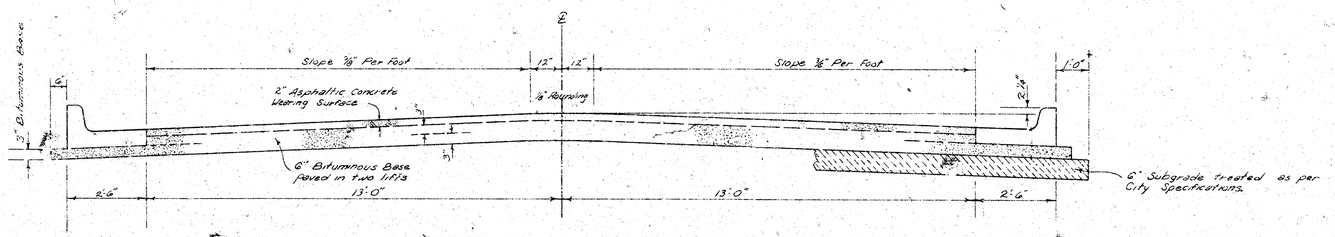
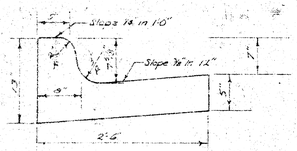
NORTHWEST PARKWAY

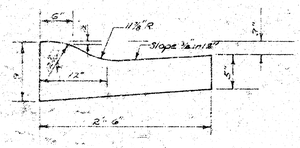
N.L. OF 13TH ST TO N.L. OF TIMOTHY LN.



COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



TYPICAL SECTION

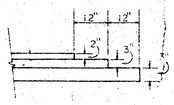
31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

The A.C. pavement between the Comb. Curb & Gutter shall be paid as Sq. Yds. 8" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as Sq. Yds. 3" 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 SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

DEAN S. SELLERS
LICENSED
3683
KANSAS
PROFESSIONAL ENGINEER

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

R. W. LINN CITY ENGINEER

DATE: June, 76 PROJ. NO. DAKS 575091

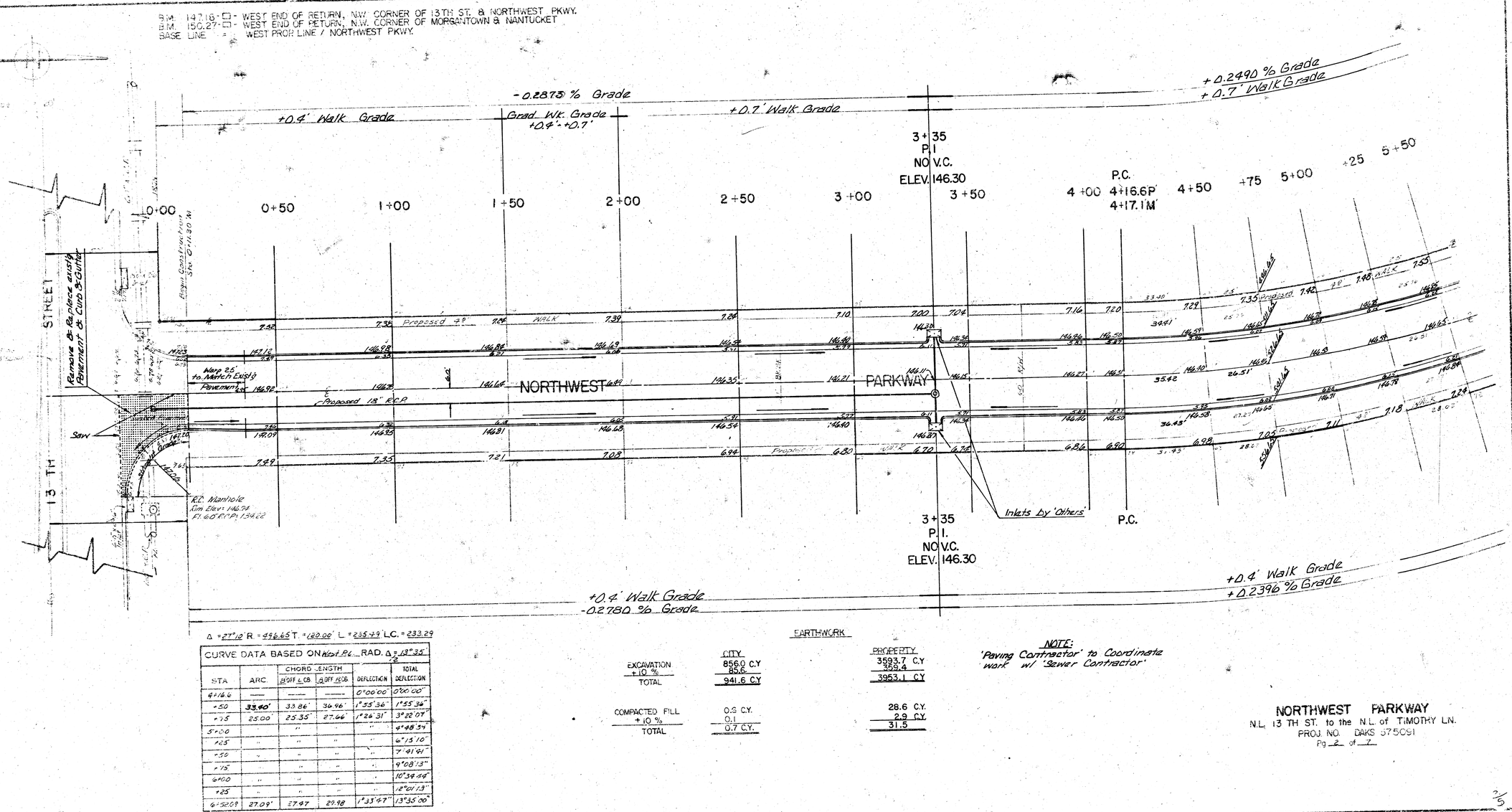
Pg 1 of 7

5

FILMED FROM THE BEST AVAILABLE COPY.....

B-M

B.M. 147.16 □ - WEST END OF RETURN, N.W. CORNER OF 13TH ST. & NORTHWEST PKWY.
B.M. 150.27 □ - WEST END OF RETURN, N.W. CORNER OF MORGANTOWN & NANTUCKET
BASE LINE = WEST PROP. LINE / NORTHWEST PKWY.



Δ = 27°12' R = 446.65 T. = 120.00' L = 235.49' LC. = 233.29

CURVE DATA BASED ON West P.L. RAD. Δ/2 = 13°35'

STA	ARC	CHORD LENGTH @ OFF L CB	CHORD LENGTH @ OFF REC'B	DEFLECTION	TOTAL DEFLECTION
4+16.6	——	——	——	0°00.00"	0°00.00"
+50	33.40'	33.86'	34.96'	1°55'36"	1°55'36"
+75	25.00'	25.35'	27.66'	1°26'31"	3°22'07"
5+00	"	"	"	"	4°48'39"
+25	"	"	"	"	6°15'10"
+50	"	"	"	"	7°41'41"
+75	"	"	"	"	9°08'13"
6+00	"	"	"	"	10°34'44"
+25	"	"	"	"	12°01'13"
6+50.9	27.09'	27.97	29.98	1°33'47"	13°35'00"

EARTHWORK

	CITY	PROPERTY
EXCAVATION	856.0 C.Y	3593.7 C.Y
+10 %	85.6	359.4
TOTAL	941.6 C.Y	3953.1 C.Y
COMPACTED FILL	0.6 C.Y.	28.6 C.Y.
+10 %	0.1	2.9 C.Y.
TOTAL	0.7 C.Y.	31.5

NOTE:
'Paving Contractor' to Coordinate work w/ 'Sewer Contractor'

NORTHWEST PARKWAY
N.L. 13 TH ST. to the N.L. of TIMOTHY LN.
PROJ. NO. DAKS 375091
Pg 2 of 7

Survey Schaller Hall Briggs Clark & Assoc.

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B-M

B.M. 149.83 ☐ W.END RETURN, N.W. CORNER, NORTHWEST PKWY. & MORGANTOWN AVE.

Scale: 1" = 20'

+0.2490 % Grade
+0.7' Walk Grade

+0.520 % GRADE
+0.7' WALK GRADE

+1.238 % GRADE
+0.7' WALK GRADE

S+50 +75 6+00 +25 6+52.09'P' 6+52.60'M' P.T. 6+94.34'P' 6+94.83'M' 7+54.34'P' 7+54.83'M' 8+00 8+50 9+00 9+50 10+14.34'P' 10+14.98'M' 10+74.34'P' 10+74.81'M' 11+00 11+50

BRUNSWICK LANE

MORGANTOWN AVENUE

NORTHWEST PARKWAY

Proposed 7.61 Walk 7.76 Proposed 4° Walk 9.87 Proposed 4° Walk 9.39 Proposed 4° Walk 9.70 Proposed 4° Walk 9.94

Proposed 7.51 Walk 7.37 Proposed 4° Walk 7.64 Proposed 4° Walk 7.34 Proposed 4° Walk 7.70 Proposed 4° Walk 7.94

Asphaltic Concrete Pavement-2

Concrete Pavement

V.G.

Full Crown

End Construction

MATCH EXIST'G FINISH GRADE

iron

P.T.

60' R/W

+0.4' Walk Grade
+0.2396 % Grade

GRAD. WK. GR. +0.4' to +0.7'

+0.7' WALK GRADE
+0.600 % GRADE

+0.7' WALK GRADE
+1.76 % GRADE

NOTE: 'Flow Line' in Valley Gutters are 4.0' off the 'High Edge'

NOTE: 'Flow Line' in Valley Gutters are 4.0' off the 'High Edge'

NORTHWEST PARKWAY
N.L. of 13TH ST. to N.L. of TIMOTHY LN.
PROJ. NO. DAKS 575(9)
Pg 4 of 7

3/5

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B-M

Scale 1" = 20'

+1.680 % Grade
+0.7' Walk Grade

-0.5961 % Grade
+0.7' Walk Grade

Grad. Wk. Grade
+0.7' to +0.3'

-1.0714 % Grade
+0.3' Walk Grade

P.I.
NO V.C.
ELEV. 153.80

11+50 12+00 12+50 13+00 14+50 15+00 15+50 16+00

13+34.34 P'
13+34.81 M'
13+94.34 P'
13+95.31 M'
16+54.34 P'
16+55.34 M'
17+14.34 P'
17+15.39 M'

iron
LANE
Proposed 8" Water Line
Match Existg Pavement
Inlets by 'others'
Inlets by Others
END CONSTRUCTION
Full Crown
No Crown
End Construction
NORTHWEST PARKWAY
MELROSE
ATHOWAL
Proposed 8" Water Line

+0.7' Walk Grade
+1.760 % Grade

-0.3974 % Grade
+0.3' Walk Grade
-1.0714 % Grade

NORTHWEST PARKWAY
N.E. 13TH ST. to NE TIMOTHY LANE
PROJ NO. DRS 575091
Sh 4 of 7

4/5

FILMED FROM THE BEST AVAILABLE COPY.....

B-M

B.M. 147.18 - 'D' Top of Curb. W. end of Return N.W. Corner of 13 TH ST. & Northwest Parkway

SCALE
PLAN 1" = 20'
PROFILE Vert. 1" = 5'
Horz. 1" = 20'

N

13 TH STREET

CAUTION
UNDERGROUND
UTILITIES
Please check with K C & E or
Southwestern Bell
Telephone Co. for Location

Sta 0+05
'Iron' N.W. Corner
13 TH ST. & NW. Pkwy

Pvt replacement
By Pvt. Contractor

NOTE:
Tapping into 60" R.C.P. Sta 11 to be 'subsidiary' to other items of work.

Proposed Curb

NORTHWEST PARKWAY

340 L.F. - 18" R.C.P.

℄ Proposed Curb

Sta. 0+00
Tap into existing 60" R.C.P.
Flow in = 136.13', see details on Tapping

Sta 3+40 = "Sta 3+35" on Paving Plans
Const. Std. TYPE I-A Inlets (set back location) Rim Elev. = 146.30, Flow out = 142.30

Top 146.30
Fl. out 142.30

Rim. 145.94
13" R.C.P.
Fl. in 142.09
Fl. out 141.75
Fl. in 142.09
Fl out 141.75

Flow line 142.30

Top 146.30

Sta 3+40 = "Sta 3+35" on Paving Plan
Const. Std. M.H. TYPE 'B', with 'Wide Flange Ring'. Rim Elev = 145.94
Flow out = 141.75 - (M.H. 6.0' E. of ℄)

'NOTE'
Contractor to Coordinate 'Drainage Project' w/ Project for Paving N.W. Parkway.

Sta. 0+00 Top into existing 60" R.C.P.
Flow in = 136.13', see details on Tapping

Sta 3+40 = Sta 3+35' on Paving Plan
Const. Std. M.H. TYPE 'B'
Rim Elev = 145.94
Flow out = 141.75

Top of West Curb on Northwest Parkway
Pavement Elev. 4.0' E. of Center Line

18" R.C.P.

℄

see detail for Tapping into existing R.C.P.

Ex. 60" R.C.P. 134.36'
Ex. 48" R.C.P. 134.13'

136.96 137.78 138.61 139.44 140.26 141.09

Ex. 60" R.C.P.
Fl. In 142.25
Fl. Out 142.00

150
145
140
135

0 +50 1 +50 2 +50 3 +40

340' L.F. 18" R.C.P. at 1.653 % Grade
Alternate 21" C.M.P. at 1.653% Grade (Drop Flow Line 0.12' from shown)

PLATE 1 PLAN - PROFILE B.P.R. STANDARD

#4 Bars @ 12" centers
7.5°
30' (2'-6") Rad
1" rounding
2.5"
2.0"
3.0"
18" R.C.P.
Existing 60" R.C.P.
Fl. 136.13
#4 circle bars 2" C.I. Pipe
Tie Bar to R.C.P. encasement

"DETAIL"
Tapping into existing 60" R.C.P.

DEAN E. SELLERS
LICENSED
3643
ENGINEER
PROFESSIONAL ENGINEER

INCIDENTAL DRAINAGE
(in connection with Pavement of Northwest Pkwy.)
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
DATE: MAY 1976 PROJ. NO. DAKO 573091

12 S 4 2