

STREET IMPROVMENTS AND INCIDENTAL DRAINAGE CITY OF WICHITA, KANSAS

KEYWEST FROM W. LINE KEYWEST COURT TO E. LINE MOORINGS THIRD ADDITION
KEYWEST COURT FROM S. LINE OF KEYWEST TO AND INCLUDING CUL-DE-SAC

M.E. LINDEBAK, CITY ENGINEER.

PROJECT NO. 472-78-245-81321-000-000-001

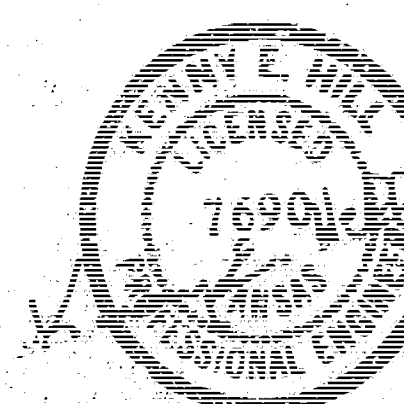
DATE: OCTOBER 1983

INDEX

TITLE SHEET	SHEET 1
TYP. 28 PAVEMENT DETAILS	SHEET 2
TYP. 41 PAVEMENT DETAILS	SHEET 3
KEYWEST COURT	SHEET 4-5
KEYWEST	SHEET 6
CROSS-SECTIONS	SHEET 7-10
STORM WATER SEWER	SHEET 11
TYPE 1-A CURB INLET	SHEET 12

NOTE:
CURB & GUTTER WITH WIDENED GUTTER
SHALL BE PAID AS STD. CURB & GUTTER

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 AT THE CONTRACTOR'S EXPENSE
AND TO ACCORDANCE WITH STATE LAWS.



SHEET 1 OF 12

FILMED FROM THE BEST
AVAILABLE COPY

BORROW FOR FILL DIRT REQUIRED ON THIS PROJECT
WILL BE EXCAVATED FROM THE SHADED PART OF
RESERVE A. THE BORROW AREA SHALL DRAIN SOUTH
AFTER THE EXCAVATION. THE TOP OF THE BACKSLOPES
OF THE BORROW AREA SHALL BE A MINIMUM OF 2' FROM
THE PROPERTY LINES. EXCAVATION OF BORROW MATERIAL
AND PLACEMENT OF BORROW MATERIAL IN STREET
RIGHT OF WAY SHALL BE PAID AS "EXCAVATION".

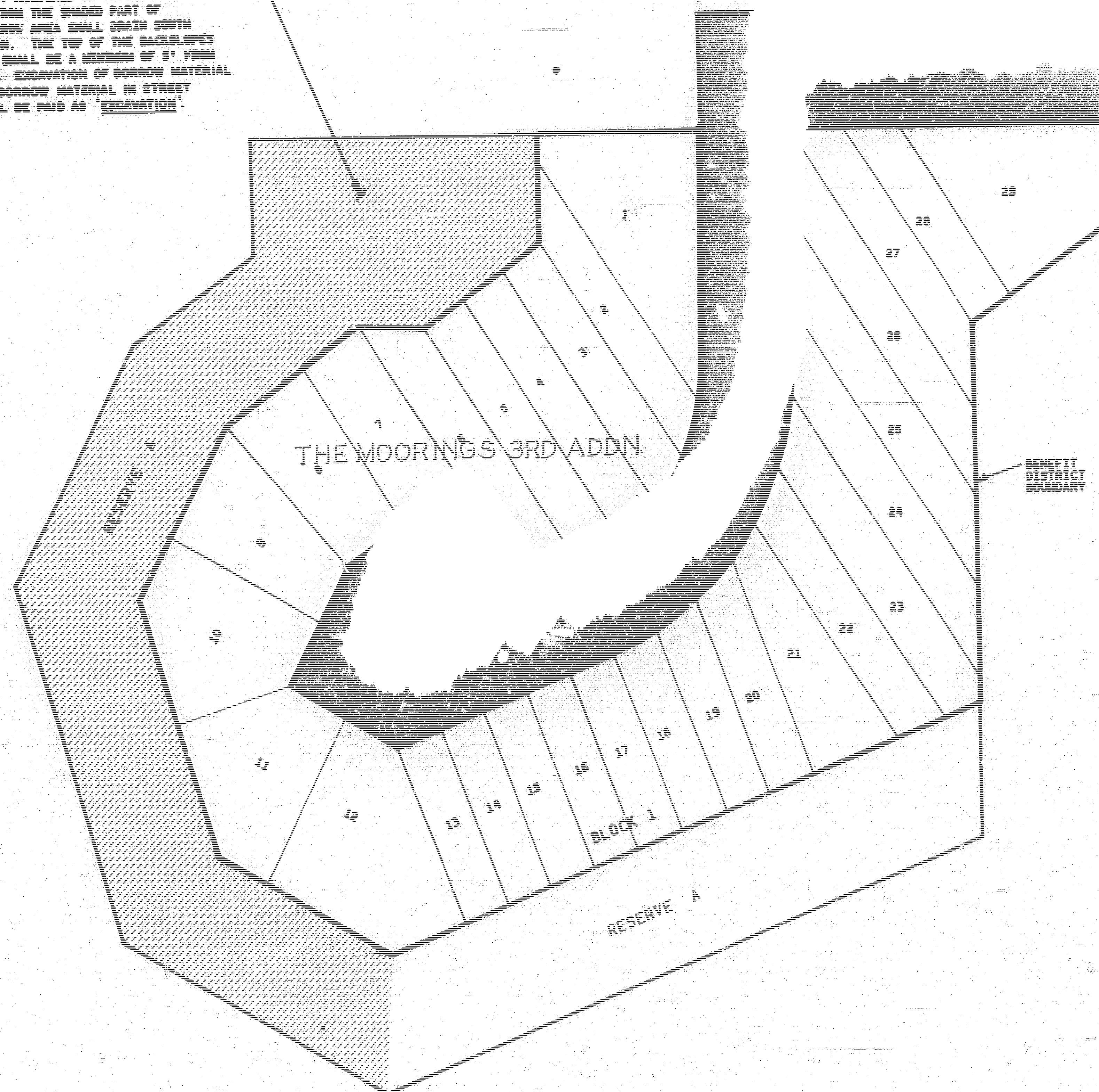
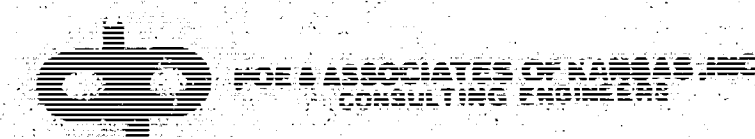


SCALE: 1"=20'

THE MOORINGS 3rd ADDN.

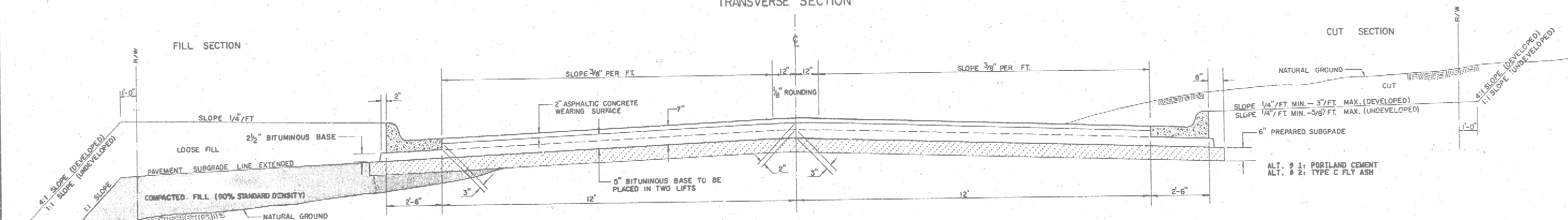
S.W. 1/4 CUT IN SOUTH HEADWALL OF CULVERT
AT 30TH STREET NORTH AND CEDAR AVE.
ELEV. 141.07 (CITY OF WICHITA DATUM)

PREPARED BY

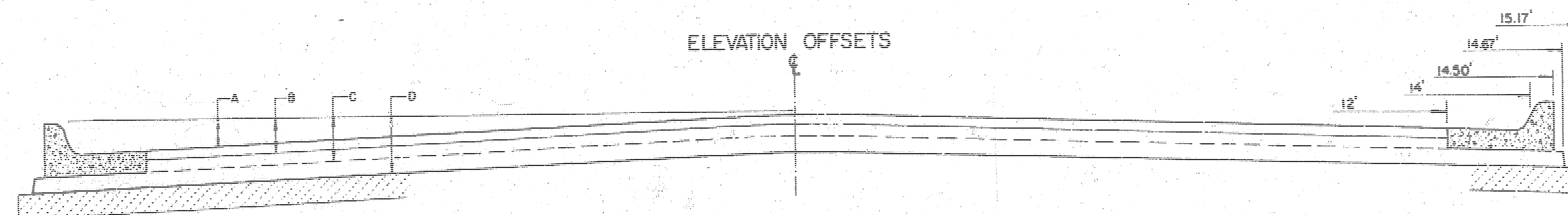


TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

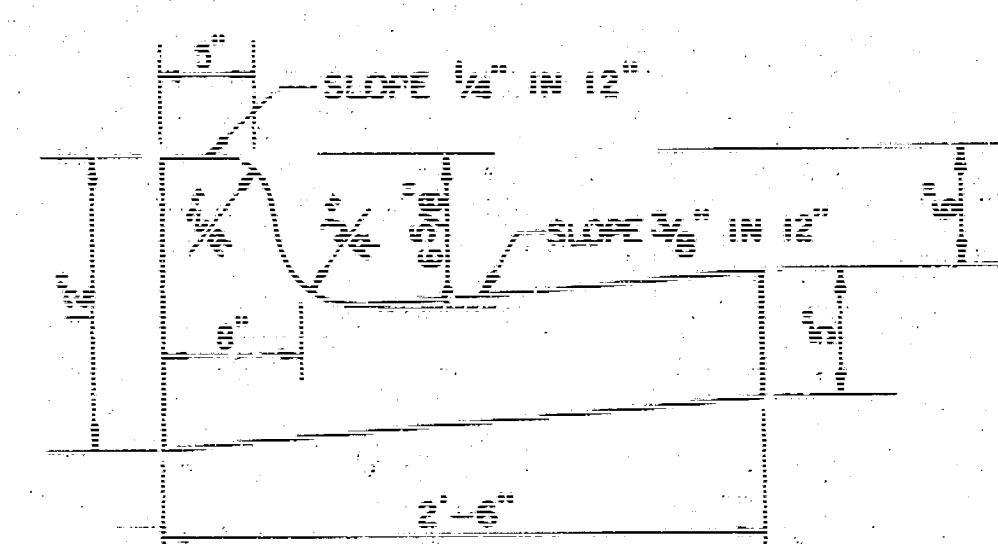


ELEVATION OFFSETS

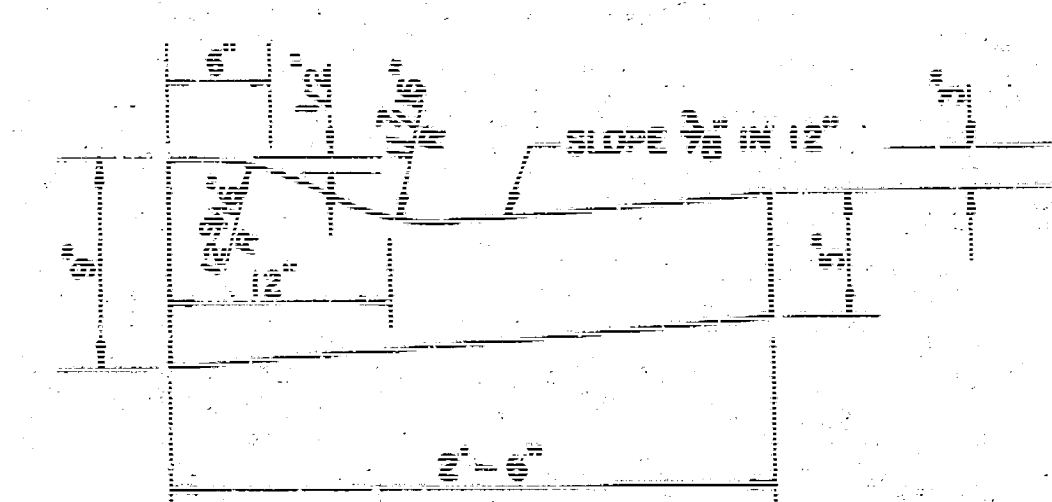


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.87'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: 2' OF CURBS TO TOP OF 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 SURGRADE	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



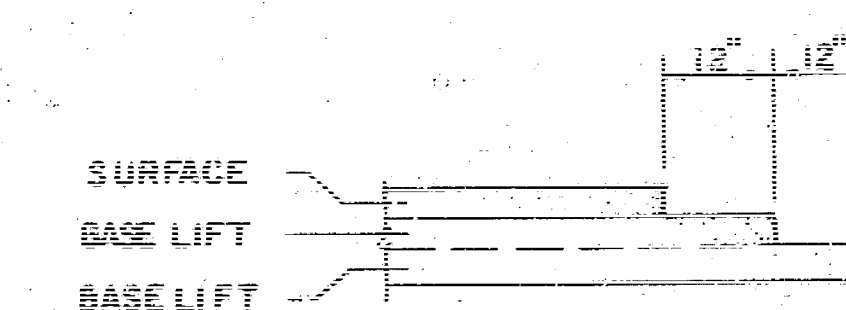
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7\"/>

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\"/>

KEYWEST COURT

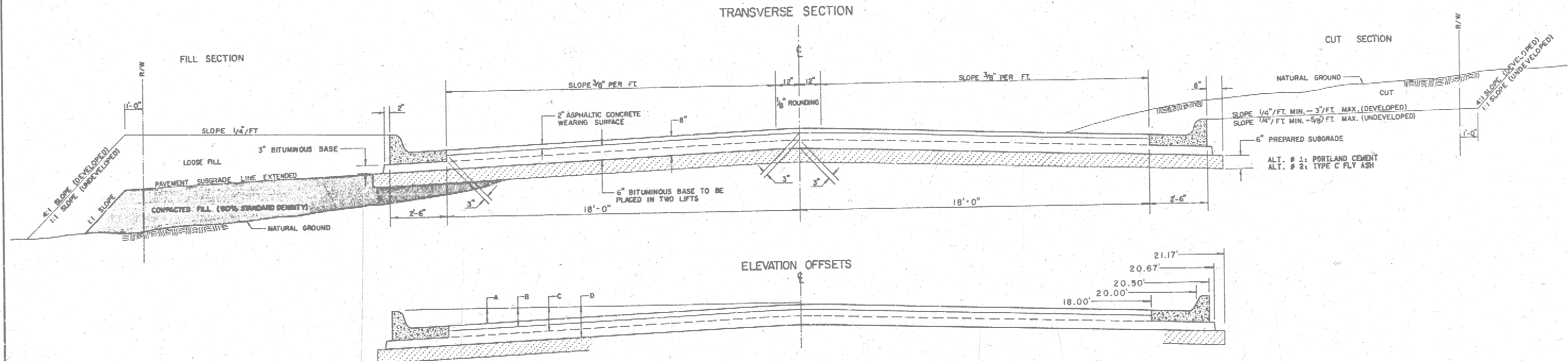
7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

PROJECT NUMBER
712-75-245-81321-000-000-001

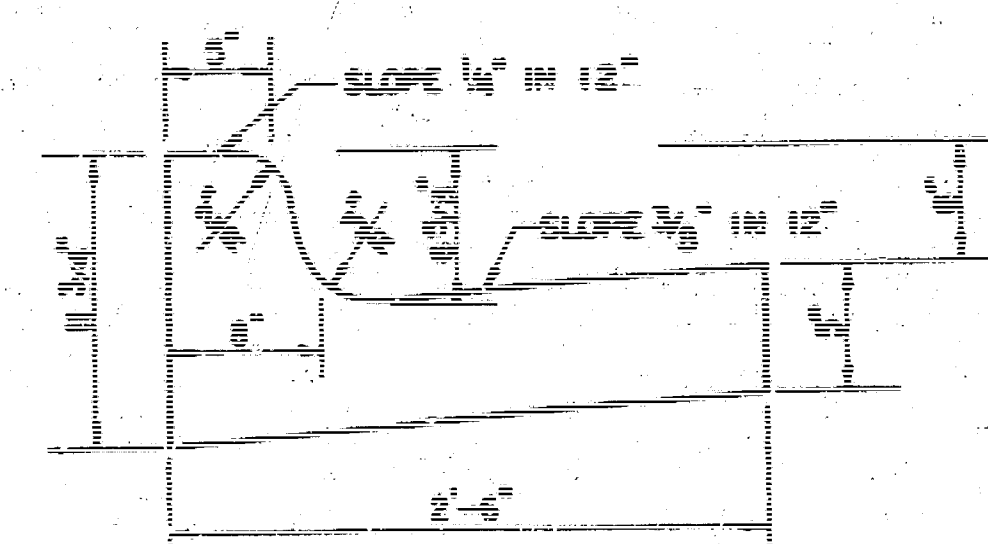
2/12

FILMED FROM THE BEST
AVAILABLE COPY

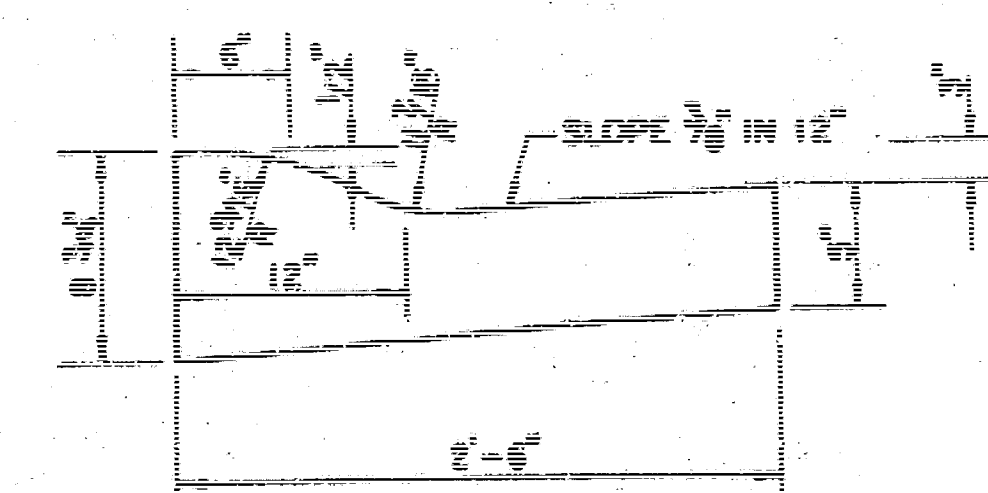
TYPICAL 41' PAVEMENT DETAILS



COMBINED CURB & GUTTER



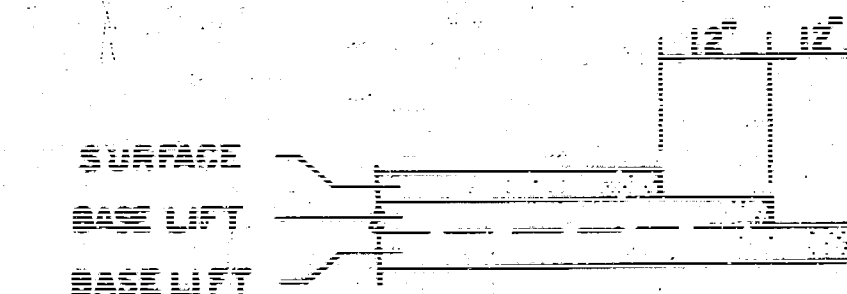
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SO-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.03 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 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

KEYWEST

8 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS

PROJECT NUMBER 472-76-281-61331-000-001

3/12

D.M.# 1 10" CUT IN SOUTH HEADWALL OF CULVERT
AT 45TH STREET NORTH AND MERIDIAN AVE.
ELEV. 141.07 (CITY OF WICHITA DATUM)

D.M.# 2 4" CUT ON N. SIDE OF MANHOLE RING
LOCATED AT STA. 4+01.40' RT. KEYWEST STATIONING EXTENDED
ELEV. 142.64 (PROJECT DATUM)

NOTE: YELLOW COLD PLASTIC PAVEMENT MARKING
MATERIAL IN ACCORDANCE WITH STANDARD CITY
OF WICHITA TRAFFIC ENGINEERING SPECIFICATIONS.

EARTHWORK SUMMARY

EXCAVATION

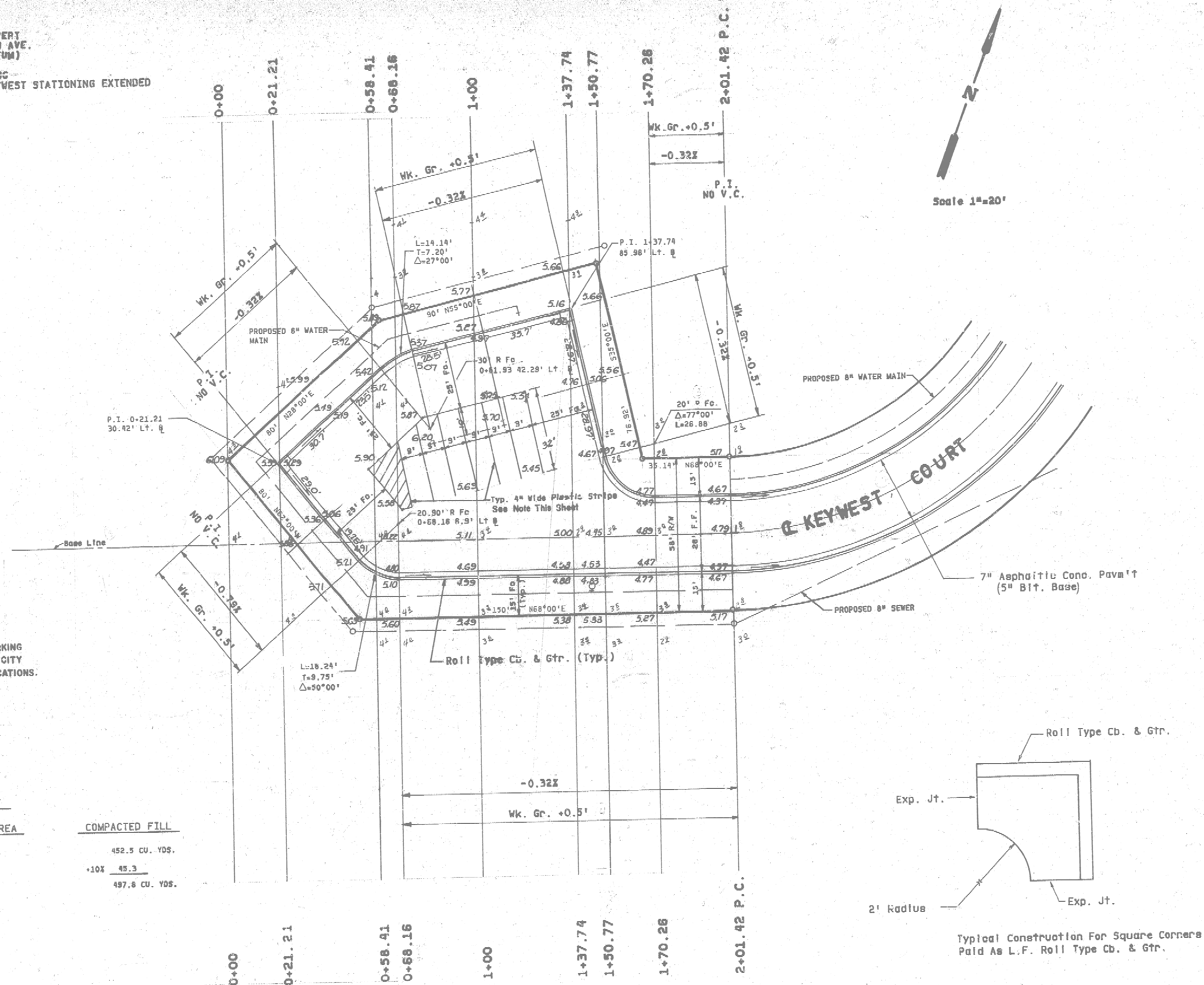
300.2 CU. YDS.
+10% 30.0
330.2 CU. YDS.

EXCAVATION FROM BORROW AREA

1502.9 CU. YDS.
+10% 150.3
1653.2 CU. YDS.

COMPACTED FILL

452.5 CU. YDS.
+10% 45.3
497.8 CU. YDS.



PROJECT DESCRIPTION

KEYWEST COURT

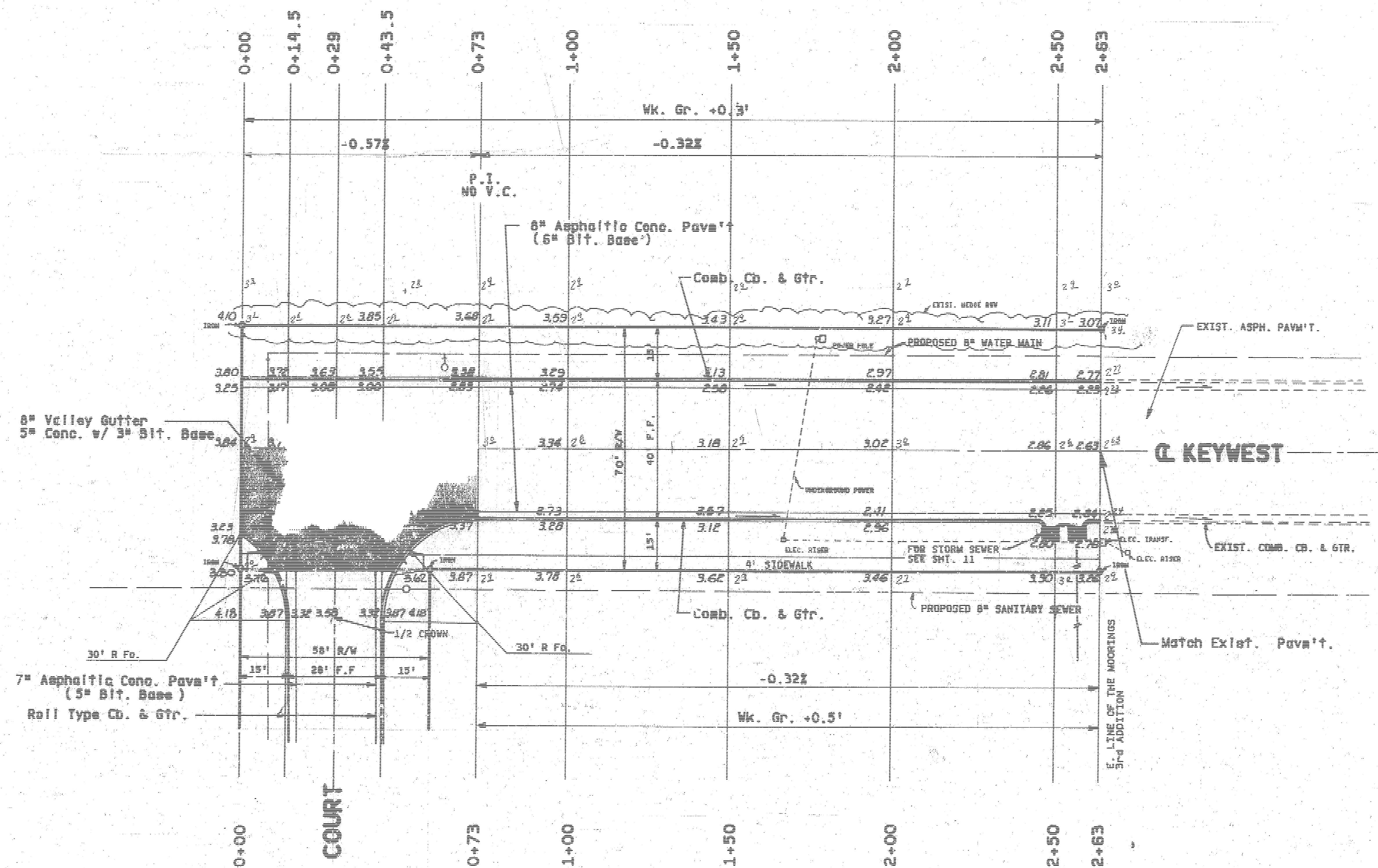
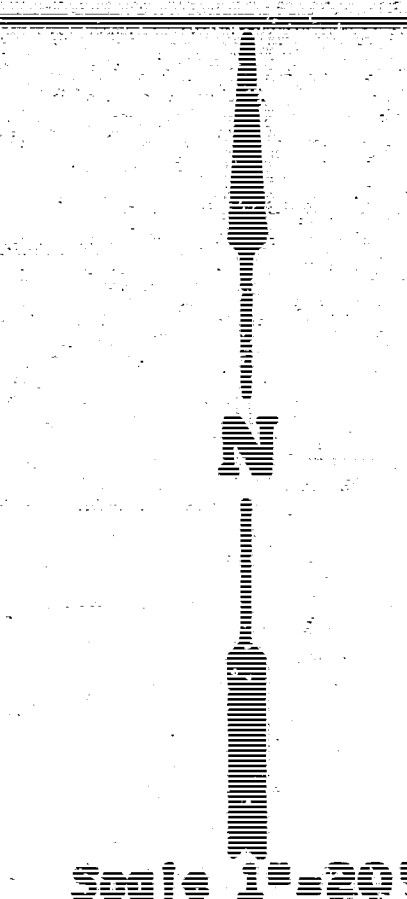
PROJECT NUMBER

475-76-245-81024-000-001

1/10

FILMED FROM THE BEST
AVAILABLE COPY

NOTE: HEDGE ROW TO REMAIN PLACE.
TRIMMING THE SOUTH SIDE OF THE HEDGE
ROW SHALL BE ACCOMPLISHED AS DIRECTED
BY THE ENGINEER. COST OF TRIMMING
SHALL BE INCIDENTAL TO OTHER BID
ITEMS FOR THE PROJECT.

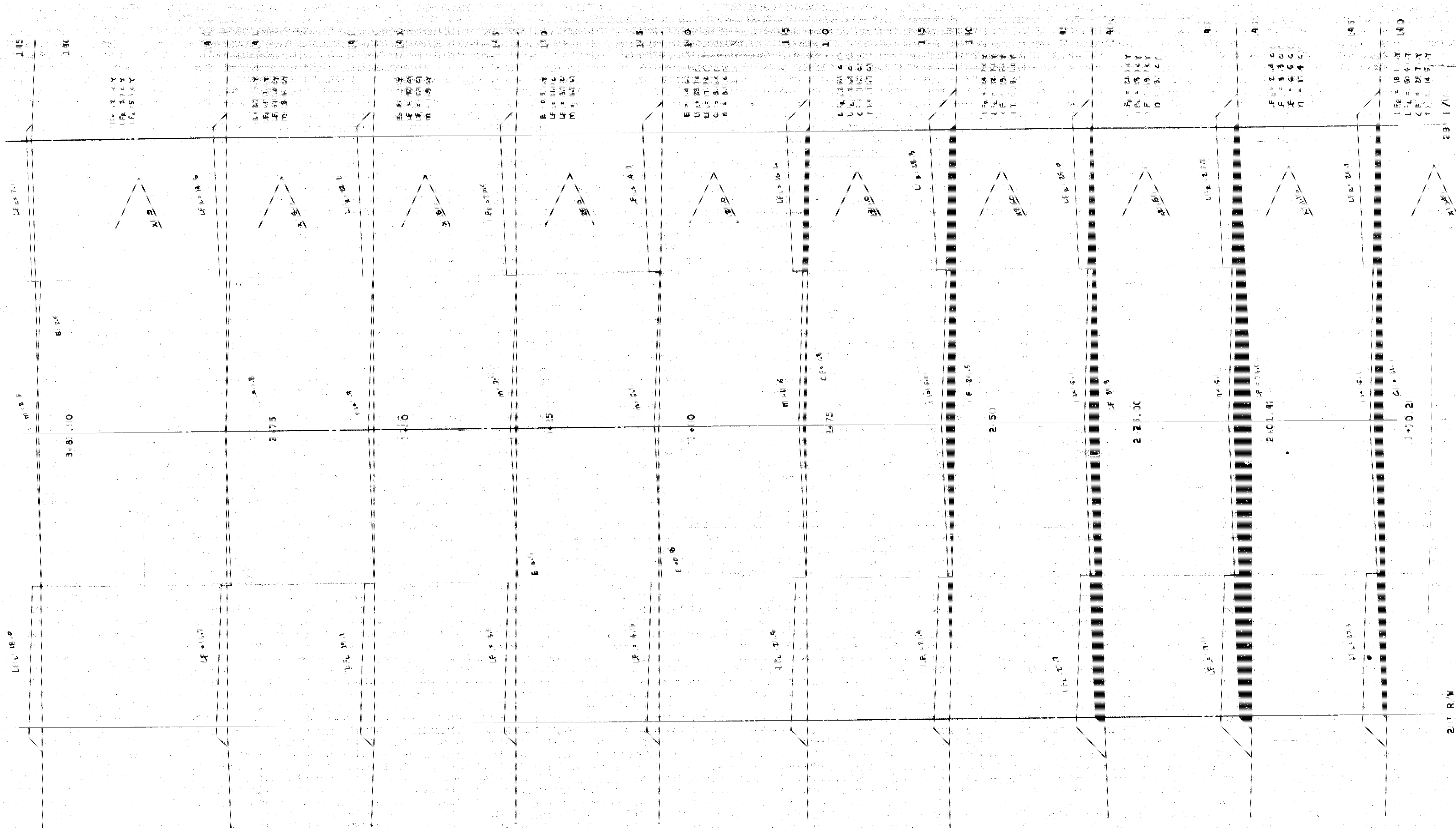


INTERSECTION QUANTITIES	
146.0	S.Y. 8" Asphaltic Conc. Pavement (6" Bituminous Base)
46.2	L.F. Integral Curb
251.2	S.Y. Manipulation
4.4	Tons Portland Cement
101.9	S.Y. V.G. 5" Concrete and 3" Bituminous Base

PROJECT DESCRIPTION
KEYWEST
PROJECT NUMBER
572-75-282-81321-000-000-001

E = 5.0 CY
LF = 4.4 CY
CF = 8.5 CY
M = 0.18 CY

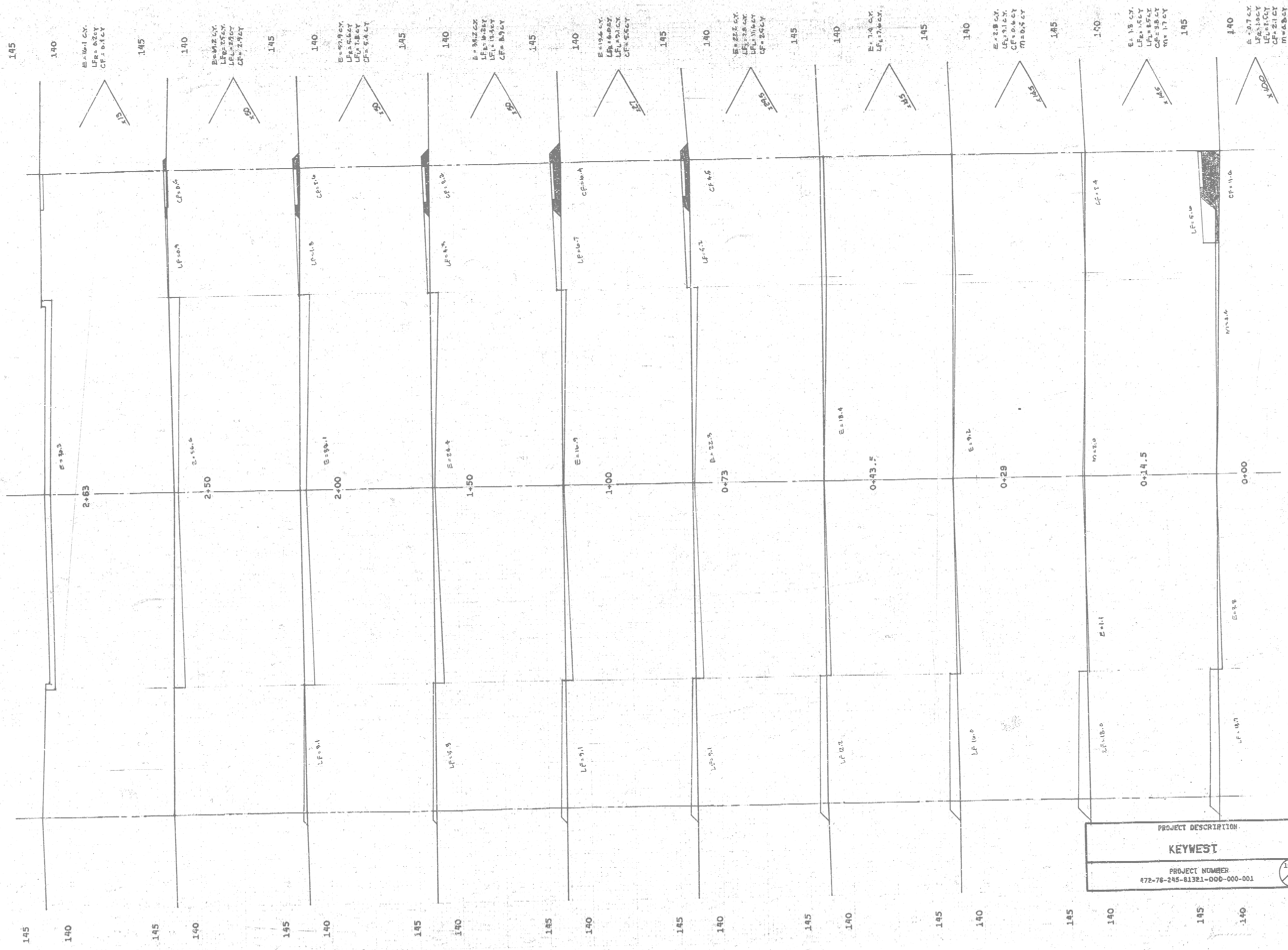
100.1



STATION	0	5	10	15	20	25	30	35	40
EXCAVATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOOSE FILL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMPACTED FILL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PROJECT DESCRIPTION
KEYWEST COURT
PROJECT NUMBER
472-76-245-01321-000-000-001

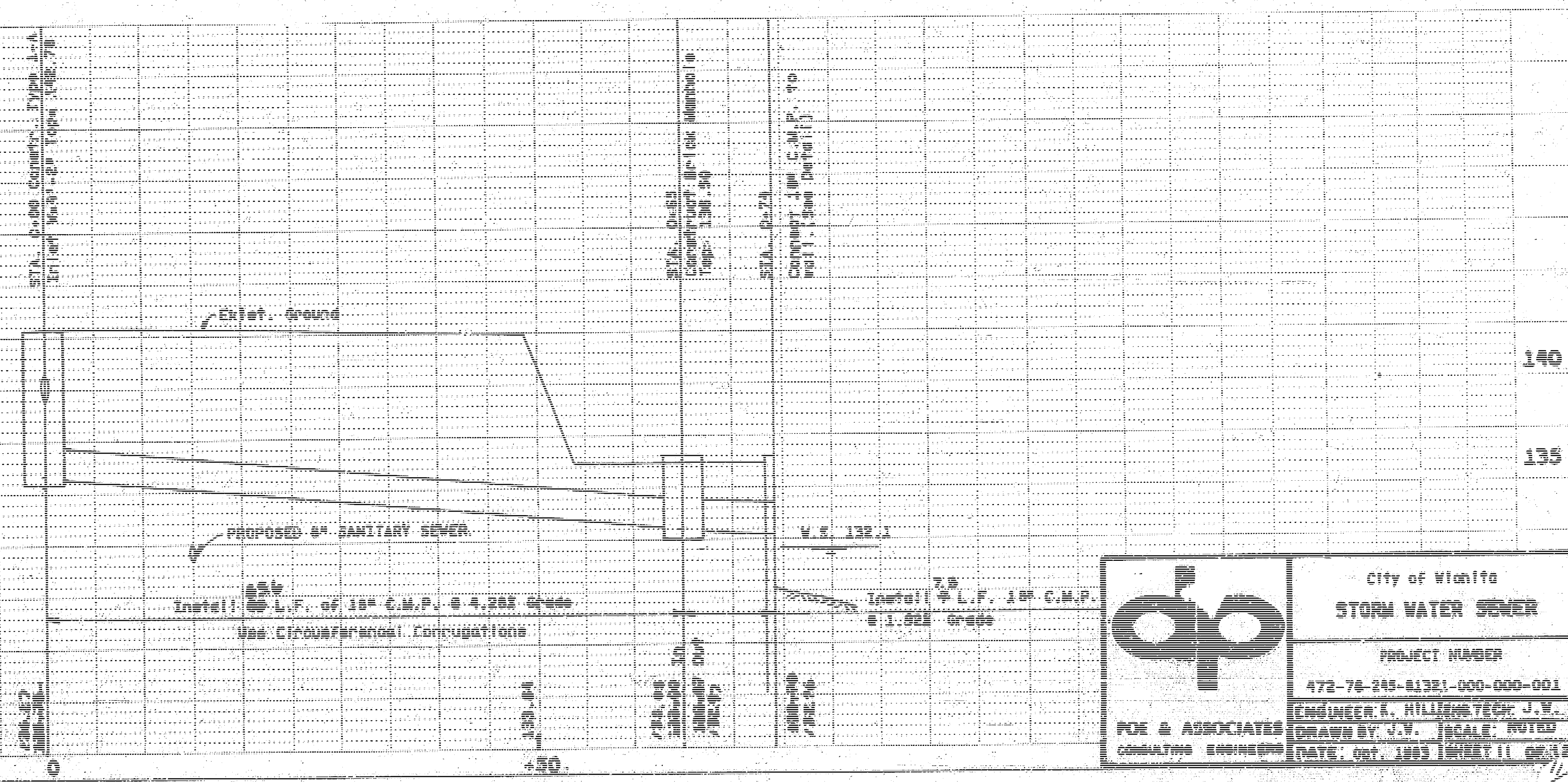
FILMED FROM THE BEST
AVAILABLE COPY



STATION	0+00	0+25	0+50	0+75	1+00	1+25	1+50	1+75	2+00	2+25	2+50	2+63
ELEVATION	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0	140.0
LOOSE FILL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
COMPACTED FILL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MANIPULATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SHEET TOTALS												
ELEVATION												
LOOSE FILL												
COMPACTED FILL												
MANIPULATION												

PROJECT DESCRIPTION
KEYWEST
 PROJECT NUMBER
 472-76-245-81321-000-000-001

PROFILE	PT	DATE
SURVIVED		
PLANTED		
GRUBS CHECKED		
BLOOD TESTED		
STOMACH EXAMINED		
HAIR		



AD BULATS
7-11-84
MCG

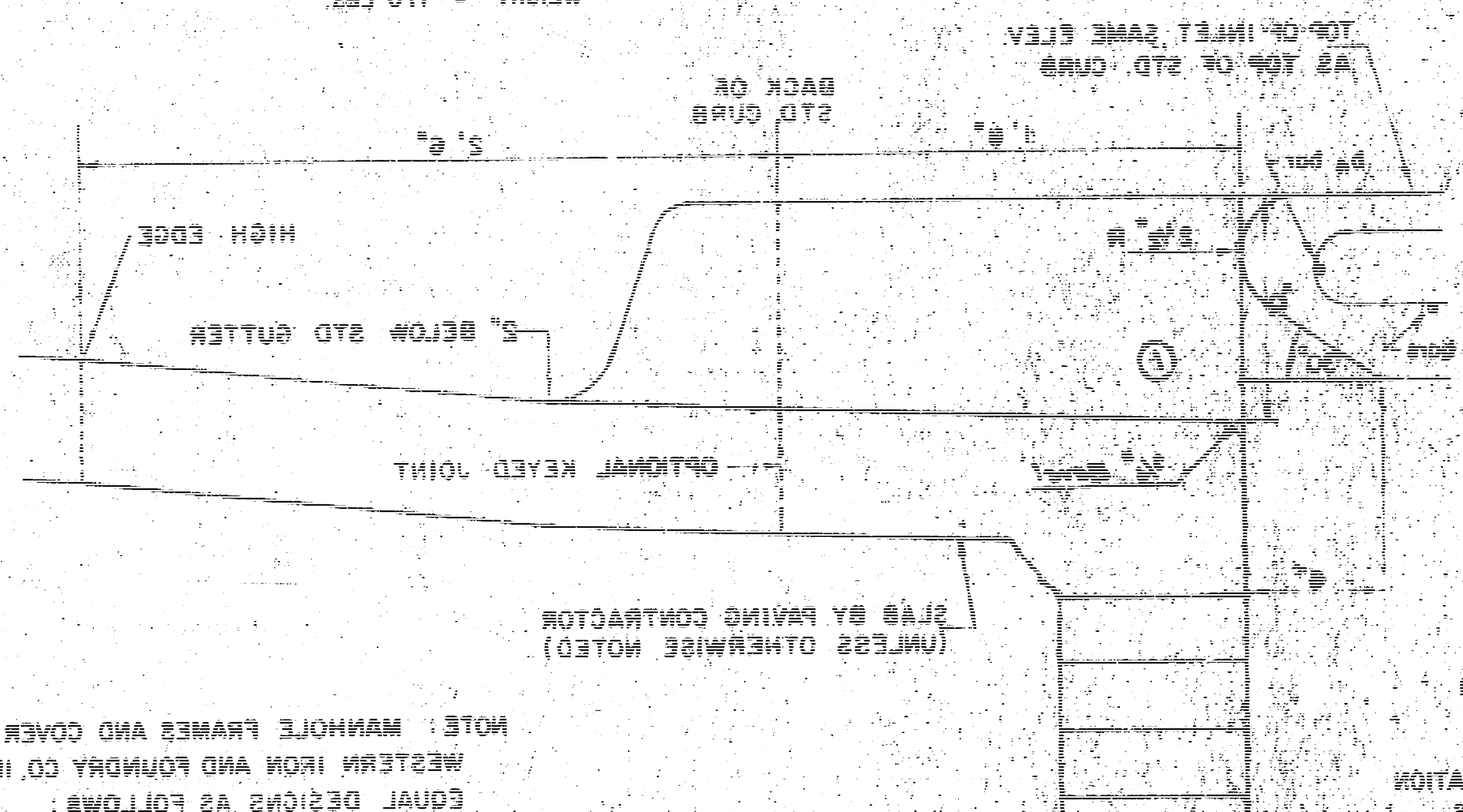
DETAIL STANDARD TYPE IN CURB INLET

M.E. LINDBERGH, CITY ENGINEER

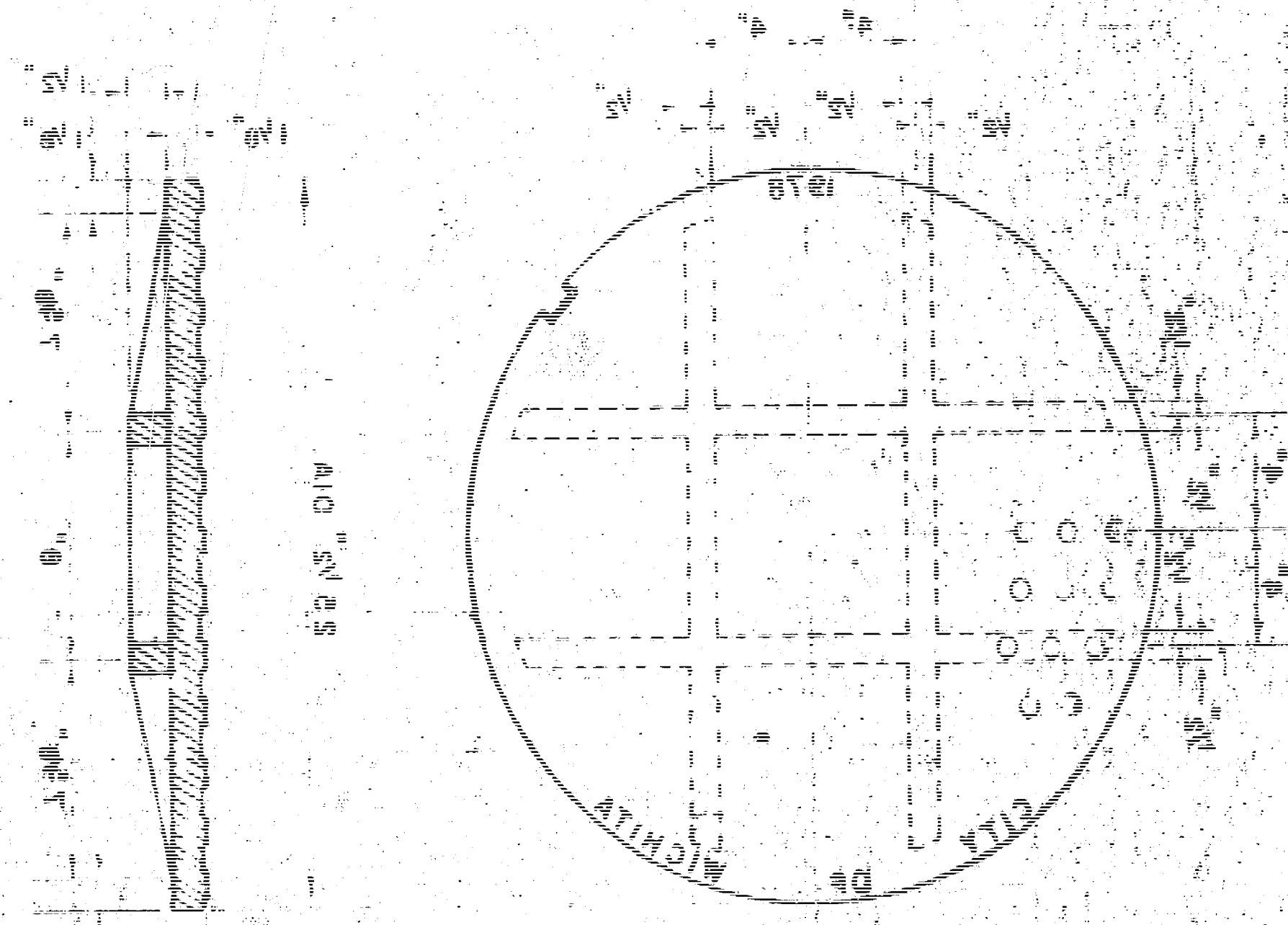
JUNE, 1961

NOTE: MANHOLE FRAMES AND COVER ARE
WESTERN IRON AND FOUNDRY CO. INC. OR
EQUAL DESIGN AS FOLLOWS:
FRAME: 324 LB
FRAME (ALTERNATE): 300 LB
COVER: 225 LB "HOBBS"

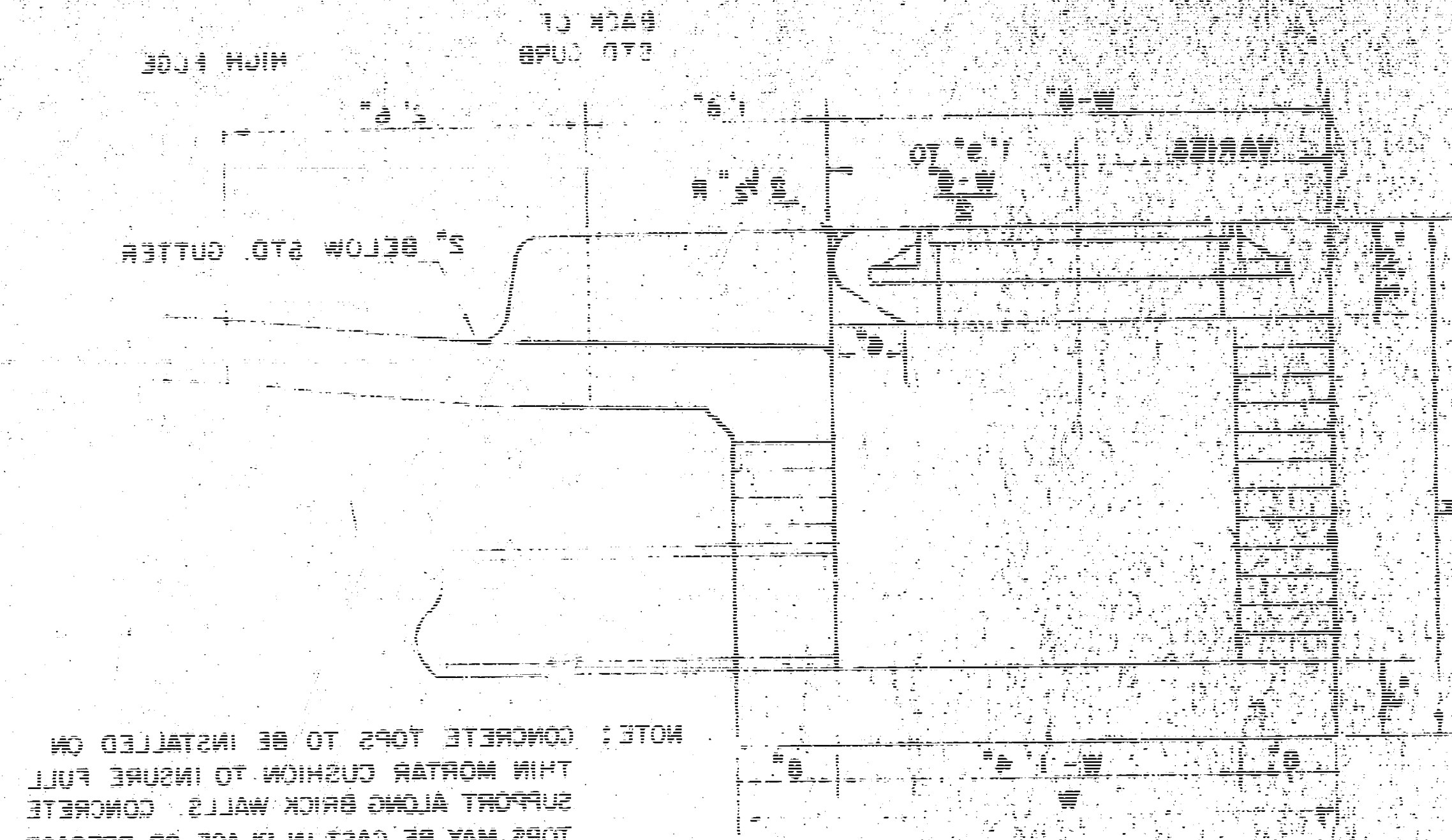
SECTION B-B (SCALE 1" = 6")



MANHOLE COVER
(SCALE 1" = 6")
WEIGHT = 110 LBS.



SECTION A-A (SCALE 1" = 1' 0")

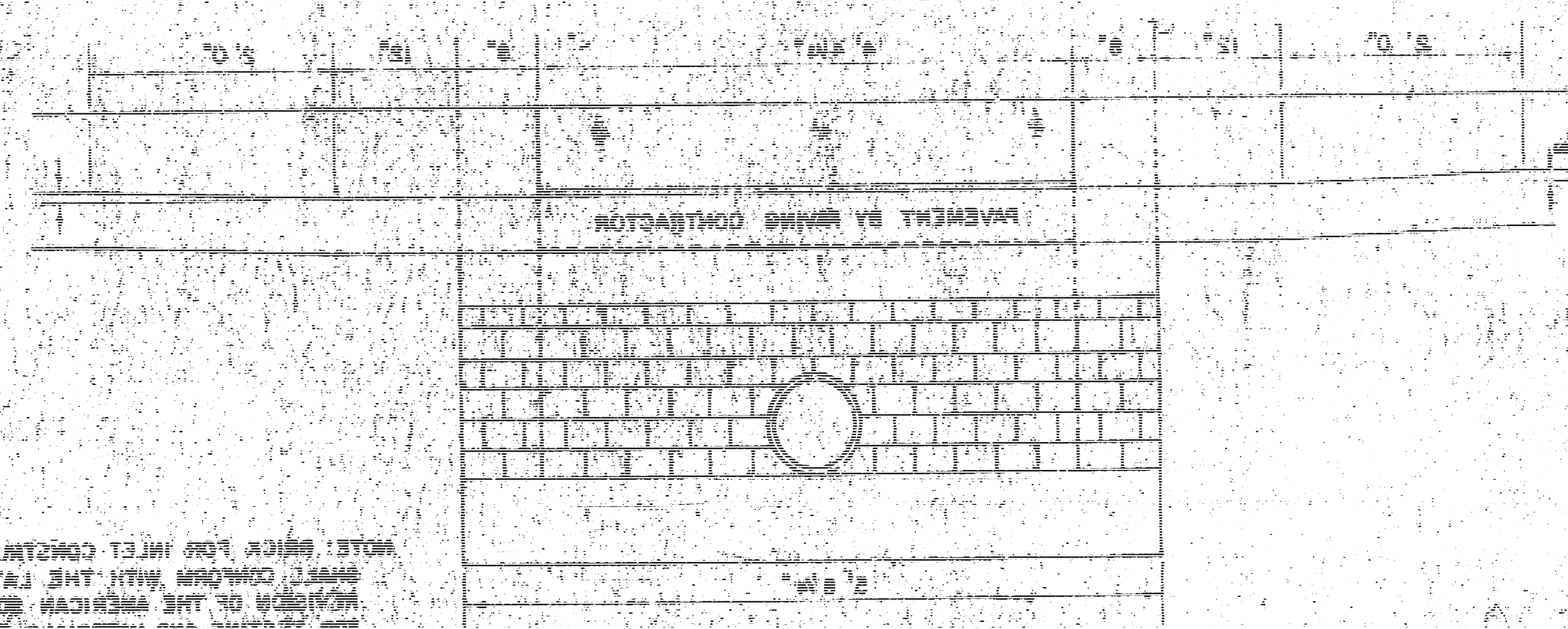


NOTE: CONCRETE TOPS TO BE INSTALLED ON
THIN MORTAR CUSHION TO INSURE FULL
SUPPORT ALONG BRICK WALLS. CONCRETE
TOPS MAY BE CAST IN PLACE OR PRECAST.
CONCRETE FOR INLET TOPS AND FLOORS
SHALL BE STANDARD PAVING MIX.

BAR	SIZE	LENGTH	WEIGHT	NO. OF BARS	TOTAL WEIGHT
1	1/2"	1.00	0.01	1	0.01
2	1/2"	1.00	0.01	1	0.01
3	1/2"	1.00	0.01	1	0.01
4	1/2"	1.00	0.01	1	0.01
5	1/2"	1.00	0.01	1	0.01
6	1/2"	1.00	0.01	1	0.01
7	1/2"	1.00	0.01	1	0.01
8	1/2"	1.00	0.01	1	0.01
9	1/2"	1.00	0.01	1	0.01
10	1/2"	1.00	0.01	1	0.01
11	1/2"	1.00	0.01	1	0.01
12	1/2"	1.00	0.01	1	0.01
13	1/2"	1.00	0.01	1	0.01
14	1/2"	1.00	0.01	1	0.01
15	1/2"	1.00	0.01	1	0.01
16	1/2"	1.00	0.01	1	0.01
17	1/2"	1.00	0.01	1	0.01
18	1/2"	1.00	0.01	1	0.01
19	1/2"	1.00	0.01	1	0.01
20	1/2"	1.00	0.01	1	0.01
21	1/2"	1.00	0.01	1	0.01
22	1/2"	1.00	0.01	1	0.01
23	1/2"	1.00	0.01	1	0.01
24	1/2"	1.00	0.01	1	0.01
25	1/2"	1.00	0.01	1	0.01
26	1/2"	1.00	0.01	1	0.01
27	1/2"	1.00	0.01	1	0.01
28	1/2"	1.00	0.01	1	0.01
29	1/2"	1.00	0.01	1	0.01
30	1/2"	1.00	0.01	1	0.01
31	1/2"	1.00	0.01	1	0.01
32	1/2"	1.00	0.01	1	0.01
33	1/2"	1.00	0.01	1	0.01
34	1/2"	1.00	0.01	1	0.01
35	1/2"	1.00	0.01	1	0.01
36	1/2"	1.00	0.01	1	0.01
37	1/2"	1.00	0.01	1	0.01
38	1/2"	1.00	0.01	1	0.01
39	1/2"	1.00	0.01	1	0.01
40	1/2"	1.00	0.01	1	0.01
41	1/2"	1.00	0.01	1	0.01
42	1/2"	1.00	0.01	1	0.01
43	1/2"	1.00	0.01	1	0.01
44	1/2"	1.00	0.01	1	0.01
45	1/2"	1.00	0.01	1	0.01
46	1/2"	1.00	0.01	1	0.01
47	1/2"	1.00	0.01	1	0.01
48	1/2"	1.00	0.01	1	0.01
49	1/2"	1.00	0.01	1	0.01
50	1/2"	1.00	0.01	1	0.01

NOTE: BRICK FOR INLET CONSTRUCTION
SHALL CONFORM WITH THE LATEST
EDITION OF THE AMERICAN SOCIETY
FOR TESTING AND MATERIALS SPECIFICATION
C-22 FOR MANHOLE BRICK GRADE 100

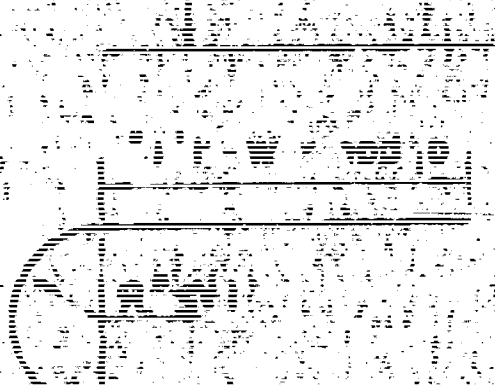
SECTION C-C (SCALE 1" = 1' 0")



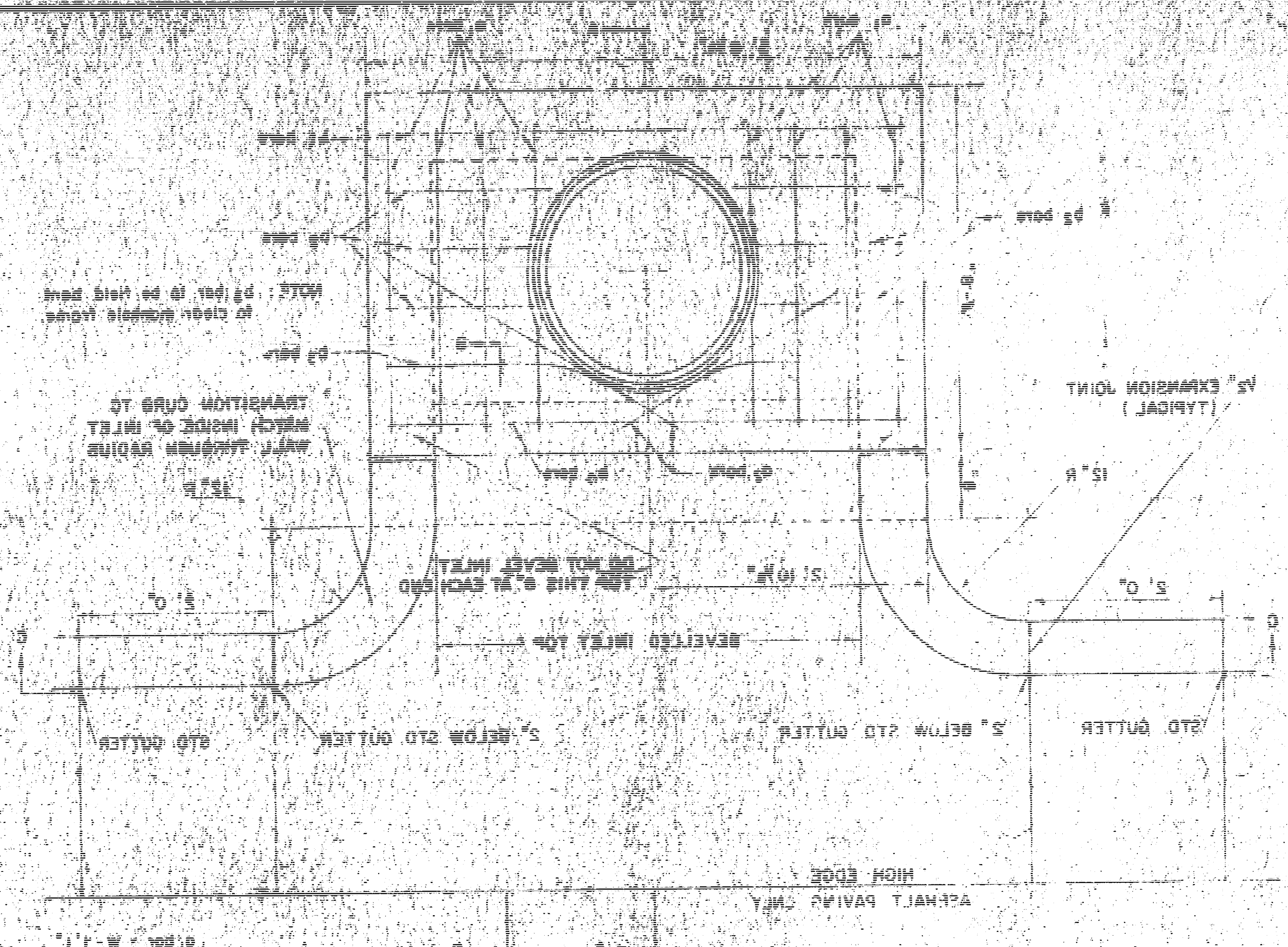
BAR	SIZE	LENGTH	WEIGHT	NO. OF BARS	TOTAL WEIGHT
1	1/2"	1.00	0.01	1	0.01
2	1/2"	1.00	0.01	1	0.01
3	1/2"	1.00	0.01	1	0.01
4	1/2"	1.00	0.01	1	0.01
5	1/2"	1.00	0.01	1	0.01
6	1/2"	1.00	0.01	1	0.01
7	1/2"	1.00	0.01	1	0.01
8	1/2"	1.00	0.01	1	0.01
9	1/2"	1.00	0.01	1	0.01
10	1/2"	1.00	0.01	1	0.01
11	1/2"	1.00	0.01	1	0.01
12	1/2"	1.00	0.01	1	0.01
13	1/2"	1.00	0.01	1	0.01
14	1/2"	1.00	0.01	1	0.01
15	1/2"	1.00	0.01	1	0.01
16	1/2"	1.00	0.01	1	0.01
17	1/2"	1.00	0.01	1	0.01
18	1/2"	1.00	0.01	1	0.01
19	1/2"	1.00	0.01	1	0.01
20	1/2"	1.00	0.01	1	0.01
21	1/2"	1.00	0.01	1	0.01
22	1/2"	1.00	0.01	1	0.01
23	1/2"	1.00	0.01	1	0.01
24	1/2"	1.00	0.01	1	0.01
25	1/2"	1.00	0.01	1	0.01
26	1/2"	1.00	0.01	1	0.01
27	1/2"	1.00	0.01	1	0.01
28	1/2"	1.00	0.01	1	0.01
29	1/2"	1.00	0.01	1	0.01
30	1/2"	1.00	0.01	1	0.01
31	1/2"	1.00	0.01	1	0.01
32	1/2"	1.00	0.01	1	0.01
33	1/2"	1.00	0.01	1	0.01
34	1/2"	1.00	0.01	1	0.01
35	1/2"	1.00	0.01	1	0.01
36	1/2"	1.00	0.01	1	0.01
37	1/2"	1.00	0.01	1	0.01
38	1/2"	1.00	0.01	1	0.01
39	1/2"	1.00	0.01	1	0.01
40	1/2"	1.00	0.01	1	0.01
41	1/2"	1.00	0.01	1	0.01
42	1/2"	1.00	0.01	1	0.01
43	1/2"	1.00	0.01	1	0.01
44	1/2"	1.00	0.01	1	0.01
45	1/2"	1.00	0.01	1	0.01
46	1/2"	1.00	0.01	1	0.01
47	1/2"	1.00	0.01	1	0.01
48	1/2"	1.00	0.01	1	0.01
49	1/2"	1.00	0.01	1	0.01
50	1/2"	1.00	0.01	1	0.01

NOTE: 1/2" BARS TO BE PLACED APPROX. 5" BELOW TOP OF INLET COVER

BENDING DIAGRAM



PLAN (SCALE 1" = 1' 0")



NOTE: 1/2" BARS TO BE PLACED APPROX. 5" BELOW TOP OF INLET COVER

TRANSITION CURB TO
MATCH INLET OR BUILT
WALL THROUGH RADIUS
15' R

NOTE: 1/2" BARS TO BE PLACED APPROX. 5" BELOW TOP OF INLET COVER

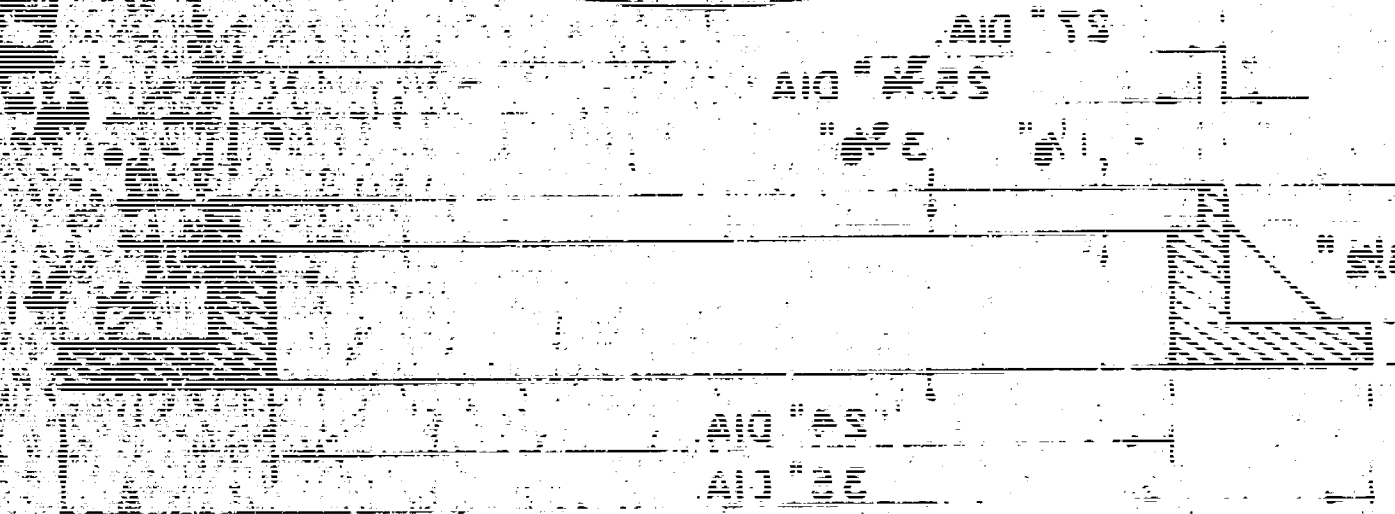
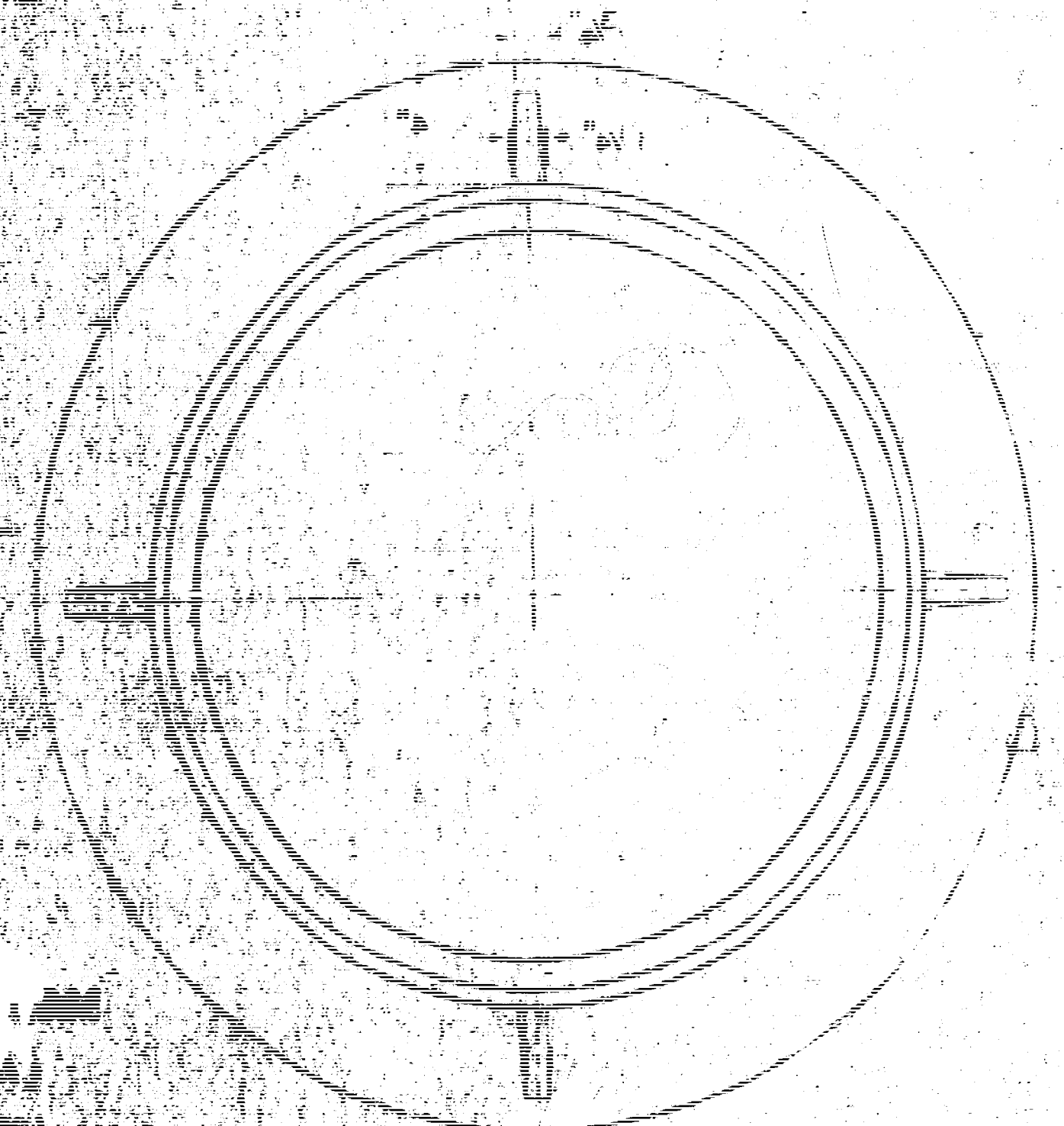
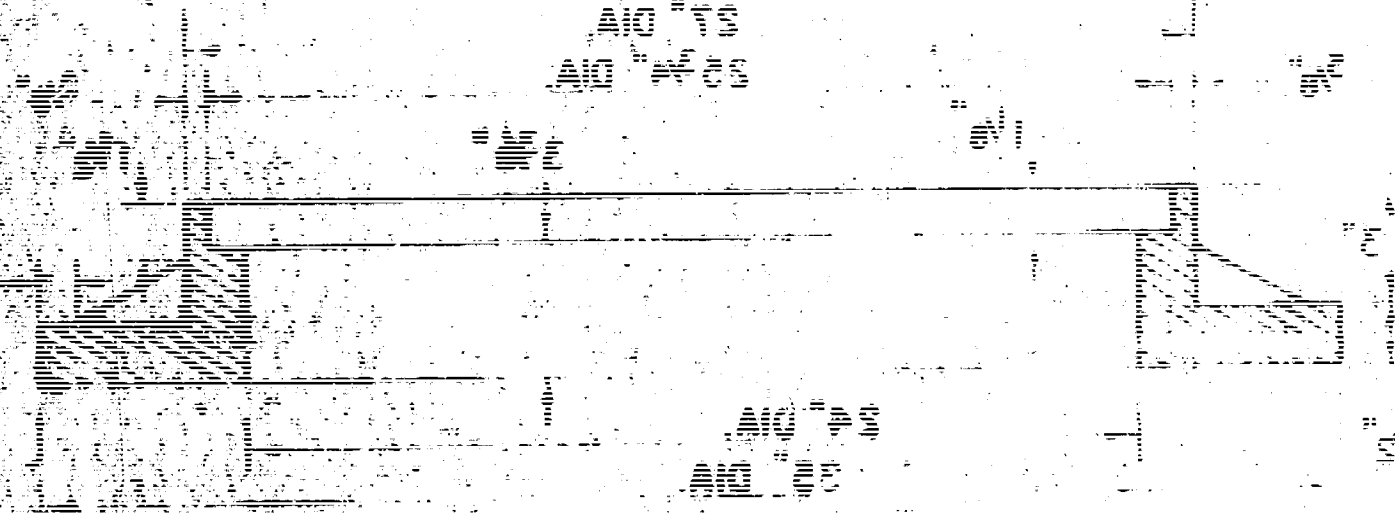
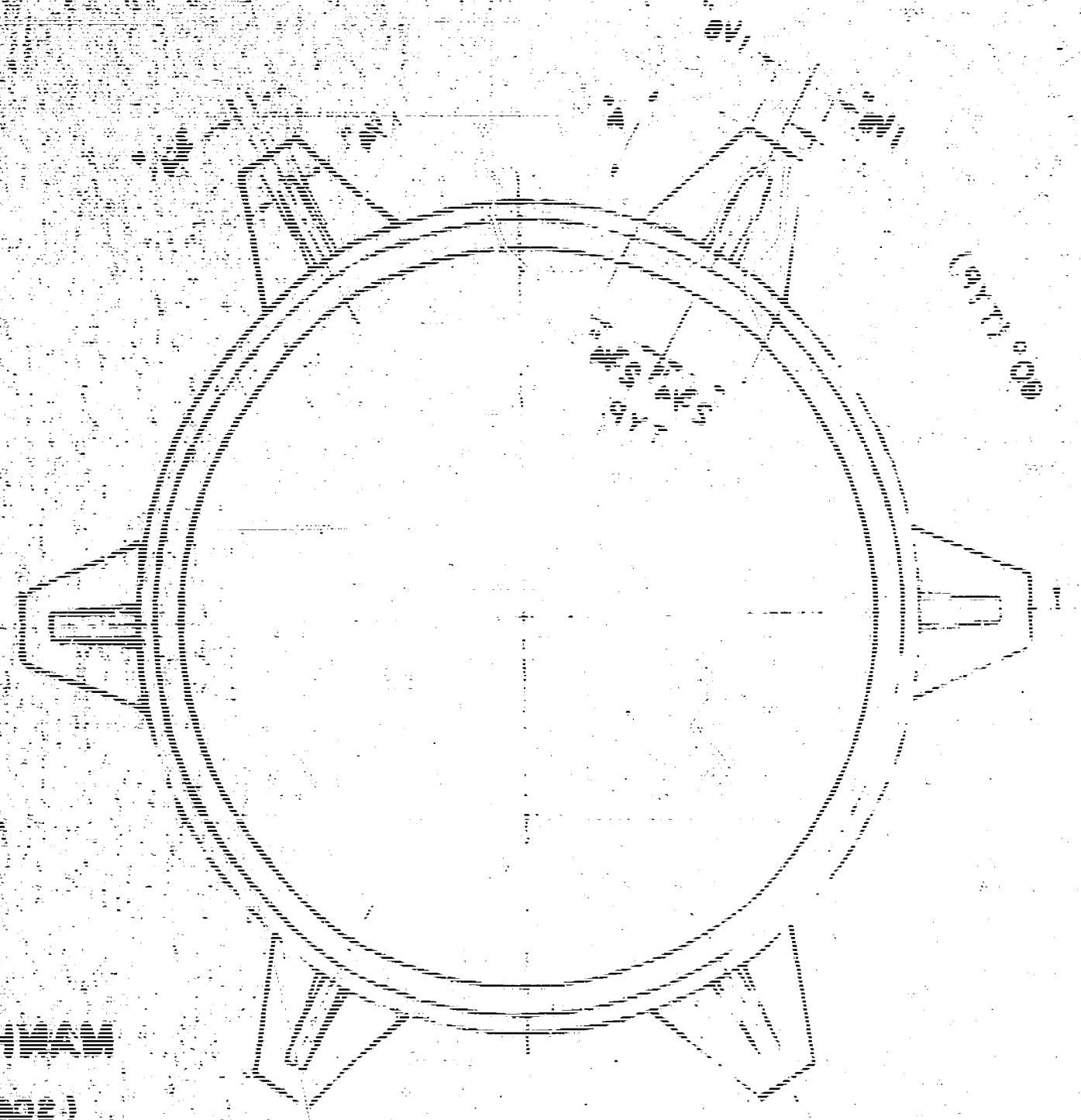
TRANSITION CURB TO
MATCH INLET OR BUILT
WALL THROUGH RADIUS
15' R

NOTE: 1/2" BARS TO BE PLACED APPROX. 5" BELOW TOP OF INLET COVER

TRANSITION CURB TO
MATCH INLET OR BUILT
WALL THROUGH RADIUS
15' R

MANHOLE FRAME

(SCALE 1" = 1' 0")



PROJECT NUMBER: 475-10-543-81321-000-000

REV. 3-10-63