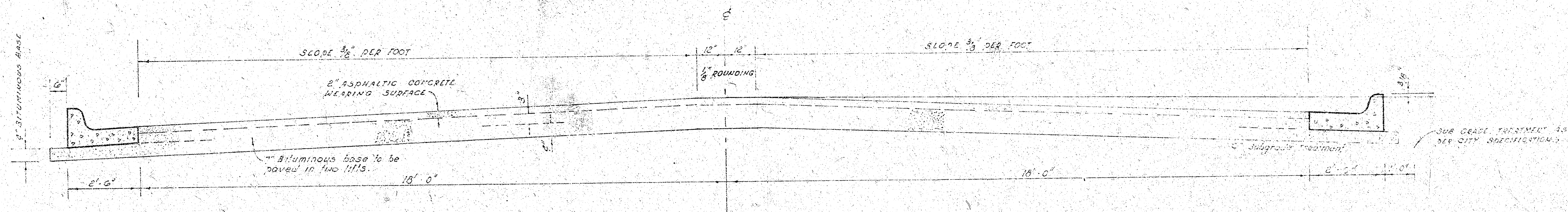


SHADE LANE E.L. RIDGE ROAD TO S.L. WAYSIDE LANE AND PAR LANE S.L. SHADE LANE TO S.L. SHADE LANE



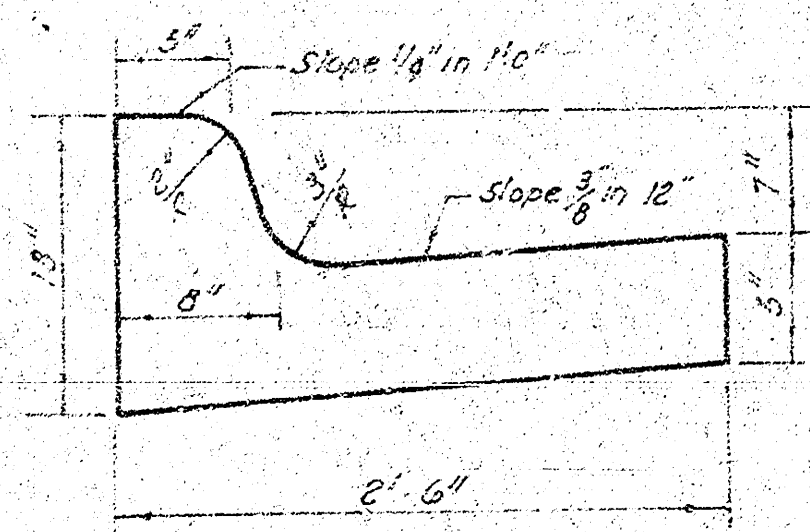
TYPICAL SECTION

4' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

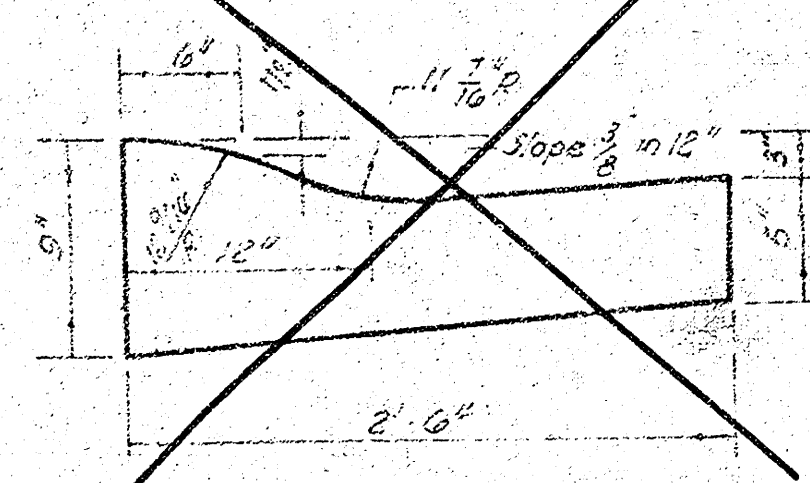
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE 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 a.c. pavement between the curb & gutter shall be paid as 30 yds 9" a.c. pavement & 7" bituminous base. The bituminous base under the curb & gutter shall be paid as 30 yds 9" bituminous base.

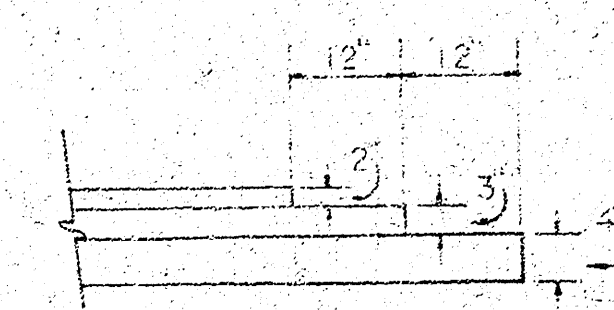
COMBINED CURB & GUTTER



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 ASPHALTIC CONCRETE PAVEMENT.

CITY OF WICHITA, KANSAS

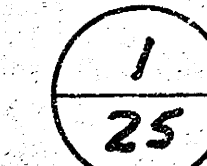
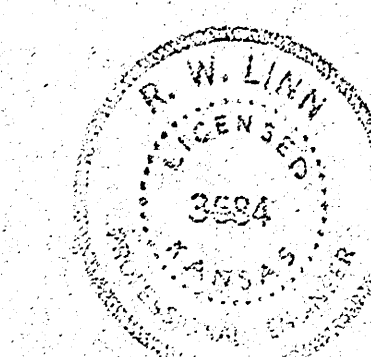
DEPARTMENT of PUBLIC WORKS - Engineering Division.

R.W. LINN

CITY ENGINEER

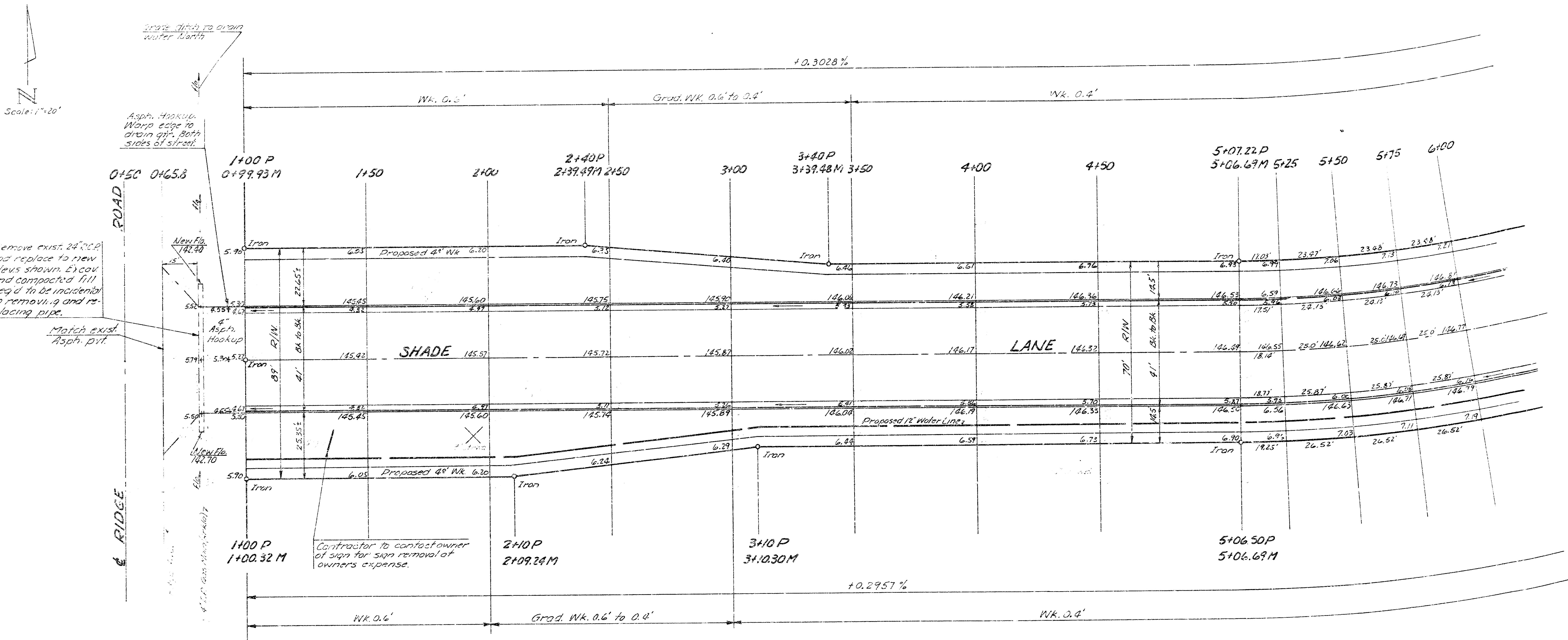
DATE MAY 1976

Proj No DAKS 575008



3 M. 144.96 Dry Sta. N.W. Corner Ridge Road & 2nd St. 39.5' N. & 48.0' W.
B.M. 122.92 60' W. N. Face H.L.R. being West H.L.R. of 3, East of Winterset Lane & Wayside Lane

Stationing on E. of P.V.



NOTE: Pavement Contractor & Sewer Contractor to coordinate their work on this project.

NOTE TO FIELD ENGINEER & CONTRACTOR
Grade posting and other signwork for proposed work. Compact fill in roadway area to be constructed by contractor.

NOTE: Trees to be removed are marked with X, except that any tree marked for removal, which in the opinion of the Engineer can be saved, shall be spared.

EARTHWORK - TOTAL

PROPERTY
Excavation
Shade 8079.7 Cu. Yd.
Par 9778.1 Cu. Yd.
17857.8 Cu. Yd.
+10% 1785.8 Cu. Yd.
Total 19643.6 Cu. Yd.

Compacted Fill
Shade 2007.6 Cu. Yd.
Par 11.5 Cu. Yd.
2019.3 Cu. Yd.
+10% 201.9 Cu. Yd.
Total 2221.2 Cu. Yd.

Total Manipulation
Shade 12380.8 + Par 7914.6 = 20,295.4 Sq. Yd.

CITY
Excavation
Shade 612.1 Cu. Yd.
Par 0.0
612.1 Cu. Yd.
+10% 61.2 Cu. Yd.
Total 673.3 Cu. Yd.

Compacted Fill
Shade 0.0
Par 0.0
Total 0.0

NOTE: Excess dirt to be used as required for fill on Winterset Lane & Wayside Lane.

2/25

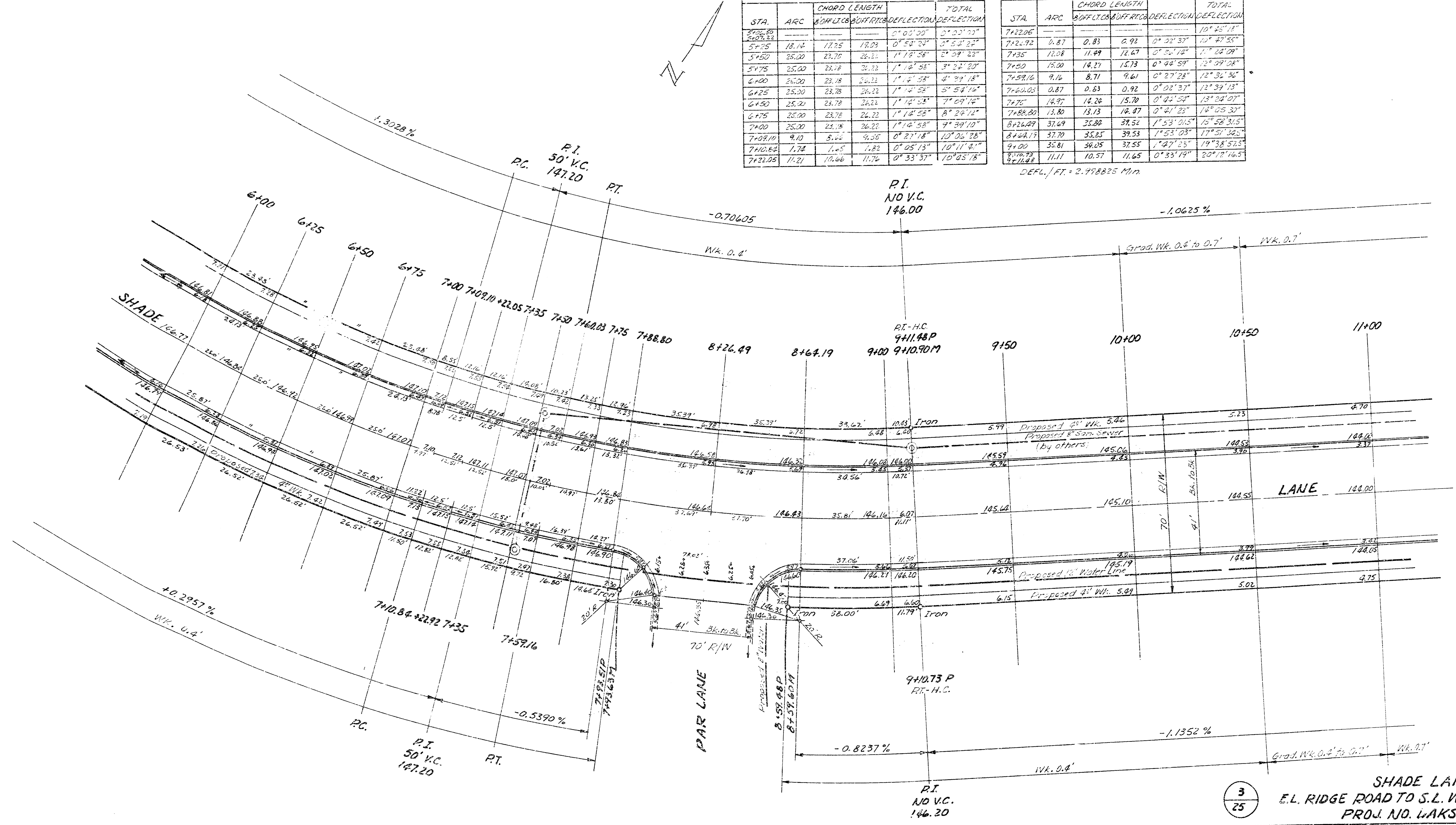
SHADE LANE
E.L. RIDGE ROAD TO S.L. WAYSIDE LANE
36-2-40 ASPH. CONC.
WITH COMB. CB. & GTR.
CITY OF WICHITA, KANSAS
R. V. LINN CITY ENGINEER
DATE PROJ. NO. D.A.K.S 575008

$\Delta = 40^\circ 20' 33''$ R = 573.20' T = 210.95' L = 400.25' L.C. = 395.93'
 CURVE DATA BASED ON $\frac{1}{4}$ RAD. $\frac{1}{4} = 20' 12' 16.5''$

STA.	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL
5+00.00	18.14	18.14	0° 00' 00"	0° 00' 00"	
5+25.00	18.14	18.14	0° 54' 24"	0° 54' 24"	
5+50.00	18.14	18.14	1° 48' 48"	1° 48' 48"	
5+75.00	18.14	18.14	2° 43' 12"	2° 43' 12"	
6+00.00	18.14	18.14	3° 37' 36"	3° 37' 36"	
6+25.00	18.14	18.14	4° 32' 00"	4° 32' 00"	
6+50.00	18.14	18.14	5° 26' 24"	5° 26' 24"	
6+75.00	18.14	18.14	6° 20' 48"	6° 20' 48"	
7+00.00	18.14	18.14	7° 15' 12"	7° 15' 12"	
7+25.00	18.14	18.14	8° 09' 36"	8° 09' 36"	
7+50.00	18.14	18.14	9° 04' 00"	9° 04' 00"	
7+75.00	18.14	18.14	9° 58' 24"	9° 58' 24"	
8+00.00	18.14	18.14	10° 52' 48"	10° 52' 48"	
8+25.00	18.14	18.14	11° 47' 12"	11° 47' 12"	
8+50.00	18.14	18.14	12° 41' 36"	12° 41' 36"	
8+75.00	18.14	18.14	13° 36' 00"	13° 36' 00"	
9+00.00	18.14	18.14	14° 30' 24"	14° 30' 24"	
9+25.00	18.14	18.14	15° 24' 48"	15° 24' 48"	
9+50.00	18.14	18.14	16° 19' 12"	16° 19' 12"	
9+75.00	18.14	18.14	17° 13' 36"	17° 13' 36"	
10+00.00	18.14	18.14	18° 08' 00"	18° 08' 00"	
10+25.00	18.14	18.14	19° 02' 24"	19° 02' 24"	
10+50.00	18.14	18.14	19° 56' 48"	19° 56' 48"	
10+75.00	18.14	18.14	20° 51' 12"	20° 51' 12"	
11+00.00	18.14	18.14	21° 45' 36"	21° 45' 36"	

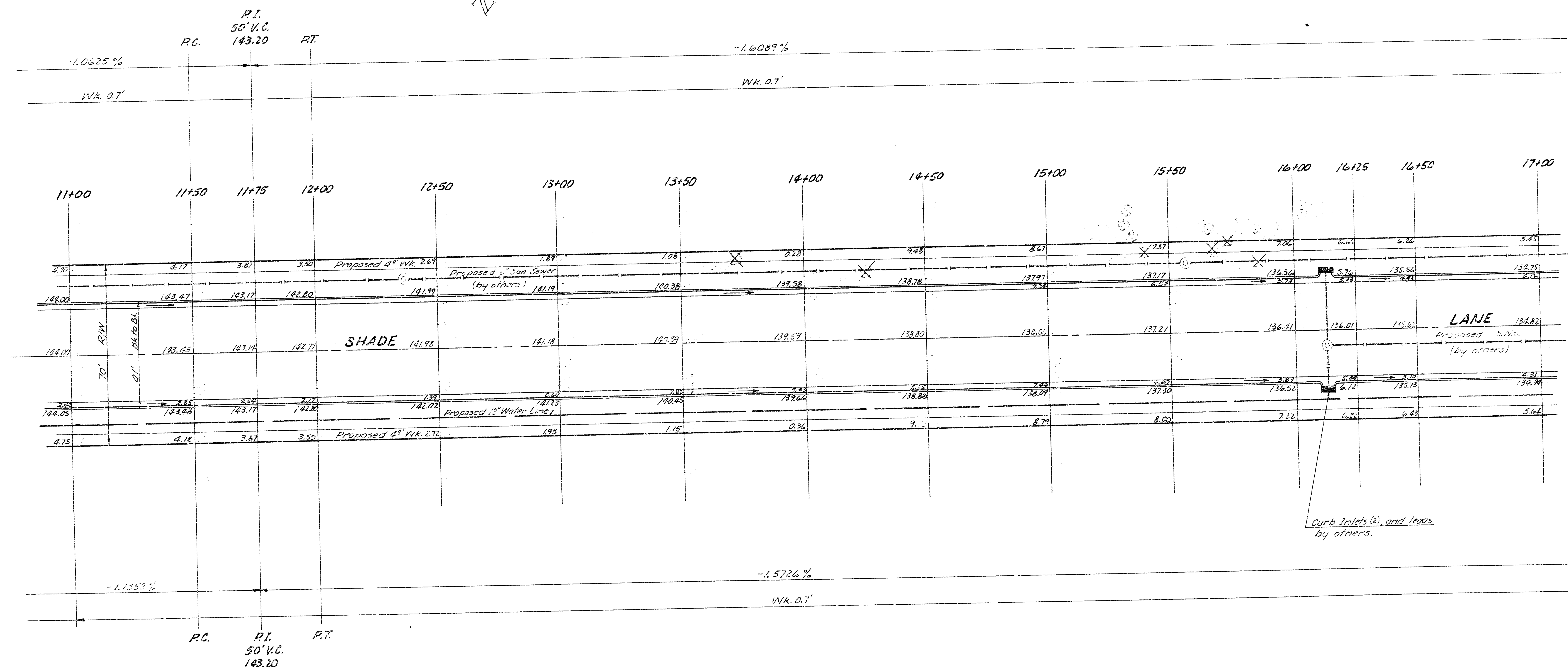
STA.	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL
7+22.06	0.87	0.87	0° 22' 37"	0° 22' 37"	
7+24.92	11.08	11.49	0° 32' 18"	0° 32' 18"	
7+35	15.00	14.21	0° 44' 59"	0° 44' 59"	
7+50	9.16	8.71	0° 27' 28"	0° 27' 28"	
7+59.16	0.87	0.83	0° 02' 37"	0° 02' 37"	
7+62.03	14.97	14.20	0° 22' 53"	0° 22' 53"	
7+75	13.80	13.13	0° 21' 23"	0° 21' 23"	
7+88.80	31.69	33.88	1° 53' 015"	1° 53' 015"	
8+26.49	31.70	33.83	1° 53' 03"	1° 53' 03"	
8+64.19	35.81	36.05	1° 47' 23"	1° 47' 23"	
9+00	11.11	10.57	0° 33' 19"	0° 33' 19"	

DEFL./FT. = 2.958825 MIN.



3/25

SHADE LANE
 E.L. RIDGE ROAD TO S.L. WAYSIDE LANE
 PROJ. NO. LAKS 575008



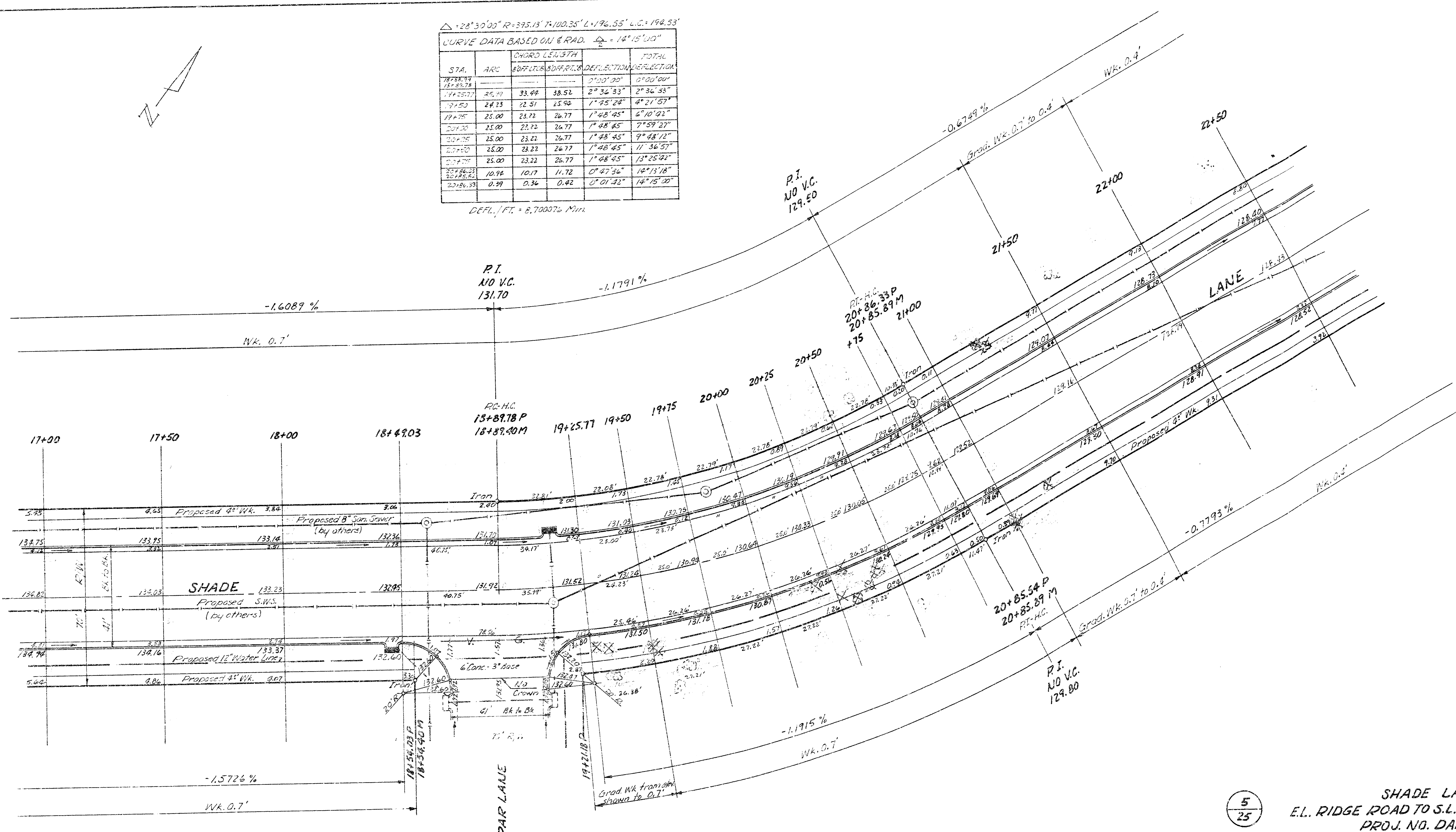
4
25

SHADE LANE
E.L. RIDGE ROAD TO S.L. WAYSIDE LANE
PROJ. NO. DAKS 575008

$\Delta = 28^{\circ}30'00''$ $R = 575.13$ $T = 100.35'$ $L = 196.55'$ $E.C. = 192.53'$
 CURVE DATA BASED ON 6 RAD. $\Delta = 14^{\circ}15'00''$

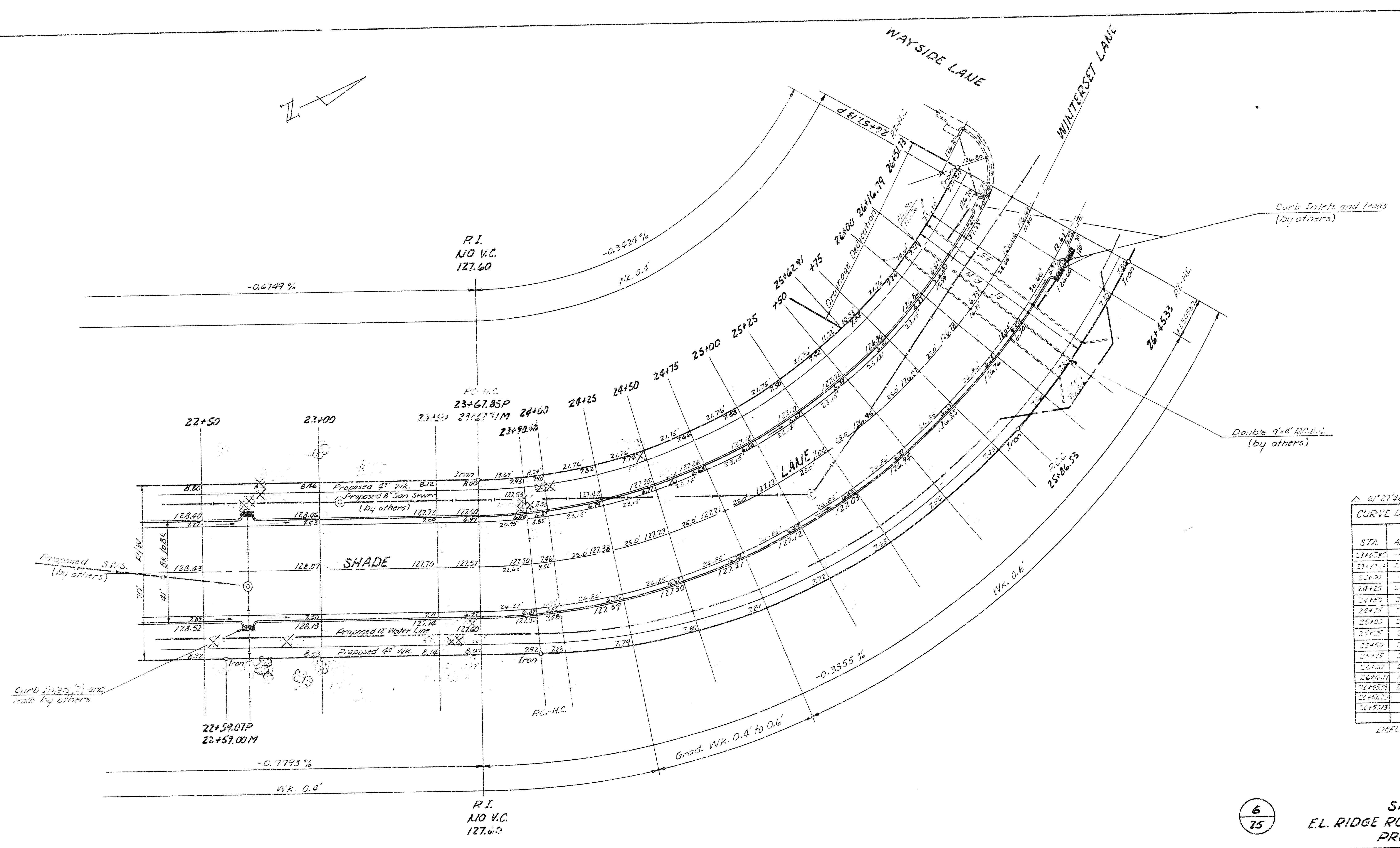
STA.	ARC	CHORD	CHORD BEHIND	DEFLECTION	DEFLECTION
18+78.77				0°00'00"	0°00'00"
18+89.78	10.99	33.49	38.52	2°36'33"	2°36'33"
19+00.77	20.99	22.51	25.92	1°25'24"	4°21'57"
19+11.76	25.00	22.72	26.77	1°48'45"	6°10'02"
19+22.75	25.00	22.72	26.77	1°48'45"	7°59'27"
19+33.75	25.00	22.72	26.77	1°48'45"	9°48'12"
19+44.75	25.00	22.72	26.77	1°48'45"	11°36'57"
19+55.75	25.00	22.72	26.77	1°48'45"	13°25'42"
19+66.75	10.99	10.17	11.72	0°47'36"	14°13'18"
19+77.75	0.99	0.36	0.42	0°01'32"	14°15'00"

DEFL. / FT. = 6.700076 Min.



5/25

SHADE LANE
 E.L. RIDGE ROAD TO S.L. WAYSIDE LANE
 PROJ. NO. DAKS 575008



$\Delta = 31'27.48"$ $R = 267.61'$ $T = 60.31'$ $L = 289.38'$ $L.C. = 275.24'$
 CURVE DATA BASED ON 1/4" RAD. $\frac{1}{2} = 30'23.59"$

STA	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
23+00.00	10.00	10.00	24.15	24.15	24.15
23+10.00	10.00	10.00	24.15	24.15	48.30
23+20.00	10.00	10.00	24.15	24.15	72.45
23+30.00	10.00	10.00	24.15	24.15	96.60
23+40.00	10.00	10.00	24.15	24.15	120.75
23+50.00	10.00	10.00	24.15	24.15	144.90
24+00.00	10.00	10.00	24.15	24.15	169.05
24+10.00	10.00	10.00	24.15	24.15	193.20
24+20.00	10.00	10.00	24.15	24.15	217.35
24+30.00	10.00	10.00	24.15	24.15	241.50
24+40.00	10.00	10.00	24.15	24.15	265.65
24+50.00	10.00	10.00	24.15	24.15	289.80
25+00.00	10.00	10.00	24.15	24.15	313.95
25+10.00	10.00	10.00	24.15	24.15	338.10
25+20.00	10.00	10.00	24.15	24.15	362.25
25+30.00	10.00	10.00	24.15	24.15	386.40
25+40.00	10.00	10.00	24.15	24.15	410.55
25+50.00	10.00	10.00	24.15	24.15	434.70
26+00.00	10.00	10.00	24.15	24.15	458.85
26+10.00	10.00	10.00	24.15	24.15	483.00
26+20.00	10.00	10.00	24.15	24.15	507.15
26+30.00	10.00	10.00	24.15	24.15	531.30
26+40.00	10.00	10.00	24.15	24.15	555.45
26+50.00	10.00	10.00	24.15	24.15	579.60

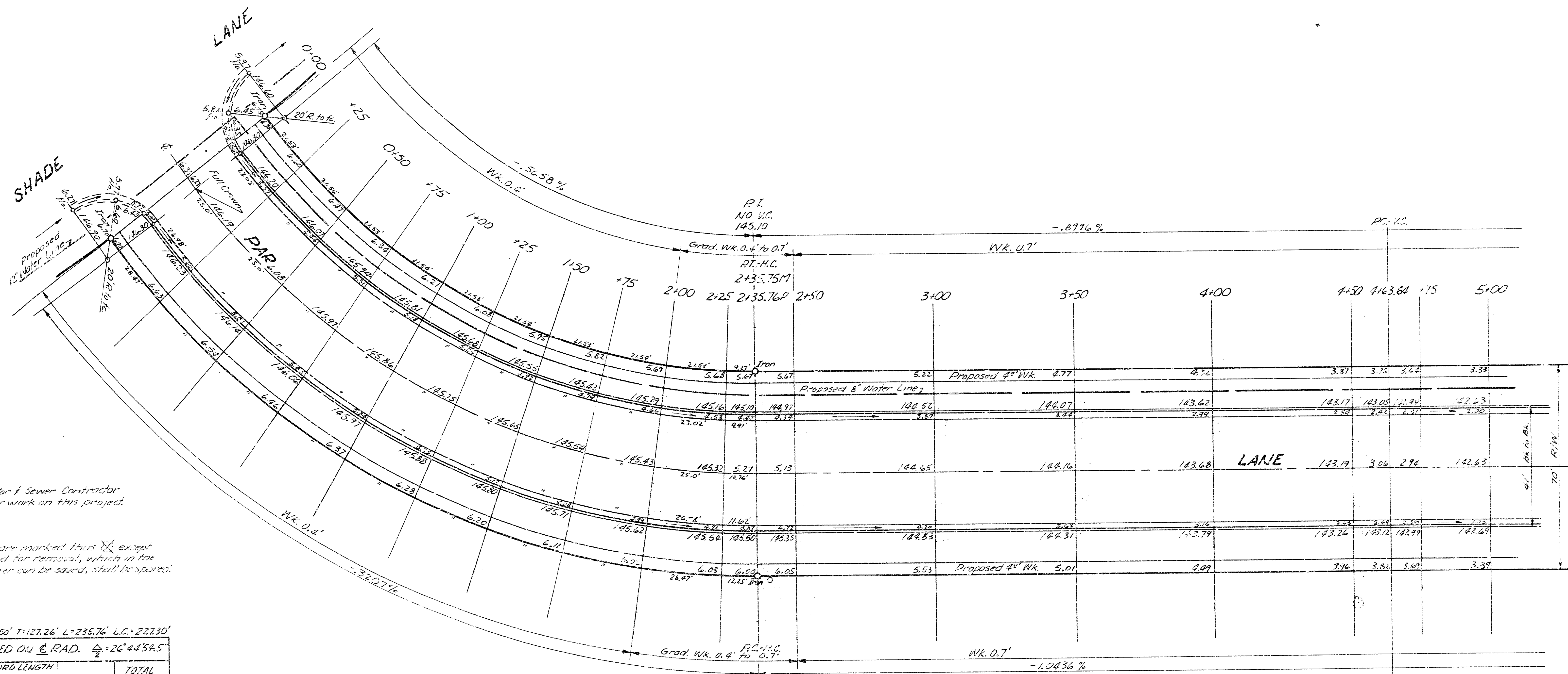
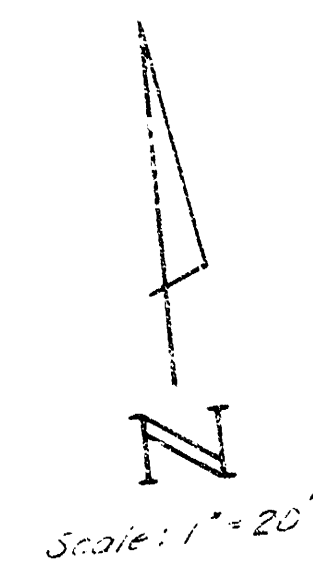
$DEFL./FT. = 6.317101$ MIN.
 $GRAD. WK. 0.4' TO 0.6'$

6/25

SHADE LANE
 E.L. RIDGE ROAD TO S.L. WAYSIDE LANE
 PROJ. NO. DAKS 575008

B.M. 144.96 City Std. NW cor Ridge Road & 2nd St, 39.5' N. 48.0' W. of E. Ridge Rd & 2nd St
 B.M. 122.42 "60' Nail in W. Face H.L.P., being W. H.L.P. of 3, East of Wayside & Winterset.

Base line for stationing is on the E. of Par Lane



NOTE: Pavement Contractor & Sewer Contractor
 to coordinate their work on this project.

NOTE: Trees to be removed are marked thus $\times$ except
 that any trees marked for removal, which in the
 opinion of the Engineer can be saved, shall be spared.

$\Delta = 53^\circ 29' 49''$ $R = 252.50'$ $T = 127.26'$ $L = 235.76'$ $LC = 227.30'$
 CURVE DATA BASED ON C. RAD. $\frac{1}{2} = 26.443\%$

STA.	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
0+00				0° 00' 00"	0° 00' 00"
0+25	25.00	22.22	27.76	2° 50' 11"	2° 50' 11"
0+50	25.00	22.22	27.76	2° 50' 11"	5° 40' 22"
0+75	25.00	22.22	27.76	2° 50' 11"	8° 30' 33"
1+00	25.00	22.22	27.76	2° 50' 11"	11° 20' 44"
1+25	25.00	22.22	27.76	2° 50' 11"	14° 10' 55"
1+50	25.00	22.22	27.76	2° 50' 11"	17° 01' 06"
1+75	25.00	22.22	27.76	2° 50' 11"	19° 51' 17"
2+00	25.00	22.22	27.76	2° 50' 11"	22° 41' 28"
2+25	25.00	22.22	27.76	2° 50' 11"	25° 31' 39"
2+50	25.00	22.22	27.76	2° 50' 11"	28° 21' 50"
2+75	25.00	22.22	27.76	2° 50' 11"	31° 12' 01"
3+00	25.00	22.22	27.76	2° 50' 11"	34° 02' 12"
3+25	25.00	22.22	27.76	2° 50' 11"	36° 52' 23"
3+50	25.00	22.22	27.76	2° 50' 11"	39° 42' 34"
3+75	25.00	22.22	27.76	2° 50' 11"	42° 32' 45"
4+00	25.00	22.22	27.76	2° 50' 11"	45° 22' 56"
4+25	25.00	22.22	27.76	2° 50' 11"	48° 13' 07"
4+50	25.00	22.22	27.76	2° 50' 11"	51° 03' 18"
4+75	25.00	22.22	27.76	2° 50' 11"	53° 53' 29"
5+00	25.00	22.22	27.76	2° 50' 11"	56° 43' 40"

DEFL./FT. = 6.80734/MIN.

NOTE: SEE PLAN & SECTION

Grades shown are for the proposed road
 and are not to be used for other purposes
 such as drainage, etc.

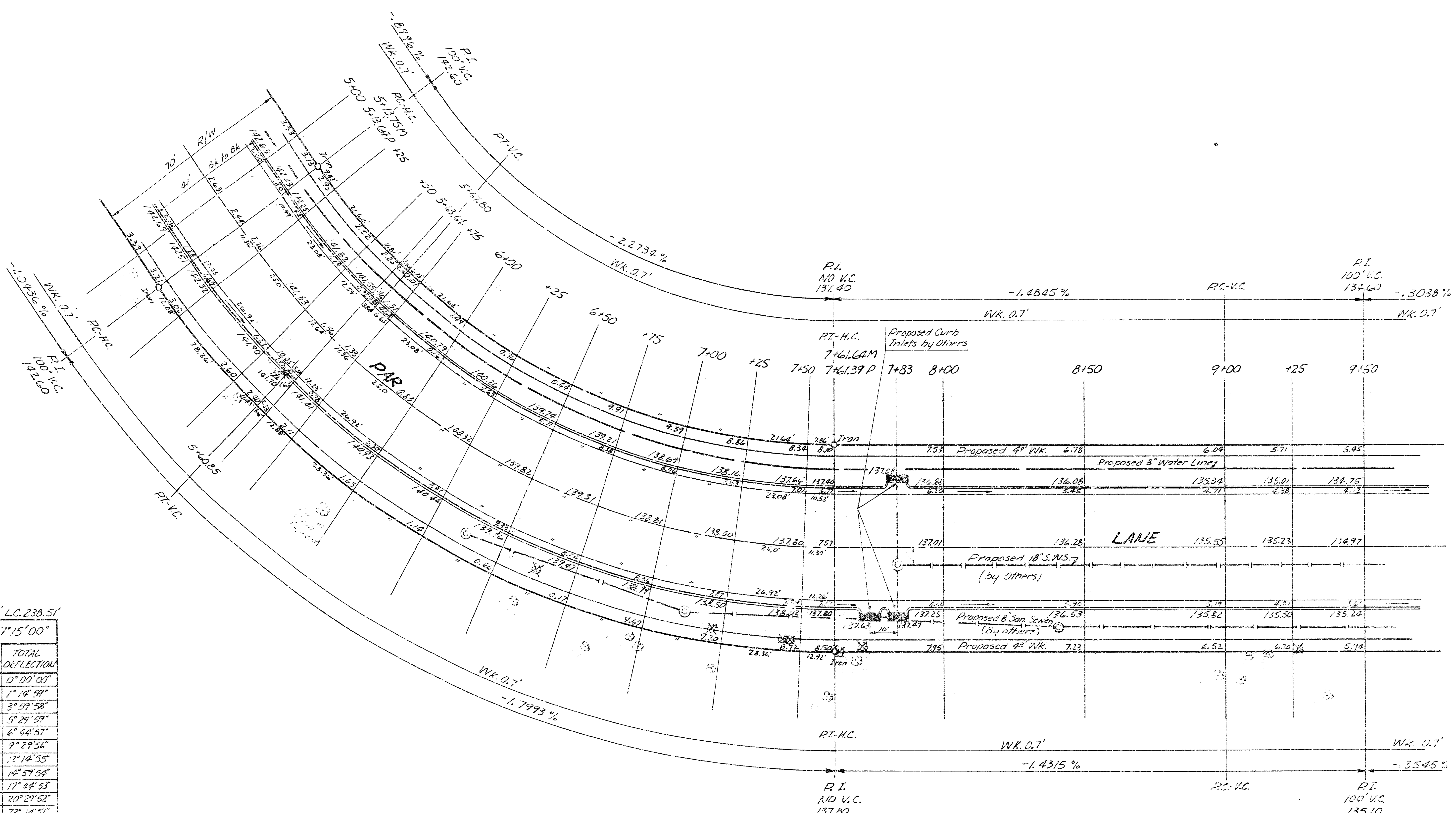
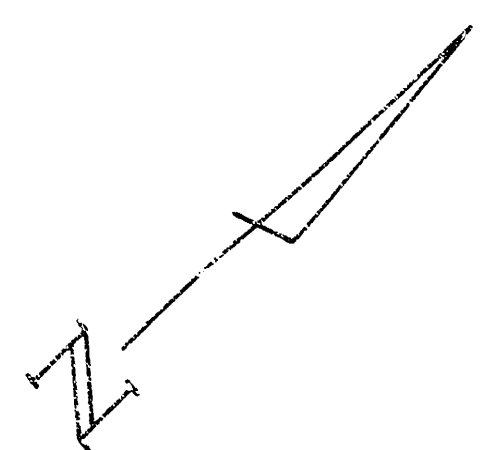
SUBGRADE

TYPE OF SUBGRADE IS LATENT OR ALL BE
 DETERMINED BY THE ENGINEER. THE
 PROPOSED ROAD SHALL BE CONSTRUCTED
 ON A SUBGRADE OF CEMENT TREATMENT,
 CEMENT TREATMENT, SUBGRADE, OR ANY
 COMBINATION OF THESE.

PAR LANE
 S.L. SHADE LANE TO S.L. SHADE LANE
 36'-2'-40' ASPH. CONC.
 WITH COMB. C.B. & GTR.
 CITY OF WICHITA, KANSAS
 R.W. LINN CITY ENGINEER
 DATE 11/14/76 PROJ. NO. DAKS 575001

7
25

FILMED FROM THE BEST
 AVAILABLE COPY



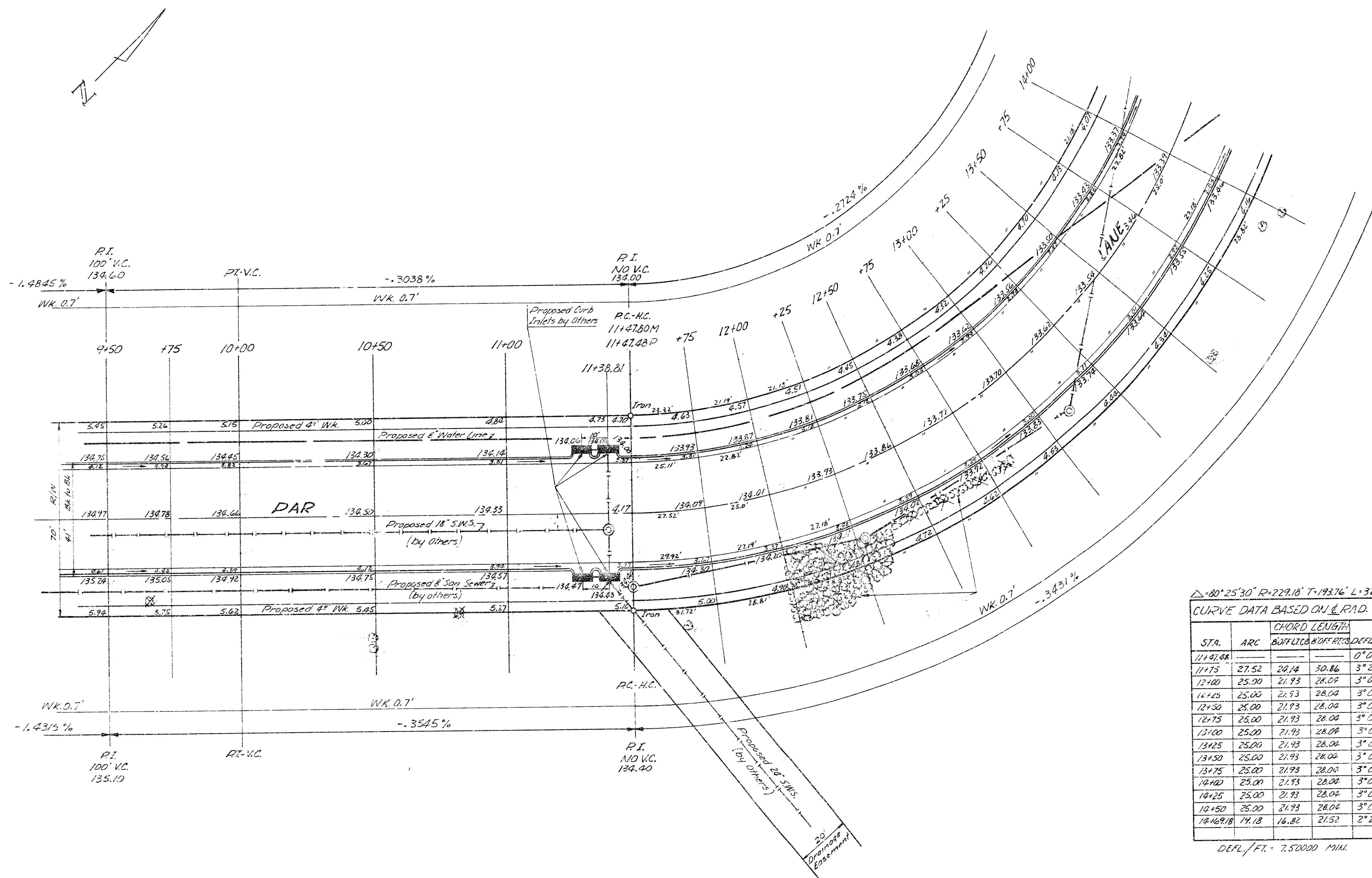
$\Delta = 54^\circ 30' 00''$ $R = 260.45'$ $T = 134.14'$ $L = 245.75'$ $L.C. = 238.51'$
CURVE DATA BASED ON $\frac{L}{R}$ RAD. $\frac{L}{R} = 27' 15' 00''$

STA.	ARC	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
5+12.64	---	---	---	0° 02' 00"	0° 02' 00"
5+25	11.36	10.14	12.58	1° 14' 59"	1° 16' 59"
5+50	25.00	22.30	27.67	2° 44' 59"	3° 59' 59"
5+63.64	13.64	12.17	15.10	1° 30' 01"	5° 29' 59"
5+75	11.36	10.14	12.58	1° 14' 58"	6° 44' 57"
6+00	25.00	22.30	27.67	2° 44' 59"	9° 29' 56"
6+25	25.00	22.30	27.67	2° 44' 59"	12° 14' 55"
6+50	25.00	22.30	27.67	2° 44' 59"	14° 59' 54"
6+75	25.00	22.30	27.67	2° 44' 59"	17° 44' 53"
7+00	25.00	22.30	27.67	2° 44' 59"	20° 29' 52"
7+25	25.00	22.30	27.67	2° 44' 59"	23° 14' 51"
7+50	25.00	22.30	27.67	2° 44' 59"	25° 59' 50"
7+64.39	14.39	10.16	12.61	1° 15' 10"	27° 15' 00"

DEFLECTION = 6.453103 MIN.

8
25

PAR LANE
S.L. SHADE LANE TO S.L. SHADE LANE
PROJ. NO. DAKS 575008



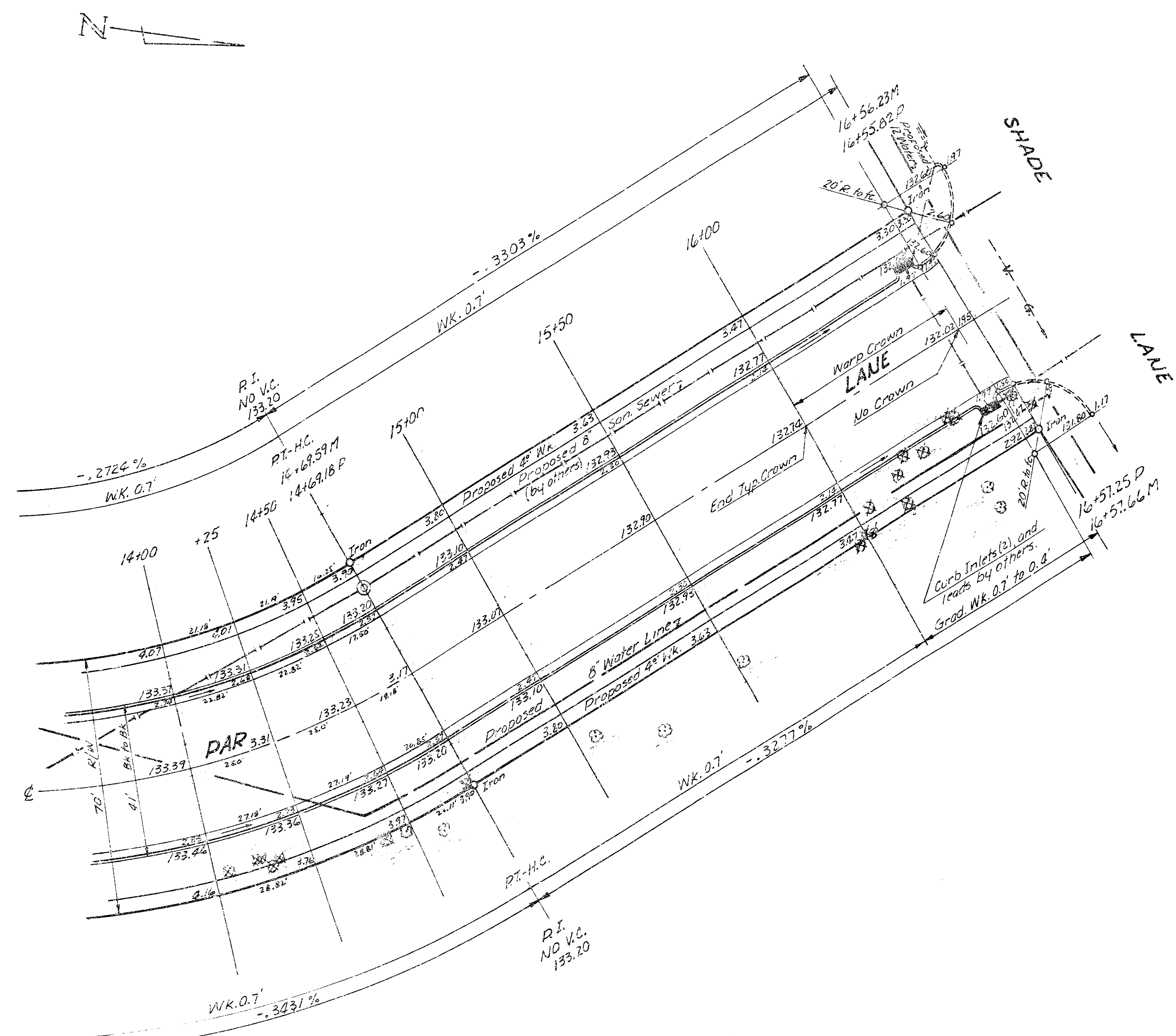
$\Delta = 80^\circ 25' 30''$, $R = 229.16'$, $T = 198.76'$, $L = 321.70'$, $L.C. = 295.93'$
 CURVE DATA BASED ON 1" = 40' 12" 45"

STA.	ARC	CHORD LENGTH	CHORD BEARS	DEFLECTION	TOTAL DEFLECTION
11+47.80				0° 00' 00"	0° 00' 00"
11+75	27.52	20.14	30.86	3° 26' 24"	3° 26' 24"
12+00	25.00	21.93	28.04	3° 07' 30"	6° 33' 54"
12+25	25.00	21.93	28.04	3° 07' 30"	9° 41' 24"
12+50	25.00	21.93	28.04	3° 07' 30"	12° 48' 54"
12+75	25.00	21.93	28.04	3° 07' 30"	15° 56' 24"
13+00	25.00	21.93	28.04	3° 07' 30"	19° 03' 54"
13+25	25.00	21.93	28.04	3° 07' 30"	22° 11' 24"
13+50	25.00	21.93	28.04	3° 07' 30"	25° 18' 54"
13+75	25.00	21.93	28.04	3° 07' 30"	28° 26' 24"
14+00	25.00	21.93	28.04	3° 07' 30"	31° 33' 54"
14+25	25.00	21.93	28.04	3° 07' 30"	34° 41' 24"
14+50	25.00	21.93	28.04	3° 07' 30"	37° 48' 54"
14+75	25.00	21.93	28.04	3° 07' 30"	40° 56' 24"

DEF. / FT. = 7.50000 MIN.

9
25

PAR LANE
 S.L. SHADE LANE TO S.L. SHADE LANE
 PROJ. NO. DAKS 575008



PAR LANE
S.L. SHADE LANE TO S.L. SHADE LANE
PROJ. NO. DAKS 575008