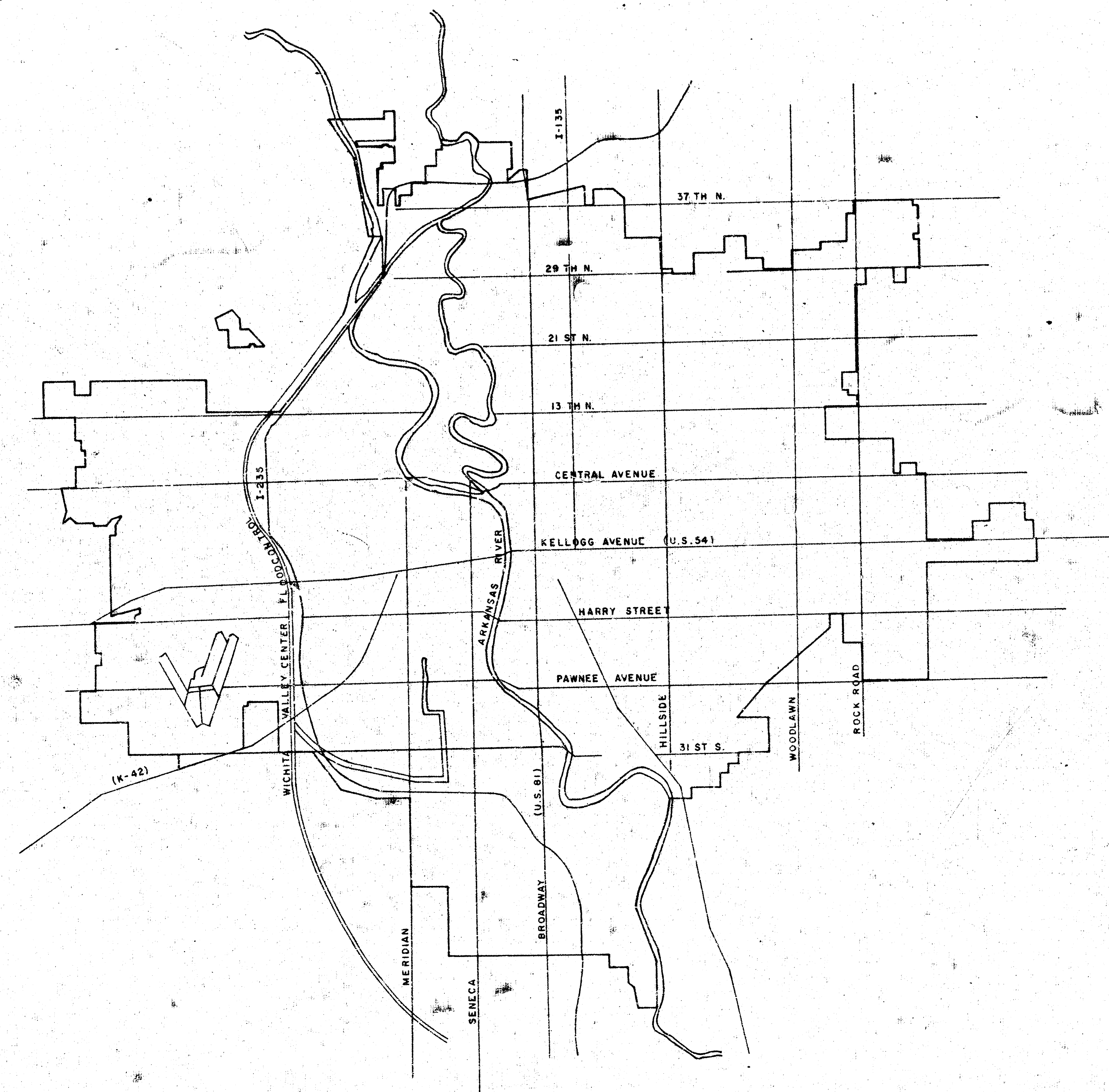


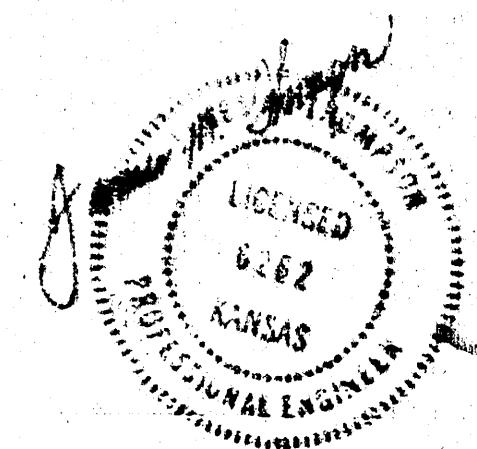
CITY OF WICHITA
DEPARTMENT OF ENGINEERING
BRIDGEPORT CIRCLE

NL 37th Street North to and including Cul-de-Sac
PROJECT NO. 472-76-245-80904-000-000-001
R.W. BRUGGEMAN CITY ENGINEER



INDEX TO DRAWINGS

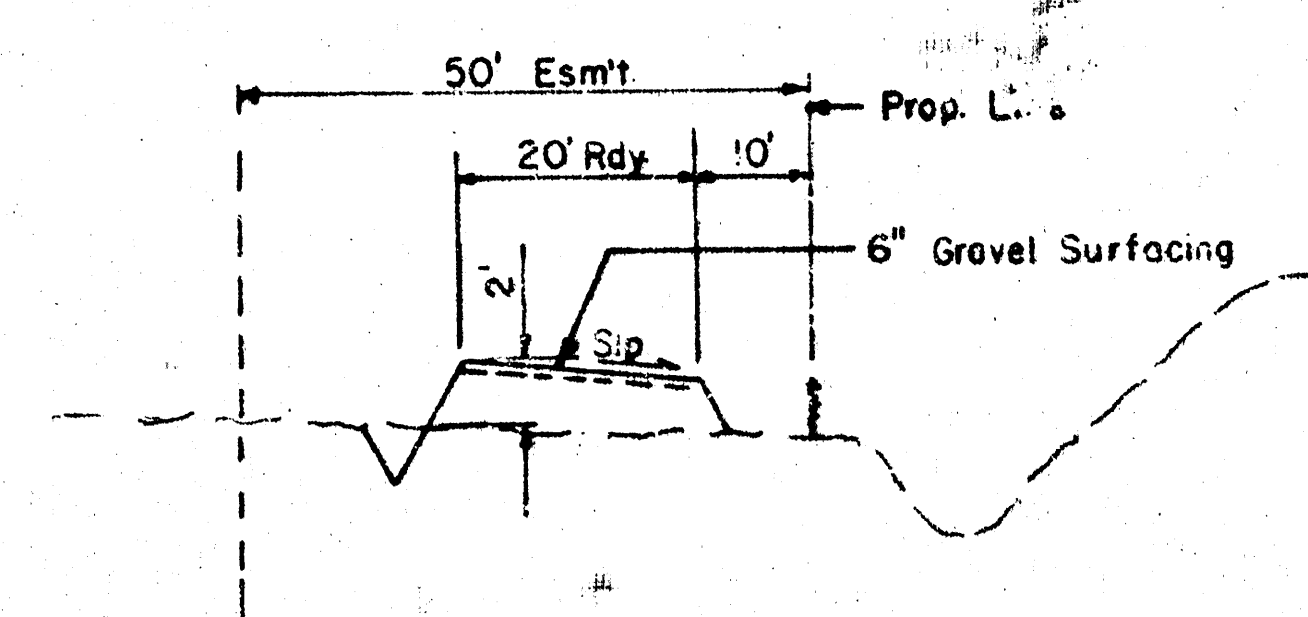
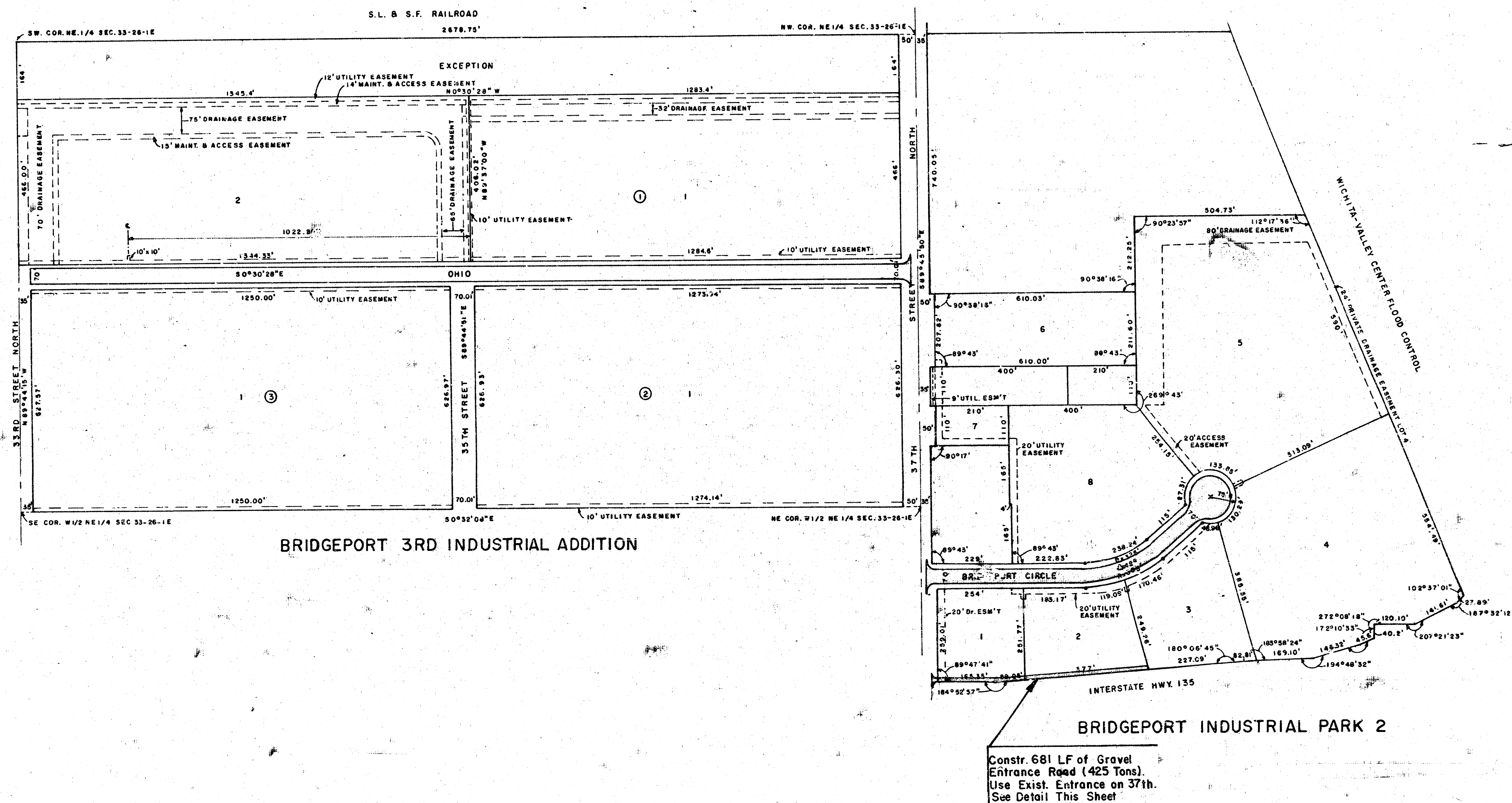
1. Title Sheet
2. Layout Map
3. Bridgeport Circle Plan & Profile
4. Std. Paving Details
5. Cross Sections
6. Cross Sections



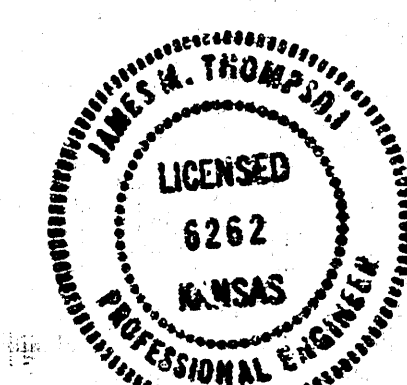
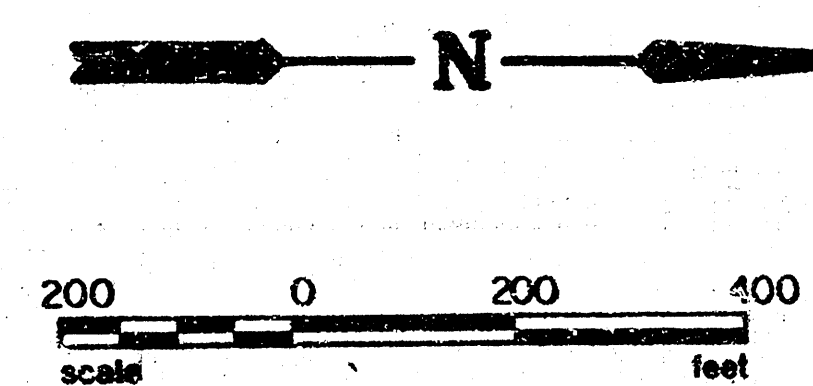
APPROVED AS NOTED
By CITY ENGINEER OF WICHITA

Paving _____ Date _____

dp POE & ASSOCIATES OF KANSAS, INC.
CONSULTING ENGINEERS



TYPICAL DETAIL
GRAVEL SURFACING
NO SCALE

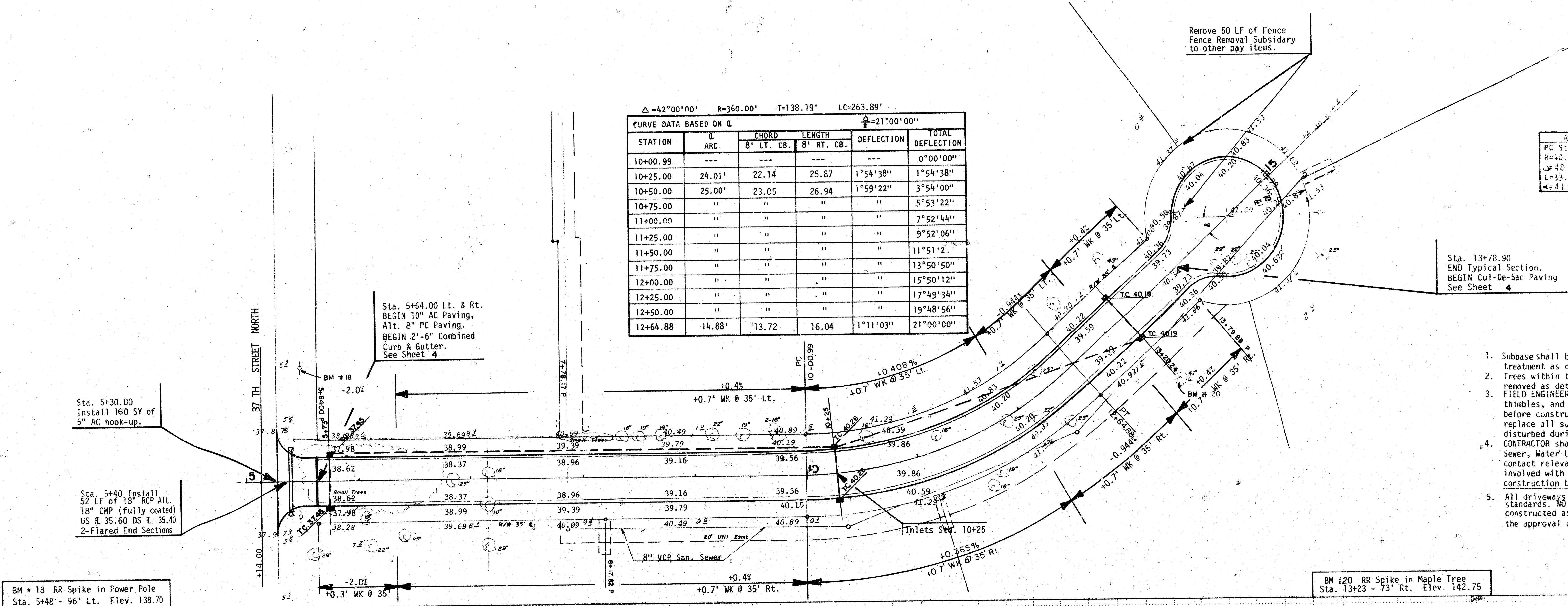


dp POE & ASSOCIATES CONSULTING ENGINEERS	CITY OF WICHITA Dept. of Engineering	
	Layout Map 2/4	
	ENGINEER: J.M.T.	CHECKED BY: J.W.
	DRAWN BY: J.P.	SCALE: NOTED
DATE: Jan. 1980		SHEET 2 OF 6

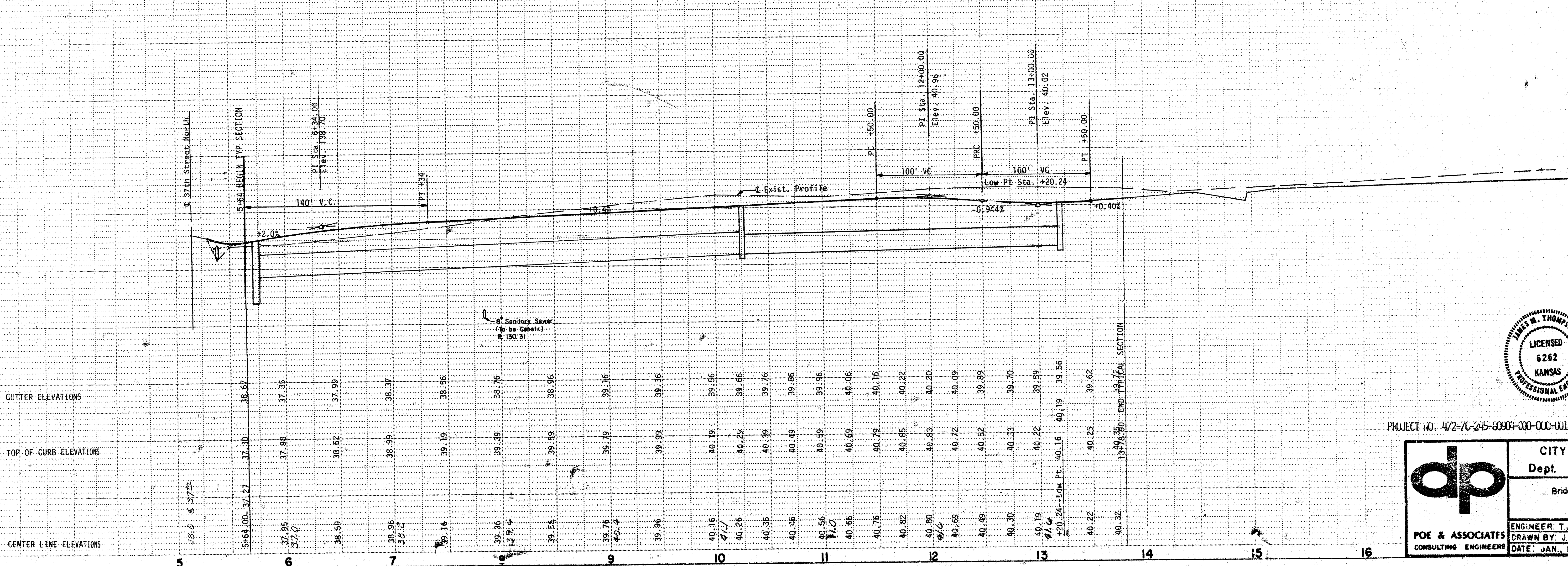
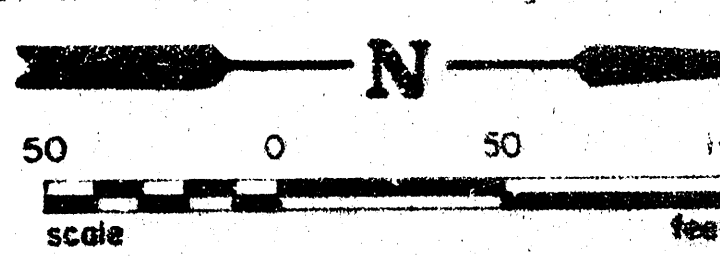
PLAN	DATE	BY
	REVISION	BY
	NO.	
	NO.	

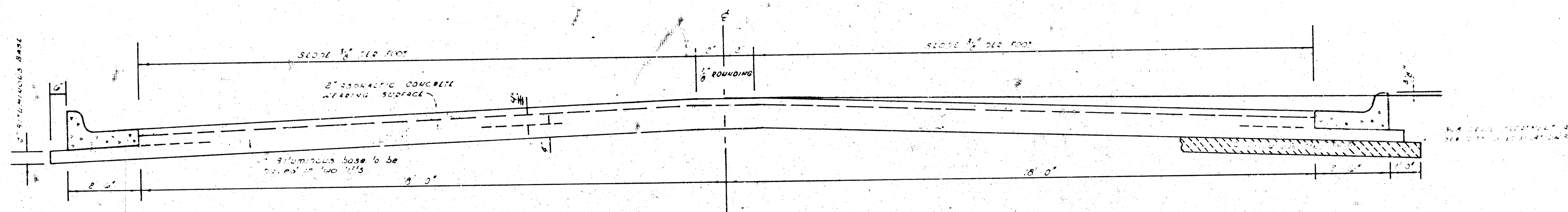
PROFILE	DATE	BY
	REVISION	BY
	NO.	
	NO.	

STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS



- GENERAL NOTES**
- Subbase shall be either 6" Thick Lime or Cement treatment as directed by the FIELD ENGINEER.
 - Trees within the street right-of-way shall be removed as determined by the FIELD ENGINEER.
 - FIELD ENGINEER shall take ties to all irons, thimbles, and bench marks in the project area before construction begins. FIELD ENGINEER shall replace all such irons, thimbles, and bench marks disturbed during construction.
 - CONTRACTOR shall coordinate work with Sanitary Sewer, Water Line and Storm Sewer contractors, contact relevant Utility Companies and other agencies involved with this project site development before construction begins.
 - All driveways are to be constructed to industrial standards. No more than 2'-0" drives shall be constructed as a part of this project without the approval of the construction-chief-engineer.





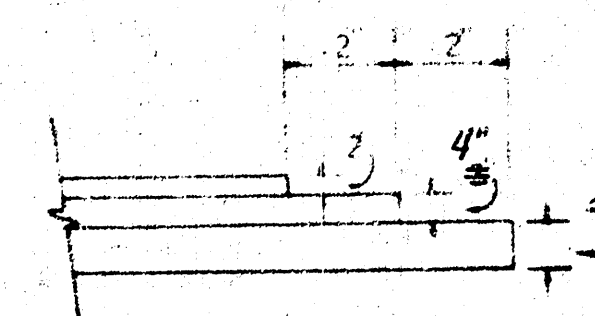
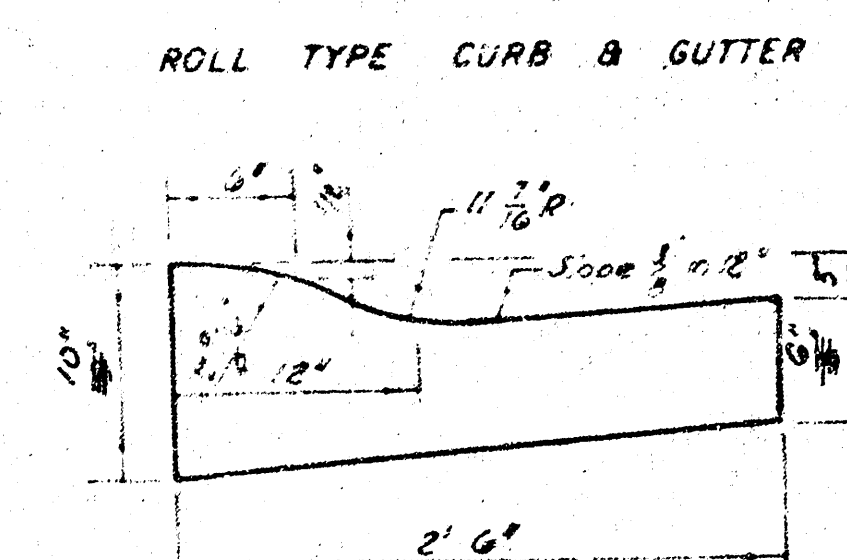
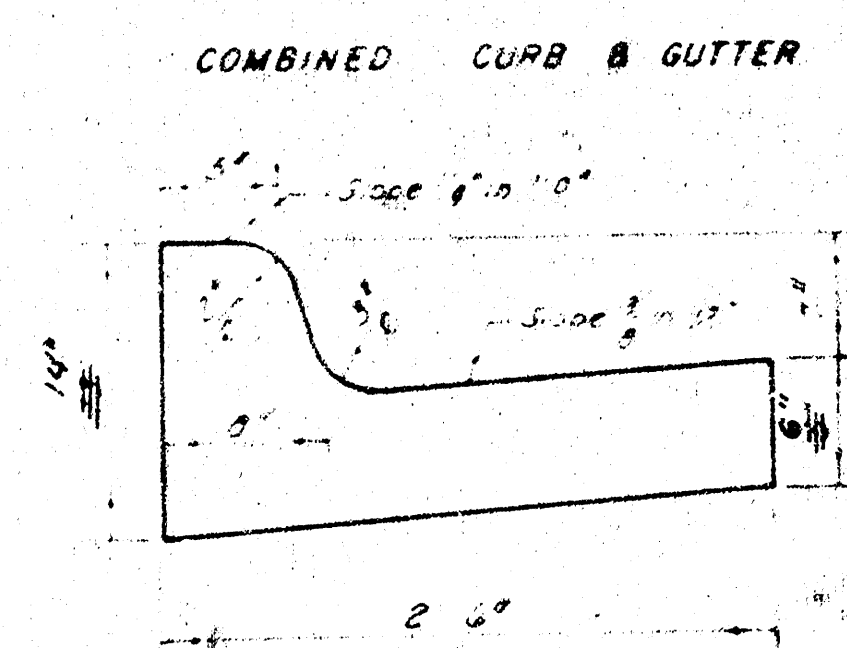
41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

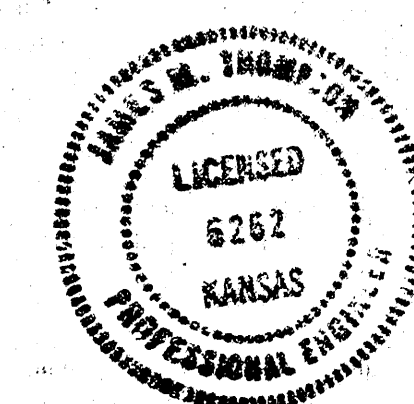
BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALT PAVEMENT.
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE
HAVING AUTOMATIC ~~ELECTRONIC~~ CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL
BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND 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.



The 1st movement begins on the 1st of either shall
be paid as 10 to 10 and the 2nd 8th month case
the 3rd month 1st year on 1st of either shall
be paid as 10 to 10 and the 4th 1st year



CITY OF WICHITA, KANSAS

DEPARTMENT of ENGINEERING

R. W. BRUGGEMAN ——— CITY ENGINEER

DATE Jan. 1980

SHEET 4 of 6