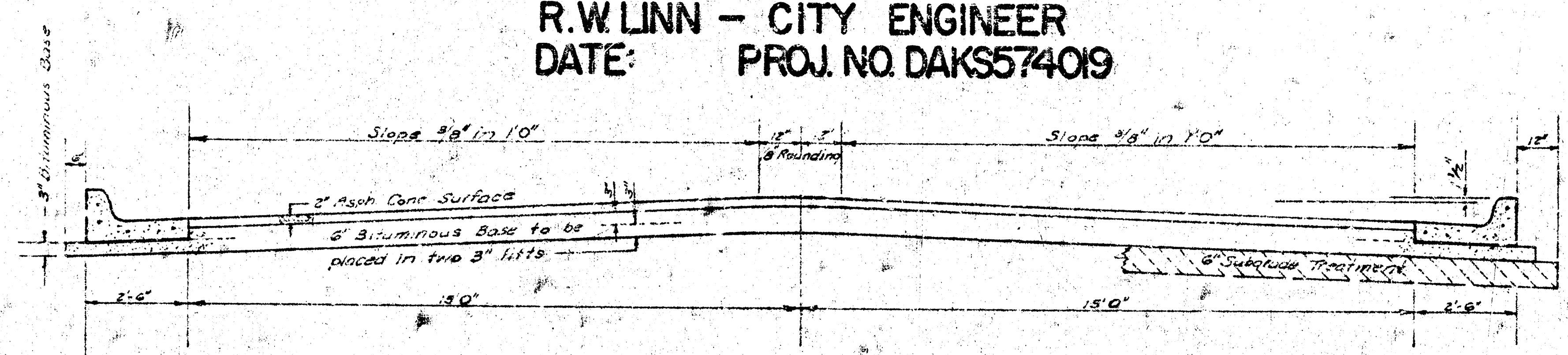


BEECH
N.L. BEDELL TO S.L. LINCOLN
30'-2'-34' ASPH. CONC.
CITY OF WICHITA, KANSAS
R.W. LINN - CITY ENGINEER
DATE: PROJ. NO. DAKS574019

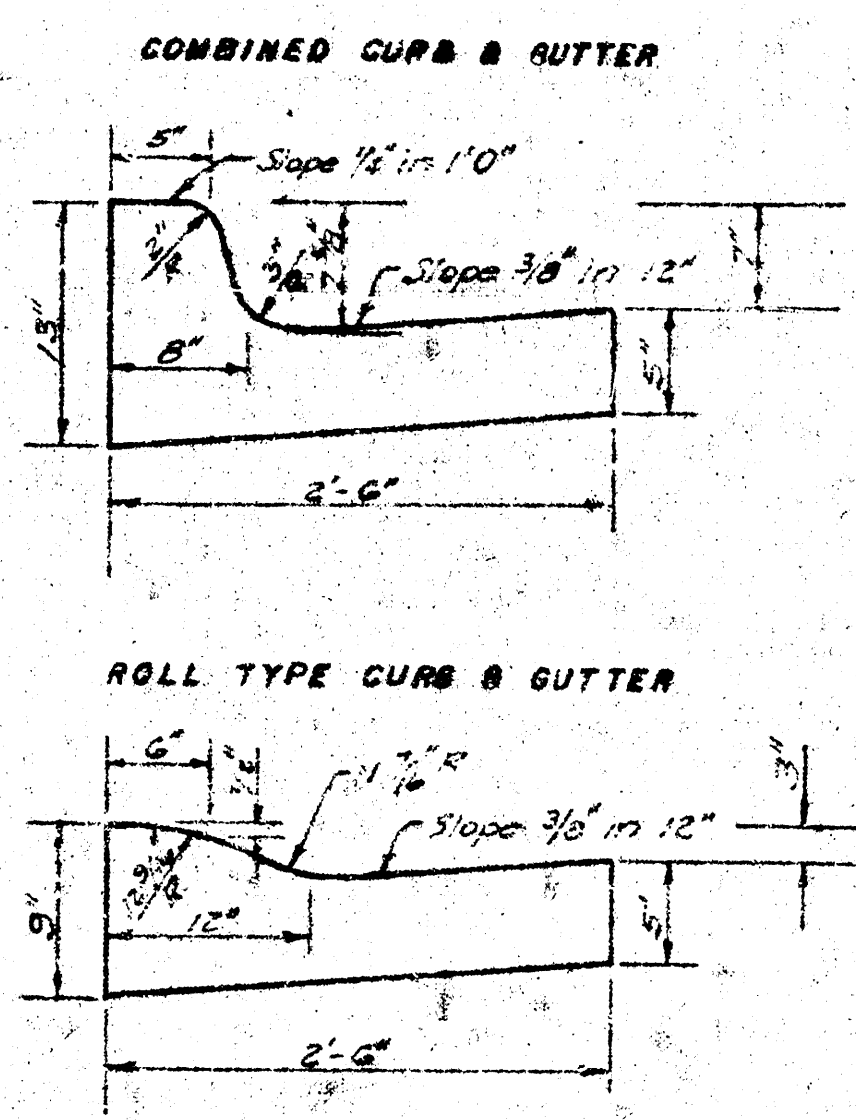


TYPICAL SECTION

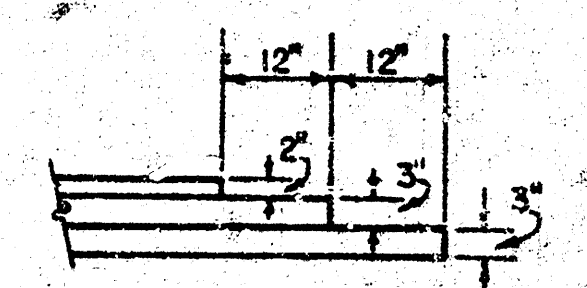
35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

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 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.*



DETAIL OF TRANSVERSE CONSTRUCTION JOINT



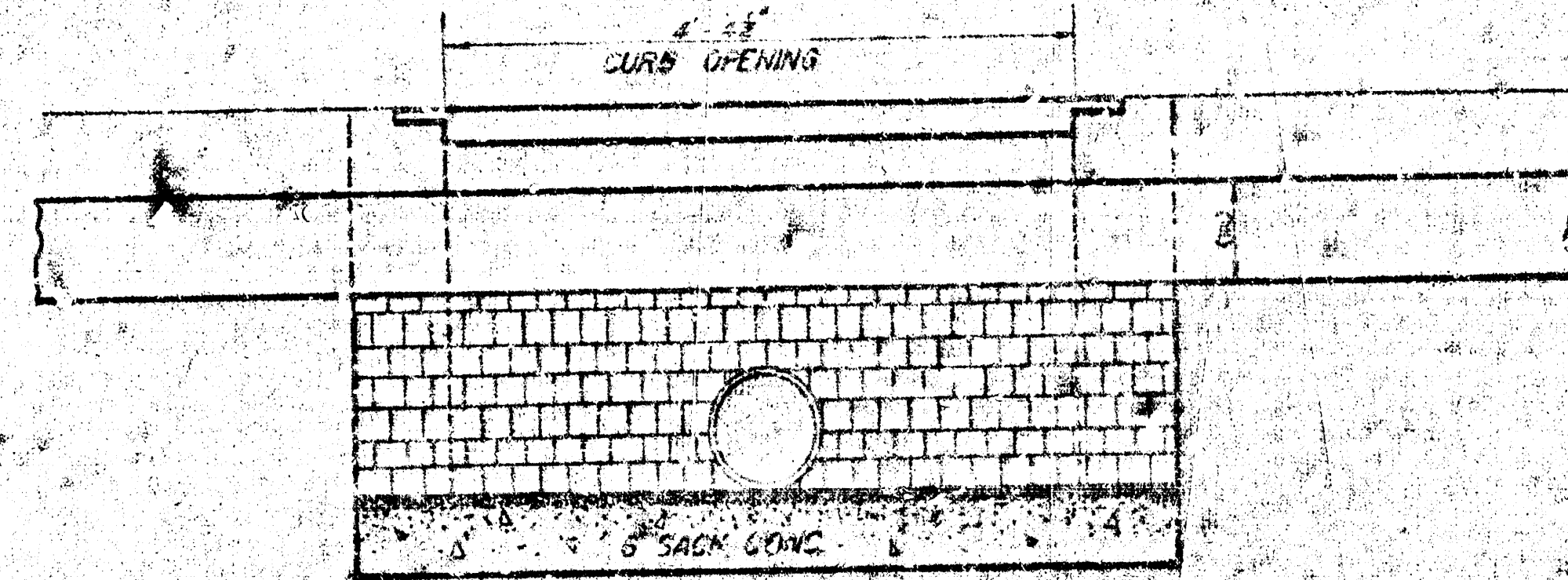
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSIDERED IN PERMANENT BASE PAVEMENT AT JOINTS WHERE THERE IS A CHANGE IN GRADE OR IN THE TYPE OF PAVEMENT. TRANSVERSE CONSTRUCTION JOINTS SHALL BE PLACED AT JOINTS WHERE THERE IS A CHANGE IN GRADE OR IN THE TYPE OF PAVEMENT. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL BE PAID FOR BY THE CITY OF WICHITA, KANSAS. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL BE PAID FOR BY THE CITY OF WICHITA, KANSAS.



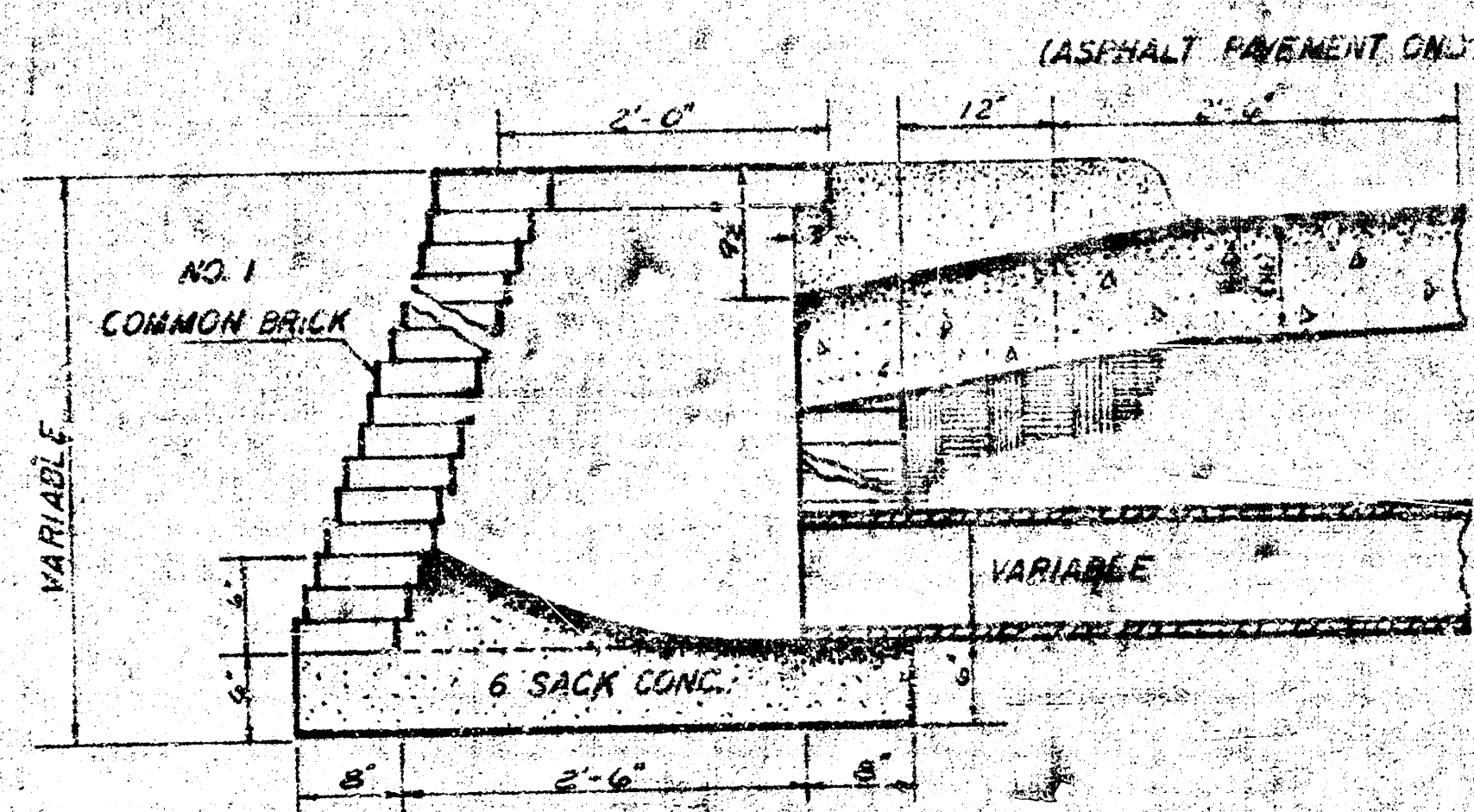
CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering
Division
R.W. LINN CITY ENGINEER
DATE _____ Proj. No. _____

THIS TYPE INLET TO BE USED
WHEN PAVEMENT IS ASPHALT
PAVEMENT WITH ASPHALT
BASE COURSE AND/OR WHEN
PAVEMENTS HAVE ROLL CURB.



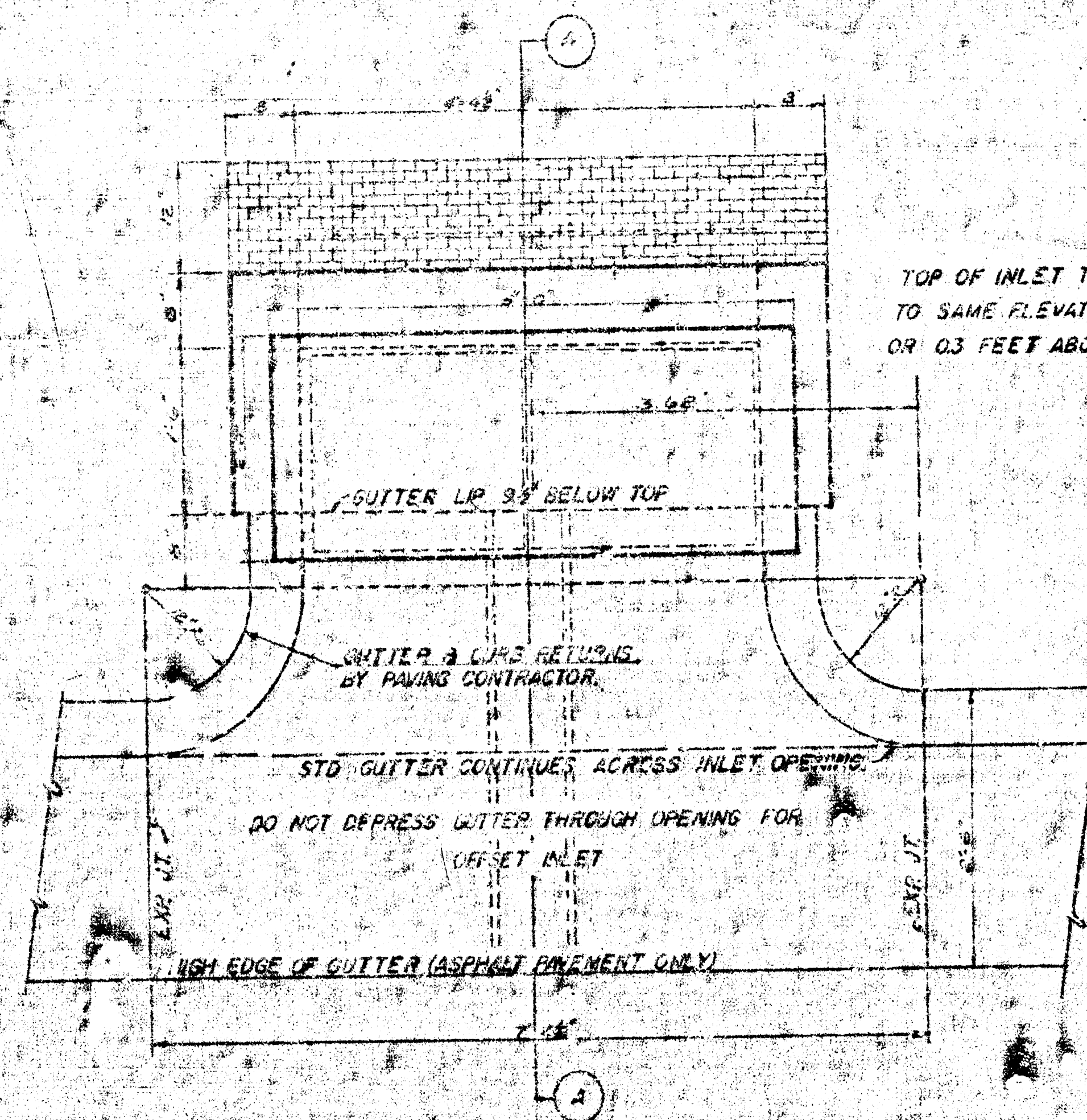
ELEVATION



SECTION THRU INLET
2'x5' INLET DETAIL
SCALE 1/4"=1'-0"

NOTE: BRICK FOR INLET CONSTRUCTION
SHALL CONFORM WITH THE LATEST
REVISION OF THE AMERICAN
SOCIETY FOR TESTING AND
MATERIALS DESIGNATION C32
FOR MANHOLE BRICK GRADE MS.

(R) CURB & GUTTER OR PAVEMENT THICKNESS

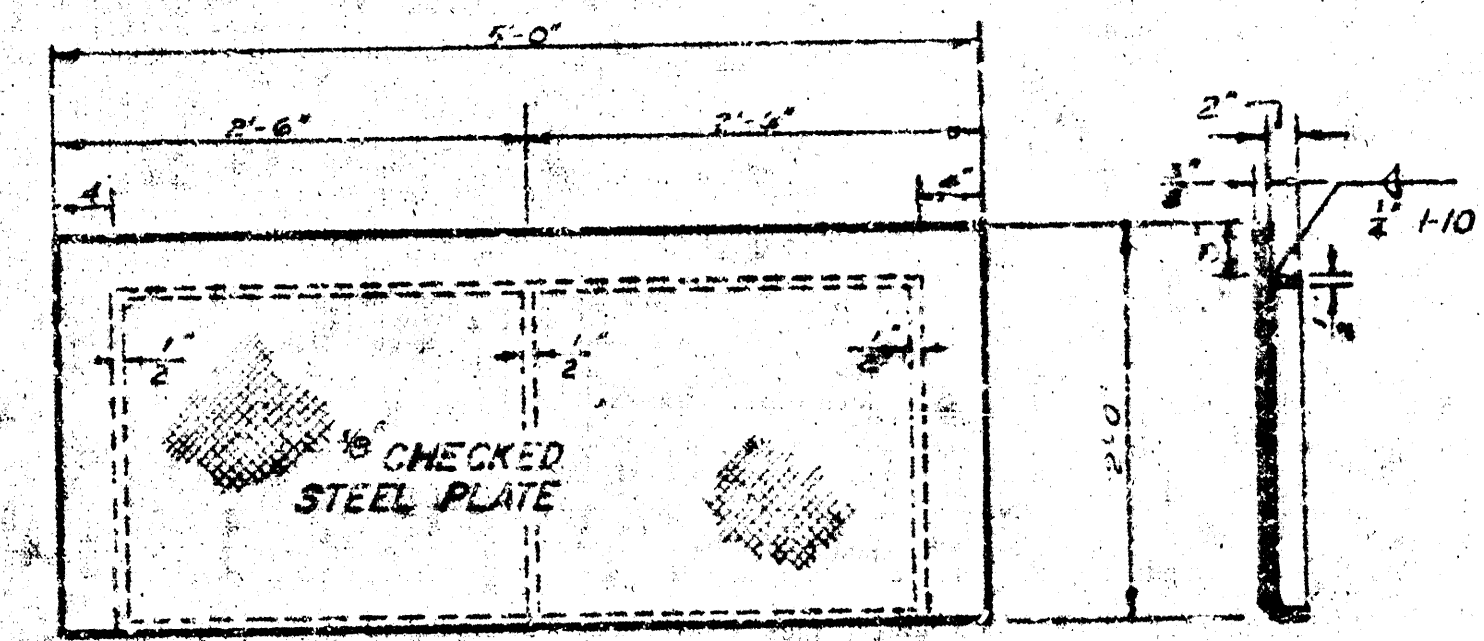


PLAN

STANDARD 2'x5' INLET AT SETBACK LOCATION
SCALE 1/4"=1'-0"

NOTE: STRUCTURAL STEEL FOR
INLET COVER SHALL CONFORM
WITH THE LATEST REVISION OF
THE AMERICAN SOCIETY FOR
TESTING AND MATERIALS
DESIGNATION A36.

TOP OF INLET TO BE CONSTRUCTED
TO SAME ELEVATION AS STANDARD CURB
OR 0.3 FEET ABOVE ROLL CURB.



PLAN

SECTION

ELEVATION

CITY OF WICHITA
STEEL INLET COVER
WEIGHT=206 LBS.
SHOP PAINT=BLACK ASPH.
SCALE 1/4"=1'-0"

DETAIL
STANDARD 2'x5' INLET
(SET BACK LOCATION)

CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER

JUNE 1974

BM = 184.60 - R.R. SPIKE TOP 2' GUARD POST E. SIDE WEBB RD. APPROX. 100' N. OF N.L. BEDELL W.
 BM = 174.71 - R.R. SPIKE S. SIDE COR. POST APPROX. 50' E. OF 1/4 SEC. COR. LINCOLN & WEBB RD.
 BM = 176.15 - IRON IN THIMBLE 1/4 SEC. COR. LINCOLN & WEBB RD.

Curve Data: West Curve Face
 R = 250.38'
 Δ = 39° 30'
 L = 172.41'
 T = 89.90'
 C = 149.22'
 D = 22° 55' 00.70"

Point	Length along E	Chord Length BPT-E	Deflection Angle BPT-E	Total Angle
1+20 PC				
1+50	30'	27.18'	32.78"	3° 12' 51"
1+80	25'	22.65'	27.93"	3° 12' 51"
2+00				8° 25' 42"
2+25	"	"	"	11° 38' 33"
2+50	"	"	"	14° 51' 24"
2+75	"	"	"	18° 04' 15"
3+00	"	"	"	21° 17' 06"
3+25	"	"	"	24° 30' 57"
3+50	"	"	"	27° 43' 48"
3+75	"	"	"	30° 56' 39"
4+00	"	"	"	34° 09' 30"
4+25	"	"	"	37° 22' 21"
4+50	"	"	"	40° 35' 12"
4+75	"	"	"	43° 48' 03"
5+00	"	"	"	47° 00' 54"
5+25	"	"	"	50° 13' 45"
5+50	"	"	"	53° 26' 36"
5+75	"	"	"	56° 39' 27"
6+00	"	"	"	59° 52' 18"
6+25	"	"	"	63° 05' 09"
6+50	"	"	"	66° 18' 00"
6+75	"	"	"	69° 30' 51"
7+00	"	"	"	72° 43' 42"
7+25	"	"	"	75° 56' 33"
7+50	"	"	"	79° 09' 24"
7+75	"	"	"	82° 22' 15"
8+00	"	"	"	85° 35' 06"
8+25	"	"	"	88° 47' 57"
8+50	"	"	"	91° 60' 48"
8+75	"	"	"	94° 73' 39"
9+00	"	"	"	97° 86' 30"
9+25	"	"	"	100° 99' 21"
9+50	"	"	"	104° 12' 12"
9+75	"	"	"	107° 25' 03"
10+00	"	"	"	110° 37' 54"
10+25	"	"	"	113° 50' 45"
10+50	"	"	"	117° 03' 36"
10+75	"	"	"	120° 16' 27"
11+00	"	"	"	123° 29' 18"
11+25	"	"	"	126° 42' 09"
11+50	"	"	"	129° 55' 00"
11+75	"	"	"	133° 07' 51"
12+00	"	"	"	136° 20' 42"
12+25	"	"	"	139° 33' 33"
12+50	"	"	"	142° 46' 24"
12+75	"	"	"	145° 59' 15"
13+00	"	"	"	149° 12' 06"
13+25	"	"	"	152° 24' 57"
13+50	"	"	"	155° 37' 48"
13+75	"	"	"	158° 50' 39"
14+00	"	"	"	162° 03' 30"
14+25	"	"	"	165° 16' 21"
14+50	"	"	"	168° 29' 12"
14+75	"	"	"	171° 42' 03"
15+00	"	"	"	174° 54' 54"
15+25	"	"	"	178° 07' 45"
15+50	"	"	"	181° 20' 36"
15+75	"	"	"	184° 33' 27"
16+00	"	"	"	187° 46' 18"
16+25	"	"	"	190° 59' 09"
16+50	"	"	"	194° 12' 00"
16+75	"	"	"	197° 24' 51"
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