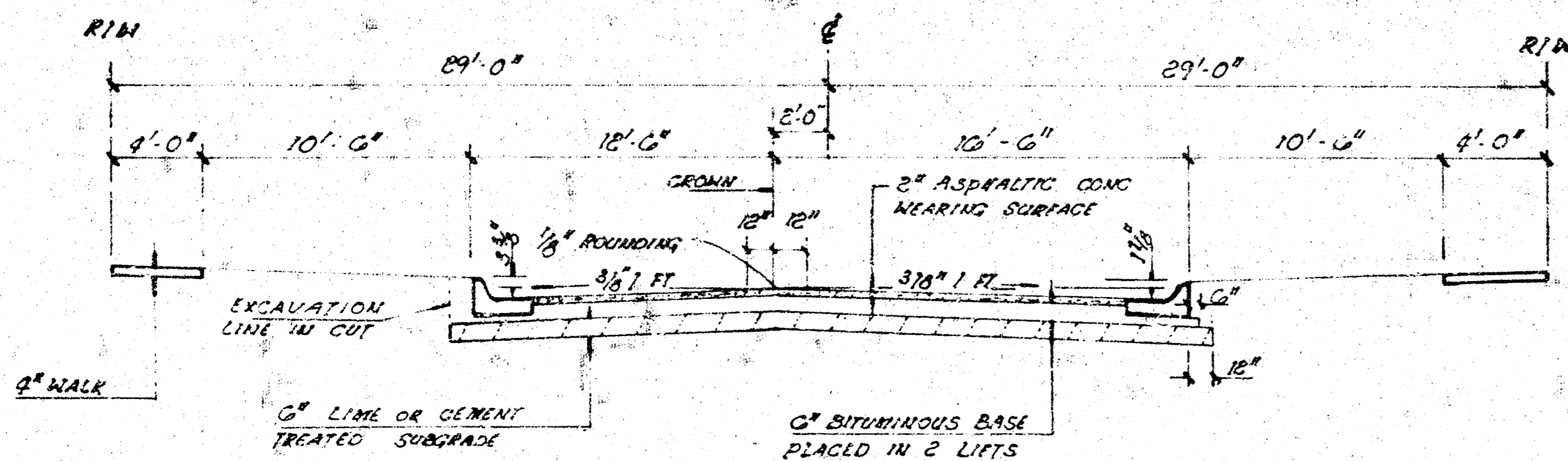
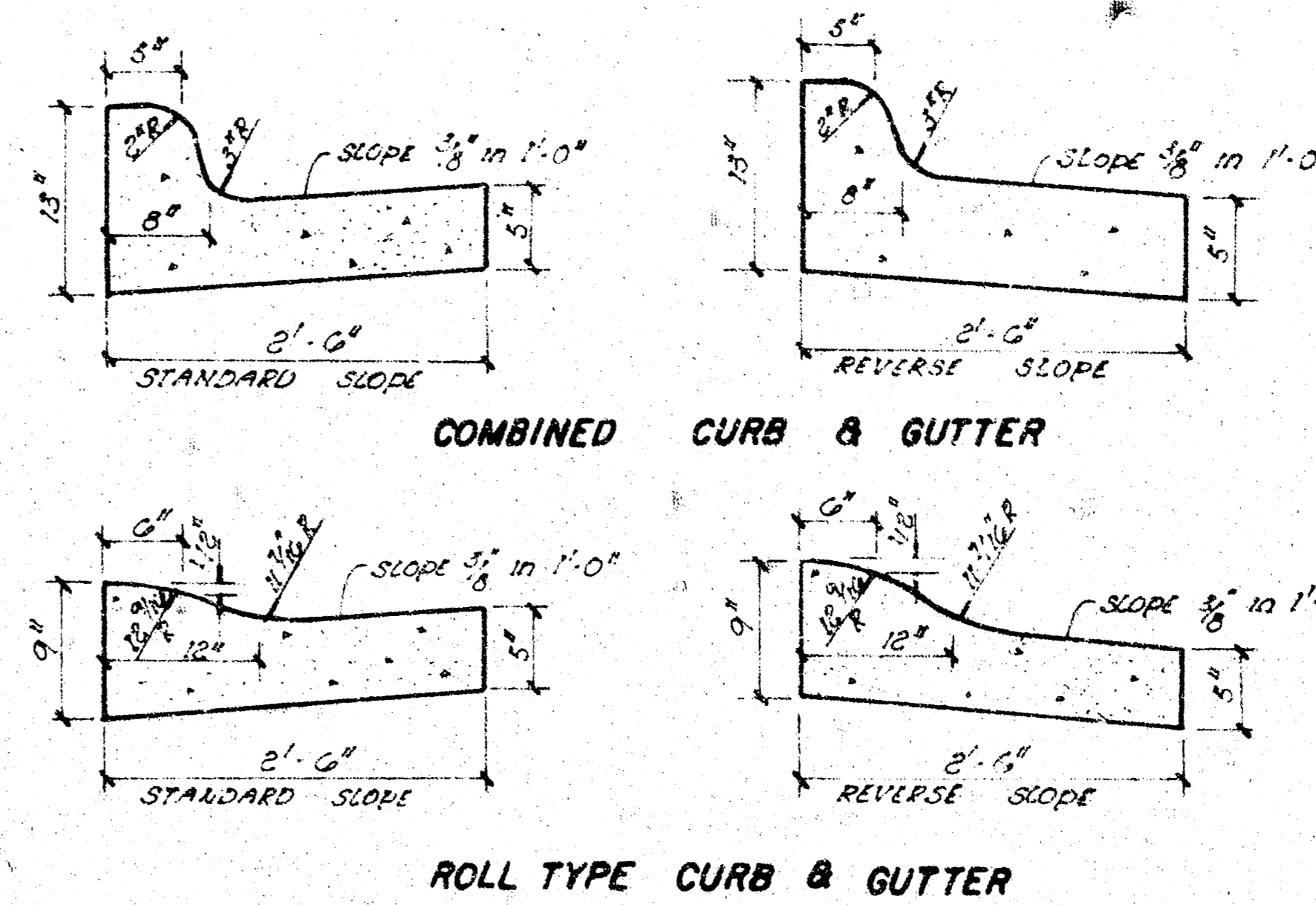


TYPICAL 25' B-B SECTION



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

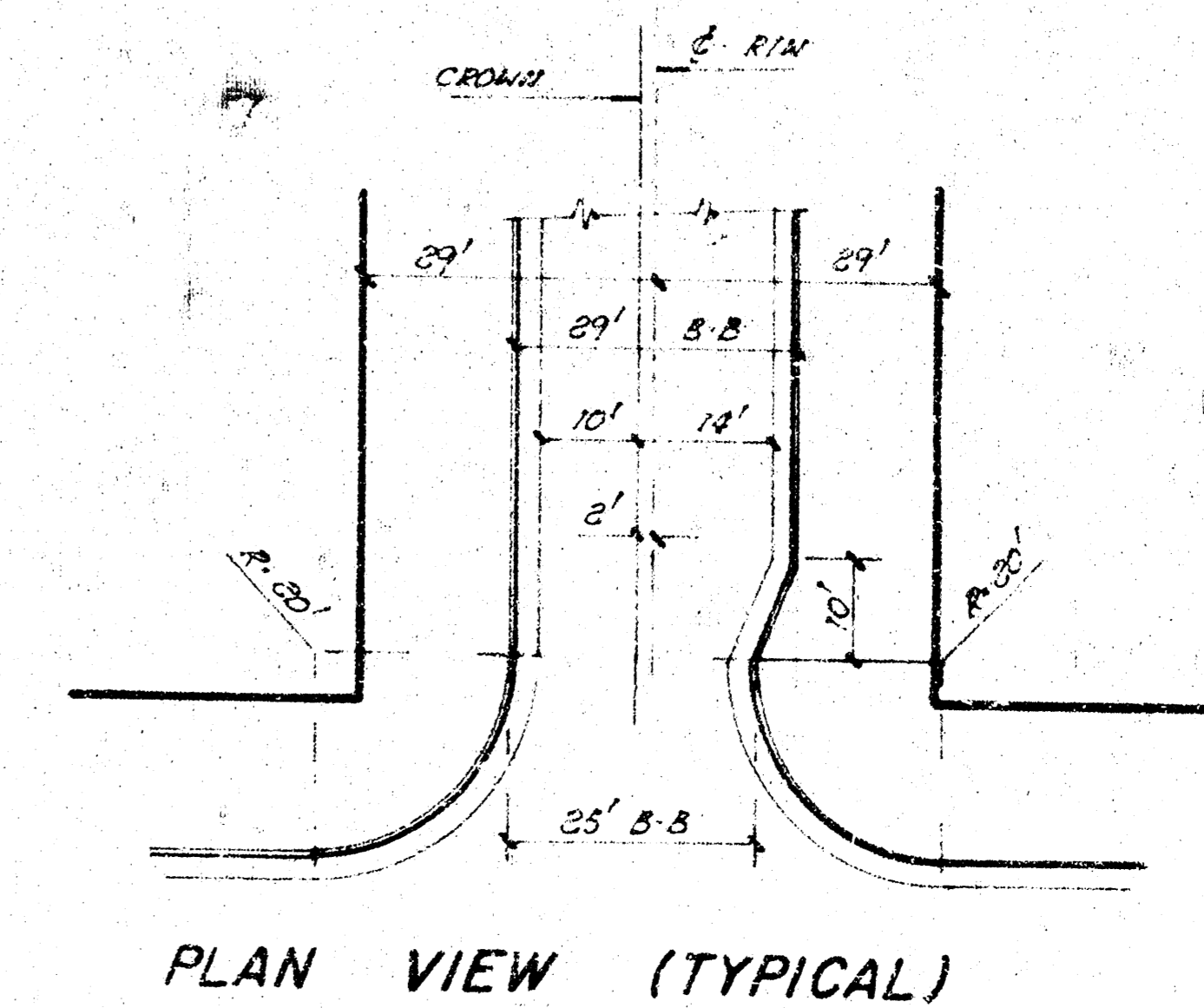
SMYSER Ave
from SL 36 st. North
to SL 37 st. North



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

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 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.T.
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' - 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.

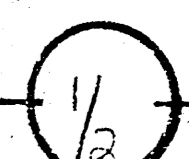


CITY OF WICHITA, KANSAS

DEPARTMENT OF PUBLIC WORKS - ENGINEERING

R. W. LINN

CITY ENGINEER



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

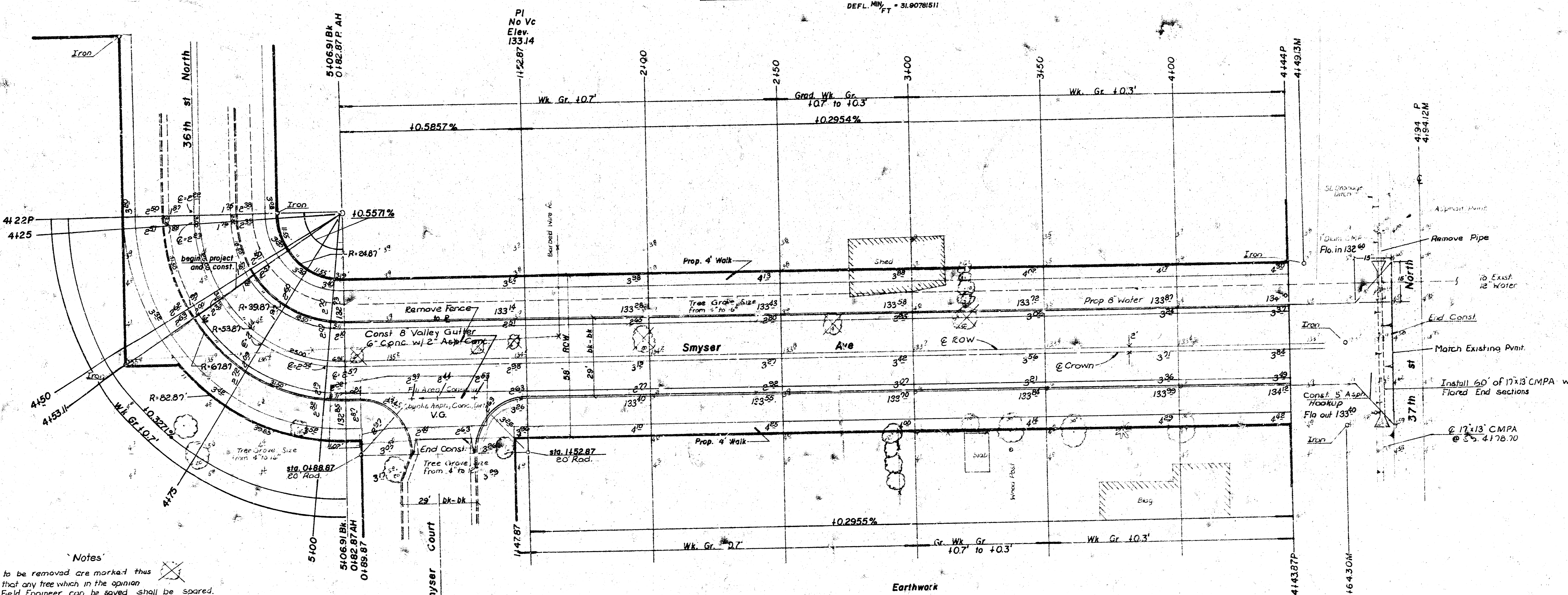
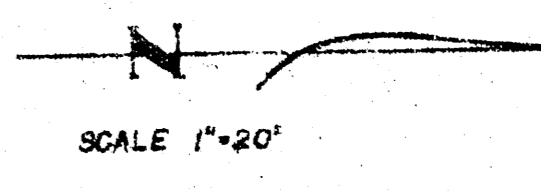
BM 135.76 Top of sign post approx. 5' S of SL of 36th st. N and is approx. to ϵ Smyser.
 BM 135.53 SE cor. front conc. porch at 380' N. Clarence.
 ϵ is ϵ of SMYSER AVE.

$\Delta = 90^\circ 18' 35''$ R = 53.87' T = 54.10' L = 84.91' LC = 78.39'

CURVE DATA BASED ON ϵ RAD. $\Delta = 45^\circ 09' 17.5''$

STA.	ARC.	CHORD	CHORD	CHORD	TOTAL
		LENGTH	LENGTH	LENGTH	DEFLECTION
4422	—	—	—	—	0°00'00"
4425	3.00'	1.78'	4.23'	1°35'43.4"	1°35'43.4"
4450	25.00'	14.79'	35.21'	13°17'41.7"	14°53'25.1"
4475	25.00'	14.79'	35.21'	13°17'41.7"	28°11'06.8"
540691	31.91'	18.88'	44.95'	16°58'10.7"	45°09'17.5"

DEFL. MIN. FT. = 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 17x31' CMPA w/ Flared End Sections. CMPA to be paid as Lin. ft. of CMPA 17x31'.

	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