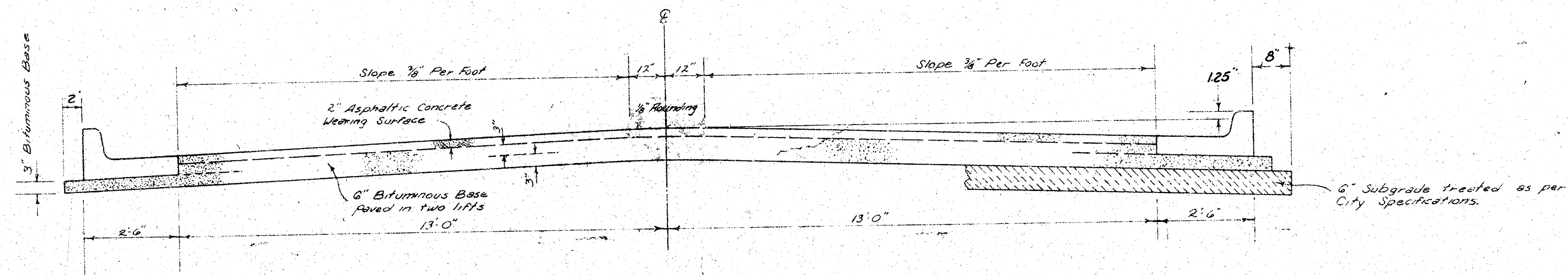


# WESTRIDGE DRIVE



## TYPICAL SECTION

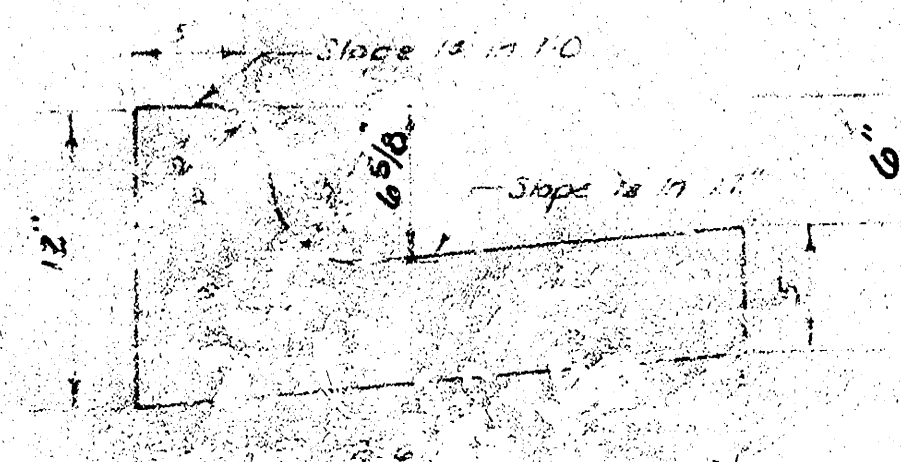
### 31' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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.

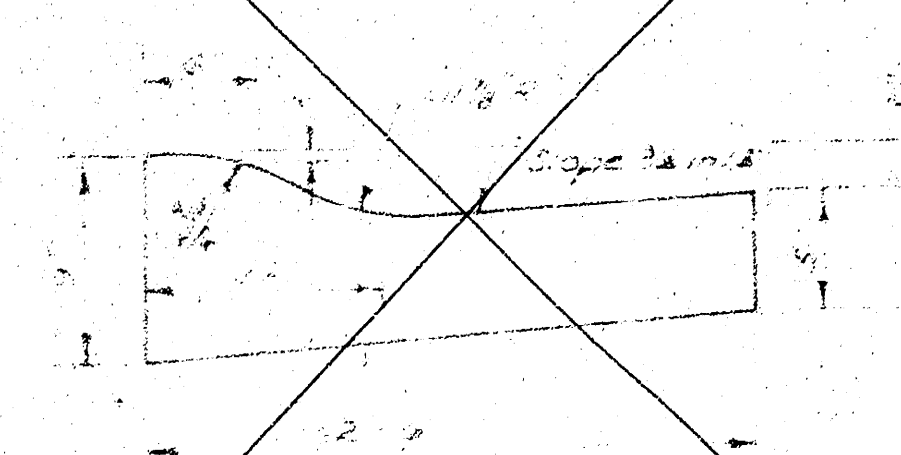
BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT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

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

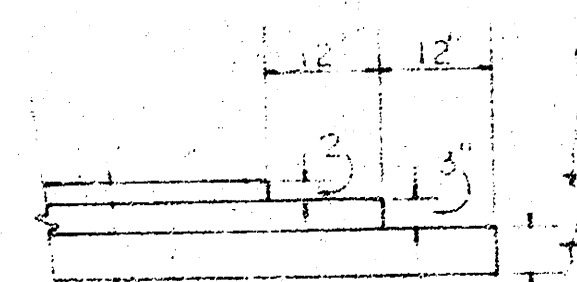
#### COMBINED CURB & GUTTER



#### 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 ENGINEERING

DATE: \_\_\_\_\_

B-M

BM 132.80 SW cor. conc. porch, house no. 2116 Westridge  
BM 135.93 Brass Plug top south hub guard, SW cor. bridge on 21st  
on Big Arkansas River.  
BL is  $\frac{1}{4}$  Westridge Drive.

$\Delta = 310241^\circ$   $R = 332.76$   $T = 92.42$   $L = 180.30$   $L.C. = 178.10$

| STA     | ARC   | CHORD LENGTH | CHORD BEARING | DEFLECTION | TOTAL DEFLECTION |
|---------|-------|--------------|---------------|------------|------------------|
| 1120.70 | —     | —            | —             | —          | 0°00'00"         |
| 1150    | 29.30 | 31.33        | 2°31'21"      | 2°31'21"   | 2°31'21"         |
| 1175    | 25.00 | 26.73        | 2°09'08"      | 4°40'29"   | 4°40'29"         |
| 2100    | —     | —            | —             | —          | 6°49'37"         |
| 2125    | —     | —            | —             | —          | 8°58'45"         |
| 2150    | —     | —            | —             | —          | 11°07'53"        |
| 2175    | 25.00 | 26.73        | 2°09'08"      | 13°17'01"  | 13°17'01"        |
| 3101    | 26.00 | 27.80        | 2°14'20"      | 15°31'21"  | 15°31'21"        |

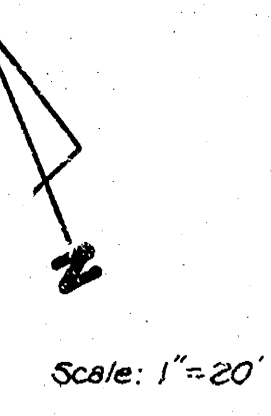
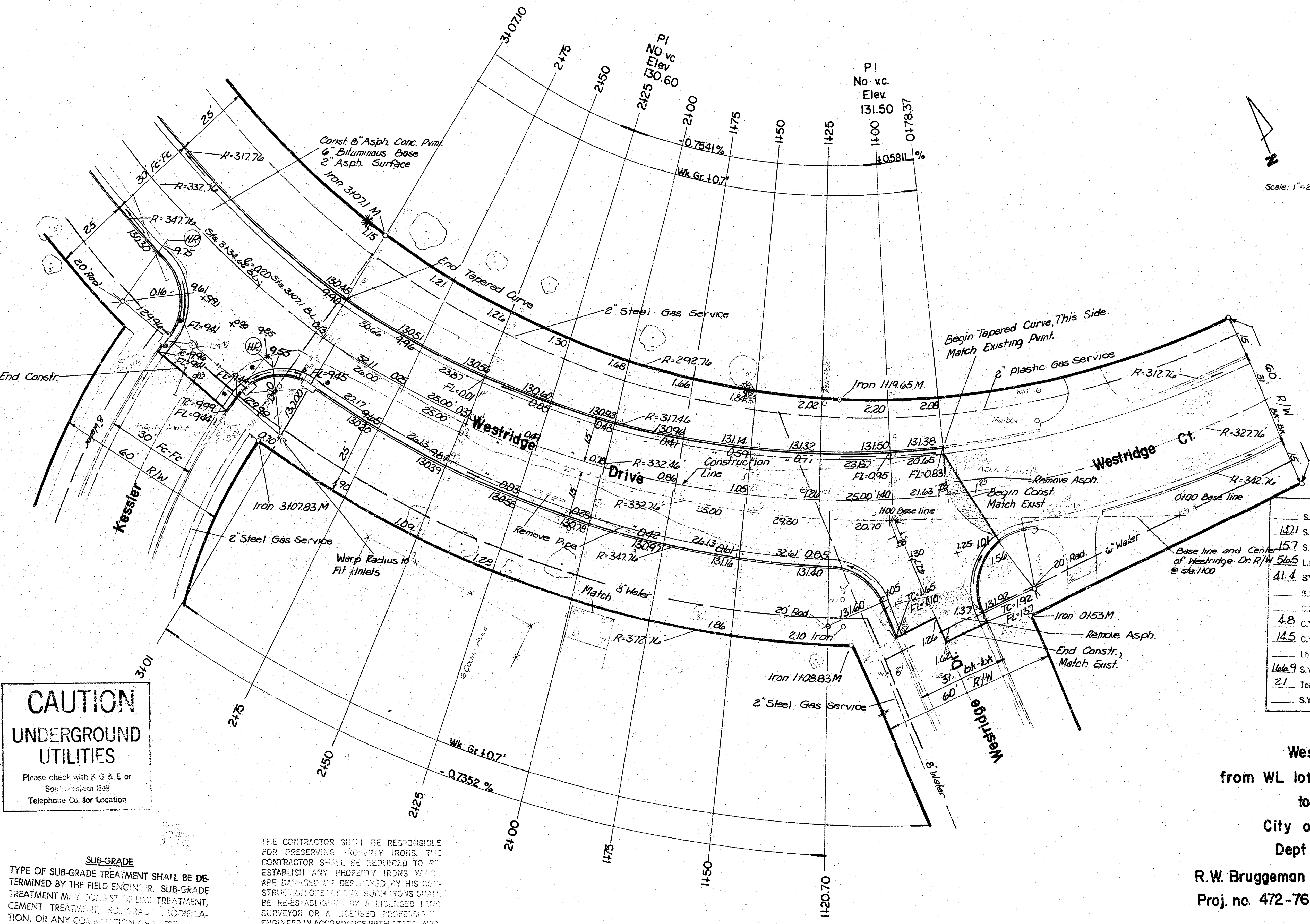
Defl  $m = 3.165504825$

$\Delta = 392518^\circ$   $R = 332.46$   $T = 119.11$   $L = 228.74$   $L.C. = 224.26$

| STA     | ARC   | CHORD LENGTH | CHORD BEARING | DEFLECTION | TOTAL DEFLECTION |
|---------|-------|--------------|---------------|------------|------------------|
| 0487.37 | —     | —            | —             | —          | 0°00'00"         |
| 1100    | 21.63 | 20.13        | 1°51'50"      | 1°51'50"   | 1°51'50"         |
| 1125    | 25.00 | 23.27        | 2°09'15"      | 4°01'05"   | 4°01'05"         |
| 1150    | —     | —            | —             | —          | 6°10'20"         |
| 1175    | —     | —            | —             | —          | 8°19'35"         |
| 2100    | —     | —            | —             | —          | 10°28'50"        |
| 2125    | —     | —            | —             | —          | 12°38'05"        |
| 2150    | —     | —            | —             | —          | 14°47'20"        |
| 2175    | 25.00 | 23.27        | 2°09'15"      | 16°56'35"  | 16°56'35"        |
| 3107.10 | 32.11 | 29.89        | 2°46'02"      | 19°42'37"  | 19°42'37"        |

Defl  $m = 5.170165991$

|              |           |         |      |
|--------------|-----------|---------|------|
|              | Earthwork | Prop.   | City |
| Excavation   | 1773.8 cy | 911 cy  |      |
| + 10%        | 177.4 cy  | 91.0 cy |      |
| Total        | 1951.2 cy | 1002 cy |      |
| Manipulation | 2252.3 sy |         |      |



Scale: 1"=20'

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

- Notes**
- 1) Field Engineer to make ties to all irons. Irons disturbed or destroyed are to be replaced.
  - 2) Denotes Removal.
  - 3) Contractor to Contact all Utilities for exact location of service lines.
  - 4) Cost of Reinforcing Steel is incidental to Cost of Driveways.
  - 5) No more than 8-20' Drives to be Constructed.

**SUB-GRADE**  
TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SAND OR GRAVEL FORTIFICATION, OR ANY COMBINATION OF THESE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

**INTERSECTION QUANTITIES**

|           |                                    |
|-----------|------------------------------------|
| S.Y.      | Concrete Pavement                  |
| 1421      | S.Y. 8" 1" Bituminous Base         |
| 157       | S.Y. 3" 1" Bituminous Base         |
| 565       | L.F. Concrete Curb & Gutter        |
| 41.4      | S.Y. Asphalt Removed               |
| 5.5       | 4" Wheelchair Ramp                 |
| 5.5       | 4" Walk                            |
| 4.8       | C.Y. Concrete                      |
| 14.5      | C.Y. Concrete                      |
| 166.9     | S.Y. Reinforcing Steel             |
| 2.1       | Tons Lime Treatment                |
| S.Y. V.G. | Concrete & Asphaltic Concrete Base |

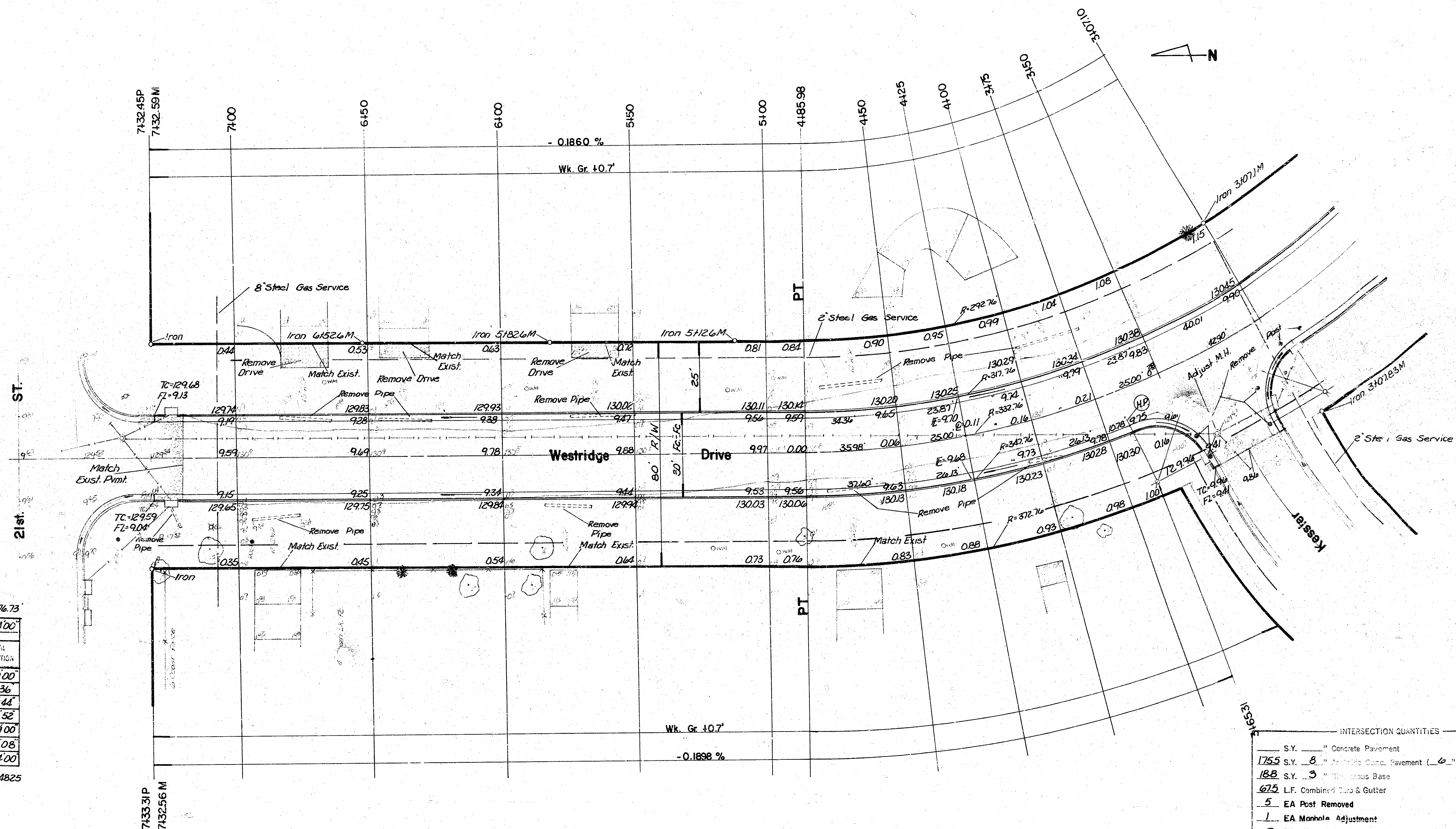
Westridge Drive  
from WL lot9 Scenic Heights Addn.  
to SL 21st st.  
City of Wichita, Kansas  
Dept of Engineering  
R.W. Bruggeman Dir of Eng./City Engineer  
Proj. no. 472-76-245-81019-000-000-001

$\Delta = 30^\circ 48'$   $R = 332.76'$   $T = 91.68'$   $L = 178.88'$   $L.C. = 176.73'$

CURVE DATA BASED ON  $\frac{1}{2}$  RAD.  $\Delta = 15^\circ 24'00''$

| STA.    | ARC    | CHORD  | CHORD BEARING | DEFLECTION | TOTAL DEFLECTION |
|---------|--------|--------|---------------|------------|------------------|
| 3107.10 | —      | —      | —             | —          | 0°00'00"         |
| 3150    | 42.90' | 44.80' | 39.00'        | 3°41'36"   | 3°41'36"         |
| 3175    | 25.00' | 26.73' | 23.27'        | 2°09'08"   | 5°50'44"         |
| 4100    | —      | —      | —             | —          | 7°59'52"         |
| 4125    | —      | —      | —             | —          | 10°09'00"        |
| 4150    | 25.00' | 26.73' | 23.27'        | 2°09'08"   | 12°18'08"        |
| 4185.98 | 35.98' | 38.47' | 33.49'        | 3°05'52"   | 15°24'00"        |

Defl.  $\frac{1}{2}$   $\Delta = 5.165504825$



INTERSECTION QUANTITIES

|           |                                  |
|-----------|----------------------------------|
| S.Y.      | Concrete Pavement                |
| 1755 S.Y. | Asphalt Concrete Pavement (6\"/> |