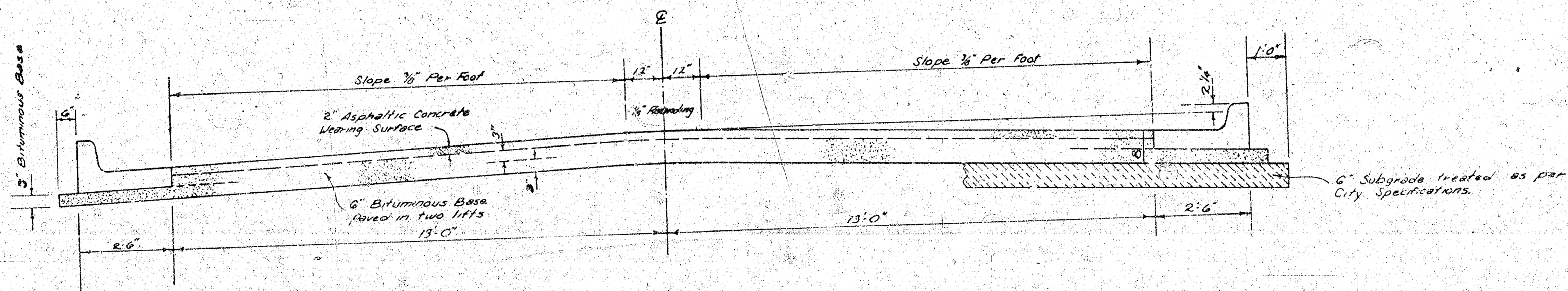


FRIAR LANE
W.L. Sherwood Glen 4th Add'n.-E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.
LITCHFIELD
W.L. Sullivan-S.L. Friar
SULLIVAN
N.L. 37th St. No.-S.L. Friar Ln.
472-76-245-80420-000-000-001



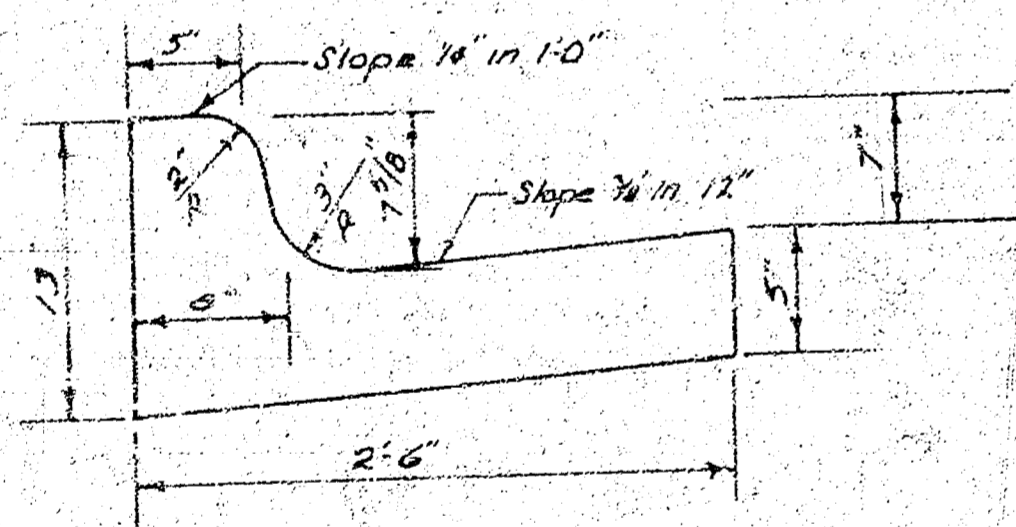
TYPICAL SECTION

3' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

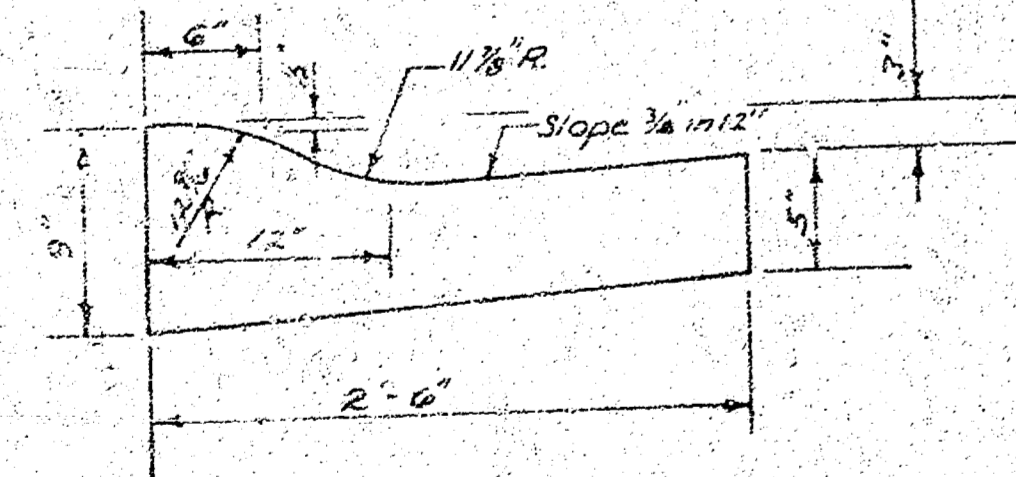
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ. YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS 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 Sa. Yels. B" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & gutter shall be paid as Sa. Yels. 3" Bituminous Base.

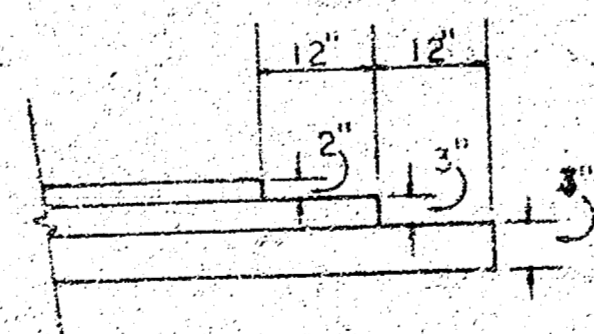
COMBINED CURB & GUTTER



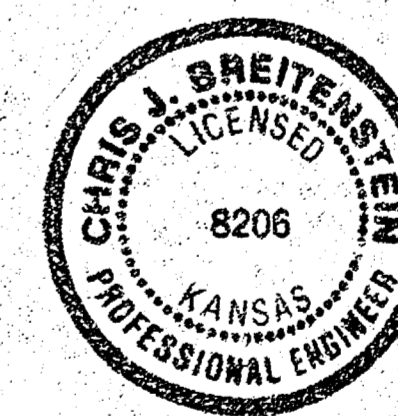
ROLL TYPE CURB & GUTTER



DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



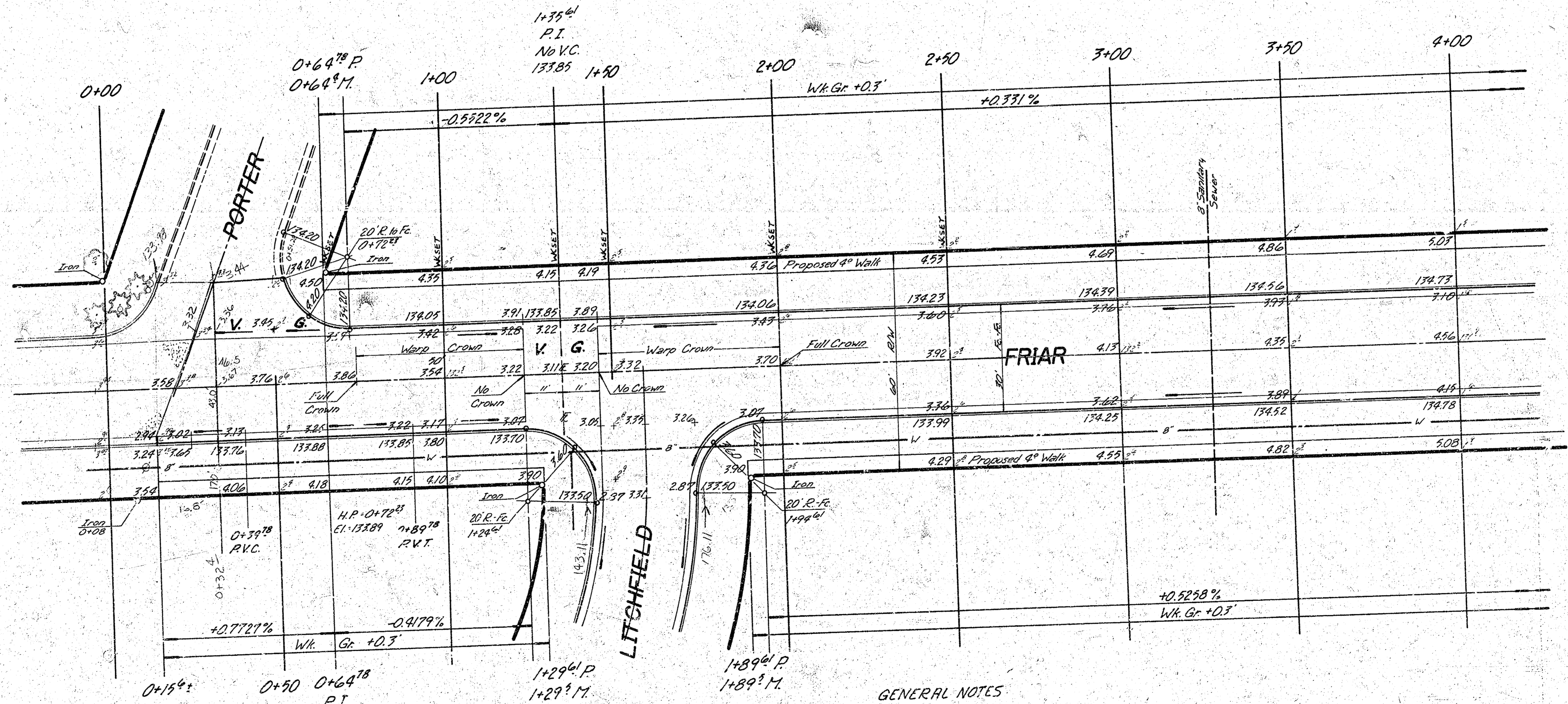
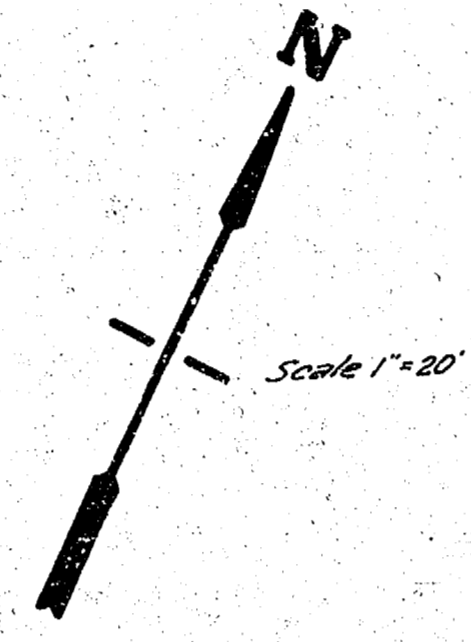
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID DIRECTLY BUT SHALL BE INCLUDED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



CITY OF WICHITA, KANSAS
DEPARTMENT OF PUBLIC WORKS — ENGINEERING
R. W. LINN CITY ENGINEER
DATE _____ PROJ. NO. _____

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B.M. 137.01 'D' East End Return N.E. Corner
 Friar & Woodrow
 @ 15 & Friar Ln



GENERAL NOTES

1. Paving Contractor to Coordinate Construction with Drainage & Sanitary Sewer Contractor
2. Field Engineer to Take Cross-Sections Before Beginning Construction
3. Earthwork Quantities are for Bidding Only. Earthwork Pay Quantities are to be Calculated at Time of Final Estimate.
4. Contractor to Contact Utility Companies for Location of Underground Lines.
5. Flared End Sections to be Paid as L.F. 18" R.C.P.
6. No More than 20' Drives or the Equivalent can be Constructed on this Project.
7. Field Engineer to Return Cross-Section Book to Office Before Beginning Construction.

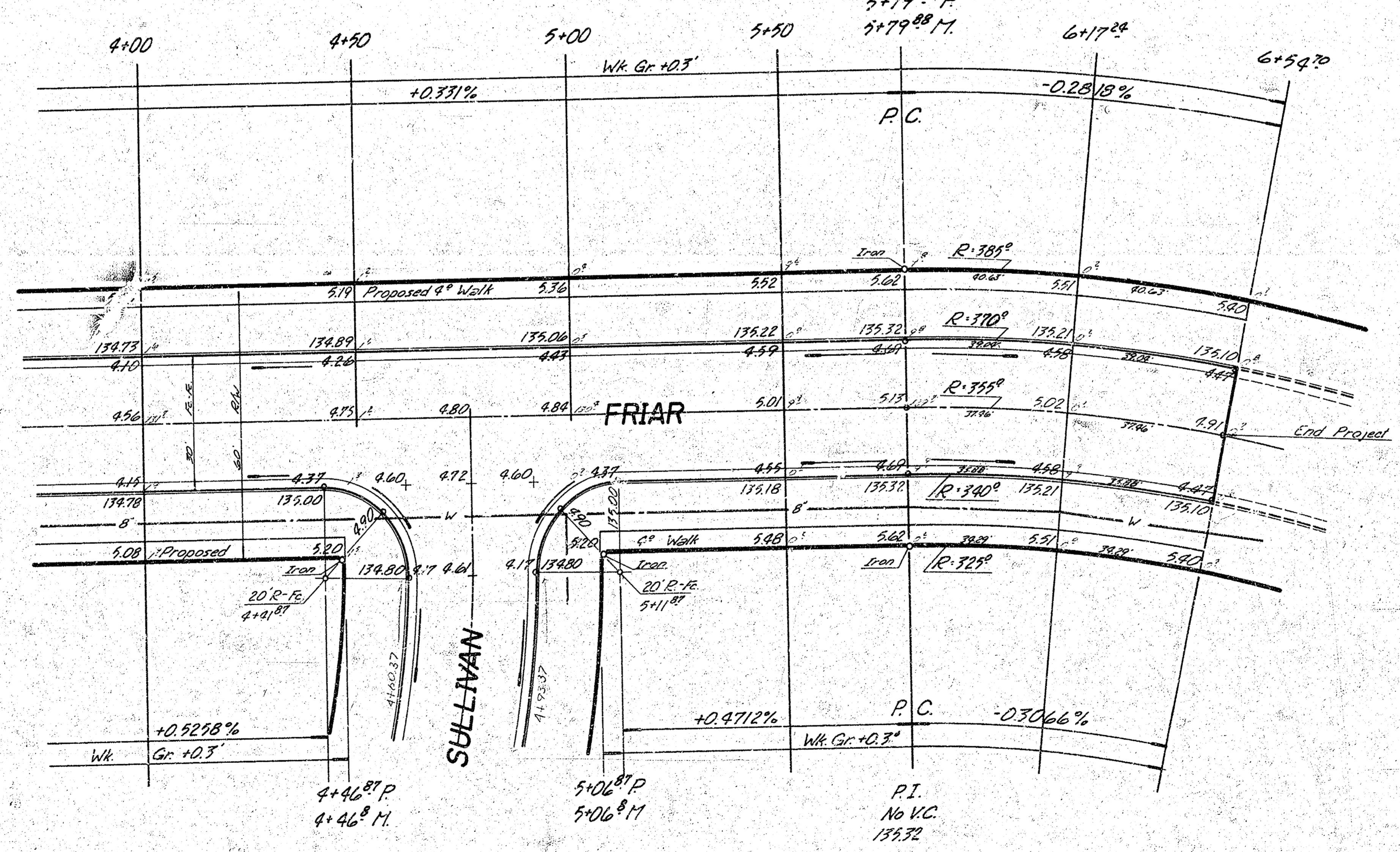
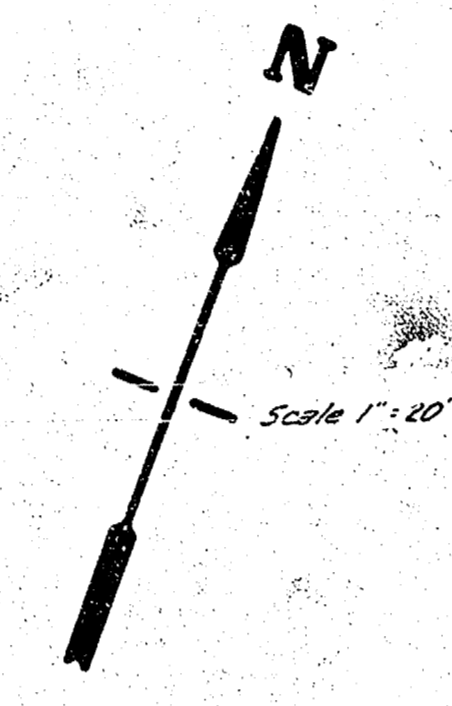
SUB-GRADE
 TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

FRIAR LANE
 W.L. Sherwood Glen 4th Add'n
 E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n
 17

SURVEY REVISIONS
 FIRST
 EXC

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B.M. 133.77 "D" West End Return N.W. Corner
 Friar & Porter N.
 @ 15 E. Friar



△ 12°05'30" = 395.00' L = 74.92' LC = 74.78'

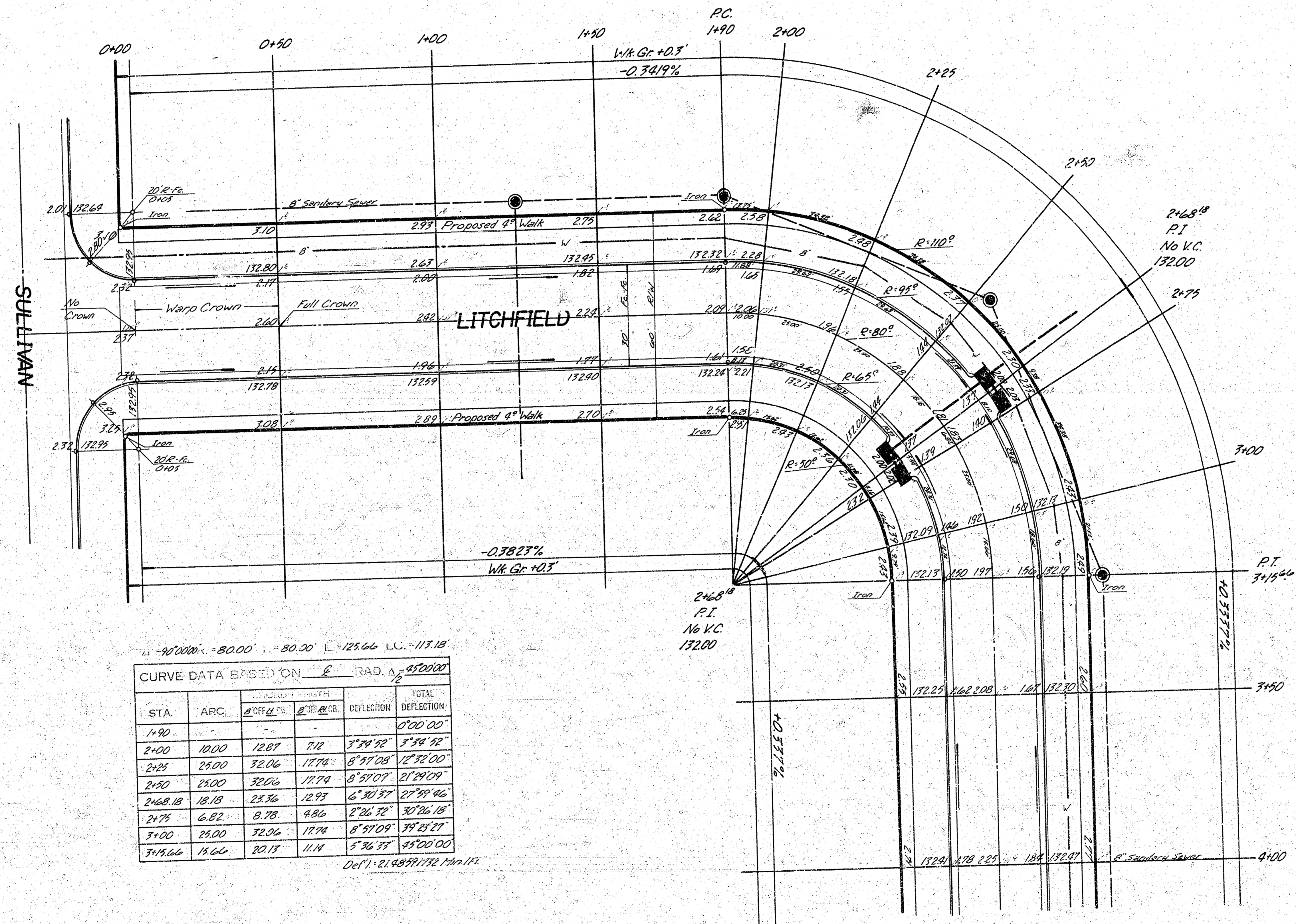
CURVE DATA BASED ON Δ RAD. Δ 6'02"45'					
STA.	ARC.	CHORD	DEFLECTION	CHORD BEHIND	TOTAL DEFLECTION
5+79.78	-	-	-	-	0°00'00"
6+17.24	37.46	39.87	3°01'28"	39.02	3°01'28"
6+54.70	37.46	39.87	3°01'28"	39.02	6°02'56"

Def. 11.980189686 Min. 1/19

FRIAR LANE
 W.L. Sherwood Glen 4th Add'n.
 E.L. Lot 4, Blk 3, Sherwood Glen 4th Add'n.

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B.M. 131.97 R.R. Spike N.S. Power Pole 63' W. &
 38' S of E. Sullivan & 37th St. No.
 @ 15 E. Litchfield



90'00" x 80'00" = 80'00" L = 125.66 LC = 117.18

CURVE DATA BASED ON $\Delta = 95.0000$

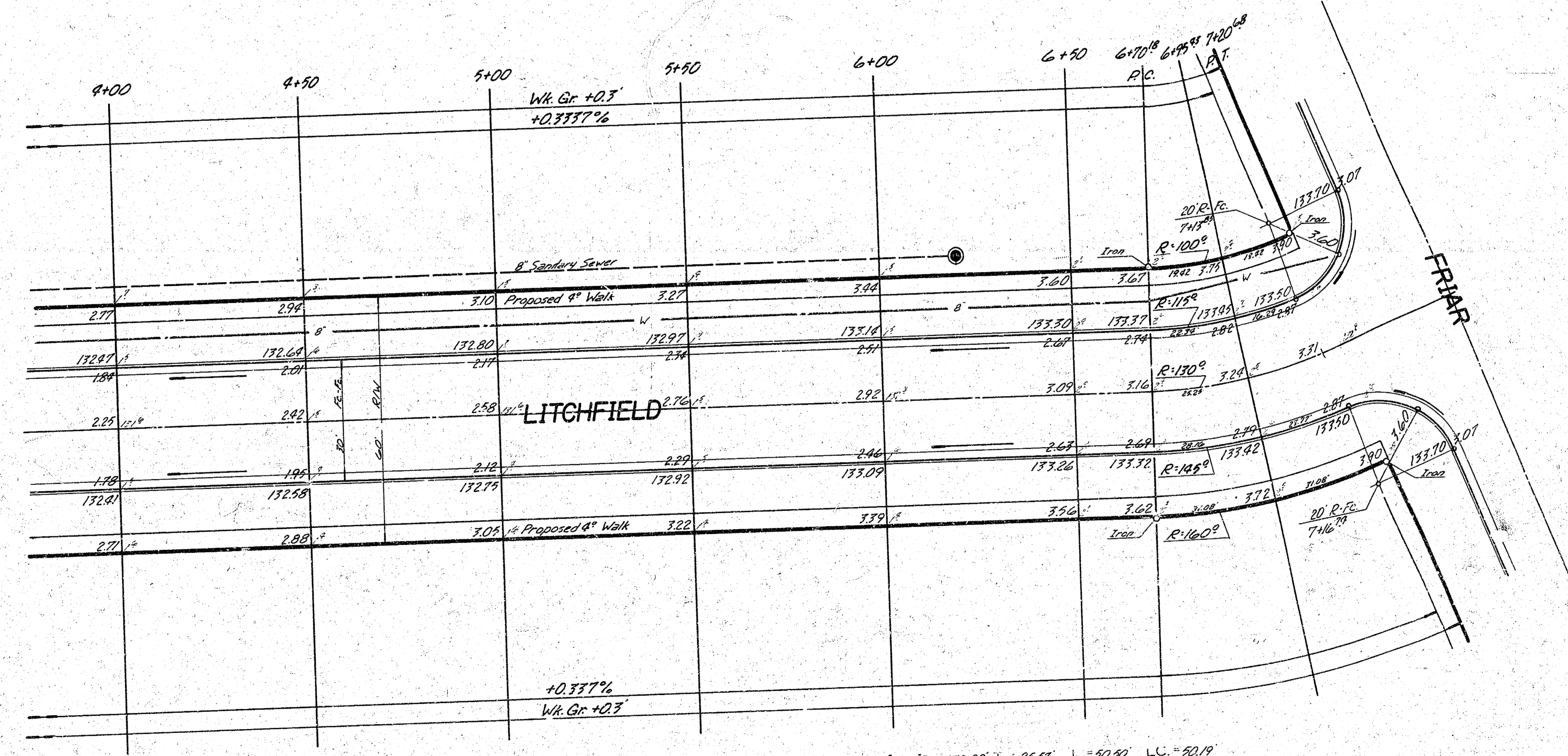
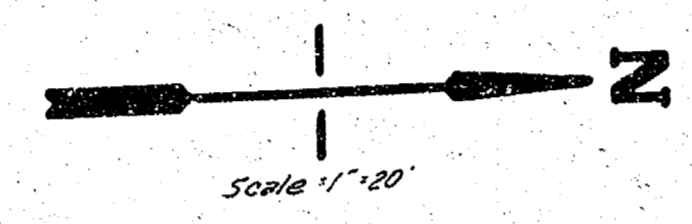
STA.	ARC.	Δ OF CUR.	Δ OF CUR.	DEFLECTION	TOTAL DEFLECTION
1+90	-	-	-	-	0°20'00"
2+00	10.00	12.87	7.12	3°34'52"	3°34'52"
2+25	25.00	32.06	17.74	8°57'09"	12°32'00"
2+50	25.00	32.06	17.74	8°57'09"	21°29'09"
2+68.18	18.18	23.36	12.93	6°30'37"	27°59'46"
2+75	6.82	8.78	4.86	2°26'32"	30°26'18"
3+00	25.00	32.06	17.74	8°57'09"	39°23'27"
3+45.66	15.66	20.17	11.14	5°36'35"	45°00'00"

Def'n. 21.9877172 Hdn. 174

LITCHFIELD
 W.L. Sullivan-S.L. Frrier

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B.M. 133.77 West end Return N.W. Corner
 Friar & Porter North
 @ 15 & Litchfield



$\Delta = 28.30^\circ$, $R = 100.00'$, $T = 25.87'$, $L = 50.90'$, $LC = 50.19'$
 CURVE DATA BASED ON Δ RAD. $\Delta = 11.0145^\circ$

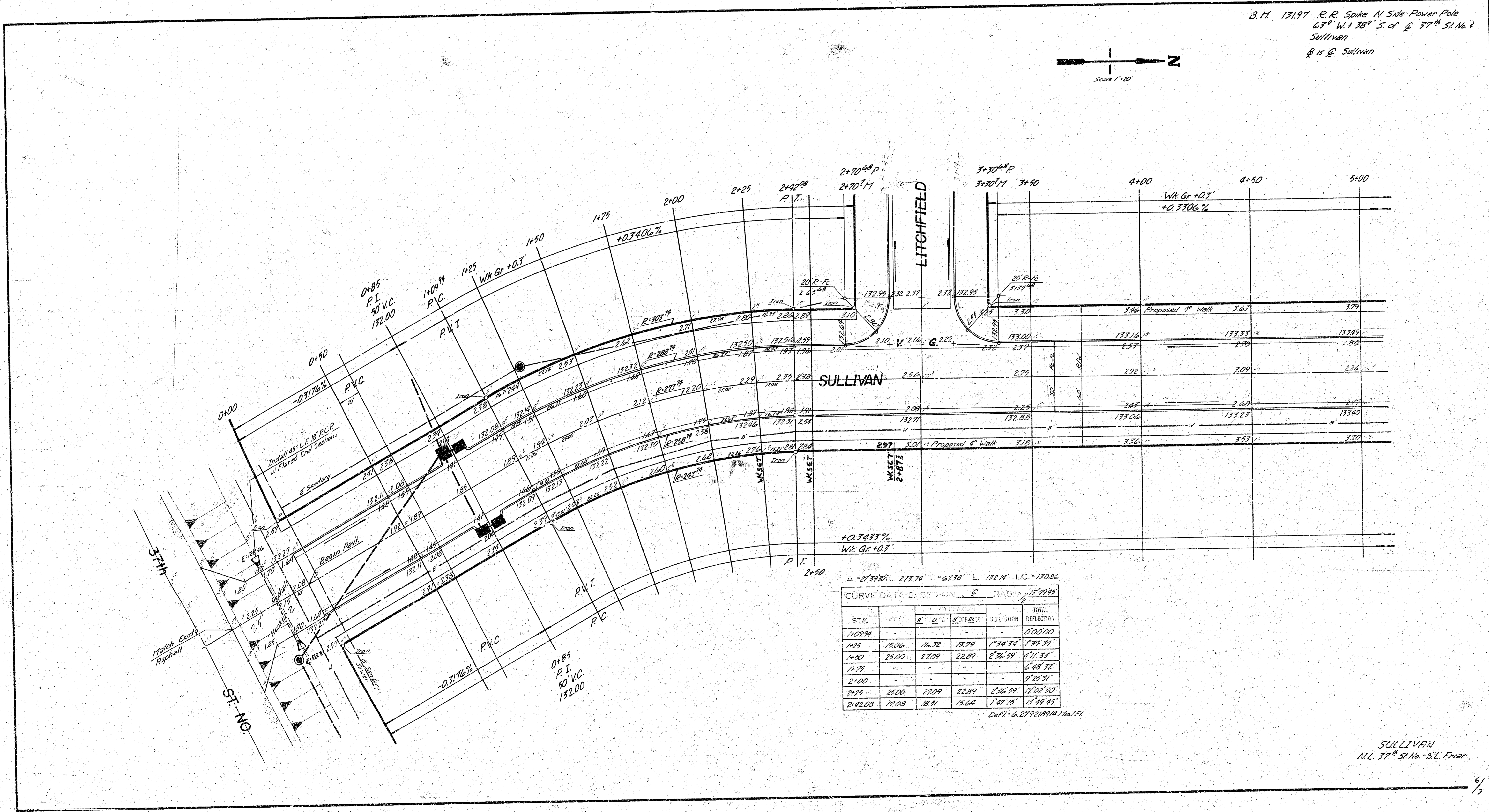
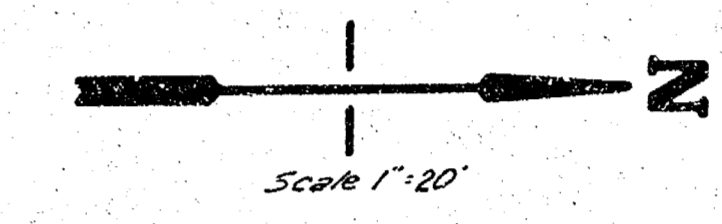
STA.	ARC.	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		CD/RC	CD/PC		
6+70.18	-	-	-	-	0°00'00"
6+94.83	24.23	20.78	29.67	5°33'51"	5°33'51"
7+13.89	18.42	15.15	21.66	8°03'30"	9°37'25"
7+46.74	2.87	2.78	3.90	0°58'12"	10°15'37"
7+22.69	3.94	3.24	4.64	0°52'08"	11°07'45"

Def'l = 15.22810276 Min. 11.71

LITCHFIELD
 W.L. Sullivan - S.L. Friar

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3.17 17197 R.R. Spike N Side Power Pole
 63° W. 138° S. of E 37th St. No. 4
 Sullivan
 E. E. Sullivan



Curve Data Summary:

$L = 217.970'$ $T = 273.74'$ $T' = 67.78'$ $L' = 172.14'$ $LC = 170.86'$

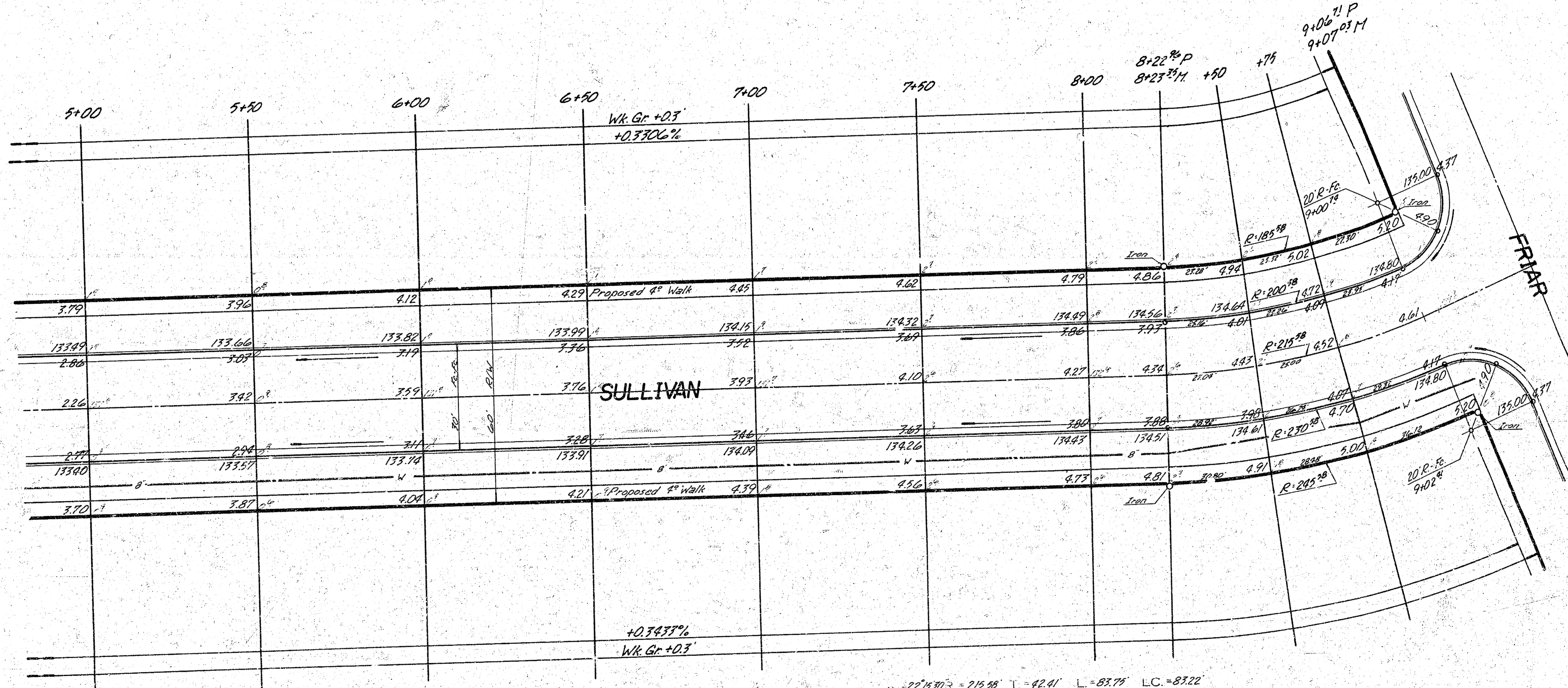
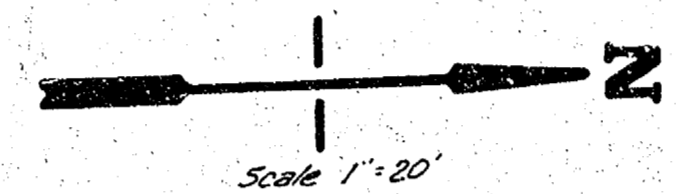
STA.	PC	PT	LC	DEFLECTION	TOTAL DEFLECTION
1099.4	-	-	-	-	000000
1125	15.06	16.92	15.79	1° 54' 34"	1° 54' 34"
1150	25.00	27.09	22.89	2° 36' 59"	4° 31' 33"
1175	-	-	-	-	6° 48' 32"
2+00	-	-	-	-	8° 25' 31"
2+25	25.00	27.09	22.89	2° 36' 59"	12° 02' 30"
2+42.08	17.05	18.91	15.64	1° 47' 15"	13° 49' 45"

Def'n = 6.279218914 Min. 171

SULLIVAN
 N.L. 37th St. No. - S.L. Front

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B.M. 133.71 'B' W. End Return N. W. Corner
 Friar & Porter No
 @ 15 E Sullivan



Δ = 22°50'2" - 215.18' T = 42.41' L = 83.75' LC = 83.22

CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\frac{1}{2}$ 11°01'45"

STA.	APPC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
8+22.96	-	-	-	0°00'00"
8+50	27.05	24.14	22.90	5°35'36"
8+75	25.00	22.32	20.65	5°19'20"
9+00.74	25.74	22.98	22.47	5°25'14"
9+02.41	1.67	1.89	1.89	0°11'18"
9+06.71	4.30	3.84	4.76	0°34'17"

DATA: 1973250698 H.M. 1/7

SULLIVAN
 N. L. 37th St. No. - S.L. Friar

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