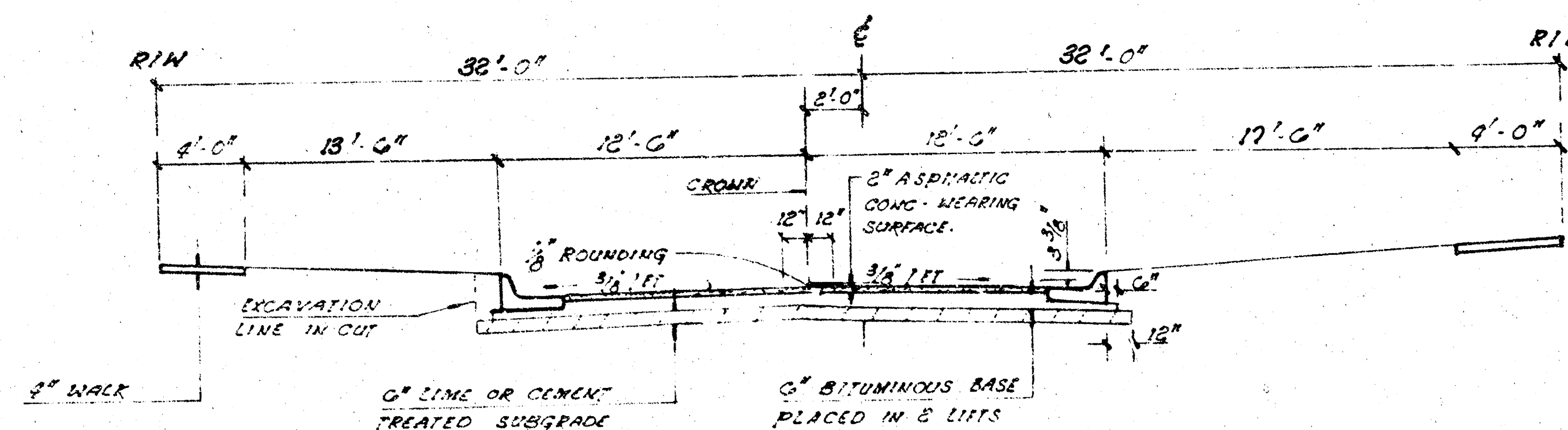
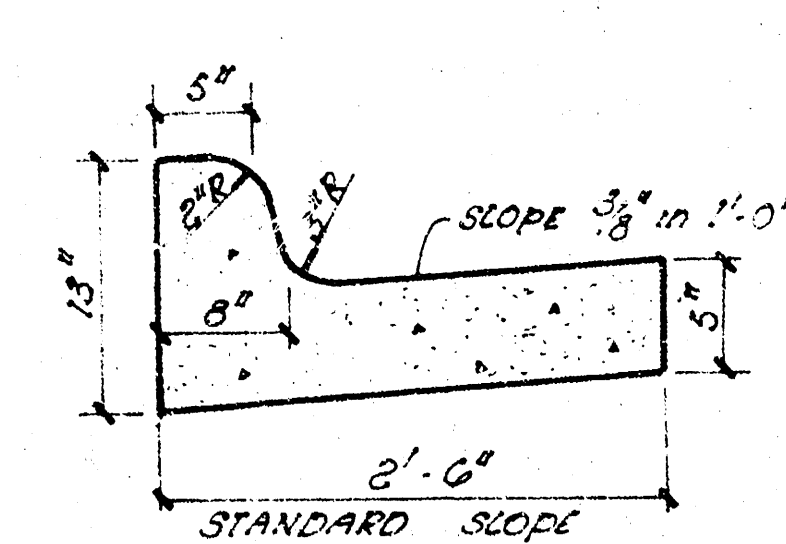


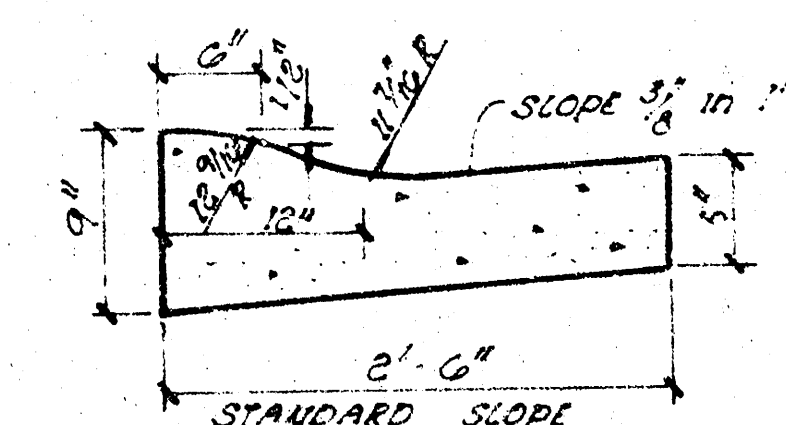
ROBIN
N.L. 17TH ST. TO S.L. 19TH ST.



TYPICAL 25' B-B SECTION

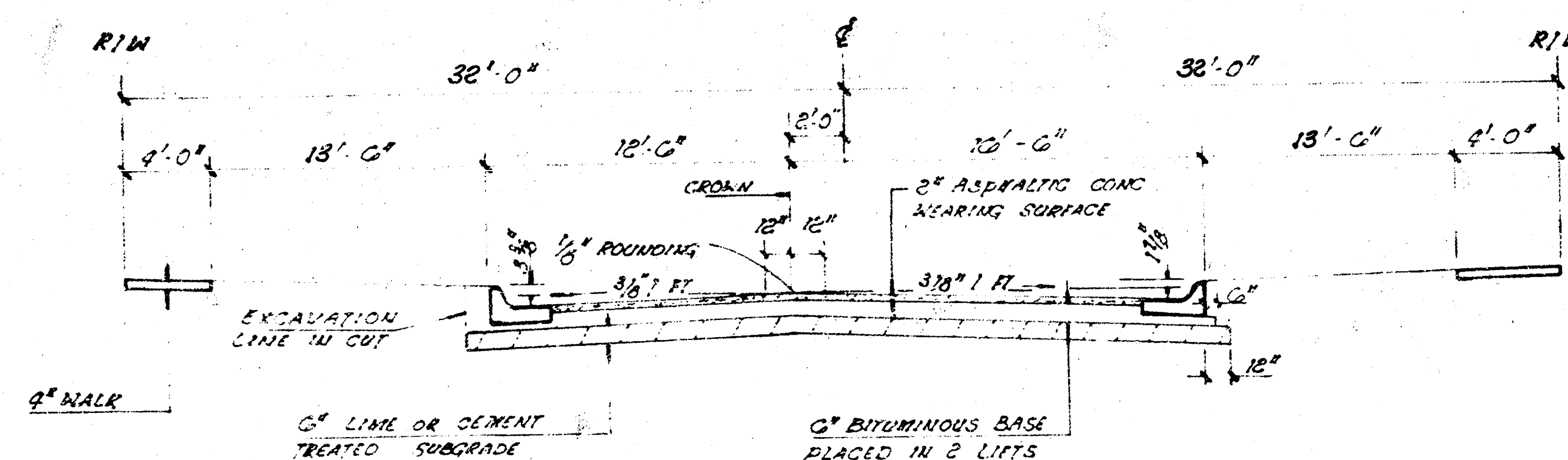


COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER

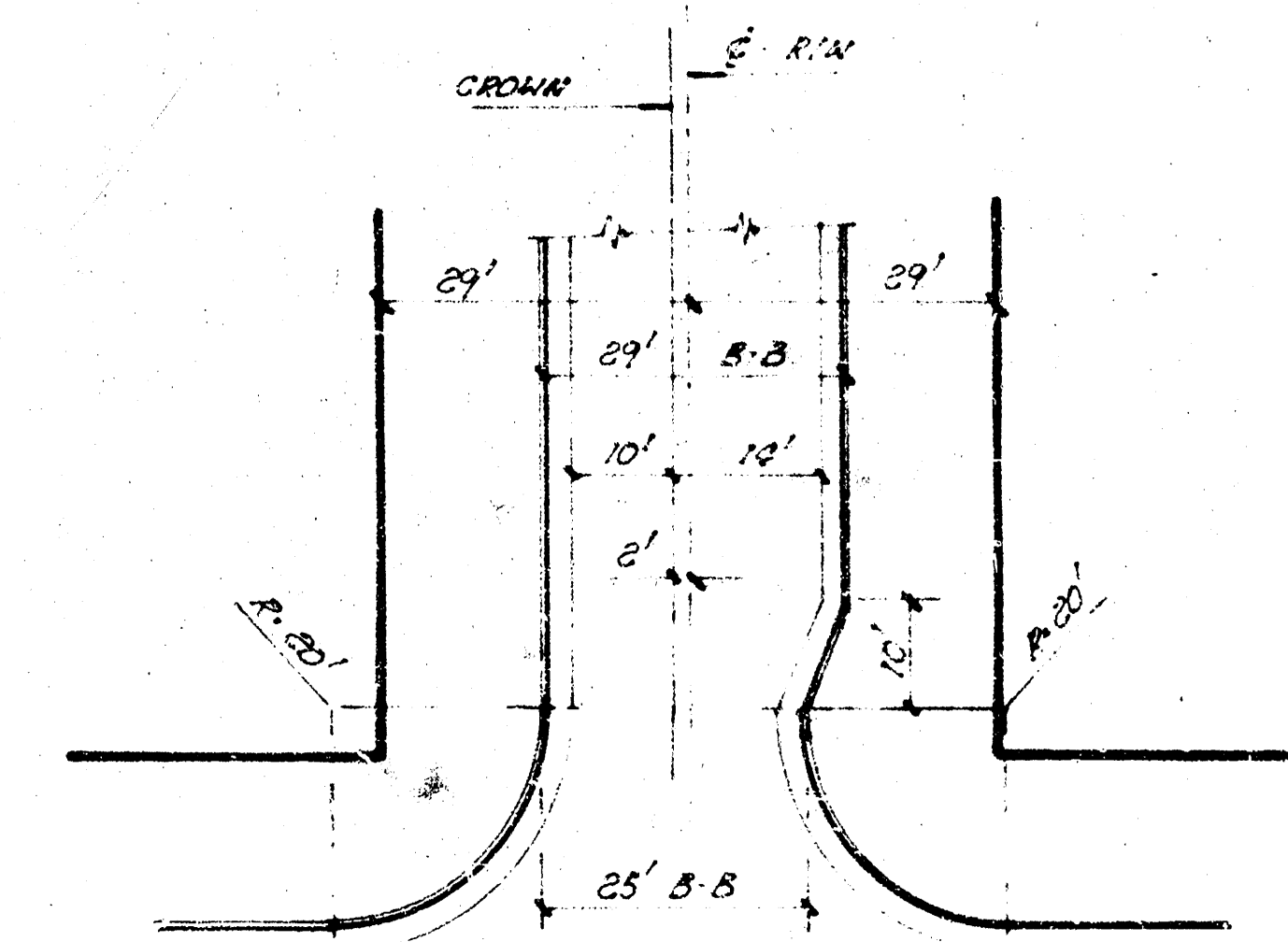
**TYPICAL RESIDENTIAL SECTIONS
FOR CROWN OFFSET - 64' R/W**



**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.
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 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.
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 DOWEL BARS SPACED AT 2' ± 6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.
7. TRANSITION CURB SHALL BE PAID AS ROLL-TYPE COMB. CURB AND GUTTER.



PLAN VIEW (TYPICAL)

CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

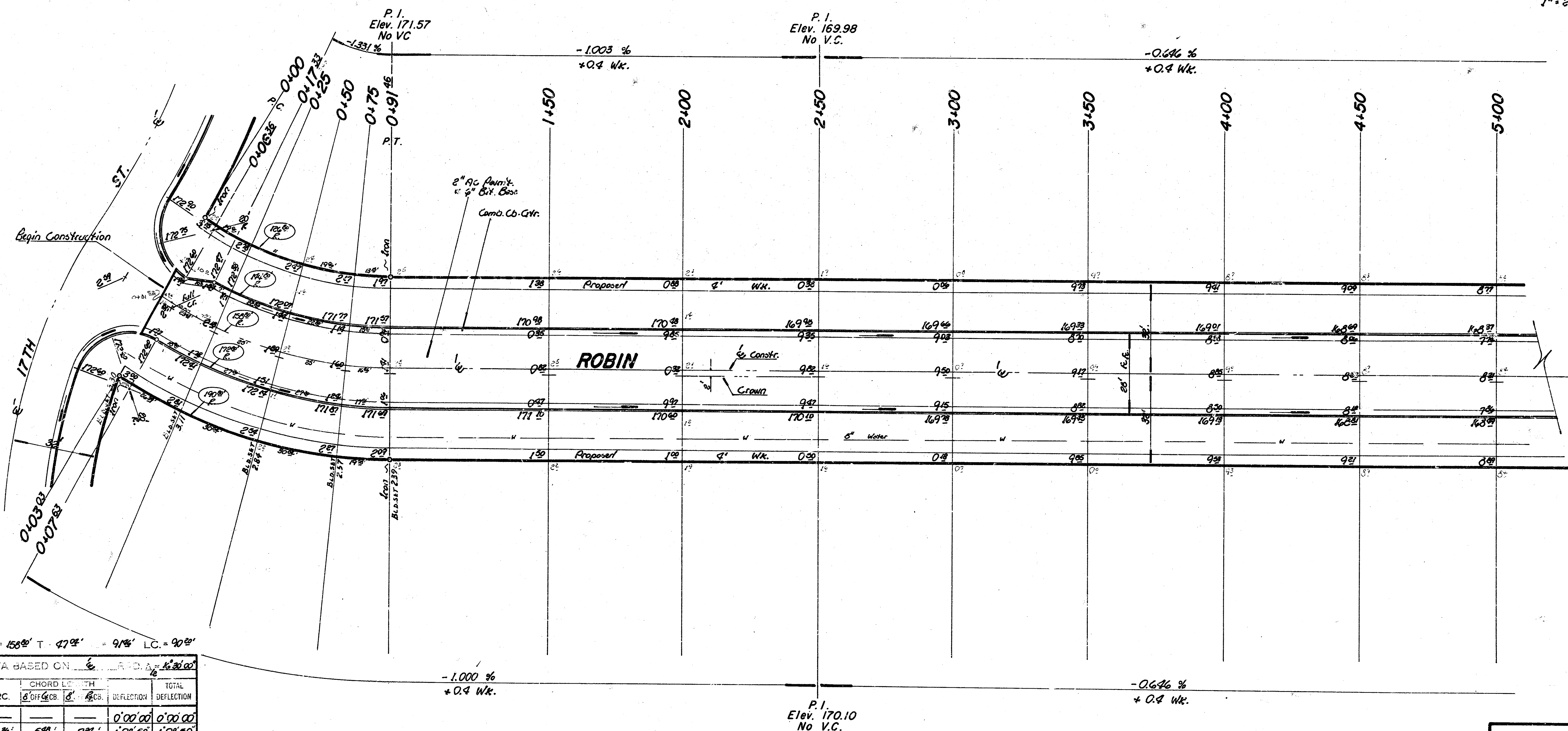
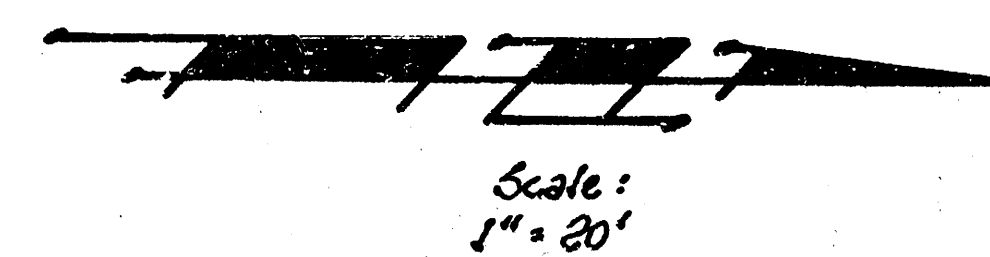
R. W. LINN CITY ENGINEER

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



B.M. 171.92 RR Spr. E. R. PP 5th. Cor. N. 1/4 & 1947.

Baseline is to Robin.



△ = 33°00' R = 158.8' T = 47.9' = 9.1% LC = 90.0'

CURVE DATA BASED ON $\frac{1}{2}$ CHORD

STA.	ARC	CHORD	DEFLECTION	TOTAL DEFLECTION
0+00	—	—	0°00'00"	0°00'00"
0+06.25	6.25'	5.99'	7.92'	1°08'50"
0+12.50	12.5'	11.9'	15.8'	2°17'40"
0+18.75	18.75'	17.8'	23.7'	3°26'30"
0+25.00	25.0'	23.7'	31.6'	4°35'20"
0+31.25	31.25'	29.6'	39.5'	5°44'10"
0+37.50	37.5'	35.5'	47.4'	6°53'00"
0+43.75	43.75'	41.4'	55.3'	8°01'50"
0+50.00	50.0'	47.3'	63.2'	9°10'40"

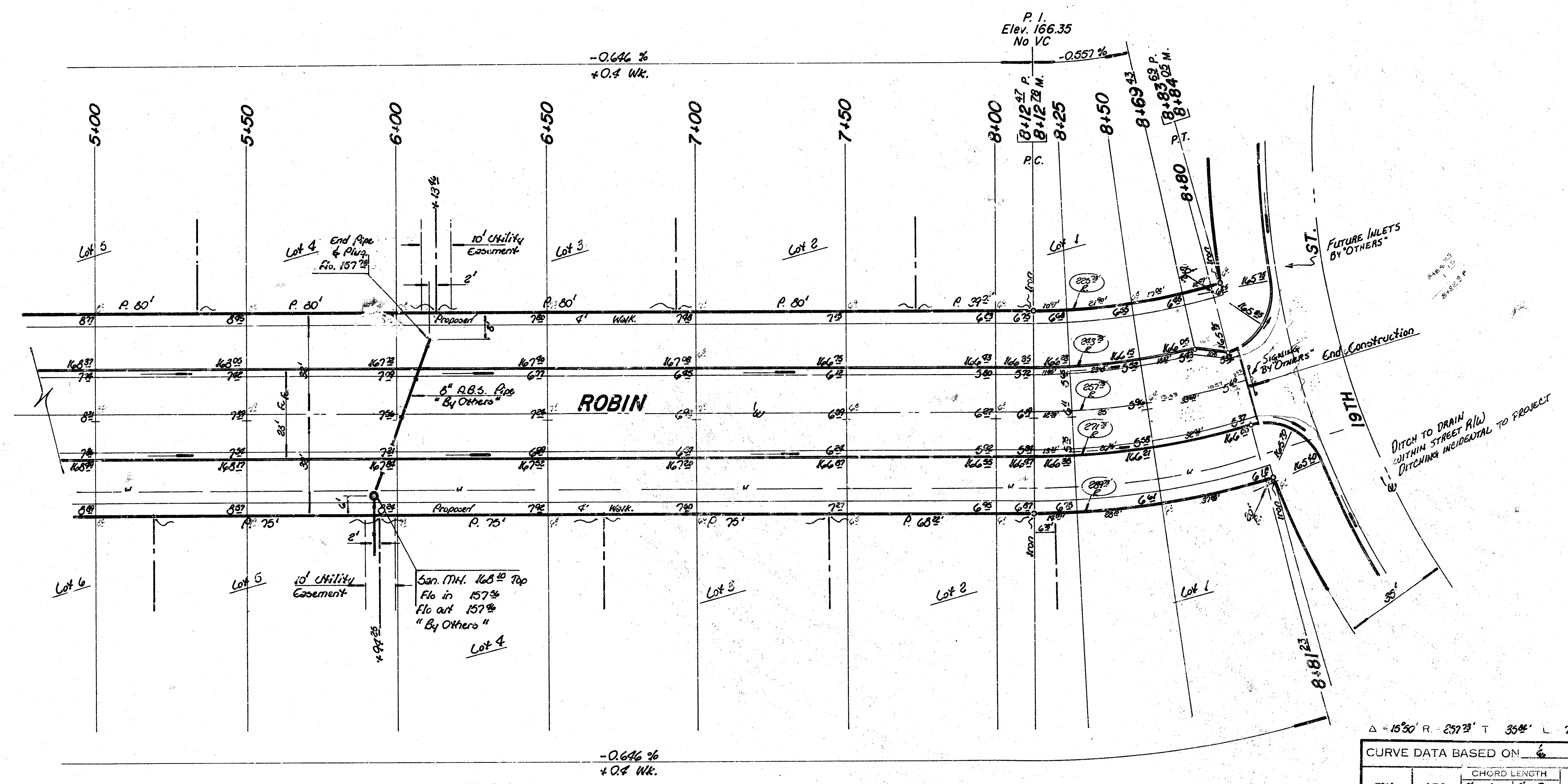
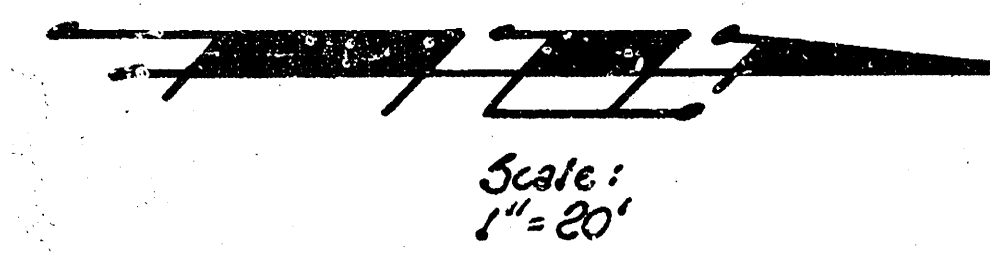
Note:
 Ties to be taken & any 'irons' moved or destroyed during construction to be replaced.
 Sanitary Sewer Line to be constructed 'by others' & to be co-ordinated w. pavement construction.
 No more than 18'-20' Drives or equivalent to be constructed.

Earthwork Quantities
 Excavation = 11672 cu
 + 10% = 12839 cu
 Total = 12839 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. —
 472-76-245-80735-000-001
 Date —

Survey by Eng.
 Plan Makers
 E.A.
 Checked



$\Delta = 153.00^\circ$ R = 257.23' T = 35.42' L = 71.22' LC = 71.22'

CURVE DATA BASED ON $\frac{1}{2}$ RAD. $\Delta = 153.00^\circ$

STA.	ARC.	CHORD LENGTH		DEFLECTION		TOTAL DEFLECTION
		10' OFF	20' OFF	10' OFF	20' OFF	
8+12.47	—	—	—	0'00"00"	0'00"00"	
8+25	12.53'	11'00"	13'00"	1'23'36"	1'23'36"	
8+50	25'	22'00"	27'00"	2'46'36"	4'10'18"	
8+69.43	19.43'	17'00"	21'00"	2'09'36"	6'19'53"	
8+80	10.57'	9'00"	11'00"	1'10'29"	7'30'22"	
8+81.23	1.23'	1'00"	1'00"	0'08'13"	7'38'35"	
8+83.43	2.20'	2'00"	2'00"	0'16'25"	7'55'00"	

Defl./Sta. = 6.6692795 min.