FRIAR LN. & GARLAND

E. L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n. – N. L. 37th St. No.

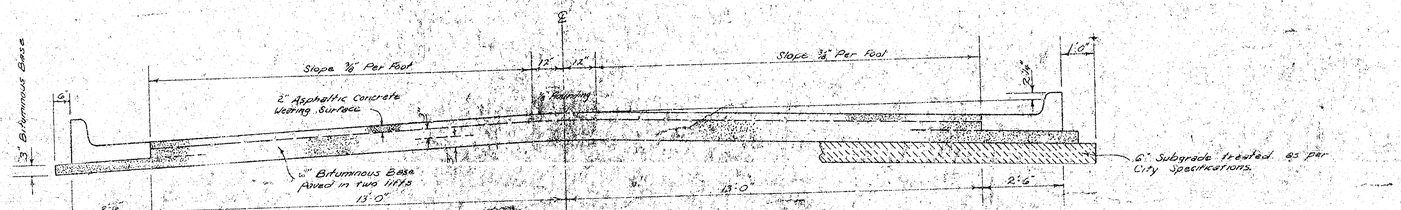
GARLAND

N. L. Friar Ln. – N. L. Sherwood Glen 4th. Add'n.

SOMERSET

N. L. 37th St. No. – S. L. Friar Ln.

472-76-245-80418-000-000-001



TYPICAL SECTION

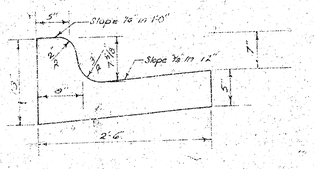
31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

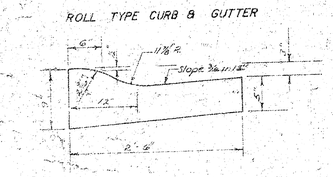
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED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

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 FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

CHRIS J. BREITENSTEIN LICENSED 8206 KANSAS PROFESSIONAL ENGINEER

STEPHEN A. LACKEY LICENSED 7714 KANSAS PROFESSIONAL ENGINEER

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

R. W. LINN CITY ENGINEER

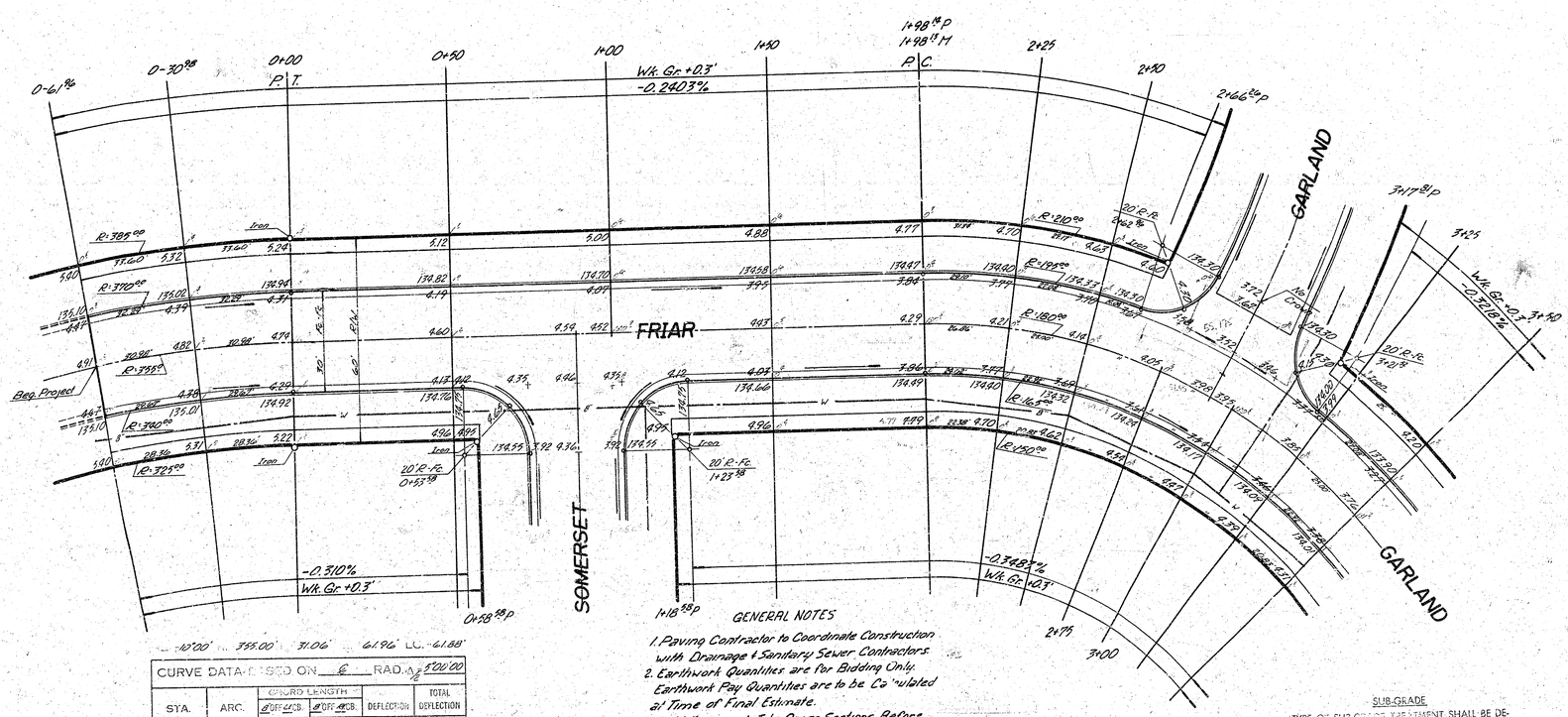
DATE: _____ PROJ. NO.

1/6

B.M. 133.01 'O' E. End Return N.E. Corner
Friar & Woodrow
℄ is ℄ Friar & Garland

N

SCALE 1"=20'



Δ = 90°10' R. = 180.00' T. = 180.92' L. = 283.27' LC. = 254.93'

CURVE DATA BASED ON ℄ RAD. Δ/2 = 45°05'00"

STA.	ARC.	CHORD LENGTH @ OFF ℄'S	CHORD LENGTH @ OFF R.R.	DEFLECTION	TOTAL DEFLECTION
1+98.18	-	-	-	-	0°00'00"
2+25	26.82	30.26	23.41	4°16'30"	4°16'30"
2+50	25.00	28.17	21.79	3°58'08"	8°15'18"
2+62.96	12.96	14.61	11.30	2°03'45"	10°18'59"
2+75	12.04	13.58	10.50	1°54'59"	12°13'58"
3+00	25.00	28.17	21.79	3°58'03"	16°12'41"
3+21.92	21.92	24.26	18.96	3°25'31"	19°38'12"
3+25	3.08	3.92	3.04	0°35'15"	20°11'25"
3+50	25.00	28.17	21.79	3°58'04"	24°10'09"
3+79	-	-	-	-	28°28'53"
4+00	-	-	-	-	32°01'37"
4+25	-	-	-	-	36°06'21"
4+50	-	-	-	-	40°06'05"
4+75	25.00	28.17	21.79	3°58'04"	44°05'49"
4+81.01	6.41	7.23	5.59	1°01'11"	45°06'00"

Def'l = 0.6492896886 Min. / Ft.

CURVE DATA BASED ON ℄ RAD. Δ/2 = 5°00'00"

STA.	ARC.	CHORD LENGTH @ OFF ℄'S	CHORD LENGTH @ OFF R.R.	DEFLECTION	TOTAL DEFLECTION
0-61.96	-	-	-	-	0°00'00"
0-30.98	30.98	32.98'	28.96	2°30'00"	2°30'00"
0+00	30.98	32.98'	28.96	2°30'00"	5°00'00"

Def'l = 0.1889686 Min. / Ft.

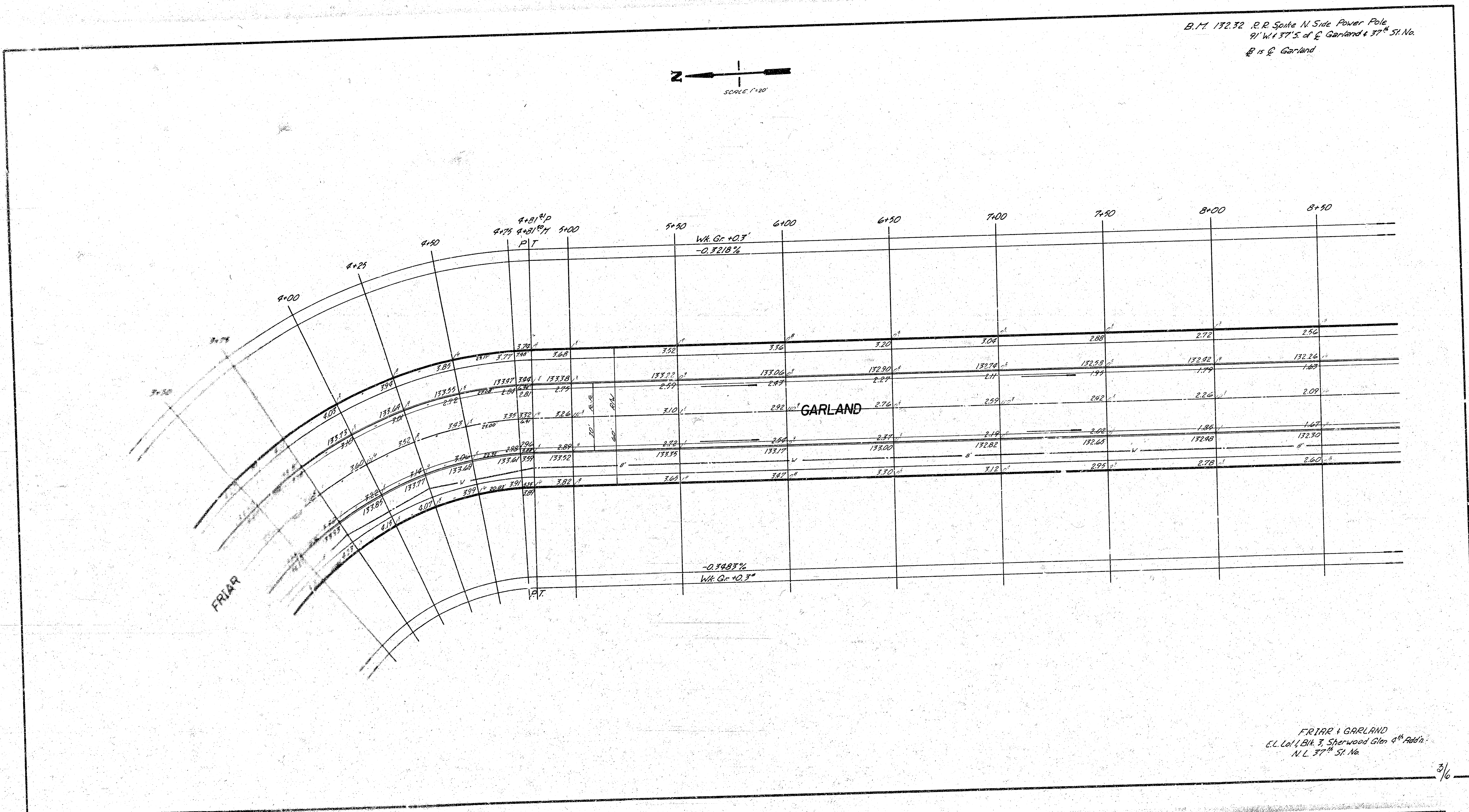
GENERAL NOTES

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

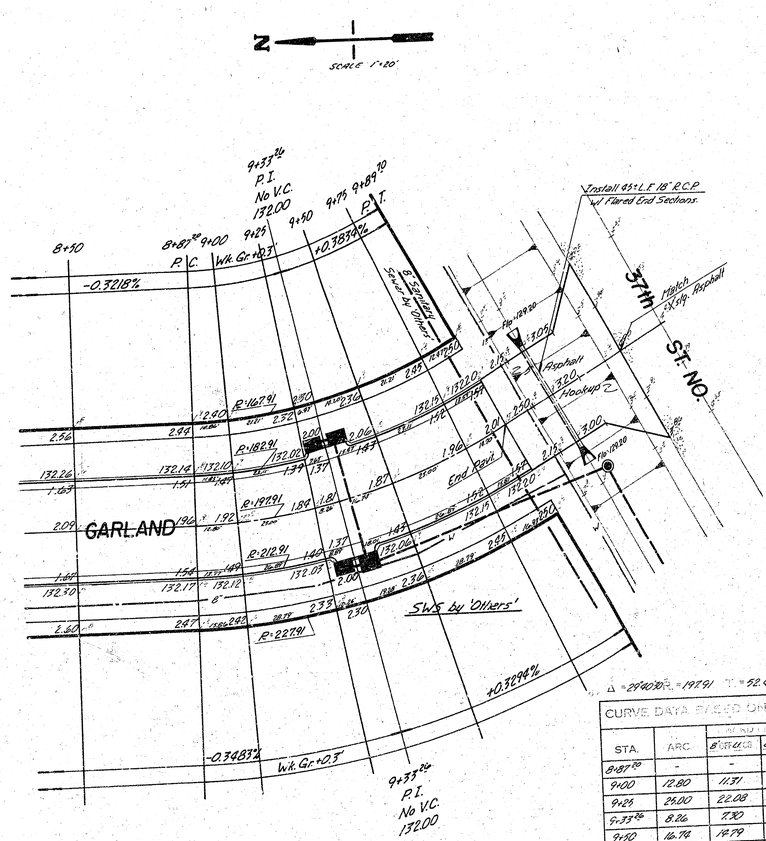
SUB-GRADE

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 & GARLAND
E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.
N.L. 37th St. No. 21/16



B.M. 132.30 R.R. Spike N. Side Power Pole
91' W. & 37' S. of ℄ Garland & 37th St. No.
℄ is ℄ Garland



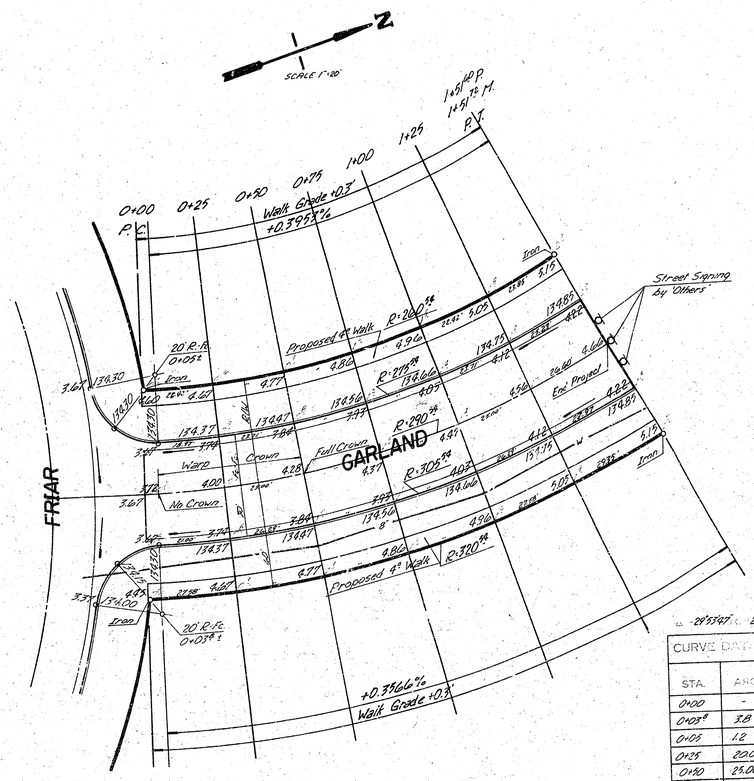
Δ = 29°40'30" R = 197.91 T = 52.63 L = 102.50 L.C. = 101.36

CURVE DATA P.I. ON ℄ RAD. Δ/2 = 14°50'15"

STA.	ARC	CHORD FROM P.C.	CHORD FROM P.T.	DEFLECTION	TOTAL DEFLECTION
8+87.70	-	-	-	-	0°00'00"
9+00	12.30	11.31	14.29	1°41'10"	1°41'10"
9+25	25.00	22.08	27.89	3°37'08"	5°28'18"
9+33.74	8.26	7.30	9.22	1°11'42"	6°40'02"
9+50	16.76	14.79	18.68	2°25'24"	9°05'26"
9+75	25.00	22.08	27.89	3°37'08"	12°42'34"
9+89.70	14.70	12.99	16.40	2°07'41"	14°50'15"

Def'l. = 8.66 = 26.499 Min. I.P.

FRIAR & GARLAND
N.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.
N.L. 37th St. No



Δ = 29°33'47" R = 290.54 T = 75.57 L = 151.60 L.C. = 149.89

CURVE DATA P.I. ON ℄ RAD. Δ/2 = 14°56'53"

STA.	ARC	CHORD FROM P.C.	CHORD FROM P.T.	DEFLECTION	TOTAL DEFLECTION
0+00	-	-	-	-	0°00'00"
0+03.8	3.8	3.50	4.10	0°22'29"	0°22'29"
0+05	1.2	1.11	1.29	0°07'06"	0°29'35"
0+25	20.00	18.41	21.38	1°58'19"	2°27'54"
0+50	25.00	23.01	26.97	2°27'54"	4°55'48"
0+75	-	-	-	2°27'54"	7°23'43"
1+00	-	-	-	2°27'54"	9°51'37"
1+25	25.00	23.01	26.97	2°27'54"	12°19'31"
1+51.40	26.40	24.99	28.70	2°37'22"	14°56'53"

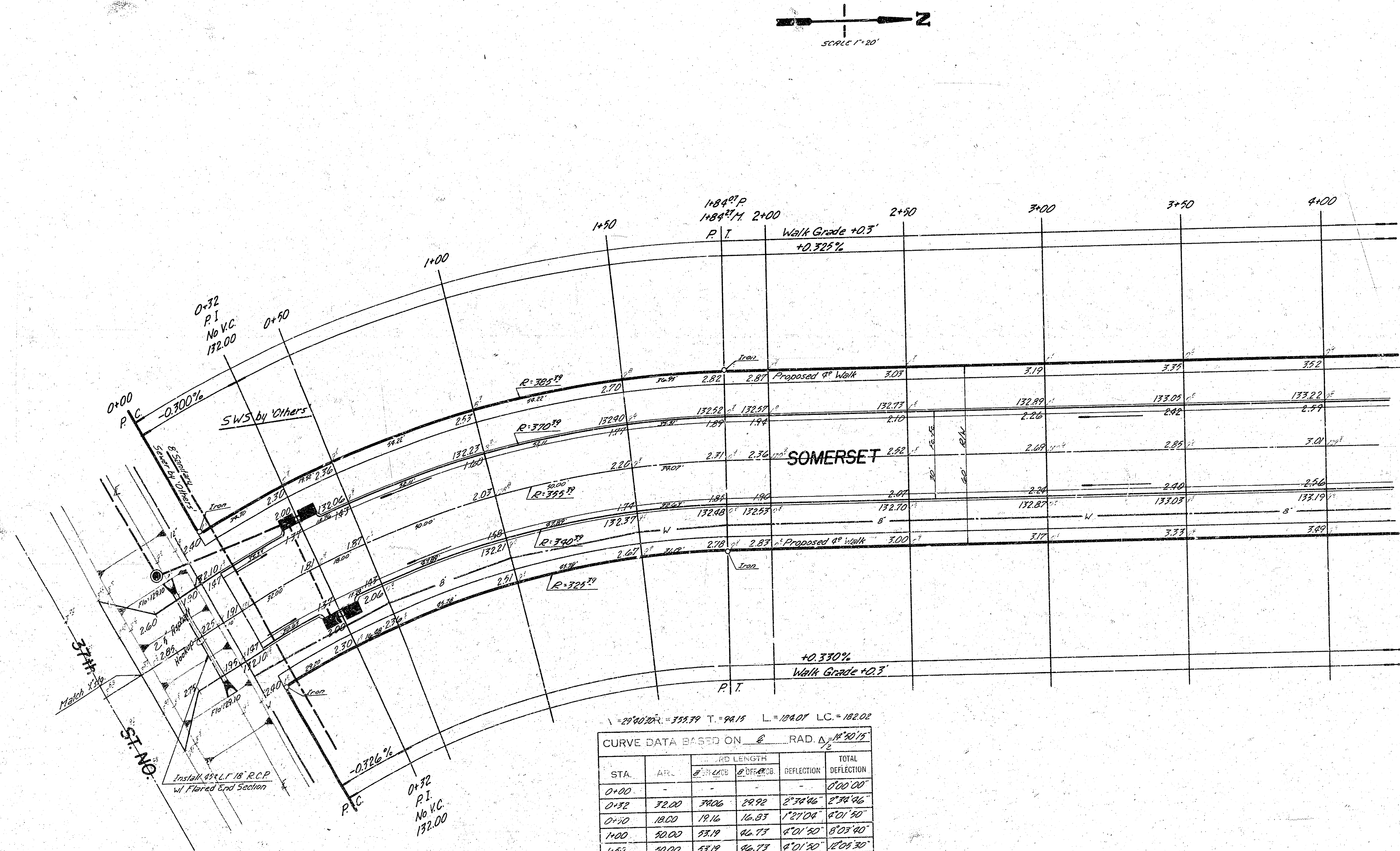
Def'l. = 5.916 = 139.96 Min. I.P.

GARLAND
N.L. Friar - N.L. Sherwood
Glen 4th Addition

4/6

B.M. 132.30 R.R. Spike N.S. Power Pole 91' W. & 37' S. of ℄ Garland & 37th St. No.

℄ is ℄ Somerset



∆ =29°40'30" R.=355.39 T.=94.15 L.=184.07 LC.=182.02

CURVE DATA BASED ON ℄ RAD. Δ/2 = 14°50'15"					
STA.	ARC	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		8' OFF. ℄ CB	8' OFF. ℄ CB.		
0+00	-	-	-	-	0°00'00"
0+32	32.00	34.06	29.92	2°34'46"	2°34'46"
0+50	18.00	19.16	16.83	1°27'04"	4°01'50"
1+00	50.00	53.19	46.73	4°01'50"	8°03'40"
1+50	50.00	53.19	46.73	4°01'50"	12°05'30"
1+84.07	34.07	36.26	31.85	2°44'45"	14°50'15"

Def'l.: 4.836583431 Min./Ft.

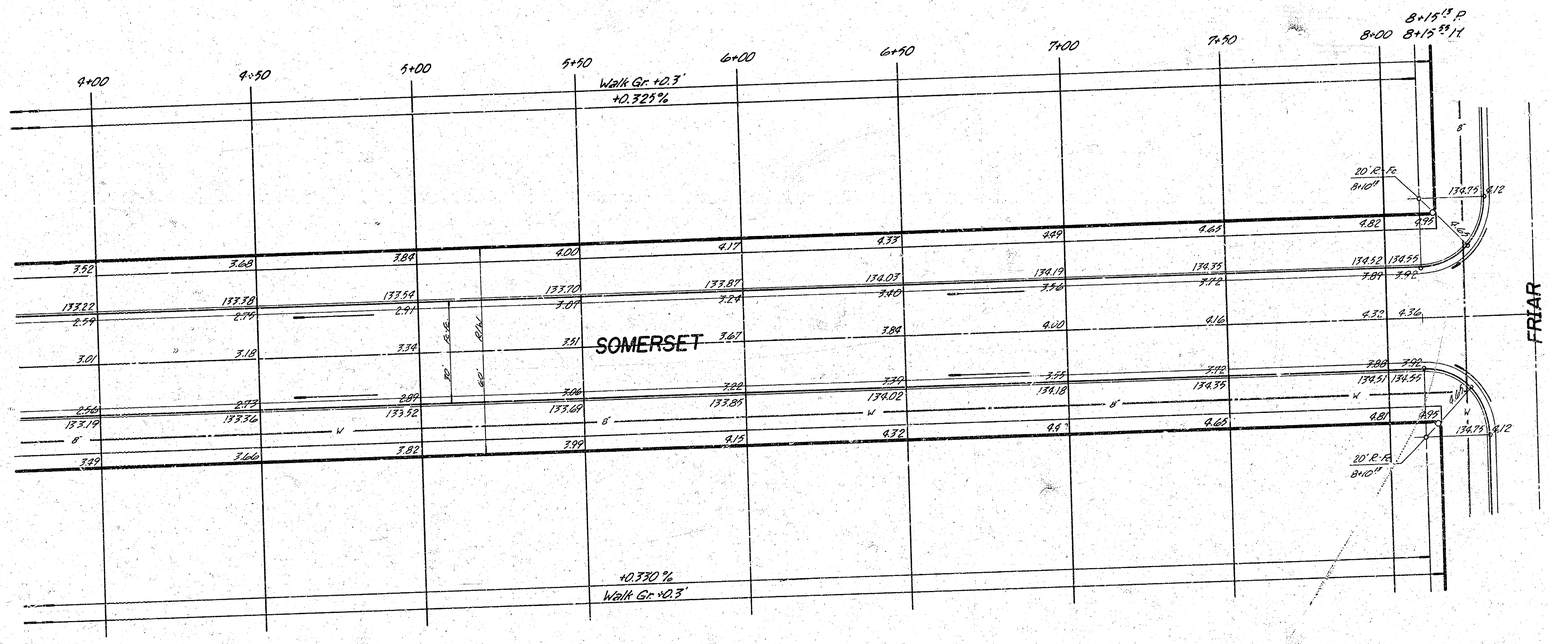
SOMERSET
N.L. 37th St. No.-S.L. FRIAR

B.M. 132.30 R.R. Spike N.S. Power Pole 91' W. & 37' S. of ℄ Garland & 37th St. No.

℄ is ℄ Somerset

N

SCALE 1"=20'



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

6/6