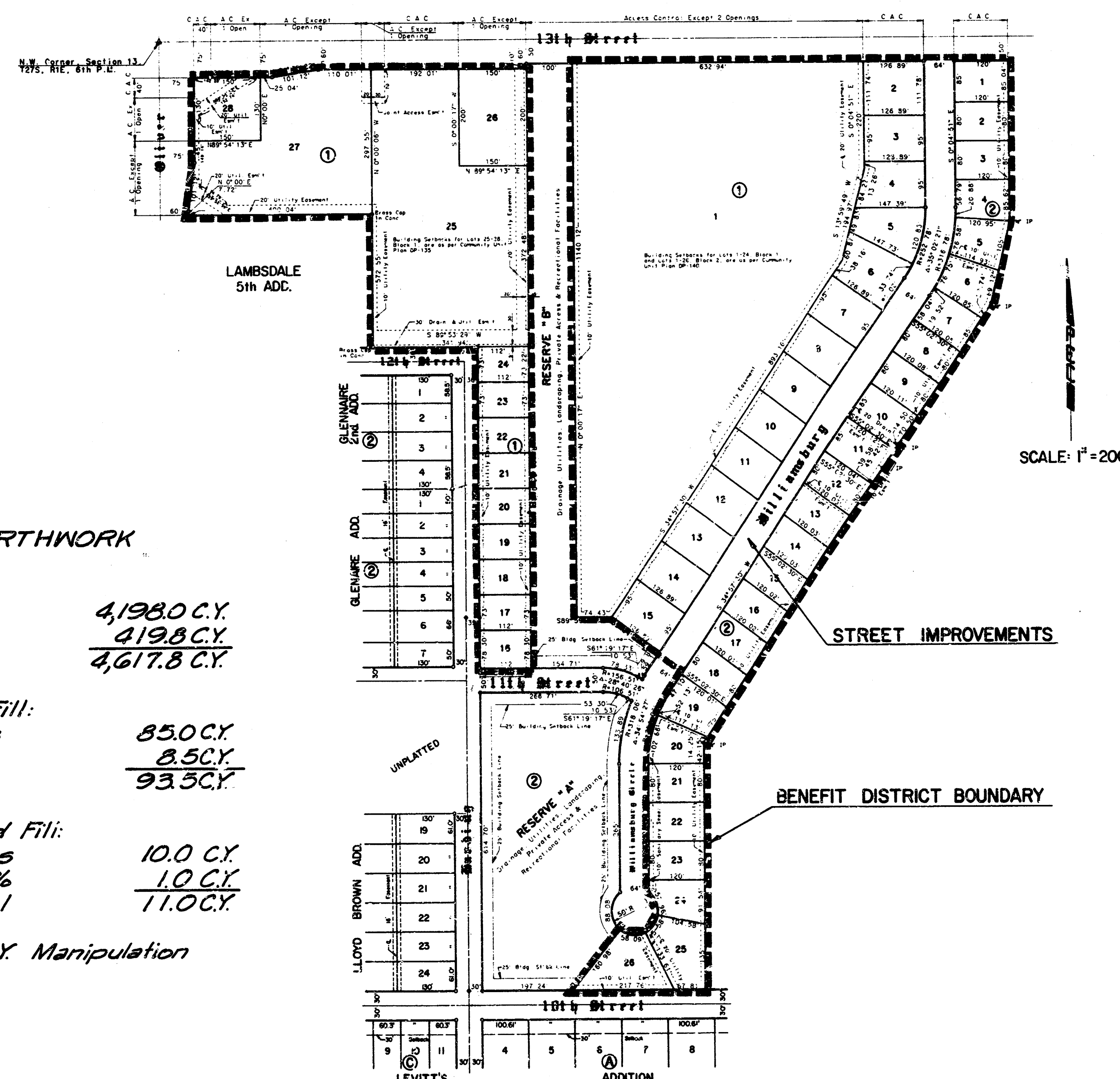
- B.M. #1 - C.O.M. B.M. Disc. Oliver & 13th
 41.6' E. & 33' N. of & Both
 Elev. = 208.20
- B.M. #2 - Brass Cap in conc. @ NW
 cor. Lambsdale 5th Add.
 Elev. = 205.46
- B.M. #5 - Chis "a" W. curb @ S. end return of
 drive to 1207 N. Harding. Sta. 107+25
 15.5' Lt. Elev. = 194.00
- B.M. #6 - Chis "a" W. curb @ N. end return of
 drive to 1137 N. Harding. Sta. 103+74
 15.5' Lt. Elev. = 190.05
- B.M. #7 - Chis "a" W. curb 51' S. of & 10th St. (West)
 & 15.5' N. & Harding. Sta. 22+60, 15.5' Lt.
 Elev. = 188.77
- ~~B.M. #9 - Chis "a" W. curb 51' S. of & 10th St. (West)
 & 15.5' N. & Harding. Sta. 22+60, 15.5' Lt.
 Elev. = 188.77~~
- B.M. #10 - Chis "a" on curb 15.5' N. of
 & Lambsdale & 30' N. of & Pinecrest
 Elev. = 206.17

CONVENTIONAL SIGNS

SECTION LINE	_____	_____
RIGHT-OF-WAY	_____	_____
FENCE LINE	_____	_____
CENTER LINE OF PROJECT	_____	_____
POWER POLE	_____	_____
UNGD. TEL. CABLE	_____	_____
GAS LINE	_____	_____
WATER LINE & WATER VALVE	_____	_____
STORM SEWER & MANHOLE	_____	_____
SAN. SEWER & MANHOLE	_____	_____
TREES	_____	_____

EARTHWORK

Excavation:	
X-Sections	4,198.0 C.Y.
10%	419.8 C.Y.
Total	4,617.8 C.Y.
Compacted Fill:	
X-Sections	85.0 C.Y.
10%	8.5 C.Y.
Total	93.5 C.Y.
Manipulated Fill:	
X-Sections	10.0 C.Y.
10%	1.0 C.Y.
Total	11.0 C.Y.
10,967.4 3.Y. Manipulation	



GENERAL NOTES

UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND PAVEMENT REMOVAL WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE, AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNGRACEFUL APPEARANCE WILL NOT BE APPROVED.

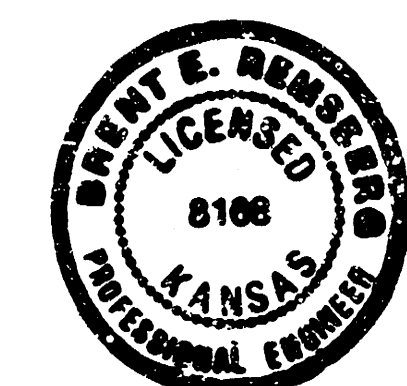
THE CONTRACTOR SHALL NOTIFY GAS SERVICE COMPANY AT LEAST 24 HOURS IN ADVANCE OF ANY WORK BEING PERFORMED OVER AND/OR ADJACENT TO PIPELINE.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

ADEQUATE TRAFFIC CONTROL SHALL BE PROVIDED ON 13TH STREET IN THE VICINITY OF WILLIAMSBURG STREET DURING CONSTRUCTION.

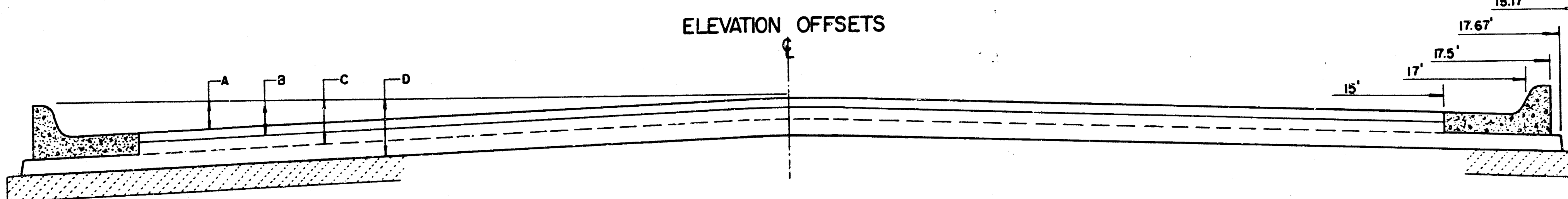
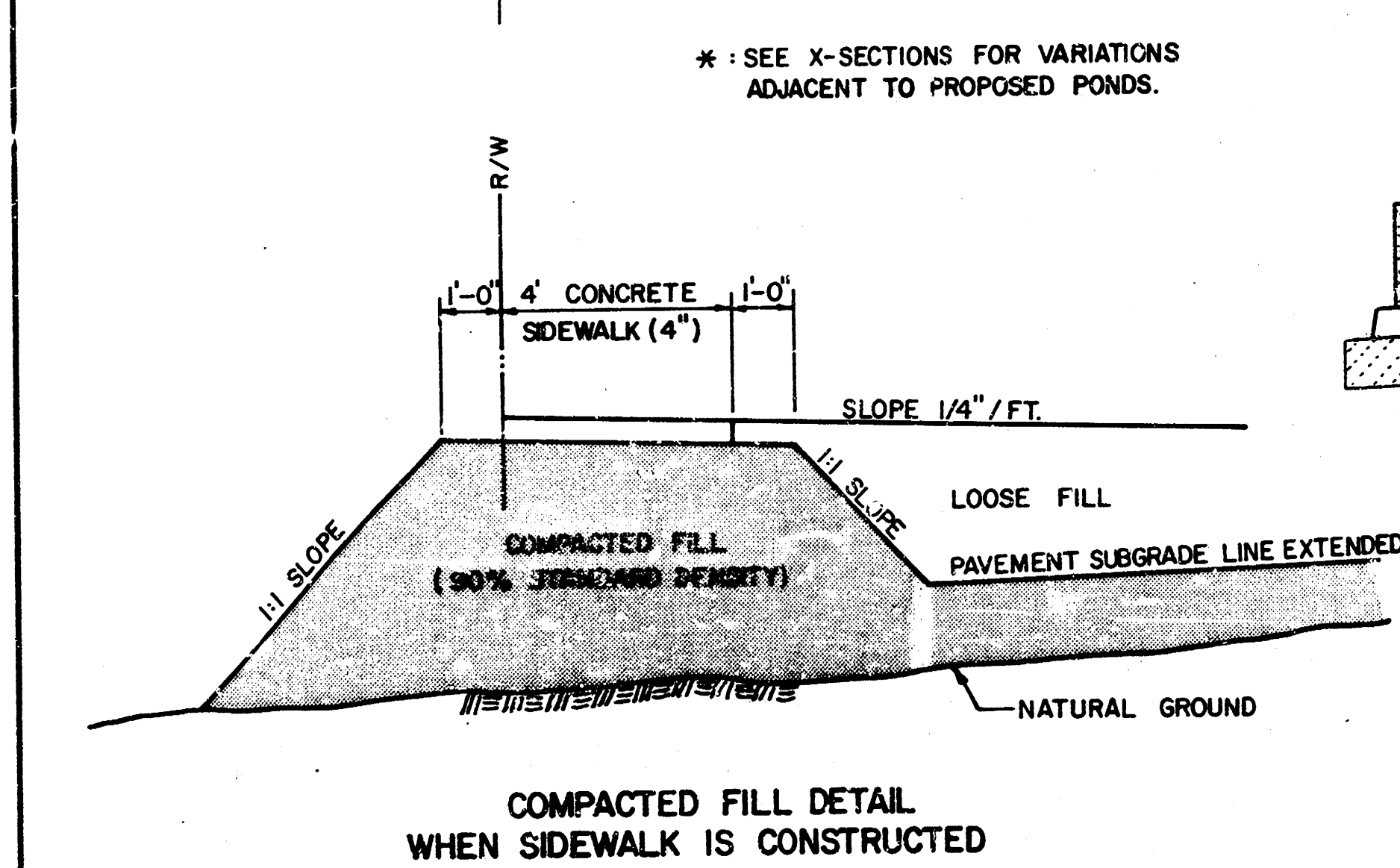
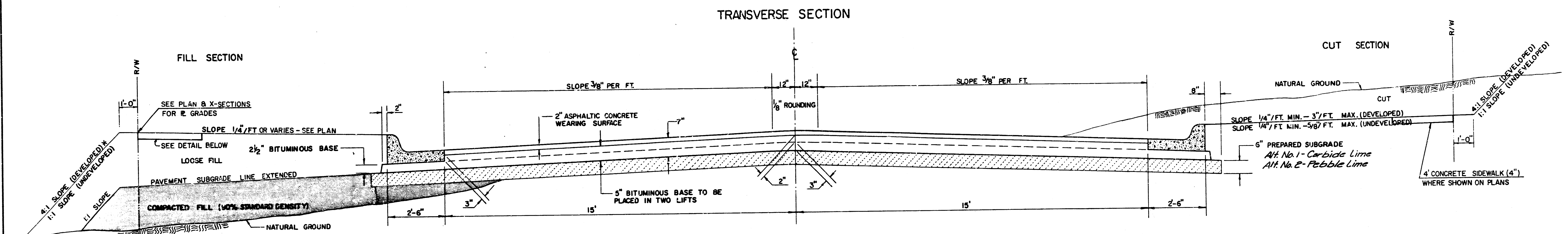


PLANS PREPARED BY
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS

APPROVED	DATE
MICHAEL E. LINDERAY, P.E., CITY ENGINEER WICHITA, KANSAS PROJ. NO. 472-76-245-81439-000-000-001	

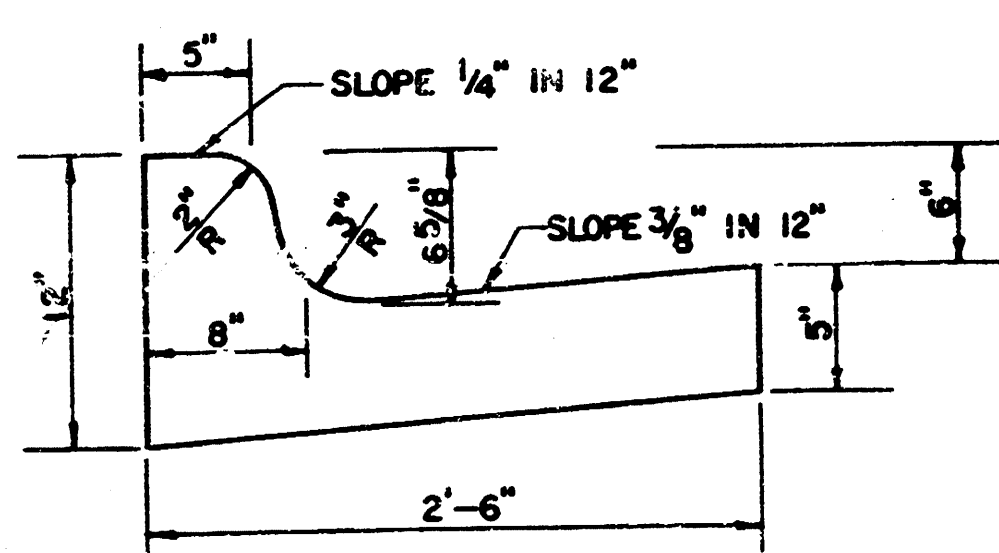
TYPICAL 35' PAVEMENT DETAILS

2 22

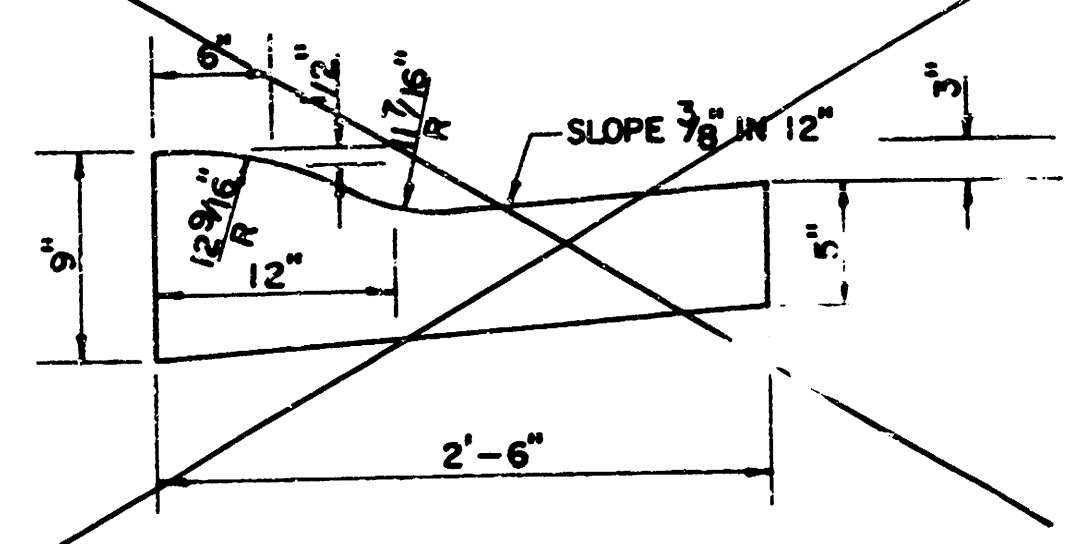


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23

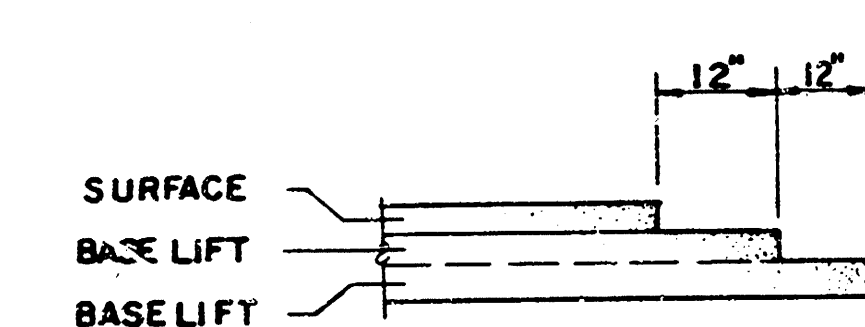
COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

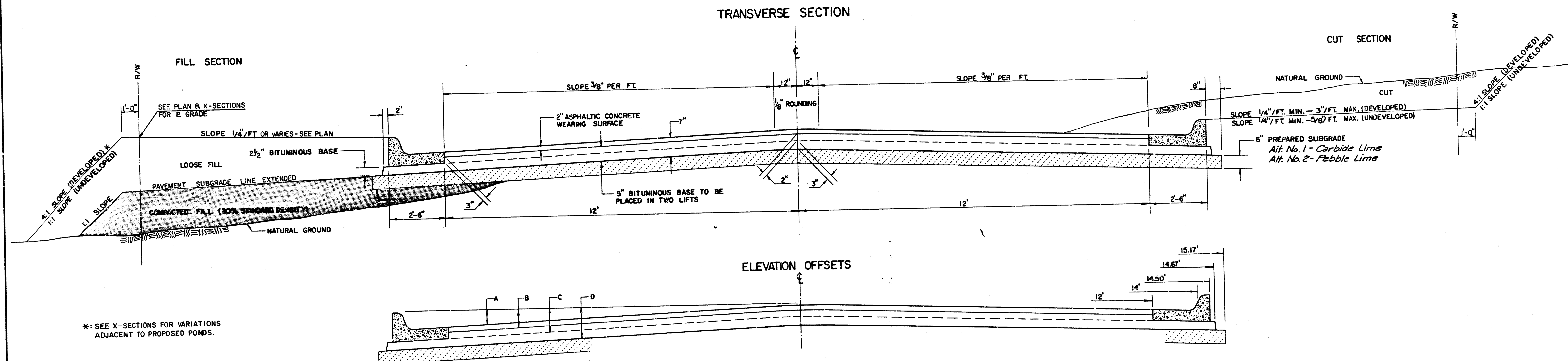
GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
PROJ. NO. 472-76-245-8439-000-000-001

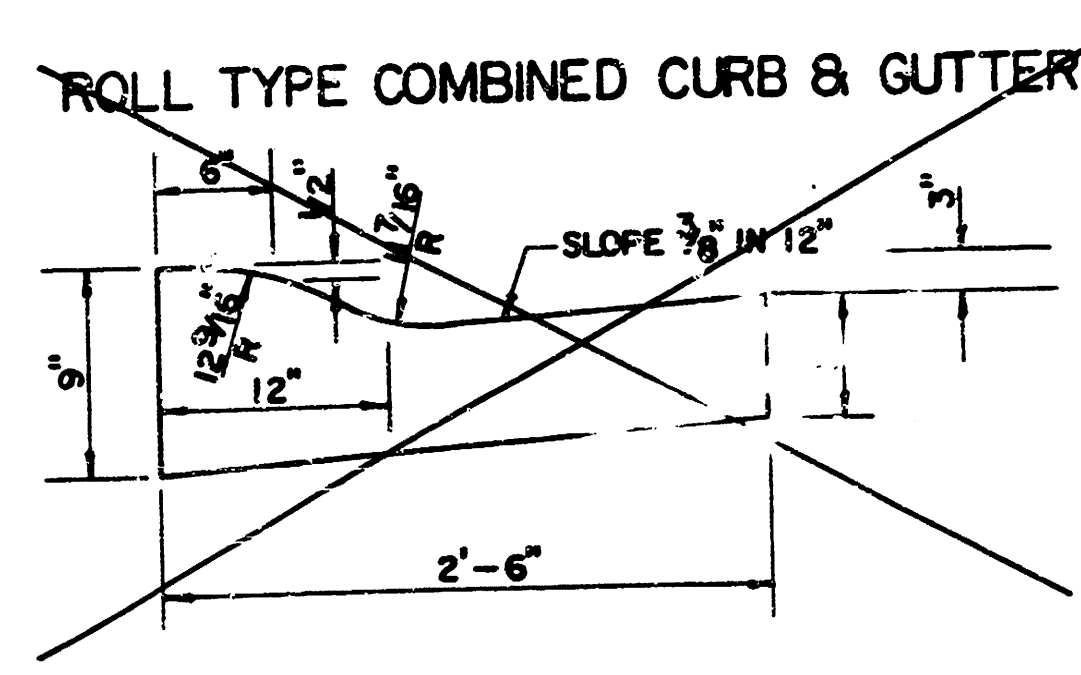
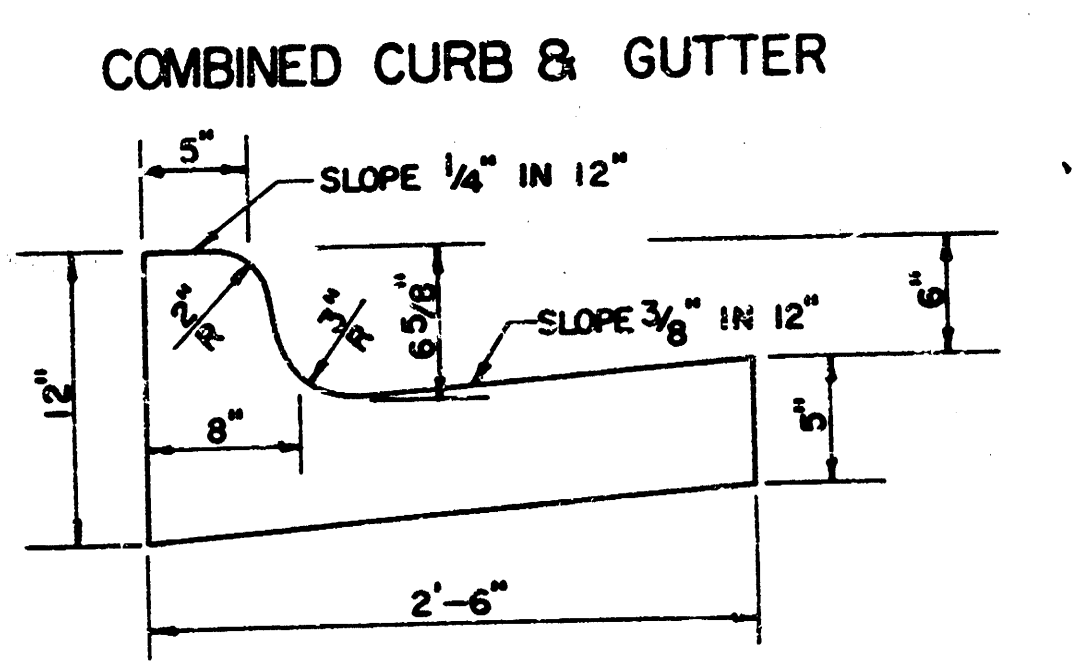
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TYPICAL 29' PAVEMENT DETAILS



*: SEE X-SECTIONS FOR VARIATIONS ADJACENT TO PROPOSED PONDS.

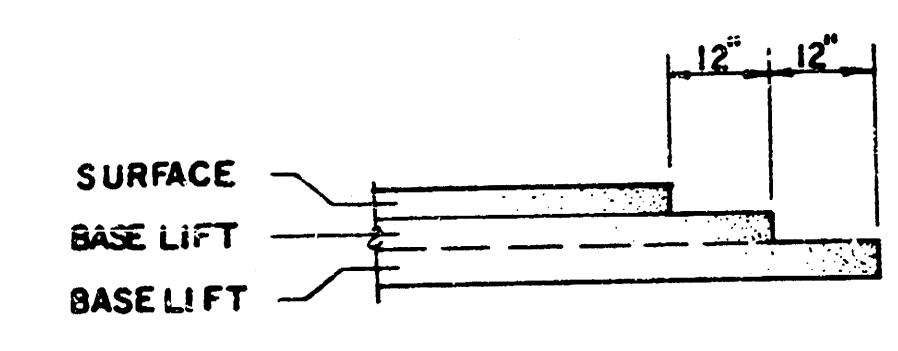
	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
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- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
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- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
PROJ. NO. 472-76-245-8439-000-000-001

[illegible][illegible]

- ① Slope varies - See Plan
- ② Additional thickness shall be considered subsidiary to "6" Reinf. Conc. Pavement".

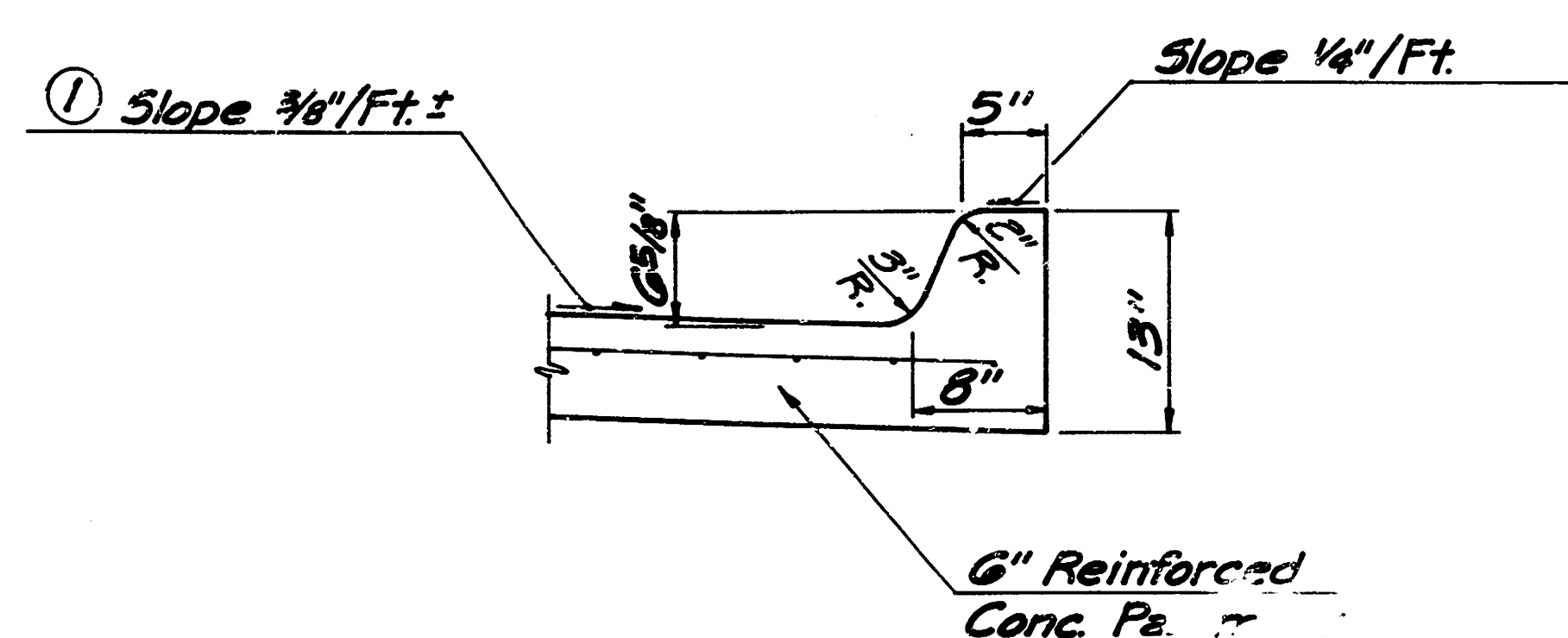


Diagram illustrating the cross-section of a concrete wall with reinforcement details:

- Top Reinforcement:** Saw Cut & Seal, Wire Mesh.
- Bottom Reinforcement:** #4 x 2'-0" Tie Bar @ 2'-6" c/c.
- Dimensions:**
 - Overall thickness: $D/2$ (each side).
 - Keyway depth: 6" (typ).
 - Clearance from edge: 2" c/c.
 - Mesh depth: $D/4$.
- Other Labels:** Metal Keyway (See Detail).

Construction Joints will be allowed only at planned contraction joint locations.

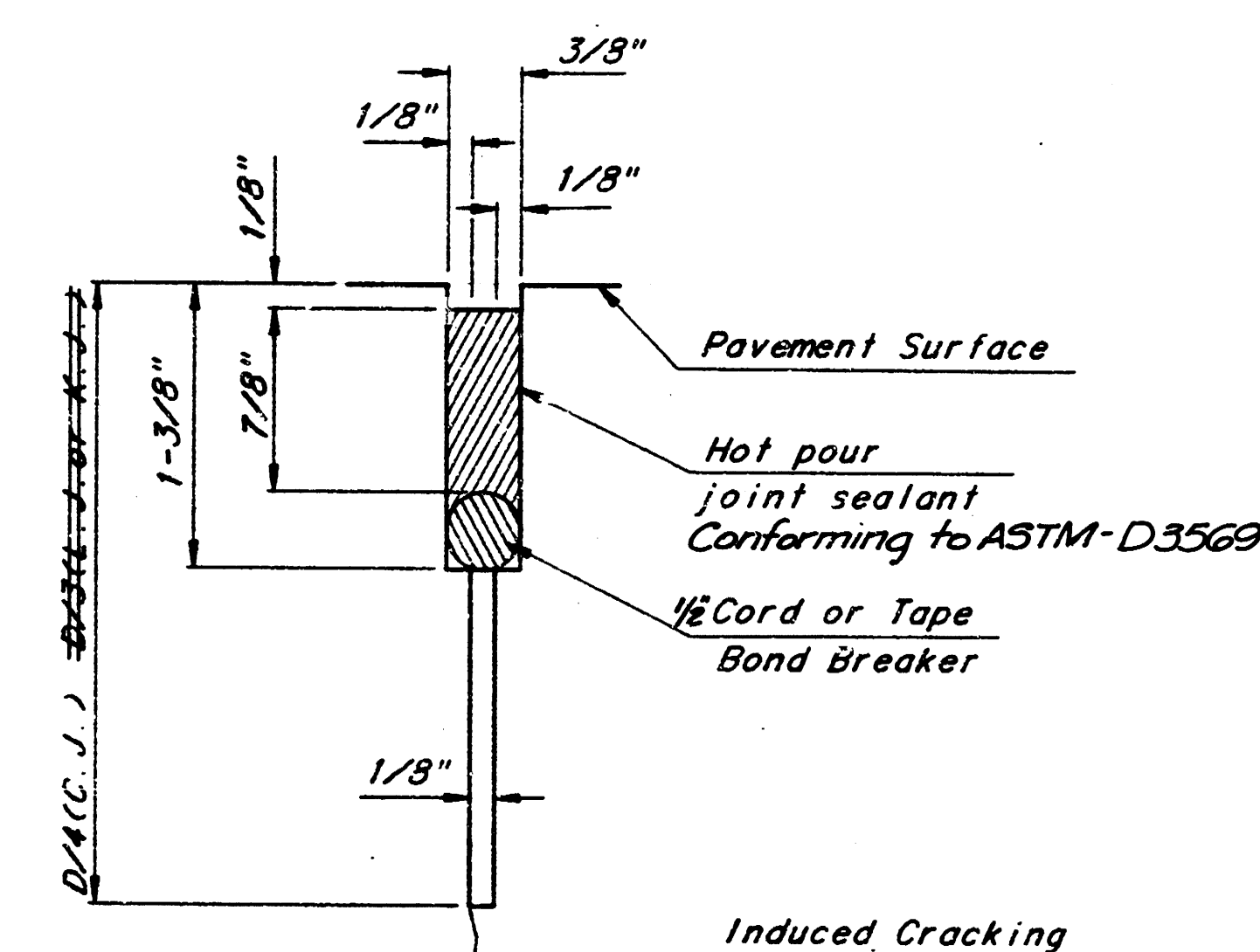
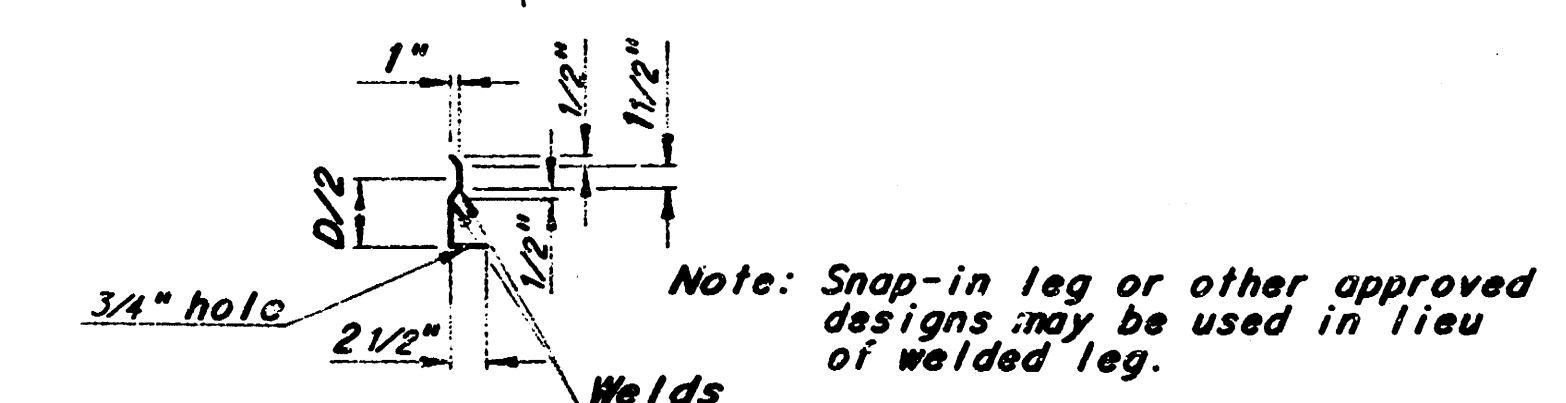
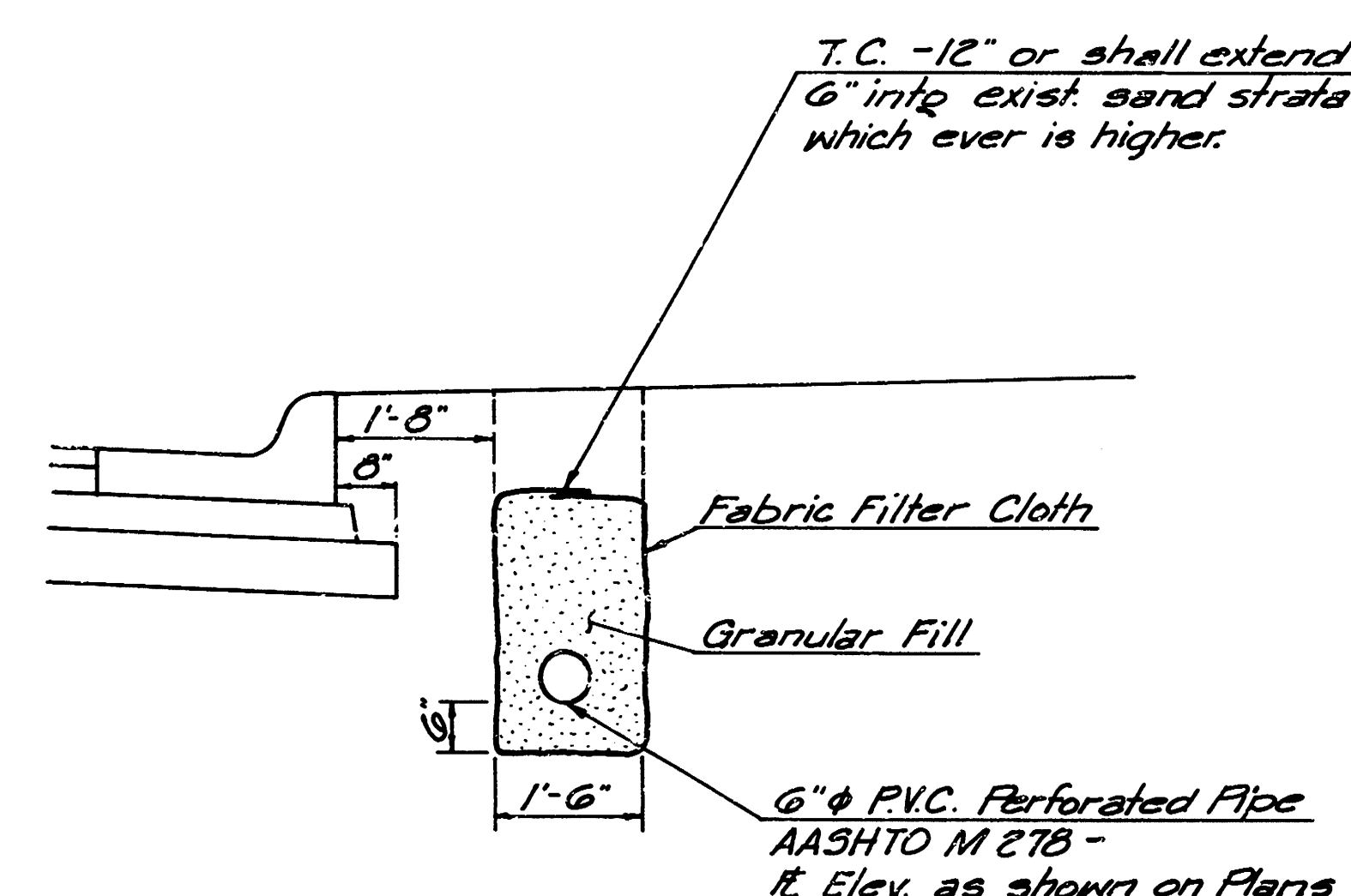


Diagram illustrating the reinforcement layout for a 10'-2" Overall Length. The layout shows four #4 tie bars with 2" lap and 2" leg dimensions. The spacing between the bars is 2'-6" (78 inches). The total length is 10'-2" (122 inches). The diagram includes labels for "Top of Pavement", "Holes for #4 Tie Bars (Typ.)", "2" lap (Min.)", "2" Leg", and "10'-2" Overall Length".

~~To be used only against forms
shall not extend thru Contraction Joints~~



METAL KEYWAY DETAILS



GRANULAR FILL SHALL CONFORM TO THE REQUIREMENTS OF ASTM-C33, SIZE 67, OR TO THE REQUIREMENTS FOR COURSE AGGREGATE IN THE CITY OF WICHITA STANDARD CONCRETE PAVEMENT MIX

FABRIC FILTER CLOTH SHALL BE COMPOSED OF WOVEN OR NON-WOVEN, NON-RAVELING, ROT-PROOF, LOW-WATER ABSORBENT FIBERS. THE FABRIC SHALL BE SO CONSTRUCTED THAT FIBERS MAINTAIN THEIR RELATIVE POSITION WITH RESPECT TO EACH OTHER. THE FABRIC SHALL MEET THE FOLLOWING PHYSICAL PROPERTY REQUIREMENTS.

WEIGHT (ASTM D 910) - MIN. 4.0 OZ. PER SQUARE YARD
GRAB STRENGTH - (ASTM D 1682, SPECIMEN TESTED WET) - MIN. 100 LB.
GRAB ELONGATION - (ASTM D 1682, SPECIMEN TESTED WET) - MIN. 60%
COEFFICIENT OF PERMEABILITY (MIN.) - 2×10^{-2} CM/SEC.
EQUIVALENT OPENING SIZE - 30-100

FABRIC SHALL BE FREE FROM FLAWS OR DEFECTS WHICH MIGHT SIGNIFICANTLY ALTER ITS PHYSICAL PROPERTIES.

ACCEPTABLE MATERIALS INCLUDE DUPONT, "TYPAR" POLYPROPYLENE FABRIC, CELANESE "MIRAFI 140", NYLON-POLYPROPYLENE FABRIC; MONSANTO "BIDUM C-28" POLYESTER FABRIC; "TREVIRA SPUNBOND" ENGINEERING FABRIC OR APPROVED EQUAL.

STORAGE, HANDLING AND INSTALLATION OF THE FABRIC SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN RECOMMENDATIONS. CARE SHALL BE TAKEN TO MINIMIZE EXPOSURE OF THE FABRIC TO HEAT AND DIRECT SUNLIGHT. FABRIC SO EXPOSED TO THE EXTENT THAT ITS STRENGTH OR TOUGHNESS HAS BEEN SIGNIFICANTLY REDUCED SHALL NOT BE USED IN THE WORK.

THE CONTRACTOR SHALL TAKE SPECIAL PRECAUTIONS TO INSURE THAT AFTER THE FABRIC IS IN PLACE IT SHALL NOT BE SUBJECTED TO SURFACE RUNOFF FROM AREAS NOT ALSO COVERED WITH FABRIC. THIS PROVISION SHALL ALSO APPLY TO THE FABRIC INSTALLED IN THE TRENCHES FOR UNDERDRAINS. TORN OR PUNCTURED FABRIC SHALL BE REPLACED WITH NEW MATERIAL.

THE LOWER END OF PIPE SHALL BE FITTED WITH A SCREEN TO PREVENT THE ENTRANCE OF RODENTS. USE 1/2-INCH MESH GALVANIZED HARDWARE CLOTH. BEND ENDS TO FIT SNUGLY INTO OUTLET OPENING. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO "6-INCH UNDERDRAIN."

6-INCH UNDERDRAIN SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER LINEAR FOOT, WHICH PRICE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILL, FABRIC FILTER CLOTH, GRANULAR FILL, PIPE, FITTINGS, AND FOR ALL LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

CITY OF WICHITA

TYPICAL SECTIONS & MISC. DETAILS

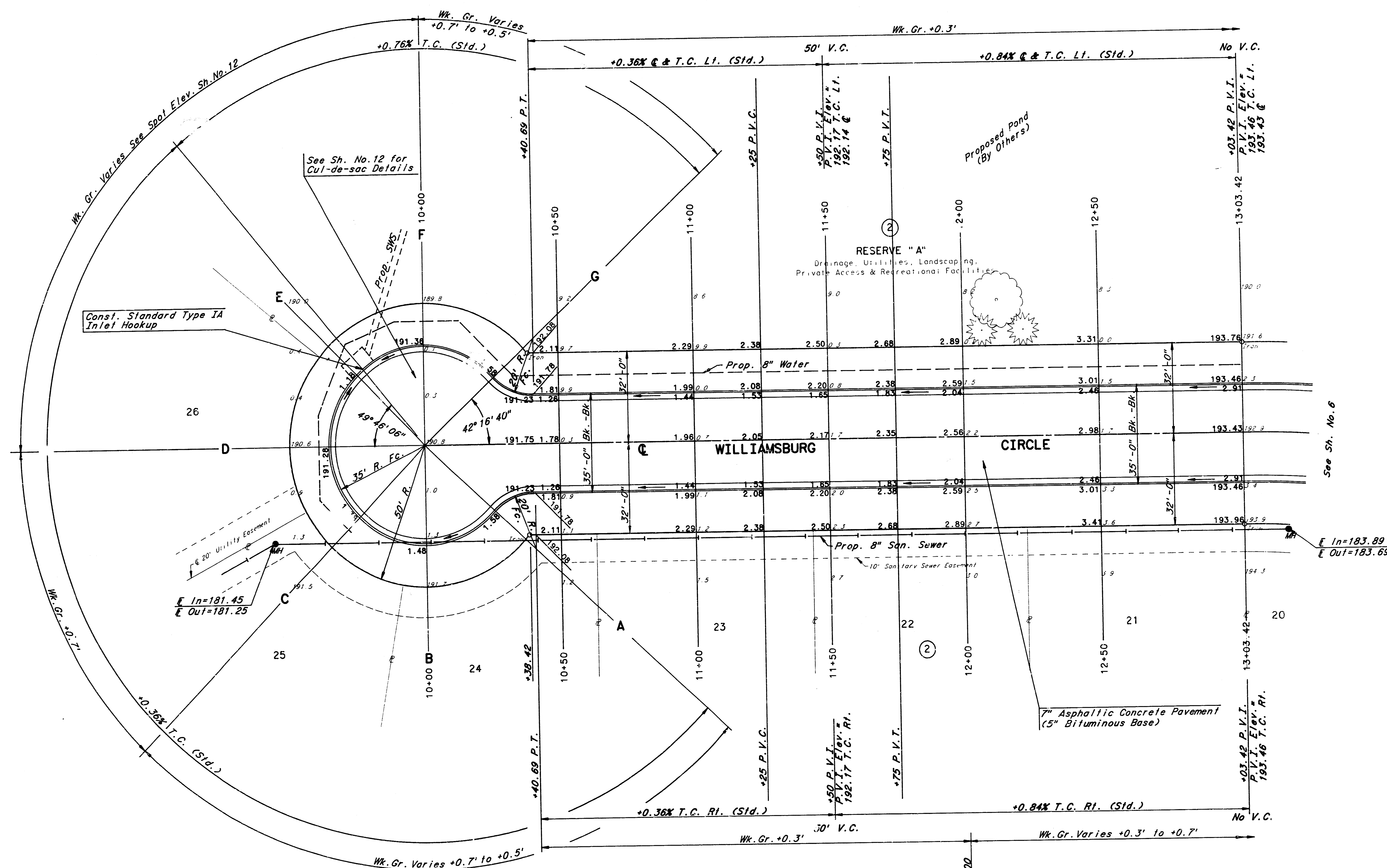
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS
WICHITA, KANSAS

Designed by	BER	Checked by	
Drawn by	B5	Date	Jan. 1985
		Job No	8454/-4

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-001	5	22

Scale: 1"=20'



LEGEND

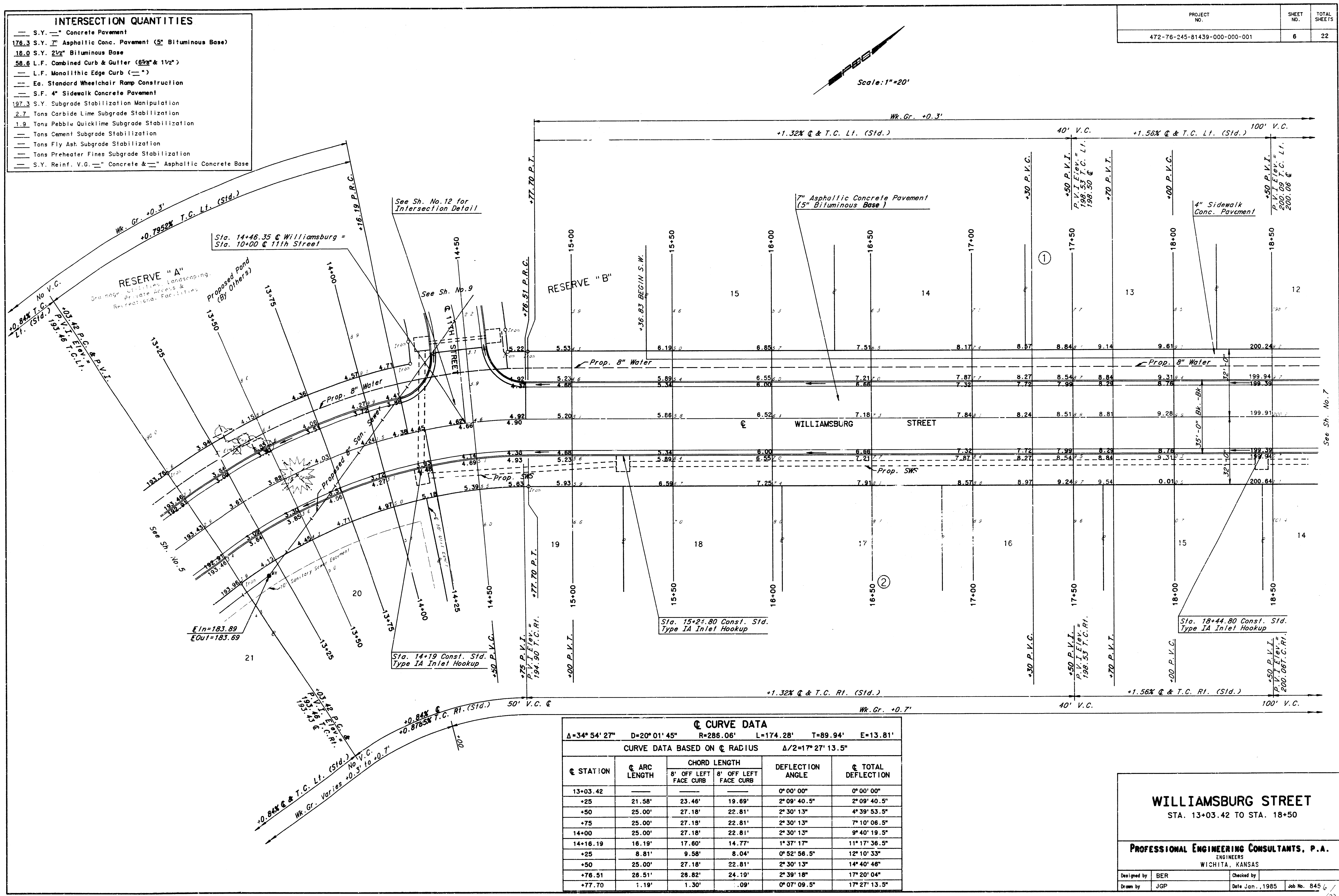
	Pavement Removal
	Asphalt Surface Removal
	Tree to be Removed
	Tree to be Removed by Others

WILLIAMSBURG CIRCLE
STA. 10+00 TO STA. 13+03.42

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER	Checked by	
Drawn by	JGP	Date	Jan., 1985

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INTERSECTION QUANTITIES	
— S.Y. —	Concrete Pavement
176.3 S.Y.	Asphaltic Conc. Pavement (5" Bituminous Base)
18.0 S.Y.	2 1/2" Bituminous Base
58.6 L.F.	Combined Curb & Gutter (6 1/2" & 1 1/2")
—	L.F. Monolithic Edge Curb (—")
—	Ea. Standard Wheelchair Ramp Construction
—	S.F. 4" Sidewalk Concrete Pavement
197.3 S.Y.	Subgrade Stabilization Manipulation
2.7 Tons	Carbide Lime Subgrade Stabilization
1.9 Tons	Pebble Quicklime Subgrade Stabilization
—	Tons Cement Subgrade Stabilization
—	Tons Fly Ash Subgrade Stabilization
—	Tons Preheater Fines Subgrade Stabilization
—	S.Y. Reinf. V.G. — Concrete & — Asphaltic Concrete Base

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	6	22

C CURVE DATA					
Δ=34° 54' 27" D=20° 01' 45" R=286.06' L=174.28' T=89.94' E=13.81'					
CURVE DATA BASED ON C RADIUS					
Δ/2=17° 27' 13.5"					
C STATION	C ARC LENGTH	8' OFF LEFT FACE CURB	8' OFF LEFT FACE CURB	DEFLECTION ANGLE	C TOTAL DEFLECTION
13+03.42	—	—	—	0° 00' 00"	0° 00' 00"
+25	21.58'	23.46'	19.69'	2° 09' 40.5"	2° 09' 40.5"
+50	25.00'	27.18'	22.81'	2° 30' 13"	4° 39' 53.5"
+75	25.00'	27.18'	22.81'	2° 30' 13"	7° 10' 06.5"
+100	25.00'	27.18'	22.81'	2° 30' 13"	9° 40' 19.5"
+125	16.19'	17.60'	14.77'	1° 37' 17"	11° 17' 36.5"
+150	8.81'	9.58'	8.04'	0° 52' 58.5"	12° 10' 33"
+175	25.00'	27.18'	22.81'	2° 30' 13"	14° 40' 48"
+200	26.51'	28.82'	24.19'	2° 39' 18"	17° 20' 04"
+225	1.19'	1.30'	.09'	0° 07' 09.5"	17° 27' 13.5"

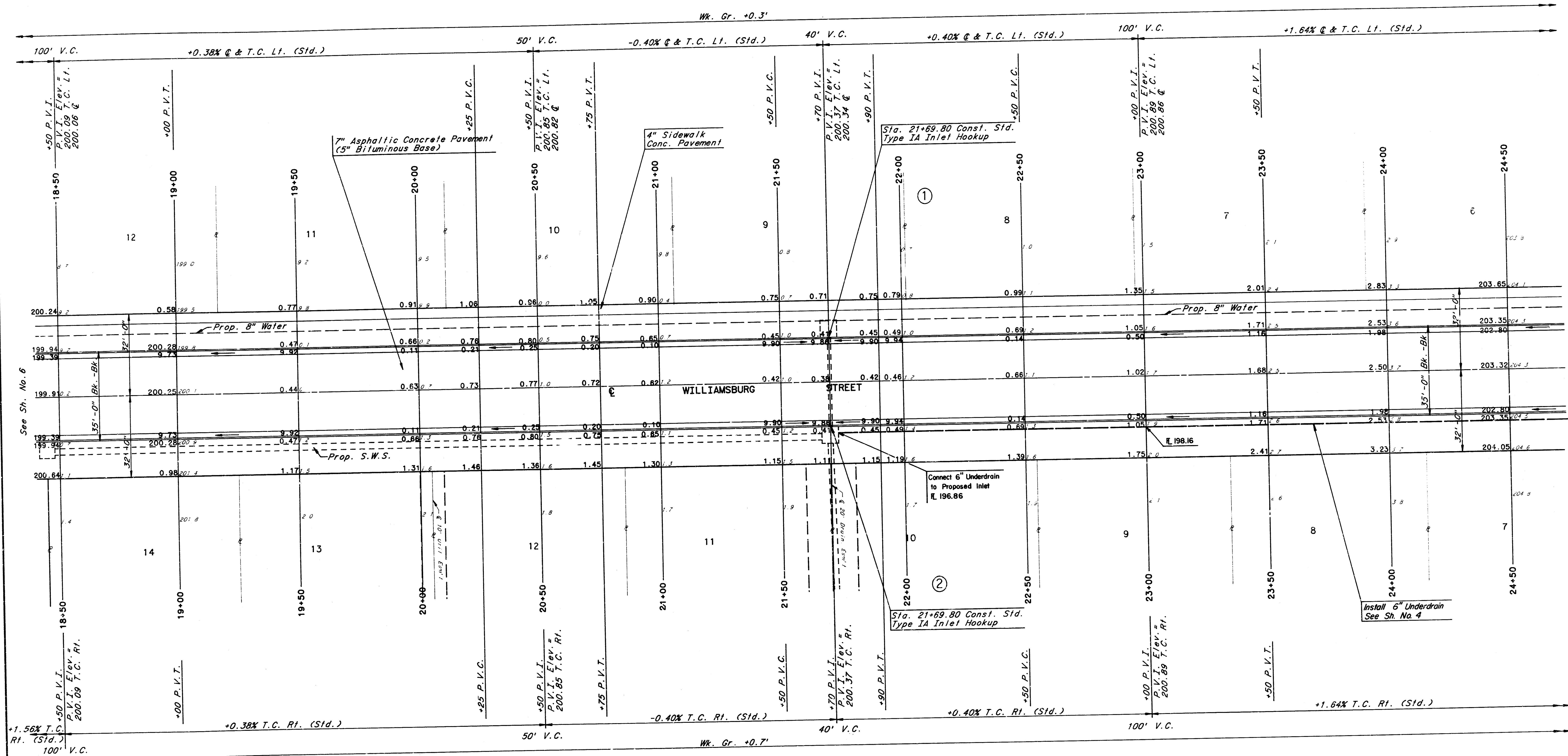
WILLIAMSBURG STREET
STA. 13+03.42 TO STA. 18+50

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by BER
Drawn by JGP
Checked by
Date Jan., 1985
Job No. 8456

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	7	22

Scale: 1"=20'



WILLIAMSBURG STREET STA. 18+50 TO STA. 24+50

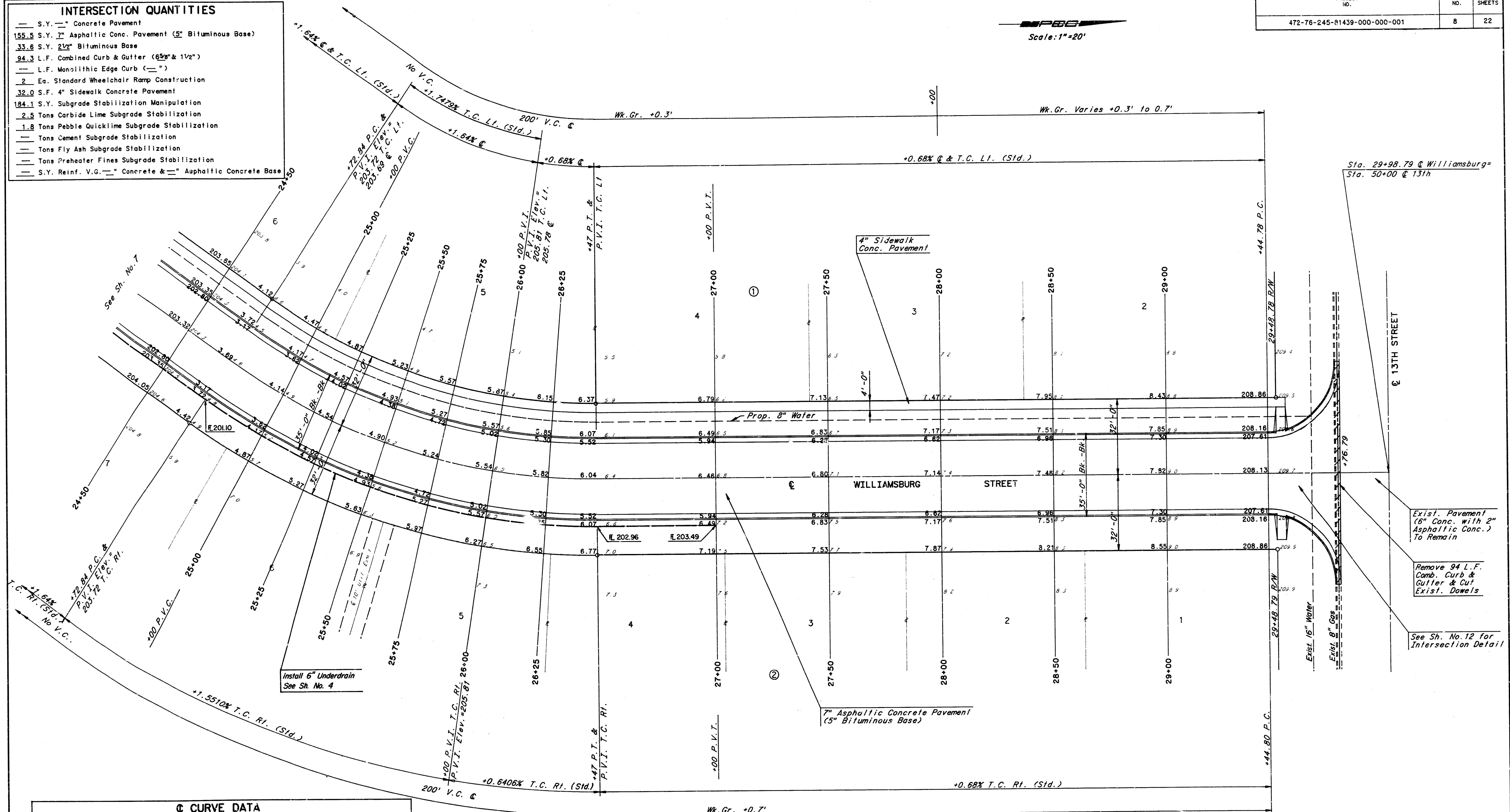
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ENGINEERS
WICHITA, KANSAS

Designed by	BER	Checked by	22
Drawn by	JGP	Date Jan., 1985	Job No. 84541-4

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INTERSECTION QUANTITIES

— S.Y. — Concrete Pavement
155.5 S.Y. 1" Asphaltic Conc. Pavement (5" Bituminous Base)
33.6 S.Y. 2 1/2" Bituminous Base
94.3 L.F. Combined Curb & Gutter (6 3/4" & 1 1/2")
— L.F. Monolithic Edge Curb (—")
2 Ea. Standard Wheelchair Ramp Construction
32.0 S.F. 4" Sidewalk Concrete Pavement
184.1 S.Y. Subgrade Stabilization Manipulation
2.5 Tons Carbide Lime Subgrade Stabilization
1.8 Tons Pebble Quicklime Subgrade Stabilization
— Tons Cement Subgrade Stabilization
— Tons Fly Ash Subgrade Stabilization
— Tons Preheater Fines Subgrade Stabilization
— S.Y. Reinf. V.G. — Concrete & — Asphaltic Concrete Base



Q CURVE DATA

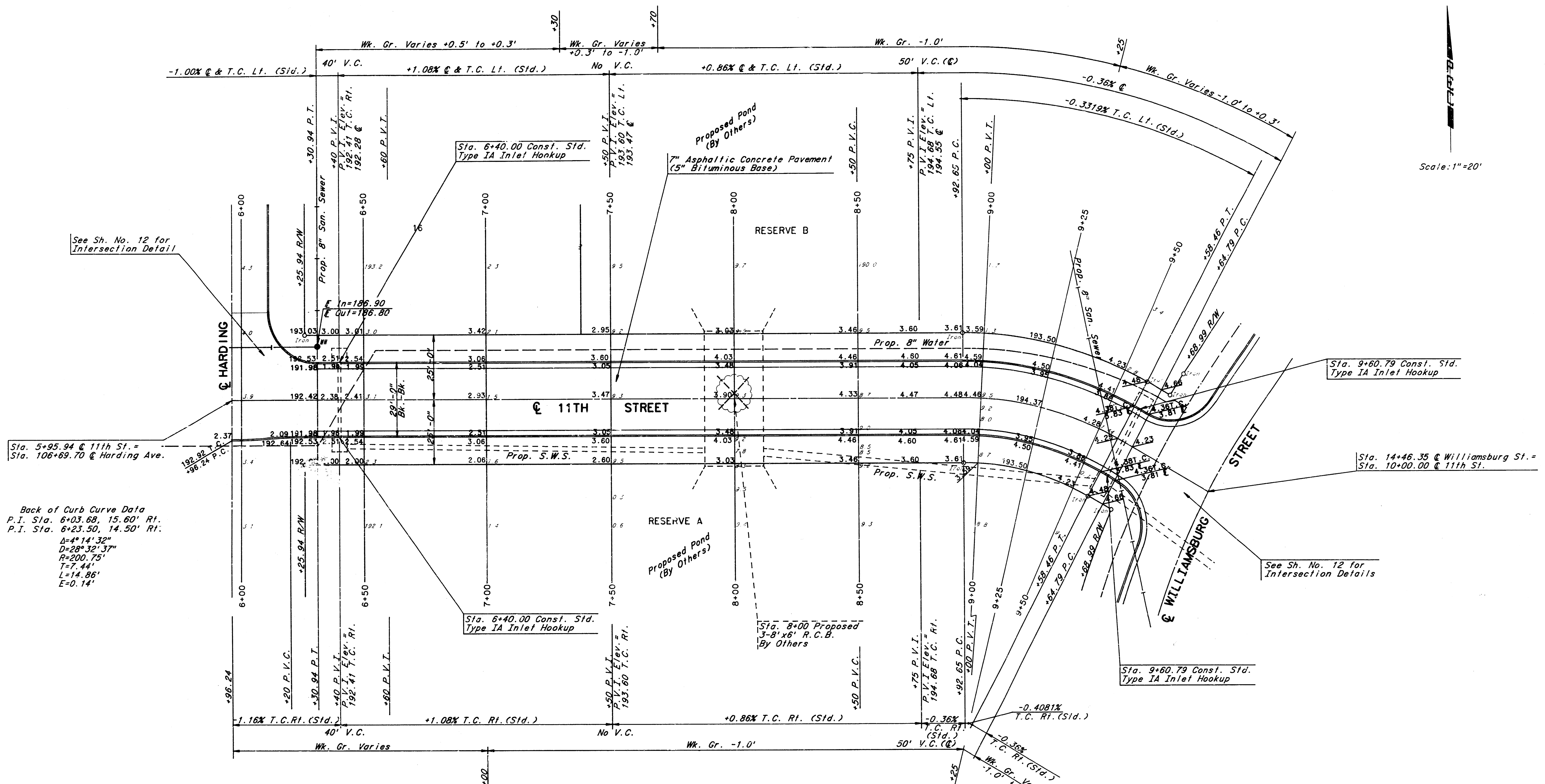
$\Delta=35^{\circ}02'21''$ $D=20^{\circ}07'10''$ $R=284.78'$ $L=174.16'$ $T=89.90'$ $E=13.85'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=17^{\circ}31'10.5''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH		DEFLECT' ANGLE	Q TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF LEFT FACE CURB		
24+72.84	—	—	—	0'	0° 00' 00"
25+00	27.16'	24.77'	29.53'	2° 43' 56"	2° 43' 56"
+25	25.00'	22.80'	27.19'	2° 30' 53.5"	5° 14' 49.5"
+50	25.00'	22.80'	27.19'	2° 30' 53.5"	7° 45' 43"
+75	25.00'	22.80'	27.19'	2° 30' 53.5"	10° 16' 36.5"
26+00	25.00'	22.80'	27.19'	2° 30' 53.5"	12° 47' 30"
+25	25.00'	22.80'	27.19'	2° 30' 53.5"	15° 18' 23.5"
+47	22.00'	20.06'	23.92'	2° 12' 47"	17° 31' 10.5"

WILLIAMSBURG STREET
STA. 24+50 TO STA. 29+98.79

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.

ENGINEERS WICHITA, KANSAS			
Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 84541-4

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Back of Curb Curve Data
P.I. Sta. 6+03.08, 15.60' R.I.
P.I. Sta. 6+23.50, 14.50' R.I.
L=42' 14" 32"
D=28° 32' 37"
R=200.75'
T=7.44'
L=14.86'
E=0.14'

157.2	S.Y.	6" Reinforced Concrete Pavement
—	S.Y.	Asphaltic Conc. Pavement (5" Bituminous Base)
—	S.Y.	5" Bituminous Base
—	L.F.	Combined Curb & Gutter (1 1/2")
68.1	L.F.	Monolithic Edge Curb (6 1/2")
—	Ea.	Standard Wheelchair Ramp Construction
—	S.F.	4" Sidewalk Concrete Pavement
160.8	S.Y.	Subgrade Stabilization Manipulation
2.2	Tons	Carbide Lime Subgrade Stabilization
1.5	Tons	Pebble Quicklime Subgrade Stabilization
—	Tons	Cement Subgrade Stabilization
—	Tons	Fly Ash Subgrade Stabilization
—	Tons	Preheater Fines Subgrade Stabilization
—	S.Y.	Reinf. V.G. Concrete & Asphaltic Concrete Base

CURVE DATA					
Δ=28° 40' 26" D=43° 34' 04" R=131.51' L=65.81' T=33.61' E=4.23'					
CURVE DATA BASED ON C RADIUS Δ/2=14° 20' 13"					
C STATION	C ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	C TOTAL DEFLECTION
		8' OFF LEFT FACE CURB	8' OFF LEFT FACE CURB		
8+92.65	—	—	—	0° 00' 00"	0° 00' 00"
9+00	7.35'	8.58'	6.12'	1° 38' 46"	1° 38' 46"
+25	25.00'	29.14'	20.79'	5° 28' 46"	7° 02' 51"
+50	25.00'	29.14'	20.79'	5° 28' 46"	12° 29' 37"
+58.46	8.48'	9.88'	7.05'	1° 50' 36"	14° 20' 13"

11TH STREET
STA. 5+95.94 TO STA. 10+00

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by: BER
Checked by: JGP
Date: Jan., 1985
Job No. 84541-4

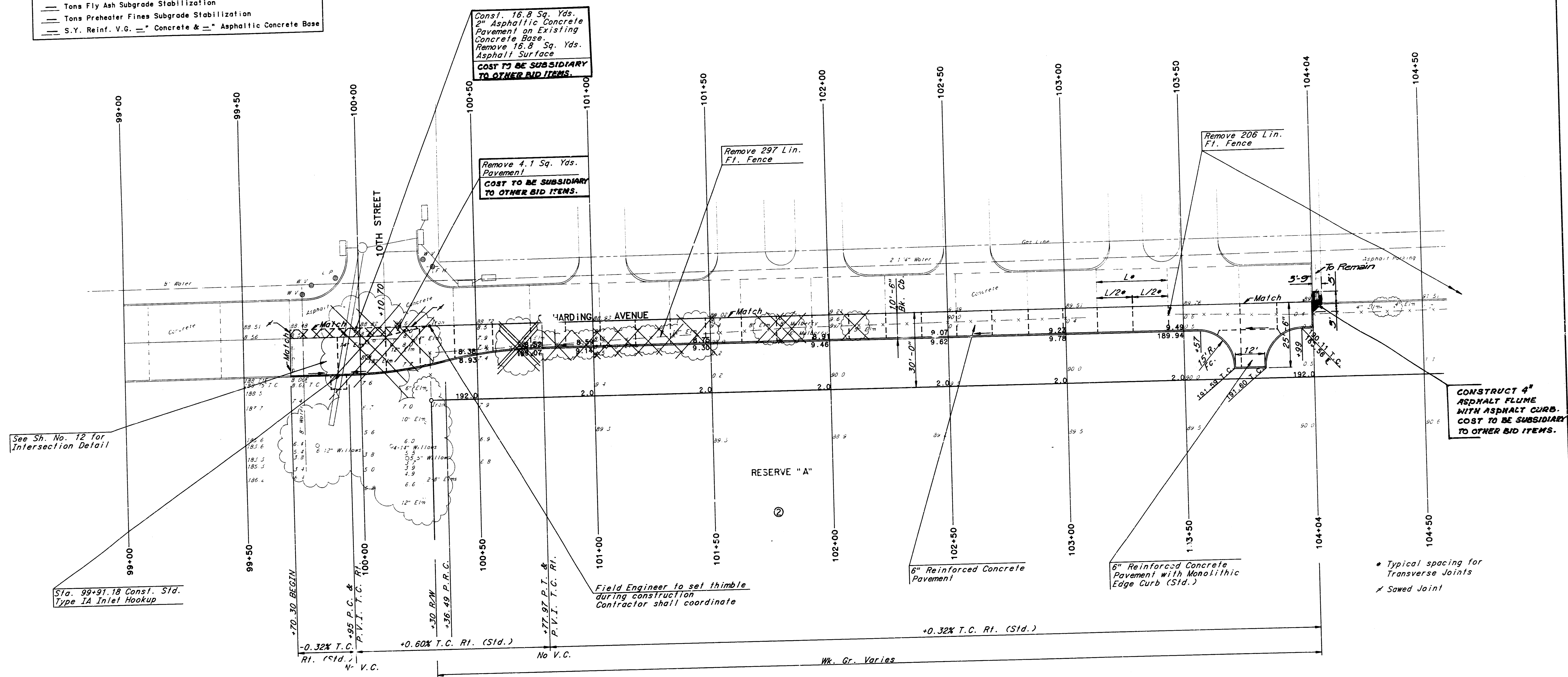
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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-000-001	10	22

INTERSECTION QUANTITIES

- 173.1 S.Y. 6" Reinforced Concrete Pavement
- S.Y. —" Asphaltic Concrete (— Bituminous Base)
- S.Y. —" Bituminous Base
- L.F. Combined Curb & Gutter (— & 1 1/2")
- 108.3 L.F. Monolithic Edge Curb (6 1/2")
- Ea. Standard Wheelchair Ramp Construction
- S.F. 4" Sidewalk Concrete Pavement
- 179.1 S.Y. Subgrade Stabilization Manipulation
- 2.4 Tons Carbide Lime Subgrade Stabilization
- 1.7 Tons Pebble Quicklime Subgrade Stabilization
- Tons Cement Subgrade Stabilization
- Tons Fly Ash Subgrade Stabilization
- Tons Preheater Fines Subgrade Stabilization
- S.Y. Reinf. V.G. —" Concrete & —" Asphaltic Concrete Base

Scale: 1"=20'

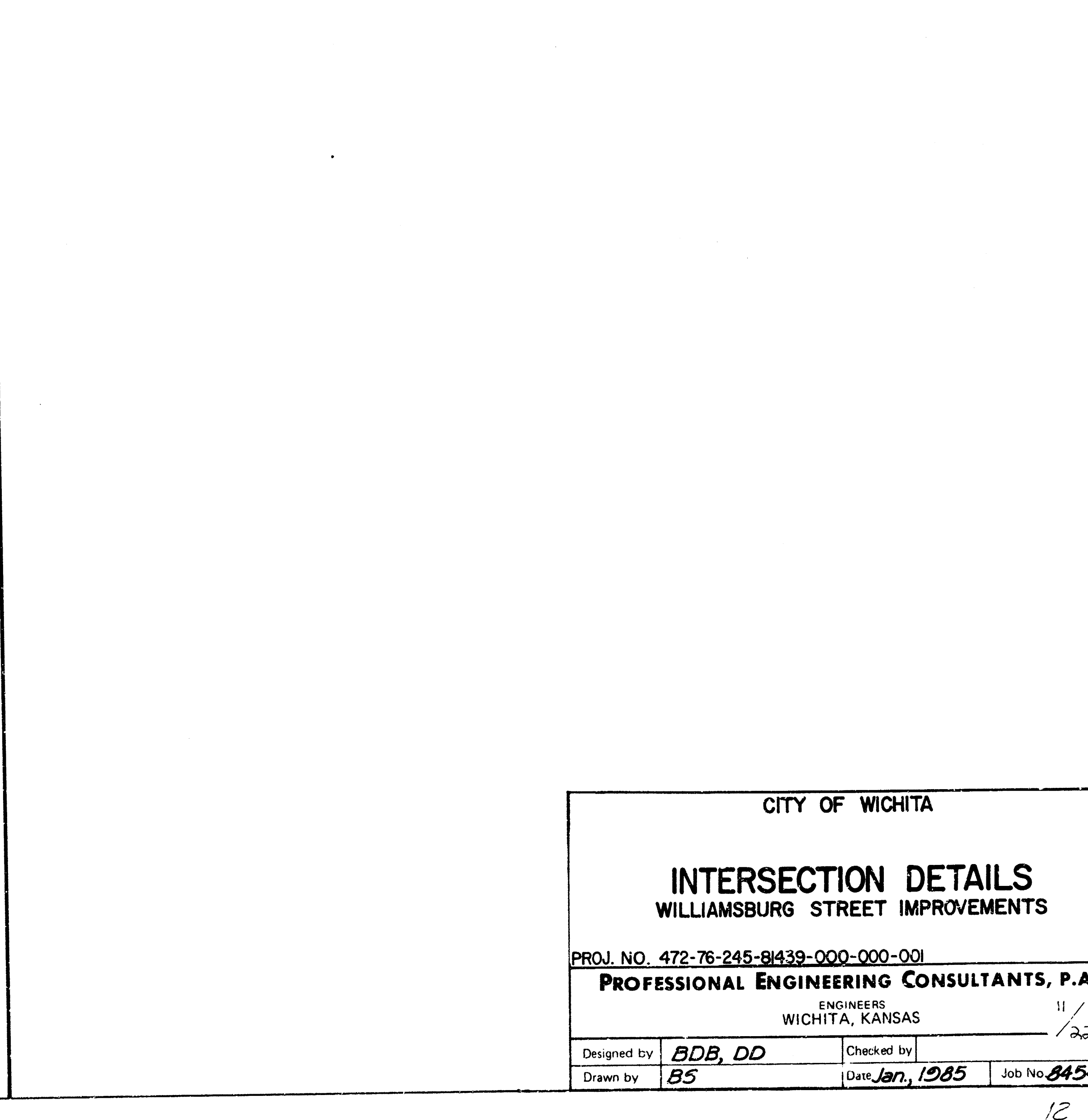
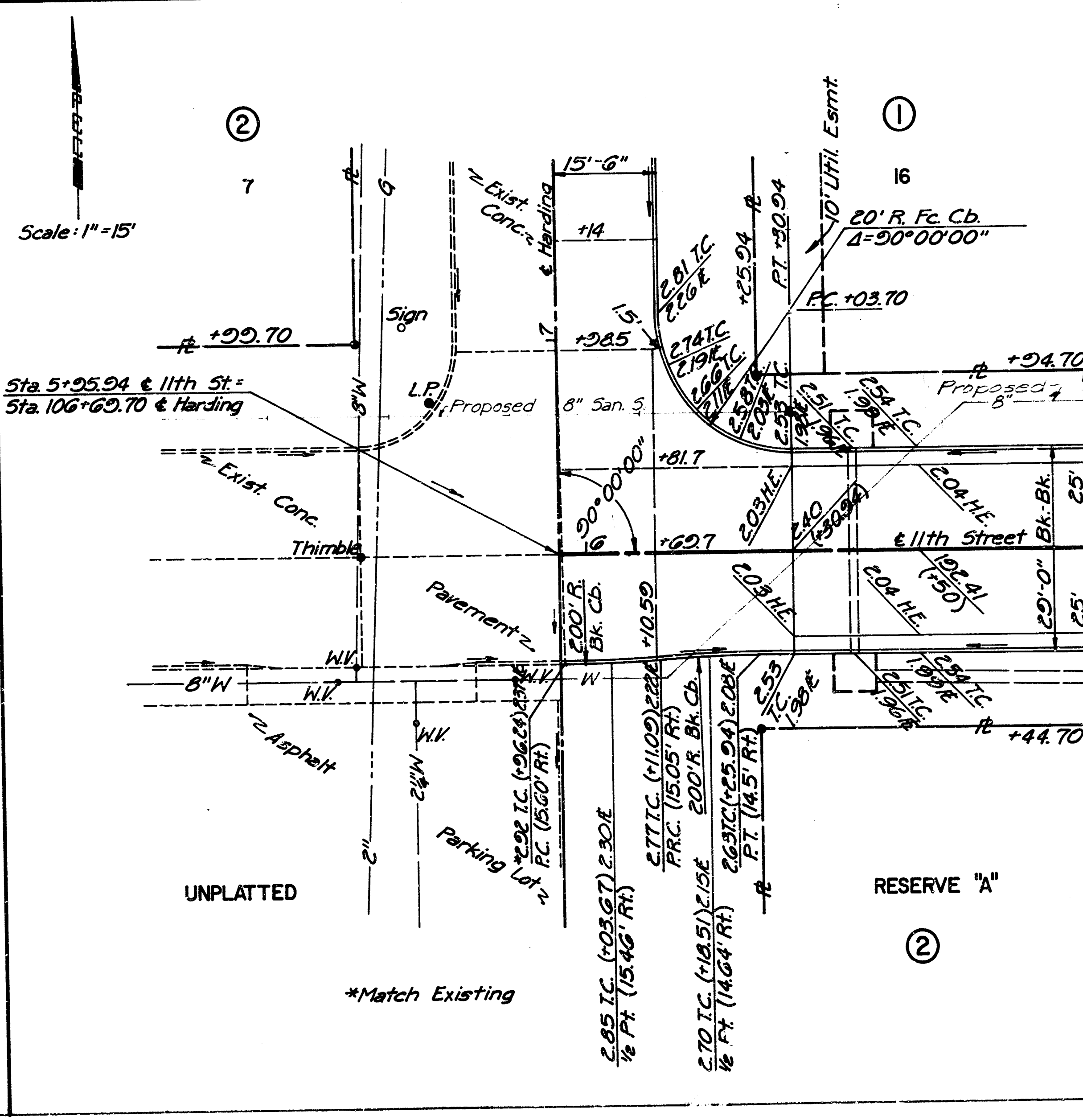
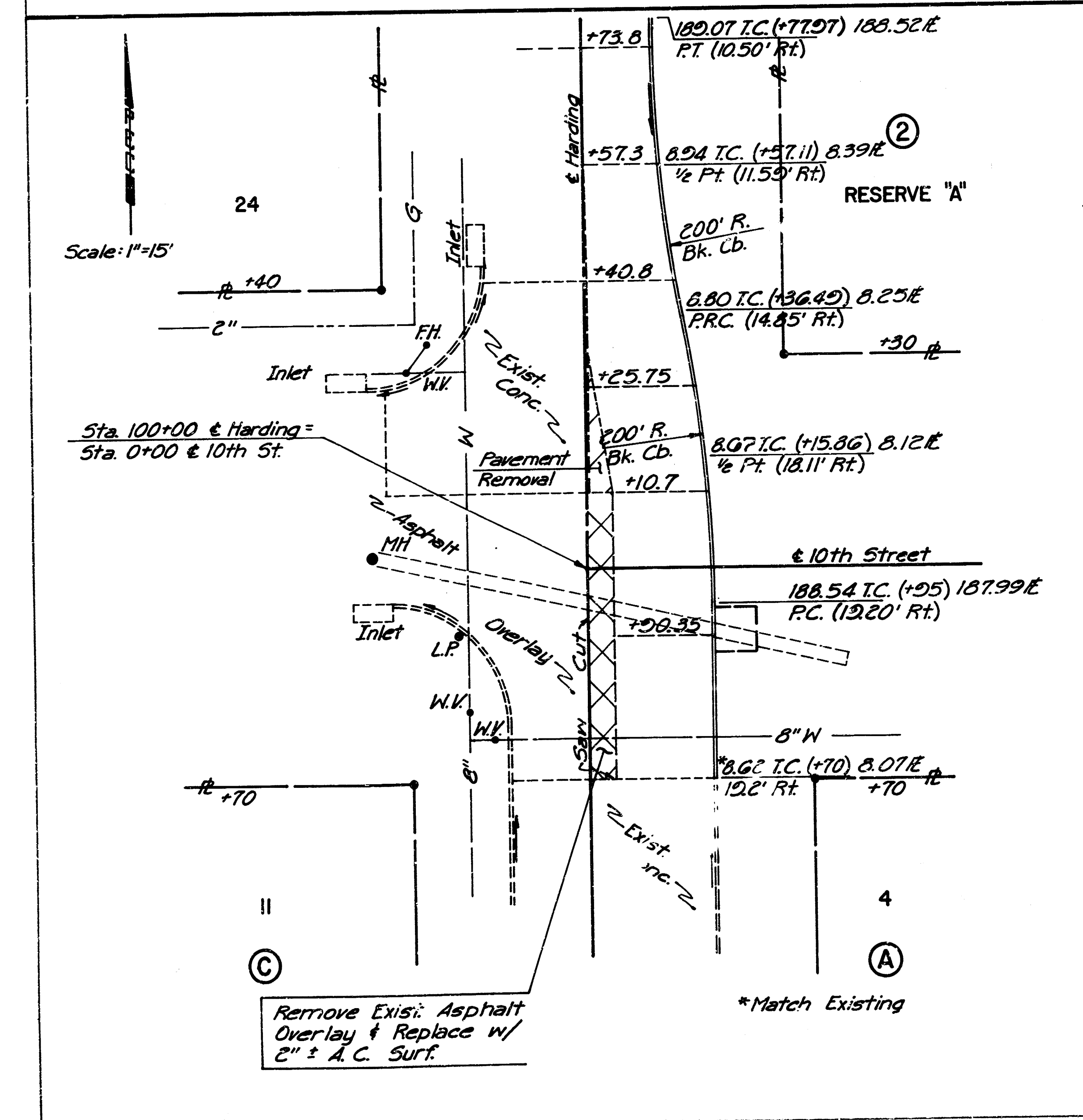
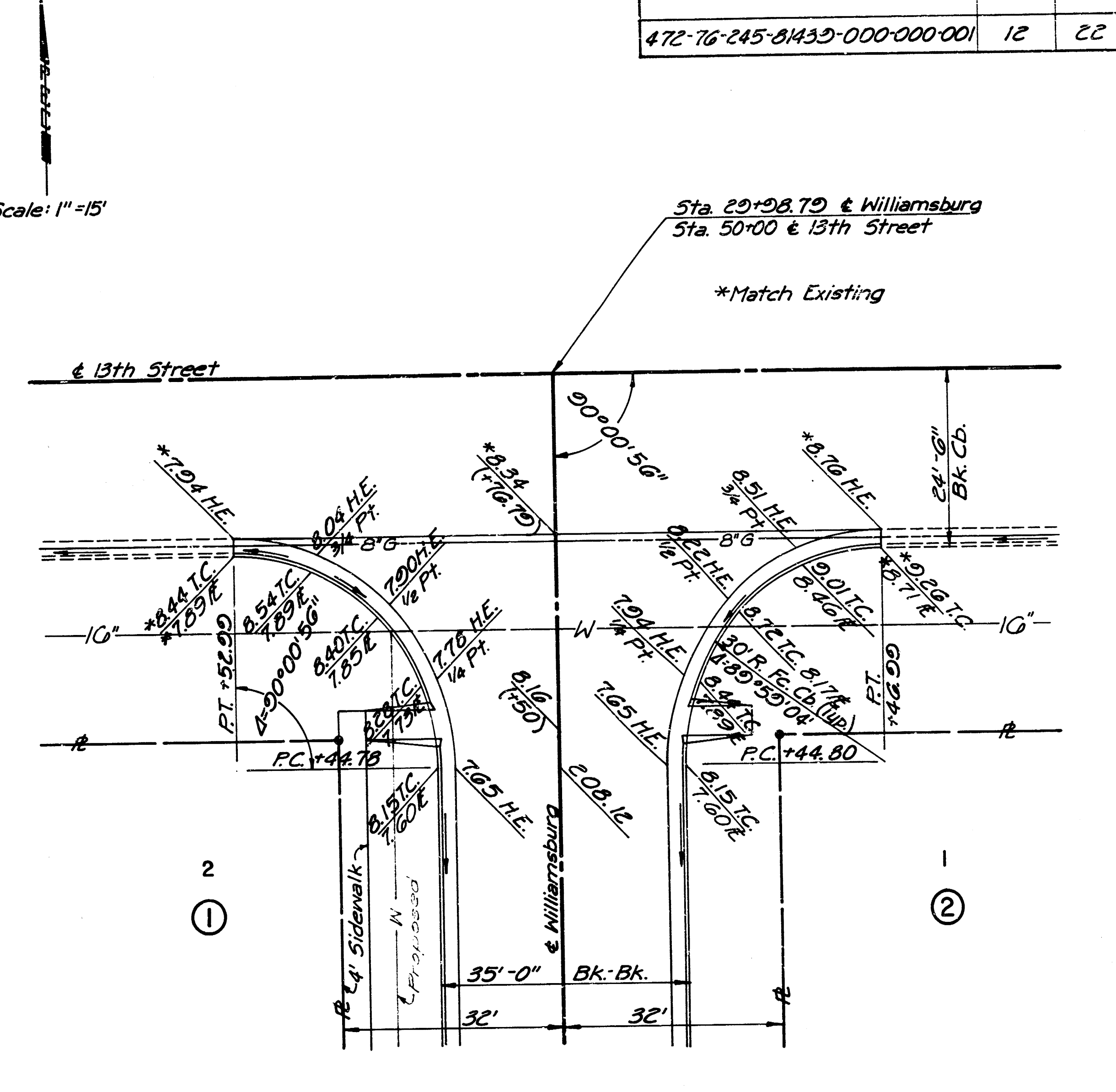
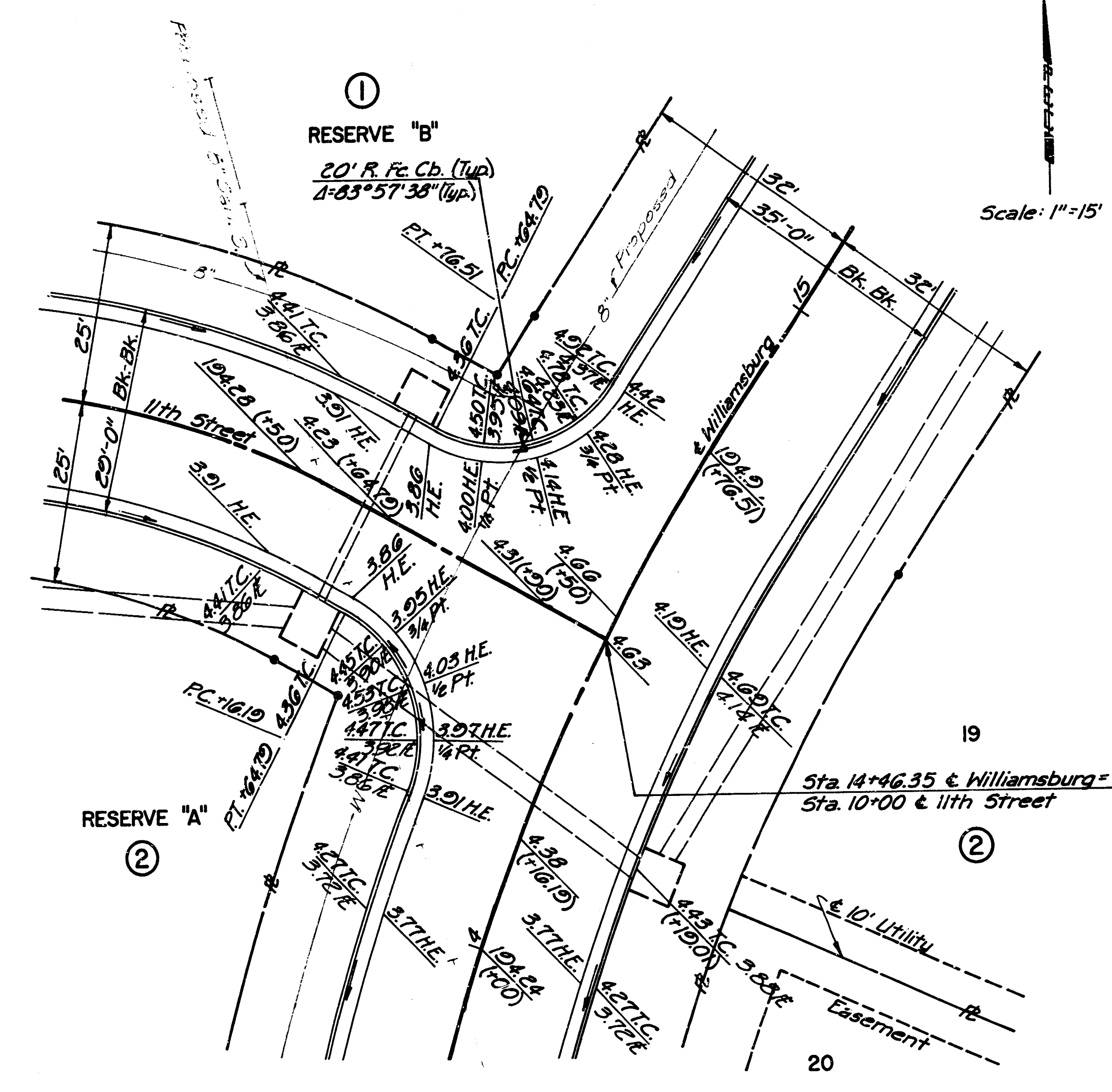
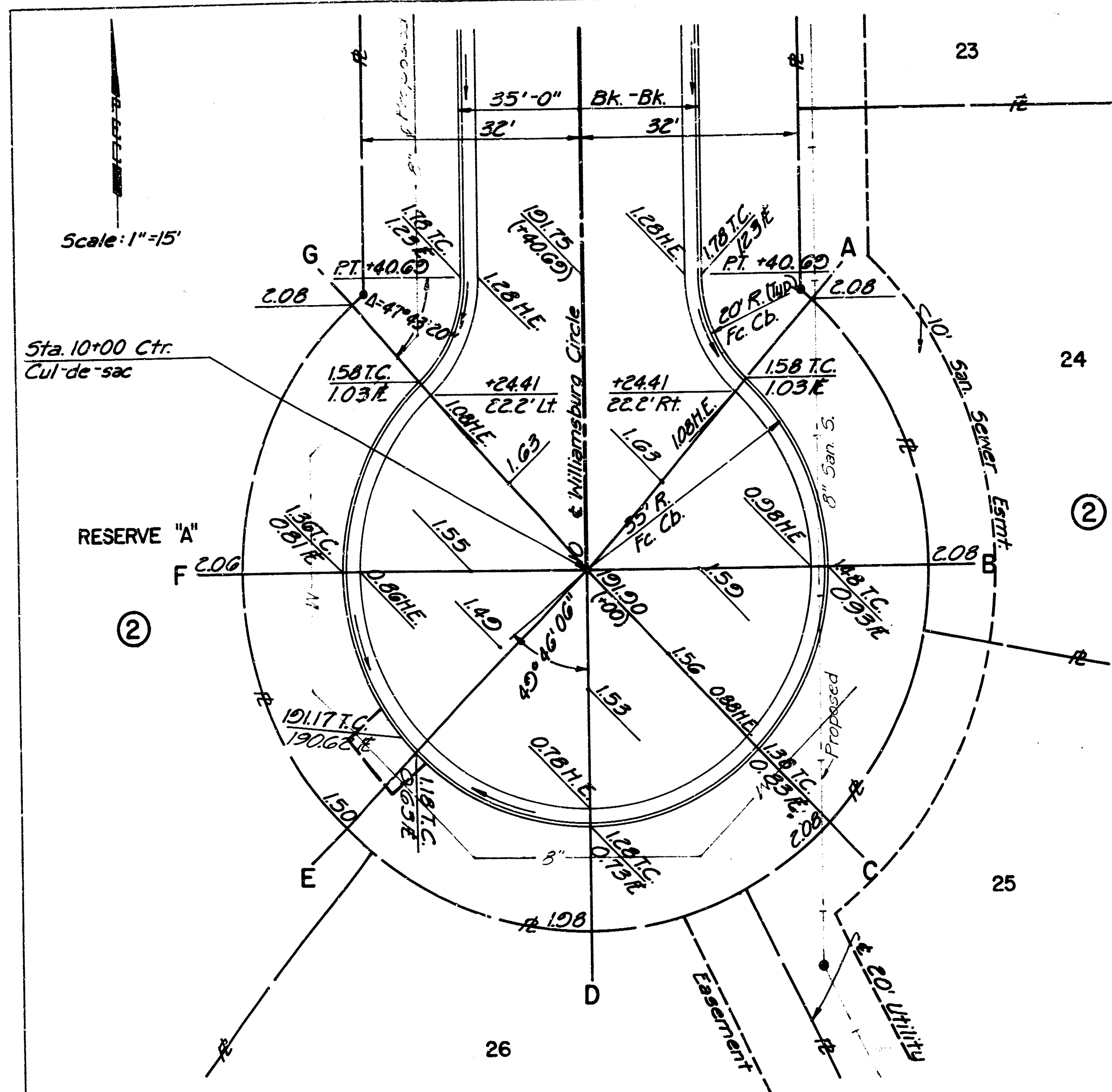


Back of Curb Curve Data
 P.I. Sta. 100+15.97, 19.20' RI.
 P.I. Sta. 100+57.00, 10.50' RI.
 A=11°58'18"
 D=28°38'52"
 R=200.00'
 T=20.97'
 L=41.79'
 E=1.10'

HARDING AVENUE
 STA. 99+70.30 TO STA. 104+04.00

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 ENGINEERS
 WICHITA, KANSAS
 Designed by: BER
 Drawn by: JGP
 Checked by: 10/22
 Date: Jun., 1985
 Job No. 84541-4

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-8433-000-000-001	12	22

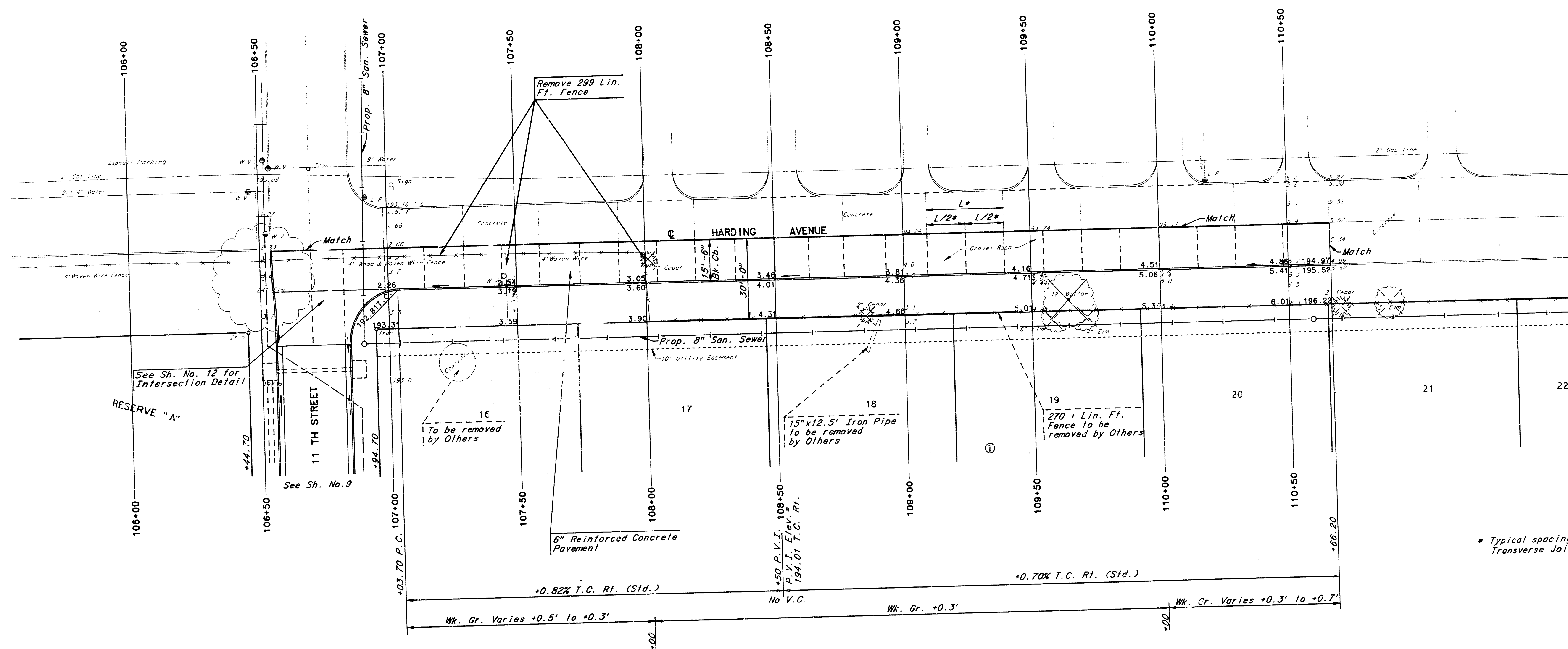


CITY OF WICHITA	
INTERSECTION DETAILS WILLIAMSBURG STREET IMPROVEMENTS	
PROJ. NO. 472-76-245-8433-000-000-001	
DESIGNED BY BDB, DD	
DRAWN BY BS	
CHECKED BY	
DATE Jan, 1985	
JOB NO. 84541-4	

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PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81439-000-001	11	22

Scale: 1"=20'



* Typical spacing for Transverse Joints

HARDING AVENUE

STA. 107+03.70 TO STA. 110+66.20

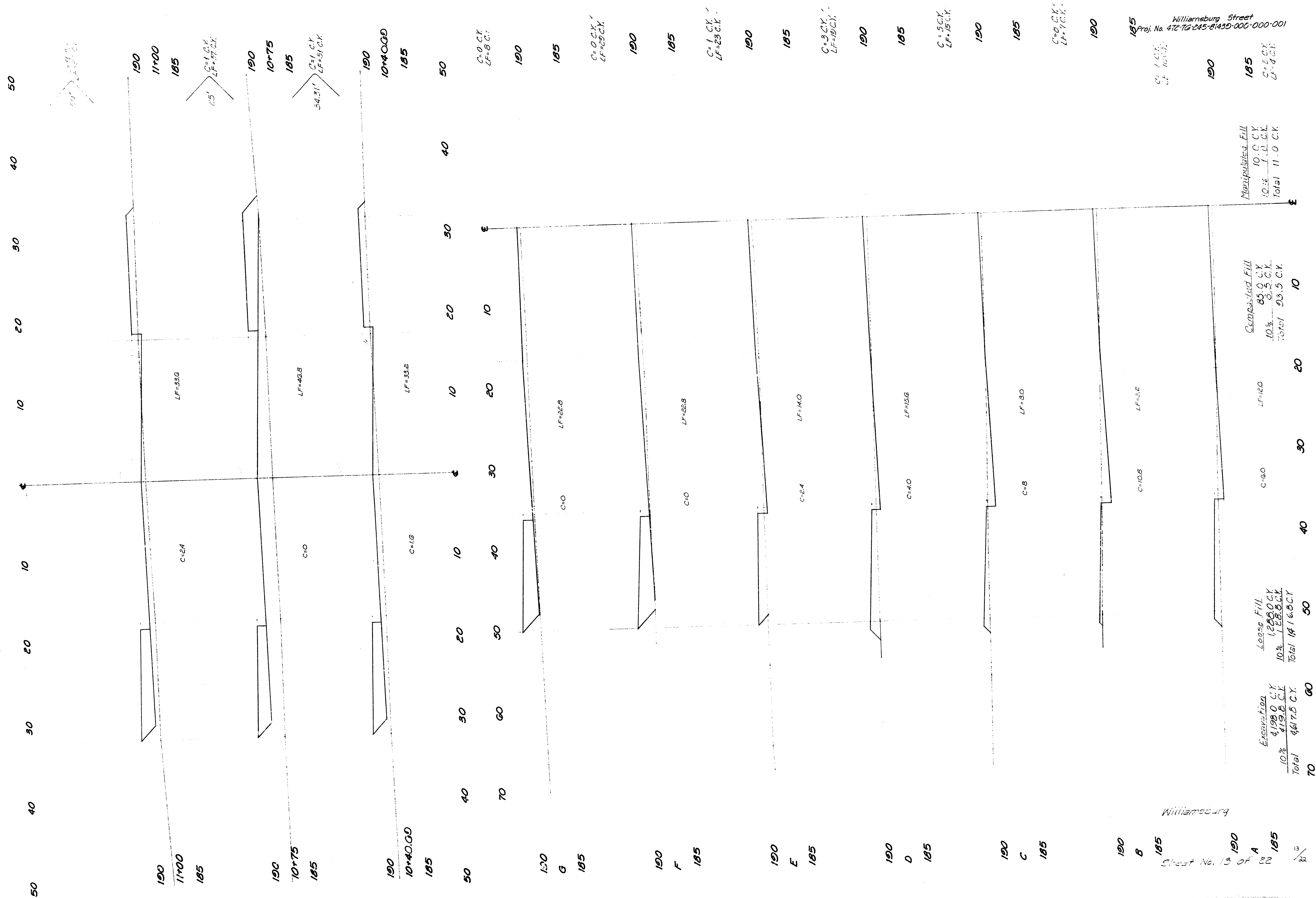
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER	Checked by	
Drawn by	JGP	Date Jan., 1985	Job No. 84541-4

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J. MOORE
B. SEXSON

12-4-84
12-17-84

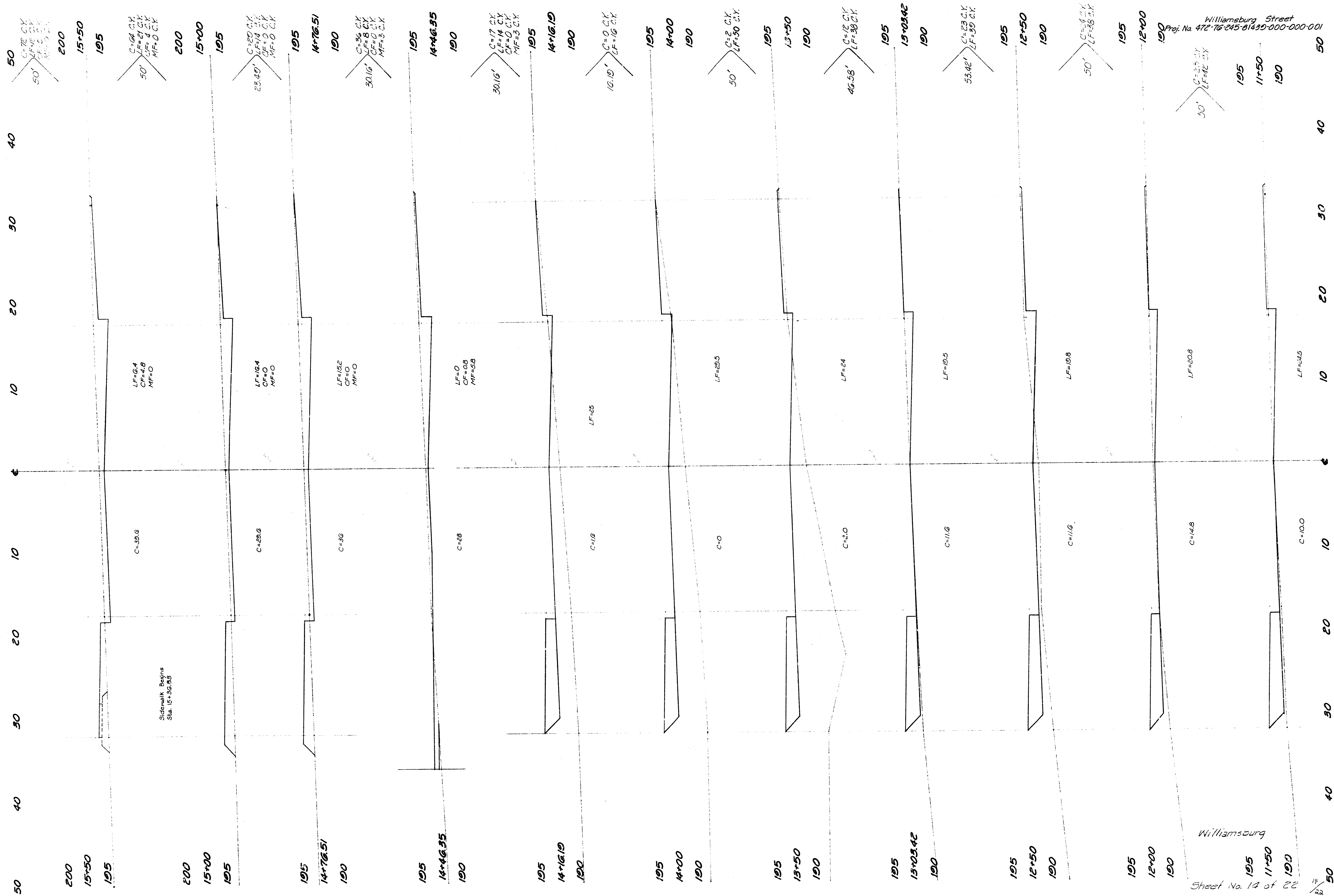


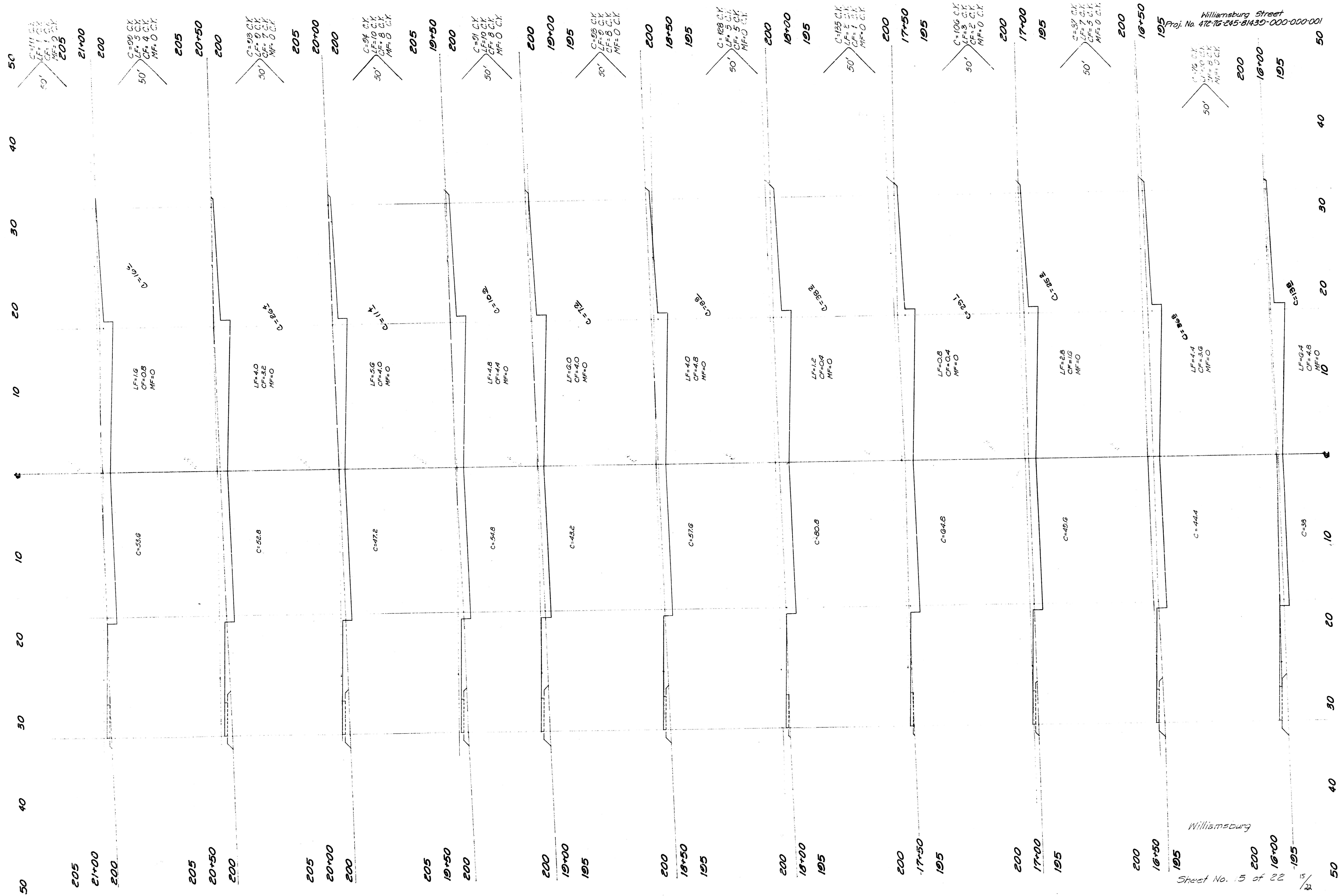
Williamsburg

Sheet No. 13 of 22

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J. MOORE
S. SEABOY
12-17-84

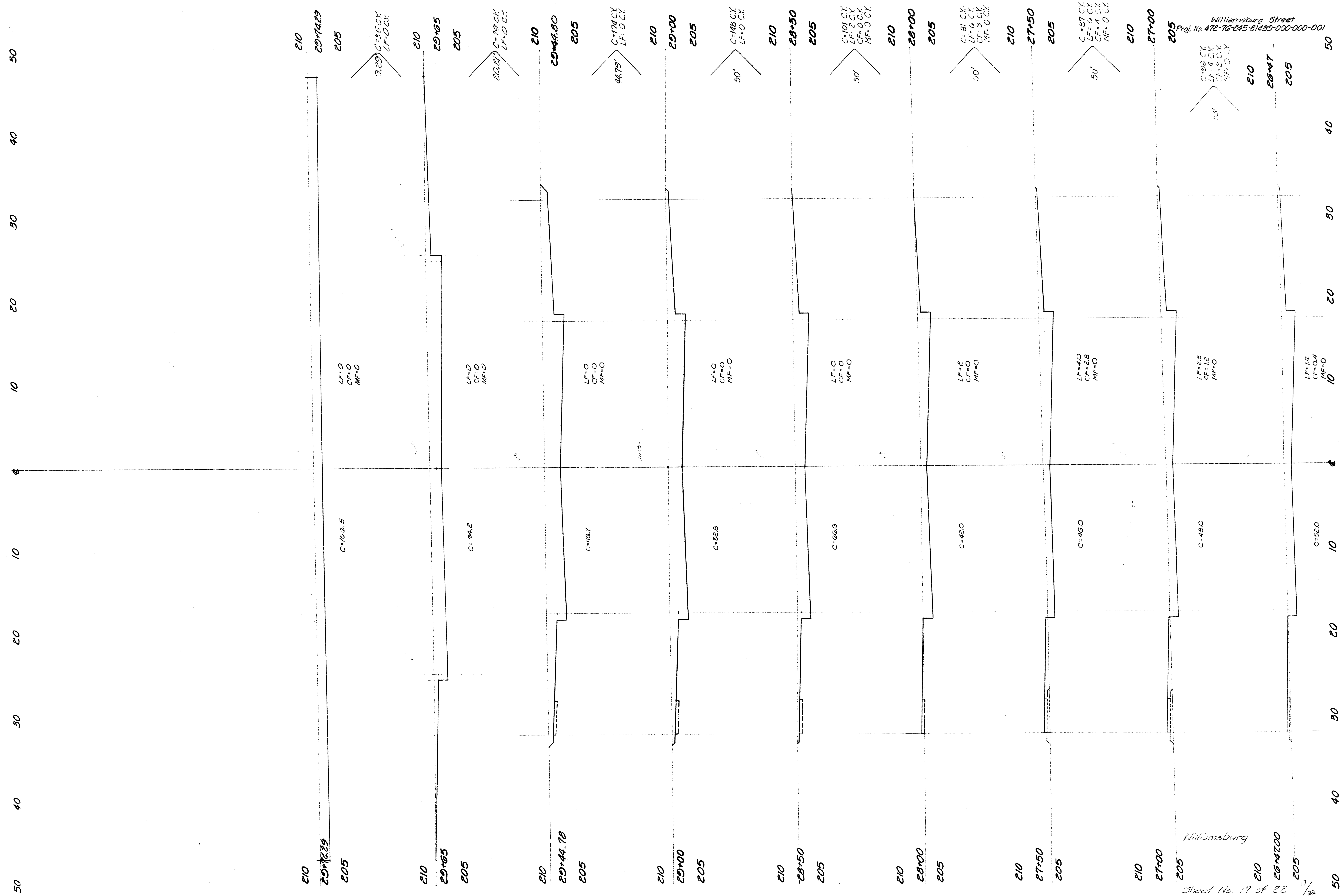




12-5-84
12-18-84

**J. MOORE
B. SEXSON**

**J. MOORE
B. SEXSON**



Sheet No. 17 of 22 ¹⁷/₂₂

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10-000
10-000

1 MOORE
SECTION

195
10+00
190

195
10+00
190

195
9+64.79
190

195
9+64.79
190

11th Street
Proj. No. 472-76-245-01430-000-000-001

6.33' $C=0.00$
LF=6.33'

195
9+58.46
190

195
9+58.46
190

11th Street

Sheet No. 19 of 22 $\frac{19}{22}$

LF=6.33

C=0

LF=6.33

C=0

50

40

30

20

10

0

10

20

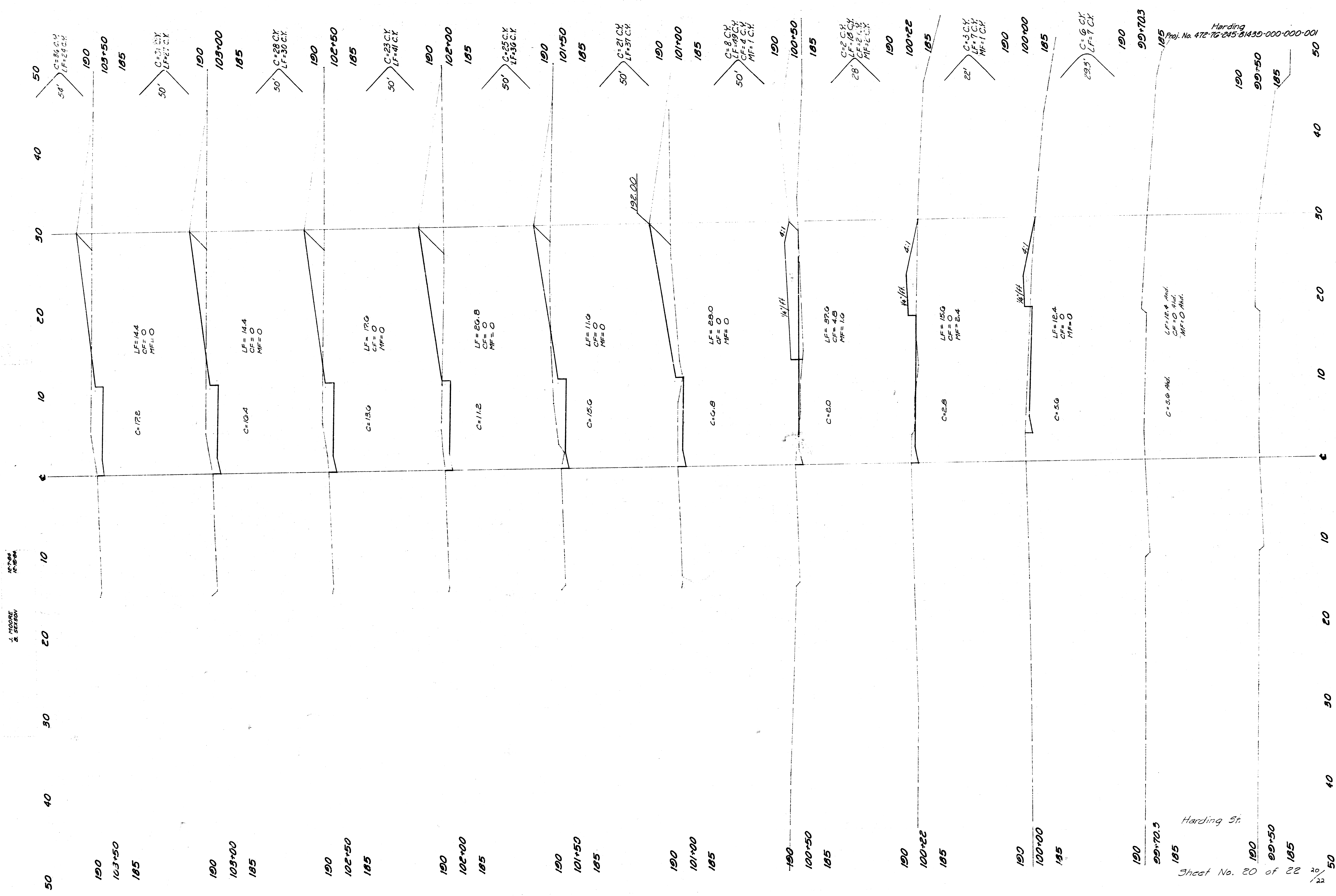
30

40

50

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1" HORIZ
2" VERT



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AVAILABLE COPY.....

Sheet No. 20 of 22
Harding St.
Proj. No. 472-76-245-81439-000-000-001

J. MOORE
B. SEASON
12-7-84
12-9-84

50 40 30 20 10 0 10 20 30 40 50

200 111+00 195
200 110+66.2 195

200 110+50 195
200 110+50 195

C=0.0
LF=8.8
CF=0
MF=0

16.2' C=8 C.Y.
LF=1 C.Y.

200 110+50 195
200 110+50 195

C=10.0
LF=0.8
CF=0
MF=0

50' C=25 C.Y.
LF=4 C.Y.

195 110+00 190
195 110+00 190

C=11.8
LF=3.8
CF=0
MF=0

50' C=22 C.Y.
LF=12 C.Y.

195 109+50 190
195 109+50 190

C=12.4
LF=10.0
CF=0
MF=0

50' C=19 C.Y.
LF=27 C.Y.

195 109+00 190
195 109+00 190

C=2.0
LF=10.8
CF=0
MF=0

50' C=21 C.Y.
LF=23 C.Y.

195 108+50 190
195 108+50 190

C=13.8
LF=3.8
CF=0
MF=0

Harding
Proj. No. 472-16-245-81439-000-000-001

Harding St.

Sheet No. 22 of 22

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