

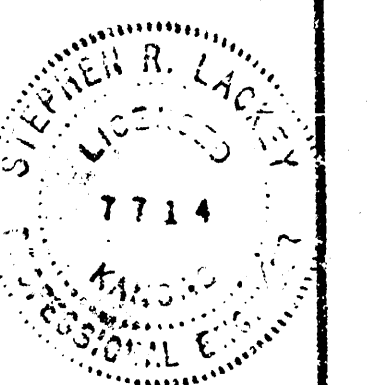
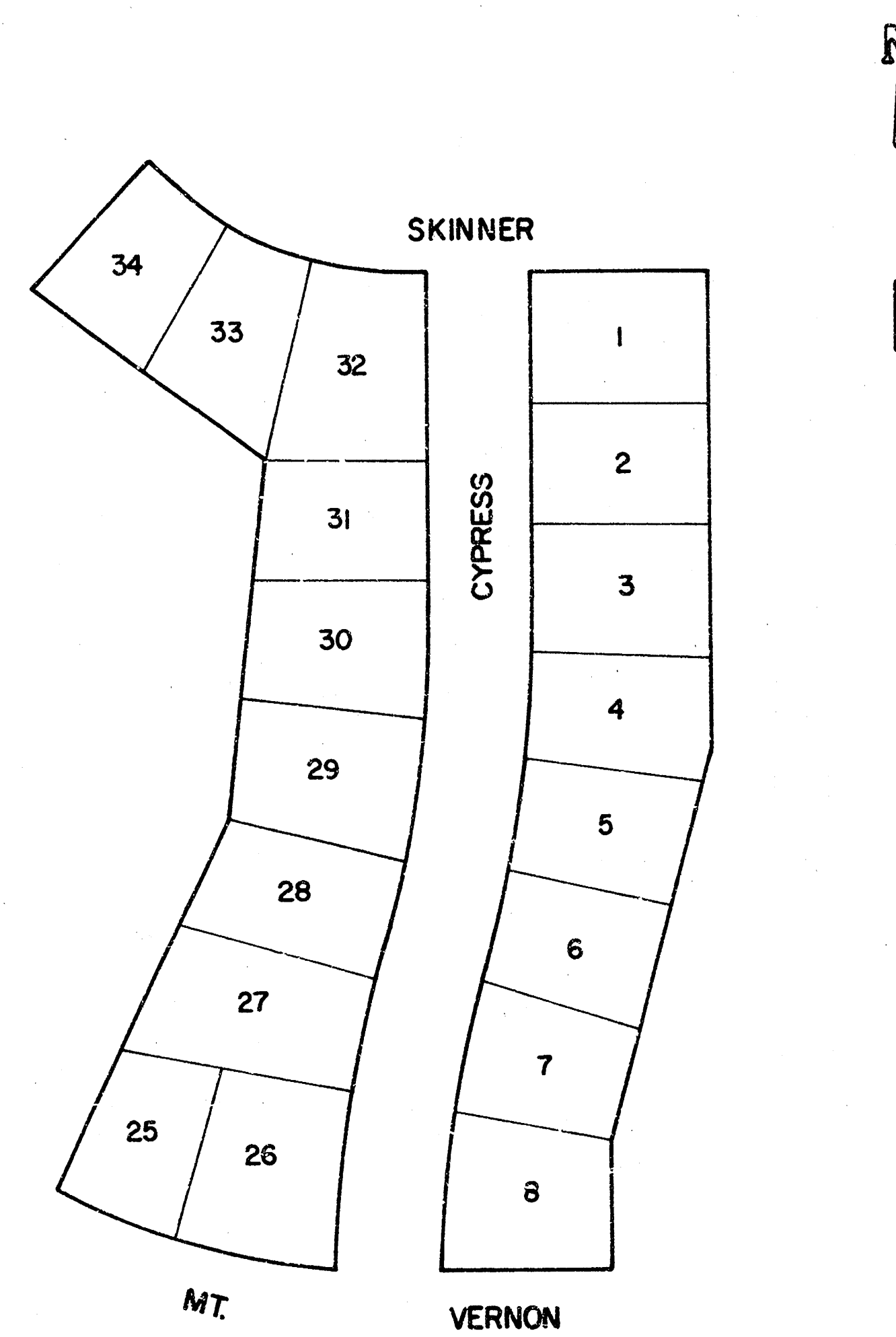
CYPRESS

N. L. MT. VERNON TO S. L. SKINNER

CITY OF WICHITA, KANSAS

R. W. BRUGGEMAN - DIRECTOR OF ENGINEERING/CITY ENGINEER

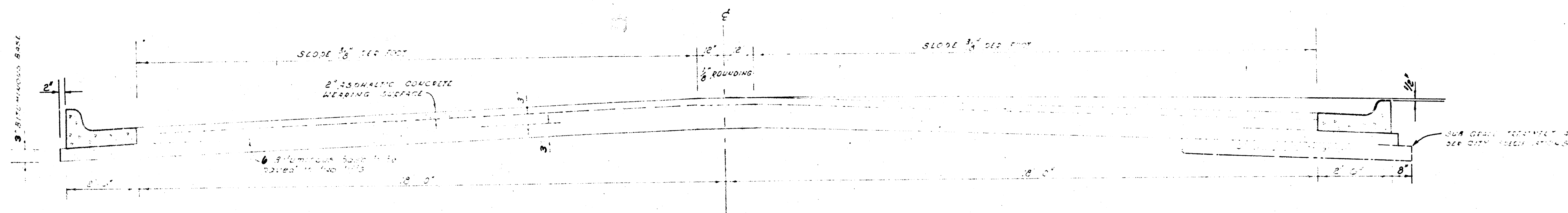
DATE: PROJ. No. 472 76 245 81084 000 000 001



Manipulation = 2,970 S.Y.

CYPRESS

N. L. MT. VERNON TO S. L. SKINNER



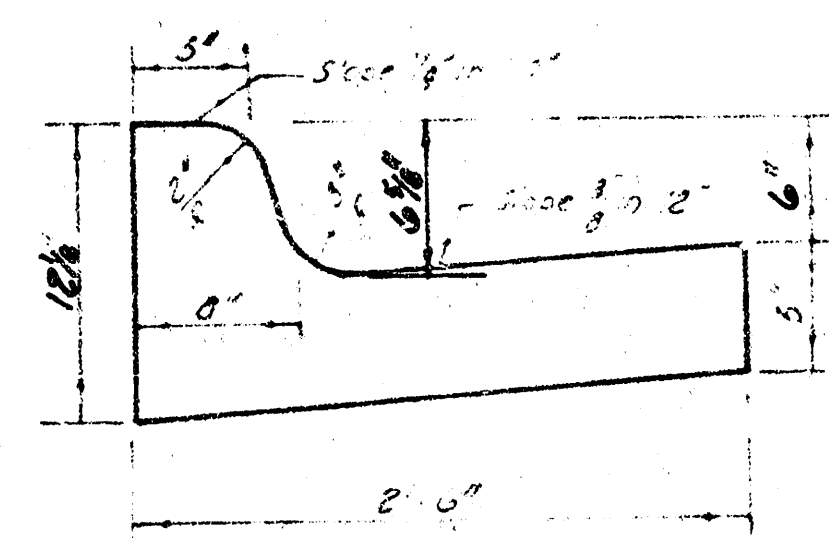
TYPICAL SECTION

41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

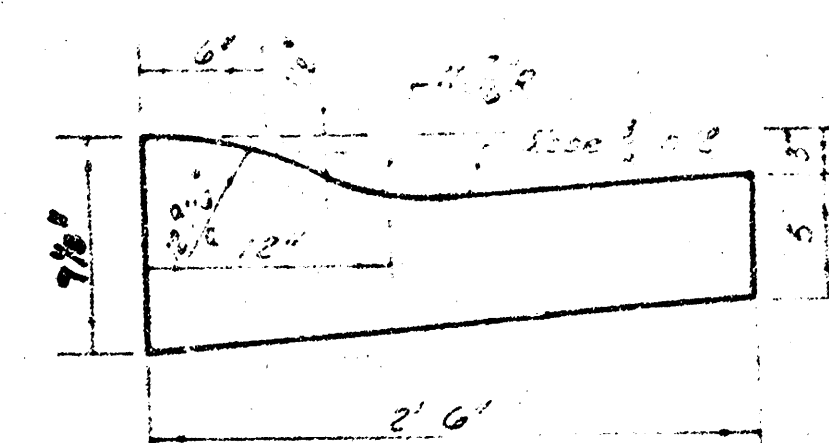
A TACK COAT OF EMULSIFIED ASPHALT (SE-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC 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.

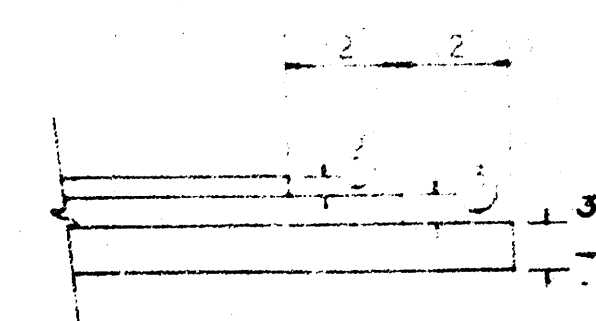
COMBINED CURB & GUTTER



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.

The pavement between the curb and gutter shall be paid as to the 1/2 inch rounding (6 inch base). The Bituminous Base and the curb and gutter shall be paid as to the 3 inch base.

CITY OF WICHITA, KANSAS

DEPARTMENT OF ENGINEERING

R. W. BRUGGEMAN

DIRECTOR OF ENGINEERING/CITY ENGINEER

DATE _____ PROJ. NO. 472762-15 BID 84 000 000 000

(25)

Surveyed by B. B. 70
Checked by K. L. 44
Checked by

BM = 169.52 - R.R. Spk. SW F. HLP NE Cor. Mt. Vernon & Cypress.
BM = 169.60 - R.R. Spk. E F. Life Pile NW Cor. Cypress & Skinner.

$\Delta = 16^\circ 40' 17''$ $R = 784.87'$ $T = 115.00'$ $L = 228.31'$ $LC = 221.51'$

CURVE DATA BASED ON E RAD. $\Delta = 8^\circ 20' 08''$

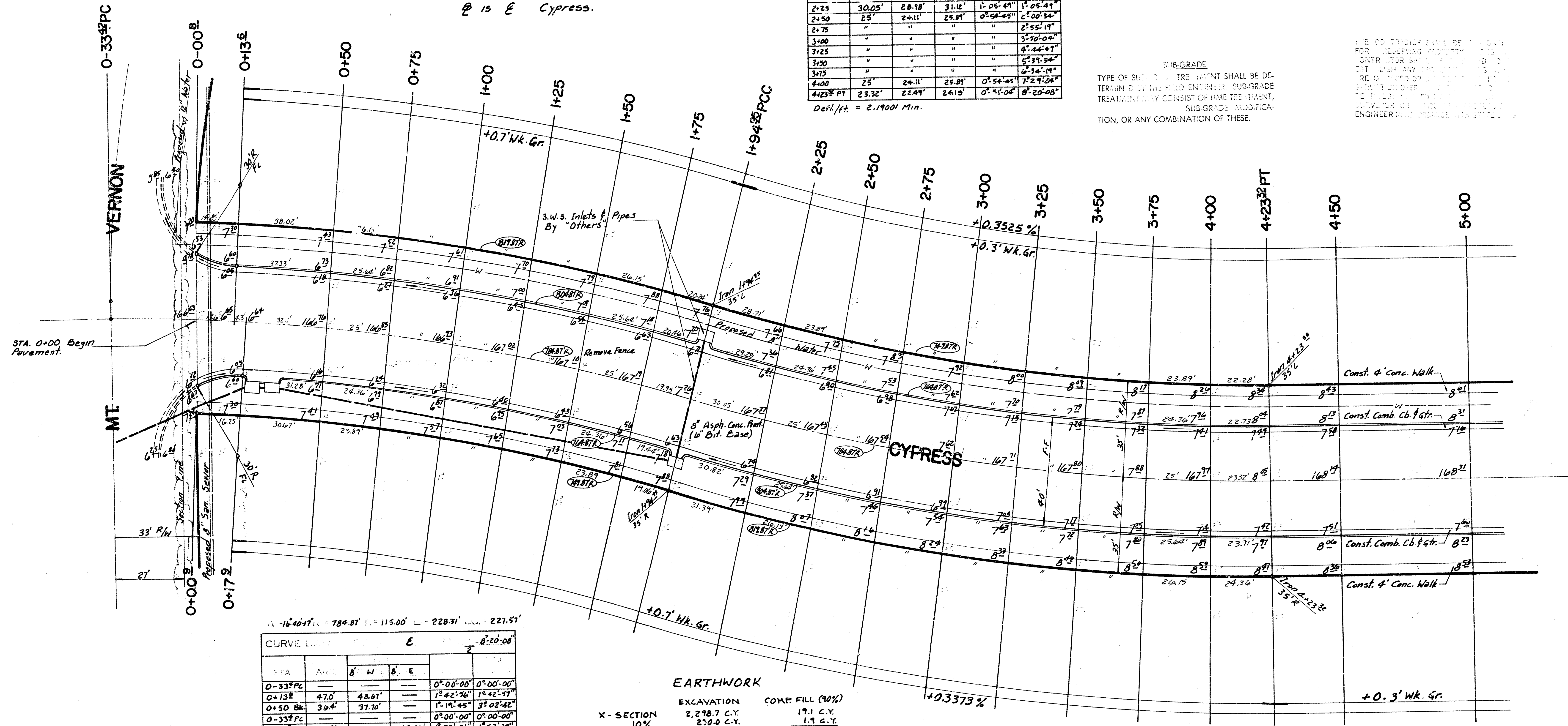
STA	Angle	B. W.	B. E.	Station	Station
1+94.88 PC				0+00+00	0+00+00
2+25	30.05'	28.18'	31.12'	1+05+49'	1+05+49'
2+50	25'	24.11'	25.89'	0+58+45'	0+58+45'
2+75	"	"	"	"	2+55+19'
3+00	"	"	"	"	3+50+04'
3+25	"	"	"	"	4+44+47'
3+50	"	"	"	"	5+39+34'
3+75	"	"	"	"	6+34+19'
4+00	25'	24.11'	25.89'	0+54+45'	7+29+06'
4+23.32 PT	23.32'	22.49'	24.15'	0+51+04'	8+20+08'

Defl./ft. = 2.19001 Min.



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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND RIGHTS OF WAY FOR THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND RIGHTS OF WAY FOR THE PROJECT.



$\Delta = 16^\circ 40' 17''$ $R = 784.87'$ $T = 115.00'$ $L = 228.31'$ $LC = 221.51'$

CURVE DATA BASED ON E RAD. $\Delta = 8^\circ 20' 08''$

STA	Angle	B. W.	B. E.	Station	Station
0+33.32 PC				0+00+00	0+00+00
0+13.5	47.0'	48.61'		1+42+56'	1+42+57'
0+50 BK	30.4'	37.70'		1+19+45'	3+02+42'
0+33.32 PC				0+00+00	0+00+00
0+17.5	51.3'		49.46'	1+52+21'	1+52+22'
0+50 BK	32.1'		30.75'	1+10+20'	3+02+42'
0+50 Ah				0+00+00	3+02+42'
0+75	25'	25.89'	24.11'	0+54+45'	3+57+19'
1+00	"	"	"	"	4+52+12'
1+25	"	"	"	"	5+47+42'
1+50	"	"	"	"	6+42+12'
1+75	25'	25.89'	24.11'	0+54+45'	7+36+27'
1+94.88 PC	19.75'	22.68'	19.24'	0+43+41'	8+20+08'

Defl./ft. = 2.19001 Min.

EARTHWORK

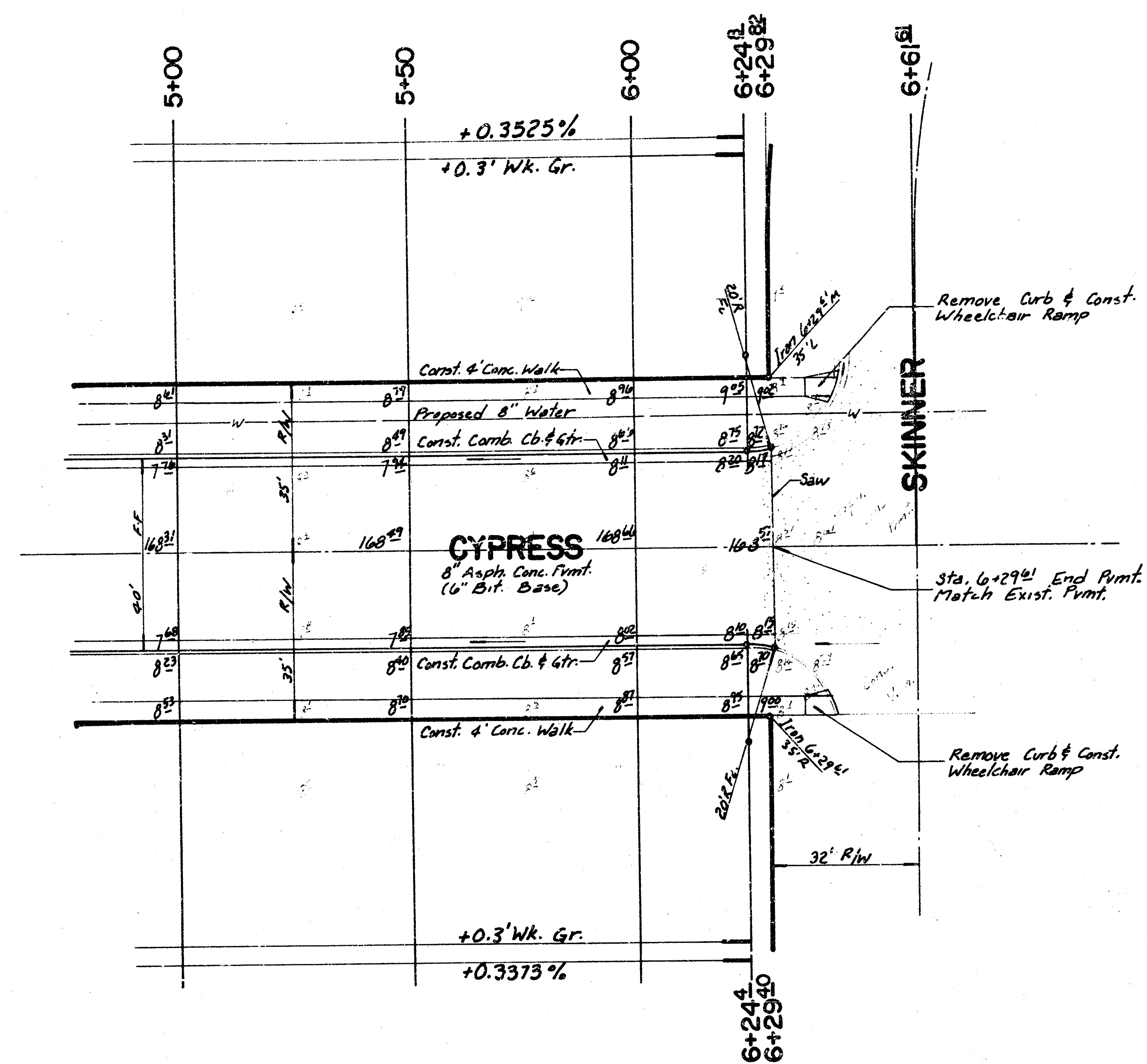
	EXCAVATION	COMP. FILL (10%)
X-SECTION	2,298.7 C.Y.	19.1 C.Y.
10%	230.0 C.Y.	1.9 C.Y.
TOTAL	2,528.7 C.Y.	21.0 C.Y.

Contractor to coordinate work with Storm Sewer Contractor. Note: Const. not more than 15-20' Drives.

Note: Lime application rate = 25#/5.Y.
Preheater Fines application rate = 35#/5.Y.

CYPRESS

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