

CITY OF WICHITA, KANSAS

13th STREET COURT

STREET & INCIDENTAL DRAINAGE IMPROVEMENTS
PROJECT NO. 472-76-245-80929-000-000-001

ECHO HILLS
AN ADDITION TO WICHITA SEDGWICK COUNTY, KANSAS

B.M. City Standard Brass Cap, in
Cone, 25' North & 30' East
of S 1/4 Corner, Sec. 7,
T25S, R14E
Click (1825.83)

SCALE 1" = 200'

BENCH MARKS

BM - City Brass Cap 25' N. & 30' E. of S 1/4 Cor.
Sec. 7, T 27S, R/W Elev. = 157.99

BM - RR Spike in N. Side Hedge Tree 20' S.P.I.
Hedge rows S & E. Near Center SW 1/4
Elev. = 160.08

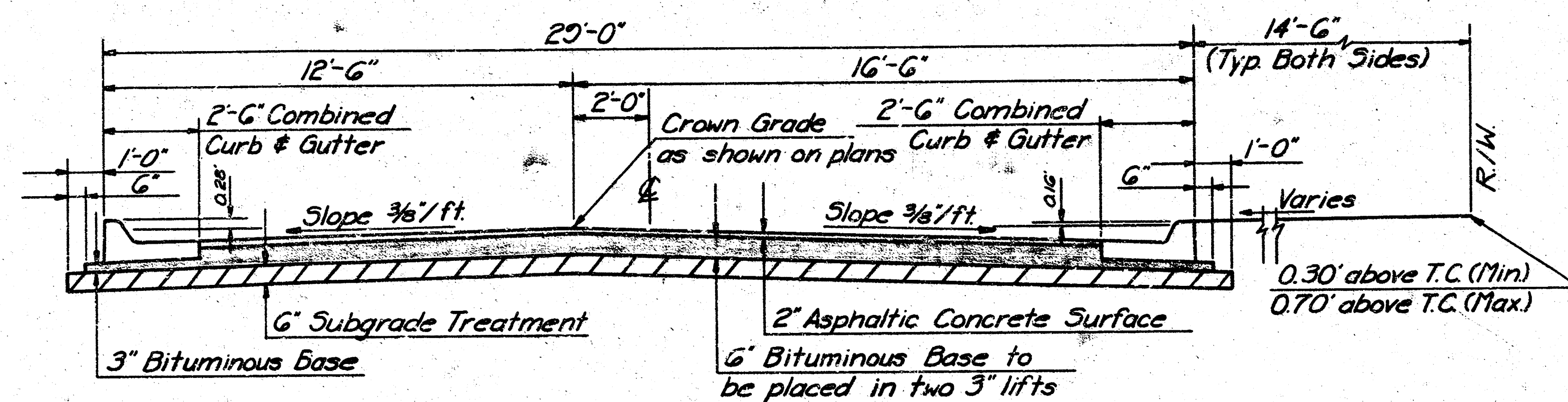


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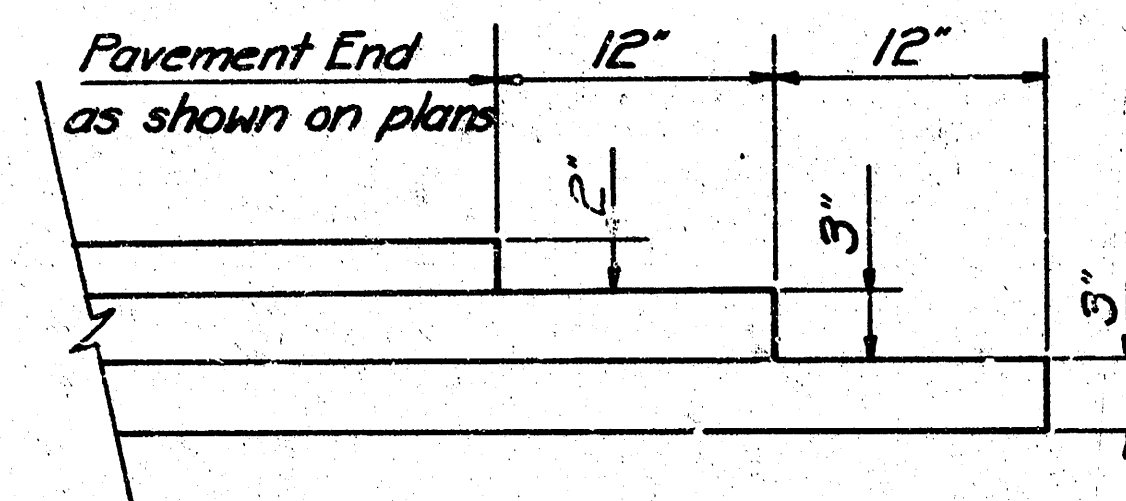
1. TITLE SHEET
2. TYPICAL SECTIONS
3. PLAN SHEET
4. DRAINAGE IMPROVEMENTS
5. HEADWALL DETAIL
6. DETAIL STD. TYPE 1A CURB INLET
7. DETAIL PRE CAST TYPE 1A CURB INLET
- 8-9. CROSS SECTIONS



No.	Revision	By	Date
CITY OF WICHITA, KANSAS			
TITLE SHEET			
13 th STREET COURT			
PROJ. NO. 472-76-245-80929-000-000-001			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS			
WICHITA, KANSAS			
Designed by	DD CSB	Job No.	80089-3
Drawn by	GH	Date	June, 1980
		Sheet	1 of 9



TYPICAL SECTION
29' ASPHALTIC CONCRETE PAVEMENT WITH BITUMIOUS BASE

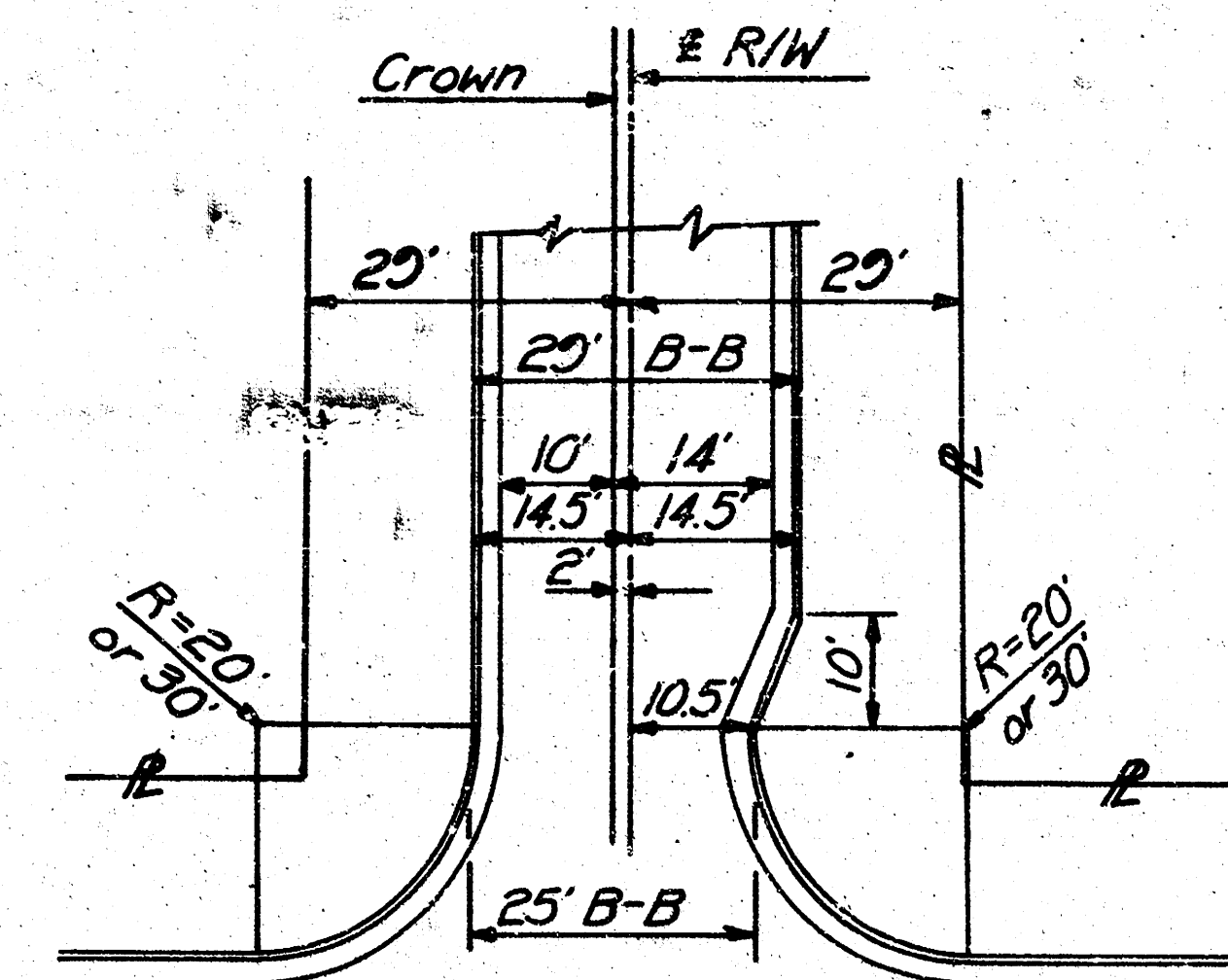


DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

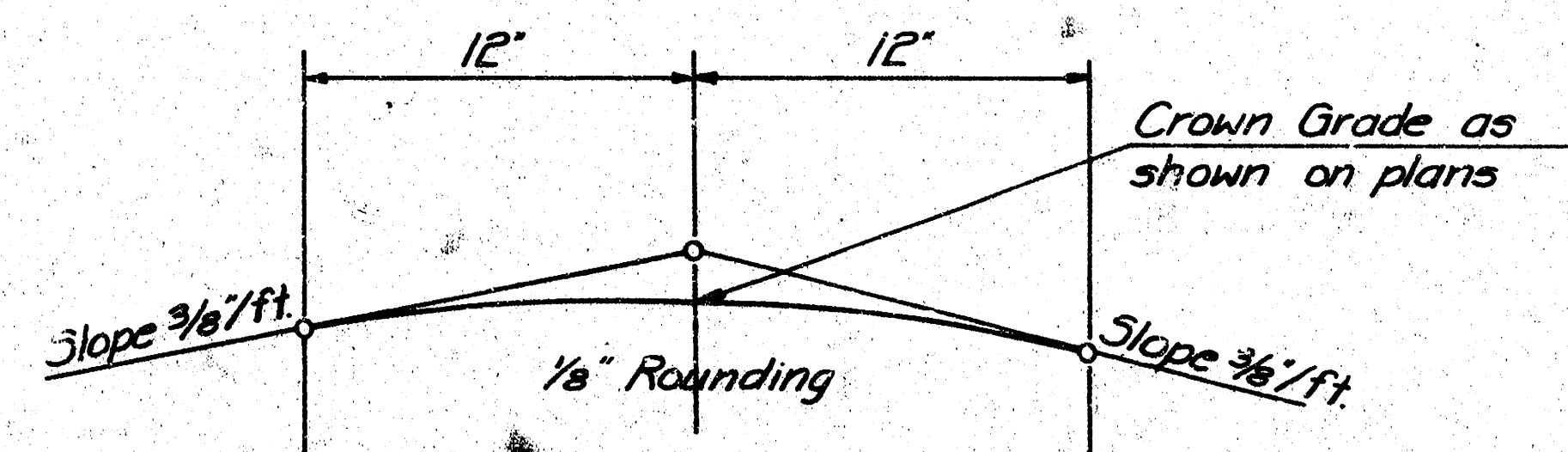
Transverse Construction Joints shall be constructed in flexible base pavements at locations where pavement temporarily ends to facilitate future pavement construction as shown by detail. The cost of constructing the Transverse Construction Joints shall not be measured or paid for directly but shall be included in the bid price for square yards of asphaltic concrete pavement.

GENERAL NOTES

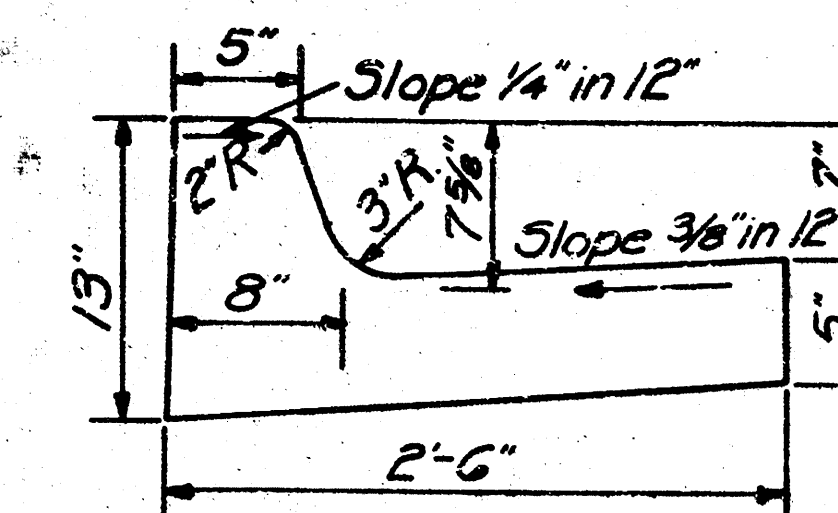
1. A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQUARE YARD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.
2. BITUMINOUS 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 FOOT WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.
3. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 6" A.C. PAVEMENT (6" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 3" BITUMINOUS BASE.
4. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
5. FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THIMBLES WHICH MAY BE DESTROYED. FIELD ENGINEER SHALL REPLACE ALL IRONS AND THIMBLES WHICH ARE DESTROYED.
6. ALL CONCRETE UNLESS OTHERWISE NOTED SHALL BE "6-SACK CONCRETE".
7. ALL METAL PIPE SHALL BE HELICALLY CORRUGATED METAL PIPES FOR SIZES 21" IN DIAMETER (OR EQUIVALENT ARCH PIPE) OR SMALLER, AND FULLY PAVED CORRUGATED METAL PIPES FOR SIZES 24" IN DIAMETER (OR EQUIVALENT ARCH PIPE) OR LARGER.
8. THE RIPRAP ON THIS PROJECT SHALL BE TYPE 3. THE TYPE 3 RIPRAP SHALL BE 12" RIPRAP ON 6" SAND AND GRAVEL BEDDING. THE ROCK FOR RIPRAP AND GRAVEL PROTECTION SHALL BE HARD, DENSE, DURABLE AND SHALL BE REASONABLY WELL GRADED. THE SIZE RANGE OF ROCK USED SHALL HAVE A MAXIMUM SIZE OF ONE CUBIC FOOT AND A MINIMUM SIZE OF 1-1/2 INCH. THE 6-INCH SAND AND GRAVEL BEDDING FOR RIPRAP SHALL BE A CONTINUOUS LAYER OF SAND AND GRAVEL OR SAND AND CRUSHED ROCK, REASONABLY WELL GRADED TO A MAXIMUM OF 1-1/2 INCHES IN SIZE.
9. FOR ADDITIONAL LAYOUT INFORMATION SEE PLAT OF ECHO HILLS ADDITION.



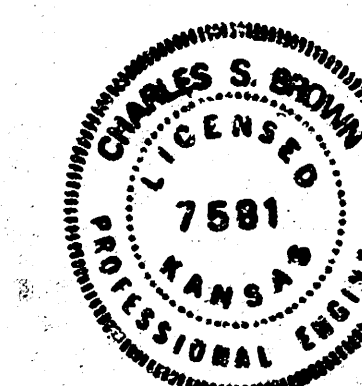
PLAN VIEW
Offset Crown Detail



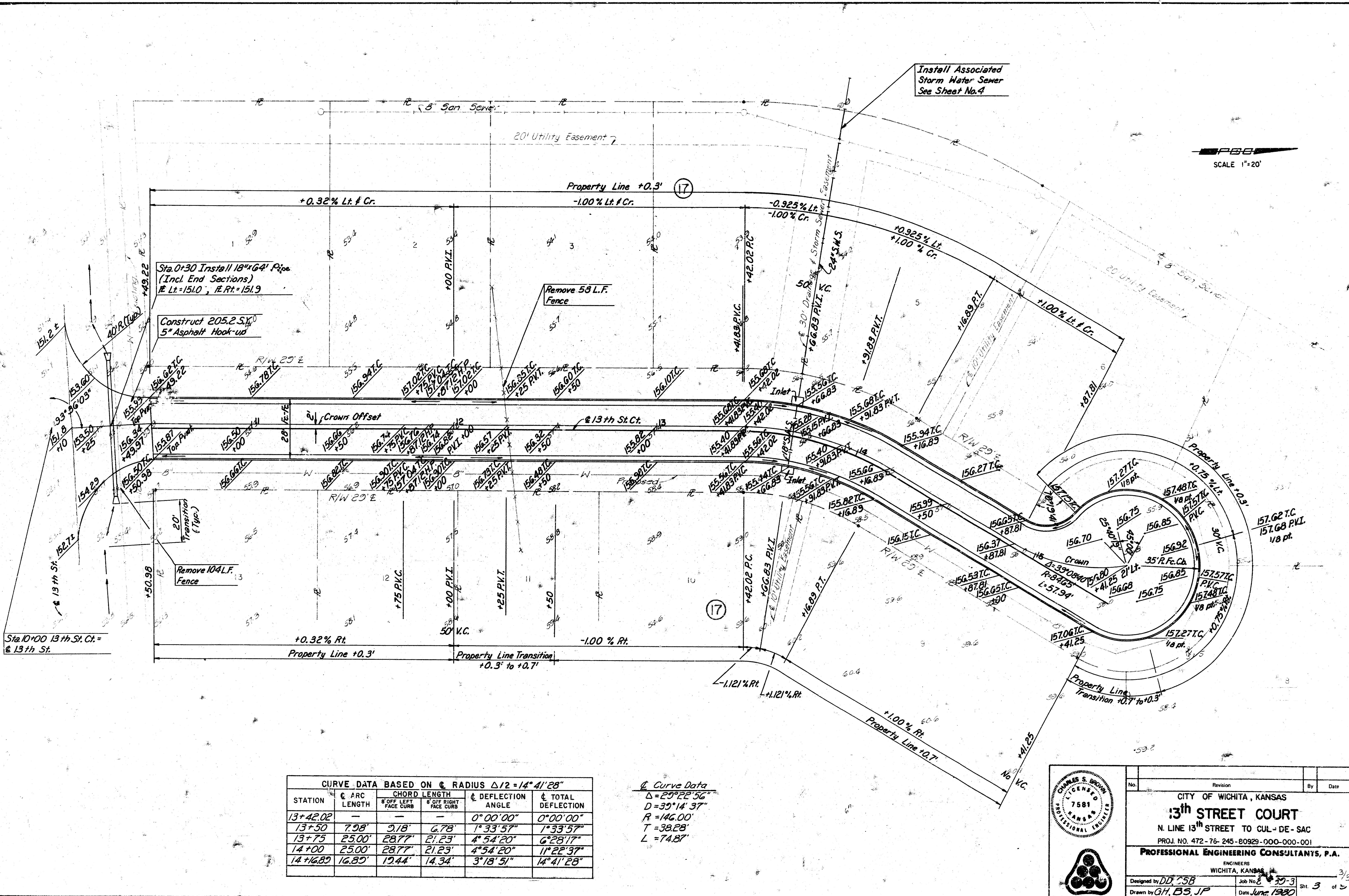
TYPICAL CROWN DETAIL



STANDARD CURB & GUTTER DETAIL



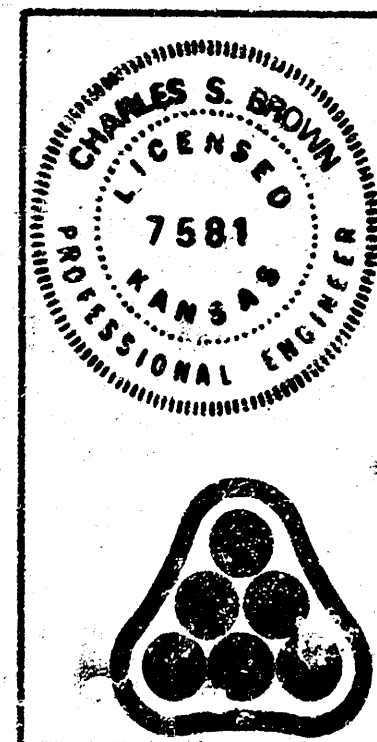
CITY OF WICHITA, KANSAS	
TYPICAL SECTIONS	
13 th STREET COURT	
PROJ. NO. 472-76-245-80929-000-000-001	
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.	
ENGINEERS WICHITA, KANSAS	
Designed by DD, CSB	Checked by
Drawn by GH	Date June 1990 Job No. 2/5 23
Sheet No. 2 of 9	



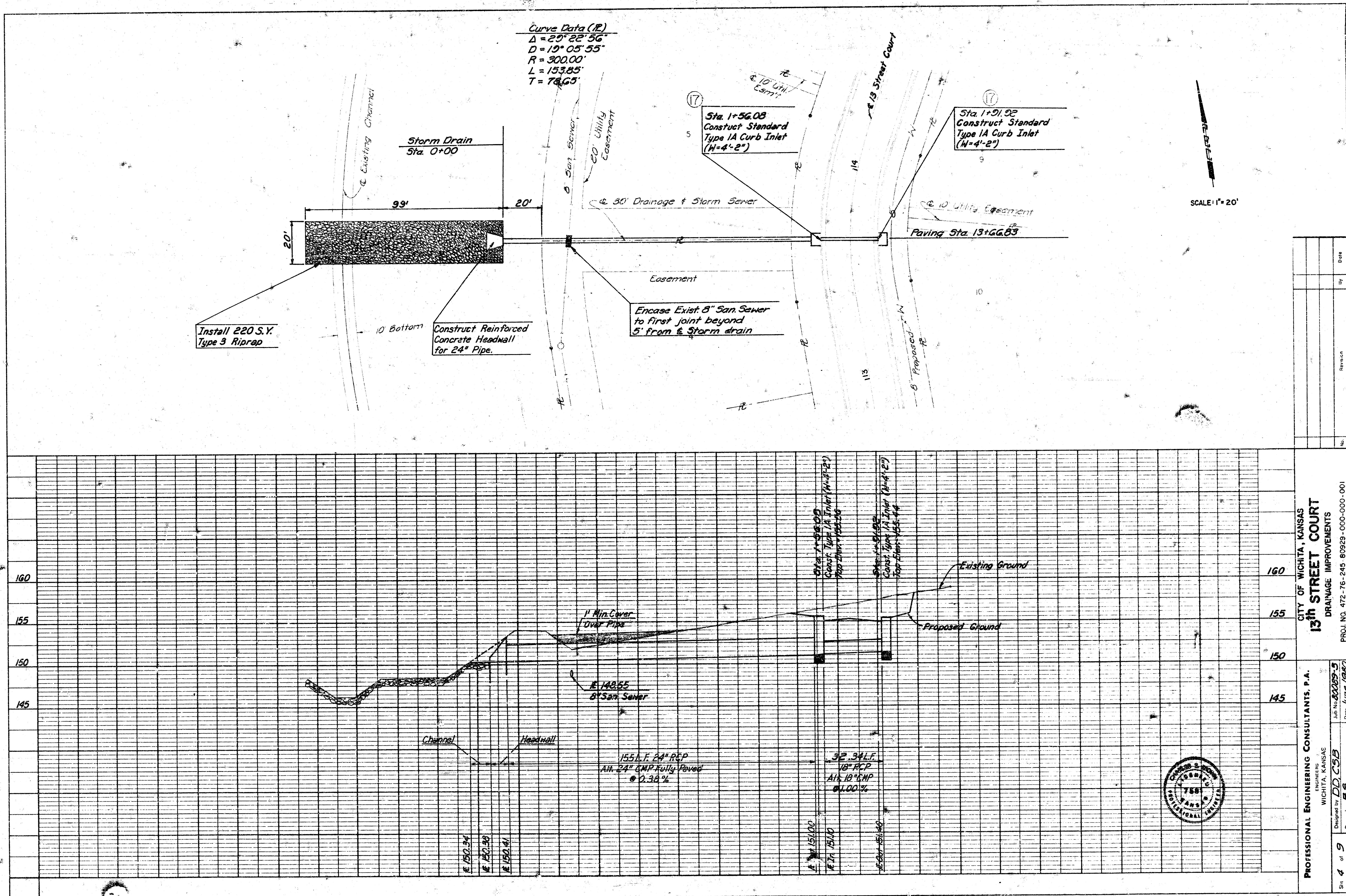
CURVE DATA BASED ON C RADIUS $\Delta/2 = 14^{\circ} 41' 28''$

STATION	ARC LENGTH	CHORD LENGTH	DEFLECTION ANGLE	TOTAL DEFLECTION
13+42.02	—	—	0° 00' 00"	0° 00' 00"
13+50	7.98'	9.18'	1° 33' 57"	1° 33' 57"
13+75	25.00'	28.77'	4° 54' 20"	6° 28' 17"
14+00	25.00'	28.77'	4° 54' 20"	11° 22' 37"
14+16.89	16.89'	19.44'	3° 18' 51"	14° 41' 28"

Curve Data
 $\Delta = 29^{\circ} 22' 56''$
 $D = 39^{\circ} 14' 37''$
 $R = 146.00'$
 $T = 38.28'$
 $L = 74.87'$



No.	Revision	By	Date
CITY OF WICHITA, KANSAS			
13th STREET COURT			
N. LINE 13th STREET TO CUL-DE-SAC			
PROJ. NO. 472-76-245-80329-000-000-001			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by DD:SB	Job No. 8-30-3	3/5	
Drawn by GH, BS, JP	Date June 1980	Sht. 3	of 2



By	Date
Revision	

CITY OF WICHITA, KANSAS
13th STREET COURT
 DRAINAGE IMPROVEMENTS

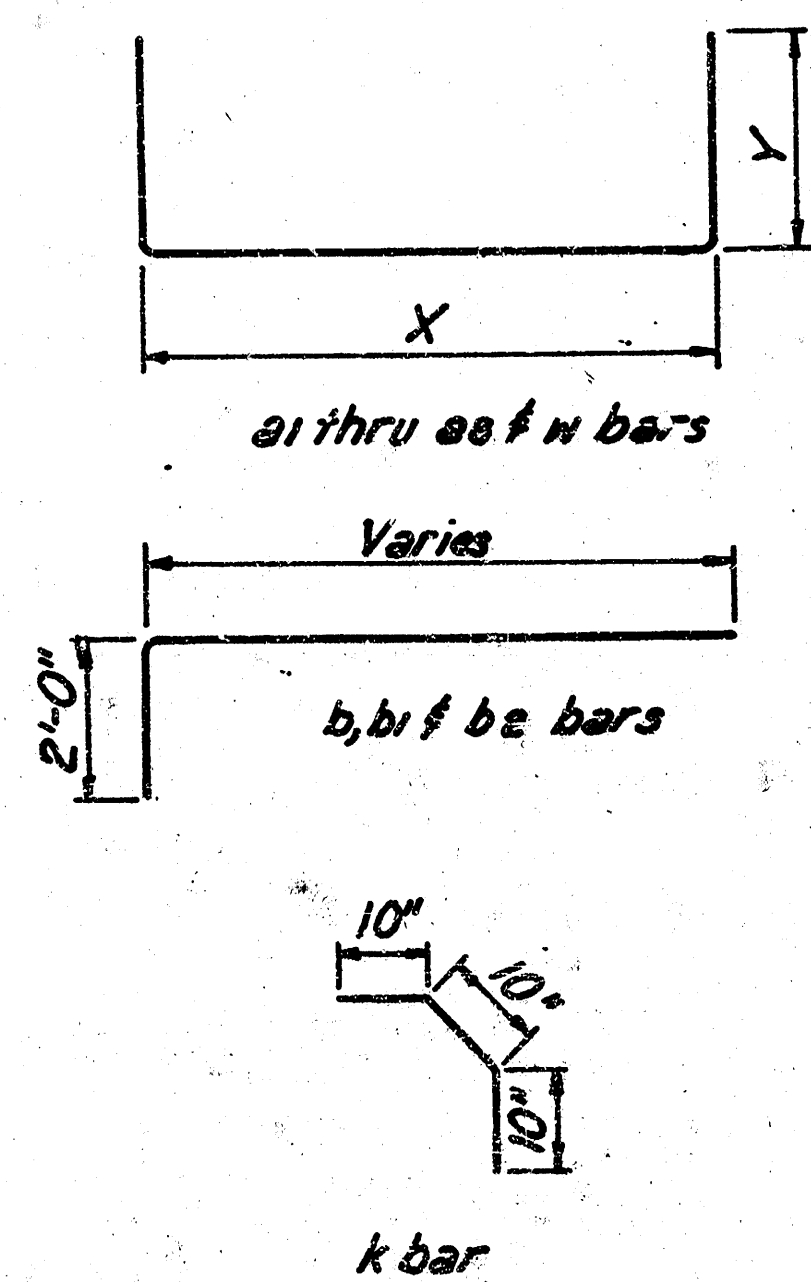
PROJ. NO. 472-76-245 80923-000-000-001

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 WICHITA, KANSAS
 ENGINEERS

Job No. 80923-5
 Drawn by DD GSB
 Date June, 1980

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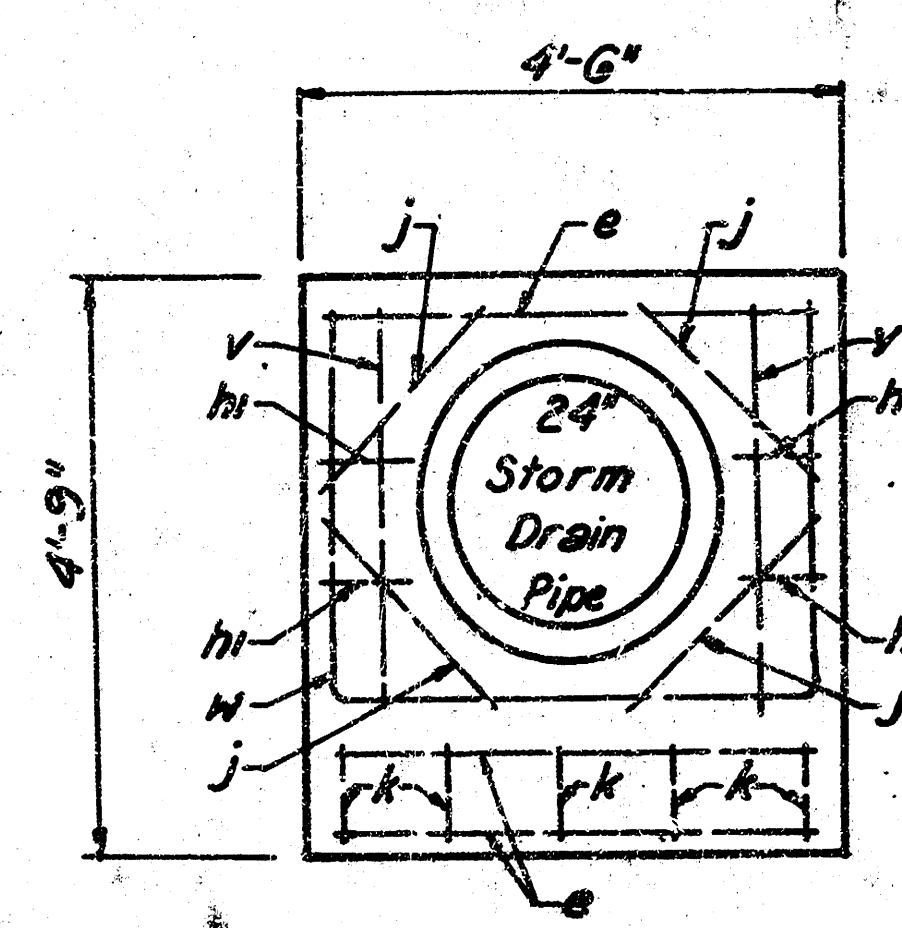




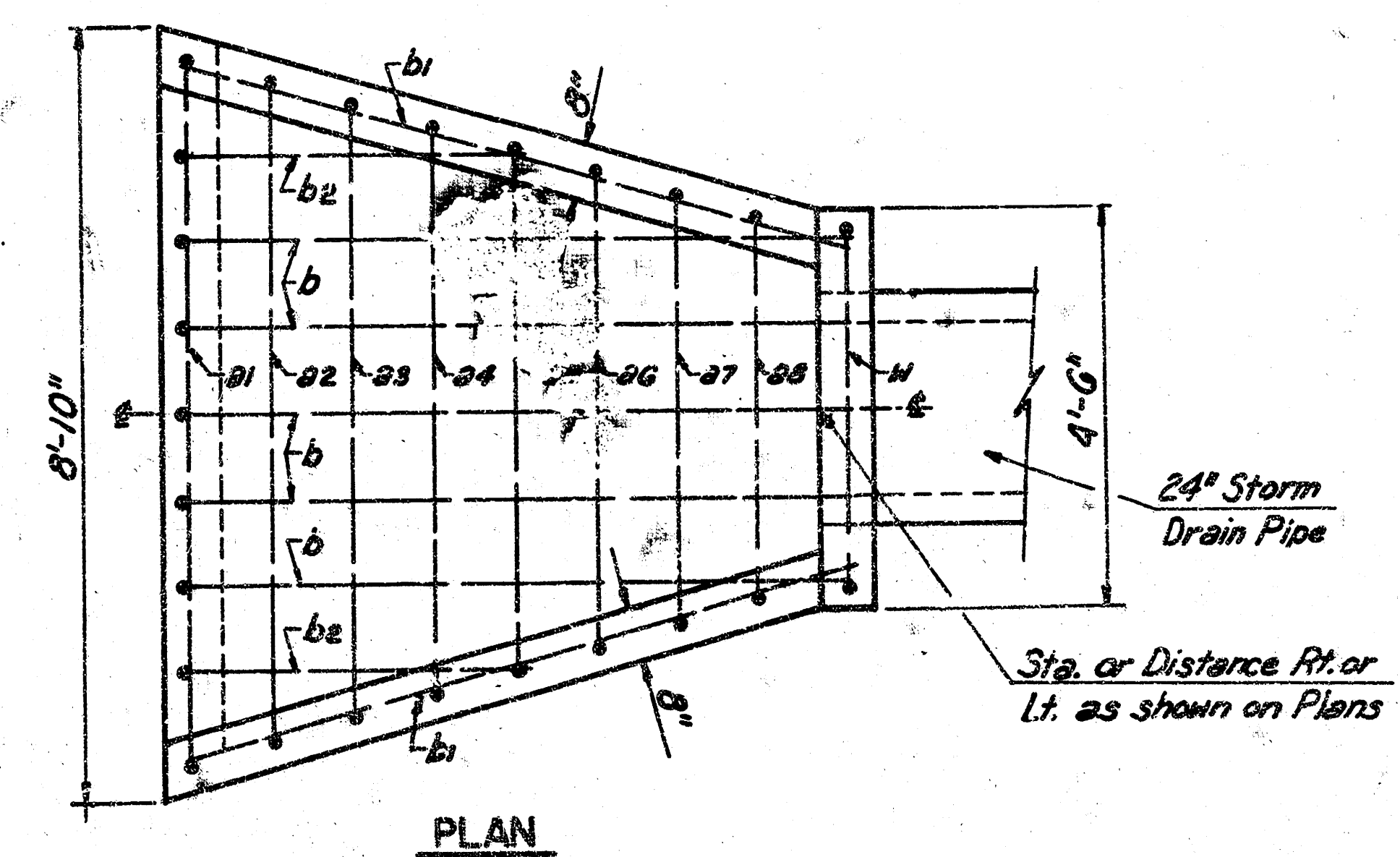
BENDING DIAGRAM

BAR LIST

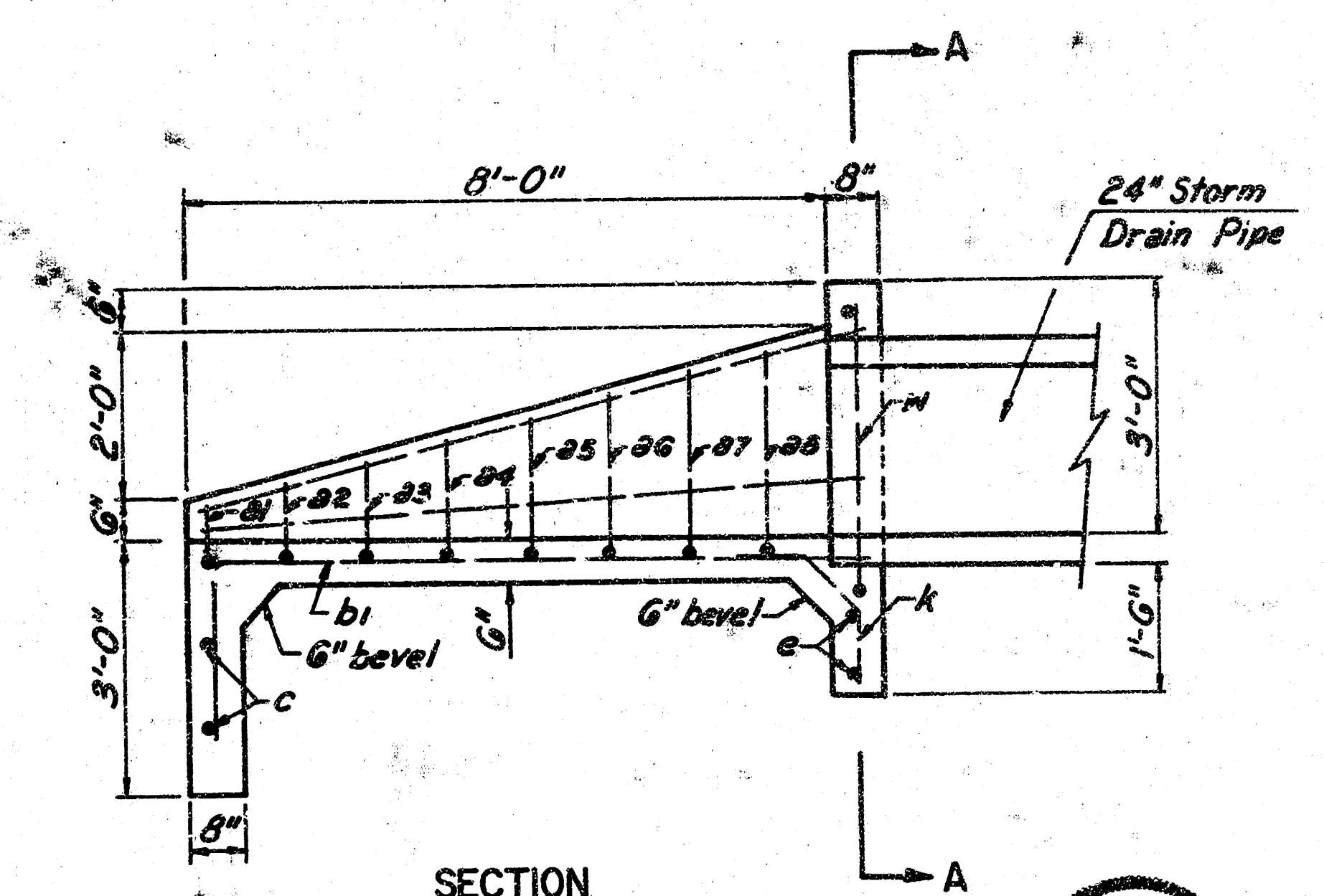
Bar	Shape	Headwall for 24" Pipe		
		Length		
		X	Y	Total
a1	┌	8'-0"	0'-7"	8'-7"
a2	┌	7'-5 1/2"	0'-10"	8'-1 1/2"
a3	┌	6'-11"	1'-1"	8'-1"
a4	┌	6'-4 1/2"	1'-4"	7'-8 1/2"
a5	┌	5'-10"	1'-7"	7'-0"
a6	┌	5'-3 1/2"	1'-10"	6'-11 1/2"
a7	┌	4'-9"	2'-1"	6'-11"
a8	┌	4'-2 1/2"	2'-4"	6'-6 1/2"
N	┌	4'-0"	3'-3"	10'-6"
Bar	Shape	Number	Length	
b	—	5	10'-2"	
b1	—	2	10'-4"	
b2	—	2	6'-2"	
c	—	2	8'-3"	
d	—	2	8'-7"	
e	—	3	4'-1"	
f	—	2	5'-6"	
hi	—	4	0'-9"	
j	—	4	2'-5"	
k	—	5	2'-6"	
v	—	2	3'-5"	
Concrete			2.75 C.Y.	
Reinforcing Steel			215 Lbs.	



SECTION A-A



PLAN



SECTION

GENERAL NOTES

All rebar shall be #4 bars and all concrete shall be City "G Sack" Concrete Paving Mix. Bevel all exposed edges with a 3/4" triangular moulding. Headwall requires only one each of a f w bars. Concrete quantities make no deduction for storm drain pipe through headwall.



CITY OF WICHITA, KANSAS

HEADWALL DETAILS

13th STREET COURT

PROJ. NO. 472-76-245-80929-000-000-001

ENGINEERS
WICHITA, KANSAS

Designed by _____
Drawn by **JP**

Checked by _____
Date **June 15, 71** Job No. **800**

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