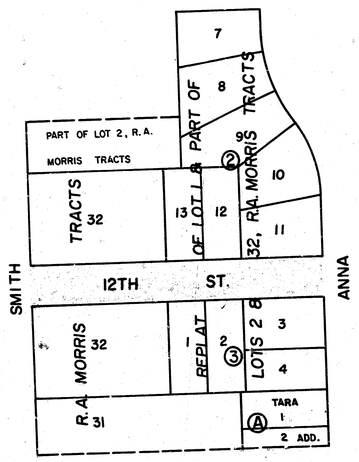
TWELFTH STREET NORTH
E.L. SMITH TO W.L. ANNA





CARL L. GIBSON
LICENSED
9590
KANSAS
PROFESSIONAL ENGINEER

PROJECT DESCRIPTION	TWELFTH STREET NORTH E.L. SMITH TO W.L. ANNA
PROJECT NUMBER	472 76 245 81220 000 000 001
BOOK NO. MG18 / DRAWN BY VRH	APPROVED BY / DATE / REVISED
CITY OF WICHITA DEPARTMENT OF ENGINEERING	
DIRECTOR OF ENG./CITY ENGINEER R. W. BRUGGEMAN	SCALE 1" = 100'

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TYPICAL 31' PAVEMENT DETAILS

CITY OF WICHITA, KANSAS

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 2 INCH BITUMINOUS BASE

PROJECT NUMBER

GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE CURBED CURB AND GUTTER SHALL BE LAID AS SQUARE AWAY TO $\frac{1}{4}$" ASPHALTIC CONCRETE (2" BITUMINOUS BASE).

2) THE BITUMINOUS BASE AND ASPHALTIC CONCRETE MEDIAN SURFACE SHALL BE PLACED WITH A RANDOM MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

3) A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.02 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

4) BITUMINOUS BASE AND ASPHALTIC CONCRETE MEDIAN SURFACE SHALL BE PLACED IN TWO LIFTS WITH THE MINIMUM LIFT BEING ONE (1) FOOT WIDER THAN THE SUCCEEDING LIFT AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFT AND PLACED SO AS TO PROVIDE ADEQUATE ALIGNMENT WHEN MATCHING THE EXISTING PAVEMENT. THE CONTRACTOR SHALL SUBMIT A PROPOSAL FOR APPROVAL BY THE ENGINEER WHICH SHALL INDICATE THE METHOD TO BE USED IN CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS. THE METHOD CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THE PROJECT.

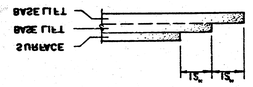
6) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE LAID AS SQUARE AWAY AS 3 1/2" BITUMINOUS BASE.

7) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE LAID AS SQUARE AWAY TO $\frac{1}{4}$" ASPHALTIC CONCRETE (2" BITUMINOUS BASE).

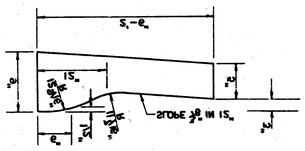
DISTANCE FROM CENTERLINE (LT & RT)	0'	5'	9'	9'	12'	10'	15'	12'	12'	12'2"	12'6"	12'11"
A TOP OF CURBED TOP	0.10	0.14	0.51	0.51	0.25	0.29	0.46	0.49	—	—	—	—
B TOP OF CURBED TOP	0.51	0.21	0.38	0.44	0.49	0.36	0.62	0.85	—	—	—	—
C TOP OF CURBED TOP	0.44	0.49	0.21	0.44	0.10	0.19	0.81	0.90	0.88	1.00	1.00	—
D TOP OF CURBED TOP	0.63	0.12	0.80	0.81	0.62	1.01	1.08	1.15	1.18	1.51	1.51	—
TOP OF SUBGRADE												

TRANSVERSE CONSTRUCTION JOINTS

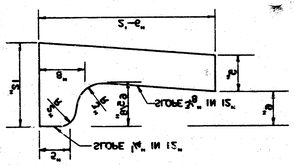
ALL CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONSTRUCTION OF THE ADJACENT EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. FLEXIBLE BASE PAVEMENT IN LOCATIONS WHERE PAVEMENT JOINT ABUTS CONSTRUCTED JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATIONS FOR 2" ASPHALTIC CONCRETE (2" BITUMINOUS BASE).



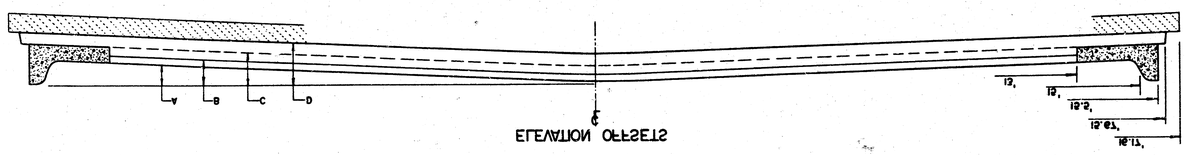
ROLL TYPE COMBINED CURB & GUTTER



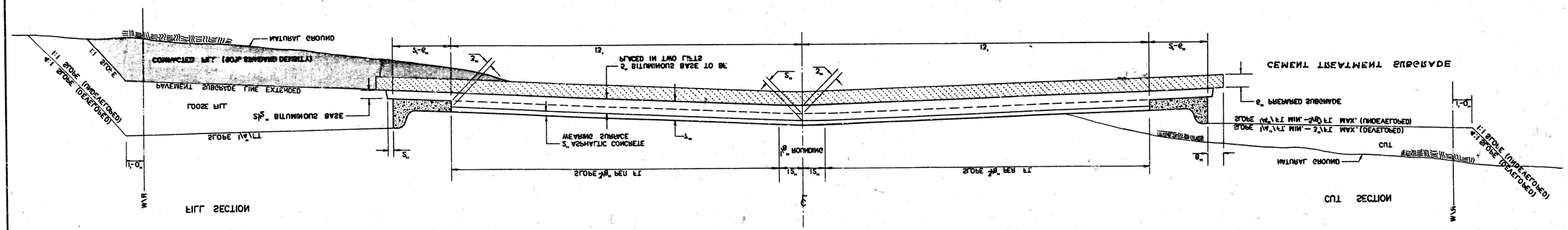
COMBINED CURB & GUTTER



ELEVATION OFFSET

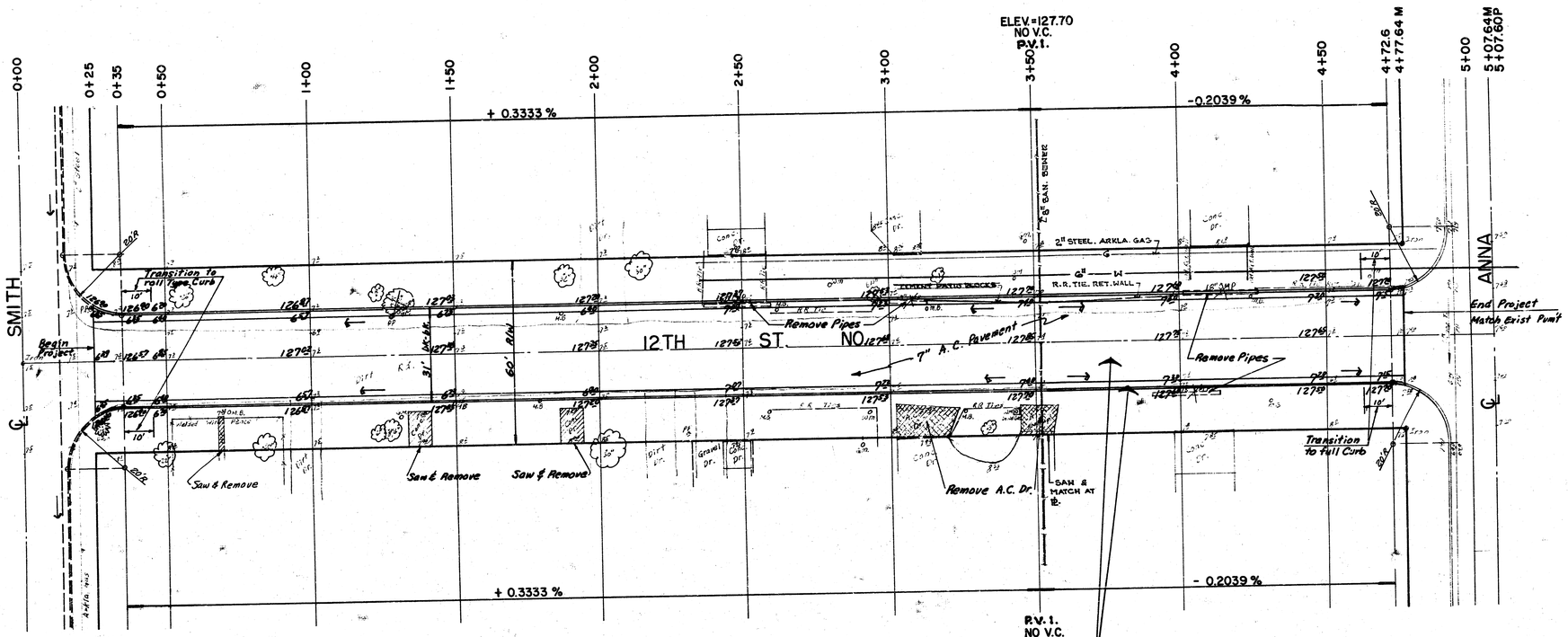


TRANSVERSE SECTION



B.M. 126.93 CITY STD. DISC, BAKER & 13TH ST. NO. 26' EAST & 32' SOUTH OF ℄ BOTH
B.M. 127.68 RR SPK. SW FACE LIGHT POLE @ 1248 ANNA ADJ. TO BACK OF CURB
B.M. 128.36 RR SPK. S FACE PP, NE COR. SMITH & 12TH

N 1"=20'



CONSTRUCT 7" ASPHALT PAVEMENT (5" BITUMINOUS BASE & ROLL TYPE COMB. CURB & GUTTER 3⅝" & 1½").

EARTH WORK

Excavation	454.1 C.Y.
+10%	45.4 C.Y.
TOTAL	499.5 C.Y.

▨ = CONCRETE DRIVE REMOVED

▨ = ASPHALT DRIVE REMOVED

∞GENERAL NOTES∞

1. MAILBOXES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WE BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING CONSTRUCTION.
2. TRANSITION FROM FULL HEIGHT COMB. C&G TO ROLL TYPE COMB C&G IS TO BE PAID AS BID FOR LIN. FT COMBINED CURB & GUTTER ROLL TYPE 3⅝".
3. WIDENED GUTTER SECTION OF COMBINED CURB & GUTTER AT INTERSECTIONS WILL NOT BE PAID DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER PAY ITEMS.
4. RAILROAD TIES SHALL BE REMOVED & SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE R.R. TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGINEER. THIS WORK TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.
5. TREES & SHRUBS IN PUBLIC RIGHT OF WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES & SHRUBS WHICH ARE NOT IN CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED & PROTECTED FROM DAMAGE.
6. CEMENT PATIO BLOCKS & LANDSCAPE TIMBERS WITHIN THE PUBLIC RIGHT OF WAY ARE TO BE TREATED IN THE SAME MANNER AS RAILROAD TIES. (NOTE No. 4.).
7. DEPRESS CURB THROUGH DRIVE OPENINGS.

1627 SQ YDS MANIPULATION

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Total Excav.	454.1 c.y.
+ 10%	45.4 c.y.
	499.5 c.y.
Say	500.0 c.y.

(4/4)

