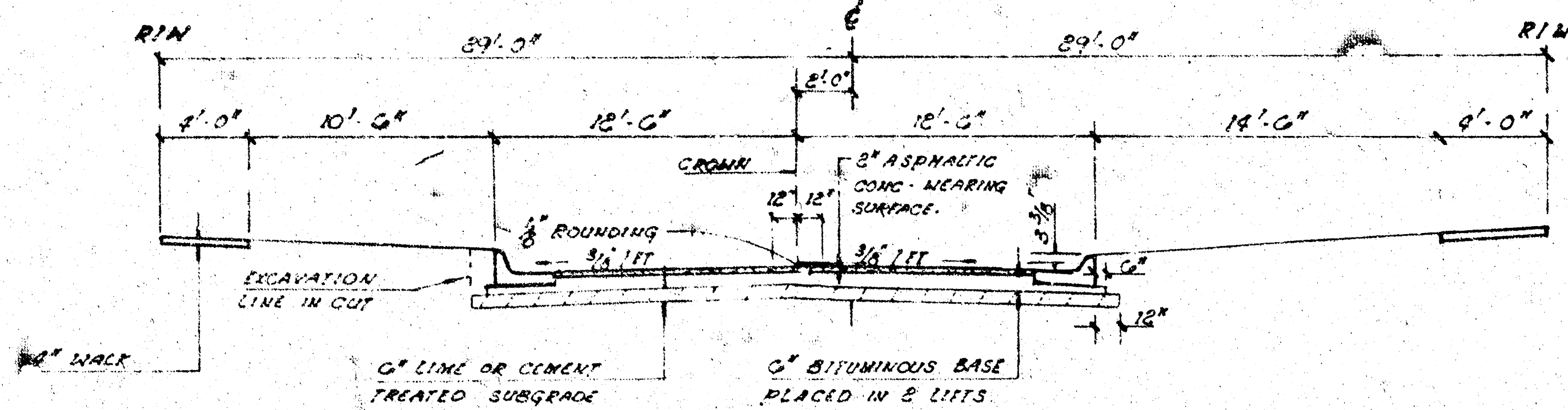
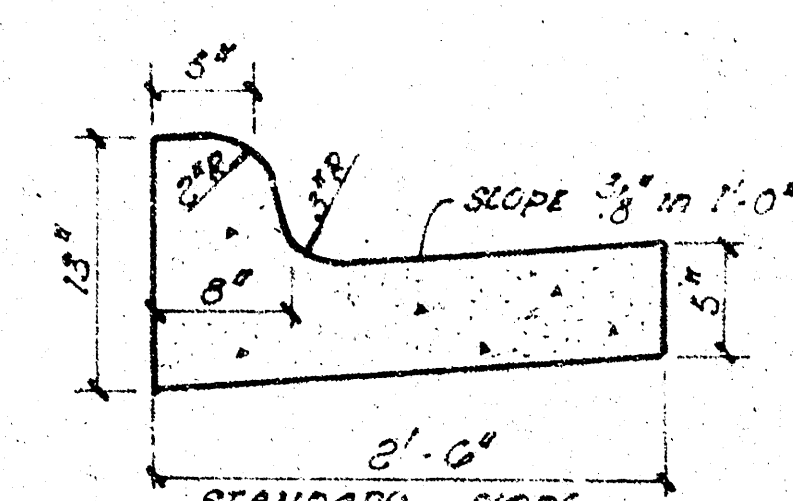


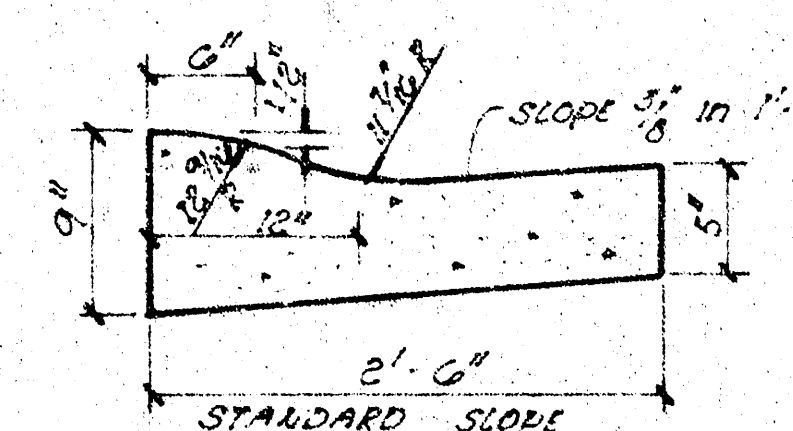


TYPICAL 25' B-B SECTION

SMYSER Ave
from SL 36st. North
to SL 37 st. North

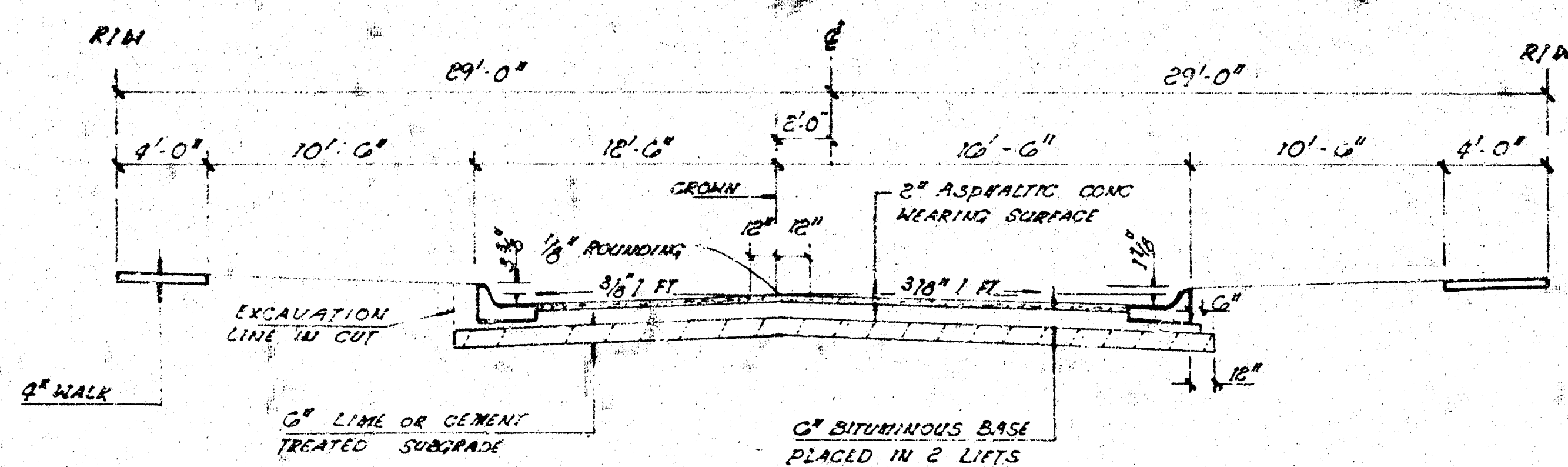


COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER

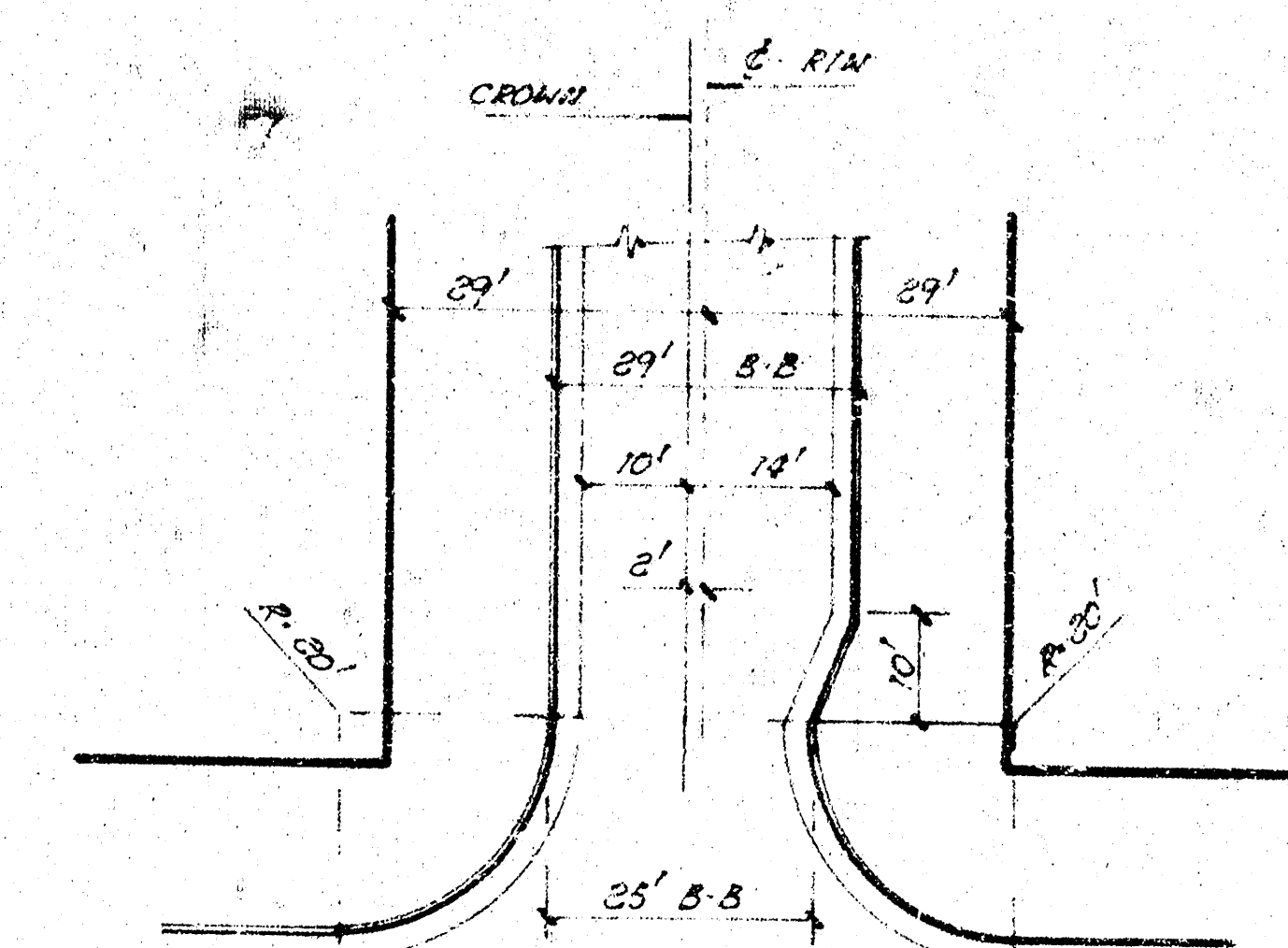
TYPICAL RESIDENTAL SECTIONS FOR CROWN OFFSET - 58' R/W



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

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. 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.
3. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 6" A.C. PAVEMENT (6" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 7" BITUMINOUS B.C.
4. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.
5. 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'.
6. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DWEL BARS SPACED AT 2' x 6" INTERVALS. THESE DWEL BARS SHALL NOT BE LESS THAN 1" OR MORE THAN 3/4" IN DIAMETER.
7. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE CURB AND GUTTER.



PLAN VIEW (TYPICAL)

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

R. W. LINN

CITY ENGINEER

DATE: _____ PROJ. No. 472-76-245-80784-000-000-001

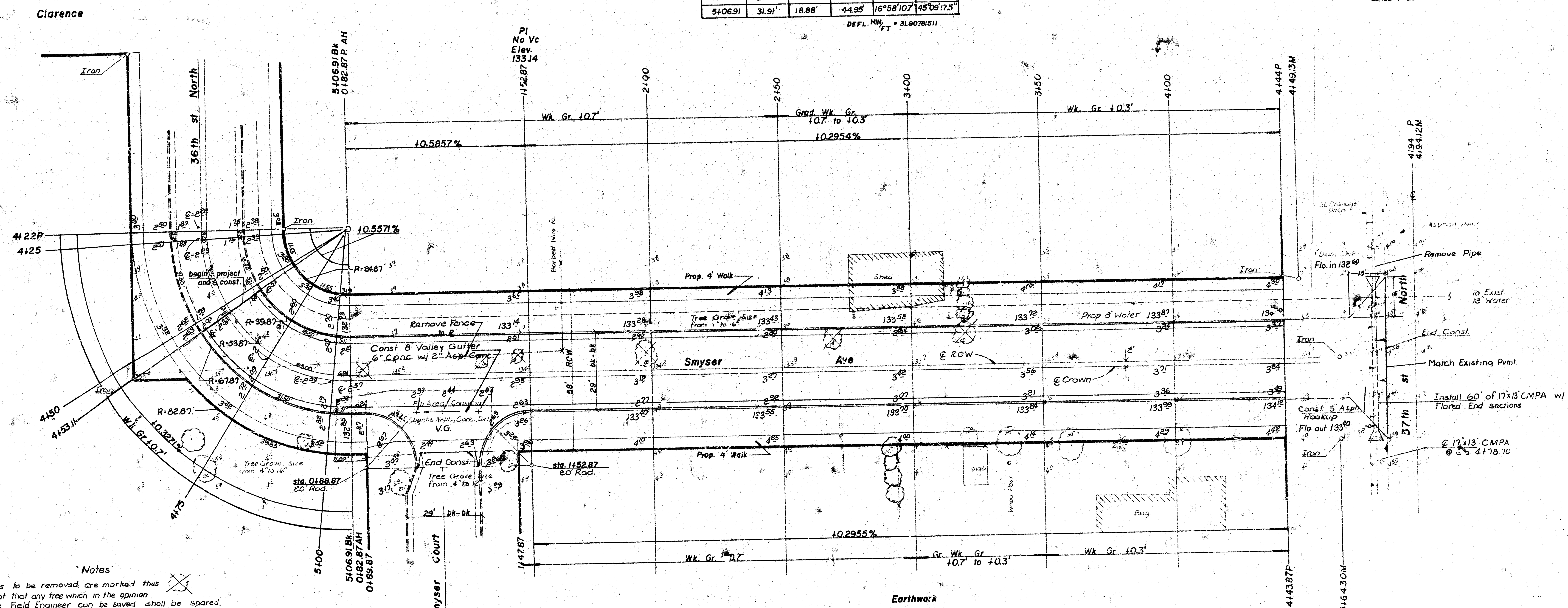
BM 135.76 Top of sign post approx. 5' S of SL of 36th st. N and is approx. to E Smyser.
 BM 135.53 SE cor. front conc. porch at 3801 N. Clarence.
 E is E of SMYSER AVE.

$\Delta = 90^\circ 18' 35''$ $R = 53.27'$ $T = 54.10'$ $L = 84.91'$ $LC = 78.30'$

CURVE DATA BASED ON $\Delta = 90^\circ 18' 35''$ RAD. $\Delta = 1.5708$

STA.	ARC	CHORD	CHORD BEARING	TOTAL DEFLECTION
4422	—	—	—	0°00'00"
4425	3.00'	1.78'	1°35'43.4"	1°35'43.4"
4450	25.00'	14.79'	13°17'41.7"	14°53'25.1"
4475	25.00'	14.79'	13°17'41.7"	28°11'06.8"
540691	31.91'	18.88'	16°58'10.7"	45°09'17.5"

DEFL. MIN. $\Delta = 31.90781511$



- Notes
1. Trees to be removed are marked thus except that any tree which in the opinion of the Field Engineer can be saved shall be spared.
 2. Ties to be taken and any Irons moved or destroyed during Const. shall be replaced.
 3. Install 60' of 17x13' CMPA w/ Flared End Sections. CMPA to be paid as Lin. ft. of CMPA 17x13'.

NOTES
 TYPE OF CURVE NOT INDICATED SHALL BE DETERMINED BY THE FIELD ENGINEER. SUBGRADE TREATMENT IN THIS CONSTRUCTION SHALL BE DETERMINED BY THE FIELD ENGINEER. SUBGRADE TREATMENT FOR ANY COMBINATION OF THESE

	City	Property
Excavation	147.0	931.5
+10%	14.7	93.2
Total	161.7 cy	1024.7 cy
Compacted Fill	23.6	0.0
+10%	2.4	0.0
Total	26.0 cy	0.0
Manipulation		1424.4 sy

CONST. 4-20' DRIVES

SMYSER
 from SL 36th st North to SL 37th st. North

SHARP-NETT ADDN.
 Proj. no. 472-76-245-90784-000-000-001

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