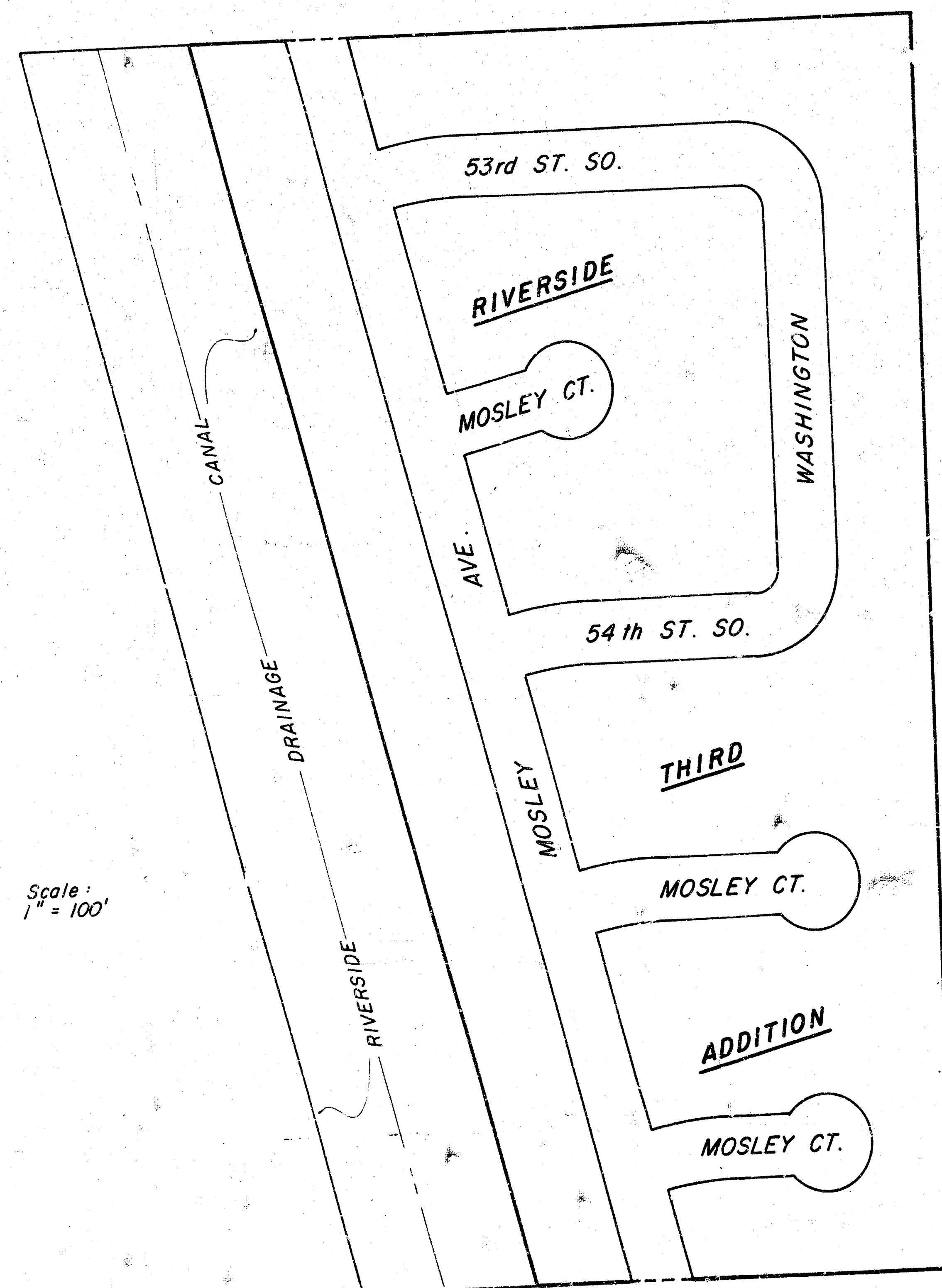


STREETS IN RIVERSIDE THIRD ADDITION

PROJECT NO.
472-76-245-80838-000-000-001

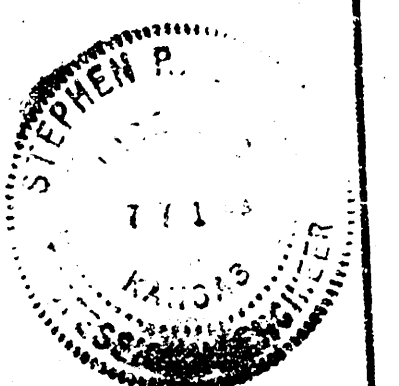


Scale:
1" = 100'

MOSLEY AVE. - N.L. 55TH ST. SO. TO N.L. RIVERSIDE THIRD ADDN.
MOSLEY CT. - (LOT 22-31 & LOT 32-40, BLOCK B & LOT 10-14, BLOCK C)
- E.L. MOSLEY TO & INCL. CUL-DE-SAC.
54th ST. SO., WASHINGTON, & 53rd ST. SO. - E.L. MOSLEY TO E.L. MOSLEY.

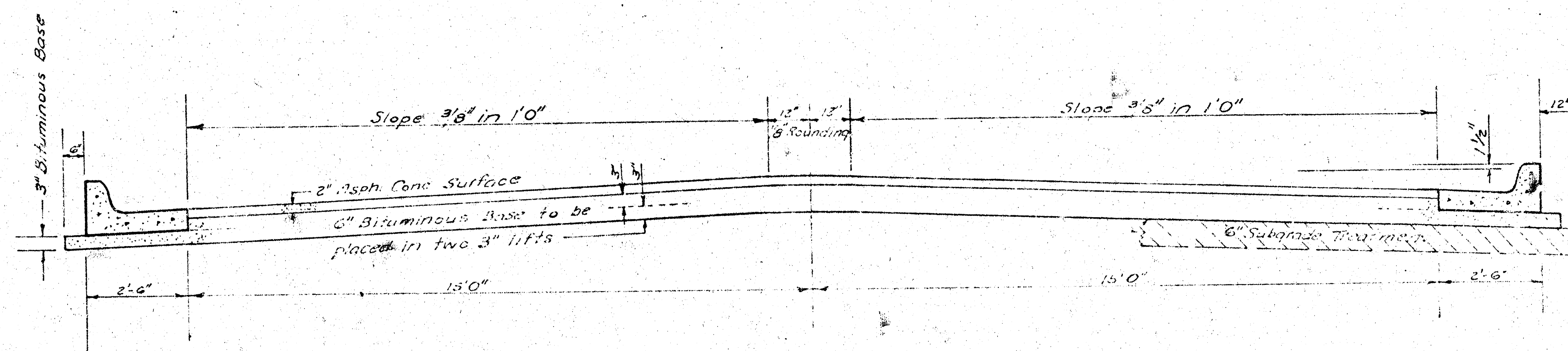
Note:
Pavement Contractor to co-ordinate construction with the Storm Sewer Contractor.
Field Engineer to take 'ties & any 'irons' moved or destroyed during construction shall be replaced.
Contractor to contact Utility Companies for location of underground utilities.
No more than 44 - (20') Drives or equivalent to be constructed on this project.

* Revised
1-15-80



CITY OF WICHITA, KS.
D. S. SELLERS — ACTING CITY ENGINEER

111



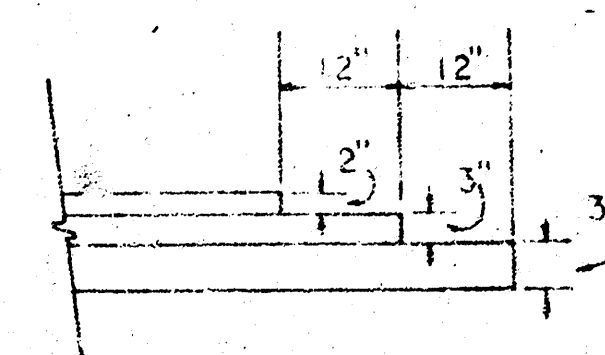
TYPICAL SECTION

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 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.

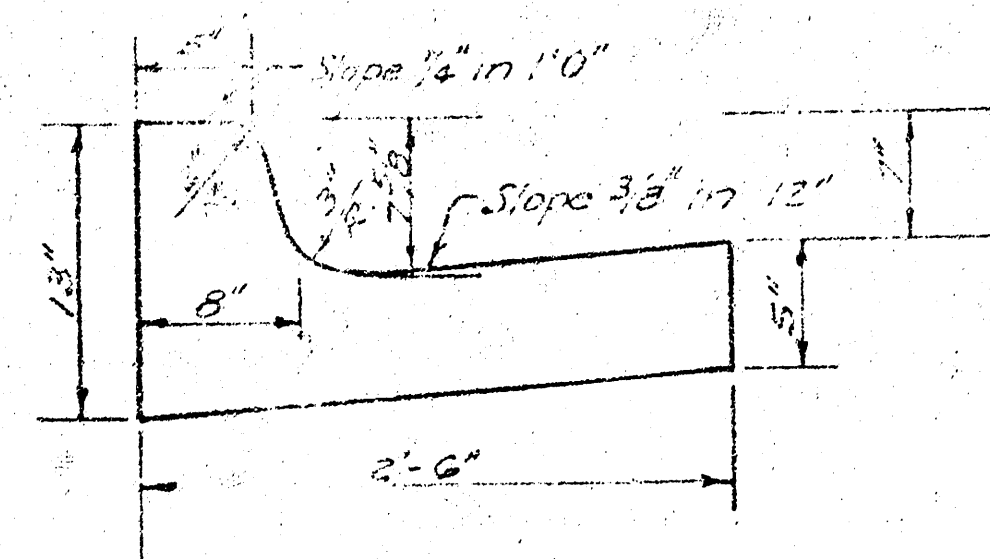
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



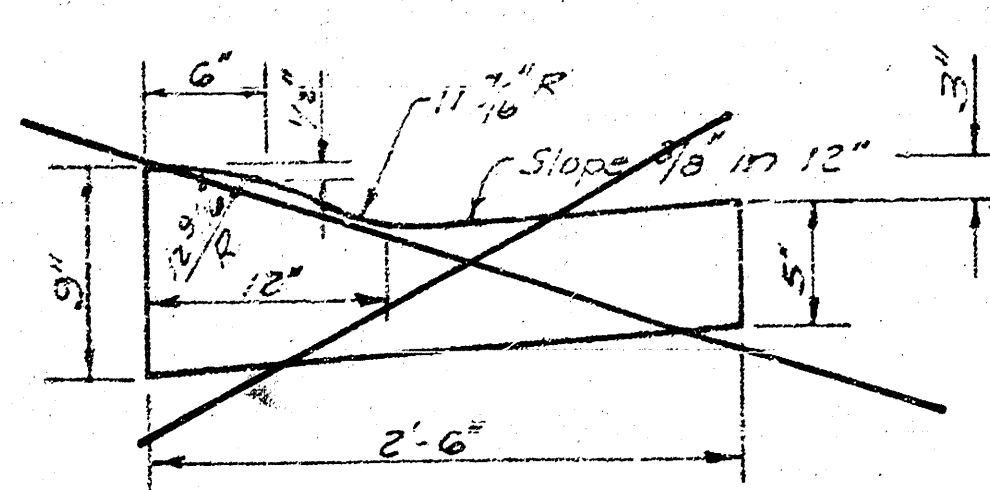
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE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

The A.C. Pavement between the curb & gutter shall be paid as sqyds. 8\" A.C. Pavement (6\" Bituminous Base).
The Bituminous Base under the curb & gutter shall be paid as sqyds. 3\" Bituminous Base.

COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER



CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering
Division.

D. S. SELLERS — ACTING CITY ENGINEER

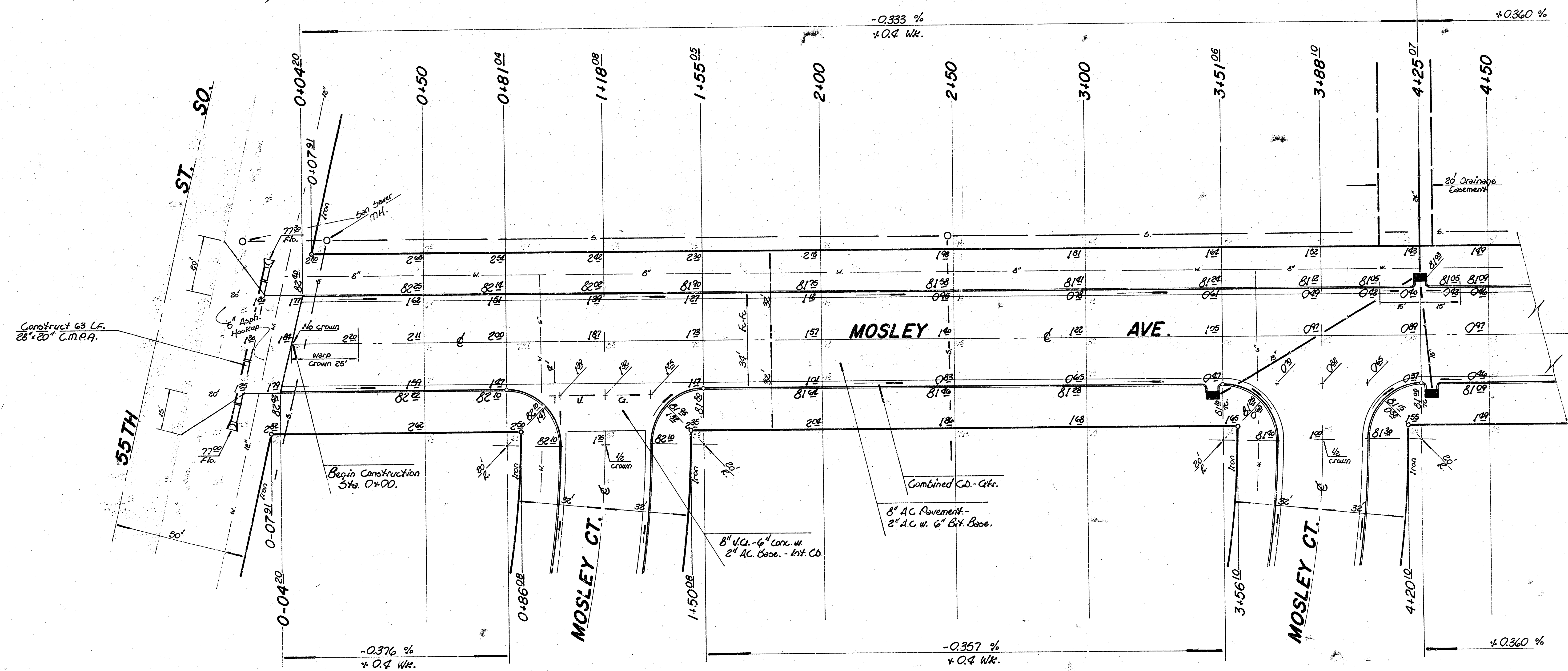
PROJECT NO. 472-76-245-80838-000-001

2/11

B.M. 81²³ 3rd. Disc 33. Conc. Wk. N.S. Bridge on 55th St. So. 550' E. W. of Washington.

P.I.
Elev. 81.00
30' V.C.

Scale:
1" = 20'



Survey Run by Bk. 042222
Plan. Hooker
Exc. Shepley
Checked

No more than 44 - (20') Drives or equivalent
to be constructed on this project.

Exc. = 0

Property
Comp. Fill = 9891.1 cy
+ 10 % = 9891.1 cy
Total = 10880.8 cy
Manipulation = 12751.8 cy

Borrow = 26,228.3 cy
+ 10 % = 28,851.1 cy
Total = 28,851.1 cy

Exc. = 0

City
Imp. Fill = 1460.8 cy
+ 10 % = 1606.9 cy
Total = 1606.9 cy
Manipulation = 1193.8 cy

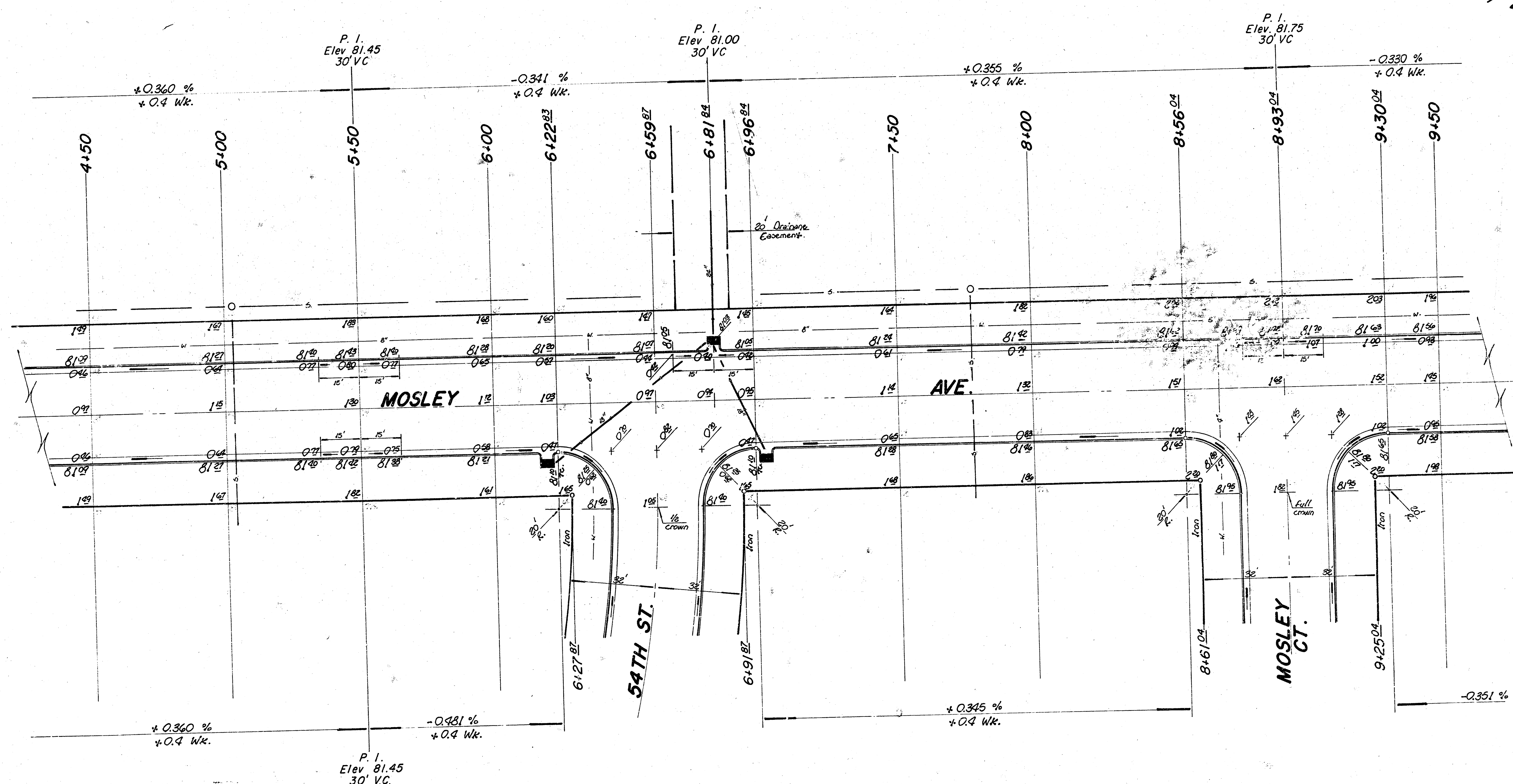
Borrow = 2422.8 cy
+ 10 % = 2665.1 cy
Total = 2665.1 cy

SUBGRADE
TYPE OF SUBGRADE TREATMENT SHALL BE DE-
TERMINED BY THE FIELD ENGINEER. SUB-GRADE
TREATMENT MAY CONSIST OF LIVE TREATMENT,
CEMENT TREATMENT, SUB-GRADE MODIFICA-
TION, OR ANY COMBINATION OF THESE.

MOSLEY AVE.

3/11

3/21



Scale:
1" = 20'

AVE.

MOSLEY

54TH

ST.

WASHINGTON

Scale:
1" = 20'

Δ = 13°52'50" R = 332' L = 200' I.C. = 80'

STA.	ARC	Δ	CHORD	DEFLECTION	TOTAL DEFLECTION
0+00	—	—	—	0°00'00"	0°00'00"
0+04.50	45'	4°24'	45'	0°23'18"	0°23'18"
0+09.00	18'	53'	18'	0°29'04"	0°29'04"
0+13.50	19.37'	22°24'	17.91'	1°40'17"	2°09'21"
0+25	25'	26°37'	23.41'	2°07'26"	4°16'47"
0+50	30.49'	32°11'	28.3'	2°37'33"	6°54'20"

Defl. / Ft. = 5.17733 min.

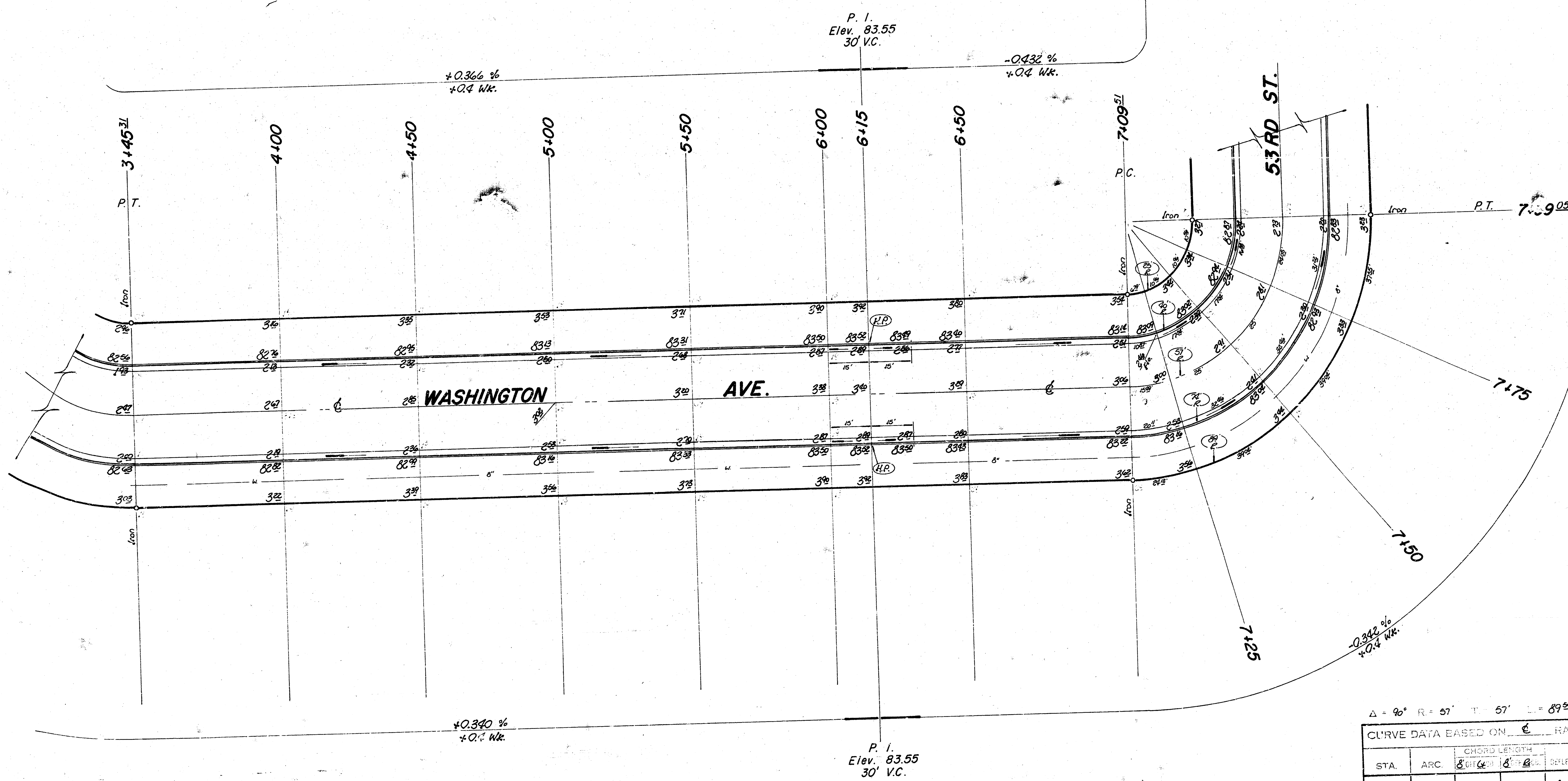
Δ = 90° R = 57' L = 89.34' I.C. = 80'

STA.	ARC	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		CHORD	DEFLECTION		
2+55.77	—	—	—	0°00'00"	0°00'00"
2+75	19.3'	10.4'	27.9'	9°39'53"	9°39'53"
3+00	25'	13.9'	35.4'	12°33'54"	22°13'47"
3+25	25'	13.9'	35.4'	12°33'54"	34°47'41"
3+50.31	20.31'	11.3'	29.9'	10°12'20"	45°00'00"

Defl. / Ft. = 30.15567 min.

54TH ST.

Scale:
1" = 20'



$\Delta = 90^\circ$ $R = 57'$ $T = 57'$ $L = 89.54'$ $LC = 80.61'$

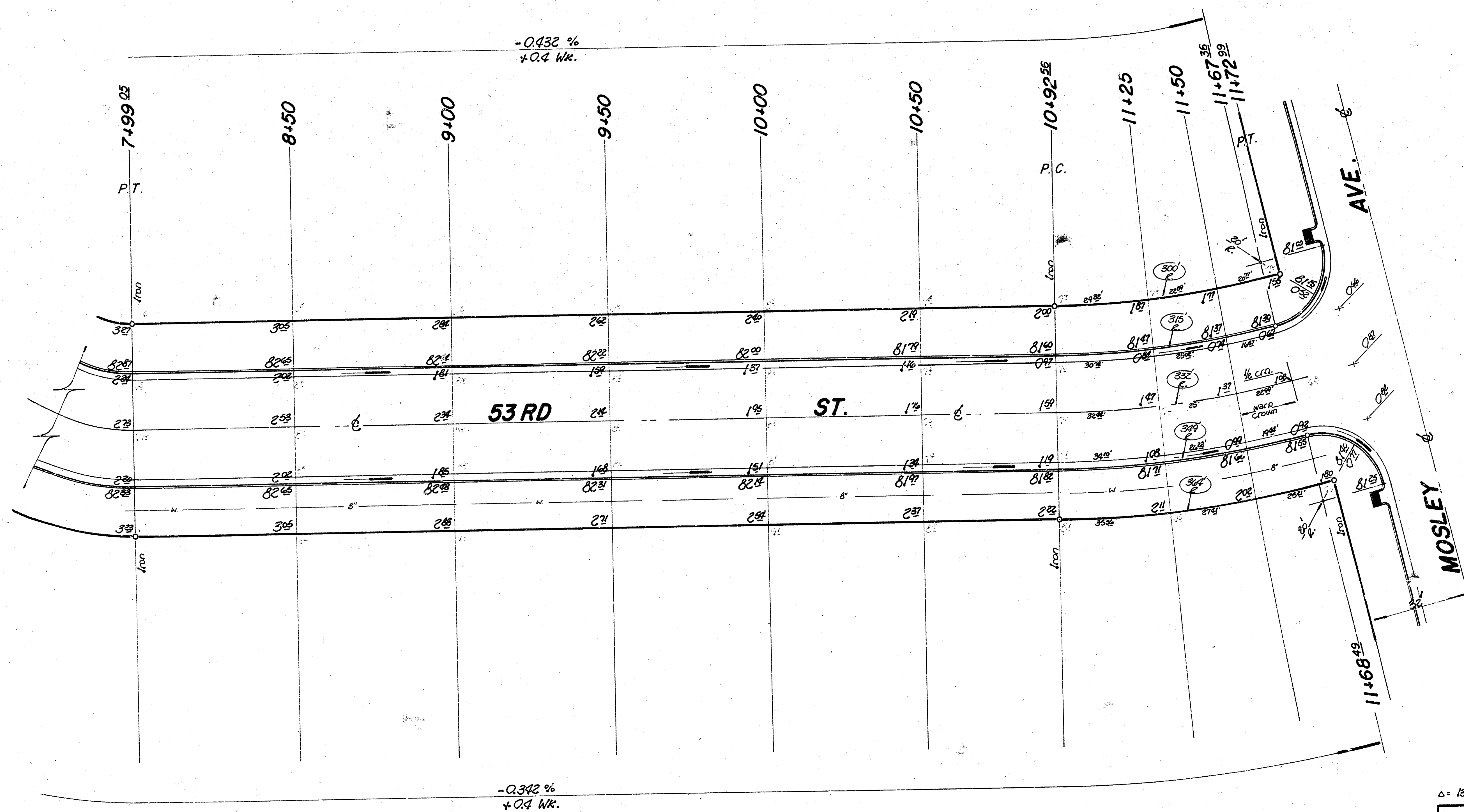
CURVE DATA BASED ON $\frac{1}{8}'' = 1'$ RAD $\Delta = 95^\circ$

STA.	ARC.	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
7+09.51	—	—	0'00.00	0'00.00
7+125	15.59'	54.2'	22.4'	1'47.06
7+150	25'	83.4'	36.8'	2'21.00
7+175	25'	83.4'	36.8'	2'57.88
7+199.51	24.58'	81.4'	34.8'	3'02.00

Defl./R = 30.15567 min.

WASHINGTON

2/11



$\Delta = 13^\circ 32' 00''$
 $R = 332'$
 $T = 40.91'$
 $L = 80.42'$
 $LC = 80.42'$

CURVE DATA BASED ON $\Delta = 13^\circ 32' 00''$ RAD $\Delta = 0.23625$

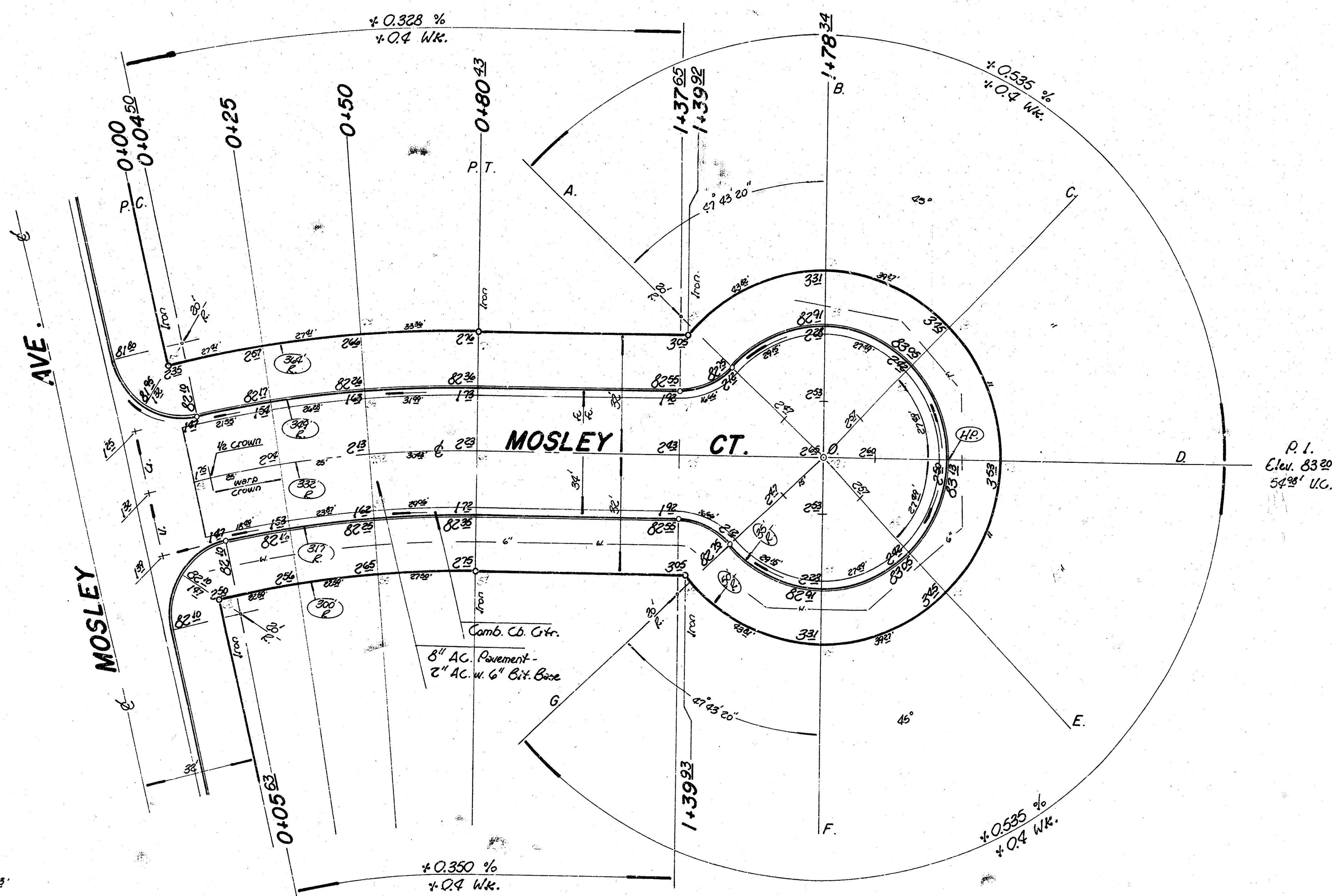
STA.	ARC	CHORD	DEFLECTION	TOTAL DEFLECTION
10+92.55	—	—	0° 00' 00"	0° 00' 00"
11+25	32.94'	29.98'	2° 47' 57"	2° 47' 57"
11+50	25'	23.11'	2° 09' 26"	4° 57' 23"
11+67.36	17.34'	16.03'	1° 24' 53"	6° 22' 16"
11+68.49	1.9'	1.74'	0° 05' 32"	6° 32' 48"
11+72.99	4.20'	3.91'	0° 23' 37"	6° 56' 25"

Defl. / St. = 5.17733 min.



Scale:
1" = 20'

53 RD ST.

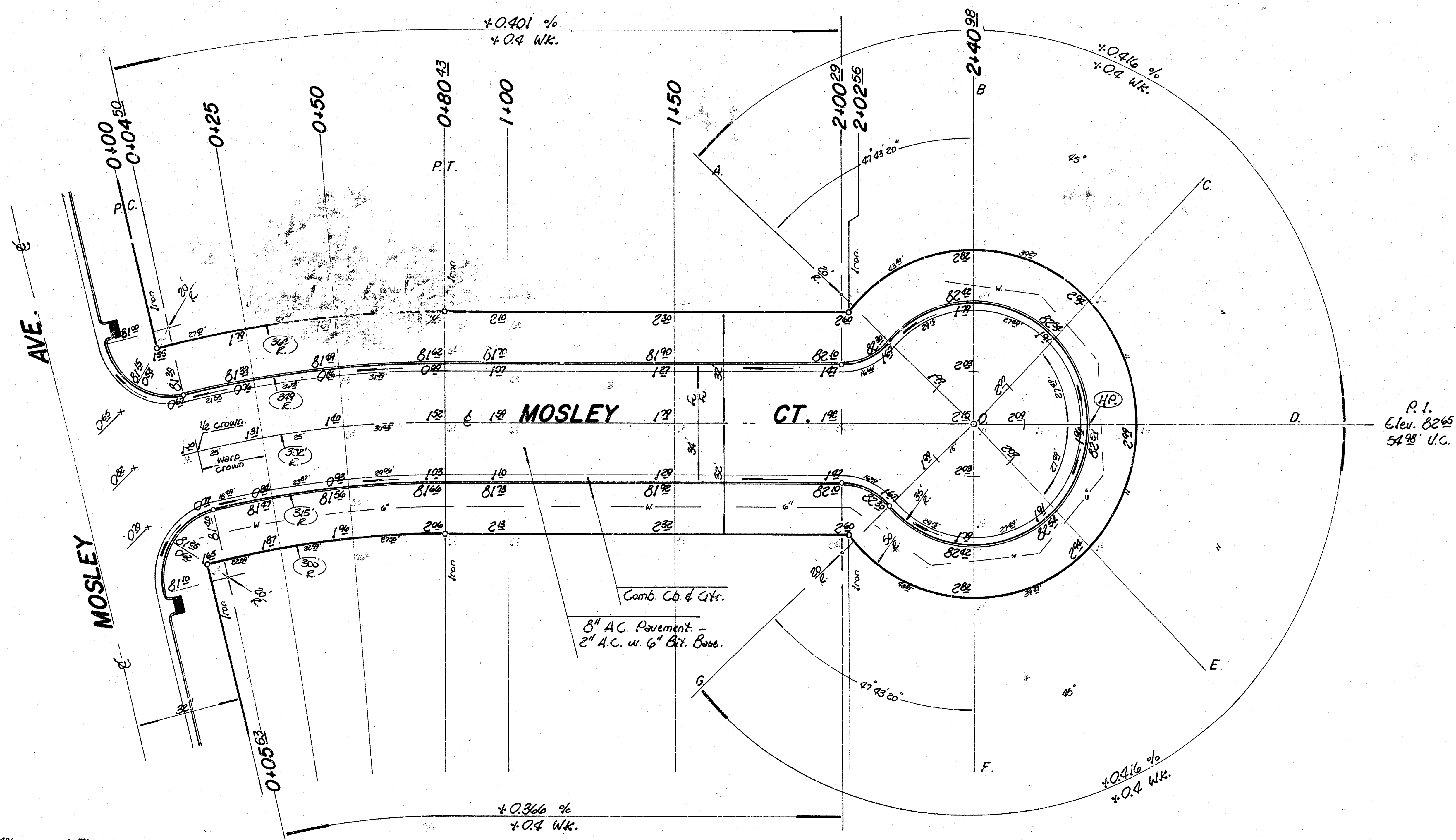


Δ = 13° 52' 50" 332' 40" 80" 80" 60" 25"

STA	8'	4'	8'	8'	8'	8'
0+00	—	—	—	—	—	—
0+04.50	4.50'	4.50'	—	—	—	—
0+09.00	1.5'	—	5.5'	—	—	—
0+13.50	1.5'	—	5.5'	—	—	—
0+18.00	1.5'	—	5.5'	—	—	—
0+22.50	1.5'	—	5.5'	—	—	—
0+27.00	1.5'	—	5.5'	—	—	—
0+31.50	1.5'	—	5.5'	—	—	—
0+36.00	1.5'	—	5.5'	—	—	—
0+40.50	1.5'	—	5.5'	—	—	—
0+45.00	1.5'	—	5.5'	—	—	—
0+49.50	1.5'	—	5.5'	—	—	—
0+54.00	1.5'	—	5.5'	—	—	—
0+58.50	1.5'	—	5.5'	—	—	—
0+63.00	1.5'	—	5.5'	—	—	—
0+67.50	1.5'	—	5.5'	—	—	—
0+72.00	1.5'	—	5.5'	—	—	—
0+76.50	1.5'	—	5.5'	—	—	—
0+80.50	1.5'	—	5.5'	—	—	—

Defl. / 64 = 5.17133 min.

MOSLEY CT.
LOTS 32 - 40



Scale:
1" = 20'

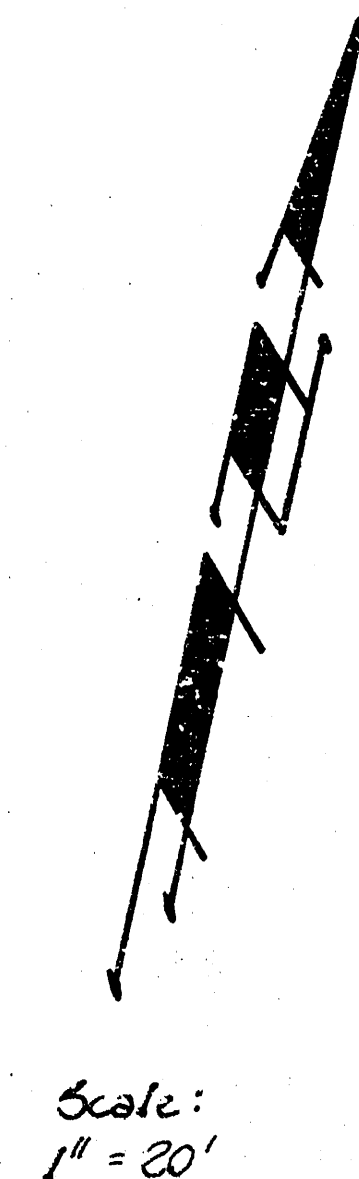
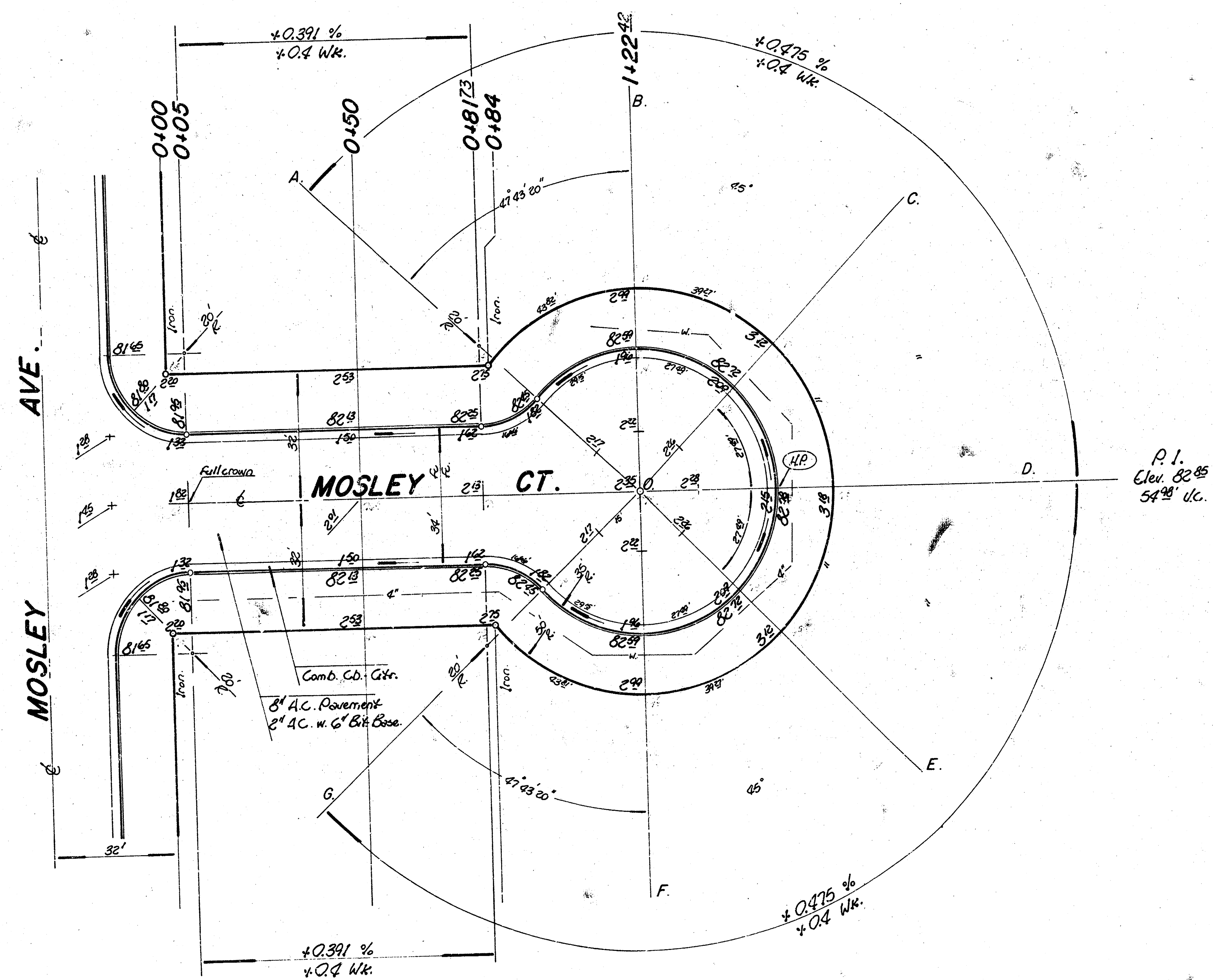
Δ = 18°52'55" 332 404 803° L.C. = 803°

STA	8' C	8' R	8' A	8' B	8' C
0+00					0'00'00"
0+04.50	4'00"	4'00"	4'00"	4'00"	0'04'18"
0+05.43	1'00"	1'00"	1'00"	1'00"	0'05'51"
0+25	19'07"	20'08"	17'09"	1'40'17"	2'09'26"
0+50	25'00"	26'07"	23'11"	2'04'26"	4'18'58"
0+80.43	30'00"	32'11"	28'13"	2'37'33"	6'56'25"

Defl./Ft. = 5.17733 min.

MOSLEY CT.
LOTS 22-31

10/11



MOSLEY CT.
LOTS 10-14

