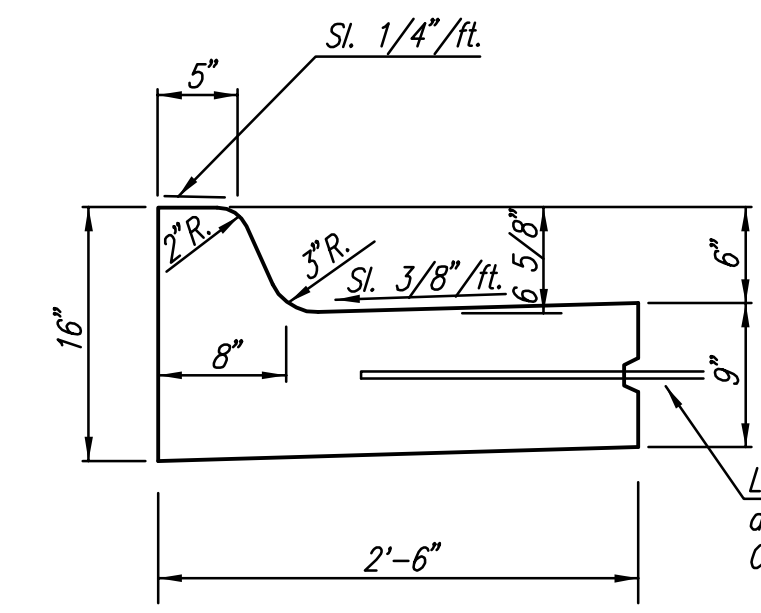


- ① PROFILE GRADE IS THE THEORETICAL TOP OF PAVEMENT ELEVATION AT ϕ .
- ② LOOSE BACKFILL BEHIND CURBS IS NOT INCLUDED IN THE EARTHWORK QUANTITY AND SHALL BE CONSIDERED SUBSIDIARY.
- ③ ROADWAY EASEMENT LINE VARIES FROM STA. 22+51.32 TO STA. 27+53.39 (SEE PLANS). FROM STA. 27+53.39 TO STA. 47+73.91 IS 17'-0".
- ④ TRANSITION FROM 12'-6" AT STA. 17+82.91 TO 11'-6" AT STA. 18+32.91
- ⑤ TRANSITION FROM 30'-0" AT STA. 17+82.91 TO 28'-0" AT STA. 18+32.91
- ⑥ SUBBALLAST PLACED BEHIND CURB AT A DEPTH OF 6". WIDTH VARIES, SEE PLAN. SUBBALLAST MATERIAL SHALL BE SALVAGED OR REPLACED IN KIND. COST SHALL BE SUBSIDIARY TO "SITE RESTORATION".



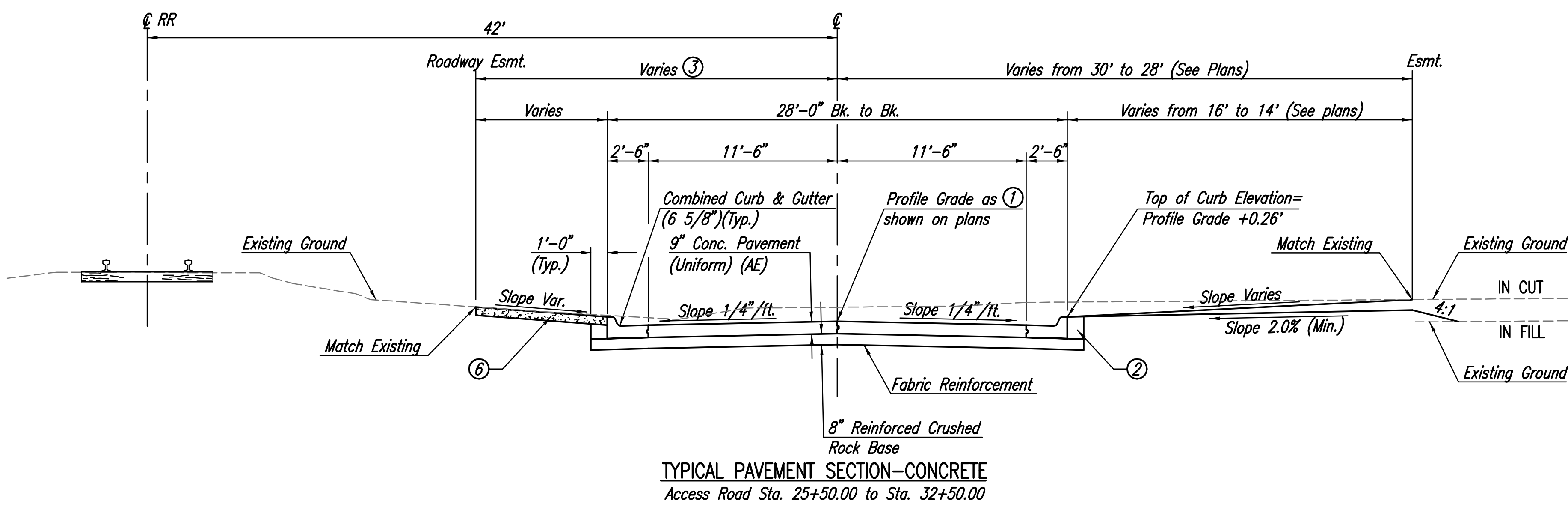
CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ALL CURB & GUTTER BY SAWING AT RIGHT ANGLES TO THE CURB LINE TO MATCH JOINTS IN ADJACENT CONCRETE PAVEMENT. THE SAW CUTS SHALL BE 1 1/4" IN DEPTH (MIN.) AND NOT MORE THAN 3/8" IN WIDTH. SEALING OF CURB AND GUTTER SHALL CONFORM TO SPECIFICATIONS.

STANDARD COMBINED CURB & GUTTER (6 5/8 ")

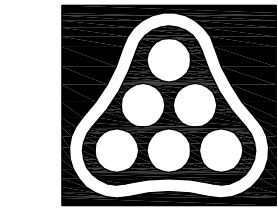
CRUSHED ROCK GRADATION REQUIREMENTS

PERCENT OF AGGREGATE RETAINED	
2-1/2"	0
3/4"	20-60
#4	50-80
#40	80-94
#200	90-98

ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 2007 EDITION STANDARD SPECIFICATION SUBSECTION 1102 FOR DURABILITY CLASS I.



Sowed 01-17-2011 4:24:52 PM by BJS
 Plot Scale 1:5 01-18-2011 8:35:33 AM by BILL J. SEDSON
 G:\2009\09307\000\PAVING\09307-07C-26 TYPICAL SECTION



No.	Revision	By	Date
HEARTLAND PREPAREDNESS CENTER PAVING AND DRAINAGE IMPROVEMENTS TYPICAL PAVING SECTIONS JAMES L. ARMOUR, P.E. - CITY ENGINEER CITY OF WICHITA PROJ. NO. 472-84898 Professional Engineering Consultants, P.A. 303 S. TOPEKA • WICHITA, KANSAS 67202 316-262-2691 • FAX 316-262-3003			
Designed by	BMM	Job No.	35-09307
Drawn by	BJS	Date	December 2009
			Sheet 7 of 59