

LONGFORD
S. E. LINE BLUESTEM TO E. COR. LT. 4, BLK. 6
& S. COR. LT. 24, BLK. 1, CEDAR RIDGE 2ND

LONGFORD COURT
N. E. LINE LONGFORD TO & INCLD. CUL-DE-SAC

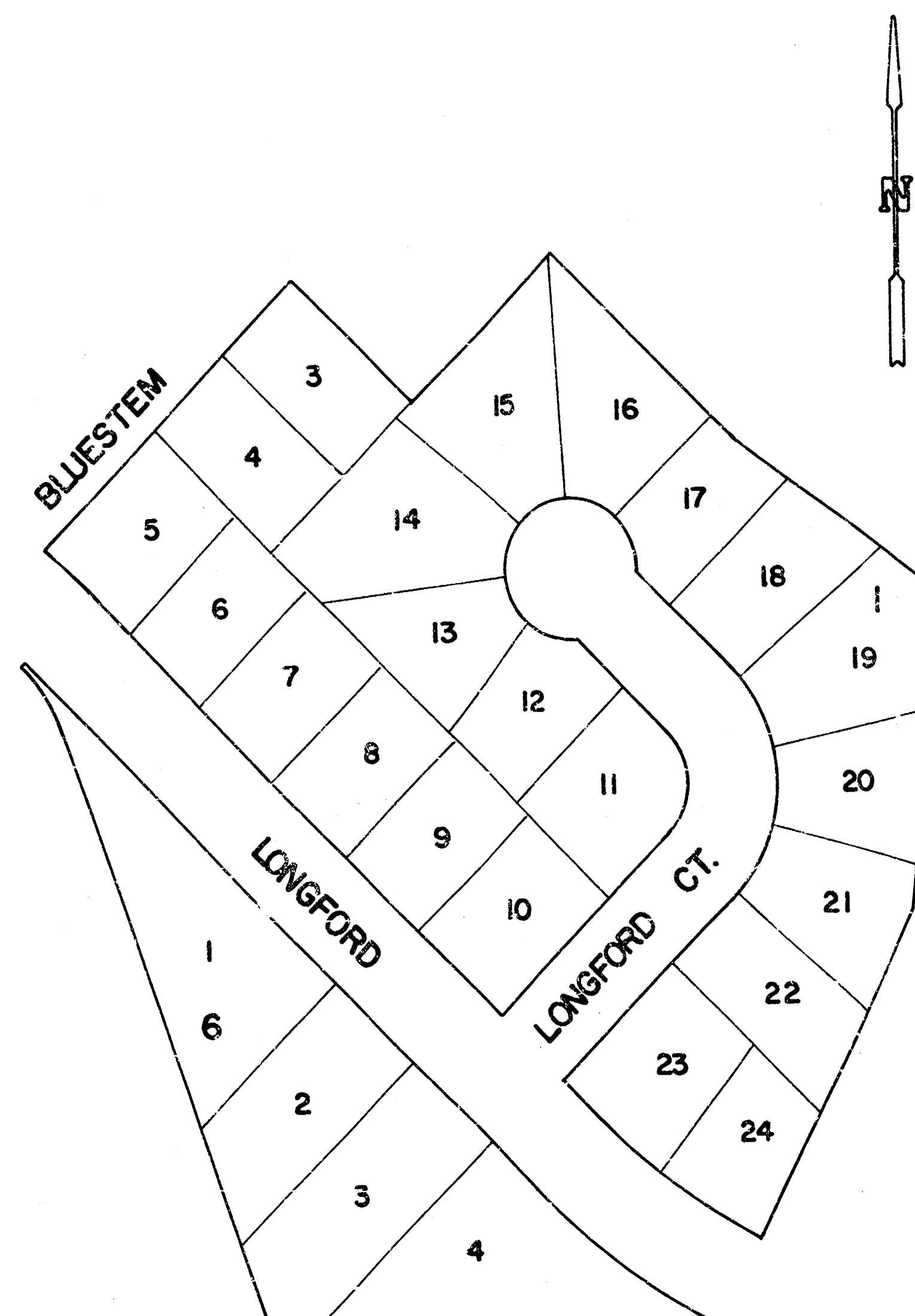
CITY OF WICHITA, KANSAS

DEPARTMENT OF ENGINEERING

R. W. BRUGGEMAN

DIRECTOR OF ENGINEERING/CITY ENGINEER

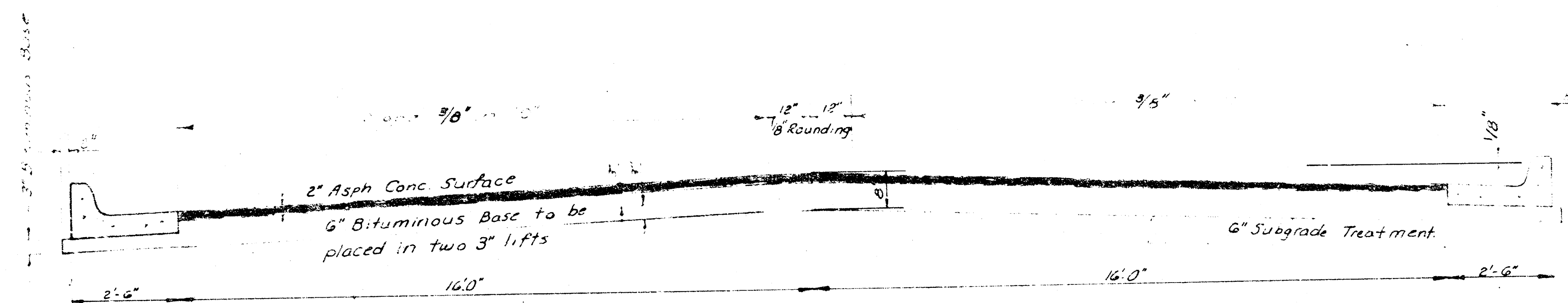
DATE: PROJ. NO. 472 76 245 81085 000 000 001



Manipulation = 5,305 S.Y.



LONGFORD
S. E. LINE BLUESTEM TO E. COR. LT. 4, BLK. 6
& S. COR. LT. 24, BLK. 1, CEDAR RIDGE 2ND.



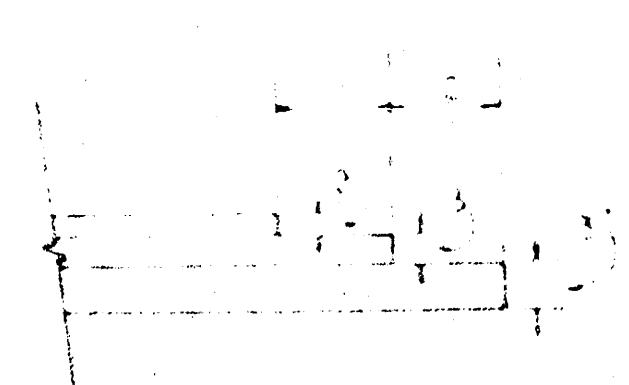
TYPICAL SECTION

37' 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.

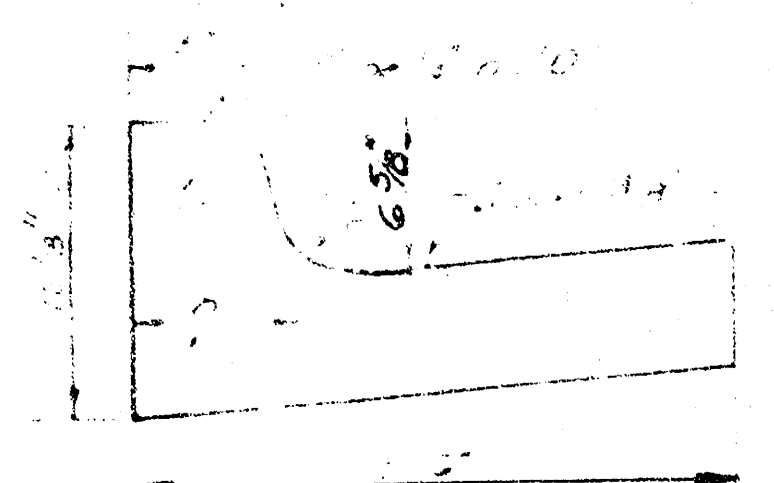
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

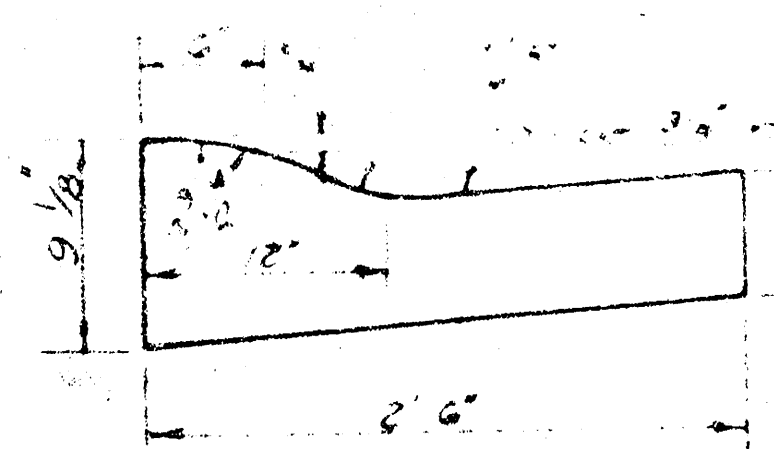


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE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

CONTINUED CURB & GUTTER



ROLL TYPE CURB & GUTTER



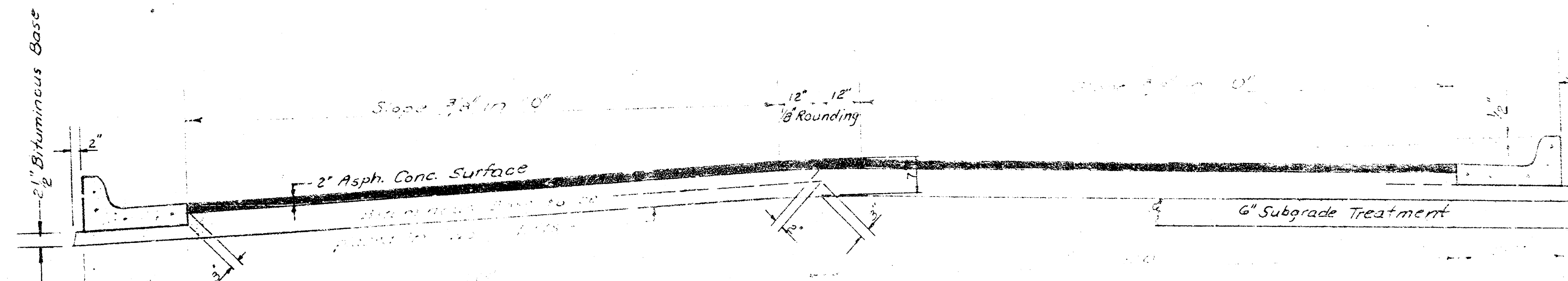
CITY OF WICHITA KANSAS
DEPARTMENT OF ENGINEERING

R. W. BRUGGEMAN
DIRECTOR OF ENGINEERING/CITY ENGINEER

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LONGFORD CT.
N.E. LINE LONGFORD TO & INCLD. CUL-DE-SAC

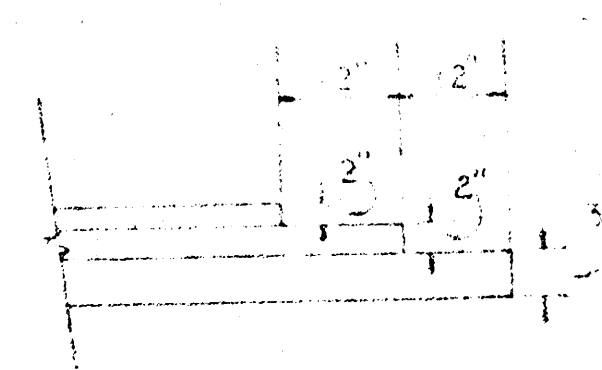


TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

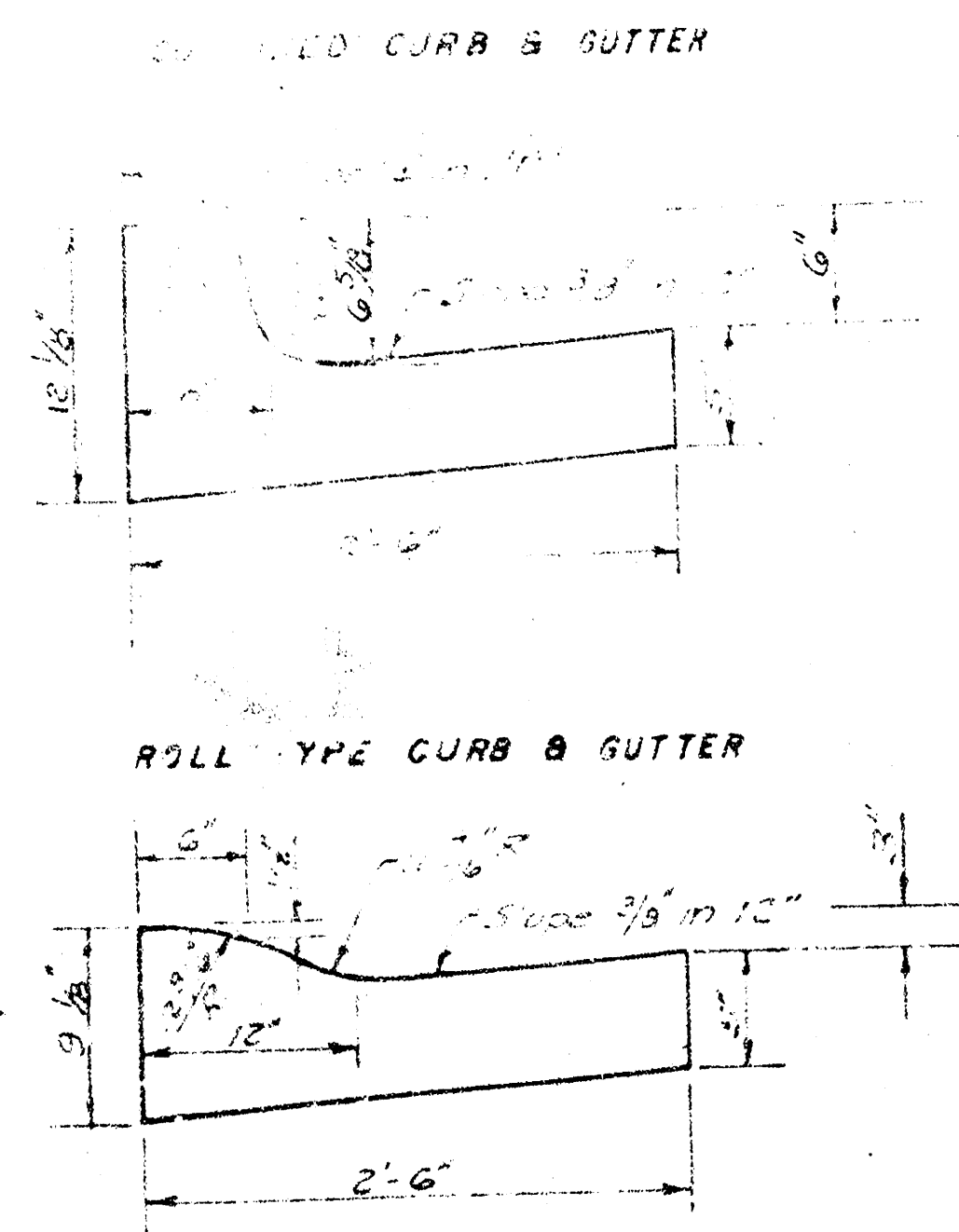
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE 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 PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE 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.

The bid for the above work shall be based on the following conditions: The bituminous base and asphalt concrete wearing surface shall be paid as follows: 2" Bituminous Base, 6" Asphalt Concrete Wearing Surface, 2" Asphalt Concrete Surface.



CITY OF WICHITA KANSAS
DEPARTMENT OF ENGINEERING

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BM = 160.76 ~ "d" Cut Top S. Cb. Longford, 100'± W. of W. L. Bluestem.
 BM = 169.52 ~ R.R. Spk. S. W. Pl. HLP N. E. Cor. 1st. Vernon & Cypress.

15 E LONGFORD & E LONGFORD EXTENDED WEST.

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.

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

Scale: 1"=20'

LONGFORD

LONGFORD

BLUESTEM

0+04.50
0+09.50
0+50.00
1+00
1+50
2+00
2+50
3+00
3+25
3+50
4+00
4+59.50
4+74.50
5+05.50
5+38.50
5+53.50
5+79.50 PC

EARTHWORK

	EXCAVATION	COMP. FILL 90%
X-SECTION	5,669.1 CY.	58.9 CY.
10%	567.0 CY.	5.9 CY.
TOTAL	6,236.1 CY.	64.8 CY.

+0.3' Wk. Gr.
 +0.3149%

Note: Contractor to coordinate work with sewer contractors.

Note: Trees to be removed are marked thus except that any tree marked for removal which in the opinion of the Engineer can be saved shall be spared.

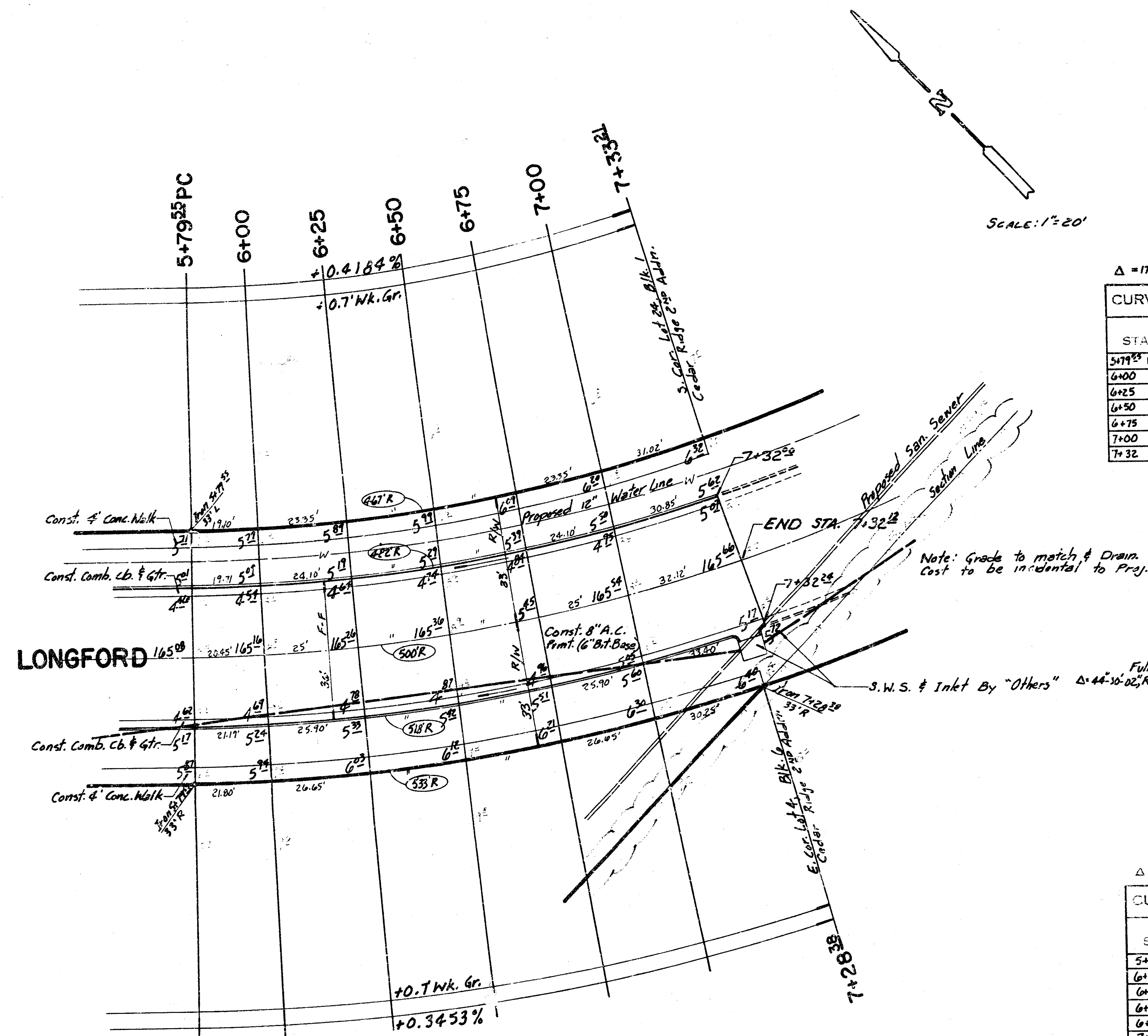
Note: Const. not more than 23-20' Drives.

Note: Lime application rate = 25#/s.y.
 Preheater Fines application rate = 35#/s.y.

LONGFORD

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SCALE: 1" = 20'

$\Delta = 17^\circ 28' 10''$, $R = 500.00'$, $T = 76.82'$, $L = 152.45'$, $LC = 151.86'$

CURVE DATA BASED ON E RAD $\Delta = 8^\circ 46' 05''$

STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
		OFF _CB	OFF _CB	
5+79.33 PC			0'-00'-00"	0'-00'-00"
6+00	20.45'	19.39'	1'-10'-18"	1'-10'-18"
6+25	25'	23.70'	1'-25'-57"	2'-36'-15"
6+50	"	"	1'-25'-56"	4'-02'-11"
6+75	"	"	1'-25'-57"	5'-28'-08"
7+00	25'	23.70'	1'-25'-57"	6'-54'-05"
7+32.32	32'	30.33'	1'-49'-40"	8'-44'-05"

Defl./Ft. = 3.43774 Min.

INTERSECTION QUANTITIES

S.Y.	"	Concrete Pavement
155	S.Y.	8" Asphaltic Conc. Pavement (6" Bituminous Base)
20	S.Y.	3" Bituminous Base
96	L.F.	Combined Curb & Gutter
	L.F.	Integral Curb
	S.F.	4" Bituminous Ramp
	S.F.	4" Walk
	C.Y.	Fill
	C.Y.	Concrete Fill
	Lbs.	Reinforcing Steel
170	S.Y.	Municipal Solid
3	Tons	Lime or Cement
S.Y.	V.G.	Concrete & Asphaltic Concrete Base

$\Delta = 17^\circ 28' 10''$, $R = 500.00'$, $T = 76.82'$, $L = 152.45'$, $LC = 151.86'$

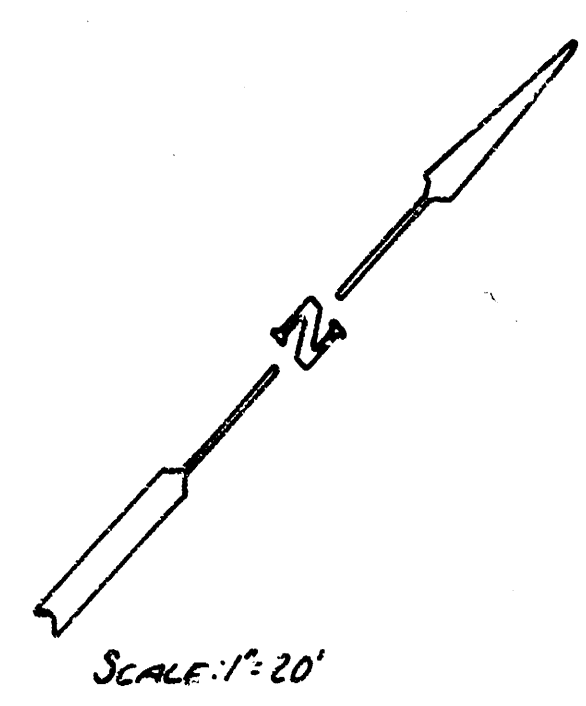
CURVE DATA BASED ON E RAD $\Delta = 8^\circ 46' 05''$

STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
		OFF _CB	OFF _CB	
5+79.33 PC			0'-00'-00"	0'-00'-00"
6+00	20.45'	21.51'	1'-10'-18"	1'-10'-18"
6+25	25'	26.90'	1'-25'-57"	2'-36'-15"
6+50	"	"	1'-25'-56"	4'-02'-11"
6+75	"	"	1'-25'-57"	5'-28'-08"
7+00	25'	26.90'	1'-25'-57"	6'-54'-05"
7+32.32	32.24'	33.91'	1'-49'-40"	8'-44'-05"

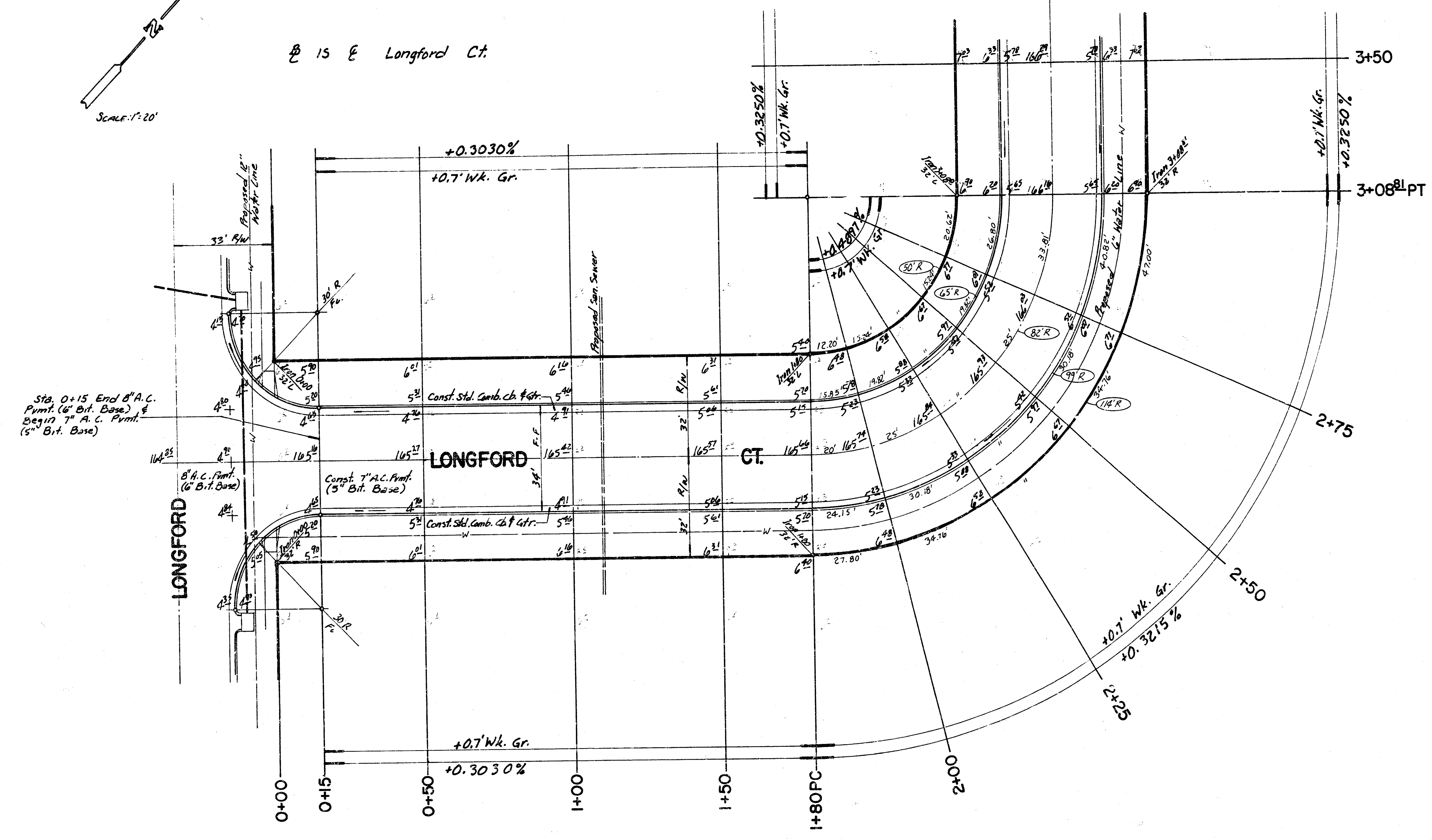
Defl./Ft. = 3.43774 Min.

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B is E Longford Ct.



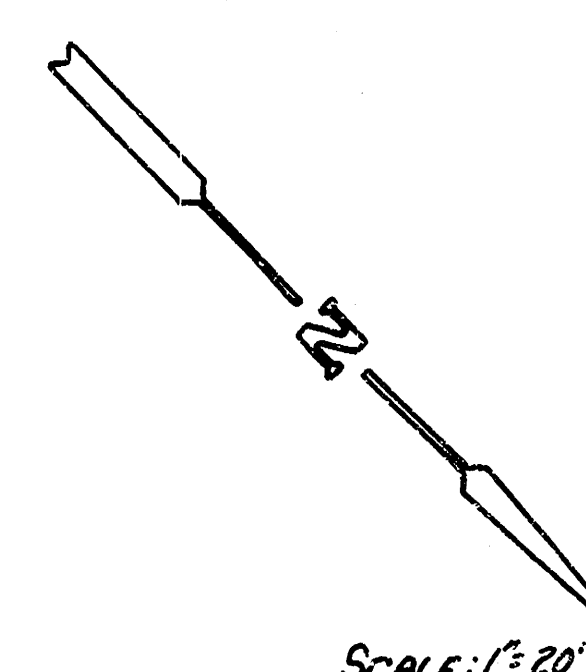
$\Delta = 90^\circ - 00'00'' = 82.00'$ $T = 82.00'$ $L = 128.81'$ $LC = 115.97'$

CURVE DATA BASE					
STA	PC	PT	PI	TS	ST
1+80	PC	1+80	1+80	1+80	1+80
2+00	2+00	2+00	2+00	2+00	2+00
2+25	2+25	2+25	2+25	2+25	2+25
2+50	2+50	2+50	2+50	2+50	2+50
2+75	2+75	2+75	2+75	2+75	2+75
3+08	PT	3+08	3+08	3+08	3+08

Defl./Ft. = 20.96111 Min.

LONGFORD CT.
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Project No. _____

Form 192-066

CONTRACTOR RITCHIE BEING KIND OF PAVEMENT 7

Measured By	PARM
Date	DEC 31
Book No.	12-T
Finished By	TATE

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Longford Lane
2100
16 17 29

TATE DEC 82		STATEMENT OF COST				PROJ. NO. 47276 245 61085 000 000 001		P.E. 171,692.73	
100		FOR CONSTRUCTION OF: LONGFORD LANE & LONGFORD CT. IN CEDAR RIDGE 2ND							
WORKING DAYS ~ OK									
QUANTITIES		UNIT		CONSTRUCTION		COSTS			
PROP.	CITY	TOTAL	PRICE	ITEM		92 PROP.	71 CITY	TOTAL	
		2,649'	13.34'	SQ. YDS. 8" RC. PVMT. (6" BIT)				35,337.66	
		1,755'	12.71'	SQ. YDS. 7" RC. PVMT. (5" BIT)				22,306.05	
		438'	4.75'	SQ. YDS. 3" BIT. BASE				2,080.50	
		298'	4.65'	SQ. YDS. 2 1/2" BIT. BASE				1,385.70	
		2,481'	6.19'	LIN. FT. COMB. CURB & GUTTER				15,357.39	
		5,669'	1.25'	CU. YDS. EXCAVATION				7,086.25	
5.271	220	5,521'	1.75'	SQ. FT. 4" WALK		9399.25	385.00	9,784.25	
	157	157'	3.00'	SQ. FT. W.C.R.			471.00	471.00	
		59'	0.90'	CU. YDS. COMP. FILL (90%)				53.10	
		5,280'	1.35'	SQ. YDS. MANIPULATION				7,128.00	
		4'	50.00'	INLET HOOK-UPS				200.00	
		0'	60.00'	SMALL TREE REMOVED				0.00	
		37'	1.00'	SAWED JOINT (LIN. FT.)				37.00	
		23'	3.50'	SQ. YDS. PVMT. REMOVED				80.50	
		20'	3.00'	LIN. FT. COMB. C&G REMOVED				60.00	
		0'	2.50'	LIN. FT. INTEGRAL CURB REM.				0.00	
		74'	42.00'	TONS. PRE-HEATER FINES				3,108.00	
		1'	L.S.	CHANGE ORDER #1				2,200.00	
		1'	L.S.	CHANGE ORDER #2				100.00	
				SUBTOTALS		98,294.31	8481.09	106,775.40	
				ENGINEERING + INSP.		8,842.20	758.45	9,600.65	
				ADMINISTRATION		1443.90	123.85	1567.75	
				PUBLICATION		125.76	-	125.76	
				ABSTRACTING		6.50	-	6.50	
				CONSTRUCTION COST		108,712.67	9363.39	118,076.06	
		6/83		TEMP. NOTE JNT.		6535.21	560.57	7095.78	
				TOTAL COST		115,247.88	9923.96	125,171.84	

12-20 132-702

MARCH 81

FORM 132-202 MARCH 81

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