SHEET NO.	TOTAL SHEETS
1	15

CITY OF WICHITA

SEDGWICK COUNTY, KANSAS

STREET IMPROVEMENTS

COVINGTON CIRCLE & COVINGTON COURT

S.L. 21st STREET TO AND INCL. CUL-DE-SAC

(WOODBRIDGE ADDITION)

PROJECT NO. 472 76 245 81452 000 000 001

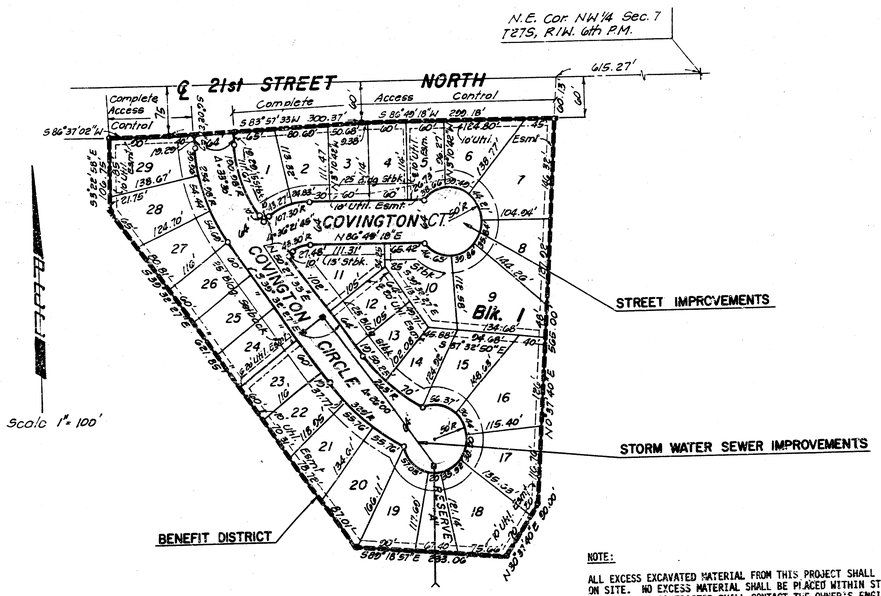
INDEX OF SHEETS

PROJECT SURVEY CONTROL

Vert. Datum: City of Wichita Datum.
Datum Bench Mark: City of Wichita Bench Mark Disc, 67' South of centerline 21st, 79' South of section line and 46' east of centerline 119th.
Elev. = 172.08

BENCH MARK

B.M. #1 - Chis "a" on conc. headwall South side 21st St. near NW. Cor. Plat. Elev. = 163.55



CONVENTIONAL SIGNS

SECTION LINE	
RIGHT-OF-WAY	℄ Exist. R/W; ℄ Prop. R/W
FENCE LINE	
CENTER LINE OF PROJECT	15 ℄
POWER POLE	
UNGD. TEL. CABLE	Ungd. Tel. Cable M.H.
GAS LINE	G
WATER LINE & WATER VALVE	20" Water Line W.V.
STORM SEWER & MANHOLE	S. Sewer M.H.
SAN. SEWER & MANHOLE	San. Sewer M.H.
TREES	6" 12"

EARTHWORK

Excavation
X-Section 1,220.0 C.Y.
10% 122.0 C.Y.
Total 1,348.0 C.Y.

3819 S.Y. Manipulation

GENERAL NOTES

1. 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 HE 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.
2. 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.
3. RUBBLE FROM THE REMOVAL OF ASPHALT MAT SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR.
4. WIDENED GUTTER SECTION OF COMBINED CURB AND GUTTER AT INTERSECTIONS WILL NOT BE PAID FOR DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER CONTRACT PAY ITEMS OF WORK.
5. 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.
6. 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-ESTAELISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.
7. ADEQUATE TRAFFIC CONTROL SHALL BE PROVIDED ON 21ST STREET IN THE VICINITY OF COVINGTON CIRCLE DURING CONSTRUCTION.

NOTE:

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED ON SITE. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. THE CONTRACTOR SHALL CONTACT THE OWNER'S ENGINEER AT 262-2691 FOR INFORMATION PERTAINING TO ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF WASTE MATERIAL. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

Note:
Disturbed Areas in 21st St. R/W to be Seeded, Fertilized & Mulched. Cost to be Subsidiary to Other Bid Items.

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

BRENT E. REMSBERG LICENSED 8163 KANSAS PROFESSIONAL ENGINEER

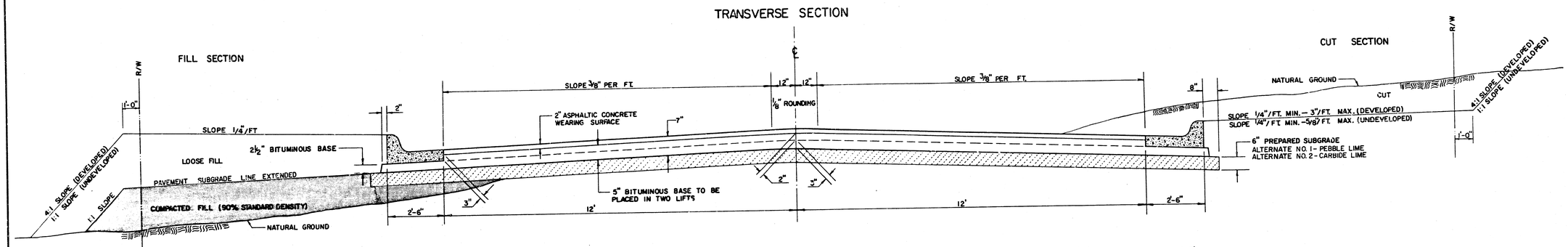
APPROVED DATE

MICHAEL E. LINDEBAK, P.E., CITY ENGINEER
WICHITA, KANSAS

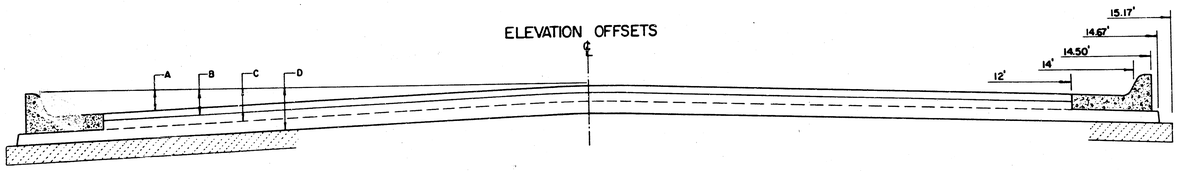
1/15

TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

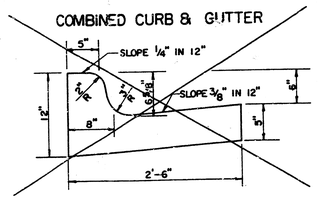


ELEVATION OFFSETS

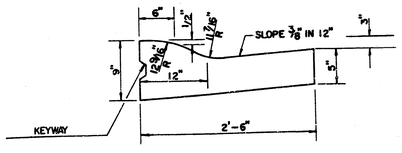


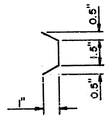
	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF 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

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER





KEYWAY DETAIL

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.

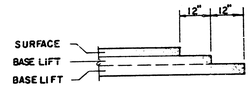
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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.

TRANSVERSE CONSTRUCTION JOINTS



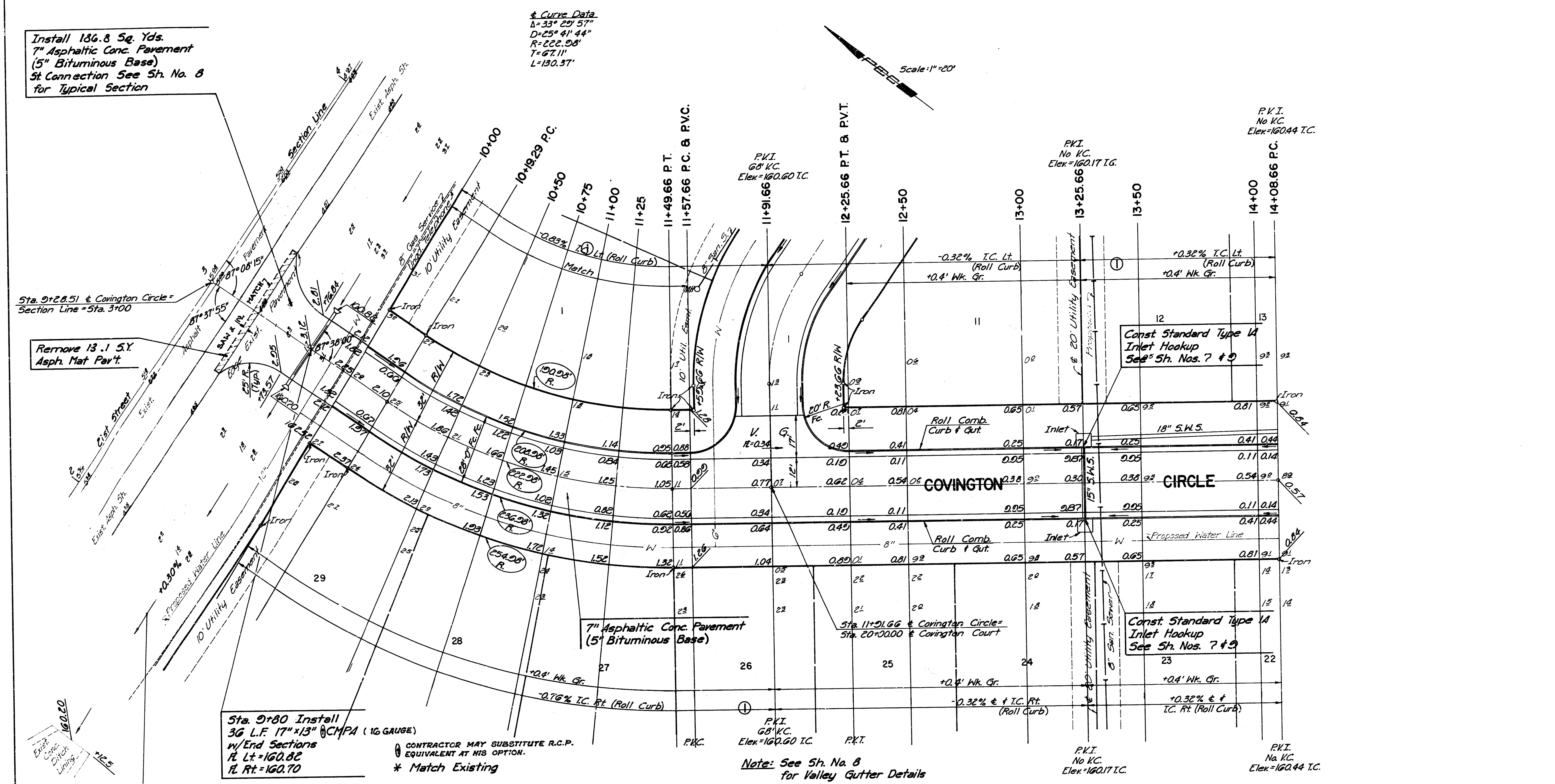
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC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

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER

PROJ. NO. 472-76-245-81452-000-000-001



CONTRACTOR MAY SUBSTITUTE R.C.P. EQUIVALENT AT HIS OPTION.

* Match Existing

Saw Cut

Transition to Match Existing

Asphalt Mat Removal

Note: See Sh. No. 8 for Valley Gutter Details

CURVE DATA BASED ON ¢ RADIUS Δ/2 = 16° 45' 00"					
STATION	¢ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	¢ DEFLECTION ANGLE	¢ TOTAL DEFLECTION
10+19.29	—	—	—	0° 00' 00"	0° 00' 00"
+25	5.71'	5.15'	6.28'	0° 44' 02"	0° 44' 02"
+50	25.00'	22.52'	27.45'	3° 12' 43"	3° 56' 45"
+75	"	"	"	" " "	7° 09' 28"
11+00	"	"	"	" " "	10° 22' 11"
+25	25.00	22.52'	27.45'	3° 12' 43"	13° 34' 54"
+49.66	24.66	22.22'	27.08'	3° 10' 06	16° 45' 00"

INTERSECTION QUANTITIES

- ___ S.Y. ___" Concrete Pavement
- 104.0 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
- 3.0 S.Y. 2½" Bituminous Base
- 10.1 L.F. Combined Curb & Gutter (3⅝" & 1½")
- 53 L.F. Monolithic Edge Curb (3⅝")
- ___ Ea. Standard Wheelchair Ramp Construction
- ___ S.F. 4" Sidewalk Concrete Pavement
- 105.0 S.Y. Subgrade Stabilization Manipulation
- ___ Tons Carbide Lime Subgrade Stabilization
- ___ Tons Pebble Quicklime Subgrade Stabilization
- ___ Tons Cement Subgrade Stabilization
- ___ Tons Fly Ash Subgrade Stabilization
- ___ Tons Preheater Fines Subgrade Stabilization
- 83 S.Y. Reinf. V.G. 5" Concrete & 2" Asphaltic Concrete Base

No.	Revision	By	Date

CITY OF WICHITA

COVINGTON CIRCLE

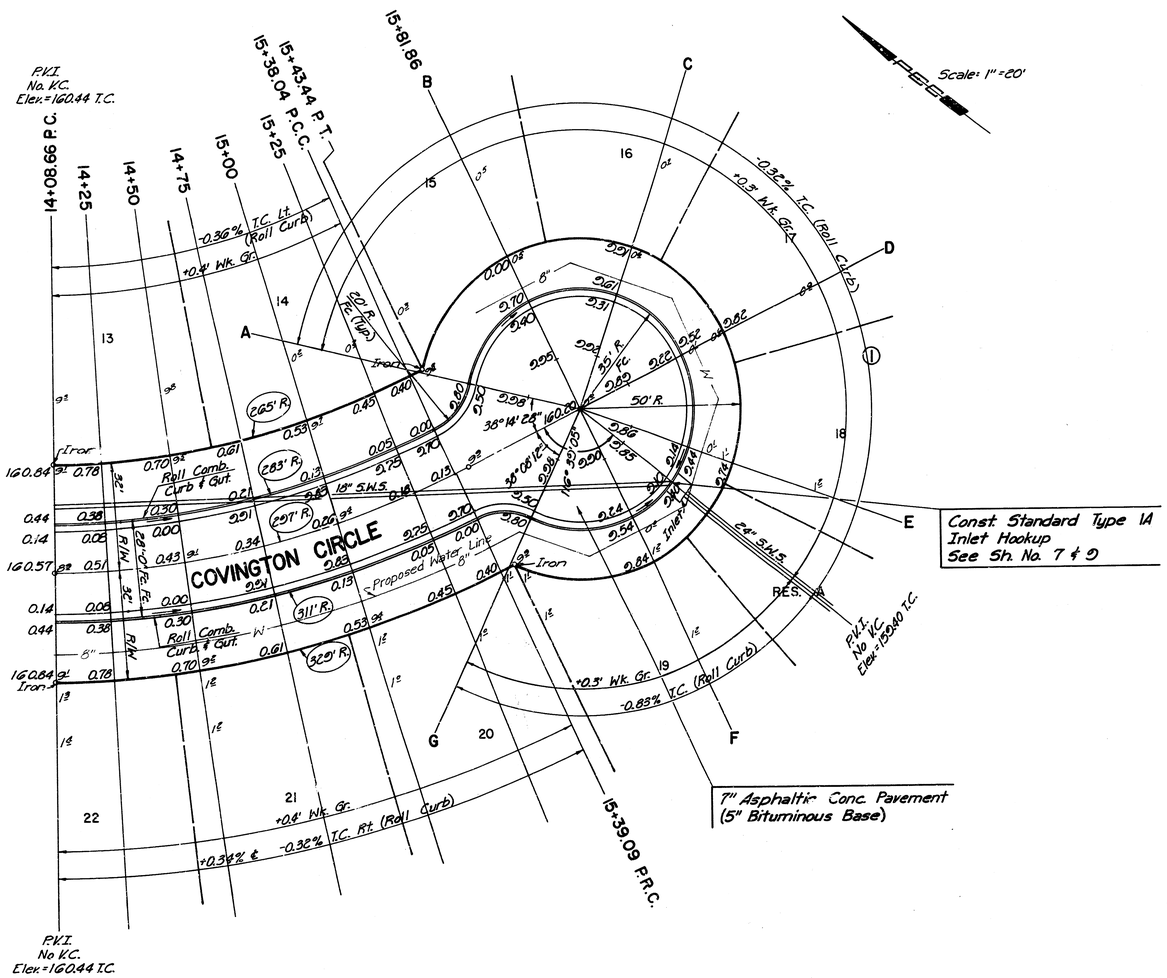
STA. 10+00 TO STA. 14+08.66

PROJ. NO. 472-76-245-81452-000-000-001

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

Designed by BER, GDD | Job No. 84654-1 | Sht. 3 of 15
Drawn by DD, BS | Date Jan., 1985

℄ Curve Data
Δ=26°00'00"
D=15°17'29"
R=297.00'
T=68.57'
L=134.77'



Const Standard Type 1A
Inlet Hookup
See Sh. No. 7 & 9

7" Asphaltic Conc. Pavement
(5" Bituminous Base)

CURVE DATA BASED ON ℄ RADIUS Δ/2 = 13°00'00"					
STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	℄ DEFLECTION ANGLE	℄ TOTAL DEFLECTION
14+08.66	———	———	———	0°00'00"	0°00'00"
+25	16.34'	15.13'	17.55'	1°34'34"	1°34'34"
+50	25.00'	23.14'	26.84'	2°24'41"	3°59'15"
+75	"	"	"	" " "	6°23'56"
15+00	"	"	"	" " "	8°48'37"
+25	25.00'	23.14'	26.84'	2°24'41"	11°13'18"
+38.04 P.C.C.	13.04'	12.07'	———	1°15'28"	12°28'46"
+39.09 P.R.C.	14.05'	———	15.13'	1°21'33.5"	12°34'51.5"
+43.44	18.44'	———	———	1°46'42"	13°00'00"

No.	Revision	By	Date

CITY OF WICHITA

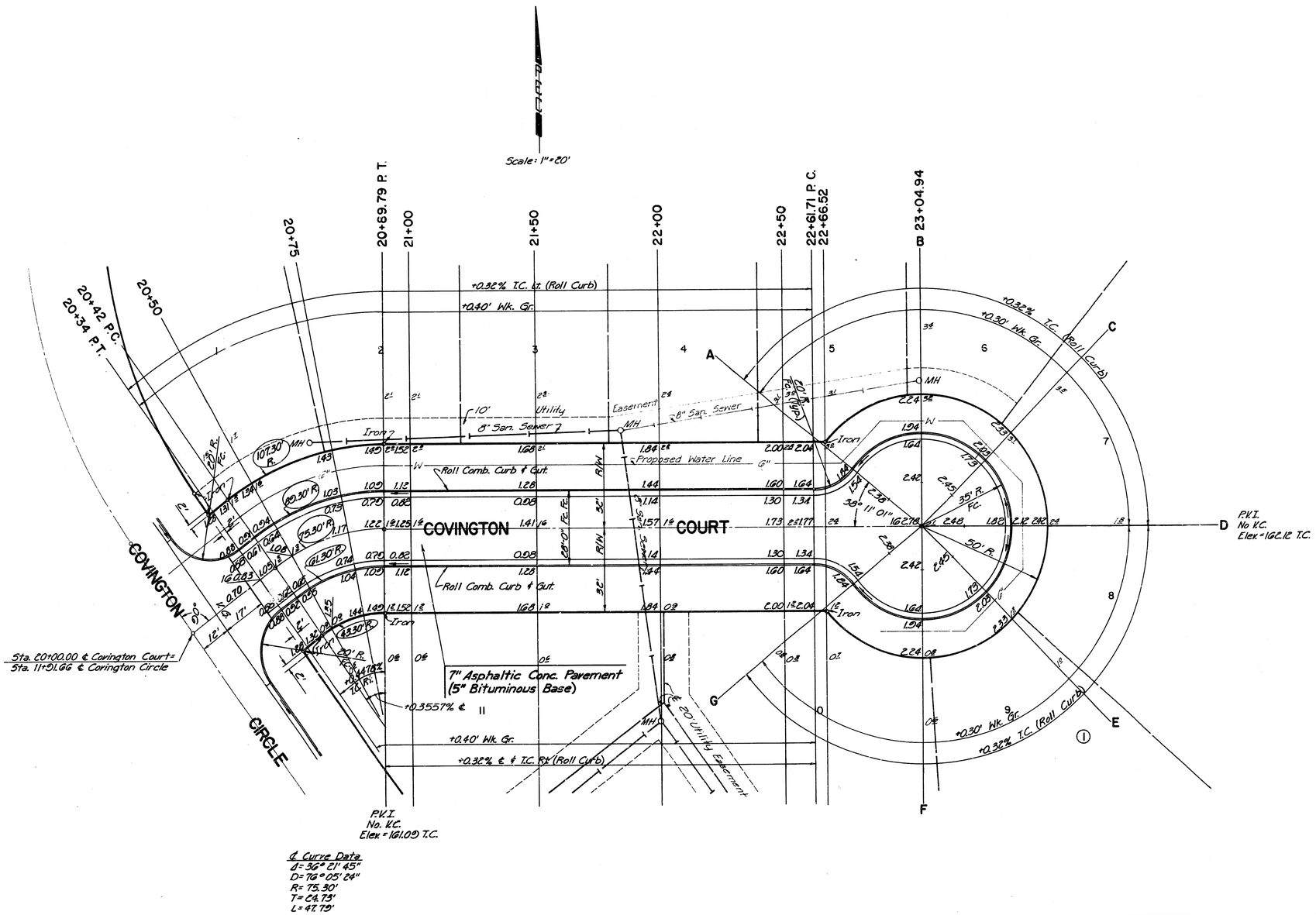
COVINGTON CIRCLE
STA. 14+08.66 TO STA. 15+39.09

PROJ. NO. 472-76-245-81452-000-000-001

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

Designed by BER, GDD | Job No. 84G54-1 | Sht. 4 of 15
Drawn by DD, BS | Date Jan., 1985

4/15



℄ Curve Data
Δ=36° 21' 45"
D=76° 05' 24"
R=75.30'
T=24.73'
L=47.79'

CURVE DATA BASED ON ℄ RADIUS Δ/2 = 18° 10' 52.5"

STATION	℄ ARC LENGTH	CHORD LENGTH 9' OFF LEFT FACE CURB	CHORD LENGTH 8' OFF RIGHT FACE CURB	℄ DEFLECTION ANGLE	℄ TOTAL DEFLECTION
20+42	———	———	———	0° 00' 00"	0° 00' 00"
+50	8.00'	10.35'	5.66'	3° 02' 36.5"	3° 02' 36.5"
+75	25.00'	32.16'	17.61'	9° 30' 40"	12° 33' 16.5"
+89.79	14.79'	19.00'	10.45'	5° 37' 36"	18° 10' 52.5"

No.	Revision	By	Date

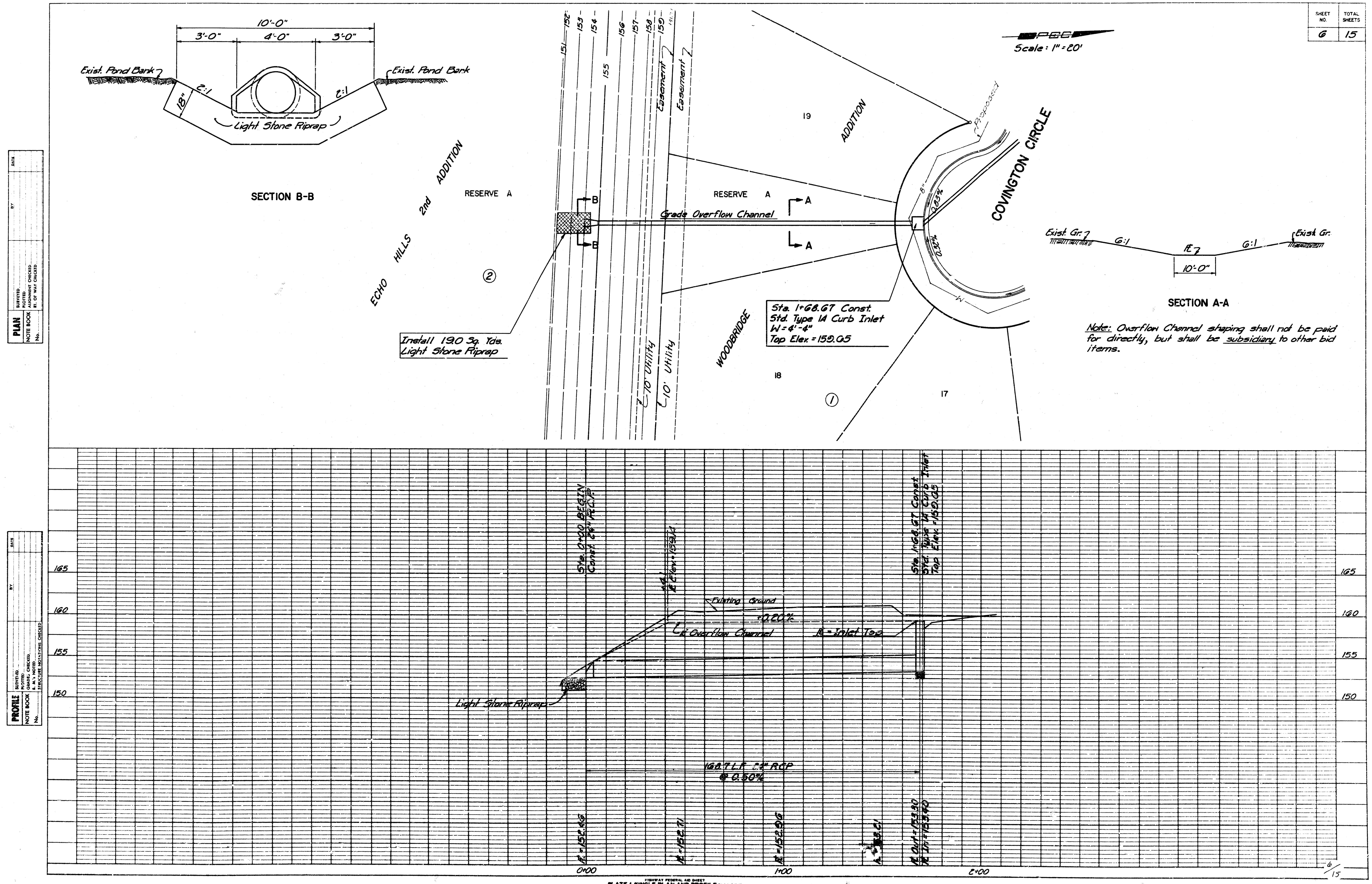
CITY OF WICHITA

COVINGTON COURT
STA. 20+34 TO STA. 22+61.71

PROJ. NO. 472-76-245-81452-000-000-001

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

Designed by BER, GDD | Job No. 84654-1 | Sht. 5 of 15
Drawn by DD, BS | Date Jan., 1985



SHEET NO. 6
TOTAL SHEETS 15
Scale: 1" = 20'
SECTION B-B
10'-0"
3'-0"
4'-0"
3'-0"
Exist. Pond Bank
2:1
18"
Light Stone Riprap
ECHO HILLS 2nd ADDITION
RESERVE A
Install 19.0 Sq. Yds. Light Stone Riprap
Grade Overflow Channel
Easement
10' Utility
WOODBRIDGE
ADDITION
COVINGTON CIRCLE
Proposed
Sta. 1+68.67 Const. Std. Type 1A Curb Inlet W = 4'-4" Top Elex. = 159.05
SECTION A-A
Exist. Gr.
6:1
10'-0"
Note: Overflow Channel shaping shall not be paid for directly, but shall be subsidiary to other bid items.
PLAN
PROFILE
Existing Ground
Overflow Channel
Inlet Top
Light Stone Riprap
168.7 L.F. 24" RCP @ 0.50%
165
160
155
150
0+00
1+00
2+00
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE

SHEET NO.	TOTAL SHEETS
7	15

PLAN
SURVEYED
PLOTTED
NOTE BOOK ALIGNMENT CHECKED
No. BY: OF WAY CHECKED
DATE
BY:

WOODBRIDGE ADDITION (1)

Scale: 1" = 20'

20 21 22 23 24

8" San. Sewer
℄ 20' Utility Esmt.

Sta. 4+82.53 Const.
Std. Type 1A Curb Inlet
W = 4'-4"
Top Elev. = 160.42

W Proposed 8"

RES.

0.32% 0.32%

0.32% 0.32%

COVINGTON CIRCLE

8"

0.65%

0.32%

Const. Inlets on Lot line extended

18

Sta. 1+68.67 Inlet

Sta. 4+47.20 Const.
Std. Type 1A Curb Inlet
W = 4'-4"
Top Elev. = 160.42

Proposed 8"

℄ 20' Utility Easement

19 17 14 13 12 11

16 15

WOODBRIDGE ADDITION (1)

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
No.
DATE
BY:
ALIGNMENT CHECKED
W. OF WAY CHECKED
STRUCTURE NOTATIONS CHECKED

Sta. 1+68.67
Std. Type 1A Curb Inlet

Sta. 4+47.20 Const.
Std. Type 1A Curb Inlet
Top Elev. = 160.42

Sta. 4+82.53 Const.
Std. Type 1A Curb Inlet
Top Elev. = 160.42

Finish Grade

Existing Ground

℄ = 147.66 ±
8" San. Sewer

270.5 L.F. 18" RCP @ 0.60%

55.9 L.F. 15" RCP @ 1.00%

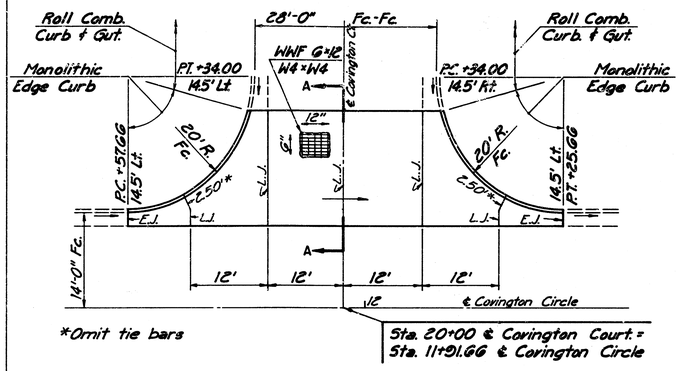
165 160 155 150 145

C 3 4 5+00

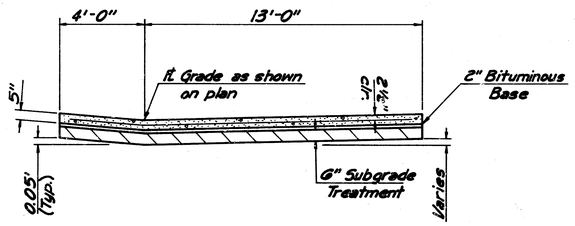
7/15

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
PRINTED IN U.S.A.

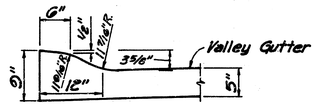
SHEET NO.	TOTAL SHEETS
8	15



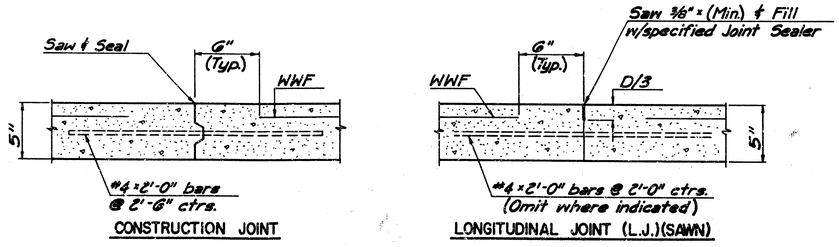
VALLEY GUTTER



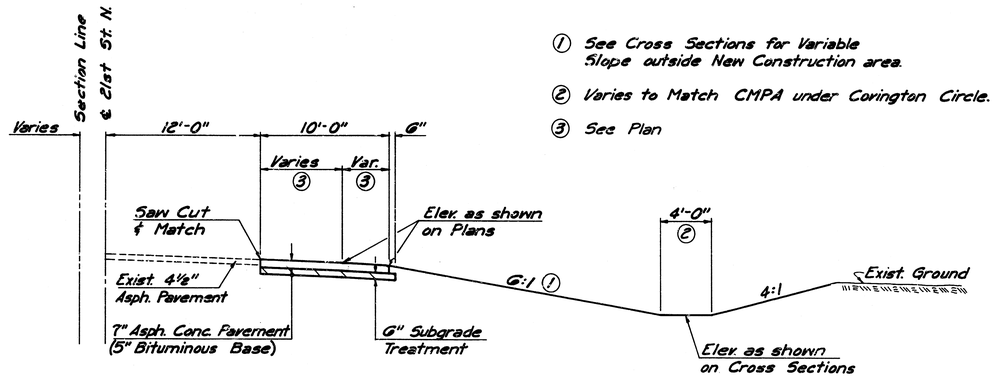
SECTION A-A



ROLL TYPE MONOLITHIC EDGE CURB



VALLEY GUTTER JOINT DETAILS



① See Cross Sections for Variable Slope outside New Construction area.

② Varies to Match CMPA under Covington Circle.

③ See Plan

TYPICAL SECTION
21ST STREET CONNECTION

CITY OF WICHITA

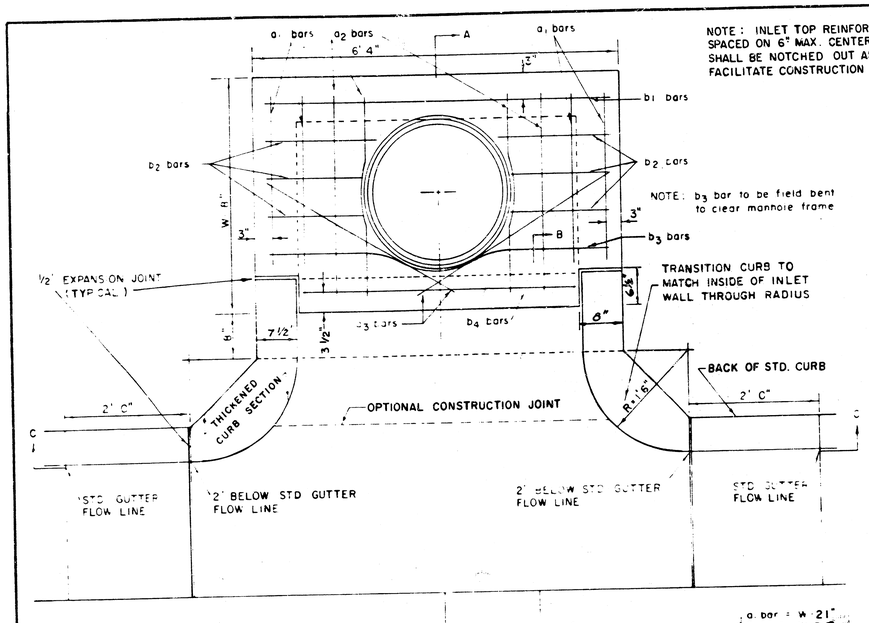
MISC. DETAIL SHEET

PROJ. NO. 472-76-245-81452-000-000-001

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

8/15

Designed by		Checked by		
Drawn by	BS	Date Jan, 1985	Job No. 84654-1	

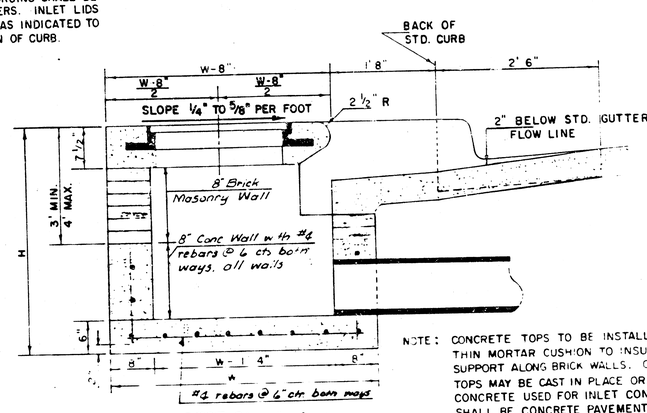


NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

PLAN

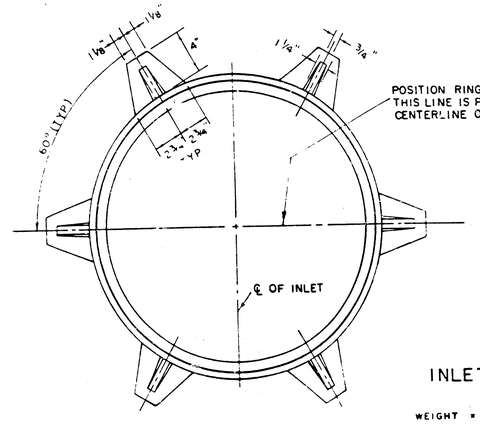
NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.

NOTE: b_3 bar to be field bent to clear manhole frame



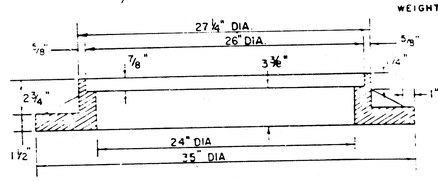
SECTION A-A

NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

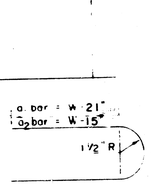


INLET FRAME

WEIGHT = 180 LBS.



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



BENDING DIAGRAM

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6'4" AND H = 7'0" OR LESS.

ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

INLET INVERT SHALL BE SHAPED WITH A SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

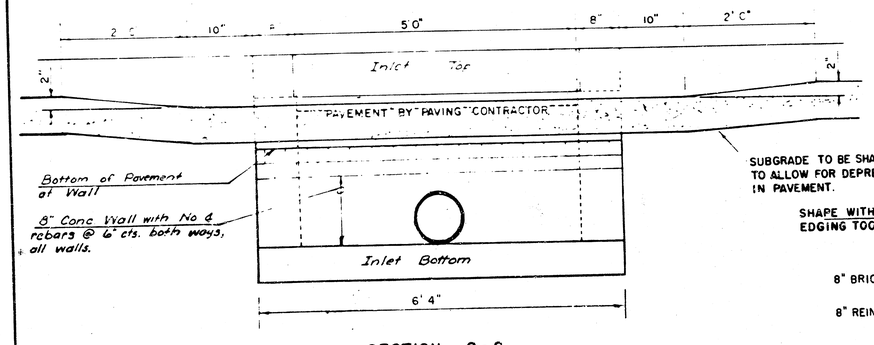
STEEL SCHEDULE

BAR		a_1	a_2	c_3*	b_1 W=4'4"	b_1 W=5'4"	b_1 W=6'4"	b_1 W=7'4"	b_1 W=8'4"	b_2	b_3	b_4	WT LB.
NUMBER		4	4	-	1	3	-	-	-	2	-	-	
SIZE		#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	
LENGTH	W=4'4"	5'7"	6'7"	4'0"	6'1"	–	–	–	–	1'9"	6'2"	4'8"	60±
	W=5'4"	7'7"	8'7"	5'0"	–	6'1"	–	–	–	1'9"	6'2"	4'8"	81±
	W=6'4"	9'7"	10'7"	6'0"	–	–	6'1"	–	–	1'9"	6'2"	4'8"	101±
	W=7'4"	11'7"	12'7"	7'0"	–	–	–	6'1"	–	1'9"	6'2"	4'8"	121±
	W=8'4"	13'7"	14'7"	8'0"	–	–	–	–	6'1"	1'9"	6'2"	4'8"	141±

* NOTE: c_3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

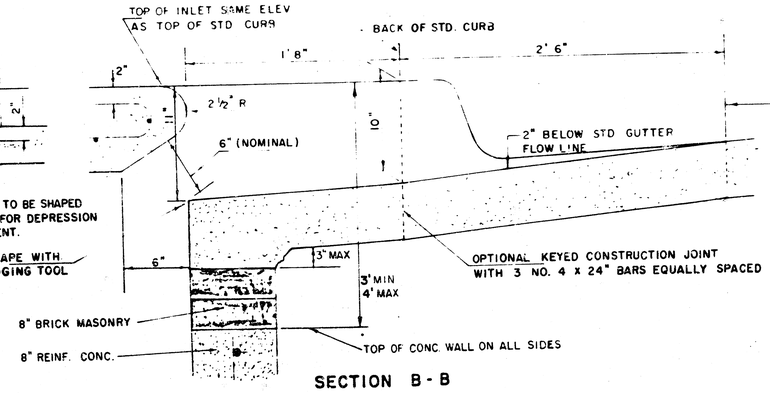
STANDARD CURB INLET PRECAST TOPS

W	PRE-CAST TOP SIZE	PIPE SIZE	CU YD CONC
4' 4"	3'6" x 6'4" x 7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4'8" x 6'4" x 7 1/2"	24" & 30"	0.51 ±
6' 4"	5'6" x 6'4" x 7 1/2"	36" & 42"	0.64 ±
7' 4"	6'8" x 6'4" x 7 1/2"	48" & 54"	0.77 ±
8' 4"	7'8" x 6'4" x 7 1/2"	60" & 66"	0.90 ±



SECTION C-C

SUBGRADE TO BE SHAPED TO ALLOW FOR DEPRESSION IN PAVEMENT.



SECTION B-B

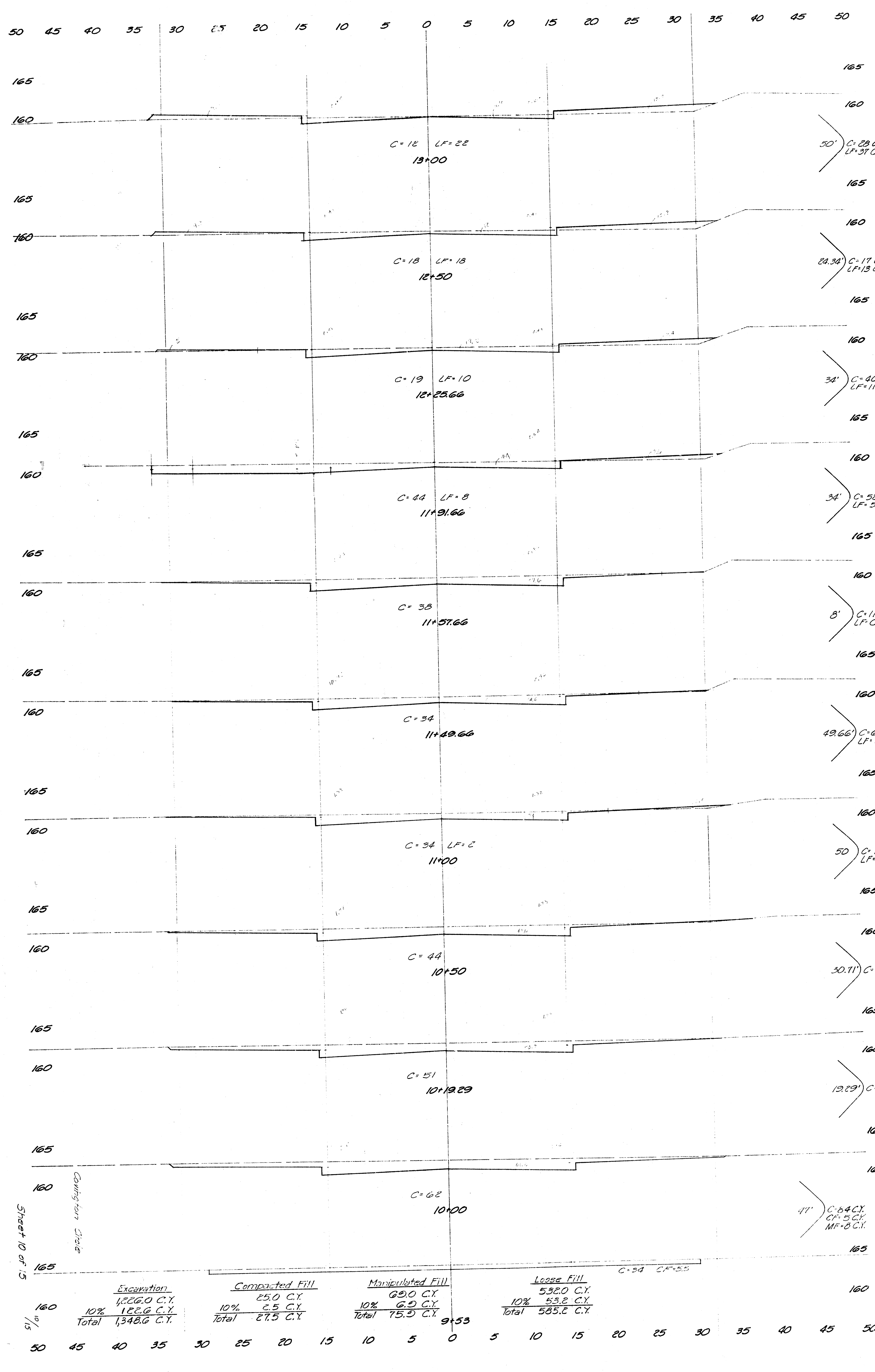
REVISED 12-21-1984

DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

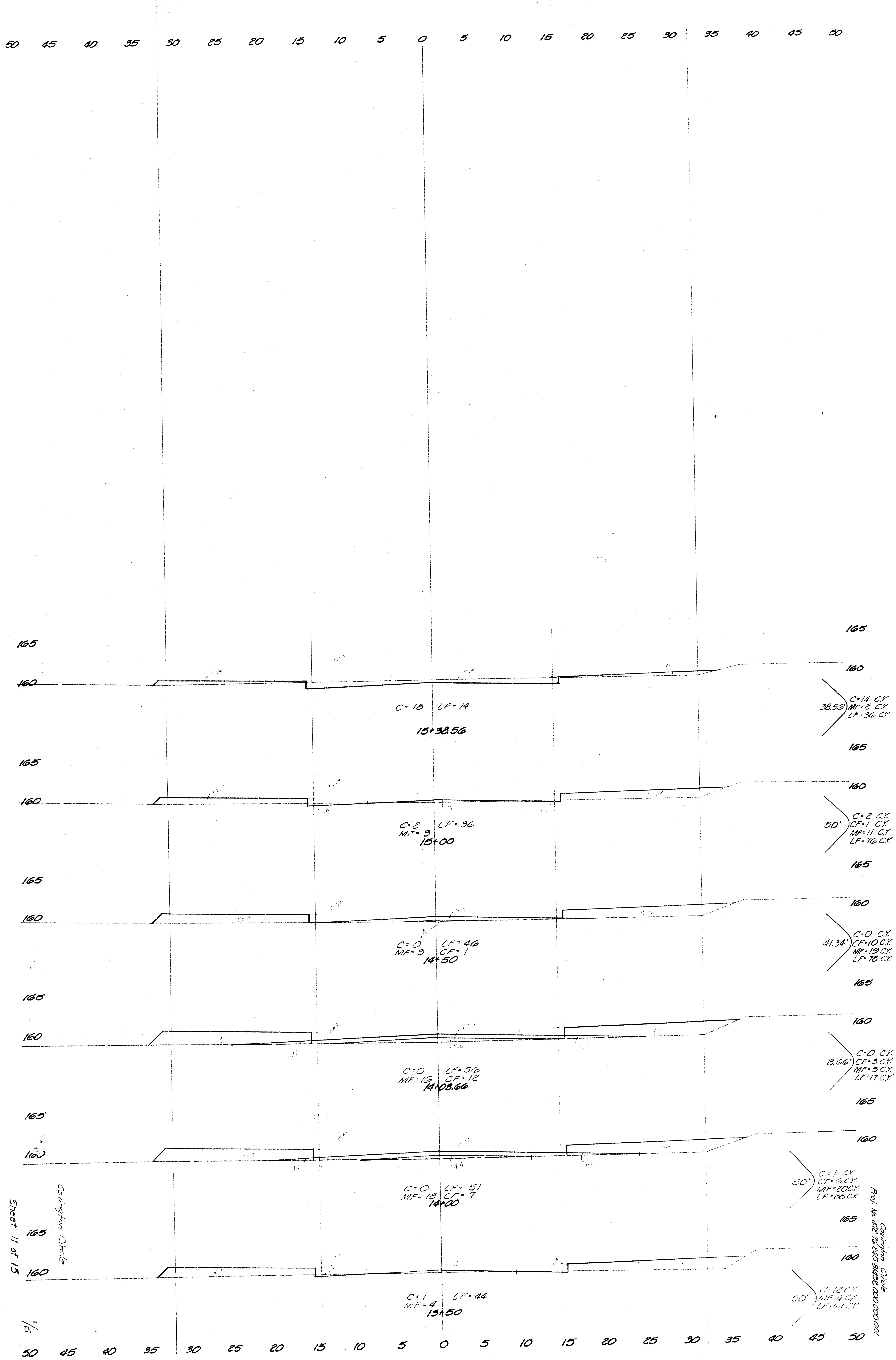
INLET OPENING = 6" x 5' 0"

JUNE 1984

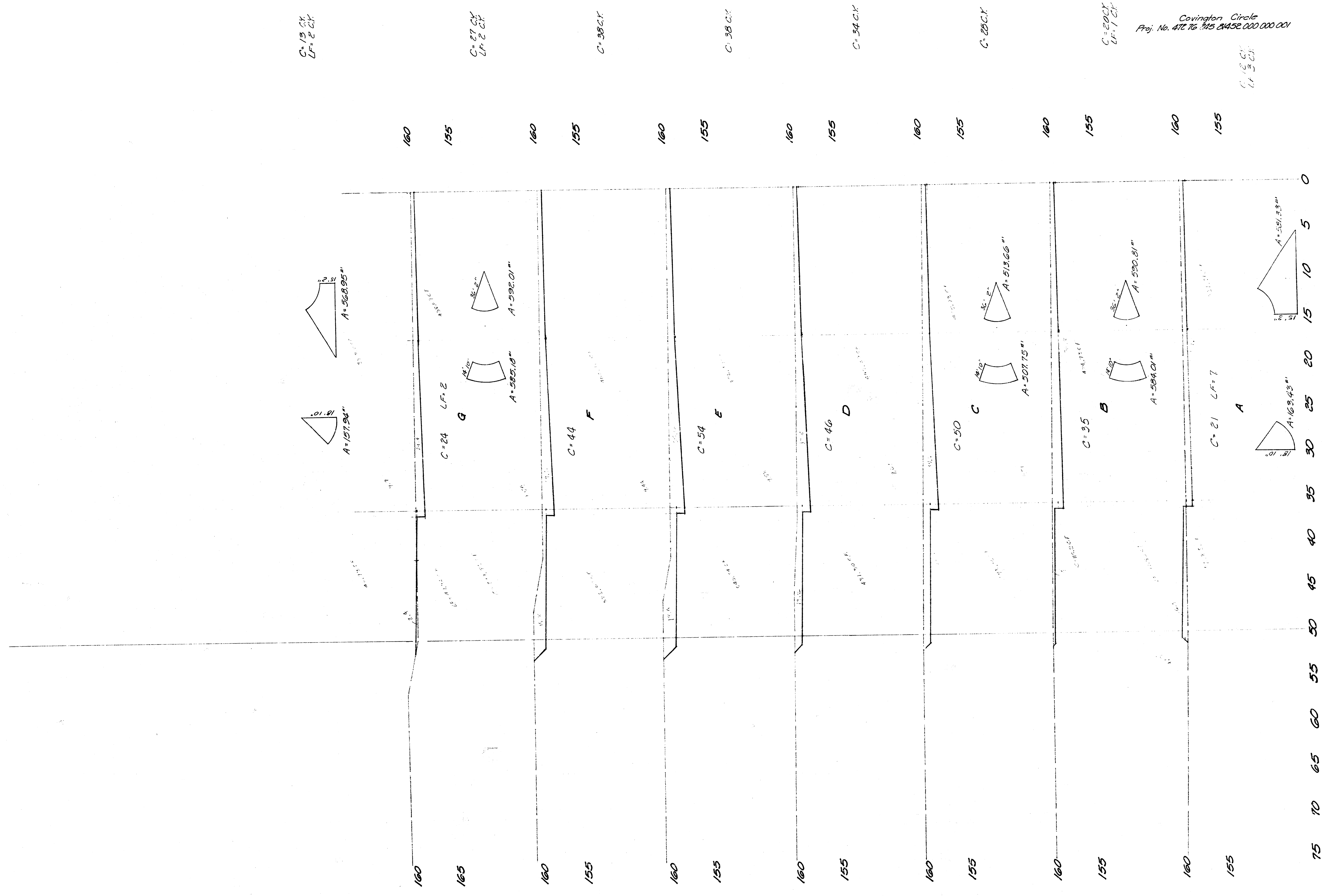

C=12 LF=22
13+00
50' C=28 C.Y. LF=37 C.Y.
C=18 LF=18
12+50
24.34' C=17 C.Y. LF=13 C.Y.
C=19 LF=10
12+25.66
34' C=40 C.Y. LF=11 C.Y.
C=44 LF=8
11+91.66
34' C=52 C.Y. LF=5 C.Y.
C=38
11+57.66
8' C=11 C.Y. LF=0
C=34
11+49.66
49.66' C=62 C.Y. LF=2 C.Y.
C=34 LF=2
11+00
50 C=73 C.Y. LF=2 C.Y.
C=44
10+50
30.71' C=54 C.Y.
C=51
10+19.29
19.29' C=40 C.Y.
C=62
10+00
47' C=64 C.Y. CF=5 C.Y. MF=8 C.Y.
C=34 CF=55
9+53
Excavation
1,226.0 C.Y.
10% 122.6 C.Y.
Total 1,348.6 C.Y.
Compacted Fill
25.0 C.Y.
10% 2.5 C.Y.
Total 27.5 C.Y.
Manipulated Fill
69.0 C.Y.
10% 6.9 C.Y.
Total 75.9 C.Y.
Loose Fill
532.0 C.Y.
10% 53.2 C.Y.
Total 585.2 C.Y.

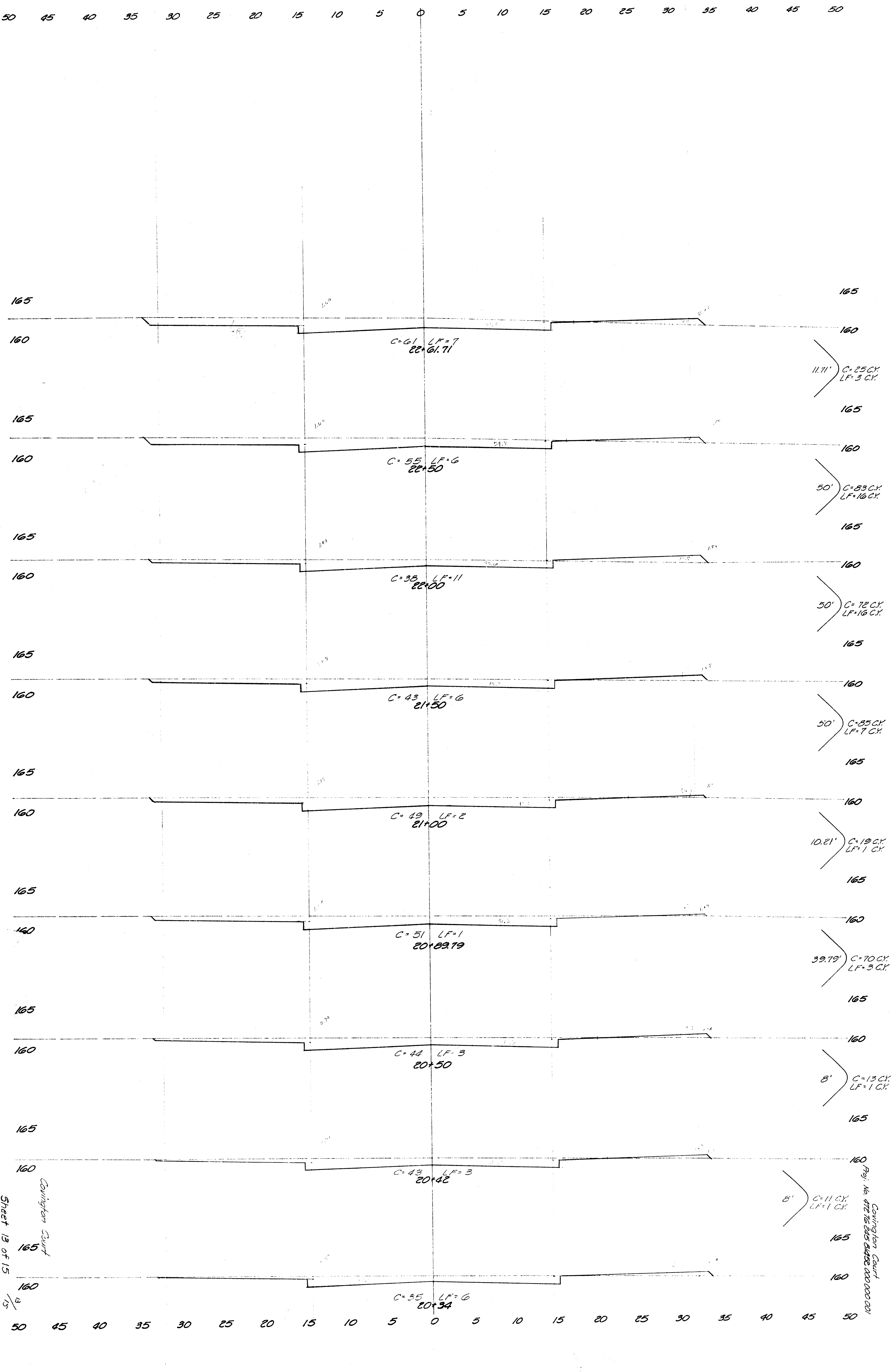
Covington Circle
Proj. No. 412 T6 265 81452 000 000 001

Covington Circle


Covington Circle
Proj. No. 41E 76 845 81452.000 000 001
15+38.56
C = 18 LF = 14
38.56' C = 14 C.Y. MF = 2 C.Y. LF = 36 C.Y.
15+00
C = 2 LF = 36 MF = 5
50' C = 2 C.Y. CF = 1 C.Y. MF = 11 C.Y. LF = 76 C.Y.
14+50
C = 0 LF = 46 MF = 9 CF = 1
41.34' C = 0 C.Y. CF = 10 C.Y. MF = 19 C.Y. LF = 78 C.Y.
14+08.66
C = 0 LF = 56 MF = 16 CF = 12
8.66' C = 0 C.Y. CF = 3 C.Y. MF = 5 C.Y. LF = 17 C.Y.
14+00
C = 0 LF = 51 MF = 18 CF = 7
50' C = 1 C.Y. CF = 6 C.Y. MF = 20 C.Y. LF = 88 C.Y.
13+50
C = 1 LF = 44 MF = 4
50' C = 12 C.Y. MF = 4 C.Y. LF = 61 C.Y.
165
160
50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50
Covington Circle
11/15

Covington Circle
Proj. No. 47Z 76 745 81452.000.000.001



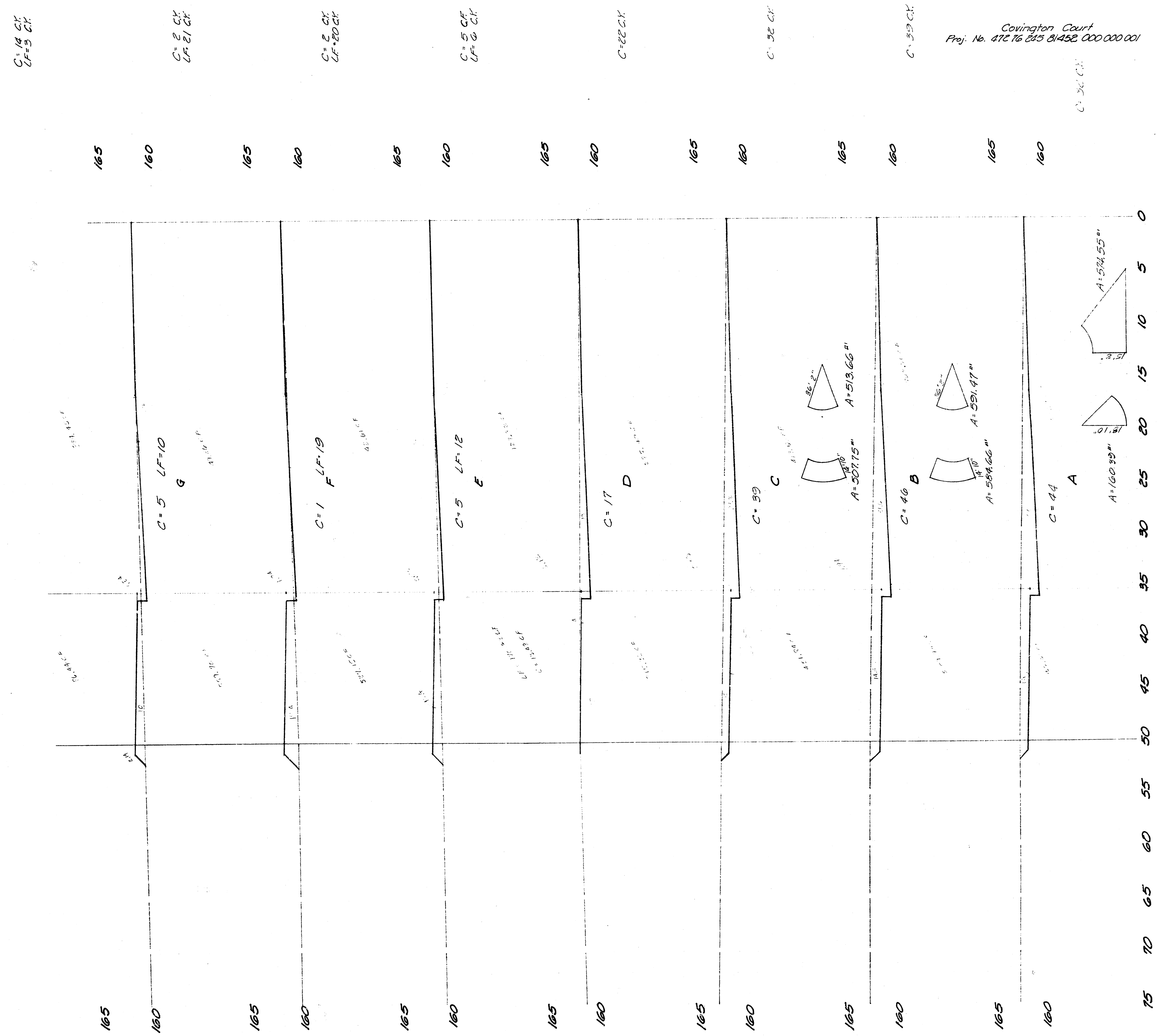


Covington Court
Proj. No. 472 76 245 81452.000.000.001

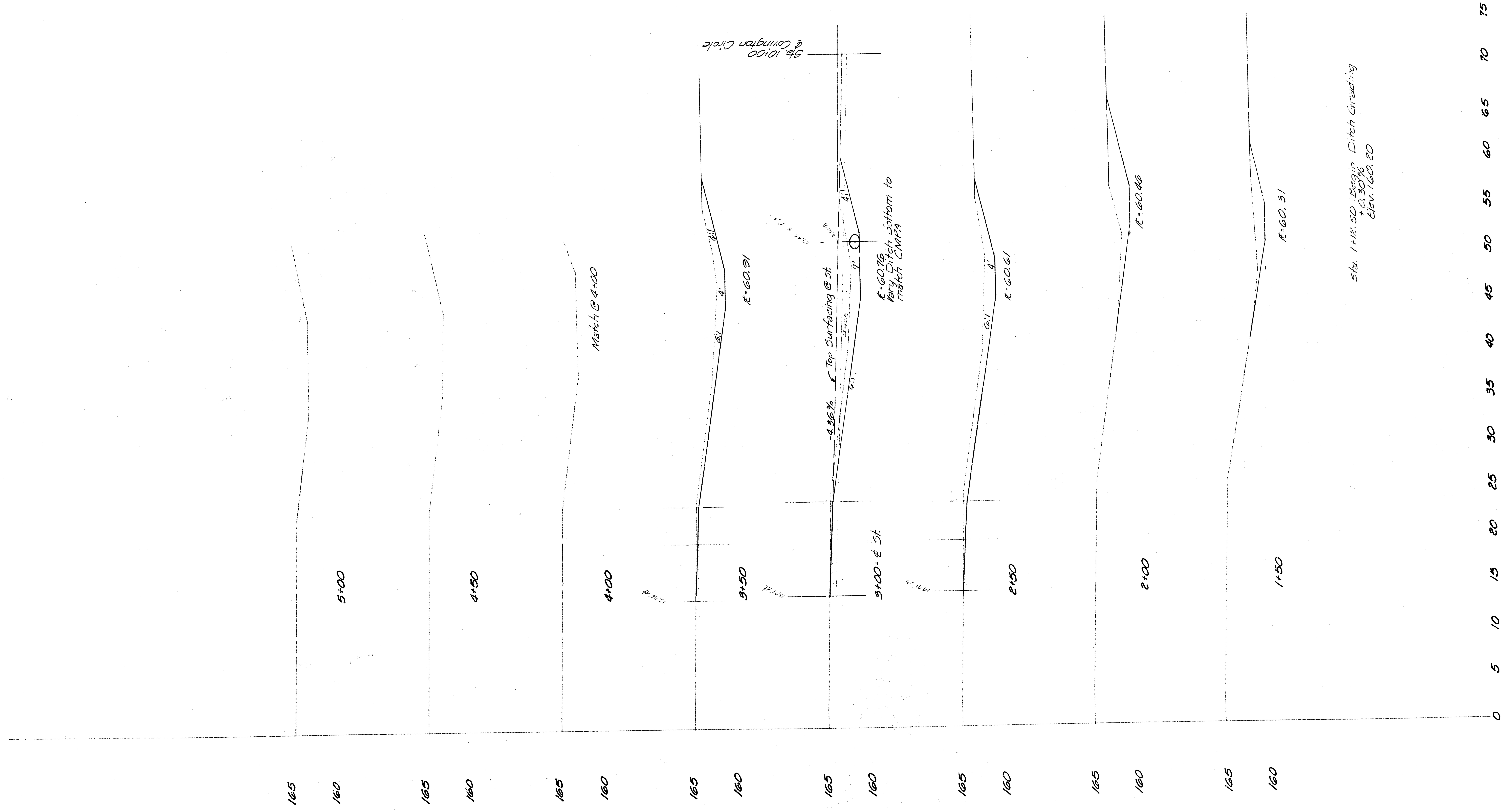
Covington Court

Sheet 13 of 15 13/15

Covington Court
Proj. No. 472 76 885 81452 000 000 001



21st Street
Proj. No. 472-76-245-81452-000-000-001



21st Street