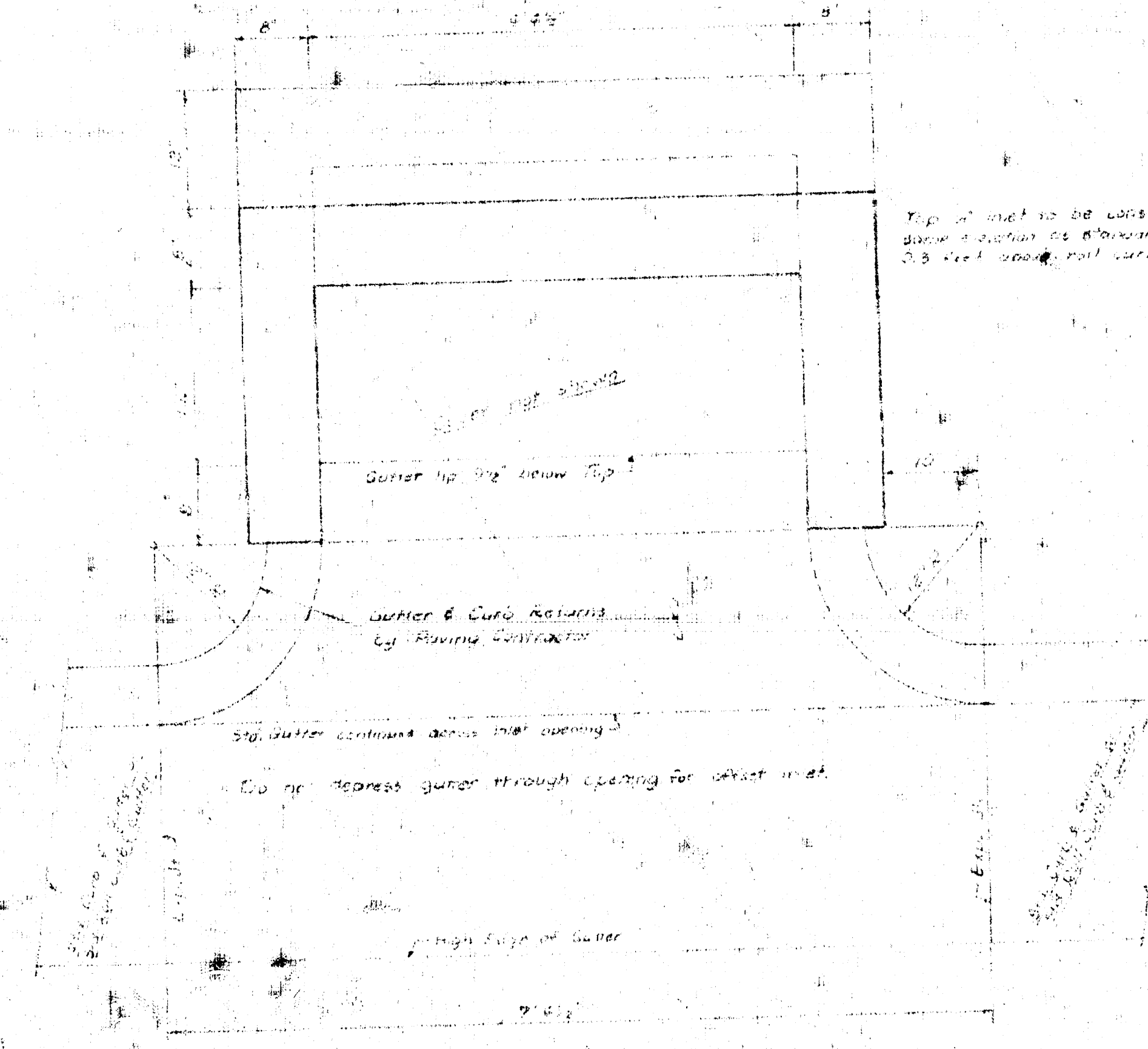
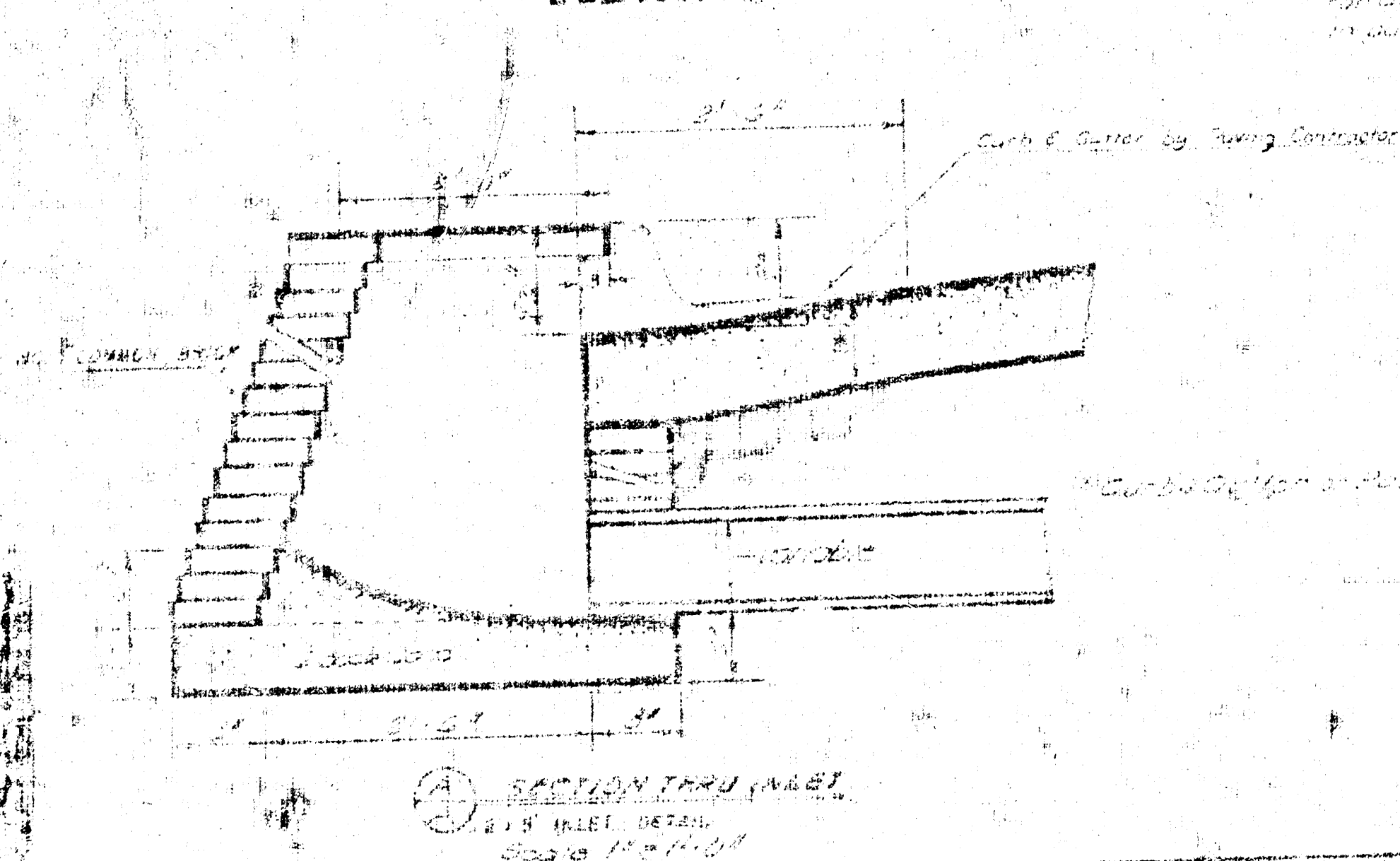
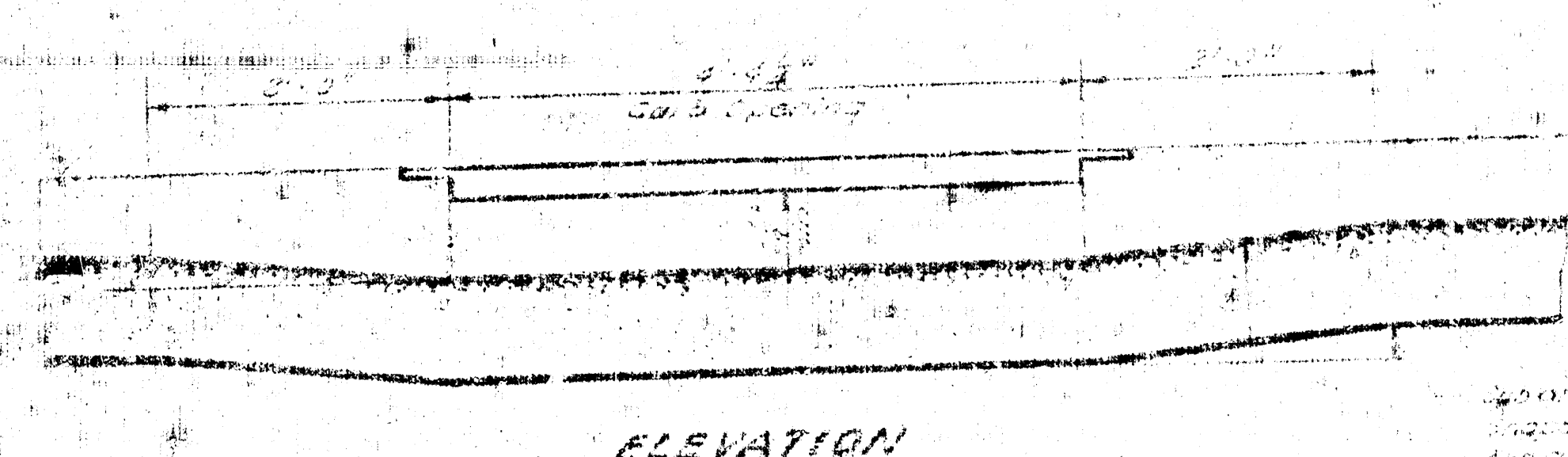
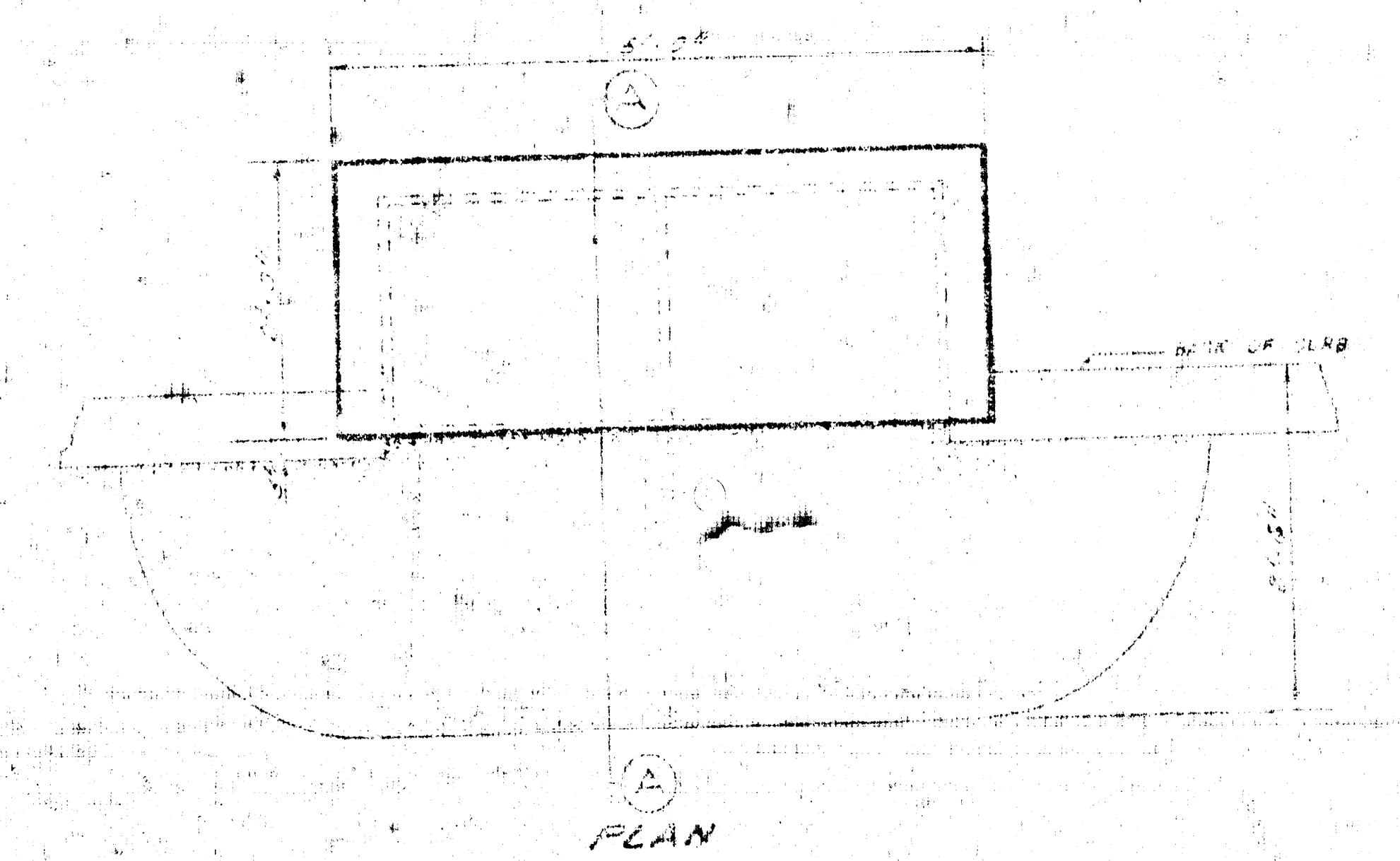
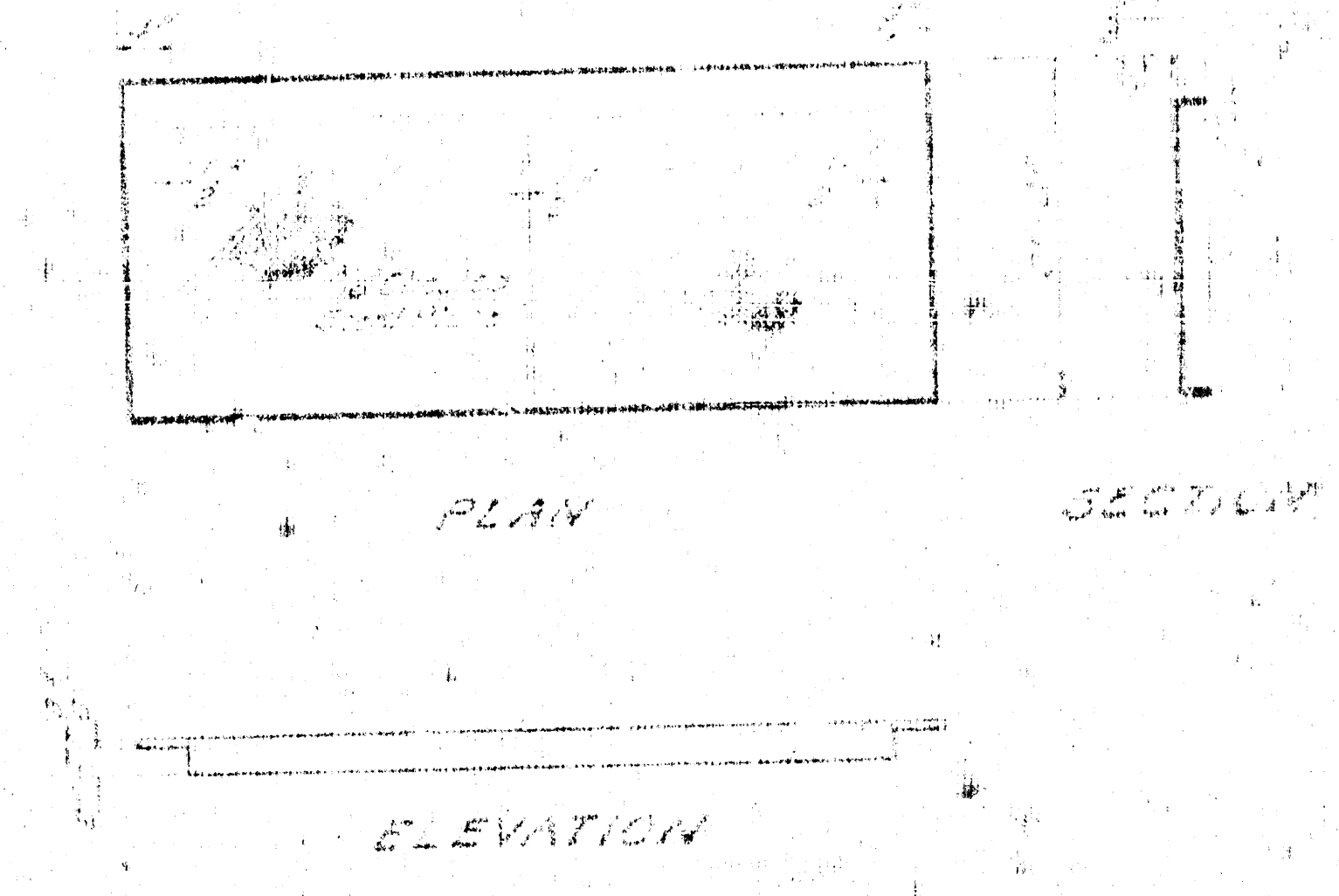




STANDARD 2x5 INLET - SET-ASIDE LOCATION



DETAIL
STANDARD 2x5 INLET.
CITY OF WICHITA, KANSAS
R. W. LINN CITY ENGINEER
SEPT 1973

CITY OF WICHITA
ENGINEER

DRAINAGE IN CONNECTION WITH
PAVING THREE LANE FROM S.E. BROOKHOLLOW
3RD ADDN TO N.E. BROOKHOLLOW 3RD ADDN.
CITY OF WICHITA, KANSAS
R. W. LINN, CITY ENGINEER
PROJECT NO. DAND 573061 Sheet 2 of 2

11 0 3 14

Plan
Elev
Grading
Erosion
Check
C.L.G.
1/11/11

co BROOKHOLLOW 3RD. ADDITION oo

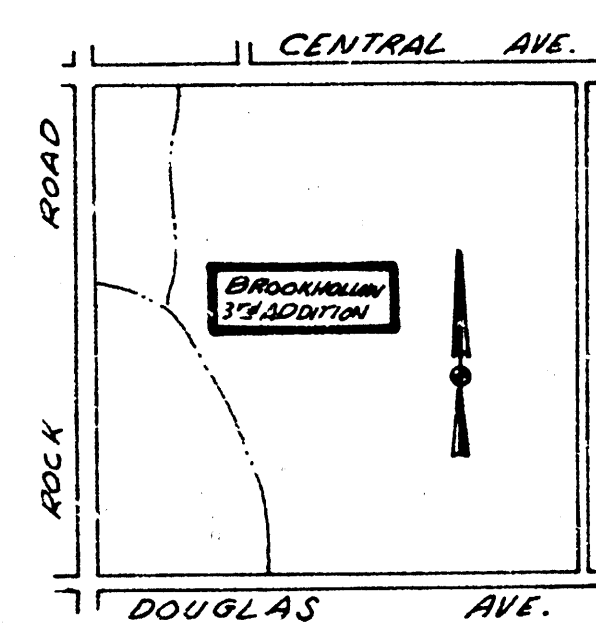
TARA LANE — SL. BROOKHOLLOW 3RD. ADDITION
TO NL. " " — 3'-0" ASPH. CONC. PAVT.

OVERBROOK LANE — EL. TARA LANE TO SL. LOT 10,
BLK. (2) BROOKHOLLOW 3RD. ADDN. — 35'-0" " " "

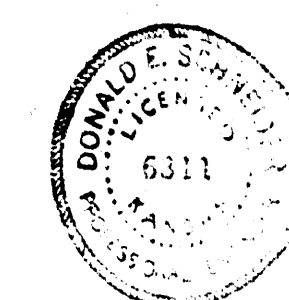
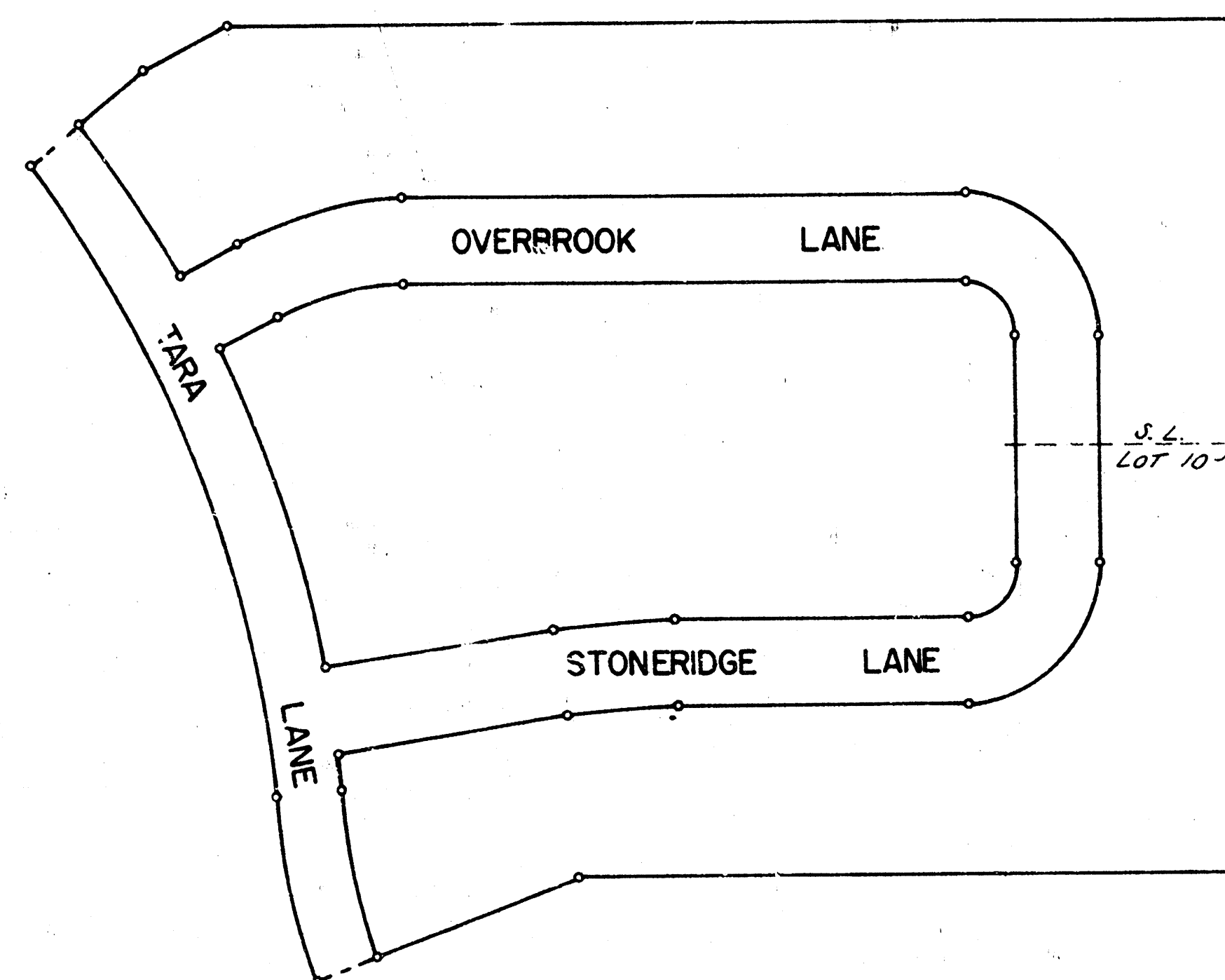
STONERIDGE LANE — EL. TARA LANE TO SL. LOT 10,
BLK. (2) BROOKHOLLOW 3RD. ADDN. — 35'-0" " " "

- PROJ. NO. DAKS573061-

R. W. LINN — CITY ENGINEER



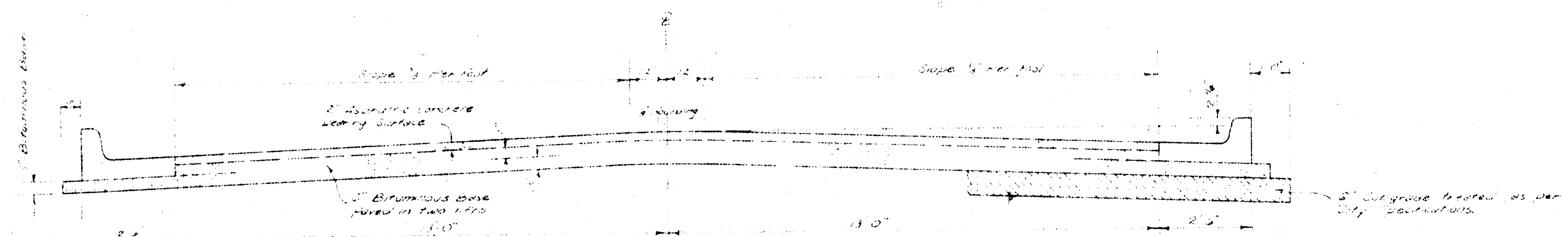
"LOCATION MAP"



GENERAL NOTES

1. CONTRACTOR TO CLEAR RIGHT-OF-WAY, GRADE WORKINGS, AND CONSTRUCT CONNECTED FILL IN SIDEWALK AREAS. SIDEWALKS TO BE CONSTRUCTED BY OTHERS.
2. TYPE OF SURFACE TREATMENT SHALL BE AS DETERMINED BY FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT OR CEMENT TREATMENT.
3. BOLL CURBS SHALL BE DEPRESSSED THROUGH DRIVEWAYS CONSTRUCTED IN CONJUNCTION WITH THIS PROJECT.
4. THIS PROJECT SHALL BE COORDINATED WITH SANITARY SEWER PROJECTS AND INCIDENTAL DRAINAGE PROJECT TO BE CONSTRUCTED WITHIN THE STREET RIGHT-OF-WAY.

TARA LANE



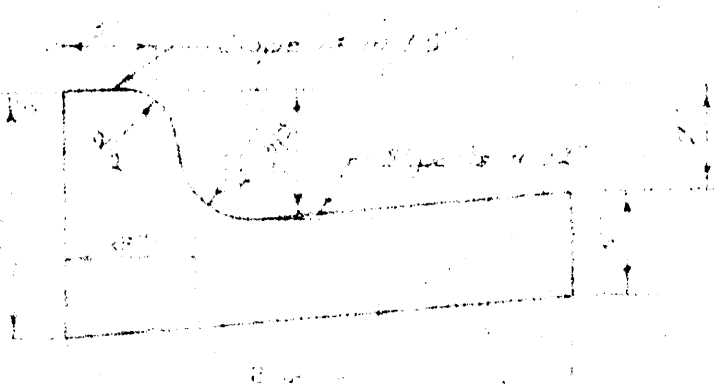
TYPICAL SECTION

3' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

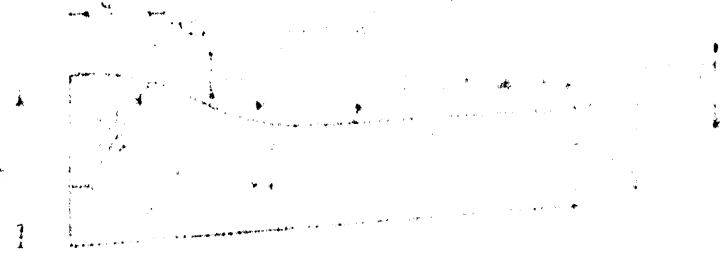
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY, AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS 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 Comp. Curb & Gutter shall be paid as 3' A.C. Pavement in Bituminous Base. The Bituminous Base under the Comp. Curb & Gutter shall be paid as 3' Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



Sheet No. 1A of 12

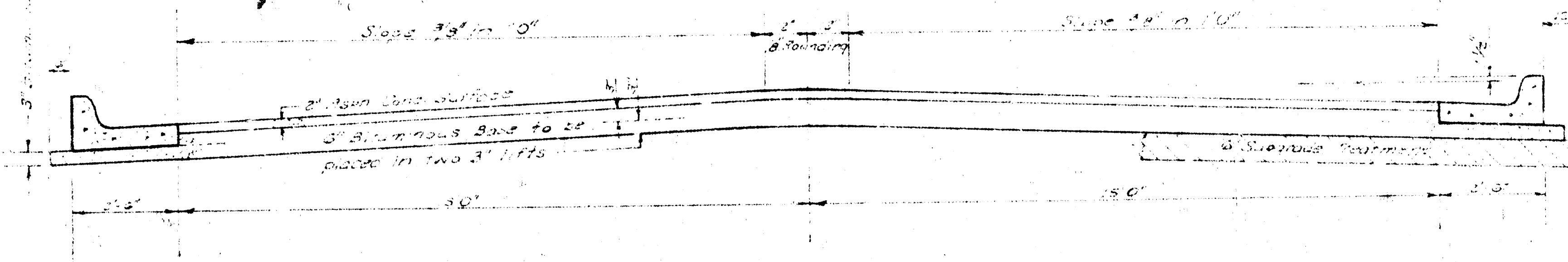
CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS — ENGINEERING

R. W. LINN CITY ENGINEER

DATE MAR 1974 PROJ NO.

Overbrook Lane
Stoneridge Lane



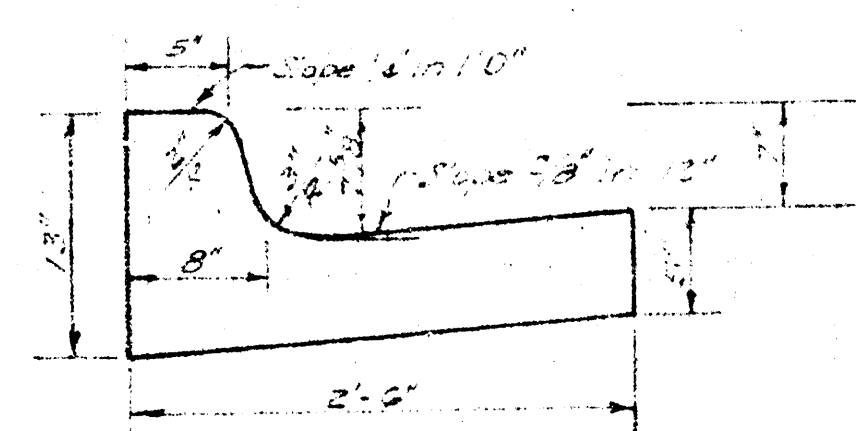
TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

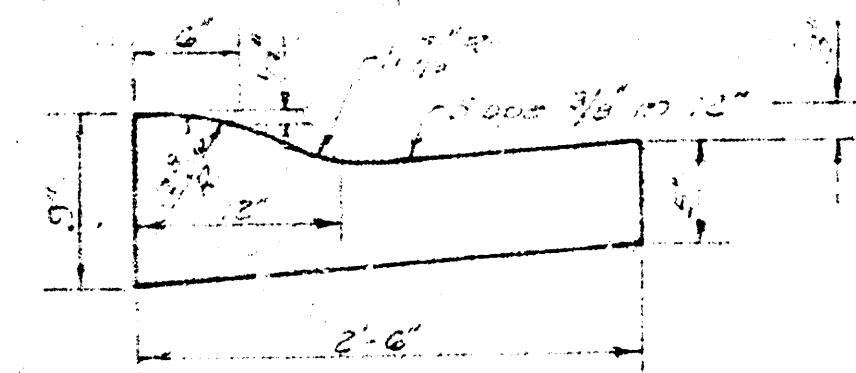
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE 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.

The P.C. Pavement between the curb and gutter shall be paid as 12" P.C. Pavement (3" Bituminous Base).
The Bituminous Base under the curb and gutter shall be paid as 6" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



Sheet No. 18 of 12

CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering

Division

R.W. LINN

CITY ENGINEER

DATE

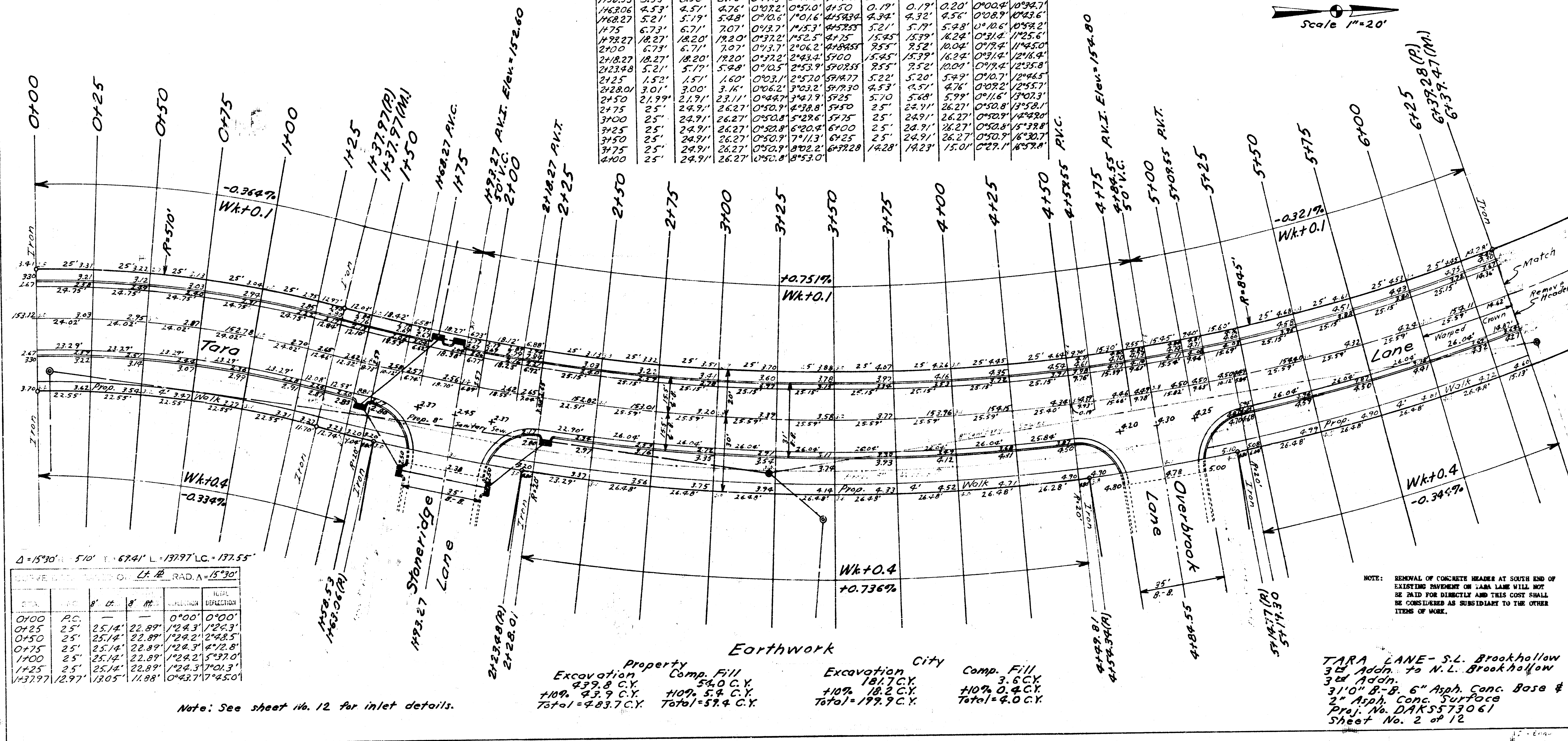
Proj. No.

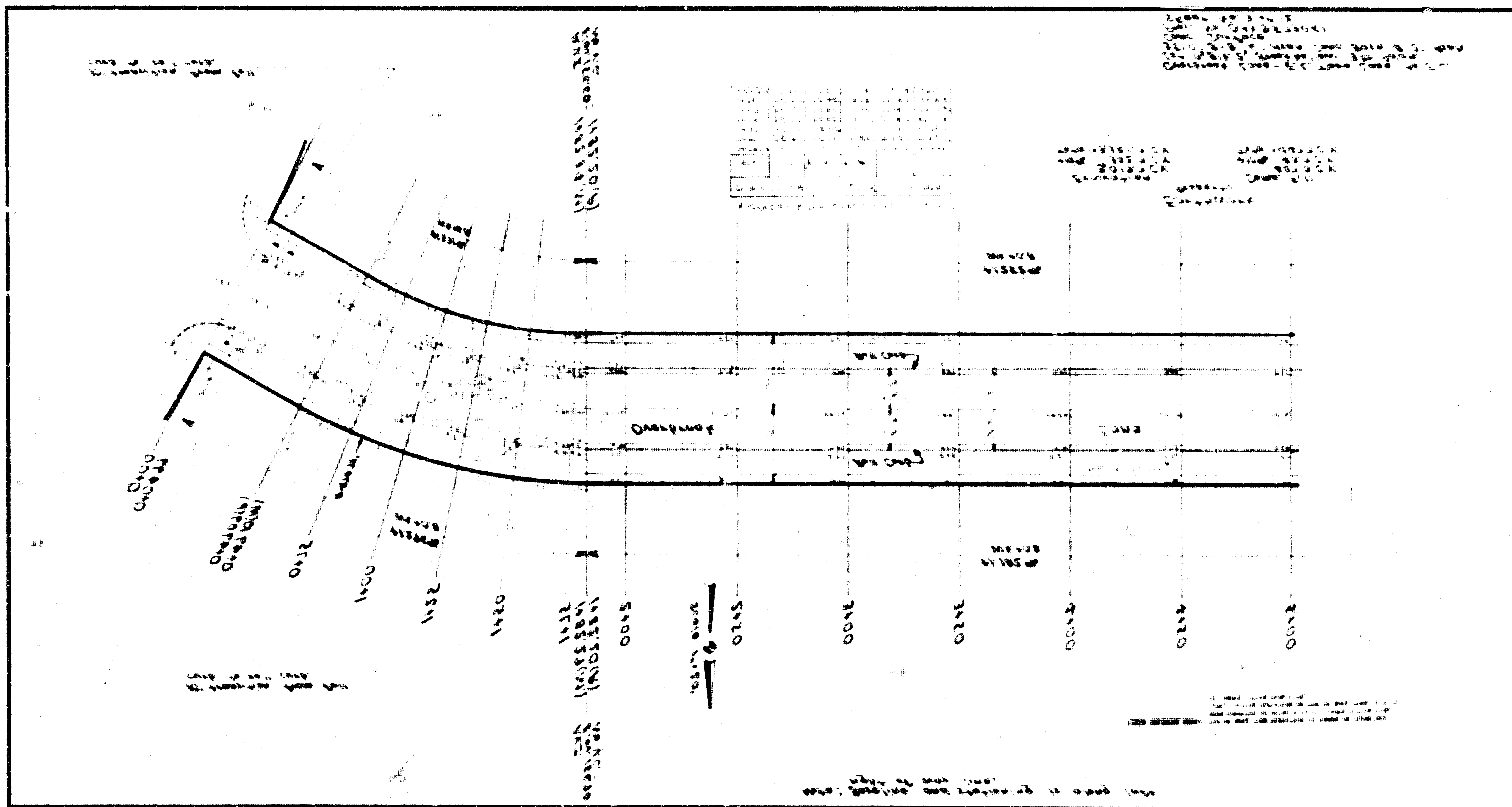
Note: Baseline and stationing is along left right of way line.

CURVE DATA BASED ON $\Delta = 33^\circ 57.5'$

221

STA	AHC	TOTAL LENGTH		TOTAL		A0000	B0000	D0000	T0000
		INLETION	OUTLETION	INLETION	OUTLETION				
137.77	A.C.	1.0000	0.0000	5.25	2.5	8.0000	8.0000	DeV.	76.00
137.77	1.99	1.199	1.262	0.245	0.245	14.66	14.66	2.050	9.43
138.53	5.53	8.50	8.96	0.73	0.918	24.81	24.81	2.070	28.07
140.36	4.53	4.51	4.76	0.072	0.570	0.10	0.19	0.120	0.000
140.27	5.21	5.19	5.40	0.006	0.106	4.34	4.32	4.56	0.000
145	6.73	6.73	7.07	0.00	0.00	5.70	5.70	5.00	0.00
145	6.73	6.73	7.07	0.00	0.00	15.55	15.55	16.24	1.25
210.0	6.73	6.73	7.07	0.73	2.062	4.0455	9.55	9.52	10.04
218.27	18.20	18.20	19.20	0.922	2.434	5.000	5.45	3.93	16.24
213.48	5.21	5.19	5.40	0.003	0.253	9.00235	3.5	3.5	0.00
214.5	1.51	1.50	1.60	0.031	0.031	0.25	0.25	0.07	0.07
214.01	2.99	2.97	3.11	0.000	0.2730	4.53	4.53	4.00	2.55
214.0	2.19	2.19	2.31	0.047	0.319	5.25	5.10	5.68	5.99
217.5	2.5	2.5	2.67	0.509	3.48.8	5.00	5.5	6.41	26.21
310.0	2.5	2.47	2.627	0.508	5.286	3.5	2.5	2.47	26.27
312.5	2.5	2.47	2.627	0.508	6.200	2.5	2.5	2.47	26.27
317.5	2.5	2.47	2.627	0.509	7.31	6.25	5.5	2.49	26.27
317.5	2.5	2.47	2.627	0.509	8.052	6.25	6.28	14.23	5.00
410.0	2.5	2.47	2.627	0.508	8.00	2.5	2.5	2.47	26.27



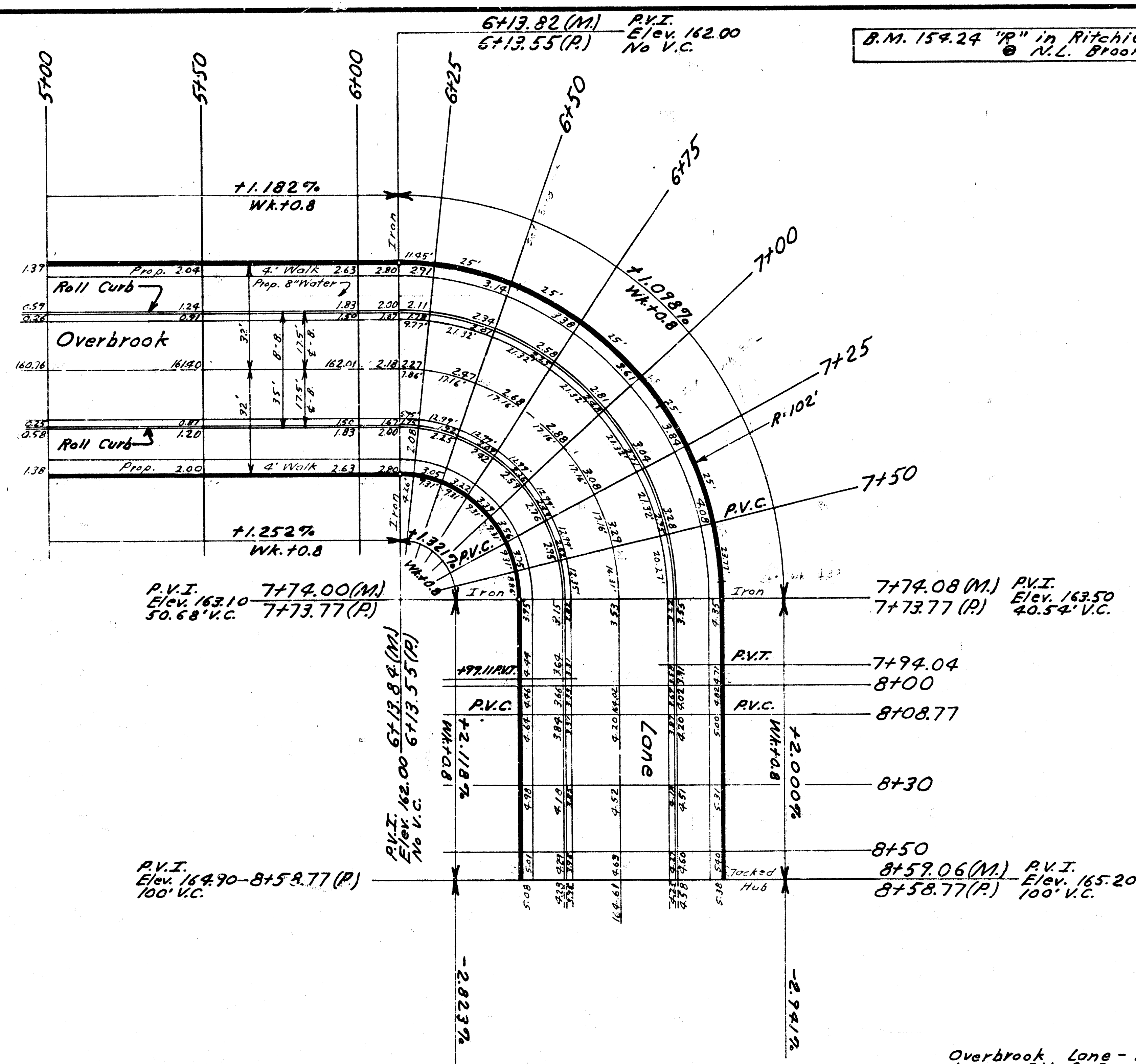




$\Delta = 70.00' R = 102.00' T = 102.00' L = 160.22' LC = 144.25'$

CURVE DATA BASED ON $\frac{1}{4}$ IN. RAD. $\Delta = 70.00'$

STA.	ARC	CHORD LENGTH	CHORD BEARS	DEFLECTION	TOTAL DEFLECTION
6+13.55	P.C.	—	—	0°00'	0°00'
6+25	11.45'	10.66'	5.05'	3°12.9'	3°12.9'
6+50	25'	23.23'	11.00'	7°01.3'	10°14.2'
6+75	25'	23.23'	11.00'	7°01.3'	17°15.5'
7+00	25'	23.23'	11.00'	7°01.3'	24°16.8'
7+25	25'	23.23'	11.00'	7°01.3'	31°18.1'
7+50	25'	23.23'	11.00'	7°01.3'	38°19.4'
7+73.77	23.77'	22.09'	10.46'	6°40.6'	45°00.0'



B.M. 154.24 "P" in Ritchie on E. curb of Tara Lane @ N.E. Brookhollow 3rd Addn.

Overbrook Lane - E.L. Tara Lane to S.L.
 Lot 10, Bk. 2, Brookhollow 3rd Addn.
 35' 0" R-2" 2" Asphalt Conc. Base & 2" Asphalt.
 Proj. No. DAKS 573061
 Sheet No. 4 of 12

