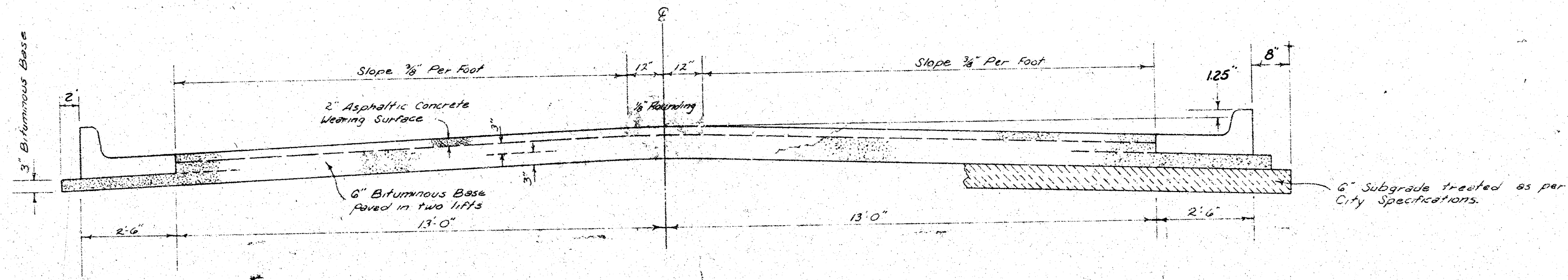


WESTRIDGE DRIVE



TYPICAL SECTION

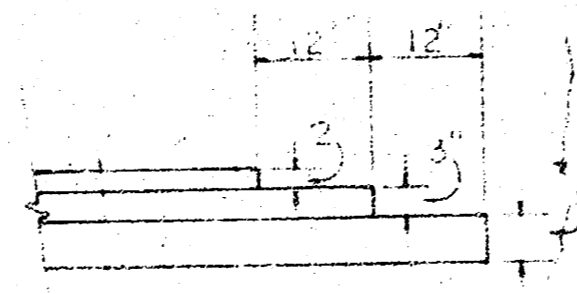
3' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

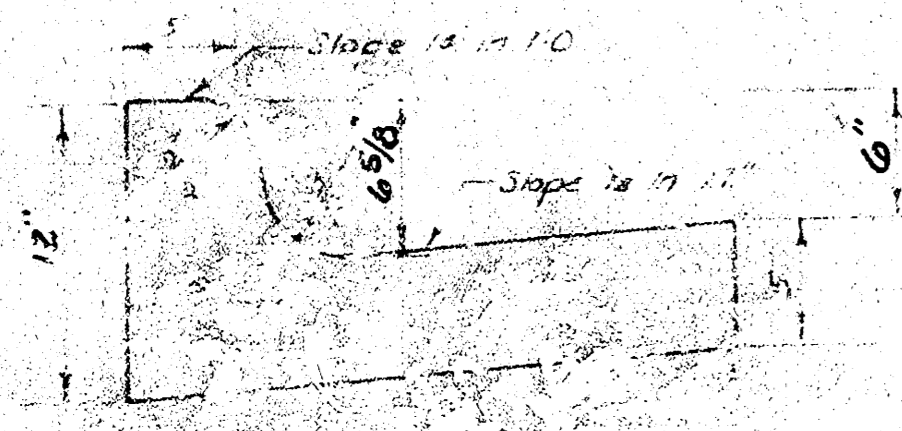
The A.C. pavement between the Comb. Curb & Gutter shall be paid as 3a.16s. 2" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as 3a.16s. 3" Bituminous Base.

DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

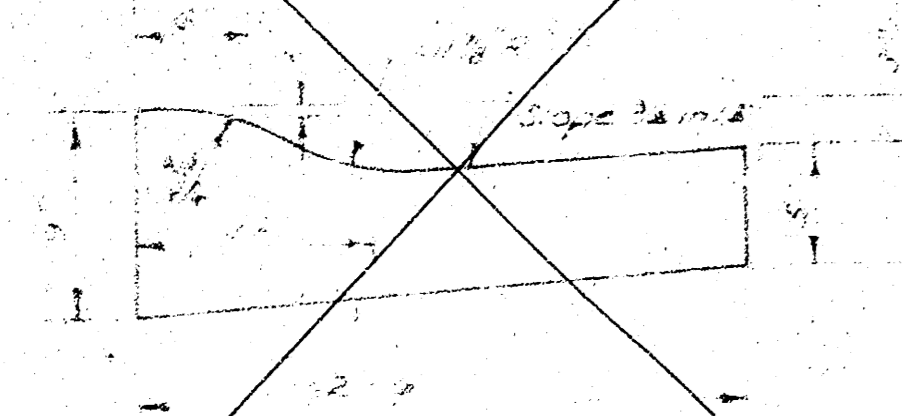


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



CITY OF WICHITA, KANSAS

DEPARTMENT OF ENGINEERING

DATE: _____

B-M

BM 132.80 SW cor. conc. porch, house no. 2116 Westridge
 BM 135.93 Brass Plug top south hub guard, SW cor. bridge on 21st
 on Big Arkansas River.
 BL is ϕ Westridge Drive.

$\Delta = 310241$ 332.76 T = 92.42 L = 180.30 L.C. = 178.10

STA	CHORD	CHORD	CHORD	CHORD	CHORD
1120.70					0'00.00'
1150	29.30	31.33		2'31.21'	2'31.21'
1175	25.00	26.73		2'09.08'	4'40.29'
2100					6'49.37'
2125					8'58.45'
2150					11'07.53'
2175	25.00	26.73		2'09.08'	13'17.01'
3101	26.00	27.80		2'14.20'	15'31.21'

Defl m ft = 3.165504825

$\Delta = 392518$ 332.46 T = 119.11 L = 228.72 L.C. = 224.26

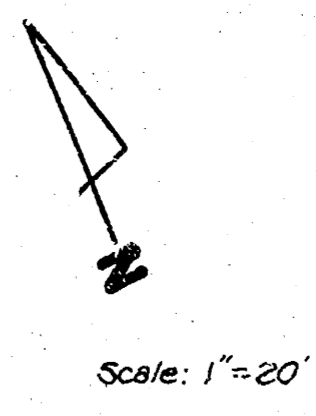
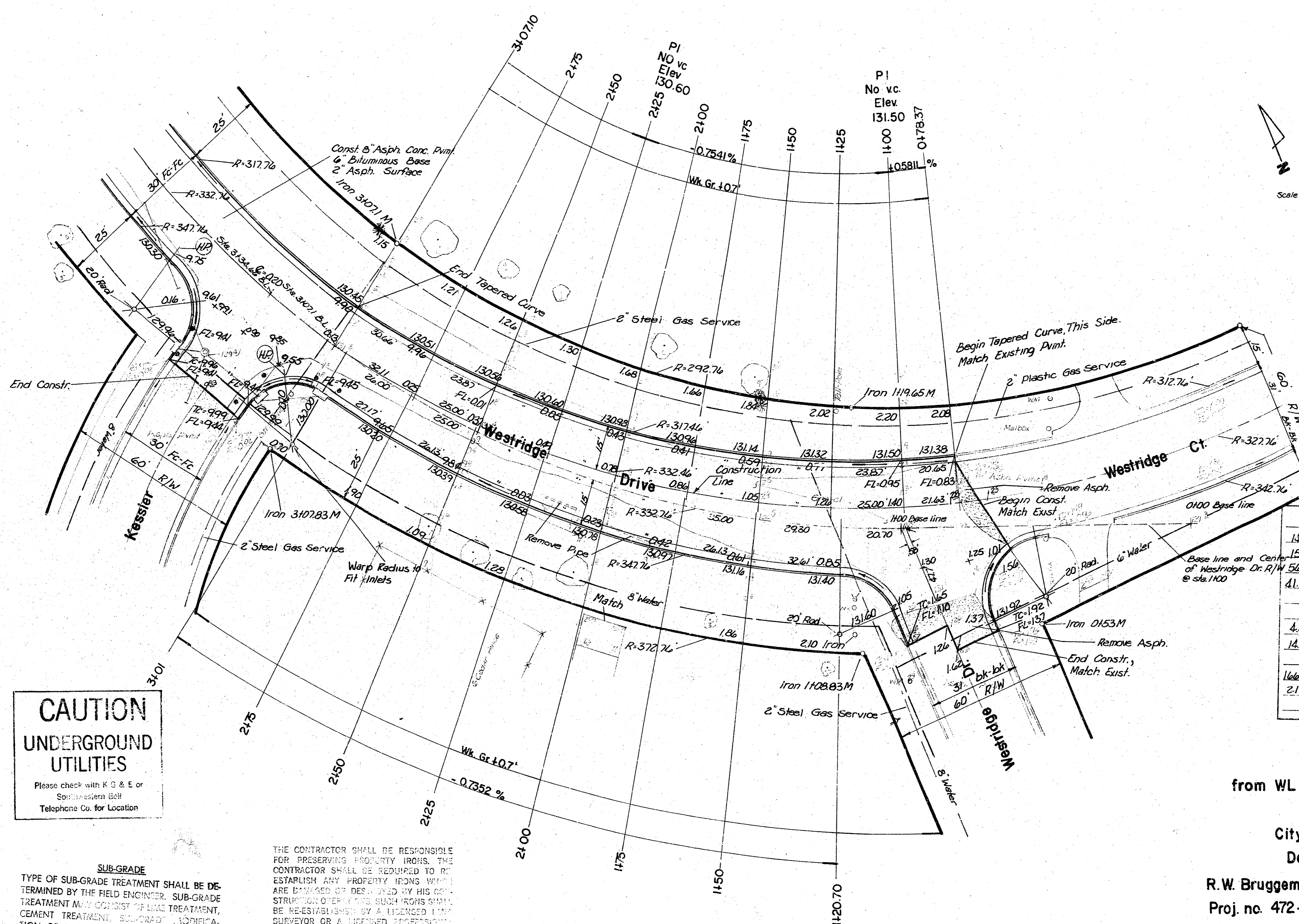
STA	ARC	CHORD	CHORD	CHORD	CHORD	TOTAL
0487.37						0'00.00'
1100	21.63		20.13		1'51.50'	1'51.50'
1125	25.00		23.27		2'09.15'	4'01.05'
1150						6'10.20'
1175						8'19.35'
2100						10'28.50'
2125						12'38.05'
2150						14'47.20'
2175	25.00		23.27		2'09.15'	16'56.35'
3102.10	32.11		29.89		2'46.02'	19'42.37'

Defl m ft = 5.170165991

Earthwork

	Prop	City
Excavation	1773.8 cy	911 cy
+ 10%	177.4 cy	91.0 cy
Total	1951.2 cy	1002 cy

Manipulation 2252.3 sy



INTERSECTION QUANTITIES

S.Y.	Concrete Pavement
1571	S.Y. 8\"/>
157	S.Y. 3\"/>
565	L.F. Concrete Curb & Gutter
41.4	S.Y. Ash Removed
5.5	4\"/>
4.8	C.Y. Gravel
14.5	C.Y. Sand
166.9	S.Y. Manholes
2.1	Tons Lime Treatment
	S.Y. V.G. Concrete & Asphaltic Concrete Base

CAUTION UNDERGROUND UTILITIES
 Please check with K & E or Springfield Bell Telephone Co. for Location

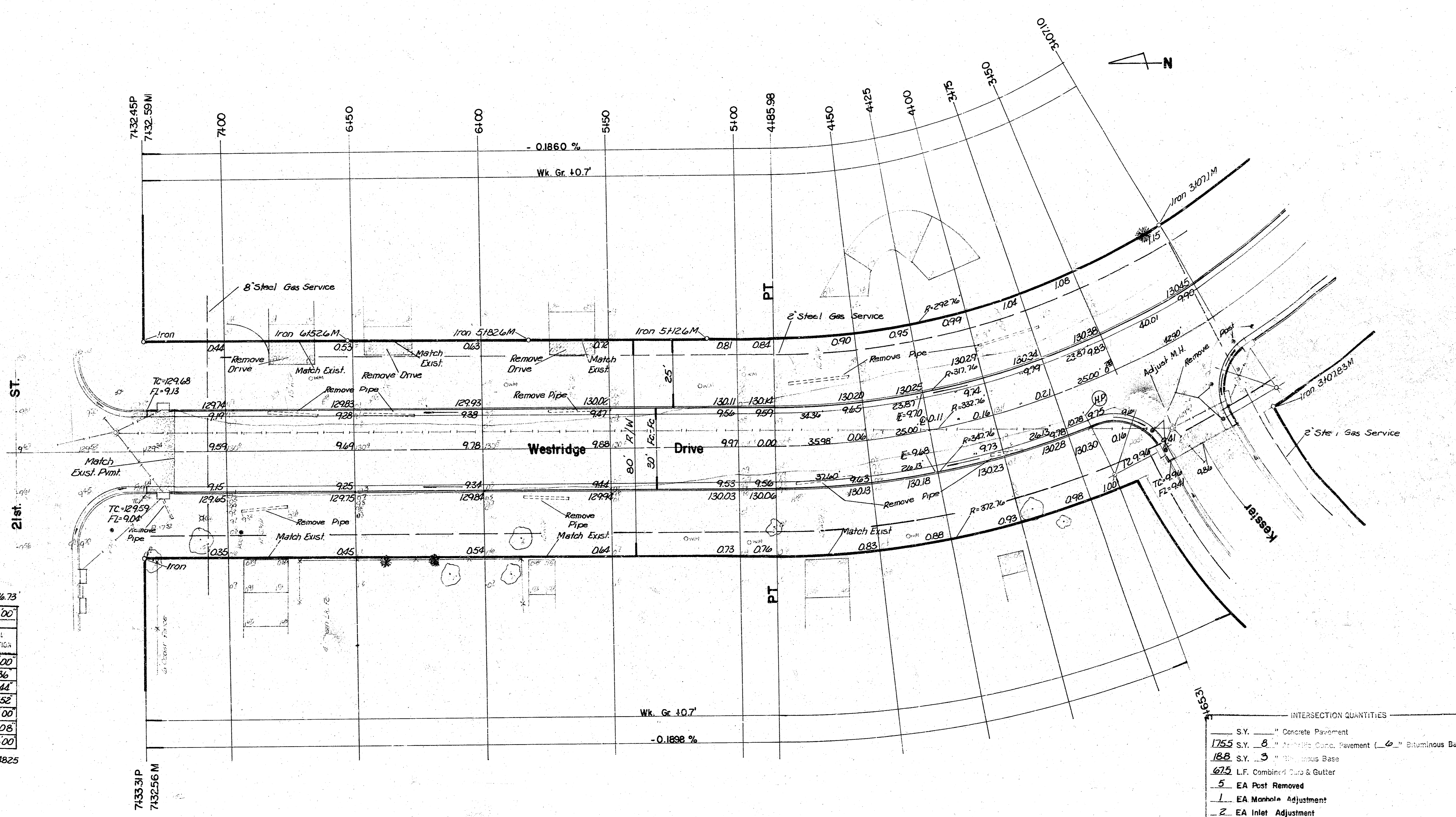
SUB-GRADE
 TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SAND OR LIME STABILIZATION, OR ANY COMBINATION OF THESE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING 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 IRON SUPERVISOR OR A LICENSED PROPERTY ENGINEER IN ACCORDANCE WITH STATE LAWS.

- Notes**
- 1) Field Engineer to make ties to all irons. Irons disturbed or destroyed are to be replaced.
 - 2) \square Denotes Removal.
 - 3) Contractor to Contact all Utilities for exact location of service lines.
 - 4) Cost of Reinforcing Steel is incidental to Cost of Driveways.
 - 5) No more than 8-20 Drives to be Constructed.

Westridge Drive
 from WL lot9 Scenic Heights Addn.
 to SL 21st st.
 City of Wichita, Kansas
 Dept of Engineering
 R.W. Bruggeman Dir of Eng./City Engineer
 Proj. no. 472-76-245-81019-000-000-001

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$\Delta = 30^\circ 48'$ $R = 332.76'$ $T = 91.68'$ $L = 178.88'$ $L.C. = 176.73'$

CURVE DATA BASED ON Δ RAD. $\Delta = 15^\circ 24' 00''$

STA.	ARC	Δ	L	T	DEFLECTING ANGLE	TOTAL DEFLECTING ANGLE
3107.10						0°00'00"
3150	42.90'	44.80'	39.00'	3°41'36"	3°41'36"	3°41'36"
3175	25.00'	26.73'	23.27'	2°09'08"	5°50'44"	5°50'44"
4100						7°59'52"
4125						10°09'00"
4150	25.00'	26.73'	23.27'	2°09'08"	12°18'08"	12°18'08"
4185.98	35.98'	38.47'	33.49'	3°05'52"	15°24'00"	15°24'00"

Defl. m/p $\Delta = 5.165504825$

INTERSECTION QUANTITIES

S.Y.	Concrete Pavement
175.5 S.Y.	Asphalt Concrete Pavement (6" Bituminous Base)
18.8 S.Y.	Bituminous Base
67.5 L.F.	Combined Curb & Gutter
5	EA Post Removed
1	EA Manhole Adjustment
2	EA Inlet Adjustment
86.3 C.M.	Excavation
16.3 C.M.	Compaction Fill
2	EA Inlet Hookups
199.2 S.Y.	Excavation
2.5	Tons Lime or Cement
S.Y. V.G.	Concrete & Asphaltic Concrete Base

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