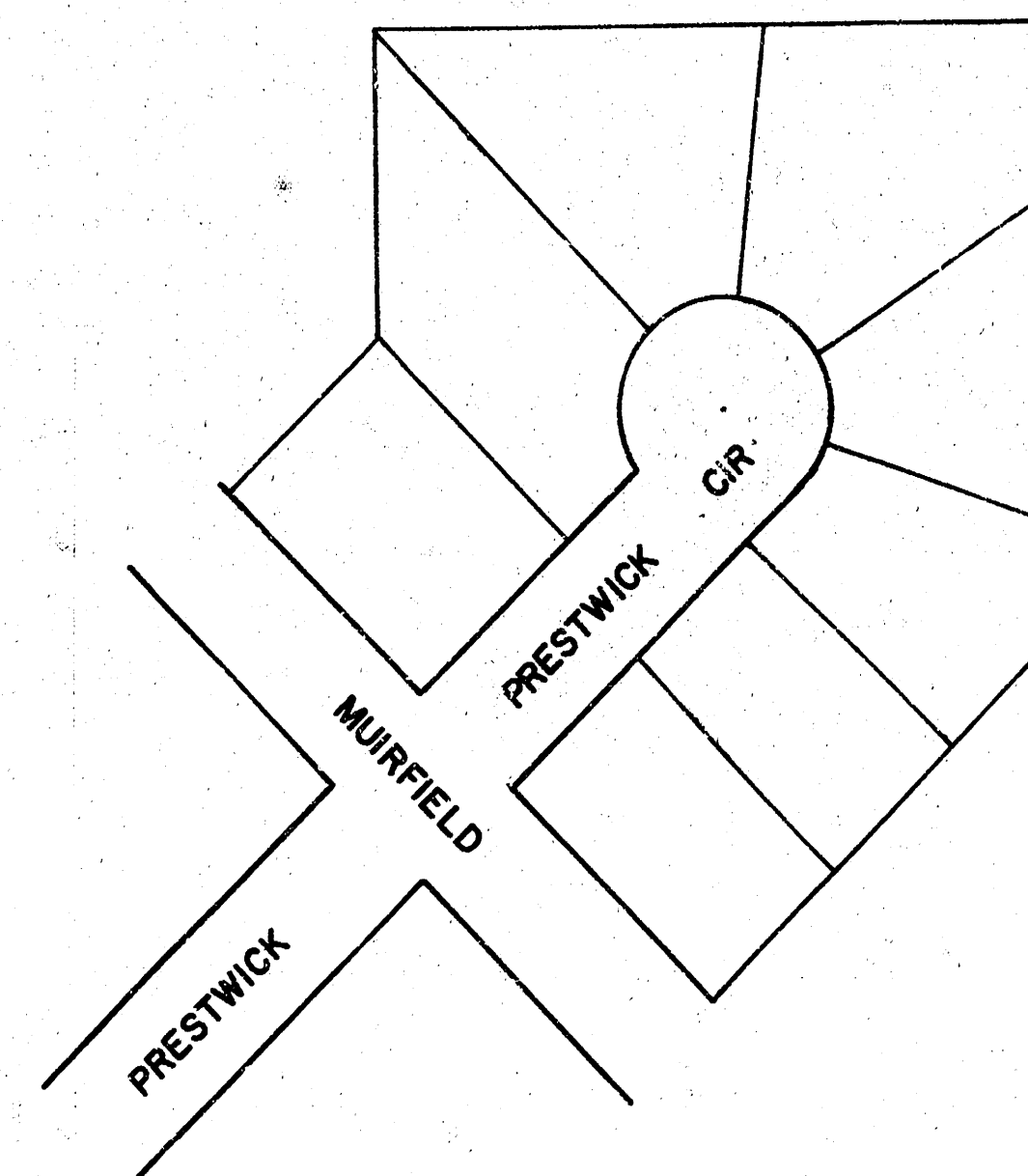


PRESTWICK CIR.

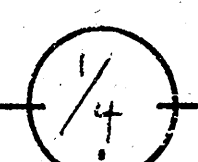
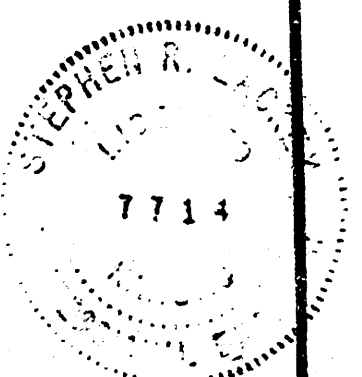
N·E· Line Muirfield To Incl· Cul-de-sac·

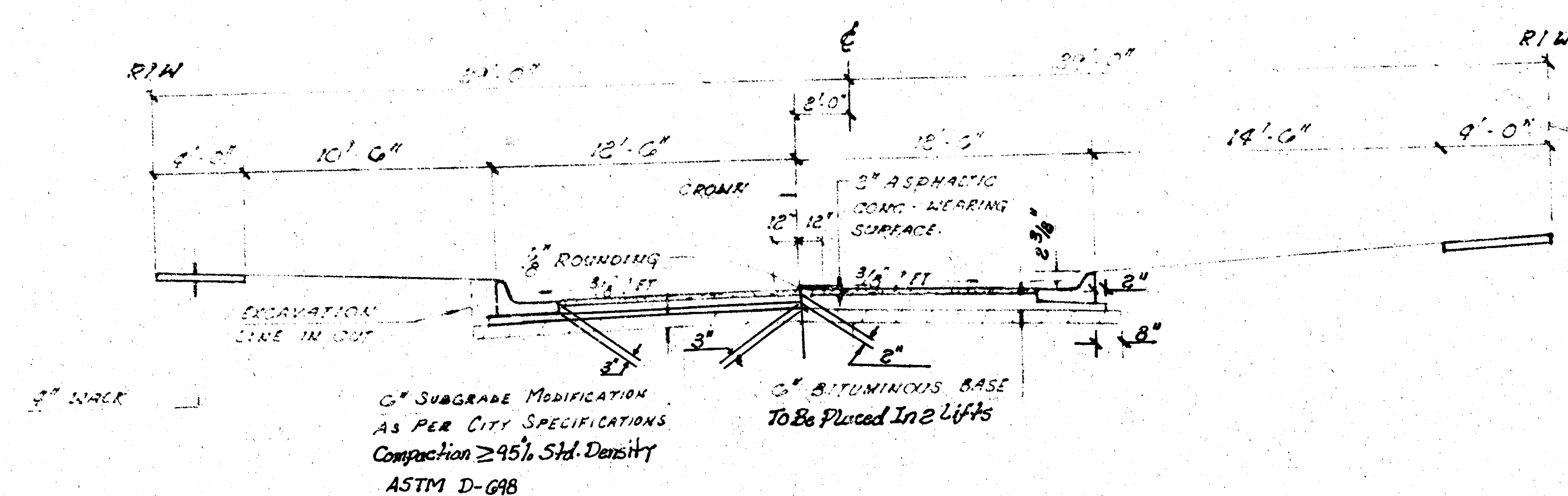


City Of Wichita, Kansas

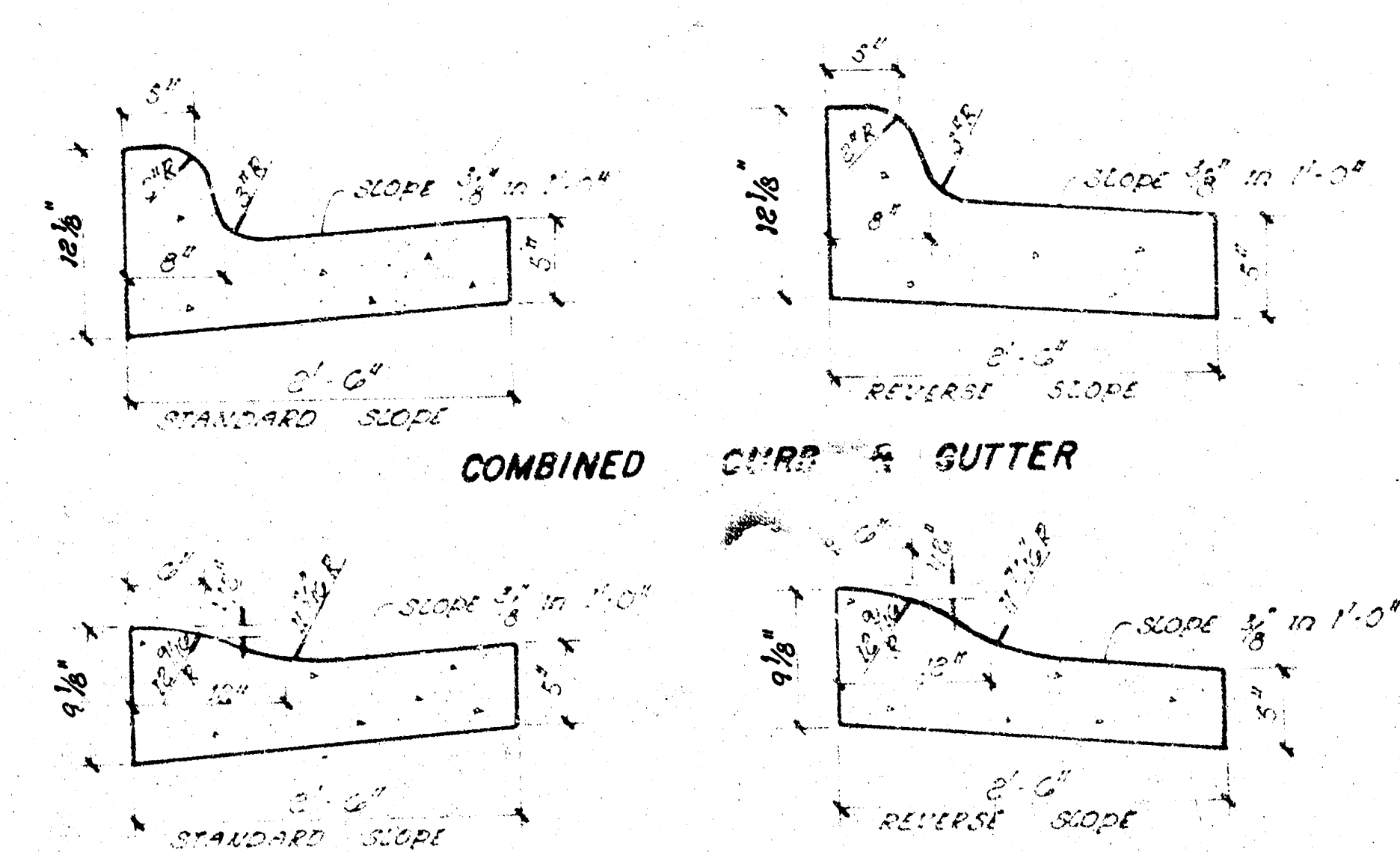
R·W· Bruggeman Director Of Engineering/City Engineer

Proj· No· 472-76-245-81139-000-000-001



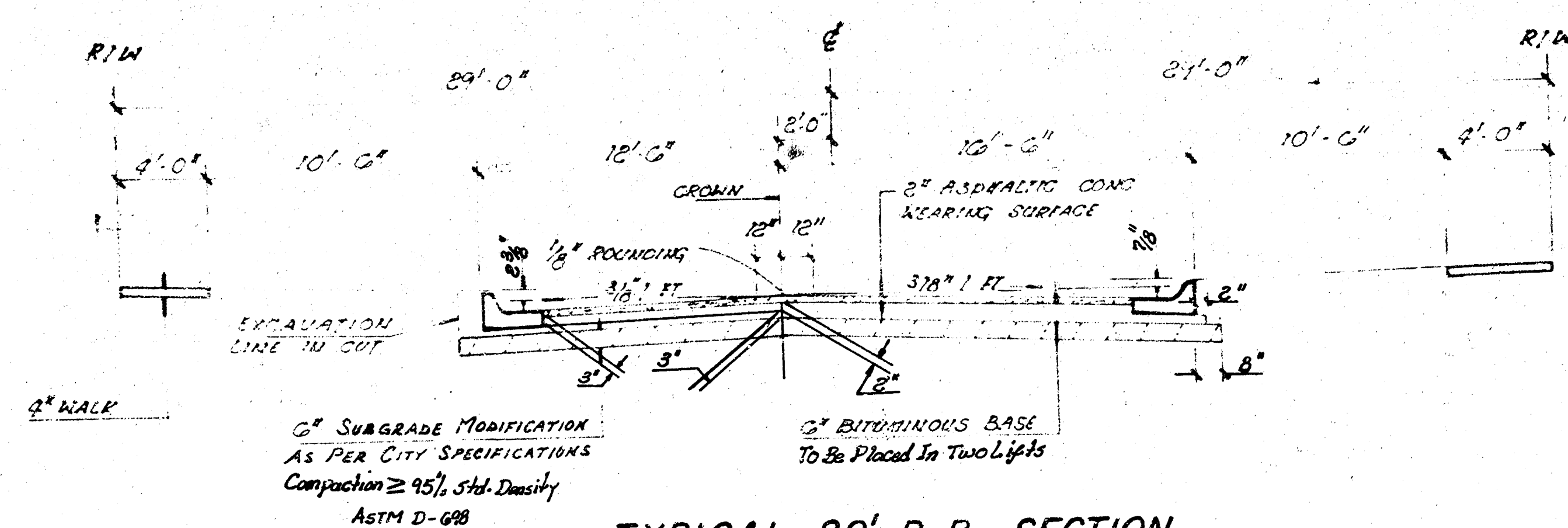


TYPICAL 25' B-B SECTION



ROLL TYPE CURB & GUTTER

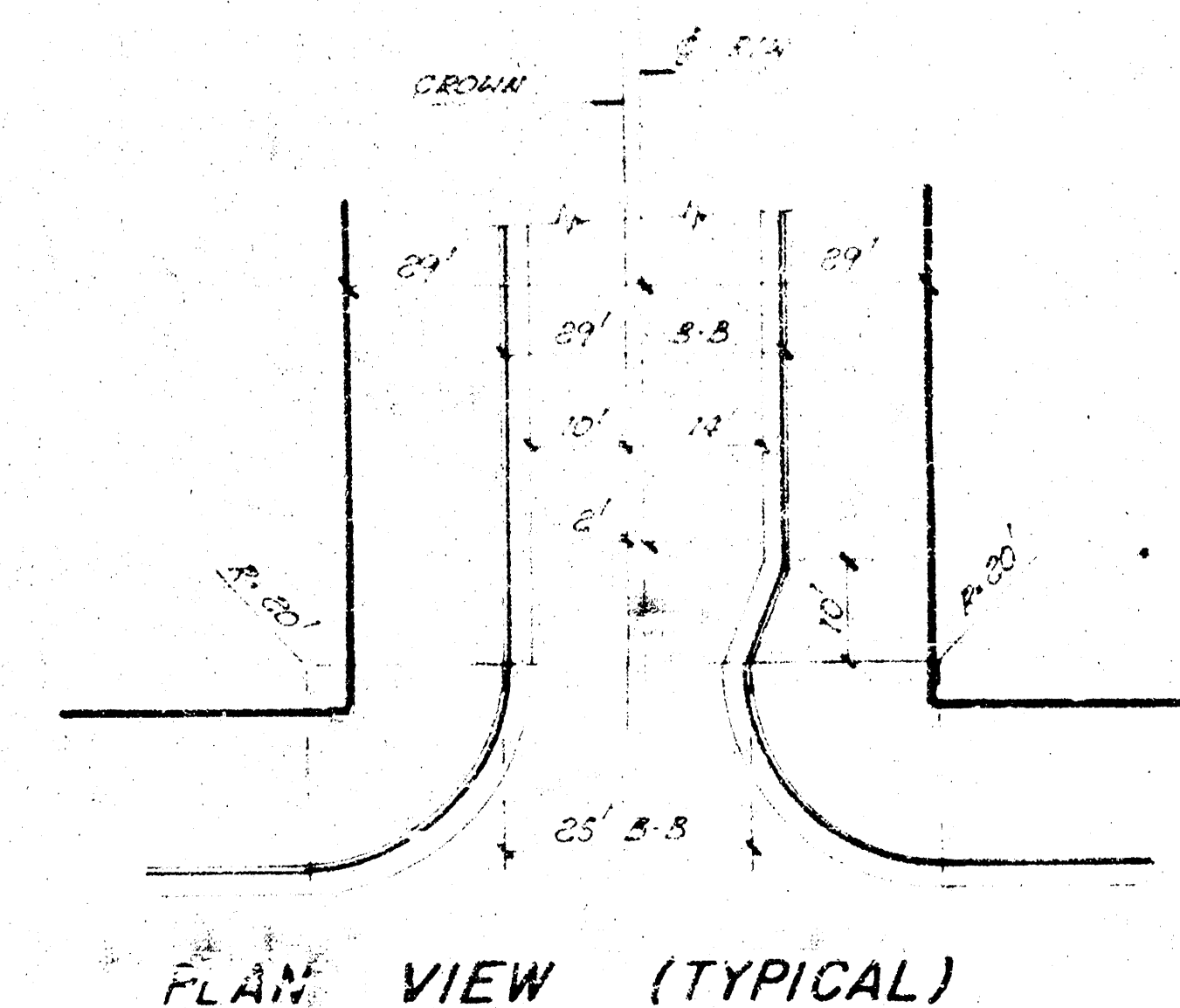
TYPICAL RESIDENTIAL SECTIONS FOR CROWN OFFSET - 58' R/W



TYPICAL 29' B-B SECTION
W/ PARKING ON ONE SIDE

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 7" A.C. PAVEMENT (5" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 2 1/2" BITUMINOUS BASE.
4. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
5. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.
6. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED BARS SPACED AT 2' ± 6" INTERVALS. THESE BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.
7. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE CURB, CURB AND GUTTER.



CITY OF WICHITA, KANSAS

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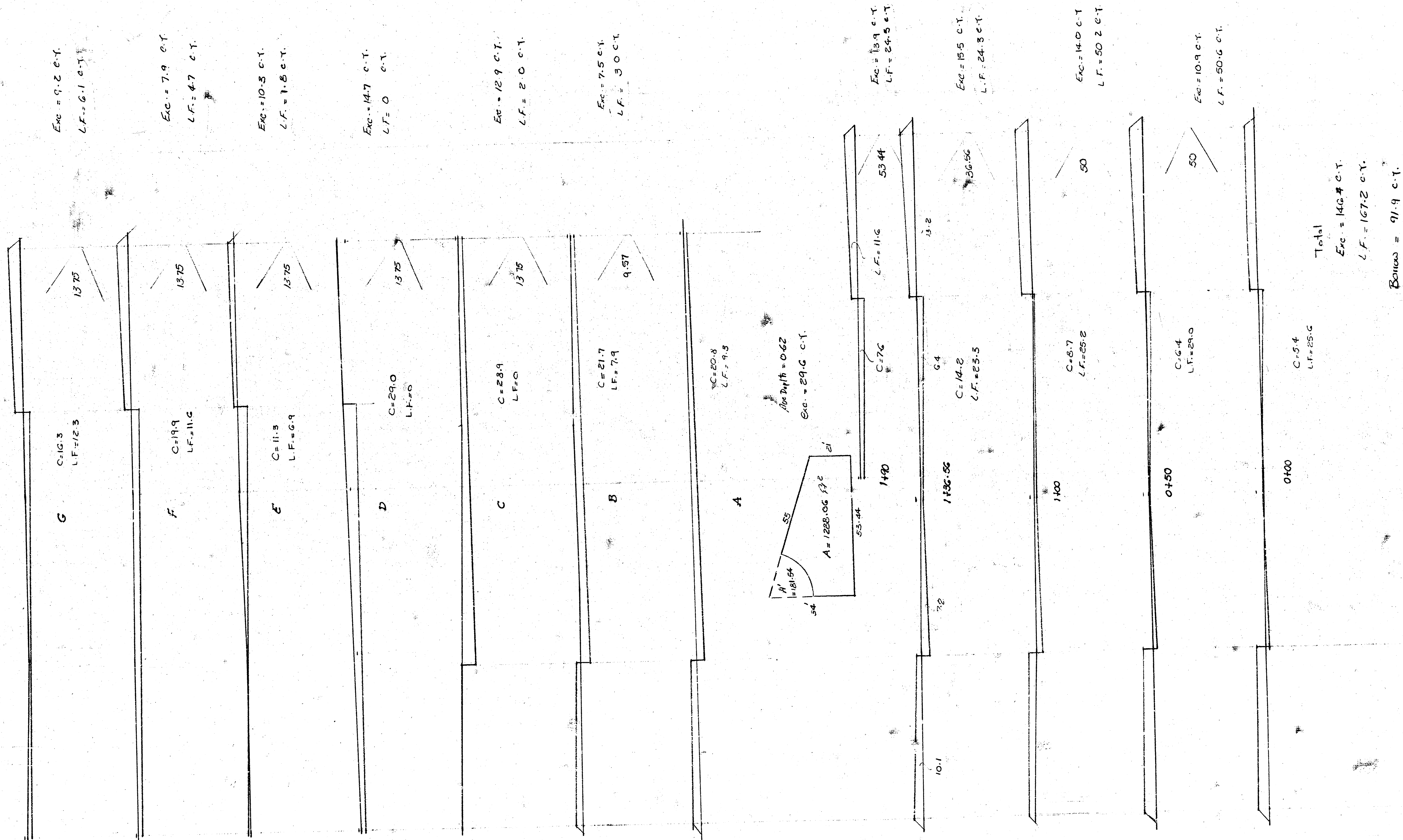
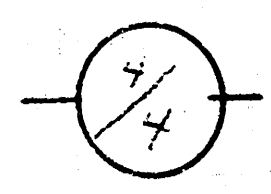
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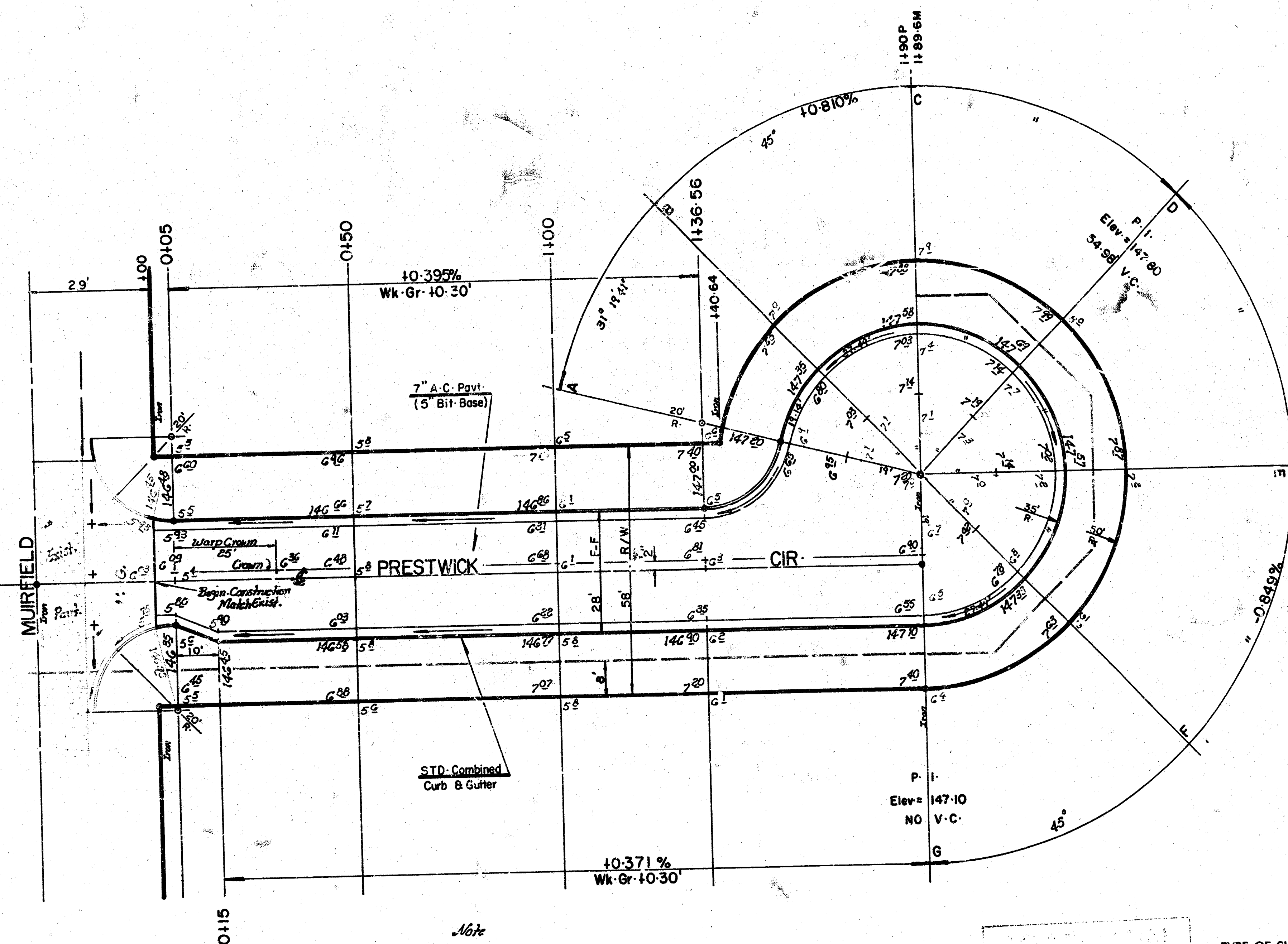
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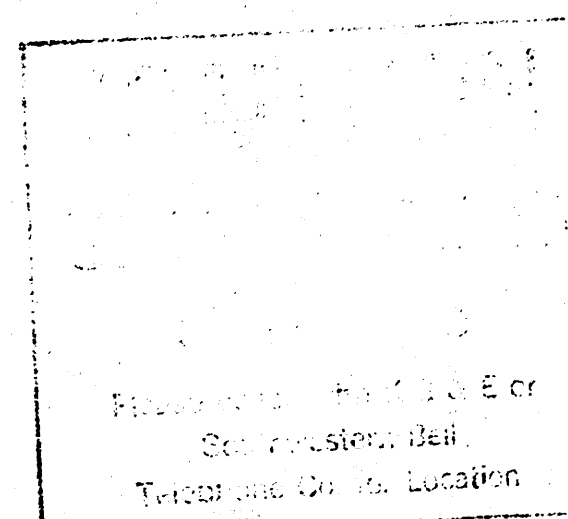
B.M. = 151.58 R.R. Spk. N- Face H.L. P. 25' N. 8176' E. Of Cir. Sec. 21-27-1
 2nd ST. & Woodchuck
 B.M. = 141.103 Woodchuck & Maple, City STD. 52' S. & 32' W. Of C. Both



16th
 No More Than 8-80' Driveways Approaches Or Equivalent
 To Be Constructed.

Excavation 146.40 C.Y.
 10% 14.64
 Total 161.04 C.Y.
 Borrow Material 91.90 C.Y.
 Manipulation 1012.50 S.Y.

8-20' DRIVES



SUB-GRADE

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY LINES. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY LINES WHICH ARE DAMAGED OR REMOVED IN HIS CONSTRUCTION OPERATIONS. SUCH RE-ESTABLISHMENT SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.