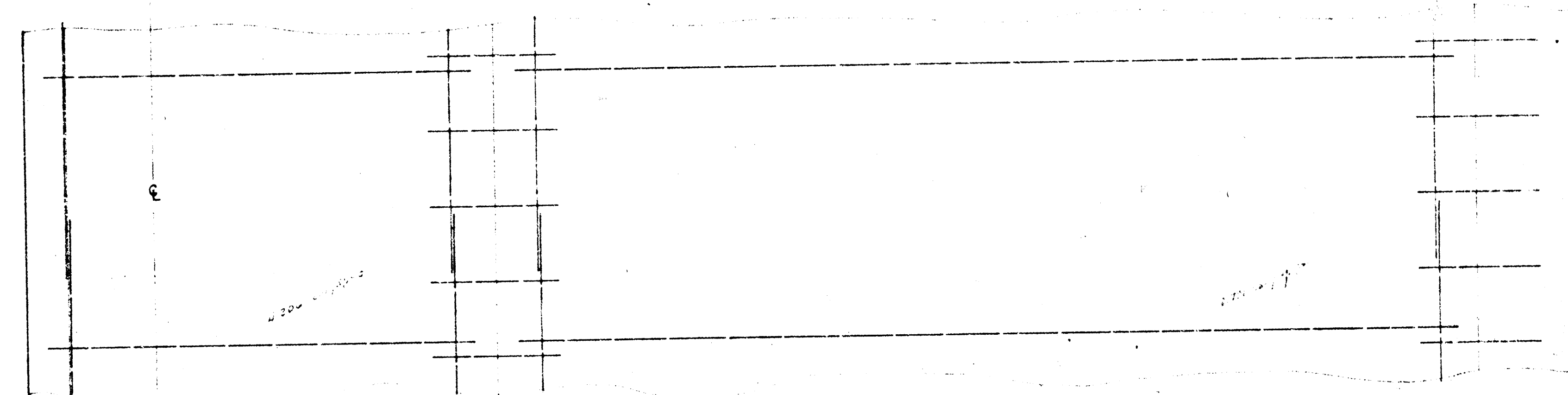
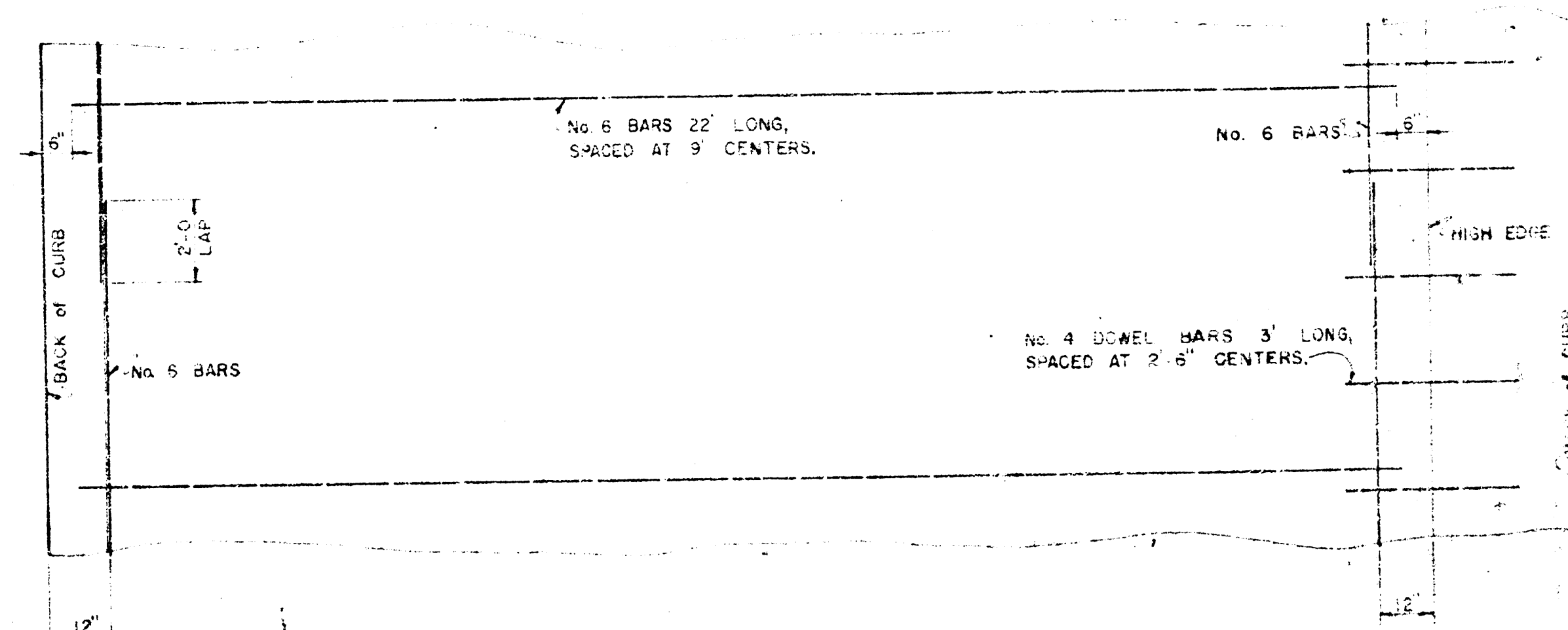
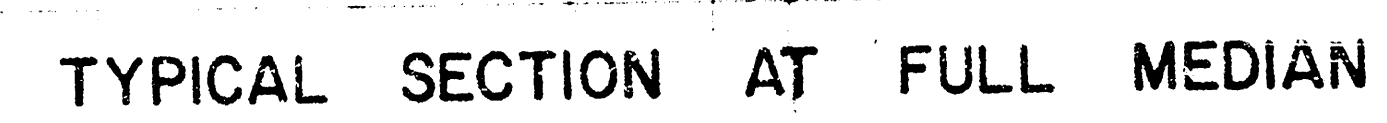


PROJECT No.DAKM 570014



STEEL PATTERN



STEEL PATTERN

Base line is back of median curb.
3.95984 min./ft.

Station	Point	Alignment	Deflection	Chord Arc
38+07.65	P.C.C.	$\Delta = 11^\circ 50'$	$5^\circ 25'$	7.57' 7.57'
38+00		$R = 434.08$	$5^\circ 24' 43''$	24.71' 24.71'
38+75		$L = 83.65$	$3^\circ 45' 43''$	24.71' 24.71'
38+50		$T = 45'$	$2^\circ 00' 43''$	31.63' 31.63'
38+78	P.C.C.			

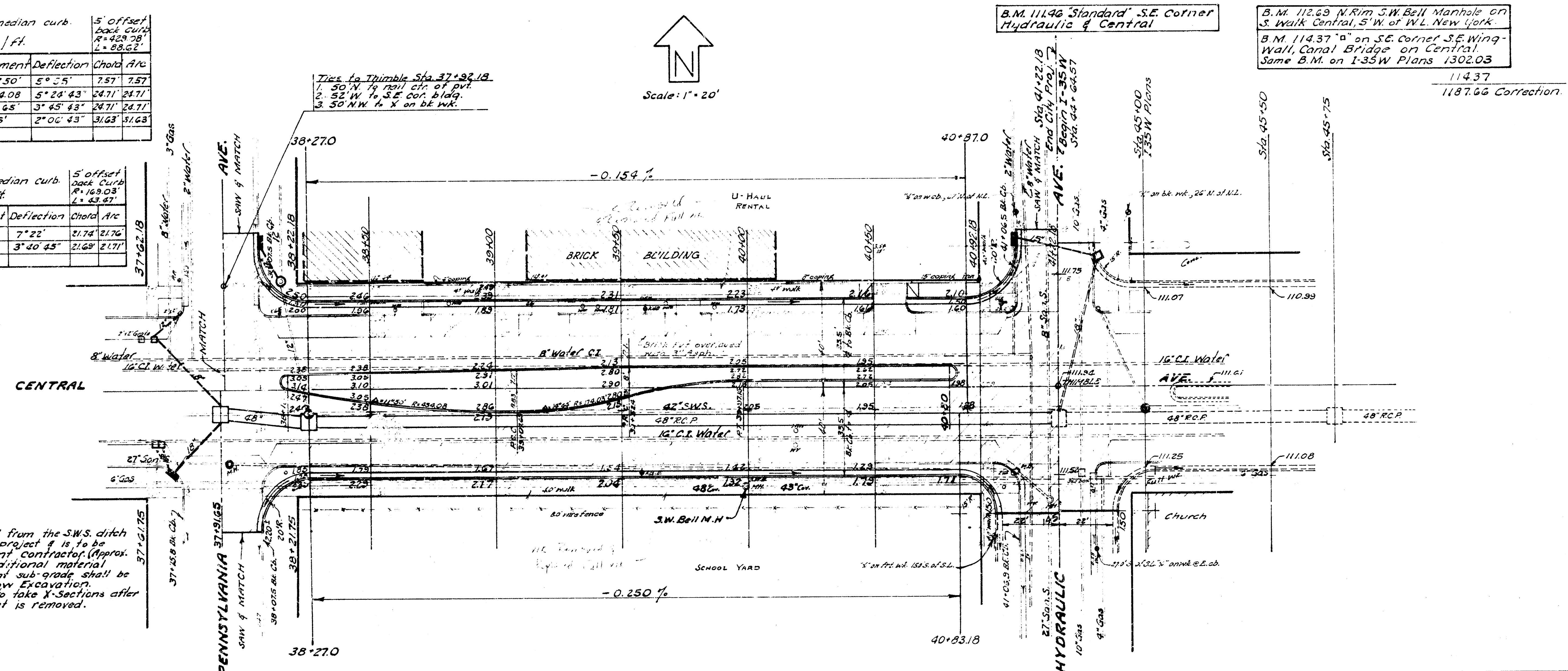
Base line is back of median curb.
3.87703 min./ft.

Station	Point	Alignment	Deflection	Chord Arc
38+52.4	P.R.C.	$\Delta = 14^\circ 44'$	$7^\circ 22'$	21.74' 21.74'
38+30		$R = 174.03$	$3^\circ 40' 45''$	21.69' 21.71'
38+07.65	P.C.C.	$L = 44.75$		
		$T = 22.5'$		

NOTE:
The excavated material from the S.W.S. ditch shall remain on the project & is to be used by the pavement contractor (approx. 500 Cu.Yds.) Any additional material required for pavement sub-grade shall be paid as Cu.Yds. Borrow Excavation. The Field Engineer to take X-Sections after the existing pavement is removed.

EXCAVATION	COMP. FILL	BORROW EXC.
134 Cu.Yds.	510 Cu.Yds.	100 Cu.Yds.
+10 Y.	13 "	10 "
Totals	147 Cu.Yds.	561 Cu.Yds.

2750 Sq.Yds. Lime Treated Sub-grade.

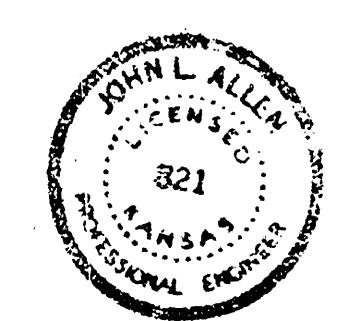


B.M. 11146 'Standard' S.E. Corner Hydraulic & Central

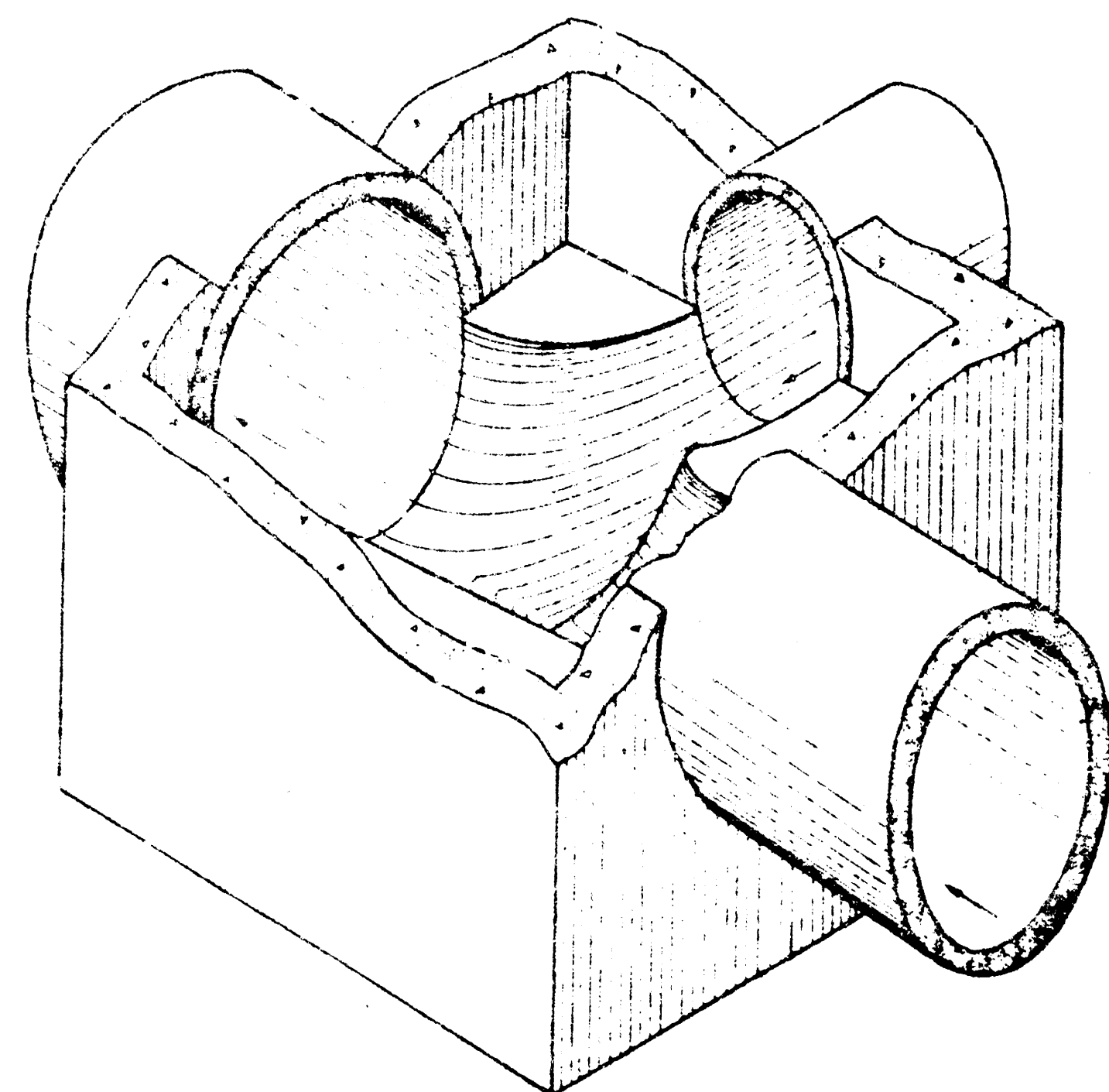
B.M. 11269 N. Rim S.W. Bell Manhole on S. Walk Central, S.W. of W.L. New York.
B.M. 11437 "0" on S.E. Corner S.E. Wing-Wall, Canal Bridge on Central.
Same B.M. on 1-35W Plans 1302.03

114.37
1187.66 Correction

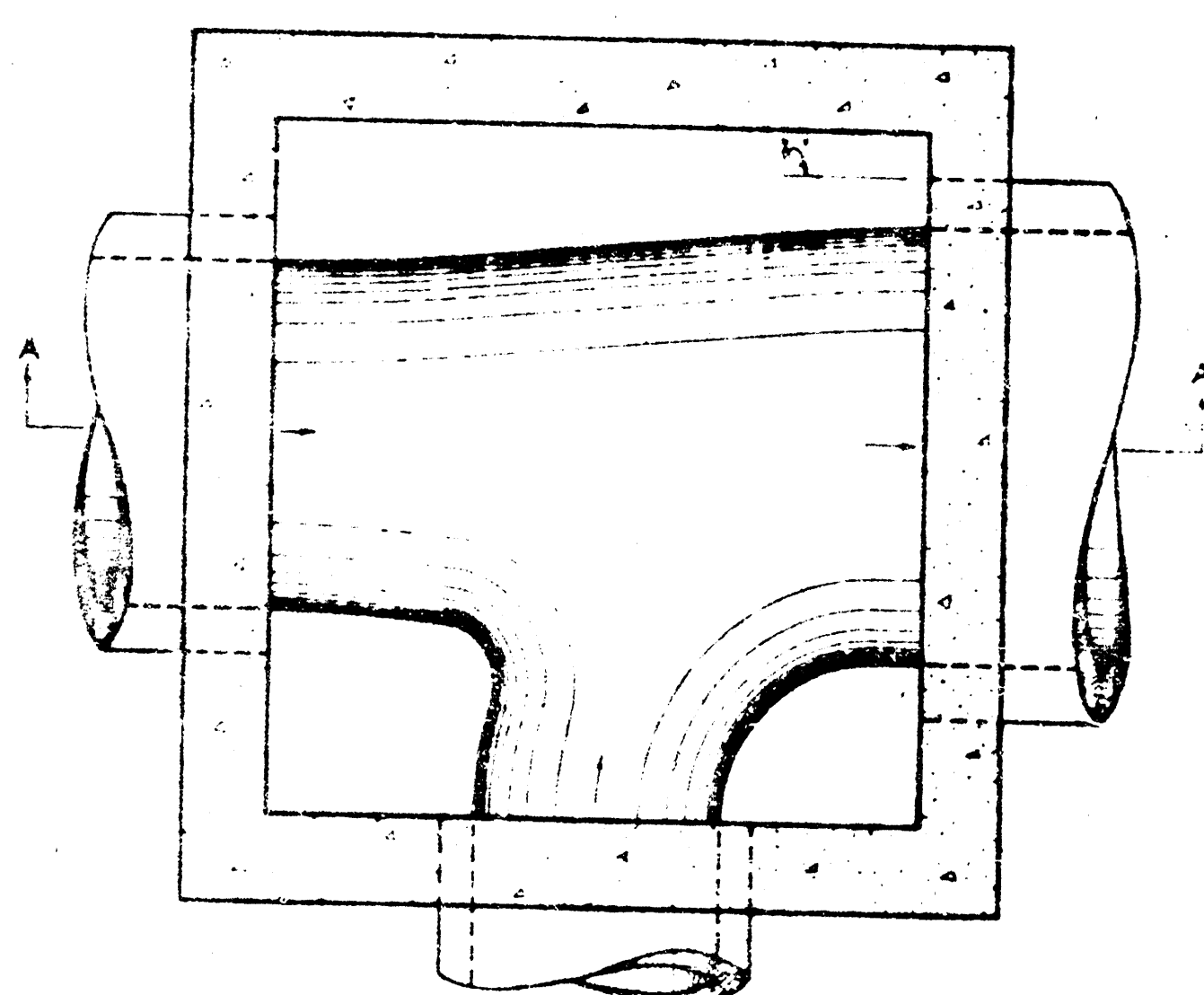
**CENTRAL AVE.
& PENNSYLVANIA AVE.
TO & HYDRAULIC AVE.**
ASPHALTIC CONCRETE
PAVEMENT ON MEDIAL
R.V. LINN CITY ENGINEER
CITY OF WICHITA KANSAS
Date: Sept. 1971
Project No. DAKM 570014



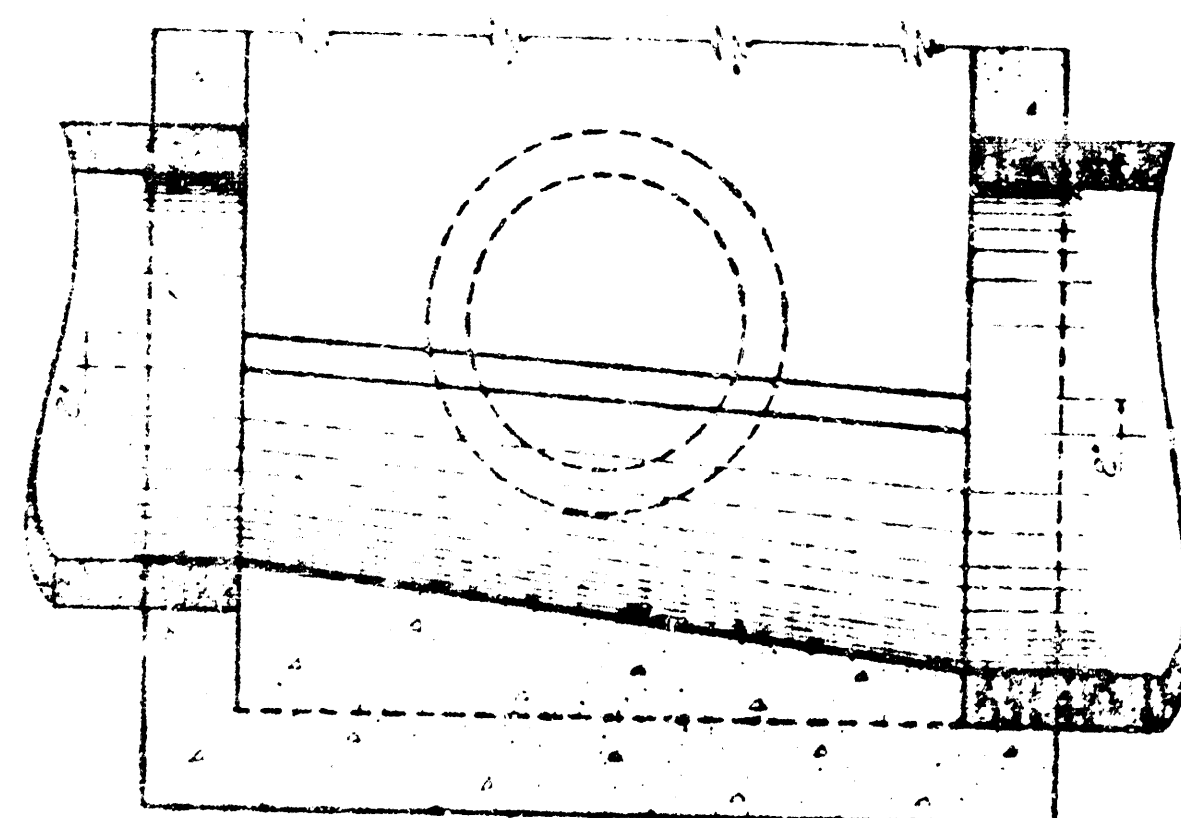
Revised 3-21-72



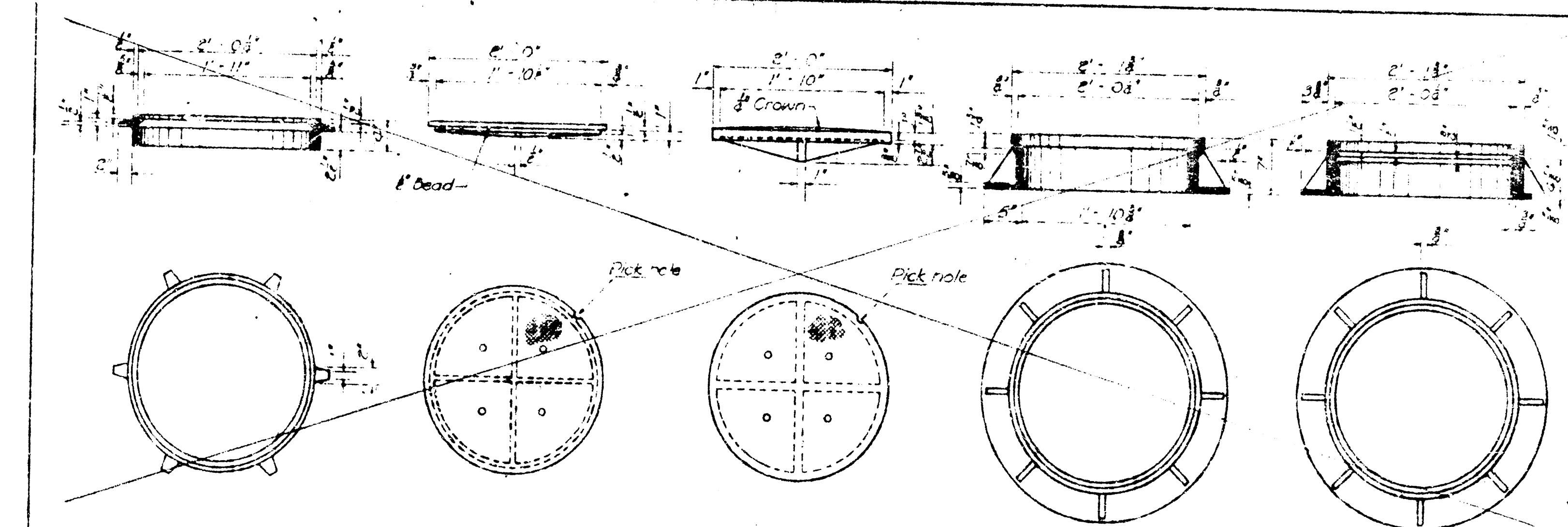
SECTIONAL VIEW (EXAMPLE IV)
Showing Floor Shaping



FLOOR PLAN (EXAMPLE IV)

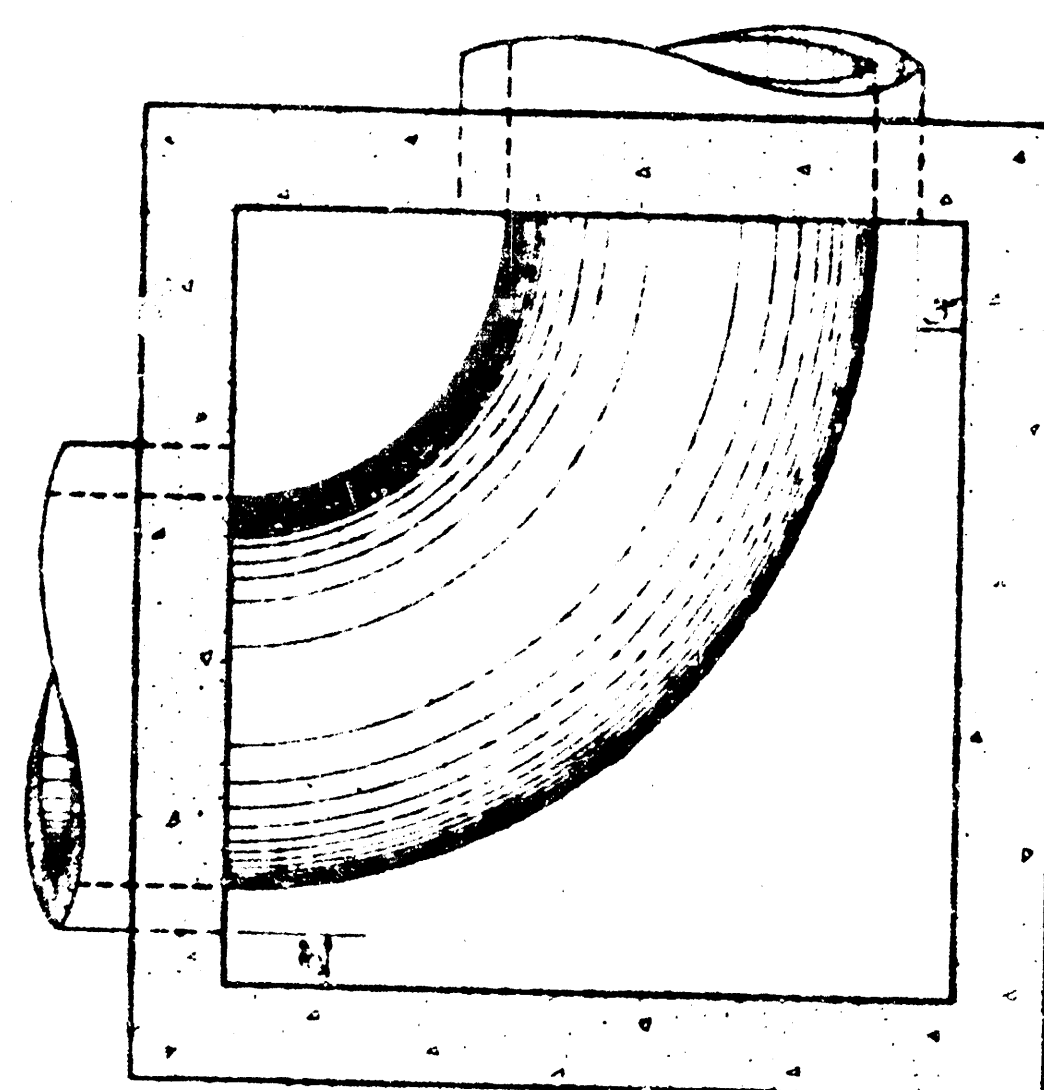


SECTION A-A (EXAMPLE IV)

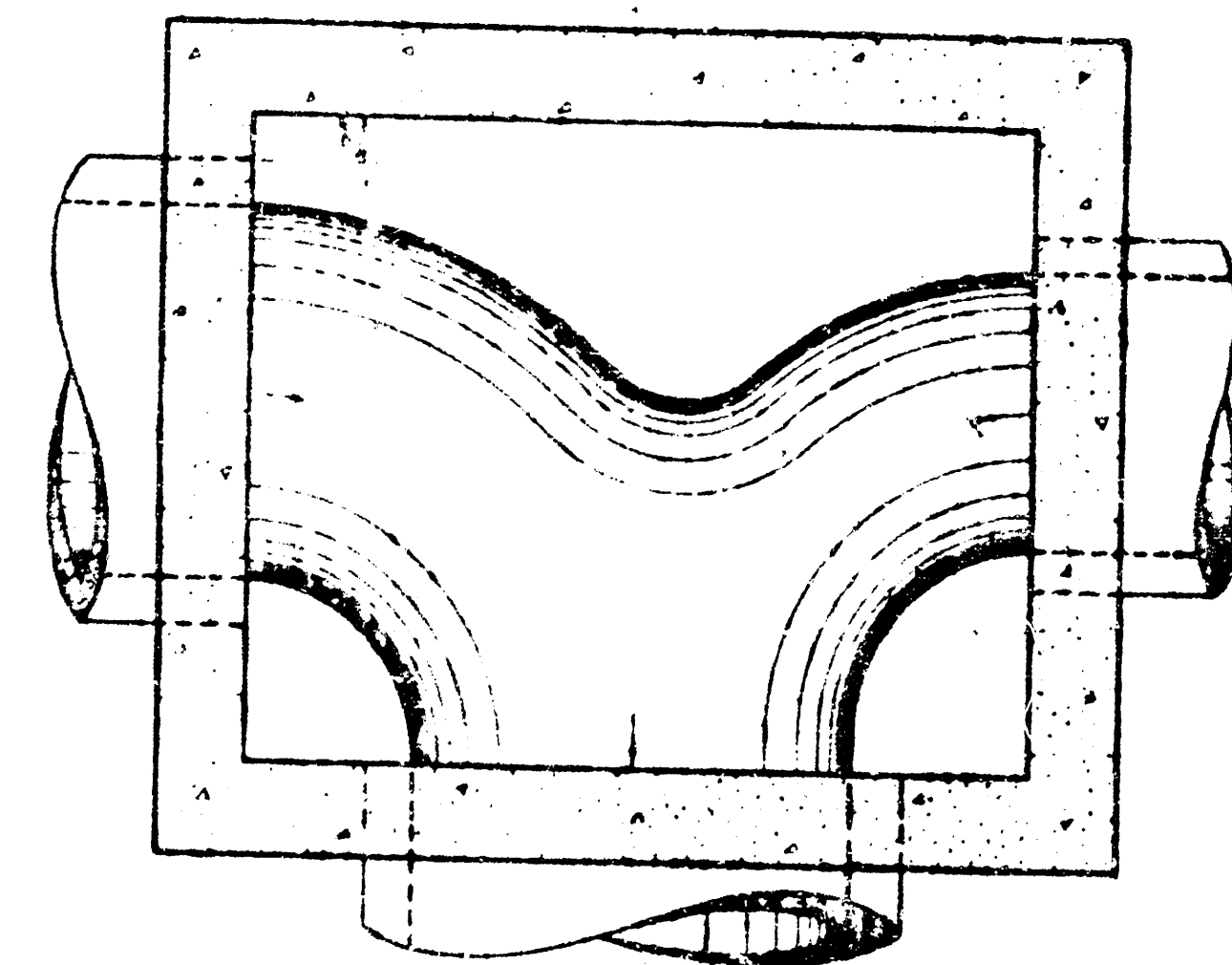


USE CITY OF WICHITA STANDARD CASTINGS

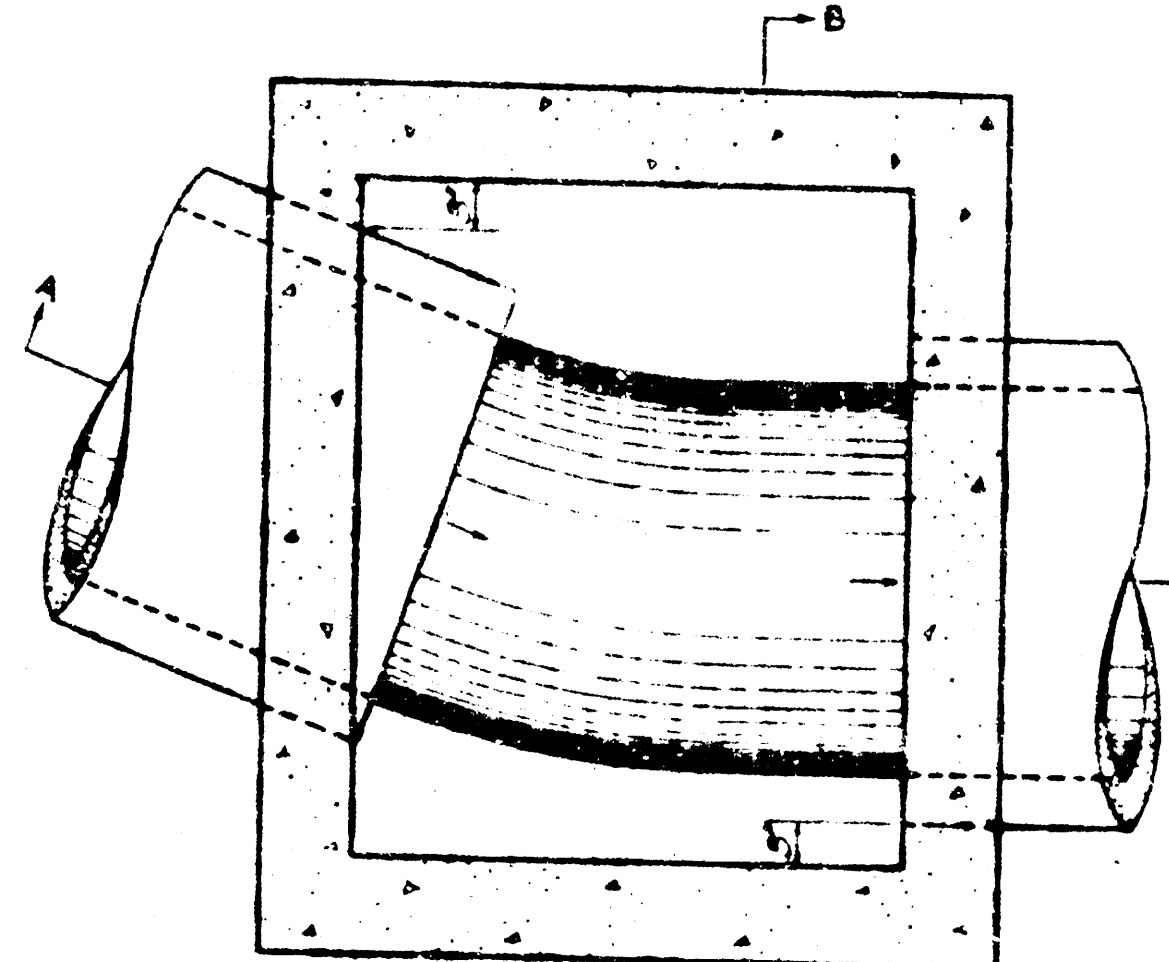
TYPICAL EXAMPLES OF VARIOUS PIPE COMBINATIONS
Showing method of shaping floor of manholes to
provide increased hydraulic efficiency.
Reinforcing steel follows the "PLAN" and "SECTION".



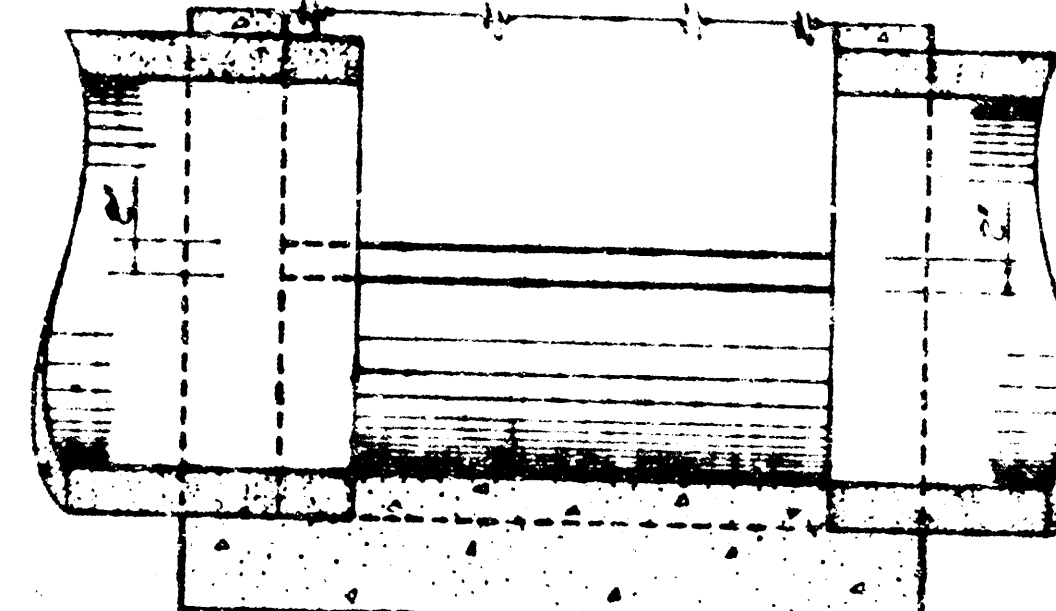
FLOOR PLAN (EXAMPLE II)



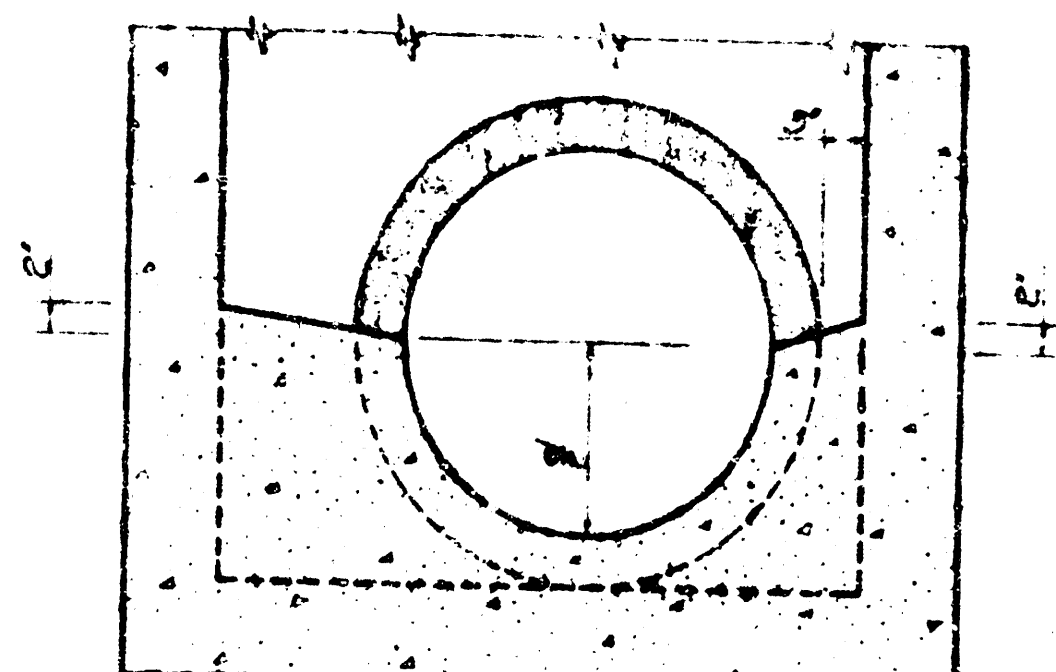
FLOOR PLAN (EXAMPLE III)



FLOOR PLAN (EXAMPLE I)

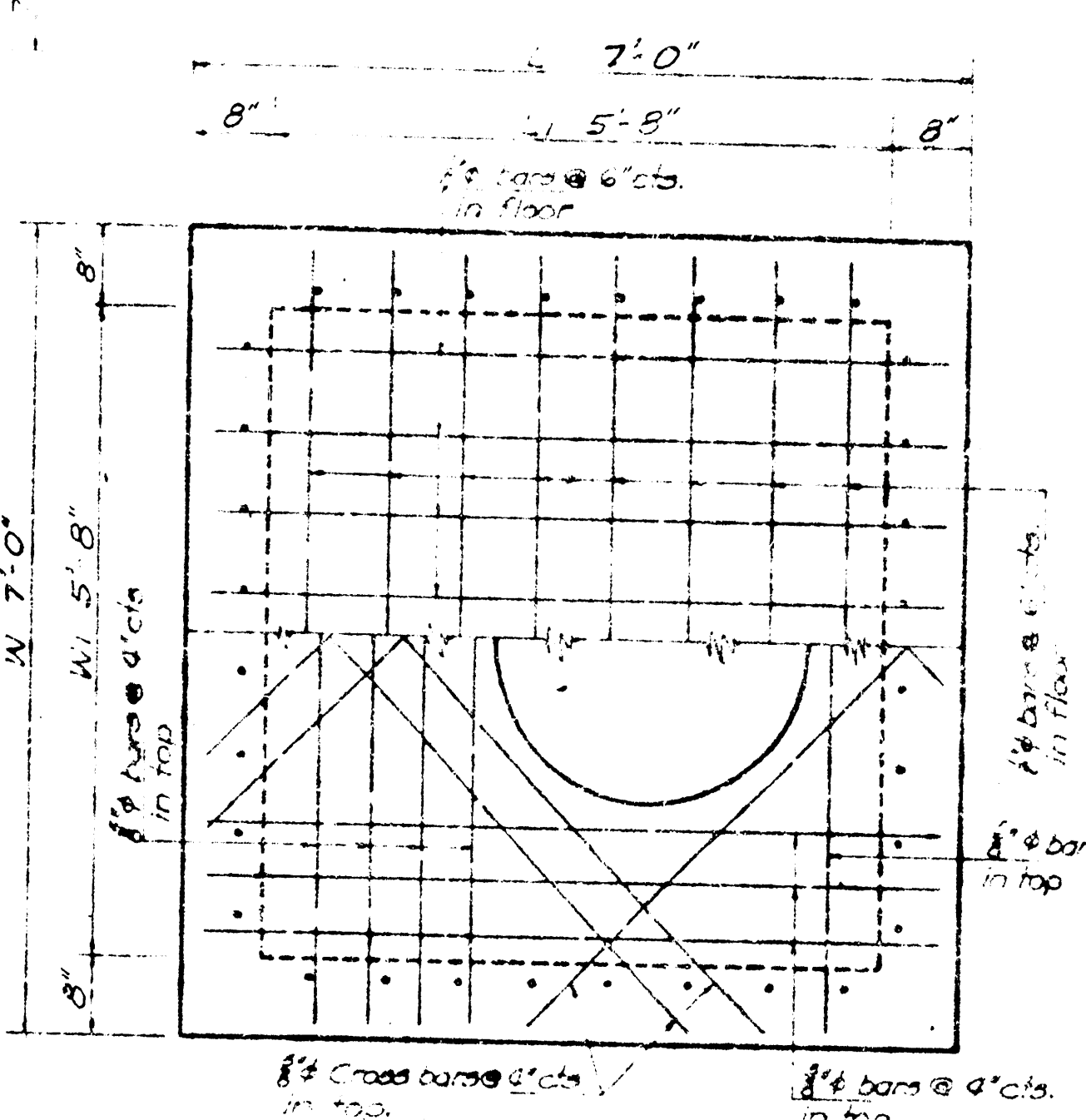


SECTION A-A (EXAMPLE I)

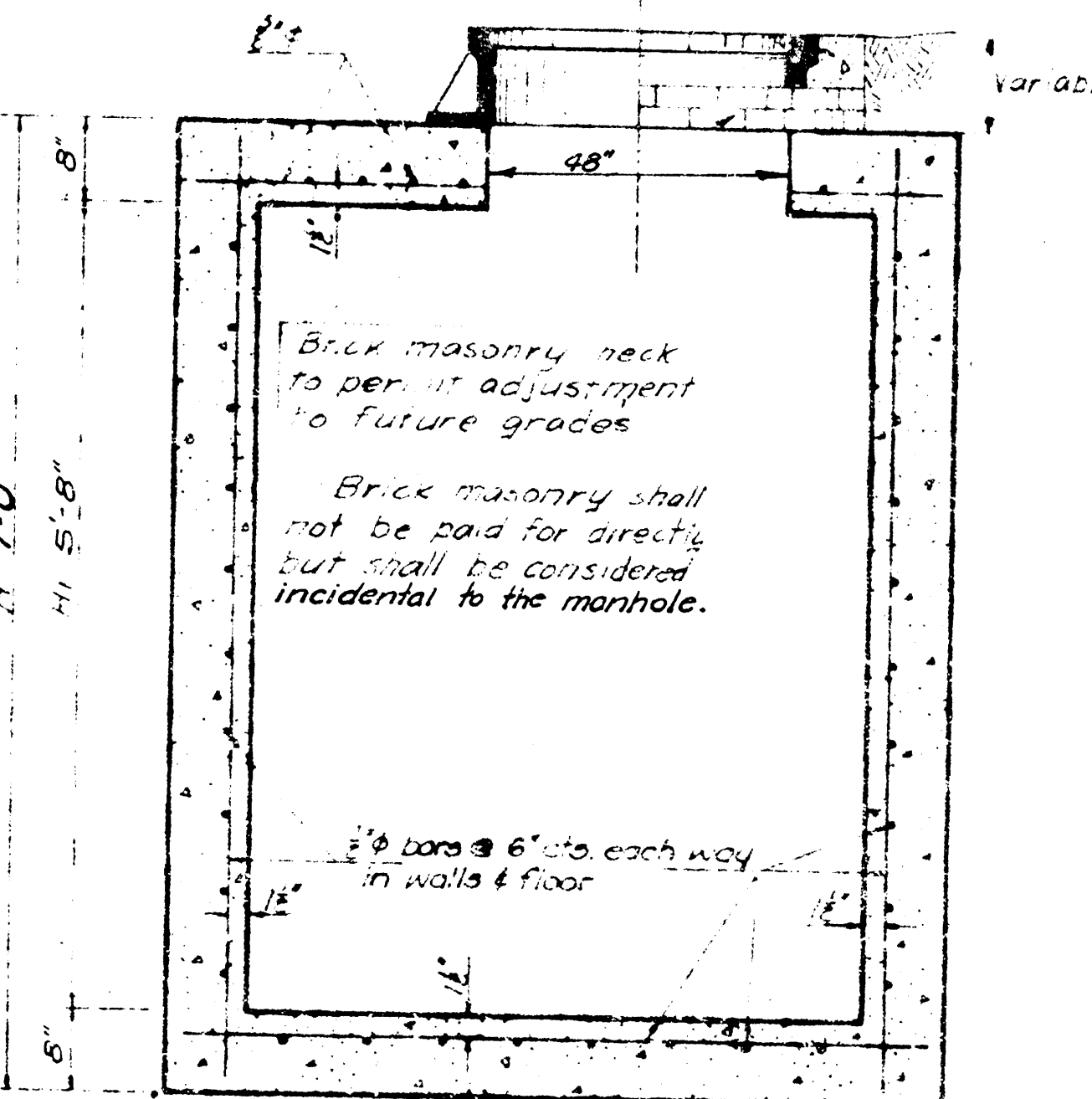


SECTION B-B (EXAMPLE I)

NOTE
6-Sack Port Mix shall be
used for all concrete. Reinforcing
steel shall be placed with a 1/2" air-
angular moulding.
In general, pipes shall
enter and leave the manhole
at various positions. Where
possible, bend bars around
pipes.
Floor of manhole to be
shaped as shown in various
"EXAMPLES" with unreinforced
concrete.
Manhole opening and
steps, where used, shall
be placed to afford easy
access to top of shaped
inert. Top reinforcing bars
to be adjusted accordingly.
No deductions in concrete
quantities shall be made
for pipe openings.
No additions in concrete
quantities shall be made
for shaping floor of
manholes.



PLAN
(Showing top & floor Reinforcing)



SECTION
(Exclusive of floor shaping)

REINFORCED CONCRETE MANHOLE

DRAINAGE IN CONNECTION WITH PAVING
CENTRAL AVE. FROM E. PENNSYLVANIA
TO E. HYDRAULIC

Project No. DAKD 570014

2/2

