

STREETS IN COMOTARA SECOND ADDITION

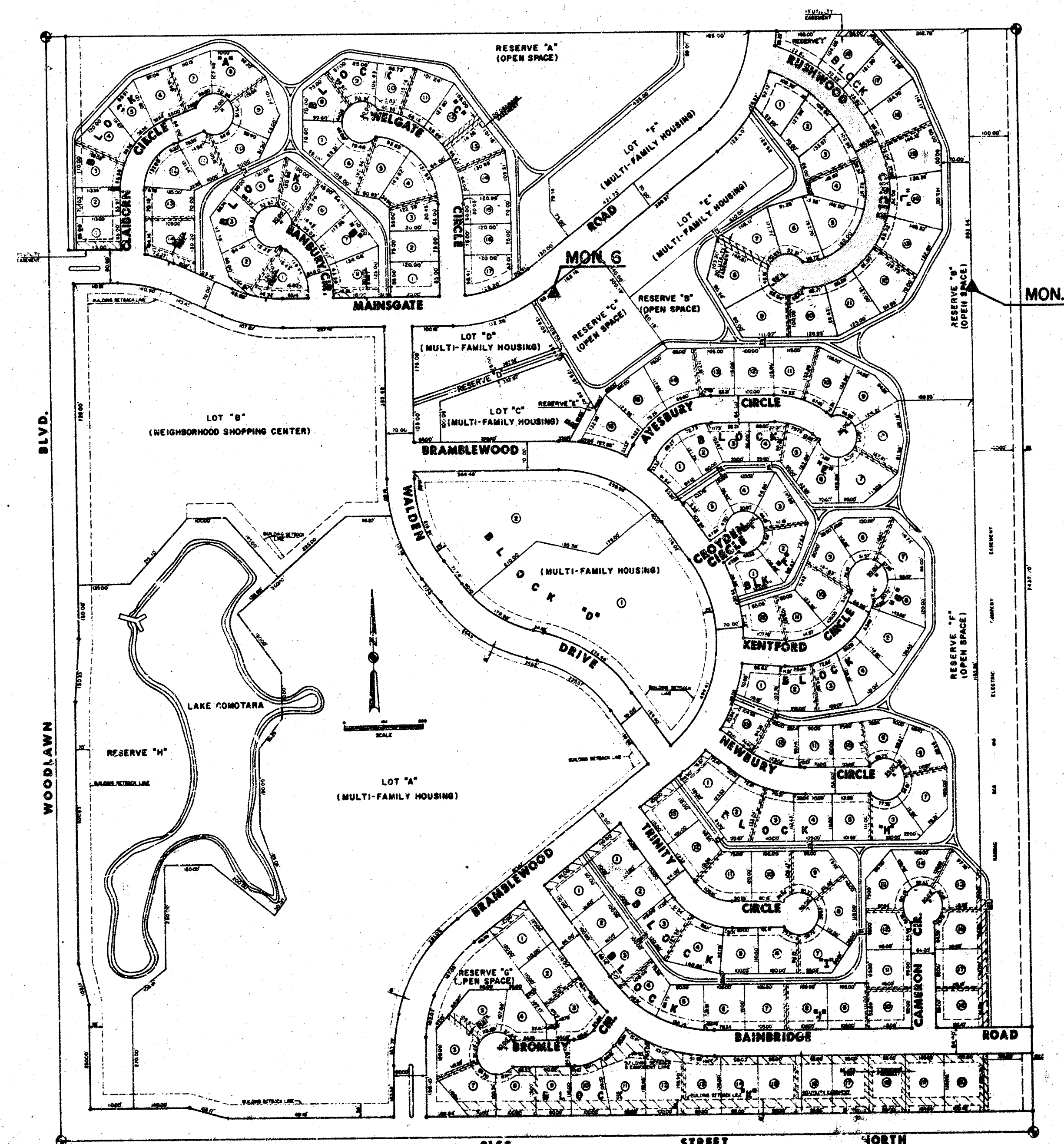
PROJECT NO. DAKS 574088

CITY OF WICHITA, KANSAS
R. W. LINN CITY ENGINEER

RUSHWOOD CIRCLE-S. L.
MAINSGATE ROAD TO &
INCLUDING CUL-DE-SAC

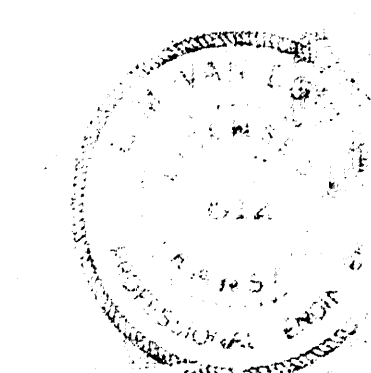
MONUMENT NO.	COORDINATES		ELEVATION
	NORTH	EAST	
5	389,060.76	2,360,628.00	211.23
6	389,079.36	2,359,489.27	190.63

MONUMENTS SHOWN THUS: MON. NO.



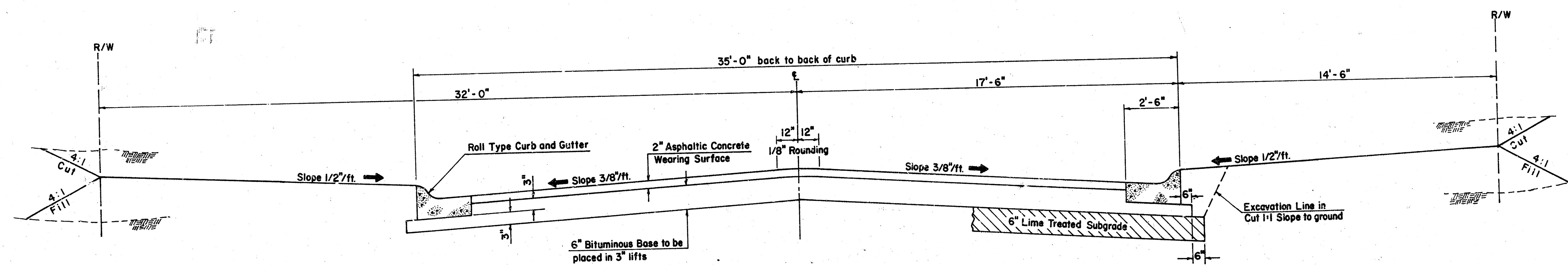
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1	TITLE SHEET
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5	SPECIAL TYPE "A" CURB INLET
6	REINFORCED CONCRETE MANHOLE
7-8	GRADING CROSS SECTIONS



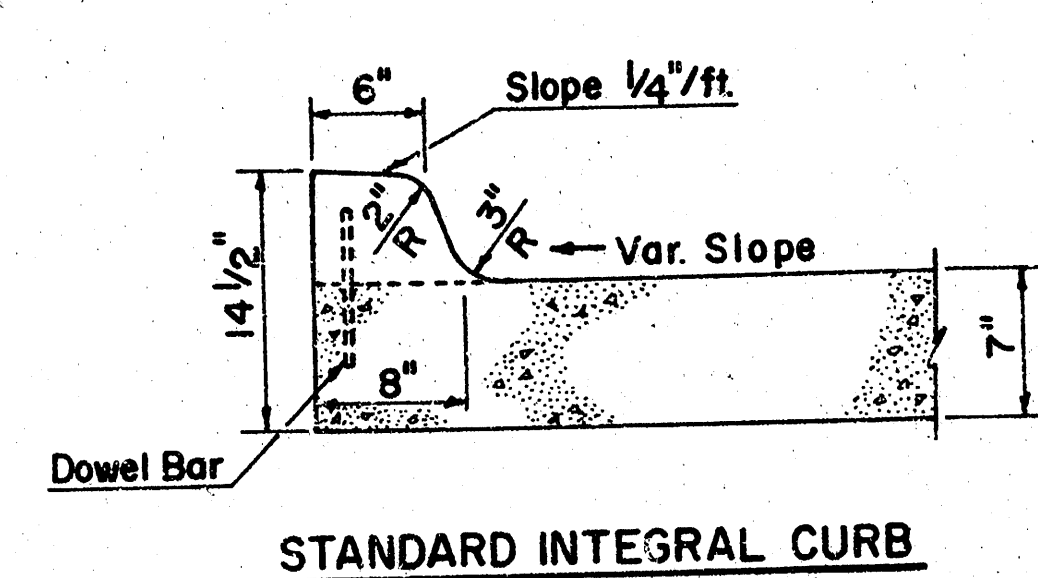
VAN DOREN-HAZARD-STALLINGS
ENGINEERS-ARCHITECTS • WICHITA, KANSAS

SHEET
11
OF 16

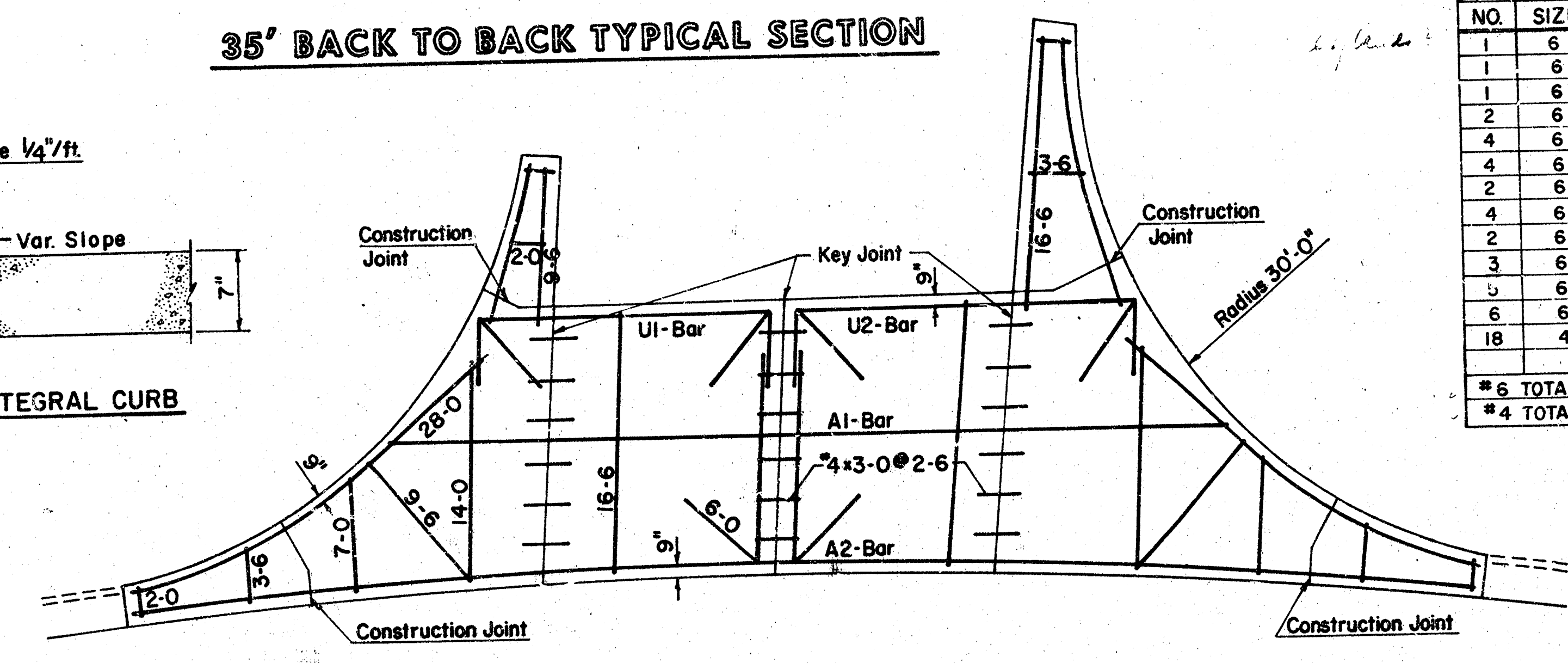


35' BACK TO BACK TYPICAL SECTION

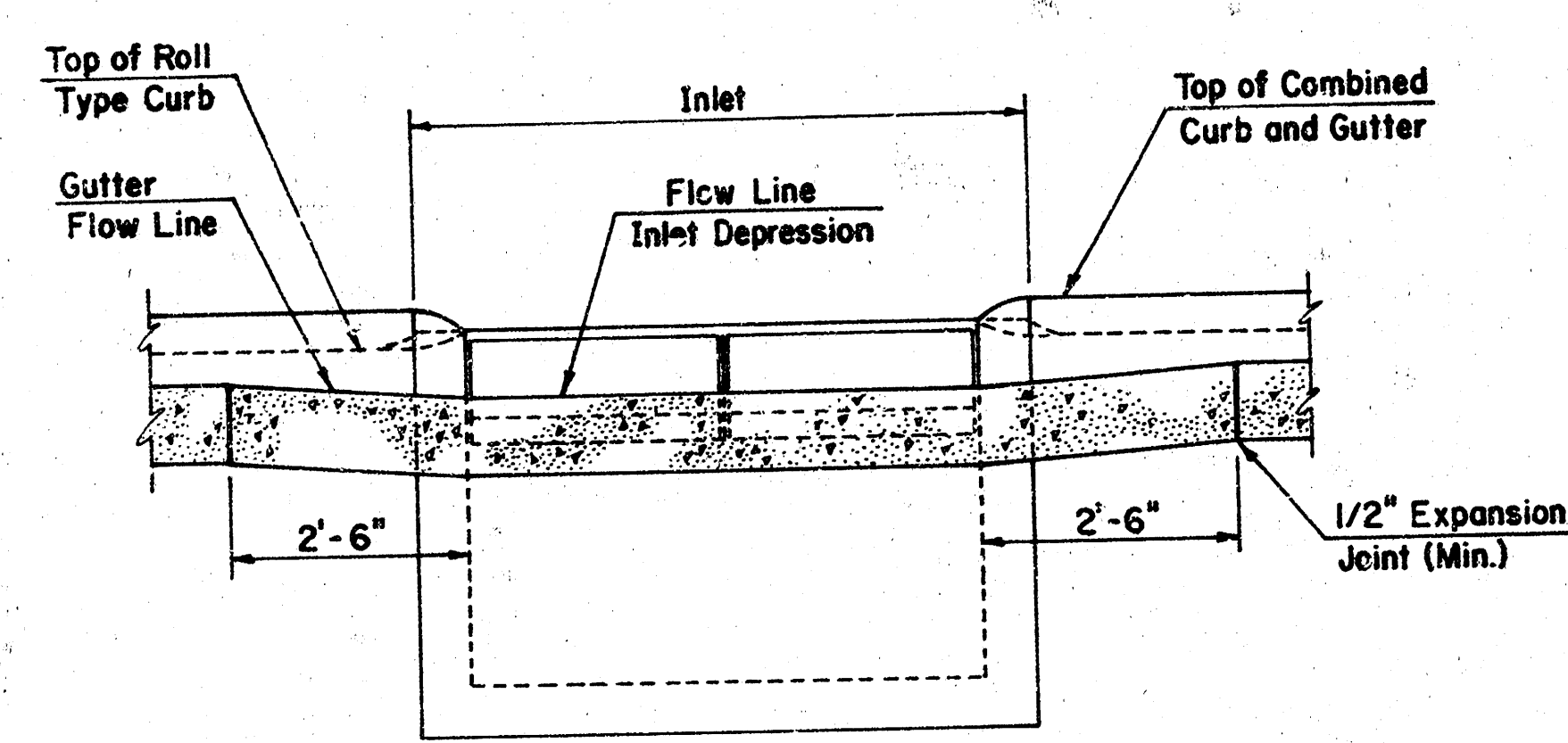
BILL OF MATERIAL				
NO.	SIZE	LENGTH	SHAPE	MARK
1	6	29'-0"	U1-Bar	
1	6	32'-0"	U2-Bar	
1	6	55'-0"	A1-Bar	
2	6	44'-0"	A2-Bar	
4	6	14'-0"	Bar	
4	6	16'-6"	Bar	
2	6	28'-0"	Bar	
4	6	9'-0"	Bar	
2	6	7'-0"	Bar	
3	6	3'-6"	Bar	
3	6	2'-0"	Bar	
6	6	6'-0"	Bar	
18	4	3'-0"	Bar	
# 6 TOTAL		490'-6"		
# 4 TOTAL		54'-0"		



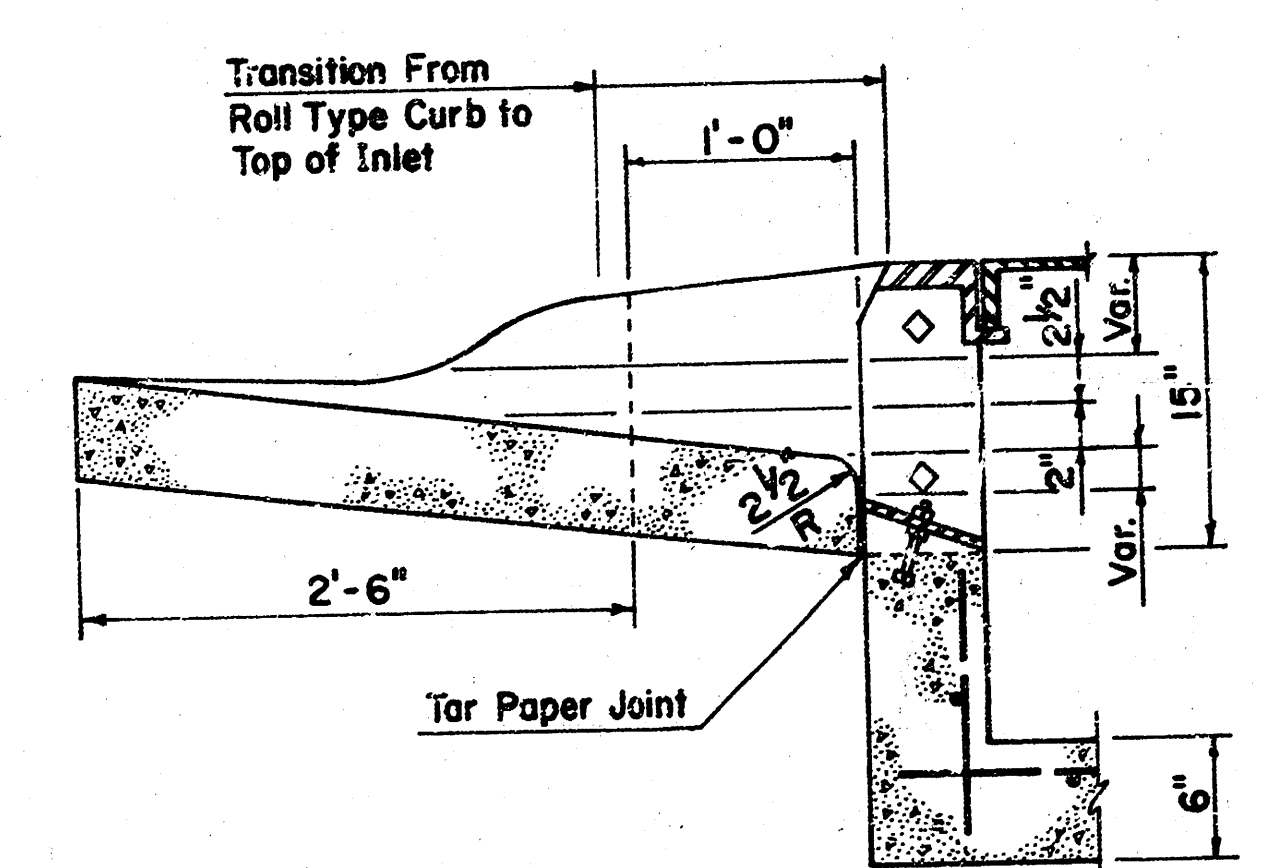
STANDARD INTEGRAL CURB



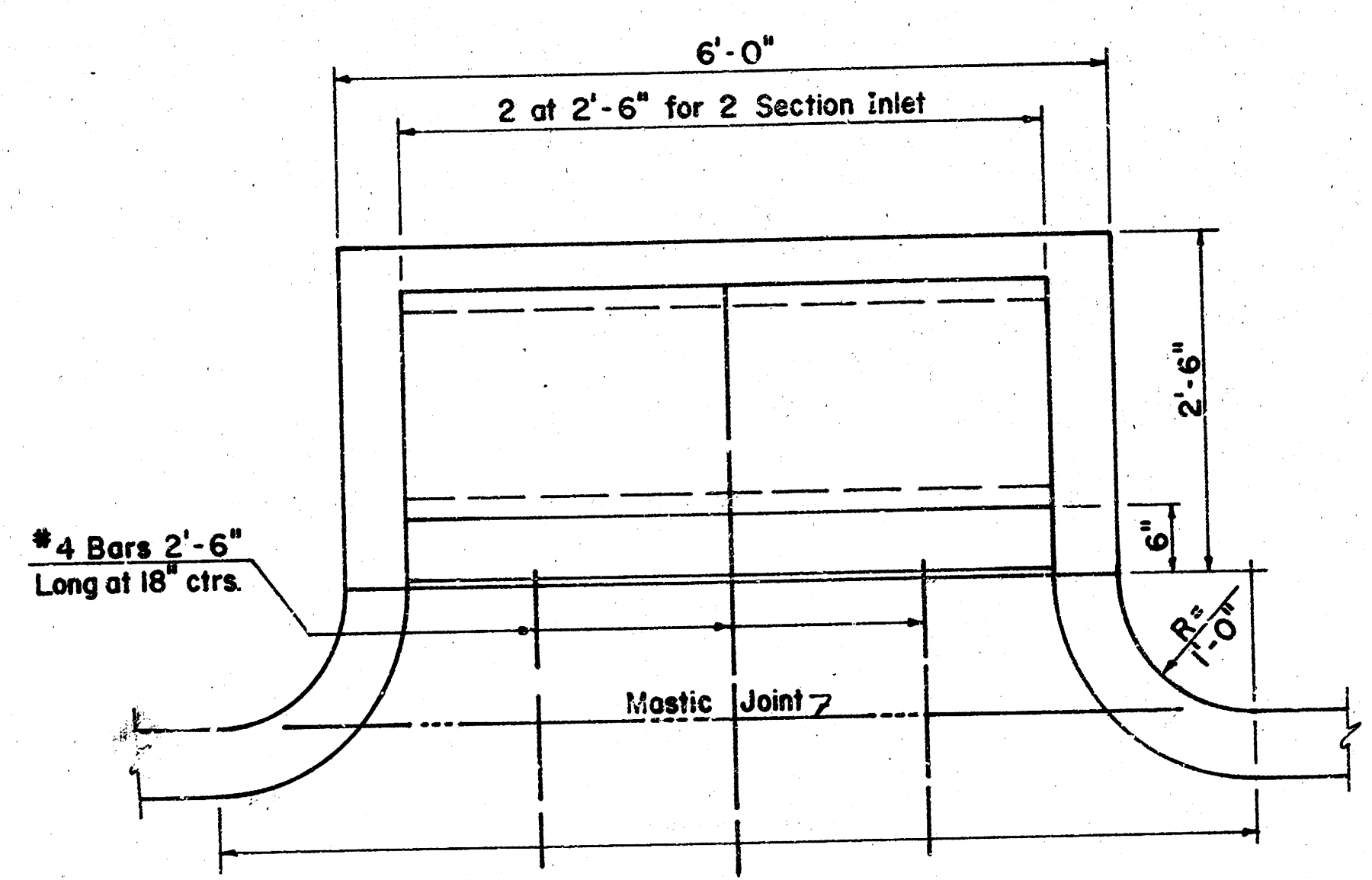
TYPICAL REINFORCING FOR 7" CONCRETE SLAB INTERSECTION



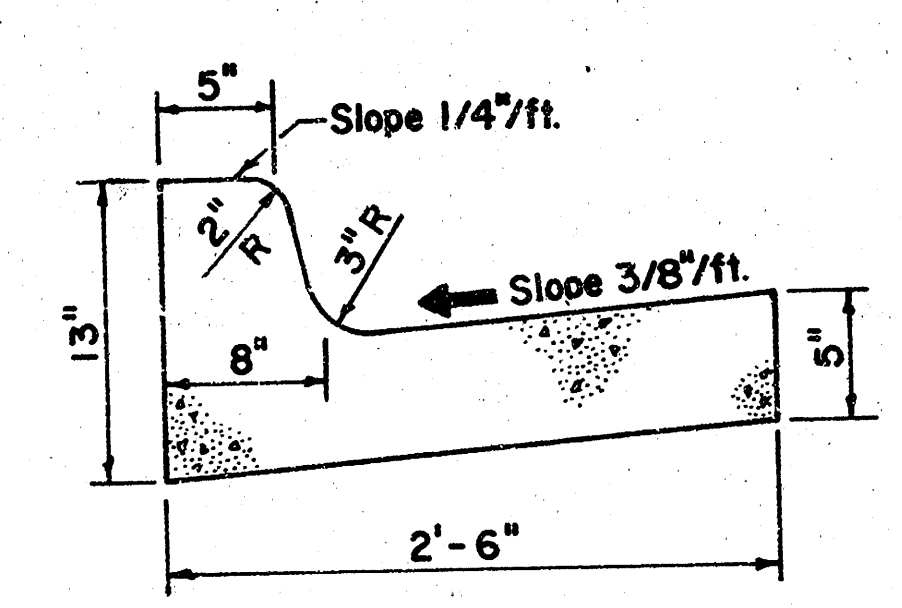
PROFILE THROUGH GUTTER



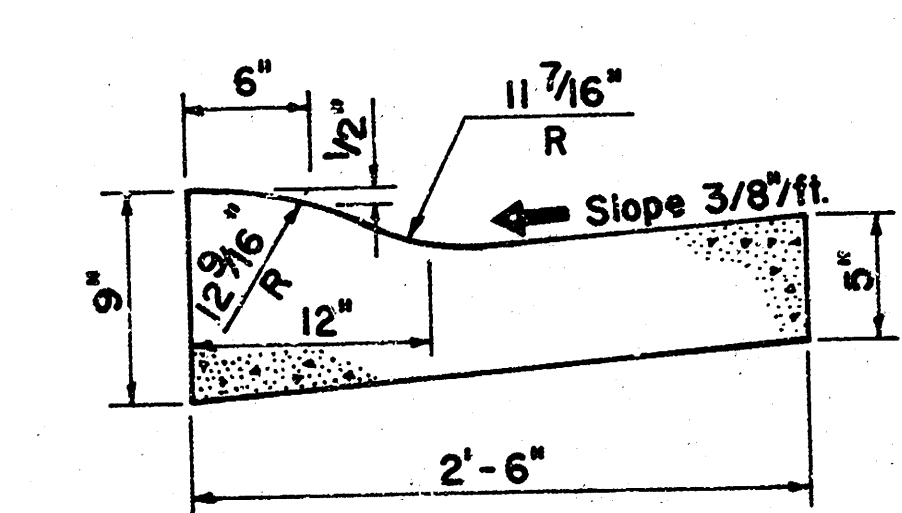
ROLL TYPE CURB SECTION



PLAN



COMBINED CURB & GUTTER



ROLL TYPE CURB & GUTTER

INLET - CURB TRANSITION DETAILS

CONSTRUCTION NOTES

A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQ. YD. BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC ELECTRONIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1' WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

THE A.C. PAVEMENT BETWEEN THE COMB. CURB & GUTTER SHALL BE PAID AS SQ. YDS. 8" A.C. PAVEMENT (6" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMB. CURB & GUTTER SHALL BE PAID AS SQ. YDS. 3" BITUMINOUS BASE.

FIELD ENGINEER TO DETERMINE WHICH PORTIONS ARE TO HAVE LIME TREATED SUBGRADE AND WHICH PORTIONS ARE TO BE SUBGRADE MODIFIED.

FIELD ENGINEER TO TAKE NEW ORIGINAL CROSS SECTIONS AFTER STORM SEWER CONTRACTOR COMPLETES WORK.

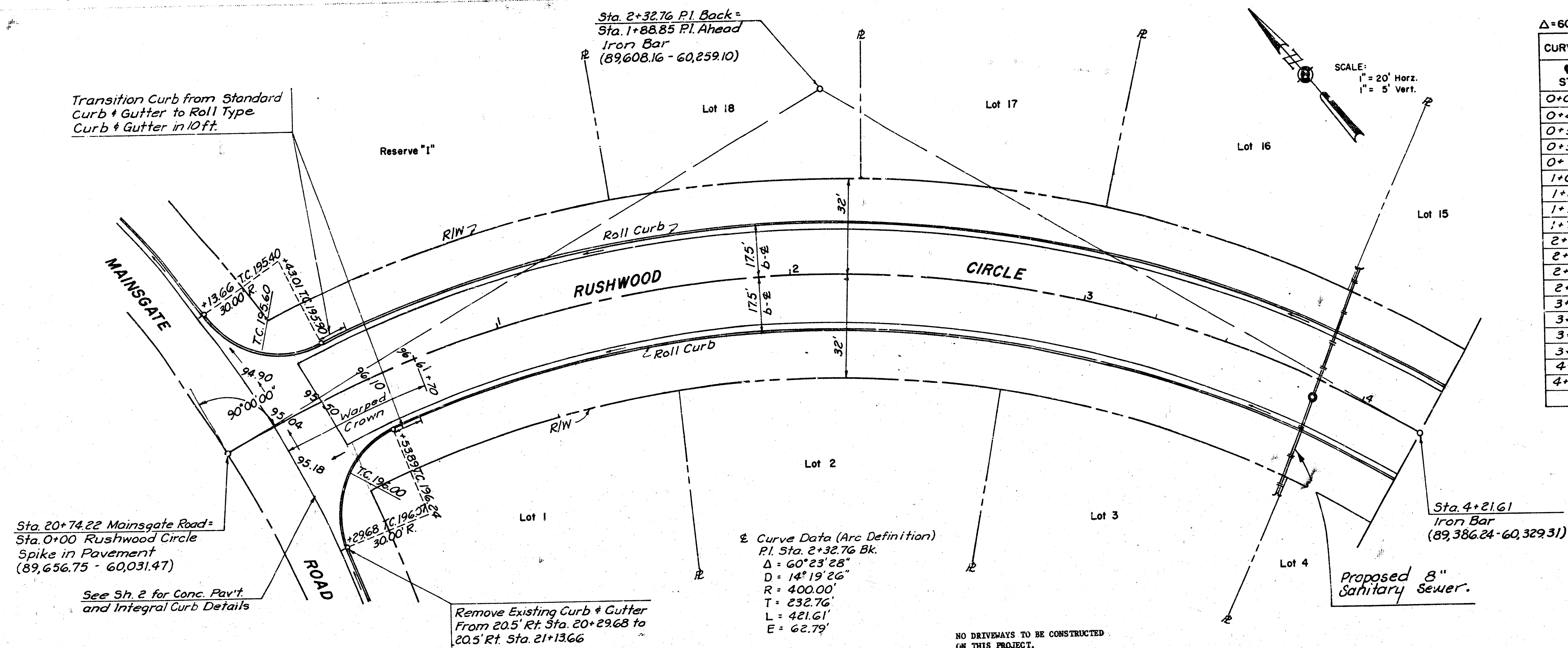
FIELD ENGINEER TO PHASE STORM SEWER CONTRACTOR, SANITARY SEWER CONTRACTOR AND STREET CONTRACTOR TO EXPEDITE CONSTRUCTION AND TO COMPLETE SOME AREAS PRIOR TO BEGINNING WORK AT OTHER LOCATIONS.

CERTAIN MANHOLES, INLETS, STORM SEWER AND SANITARY SEWERS TO BE COMPLETED BEFORE CONSTRUCTION OF STREETS WILL BE PERMITTED TO BEGIN.

ALL EXCESS EXCAVATED MATERIAL FROM THIS PROJECT IS TO BE STOCKPILED AT LOCATIONS DETERMINED BY THE ENGINEER.

ALL STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE.

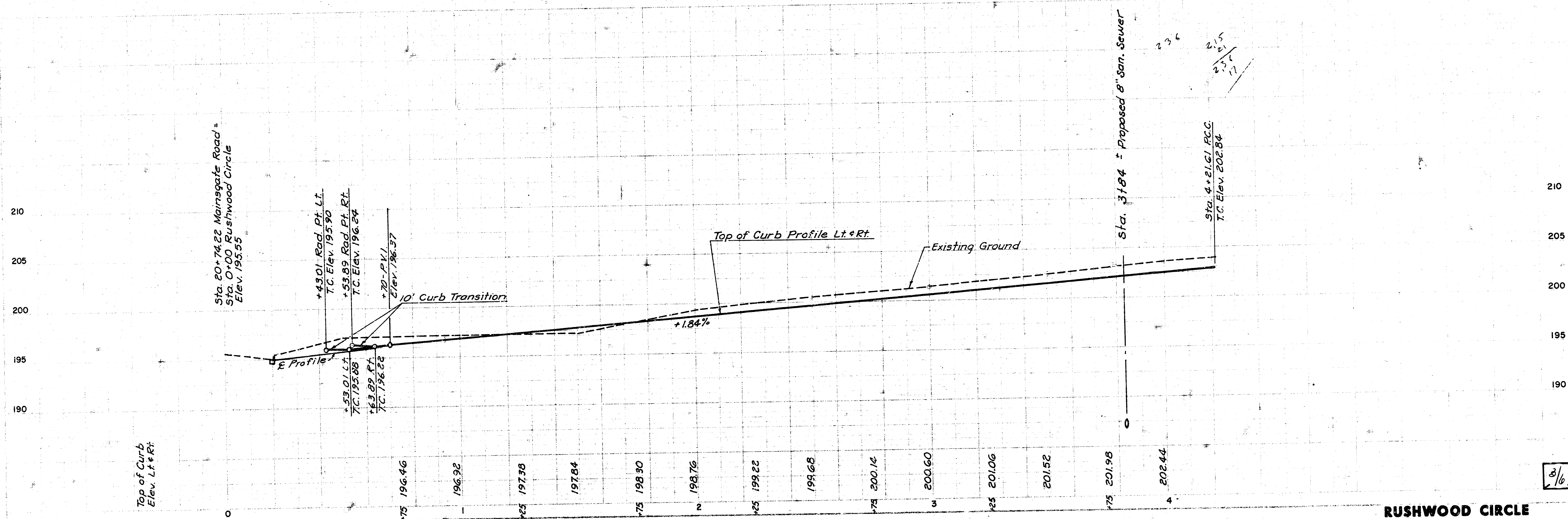
TYPICAL SECTIONS



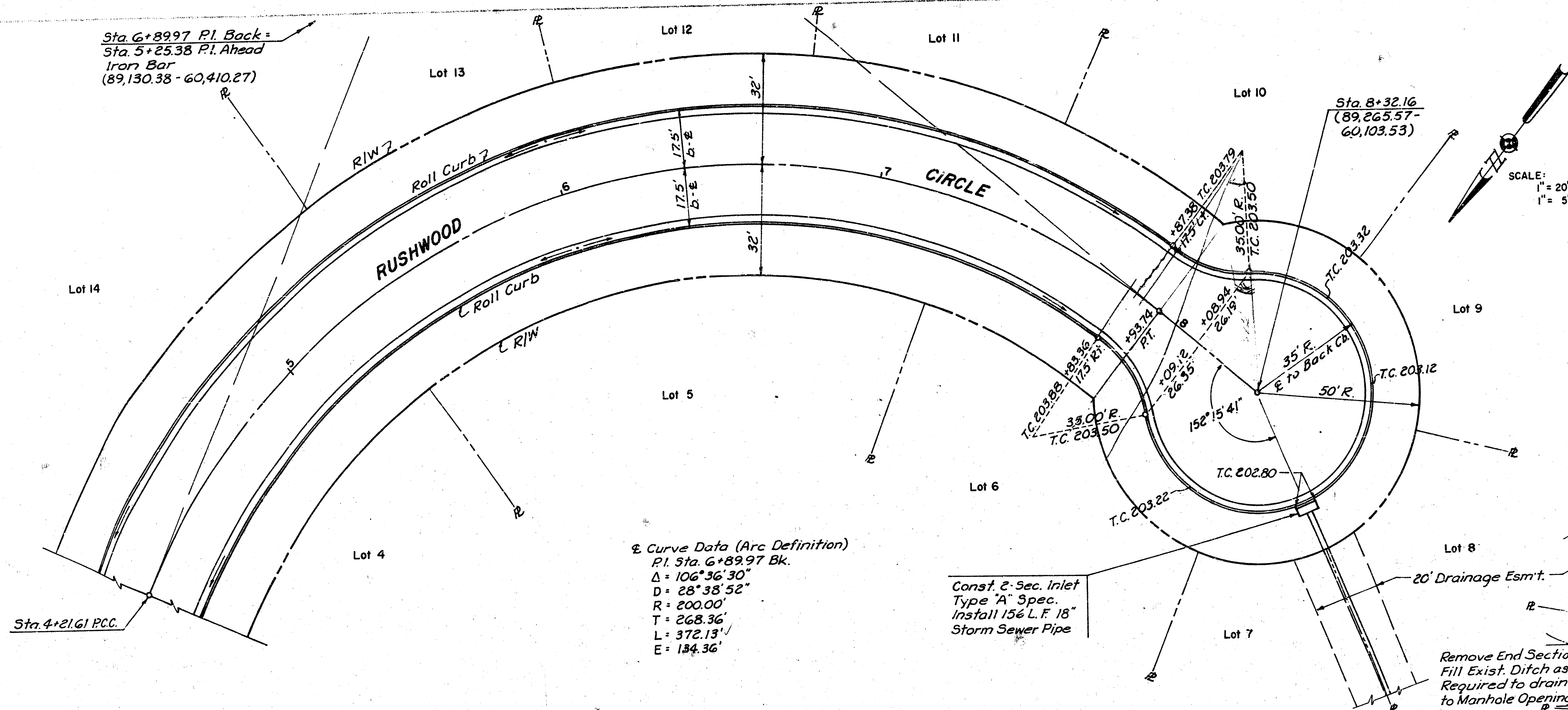
$\Delta = 60^\circ 23' 28''$ $R = 400'$ $T = 232.76'$ $L = 421.61'$ $LC = 402.36'$

CURVE DATA BASED ON 400.00' RAD $\Delta/2 = 30^\circ 11' 44''$

STA.	E	CHORD LENGTH		DEFLECTION	TOTAL DEFLECTION
		8' Lt. Fe. C.	8' Rt. Fe. C.		
0+00				00° 00' 00"	00° 00' 00"
0+43.01	43.01	45.72	—	3° 04' 46.5"	3° 04' 46.5"
0+50	699	744	—	0° 30' 04.5"	3° 34' 51"
0+53.89	389	—	3.64	0° 16' 40"	3° 51' 31"
0+75	21.11	22.45	19.76	1° 30' 45.5"	5° 22' 16.5"
1+00	25.00	26.59	23.40	1° 47' 26"	7° 09' 42.5"
1+25	25.00	26.59	23.40	1° 47' 26"	8° 57' 08.5"
1+50	25.00	26.59	23.40	1° 47' 26"	10° 44' 34.5"
1+75	25.00	26.59	23.40	1° 47' 26"	12° 32' 00.5"
2+00	25.00	26.59	23.40	1° 47' 26"	14° 19' 26.5"
2+25	25.00	26.59	23.40	1° 47' 26"	16° 06' 52.5"
2+50	25.00	26.59	23.40	1° 47' 26"	17° 54' 18.5"
2+75	25.00	26.59	23.40	1° 47' 26"	19° 41' 44.5"
3+00	25.00	26.59	23.40	1° 47' 26"	21° 29' 10.5"
3+25	25.00	26.59	23.40	1° 47' 26"	23° 16' 36.5"
3+50	25.00	26.59	23.40	1° 47' 26"	25° 04' 02.5"
3+75	25.00	26.59	23.40	1° 47' 26"	26° 51' 28.5"
4+00	25.00	26.59	23.40	1° 47' 26"	28° 38' 54.5"
4+21.61	21.61	22.98	20.22	1° 32' 49.5"	30° 11' 44"



RUSHWOOD CIRCLE

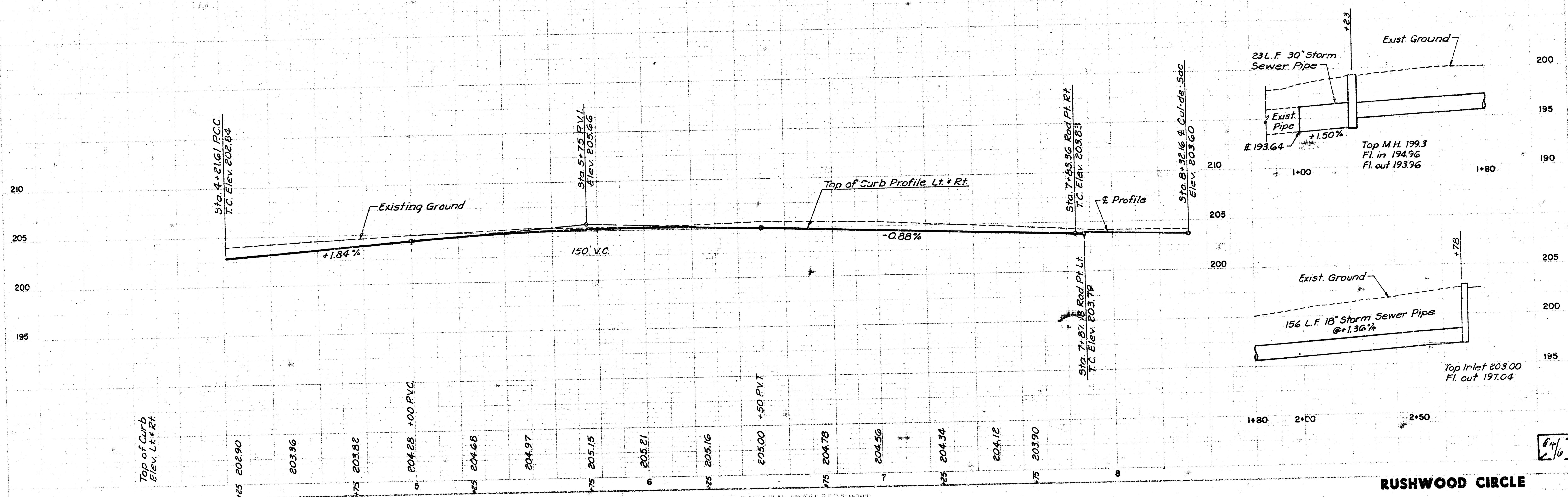


$\Delta = 106^{\circ}36'30''$ $R = 200'$ $T = 268.36'$ $L = 372.13'$ $LC = 320.72'$
 $\Delta/2 = 53^{\circ}18'15''$

CURVE DATA BASED ON 200.00' RAD.

STATION	ARC	CHORD LENGTH	DEFLECTION	TOTAL DEFLECTION
4+21.61				
4+50	28.39	31.98	24.75	4° 04' 05"
4+75	25.00	28.17	21.80	3° 34' 51"
5+00	25.00	28.17	21.80	3° 34' 52"
5+25	25.00	28.17	21.80	3° 34' 51"
5+50	25.00	28.17	21.80	3° 34' 51"
5+75	25.00	28.17	21.80	3° 34' 52"
6+00	25.00	28.17	21.80	3° 34' 51"
6+25	25.00	28.17	21.80	3° 34' 51"
6+50	25.00	28.17	21.80	3° 34' 51"
6+75	25.00	28.17	21.80	3° 34' 51"
7+00	25.00	28.17	21.80	3° 34' 51"
7+25	25.00	28.17	21.80	3° 34' 51"
7+50	25.00	28.17	21.80	3° 34' 52"
7+75	25.00	28.17	21.80	3° 34' 51"
7+83.36	8.36	—	7.30	1° 11' 51"
7+87.38	4.02	4.53	—	0° 34' 33"
7+93.74	6.36	7.17	5.54	0° 54' 40"

Curve Data (Arc Definition)
 P.I. Sta. 6+89.97 Bk.
 $\Delta = 106^{\circ}36'30''$
 $D = 28^{\circ}38'52''$
 $R = 200.00'$
 $T = 268.36'$
 $L = 372.13'$
 $E = 134.36'$



Section



TYPES A5-1, A7.5-1 & A10-1



TYPES A5-1, A75-1 & A10-1

Weight: 129 Lbs. per 2'-6" section



TYPE A 5-2 SHOWN

Weight - See Tables below

Radius	20'	25'	30'
"A"	7½"	6"	5"
Weight/Lbs	721	680	653

NOTE: Weights given in tables above are total weights for Curb Castings only.
All weights of castings are calculated weights with no allowance for fillets, overruns, anchor bars and bolts.



* Hot or cold poured joint sealing compound, or
Premoulded Exp. Jt. Filler (Non-extruding,
Type B).



Note: All castings shall be gray iron and shall comply with ASTM A-48 Class 25 S.

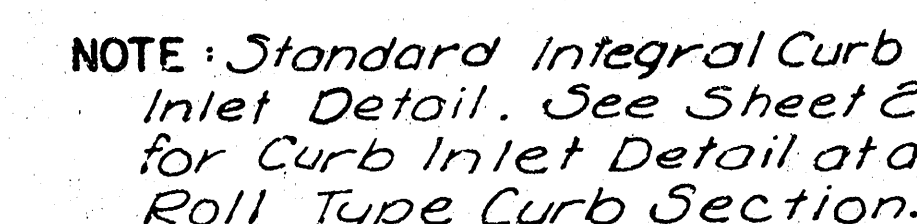
Note: Use Class A Concrete throughout.
Bevel all exposed edges with a $\frac{3}{4}$ "
triangular moulding.
Reinforcing bars shall be bent
around pipe.
No deductions in concrete quantities
shall be made for pipe openings.

At the contractor's option Class A Concrete (AC) may be used throughout, but payment shall be made as CUYA of Class A Concrete miscellaneous.



Weight 98 Lbs Each

* Non skid steel floor plate (Commercial grade), welded to steel (ASTM A-7 A-36, A-242 or A-441) bars



SECTION Y-Y

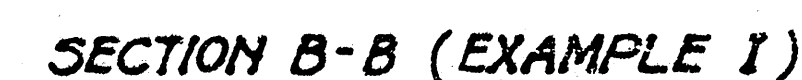
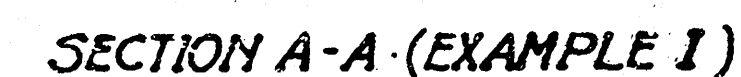
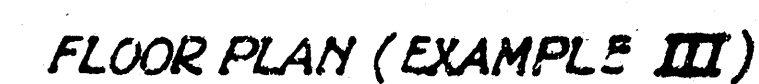
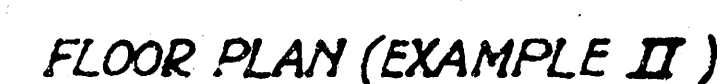
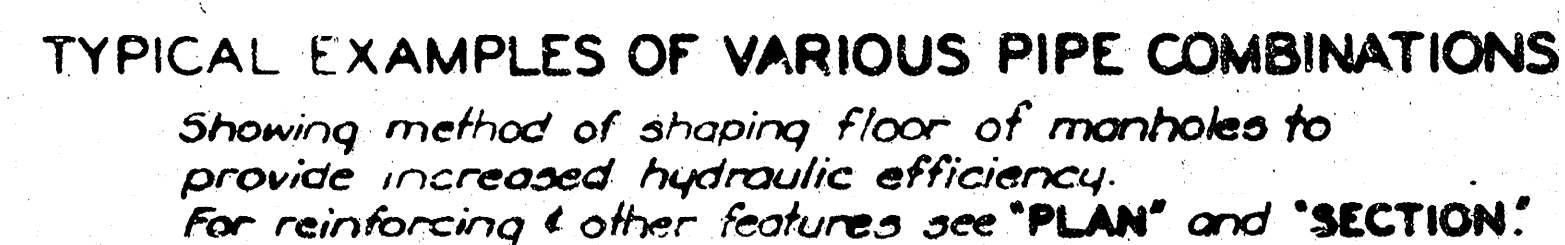
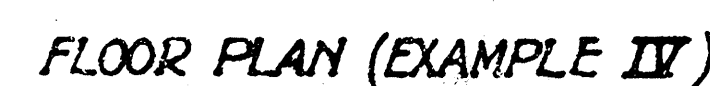
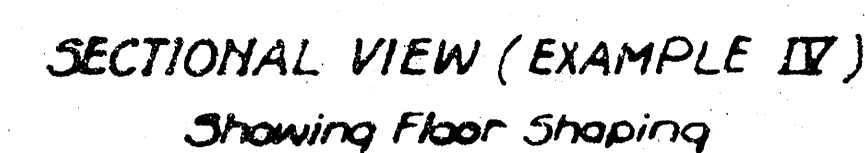
NOTE: See this sheet for shaping of depression at inlet. This work shall be paid for as "Concrete Pavement".
Floor of inlet shall be shaped as shown in various "EXAMPLES on Reinforced Concrete Manhole Sheet No. 6".
Concrete used for shaping shall be unreinforced Class "A" concrete.
No addition in concrete quantities shall be made for shaping floor of inlets.

21	3-26-70	Class "A" miscellaneous.	W.L.H	K.G
20	5-9-69	Added Note on shaping of Floor	W.L.H	K.G
19	5-67	Add point castings & optional opening etc	A.R	K.G
18	8-66	To conform: to 1966 Specs	A.R	E.A.
	DATE	REVISIONS	BY	APP

DATE _____ REVISIONS _____
STATE HIGHWAY COMMISSION OF KANSAS
SPECIAL
TYPE "A" CURB INLET

SCALE 1 inch = 1 foot (for 22" x 36" sheet).
DESIGNED BY A.L.G. DATE 9-22 DETAILS BY H.B.B. TRACED BY H.A.
CHECKED BY A.L.G. APPROVED BY *[Signature]* DATE 4-3-22

Section



NOTE: Class 'A' concrete to be used thru-out. Travel all exposed edges with a $\frac{3}{4}$ " triangular moulding.

At the contractor's option Class 'A' concrete (A2) may be used thru-out, but payment shall be made as Cu. Yds of Class 'A' concrete, misc.

In general, pipes will enter and leave the manhole at various positions. Where possible bend bars around pipes.

Floor of manhole to be shaped as shown in various "EXAMPLES" with unreinforced Class 'A' concrete.

Manhole opening and steps, where used, shall be placed to afford easy access to top of shaped invert. Top reinforcing bars to be adjusted accordingly.

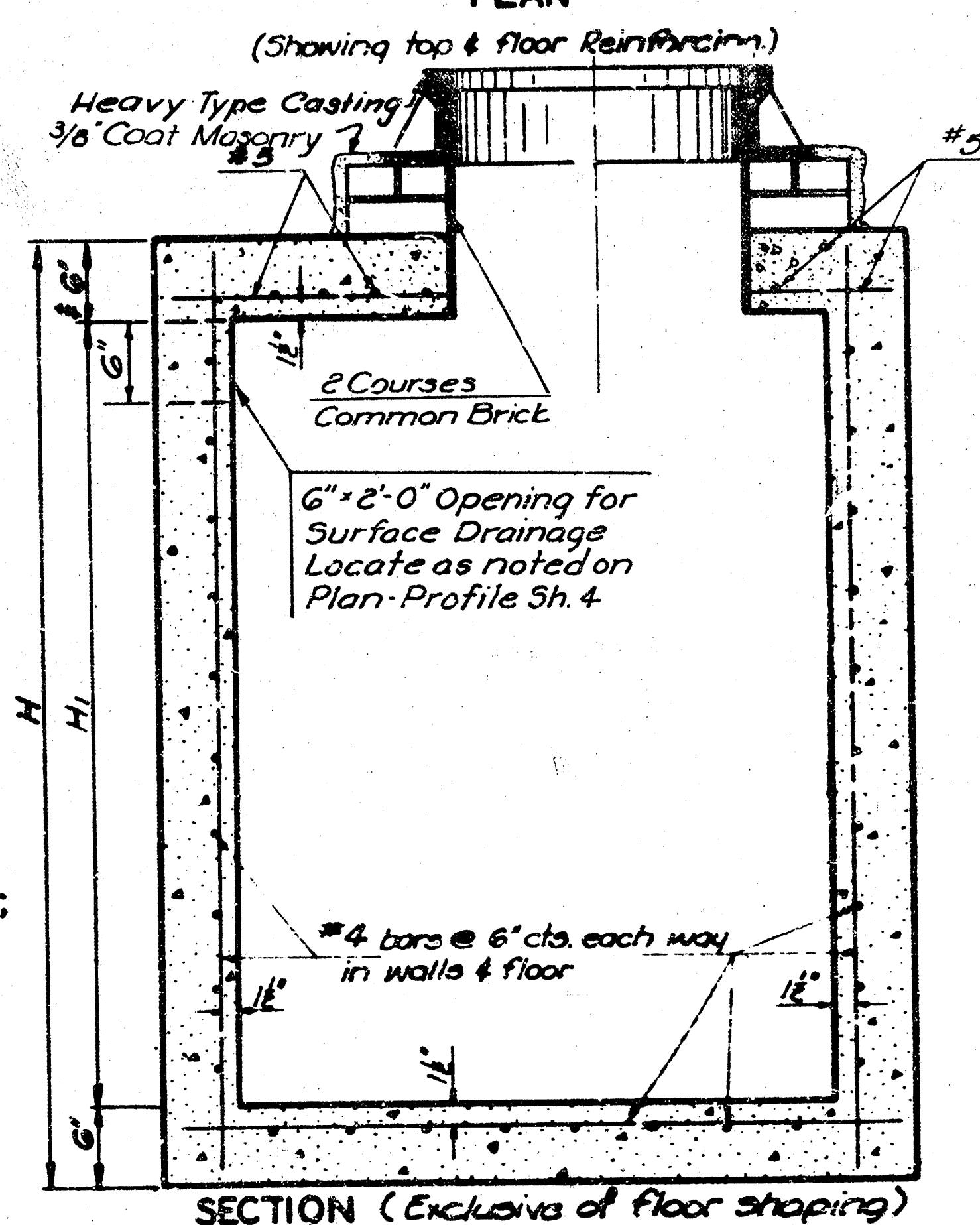
All castings shall be gray iron and shall comply with ASTM A-48, Class 25.

All exposed cast iron surfaces (rings & covers) not subjected to traffic, shall be painted either in the shop or in the field with one coat of a zinc dust paint, followed by two field coats of aluminum paint.

No deductions in concrete quantities shall be made for pipe openings.

No additions in concrete quantities shall be made for shaping floor of Manholes.

When so ordered by the Engineer, the top of the manhole shall be sloped slightly to approximately fit the ground line or other conditions.



Note: Contractor has the option of using pre-cast manholes, as approved by the engineer (See Special Provision). Payment of quantities shall be on a cost in place basis.

STATE HIGHWAY COMMISSION OF KANSAS

REINFORCED CONCRETE MANHOLE

STD. NO. 833 SCALE $\frac{1 \text{ inch} = 1 \text{ foot}}$ (For 22" x 36" sheet)
DESIGNED BY A.L.B. DATE 5-55 DETAIL BY M.A.B. TRACED BY M.A.B.
CHECKED BY A.L.B. APPROVED BY L.H. Went DATE 4-5-56