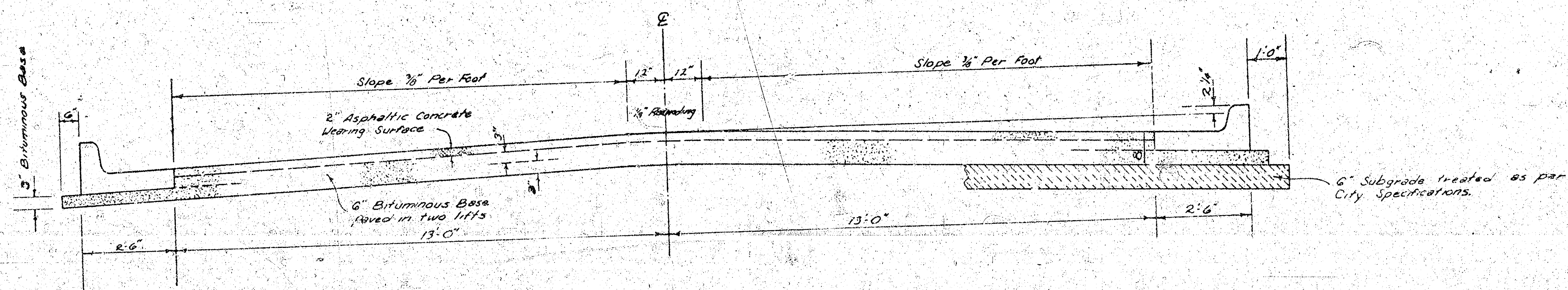


FRIAR LANE
W.L. Sherwood Glen 4th Add'n.-E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.
LITCHFIELD
W.L. Sullivan-S.L. Friar
SULLIVAN
N.L. 37th St. No.-S.L. Friar Ln.
472-76-245-80420-000-000-001

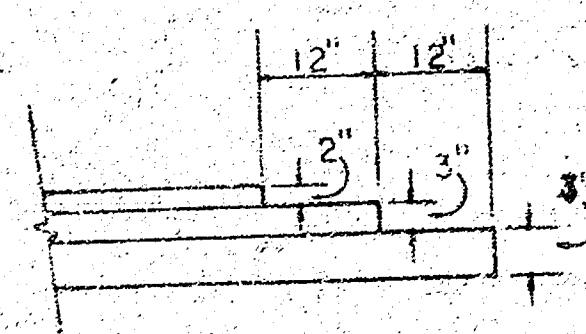


TYPICAL SECTION

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.

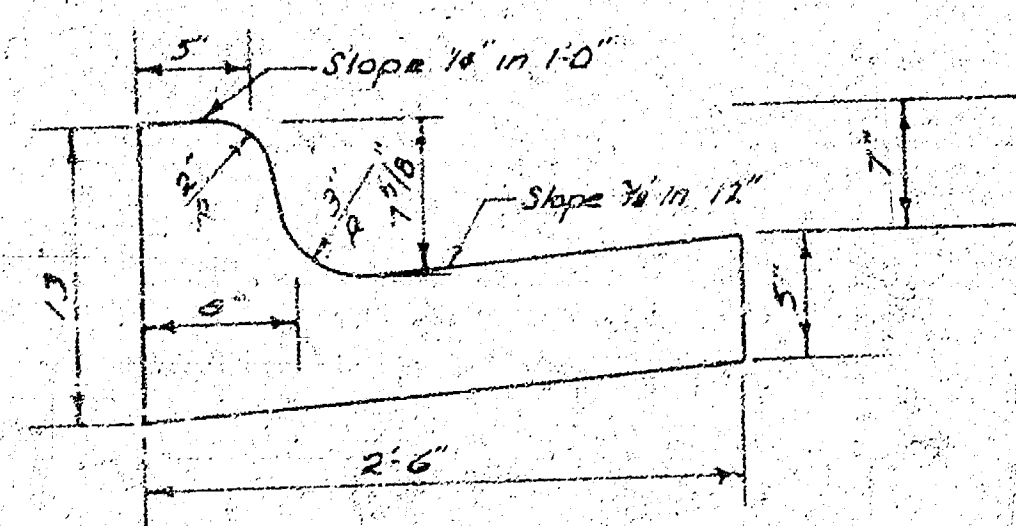
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



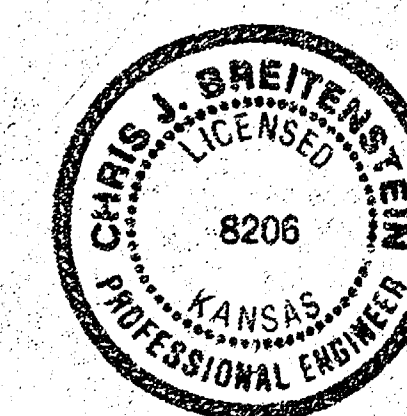
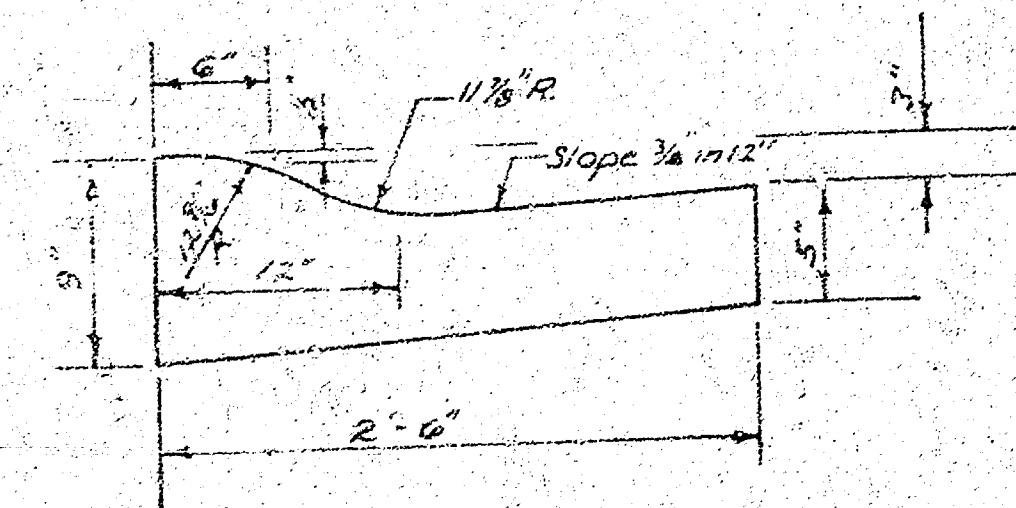
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID OF DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.

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

COMBINED CURB & GUTTER



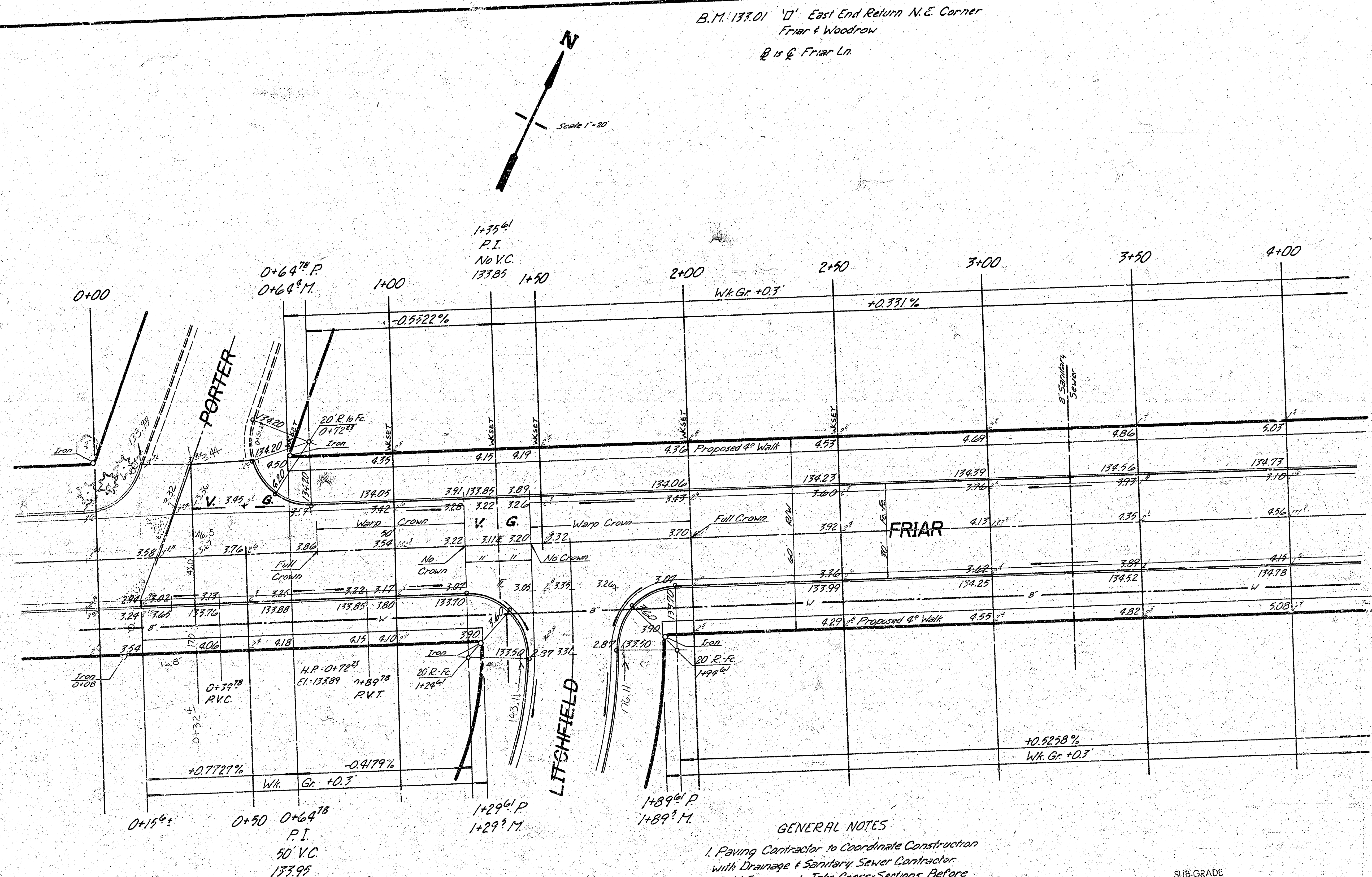
ROLL TYPE CURB & GUTTER



CITY OF WICHITA, KANSAS
DEPARTMENT OF PUBLIC WORKS — ENGINEERING
R. W. LINN CITY ENGINEER
DATE _____ PROJ. NO. _____

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SURVEY DATA
 P.M. 133.01
 E.C.



GENERAL NOTES

1. Paving Contractor to Coordinate Construction with Drainage & Sanitary Sewer Contractor.
2. Field Engineer to Take Cross-Sections Before Beginning Construction.
3. Earthwork Quantities are for Bidding Only. Earthwork Pay Quantities are to be Calculated at Time of Final Estimate.
4. Contractor to Contact Utility Companies for Location of Underground Lines.
5. Flared End Sections to be Paid as L.F. 18" R.C.P.
6. No More than 20' Drives or the Equivalent can be Constructed on this Project.
7. Field Engineer to Return Cross-Section Book to Office Before Beginning Construction.

SUB-GRADE

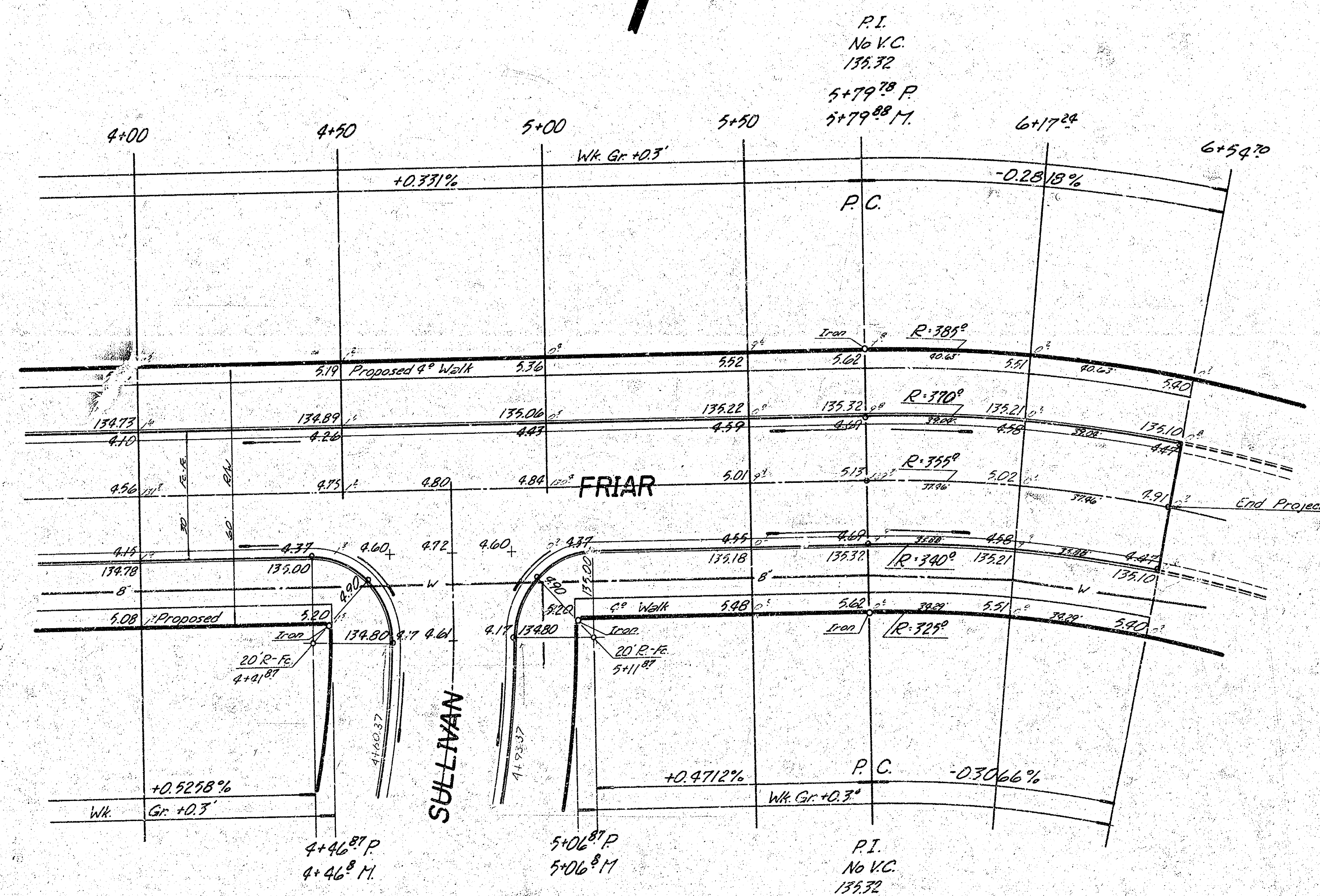
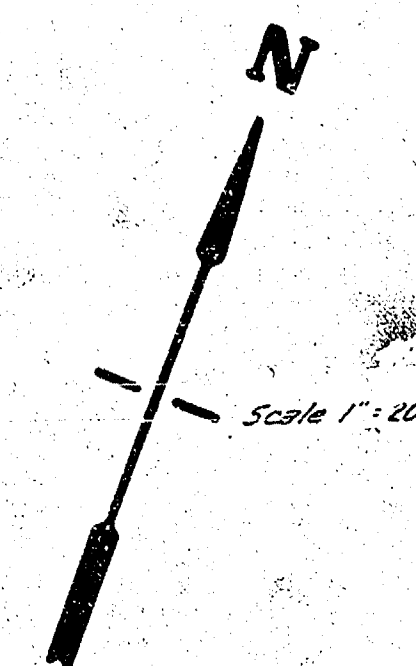
TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

FRIAR LANE
 W.L. Sherwood Glen 4th Add'n
 E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n

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B.M. 133.77 'D' West End Return N.W. Corner
Friar & Porter N.
B is E Friar



$\Delta = 120.570^\circ = 355.00' = 37.60' L = 74.92' LC = 74.70'$

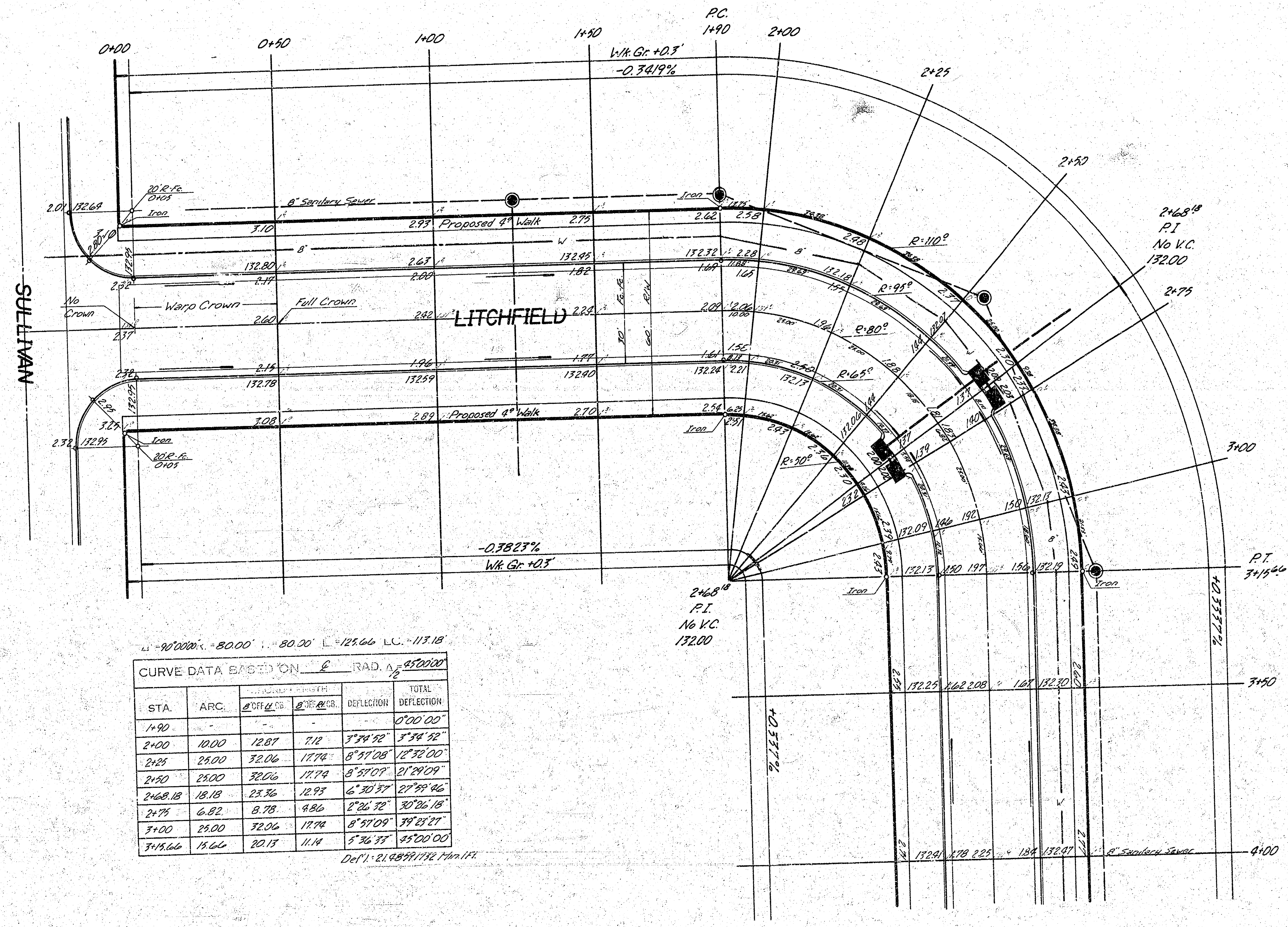
CURVE DATA BASED ON $E = 602.45'$

STA	ARC	CHORD	CHORD BEARING	DEFLECTION	TOTAL DEFLECTION
5+79.78	-	-	-	-	0°00'00"
6+17.84	37°46'	39.87	35.02	3°01'28"	3°01'28"
6+54.70	37°46'	39.87	35.02	3°01'28"	6°02'56"

Def 11°48'01"9686 140.17'

FRIAR LANE
W.L. Sherwood Glen 4th Add'n.
E.L. Lot 4, Blk. 3, Sherwood Glen 4th Add'n.

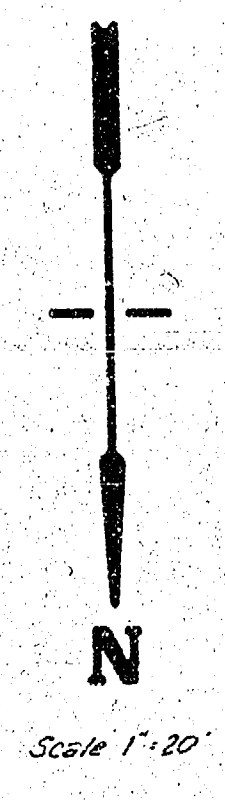
B.M. 131.97 R.R. Spike N.S. Power Pole 63' W. &
 38' S. of E. Sullivan & 37th St. No.
 @ 15 E. Litchfield



90°00'00" - 80°00'00" - 80°00'00" L=125.66 LC=113.18

CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\Delta = 95.00000$				
STA.	ARC.	CHORD	DEFLECTION	TOTAL DEFLECTION
1+90	-	-	-	0°00'00"
2+00	10.00	12.87	7.12	3°34'52"
2+25	25.00	32.06	17.74	8°57'09"
2+50	25.00	32.06	17.74	8°57'09"
2+68.18	18.18	23.36	12.93	6°30'37"
2+75	6.82	8.78	4.86	2°26'52"
3+00	25.00	32.06	17.74	8°57'09"
3+19.66	19.66	20.13	11.14	5°36'33"

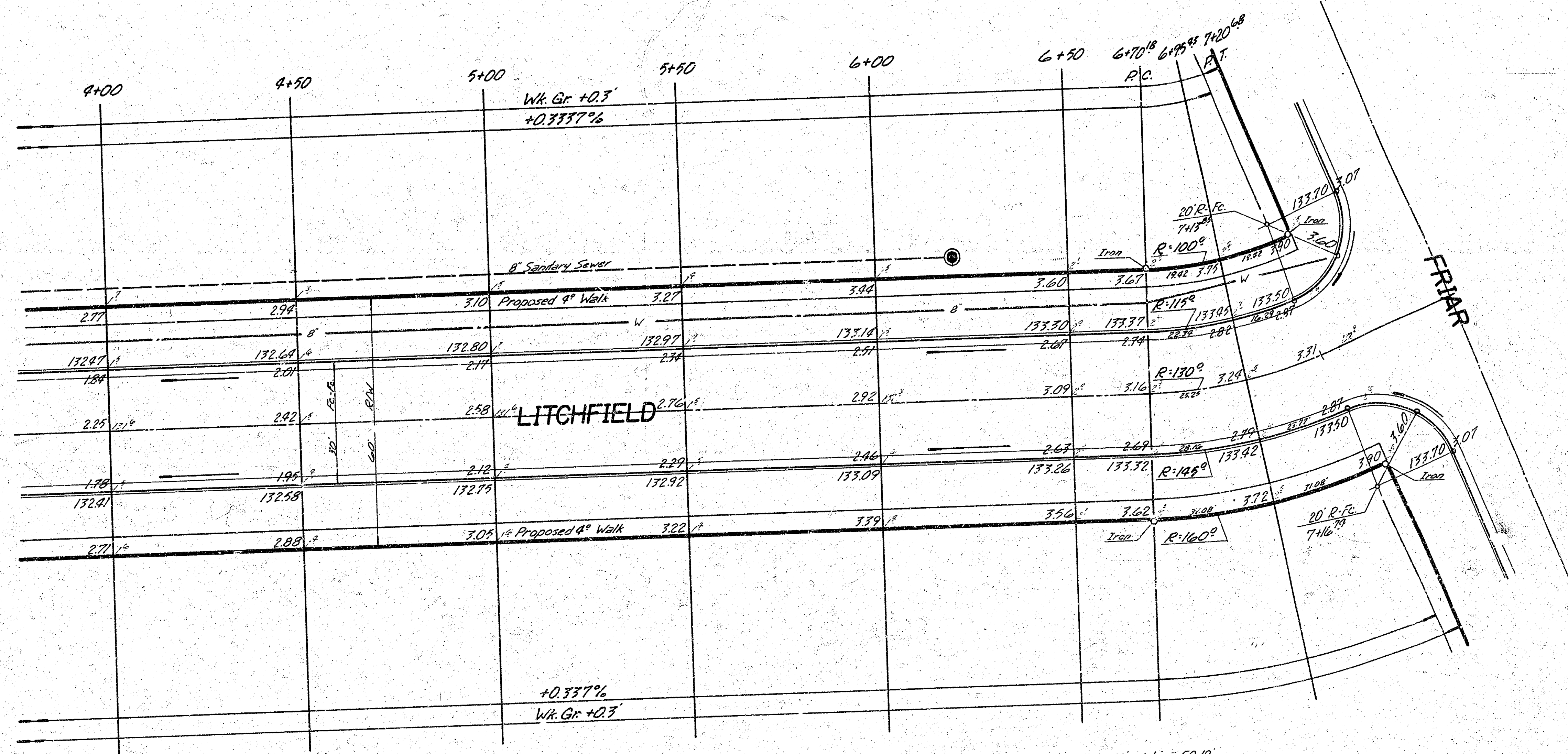
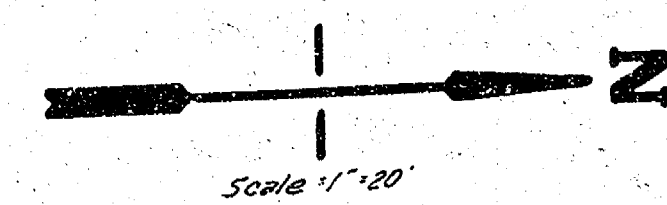
Def'n: 21.98471742 Min 11.14



LITCHFIELD
 W.L. Sullivan-S.L. Frar

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B.M. 133.77 'B' West end Return N.W. Corner
 Friar & Porter North
 B is E Litchfield



$\Delta = 20'18.30''$ $R = 120.00'$ $T = 25.81'$ $L = 50.90'$ $LC = 50.19'$

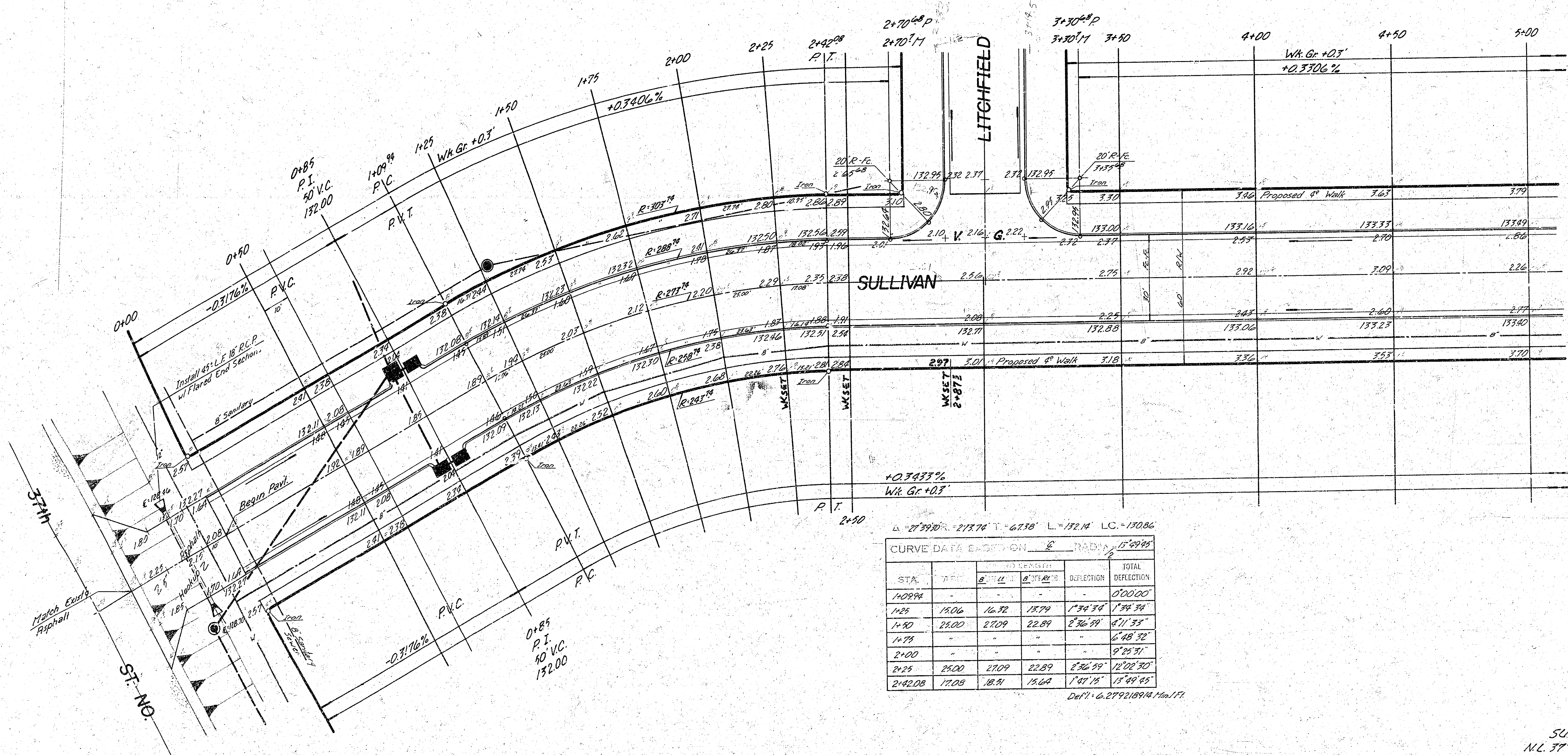
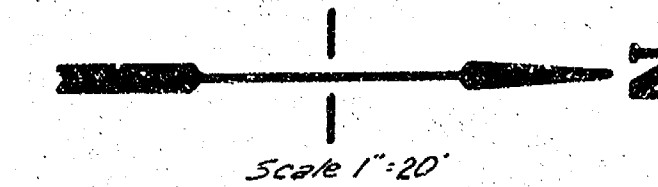
CURVE DATA BASED ON Δ					RAD. $\Delta = 11'01'45''$	
STA.	ARC.	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION	
		CHORD CB	CHORD DB			
6+70.18						
6+94.83	24.65	20.78	29.67	5°53'51"	5°53'51"	
7+13.89	18.42	15.15	21.66	4°03'30"	9°57'21"	
7+46.74	2.87	2.38	3.80	0°50'12"	10°47'33"	
7+22.68	3.94	3.24	4.64	0°52'08"	11°01'45"	

Def'n = 15.22210276 Min 1/11

LITCHFIELD
 W.L. Sullivan - S.L. Friar

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 AVAILABLE COPY

3.11 131.97 R.R. Spike N Side Power Pole
 63° W. 138° S. of E 37th St. No. 1
 Sullivan
 15 E Sullivan



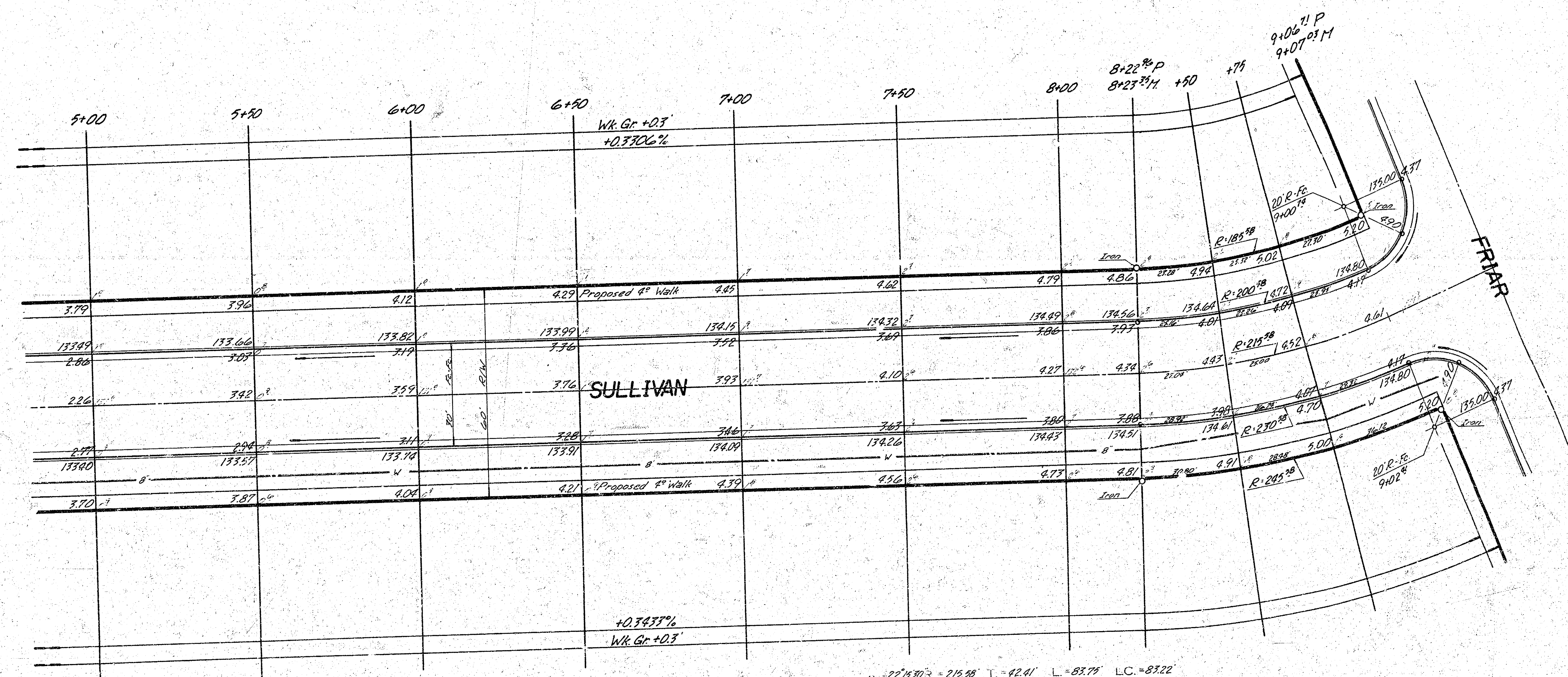
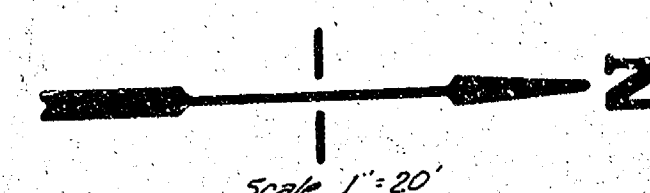
Curve Data Extension

STA.	VERT.	CHORD	DEFLECTION	TOTAL DEFLECTION
1+09.94	-	-	-	0000.00
1+25	15.06	16.92	1° 34' 34"	1° 34' 34"
1+40	25.00	27.09	2° 36' 39"	4° 11' 33"
1+75	-	-	-	6° 48' 32"
2+00	-	-	-	9° 25' 31"
2+25	25.00	27.09	2° 36' 39"	12° 02' 30"
2+42.08	17.05	18.91	1° 47' 15"	13° 49' 45"

Def'n: 6.27921894, 144.171

SULLIVAN
 N.L. 37th St. No. 1 - S.L. FRIED

B.M. 133.71 'B' W. End Return N. W. Corner
 Friar & Porter No.
 R. L. Sullivan



22°50'2" = 215.18' T = 42.41' L = 83.75' LC = 83.22'

CURVE DATA BASED ON $\frac{1}{2}$ RAD. Δ 11°01'45"				
STA.	ARC	CHORD	CHORD BEHIND	TOTAL DEFLECTION
8+22.96	-	-	-	0°00'00"
8+50	27.03	24.14	28.90	5°35'36"
8+75	25.00	22.32	28.65	5°19'20"
9+00.74	25.74	22.98	28.47	5°25'14"
9+02.41	1.67	1.89	1.93	0°15'18"
9+06.71	4.30	3.84	4.76	0°34'17"

DATA: 1973250698 H.M. 1/1

SULLIVAN
 N. L. 37th St. No. 5. L. Friar