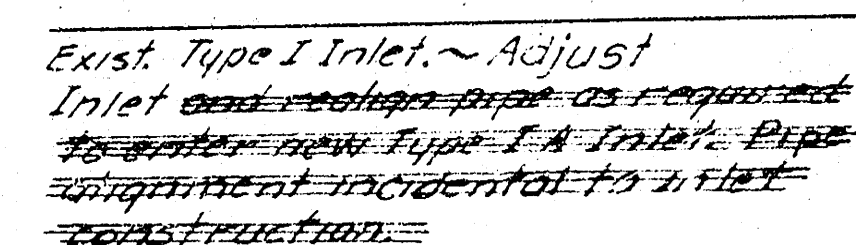


BASE LINE:
Sta. 0+85.1 to Sta. 0+87.1 TO Sta. 1+00, Base Line is on
a tangent to & C Sta. 1+00, RT.
Sta. 1+00, RT, to Sta. 2+46.06, PC, Base Line is on it.
Sta. 2+46.06, PC, to Sta. 4+15.04 Base Line is on an arc 25.0° Rt. of &
Sta. 4+15.04 TO Sta. 5+42.5 Base Line is 25° Rt. of &

Scale: $1'' = 20'$



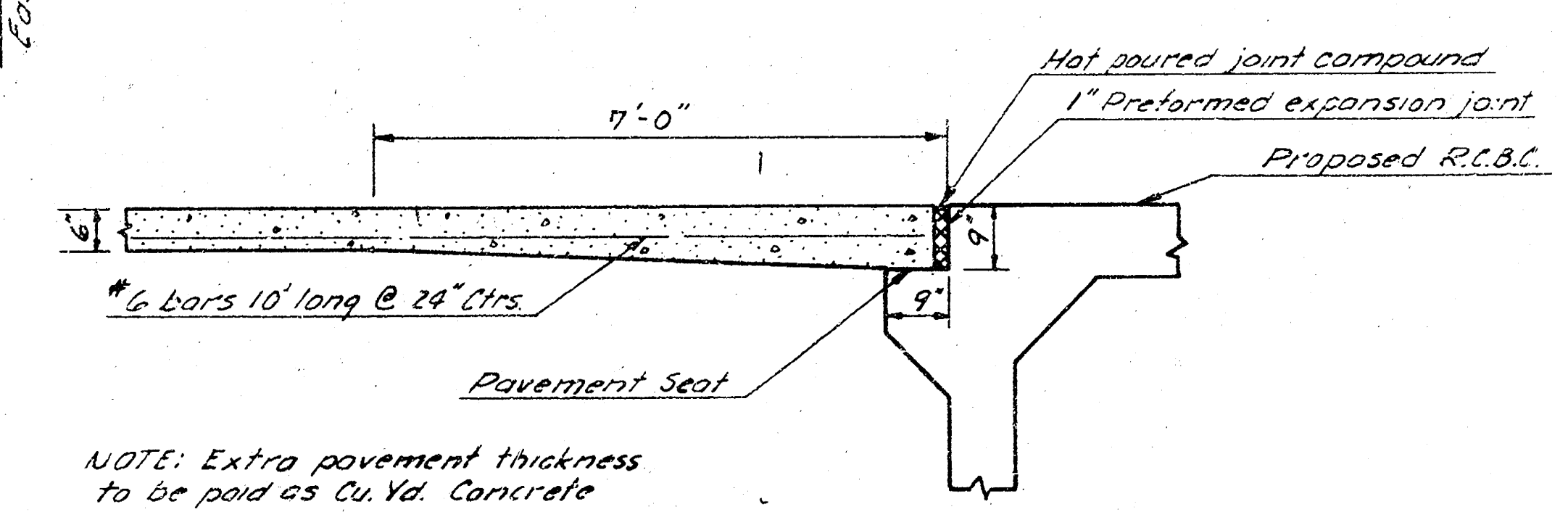
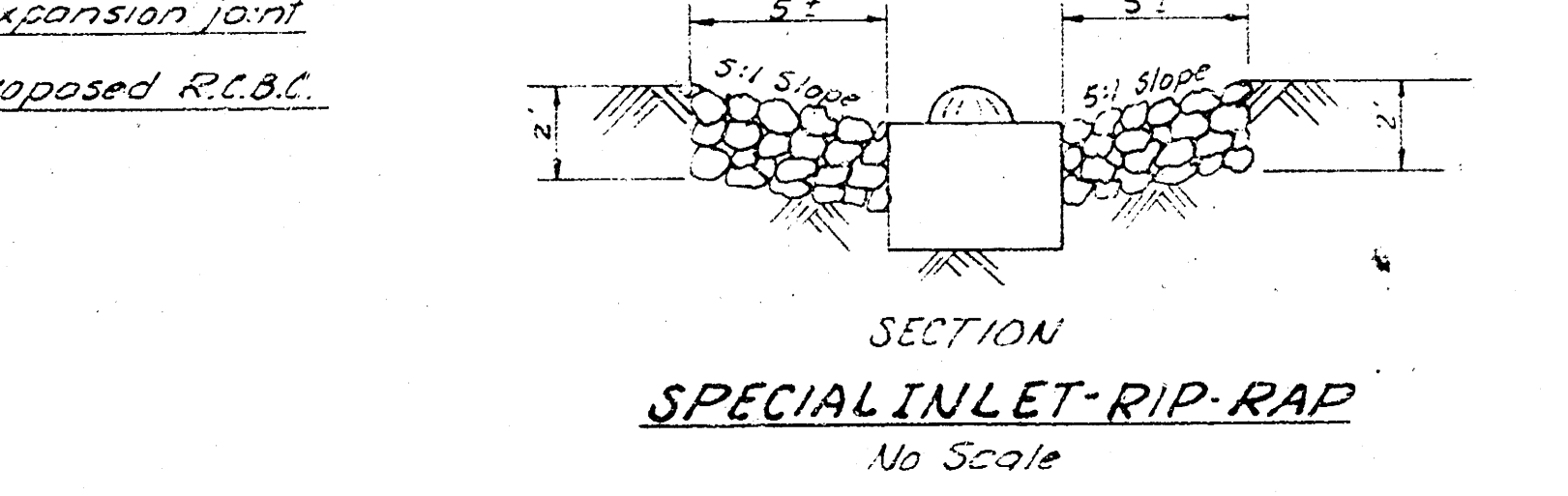
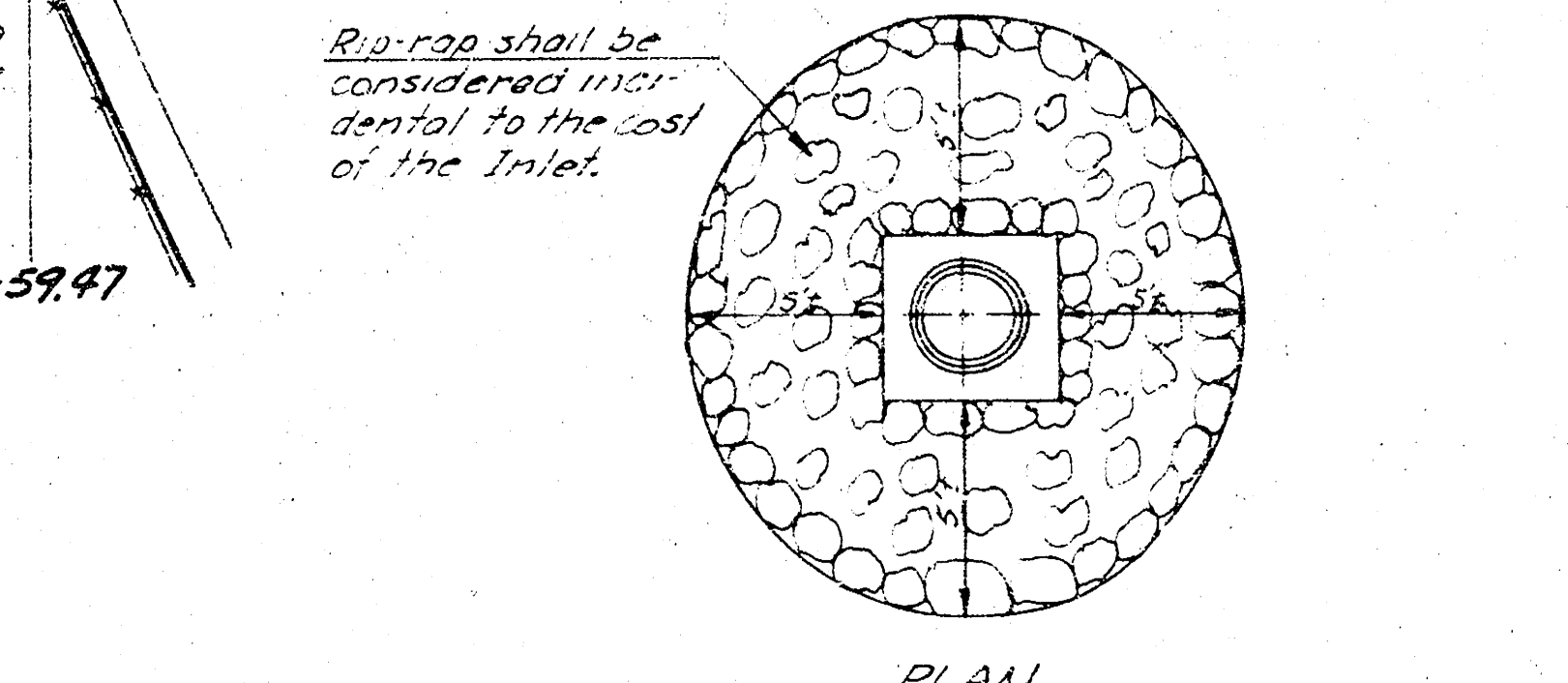
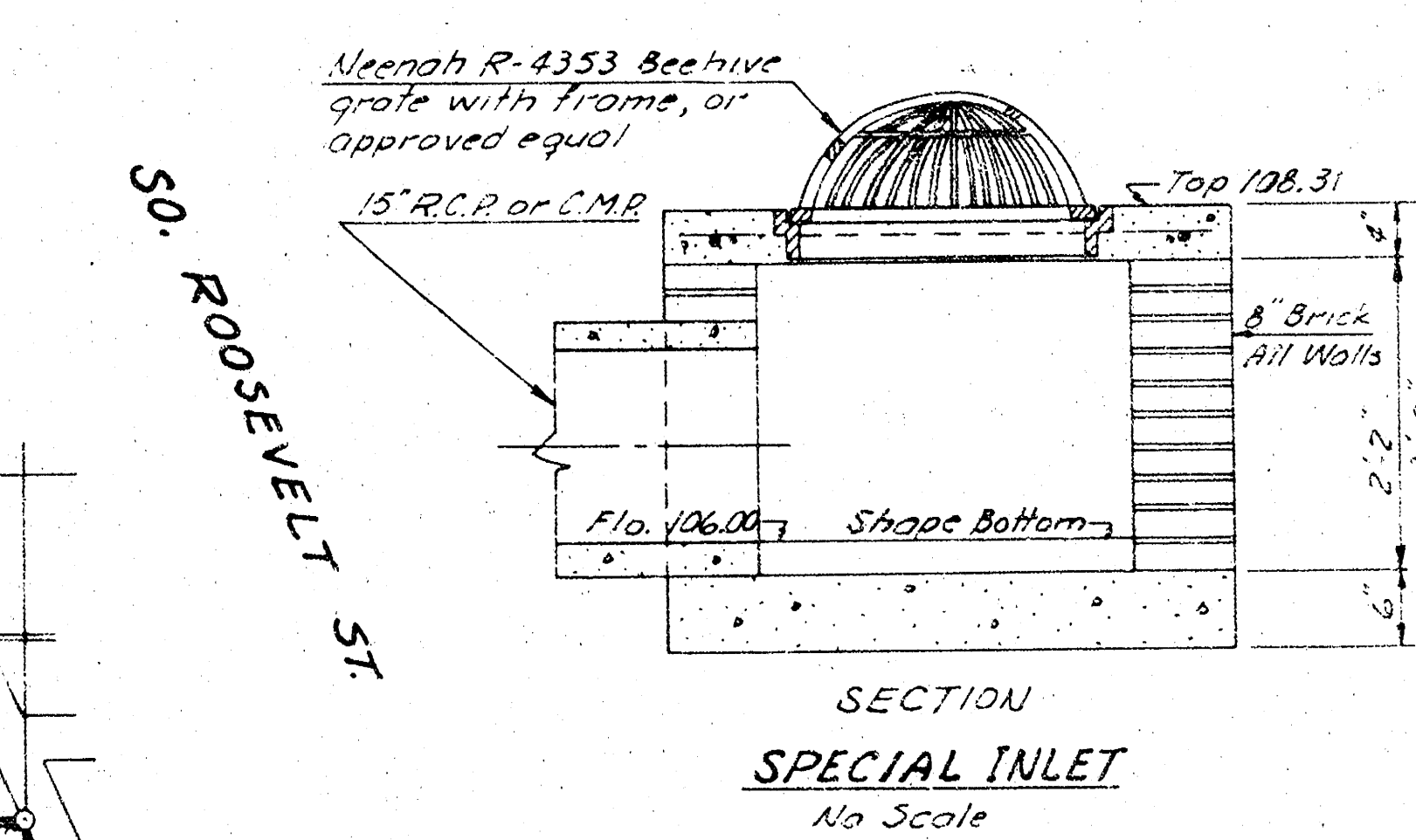
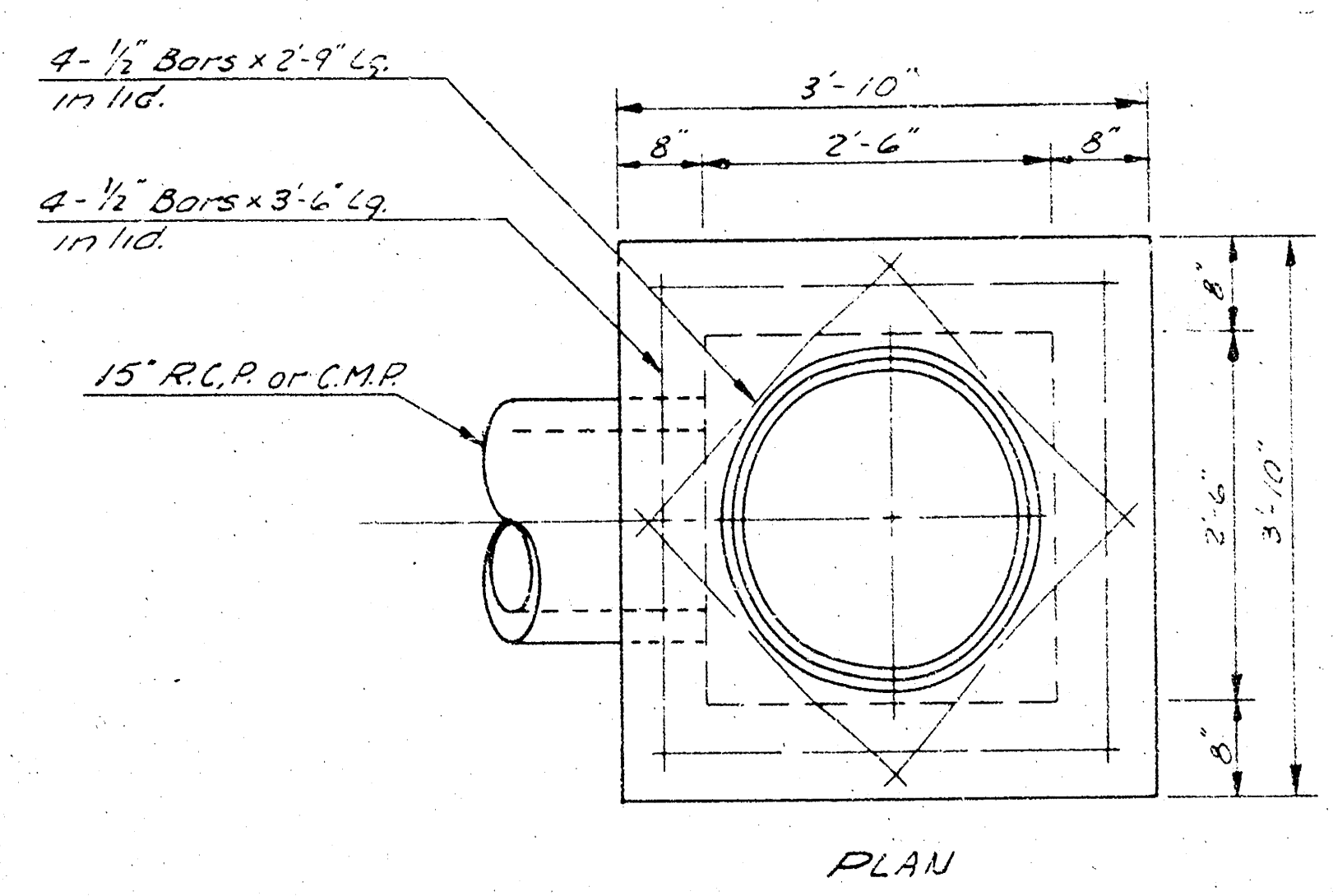
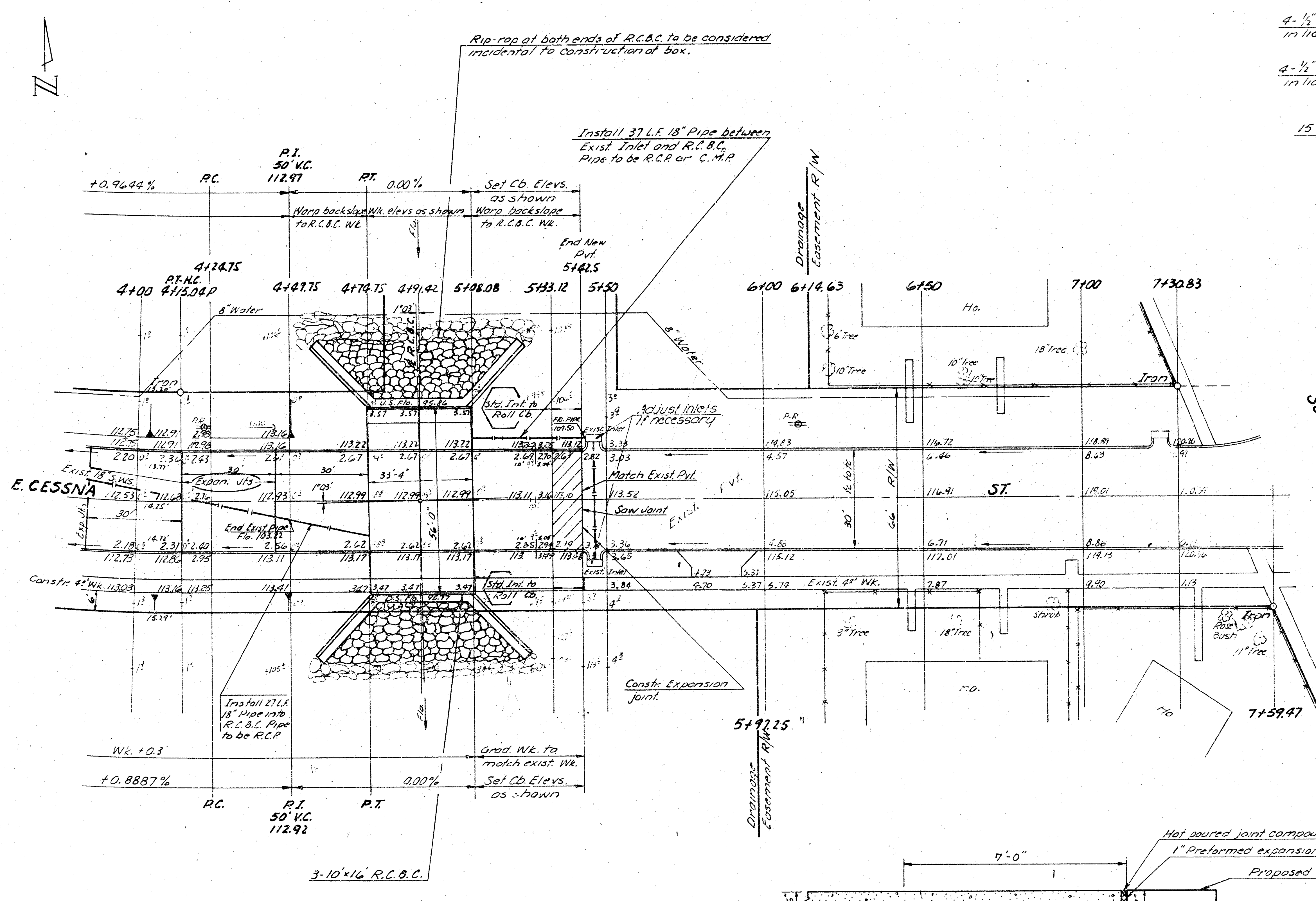
NOTE: Pvt. R/W and area of fill & excavation around R.C.B.C. shall be seeded, fertilized, and prairie hay mulched in accordance with City of Wichita Sanitary & Storm Sewer Specifications

SUBGRADE
TYPE OF SUBGRADE: FILLING SHALL BE
TERMINATED BY A 12" THICK 15% GRAVEL
TREATMENT. THE SUBGRADE SHALL BE
CEMENT STABILIZED TO A MINIMUM OF 4%
CEMENT. PREPARED TO A MINIMUM OF 4%
CEMENT. GRAVEL UNDERLAY SHALL BE 12"

Total Manipulation = 1519 S.Y.

$\Delta = 20^\circ 23' \quad R: 475' \quad T: 85.44' \quad L: 160.98' \quad LC: 168.18'$ CURVE DATA BASED ON RAD. 25.00' OF $\Delta = 10' 11' 30''$					
STA	ARC	CHORD LENGTH		TOTAL	
		DEFLECTION	DEFLECTION	DEFLECTION	DEFLECTION
2+46.06				0°00'00"	0°00'00"
2+75	28.74'	26.91'	28.81'	1°44'48"	1°44'48"
3+00	25.0'	22.41'	24.89'	1°53'28"	3°38'17"
3+25	25.0'	22.41'	24.89'	1°53'28"	5°31'45"
3+50	25.0'	22.41'	24.89'	1°53'28"	7°25'10"
3+75	25.0'	22.41'	24.89'	1°53'28"	9°18'38"
4+00	25.0'	22.41'	24.89'	1°53'28"	11°12'06"
4+15.06	15.04'	13.32'	14.98'	1°53'28"	10°11'30"

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

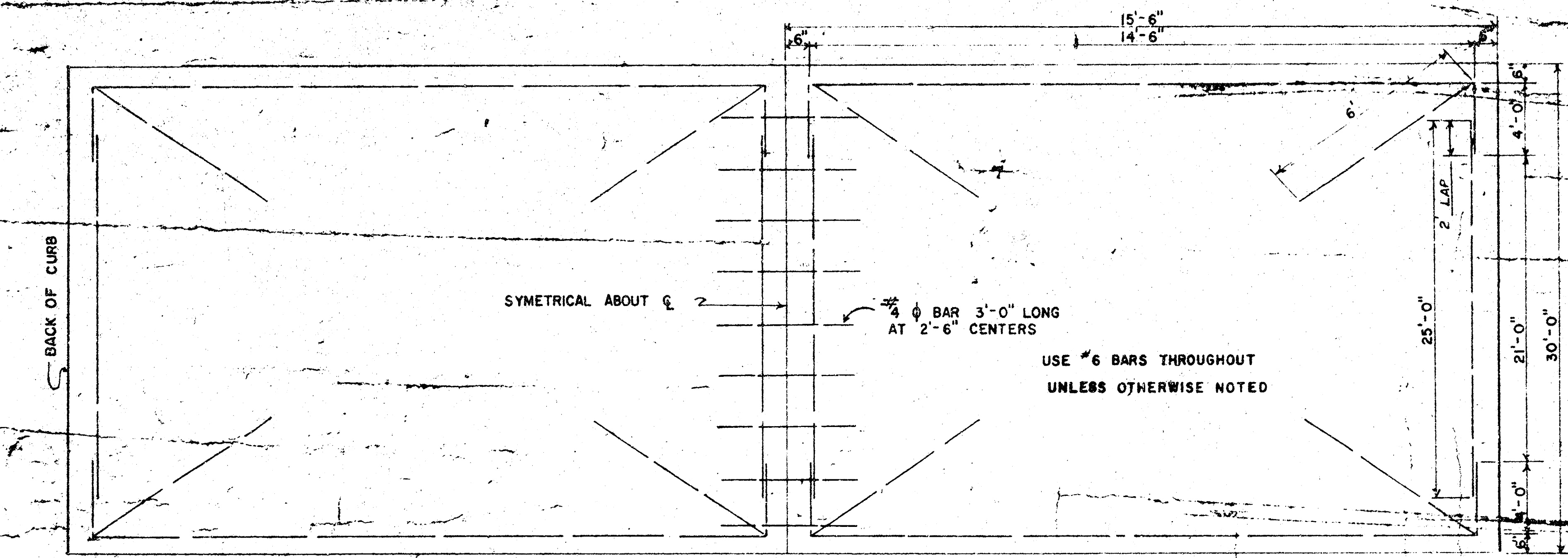


NOTE: Rip-rap or equivalent protection shall be placed up to 3'-0\"/>

NOTE: Extra pavement thickness to be paid as Cu. Yd. Concrete

PAVEMENT DETAIL AT BRIDGE
No Scale

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

[illegible]

15'-6"

14'-6"

6"

6"

6"

6"

2'-0"

2'-0"

30'-0"

25'-0"

2'-LAP

SYMMETRICAL ABOUT C

Ø BAR 3'-0" LONG AT 2'-6" CENTERS

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". Callouts include "SEE NOTE No. 1" pointing to the top flange and "SEE NOTE No. 2" pointing to the bottom flange.

OF

10"

6"

1/2"

1 7/16" R

SEE NOTE No. 1

1/2"

1/2"

SEE NOTE No. 2

12-5/16"

Thick

5"

ALTERNATE ROLL-TYPE

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

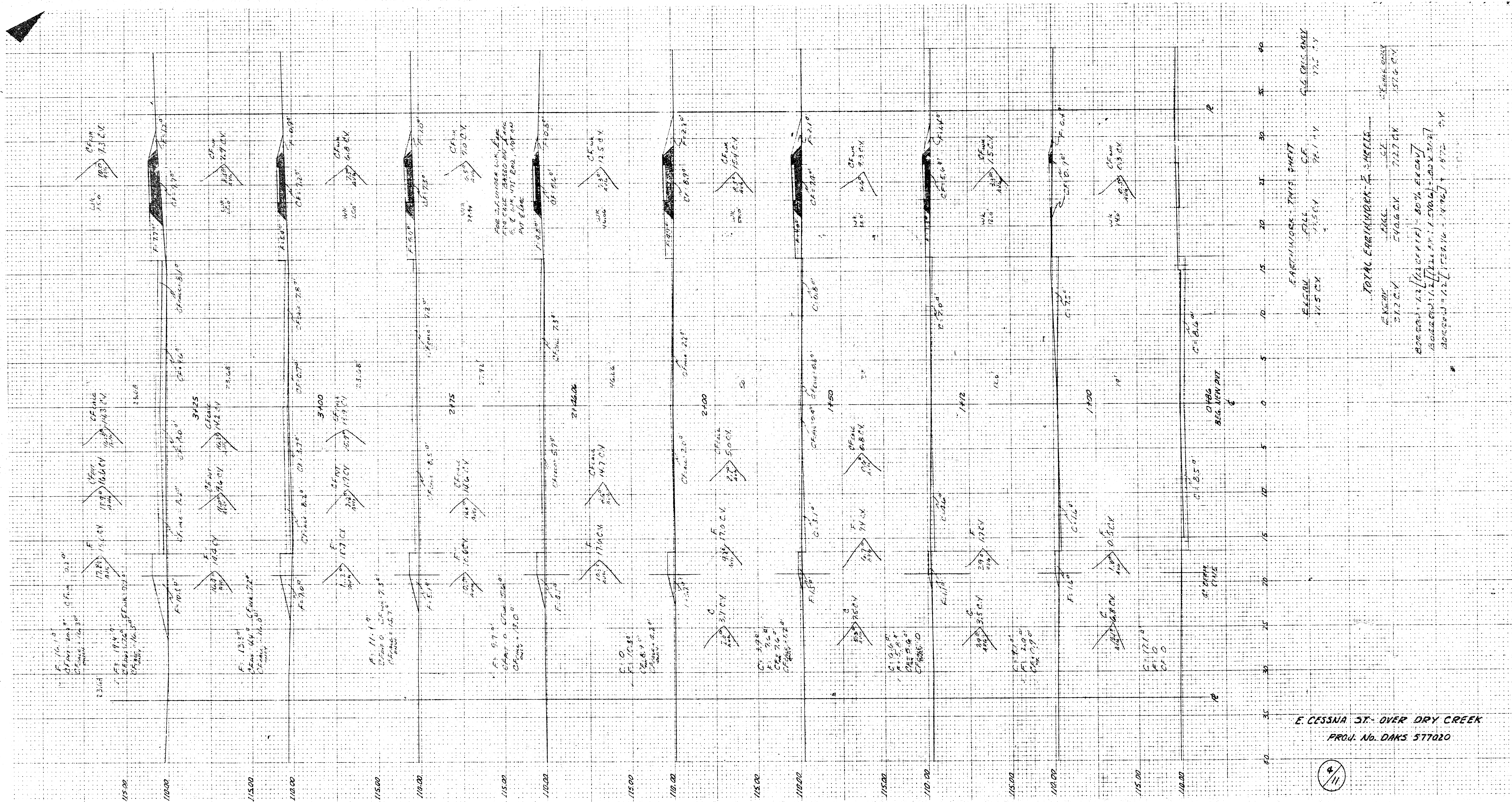
JOINT DETAILS

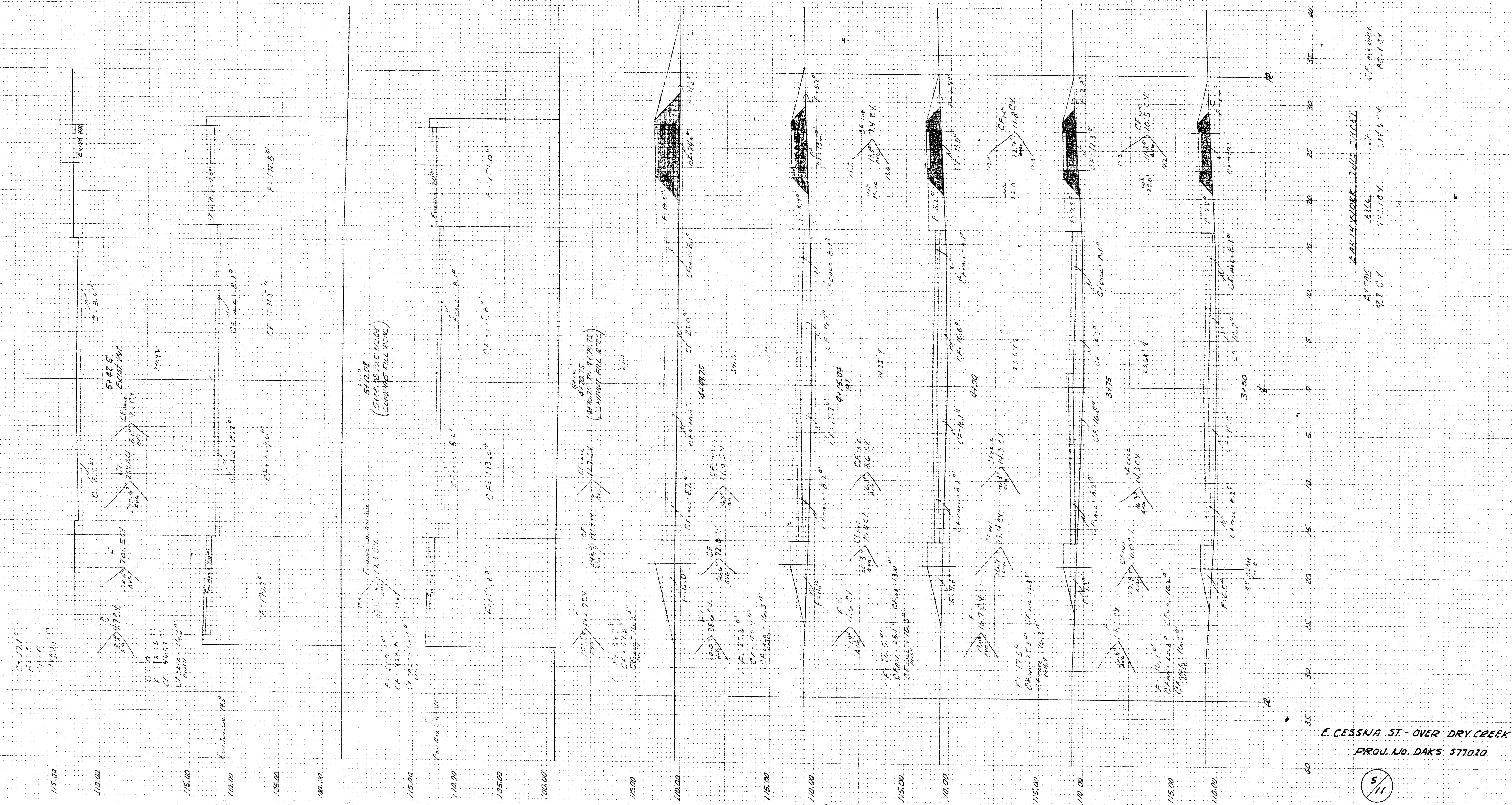
GEN
1. CONTRA
IN INTEGRA
APPROVED
SHALL EXTE
PAVEMENT.
HAVE A NA
2. INTEGRAL
PAVEMENT
DOWEL BAR
THESE DOW
THAN 1/2"

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.

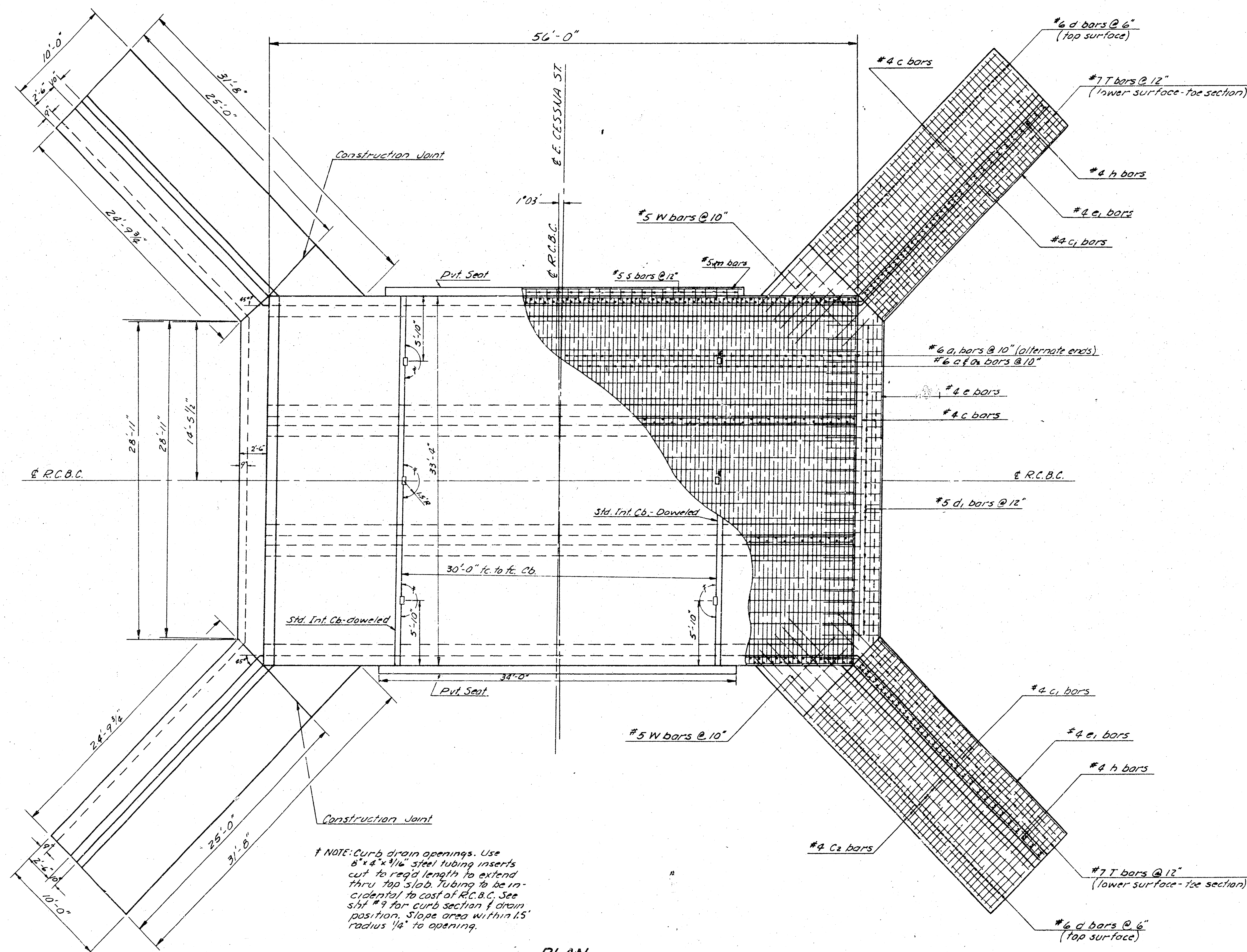
Department of Public Works Engineering Division
R.W. Linn City Engineer
Date: *June 1977* Project No. *DAKS 577020*





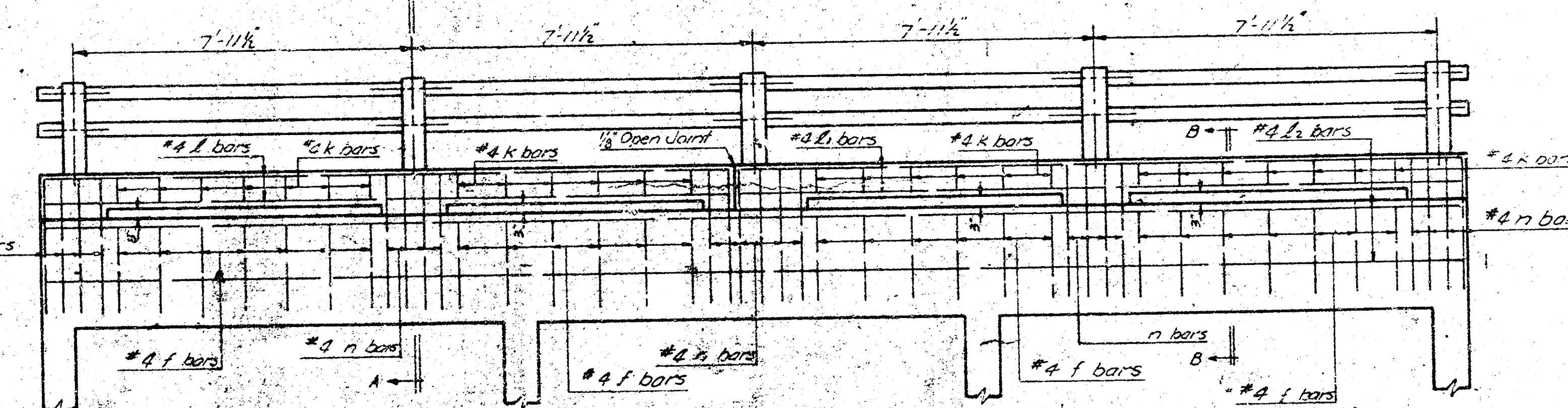
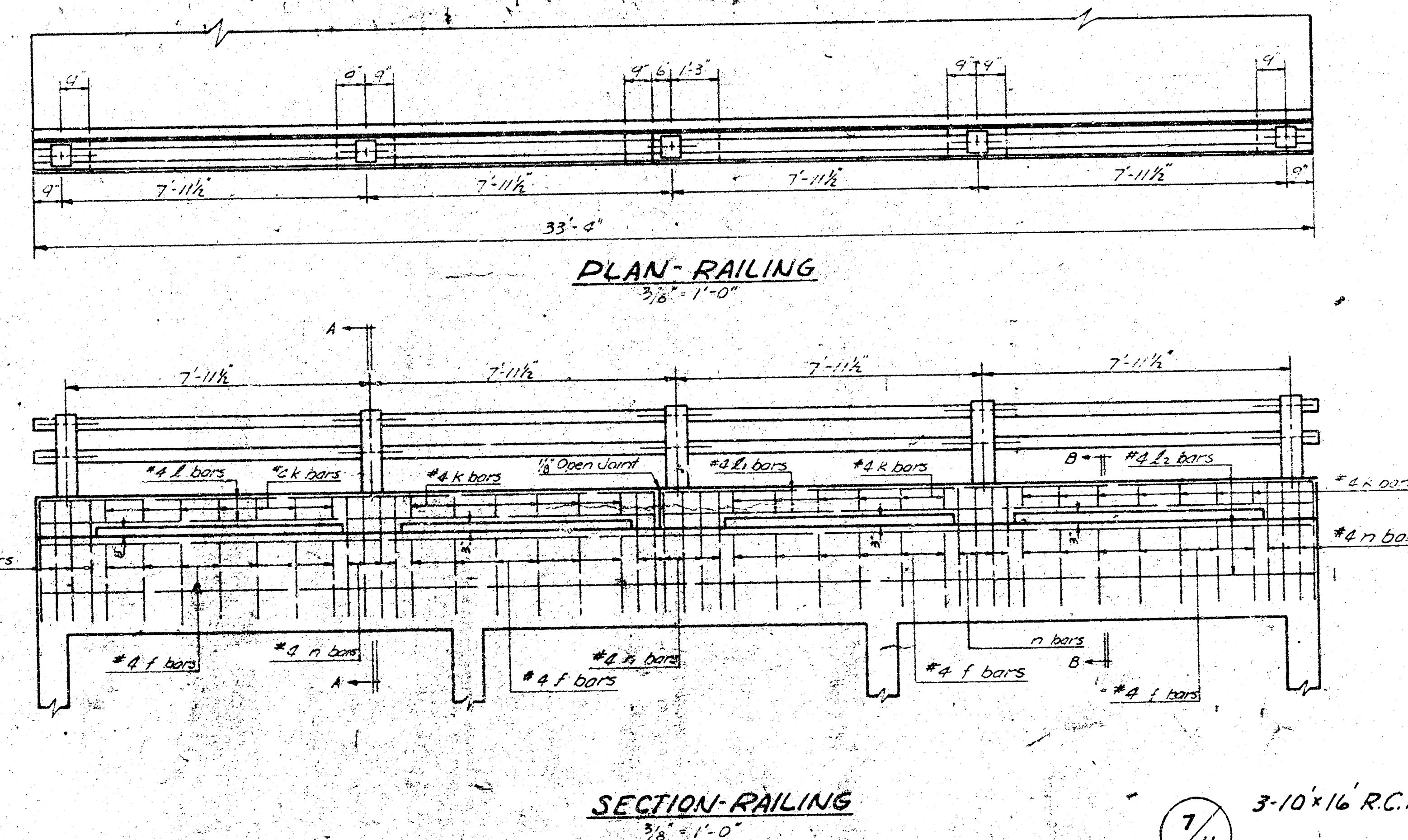
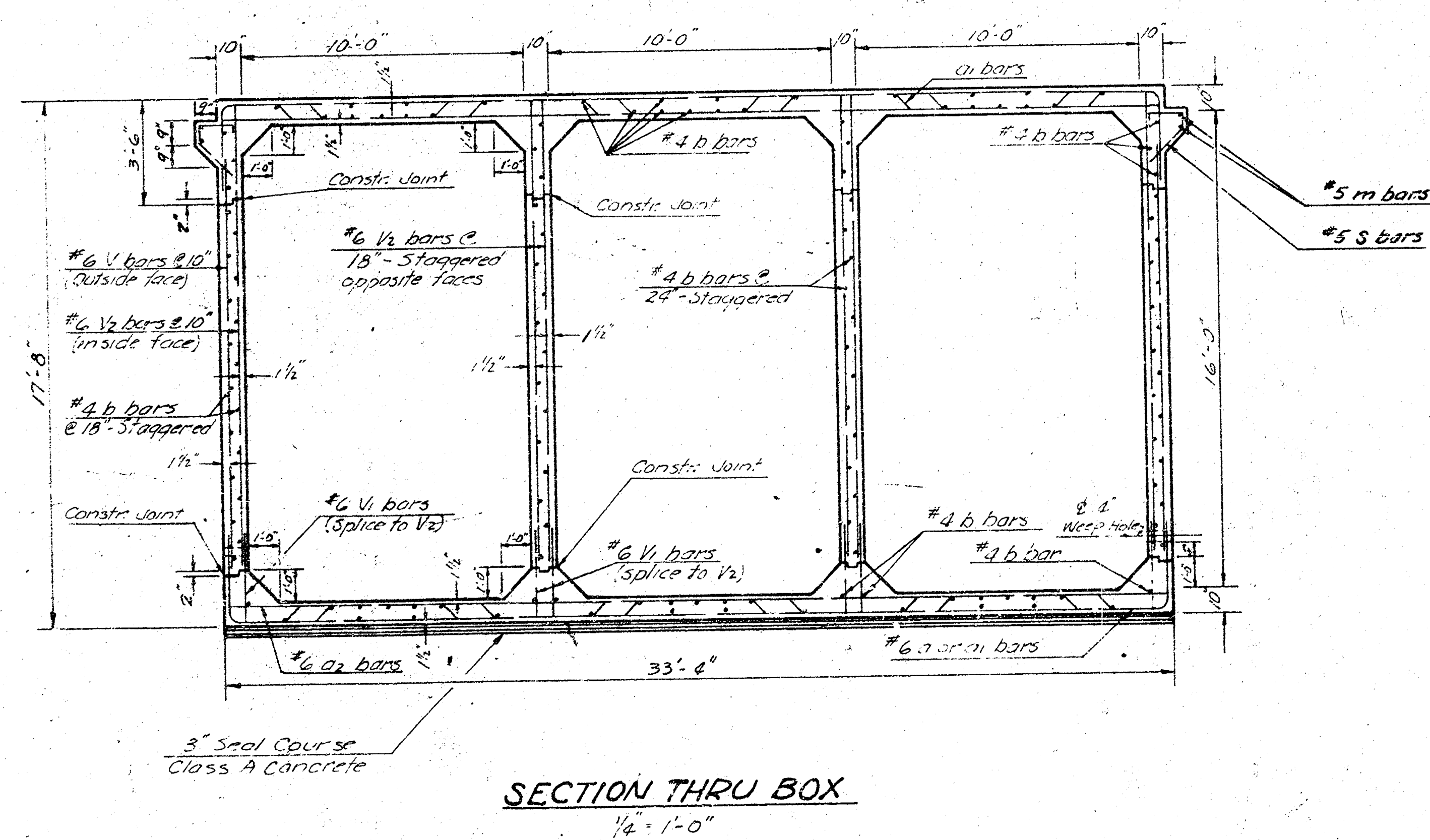
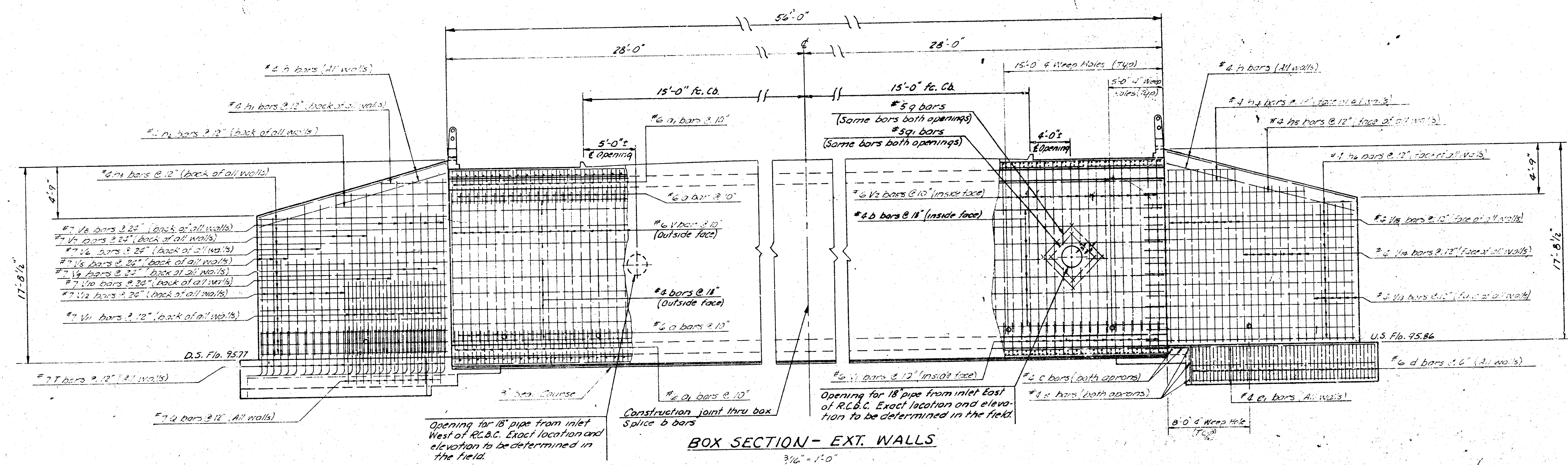
E. CESSNA ST. - OVER DRY CREEK
PROJ. NO. DAKS 577020

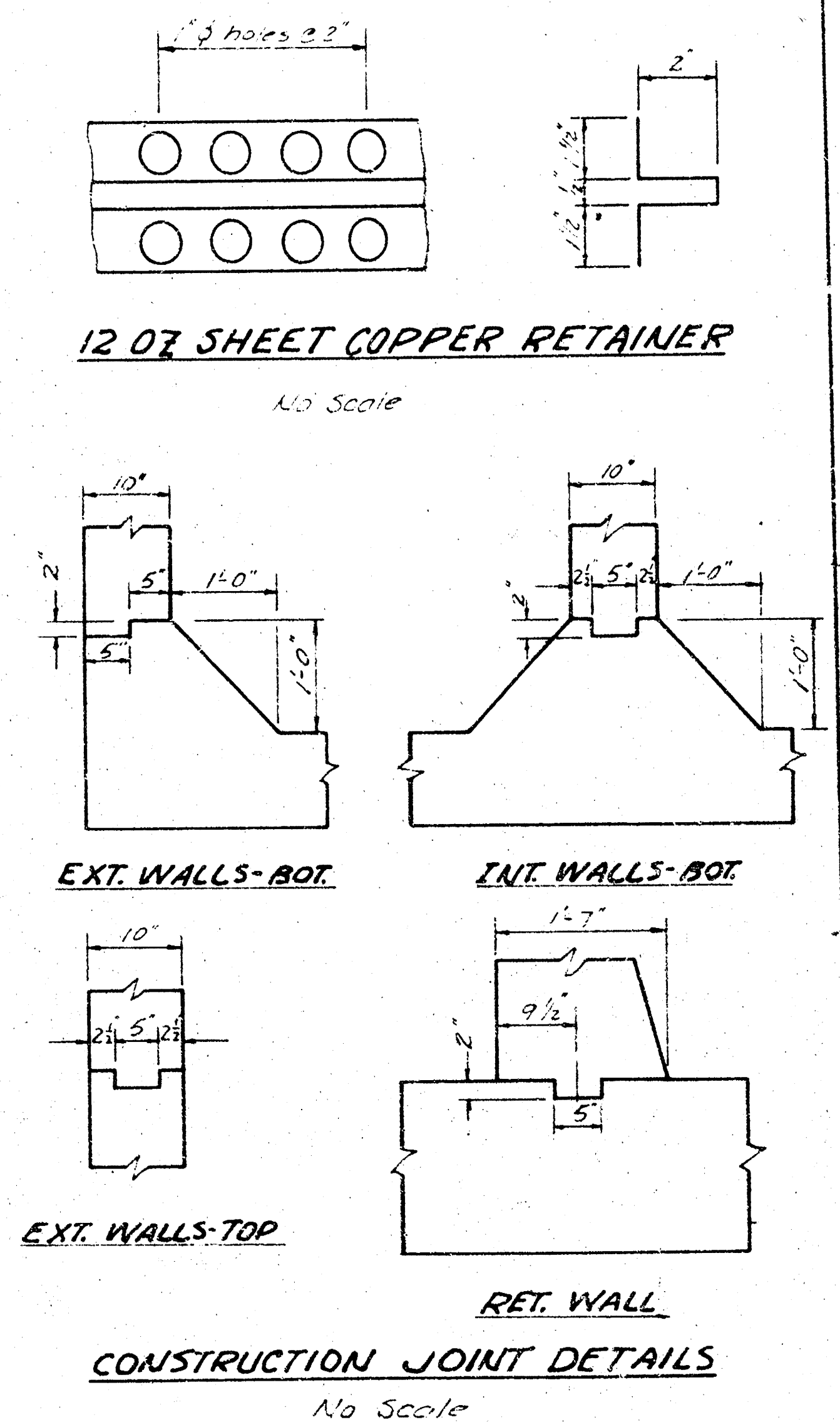
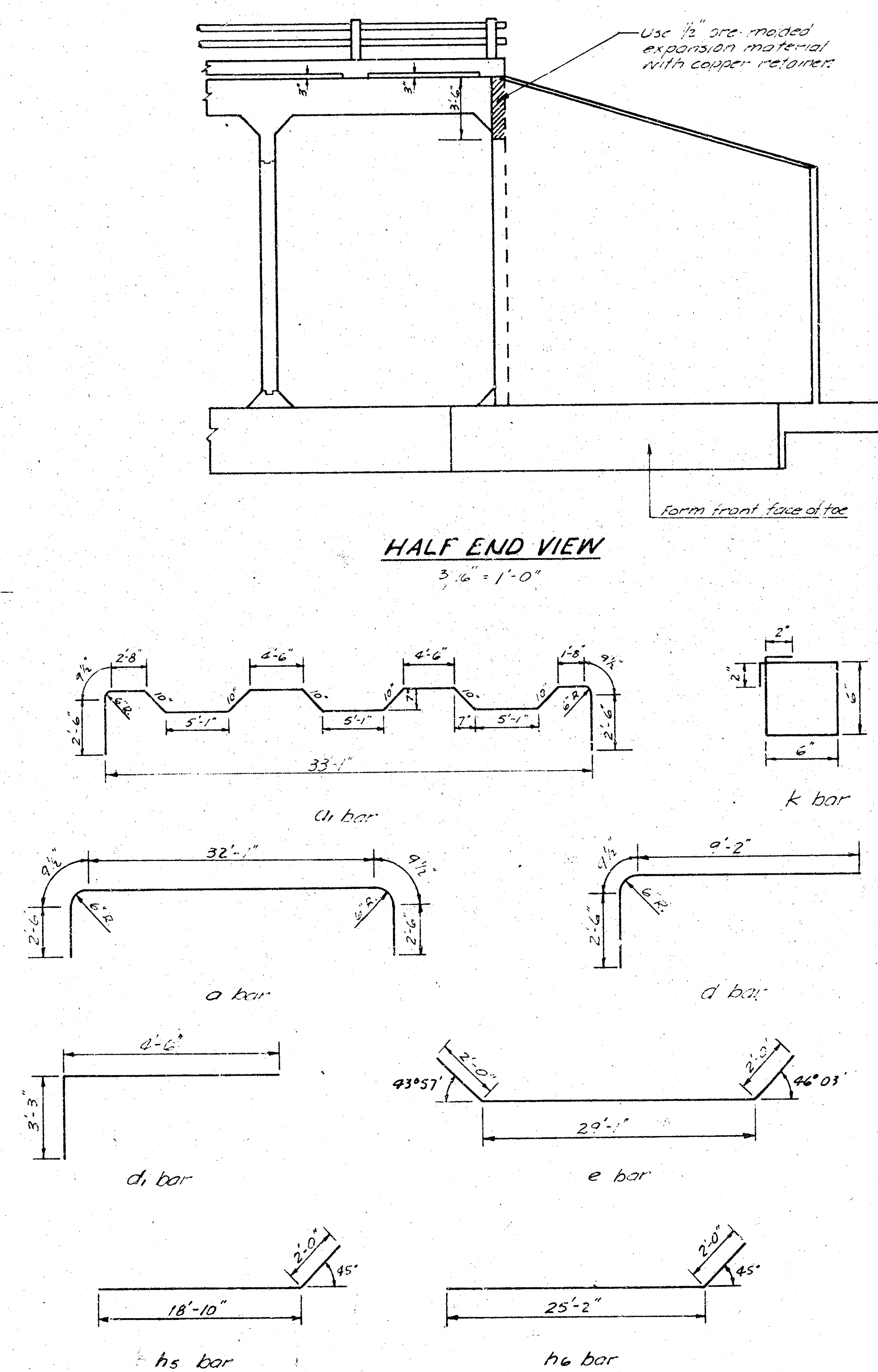
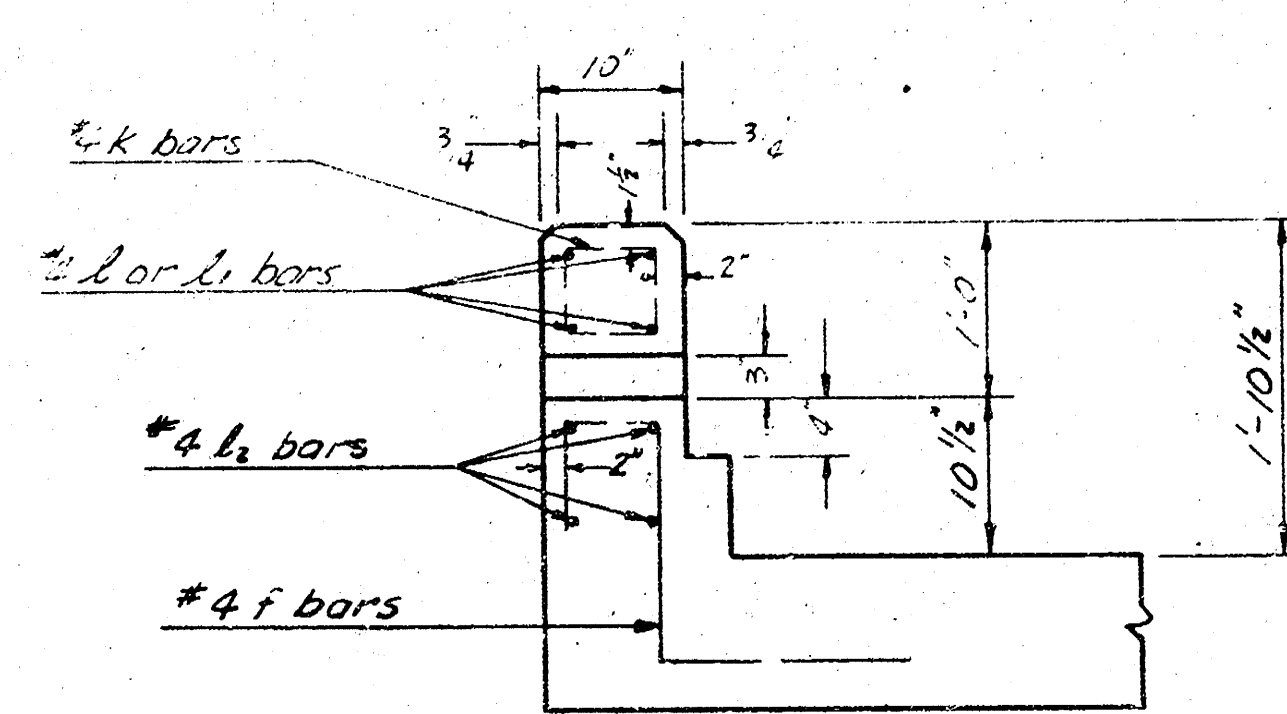
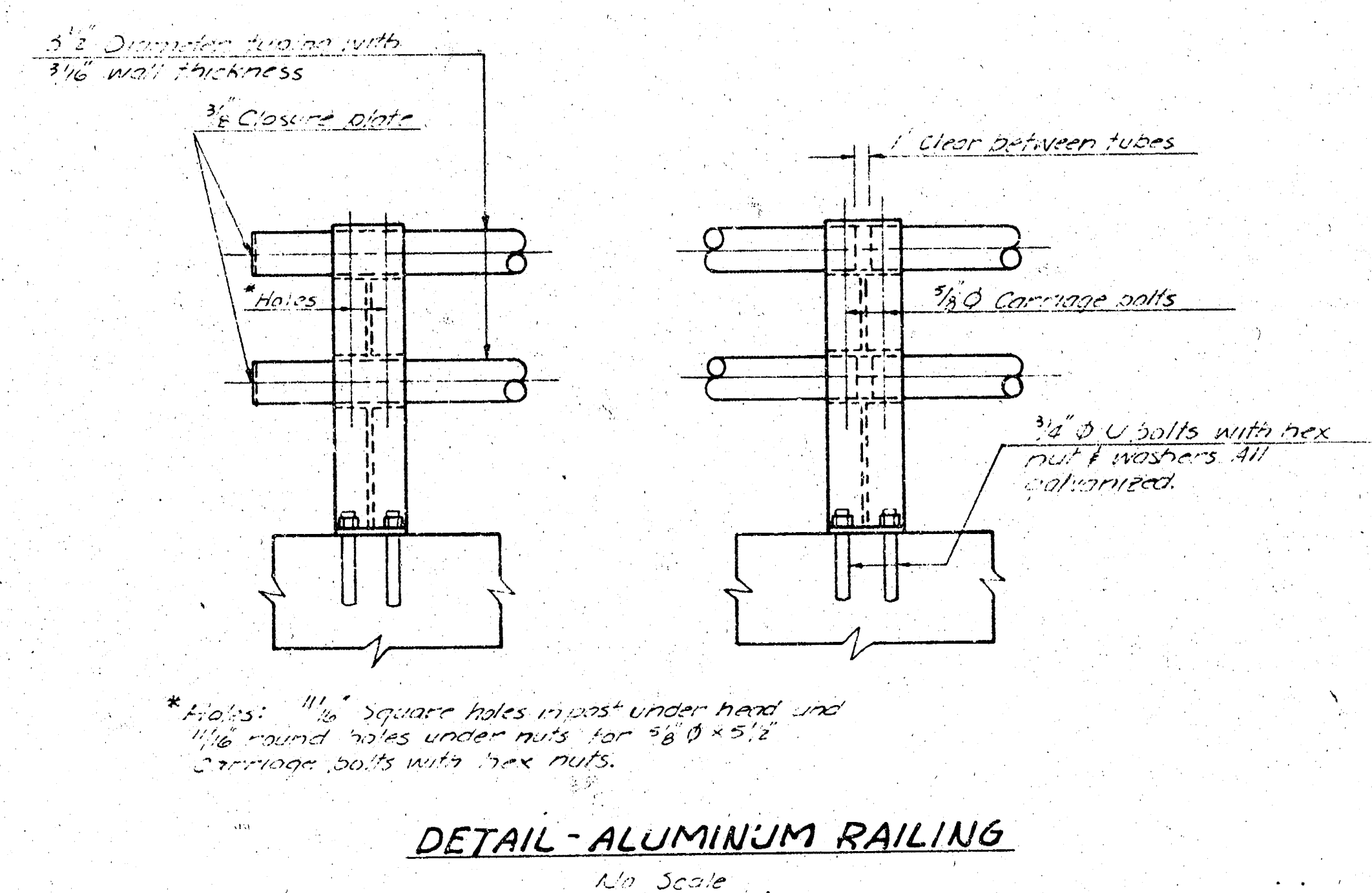
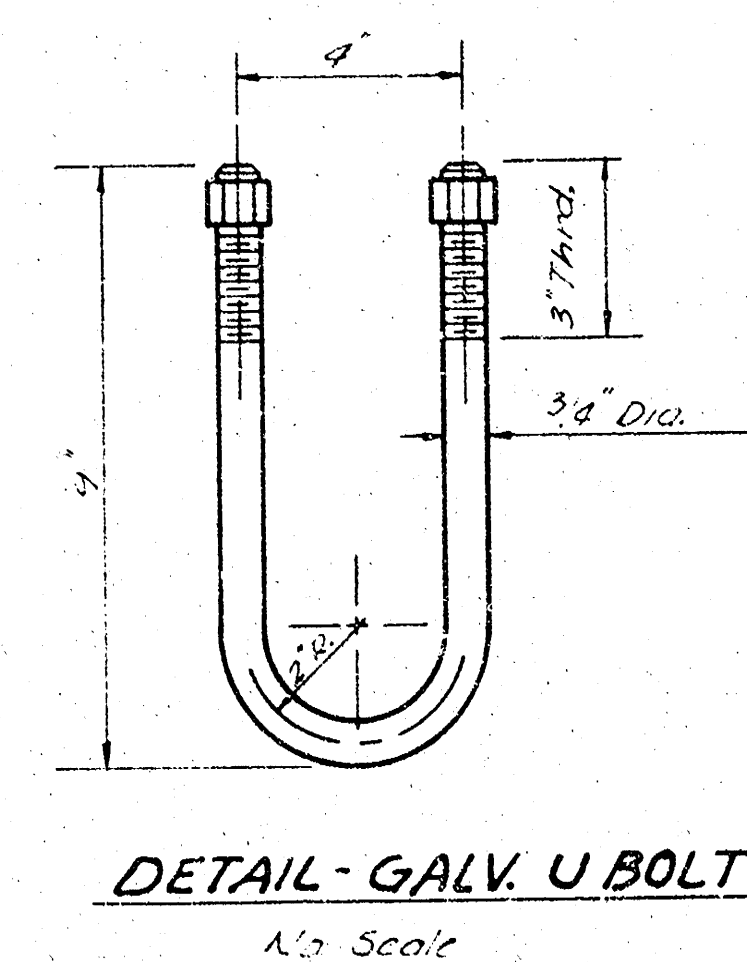
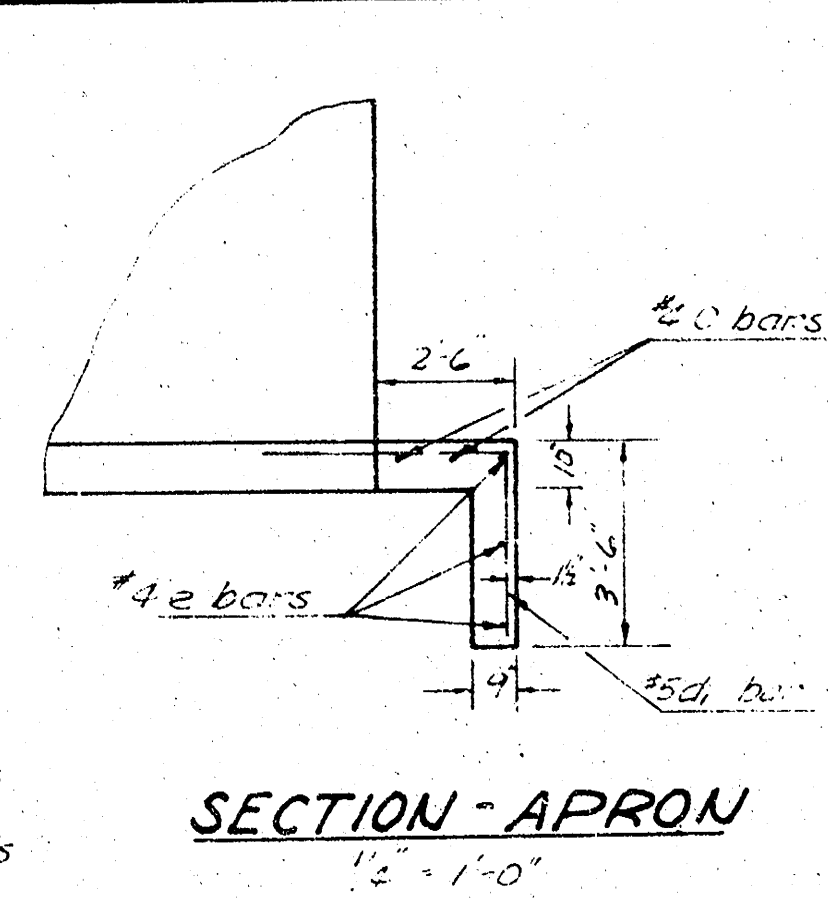
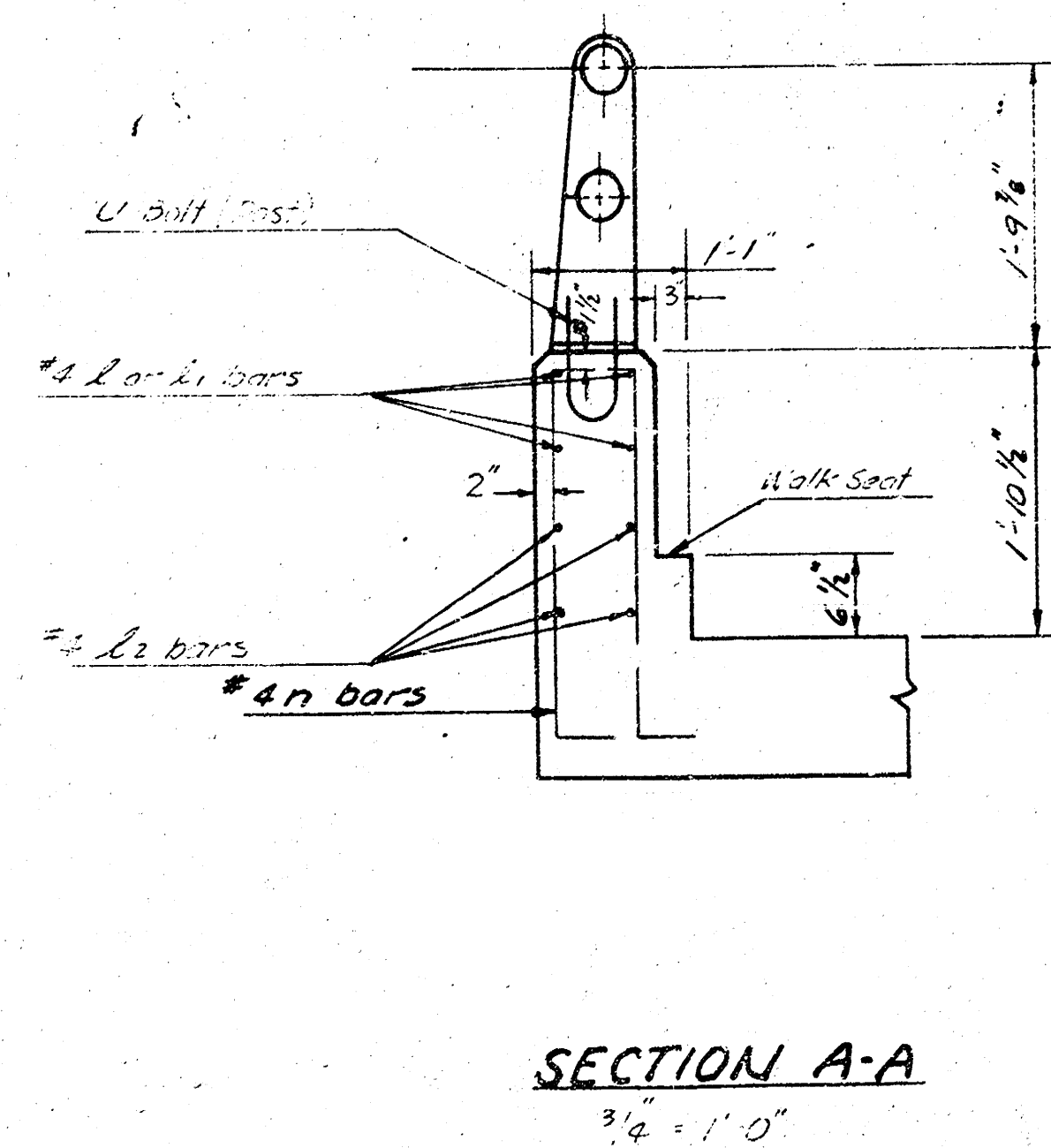
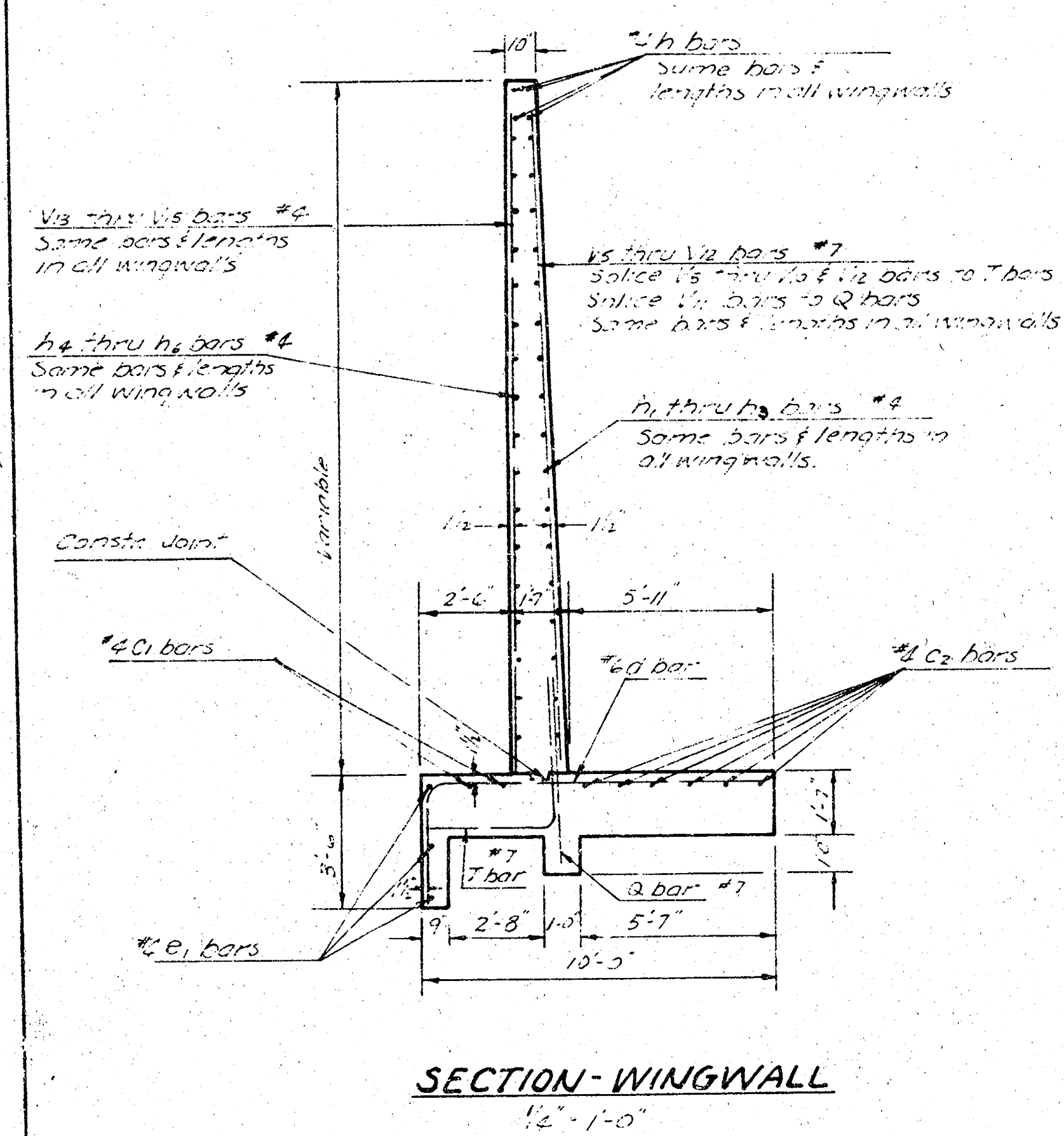




GENERAL NOTES

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 WING 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 CUTTER 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 CUTTER 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.





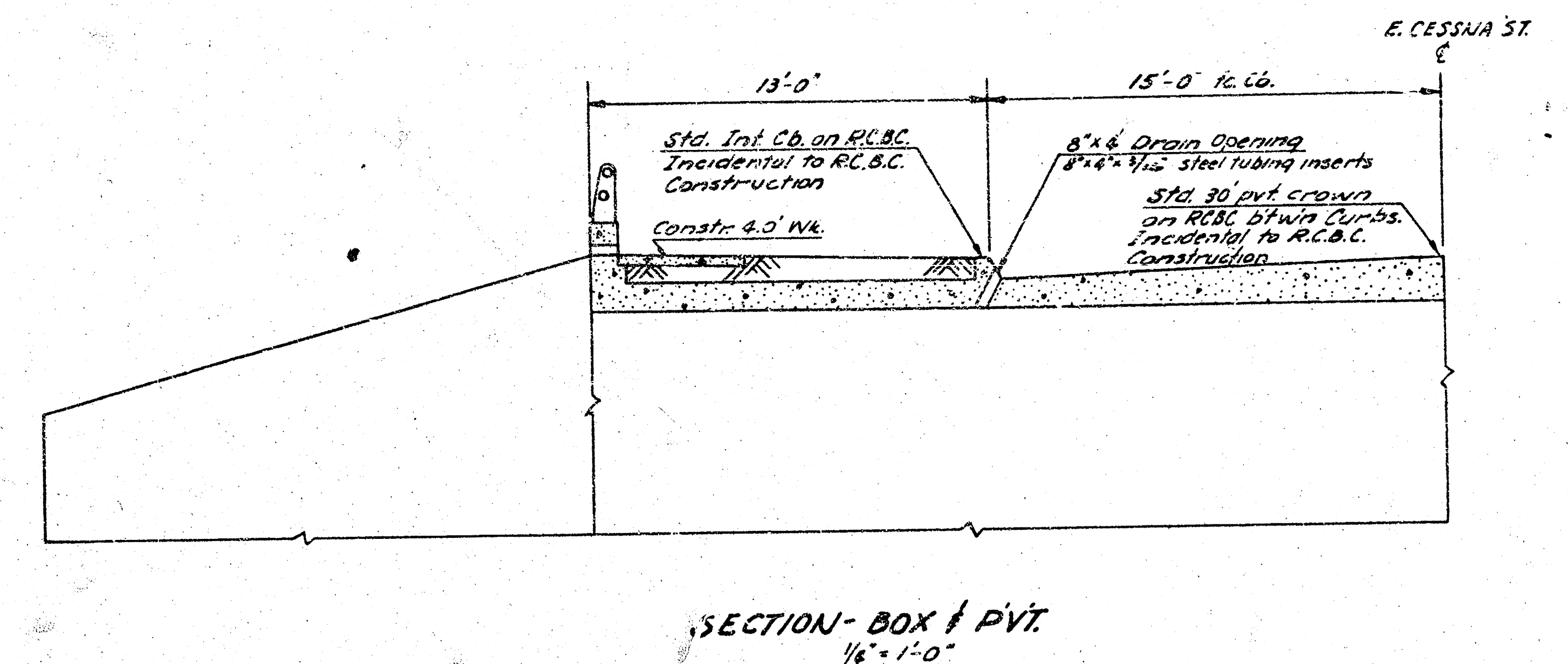
8/11 3-10'x16' R.C.B.C.-OVER DRY CREEK
PROJ. No. DAKB 577020

BAR SCHEDULE					
BAR	SIZE	LENGTH	NO.	SHAPE	WEIGHT
D	#6	35'-8"	134		7783.03 #
D1	#6	40'-0"	136		8205.61
D2	#6	33'-0"	134		6641.84
D	#6	28'-11"	264		5100.10
C	#6	29'-0"	4		77.79
D1	#6	29'-0"	4		154.38
D2	#6	32'-0"	24		53.33
D	#6	12'-7 1/2"	196		3718.17
D1	#6	7'-9"	36		468.85
E	#6	35'-0"	4		132.58
E1	#6	25'-6"	12		176.39
F	#6	3'-11"	52		136.17
Q	#5	3'-0"	8		25.08
N	#6	15'-0"	16		266.20
N1	#6	8'-6"	4		22.71
N2	#6	18'-9"	8		78.82
N3	#6	24'-0"	52		859.72
N4	#6	9'-6"	8		49.86
N5	#6	20'-0"	4		55.66
N6	#6	27'-2"	52		943.78
K	#6	2'-6"	52		81.93
L	#6	15'-11"	8		85.08
L1	#6	12'-11"	8		70.64
L2	#6	33'-11"	8		74.78
N	#6	6'-0"	44		176.35
S	#5	3'-7"	68		253.91
Q	#7	3'-0"	52		531.84
T	#7	7'-6 1/2"	100		561.18
V	#6	13'-10"	136		2825.08
V1	#6	3'-0"	284		1278.21
V2	#6	15'-7"	284		6445.93
V3	#7	12'-6"	12		306.60
V4	#7	13'-6"	8		220.75
V5	#7	14'-6"	12		355.64
V6	#7	15'-6"	20		633.62
V6	#7	12'-6"	12		306.60
V6	#7	10'-6"	12		252.54
V6	#7	6'-6"	52		690.87
V7	#7	8'-6"	24		416.98
V8	#7	12'-3"	24		146.39
V8	#6	13'-9"	36		330.26
V6	#6	7'-6"	40		418.16
V1	#5	7'-0"	8		58.21
Q1	#5	4'-0"	8		33.38
M	#5	33'-9"	4		180.81

BILL OF MATERIALS			
ITEM	QUANTITY	UNIT	
Class A AE Concrete (Culvert)	405.1	C.Y.	
Reinforcing Steel (Culvert)	53,480	LBS	
Hand Excavation (Culvert)	20	C.Y.	
Aluminum Handrail (Culvert)	67	L.F.	
Class A Concrete - Seal course (Culvert)	17	C.Y.	
Excavation	603	C.Y.	
Borrow	935	C.Y.	
Compacted Fill	462	C.Y.	

Lump Sum

Bid Items



NOTES: Aluminum Handrail
 Aluminum posts shall be Reynolds Aluminum Highway Products Bridge Waling System LR 20944 or equal.
 Top flange rails shall be 3 1/2" O.D. x 3/16" wall tube of 6063-T6 Aluminum.
 Aluminum shims between concrete and post base may be used. The space below posts shall be thoroughly caulked with Alumilastic compound or other approved material.

9/11

3-10'x16' R.C.B.C. - OVER DRY CREEK
 PROJ. NO. DAKB 577020