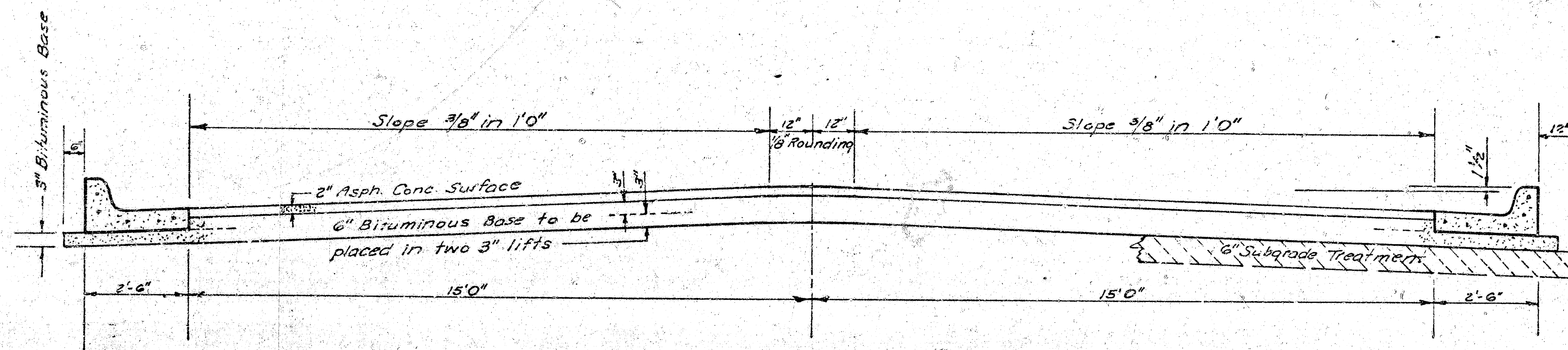


NANTUCKET
S.L. THURMAN TO W.L. TYLER ROAD



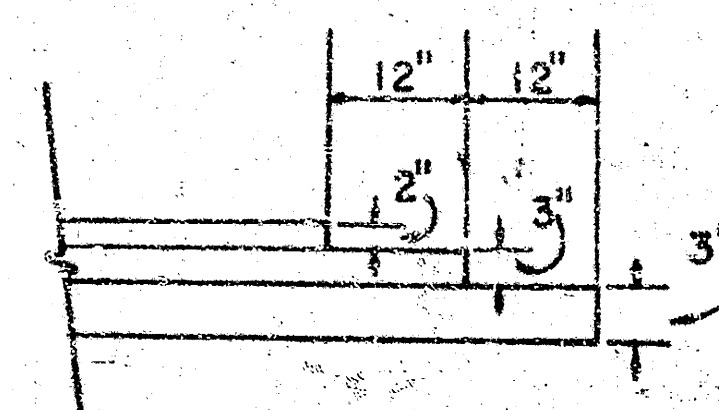
TYPICAL SECTION

35' 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 PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

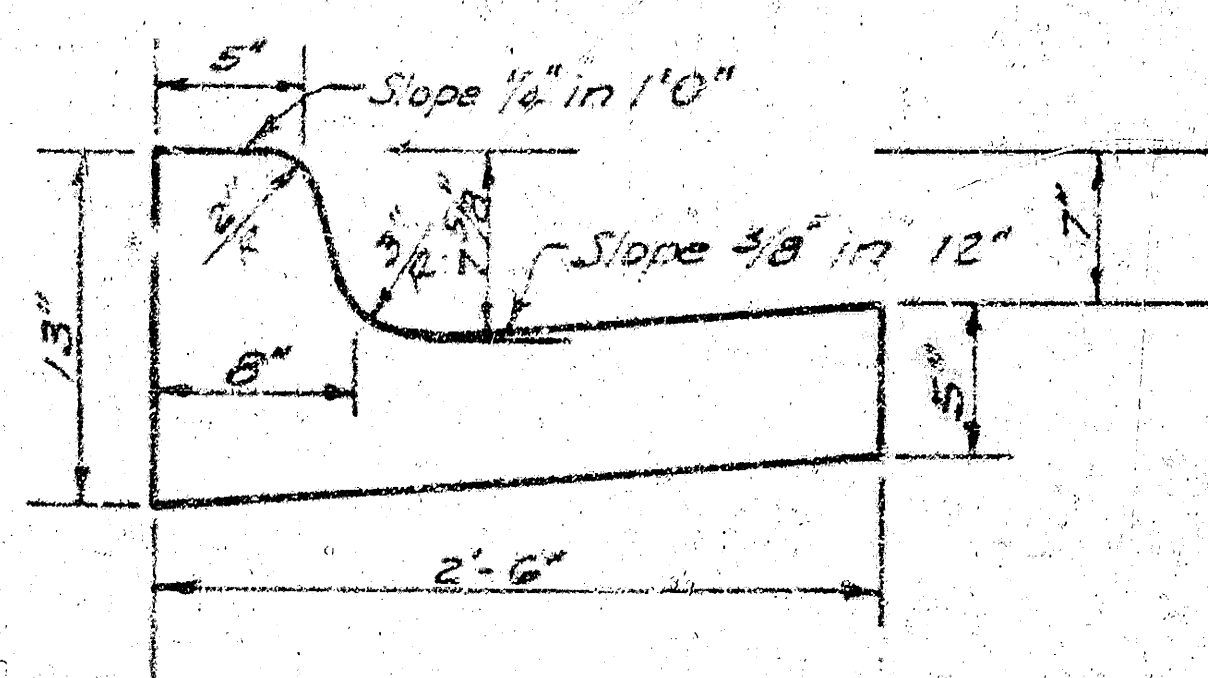
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



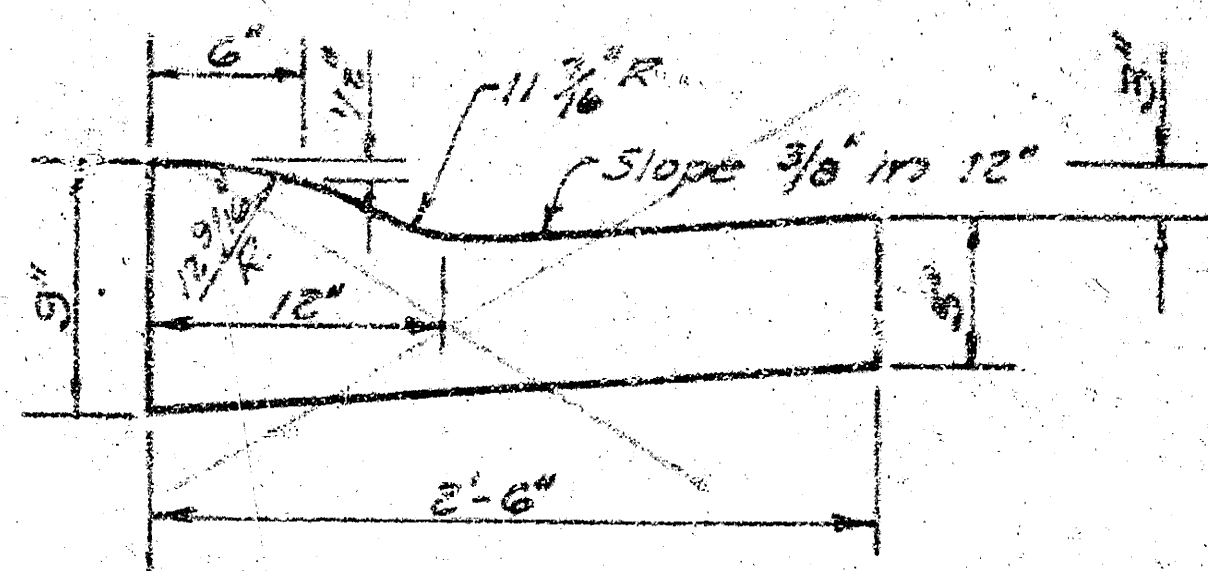
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE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

The A.C. Pavement between the comb. curb & gutter shall be paid as Sq.Yds. 3" 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



CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering Division.

R. W. LINN

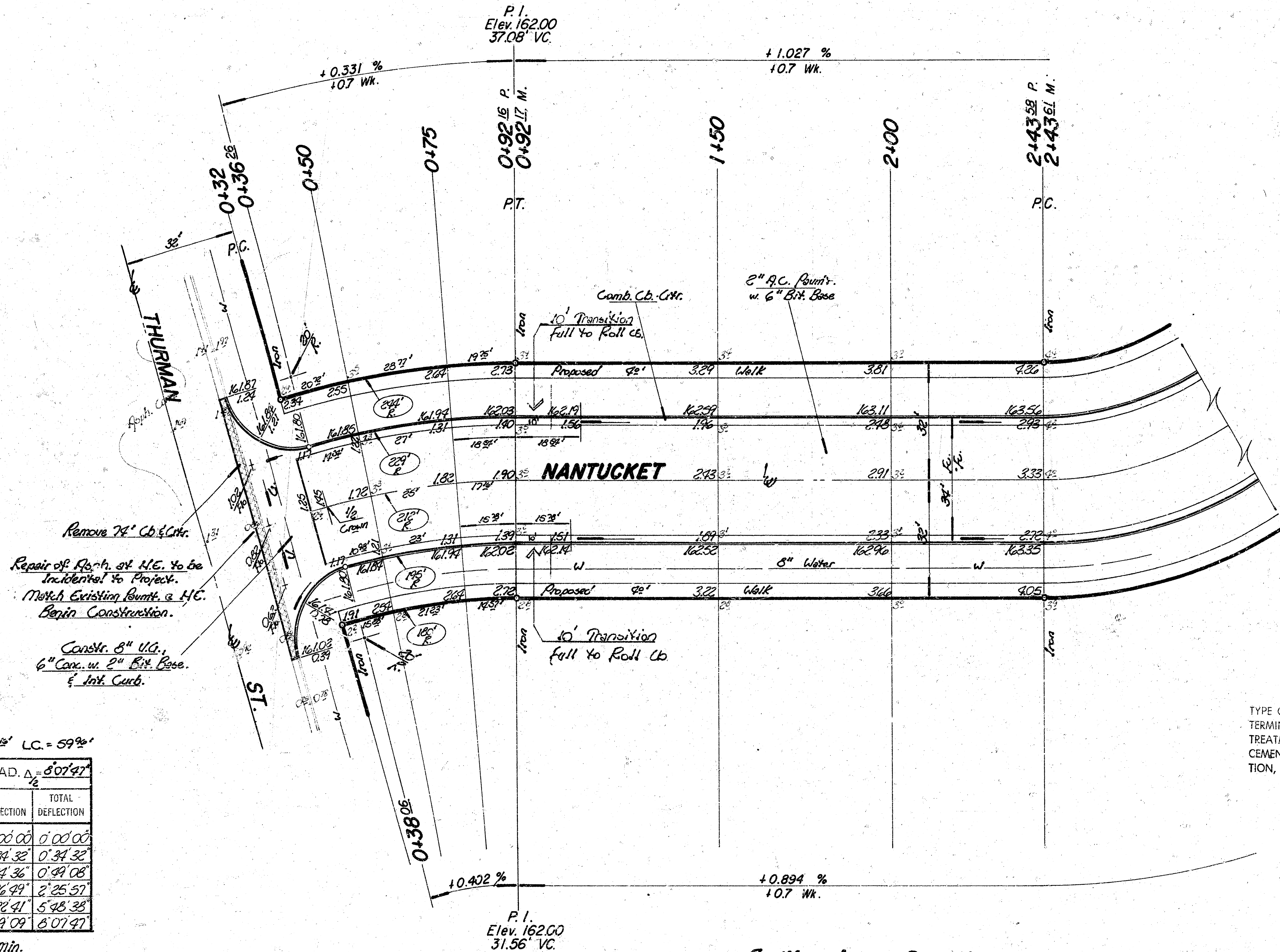
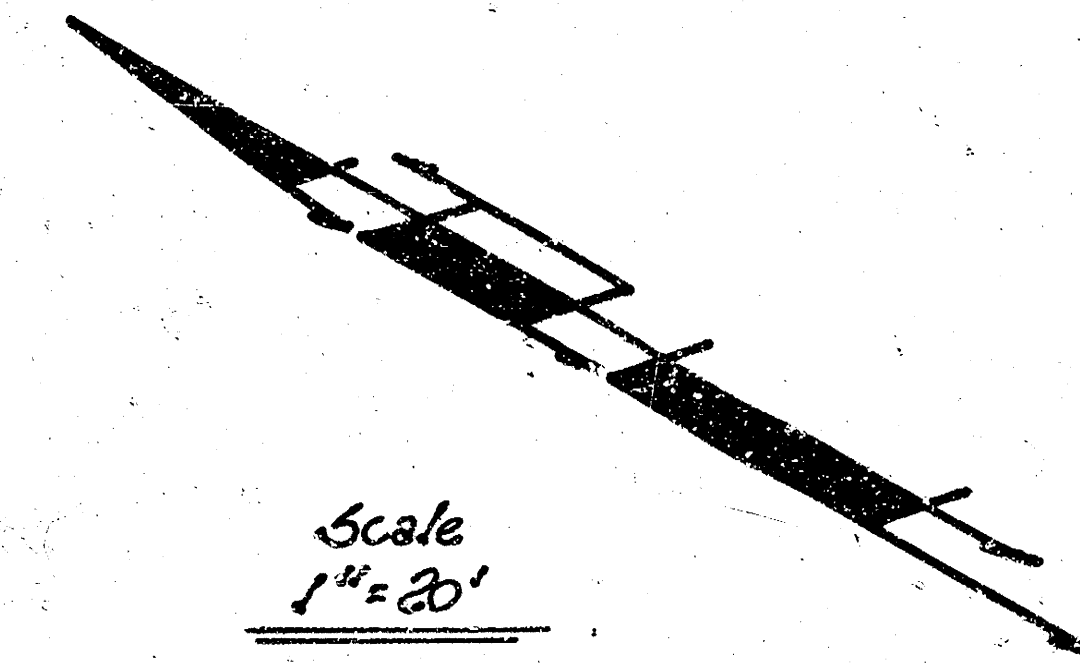
CITY ENGINEER

DATE

Proj No. DAKS 577028

B.M. 162.35 N.E. Cor. Conc. Pkch, 9011 Thurman St.
 B.M. 164.55 'R' Ritchie N. Ch. Thurman & W.L. Maybelle.

Baseline is to Nantucket.



$\Delta = 16^\circ 53' 35''$ $R = 212'$ $T = 30.28'$ $L = 60.2'$ $LC = 59.2'$

CURVE DATA BASED ON $\frac{1}{4}$ RAD. $\Delta = 507.47'$

STA	ARC	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		CHORD	CHORD		
0+32	—	—	—	0° 00' 00"	0° 00' 00"
0+36.26	4.26'	4.26'	3.76'	0° 34' 32"	0° 34' 32"
0+38.06	1.80'	2.01'	1.59'	0° 14' 36"	0° 49' 08"
0+50	11.94'	13.35'	10.53'	1° 36' 49"	2° 25' 57"
0+75	25'	27.23'	22.04'	3° 22' 41"	5° 48' 38"
0+92.16	17.16'	19.18'	15.13'	2° 19' 09"	8° 07' 47"

Defl. / ft. = 8.1078934 min.

= Ditches Removed.

P.I.
Elev. 162.00
37.08" VC.

P.T.
Elev. 162.00
31.56" VC.

Earthwork		Quantities	
Property	City	Excavation	Comp. Fill
Excavation = 1813.1 cy.	Excavation = 48.1 cy.	Excavation = 48.1 cy.	Comp. Fill = 69.3 cy.
+ 10% = 181.3 cy.	+ 10% = 5.3 cy.	+ 10% = 5.3 cy.	+ 10% = 6.9 cy.
Total = 1994.4 cy.	Total = 63.5 cy.	Total = 52.9 cy.	Total = 76.2 cy.
Manipulation = 2937.1 cy.	Manipulation = 101.9 cy.		

Roll Cb to be constructed on this Proj.
 Contractor to take ties & replace any 'irons', either moved or destroyed during 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.

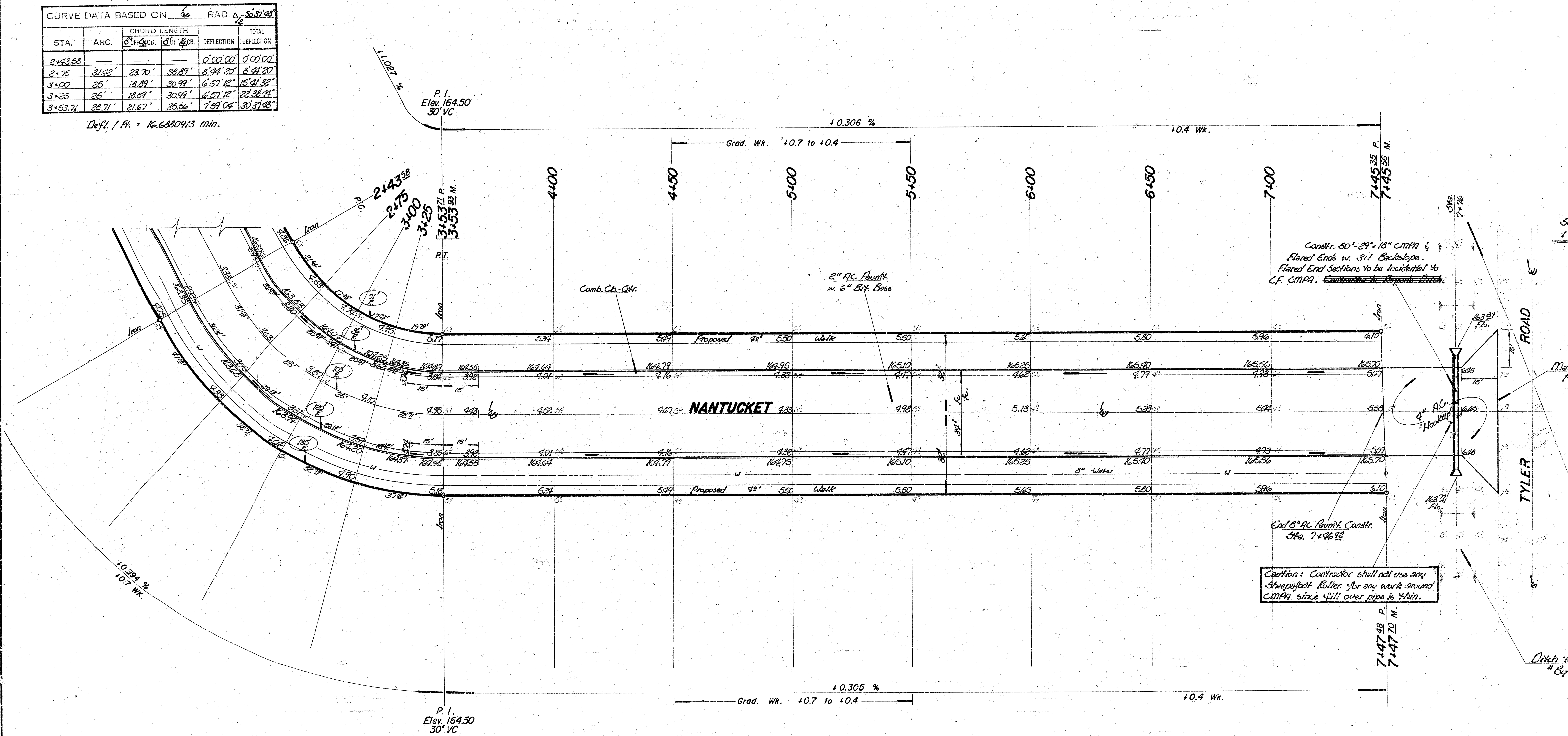
NOTE TO FIELD ENGINEER & CONTRACTOR
 Grade posting and clear right-of-way for proposed sidewalk. Compact fill in sidewalk area, to be constructed by "OTHERS".

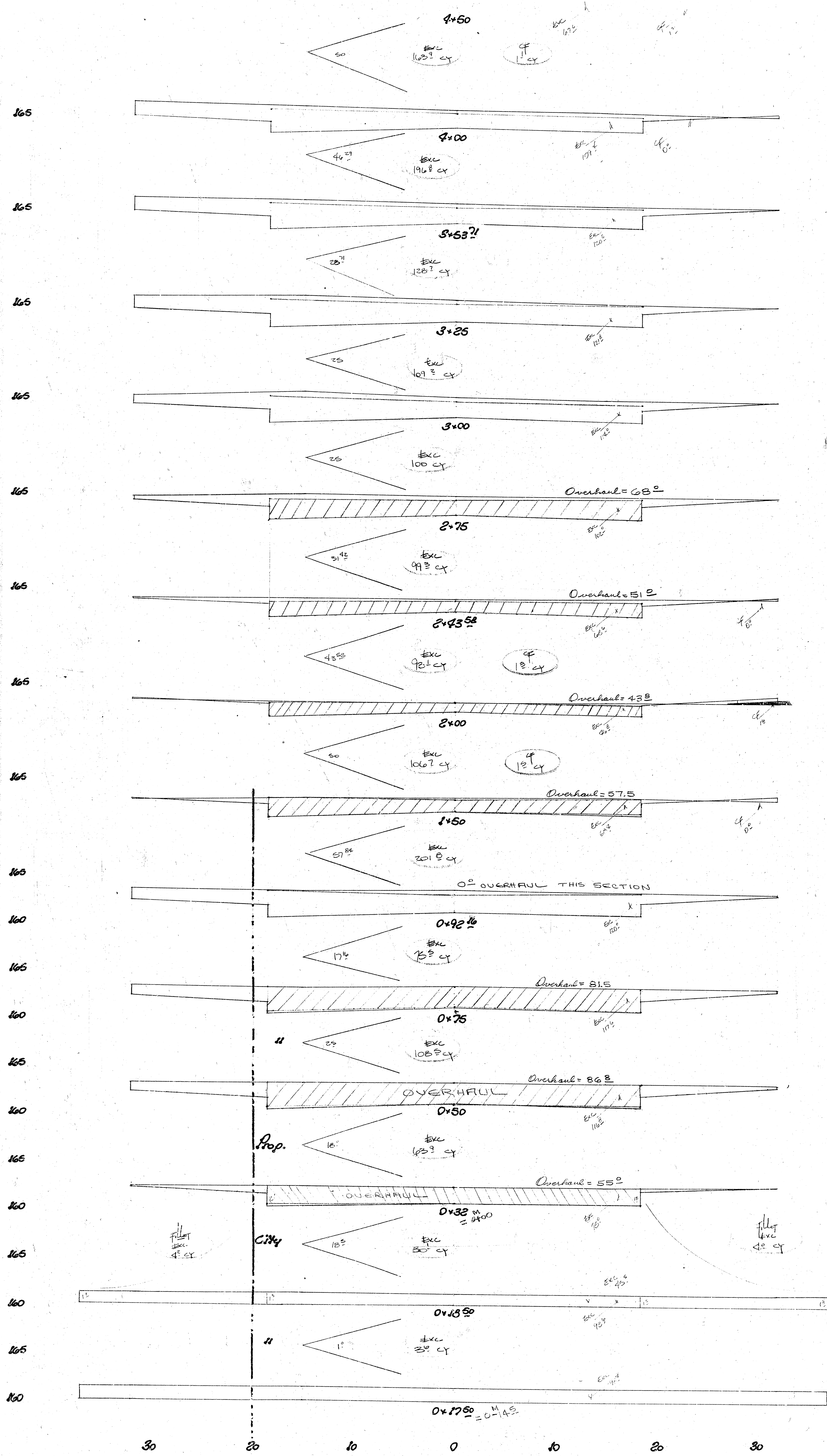
NANTUCKET
 S.L. Thurman to W.L. Tyler Road
 35' B.B. - 2" A.C. w. 6" Bit. Base - Comb. C.
CITY OF WICHITA, KANSAS
 R. W. Linn City Engineer
 Project No. DAKS 5770
 Date _____

$\Delta = 61^{\circ}5'35''$ $R = 103'$ $T = 60.89'$ $L = 110.51'$ $LC = 104.41'$

CURVE DATA BASED ON $\Delta = 61^{\circ}5'35''$ RAD. $\Delta = 30.37^{\circ}$					
STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION	
2+93.58	—	—	0'00"00"	0'00"00"	
2+75	31.82'	23.70'	38.89'	8'44'30"	8'44'30"
3+00	25'	18.89'	30.99'	6'57'12"	15'41'32"
3+25	25'	18.89'	30.99'	6'57'12"	22'38'44"
3+53.71	28.71'	21.67'	35.56'	7'59'04"	30'37'48"

Def'l. / A = 16.6880913 min.

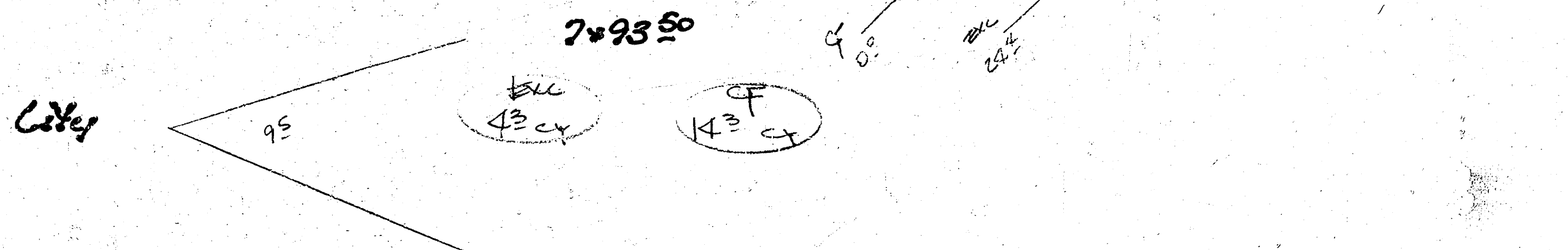




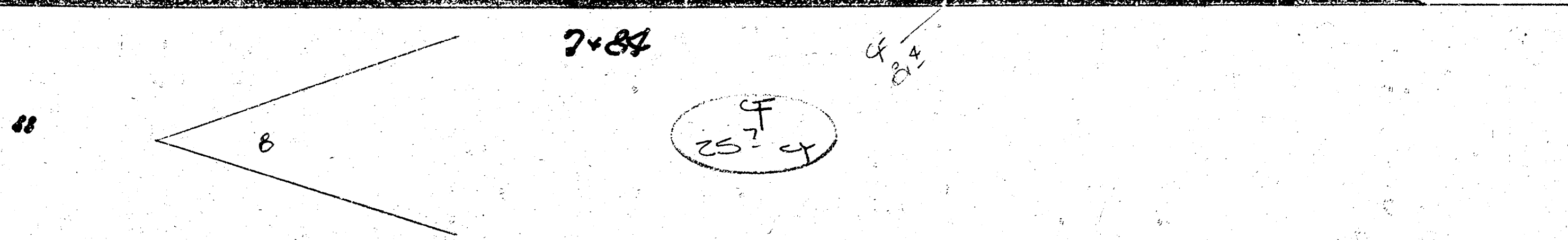
Earthwork
 Prop. Exc. - 1318.1 cy
 City Exc. - 48.1 cy

Non-Resident
 B. L. Thurman to W. L. Tyler Rd

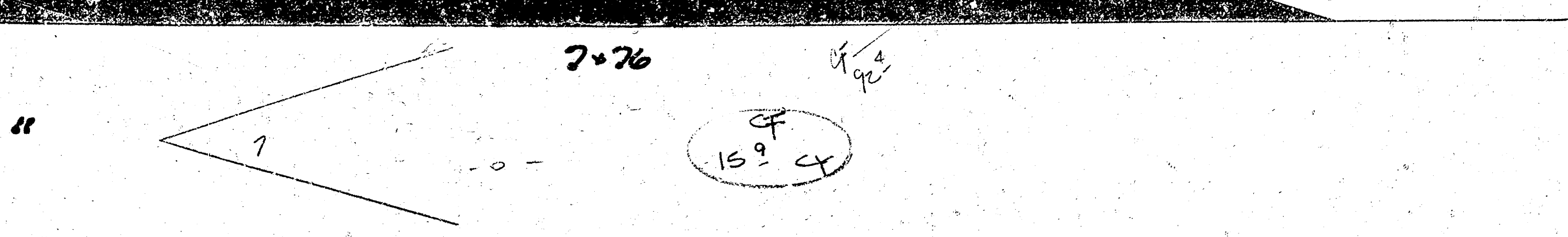
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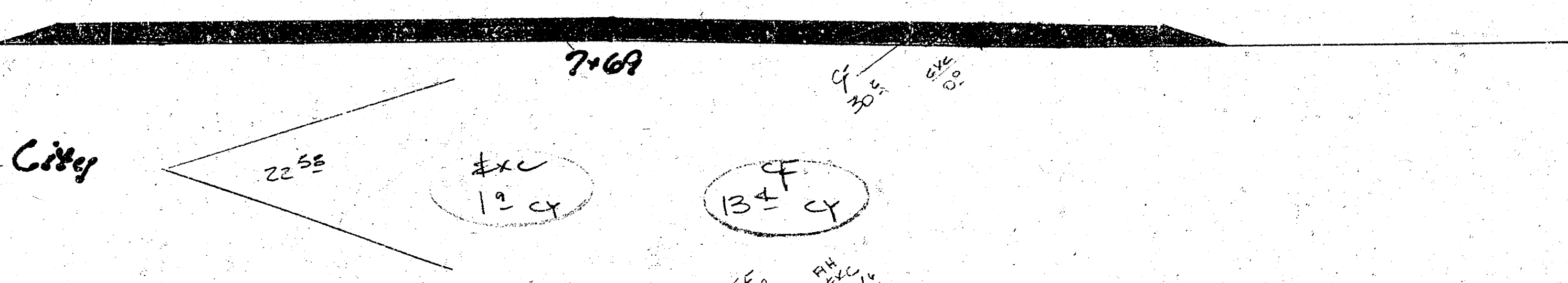
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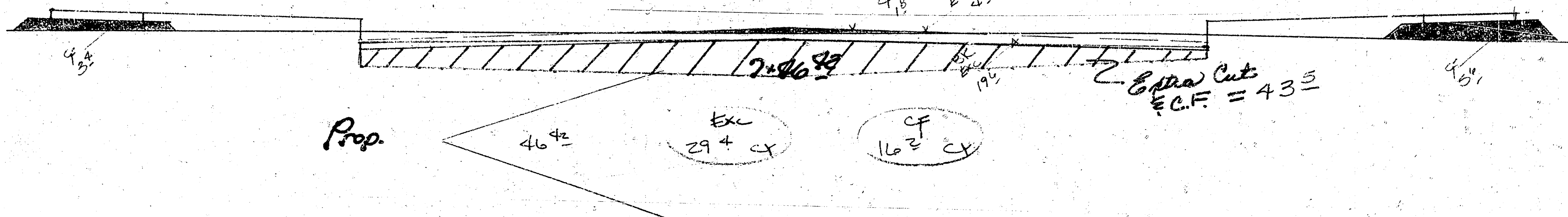
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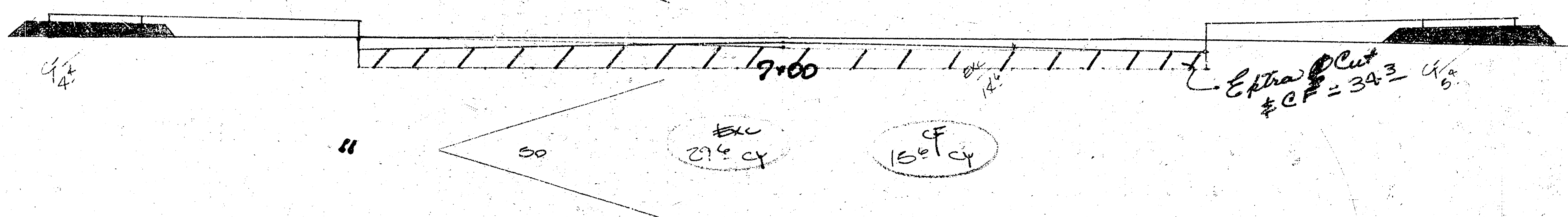
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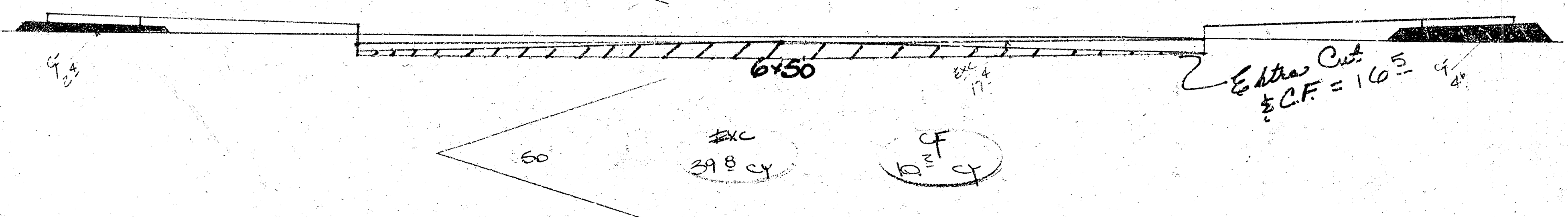
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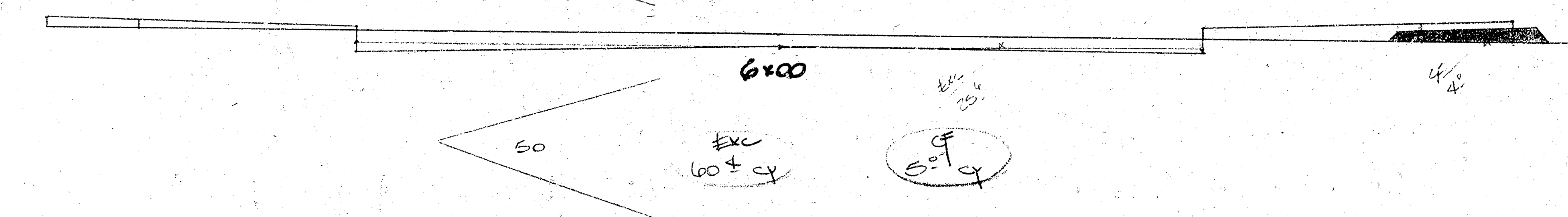
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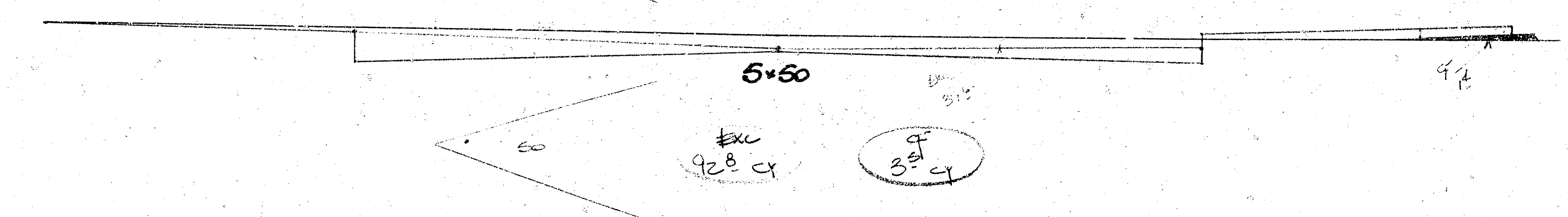
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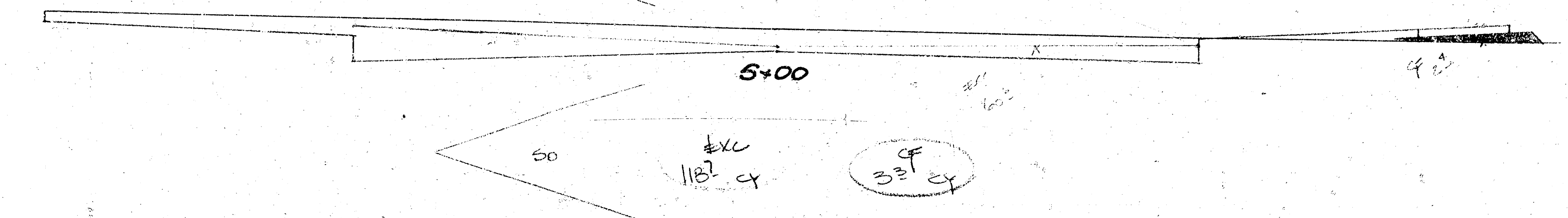
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