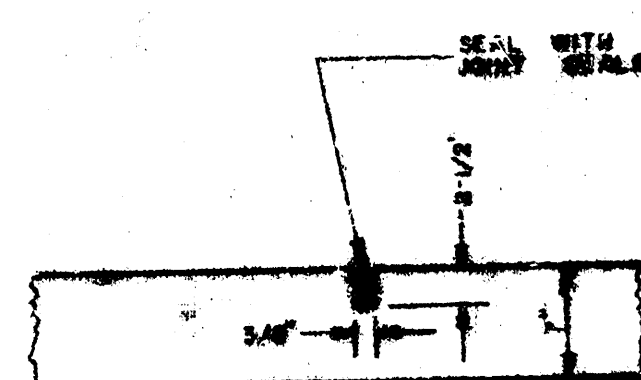


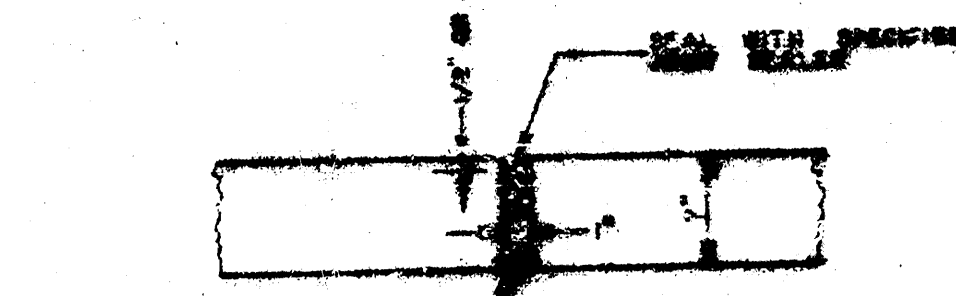
MAY STREET
E.L. K-42 HIGHWAY TO W.L. A.T. & S.F. RAILROAD
 PROJ. NO. DAKS 571015
 CITY OF WICHITA, KANSAS
 R. W. LINN, CITY ENGINEER

SAMED CONTRACTION JOINTS ARE TO BE CONSTRUCTED AT 30' 0" INTERVALS EXCEPT WHERE AN EXPANSION JOINT IS USED.

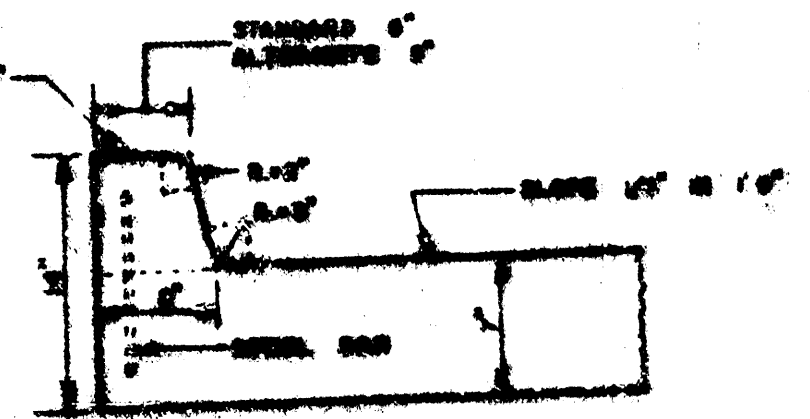
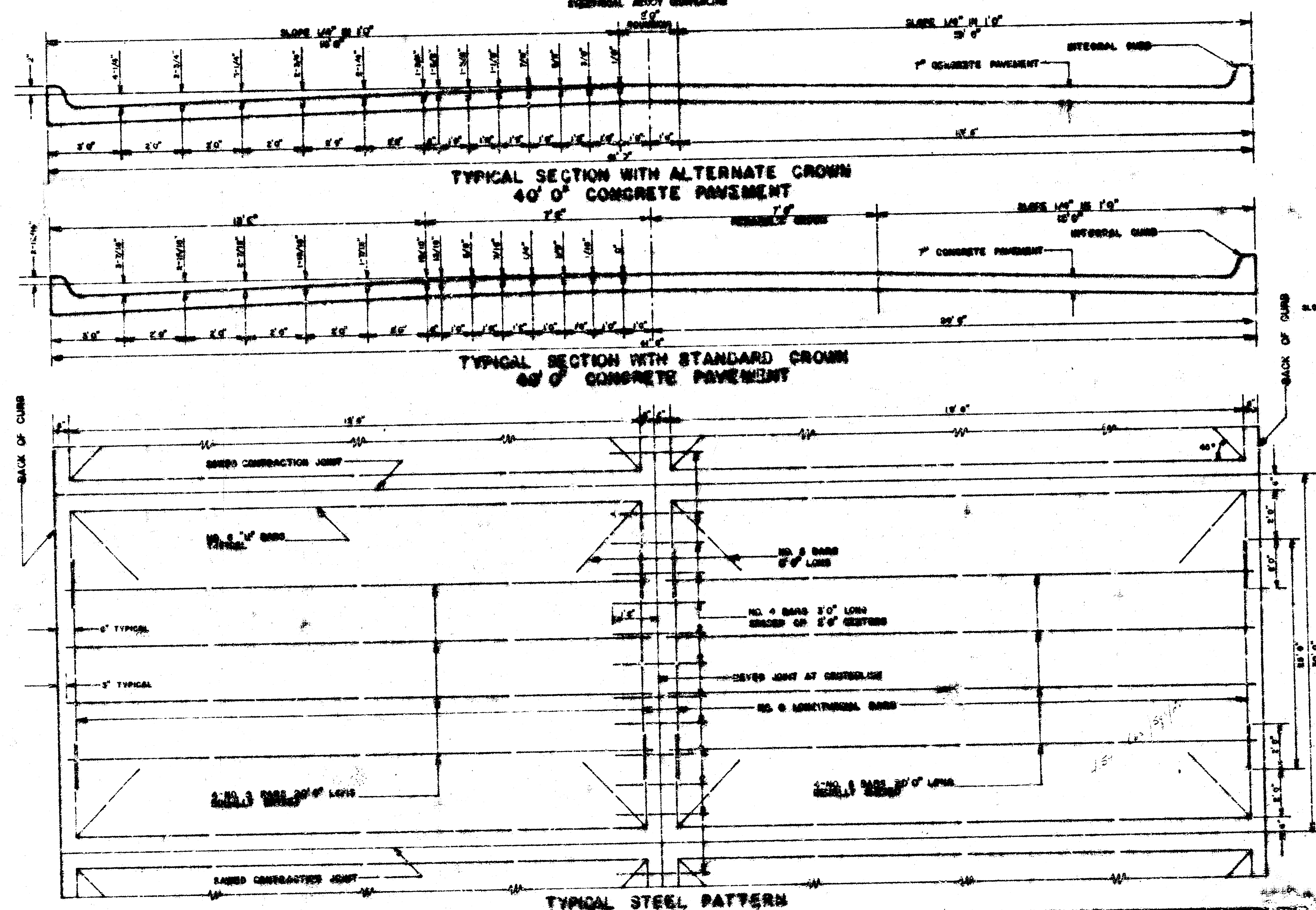


DETAIL OF SAMED CONTRACTION AND LONGITUDINAL JOINTS

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT MAXIMUM INTERVALS OF 100' 0".

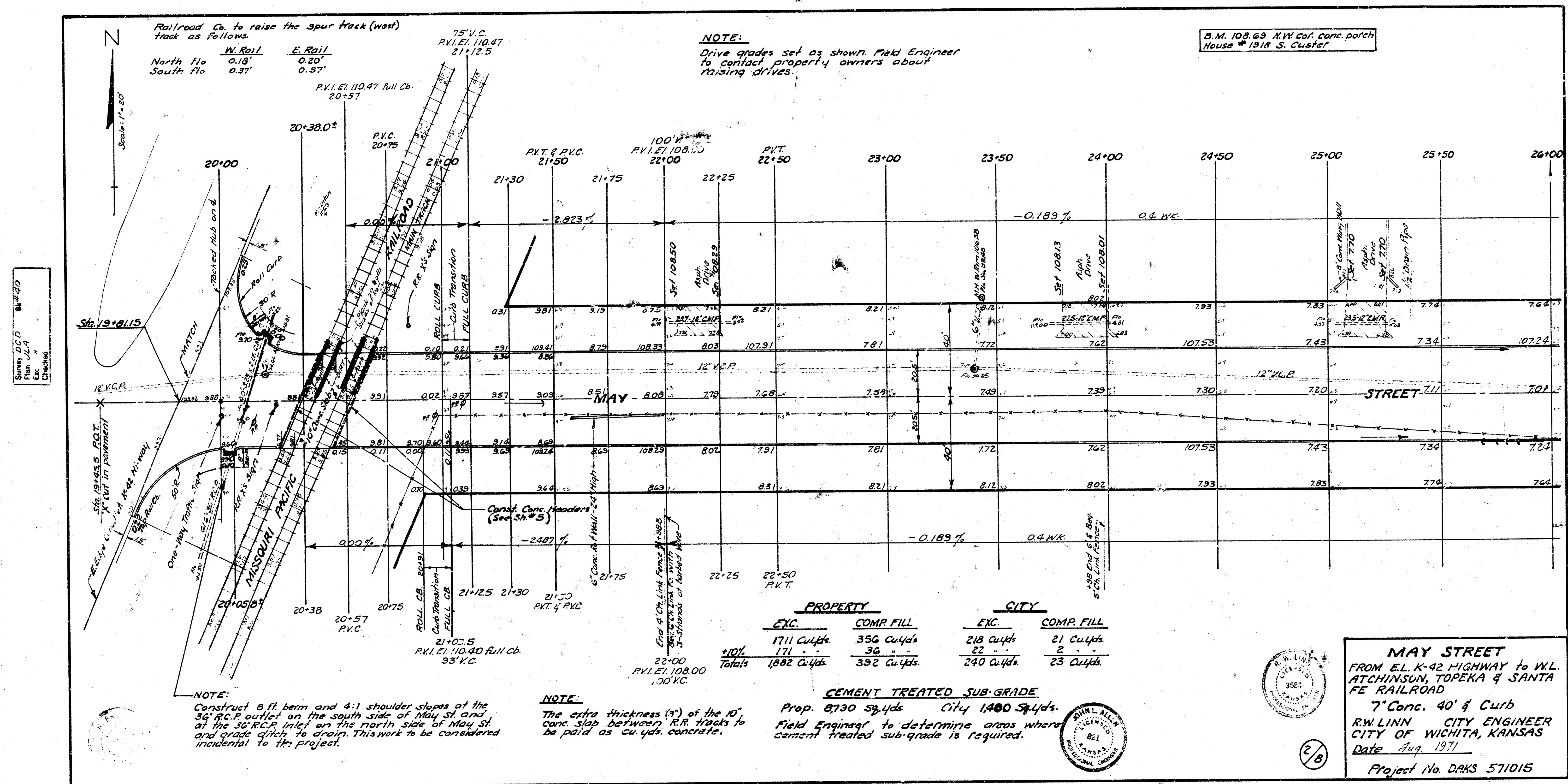


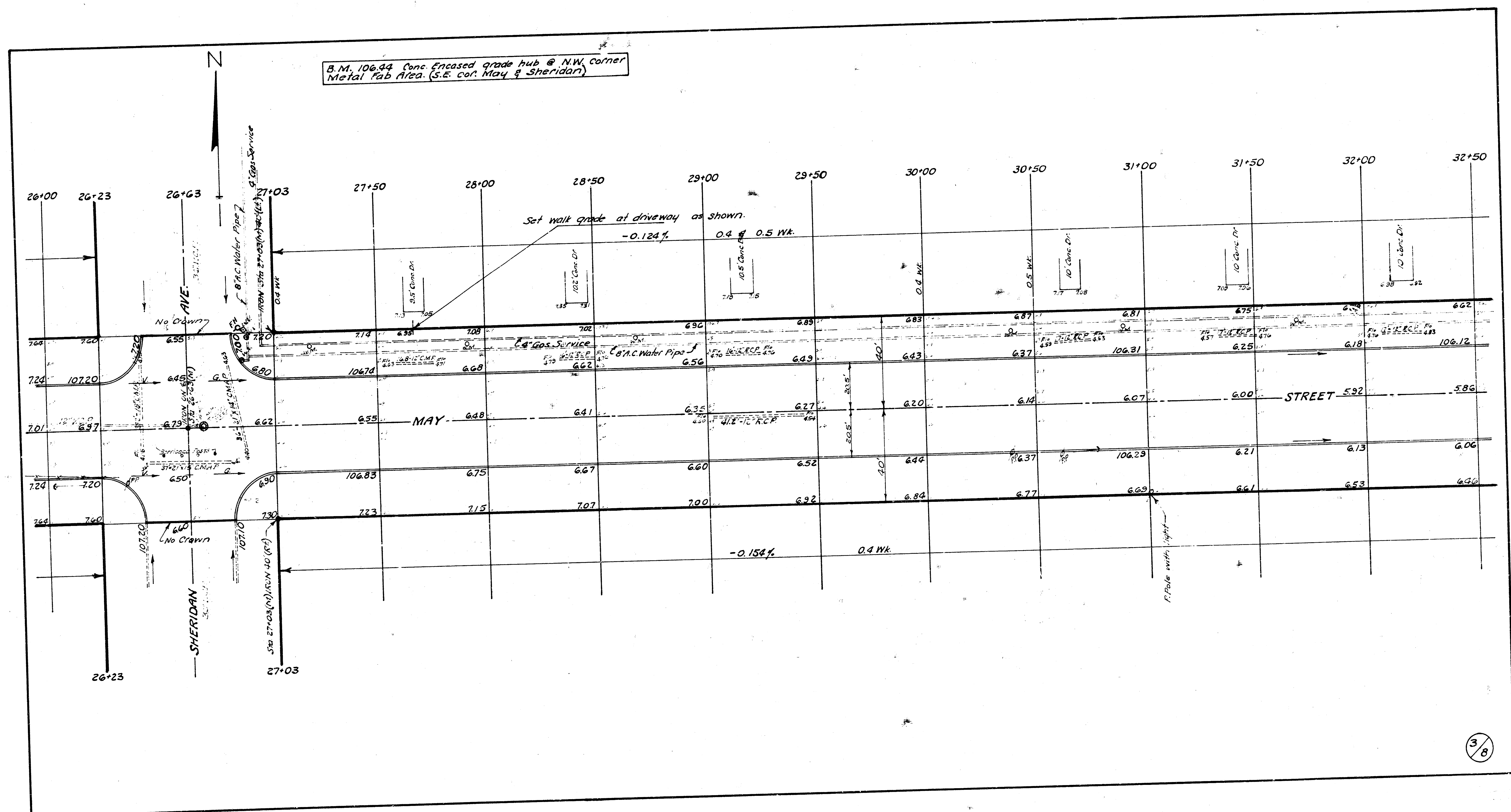
DETAIL OF EXPANSION JOINT

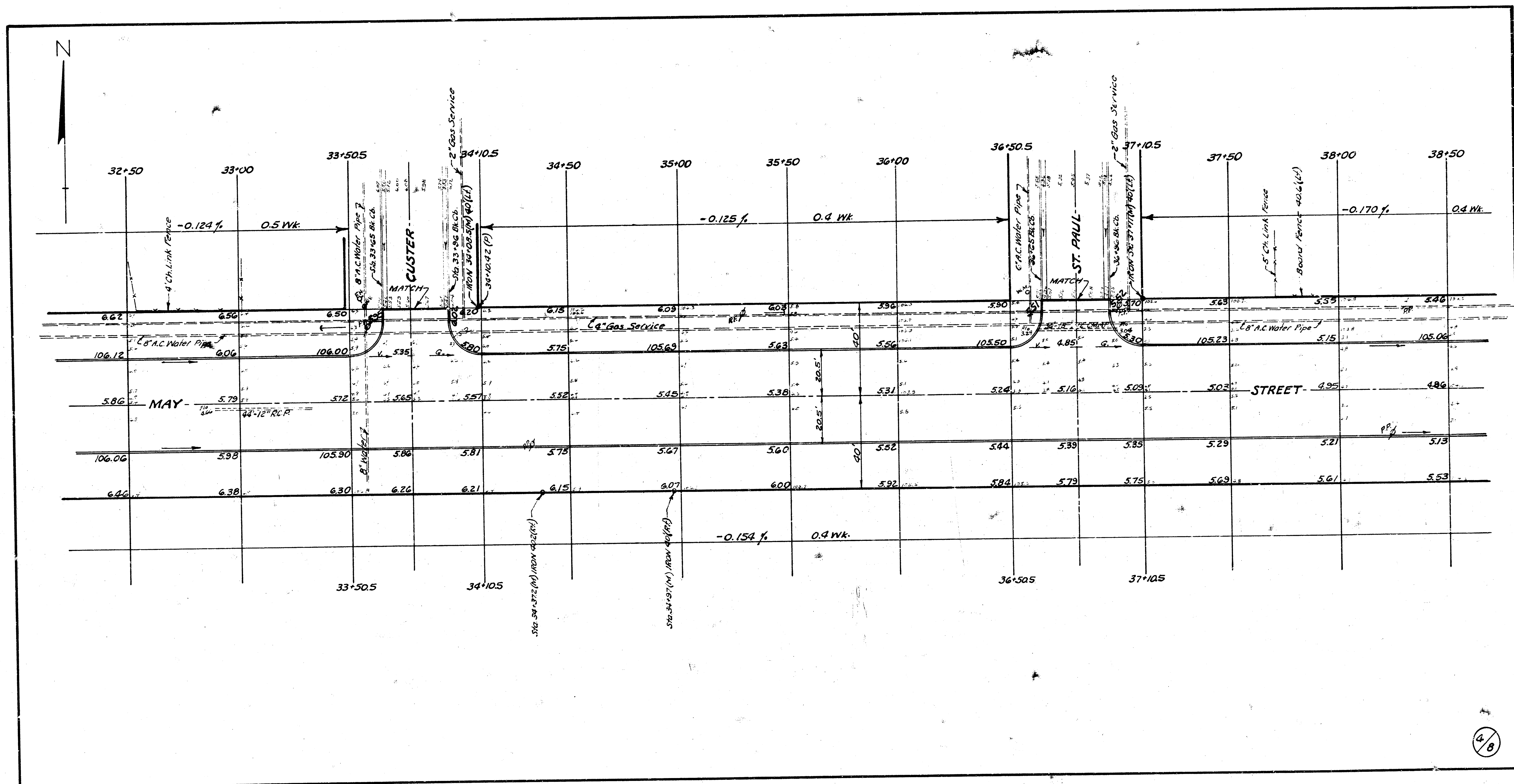


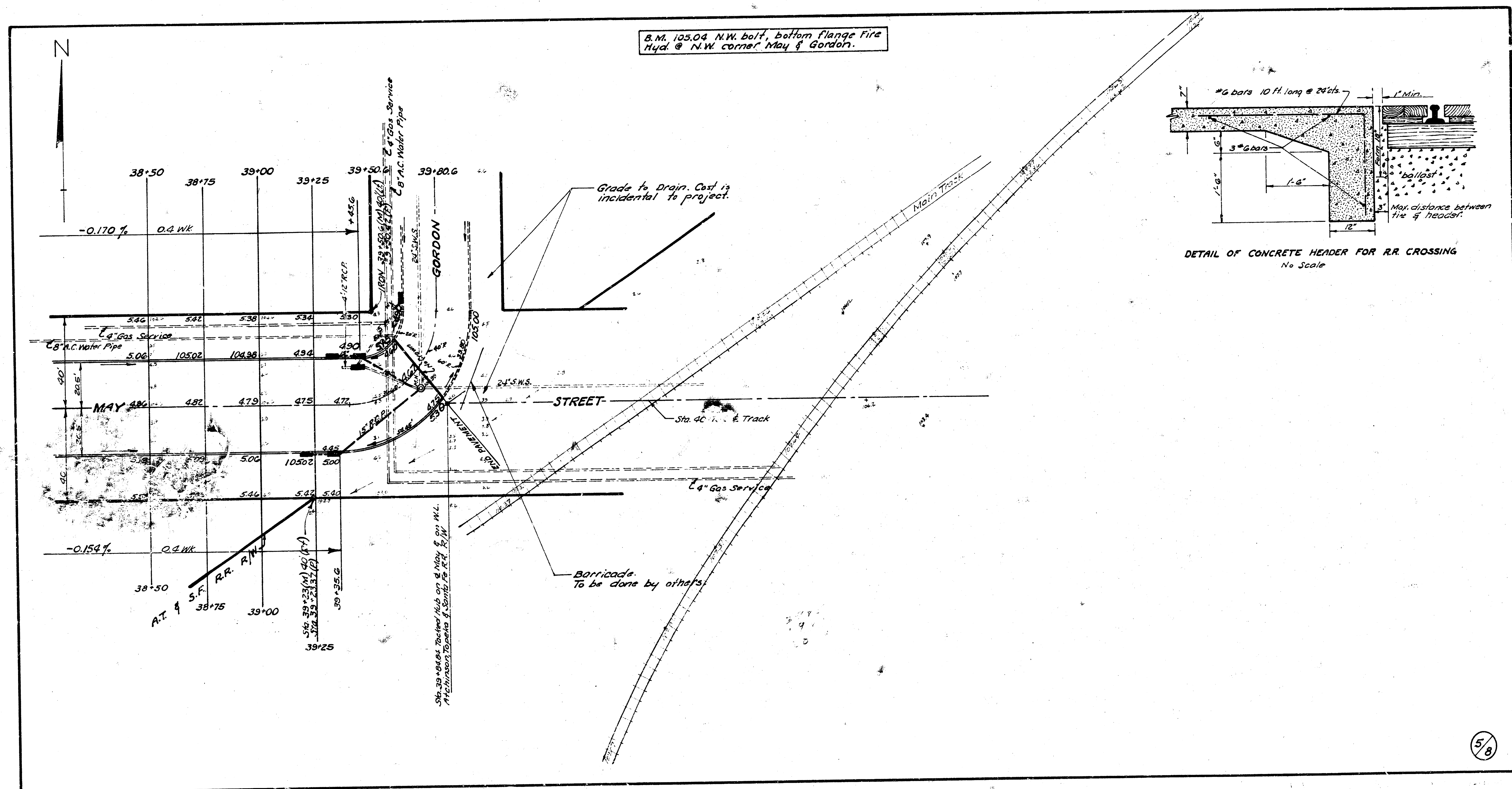
DETAIL OF INTERNAL CURB

INTERNAL CURB SHALL BE CUT THROUGH TO THE PAVEMENT IN UNIFORM LENGTHS OF NOT MORE THAN TEN FEET INTERVALS BETWEEN EXPANSION JOINTS. EXPANSION JOINTS IN THE PAVEMENT SHALL BE CONSTRUCTED IN THE INTERNAL CURB AT THE SPECIFIED LOCATIONS. NUMBER 4 OR NUMBER 6 BARS SHALL BE INSTALLED IN THE INTERNAL CURB AS SHOWN ON APPROXIMATELY 2' 0" CENTERS. REINFORCING BARS SHOWN IN PLANS ARE FOR STANDARD CURBS.









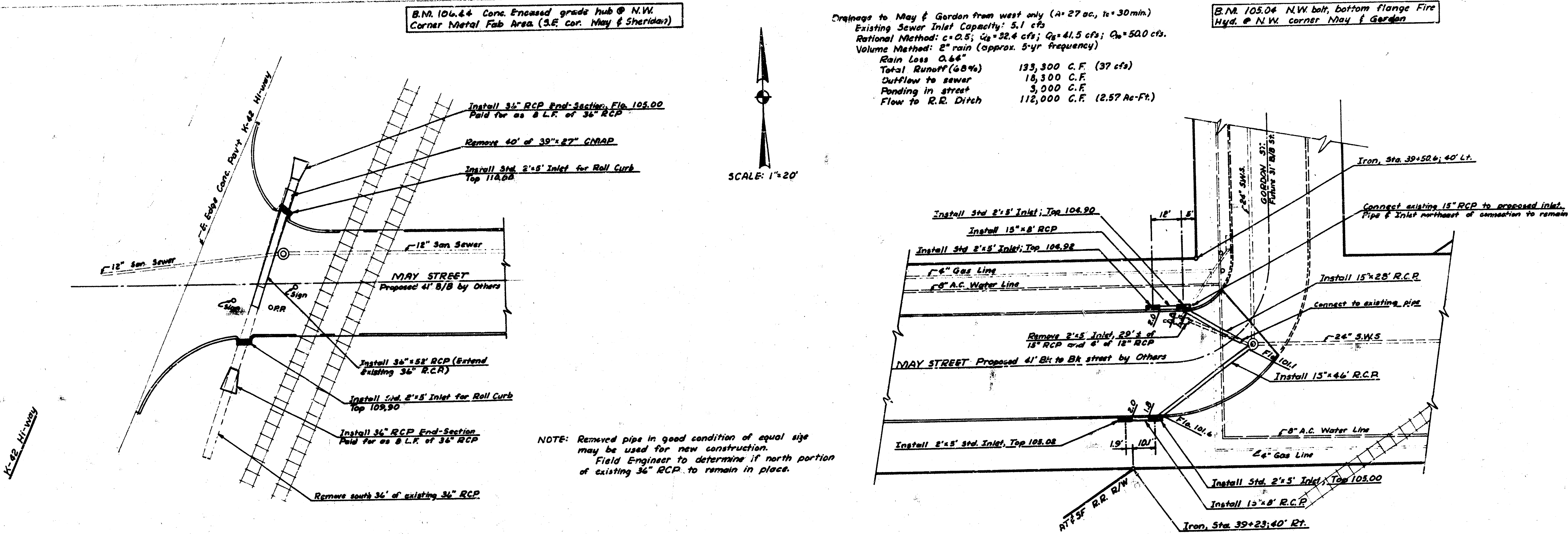
B.M. 104.64 Conc. Encased grade hub @ N.W. Corner Metal Fab Area (S.E. cor. May & Sheridan)

Drainage to May & Garden from west only (A=27 ac, I=30 min)
 Existing Sewer Inlet Capacity: 5.1 cfs
 Rational Method: C=0.8; $Q_p=32.4$ cfs; $Q_u=41.5$ cfs; $Q_o=50.0$ cfs.
 Volume Method: 2" rain (approx. 5-yr frequency)
 Rain Loss 0.64"
 Total Runoff (4.8%) 133,300 G.F. (37 cfs)
 Outflow to sewer 16,300 G.F.
 Ponding in street 3,000 G.F.
 Flow to R.R. Ditch 112,000 G.F. (2.57 Ac-Ft.)

B.M. 105.04 N.W. bolt bottom flange Fire Hyd. @ N.W. corner May & Garden

SCALE: 1"=20'

Drawn O.C.D.
 Plan
 Linc
 Checked



DRAINAGE IN CONNECTION
 WITH PAVEMENT OF
 MAY STREET
 FROM E.L. K-42 HIGHWAY TO W.L.
 ATCHINSON, TOPEKA & SANTA FE
 RAILROAD
 R.W. LINN CITY ENGINEER
 CITY OF WICHITA, KANSAS
 DATE: Aug. 1971
 Project No. DAKD 571015