

CITY OF WICHITA
SEDGWICK COUNTY, KANSAS
STREET IMPROVEMENTS
COVINGTON CIRCLE & COVINGTON COURT
S.L. 21st STREET TO AND INCL. CUL-DE-SAC
(WOODBRIIDGE ADDITION)

PROJECT NO. 472 76 245 81452 000 000 001

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PROJECT SURVEY CONTROL
 Vert. Datum: City of Wichita Datum.
 Datum Bench Mark: City of Wichita Bench Mark Disc,
 67' South of centerline 21st, 70' South of section
 line and 46' east of centerline 119th.
 Elev.=172.08

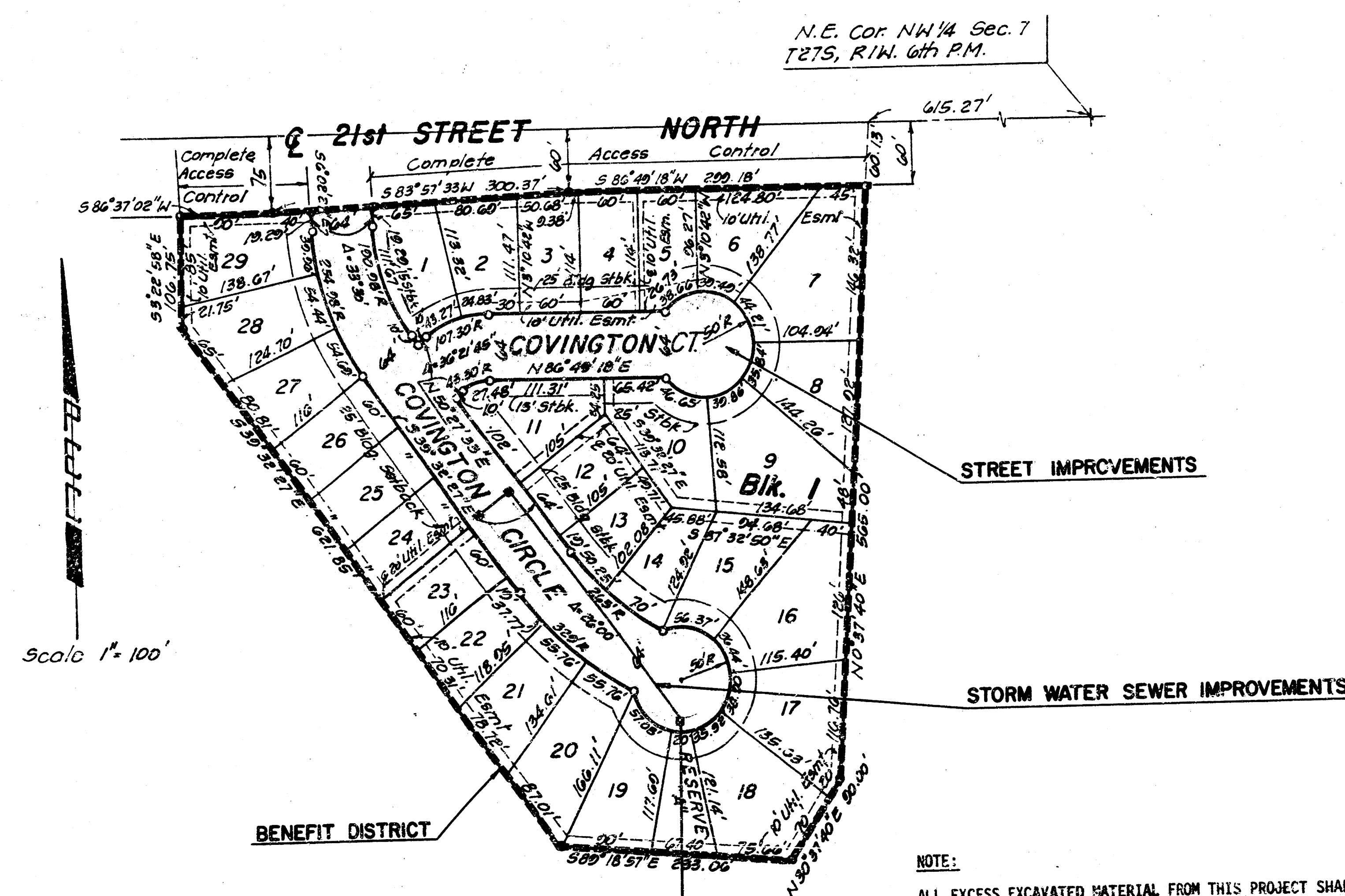
BENCH MARK
 B.M. #1- This "a" on conc. headwall South side 21st St.
 near NW Cor. Plat. Elev.=163.55

CONVENTIONAL SIGNS

SECTION LINE	_____	_____
RIGHT-OF-WAY	_____	_____
FENCE LINE	_____	_____
CENTER LINE OF PROJECT	_____	_____
POWER POLE	_____	_____
UNGD. TEL. CABLE	_____	_____
GAS LINE	_____	_____
WATER LINE & WATER VALVE	_____	_____
STORM SEWER & MANHOLE	_____	_____
SAN. SEWER & MANHOLE	_____	_____
TREES	_____	_____

EARTHWORK
 Excavation
 X-Section 1,220.0 C.Y.
 10% 122.0 C.Y.
 Total 1,342.0 C.Y.

3819 S.Y. Manipulation



- GENERAL NOTES**
- UTILITY SERVICE LINES, POLES, VALVE BOXES, METERS, AND ETCETERA ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO OR DURING CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM HE 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.
 - A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINTS TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.
 - RUBBLE FROM THE REMOVAL OF ASPHALT MAT SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR.
 - WIDENED CUTTER 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.
 - THE CONTRACTOR WILL BE PERMITTED TO BID ONLY ONE OF THE ALTERNATE TYPES OF SUBGRADE TREATMENT. THE TYPE BID BY THE SUCCESSFUL BIDDER WILL BE THE TYPE OF SUBGRADE TREATMENT USED TO CONSTRUCT THE PROJECT.
 - THE CONTRACTOR SHALL 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 LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.
 - ADEQUATE TRAFFIC CONTROL SHALL BE PROVIDED ON 21ST STREET IN THE VICINITY OF COVINGTON CIRCLE DURING CONSTRUCTION.

PLANS PREPARED BY
 PROFESSIONAL ENGINEERING CONSULTANTS P.A.

ENGINEERS
 WICHITA, KANSAS



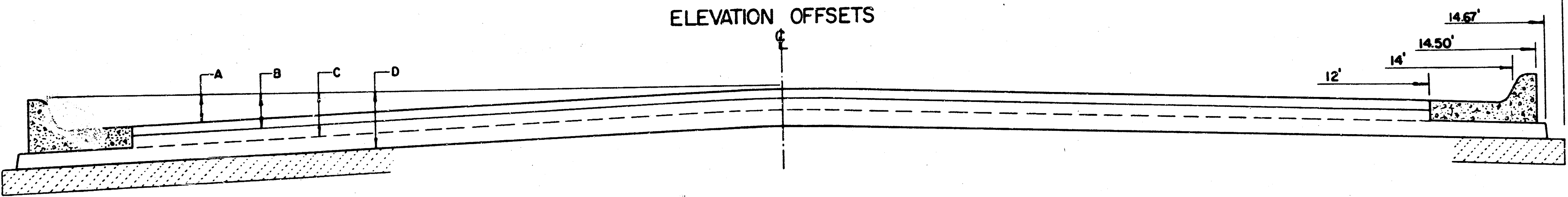
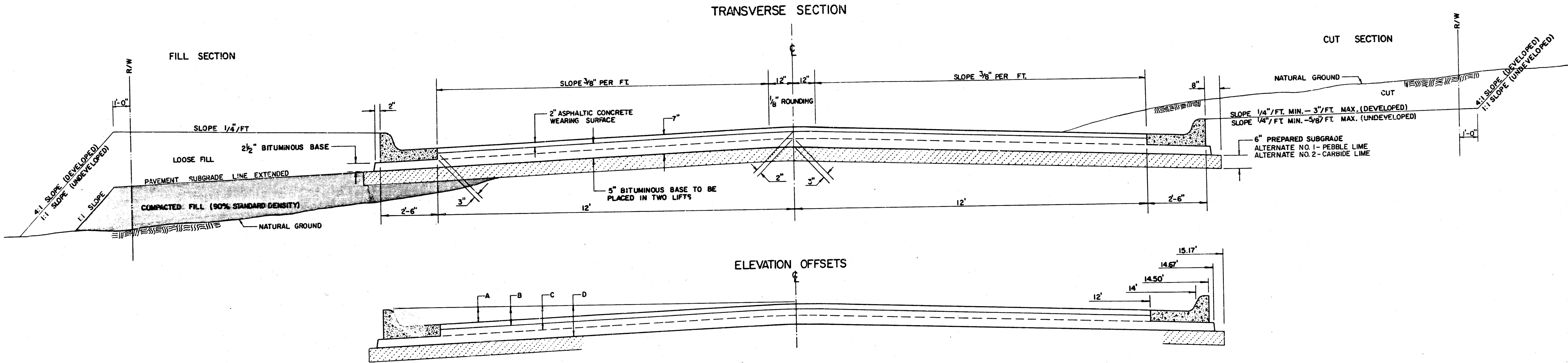
APPROVED _____ DATE _____
 MICHAEL E. LINDBAK, P.E., CITY ENGINEER
 WICHITA, KANSAS

NOTE:

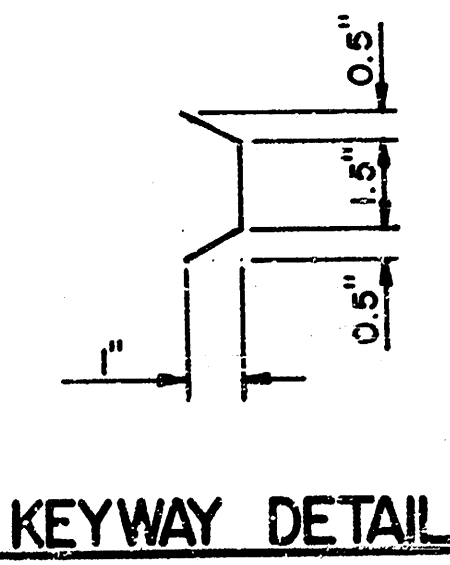
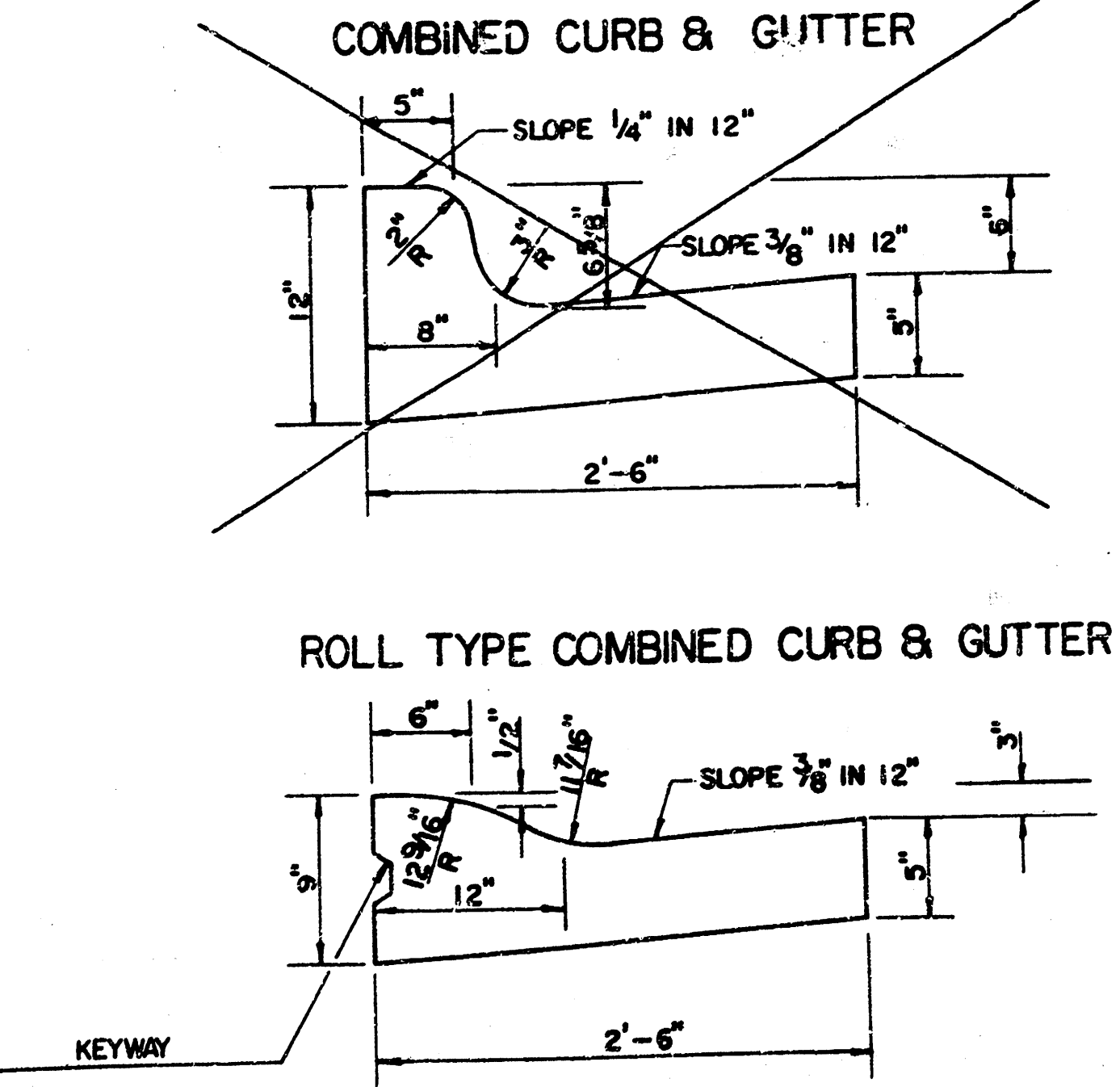
ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT SHALL BE WASTED ON SITE. NO EXCESS MATERIAL SHALL BE PLACED WITHIN STREET RIGHTS-OF-WAY. THE CONTRACTOR SHALL CONTACT THE OWNER'S ENGINEER AT 202-2691 FOR INFORMATION PERTAINING TO ACCEPTABLE LOCATIONS FOR THE DISPOSITION OF WASTE MATERIAL. WASTE MATERIAL SHALL BE BLADED SMOOTH AND SLOPED TO DRAIN. THIS WORK SHALL BE SUBSIDIARY TO OTHER BID ITEMS.

Note:
 Disturbed Areas in 21st St. R/W to be Seeded, Fertilized & Mulched. Cost to be Subsidiary to Other Bid Items.

TYPICAL 29' PAVEMENT DETAILS

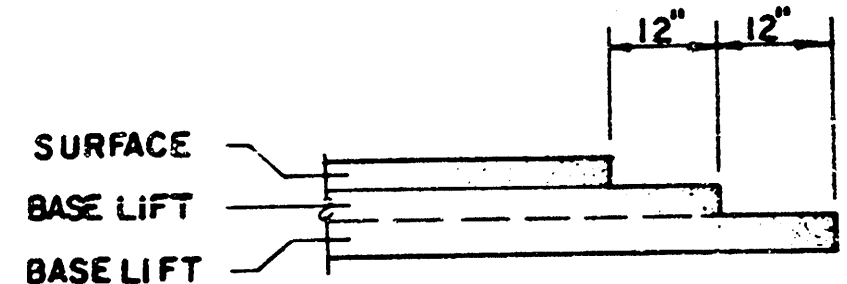


	DISTANCE FROM CENTERLINE (LT. & RT.)											
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.66	0.71	0.75	0.83	0.90	0.96	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23



- 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 JOINS 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
PROJ. NO. 472-76-245-8452 - 000-000-001

Install 186.8 Sq. Yds.
7" Asphaltic Conc. Pavement
(5" Bituminous Base)
St. Connection See Sh. No. 8
for Typical Section

Curve Data
Δ=33° 29' 57"
D=25° 41' 44"
R=222.98'
T=67.11'
L=130.37'

Scale: 1"=20'

Sta. 9+28.51 & Covington Circle
Section Line = Sta. 3+00

Remove 13.1 SY
Asph. Mat Pav't.

Sta. 9+80 Install
36 L.F. 17"x13" @ CHPA (16 GAUGE)
w/End Sections
Rt. Lt.=160.82
Rt. Rt.=160.70

Regrade Approx. 220 L.F.
Ditch. This work to be
subsidiary to other bid
Items.

CONTRACTOR MAY SUBSTITUTE R.C.P.
EQUIVALENT AT HIS OPTION.

* Match Existing

* Saw Cut

* Transition to Match Existing

Asphalt Mat Removal

CURVE DATA BASED ON C RADIUS Δ/2 = 16° 45' 00"				
STATION	ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION
10+19.29			0° 00' 00"	0° 00' 00"
+25	5.71'	5.15'	0° 44' 02"	0° 44' 02"
+50	25.00'	22.52'	3° 12' 48"	3° 56' 45"
+75	"	"	"	7° 09' 28"
11+00	"	"	"	10° 22' 11"
+25	25.00'	22.52'	3° 18' 45"	13° 34' 54"
+49.66	24.66'	22.22'	3° 10' 06"	16° 45' 00"

INTERSECTION QUANTITIES

— S.Y. — Concrete Pavement
1240 S.Y. 7" Asphaltic Conc. Pavement (5" Bituminous Base)
30 S.Y. 5" Bituminous Base
102 L.F. Combined Curb & Gutter (3 1/2" x 1 1/2")
53 L.F. Monolithic Edge Curb (2 1/2")
— Ea. Standard Wheelchair Ramp Construction
— S.F. 4" Sidewalk Concrete Pavement
1232 S.Y. Subgrade Stabilization Manipulation
— Tons Carbide Lime Subgrade Stabilization
— Tons Pebble Quicklime Subgrade Stabilization
— Tons Cement Subgrade Stabilization
— Tons Fly Ash Subgrade Stabilization
— Tons Preheater Fines Subgrade Stabilization
03 S.Y. Reinf. V.G. 2" Concrete & 2" Asphaltic Concrete Base

P.K.I.
No K.C.
Elev.=160.44 T.C.

P.K.I.
No K.C.
Elev.=160.17 T.C.

P.K.I.
68' K.C.
Elev.=160.60 T.C.

P.K.I.
No K.C.
Elev.=160.17 T.C.

P.K.I.
No K.C.
Elev.=160.44 T.C.

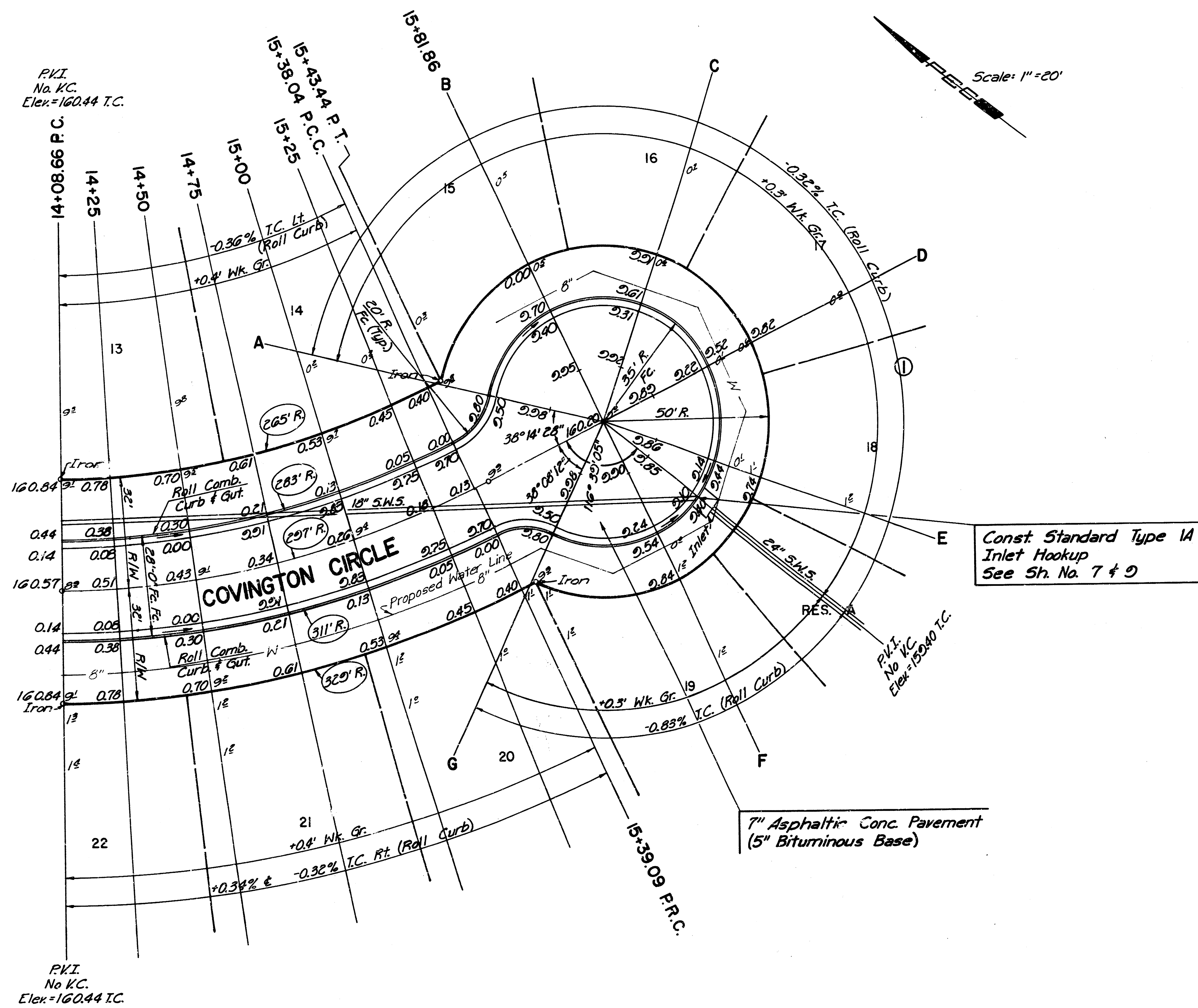
Note: See Sh. No. 8
for Valley Gutter Details



No.	Revision	By	Date
CITY OF WICHITA			
COVINGTON CIRCLE			
STA. 10+00 TO STA. 14+08.66			
PROJ. NO. 472-76-245-BH452-000-000-001			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by BER, GDD	Job No. 84654-1	Sht. 3 of 15	
Drawn by DD, BS	Date Jan, 1985		

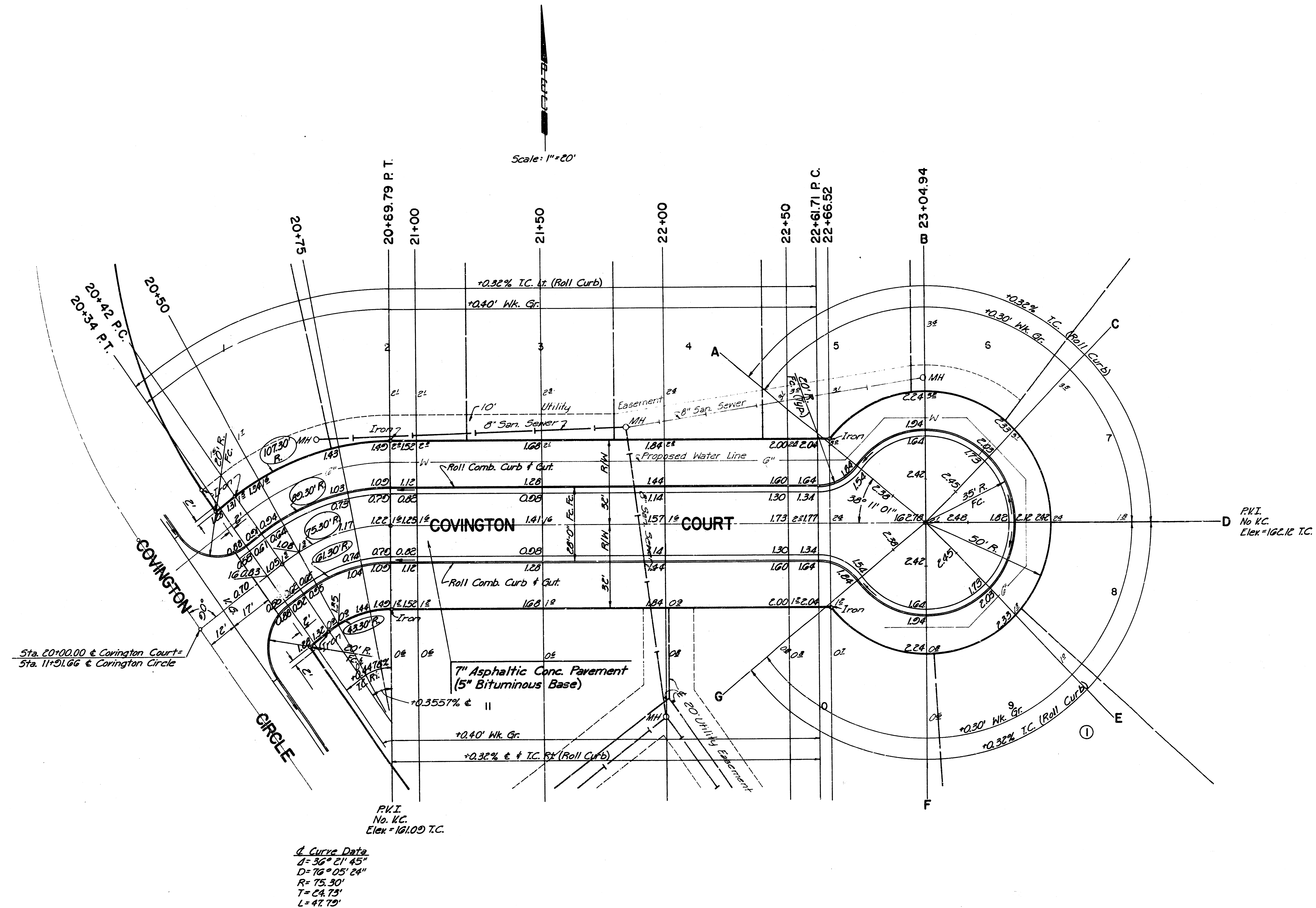
Curve Data
 $\Delta = 26^{\circ}00'00''$
 $D = 19^{\circ}17'29''$
 $R = 297.00'$
 $T = 63.57'$
 $L = 134.77'$

P.K.I.
 No K.C.
 Elev. = 160.44 T.C.



CURVE DATA BASED ON $\Delta/2 = 13^{\circ}00'00''$				
STATION	CHORD LENGTH	CHORD LENGTH		TOTAL DEFLECTION
		OFF LEFT FACE CURB	OFF RIGHT FACE CURB	
14+08.66				0° 00' 00"
+25	16.34'	15.13'	17.55'	1° 34' 34"
+50	25.00'	23.14'	26.84'	2° 24' 41"
+75	"	"	"	" " "
15+00	"	"	"	" " "
+25	25.00'	23.14'	26.84'	2° 24' 41"
+38.04	13.04'	12.07'		1° 15' 28"
+39.09	14.00'		15.13'	1° 21' 33.5"
+43.44	13.44'			1° 46' 42"
				13° 00' 00"

No.	Revision	By	Date
CITY OF WICHITA			
COVINGTON CIRCLE			
STA. 14+08.66 TO STA. 15+39.09			
PROJ. NO. 472-76-245-81452-000-000-001			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
WICHITA, KANSAS			
Designed by	BER, GDD	Job No.	84654-1
Drawn by	DD, BS	Date	Jan., 1985
			Sht. 4 of 15



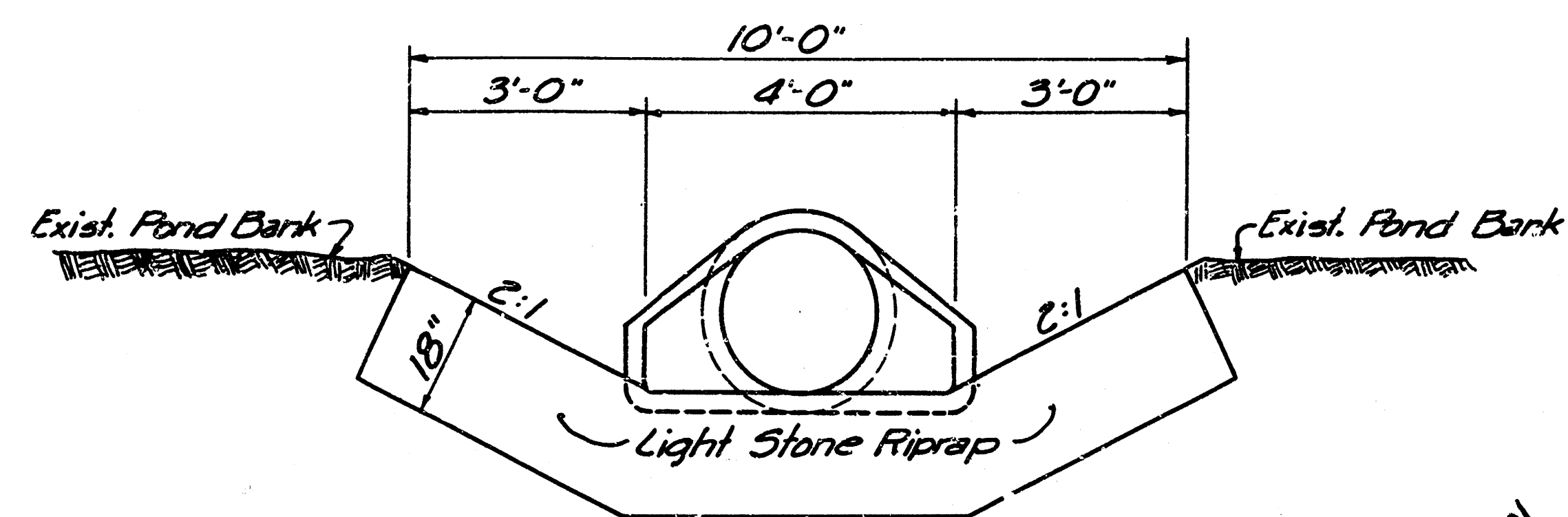
CURVE DATA BASED ON $\Delta/2 = 10^\circ 10' 52.5''$				
STATION	ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION
20+42	0.00'	0.00'	0° 00' 00"	0° 00' 00"
+50	0.00'	0.00'	0° 00' 00"	0° 00' 00"
+75	25.00'	32.16'	9° 30' 40"	12° 33' 16.5"
+89.79	14.79'	19.08'	5° 37' 32"	18° 10' 52.5"

Revision		By	Date
CITY OF WICHITA			
COVINGTON COURT			
STA. 20+34 TO STA. 22+61.71			
PROJ. NO. 472-76-245-81452-000-000-001			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by BER, GDD	Job No. 84634-1	Sht. 5 of 15	
Drawn by DD, BS	Date Jan., 1985		

PLAN	DATE	BY
	REVISION	BY
	NOTED	BY
	NOTED	BY

PROFILE	DATE	BY
	REVISION	BY
	NOTED	BY
	NOTED	BY

SHEET NO.	TOTAL SHEETS
6	15

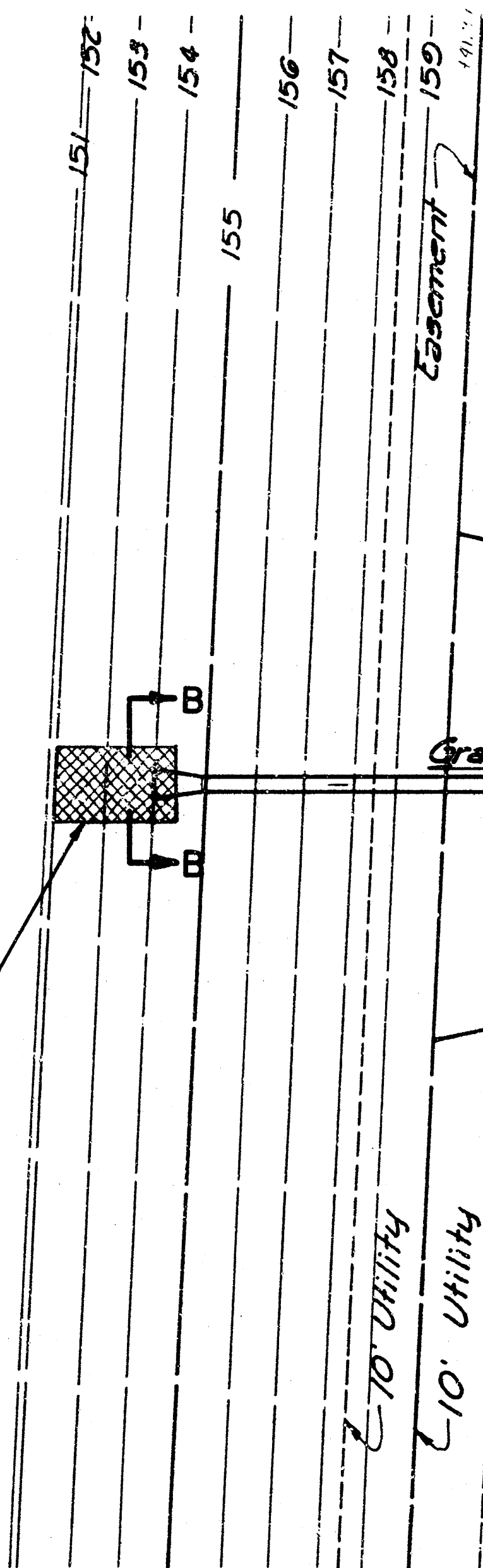


SECTION B-B

ECHO HILLS 2nd ADDITION

RESERVE A

Install 190 Sq. Yds. Light Stone Riprap

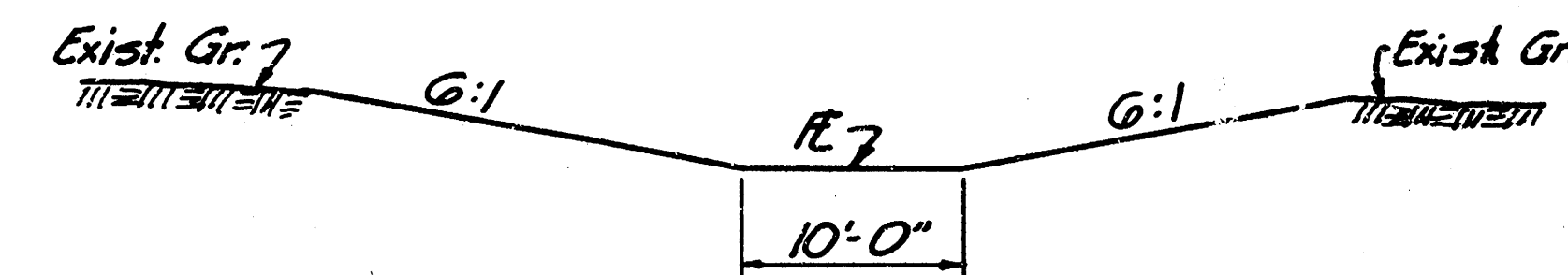


WOODBRIDGE

Sta. 1+68.67 Const. Std. Type 1A Curb Inlet W=4'-4" Top Elev.=152.05

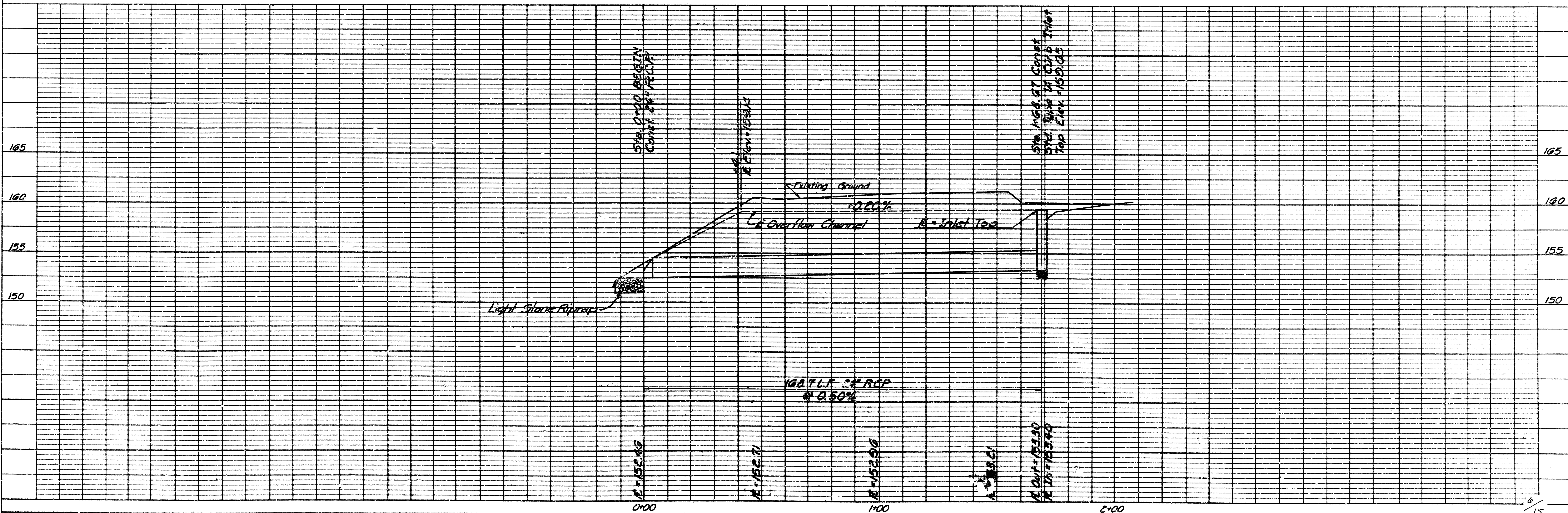
Scale: 1"=20'

COVINGTON CIRCLE

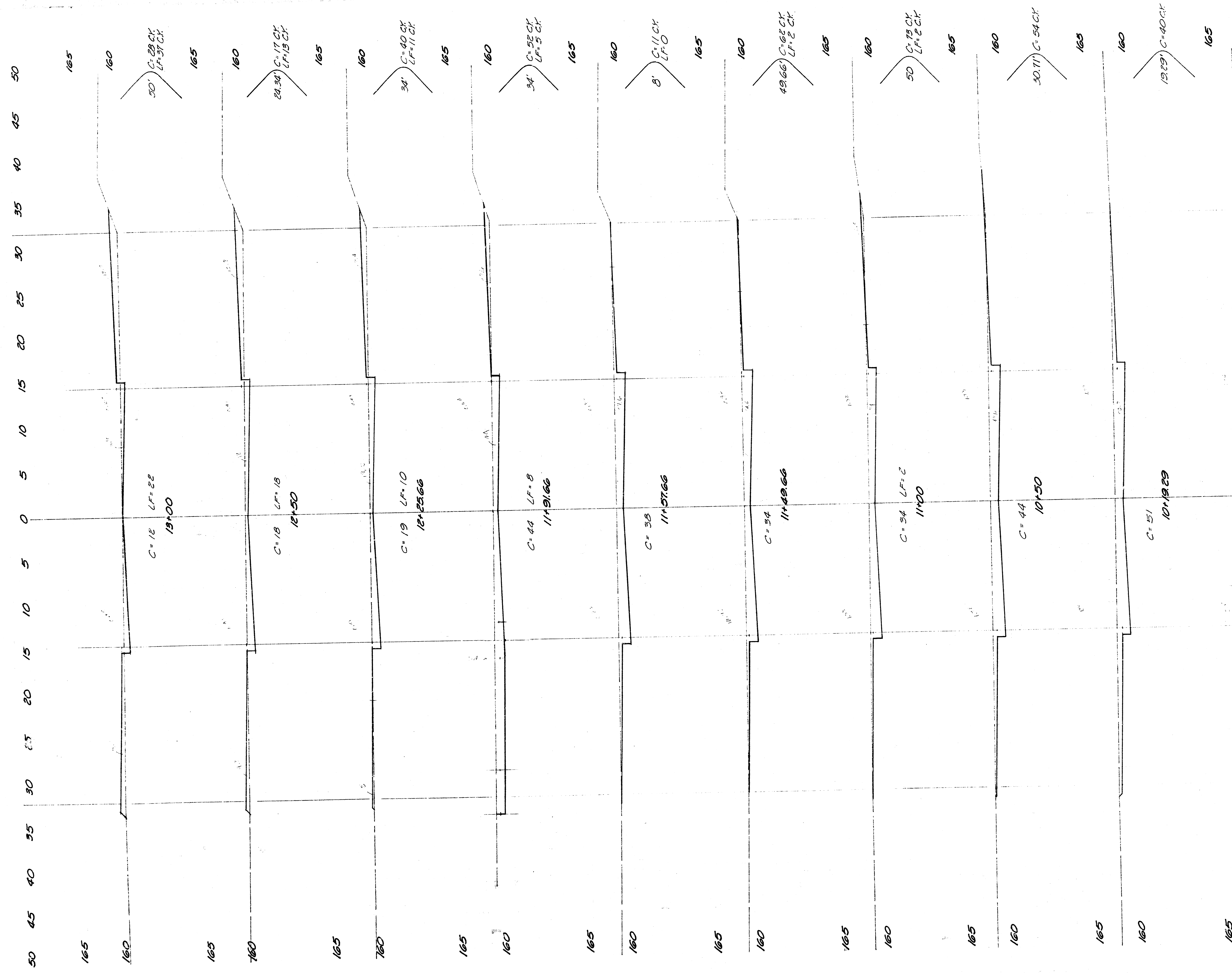


SECTION A-A

Note: Overflow Channel shaping shall not be paid for directly, but shall be subsidiary to other bid items.



Sheet No. 9 of 15

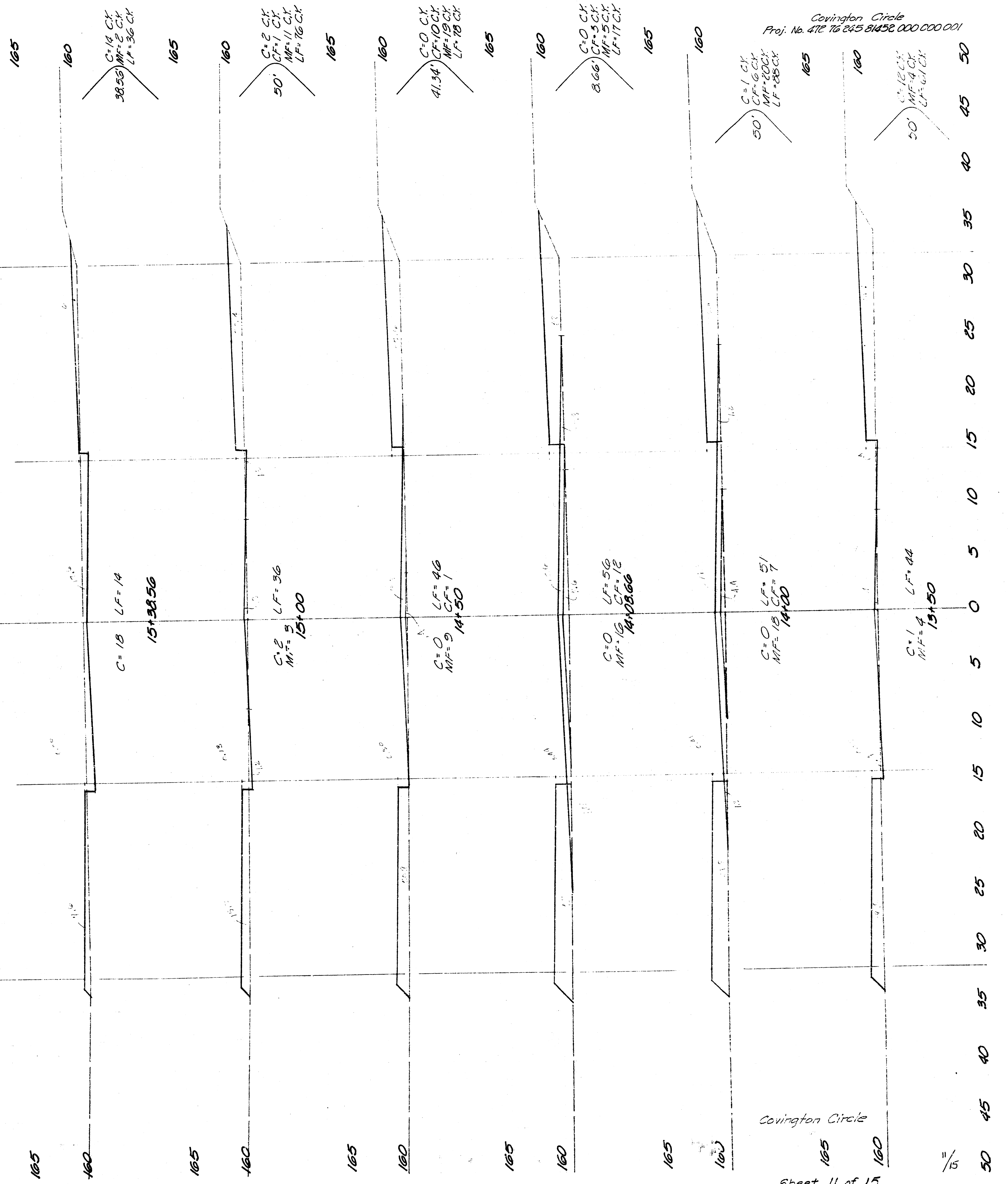


Corvington Circle
Proj. No. 472 To 245 81452 000 000.001

Station	Excavation	Compacted Fill	Manipulated Fill	Loose Fill
50	1,260 C.Y.	250 C.Y.	690 C.Y.	590 C.Y.
45	122.6 C.Y.	2.5 C.Y.	6.9 C.Y.	53.2 C.Y.
40	1,348.6 C.Y.	27.5 C.Y.	75.9 C.Y.	585.2 C.Y.
35				
30				
25				
20				
15				
10				
5				
0				
5				
10				
15				
20				
25				
30				
35				
40				
45				
50				

Corvington Circle
Sheet 10 of 15

50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50



Covington Circle
 Proj. No. 476 76 345 2452 000 000 001

C = 200' X
 LF = 1' 00"

C = 13' 00" X
 LF = 2' 00"

C = 27' 00" X
 LF = 2' 00"

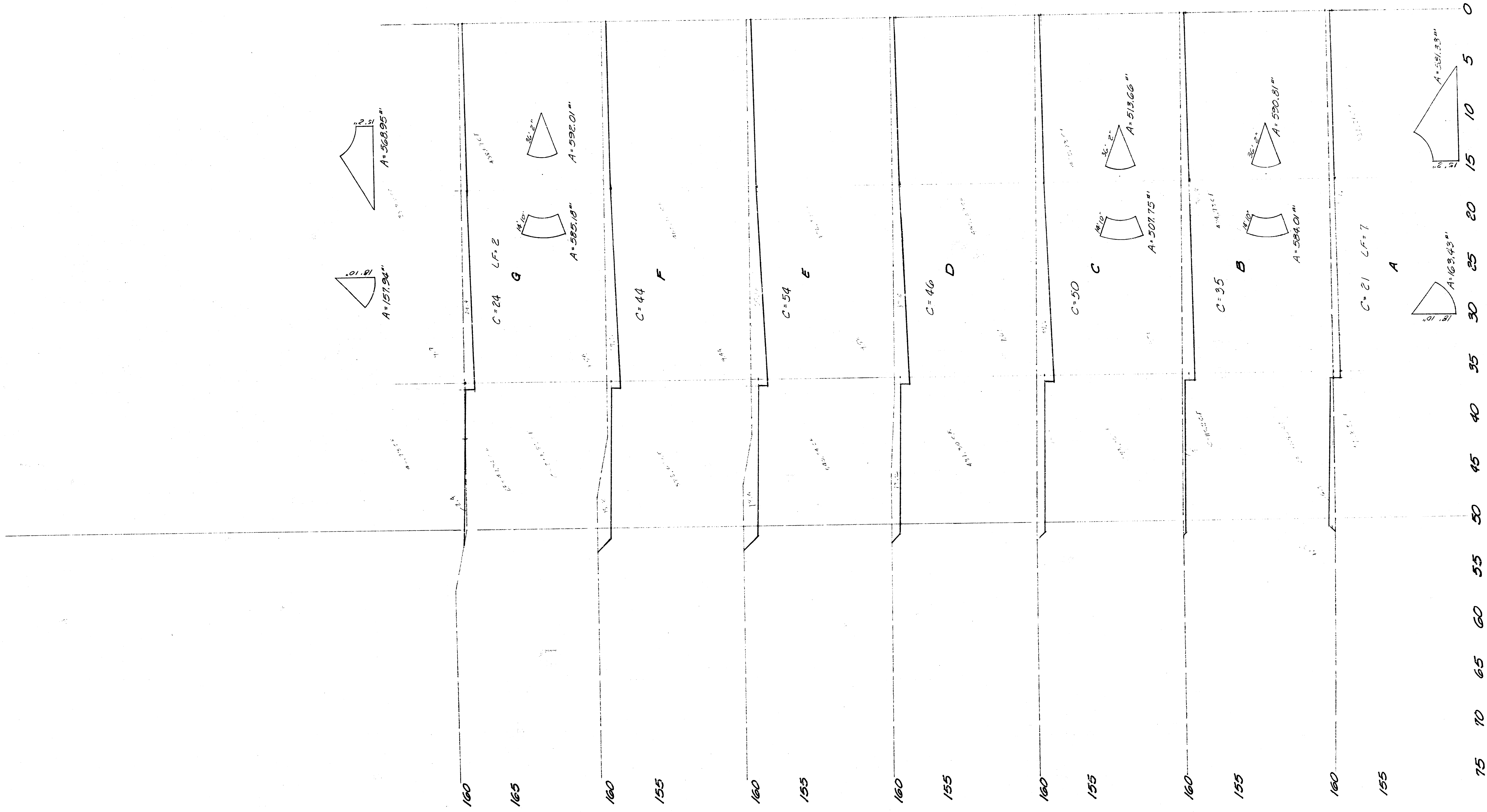
C = 38' 00" X

C = 38' 00" X

C = 34' 00" X

C = 28' 00" X

C = 200' X
 LF = 1' 00"



Covington Circle

Covington Court
 Proj. No. 472 76 243 81452 000 000 001

C = 14 CK
 LF = 3 CK

C = 2 CK
 LF = 21 CK

C = 2 CK
 LF = 20 CK

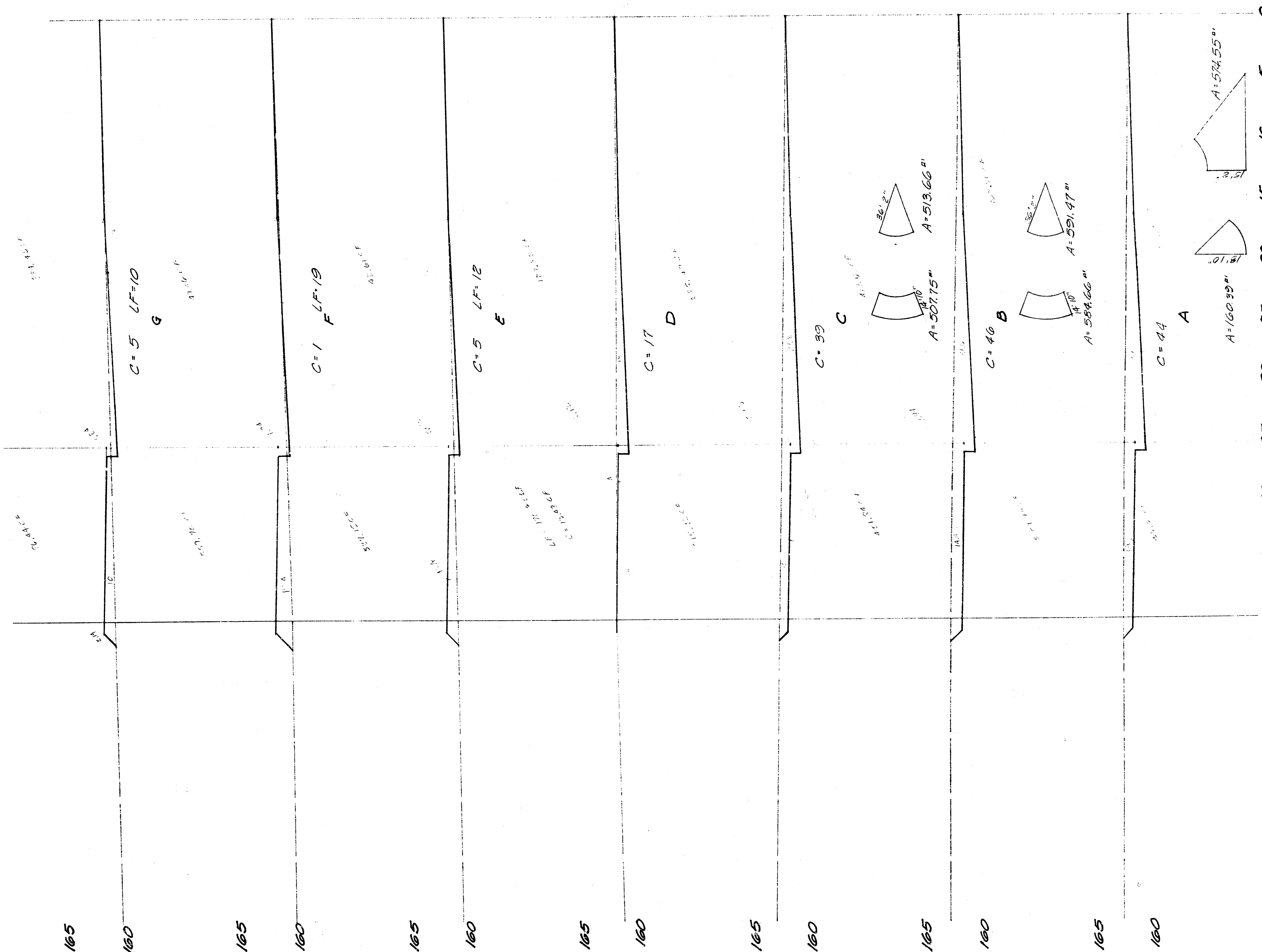
C = 5 CK
 LF = 6 CK

C = 22 CK

C = 32 CK

C = 33 CK

C = 36 CK



Sta. 1+12.50 Begin Ditch Grading
 +0.50%
 Elev. 160.20

21st Street

