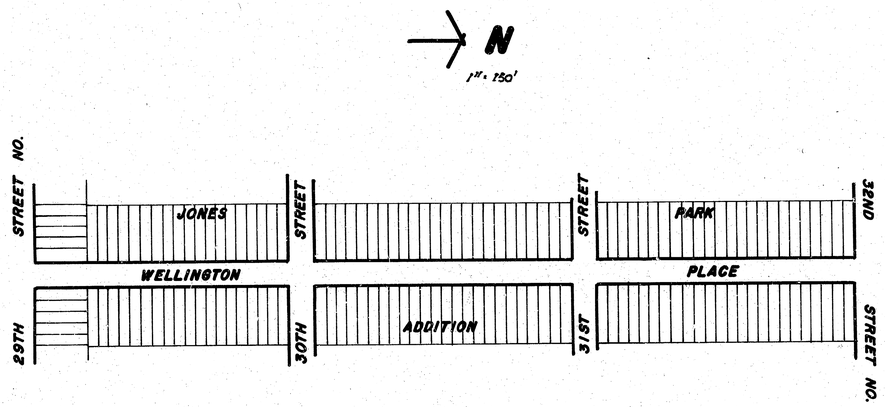
WELLINGTON PLACE

N.L.29TH STREET NORTH TO S.L.32ND STREET NORTH



CITY OF WICHITA, KANSAS

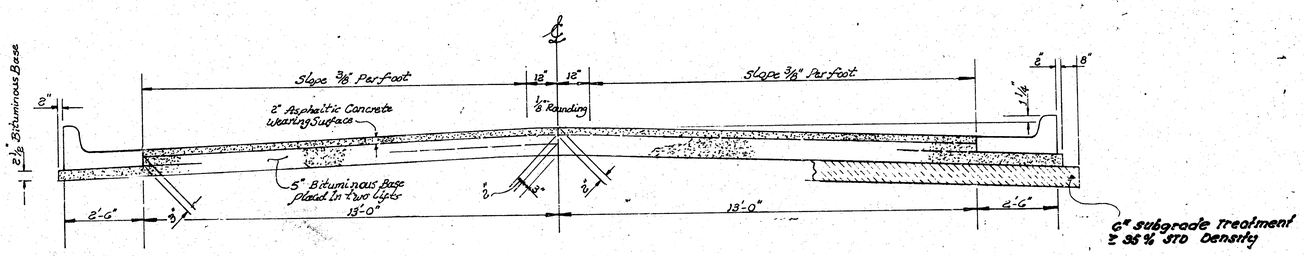
R.W. BRUGGEMAN DIRECTOR OF ENGINEERING / CITY ENGINEER

PROJECT NO. 472-76-245-81107000-000-001

RICHARD A. LACKEY
REGISTERED
7714
KANSAS
ENGINEER

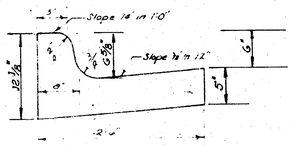
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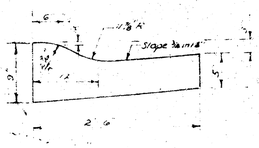


The A.C. pavement between the Comb. Curb & Gutter shall be paid as Sq. Yds. 7" A.C. Pavement (5" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as Sq. Yds. 8½" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



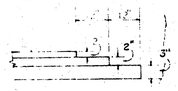
TYPICAL SECTION

31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE.

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 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 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.

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

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B.M. 125.85 R.R. spike, E. face power pole, N.W. corner WELLINGTON Pl. and 29TH St. No.
B.M. 125.08 R.R. spike E. face power pole, N.W. corner PARK Pl. and 29TH St. No.

N

SCALE 1" = 20'

STREET NO. | 1100 | 1109.2 | 1150 | 2100 | 2150 | 3100 | 3150 | P.I. ELEV 126.85 50' V.C. 4100 | 4150 | 5100 | 5150 | 6100 | 6150 | 6195.8 | STREET NO.

+0.5' WR | +0.5' to 0.7' | +0.419% | +0.7' WR | −0.405%

GRADE EXISTING HOOK-UP TO MATCH 0.7' DRIVE GRADE.

SET BACK OF 1'RD DRIVE SECTION TO MATCH EXISTING ELEVATION.

SAW & MATCH

MATCH

MATCH @ Jt.

ADJUST M.H.

WELLINGTON PLACE

29TH

30TH

EXISTING CONCRETE PAVEMENT

2" steel line GAS Service Co.

+0.402% | +0.5' WR | WR GRADES AS SHOWN | 4100 P.I. ELEV 126.85 50' V.C. | −0.405% | +0.7' WR

45+20' DRIVES

TREE REMOVAL

TREES TO BE REMOVED ARE MARKED All trees which in the opinion of the field engineer can be saved, shall be saved.

EXCAVATION

3340.9 cu yds
+10% 334.1 " "
3675.0 cu yds

MAILBOXES

MAILBOXES indicated on plan as M.B. are to be removed and replaced to the satisfaction of the engineer.

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 RESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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.

30TH INTERSECTION QUANTITIES

____ S.Y. ____" Concrete Pavement	
3169 S.Y. 7 " Asphaltic Conc. Pavement (5 " Bituminous Base)	
26.4 S.Y. 2½ " Bituminous Base	
35.2 L.F. [illegible] Curb & Gutter	
____ L.F. [illegible]	
____ S.F. [illegible] Ramp	
____ S.Y. [illegible]	
____ C.Y. Exc. [illegible]	
____ C.Y. Com. [illegible] Fill	
____ L.S. Rem. [illegible] Steel	
341.7 S.Y. Manipulation	
4.3 Tons Lime or Cement	
____ S.Y. V.G. ____" Concrete & ____" Asphaltic Concrete Base	

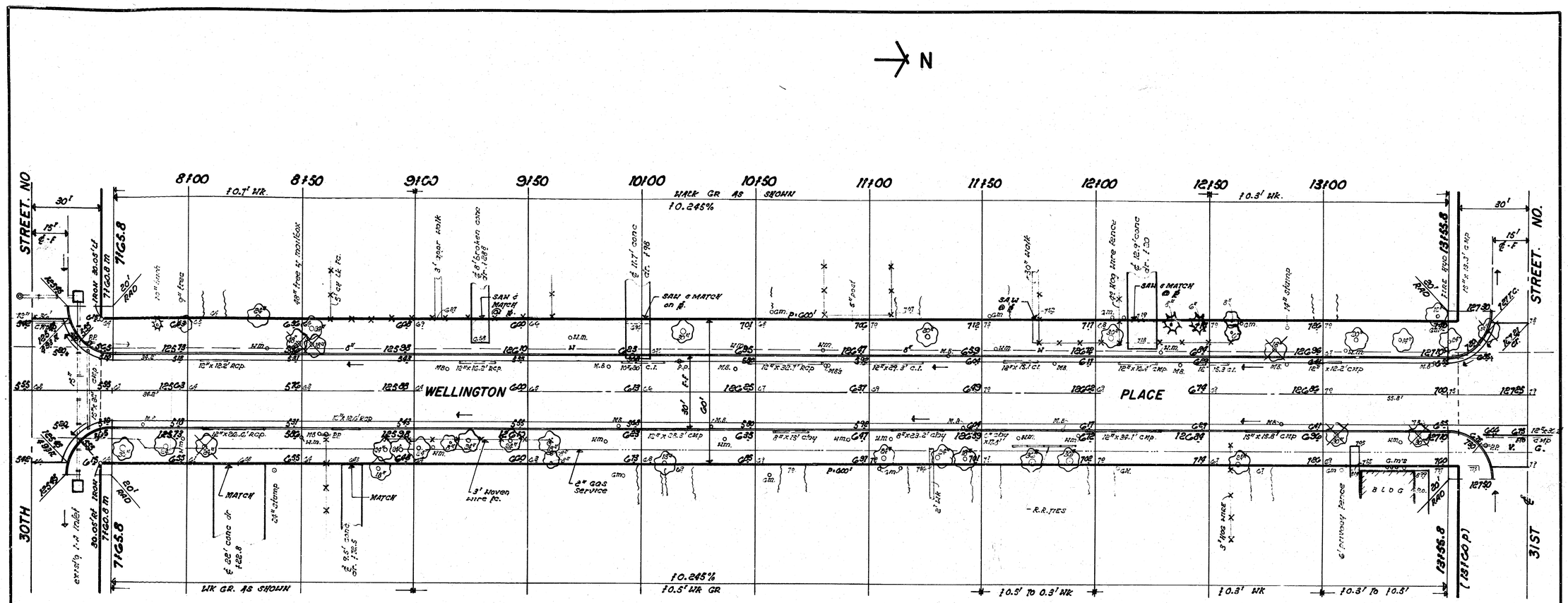
WELLINGTON PLACE

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3/8

3/8

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INTERSECTION QUANTITIES

____ S.Y. ____" Concrete Pavement	
845.1 S.Y. 7 " Asphaltic Conc. Pavement (5 " Bituminous Base)	
13.2 S.Y. 2½ " Bituminous Base	
42.6 L.F. Combined Curb & Gutter	
42.6 L.F. Integral Curb	
____ S.F. 4" Wide Asphaltic Ramp	
____ S.F. 4" Wide	
____ C.Y. Excavation	
____ C.Y. Compacted Fill	
____ Lbs. Reinforcing Steel	
341.7 S.Y. Stabilization	
4.3 Tons Lime & Cement	
83.8 S.Y. V.G. 7 " Concrete & 2 " Asphaltic Concrete Base	

31ST — NORTH

WELLINGTON PLACE

4/8

4/5

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N

GRADE EXISTING SAND AND GRAVEL HOOK-UP, Drainage to be graded between end of pavt and existing inlet, cost to be SUBSIDIARY TO EXCAVATION

14+50 15+00 15+50 16+00 16+50 17+00 17+50 18+00 18+50 19+00 19+50 20+00

STREET NO. 2ND

31ST STREET, NORTH

WELLINGTON PLACE

p.i. ELEV 12810 100' V.C.

p.i. ELEV 12780 50' V.C.

set Wk gr @ 0.583 %

shown

- 1.20 %

@ 0.3' Wk Gr - 0.308%

14+25.8

20+15.8

14+20 P

20+20 P

@ 0.474 %

@ 0.4' Wk Gr

@ 0.4' to @ 0.7'

- 0.90 %

@ 0.7' Wk Gr

- 0.509 %

@ 0.7' to @ 0.4'

@ 0.4' Wk

17+00 p.i. ELEV 12880 100' V.C.

18+00 p.i. ELEV 12780 50' V.C.

SET MINIMUM WALK GRADE THRU DRIVE, TO MAINTAIN for DRAINAGE.

GRADE EXISTING GRAVEL HOOK-up TO MATCH 0.7' DRIVE GRADE.

set walk grade thru drive to match exist'g ground elev. (for minimum walk gr)

existing ground

DRIVE SECTION @ ℄.

existing sand & gravel hook-ups are to be incidental to project.

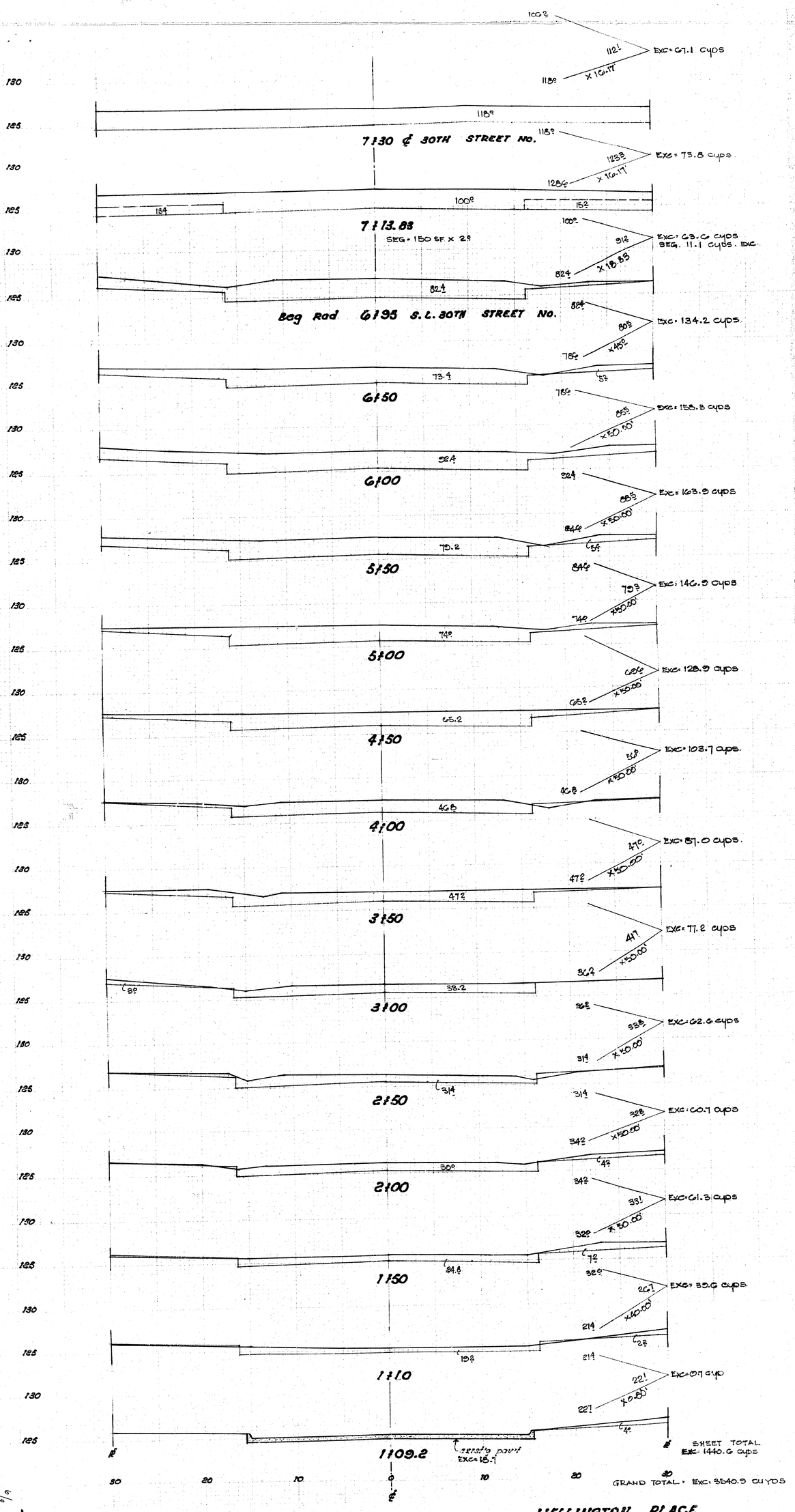
existing ground (for maximum walk gr)

WALK SECTION THRU DRIVE

WELLINGTON PLACE

5/8 (5/8)

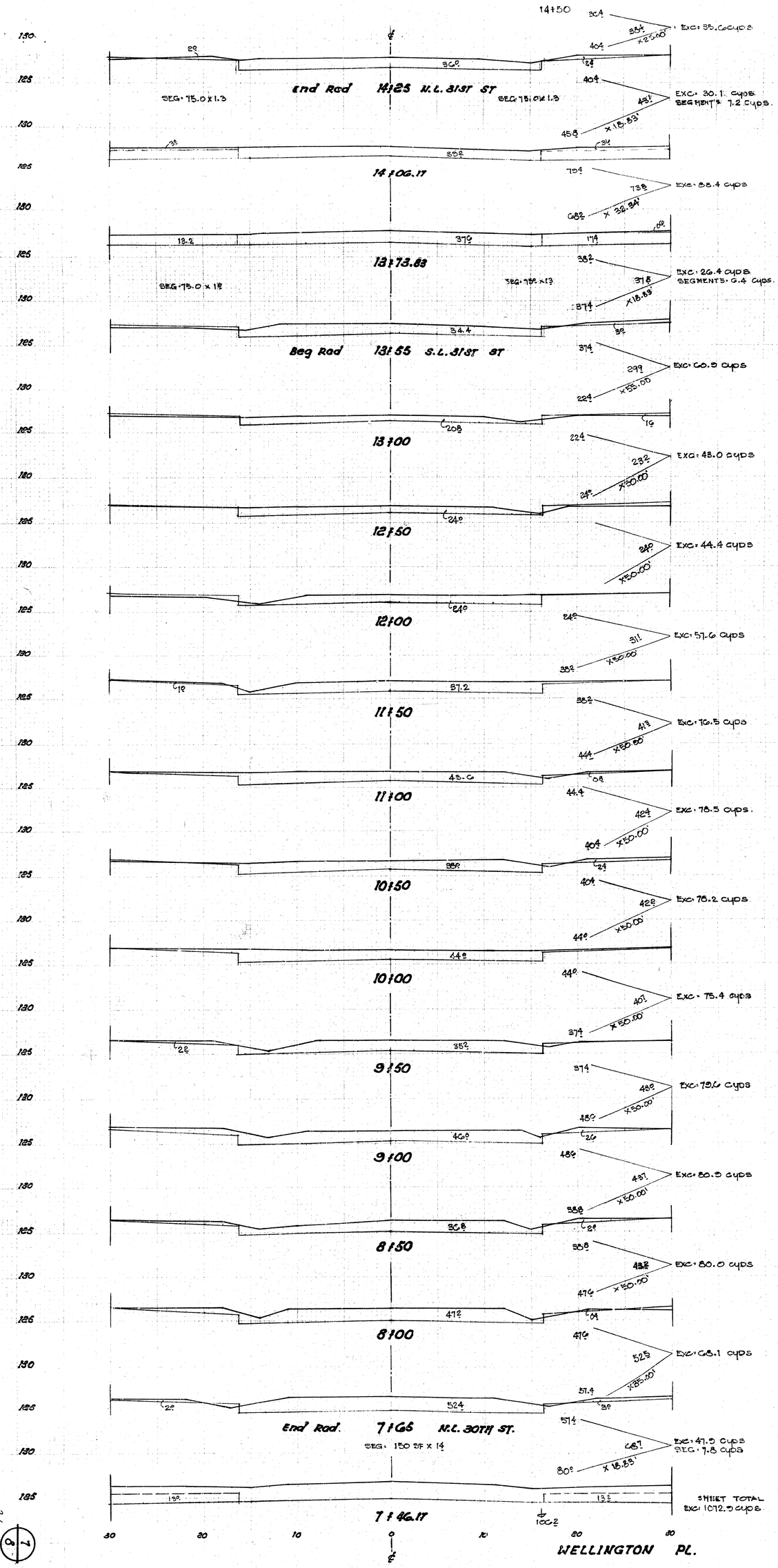
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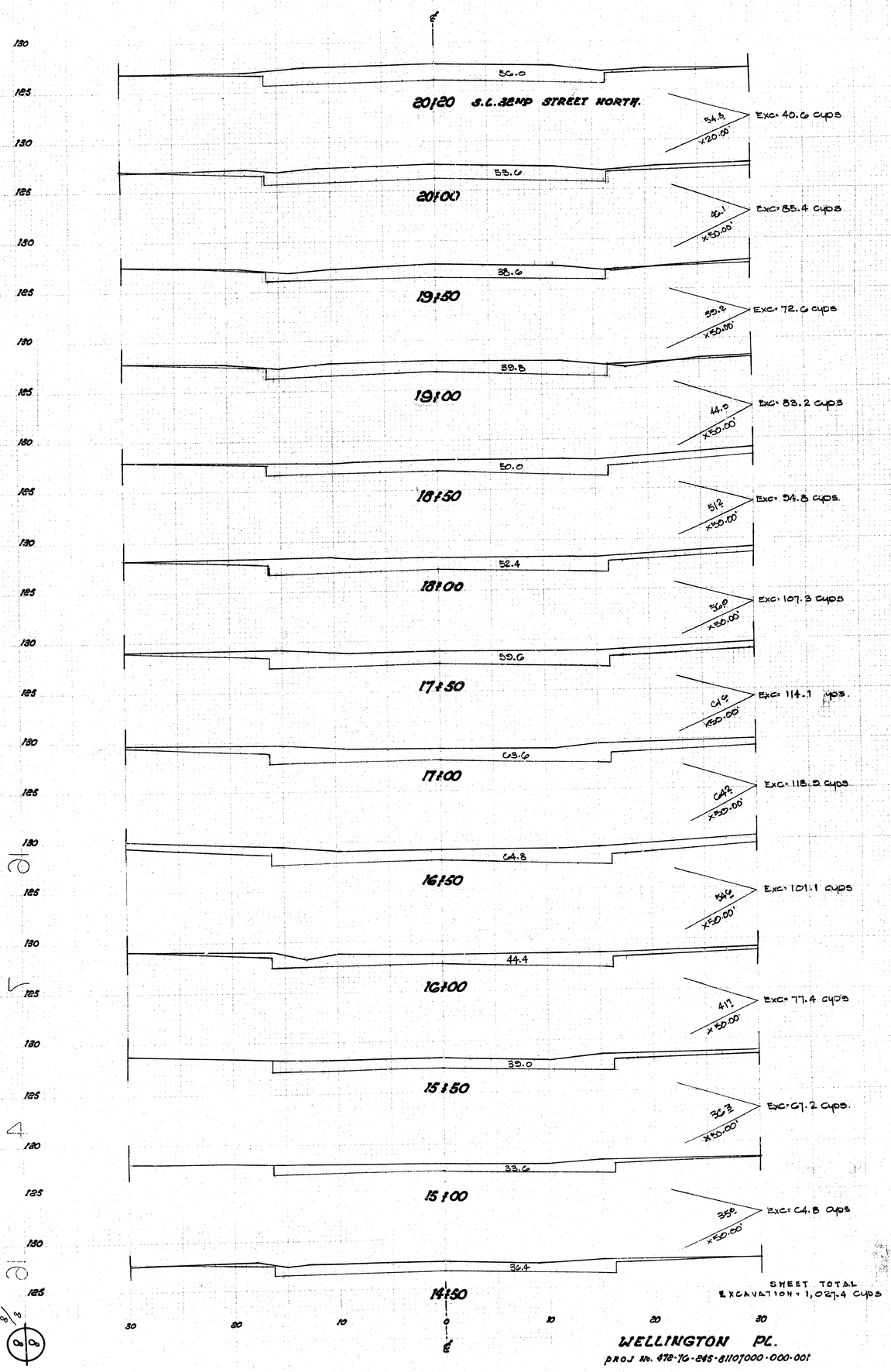
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