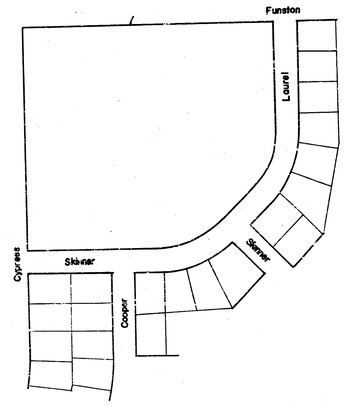
Skinner and Laurel
from EL Cypress to SL Funston

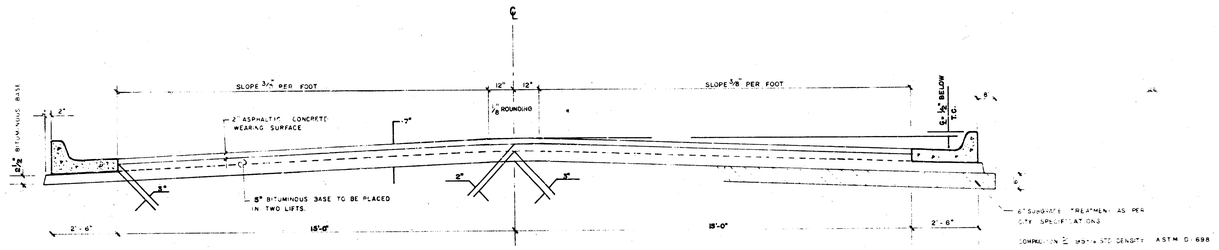
Skinner
from SL Laurel to Southeasterly line of lot 1, blk 3 and Southeasterly line of lot 1 blk 2, Cedar Ridge 1st Add.



Department of Engineering
City of Wichita, Kansas
R.W. Bruggeman Director Engineering / City Engineer
Proj. no. 472-76-245-80998-000-000-001
Date _____

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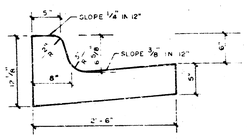
TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

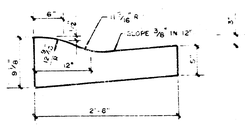
A TACK COAT OF EMULSIFIED ASPH (SS-1H or CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.
BITUMINOUS 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' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

THE A.C PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQ YDS 7" A.C PAVEMENT (6" BITUMINOUS BASE).
THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQ YDS 2½" BITUMINOUS BASE.

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 A.C. PAVEMENT.

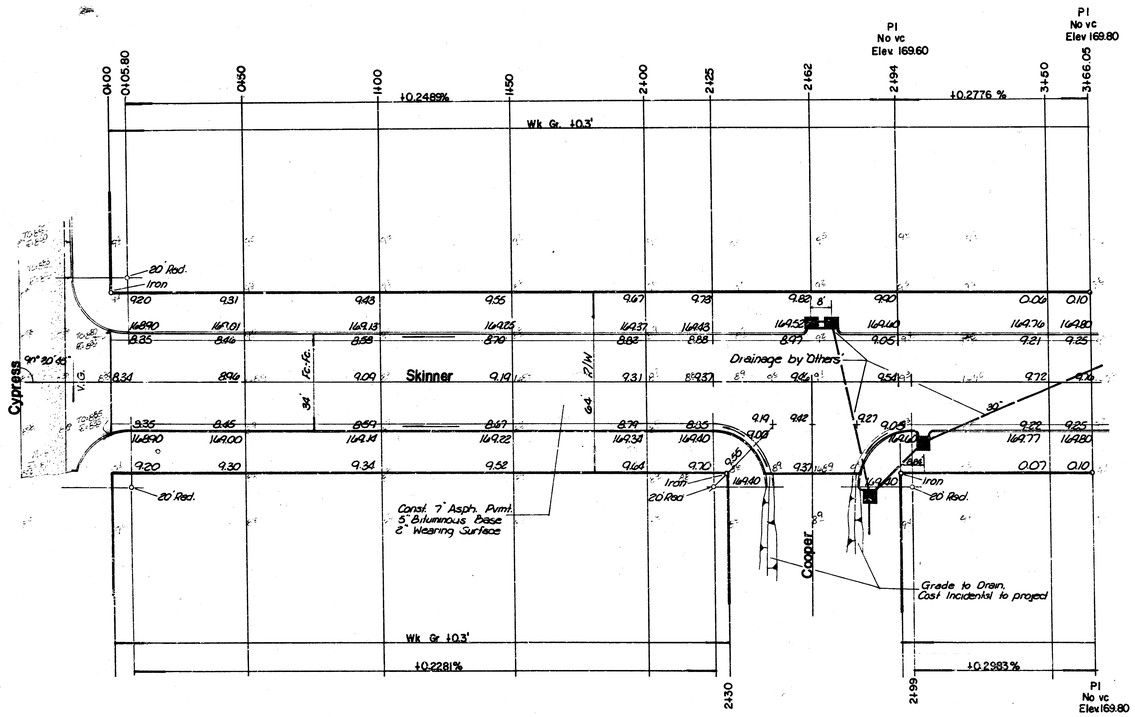
CITY OF WICHITA, KANSAS

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BM 169.52 R.R. spike SW face HPL North side Mt. Vernon, 30' East of ~~Augress~~.
BM 170.06 '□' top S. curb Funston, 5' E. of WL Cypress.
BL is ℄ R.O.W.



THE CONTRACTOR SHALL [illegible] FOR PRESERVING PROPERTY [illegible] CONTRACTOR SHALL BE [illegible] TO RE-ESTABLISH ANY PROPERTY [illegible] ARE DAMAGED OR DESTROYED [illegible] STRUCTION OPERATIONS, AND [illegible] RE-ESTABLISHMENT SHALL BE [illegible] SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

SUB-GRADE

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

Earthwork

	City	Property
Excavation	202.8 cy	2584.1 cy
110%	20.3 cy	258.4 cy
Total	223.1 cy	2842.5 cy
Manipulation		5134.1 sy

[illegible] CONSTRUCTION QUANTITIES

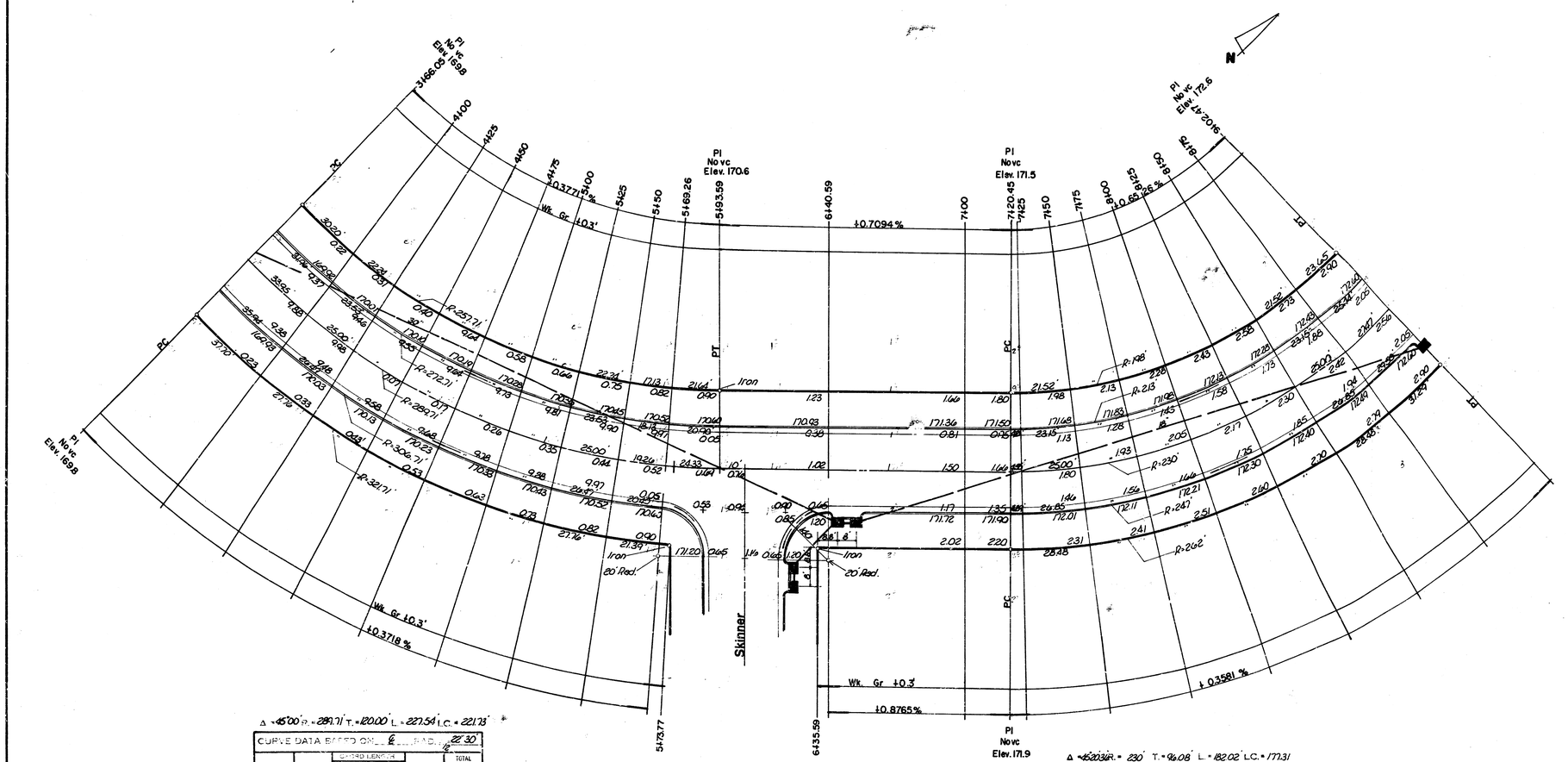
___ S.Y. ___" Concrete Pavement
186 S.Y. 7 " Asphaltic Conc. Pavement (5 " Bituminous Base)
132 S.Y. 2½ [illegible] Bituminous Base
82.6 L.F. [illegible] & Gutter
___ L.F. [illegible]
___ S.F. [illegible]
___ S.Y. [illegible]
101.4 C.Y. Excavation
16.8 C.Y. Compacted [illegible]
___ Lbs. [illegible]
20.5 S.Y. Manipulation
2.5 Tons Liquid Asphalt
___ S.Y. ___" Crushed Stone & ___" Asphaltic Concrete Base

5625 s.f. of drives to be const.

Skinner and Laurel
from EL Cypress to SL Funston

3/10

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Δ = 45°00' R. = 289.71' T. = 120.00' L. = 227.54' L.C. = 221.73'

CURVE DATA BASED ON 6° CHORD R.A.D. Δ/2 = 22°30'

STA.	ARC.	CHORD LENGTH Off 4 Pts.	CHORD LENGTH Off 2 Pts.	DEFLECTION	TOTAL DEFLECTION
3+66.05					
4+00	33.95'	31.02'	34.88'	3°21'24"	3°21'24"
1+25	25.00'	22.84'	27.16'	2°28'20"	5°49'44"
1+50	"	"	"	"	8°18'04"
1+75	"	"	"	"	10°46'24"
5+00	"	"	"	"	13°14'48"
1+25	"	"	"	"	15°43'04"
1+50	25.00'	22.84'	27.16'	2°28'20"	18°11'24"
1+69.26	19.26'	17.60'	20.92'	1°54'15"	20°05'39"
1+93.59	24.33'	22.23'		2°24'21"	22°30'00"

Defl. min/ft = 5.933022765

___ S.Y.	Concrete Pavement
184 S.Y.	7" Asphaltic Conc. Pavement (5" Bituminous Base)
132 S.Y.	2½" Bituminous Base
42.6 L.F.	Conc. Curb & Gutter
___ L.F.	[illegible]
___ S.F.	4" [illegible] Ramp
___ S.F.	4" [illegible]
101.4 C.Y.	Exc.
16.8 C.Y.	Comp. [illegible] Fill
___ Lbs.	Reinforcing Steel
20.15 S.Y.	Manipulation
2.5 Tons	Lime or Cement
___ S.Y.	V.C. ___" Concrete & ___" Asphaltic Concrete Base

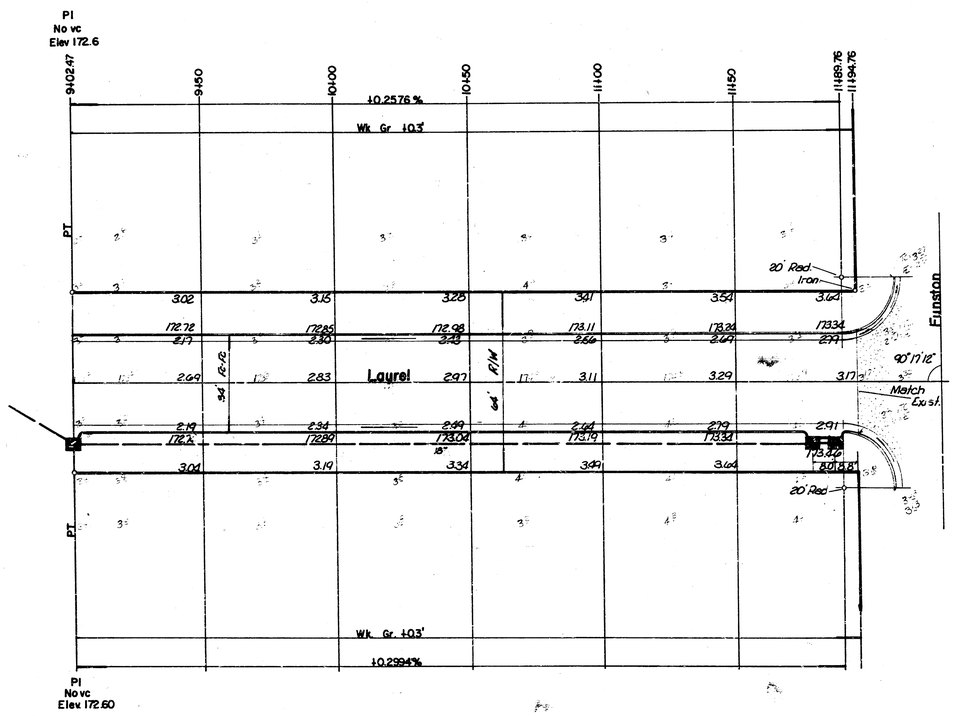
Δ = 45°20'36" R. = 230' T. = 96.08' L. = 182.02' L.C. = 177.31'

CURVE DATA BASED ON 8° CHORD R.A.D. Δ/2 = 22°40'18"

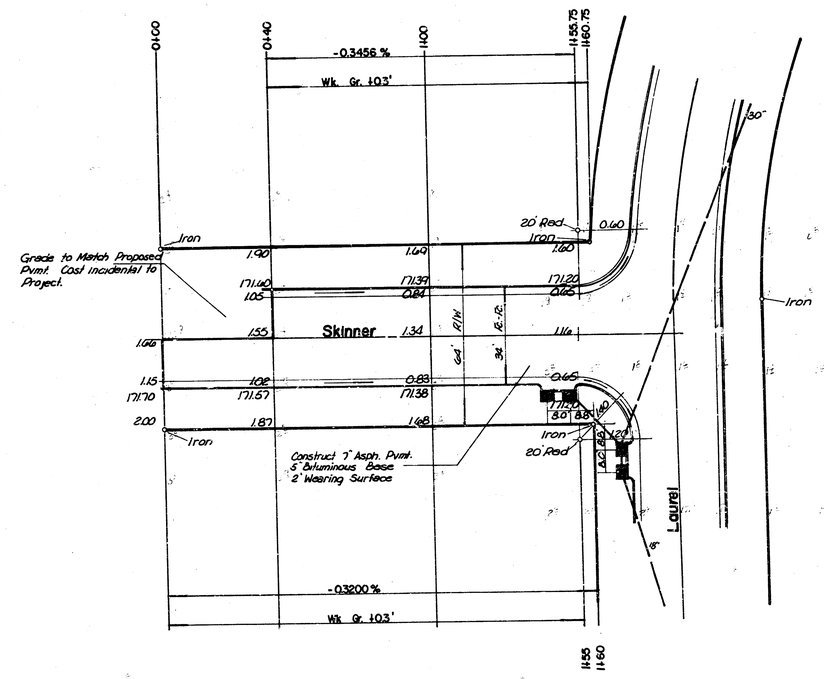
STA.	ARC.	CHORD LENGTH Off 4 Pts.	CHORD LENGTH Off 2 Pts.	DEFLECTION	TOTAL DEFLECTION
7+20.45					
1+25	4.55'	4.04'	5.05'	0°34'01"	0°34'01"
1+50	25.00'	22.28'	27.72'	3°06'50"	3°40'51"
1+75	"	"	"	"	6°47'41"
8+00	"	"	"	"	9°54'31"
1+25	"	"	"	"	13°01'21"
1+50	"	"	"	"	16°08'11"
1+75	25.00'	22.28'	27.72'	3°06'50"	19°15'01"
9+20.47	27.47'	24.48'	30.46'	3°25'17"	22°40'18"

Defl. min/ft = 7.473345217

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Skinner

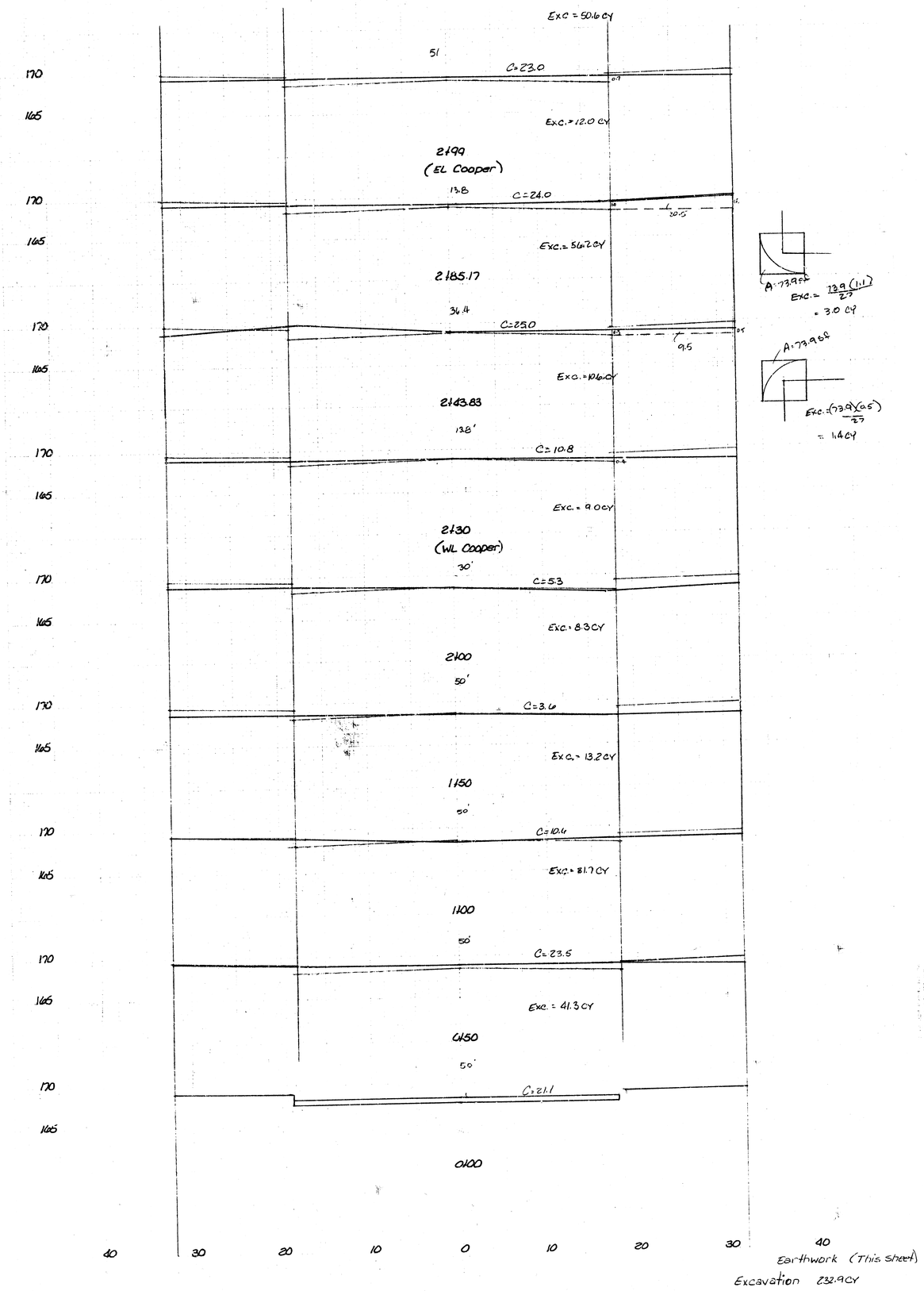
from SL. of Laurel to Southeasterly line of lot 1 blk 3

and Southeasterly line of lot1 blk 2 Cedar Ridge 1st Addn.

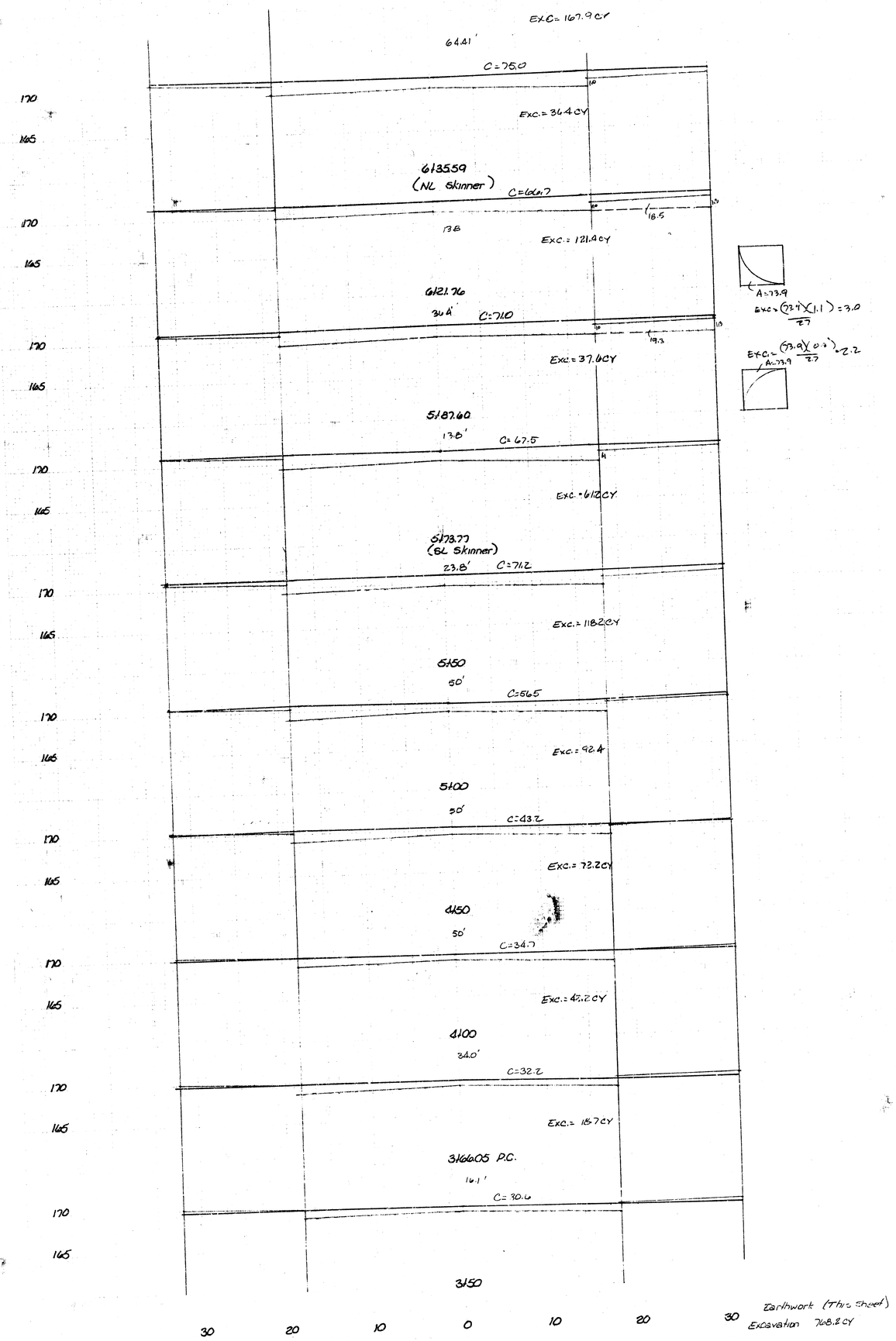
9/10

6/10

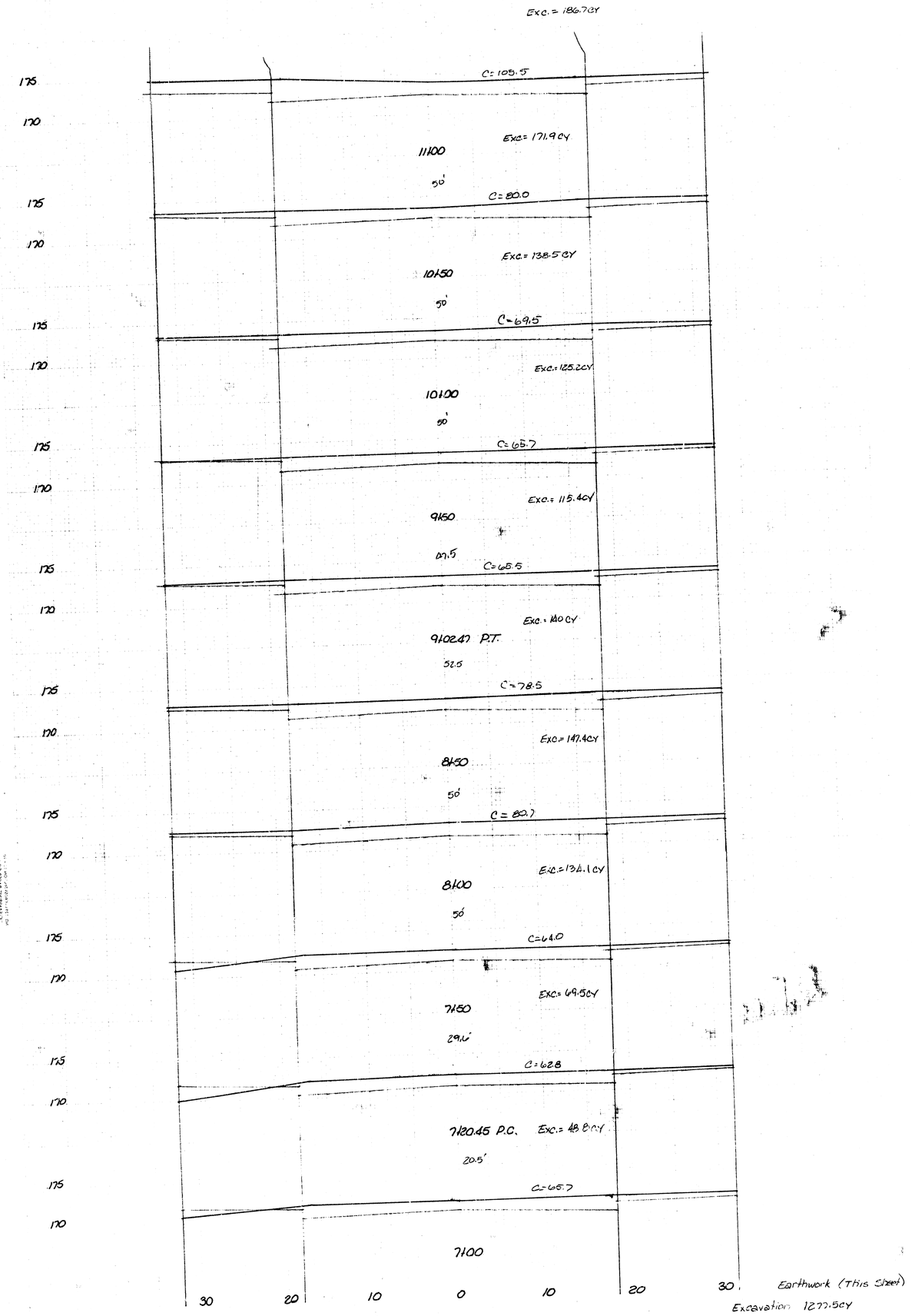
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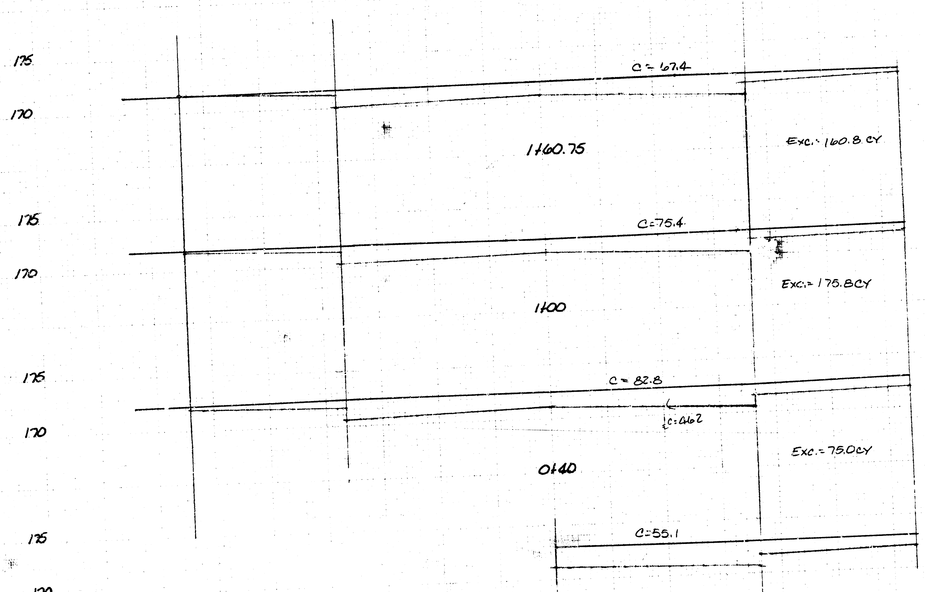
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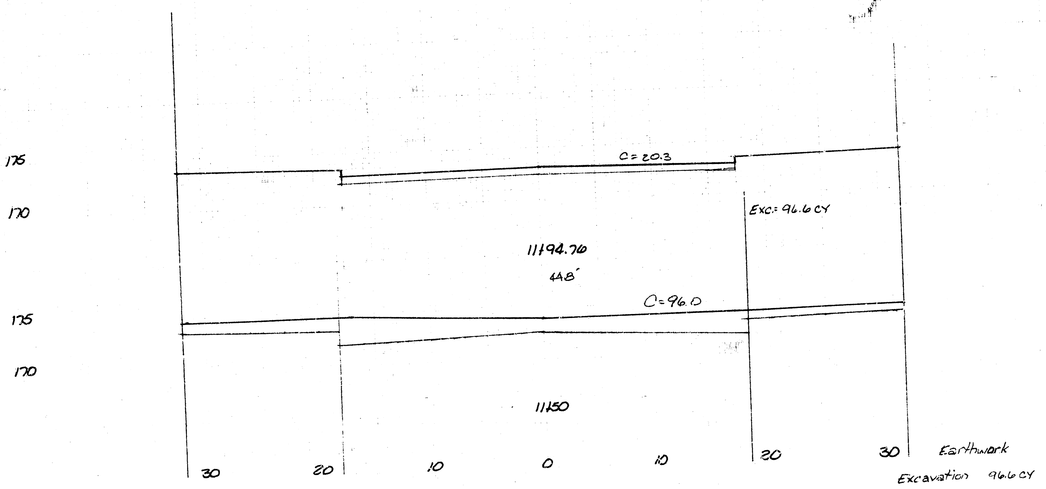
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Skinner
SL Laurel to SE line of lot 1, blk 3
and SE line of lot 1 blk 2 Cedar Ridge 1st.



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