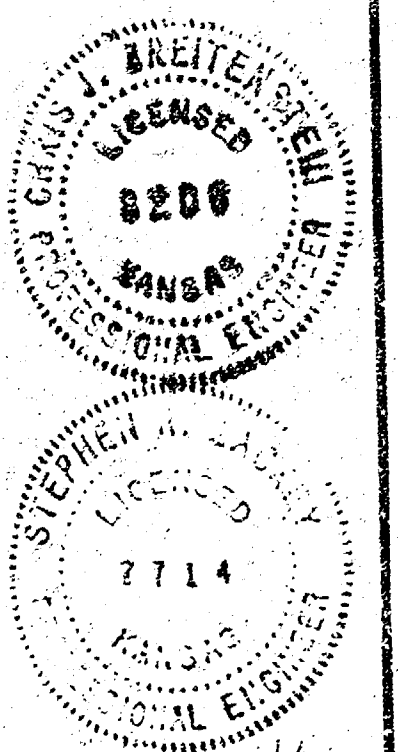
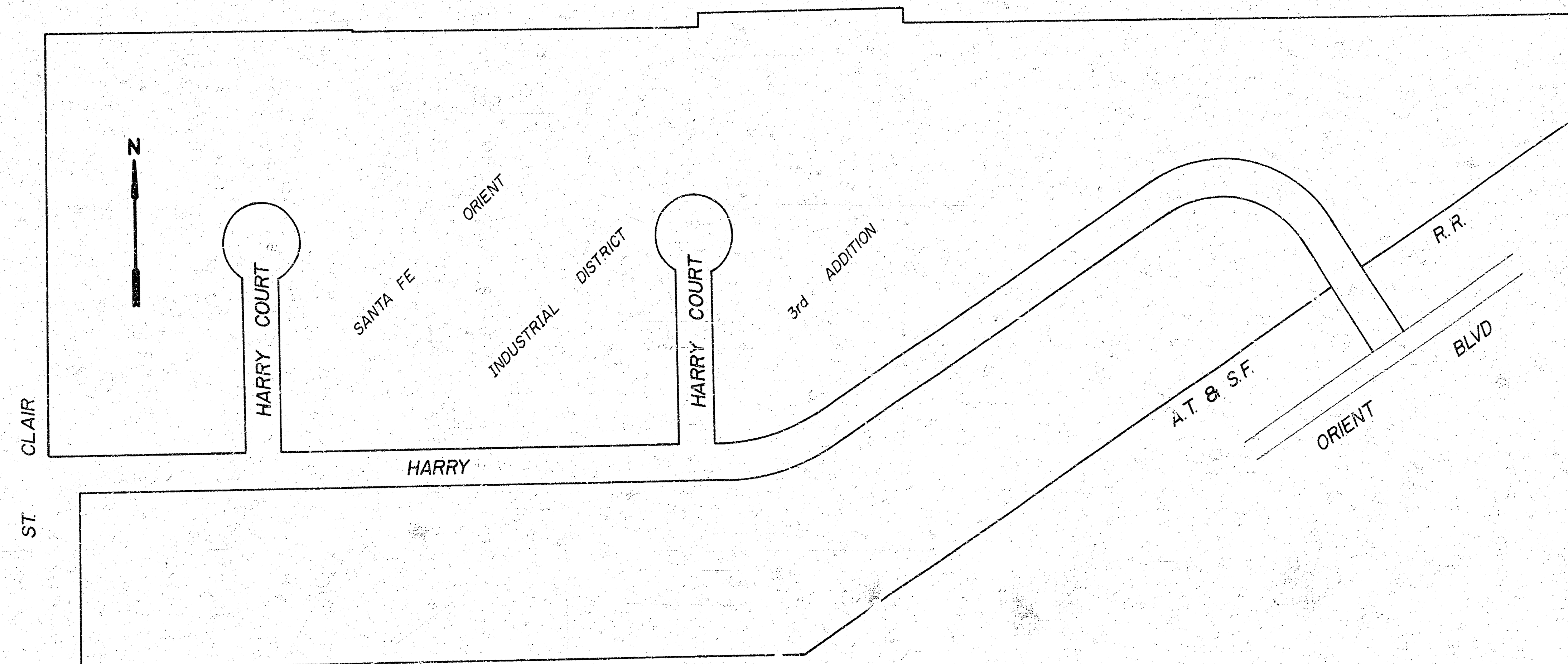


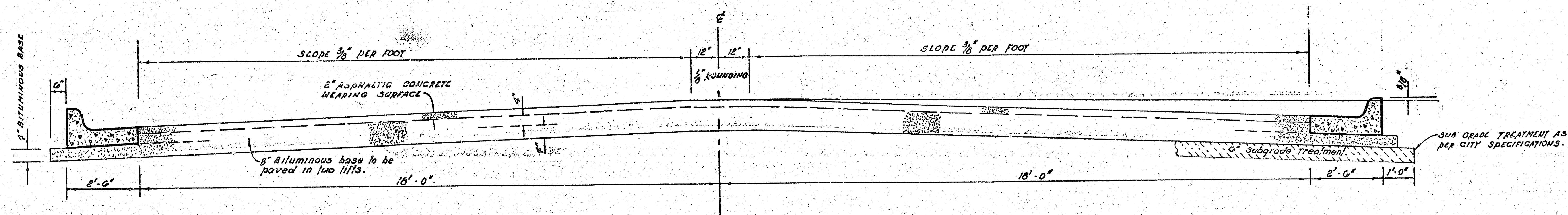
HARRY ST: E. L. St. Clair - N. L. Orient Blvd.
HARRY CT: N. L. Harry to & Including Cul-de-Sac
HARRY CT: N. L. Harry to & Including Cul-de-Sac

CITY of WICHITA, KANSAS
Dept. of Public Works-Eng. Div.
R.W. LINN - City Engineer
472-76-245-80787-000-000-001
Date _____

GENERAL NOTES

1. Paving Contractor to Coordinate Construction with Drainage & Sanitary Sewer Contractor.
2. Contractor to Contact Utilities for Location of Underground Lines.





TYPICAL SECTION

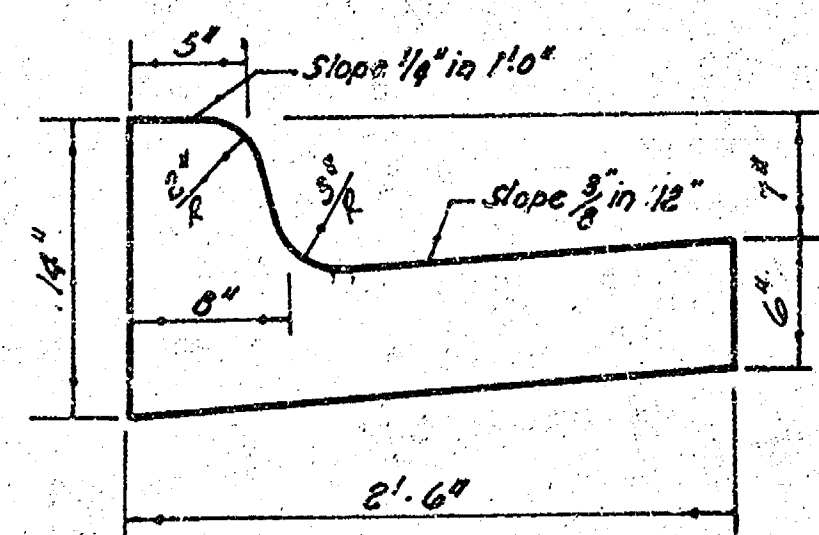
41' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 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.

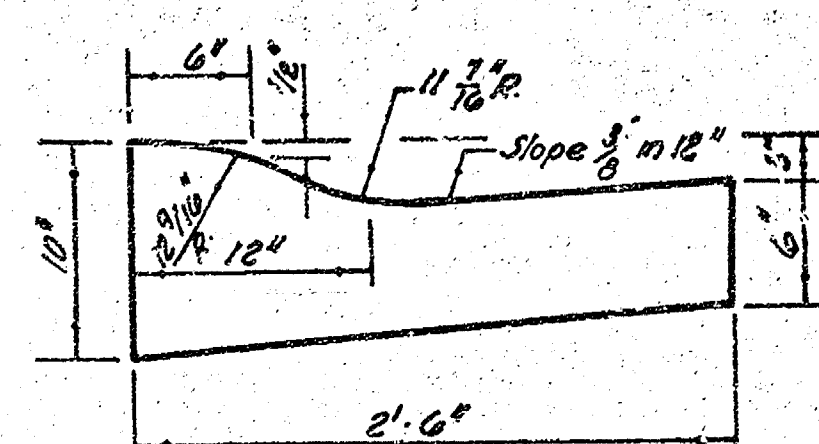
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED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

The A.C. pavement between the curb & gutter shall be paid as 39 yds 10" A.C. pavement (8" Bituminous Base). The Bituminous Base under the curb & gutter shall be paid as 39 yds 4" Bituminous Base.

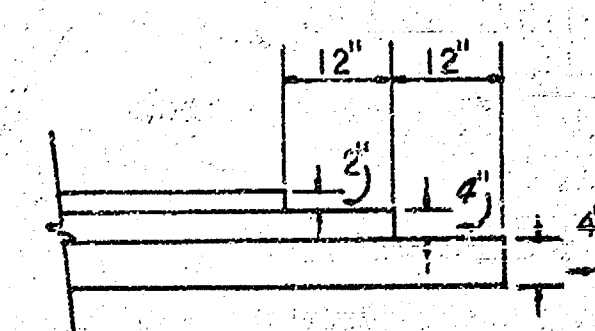
COMBINED CURB & GUTTER



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.

CITY OF WICHITA, KANSAS

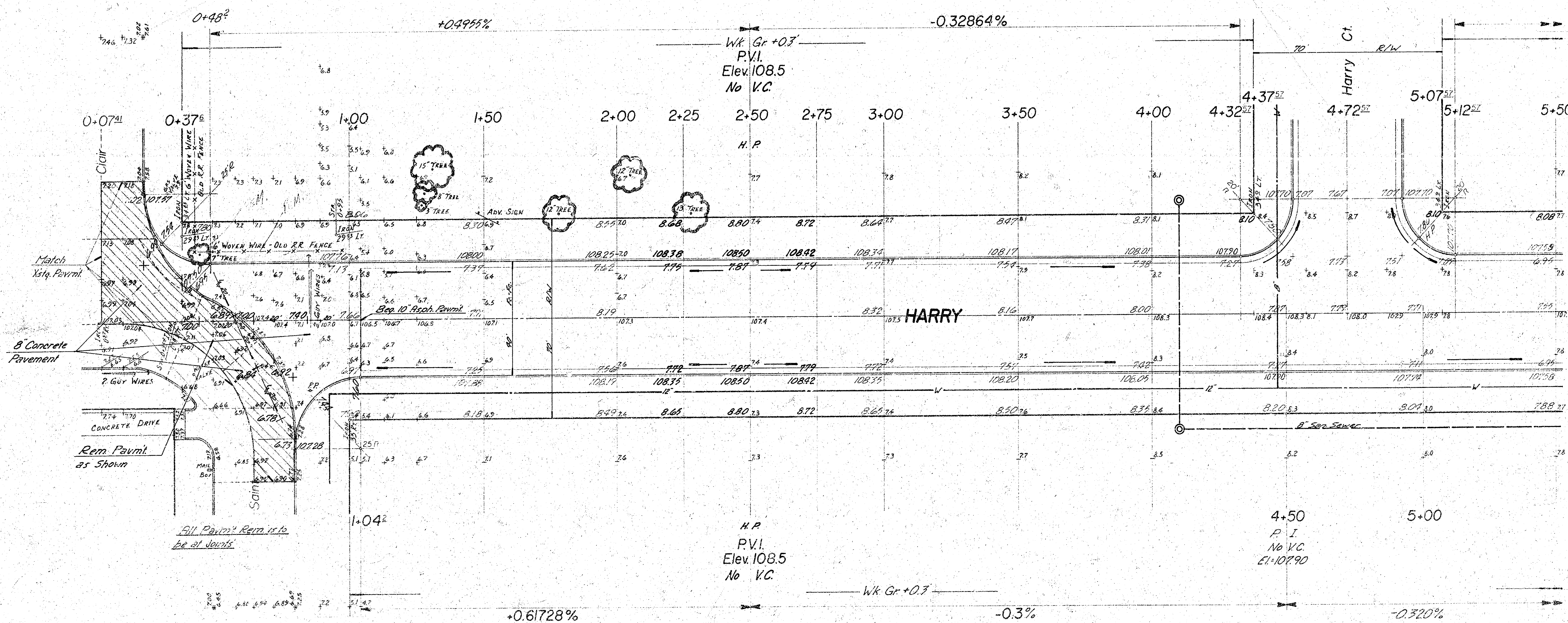
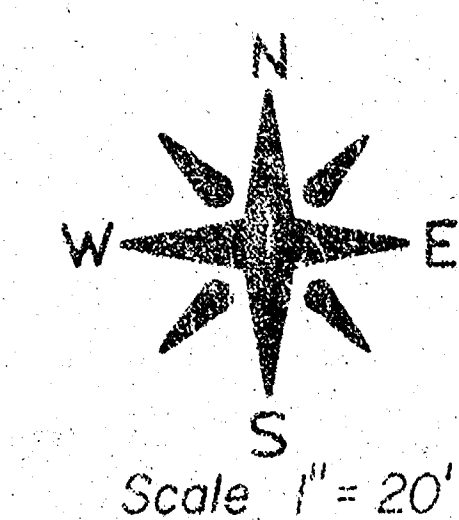
DEPARTMENT of PUBLIC WORKS - Engineering Division.

R. W. LINN CITY ENGINEER

DATE Proj No.

Baseline Is Center Of Harry

BM 106.74 Std. Harry-Meridian, 24' N & 34' W Of Centerline Both.
 BM 107.13 "a" S-Cb. Harry 29'± West Of WL. St. Clair North.
 BM 104.56 "a" S-Cb. Orient At E.L. Of Millwood.
 BM 106.40 SW Cor. Bait. Conc. Step At SW Cor. Church 1302 West Harry. West Harry Street Church Of God.
 BM 103.88 "a" Top N-Cb. Harry 2.5' West Of E.L. Dodge.
 BM 103.106 Std. Harry-Seneca, 20.4' N & 36.7' W Of Centerline Both.

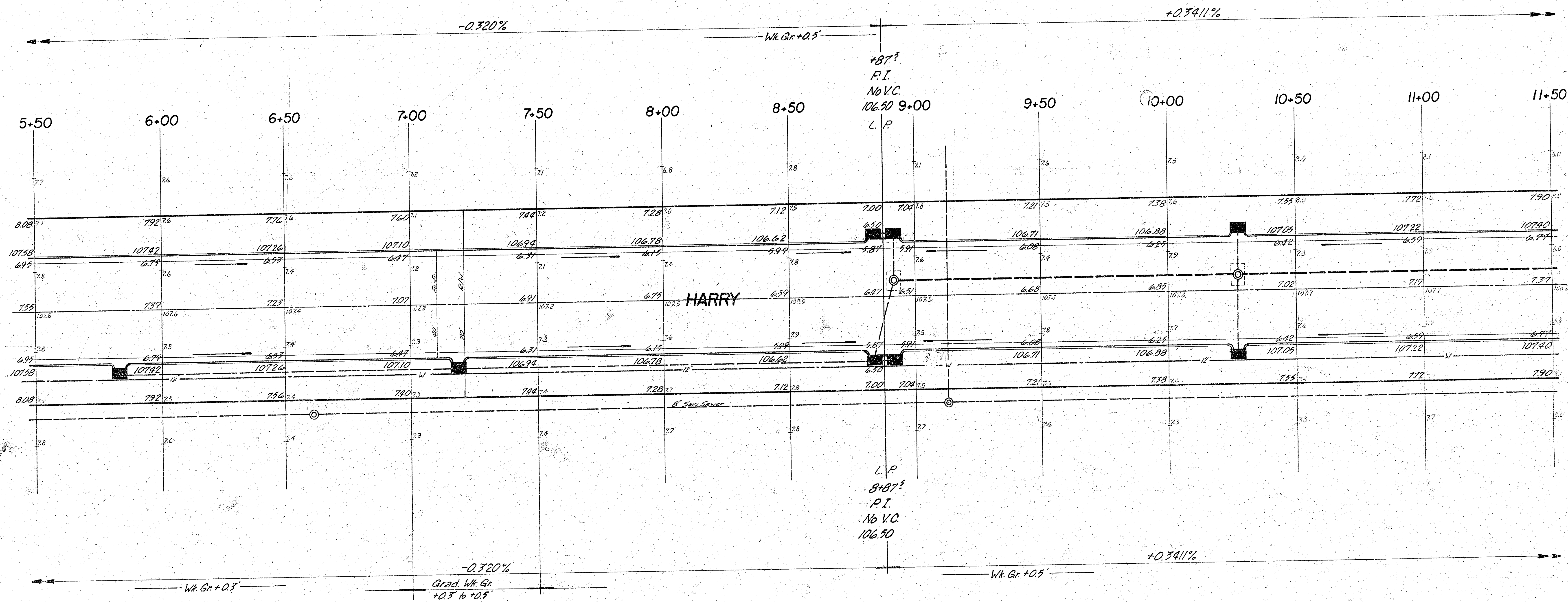
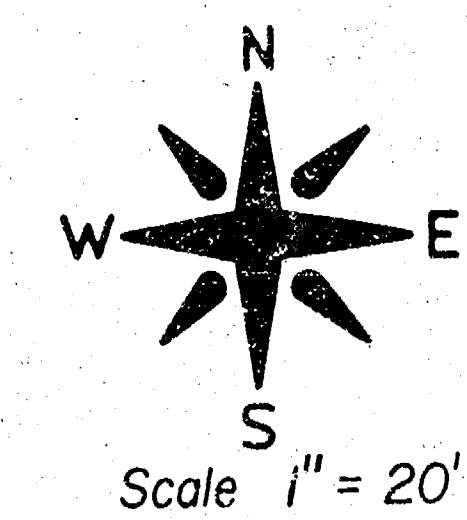


EARTHWORK		
	Property	CH
Excavation	11,497.2	22.2
+10%	1149.7	2.2
Total	12,646.9 C.Y.	24.3
Compacted Fill	28.2	0.0
+10%	2.8	0.0
Total	31.0	0.0 C.Y.

HARRY
St. Clair - Orient Blvd

Survey D. Krueg, B.E. DLK 360
 Plan E. Howell
 L.C. E. Howell
 Checked

B.M. 107.13 'D' 5'-08" on Harry 29' West of
 W.L. St Clair No.
 @ 15' Harry



HARRY ST
 St Clair - Orient Blvd.

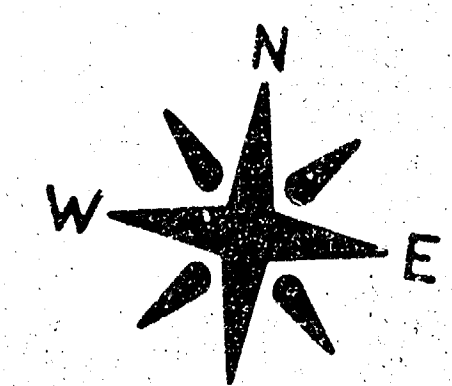
4/ 4/21
 10

Δ = 32.41° DR = 416.78 T = 122.24 L = 237.81 LC = 236.59

CURVE DATA BASED ON $E = \frac{1}{16}$ RAD. $N = 16.2045$

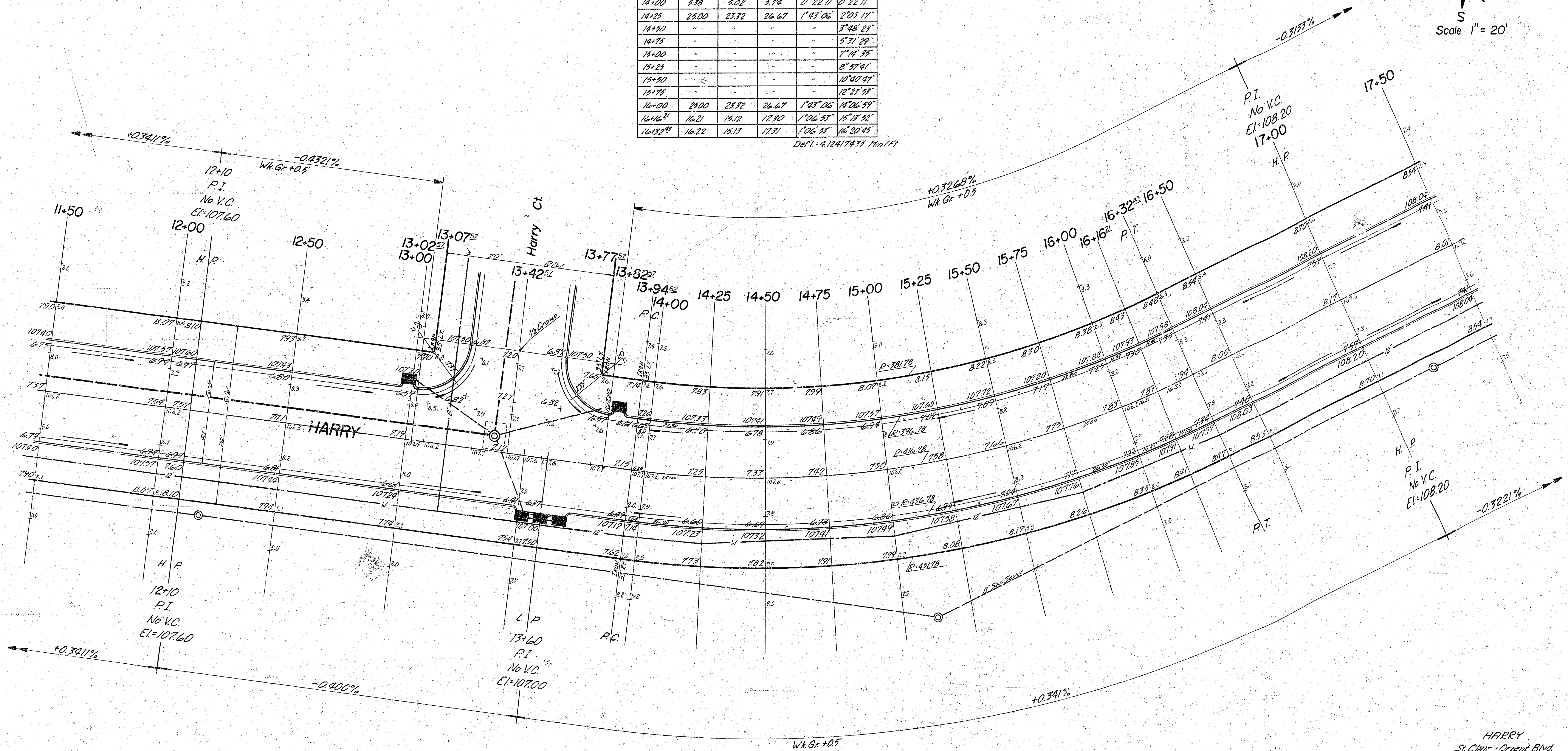
STA.	ARC	CHORD	CHORD	DEFLECTION	TOTAL DEFLECTION
13+94.02	-	-	-	-	0°00'00"
14+00	5.38	5.02	5.74	0°22'11"	0°22'11"
14+25	23.00	23.32	26.67	1°43'06"	2°05'17"
14+50	"	"	"	"	3°48'23"
14+75	"	"	"	"	5°31'29"
15+00	"	"	"	"	7°18'35"
15+25	"	"	"	"	9°07'41"
15+50	"	"	"	"	10°50'47"
15+75	"	"	"	"	12°27'53"
16+00	23.00	23.32	26.67	1°43'06"	14°10'59"
16+25	16.21	15.12	17.30	1°06'35"	15°17'34"
16+50	16.22	15.13	17.31	1°06'35"	16°24'09"

Def'l = 4.12417433 Min/172



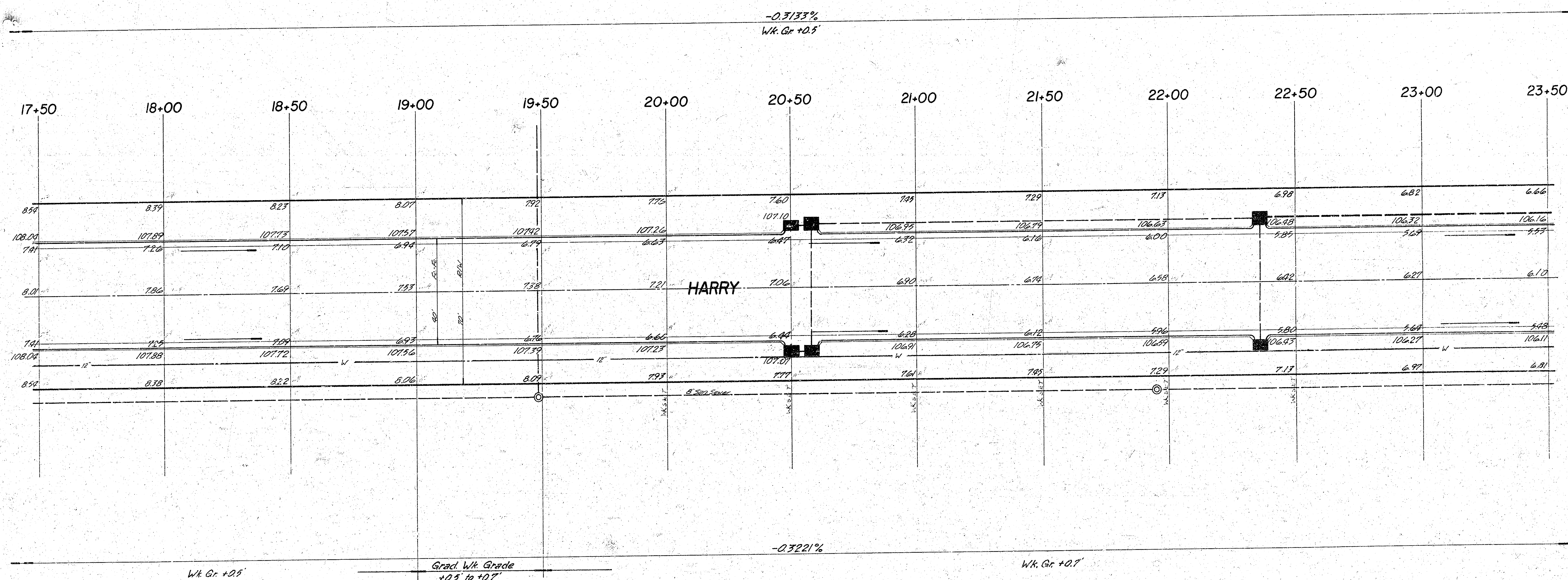
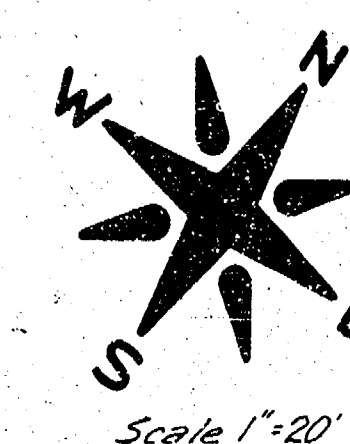
Scale 1" = 20'

SURVEY D.L. KING, B.S. D.L.K. 560
PLAN, P.E. GOWELL
E.C. P.E. GOWELL
CHECKED

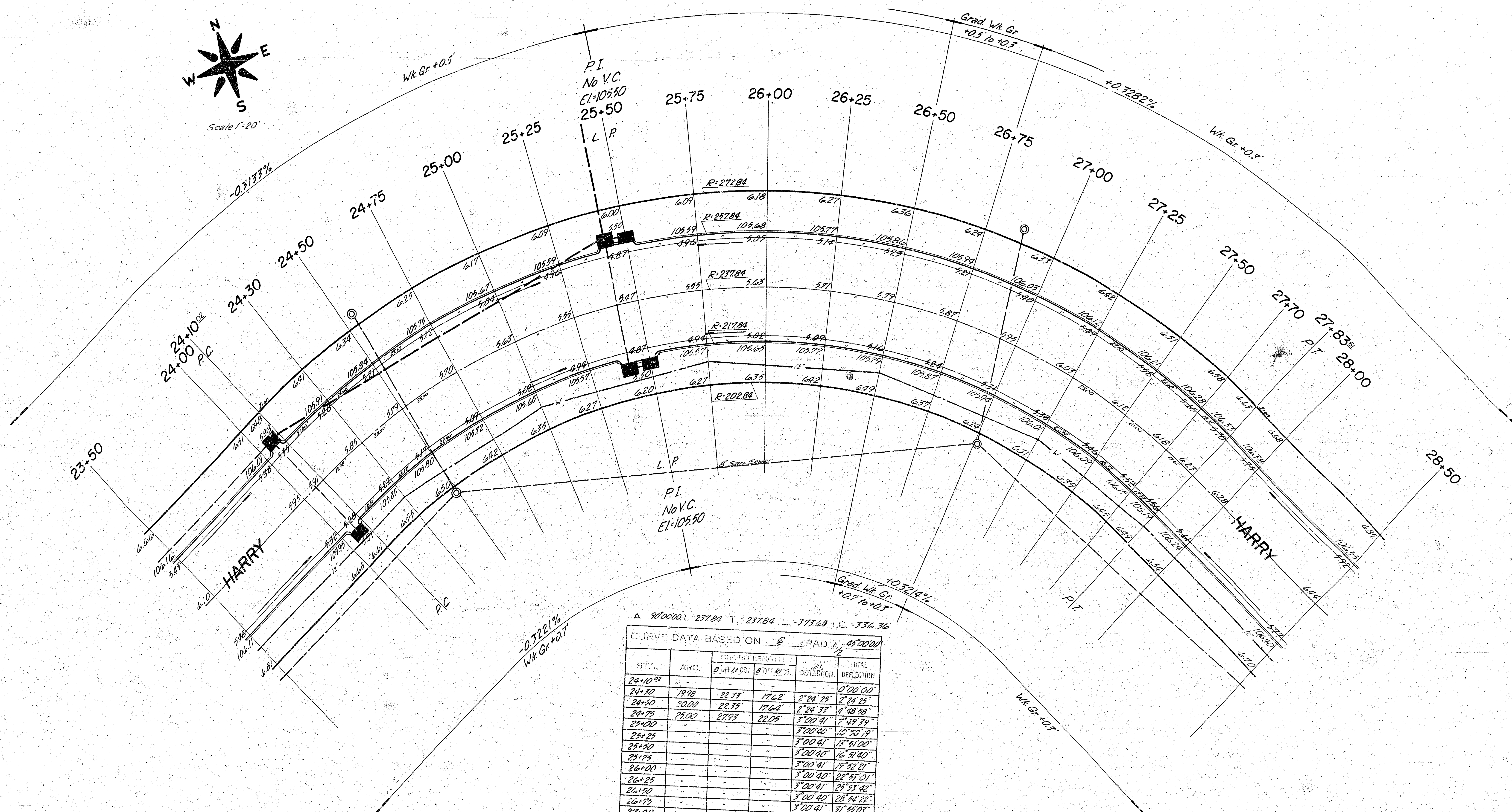
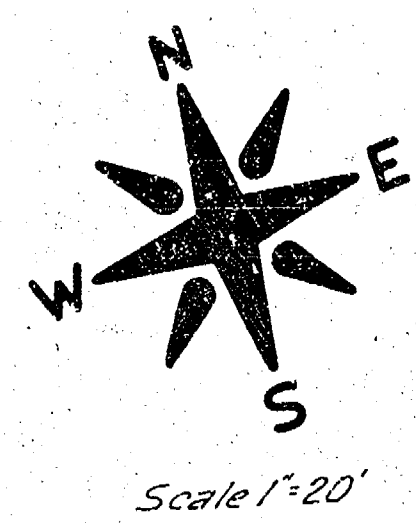


HARRY
St. Clair - Orient Blvd

B.M. 10436 'D' S-Ob. on Orient at E.L. Millwood
 @ is @ Harry



HARRY
 St Clair - Orient Blvd.



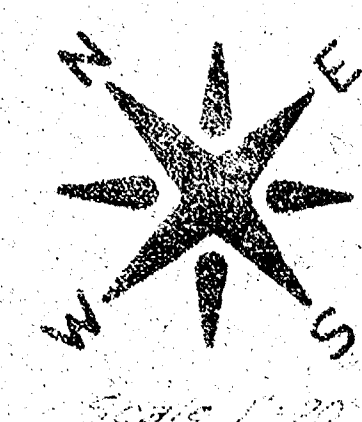
Δ 900000: 271.84 T: 271.84 L: 375.60 LC: 336.76

CURVE DATA BASED ON $\frac{1}{4}$ RAD. Δ 45°00'00"

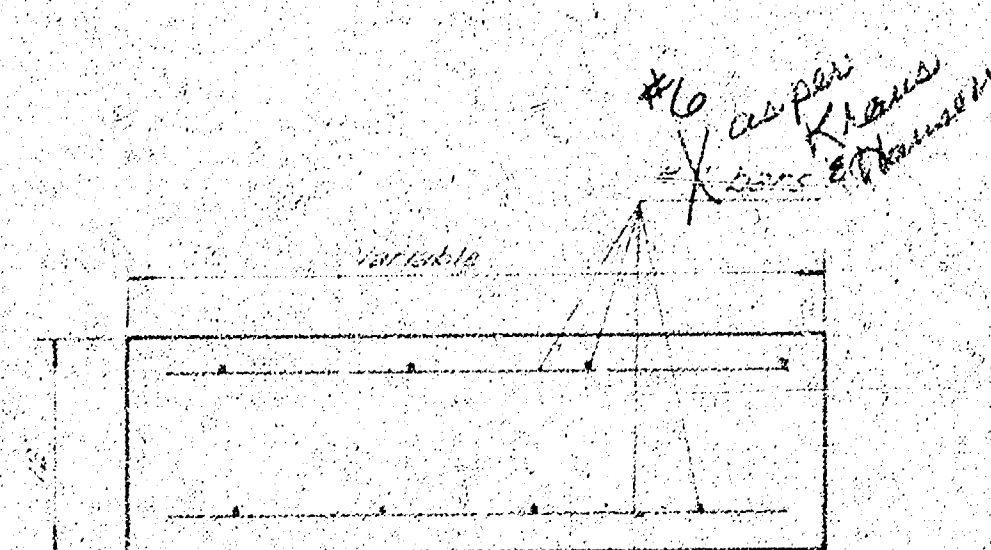
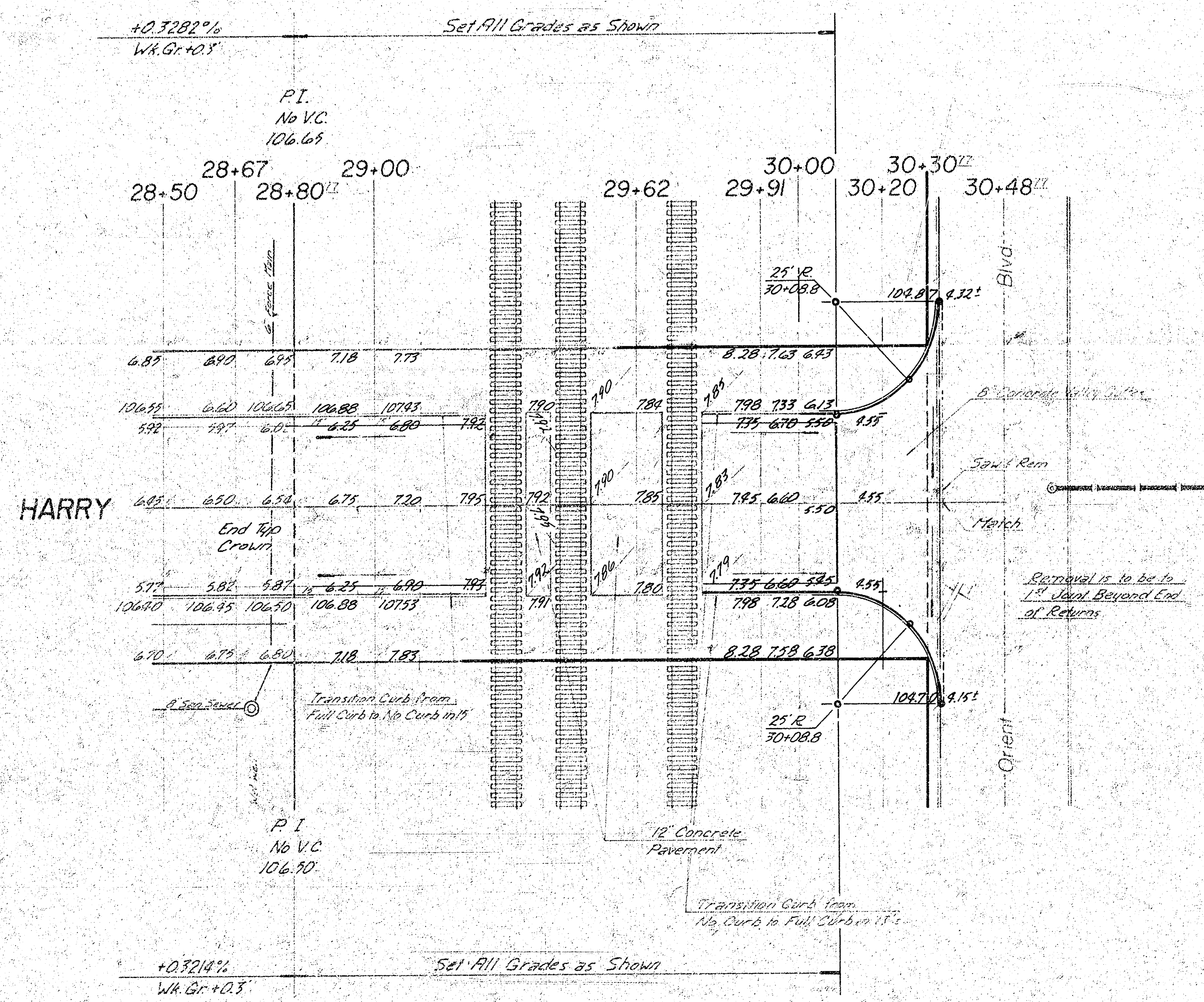
STA.	ARC.	CHORD LENGTH	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
24+00	19.78	22.33	17°42'35"	2°24'25"	0°00'00"
24+20	39.56	44.66	17°42'35"	4°48'50"	2°24'25"
24+40	59.34	66.99	17°42'35"	7°13'15"	4°48'50"
24+60	79.12	89.32	17°42'35"	9°37'40"	7°13'15"
24+80	98.90	111.65	17°42'35"	12°02'05"	9°37'40"
25+00	118.68	133.98	17°42'35"	14°26'30"	12°02'05"
25+20	138.46	156.31	17°42'35"	16°50'55"	14°26'30"
25+40	158.24	178.64	17°42'35"	19°15'20"	16°50'55"
25+60	178.02	200.97	17°42'35"	21°39'45"	19°15'20"
25+80	197.80	223.30	17°42'35"	24°04'10"	21°39'45"
26+00	217.58	245.63	17°42'35"	26°28'35"	24°04'10"
26+20	237.36	267.96	17°42'35"	28°53'00"	26°28'35"
26+40	257.14	290.29	17°42'35"	31°17'25"	28°53'00"
26+60	276.92	312.62	17°42'35"	33°41'50"	31°17'25"
26+80	296.70	334.95	17°42'35"	36°06'15"	33°41'50"
27+00	316.48	357.28	17°42'35"	38°30'40"	36°06'15"
27+20	336.26	379.61	17°42'35"	40°55'05"	38°30'40"
27+40	356.04	401.94	17°42'35"	43°19'30"	40°55'05"
27+60	375.82	424.27	17°42'35"	45°43'55"	43°19'30"
27+80	395.60	446.60	17°42'35"	48°08'20"	45°43'55"
28+00	415.38	468.93	17°42'35"	50°32'45"	48°08'20"
28+20	435.16	491.26	17°42'35"	52°57'10"	50°32'45"
28+40	454.94	513.59	17°42'35"	55°21'35"	52°57'10"
28+50	468.72	527.37	17°42'35"	56°45'55"	55°21'35"

Def: 7227019579 Hnd/Ft

HARRY
St. Clair-Orient Blvd

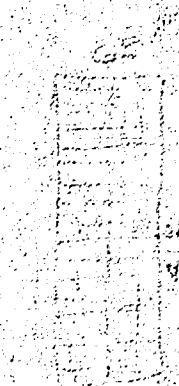


Scale 1"=20'



Steel Pattern for 12" Concrete Slab
(No Scale)

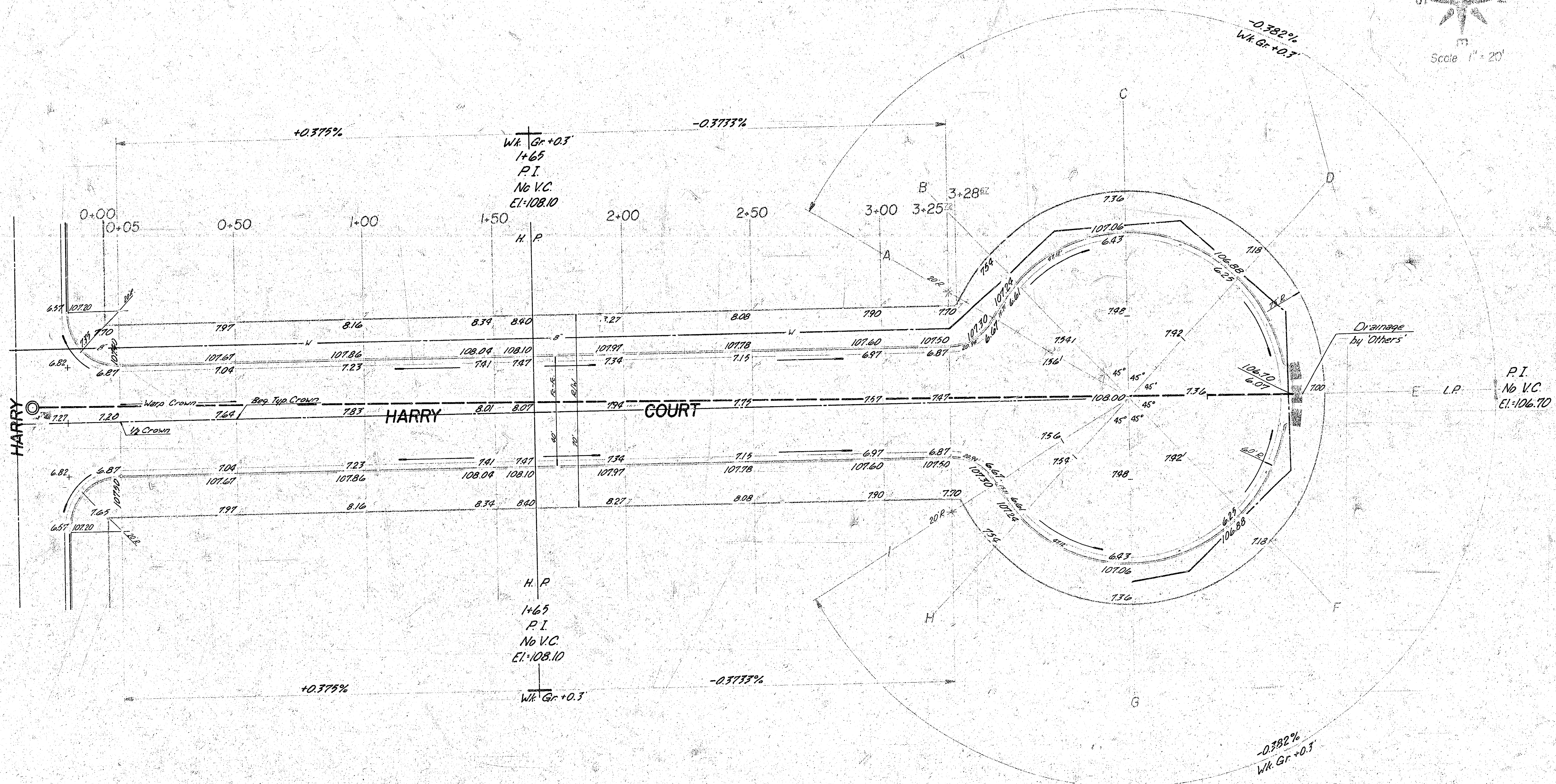
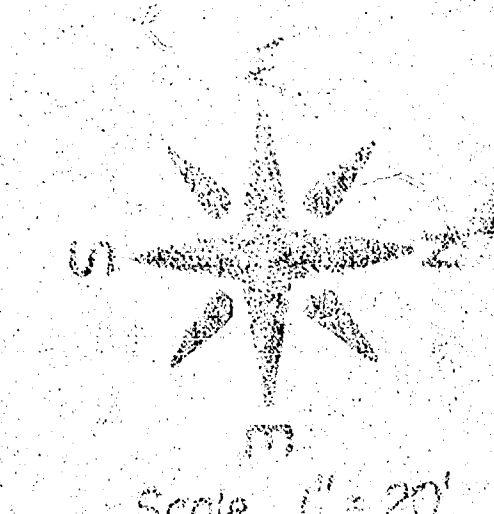
* 16 bars on 16" Centers. Diff. Prod. Centers 16" & Bottom. Bars to have a Minimum of 3' Cover.



16 x 16" = 400 LBS
3 x 40"

16 x 16" = 400 LBS
16 x 32" x 2 = 840 LBS
16 x 40" = 1120 LBS

Pavement in R.P. R.W. is to be 12" and Synthetic Crossing is to be 12" Pavement to be 12" Crossing.
12" Concrete Pavement is to be Built First for 12" Local Beyond End of Return.
12" Concrete (16 Sack) Excavation is to be incidental to Cost of Concrete.



Harry Court
(Lots 5-8)