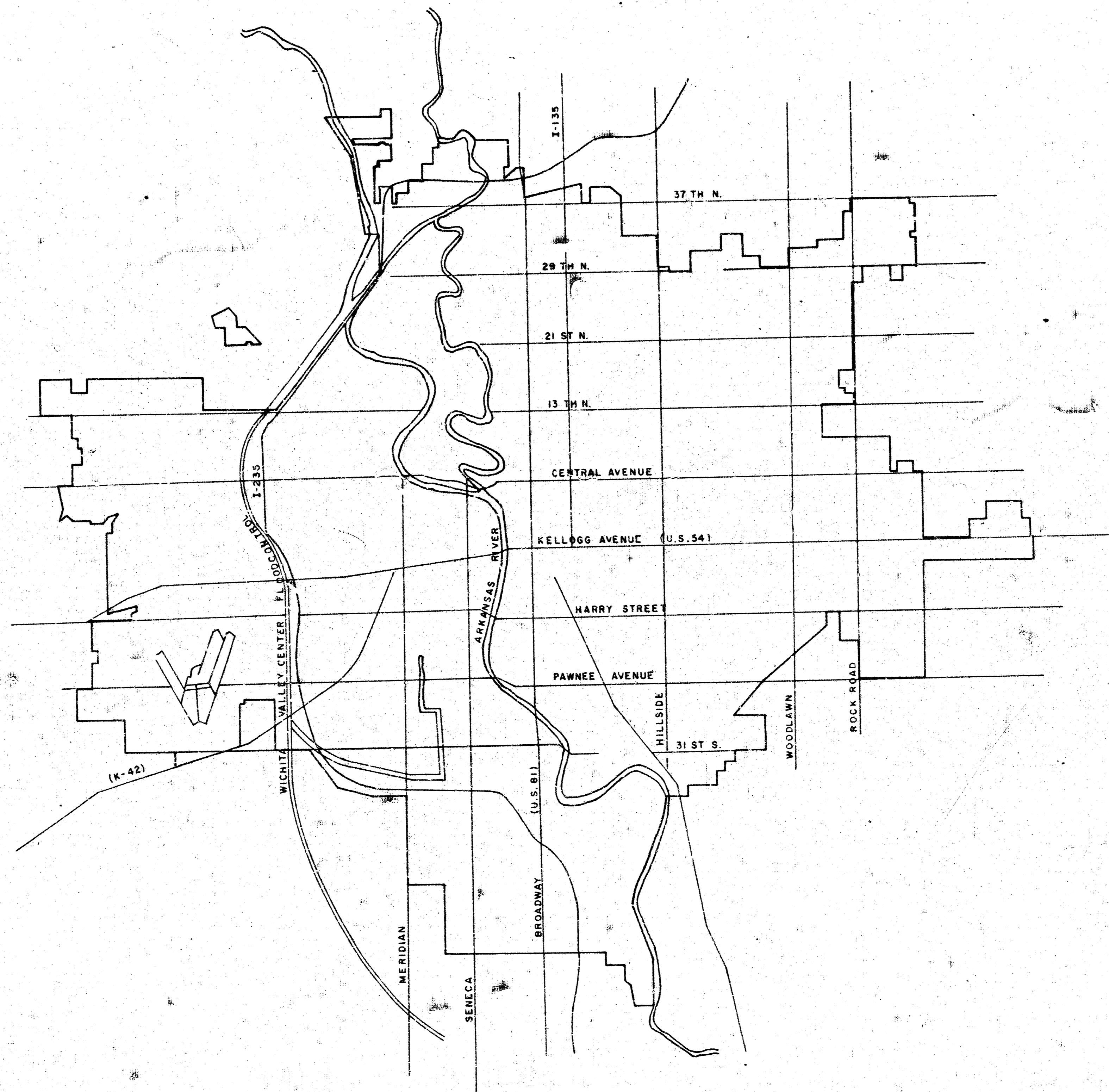


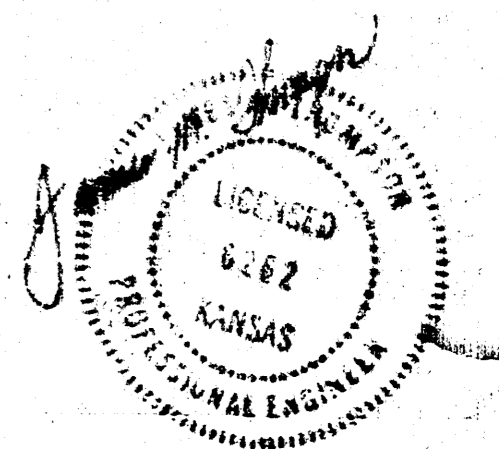
CITY OF WICHITA
 DEPARTMENT OF ENGINEERING
BRIDGEPORT CIRCLE

NL 37th Street North to and including Cul-de-Sac
 PROJECT NO. 472-76-245-80904-000-000-001
 R.W. BRUGGEMAN CITY ENGINEER



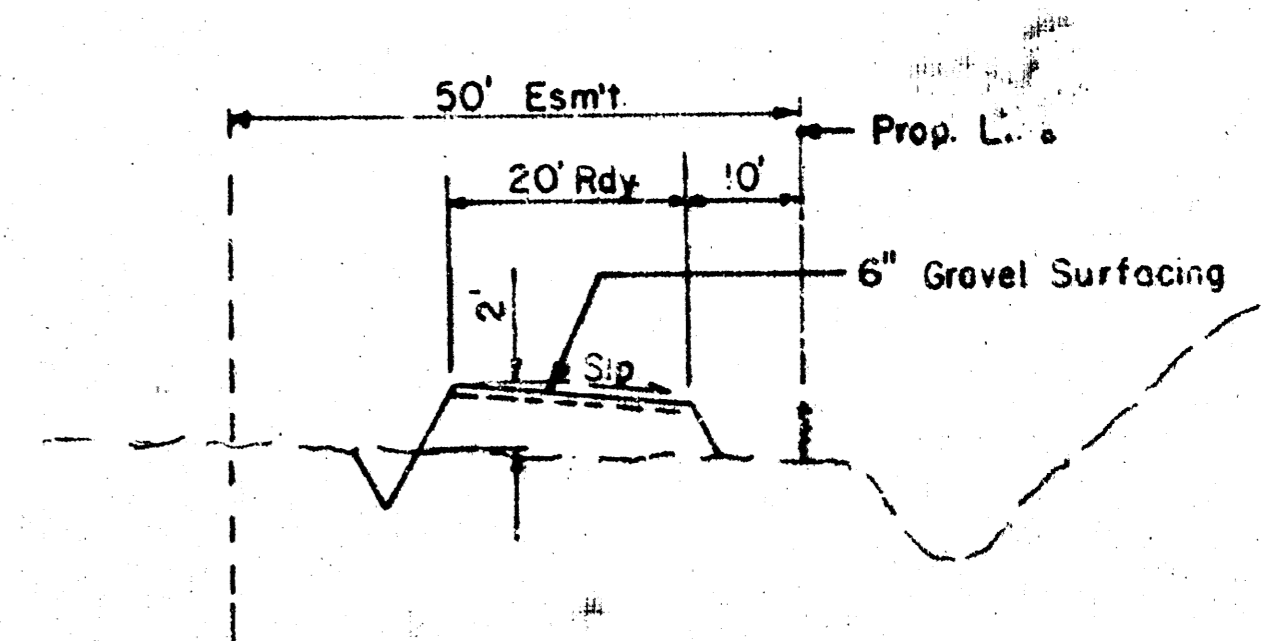
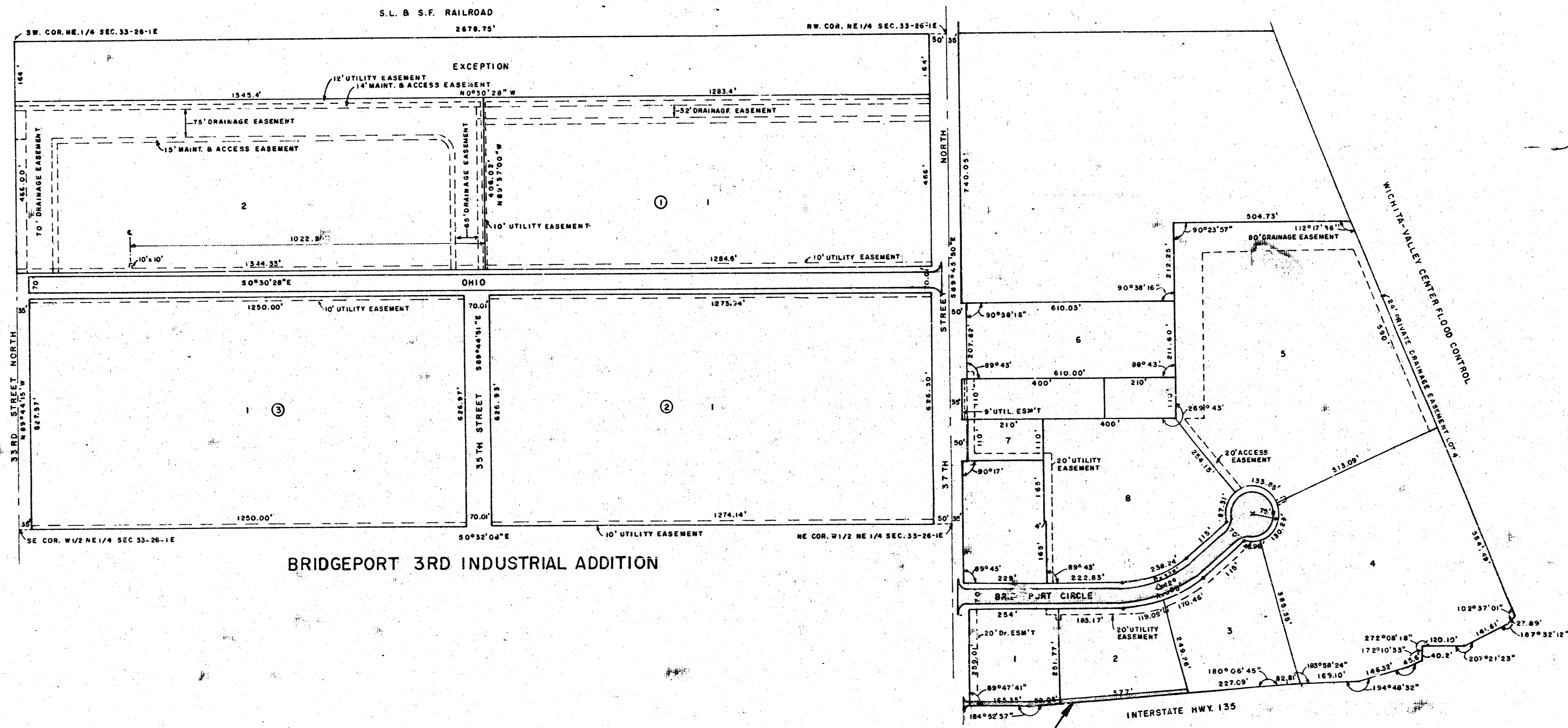
INDEX TO DRAWINGS

1. Title Sheet
2. Layout Map
3. Bridgeport Circle Plan & Profile
4. Std. Paving Details
5. Cross Sections
6. Cross Sections

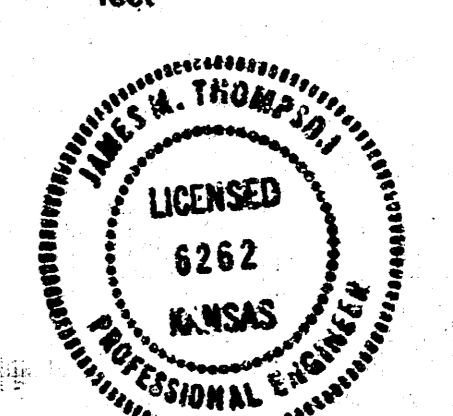
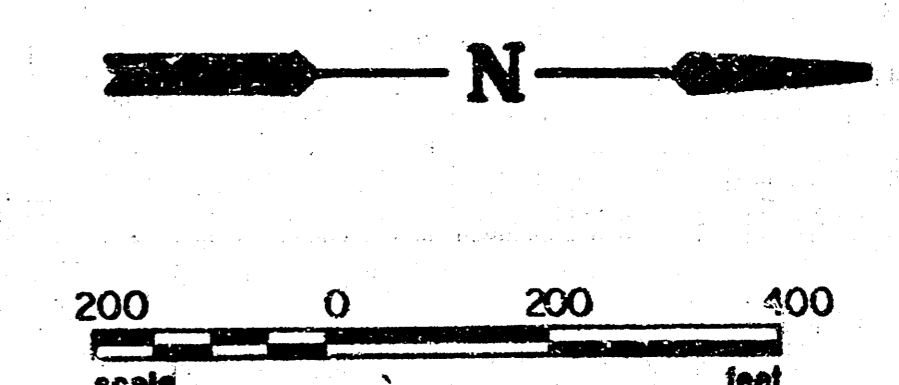


APPROVED AS NOTED
 By CITY ENGINEER OF WICHITA
 Paving _____ Date _____

dp POE & ASSOCIATES OF KANSAS, INC.
 CONSULTING ENGINEERS



TYPICAL DETAIL
GRAVEL SURFACING
NO SCALE



dp POE & ASSOCIATES CONSULTING ENGINEERS	CITY OF WICHITA Dept. of Engineering	
	Layout Map	2/4
ENGINEER: J.M.T.	CHECKED BY: J.W.	
DRAWN BY: J.P.	SCALE: NOTED	
DATE: Jan. 1980	SHEET 2 OF 6	

PLAN
 DRAWN BY: J.T. JONES
 CHECKED BY: J.P. JONES
 DATE: 1/11/80
 NOTE: BOOK NO. OF WAY CHECKED

PROFILE
 DRAWN BY: J.T. JONES
 CHECKED BY: J.P. JONES
 DATE: 1/11/80
 NOTE: BOOK NO. OF WAY CHECKED

△=42°00'00" R=360.00' T=138.19' LC=263.89'

STATION 21+00.00'

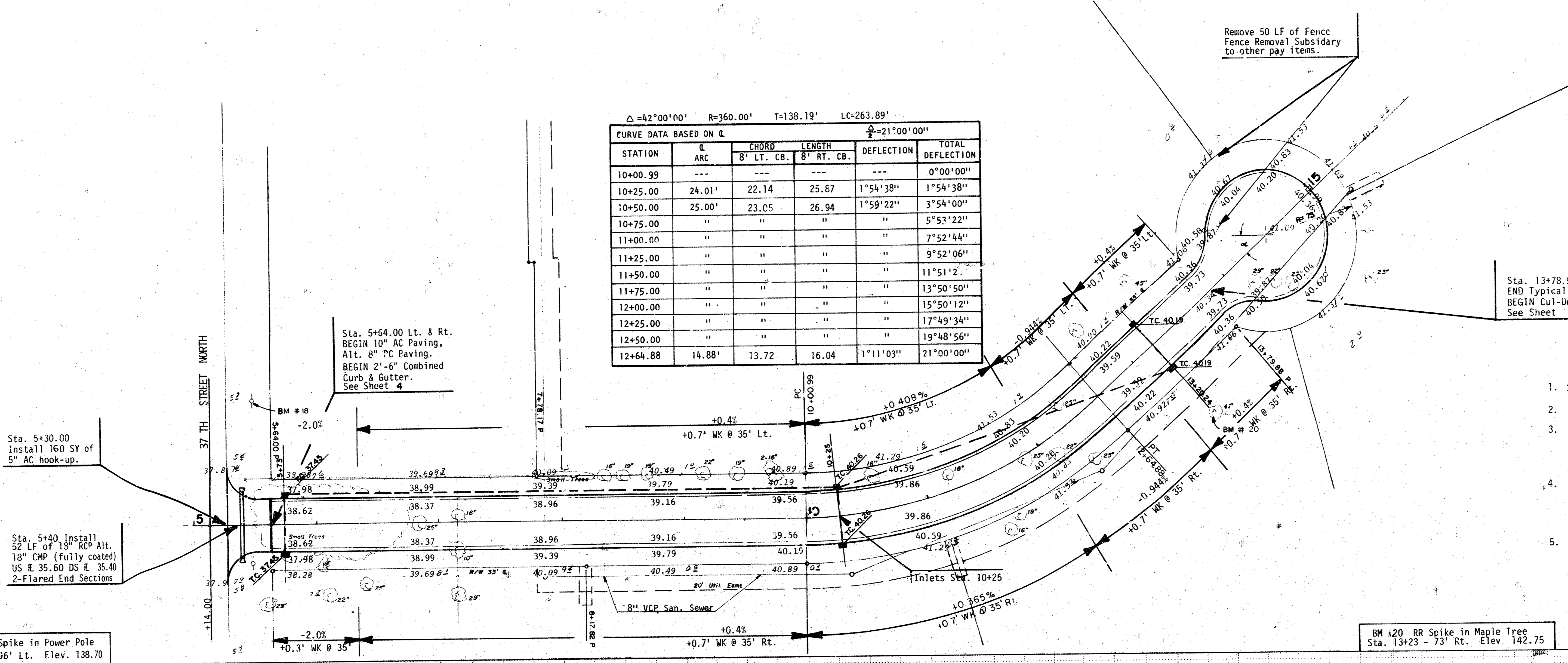
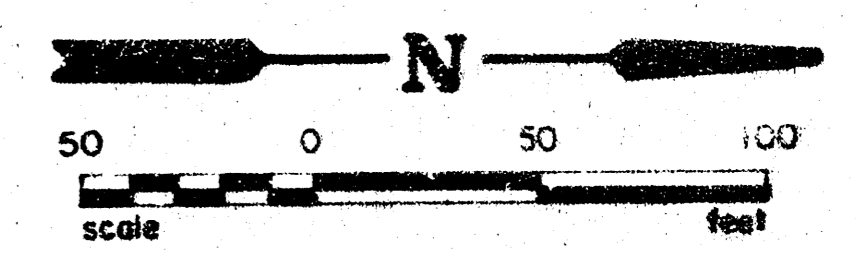
STATION	ARC	CHORD	LENGTH	DEFLECTION	TOTAL DEFLECTION
	8' LT. CB.	8' RT. CB.			
10+00.99	---	---	---	---	0°00'00"
10+25.00	24.01'	22.14	25.67	1°54'38"	1°54'38"
10+50.00	25.00'	23.05	26.94	1°59'22"	3°54'00"
10+75.00	"	"	"	"	5°53'22"
11+00.00	"	"	"	"	7°52'44"
11+25.00	"	"	"	"	9°52'06"
11+50.00	"	"	"	"	11°51'12"
11+75.00	"	"	"	"	13°50'50"
12+00.00	"	"	"	"	15°50'12"
12+25.00	"	"	"	"	17°49'34"
12+50.00	"	"	"	"	19°48'56"
12+64.88	14.88'	13.72	16.04	1°11'03"	21°00'00"

CUL-DE-SAC

RETURN	SUB
PC Sta. 13+78.90	RP Sta. 14+46.00
R=40.50'	R=57.00'
LC=40.50'	LC=57.00'
LC=33.96'	LC=44.44'
LC=41.37'07"	

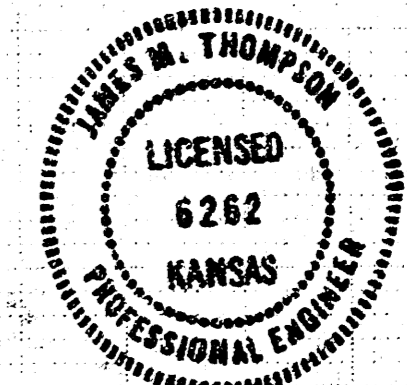
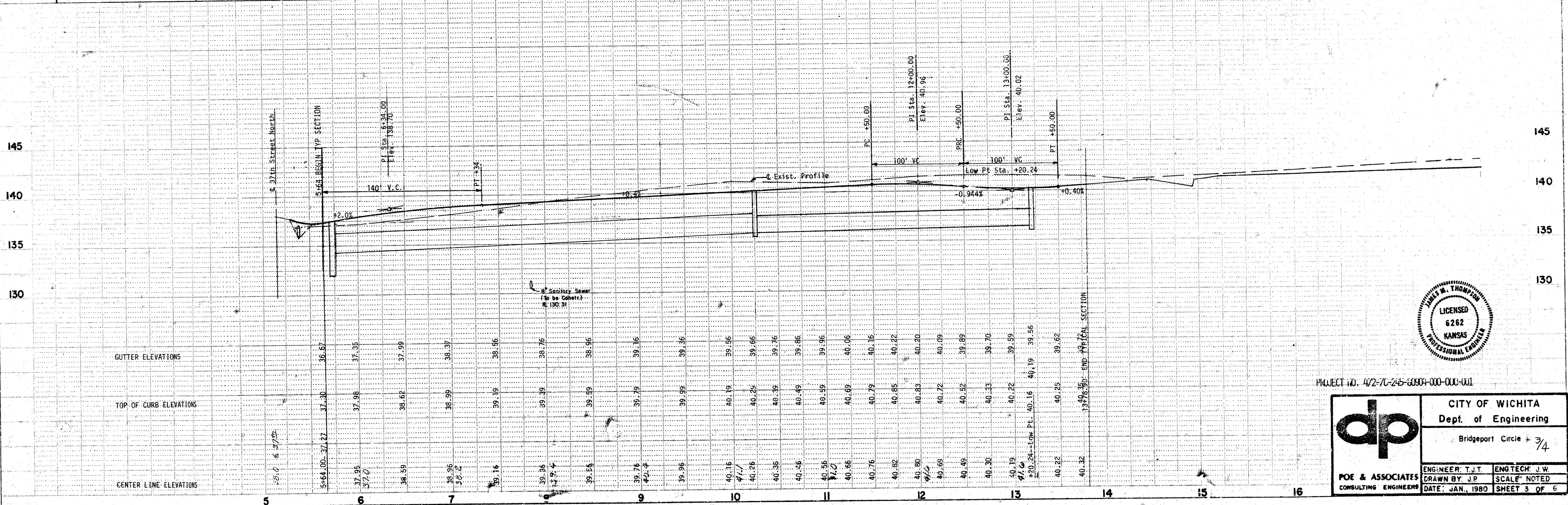
Sta. 13+78.90
 END Typical Section.
 BEGIN Cul-De-Sac Paving
 See Sheet 4

- GENERAL NOTES**
- Subbase shall be either 6" Thick Lime or Cement treatment as directed by the FIELD ENGINEER.
 - Trees within the street right-of-way shall be removed as determined by the FIELD ENGINEER.
 - FIELD ENGINEER shall take ties to all irons, thimbles, and bench marks in the project area before construction begins. FIELD ENGINEER shall replace all such irons, thimbles, and bench marks disturbed during construction.
 - CONTRACTOR shall coordinate work with Sanitary Sewer, Water Line and Storm Sewer contractors, contact relevant utility companies and other agencies involved with this project site development before construction begins.
 - All driveways are to be constructed to industrial standards. No more than 2'-0" drives shall be constructed as a part of this project without the approval of the construction-chief-engineer.



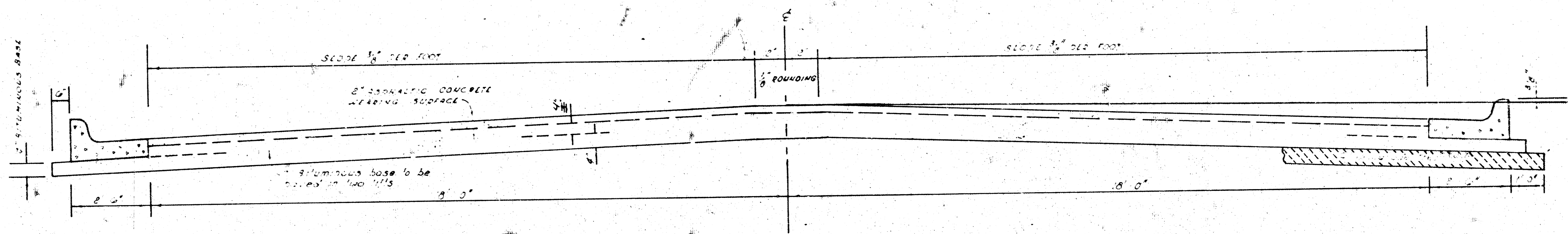
BM #18 RR Spike in Power Pole
 Sta. 5+48 - 96' Lt. Elev. 138.70

BM #20 RR Spike in Maple Tree
 Sta. 13+23 - 73' Rt. Elev. 142.75



PROJECT NO. 4/2-7C-265-6004-000-000-001

dp	CITY OF WICHITA	
	Dept. of Engineering	
	Bridgeport Circle # 3/4	
POE & ASSOCIATES CONSULTING ENGINEERS	ENGINEER: J.T. JONES DRAWN BY: J.P. JONES DATE: JAN., 1980	ENGTech: J.W. JONES SCALE: NOTED SHEET 3 OF 6



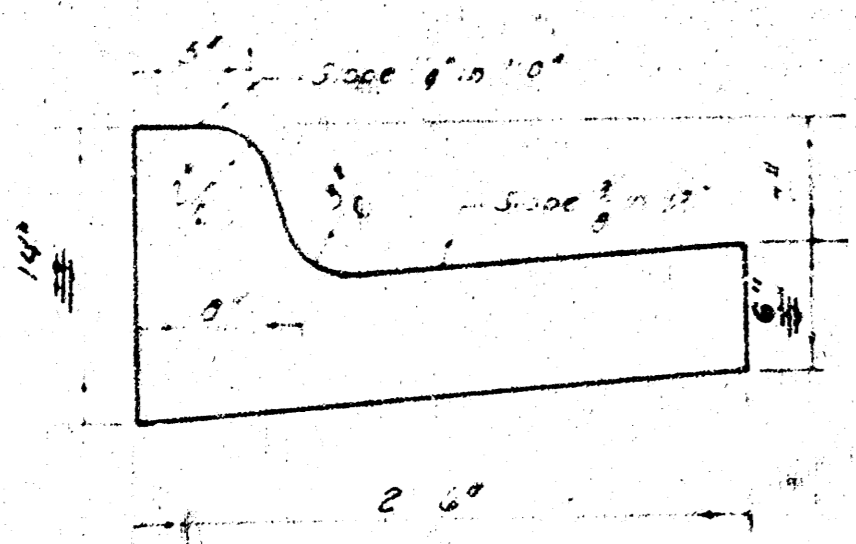
TYPICAL SECTION

41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

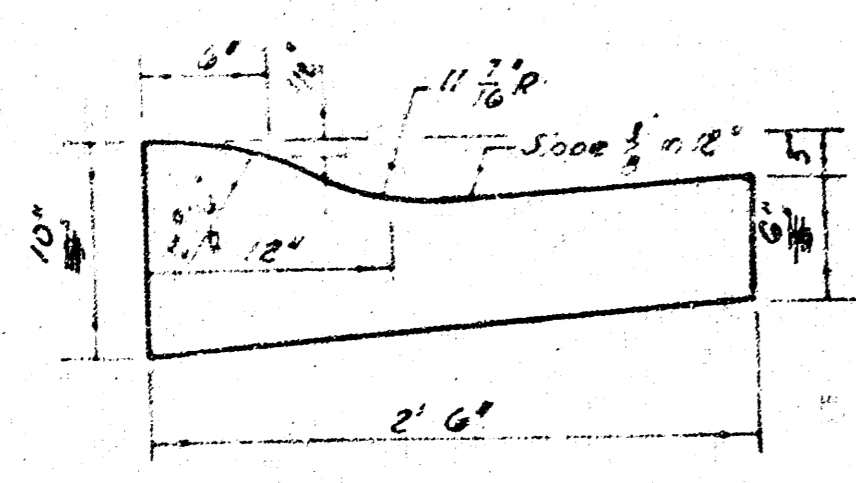
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE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

The 2" equipment tolerance on the 2" curb shall be paid as per 10. The 2" tolerance on the 2" curb shall be paid as per 10. The 2" tolerance on the 2" curb shall be paid as per 10.

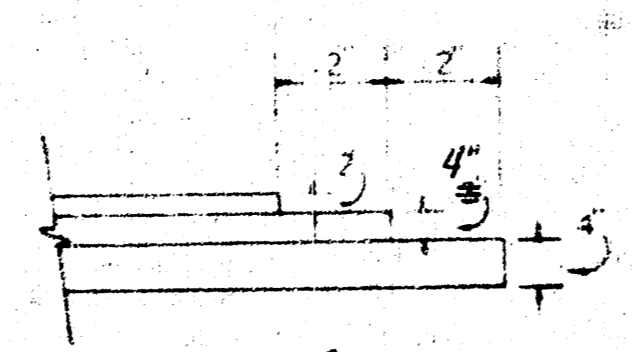
COMBINED CURB & GUTTER



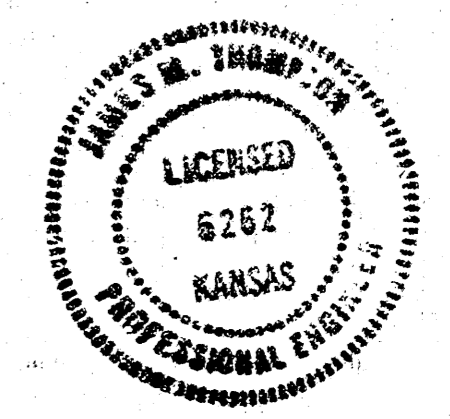
ROLL TYPE CURB & GUTTER



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 ENGINEERING
 R. W. BRUGGEMAN — CITY ENGINEER
 DATE Jan. 1980