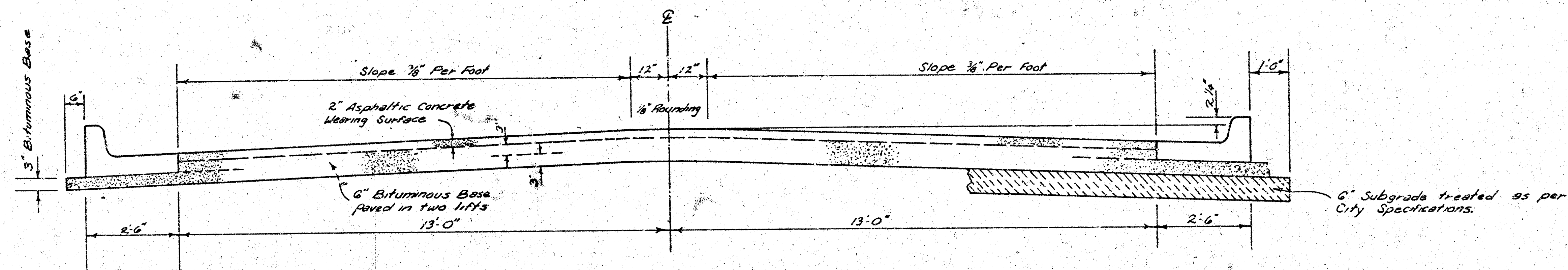


PERSHING— FROM THE NORTH LINE KINKAID TO THE SOUTH LINE MT. VERNON

PROJECT NO. 472-76-245-80789-000-000-001

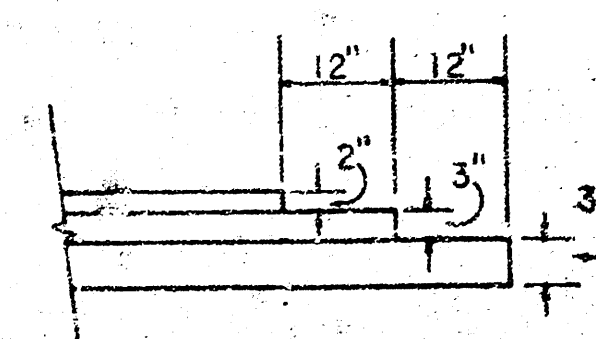


TYPICAL SECTION

31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 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.

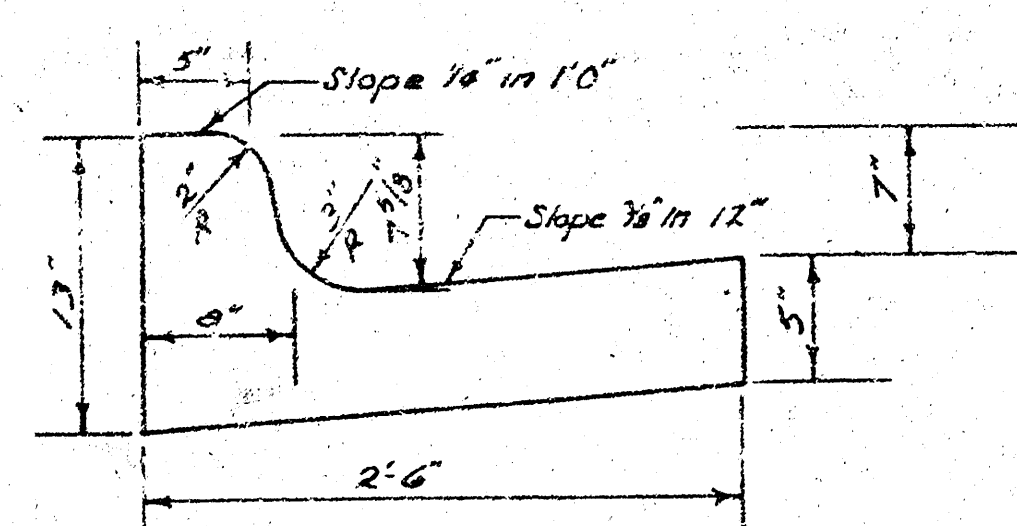
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



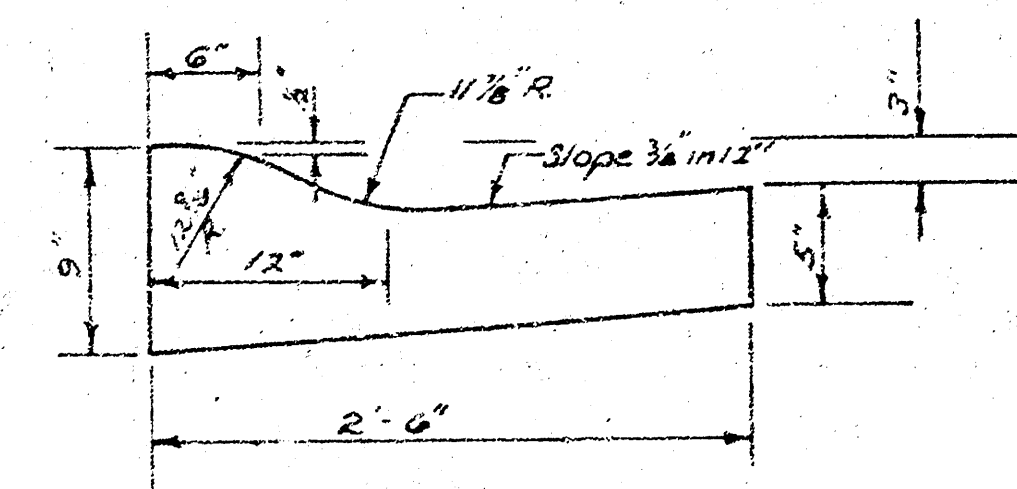
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

The A.C. pavement between the Comb. Curb & Gutter shall be paid as 3 1/2% B* A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as 3 1/2% 3" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

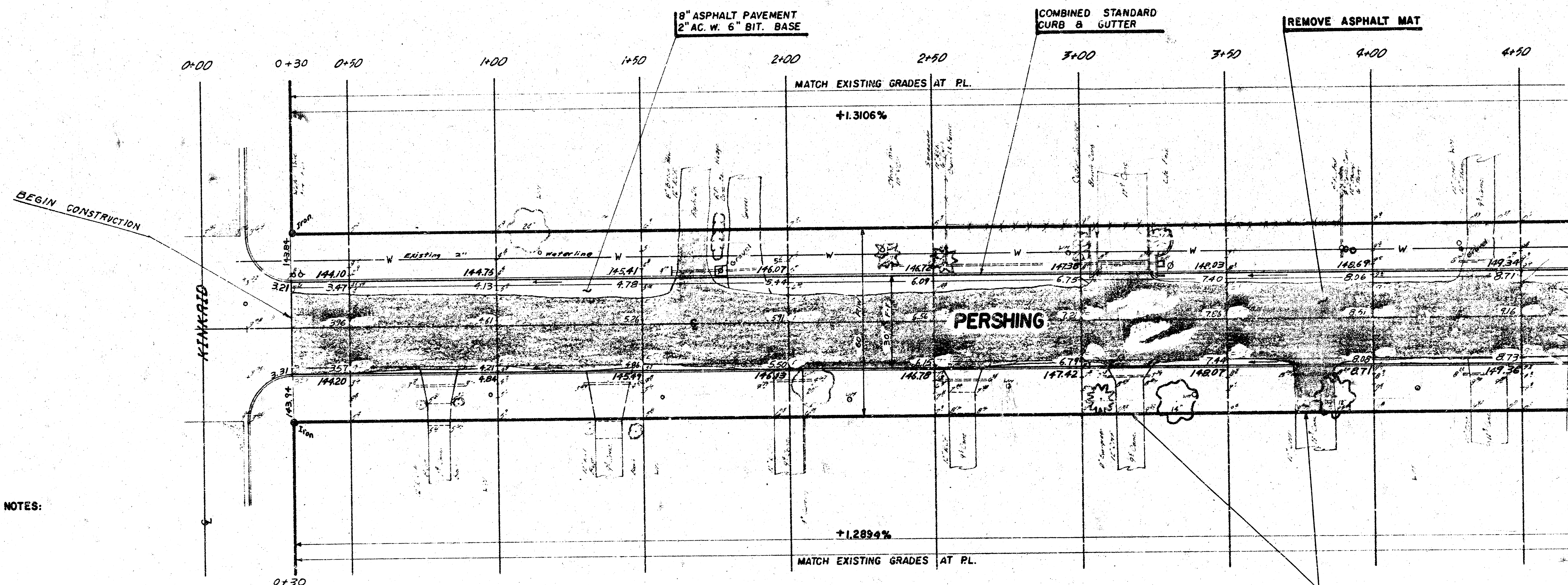
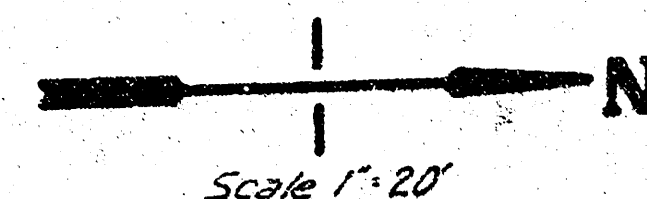
DEAN SELLERS ACTING CITY ENGINEER

DATE: _____

1/4

FILMED FROM THE BEST AVAILABLE COPY.....

B.M. 12146 City Std. Oliver & Pawnee 52' N. & 42' E.
 of & Both
 B.M. 14381 Top Curb @ N-end Return W-side Pershing & Kinkaid
 B.M. 13636 "M" in Mueller, Fire Hyd. @ NW cor. Oliver & Kinkaid
 Baseline is Centerline Pershing



GENERAL NOTES:

IF EXISTING DRIVE GRADES AT P.L.
 ARE BETWEEN +0' & +7', SET
 NEW DRIVE GRADES TO MATCH EXISTING.

IF EXISTING DRIVE GRADES AT P.L.
 ARE GREATER THAN +7', SET NEW
 DRIVE GRADES TO +7'. REMOVE &
 REPLACE ANY OF DRIVE BEHIND P.L.
 TO MATCH NEW DRIVE.

FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS & THIMBLES THAT
 MAY BE DESTROYED & REPLACE THOSE THAT ARE DESTROYED.

TREES TO BE REMOVED ARE MARKED THUS:
 ANY TREE THAT IN THE OPINION OF THE FIELD ENGINEER CAN BE
 SAVED, SHALL BE SAVED.

HEADWALLS OR ENDSECTIONS CONNECTED WITH UNDERDRIVE CULVERTS
 TO BE REMOVED, COST TO BE INCIDENTAL TO PROJECT.

ALL DRIVEWAYS TO BE RECONSTRUCTED TO
 ORIGINAL WIDTH OR 10', WHICHEVER IS GREATER.
 ANY ADDITIONAL WIDTH BEYOND THE ABOVE MINI-
 MUM SHALL NOT BE PAID FOR AS A PART OF THIS
 PROJECT.

EARTHWORK TOTALS

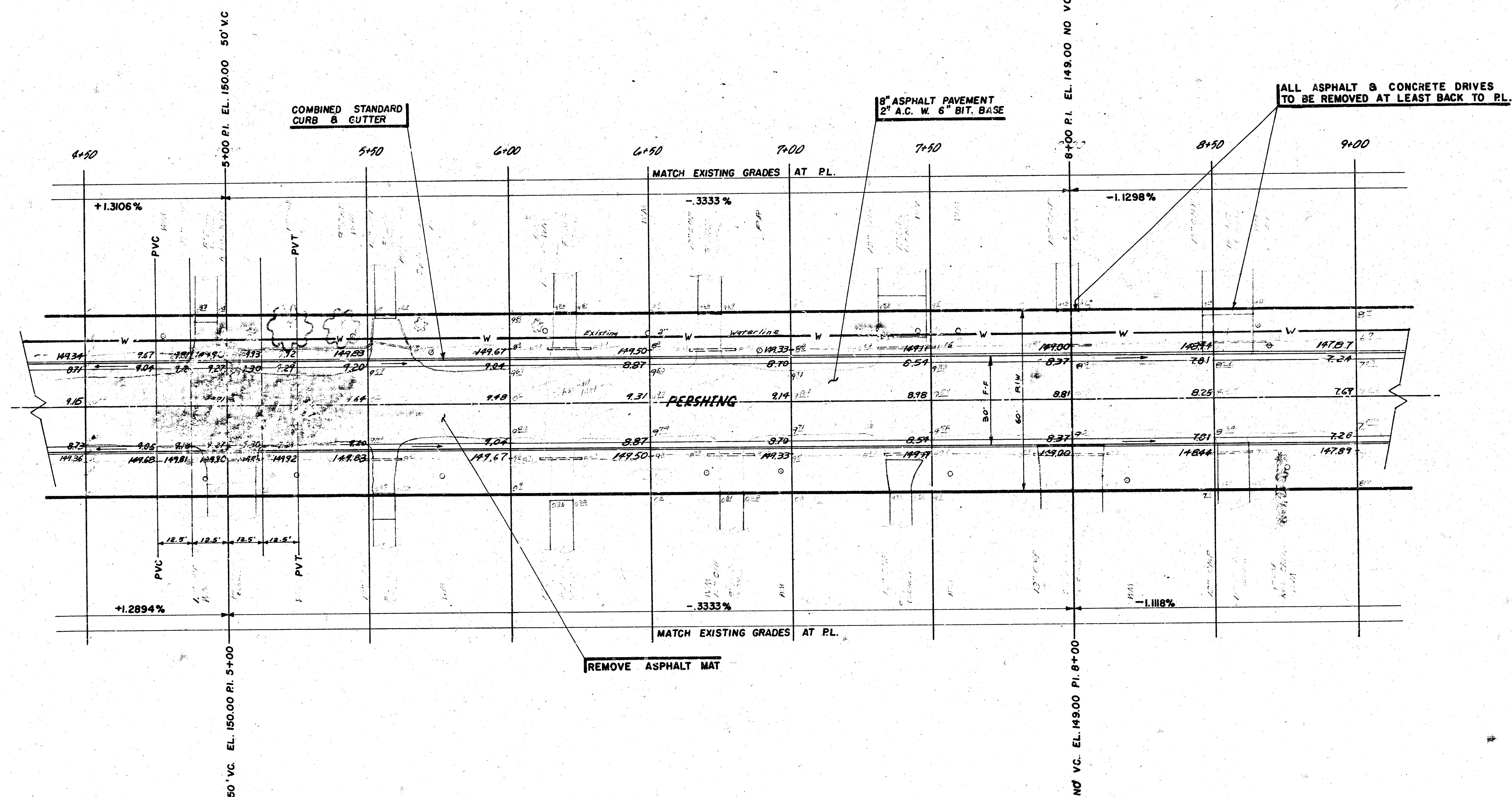
PROPERTY	
EXCAVATION	1856 CY
±10%	185 CY
TOTAL	2042 CY
MANIPULATION	4611 SY

ALL ASPHALT & CONCRETE
 DRIVES TO BE REMOVED BACK
 AT LEAST TO P.L. REMOVAL OF
 ASPHALT DRIVES TO BE BID AS
 S.Y. ASPHALT MAT REMOVED.

PERSHING
 N.L. Kinkaid - S.L. Mt. Vernon
 472-76-245-50787-000-000-001

B.M. 121.46 City St. Oliver & Pawnee, 52' N. & 42' E. of S. Bath
 B.M. 146.75 "M" in Mueller Fire Hydrant @ NW Corner Pershing & Kincaid
 Baseline is Centerline Pershing

N
 SCALE 1" = 20'



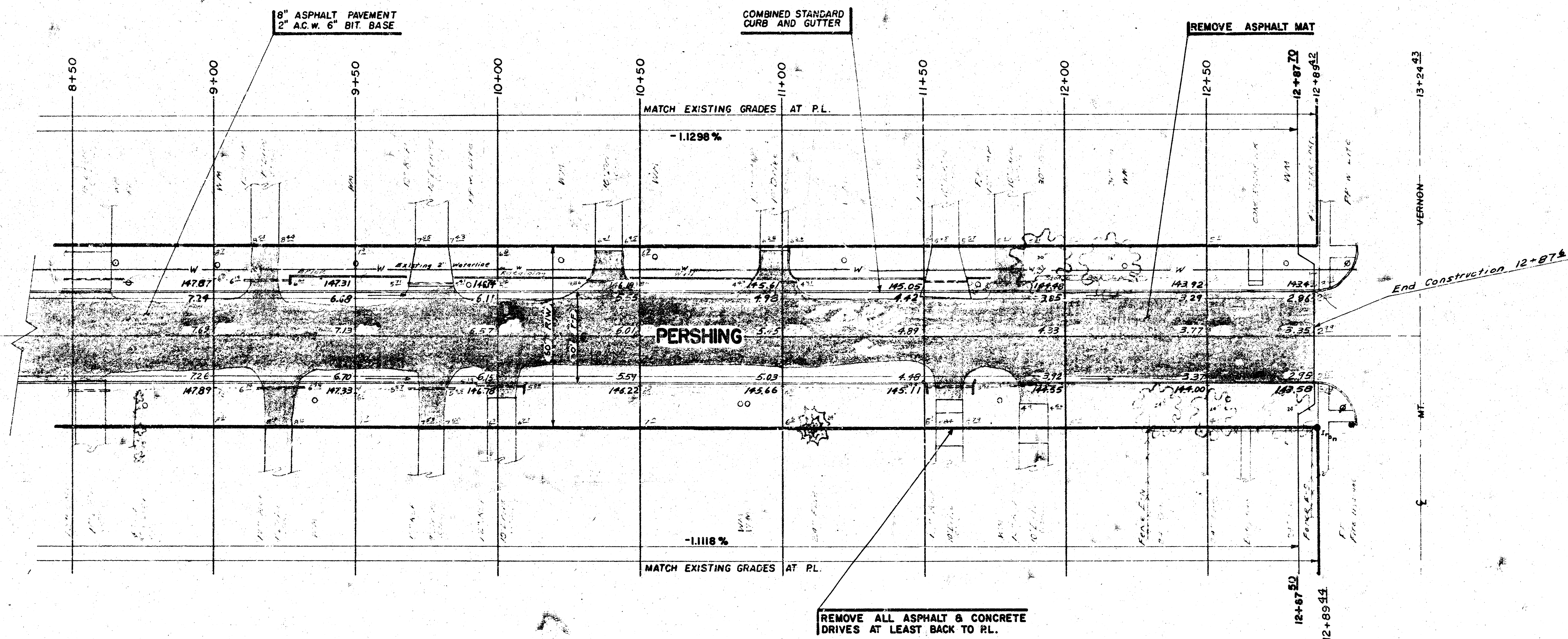
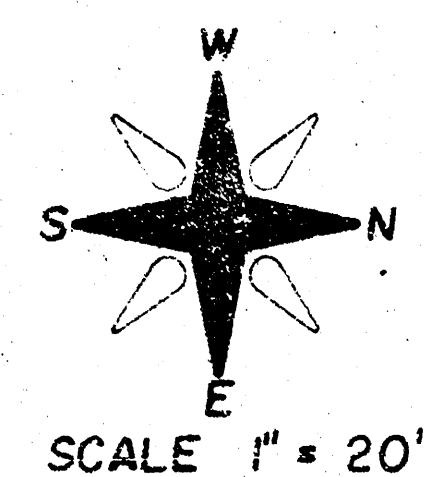
Survey DCD 8/15/54
 Plan 1111 1-00
 E.C.
 Checked

PERSHING
 N.L. Kinkaid-S.L. M. Vernon
 472-76-245-807B9-000-000-C 01

3/4

FILMED FROM THE BEST
 AVAILABLE COPY.....

B.M. 12146 City St. Over & Pannoe 52' N. & 42' E. of C.L. Both
 B.M. 14575 "H" in Mueller, Fire Hydrant @ NW Cor. Pershing & Kincaid
 Baseline is Centerline Pershing



Pershing - N.L. Kincaid to S.L. Mt. Vernon
 472-76-245-80789-000-000-001