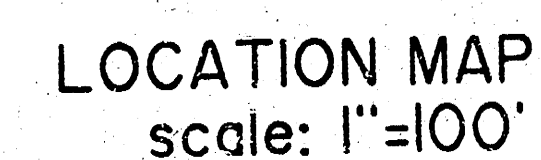


[Milstead From N.L. of Douglas to N.L. of First]
[First Street from E.L. of Pine Grove to W.L. of Milstead]
[First Street Court from S.L. of First to & Inc. Cul-De-Sac]
[First Street Court from N.L. of First to & Inc. Cul-De-Sac]

1. 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.
2. Rubble from the removal of miscellaneous structures and excess excavation 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 Engineer, will leave an unsightly appearance will not be approved.
3. No more than _____ drives _____ feet in width, or equivalent combination thereof, are to be constructed with this project.
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. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a finished grade elevation. When a finished grade elevation is shown, the earthwork shall extend one foot beyond the right of way line and then sloped up or down using permissible slopes to match the existing ground surface.
6. The Contractor will 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 professional engineer or a licensed land surveyor in accordance with state law.
7. Contractor shall give property owners abutting this project, whose yard will be lower than the new finished grade elevation at the right-of-way line, an opportunity to utilize excess material from the project to regrade their yards to drain to the new pavement. Contractor will be required to dump and spread the excess material as required by the specifications when requested by the property owner. The Contractor shall ascertain that a dirt order form has been properly executed by the property owner before any such excess material is delivered to such property.

BM. #3 City of Wichita disk 40.0' E. and
46.0' S. of C's Central and 119th. W. Elev. 156.93



PROJECT NO.: 472-76-245-81580-000-000-001
S/C summer '88

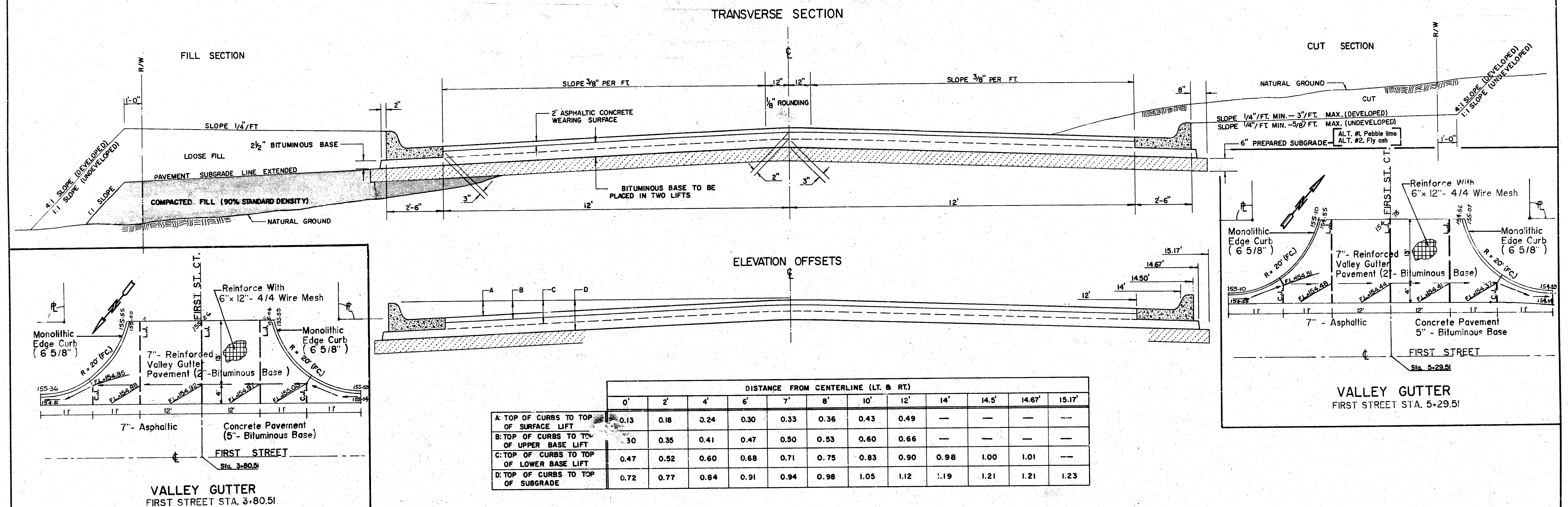
SHEET 1	TITLE SHEET
SHEET 2,3	STANDARD DETAILS
SHEET 4-6	PLAN SHEETS
SHEET 7-14	CROSS-SECTIONS

	EXCAVATION	LOOSE FILL	COMPACTION FILL
	<u>3,020 C.Y.</u>	<u>509 C.Y.</u>	<u>52 C.Y.</u>
* 10%	<u>303 C.Y.</u>	<u>51 C.Y.</u>	<u>5 C.Y.</u>
	<u> </u>	<u> </u>	<u> </u>
TOTAL	<u>3,332 C.Y.</u>	<u>559 C.Y.</u>	<u>57 C.Y.</u>
MANIPULATION	<u>6,525 Sq. Yds.</u>		

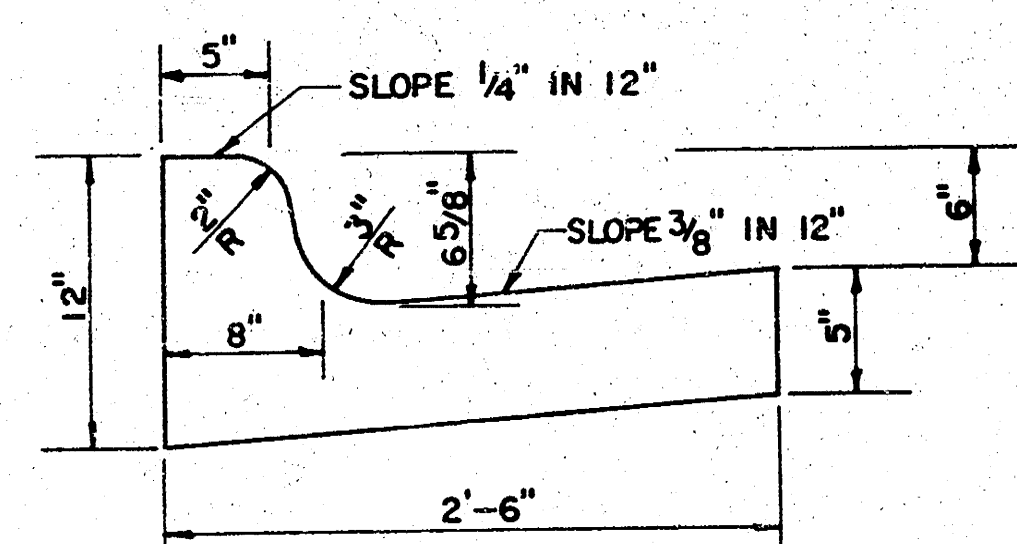
	MUNICIPAL ENGINEERS Civil Engineers & Land Surveyors 354 Laura, Suite 201 Wichita, Kansas 67211		
	SCALE: _____		APPROVED BY: _____
	DATE: _____		DRAWN BY _____ REVISED _____
DRAWING NUMBER 1 OF 14		1/14	

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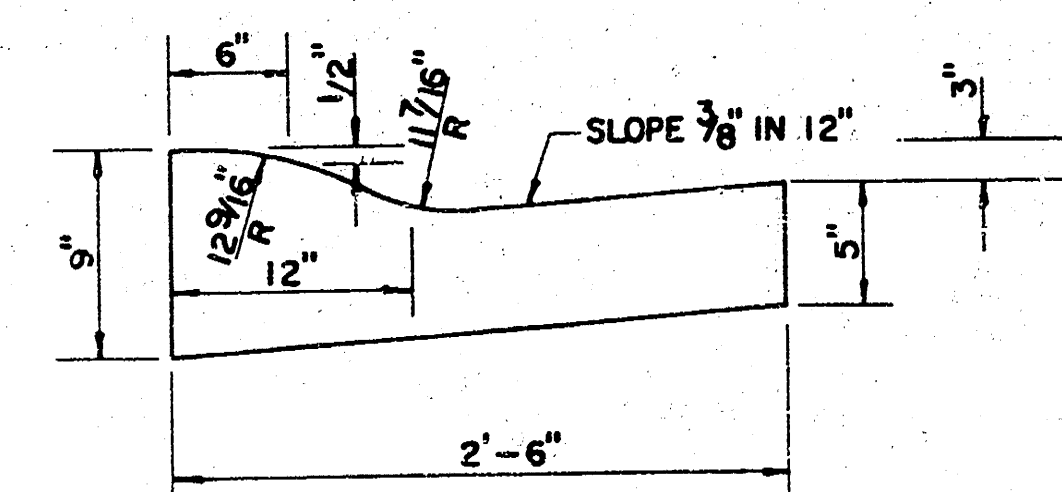
TYPICAL 29' PAVEMENT DETAILS



COMBINED CURB & GUTTER

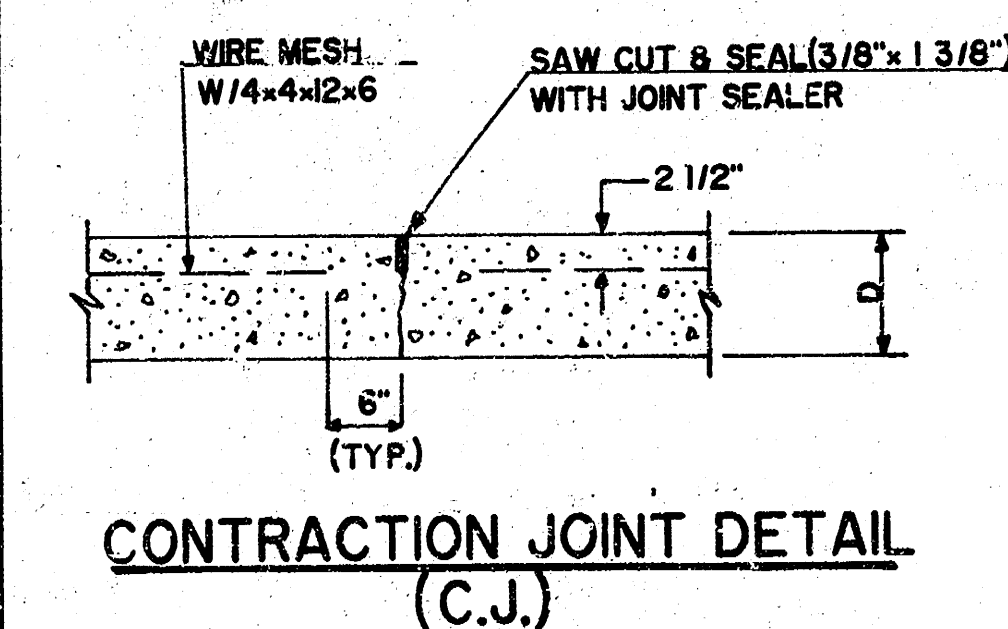
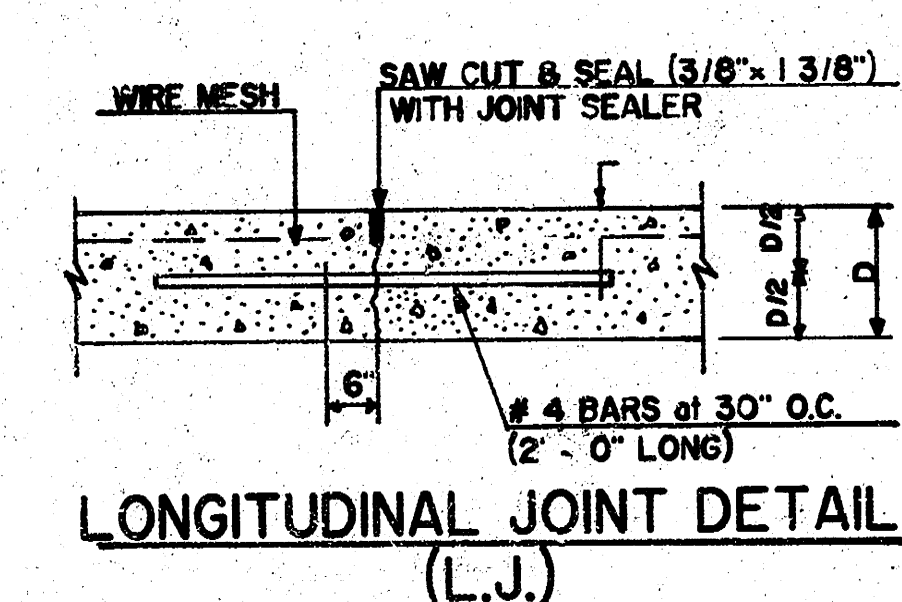


ROLL TYPE COMBINED CURB & GUTTER

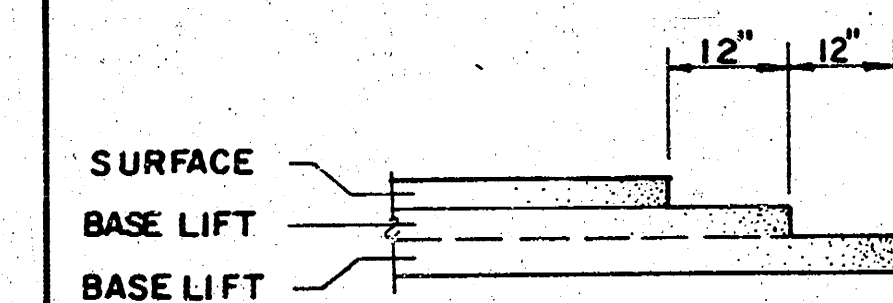


GENERAL NOTES

- 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.



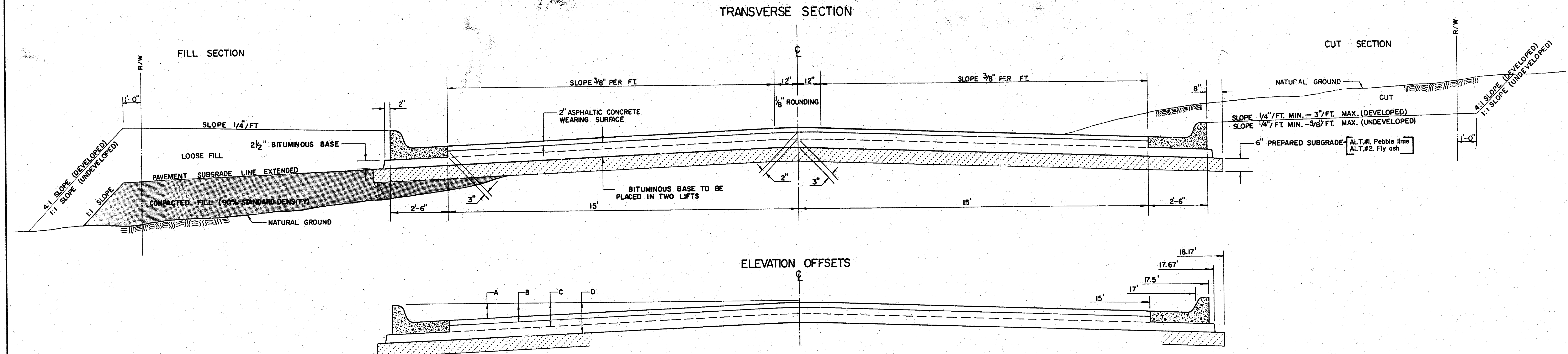
TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS 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).

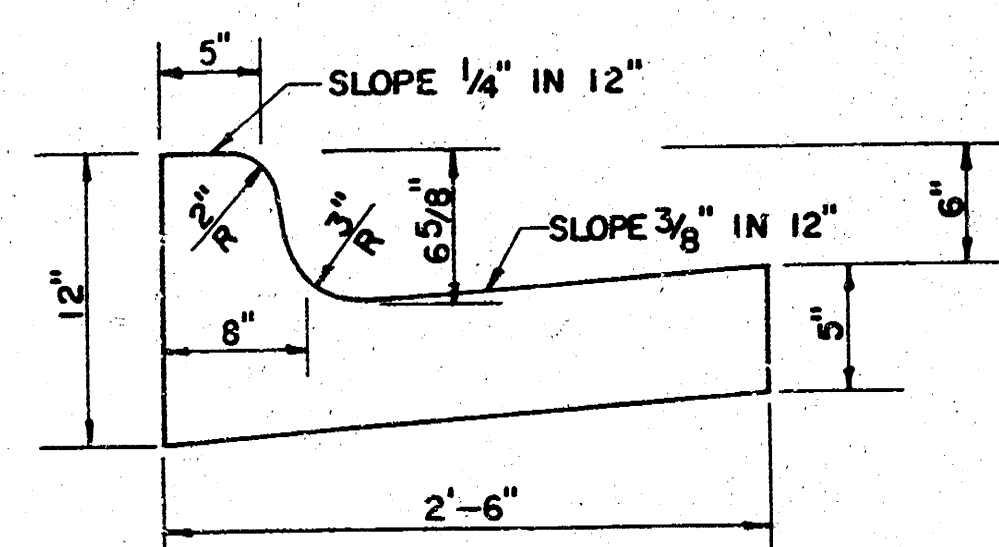
7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81580-000-000-001

TYPICAL 35' PAVEMENT DETAILS

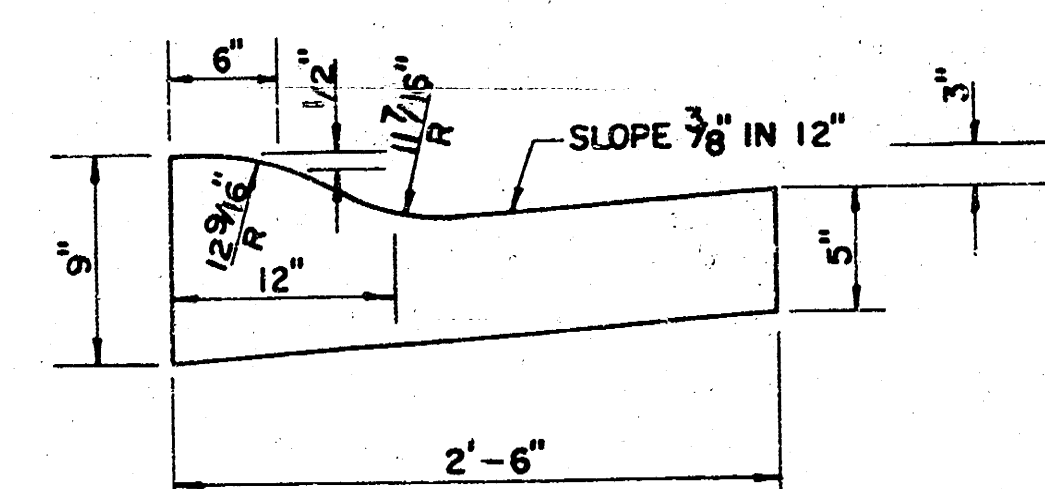


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP 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



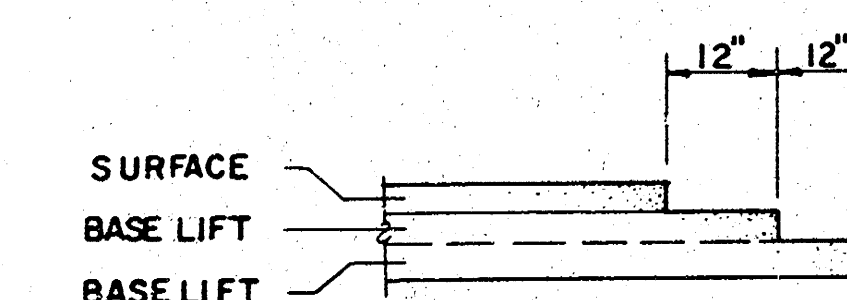
ROLL TYPE COMBINED CURB & GUTTER



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 JOINTS 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
472-76-245-81580-000-000-001

SHEET 3 OF 4

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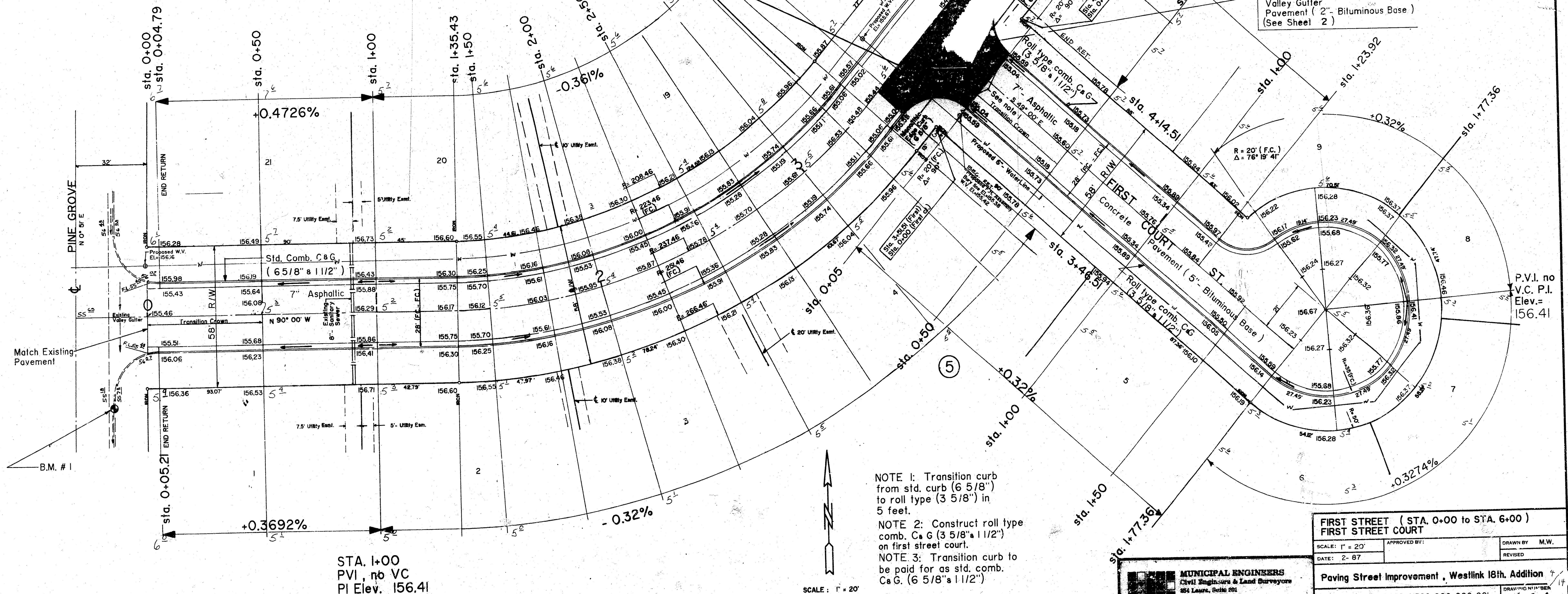
Curve Data Based On Center Line Radius					
Station	Arc	Chord Length		Deflection	Total Deflection
		A.L. offset	A.R. offset		
		CURB(FC.)	CURB(FC.)		
1+35.43	-	-	-	-	00°-00'-00"
1+50	14.57	13.22	15.92	01°-45'-28"	01°-45'-28"
1+75	25.00	22.67	27.30	03°-00'-58"	04°-46'-26"
2+00	25.00	22.67	27.30	03°-00'-58"	07°-47'-24"
2+25	25.00	22.67	27.30	03°-00'-58"	10°-48'-22"
2+50	25.00	22.67	27.30	03°-00'-58"	13°-49'-20"
2+75	25.00	22.67	27.30	03°-00'-58"	16°-50'-17"
3+00	25.00	22.67	27.30	03°-00'-58"	19°-51'-15"
3+25	25.00	22.67	27.30	03°-00'-58"	22°-52'-13"
3+38.51	13.51	12.26	14.76	01°-37'-47"	24°-30'-00"

Deflection/foot=7.239 Min

Station		Arc	Chord Length		Deflection	Total Deflection
			B. L. offset	E. L. offset		
			Curve (ft.)	Curve (ft.)		
5+48.61	-	-	-	-	00°-10'-00"	00°-00'-00"
5+50	1.39	1.32	1.26	1.26	00°-10'-00"	00°-10'-00"
5+61.66	11.66	12.73	10.55	10.55	01°-23'-51"	01°-33'-51"
5+75	13.34	14.57	12.11	12.11	01°-36'-57"	03°-02'-48"
6+00	25.00	27.29	22.69	22.69	02°-59'-48"	06°-09'-36"
6+25	25.00	27.29	22.69	22.69	02°-59'-48"	08°-00'-24"
6+50	25.00	27.29	22.69	22.69	02°-59'-48"	12°-09'-11"
6+75	25.00	27.29	22.69	22.69	02°-59'-48"	15°-08'-58"
7+00	25.00	27.29	22.69	22.69	02°-59'-48"	18°-08'-47"
7+25	25.00	27.29	22.69	22.69	02°-59'-48"	20°-08'-35"
7+50	25.00	27.29	22.69	22.69	02°-59'-48"	24°-08'-23"
7+56.55	6.55	5.95	7.15	7.15	00°-47'-07"	24°-55'-30"
					Deflection/foot=7.192 Min.	

INTERSECTION QUANTITIES	
Manipulation=	195 S.Y.
Monolithic edge curb (6 5/8")=	52.8 L.F.
Sld. comb. C&G (6 5/8" x 1 1/2")=	10 L.F.
7" Reinforced VG. (2" Bituminous base)=	83.7 S.Y.
7" Asphaltic conc. pavement (2" Bituminous base)=	104 S.Y.

STA. 1 + 00
PVI, no VC
PI Elev. 156.43



NOTE 1: Transition curb from std. curb (6 5/8") to roll type (3 5/8") in 5 feet.

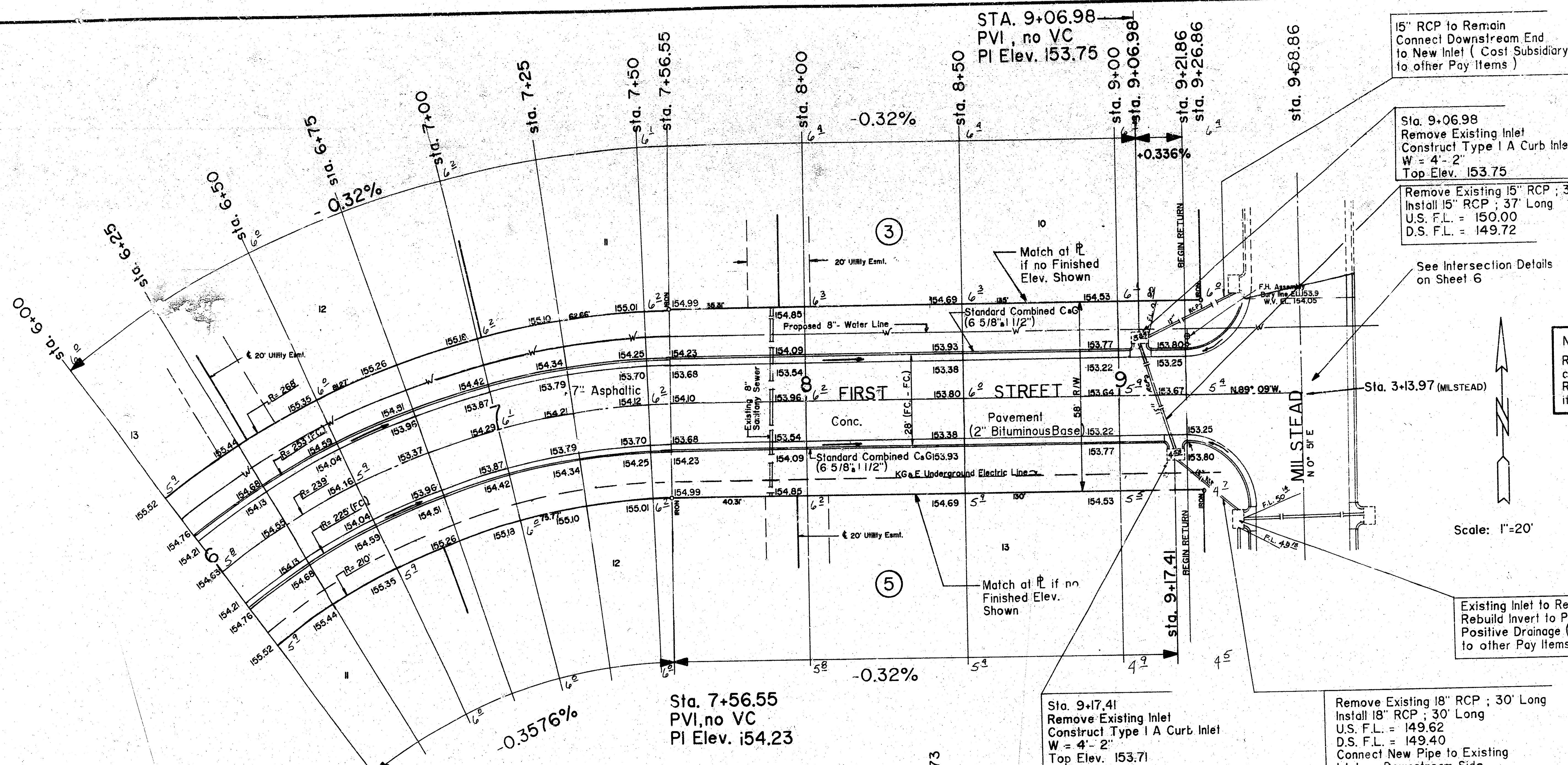
NOTE 2: Construct roll type comb. C & G (3 5/8" x 1 1/2") on first street court.

NOTE 3: Transition curb to be paid for as std. comb. C & G (6 5/8" x 1 1/2")

FIRST STREET (STA. 0+00 to STA. 6+00)
FIRST STREET COURT

SCALE: 1" = 20'	APPROVED BY:	DRAWN BY M.W.
DATE: 2-87		REVISED
Paving Street Improvement, Westlink 18th. Addition		
Proj No. 472-76-245-91580-000-000-001		DRAWING NUMBER 4 OF 14

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NOTE
Removed pipe to become
contractors property.
Removed pipe may be relaid
if it still conforms to specs.

Scale: 1"=20'

Existing Inlet to Remain
Rebuild Invert to Provide
Positive Drainage (Cost Subsidiary
to other Pay Items)

Remove Existing 18" RCP ; 30' Long
Install 18" RCP ; 30' Long
U.S. F.L. = 149.62
D.S. F.L. = 149.40
Connect New Pipe to Existing
Inlet on Downstream Side

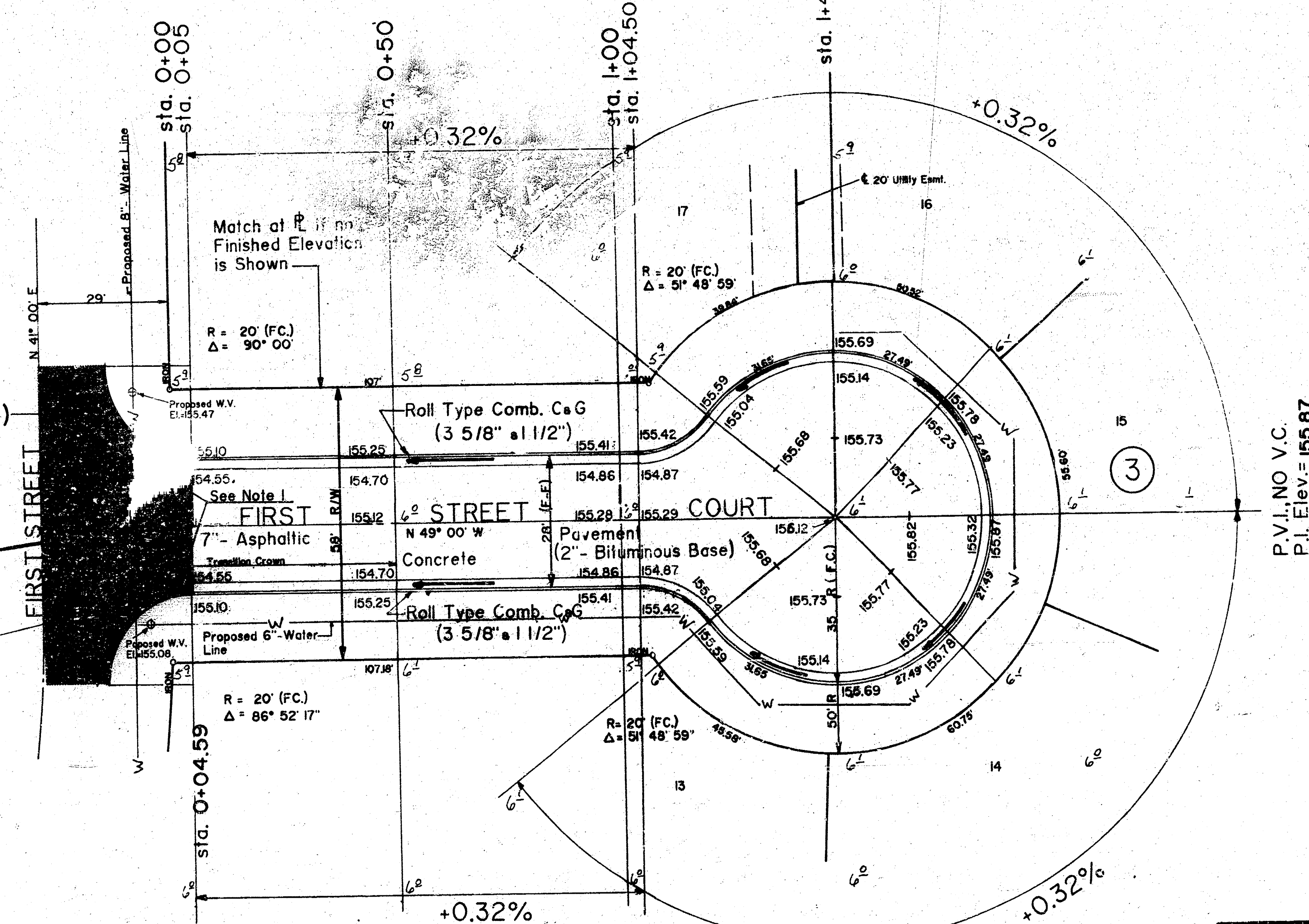
Sta. 9+17.41
Remove Existing Inlet
Construct Type I A Curb Inlet
W = 4'-2"
Top Elev. 153.71

Sta. 7+56.55
PVI, no VC
PI Elev. 154.23

INTERSECTION QUANTITIES	
Manipulation=	195 S.Y.
Monolithic edge curb (6 5/8")=	52.8 L.F.
Std. comb. C&G. (6 5/8" x 1 1/2")=	10 L.F.
7" Reinforced VG. (2" Bituminous base)=	83.7 S.Y.
7" Asphaltic conc. pavement (5" Bituminous base)=	104 S.Y.

NOTE 1: Transition curb from std. curb (6 5/8") to roll type (3 5/8") in 5 feet.
NOTE 2: Construct roll type comb. C&G (3 5/8" x 1 1/2") on first street court.
NOTE 3: Transition curb to be paid for as std. comb. C&G (6 5/8" x 1 1/2")

7" Reinforced Valley Gutter Pavement (2" Bituminous Base) (See Sheet 2)



SCALE: 1" = 20'

FIRST STREET (STA. 6+00 to STA. 9+26.86)
FIRST STREET COURT

SCALE: 1" = 20' APPROVED BY: DRAWN BY: M.W.

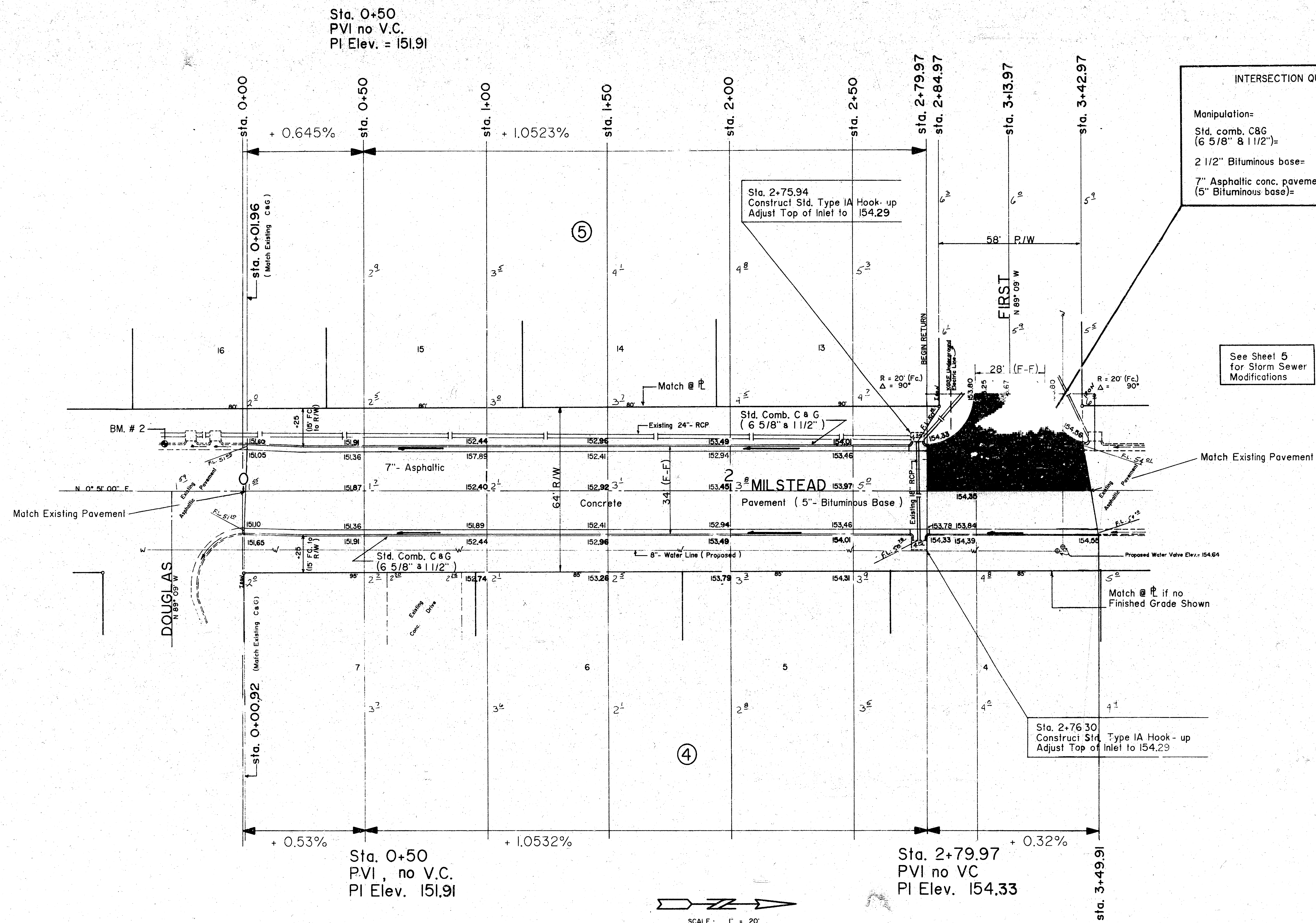
DATE: 2-87 REVISED:

Paving Street Improvements, Westlink 18th. Addition

Proj. No. 472-76-245-81580-000-000-001 DRAWING NUMBER 5 OF 14

MUNICIPAL ENGINEERS
Civil Engineers & Land Surveyors
254 Laura, Suite 201
Wichita, Kansas 67211

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INTERSECTION QUANTITIES	
Manipulation=	218 S.Y.
Std. comb. C&G (6 5/8" & 1 1/2")=	58 L.F.
2 1/2" Bituminous base=	17.2 S.Y.
7" Asphaltic conc. pavement (5" Bituminous base)=	186 S.Y.

See Sheet 5
for Storm Sewer
Modifications

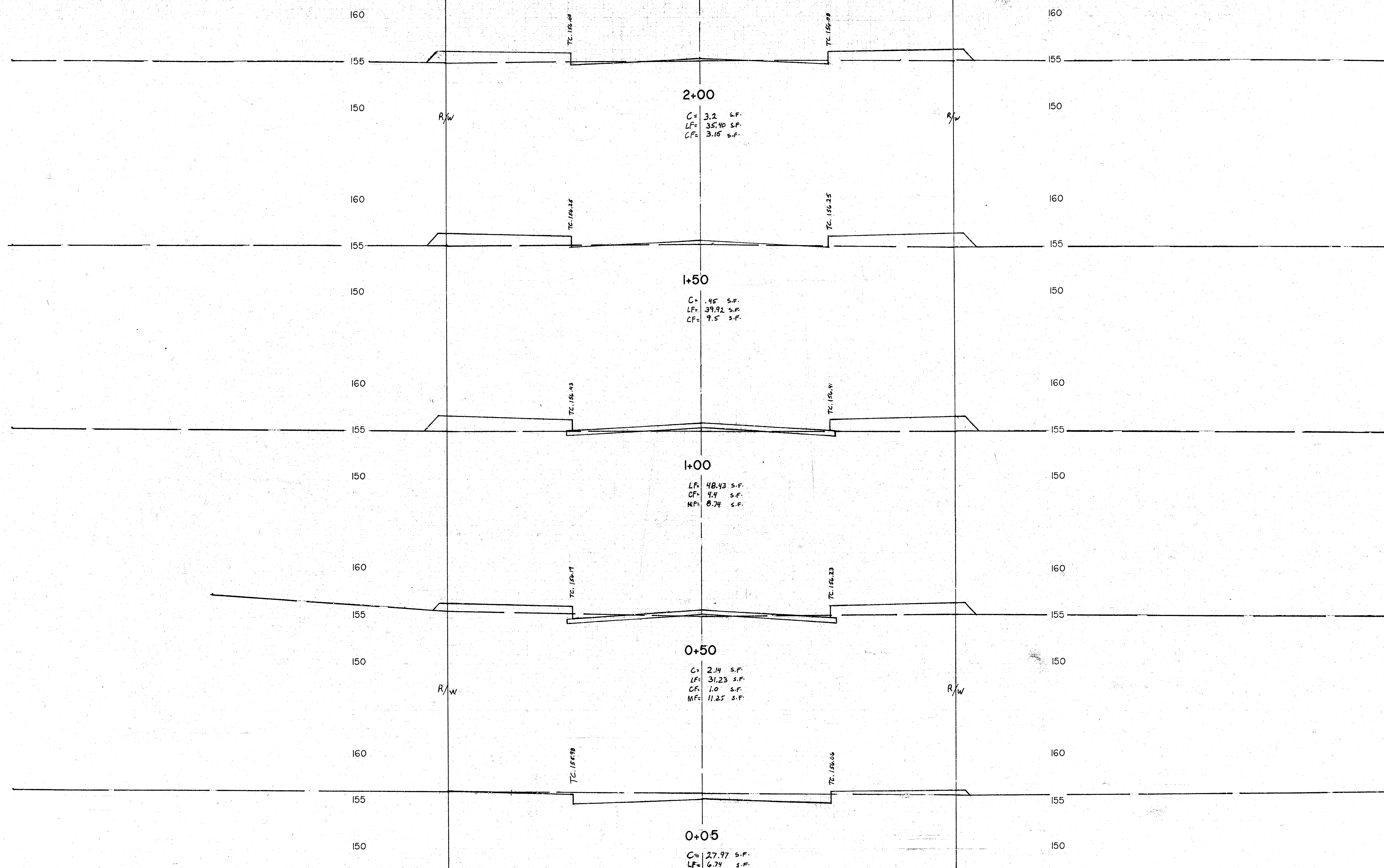
NOTE: Contractor Shall Use Caution When Working
Subgrade Around and Over the Existing
Storm Sewer Pipe in Order to Not
Damage the Pipe.

MILSTEAD STREET (DOUGLAS to FIRST)		
SCALE: 1" = 20'	APPROVED BY:	DRAWN BY M.W.
DATE: 2 - 87		REVISED
Paving Street improvement , Westlink 18th Addition		
Proj. No. 472-76-245-81580-000-000-001		DRAWING NUMBER 6 OF 14

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80 70 60 50 40 30 20 10 0 10 20 30 40 50 60

First Street
Westlink 18th Addition
Stations 0+00 to 2+00
70 80

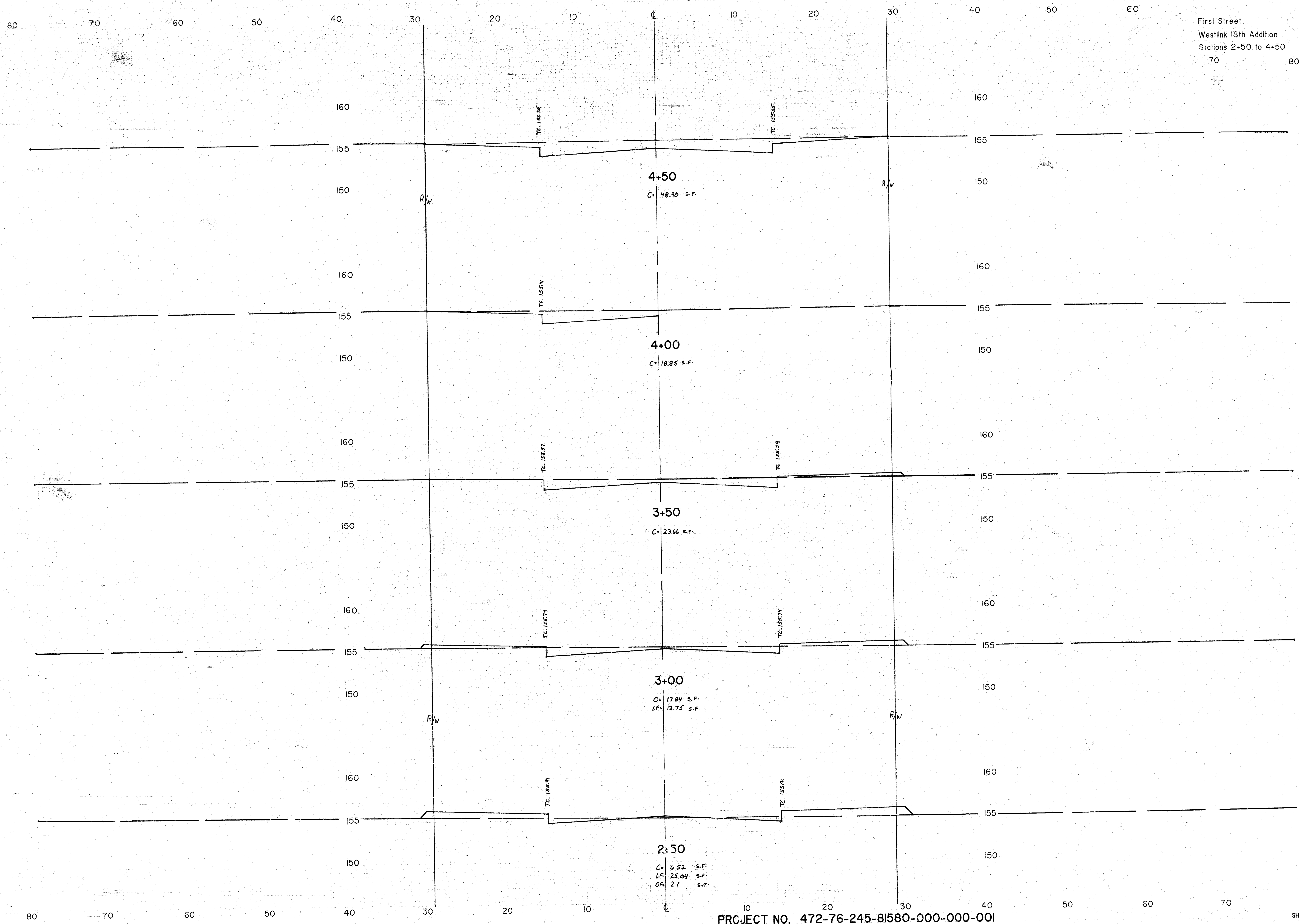


PROJECT NO. 472-76-245-81580-000-000-001

SHEET 7 of 14

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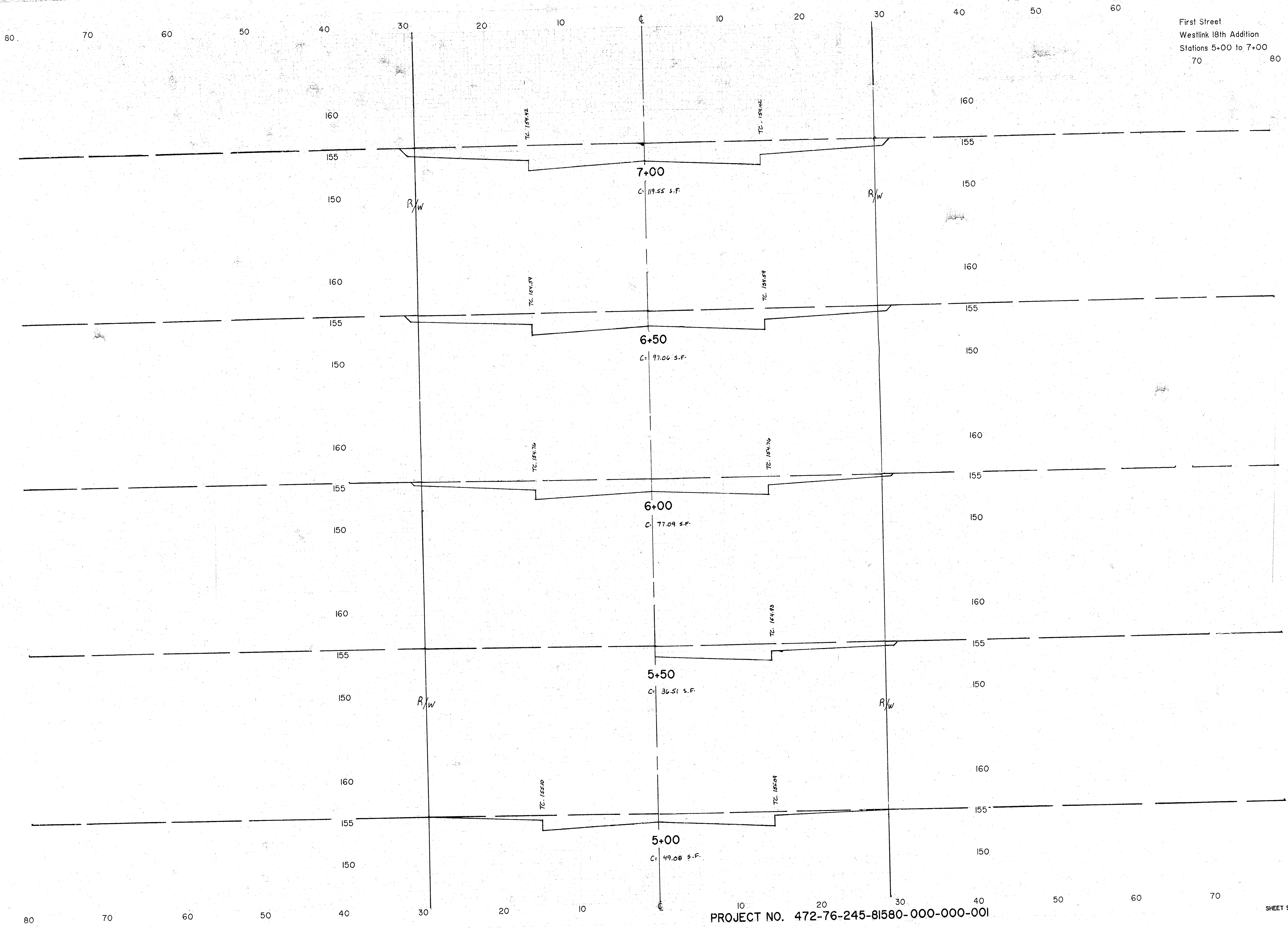
7



PROJECT NO. 472-76-245-81580-000-000-001

8/14
SHEET 8 of 14

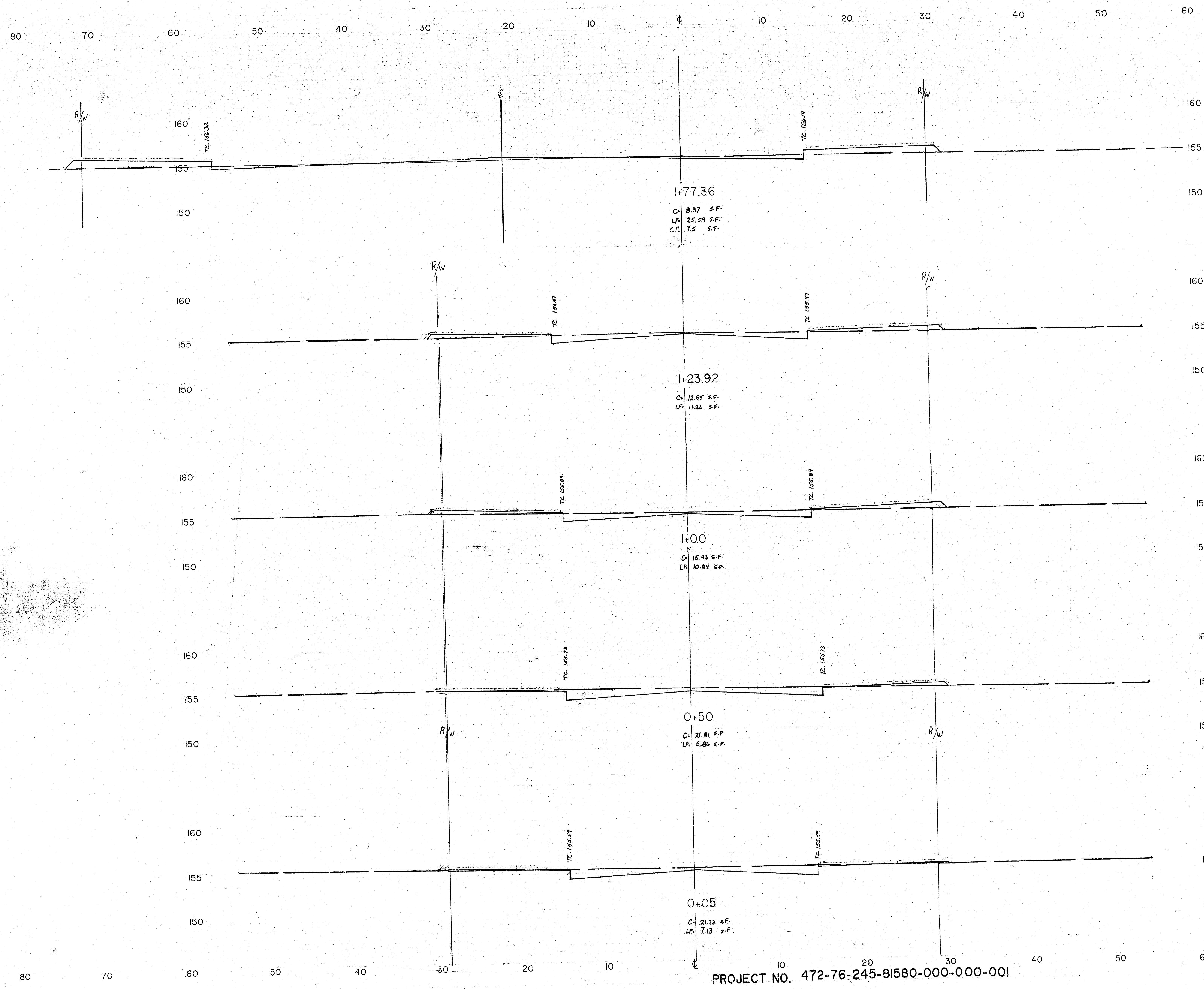
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First Street
Westlink 18th Addition
Stations 5+00 to 7+00
70 80

PROJECT NO. 472-76-245-81580-000-000-001

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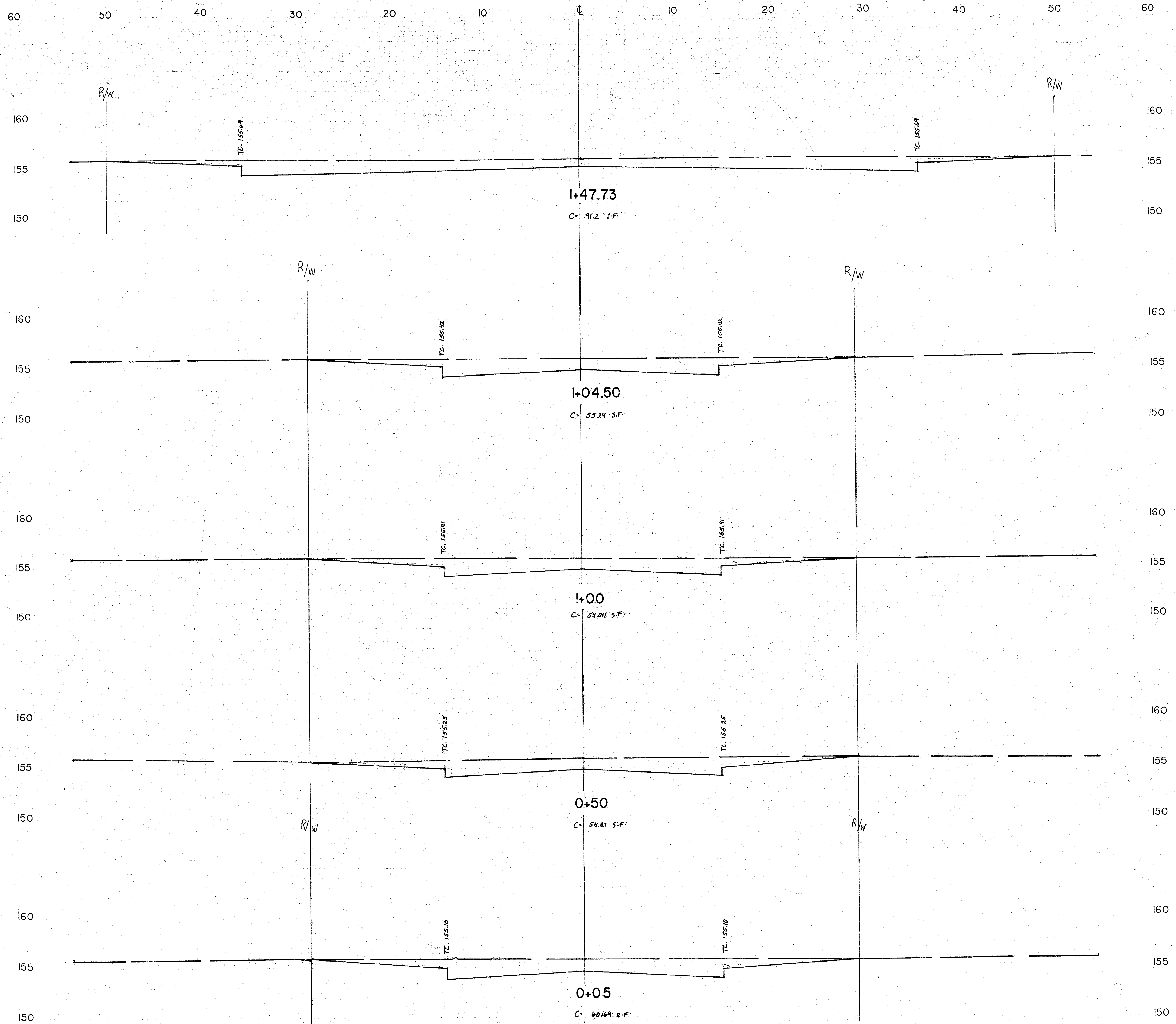
First Street Court
Block 5 Westlink 18th Addition
Stations 0+00 to 1+77.36
70 80

PROJECT NO. 472-76-245-81580-000-000-001

80
SHEET 11 of 14 11/4

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First Street Court
Block 3 Westlink 18th Addition
Stations 0+00 to 1+47.73
70 80



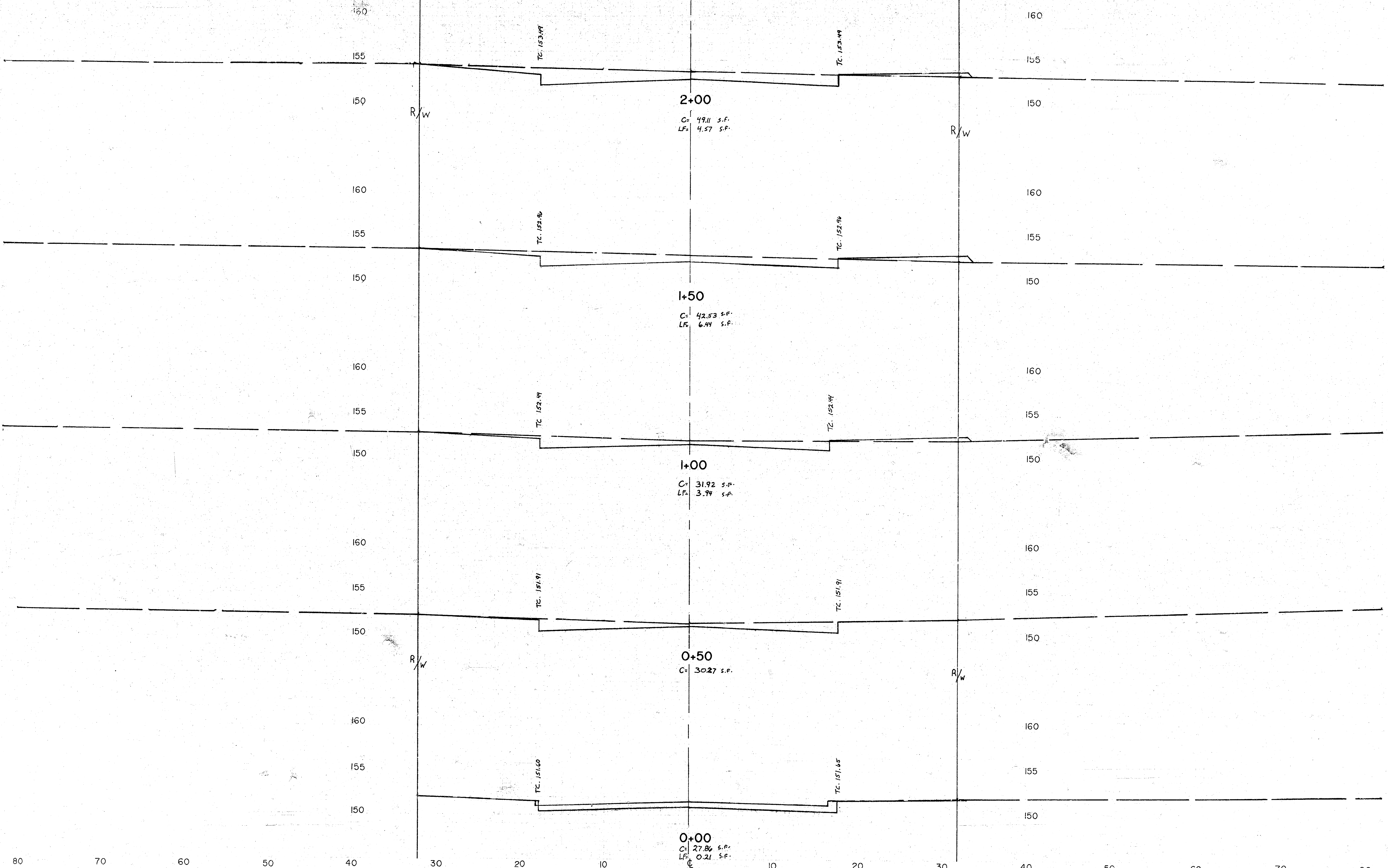
PROJECT NO. 472-76-245-81580-000-000-001

SHEET 12 of 14 12/14

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80 70 60 50 40 30 20 10 0 10 20 30 40 50 60

Milstead Street
Westlink 18th Addition
Stations 0+00 to 2+00
70 80



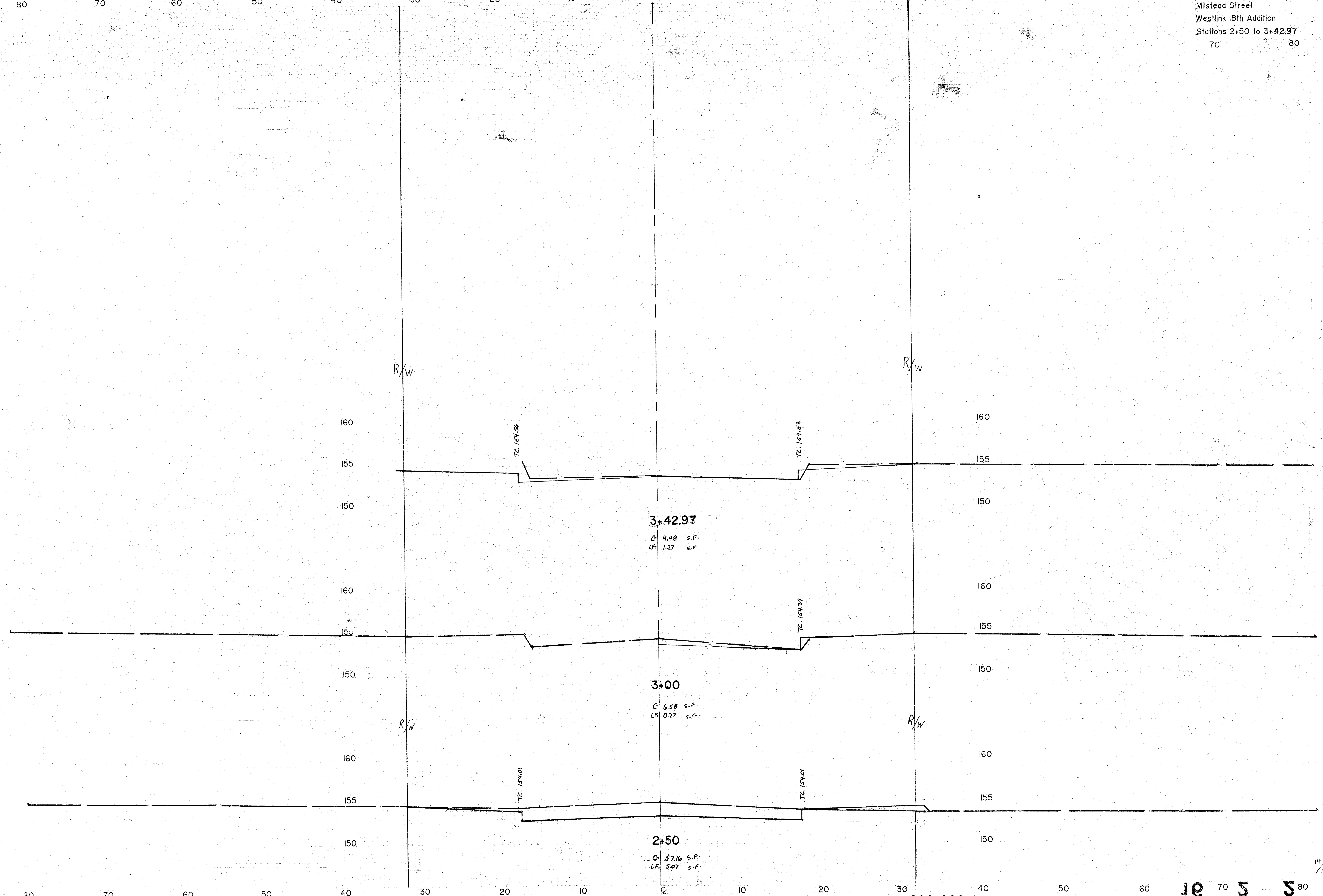
PROJECT NO. 472-76-245-81580-000-000-001

80 13/14
SHEET 13 of 14

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80 70 60 50 40 30 20 10 0 10 20 30 40 50 60

Mistead Street
Westlink 18th Addition
Stations 2+50 to 3+42.97
70 80



PROJECT NO. 472-76-254-81580-000-000-001

10 70 5 80 14/17
SHEET 14 of 14

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