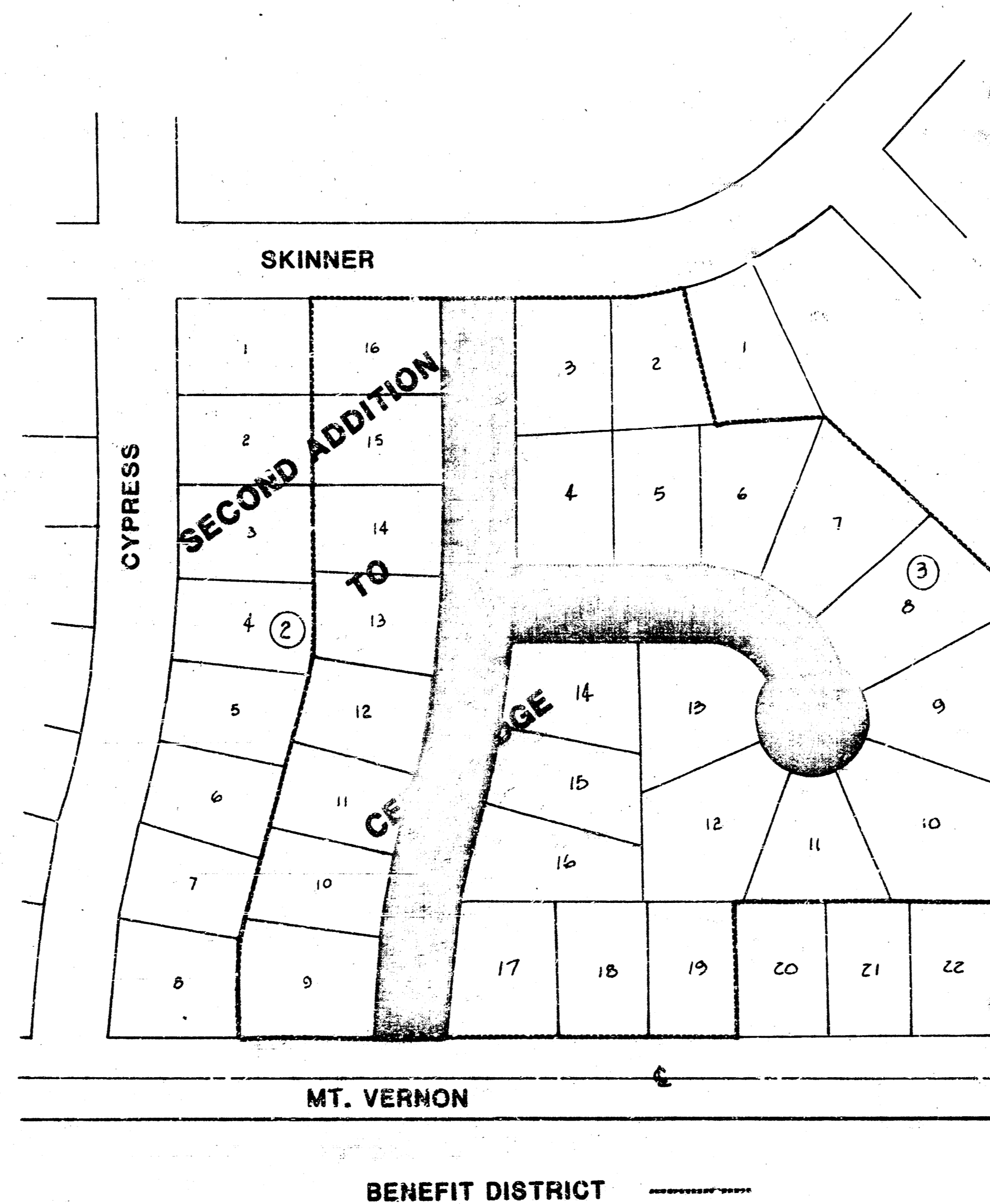
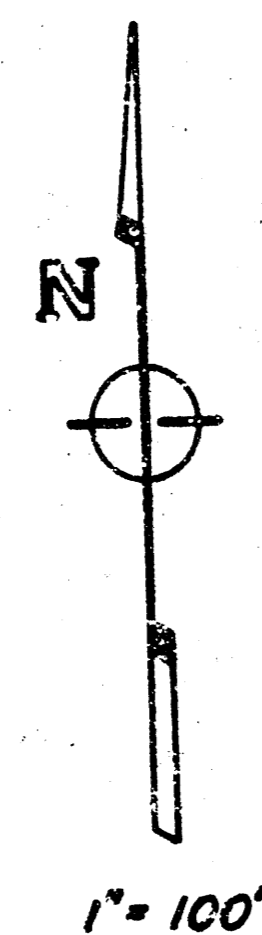


# STREET IMPROVEMENTS FOR SECOND ADDITION TO CEDAR RIDGE

COOPER - FROM THE N.L. OF MT. VERNON TO THE S.L. OF SKINNER  
COOPER COURT - FROM THE E.L. OF COOPER TO AND INCL. CUL-DE-SAC

PROJECT NO.  
**472-76-245-81083-000-000-001**



GENERAL NOTES

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 land surveyor or a professional engineer in accordance with state laws.

The contractor shall contact the utility companies for any proposed or existing underground lines which they may have in the vicinity of construction of this project.

No more than 15 drives shall be constructed on this project. Contact Clifford Nies, 684-0161, for locations of the necessary driveways.

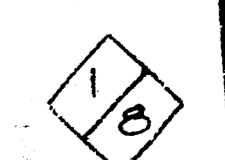
The contractor shall coordinate the construction of this project with the water line construction proposed for these streets.

**CITY OF WICHITA, KS**  
**MIKE E. LINDEBAK — CITY ENGINEER**



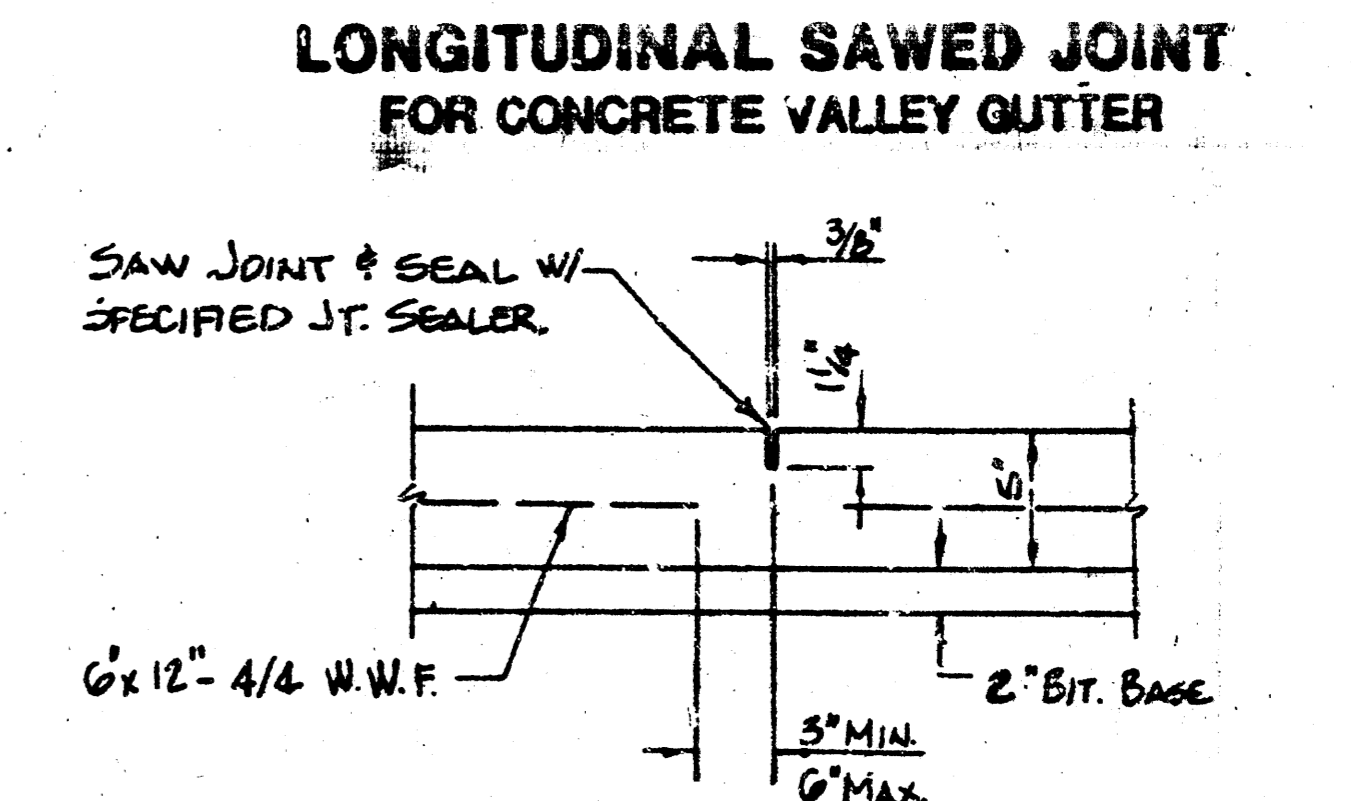
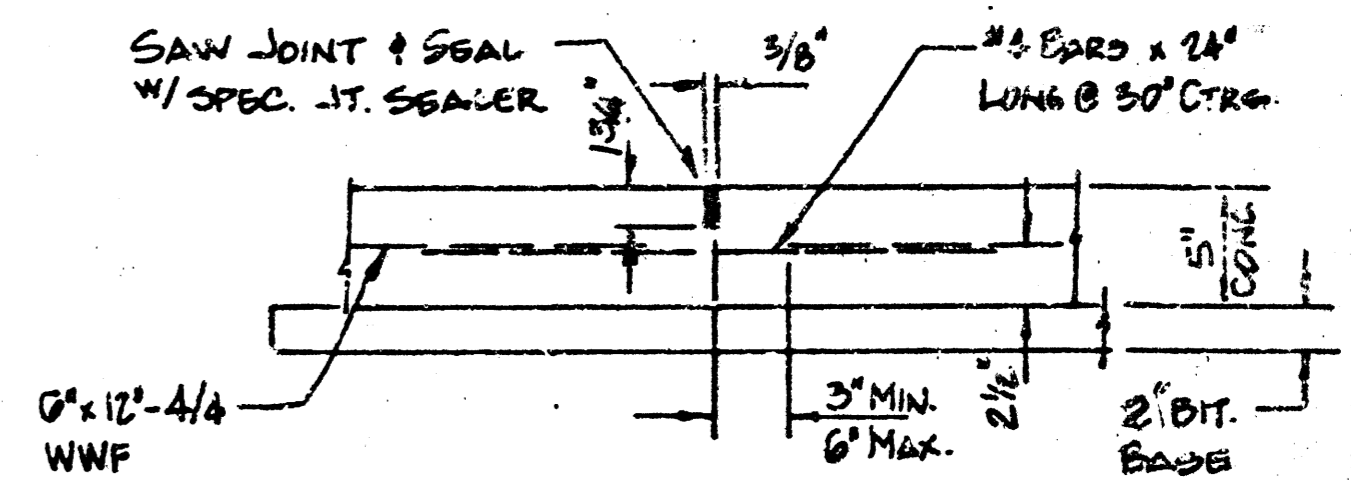
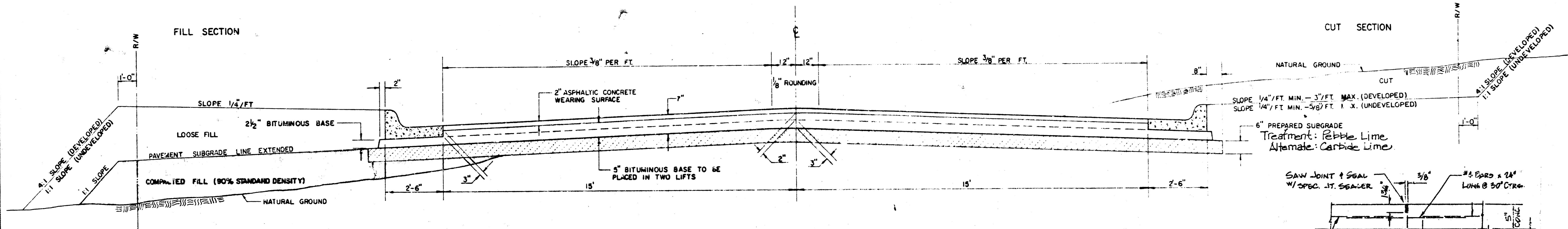
OCTOBER 1984

**BAUGHMAN COMPANY, P.A.**  
SURVEYING & ENGINEERING  
316/262-7271 • 330 LAURA • WICHITA, KANSAS 67211

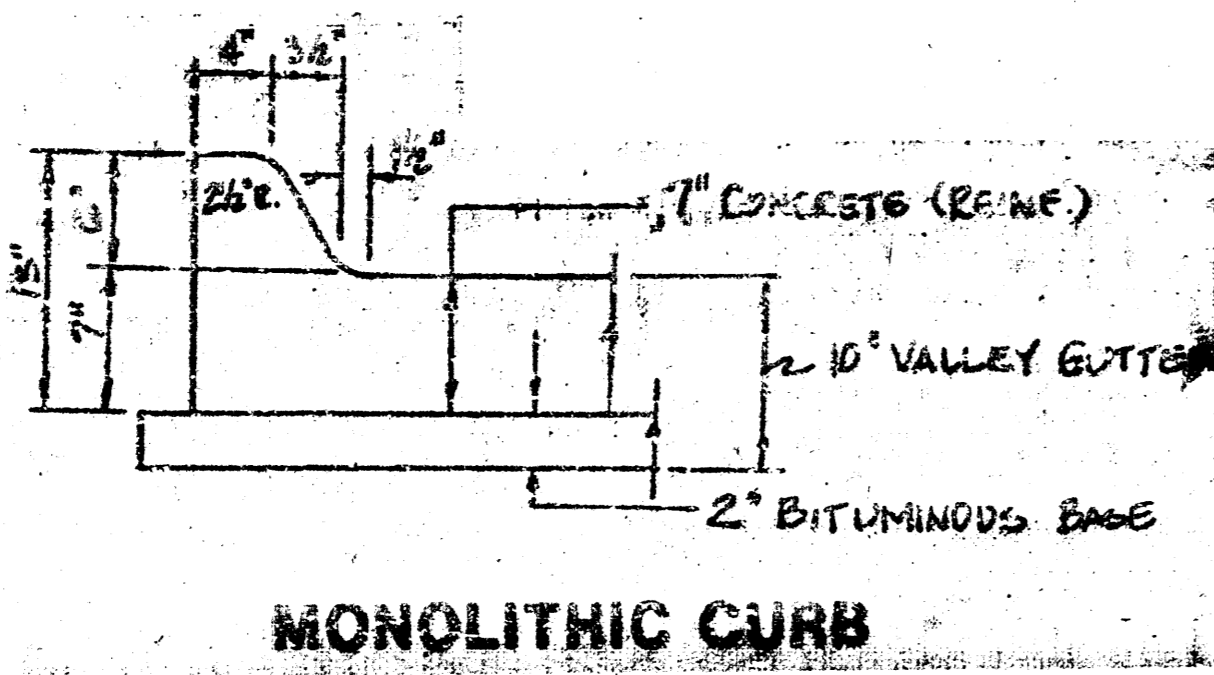
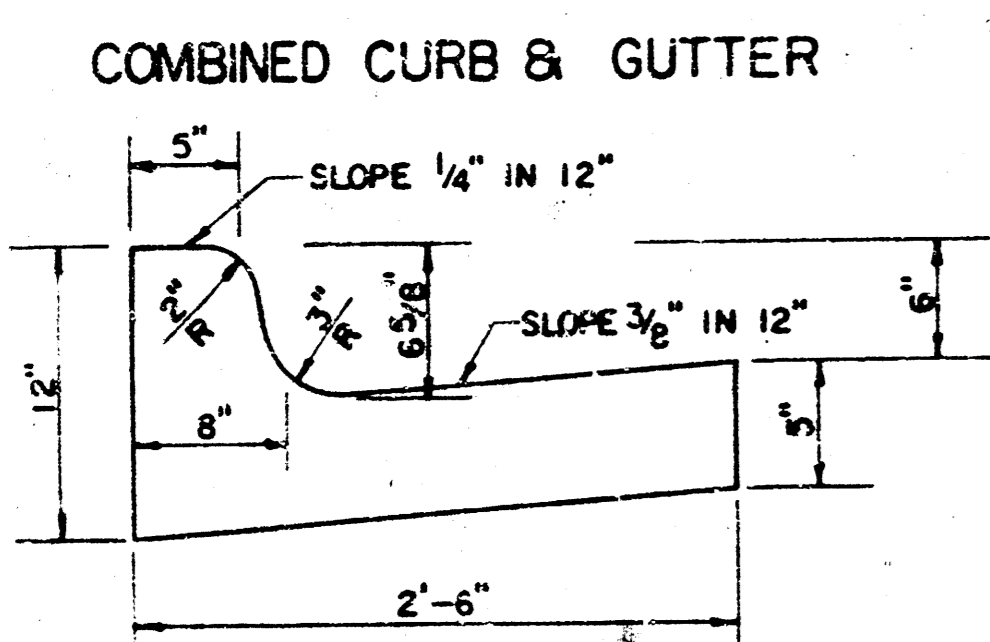


# TYPICAL 35' PAVEMENT DETAILS

## TRANSVERSE SECTION



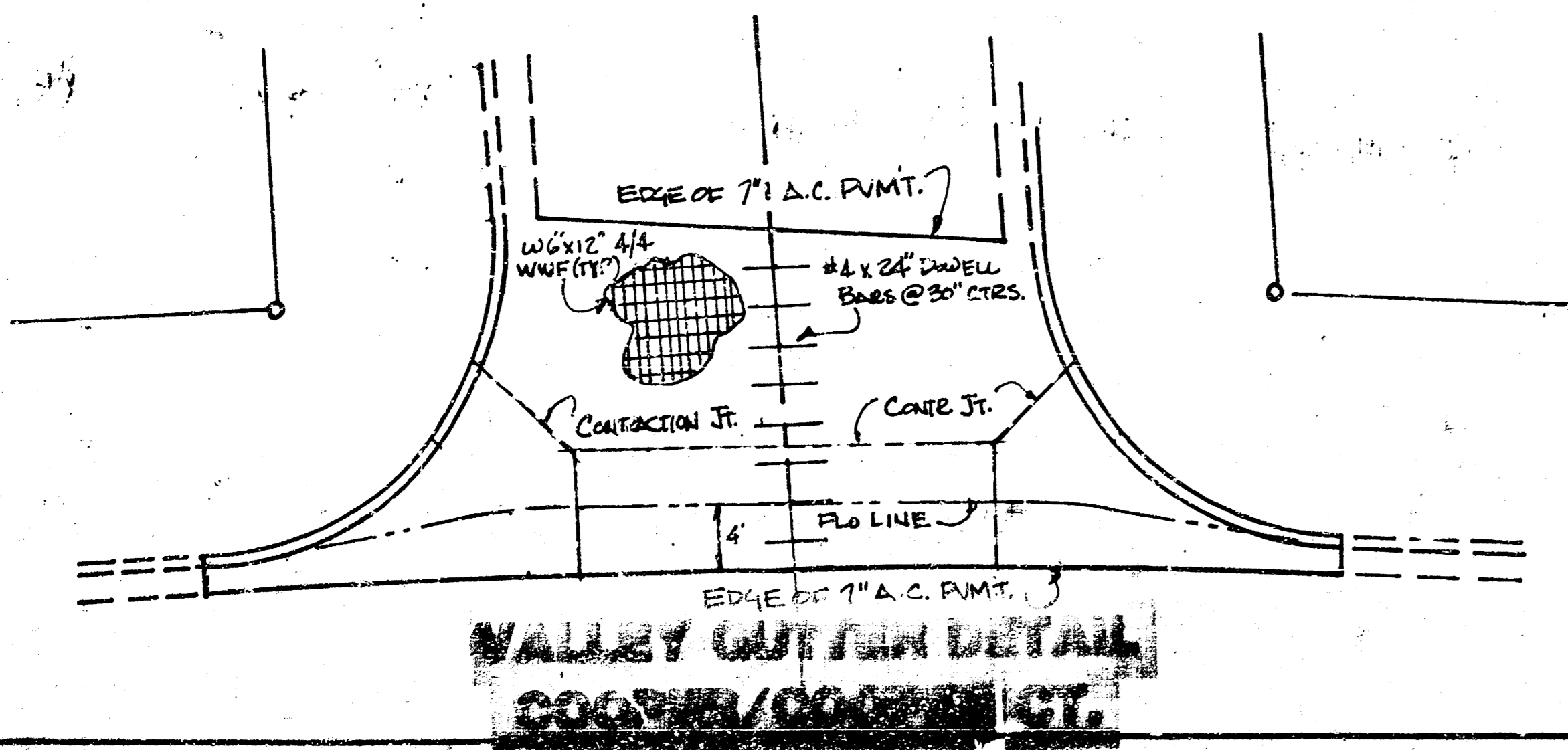
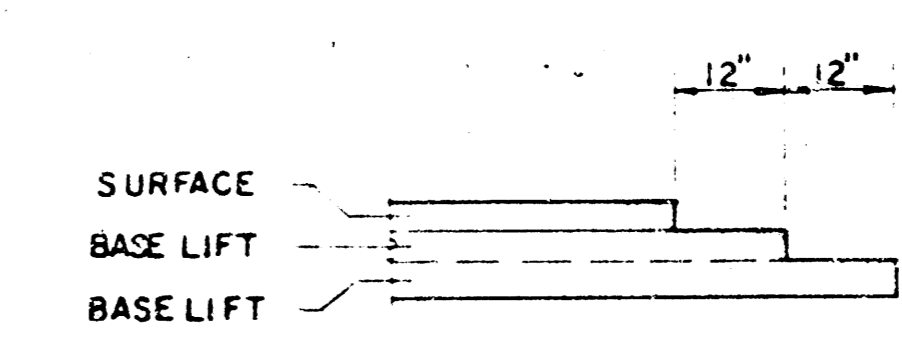
	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23



## GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

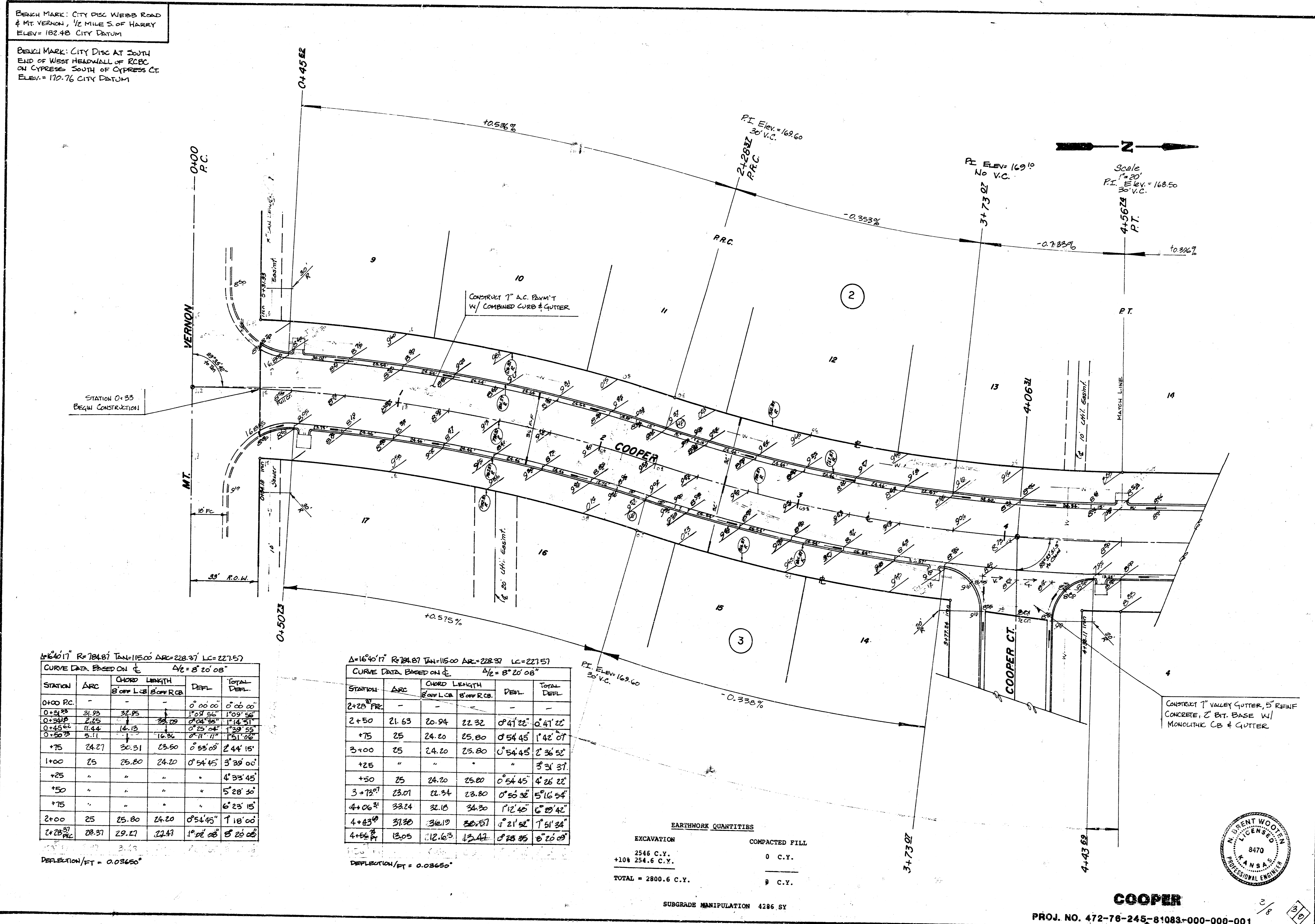
## TRANSVERSE CONSTRUCTION JOINTS



7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE  
 CITY OF WICHITA, KANSAS  
 PROJECT NUMBER  
 472-76-245-21083-000-000-001

BENCH MARK: CITY DISC WEBB ROAD & MT. VERNON, 1/2 MILE S. OF HARRY  
ELEV. = 182.48 CITY DATUM

BENCH MARK: CITY DISC AT SOUTH END OF WEST HEADWALL OF R.C.B. ON CYPRESS SOUTH OF CYPRESS CT.  
ELEV. = 172.76 CITY DATUM



$\Delta=16'40.17$   $R=784.87$   $TAN=15.00$   $ARC=228.37$   $LC=227.57$   
CURVE DATA BASED ON  $\frac{1}{2}$   $\Delta=8'20.08"$

STATION	ARC	CHORD LENGTH		DEFL.	
		B' OFF LCB	B' OFF RCB	DEFL.	TOTAL DEFL.
0+00 P.C.	-	-	-	0' 00' 00"	0' 00' 00"
0+25	31.93	31.95	-	0' 03' 24"	0' 03' 24"
0+50	2.55	-	32.70	0' 08' 30"	1' 03' 54"
0+75	11.44	16.13	-	0' 25' 04"	1' 29' 58"
0+50 P.T.	2.11	-	16.36	0' 11' 11"	1' 51' 09"
+75	24.27	30.31	23.50	0' 53' 05"	2' 44' 15"
1+00	25	25.80	24.20	0' 54' 45"	3' 39' 00"
+25	"	"	"	"	4' 33' 45"
+50	"	"	"	"	5' 28' 30"
+75	"	"	"	"	6' 23' 15"
2+00	25	25.80	24.20	0' 54' 45"	7' 18' 00"
2+25 P.C.	28.37	29.27	22.47	1' 02' 06"	8' 20' 06"

DEFLECTION/FT. = 0.03650"

$\Delta=16'40.17$   $R=784.87$   $TAN=15.00$   $ARC=228.37$   $LC=227.57$   
CURVE DATA BASED ON  $\frac{1}{2}$   $\Delta=8'20.08"$

STATION	ARC	CHORD LENGTH		DEFL.	
		B' OFF LCB	B' OFF RCB	DEFL.	TOTAL DEFL.
2+25 P.C.	-	-	-	-	-
+50	21.63	20.94	22.32	0' 47' 26"	0' 47' 26"
+75	25	24.20	25.80	0' 54' 45"	1' 42' 07"
3+00	25	24.20	25.80	0' 54' 45"	2' 36' 52"
+25	"	"	"	"	3' 31' 37"
+50	25	24.20	25.80	0' 54' 45"	4' 26' 22"
3+75 P.C.	23.01	22.34	23.80	0' 50' 36"	5' 16' 54"
4+00	33.24	32.16	34.30	1' 12' 46"	6' 29' 42"
4+25	31.80	30.19	30.07	1' 21' 52"	7' 51' 34"
4+50 P.T.	13.05	12.163	13.47	0' 25' 35"	8' 20' 09"

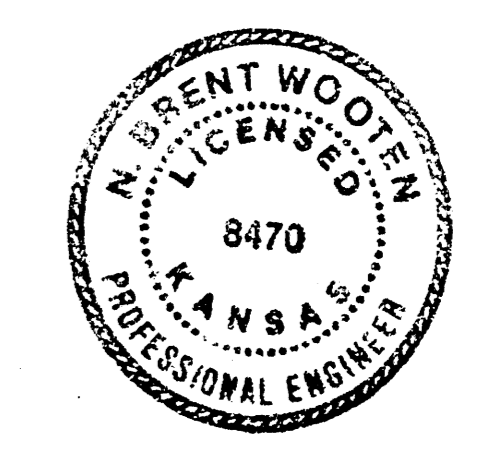
DEFLECTION/FT. = 0.03650"

P.I. ELEV. = 169.60  
30' V.C.

EARTHWORK QUANTITIES

EXCAVATION	2546 C.Y.	COMPACTED FILL	0 C.Y.
	+108 254.6 C.Y.		
TOTAL =	2800.6 C.Y.		

SUBGRADE MANIPULATION 4286 SY

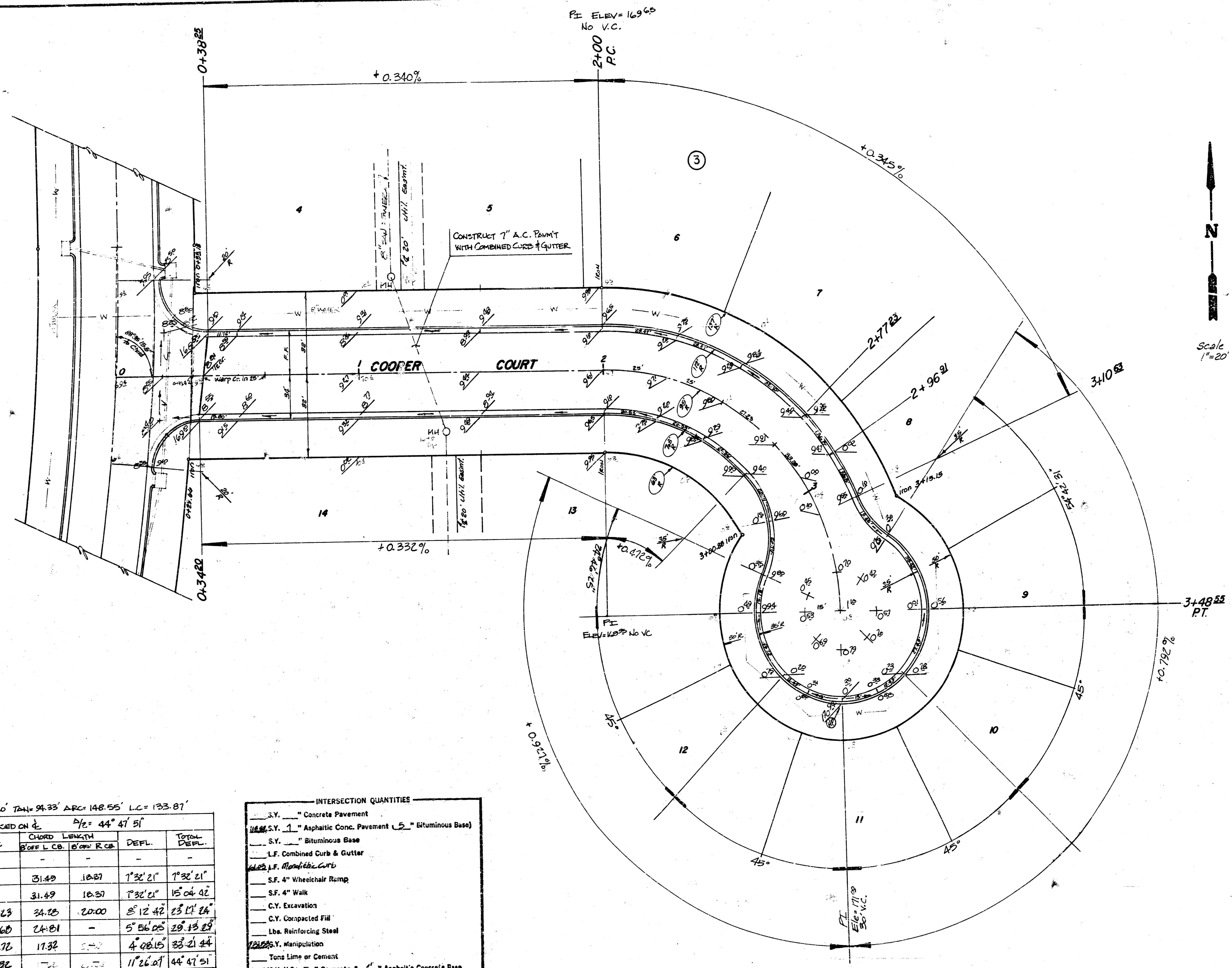


**COOPER**

PROJ. NO. 472-76-245-81083-000-000-001



BENCH MARK: CITY DPC WEBB ROAD & MOUNT VERNON, 1/2 MILE S. OF HARRY, ELE. 182.48 CITY DATUM



Scale 1"=20'

$\Delta = 89^{\circ}35'42''$   $R = 50'$   $Tan = 94.33'$   $ARC = 148.55'$   $L.C. = 133.87'$   
 CURVE DATA BASED ON  $\Delta = 44^{\circ}47'51''$

STATION	ARC	CHORD LENGTH		DEFL.	TOTAL DEFL.
		OFF L. CB.	OFF R. CB.		
2+00 P.C.	-	-	-	-	-
+25	25	31.49	18.87	1°32'21"	1°32'21"
+50	25	31.49	18.87	1°32'21"	1°50'42"
2+77.83	27.23	34.25	20.00	1°12'42"	2°11'24"
2+96.91	19.60	24.81	-	5°56'05"	2°13'29"
3+10.88	13.72	17.32	-	4°06'15"	3°21'44"
3+48.52 P.T.	37.62	-	-	11°26'01"	44°47'51"

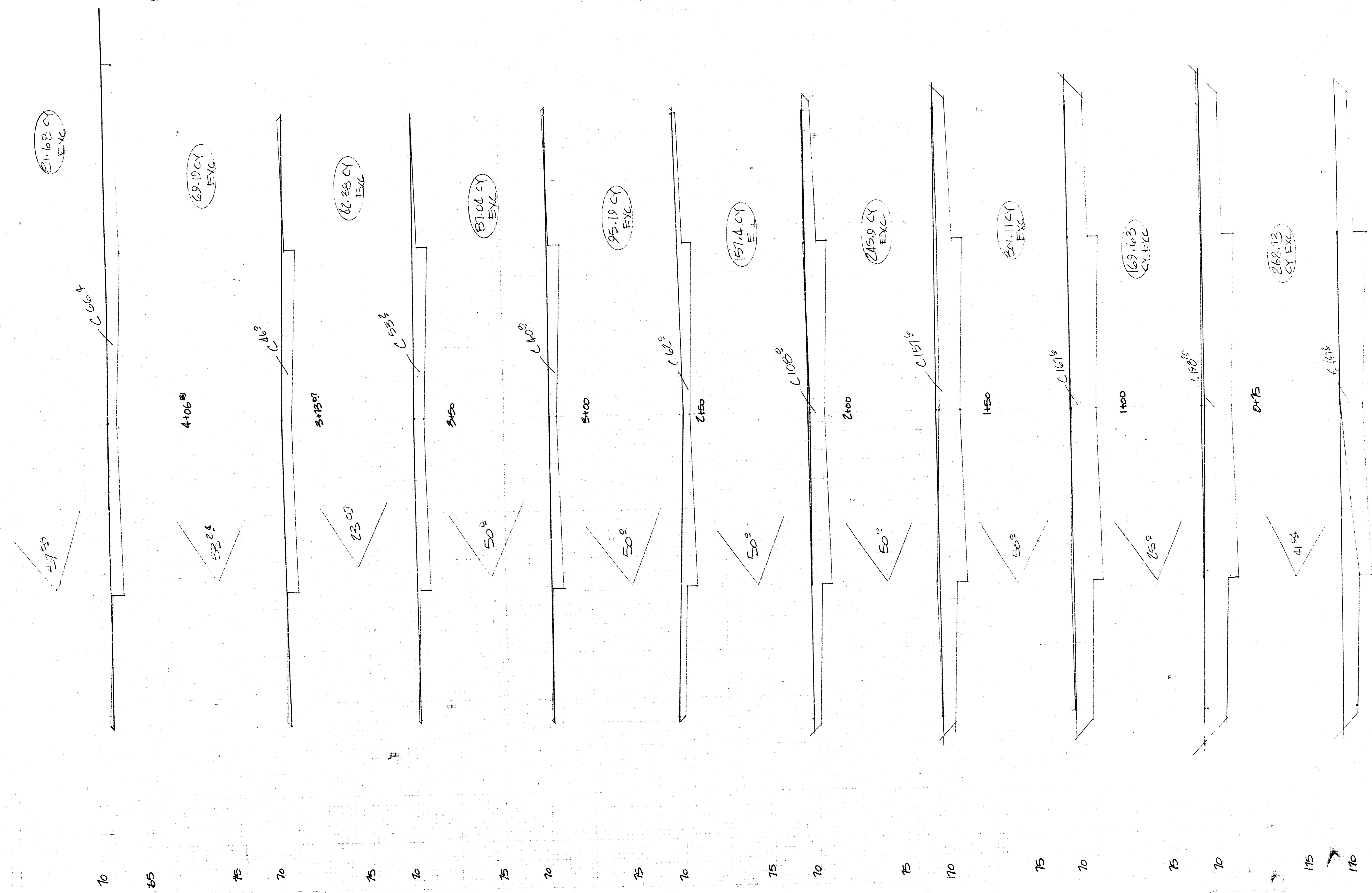
REFLECTION/FT = 0.30151"

- INTERSECTION QUANTITIES
- 3.5" Concrete Pavement
  - 1.5" Asphaltic Conc. Pavement (5" Bituminous Base)
  - 5" Bituminous Base
  - 1" Combined Curb & Gutter
  - 1" Manhole Curbs
  - 4" Wheelchair Ramp
  - 4" Walk
  - C.Y. Excavation
  - C.Y. Compacted Fill
  - Lbs. Reinforcing Steel
  - Y. Manipulation
  - Tons Lime or Cement
  - 5.5" V.G. Concrete & 1" Asphaltic Concrete Base

**COOPER COURT**

PROJ. NO. 472-75-245-81083-000-000-001

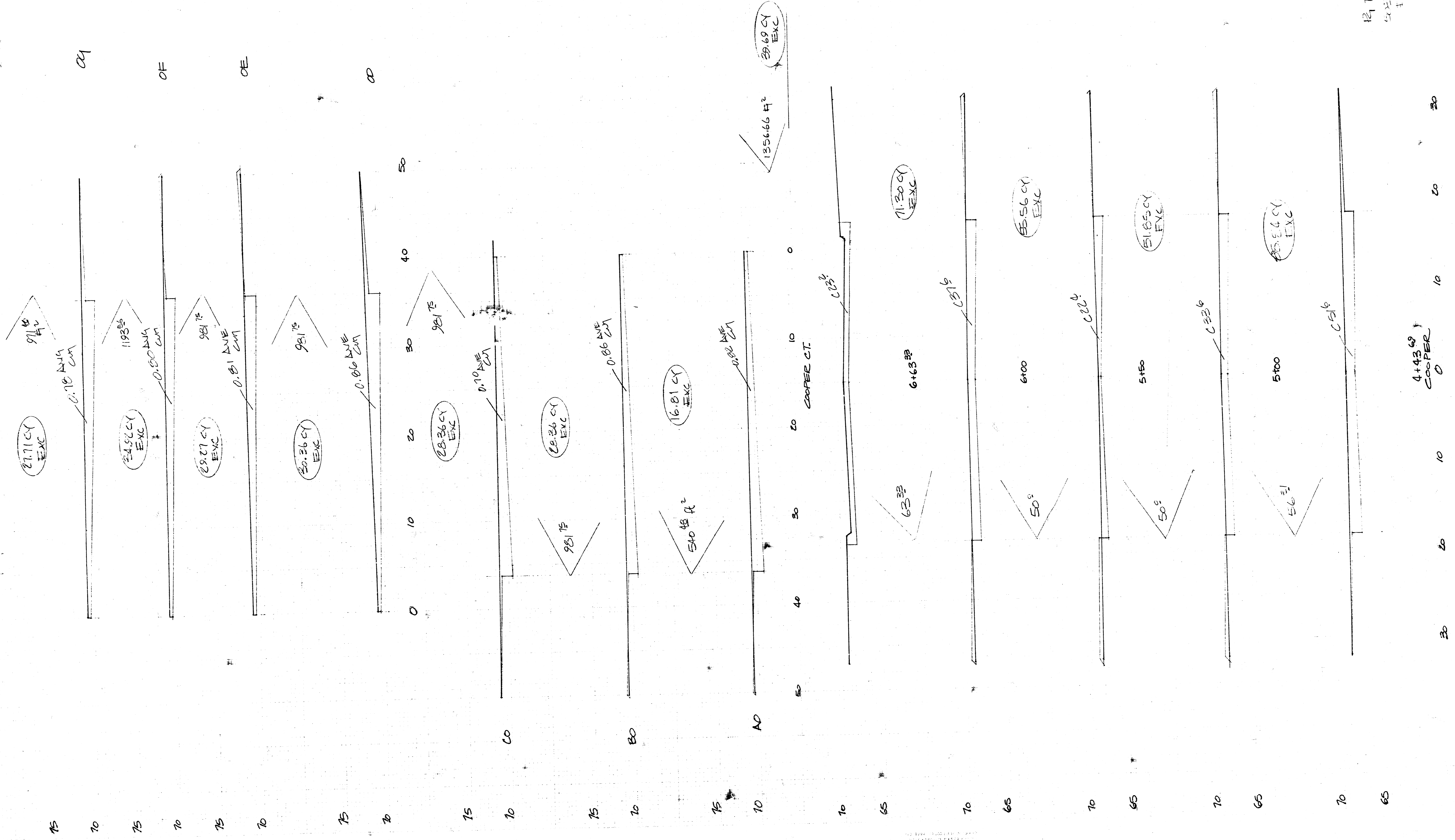
5/8



R TOTAL  
1518.65 CY  
EXC

EXCAVATION TOTAL	0+33.66	COOPER	0	10	20	30	40	50	60	70	80
2545.84											

5/8  
6/10



R. T. ...  
 ...  
 EXC

