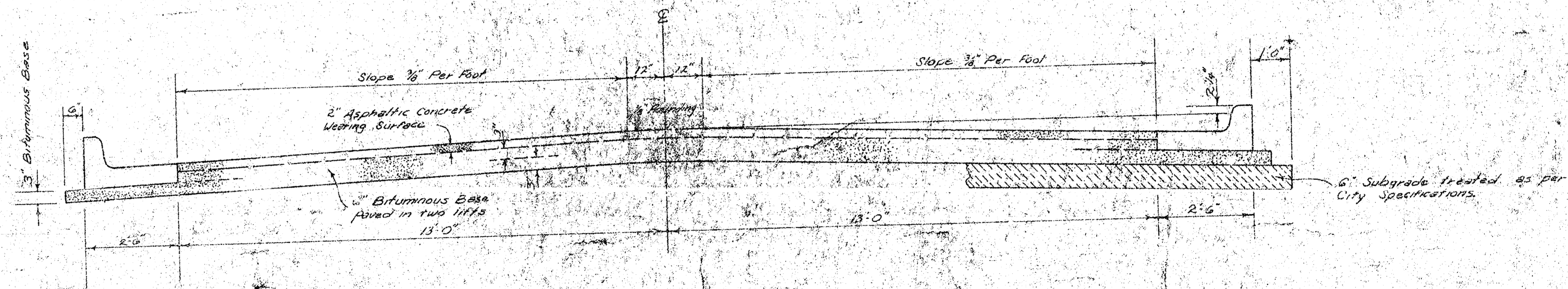


**FRIAR LN. & GARLAND**  
 E. L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n. -  
 N. L. 37th St. No.  
**GARLAND**  
 N. L. Friar Ln. - N. L. Sherwood Glen 4th. Add'n.  
**SOMERSET**  
 N. L. 37th St. No. - S. L. Friar Ln.  
 472-76-245-80418-000-000-001

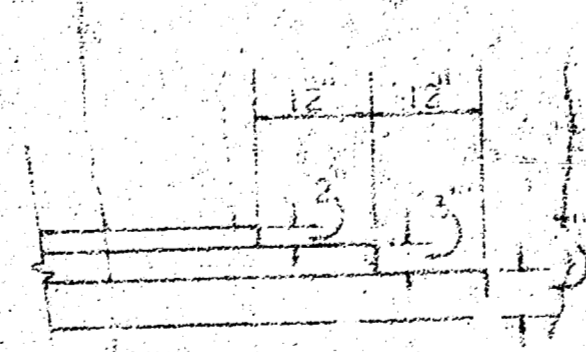


**TYPICAL SECTION**

**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.

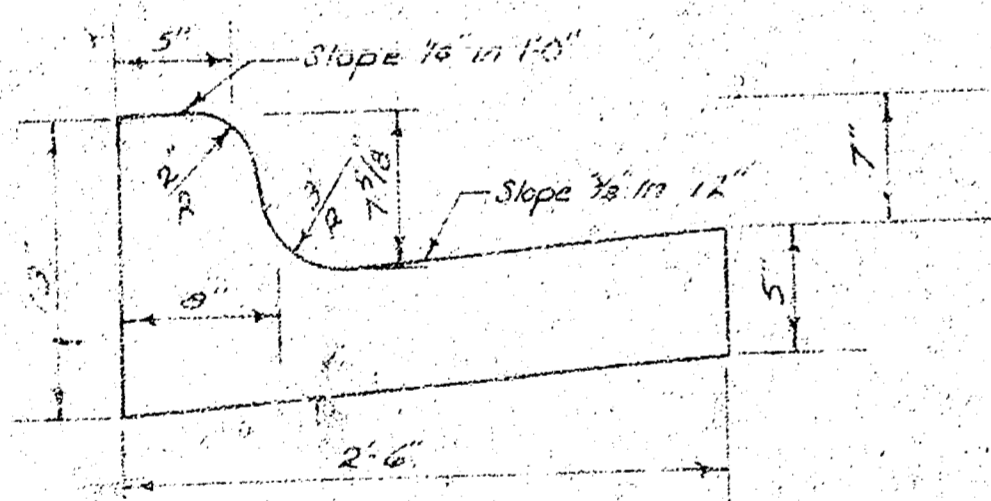
**DETAIL OF TRANSVERSE CONSTRUCTION JOINTS**



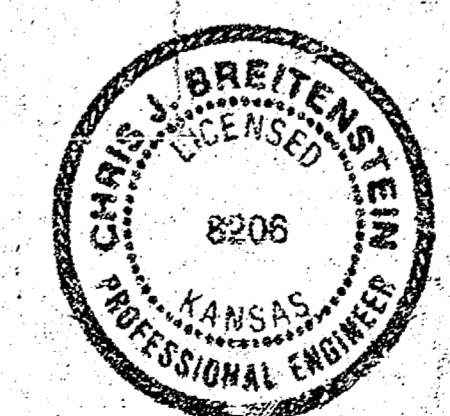
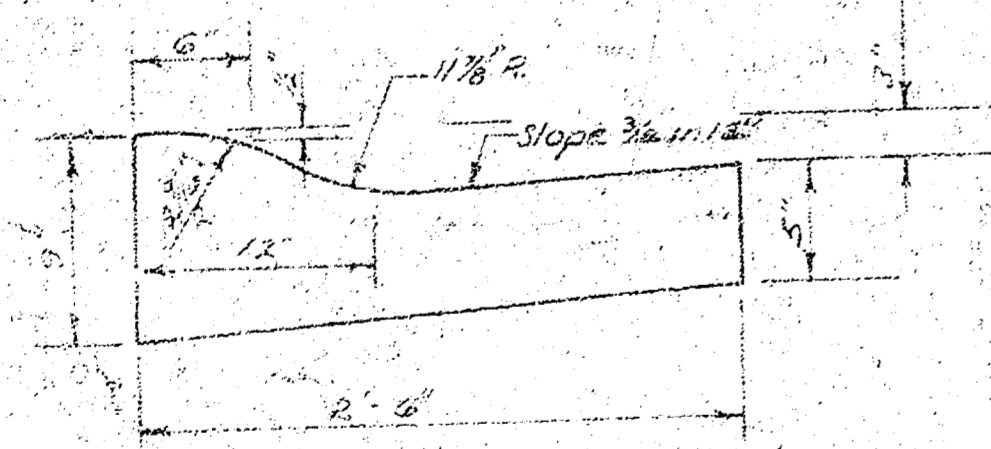
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE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

*The A.C. pavement between the Comb. Curb & gutter shall be paid as 3c Yds. 6" A.C. Pavement (6" Bituminous Base). The Bituminous Base under the Comb. Curb & gutter shall be paid as 5c Yds. 3" Bituminous Base.*

**COMBINED CURB & GUTTER**



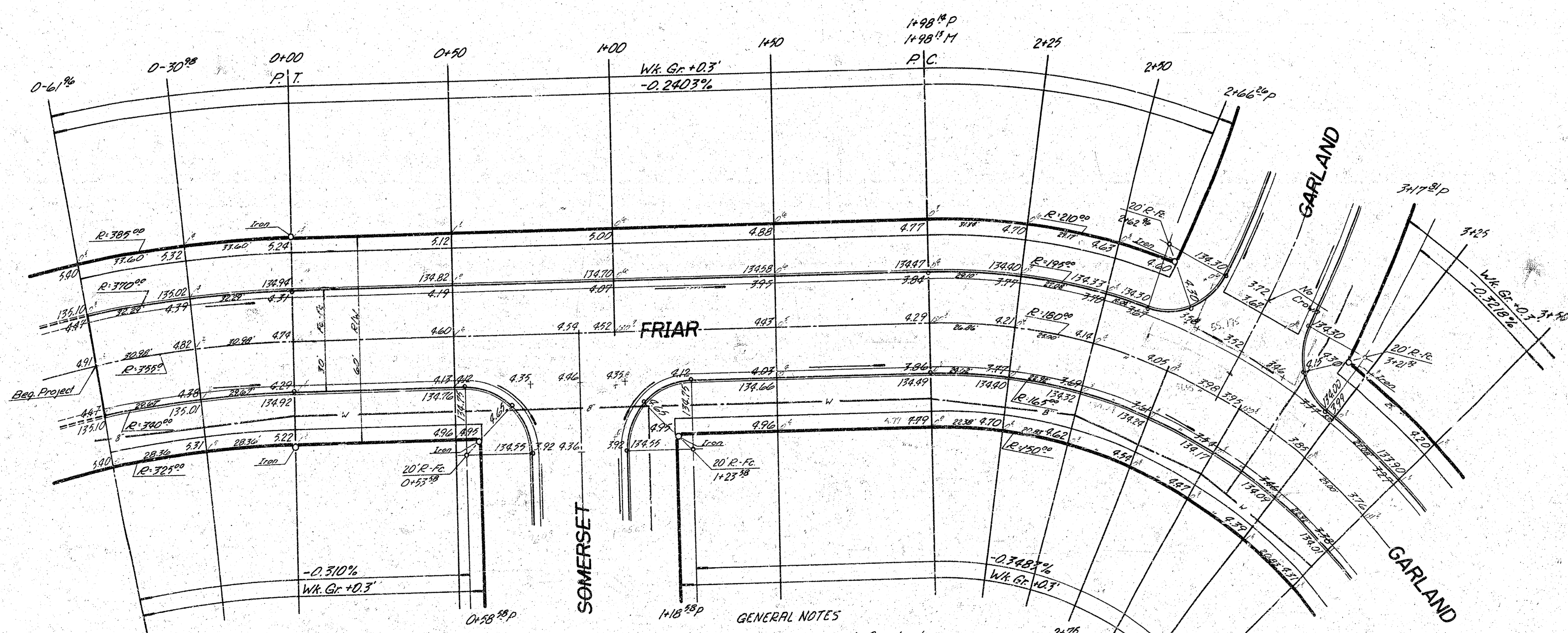
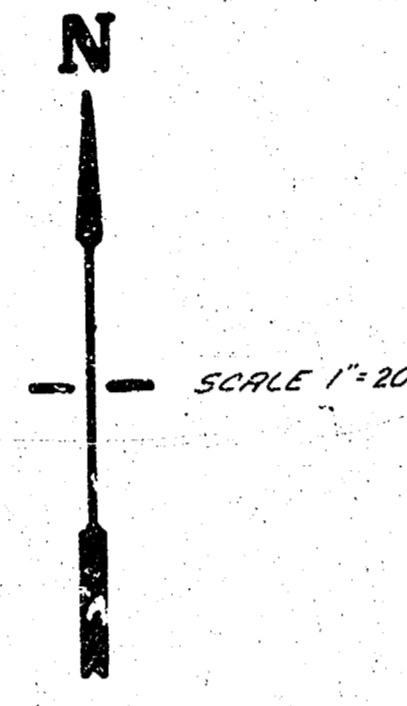
**ROLL TYPE CURB & GUTTER**



**CITY OF WICHITA, KANSAS**  
 DEPARTMENT OF PUBLIC WORKS - ENGINEERING  
 R. W. LINN CITY ENGINEER  
 DATE: \_\_\_\_\_ PROJ. NO. \_\_\_\_\_

**FILMED FROM THE BEST AVAILABLE COPY.....**

B.M. 17301 'D' E. End Return N.E. Corner  
 Friar & Woodrow  
 & is @ Friar & Garland



Δ = 90' R = 180.00' T = 180.00' L = 287.27' LC = 254.93'

CURVE DATA BASED ON  $\Delta = 90'$  RAD.  $\Delta = 95.25500'$

| STA.    | ARC   | CHORD | DEFLECTION | TOTAL DEFLECTION |
|---------|-------|-------|------------|------------------|
| 1+98.11 | -     | -     | -          | 0°00'00"         |
| 2+10    | 26.86 | 30.26 | 23.41      | 6°16'30"         |
| 2+40    | 25.00 | 28.17 | 21.79      | 5°58'44"         |
| 2+62.76 | 12.26 | 14.61 | 11.30      | 2°53'45"         |
| 2+75    | 12.04 | 13.98 | 10.90      | 1°54'58"         |
| 3+00    | 25.00 | 28.17 | 21.79      | 5°58'45"         |
| 3+25    | 21.92 | 24.26 | 18.26      | 5°25'31"         |
| 3+25    | 3.68  | 3.92  | 3.04       | 0°33'15"         |
| 3+30    | 25.00 | 28.17 | 21.79      | 5°58'46"         |
| 3+75    | -     | -     | -          | 28°28'53"        |
| 4+00    | -     | -     | -          | 32°01'31"        |
| 4+25    | -     | -     | -          | 36°06'21"        |
| 4+50    | -     | -     | -          | 40°26'05"        |
| 4+75    | 25.00 | 28.17 | 21.79      | 5°58'44"         |
| 4+98.11 | 6.91  | 7.23  | 5.59       | 1°01'11"         |

Def'n. = 9.549226496 Min. 171

CURVE DATA BASED ON  $\Delta = 90'$  RAD.  $\Delta = 95.25500'$

| STA.    | ARC   | CHORD | DEFLECTION | TOTAL DEFLECTION |
|---------|-------|-------|------------|------------------|
| 0+61.96 | -     | -     | -          | 0°00'00"         |
| 0+30.98 | 30.98 | 32.98 | 28.26      | 2°30'00"         |
| 0+00    | 30.98 | 32.98 | 28.26      | 2°30'00"         |

Def'n. = 6.64189492 Min. 171

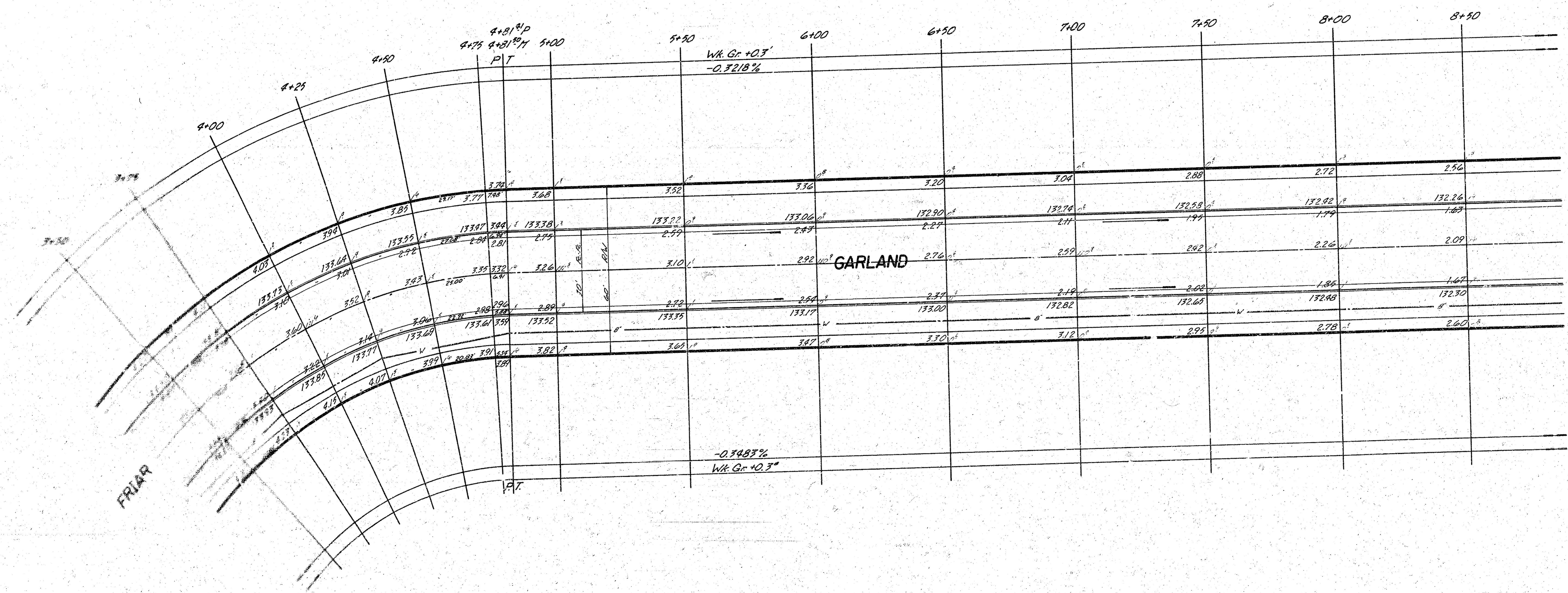
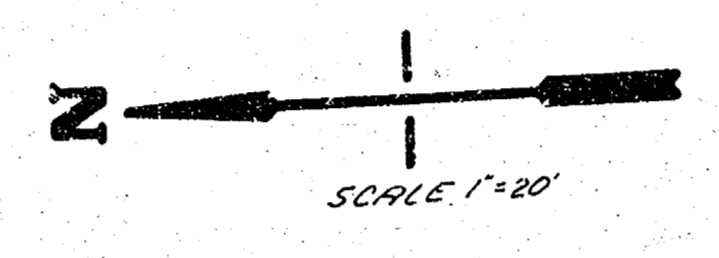
- GENERAL NOTES
1. Paving Contractor to Coordinate Construction with Drainage & Sanitary Sewer Contractors.
  2. Earthwork Quantities are for Bidding Only. Earthwork Pay Quantities are to be Co-ordinated at Time of Final Estimate.
  3. Field Engineer to take Cross-Sections Before Beginning Construction.
  4. Contractor to Contact Utility Companies for Location of Underground Lines.
  5. Flared End Sections to be Paid as L.F. Pipe.
  6. No more than 20' Drives or the Equivalent may be Constructed in 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 & GARLAND  
 E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.  
 N.L. 37th St. No. 21

FILMED FROM THE BEST AVAILABLE COPY.....

B.M. 172.32 R.R. Spike N Side Power Pole  
 91' W. & 37' S. of E. Garland & 37th St. No.  
 E. is E. Garland

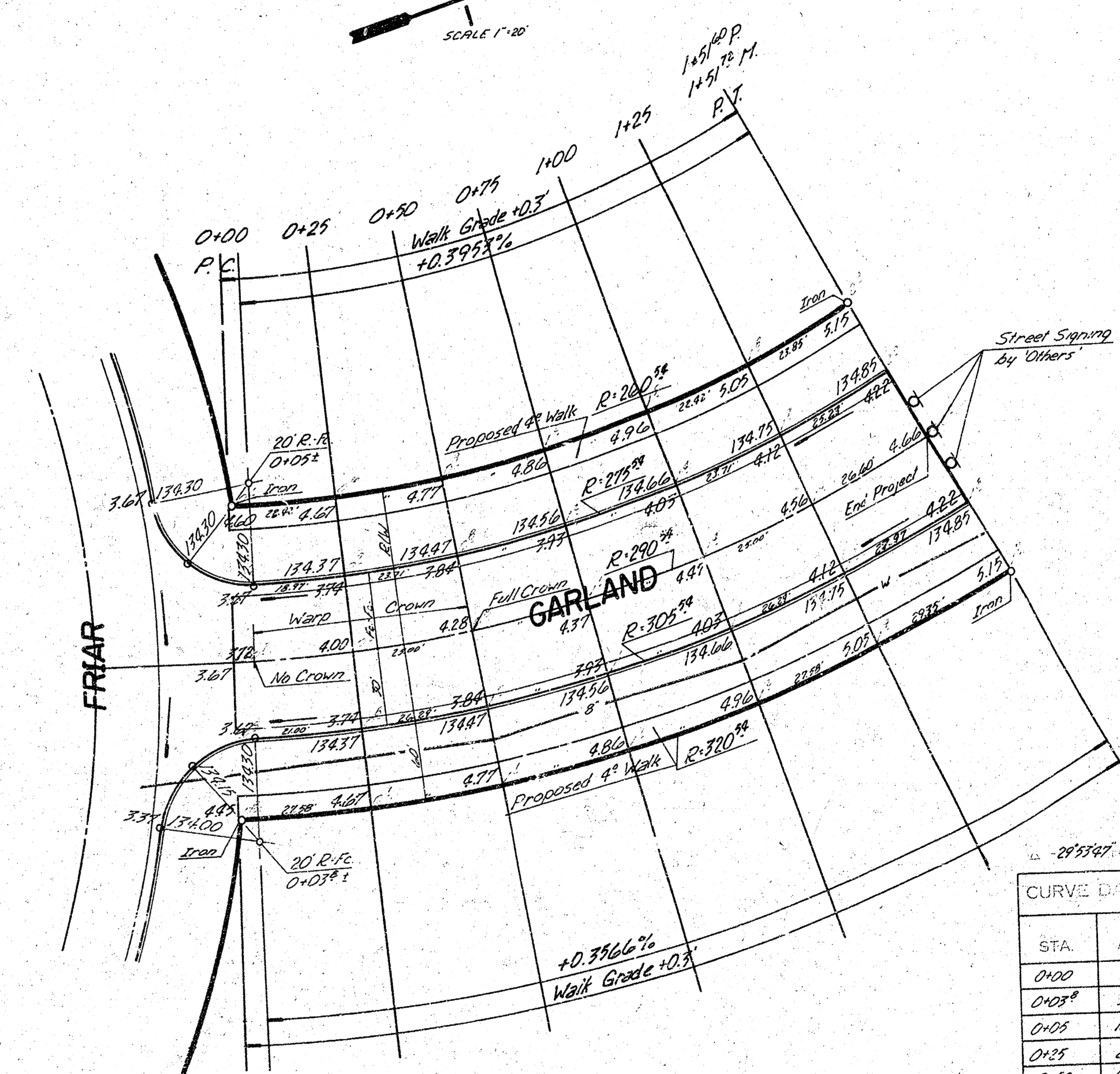
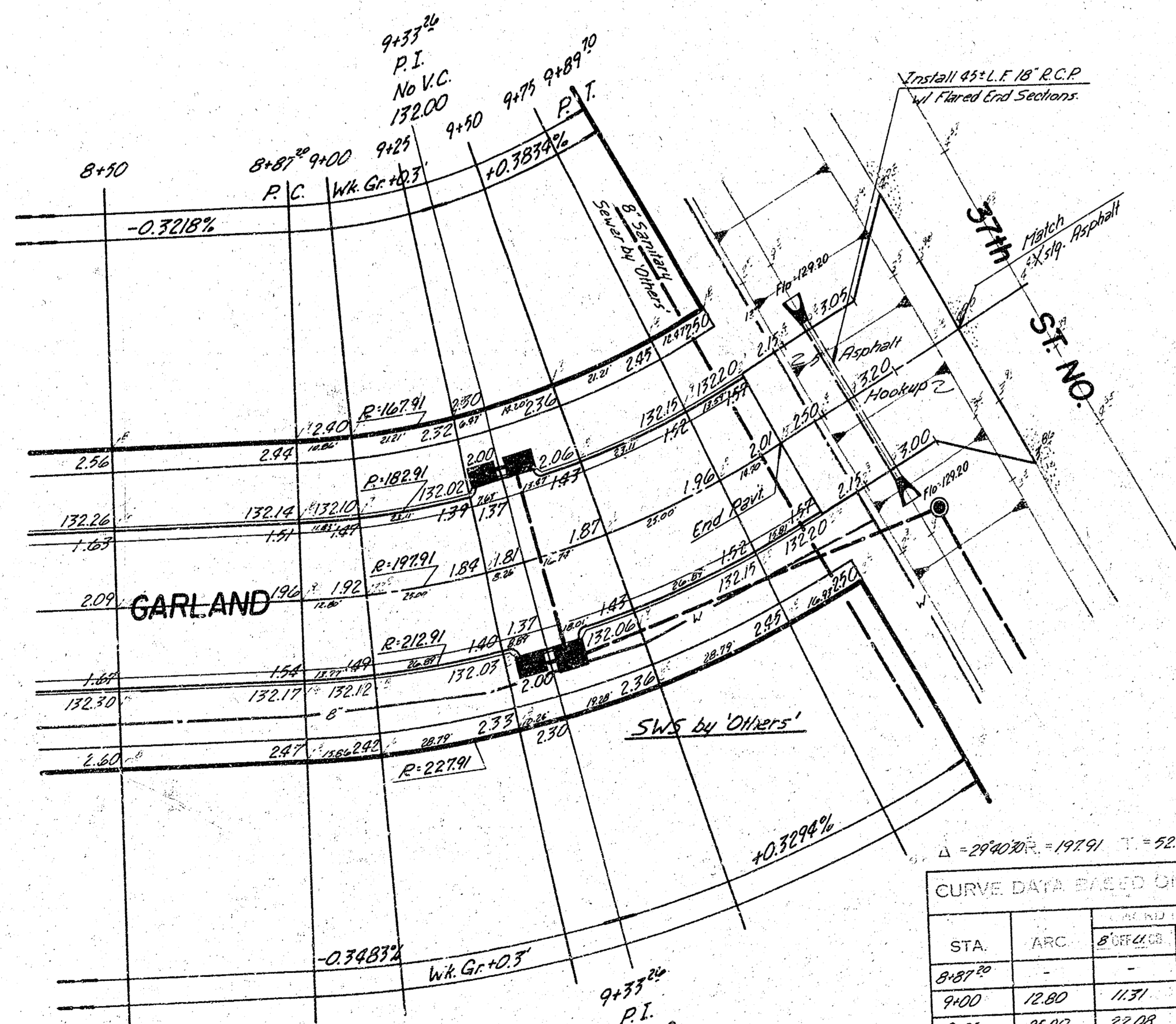
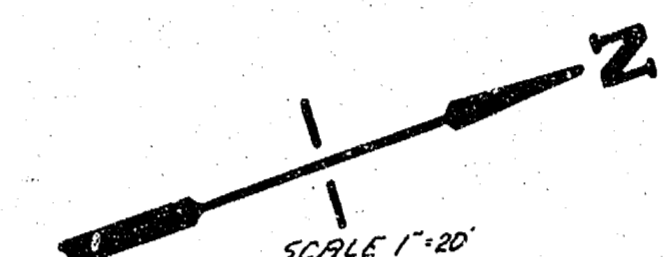


FRIAR & GARLAND  
 E.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.  
 N.L. 37th St. No.

3/6

FILMED FROM THE BEST  
 AVAILABLE COPY.....

B.M. 172.30 R.R. Spike N. Side Power Pole  
 91' W. & 37' S. of E. Garland & 37th St. No.  
 E. of E. Garland



$\Delta = 29^{\circ}40'30''$      $PI = 192.91$      $T = 52.43$      $L = 102.80$      $LC = 101.76$   
 $20^{\circ}1'18.665'' = 26.999'$      $Min. 17'$

| CURVE DATA BASED ON $\Delta$ RAD. $\Delta = 10^{\circ}50'19''$ |       |               |               |            |                  |
|--|-------|---------------|---------------|------------|------------------|
| STA.   | ARC   | $\theta$ DEF. | $\theta$ DEF. | DEFLECTION | TOTAL DEFLECTION |
| 8+87.00  | -     | -             | -             | -          | 0°00'00"         |
| 9+00   | 12.80 | 11.31         | 14.29         | 1°51'10"   | 1°51'10"         |
| 9+25   | 26.00 | 22.08         | 27.89         | 3°37'08"   | 5°28'18"         |
| 9+33.34  | 8.26  | 7.30          | 9.22          | 1°11'48"   | 6°40'02"         |
| 9+40   | 16.74 | 14.79         | 18.68         | 2°25'24"   | 9°05'26"         |
| 9+75   | 25.00 | 22.08         | 27.89         | 3°37'08"   | 12°42'34"        |
| 9+89.70  | 14.76 | 12.99         | 16.90         | 2°07'41"   | 14°50'15"        |

$\Delta = 29^{\circ}40'30''$      $PI = 192.91$      $T = 52.43$      $L = 102.80$      $LC = 101.76$   
 $20^{\circ}1'18.665'' = 26.999'$      $Min. 17'$

| CURVE DATA BASED ON $\Delta$ RAD. $\Delta = 10^{\circ}50'19''$ |       |               |               |            |                  |
|--|-------|---------------|---------------|------------|------------------|
| STA.   | ARC   | $\theta$ DEF. | $\theta$ DEF. | DEFLECTION | TOTAL DEFLECTION |
| 0+00   | -     | -             | -             | -          | 0°00'00"         |
| 0+07.8   | 3.8   | 3.40          | 4.10          | 0°28'24"   | 0°28'24"         |
| 0+08   | 1.2   | 1.11          | 1.32          | 0°07'06"   | 0°29'35"         |
| 0+25   | 22.00 | 18.61         | 21.98         | 1°48'19"   | 2°27'54"         |
| 0+40   | 25.00 | 22.01         | 26.97         | 2°27'54"   | 4°55'48"         |
| 0+75   | -     | -             | -             | 2°27'54"   | 7°23'42"         |
| 1+00   | -     | -             | -             | 2°27'54"   | 9°51'37"         |
| 1+25   | 25.00 | 23.01         | 26.97         | 2°27'54"   | 12°19'31"        |
| 1+51.40  | 26.60 | 24.49         | 28.70         | 2°37'26"   | 14°56'57"        |

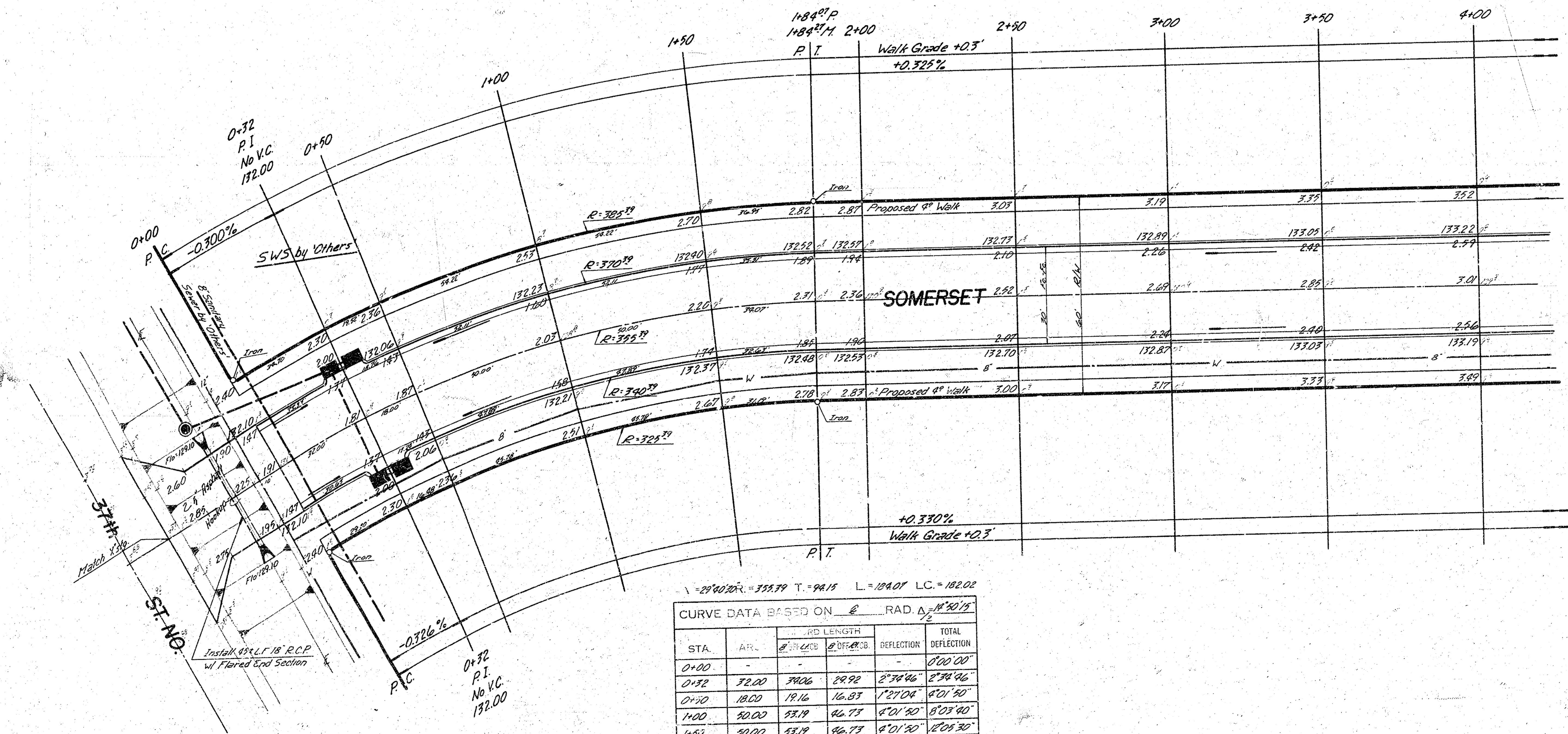
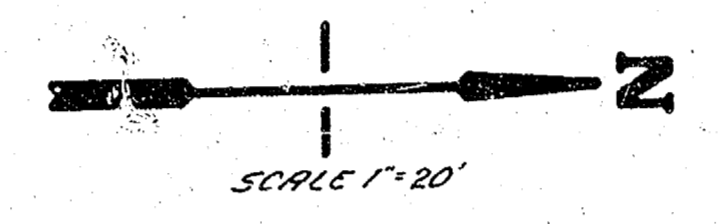
Dist. = 5.916/133.796 Min. 17'

FRIAR & GARLAND  
 N.L. Lot 1, Blk. 3, Sherwood Glen 4th Add'n.  
 N.L. 37th St. No.

GARLAND  
 N.L. Friar - N. L. Sherwood  
 Glen 4th Addition

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B.M. 132.30 R.R. Spike N.S. Power Pole 91' W. & 37' S. of @ Garland & 37th St No. R is @ Somerset



$\Delta = 29^{\circ}40'26''$   $R = 358.39$   $T = 94.15$   $L = 184.01$   $LC = 182.02$

CURVE DATA BASED ON  $\frac{1}{2}$  RAD.  $\Delta = 29^{\circ}40'26''$

| STA. | ARL.  | RD LENGTH                    |                              | DEFLECTION | TOTAL DEFLECTION |
|------|-------|------------------------------|------------------------------|------------|------------------|
|      |       | $\theta = 29^{\circ}40'26''$ | $\theta = 29^{\circ}40'26''$ |            |                  |
| 0+00 | -     | -                            | -                            | -          | 0'00"00"         |
| 0+32 | 72.00 | 39.06                        | 24.92                        | 8'38"46"   | 8'38"46"         |
| 0+70 | 18.00 | 19.16                        | 16.83                        | 1'27"08"   | 6'01"50"         |
| 1+00 | 50.00 | 53.19                        | 46.73                        | 4'01'30"   | 8'03'40"         |
| 1+30 | 80.00 | 53.19                        | 46.73                        | 4'01'30"   | 8'05'30"         |
| 1+84 | 34.07 | 36.26                        | 31.85                        | 2'48'45"   | 18'30'15"        |

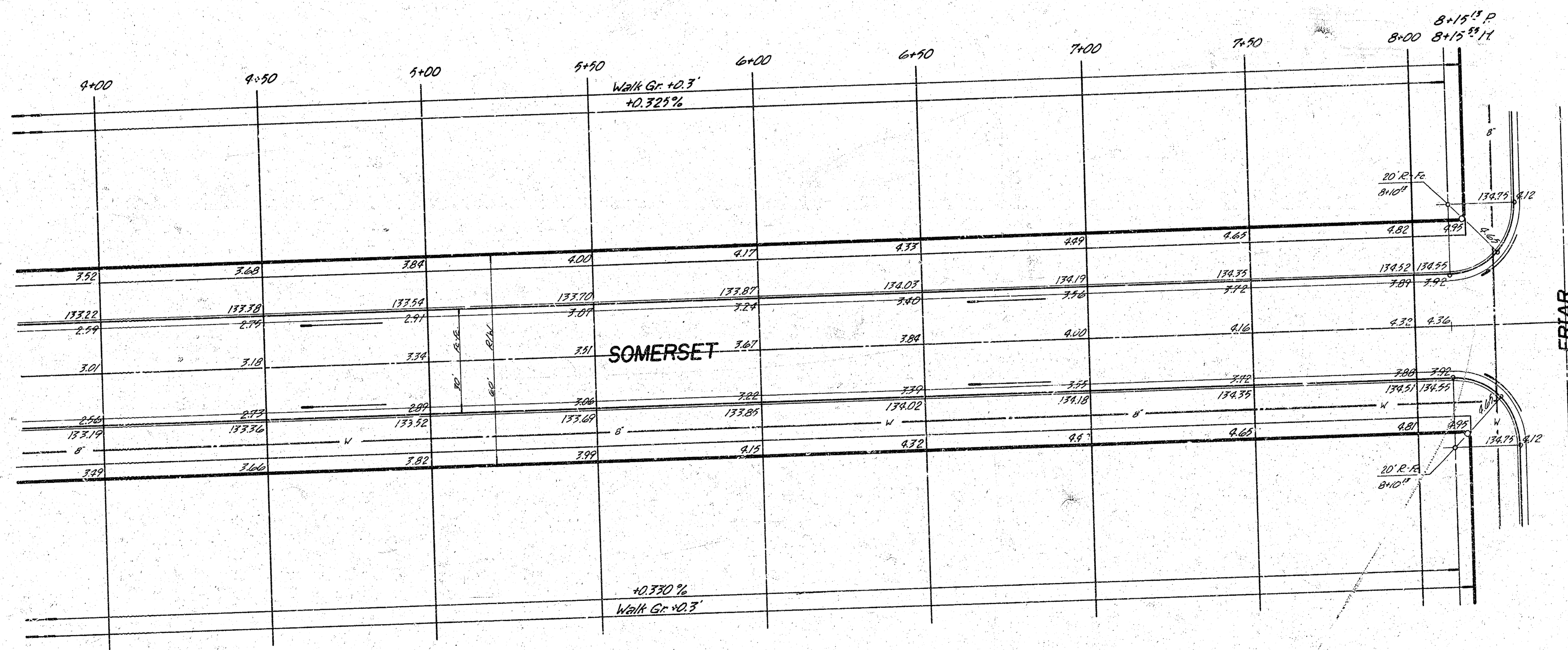
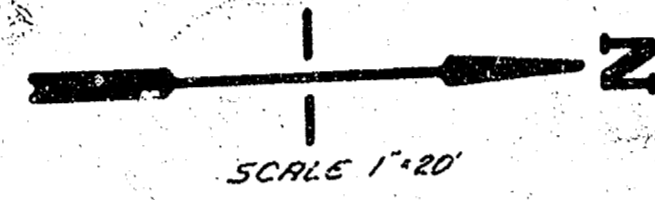
Det'd. 4.876-183431 1/16/17

SOMERSET  
N.L. 37th St. No. S.L. FRTR

5/6

FILMED FROM THE BEST AVAILABLE COPY .....

B.M. 132.30 R.R. Spike N.S. Power Pole 91' W. +  
 37' S. of E. Garland + 37th St. No.  
 E. is E. Somerset



SOMERSET  
 N.L. 37th St. No. - S.L. Friar

6/6

FILMED FROM THE BEST  
 AVAILABLE COPY.....