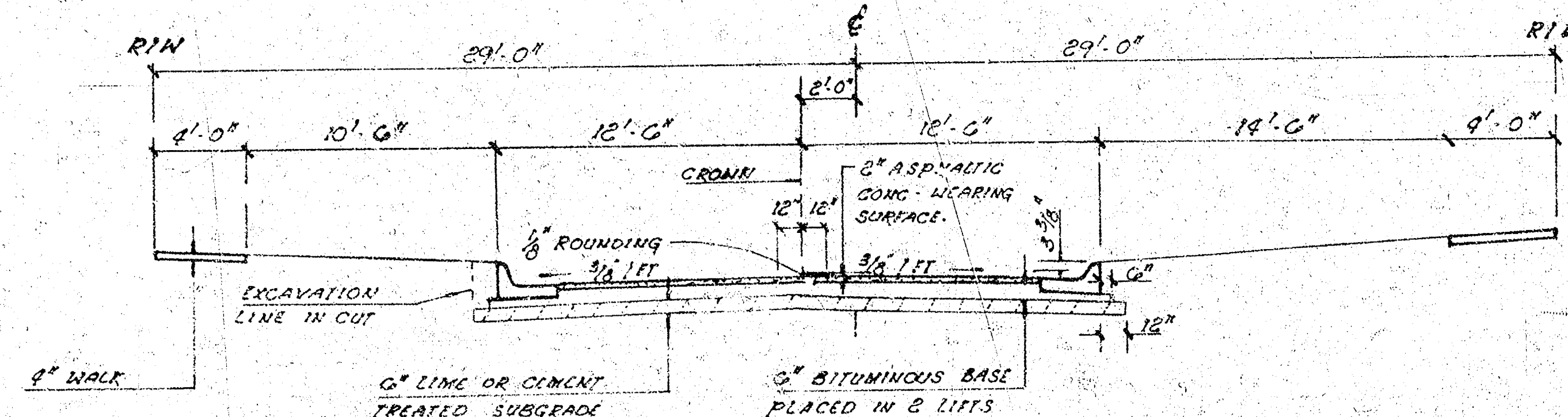
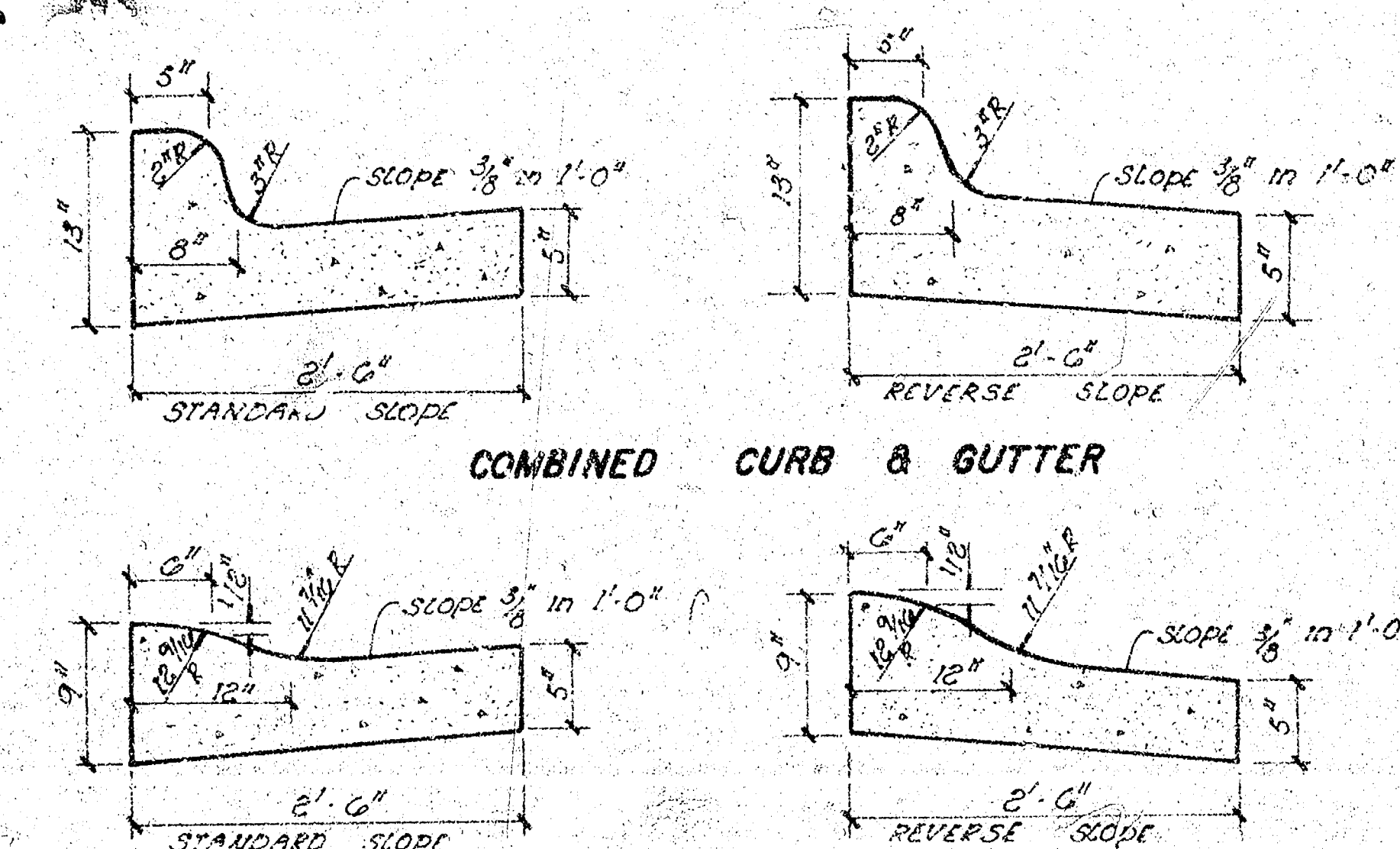


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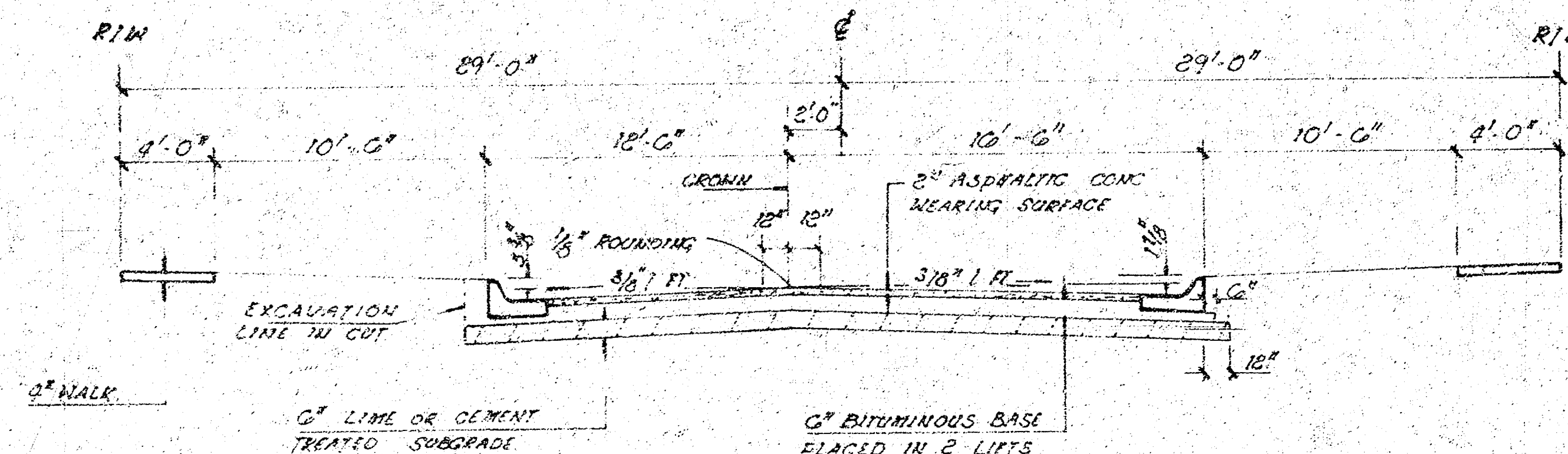


TYPICAL 25' B-B SECTION

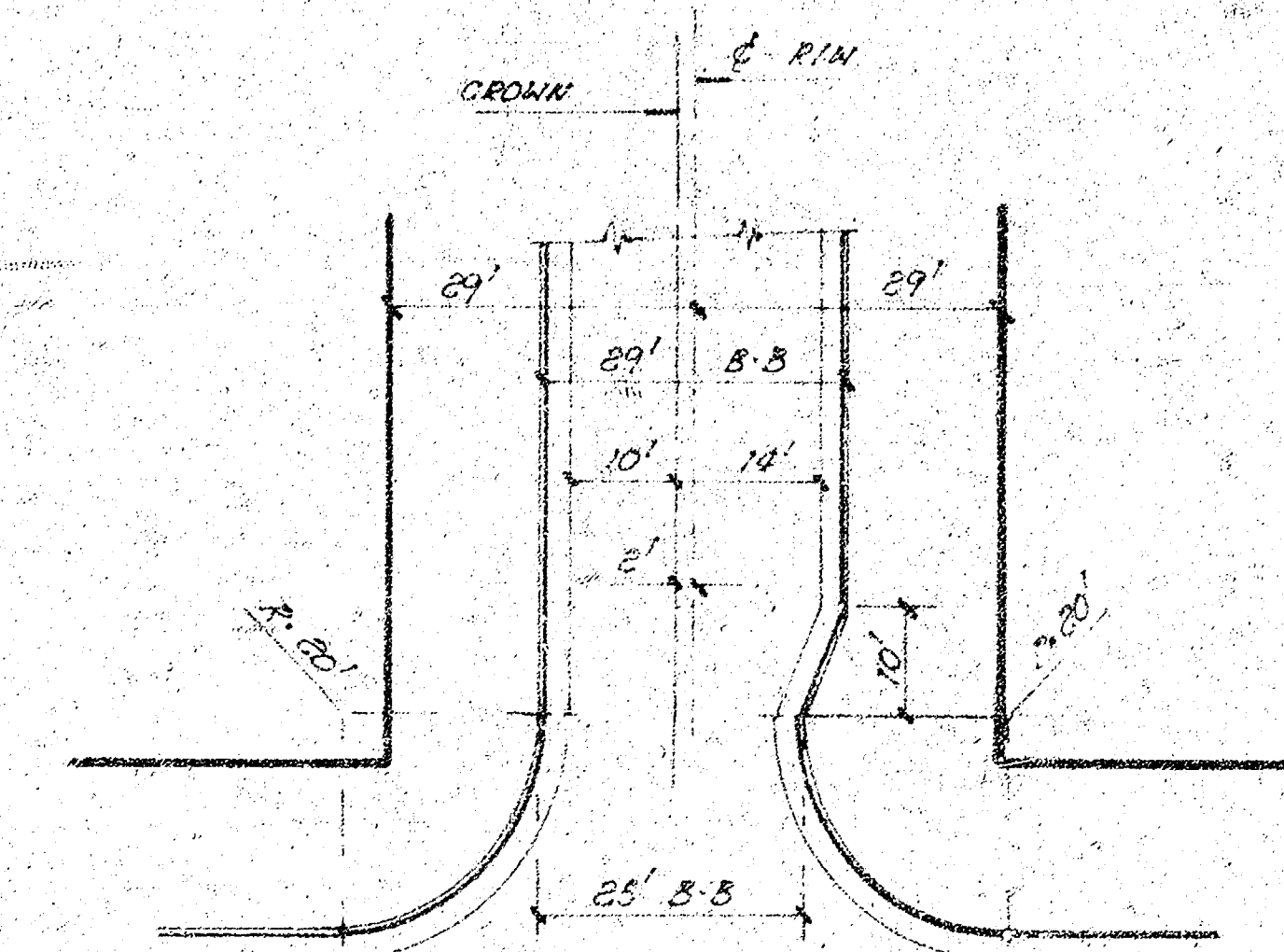


ROLL TYPE CURB & GUTTER

TYPICAL RESIDENTAL SECTIONS FOR CROWN OFFSET - 58' R/W



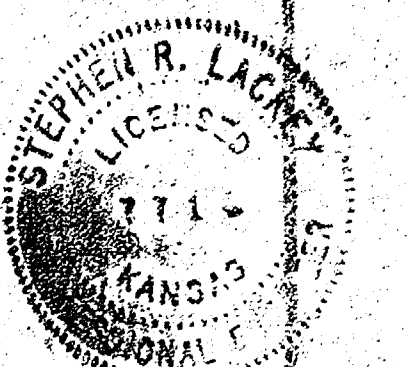
TYPICAL 29' B-B SECTION
w/ PARKING ON ONE SIDE



PLAN VIEW (TYPICAL)

GENERAL NOTES

1. A TACK COAT OF EMULSIFIED ASPHALT (SS + 10) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQUARE YARD 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.
2. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 8\" A.C. PAVEMENT (6\" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 3\" BITUMINOUS BASE.
3. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
4. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.
5. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2' x 6\" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2\" OR MORE THAN 3/4\" IN DIAMETER.
6. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE CORN. CURB AND GUTTER.



CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS & ENGINEERING

DEAN S. SELLERS ACTING CITY ENGINEER

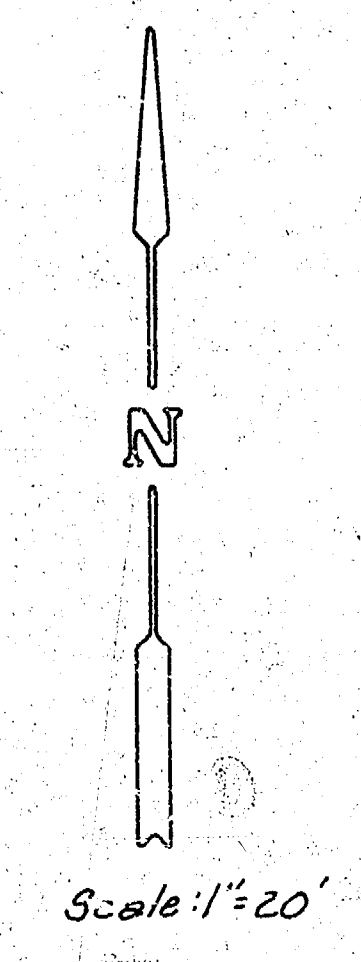
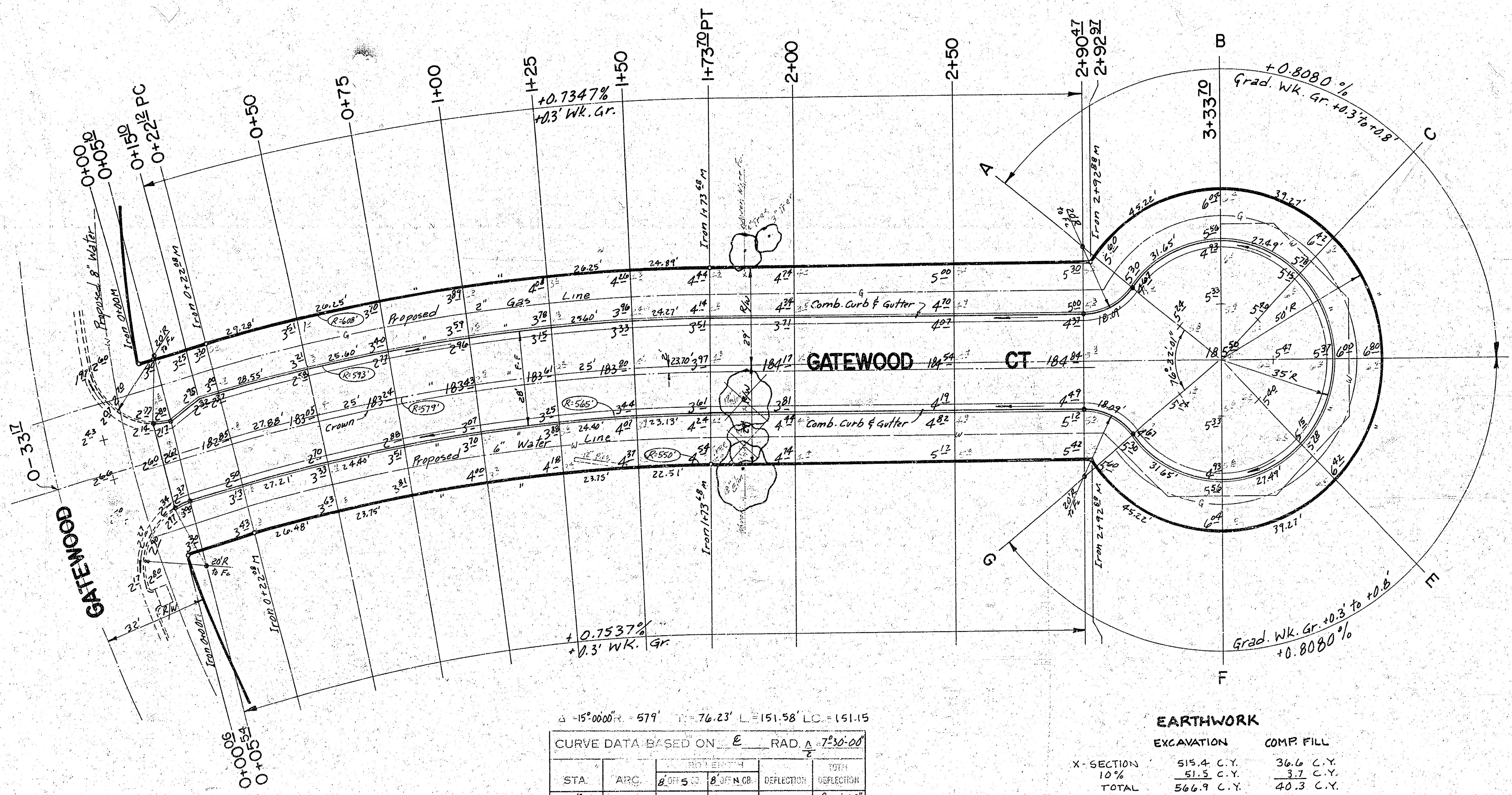
DATE: _____ PROJ. No. 472 76 245 808/3000 000 001

1/4

BM = 187.52 ~ City Std. West Parkway 1/4 Mile E. of Rock Road on 13th St.
 36 S. & 4' W. of 1/4 Sec. Corner
 BM = 186.10 ~ RR Spike SE Fc. 14" Elm 30' N of N.L. Gatewood on
 W.L. Linden Extended Being in Fence N.S.

is E Street

Survey 10/03
 Plan 1/24
 Exc 1/24
 Check 1/24



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

Note: Trees to be removed are marked thus except that any tree marked for removal which in the opinion of the Engineer can be saved, shall be spared.

Contractor to contact utilities for location of underground lines.

Note: Not more than 9' 20' Drives or equivalent to be built and charged to this project.

Δ = 15°00'00" = 579' 76.23' L = 151.58' LC = 151.15

STA	ARC	OFF IN CH	DEFLECTION	TOTAL DEFLECTION
0+22.12 PC				0°00'00"
0+50	27.88'	26.82'	28.14'	1°22'46"
0+75	25'	24.05'	25.15'	1°14'13"
1+00				2°36'59"
1+25				3°51'02"
1+50	25'	24.05'	25.95'	5°14'13"
1+73.70 PT	23.70'	22.80'	24.00'	7°30'00"

	EXCAVATION	COMP. FILL
X-SECTION	515.4 C.Y.	36.6 C.Y.
10%	51.5 C.Y.	3.7 C.Y.
TOTAL	566.9 C.Y.	40.3 C.Y.

Manipulation = 1,484 S.Y.

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