

BASE LINE:
Sta. 0+85.1 to Sta. 0+87.1 TO Sta. 1+00, Base Line is on a tangent to & @ Sta. 1+00, RT.
Sta. 1+00, PT, to Sta. 2+46.06, PC, Base Line is on t.
Sta. 2+46.06, PC, to Sta. 4+15.04 Base Line is on an arc 25.0' Rt. of t.
Sta. 4+15.04 to Sta. 5+42.5 Base Line is 25' Rt. of t.

Scale: $1'' = 20'$

Install 37 L.F. 15" Pipe
between Inlets. Pipe to
be R.C.P.

Constr. Special Inlet
See detail, sht #2
Top elev. = 108.31

4: Berm same elevation as curb
than slope @ 4:1 max.

$\Delta = 20^\circ 23' R$; $R = 475'$; $T = 85.44'$; $L/100.98'$; $LC/100.18'$

CURVE DATA BASED ON RAD. 25.01 OF $\Delta = 10^\circ 11' 30''$

STA	ARC	CHORD LENGTH		DEFLECTION		TOTAL DEFLECTION	
		100 FT. CHORD	25.01 RAD	100 FT. CHORD	25.01 RAD	100 FT. CHORD	25.01 RAD
2446.06	—	—	—	0°00'00"	0°00'00"	0°00'00"	0°00'00"
2475	28.94'	26.01'	28.81'	1°52'44"	1°52'44"	1°52'44"	1°52'44"
3400	25.0'	22.47'	24.81'	1°30'28"	1°30'28"	3°15'12"	3°15'12"
3425	25.0'	22.47'	24.81'	1°30'28"	1°30'28"	4°45'40"	4°45'40"
3450	25.0'	22.47'	24.81'	1°30'28"	1°30'28"	6°16'08"	6°16'08"
3475	25.0'	22.47'	24.81'	1°30'28"	1°30'28"	7°46'36"	7°46'36"
3500	25.0'	22.47'	24.81'	1°30'28"	1°30'28"	9°17'04"	9°17'04"
3525	25.0'	22.47'	24.81'	1°30'28"	1°30'28"	10°47'32"	10°47'32"
3550.00	15.04'	13.32'	14.98'	0°54'30"	0°54'30"	10°11'30"	10°11'30"

Exist. Type I Inlet. ~ Adjust
Inlet and replace pipe as required
to enter new Type I Inlet. Pipe
replacement incidental to inlet
construction.

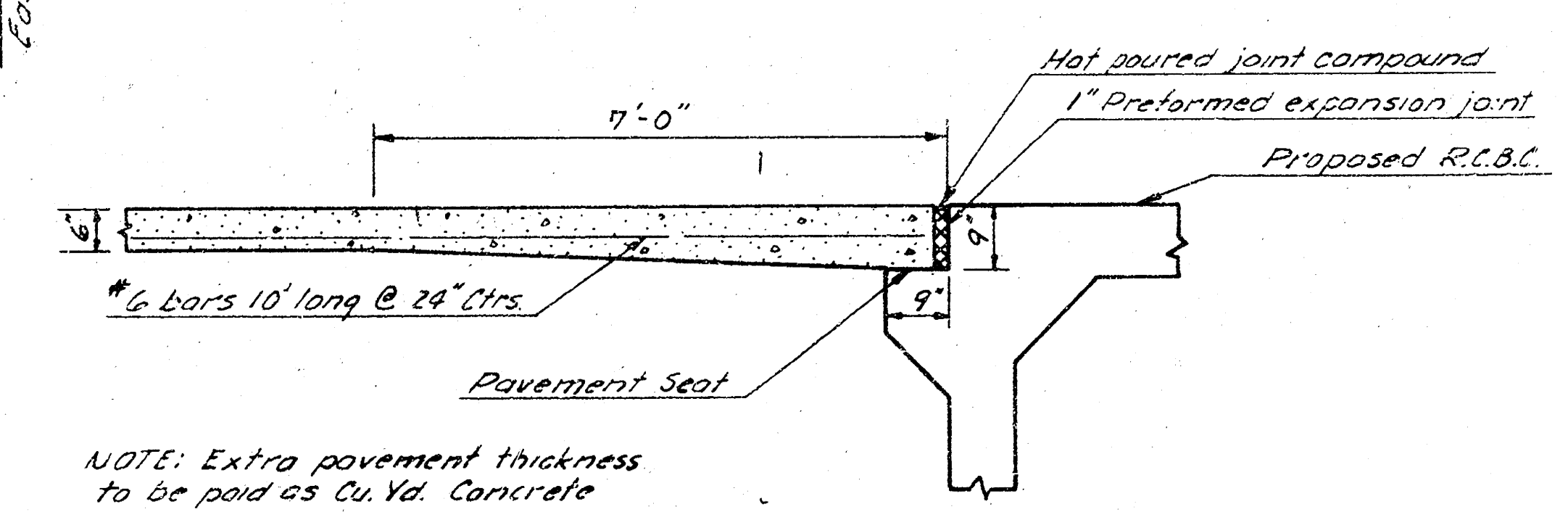
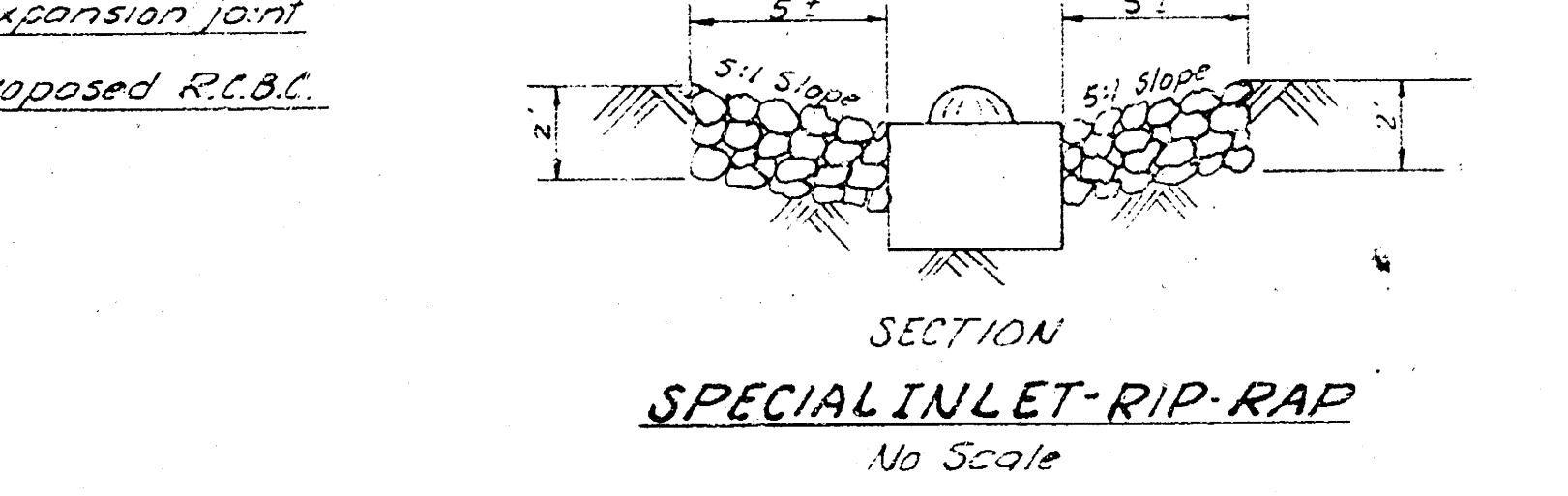
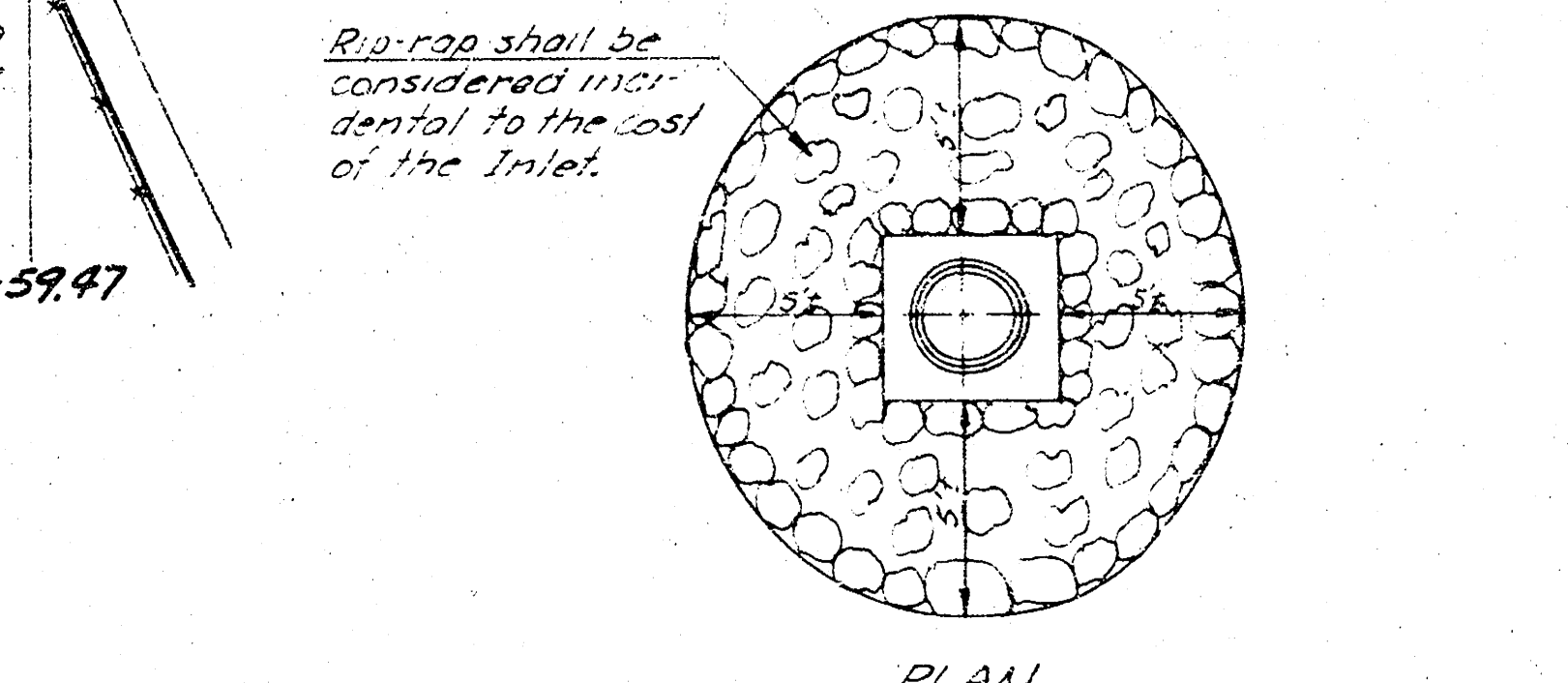
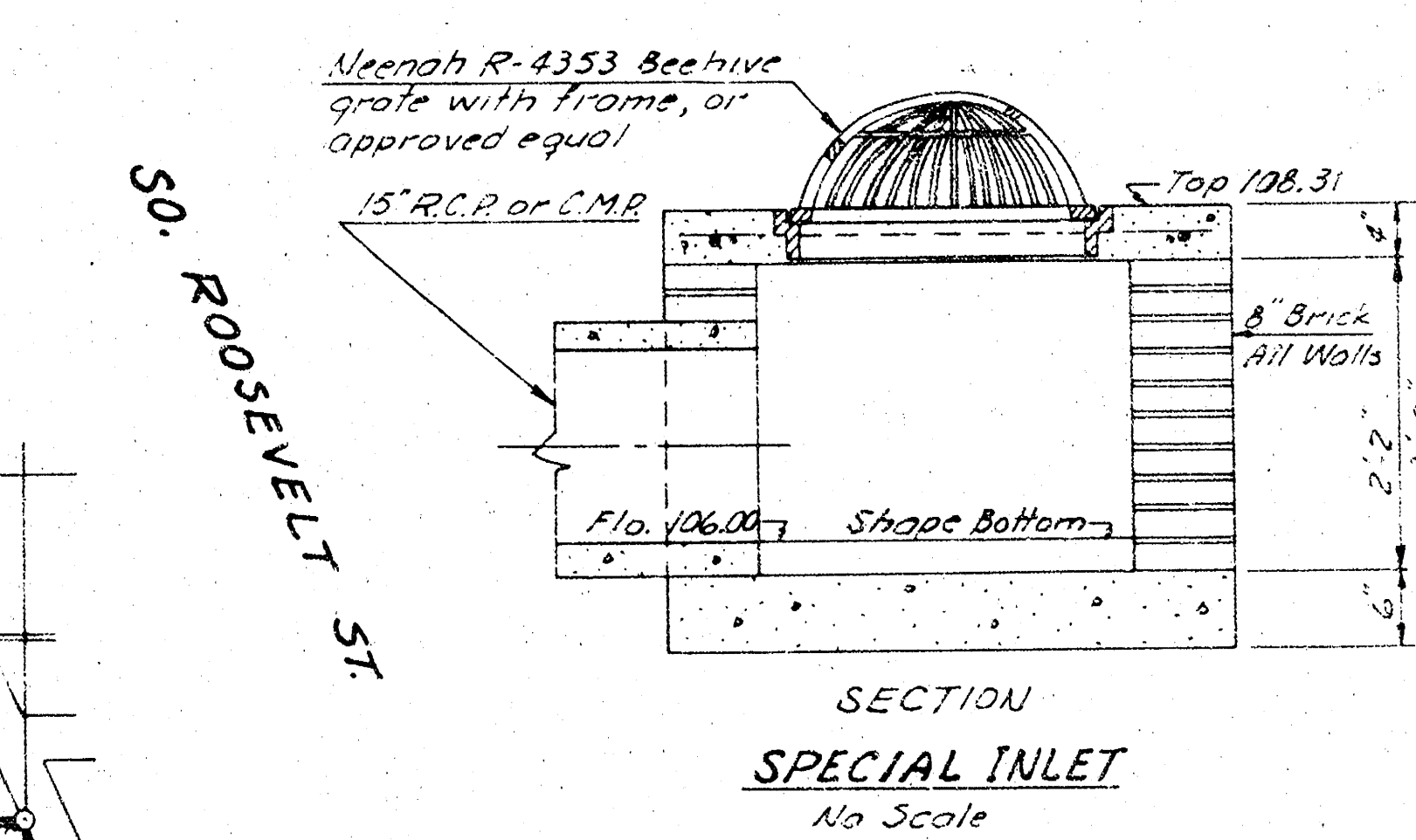
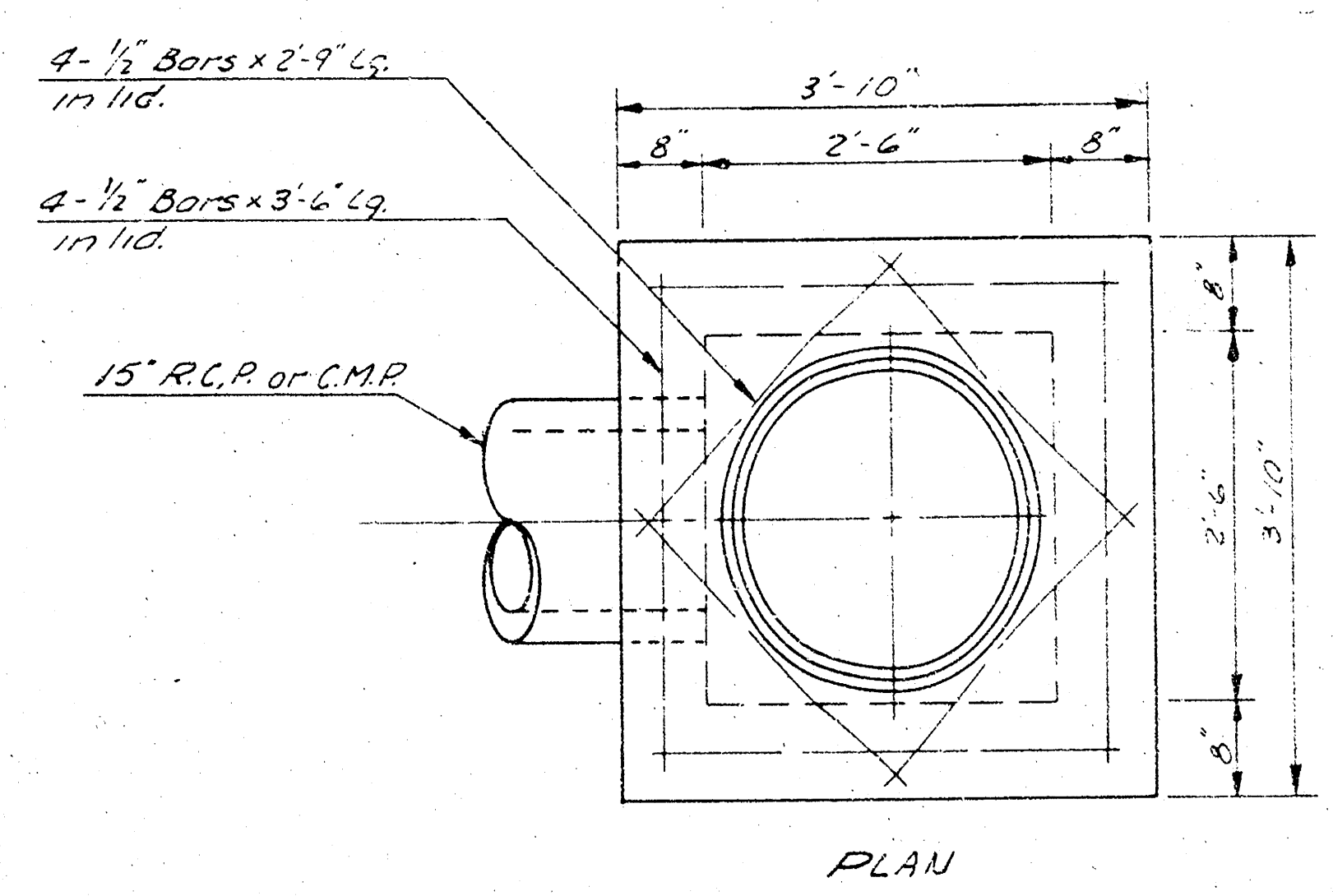
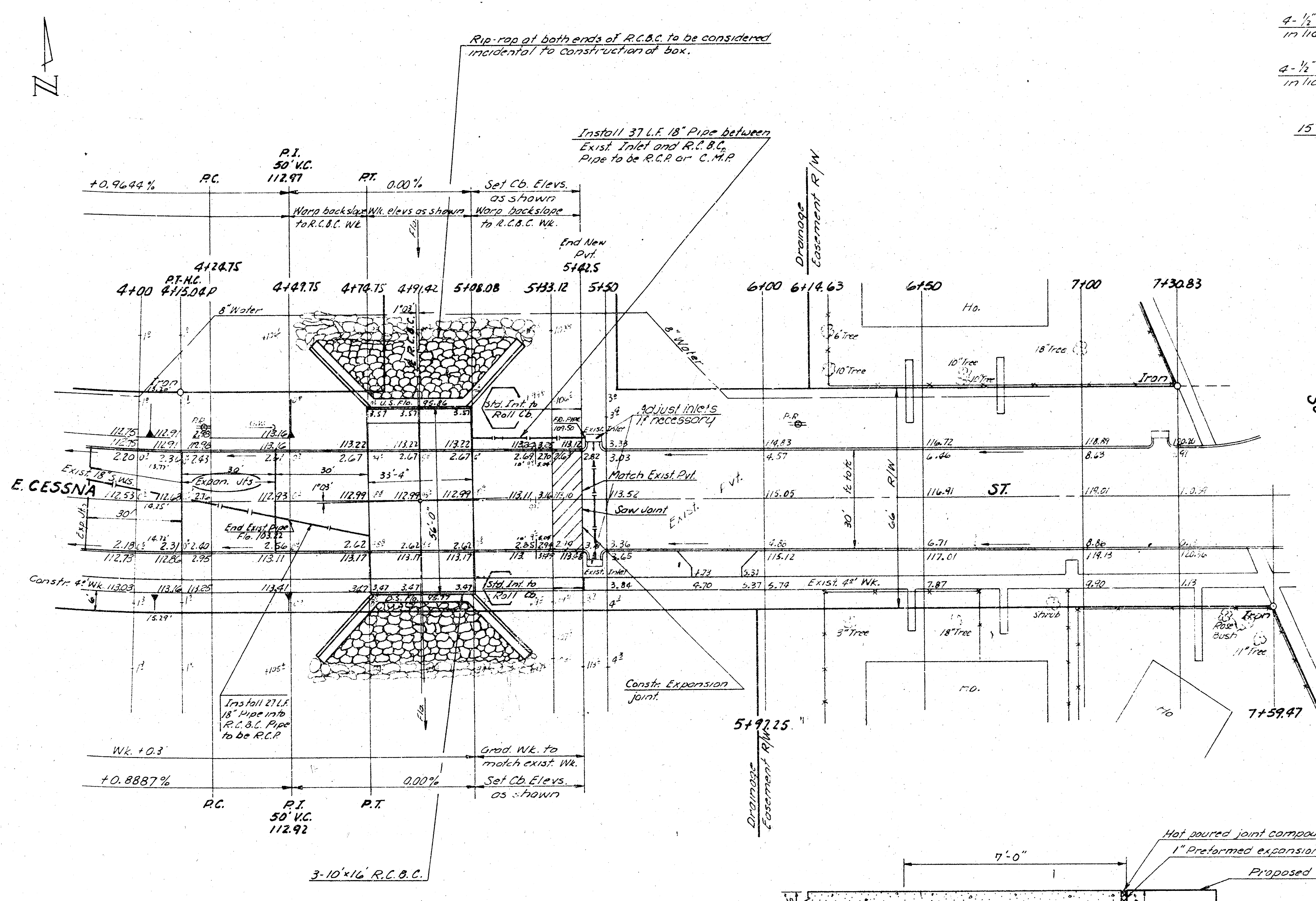
NOTE: Integral curb on this project
to be Full type except on R.R. cut,
~~where shall be integral curb~~
~~formation curb shall be used on~~
~~retained cuts and the integral~~
~~curb on the cut to be considered~~
~~integral to the construction.~~

NOTE: Pvt. R/W and area of fill & excavation around R.C.B.C. shall be seeded, fertilized, and prairie hay mulched in accordance with City of Wichita Sanitary & Storm Sewer Specifications.

<u>TOTAL EARTHWORK</u>	
<u>Excavation</u>	<u>Compacted Fill</u>
31.2 C.Y.	712.7 C.Y.
+ 10 % <u>3.1</u>	+ 10 % <u>71.3</u>
Total 34.3 C.Y.	Total 784.0 C.Y.

Total Manipulation = 1519 S.Y.

E. CESSNA ST. § 3-10'X16' R.C.B.C.
FROM 20' W. OF E.L. LOT 16,
BLOCK 4, PLANEVIEW SUBDIVISION
No.1 TO W.L. LOT 2, BLOCK G,
PLANEVIEW SUBDIVISION No.1,
OVER DRY CREEK
30' CONC. PVT. & INTEGRAL CD.
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
DATE PROJ. No. DAKS 577020



NOTE: Rip-rap or equivalent protection shall be placed up to 3'-0\"/>

NOTE: Extra pavement thickness to be paid as Cu. Yd. Concrete

PAVEMENT DETAIL AT BRIDGE
No Scale

E. CESSNA ST.- OVER DRY CREEK
PROJ. NO. DAKS 577020

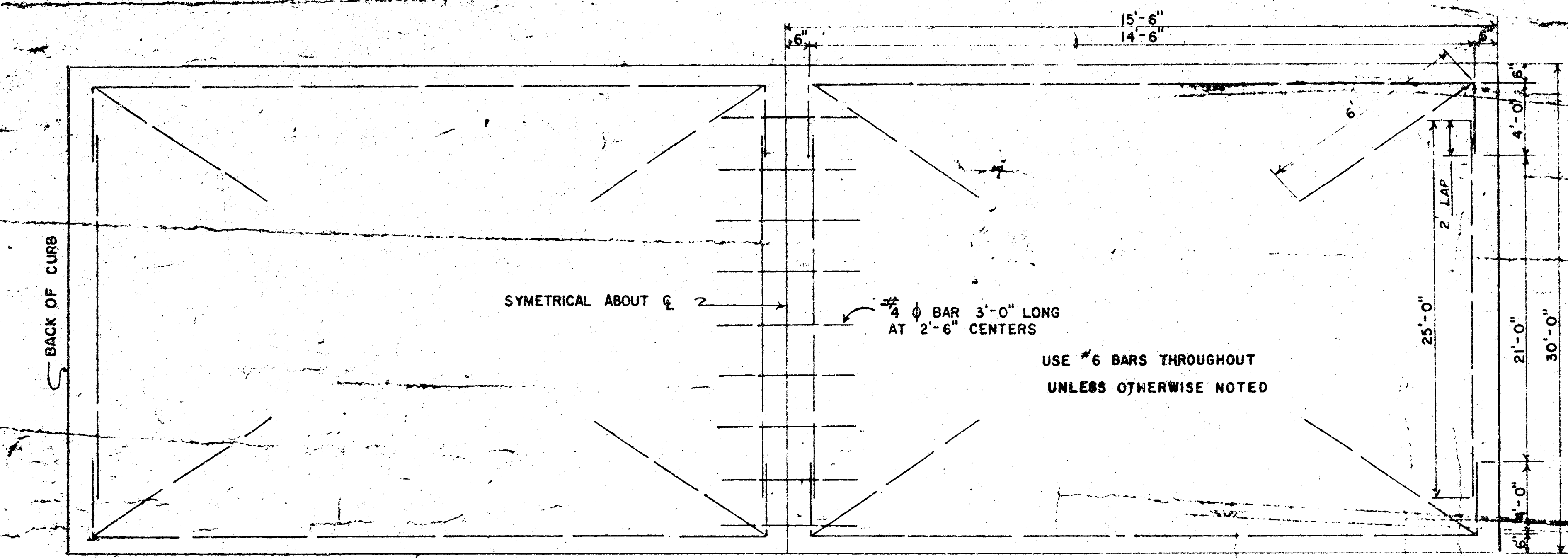
The image contains two cross-section diagrams of a 36-inch concrete sewer pipe, labeled 'TYPICAL SECTION WITH STANDARD CROWN' and 'TYPICAL SECTION WITH ALTERNATE CROWN'.

Left Diagram: TYPICAL SECTION WITH STANDARD CROWN

- Overall Width:** 36'-0"
- Subgrade:** 6" CONCRETE (6 SACK)
- Crown Profile:** PARABOLIC CURVE
- Dimensions (from left to right):**
 - 1'-6"
 - 1'-0"
 - 1'-0"
 - 1'-0"
 - 1'-0"
 - 1'-0"
 - 2'-0"
 - 2'-0"
 - 2'-0"
 - 2'-0"
- Key Jt.:** Indicated at the 2'-0" mark.
- Slope:** 3/8" IN 1'
- Other Dimensions:** 7'-6", 8'-0", 2'-9/16", 2'-5/16", 3'-11/16"

Right Diagram: TYPICAL SECTION WITH ALTERNATE CROWN

- Overall Width:** 36'-0"
- Subgrade:** 6" CONCRETE (6 SACK)
- Crown Profile:** ALTERNATE CROWN
- Dimensions (from left to right):**
 - 1'-0"
 - 2'-0"
 - 2'-0"
 - 2'-0"
 - 2'-0"
 - 2'-0"
 - 2'-0"
 - 2'-6"
- Key Jt.:** Indicated at the 2'-0" mark.
- Slope:** 0.0245 FT./FT.
- Other Dimensions:** 2'-0", 14'-6", 5/32", 3/4", 1'-11/32", 1'-3/16", 2'-2/32", 3'-2/32", 2'-9/16"



15'-6"

14'-6"

6"

6"

6"

6"

2'-0"

25'-0"

21'-0"

30'-0"

2' LAP

SYMMETRICAL ABOUT C

Ø BAR 3'-0" LONG
AT 2'-6" CENTERS

USE #6 BARS THROUGHOUT
UNLESS OTHERWISE NOTED

BACK OF CURB

Diagram of a Roll-Type section. The section has a total height of $9\frac{1}{2}''$ and a total width of $11\frac{1}{2}''$. The top flange has a thickness of $\frac{1}{2}''$ and a width of $12''$. The web has a thickness of $\frac{1}{2}''$ and a height of $10''$. The bottom flange has a thickness of $\frac{1}{2}''$ and a width of $10''$. The section is labeled "STANDARD SECTIONS" and "ROLL-TYPE". Callouts include "SEE NOTE No. 1" pointing to the top flange and "SEE NOTE No. 2" pointing to the bottom flange.

OF

10"

6"

1/2"

1 7/16" R

SEE NOTE No. 1

1/2"

1/2"

SEE NOTE No. 2

12-5/16"

Thick

5"

ALTERNATE ROLL-TYPE

CONTRACTION

SAW JOINT 3/8" WIDE BY 2-1/2" DEEP
FILLED WITH SPECIFIED JOINT SEALING COMPOUND

*TO BE USED AT 30' INTERVALS EXCEPT
WHERE AN EXPANSION JOINT IS USED*

EXPANSION

3/4" EXPANSION MATERIAL, UPPER 1/2" TO BE
FILLED WITH SPECIFIED JOINT SEALING COMPOUND

TO BE USED AT 120' INTERVALS

KEY

6'-0" LONG AT
CENTER STREET

1. CONTRACTION IN INTEGRAL APPROVED SHALL EXTEND PAVEMENT. HAVE A NA

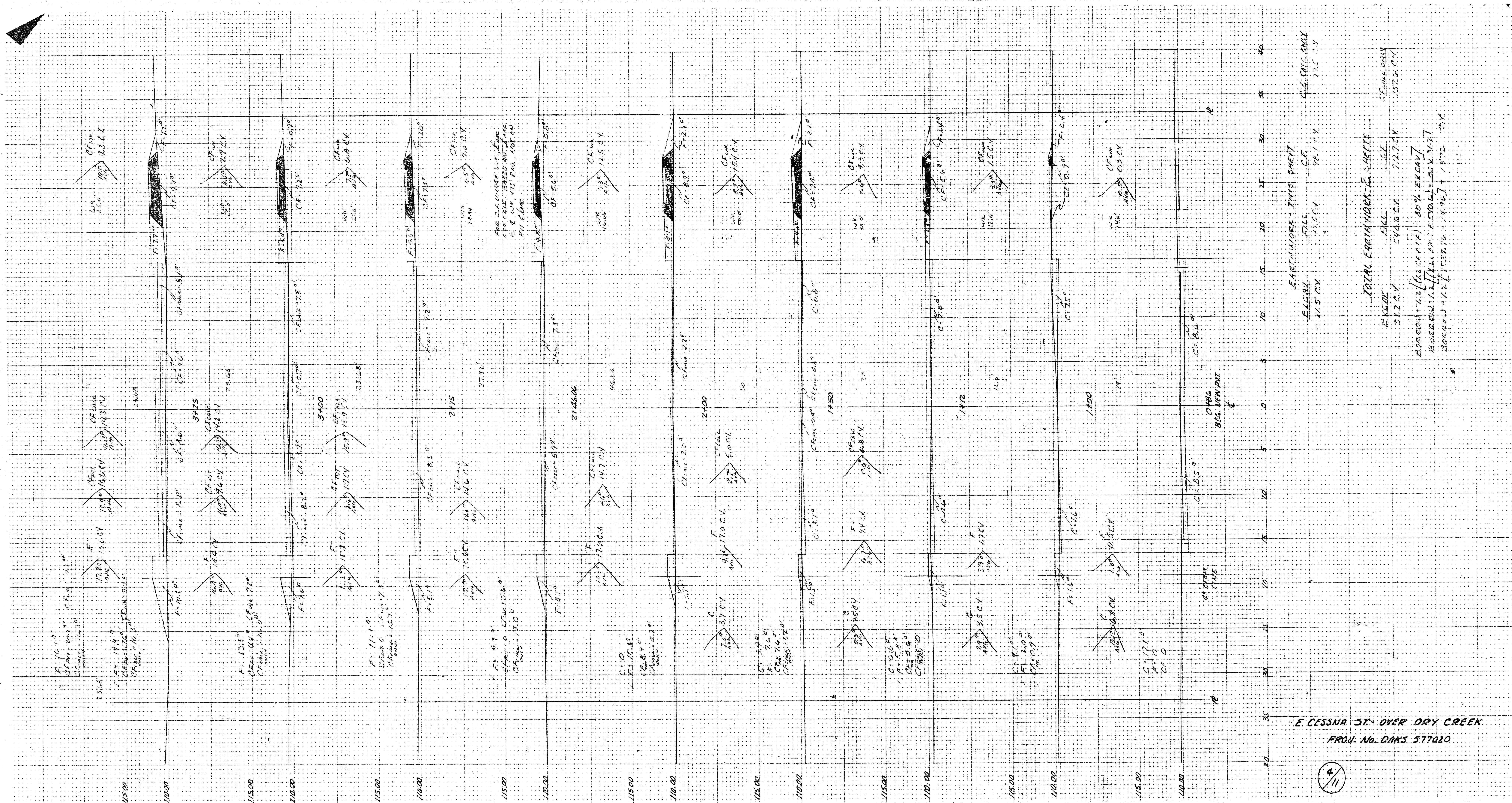
2. INTEGRAL PAVEMENT DOWEL BAR THESE DOWN THAN 1/2"

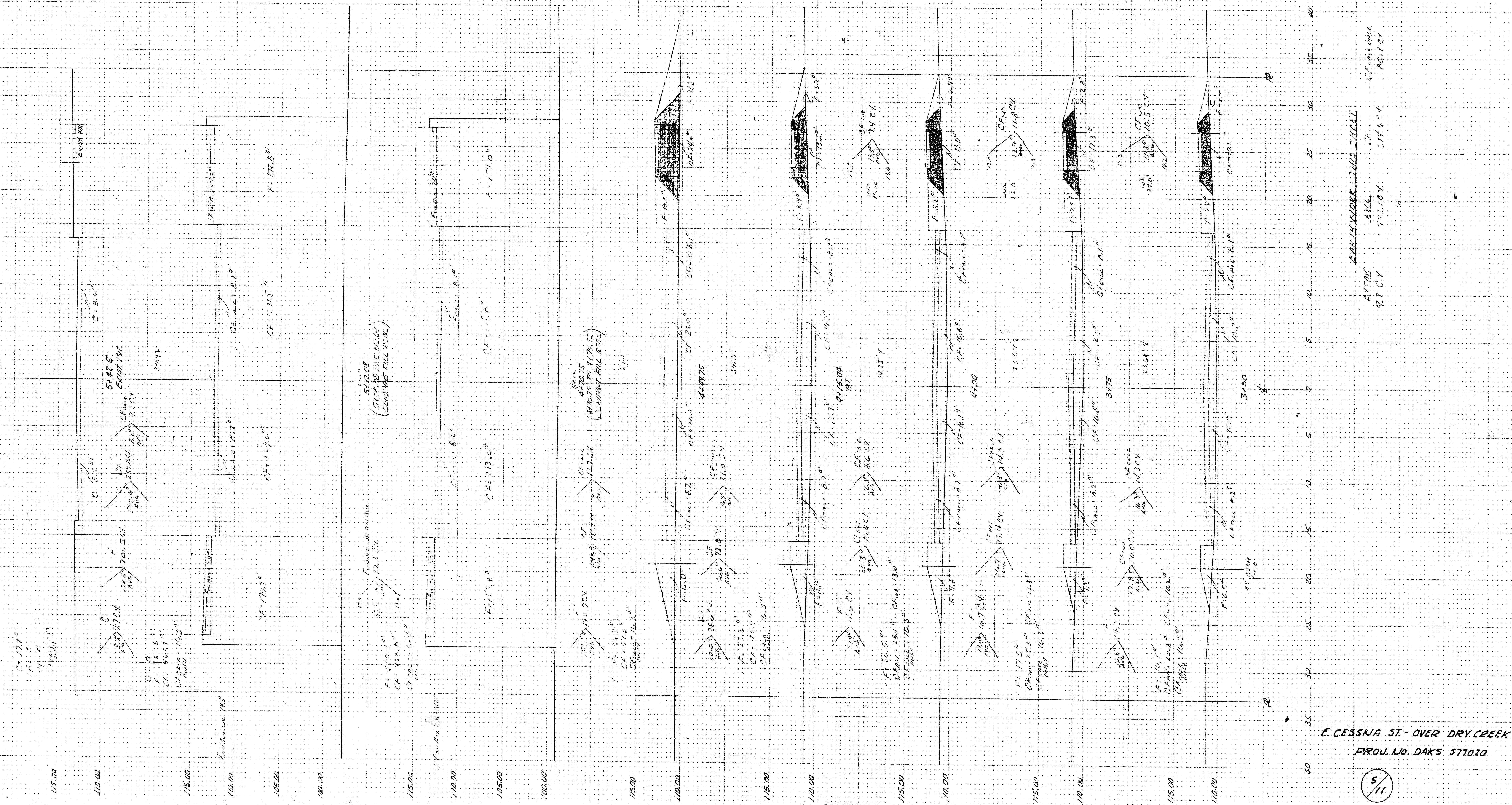
JOINT DETAILS

1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

2. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2'-6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.

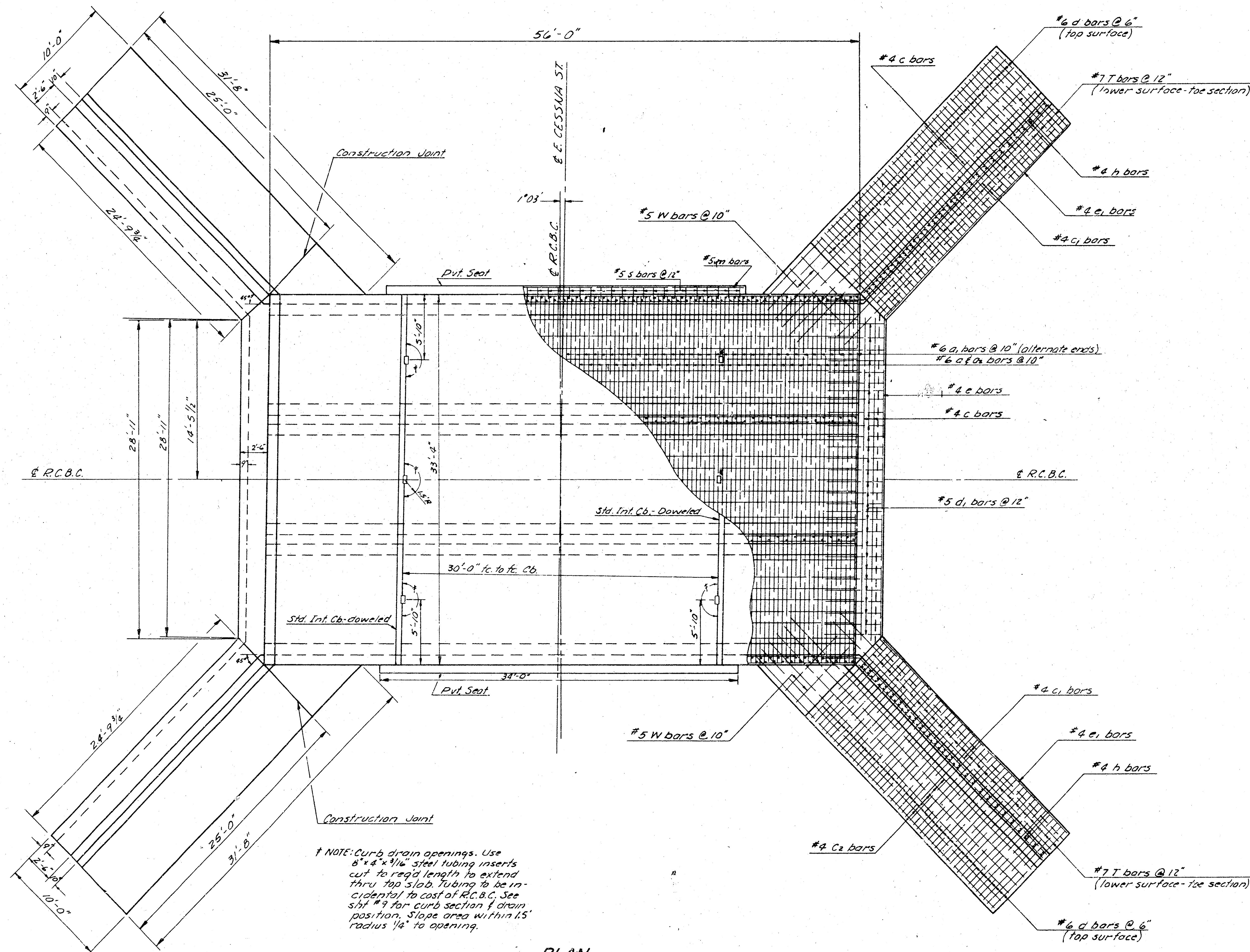






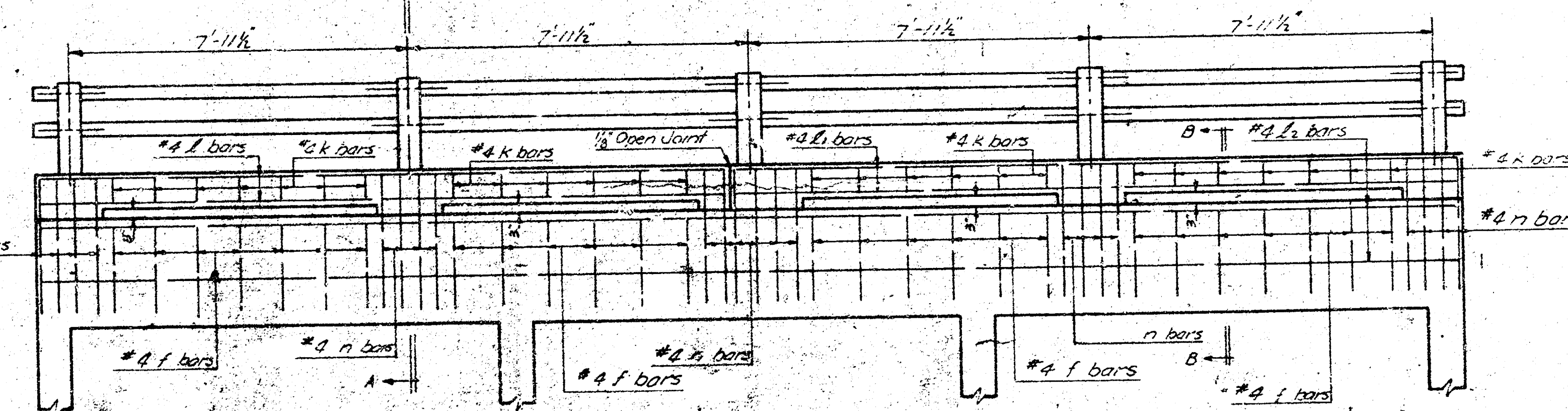
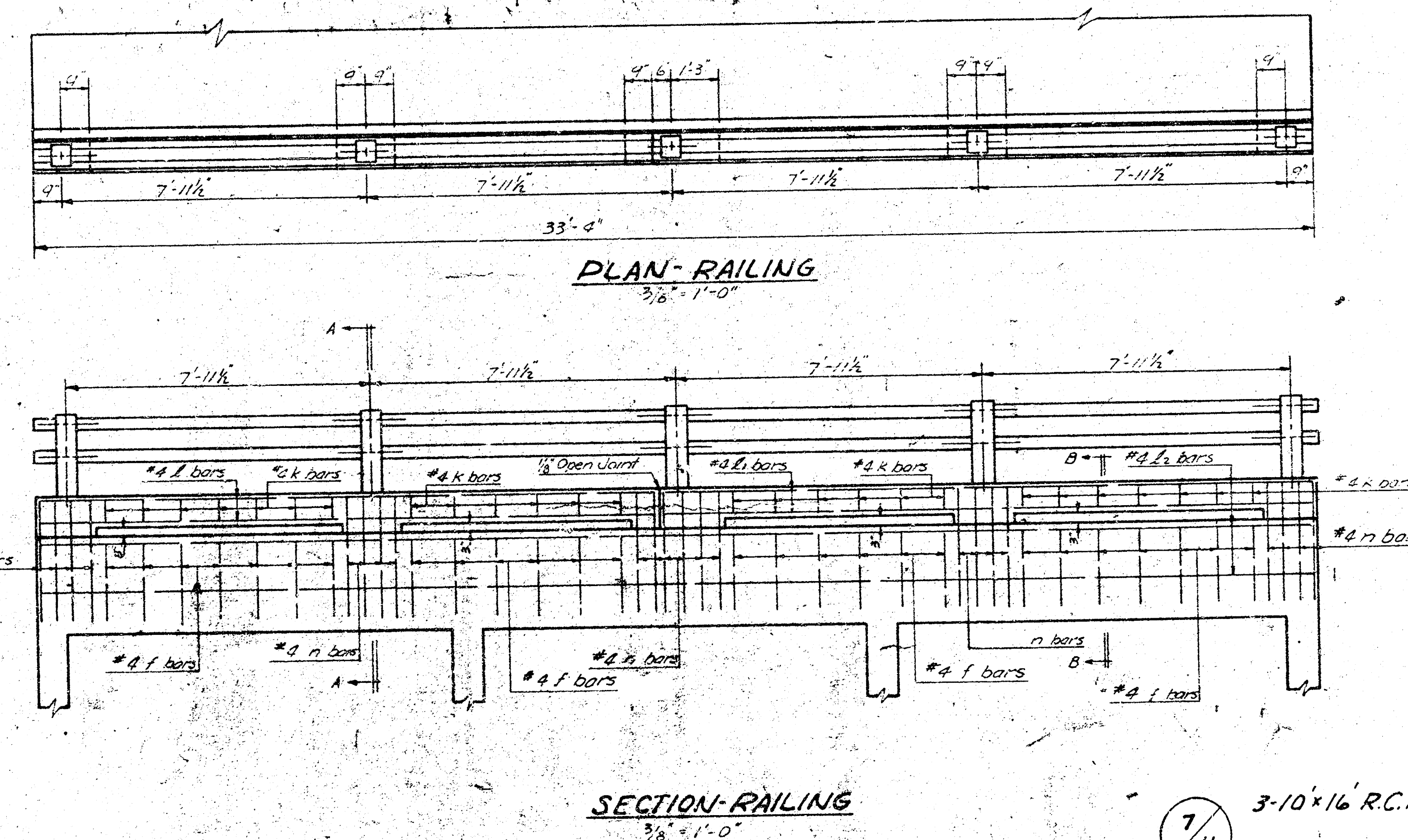
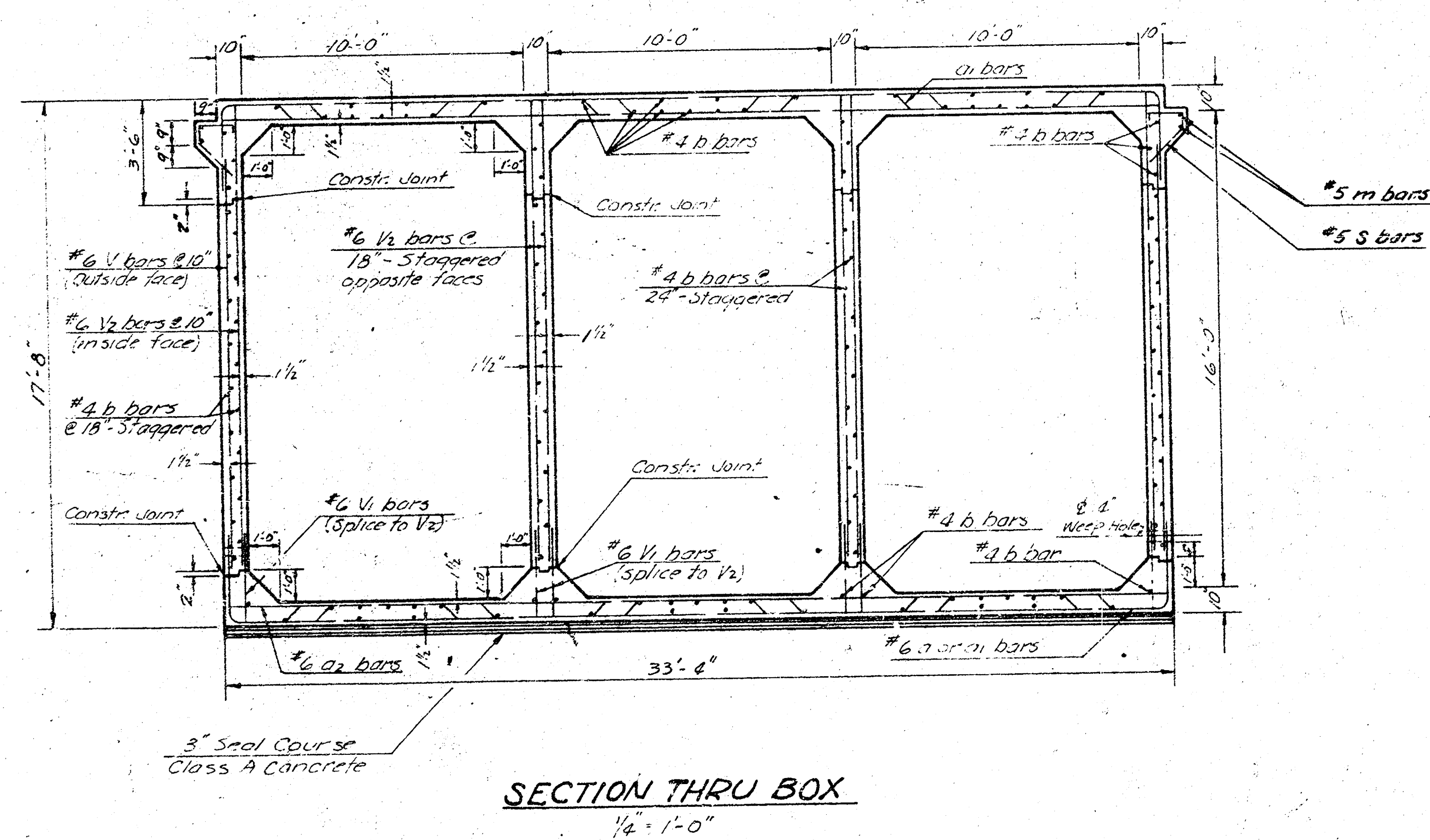
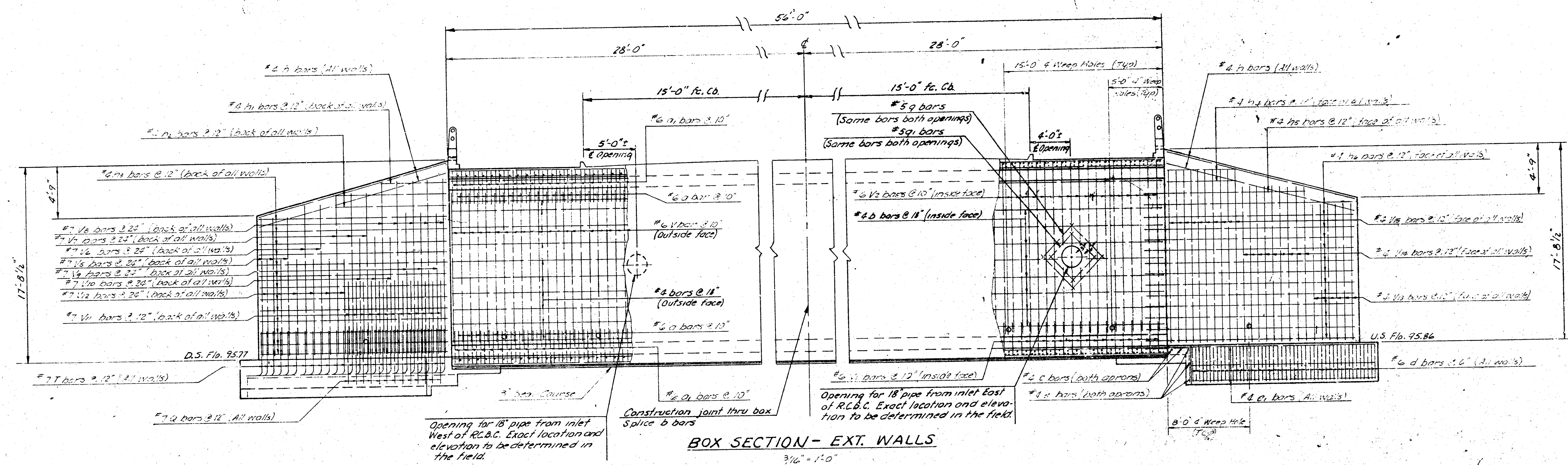
E. CESSNA ST. - OVER DRY CREEK
PROJ. NO. DAKS 577020

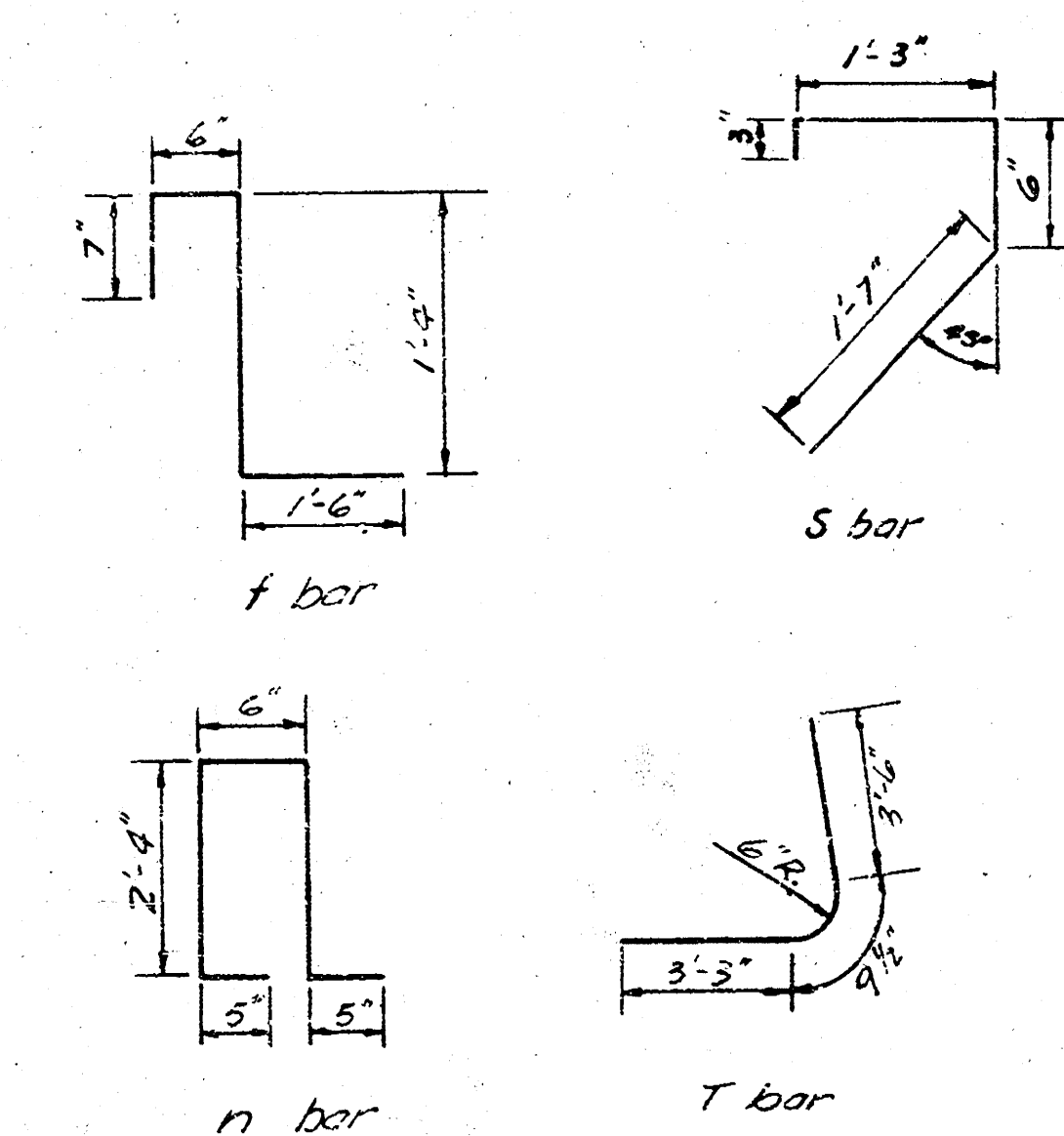
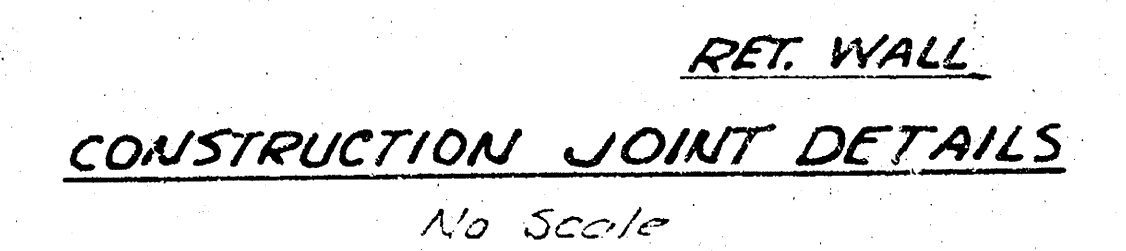
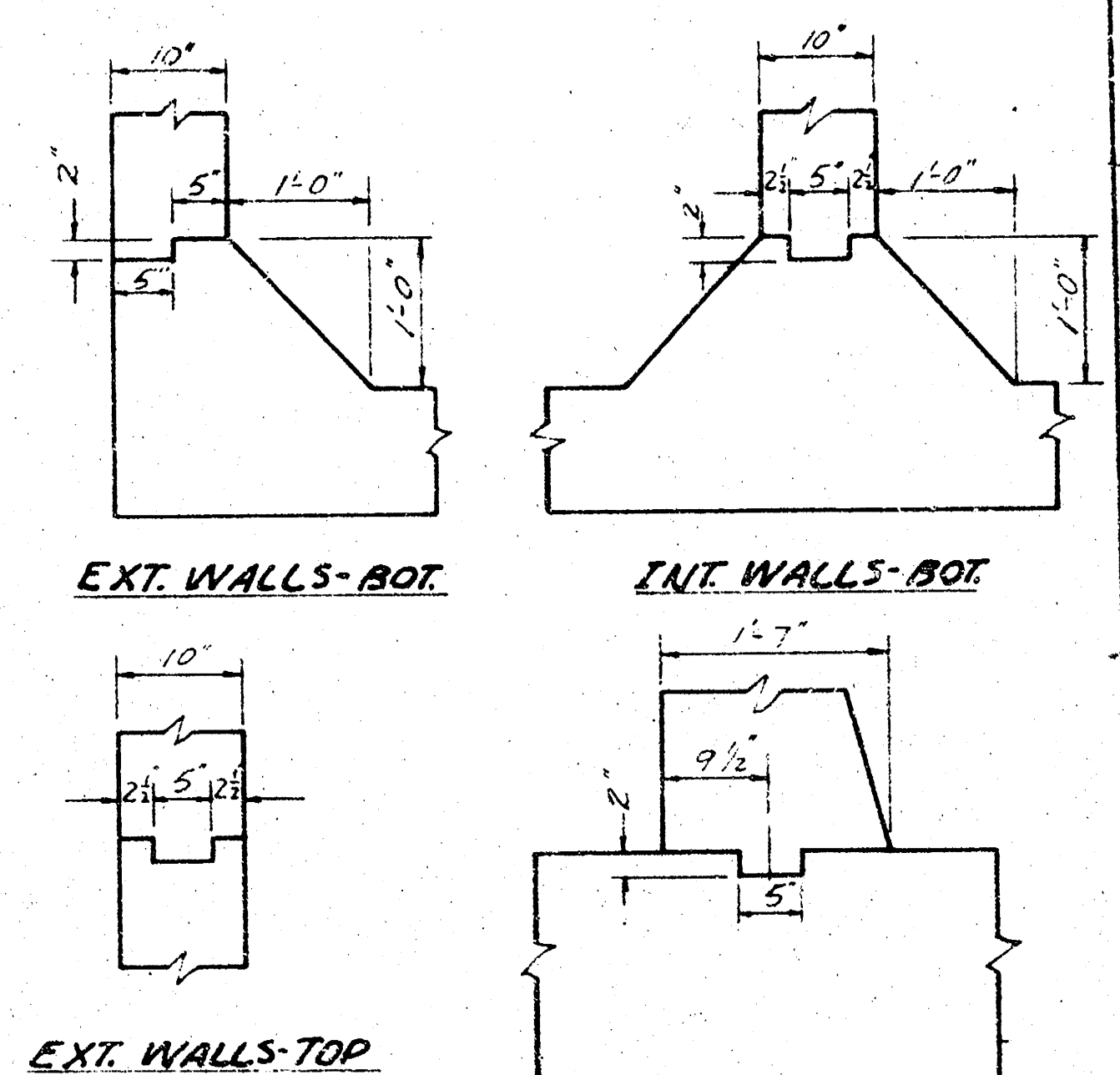
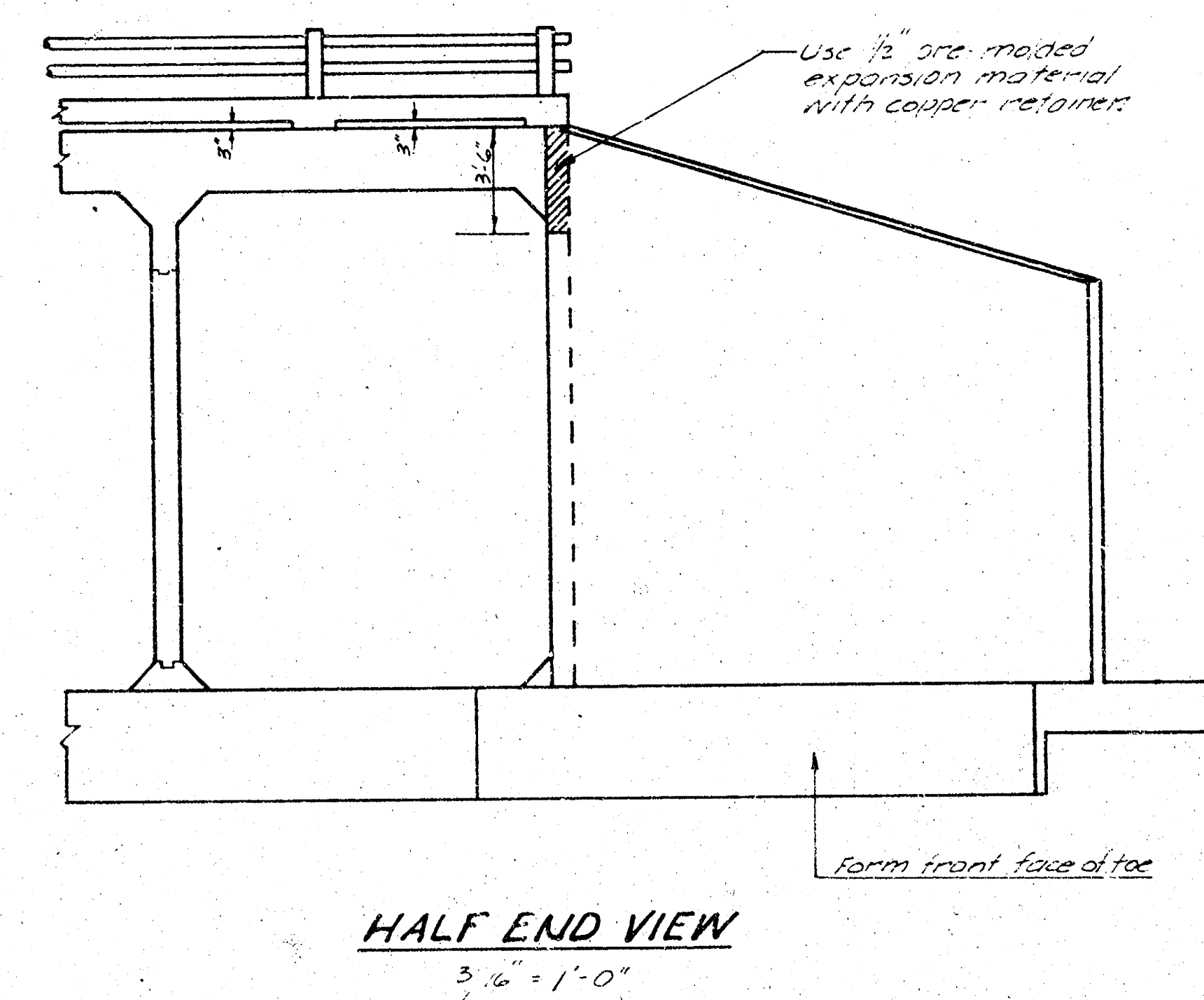
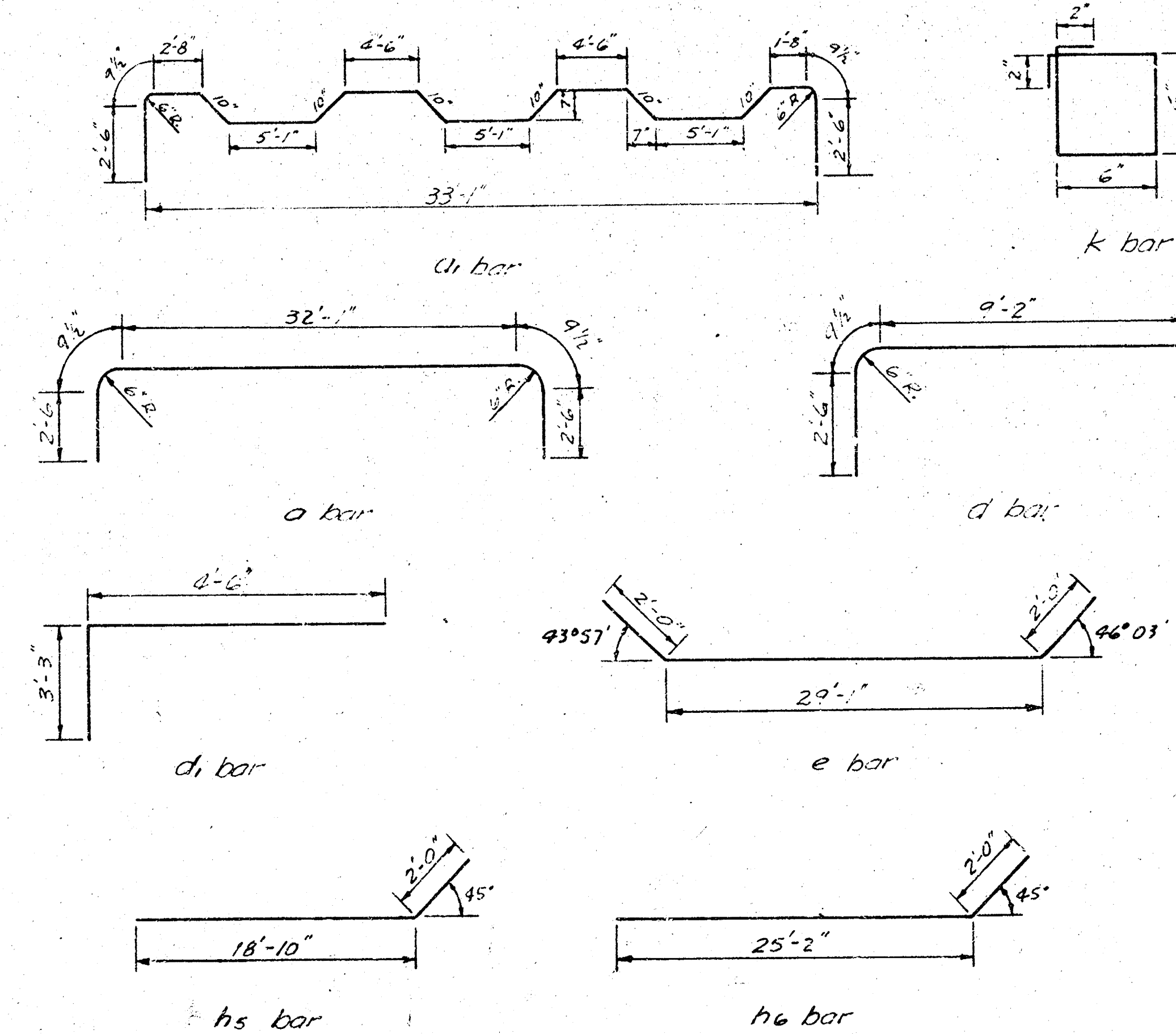
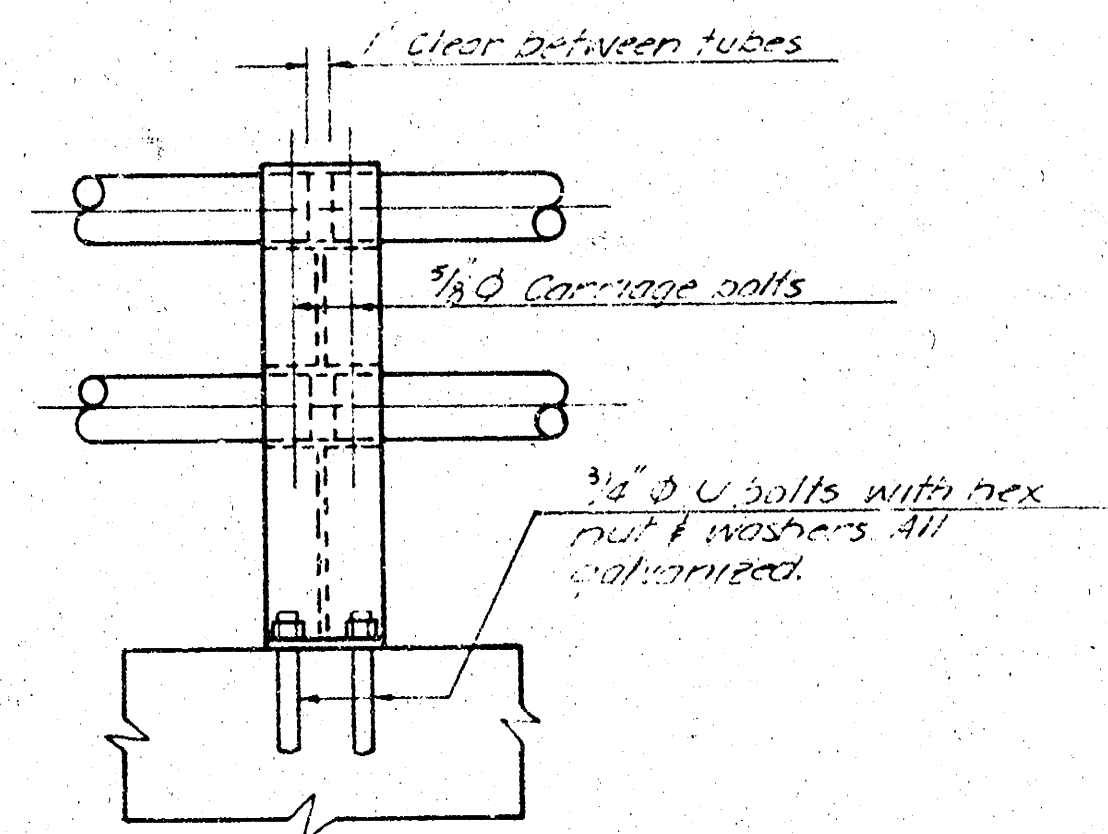
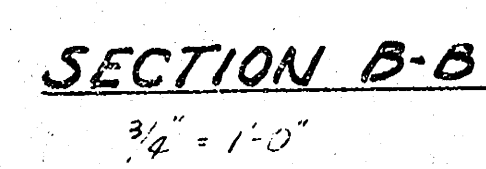
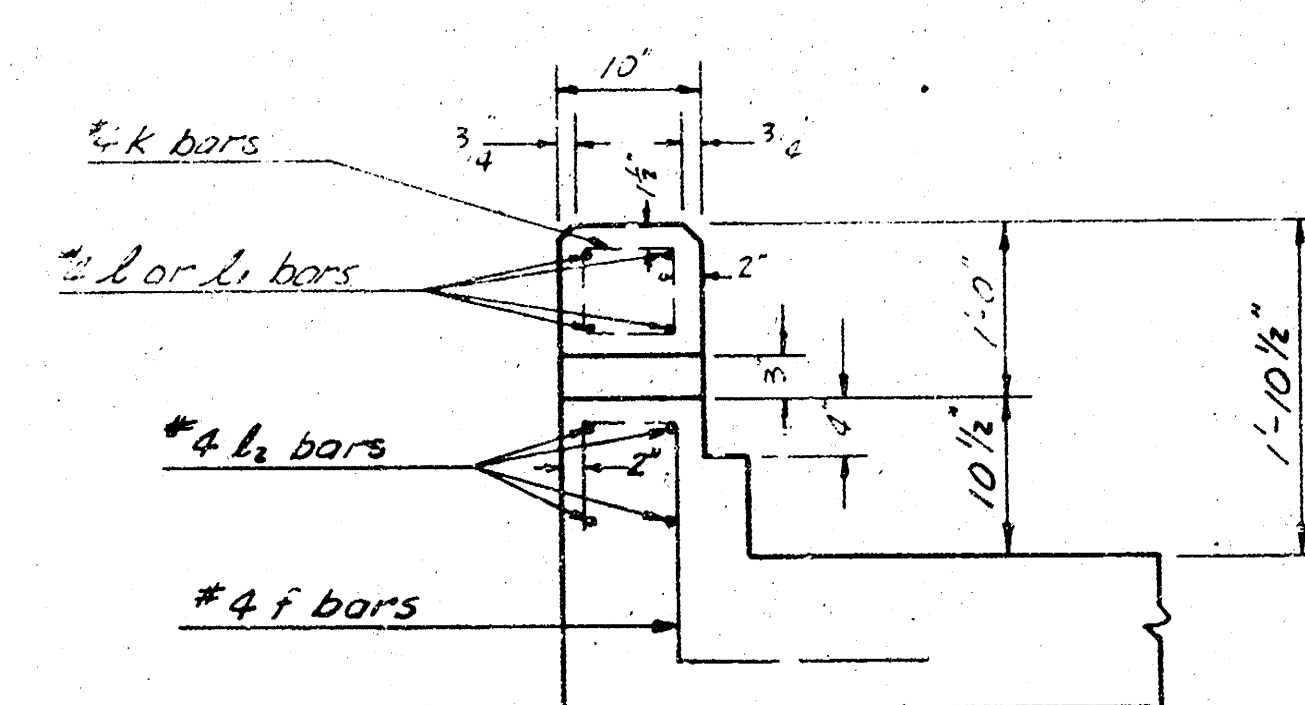
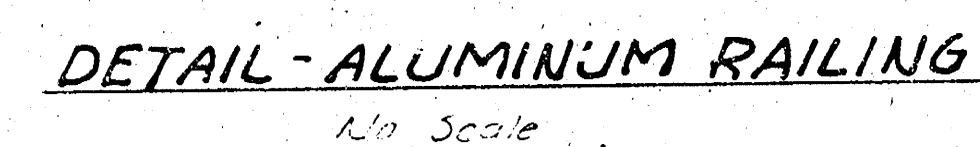
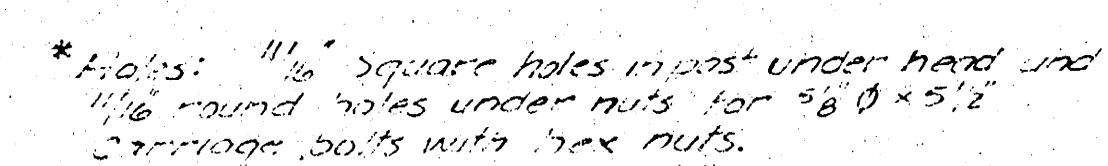
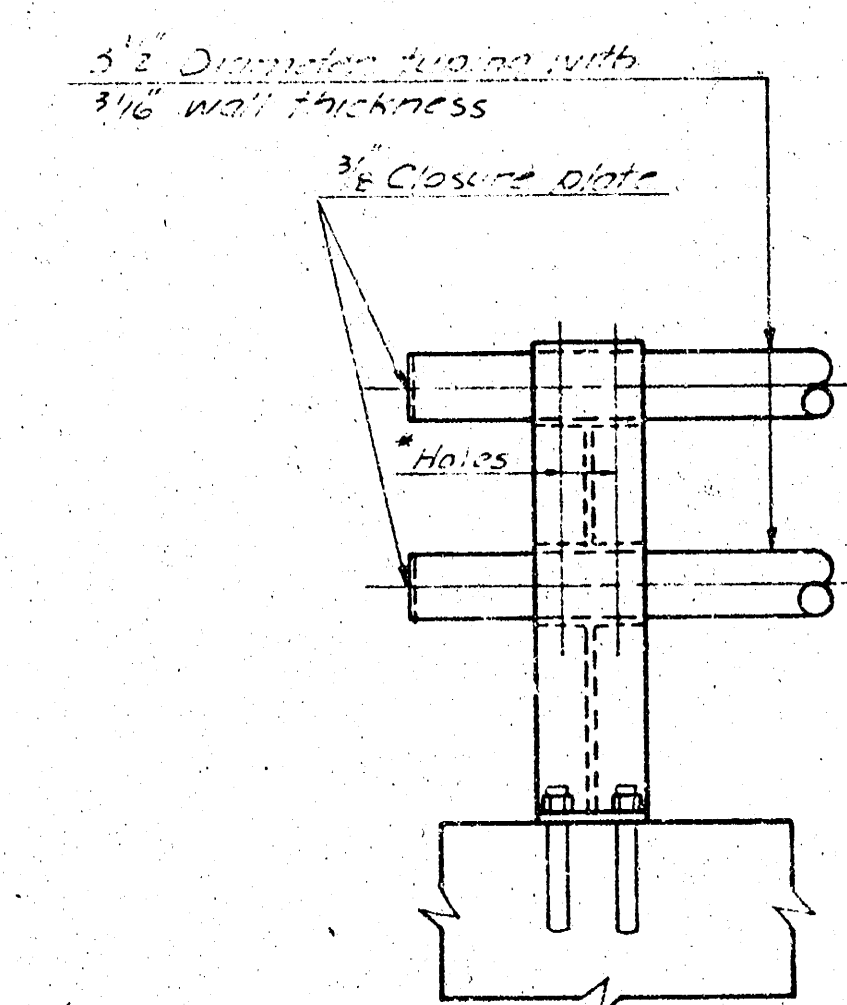
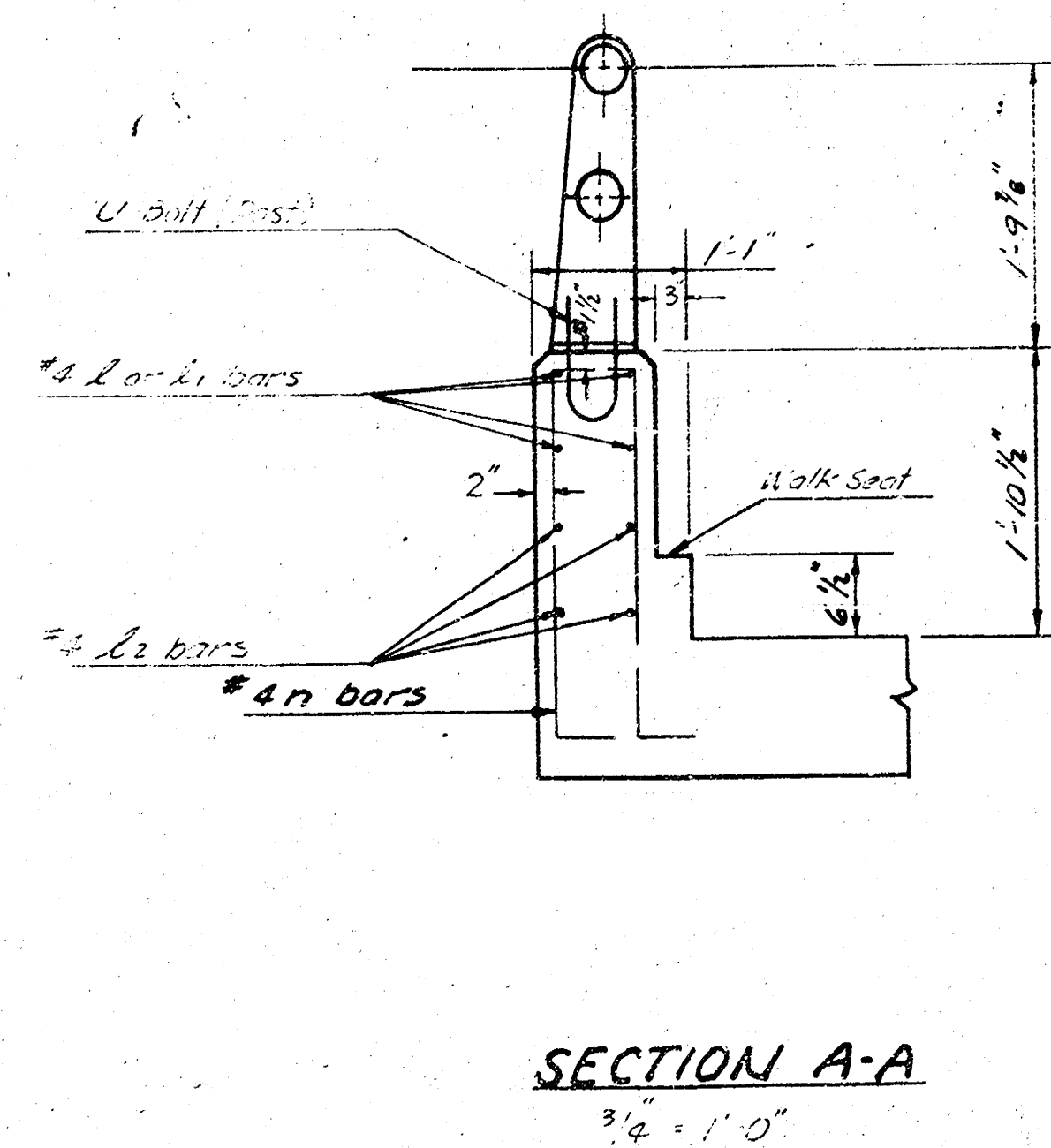




GENERAL NOTES

1. CLASS A AE - CONCRETE SHALL BE USED THROUGHOUT ON THE STRUCTURE. ALL REINFORCING STEEL SHALL CONFORM TO A.S.T.M. SPECIFICATIONS.
2. EARTHWORK - ALL EARTHWORK SHALL BE CONSIDERED AS "COMMON EXCAVATION" EXCEPT FOR THE SIDEWALL. SIDEWALL EXCAVATION SHALL BE INCLUDED IN "LUMP SUM BID".
3. BACKFILL - ALL BACKFILL AND EXCAVATION TO EXTEND TO (4') BEYOND SIDES OF BOX AND WIND WALLS.
4. BEVEL - ALL EXPOSED EDGES OF CONCRETE WITH 3/4" TRIANGULAR MOLDING.
5. WEAR SURFACE - COURSE AGGREGATE SHALL BE DEPOSITED BEHIND EACH WEARABLE TO OCCUPY A SPACE EXTENDING (15") IN ALL DIRECTIONS ABOVE WEARABLE FLOW LINE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED A PART OF THE EXCAVATION WORK.
6. SEAL COURSE - A SEAL COURSE CONSISTING OF 3" CLASS "A" CONCRETE SHALL BE CONSTRUCTED ONLY WHERE SPECIFIED ON THE PLANS OR BY THE ENGINEER. NO REINFORCING SHALL BE PLACED UNTIL THE SEAL COURSE HAS GAINED SUFFICIENT STRENGTH TO PERMIT WORKING UPON IT WITHOUT DAMAGE.
7. STEEL TUBING - INSERTS AT GUTTER DRAIN OPENINGS SHALL RECEIVE THREE (3) COATS OF PAINT, INSIDE AND OUTSIDE, BEFORE INSTALLATION. THE FIRST COAT IS TO BE A RED LEAD PRIMER COAT, AND THE SECOND AND THIRD COATS ARE TO BE ALUMINUM PAINT (UNTINTED). PAINT SHALL BE PER STATE HIGHWAY COMMISSION OF KANSAS, STANDARD MATERIALS SPECIFICATIONS, 1973 EDITION, SECTION 1008.
8. BIDDING OF CULVERT - THE CULVERT SHALL BE BID AS A "LUMP SUM BID" WHICH SHALL INCLUDE THE FOLLOWING ITEMS: CLASS A AE CONCRETE, REINFORCING STEEL, HAND EXCAVATION, ALUMINUM HAND RAIL, AND STEEL TUBING AT GUTTER DRAIN OPENINGS. ALL OTHER ITEMS SHALL BE INCLUDED AS BID ITEMS.
9. THE QUANTITIES SHOWN IN THE "BILL OF MATERIALS" OR ITEMS WHICH ARE INCLUDED IN THE "LUMP SUM BID" OF THE CULVERT ARE FOR "INFORMATION PURPOSES ONLY". THE CONTRACTOR MUST SATISFY HIMSELF AS TO THE "QUANTITIES" AND THE ENGINEER ASSUMES NO RESPONSIBILITIES FOR THEIR ACCURACY. THE CONTRACTOR WILL HAVE THE FULL RESPONSIBILITY FOR PROVIDING ALL MATERIALS ON THE DETAILED PLANS NECESSARY TO COMPLETE THE PROJECT.





3-10'x16' R.C.B.C.-OVER DRY CREEK
PROJ. No. DAKB 577020

8/11

BENDING DIAGRAMS

