SHEET NO.	TOTAL SHEETS
1	13

CITY OF WICHITA, KANSAS

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

STREET IMPROVEMENTS

25TH ST. NORTH - FROM THE E.L. OF GLENDALE TO A POINT 43 FT. WEST OF THE E.L. OF LOT 3, BLOCK 1, PRAIRE HILLS ADDITION.

TURNAROUNDS TO BE CONSTRUCTED IN 25TH ST. NORTH AT BLECKLEY AND BATTIN.

IN 25TH STREET NORTH

CITY OF WICHITA PROJECT NO. 472-76-245-82429-000-000-001

INDEX NO. 765420

INDEX OF SHEETS

PROJECT SURVEY CONTROL

BM 10 – "T" POST APPROXIMATELY 5' SOUTH OF P.C., LOT 8, BLOCK 2, PEMBROOK 2ND ADDITION.
ELEV. = 175.55

BM 20 – CHISELED "d" EAST BACK OF CURB, NEAR PC OF CURB, NORTHEAST SIDE OF PEMBROOK STREET LOT 7, BLOCK 1, PEMBROOK 2ND ADDITION.
ELEV. = 177.02

BM 21 – CHISELED "d" ON MIDPOINT OF CURB @ THE NORTHEAST CORNER OF PEMBROOK STREET AND OLIVER, PEMBROOK 2ND ADDITION.
ELEV. = 169.96

BM 22 – CHISELED "d" ON MIDPOINT OF CURB @ THE NORTHEAST CORNER OF GLENDALE AND OLIVER, PEMBROOK 2ND ADDITION.
ELEV. = 165.96

BM 23 – CHISELED "d" NORTHEAST CORNER CONCRETE DRIVE OF HOUSE #2551 NORTH BATTIN SOUTH OF HEDGEROW @ NORTH END OF EXISTING STREET, PRAIRIE HILLS 2ND ADDITION.
ELEV. = 176.44

BM 24 – CHISELED "d" WEST TOP OF CURB BLECKLEY @ NORTH END OF EXISTING STREET @ HOUSE #2525, SOUTH SIDE OF HEDGEGROW, PRAIRIE HILLS.
ELEV. = 177.53

BM 25 – CHISELED "d" WEST TOP OF CURB GLENDALE, 2 FOOT SOUTH OF NORTH END EXISTING STREET @ HOUSE #4821 EAST 25TH STREET NORTH, SOUTH SIDE OF HEDGEROW, PRAIRIE HILLS.
ELEV. = 181.71

BM 26 – CHISELED "d" EAST TOP OF CURB OLIVER, @ ℄ OF 25TH STREET NORTH.
ELEV. = 175.18

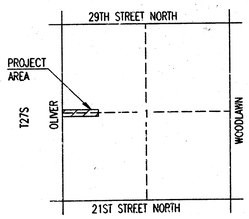
BM 27 – "T" POST 5' NORTHEAST OF THE SOUTHWEST CORNER OF LOT 15, BLOCK 2, PEMBROOK 2ND ADDITION.
ELEV. = 178.62

EARTHWORK

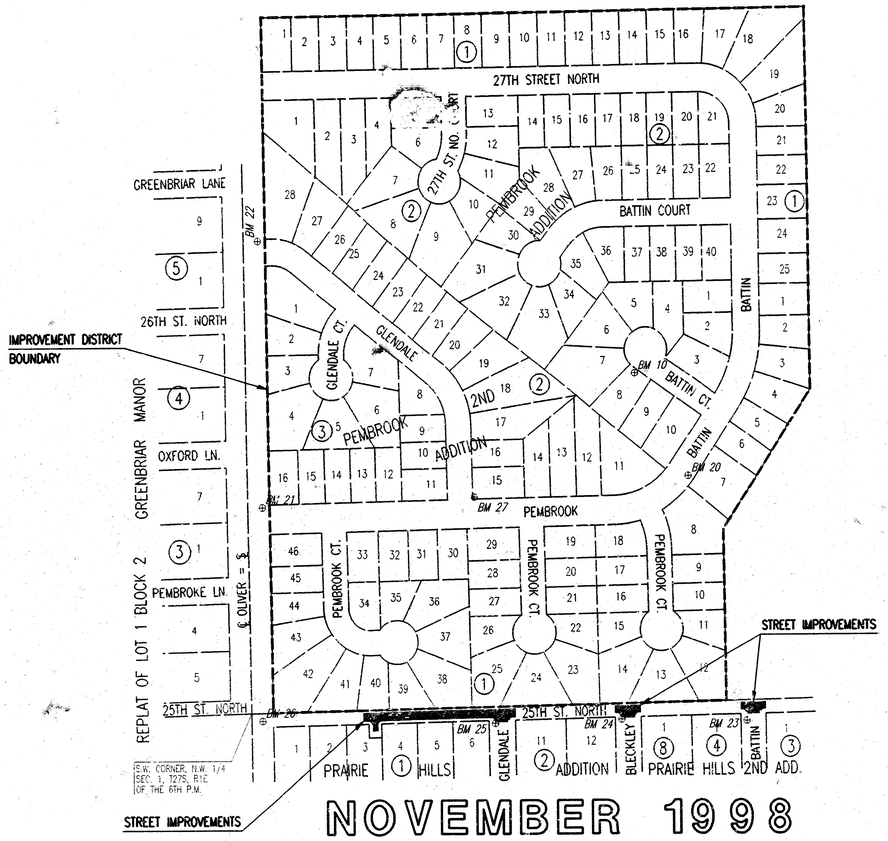
EXCAVATION 711 CU. YDS.
COMPACTED FILL 0 CU. YDS.

PROJECT LENGTH = 477.50 LIN. FT.

R1E



VICINITY MAP



SCALE: 1" = 150'

NOTE: 2" GAS LINE SHOWN ON SHEET NO. 4 IS TO BE RELOCATED PRIOR TO OR DURING CONSTRUCTION BY KANSAS GAS SERVICE FORCES.

GENERAL NOTES

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO 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 CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

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

RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR AND APPROVED AS NOTED BELOW.

ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION. EXCESS EARTHWORK SHALL BE STOCKPILED ON SITE AS DIRECTED BY THE DEVELOPER (MR. LARRY CHAMBERS (316) 263-3201).

CONTRACTOR SHALL SATISFY HIMSELF OF SURFACE AND SUBSURFACE CONDITIONS PRIOR TO BIDDING.

TEMPORARY SURFACING MATERIAL (ROCK, ASPHALT, ETC.) MAY HAVE BEEN PLACED WITHIN STREET RIGHTS-OF-WAY FOR HAUL ROADS AND TEMPORARY ACCESS. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS TO DETERMINE EXTENT, IF ANY, OF SUCH SURFACING. CONTRACTOR SHALL REMOVE SAID TEMPORARY SURFACING IN THE SAME MANNER AS NOTED ABOVE FOR RUBBLE. THIS REMOVAL SHALL BE SUBSIDIARY TO "EXCAVATION".

CONTRACTOR SHALL PROVIDE A MINIMUM FORTY-EIGHT (48) HOUR ADVANCE NOTICE (EXCLUDING WEEKENDS AND HOLIDAYS) PRIOR TO BEGINNING ANY EXCAVATION, TO KANSAS ONE-CALL SYSTEM, A UTILITY LOCATION SERVICE, AT (316) 667-2470 TO REQUEST THE FOLLOWING UTILITY COMPANIES TO LOCATE ALL EXISTING LINES WITHIN THE PROJECT AREA: K.G.S GAS, K.G.E. ELECTRIC, SOUTHWESTERN BELL TELEPHONE, MULTIMEDIA CABLEVISION, CITY OF WICHITA SEWER MAINTENANCE AND CITY OF WICHITA WATER DEPARTMENT.

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 IN ACCORDANCE WITH STATE LAWS.

THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AS DIRECTED BY THE ENGINEER. THIS WORK TO BE SUBSIDIARY TO OTHER BID ITEMS.

INLET HOOKUPS AND INLET PEOTECTION SHALL BE BID PER EACH REGARDLESS OF INLET SIZE.

THE CONTRACTOR SHALL ADJUST MAIL BOXES AS DIRECTED IN CITY OF WICHITA STANDARD SPECIFICATIONS.

THIS PROJECT INCLUDES A CERTAIN AMOUNT OF ROLL TYPE CURB CONSTRUCTION. ROLL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT. NO MORE THAN 4 DRIVES 70 FEET IN WIDTH OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT. CONTRACTOR TO OBTAIN SIGNED DRIVEWAY REQUEST FORMS FROM LANDOWNERS (3) PRIOR TO CONSTRUCTING DRIVES.

THE CONTRACTOR SHALL SEED, FERTILIZING AND MULCH ALL UNPAVED AREAS DISTRUBED BY HIS CONSTRUCTION (INCLUDING EXCESS EARTHWORK STOCKPILES) ACCORDING TO THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "SEEDING/FERTILIZING/MULCHING".

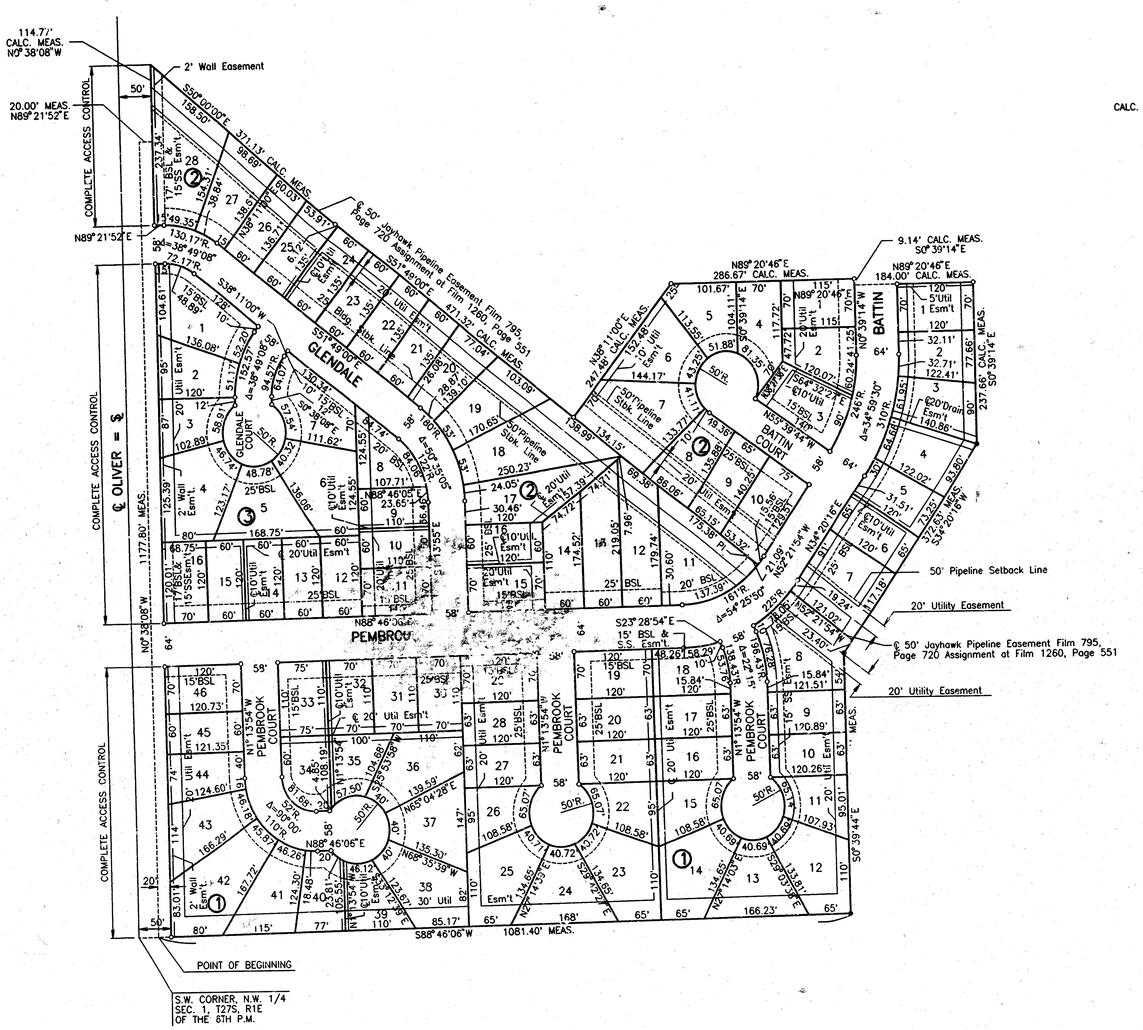
NOVEMBER 1998

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

i:1998/98375/25-title.sgn
date plotted: november 13, 1998
deliver to: dwaine dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-000-000-001	2	13

PEMBROOK 2ND ADDITION
TO WICHITA, SEDGWICK COUNTY, KANSAS



SCALE: 1"=100'

o = IRON SET
● = IRON FOUND
CALC. MEAS. = CALCULATED FROM MEASUREMENT
MEAS. = MEASURED

S.S. = SANITARY SEWER
B.S.L. = BUILDING SETBACK LINE

B.M. – DISC 29' NORTH AND 33' EAST OF CENTERLINE OLIVER AND 29TH STREET NORTH.
ELEV.=159.68 CITY DATUM

B.M. – RAILROAD SPIKE IN S.W. FACE OF POWER POLE 28.5' NORTH OF 1/16 CORNER, 1/4 MILE EAST OF 29TH STREET NORTH AND OLIVER.
ELEV.=161.18 CITY DATUM

MINIMUM PAD ELEVATION (LOWEST OPENING) AS FOLLOWS:

BLOCK 1

LOT 1	ELEV. 167.00	CITY DATUM
LOT 2	ELEV. 168.00	CITY DATUM
LOTS 3 AND 4	ELEV. 169.00	CITY DATUM
LOTS 5 THROUGH 7	ELEV. 170.00	CITY DATUM
LOTS 8 AND 9	ELEV. 171.00	CITY DATUM
LOTS 10 THROUGH 12	ELEV. 172.00	CITY DATUM

THIS ADDITION IS SUBJECT TO THE REQUIREMENTS OF THE BEACON HILL, C.U.P., DP-147 ON FILE WITH THE METROPOLITAN AREA PLANNING DEPARTMENT.

25TH STREET NORTH

PLAT

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

Designed by		Checked by	
Drawn by	DEP	Date OCT. 1998	Job No. 98375

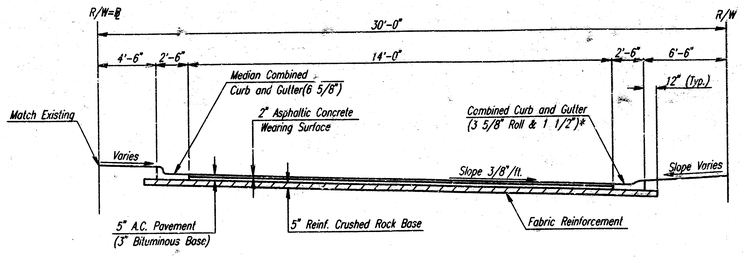
2

1/1998/98375/pl12.dgn
date plotted: october 26, 1998
deliver to: dwane dunn

PROJECT NO.	SHEET NO.	TOTAL NO. SHEETS
472-76-245-82429-000-000-001	3	13

COORDINATE LIST

POINT	N	E
12	4999.3552	4970.0053
20	5023.2446	6081.1458
42	5010.4718	5487.0607
43	5016.8773	5784.9915
52	5011.8690	5552.0457
79	5018.2745	5849.9769
105	5004.6215	5214.9514
107	5006.2766	5291.9336
109	5008.6410	5401.9082
434	5027.5436	6281.0996
435	4996.4140	5815.3350
437	4989.5010	5881.0860
438	5002.1990	6126.9530
439	4994.7780	6115.3670
441	4977.3540	5264.1240
442	5003.9860	5499.4330
444	4983.2230	5587.0960
448	5011.9718	5556.8291
450	5018.2952	5850.9388
453	5024.6182	6145.0348



TYPICAL SECTION

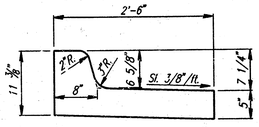
Sta. 2+59.6 to Sta. 6+17.1

* Except Sta. 2+59.6 to Sta. 2+65.1 Which Shall be "Combined Curb and Gutter (6 5/8" & 1 1/2").

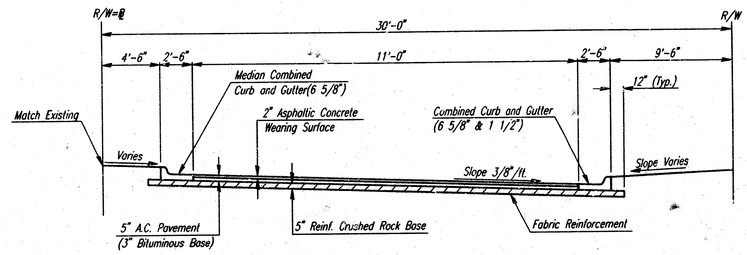
CRUSHED ROCK
GRADATION REQUIREMENTS
PERCENT OF AGGREGATE RETAINED

2-1/2"	0
3/4"	20-60
#4	50-80
#40	80-94
#200	90-98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS 1

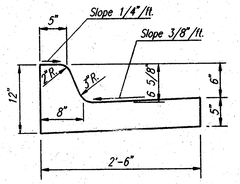


MEDIAN COMBINED CURB & GUTTER (6 5/8")

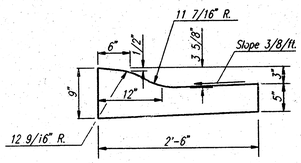


TYPICAL SECTION

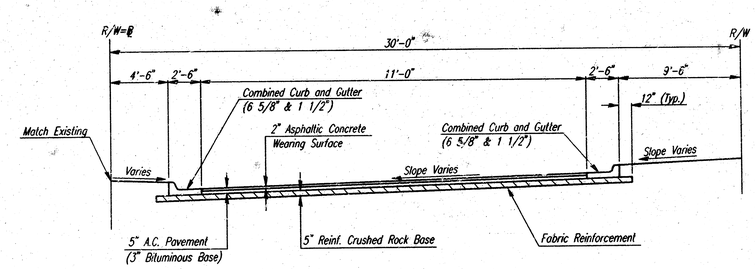
Sta. 8+50.06 to Sta. 9+11.06



COMBINED CURB & GUTTER

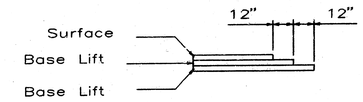


COMBINED ROLL TYPE CURB & GUTTER



TYPICAL SECTION

Sta. 11+44.12 to Sta. 12+05.12



TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavements of 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 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE).

General Notes

FABRIC BASE REINFORCEMENT SHALL BE B X 1100 GEOGRID AS MANUFACTURED BY TENSAR CORPORATION OR APPROVED EQUAL. FABRIC BASE REINFORCEMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

ROCK BASE IS TO BE COMPACTED AND SMOOTHED WITH A STEEL FACED ROLLER PROIR TO PLACEMENT OF ASPHALT. TACK COAT WILL NOT BE APPLIED TO ROCK BASE.

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.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

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.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 5" ASPHALTIC CONCRETE (3" BITUMINOUS BASE.)

25TH STREET NORTH

TYPICAL SECTIONS

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

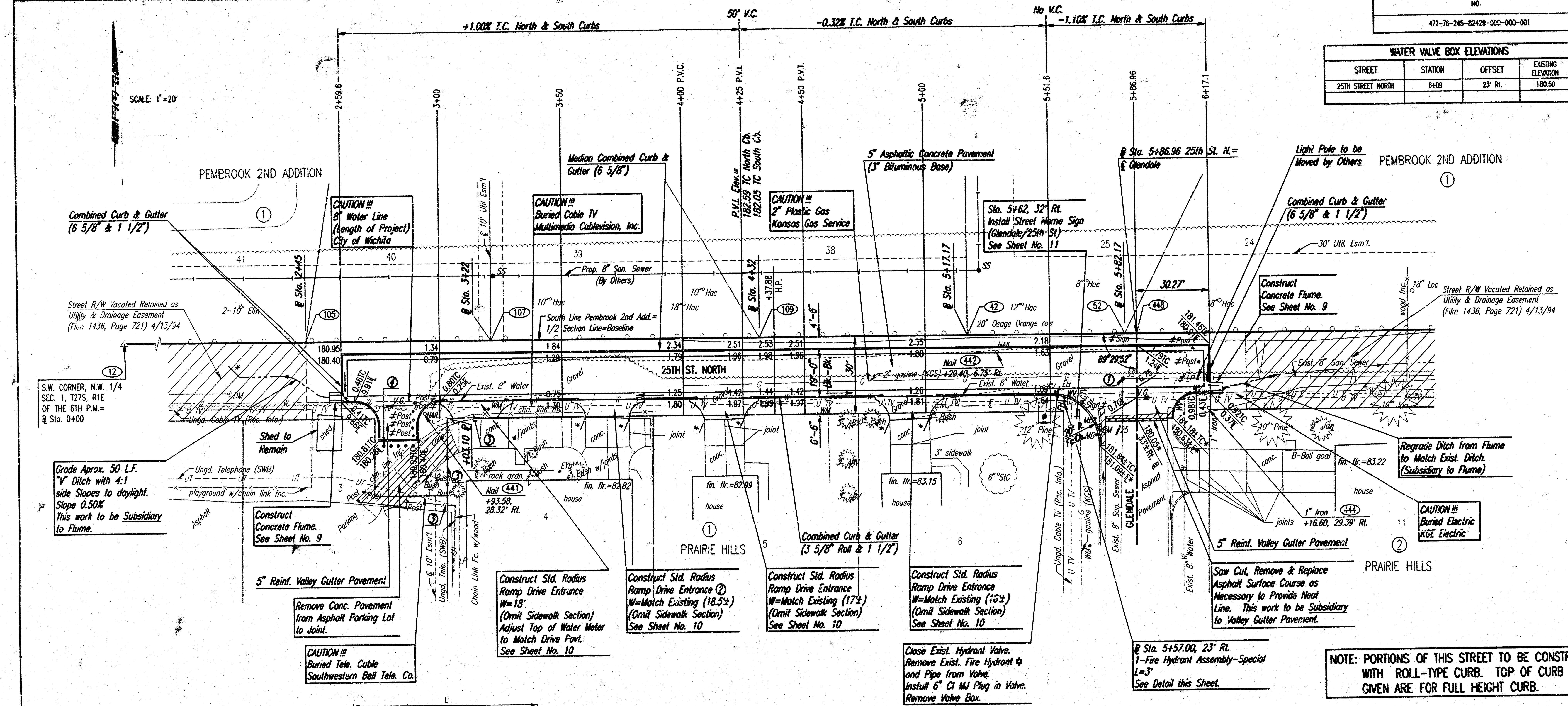
Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date NOV. 1998	Job No. 98375

3

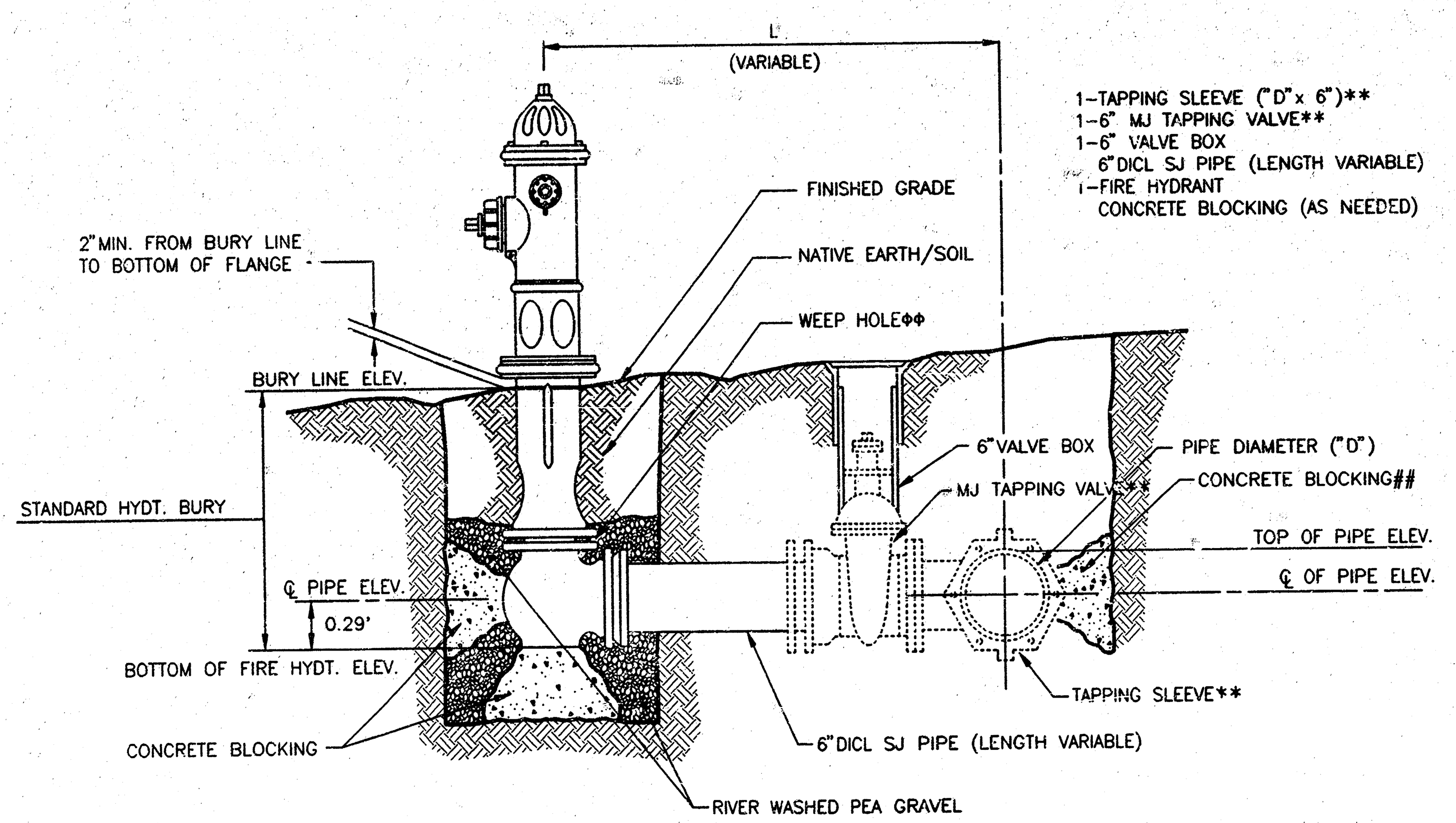
i: 1998/98375/typsec.dgn
date plotted: november 13, 1998
deliver to: dwaine dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-000-000-001	4	13

WATER VALVE BOX ELEVATIONS				
STREET	STATION	OFFSET	EXISTING ELEVATION	PROPOSED ELEVATION
25TH STREET NORTH	6+09	23' Rt.	180.50	180.45



NOTE: PORTIONS OF THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.



1-TAPPING SLEEVE ("D" x 6")**
1-6" MJ TAPPING VALVE**
1-6" VALVE BOX
6" DICL SJ PIPE (LENGTH VARIABLE)
1-FIRE HYDRANT
CONCRETE BLOCKING (AS NEEDED)

FIRE HYDRANT ASSEMBLY - SPECIAL

TO BE INSTALLED IN ACCORDANCE WITH CITY OF WICHITA, KANSAS STANDARD SPECIFICATIONS FOR WATERLINE CONSTRUCTION.

ΦΦ CAUTION ! WEEP HOLES TO BE KEPT CLEAR DURING CONSTRUCTION AND BACKFILL. CONCRETE FOR THRUST BLOCKING SHALL NOT OBSTRUCT WEEP HOLES.

CONCRETE THRUST BLOCKING SHALL BE KEPT CLEAR OF BOLTS, NUTS, AND MJ ACCESSORIES.

** FURNISHED AND SET BY CITY OF WICHITA WATER DEPARTMENT.

ADJUST WATER METER TOPS TO MATCH FINISHED GRADE AS PART OF "SITE RESTORATION".

NOTE: SEE SHEET NO. 7 FOR ADDITIONAL REMOVAL NOTES AT GLENDALE INTERSECTION

"FIRE HYDRANT ASSEMBLY-SPECIAL" SHALL BE BID AS A LUMP SUM WHICH SHALL BE FULL COMPENSATION FOR ALL WORK TO CLOSE AND REMOVE EXIST. FIRE HYDRANT ASSEMBLY AS STATED ON THIS SHEET PLUS ALL MATERIALS, TOOLS, EQUIPMENT, LABOR, ETC. TO COMPLETE INSTALLATION OF NEW FIRE HYDRANT AS SHOWN.

① ADJUST EXISTING SANITARY SEWER MANHOLE RING (APPROX. +0.06') AND SET TO MATCH PROPOSED GRADE AND CROSS SLOPE (3/8"/FT.). THIS WORK TO BE SUBSIDIARY TO ASPHALT PAVEMENT.

② CONSTRUCT DRIVE ENTRANCE INSIDE EXISTING CHAIN LINK FENCE POSTS.

③ REMOVE CHAIN LINK FENCE & GATE WEST OF PROPERTY LINE (+03.10) AND SALVAGE FOR OWNER. ALSO REMOVE CHAIN LINK FENCE TO EAST SIDE OF FIRST DRIVE, SET SALVAGED END POST AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL INSTALL (USING SALVAGED MATERIALS) CHAIN LINK FENCE AT PROPERTY LINE (+03.10) FROM 30' RT. TO 64' RT.± AND CONNECT TO EXISTING FENCE AT SOUTH END (64' RT.±). FENCE REMOVAL SHALL BE PART OF "CLEARING R/W AND SITE PREP.". INSTALLING FENCE ON PROPERTY LINE SHALL BE PART OF "SITE RESTORATION".

④ CONTRACTOR TO SET 5 GUARD POSTS APPROX. 3' APART AND 24" SOUTH OF CURB AS SHOWN. POSTS TO BE SALVAGED OR NEW 4" STEEL PIPE FILLED WITH CONC., 30" ABOVE GROUND. THIS WORK TO BE PART OF "SITE RESTORATION".

(453) COORDINATE POINT NUMBER SEE SHEET NO. 3 FOR COORDINATE LIST.

✿ FIRE HYDRANT TO BE RELOCATED.

≠ MATCH EXISTING

≠ REMOVE THESE ITEMS AS PART OF THE BID ITEM "CLEARING R/W AND SITE PREP.". SALVAGE SIGNS AND RESET (EXCEPT STREET NAME SIGN) AS DIRECTED BY THE ENGINEER. RESETTING SIGNS SHALL BE SUBSIDIARY TO "CLEARING R/W AND SITE PREP.".

ϕ 5' TRANSITIONS FROM COMBINED CURB & GUTTER (3 5/8" ROLL & 1 1/2") TO MONOLITHIC EDGE CURB (6 5/8"). TO BE BID AND PAID FOR AS "COMBINED CURB & GUTTER (3 5/8" ROLL & 1 1/2")".

25TH STREET NORTH

25TH STREET NORTH

STA. 2+59.6 TO STA. 6+17.1

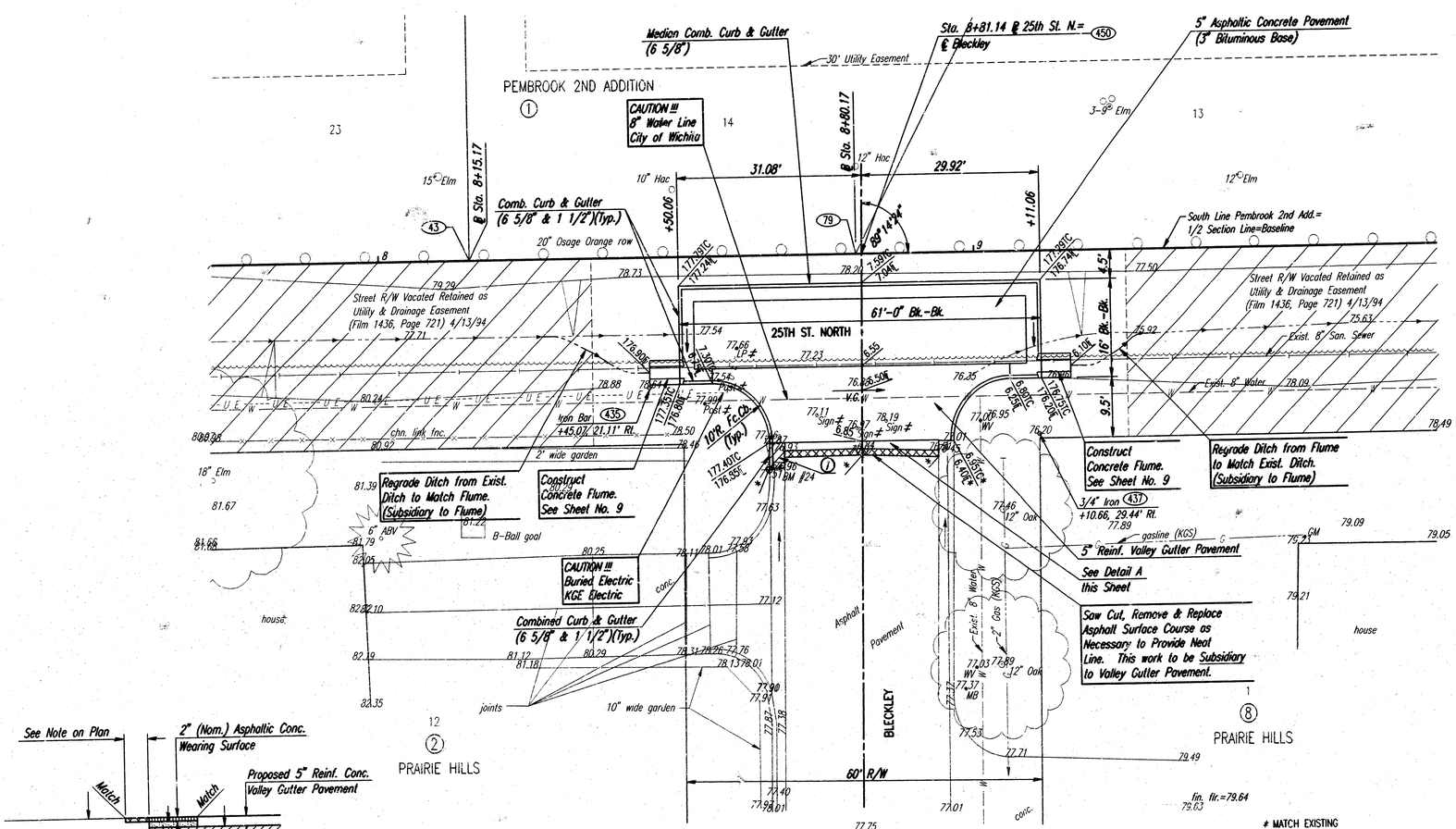
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

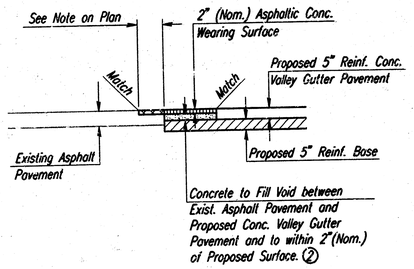
Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date NOV. 1998	Job No. 98375

i:/1998/98375/25thplan.dgn
date plotted: november 16,1998
deliver to: dwaine dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-62429-000-000-001	5	13

SCALE: 1"=10'





DETAIL A

This work to be Subsidiary to 5" Reinf. Valley Gutter Pavement

(1) REMOVE CURVED SECTION OF COMBINED CURB & GUTTER TO JOINT. SAW CUT EXISTING PAVEMENT AT NEW HIGH EDGE ALIGNMENT. SAW CUT TO BE SUBSIDIARY TO "COMBINED CURB & GUTTER REMOVED".

(2) CONCRETE AND 2"(NOM.) ASPHALTIC CONCRETE WEARING SURFACE TO BE SUBSIDIARY TO "5" REINF. VALLEY GUTTER PAVEMENT".

\# MATCH EXISTING

≠ REMOVE POSTS, REMOVE & SALVAGE SIGNS TO BE RESET BY CONTRACTOR FOLLOWING CONSTRUCTION OF IMPROVEMENTS AS DIRECTED BY THE ENGINEER. LIGHT POLE TO BE REMOVED BY OTHERS DURING OR PRIOR TO CONSTRUCTION. THESE ITEMS TO BE CONSIDERED PART OF "CLEARING R/W & SITE PREP."

(453) COORDINATE POINT NUMBER SEE SHEET NO. 3 FOR COORDINATE LIST.

25TH STREET NORTH

25TH ST. N./BLECKLEY

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

Designed by	BER, GDD	Checked by		
Drawn by	BJS	Date NOV. 1998	Job No. 98375	

5

i:/1998/98375/25-bleck.dgn
date plotted: november 16,1998
deliver to: dwayne dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-069-686-001	6	13

SCALE: 1"=10'

PEMBROOK 2ND ADDITION
(1)
12

PRAIRIE HILLS 2ND ADDITION
(4)

PRAIRIE HILLS 2ND ADDITION
(3)

Construct Concrete Inlet Flume See Sheet No. 9

Sta. 11+75.30 @ 25th St. N.= ℄ Battin

Combined Curb & Gutter (6 5/8" & 1 1/2")(Typ.)

5" Asphalic Concrete Pavement (3" Bituminous Base)

Sta. 11+11.40

Sta. 13+11.40

Street R/W Vacated Retained as Utility & Drainage Easement (Film 1436, Page 721) 4/13/94

Street R/W Vacated Retained as Utility & Drainage Easement (Film 810, Page 88) 6/30/86

South Line Pembrook 2nd Add.= 1/2 Section Line=Baseline

61'-0" Blk.-Blk.

25TH ST. NORTH

Iron Bar (438) +56.74, 22.03' Rt.

3/4" Iron (439) +45.00, 29.20' Rt.

#8 Top=175.53
℄ In W 15" RCP=171.63
℄ In E 15" RCP=171.63
℄ Out N 48" RCP=168.63
℄ In S 48" RCP=168.63

#9 Top=176.5
℄ In W 15" RCP=174.01
℄ Out SE 15" RCP=174.01

#11 Top=175.54
grnd=176.0
℄ Out E 15" RCP=172.24

#7 Top=175.66
℄ Out W 15" RCP=172.30

#3 Top=175.81
℄ Out W 15" RCP=172.91

#4 Top=175.83
℄ Out W 15" RCP=173.23

#6 Top=177.31 grnd=176.7
℄ Out NW 48" RCP=168.91
℄ In E 48" RCP=168.96

#1 Top=176.2
℄ In NW 15" RCP=172.35
℄ Out E 18" RCP=171.80

#2 Top=176.06
℄ In W 18" RCP=170.56
℄ Out N 48" RCP=169.46

#5 Nim=178.48
℄ In 8" W=165.98
℄ Out 15" N=162.46
℄ In 15" E=162.47

Top=176.4
℄ Out E 15" RCP=173.1

Remove Type 1A Curb inlet

Remove Type 1A Curb inlet to below ℄ of RCP (SE). Remove 15" RCP West Remove Pipe on 15" RCP (SE) to first Joint and install 6.1 L.F. 15" RCP (End Section).

Saw Cut, Remove & Replace Asphalt Surface Course as Necessary to Provide Neat Line. This work to be Subsidiary to Asphalt Pavement.

CAUTION !!! Buried Electric KGE Electric

CAUTION !!! 8" Water Line City of Wichita

fin. flr.=179.24

fin. flr.=178.66

BATTIN

Asphalt Pavement

MATCH EXISTING

≠ REMOVE & SALVAGE SIGNS TO BE RESET BY CONTRACTOR FOLLOWING CONSTRUCTION OF IMPROVEMENTS AS DIRECTED BY THE ENGINEER. THESE ITEMS TO BE CONSIDERED PART OF "CLEARING R/W & SITE PREP."

(453) COORDINATE POINT NUMBER SEE SHEET NO. 3 FOR COORDINATE LIST.

25TH STREET NORTH

25TH ST. N./BATTIN

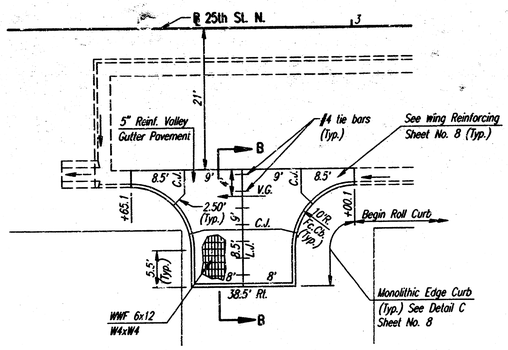
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date NOV. 1998	Job No. 98375

6

i:/1998/98375/25-battn.dgn
date plotted: november 16,1998
deliver to: dwaine dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-000-000-001	7	13

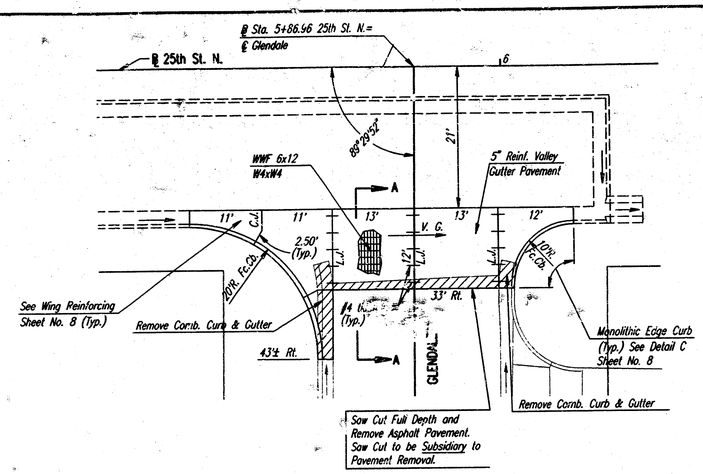


PLAN

REINFORCED VALLEY GUTTER

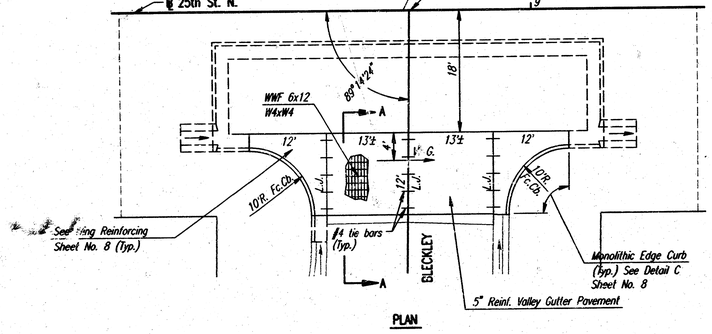
SCALE: 1" = 10'

6'x12' W4xW4 WIRE FABRIC REINFORCING SHALL BE PLACED SUCH THAT THE WIRES WITH THE 6" SPACING WILL RUN PARALLEL WITH THE LONGITUDINAL JOINT.



PLAN

REINFORCED VALLEY GUTTER



PLAN

REINFORCED VALLEY GUTTER

25TH STREET NORTH

VALLEY GUTTER PLANS

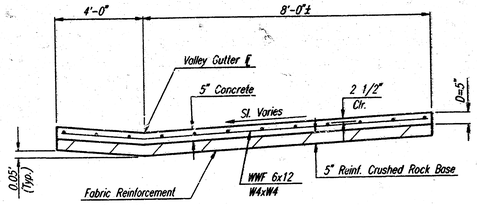
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date NOV. 1998	Job No. 98375

7

i:\1998\-x-375\valgutpl.dgn
date plotted: november 16,1998
deliver to: dwaine dunn

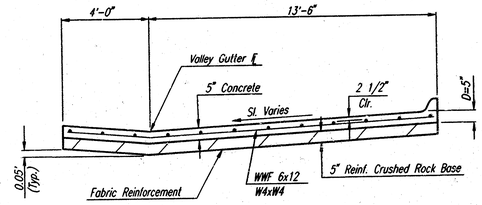
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-000-000-001	8	13



SECTION A-A

NOTE: OMIT REINFORCING MESH AT ALL JOINTS

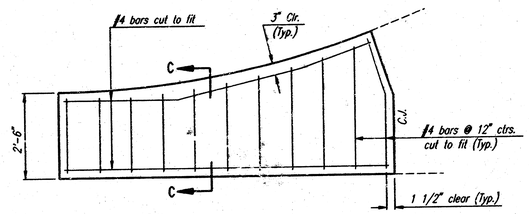
NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.



SECTION B-B

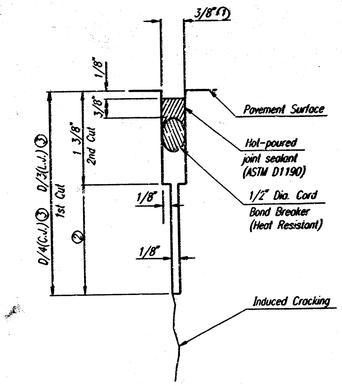
NOTE: OMIT REINFORCING MESH AT ALL JOINTS

NOTE: ALL CONCRETE VALLEY GUTTER REINFORCEMENT SHALL BE ADEQUATELY SUPPORTED BY BAR CHAIRS IN THE REQUIRED POSITION UNLESS APPROVED OTHERWISE BY THE ENGINEER.



WING REINFORCING DETAIL

NOTE: OMIT WIRE FABRIC REINFORCING IN THIS SECTION.

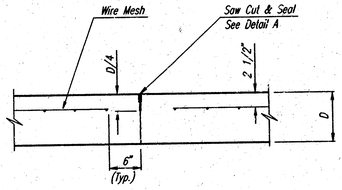


DETAIL A

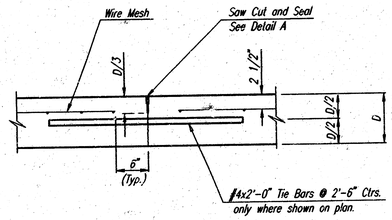
① To be accomplished in 2 cuts for Longitudinal Joints and Contraction Joints. Initial cut to be 1/8" wide.

② Eliminate bottom of cut when metal keyway is used as part of Longitudinal or Transverse Construction Joint and at Doweled Construction Joint Locations.

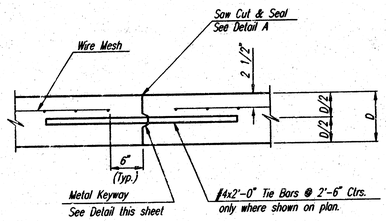
③ 1 1/2" Minimum



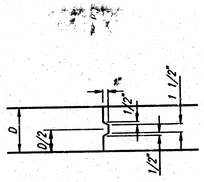
CONTRACTION JOINT DETAIL REINFORCED PAVEMENT (C.J.)



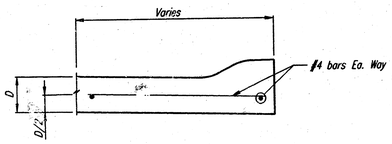
LONGITUDINAL JOINT DETAIL REINFORCED PAVEMENT (TRANSVERSE SECTION) (L.J.)



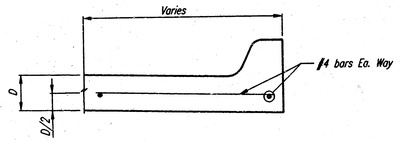
LONGITUDINAL CONSTRUCTION JOINT DETAIL REINFORCED PAVEMENT (TRANSVERSE SECTION) (ALTERNATE L.J.)



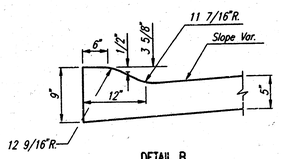
KEYWAY DETAIL



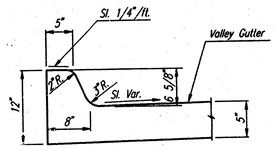
SECTION C-C (ROLL-TYPE CURB)



SECTION C-C (STD. CURB)



DETAIL B (ROLL-TYPE CURB)



DETAIL C (STD. CURB)

25TH STREET NORTH

VALLEY GUTTER DETAILS

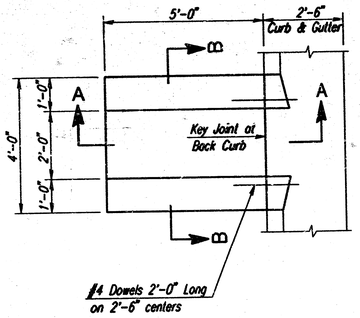
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date NOV. 1998	Job No. 98375

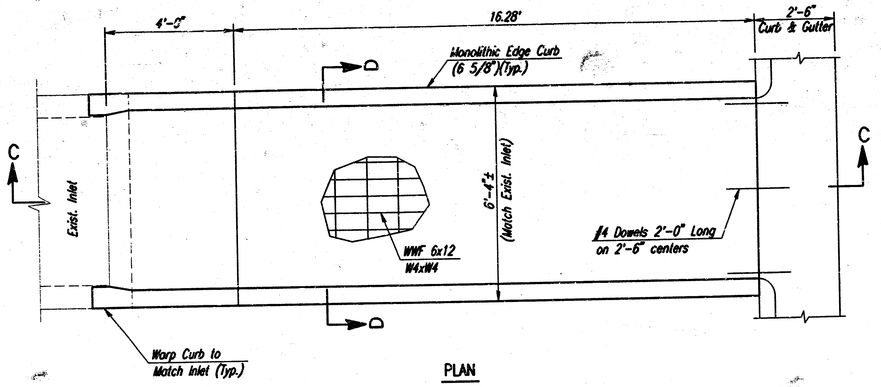
8

i:\1998\98375\valgutdt.dgn
date plotted: november 16,1998
deliver to: dwaine dunn

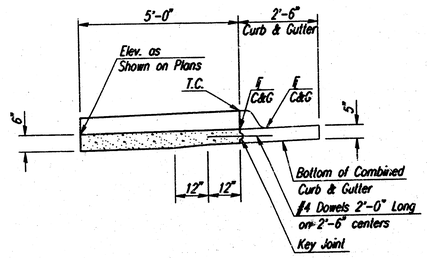
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-000-000-001	9	13



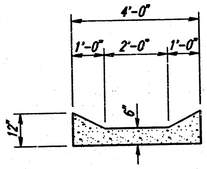
PLAN



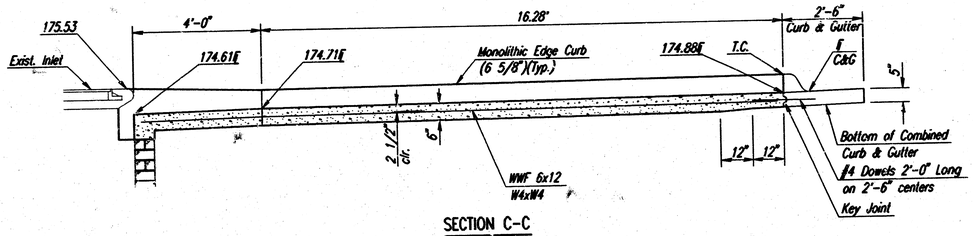
PLAN



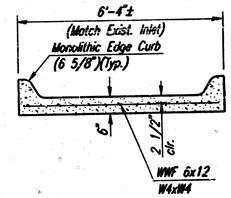
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

CONCRETE FLUME DETAILS

CONCRETE INLET FLUME DETAILS

GENERAL NOTES

CONCRETE FOR FLUMES SHALL BE THE SAME AS THAT USED FOR COMBINED CURB AND GUTTER.

THE ENTIRE AREA OF THE FLUME SHALL BE POURED MONOLITHICALLY, AND ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL.

MONOLITHIC EDGE CURB (6 5/8") SHALL NOT BE BID SEPARATELY BUT SHALL BE CONSIDERED PART OF THE CONCRETE INLET FLUME.

FLUMES SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH COMPLETE AND IN PLACE OF THE VARIOUS TYPES AS SHOWN ON THE PLANS. THIS SHALL BE CONSIDERED FULL COMPENSATION FOR ALL MATERIALS, LABOR, TOOLS, EXCAVATION, BACKFILLING, CONNECTION TO EXISTING STRUCTURES (IF REQUIRED), OR INCIDENTALS NECESSARY TO COMPLETE THE WORK.

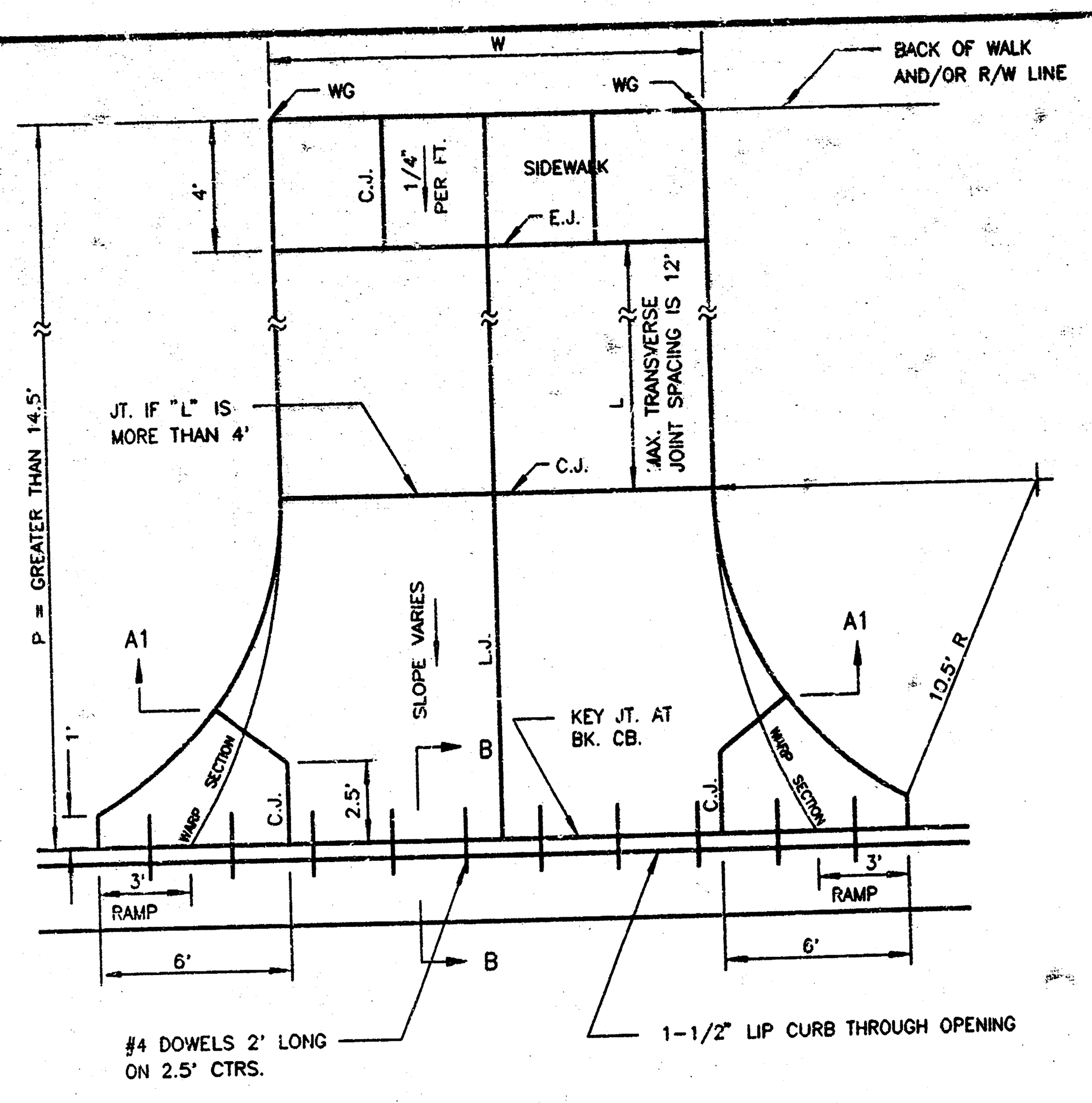
25TH STREET NORTH

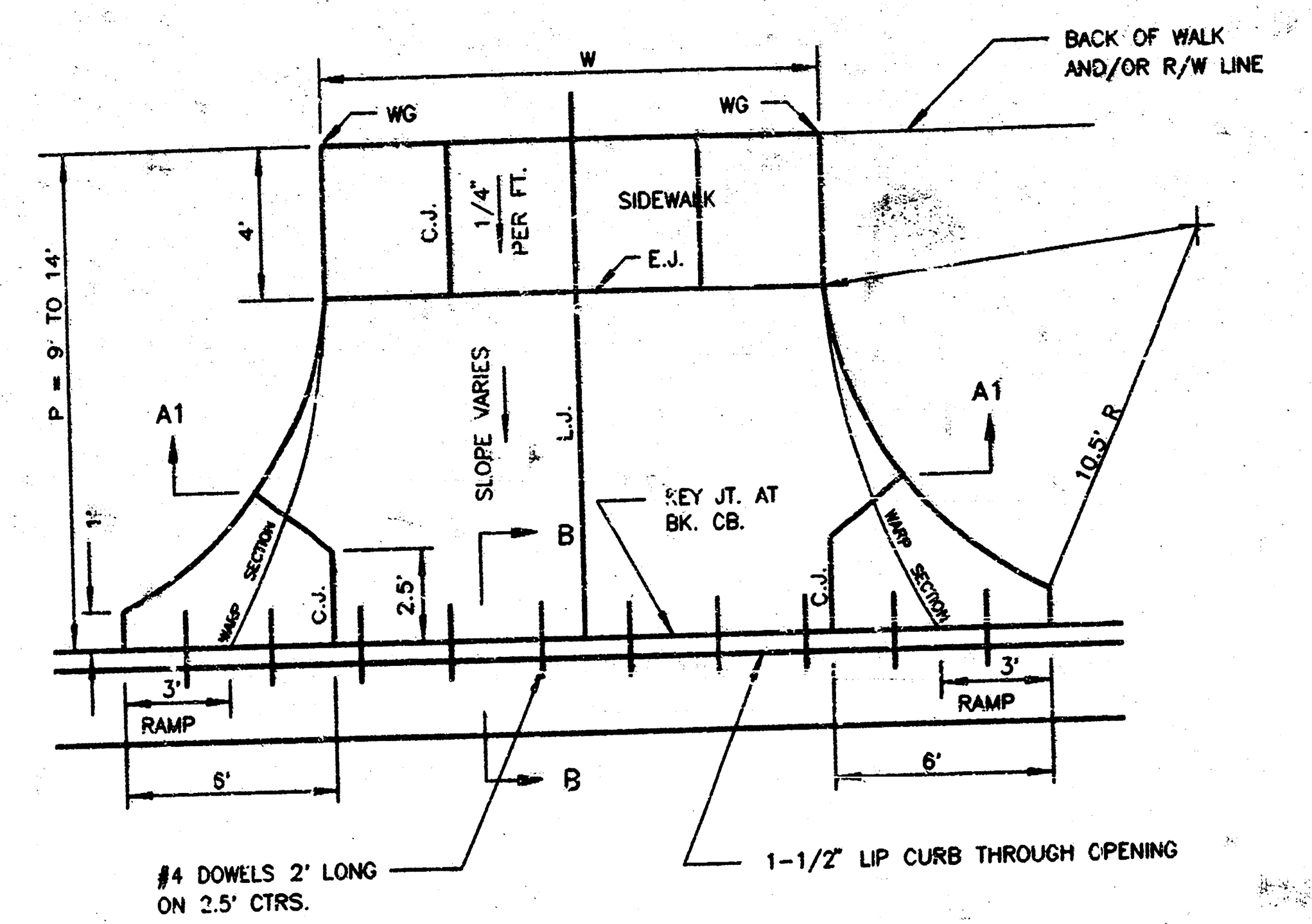
CONCRETE FLUME AND CONCRETE INLET FLUME DETAILS

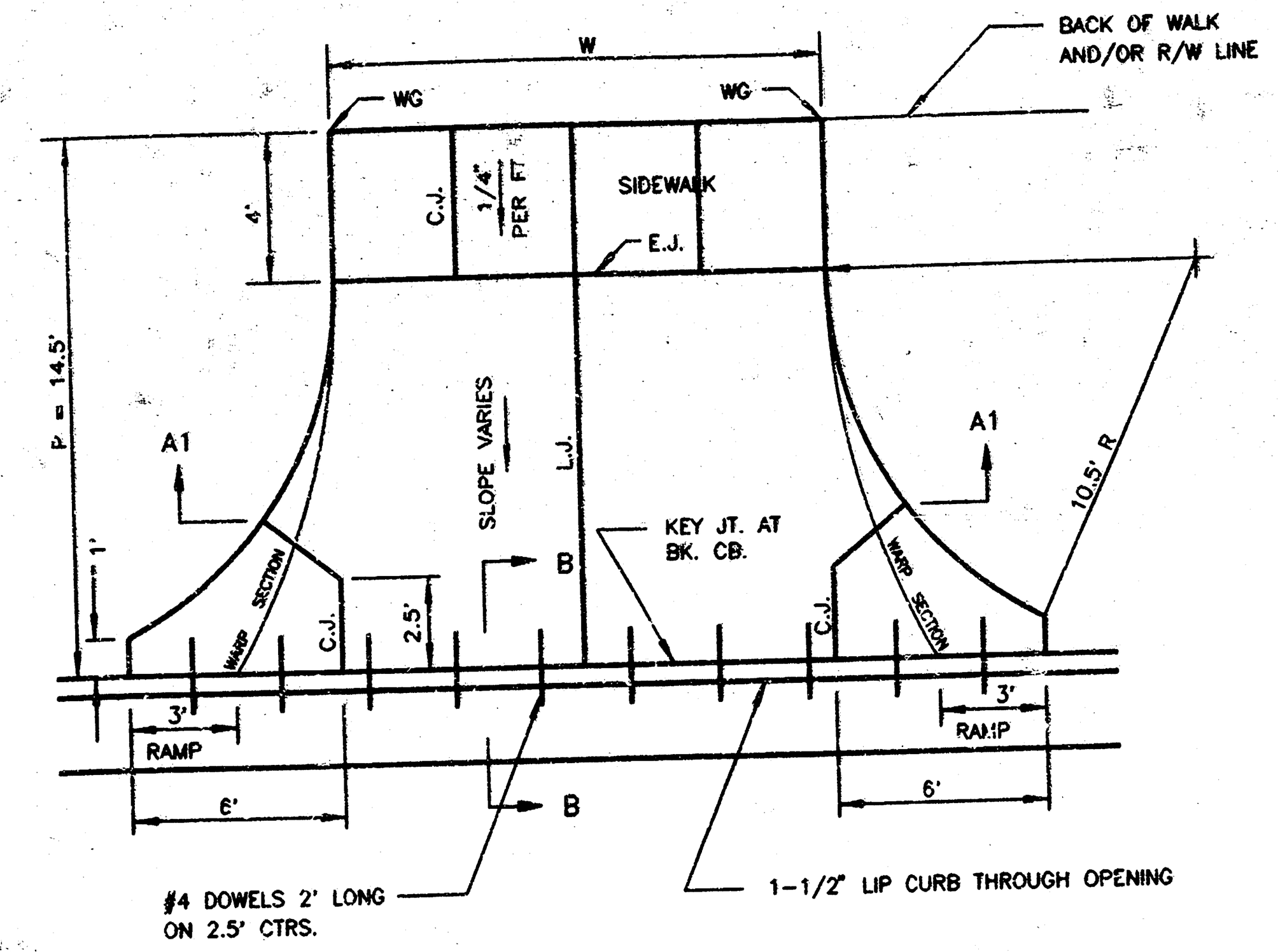
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

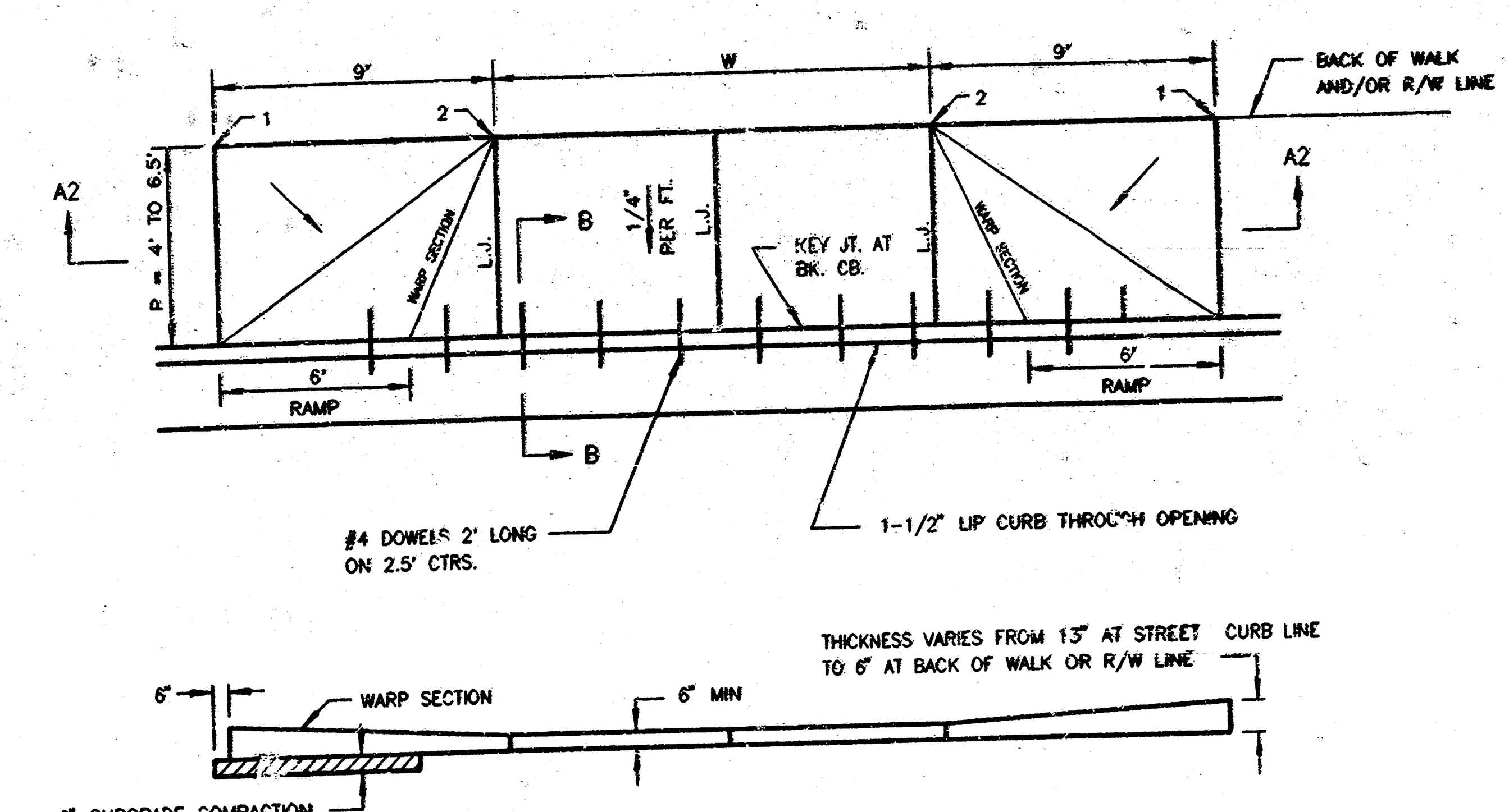
Designed by	BER, GDD	Checked by	
Drawn by	BJS	Date NOV. 1998	Job No. 98375

i:\1998\98375\flumedtl.dgn
date plotted: november 16,1998
deliver to: dwaine cunn





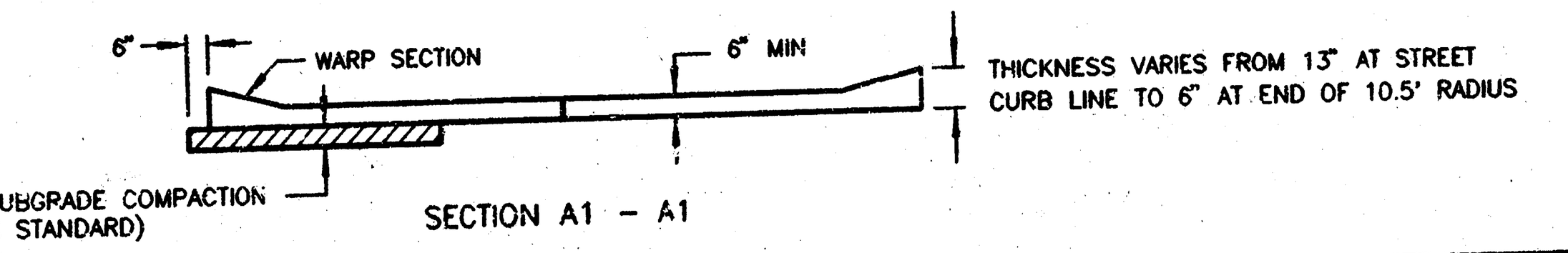




SECTION A2 – A2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CURB	-.08'	0.02'	0.18'	0.22'	0.18'	0.22'
DIST. OF PT. "2" BELOW TOP OF FULL CURB	-.08'	0.02'	0.18'	0.22'	0.18'	0.22'

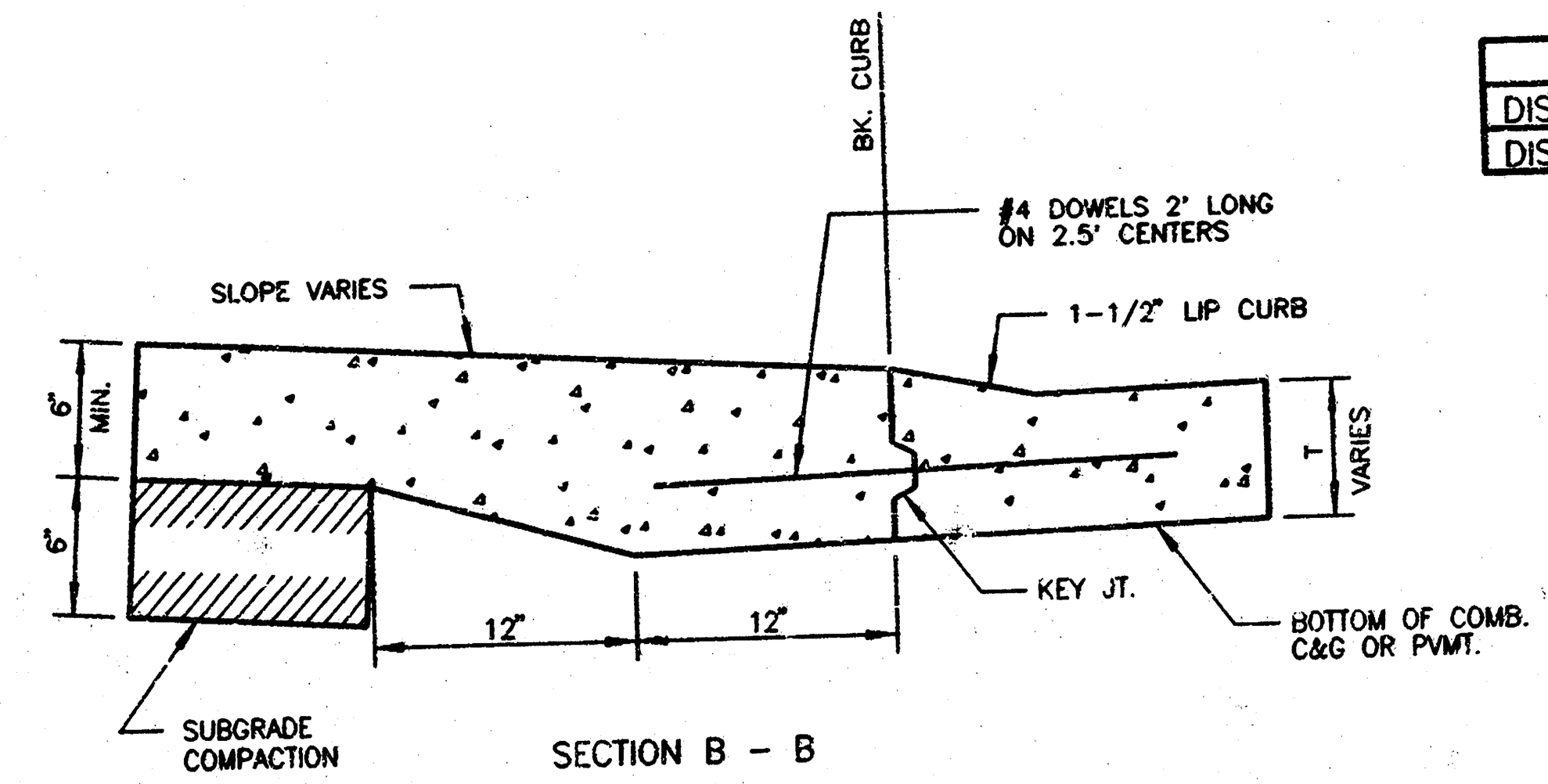
FULL RAMP DRIVE (P = 4.0' TO 6.5')



SECTION A1 – A1

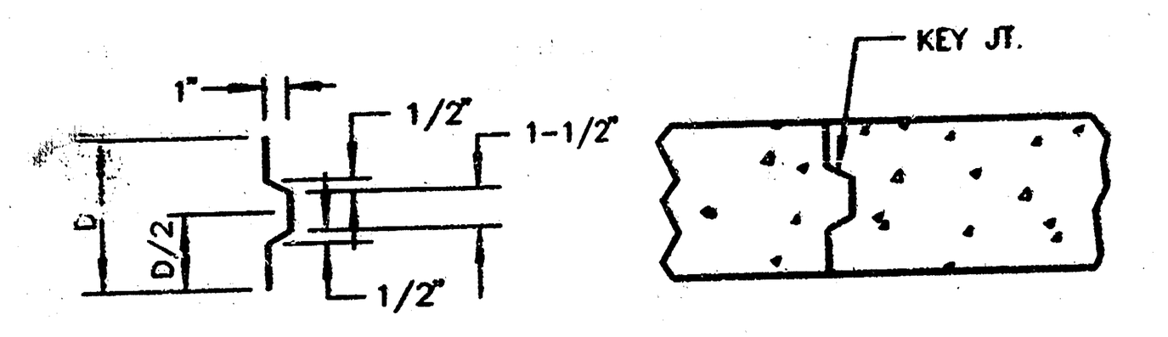
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.52'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.27'	0.27'	0.32'	0.37'	0.52'	0.62'	0.96'	1.22'	1.48'	1.74'	2.00'	2.26'	2.52'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.30'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.19'	-.16'	-.13'	-.10'	-.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

RADIUS RAMP DRIVES (P = 9.0' & GREATER)

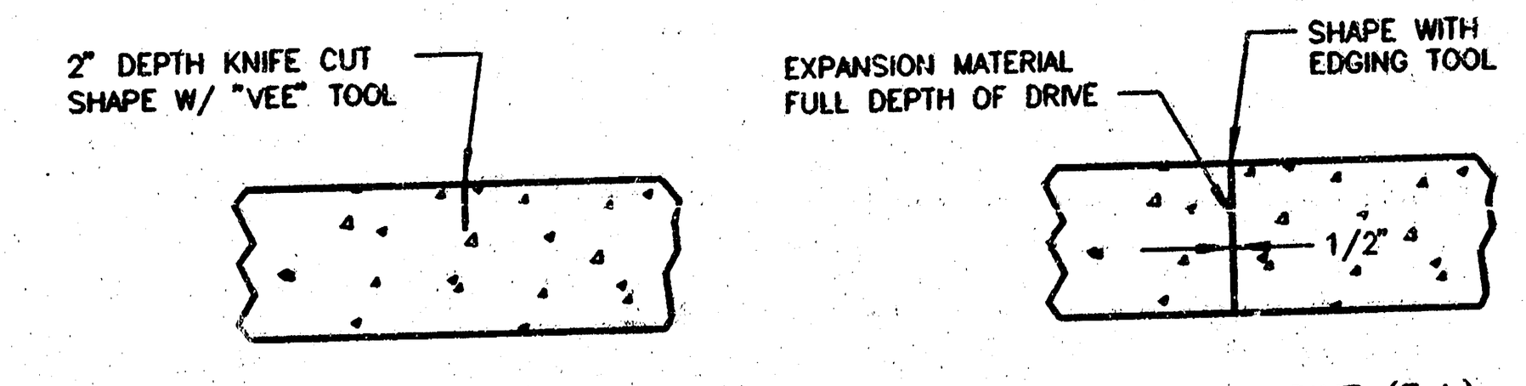


SECTION B – B

BACK OF CURB DETAIL



ALT. LONGITUDINAL CONSTRUCTION JOINT

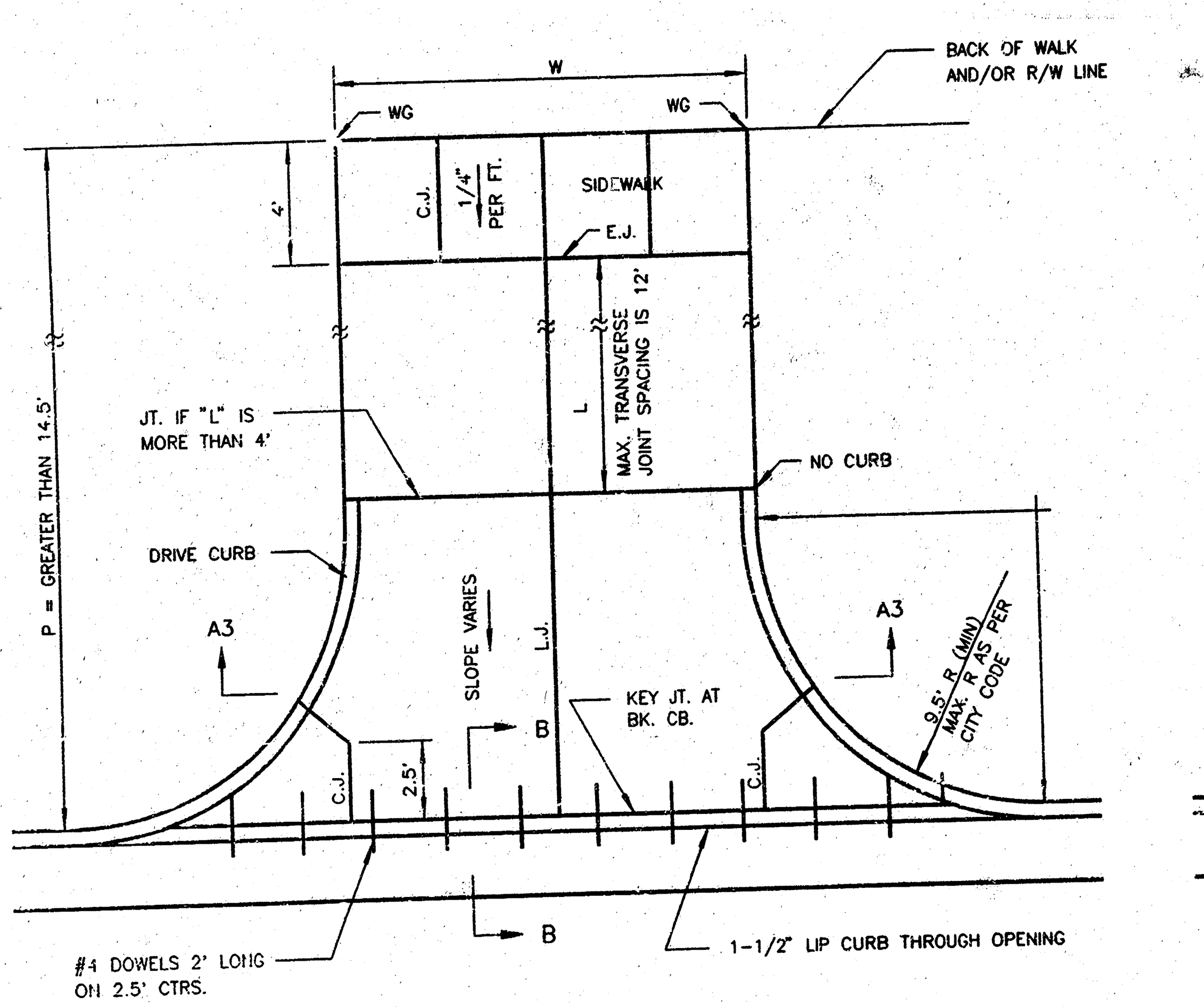


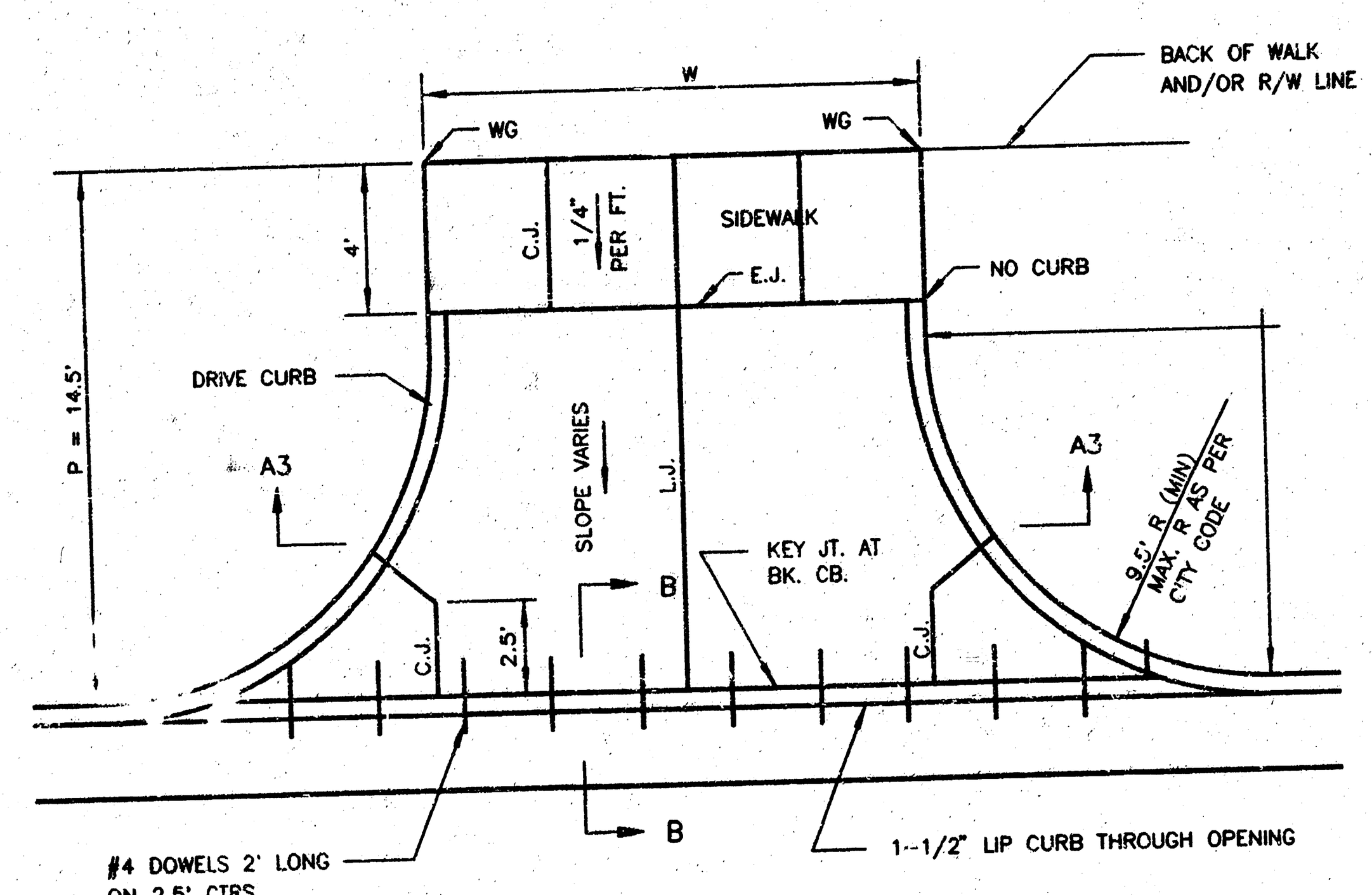
CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

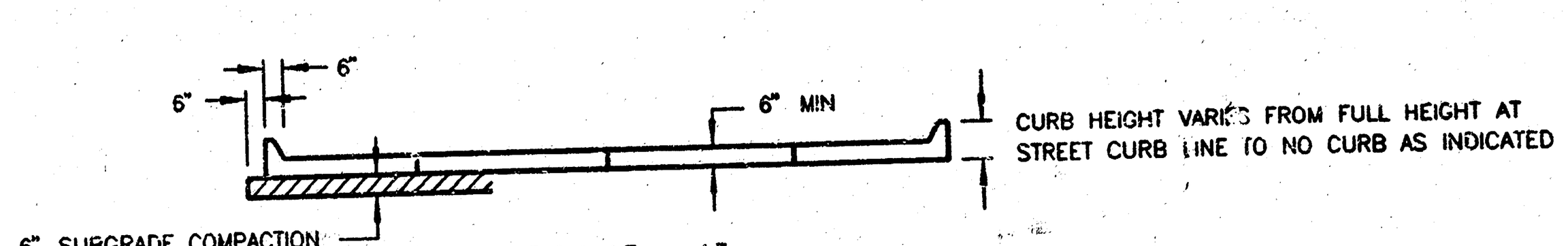
NO SAWN JOINTS
WILL BE ALLOWED

EXPANSION JOINT (E.J.)

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"X12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.



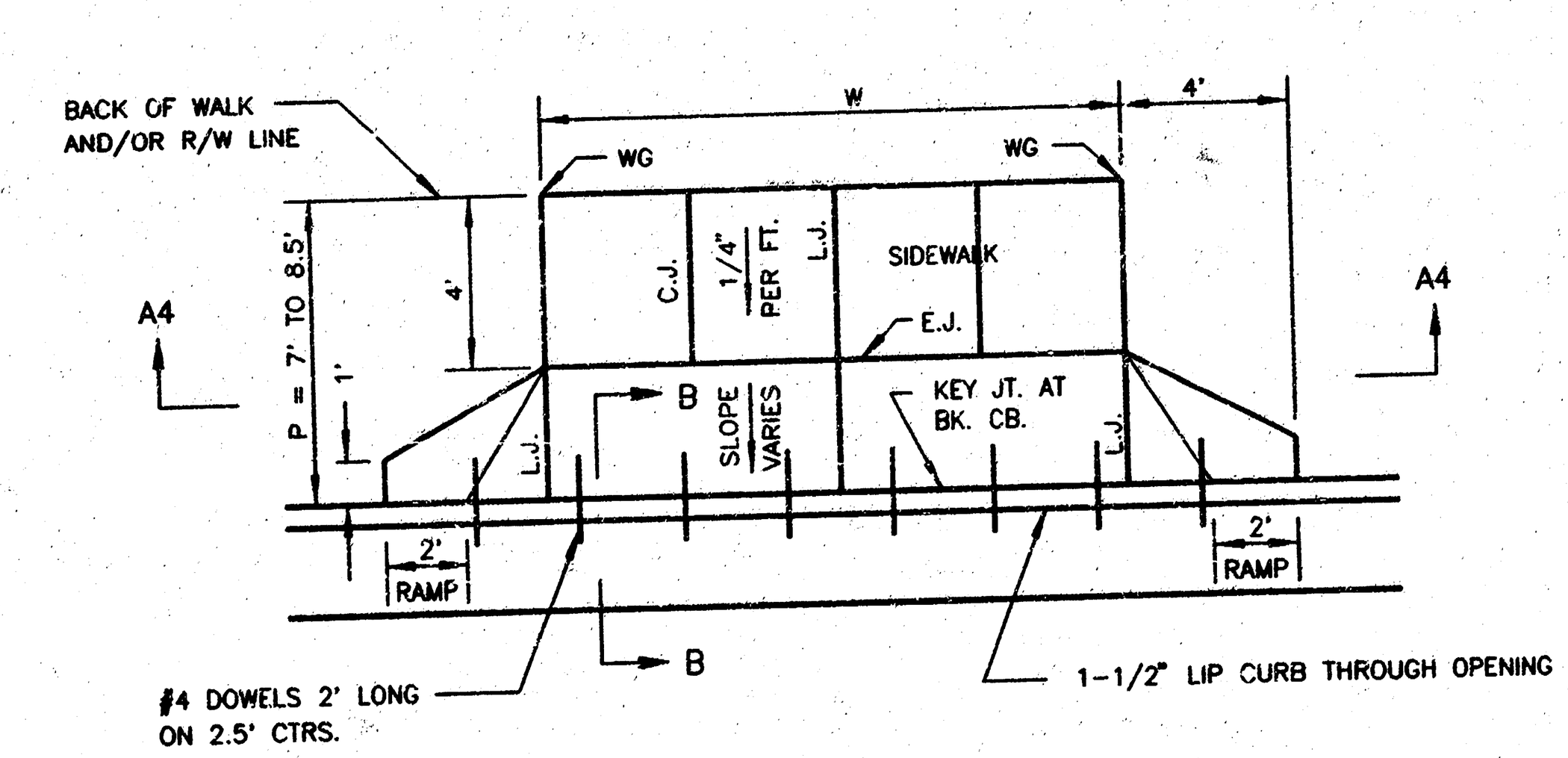


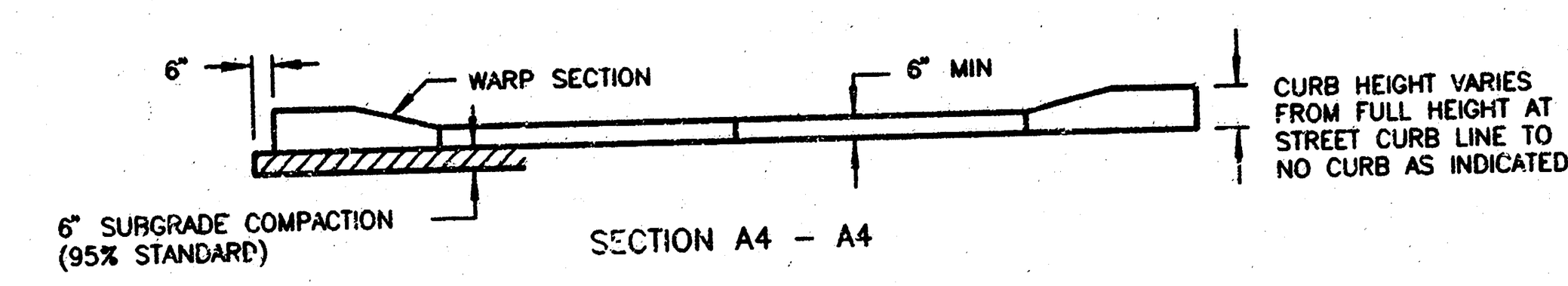


SECTION A3 – A3

PARKING WIDTH "P"	14.5'	20'	25'	30'	35	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.72'	1.27'	1.77'	2.27'	2.77'	3.27'	3.77'	4.27'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.70'	1.04'	1.30'	1.56	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P = 14.5' & GREATER)





SECTION A4 – A4

PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.08'	0.02'	0.18'	0.22'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.08'	0.02'	0.18'	0.22'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.15'	-.16'	-.17'	-.17'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.25'	-.20'	-.20'	-.20'

FULL RAMP DRIVE (P = 7.0' TO 8.5')

THE CITY OF WICHITA
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202
(316) 268-4501
(316) 268-4114 FAX

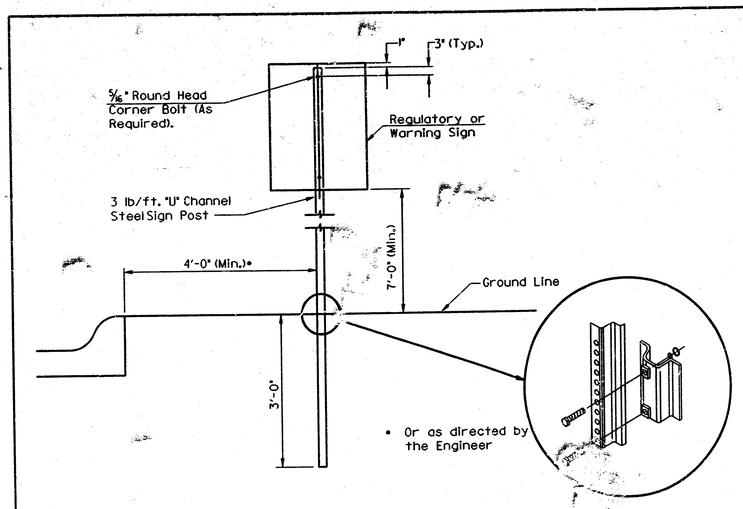
STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

M. E. LINDEBAK P.E. - CITY ENGINEER

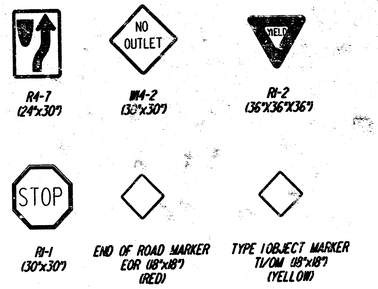
PROJECT NUMBER 472-82429
INDEX CODE 765420
DATE MAR 96

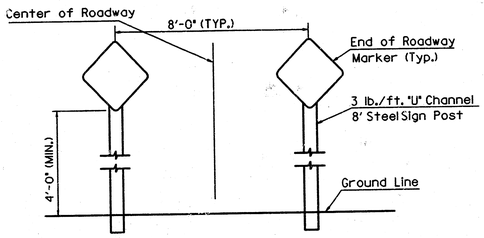
1:...\98375\driveway.dgn
date plotted: november 16,1998
deliver to: dwaine dunn

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-82429-000-000-001	11	13

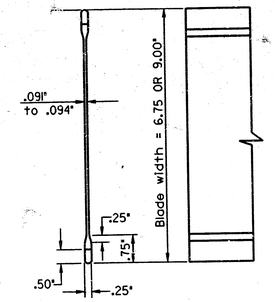


TYPICAL TRAFFIC CONTROL SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION





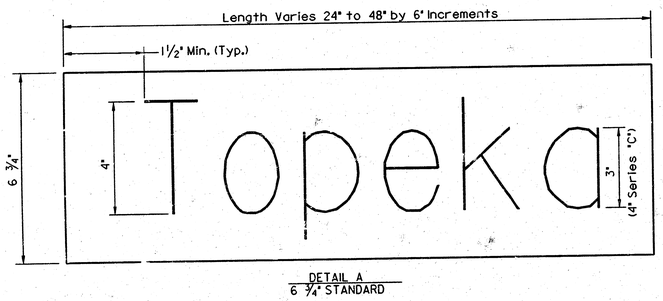
TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION



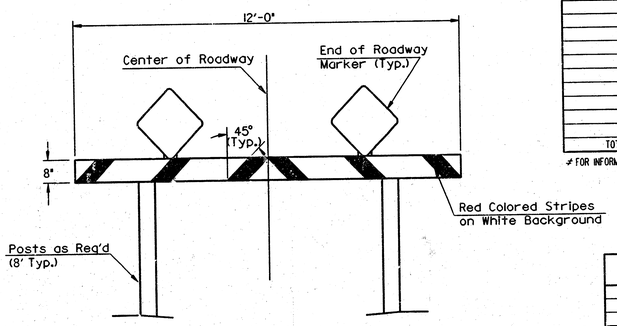
STREET NAME SIGN
BLADE DETAILS

SIGN ASSEMBLY TABLE				
STREET	STATION	OFFSET	SIGN	QUANTITY #
25TH ST. N.	5+62	32' RT.	STREET NAME	1
TOTAL				1

FOR INFORMATION ONLY

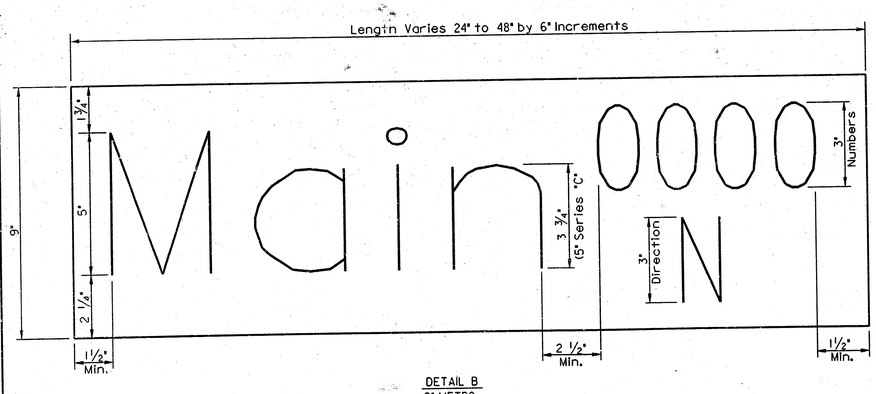


DETAIL A
6 3/4" STANDARD

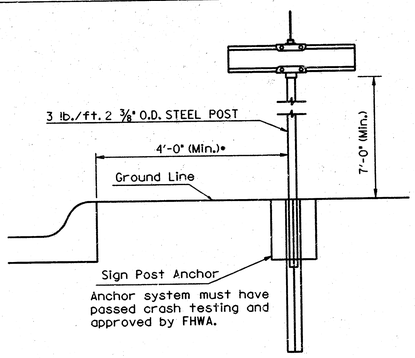


TYPE I BARRICADE DETAIL W/ E.O.R. MARKER

STREET NAME	NO. BLADES REQ'D.	
	6 3/4" STD.	9" METRO
25th St	1	
Glendale	1	



DETAIL B
9" METRO



TYPICAL STREET NAME SIGN MOUNTING INSTALLATION
CURB AND GUTTER SECTION

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 1990" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

1. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.
2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FOOT MINIMUM.
3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM 2 3/8" O.D. GALVANIZED STEEL PIPE WEIGHING A MINIMUM OF 3 LBS./FOOT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.
4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.
5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1626 OF THE STANDARD SPECIFICATIONS.
6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.

   MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".

   BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.
7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 3/8" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.
8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.
9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE TYPE II-HIGH PERFORMANCE CLASS HA IN ACCORDANCE WITH SUBSECTION 2201 OF THE STANDARD SPECIFICATIONS.
10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.
11. DETAILS: REGULATORY AND WARNING SIGNS SHALL CONFORM TO THE DETAILS IN "STANDARD HIGHWAY SIGNS", FHWA, 1979.
12. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 6 3/4" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 4" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 6 1/4" WIDTH. (SEE DETAIL A.)

    THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVER-WHITE #2 COPY WITH 5" UPPER CASE AND LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)

    FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE HOUSE NUMBERS DISPLAYED BENEATH THE STREET NAME. LETTERING TO BE THE SAME AS FOR THE 6 3/4" SIZE BLADE, EXCEPT THAT THE HOUSE NUMBER INFORMATION SHALL BE 4" SERIES "C".

    SHOP DRAWINGS OF LAYOUT FOR STREET NAME SIGN SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.
13. PERMANENT TRAFFIC CONTROL AND STREET NAME SIGN: PERMANENT TRAFFIC CONTROL AND STREET NAME SIGN SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING, POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

SIGNING DETAILS

SCALE: NONE	APPROVED BY	DATE: JUNE '93
DRAWN BY: TM		REVISED: JUNE '97

CITY OF WICHITA
DEPARTMENT OF PUBLIC WORKS
TRAFFIC ENGINEERING SECTION

11

I:\1998\98375\signdtl.dgn
data plotted november 16, 1998
deliver to: dwane gunn

10 10 20 30 40

185
180
5+00
175

C = 49 LF = 0

185
180
4+50
175

C = 37 LF = 0

185
180
4+25
175

C = 34 LF = 0

185
180
4+00
175

C = 33 LF = 0

185
180
3+50
175

C = 31 LF = 1

185
180
3+00
175

C = 28 LF = 2

180
2+82.6
175

C = 47 LF = 3

180
2+59.6
175

C = 30 LF = 3

TOTALS
EXC. = 711 Cu. Yds.
LF = 9 Cu. Yds.

10 10 20 30 40

51.6' EXC. = 96

185
180
5+00
175

50' EXC. = 80

185
180
4+50
175

25' EXC. = 33

185
180
4+25
175

25' EXC. = 31

185
180
4+00
175

50' EXC. = 59
LF = 1

185
180
3+50
175

50' EXC. = 55
LF = 3

185
180
3+00
175

17.5' EXC. = 24
LF = 2

180
2+82.6
175

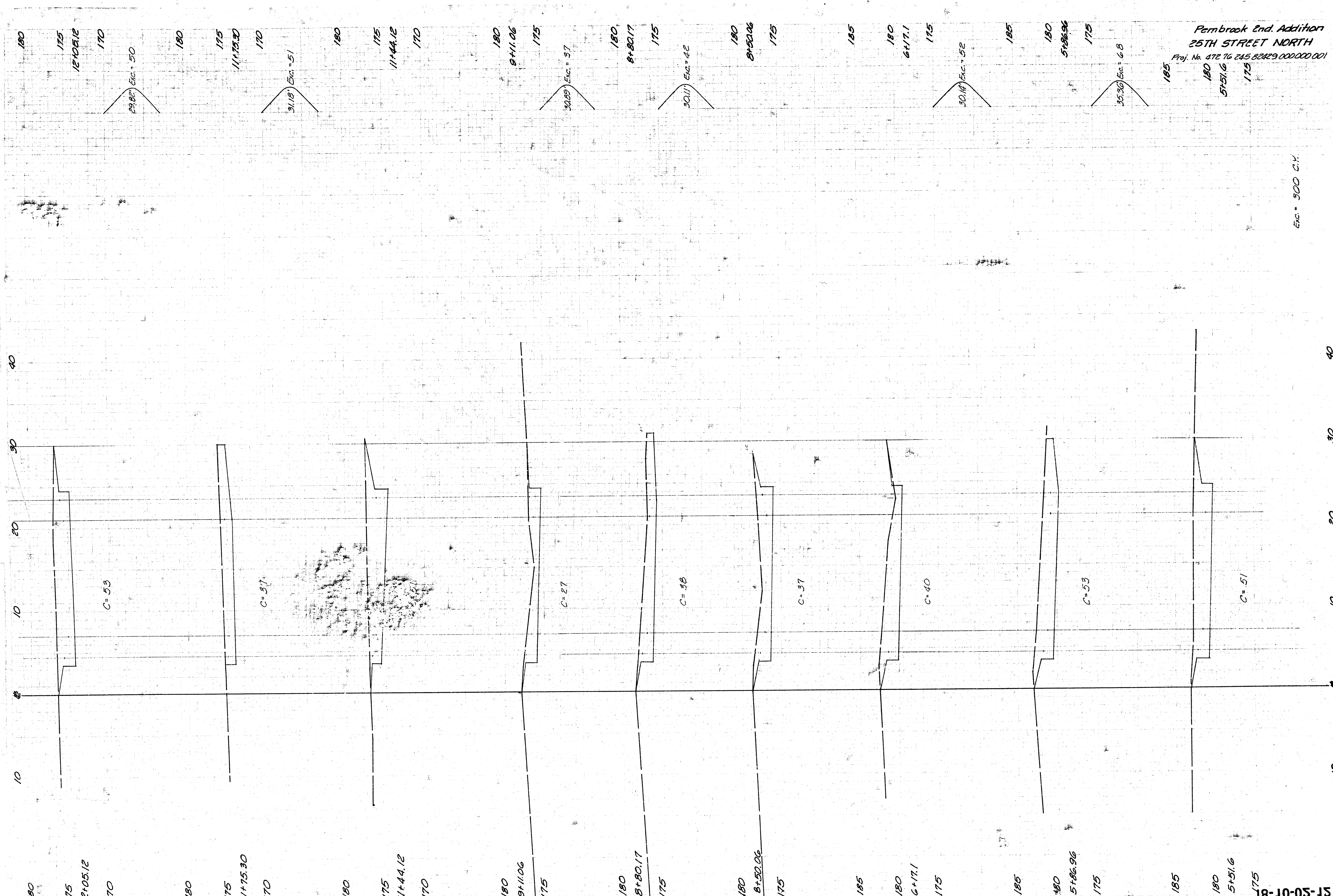
23' EXC. = 35
LF = 3

180
2+59.6
175

EXC. = 411
LF = 9

Sheet No. 12 of 13

Pembrook 2nd Addition
25TH STREET NORTH
Proj. No 417 16 245 8459 000 000 001


Pembrook 2nd. Addition
25TH STREET NORTH
Proj. No. 472 76 245 82429 000 000 001
Exc. = 300 C.Y.
12+05.12
11+75.30
11+44.12
9+11.06
8+80.17
8+50.06
6+17.1
5+86.96
5+51.6
C = 53
C = 37
C = 27
C = 38
C = 37
C = 40
C = 53
C = 51