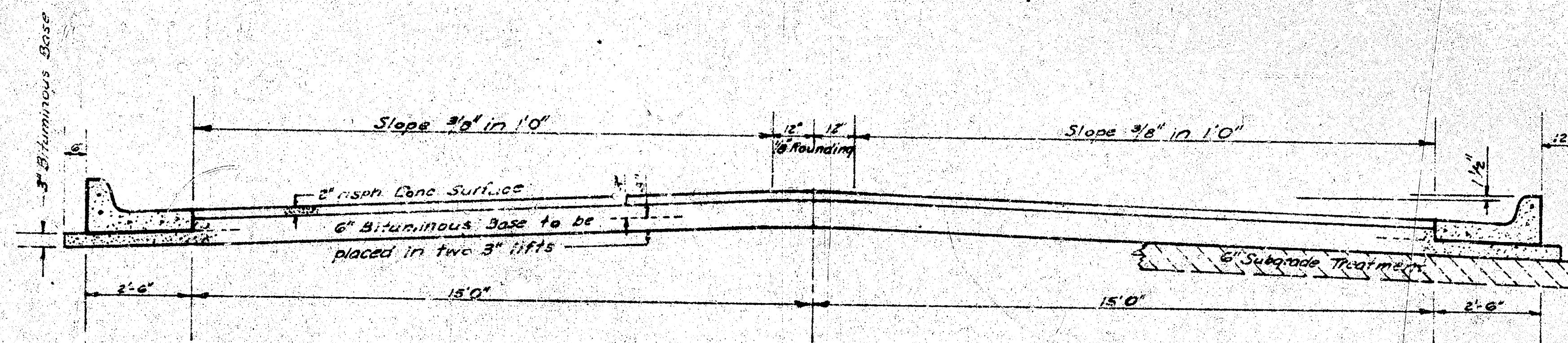


IN LK 1  
S. L. LINCO  
304-34  
PROJ. NO. DAKS574018



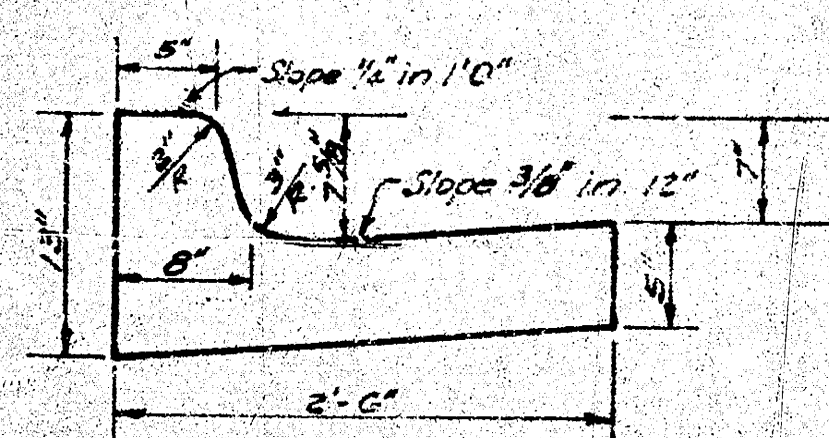
### TYPICAL SECTION

#### 35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

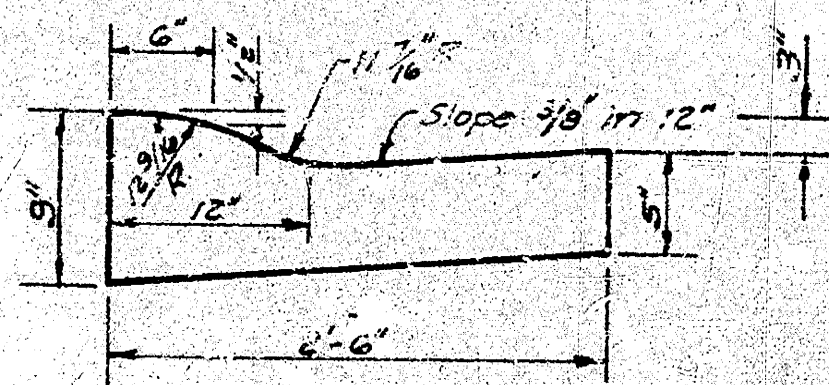
A TACK COAT SHALL BE PLACED AT AN AVERAGE RATE 0.05 GALLONS PER SQUARE FOOT OF SURFACE. THE TACK COAT WILL NOT BE PAID FOR BY THE CITY AND SHALL BE THE RESPONSIBILITY OF THE ENGINEER. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

The A.C. Pavement between the comb curb & gutter shall be paid as 35' A.C. Pavement (6" Bituminous Base). The Bituminous Base under the comb curb & gutter shall be paid as 35' Bituminous Base.

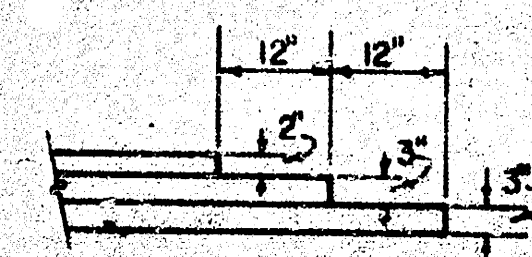
#### COMBINED CURB & GUTTER



#### ROLL TYPE CURB & GUTTER



#### DETAIL OF TRANSVERSE CONSTRUCTION JOINT



THE JOINT SHALL BE PLACED AT AN AVERAGE RATE 0.05 GALLONS PER SQUARE FOOT OF SURFACE. THE JOINT WILL NOT BE PAID FOR BY THE CITY AND SHALL BE THE RESPONSIBILITY OF THE ENGINEER. 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 PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.



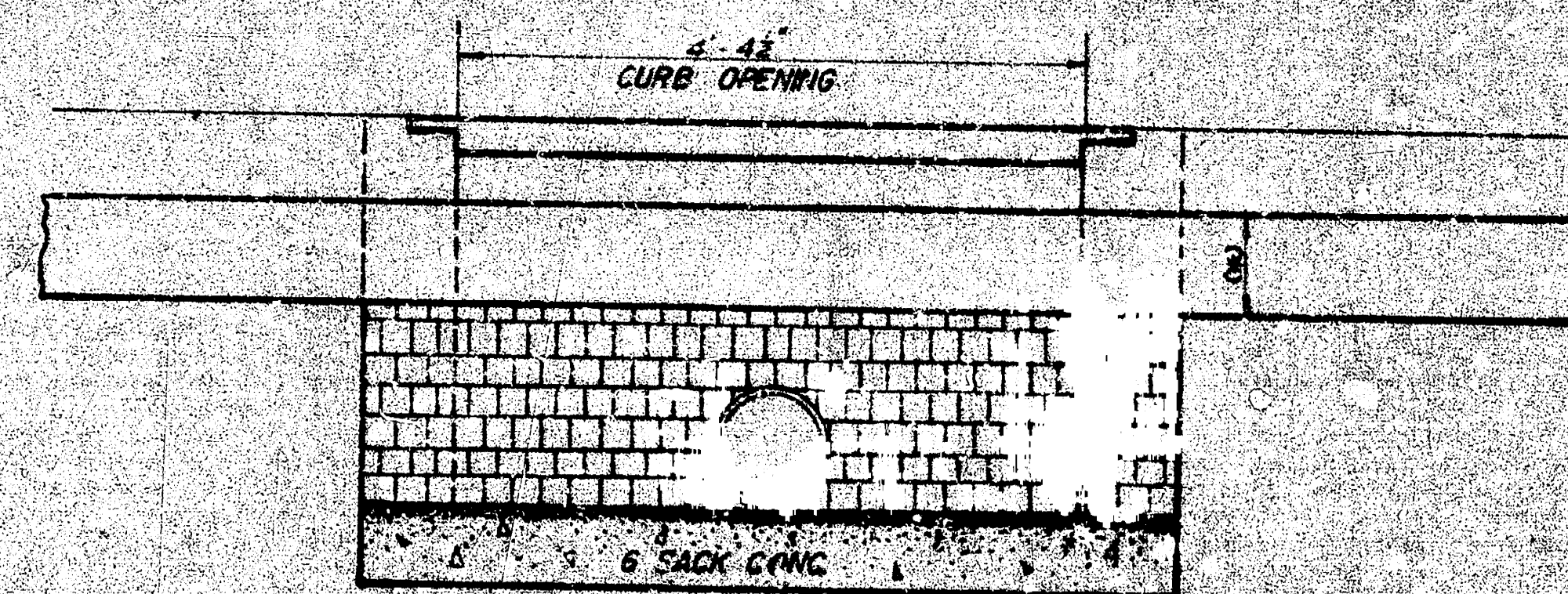
CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering Division

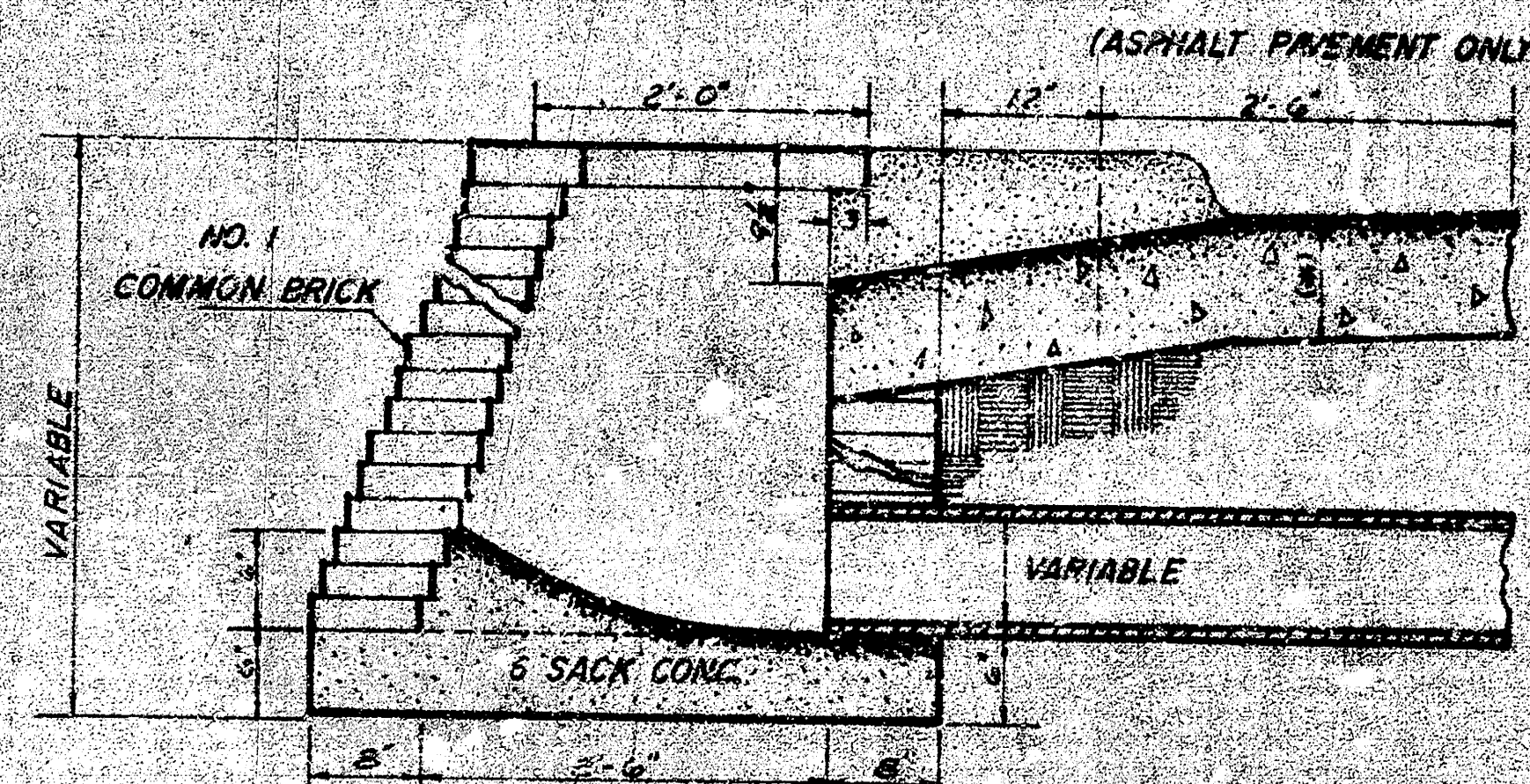
R. W. LINN CITY ENGINEER  
DATE \_\_\_\_\_ Proj. No. \_\_\_\_\_

1/4

THIS TYPE INLET TO BE USED  
WHEN PAVEMENT IS ASPHALT  
PAVEMENT WITH ASPHALT  
BASE COURSE AND/OR WHEN  
PAVEMENTS HAVE ROLL CURB



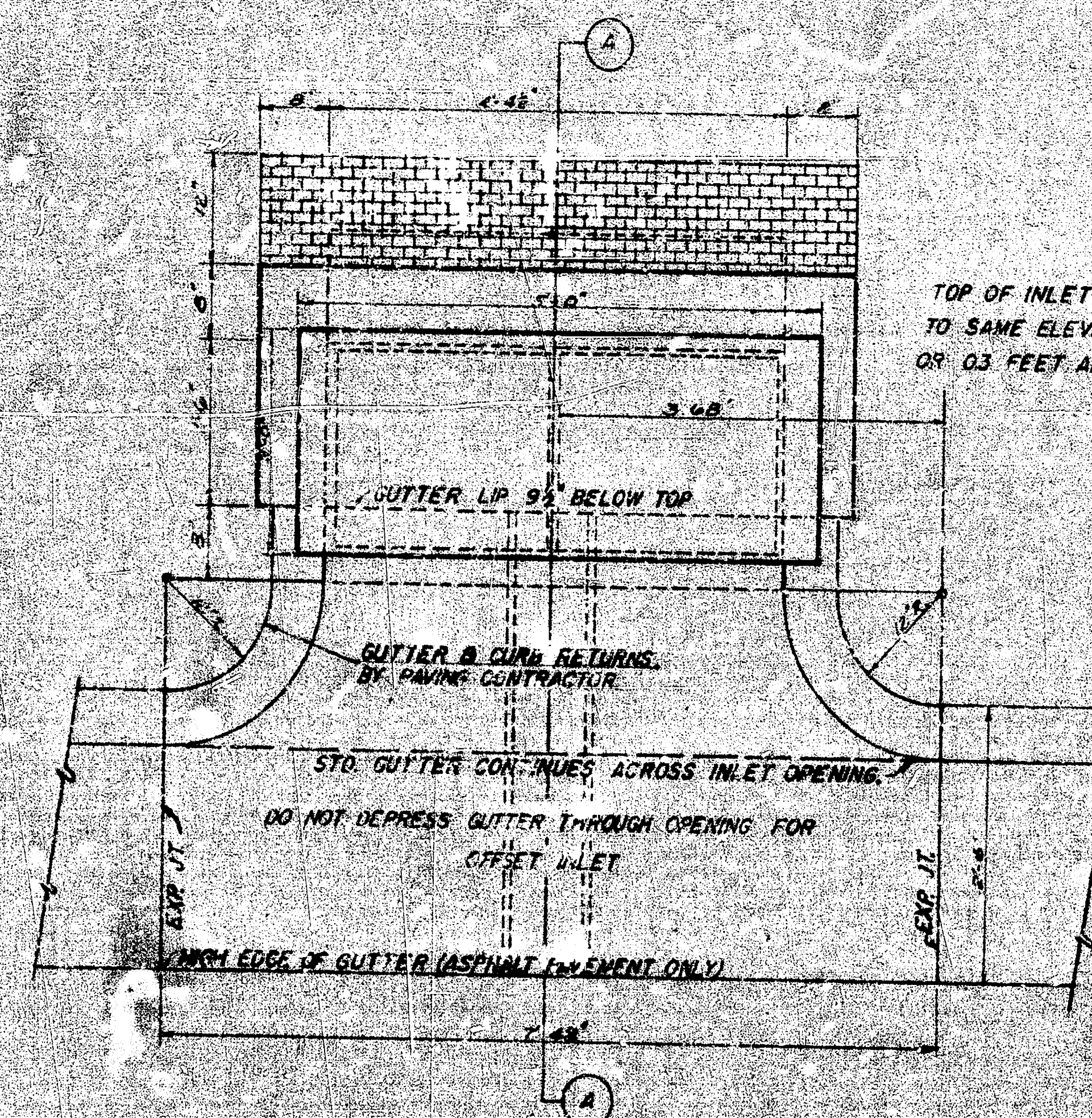
ELEVATION



SECTION THRU INLET  
2'x5' INLET DETAIL  
SCALE 1/4"=1'-0"

NOTE: A. P. M. S. L. I. T. I. C. I. O. N.  
SHALL BE FOR THE LATEST  
REVISION OF THE AMERICAN  
SOCIETY FOR TESTING AND  
MATERIALS DESIGNATION C32  
FOR MANHOLE BRICK GRADE MS.

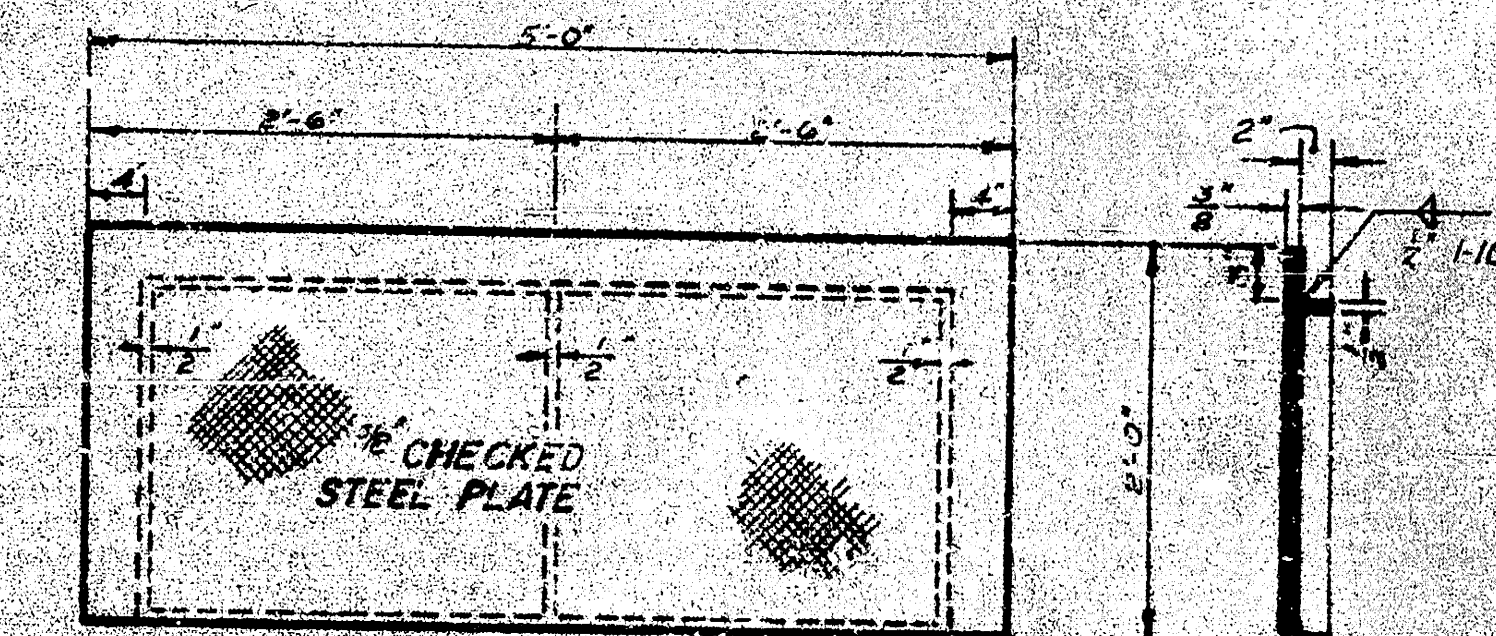
(R) CURB & GUTTER OR PAVEMENT THICKNESS



PLAN

TOP OF INLET TO BE CONSTRUCTED  
TO SAME ELEVATION AS STANDARD CURB  
OR 0.3 FEET ABOVE ROLL CURB

NOTE: STRUCTURAL STEEL FOR  
INLET COVER SHALL CONFORM  
WITH THE LATEST REVISION OF  
THE AMERICAN SOCIETY FOR  
TESTING AND MATERIALS  
DESIGNATION A36.



PLAN

SECTION

ELEVATION

CITY OF WICHITA  
STEEL INLET COVER  
WEIGHT=206 LBS.  
SHOP PAINT-BLACK ASPH.  
SCALE 1/4"=1'-0"

DETAIL  
STANDARD 2'x5' INLET  
(SET BACK LOCATION)

CITY OF WICHITA, KANSAS  
R. W. LINN CITY ENGINEER

JUNE 1974

(2/4)

# EARTHWORK

| Excavation |                      | Compacted Fill |                    |
|------------|----------------------|----------------|--------------------|
| City       | 0                    | City           | 0                  |
| +10%       | 0                    | +10%           | 0                  |
| Property   | 925 yd <sup>3</sup>  | Property       | 65 yd <sup>3</sup> |
| +10%       | 1020 yd <sup>3</sup> | +10%           | 75 yd <sup>3</sup> |



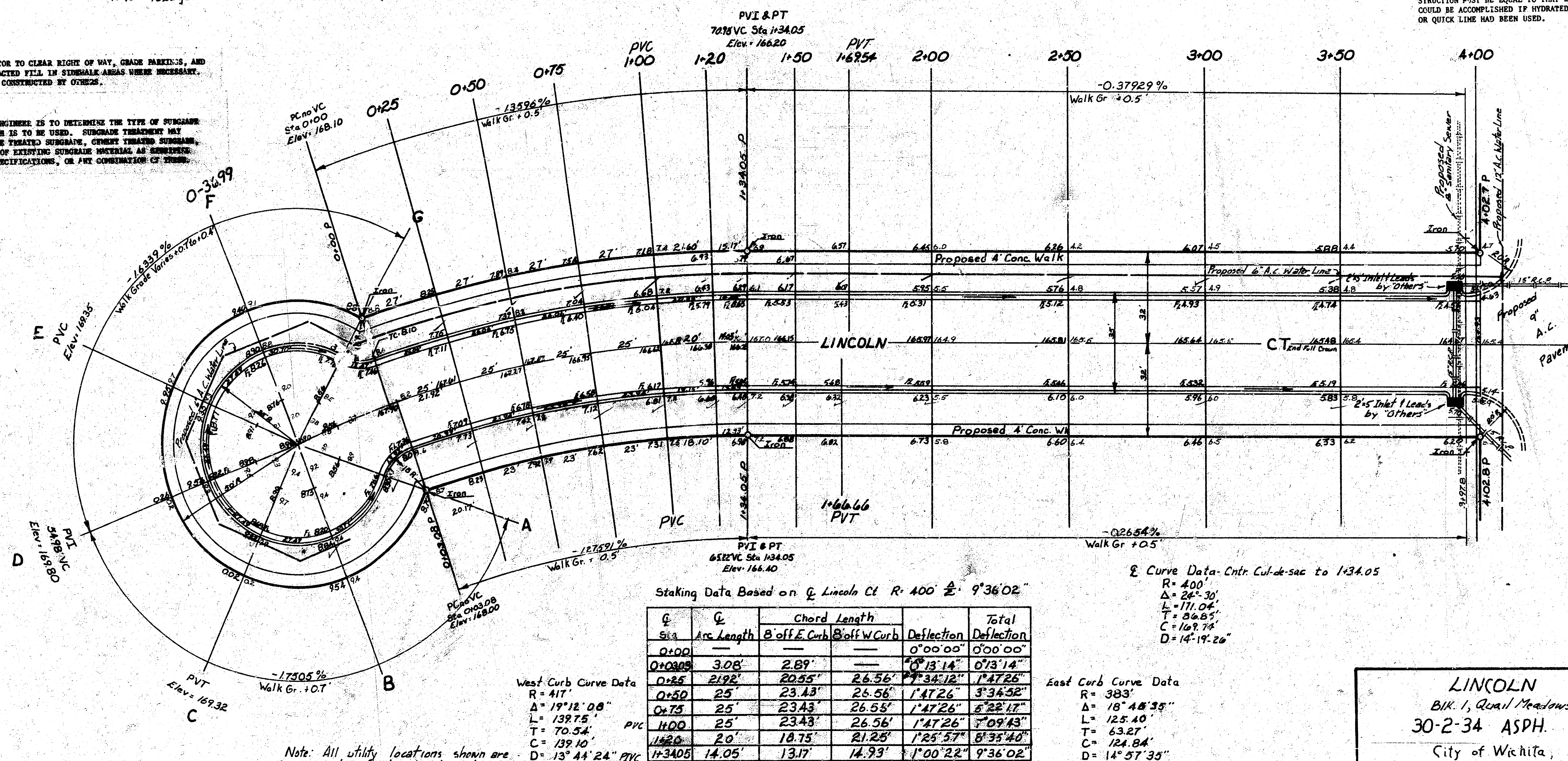
BM 17471 RR Spk. on side cor. post approx. 50' E of 1/4 cor, Lincoln & Webb Rd.

NOTE TO FIELD ENGINEER AND CONTRACTOR:  
LINE SLUDGE, WHICH IS A BY-PRODUCT OF ACETYLENE GAS PRODUCTION, MAY BE USED AS A STABILIZING AGENT IN PLACE OF HYDRATED LINE OR QUICK LINE WITH THE APPROVAL OF THE ENGINEER. COMPLETED CONSTRUCTION MUST BE EQUAL TO THAT WHICH COULD BE ACCOMPLISHED IF HYDRATED LINE OR QUICK LINE HAD BEEN USED.

NOTE: CONTRACTOR TO CLEAR RIGHT OF WAY, GRADE PARKING, AND CONSTRUCT COMPACTED FILL IN SIDEWALK AREAS WHERE NECESSARY. SIDEWALK TO BE CONSTRUCTED BY OTHERS.

NOTE: FIELD ENGINEER IS TO DETERMINE THE TYPE OF SURGRADE TREATMENT WHICH IS TO BE USED. SURGRADE TREATMENT MAY CONSIST OF TYPICAL SURGRADE, CEMENT TREATED SUBGRADE, OR COMPACTION OF EXISTING SUBGRADE MATERIAL AS SPECIFIED IN STANDARD SPECIFICATIONS, OR ANY COMBINATION OF THESE.

Survey Rags  
Elev. 168.10  
Checked



Staking Data Based on  $\frac{1}{4}$  Lincoln Cl. R. 400  $\frac{1}{2}$  9'36'02"

| Sta  | Chord Length | Chord Length | Deflection  | Total      |
|------|--------------|--------------|-------------|------------|
| Sta  | Arc Length   | Off E. Curb  | Off W. Curb | Deflection |
| 0+00 | —            | —            | —           | 0'00'00"   |
| 0+05 | 3.08'        | 2.89'        | —           | 0'13'14"   |
| 0+10 | 6.16'        | 5.78'        | 26.56'      | 1'47'26"   |
| 0+15 | 9.24'        | 8.67'        | 26.56'      | 3'34'52"   |
| 0+20 | 12.32'       | 11.56'       | 26.56'      | 5'22'17"   |
| 0+25 | 15.40'       | 14.45'       | 26.56'      | 7'09'43"   |
| 0+30 | 18.48'       | 17.34'       | 26.56'      | 8'56'69"   |
| 0+35 | 21.56'       | 20.23'       | 26.56'      | 10'43'54"  |
| 0+40 | 24.64'       | 23.12'       | 26.56'      | 12'31'20"  |
| 0+45 | 27.72'       | 26.01'       | 26.56'      | 14'18'46"  |
| 0+50 | 30.80'       | 28.90'       | 26.56'      | 16'06'12"  |
| 0+55 | 33.88'       | 31.79'       | 26.56'      | 17'53'38"  |
| 0+60 | 36.96'       | 34.68'       | 26.56'      | 19'40'64"  |
| 0+65 | 40.04'       | 37.57'       | 26.56'      | 21'27'30"  |
| 0+70 | 43.12'       | 40.46'       | 26.56'      | 23'14'56"  |
| 0+75 | 46.20'       | 43.35'       | 26.56'      | 25'02'22"  |
| 0+80 | 49.28'       | 46.24'       | 26.56'      | 26'49'48"  |
| 0+85 | 52.36'       | 49.13'       | 26.56'      | 28'37'14"  |
| 0+90 | 55.44'       | 52.02'       | 26.56'      | 30'24'40"  |
| 0+95 | 58.52'       | 54.91'       | 26.56'      | 32'12'06"  |
| 1+00 | 61.60'       | 57.80'       | 26.56'      | 33'59'32"  |
| 1+05 | 64.68'       | 60.69'       | 26.56'      | 35'46'58"  |
| 1+10 | 67.76'       | 63.58'       | 26.56'      | 37'34'24"  |
| 1+15 | 70.84'       | 66.47'       | 26.56'      | 39'21'50"  |
| 1+20 | 73.92'       | 69.36'       | 26.56'      | 41'09'16"  |
| 1+25 | 77.00'       | 72.25'       | 26.56'      | 42'56'42"  |
| 1+30 | 80.08'       | 75.14'       | 26.56'      | 44'44'08"  |
| 1+35 | 83.16'       | 78.03'       | 26.56'      | 46'31'34"  |
| 1+40 | 86.24'       | 80.92'       | 26.56'      | 48'19'00"  |
| 1+45 | 89.32'       | 83.81'       | 26.56'      | 50'06'26"  |
| 1+50 | 92.40'       | 86.70'       | 26.56'      | 51'53'52"  |
| 1+55 | 95.48'       | 89.59'       | 26.56'      | 53'41'18"  |
| 1+60 | 98.56'       | 92.48'       | 26.56'      | 55'28'44"  |
| 1+65 | 101.64'      | 95.37'       | 26.56'      | 57'16'10"  |
| 1+70 | 104.72'      | 98.26'       | 26.56'      | 59'03'36"  |
| 1+75 | 107.80'      | 101.15'      | 26.56'      | 60'51'02"  |
| 1+80 | 110.88'      | 104.04'      | 26.56'      | 62'38'28"  |
| 1+85 | 113.96'      | 106.93'      | 26.56'      | 64'25'54"  |
| 1+90 | 117.04'      | 109.82'      | 26.56'      | 66'13'20"  |
| 1+95 | 120.12'      | 112.71'      | 26.56'      | 68'00'46"  |
| 2+00 | 123.20'      | 115.60'      | 26.56'      | 69'48'12"  |
| 2+05 | 126.28'      | 118.49'      | 26.56'      | 71'35'38"  |
| 2+10 | 129.36'      | 121.38'      | 26.56'      | 73'23'04"  |
| 2+15 | 132.44'      | 124.27'      | 26.56'      | 75'10'30"  |
| 2+20 | 135.52'      | 127.16'      | 26.56'      | 76'57'56"  |
| 2+25 | 138.60'      | 130.05'      | 26.56'      | 78'45'22"  |
| 2+30 | 141.68'      | 132.94'      | 26.56'      | 80'32'48"  |
| 2+35 | 144.76'      | 135.83'      | 26.56'      | 82'20'14"  |
| 2+40 | 147.84'      | 138.72'      | 26.56'      | 84'07'40"  |
| 2+45 | 150.92'      | 141.61'      | 26.56'      | 85'55'06"  |
| 2+50 | 154.00'      | 144.50'      | 26.56'      | 87'42'32"  |
| 2+55 | 157.08'      | 147.39'      | 26.56'      | 89'29'58"  |
| 2+60 | 160.16'      | 150.28'      | 26.56'      | 91'17'24"  |
| 2+65 | 163.24'      | 153.17'      | 26.56'      | 93'04'50"  |
| 2+70 | 166.32'      | 156.06'      | 26.56'      | 94'52'16"  |
| 2+75 | 169.40'      | 158.95'      | 26.56'      | 96'39'42"  |
| 2+80 | 172.48'      | 161.84'      | 26.56'      | 98'27'08"  |
| 2+85 | 175.56'      | 164.73'      | 26.56'      | 100'14'34" |
| 2+90 | 178.64'      | 167.62'      | 26.56'      | 102'02'00" |
| 2+95 | 181.72'      | 170.51'      | 26.56'      | 103'49'26" |
| 3+00 | 184.80'      | 173.40'      | 26.56'      | 105'36'52" |
| 3+05 | 187.88'      | 176.29'      | 26.56'      | 107'24'18" |
| 3+10 | 190.96'      | 179.18'      | 26.56'      | 109'11'44" |
| 3+15 | 194.04'      | 182.07'      | 26.56'      | 110'59'10" |
| 3+20 | 197.12'      | 184.96'      | 26.56'      | 112'46'36" |
| 3+25 | 200.20'      | 187.85'      | 26.56'      | 114'34'02" |
| 3+30 | 203.28'      | 190.74'      | 26.56'      | 116'21'28" |
| 3+35 | 206.36'      | 193.63'      | 26.56'      | 118'08'54" |
| 3+40 | 209.44'      | 196.52'      | 26.56'      | 119'56'20" |
| 3+45 | 212.52'      | 199.41'      | 26.56'      | 121'43'46" |
| 3+50 | 215.60'      | 202.30'      | 26.56'      | 123'31'12" |
| 3+55 | 218.68'      | 205.19'      | 26.56'      | 125'18'38" |
| 3+60 | 221.76'      | 208.08'      | 26.56'      | 127'06'04" |
| 3+65 | 224.84'      | 210.97'      | 26.56'      | 128'53'30" |
| 3+70 | 227.92'      | 213.86'      | 26.56'      | 130'40'56" |
| 3+75 | 231.00'      | 216.75'      | 26.56'      | 132'28'22" |
| 3+80 | 234.08'      | 219.64'      | 26.56'      | 134'15'48" |
| 3+85 | 237.16'      | 222.53'      | 26.56'      | 136'03'14" |
| 3+90 | 240.24'      | 225.42'      | 26.56'      | 137'50'40" |
| 3+95 | 243.32'      | 228.31'      | 26.56'      | 139'38'06" |
| 4+00 | 246.40'      | 231.20'      | 26.56'      | 141'25'32" |

E Curve Data- Cntr. Cul-de-sac to 1/34.05  
R= 400'  
 $\Delta = 26^\circ 30'$   
L= 171.04'  
T= 36.25'  
C= 109.74'  
D= 14'19'26"

East Curb Curve Data  
R= 383'  
 $\Delta = 18^\circ 48' 35''$   
L= 125.40'  
T= 63.21'  
C= 124.84'  
D= 14'57'35"

Note: All utility locations shown are approximate. Contractor to determine exact location in field.

LINCOLN ST  
Blk. 1, Quail Meadows First Addition  
30-2-34 ASPH. Conc.  
City of Wichita, Kansas  
RW Linn, City Engineer  
Project No. DAKS 5740/B  
Date:

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