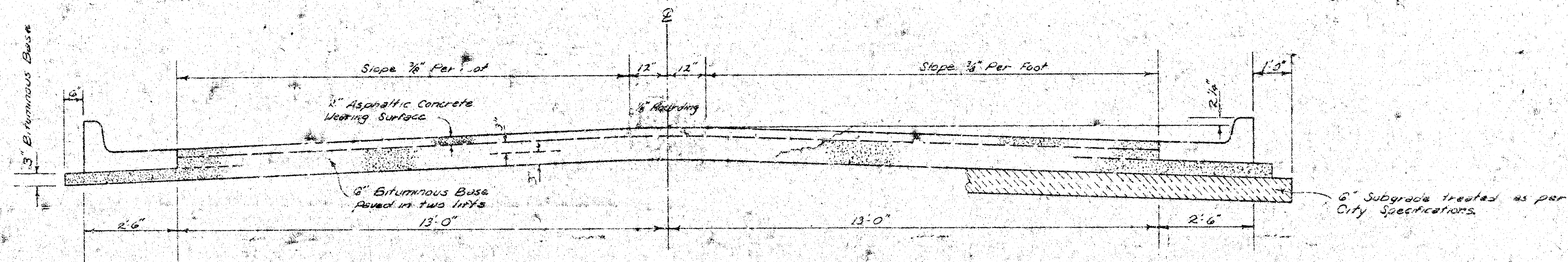


# TIMOTHY LANE

E.L. Northwest Parkway To W.L. Brunswick Lane



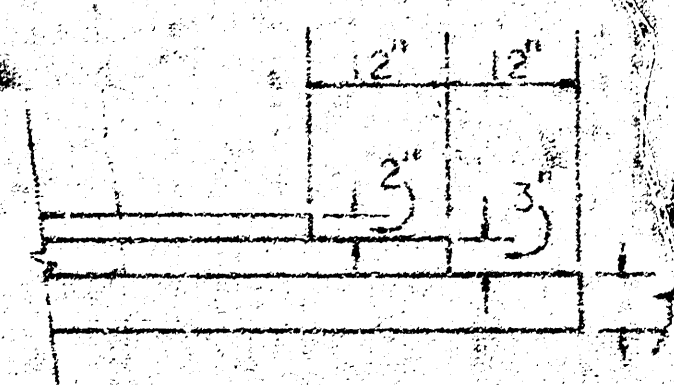
## TYPICAL SECTION

### 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 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.

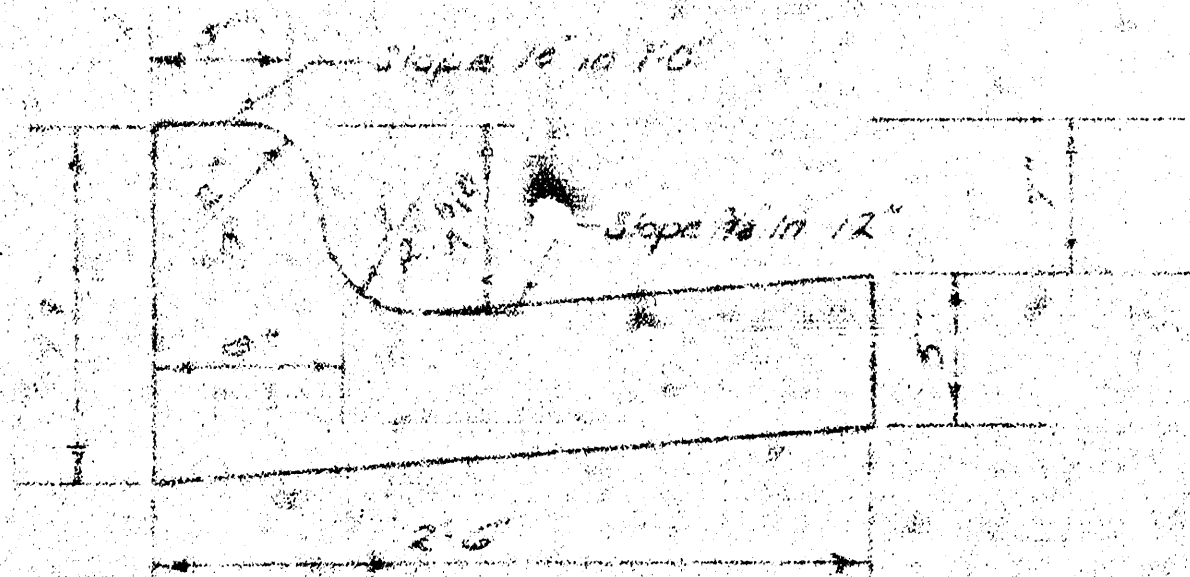
### DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



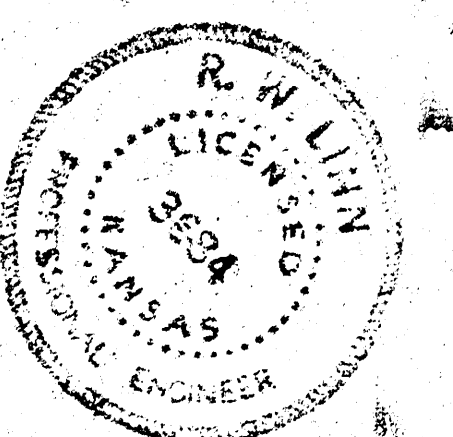
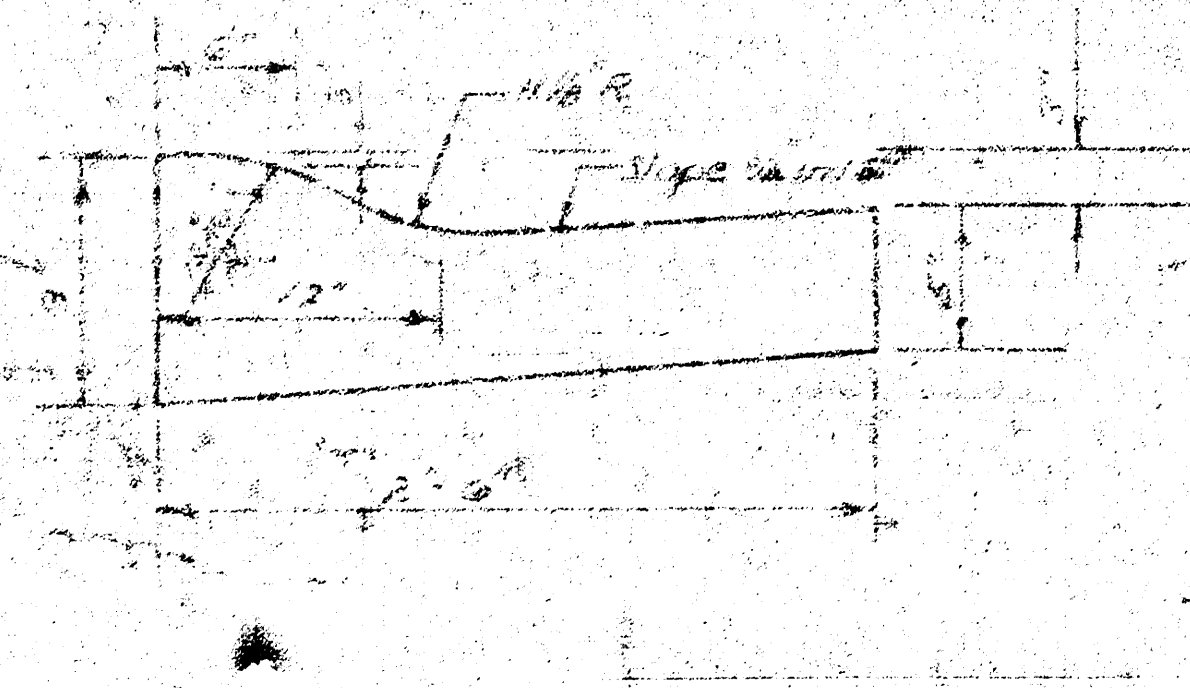
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE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

The A.C. pavement between the Comp. Curb & gutter shall be paid as Sq. Yds. 2" A.C. Pavement (6 Bituminous Base). The Bituminous Base under the Comp. Curb & gutter shall be paid as Sq. Yds. 3" Bituminous Base.

### COMBINED C&G & GUTTER



### ROLL TYPE CURB & GUTTER



CITY OF WICHITA, KANSAS

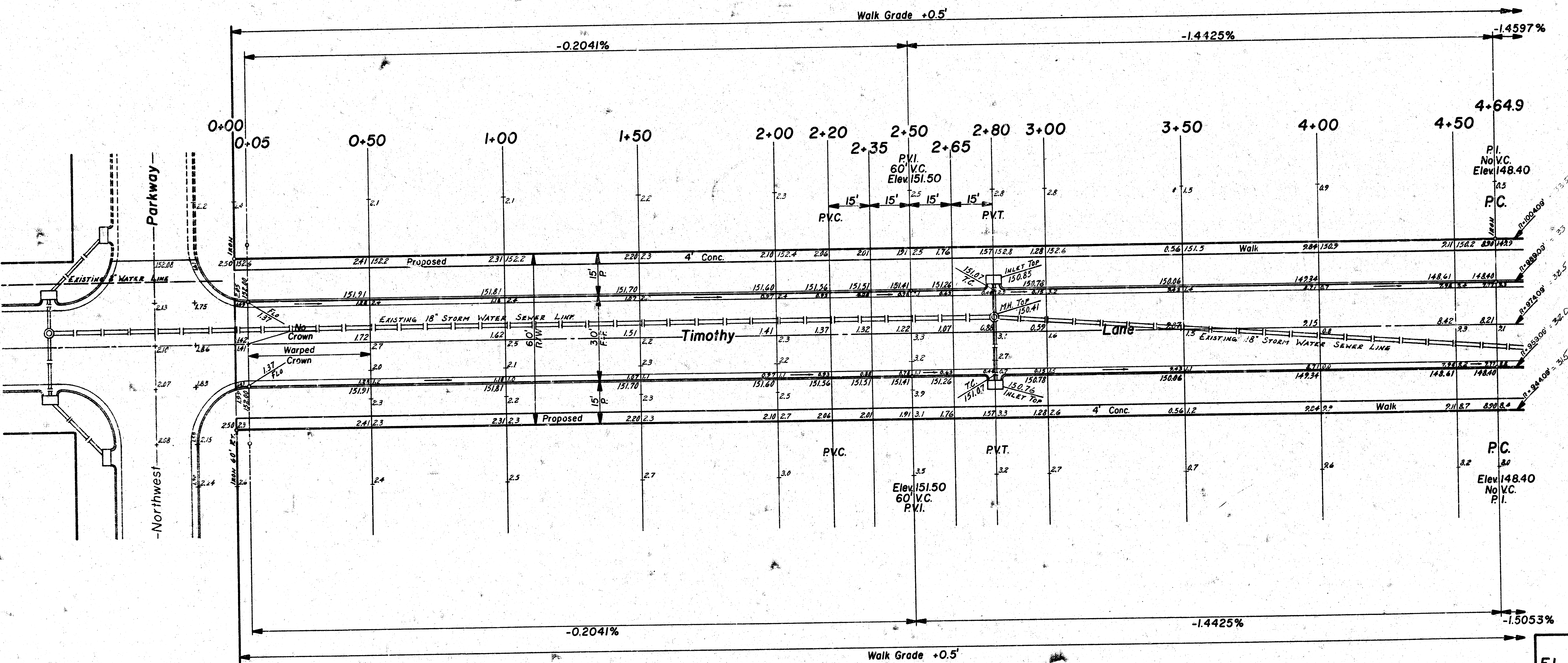
DEPARTMENT OF PUBLIC WORKS — ENGINEERING

R. W. LINN CITY ENGINEER

DATE: 10/14/1992 PROJ. NO. DAKS 576053  
Sheet 1 of 7

e 1s 30' Lt. Of Ctr. Line Timothy Lane  
 155.97 "S. End Of Return At SW Cor. Timothy & Holland  
 1718 "S. Top Of Curb W. End Of Return NW Cor. Of 13th & Northwest Parkway  
 151.47 S. Balthead S. Side Of Fire Hydrant Top Flange SW Cor. Morgantown & Northwest Parkway  
 152.93 Top Of Curb E. Side Of Driveway At House " 1618 Timothy Lane

NO MORE THAN 5-20' DRIVES ARE TO BE CONSTRUCTED ON THIS PROJECT.



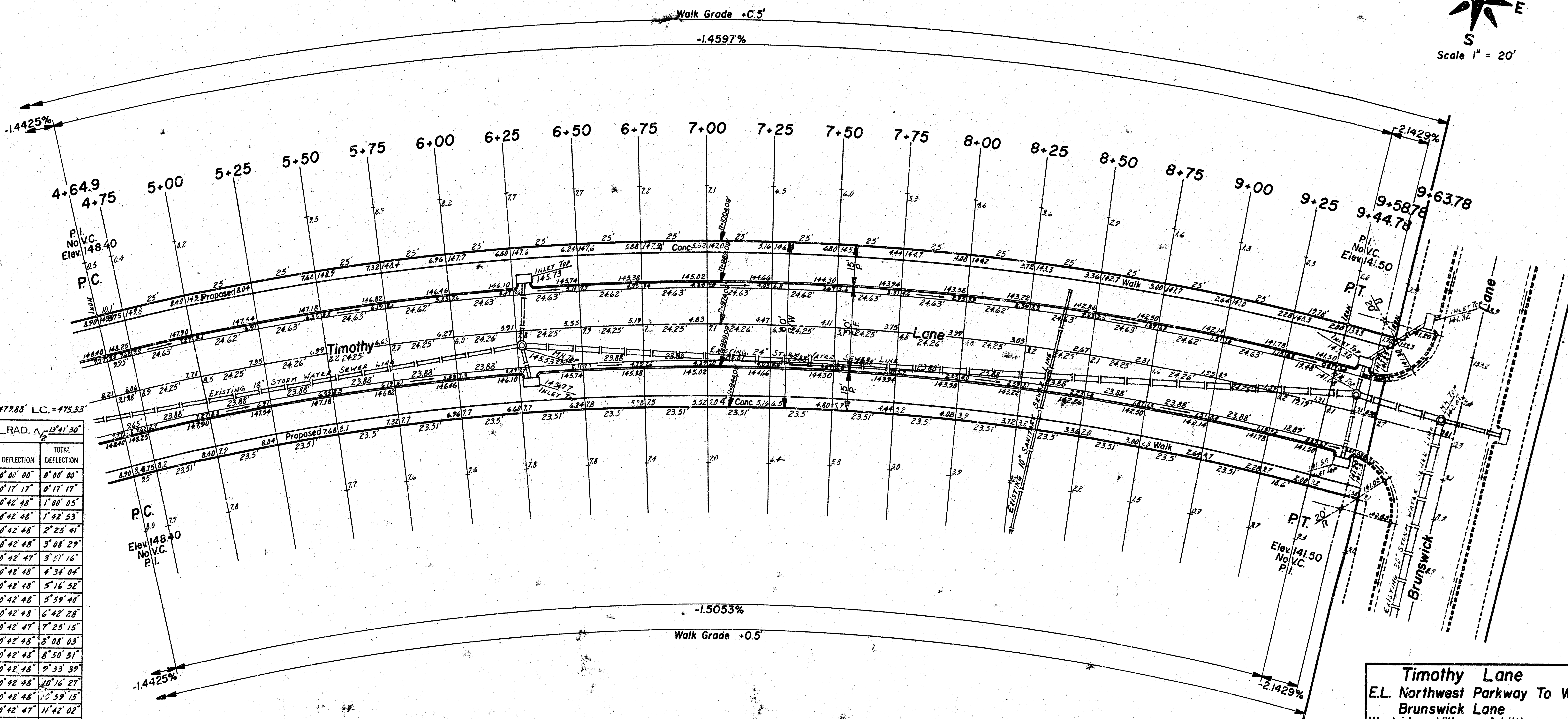
#### Earthwork Property

|                            |                               |
|----------------------------|-------------------------------|
| Excavation 3023.9 Cu. Yds. | Compacted Fill 102.1 Cu. Yds. |
| +10% 302.4 Cu. Yds.        | +10% 10.2 Cu. Yds.            |
| Total 3326.3 Cu. Yds.      | Total 112.3 Cu. Yds.          |

Manipulation 3481.3 Sq. Yds.

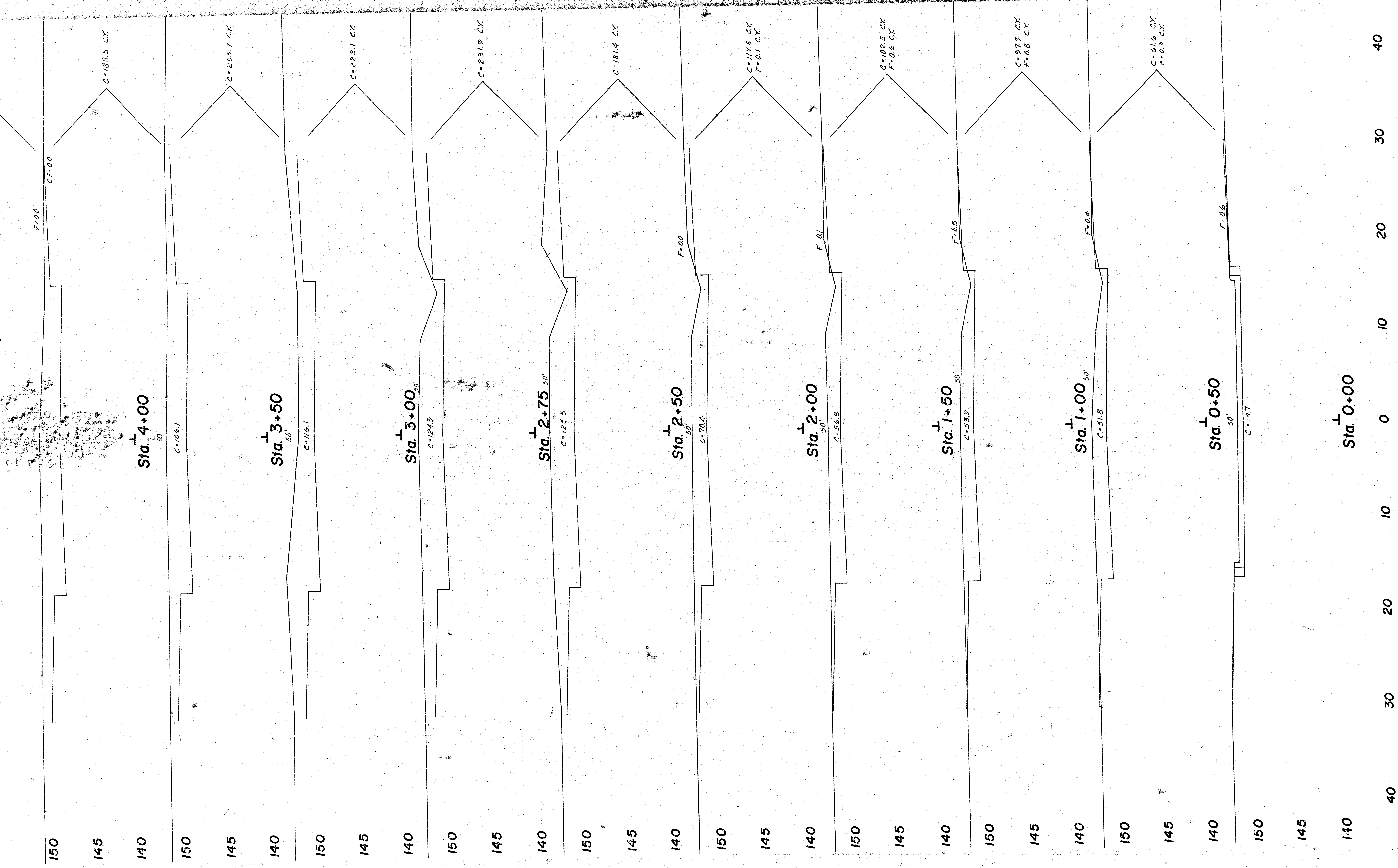
NOTE TO FIELD ENGINEER & CONTRACTOR  
 Grade parking and clear right-of-way for pro-  
 posed sidewalk. Compact fill in sidewalk area.  
 TO BE CONSTRUCTED BY "OTHERS".

**Timothy Lane**  
**E.L. Northwest Parkway To W.L.**  
**Brunswick Lane**  
**Westridge Village Addition**  
 26-2-30 Asphaltic Concrete  
 City Of Wichita, Kansas  
 R. W. Linn City Engineer  
 Project No. DAKS 576053  
 Date: May, 1977  
 Sheet 2 Of 7



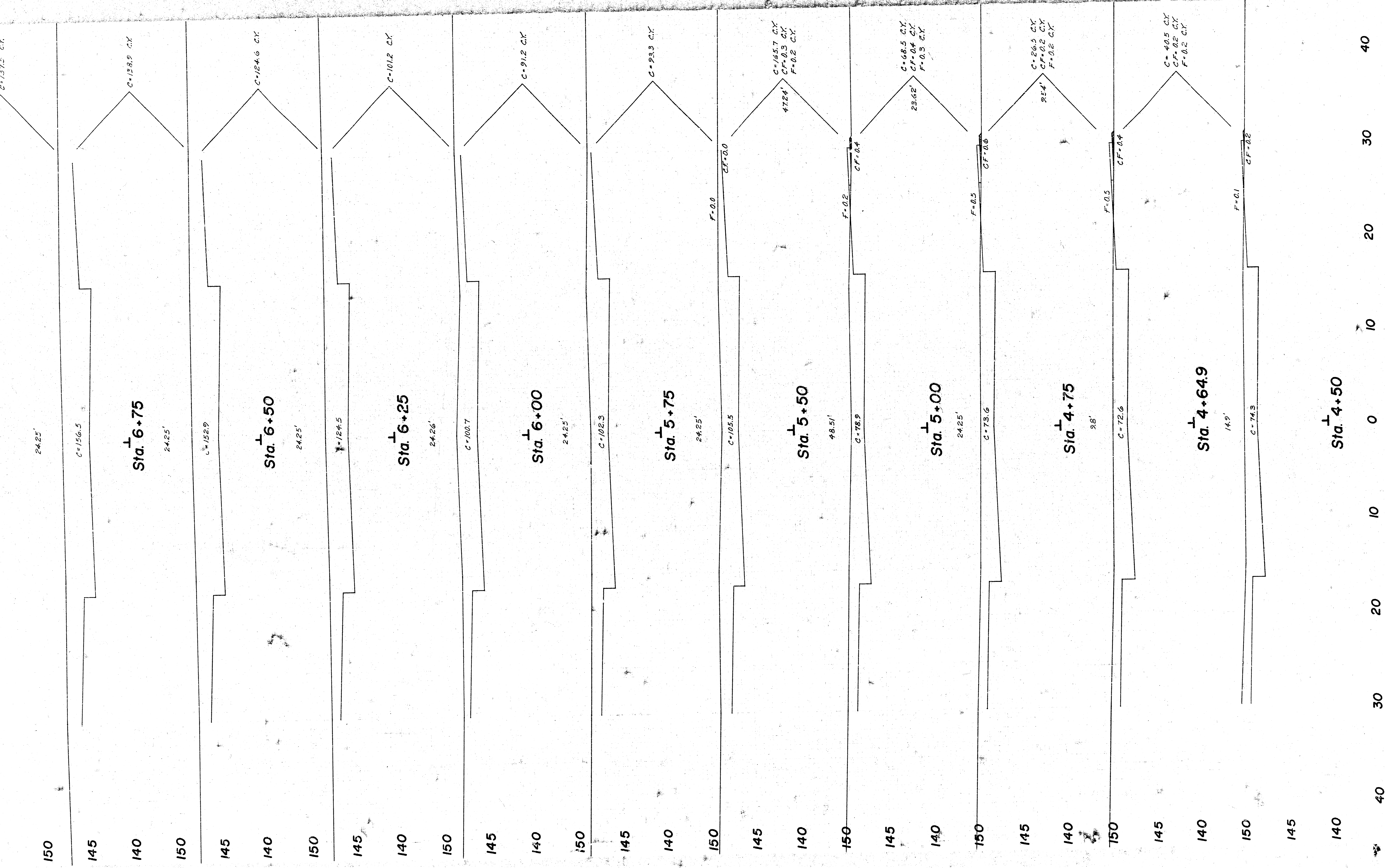
| RVE DATA BASED ON $\Delta \epsilon = 13^{\circ} 41' 30''$ |        |                              |                              |            |                  |
|-----------------------------------------------------------|--------|------------------------------|------------------------------|------------|------------------|
| A.                                                        | ARC.   | CHORD LENGTH                 |                              | DEFLECTION | TOTAL DEFLECTION |
|                                                           |        | S' OFF $\Delta \epsilon$ CB. | S' OFF $\Delta \epsilon$ CB. |            |                  |
| 0.9                                                       | —      | —                            | —                            | 0' 00' 00" | 0' 00' 00"       |
| 5                                                         | 10.1'  | 10.03'                       | 9.57'                        | 0' 17' 17" | 0' 17' 17"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 1' 00' 05"       |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 1' 42' 53"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 2' 25' 41"       |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 3' 08' 29"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 47" | 3' 51' 16"       |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 4' 34' 04"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 5' 16' 52"       |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 5' 59' 40"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 6' 42' 28"       |
| 5                                                         | 25'    | 24.82'                       | 23.67'                       | 0' 42' 47" | 7' 25' 15"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 8' 08' 03"       |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 8' 50' 51"       |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 9' 33' 39"       |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 10' 16' 27"      |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 10' 59' 15"      |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 47" | 11' 42' 02"      |
| 1                                                         | 25'    | 24.83'                       | 23.68'                       | 0' 42' 48" | 12' 24' 50"      |
| 5                                                         | 25'    | 24.82'                       | 23.68'                       | 0' 42' 48" | 13' 07' 38"      |
| 4.78                                                      | 19.78' | 19.64'                       | 16.74'                       | 0' 33' 52" | 13' 41' 30"      |

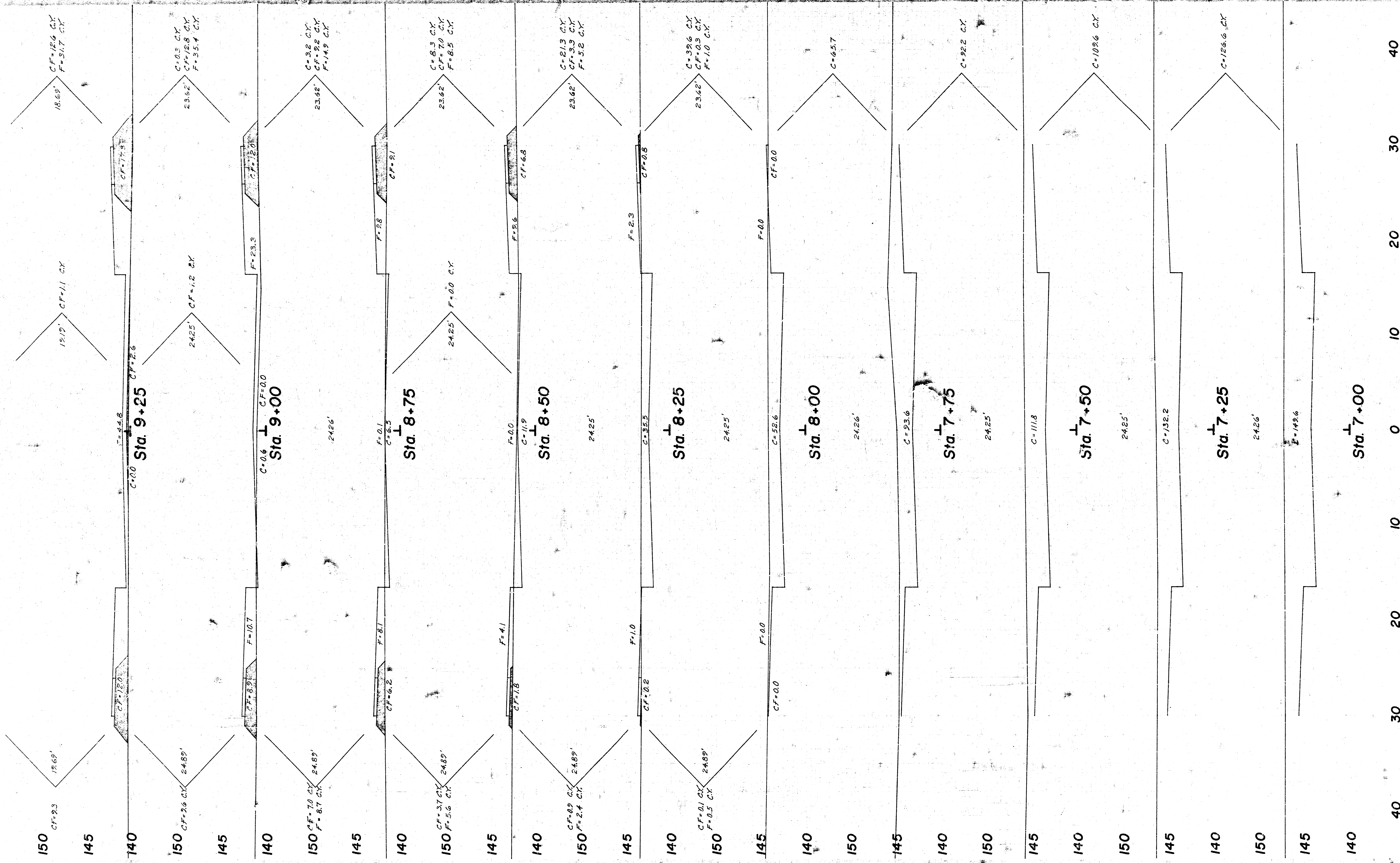
**Timothy Lane**  
**E.L. Northwest Parkway To W.L.**  
**Brunswick Lane**  
**Westridge Village Addition**  
**26-2-30 Asphaltic Concrete**  
**City Of Wichita, Kansas**  
**R. W. Linn City Engineer**  
**Project No. DAKS 576053**  
**Date: May, 1997**  
**Sheet 3 Of 7**



Total Property  
C = 3023.9 Cu. Yds.  
CF = 1021 Cu. Yds.  
F = 1485 Cu. Yds.

Timothy Lane  
E.L. Northwest Parkway To W.L.  
Brunswick Lane  
Project No. DAKS 576053  
Sheet 4 of 7





**Timothy Lane**  
**E.L. Northwest Parkway To W.L.**  
**Brunswick Lane**

150

145

140

150

145

140

40

30

20

10

0

10

20

30

40

F=44.6

Sta. 9+63.78

CF=1.4

CF=1.2

CF=1.3

F=44.4

Sta. 9+44.78

CF=0.5

CF=1.2

CF=1.3

19' CF=0.7 CY

CF=11.8 CY  
F=31.3 CY

CF=10.2 CY