

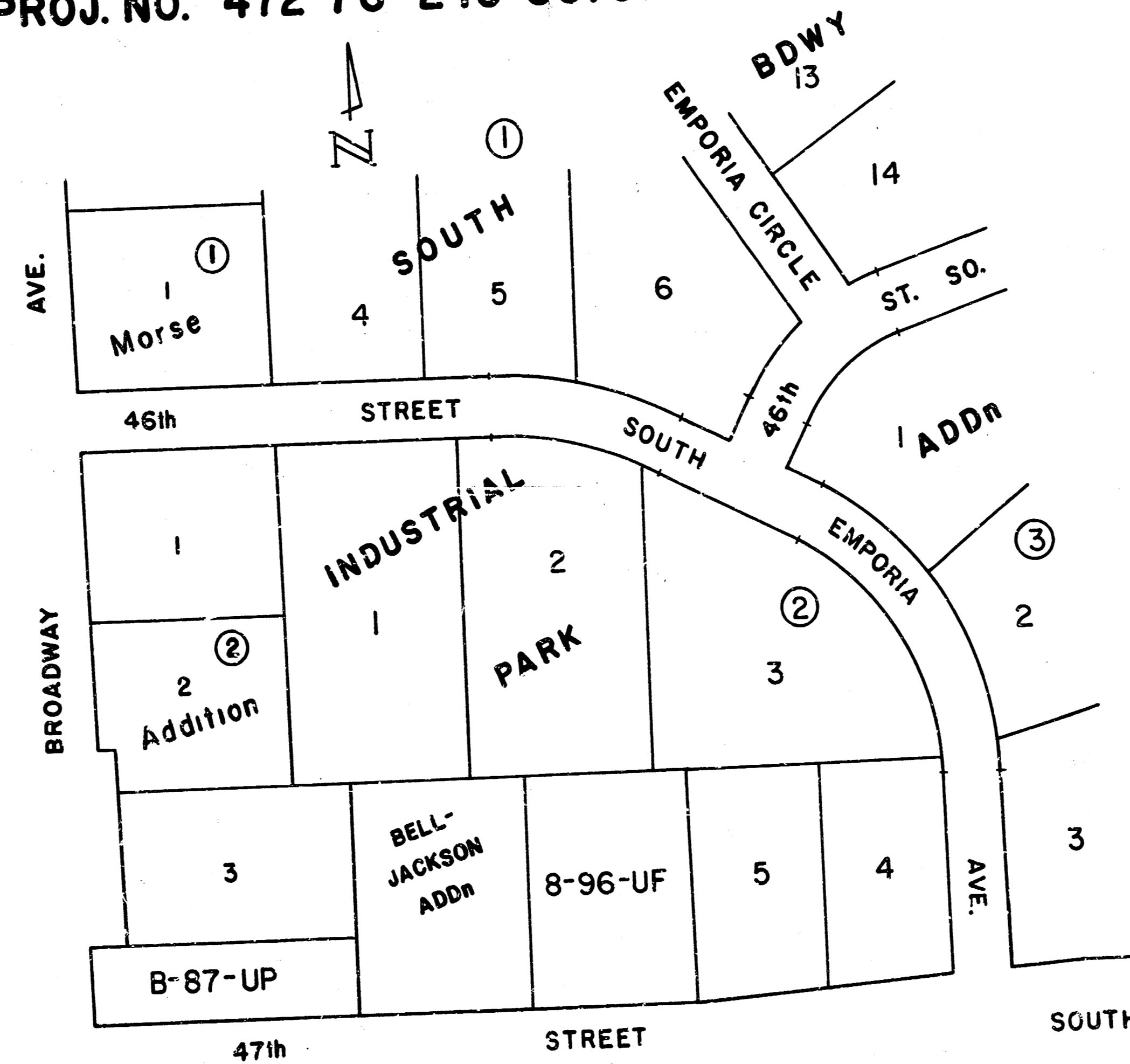
SOUTH BROADWAY INDUSTRIAL PARK ADDn  
46th ST. SOUTH & EMPORIA AVE.  
E.L. BROADWAY TO N.L. 47th ST. SOUTH  
46th ST. SOUTH  
E.L. EMPORIA TO W.L. LOT 14, BLK I,  
SOUTH BROADWAY INDUSTRIAL PARK ADDn

CITY OF WICHITA, KANSAS

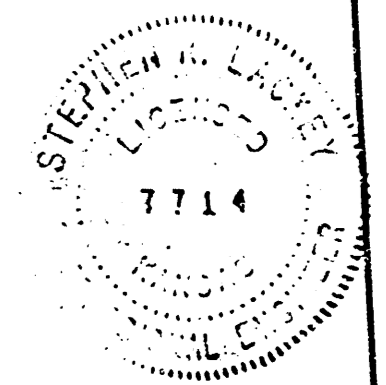
R.W. BRUGGEMAN DIRECTOR OF ENGINEERING / CITY ENGINEER

DATE:

PROJ. NO. 472 76 245 80757 000 000 001



LOCATION MAP  
SCALE: 1" = 150'

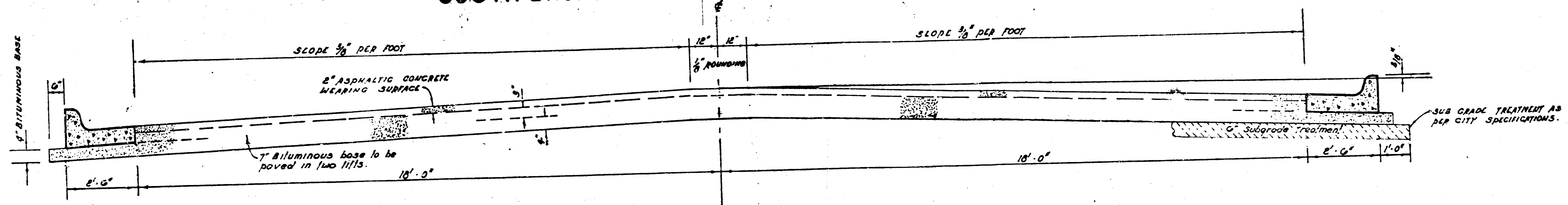


1/3

1/4

FILMED FROM THE BEST  
AVAILABLE COPY

SOUTH BROADWAY INDUSTRIAL PARK ADDn  
 46th ST SOUTH & EMPORIA AVE.  
 E. L. BROADWAY TO N.L. 47th ST. SOUTH  
 46th ST. SOUTH  
 E.L. EMPORIA TO W.L. LOT 14, BLK I,  
 SOUTH BROADWAY INDUSTRIAL PARK ADDn



The A.C. pavement between the curb & gutter shall be paid as 50 yds 9" A.C. pavement (7" Bituminous Base). The Bituminous Base under the curb & gutter shall be paid as 50 yds 9" Bituminous Base.

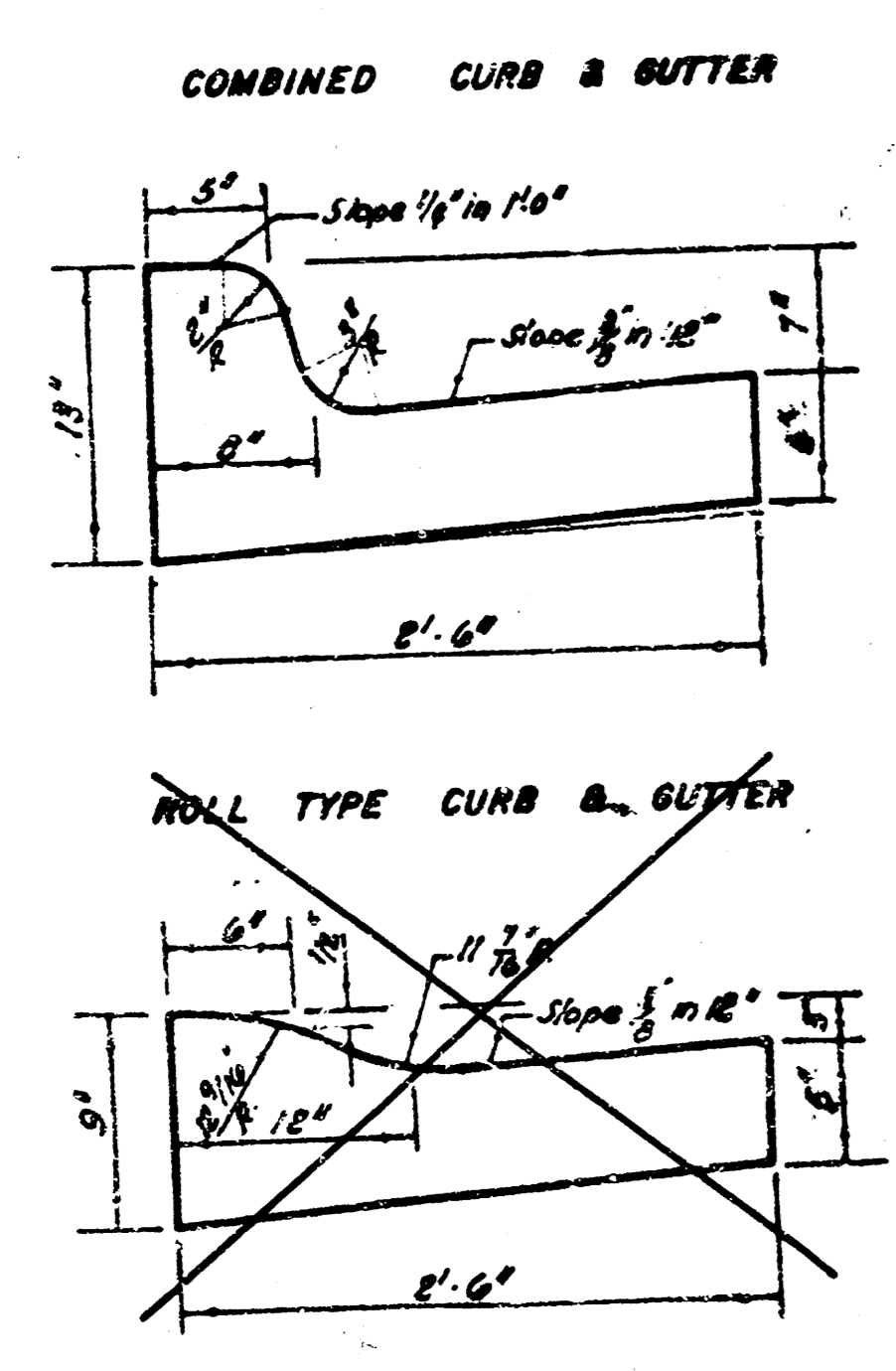
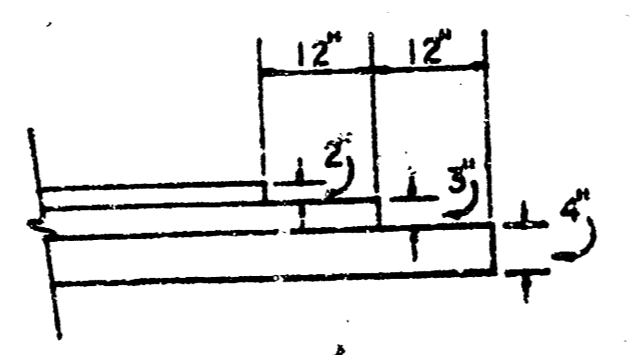
TYPICAL SECTION

4' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ. YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

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



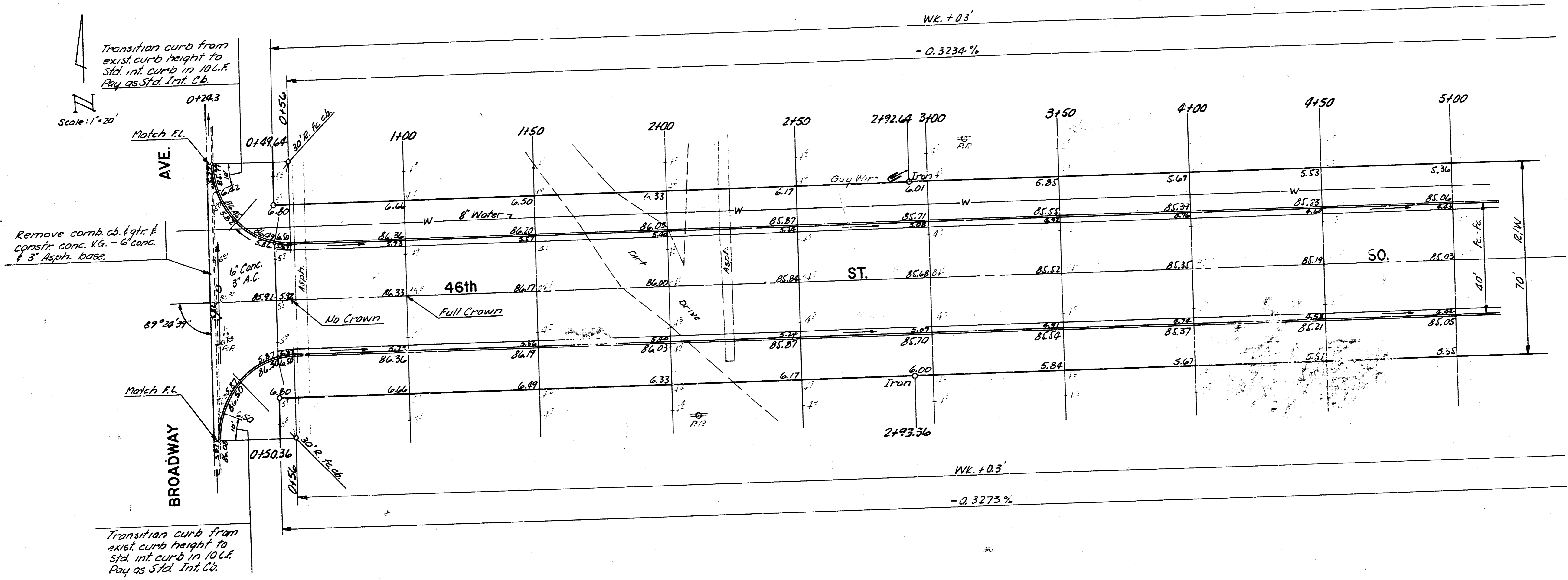
2/13

CITY OF WICHITA, KANSAS  
 DEPARTMENT of PUBLIC WORKS - Engineering Division.

DATE \_\_\_\_\_  
 PROJ. NO. 472 76 245 80757 000 000 001

B.M. 10' Culvert E. Cor. of conc. box culvert 50' W. of Santa Fe Ave. on U.S. 47th St. S.  
 B.M. 86.86 2" away from 47th St. So., City Sta., 28' E. of 28.3' N. of Section Cor.  
 B.M. 83.37 P.R. Spk. on E. face P.R. on E. Side Santa Fe Ave. by wire fence from S.L. 46th St. So.  
 B.M. 88.21 " on top of gas meter in front of house @ 4635 So. Broadway

NOTE: Prior to beginning construction,  
 Contractor shall call: Starbar Oil Corp.  
 264-8378



Transition curb from  
 exist. curb height to  
 std. int. curb in 10 L.F.  
 Ray as Std. Int. Co.

Scale: 1" = 20'

Remove comb. cb. eq. &  
 const. conc. V.G. - 6" conc.  
 & 3" Asp. base.

Transition curb from  
 exist. curb height to  
 std. int. curb in 10 L.F.  
 Ray as Std. Int. Co.

NOTE: S.W.S. shown on this  
 plan has been constructed.

**SUB-GRADE**  
 TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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.

Borrow		Excavation		Compacted Fill	
Prop.	City	Prop.	City	Prop.	City
8130.0 C.Y.	3770 C.Y.	81.1 C.Y.	41.9 C.Y.	1714.5 C.Y.	2157 C.Y.
		+10% 89.2 C.Y.	+10% 46.1 C.Y.	+10% 1886.0 C.Y.	+10% 2373 C.Y.

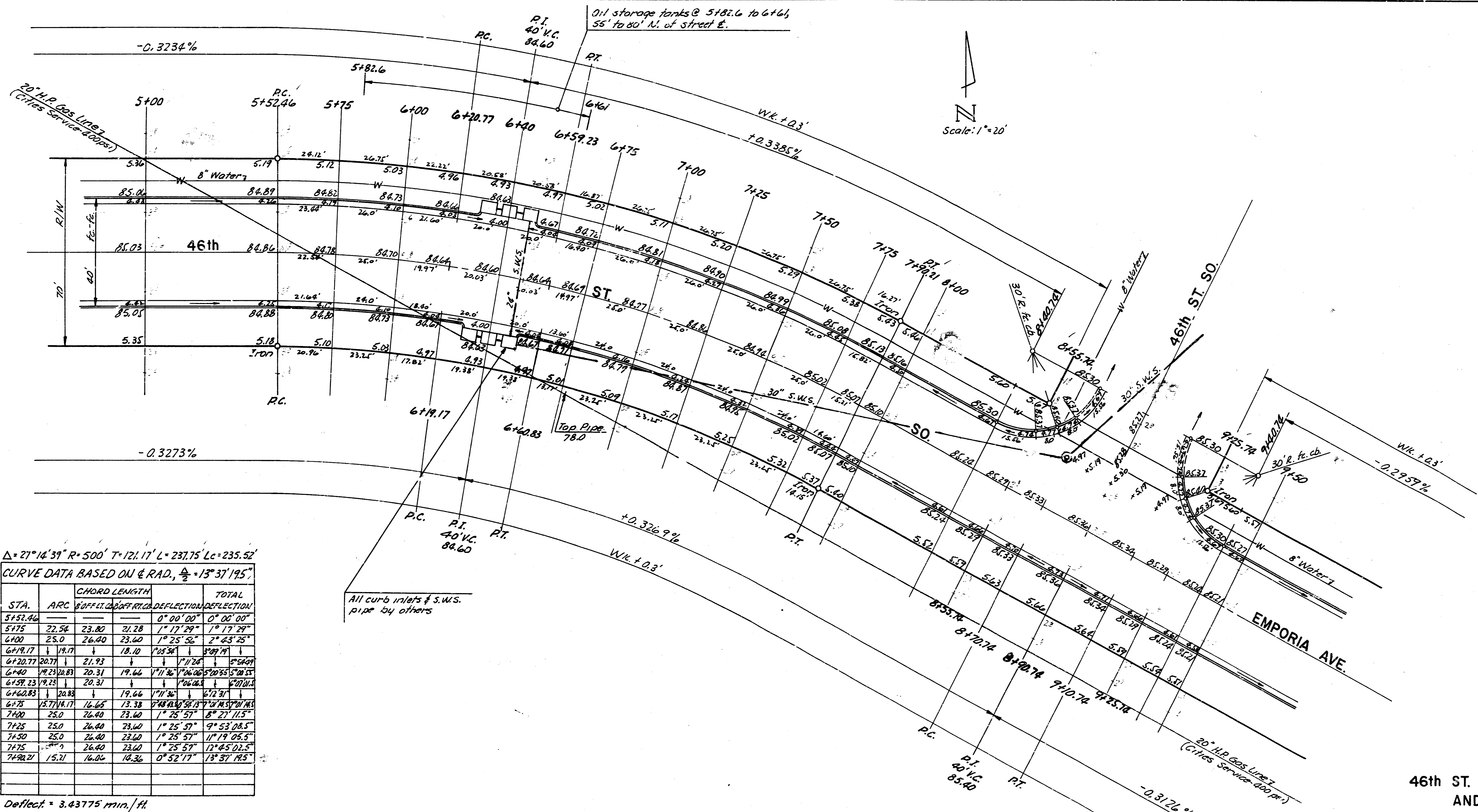
Total Manipulation = 8,720.2 S.Y.

46th ST. SOUTH  
 AND  
 EMPORIA AVE.  
 E. L. BROADWAY TO N.L. 47th ST. SOUTH

PROJ. NO. 472 76 245 80757 000 000 001

3/13

FILMED FROM THE BEST AVAILABLE COPY....



$\Delta = 21^\circ 14' 39''$   $R = 500'$   $T = 121.17'$   $L = 237.75'$   $L_c = 235.52'$   
 CURVE DATA BASED ON  $\epsilon$  RAD.  $\frac{1}{2} = 13^\circ 37' 19.5''$

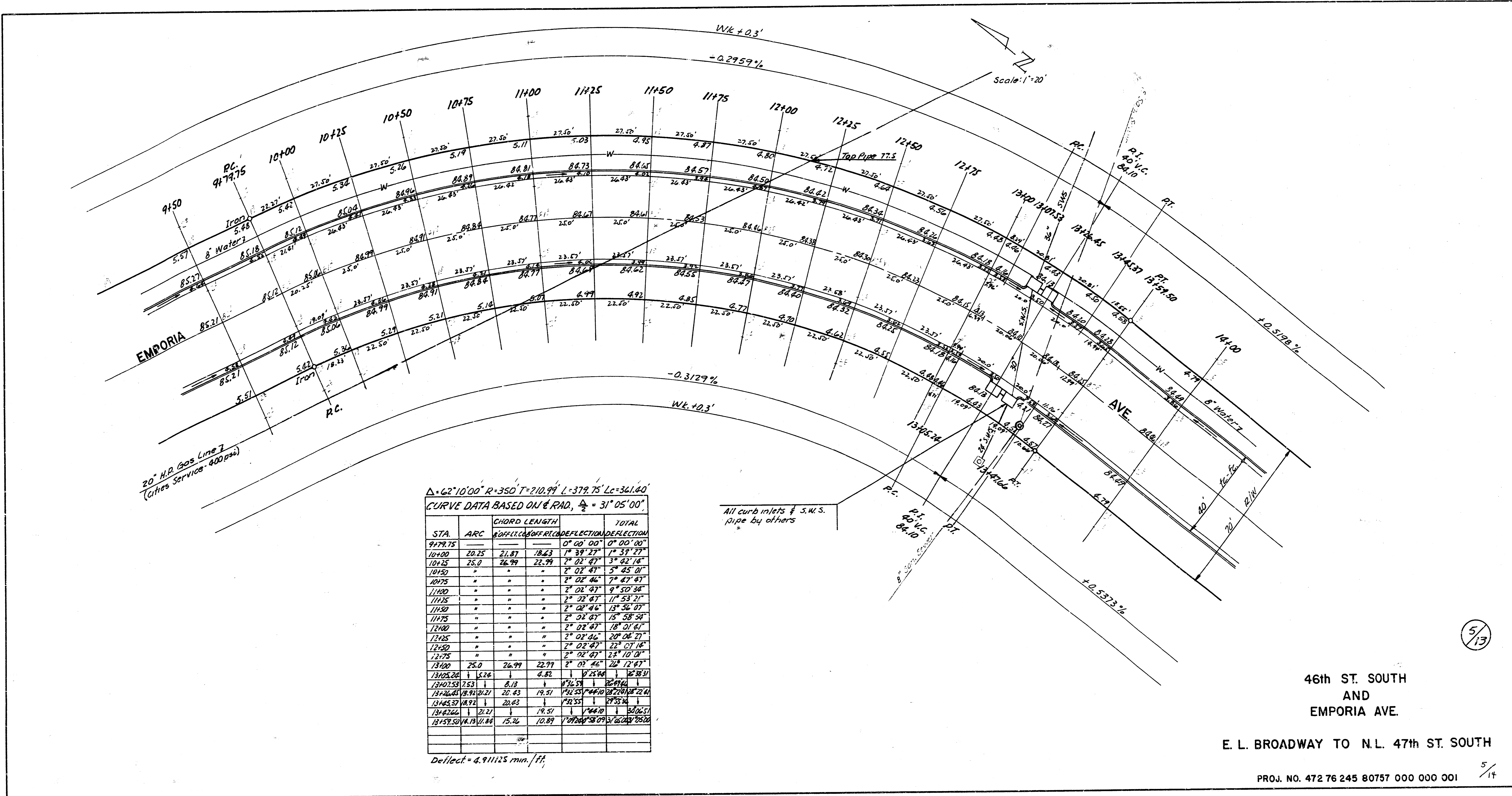
STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
5+52.46			0° 00' 00"	0° 00' 00"
5+75	22.54	23.80	1° 17' 29"	1° 17' 29"
6+00	25.0	26.40	1° 25' 50"	2° 43' 25"
6+19.17	19.17	18.10	1° 05' 36"	3° 49' 11"
6+20.77	20.77	21.93	1° 11' 26"	5° 00' 47"
6+40	19.23	20.31	1° 11' 36"	6° 12' 23"
6+59.23	19.23	20.31	1° 11' 36"	7° 24' 00"
6+60.83	20.83	19.66	1° 11' 36"	8° 35' 36"
6+75	13.77	16.65	1° 05' 57"	9° 41' 33"
7+00	25.0	26.40	1° 25' 57"	11° 07' 30"
7+25	25.0	26.40	1° 25' 57"	12° 33' 27"
7+50	25.0	26.40	1° 25' 57"	14° 00' 00"
7+75	25.0	26.40	1° 25' 57"	15° 26' 00"
7+92.27	15.27	16.36	0° 52' 17"	16° 18' 15"

Deflect = 3.43775 min./ft.

46th ST. SOUTH AND EMPORIA AVE.  
 E. L. BROADWAY TO N. L. 47th ST. SOUTH

PROJ. NO. 472 76 245 80757 000 000 001

FILMED FROM THE BEST



$\Delta = 62^{\circ}10'00''$   $R = 350'$   $T = 210.99'$   $L = 379.75'$   $L_c = 361.00'$   
 CURVE DATA BASED ON  $\theta$  RAD,  $\frac{\Delta}{2} = 31^{\circ}05'00''$

STA	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
9+79.75			0° 00' 00"	0° 00' 00"
10+00	20.25	21.87	1° 39' 27"	1° 39' 27"
10+25	25.0	26.99	2° 02' 47"	3° 42' 14"
10+50	"	"	2° 02' 47"	5° 45' 01"
10+75	"	"	2° 02' 46"	7° 47' 47"
11+00	"	"	2° 02' 47"	9° 50' 34"
11+25	"	"	2° 02' 47"	11° 53' 21"
11+50	"	"	2° 02' 46"	13° 56' 07"
11+75	"	"	2° 02' 47"	15° 58' 54"
12+00	"	"	2° 02' 46"	18° 01' 41"
12+25	"	"	2° 02' 46"	20° 04' 27"
12+50	"	"	2° 02' 47"	22° 07' 14"
12+75	"	"	2° 02' 47"	24° 10' 01"
13+00	25.0	26.99	2° 02' 46"	26° 12' 47"
13+25	15.24	15.24	0.82	17° 25' 44"
13+40.25	15.24	15.24	0.82	18° 26' 31"
13+55.49	14.73	15.24	0.82	19° 27' 18"
13+70.73	14.22	15.24	0.82	20° 28' 05"
13+85.97	13.71	15.24	0.82	21° 28' 52"
14+00	13.20	15.24	0.82	22° 29' 39"

Deflect = 4.91125 min./ft.

All curb inlets & S.W.S. pipe by others

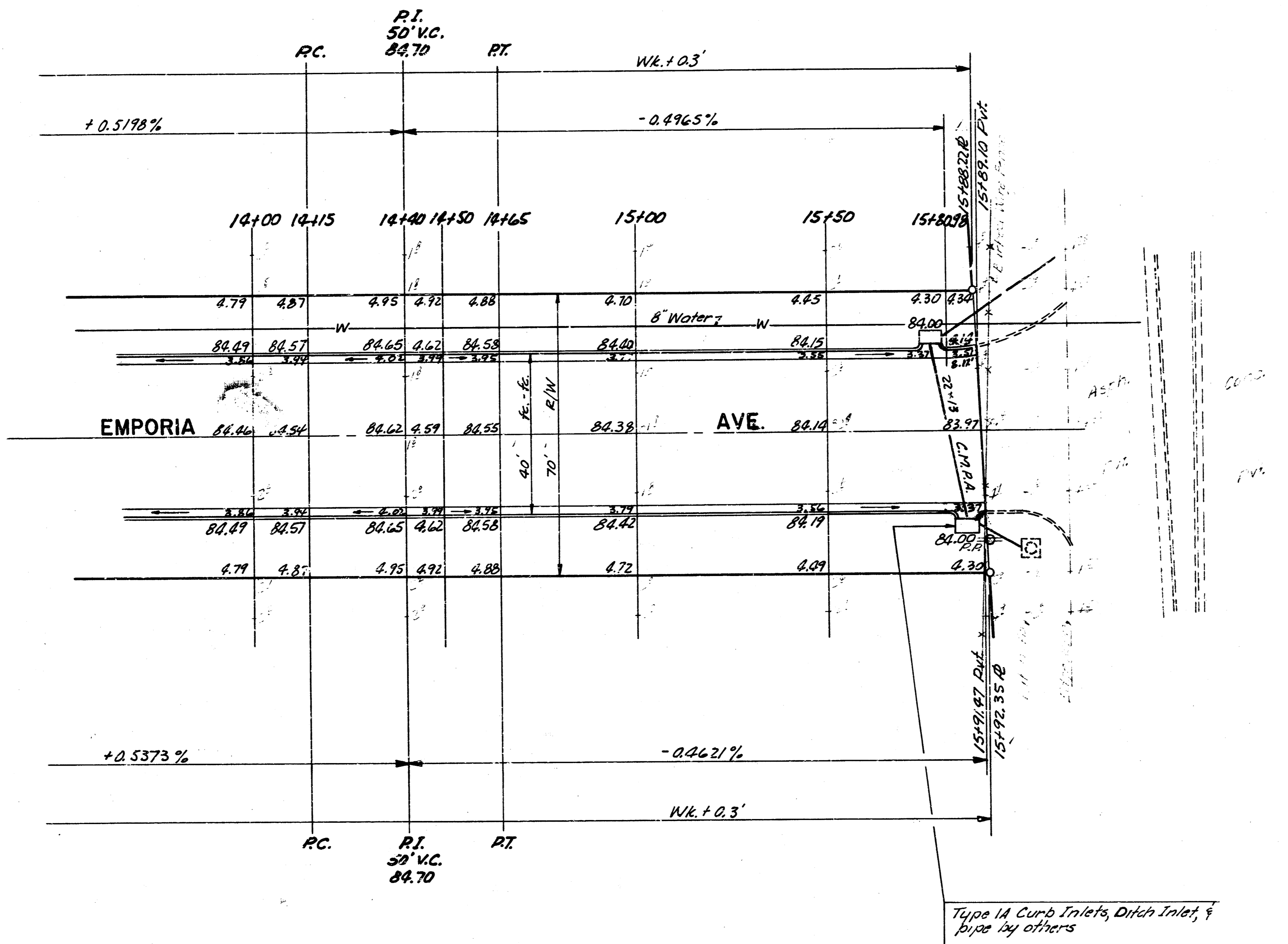
46th ST. SOUTH AND EMPORIA AVE.  
 E. L. BROADWAY TO N.L. 47th ST. SOUTH

PROJ. NO. 472 76 245 80757 000 000 001

5/13

FILMED FROM THE BEST AVAILABLE COPY

Scale: 1" = 20'



6/13

46th ST. SOUTH  
AND  
EMPORIA AVE.

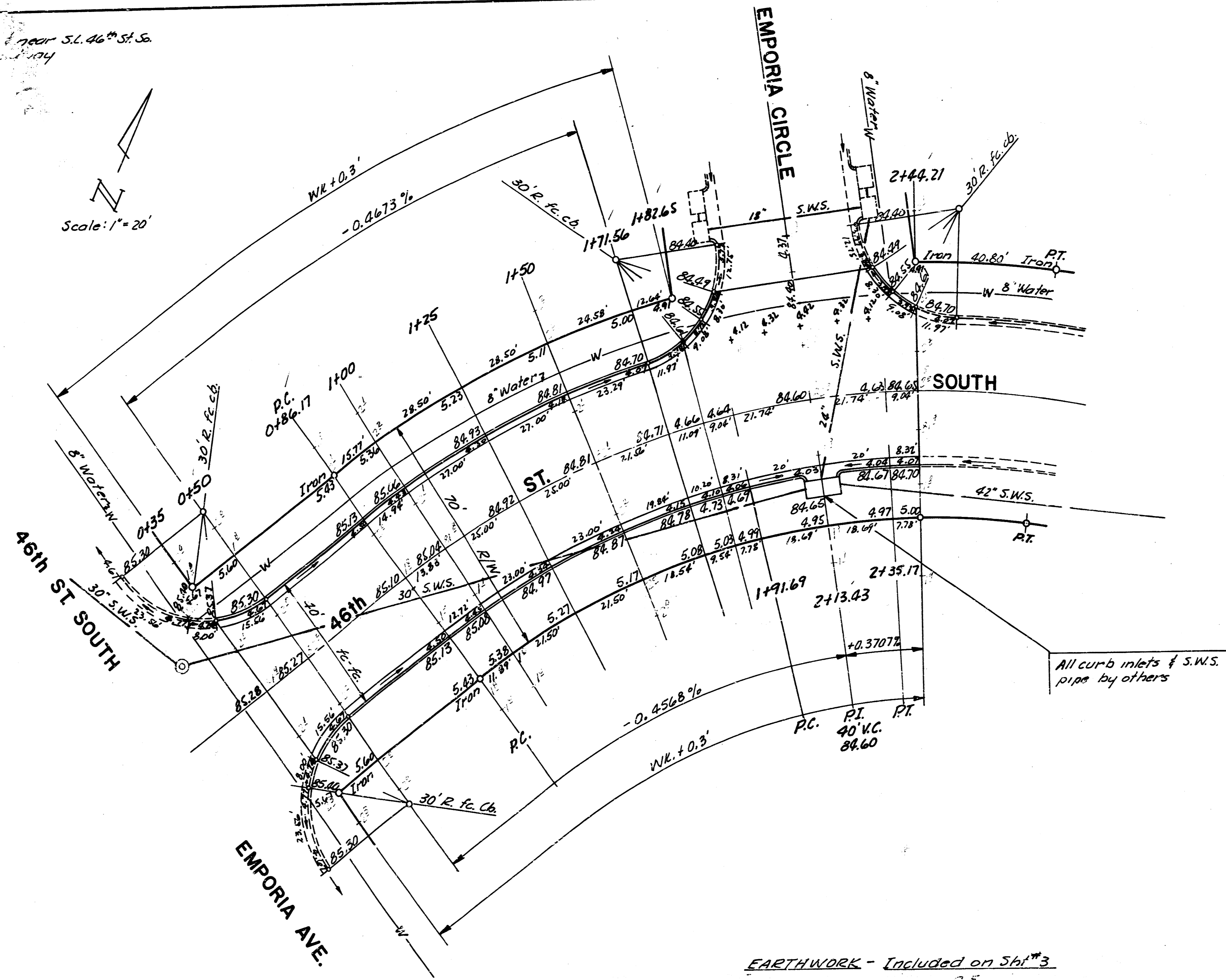
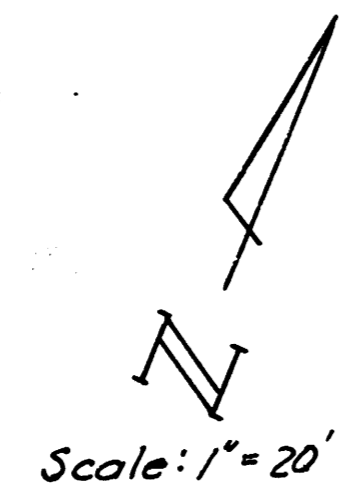
E. L. BROADWAY TO N. L. 47th ST. SOUTH

PROJ. NO. 472 76 245 80757 000 000 001

6/11

FILMED FROM THE BEST

B.M. 86.84 Broadway & 47th St. So. City Sd. 28'E & 283' N of Section  
 B.M. 83.37 R.P. Spk. on E face RR on E side Santa Fe Ave. by wire & near S.L. 46th St. So.  
 B.M. 88.21 "r" on top of gas meter in front of house @ 4635 So. Broadway



$\Delta = 36^\circ 13' 12''$   $R = 250'$   $T = 81.76'$   $L = 158.04'$   $L_c = 155.42'$   
 CURVE DATA BASED ON  $\theta$  RAD.  $\frac{\Delta}{2} = 18^\circ 06' 36''$

STA.	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
0+86.17				0° 00' 00"	0° 00' 00"
1+00	13.83	15.38	12.28	1° 35' 05"	1° 35' 05"
1+25	26.0	27.79	22.19	2° 51' 53"	4° 26' 58"
1+50	25.0	27.79	22.19	2° 51' 53"	7° 18' 51"
1+71.56	21.56	23.97	19.18	2° 28' 14"	9° 47' 05"
1+82.65	11.09	12.33	9.85	1° 16' 15"	11° 03' 20"
1+91.69	9.04	9.04	8.03	1° 02' 10"	12° 05' 30"
2+13.93	30.29	36.21	19.30	5° 31' 38"	17° 37' 08"
2+13.17	22.79	27.79	19.30	4° 29' 51"	17° 04' 21"
2+44.21	30.28	36.21	8.03	5° 31' 38"	18° 26' 18"

Deflect = 0.87552 min./ft.

Checked  
 Exc  
 O.E.C.  
 Plan  
 M.A.C.

**SUB-GRADE**  
 TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE ENGINEER. SUB-GRADE TREATMENT MAY INCLUDE CURB, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

EARTHWORK - Included on Sheet 3

7/13

46th ST. SOUTH  
 E.L. EMPORIA AVE. TO W.L. LOT 14, BLK. I,  
 SOUTH BROADWAY INDUSTRIAL PARK

PROJ. NO. 47276 245 80757 000 000 001

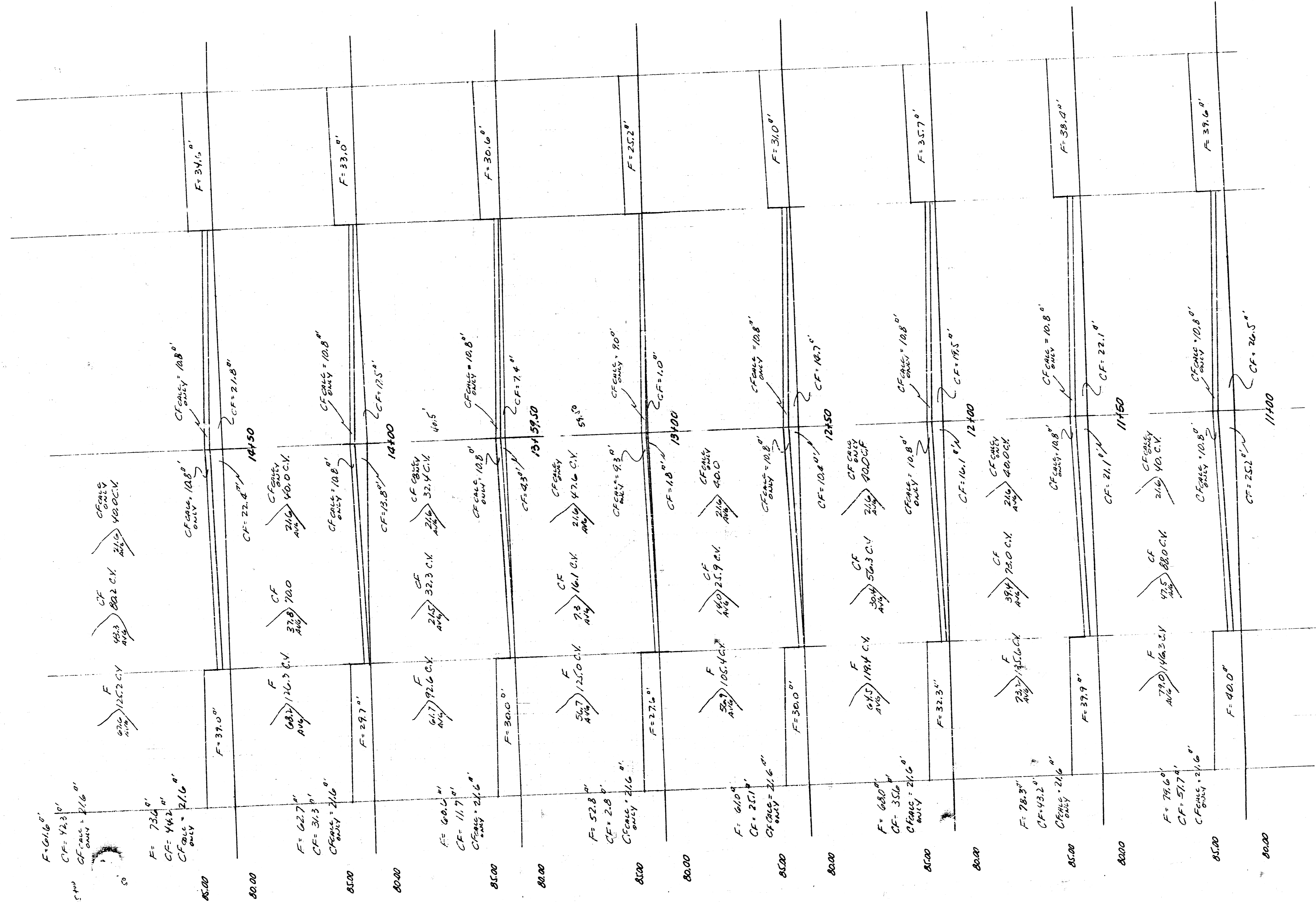
7/14

FILMED FROM THE BEST COPY









40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40

E. L. BROADWAY TO N. L. 47th ST. SOUTH

46th ST. SOUTH  
AND  
EMPORIA AVE.

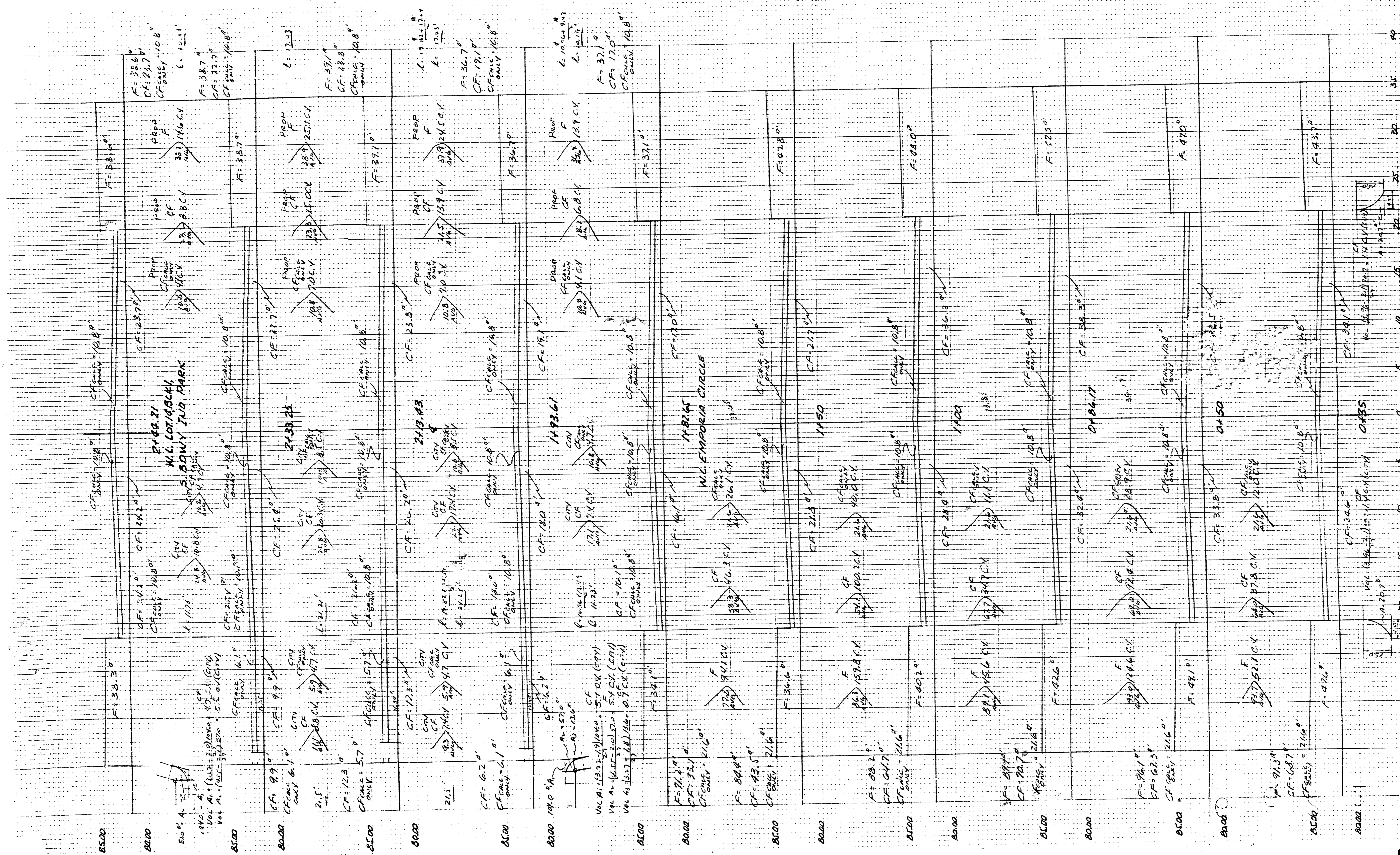
PROJ. NO. 472 76 245 80757 000 000 001 11/13

EXC.D. 0  
FILE  
PROP 975.8 C.V. Prop 441.8 C.V. Plot 520.0 C.V.

FILMED FROM THE BEST  
AVAILABLE COPY....







46th ST. SOUTH  
 E.L. EMPORIA AVE. TO  
 W.L. LOT 14, BLK. II,  
 SOUTH BROADWAY  
 INDUSTRIAL PARK

3/13

PROJ. NO. 472.76 245 80757 000.000.001

FILMED FROM THE BEST