P.I. @ West Bound Sta. 61+69.14 Back= Sta. 61+69.03 Ahead
1. Set #4 Bar w/cap at P.I.
2. Point No. 580 (C80)
N=10002.0639
E=10828.9294

P.R.C. @ West Bound Sta. 62+51.00
1. Set #4 Bar w/cap at P.R.C.
2. Point No. 195 (C80/C81)
N=9957.7555
E=10897.8949

P.I. @ East Bound Sta. 62+14.90 Back= Sta. 62+14.81 Ahead
1. Set Nail and Shiner at P.I.
2. Point No. 581 (C61)
N=9949.5382
E=10872.1344

P.C.C. @ East Bound Sta. 63+41.04
1. Set Nail and Shiner at P.C.C.
2. Point No. 177 (C61/C62)
N=9904.2671
E=10989.9665

P.I. @ West Bound Sta. 63+84.51 Back= Sta. 63+81.07 Ahead
1. Set #4 Bar w/cap at P.I.
2. Point No. 581 (C81)
N=9885.5948
E=11010.2126

P.C.C. @ West Bound Sta. 65+14.57 Back= P.C.C. @ West Bound Sta. 64+98.71 Ahead= P.O.C. @ East Bound Sta. 64+98.71
1. Set Nail and Shiner at P.C.C.
2. Point No. 196 (C81/C66)
N=9861.8410
E=11141.5830

P.I. @ East Bound Sta. 65+33.63 Back= Sta. 65+27.07 Ahead
1. Set Chiseled "+" in Concrete Sidewalk at P.I.
2. Point No. 562 (C62)
N=9835.1963
E=11169.7449

P.I. @ West Bound Sta. 66+09.83 Back= Sta. 66+08.54 Ahead
1. Set #4 Bar w/cap at P.I.
2. Point No. 566 (C66)
N=9842.0698
E=11250.9274

P.C.C. @ Sta. 67+19.66
1. Set Chiseled "+" in Concrete at P.I.
2. Point No. 178 (C66/C67)
N=9851.4442
E=11361.6487

SCALE: 1"=20'

Sta. 1+66.7, Line No. 6C= @ W. Bd. Sta. 65+00.00, 60.00' Lt.
Construct Area Inlet (Type 1)
L=5'-4", W=3'-10", H=4'-0"
Top=112.5, Floor=109.00
℄ Out=109.19(E)
See Sh. Nos. U2, U6 and U11
(120) (31)

Sta. 65+60, 21' Lt.
Install 31 L.F. 4" PVC Sleeve △2

Sta. 0+92.7, Line No. 6= Sta. 0+00.0, Line No. 6C= @ Sta. 66+60.00, 37.00' Lt.
Construct Spec. Curb Inlet/Manhole
L=6'-4", W=7'-4", H=6'-11"
Top=113.16, Floor=106.91
℄ In=107.37(E), ℄ Out=107.12(S)
℄ In=107.37(W)
Install 94.7 L.F. 18" RCP(E)
Install 166.7 L.F. 15" RCP(W)
See Sh. Nos. U2, U4 and U10
(134) (14)

Sta. 61+60, 21' Lt.
Install 31 L.F. 4" PVC Sleeve △2

@ West Bound Sta. 62+23.80, 5' Lt.
Adjust Manhole from Elev. 113.06 to Elev. 113.25
See Sh. Nos. U12 and U13

Const. 149 S.Y. 7" V.G. w/ 5" Crushed Rock Base and Fabric Reinforcement (85 L.F. Monolithic Edge Curb)

Sta. 0+18.7, Line No. 6= Sta. 0+00.0, Line No. 6B= @ Sta. 66+60.00, 37.00' Rt.
Construct Special Curb Inlet
L=6'-4", W=7'-4", H=7'-8"
Top=113.16, Floor=106.16
℄ In=108.76(N), ℄ In=108.76(E)
℄ Out=106.41(S)
Install 74.0 L.F. 18" RCP(N)
Connect to existing 18" RCP(E)
Remove existing Manhole
See Sh. Nos. U2, U4 and U10
(13) (133)

Sta. 67+10, 21' Rt.
Install 31 L.F. 4" PVC Sleeve △2

Sta. 0+30.0, Line No. 6B= @ Sta. 66+88.00, 135.00' Rt.
Const. Conc. Collar
Remove & Reset 30.0 L.F. Exist. 18" RCP
See Sh. No. U2

Adjust WV from Elev. 111.80± to Elev. 113.40

Sta. 0+12.4, Line No. 6A= @ Sta. 66+50.00, 65.00' Rt.
Const. Area Inlet (Type 4)
L=5'-4", W=3'-10", H=4'-0"
Top Elev.=109.50, Floor=106.30
℄ Out=106.19
See Sh. Nos. U2 and U6
(20) (150)

Sta. 0+00.0, Line No. 11= @ Sta. 62+46.00, 61.00' Rt.
Construct Reinf. Conc. Manhole
L=5'-6", W=5'-6", H=8'-0", H1=2'-11"
Top Elev.=113.2, Floor=102.28
℄ In=105.12 (SE)
℄=103.10 (E&W)
Connect to Exist. 36" RCP
Remove Exist. Area Inlet
Install 35.7 L.F. 15" RCP (SE)
See Sh. Nos. U3, U8 and U11
(148) (28)

Sta. 0+35.7, Line No. 11= @ Sta. 62+75.00, 82.00' Rt.
Construct Area Inlet (Type I)
L=5'-4", W=3'-10", H=4'-0"
Top Elev.=109.50, Floor=106.00
℄ Out=106.19
See Sh. Nos. U3, U6 and U11
(29) (149)

Sta. 64+56, Remove Inlet & Repair Pipe 34' Rt.

To be removed by Wichita Water Dept. prior to construction

To be removed by Wichita Water Dept. prior to construction

Sta. 0+00.0, Line No. 6 & 6A= @ Sta. 66+52.50, 55.50' Rt.
℄ In=105.20(N), ℄ In=105.51(S)
Convert Existing Inlet to Manhole
This work to be paid for as "Manhole Adjustment"
Install 18.7 L.F. 24" RCP(N)
Install 12.4 L.F. 15" RCP(S)
Remove existing 18" RCP(N) & Manhole
See Sh. No. U2

+0.3991% T.C. 8' Rt. @ E. Bd.
+0.3964% T.C. 34' Rt. @ E. Bd.

+0.3962% T.C. 8' Rt. @ E. Bd.
+0.3838% T.C. 34' Rt. @ E. Bd.

+0.4000% @ E. Bd.

-0.4048% @ E. Bd. & W. Bd.
-0.4219% T.C. 34' Lt. @ W. Bd.
-0.4087% T.C. 8' Rt. @ E. Bd.
-0.4010% T.C. 34' Rt. @ E. Bd.
-0.3890% T.C. 8' Rt. @ E. Bd.

-0.3993% T.C. 8' Rt. @ E. Bd.
-0.3825% T.C. 34' Rt. @ E. Bd.

-0.4299% T.C. 34' Lt. @ W. Bd.
-0.4104% T.C. 8' Lt. @ W. Bd.

+0.3607% T.C. 8' Lt. @ W. Bd.
+0.3558% T.C. 34' Lt. @ W. Bd.

+0.3622% @ W. Bd.
+0.3666% T.C. 8' Lt. @ W. Bd.
+0.3915% T.C. 34' Lt. @ W. Bd.

P.V.I. @ West Bound No V.C.
+10 P.I.
112.89

P.C.C. @ West Bound Sta. 64+98.71
P.O.C. @ East Bound Sta. 64+98.71
P.I.I. 114.46

+00 P.I.
114.46

P.V.I. @ No V.C.

△2 MARK CURB w/ "S" AT 4" PVC

B.M. #3 – Railroad Spike in North Face of H.L.P. @ East Bound Sta. 62+70, 125' Rt.
Elev.=112.745

SEE SH. NO. P12 FOR COORDINATE DATA.

SEE SH. NO. P11 FOR CURVE TABLES.

REV.	DATE	DESCRIPTION

HELLMUTH, OBATA & KASSEBAUM, INC.
DALLAS, TEXAS

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
WICHITA, KANSAS

BRAD J. GOLDBERG
DALLAS, TEXAS

MUSEUM DISTRICT ROADWAY AND PEDESTRIAN IMPROVEMENTS
WICHITA, KANSAS

SIM PARK DRIVE
STA. 61+10.00 TO STA. 67+50.00

PROJECT NO.

SHEET P-7

PLAN SURVEYED BY DATE
NOTE BOOK PLOTTED
NO. ALIGNMENT CHECKED
RT. OF WAY CHECKED

DSNR: DEP OPER: DEP SCALE: 1=20.00
Q:\1999\99773\000\MDRWK3 06-01-2001 03:06:11 pm