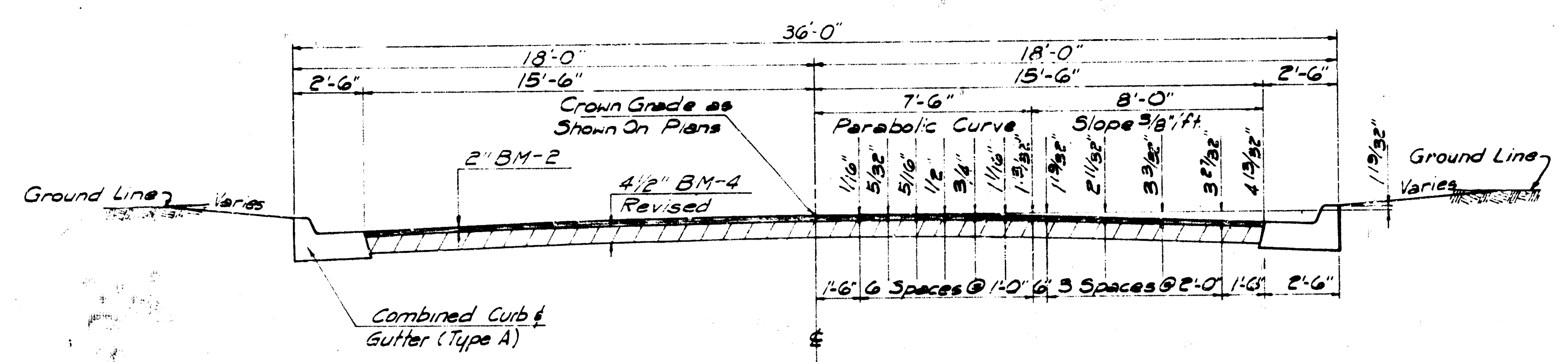
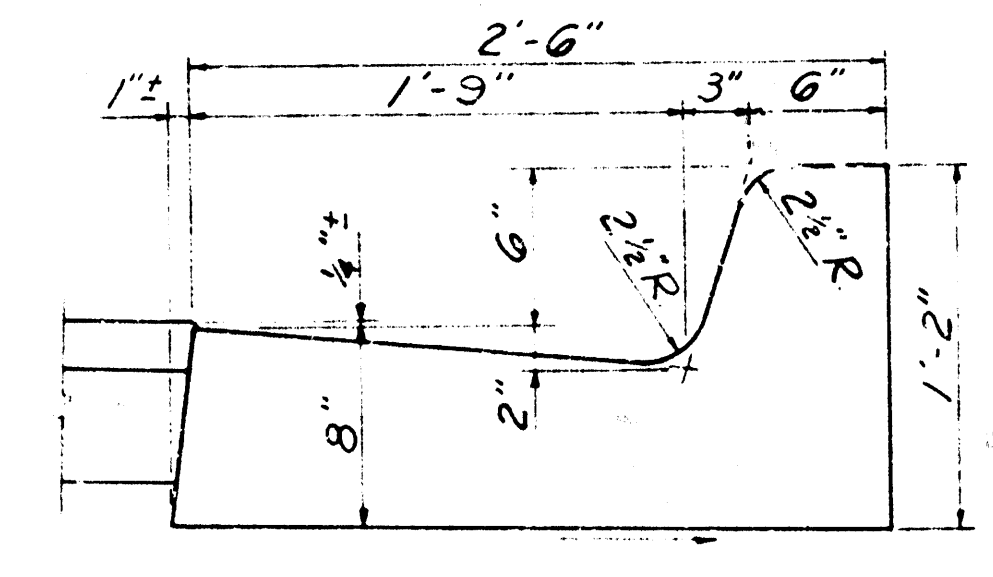


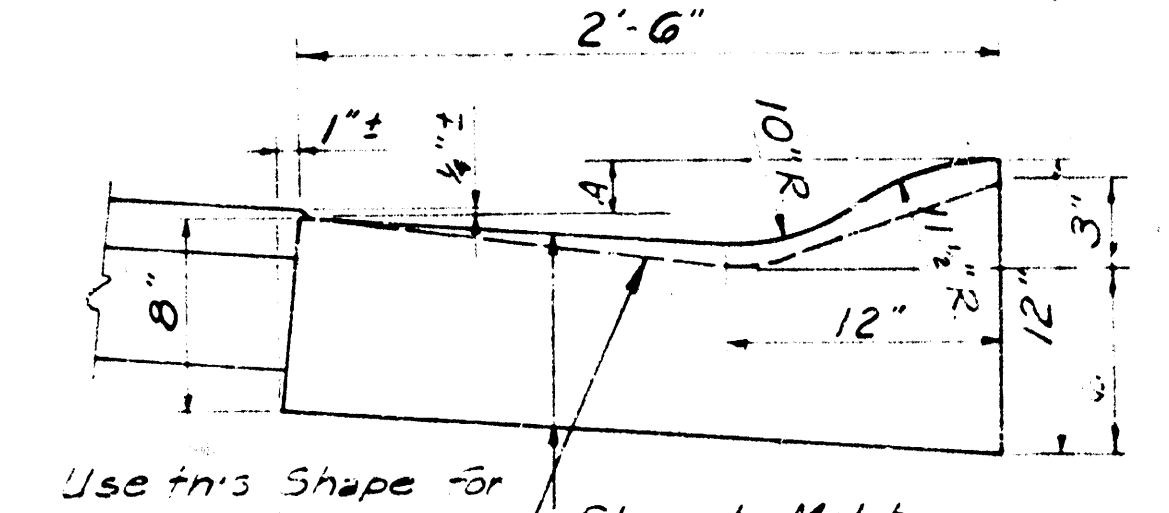


TYPICAL SECTION
HOLLAND LANE

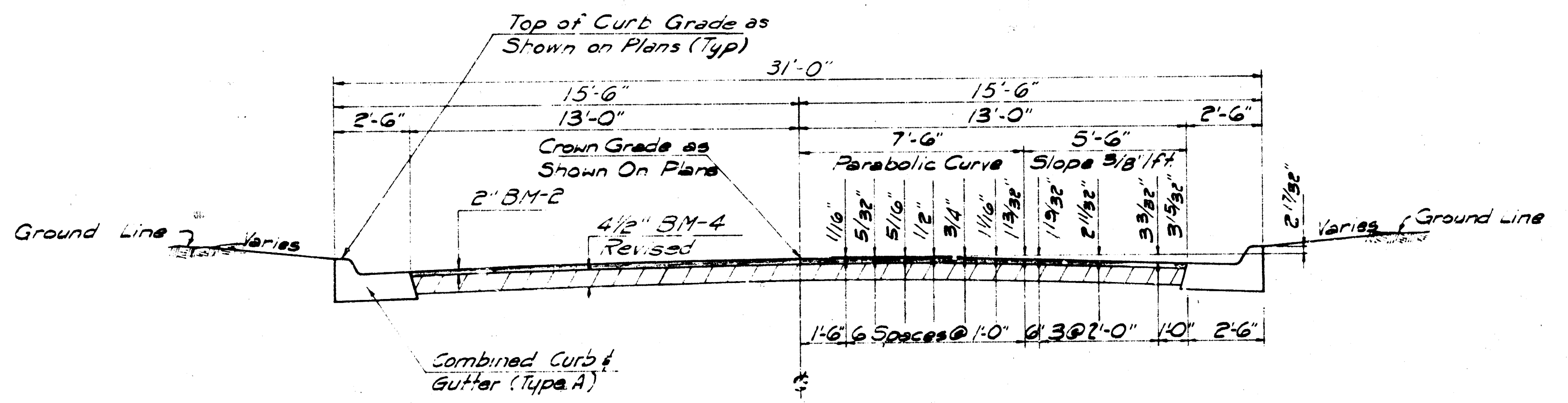


COMBINED CURB & GUTTER (TYPE A)

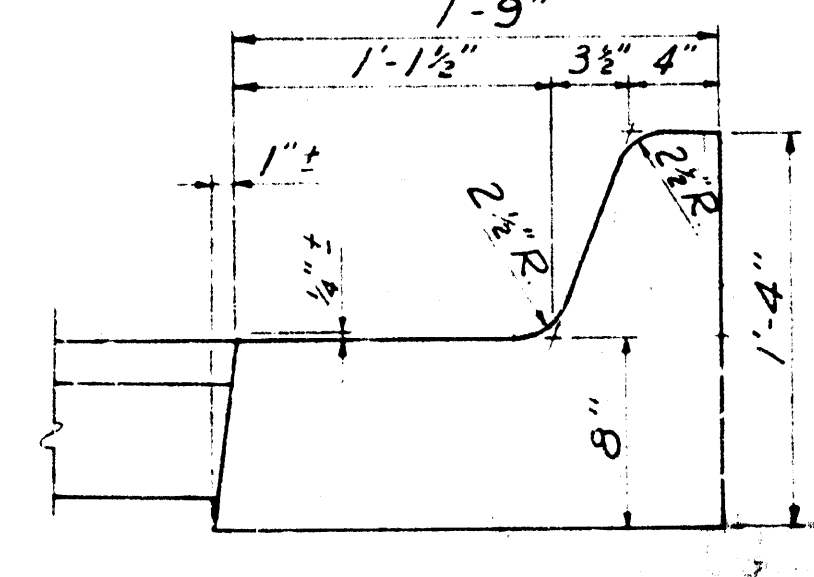
High side of Island	338'
Low side of Island	458'



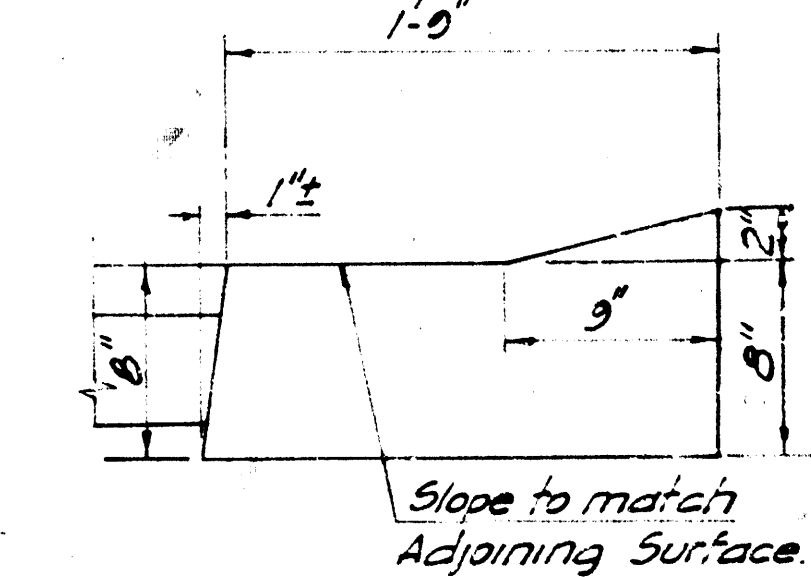
Use this Shape for Type B C&G thru Type II Entrances See Detail This Sheet
Slope to Match Adjoining Surface
COMBINED CURB & GUTTER (TYPE B)



TYPICAL SECTION
CITY SIDE STREETS

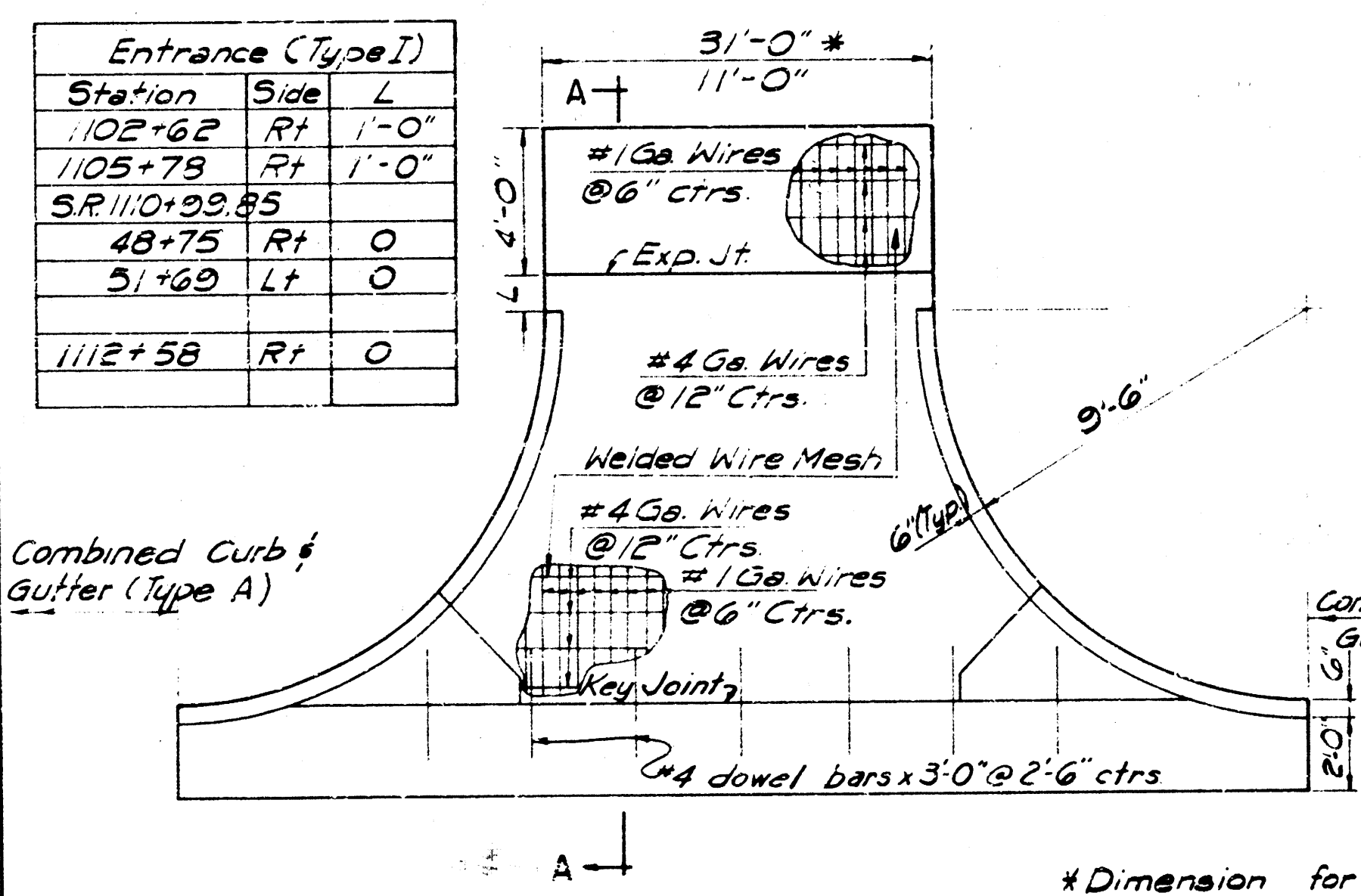


COMBINED CURB & GUTTER (TYPE C)

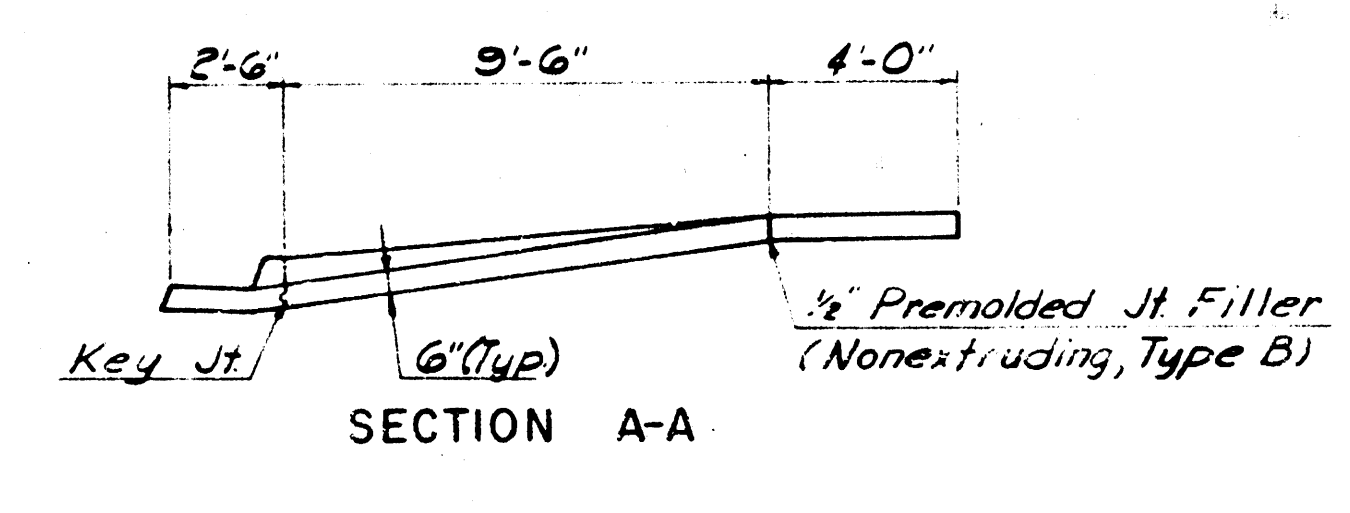


COMBINED CURB & GUTTER (TYPE D)

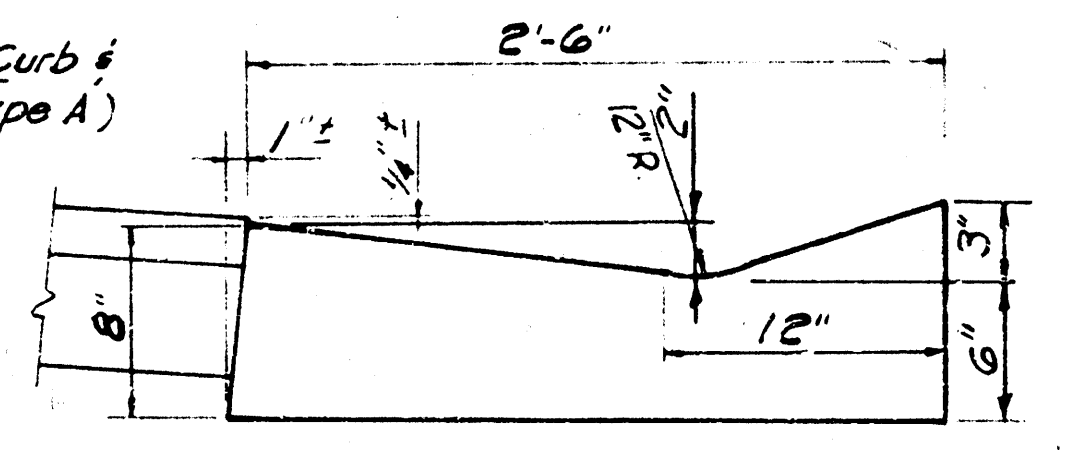
Entrance (Type I)	Station	Side	L
	1102+62	Rt	1'-0"
	1105+78	Rt	1'-0"
	SR 1110+99.85		
	48+75	Rt	0
	51+69	Lt	0
	1112+58	Rt	0



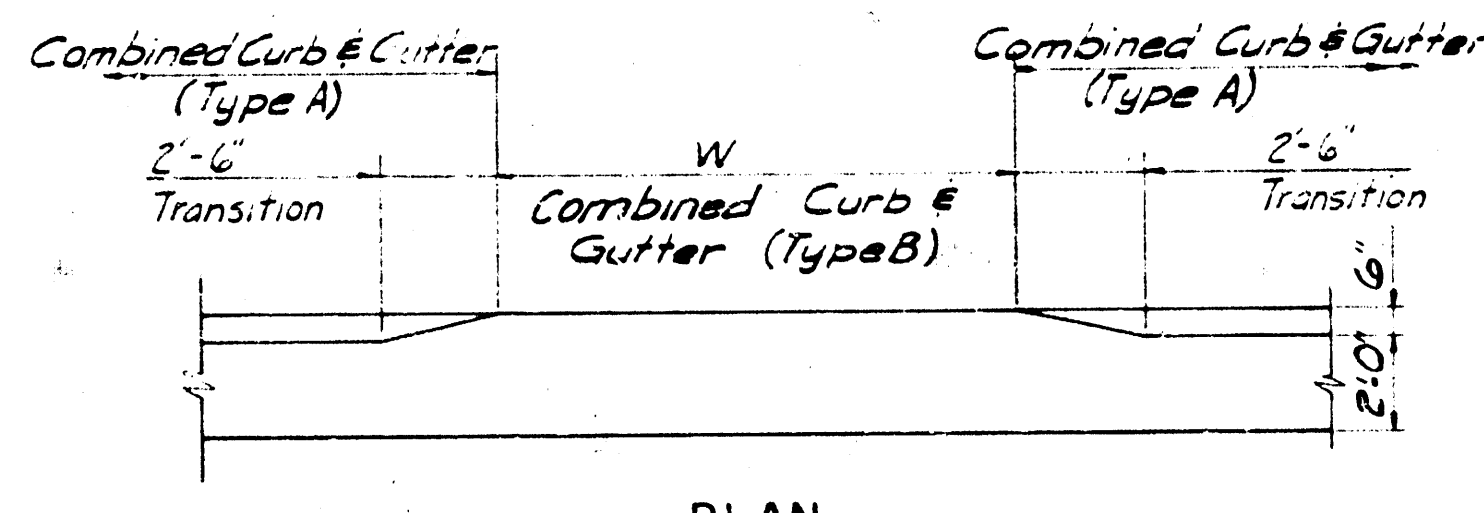
ENTRANCE (TYPE I)
(Reinforced Concrete)



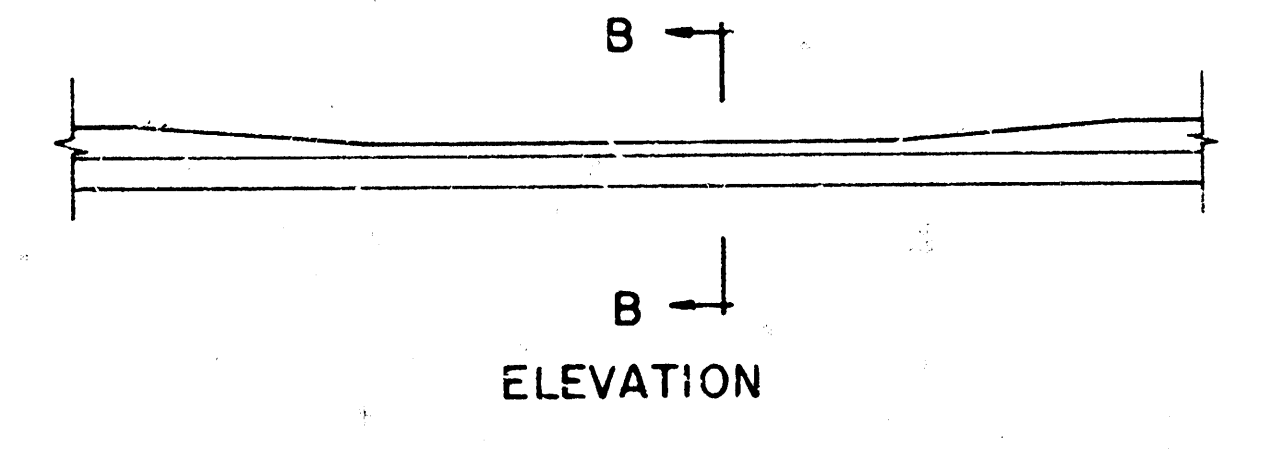
SECTION A-A



SECTION B-B
(Type B C&G thru Type II Entrances)



PLAN



ELEVATION

ENTRANCE (TYPE II)

Note: A 1" preformed expansion joint filler (Nonextruding Type B) cut to the dimensions of the curb & gutter shall be used at a spacing of not to exceed 250 ft. and at the ends of curb returns.
Plane of weakness in curb & gutter to be constructed at not to exceed 10'-3" intervals. Use Class A concrete (AC) thruout.

Entrance (Type II)	Station	Side	L
	109+15	Rt	35'-0"
	109+29	Lt	35'-0"
	101+30	Rt	35'-0"
	102+80	Rt	35'-0"
	108+50	Rt	35'-0"
	1110+00	Lt	25'-0"
	Side Road Sta. 10+39.85		
	54+80	Rt	35'-0"
	111+75	Lt	35'-0"
	113+35	Lt	35'-0"
	114+00	Lt	35'-0"

SEDGWICK COUNTY HIGHWAY DEPARTMENT
G.C. MCLURE, JR., PE COUNTY ENGINEER

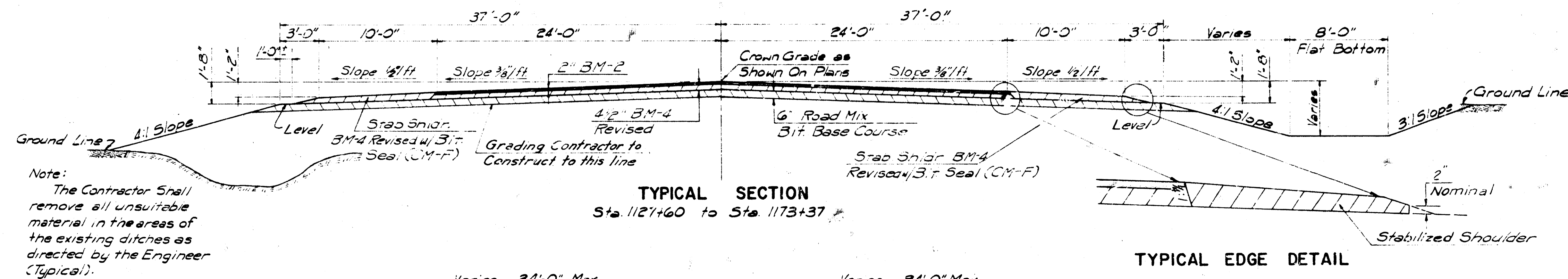
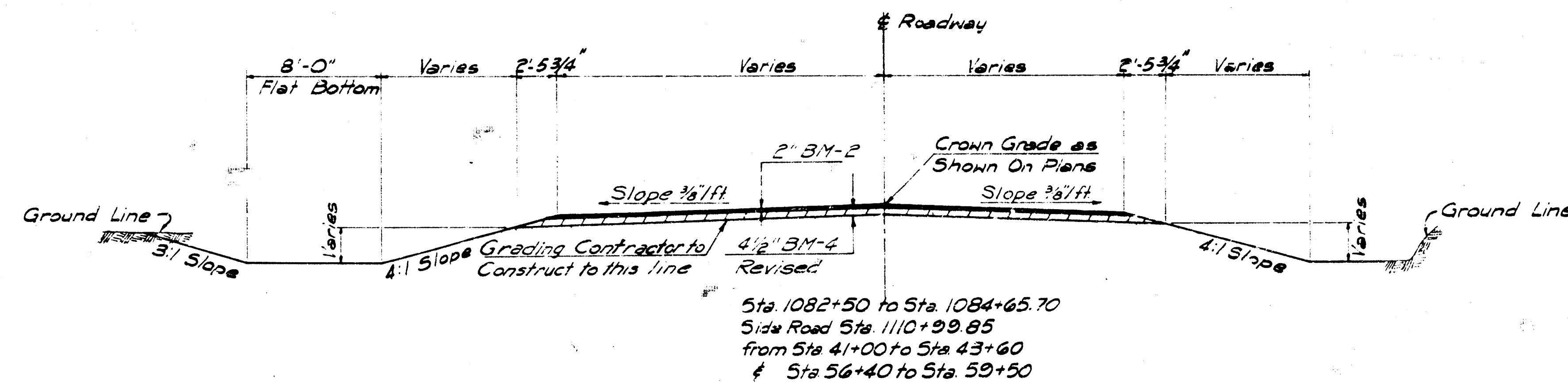
TYPICAL SECTIONS

SEDGWICK COUNTY PROJECT 875-SU-1570(1)

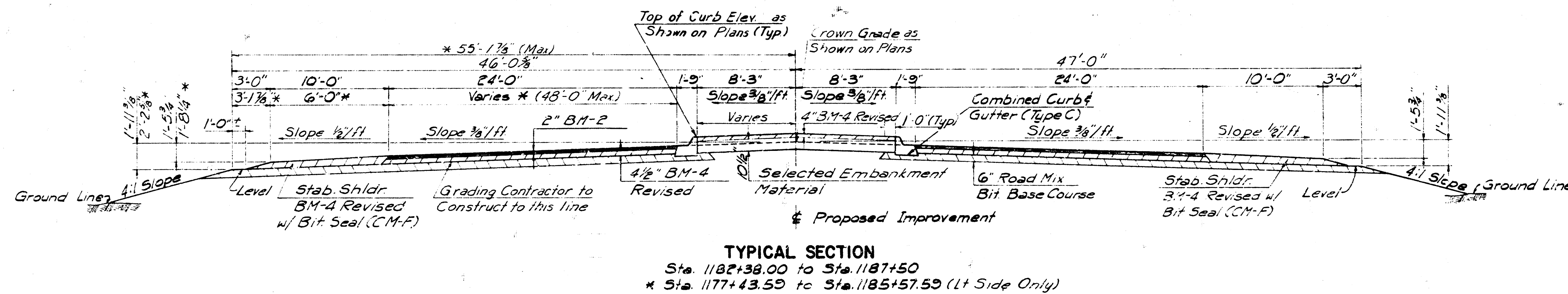
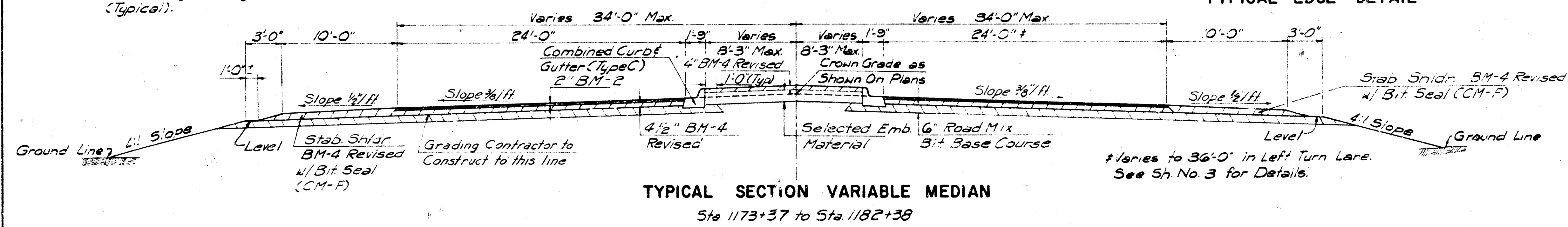
PROFESSIONAL ENGINEERING CONSULTANTS

WORTH, TEXAS

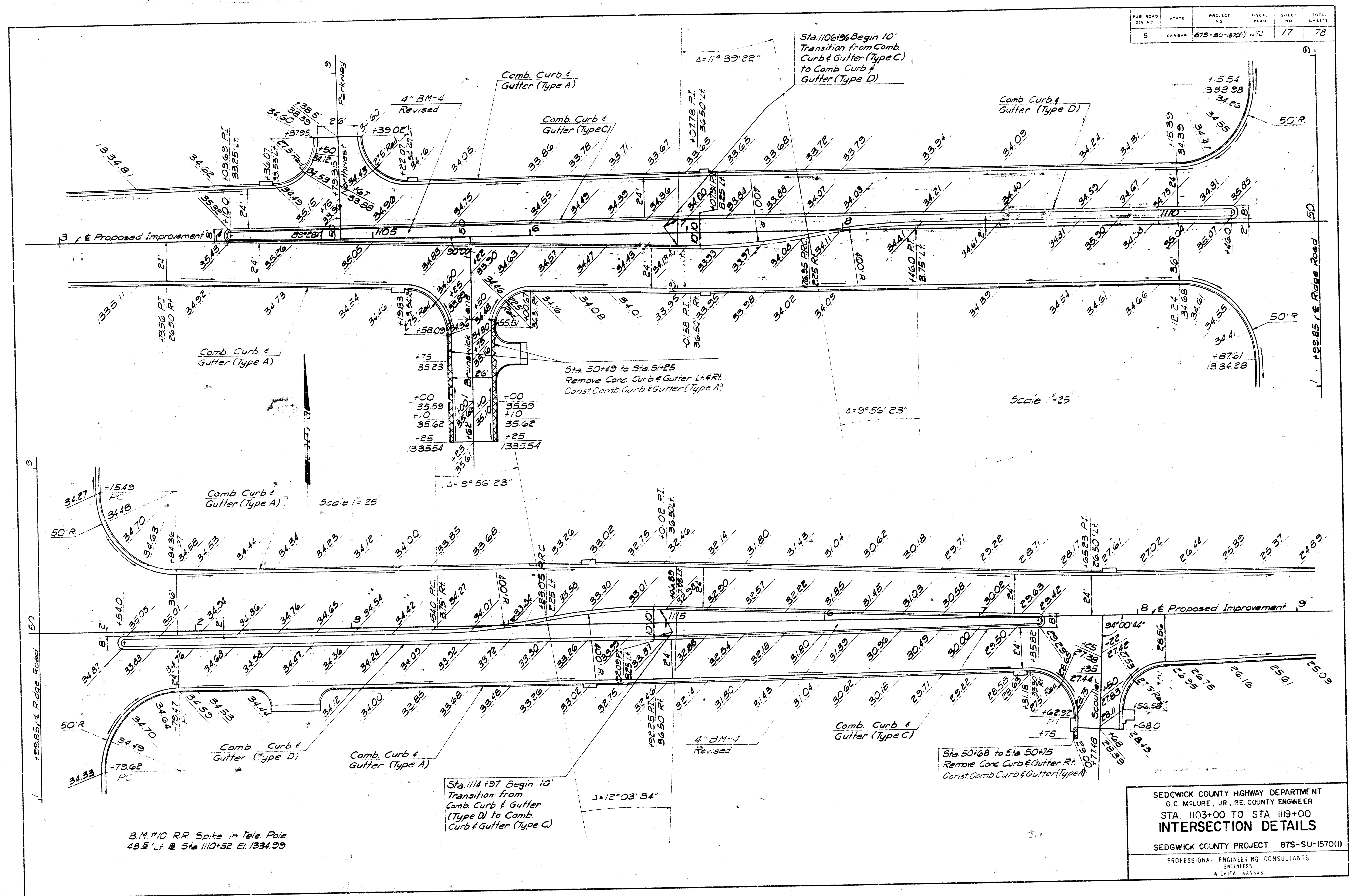
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Checked by: [blank]



TYPICAL EDGE DETAIL

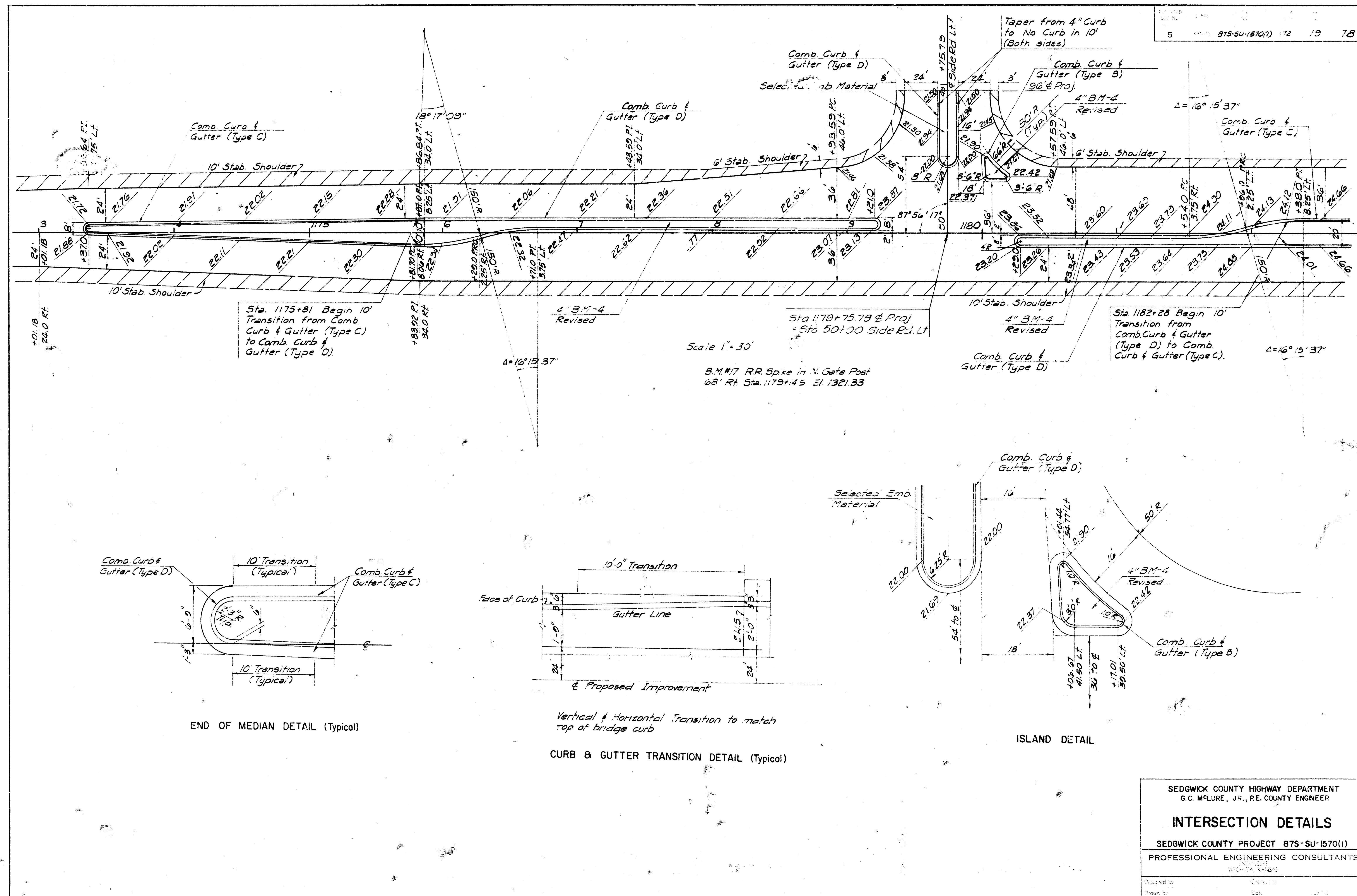


See Sh. No. 2 for Connection.



PUB. ROAD	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	KANSAS	875-SU-1570(1)	1972	17	78

SEDGWICK COUNTY HIGHWAY DEPARTMENT
 G.C. MCLURE, JR., P.E. COUNTY ENGINEER
 STA. 1103+00 TO STA. 1119+00
INTERSECTION DETAILS
 SEDGWICK COUNTY PROJECT 875-SU-1570(1)
 PROFESSIONAL ENGINEERING CONSULTANTS
 WICHITA, KANSAS



SUMMARY OF QUANTITIES

ITEM	SURFACING MAINLINE	SURFACING RIDGE ROAD	SHOULDER MAINLINE	MEDIANS & ISLANDS	TOTAL	UNITS
SURFACE COURSE						
AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	8 591.7	1,051.1			7 642.8	TONS
ASPHALT CEMENT (AC-5)	407.8	65.0			472.8	TONS
EMULSIFIED ASPHALT (SS-1H) FOR TACK	25.3	4.0			29.3	TONS
BASE COURSE						
AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	17 066.1	2 714.6	5 152.7	973.4	25 906.8	TONS
ASPHALT CEMENT (AC-5)	960.5	152.8	200.0	54.8	1 458.1	TONS
EMULSIFIED ASPHALT (SS-1H) FOR TACK	53.5	8.1	11.2		68.8	TONS
WATER (EMULSION DILUTION)					1.0	M. GALS
ROAD MIX BITUMINOUS BASE COURSE						
EMULSIFIED ASPHALT	1 080.9				1 080.9	TONS
MINERAL FILLER*	1 544.1				1 544.1	TONS
BITUMINOUS BASE (6")	53 032				53 032	SO. YDS
LIME TREATED SUBGRADE						
HYDRATED LIME	204.3	61.2			265.5	TONS
WATER	244.8	73.3			318.1	M. GALS
MANIPULATION (LIME TREATED SUBGRADE)	27 521	9 245			35 766	SO. YDS
BITUMINOUS SEALING						
COVER MATERIAL (CM-F)			90.7		90.7	CU. YDS
CUTBACK ASPHALT (RC-3000)			13.5		13.5	TONS
MANIPULATION (BITUMINOUS SEAL) SHOULDERS			119.7		119.7	STA.
ASPHALT PAVEMENT SAMPLING						
	37		5		49	EACH
SELECTED ENHANCEMENT MATERIAL (VEHICLE MEASUREMENT)						
				894	894	CU. YDS

NOTES

ROAD MIX BITUMINOUS BASE COURSE
THE TOP 6" OF IN-PLACE MATERIAL SHALL BE USED FOR THE ROAD MIX BITUMINOUS BASE COURSE WITH THE CONDITION THAT SAID MATERIAL CONTAIN A MINIMUM OF 10% BY DRY WEIGHT OF MINUS 200 MATERIAL. THE SUITABILITY OF THE IN-PLACE MATERIAL SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

* MINERAL FILLER
MINERAL FILLER HAS BEEN INCLUDED IN THE BID QUANTITIES WITH THE STIPULATION THAT IT BE SUBJECT TO AN UNDERPIN UP TO 100% NO ADJUSTMENT IN BID PRICE WILL BE MADE FOR UNDERPIN OF THE BID ITEM MINERAL FILLER.

MINERAL FILLER FOR ROAD MIX BITUMINOUS BASE COURSE SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION 609-512 OF THE RHC STANDARD SPECIFICATIONS.

ADDITIONAL TACK COATS
AN ADDITIONAL TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE PROVIDED BETWEEN EACH LIFT OF THE (SURFACE OR BASE) WHEN SO ORDERED BY THE ENGINEER AND AT THE RATE DESIGNATED BY THE "QUANTITIES" FOR THESE TACKS HAVE BEEN COMPUTED AT 0.000416 TON PER SQ. YD.

AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2) HAS BEEN COMPUTED AT THE RATE OF 145 LBS./CU. FT. (TOTAL MIX - AGGREGATE & ASPHALT). ASPHALT CEMENT (AC-5) HAS BEEN COMPUTED AT THE RATE OF 8% BY DRY WEIGHT OF AGGREGATE.
AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED) HAS BEEN COMPUTED AT THE RATE OF 145 LBS./CU. FT. (TOTAL MIX - AGGREGATE & ASPHALT). ASPHALT CEMENT (AC-5) HAS BEEN COMPUTED AT THE RATE OF 8% BY DRY WEIGHT OF AGGREGATE.
DENSITY OF THE ROAD MIX BITUMINOUS BASE COURSE HAS BEEN ASSUMED AT 120 LBS./CU. FT. (DRY WEIGHT - AGGREGATE & MINERAL FILLER). THE ROADBED MATERIAL IN PLACE IS TO BE USED FOR AGGREGATE. MINERAL FILLER* HAS BEEN COMPUTED AT THE RATE OF 10% BY DRY WEIGHT. EMULSIFIED ASPHALT HAS BEEN COMPUTED AT THE RATE OF 7% BY DRY WEIGHT.
DENSITY OF THE LIME TREATED SUBGRADE HAS BEEN ASSUMED AT 110 LBS./CU. FT. (DRY WEIGHT - AGGREGATE & LIME). HYDRATED LIME HAS BEEN COMPUTED AT THE RATE OF 3% BY DRY WEIGHT.
COVER MATERIAL (CM-F) HAS BEEN COMPUTED AT THE RATE OF 0.007 CU. YDS./SQ. YD. CUTBACK ASPHALT (RC-3000) HAS BEEN COMPUTED AT THE RATE OF 0.25 GAL./SQ. YD.
WATER HAS BEEN COMPUTED AT THE RATE OF 15% BY DRY WEIGHT.
SELECTED ENHANCEMENT MATERIAL SHALL BE OBTAINED FROM THE BORROW AREA AS NOTED ON SHEETS NO. 11 AND 12 AS APPROVED BY THE ENGINEER.
RATES AND QUANTITIES FOR BITUMINOUS BASE COURSES HAVE BEEN INCREASED FOR CONTINGENCIES (8% 6" BASE, 15% 4" BASE, 3% SHOULDERS).

RATES OF APPLICATION (SHOULDER)

RATE	UNITS	ITEM	THICKNESS	TOP WIDTH	BOTTOM WIDTH	REMARKS
SURFACE COURSE						
57.96	TONS STA.	AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	2"	48'-0"	47'-11-1/2"	CURB & GUTTER BOTH SIDES
3.587	TONS STA.	ASPHALT CEMENT (AC-5)				
58.95	TONS STA.	AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	2"	48'-0"	48'-1"	BITUMINOUS SHOULDERS BOTH SIDES
3.581	TONS STA.	ASPHALT CEMENT (AC-5)				
28.97	TONS STA.	AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	2"	24'-0"	23'-11-1/2"	MEDIAN TO CURB & GUTTER
1.792	TONS STA.	ASPHALT CEMENT (AC-5)				
29.01	TONS STA.	AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	2"	24'-0"	24'-0-1/4"	MEDIAN TO BITUMINOUS SHOULDER
1.795	TONS STA.	ASPHALT CEMENT (AC-5)				
14.50	TONS STA.	AGGREGATE FOR BITUMINOUS SURFACE COURSE (BM-2)	2"	12'-0"		ACCELERATION/DECELERATION OR LEFT TURN LANE
3.807	TONS STA.	ASPHALT CEMENT (AC-5)				
0.10	GALS. SQ. YD.	EMULSIFIED ASPHALT (SS-1H) FOR TACK				
BASE COURSE						
149.88	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	4'-1-2"	47'-11-1/2"	47'-10-3/8"	CURB & GUTTER BOTH SIDES
8.431	TONS STA.	ASPHALT CEMENT (AC-5)				
150.63	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	4'-1-2"	48'-1"	48'-3-1/4"	BITUMINOUS SHOULDERS BOTH SIDES
8.477	TONS STA.	ASPHALT CEMENT (AC-5)				
74.76	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	4'-1-2"	23'-11-1/2"	23'-10-3/8"	MEDIAN TO CURB & GUTTER
4.208	TONS STA.	ASPHALT CEMENT (AC-5)				
75.17	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	4'-1-2"	24'-0-1/4"	24'-0-13/16"	MEDIAN TO BITUMINOUS SHOULDER
4.231	TONS STA.	ASPHALT CEMENT (AC-5)				
37.52	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	4'-1-2"	12'-0"	12'-0"	ACCELERATION/DECELERATION OR LEFT TURN LANE
2.112	TONS STA.	ASPHALT CEMENT (AC-5)				
0.10	GALS. SQ. YD.	EMULSIFIED ASPHALT (SS-1H) FOR TACK				
ROAD MIX BITUMINOUS BASE COURSE						
16.80	TONS STA.	EMULSIFIED ASPHALT	6"	72'-1-1/4"	76'-1-1/4"	WITHOUT MEDIAN
14.01	TONS STA.	MINERAL FILLER*				
823.38	SO. YDS. STA.	BITUMINOUS BASE (6")	6"	38'-9-5/8"	41'-3-5/8"	MEDIAN TO SHOULDER
9.08	TONS STA.	EMULSIFIED ASPHALT	6"	12'-0"	12'-0"	LEFT TURN LANE
12.98	TONS STA.	MINERAL FILLER*				
445.02	SO. YDS. STA.	BITUMINOUS BASE (6")	6"	8'-6-3/4"	5'-6-3/4"	ACCELERATION OR DECELERATION LANE
2.722	TONS STA.	EMULSIFIED ASPHALT	6"	12'-0"	12'-0"	LEFT TURN LANE
3.89	TONS STA.	MINERAL FILLER*				
133.33	SO. YDS. STA.	BITUMINOUS BASE (6")	6"	8'-6-3/4"	5'-6-3/4"	ACCELERATION OR DECELERATION LANE
1.942	TONS STA.	EMULSIFIED ASPHALT	6"	12'-0"	12'-0"	LEFT TURN LANE
2.77	TONS STA.	MINERAL FILLER*				
95.14	SO. YDS. STA.	BITUMINOUS BASE (6")	6"	12'-0"	12'-0"	LEFT TURN LANE
LIME TREATED SUBGRADE						
4.58	TONS STA.	HYDRATED LIME	6"	55'-0"	56'-0"	CURB & GUTTER BOTH SIDES
5485.56	GALS. STA.	WATER				
2.54	TONS STA.	HYDRATED LIME	6"	30'-3"	31'-3"	MEDIAN TO CURB & GUTTER
3039.85	GALS. STA.	WATER				
0.99	TONS STA.	HYDRATED LIME	6"	12'-0"	12'-0"	ACCELERATION/DECELERATION OR LEFT TURN LANE
1166.28	GALS. STA.	WATER				
	SO. YDS.	MANIPULATION (LIME TREATED SUBGRADE)	6"	VARIES	VARIES	

RATES OF APPLICATION (SHOULDER)

RATE	UNITS	ITEM	SHOULDER WIDTH	REMARKS
BASE COURSE				
43.94	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	10'-0"	
2.473	TONS STA.	ASPHALT CEMENT (AC-5)		
29.39	TONS STA.	AGGREGATE FOR BITUMINOUS BASE COURSE (BM-4 REVISED)	6'-0"	AT ACCELERATION OR DECELERATION LANES
1.654	TONS STA.	ASPHALT CEMENT (AC-5)		
0.10	GALS. SQ. YD.	EMULSIFIED ASPHALT (SS-1H) FOR TACK		
BITUMINOUS SEALING				
0.777	CU. YDS. STA.	COVER MATERIAL (CM-F)	10'-0"	
27.778	GALS. STA.	CUTBACK ASPHALT (RC-3000)		
0.467	CU. YDS. STA.	COVER MATERIAL (CM-F)	6'-0"	AT ACCELERATION OR DECELERATION LANES
158.867	GALS. STA.	CUTBACK ASPHALT (RC-3000)		
	STA.	MANIPULATION (BITUMINOUS SEAL) SHOULDERS		

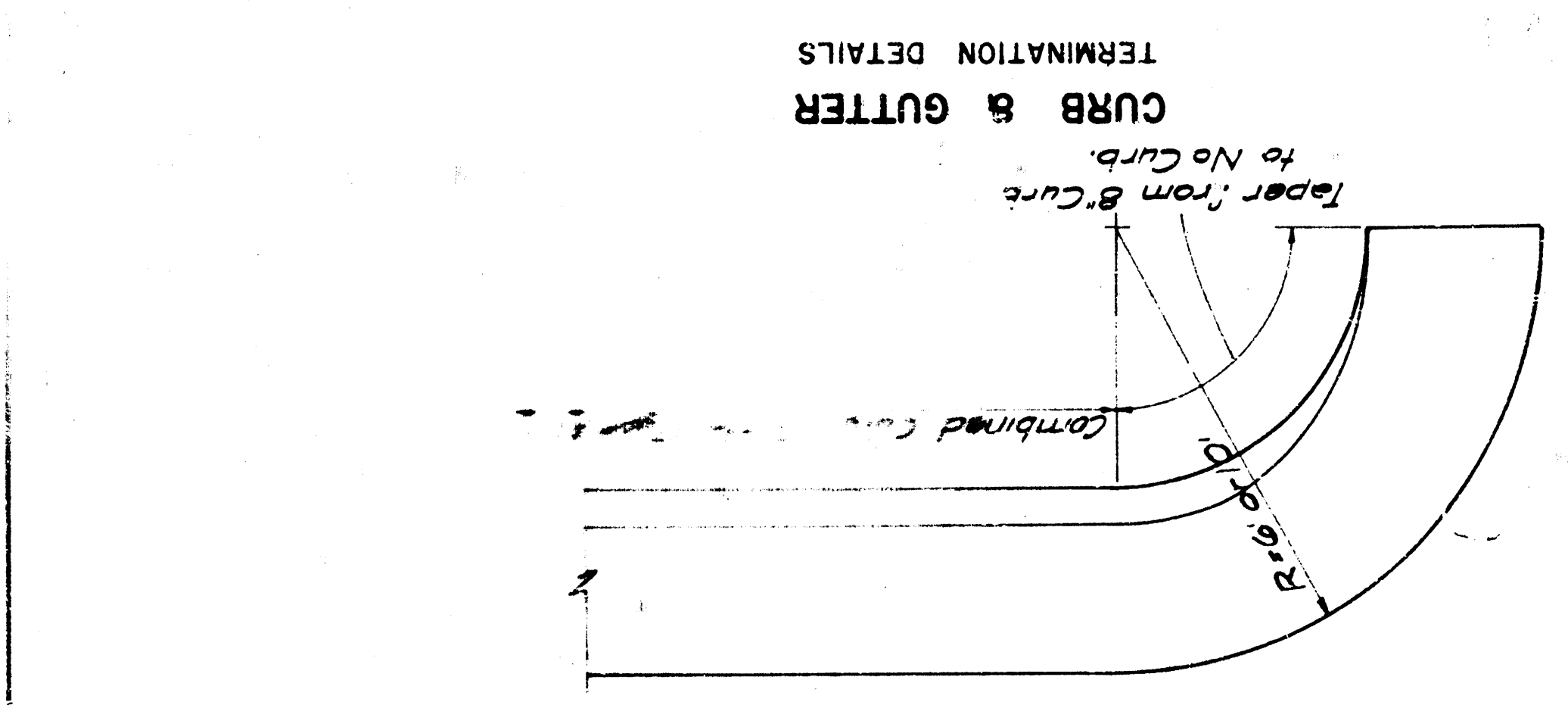
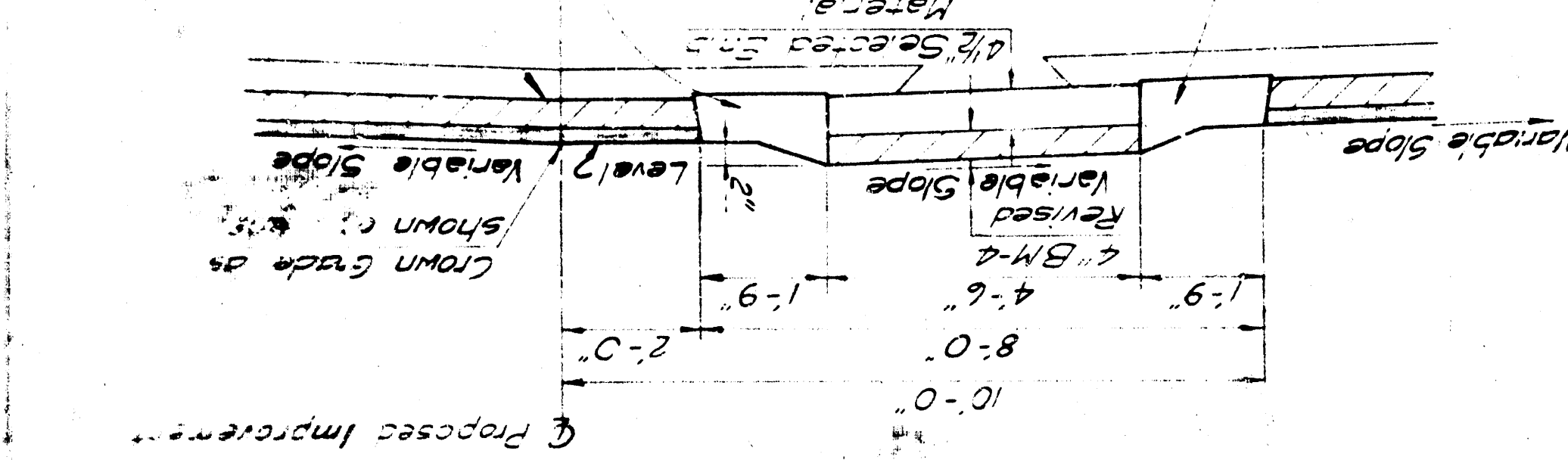
SEDGWICK COUNTY HIGHWAY DEPARTMENT
G.C. MCLOURE, JR., P.E. COUNTY ENGINEER
**SURFACING RATES
AND QUANTITIES**
SEDGWICK COUNTY PROJECT 675-SU-1570(1)

SEDGWICK COUNTY PROJECT
 G.C. MURPHY, JR., P.E.
 TYPICAL SECTIONS

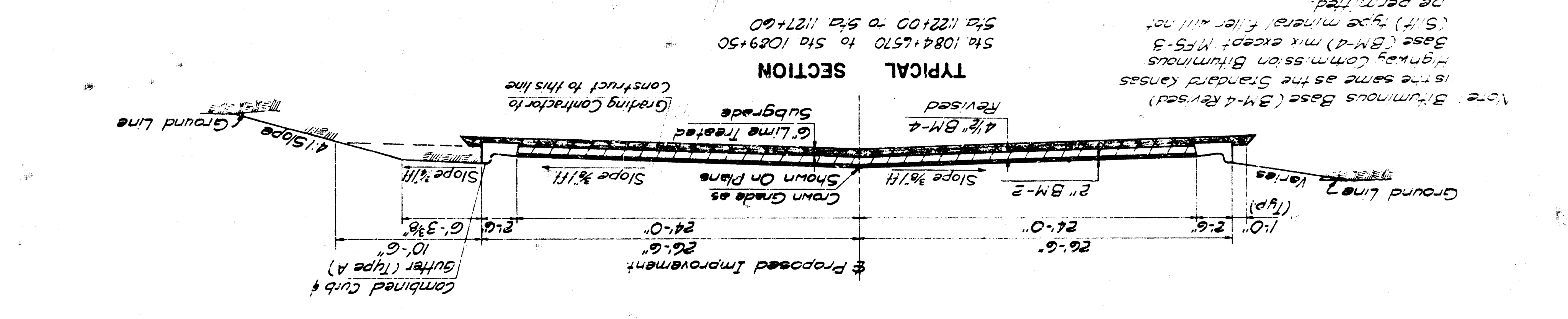
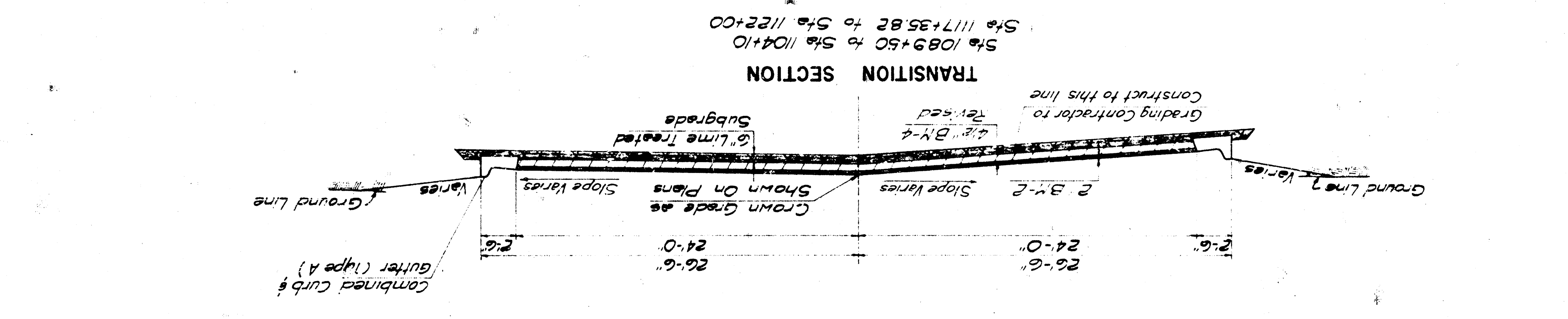
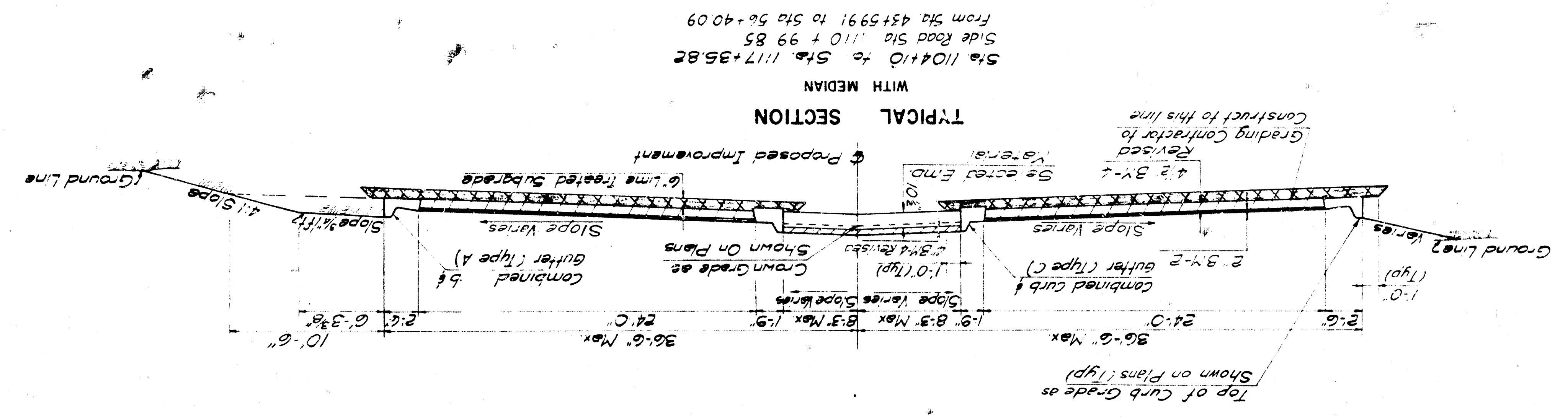
See Sh No 2 for Comments

Side Road Sta 1110+99.85
 From Sta 44+07.91 to Sta 49+46
 From Sta 50+54 to Sta 53+92.09
 Sta 1111+54 to Sta 1114+92.09

AT LEFT TURN LANE
 SECTION THRU MEDIAN
 Combined Curb & Gutter (Type D)
 Grading Contractor to Construct



5	100	878-84-1870(1)	172	3	78
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Note: Bituminous Base (B-M-4 Revised) is the same as the Standard Kansas Highway Commission Bituminous Base (B-M-4) mix except MFS-3 (5.1) type mineral filler will not be permitted.