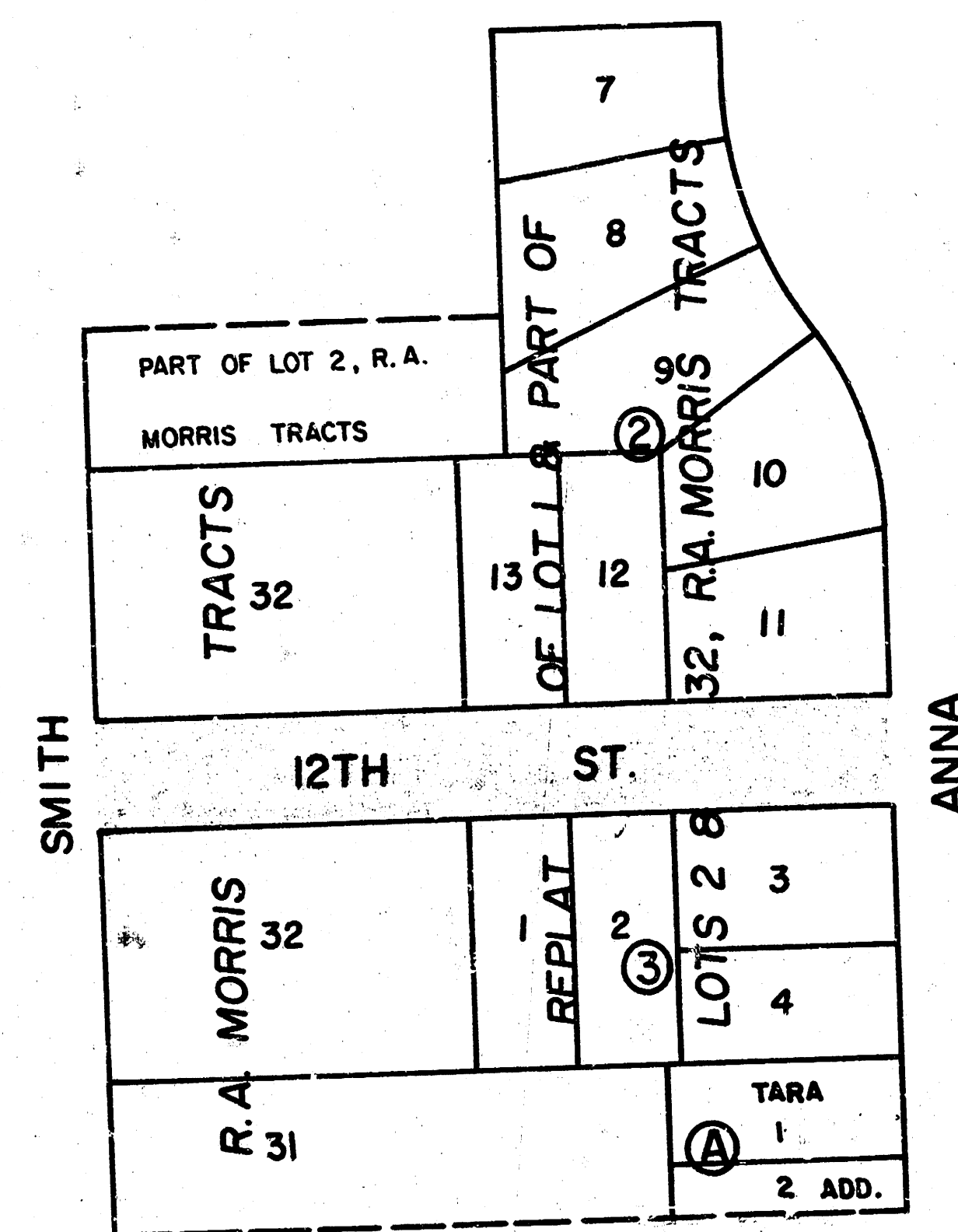
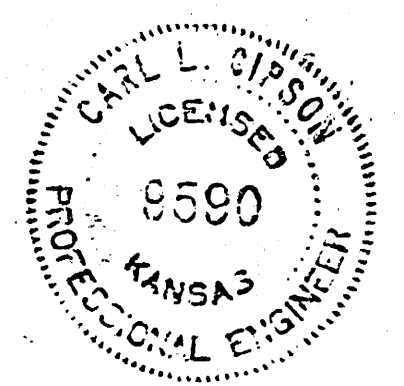


TWELFTH STREET NORTH E.L. SMITH TO W.L. ANNA



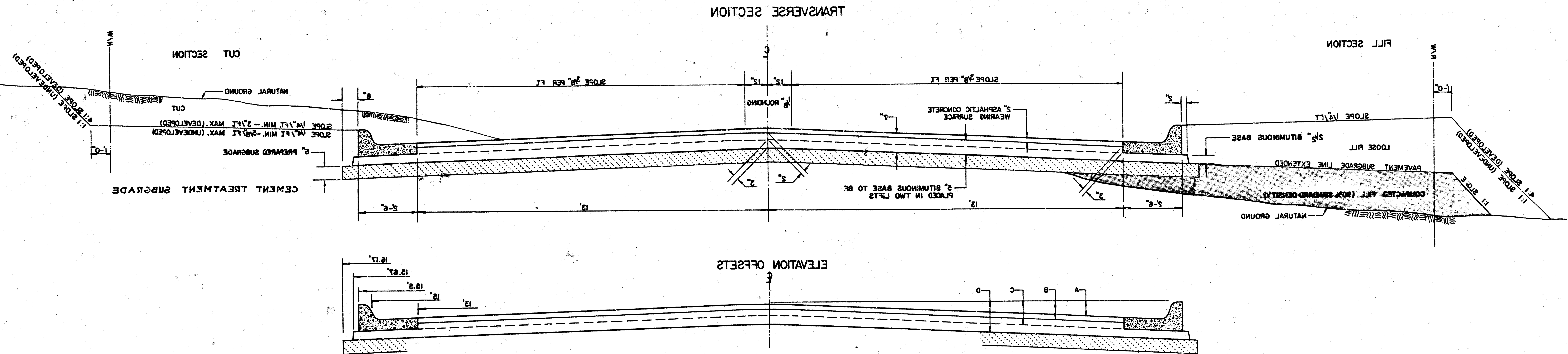
1/4



PROJECT DESCRIPTION		
TWELFTH STREET NORTH E.L. SMITH TO W.L. ANNA		
PROJECT NUMBER		
472 76 245 81220 000 000 001		
BOOK NO. M618	APPROVED BY	DATE
DRAWN BY VRH	REVISOR	REVISION
CITY OF WICHITA		
DEPARTMENT OF ENGINEERING		
DIRECTOR OF ENG./CITY ENGINEER R. W. BRUGGEMAN		SCALE 1" = 100'

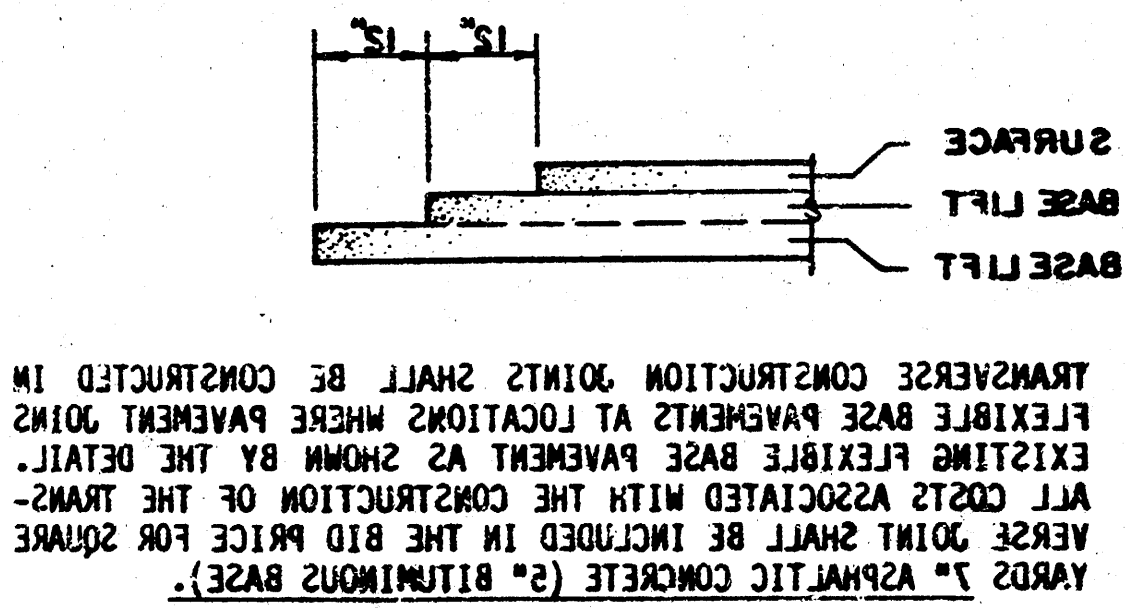
FILMED FROM THE BEST
AVAILABLE COPY

TYPICAL 31' PAVEMENT DETAILS



	0'	2'	4'	6'	8'	10'	12'	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'	34'	36'	38'	40'	42'	44'	46'	48'	50'	52'	54'	56'	58'	60'	62'	64'	66'	68'	70'	72'	74'	76'	78'	80'	82'	84'	86'	88'	90'	92'	94'	96'	98'	100'
A: TOP OF CURB TO TOP OF SURFACE LIFT	0.00	0.04	0.08	0.12	0.16	0.20	0.24	0.28	0.32	0.36	0.40	0.44	0.48	0.52	0.56	0.60	0.64	0.68	0.72	0.76	0.80	0.84	0.88	0.92	0.96	1.00	1.04	1.08	1.12	1.16	1.20	1.24	1.28	1.32	1.36	1.40	1.44	1.48	1.52	1.56	1.60	1.64	1.68	1.72	1.76	1.80	1.84	1.88	1.92	1.96	2.00
B: TOP OF CURB TO TOP OF UPPER BASE LIFT	0.00	0.04	0.08	0.12	0.16	0.20	0.24	0.28	0.32	0.36	0.40	0.44	0.48	0.52	0.56	0.60	0.64	0.68	0.72	0.76	0.80	0.84	0.88	0.92	0.96	1.00	1.04	1.08	1.12	1.16	1.20	1.24	1.28	1.32	1.36	1.40	1.44	1.48	1.52	1.56	1.60	1.64	1.68	1.72	1.76	1.80	1.84	1.88	1.92	1.96	2.00
C: TOP OF CURB TO TOP OF LOWER BASE LIFT	0.00	0.04	0.08	0.12	0.16	0.20	0.24	0.28	0.32	0.36	0.40	0.44	0.48	0.52	0.56	0.60	0.64	0.68	0.72	0.76	0.80	0.84	0.88	0.92	0.96	1.00	1.04	1.08	1.12	1.16	1.20	1.24	1.28	1.32	1.36	1.40	1.44	1.48	1.52	1.56	1.60	1.64	1.68	1.72	1.76	1.80	1.84	1.88	1.92	1.96	2.00
D: TOP OF CURB TO TOP OF SUBGRADE	0.00	0.04	0.08	0.12	0.16	0.20	0.24	0.28	0.32	0.36	0.40	0.44	0.48	0.52	0.56	0.60	0.64	0.68	0.72	0.76	0.80	0.84	0.88	0.92	0.96	1.00	1.04	1.08	1.12	1.16	1.20	1.24	1.28	1.32	1.36	1.40	1.44	1.48	1.52	1.56	1.60	1.64	1.68	1.72	1.76	1.80	1.84	1.88	1.92	1.96	2.00

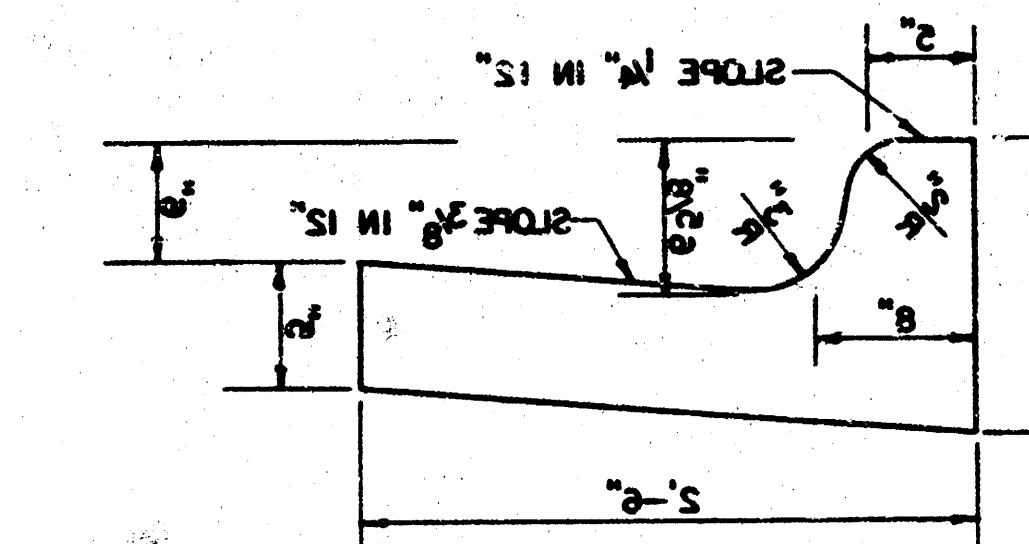
TRANSVERSE CONSTRUCTION JOINTS



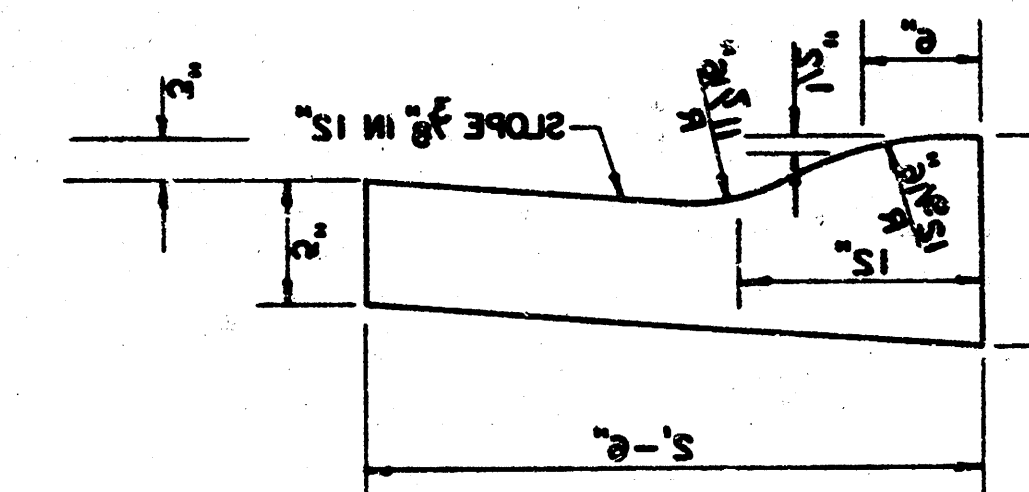
GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SEPARATE YARDS OF 2" ASPHALTIC CONCRETE (2" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SEPARATE YARDS OF 2" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (20-25% OR 25-30% SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.03 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEAVING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATE MATERIALS ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE PROJECT SHALL BE USED IN CONSTRUCTING THIS PROJECT.

COMBINED CURB & GUTTER

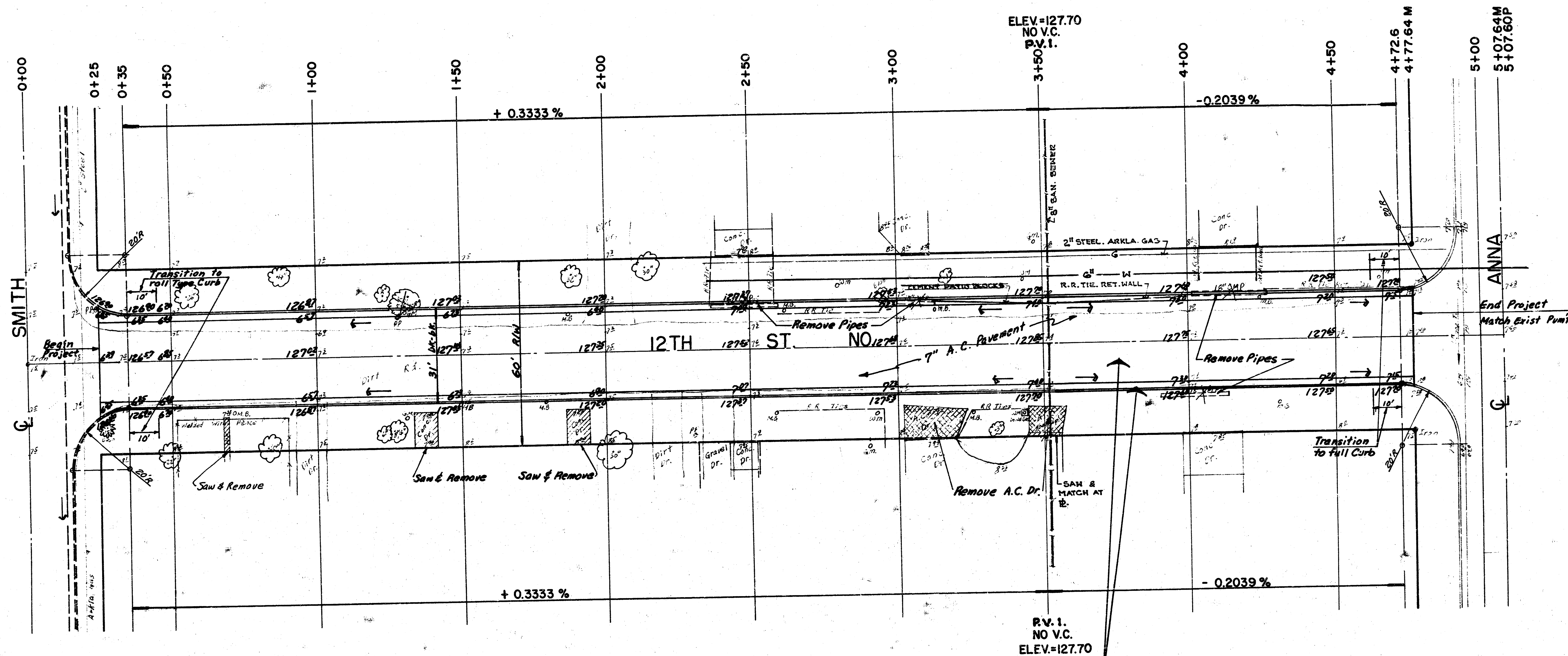
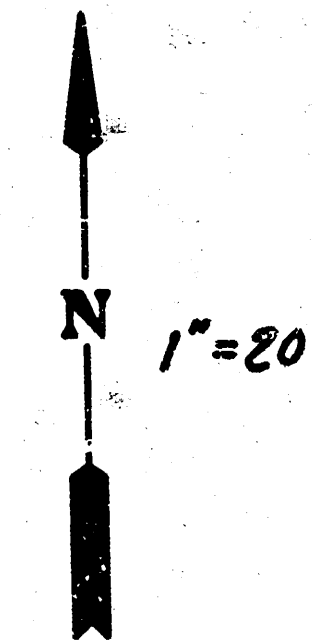


ROLL TYPE COMBINED CURB & GUTTER



PROJECT NUMBER
CITY OF WICHITA, KANSAS
PAVEMENT WITH 2 INCH BITUMINOUS BASE
2 INCH RESIDENTIAL ASPHALTIC CONCRETE

B.M. 126.93 CITY STD. DISC. BAKER & 13TH ST. NO.
26' EAST & 32' SOUTH OF C. BOTH
B.M. 127.68 RR SPK. SW FACE LIGHT POLE @ 1248 ANNA
ADJ. TO BACK OF CURB
B.M. 128.36 RR SPK. S FACE PP, NE COR. SMITH & 12TH



- GENERAL NOTES**
1. MAILBOXES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AS APPROVED BY THE ENGINEER. CONTRACTOR WILL BE REQUIRED TO MAKE SATISFACTORY PROVISIONS FOR MAIL DELIVERY TO PROPERTIES AFFECTED BY THIS PROJECT DURING CONSTRUCTION.
 2. TRANSITION FROM FULL HEIGHT COMB. C&G TO ROLL TYPE COMB. C&G IS TO BE PAID AS BID FOR LIN. FT. COMBINED CURB & GUTTER ROLL TYPE 8 1/2".
 3. WIDENED GUTTER SECTION OF COMBINED CURB & GUTTER AT INTERSECTIONS WILL NOT BE PAID DIRECTLY, AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE OTHER PAY ITEMS.
 4. RAILROAD TIES SHALL BE REMOVED & SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE R.R. TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGINEER. THIS WORK TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.
 5. TREES & SHRUBS IN PUBLIC RIGHT OF WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES & SHRUBS WHICH ARE NOT IN CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED & PROTECTED FROM DAMAGE.
 6. CEMENT PATIO BLOCKS & LANDSCAPE TIMBERS WITHIN THE PUBLIC RIGHT OF WAY ARE TO BE TREATED IN THE SAME MANNER AS RAILROAD TIES (NOTE No. 4.).
 7. DEPRESS CURB THROUGH DRIVE OPENINGS.

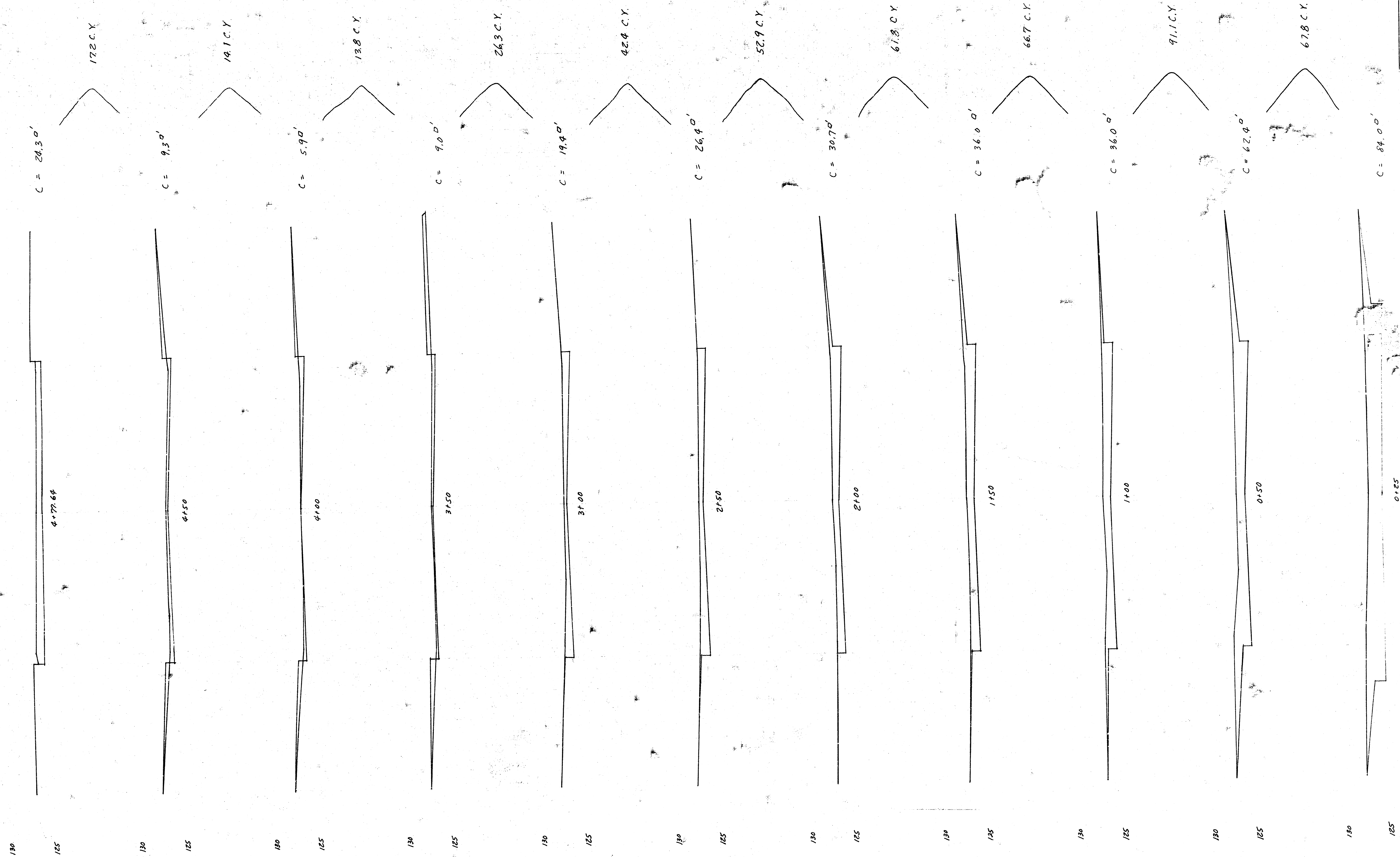
EARTH WORK	
Excavation	454.1 C.Y.
+10%	45.4 C.Y.
TOTAL	499.5 C.Y.

CONSTRUCT 7" ASPHALT PAVEMENT
(5" BITUMINOUS BASE & ROLL TYPE COMB.
CURB & GUTTER 8 1/2").

- CONCRETE DRIVE REMOVED
- ASPHALT DRIVE REMOVED

1627 SQ YDS MANIPULATION

PROJECT DESCRIPTION
TWELFTH STREET NORTH
E.L. SMITH TO W.L. ANNA
PROJECT NUMBER
472 76 245 81220 000 000 001



TOTAL EXCAV. 454.1 CY
 + 10% 45.4 CY
 499.5 CY
 Say 500.0 CY