

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

Scale: $1'' = 20'$

Constr. new Type I Inlet - Flo. In 105.40
Flo. Out 105.30 (.30 diff. in pipe
elevation between inlets across street)

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

Constr. Special Inlet
See detail, sht #2
Top elev. = 108.31
Elev. elev. = 106.00

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

25' L.F. 15"
Pipe - R.C.P.
1+50
Constr. new Type I
4" Inlet - Flo. In = 105.60
Flo. Out = 105.50

+0.9664%
e' Berm & 4:1 Backslope

$\Delta = 20^\circ 23' R$ $R = 475'$ $T = 85.44'$ $L = 160.98'$ $LC = 100.18'$

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

STA	ARC	CHORD LENGTH		DEFLECTION		TOTAL DEFLECTION	
		CHORD	PERCENT OF CHORD	CHORD	PERCENT OF CHORD	CHORD	PERCENT OF CHORD
2+46.06				0°00'00"	0.000000	0°00'00"	0.000000
2+15	28.74'	26.01'	28.81'	1°30'28"	1.944261	1°30'28"	1.944261
3+00	25.0'	22.81'	24.81'	1°30'28"	2.151738	3°00'56"	3.896000
3+25	25.0'	22.81'	24.81'	1°30'28"	2.151738	4°31'24"	5.047738
3+50	25.0'	22.81'	24.81'	1°30'28"	2.151738	6°01'52"	6.200000
3+75	25.0'	22.81'	24.81'	1°30'28"	2.151738	7°32'20"	7.352261
4+00	25.0'	22.81'	24.81'	1°30'28"	2.151738	9°02'48"	8.504522
4+15.06	15.04'	13.32'	14.98'	0°54'26"	0.924261	10°01'14"	9.428783

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

NOTE: Integral curb on this project
to be Full type ~~except on Right~~
~~where it shall be full integral curb~~
~~Transition curb shall be provided~~
~~on all curbs and the integral~~
~~curb shall be provided to coincide~~
~~with the base of the curb~~

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

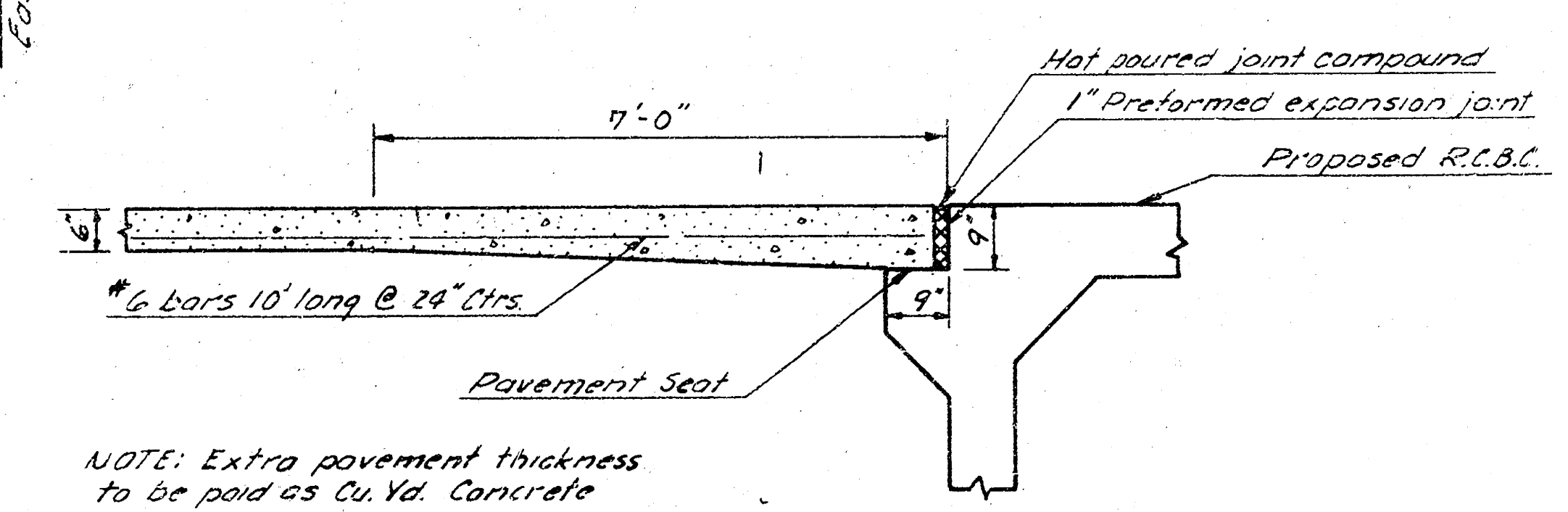
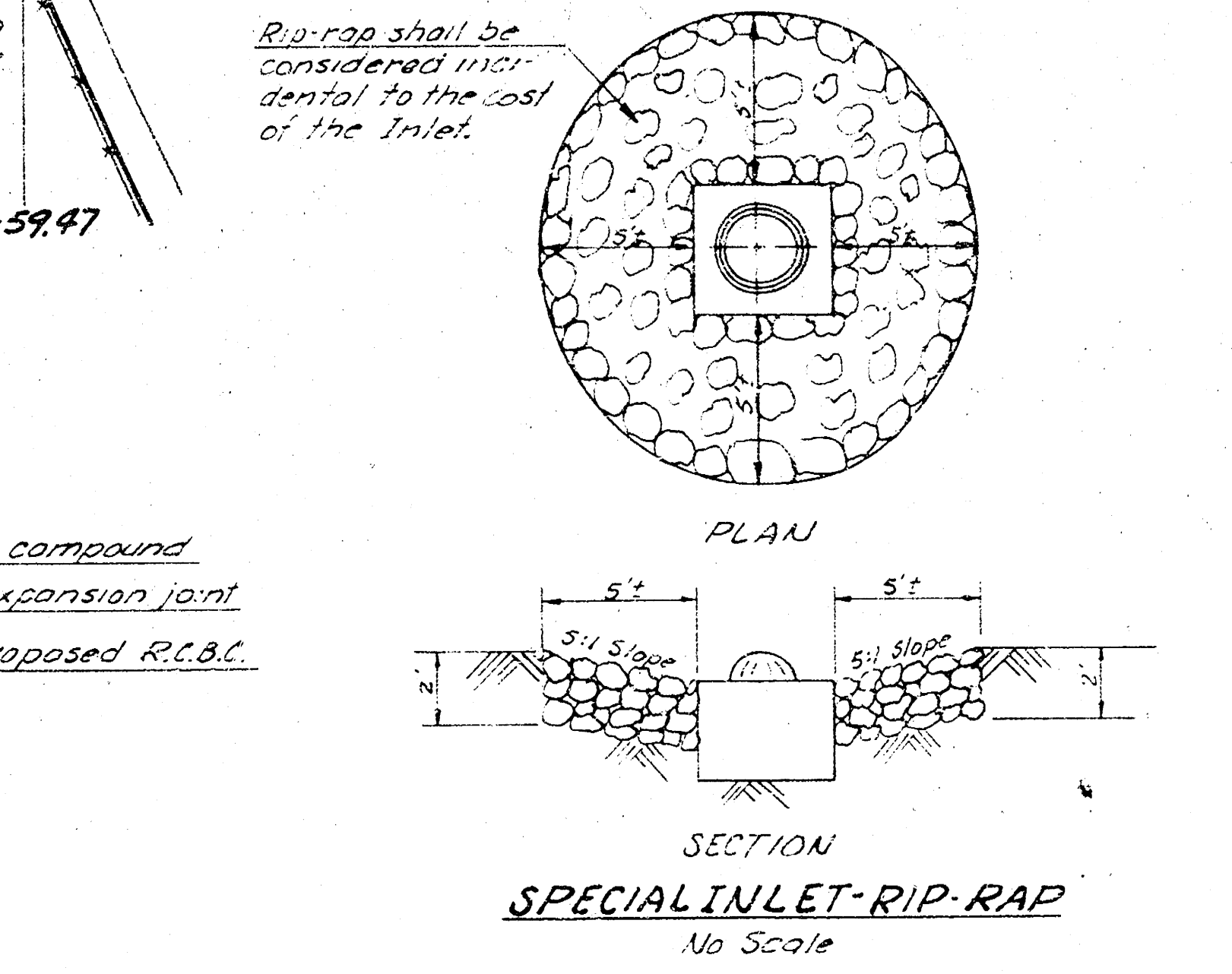
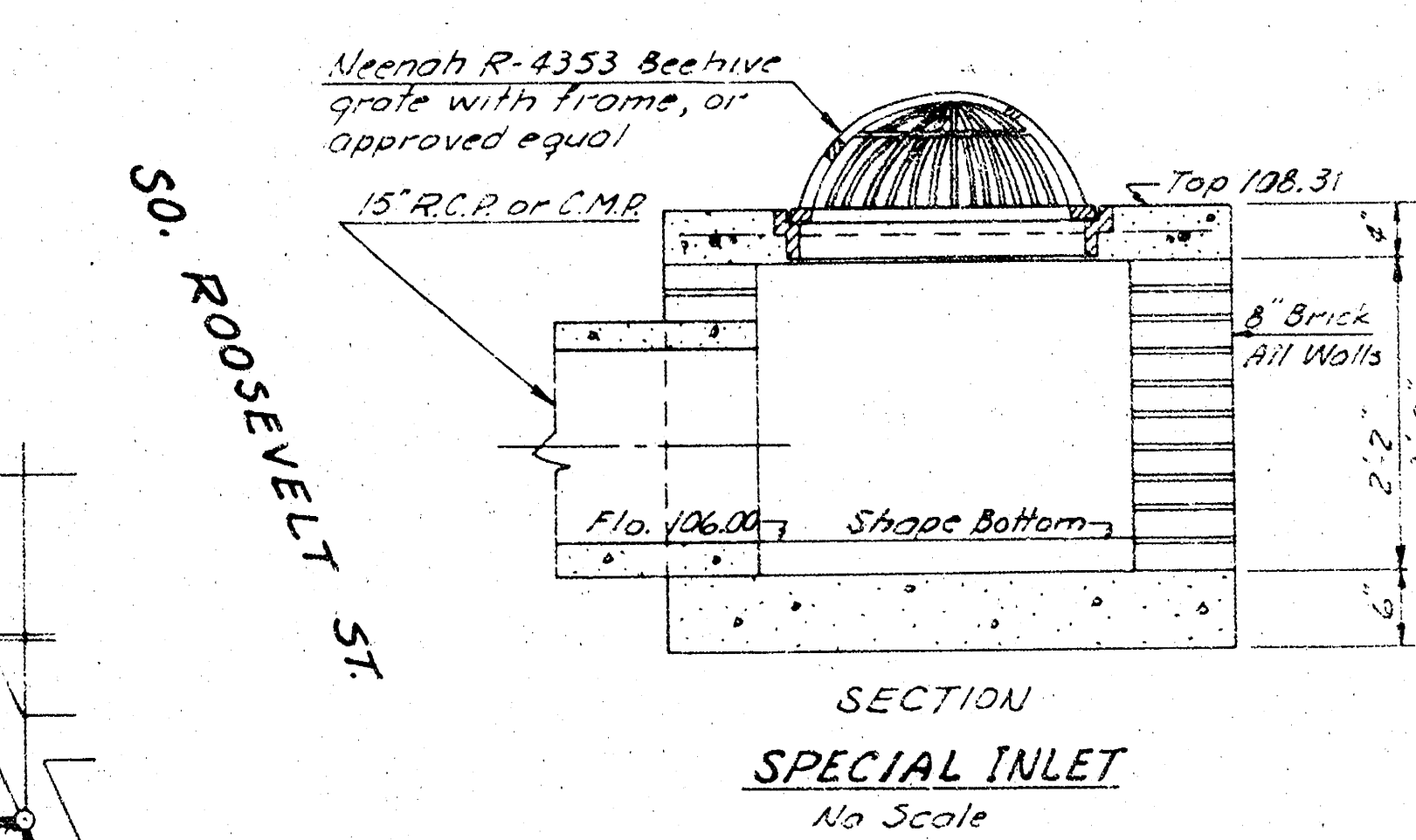
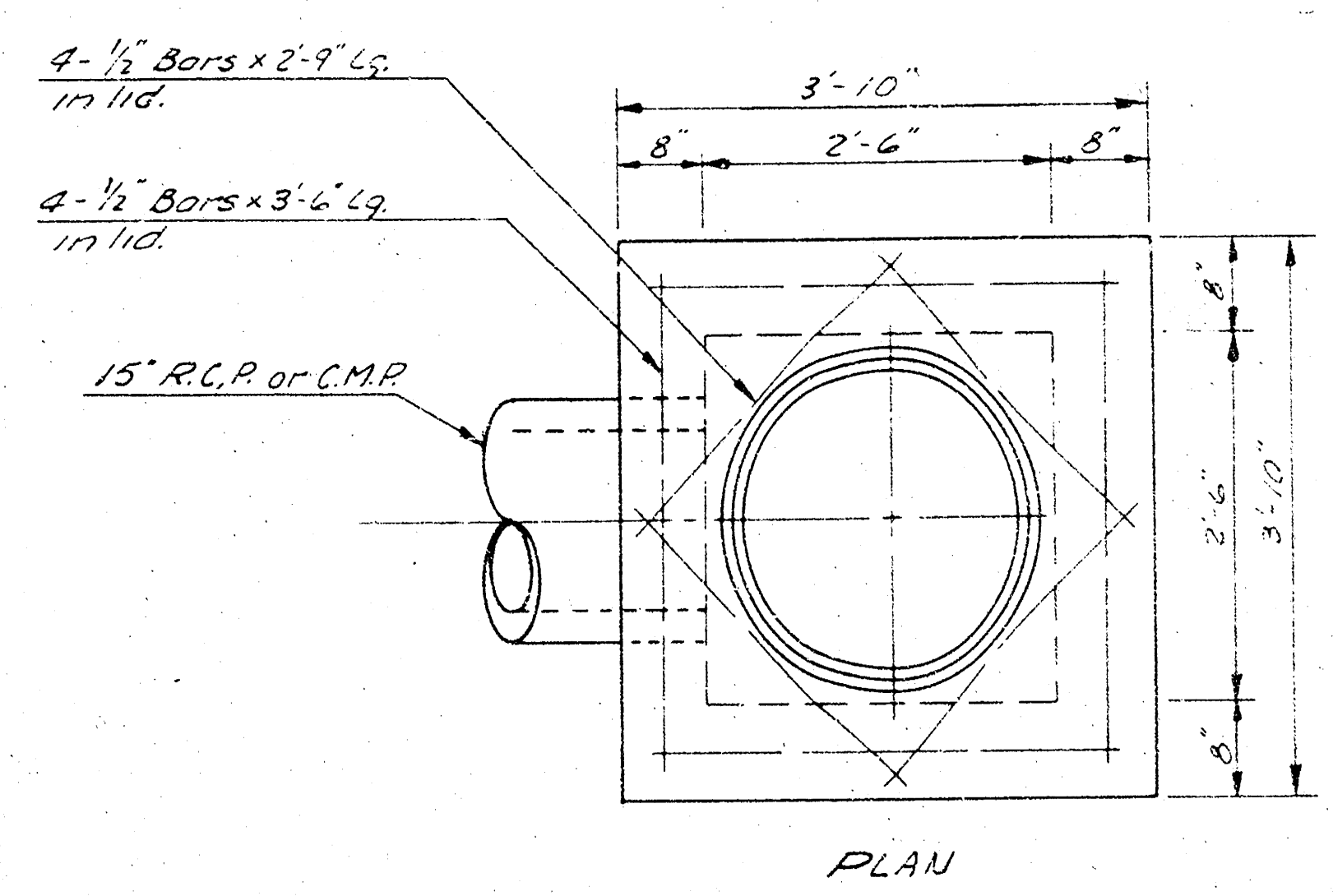
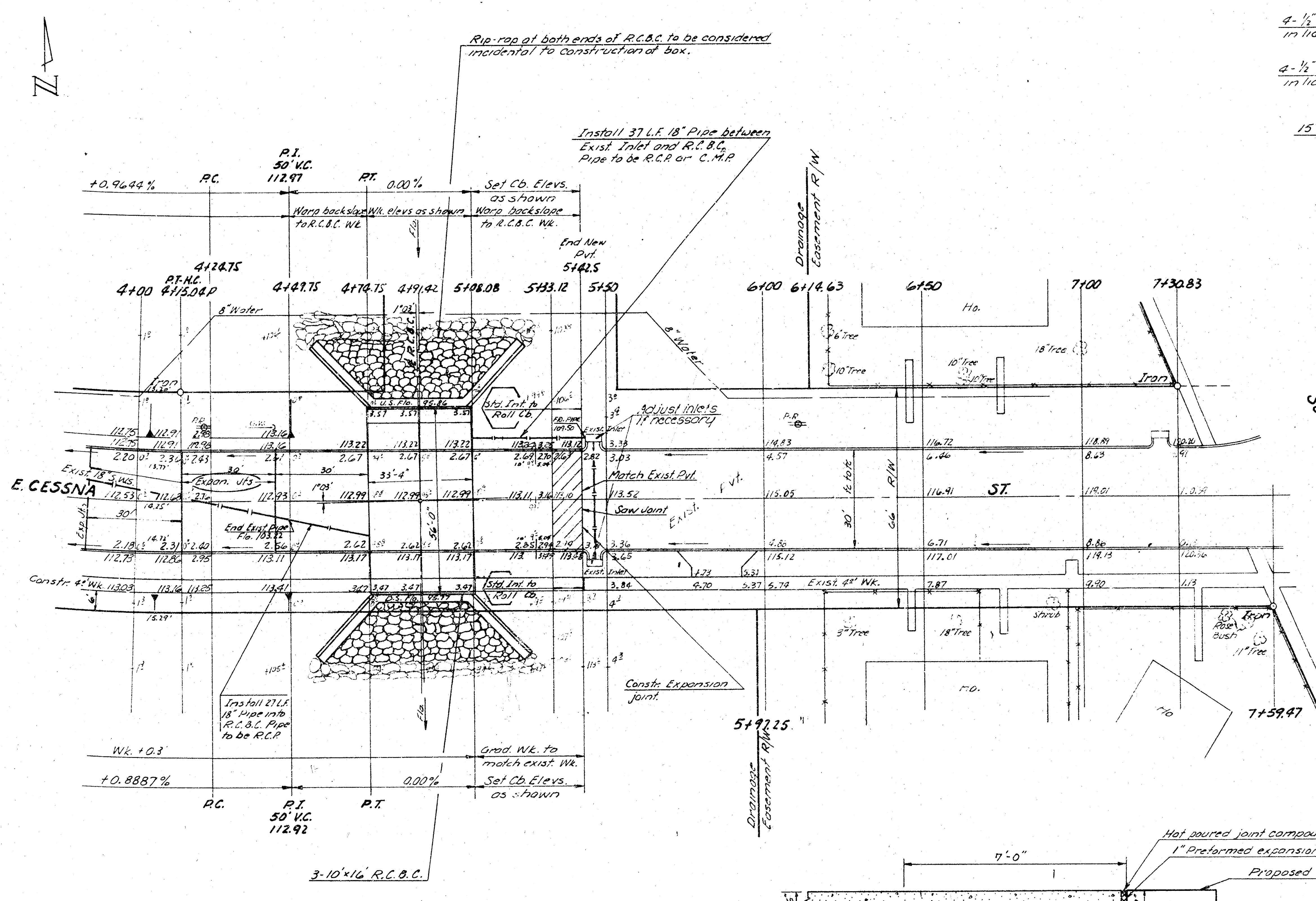
TOTAL EARTHWORK

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

NOTE TO FIDUCIARY CONTRACTOR:
 This contract is subject to the terms and conditions of the
 Standard Contract for the Construction of a Building, as set out in the
 Standard Contract for the Construction of a Building, as set out in the

SUBGRADE
TYPE OF SUBGRADE: 1. FINE GRAIN SAND
TERMINATION: 1. 10' FROM BOTTOM OF SUBGRADE
TREATMENT: 1. 10' FROM BOTTOM OF SUBGRADE
CEMENT: 1. 10' FROM BOTTOM OF SUBGRADE
INFLATION, OR ANY OTHER: 1. 10' FROM BOTTOM OF SUBGRADE

E. CESSNA ST. $\frac{1}{2}$ 3-10'x16' R.C.B.C.
FROM 20' W. OF E.L. LOT 16,
BLOCK 4, PLANEVIEW SUBDIVISION
No. 1 TO W.L. LOT 2, BLOCK G,
PLANEVIEW SUBDIVISION No. 1,
OVER DRY CREEK
30' CONC. PVT. $\frac{1}{2}$ INTEGRAL CD.
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
DATE _____ PROJ. No. DAKS 577020



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

TYPICAL SECTION WITH STANDARD CROWN

36" - 0"

6" CONCRETE (6 SACK)

KEY JT.

Subgrade as per CITY SPECIFICATIONS

7'-6" PARABOLIC CURVE

8'-0" SLOPE 3/8" IN 1'

1'-6" 1'-0" 1'-0" 1'-0" 1'-0" 1'-0" 2'-0" 2'-0" 2'-0" 2'-0"

1/16" 3/16" 5/16" 1/2" 3/4" 1-1/16" 1-7/16" 2-3/16" 2-5/16" 3-11/16" 2'-9/16"

TYPICAL SECTION WITH ALTERNATE CROWN

36" - 0"

6" CONCRETE (6 SACK)

KEY JT.

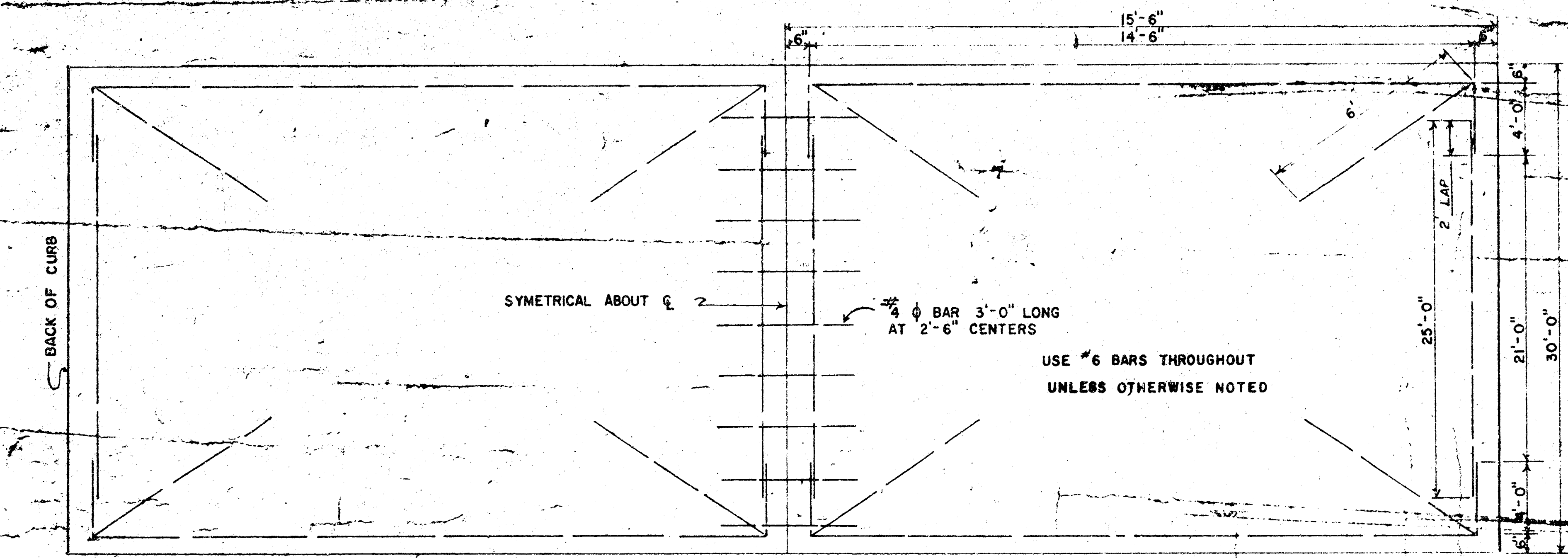
Subgrade as per CITY SPECIFICATIONS

2'-0" ROUNDOFFS

14'-0" SLOPE 0.0245 FT./FT.

1'-0" 2'-0" 2'-0" 2'-0" 2'-0" 2'-0" 2'-0" 2'-6"

5/32" 3/4" 1-11/32" 1-3/16" 2-1/8" 2-1/8" 3-1/8" 2'-9/16"



15'-6"

14'-6"

30'-0"

29'-0"

2'-LAP

Ø BAR 3'-0" LONG
AT 2'-6" CENTERS

SYMMETRICAL ABOUT C

USE #6 BARS THROUGHOUT
UNLESS OTHERWISE NOTED

BACK OF CURB

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

CONTRACTION

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

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

EXPANSION

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

TO BE USED AT 120' INTERVALS

KEY

6 BARS LONG AT
CENTER STREET

JOINT DETAILS

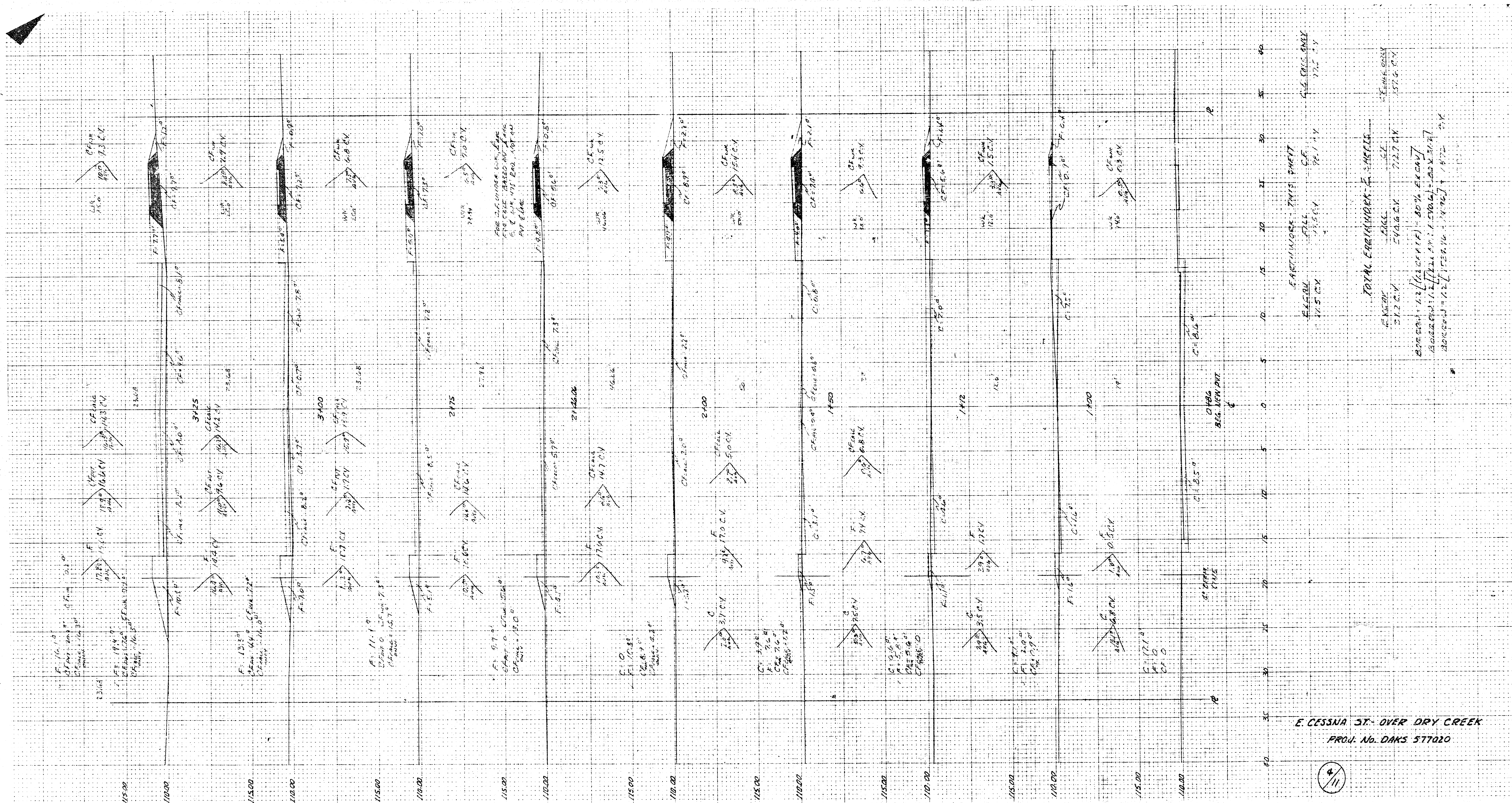
1. CONTRACTION JOINTS IN INTEGRAL PAVEMENT SHALL EXTEND TO THE FULL DEPTH OF THE PAVEMENT. HAVE A MINIMUM OF 2" INTEGRAL PAVEMENT DOWEL BAR. THESE DOWELS SHALL BE PLACED AT 12" INTERVALS.

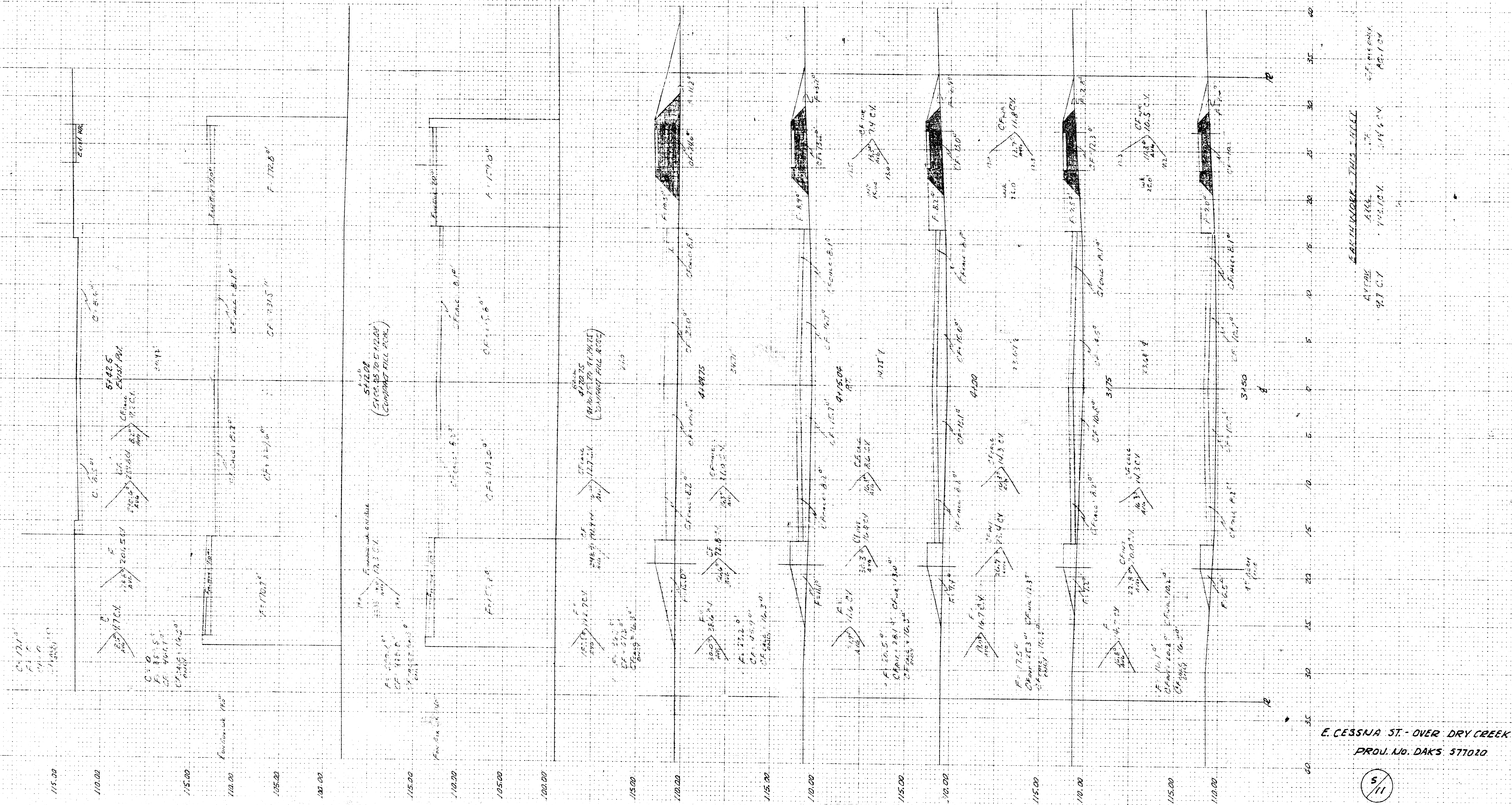
1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

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

Project No. _____

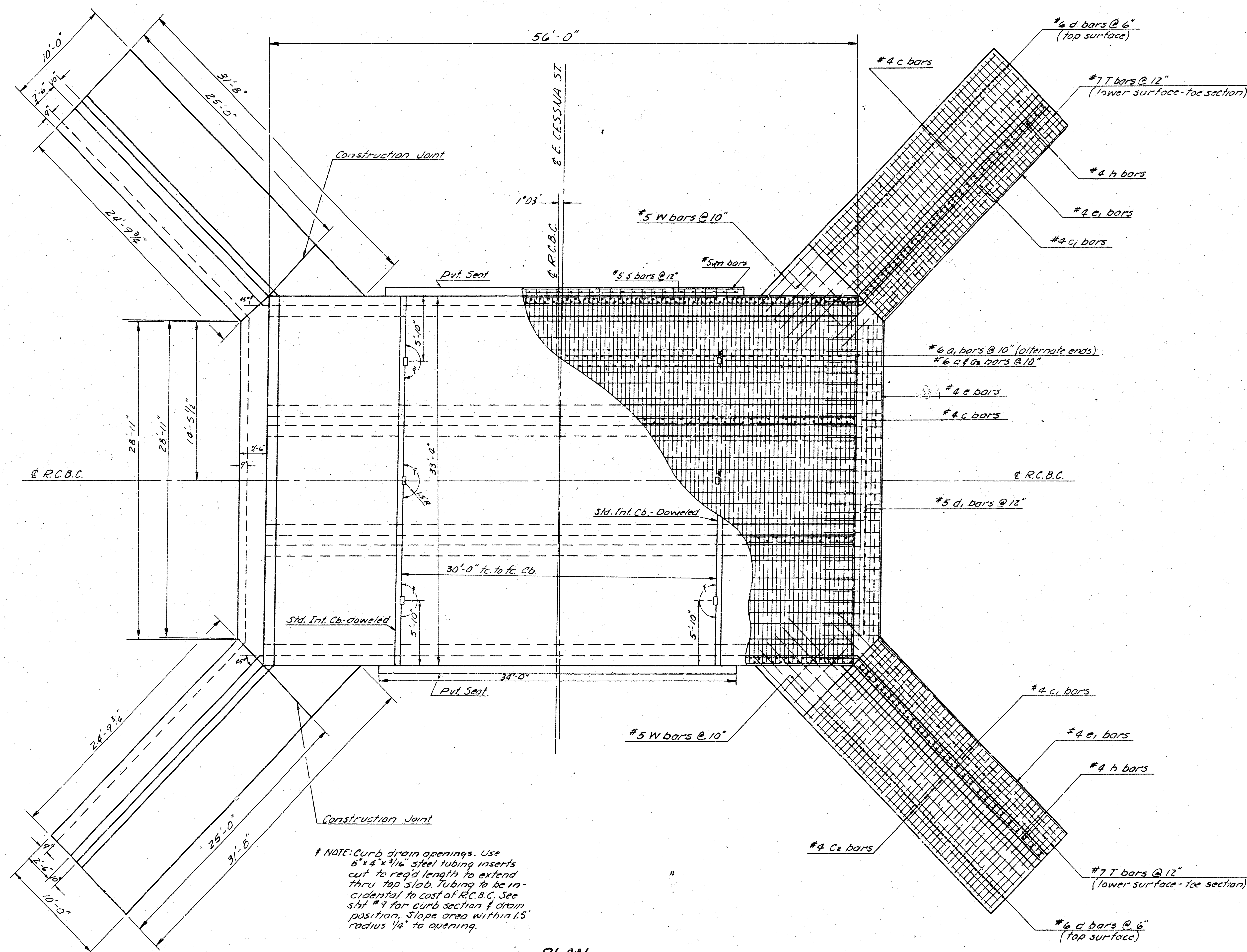
3/11





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





GENERAL NOTES

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

