CEDAR LAKES VILLAGE 1ST ADDN.

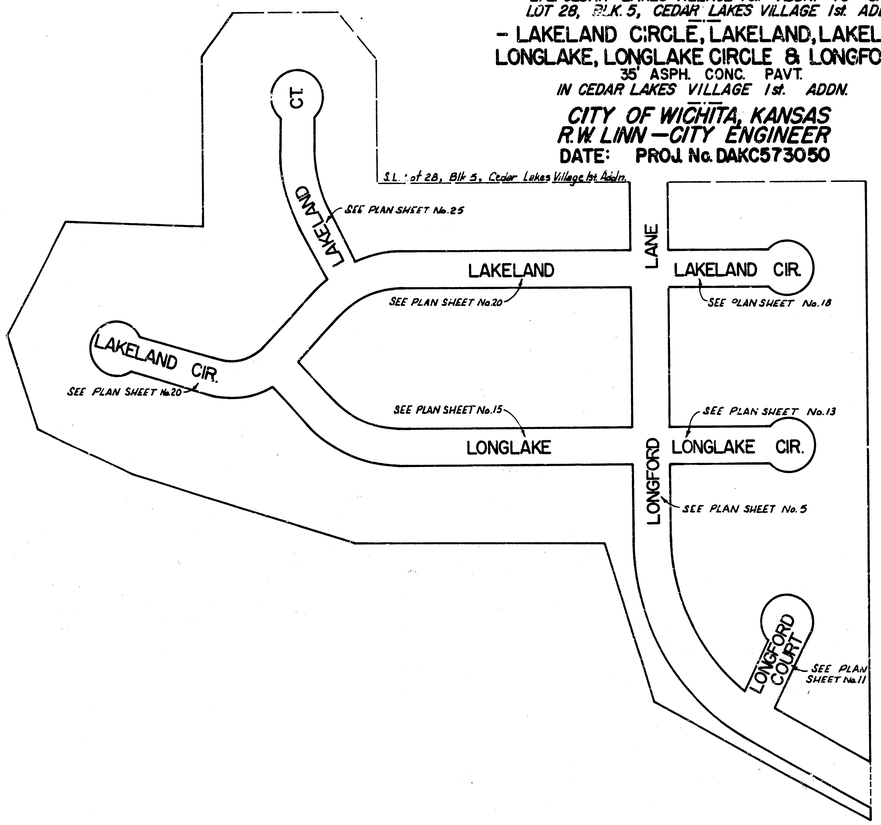
- LONGFORD LANE - 41' ASPH. CONC. PAVT.

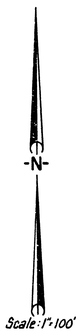
E. L CEDAR LAKES VILLAGE 1st ADDN. TO S. L.
LOT 28, BLK. 5, CEDAR LAKES VILLAGE 1st ADDN.

- 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

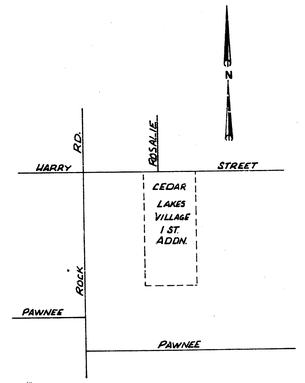




GENERAL NOTES

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 COMPACTED. 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.

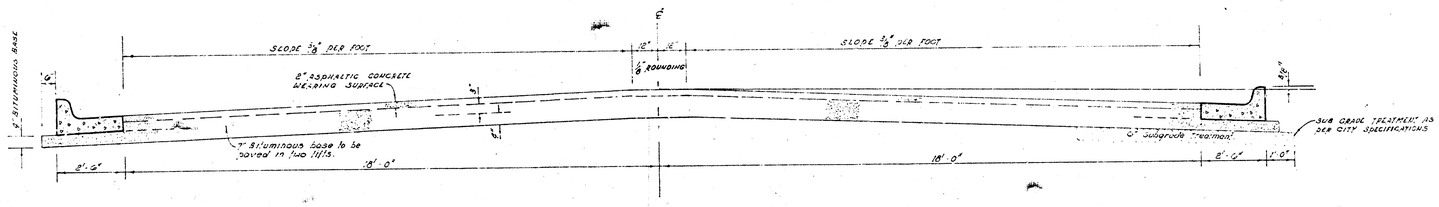
   LIME SLUDGE, WHICH IS A BY-PRODUCT OF ACETYLENE GAS PRODUCTION, MAY BE USED AS A STABILIZING AGENT IN PLACE OF HYDRATED LIME OR QUICK LIME WITH THE APPROVAL OF THE ENGINEER. COMPLETED CONSTRUCTION MUST BE EQUAL TO THAT WHICH COULD BE ACCOMPLISHED IF HYDRATED LIME OR QUICK LIME HAD BEEN USED.
4. ROLL CURB SHALL BE DEPRESSED 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

1/26

LONGFORD LANE



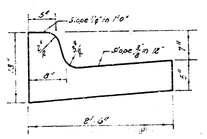
TYPICAL SECTION

41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

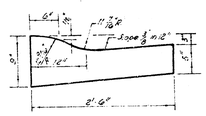
A TACK COAT OF EMULSIFIED ASPHALT (RS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT, BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

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

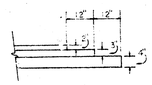
COMBINED CURB & GUTTER



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.

The A.C. pavement between the comb curb & gutter shall be paid as 39 yds 9" A.C. pavement (7" Bituminous base). The Bituminous base under the comb curb & gutter shall be paid as 30 yds 9" Bituminous base.

CITY OF WICHITA, KANSAS

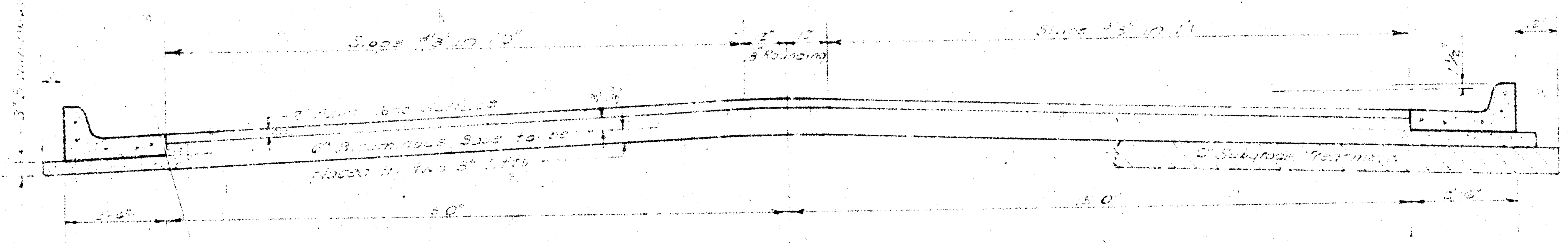
DEPARTMENT of PUBLIC WORKS - Engineering Division.

R.W LINN CITY ENGINEER

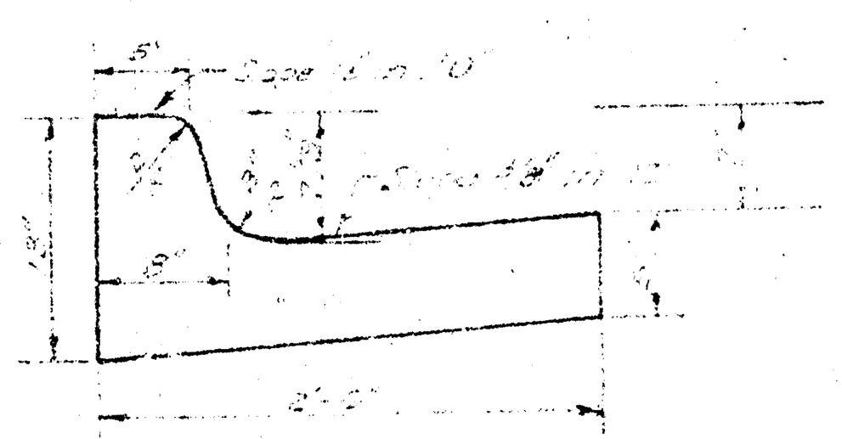
DATE _____ Proj No. 2/26

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

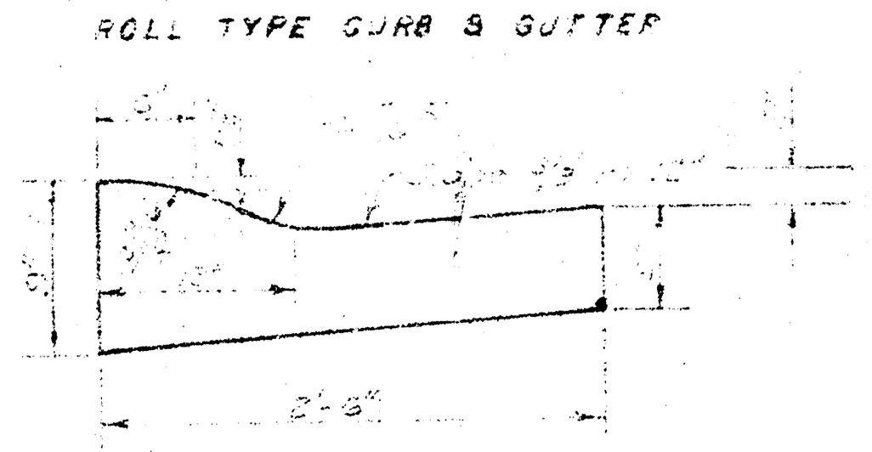
(ROLL-TYPE COMBINED CURB & GUTTER)



COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



TYPICAL SECTION

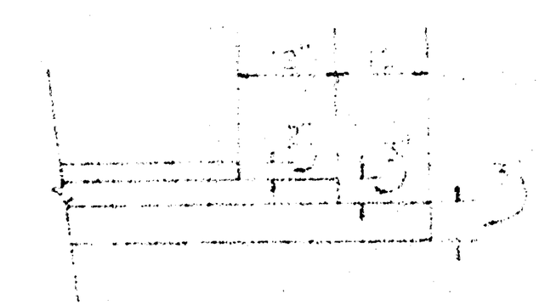
35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

The A.C. Pavement between the comb. curb & gutter shall be paid as Sq.yds. 8" A.C. Pavement (5" Bituminous Base).
The Bituminous Base under the comb. curb & gutter shall be paid as Sq.yds. 3" 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 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.

CITY OF WICHITA KANSAS

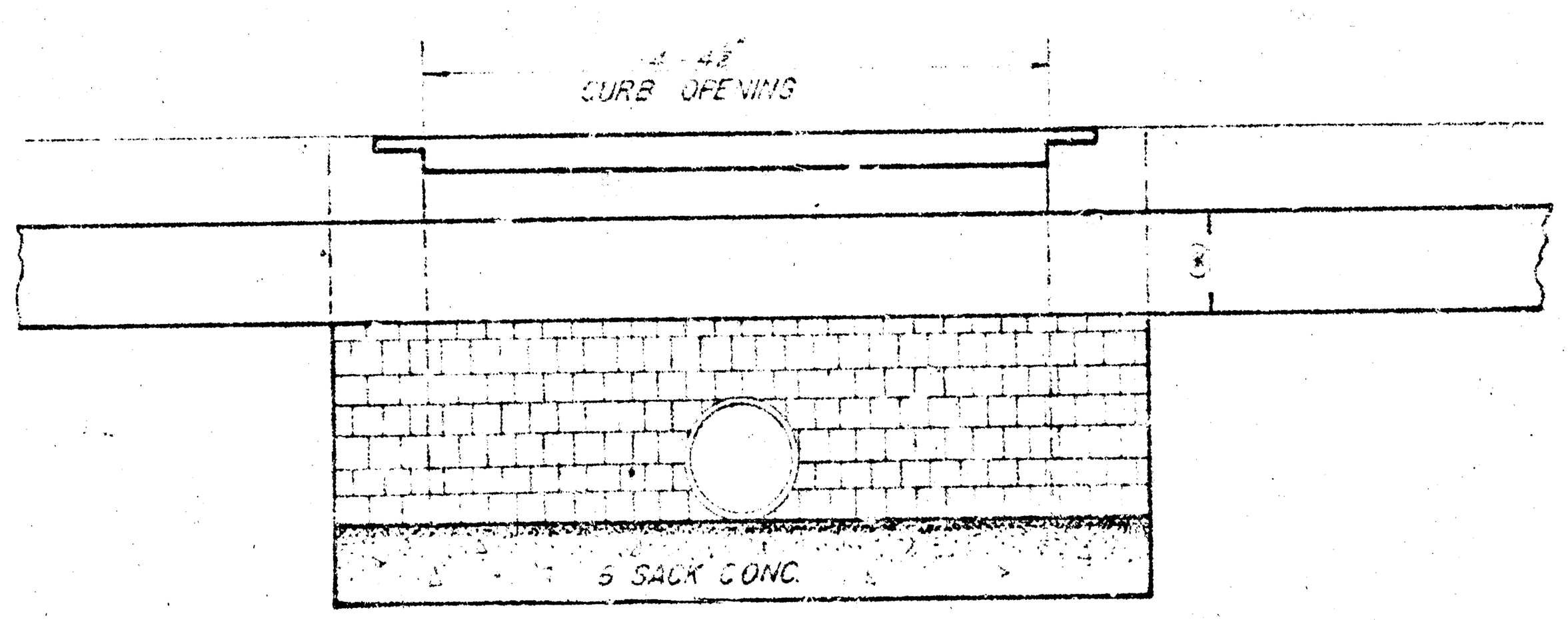
DEPARTMENT of PUBLIC WORKS - Engineering Division.

R.W. LINN CITY ENGINEER

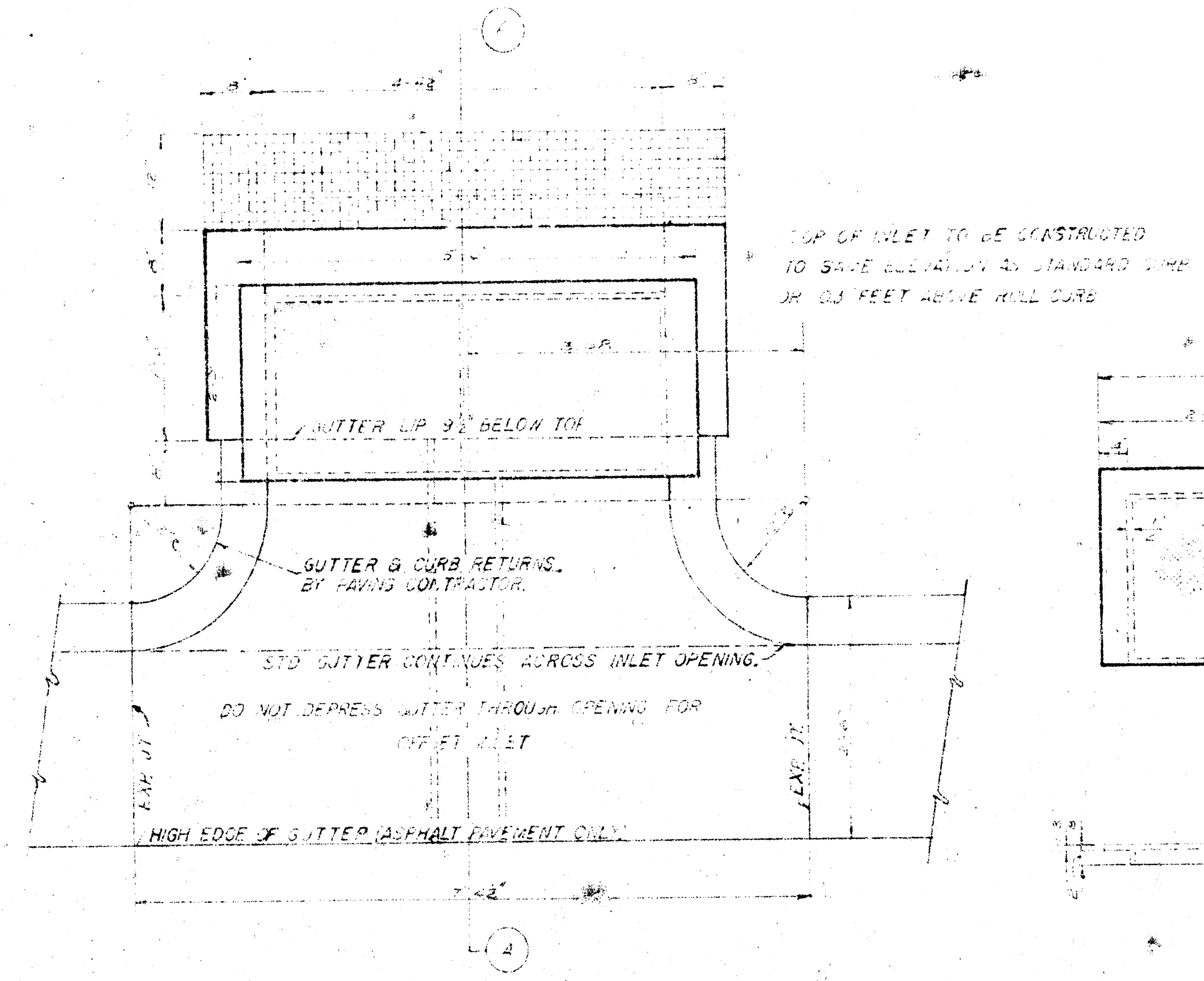
DATE ________ Proj. No.

3/26

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



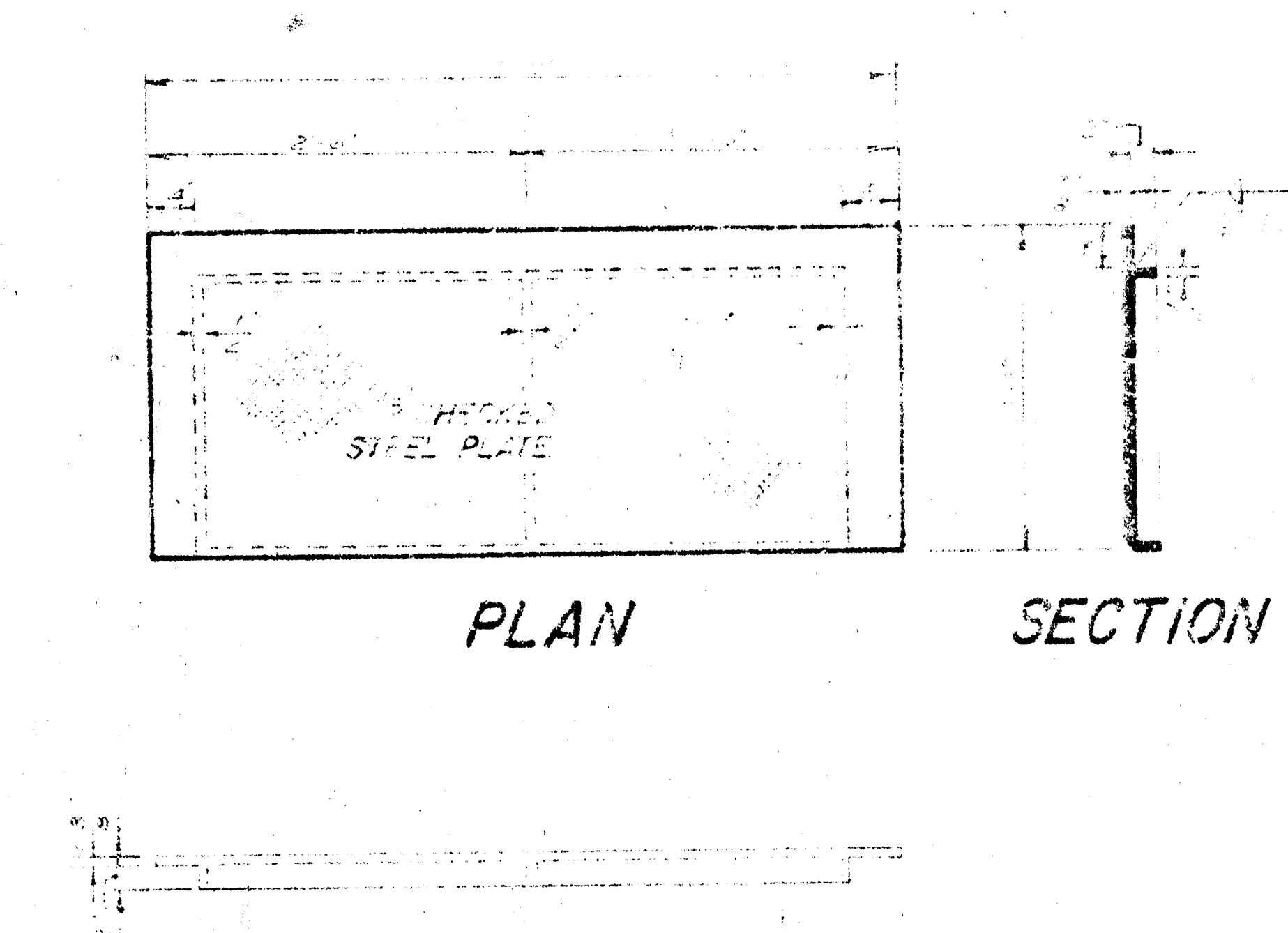
ELEVATION



PLAN

STANDARD 2x5' INLET AT SET BACK LOCATION

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

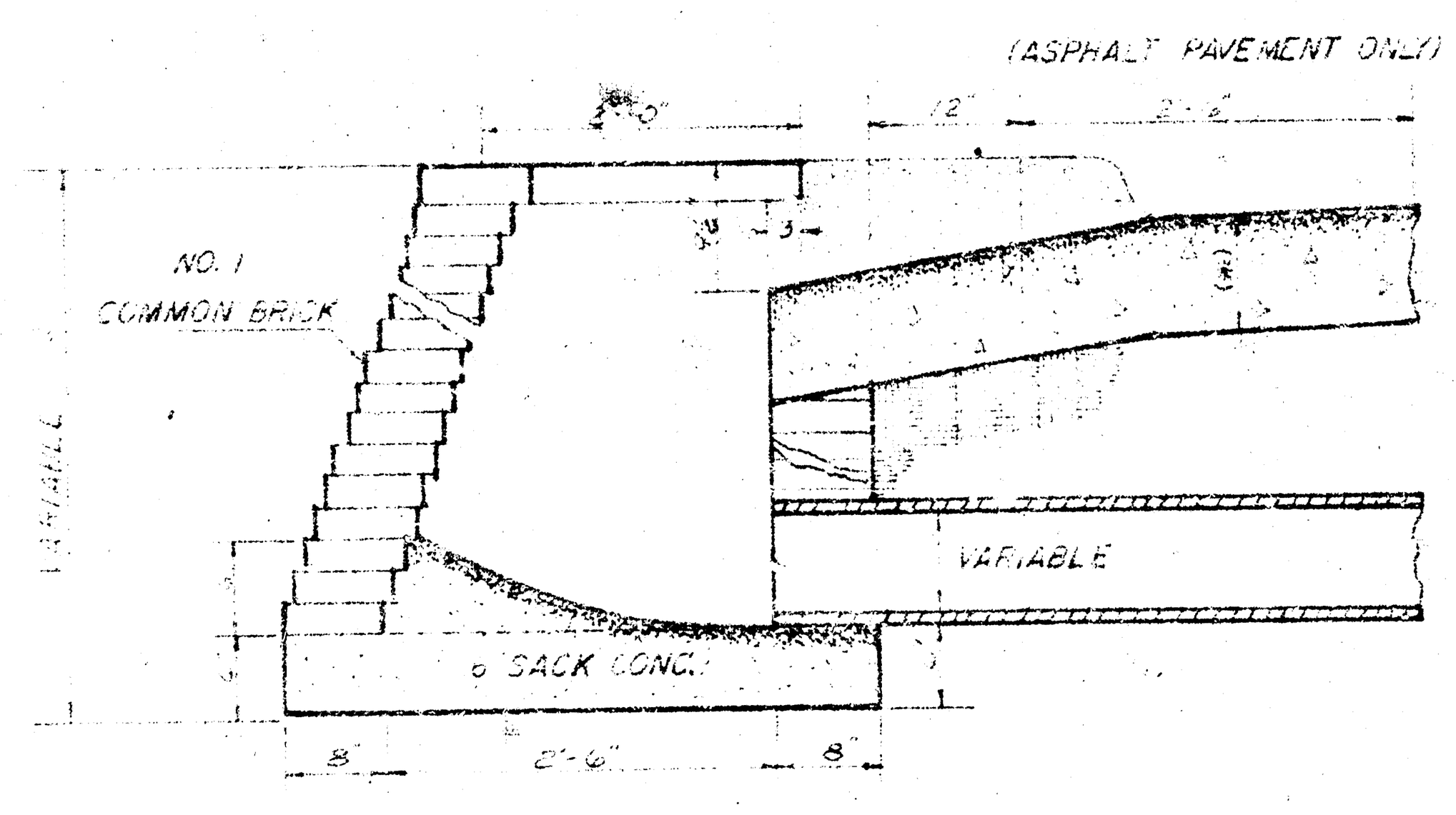


PLAN

SECTION

ELEVATION

CITY OF WICHITA
STEEL INLET COVER
SHOP PAINT-BLACK



SECTION THRU INLET

2x5' INLET DETAIL

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.

(4) CURB & GUTTER OR PAVEMENT THICKNESS

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

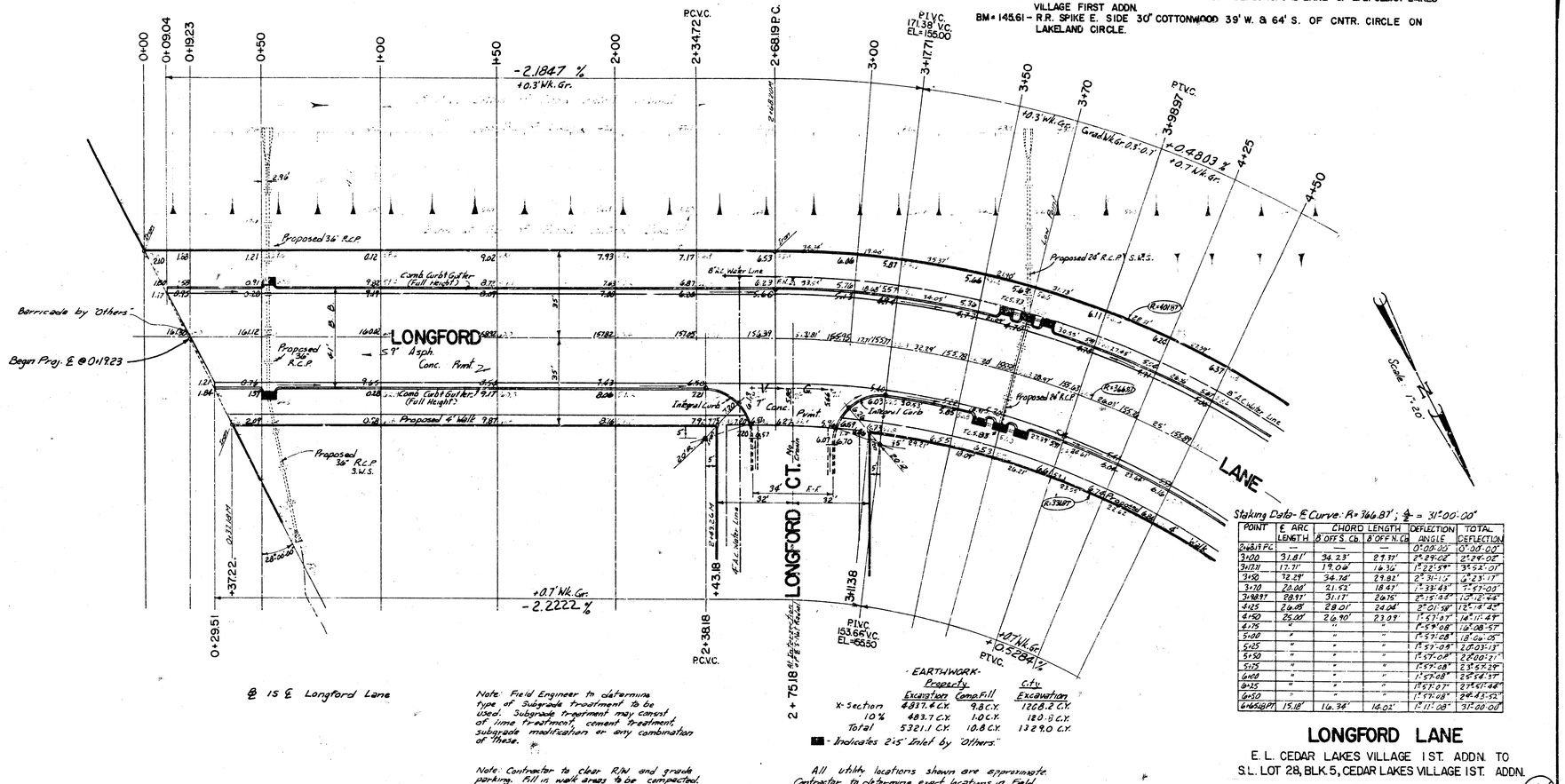
CITY OF WICHITA, KANSAS

R.W. LINN CITY ENGINEER

JUNE 1974

4/26

BM = 161.82 - CITY STANDARD 42' W. & 48' S. OF 1/4 SEC. COR. 1/2 MILE E. OF ROCK ROAD & HARRY
BM = 164.53 - TOP STEEL "T" FENCE POST 38' N. OF N.L. LONGFORD LANE & E.L. CEDAR LAKES VILLAGE FIRST ADDN.
BM = 145.61 - R.R. SPIKE E. SIDE 30" COTTONWOOD 39' W. & 64' S. OF CNTR. CIRCLE ON LAKELAND CIRCLE.



Staking Data - E Curve: R = 366.81' ; Δ = 31°00'00"

POINT	E ARC LENGTH	CHORD LENGTH 8' OFF S. Cb	CHORD LENGTH 8' OFF N. Cb	DEFLECTION ANGLE	TOTAL DEFLECTION
2+68.19 P.C.	—	—	—	0°00'00"	0°00'00"
3+00	31.81'	34.23'	29.37'	2°29'02"	2°29'02"
3+17.71	17.71'	19.04'	16.34'	1°22'54"	3°51'56"
3+50	32.29'	34.74'	29.82'	2°31'21"	6°23'17"
3+70	20.00'	21.52'	18.47'	1°33'43"	7°57'00"
3+99.57	29.57'	31.17'	26.76'	2°15'49"	10°12'49"
4+25	26.08'	28.01'	24.08'	2°01'58"	12°14'47"
4+50	25.00'	26.90'	23.09'	1°57'07"	14°11'54"
4+75	"	"	"	1°57'08"	16°08'57"
5+00	"	"	"	1°57'08"	18°06'05"
5+25	"	"	"	1°57'08"	20°03'13"
5+50	"	"	"	1°57'08"	22°00'21"
5+75	"	"	"	1°57'08"	23°57'29"
6+00	"	"	"	1°57'08"	25°54'37"
6+25	"	"	"	1°57'07"	27°51'44"
6+50	"	"	"	1°57'08"	29°48'52"
6+65.18 PT	15.18'	16.34'	14.02'	1°11'08"	31°00'00"

& 15 E Longford Lane

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.

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

- EARTHWORK -

	Property Excavation	Property Comp. Fill	C.Y. Excavation
x-Section	4837.4 C.Y.	9.8 C.Y.	1208.2 C.Y.
10%	483.7 C.Y.	1.0 C.Y.	120.9 C.Y.
Total	5321.1 C.Y.	10.8 C.Y.	1329.0 C.Y.

■ - Indicates 2'-5" Inlet by "Others"

All utility locations shown are approximate. Contractor to determine exact locations in Field.

LONGFORD LANE

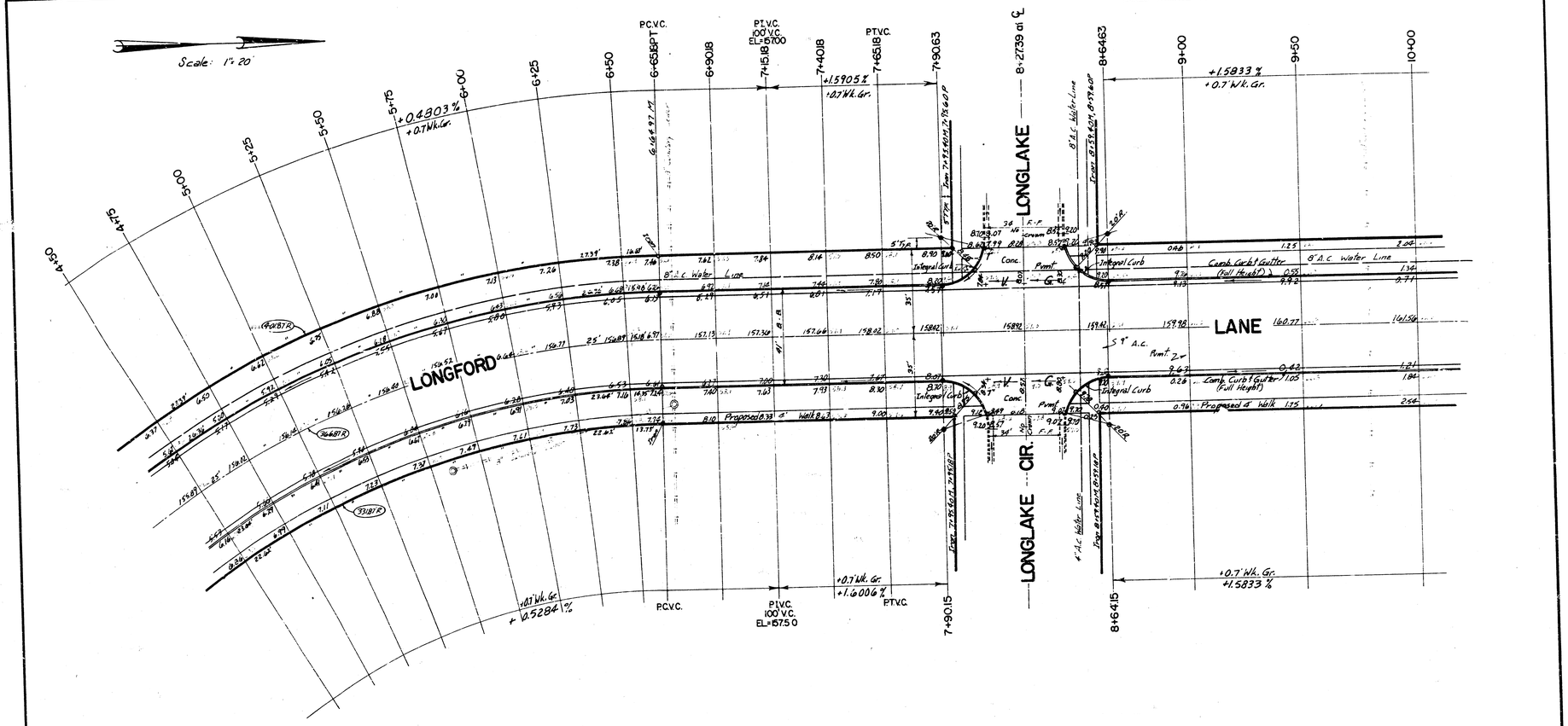
E. L. CEDAR LAKES VILLAGE 1ST. ADDN. TO S.L. LOT 28, BLK. 5, CEDAR LAKES VILLAGE 1ST. ADDN.

DAKC573050

5/26

BM = 164.53 - TOP STEEL "T" FENCE POST 38' N. OF N. L. LONGFORD LANE & E. L. CEDAR LAKES VILLAGE FIRST ADDN.

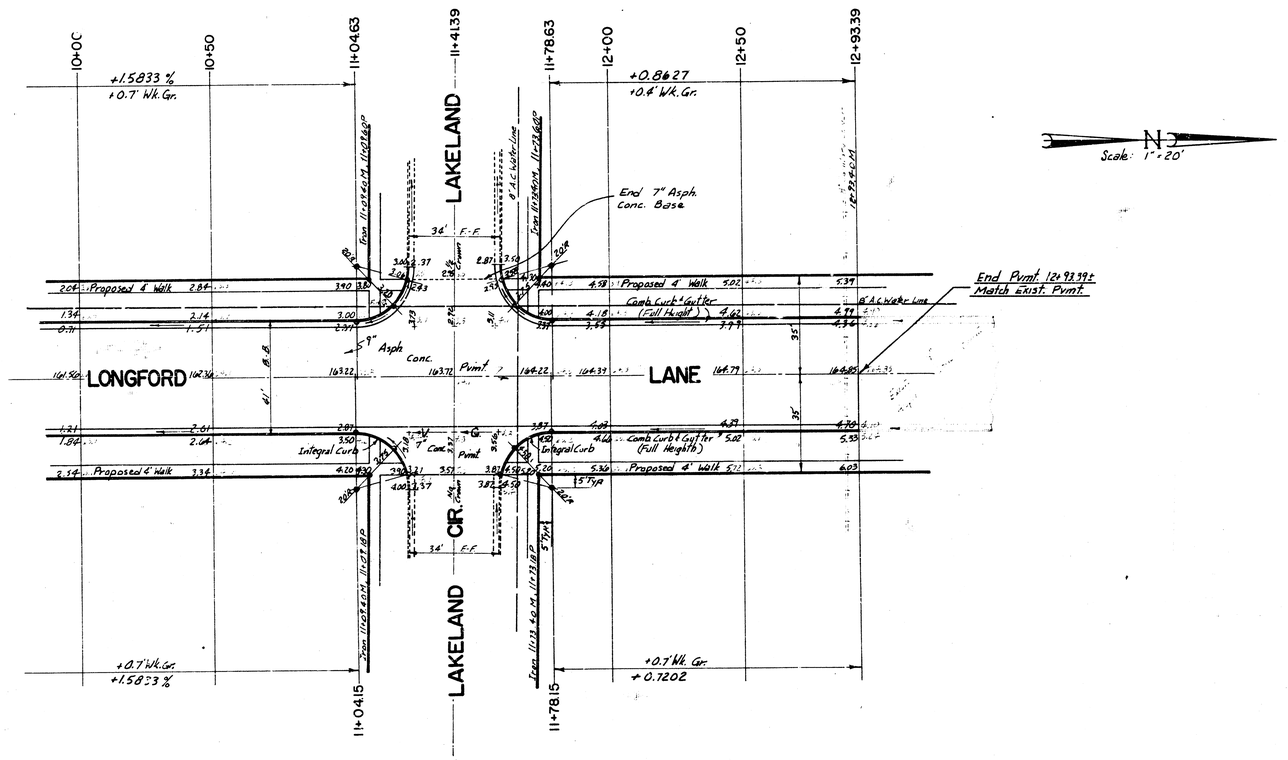
Scale: 1" = 20'



DAKC 573050

6/26

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

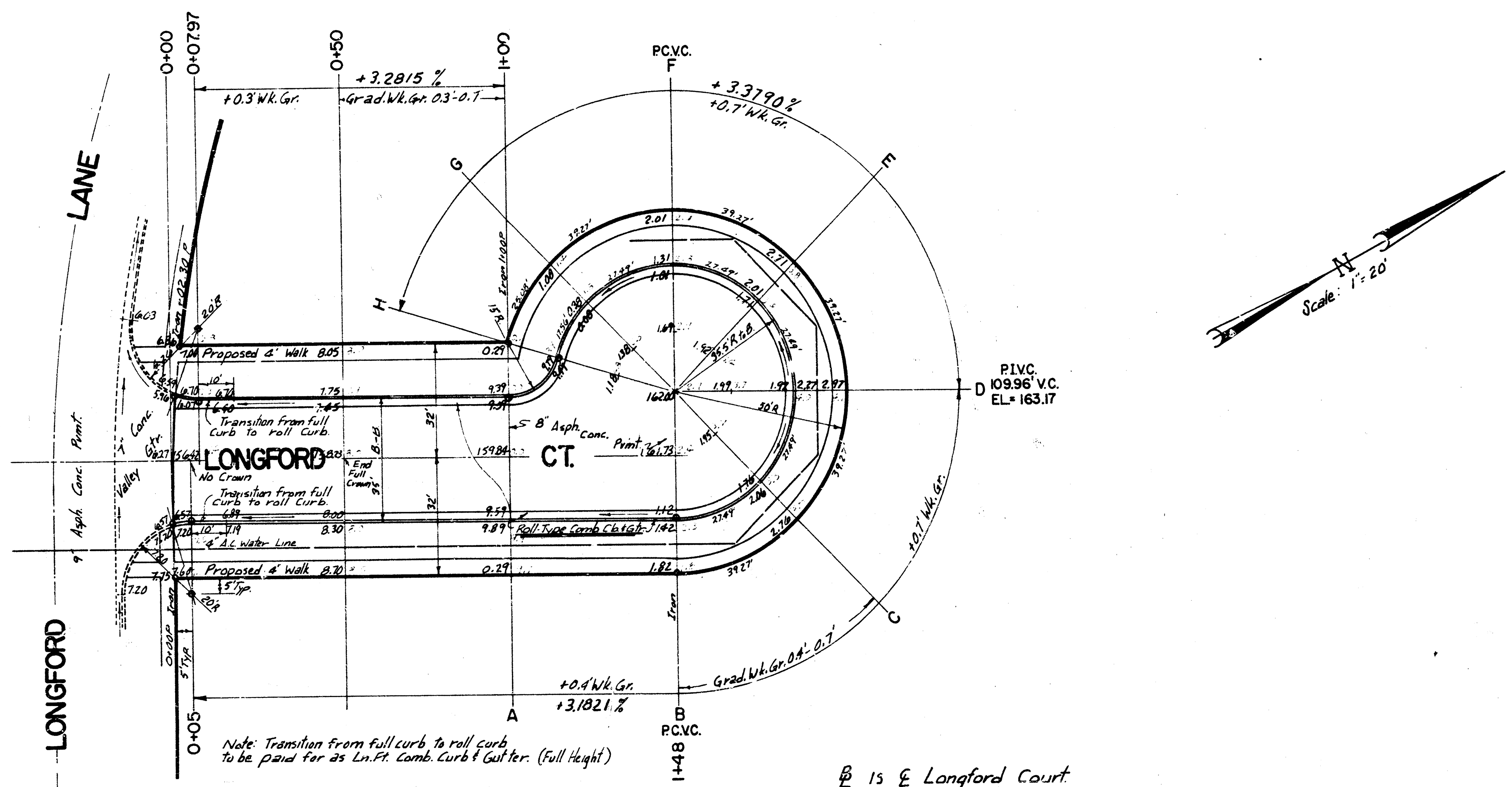


Scale: 1" = 20'

DAKC573050

7/20

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



℄ is ℄ Longford Court.

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 determine exact location of any utilities in field.

-EARTHWORK-

	Excavation
X-Section	477.8 C.Y.
10%	47.8 C.Y.
Total	525.6 C.Y.

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

LONGFORD COURT

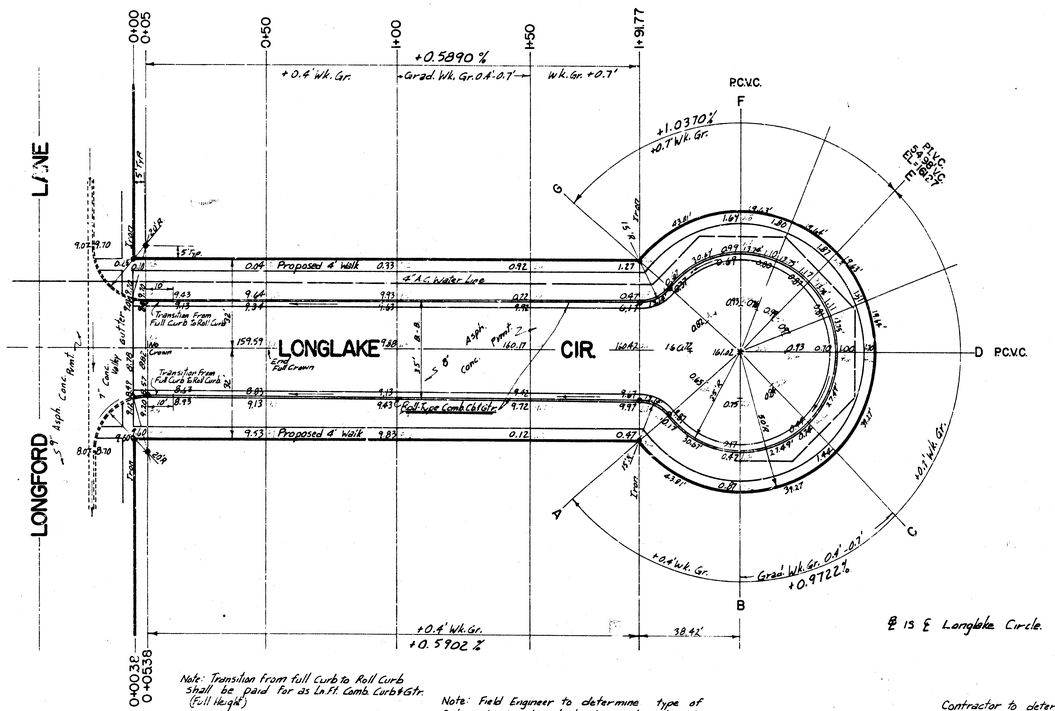
N.L. LONGFORD LANE TO AND INCLUDING CUL-DE-SAC

DAKC573050

11/26

Survey: Riggs
Dr.: Klay
Checked:

BM = 164.53 – TOP STEEL "T" FENCE POST 36' N. OF N.L. LONGFORD LANE & E. L. CEDAR LAKES VILLAGE FIRST ADDN.
BM = 159.08 – "D" CUT N.W. COR. HEADWALL 85' W. OF W.L. LONGFORD LANE ON HARRY ST.



Scale: 1" = 20'

℄ is ℄ Longlake Circle.

-EARTHWORK-

	Excavation	Comp. Fill
X-section	983.3 C.Y.	16.7 C.Y.
10%	98.3 C.Y.	1.7 C.Y.
Total	1081.6 C.Y.	18.4 C.Y.

Note: Transition from full Curb to Roll Curb shall be paid for as Ln. Ft. Comb. Curb & Gtr. (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.

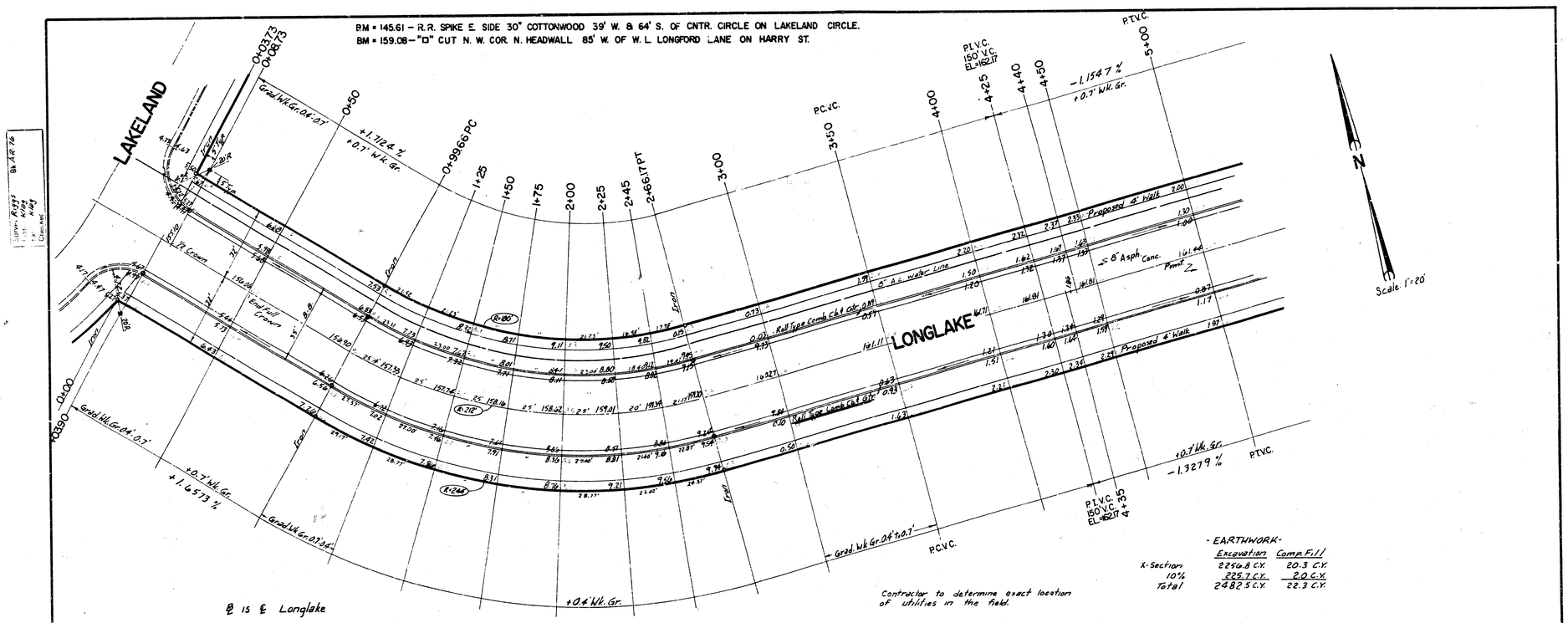
Contractor to clear R/W and grade parking. Fill in walk areas to be compacted. Sidewalk by "others."

Contractor to determine exact location of utilities in field.

LONGLAKE CIRCLE

E.L. LONGFORD LANE TO & INCLUDING CUL-DE-SAC

DAKC 5F3050



℄ is ℄ Longlake

Staking Data Based on ℄ Curve: R=212'; L=166.50'; $\frac{\Delta}{2}$ = 22°30'

POINT	℄ ARC LENGTH	CHORD LENGTH OFF N.CURB	CHORD LENGTH OFF S.CURB	DEFLECTION ANGLE	TOTAL DEFLECTION
0+9966 PC	–	–	–	0°00'-00"	0°00'-00"
1+25	25.34'	22.34'	23.31'	3°26'-27"	3°26'-27"
1+50	25'	22.04'	27.93'	3°22'-42"	6°48'-09"
1+75	"	"	"	"	10°10'-51"
2+00	"	"	"	"	13°33'-33"
2+25	"	"	"	"	16°56'-15"
2+45	20'	17.64'	22.53'	2°42'-09"	19°38'-24"
2+56.17 PT	21.17'	18.67'	23.66'	3°51'-39"	22°30'-03"

Contractor to determine exact location of utilities in the field.

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

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

- EARTHWORK -

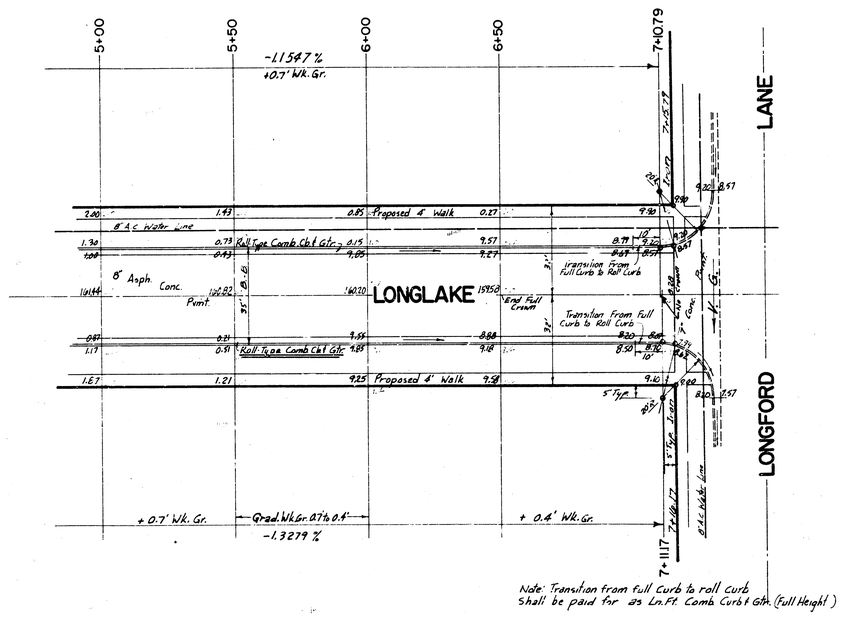
	Excavation	Comp. Fill
X-Section	2254.8 C.Y.	20.3 C.Y.
10%	225.7 C.Y.	2.0 C.Y.
Total	2482.5 C.Y.	22.3 C.Y.

LONGLAKE

E. L. LAKELAND TO W. L. LONGFORD LANE

DAKC 573050

15/26



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

N

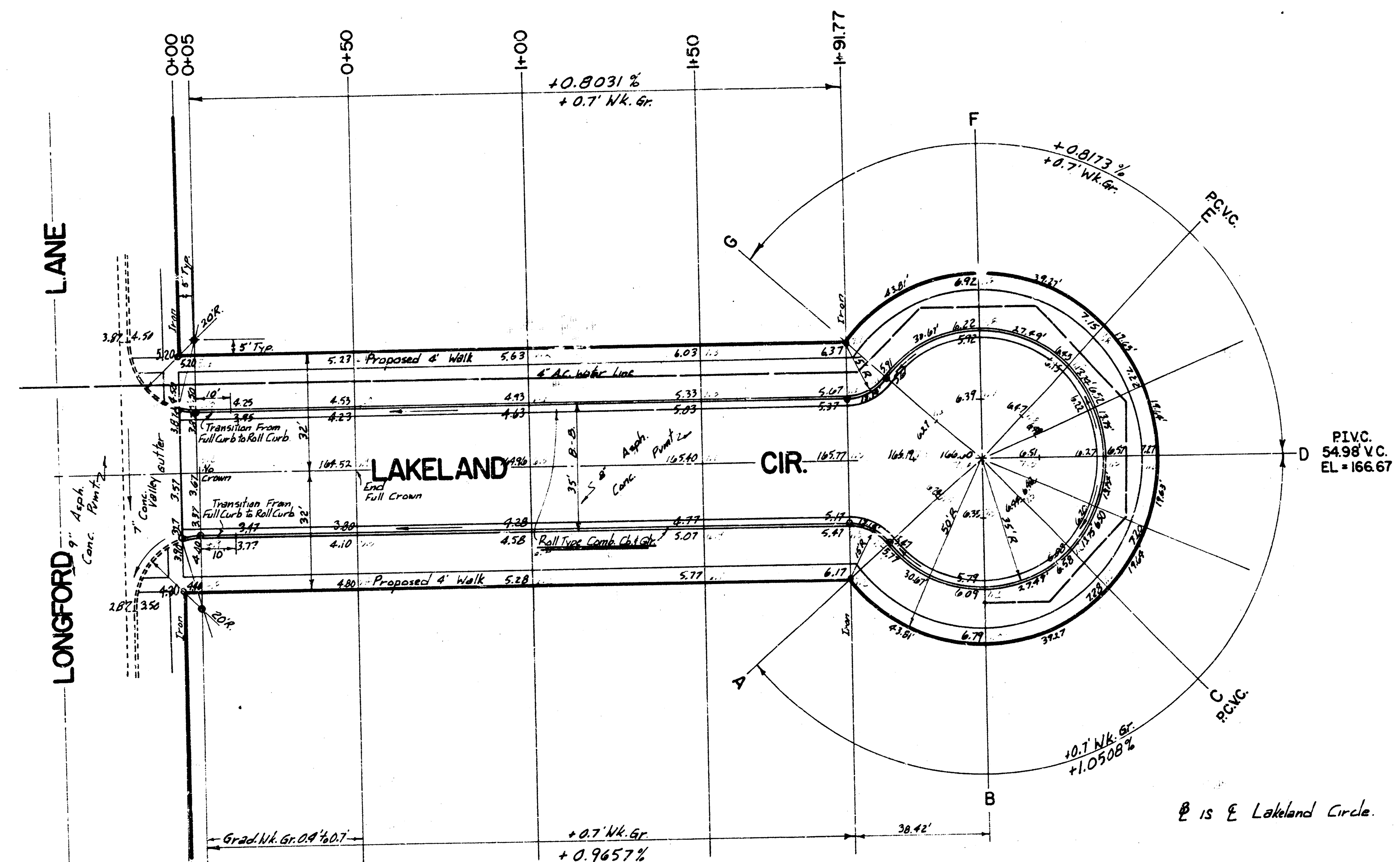
Scale: 1"=20'

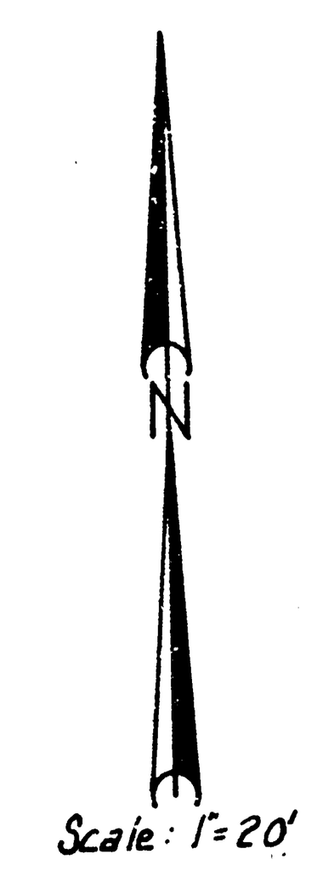
LONGLAKE
DAKC 573050

16/20

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 - "□" CUT N.W. COR. HEADWALL 85' W. OF W.L. LONGFORD LANE ON HARRY ST.





Note: Transition from full curb to roll curb Shall be paid for as Ln. 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."

PL is ℄ Lakeland Circle.

Contractor to determine exact location of utilities in field.

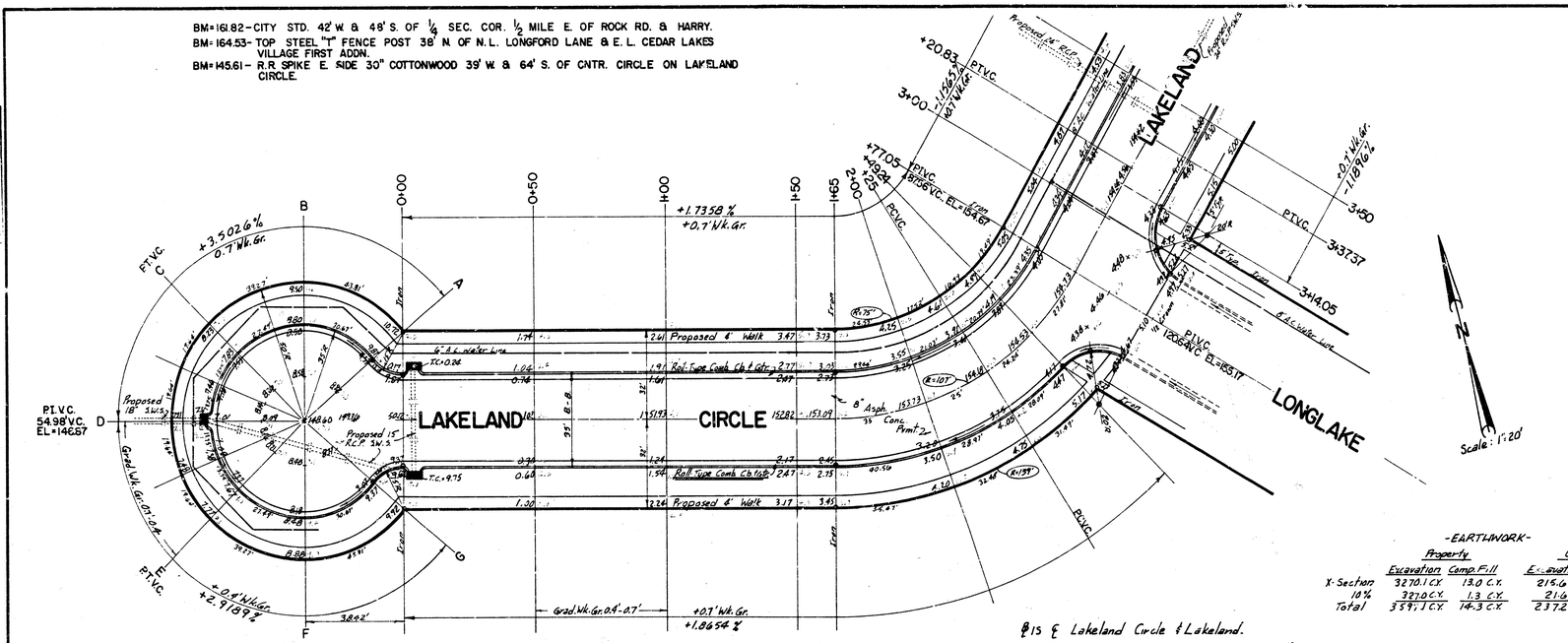
- EARTHWORK -

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

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

DAKC 573050

BM=161.82 – CITY STD. 42' W. & 48' S. OF ¼ SEC. COR. ½ MILE E. OF ROCK RD. & HARRY.
BM=164.53 – TOP STEEL "T" FENCE POST 38' N. OF N.L. LONGFORD LANE & E.L. CEDAR LAKES VILLAGE FIRST ADDN.
BM=145.61 – R.R. SPIKE E. SIDE 30" COTTONWOOD 39' W. & 64' S. OF CNTR. CIRCLE ON LAKELAND CIRCLE.



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

POINT	℄ ARC LENGTH	CHORD B OF FW. Curb	LENGTH B OF F. Curb	DEFLECTION ANGLE	TOTAL DEFLECTION
1+65 PC	--	--	--	0°00'00"	0°00'00"
2+00	35'	34.70'	42.99'	9°22'-15"	9°22'-15"
2+25	25'	19.12'	30.77'	6°41'-38"	16°03'-51"
2+49.36	24.36'	18.54'	29.86'	6°29'-28"	22°33'-19"
2+77.05 PT	27.81'	21.25'	34.21'	7°26'-41"	30°00'-00"

■ – 2'x5' Inlets by "others."

Contractor to determine exact location of utilities in field.

Field Engineer to determine type of subgrade treatment to be used. Subgrade treatment shall 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."

-EARTHWORK-

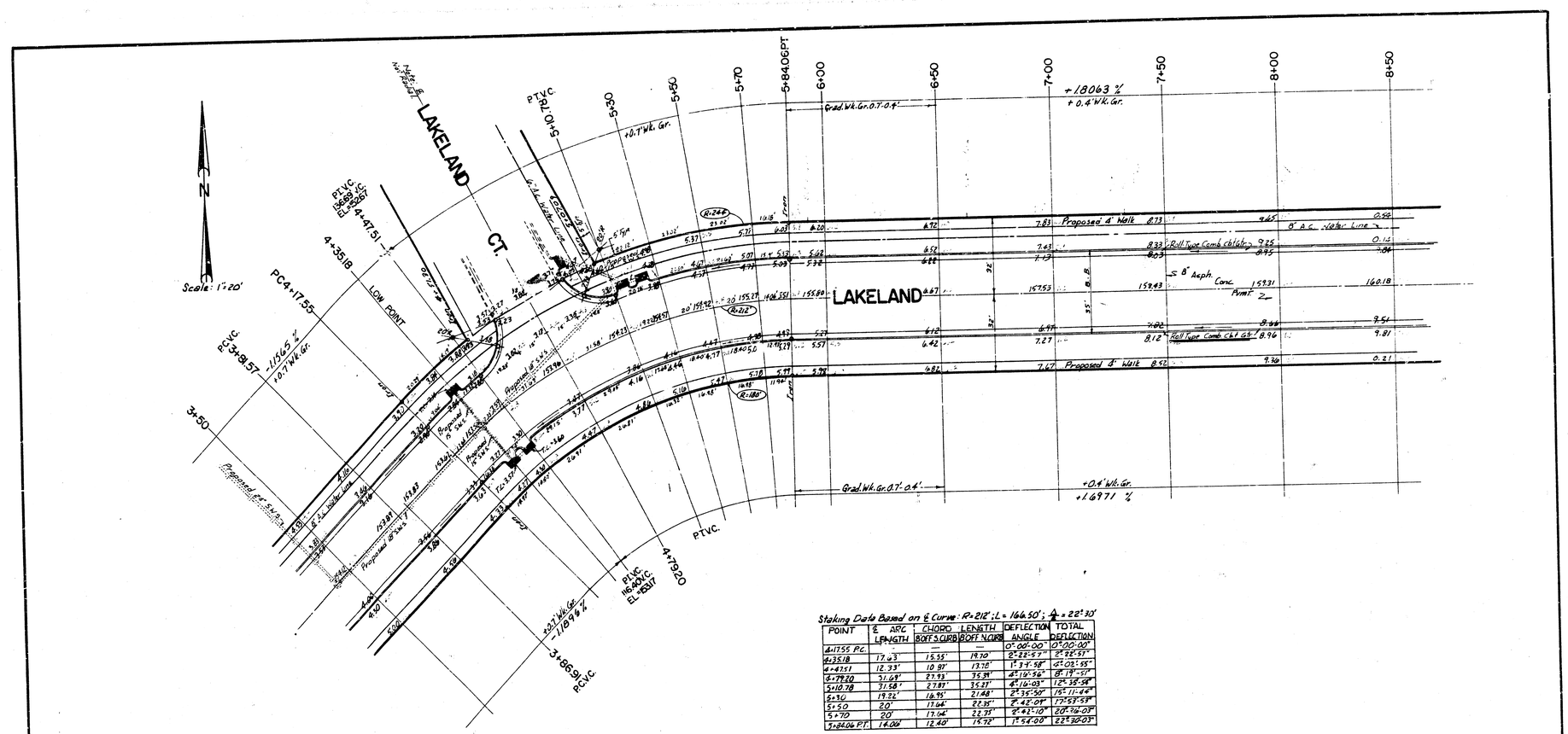
	Property Excavation	Property Comp. Fill	City Excavation	City Comp. Fill
X-Section	3270.1 C.Y.	13.0 C.Y.	215.6 C.Y.	0
10%	327.0 C.Y.	1.3 C.Y.	21.6 C.Y.	0
Total	3597.1 C.Y.	14.3 C.Y.	237.2 C.Y.	0

℄ S & Lakeland Circle & Lakeland.

LAKELAND CIRCLE
S. L. LONGLAKE TO AND INCLUDING CUL-DE-SAC
AND
LAKELAND
W. L. LONGFORD LANE TO S. L. LONGLAKE

DAKC 573050

20/26

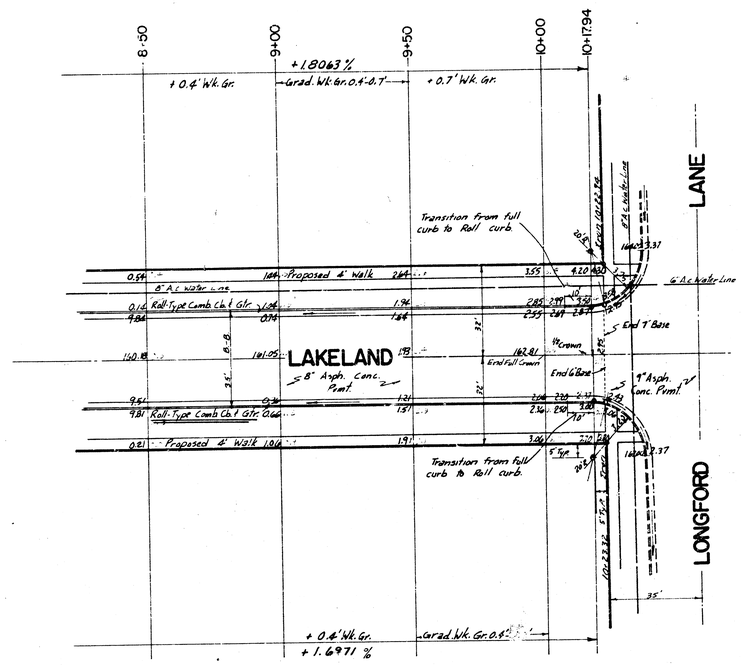


Staking Data Based on ℄ Curve: R=212'; L=166.50'; $\frac{\Delta}{2}$=22°30'

POINT	℄ ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	TOTAL DEFLECTION
		8' OFF S. CURB	8' OFF N. CURB		
4+17.55 P.C.		—	—	0°-00'-00"	0°-00'-00"
4+35.18	17.63'	15.55'	19.70'	2°-22'-57"	2°-22'-51"
4+47.51	12.33'	10.87'	13.78'	1°-39'-58"	4°-02'-55"
4+79.20	31.69'	27.93'	35.39'	4°-16'-56"	8°-19'-51"
5+10.78	31.58'	27.87'	35.27'	4°-16'-03"	12°-35'-54"
5+30	19.22'	16.95'	21.48'	2°-35'-50"	15°-11'-44"
5+50	20'	17.64'	22.35'	2°-42'-09"	17°-53'-53"
5+70	20'	17.64'	22.35'	2°-42'-10"	20°-36'-03"
5+84.06 P.T.	14.06'	12.40'	15.72'	1°-54'-00"	22°-30'-03"

LAKELAND

DAKC 573050



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

N

Scale: 1"=20'

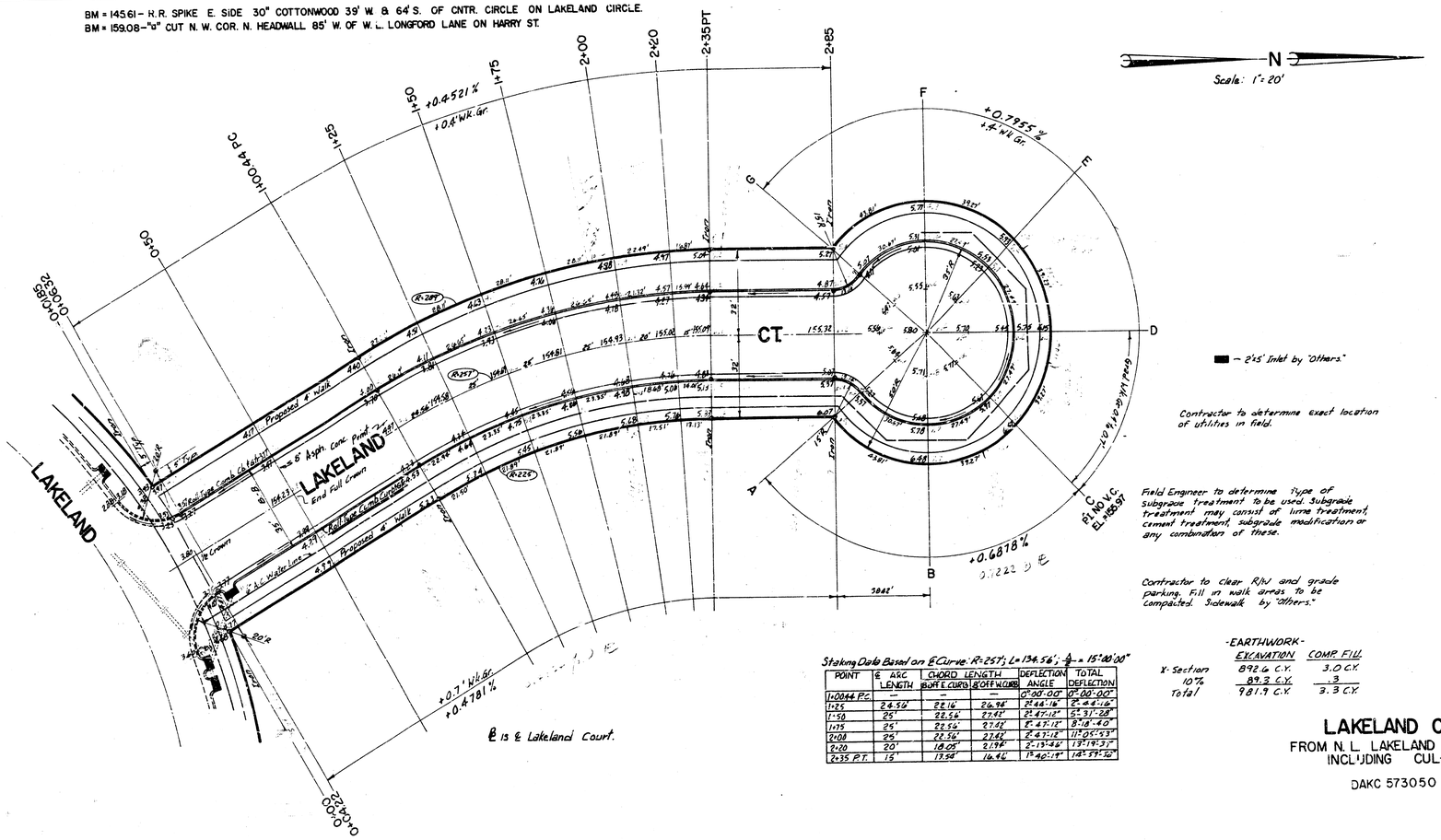
LAKELAND

DAKC 573050

22/106

Survey Riggs Bk AR-76
Plat Klag
Calc Klag
Checked

BM = 145.61 – R.R. SPIKE E. SIDE 30" COTTONWOOD 39' W. & 64' S. OF CNTR. CIRCLE ON LAKELAND CIRCLE.
BM = 159.08 – "□" CUT N. W. COR. N. HEADWALL 85' W. OF W. L. LONGFORD LANE ON HARRY ST.



■ – 2'x5' 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 ℄ Curve: R=257'; L=134.56'; $\frac{\Delta}{2}$ = 15°00'00"

POINT	℄ ARC LENGTH	CHORD LENGTH		DEFLECTION ANGLE	TOTAL DEFLECTION
		8'OFF E. CURB	8'OFF W. CURB		
1+00.44 P.C.	—	—	—	0°-00'-00"	0°-00'-00"
1+25	24.56'	22.16'	26.94'	2°-44'-16"	2°-44'-16"
1+50	25'	22.56'	27.42'	2°-47'-12"	5°-31'-28"
1+75	25'	22.56'	27.42'	2°-47'-12"	8°-18'-40"
2+00	25'	22.56'	27.42'	2°-47'-12"	11°-05'-53"
2+20	20'	18.05'	21.94'	2°-13'-46"	13°-19'-39"
2+35 P.T.	15'	13.54'	16.46'	1°-40'-19"	14°-59'-58"

-EARTHWORK-

	EXCAVATION	COMP. FILL
X-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

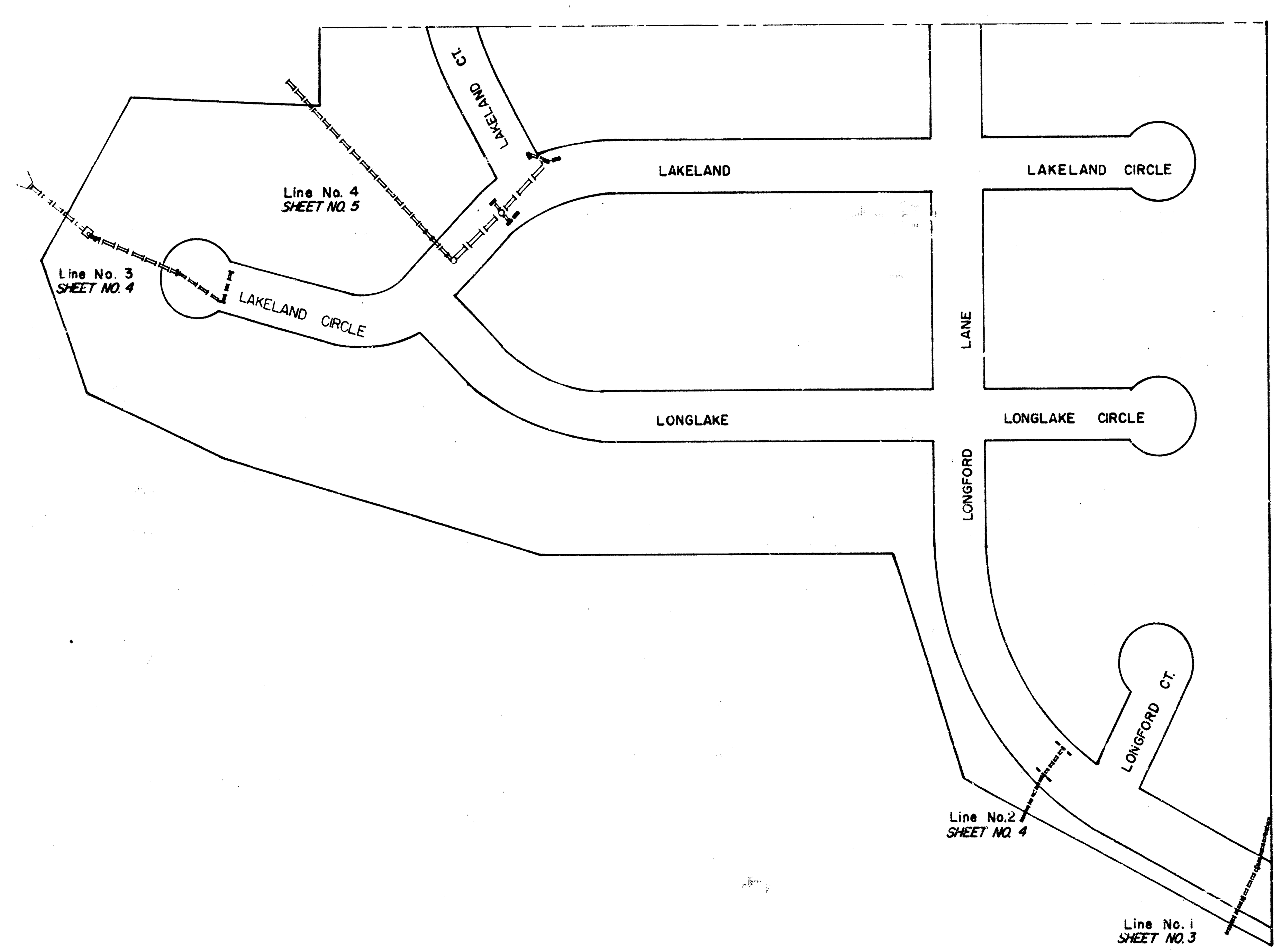
CEDAR LAKES VILLAGE 1ST ADDN.

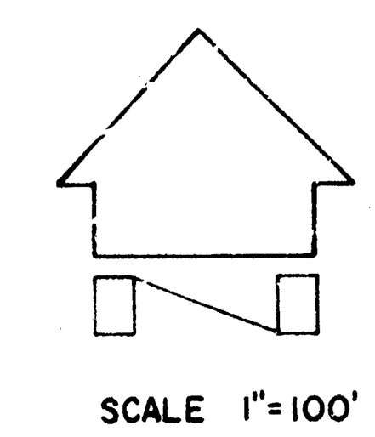
CITY OF WICHITA, KANSAS

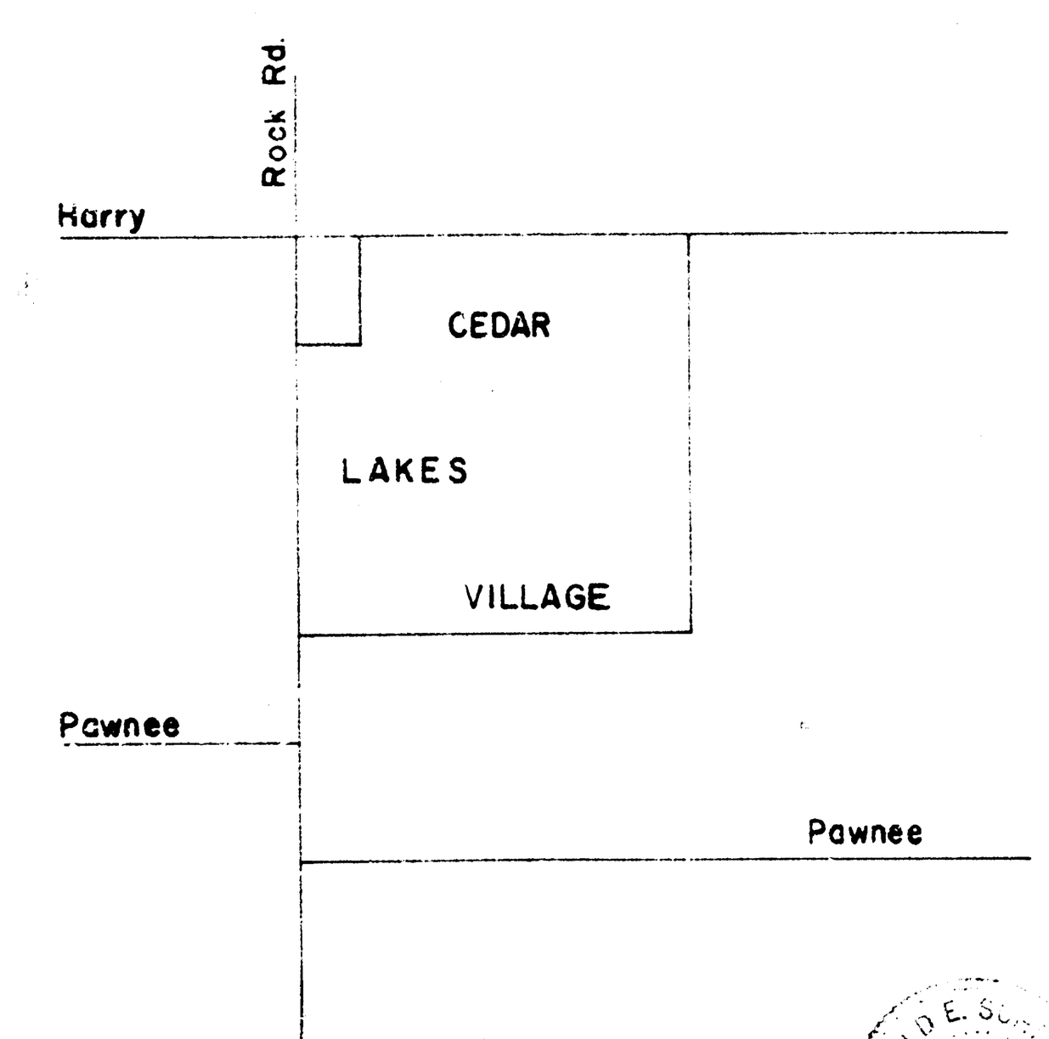
R.W.LINN CITY ENGINEER

PROJECT NO. DAKD573050

DATE:





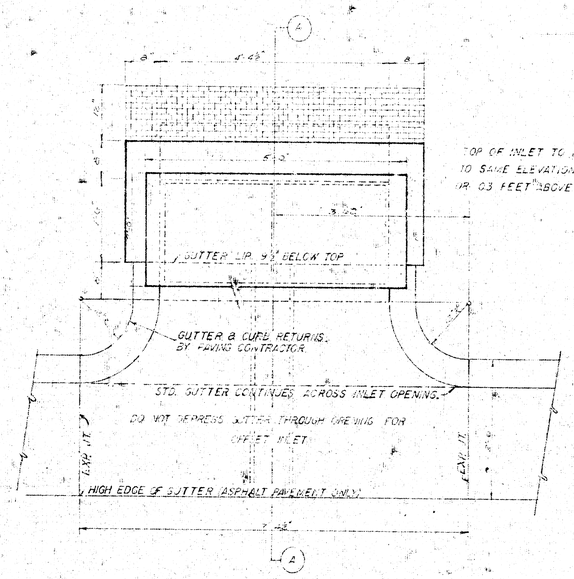


1/5

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

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

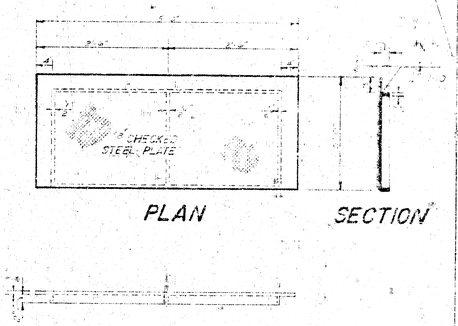
ELEVATION



PLAN

STANDARD 2x5' INLET AT SETBACK LOCATION

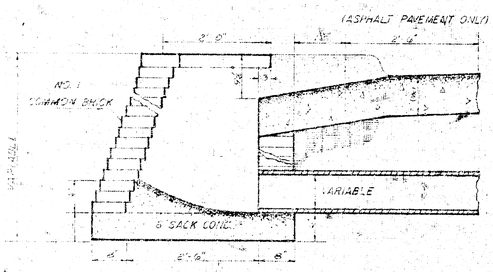
SCALE 1"=1'-0"



PLAN SECTION

ELEVATION

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



A SECTION THRU INLET

2'x5' INLET DETAIL

SCALE 1"=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.

(*) CURB & GUTTER OR PAVEMENT THICKNESS

DETAIL STANDARD 2'x5' INLET

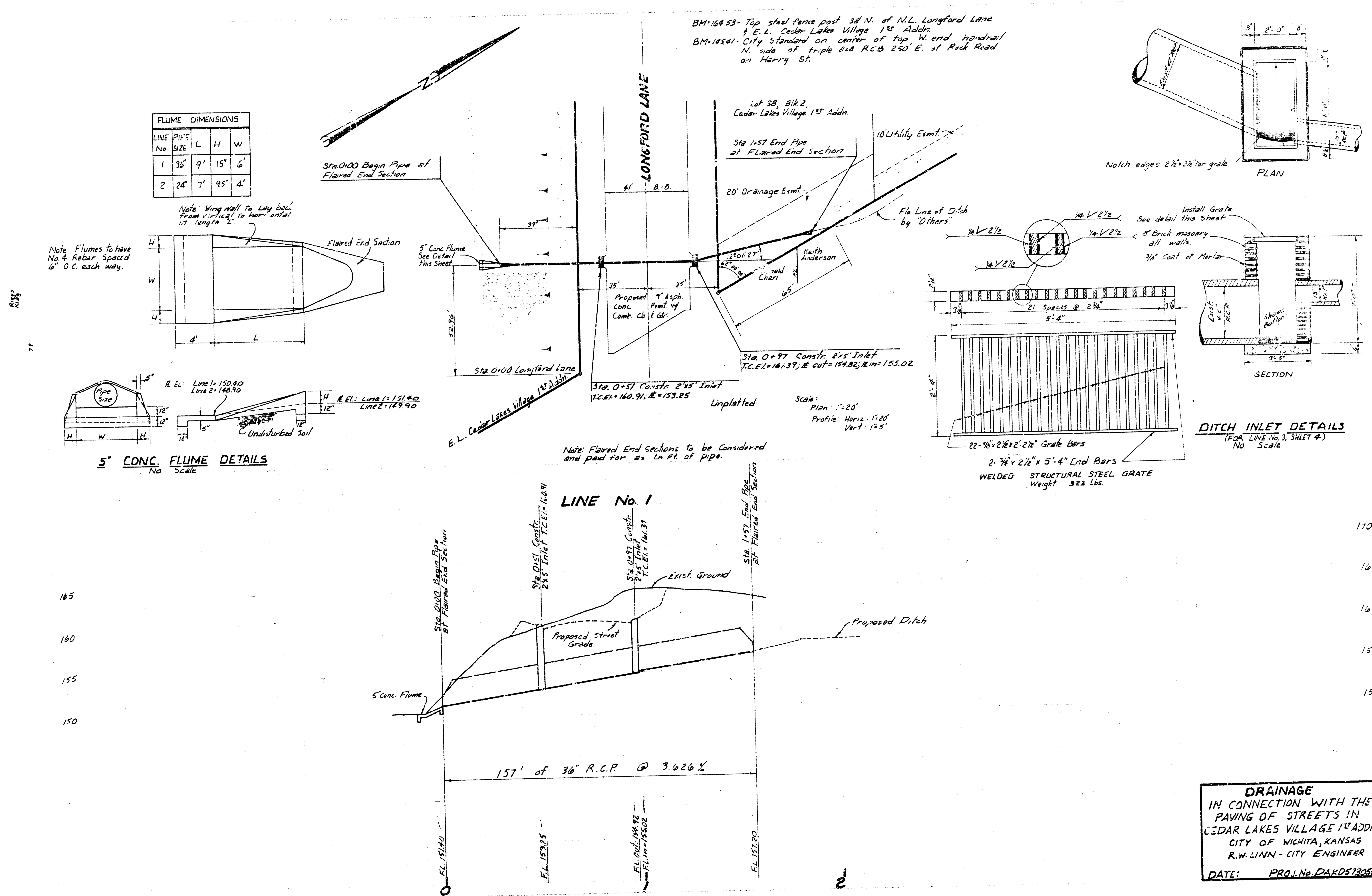
(SET BACK LOCATION)

CITY OF WICHITA, KANSAS

R. W. LINN CITY ENGINEER

JUNE 1974

2/5

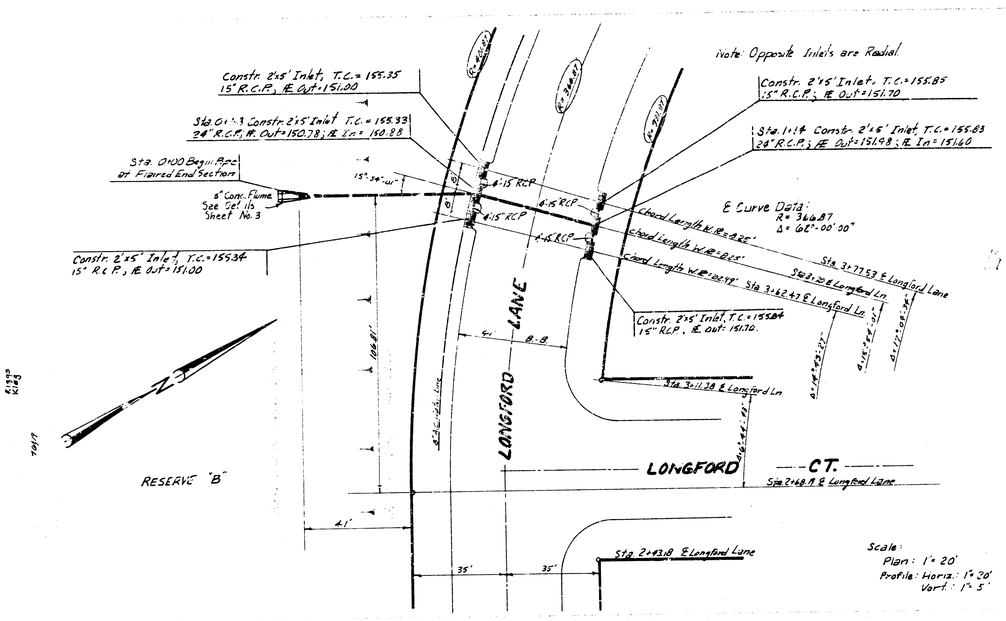

BM=164.53- Top steel fence post 38' N. of N.L. Longford Lane & E.L. Cedar Lakes Village 1st Addn.
BM=145.41- City standard on center of top W. end handrail N. side of triple 8x8 RCB 250' E. of Rock Road on Harry St.
LONGFORD LANE
Lot 38, Blk 2, Cedar Lakes Village 1st Addn.
Sta 1+57 End Pipe at Flared End Section
10' Utility Esmt.
20' Drainage Esmt.
Sta. 0+00 Begin Pipe at Flared End Section
5" Conc. Flume See Detail This Sheet
Flow Line of Ditch by "Others"
Keith Anderson
Proposed 9" Asph. Conc. Pvmt w/ Comb. Cb & Gtr.
Sta. 0+00 Longford Lane
Sta. 0+51 Constr. 2'x5' Inlet T.C.El.= 160.91; FL= 153.25
Sta. 0+97 Constr. 2'x5' Inlet T.C.El.= 161.39; FL out= 154.82; FL in= 155.02
E.L. Cedar Lakes Village 1st Addn.
Unplatted
Scale: Plan: 1"=20' Profile: Horiz. 1"=20' Vert.: 1"=5'
Note: Flared End Sections to be Considered and paid for as Ln. Ft. of pipe.
Note: Flumes to have No. 4 Rebar Spaced 6" O.C. each way.
Note: Wing wall to lay back from vertical to horizontal in length "L".
Flared End Section
FL El.: Line 1 = 150.40 Line 2 = 148.90
FL El.: Line 1 = 151.40 Line 2 = 149.90
Undisturbed Soil
5" CONC. FLUME DETAILS
No Scale
Notch edges 2½" x 2½" for grate
PLAN
Install Grate See detail this sheet
8" Brick masonry all walls
3/8" Coat of Mortar
SECTION
21 Spaces @ 2⅜"
5'-4"
22 - 3/16" x 2½" x 2'-2½" Grate Bars
2 - 3/16" x 2½" x 5'-4" End Bars
WELDED STRUCTURAL STEEL GRATE Weight 323 Lbs.
DITCH INLET DETAILS
(FOR LINE No. 3, SHEET 4)
No Scale
LINE No. 1
Sta. 0+00 Begin Pipe at Flared End Section
Sta. 0+51 Constr. 2'x5' Inlet T.C.El.= 160.91
Sta. 0+97 Constr. 2'x5' Inlet T.C.El.= 161.39
Sta. 1+57 End Pipe at Flared End Section
Exist. Ground
Proposed Street Grade
Proposed Ditch
5" Conc. Flume
157' of 36" R.C.P. @ 3.626%
FL 151.40
FL 153.25
FL Out 154.82
FL In 155.02
FL 157.10
170
165
160
155
150
0
1
2

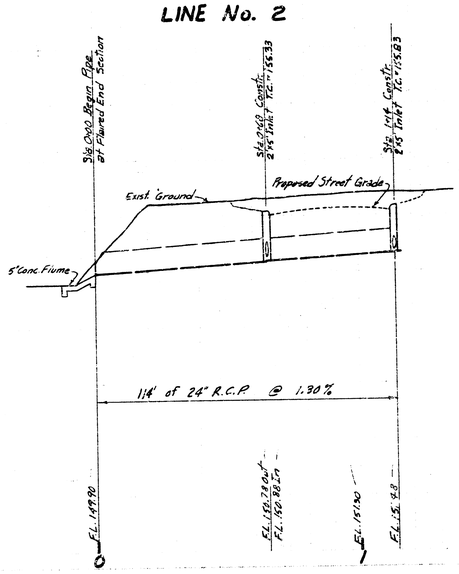
FLUME DIMENSIONS

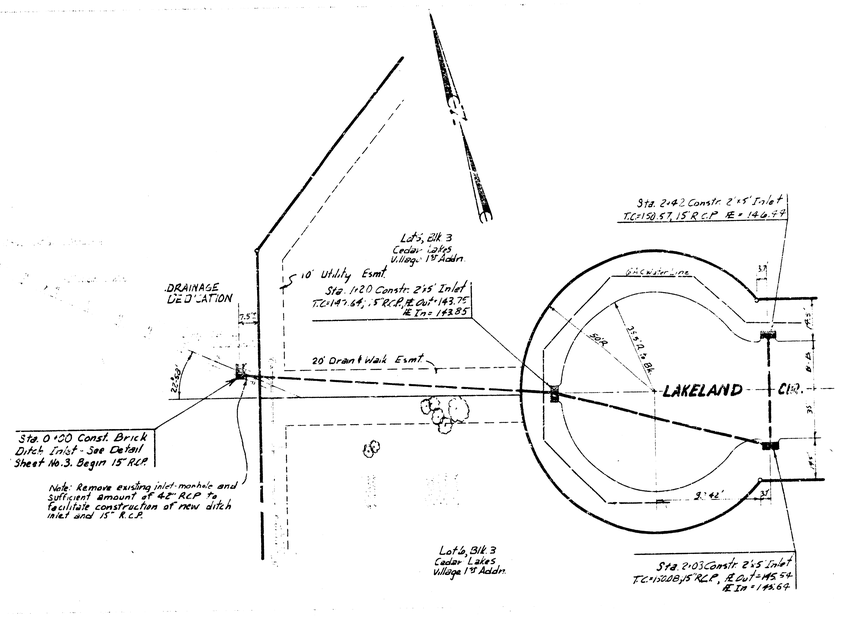
LINE No.	PIPE SIZE	L	H	W
1	36"	9'	15"	6'
2	24"	7'	9.5"	4'

DRAINAGE
IN CONNECTION WITH THE PAVING OF STREETS IN CEDAR LAKES VILLAGE 1ST ADDN.
CITY OF WICHITA, KANSAS
R.W. LINN - CITY ENGINEER
DATE: PROJ. No. PAKO573050

3/5

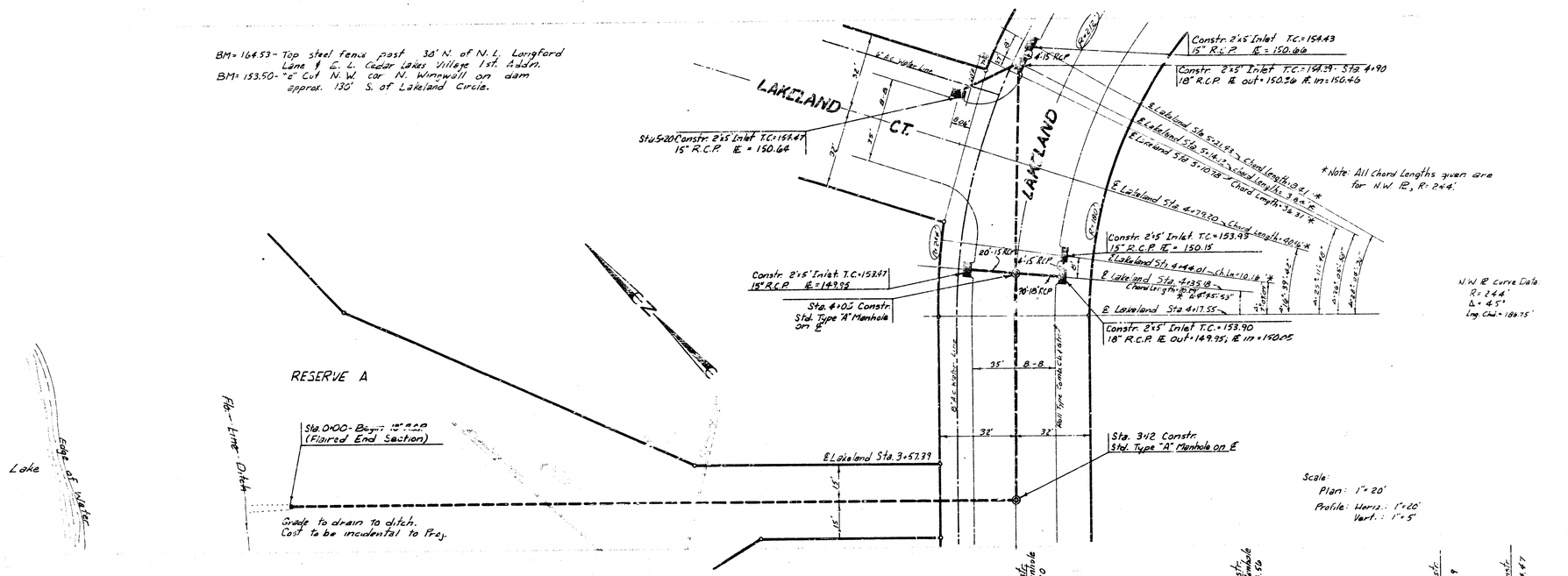






Note: Opposite Inlets are Radial.
Constr. 2'x5' Inlet, T.C. = 155.35 15" R.C.P., Ⅎ Out = 151.00
Sta. 0+13 Constr. 2'x5' Inlet T.C. = 155.33 24" R.C.P.; Ⅎ Out = 150.78; Ⅎ In = 150.88
Sta. 0+00 Begin Pipe at Flaired End Section
5" Conc. Flume See Details Sheet No. 3
15°-54'-01"
8'
4-15" RCP
4-15 RCP
4-15 RCP
Constr. 2'x5' Inlet, T.C. = 155.34 15" R.C.P., Ⅎ Out = 151.00
Constr. 2'x5' Inlet, T.C. = 155.85 15" R.C.P.; Ⅎ Out = 151.70
Sta. 1+14 Constr. 2'x5' Inlet, T.C. = 155.83 24" R.C.P.; Ⅎ Out = 151.48; Ⅎ In = 151.60
℄ Curve Data: R = 366.87 Δ = 62°-00'00"
Chord Length W. ℄ = 8.25'
Chord Length W. ℄ = 8.25'
Chord Length W. ℄ = 102.99'
Sta. 3+77.53 ℄ Longford Lane
Sta. 3+70 ℄ Longford Ln.
Sta. 3+62.47 ℄ Longford Ln.
Constr. 2'x5' Inlet, T.C. = 155.84 15" RCP, Ⅎ Out = 151.70
Δ = 14°43'27"
Δ = 15°54'01"
Δ = 17°04'34"
Δ = 6°41'43"
106.81'
41'
B-B
LONGFORD LANE
8" A.C. Water Line
Sta. 3+11.38 ℄ Longford Ln.
LONGFORD CT.
Sta. 2+68.19 ℄ Longford Lane
Sta. 2+43.18 ℄ Longford Lane
RESERVE "B"
41'
35'
35'
N
Scale: Plan: 1" = 20' Profile: Horiz.: 1" = 20' Vert.: 1" = 5'
LINE No. 2
DRAINAGE DEDICATION
7.5'
10' Utility Esmt.
Lot 5, Blk. 3 Cedar Lakes Village 1st Addn.
Sta. 1+20 Constr. 2'x5' Inlet T.C. = 147.64; 15" R.C.P., Ⅎ Out = 143.75 Ⅎ In = 143.85
20' Drain & Walk Esmt.
22°58'
Sta. 0+00 Const. Brick Ditch Inlet - See Detail Sheet No. 3. Begin 15" RCP
Note: Remove existing inlet-manhole and sufficient amount of 42" RCP to facilitate construction of new ditch inlet and 15" R.C.P.
6" A.C. Water Line
50'R
35.5'R to Blk.
LAKELAND CIR.
Sta. 2+42 Constr. 2'x5' Inlet T.C. = 150.57, 15" R.C.P. Ⅎ = 146.47
B-B
35'
31'
9.42'
Lot 6, Blk. 3 Cedar Lakes Village 1st Addn.
Sta. 2+03 Constr. 2'x5' Inlet T.C. = 150.08, 15" RCP, Ⅎ Out = 145.54 Ⅎ In = 145.64
LINE No. 3
160
155
150
145
Sta. 0+00 Begin Pipe at Flaired End Section
Sta. 0+13 Constr. 2'x5' Inlet T.C. = 155.33
Sta. 1+14 Constr. 2'x5' Inlet T.C. = 155.83
Exist. Ground
Proposed Street Grade
5' Conc. Flume
114' of 24" R.C.P. @ 1.30%
F.L. 149.90
F.L. 150.78 Out
F.L. 150.88 In
F.L. 151.30
F.L. 151.48
0
1
Sta. 0+00 Const. Brick Ditch Inlet. Begin 15" RCP Top Elev. = 146.00
Sta. 1+20 Constr. 2'x5' Inlet. T.C. = 147.64
Sta. 2+03 Constr. 2'x5' Inlet. T.C. = 150.08
Sta. 2+42 Constr. 2'x5' Inlet T.C. = 150.57
Exist. Ground
Proposed Street Grade
Exist. 42" R.C.P. @ 0.7%
242' 15" R.C.P. @ 2.045%
F.L. 139.04
F.L. 139.04 Out
F.L. 141.29 In
F.L. 143.34
F.L. 143.75 Out
F.L. 143.85 In
F.L. 145.48
F.L. 145.54 Out
F.L. 145.64 In
F.L. 146.44
0
1
2
155
150
145
140
135

BM= 164.53 - Top steel fence post 38' N. of N.L. Longford Lane & E.L. Cedar Lakes Village 1st. Addn.
BM= 153.50 - "C" Cut N.W. cor. N. Wingwall on dam approx. 130' S. of Lakeland Circle.



LINE NO. 4