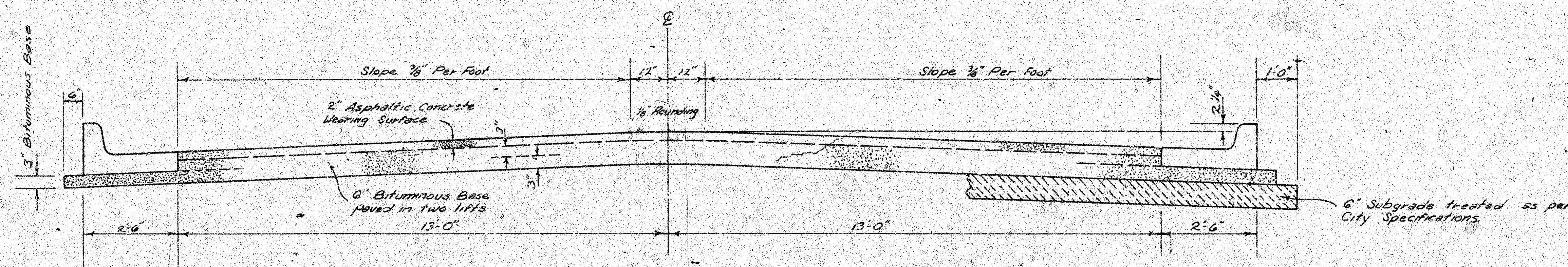


NANTUCKET & BRUNSWICK LN.
E.L. Morgantown - W.L. Northwest Parkway
Proj No. DAKS575114



TYPICAL SECTION

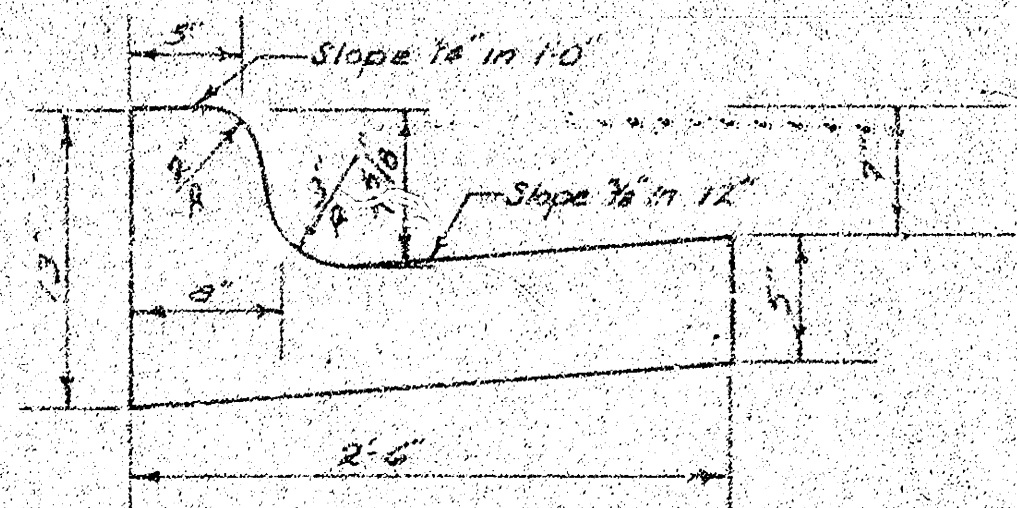
31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

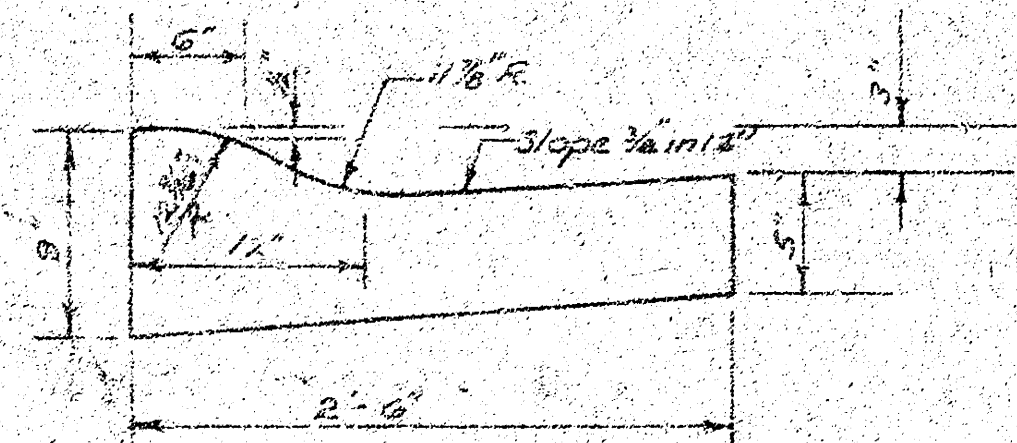
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED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

The A.C. pavement between the Comb. Curb & Gutter shall be paid as 3a.16s. 2" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as 3a.16s. 3" Bituminous Base.

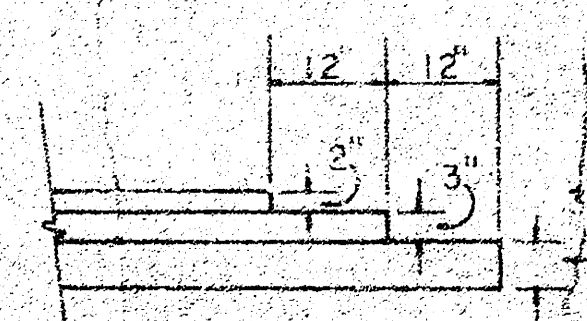
COMBINED CURB & GUTTER



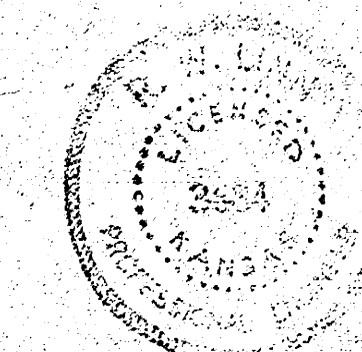
ROLL TYPE CURB & GUTTER



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.



CITY OF WICHITA, KANSAS

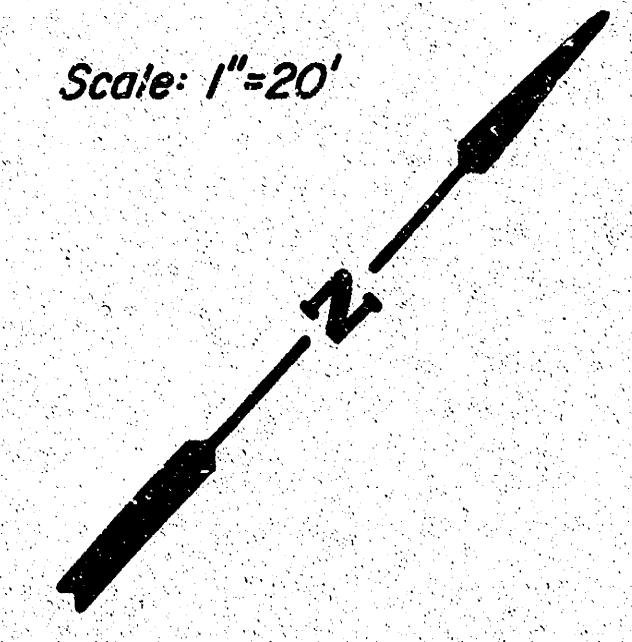
DEPARTMENT OF PUBLIC WORKS - ENGINEERING

R. W. LINN CITY ENGINEER

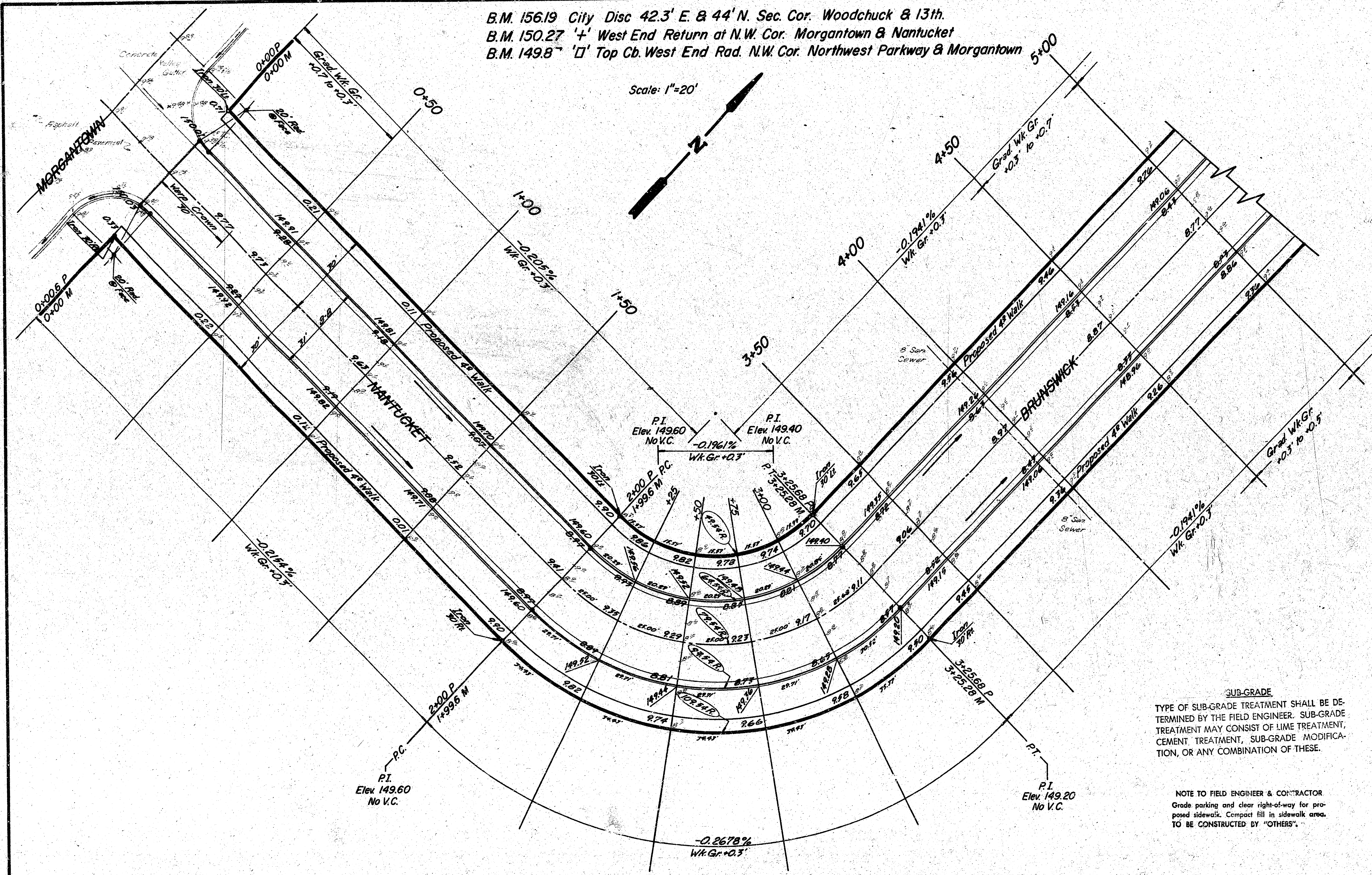
DATE: JAN. 1976 PROJ. NO. DAKS575114

1/3

B.M. 156.19 City Disc 42.3' E. & 44' N. Sec. Cor. Woodchuck & 13th.
 B.M. 150.27 '4' West End Return at N.W. Cor. Morgantown & Nantucket
 B.M. 149.8 'D' Top Cb. West End Rad. N.W. Cor. Northwest Parkway & Morgantown



Scale: 1"=20'



$\Delta = 70^\circ 32' R = 79.54' T = 30.28' L = 125.68' LC = 113.01'$
 CURVE DATA BASED ON E RAD. $\Delta = 45^\circ 16'$

STA.	AF.2.	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		OFF. CB.	OFF. CB.		
0+00	-	-	-	-	0° 00' 00"
0+25	25.00	17.70	32.10	9° 20' 18"	9° 20' 18"
0+50	50.00	35.40	64.20	18° 40' 36"	18° 40' 36"
0+75	75.00	53.10	96.30	27° 00' 54"	27° 00' 54"
1+00	100.00	70.80	128.40	36° 01' 12"	36° 01' 12"
1+25	125.00	88.50	160.50	45° 01' 30"	45° 01' 30"
1+50	150.00	106.20	192.60	54° 01' 48"	54° 01' 48"
1+75	175.00	123.90	224.70	63° 02' 06"	63° 02' 06"
2+00	200.00	141.60	256.80	72° 02' 24"	72° 02' 24"

Def' = 21.61017583 Min. 175

EARTHWORK

Excavation	1685.2 C.Y.
+10%	168.5
Total	1853.7 C.Y.
Compacted Fill	100.3 C.Y.
+10%	10.0
Total	110.3 C.Y.

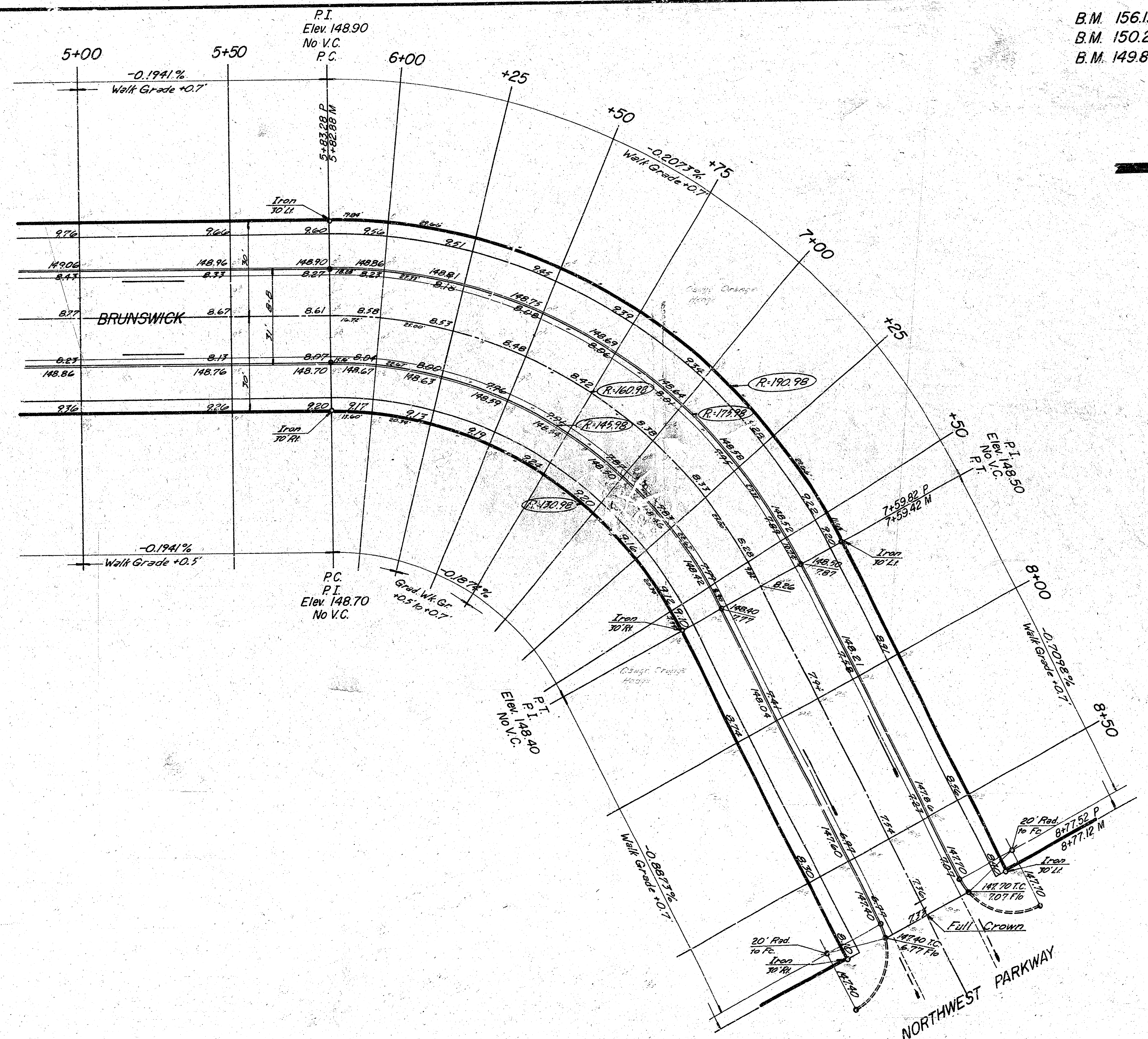
MANIPULATION

3217.6 S.Y.

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 parking and clear right-of-way for proposed sidewalk. Compact fill in sidewalk area. TO BE CONSTRUCTED BY "OTHERS".

NANTUCKET & BRUNSWICK
 E.L. MORGANTOWN-W. L. NORTHWEST PARKWAY
 DAKS575114



B.M. 156.19 City Disc 42.3' E. & 44' N. Sec. Cor. Woodchuck & 13th
 B.M. 150.27 'L' West end Ret. N.W. Cor. Morgantown & Nantucket
 B.M. 149.83 'L' Top Ch. West end Rad. N.W. Cor. Northwest Parkway & Morgantown
 Q is Q

SCALE: 1"=20'
 N

Δ = 62°30' R = 160.98' T = 98.33' L = 176.54' LC = 167.82

CURVE DATA BASED ON Q RAD. Δ = 31°25'

STA.	ARC.	CHORD LENGTH	OFF. CB.	DEFLECTION	TOTAL DEFLECTION
1483.28	-	-	-	-	0°00'00"
6+00	16.78	18.10	14.32	2°38'38"	2°38'38"
6+25	25.00	28.54	21.41	4°26'56"	7°05'36"
6+50	25.00	28.54	21.41	4°26'56"	11°32'32"
6+75	16.78	18.10	14.32	2°38'38"	14°11'10"
7+00	25.00	28.54	21.41	4°26'56"	18°38'06"
7+25	25.00	28.54	21.41	4°26'56"	23°05'02"
7+50	16.78	18.10	14.32	2°38'38"	25°43'40"
1493.82	282	1122	8.42	1°44'30"	27°28'10"

Def. = 10.67775861 Min/14

NANTUCKET & BRUNSWICK
 E. L. MORGANTOWN - W. L. NORTHWEST PARKWAY
 DAKS5/5114