PAVING & STORM SEWER IMPROVEMENTS FOR

10th STREET NORTH OUTLET STRUCTURE

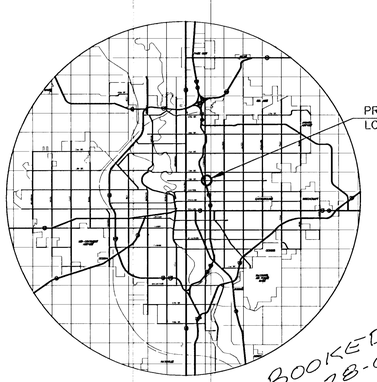
CITY OF WICHITA
SEDGWICK COUNTY, KANSAS

PROJECT NO. 468-83117

CHRISTOPHER M. CARRIER, CITY STORM WATER ENGINEER

INDEX CODE 660781

10th STREET NORTH: FROM HYDRAULIC AVENUE TO MINNEAPOLIS AVENUE



LOCATION MAP

BOOKED 6-28-01 D-513 MCG

GENERAL NOTES

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

2. ALL CONCRETE SHALL BE STANDARD CITY OF WICHITA PAVING MIX. UNLESS OTHERWISE NOTED ON THESE PLANS OR IN THE SPECIFICATIONS.

3. UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATIONS, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS, OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH THE PROPOSED CONSTRUCTION.

4. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES BEFORE STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL	1-800-344-7233 OR 687-2470 (LOCAL WICHITA)
COX COMMUNICATION	262-4270
KANSAS GAS SERVICE	832-3169 OR 832-3168
KGE (ELECTRIC)	383-8600
SOUTHWESTERN BELL TELEPHONE COMPANY	1-800-734-7590, WAIT FOR AUTOMATED ANSWER, PRESS ## TO TALK WITH SOMEONE
CITY OF WICHITA WATER & SEWER	268-4908 OR 268-4940
CITY OF WICHITA STORM WATER UTILITY	268-4498 OR 268-4072
KU SCHOOL OF MEDICINE, WICHITA	293-2625 (VICENTE AVILA, JR.)
SEDGWICK CO. REGIONAL FORENSIC SCIENCE CENTER	383-4500 (MARY H. DUDLEY, CORONER)

5. RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS THAT, IN THE OPINION OF THE ENGINEER, WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WOULD REQUIRE A KANSAS DEPARTMENT OF AGRICULTURE, DIVISION OF WATER RESOURCES PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. ARMY, CORPS OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

6. ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON CITY OF WICHITA DATUM.

   WICHITA DATUM = N.G.V.D. - 1187.40

7. ALL ADJACENT BUILDINGS, STRUCTURES, PARKING LOTS, DRIVES, STREET PAVEMENT, AND APPURTENANCES OTHER THAN SHOWN ON THESE PLANS FOR REPLACEMENT SHALL BE PROTECTED FROM DAMAGE DURING CONSTRUCTION. ITEMS DAMAGED BEYOND CONSTRUCTION LIMITS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

8. WHERE STORM SEWER PIPE IS BEING INSTALLED, FOAM GASKET, OMNIFLEX GASKET, OR AN APPROVED EQUAL CLOSED CELL GASKET SHALL BE USED INSTEAD OF BUTYL RUBBER SEALANT AT ALL RCP AND RCB JOINTS. RCB JOINTS SHALL BE WRAPPED WITH FILTER FABRIC, AS PROVIDED BY THE MANUFACTURER.

9. THE CONTRACTOR SHALL WORK IN A SYSTEMIC AND EXPEDIENT MANNER TO PREVENT WASHING AND EROSION DURING CONSTRUCTION PROCESS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO KU MEDICAL CENTER.

10. TRANSITION CURB FROM FULL HEIGHT COMBINATION CURB & GUTTER TO OTHER TYPES OF COMBINATION CURB & GUTTER SHALL BE PAID AS BID LINEAL FEET COMBINED CURB & GUTTER (6 5/8" STD.).

11. SAW CUT FULL DEPTH OF EXISTING TOTAL PAVEMENT THICKNESS. SAW CUTS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING PAVEMENT FOR WHICH REMOVAL OF PAVEMENT IS REQUIRED. SAW JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY OT THE REMOVAL OF SURFACE OR PAVEMENT.

12. ⊠ INDICATES TREES TO BE REMOVED.

13. CONTRACTOR SHALL RESEED AND MULCH ALL DISTURBED AREAS. COST SHALL BE CONSIDERED SUBSIDIARY TO PROJECT.

14. THIS PROJECT WILL NOT REQUIRE A NPDES PERMIT FOR STROMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY, BUT COMPLIANCE WITH ALL OTHER C.O.W., K.D.H.E., AND E.P.A. REQUIREMENTS. THE CITY OF WICHITA HAS FILED A NPDES NOTICE OF INTENT (NOI) WITH K.D.H.E. FOR PHASE 1 OF THE WICHITA DRAINAGE CANAL. THE CONTRACTOR WILL IMPLEMENT THE BEST MANAGEMENT PRACTICES (BMP) TO MINIMIZE EROSION/SEDIMENT DISCHARGE FROM THE CONSTRUCTION SITE AS THE CONTRACTOR PROCEEDS WITH THE PROJECT. THE CONTRACTOR'S BMP PLAN SHALL BE SUBMITTED TO C.O.W. FOR REVIEW AND APPROVAL. THIS PLAN SHALL INCLUDE, BUT NOT LIMITED TO:

   1.) THE CONTRACTOR SHALL PROVIDE PLACES FOR CONCRETE TRUCKS TO WASHOUT.
   2.) ALL CONSTRUCTION ENTRANCES ONTO STREETS SHALL BE ROCKED FOR WASH DOWN PADS.
   3.) STREETS SHALL BE CLEANED DAILY OF ALL MUD/DEBRIS DROPPED ON STREETS FROM THIS PROJECT.

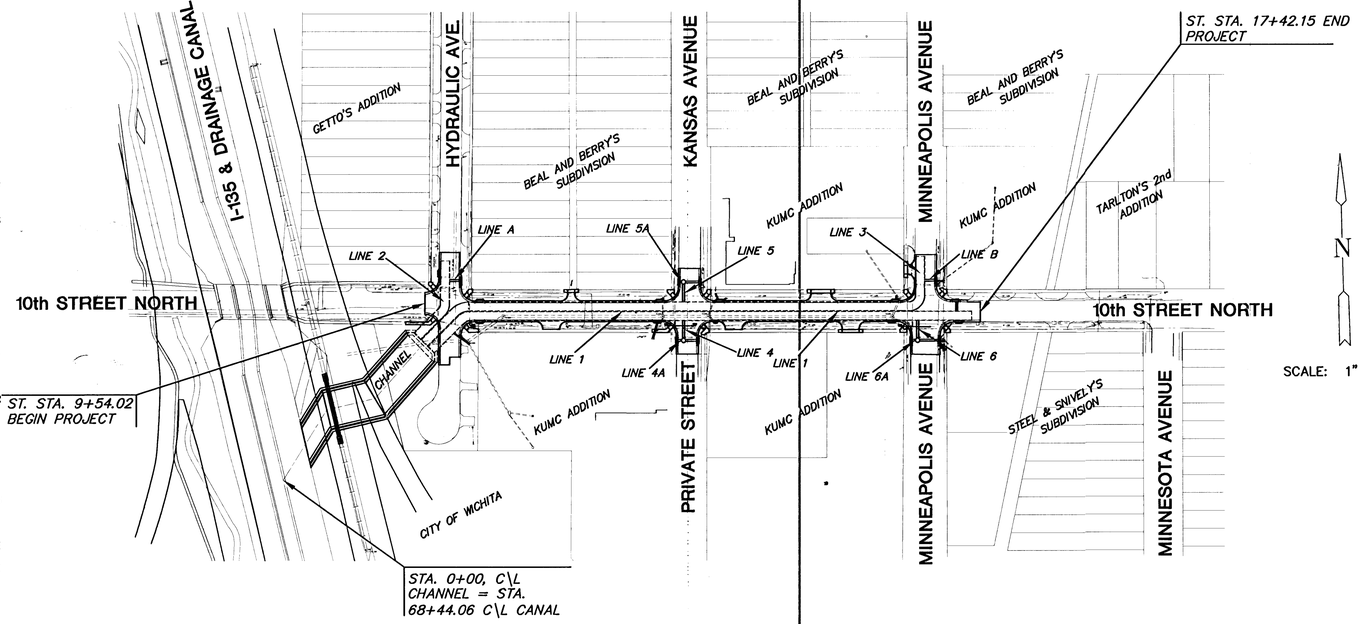
15. COORDINATE WORK ON CONCRETE CHANNEL WITH WILDCAT CONSTRUCTION. PHASE 1 OF THE WICHITA DRAINAGE CANAL, ENDING AT 10th STREET NORTH. PHASE 1 IS SCHEDULED FOR COMPLETION THE SUMMER OF 2000.

16. SOUTHWESTERN BELL TELEPHONE SHOULD BE CLEAR OF 10th STREET NORTH AND HYDRAULIC INTERSECTION BY THE END OF JULY, 2000. THEREFORE, CONSTRUCT SANITARY SEWER CONFLICT STRUCTURE AND CONCRETE CHANNEL FIRST.

17. FOR ALL C.O.W. TYPE II INLETS SET AGAINST THE 12'x3' RCB (PRECAST), THE CONTRACTOR HAS THE OPTION TO HAVE THE BOTTOM OF THE PRECAST INLET BASES MATCH THE BOTTOM OF THE RCB AND PLACE ADDITIONAL FLOOR GROUT IN THE INLET TO CREATE FLOW CHANNEL, OR SET THE PRECAST INLET BASES ON GRANULAR FILL NEXT TO THE RCB, SIMILAR TO GRANULAR MATERIAL RCB IS PLACED ON. THE CONTRACTOR WILL TIE THE UPPER PORTION OF THE PRECAST INLET BASE TO THE RCB, AS WITH AN ANGLE IRON ANCHORED TO BOTH THE INLET BASE AND THE RCB. THIS IS TO PREVENT THE INLET BASE FROM SETTLING BACK AWAY FROM THE RCB.

18. FOR ALL C.O.W. TRIPLE TYPE II INLETS SET AGAINST THE 12'x3' RCB (PRECAST), THE CONTRACTOR MAY SUBSTITUTE 2-16" LONG SEGMENT OF 24" RCP INSTEAD OF 1-16" LONG PIPE SEGMENT OF 30" RCP TO MAKE THE INLET/RCB CONNECTION. THE 16" LONG PIPE SEGMENT SHALL BE GROUTED INTO THE INLET/RCB. THE 24" RCP CONNECTION SHOULD BE CENTERED ON THE 3 FOOT HEIGHT OF THE RCB.

19. THE CONTRACTOR SHALL USE CRUSHED ROCK FROM THE TOP OF THE RCB TO THE BOTTOM OF PAVEMENT AND NO GEOGRID. ALL PAVEMENT, WHERE RCB IS NOT BELOW, SHALL HAVE CRUSHED ROCK WITH GEOGRID.



SCALE: 1" = 100'

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BENCHMARKS

BM #12 "□" CUT ON THE NORTHEAST CORNER OF SIDEWALK, AT THE NORTHEAST CORNER OF THE 9TH STREET NORTH BRIDGE.
COW ELEV. = 120.00

BM #13 "+" CUT ON THE END OF THE SOUTHEAST WINGWALL OF THE 10th STREET NORTH BRIDGE.
COW ELEV. = 117.57

REVISION - 26 JUNE 2000 - JNJ
REVISION - 24 MAY 2000 - JNJ

JEFFREY J. NEIL JEDNORASKI LICENSED 1497 KANSAS PROFESSIONAL ENGINEER
30 April 2002

MID-KANSAS ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

10TH STREET NORTH OUTLET STRUCTURE — PROJECT NAME

TITLE SHEET — SHEET TITLE

DESIGN BY:	DRAWN BY:	CHECKED BY:
JNJ	RSB	JNJ
DATE: MAY, 2000	JOB NO.: 94012_ET	SHEET/OF: 1 / 28

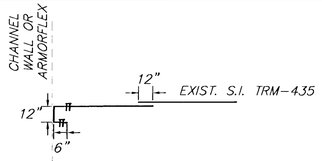
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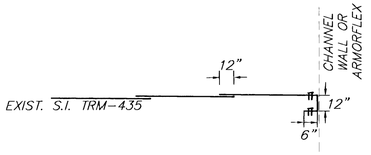
INSTALLATION DETAILS FOR PERMANENT EROSION CONTROL

CONTRACTOR SHALL INSTALL SYNTHETIC INDUSTRIES TRM-435 OR EQUAL AFTER SEEDING PER MANUFACTURER'S SPECIFICATIONS, WITH "D" STAPLE PATTERN (3.5 STAPLES/S.Y.). EROSION MAT SHALL EXTEND FROM GABION WALL UP SIDESLOPE. EROSION MAT SHALL BE LAID IN THE DIRECTION OF FLOW, WITH THE FIRST COURSE AT THE TOP OF GABIONS. THE BLANKET SHALL BE IN CONTACT WITH THE SOIL. ALL EDGES SHALL BE TRENCHED THE CONTRACTOR SHALL REQUEST A MANUFACTURER'S TECHNICAL REPRESENTATIVE BE ON SITE DURING INSTALLATION TO APPROVE INSTALLATION PROCEDURE'S.

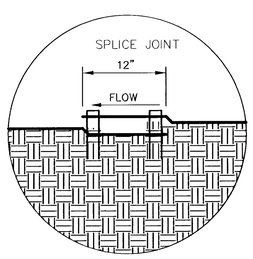
1. LONGITUDINAL LAP JOINTS: THE ADJACENT EDGES OF THE BLANKET SHOULD OVERLAP A MINIMUM OF 6 INCHES, WITH STAPLE CATCHING TOP EDGE @ 1'-6" SPACING.
2. SPLICE JOINT: WHEN SPLICES ARE NECESSARY, OVERLAP END A MINIMUM OF 12 INCHES IN DIRECTION OF WATER FLOW. STAGGER SPLICE SEAMS. (DOUBLE STAPLE SPLICE JOINT @ 6" SPACING).
3. CHECK TIE DOWNS: ESTABLISH CHECK TIE DOWNS TRANSVERSE TO SLOPE AT 1/2 ROLL. (STAPLES @ 6" SPACING).
4. EDGE ANCHOR: LAY OUTSIDE EDGE OF BLANKET INTO TRENCH AT TOP OF SIDE SLOPE. STAPLE AT 1 1/2 FOOT INTERVALS ALONG TRENCH.
5. ANCHOR/TERMINALS FOLD: THE BLANKET SHOULD BE FOLDED UNDER, BURIED AND SECURED WITH STAPLES PLACED 6 INCHES APART THE TOP EDGE OF THE BLANKET SHOULD BE BURIED IN A SLOT, 6" WIDE X 12" DEEP; STAKED IN THE BOTTOM OF THE SLOT, BACK-FILLED AND THE BLANKET FOLDED OVER THE TOP AS SHOWN IN DETAIL.

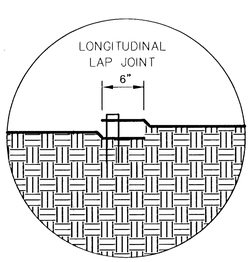


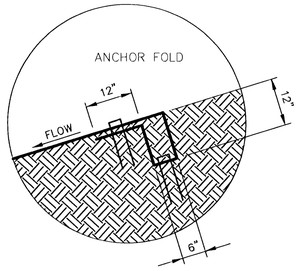
UPSTREAM EROSION MAT INSTALLATION DETAIL

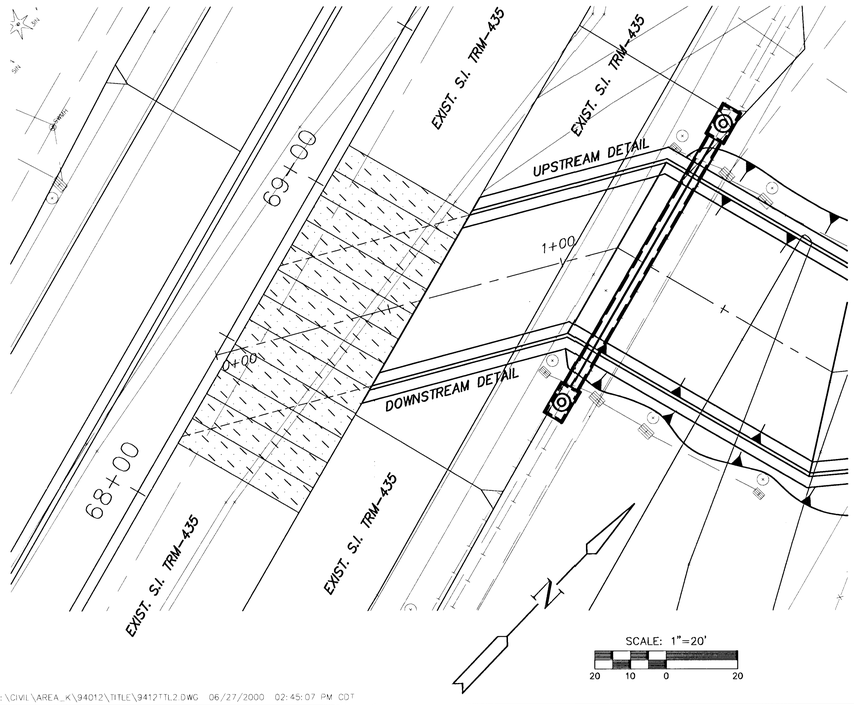


DOWNSTREAM EROSION MAT INSTALLATION DETAIL









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54" RCP Conflict Structure
General Notes

The Contractor shall maintain all flows in the existing 54" sanitary sewer until the replacement sanitary sewer is accepted by the City of Wichita Water and Sewer Department for operation.

Estimated flows:
Half full 13,900 GPM
Full pipe not surcharged 27,900 GPM

The flows shall be maintained either by by-pass pumping around the area of construction or by installation of a gravity sewer line (by-pass line) around the area of construction. The by-pass method shall divert all flows in the 54" sanitary sewer around the area of construction without leakage or overflow.

The Contractor shall provide all equipment, fuels, lubricants, utilities, personnel and materials as required to install, operate, maintain, and remove the by-pass system. Any portion of the existing 54" sewer system that is modified for the purpose of the by-pass system shall be replaced with new materials, which meets the approval of the City of Wichita.

The Contractor shall submit a by-pass plan to the City of Wichita and shall formulate and revise the plan as required to meet the City's requirements for approval of the planned construction.

The construction of the by-pass system shall not commence until the plan has been approved by the City of Wichita. The construction of the replacement sewer shall not commence until the by-pass system is fully operational and is approved by the City for its placement into service.

The plan shall address at least the following:

1. Description of its characteristics.
2. Engineering calculations related to capacity and strength.
3. Drawings as necessary to indicate the location, elevation, and features of the by-pass facilities.
4. Details indicating any modifications of the existing sewer system.
5. Catalog cuts of materials or equipment to be used. The catalog cuts shall show dimensions, power requirements, fuels needed, capacities, pump curves , materials and other information requested by the City of Wichita.
6. Description of the operation of the by-pass system.
7. Any other information requested by the City of Wichita.

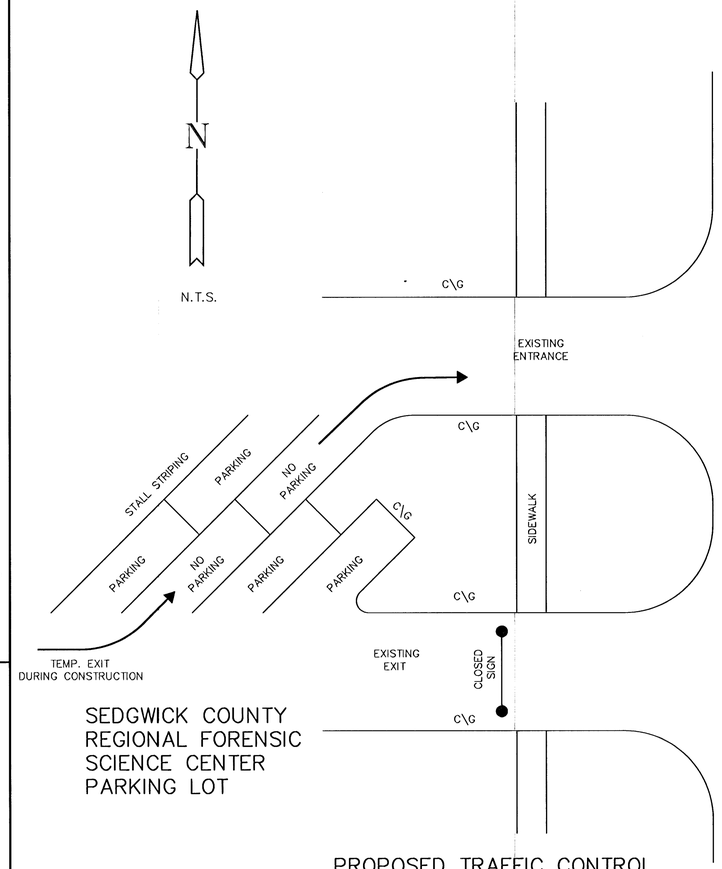
The Contractor shall be 100% liable for any damages, fines, penalties, or other items related for any unauthorized release, discharge or spill from or caused by the by-pass system. The Contractor shall fully indemnify the City of Wichita and the City's consulting engineer against all claims (actual or alleged) and their defense related to such an unauthorized release, discharge or spill.

The existing 54" RCP has a cross-sectional area of 15.9 square feet. The proposed 5' x 3' RCB has a cross-sectional area of 15.0 square feet. If an alternative to the 5' x 3' RCB is proposed, that proposal shall have a minimum total cross-sectional area of at least 15.9 square feet and a conveyance of 2131.

If the proposed alternative exposes the joint between the overhead column and the drilled shaft of the overhead supports to the east of the proposed sanitary sewer conflict structure, the Contractor shall protect the east overhead supports similarly as the west overhead supports.

Proposed Traffic Control Notes

1. Place Street/Road Closed Ahead signs as follows:
   a. Along 10th Street North, west of Wichita Drainage Canal
   b. Along Hydraulic Avenue, north of 10th Street North
   c. Along Kansas Avenue, north of 10th Street North
   d. Along Minneapolis Avenue, north of 10th Street North
   e. Along 10th Street North, east of Minneapolis Avenue
2. Place Street/Road Work Ahead Signs as follows:
   a. Along Minneapolis Avenue, south of 10th Street North
3. Barricade Kansas Avenue, south of 10th Street North
4. The intersection of 10th Street North and Hydraulic Avenue may be closed as long as necessary, during construction.
5. The private parking lot, along the east side of Hydraulic Avenue and north of 10th Street north, shall remain open, with as much access width as possible. The final pavement replacement shall go to an existing pavement joint line.
6. The KUMC parking lot, along the south side of 10th Street North between Hydraulic Avenue and Kansas Avenue, may be closed for a maximum of 2 days at a time. Any closures will need to be coordinated with KUMC.
7. Half of the concrete intersection of 10th Street North and Kansas Avenue shall be reopened, as soon as possible, to allow traffic to cross 10th Street North and continue north on Kansas Avenue. The maximum closure time shall not exceed 28 calendar days.
8. At 10th Street North and Minneapolis, the right turn movement onto 10th Street North, eastbound, shall remain open until the west half of the intersection of 10th Street North and Minneapolis has been reopened and Minneapolis traffic can continue north across 10th Street North.
9. Since the south entrance onto 10th Street North of the Regional Forensic Science Center (RFSC) and the south exit onto Minneapolis Avenue of RFSC will be closed for construction, the north entrance from Minneapolis Avenue will need to be used for entrance and exit by converting 2 parking stalls to a driving lane. The 2 parking stalls will need to be temporarily marked NO PARKING (See Detail this sheet).
10. The Contractor can check with RFSC for use of lots north of building on Minneapolis for storage.



SEDGWICK COUNTY REGIONAL FORENSIC SCIENCE CENTER PARKING LOT

PROPOSED TRAFFIC CONTROL

REVISION – 26 JUNE 2000 – JNJ
REVISION – 24 MAY 2000 – JNJ

ID-KANSAS ENGINEERING CONSULTANTS, INC.
11 N. WEBB ROAD
WICHITA, KS. 67206
16-684-9600

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

ADDITIONAL GENERAL NOTES
SHEET TITLE

JNJ	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012	1A / 28
DATE	JOB NO.	SHEET/OF

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STA. 9+89.06, 71.61' Lt. (10th ST.) = STA. 2+32.55 (HYDRAULIC AVE.), SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

REMOVE EXIST. INLET

RELOCATE EXIST. STOP SIGN PER C.O.W. STD. SPEC'S.

STA. 9+54.02, SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC.'S

SEE NOTE #1

REMOVE EXIST. INLET AND 15" RCP

REMOVE EXIST. CONCRETE SIDEWALK.

REMOVE EXIST. STORM M.H. AND RCP'S

REMOVE EXIST. CONCRETE PAVEMENT.

MATCH LINE SEE SH. 3

REMOVE EXIST. INLET AND 15" RCP

RELOCATE EXIST. STREET SIGNS PER C.O.W. STD. SPEC'S.

B.M. #13

~~48" RCP SHALL BE FILLED AND ABANDONED PER C.O.W. SPEC'S.~~

CUT & PLUG 48" RCP PER C.O.W. SPEC'S.

REMOVE EXIST. 48" RCP

CUT AND PLUG 42" RCP

RELOCATE EXIST. STOP SIGN PER C.O.W. STD. SPEC'S.

FILL AND ABANDON 42" RCP PER C.O.W. SPEC'S.

REMOVE EXIST. 36" RCP

REMOVE OVERHEAD DRAIN INLETS AND EXTEND 8" STEEL DRAIN PIPE TO INSIDE EDGE OF NEW CONCRETE CHANNEL WALL. SEE DETAIL SH. 12

REMOVE EXIST. MANHOLE AND RCP'S

REMOVE EXIST. INLET AND 15" RCP

REMOVE EXIST. STORM M.H. AND RCP'S FL. IN = 105.84 (15" S.E.)

REMOVE OVERHEAD DRAIN MANHOLE AND EXTEND EXIST. 12" PIPE THRU NEW CONCRETE CHANNEL WALL

REMOVE EXIST. CHAIN-LINK FENCE

REMOVE EXIST. 42" RCP

PLUG EXIST. PIPE FOR OVERHEAD DRAIN SYSTEM AT MANHOLE

STA. 10+00.00, 74.82' Rt. (10th ST.) = STA. 0+75.19 (HYDRAULIC AVE.), SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

REMOVE 100 LF OF EXIST. 54" RCP SANITARY SEWER CENTERED ON E-W CENTERLINE OF OVERHEAD COLUMNS.

GETTO'S ADDITION

EXIST. 54" SAN. SEWER

10th ST. NORTH

HYDRAULIC

NEW CHANNEL

CITY OF WICHITA

BEAL AND BERRY'S SUBDIVISION

KANSAS

KUMC ADDITION

PRIVATE ST.

GRAVEL

BUILDING

N

SCALE: 1"=20'

20 10 0 20

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- PROPOSED CONSTRUCTION
- TREE REMOVAL

NOTES:

1. CONTRACTOR WILL PROBABLY NEED MANHOLE DURING CONSTRUCTION, TO PUMP AROUND CONFLICT STRUCTURE CONSTRUCTION. IF PAVEMENT IS DISTURBED AROUND KGS GAS VALVES, CONTRACTOR SHALL CONTACT KGS GAS SERVICE.

2. REMOVE SIDEWALK AS NECESSARY.

REVISION – 24 MAY 2000 – JNJ

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

DEMOLITION PLAN (1)
SHEET TITLE

MID-KANSAS ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

JNJ	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012DM1	2 / 28
DATE	JOB NO.	SHEET/OF

G:\CIVIL\AREA_K\94012\DEMO\94012DM1.DWG Tue May 30 18:25:46 2000
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STA. 13+35.58, 59.98' Lt. (10th ST.) = STA. 0+59.98 (KANSAS), SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER.

REMOVE EXIST. INLET

REMOVE EXIST. INLET

RELOCATE EXIST. STOP SIGN PER C.O.W. STD. SPEC'S.

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC'S.

REMOVE EXIST. INLET AND 15" RCP (S)

MATCH LINE SEE SH. 2

BEAL & BERRY'S SUBDIVISION

KANSAS

KUMC ADDITION

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC'S.

RELOCATE EXIST. STREET SIGNS PER C.O.W. STD. SPEC'S.

REMOVE EXIST. INLET AND 15" RCP (SW) FL. IN = 108.21 (8" E) FL. IN = 108.01 (8" N)

REMOVE EXIST. CONCRETE PAVEMENT.

STA. 16+65.31, 78.87' Lt. (10th ST.) = STA. 0+78.87 (MINNEAPOLIS), SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

SEDGWICK COUNTY REGIONAL FORENSIC SCIENCE CENTER PARKING LOT

REMOVE EXIST. INLET

SEE SHEET 1A FOR TEMP. TRAFFIC CONTROL

RELOCATE EXIST. STOP SIGN PER C.O.W. STD. SPEC'S.

FILL AND ABANDON EXIST. 18" RCP PER C.O.W. SPEC'S.

REMOVE EXIST. INLET AND 24" RCP (SW)

MINNEAPOLIS

REMOVE EXIST. INLET AND 15" RCP (W) FL. IN = 109.96 (15" NE)

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC'S.

RELOCATE EXIST. STREET SIGNS PER C.O.W. STD. SPEC'S.

KUMC ADDITION

STA. 17+42.15, SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

REMOVE EXIST. INLET

10th ST. NORTH

REMOVE EXIST. STORM M.H. AND RCP'S

REMOVE EXIST. INLET, FL. IN = 107.53 (15" SW)

REMOVE EXIST. 36" RCP

RELOCATE EXIST. DO NOT ENTER SIGN PER C.O.W. STD. SPEC'S.

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC'S.

REMOVE EXIST. INLET

REMOVE EXIST. 36" RCP

PRIVATE ST.

ONE WAY

REMOVE EXIST. INLET AND 15" RCP

REMOVE EXIST. STORM M.H. AND RCP'S

RELOCATE EXIST. STOP SIGN PER C.O.W. STD. SPEC'S.

REMOVE EXIST. INLET AND 15" RCP

50'x30' DRAINAGE EASEMENT BY SEPARATE INSTRUMENT

STA. 13+32.19, 59.92' Rt. (10th ST.) = STA. 0+90.08 (PRIVATE ST.), SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

REMOVE EXIST. 30" RCP

REMOVE EXIST. CONCRETE SIDEWALK.

RELOCATE EXIST. STOP SIGN PER C.O.W. STD. SPEC'S.

REMOVE EXIST. STORM M.H. AND RCP'S

REMOVE EXIST. INLET AND 24" RCP (NW)

RELOCATE EXIST. STOP SIGN & DO NOT ENTER SIGN PER C.O.W. STD. SPEC'S.

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC'S.

REMOVE EXIST. INLET

STA. 16+65.03, 60.82' Lt. (10th ST.) = STA. 0+89.18 (MINNEAPOLIS), SAWCUT EXIST. PAVEMENT AND REMOVE EXIST. CURB & GUTTER

REMOVE EXIST. INLET

RELOCATE EXIST. STOP SIGN & DO NOT ENTER SIGN PER C.O.W. STD. SPEC'S.

FILL AND ABANDON EXIST. 15" RCP PER C.O.W. SPEC'S

C.O.W. STORM B-81 RES 'A'

REMOVE EXIST. INLET AND 15" RCP (W) FL. IN = 109.75 (12" SE)

MINNEAPOLIS

STEEL & SNIVELY'S SUBDIVISION

KUMC ADDITION

KUMC ADDITION

SCALE: 1"=20'

20 10 0 20

LEGEND

- PAVEMENT REMOVAL
- SIDEWALK REMOVAL
- PROPOSED CONSTRUCTION
- TREE REMOVAL

NOTE:

1. REMOVE SIDEWALK AS NECESSARY.

REVISION – 24 MAY 2000 – JNJ

MID-KANSAS ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

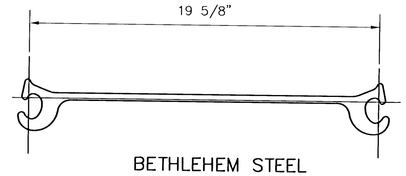
10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

DEMOLITION PLAN (2)
SHEET TITLE

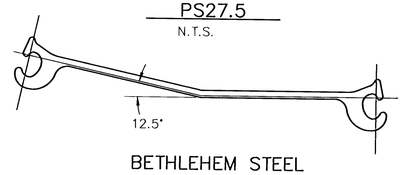
JNJ	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012DM2	3 / 28
DATE	JOB NO.	SHEET/OF

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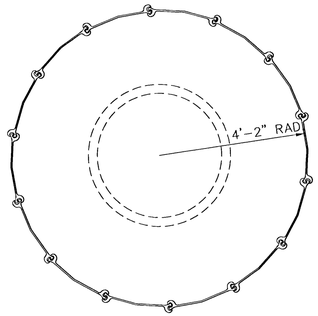
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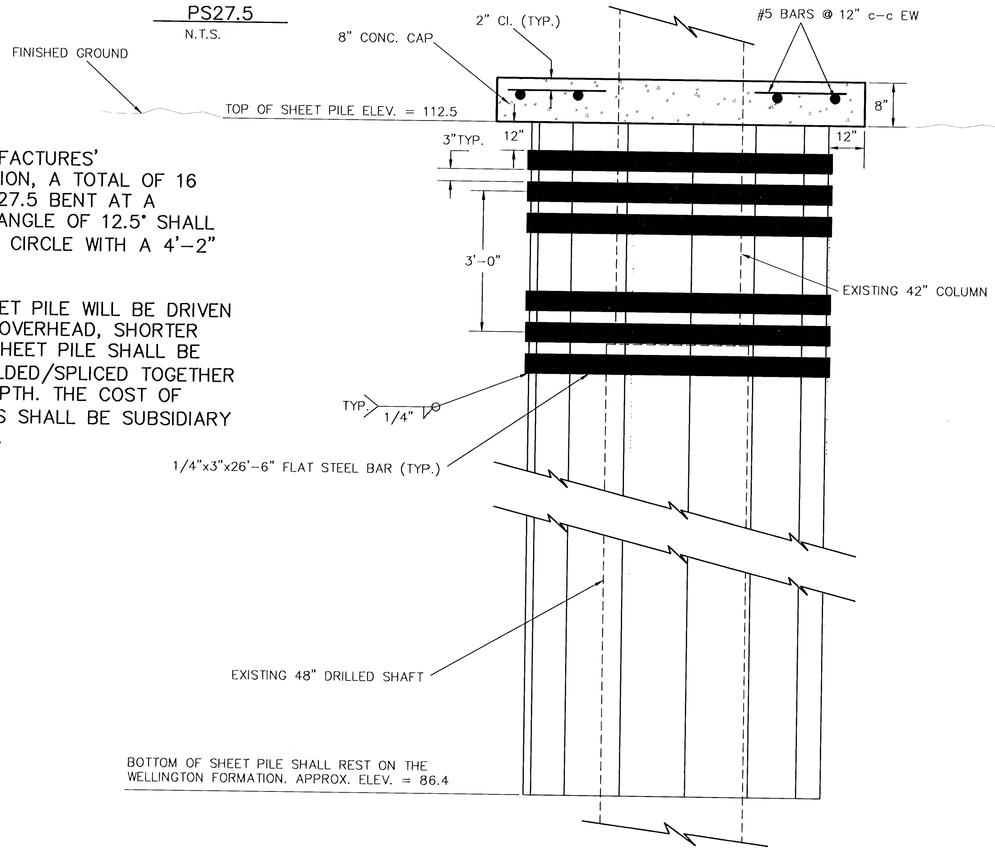


BETHLEHEM STEEL
SHEET PILE
PS27.5
N.T.S.



BETHLEHEM STEEL
BENT SHEET PILE
PS27.5
N.T.S.

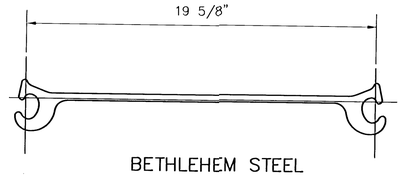




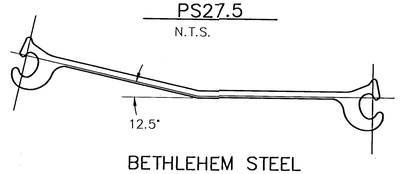
NOTE:
1.) PER MANUFACTURES' RECOMMENDATION, A TOTAL OF 16 PIECES OF PS27.5 BENT AT A THEORETICAL ANGLE OF 12.5° SHALL ENCOMPASS A CIRCLE WITH A 4'-2" RADIUS.

2.) SINCE SHEET PILE WILL BE DRIVEN UNDER I-135 OVERHEAD, SHORTER LENGTHS OF SHEET PILE SHALL BE USED AND WELDED/SPLICED TOGETHER FOR TOTAL DEPTH. THE COST OF WELDS/SPLICES SHALL BE SUBSIDIARY TO THIS WORK.

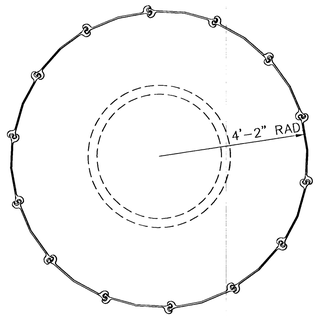
I-135 ROADWAY BRIDGE COLUMN # 90

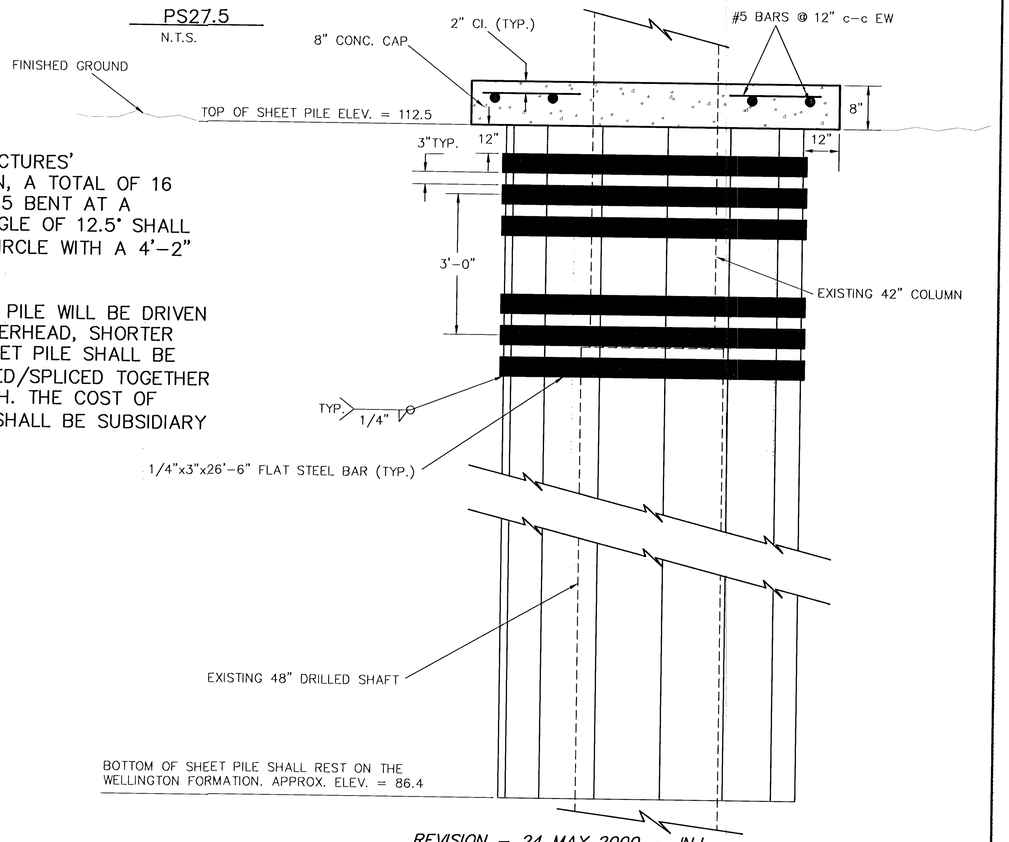


BETHLEHEM STEEL
SHEET PILE
PS27.5
N.T.S.



BETHLEHEM STEEL
BENT SHEET PILE
PS27.5
N.T.S.





NOTE:
1.) PER MANUFACTURES' RECOMMENDATION, A TOTAL OF 16 PIECES OF PS27.5 BENT AT A THEORETICAL ANGLE OF 12.5° SHALL ENCOMPASS A CIRCLE WITH A 4'-2" RADIUS.

2.) SINCE SHEET PILE WILL BE DRIVEN UNDER I-135 OVERHEAD, SHORTER LENGTHS OF SHEET PILE SHALL BE USED AND WELDED/SPLICED TOGETHER FOR TOTAL DEPTH. THE COST OF WELDS/SPLICES SHALL BE SUBSIDIARY TO THIS WORK.

I-135 ROADWAY BRIDGE COLUMN # 91

REVISION - 24 MAY 2000 - JNJ

MID-KANSAS ENGINEERING
CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

10TH STREET NORTH
OUTLET STRUCTURE
PROJECT NAME

SHEET PILE DETAILS
SHEET TITLE

KJS	RSB	KJS\JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012	3A / 28
DATE	JOB NO.	SHEET/OF

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10th STREET NORTH
STORM SEWER IMPROVEMENTS
PROJ. NO. 468-83117

ARMORFLEX CONCRETE BLOCKS (OPEN-CLASS 70) MATS. UNDERLAY w/MIRAFI FW 40/30A GEOTEXTILE. 416.0 S.Y. OVER 'V' SWALE - 6" MAX./DEPTH. COVER BLOCKS WITH NORTH AMERICAN GREEN C-125 BLANKET FOR INITIAL EROSION PROTECTION. THE C-125 BLANKET SHALL BE PLACED BETWEEN GABIONS AND BLOCKS ON WEST SIDE; TRENCHED IN OR UNDER TRM-435 ON NORTH SIDE; BETWEEN CONCRETE CHANNEL AND BLOCKS OR UNDER TRM-435 ON EAST SIDE; AND OVER TRM-435 ON THE SOUTH SIDE. USE LONG STAPLES TO HOLD C-125 BLANKET ON TOP OF BLOCKS. THIS WORK NEEDS TO BE COORDINATED WITH WILDCAT CONSTRUCTION COMPANY AND PHASE 1 WORK ON THE WICHITA DRAINAGE CANAL. REQUEST MANUFACTURER'S REPRESENTATIVE TO BE ON SITE DURING INSTALLATION.

STA. 68+44.06. MAIN CHANNEL B\L = STA. 0+00 C\L CHANNEL

MAIN CANAL B\L

68+00

0+00

14°50'50"

8' (TYP.)

CHANNEL WORK BY OTHERS

INDICATES ELEVATIONS FROM WICHITA DRAINAGE CANAL PHASE 1 (BY OTHERS)

EXTEND EXIST. 12" PIPE THRU NEW CONCRETE CHANNEL WALL

INSTALL SHEET PILE ON SHAFT #91 PER DETAILS ON SHEET 4A.

T.O.W.=114.9

T.O.W.=112.8

106.07

100.07

WALL "A"

EXTEND 8" STEEL DRAIN PIPE TO INSIDE EDGE OF NEW CONCRETE CHANNEL WALL. SEE DETAIL SH. 12

SEE SH. 11 & 20 FOR FLUME CONSTRUCTION AND BOLLARD PLACEMENT

WALL "B"

SLOPE TO DRAIN

WALL "A"

WINGWALL

T.O.W.=112.00

T.O.W.=112.00

110.09

10th ST. NORTH

HYDRAULIC

STA. 2+89.0, C\L CHANNEL = STA. 0+00, LINE 1

GETTO'S ADDITION

STA. 0+48.5, 20.19' LEFT, LINE 1 = STA. 0+00, LINE 2

STA. 0+00.0 LINE 2 TO STA. 0+72.6, LINE 2. SEE SH. 6.

BEAL & BERRY'S SUBDIVISION

FLOWABLE FILL PER C.O.W. STD. SPEC'S.

SEE SH. 13 FOR RCB BEND DETAILS.

STA. 0+86.9 LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 0+93.0, 6.73' Lt., LINE 1= STA. 10+42.06, 6.73' Lt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.78. SEE SH. 17.

INSTALL 2-12'x3' RCB (PRECAST, C-850)

MATCH POINT SEE SH. 5

LINE 2

LINE 1

0+72.65

0+00

89°32'39"

12+89.02

0+00

2+00

93°30'7"

106.23

T.O.W.=112.00

T.O.W.=112.00

T.O.W.=112.00

T.O.W.=112.00

C\L CHANNEL

F\L=105.66

55'-0"

95'-0 5/8"

8'-8 1/2"

56'-7 1/2"

2+00

39'-0"

135°00"

144°39'46"

55'-0"

69'-4 5/8"

T.O.W.=114.9

T.O.W.=112.9

100.07

106.07

3:1

10'-6" BEHIND OVERHEAD STRUCTURE

INSTALL SHEET PILE ON SHAFT #90 PER DETAILS ON SHEET 4A.

WALL "A"

WALL "B"

WALL "A"

WINGWALL

SLOPE TO DRAIN

CHANNEL TO BE FENCED. SEE DETAIL SH. 12. END FENCING @ EXIST. CHAIN LINK FENCE LINE. CONNECT TO EXIST. FENCE LINE.

HYDRAULIC

SEE SH. 18 FOR WATER LINE RELOCATION

STA. 0+93.0, 6.73' Rt., LINE 1= STA. 10+42.06, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.78. SEE SH. 17.

KUMC ADDITION

EDGE OF EX. OVERHEAD STRUCTURE

EDGE OF EX. EROSION MAT.

EXIST. 54" SAN. SEWER

REPLACE 100 L.F. 54" RCP SAN. SEWER W/5'x3' RCB CONFLICT STRUCTURE W/ACCESS M.H.'S 5' FROM EACH END. CENTERED ON E-W CENTERLINE OF OVERHEAD COLUMNS. FLOWLINE EXIST. 54" = FLOWLINE OF PROPOSED 5'x3'. CONTRACTOR SHALL VERIFY EXIST. 54" FLOWLINE. SEE SH. 11

PLAN CHANNEL

PLAN LINE 1

SCALE: 1"=20'

20 10 0 20

NOTE:
RECOMPACT ALL SOIL EXCAVATED FOR CONCRETE CHANNEL AND RETAINING WALLS BY HAND TO 95% STANDARD PROCTOR (ASTM D-698), PARTICULARLY AROUND EXISTING DRILLED SHAFT FOOTINGS FOR I-135 OVERHEAD STRUCTURE. SEE SHEET 3A FOR DETAILS FOR PROTECTION OF KDOT I-135 DRILLED SHAFT FOOTINGS

LEGEND

— PROPOSED PAVING IMPROVEMENTS

NOTES:
1. SEE SH. 7 & 8 FOR INLET AND STORM SEWER CONSTRUCTION.
2. SEE SH. 9 & 10 FOR PAVEMENT CONSTRUCTION.
3. SEE SH. 12 FOR WALL DETAILS

* SEE GENERAL NOTE #18, SHEET 1.

PROFILE CHANNEL
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

TOP OF RETAINING WALL EQUALS CHANNEL SIDE SLOPE

EXISTING GRADE

112.9

114.9

EXISTING STORM SEWER

TOP OF RETAINING WALL

113.1 PUBLISHED F.E.M.A. 100 - YR.

111.3 PUBLISHED F.E.M.A. 50 - YR.

PROPOSED CHANNEL (BY OTHERS)

EXISTING CHANNEL

56:62 L.F. WALL "A"

69.39 L.F. WALL "B"

95.06 L.F. WALL "A"

8.71 L.F.

0.10%

6"

.20%

5'x3' RCB

SAN. SEWER FL.=101.03(±) (CONTRACTOR SHALL VERIFY)

EXISTING 48" STORM SEWER

EXISTING 54" SAN. SEWER

CONC. TOE WALL W=2',D=4',L=66'

PROPOSED SHEET PILE

EXISTING DRILLED SHAFT

PLEISTOCENE

RECENT

WELLINGTON FORMATION

STA. 0+59.2 FL=99.38

STA. 1+18.9 FL=99.50 FL=105.59

STA. 1+24.2 CONSTRUCT 5' x3' RCB CONFLICT STRUCTURE

STA. 1+85.2 FL=105.57

STA. 2+80.3 FL=105.66

STA. 2+89.0 (BEGIN 3-12'x3' RCB'S) FL=105.67 (MATCH LINE)

STA. 2+00, LINE 1 FL=105.67 (MATCH LINE)

STA. 2+89.0, C\L CHANNEL = STA. 0+00, LINE 1

BEGIN TRIPE 12'x3' RCB. ATTACH RCB TO CHANNEL WALL

EXISTING TELE. CABLE

EXISTING TELE. CABLE

STA. 0+48.5, LINE 1 = STA. 0+00.0, LINE 2

END TRIPE 12'x3' RCB. BEGIN DOUBLE 12'x3' RCB.

EXISTING GRADE ON C\L RCB

EXISTING 2" ABAND. WATER LINE

EXISTING 18" STORM SEWER

EXISTING 48" STORM SEWER

STA. 0+86.9, LINE 1 20" RCB X-TIE HOLE

STA. 0+93.0, LINE 1 MH TOP=111.78 INSTALL 30" INLET PIPE

PROPOSED SURFACE ON C\L RCB

TOP OF RCB

PROP. 8" WATER RELOCATION (DEEPENING) TOP OF PIPE ELEV.= 103.5 (SEE NOTE 'A')

200.0 LF DOUBLE 12'x3' RCB (PRECAST) (C-850) @ 0.10%

FL(IN)=106.43 (20")

FL(IN)=106.26 (30")*

FL=105.76

FL=105.76

FL=105.77

FL=105.72

FL=105.87

STA. 2+00, LINE 1

MATCH LINE. SEE SH. 5

ELEVATION IN FEET (WICHITA DATUM)

115 110 105 100 95 90 85 80

0 1 2

PROFILE LINE 1
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

REVISION - 24 MAY 2000 - JNJ

4/28

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10th STREET NORTH
STORM SEWER IMPROVEMENTS
PROJ. NO. 468-83117

BEAL & BERRY'S SUBDIVISION

KUMC ADDITION

KUMC ADDITION

KUMC ADDITION

STEEL & SNIVELY'S SUBDIVISION

RES 'A'

MINNEAPOLIS

MINNEAPOLIS

KANSAS

PRIVATE ST.

10th ST. NORTH

10th ST. NORTH

LINE 1

LINE 1

LINE 3

STA. 3+41.5, 6.73' Lt., LINE 1= STA. 12+90.62, 6.73' Lt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.82. SEE SH. 17.

STA. 3+71.8, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13

STA. 3+77.9, 6.73' Lt., LINE 1= STA. 13+26.99, 6.73' Lt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 112.11. SEE SH. 17.

STA. 0+45.2, 0.0' Lt., LINE 3= STA. 0+43.03, 7.40' Lt., MINNEAPOLIS. INSTALL MANHOLE STACK. MH TOP = 111.83. SEE SH. 17.

STA. 2+08.1, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 2+14.2, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 3+35.4, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 4+26.4, 6.73' Lt., LINE 1= STA. 13+75.49, 6.73' Lt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.83. SEE SH. 17.

INSTALL 2-12'x3' RCB (PRECAST, C-850)

CAST IN PLACE 12'x3' RCB SECTION TO PREPARE FOR CORNER TURN. CONTRACTOR SHALL PROVIDE RCB SPLICE SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

STA. 0+00.0 LINE 3 TO STA. 0+78.6, LINE 3. SEE SH. 6.

STA. 6+75.0, 6.73' Lt., LINE 1= STA. 16+24.06, 6.73' Lt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.94. SEE SH. 17.

STA. 6+87.1, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 6+93.7, 6.73' LEFT, LINE 1 = STA. 0+00, LINE 3

0+78.58

90°0'0"

7+81.04

MATCH POINT SEE SH. 4

2+00

3+00

4+00

5+00

6+00

7+00

STA. 3+41.5, 6.73' Rt., LINE 1= STA. 12+90.62, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.82. SEE SH. 17.

STA. 3+77.9, 6.73' Rt., LINE 1= STA. 13+26.99, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 112.12. SEE SH. 17.

STA. 4+26.4, 6.73' Rt., LINE 1= STA. 13+75.49, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.83. SEE SH. 17.

STA. 4+20.3, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 5+47.6, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 5+35.5, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 6+62.8, LINE 1 CONSTRUCT 20" RCB X-TIE HOLE. SEE SH. 13.

STA. 6+68.9, 6.73' Rt., LINE 1= STA. 16+17.99, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 111.92. SEE SH. 17.

STA. 7+05.3, 6.73' Rt., LINE 1= STA. 16+54.37, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 112.10. SEE SH. 17.

STA. 7+81.0, LINE 1 END 12'x3' RCB CONSTRUCTION. INSTALL PRE-CAST 12'x3' PLUG. CONTRACTOR SHALL PROVIDE 12'x3' PRE-CAST PLUG SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

STA. 7+59.8, 6.73' Rt., LINE 1= STA. 17+08.93, 6.73' Rt., 10th STREET. INSTALL MANHOLE STACK. MH TOP = 112.00. SEE SH. 17.

SEE SH. 18 FOR FIRE HYDRANT ASSEMBLY RELOCATION

SEE SH. 18 FOR WATER RELOCATION

SEE SH. 18 FOR WATER RELOCATION

* SEE GENERAL NOTE #18, SHEET 1

LEGEND

— PROPOSED PAVING IMPROVEMENTS

NOTES:
1. SEE SH. 7 & 8 FOR INLET AND STORM SEWER CONSTRUCTION.
2. SEE SH. 9 & 10 FOR PAVEMENT CONSTRUCTION.

SEE SH. 13 FOR RCB BEND DETAILS

FLOWABLE FILL PER C.O.W. STD. SPEC'S

SCALE: 1"=20'

20 10 0 20

N

PLAN LINE 1

PROFILE LINE 1

VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

PROPOSED SURFACE ON C\L RCB

TOP OF RCB

EXISTING GRADE ON C\L RCB

EXISTING TELE. CABLE

EXISTING GAS LINE

EXIST. ABAND. 2" WATER LINE

EXISTING 2" WATER LINE

EXISTING 15" STORM SEWER

EXISTING 24" STORM SEWER

PROP. 8" WATER RELOCATION (DEEPENING), TOP OF PIPE ELEV. = 103.75 (SEE NOTE 'B')

493.7 LF DOUBLE 12'x3' RCB (PRECAST) (C-850) @ 0.10%

87.3 LF SINGLE 12'x3' RCB (PRECAST) (C-850) @ 0.10%

ELEVATION IN FEET (WICHITA DATUM)

115
110
105
100
95

MATCH LINE. SEE SH. 4

STA. 2+00, LINE 1 — FL=105.87
STA. 2+08.1, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.55 (20") — FL(IN)=105.88
STA. 2+14.2, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.55 (20") — FL(IN)=105.88
STA. 3+35.4, LINE 1 20" RCB X-TIE HOLE — FL=105.97
STA. 3+41.5, LINE 1 MH TOP=111.82 INSTALL 30" INLET PIPE — FL(IN)=106.67 (20") — FL(IN)=106.01
STA. 3+71.8, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.51 (30")*
STA. 3+77.9, LINE 1 MH TOP=112.12 — FL(IN)=106.71 (20") — FL(IN)=106.04
STA. 4+20.3, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.05 (36") — FL(IN)=106.05
STA. 4+26.4, LINE 1 MH TOP=112.11 INSTALL 30" INLET PIPE — FL=106.07
STA. 5+35.5, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.76 (20") — FL(IN)=106.09
STA. 5+47.6, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.60 (30")* — FL(IN)=106.10
STA. 6+62.8, LINE 1 20" RCB X-TIE HOLE — FL(IN)=106.60 (18")* FL(OUT)=106.60 — FL=106.17
STA. 6+68.9, LINE 1 MH TOP=111.92 INSTALL 30" INLET PIPE — FL(IN)=106.88 (20") — FL(IN)=106.21
STA. 6+75.0, LINE 1 MH TOP=111.94 INSTALL 30" INLET PIPE — FL(IN)=106.89 (20") — FL(IN)=106.22
STA. 6+87.1, LINE 1 20" RCB X-TIE HOLE — FL=106.27
STA. 0+00.0, LINE 3 = STA. 16+93.7, LINE 1 END DOUBLE 12'x3' RCB. BEGIN SINGLE 12'x3' RCB. — FL(IN)=107.00 (20") — FL(IN)=106.33
STA. 7+05.3, LINE 1 MH TOP=112.10 — FL(IN)=106.84 (30")* — FL(IN)=106.34
STA. 7+59.8, LINE 1 MH TOP=112.00 INSTALL 30" INLET PIPE — FL(IN)=106.85 (30")* — FL(IN)=106.34
STA. 7+81.0, LINE 1 END SINGLE 12'x3' RCB. INSTALL 12'x3' PLUG. — FL(IN)=107.03 (20") — FL(IN)=106.36
FL(IN)=106.38 (36") — FL(IN)=106.37
FL(IN)=106.94 (30")* — FL(IN)=106.38
FL=106.43
FL=106.45

2 3 4 5 6 7 8

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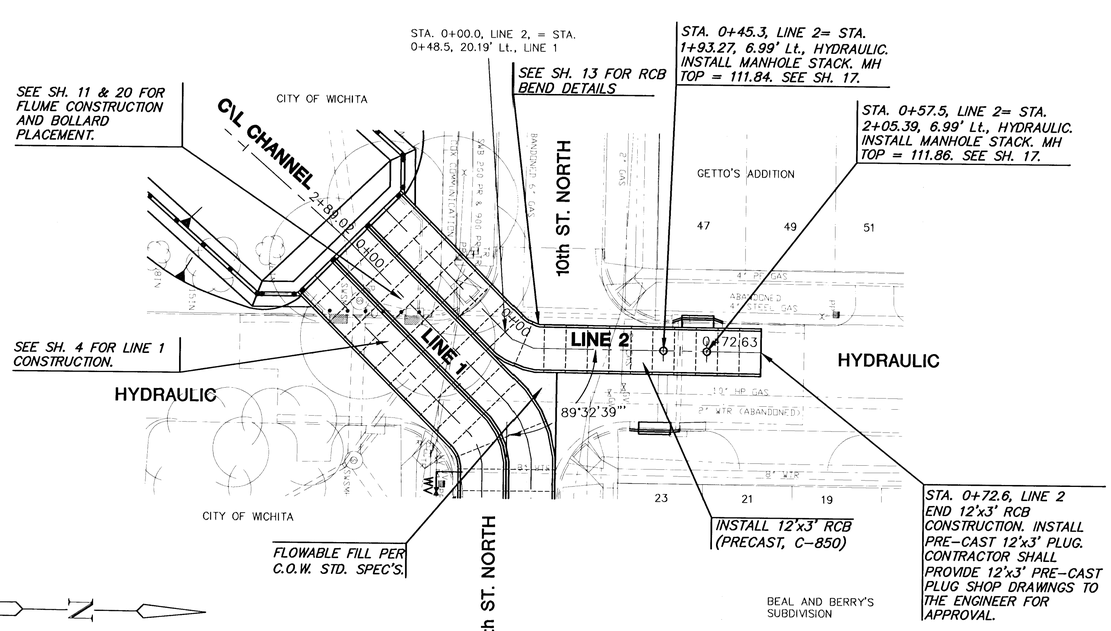
REVISION — 24 MAY 2000 — JNJ

10th STREET NORTH
STORM SEWER IMPROVEMENTS
PROJ. NO. 468-83117

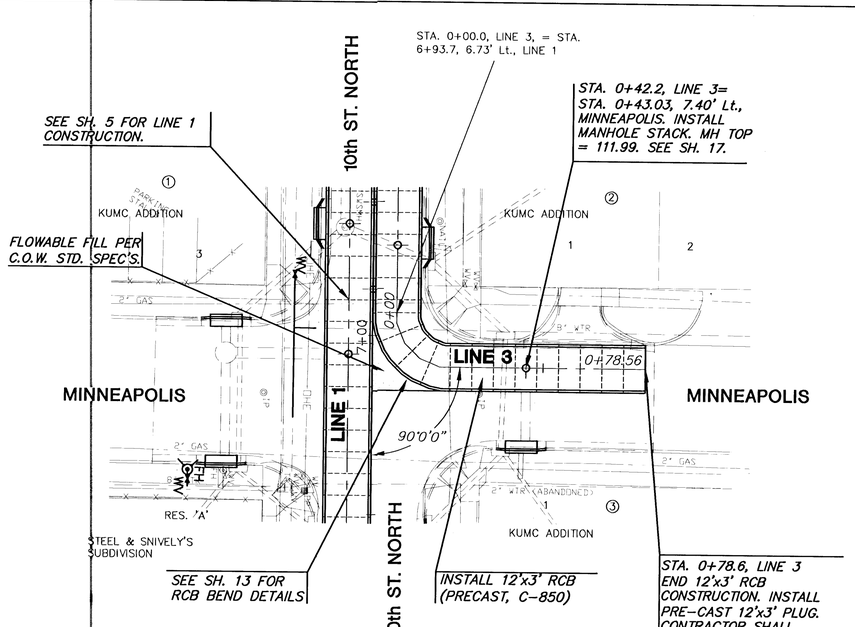
LEGEND

— — — PROPOSED PAVING IMPROVEMENTS

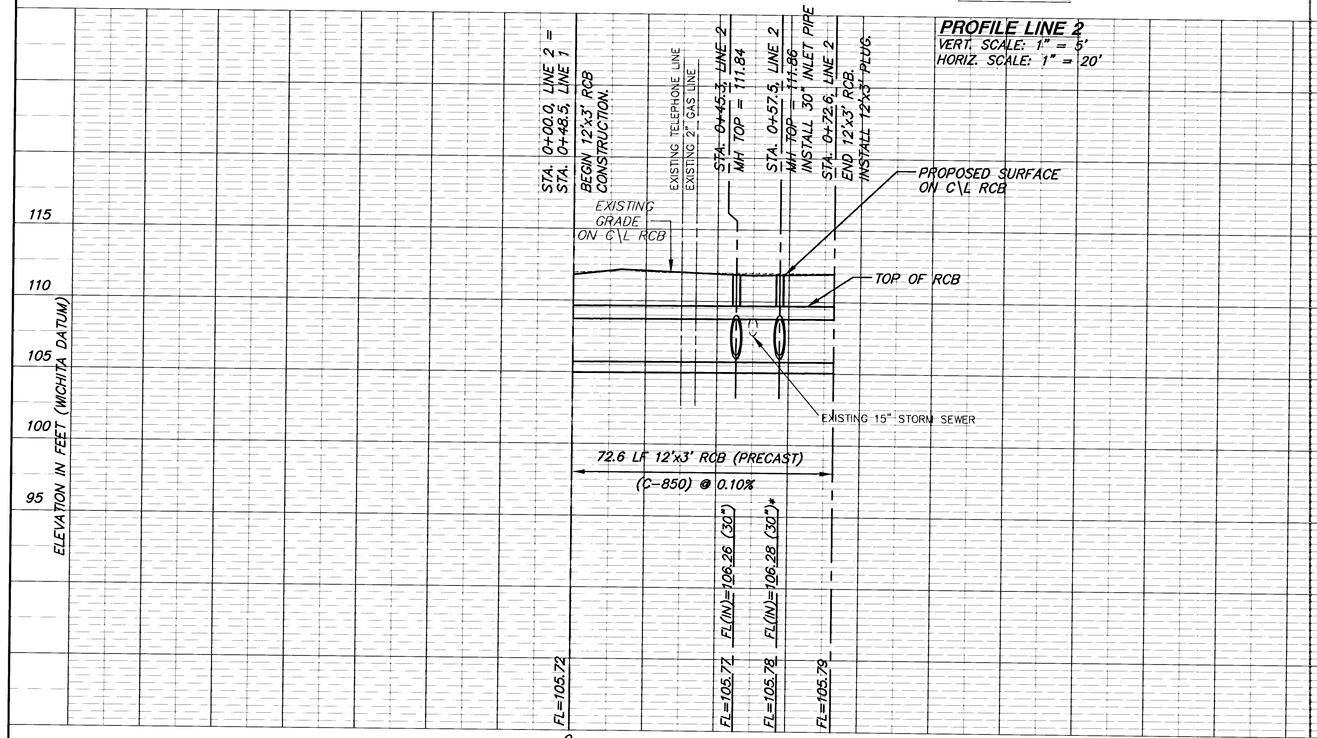
NOTES:
1. SEE SH. 7 & 8 FOR INLET AND STORM SEWER CONSTRUCTION.
2. SEE SH. 9 & 10 FOR PAVEMENT CONSTRUCTION.



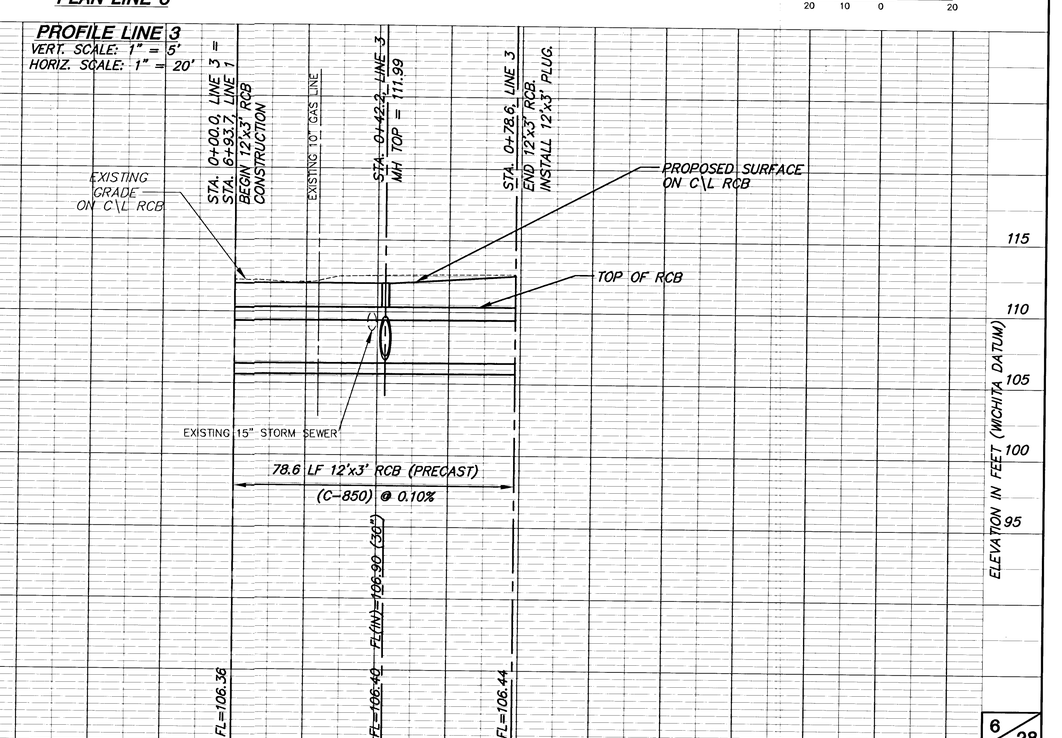
* SEE GENERAL NOTE #18, SHEET 1



PLAN LINE 2



PLAN LINE 3



REVISION – 24 MAY 2000 – JNJ

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10th STREET NORTH STORM SEWER IMPROVEMENTS PROJ. NO. 468-83117

GETTO'S ADDITION

BEAL & BERRY'S SUBDIVISION

KUMC ADDITION ②

KUMC ADDITION ①

KUMC ADDITION

CITY OF WICHITA

10th ST. NORTH

10th ST. NORTH

CONST. 14.0 LF OF 30" RCP.

STA. 2+02.71, 13.66' Lt., HYDRAULIC, CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.24. F\L OUT (30")=106.28.

STA. 1+91.21, 13.00' Rt., HYDRAULIC CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.24.

STA. 0+00, LINE 'A'= STA. 1+93.27, 6.99' Lt., HYDRAULIC

STA. 10+42.21, 13.40' Lt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.12. F\L OUT (30")=106.26.

STA. 6+89.06, 10th St. No.= STA. 1+60.94, HYDRAULIC

STA.10+00, ABANDONED 6" GAS 10th St. No.= STA. 1+50, HYDRAULIC

STA. 10+41.65, 13.40' Rt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.12. F\L OUT (30")=106.26.

STA. 12+90.18, 13.40' Rt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.16. F\L OUT (30")=106.51 F\L IN (15" SW.)=107.74

EXTEND EXIST. 15" RCP NW 26.0 LF. NEW 15" RCP F\L INTO RCB= 105.71. WRAP SPLICE WITH NONWOVEN GEOTEXTILE AND POUR CONC. COLLAR.

CONNECT 24.3 LF OF 15" RCP BETWEEN INLETS

STA. 12+93.53, 13.40' Lt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.16. F\L OUT (30")=106.51.

STA. 0+00, LINE 4= STA. 13+26.99, 6.73' Rt., 10th St. No.

STA. 0+00, LINE 5= STA. 13+26.99, 6.73' Lt., 10th St. No.

CONST. 4.5 LF OF 30" RCP.

STA. 0+40.93, 13.14' Lt., KANSAS CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.22.

CONST. 28.2 LF OF 36" RCP.

STA. 0+34.2, LINE 5= STA. 0+00.0, LINE 5A= STA. 0+40.94, 8.58' Lt., KANSAS. CONST. SHALLOW TYPE "P" MANHOLE. (6' DIA.) MANHOLE TOP ELEV.=111.82.

CONST. 21.4 LF OF 30" RCP.

STA. 0+40.93, 12.86' Rt., KANSAS CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.22.

CONNECT 8" PVC ROOF DRAINS INTO INLET.

STA. 13+77.38, 13.40' Lt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.17. F\L OUT (30")=106.60. F\L IN (8" NW)=108.43 F\L IN (8" ENE)=108.43

STA. 13+35.58, 10th St. No.= STA. 0+00 KANSAS

STA. 13+32.19, 10th St. No.= STA. 1+50, PRIVATE St.

CONST. 28.2 LF OF 36" RCP.

CONST. 7.9 LF OF 30" RCP.

STA. 13+71.46, 13.40' Rt., 10th St. No., CONST. SINGLE TYPE II CURB INLET (W=3'-4 3/8", L=3'-8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.17. F\L OUT (18")=106.60.

STA. 1+09.12, 13.07' Lt., PRIVATE ST. CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.19.

STA. 0+34.2, LINE 4= STA. 0+00.0, LINE 4A= STA. 1+09.12, 5.20' Lt., PRIVATE ST.. CONST. SHALLOW TYPE "P" MANHOLE. (6' DIA.) MANHOLE TOP ELEV.=111.89.

CONST. 18.1 LF OF 30" RCP.

STA. 1+09.02, 12.93' Rt., PRIVATE ST. CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.20.

LINE A · LINE 1 · LINE 2 · LINE 4 · LINE 4A · LINE 5 · LINE 5A · PRIVATE ST. · KANSAS

89°59'2" · 89°32'58" · 90°0'0" · 90°0'0"

MATCH LINE SEE SH. 8

NOTES:
1. SEE SH. 4,5 & 6 FOR CHANNEL AND RCB CONSTRUCTION.
2. SEE SH. 9 & 10 FOR PAVEMENT CONSTRUCTION.
3. SEE SH. 17 FOR STD. SHALLOW MANHOLE DETAILS.
4. SEE SH. 15 & 16 CURB INLET DETAILS.

PLAN LINES 'A', 4, 4A, 5, 5A

SCALE: 1"=20'

20 10 0 20

N

PROFILE LINE 'A'

VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

STA. 0+00.0, LINE 'A'= STA. 0+45.4, LINE 2 BEGIN CONSTRUCTION

PROPOSED SURFACE · EXISTING GRADE · FLOWABLE FILL TO TOP OF RCB

C\L HYDRAULIC · EXISTING 10" GAS · EXISTING 2" WATER

CONST. TRIPLE TYPE II CURB INLET TOP = 112.24

STA. 0+33.2, LINE 'A' MATCH EXIST. S\W

4.7%

15.7 LF OF 30" RCP @ 0.19%

FL=105.77 · FL=105.77 (RCB) · FL OUT=106.27 (30") · FL IN=106.30 (30") · ELEV=112.7

+06.0

0

ELEVATION IN FEET (WICHITA DATUM) 115 110 105 100 95

PROFILE LINE 4

VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

STA. 0+00.0, LINE 4= STA. 3+77.9, LINE 1. BEGIN CONSTRUCTION

PROPOSED SURFACE · EXISTING GRADE · FLOWABLE FILL TO TOP OF RCB

STA. 0+34.2, LINE 4= STA. 0+00.0, LINE 4A. CONST. SHALLOW TYPE "B" MANHOLE MH TOP = 111.89

C\L PRIVATE ST.

STA. 0+54.0, LINE 4. CONST. TRIPLE TYPE II CURB INLET TOP = 112.20

STA. 0+59.1, LINE 4 MATCH EXIST. S\W

5.1%

PROP. 8" WATER LINE · 3 EXIST. TEL. CABLES

28.2 LF OF 36" RCP @ 0.21% · 19.8 LF OF 30" RCP @ 0.20%

FL=106.05 · FL=106.05 (RCB) · FL OUT=106.05 (36") · FL OUT=106.11 (36" N) · FL IN=106.61 (30" E) · FL IN=106.61 (30" W) · FL OUT=106.65 (30") · ELEV=112.4

+06.0

0

PROFILE LINE 4A

VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

STA. 0+00.0, LINE 4A= STA. 0+34.2, LINE 4. CONST. SHALLOW TYPE "B" MANHOLE MH TOP = 111.89

C\L PRIVATE ST.

STA. 0+09.6, LINE 4A CONST. TRIPLE TYPE II CURB INLET TOP = 112.19

STA. 0+12.6, LINE 4A MATCH EXIST.

PROPOSED SURFACE · EXISTING GRADE · FLOWABLE FILL

6.0%

9.6 LF OF 30" RCP @ 0.42%

FL OUT=106.11 (36" N) · FL IN=106.61 (30" E) · FL IN=106.61 (30" W) · FL OUT=106.65 (30") · ELEV=112.2

0

PROFILE LINE 6

VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

STA. 0+00.0, LINE 5= STA. 3+77.9, LINE 1. BEGIN CONSTRUCTION

PROPOSED SURFACE · EXISTING GRADE · FLOWABLE FILL TO TOP OF RCB

STA. 0+34.2, LINE 5= STA. 0+00.0, LINE 5A. CONST. SHALLOW TYPE "B" MANHOLE MH TOP = 111.82

C\L PRIVATE ST.

STA. 0+54.0, LINE 5. CONST. TRIPLE TYPE II CURB INLET TOP = 112.22

STA. 0+67.6, LINE 5 MATCH EXIST. S\W

4%

EXIST. 10" GAS

28.2 LF OF 36" RCP @ 0.21% · 23.1 LF OF 30" RCP @ 0.17%

FL=106.05 · FL=106.05 (RCB) · FL OUT=106.05 (36") · FL OUT=106.11 (36" S) · FL IN=106.61 (30" E) · FL IN=106.61 (30" W) · FL OUT=106.65 (30") · ELEV.=112.60

+06.0

0

PROFILE LINE 5A

VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'

STA. 0+00.0, LINE 5A= STA. 0+34.2, LINE 5. CONST. SHALLOW TYPE "B" MANHOLE MH TOP = 111.82

STA. 0+06.2, LINE 5A CONST. TRIPLE TYPE II CURB INLET TOP = 112.22

STA. 0+12.6, LINE 5A MATCH EXIST.

PROPOSED SURFACE · EXISTING GRADE · FLOWABLE FILL TO TOP OF RCB

6.9%

6.2 LF OF 30" RCP @ 0.65%

FL OUT=106.11 (36" S) · FL IN=106.61 (30" E) · FL IN=106.61 (30" W) · FL OUT=106.65 (30") · ELEV=112.5

0

ELEVATION IN FEET (WICHITA DATUM) 115 110 105 100 95

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REVISION – 24 MAY 2000 – JNJ

10th STREET NORTH
STORM SEWER IMPROVEMENTS
PROJ. NO. 468-83117

CONNECT 15" RCP FROM NW INTO BACK OF INLET. WRAP SPLICE POINT WITH NONWOVEN GEOTEXTILE AND POUR CONC. COLLAR.

CONST. 16.1 LF OF 30" RCP.

STA. 0+41.93, 12.98' Rt., MINNEAPOLIS. CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.37

KUMC ADDITION ③

CONNECT 15" RCP FROM NE INTO BACK OF INLET. WRAP SPLICE POINT WITH NONWOVEN GEOTEXTILE AND POUR CONC. COLLAR.

KUMC ADDITION ②

STA. 16+23.40, 13.40' Lt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.27. F\L OUT (30")=106.85.

STA. 0+43.03, 7.40' Lt., MINNEAPOLIS= STA. 0+00, LINE 'B'

STA. 16+54.37, 6.73' Lt., 10th St. No.= STA. 0+00, LINE 6

STA. 17+07.24, 13.00' Lt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.38

STA. 16+65.31, 10th St. No.= STA. 0+00, MINNEAPOLIS (N)

BUILDING

10" GAS

10th ST. NORTH

14+00 15+00 16+00 17+00

MATCH LINE SEE SH. 7

LINE 1 LINE 3 LINE 'B' LINE 'C'

90°0'0" 90°0'0"

10th ST. NORTH

CONST. 15.4 LF OF 36" RCP.

STA. 17+08.93, 6.73' Rt., 10th St. No.= STA. 0+00, LINE 'C'

LINE 6A LINE 6

STA. 16+65.03, 10th St. No.= STA. 1+50, MINNEAPOLIS (S)

STA. 16+18.09, 13.40' Rt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.27. F\L OUT (30")=106.84

CONST. 28.2 LF OF 36" RCP.

CONNECT 15" RCP FROM SE INTO BACK OF INLET. WRAP SPLICE POINT WITH NONWOVEN GEOTEXTILE AND POUR CONC. COLLAR.

STA. 17+11.98, 13.40' Rt., 10th St. No., CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET FACE AGAINST RCB. INLET TOP ELEV.=112.39 F\L OUT (30")=106.94

CONST. 9.0 LF OF 30" RCP.

STA. 0+34.2, LINE 6= STA. 0+00.0, LINE 6A= STA. 1+09.07, 10.67' Lt., MINNEAPOLIS. CONST. SHALLOW TYPE "2" MANHOLE. (6' DIA.) MANHOLE TOP ELEV.=111.89.

STA. 1+09.07, 18.00' Lt., MINNEAPOLIS. CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.46.

STA. 1+08.10, 18.00' Rt., MINNEAPOLIS (S). CONST. TRIPLE TYPE II CURB INLET (W=3'-4 3/8", L=8'-10 3/8"). INLET TOP ELEV.=112.43.

CONST. 30.3 LF OF 30" RCP.

MINNEAPOLIS

KUMC ADDITION ①

KUMC ADDITION

STEEL & SNIVELY'S SUBDIVISION

RES. 'A'

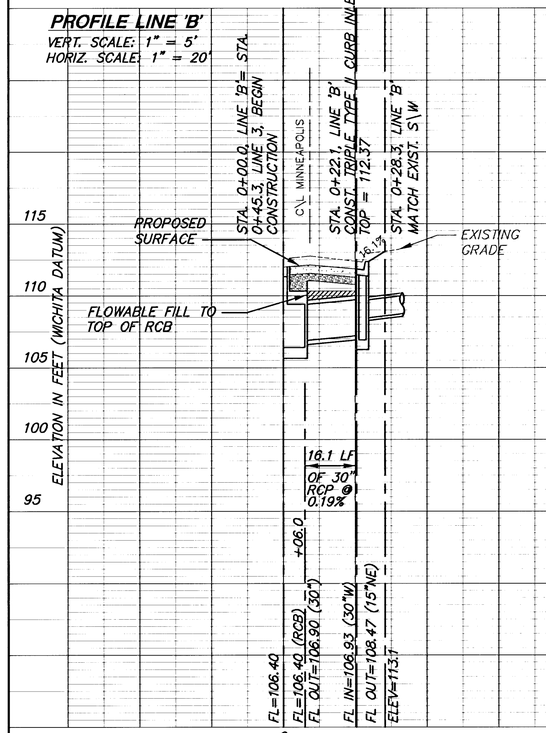
<u>NOTES:</u>
1. SEE SH. 4,5 & 6 FOR CHANNEL AND RCB CONSTRUCTION.
2. SEE SH. 9 & 10 FOR PAVEMENT CONSTRUCTION.
3. SEE SH. 17 FOR STD. SHALLOW MANHOLE DETAILS.
4. SEE SH. 15 CURB INLET DETAILS.

N

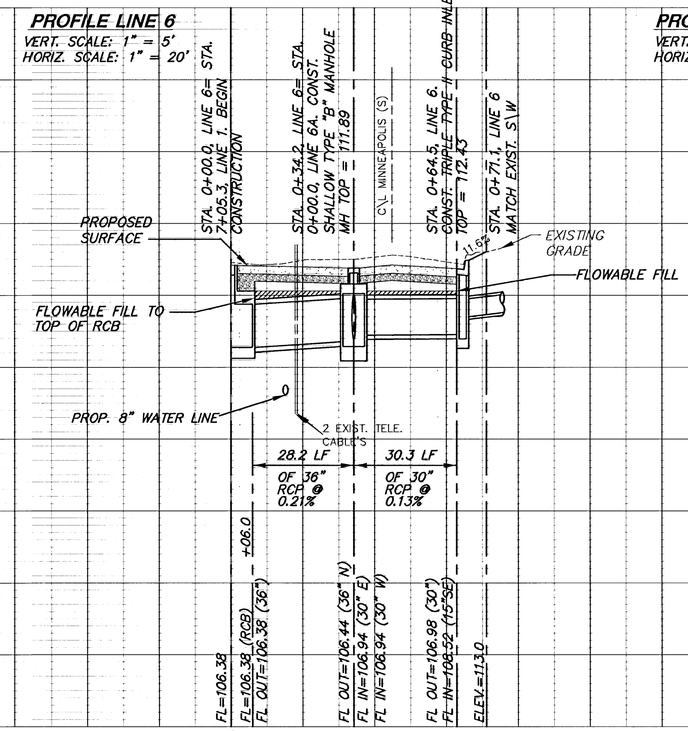
SCALE: 1"=20'
20 10 0 20

PLAN LINE 'B', 'C', 6, & 6A

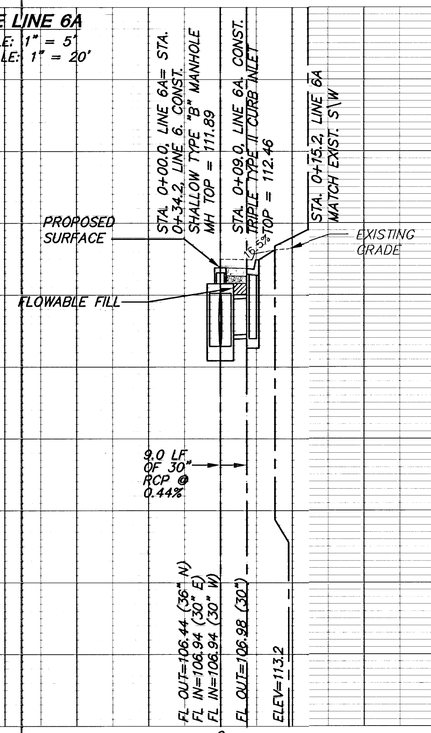
PROFILE LINE 'B'
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'



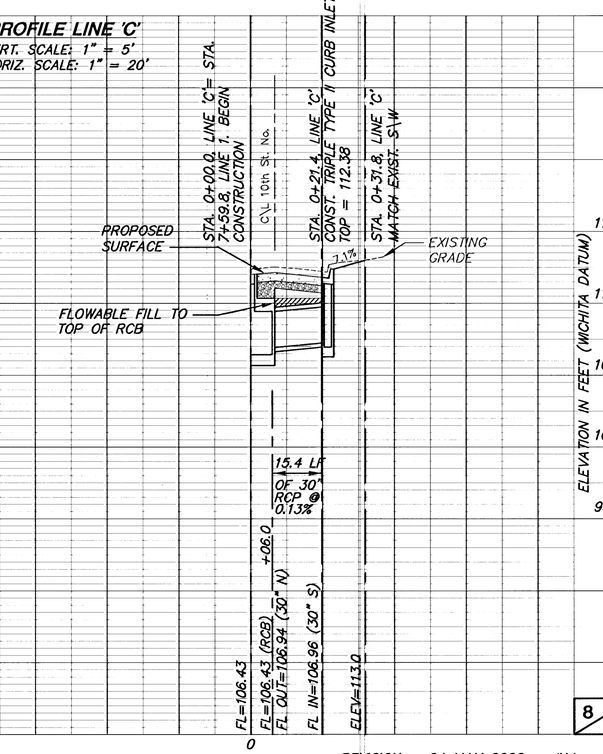
PROFILE LINE 6
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'



PROFILE LINE 6A
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'



PROFILE LINE 'C'
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 20'



8/28

REVISION – 24 MAY 2000 – JNJ

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LEGEND

- 5' TRANSITION CURB & GUTTER
- PROPOSED STORM SEWER IMPROVEMENTS

STA. 9+54.02 TO STA. 10+35.27. CONSTRUCT 7" CONCRETE PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

STA. 9+89.06, 71.61' Lt. (10th ST.) = STA. 2+32.55 (HYDRAULIC AVE.), MATCH EXIST. PAVEMENT AND CURB & GUTTER

BEGIN PAVEMENT TAPER

STA. 9+89.06 (10th ST.) = STA. 1+60.94 (HYDRAULIC AVE.)

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

STA. 9+54.02, MATCH EXIST. PAVEMENT AND CURB & GUTTER

STA. 10+00.00 (10th ST.) = STA. 1+50.00 (HYDRAULIC AVE.)

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

BEGIN PAVEMENT TAPER

STA. 1+05.1, 15.50' Lt. TO STA. 1+20.1, 15.50' Lt. (HYDRAULIC AVE.). CONSTRUCT 15 LF OF NO COMBINED CURB & GUTTER. SEE SH. 11 & 21 FOR FLUME & BOLLARD DETAILS.

STA. 10+00.00, 74.82' Rt. (10th ST.) = STA. 0+75.19 (HYDRAULIC AVE.), MATCH EXIST. PAVEMENT AND CURB & GUTTER

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP. MATCH EXIST S\W.

P.V.I. T\C ELEV.=112.12 NO V.C. (LP)

P.V.I. T\C ELEV.=112.52 NO V.C. (HP)

BEGIN PAVEMENT TAPER

STA. 11+69.89, CONSTRUCT 8" CONCRETE DRIVE ENTRANCE.

STA. 11+69.89, MATCH EXIST. GROUND

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 5 LF OF 4" SIDEWALK

CONSTRUCT 5 LF OF 4" SIDEWALK

STA. 11+41.78, CONSTRUCT 8" CONCRETE DRIVE ENTRANCE.

BEGIN PAVEMENT TAPER

MATCH EXIST CONC.

STA.10+35.27 TO STA. 12+50. CONSTRUCT 7" A.C. PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

P.V.I. T\C ELEV.=112.52 NO V.C. (HP)

P.V.I. T\C ELEV.=112.12 NO V.C. (LP)

MATCHLINE SEE SH. 10

MATCHLINE SEE SH. 10

GETTO'S ADDITION

BEAL & BERRY'S SUBDIVISION

KUMC ADDITION

CITY OF WICHITA

I-135 & DRAINAGE CANAL

10th ST. NORTH

10th ST. NORTH

HYDRAULIC AVE.

BEGIN PROJECT 9+54.02

HYDRAULIC AVE.

BEGIN PROJECT 9+54.02

30' R/W

30' R/W

30' R/W

40' R/W

14.50' Lt.

14.50' Rt.

+0.32% (BASE ON C/L)

-0.32% (BASE ON C/L)

+0.32% (BASE ON C/L)

-0.32% (BASE ON C/L)

9+89.06

10+35.27

10+42.19

10+50

11+00

11+50

11+72

12+00

12+50

10+00

10+34.73

10+42.19

10+50

11+00

11+50

11+72

12+00

12+50

NOTES

1. ALL STREET CURB AND GUTTER SHALL BE COMBINED CURB & GUTTER (6 5/8"), UNLESS OTHERWISE NOTED.
2. ALL STREET CURVE RADII ARE 20' TO FACE OF CURB, UNLESS OTHERWISE NOTED.
3. ALL DRIVEWAY CURVE RADII ARE 10' TO FACE OF CURB, UNLESS OTHERWISE NOTED.
4. SEE SH. 4 FOR CHANNEL CONSTRUCTION.
5. SEE SH. 4,5,6 FOR RCB CONSTRUCTION.
6. SEE SH. 7 & 8 FOR INLET AND STORM SEWER CONSTRUCTION.
7. SEE SH. 19 FOR TYPICAL PAVING SECTIONS.
8. SEE SH. 20 FOR ENTRANCE DETAIILS.
9. SEE SH. 21 FOR SIDEWALK AND HANDICAP RAMP DETAILS.

SCALE: 1"=20'

20 10 0 20

REVISION – 24 MAY 2000 – JNJ

MID-KANSAS ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

10th STREET NORTH PAVING PLAN STA. 9+54.02 TO STA. 12+50.00
SHEET TITLE

JNJ	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012	9 / 28
DATE	JOB NO.	SHEET/OF

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STA. 12+97.12 TO STA. 13+70.44. CONSTRUCT 7" CONCRETE PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

STA. 13+35.58, 59.98' Lt. (10th ST.) = STA. 0+59.98 (KANSAS ST.), MATCH EXIST. PAVEMENT AND CURB & GUTTER

STA. 16+65.31, 78.87' Lt. (10th ST.) = STA. 0+78.87 (MINNEAPOLIS AVE.), MATCH EXIST. PAVEMENT AND CURB & GUTTER

12+50 | 12+90.20 | 13+00.44 | 13+35.58 | 13+70.44 | 13+77.36 | 14+00 | 14+50 | 14+97.72 | 15+00 | 15+50 | 16+00 | 16+18.11 | 16+30.31 | 16+65.31 | 17+00.31 | 17+11.96 | 17+42.15 END PROJECT

-0.32% (BASE ON C/L) | +0.32% (BASE ON C/L) | -0.32% (BASE ON C/L) | +0.40% (BASE ON C/L) | -0.32% (BASE ON C/L) | +0.32% (BASE ON C/L) | -0.32% (BASE ON C/L) | +2.19% (BASE ON C/L)

P.V.I. T\C ELEV.=112.16 NO V.C. (LP)

P.V.I. T\C ELEV.=112.16 NO V.C. (LP)

P.V.I. T\C ELEV.=112.64 NO V.C. (HP)

P.V.I. T\C ELEV.=112.26 NO V.C. (LP)

P.V.I. T\C ELEV.=112.26 NO V.C. (LP)

BEAL & BERRY'S SUBDIVISION

KUMC ADDITION (3)

KUMC ADDITION (2)

KUMC ADDITION (1)

KUMC ADDITION

STEEL & SNIVELY'S SUBDIVISION

RES 'A'

MATCHLINE SEE SH. 9

KANSAS AVE.

PRIVATE ST.

MINNEAPOLIS AVE.

14.50' Lt. / 14.50' Rt. / 15.50' Lt.

25' R/W | 30' R/W

STA. 13+35.58 (10th ST.) = STA. 0+00.00 (KANSAS AVE.)

STA. 13+32.19 (10th ST.) = STA. 1+50.00 (PRIVATE ST.)

STA. 0+57.95 (MINN. AVE.), CONSTRUCT 8" CONCRETE DRIVE ENTRANCE. SEE SHEET 1A FOR TEMP. TRAFFIC CONTROL

STA. 0+57.95 (MINNEAPOLIS AVE.), MATCH EXIST. PAVEMENT.

STA. 15+19.30, CONSTRUCT 8" CONCRETE DRIVE ENTRANCE.

STA. 15+19.30, MATCH EXIST. PAVEMENT.

STA. 16+65.31 (10th ST.) = STA. 0+00.00 (MINNEAPOLIS AVE.)

STA. 16+65.03 (10th ST.) = STA. 1+50.00 (MINNEAPOLIS AVE.)

STA. 13+97.29, MATCH EXIST. PAVEMENT.

STA. 13+97.29, CONSTRUCT 8" CONCRETE DRIVE ENTRANCE.

STA. 15+60.75, MATCH EXIST. PAVEMENT.

STA. 15+60.75, CONSTRUCT 8" CONCRETE DRIVE ENTRANCE.

STA. 16+65.03, 60.82' Lt. (10th ST.) = STA. 0+89.18 (MINNEAPOLIS AVE.), MATCH EXIST. PAVEMENT AND CURB & GUTTER

STA. 13+70.44 TO STA. 16+25.03. CONSTRUCT 7" A.C. PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

STA. 16+25.03 TO STA. 17+05.03. CONSTRUCT 7" CONCRETE PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

STA.12+50 TO STA. 12+97.12. CONSTRUCT 7" A.C. PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

STA. 13+32.19, 59.92' Rt. (10th ST.) = STA. 0+90.08 (PRIVATE ST.), MATCH EXIST. PAVEMENT AND CURB & GUTTER

STA.17+05.03 TO STA. 17+42.15. CONSTRUCT 7" CONCRETE PAVEMENT, W/ 6" CRUSHED ROCK BASE ON GEOGRID REINFORCEMENT

STA. 17+42.15, MATCH EXIST. PAVEMENT AND CURB & GUTTER

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

BEGIN PAVEMENT TAPER

CONSTRUCT 5 LF OF 4" SIDEWALK

CONSTRUCT 5 LF OF 4" SIDEWALK

CONSTRUCT 5 LF OF 4" SIDEWALK

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

CONSTRUCT 4" SIDEWALK WITH HANDICAP RAMP

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

BEGIN PAVEMENT TAPER

10th ST. NORTH

30' R/W

ASPH. CONC.

CONC. ASPH.

90°0'0"

31' B-B

29' B-B

41' B-B

41.00'

0+00

1+50

SCALE: 1"=20'

20 10 0 20

N

REVISION – 24 MAY 2000 – JNJ

LEGEND

– 5' TRANSITION CURB

– – – – – – – – – PROPOSED STORM SEWER IMPROVEMENTS

NOTES

1. ALL STREET CURB AND GUTTER SHALL BE COMBINED CURB & GUTTER (6 5/8"), UNLESS OTHERWISE NOTED.
2. ALL STREET CURVE RADII ARE 20' TO FACE OF CURB, UNLESS OTHERWISE NOTED.
3. ALL DRIVEWAY CURVE RADII ARE 10' TO FACE OF CURB, UNLESS OTHERWISE NOTED.
4. SEE SH. 4, 5, & 6 FOR RCB CONSTRUCTION.
5. SEE SH. 7 & 8 FOR INLET AND STROM SEWER CONSTRUCTION.
6. SEE SH. 19 FOR TYPICAL PAVEING SECTIONS.
7. SEE SH. 20 FOR ENTRANCE DETAILS.
8. SEE SH. 21 FOR SIDEWALK AND HANDICAP RAMP DETAILS.

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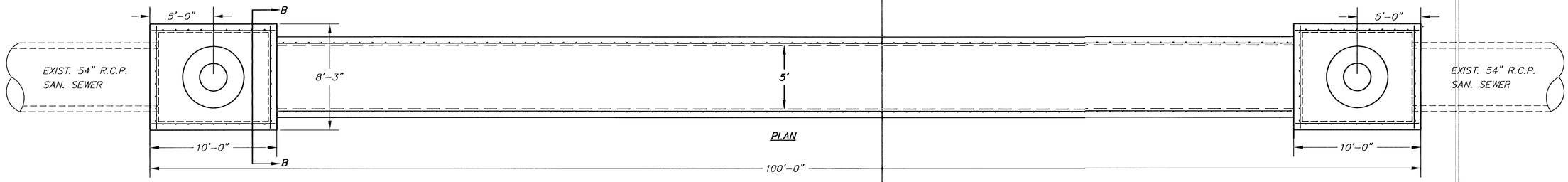
10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

10th STREET NORTH PAVING PLAN STA. 12+50.00 TO STA. 17+42.15
SHEET TITLE

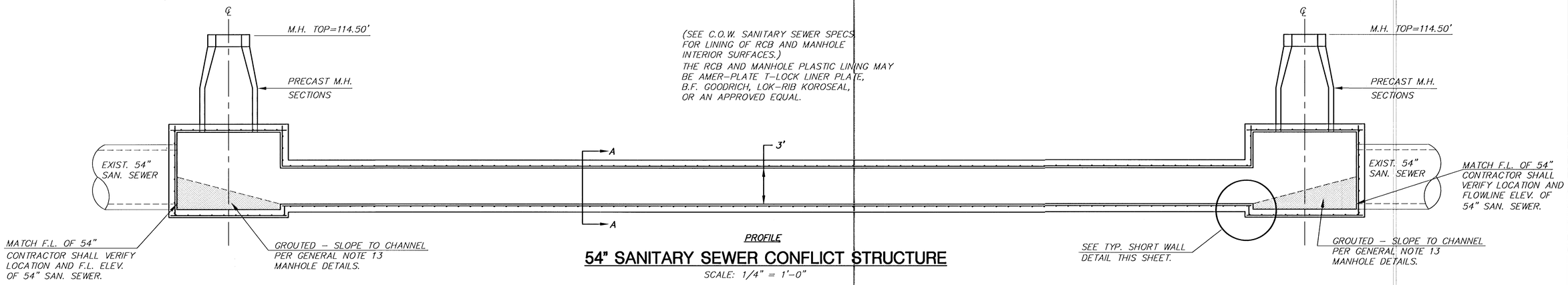
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MAY, 2000	94012-E2	10 / 28
DATE	JOB NO.	SHEET/OF

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PLAN

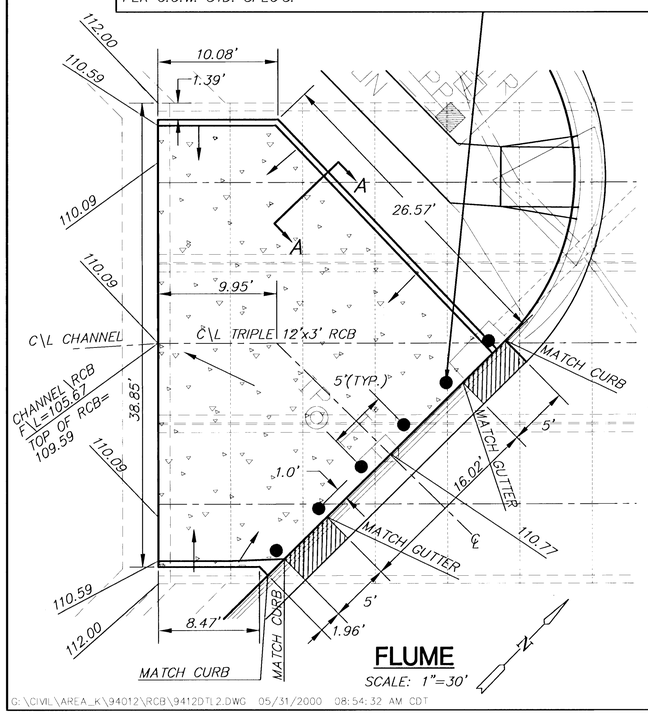


PROFILE

54" SANITARY SEWER CONFLICT STRUCTURE

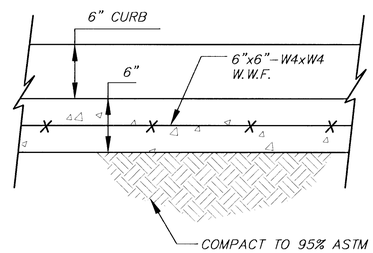
SCALE: 1/4" = 1'-0"

8" STEEL/CONCRETE FILLED BOLLARDS @ 5' (TYP. SPACING). SET BOLLARD BY WELDING 2'x2'x1/4" STEEL PLATE ONTO BOTTOM END OF BOLLARD, SET PLATE ON TOP OF RCB, AND PLACE CONCRETE TO PROPOSED GRADE. 4' OF BOLLARD SHALL REMAIN ABOVE FINAL FLUME F\L GRADE. PAINT STEEL PIPE WITH ORANGE REFLECTIVE PAINT. PAINT PER C.O.W. STD. SPEC'S.

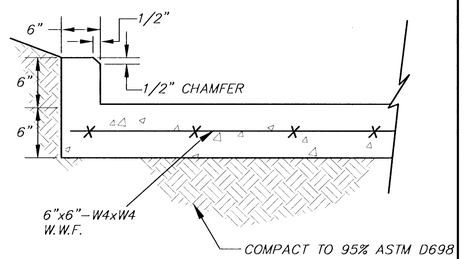


FLUME

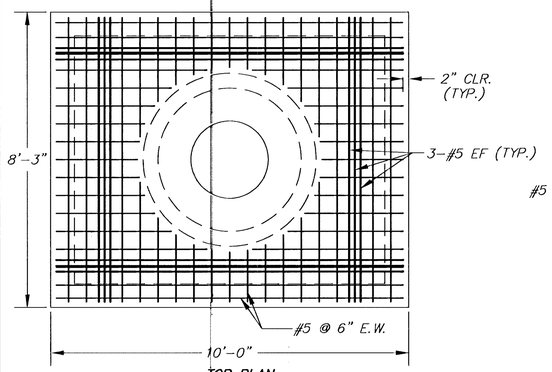
SCALE: 1"=30'



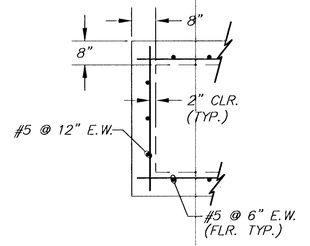
TYPICAL FLUME SECTION



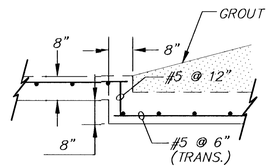
SECTION A-A



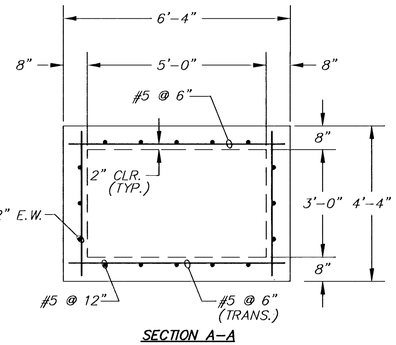
TOP PLAN



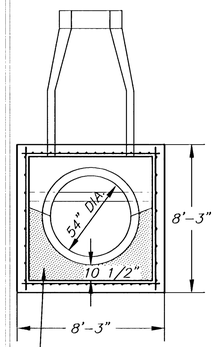
SECTION B-B



TYPICAL SHORT WALL SECTION



SECTION A-A



SECTION

GROUTED – SLOPE TO CHANNEL PER GENERAL NOTE 13 MANHOLE DETAILS.

REVISION – 26 MAY 2000 – KJS
REVISION – 24 MAY 2000 – JNJ

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10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

54" SANITARY SEWER CONFLICT STRUCTURES AND FLUME DETAILS
SHEET TITLE

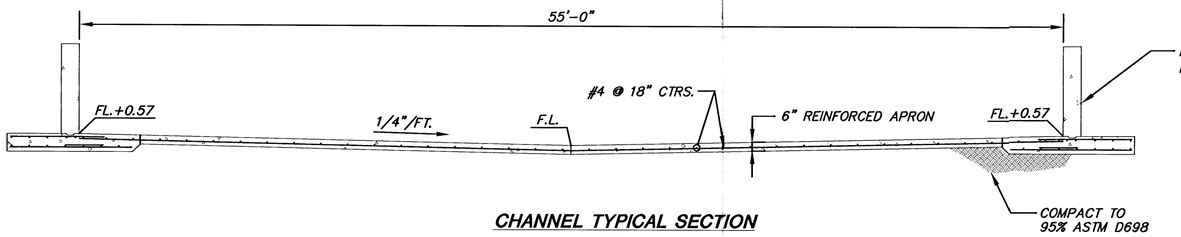
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DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012	11 / 28
DATE	JOB NO.	SHEET/OF

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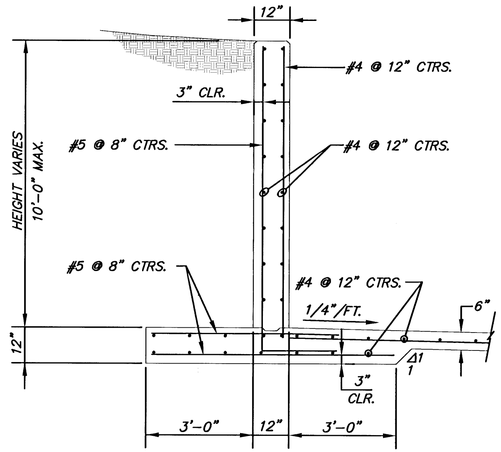
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GENERAL NOTES:

1. Furnish all labor, material and equipment necessary to complete the work shown or inferred by these drawings.
2. The General Contractor shall be responsible for verifying and coordinating all dimensions and elevations shown on the plans.
3. Concrete slabs are designed to bear on undisturbed soil or compacted fill capable of sustaining 3,000 psf minimum allowable bearing pressure. If suitable bearing capacity is not encountered at the elevations indicated on the drawings, the Engineer may alter the drawings to provide adequate bearing of the foundations.
4. Concrete:
   All concrete work shall conform to the City of Wichita Standard Specifications for pavement except as modified below:
   A. Cement shall be ASTM C150 Type I.
   B. All concrete shall develop at least 4,000 psi 28 day compressive strength.
   C. Contractor shall submit three copies of the mix design for review. (6.6 sacks/cu. yd. min.)
   D. All exposed corners to have 3/4" chamfer, unless otherwise noted.
5. Reinforcing Steel:
   A. All reinforcing steel shall be ASTM A615 Grade 60.
   B. Shop drawings of all reinforcing steel shall be submitted for approval.
6. Cast-In-Place Concrete:
   A. All concrete is reinforced concrete unless specifically called out as "unreinforced". Reinforce all concrete not otherwise shown with same steel as in similar sections or areas.
   B. Bars marked continuous shall be lapped 30 bar diameters at splices (unless noted other side on the drawings). Stagger splice locations.
   C. Standard concrete cover of bars unless noted shall be:
      1. Where formed against earth – 3 inches.
      2. Where board formed – 2 inches.
   D. Construction Joints shall be provided as directed by the Engineer. As a minimum, joints shall be no more than 20 feet apart. Longitudinal and transverse spacing of joints shall be approximately equal (within 20%) in each panel.

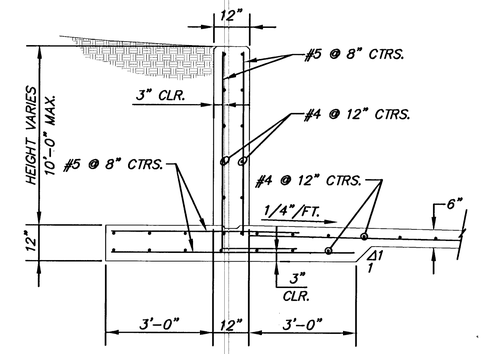


CHANNEL TYPICAL SECTION
SCALE: 1/4" = 1'-0"



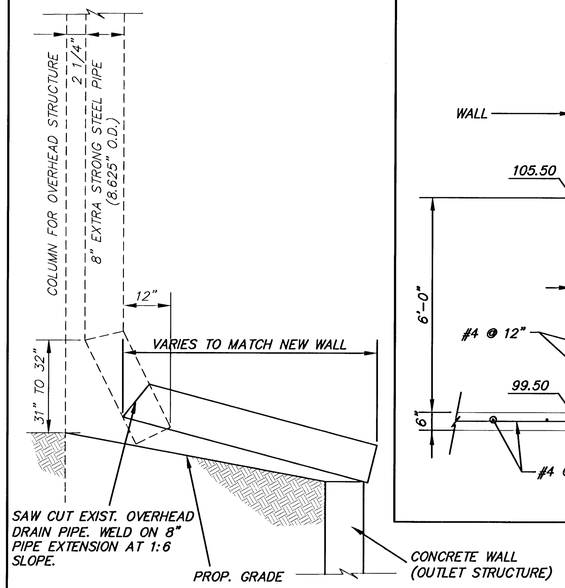
WALL B

SECTION B
SCALE: 1/2" = 1'-0"

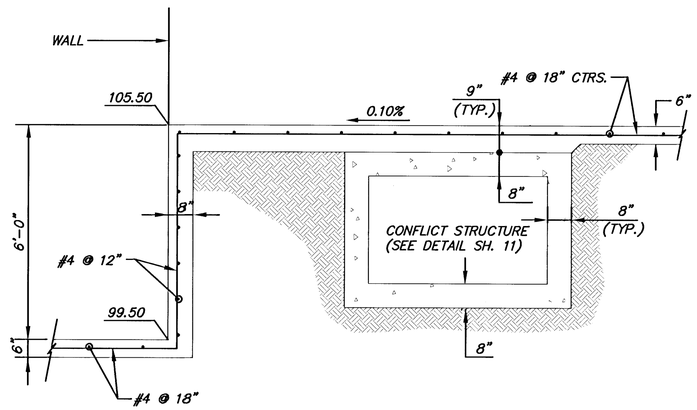


WALL A

SECTIONS A, D, & WINGWALLS
SCALE: 1/2" = 1'-0"



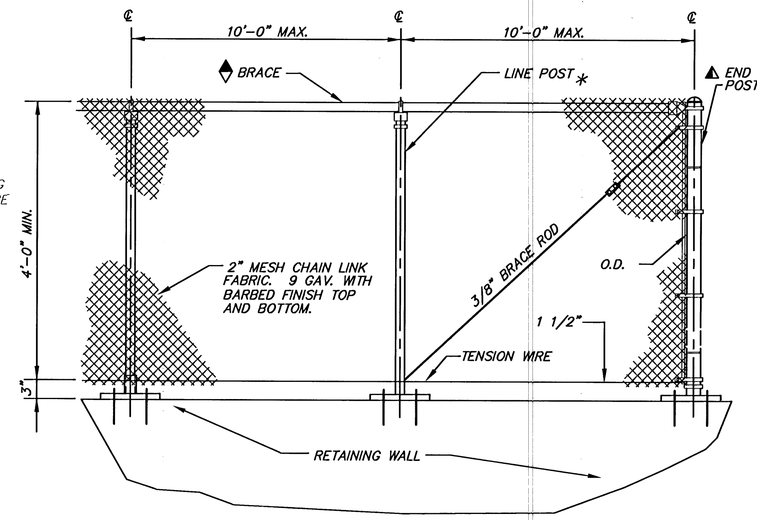
OVERHEAD DRAIN PIPE MODIFICATIONS ALONG 10th St. No. OUTLET STRUCTURE
NTS



SECTION C
SCALE: 1/2" = 1'-0"

GENERAL NOTES:

ALL STEEL POSTS, BRACES, FITTINGS, AND PLATES SHALL BE GALVANIZED AND/OR COATED IN ACCORDANCE WITH K.D.O.T. STANDARD SPEC.
STEEL POSTS SHALL BE PROVIDED WITH FASTENERS TO PREVENT SLIPPAGE OF THE WIRE STRANDS.
OUTSIDE DIAMETERS SHOWN FOR TUBULAR STEEL POSTS, BRACING AND GATE FRAMES ARE NOMINAL. WEIGHT TOLERANCES SHALL BE AS SHOWN IN THE K.D.O.T. STANDARD SPECIFICATIONS. CHAIN LINK FABRIC AND TENSION WIRE SHALL BE EITHER ZINC COATED (GALVANIZED) OR ALUMINUM COATED.



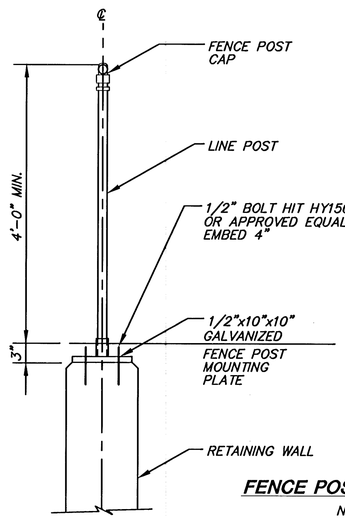
CHAIN LINK FENCE DETAIL
NOT TO SCALE

◆ BRACE
1.660" O.D., 0.083" TH. (1.40#/LIN. FT.) PIPE OR
1.660" O.D., 0.140" TH. (2.27#/LIN. FT.) PIPE

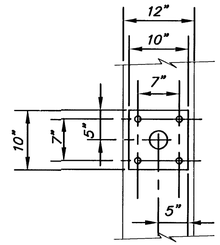
* LINE POST 4'-5/8" LENGTH
2.375" O.D., 0.154" TH. (3.65#/LIN. FT.) PIPE OR
2.375" O.D., 0.130" TH. (3.12#/LIN. FT.) PIPE

▲ END, CORNER, GATE, OR PULL POST 4'-5/8" LENGTH.
(A120) 2.875" O.D., 0.203" TH. (5.97#/LIN. FT.) PIPE
OR 2.875" O.D., 0.160" TH. (4.64#/LIN. FT.) PIPE.

REVISION – 26 MAY 2000 – KJS



FENCE POST MOUNTING DETAIL
NOT TO SCALE



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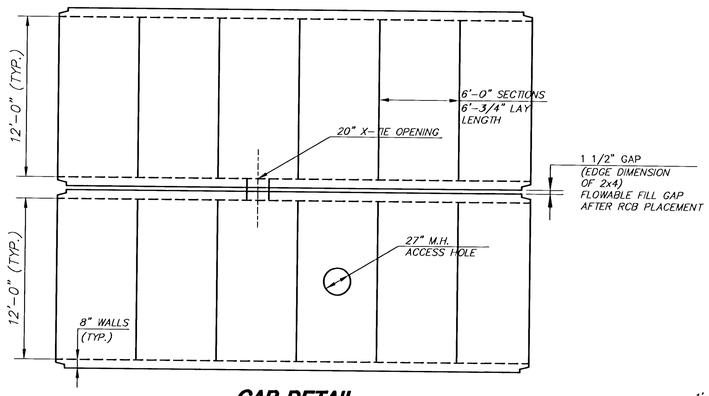
10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

CHANNEL DETAILS
SHEET TITLE

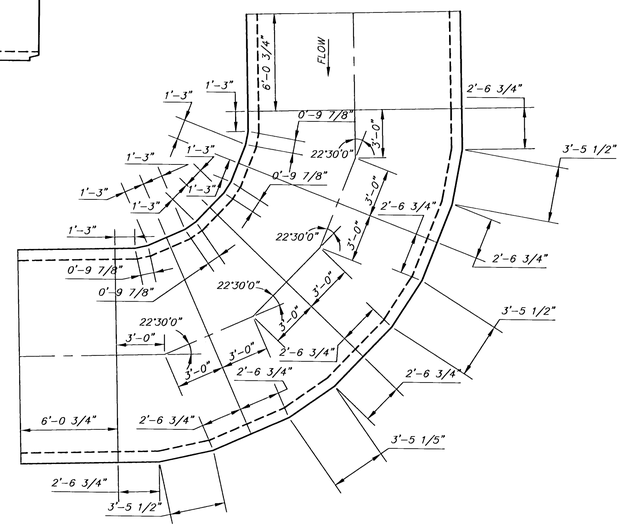
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MAY, 2000	94012	12 / 28
DATE	JOB NO.	SHEET/OF

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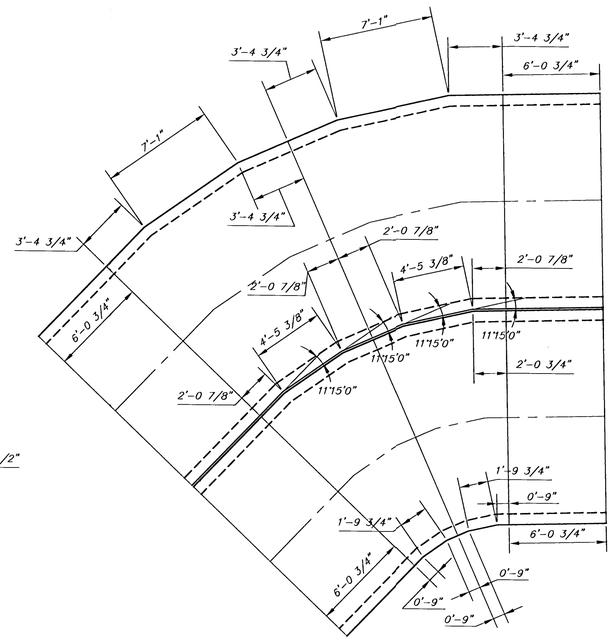
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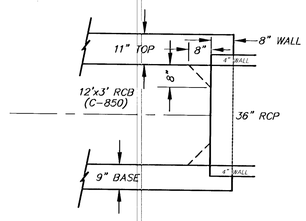
GAP DETAIL
NTS



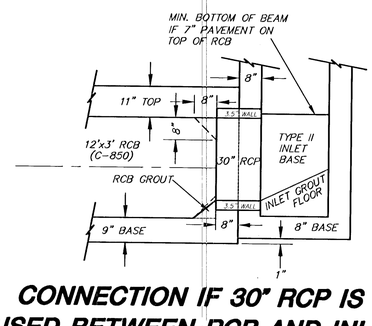
LINE 3 PRECAST RCB BEND DETAIL
NTS



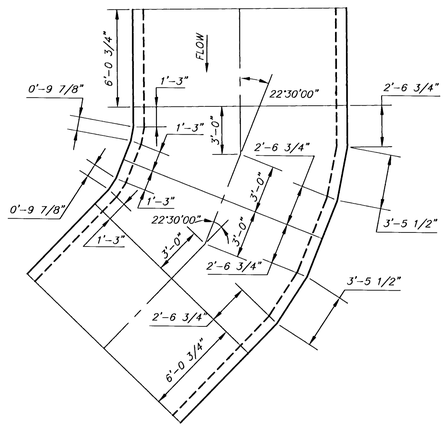
LINE 1 RCB PRECAST BEND DETAIL
NTS



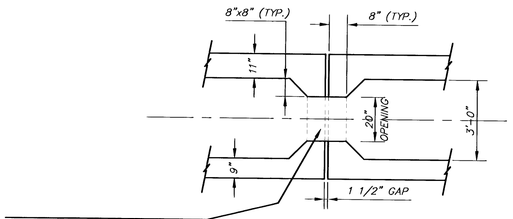
CONNECTION OF 36" RCP WITH 12' x 3' RCB
NTS



CONNECTION IF 30" RCP IS USED BETWEEN RCB AND INLET
NTS

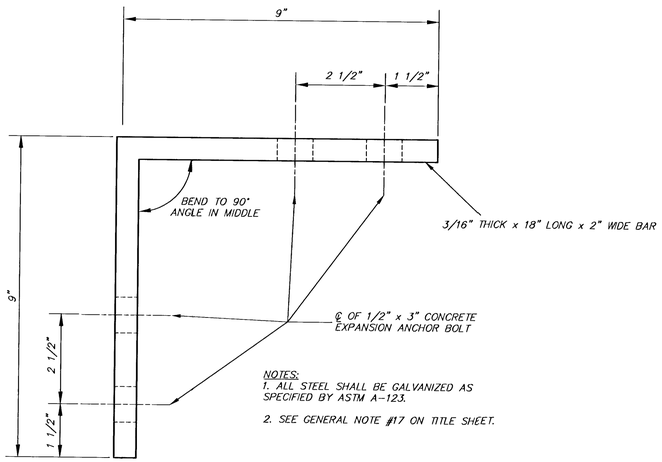


LINE 2 PRECAST RCB BEND DETAIL
NTS



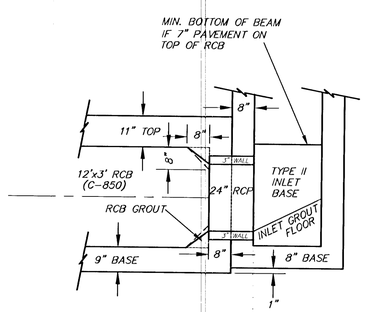
ALIGN 20" OPENING CONNECTION BETWEEN PRECAST RCB'S, AT LOCATIONS SHOWN ON PLANS, PRIOR TO FILLING CAP WITH FLOWABLE FILL. PLACE FORM AT X-TIE LOCATIONS TO PREVENT FLOWABLE FILL FROM ENTERING RCB.

RCB X-TIE DETAIL
NTS



NOTES:
1. ALL STEEL SHALL BE GALVANIZED AS SPECIFIED BY ASTM A-123.
2. SEE GENERAL NOTE #17 ON TITLE SHEET.

CONNECTION BETWEEN TOP OF INLET BASE AND RCB (EACH SIDE OF INLET)
NTS



CONNECTION IF 24" RCP IS USED BETWEEN RCB AND INLET
NTS

REVISION – 26 JUNE 2000 – JNJ
REVISION – 24 MAY 2000 – JNJ

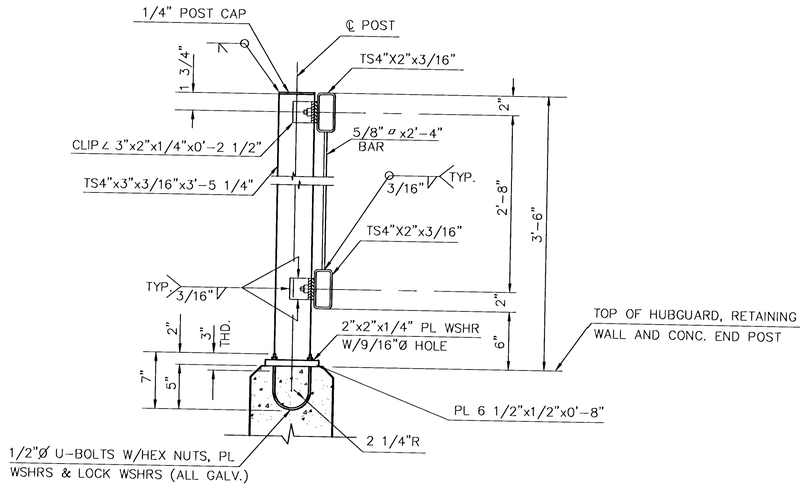
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316-684-9600

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

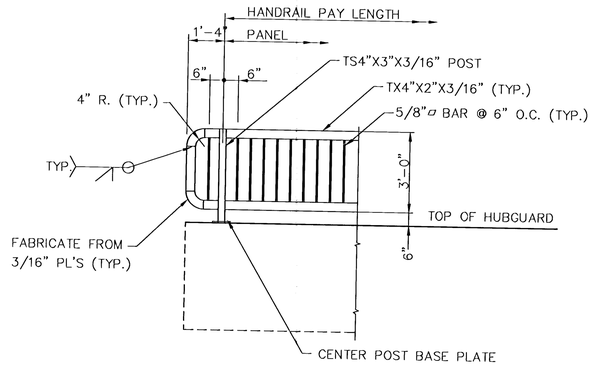
RCB DETAILS
SHEET TITLE

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MAY, 2000	94012	13 / 28
DATE	JOB NO.	SHEET/OF

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TYPICAL RAIL SECTION
NO SCALE



TYPICAL HANDRAIL PANEL DETAIL
NO SCALE

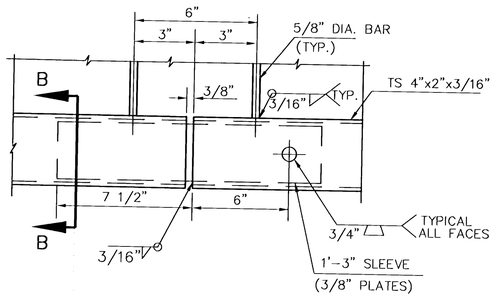
HANDRAIL NOTES:

The rail members shall conform to ASTM Designation A36 or equivalent.

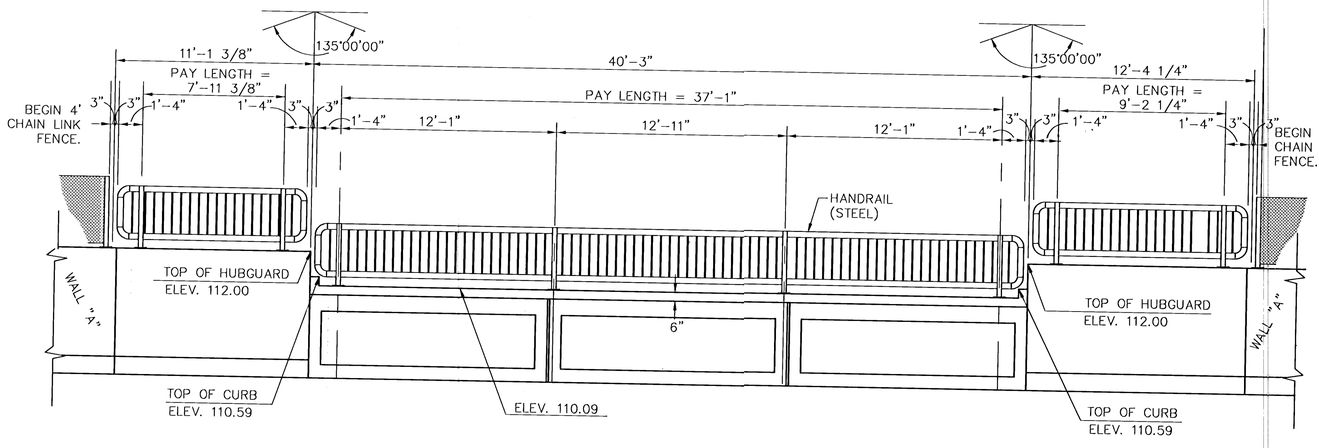
Rail shall be fabricated in lengths to include a minimum of two and a maximum of three panels. Posts shall be set vertical. Shims may be used between concrete and base plates of posts.

All parts of Handrail shall be painted. The primer coat shall conform to the inorganic Zinc System. Surface preparation shall be in accordance with that for structural steel. The finish coat shall be in accordance with waterborne acrylic finish coat. All materials, equipment and labor necessary for the installation of the Handrail shall be subsidiary to the bid item.

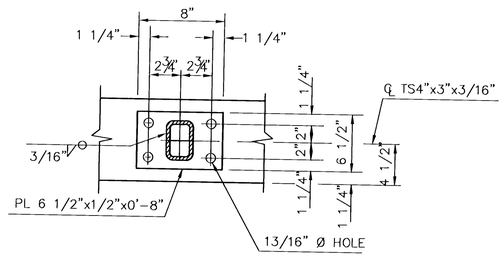
The Contractor shall submit color chart for approval by the City.



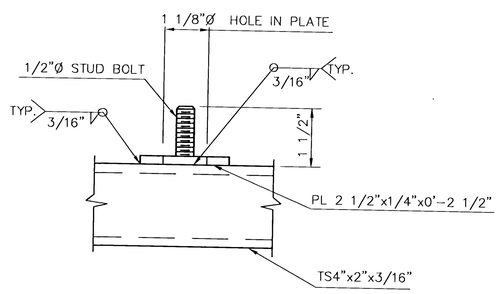
SLEEVE DETAIL
NO SCALE
(BOTTOM RAIL SHOWN, TOP RAIL SIMILAR)



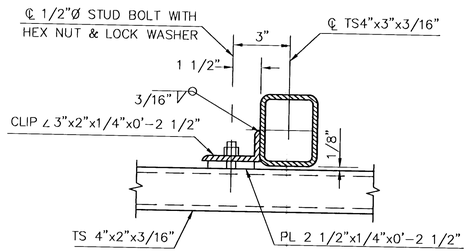
HANDRAIL ELEVATION
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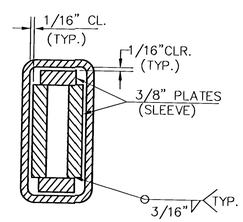
BASE PLATE DETAIL
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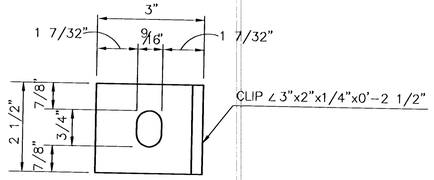
STUD BOLT DETAIL
NO SCALE



RAIL CONNECTION DETAIL
NO SCALE



SECTION B-B
NO SCALE



CLIP DETAIL
NO SCALE

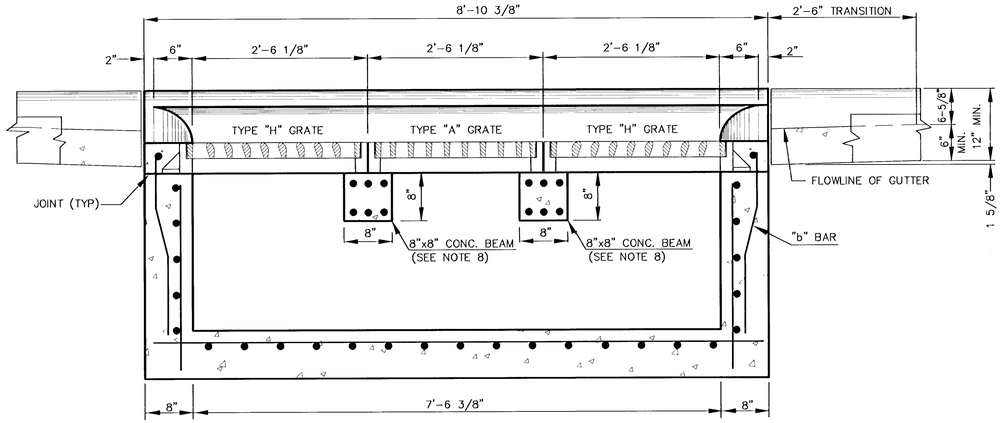
ID-KANSAS ENGINEERING ONSULTANTS, INC.
11 N. WEBB ROAD
WICHITA, KS. 67206
16-684-9600

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

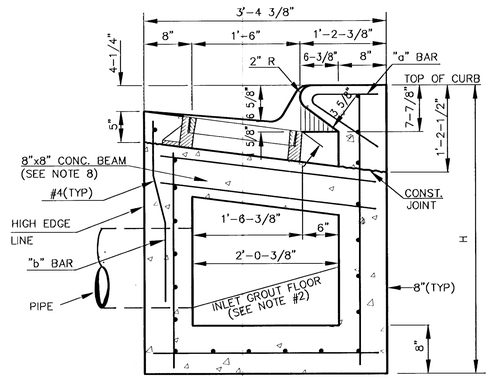
HANDRAIL DETAILS
SHEET TITLE

M.K.E.C. DESIGN BY:	MLW\RSB DRAWN BY:	JNJ CHECKED BY:
MAY, 2000 DATE	94012 JOB NO.	14 / 28 SHEET / OF

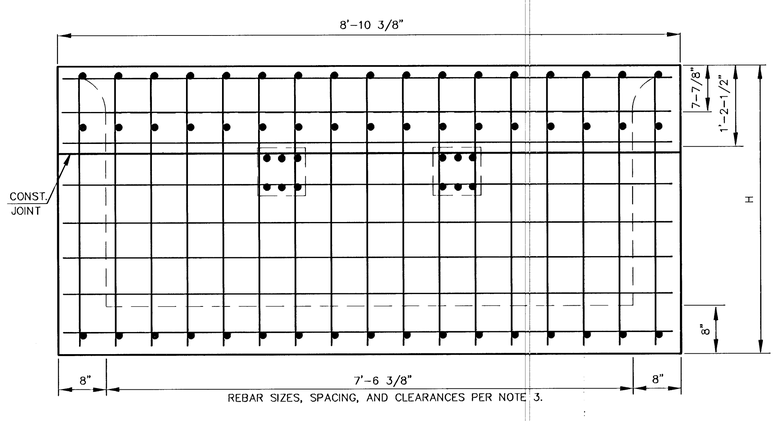
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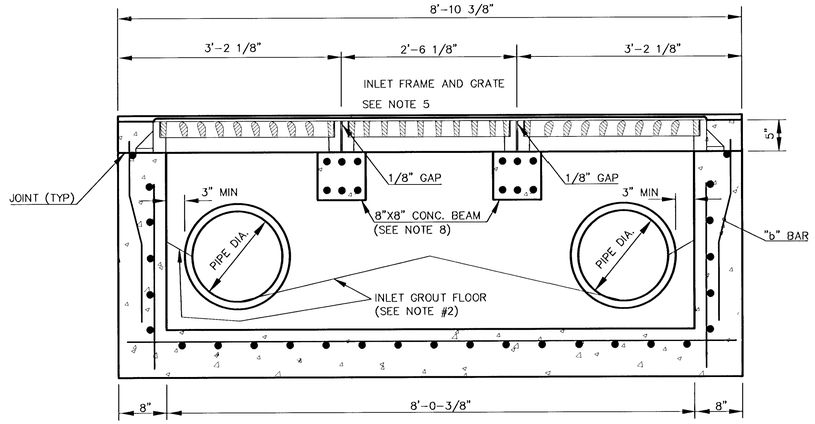
SECTION C - C



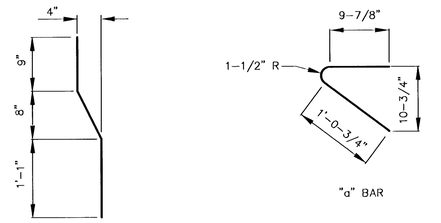
SECTION A - A



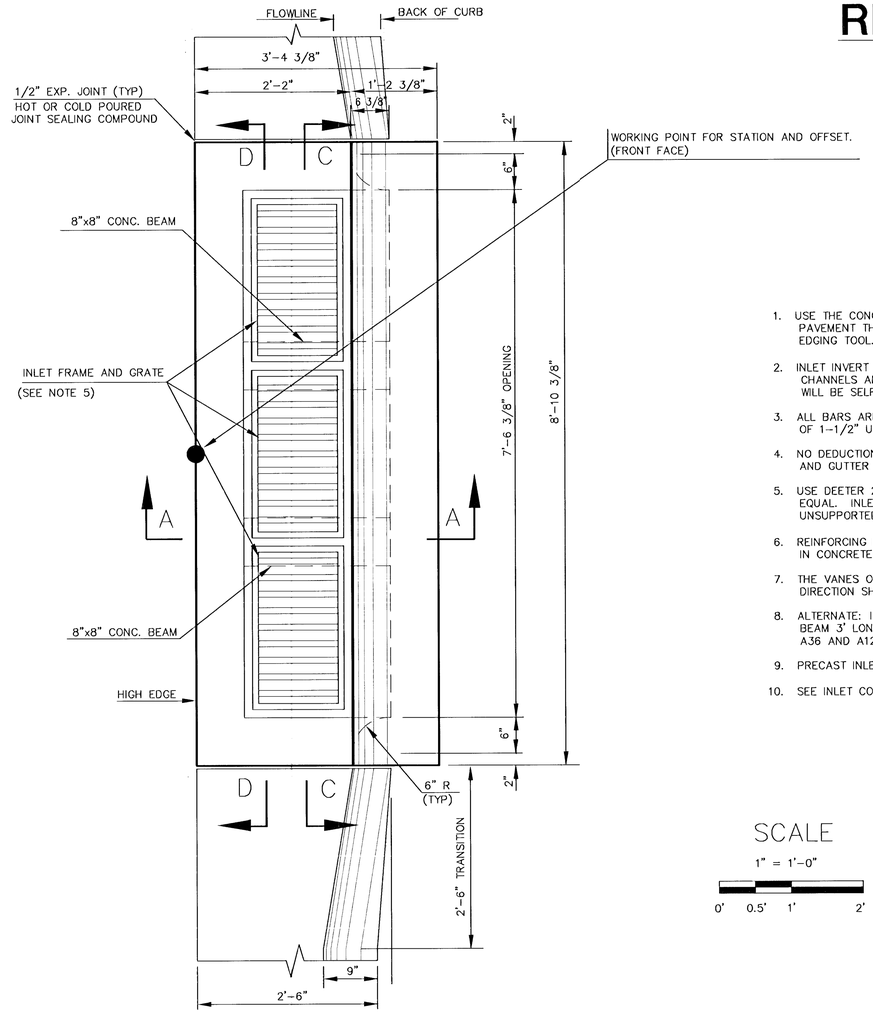
REAR WALL



SECTION D - D



BENDING DIAGRAM



GENERAL NOTES

1. USE THE CONCRETE MIX SPECIFIED FOR THE CITY OF WICHITA CONCRETE PAVEMENT THROUGHOUT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
2. INLET INVERT SHALL BE SHAPED WITH 8 SACK MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
3. ALL BARS ARE #4 WITH 6" SPACING AND SHALL HAVE A MINIMUM CLEARANCE OF 1-1/2" UNLESS OTHERWISE NOTED ON THE PLANS.
4. NO DEDUCTIONS WILL BE MADE IN PAY LENGTH OF CURB, GUTTER, OR CURB AND GUTTER THROUGH THE INLET AREA.
5. USE DEETER 2442, 2443, & 2444 INLET FRAMES WITH GRATES OR APPROVED EQUAL. INLET FRAMES TO BE PROOF LOAD TESTED TO 40,000 LBS ON UNSUPPORTED SIDE. 2444-TYPE "A" GRATE. 2442 & 2443-TYPE "H" GRATE.
6. REINFORCING BARS SHALL BE CUT OR BENT AROUND PIPES. NO DEDUCTION IN CONCRETE QUANTITIES SHALL BE MADE FOR PIPE OPENINGS.
7. THE VANES OF THE GRATE SHALL BE ORIENTED TO INTERCEPT FLOW FROM THE DIRECTION SHOWN BY FLOW ARROWS ON THE PLANS.
8. ALTERNATE: IN LIEU OF CONCRETE BEAM, INSTALL A GALVANIZED STEEL W8x24 BEAM 3' LONG. STEEL AND GALVANIZING SHALL MEET THE REQUIREMENTS OF ASTM A36 AND A123 RESPECTIVELY.
9. PRECAST INLETS MAY BE USED, WITH TOP ADJUSTMENTS.
10. SEE INLET CONNECTION DETAILS, SHEET 13.

SCALE

1" = 1'-0"

0' 0.5' 1' 2'

REVISION - 26 JUNE 2000 - JNJ

REVISION - 24 MAY 2000 - JNJ

TRIPLE TYPE II CURB INLET

INLET OPENING = 3 5/8" x 7'-6 3/8"

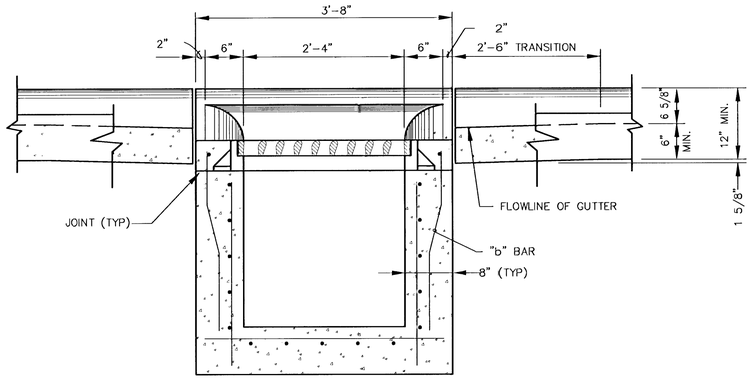
MARCH 1998

CITY OF WICHITA, KANSAS

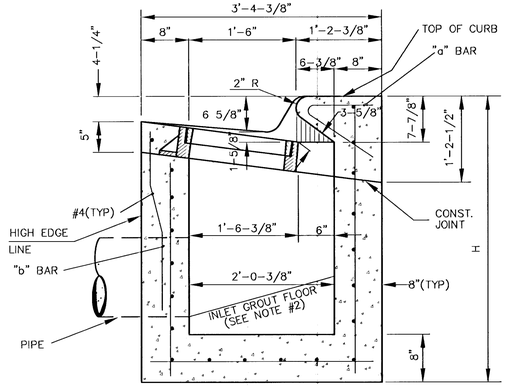
DESIGNED BY:		CHECKED BY:	JNJ
DRAWN BY:	RSB	PROJ. 468-83117	SHEET 15 OF 28

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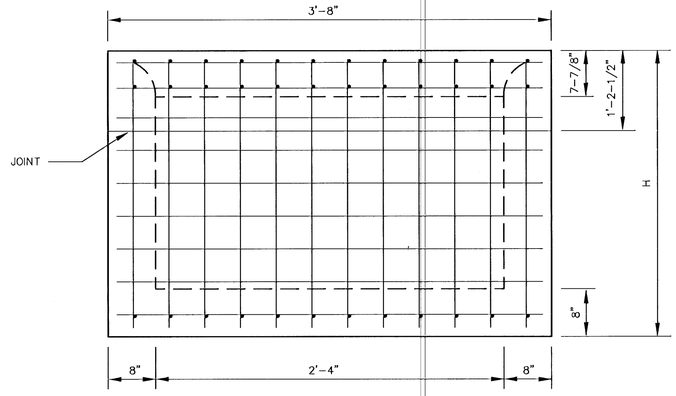
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SECTION C - C

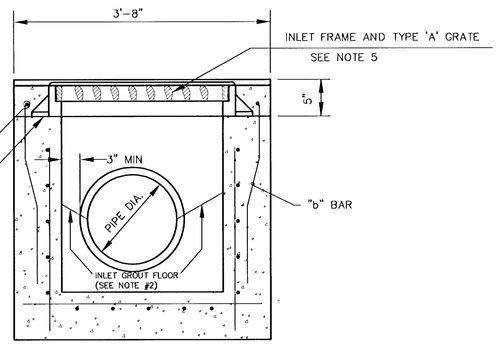


SECTION A - A

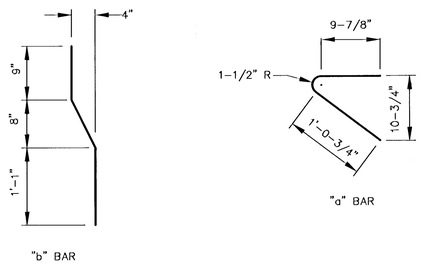


REBAR SIZES, SPACING, AND CLEARANCES PER NOTE 3.

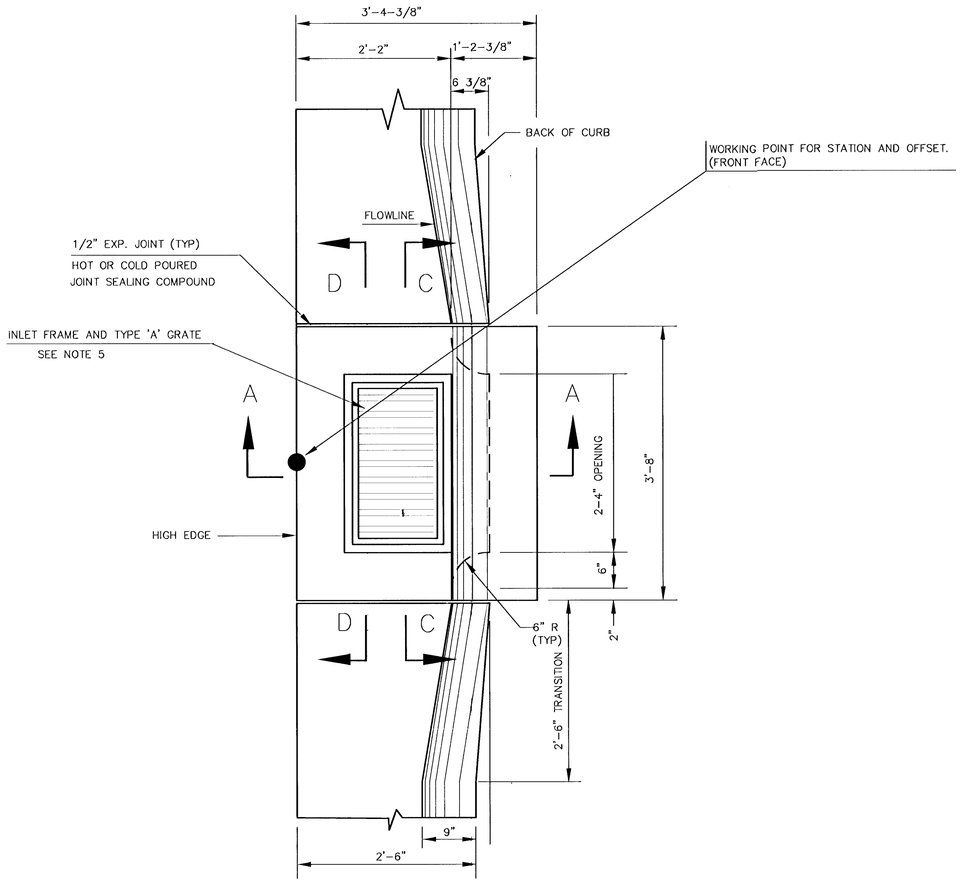
REAR WALL



SECTION D - D



BENDING DIAGRAM



GENERAL NOTES

1. USE THE CONCRETE MIX SPECIFIED FOR THE CITY OF WICHITA CONCRETE PAVEMENT THROUGHOUT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL.
2. INLET INVERT SHALL BE SHAPED WITH 8 SACK MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
3. ALL BARS ARE #4 WITH 6" SPACING AND SHALL HAVE A MINIMUM CLEARANCE OF 1-1/2" UNLESS OTHERWISE NOTED ON THE PLANS.
4. NO DEDUCTIONS WILL BE MADE IN PAY LENGTH OF CURB, GUTTER, OR CURB AND GUTTER THROUGH THE INLET AREA.
5. USE DEETER 2441 INLET FRAMES WITH GRATES OR APPROVED EQUAL. INLET FRAMES TO BE PROOF LOAD TESTED TO 40,000 LBS. ON UNSUPPORTED SIDE. 2441 – TYPE 'A' GRATE
6. REINFORCING BARS SHALL BE CUT OR BENT AROUND PIPES. NO DEDUCTION IN CONCRETE QUANTITIES SHALL BE MADE FOR PIPE OPENINGS.
7. PRECAST INLETS MAY BE USED, WITH TOP ADJUSTMENT.
8. SEE INLET CONNECTION DETAILS, SHEET 13.

SCALE

1" = 1'-0"

0' 0.5' 1' 2'

REVISION – 26 JUNE 2000 – JNJ
REVISION – 24 MAY 2000 – JNJ

STANDARD TYPE II CURB INLET

INLET OPENING = 3 5/8" x 2'-4"

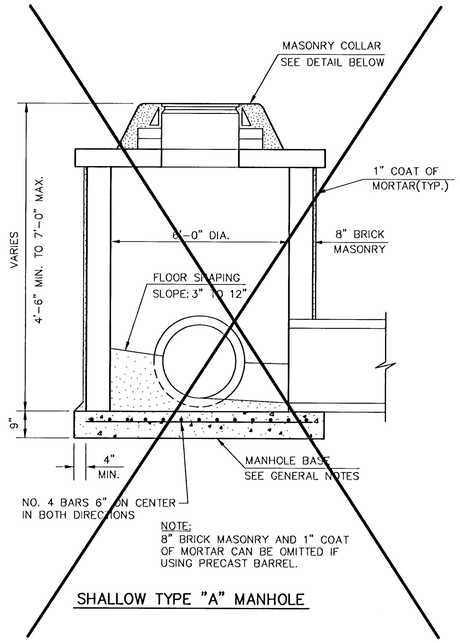
APRIL 1999

CITY OF WICHITA, KANSAS

DESIGNED BY:		CHECKED BY:	JNJ
DRAWN BY:	RSB	PROJ.	SHEET 16 OF 28

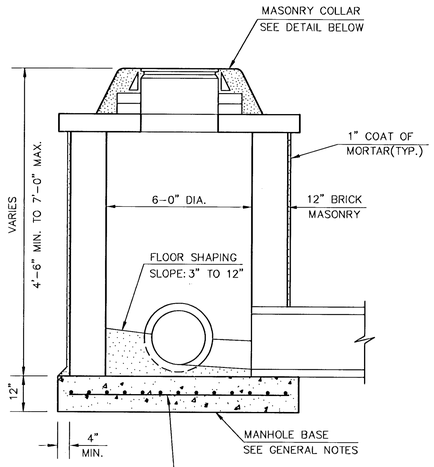
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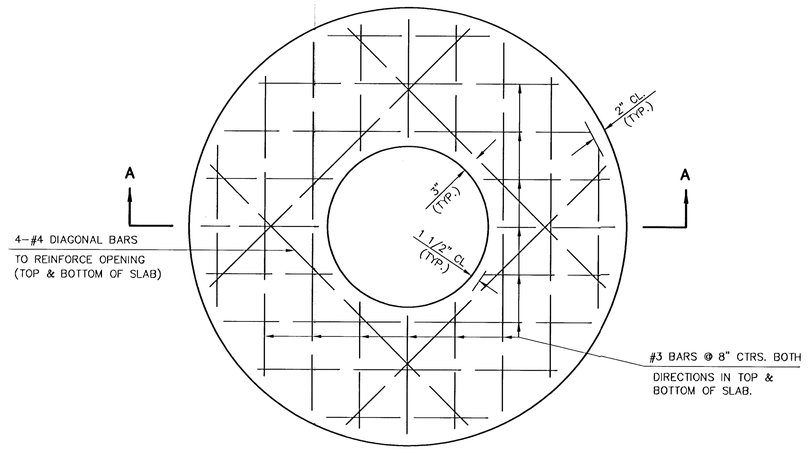
NOTE:
8" BRICK MASONRY AND 1" COAT OF MORTAR CAN BE OMITTED IF USING PRECAST BARREL.

SHALLOW TYPE "A" MANHOLE

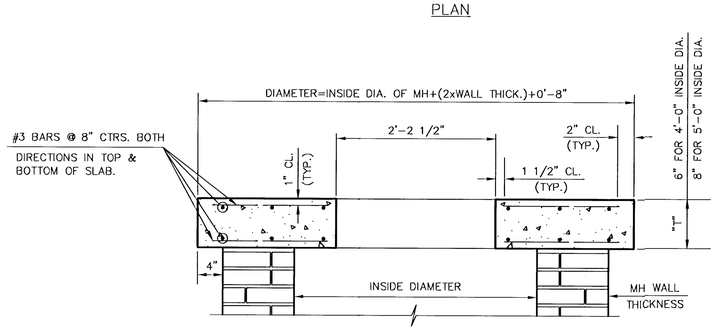


NOTE:
12" BRICK MASONRY AND 1" COAT OF MORTAR CAN BE OMITTED IF USING PRECAST BARREL.

SHALLOW TYPE "B" MANHOLE

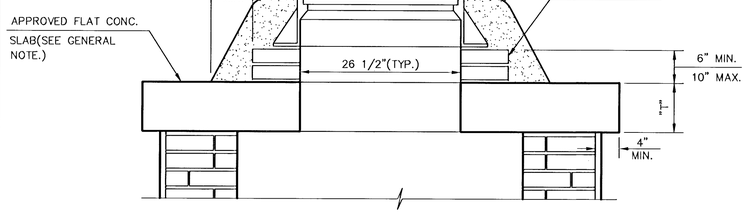


PLAN



SECTION A-A

FLAT CONCRETE SLAB DETAILS

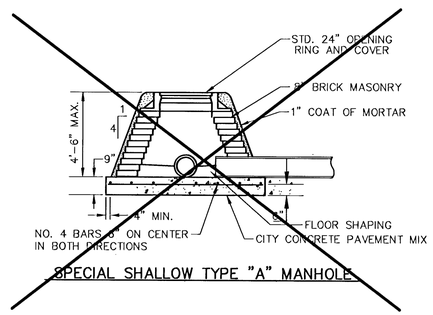


MASONRY COLLAR DETAIL

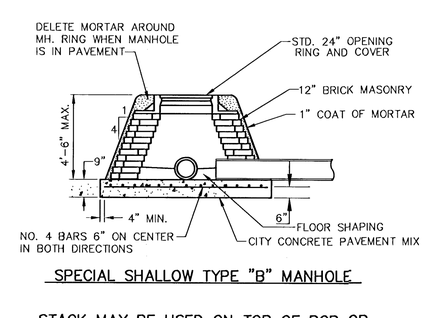
GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. 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 NEAT 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.

TYPE 'P' – PRECAST MANHOLES MAY BE USED.



SPECIAL SHALLOW TYPE "A" MANHOLE



SPECIAL SHALLOW TYPE "B" MANHOLE

STACK MAY BE USED ON TOP OF RCB OR PRECAST MANHOLE ADJUSTMENT RINGS UP TO 3' IN HEIGHT.

** MANHOLE FRAME & COVER SHALL BE DEETER 1261 OR APPROVED EQUAL.

REVISION – 24 MAY 2000 – JNJ

MID-KANSAS ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

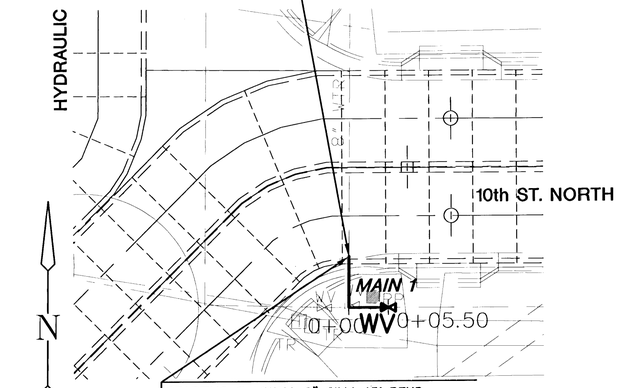
STANDARD SHALLOW MANHOLES TYPE "A" AND TYPE "B"
SHEET TITLE

MKEC\COW	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MARCH, 2000	94012	17 / 28
DATE	JOB NO.	SHEET/OF

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G:\CIVIL\AREA_K\94012\SWS\MH-AB.DWG Wed May 31 09:18:03 2000

10th STREET NORTH
STORM SEWER IMPROVEMENTS
PROJ. NO. 468-83117

STARTING @ LOWER 8" CIMJ 45° BEND.
REMOVE EXIST.:
1-8" CIMJ 45° BEND
7.78 LF - 8" DICL SJ PIPE
1-8" CI PExMJ 45° BEND
1-8"x8" TEE
2-GATE VALVES & VALE BOXES &
7.08± LF OF 8" PIPE TO EAST.

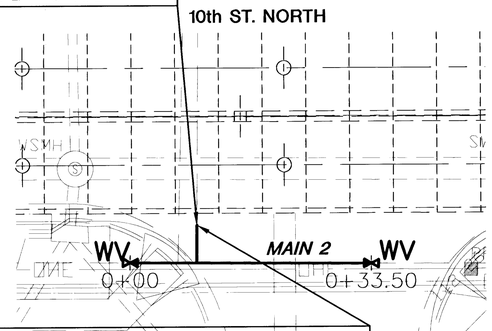


STARTING @ LOWER 8" CIMJ 45° BEND.
INSTALL:
7.08 LF - 8" DICL PIPE (HORIZ.-LEVEL SOUTH)
T.O.P.=103.50
1-8" MJ 90° BEND (ROTATED 45°)
7.78 LF - 8" DICL SJ PIPE (VERT.) (EAST)
1-8" CIMJ 45° BEND (VERT.) (EAST)
1-8" ANCHORED VALVE ASSEMBLY (EAST)
T.O.P.=109.00

SCALE: 1"=10'

PLAN MAIN 1

STARTING @ LOWER 8" CIMJ 45° BEND.
REMOVE EXIST.:
1-8" CIMJ 45° BEND
6.01 LF - 8" DICL SJ PIPE
1-8" CI PExMJ 45° BEND
1-8" TAPPING VALVE & VALE BOX
1-8"x8" TAPPING SLEEVE
(WEST) 9.17± LF - 8" PIPE
(EAST) 24.17± LF - 8" PIPE



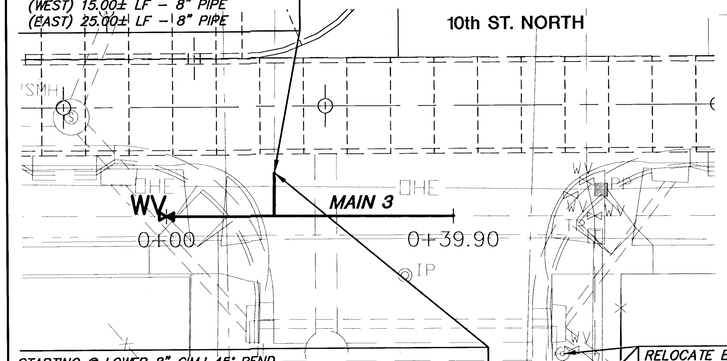
STARTING @ LOWER 8" CIMJ 45° BEND.
INSTALL:
5.25 LF - 8" DICL PIPE (HORIZ.-LEVEL SOUTH) T.O.P.=103.75
1-8"x8" CIMJ TEE, T.O.P.=103.75
WEST
5.00 LF - 8" DICL SJ PIPE (HORIZ.) (WEST)
1-8" CIMJ 45° BEND (VERT.) (WEST)
6.01 LF - 8" DICL SJ PIPE (VERT.) (WEST)
1-8" CIMJ 45° BEND (VERT.) (WEST)
1-8" ANCHORED VALVE ASSEMBLY (EAST) T.O.P.=108.00
EAST
20.00 LF - 8" DICL SJ PIPE (HORIZ.-LEVEL) (EAST), T.O.P.=103.75
1-8" CIMJ 45° BEND (VERT.) (EAST)
6.01 LF - 8" DICL SJ PIPE (VERT.) (EAST)
1-8" CIMJ 45° BEND (VERT.) (EAST)
1-8" ANCHORED VALVE ASSEMBLY (EAST), T.O.P.=108.00

SCALE: 1"=10'

PLAN MAIN 2

STARTING @ LOWER 8" CIMJ 45° BEND.
REMOVE EXIST.:
1-8" CIMJ 45° BEND
7.00 LF - 8" DICL SJ PIPE
1-8" CI PExMJ 45° BEND
1-8" TAPPING VALVE & VALE BOX
1-8"x8" TAPPING SLEEVE
(WEST) 15.00± LF - 8" PIPE
(EAST) 25.00± LF - 8" PIPE

NOTE:
MAY NEED TO DO WORK AT MINNEAPOLIS ON WEEKEND OR NIGHT TO KEEP MINNEAPOLIS OPEN.



STARTING @ LOWER 8" CIMJ 45° BEND.
INSTALL:
5.95 - 8" DICL PIPE (HORIZ.-LEVEL SOUTH) T.O.P.=103.75
1-8"x8" CIMJ TEE, T.O.P.=103.75
WEST
10.00 LF - 8" DICL SJ PIPE (HORIZ.) (WEST)
1-8" CIMJ 45° BEND (VERT.) (WEST)
7.00 LF - 8" DICL SJ PIPE (VERT.) (WEST)
1-8" CIMJ 45° BEND (VERT.) (WEST)
1-8" ANCHORED VALVE ASSEMBLY (WEST) T.O.P.=108.70
EAST
20.00 LF - 8" DICL SJ PIPE (HORIZ.-LEVEL) (EAST), T.O.P.=103.75
1-8" CIMJ 45° BEND (VERT.) (EAST)
7.00 LF - 8" DICL SJ PIPE (VERT.) (EAST)
1-8" CIMJ 45° BEND (VERT.) (EAST), T.O.P.=108.70

RELOCATE EXISTING FIRE HYDRANT.
ASSEMBLY 10.0 LF SOUTH. REMOVE FIRE HYDRANT AND REUSE.
1-6" MJ PLUG IN EX. VALVE (W)
*1-8"x6" TAPPING SLEEVE
*1-6" TAPPING VALVE
*1-6" VALVE BOX
RESET FIRE HYDRANT
(* BY C.O.W. WATER DEPT.)

SCALE: 1"=10'

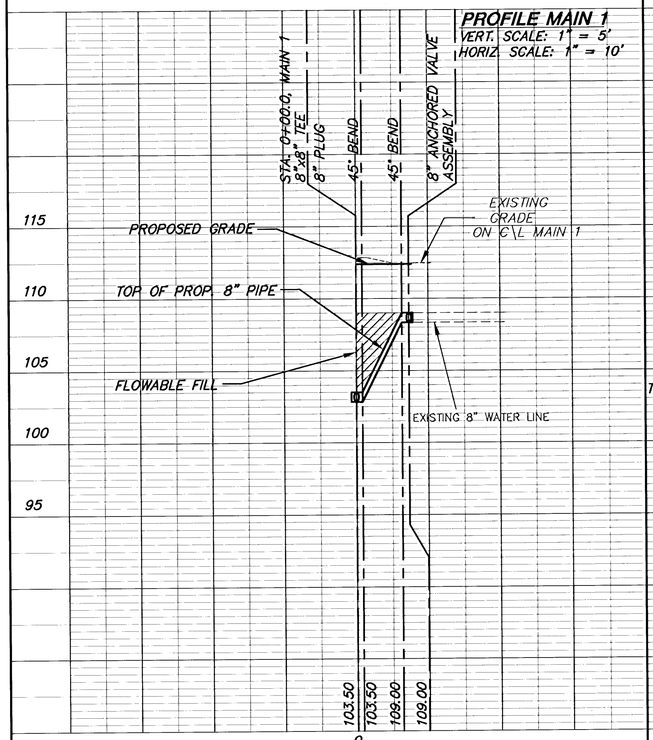
PLAN MAIN 3

LEGEND

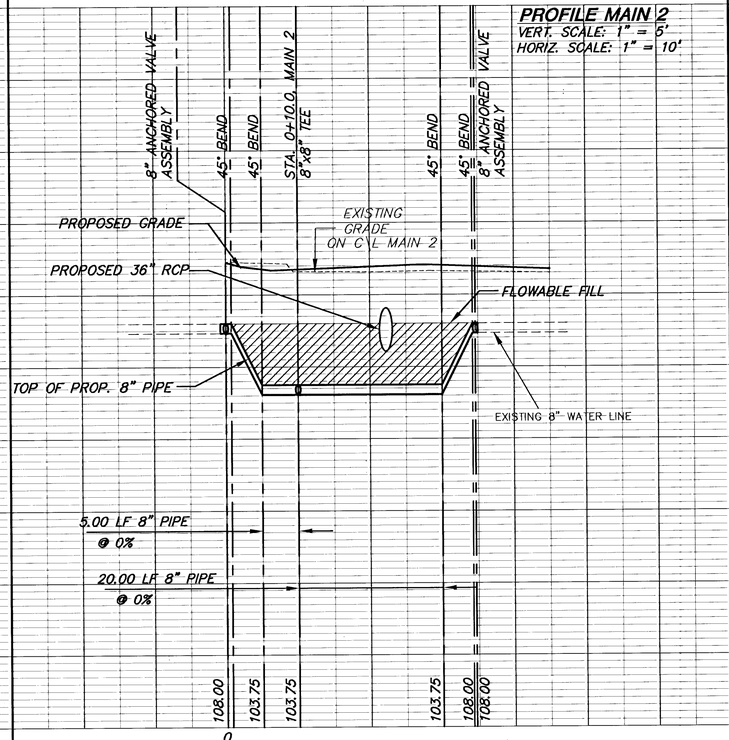
PROPOSED PAVING IMPROVEMENTS

NOTE:
1.) ALL WATER LINE CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF WICHITA WATER DEPARTMENT STANDARD SPECIFICATIONS.
2.) ALL NEW PIPES SHALL BE "SWABBED" DUE TO LACK OF FLUSH POINTS.

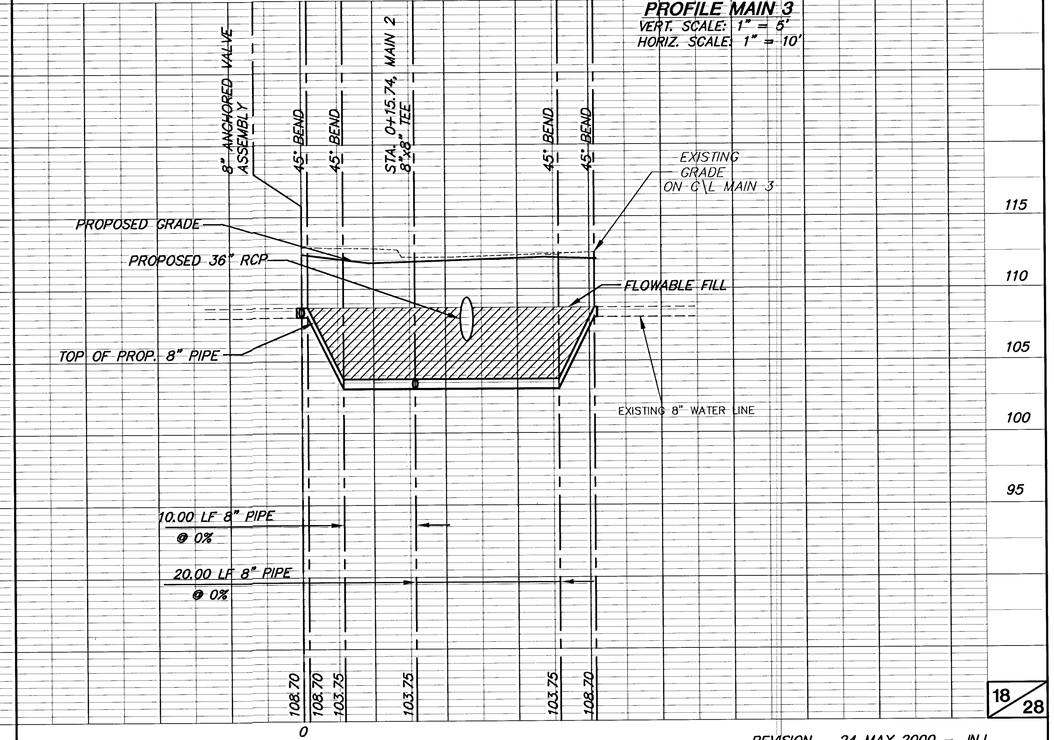
PROFILE MAIN 1
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 10'



PROFILE MAIN 2
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 10'



PROFILE MAIN 3
VERT. SCALE: 1" = 5'
HORIZ. SCALE: 1" = 10'

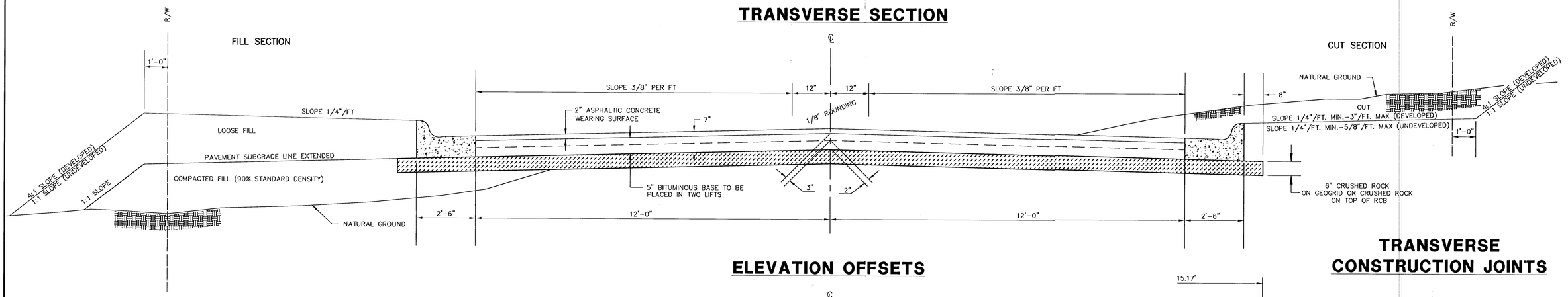


REVISION - 24 MAY 2000 - JNJ

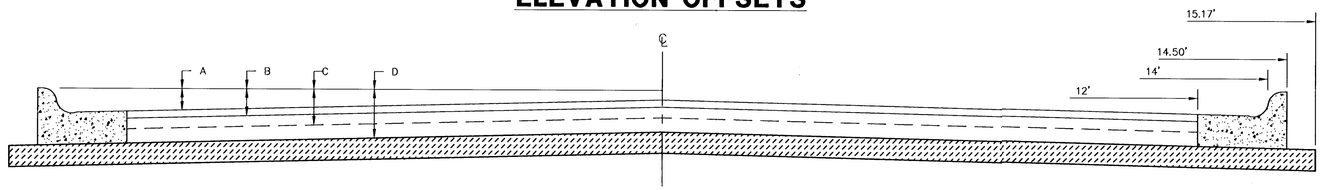
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TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION

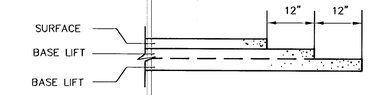


ELEVATION OFFSETS



	DISTANCE FROM CENTERLINE (LT. & RT.)										
	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	15.17'
A: TOP OF STD. CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	--	--	--
B: TOP OF STD. CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	--	--	--
C: TOP OF STD. CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	--
D: TOP OF CURBS STD. TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.23

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

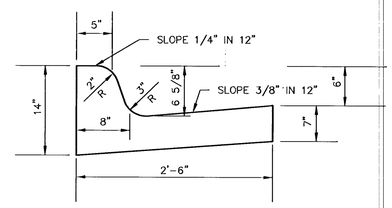
2) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

3) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.

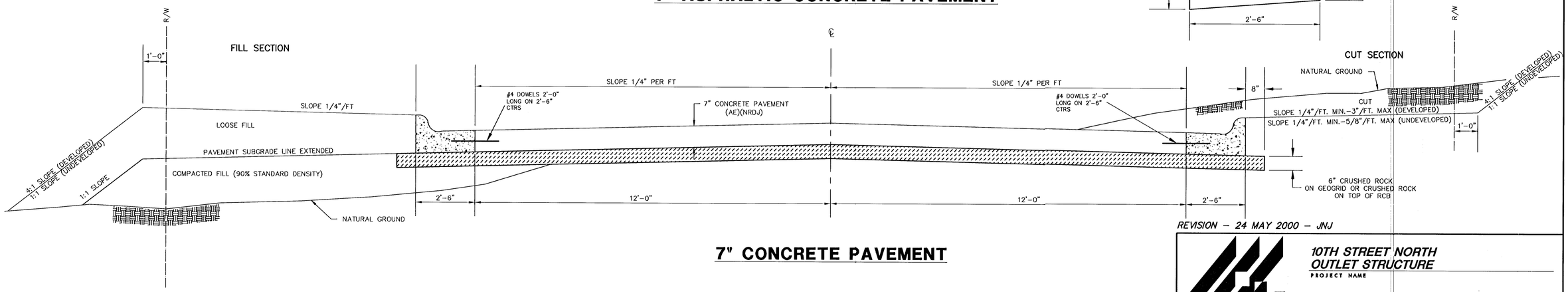
4) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PRECEDING LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

5) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

COMBINED CURB & GUTTER



7" ASPHALTIC CONCRETE PAVEMENT



7" CONCRETE PAVEMENT

REVISION - 24 MAY 2000 - JNJ

ID-KANSAS ENGINEERING ONSULTANTS, INC.
11 N. WEBB ROAD
WICHITA, KS. 67206
16-684-9600

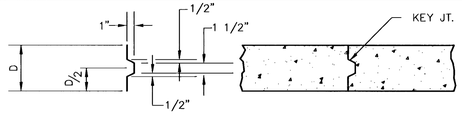
10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

PAVING TYPICAL SECTIONS
SHEET TITLE

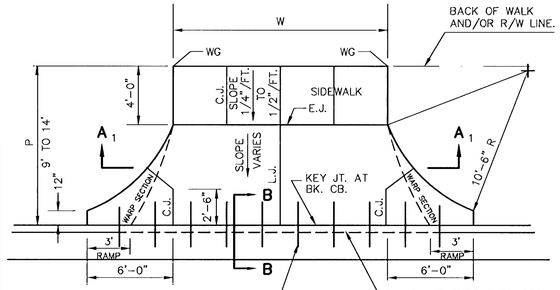
JNJ	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MARCH, 2000	94012	19 / 28
DATE	JOB NO.	SHEET/OF

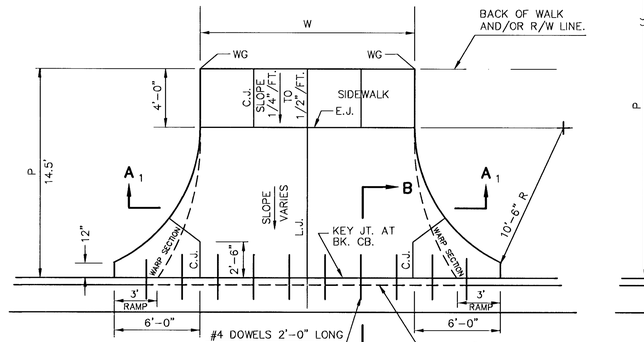
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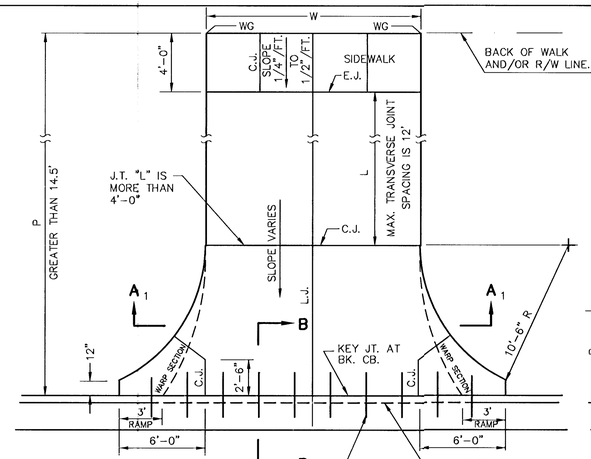
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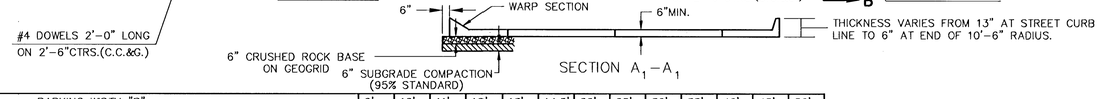


ALT. LONGITUDINAL CONSTRUCTION JOINT



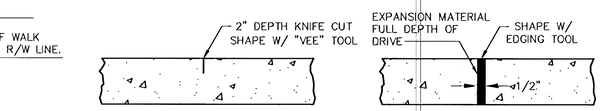






PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB.	0.35'	0.35'	0.40'	0.45'	0.60	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB.	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB.	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB.	–.19'	–.16'	–.13'	–.10'	–.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

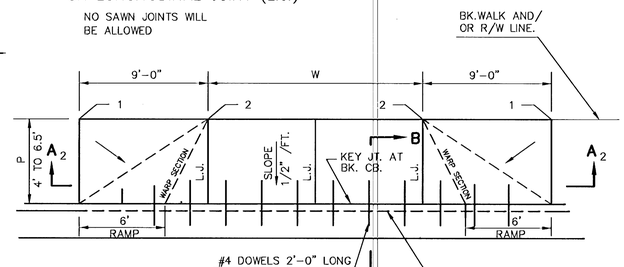
RADIUS RAMP DRIVES (P=9.0' & GREATER)

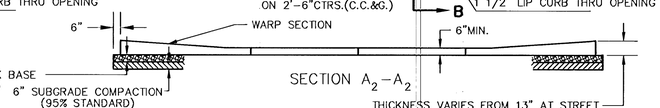


CONTRACTION JOINT (C.J.) OR LONGITUDINAL JOINT (L.J.)

EXPANSION JOINT (E.J.)

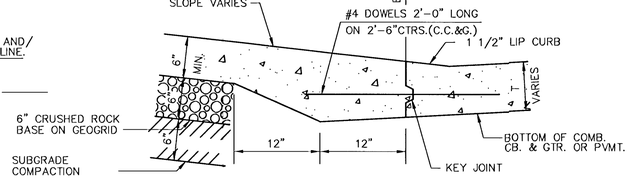
NO SAWN JOINTS WILL BE ALLOWED





PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT."1" ABOVE TOP OF FULL CURB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT."2" BELOW TOP OF FULL CURB.	–.26'	–.24'	–.22'	–.20'	–.18'	–.16'

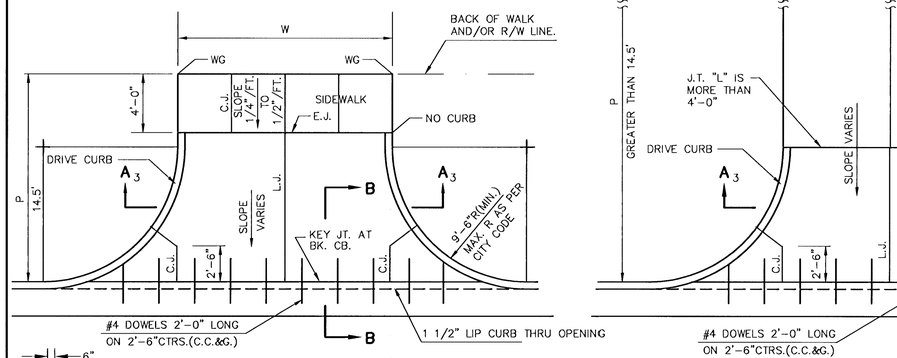
RADIUS RAMP DRIVE (P=4.0' TO 6.5')

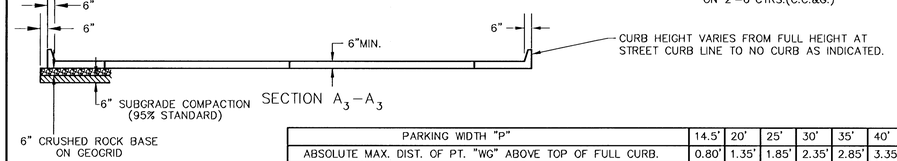


BACK OF CURB DETAIL

SECTION B – B

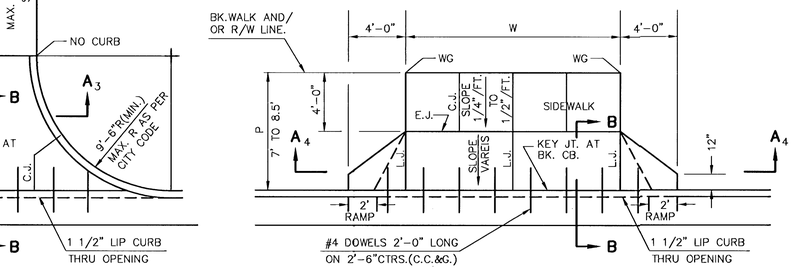
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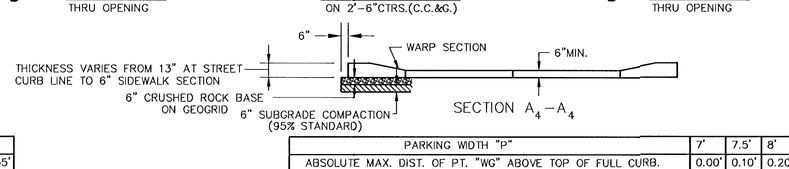




PARKING WIDTH "P"	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)





PARKING WIDTH "P"	7'	7.5'	8'	8.5'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CURB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	–.15'	–.16'	–.17'	–.17'
ABSOLUTE MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CURB.	–.25'	–.20'	–.20'	–.20'

FULL RAMP DRIVE (P=7.0' TO 8.5')

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4–W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

20/28

REVISED: OCTOBER 1985

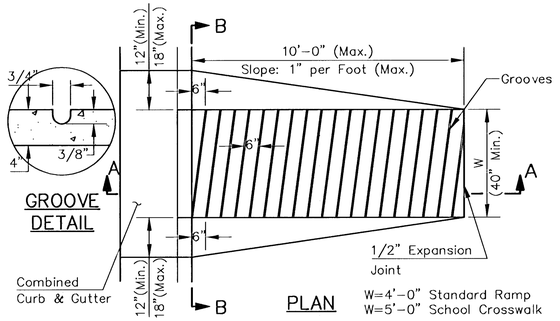
STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

CITY OF WICHITA, KANSAS

Design COW	Checked by JNJ	Checked by	
Drawn by RSB	Date	Date: MARCH, 2000	Job No. 94012

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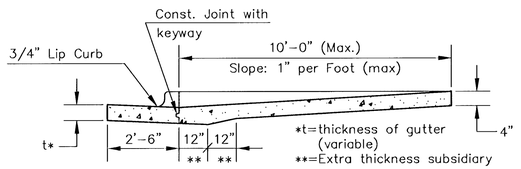
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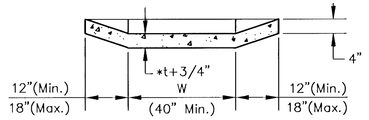
GROOVE DETAIL

PLAN

W=4'-0" Standard Ramp
W=5'-0" School Crosswalk



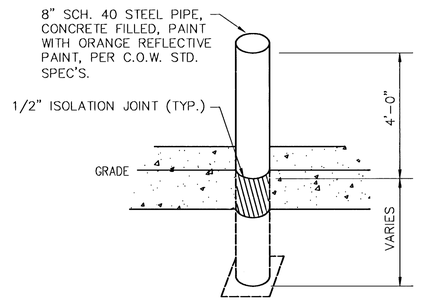
SECTION A-A



SECTION B-B

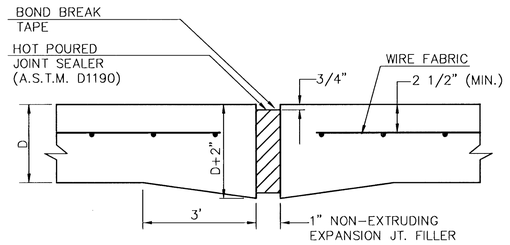
NOTE:
THE COST OF ALL WORK INDICATED ON THIS DETAIL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR WHEEL CHAIR RAMP WHICH PRICE SHALL INCLUDE ALL COSTS OF REMOVING AND RECONSTRUCTING EXISTING COMBINED CURB AND GUTTER, COMPACTION OF SUBGRADE AND NECESSARY AREA GRADING.

STANDARD WHEELCHAIR RAMP



BOLLARD DETAIL

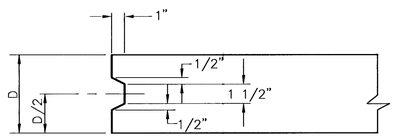
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NOTE:
EXTRA THICKNESS TO BE SUBSIDIARY TO PRICE OF SQ. YDS. PAVEMENT.

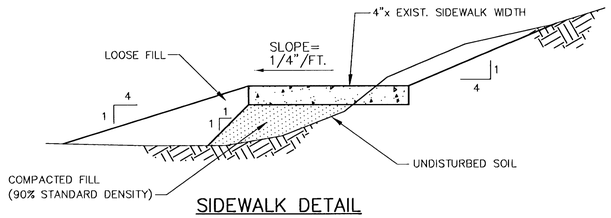
EXPANSION JOINT

SCALE: NONE

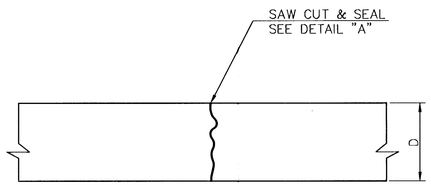


KEYWAY DETAIL

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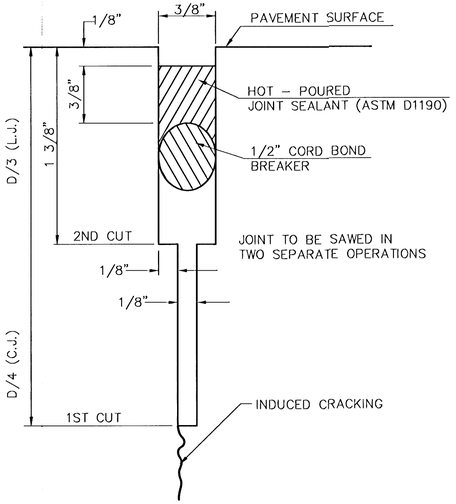


SIDEWALK DETAIL



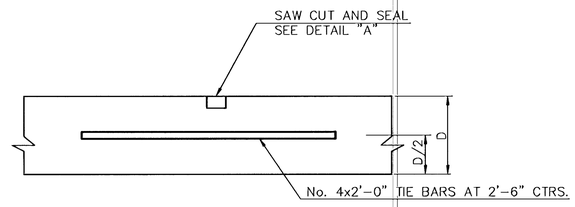
CONTRACTION JOINT DETAIL (C.J.)

SCALE: NONE



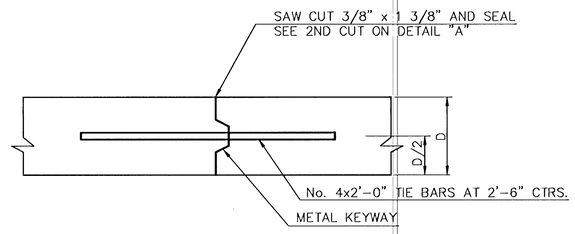
DETAIL "A"

SCALE: NONE



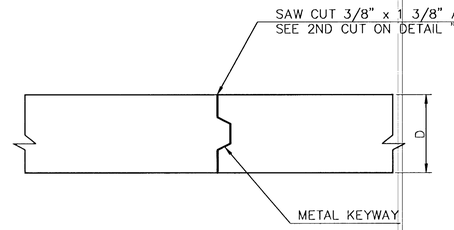
LONGITUDINAL JOINT DETAIL (L.J.)

SCALE: NONE



OPTIONAL LONGITUDINAL CONSTRUCTION JOINT (L.J.)

SCALE: NONE (Alternate L.J.)



OPTIONAL CONTRACTION CONSTRUCTION JOINT (C.J.)

SCALE: NONE (Alternate C.J.)

L E G E N D

C.J. IDENTIFIES CONTRACTION JOINT
L.J. IDENTIFIES LONGITUDINAL JOINT

REVISION - 24 MAY 2000 - JNJ

21/28

PAVEMENT & MISC. DETAILS

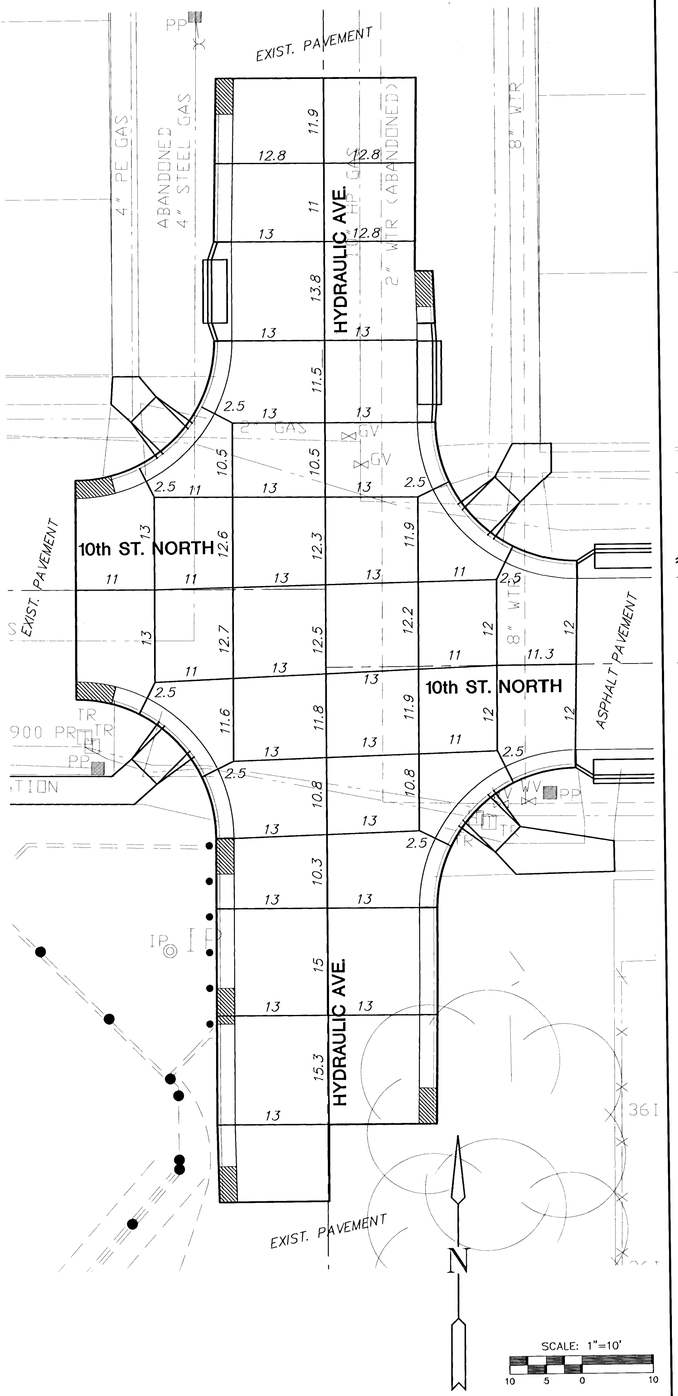
CITY OF WICHITA, KANSAS

PROJECT NUMBER
468-83117

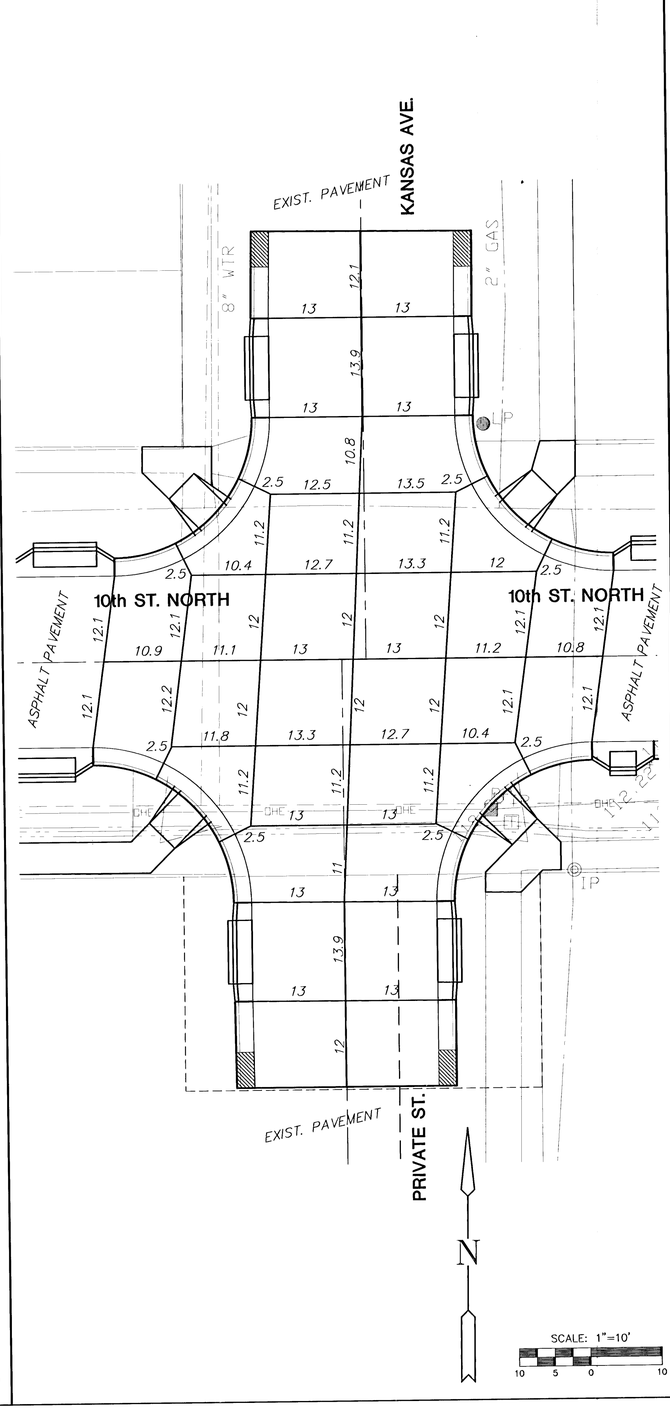
G:\CIVIL\AREA_K\94012\PAVE\94012ED2.DWG 05/31/2000 09:24:48 AM CDT

G:\CIVIL\AREA_K\94012\PAVE\94012ED2.DWG Wed May 31 09:25:59 2000

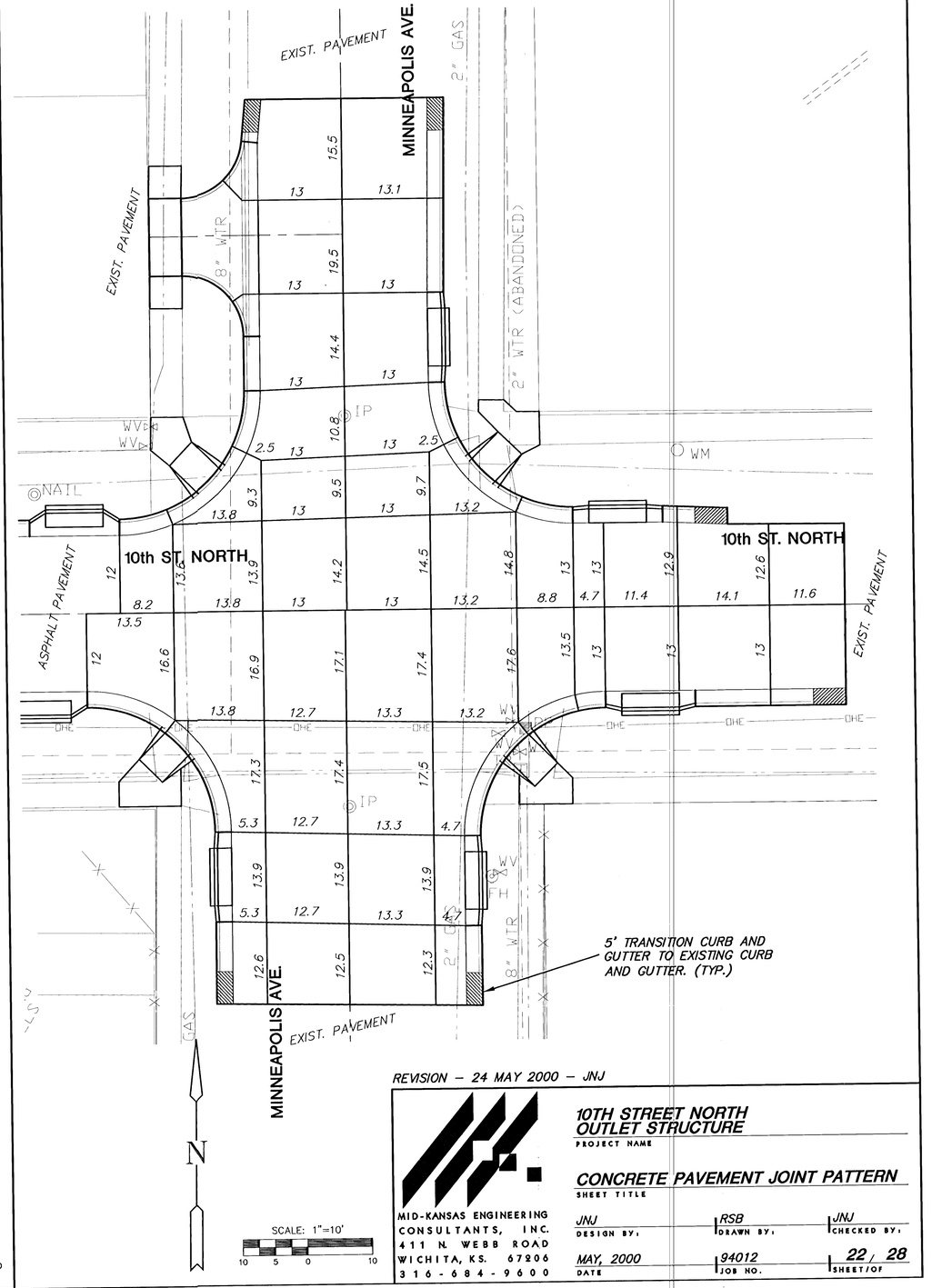
HYDRAULIC & 10th St. No. INTERSECTION JOINT PATTERN



KANSAS & 10th St. No. INTERSECTION JOINT PATTERN



MINNEAPOLIS & 10th St. No. INTERSECTION JOINT PATTERN



REVISION – 24 MAY 2000 – JNJ

10TH STREET NORTH OUTLET STRUCTURE
PROJECT NAME

CONCRETE PAVEMENT JOINT PATTERN
SHEET TITLE

MID-KANSAS ENGINEERING CONSULTANTS, INC.
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

JNJ	RSB	JNJ
DESIGN BY:	DRAWN BY:	CHECKED BY:
MAY, 2000	94012	22 / 28
DATE	JOB NO.	SHEET/OF

G:\CIVIL\AREA_K\94012\PAVE\94012ED3.DWG Wed May 31 09:30:55 2000
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10th St. No. OUTLET STRUCTURE
10th ST. No. CROSS SECTIONS
STA. 9+54.02 TO 12+00
PROJ. NO. 468-83117

REVISION - 24 MAY 2000 - JNJ

12+00 (2+50.9)
112.43
112.32
109.84
F\L=105.93
FILL=1.5
CUT=27.7

11+72 (2+22.9)
112.52
112.41
109.84
F\L=105.90
FILL=1.4
CUT=38.1

11+69.89 (2+20.8)
112.51
112.40
109.84
F\L=105.90
FILL=1.4
CUT=38.3

11+41.78 (1+92.7)
112.20
112.34
109.78
F\L=105.87
FILL=0.5
CUT=41.4

11+00 (1+50.9)
112.29
112.18
109.78
F\L=105.83
FILL=0.0
CUT=38.0

10+42.19 (0+93.1)
112.12
111.99
109.68
F\L=105.77
FILL=0.0
CUT=48.5

10+35.27 (0+86.2)
112.13
112.02
109.68
F\L=105.76
FILL=0.0
CUT=48.0

10+00 (0+57.0)
112.20
109.63
F\L= 105.71

9+54.02
112.42
112.31
CUT=38.2

THIS SECTION FOR INFORMATION ONLY. SEE HYDRAULIC AVE. CROSS SECTIONS FOR CUTS AND FILLS

(STA.) = RCB LINE 1 STA.

ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET & ARE FOR STREET CONSTRUCTION ONLY.

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C:\CIVIL\AREA_K\94012\VX_SEC\94012XS1.DWG 05/31/2000 05:56:14 PM EDT

G:\CIVIL\AREA_K\94012\VX-SEC\94012XS1.DWG Wed May 31 17:56:44 2000

10th St. No. OUTLET STRUCTURE
10th ST. No. CROSS SECTIONS
STA. 12+50 TO 14+97.72
PROJ. NO. 468-83117

REVISION - 24 MAY 2000 - JNJ

14+97.72 (5+48.6)
112.52
110.14
FL=106.22
FILL=1.6
CUT=27.8

14+41.61 (4+92.5)
112.40
110.09
FL=106.17
FILL=0.6
CUT=42.9

14+00 (4+50.9)
112.23
110.04
FL=106.12
FILL=0.1
CUT=36.1

13+77.36 (4+28.3)
112.17
110.02
FL=106.10
FILL=0.1
CUT=33.8

13+70.44 (4+21.3)
112.16
110.02
FL=106.10
FILL=0.0
CUT=35.0

13+35.58 (3+86.5)
112.16
109.98
FL=106.06
FILL=0.0
CUT=31.7

THIS SECTION FOR INFORMATION ONLY. SEE KANSAS AVE. & PRIVATE STREET CROSS SECTIONS FOR CUTS AND FILLS

13+00.44 (3+51.3)
112.16
109.94
FL=106.02
FILL=1.6
CUT=33.2

12+90.20 (3+41.1)
112.16
109.93
FL=106.01
FILL=1.2
CUT=40.4

12+50 (3+00.9)
112.22
109.90
FL=105.98
FILL=1.0

(STA.) = RCB LINE 1 STA.

ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET & ARE FOR STREET CONSTRUCTION ONLY.

G:\CIVIL\AREA_K\94012K-SEC\94012KS2.DWG Wed May 31 09:36:32 2000
G:\CIVIL\AREA_K\940E2K-SEC\940E2KSE.DWG 05/31/2000 09:37:45 AM CDT

10th St. No. OUTLET STRUCTURE
10th ST. No. CROSS SECTIONS
STA. 15+19.30 TO 17+42.15
PROJ. NO. 468-83117

REVISION - 24 MAY 2000 - JNJ

THIS SECTION FOR INFORMATION ONLY. SEE MINNEAPOLIS AVE. CROSS SECTIONS FOR CUTS AND FILLS

17+42.15 (7+62.8) 17+11.96 (7+51.1) 17+00.31 (7+16.1) 16+65.31 (6+81.1) 16+30.31 (6+68.9) 16+18.11 (6+50.8) 16+00 (6+11.6) 15+60.75 (5+70.2) 15+19.30

CUT=30.1 CUT=56.3 CUT=49.6 CUT=47.3 CUT=47.9 CUT=44.3 CUT=47.7 CUT=38.5

FILL=0.0 FILL=0.0 FILL=0.0 FILL=0.0 FILL=0.0 FILL=0.0 FILL=0.0 FILL=1.0

FVL=106.43 FVL=106.42 FVL=106.39 FVL=106.35 FVL=106.34 FVL=106.32 FVL=106.28 FVL=106.24

(STA.) = ROB LINE 1 STA.

ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET & ARE FOR STREET CONSTRUCTION ONLY.

G:\CIVIL\AREA_K\94012K\K-SEC\94012KSS3.DWG Wed May 31 09:40:56 2000
C:\CIVIL\AREA_K\94012K\K-SEC\94012KXS3.DWG 05/31/2000 09:40:45 AM EDT

10th St. No. OUTLET STRUCTURE
HYDRAULIC AVE. CROSS SECTIONS
STA. 0+75.19 TO STA. 2+32.55
PROJ. NO. 468-83117

REVISION - 24 MAY 2000 - JNJ

2+32.55 (RCB LINE 2 STA. 0+49.6)

1+97.55 (RCB LINE 2 STA. 0+45.3)

1+93.27 (RCB LINE 2 STA. 0+13.0)

1+60.94 (RCB LINE 2 STA. 0+05.2)

1+50 (RCB LINE 1 STA. 0+57.0= RCB LINE 2 STA. 0+05.2)

1+16.25 (RCB LINE 1 STA. 0+33.0)

0+85.97

0+75.19

R\W

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FILL=0.0

FLOWABLE FILL

FL\=105.74

FL\=105.77

FL\=105.73

FL\=105.70

FL\=105.67

CUT=33.0

CUT=45.9

CUT=44.3

CUT=40.5

CUT=36.6

CUT=84.7

CUT=38.0

CUT=18.0

111.83

112.15

112.34

112.22

111.97

112.23

112.24

111.99

112.25

112.15

112.20

109.66

109.65

111.97

110.17

112.28

112.17

112.20

112.23

112.47

109.82

109.69

109.68

ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET & ARE FOR STREET CONSTRUCTION ONLY.

G:\CIVIL\AREA_K\1940I2K\X-SEC\1940I2KX4.DWG Wed May 31 09:42:28 2000

10th St. No. OUTLET STRUCTURE
KANSAS AVE. \PRIVATE ST. CROSS SECTIONS
STA. 0+90.08 TO STA. 1+35.50 (PRIVATE)
STA. 0+14.50 TO STA. 0+59.98 (KANSAS)
PROJ. NO. 468-83117

REVISION - 24 MAY 2000 - JNJ

KANSAS AVENUE

0+59.98 — 112.25 — 112.45 — FILL=0.0 — CUT=38.3

0+40.94 — 112.00 — 112.22 — FILL=0.0 — CUT=46.0 — FLOWABLE FILL

0+14.50 — 112.10 — FILL=0.0 — CUT=56.4

PRIVATE STREET

1+35.50 — 112.10 — FILL=0.0 — CUT=54.9

1+09.12 — 112.00 — 112.19 — FILL=0.0 — CUT=39.5 — FLOWABLE FILL

0+90.08 — 112.12 — 112.37 — FILL=0.0 — CUT=37.8

ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET & ARE FOR STREET CONSTRUCTION ONLY.

G:\CIVIL\AREA_K\94012XX-SE\94012XS5.DWG Wed May 31 09:49:41 2000

10th St. No. OUTLET STRUCTURE
MINN. AVE. (N & S) CROSS SECTIONS
STA. 0+89.18 TO STA. 1+34.50 (MINN. S)
STA. 0+15.50 TO STA. 0+78.87 (MINN. N)
PROJ. NO. 468-83117
REVISION - 24 MAY 2000 - JNJ

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ALL CUT AND FILL QUANTITIES ARE IN SQUARE FEET & ARE FOR STREET CONSTRUCTION ONLY.

MINNEAPOLIS AVENUE (S)

0+89.18
CUT=52.0 FILL=0.0
112.86 112.74 112.98

1+09.07
CUT=78.6 FILL=0.0 FLOWABLE FILL
112.43 112.11 111.89 112.48

1+34.50
CUT=114.3 FILL=0.0
112.21

MINNEAPOLIS AVENUE (N)

0+15.50
CUT=93.5 FILL=0.0
112.21

0+43.03
CUT=59.8 FILL=0.0 FLOWABLE FILL
FILL=106.40
110.32
112.37 112.16 112.84

0+57.95
CUT=65.2 FILL=0.0
112.68 112.44 112.50

0+78.87
CUT=36.6 FILL=0.0
113.06 112.64 112.98

R\W
℄
-45 -40 -35 -30 -25 -20 -15 -10 -5 0 5 10 15 20 25 30 35 40 45
105 110 115

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