

# STREET IMPROVEMENTS AND INCIDENTAL DRAINAGE CITY OF WICHITA, KANSAS

DEFINITION

B.M. 76.57 City of Wichita standard disk, 44' W. of  
Hydraville and 50' E. of centerline 55th St. S.

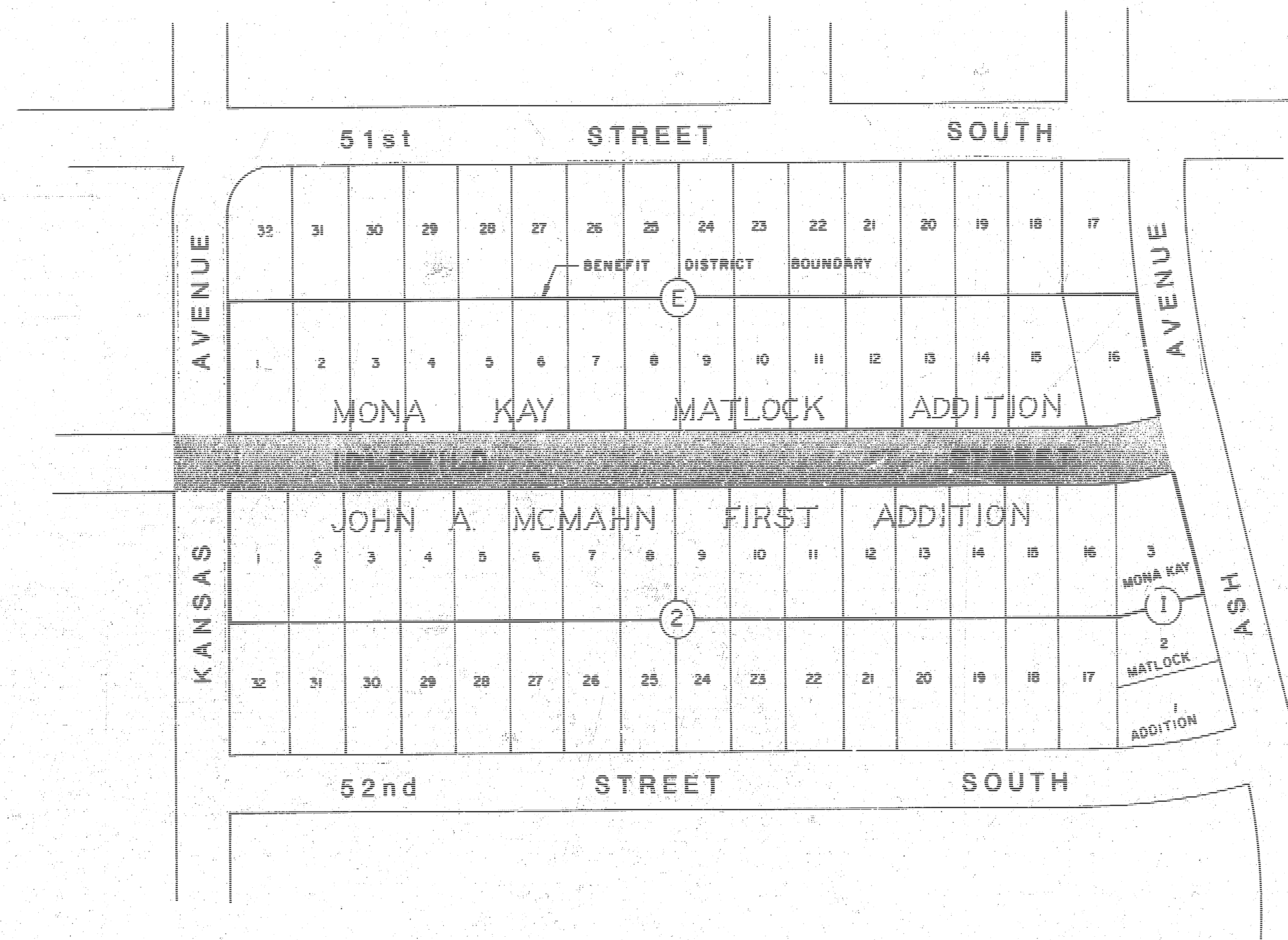
0.11, 00.00 " cut on SE cor. cond. base Derby light  
tower NE cor. Jet and Hydraulic

20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854.

IDLEWILD STREET FROM THE W. LINE OF KANSAS TO THE W. LINE OF ASH

PROJECT NO. 472-76-245-81512-000-000-001

M. E. LINDEBAK - CITY ENGINEER



## GENERAL NOTES

1. Contractor to bid only one Sub-Grade Treatment Alternate. Alternate chosen by successful bidder shall be used for construction on this project.
2. The Contractor shall do no work back of property line on any driveway unless there is a signed permit on file with the City of Wichita.
3. Notify the following companies prior to any excavation:

|                       |                |
|-----------------------|----------------|
| Arkla Gas Company     | 942-6350       |
| Bell Telephone        | 268-2256       |
| Cablevision           | 269-3340       |
| Gas Service Company   | 263-7511       |
| Kansas Gas & Electric | 261-6375       |
| Kansas One-Call       | 1-800-344-7233 |

A SAW-CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION AFFECTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.

RAILROAD TIES SHALL BE REMOVED AND SALVAGED BY THE CONTRACTOR AND GIVEN TO THE ADJACENT PROPERTY OWNER. IN THE EVENT THAT THE PROPERTY OWNER DOES NOT WANT THE R.R. TIES, THE CONTRACTOR SHALL DISPOSE OF SAME IN A MANNER ACCEPTABLE TO THE FIELD ENGINEER. THIS WORK TO BE DONE AT NO ADDITIONAL COST TO THE PROJECT.

NOTE TO FIELD ENGINEER & CONTRACTOR:

VEHICULAR ACCESS TO BE PROVIDED AT ALL TIMES DURING CONSTRUCTION FOR PHYSICALLY HANDICAPPED RESIDENTS WITHIN THIS PROJECT.

4 3 2 1 0 9 8 7 6 5 4 3 2 1 0

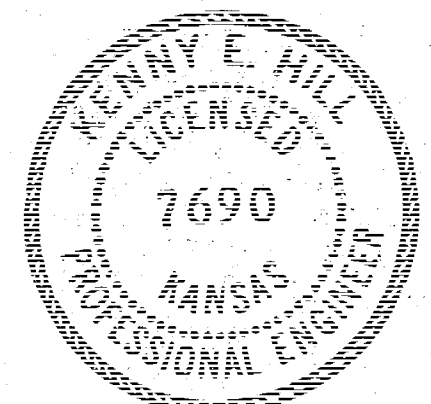
PLANS PREPARED BY

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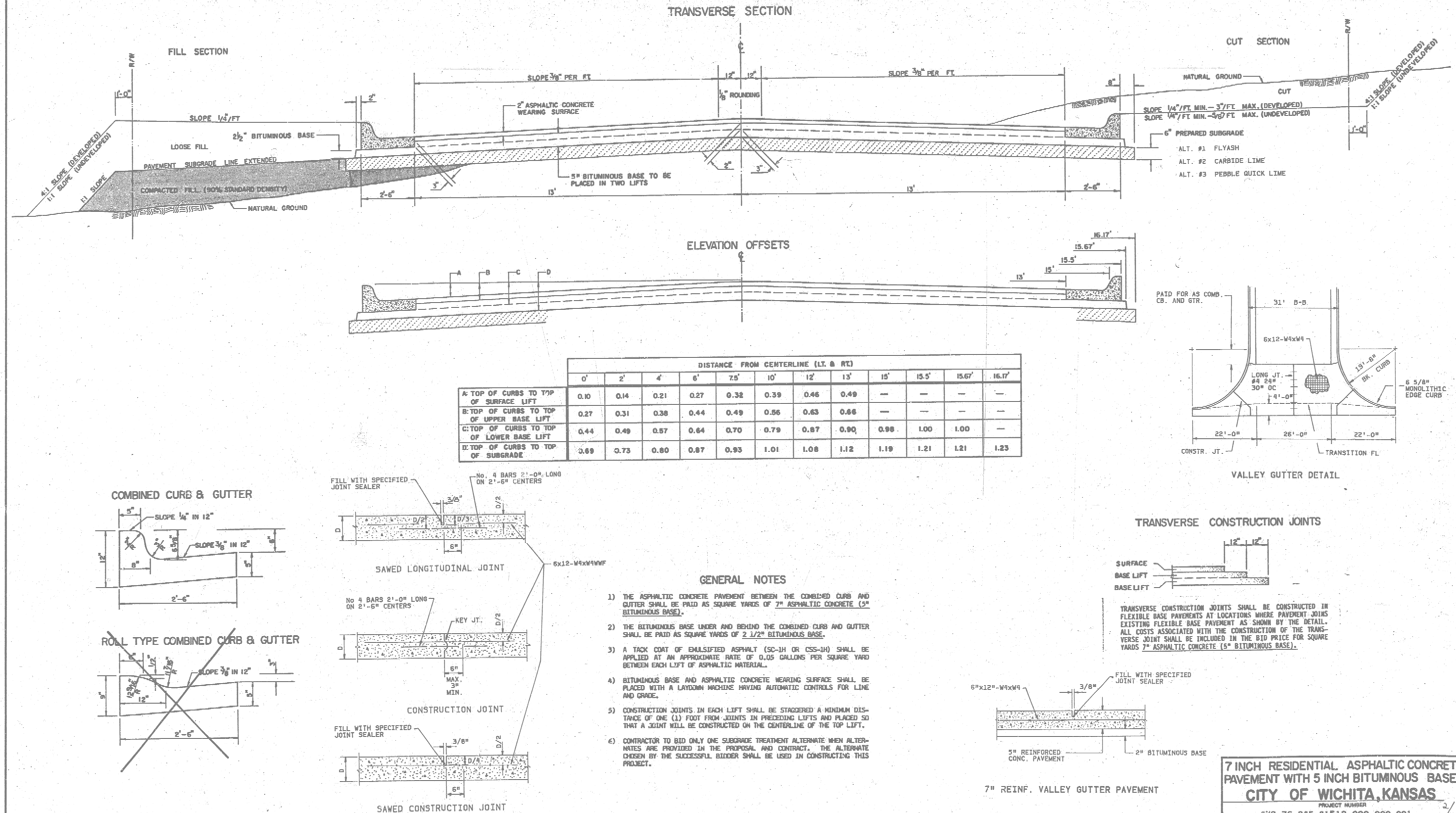
## INDEX

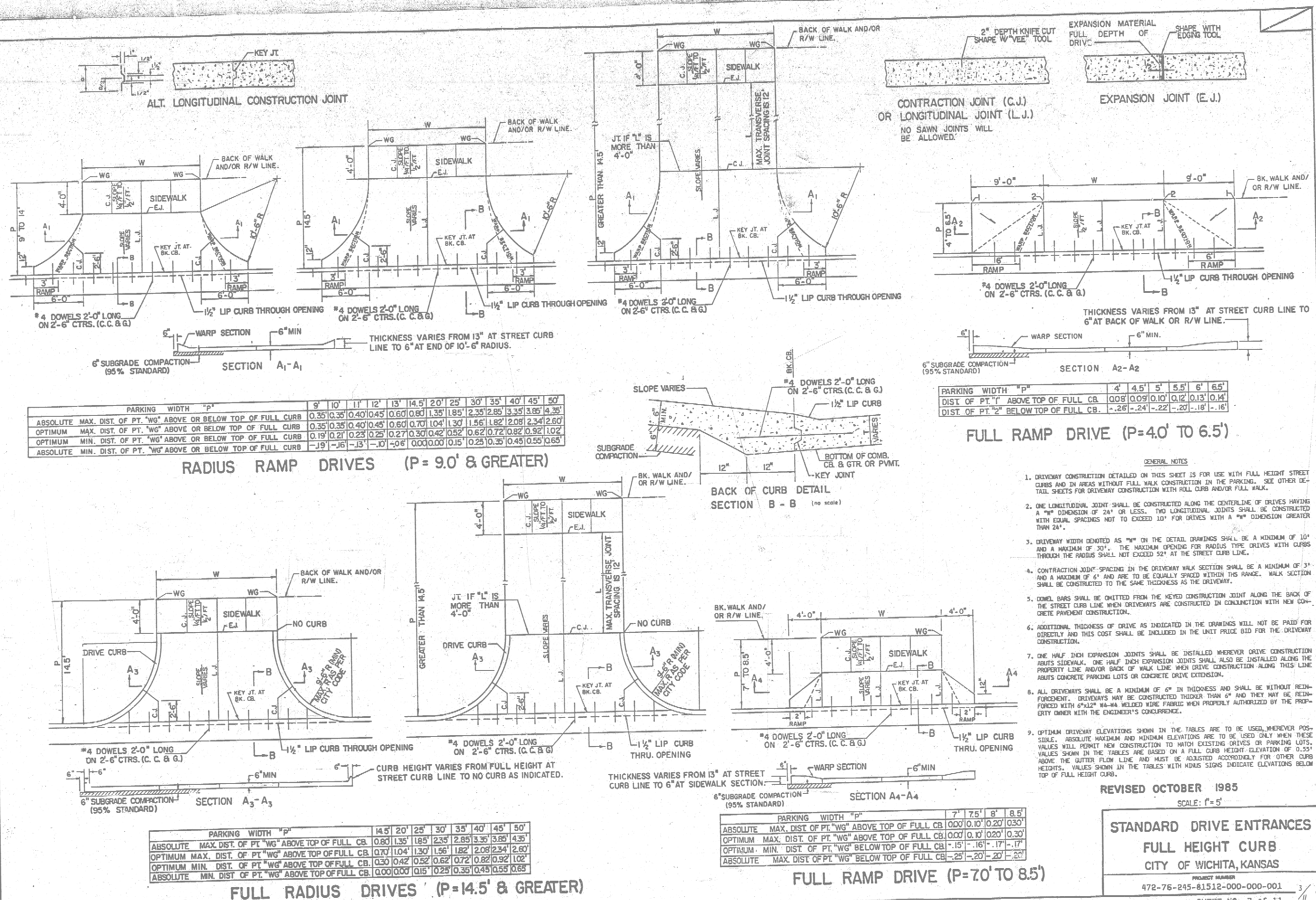
|                                  |          |
|----------------------------------|----------|
| TITLE SHEET                      | SHEET 1  |
| TYPICAL 31 PAVEMENT DETAILS      | SHEET 2  |
| STANDARD DRIVE ENTRANCES         | SHEET 3  |
| IDLEWILD - STA. 0+00 TO 6+00     | SHEET 4  |
| IDLEWILD - STA. 6+00 TO 10+82.83 | SHEET 5  |
| CROSS SECTIONS                   | SHEET 6  |
| CROSS SECTIONS                   | SHEET 7  |
| CROSS SECTIONS                   | SHEET 8  |
| TYPE 1A CURB INLET               | SHEET 9  |
| STANDARD SHALLOW MANHOLES        | SHEET 10 |
| MANHOLE FRAME AND COVER DETAIL   | SHEET 11 |

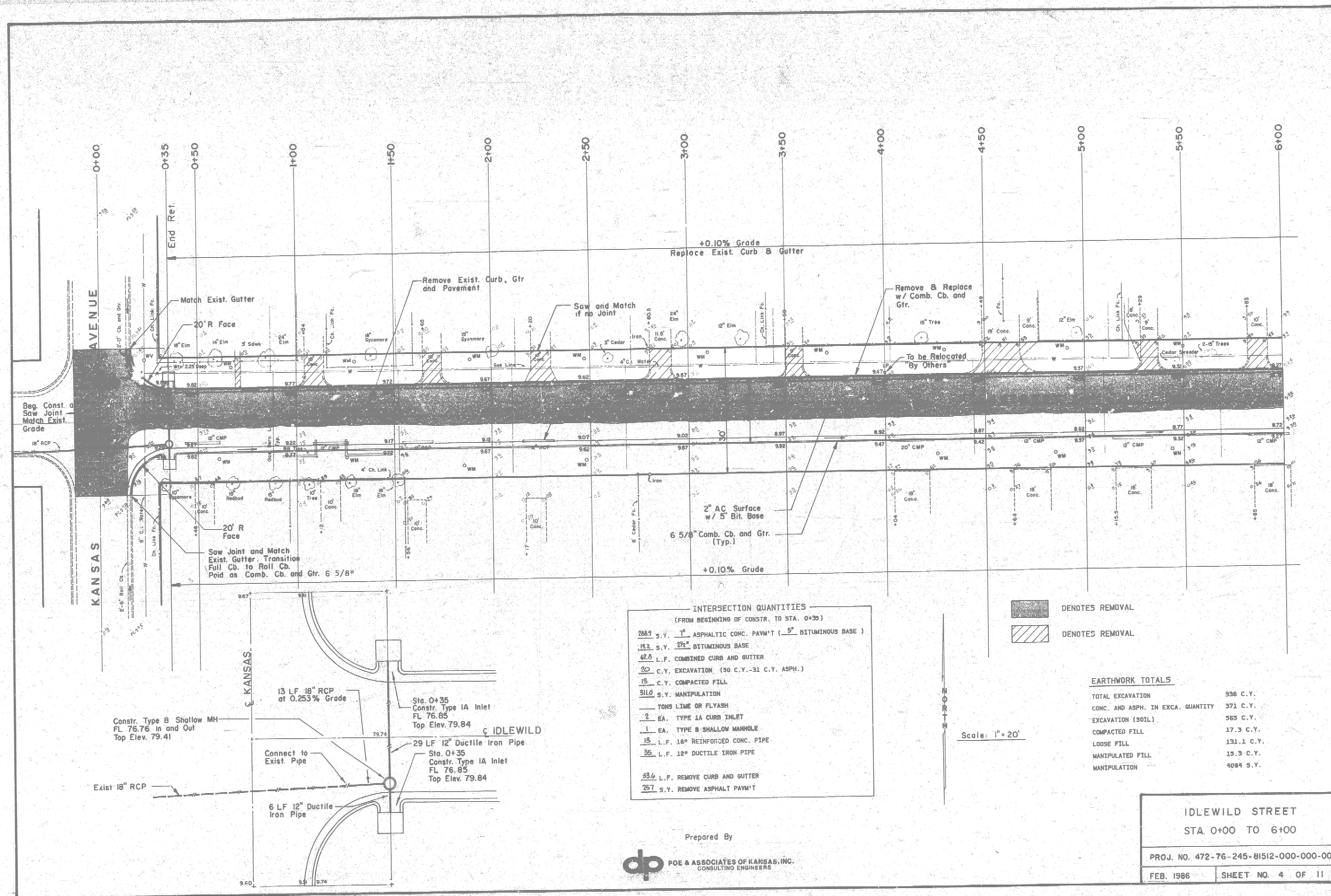
The Contractor shall be responsible for preserving property items. The Contractor shall be required to reestablish any property items which are damaged or destroyed by his construction operations. Such items shall be re-established by a Licensed Land Surveyor or a Licensed Professional Engineer in accordance with state laws.



# TYPICAL 31' PAVEMENT DETAILS

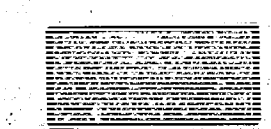
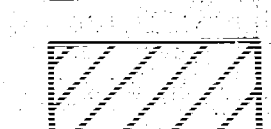






**INTERSECTION QUANTITIES**  
(FROM BEGINNING OF CONSTR. TO STA. 0+35)

|       |      |                                                 |
|-------|------|-------------------------------------------------|
| 766.9 | S.Y. | 1" ASPHALTIC CONC. PAVMT ( 5" BITUMINOUS BASE ) |
| 14.2  | S.Y. | 2 1/2" BITUMINOUS BASE                          |
| 42.6  | L.F. | COMBINED CURB AND GUTTER                        |
| 20    | C.Y. | EXCAVATION ( 50 C.Y. - 31 C.Y. ASPH. )          |
| 15    | C.Y. | COMPACTED FILL                                  |
| 311.0 | S.Y. | MANIPULATION                                    |
|       |      | TONS LIME OR FLYASH                             |
| 2     | EA.  | TYPE 1A CURB INLET                              |
| 1     | EA.  | TYPE B SHALLOW MANHOLE                          |
| 15    | L.F. | 18" REINFORCED CONC. PIPE                       |
| 35    | L.F. | 12" DUCTILE IRON PIPE                           |
| 23.6  | L.F. | REMOVE CURB AND GUTTER                          |
| 257   | S.Y. | REMOVE ASPHALT PAVMT                            |

 DENOTES REMOVAL  
 DENOTES REMOVAL

**EARTHWORK TOTALS**

|                                   |            |
|-----------------------------------|------------|
| TOTAL EXCAVATION                  | 936 C.Y.   |
| CONC. AND ASPH. IN EXCA. QUANTITY | 371 C.Y.   |
| EXCAVATION (SOIL)                 | 565 C.Y.   |
| COMPACTED FILL                    | 17.3 C.Y.  |
| LOOSE FILL                        | 131.1 C.Y. |
| MANIPULATED FILL                  | 15.3 C.Y.  |
| MANIPULATION                      | 4084 S.Y.  |

Scale: 1" = 20'

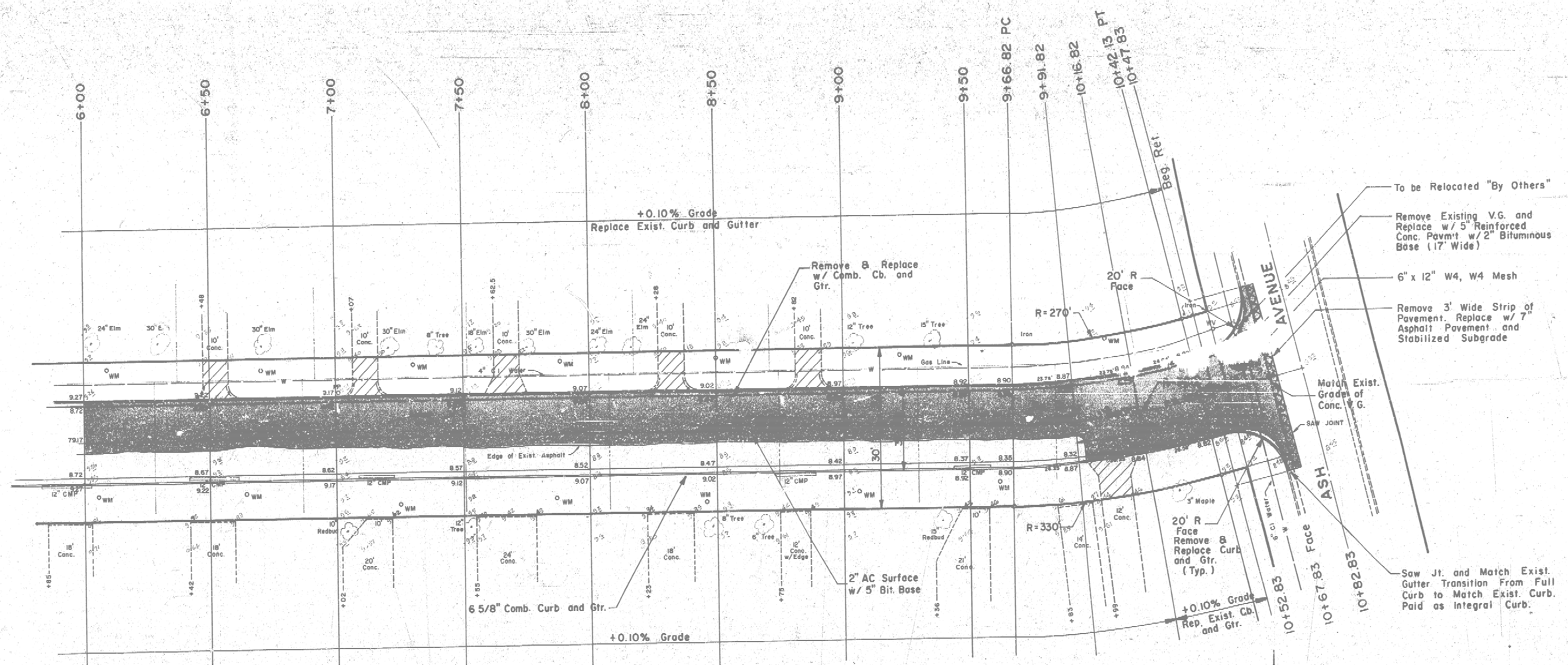
Prepared By

 **PDE & ASSOCIATES OF KANSAS, INC.**  
CONSULTING ENGINEERS

**IDLEWILD STREET**  
STA 0+00 TO 6+00

PROJ. NO. 472-76-245-81512-000-000-001

FEB. 1986 SHEET NO. 4 OF 11



NOTE:  
ALL HOMES HAVE GAS SERVICE. PLASTIC  
SERVICE LINES COULD NOT BE FOUND.

| INTERSECTION QUANTITIES             |                                                                        |
|-------------------------------------|------------------------------------------------------------------------|
| (FROM BEG. OF RET. TO END OF PROJ.) |                                                                        |
| 378 S.Y.                            | 1\" ASPHALTIC CONC. PAVM'T (-5\" BITUMINOUS BASE)                      |
| 92.8 L.F.                           | MONO. EDGE CB., 10 L.F. COMBINED CURB AND GTR.                         |
| 70 C.Y.                             | EXCAVATION (24.9 C.Y. - 15.9 C.Y. ASPH.)                               |
| 182.0 S.Y.                          | MANIPULATION                                                           |
| TONS LIME OR FLYASH                 |                                                                        |
| 20 L.F.                             | REMOVE CURB AND GUTTER                                                 |
| 69.0 S.Y.                           | REMOVE ASPHALT PAVM'T                                                  |
| 43.4 S.Y.                           | REMOVE CONC. PAVM'T                                                    |
| 87.6 S.Y.                           | 7\" REINF. VALLEY GTR. PAVM'T-5\" REINF. CONC. PAVM'T W/ 2\" BIT. BASE |

| $\Delta = 14^{\circ} 23'$ $R = 300.00'$ $T = 37.85'$ $L = 75.31'$ $LC = 75.11'$ |       |       |       |            |             |             |      |       |      |
|---------------------------------------------------------------------------------|-------|-------|-------|------------|-------------|-------------|------|-------|------|
| CURVE DATA BASED ON $\Delta$ RADIUS $\frac{\Delta}{2} = 7^{\circ} 11' 30''$     |       |       |       |            |             |             |      |       |      |
| STA.                                                                            | ARC   | CHORD |       | DEFLECTION |             | DEFLECTION  |      | TOTAL |      |
|                                                                                 |       | FACE  | BACK  | FACE       | BACK        | FACE        | BACK | FACE  | BACK |
| 9+66.82                                                                         |       |       |       |            |             |             |      |       |      |
| 9+91.82                                                                         | 25.00 | 23.07 | 24.99 | 26.91      | 2\" 23' 14" | 2\" 23' 14" |      |       |      |
| 10+16.82                                                                        | 25.00 | 23.07 | 24.99 | 26.91      | 2\" 23' 14" | 4\" 46' 28" |      |       |      |
| 10+42.13                                                                        | 25.31 | 23.36 | 25.30 | 27.24      | 2\" 25' 02" | 7\" 11' 30" |      |       |      |
| DEFLECTION / FOOT = 0.0934929659                                                |       |       |       |            |             |             |      |       |      |

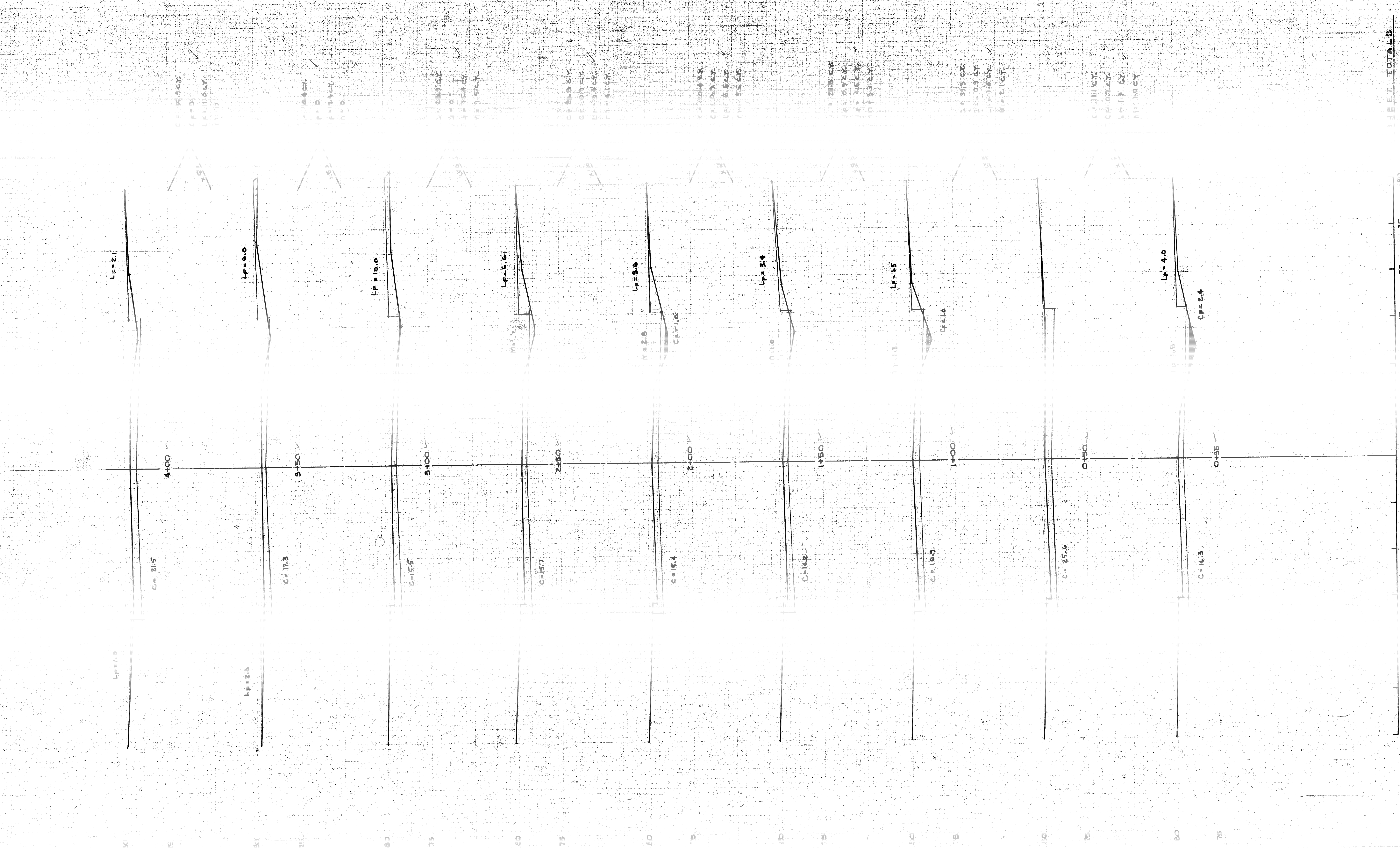
Prepared By



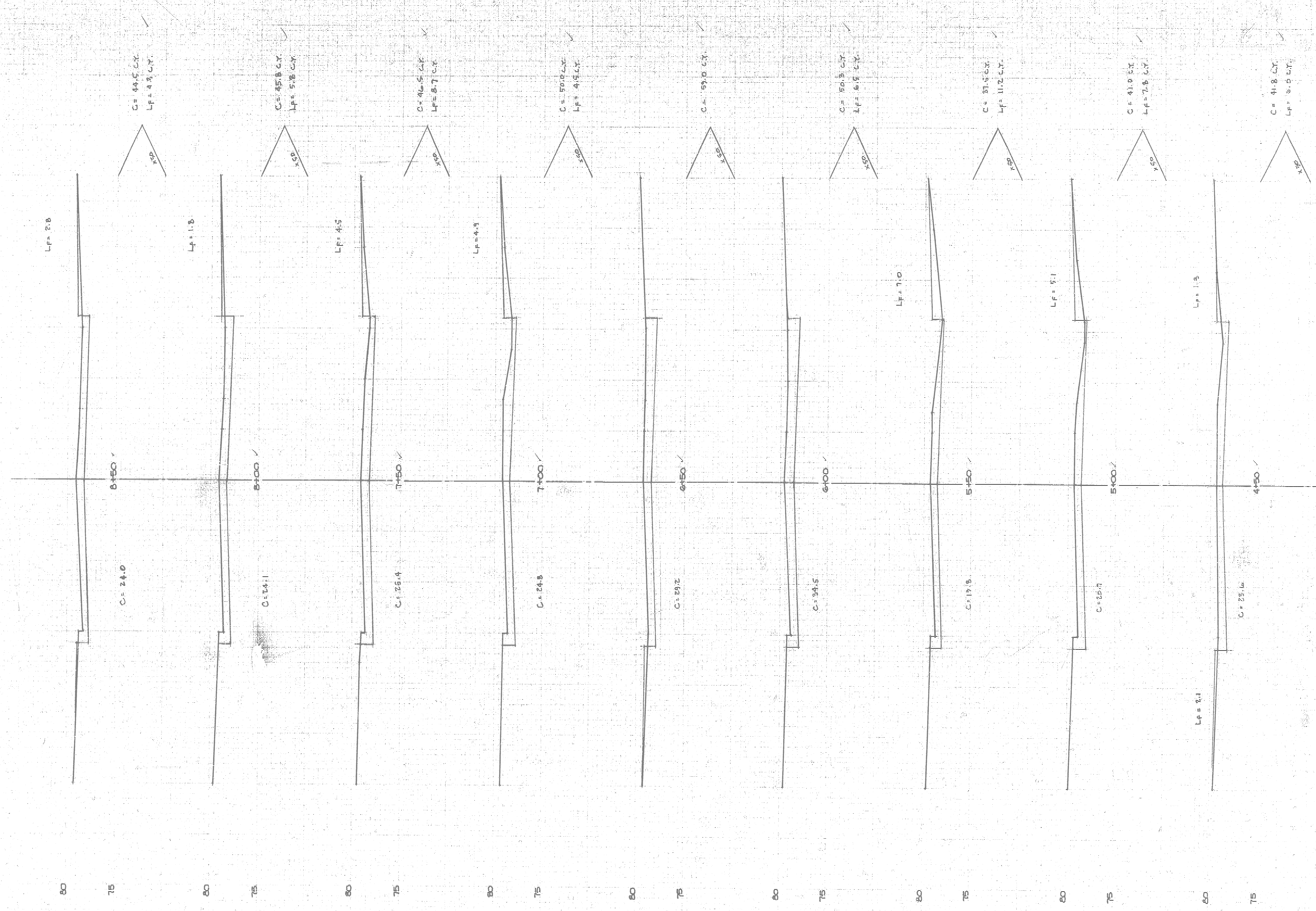
IDLEWILD STREET  
STA. 6+00 TO 10+82.83

PROJ. NO. 472-76-245-81512-000-000-001

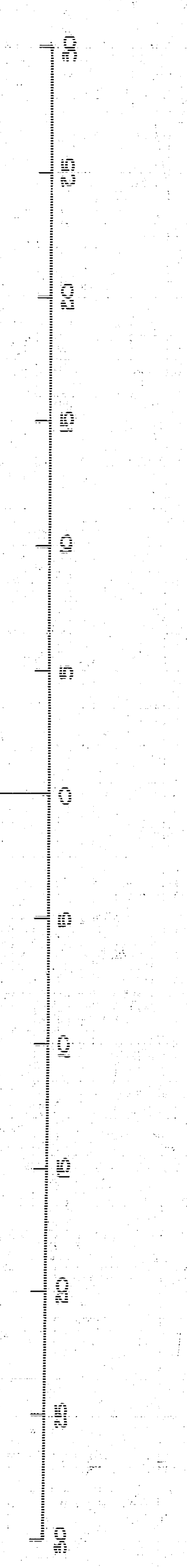
FEB. 1986 SHEET NO. 5 OF 11

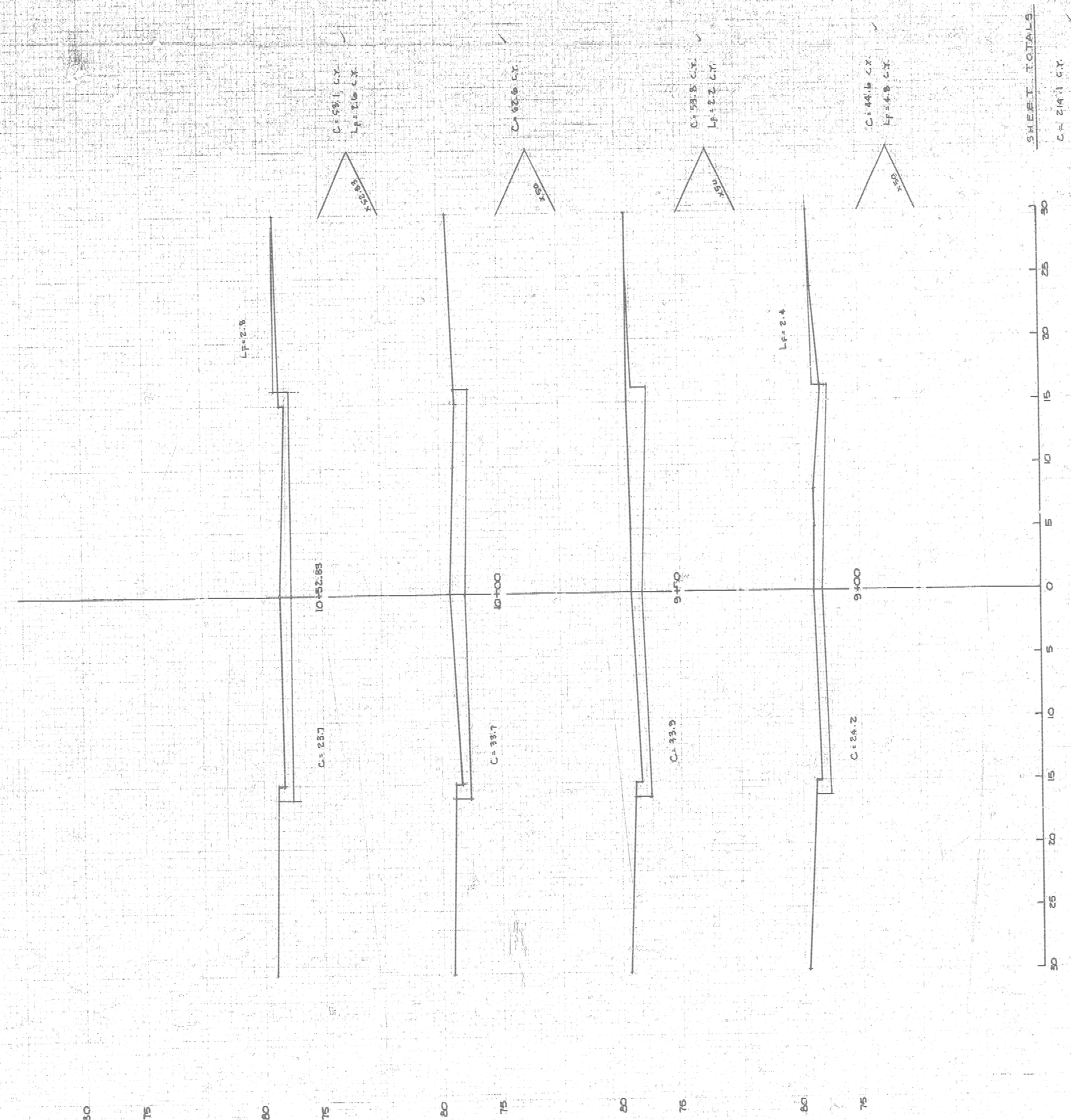


| SHEET TOTALS   |           |
|----------------|-----------|
| C              | 230.46 CY |
| C <sub>p</sub> | 4.3 CY    |
| L <sub>p</sub> | 66.2 CY   |
| M              | 15.5 CY   |



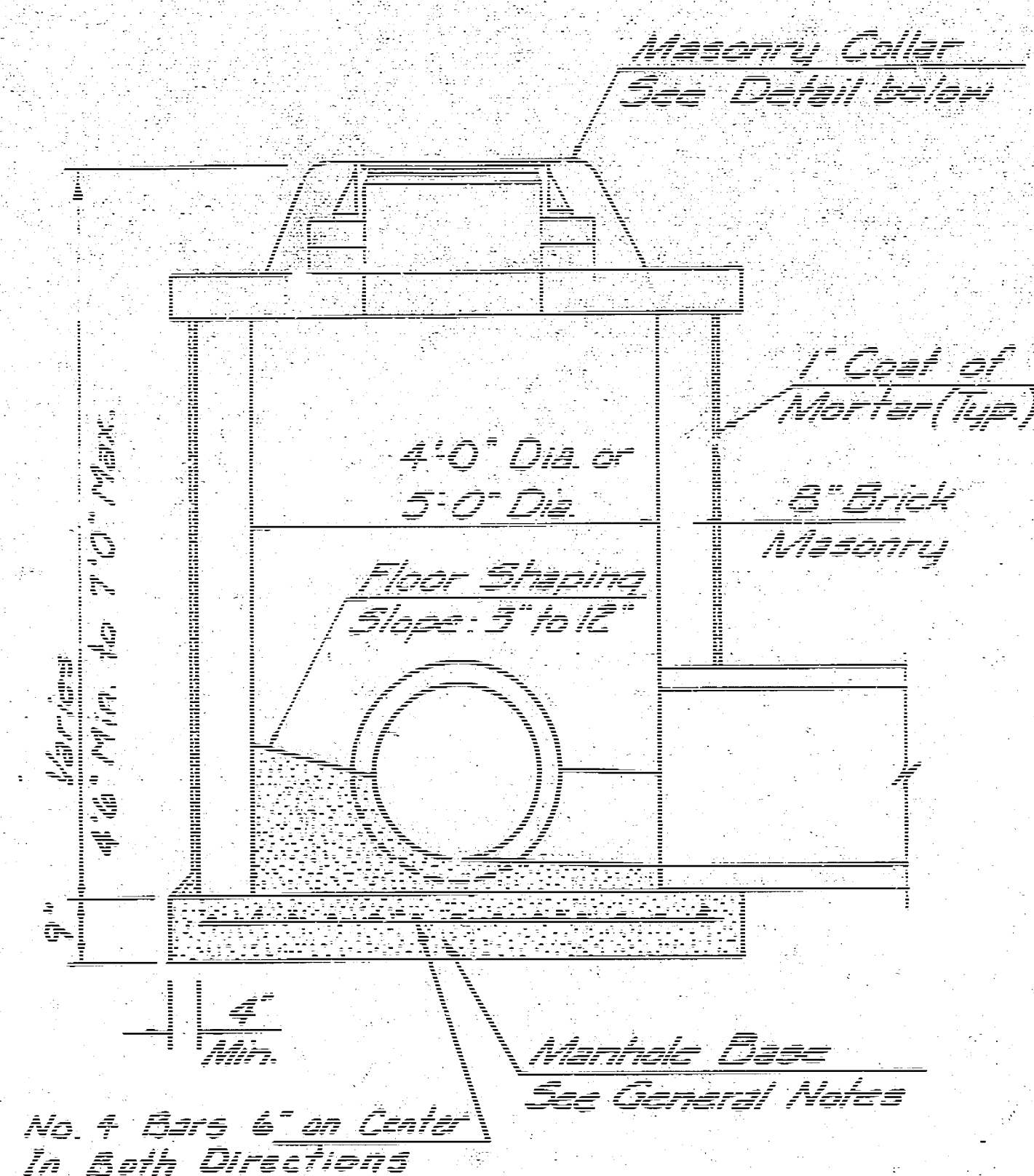
SHEET TOTALS  
 C = 416.4 CY  
 L = 54.8 CY



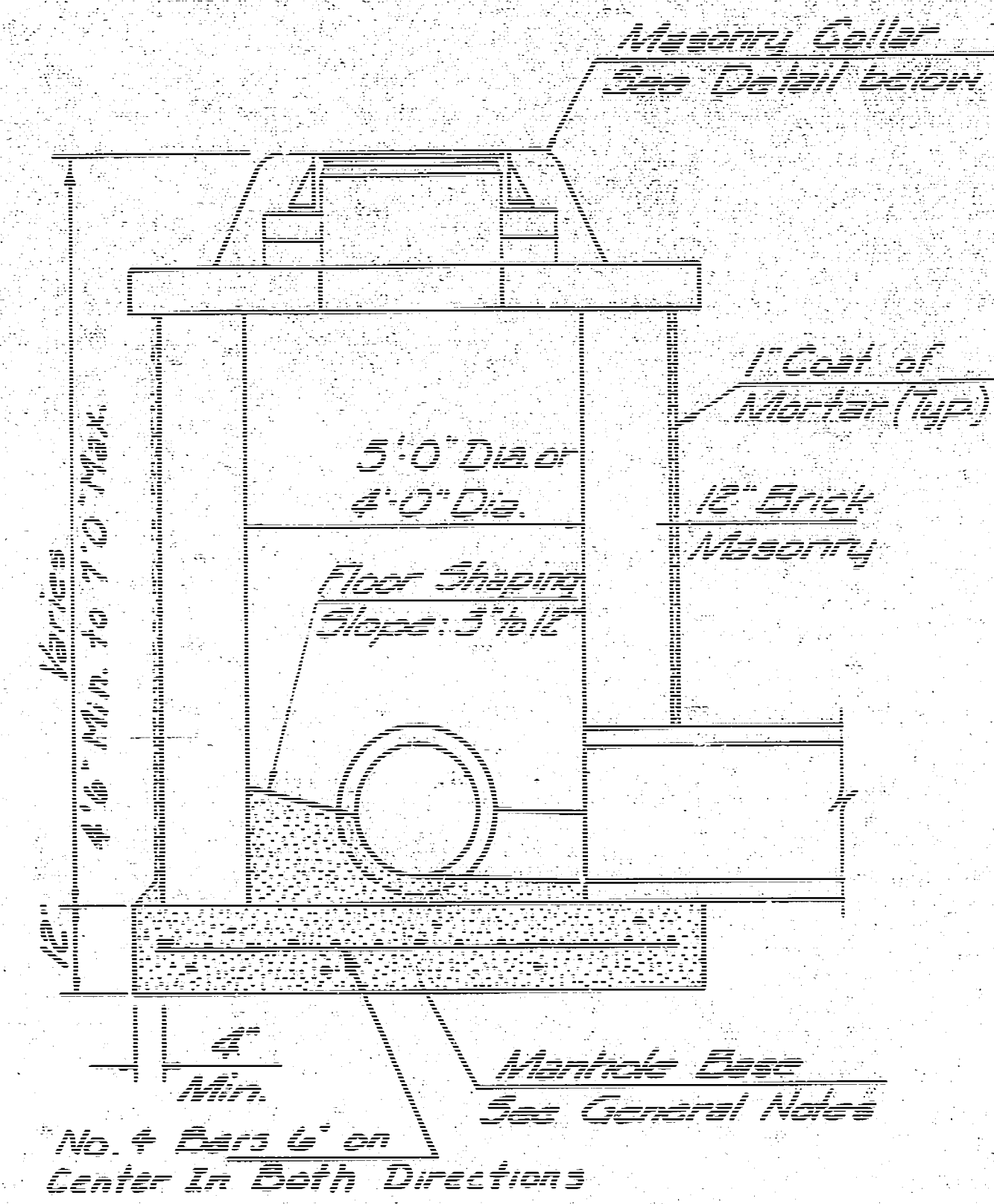


IDLEWILD STREET  
 PROJ. NO. 472-76-245-81512-000-000-001  
 SHEET NO. 6 of 11

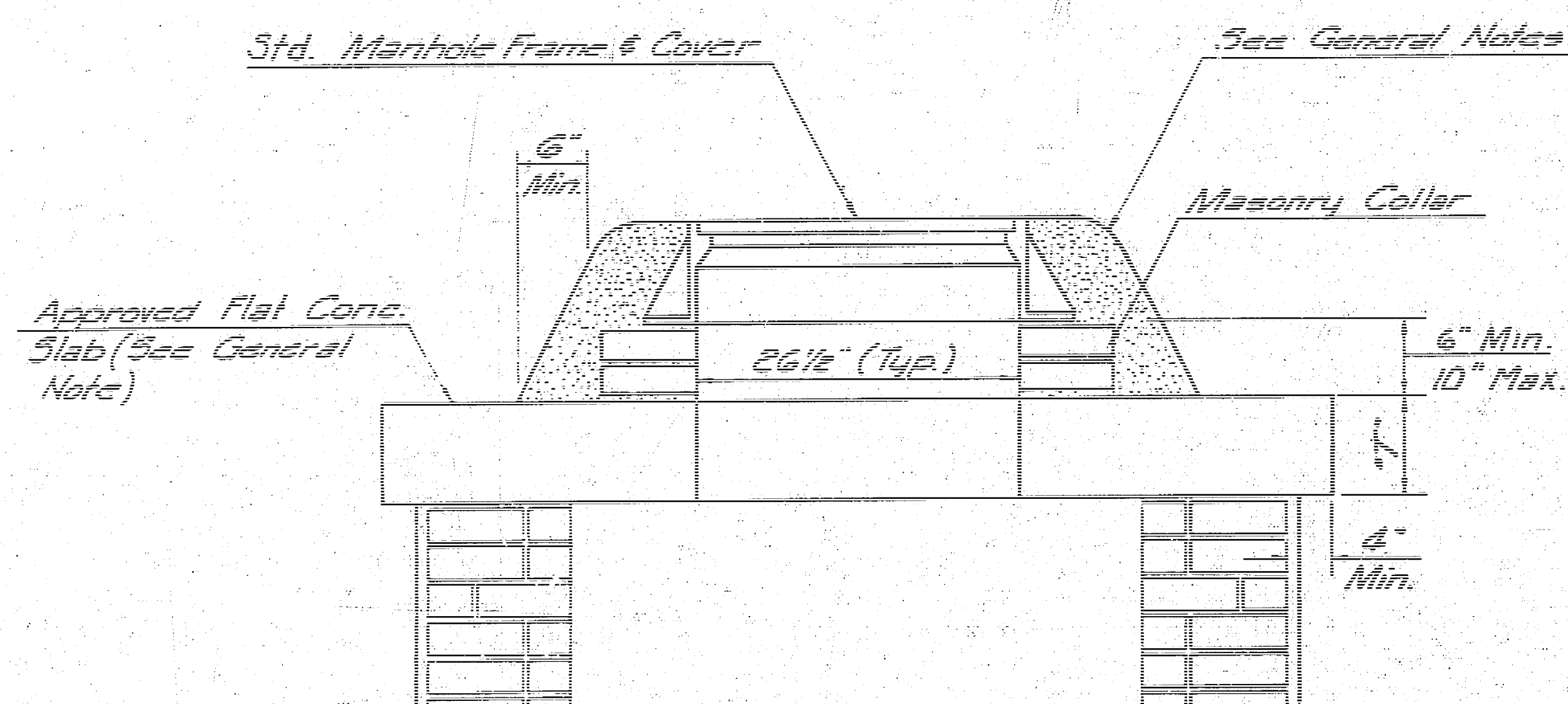
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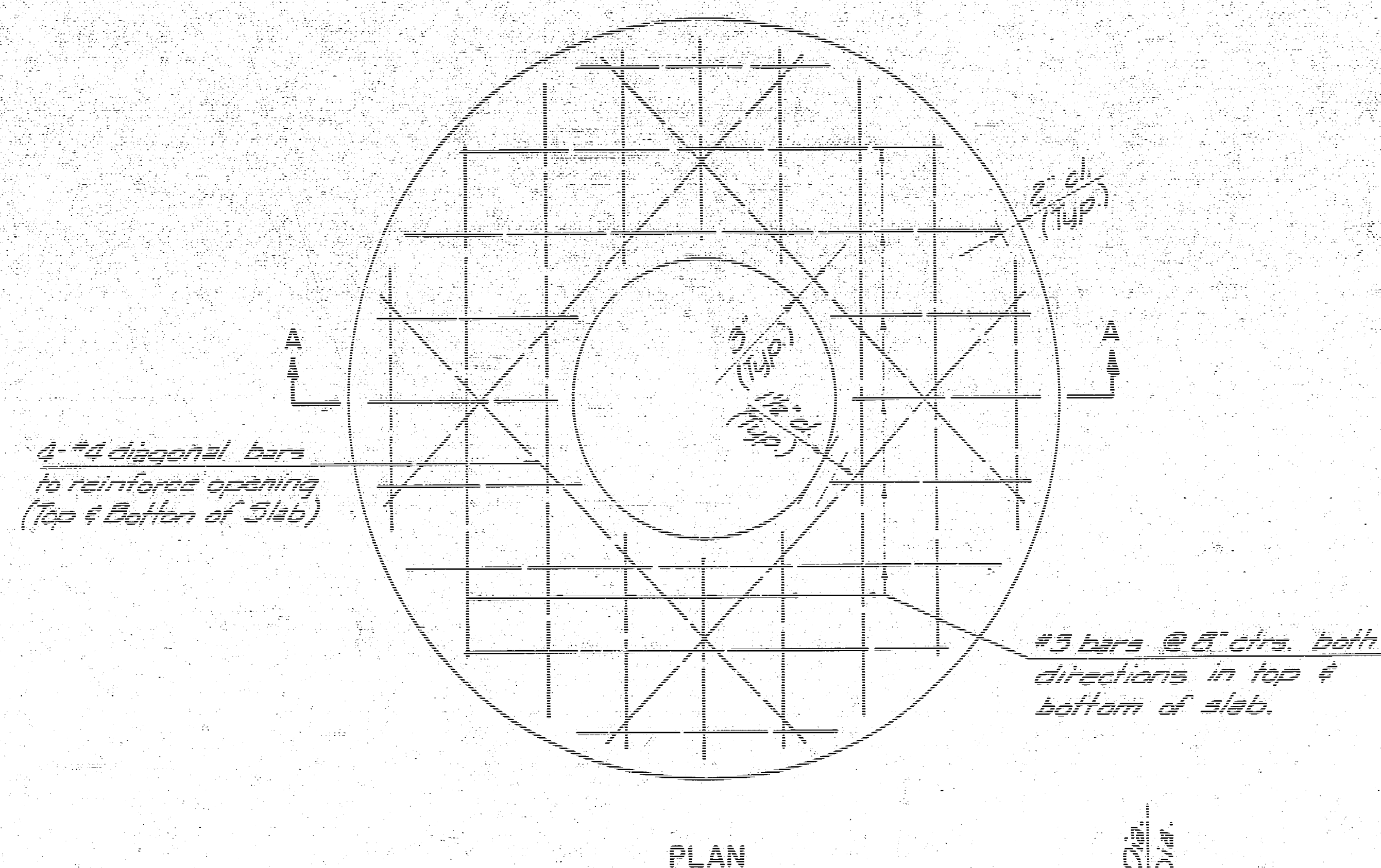
SHALLOW TYPE "A" MANHOLE



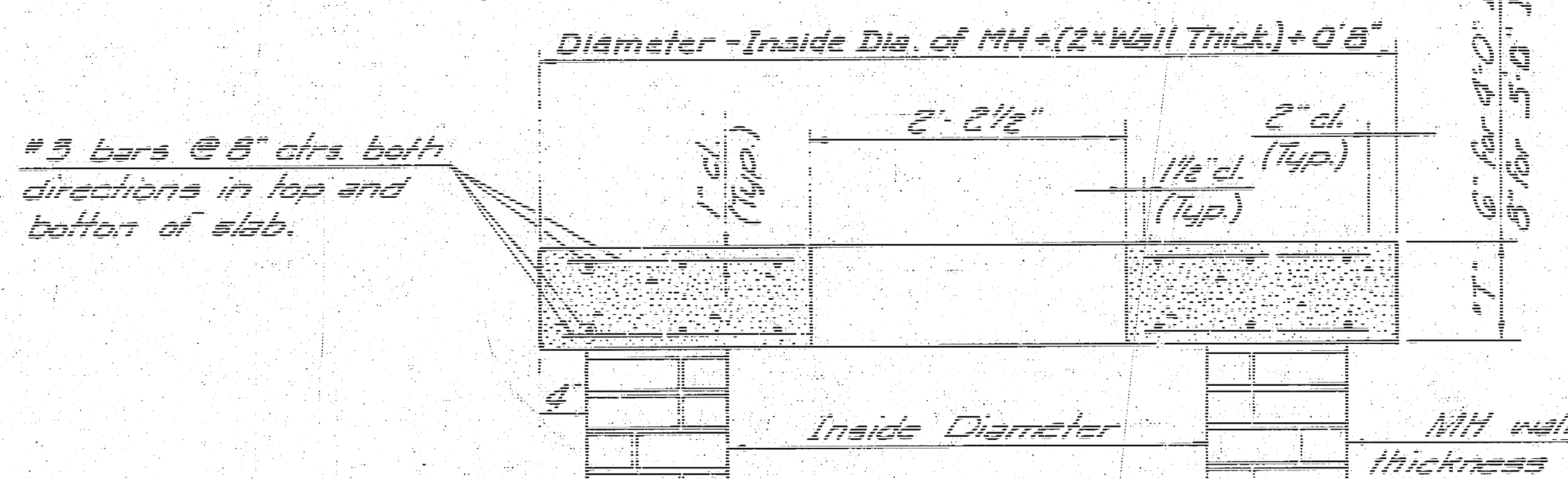
SHALLOW TYPE "B" MANHOLE



MASONRY COLLAR DETAIL

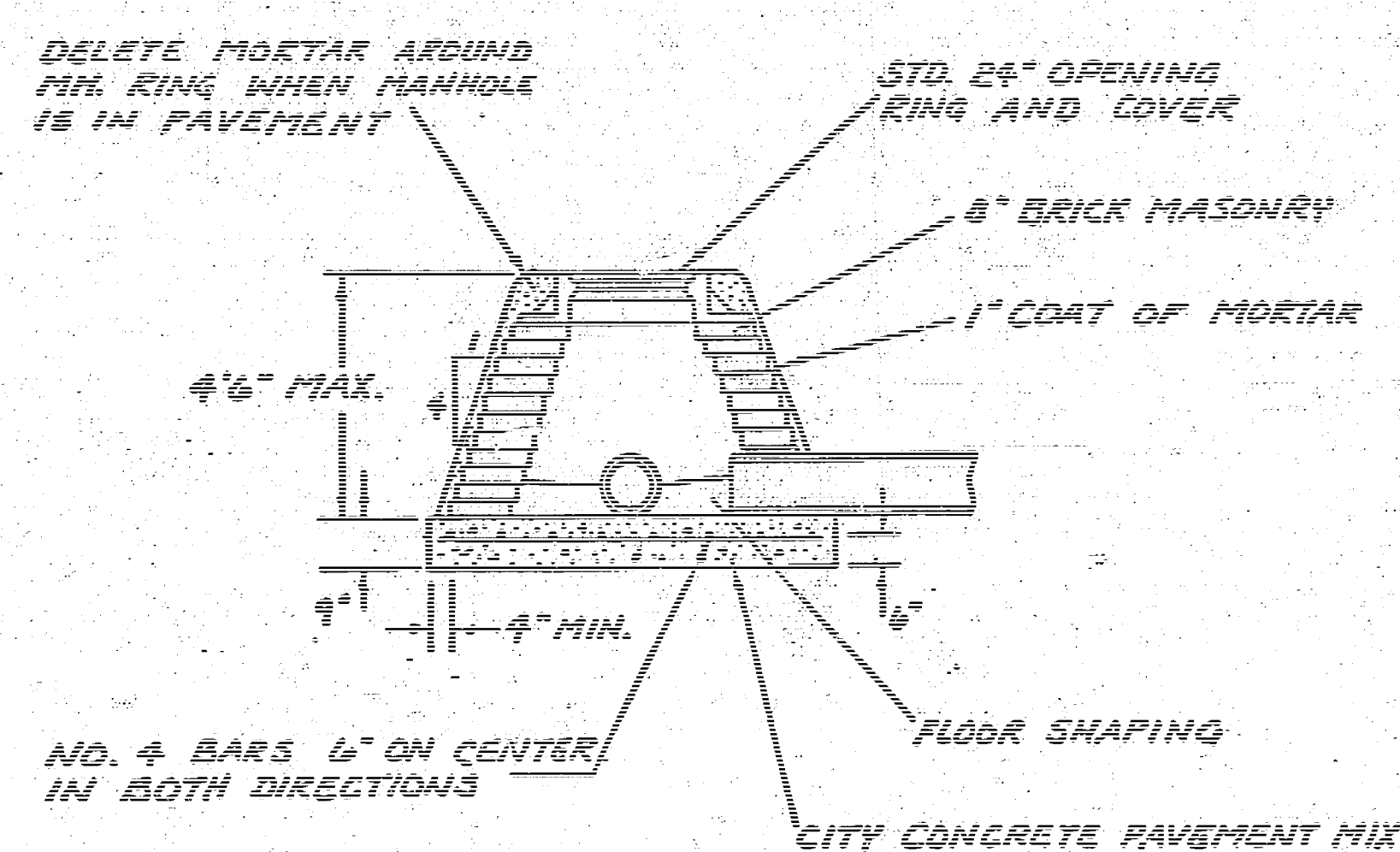


PLAN

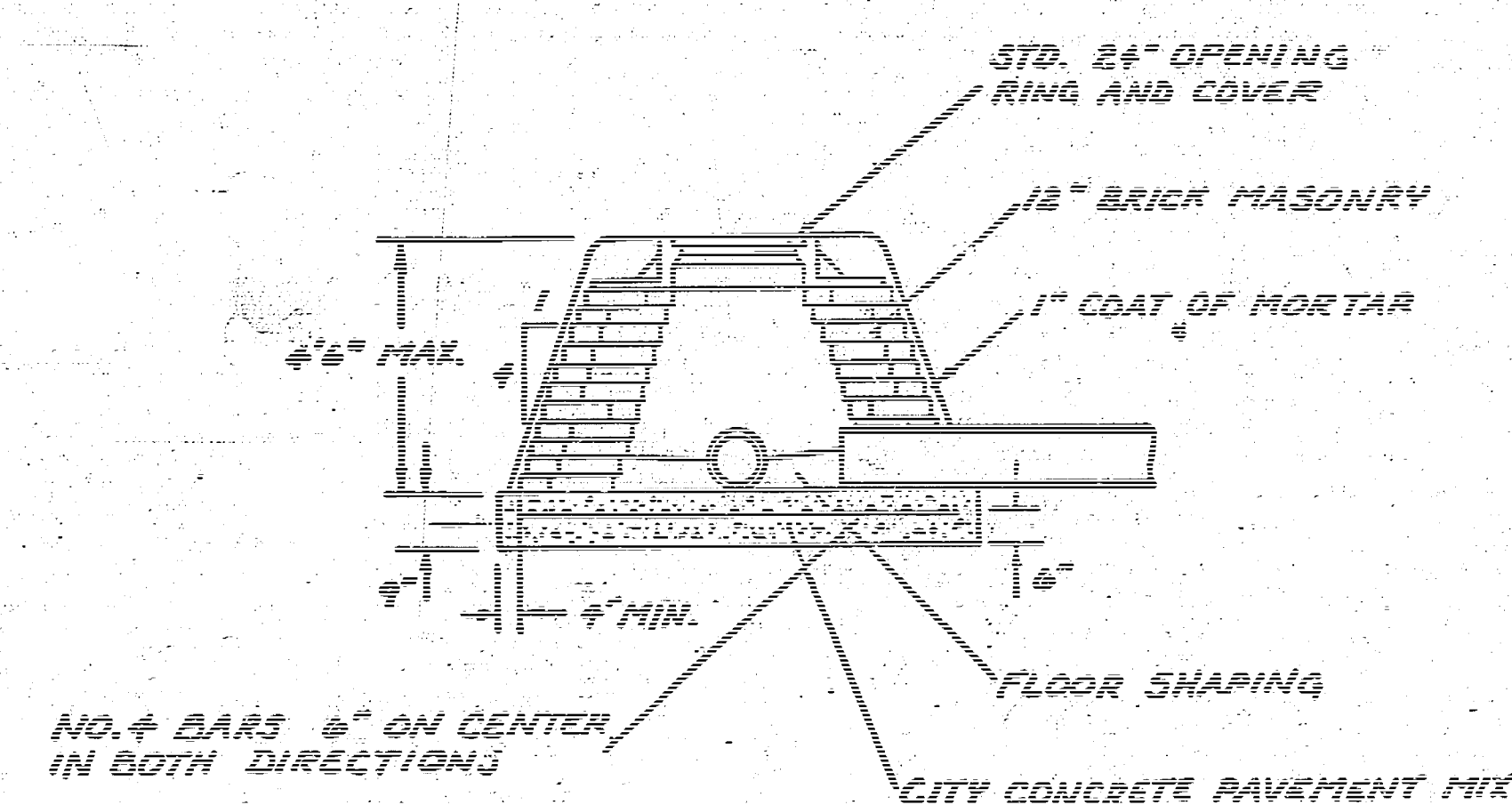


SECTION A-A

FLAT CONCRETE SLAB DETAILS



SPECIAL SHALLOW TYPE "A" MANHOLE



SPECIAL SHALLOW TYPE "B" MANHOLE

GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 BAGS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF THE CITY STANDARD SPECIFICATIONS FOR CONCRETE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" SHALLOW MANHOLES CAN BE USED ON SEWERS WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4'. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5'. COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
2. REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
3. THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF-CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO REVEAL LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
4. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
5. MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.
6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
7. STANDARD SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE AND DIAMETER INDICATED. STANDARD SPECIAL SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE INDICATED. ALL STANDARD SHALLOW MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.

CITY OF WICHITA, KANSAS  
STANDARD SHALLOW MANHOLES  
TYPE "A" AND TYPE "B"

PROJ. NO. 472-76-245-81512-000-000-001 10/11

SHEET NO. 10 of 11

|             |            |         |
|-------------|------------|---------|
| Designed by | Checked by | Job No. |
| Drawn by    | Date       |         |

# MANHOLE FRAME AND COVER DETAIL

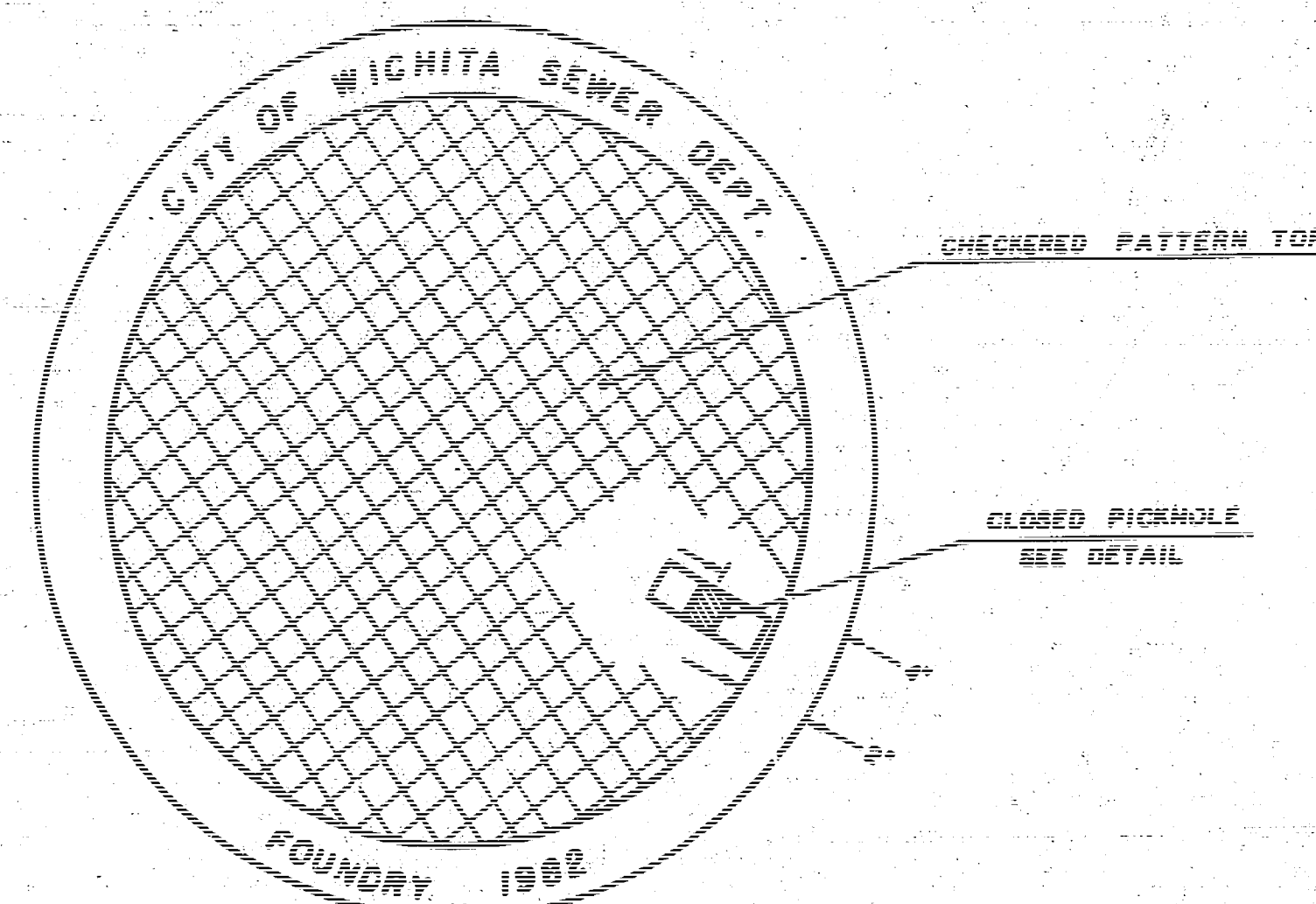
ADOPTED AS STANDARD DESIGN

BY

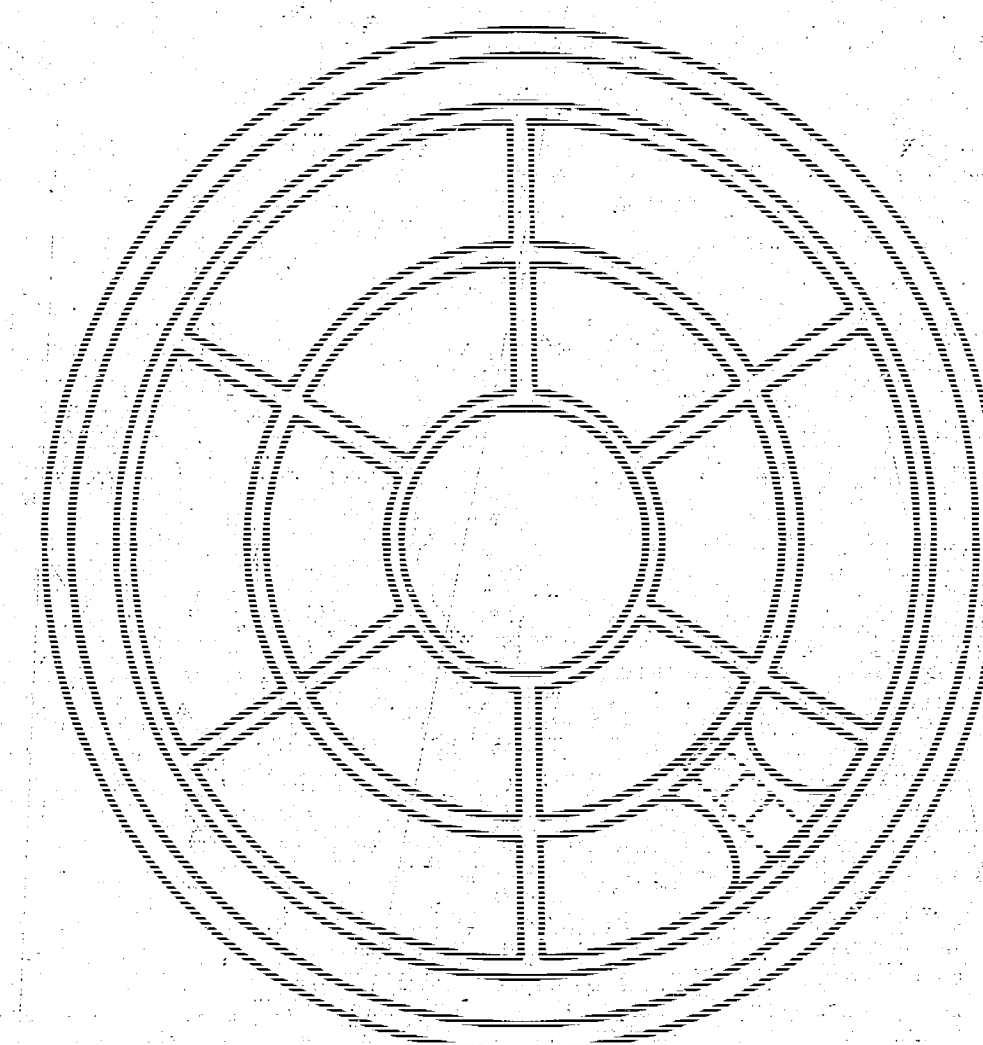
City of Wichita, Kansas

## MANHOLE COVER

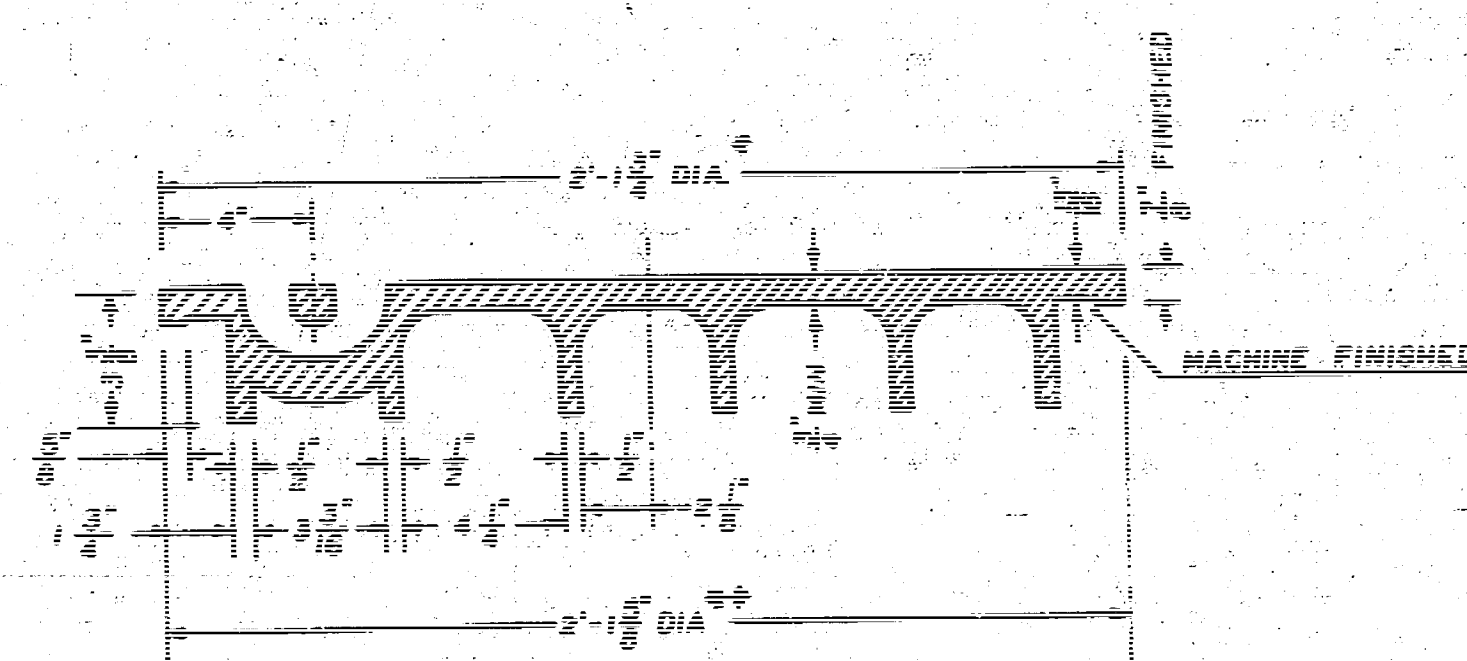
Weight: 180 Lbs.



TOP VIEW



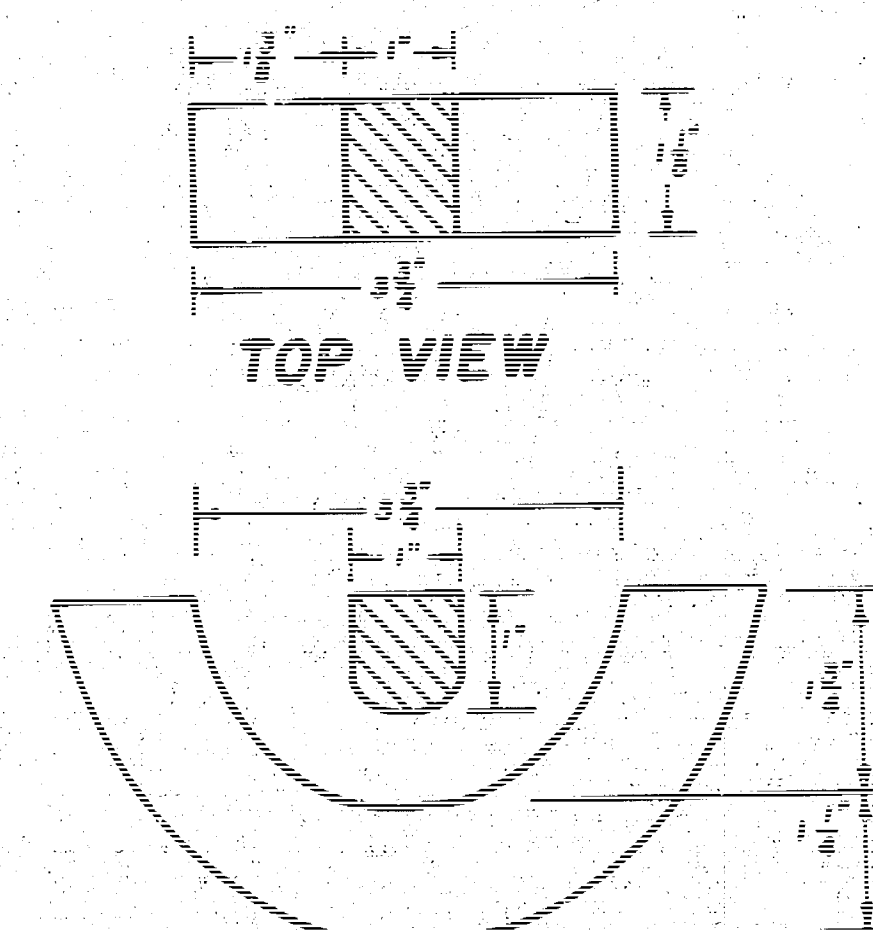
BOTTOM VIEW



SECTION VIEW

\* OUTSIDE DIA. TOP OF COVER  
\*\* OUTSIDE DIA. BOTTOM OF COVER

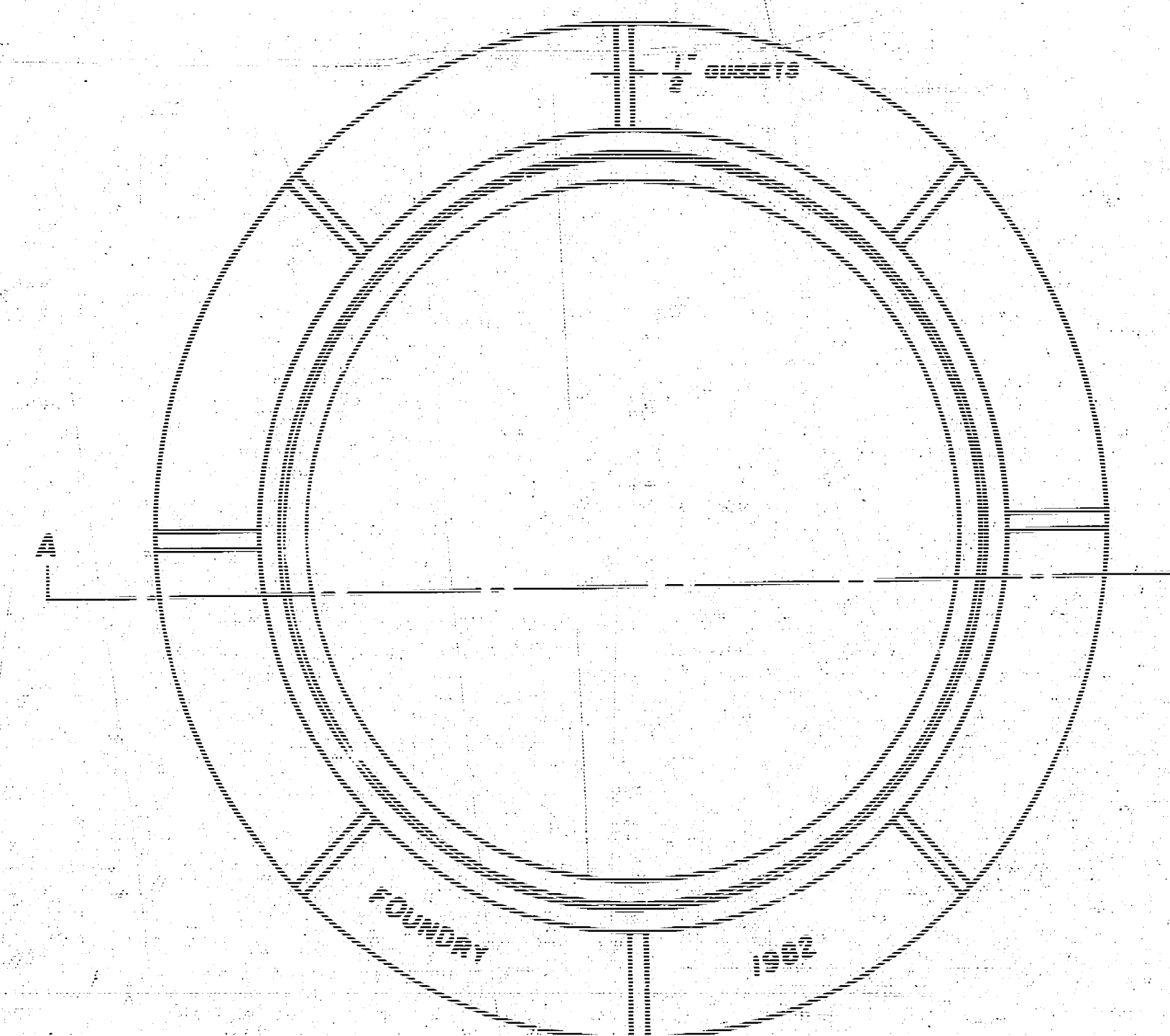
## PICKHOLE DETAIL



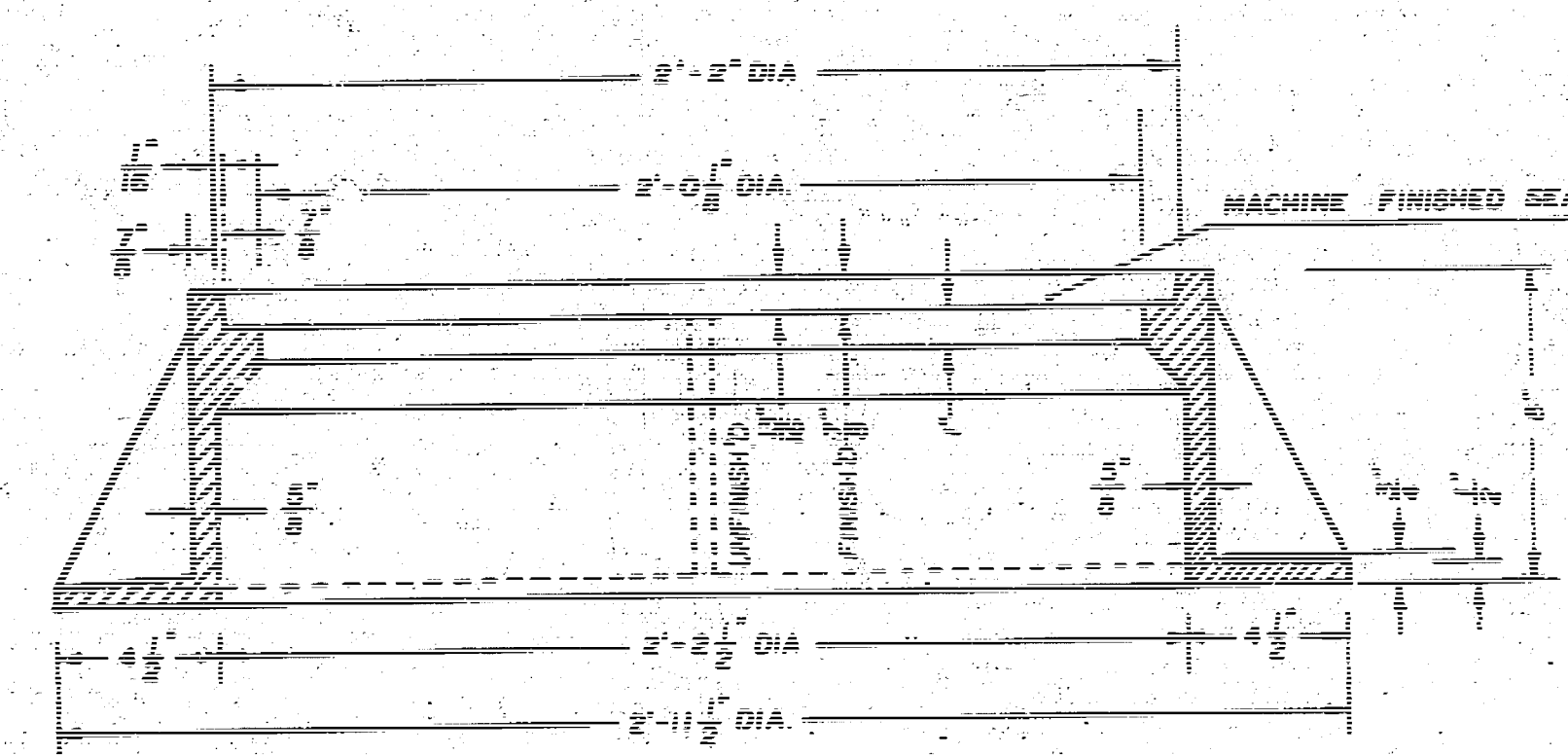
SECTION VIEW

## MANHOLE FRAME

Weight: 240 Lbs.



TOP VIEW



SECTION A-A

## GENERAL NOTES

1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAILED DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER DEFECTS.
2. MANHOLE CASTINGS SHALL BE COATED WITH AN ASPHALT PAINT RESULTING IN A SMOOTH, TOUGH AND TENACIOUS COATING WHICH IS NOT BRITTLE OR TACKY.
3. MANHOLE CASTINGS SHALL BE MANUFACTURED SUCH THAT A COVER MANUFACTURED BY ANY ONE FOUNDRY WILL FIT INTERCHANGEABLY INTO A FRAME MANUFACTURED BY ANOTHER FOUNDRY AND STILL MEET ALLOWABLE CLEARANCES AND NON-ROCKING REQUIREMENTS. THIS WILL REQUIRE MANUFACTURING OF THE MATCHING FACES ON THE COVER AND THE FRAME TO CLOSE TOLERANCES.
4. THE OUTSIDE CIRCUMFERENCE OF THE VERTICAL FACE OF THE COVER AND THE INSIDE CIRCUMFERENCE OF THE VERTICAL FACE IN THE FRAME RECESS SHALL BE MANUFACTURED TO TOLERANCES SUCH THAT THE CLEARANCE BETWEEN THE COVER AND FRAME WILL NOT EXCEED 1/8" AT ANY POINT AROUND THE CIRCUMFERENCE OF THE COVER. THE SEATING SURFACES BETWEEN THE COVER AND FRAME SHALL BE MACHINED SUCH THAT THESE SURFACES SHALL MAKE FULL CONTACT FOR THEIR FULL CIRCUMFERENCE TO PRECLUDE THE COVER FROM ROCKING IN THE FRAME.
5. THE MANHOLE FRAME AND COVER SHALL BE MARKED WITH LETTERING INDICATING THE NAME OF THE MANUFACTURER AND THE YEAR WHEN THE COVER OR FRAME WAS CAST. THE COVER SHALL BE FURTHER IDENTIFIED WITH REGARDS TO OWNERSHIP USING LETTERS AT LEAST 1" IN HEIGHT. THIS IDENTIFICATION SHALL BE "CITY OF WICHITA SEWER DEPARTMENT". THE WORD DEPARTMENT MAY BE ABBREVIATED. THE TEXTURE OF THE TOP SURFACE OF THE COVER SHALL BE MANUFACTURED IN A CHECKERED PATTERN DESIGN AS INDICATED ON THE DRAWINGS. SMOOTH BLOCKOUTS SHALL BE UTILIZED TO HIGHLIGHT THE LETTERING ON THE COVER SURFACE. THE TOTAL AREA OF SMOOTH SURFACE BLOCKOUT SHALL NOT EXCEED THE AREA AS INDICATED ON THE DRAWING. POSITIONING OF SMOOTH BLOCKOUTS AND LETTERING MAY VARY FROM THAT SHOWN ON THE DETAILED DRAWING.

IDLEWILD STREET

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14 3 3 SHEET NO. 11 of 11