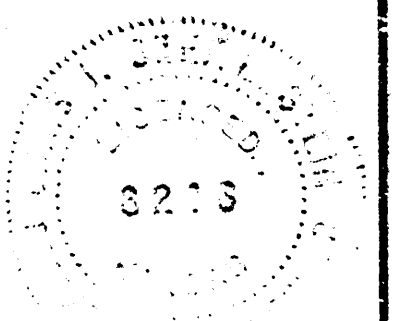
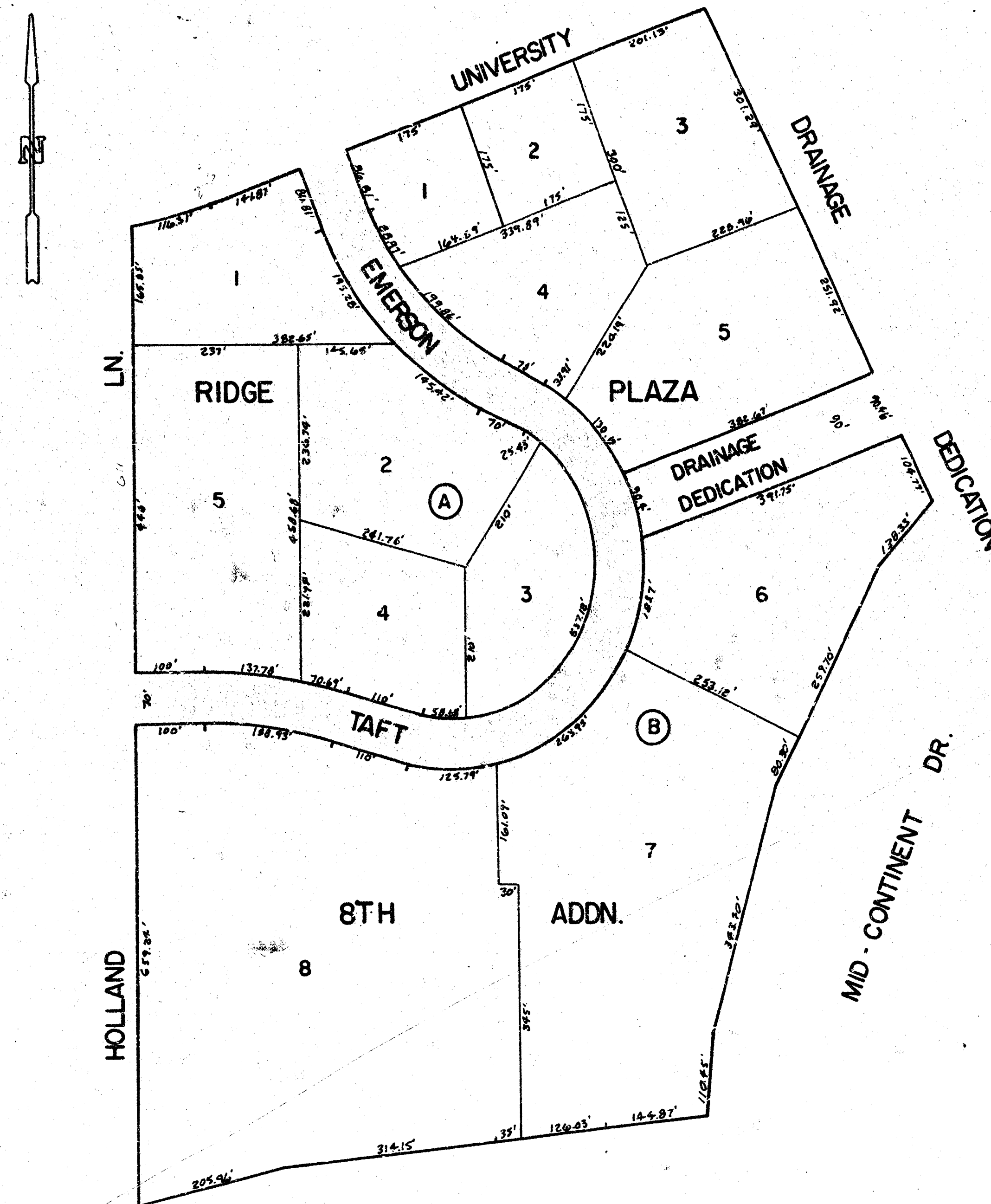


TAFT & EMERSON E.L. HOLLAND TO S. L. UNIVERSITY

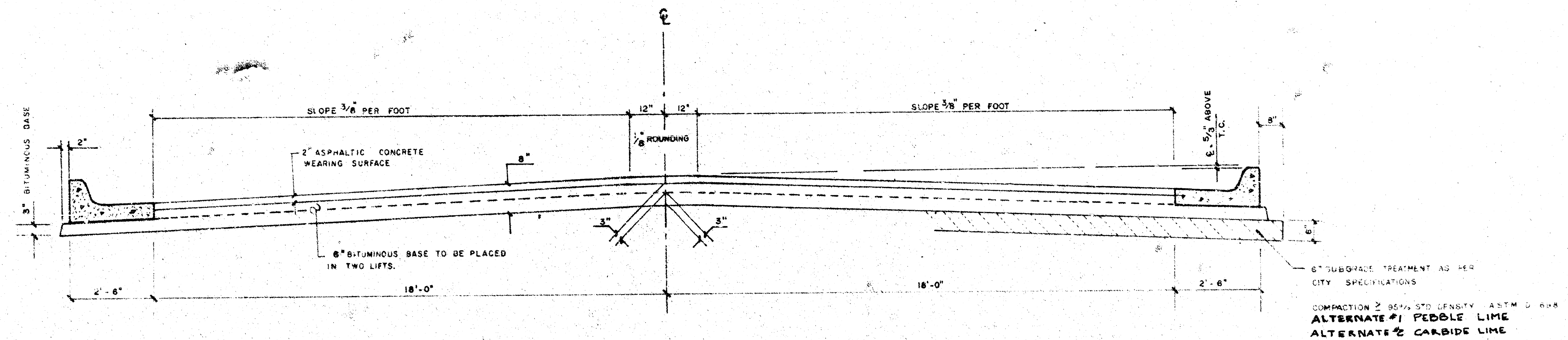
NOTES

1. CONTRACTOR TO BID ONLY ONE SUB-GRADE TREATMENT ALTERNATE. ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED FOR CONSTRUCTION ON THIS PROJECT.
2. 5" FILTER POINT REVEIMENT MAT OR RIP-RAP BAGS AS MANUFACTURED BY QUIKRETE MAY BE USED IN PLACE OF THE TYPE 3 RIP-RAP SHOWN ON THE DRAINAGE DETAIL SHEET.



PROJECT DESCRIPTION		
PROJECT NUMBER 472 76 245 8181 000 000 001		
BOOK NO. <u>PLK448</u>	APPROVED BY	DATE
DRAWN BY <u>KLAC</u>	REVISOR	REVISION
CITY OF WICHITA DEPARTMENT OF ENGINEERING		
DIRECTOR OF ENGINEERING R. W. B. MAN	SCALE 1" = 20'	1/13

TAFT AND EMERSON

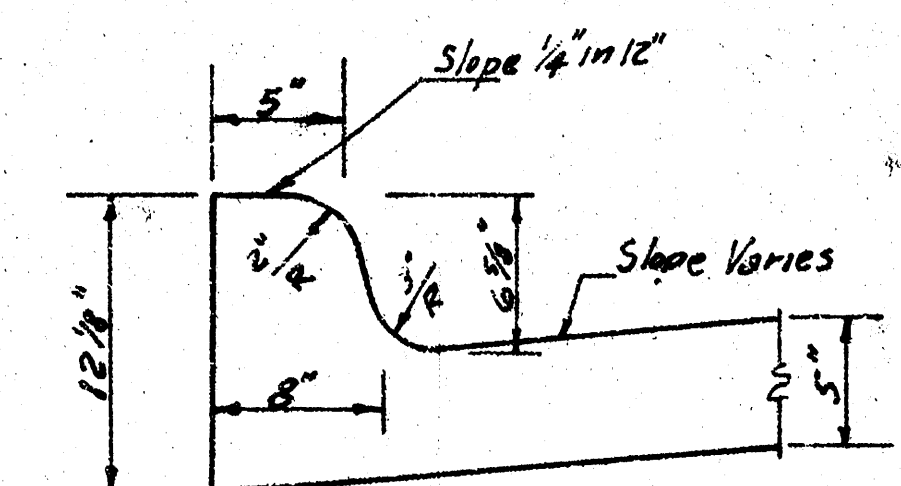
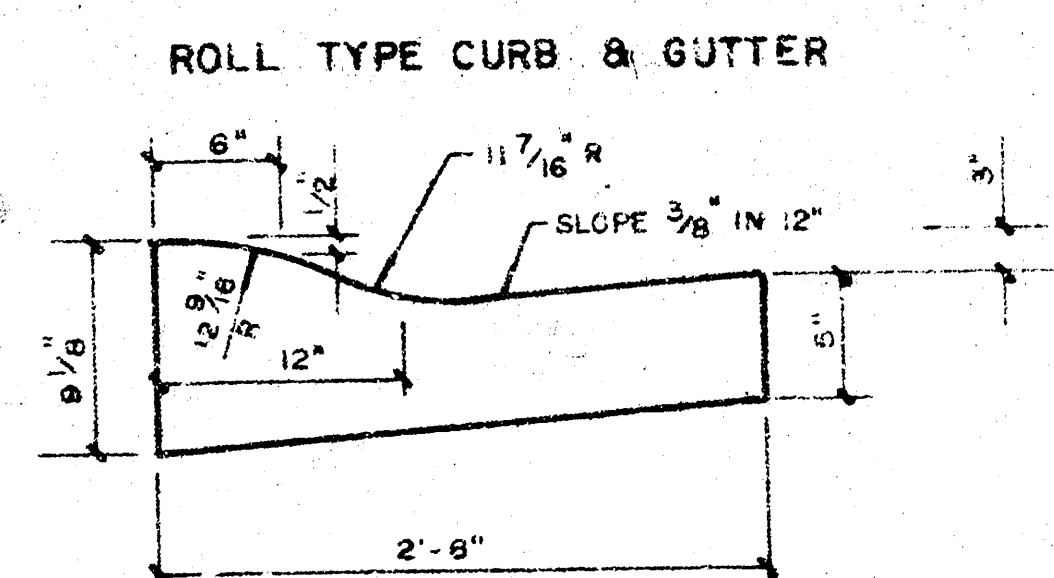
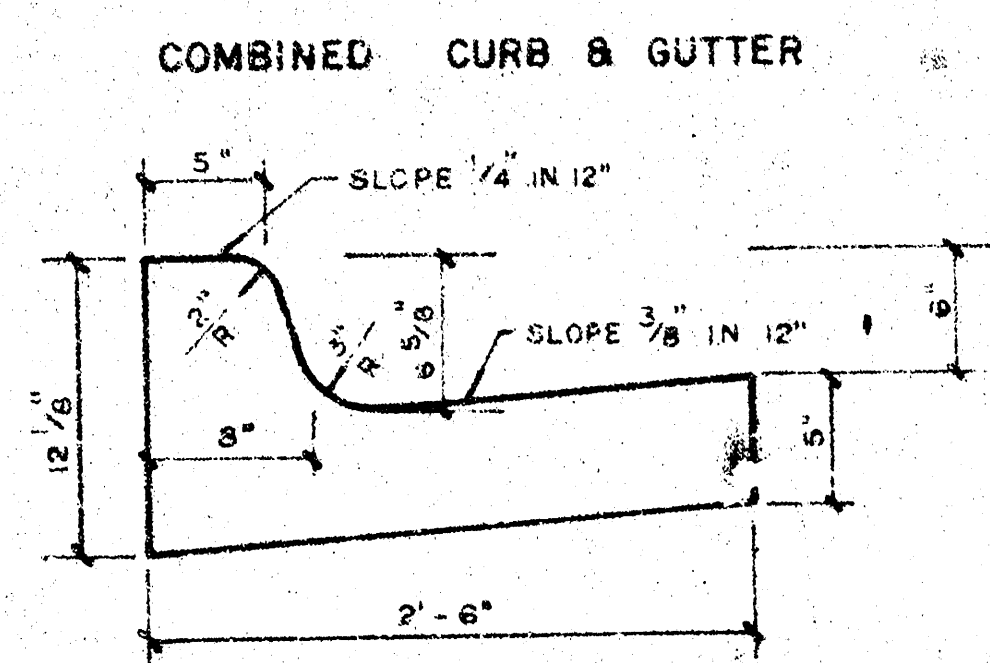


TYPICAL SECTION

41 ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

A TACK COAT OF EMULSIFIED ASPH (SS-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ YD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID 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.

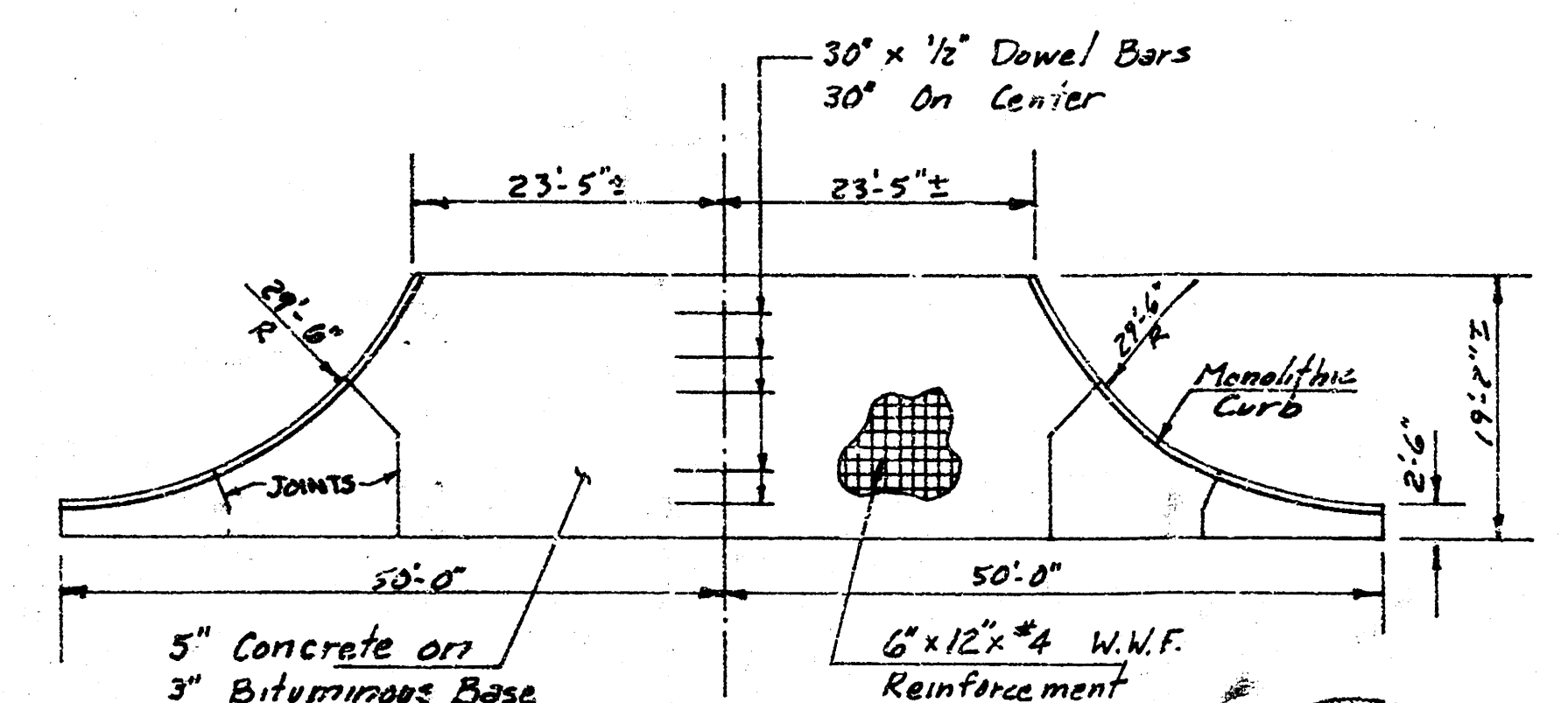
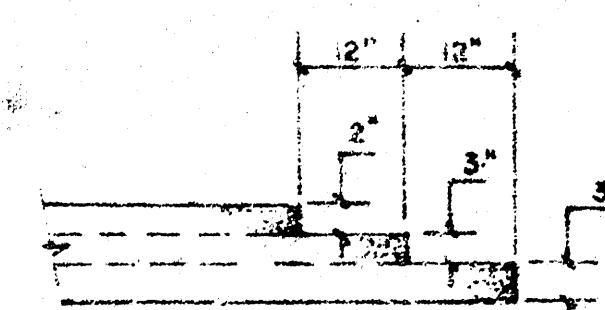
THE A.C. PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQ YDS 8" A.C. PAVEMENT [6" BITUMINOUS BASE].
THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQ YDS 3" BITUMINOUS BASE.



MONOLITHIC CURB

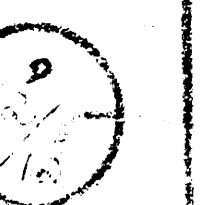
DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

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 A.C. PAVEMENT.



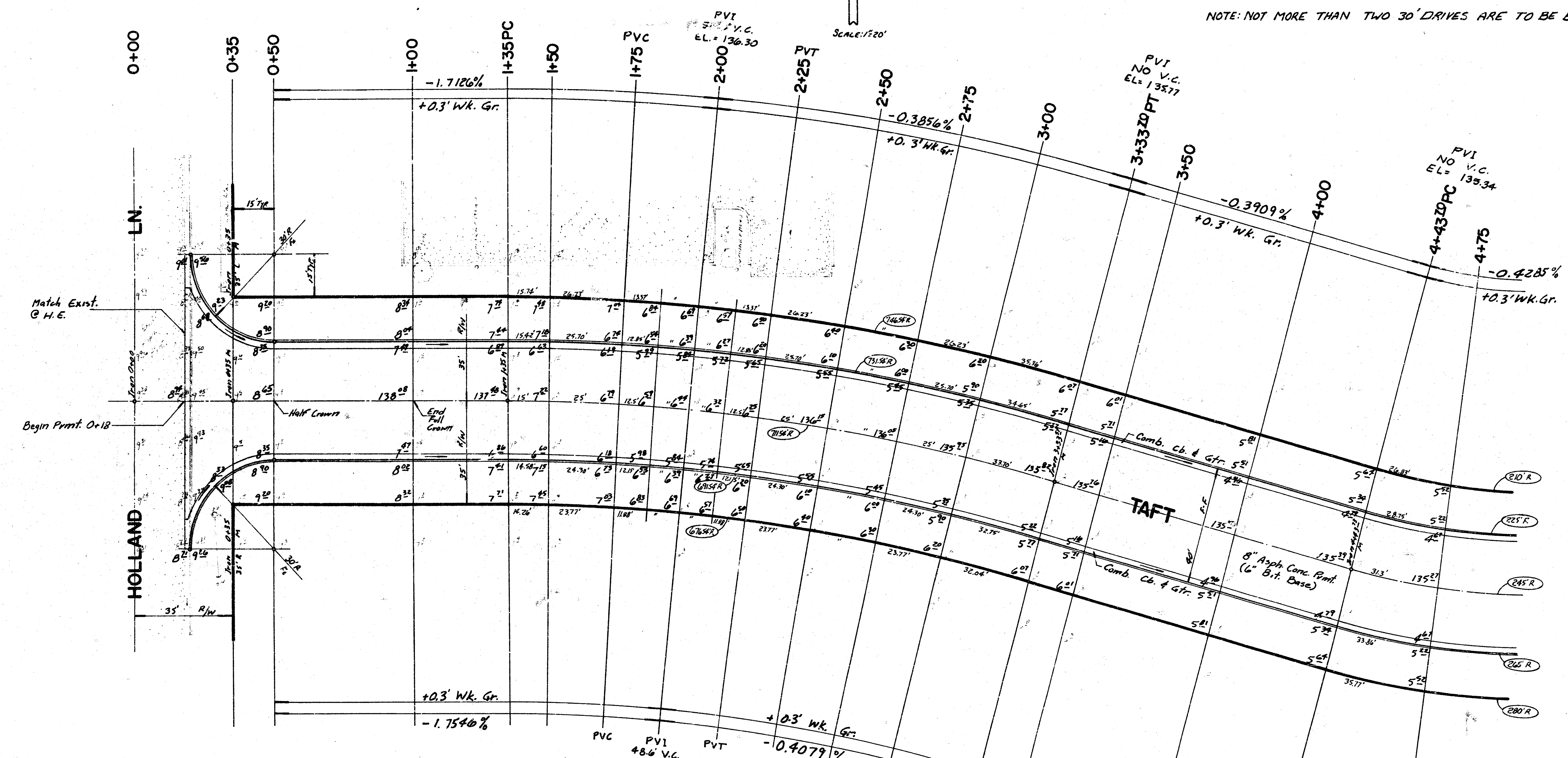
VALLEY GUTTER DETAIL
CITY OF WICHITA, KANSAS

472 76 245 81181 000 000 001



BM= 141.10 - CITY STD. 52 FT. S. & 32 FT. W. OF E. OF
BOTH WOODCHUCK & MAPLE.
BM= 142.56 - " " CUT S. CURB UNIVERSITY AT W.L. HOLLAND.
BM= 139.49 - " " CUT W. CURB HOLLAND AT E. TAFT.
BM= 142.22 - RR SPK. N. FACE PP N. SIDE MAPLE & WOODCHUCK.

NOTE: NOT MORE THAN TWO 30' DRIVES ARE TO BE BUILT ON THIS PROJ.



- INTERSECTION QUANTITIES
- 176.8 S.Y. " Concrete Pavement
 - 21.9 S.Y. " Asphaltic Conc. Pavement (6" Bituminous Base)
 - 21.9 S.Y. " Bituminous Base
 - 94.3 L.F. Combined Curb & Gutter
 - L.F. Integral Curb
 - S.F. 4" Wheelchair Ramp
 - S.F. 4" Walk
 - C.Y. Excavation
 - 17.5 C.Y. Compacted Fill
 - Lbs. Reinforcing Steel
 - 210.0 S.Y. Manipulation
 - Tons Lime or Cement
 - S.Y. V.G. " Concrete & " Asphaltic Concrete Base

$\Delta = 16^{\circ}00'00''$ $R = 711.54'$ $L = 100.00'$ $L = 198.70'$ $L = 198.05'$

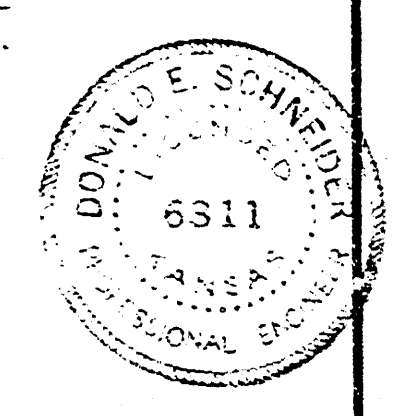
CURVE DATA BASED ON E RAD. $\Delta = 2^{\circ}00'00''$

STA.	ARC.	CHORD LENGTH	OFF SET	DEFLECTION	TOTAL DEFLECTION
1+35	15'	14.61'	15.59'	0°30'14"	0°30'14"
1+50	25'	24.02'	25.98'	1°00'24"	1°30'38"
2+00	"	"	"	2°37'01"	2°37'01"
2+25	"	"	"	3°37'25"	3°37'25"
2+50	"	"	"	4°57'44"	4°57'44"
2+75	"	"	"	5°38'12"	5°38'12"
3+00	25'	24.02'	25.98'	1°00'24"	6°38'36"
3+25	15'	14.61'	15.59'	0°30'14"	6°00'00"

Def/Ht. = 2.415702 M

EARTHWORK
EXCAVATION
X - SECTION 9,409.2 C.Y.
10% 940.9 C.Y.
TOTAL 10,350.1 C.Y.
7,850 S.Y. Manipulation

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL BE REQUIRED TO RE-INSTALL ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-INSTALLED BY A LICENSED LAND SURVEYOR OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAWS.

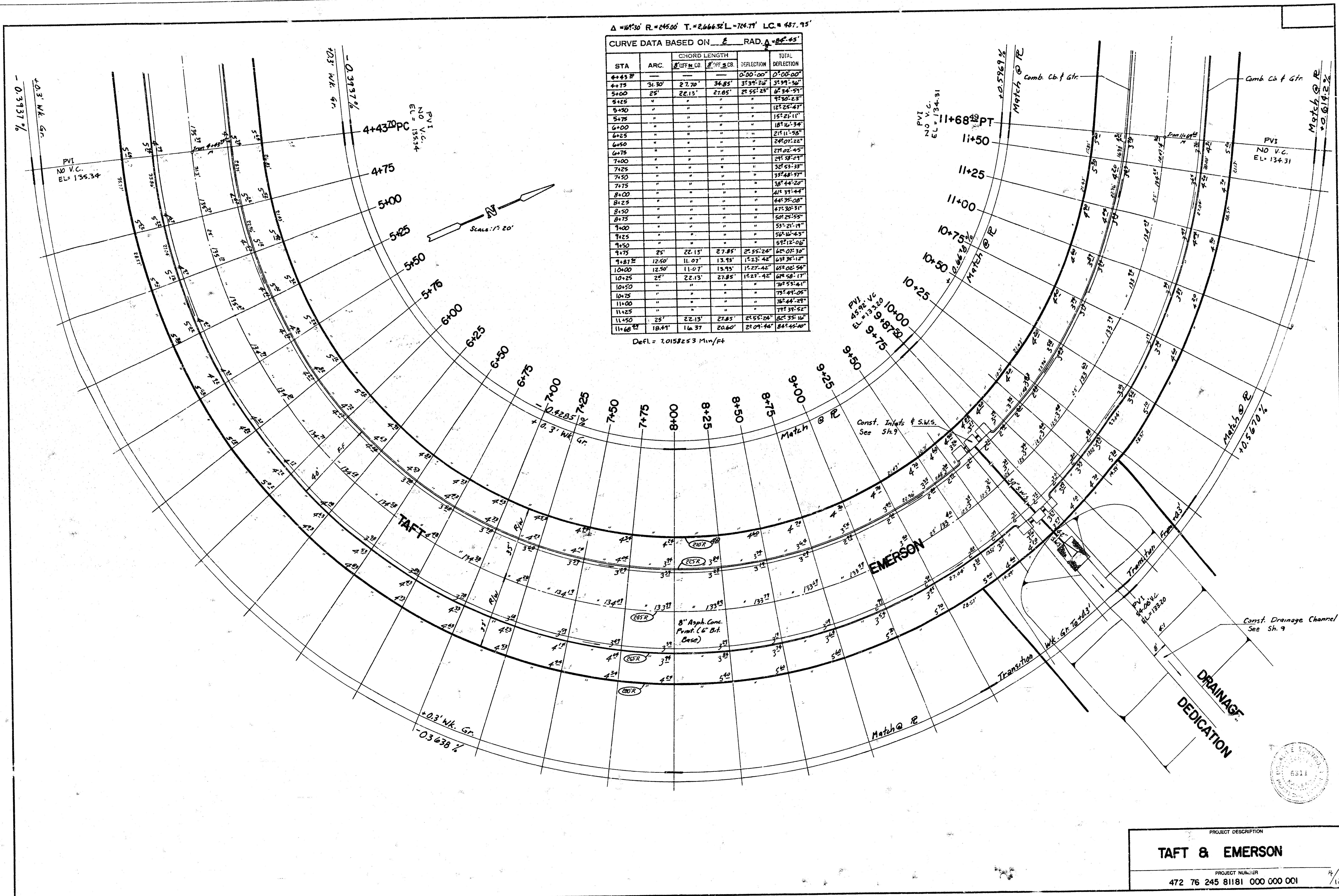


PROJECT DESCRIPTION

TAFT & EMERSON

PROJECT NUMBER

472 76 245 81181 000 000 001

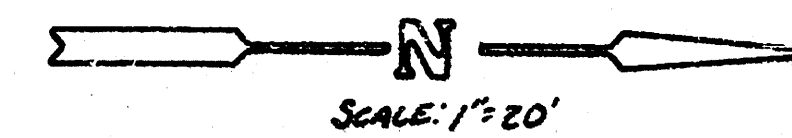


$\Delta = 69.30^\circ$ $R = 245.00'$ $T = 2,666.32'$ $L = 704.71'$ $LC = 487.95'$

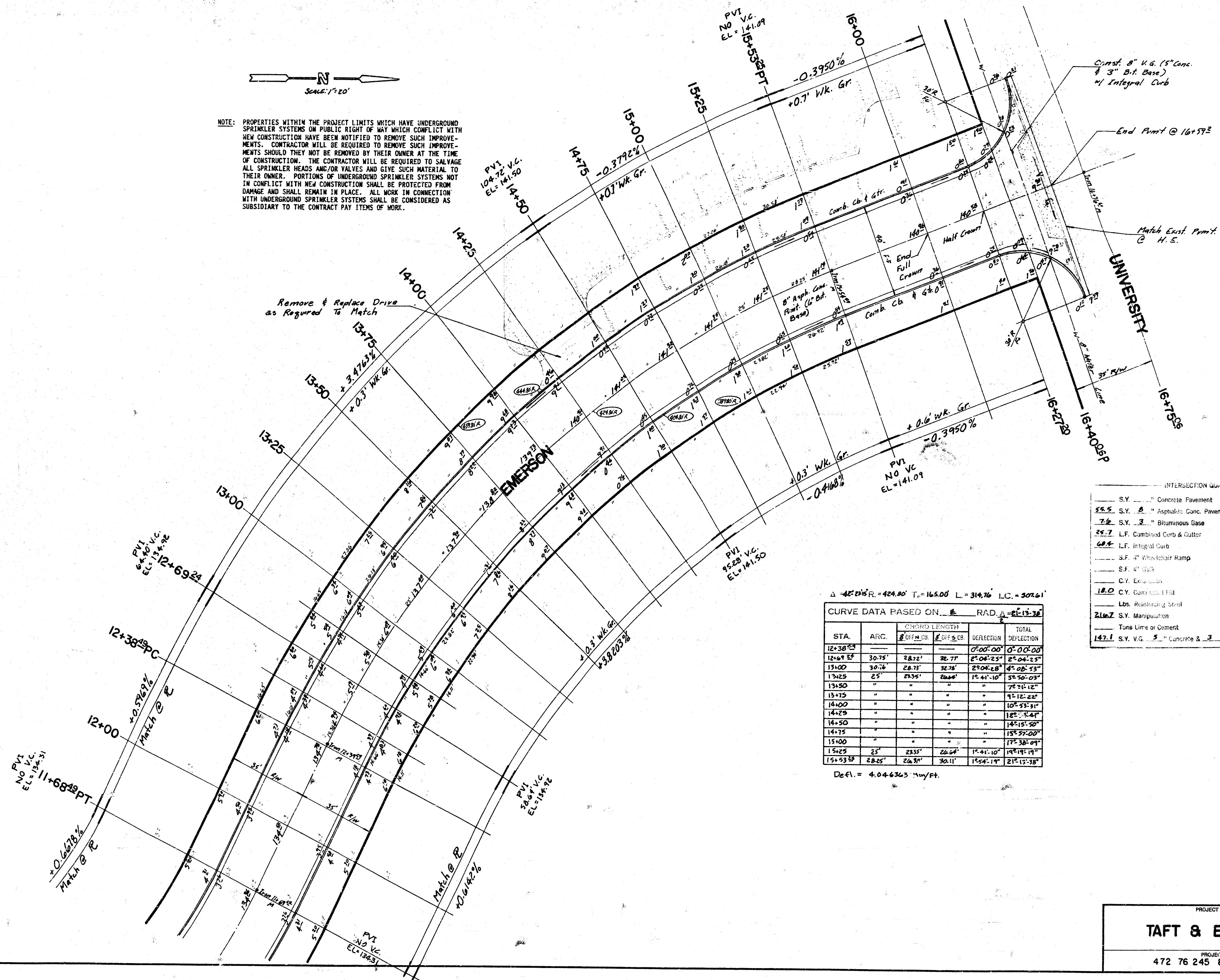
CURVE DATA BASED ON E RAD. $\Delta = 69.30^\circ$

STA	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
4+43.25	—	—	0°00'00"	0°00'00"
4+75	31.30'	27.70'	34.85'	34.85'
5+00	25'	22.13'	27.85'	62.70'
5+25	"	"	"	99.55'
5+50	"	"	"	126.40'
5+75	"	"	"	153.25'
6+00	"	"	"	180.10'
6+25	"	"	"	206.95'
6+50	"	"	"	233.80'
6+75	"	"	"	260.65'
7+00	"	"	"	287.50'
7+25	"	"	"	314.35'
7+50	"	"	"	341.20'
7+75	"	"	"	368.05'
8+00	"	"	"	394.90'
8+25	"	"	"	421.75'
8+50	"	"	"	448.60'
8+75	"	"	"	475.45'
9+00	"	"	"	502.30'
9+25	"	"	"	529.15'
9+50	"	"	"	556.00'
9+75	"	"	"	582.85'
10+00	25'	22.13'	27.85'	610.00'
10+25	"	"	"	636.85'
10+50	"	"	"	663.70'
10+75	"	"	"	690.55'
11+00	"	"	"	717.40'
11+25	"	"	"	744.25'
11+50	25'	22.13'	27.85'	771.40'
11+68.25	18.41'	16.37'	20.60'	792.00'

Defl = 2.0158253 Min/Ft



NOTE: PROPERTIES WITHIN THE PROJECT LIMITS WHICH HAVE UNDERGROUND SPRINKLER SYSTEMS ON PUBLIC RIGHT OF WAY WHICH CONFLICT WITH NEW CONSTRUCTION HAVE BEEN NOTIFIED TO REMOVE SUCH IMPROVEMENTS. CONTRACTOR WILL BE REQUIRED TO REMOVE SUCH IMPROVEMENTS SHOULD THEY NOT BE REMOVED BY THEIR OWNER AT THE TIME OF CONSTRUCTION. THE CONTRACTOR WILL BE REQUIRED TO SALVAGE ALL SPRINKLER HEADS AND/OR VALVES AND GIVE SUCH MATERIAL TO THEIR OWNER. PORTIONS OF UNDERGROUND SPRINKLER SYSTEMS NOT IN CONFLICT WITH NEW CONSTRUCTION SHALL BE PROTECTED FROM DAMAGE AND SHALL REMAIN IN PLACE. ALL WORK IN CONNECTION WITH UNDERGROUND SPRINKLER SYSTEMS SHALL BE CONSIDERED AS SUBSIDIARY TO THE CONTRACT PAY ITEMS OF WORK.



$\Delta = 42.2^\circ$ R = 424.80' T = 165.00' L = 314.76' LC = 302.61'

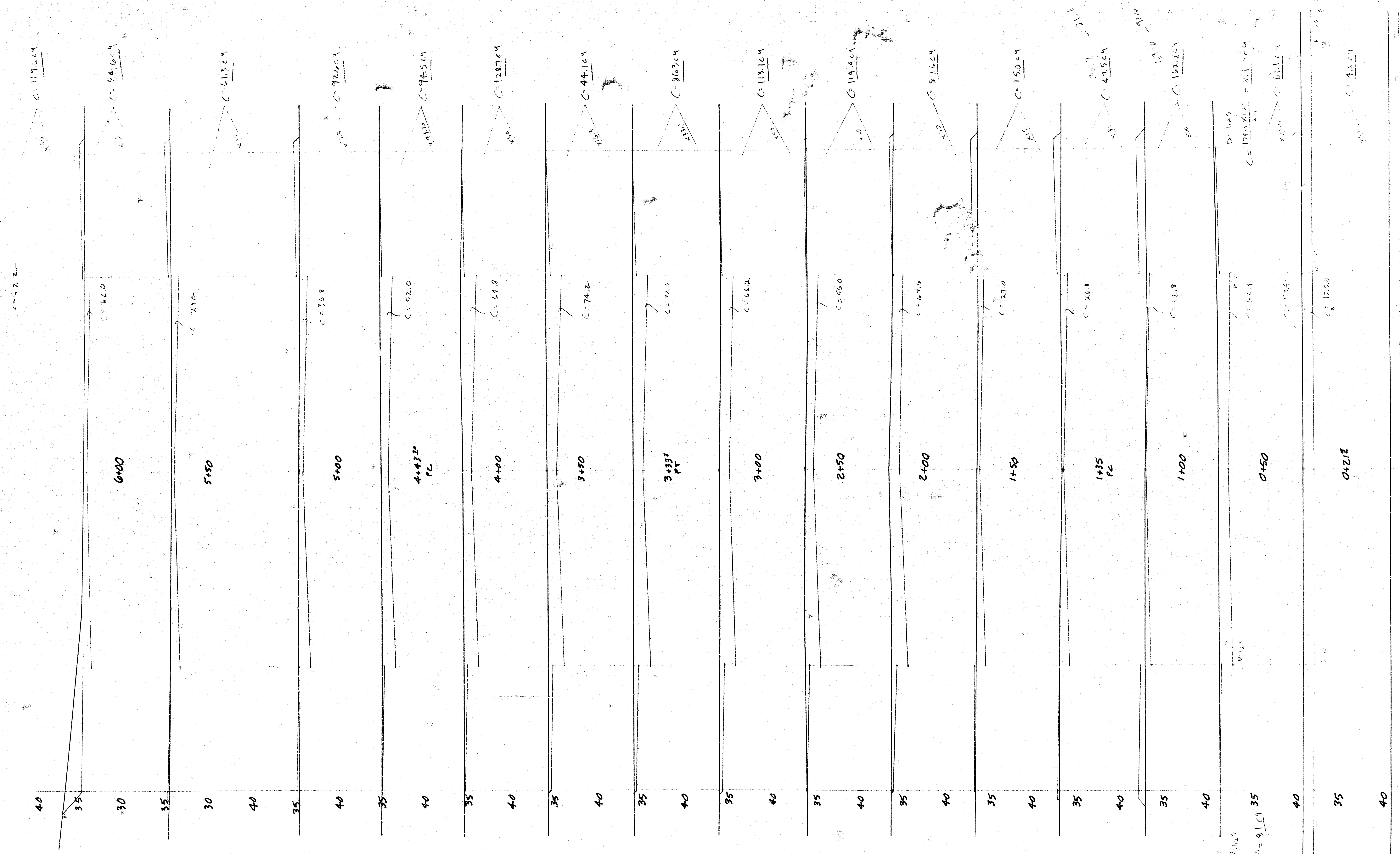
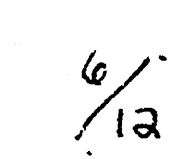
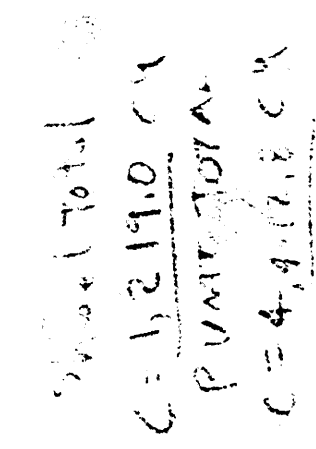
CURVE DATA BASED ON Δ RAD $\Delta = 0.7376$

STA.	ARC.	CHORD LENGTH	CHORD BEARS	DEFLECTION	DEFLECTION
12+38.83				0°00'00"	0°00'00"
12+69.83	30.75'	28.72'	32.77'	2°04'25"	2°04'25"
13+00	30.75'	28.72'	32.77'	2°04'25"	4°08'50"
13+25	25'	23.95'	26.64'	1°41'10"	5°50'00"
13+50	"	"	"	"	7°31'12"
13+75	"	"	"	"	9°12'22"
14+00	"	"	"	"	10°53'31"
14+25	"	"	"	"	12°34'40"
14+50	"	"	"	"	14°15'50"
14+75	"	"	"	"	15°57'00"
15+00	"	"	"	"	17°38'09"
15+25	25'	23.95'	26.64'	1°41'10"	19°19'19"
15+50	25'	23.95'	26.64'	1°41'10"	21°00'29"

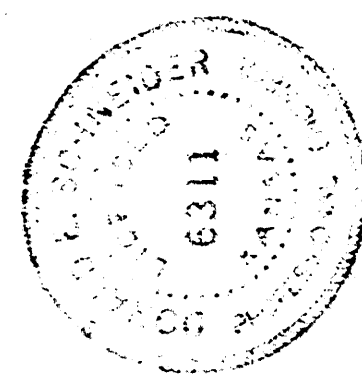
Def. = 4.046363 in/ft.

INTERSECTION QUANTITIES	
55.5	S.Y. 5" Concrete Pavement
55.5	S.Y. 8" Asphaltic Conc. Pavement (4" Bituminous Base)
7.2	S.Y. 3" Bituminous Base
25.7	L.F. Combined Curb & Gutter
60.4	L.F. Integral Curb
	S.F. 4" Wheelchair Ramp
	S.F. 4" Walk
	C.Y. Extension
18.0	C.Y. Concrete Fill
	Lbs. Reinforcing Steel
216.7	S.Y. Manhole
	Tons Lime or Cement
147.1	S.Y. V.G. 5" Concrete & 3" Asphaltic Concrete Base

PROJECT DESCRIPTION
TAFT & EMERSON
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17428
27
C- TAFT & EMERSON
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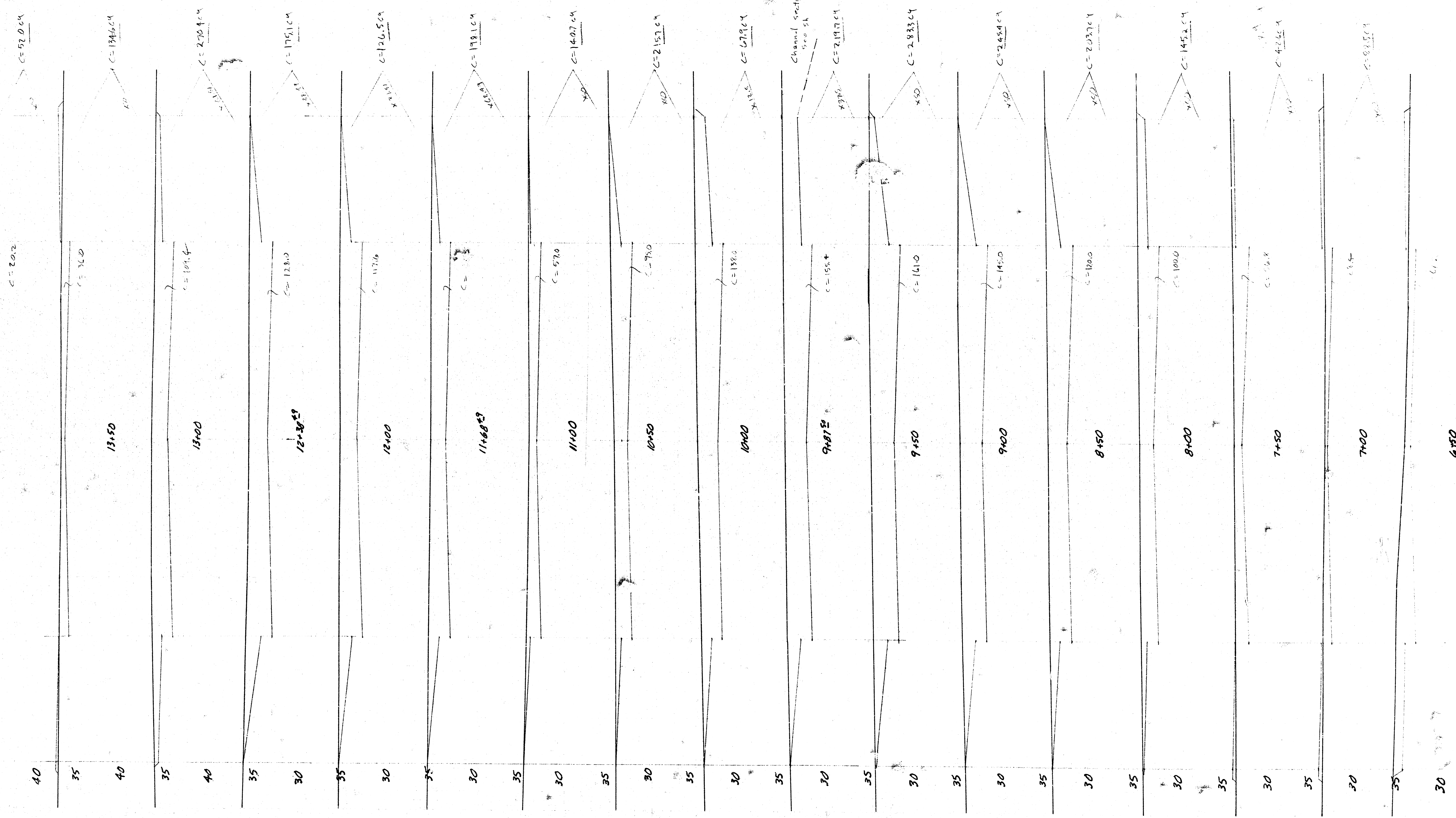


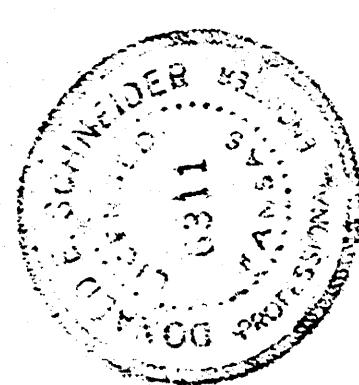
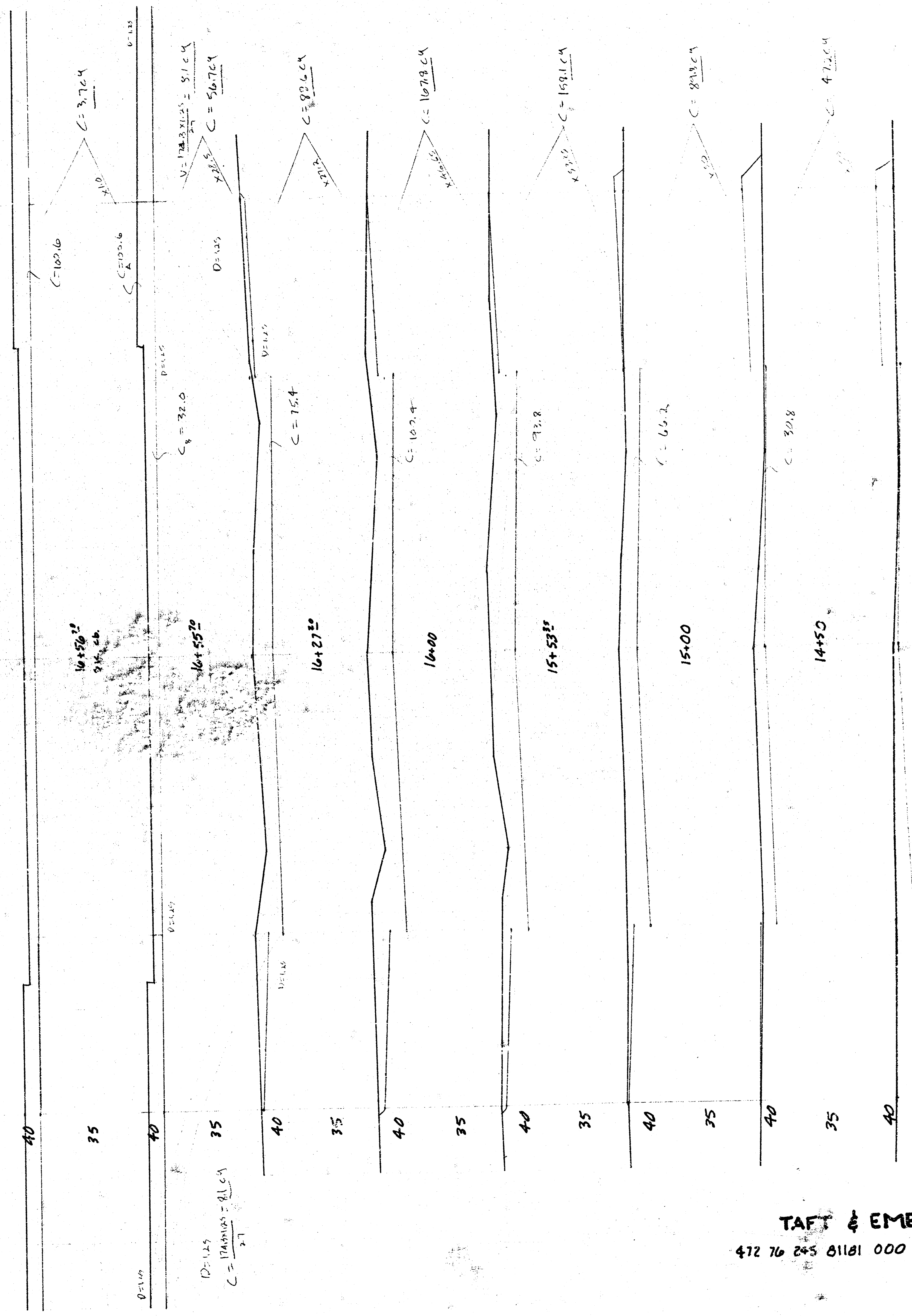
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Taft & Emerson
472 76 245 81181 000 000 001

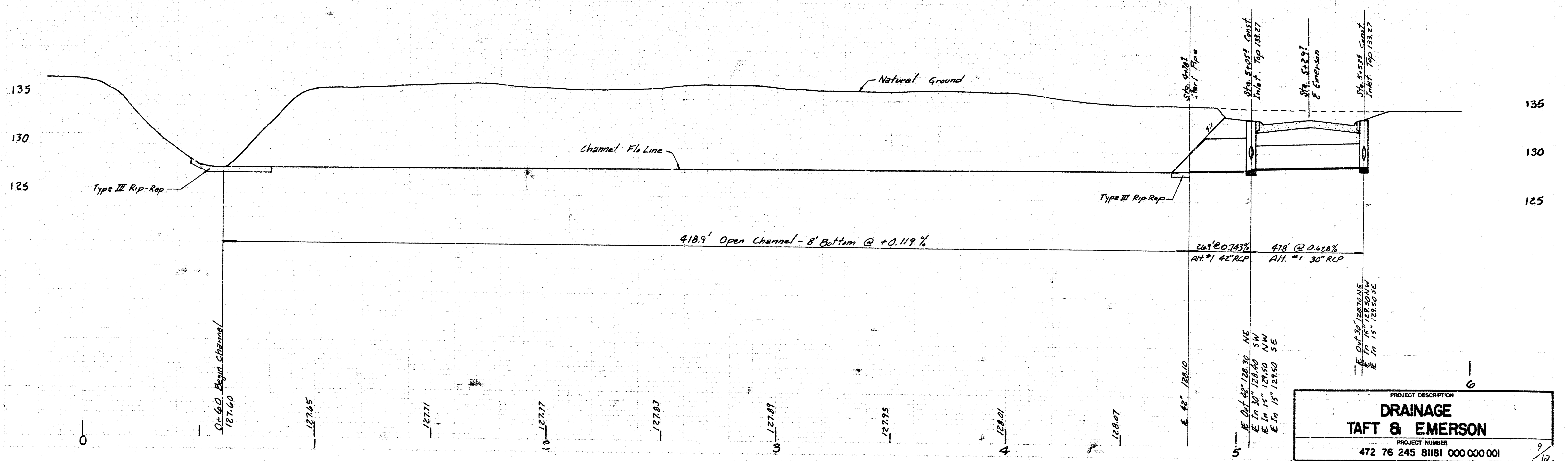
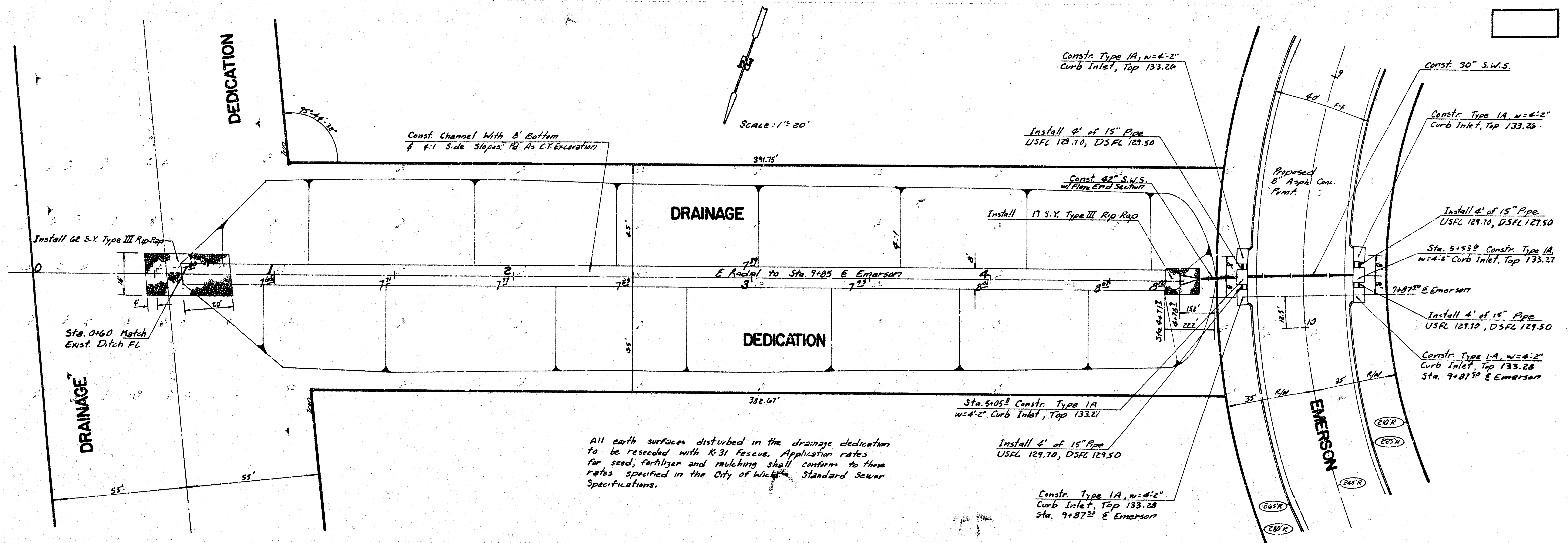
2/2

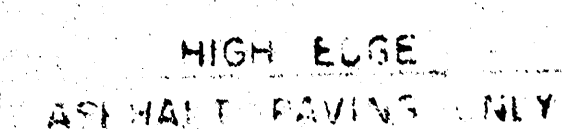




TAF & EMERSON
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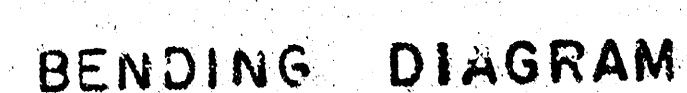
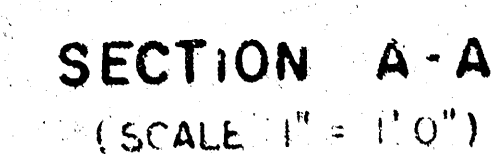
35 30 25 20 15 10 5 0 5 10 15 20 25 30 35
Total
C=100.4





STEEL SCHEDULE

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

* GROSS VOLUME

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

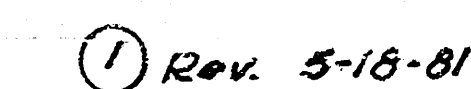


(SCALE 1" = 6")
WEIGHT = 180 LBS.



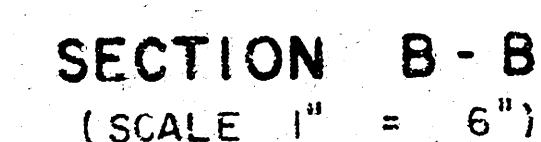
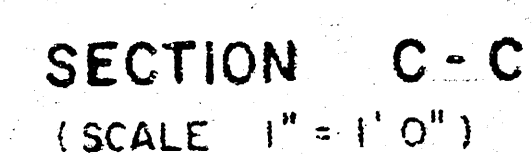
(ALTERNATE)

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



CITY OF WICHITA, KANSAS

JUNE, 1981



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"

