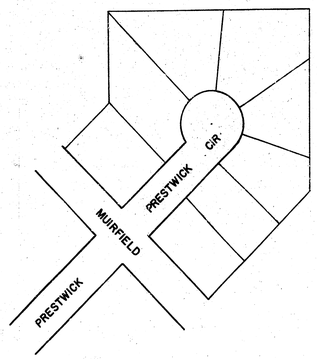
PRESTWICK CIR.

N.E. Line Muirfield To Incl. Cul-de-sac.



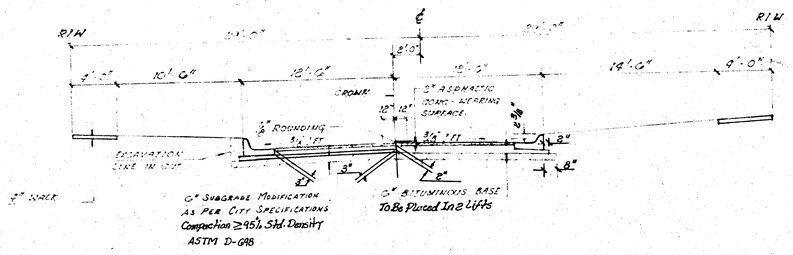
City Of Wichita, Kansas

R.W. Bruggeman Director Of Engineering/City Engineer

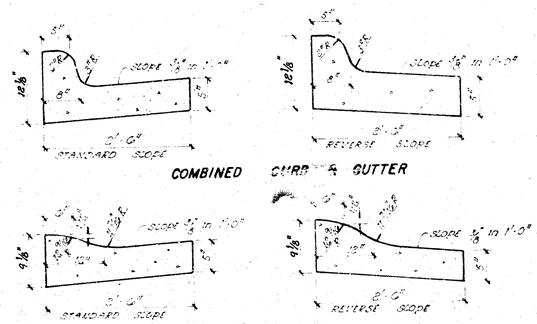
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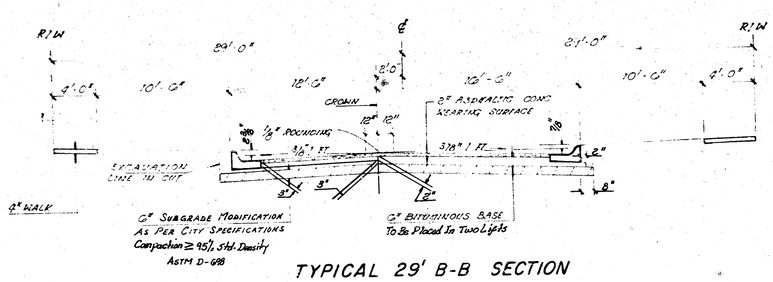
1/4



TYPICAL 25' B-B SECTION



TYPICAL RESIDENTAL SECTIONS FOR CROWN OFFSET - 58' R/W



TYPICAL 29' B-B SECTION
W/ PARKING ON ONE SIDE

GENERAL NOTES

1. A TACK COAT OF EMULSIFIED ASPHALT (SS - 1H) SHALL BE APPLIED AT AN APPROXIDATE RATE 0.05 GALLONS PER SQUARE YARD 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 CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1 FOOT WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

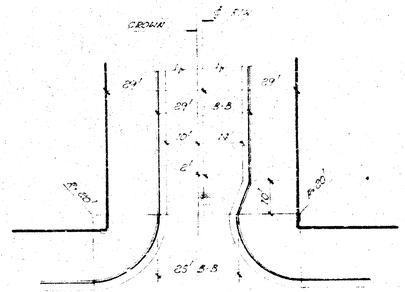
2. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 7" A.C. PAVEMENT (5" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 2½" BITUMINOUS BASE.

3. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.

4. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

5. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2' - 6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN ½" OR MORE THAN 3/4" IN DIAMETER.

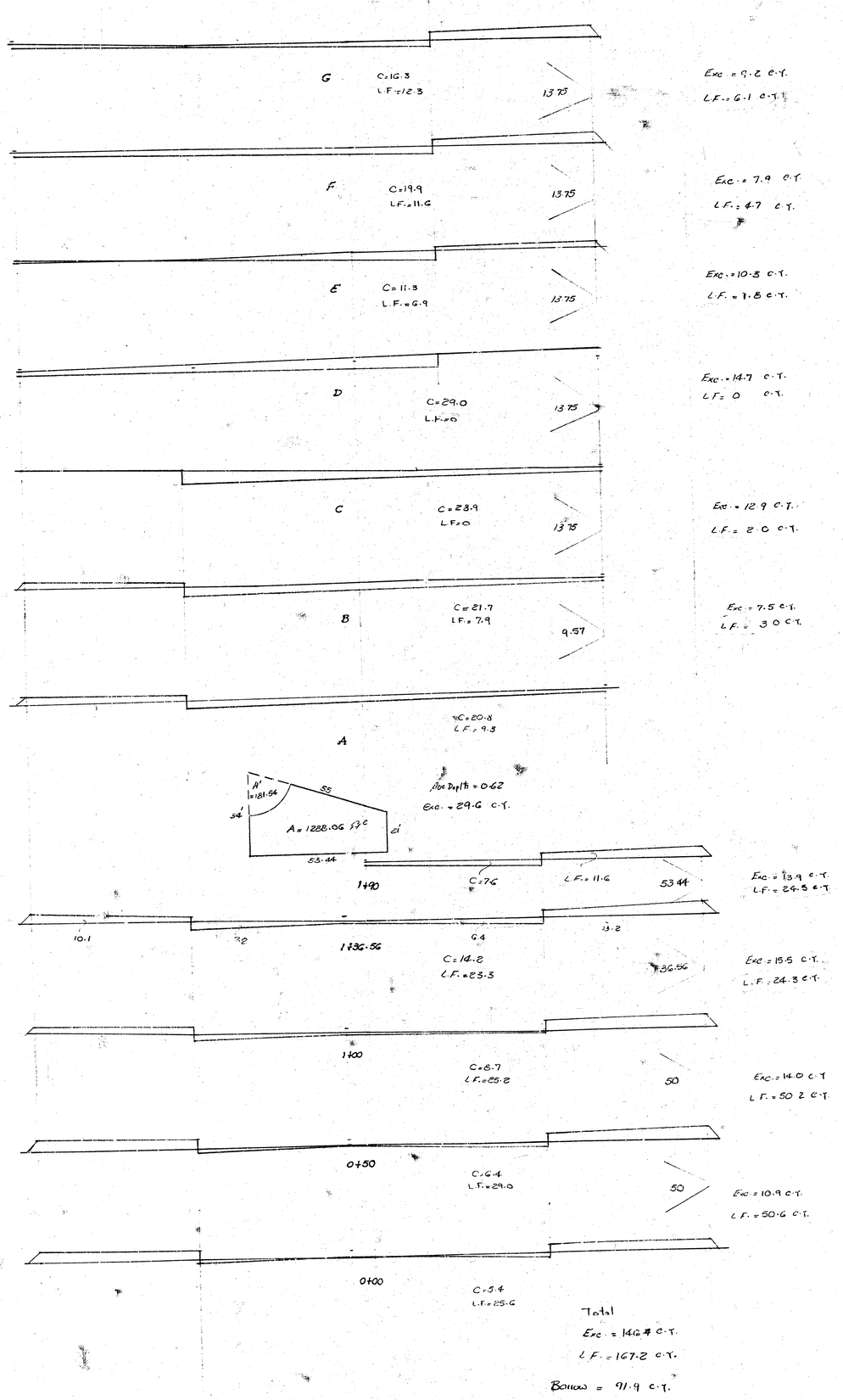
6. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE COMB. CURB AND GUTTER.



FLAN VIEW (TYPICAL)

CITY OF WICHITA, KANSAS

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Total

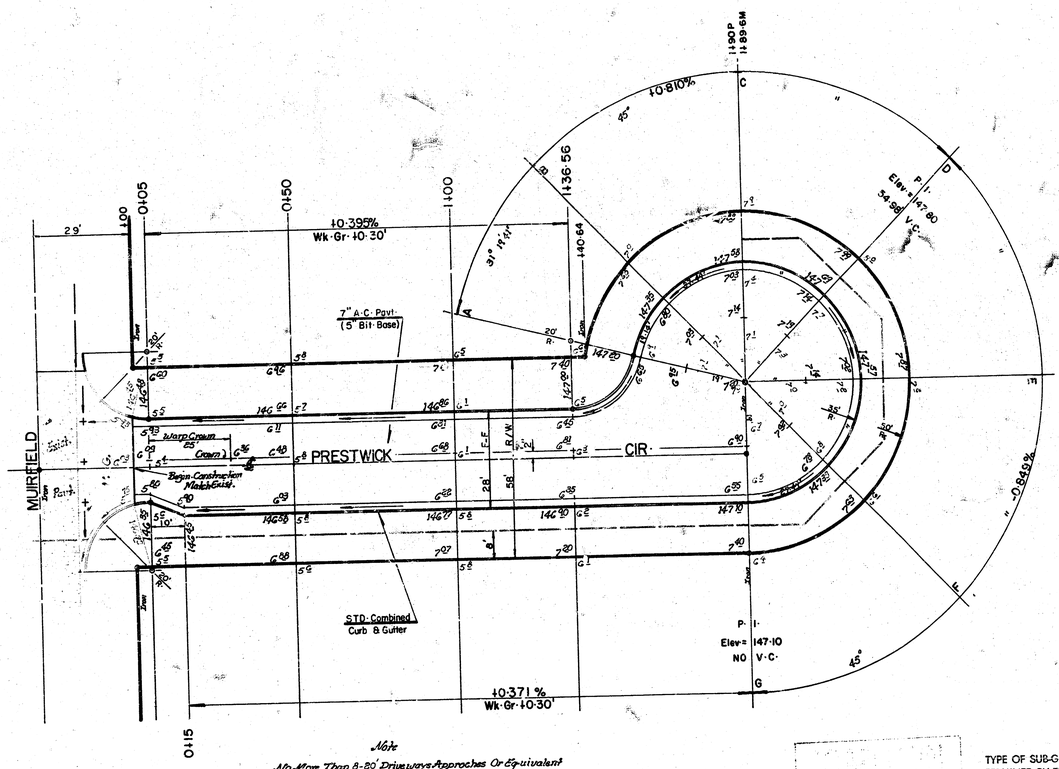
Exc. = 146.4 C.Y.

L.F. = 167.2 C.Y.

Borrow = 91.9 C.Y.

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B·M·=151·58 R·R· Spk·N-Face H·L·P· 25' N·& 176' E·Of Clr· Sec· 21-27-1
2nd ST· & Woodchuck·
B·M·=141·103 Woodchuck & Maple, City STD· 52' S· & 32' W·Of ℄ Both·



Scale · 1" = 20'

Note
No More Than 8-20' Driveways Approaches Or Equivalent To Be Constructed.

Excavation	146.40 C.Y.
+10%	14.64
Total	161.04 C.Y.
Borrow Material	91.90 C.Y.
Manipulation	1012.50 S.Y.

8-20' Drives

SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

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 REGISTERED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

3/14

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