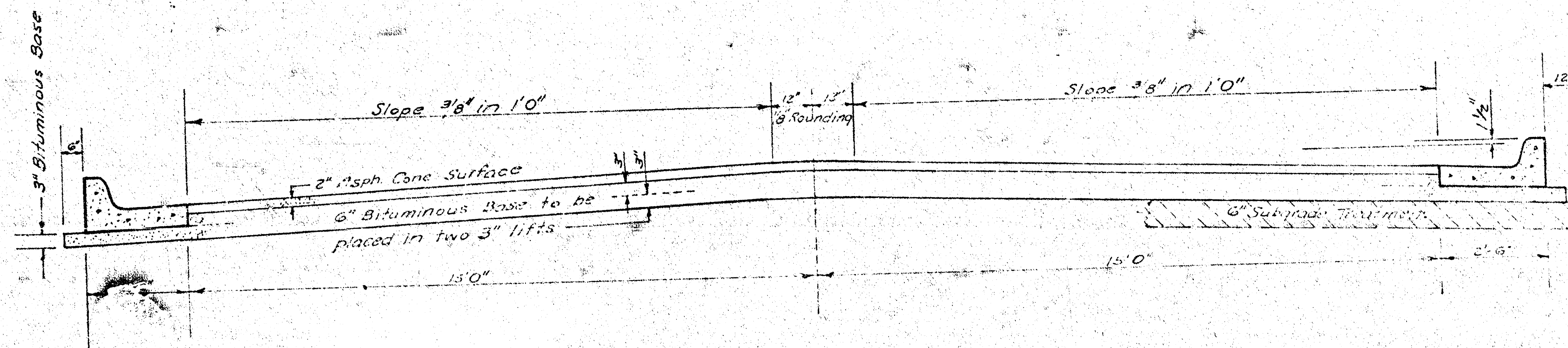
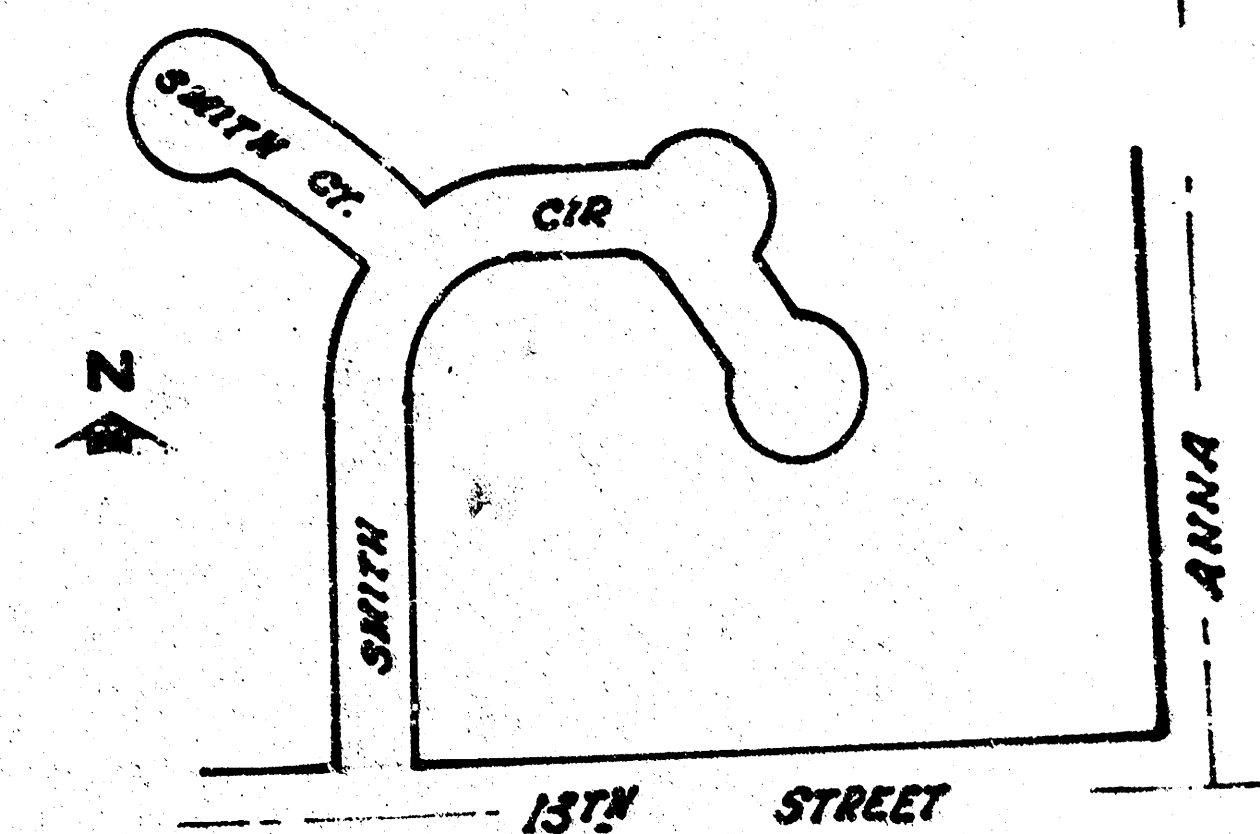


SMITH CIRCLE N.L. 13TH STREET TO & INCL CUL-DE-SAC
SMITH COURT W.L. SMITH CIRCLE TO & INCL CUL-DE-SAC
PROJECT No. 472-76-245-80892000-000-001



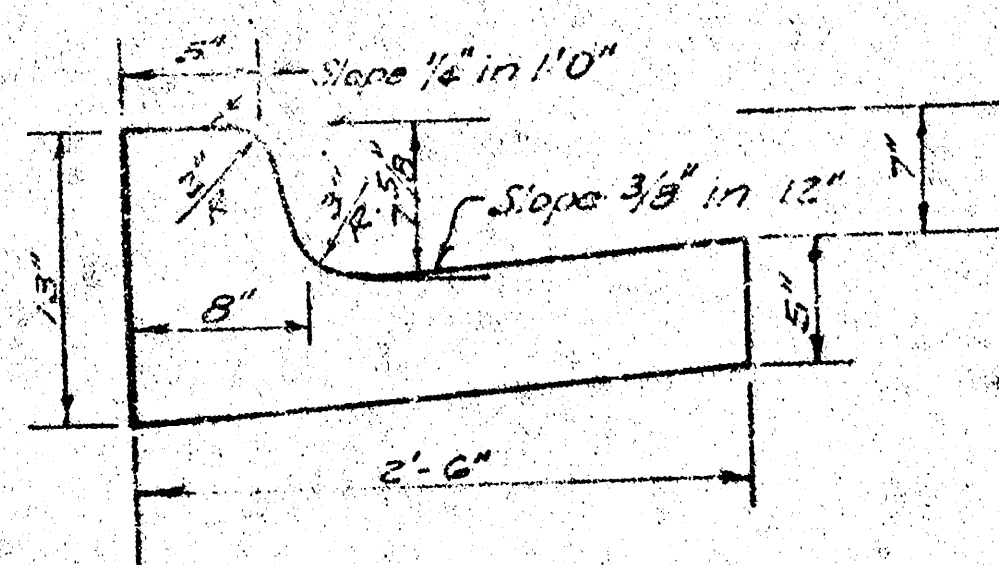
TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

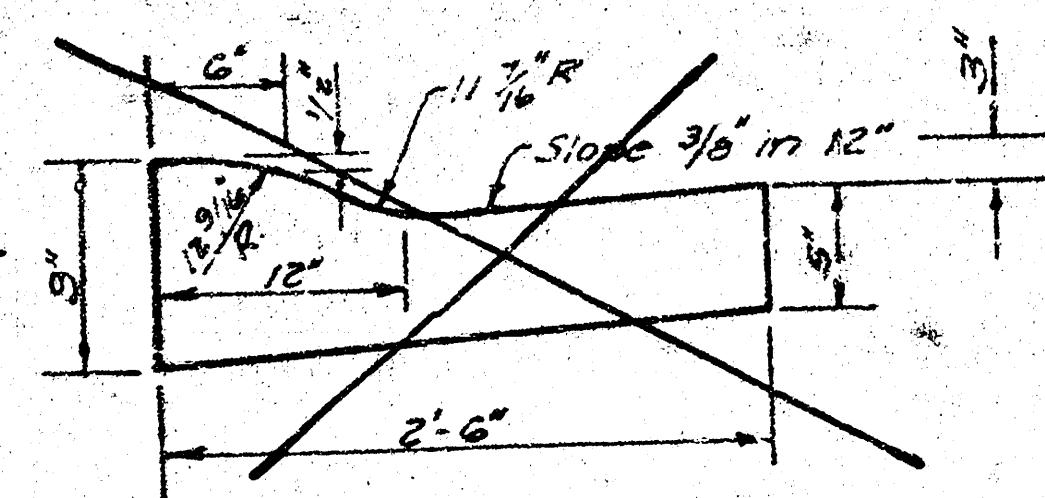
A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND PLACED SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE IN THE TOP LIFT.

*The A.C. Pavement between the curb & gutter shall be paid as Sqyds. 8" A.C. Pavement (6" Bituminous Base).
 The Bituminous Base under the curb & gutter shall be paid as Sqyds. 3" Bituminous Base.*

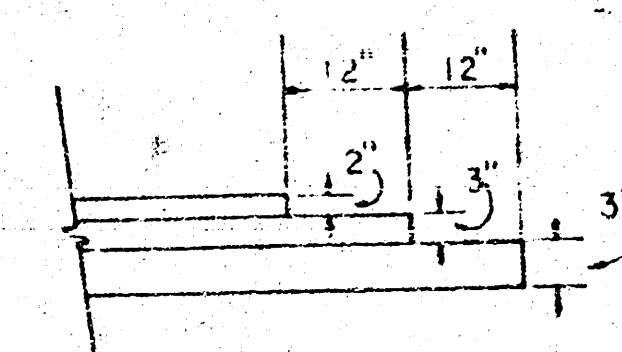
CONSIDERED CURB & GUTTER



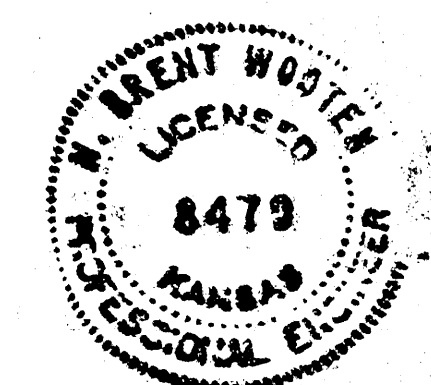
ROLL TYPE CURB & GUTTER



DETAIL OF TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT TEMPORARILY ENDS TO FACILITATE FUTURE PAVEMENT CONSTRUCTION AS SHOWN BY DETAIL. THE COST OF CONSTRUCTING THE TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE MEASURED OR PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE PAVEMENT.



CITY OF WICHITA KANSAS

DEPARTMENT of PUBLIC WORKS - Engineering Division.

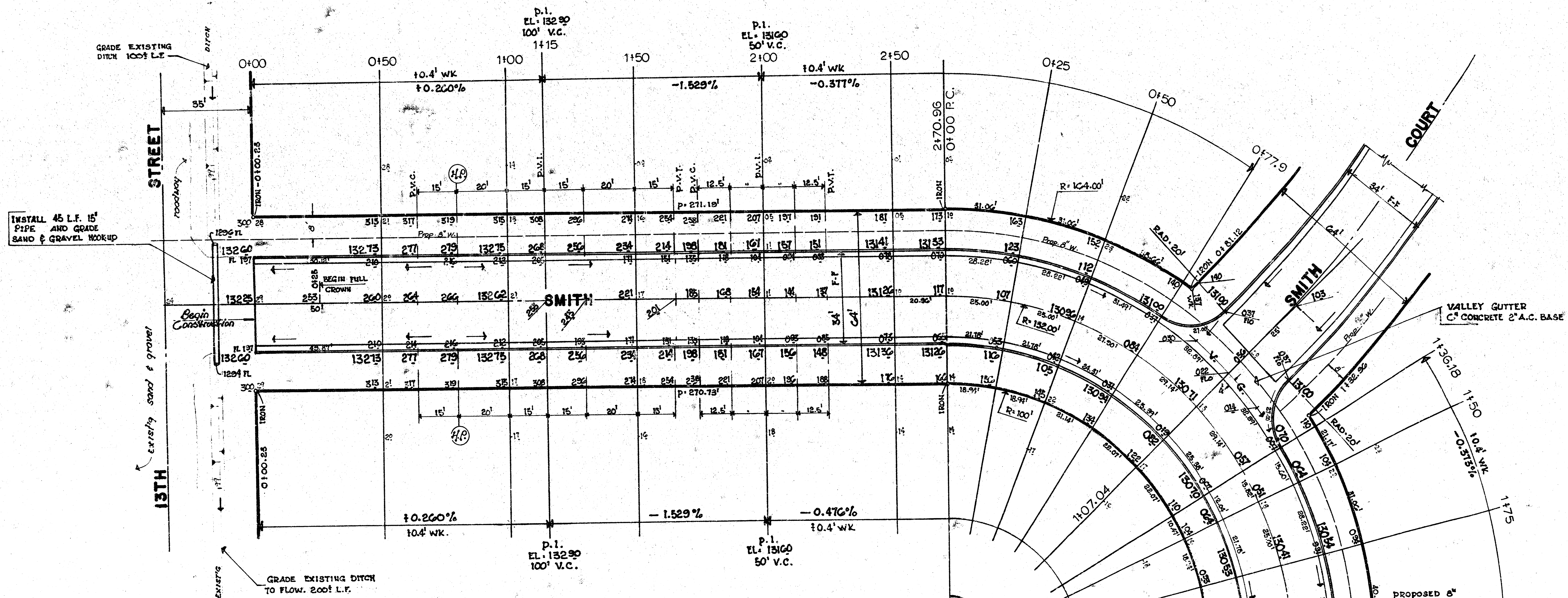
D.S. SELLERS Acting City Engineer

DATE July 80

17

B.M. 126.95 BAKER AND 13TH CITY STD 20" E. & 32" S. CYR LINE BOTH.
 B.M. 134.98 BRIDGE SPIKE N. FACE R.P. 8' N. & 85' E. S.E. COR 13TH AND SMITH CIRCLE

N
 SCALE 1"=20'



Note.

No more than 14' 20" D's. or equivalent to be constructed on this project.
 Trees to be taken, & any drains moved or destroyed due to construction shall be replaced.

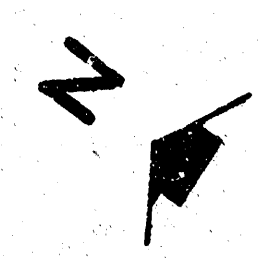
PROPERTY EXCAVATION 2382.9 CU YDS
 CITY EXCAVATION 145.7 CU YDS
 10% 238.3 10% 14.6
 2621.2 CU YDS
 MANIPULATION = 4150 GY.

CURVE DATA IS BASED ON RADIUS 132.00' Δ=90°
 LONG CHORD=186.65' 13.021768 MIN/FT ARC

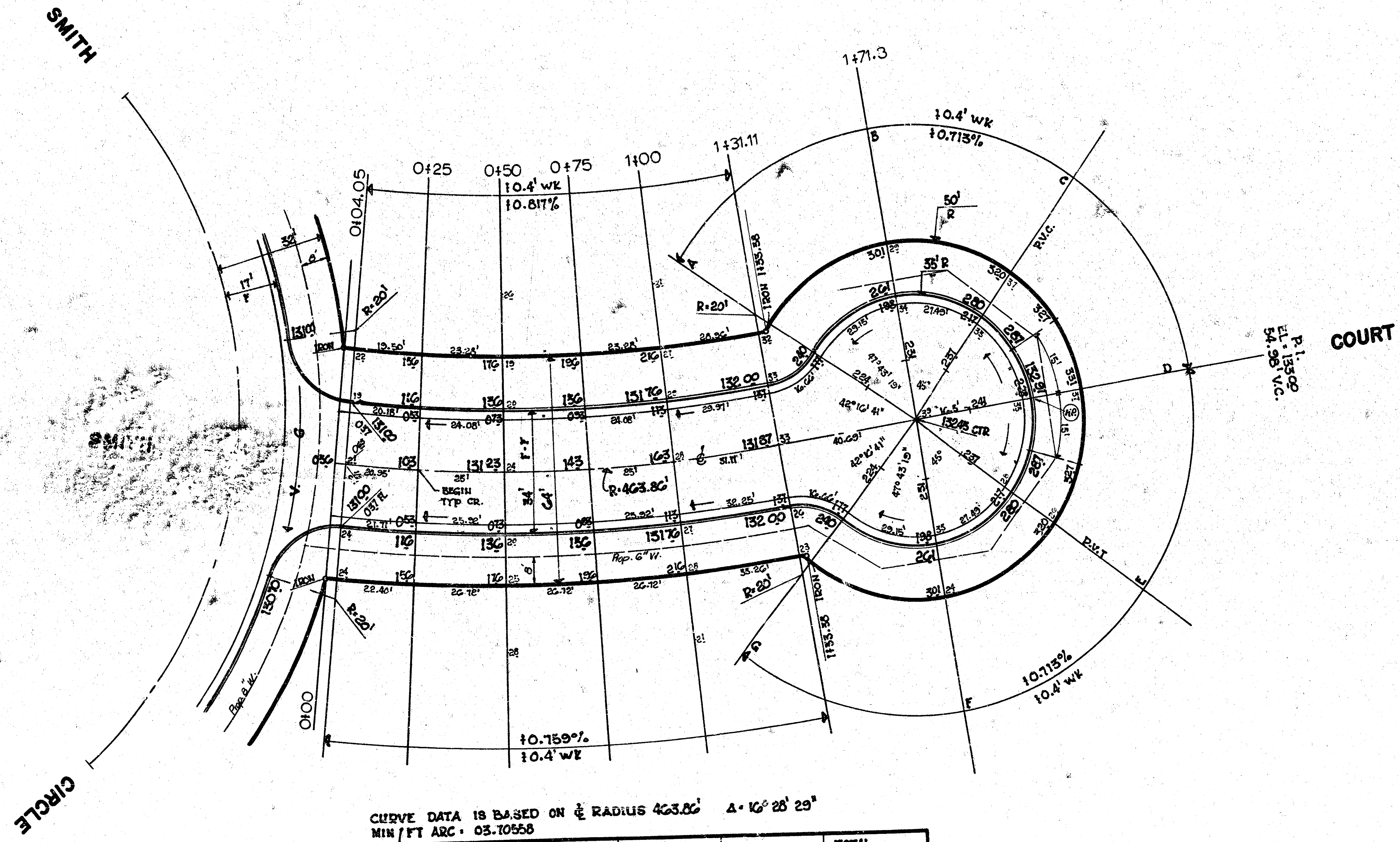
STATION	ARC	CHORD LENGTH O.S. FACE W/IN CURVE	CHORD LENGTH O.S. FACE E & S. CURVE	DEFLECTION	TOTAL DEFLECTION
P.C. 0+00					0° 00' 00"
0+25	25.00'	23.69'	20.23'	5° 25' 32"	5° 25' 32"
0+50	25.00'	23.69'	20.23'	5° 25' 32"	10° 51' 04"
0+77.9	27.90'	35.12'	22.51'	6° 03' 15"	16° 54' 22"
1+07.04	29.14'	34.59'	23.51'	6° 19' 21"	23° 13' 43"
1+36.18	29.14'	34.59'	23.51'	6° 19' 21"	29° 33' 10"
1+50	13.82'	16.43'	11.20'	2° 59' 51"	32° 33' 13"
1+75	25.00'	29.69'	20.23'	5° 25' 32"	37° 58' 45"
P.T. 2+07.35	32.35'	36.38'	26.16'	7° 01' 15"	45° 00' 00"

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 THESE.

Proj No. 472-76-245-80892-000-001



B.M. 134.98 BRIDGE SPIKE N.FACE POWER POLE 8' N. 4 55' E. S.E. COR. 13TH & SMITH CIRCLE



CURVE DATA IS BASED ON $\frac{1}{2}$ RADIUS 463.80' $\Delta = 10^{\circ} 28' 29''$
MIN/FT ARC = 03.70558

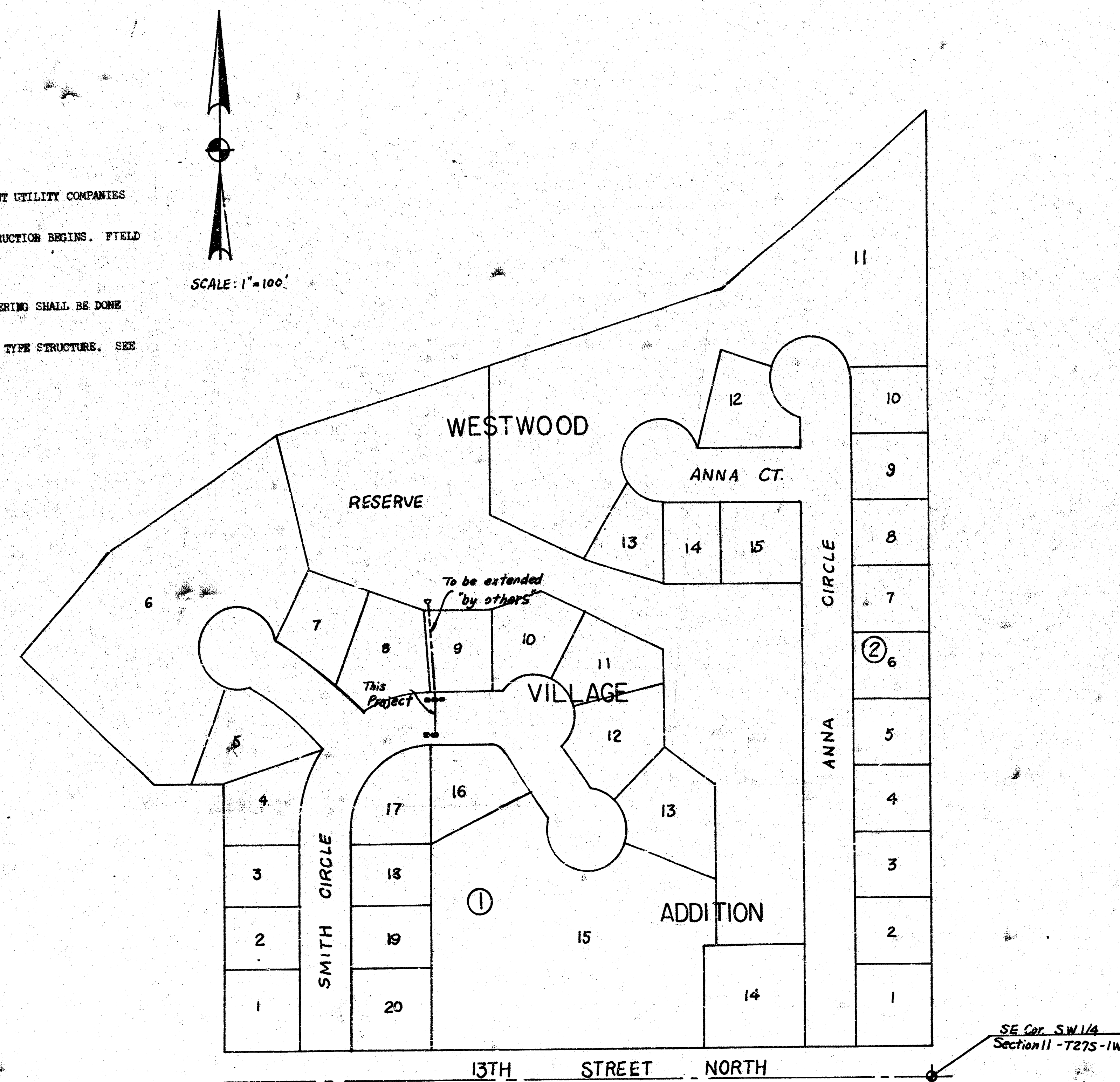
STATION	ARC	CHORD S.O.S. PC. S.W. CURB	CHORD S.O.S. PT. N.E. CURB	DEFLECTION	TOTAL DEFL.
P.C. 0+00					0° 00' 00"
RAD 0+04.05	4.05'	5.83'	4.21'	0° 15' 00"	0° 15' 00"
0+25	20.95'	19.82'	22.01'	1° 11' 38"	1° 32' 38"
0+50	25.00'	23.63'	26.34'	1° 32' 36"	3° 05' 14"
0+75					4° 37' 54"
1+00	25.00'	23.63'	26.34'	1° 32' 36"	6° 10' 32"
RAD 1+31.11	31.11'	25.43'	32.78'	1° 55' 11"	8° 05' 43"
P.T. 1+35.36	2.21'	2.15'	2.39'	0° 08' 25"	8° 14' 14"

PROP EXCAVATION
809.0 cu yds
10% 80.9
889.9 cu yds

DRAINAGE IN CONNECTION WITH PAVING SMITH CIRCLE

- GENERAL NOTES**
- 1.) CONTRACTOR SHALL COORDINATE WORK WITH PAVING AND SANITARY CONTRACTORS, AND CONTACT RELEVANT UTILITY COMPANIES AND OTHER AGENCIES INVOLVED WITH THIS PROJECT.
 - 2.) FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THIMBLES IN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. FIELD ENGINEER SHALL REPLACE ALL SUCH IRONS AND THIMBLES DISTURBED DURING CONSTRUCTION.
 - 3.) ALL CONCRETE SHALL BE "6-BACK CONCRETE" UNLESS OTHERWISE NOTED.
 - 4.) CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATERLINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPARTMENT ENGINEER.
 - 5.) CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING PRE-CAST TYPE 1A CURB IN LIEU OF THE BRICK TYPE STRUCTURE. SEE STANDARD DETAIL PRE-CAST TYPE 1A CURB INLET DATED AUGUST, 1975.

SCALE: 1"=100'



Index

Sheet 1	Cover Sheet
Sheet 2	Plan & Profile
Sheet 3	Type 1A Inlet

DEAN SELLERS, ACTING CITY ENGINEER
CITY OF WICHITA, KANSAS

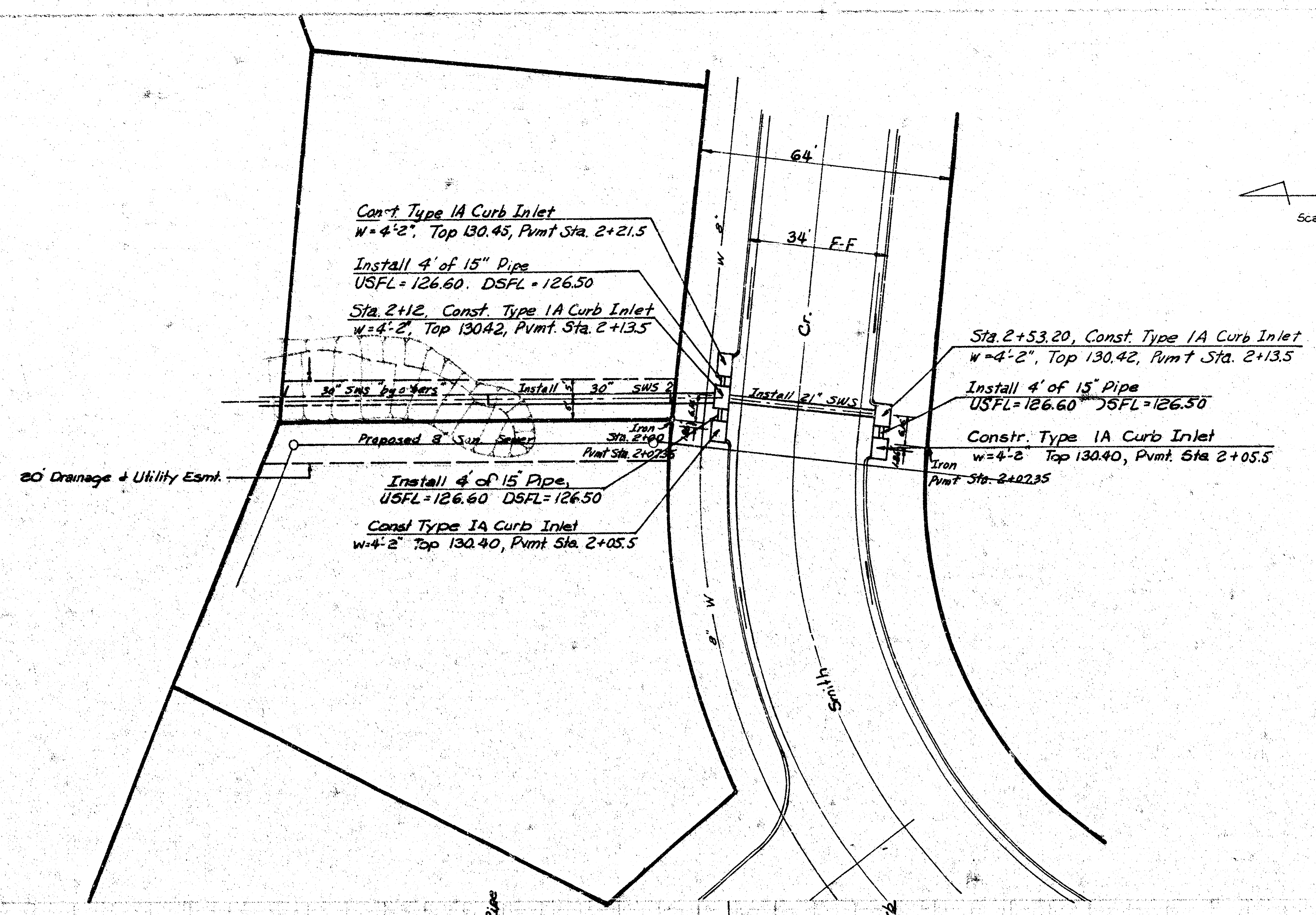
PROJECT NO. 472 76 245 80892 000 000 001

DATE: _____

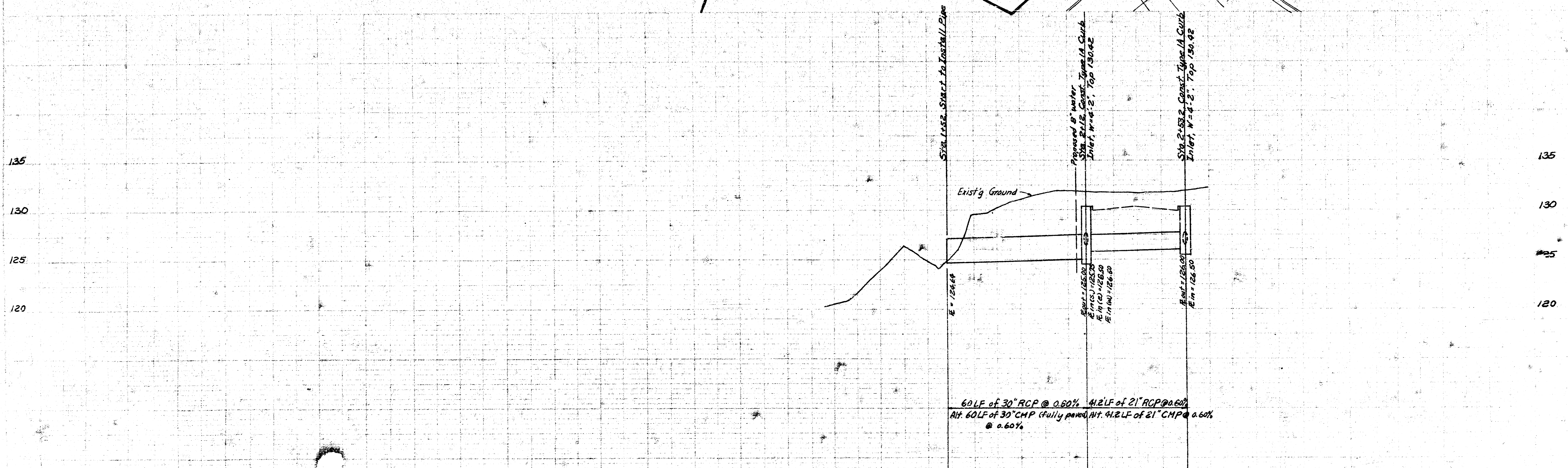


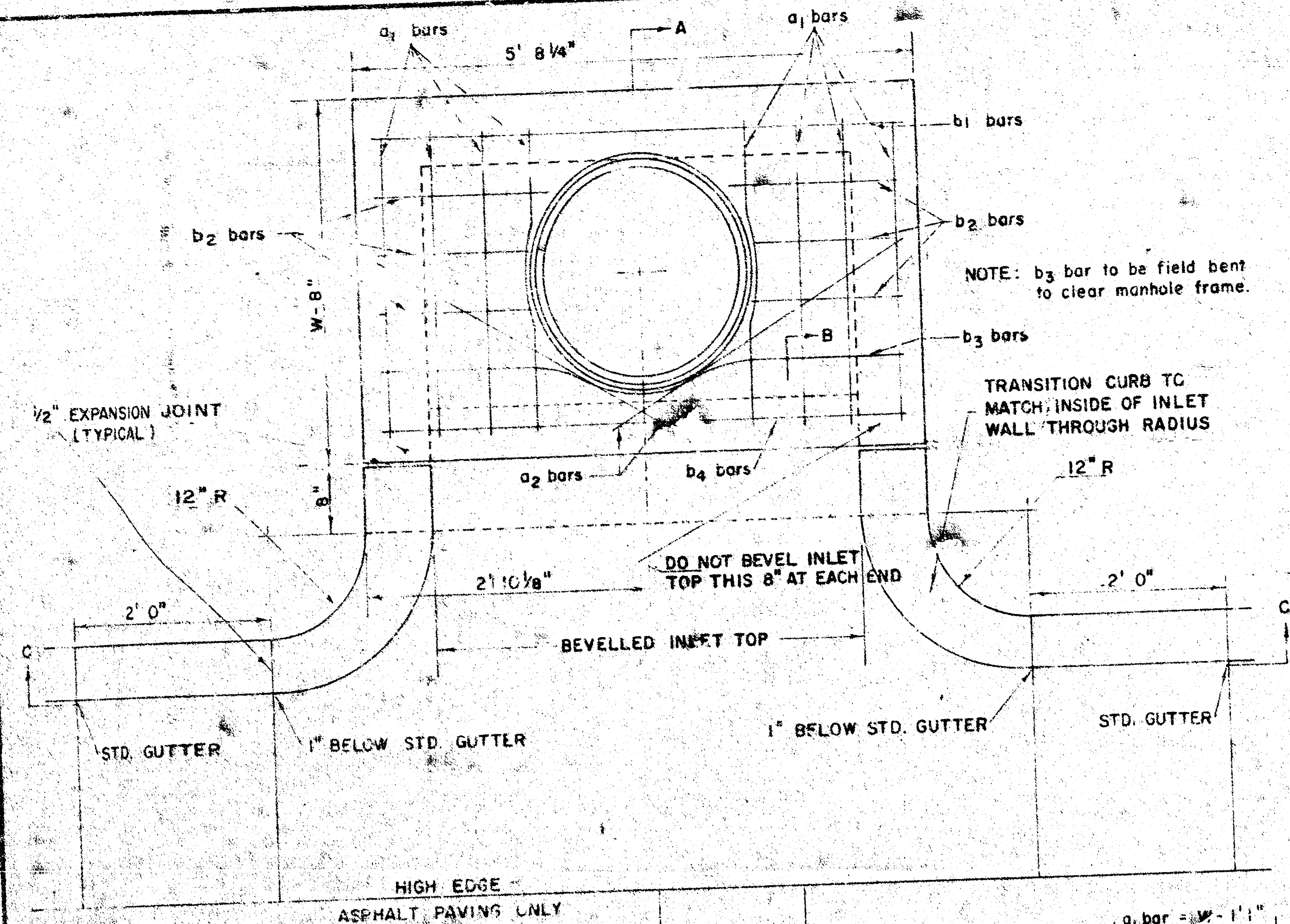
5/7

B.M. 130.48 R.R. Spk. N.E. Face of P.P. 3' N & 43' W
 S.W. Corn. of Anna & 13th St. No.
 B.M. 134.98 Bridge Spk. N. Face P.P. 8' N & 85' E
 S.E. Corn. of 13th & Smith Circle



Scale 1"=20'





PLAN (SCALE 1" = 1'0")

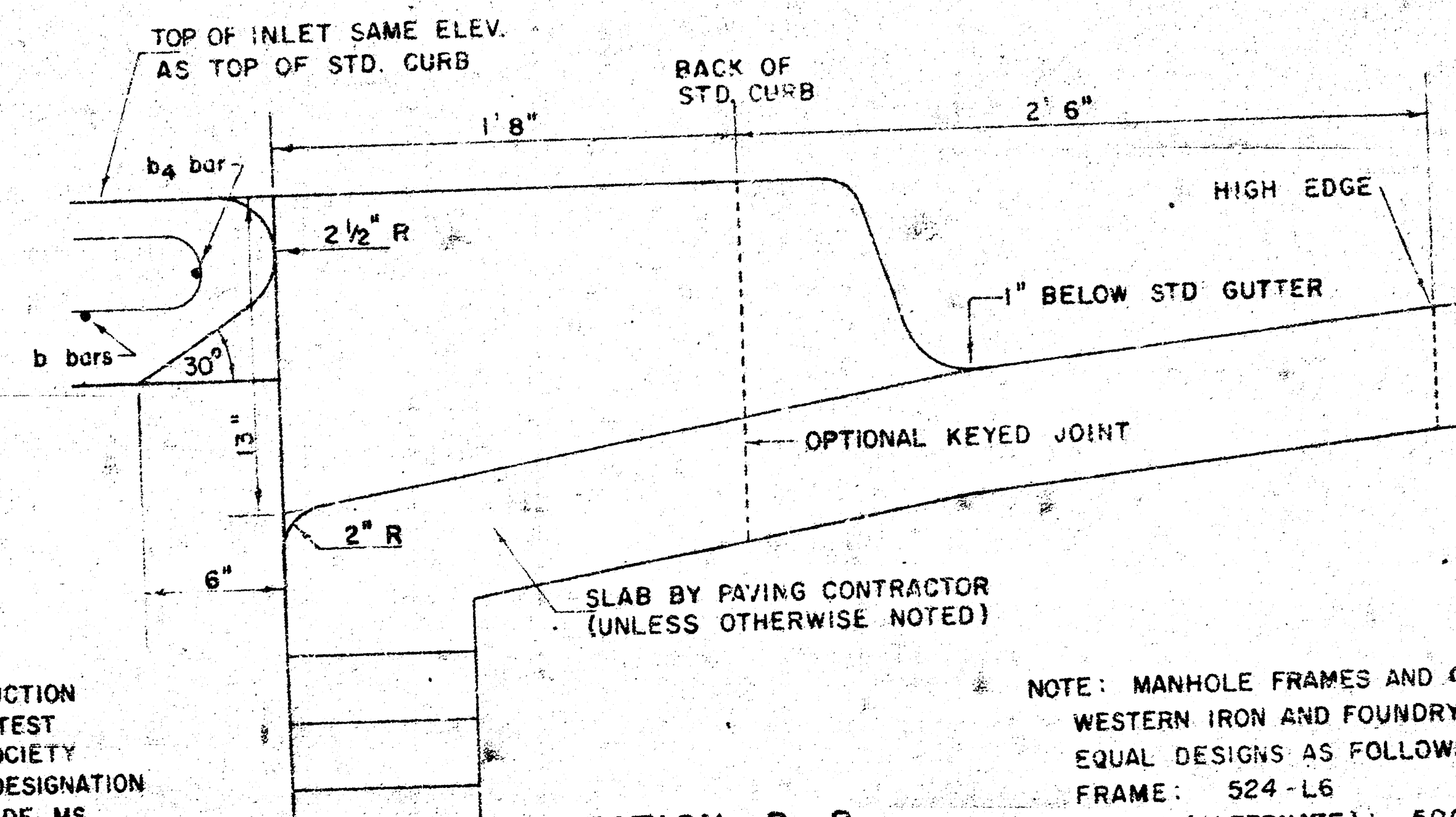
STEEL SCHEDULE										
BAR	C1	C2	C3	C4	C5	C6	C7	C8	C9	WT. LBS.
NUMBER	8	2	1	3	5	7	9	6	1	
SIZE	#4	#4	#4	#4	#4	#4	#4	#4	#6	
W=4'2"	6'5"	5'4"	5'5"	-	-	-	1'5"	5'6"	5'5"	60*
W=5'0"	8'1"	4'4"	-	5'5"	-	-	1'5"	5'6"	5'5"	77*
W=6'0"	10'1"	5'4"	-	5'5"	-	-	1'5"	5'6"	5'5"	97*
W=7'0"	11'1"	6'1"	-	5'5"	-	-	1'5"	5'6"	5'5"	111*
W=8'0"	12'1"	7'4"	-	5'5"	-	-	1'5"	5'6"	5'5"	124*

* NOTE: a2 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

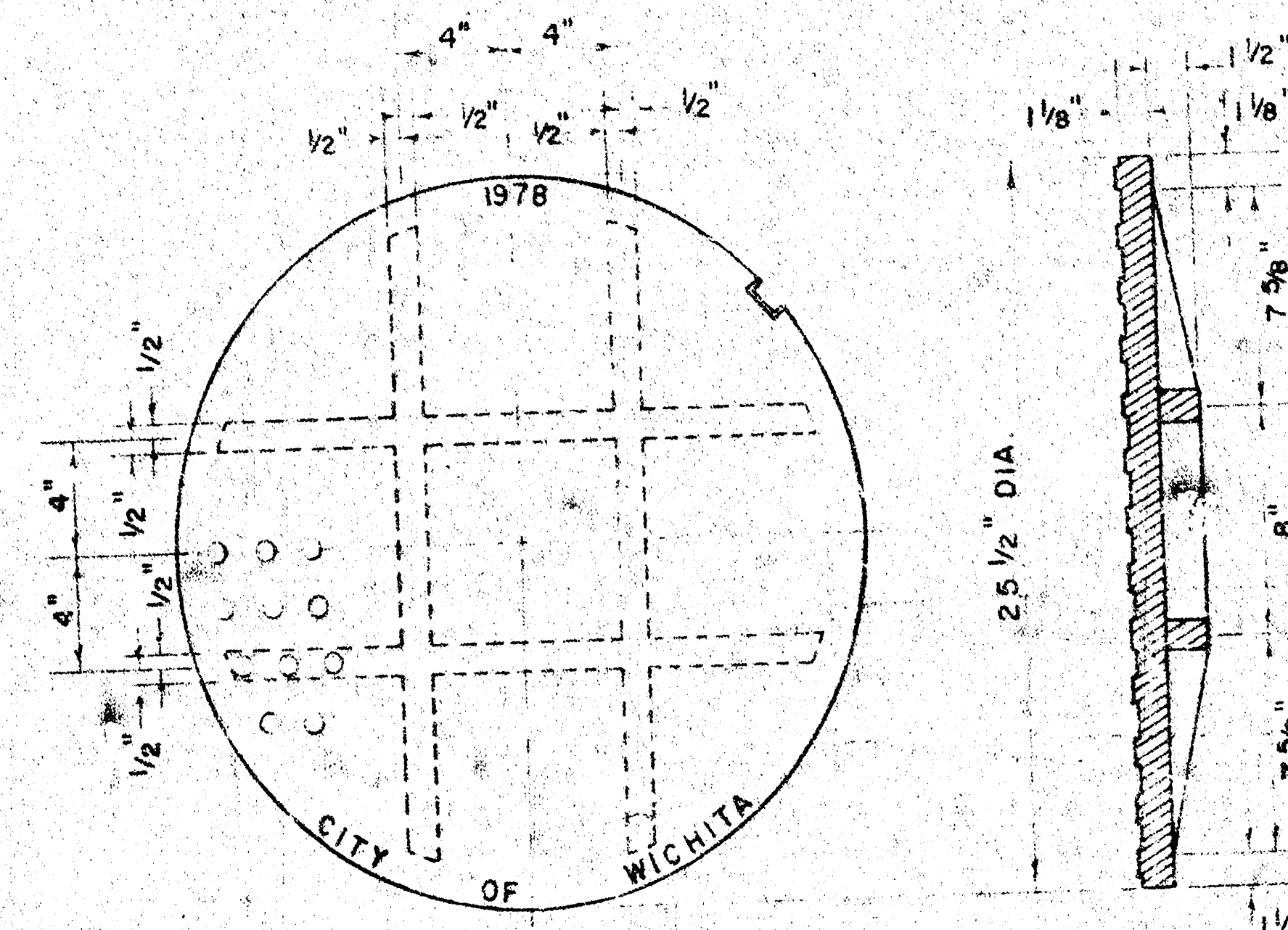
BENDING DIAGRAM

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4' 2"	36"x5'8 1/4"x7 1/2"	21" & SMALLER	0.46 *
5' 0"	44"x5'8 1/4"x7 1/2"	24" & 30"	0.57 *
6' 0"	44"x5'8 1/4"x7 1/2"	36" & 42"	0.71 *
7' 0"	64"x5'8 1/4"x7 1/2"	48" & 54"	0.84 *
8' 0"	74"x5'8 1/4"x7 1/2"	60" & 66"	0.97 *

* GROSS VOLUME

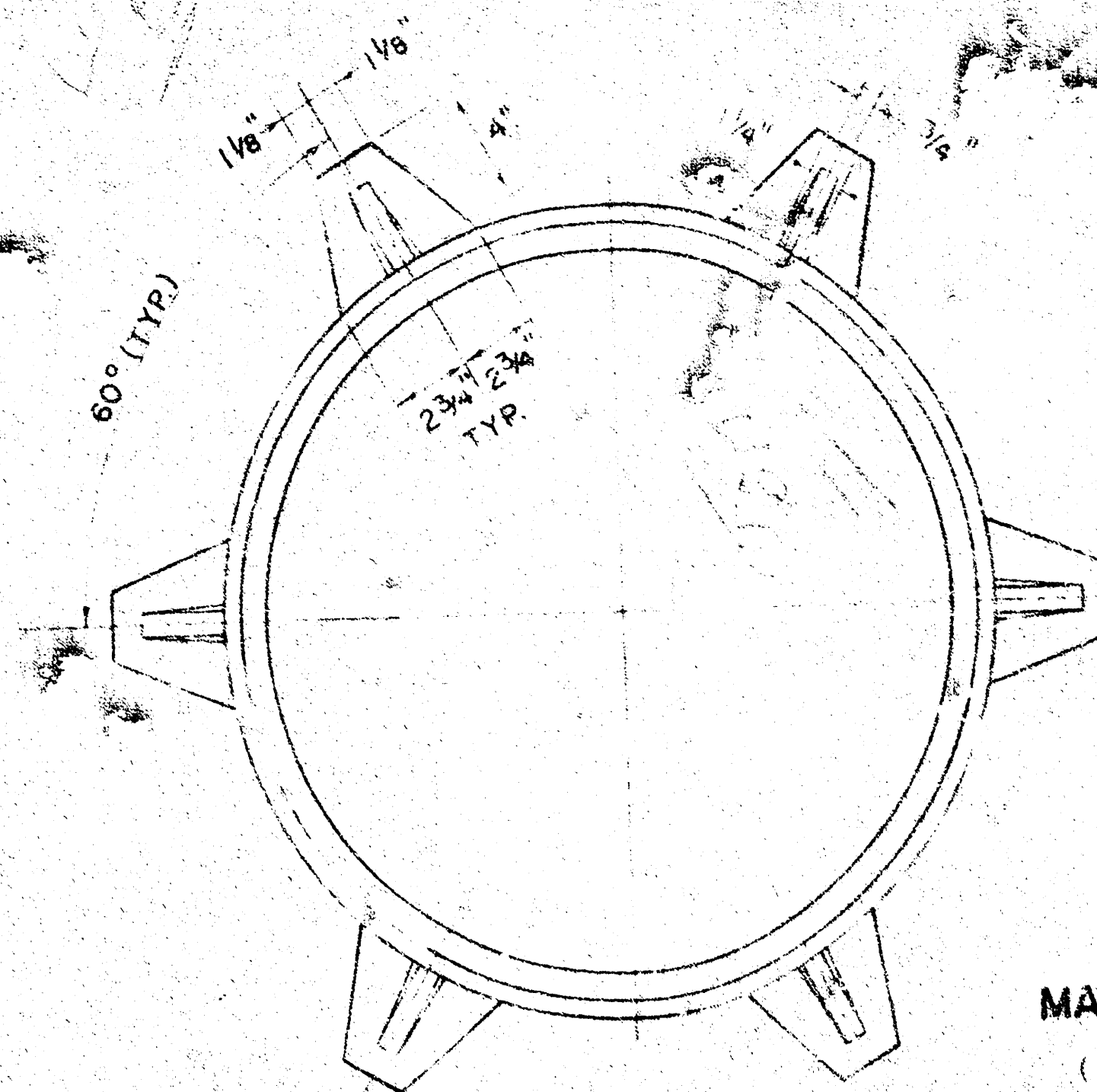


SECTION A-A (SCALE 1" = 1'0")



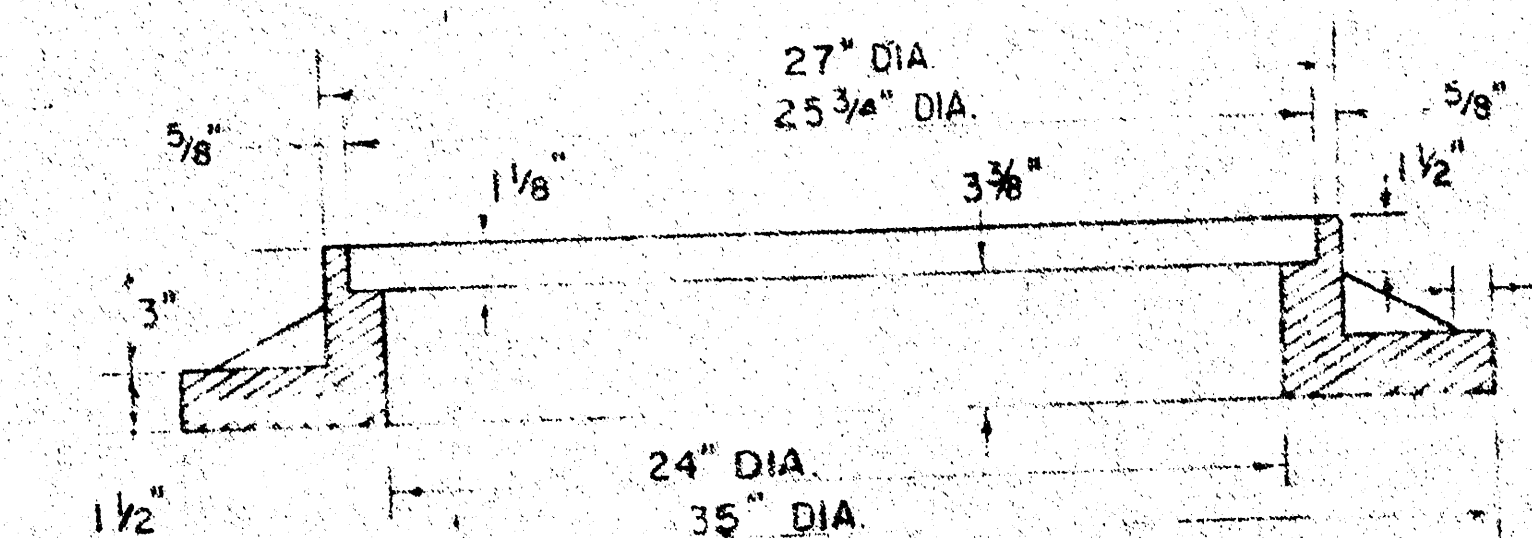
MANHOLE COVER

(SCALE 1" = 6")
WEIGHT = 170 LBS.



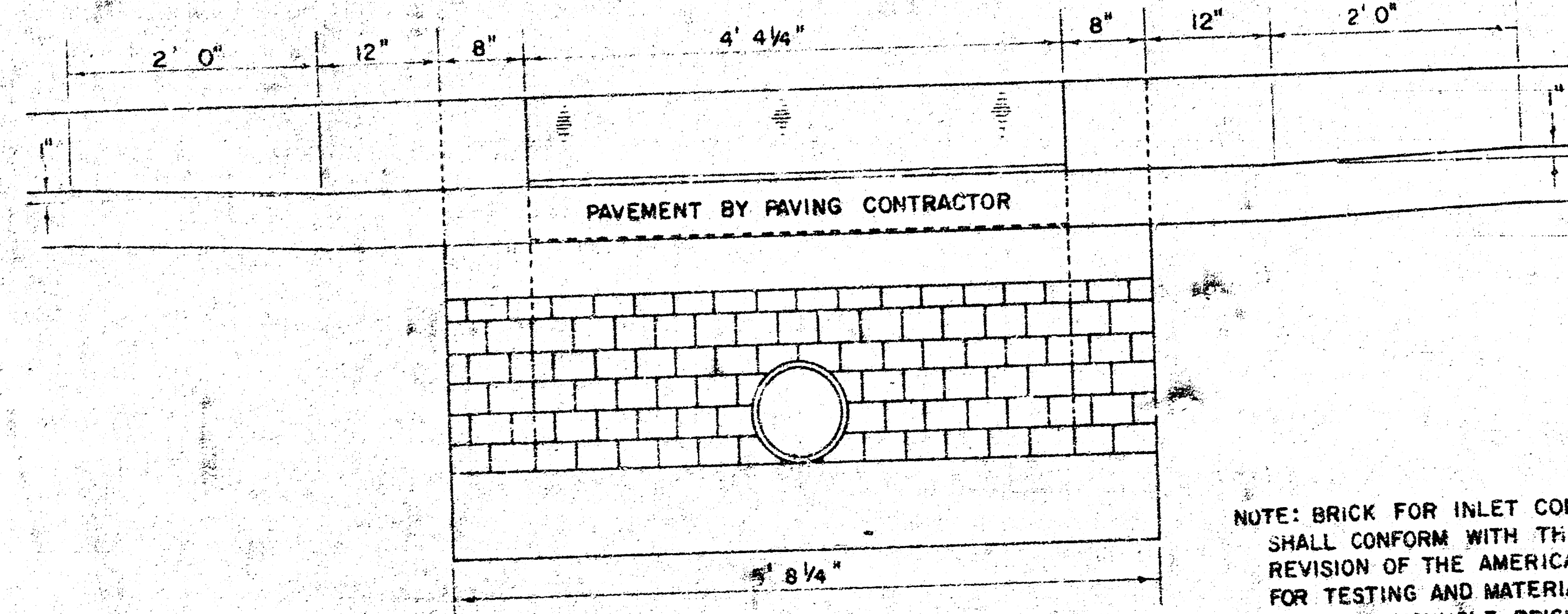
MANHOLE FRAME

(SCALE 1" = 6")
WEIGHT = 180 LBS.



MANHOLE FRAME (ALTERNATE)

(SCALE 1" = 6")
WEIGHT = 180 LBS.



SECTION C-C (SCALE 1" = 1'0")

NOTE: BRICK FOR INLET CONSTRUCTION SHALL CONFORM WITH THE LATEST REVISION OF THE AMERICAN SOCIETY FOR TESTING AND MATERIALS DESIGNATION C-32 FOR MANHOLE BRICK GRADE MS.

SECTION B-B (SCALE 1" = 6")

NOTE: MANHOLE FRAMES AND COVER ARE WESTERN IRON AND FOUNDRY CO. INC. OR EQUAL DESIGNS AS FOLLOWS:
FRAME: 524-L6
FRAME (ALTERNATE): 500 A4
COVER: 222 S4 "NOBBY"

DETAIL STANDARD TYPE IA CURB INLET
CITY OF WICHITA, KANSAS
R. W. LINN — CITY ENGINEER
OCTOBER 1978