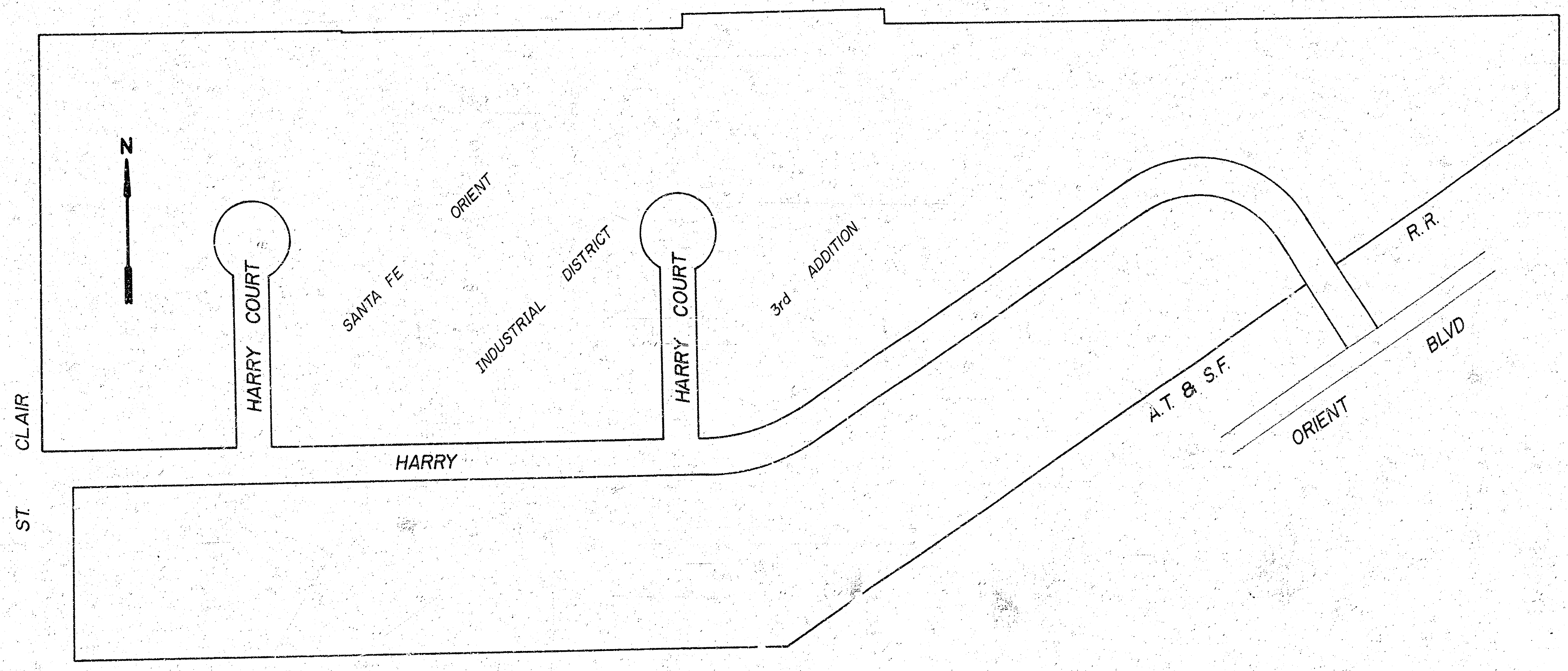
HARRY ST. : E. L. St. Clair - N. L. Orient Blvd.
HARRY CT. : N. L. Harry to & Including Cul-de-Sac
HARRY CT. : N. L. Harry to & Including Cul-de-Sac

CITY of WICHITA, KANSAS
Dept. of Public Works - Eng. Div.
R.W. LINN - City Engineer
472-76-245-80787-000-000-001
Date ____________

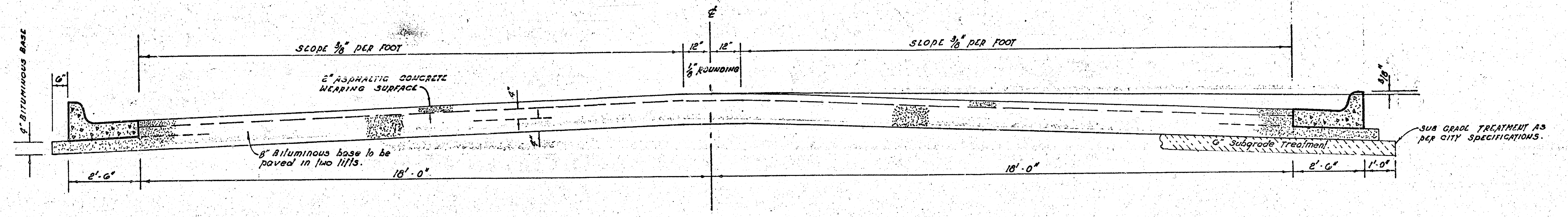
GENERAL NOTES

1. Paving Contractor to Coordinate Construction with Drainage & Sanitary Sewer Contractor.
2. Contractor to Contact Utilities for Location of Underground Lines.



CHRIS J. BREITENSTEIN
8206

7714



The A.C. pavement between the comb curb & gutter shall be paid as sq yds 10" A.C. pavement (8" Bituminous Base). The Bituminous Base under the comb curb & gutter shall be paid as sq yds 4" Bituminous Base.

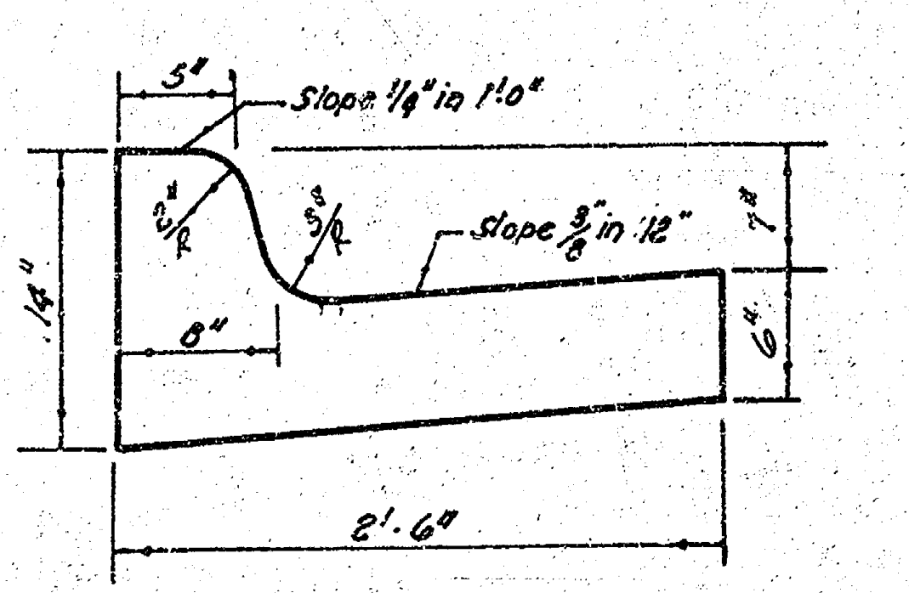
TYPICAL SECTION

41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

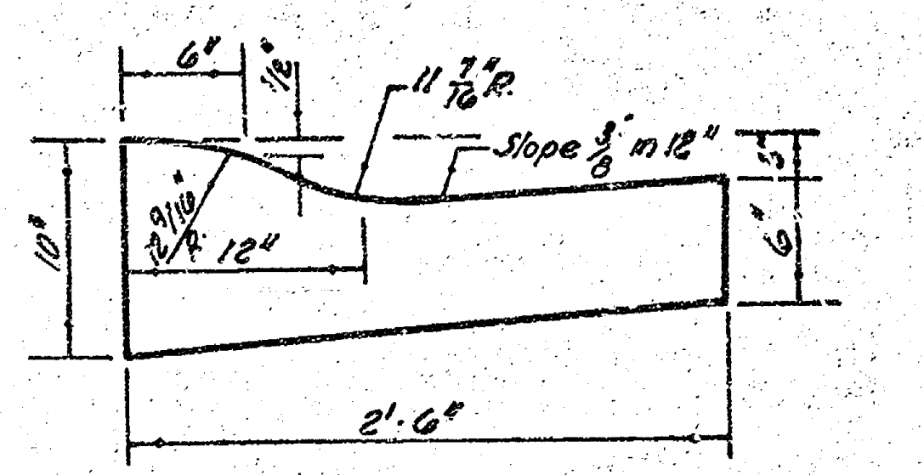
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ. YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

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.

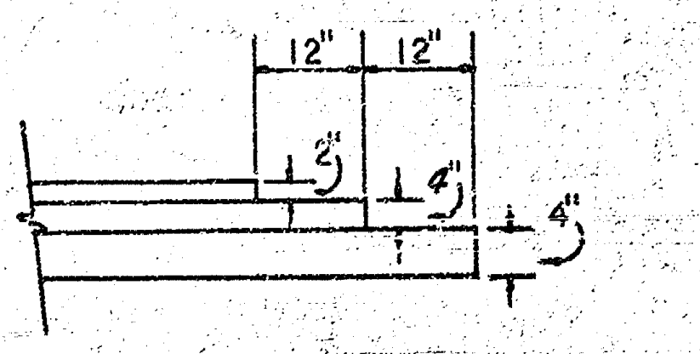
COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



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.

CITY OF WICHITA, KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering Division.

R. W. LINN CITY ENGINEER

DATE ____________ Proj No.

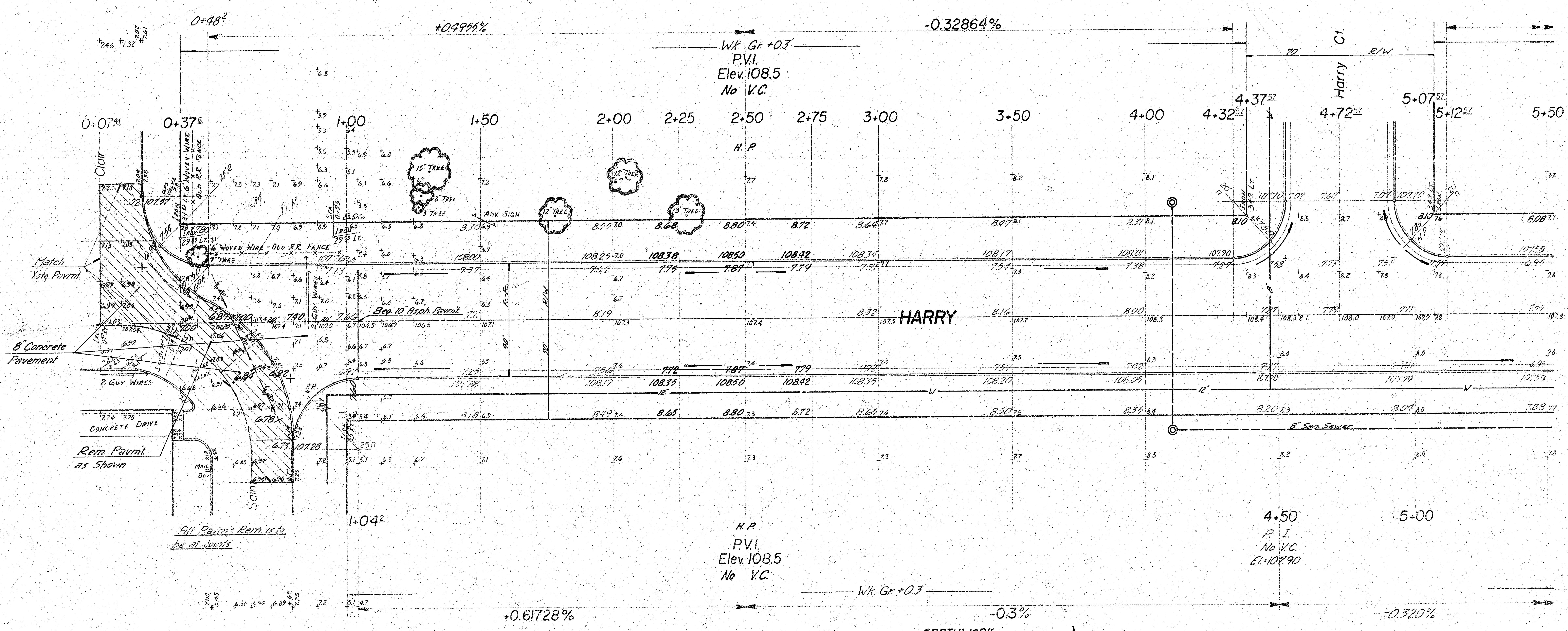
2/10

Baseline Is Center Of Harry

B.M. 106.74 Std. Harry-Meridian, 24' N & 34' W Of Centerline Both.
B.M. 107.13 "□" S-Cb. Harry 29'± West Of W.L. St. Clair North.
B.M. 104.56 "□" S-Cb. Orient At E.L. Of Millwood.
B.M. 106.40 SW Cor. Bolt. Conc. Step At SW Cor. Church 1302 West Harry. West Harry Street Church Of God.
B.M. 103.88 "□" Top N-Cb. Harry 2.5' West Of E.L. Dodge.
B.M. 103.106 Std. Harry-Seneca, 20.4' N & 36.7' W Of Centerline Both.

N
W E
S
Scale 1" = 20'

SURVEY KRUG Bk. DLK 360
PLAN R.E. NOWELL
EXC. R.E. NOWELL
CHECKED



EARTHWORK	Property	City
Excavation	11,497.2	221.2
+10%	1149.7	22.1
Total	12,646.9 C.Y.	243.3
Compacted Fill	28.2	0.0
+10%	2.8	-
Total	31.0	0.0 C.Y.

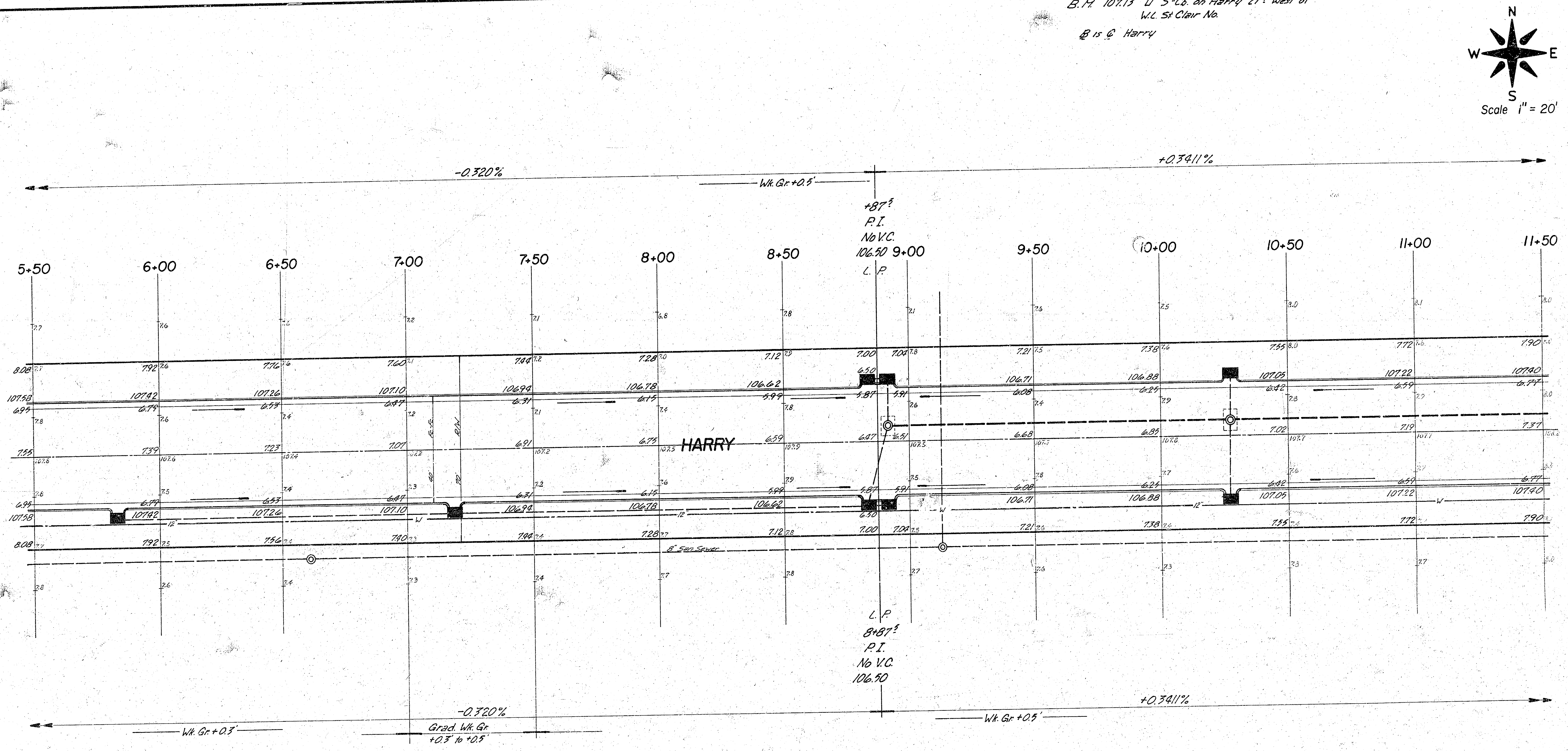
SUBGRADE
TYPE OF SUBGRADE TREATMENT SHALL BE DE- [illegible] SUBGRADE [illegible] LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICA- TION, OR ANY COMBINATION OF THESE.

HARRY
St. Clair - Orient Blvd

3/

B.M. 107.13 '□' S-Cb. on Harry 29'± West of
W.L. St Clair No.

℄ is ℄ Harry



Survey D. Krug Bk. DLK 360
Plan R.E. Nowell
Exc. R.E. Nowell
Checked

HARRY St.
St. Clair - Orient Blvd.

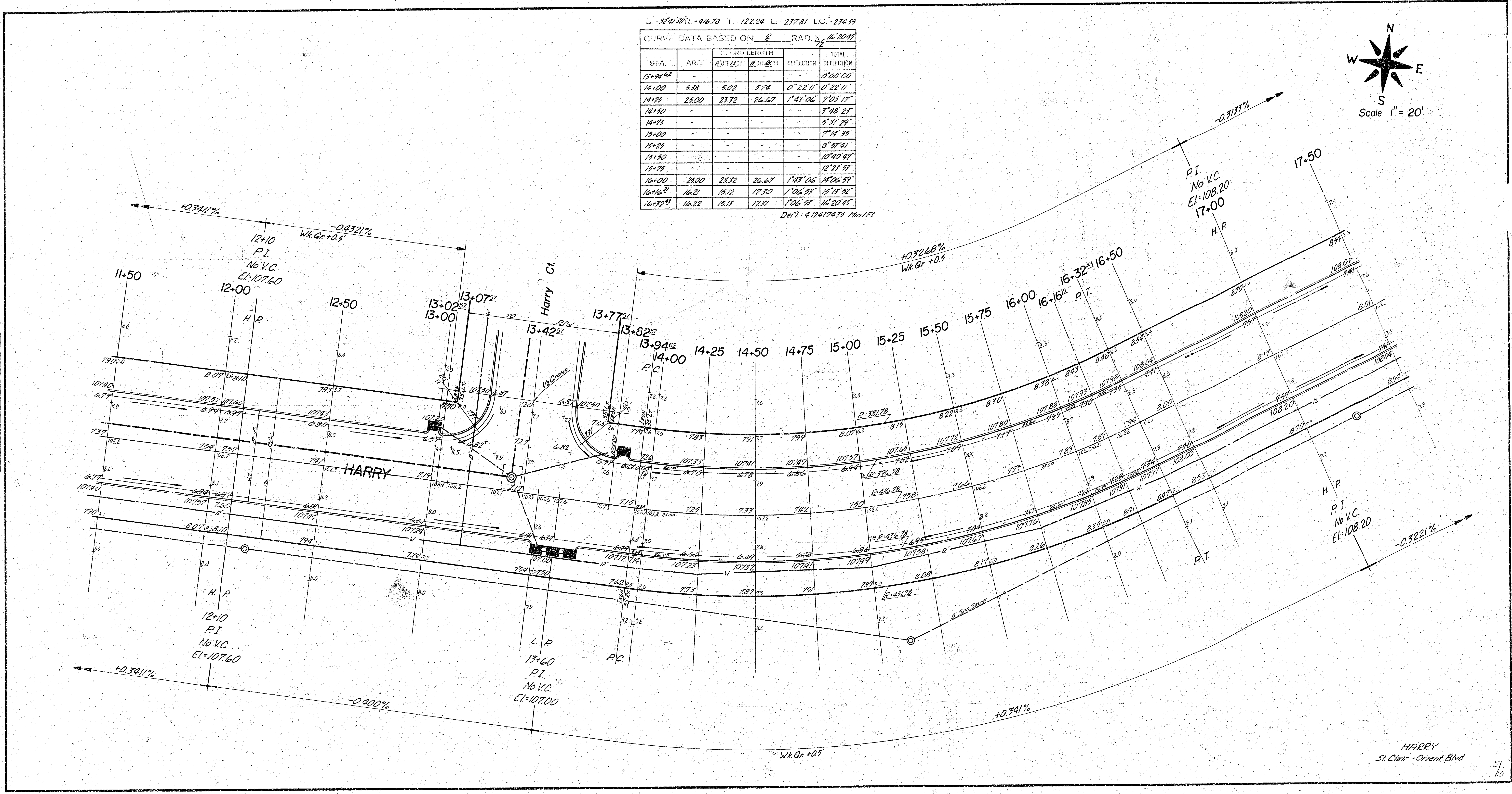
4/10 4/21

SURVEY D.L. KRUG BK. DLK 360
PLAN R.E. NOWELL
EXC. R.E. NOWELL
CHECKED

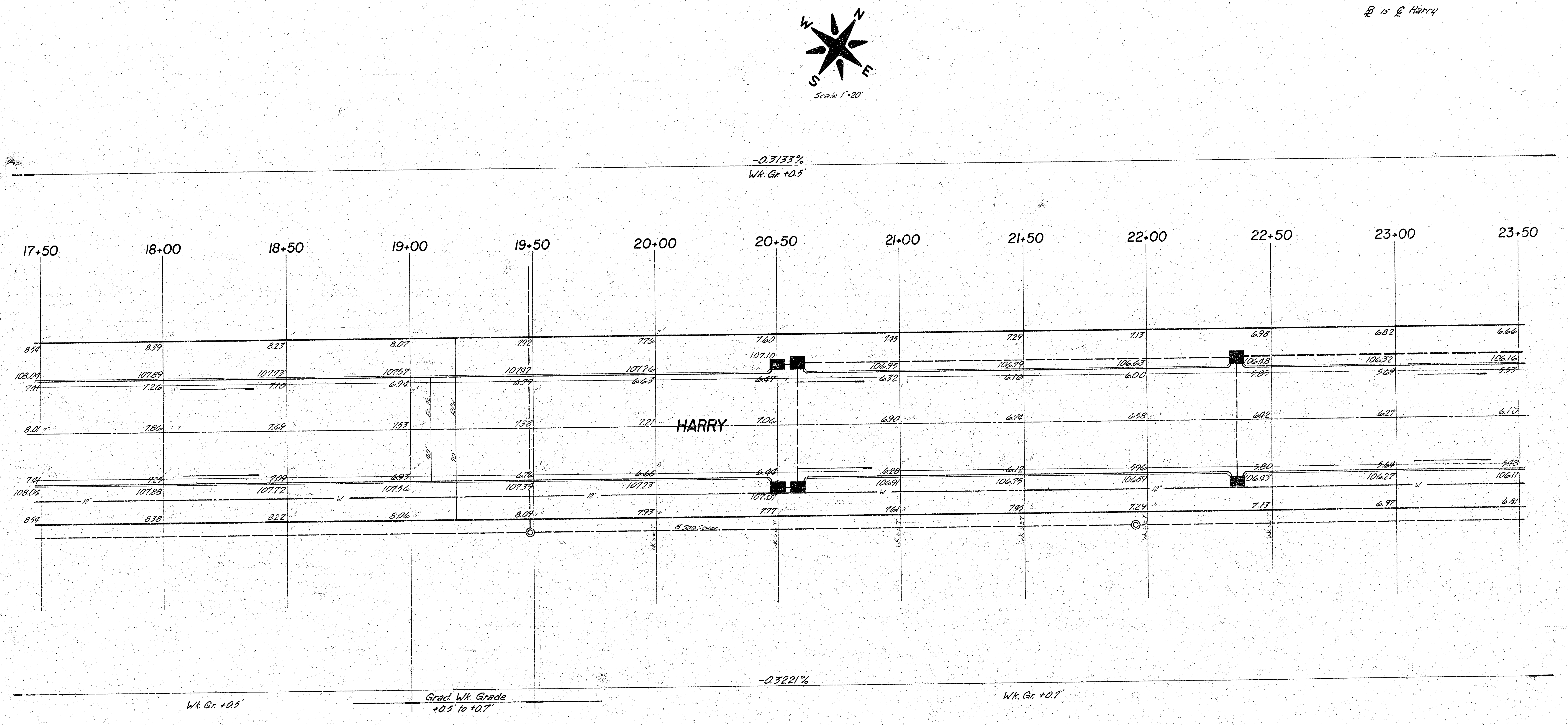
Δ = 32°41'30" R. = 416.78 T. = 122.24 L. = 237.81 L.C. = 234.59

CURVE DATA BASED ON ℄ RAD. Δ/2 = 16°20'45"					
STA.	ARC.	CHORD LENGTH 8' OFF LT. C.B.	 8' OFF RT. C.B.	DEFLECTION	TOTAL DEFLECTION
13+94⁶²	-	-	-	-	0°00'00"
14+00	5.38	5.02	5.74	0°22'11"	0°22'11"
14+25	25.00	23.32	26.67	1°43'06"	2°05'17"
14+50	"	"	"	"	3°48'23"
14+75	"	"	"	"	5°31'29"
15+00	"	"	"	"	7°14'35"
15+25	"	"	"	"	8°57'41"
15+50	"	"	"	"	10°40'47"
15+75	"	"	"	"	12°23'53"
16+00	25.00	23.32	26.67	1°43'06"	14°06'59"
16+16²¹	16.21	15.12	17.30	1°06'53"	15°13'52"
16+32⁴³	16.22	15.13	17.31	1°06'53"	16°20'45"

Defl. = 4.12417435 Min./Ft.



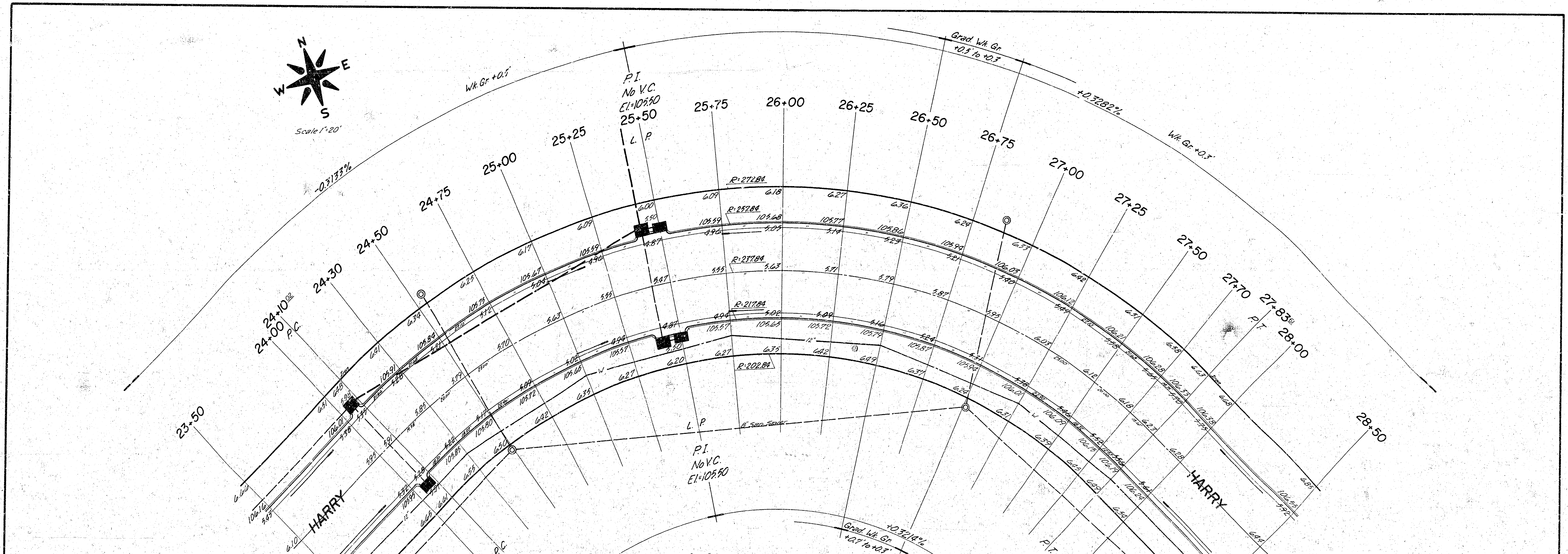
HARRY
St. Clair - Orient Blvd.



B.M. 104.56 '□' S-Cb. on Orient at E.L. Millwood
BL is ℄ Harry

HARRY
St Clair - Orient Blvd.

6/10



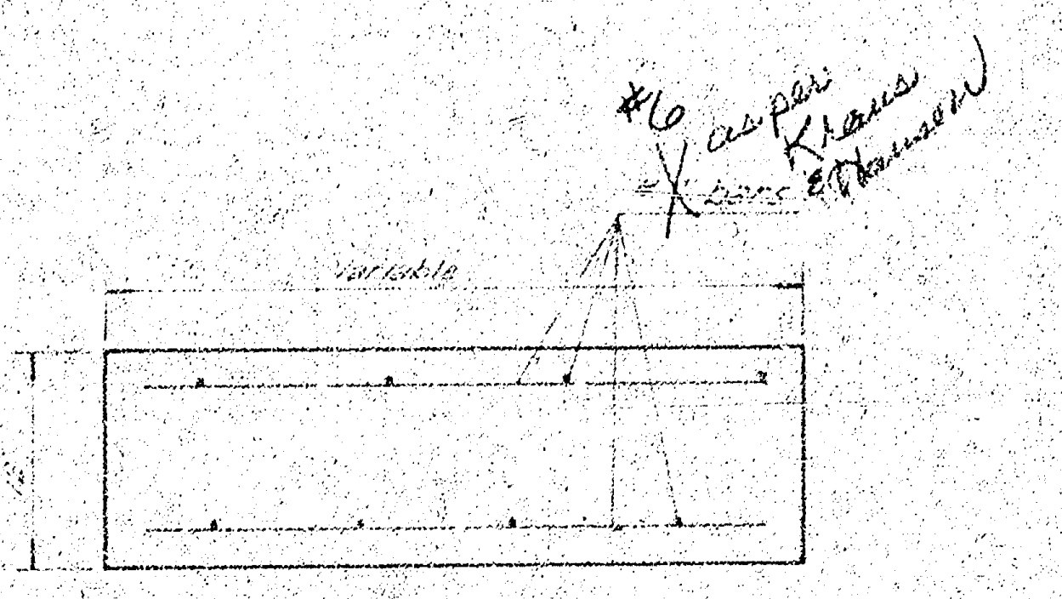
Δ 90°00'00" R.=237.84 T.=237.84 L.=373.60 LC.=336.36

CURVE DATA BASED ON ℄ RAD. Δ/2=45°00'00"

STA.	ARC.	CHORD LENGTH 8' OFF Lt. CB.	CHORD LENGTH 8' OFF Rt. CB.	DEFLECTION	TOTAL DEFLECTION
24+10.02	-	-	-	-	0°00'00"
24+30	19.98	22.33'	17.62'	2°24'25"	2°24'25"
24+50	20.00	22.35'	17.64'	2°24'33"	4°48'58"
24+75	25.00	27.93	22.05'	3°00'41"	7°49'39"
25+00	"	"	"	3°00'40"	10°50'19"
25+25	"	"	"	3°00'41"	13°51'00"
25+50	"	"	"	3°00'40"	16°51'40"
25+75	"	"	"	3°00'41"	19°52'21"
26+00	"	"	"	3°00'40"	22°53'01"
26+25	"	"	"	3°00'41"	25°53'42"
26+50	"	"	"	3°00'40"	28°54'22"
26+75	"	"	"	3°00'41"	31°55'03"
27+00	"	"	"	3°00'40"	34°55'43"
27+25	"	"	"	3°00'41"	37°56'24"
27+50	25.00	27.93	22.05	3°00'40"	40°57'04"
27+70	20.00	22.35	17.64	2°24'34"	43°21'38"
27+83.61	13.61	15.21	12.01	1°38'22"	45°00'00"

Def'l: 7.227015579 Min/Ft.

HARRY
St Clair-Orient Blvd

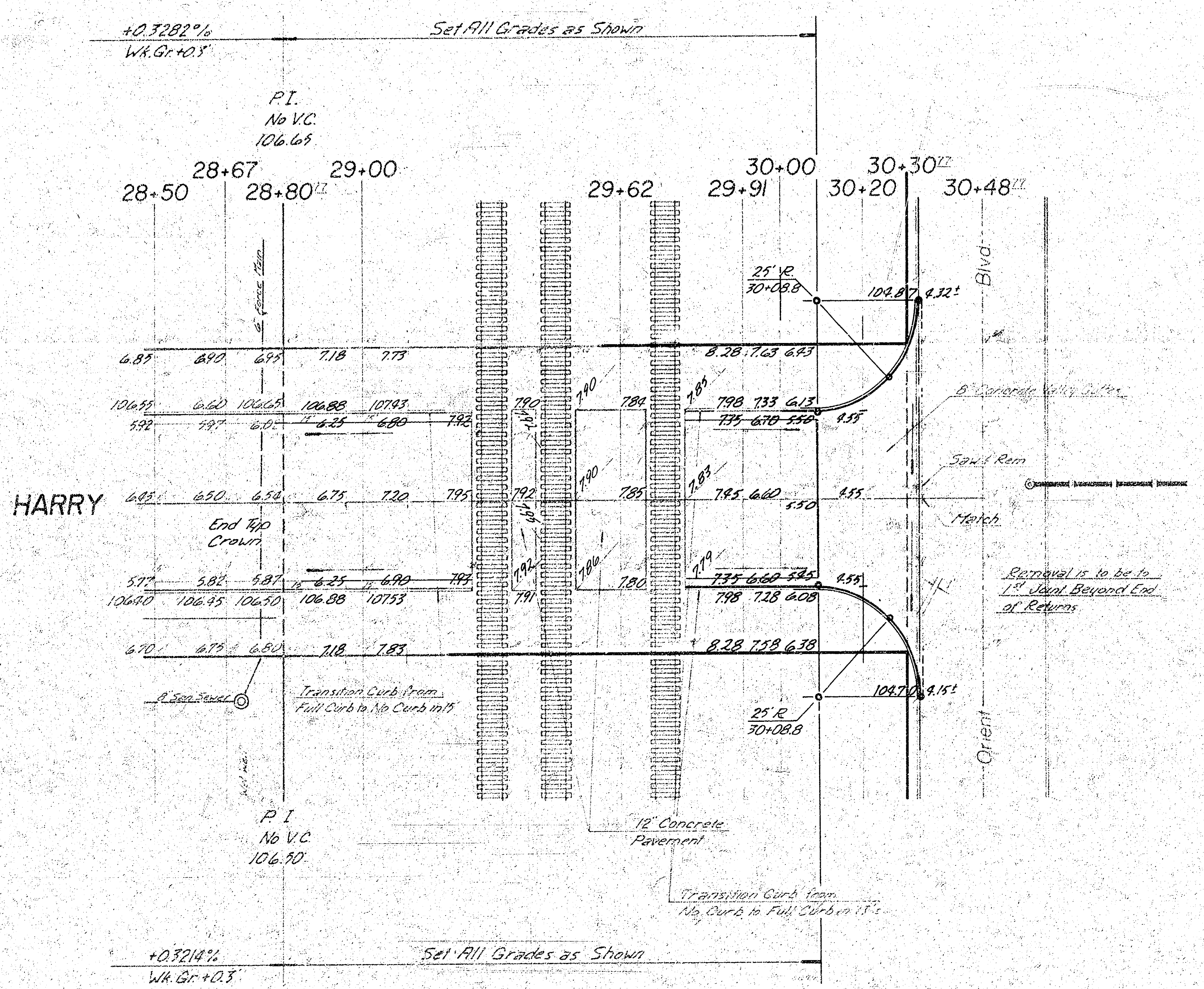


Steel Pattern for 12" Concrete Slab
(No Scale)

#4 bars on 2'6" Centers. Offset Centers Top & Bottom. Bars to have a Minimum of 3" Cover.

16 x 5.0 } x 2 = 400 LF
3 x 40

16 x 31.5 } x 2 = 2,112 LF
14 x 40



Removal is to be to 1st Joint Beyond End of Returns

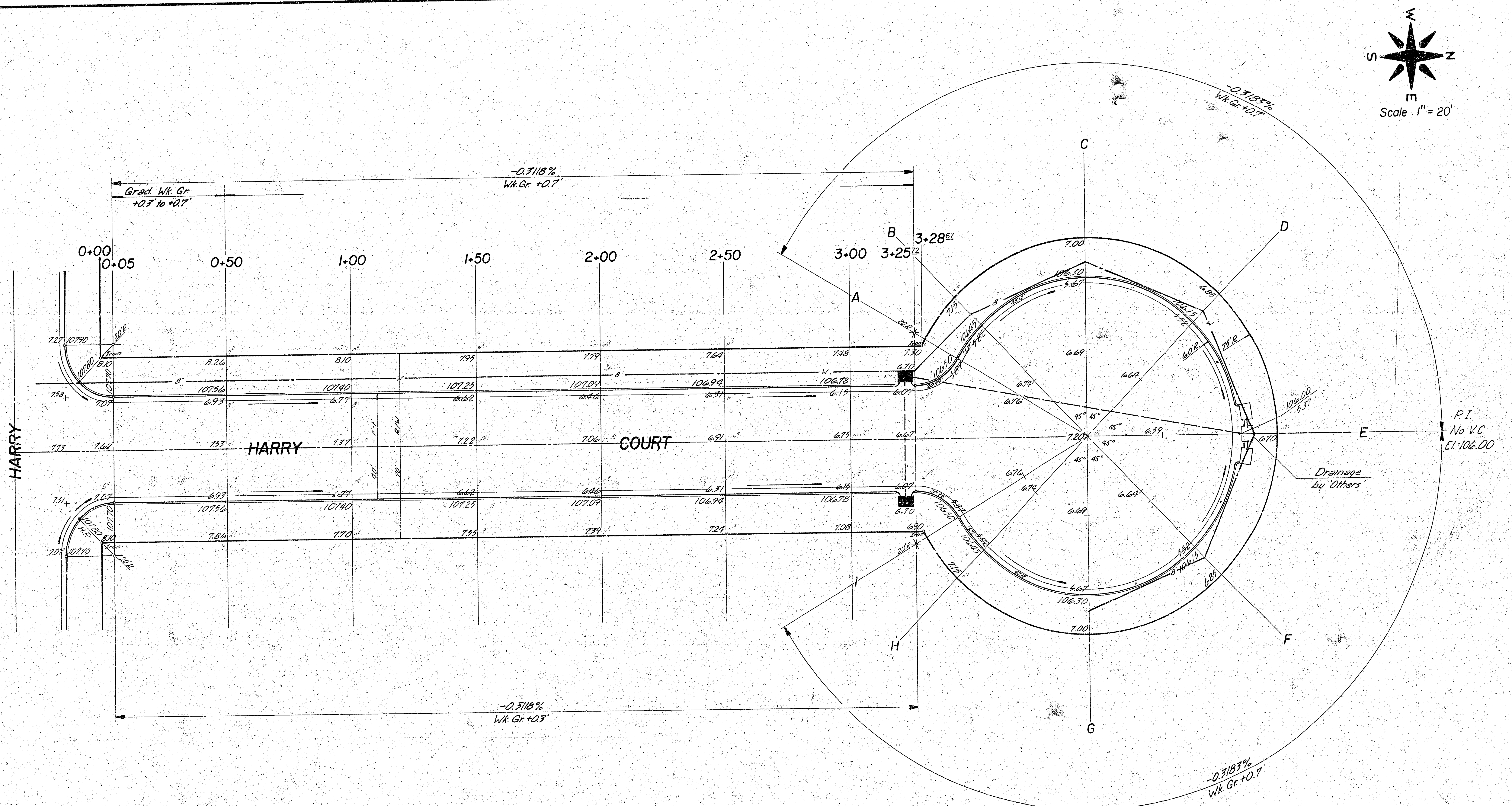
Scale 1" = 20'

Pavement in R.R. R/W is not to be Laid until Synthetic Crossing is in Place. Pavement is to Match Crossing.

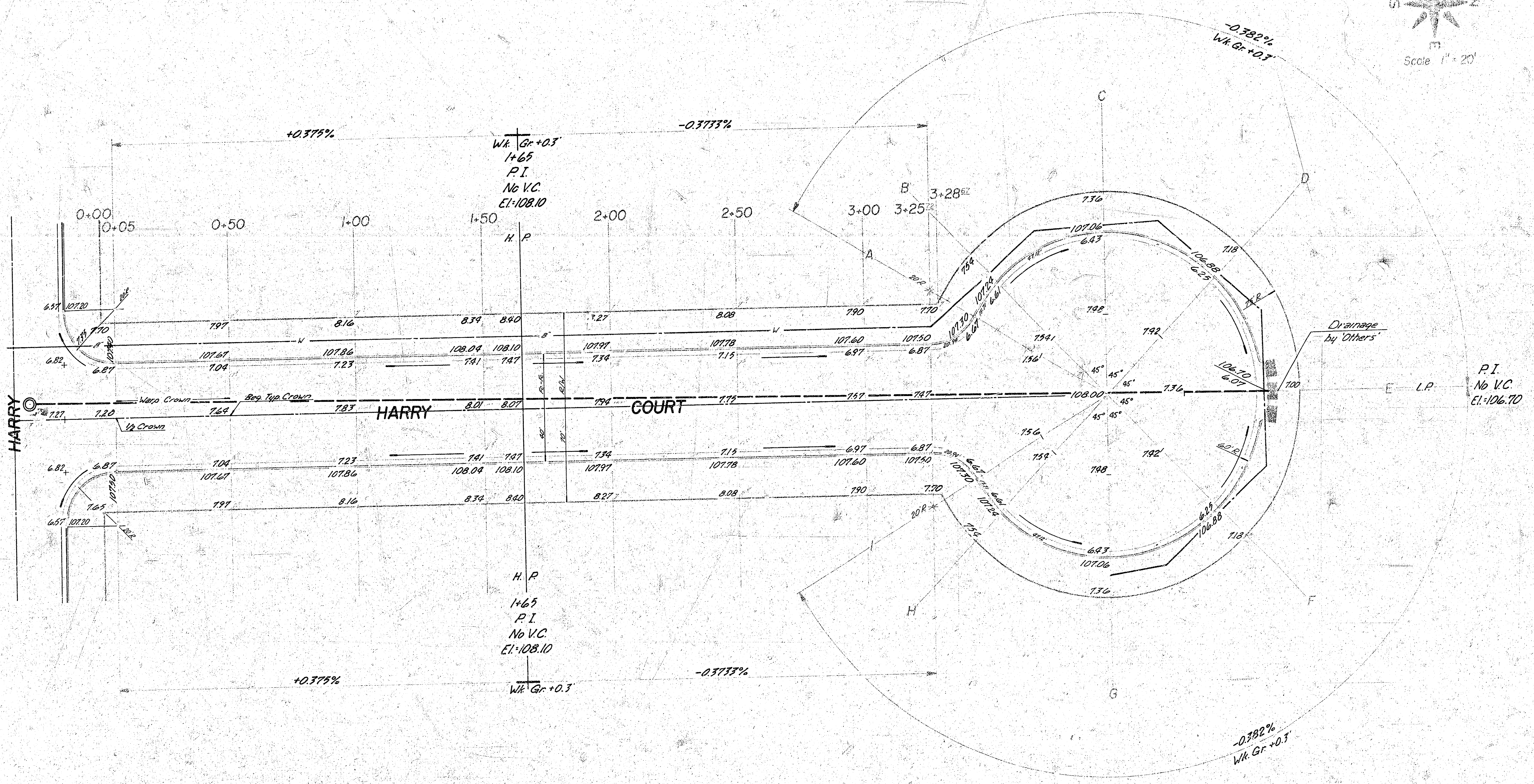
12" Concrete Pavement is to be Bid & Paid for as C.Y. Concrete (6 Sack). Excavation is to be Incidental to Cost of Concrete.

Revised 4/29/80
HARRY
St.Clair - Orient Blvd

8/10



Harry Court
(Lots 1-4)



Harry Court
(Lots 5-8)