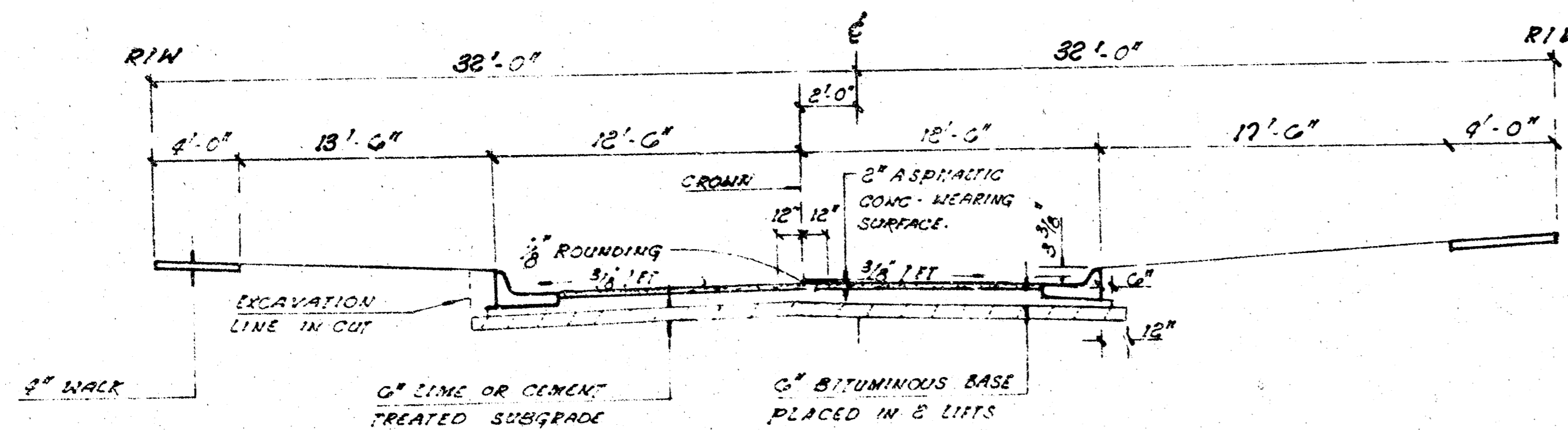
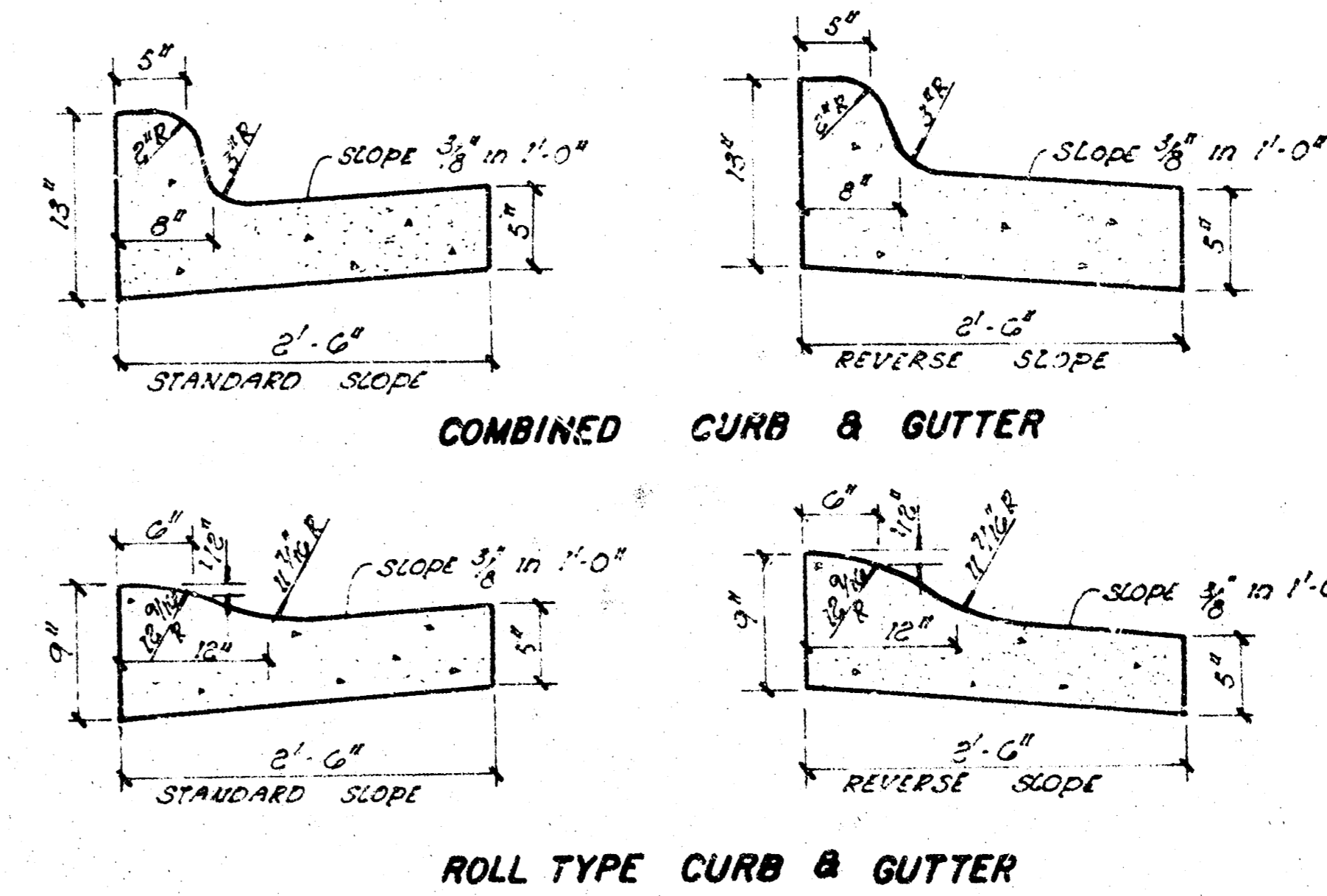


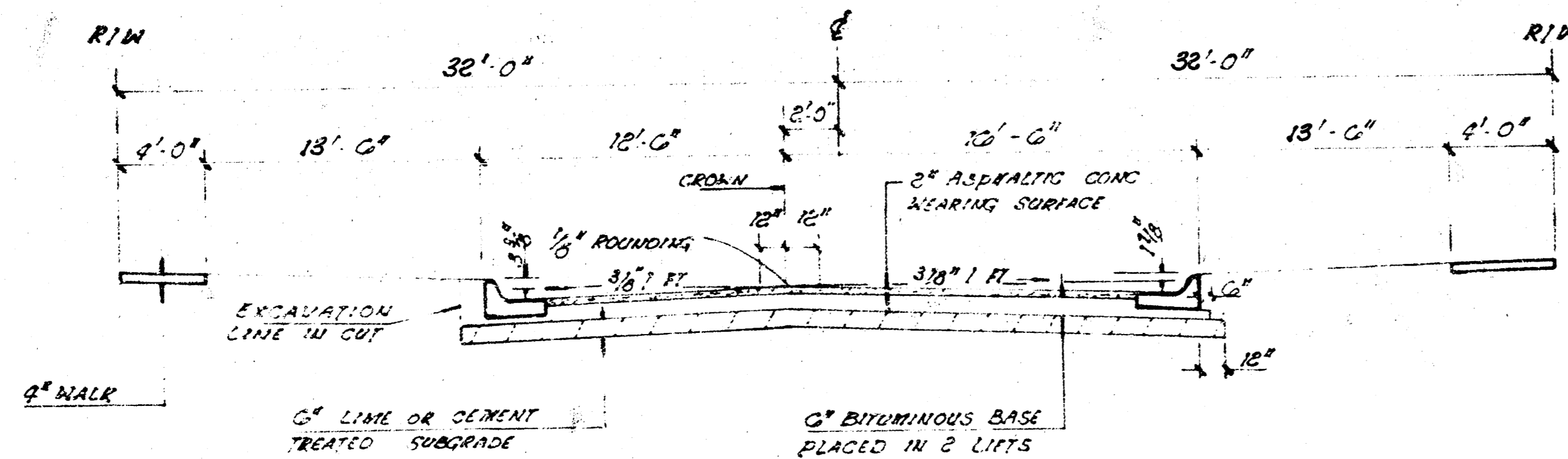
ROBIN
N. L. 17TH ST. TO S. L. 19TH ST.



TYPICAL 25' B-B SECTION



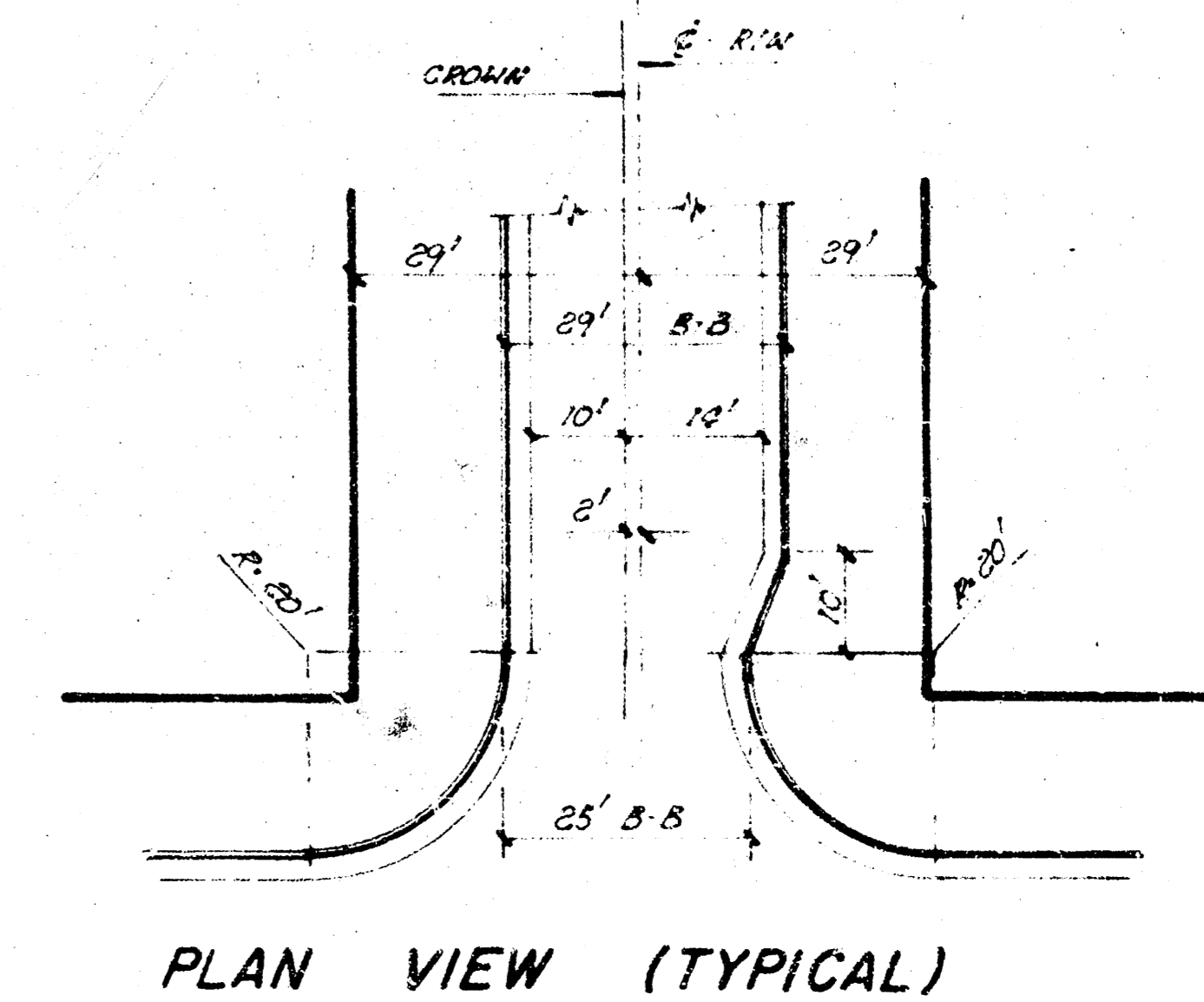
TYPICAL RESIDENTIAL SECTIONS
FOR CROWN OFFSET - 64' R/W



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

GENERAL NOTES

1. A TACK COAT OF EMULSIFIED ASPHALT (SS = 1B) 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.
 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 FOOT WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.
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 DWEL BARS SPACED AT 2' - 6" INTERVALS. THESE DWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.
6. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE COMB. CURB AND GUTTER.



CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

R. W. LINN CITY ENGINEER

1/3

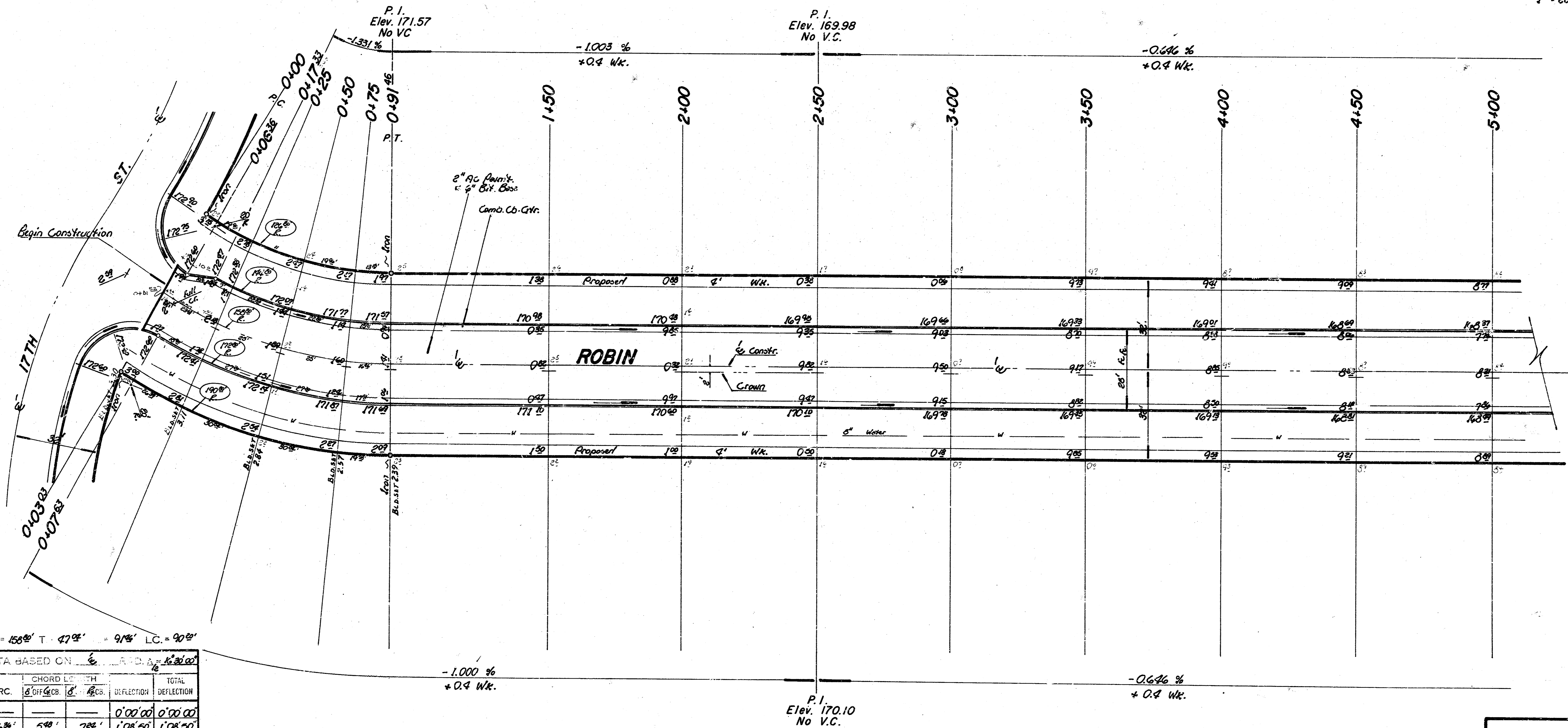
DATE: PROJ. No. 472-76-245-80735-000-000-001

B.M. 171st RR Spr. E. R. PP 5th Cor. Tifer & 1947.

Baseline is to Robin.



Scale: 1" = 20'



$\Delta = 33'00''$ $T = 158'00''$ $\theta = 47'00''$ $LC = 90'00''$

CURVE DATA BASED ON $R = 162'00''$

STA.	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
0+00	—	—	0'00.00	0'00.00
0+06.36	6.36'	5.99'	7.92'	1'08.50
0+07.83	7.83'	7.19'	1.49'	1'22.35
0+17.28	17.28'	15.83'	11.05'	3'07.35
0+25	25'	22.41'	18.72'	4'30.36
0+50	50'	44.82'	37.44'	9'01.12
0+75	75'	67.23'	56.16'	13'31.08
0+91.44	91.44'	83.59'	70.56'	16'30.00

Defl. 1 ft. = 10.8841398 min.

Note:

Ties to be taken & any 'irons' moved or destroyed during construction to be replaced.
Sanitary sewer line to be constructed 'by others' & to be co-ordinated w. pavement construction.
No more than 15-20' drives or equivalent to be constructed.

Earthwork Quantities

Excavation = 11672 cu
+ 10% = 12839 cu
Total = 14922 cu
Manipulation = 3633 cu
Comp. Fill = 0

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

ROBIN

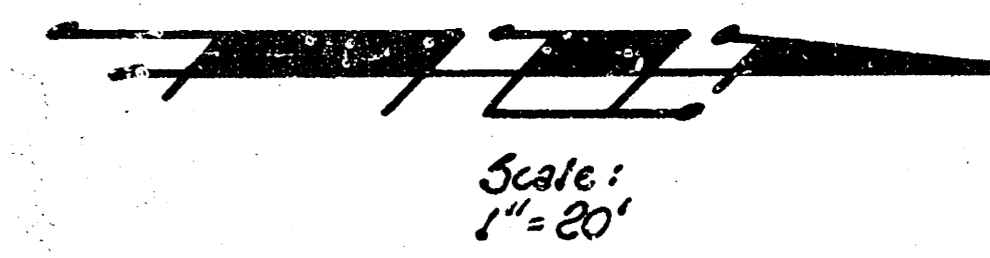
N.L. 17TH St. to S.L. 19TH St.
29' B.B.-8" A.C. Pavmt. w. Comb. Cb.-Gtr.
City of Wichita, KS.

R. W. Linn — City Engineer

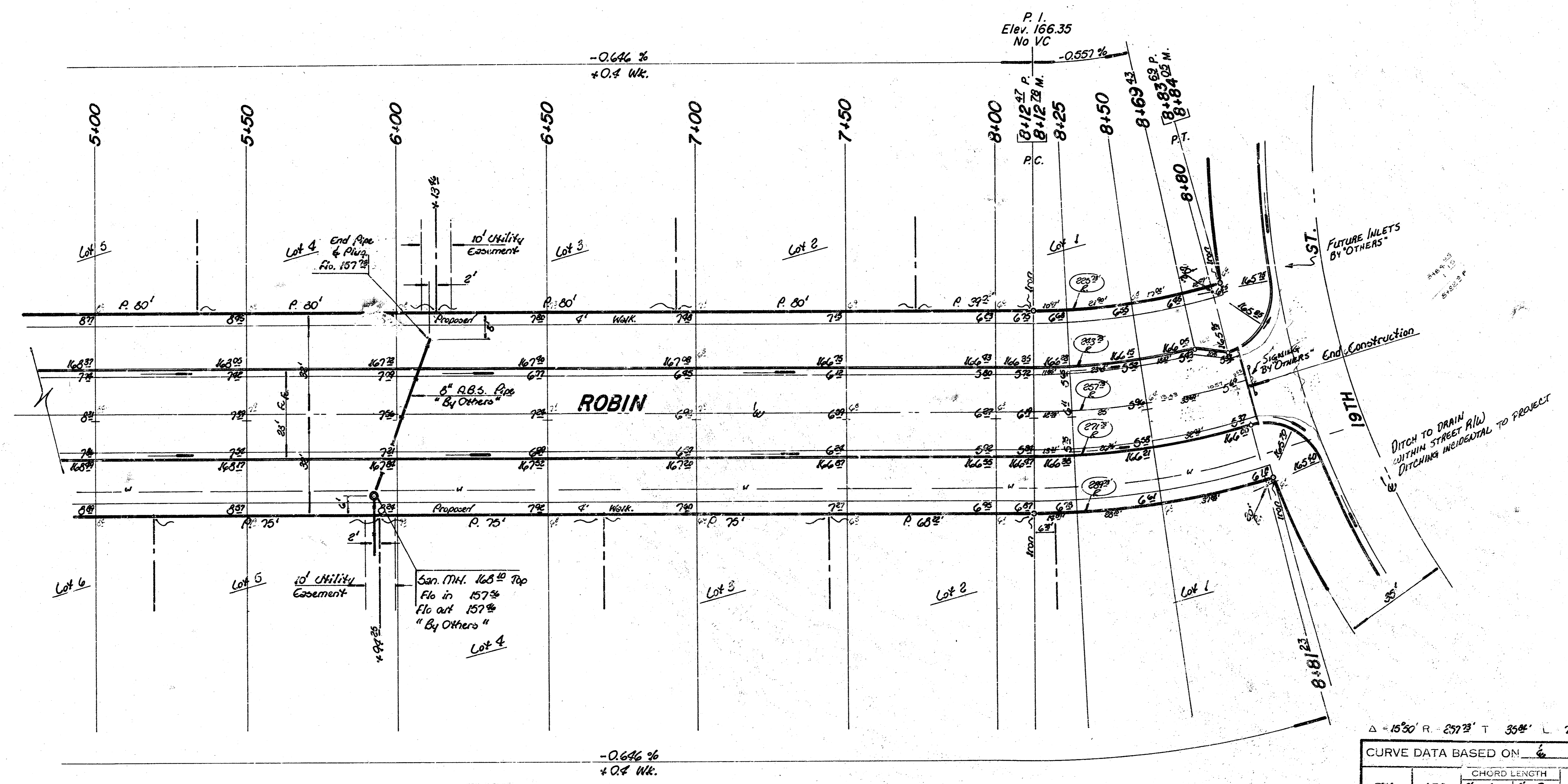
Project No. _____

472-76-245-80735-000-000-001

Date _____



Scale:
1" = 20'



$\Delta = 1530'$ R. $257.28'$ T. $36.2'$ L. $71.2'$ LC. $71.2'$

CURVE DATA BASED ON $\frac{1}{4}$ RAD. $\Delta = 235.00'$

STA.	ARC.	CHORD LENGTH		TOTAL DEFLECTION	
		OFF SET	OFF SET	DEFLECTION	DEFLECTION
8+12.22	—	—	—	0'00.00"	0'00.00"
8+25	12.78'	11.9'	13.9'	1'23.34"	1'23.34"
8+50	25'	22.85'	27.5'	2'46.68"	4'10.18"
8+69.43	19.43'	17.77'	21.9'	2'09.35"	6'19.53"
8+80	10.57'	9.92'	11.2'	1'10.29"	7'30.22"
8+81.81	1.81'	1.81'	1.81'	0'08.13"	7'38.35"
8+83.44	2.44'	2.44'	2.44'	0'16.25"	7'55.00"

Defl./Fr. = 6.6692795 min.