

TYPICAL SECTION

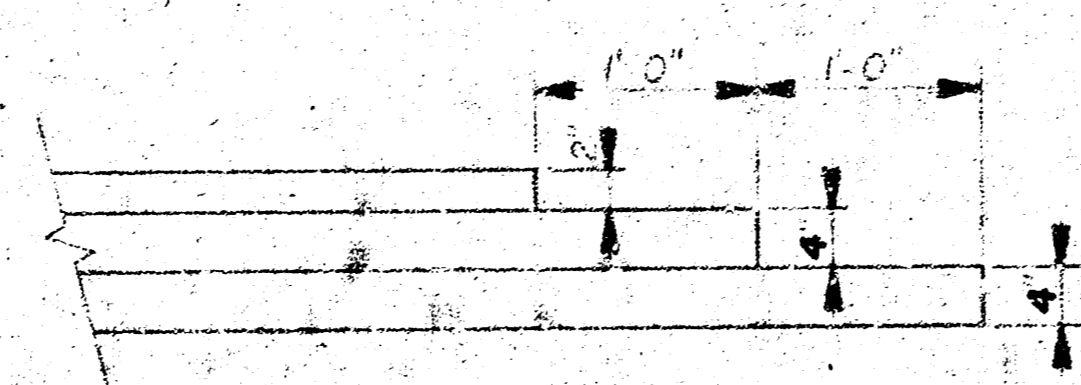
27' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

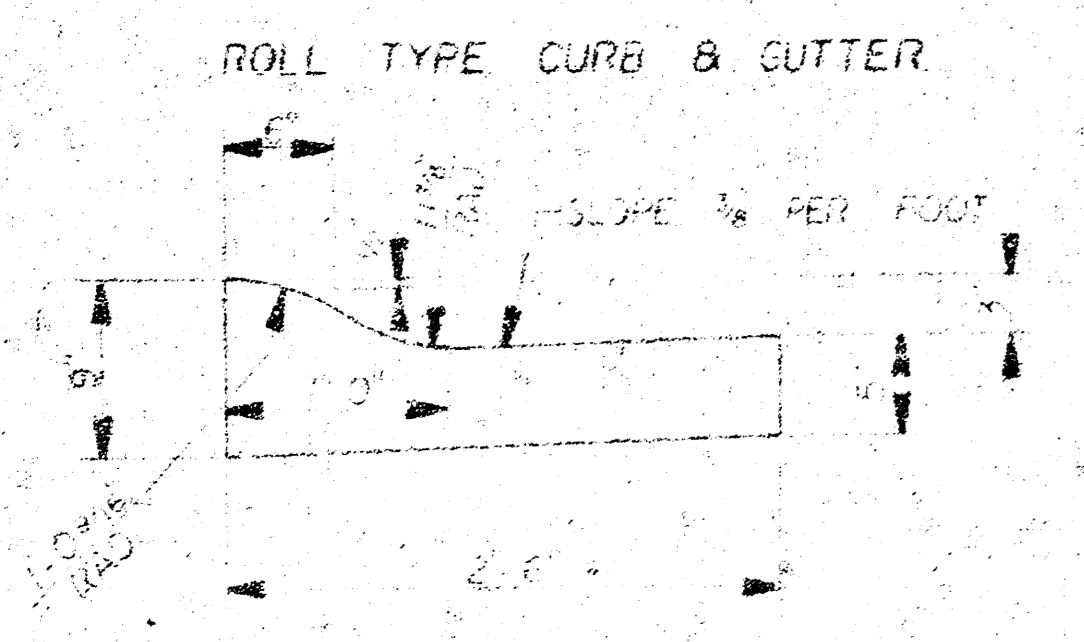
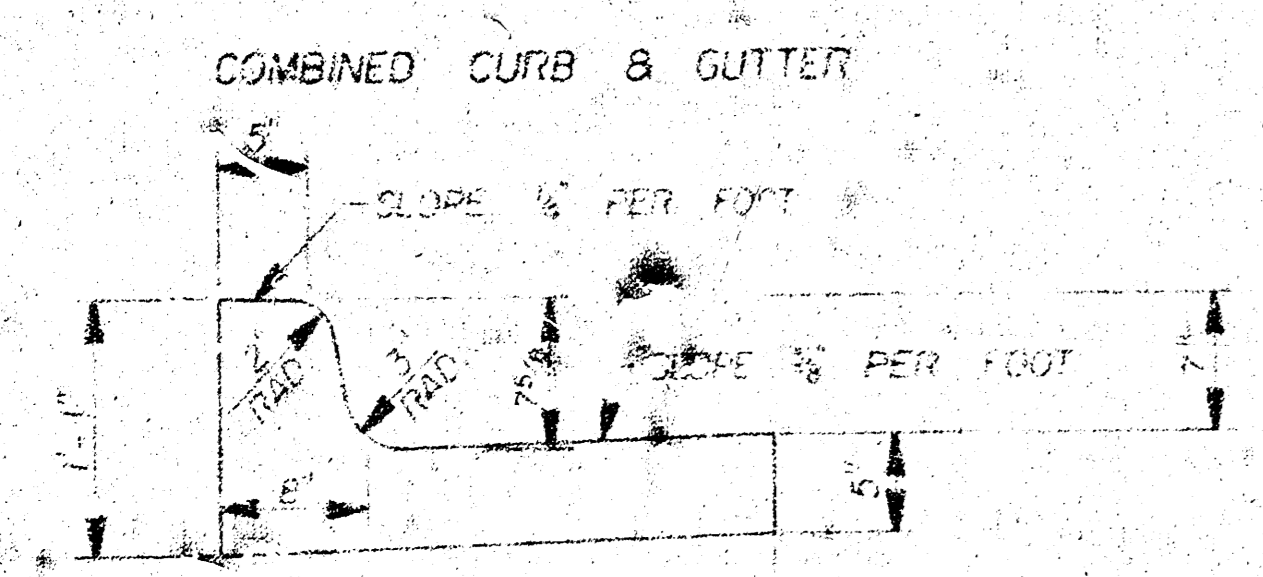
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB & GUTTER SHALL BE PAID AS SQ YDS 10" ASPHALTIC CONCRETE PAVEMENT 10" BITUMINOUS BASE. THE BITUMINOUS BASE UNDER THE COMBINED CURB & GUTTER SHALL BE PAID AS SQ YDS BITUMINOUS BASE.

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 SQ YDS OF ASPHALTIC CONCRETE PAVEMENT.



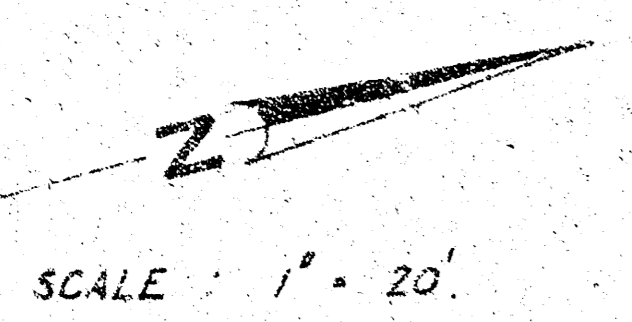
MEAD AVE.  
 @ 21st ST. TO 106 FT. NORTH  
 OF THE @ 24th ST. NO.  
 CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING  
 R. W. LINN CITY ENGINEER

1/15

DATE \_\_\_\_\_ PROJ. NO. DAKS 577074  
 472 76 245 80566-000 000 001

1/7

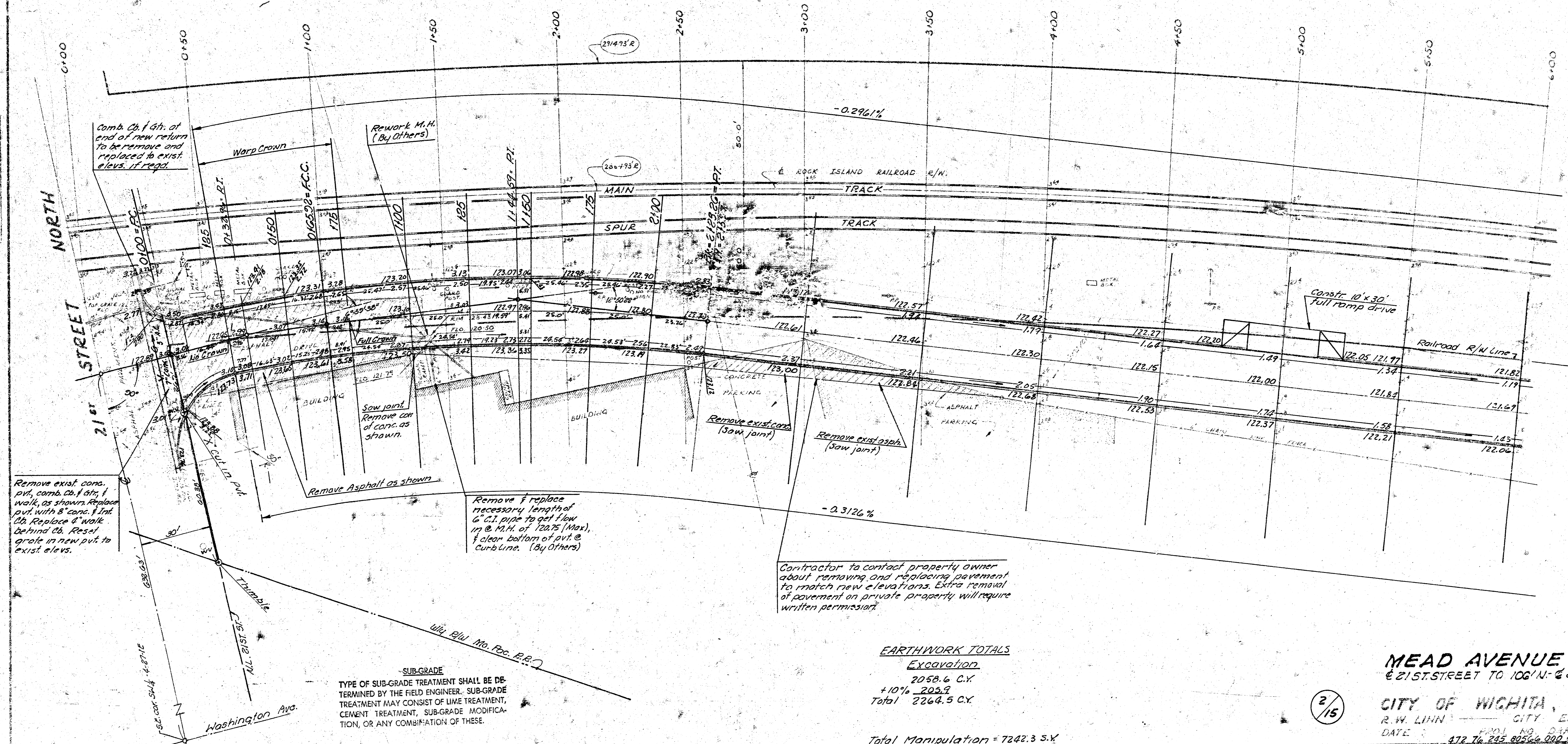


BASELINE IS 30' E. OF  $\frac{1}{4}$  ROCK ISLAND R.R. R/W.

B.M. 122.79 - WASHINGTON & 25<sup>TH</sup> STREET, CITY B.M. DISC.  
 32' S. 28' E. OF  $\frac{1}{4}$  SEC. COR.  
 B.M. 125.42 - CITY B.M. DISC. S. END GUARD RAIL TUN.  
 DOUBLE 12' x 10' R.C.B.C. ON MEAD AVE. APP. 1450' N. OF 21<sup>ST</sup> ST.  
 B.M. 123.73 - 4<sup>TH</sup> CUT BK. WK. N.L. 21<sup>ST</sup> ST & 34' E. OF  
 E. L. MEAD AVENUE.  
 B.M. 123.86 R.R. SPIKE N. FACE ST. LIGHT POLE S. SIDE 21<sup>ST</sup>, APPROX. W.L. MEAD

NOTE: The Contractor will contact R.I. Railroad Co. for relocation of railroad facilities.

SCALE: 1" = 20'



SURVEYED BY  
 FIELD ENGINEER  
 DATE  
 CITY ENGINEER

Remove exist. conc. cur. & sidewalk, as shown. Replace with 8" conc. & sidewalk. Replace sidewalk behind curb. Reset grate in new put. to exist. elevs.

Remove Asphalt as shown

Remove & replace necessary length of 6" C.I. pipe to get flow in @ M.H. of 122.75 (Max) & clean bottom of pipe & cur. line. (By Others)

Remove exist. conc. (Saw joint)

Remove exist. curb (Saw joint)

Contractor to contact property owner about removing and replacing pavement to match new elevations. Extra removal of pavement on private property will require written permission.

SUB-GRADE  
 TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

EARTHWORK TOTALS  
 Excavation  
 2058.6 C.Y.  
 +10% 205.9  
 Total 2264.5 C.Y.

Total Manipulation = 7242.3 S.Y.

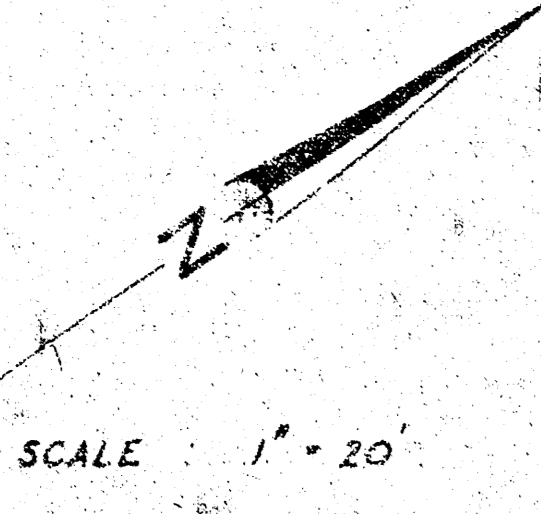
MEAD AVENUE  
 E 21<sup>ST</sup> STREET TO 106<sup>TH</sup> N. - E 24<sup>TH</sup> STREET NO.

CITY OF WICHITA, KANSAS  
 R.W. LINN CITY ENGINEER  
 DATE: APRIL 10, 1958  
 PROJ. NO. DKS 577074  
 472 76 245 80564 000 000 001

2/15

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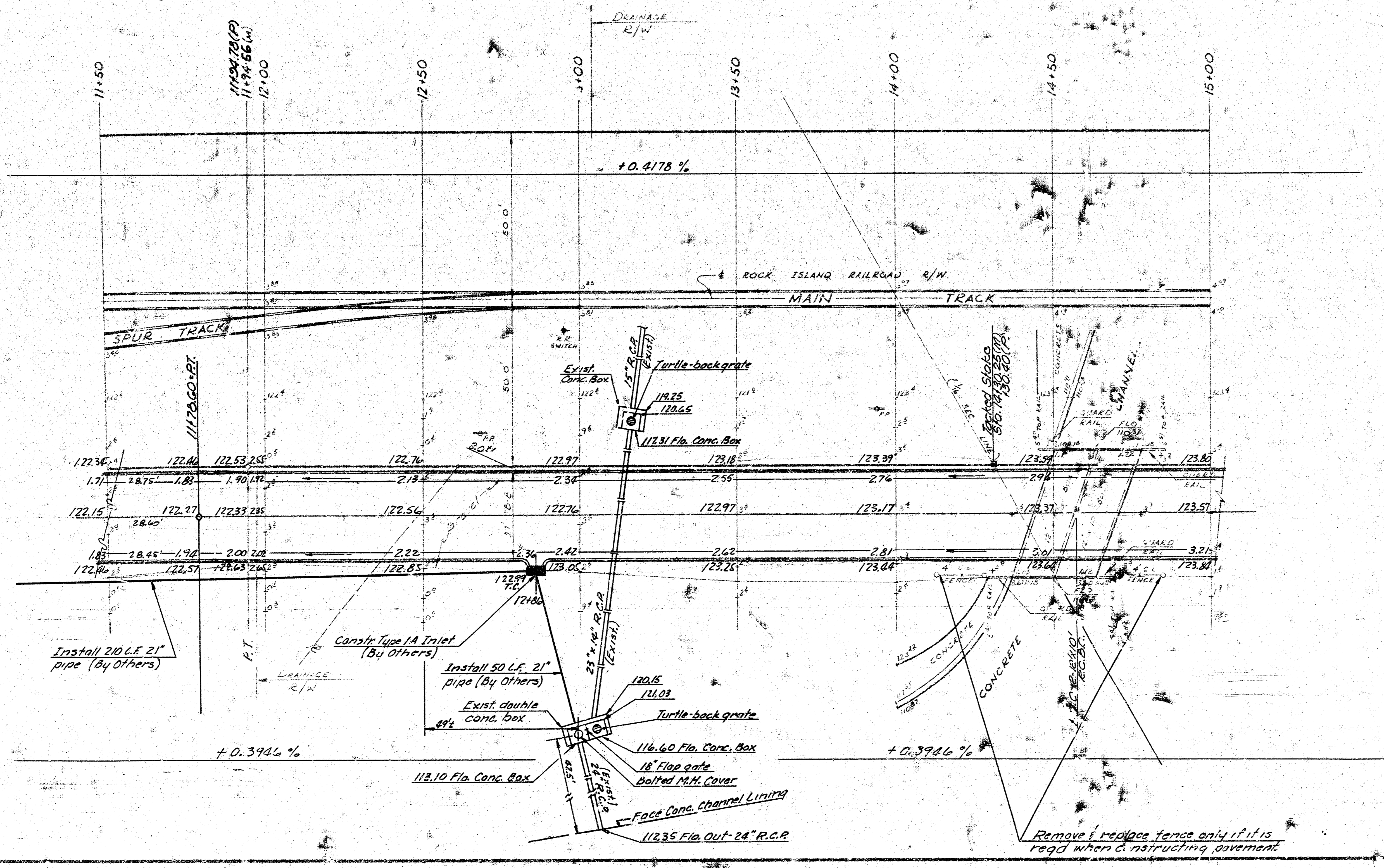


BASELINE IS 30' E. OF E. ROCK ISLAND R.R. R/W

B.M. 122.79 - WASHINGTON & 25<sup>TH</sup> STREET, CITY B.M. DISC  
 32' S. & 28' E. OF 1/4 SEC. COR.  
 B.M. 125.42 - CITY B.M. DISC S. END GUARD RAIL ON DOUBLE  
 12' x 10' R.C.B.C. ON MEAD AVE. APP. 1450' N. OF 21<sup>ST</sup> ST.  
 B.M. 123.73 - 4" CUT BK WK. N.L. 21<sup>ST</sup> STREET & 3.4' E. OF  
 E.L. MEAD AVE.

SCALE 1" = 20'

Survey 2, 1900, 52  
 Plan 2, 1900, 52  
 Check

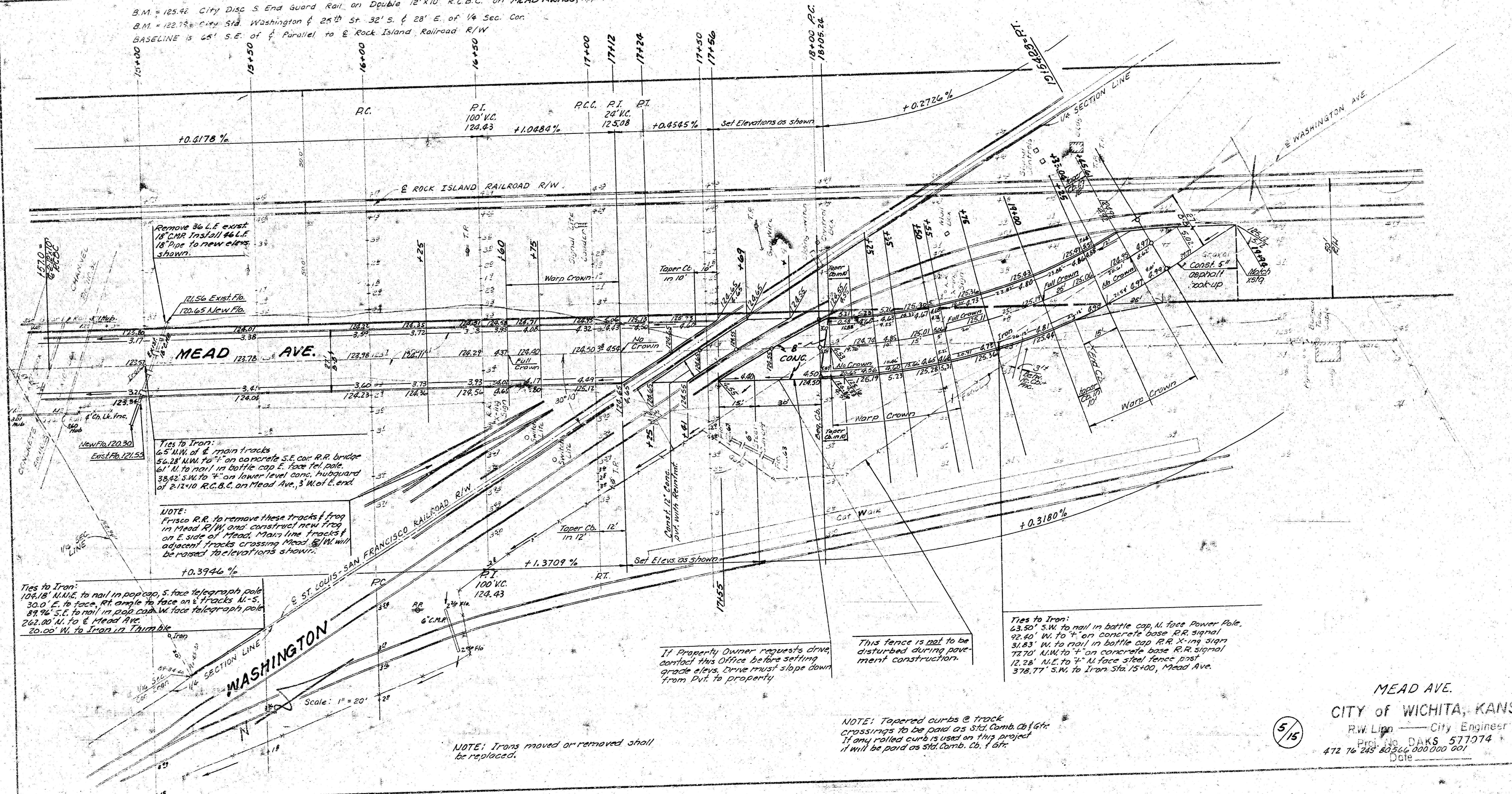


4/15

MEAD AVE.  
 CITY OF WICHITA, KANSAS  
 R. N. LINN CITY ENGINEER  
 DATE 472 76 245 80566 000 000 001

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B.M. = 123.46 City Disc S. End Guard Rail on Double 12'x10' R.C.B.C. on MEAD AVENUE, Approx. 1450' N. of 21st St.  
 B.M. = 122.73 City Sta. Washington & 24th St 32' S. & 28' E. of 1/4 Sec. Cor.  
 BASELINE is 65' S.E. of & Parallel to & Rock Island Railroad R/W



Remove 36 L.E. exist  
 18" C.M.R. Install 46 L.E.  
 18" Pipe to new elevs.  
 shown.

17156 Exist. Flt.  
 170.65 New Flt.

Ties to Iron:  
 6.5' N.W. of & main tracks  
 56.28' N.W. to " on concrete S.E. cor. R.R. bridge  
 61' N. to nail in battle cap E. face tel. pole.  
 38.42' S.W. to " on lower level conc. Pulguard  
 of 2'x10' R.C.B.C. on Mead Ave. 3' W. of E. end.

NOTE:  
 Frisco R.R. to remove these tracks & frog  
 in Mead R/W and construct new frog  
 on E. side of Mead. Main line tracks &  
 adjacent tracks crossing Mead R/W will  
 be raised to elevations shown.

Ties to Iron:  
 109.18' N.W. to nail in pop cap, S. face telegraph pole  
 30.0' E. to face, R.R. angle to face on S. tracks M-5.  
 89.76' S.E. to nail in pop cap W. face telegraph pole  
 262.00' N. to & Mead Ave.  
 20.00' W. to Iron in Thumble

If Property Owner requests drive  
 contact this Office before setting  
 grade elevs. Drive must slope down  
 from Pvt. to Property

This fence is not to be  
 disturbed during pave-  
 ment construction.

Ties to Iron:  
 43.50' S.W. to nail in battle cap, N. face Power Pole.  
 92.40' W. to " on concrete base R.R. signal  
 31.63' W. to nail in battle cap R.R. X-ing sign  
 72.70' N.W. to " on concrete base R.R. signal  
 12.28' N.E. to " N. face steel fence post  
 378.77' S.W. to Iron Sta. 15+00, Mead Ave.

NOTE: Tapered curbs @ track  
 crossings to be paid as Std. Comb. Co. & Gr.  
 If any rolled curb is used on this project  
 it will be paid as Std. Comb. Co. & Gr.

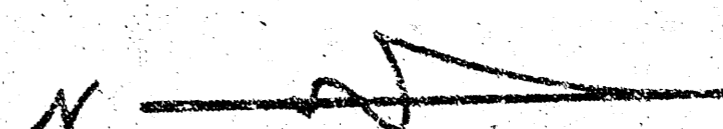
NOTE: Irons moved or removed shall  
 be replaced.

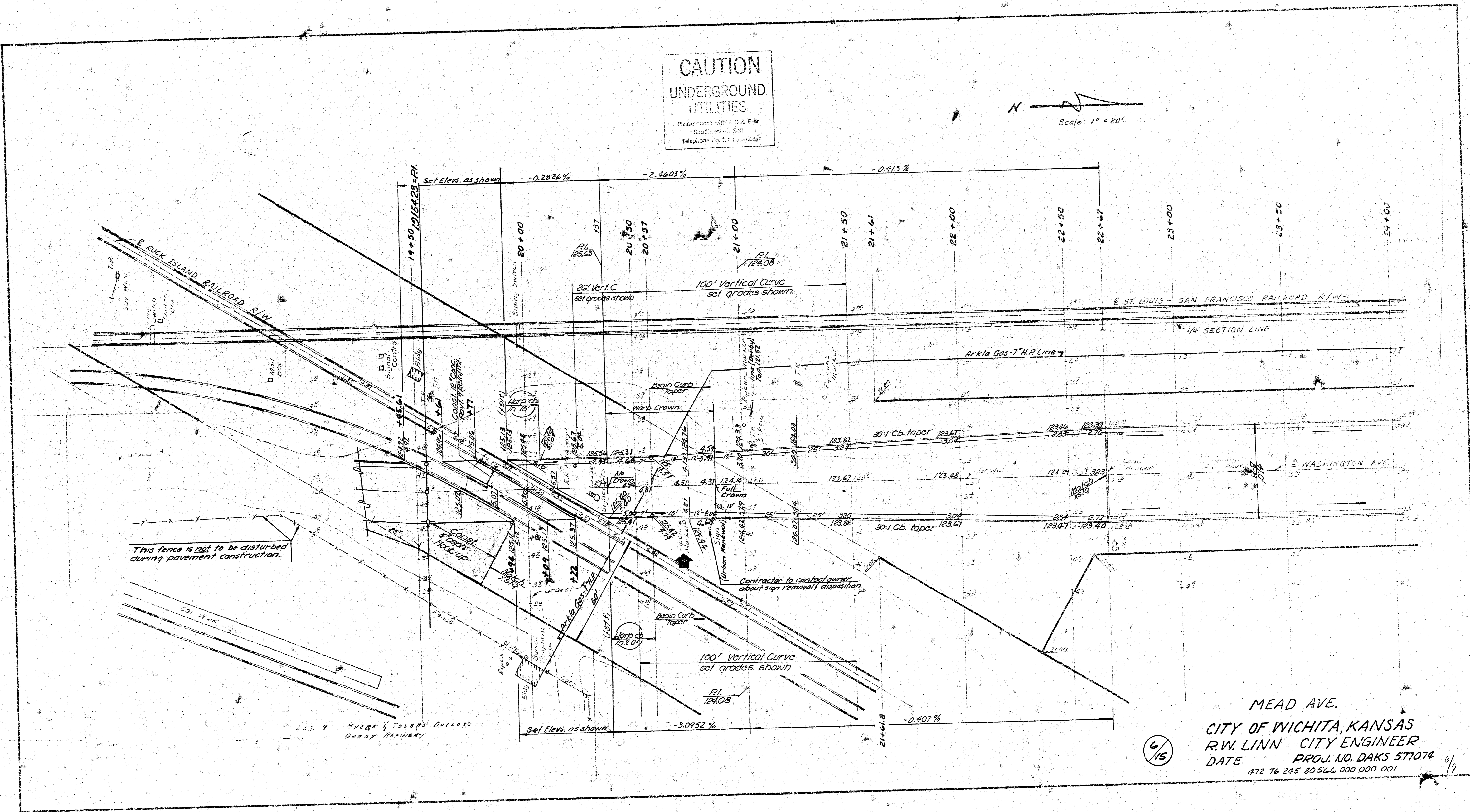
MEAD AVE.  
 CITY OF WICHITA, KANS.  
 R.W. Ligo — City Engineer.  
 Proj. No. DAKS 577074  
 472 76 245 80366 000 000 001  
 Date

5/15

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**CAUTION**  
**UNDERGROUND**  
**UTILITIES**  
 Please check with K. O. & P. Orr  
 Southwestern Bell  
 Telephone Co. for Locations

N   
 Scale: 1" = 20'



MEAD AVE.  
 CITY OF WICHITA, KANSAS  
 R.W. LINN - CITY ENGINEER  
 DATE: 6/15  
 PROJ. NO. DAKS 571074  
 472 76 245 80566 000 000 001

FILMED FROM THE BEST  
 AVAILABLE COPY .....

$\Delta=6^{\circ}59'38''$  R=540.03' T=33.00' L=65.92' L.C.=65.88'  
 CURVE DATA BASED ON  $\epsilon$  RAD.  $\frac{\Delta}{2} = 3^{\circ}29'49''$

STA.	ARC	CHORD LENGTH			TOTAL DEFLECTION	
		SUFF. L.C.	SUFF. R.C.	SUFF. T.C.	DEFLECTION	DEFLECTION
0+00					0°00'00"	0°00'00"
0+08.56	8.56	8.85	8.28	0°27'15"	0°27'15"	
0+17.12	16.44	16.79	15.89	0°52'30"	1°01'35"	
0+25.68	24.96	25.21	24.36	1°17'54"	1°48'55"	
0+34.24	33.52	33.77	32.87	1°43'18"	2°39'19"	
0+42.80	42.08	42.33	41.43	2°08'42"	3°29'49"	

DEFL./FT = 3.182696 MIN.

STA. 0+00 TO STA. 0+65.92

$\Delta=12^{\circ}50'22''$  R=702.13' T=79.00' L=157.34' L.C.=157.01'  
 CURVE DATA BASED ON  $\epsilon$  RAD.  $\frac{\Delta}{2} = 6^{\circ}25'11''$

STA.	ARC	CHORD LENGTH			TOTAL DEFLECTION	
		SUFF. L.C.	SUFF. R.C.	SUFF. T.C.	DEFLECTION	DEFLECTION
0+65.92					0°00'00"	0°00'00"
0+75	9.08	9.31	8.85	0°22'14"	0°22'14"	
1+00	25.0	25.64	24.36	1°01'12"	1°23'26"	
1+25	25.0	25.64	24.36	1°01'12"	2°24'38"	
1+49.99	19.59	20.09	19.08	0°47'57"	3°12'35"	
1+75	5.41	5.55	5.27	0°13'15"	3°25'50"	
1+75	25.0	25.64	24.36	1°01'12"	4°27'02"	
2+00	25.0	25.64	24.36	1°01'12"	5°28'14"	
2+25.26	23.26	23.86	22.67	0°56'51"	6°25'11"	

DEFL./FT = 2.448095 MIN.

STA. 0+65.92 TO STA. 2+23.26

$\Delta=12^{\circ}30'00''$  R=2400' T=262.88' L=523.60' L.C.=522.56'  
 CURVE DATA BASED ON  $\epsilon$  RAD.  $\frac{\Delta}{2} = 6^{\circ}15'00''$

STA.	ARC	CHORD LENGTH			TOTAL DEFLECTION	
		SUFF. L.C.	SUFF. R.C.	SUFF. T.C.	DEFLECTION	DEFLECTION
6+55					0°00'00"	0°00'00"
6+75	20.0	20.16	19.81	0°14'19"	0°14'19"	
7+00	25.0	25.21	24.77	0°17'54"	0°32'13"	
7+25	25.0	25.21	24.77	0°17'54"	0°50'01"	
7+50	25.0	25.21	24.77	0°17'54"	1°08'02"	
7+75	25.0	25.21	24.77	0°17'54"	1°25'52"	
8+00	25.0	25.21	24.77	0°17'54"	1°43'50"	
8+28.89	28.89	30.14	29.62	0°21'24"	2°05'18"	
8+30.12	0.23	0	0	0°00'00"	2°05'24"	
8+50	19.88	20.07	19.72	0°14'15"	2°19'39"	
8+68.89	19.89	20.07	19.72	0°14'15"	2°33'54"	
8+70.11	0.22	0	0	0°00'00"	2°34'04"	
9+00	28.89	30.14	29.62	0°21'28"	2°55'28"	
9+16.80	16.80	16.95	16.65	0°12'02"	3°07'30"	
9+50	33.20	33.47	32.89	0°22'46"	3°31'16"	
9+75	25.0	25.21	24.77	0°17'54"	3°49'10"	
10+00	25.0	25.21	24.77	0°17'54"	4°07'08"	
10+25	25.0	25.21	24.77	0°17'54"	4°24'59"	
10+50	25.0	25.21	24.77	0°17'54"	4°42'53"	
10+75	25.0	25.21	24.77	0°17'54"	5°00'48"	
11+00	25.0	25.21	24.77	0°17'54"	5°18'42"	
11+25	25.0	25.21	24.77	0°17'54"	5°36'37"	
11+50	25.0	25.21	24.77	0°17'54"	5°54'31"	
11+78.60	28.60	28.85	28.35	0°20'29"	6°15'00"	

DEFL./FT = 0.716196 MIN.

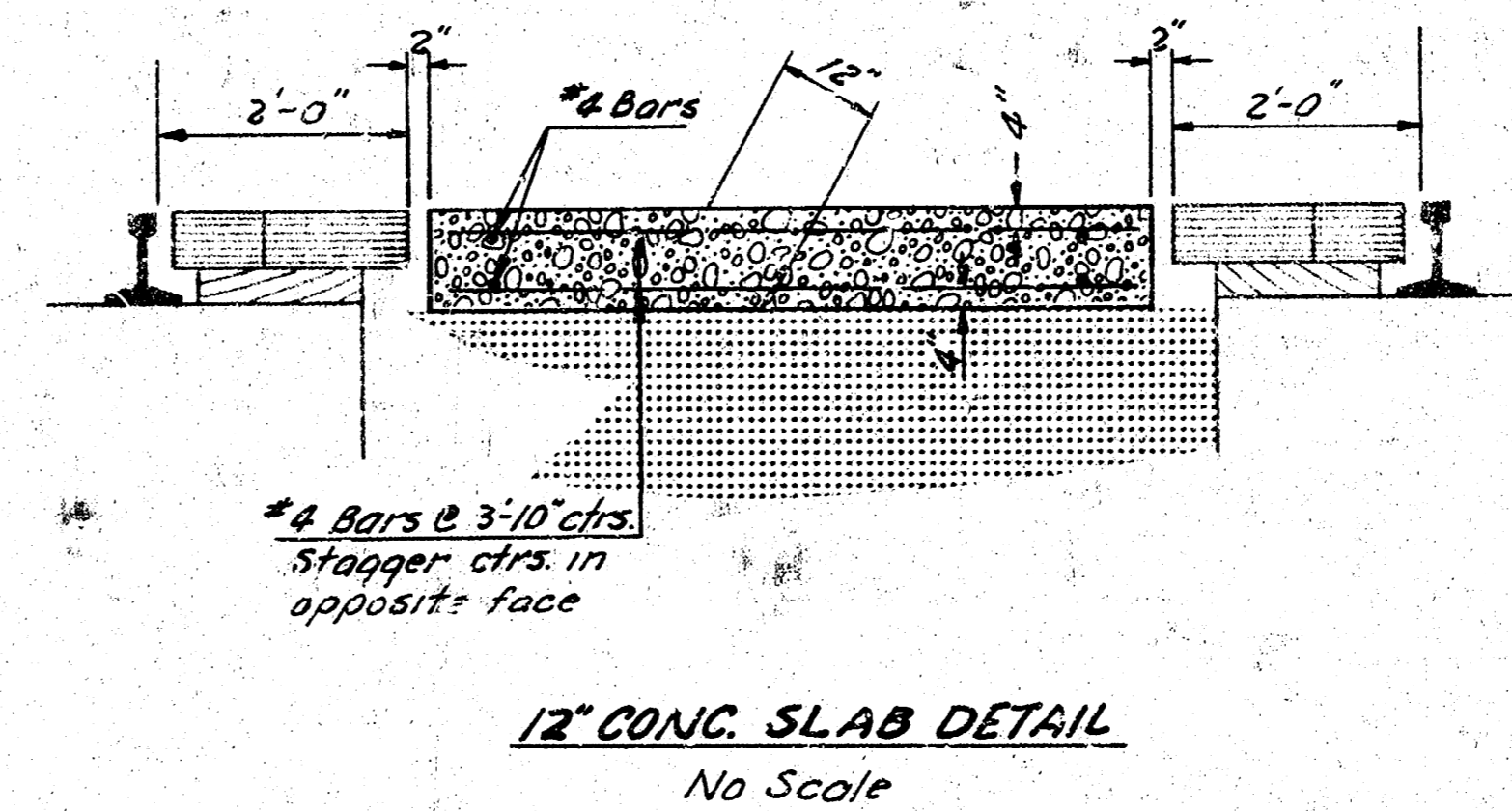
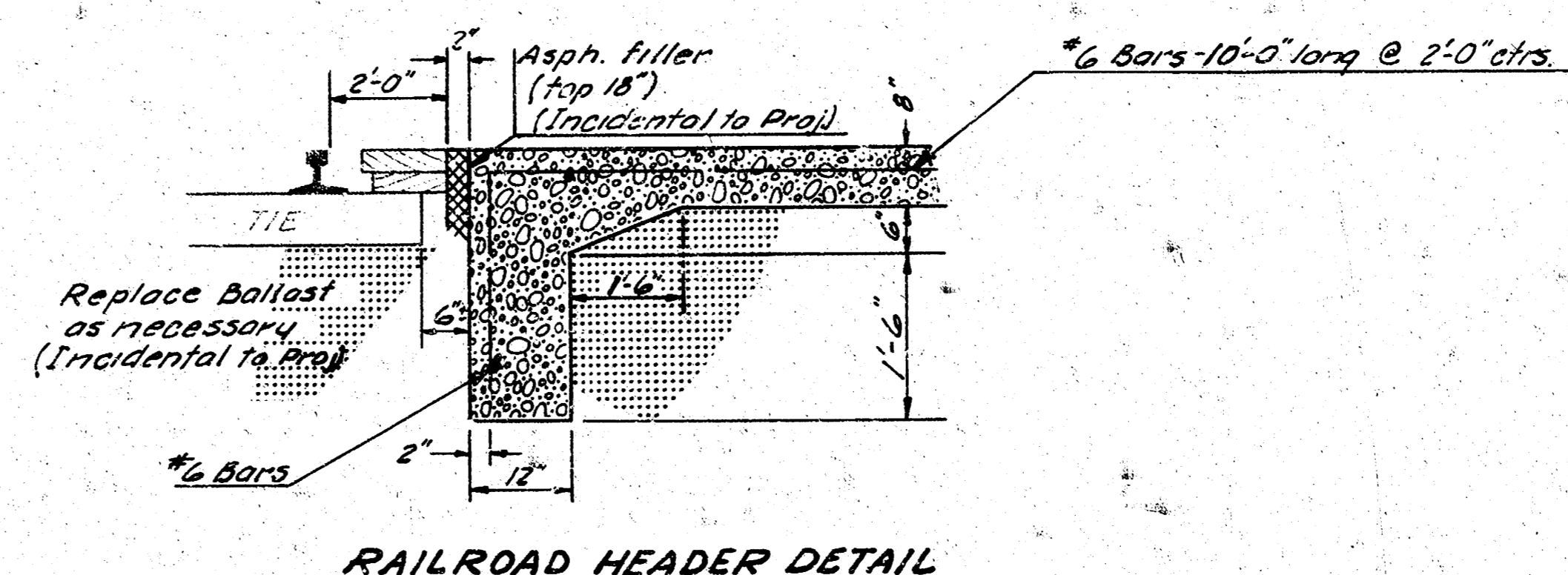
STA. 6+55 TO STA. 11+68.60

$\Delta=30^{\circ}35'00''$  R=288.94' T=79.00' L=154.23' L.C.=152.41'  
 CURVE DATA BASED ON  $\epsilon$  RAD.  $\frac{\Delta}{2} = 15^{\circ}17'30''$

STA.	ARC	CHORD LENGTH			TOTAL DEFLECTION	
		SUFF. L.C.	SUFF. R.C.	SUFF. T.C.	DEFLECTION	DEFLECTION
18+00					0°00'00"	0°00'00"
18+105.24	5.24	4.84	5.62	0°31'10"	0°31'10"	
18+25	19.76	18.32	21.19	1°57'33"	2°28'43"	
18+35	10.0	9.27	10.73	0°57'29"	3°26'12"	
18+50	15.0	13.91	16.09	1°29'14"	4°55'26"	
18+55	5.0	4.64	5.36	0°29'45"	5°27'11"	
18+75	20.0	18.54	21.45	1°58'59"	7°26'10"	
19+00	25.0	23.17	26.81	2°28'43"	9°54'53"	
19+25	25.0	23.17	26.81	2°28'43"	12°23'36"	
19+43.61	20.61	19.11	22.10	2°02'37"	14°26'13"	
19+54.23	8.62	7.99	9.25	0°51'17"	15°17'30"	

DEFL./FT = 5.948907 MIN.

STA. 18+00 TO STA. 19+54.23



CURVE DATA TABLES

MEAD AVE.

& 21<sup>ST</sup> ST. N. TO 106' N. OF N.L. 24<sup>TH</sup> ST. N.

7/15

PROJ. NO. DAKS 577074  
 472 76 245 80566 000 000 001