

CEDAR LAKES VILLAGE 1ST ADDN.

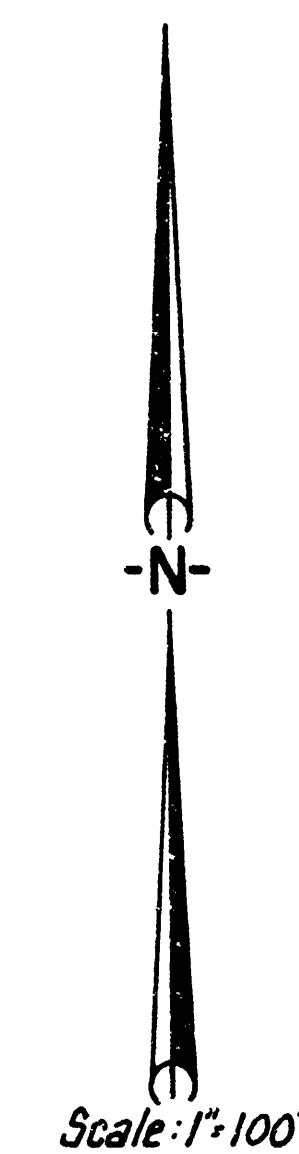
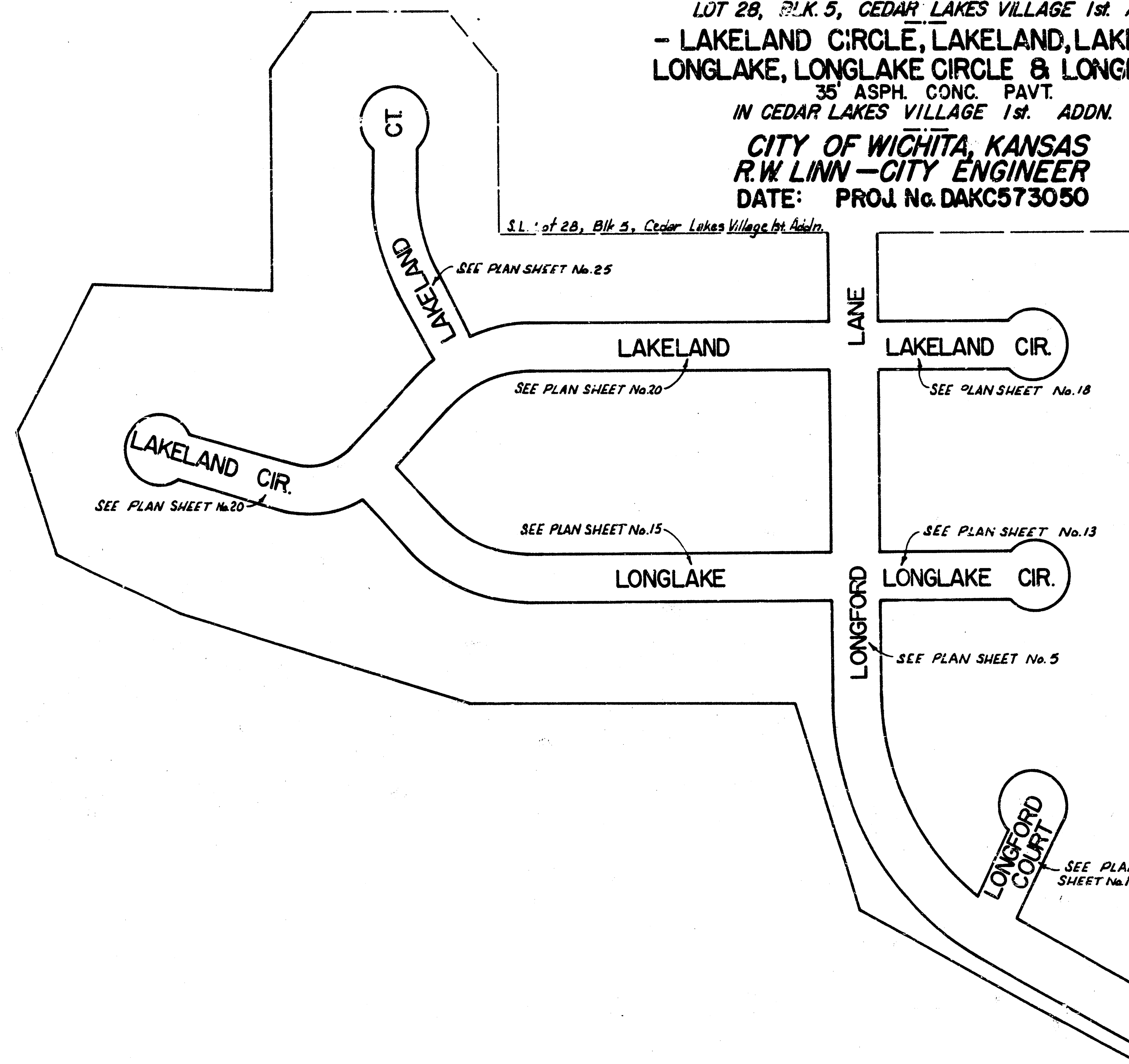
- LONGFORD LANE- 41' ASPH. CONC. PAVT.

E.L. CEDAR LAKES VILLAGE 1ST ADDN. TO S.L.
LOT 28, B.L.K. 5, CEDAR LAKES VILLAGE 1ST ADDN.

- LAKELAND CIRCLE, LAKELAND, LAKELAND CT.,
LONGLAKE, LONGLAKE CIRCLE & LONGFORD CT.-

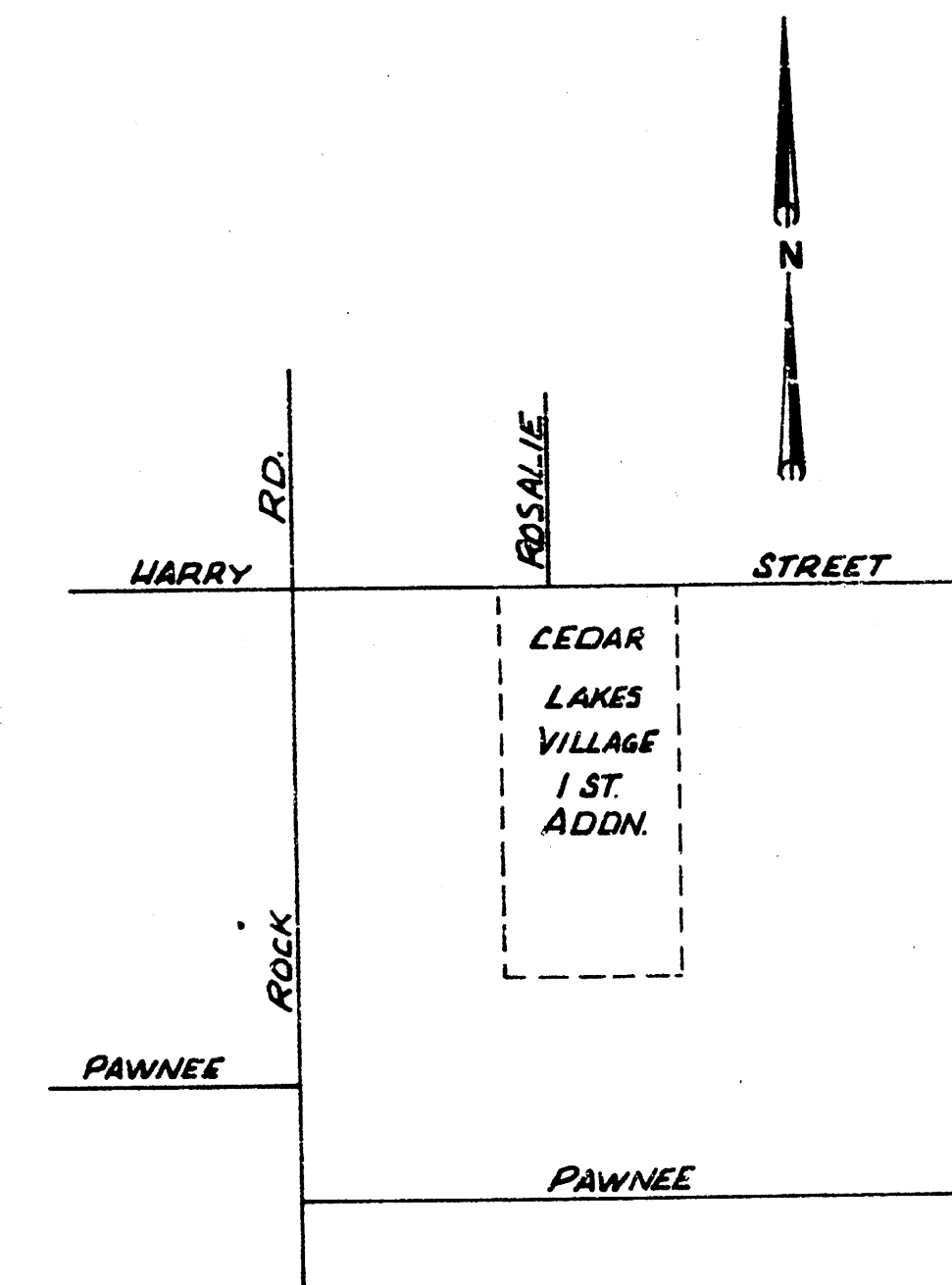
35' ASPH. CONC. PAVT.
IN CEDAR LAKES VILLAGE 1ST ADDN.

CITY OF WICHITA, KANSAS
R.W. LINN - CITY ENGINEER
DATE: PROJ. No. DAKC573050



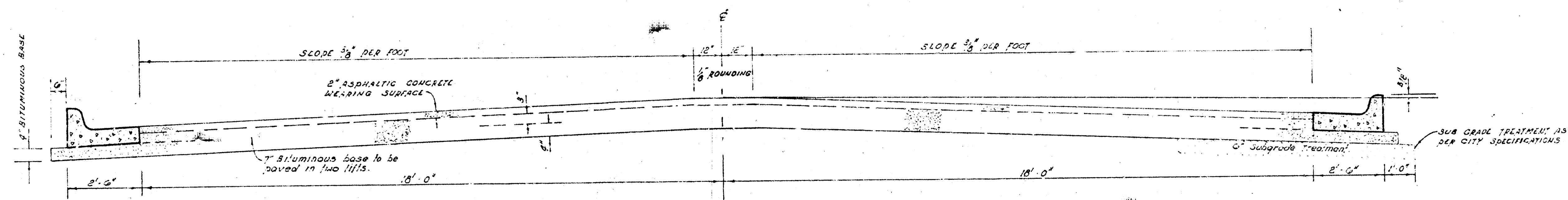
GENERAL NOTES

1. CONTRACTOR TO DETERMINE EXACT LOCATION OF UTILITIES IN THE FIELD.
2. CONTRACTOR TO CLEAR RIGHT-OF-WAY AND GRADE PARKING. FILL IN WALK AREAS TO BE CONSTRUCTED. SIDEWALK BY "OTHERS".
3. FIELD ENGINEER SHALL DETERMINE TYPE OF SUBGRADE TREATMENT TO BE USED. SUBGRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUBGRADE MODIFICATION OR ANY COMBINATION OF THESE.
LIME SLUDGE, WHICH IS A BY-PRODUCT OF ACETYLENE GAS PRODUCTION, MAY BE USED AS A STABILIZING AGENT IN PLACE OF HYDRATED LIME OR QUICK LIME WITH THE APPROVAL OF THE ENGINEER. COMPLETED CONSTRUCTION MUST BE EQUAL TO THAT WHICH COULD BE ACCOMPLISHED IF HYDRATED LIME OR QUICK LIME HAD BEEN USED.
4. ROLL CURB SHALL BE DEPRESSURED THROUGH DRIVEWAYS CONSTRUCTED IN CONJUNCTION WITH THIS PROJECT.
5. WORK SHALL BE COORDINATED WITH INCIDENTAL DRAINAGE PROJECT TO BE CONSTRUCTED WITHIN THE STREET RIGHT-OF-WAY.



LOCATION MAP

LONGFORD LANE



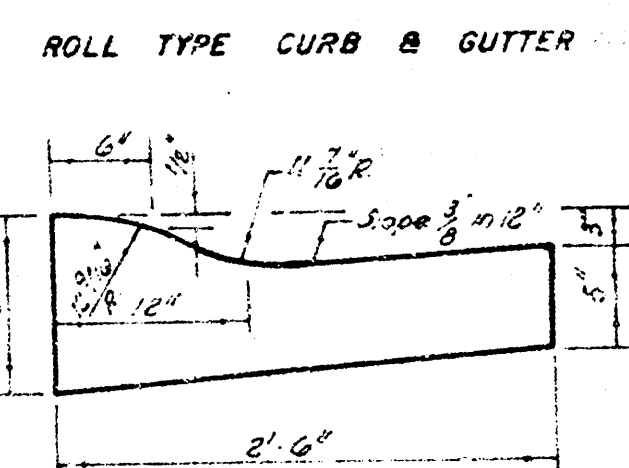
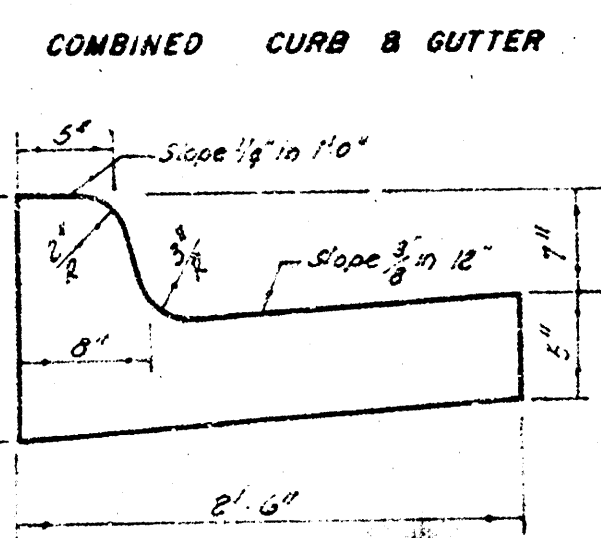
TYPICAL SECTION

4' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

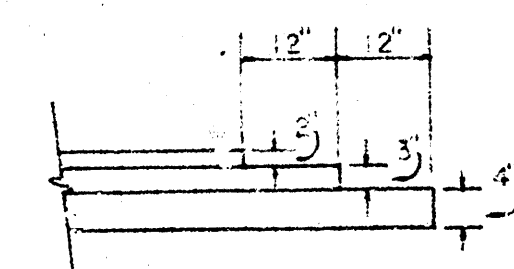
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC 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.

The A.C. pavement between the curb curbs & gutter shall be paid as sq yds 9" A.C. pavement (7" Bituminous Base). The Bituminous Base under the curb curbs & gutter shall be paid as sq yds 4" Bituminous Base.



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.

CITY OF WICHITA, KANSAS

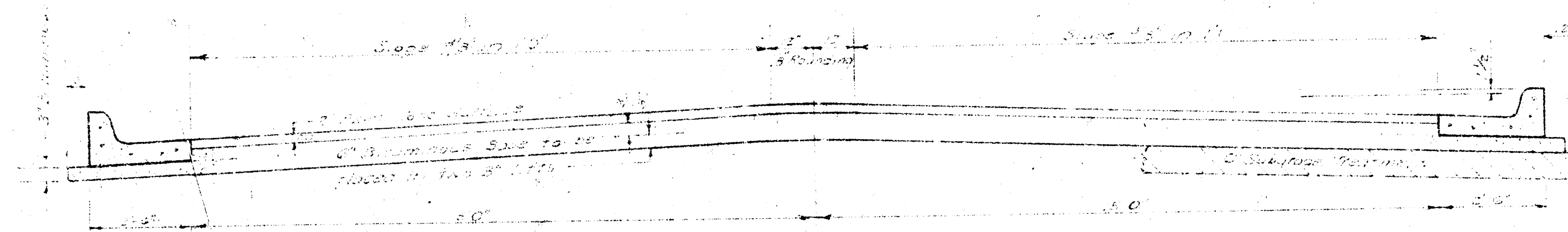
DEPARTMENT of PUBLIC WORKS - Engineering Division.

R. W. LINN CITY ENGINEER

DATE _____ Proj. No. _____

2/26

LAKELAND CIRCLE, LAKELAND, LAKELAND CT,
 LONGLAKE, LONGLAKE CIRCLE & LONGFORD CT.
 (ROLL-TYPE COMBINED CURB & GUTTER)



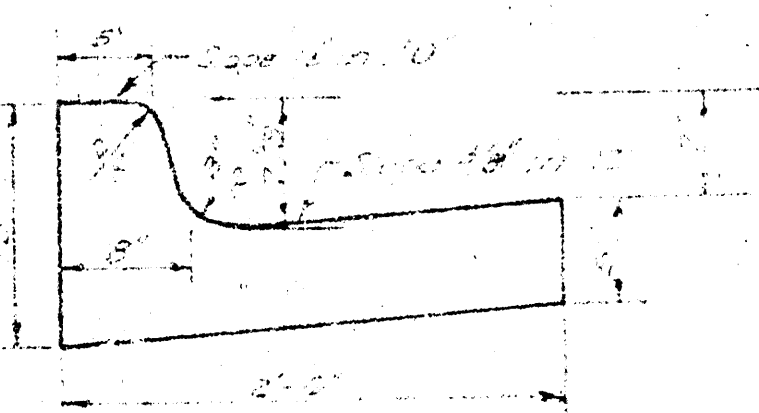
TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

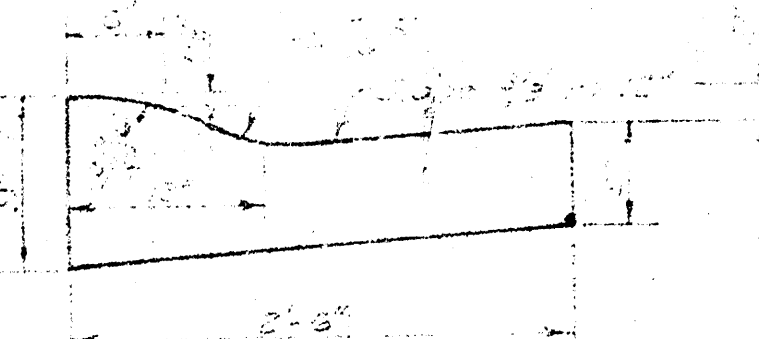
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The A.C. Pavement between the curb and gutter and the gutter shall be paid as Squares 2" A.C. Pavement (12" wide by 12" deep). The Bituminous Base under the curb and gutter shall be paid as Squares 3" Bituminous Base.

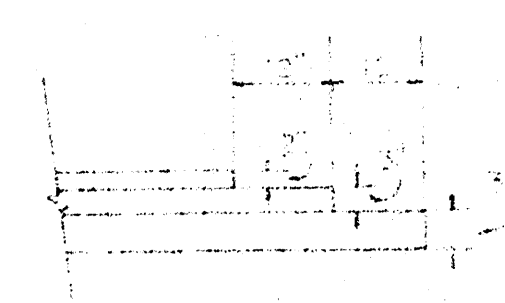
COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



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.

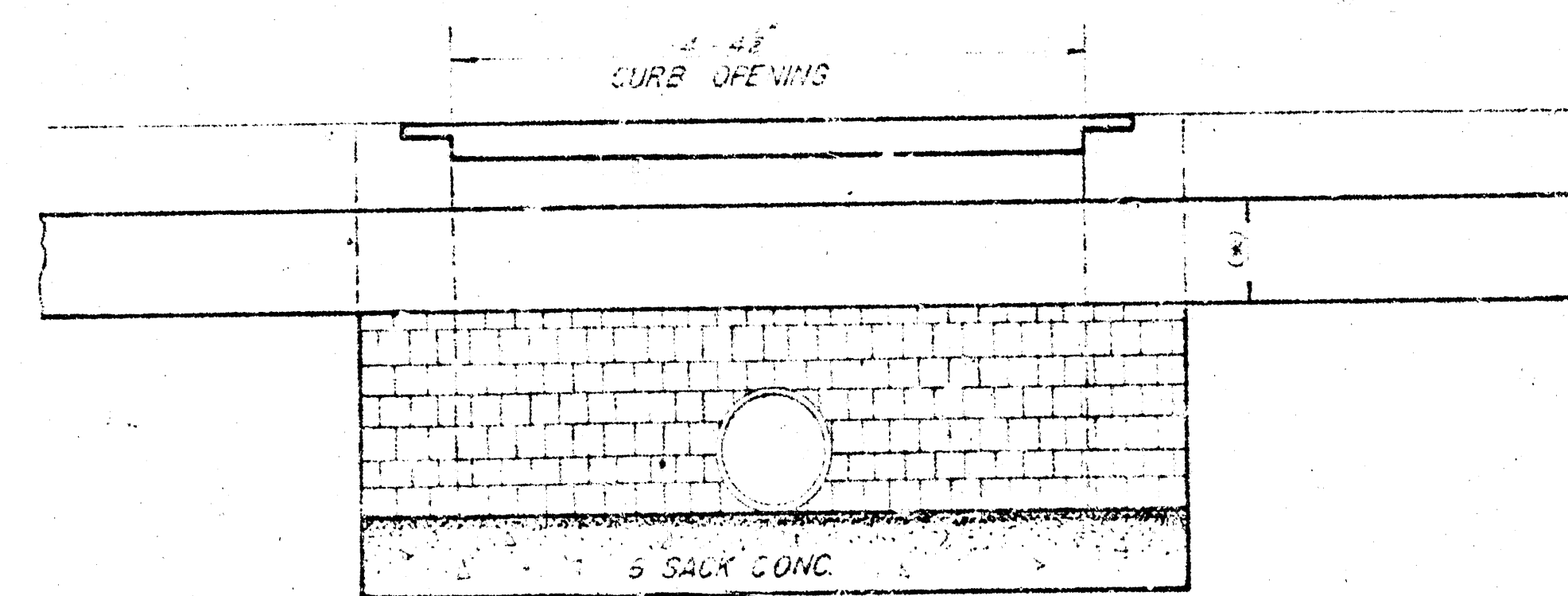
CITY OF WICHITA KANSAS

DEPARTMENT OF PUBLIC WORKS - Engineering Division

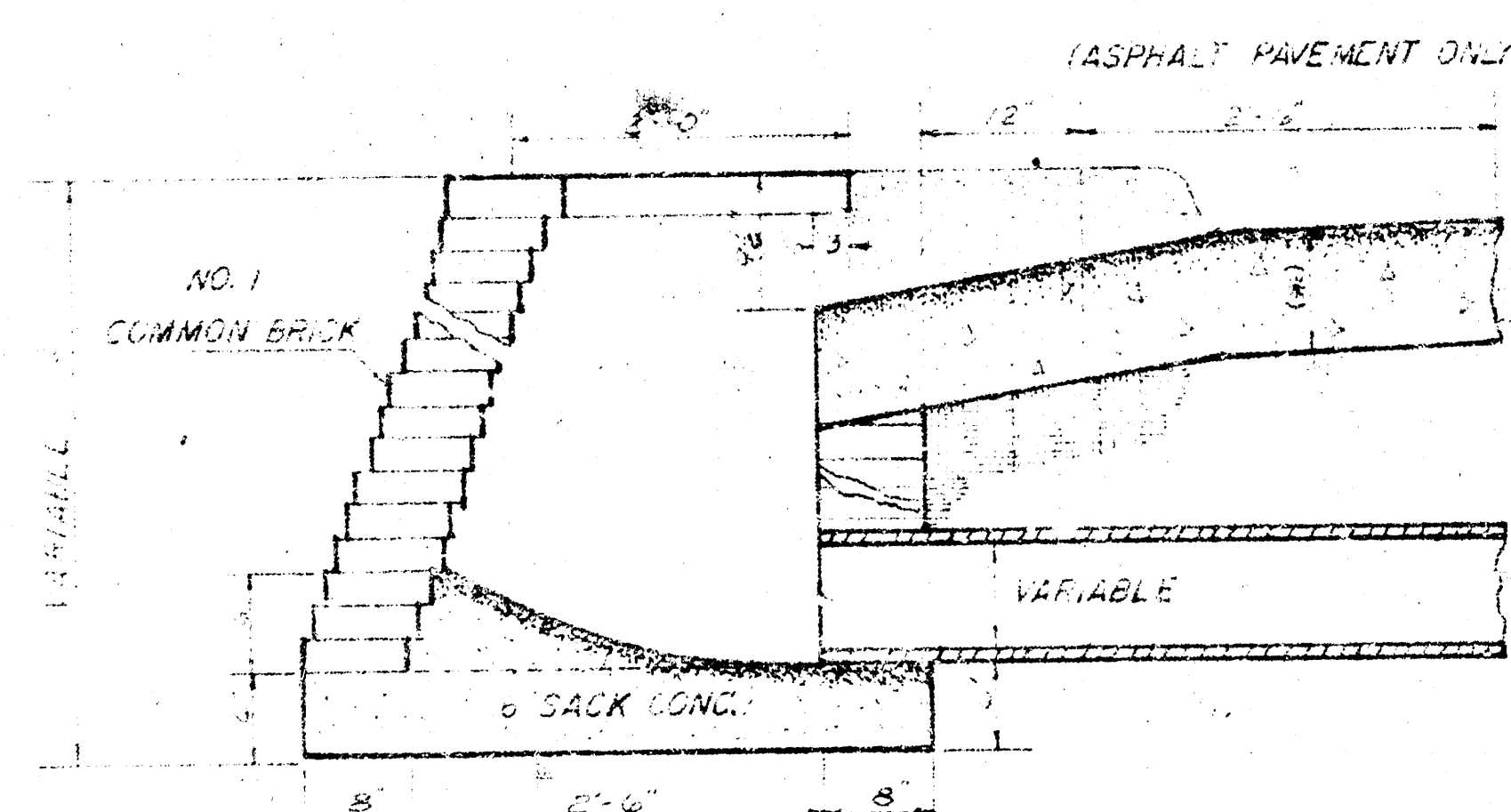
R.W. LINN CITY ENGINEER
 DATE _____ Proj. No. _____

3/26

THIS TYPE INLET TO BE USED
WHEN PAVEMENT IS ASPHALT
PAVEMENT WITH ASPHALT
BASE COURSE AND/OR WHEN
PAVEMENTS HAVE ROLL CURB.



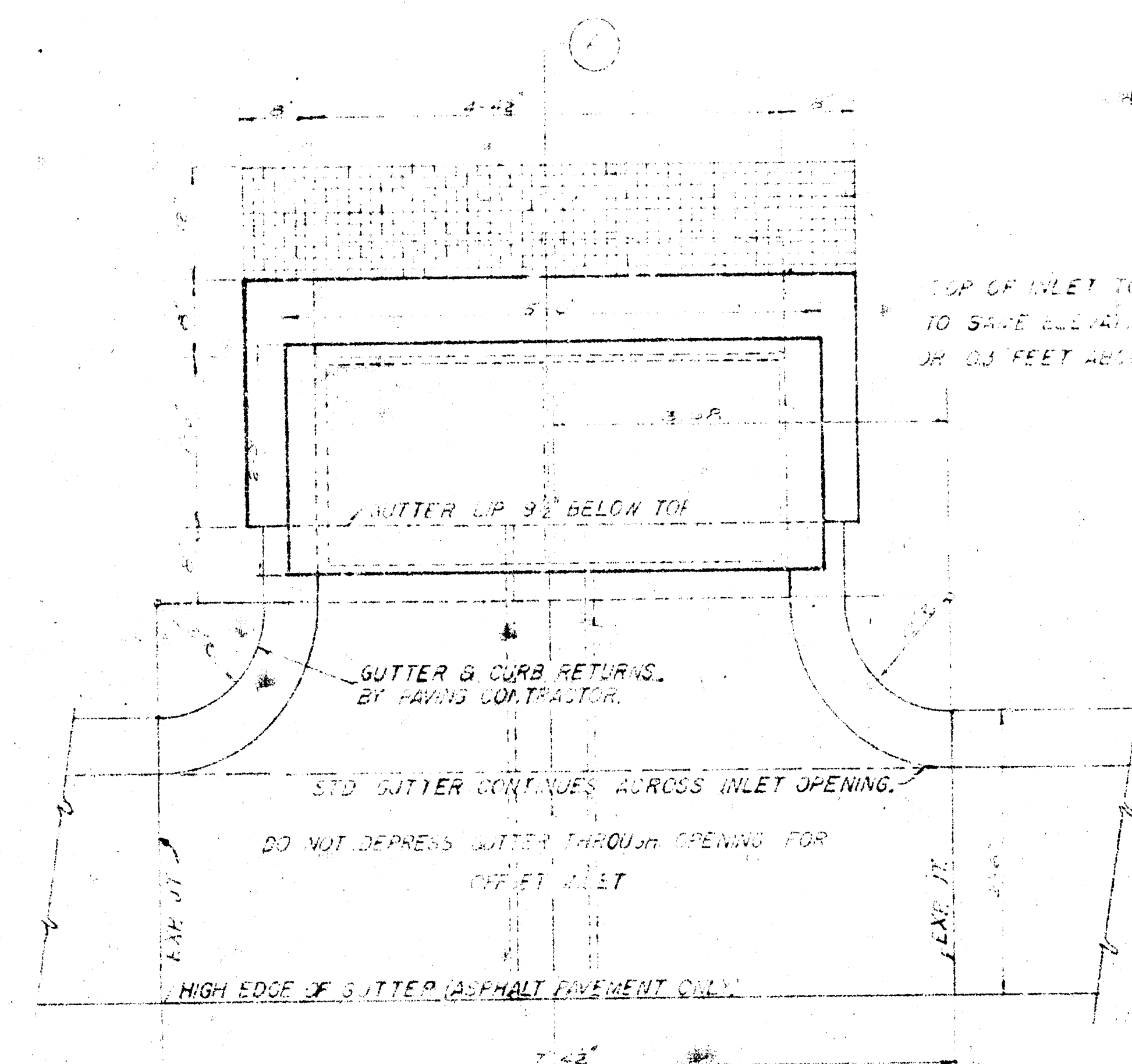
ELEVATION



SECTION THRU INLET
2'x5' INLET DETAIL
SCALE 1/4"=1'-0"

NOTE: BRICK FOR INLET CONSTRUCTION
SHALL CONFORM WITH THE LATEST
REVISION OF THE AMERICAN
SOCIETY FOR TESTING AND
MATERIALS DESIGNATION C32
FOR MANHOLE BRICK GRADE MS.

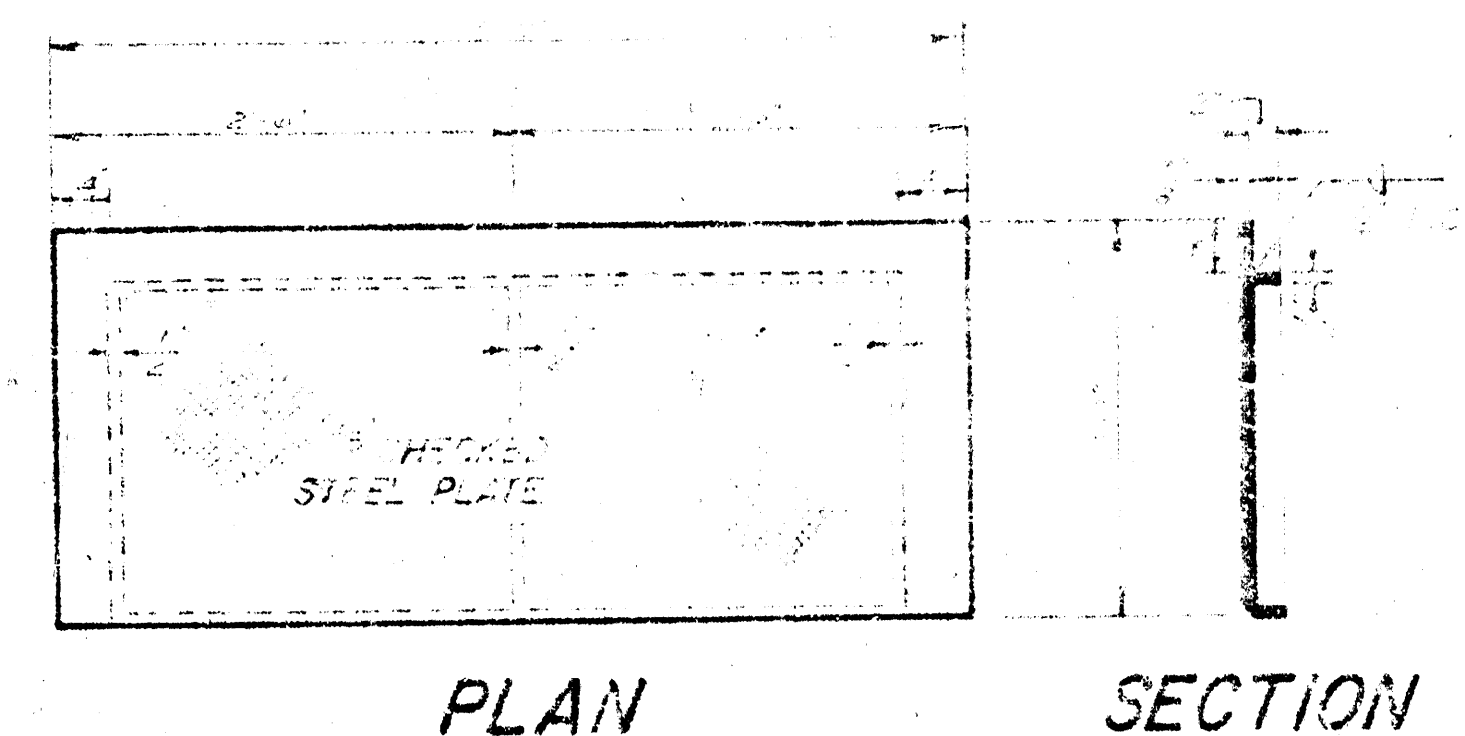
(A) CURB & GUTTER OR PAVEMENT THICKNESS



PLAN

STANDARD 2'x5' INLET AT SETBACK LOCATION
SCALE 1/4"=1'-0"

NOTE: STRUCTURAL STEEL FOR
INLET COVER SHALL CONFORM
WITH THE LATEST REVISION OF
THE AMERICAN SOCIETY FOR
TESTING AND MATERIALS
DESIGNATION A36.



ELEVATION

CITY OF WICHITA
STEEL INLET COVER
SCALE 1/4"=1'-0"

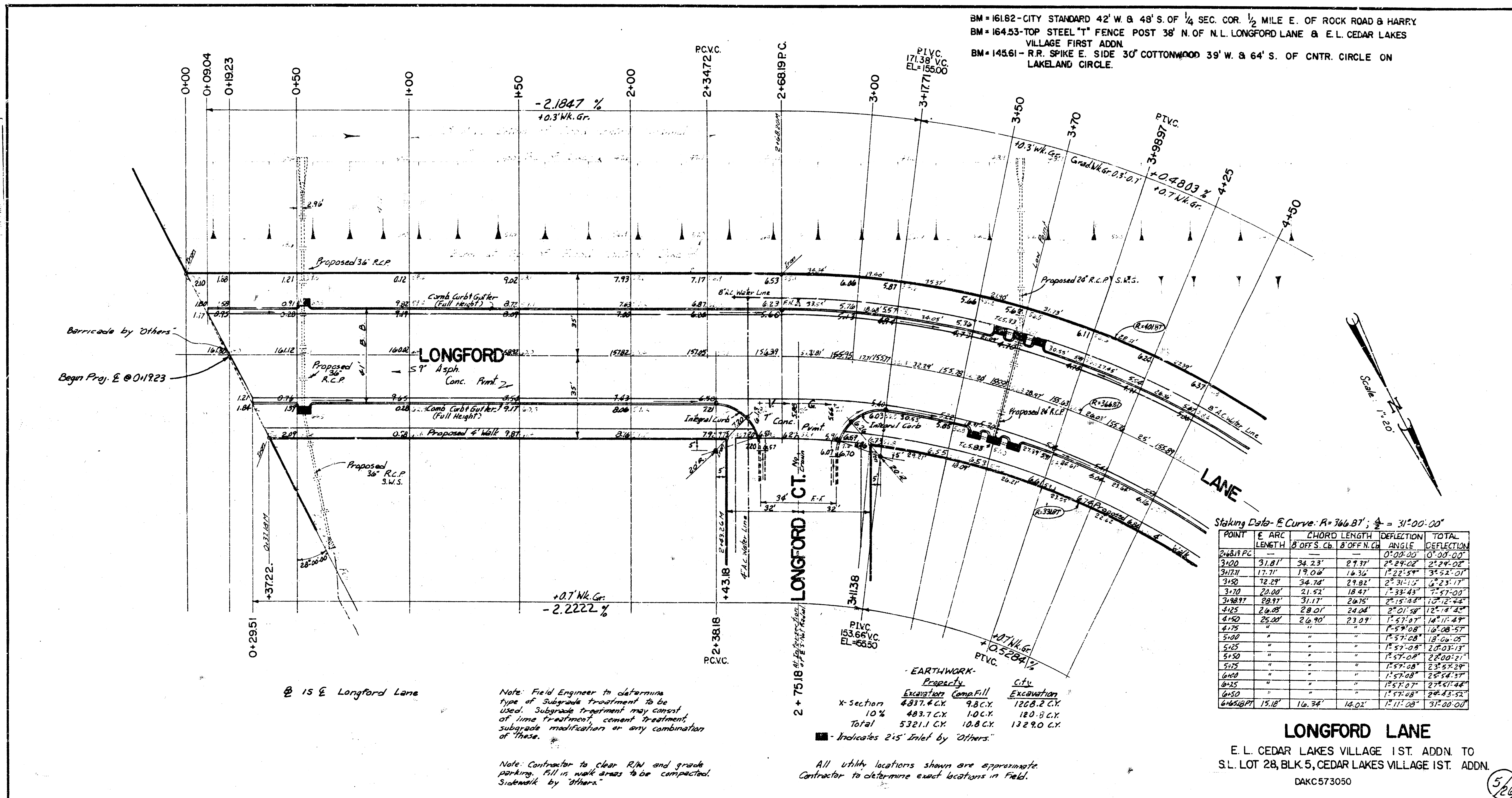
DETAIL
STANDARD 2'x5' INLET
(SET BACK LOCATION)

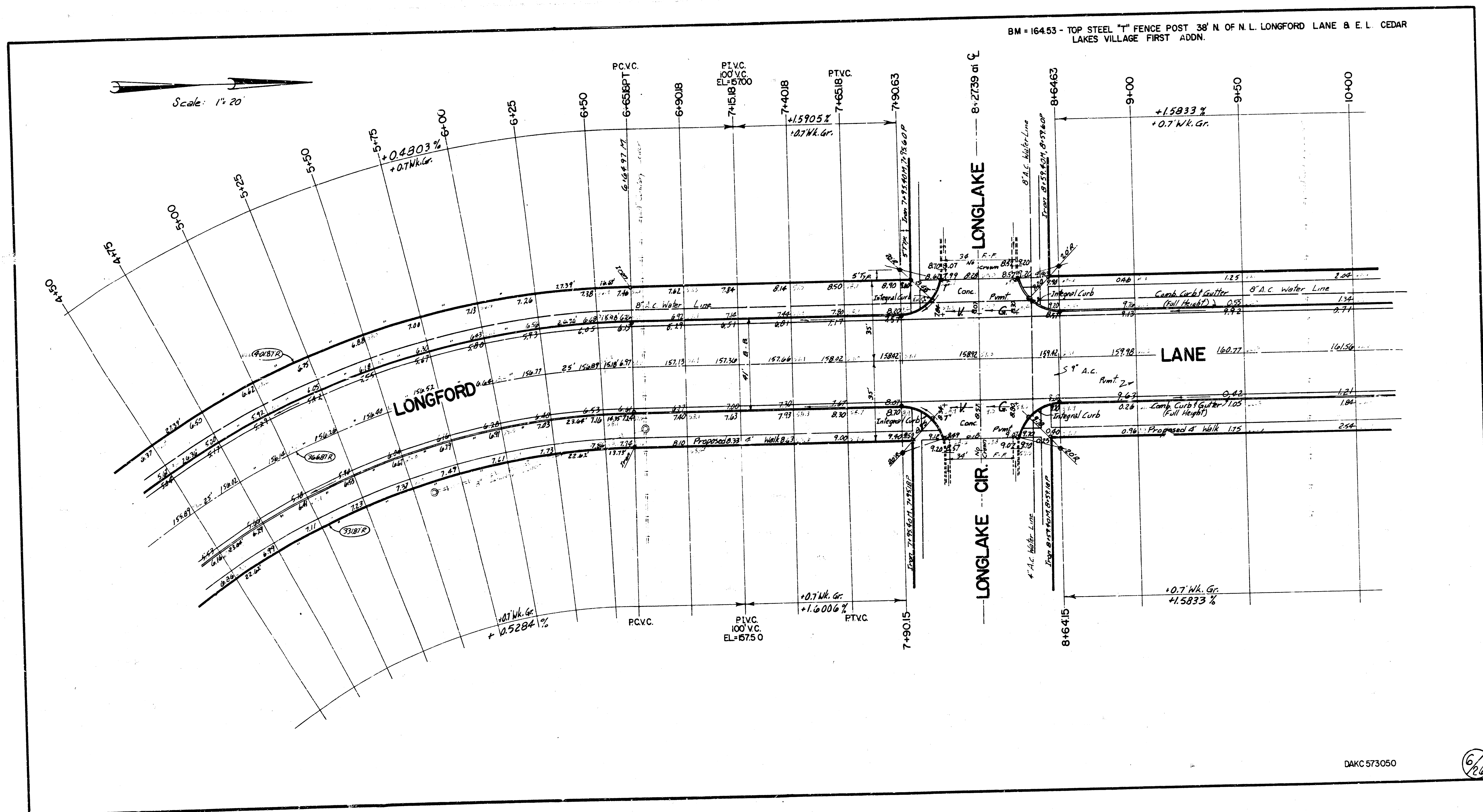
CITY OF WICHITA, KANSAS
R. W. LINN CITY ENGINEER

JUNE 1974

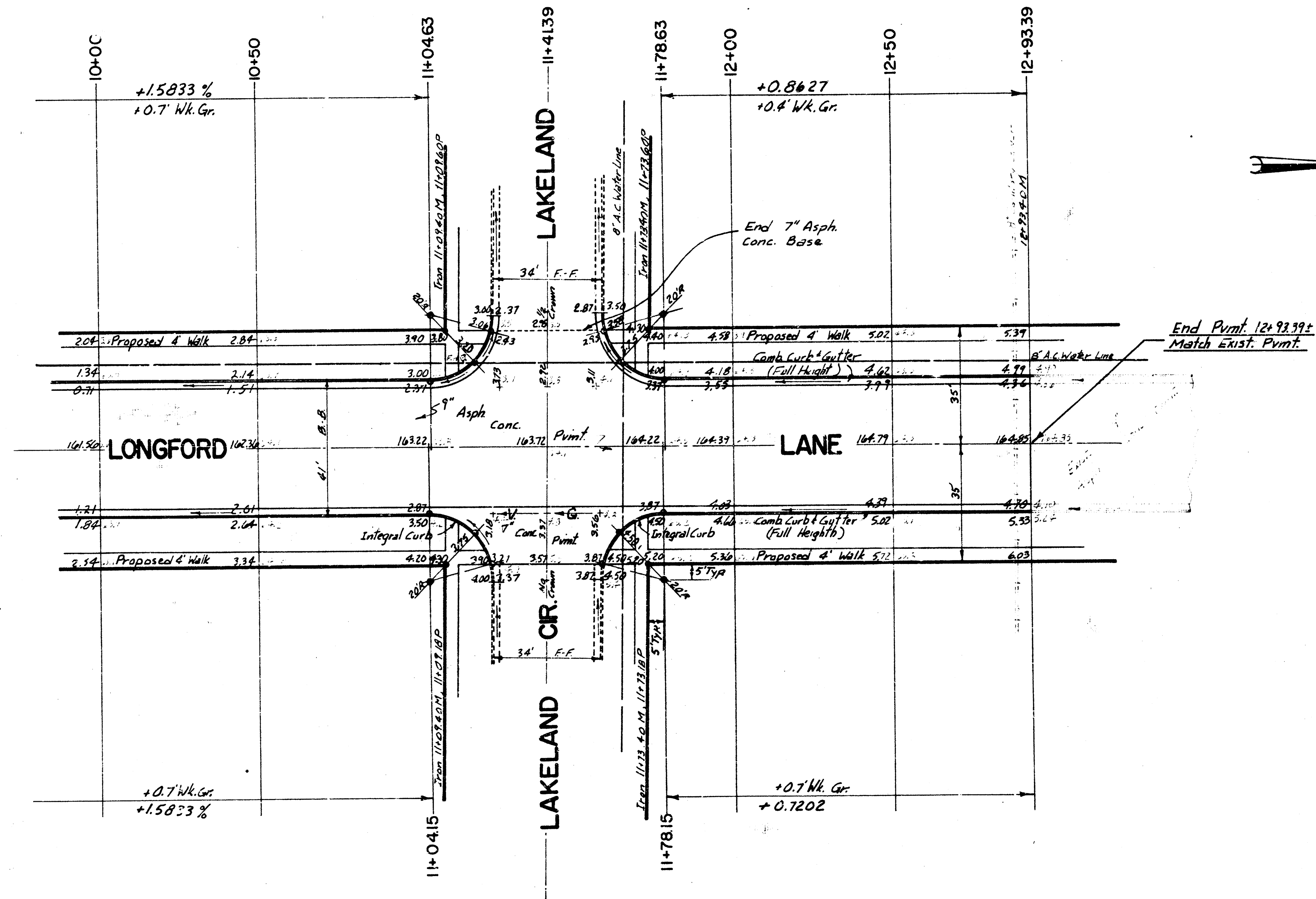
4/26

BLK 5
KING
CITY





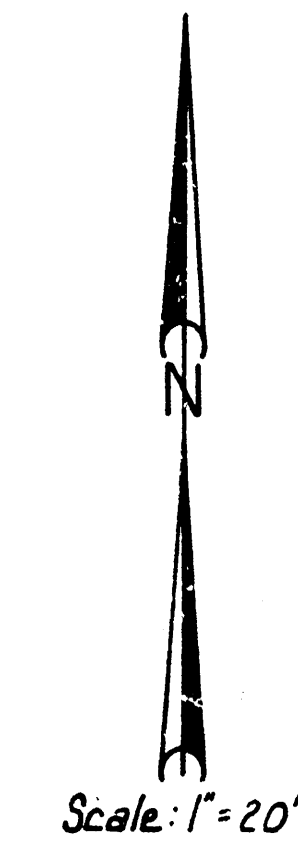
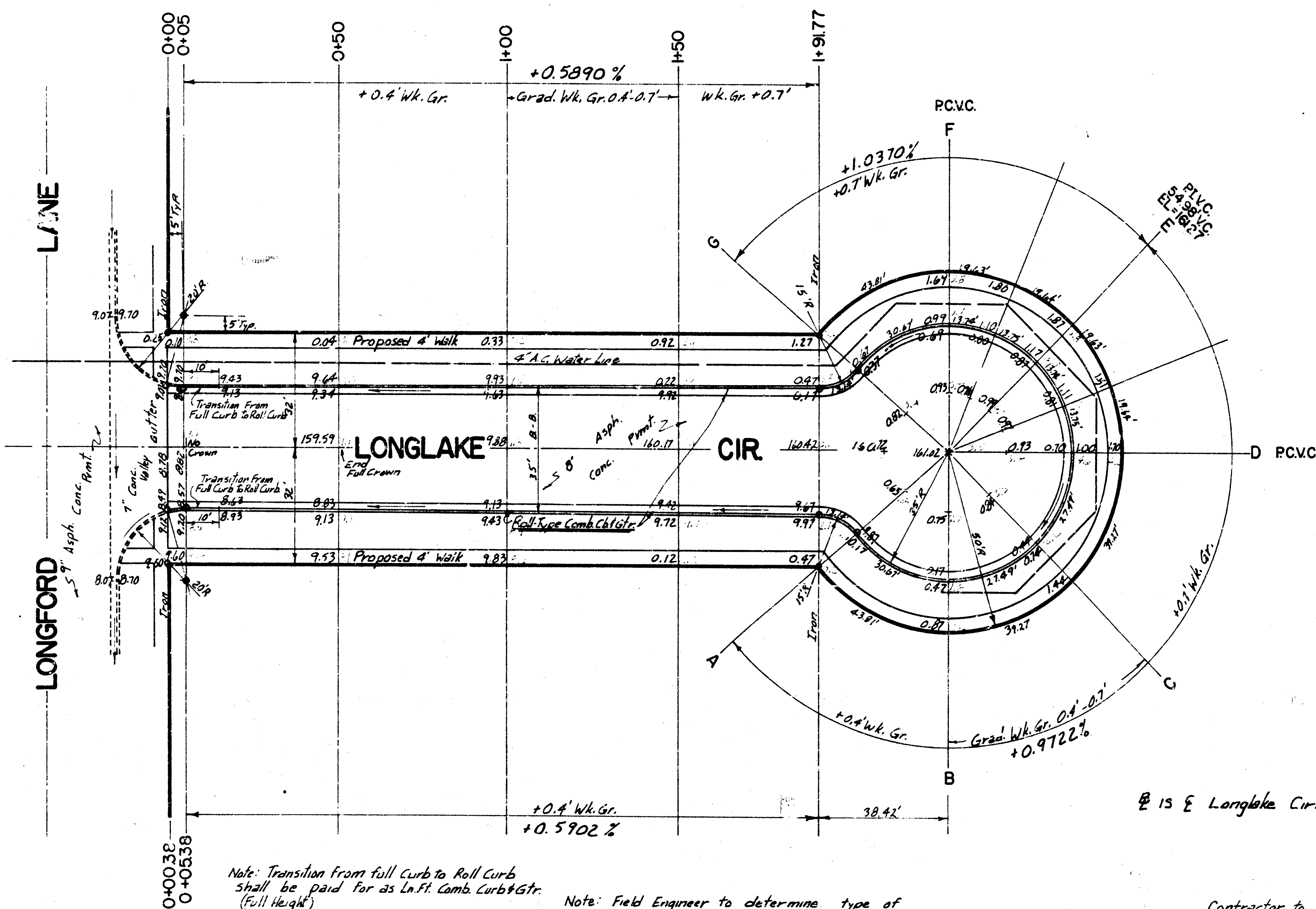
BM = 145.61 - R.R. SPIKE E. SIDE 30' COTTONWOOD 39' W. & 64' S. OF
CENTER CIRCLE ON LAKELAND CIRCLE W.



DAKC573050

7/20

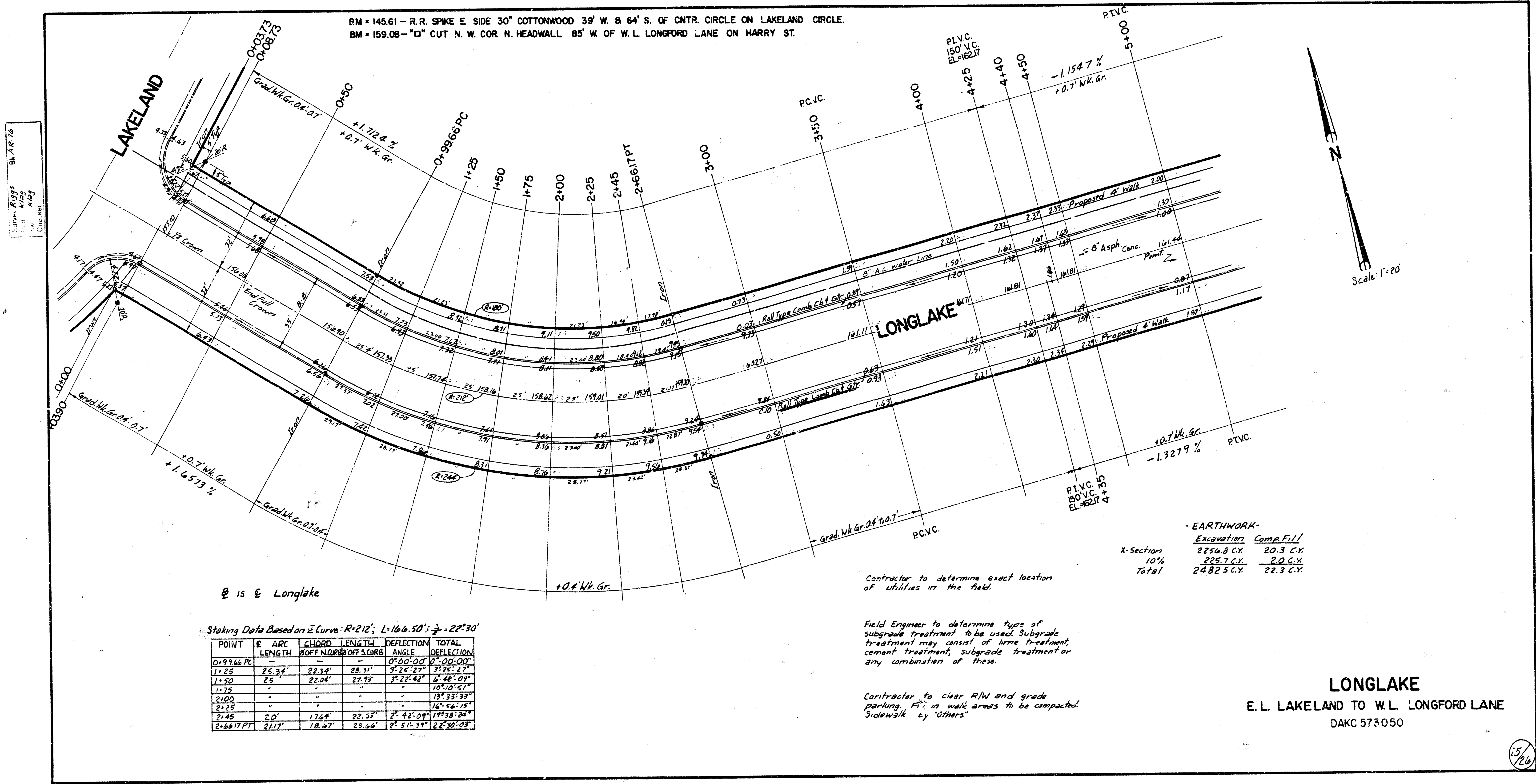
11/1/00
 R. J. J. JR.
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-EARTHWORK-

	Excavation	Comp. Fill
x-section	983.3 C.Y.	16.7 C.Y.
10%	983.3 C.Y.	1.7 C.Y.
Total	1081.6 C.Y.	18.4 C.Y.

ONGLAKE CIRCLE
 E.L. LONGFORD LANE TO & INCLUDING
 CUL-DE-SAC
 DAKC 523050



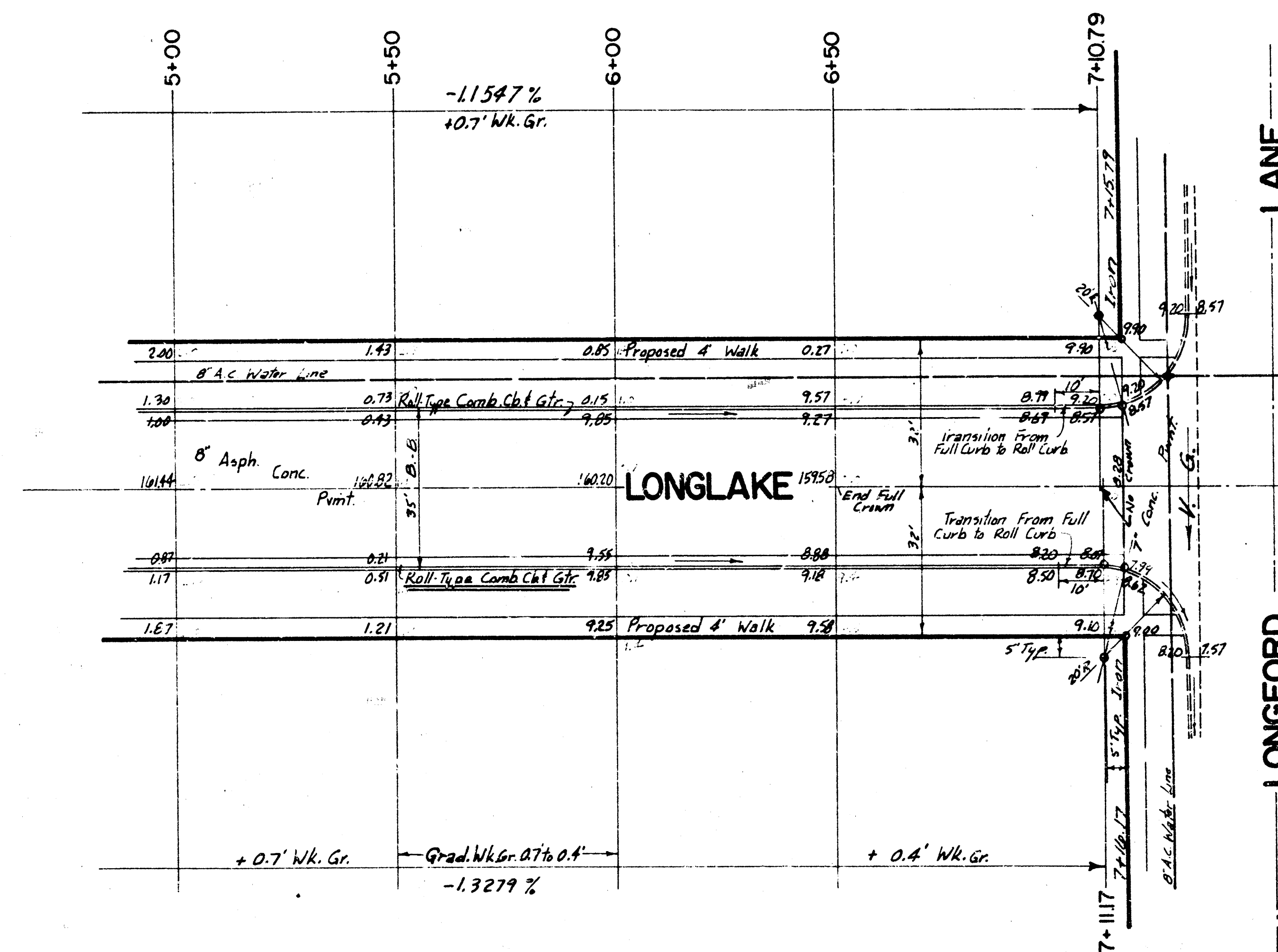
Staking Data Based on E Curve: R=212', L=166.50', Δ=22°30'

POINT	ARC LENGTH	CHORD	CHORD BEARS OFF SCRB	DEFLECTION ANGLE	TOTAL DEFLECTION
0+99.66 PC	-	-	-	0°00'00"	0°00'00"
1+25	25.34'	22.34'	28.31'	3°25'27"	3°25'27"
1+50	25.34'	22.04'	27.73'	3°22'42"	6°48'09"
1+75	-	-	-	3°20'57"	10°09'06"
2+00	-	-	-	13°33'33"	23°42'39"
2+25	20.0'	17.64'	23.55'	2°42'09"	26°24'48"
2+45	20.0'	17.64'	23.55'	2°42'09"	29°06'57"
2+66.17 PT	21.17'	18.97'	23.66'	2°51'33"	31°58'30"

- EARTHWORK -

	Excavation	Comp. Fill
X-Section	2254.8 CY	20.3 CY
10%	225.7 CY	2.0 CY
Total	2480.5 CY	22.3 CY

LONGLAKE
 E.L. LAKELAND TO W.L. LONGFORD LANE
 DAKC 573050



Note: Transition from full curb to roll curb shall be paid for as Ln.Ft. Comb Curb & Glt (Full Height)

LONGLAKE
DAKC 573050

16/26

BM = 164.53 - TOP STEEL "T" FENCE POST 38' N. OF N.L. LONGFORD LANE & E. L. CEDAR LAKES VILLAGE FIRST ADDN.
 BM = 159.08 - "6" CUT N.W. COR. HEADWALL 85' W. OF W.L. LONGFORD LANE ON HARRY ST.

Scale: 1" = 20'

PIVC. 54.98 V.C. EL. = 166.67

EARTHWORK -
 Excavated
 X-Section 1190.0 C.Y.
 10% 119.0 C.Y.
 Total 1309.0 C.Y.

Note: Transition from full curb to roll curb shall be paid for as 12 Ft. Comb Curb/Gutter (Full Height)

Note: Field Engineer to determine type of Subgrade treatment to be used. Subgrade treatment may consist of lime treatment, cement treatment, subgrade modification or any combination of these.

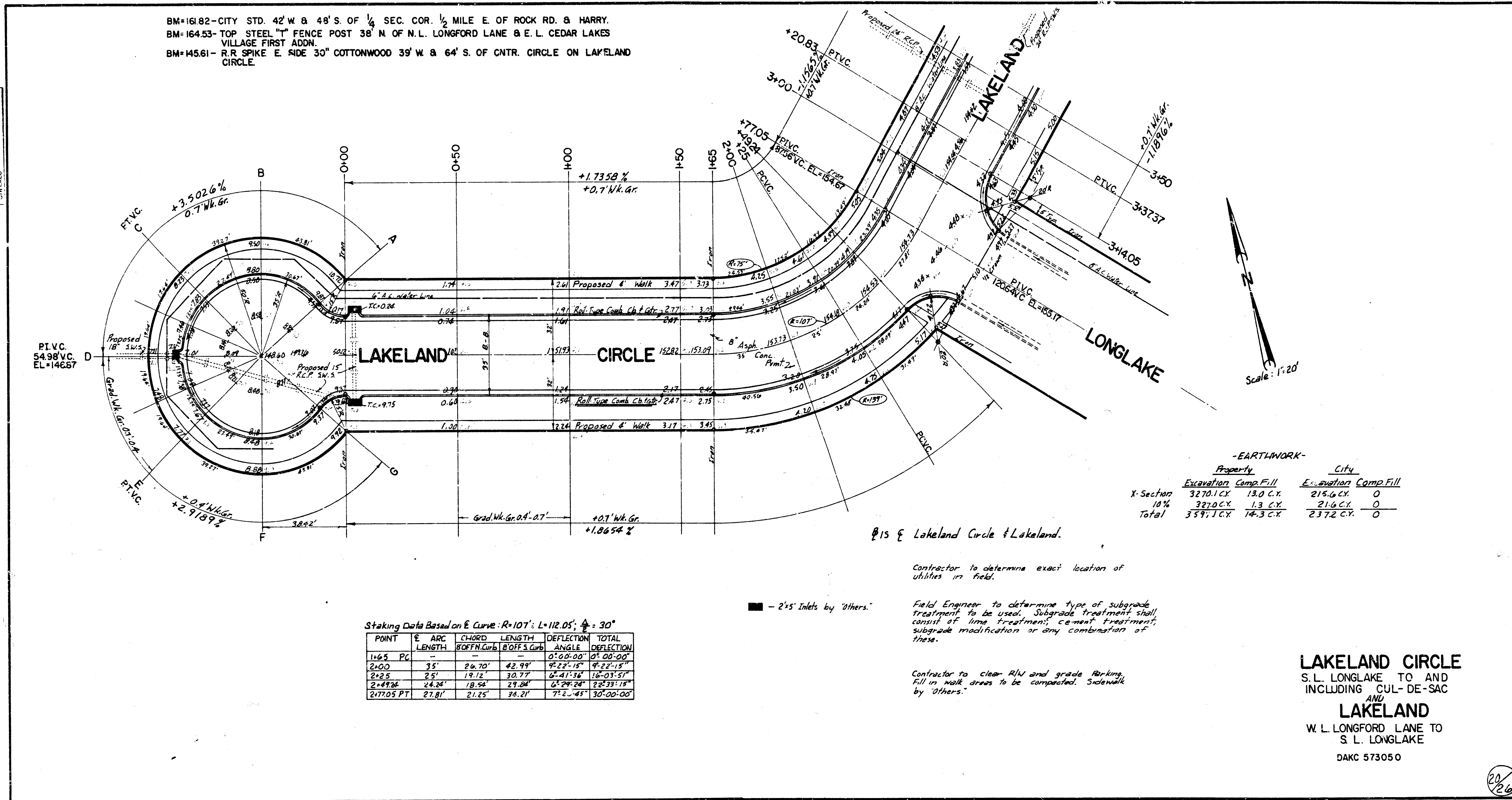
Contractor to clear R/W and grade parking. Fill in walk areas to be compacted. Sidewalk by "Others."

Contractor to determine exact location of utilities in field.

LAKELAND CIRCLE
 E.L. LONGFORD LANE TO AND INCLUDING CUL-DE-SAC
 DAKC 573.050

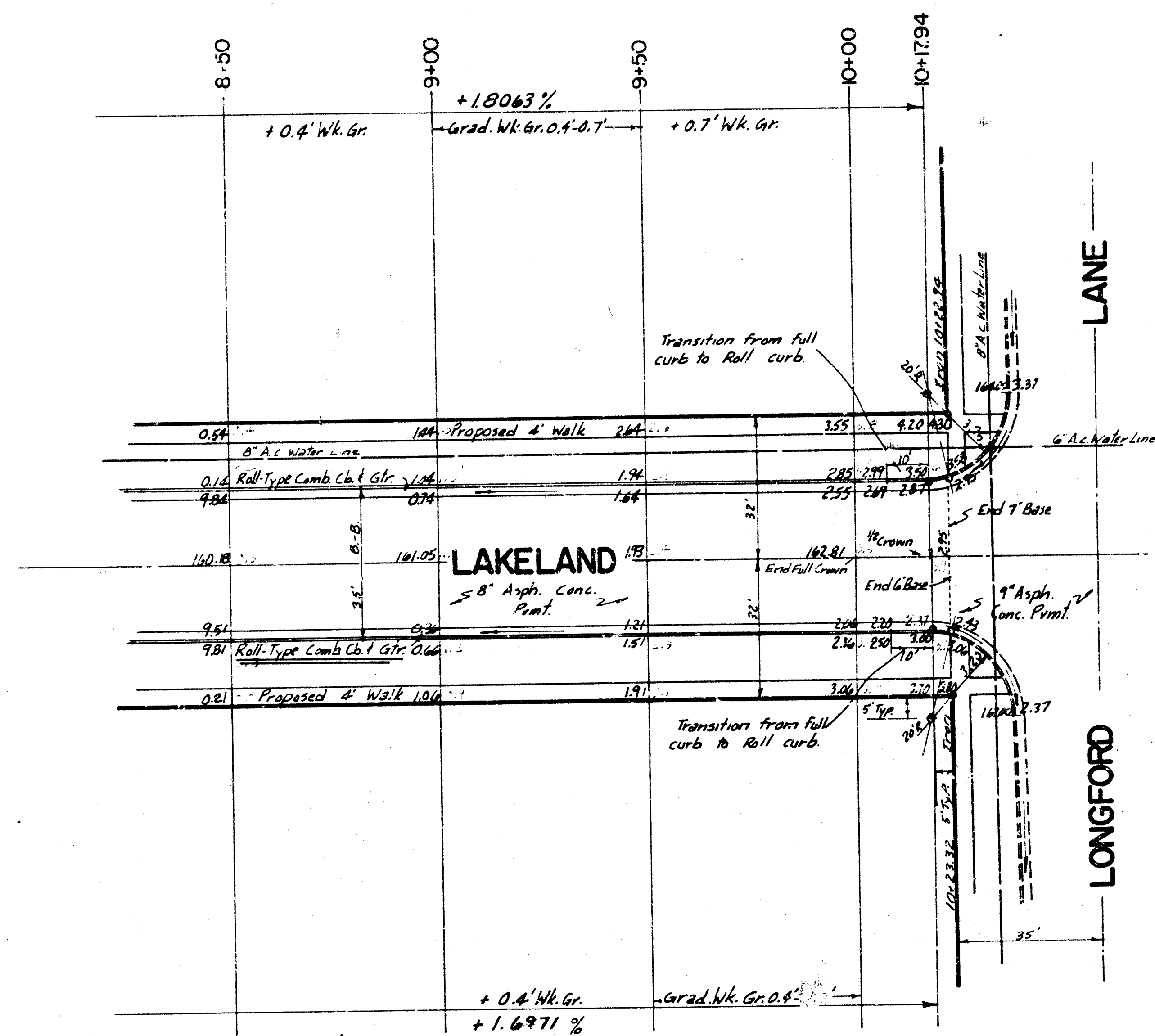
18/26

Surveyed by
Riggs
1964
1/2" = 100'



Staking Data Based on E Curve: R=107'; L=112.05'; Δ=30°

POINT	E ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	DEFLECTION TOTAL
1+65 PC	35'	26.70'	42.99°	9°22'-15"
2+00	25'	19.12'	30.77°	6°41'-36"
2+25	24.34'	18.54'	29.84°	6°24'-24"
2+49.26 PT	27.81'	21.25'	38.21°	7°22'-45"



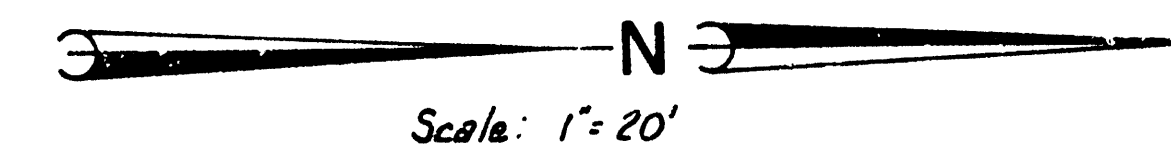
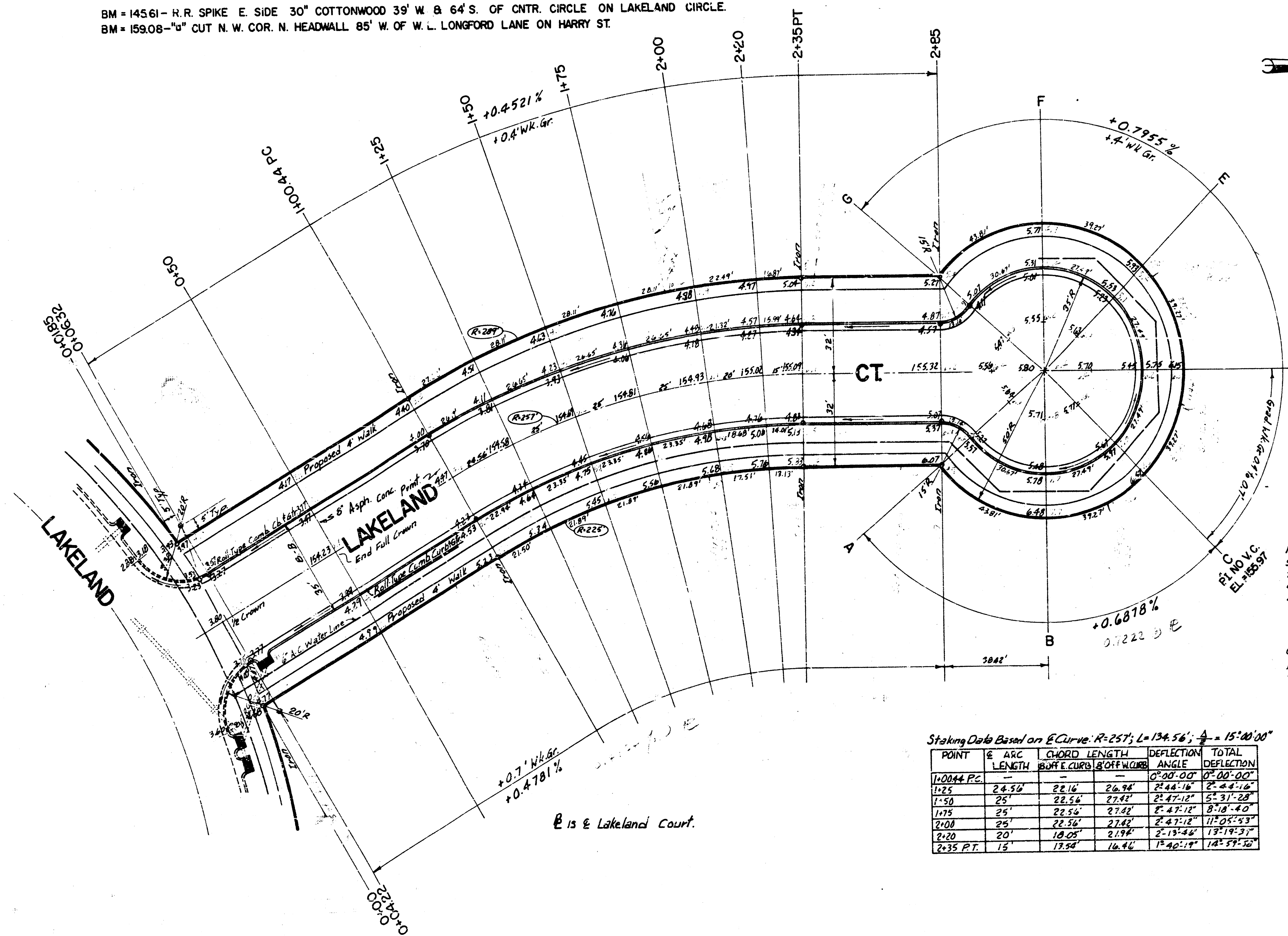
Note: Transition from full Curb to roll curb shall be paid for as 1/4\"/>

LAKELAND
DAKC 573050

22/26

Survey R1934
 Date 1/1/83
 City of Lakeland

BM = 14561 - R.R. SPIKE E. SIDE 30" COTTONWOOD 39' W & 64' S. OF CNTR. CIRCLE ON LAKELAND CIRCLE.
 BM = 15908 - "u" CUT N. W. COR. N. HEADWALL 85' W. OF W. L. LONGFORD LANE ON HARRY ST



2' x 5' Inlet by "Others."

Contractor to determine exact location of utilities in field.

Field Engineer to determine type of subgrade treatment to be used. Subgrade treatment may consist of lime treatment, cement treatment, subgrade modification or any combination of these.

Contractor to clear R/W and grade parking. Fill in walk areas to be compacted. Sidewalk by "Others."

Staking Data Based on E Curve: R=257'; L=134.56'; Δ = 15°40'00"

POINT	E ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION
1+00.44 PC			0°00'00"	0°00'00"
1+25	24.54'	22.16'	2°44'16"	2°44'16"
1+50	25'	22.54'	2°47'18"	5°31'34"
1+75	25'	22.54'	2°47'18"	8°18'52"
2+00	25'	22.54'	2°47'18"	11°06'10"
2+25	20'	18.05'	2°13'42"	13°19'52"
2+55 P.T.	15'	12.54'	1°42'19"	15°02'11"

EARTHWORK		
	EXCAVATION	COMP FILL
1st Section	892.6 C.Y.	3.0 C.Y.
10%	89.3 C.Y.	3
Total	981.9 C.Y.	3.3 C.Y.

LAKELAND COURT
 FROM N. L. LAKELAND TO AND
 INCLUDING CUL-DE-SAC
 DAKC 573050

DRAINAGE

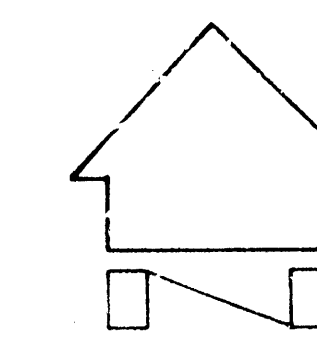
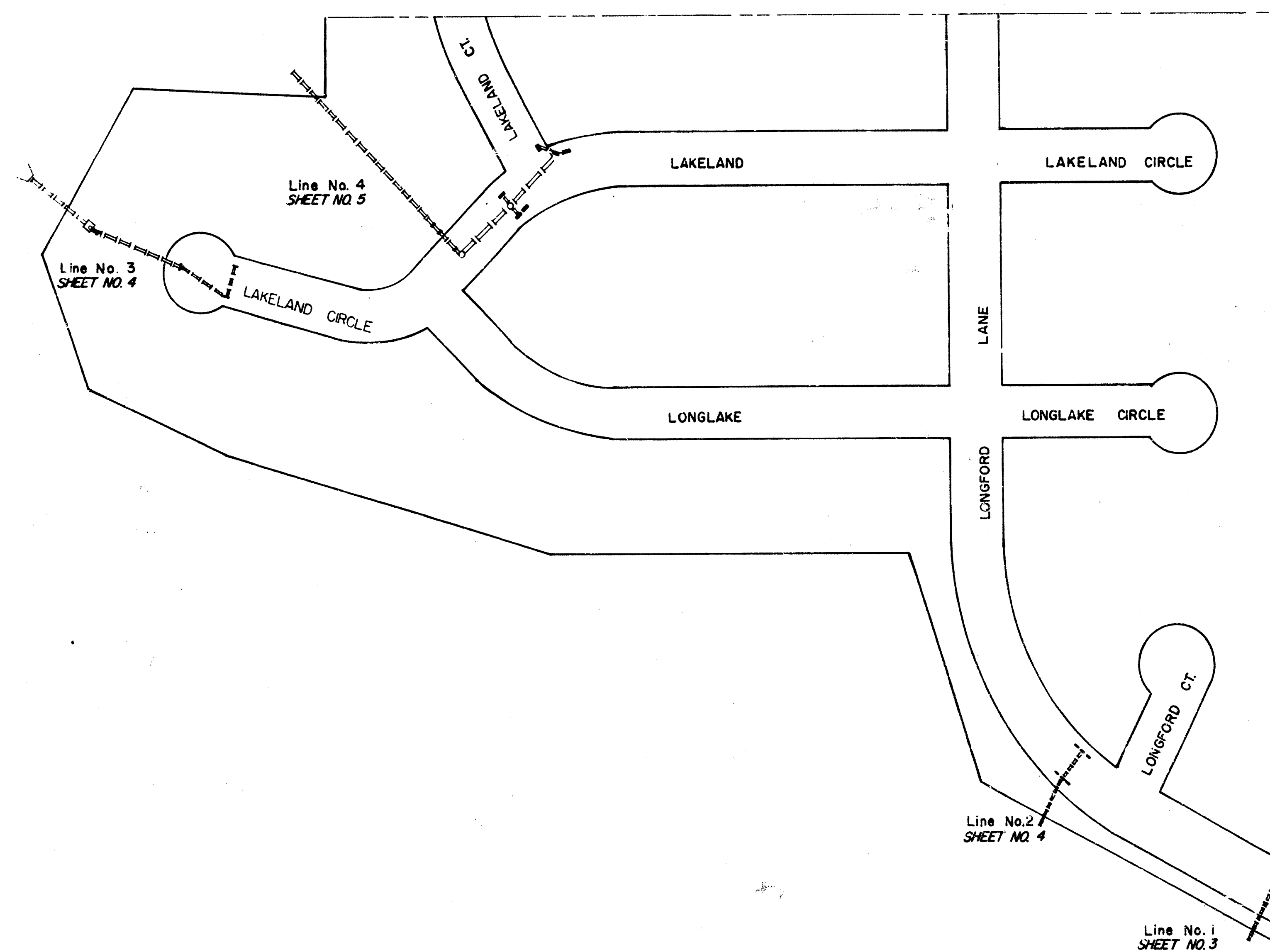
IN CONNECTION WITH PAVING STREETS IN
CEDAR LAKES VILLAGE 1ST ADDN.

CITY OF WICHITA, KANSAS

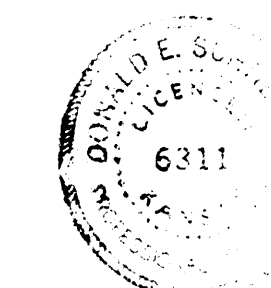
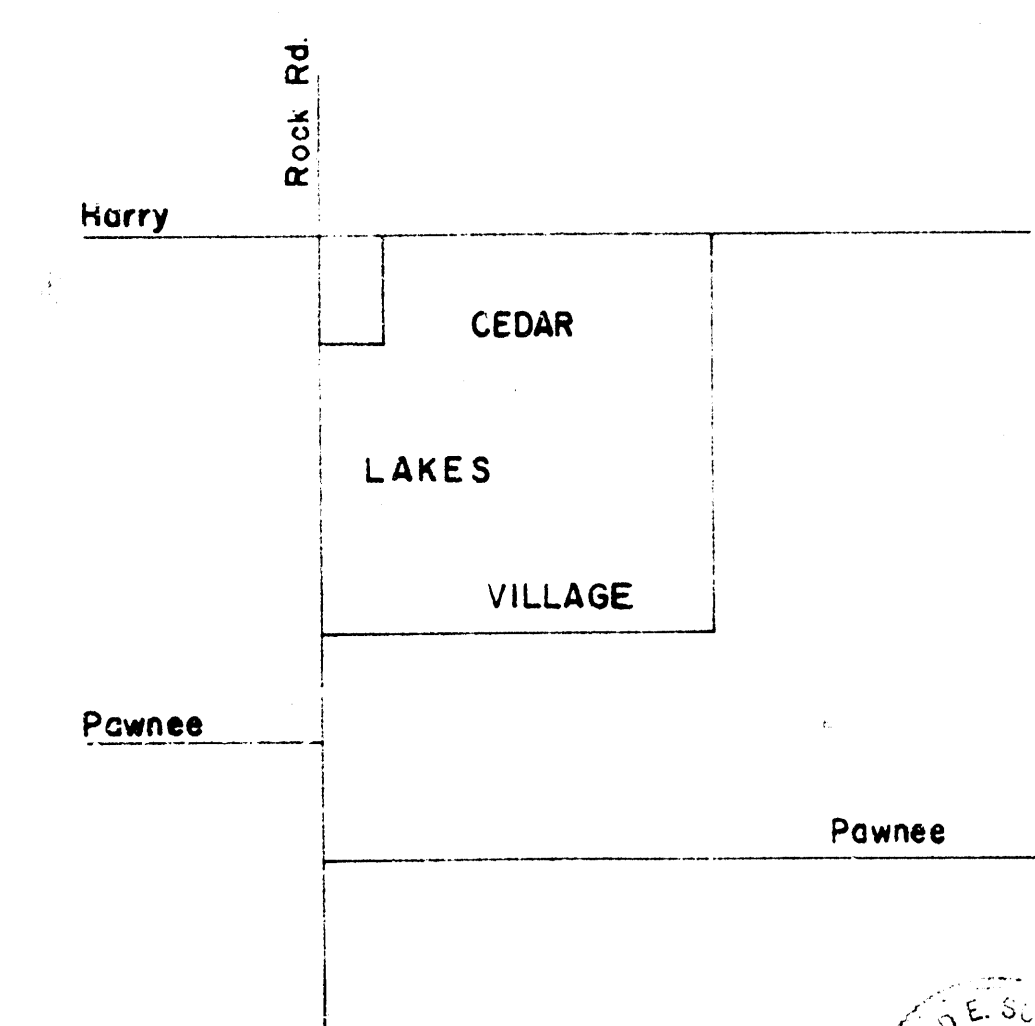
R.W. LINN CITY ENGINEER

PROJECT NO. DAKD573050

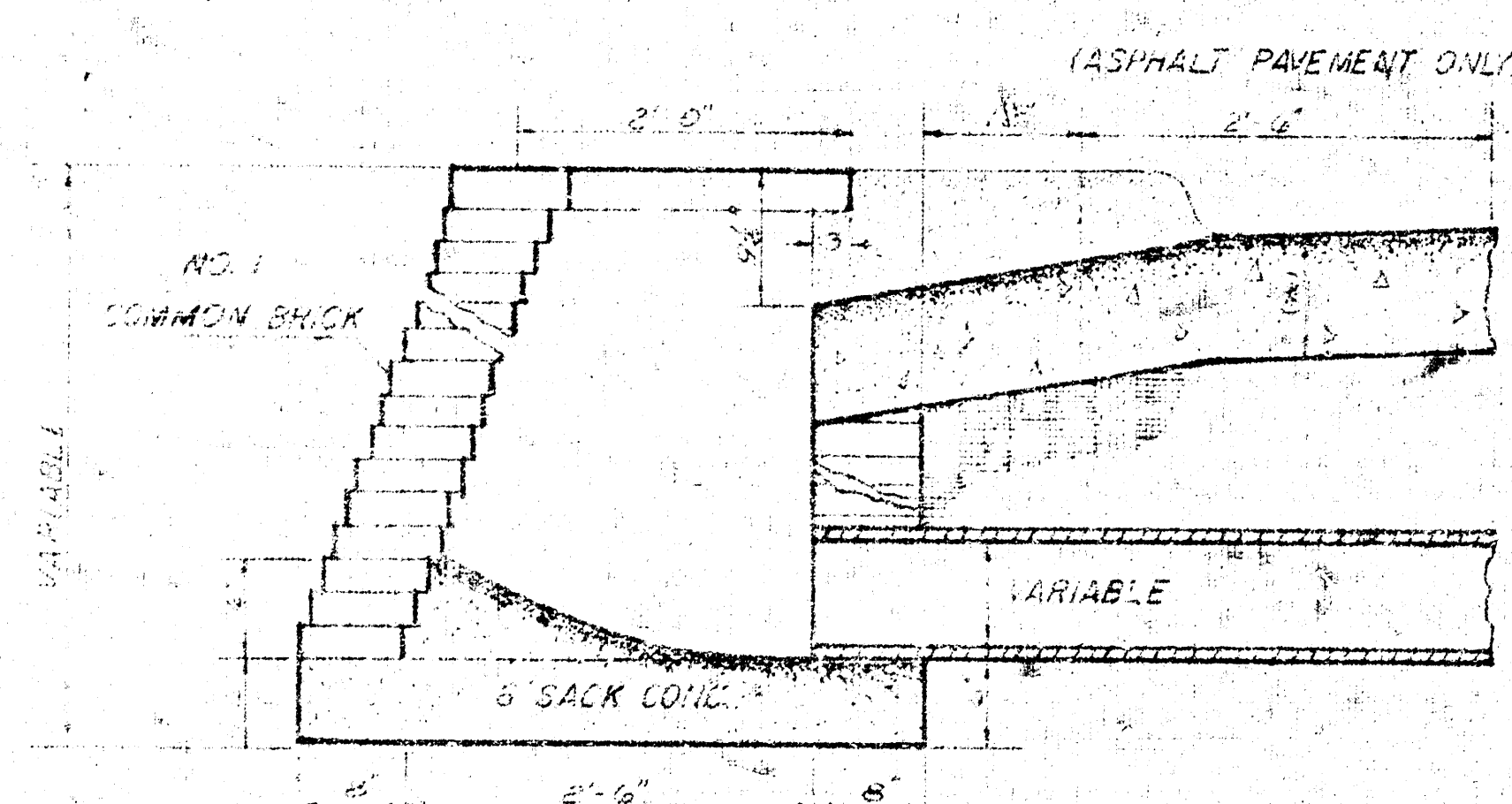
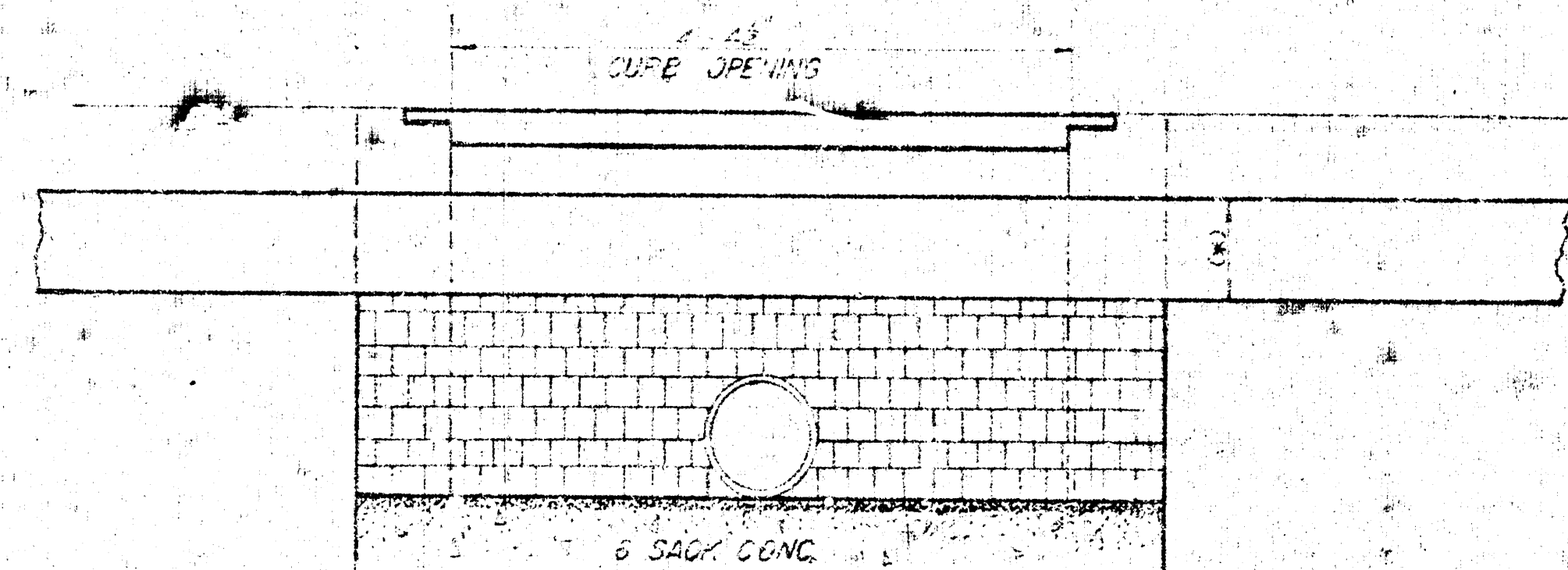
DATE:



SCALE 1"=100'

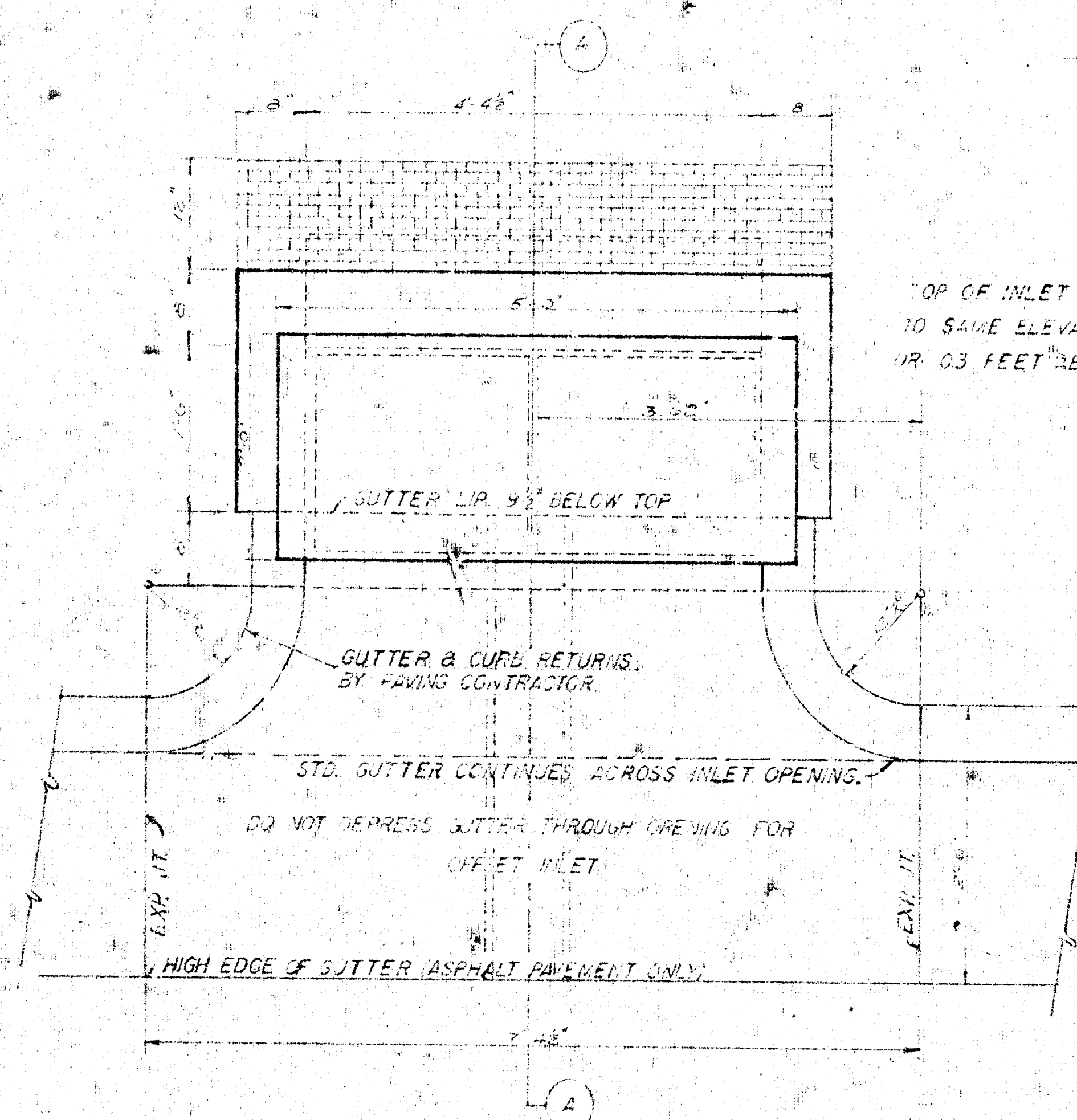


THIS TYPE INLET TO BE USED
WHEN PAVEMENT IS ASPHALT
PAVEMENT WITH ASPHALT
BASE COURSE AND/OR WHEN
PAVEMENTS HAVE ROLL CURB.



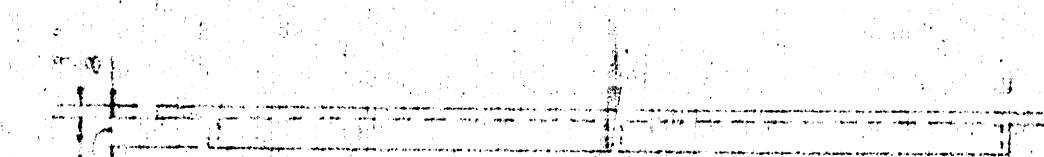
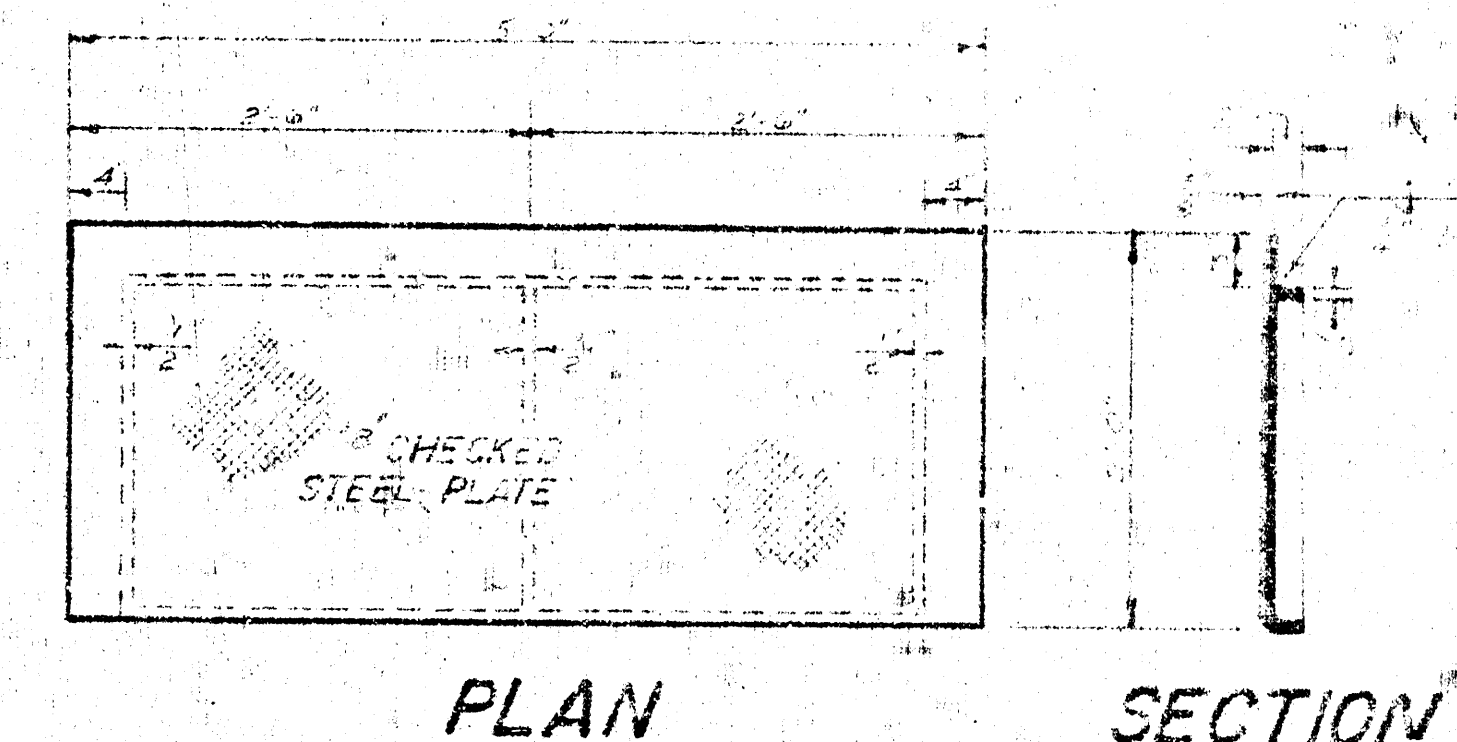
NOTE: BRICK FOR INLET CONSTRUCTION
SHALL CONFORM WITH THE LATEST
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SOCIETY FOR TESTING AND
MATERIALS DESIGNATION C32
FOR MANHOLE BRICK GRADE MS.

(*) CURB & GUTTER OR PAVEMENT THICKNESS



TOP OF INLET TO BE CONSTRUCTED
TO SAME ELEVATION AS STANDARD CURB
OR .03 FEET ABOVE ROLL CURB

NOTE: STRUCTURAL STEEL FOR
INLET COVER SHALL CONFORM
WITH THE LATEST REVISION OF
THE AMERICAN SOCIETY FOR
TESTING AND MATERIALS
DESIGNATION A36.



CITY OF WICHITA
STEEL INLET COVER
WEIGHT 200 LBS.
SHOP PAINT BLACK ASPH.
SCALE 1/4"=1'-0"

DETAIL
STANDARD 2x5' INLET
(SET BACK LOCATION)

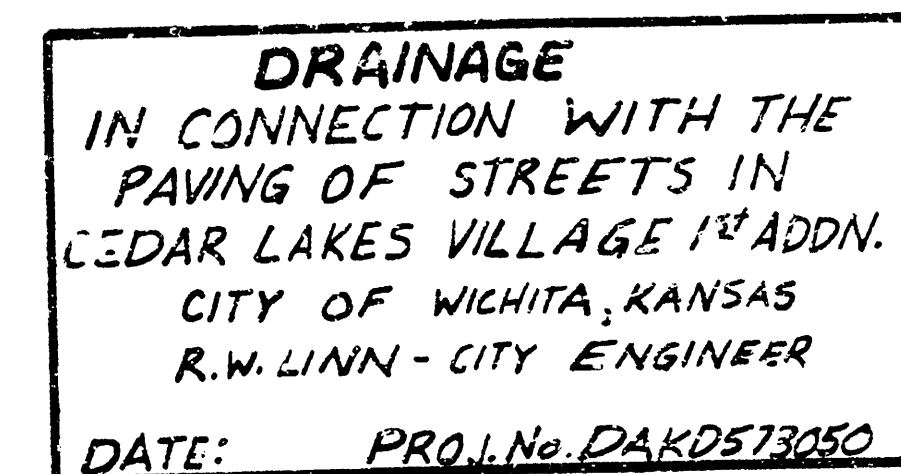
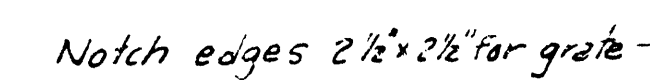
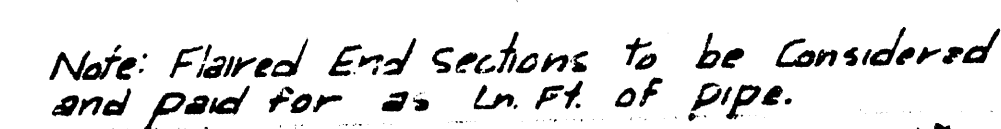
CITY OF WICHITA, KANSAS
R. W. LINN CITY ENGINEER

JUNE 1974

2/5

Note: Wing wall to lay back from vertical to horizontal in length "L".

A diagram of a tapered bullet. The bullet has a cylindrical base of length d' and a tapered body of length L . The total length is $L + d'$. The diameter at the base is H , and the diameter at the tip is h . The diagram shows the bullet from a side perspective, with dashed lines indicating the internal structure. A label "Flared End Section" points to the tip of the bullet.



3/5

BM=164.53-Top steel fence post 30' N. of N.L. Longford Lane & E. L. Cedar Lakes Village 1st. Addr.
 BM=153.50-6" Cut N.W. cor N. Wingwall on dam approx. 130' S. of Lakeland Circle.

