

Diagram illustrating the cross-section of a road profile, showing the following components and dimensions:

- Top Layer:** 2" Asphaltic Concrete Wearing Surface.
- Base Layer:** 6" Bituminous Base paved in two lifts.
- Subgrade:** 6" Subgrade treated as per City Specifications.
- Dimensions:**
 - Slope:** $\frac{3}{8}$ " Per Foot (on both sides of the centerline).
 - Centerline Rounding:** 12" (indicated by two 6" segments).
 - Lengths:** 2'-6" (left side), 13'-0" (main section), and 2'-6" (right side).
 - Vertical Offset:** 1'-0" (at the right end).

31 ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

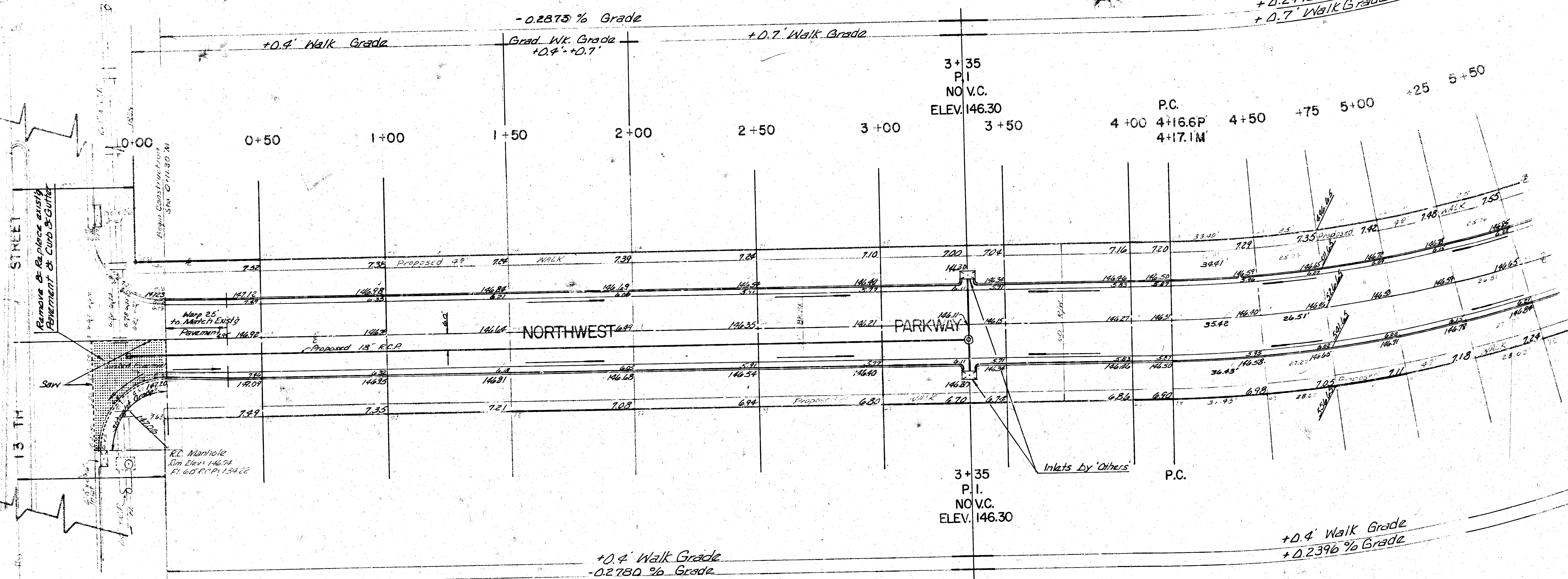
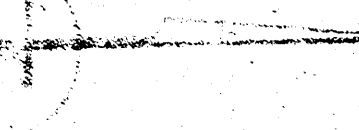
The A.C. pavement between the Comb. Curb & Gutter shall be paid as Sq. Yds. 8" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & Gutter shall be paid as Sq. Yds. 3" Bituminous Base.

A technical drawing of a stepped shaft. The shaft has two main sections. The left section has a diameter of 2 inches and a length of 12 inches. The right section has a diameter of 3 inches and a length of 13 inches. The total length of the shaft is 25 inches. The drawing shows the shaft in a perspective view with a cross-section at the right end.

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B-M

B.M. 13718 - WEST END OF RETURN, NW CORNER OF 13TH ST. & NORTHWEST PKWY.
 B.M. 15027 - WEST END OF RETURN, NW CORNER OF MORGANTOWN & NANTUCKET
 BASE LINE - WEST PROJ. LINE / NORTHWEST PKWY.



$\Delta = 27^{\circ}10' R = 446.65' T = 120.00' L = 235.49' L.C. = 233.29'$

CURVE DATA BASED ON HORIZ. P.C. RAD. $\Delta = 13^{\circ}34'$					
STA	ARC	CHORD LENGTH	CHORD BEG.	CHORD END	TOTAL
4+16.6					0'00'00"
5+00	33.90'	33.86'	36.46'	1'55'36"	1'55'36"
5+25	25.00'	25.35'	27.66'	1'26'31"	3'22'07"
5+50					4'48'34"
5+75					6'15'10"
6+00					7'41'41"
6+25					9'08'13"
6+50					10'34'44"
6+75					12'01'15"
7+00	27.09'	27.97'	29.98'	1'33'47"	13'35'00"

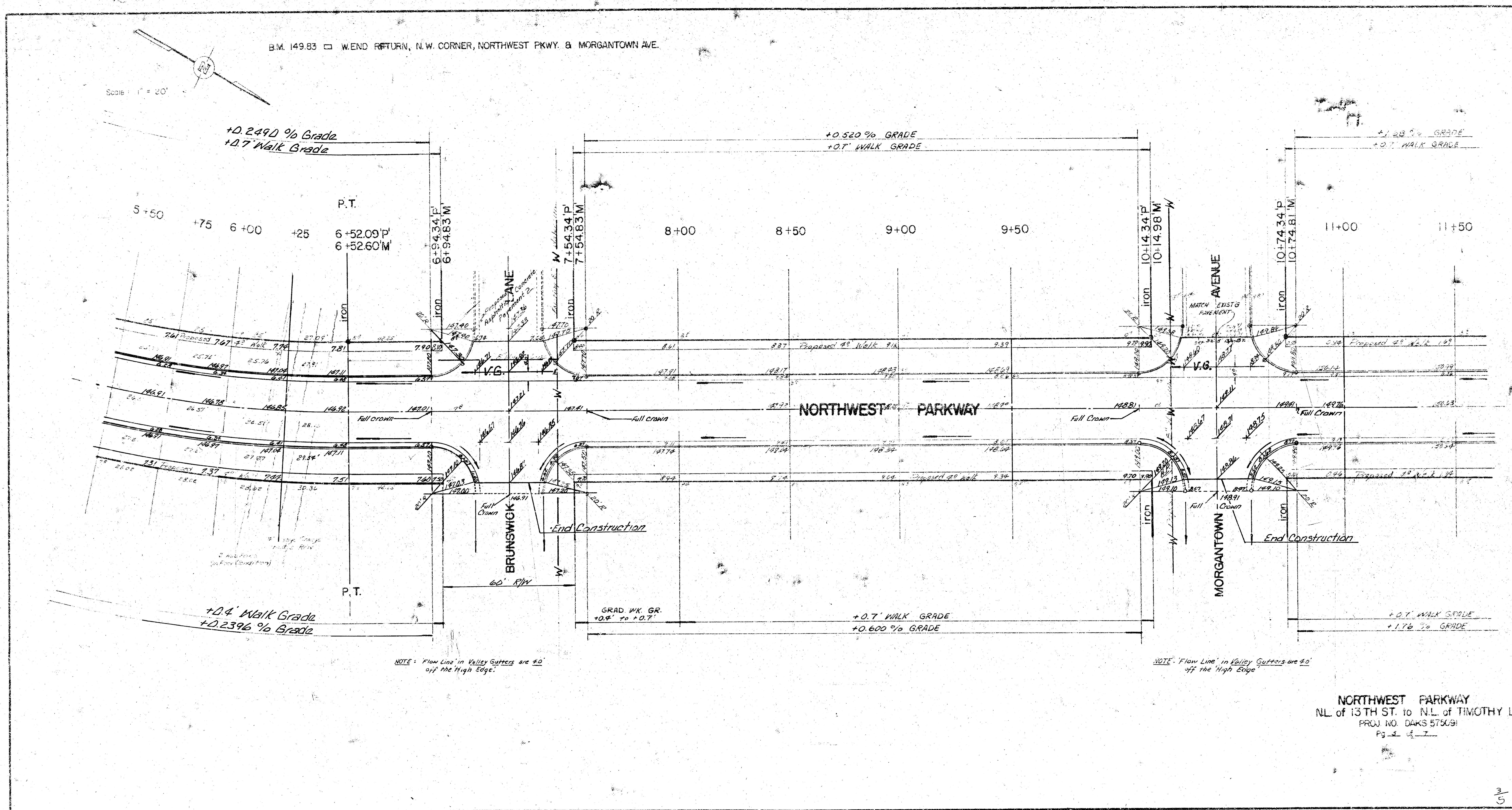
EARTHWORK		
EXCAVATION	CITY	PROPERTY
+10 %	8560 C.Y.	3593.7 C.Y.
TOTAL	856	359.4
	941.6 C.Y.	3953.1 C.Y.
COMPACTED FILL	0.6 C.Y.	28.6 C.Y.
+10 %	0.1	2.9 C.Y.
TOTAL	0.7 C.Y.	31.5

NOTE:
 'Paving Contractor' to Coordinate
 work w/ 'Sewer Contractor'

NORTHWEST PARKWAY
 N.L. 13 TH ST. to the N.L. of TIMOTHY LN.
 PROJ. NO. DAKS 575091
 Pg. 2 of 7

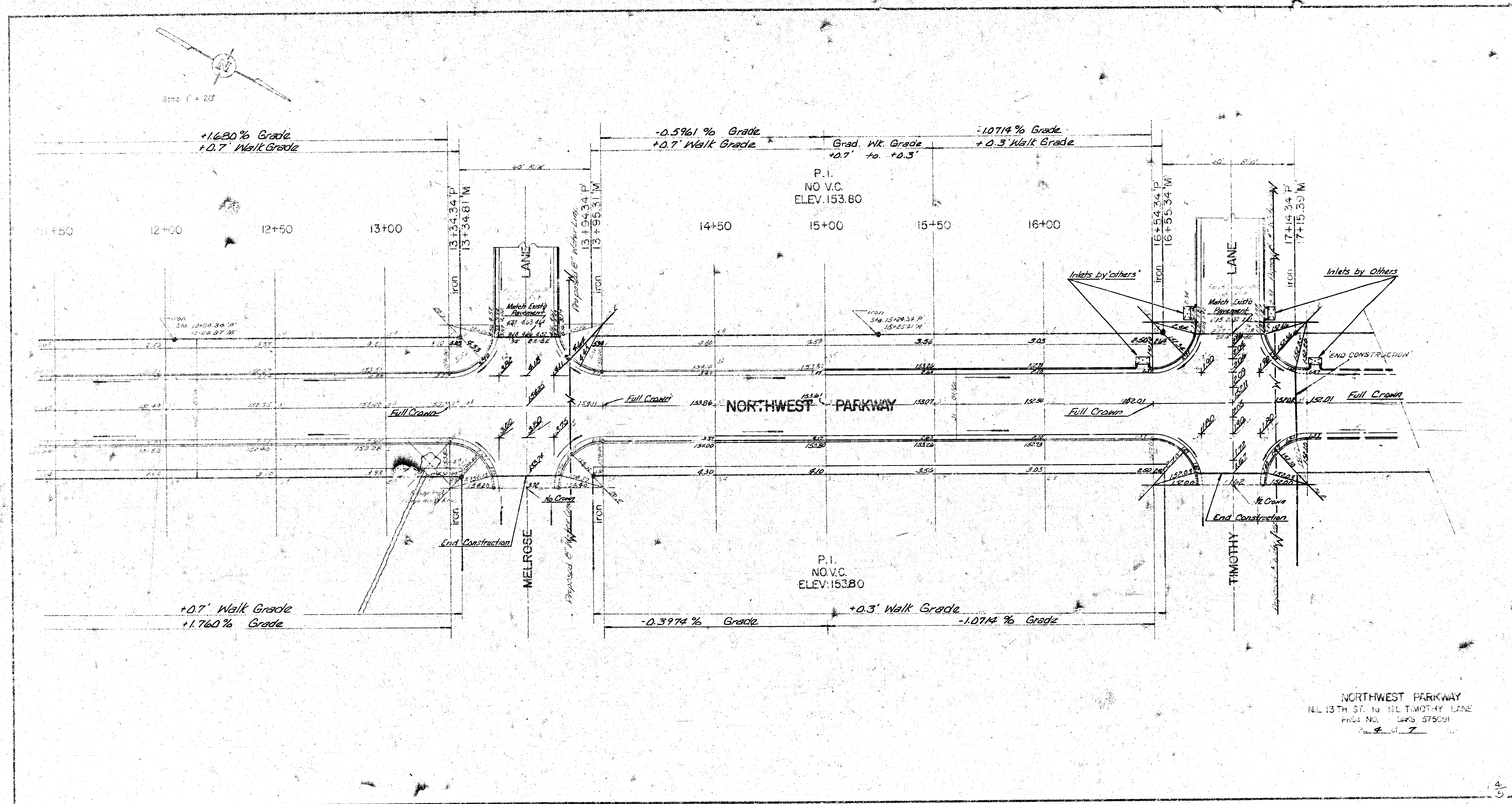
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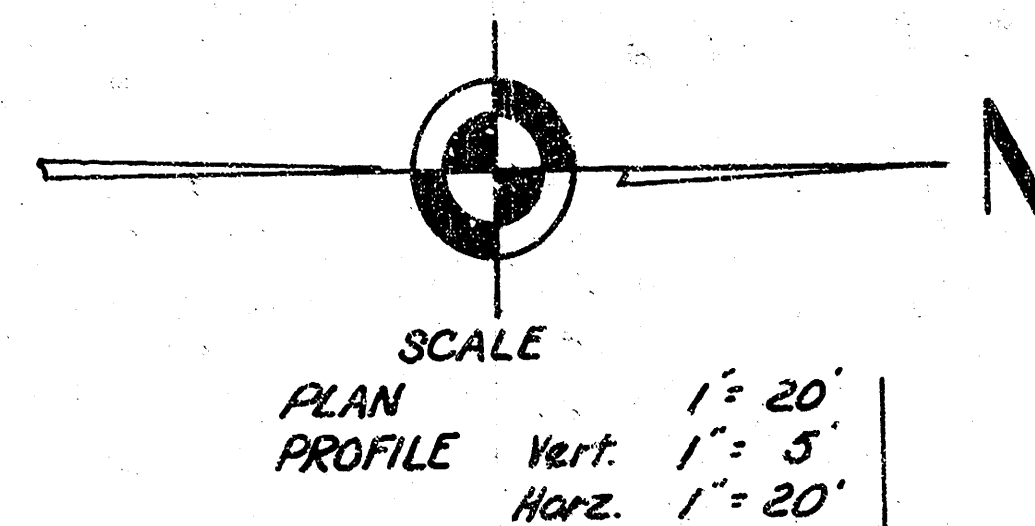


NORTHWEST PARKWAY
 NL 13TH ST. TO NL TIMOTHY LANE
 PROJ NO. DARS 575091
 Plan 4 of 7

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B-M

B.M. 142.18 - 15' Top of Curb. W. end of Return N.W. Corner of 13 TH ST. & Northwest Parkway

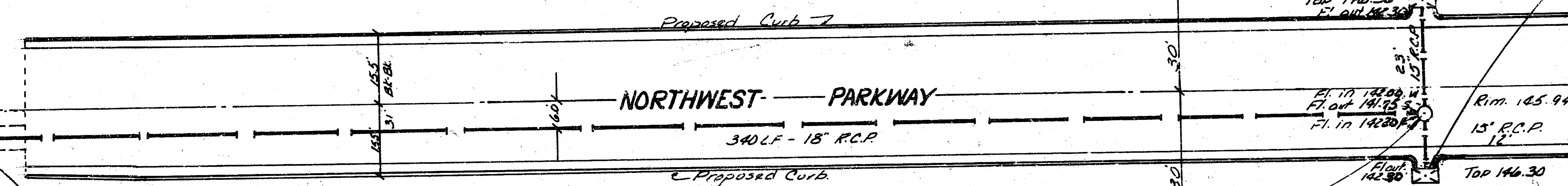


CAUTION
UNDERGROUND
UTILITIES
Please check with K.G. & E. or
Southwestern Bell
Telephone Co. for Location

Sta. 0+00
"Iron" N.W. Corner
13 TH ST. & NW. PKWY

Sta. 3+40 = "Sta 3+35" on Paving Plans
Const. Std. TYPE I-A Inlets (set back
location) Rim Elev. = 142.30, Flow out =
142.30

Put replacement
by P.W. Contractor

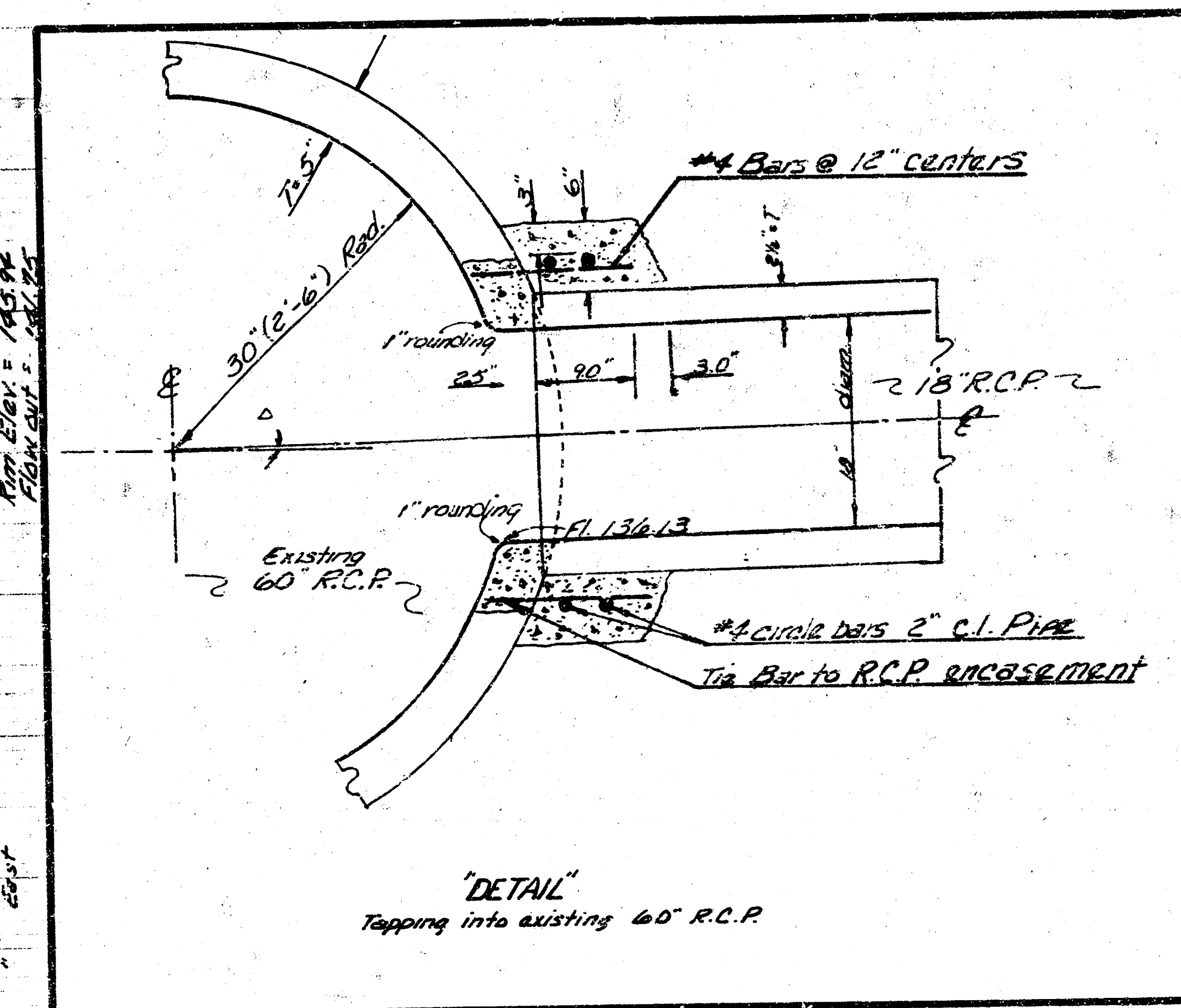
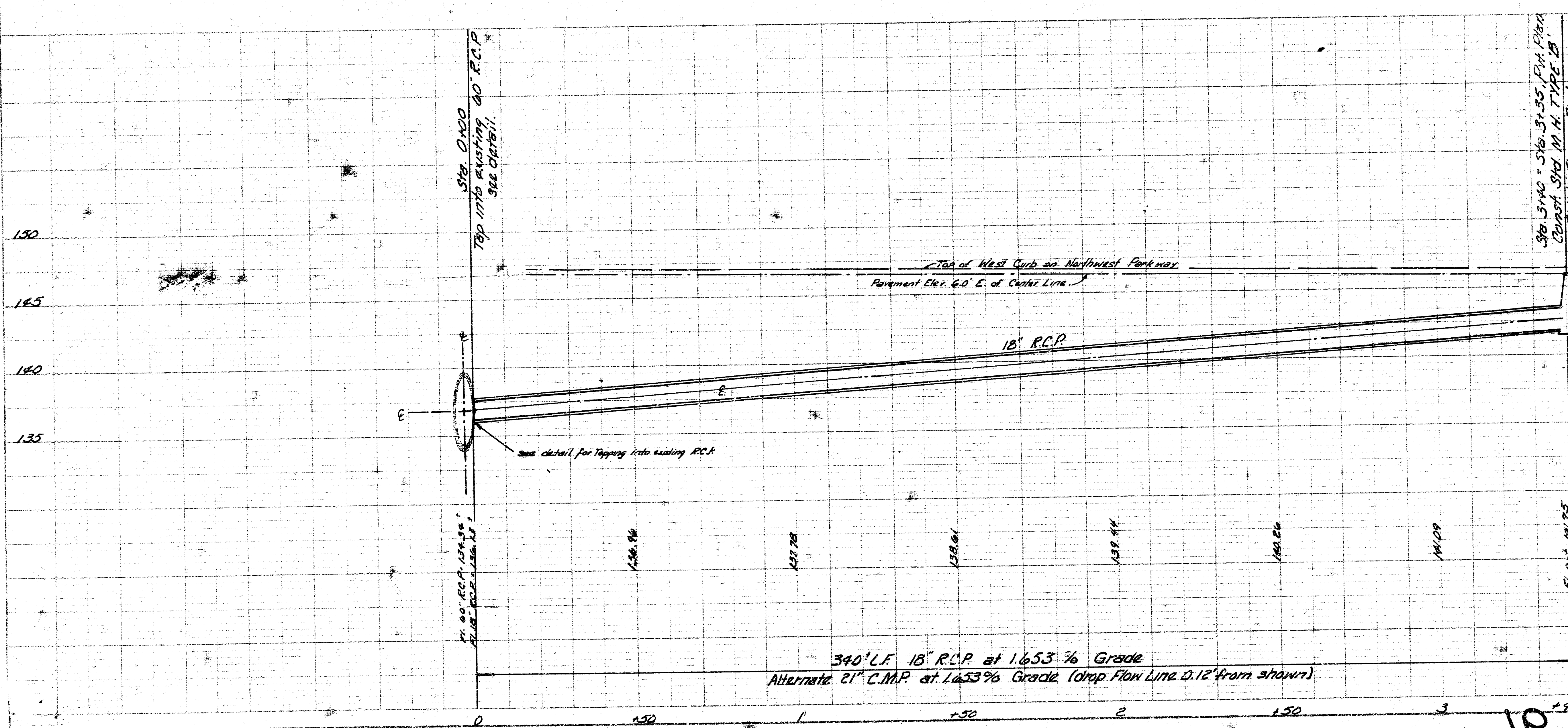


NOTE:
Tapping into 60" R.C.P. shall
be 'subsidiary' to other items
of work.

Sta. 0+00
Tap into existing 60" R.C.P.
Flow in = 136.13', see
details on Tapping

Sta. 3+40 = "Sta 3+35" on Paving Plan
Const. Std. M.H. TYPE 'B', with
Wide Flange Ring. Rim Elev. = 145.94
Flow out = 141.75 - (M.H. 6' D. E. of E.)

NOTE:
Contractor to Coordinate Drainage Project
w/ Project for Paving N.W. Parkway.



INCIDENTAL DRAINAGE
(in connection with Paving of Northwest Parkway)
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
DATE: MAY 1976 PROJ. NO. DAKO 575291