# PROPOSED IMPROVEMENTS FOR 143RD STREET EAST FROM HARRY STREET TO KELLOGG CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. City Engineer

Project Number: 472-2023-085859
Org Code Number: 40108523
Munis Number: E3040

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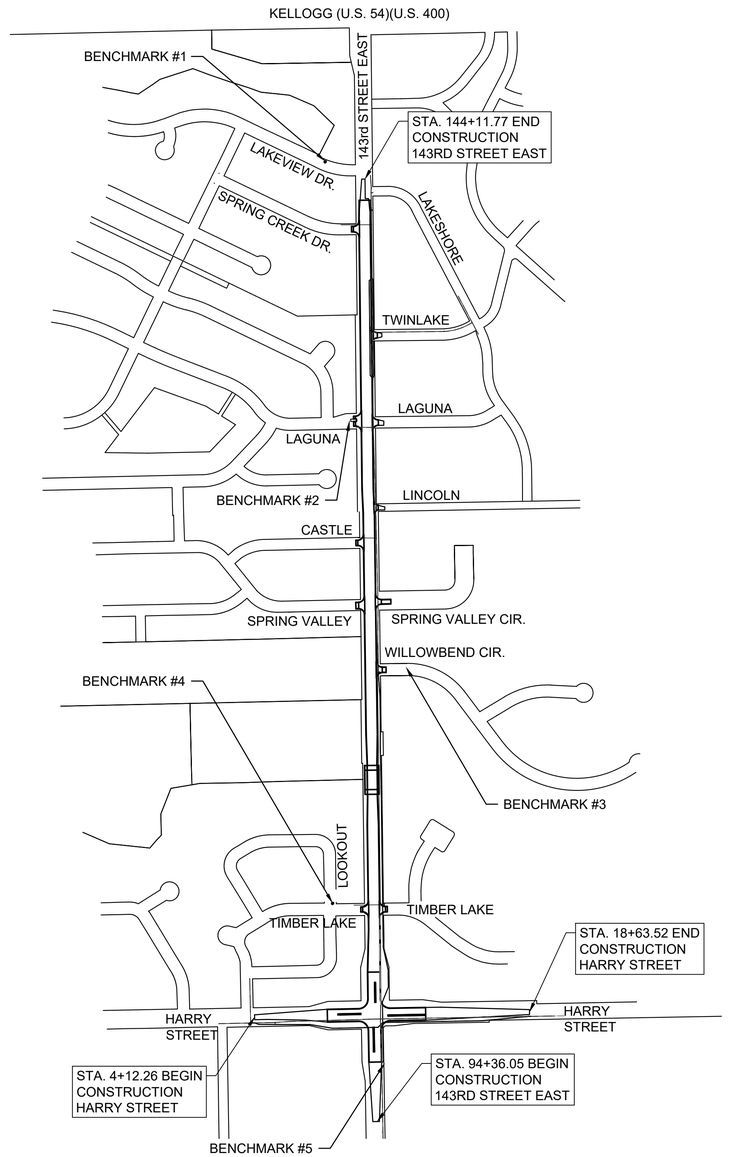


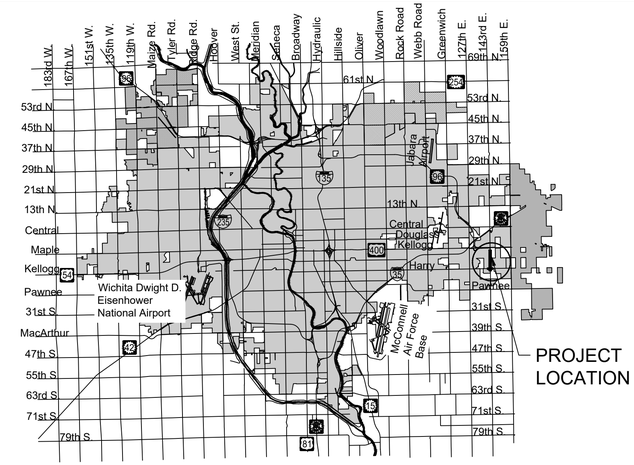


Vicinity Map

## Benchmarks

BENCHMARK #1
CHISELED SQUARE WITH DIVOT ON TOP OF CURB ON EAST SIDE OF CURB INLET
ON NORTH SIDE OF LAKEVIEW DR, 209 FEET WEST OF 143RD STREET WEST
ELEVATION = 1313.14 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1683174.74, E 1696789.06

BENCHMARK #2
"X" CUT ON TOP OF CURB, WEST END OF ISLAND ON LAGUNA ST
ENTRANCE TO CLEAR CREEK.
ELEVATION = 1318.24 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1681676.50, E 1696781.49

BENCHMARK #3
"X" CUT TOP OF CURB NORTH SIDE WILLOWBEND CIR. AT PC OF CURVE,
APPROX. 14 FEET NORTH OF WILLOWBEND CIR AND 189 FEET EAST OF143RD,
ELEVATION = 1305.39 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1680375.56, E 1697085.13

BENCHMARK #4
CHISELED SQUARE WITH DIVOT ON TOP OF CURB ON THE NORTH CURB
RETURN AT THE NORTHEAST CORNER OF TIMBER LAKE RD AND LOOK OUT DR,
ELEVATION = 1310.82 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1679259.96, E 1696827.93

BENCHMARK #5
RR SPIKE WEST FACE HLP, APPROX. 265 FEET SOUTH OF
HARRY AND 38 FEET EAST OF143RD,
ELEVATION = 1318.24 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1681676.50, E 1696781.49

N

0 200' 400' 800' 1200'
(IN FEET)

ERIC JOHN GLOVER LICENSED 18144 KANSAS PROFESSIONAL ENGINEER
Digitally Signed 12/19/2025

NOTE: All coordinates listed are modified NAD83 Kansas State Plane Zone South unless otherwise noted. To convert listed coordinates to NAD83 Kansas State Plane Zone South coordinates multiply the northing and easting by the project scale factor of 0.99992052. Elevation datum is NAVD88 Geoid 12B unless otherwise noted.

DEC. 2025

PLANS PREPARED BY

GARVER
1995 Midfield Road
Wichita, KS 67209
(316) 264-8008
www.GarverUSA.com
Project No. 23T41143

## GENERAL NOTES:

1. The Contractor shall comply with all applicable safety regulations. All construction shall be completed following current City Standard Specifications and Special Provisions.

2. Contractor will be required to provide notice to utility companies a minimum of seventy-two (72) hours prior to any excavation, as follows:

   Kansas One-Call 687-2470

   The Contractor must notify the following in case of an emergency:

   | | |
   |---|---|
   | AT&T | 1-800-246-8464 |
   | City of Wichita Water & Sewer Dept. | 1-316-219-8921 |
   | City of Wichita Stormwater | 1-316-268-4090 |
   | City of Wichita Traffic | 1-316-268-4034 |
   | Cox Communications | 1-888-249-3530 |
   | Evergy | 1-800-544-4857 |
   | ONEOK | 1-888-482-4950 |

3. Utility service lines, poles, etc. are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. Relocated utilities are shown in the plans. The Contractor will be required to work around existing utilities within the Right-of-Way which do not conflict with proposed construction.

4. Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations, in the opinion of the Engineer, that will leave an unsightly appearance will not be approved. All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps. of Engineers permitting regulations. Any material buried or stockpiled beyond approved construction limits would require additional archaeological investigations unless buried in a previously approved borrow location.

5. Trees and shrubs to be removed are marked . Trees or shrubs marked for removal, which in the opinion of the Engineer can be saved, shall be spared. Tree and shrub disposal areas and disposal methods shall be approved by the Engineer. Tree trimming shall be incidental to the bid item for "Site Clearing". Trees that are removed shall be paid for as "Large Tree Removed" or "Small Tree Removed" when individual trees are identified. Tree Row Removal will be paid for as "Tree Row Removed" when identified as such on the plans. Any branches to be removed shall be trimmed with an instrument/tool that is intended for the task. Removing branches using backhoes or other construction equipment is not an acceptable means for trimming trees.

6. The Contractor shall give all property owners and/or tenants of developed property abutting the construction of this project a minimum of ten (10) days notice prior to start of construction.

7. The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.

8. The Water Distribution Division shall field locate water valves one time during construction when requested by the Contractor. It shall be the Contractor's responsibility to preserve such field locations during the construction process. Water valves, valve boxes or fire hydrants damaged during construction shall be repaired by the Contractor at his own expense. Valve boxes and water meters within the project limits shall be adjusted to match field grades.

9. A construction traffic control plan has been prepared for this project and is included in these plans. That plan is for guidance but any deviations from the plan must be submitted in writing to the City Traffic Engineer (traffic@wichita.gov) for approval. All traffic control devices in the work zone (including markings and signs) and their installation and maintenance shall conform to the latest version of the Manual of Uniform Traffic Control Devices (MUTCD). All traffic control devices in the traveled way or clear zone shall be crashworthy (NCHRP Report 350 or MASH compliant).

   http://safety.fhwa.dot.gov/roadway dept/policy guide/road hardware/wzd. All costs associated with Contruction Control shall be subsidiary to the bid item for "Traffic Control".

10. All areas disturbed during construction that will not be under proposed pavement shall be restored in accordance with the landscaping plans. All seeding shall be permanent in accordance with the Seeding Detail sheet 139.

11. All existing pavement and curb and gutter within the construction limits shall be saw cut, full depth, to the lines shown on the plans, or to the nearest joint, and removed, unless otherwise noted. If removal limits are within three feet of a joint, remove to the joint.

12. All construction equipment, including vehicles, materials, and debris, shall be stored outside of the clear zone. Where this cannot be achieved the contractor shall place appropriate signs, abject identifiers, and/or barricades in compliance with the MUTCD.

13. Except when required for safety, traffic control shall not block any lanes or sidewalks when work is not being performed.

14. No shrink or swell factors have been applied to the earthwork quantities shown on this project. All earthwork quantities are based on raw surface volume comparisons.

15. Contractor to adjust ALL Water Valve Boxes to match final grade. Paid for in the Bid Item "Adjust Valve Box Elevation, Each."

16. Neither the City of Wichita nor the contractor shall be responsible for moving and resetting of private sprinkler systems that are on the public right of way. The property owner shall be notified prior to construction to move the sprinkler system. If the sprinkler system is not removed prior to construction, the sprinkler system shall be cut & capped by the contractor. Salvage sprinkler items shall be placed on the adjacent property for reinstallation or disposal. Cost of such work shall be incidental to the bid item for "Site Clearing".

17. All lawn/turf areas disturbed by construction shall be restored with the same sod as existing. Restoration of disturbed areas shall include, but not limited to, top soil preparation and sodding. All sodding work shall be in accordance with City Standard specifications and the City Administrative Regulation No. AR78, which governs cleanup and restoration or replacement following construction. Sod will be paid for by square yard. When the weather/season prevents the installation of sod, the Contractor shall be responsible for installing Erosion Control Blanket (Curlex I, or approved equal) at the back of curb (8' wide minimum). All costs for erosion mat installation shall be Subsidiary to " Site Restoration".

18. Driveways replaced with this project shall 8" reinforced concrete and be a minimum of 12' in width, unless otherwise noted.

19. Neither the City of Wichita nor the contractor shall be responsible for moving and resetting fences that are on the public right of way. The property owner shall be notified prior to construction to move the fence. If the fence is not removed by the time of construction, the contractor shall remove the fence and salvageable fence material shall be placed on the adjacent property for reinstallation.

20. Pavement Markings - Pavement markings on asphalt pavement shall be thermoplastic (cold plastic). Pavement markings shall be installed per manufacturer's recommendations and shall meet KDOT's 90M-100-R10 specification (City Standard Specifications). Pavement markings on concrete pavement will utilize methacrylate (MMA) striping in all area according to KDOT Specifications 806.3, Paragraph H. All transverse markings, such as stop bars and crosswalk marking are to inlayed into the pavement surface. The project will utilize wet continuous beads with a reflective index of 2.1 and higher. Full traffic may not be restored (and substantial project completion achieved) until all pavement markings are in place. Should construction timing be such that restoration of traffic becomes necessary during temperatures prohibiting the installation of thermoplastic markings, the contractor shall install and maintain temporary markings until such time that thermoplastic markings may be properly installed. Except for the material requirement, temporary pavement markings shall be placed equivalent, in every manner (i.e. dimension frequency, spacing, etc.), to the permanent marking layout. The cost for temporary pavement markings will be paid for directly, but shall be considered subsidiary to the bid item for "Pavement Markings".

21. Any sanitary sewer manhole that requires adjustment shall have a new ring & cover installed that meets the City of Wichita Standard Specifications. See Sheet ### for a summary of manholes to be adjusted and/or tops replaced.

22. Valves 12 inch and larger are to be operated by the City Water Distribution Division, 48 hours of advance notice is required with the water Dispatch at 316-219-8921.

23. The Contractor shall protect from damage and support existing utilities through construction as approved by the utility owner and the Engineer at the contractors expense.

24. Contractor shall limit the extent of trench openings overnight and weekends to less than 50 feet.

25. Maintain a minimum of 10-foot horizontal separation between all water lines (mains, services, and fire hydrants) and all sanitary sewer lines (main, services, and manholes). All separation distances are to be measured from edge-to-edge, at the closest point.

26. Maintain a minimum of 2-foot vertical separation between all water lines (main and services) and all gravity sanitary sewer lines (mains, services, and manholes) at crossings. All separation distances are to be measured from edge-to-edge, at the closest point.

27. Maintain a minimum of 2-foot vertical separation between all water lines (mains and services) and all pressurized sanitary sewer lines (force mains and services) at crossings. Waterlines must always be placed above pressurized sanitary sewer lines where they cross. All separation distances are to be measured from edge-to-edge, at the closest point.

28. All private property and landscaping features in conflict with the new construction will be relocated by others prior to construction. Upon the start of construction, all items that remain within the construction limits shall be removed and disposed of by the contractor unless otherwise noted. Removals are paid for as "Removal of Existing Structures" unless specifically noted to be paid for under a separate bid item.

29. Temporary concrete safety barrier shall be utilized where open utility trenches and non-traversable drop-offs are located adjacent to traffic. The bid price for "Concrete Safety Barrier (Temporary)" shall include furnishing and installing the barrier and eventually removing the barrier. Refer to the traffic control plans for the proper handling of traffic during construction. The pay quantity of barrier shall be based on the maximum quantity required on the project at any one time.

30. Contractor shall make satisfactory provisions for mail deliver to properties adjacent to the project during construction, if required. Mailboxes shall be removed, reset, and adjusted as necessary according to US postal service requirements. Temporary mailboxes shall be set at a convenient location accessible to the mail carrier's vehicle and approved by the engineer. Contractor shall maintain all mailboxes in an upright position and repair any mailboxes or their supports which are damaged during construction. Mailboxes and posts shall be reset after construction in a condition equal to or better then their condition prior to removal. All work and materials associated with maintaining mail deliver shall be included in the bid item "Site Restoration".

31. All storm sewer crossing existing pavement shall be constructed by removing half the pavement width at a time, in accordance with traffic control measures, unless otherwise noted. Contractor is responsible for bulk-heading partially constructed storm run pipes prior to backfilling. Temporary bulk-heading shall be subsidiary to storm sewer construction.

32. Prior to storm sewer crossings at drive locations, contractor shall coordinate with property owner in addressing temporary access restrictions.

## UTILITY CONTRACTOR LIST

Kemp Smith
Evergy
1900 East Central (3rd Floor)
P.O. Box 208
Wichita, KS 67201
316-261-6217

Adam Knolla
Kansas Gas Service
1021 East 26th Street North
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316-832-3123

Nathan Bunton
Cox Communications
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7901 George Washington Blvd.
Wichita, KS 67211
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Jason Edwards
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Wichita, KS 67202
316-268-2008

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455 North Main
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316-268-4307

Jeff Crosby
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455 North Main
Wichita, KS 67202
316-268-4329

Greg Lolley
Wichita Water
City Hall - 8th Floor
455 North Main
Wichita, KS 67202
316-268-4334

**ADJUSTMENT OF MANHOLE**

| STATION | SIDE | EXISTING ELEVATION | PROPOSED ELEVATION | REMARKS |
|---|---|---|---|---|
| 113+22 | Lt. | | | No Adjustment - Install Ring & Cover |
| 116+52 | Lt. | | | No Adjustment - Install Ring & Cover |
| 126+92.4 | Lt. | 1317.37 | 1316.9 | Install New Ring & Cover |
| 129+84.29 | Lt. | 1318.2 | 1316.6 | Install New Ring & Cover |
| 133+41.75 | Lt. | 1316 | 1314.6 | Install New Ring & Cover |
| 136+90 | Lt. | | | No Adjustment - Install Ring & Cover |

**REMOVAL OF EXISTING STRUCTURES**

| STATION | ROADWAY | SIDE | ITEM | NOTES |
|---|---|---|---|---|
| 100+00 | 143rd | Lt. | 27"x 125' RCP | Side Road Culvert |
| 102+17 | 143rd | Rt. | 15"x 46' CMP | Driveway Culvert |
| 114+54 | 143rd | Rt. | 30"x 55' CMP | Driveway Culvert |
| 112+80-115+00 | 143rd | Lt. | 54"x 220' RCP | Outlet Pipe to Creek |
| 112+80 | 143rd | Lt. | Headwall | End 54" RCP |
| 115+00 | 143rd | Lt. | Manhole | Over Exist. 54" Pipe |
| 115+00 | 143rd | Lt. | 18"x 12' Pipe | Connect Inlet & Manhole |
| 115+00 | 143rd | Lt. | Area Inlet | Bottom of Ditch |
| 115+00-117+25 | 143rd | Lt. | 36" RCP | Manhole to Manhole |
| 115+14 | 143rd | Rt. | 36"x 32' RCP | Driveway Culvert |
| 116+16 | 143rd | Lt. | 15"x 48' CMP | Driveway Culvert |
| 117+25 | 143rd | Lt. | Manhole | Over Exist. 36" Pipe |
| 117+25 | 143rd | Lt. | 36"x 12' Pipe | Connect Inlet & Manhole |
| 117+25 | 143rd | Lt. | Area Inlet | Bottom of Ditch |
| 117+25-120+03 | 143rd | Lt. | 30" RCP | Manhole to Manhole |
| 118+20 | 143rd | Rt. | 15"x 52' CMP | Side Road Culvert |
| 121+79 | 143rd | Rt. | 27"x 52' RCP | Side Road Culvert |
| 124+92 | 143rd | Lt. | 42"x 52' CMP | Side Road Culvert |
| 126+75 | 143rd | Rt. | 12"x 50' RCP | Side Road Culvert |
| 131+25 | 143rd | Lt. | 2-24"x 72' RCP | Side Road Culvert |
| 135+86 | 143rd | Rt. | 18"x 53' CMP | Side Road Culvert |
| 137+79 | 143rd | Rt. | 18"x 40' CMP | Driveway Culvert |
| 138+46 | 143rd | Lt. | 24" End Section/Area Inlet | Drain to pond west |
| 138+66 | 143rd | Rt. | 21"x 38' CMP | Driveway Culvert |
| 139+92 | 143rd | Rt. | 21"x 36' CMP | Driveway Culvert |
| 13+78 | Harry | Rt. | 15"x 44' CMP | Driveway Culvert |

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

GENERAL NOTES

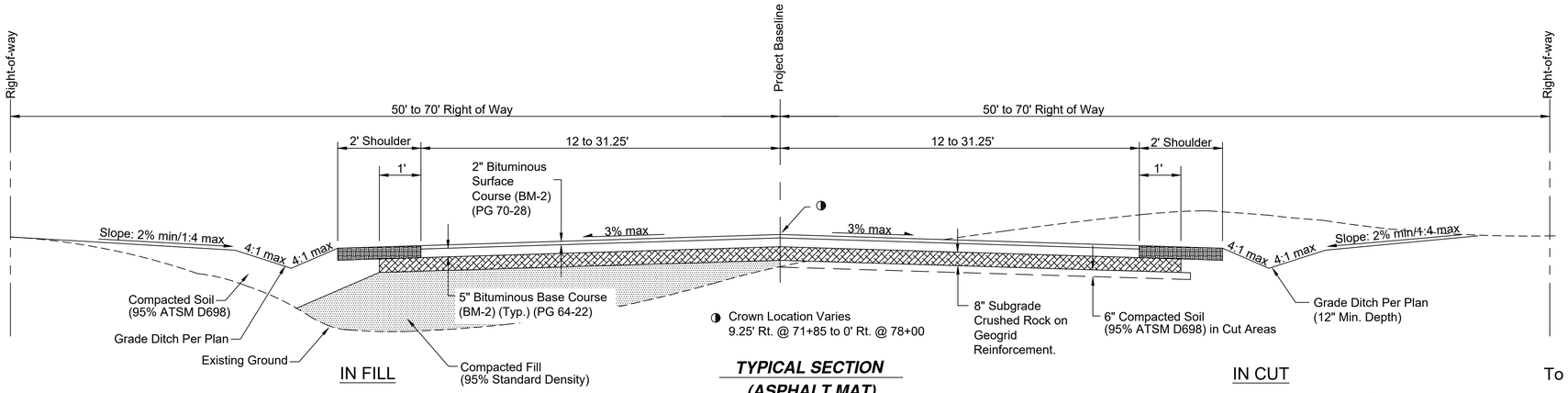
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

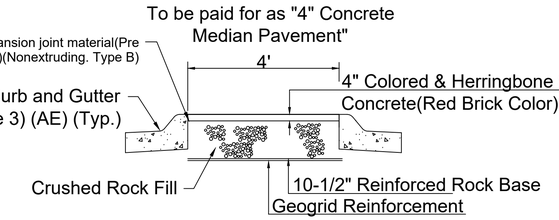
SHEET NUMBER 2 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\Coversheet and Paving Details.dwg Last Save: 12/18/2025 3:04 PM Last saved by: HGreen
Last plotted by: Glover, Eric J. Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:22 AM Plotter used: None



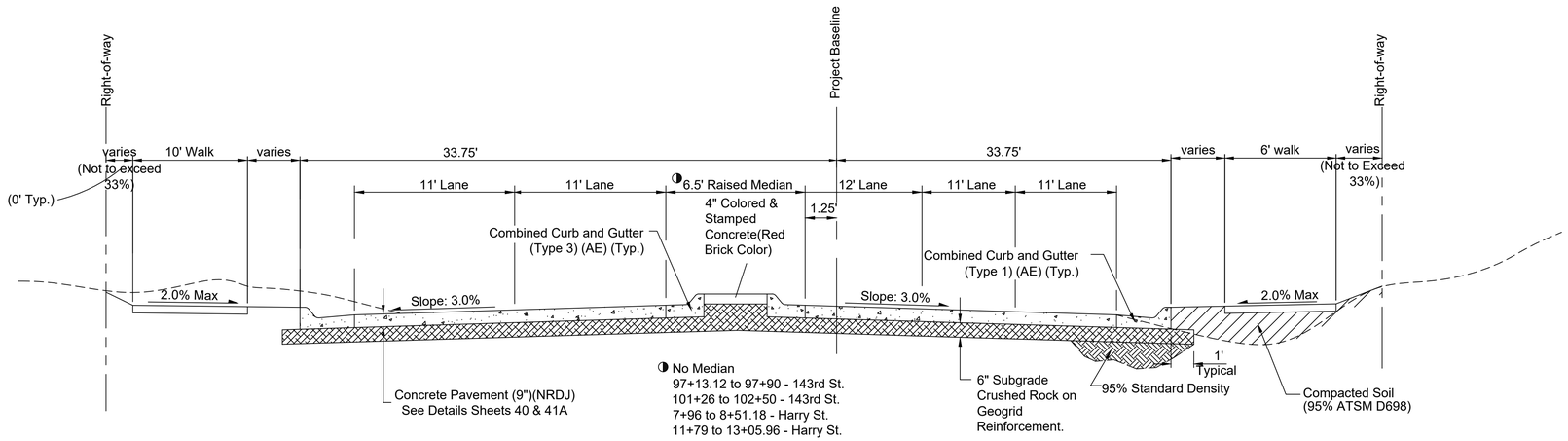

***TYPICAL SECTION***
***(ASPHALT MAT)***
***94+36 to 97+50 - 143rd St.***
***4+12 to 7+96 - Harry St.***
***13+15 to 18+63.5 - Harry St.***

NOTE:
Compaction of existing subgrade in cut areas shall be subsidiary to the bid item for the Reinforced Crushed Rock Base in the area.

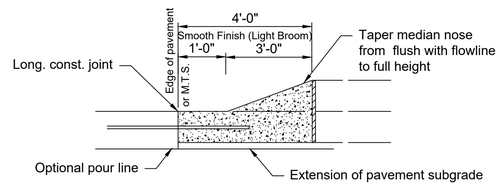



***CONCRETE MEDIAN PAVEMENT***

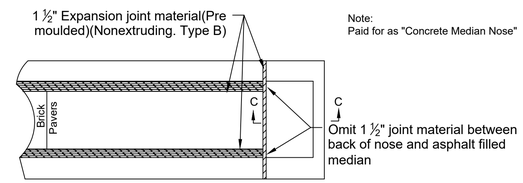
*Brick Red Concrete Color Pigment Powder shall be fade resistant.




***TYPICAL SECTION***
***(FOR TURN LANES)***
***97+50 to 99+16.76 - 143rd St***
***100+82.57 to 102+25 - 143rd St (Reversed)***
***7+96 to 9+26.14 - Harry St.***
***11+28.35 to 13+15 - Harry St. (Reversed)***




DRIVABLE MEDIAN NOSE - TYPE III
SECTION C-C




Note: Expansion joints shall be placed in concrete median as follows: In long runs expansion joints shall be ½" expansion joint material (Nonextruding. Type B) flush with the surface. Expansion joints in the median shall match expansion joints in the curb and gutter with a minimum spacing of 100 feet. Plane of weakness in median shall match plane of weakness in curb & gutter.

.TYPICAL NOSE DETAILS FOR RAISED MEDIANS

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TYPICAL SECTIONS 1

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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SHEET NUMBER 3 OF .

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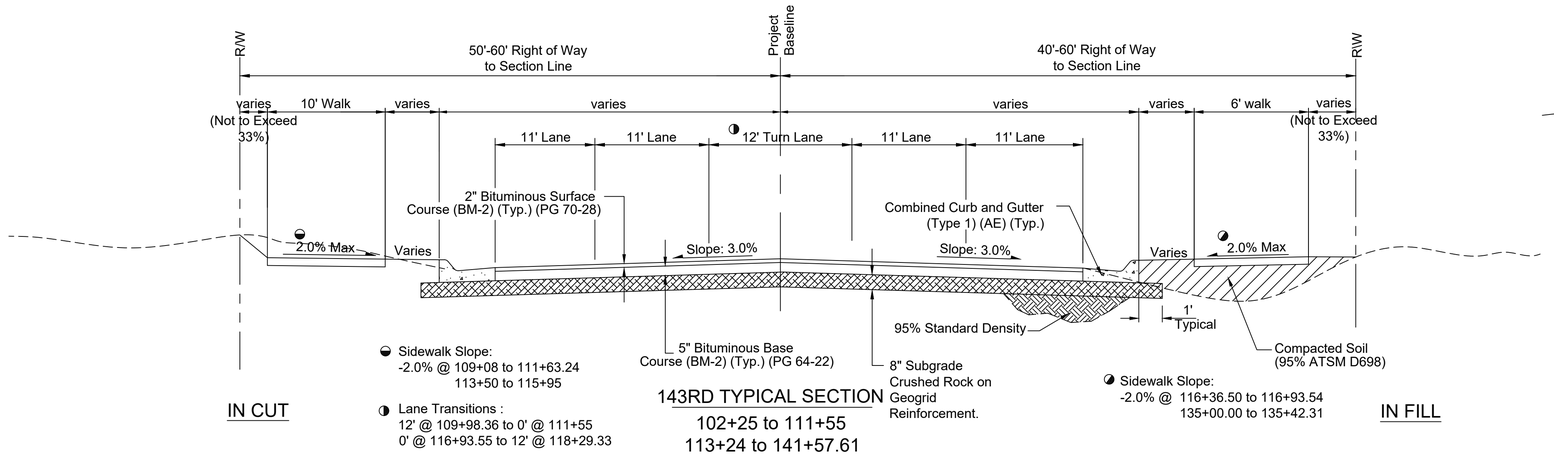
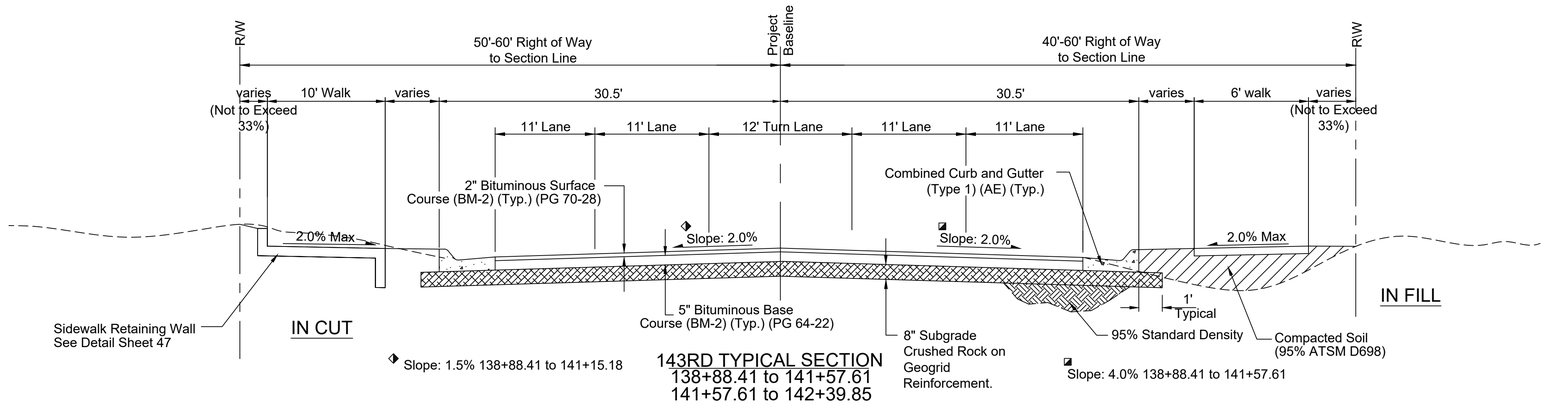
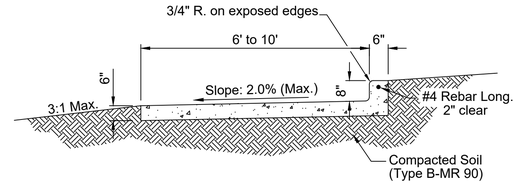
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:22 AM Plotter used: None




143RD TYPICAL SECTION
102+25 to 111+55
113+24 to 141+57.61

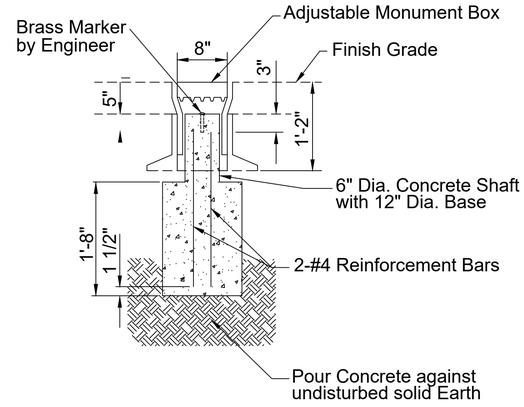



143RD TYPICAL SECTION
138+88.41 to 141+57.61
141+57.61 to 142+39.85

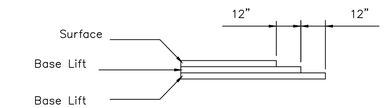



## SIDEWALK PROTECTION CURB

Where deemed necessary in the field or as indicated on the plans.
(Measured quantity in lineal feet and paid as "Sidewalk Protection Curb")

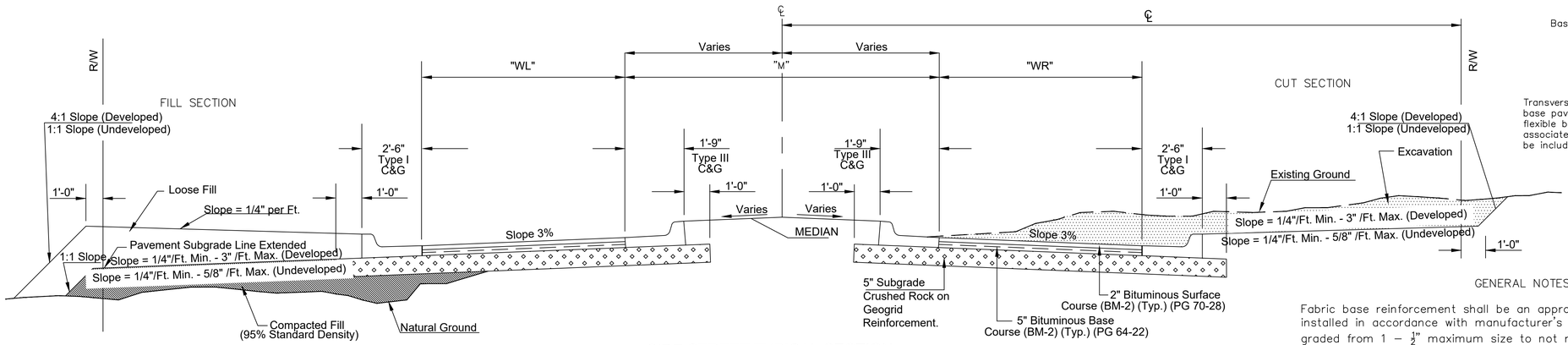



## MONUMENT BOX




## TRANSVERSE CONSTRUCTION JOINTS

Transverse construction joints shall be constructed in flexible base pavement at locations where pavement joins existing flexible base pavement as show by the detail. All costs associated with the construction of the transverse joint shall be included in the bid price for Square Yards of pavement.




## SIDE STREET TYPICAL SECTION

| STREET NAME | "WL" | "W" | "WR" | STATION | CENTER LINE | ROW DIMENSION | MEDIAN DESCRIPTION | SLOPE | ROCK THICKNESS | PAVEMENT THICKNESS | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| TIMBERLAKE RD (W) | 12.0' | | 12.0' | 19+70–19+90 | 32' | 64' | | 3% | 5" | 5" | |
| TIMBERLAKE RD (E) | 12.0' | | 12.0' | 21+09.98–21+29.98 | 32' | 64' | | 3% | 5" | 5" | |
| WILLOWBEND CIR. | 12.0' | | 12.0' | 26+10–26+30 | 32' | 64' | | 3% | 5" | 5" | |
| SPRING VALLEY ST | 12.0' | | 12.0' | 29+75–29+90 | 29' | 58' | | 3% | 5" | 5" | |
| SPRING VALLEY CIR | 12.0' | | 12.0' | 32+10–32+60 | 43' (S) | 100' | | 3% | 5" | 5" | |
| C ASTLE ST | 12.0' | | 12.0' | 34+80–34+89.64 | 29' | 58' | | 3% | 5" | 5" | 2.28 LF. CURB & GUTTER SAW CUT AND MATCH DRIVE |
| LINCOLN ST | 12.5 | | 12.5 | 41+00.75 | 20 | 40 | | 3% | 5" | 5" | TRANSITION WIDTH FROM 41+00.75 TO 41+45.59 WITH NO CURB |
| LINCOLN ST | 3.5' | | 12.9' | 41+45.59 | 20' | 40' | | 3% | 5" | 5" | |
| LAGUNA ST (W) | 13.7' | 14.1' | 24.2' | 49+65–49+89.49 | 32' (S) | 82' | | 3% | 5" | 5" | |
| LAGUNA ST (E) | 12.0' | | 12.0' | 51+10 | 30' | 60' | | 3% | 5" | 5" | TRANSITION WIDTH FROM 51+10 TO 51+75.95 WITH NO CURB |
| LAGUNA ST (E) | 7.8' | | 14.9' | 51+75.95 | 30' | 60' | | 3% | 5" | 5" | |
| TWINLAKE DR | 15.0' | | 15.0' | 56+09.99 | 30' | 60' | | 3% | 5" | 5" | TRANSITION WIDTH FROM 56+09.99 TO 56+33.89 WITH NO CURB |
| TWINLAKE DR | 10.0' | | 8.9' | 56+33.89 | 30' | 60' | | 3% | 5" | 5" | |
| SPRING CREEK DR | 12.0' | | 12.0' | 59+90–59+80 | 29' | 58' | | 3% | 5" | 5" | |

## GENERAL NOTES

Fabric base reinforcement shall be an approved grid. Fabric base reinforcement shall be installed in accordance with manufacturer's recommendations. Crushed rock shall be uniformly graded from 1 – ½" maximum size to not more than 10% passing a No. 200 sieve. Rock quality shall be the same as specified for coarse aggregate for concrete mixes.

Rock base is to be compacted and smoothed with a steel faced roller prior to placement of asphalt. Tack coat will not be applied to rock base.

A tack coat of emulsified asphalt (SC–1H or CSS–1H) shall be applied to an approximate rate of 0.05 gallons per square yard between each lifts of asphaltic material.

Bituminous base and asphaltic concrete wearing surface shall be placed with a laydown machine having automatic controls for line and grade.

Construction joints in each lift shall be staggered a minimum distance of one (1) foot from joints in preceding lifts and placed so that a join will be constructed on the centerline of the top lift.

The asphaltic concrete pavement between the combined curb and gutter shall be paid as square yards of of pavement.

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TYPICAL SECTIONS 2

23B4043
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 4 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TYPICAL SECTIONS.dwg Last Save: 12/11/2025 10:19 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:22 AM Plotter used: None

TIMBER VALLEY ESTATES
2ND ADDITION

SPRING HOLLOW
ADDITION

HARRY ST

65' BLDG. S.B.

35' BLDG. S.B.

143RD ST

FIBER OPTIC MARKERS TO BE ADJUSTED BY UTILITY CONTRACTOR AFTER COMPLETION OF GRADING

TRAFFIC SIGNAL POLES TO BE RELOCATED BY CITY OF WICHITA

RELOCATE COUNTY MAINTENANCE SIGN

REMOVE 125± L.F. 27" RCP

TRAFFIC SIGNAL POLE TO BE RELOCATED BY CITY OF WICHITA

POWER POLE TO BE RELOCATED BY EVERGY

REMOVE 1 LARGE TREE

EXISTING FENCE TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTI0N

SECTION LINE = CENTERLINE OF PROJECT

94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00

REMOVE 4 SMALL TREES

10' TEMPORARY CONSTRUCTION EASEMENT

REMOVE 5 LARGE TREES

REMOVE 1 LARGE TREE

REMOVE 46± L.F. 15" CMP

UTILITY JUNCTION BOXES TO BE ADJUSTED BY COX COMMUNICATIONS.

UTILITY JUNCTION BOXES TO BE ADJUSTED BY EVERGY.

UTILITY JUNCTION BOXES TO BE ADJUSTED BY COX COMMUNICATIONS

REMOVE 3 LARGE TREES

RELOCATE STREET SIGN

TIMBER LAKE RD

UNPLATTED

EXISTING FENCE TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTI0N

TIMBER LAKE ESTATES
ADDITION

EXISTING PAVEMENT REMOVAL

0 20' 40' 80' 120'
(IN FEET)

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd ST.
DEMO 1

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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SHEET NUMBER 5 OF .

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SPRING HOLLOW ADDITION

TIMBER LAKE ESTATES

UNPLATTED

143RD ST

EXISTING TORNADO SIREN TO BE PROTECTED FROM DAMAGE DURING CONSTRUCTION

REMOVE CONCRETE WEIR

REMOVE 34± LF 36" CMP

REMOVE 487 LF EXISTING GUARDRAIL

REMOVE AREA INLET, 12± LF 36" RCP & MANHOLE

RELOCATE MAILBOX

WATER METERS TO BE ADJUSTED BY CITY OF WICHITA

REMOVE 48± L.F. 15" CMP

RELOCATE MAILBOX

REMOVE 225± LF 36" RCP

REMOVE AREA INLET, 12± LF 18" RCP & MANHOLE

REMOVE 220± LF 54" RCP & END SECTION

SECTION LINE = CENTERLINE OF PROJECT

REMOVE 4 SMALL TREES

REMOVE 1 LARGE TREE

REMOVE 4 SMALL TREES

REMOVE 2 LARGE TREES

REMOVE 1 SMALL TREE

REMOVE 2 LARGE TREES

REMOVE 1 SMALL TREE

WATER METER TO BE ADJUSTED BY CITY OF WICHITA

RELOCATE MAILBOX

REMOVE 55± L.F. 30" CMP

RELOCATE MAILBOX

REMOVE 1 LARGE TREE

REMOVE 32± L.F. 36" RCP

RELOCATE MAILBOX

REMOVE 3 SMALL TREES

20' UTIL. ESMT.

10' UTIL. ESMT.

EXISTING PAVEMENT REMOVAL

0 20' 40' 80' 120'
(IN FEET)

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd ST.
DEMO 2

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD STREET-DEMO-2.dwg Last Save: 12/8/2025 1:13 PM Last saved by: SOSchmidt
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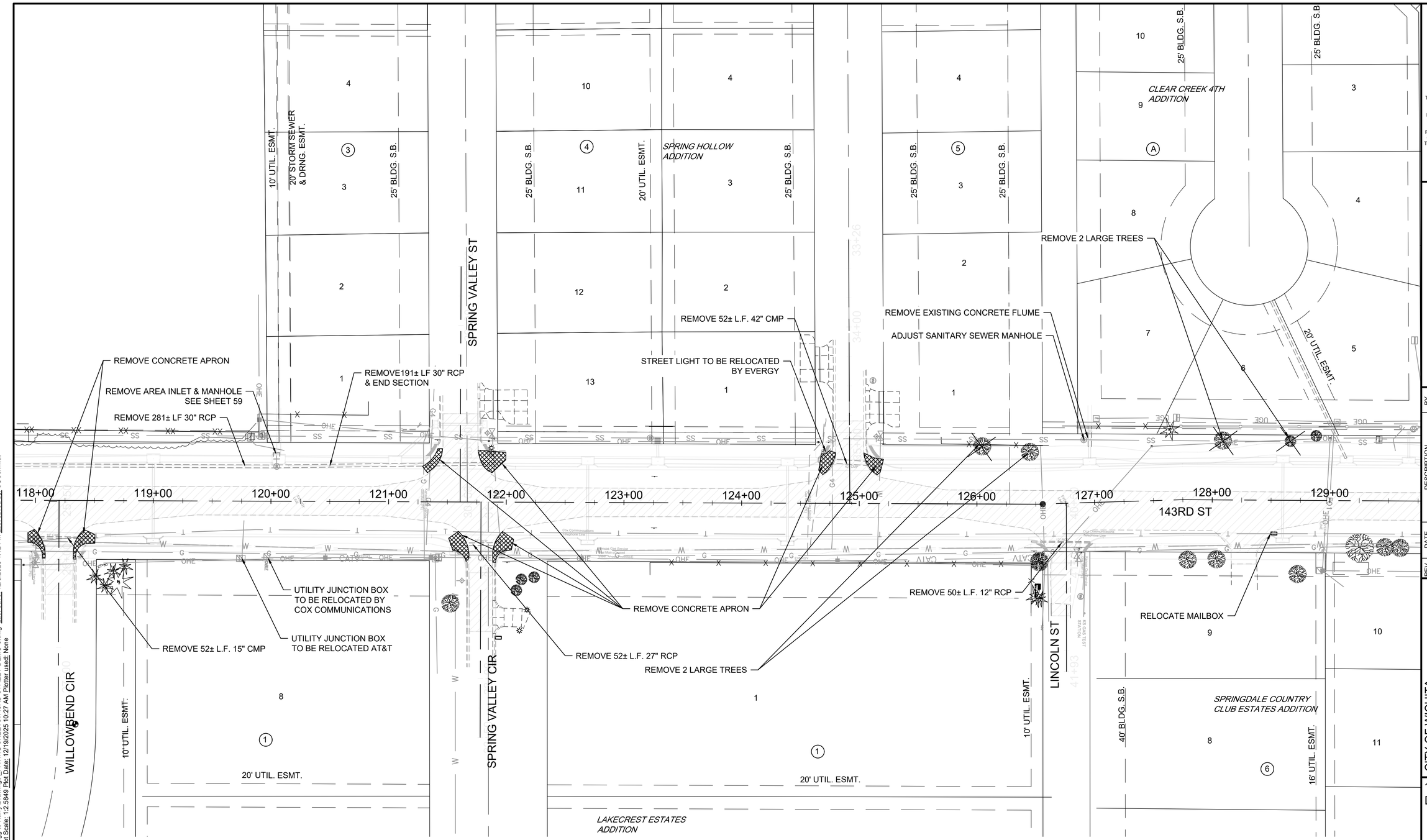


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd ST.
DEMO 3

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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LAGUNA ST

CLEAR CREEK ADDITION

SPRINGDALE LAKES 2ND ADDITION

SPRINGDALE COUNTRY CLUB ESTATES ADDITION

SPRING CREEK DR

143RD ST

143RD ST E

TWIN LAKE DR

ADJUST SANITARY SEWER MANHOLE

REMOVE 3 LARGE TREES

REMOVE 72± L.F. 2-24" RCP

REMOVE 4 LARGE TREES

REMOVE 1 SMALL TREE

REMOVE 5 LARGE TREES

REMOVE 24" END SECTION AND AREA INLET

REMOVE 3 LARGE TREES AND 5 SMALL TREES

REMOVE 2 LARGE TREES

RELOCATE MAILBOX TO MEET USPS REQUIREMENTS

ADJUST SANITARY SEWER MANHOLE

REMOVE 53± L.F. 18" CMP

REMOVE 2 SMALL TREES

REMOVE 1 LARGE TREE

RELOCATE WATER METER

REMOVE 36± L.F. 21" CMP

RELOCATE MAILBOX TO MEET USPS REQUIREMENTS

REMOVE 1 LARGE TREE

RELOCATE WATER METER

REMOVE 38± L.F. 21" CMP

REMOVE & RELOCATE MAILBOX

RELOCATE WATER METER

REMOVE 40± L.F. 18" CMP

130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00

EXISTING PAVEMENT REMOVAL

0 20' 40' 80' 120'
(IN FEET)

| BY | DESCRIPTION | DATE | REV. |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd ST.
DEMO 4

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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SHEET NUMBER 8 OF .

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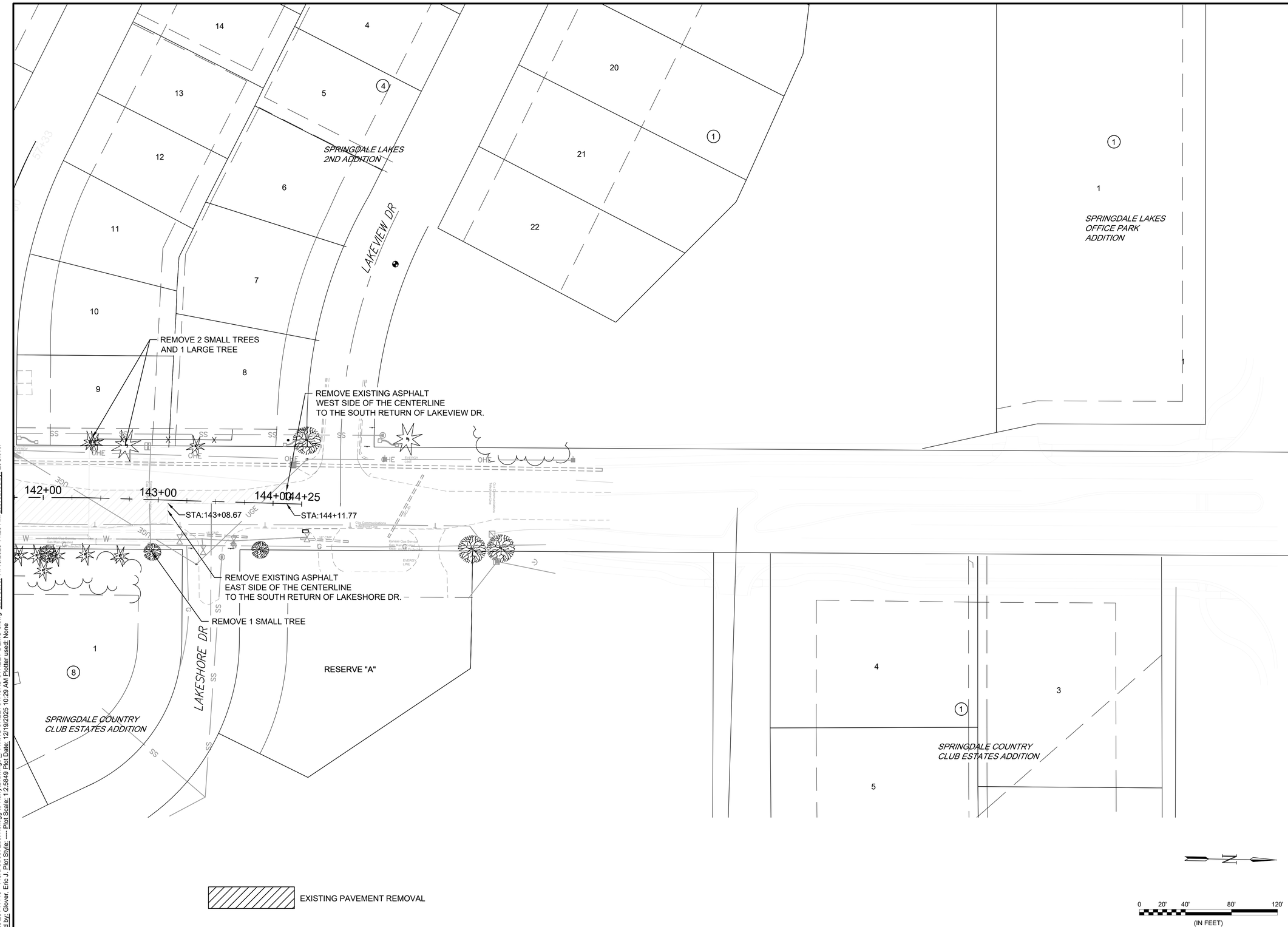


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd ST.
DEMO 5

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
.

SHEET NUMBER 9 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD STREET-DEMO-5.dwg Last Save: 11/10/2025 11:29 AM Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:29 AM Plotter used: None
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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

P.V.I. Sta. 97+50.0 1323.27

P.V.I. Sta. 99+16.41 1321.00

-2.16% T.C. LT.

TIMBER VALLEY ESTATES 2ND ADDITION

1

2

MURFIN ACRES, LLP
250 N WATER
WICHITA, KS 67202-1216

MURFIN ACRES, LLP
250 N WATER
WICHITA, KS 67202-1216

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1323.59

SWS LINE 1

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

+24.71 75.00 LT.

END 9" REINFORCED CONCRETE
BEGIN 9" NRDJ CONCRETE

+50.00-END EOP Taper & Asphalt -39.00' Lt.
BEGIN Conc. Pavement

+50.00 75.00 LT.

CONSTRUCTION LIMITS

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

+36.05-BEGIN EOP Taper -23.21'Lt.

94+74.00 PVC

95+74.00 PVT

+49.68 60.00 LT.

96+75.00 PVC

+06.78-BEGIN Median -14.50' Lt.

98+25.00 PVC

EXIST. FIBER OPTIC LINE

EXIST. AC PAVEMENT

143RD ST

CROWN OF ROADWAY

CL 143RD ST = SECTION LINE

SWS LINE 1D

EXIST. UNDERGOUND COX CABLE

EXIST. KANSAS GAS SERVICE MAIN

EXIST. WATER MAIN

10' DRAINAGE ESMT.

10' TEMP. CONST. ESMT.

STA. 94+36.00 BEGIN TYPICAL 31' PAVEMENT SECTION.
SAW CUT EXISTING PAVEMENT TO A CLEAN LINE (35 L.F.)

+36.14-BEGIN EOP Taper 11.50' Rt.

INSTALL 479 L.F. TEMPORARY SNOW FENCE

CONSTRUCTION LIMITS

CONTRACTOR SHALL REMOVE EXISTING FENCE AND STORE ON SITE

*SMALLGRASS, LLC*
*27 SCHEURMAN TER*
*WARREN, NJ 07059-7154*

*UNPLATTED*

+64 = CL Drive Width = 18'

STA:99+16.80 OFF:37.71'RT.

+15.00 40.00 RT.

CONTRACTOR SHALL REMOVE EXISTING CHAIN LINK FENCE AND STORE ON SITE

CONSTRUCT DRIVEABLE MEDIAN NOSE SEE DETAIL SHEET 3

CONSTRUCT 9" REINFORCED CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE. SEE DETAIL SHEET 41B

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1323.34

-2.19% T.C. RT.

P.V.I. Sta. 97+50.00 1323.27

P.V.I. Sta. 99+16.78 1320.70

Asphalt Pavement Removal

Proposed Concrete Pavement

0 10' 20' 40' 60'
(IN FEET)

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 94+36.14 TO 98+75

JOB NO.: 23T41143
DATE: DEC. 2025
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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:32 AM Plotter used: None

P.V.I. Sta. 99+16.41 1321.00
-2.16% T.C. LT.
TIMBER VALLEY ESTATES 2ND ADDITION
2
MURFIN ACRES, LLP
250 N WATER
WICHITA, KS 67202-1216
2
+24.71 75.00 LT.
CONSTRUCT 10' WHEEL CHAIR RAMPS W/DETECTABLE WARNING (BOTH SIDES). SEE SHEET 45 .
CONSTRUCTION LIMITS
CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1321.19
CONSTRUCT 9" REINFORCED CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE.
END 9" REINF. CONC.
+16.41-BEGIN Int. Radius -39.00' Lt.
BEGIN 9" NRDJ CONC.
+36.00-END Median -14.50' Lt.
EXIST. OVERHEAD ELECTRIC
EXIST. FIBER OPTIC
EXIST. 16" WATER MAIN
38.25' Bk.-Bk.
3'
26.25' Bk.-Bk.
150' R/W
SWS LINE 1A
SEE SHEET NO.24 FOR INTERSECTION DETAILS.
CONSTRUCT 10' WHEEL CHAIR RAMPS W/DETECTABLE WARNING (BOTH SIDES). SEE SHEET 45 .
CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED
+74.43 75.00 LT.
20' UTIL. ESMT.
CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1320.31
END 9" NRDJ CONC.
+82.57-END Radius -39.00' Lt.
BEGIN 9" REINF. CONC.
+64.59-END Median -2.74' Lt.
P.V.I. Sta. 101+96.14 1318.23 50' V.C. K = 1554.15
-1.17% T.C. LT.
SPRING HOLLOW ADDITION
3
HARKNESS DONNA M
1550 S LOOK OUT DR
WICHITA, KS 67230-9524
4
101+50.00 PVC
+74.58-END Median -2.76' Lt.
20' UTIL. ESMT.
+25.00-END Conc. Pvmt -36.50' Lt. BEGIN Asphalt Pvmt.
EXIST. CABLE TV
EXIST. UNDERGROUND TELEPHONE
EXIST. FIBER OPTIC
EXIST. UNDERGROUND ELECTRIC
EXIST. KANSAS GAS SERVICE MAIN
P.V.I. Sta. 103+00.00 1316.45 50' V.C. K = 58.07
-1.75% T.C. LT.
-2.60% T.C. LT.
CONSTRUCTION LIMITS
SKILLEN BRADLEY K
1540 S LOOK OUT DR
WICHITA, KS 67230-9524
3
25'
25'
2
CONSTRUCT 9" REINFORCED CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE.
CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED
102+50.00 PVT
+49.43 75.00 LT.
102+75.00 PVC
103+25.00 PVT
RIVERA PHILLIP R
1530 S LOOKOUT DR
WICHITA, KS 67230-9524
CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1316.24
+49.43 50.00 LT.
49.00' LT
+49.30
PROPOSED TRAFFIC SIGNALS
SWS LINE 1
SWS LINE 1C
SWS LINE 1E
SWS LINE 1F
EXIST. AC PAVEMENT
143RD ST
HARRY ST
CL 143RD ST = SECTION LINE
EXIST. 12" WATER MAIN
EXIST. 15" CMP
EXIST. KANSAS GAS SERVICE MAIN
EXIST. UNDERGROUND TELEPHONE
EXIST. UNDERGROUND ELECTRIC
EXIST. UNDERGROUND CABLE TV
EXIST. OVERHEAD ELECTRIC
Cox Communications
CONSTRUCT TYPE 3 (MEDIAN) CURB & GUTTER (8") BOTH SIDES.
CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.
CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1321.05
+14.99 40.00 RT.
+16.78-BEGIN Int. Radius 28.50' Rt.
+36.00-END Median -7.00' Rt.
+40.02 70.00 RT.
UNPLATTED
SMALLGRASS, LLC
27 SCHEURMAN TER
WARREN, NJ 07059-7154
CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED
CONSTRUCT 10' WHEEL CHAIR RAMPS W/DETECTABLE WARNING (BOTH SIDES). SEE SHEET 45 .
26.25' Bk.-Bk.
4'
37.25' Bk.-Bk.
CONSTRUCTION LIMITS
END 9" REINF. CONC.
BEGIN 9" NRDJ CONC.
-2.19% T.C. RT.
P.V.I. Sta. 99+16.78 1320.70
+68.76-END Median -6.60' Rt.
+83.58-END Radius 28.50' Rt.
+75.16 75.00 RT.
+75.79-END Median -31.75' Rt.
101+75.00 PVC
+16' = CL Drive Width = 18'
+25.00-END EOP Taper 26.00' Rt.
102+25.00 PVT
+50.00 75.00 RT.
102+75.00 PVC
103+23.25 PVT
+49.26 50.00 RT.
+43.71 50.36' RT
+67.31 47.00' RT
+91.10 48.62' RT
CONSTRUCT TYPE 3 (MEDIAN) CURB & GUTTER (8") BOTH SIDES.
CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.
CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED
CONSTRUCTION LIMITS
TIMBER LAKES ESTATES ADDITION
25'
25'
CL 20' UTIL. ESMT
CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1316.40
CONSTRUCT 10' WHEEL CHAIR RAMPS W/DETECTABLE WARNING (BOTH SIDES). SEE SHEET 45 .
TIMBER LAKES HOME OWNERS ASSOC INC
PO BOX 781518
WICHITA, KS 67278-1518
2
-1.76% T.C. RT.
-1.77% T.C. RT.
-2.61% T.C. RT.
P.V.I. Sta. 100+83.49 1320.32
P.V.I. Sta. 102+00.00 1318.46 50 V.C.
P.V.I. Sta. 103+00.00 1316.64 50 V.C.
Asphalt Pavement Removal
Proposed Concrete Pavement
0 10' 20' 40' 60'
(IN FEET)

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 98+75
TO 103+75

JOB NO.: 23T41143
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DESIGNED BY: .
DRAWN BY: .

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SHEET NUMBER 11 OF .

SPRING HOLLOW ADDITION

P.V.I. Sta. 105+00.00 1312.31

P.V.I. Sta. 105+56.41 1311.18

P.V.I. Sta. 106+00.00 1310.27 50' V.C. K = 71.34

ADAMS-ZIMMERMAN DONNA
14300 TIMBER LAKE RD.
WICHITA, KS 67230-9110

SPRING HOLLOW ADDITION

P.V.I. Sta. 109+00.00 1303.21 250' V.C. K = 78.10

-2.59% CROWN GRADE

-2.00% CROWN GRADE

-2.70% CROWN GRADE

0.50% T.C. LT.

3

*RIVERA PHILLIP R*
*1530 S LOOKOUT DR*
*WICHITA, KS 67230-9524*

2

*ASCHBRENNER TIMOTHY R & SARAH P*
*1520 LOOKOUT DR*
*WICHITA, KS 67230-9524*

1

19

*CRAIG SHAWN ROBERT & BECKY*
*1450 S LOOKOUT DR*
*WICHITA, KS 67230-9522*

18

7

17

*HESS DONALD & BRENDA REV TR*
*1440 S LOOK OUT DR*
*WICHITA, KS 67230-9522*

25' 25' 125' 125'

20' UTIL. ESMT.

STA. 107+25.00 PVC

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

CONSTRUCT 10' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS (BOTH SIDES). SEE SHEET 45.

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1311.76

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43 SEE SHEET 25 FOR INTERSECTION DETAILS

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

EXISTING EMERGENCY ALERT SIREN/POLE TO REMAIN IN PLACE. CONTRACTOR SHALL TAKE CARE & PROTECT FROM DAMAGE DURING CONSTRUCTION

STA. 106+70.5 TO STA. 107+22.5 CONSTRUCT 52 L.F. THICKENED EDGE SIDEWALK ADJACENT TO BACK OF CURB SEE DETAIL SHEET 42

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1304.49

CONSTRUCTION LIMITS

TimberLake Rd

64' R/W

27' Bk.-Bk.

+49.43 50.00 LT.

49.00' LT

+49.30

+50.05-END EOP Taper -30.50' LT.

+24.41 50.00 LT.

+28.13

49.50' LT

+88.41 50.00 LT.

49.00' LT

+84.69

105+75.00 PVC

106+25.00 PVT

EXIST. 8" WATER MAIN

EXIST. UNDERGROUND TELEPHONE

EXIST. COX CABLE

EXIST. FIBER OPTIC LINE

24" RCP

EXIST. KANSAS GAS SERVICE MAIN

EXIST. UNDERGROUND AT&T

104+00 105+00 106+00 143rd St 107+00 108+00 109+00

CL 143RD ST = SECTION LINE

EXIST. AC PAVEMENT

EXIST. 12" WATER MAIN

EXIST. OVERHEAD ELECTRIC

Cox Communications Telephone Line

Kansas Gas Service Gas Main (P)

SWS LINE 1F

SWS LINE 1G

SWS LINE 1H

10' UTIL. ESMT.

+43.71 50.36' RT

+67.31 47.00' RT

+91.10 48.62' RT

+95.57 49.00' RT

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1311.75

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

EXISTING WOOD PRIVACY FENCE TO BE PROTECTED DURING CONSTRUCTION

STA. 105+00 TO STA. 105+30 CONSTRUCT 30 L.F. SIDEWALK PROTECTION CURB SEE DETAIL SHEET 4

CONSTRUCT 6' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS (BOTH SIDES). SEE SHEET 45.

+24.26 50.00 RT.

+30.37 49.00' RT

+84.11 46.50' RT

+94.11 46.59' RT

+88.26 50.00 RT.

29' Bk.-Bk.

64' R/W

30' BLDG. S.B.

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

STA. 105+84 TO STA. 106+00 CONSTRUCT 16 L.F. SIDEWALK PROTECTION CURB SEE DETAIL SHEET 4

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43 SEE SHEET 25 FOR INTERSECTION DETAILS

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1304.46

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

+93.69 42.01' RT

20' UTIL. ESMT.

73

72

1

2

*JOHNSON MATTHEW L & PAULA A*
*14401 E TIMBER LAKE RD*
*WICHITA, KS 67230-9216*

*TIMBER LAKES ESTATES ADDITION*

*MORRIS JOEL L*
*1411 S HICKORY STICK CIR*
*WICHITA, KS 67230-9210*

*HARPER SHANE S & FAITH E GRAMES*
*1409 S HICKORY STICK CIR*
*WICHITA, KS 67230-9210*

Asphalt Pavement Removal

Proposed Concrete Pavement

0 10' 20' 40' 60'
(IN FEET)

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(316) 264-8008

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 103+75 TO 109+00

JOB NO.: 23T41143
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DRAWN BY: .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:33 AM Plotter used: None

P.V.I.
Sta. 109+00.00
1303.21
250' V.C.
K = 78.10

P.V.I.
Sta. 111+00.00
1303.07
100' V.C.
K = 87.97

P.V.I.
Sta. 111+74.22
1302.74

P.V.I.
Sta. 113+02.71
1302.37

P.V.I.
Sta. 113+40.96
1302.29
50' V.C.
K = 51.21

-2.70% CROWN GRADE
0.50% CROWN GRADE
-0.61% CROWN GRADE
-0.29% CROWN GRADE
-0.35% CROWN GRADE
0.63% CROWN GRADE

125' 125' 50' 50' 25' 25'

*HOFFMAN SCOTT A & CHARITY L*
*1420 S LOOKOUT DR*
*WICHITA, KS 67230-9522*

*SPRING HOLLOW ADDITION*

*BRAMWELL JERRY LYNN JR & JENNIFER BELLE*
*1430 S LOOKOUT DR*
*WICHITA, KS 67230-9522*

*STRAIN JEFFERY R*
*PO BOX 63*
*DERBY, KS 67037-0063*

*UNPLATTED*

15 16 17

20' UTIL. ESMT. 10' UTIL. ESMT. 10' UTIL. ESMT.

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAINS. ADJUST INLET TOP TOP ELEV. =

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

STA. 109+50 TO STA. 111+55
CONSTRUCT 205 L.F.
SIDEWALK PROTECTION CURB
SEE DETAIL SHEET 4

CONSTRUCT 33.5 L.F. CONCRETE BARRIER TRANSITION. SEE SHEET 98

CONSTRUCT TYPE 1 INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAINS. ADJUST INLET TOP TOP ELEV. =

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

STA. 113+50 TO STA. 114+25
CONSTRUCT 75 L.F.
SIDEWALK PROTECTION CURB
SEE DETAIL SHEET 4

CONSTRUCTION LIMITS

CONSTRUCT 33.1 L.F. CONCRETE BARRIER TRANSITION. SEE SHEET 98

+00.03-BEGIN EOP Taper -30.50' Lt.
110+25.00 PVT
110+50.00 PVC
111+50.00 PVT
+55.00-BEGIN EOP Taper -26.50' Lt.
+04.00-BEGIN EOP 27.00' Lt.
113+15.96 PVC
113+65.96 PVT

+27.75 55.00 LT.
+27.75 50.00 LT.

25' TEMP. GRADING ESMT.

EXISTING SANITARY SEWER
36" CMP
EXIST. FIBER OPTIC LINE
EXIST. 12" WATER MAIN
EXIST. KANSAS GAS SERVICE MAIN
EXIST. OVERHEAD ELECTRIC
EXIST. UNDERGROUND TELEPHONE
Kansas Gas Service Gas Main (Coated and Polyken Protected)
Cox Communications Telephone Line
EXIST. AC PAVEMENT
EXIST. 18" RCP

98.70 97.52 98.60 MATCH 96.47 MATCH

40.83' LT
+64.28
10.00'

98.47 99.32 96.93 97.87 99.23

+93.69 42.01' RT
+29.64 42.63' RT
+75.17 34.00' RT
+04.00 34.00' RT
+64.28 36.06' RT
+37.05 42.93' RT

100' R/W 115.00' R/W

109+00 110+00 143RD ST 111+00 112+00 113+00 114+00

CL 143RD ST = SECTION LINE

EXISTING BRIDGE TO BE WIDENED.
CITY OF WICHITA BRIDGE NO. 246
FED BRIDGE NO. 5304008700SBT02
SEE SHEETS 79-94

CONSTRUCT CONCRETE BRIDGE APPROACH SLAB PAVEMENT
SEE DETAILS SHEETS 95-97

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

CONSTRUCT 33.5 L.F. CONCRETE BARRIER TRANSITION. SEE SHEET 98

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAINS. ADJUST INLET TOP TOP ELEV. = 1302.25

CONSTRUCT TYPE 1 INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAINS. ADJUST INLET TOP TOP ELEV. = 1301.70

CONSTRUCT 33.1 L.F. CONCRETE BARRIER TRANSITION. SEE SHEET 98

+00.30-BEGIN EOP Taper 43.67' Rt.
+55.00-END EOP Taper 26.50' Rt.
+04.00-BEGIN EOP 27.00' Rt.

SWS LINE 1
SWS LINE 2
SWS LINE 2K

+67.95 50.00 RT.
+67.95 60.00 RT.

*HARPER SHANE S & FAITH E GRAMES*
*1409 S HICKORY STICK CIR*
*WICHITA, KS 67230-9210*

*CLAYTON JOHN R & GENIECE L*
*1407 S HICKORY STICK CIR*
*WICHITA, KS 67230-9210*

*TIMBER LAKES ESTATES ADDITION*

*TIMBER LAKES HOMEOWNERS ASSN*
*PO BOX 781518*
*WICHITA, KS 67278-1518*

*SITES ROGER B*
*1348 S 143RD ST E*
*WICHITA, KS 67230-9706*

1 2 3 4

Asphalt Pavement Removal

0 10' 20' 40' 60'
(IN FEET)

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GARVER
1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 109+00
TO 114+25

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 13 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD STREET-4of10.dwg Last Save: 12/15/2025 11:45 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:35 AM Plotter used: None

0 10' 20' 40' 60'
(IN FEET)

UNPLATTED

P.V.I. Sta. 115+68.63 1303.55 75' V.C. K = 66.59

P.V.I. Sta. 117+40.53 1302.89 75' V.C. K = 75.00

UNPLATTED

P.V.I. Sta. 119+00.00 1303.97 150' V.C. K = 76.33

0.63% T.C. Lt.

-0.50% CROWN GRADE

0.50% CROWN GRADE

2.47% CROWN GRADE

37.5' 37.5' 37.5' 37.5' 75' 75'

STRAIN JEFFERY R
PO BOX 63
DERBY, KS 67037-0063

SWS LINE 2

SWS LINE 4

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

REMOVE & REPLACE 13 S.Y. OF ASPHALT PAVEMENT

+63.88 55.00 LT.

+63.92 50.00 LT.

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

REMOVE & REPLACE 13 S.Y. OF ASPHALT PAVEMENT

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1302.22

LANGSTON DAVID S & KAREN L
310 W CENTRAL
WICHTA, KS 67202-1004

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1302.75

STA. 114+25 TO STA. 116+03
CONSTRUCT 178 L.F.
SIDEWALK PROTECTION CURB
SEE DETAIL SHEET 4

115+31.13 PVC

116+06.13 PVT

117+03.09 PVC

117+78.03 PVT

118+25.00 PVC

+93.55-BEGIN EOP Taper -27.00' Lt.

+29.33-END EOP Taper -28.00' Lt.

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1301.79

CONSTRUCTION LIMITS

25' TEMP. CONST. ESMT.

15' TEMP. CONST. ESMT.

+46-END EOP Taper 100.06' Rt.

+16 = CL Drive Width = 13'

+73 = CL Drive Width = 13'

98.27 MATCH 97.99 MATCH 97.26 MATCH 97.52 MATCH 97.74 MATCH 97.87 MATCH 97.56 MATCH 98.02 MATCH 98.51 MATCH 99.19 MATCH 0.69 MATCH

1.35 2.22 1.55 1.40 2.54 1.87 0.79 1.65 0.98 1.44 2.31 1.64 1.89 2.75 2.08 2.56 1.89 0.47 1.34 0.61 0.95 0.45 0.94 0.44 2.55 1.36 2.41 1.41 2.83 1.57 1.07 1.32 0.82 2.52 2.68 2.83 3.17 3.17 3.02 3.04 3.27 3.85 4.76

2.22 1.72 2.54 2.04 2.75 2.25 1.65 1.15 2.31 1.81 3.14 2.64 2.56 2.06 3.14 2.64 R15.00' 2.84 2.34 2.87 2.35 2.86 2.36 R15.00' 2.65 2.15 2.62 2.12 2.49 1.99 2.48 1.98 2.63 2.13 2.74 2.24 2.90 2.40 3.48 2.98 4.39 3.89 4.56

SWS LINE 2A

SWS LINE 2B

EXIST. AC PAVEMENT

114+00 115+00 116+00 143RD ST 117+00 118+00 119+00 25+50 26+00

115' R/W 105' R/W 54' Bk.-Bk. 61' Bk.-Bk. 100' R/W

CL 143RD ST – SECTION LINE

PROPOSED 12" WATERLINE

2.60 2.92 3.23 3.52 3.50 3.25 3.00 2.90 3.10 3.39 3.97 4.87

2.22 1.72 2.42 1.92 R15.00' F.C. (TYP.) 2.62 2.12 2.67 2.17 R15.00' F.C. (TYP.) 3.08 2.58 3.05 2.55 2.68 2.18 2.61 2.11 2.36 1.86 2.12 1.62 2.25 1.75 2.42 1.92 2.55 2.05 3.05 2.55 3.50 3.00 4.40 3.90

EXIST. 12" WATER MAIN

EXIST. UNDERGROUND TELEPHONE

EXIST. KANSAS GAS SERVICE MAIN

EXIST. OVERHEAD ELECTRIC

Cox Communications Telephone Line

Kansas Gas Service Main (PE)

1.89 1.76 1.99 1.86 2.03 1.84 2.16 2.04 2.35 2.20 2.35 2.23 1.78 2.41 1.56 2.29 2.53 2.04 2.63 2.21 2.54 1.59 2.82 2.94 2.97 1.77 3.77 3.89 3.29 3.50 3.62 6.24 6.36 1.50 7.62

99.21 99.85 99.73 99.63 99.59 99.09 99.55 98.71

12.5' 22' 20' 1.21 0.75 0.41

+53 = CL Drive Width = 13'

15' DRNG. ESMT.

+92.67 50.00 RT.

+92.64 60.00 RT.

+15 = CL Drive Width = 24'

20' TEMP. CONST. ESMT.

+93.55-BEGIN EOP Taper 23.40' Rt.

+87.95 50.00 RT.

+51.95 50.00 RT.

29' Bk.-Bk. 64' R/W

+63.96-END EOP Taper 27.92' Rt.

GRAY AND SONS CONSTRUCTION LLC
250 N ROCK RD STE 330C
WICHITA, KS 67206-2263

REMOVE & REPLACE 18 S.Y. OF ASPHALT PAVEMENT

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1302.25

CONSTRUCT 6' WHEEL CHAIR RAMPS w/DETECTABLE WARNING (BOTH SIDES). SEE SHEET 45 .

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43. SEE INTERSECTION DETAIL SHEET 27.

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1303.50

STA. 119+00 TO STA. 119+50
CONSTRUCT 50 L.F.
SIDEWALK PROTECTION CURB
SEE DETAIL SHEET 4

CONSTRUCTION LIMITS

BURKE SHANAN D & VICKI L
14411 E SPRING VALLEY CIR
WICHITA, KS 67230-9534

8

1

SITES ROGER B
1348 S 143RD ST E
WICHITA, KS 67230-9706

33

MATTHEWS AUSTIN
1346 S 143RD ST E
WICHITA, KS 67230-970

SWS LINE 2K

32

2

TIMBER LAKES ESTATES ADDITION

31

PATEL RAMESH D & KAMLAVATI R
14401 E WILLOWBEND CIR
WICHITA, KS 67230-9234

WILLOWBEND CIR

27+00

27+40

TIMBER LAKES HOMEOWNERS ASSN
PO BOX 781518
WICHITA, KS 67278-1518

Asphalt Pavement Removal

Proposed Concrete Pavement

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Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
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| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 114+25 TO 119+50

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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SHEET NUMBER 14 OF .

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:36 AM Plotter used: None

P.V.I.
Sta. 118+95.06
1303.00
0.95%
T.C. LT.

2.32%
T.C. LT.

P.V.I.
Sta. 121+80.00
1309.19
120' V.C.
K = 43.06

-0.47%
T.C. LT.

P.V.I.
Sta. 123+30.00
1309.59
180' V.C.
K = 58.59

2.60%
T.C. LT.

0 10' 20' 40' 60'
(IN FEET)

*SPRING VALLEY ESTATES*
*2ND ADDITION*

*SIBAAI SAMER & DONNA*
*14321 E SPRING VALLEY ST*
*WICHITA, KS 67230-9532*

*LANGSTON DAVID S & KAREN L*
*310 W CENTRAL*
*WICHTA, KS 67202-1004*

*JOHNSON RICKY L & JANET R*
*14330 SPRING VALLEY RD*
*WICHITA, KS 67230-9531*

*NGUYEN VAN V & JACLYN H*
*14331 CASTLE DR*
*WICHITA, KS 67230-9285*

*FELDMANN MICHAEL*
*14410 E SPRING VALLEY CIR*
*WICHITA, KS 67230-9588*

*BURKE SHANAN D & VICKI L*
*14411 E SPRING VALLEY CIR*
*WICHITA, KS 67230-9534*

*LAKECREST ESTATES*
*ADDITION*

SWS LINE 2C
SWS LINE 2D
SWS LINE 2B
SWS LINE 2F
SWS LINE 2E
SWS LINE 2G
SWS LINE 2

SPRING VALLEY ST
SPRING VALLEY CIR
143RD ST

60' 60' 90' 90'
58' R/W
35' Bk.-Bk.
25' Bk.-Bk.
100' R/W
75' 75'

20' UTILITY ESMT.
10' UTILITY ESMT.
10' UTIL. ESMT.
20' STORM SEWER & DRAINAGE ESMT.
10' SAN. SWR. ESMT.

CONSTRUCTION LIMITS

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1305.75

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1308.17

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43 SEE INTERSECTION DETAIL SHEET 28.

CONSTRUCT 10' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS (BOTH SIDES). SEE SHEET 45.

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1309.64

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1312.10

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1309.95

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

CONSTRUCT 6' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS (BOTH SIDES). SEE SHEET 45.

STA. 119+00 TO STA. 121+51
CONSTRUCT 250 L.F.
SIDEWALK PROTECTION CURB
SEE DETAIL SHEET 4

STA. 122+05 TO STA. 123+50
CONSTRUCT 145 L.F.
SIDEWALK PROTECTION CURB
SEE DETAIL SHEET 4

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43. SEE INTERSECTION DETAIL SHEET 29.

PROPOSED 12" WATERLINE

+34.52 50.00 LT.
+92.52 50.00 LT.
+34.96 50.00 RT.
+35.00 50.00 RT.

121+20.00 PVC
122+40.00 PVT=PVC
121+19.97 PVC
122+39.97 PVT=PVC
119+74.98 PVT
124+20.00 PVT
124+19.97 PVT

STA:121+60.82
STA:121+78.55

CL 143RD ST = SECTION LINE

EXIST. OVERHEAD ELECTRIC
EXIST. UNDERGROUND TELEPHONE
EXIST. SANITARY SEWER
EXIST. UNDERGROUND AT&T
EXIST. FIBER OPTIC LINE
EXIST. AC PAVEMENT
EXIST. 8" WATER MAIN
Kansas Gas Service Gas Main (Coated Steel, Abandoned)
Kansas Gas Service Gas Main (Coated Steel, Protected)
Unicable Communications Line

P.V.I.
Sta. 118+99.98
1303.14
150' V.C.
K = 74.95

P.V.I.
Sta. 121+79.97
1309.21
120' V.C.
K = 40.39

P.V.I.
Sta. 123+29.97
1309.60
180' V.C.
K = 57.81

0.50%
T.C. RT.
2.46%
T.C. RT.
-0.51%
T.C. RT.
2.61%
T.C. RT.

Asphalt Pavement Removal
Proposed Concrete Pavement

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(316) 264-8008

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 119+50
TO 124+00

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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SHEET NUMBER 15 OF .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:38 AM Plotter used: None

LAGUNA CT.

SPRING VALLEY ESTATES
2ND ADDITION

CLEAR CREEK 4TH
ADDITION

P.V.I.
Sta. 124+91.95
1313.76
100' V.C.
K = 60.43

P.V.I.
Sta. 126+84.00
1315.53
100' V.C.
K = 45.49

P.V.I.
Sta. 128+60.00
1313.88
125' V.C.
K = 71.66

0 10' 20' 40' 60'
(IN FEET)

2.60%
CROWN GRADE

0.93%
CROWN GRADE

-1.24%
CROWN GRADE

0.53%
CROWN GRADE

CASTLE ST 34+00

28' UTIL. ESMT.

RESERVE "I"

JUNAID RHONDA MICHELLE & MOHAMMAD
14311 E LAGUNA CT
WICHITA, KS 67230-9401

50' 50' 50' 50' 62.5' 62.5'

CONSTRUCT VALLEY GUTTER PAVEMENT.
8" REINFORCED CONCRETE W/7"
CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC
EDGE CURB (6"). SEE DETAIL SHEET 43
SEE INTERSECTION DETAILS SHEET 30.

CONSTRUCT TYPE 1A INLET
HOOKUP & INSTALL
PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. =1312.10

CONSTRUCTION LIMITS

CONSTRUCT TYPE 4
(FULL HEIGHT) CURB & GUTTER
(6") BOTH SIDES.

CONSTRUCT 10' WHEEL CHAIR
RAMPS w/DETECTABLE WARNINGS
(BOTH SIDES). SEE SHEET 45.

CONSTRUCT TYPE 1A INLET
HOOKUP & INSTALL
PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1314.91

CONSTRUCT 10' MULTI-USE PATH
(5" CONC.)(AE). AS INDICATED

CONSTRUCT TYPE 4
(FULL HEIGHT) CURB & GUTTER
(6") BOTH SIDES.

CONSTRUCT TYPE 1A INLET
HOOKUP & INSTALL
PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1313.40

CONSTRUCT TYPE 1A INLET
HOOKUP & INSTALL
PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1313.40

STA. 127+63 TO STA. 127+91
CONSTRUCT 28 L.F. THICKENED EDGE
SIDEWALK ADJACENT TO BACK OF CURB
SEE DETAIL SHEET 42

NGUYEN VAN V & JACLYN H
14331 CASTLE DR
WICHITA, KS 67230-9285

DURAN LIV TR
1805 SHADOW CANYON RD
ACTON, CA 93510-1889

BRENTWOOD
DEVELOPMENT INC
11601 E HARRY ST
WICHITA, KS 67207-2901

MILLER FAMILY HOMES INC
1907 S HYDRAULIC AVE
WICHITA, KS 67211-4557

GATTAS CARLOS MAYORGA
& REBECA TRAN
14319 E LAGUNA CT
WICHITA, KS 67230

10' SAN. SWR. ESMT.

5' WALL ESMT.

20' DRNG. & UTIL. ESMT.

20' UTIL ESMT.

20' DRNG. & UTIL. ESMT.

+62.54
50.00 LT.

+20.54
50.00 LT.

+57.53
59.48 LT. CL
60.00' LT. SL

+57.26
49.78 LT. CL
50.00' LT. SL

+94.75
41.63 RT. CL
40.00' RT. SL

+54.78
40.19 RT. CL
40.00' RT. SL

+54.48
50.18 RT. CL
50.00' RT. SL

58'
R/W

29'
Bk.-Bk.

25'
Bk.-Bk.

40'
R/W

124+41.95 PVC

125+41.95 PVT

126+34.00 PVC

+50.52-BEGIN
EOP Taper -30.50' Lt.

+75.08-END
EOP Taper -30.50' Lt.

127+34.00 PVT

127+97.50 PVC

129+22.50 PVT

+74.53-END
EOP Taper 30.50' Rt.

SWS LINE 2H

SWS LINE 2I

SWS LINE 2G

EXIST. 8" WATER MAIN

EXIST. FIBER OPTIC LINE

EXIST. UNDERGROUND TELEPHONE

EXIST. 12" WATER MAIN

EXIST. KANSAS GAS SERVICE MAIN

EXIST. OVERHEAD ELECTRIC

EXIST. SANITARY SEWER

EXIST. AC PAVEMENT

Kansas Gas Service (TEST)

KS GAS TEST STATION

STA:126+50.00
BEGIN CL TRANSITION

STA:127+75.08
END CL TRANSITION

CL 143RD ST = SECTION LINE

CL 143RD ST
SECTION LINE

143RD ST

124+00 125+00 126+00 127+00 128+00 129+00

100' R/W

40' R/W

CONSTRUCT TYPE 1A INLET
HOOKUP & INSTALL
PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1312.10

CONSTRUCT 7" ASPHALT CONCRETE
PAVEMENT W/ 8" CRUSHED ROCK
BASE, REINFORCED.

CONSTRUCT 6' SIDEWALK
(4" CONC)(AE). AS INDICATED

CONSTRUCT TYPE 4
(FULL HEIGHT) CURB & GUTTER
(6") BOTH SIDES.

CONSTRUCT VALLEY GUTTER PAVEMENT.
8" REINFORCED CONCRETE W/7"
CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC
EDGE CURB (6"). SEE DETAIL SHEET 43
SEE INTERSECTION DETAILS SHEET 30.

CONSTRUCT 6' WHEEL CHAIR
RAMPS w/DETECTABLE WARNINGS.
(BOTH SIDES). SEE SHEET 45.

CONSTRUCT TYPE 4
(FULL HEIGHT) CURB & GUTTER
(6") BOTH SIDES.

CONSTRUCT TYPE 1A INLET
HOOKUP & INSTALL
PAVEMENT UNDERDRAIN.
ADJUST INLET TOP
TOP ELEV. = 1313.40

REMOVE & REPLACE 22 S.Y. OF ASPHALT PAVEMENT

FELDMANN MICHAEL
14410 E SPRING VALLEY CIR
WICHITA, KS 67230-9588

LAKECREST ESTATES
ADDITION

SPRINGDALE COUNTRY
CLUB ESTATES ADDITION

CAPSTONE CAPITAL LLC
8401 E 93RD ST N
VALLEY CENTER, KS 67147-8730

ELMORE NATHAN A & BRYLEE R
1227 N DERBY AVE
DERBY, KS 67037-2725

10' UTIL. ESMT.

16' UTIL. ESMT.

LINCOLN ST 41+93

Asphalt Pavement Removal

Proposed Concrete Pavement

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Wichita, KS 67209
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 124+00
TO 129+00

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:40 AM Plotter used: None

LAGUNA CT.

TWINLAKE DR.

P.V.I. Sta. 128+60.00, 1313.88, 125' V.C., K = 71.66

P.V.I. Sta. 131+58.00, 1314.72, 150' V.C., K = 75.00

P.V.I. Sta. 133+50.00, 1312.25, 90' V.C., K = 292.12

-1.24% CROWN GRADE

0.50% CROWN GRADE

-1.50% CROWN GRADE

-1.19% CROWN GRADE

CLEAR CREEK 4TH ADDITION

GATTAS CARLOS MAYORGA & REBECA TRAN
14319 E LAGUNA CT
WICHITA, KS 67230

NICHOLSON THANH NGUYEN
14322 E TWINLAKE DR
WICHITA, KS 67230-9615

CLEAR CREEK ADDITION

BLOYD DAVID J & MICHELLE D
14318 E TWINLAKE DR
WICHITA, KS 67230-9615

MILLER FAMILY HOMES INC
1907 S HYDRAULIC AVE
WICHITA, KS 67211-4557

TA DIANA TRUONG
14359 E LAGUNA ST
WICHITA, KS 67230-9618

CAPSTONE CAPITAL LLC
8401 E 93RD ST N
VALLEY CENTER, KS 67147-8730

ELMORE NATHAN A & BRYLEE R
1227 N DERBY AVE
DERBY, KS 67037-2725

DUNAGAN MARVIN R & PAULA R ETAL
14400 LAGUNA
WICHITA, KS 67230-9508

SPRINGDALE COUNTRY CLUB ESTATES ADDITION

LAGUNA ST

143RD ST

62.5' | 62.5'

75' | 75'

45' | 45'

82' R/W

60' R/W

100' R/W

25' Bk.-Bk. | 14' Bk.-Bk. | 14' Bk.-Bk.

29' Bk.-Bk.

Bk.-Bk.

20' UTIL. ESMT.

20' DRNG. & UTIL. ESMT.

5' WALL ESMT.

16' UTIL. ESMT.

129+22.95 PVT

130+83.00 PVC

132+33.00 PVT

133+05.00 PVC

129+22.43 PVT

132+32.97 PVT

+93.14, 55.50 LT. CL, 60.00' LT. SL

+75.14, 55.50 LT. CL, 60.00' LT. SL

+96.31, 44.50 RT. CL, 40.00' RT. SL

+56.31, 44.50 RT. CL, 40.00' RT. SL

CL 143RD ST SECTION LINE

CONSTRUCTION LIMITS

SWS LINE 2J

SWS LINE 2I

SWS LINE 2

EXIST. UNDERGROUND TELEPHONE

EXIST. UNDERGROUND ELECTRIC

EXIST. FIBER OPTIC LINE

EXIST. OVERHEAD ELECTRIC

EXIST. 8" WATER MAIN

EXIST. 12" WATER MAIN

EXIST. KANSAS GAS SERVICE MAIN

EXIST. SANITARY SEWER

EXIST. AC PAVEMENT

24" RCP

PROPOSED 12" WATERLINE

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1313.40

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1313.66

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1313.40

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1314.17

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1313.40

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1314.23

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43 SEE INTERSECTION DETAIL SHEET 32.

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43. SEE INTERSECTION DETAIL SHEET 33.

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

CONSTRUCT 10' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS. (BOTH SIDES). SEE SHEET 45.

CONSTRUCT 6' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS. (BOTH SIDES). SEE SHEET 45.

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

EXISTING WATER SERVICE TAP & METER FOR ADDRESSES: 14401 E. LAGUNA DR TO BE RELOCATED TO PROPOSED WATERLINE.

Asphalt Pavement Removal

Proposed Concrete Pavement

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(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 129+00 TO 133+50

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 17 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD STREET-8of10.dwg Last Save: 12/15/2025 1:31 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:41 AM Plotter used: None

P.V.I.
Sta. 133+50.00
1312.25
90' V.C.
K = 292.12
-1.50%
CROWN GRADE

-1.19%
CROWN GRADE

P.V.I.
Sta. 136+00.00
1309.24

-0.82%
CROWN GRADE

P.V.I.
Sta. 137+25.00
1308.47
120' V.C.
K = 71.93

-0.85%
CROWN GRADE

CLEAR CREEK ADDITION

BRENTWOOD DEV INC
11601 E HARRY ST
WICHITA, KS 67207-6215

0 10' 20' 40' 60'
(IN FEET)

STOCKTON GEORGE M & KENDRA A
14310 E TWINLAKE CT
WICHITA, KS 67230

SCRITCHFIELD KYLE & BROOKE
14306 E TWINLAKE CT
WICHITA, KS 67230-9626

RESERVE A

MARCENARO PAMELA
14329 E SPRING CREEK DR
WICHITA, KS 67230-9542

TRIMBLE JASON B
14314 E TWINLAKE DR
WICHITA, KS 67230-9615

45' 45' 60' 60'

20' UTIL. ESMT.

20' DRNG. & UTIL. ESMT.

5' WALL ESMT.

133+95.00 PVT

136+65.00 PVC

137+85.00 PVT

+95.25
55.50 LT. CL
60.00' LT SL

+95.25
45.50 LT. CL
50.00' LT SL

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1311.20

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1308.92

CONSTRUCT 10' MULTI-USE PATH (5" CONC.)(AE). AS INDICATED

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1308.81

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1307.99

CONSTRUCTION LIMITS

SWS LINE 3A

SWS LINE 3D

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6") BOTH SIDES.

+14.75-BEGIN Median -6.05' LT.

+54.62-END Median -6.05' LT.

PROP. R/W

EXIST. R/W

EXIST. 15' UTIL. ESMT.

EXIST. CABLE TV

EXIST. FIBER OPTIC LINE

EXIST. UNDERGROUND ELECTRIC

EXIST. UNDERGROUND TELEPHONE

EXIST. OVERHEAD ELECTRIC

EXIST. SANITARY SEWER

134+00 135+00 136+00 143RD ST 137+00 138+00 139+00

100' R/W

61' Bk.-Bk.

26.25'

4.50'

CL 143RD ST

SECTION LINE

EXIST. AC PAVEMENT

SWS LINE 3C

EXIST. R/W 100.00'

PROP. R/W 90.00'

EXIST. UNDERGROUND TELEPHONE

EXIST. 12" WATER MAIN

EXIST. KANSAS GAS SERVICE MAIN

Cox Communications Telephone Line

Kansas Gas Service Main (Coated & Cathodic Protected)

R15.00' F.C. (TYP.)

+80 = CL Drive
Width = 13'

+66 = CL Drive
Width = 17'

SWS LINE 3B

16' UTIL. ESMT.

±14.75-BEGIN Median 5.95' Rt.

±54.62-END Median 5.95' Rt.

CONSTRUCT TYPE 3 (MEDIAN) CURB & GUTTER (8") BOTH SIDES.

CONSTRUCT TYPE 3 (MEDIAN) CURB & GUTTER (8") BOTH SIDES.

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1311.14

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

EXIST. OVERHEAD ELECTRIC LINE

+56.31
44.50 RT. CL
40.00' RT SL

SWS LINE 3

56+00

29'
Bk.-Bk.

TWINLAKE DR

EXIST. 8" WATER MAIN

60
R/W

57+00

+16.31
44.50 RT. CL
40.00' RT SL

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1307.99

EXISTING WATER SERVICE TAP & METER FOR ADDRESS: 14400 E. TIMBERLAKE DR TO BE RELOCATED TO PROPOSED WATERLINE.

CONSTRUCT TYPE 1A INLET HOOKUPS & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1308.66

CONSTRUCTION LIMITS

PROPOSED 12" WATERLINE

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

CONSTRUCT 6' WHEEL CHAIR RAMPS w/DETECTABLE WARNINGS. (BOTH SIDES). SEE SHEET 45 .

CONSTRUCT VALLEY GUTTER PAVEMENT. 8" REINFORCED CONCRETE W/7" CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC EDGE CURB (6"). SEE DETAIL SHEET 43. SEE INTERSECTION DETAILS SHEET 34.

16' UTIL. ESMT.

EVERGY LINE

BICKEL GARY G REV TR
14401 TWINLAKE DR
WICHITA, KS 67230-9516

SPRINGDALE COUNTRY CLUB ESTATES ADDITION

SUTTON CHRISTOPHER A & CASEY L
14400 E TWINLAKE DR
WICHITA, KS 67230-9517

BEARD THOMAS W & CAROL S
650 S 143RD ST E
WICHITA, KS 67230-9702

7 9 8 6 5 4 3

Asphalt Pavement Removal

Proposed Concrete Pavement

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| REV. | DATE | DESCRIPTION | BY |
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 133+50
TO 139+00

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:43 AM Plotter used: None

P.V.I.
Sta. 141+41.85
1311.67
70' V.C.
K = 57.27

P.V.I.
Sta. 142+39.79
1311.41

0 10' 20' 40' 60'
(IN FEET)

0.85%
CROWN GRADE

-0.37%
CROWN GRADE

20' UTIL. ESMT.

SPRINGDALE LAKES ESTATES
2ND ADDITION

35' 35'

58' R/W

141+06.85 PVC

141+76.85 PVT

SPRING CREEK DR

MARCENARO PAMELA
14329 E SPRING CREEK DR
WICHITA, KS 67230-9542

CONSTRUCT TYPE 4
(FULL HEIGHT) CURB & GUTTER
(6") BOTH SIDES.

CONSTRUCT 10' MULTI-USE PATH
(5" CONC.)(AE). AS INDICATED

CONSTRUCT 7" ASPHALT CONCRETE
PAVEMENT W/ 8" CRUSHED ROCK
BASE, REINFORCED.

CONSTRUCT TYPE 1A INLET
HOOKUPS & INSTALL
PAVEMENT UNDERDRAINS.
ADJUST INLET TOP
TOP ELEV. = 1308.81

SWS LINE 3D

CONSTRUCTION LIMITS

PROP. R/W

EXIST. R/W

EXIST. 15' UTIL. ESMT.

STA. 140+18.86 TO STA. 141+12.74
CONSTRUCT 99 L.F.
SIDEWALK RETAINING WALL
SEE DETAIL SHEET 47

+18.55
55.50 LT. CL
60.00' LT SL

25' BLDG. S.B.

29'
Bk.-Bk.

CONSTRUCT VALLEY GUTTER PAVEMENT.
8" REINFORCED CONCRETE W/7"
CRUSHED ROCK BASE, REINFORCED, AND MONOLITHIC
EDGE CURB (6"). SEE DETAIL SHEET 43.
SEE INTERSECTION DETAIL SHEET 35

+76.55
45.50 LT. CL
50.00' LT SL

IBARRA YOSSELIN Y
14330 E SPRING CREEK DR
WICHITA, KS 67230-9541

CONSTRUCT 10' WHEEL CHAIR
RAMPS w/DETACTABLE WARNINGS.
(BOTH SIDES). SEE SHEET 45 .

STA. 141+82.35 TO STA. 142+39.78
CONSTRUCT 58 L.F.
SIDEWALK RETAINING WALL
SEE DETAIL SHEET 47

STA. 142+39.78 END TYPICAL
PAVEMENT SECTION.

15' UTIL. ESMT.

25' BLDG. S.B.

HANNON FRANK JR & LAURA D
14335 LAKEVIEW DR.
WICHITA, KS 67230-9569

SAW CUT EXISTING PAVEMENT ALONG CENTERLINE TO
A CLEAN LINE (121.0 L.F.)
REMOVE EXISTING ASPHALT PAVEMENT WEST OF CENTERLINE
& CONSTRUCT 7" TEMPORARY ASPHALT PAVEMENT
ON 8" CRUSHED ROCK BASE
TAPER FROM END OF PROPOSED CURB TO MATCH EXISTING

STA:142+39.78
BEGIN CL TRANSITION

STA:143+08.66

STA:144+11.78
END CL TRANSITION

EXIST. AC PAVEMENT

EXIST. UNDERGROUND TELEPHONE

EXIST. OVERHEAD ELECTRIC

EXIST. FIBER OPTIC LINE

EXIST. UNDERGROUND TELEPHONE

Communications phone Line

Kansas Gas Service Gas Main (Coated Steel)

EXIST. 12" WATER MAIN

EXIST. KANSAS GAS SERVICE MAIN

18" CMP

24" CMP

139+00 140+00 141+00 142+00 143+00 144+00

143RD ST

4.50' EXIST. R/W

100.00' PROP. R/W

CL 143RD ST
SECTION LINE

Bk.-Bk. 61'

R15.00' F.C. (TYP.)

+66 = CL Drive
Width = 17'

+93 = CL Drive
Width = 12'

+36 = CL Drive
Width = 15'

STA. 139+06 TO STA. 139+55
CONSTRUCT 49 L.F. THICKENED EDGE
SIDEWALK ADJACENT TO BACK OF CURB
SEE DETAIL SHEET 42

CONSTRUCTION LIMITS

140+39.82 PVC

PROPOSED 12" WATERLINE

40' BLDG. S.B.

STA. 140+30 TO STA. 140+98
CONSTRUCT 68 L.F. THICKENED EDGE
SIDEWALK ADJACENT TO BACK OF CURB
SEE DETAIL SHEET 42

142+43.82 PVT

STA. 141+77 TO STA. 142+41
CONSTRUCT 64 L.F. THICKENED EDGE
SIDEWALK ADJACENT TO BACK OF CURB
SEE DETAIL SHEET 42

CONSTRUCT 6' SIDEWALK
(4" CONC)(AE). AS INDICATED

CONSTRUCT TYPE 1A INLET
HOOKUPS & INSTALL
PAVEMENT UNDERDRAINS.
ADJUST INLET TOP
TOP ELEV. = 1308.66

CHANDLER MARY JO
638 S 143RD ST E
WICHITA, KS 67230-9702

MEYER KAY L & PAUL K
626 S SPRINGDALE RD
WICHITA, KS 67230-9702

SPRINGDALE COUNTRY
CLUB ESTATES ADDITION

THOMPSON JAMES A & LISA R
601 S LAKESHORE DR
WICHITA, KS 67230-9509

BEARD THOMAS W & CAROL S
650 S 143RD ST E
WICHITA, KS 67230-9702

16' UTIL. ESMT.

40' BLDG. S.B.

LAKESHORE DR.

Asphalt Pavement Removal

Proposed Concrete Pavement

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| REV. | DATE | DESCRIPTION | BY |
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd - 139+00
TO 142+40.28

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:44 AM Plotter used: None

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\HARRY ST - 1of3.dwg Last Save: 12/15/2025 9:34 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:46 AM Plotter used: None

*SPRING HOLLOW ADDITION*

25' BLDG. S.B.

*HARKNESS DONNA M*
*1550 S LOOK OUT DR*
*WICHITA, KS 67230-9524*

*HINKLE SHAWN & PAULINE*
*14231 E GRAND ST*
*WICHITA, KS 67230-9742*

10' UTIL. ESMT.

8 | 7 | 6 | 5 | 4

*ROSSON MATTHEW & KRISTA 14335*
*14201 E GRAND ST*
*WICHITA, KS 67230-9742*

*OLSON JOHN A & PAMELA J*
*14211 E GRAND ST*
*WICHITA, KS 67230-9742*

*DAVIS SHANE & KYLA*
*14221 E GRAND ST*
*WICHITA, KS 67230-9742*

15' BLDG. S.B.

10' UTIL. ESMT.

20' UTIL. ESMT.

CONSTRUCT 9" REINFORCED CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE.

CONSTRUCT 6' SIDEWALK (4" CONC)(AE). AS INDICATED

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1326.56

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

CONSTRUCTION LIMITS

+96.18-END EOP Taper -45.67' Lt. Begin Concrete Pvmt. w/6⅝" Curb & Gutter

+51.18-BEGIN Begin Median -8.00' Lt.

+12.26-BEGIN EOP Taper 13.00' Lt.

STA 4+12.73 Harry St, 19.14' LT Elev. 29.66

STA 5+98.07 Harry St, 37.23' LT Elev. 26.91

STA 7+24.33 Harry St, 42.68' LT Elev. 25.00

EXIST. SANITARY SEWER

EXIST. KANSAS GAS SERVICE MAIN

EXIST. FIBER OPTIC LINE

Kansas Gas Service Gas Main (Coated Steel Cathodic Protected)

SWS LINE 1A

EXIST. AC PAVEMENT

SECTION LINE = CENTERLINE OF PROJECT

HARRY ST

4+00 | 5+00 | 6+00 | 7+00 | 8+00 | 9+00

EOP-EOP 100' R/W

EXIST. 12" WATER MAIN

EXIST. OVERHEAD ELECTRIC

EVERGY

SWS LINE 1B

+12.26-BEGIN EOP Taper 13.00' Rt.

STA 4+85.19 Harry St, 24.94' RT Elev. 28.17

STA 4+11.67 Harry St, 25.18' RT Elev. 29.19

STA. 4+12.26 BEGIN TYPICAL ASPHALT PAVEMENT SECTION. SAW CUT EXISTING PAVEMENT TO A CLEAN LINE (26 L.F.)

+49 = CL Drive Width = 20'

SWS LINE 5

CONSTRUCTION LIMITS

STA 7+85.05 Harry St, 42.27' RT Elev. 24.52

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1326.51

+96.18-END EOP Taper 43.30' Rt. Begin Concrete Pvmt. w/6⅝" Curb & Gutter

+51.18-BEGIN Begin Median 0.00' Rt.

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6⅝") BOTH SIDES.

CONSTRUCT DRIVEABLE MEDIAN NOSE SEE DETAIL SHEET 3

CONSTRUCT TYPE 3 (MEDIAN) CURB & GUTTER (8") BOTH SIDES.

65' BLDG. S.B.

*TIMBER VALLEY ESTATES*
*2ND ADDITION*

*MURFIN ACRES LLP*
*250 N WATER*
*WICHITA, KS 67202-1216*

2

*MURFIN ACRES LLP*
*250 N WATER*
*WICHITA, KS 67202-1216*

Asphalt Pavement Removal

N

0 10' 20' 40' 60'
(IN FEET)

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(316) 264-8008

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

HARRY ST - 1of3

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 20 OF .

SPRING HOLLOW ADDITION

SWS LINE 1

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1323.57

HARKNESS DONNA M
1550 S LOOK OUT DR
WICHITA, KS 67230-9524

TIMBER LAKES HOME OWNERS ASSOC INC
PO BOX 781518
WICHITA, KS 67278-1518

CONSTRUCT TYPE 4 (FULL HEIGHT) CURB & GUTTER (6⅝") BOTH SIDES.

CONSTRUCTION LIMITS

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1319.33

TIMBER LAKES ESTATES ADDITION

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

SWS LINE 1A

SWS LINE 1E

HARRY ST

SECTION LINE = CENTERLINE OF HARRY ST

EXIST. AC PAVEMENT

STA. 10+50.01, HARRY ST = STA. 100+00, 143RD ST

143RD ST

EXIST. 16" WATER MAIN

EXIST. KANSAS GAS SERVICE MAIN

EXIST. UNDERGROUND TELEPHONE

EXIST. FIBER OPTIC LINE

EXIST. OVERHEAD ELECTRIC

Cox Communications Telephone Line

Kansas Gas Service Gas Main (Coated and Anode Protected)

STA 14+13.19 Harry St, 39.85' RT
Elev. 15.03

STA 14+01.62 Harry St, 37.92' RT
Elev. 16.15

STA 13+80 = CL Drive
Width = 28'

STA 13+57.66 Harry St, 39.86' RT
Elev. 16.80

STA 13+28.79 Harry St, 41.34' RT
Elev. 16.73

CONSTRUCT CONCRETE SLOPE DRAIN (SPECIAL) FROM END OF CURB & GUTTER TO DITCH (BOTH SIDES). SEE DETAILS THIS SHEET.

CONSTRUCT TYPE 3 (MEDIAN) CURB & GUTTER (8") BOTH SIDES.

CONSTRUCT 9" REINFORCED CONCRETE PAVEMENT ON 6" REINFORCED CRUSHED ROCK BASE.

CONSTRUCTION LIMITS

SMALLGRASS LLC
27 SCHEURMAN TER
WARREN, NJ 07059-7154

EXISTING WATER METER TO BE RELOCATED WITH WATERLINE CONSTRUCTION. SEE SHEET 218

INSTALL 410 L.F. TEMPORARY SNOW FENCE

TIMBER VALLEY ESTATES 2ND ADDITION

MURFIN ACRES LLP
250 N WATER
WICHITA, KS 67202-1216

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. = 1323.41

CONSTRUCT TYPE 1A INLET HOOKUP & INSTALL PAVEMENT UNDERDRAIN. ADJUST INLET TOP TOP ELEV. =1319.67

SWS LINE 1C

+16.97-BEGIN Median 4.00' Lt.

+67.69-END Median 4.50' Rt.

+16.97-BEGIN Median 8.00' Rt.

+15.00-END Median 4.00' Lt.

+15.00-BEGIN End Conc. Pvmt. w/6⅝" Curb -33.77' Lt. Begin Asphalt Pavement

+15.00-END Median 8.00' Rt.

+15.00-BEGIN End Conc. Pvmt. w/6⅝" Curb 33.25' Rt. Begin Asphalt Pavement

0 10' 20' 40' 60'
(IN FEET)

8'-0" Min. length of transition from Standard Curb & Gutter to Section X-X.

Shoulder line

2'-6"

End of Combined Curb & Gutter

Min. Rad. 4'-0"

Length variable to fit local conditions. Min. cross slope 1" per ft.

4'-0"

30°

Backslope

Asphalt Pavement Removal

TYPICAL PLAN

UNPLATTED

Ditch Section. Transition to Standard

Combined Curb & Gutter

F.L. Gutter

Slope Drain (Special)

F.L. Slope drain (Special)

F.L. Ditch

Slope variable to fit local conditions.

6"

6"

TYPICAL ELEVATION

SLOPE DRAIN (SPECIAL)

4'-0"

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

6" 6"

12"

END ELEVATION (Downstream end)

4'-0"

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

6" 6"

#4 Transverse bars @ 1'-3" ctrs.

#4 Long bars @ 1'-3" ctrs.

SECTION X-X

Note:
Use Class A Concrete (AE) throughout. The entire area of the Slope Drain (Special) below the curbs, to be poured and struck off with a uniform thickness of 6". The curbs are to be applied in the same manner and using the same methods as for edge curb. Reinforcing steel to be deformed #4 bars.

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

HARRY ST - 2of3

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 21 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\HARRY ST - 2of3.dwg Last Save: 12/15/2025 3:39 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:47 AM Plotter used: None

LENZI LINDA M
14505 E TIMBER LAKE RD
WICHITA, KS 67230-9218

68

TIMBER LAKES ESTATES ADDITION

EVANS BRAD J
14511 E TIMBER LAKE RD
WICHITA, KS 67230-9218

1

67

KADIRI MUKAILA A & TOLULOPE A
11537 E HARRY ST
WICHITA, KS 67207-6625

66

20' UTIL. ESMT.

20' UTIL. ESMT.

10' UTIL. ESMT.

20' UTIL. ESMT.

20' UTIL. ESMT.

20' UTIL. ESMT.

73

TIMBER LAKES HOME OWNERS ASSOC INC
PO BOX 781518
WICHITA, KS 67278-1518

RESERVE "A"

SMALLGRASS LLC
27 SCHEURMAN TER
WARREN, NJ 07059-7154

SWS LINE 7

STA 15+75.01 Harry St, 53.56' LT
Elev. 11.04

CONSTRUCT 7" ASPHALT CONCRETE PAVEMENT W/ 8" CRUSHED ROCK BASE, REINFORCED.

CONSTRUCTION LIMITS

STA. 18+63.50 END TYPICAL ASPHALT PAVEMENT SECTION.
SAW CUT EXISTING PAVEMENT TO A CLEAN LINE (26 L.F.)

CATV
EXIST. COX CABLE
EXIST. 16" WATER MAIN
EXIST. KANSAS GAS SERVICE MAIN
EXIST. UNDERGROUND TELEPHONE
EXIST. OVERHEAD ELECTRIC
OHE
G
T
FO
W

15+00 16+00 17+00 18+00 19+00 20+00

HARRY ST

90' R/W

110' R/W

26' EOP-EOP

SECTION LINE = CENTERLINE OF HARRY ST

EXIST. AC PAVEMENT

STA 14+92.45 Harry St, 41.30' RT
Elev. 14.69

STA. 15+75, HARRY ST.
EXIST. 30"x 72' CMP TO BE REMOVED

STA 15+74.96 Harry St, 42.50' RT
Elev. 14.34

STA 16+49.69 Harry St, 35.71' RT
Elev. 15.28

STA 17+50.00 Harry St, 32.47' RT
Elev. 16.39

STA 18+49.14 Harry St, 28.05' RT
Elev. 17.01

PROPOSED 16" WATER MAIN

CONSTRUCTION LIMITS

INSTALL 383 L.F. TEMPORARY SNOW FENCE

SMALLGRASS LLC
27 SCHEURMAN TER
WARREN, NJ 07059-7154

UNPLATTED

Asphalt Pavement Removal

N

0 10' 20' 40' 60'
(IN FEET)

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

HARRY ST - 3of3

JOB NO.: 23T41143
DATE: DEC. 2025
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0 1"
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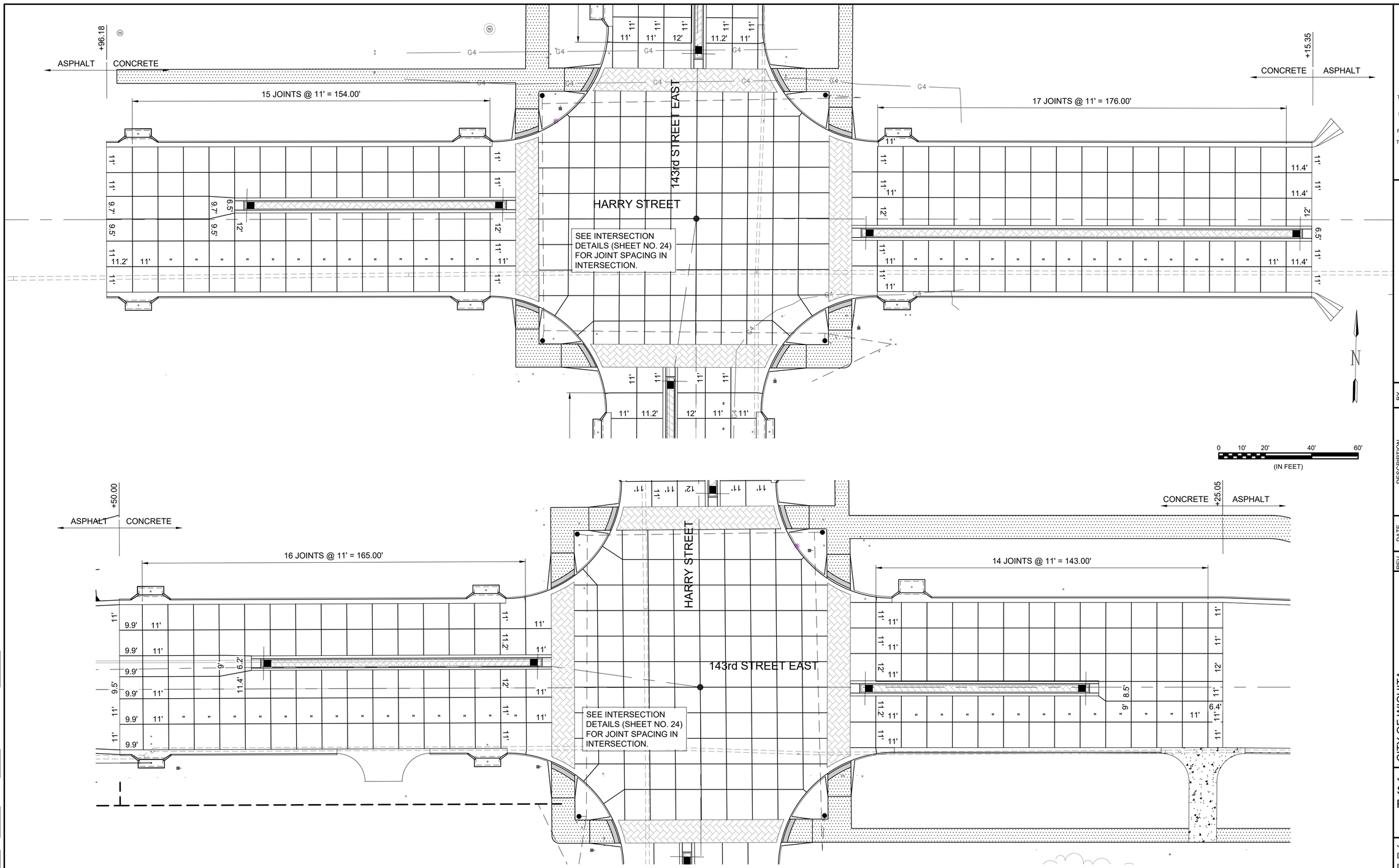
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 10:49 AM Plotter used: None




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\JOINT SPACING PLAN.dwg Last Save: 10/31/2025 12:44 PM Last saved by: SOSchmidt
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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

# JOINT SPACING PLAN

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DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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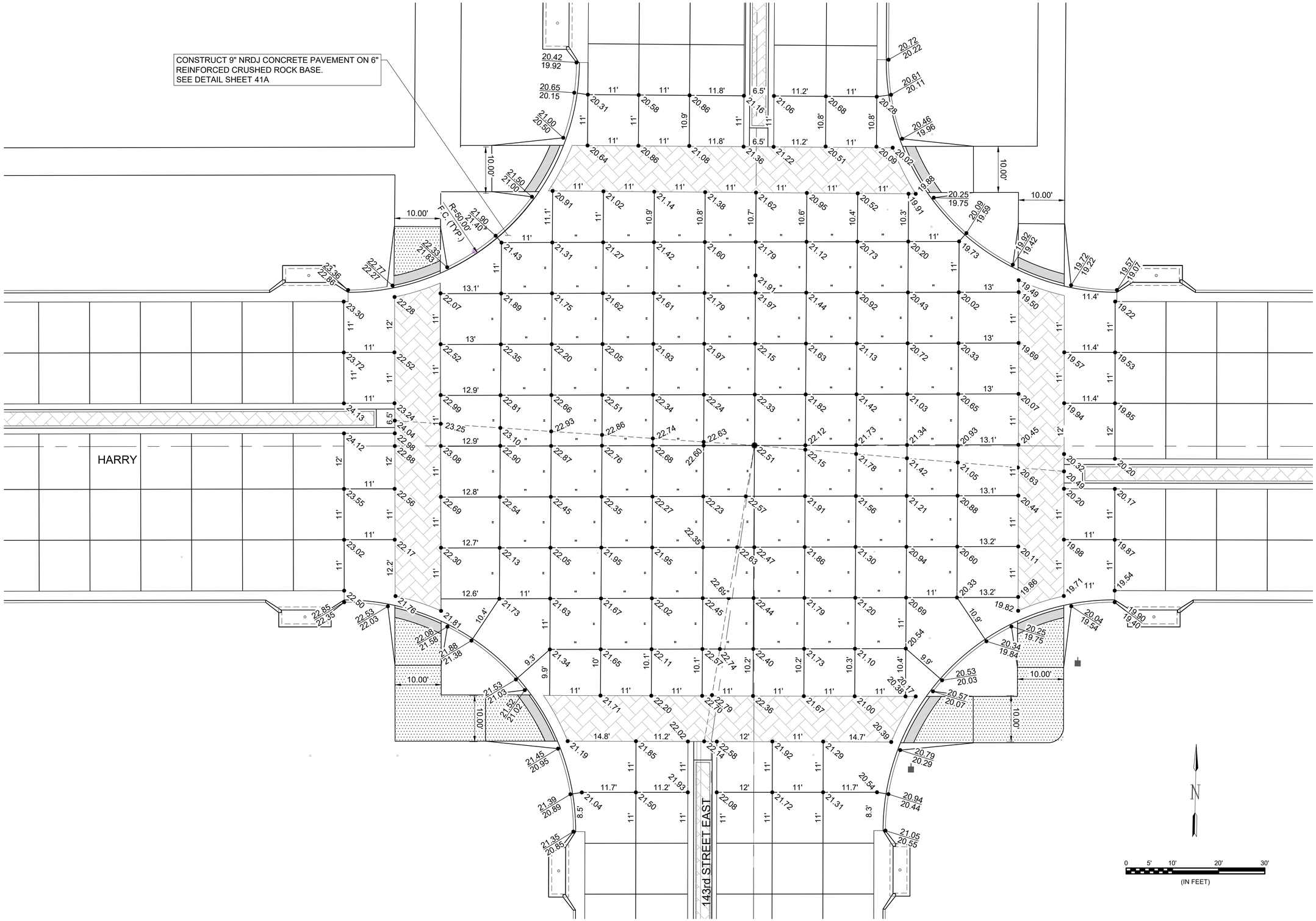


# 143rd STREET EAST & HARRY STREET INTERSECTION DETAILS

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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

143rd-HARRY
INT DETAILS

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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DRAWING NUMBER
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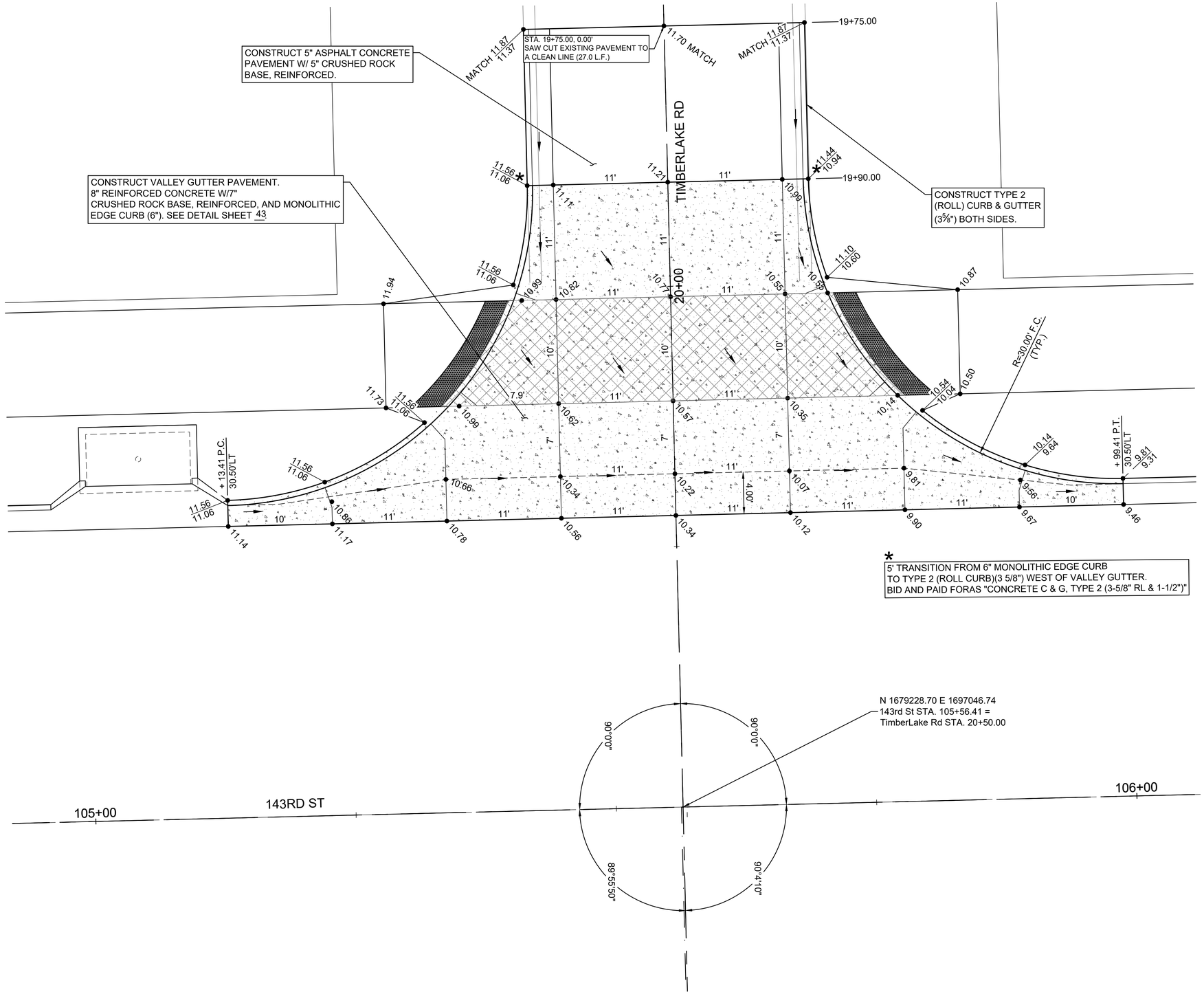
SHEET NUMBER **24** OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-HARRY INT DETAILS.dwg Last Save: 11/12/2025 3:59 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:49 PM Plotter used: None




* 5' TRANSITION FROM 6" MONOLITHIC EDGE CURB TO TYPE 2 (ROLL CURB)(3 5/8") WEST OF VALLEY GUTTER. BID AND PAID FORAS "CONCRETE C & G, TYPE 2 (3-5/8" RL & 1-1/2")"

# TIMBERLAKE ROAD INTERSECTION DETAILS

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143RD STREET EAST
HARRY ST. TO KELLOGG

TIMBERLAKE (W) INTERSECTION DETAILS (1 of 2)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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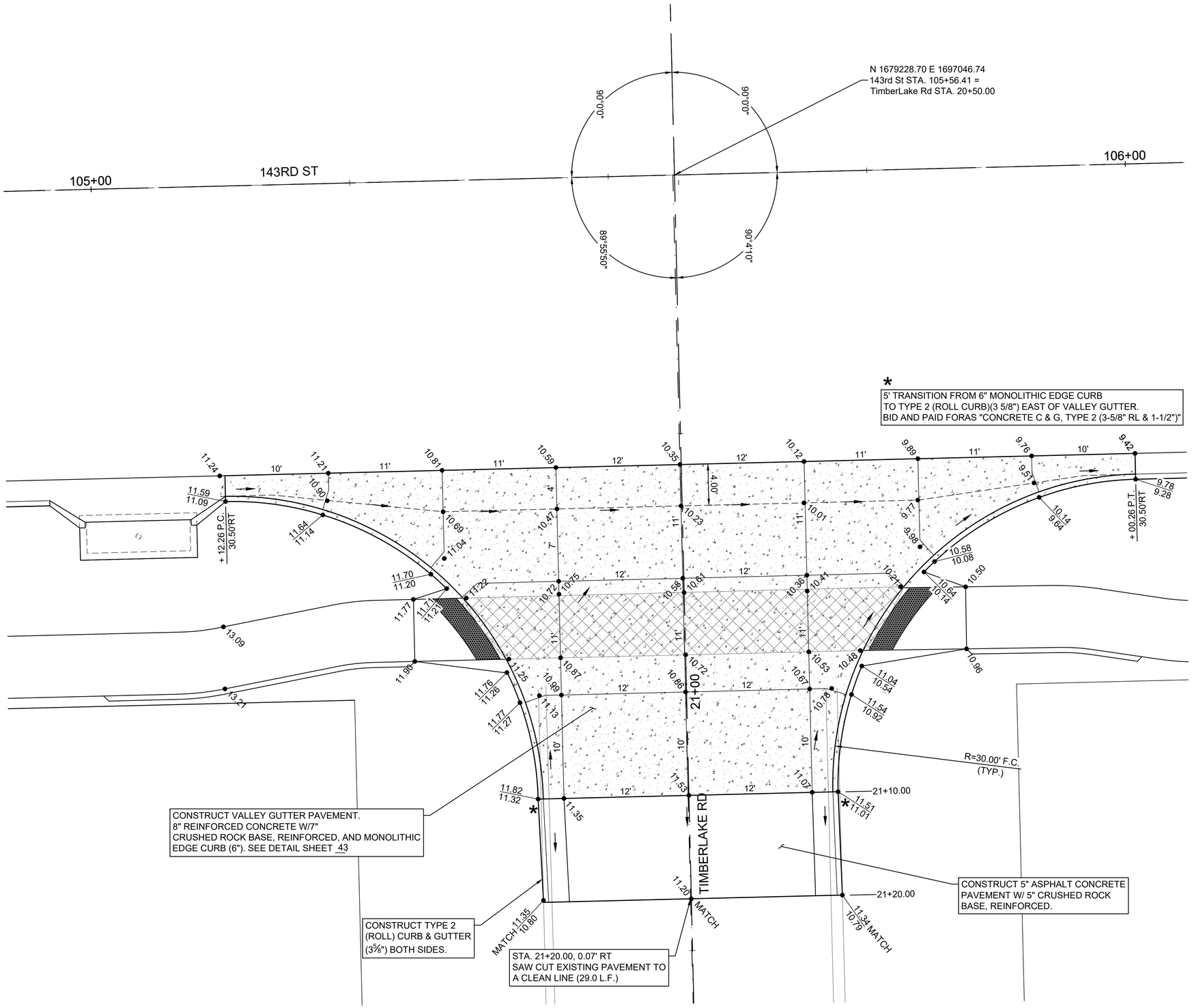
SHEET NUMBER 25 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TIMBERLAKE INTERSECTION DETAILS.dwg Last Save: 12/9/2025 1:23 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:56 PM Plotter used: None




# TIMBERLAKE ROAD INTERSECTION DETAILS

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HARRY ST. TO KELLOGG

TIMBERLAKE (E) INTERSECTION DETAILS (2 of 2)

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SHEET NUMBER 26 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TIMBERLAKE INTERSECTION DETAILS.dwg Last Save: 12/9/2025 1:23 PM Last saved by: SOSchmidt
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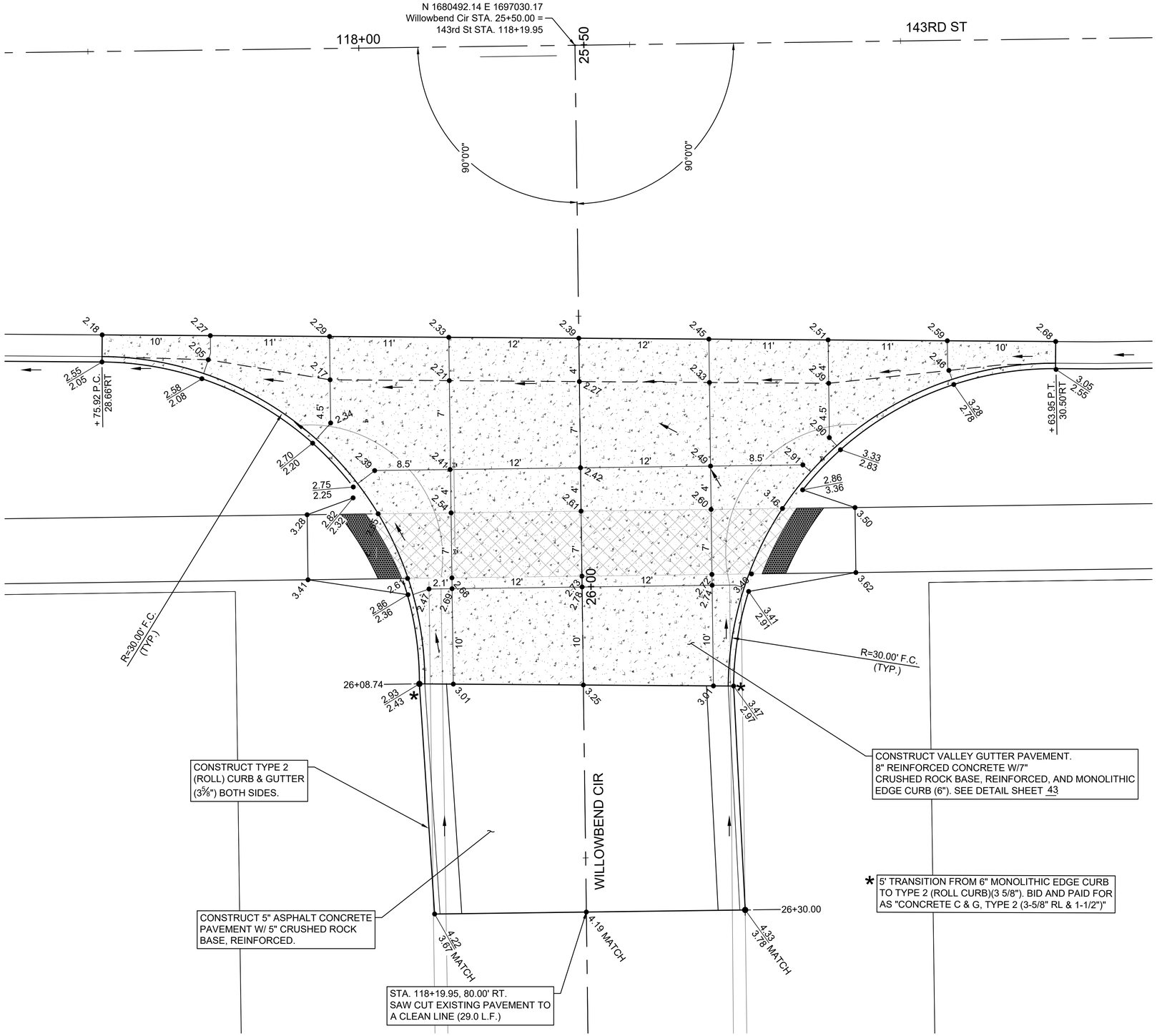


# WILLOWBEND INTERSECTION DETAILS

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\WILLOWBEND INTERSECTION DETAILS.dwg Last Save: 12/16/2025 7:03 AM Last saved by: SOSchmidt
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143RD STREET EAST
HARRY ST. TO KELLOGG

WILLOWBEND CIRCLE INTERSECTION DETAILS

JOB NO.: 23T41143
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DESIGNED BY: .
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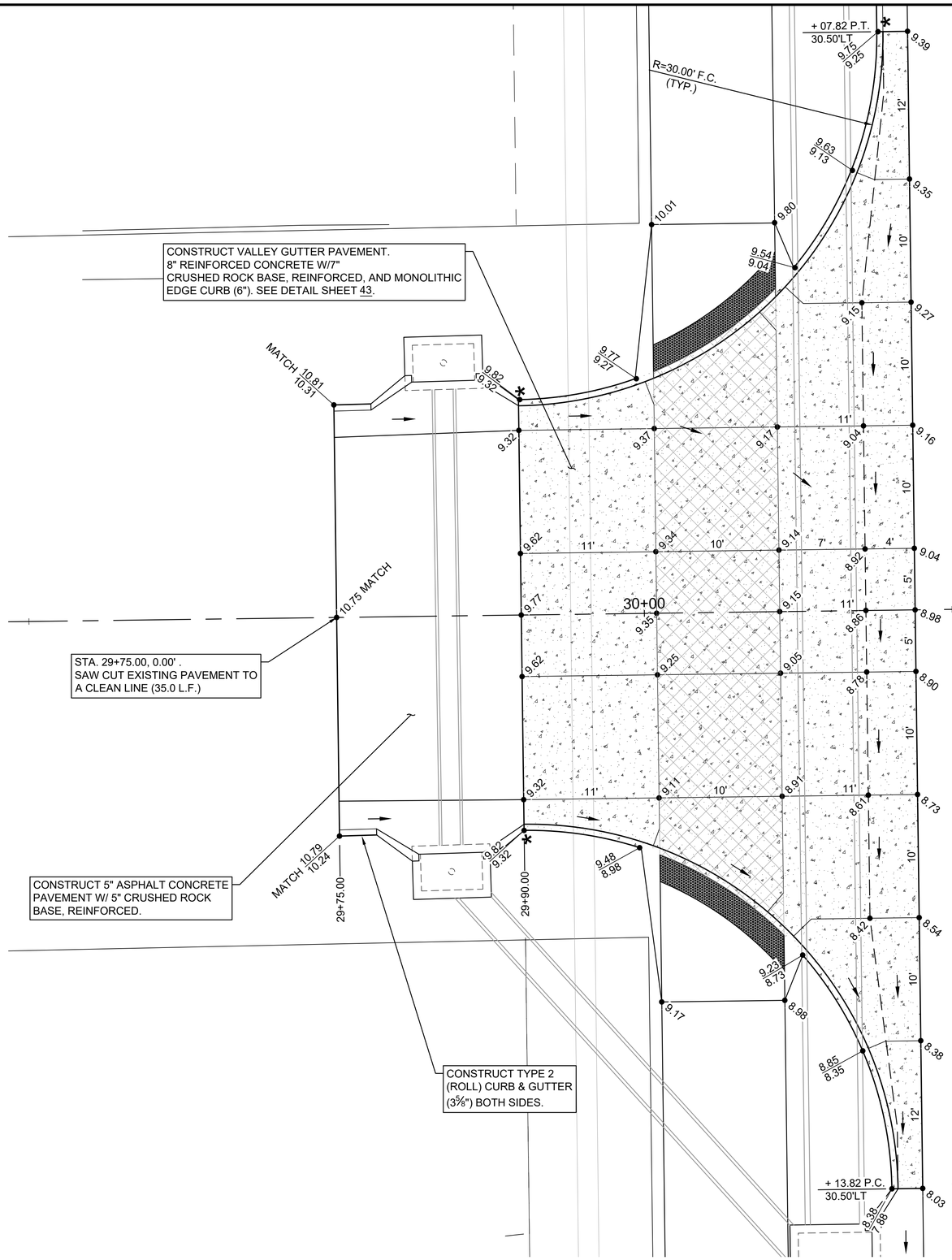
SHEET NUMBER 27 OF .




# SPRING VALLEY STREET INTERSECTION DETAILS

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143RD STREET EAST
HARRY ST. TO KELLOGG

SPRING VALLEY STREET INTERSECTION DETAILS

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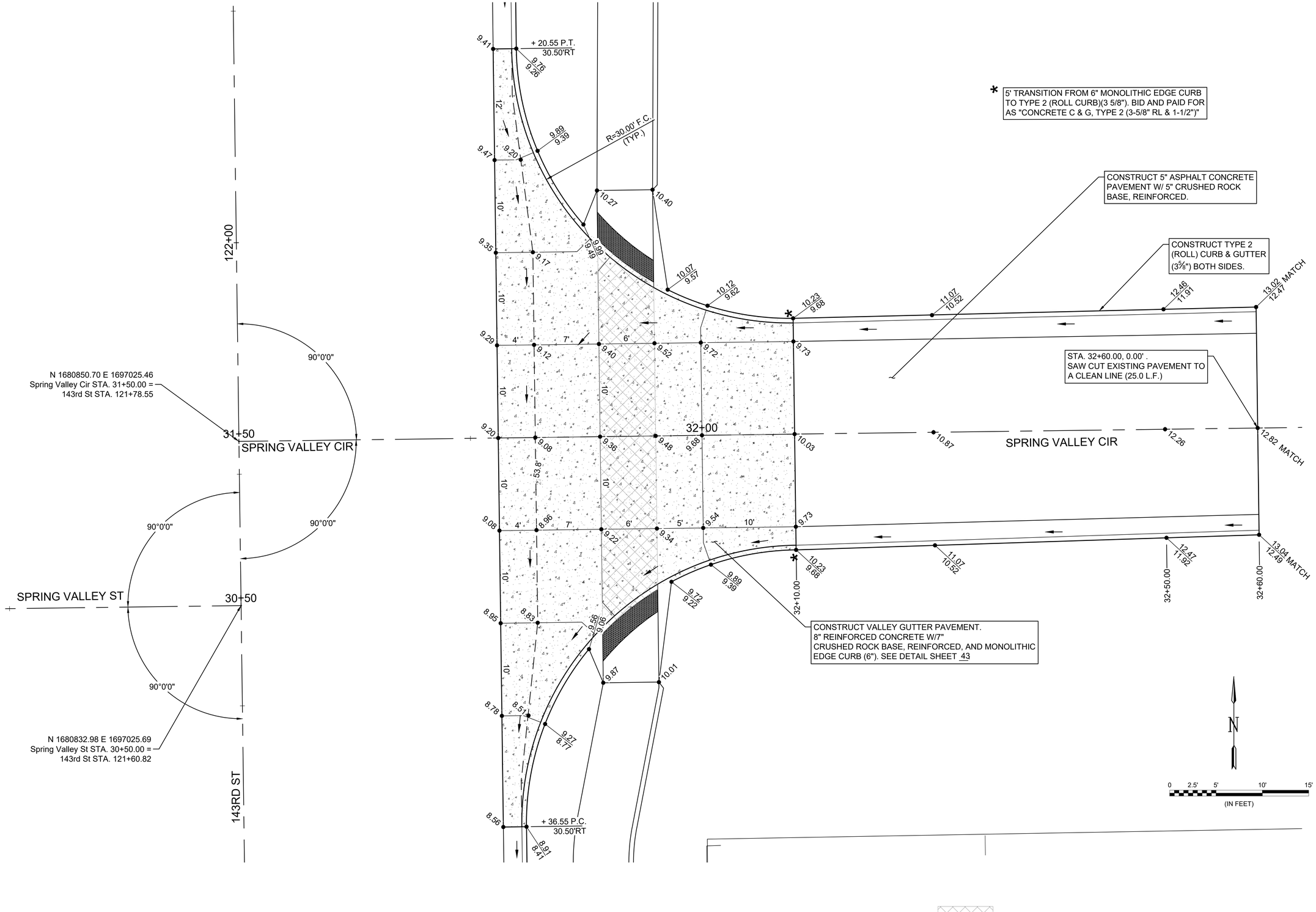
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:59 PM Plotter used: None




## SPRING VALLEY CIRCLE INTERSECTION DETAILS

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CITY OF WICHITA
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143RD STREET EAST
HARRY ST. TO KELLOGG

SPRING VALLEY CIRCLE INTERSECTION DETAILS

JOB NO.: 23T41143
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DRAWN BY: .

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File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SPRING VALLEY INTERSECTION DETAILS.dwg Last Save: 12/16/2025 7:16 AM Last saved by: SOSchmidt
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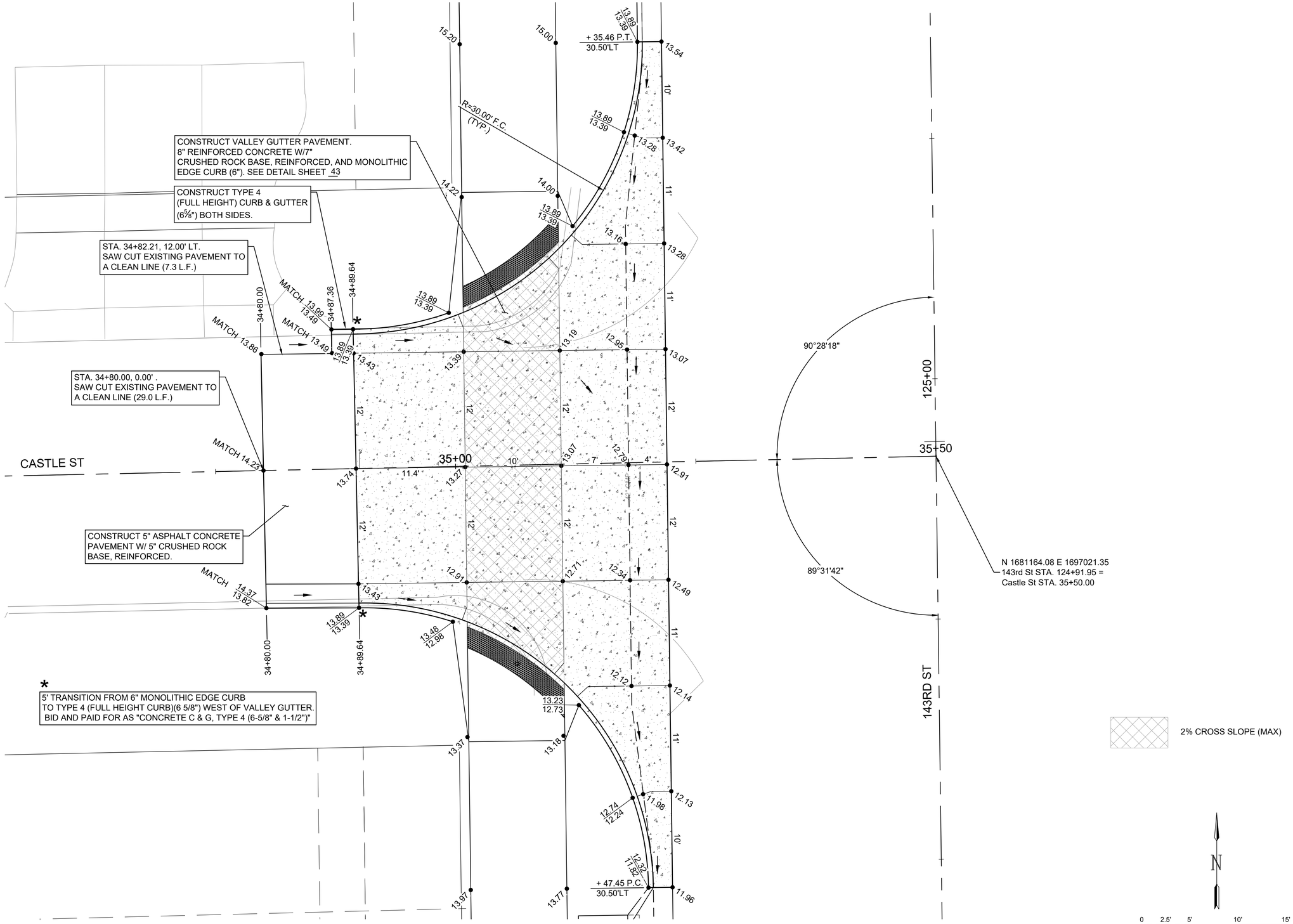


# CASTLE DRIVE INTERSECTION DETAILS

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\CASTLE INTERSECTION DETAILS.dwg Last Save: 12/16/2025 7:17 AM Last saved by: SOSchmidt
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

CASTLE INTERSECTION DETAILS

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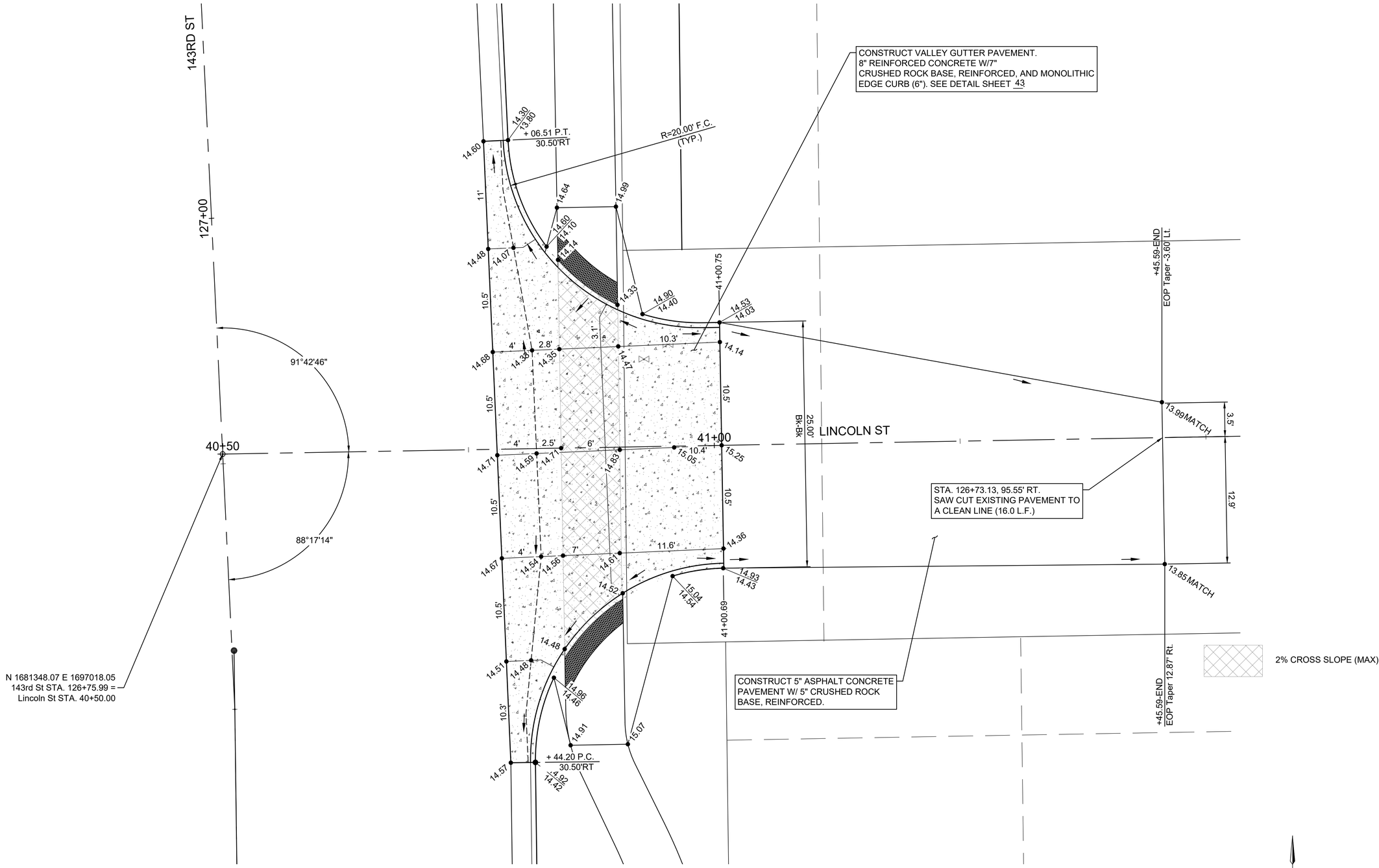


## LINCOLN STREET INTERSECTION DETAILS

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 2:01 PM Plotter used: None

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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LINCOLN INTERSECTION DETAILS

JOB NO.: 23T41143
DATE: DEC. 2025
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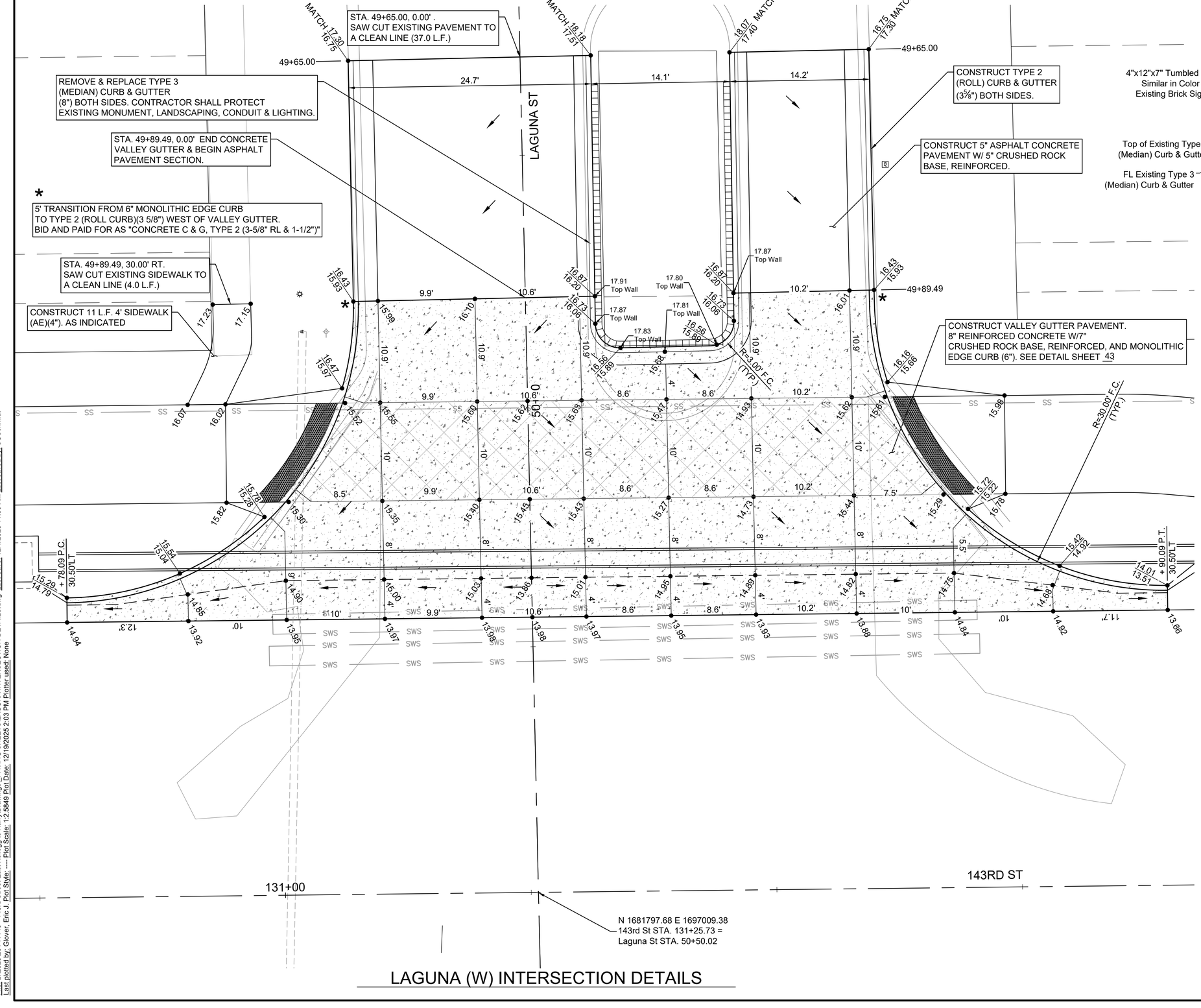
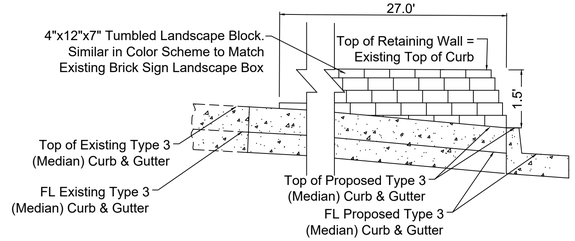



LAGUNA (W) INTERSECTION DETAILS




MEDIAN RETAINING WALL DETAIL

2% CROSS SLOPE (MAX)

0 2.5' 5' 10' 15'
(IN FEET)

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(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LAGUNA (W) INTERSECTION DETAILS (1 of 2)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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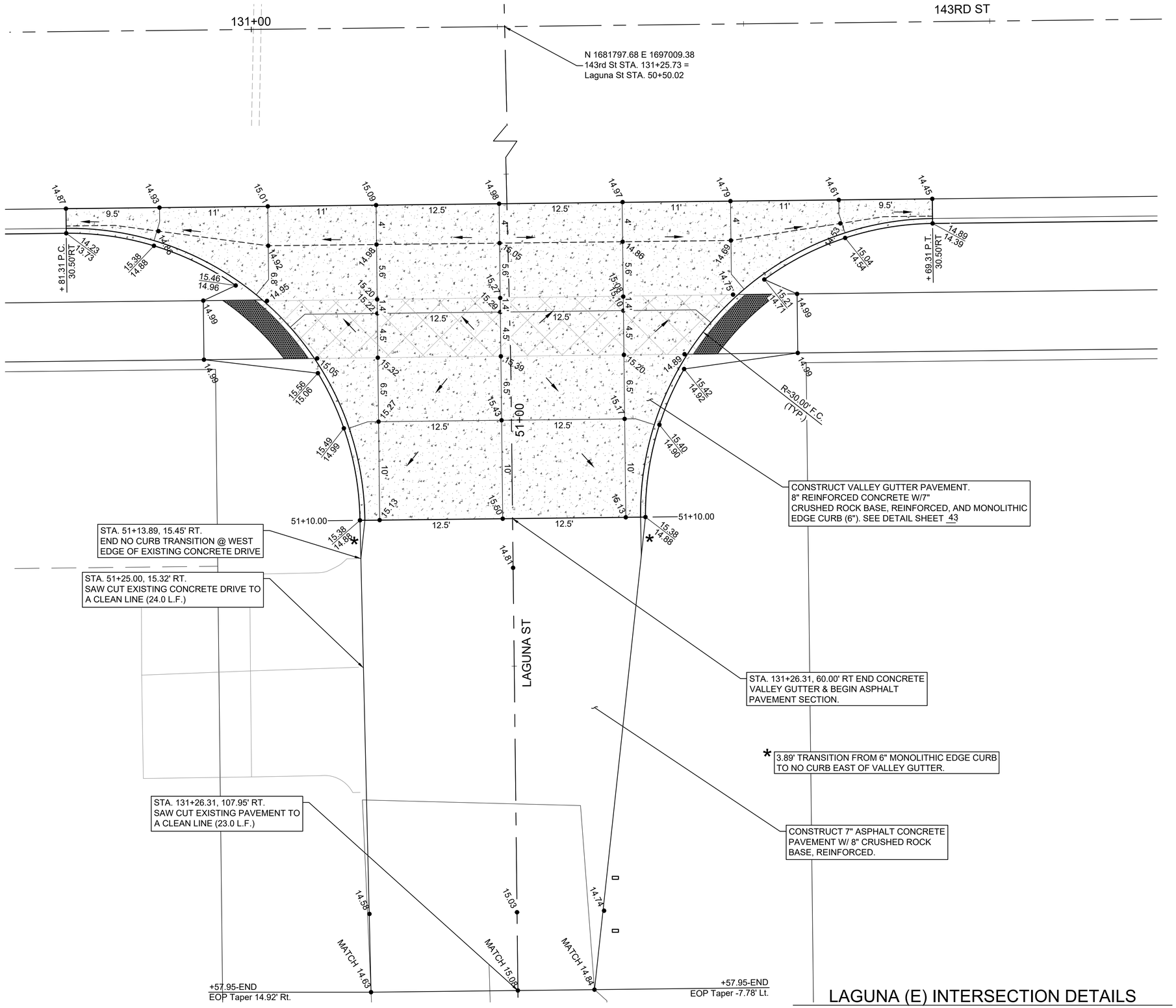
SHEET NUMBER 32 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\LAGUNA INTERSECTION DETAILS.dwg Last Save: 12/1/2025 11:09 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 2:03 PM Plotter used: None




# LAGUNA (E) INTERSECTION DETAILS

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LAGUNA (E) INTERSECTION DETAILS (2 of 2)

JOB NO.: 23T41143
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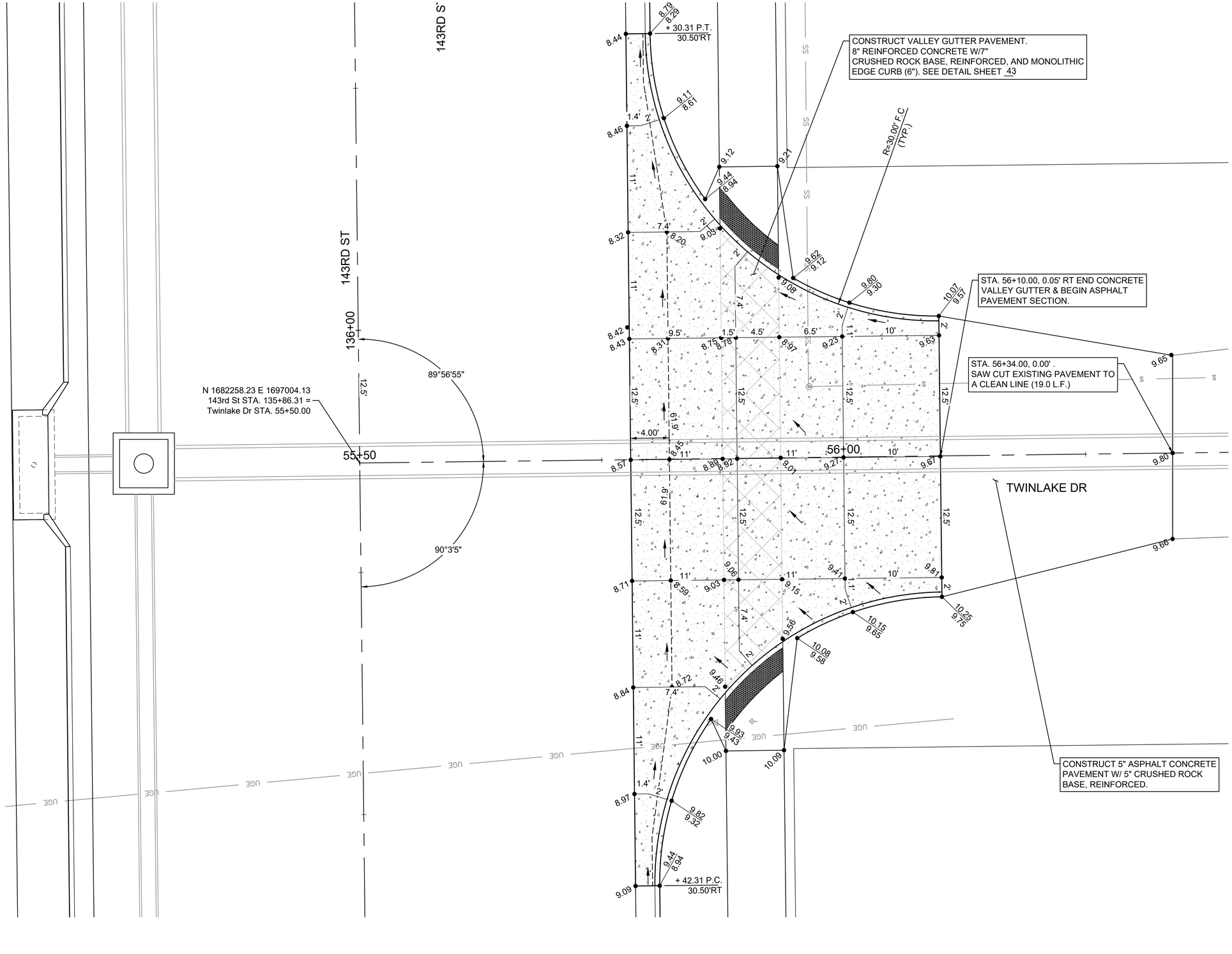
SHEET NUMBER 33 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\LAGUNA INTERSECTION DETAILS.dwg Last Save: 12/1/2025 11:09 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 2:03 PM Plotter used: None

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 2:05 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TWINLAKE INTERSECTION DETAILS

JOB NO.: 23T41143
DATE: DEC. 2025
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DRAWN BY: .

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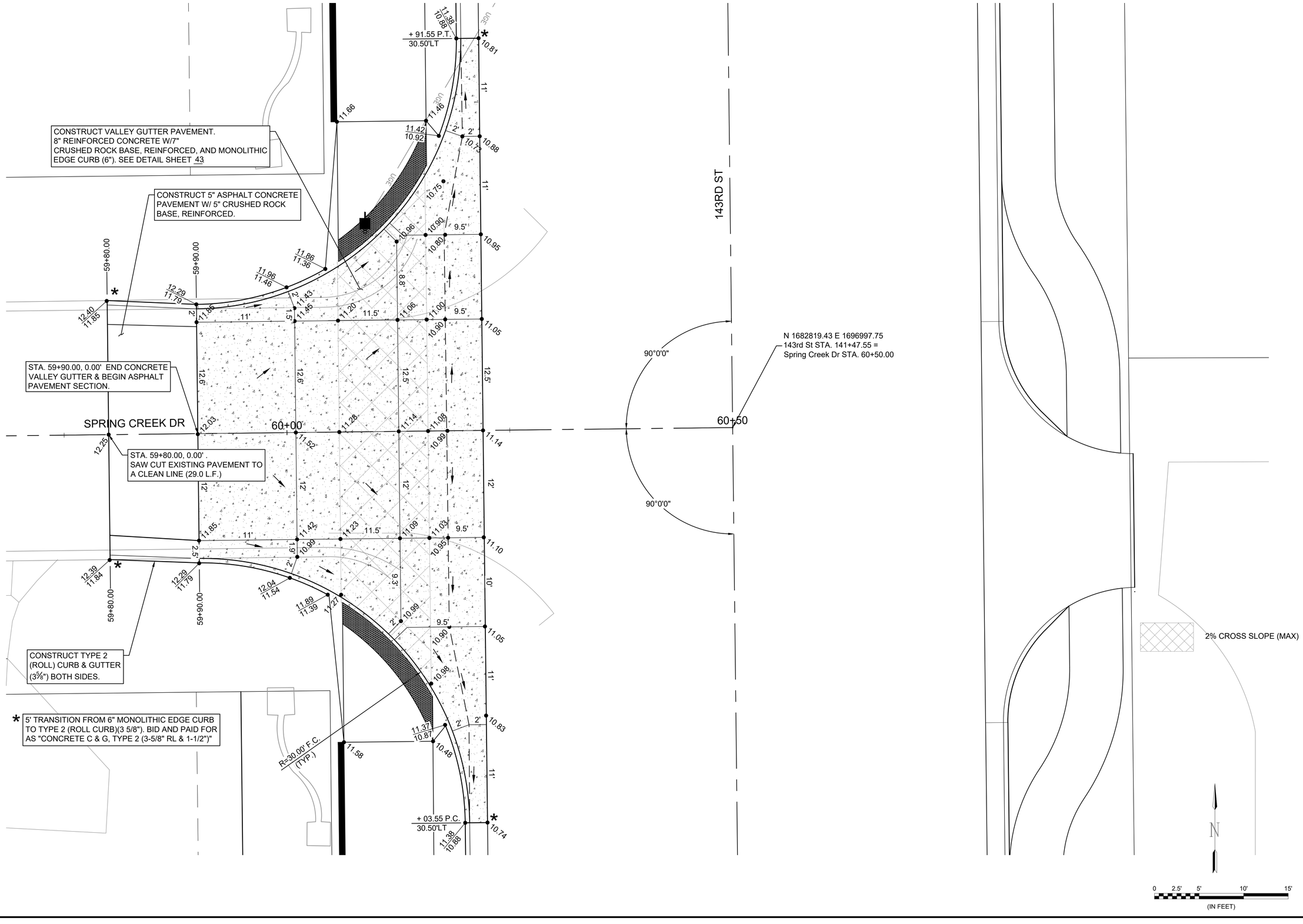
SHEET NUMBER 34 OF .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 2:06 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

# SPRING CREEK INTERSECTION DETAILS

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DRAWN BY: .

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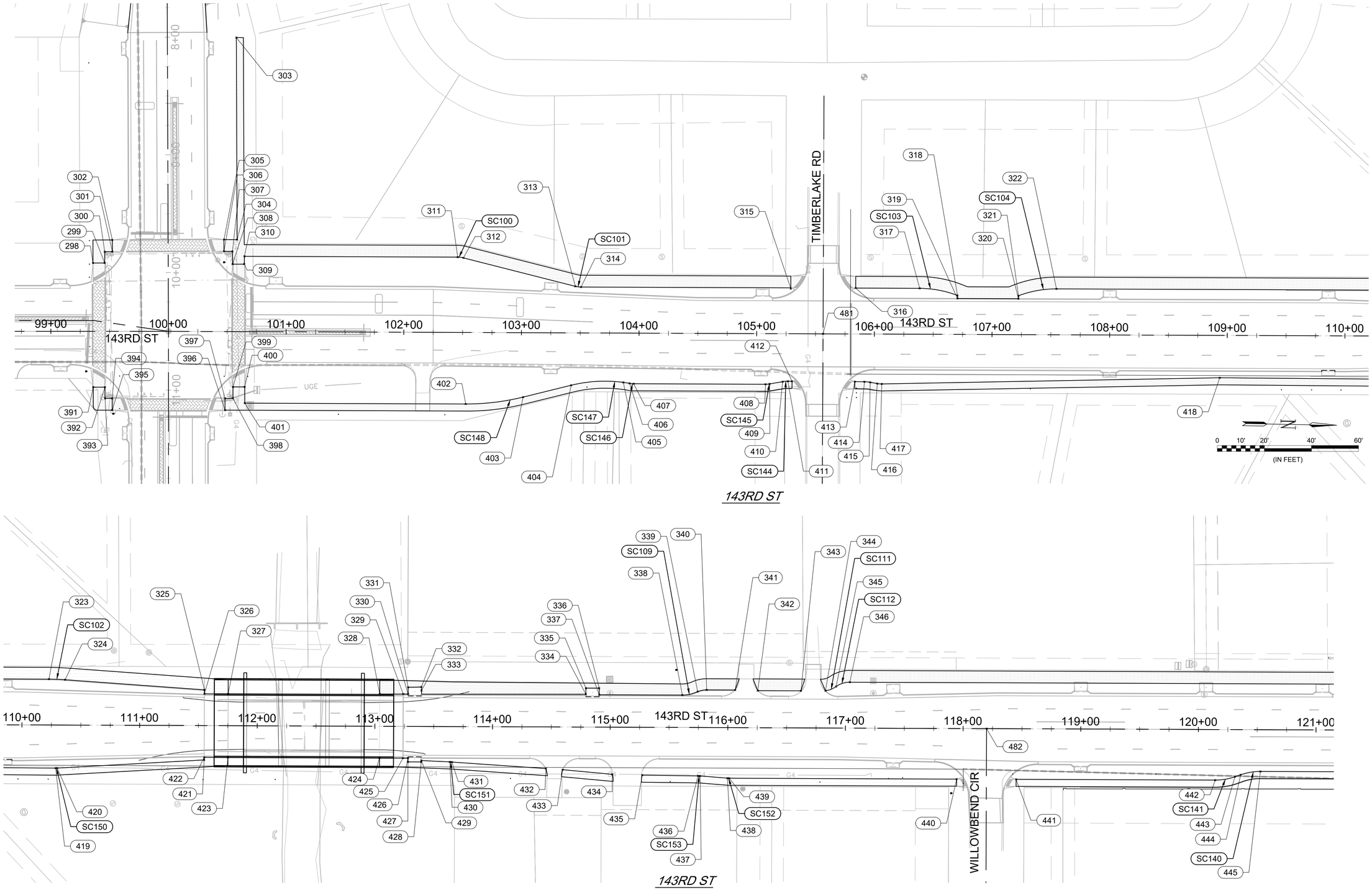


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SIDEWALK PLANS.dwg Last Save: 11/13/2025 5:03 PM Last saved by: SOSchmidt
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CITY OF WICHITA

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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SIDEWALK-143rd
(1 of 3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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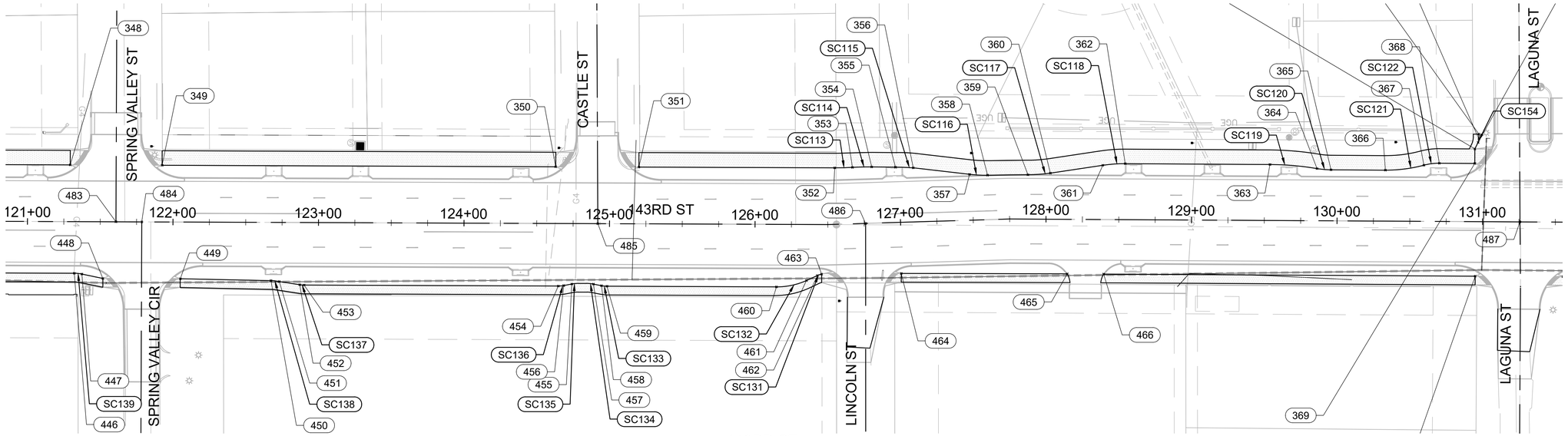


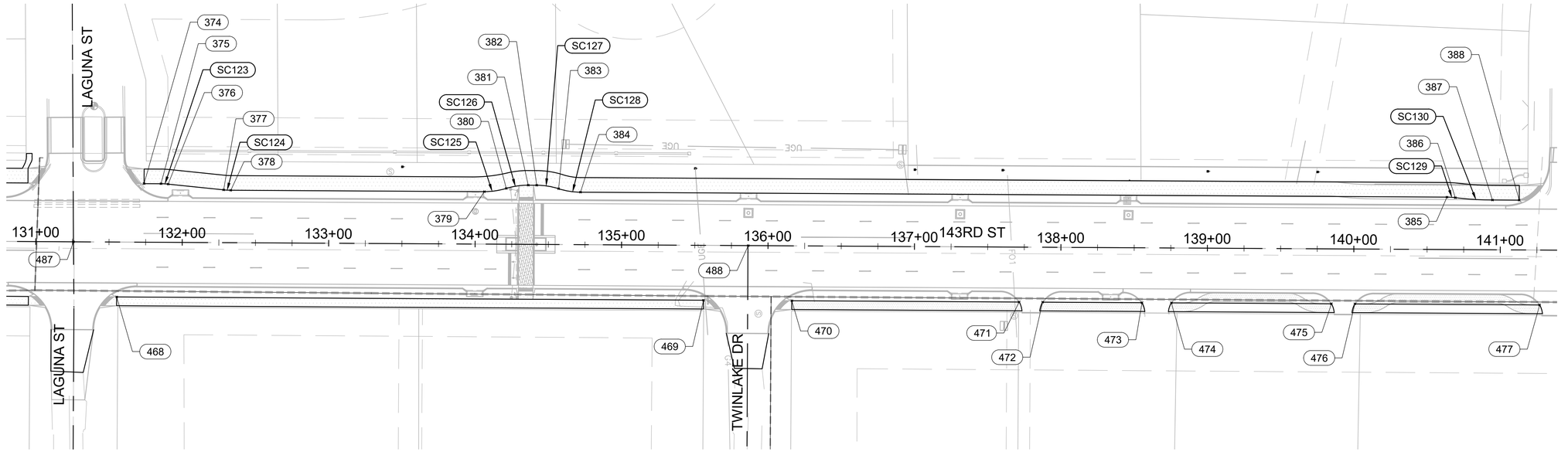


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CITY OF WICHITA

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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SIDEWALK-143rd
(2 of 3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
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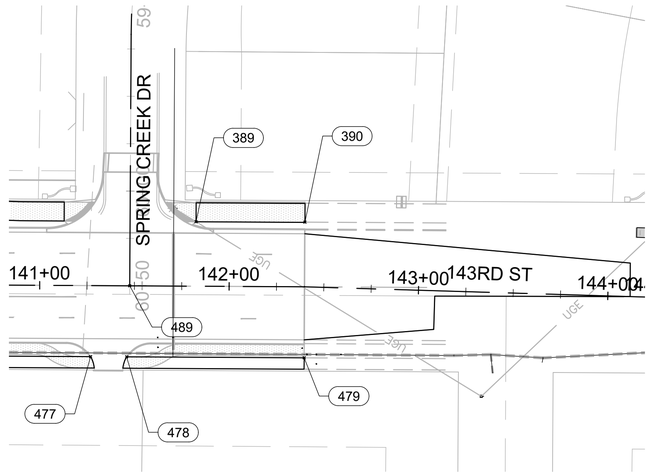
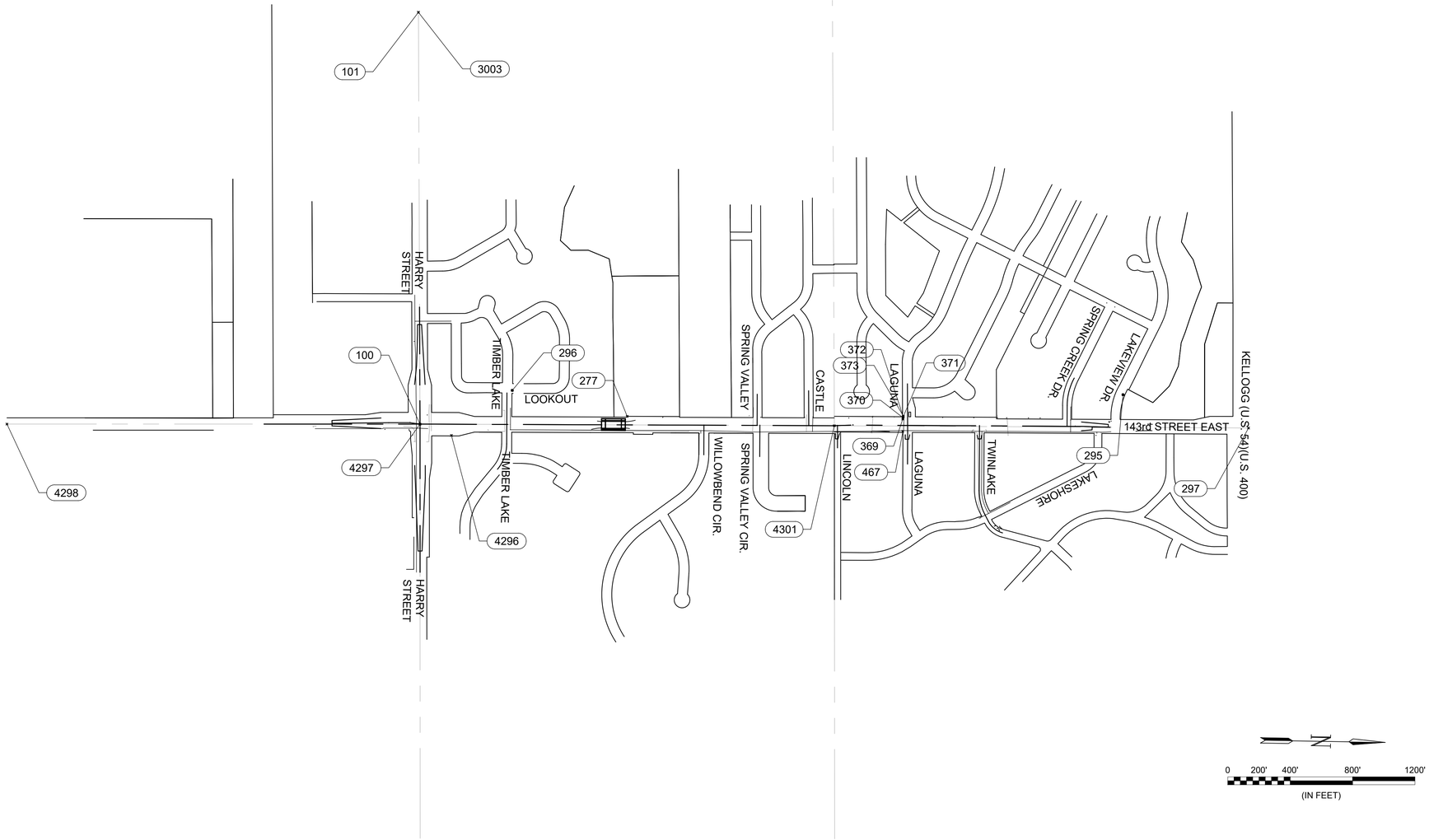
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:04 AM Plotter used: None







*143RD ST*







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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SIDEWALK-143rd
(3 of 3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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SHEET NUMBER **38** OF

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:05 AM Plotter used: None

## Front of Sidewalk Curve Table

| Curve # | PC Northing | PC Easting | Length | Radius | Delta | PT Northing | PT Easting |
|---|---|---|---|---|---|---|---|
| SC151 | 1680038.20 | 1697066.28 | 1.79 | 30.00 | 3°25'32" | 1680036.41 | 1697066.19 |
| SC100 | 1678917.09 | 1696986.83 | 4.90 | 20.00 | 14°02'09" | 1678921.95 | 1696987.36 |
| SC101 | 1679017.48 | 1697009.91 | 4.90 | 20.00 | 14°02'09" | 1679022.33 | 1697010.45 |
| SC103 | 1679310.17 | 1697006.67 | 32.85 | 90.00 | 20°54'55" | 1679342.37 | 1697012.18 |
| SC104 | 1679394.22 | 1697011.56 | 33.02 | 90.00 | 21°01'12" | 1679426.42 | 1697005.15 |
| SC102 | 1679694.53 | 1697001.63 | 13.76 | 200.00 | 3°56'33" | 1679708.28 | 1697001.92 |
| SC109 | 1680233.08 | 1697006.06 | 12.58 | 29.50 | 24°26'26" | 1680245.25 | 1697003.26 |
| SC111 | 1680354.67 | 1697000.30 | 9.82 | 20.00 | 28°08'21" | 1680363.66 | 1696996.60 |
| SC112 | 1680363.66 | 1696996.60 | 12.45 | 20.00 | 35°39'33" | 1680375.27 | 1696992.70 |
| SC113 | 1681326.21 | 1696980.22 | 12.19 | 200.00 | 3°29'29" | 1681338.38 | 1696979.69 |
| SC114 | 1681338.38 | 1696979.69 | 13.23 | 200.00 | 3°47'25" | 1681351.60 | 1696979.15 |
| SC115 | 1681367.92 | 1696979.02 | 12.87 | 200.00 | 3°41'11" | 1681380.78 | 1696979.33 |
| SC116 | 1681418.92 | 1696983.09 | 14.56 | 100.00 | 8°20'40" | 1681433.47 | 1696983.46 |
| SC117 | 1681459.04 | 1696982.71 | 15.45 | 130.09 | 6°48'21" | 1681474.42 | 1696981.34 |
| SC118 | 1681510.39 | 1696975.32 | 15.46 | 100.00 | 8°51'28" | 1681525.77 | 1696973.95 |
| SC119 | 1681625.21 | 1696972.82 | 32.48 | 200.00 | 9°18'22" | 1681657.58 | 1696975.08 |
| SC120 | 1681657.58 | 1696975.08 | 9.69 | 60.00 | 9°15'11" | 1681667.23 | 1696975.76 |
| SC121 | 1681704.60 | 1696975.37 | 26.78 | 100.00 | 15°20'42" | 1681731.02 | 1696971.53 |
| SC122 | 1681731.02 | 1696971.53 | 10.68 | 40.00 | 15°17'31" | 1681741.56 | 1696970.00 |
| SC123 | 1681856.77 | 1696968.69 | 4.88 | 50.00 | 5°35'48" | 1681861.65 | 1696968.87 |
| SC124 | 1681899.63 | 1696972.16 | 4.88 | 50.00 | 5°35'48" | 1681904.51 | 1696972.34 |
| SC125 | 1682077.66 | 1696970.35 | 15.17 | 49.81 | 17°26'37" | 1682092.56 | 1696967.89 |
| SC126 | 1682092.56 | 1696967.89 | 15.19 | 49.81 | 17°28'31" | 1682107.50 | 1696965.42 |
| SC127 | 1682113.31 | 1696965.36 | 15.19 | 50.00 | 17°24'29" | 1682128.29 | 1696967.47 |
| SC128 | 1682128.29 | 1696967.47 | 15.18 | 50.00 | 17°23'34" | 1682143.26 | 1696969.59 |
| SC129 | 1682734.87 | 1696962.93 | 5.72 | 50.00 | 6°33'29" | 1682740.58 | 1696963.19 |
| SC130 | 1682740.58 | 1696963.19 | 25.43 | 222.00 | 6°33'50" | 1682765.97 | 1696964.36 |
| SC131 | 1681315.54 | 1697054.48 | 3.11 | 16.00 | 11°07'40" | 1681318.46 | 1697053.43 |
| SC132 | 1681287.56 | 1697062.73 | 21.56 | 50.00 | 24°42'17" | 1681308.39 | 1697057.88 |
| SC133 | 1681167.32 | 1697063.96 | 3.78 | 20.00 | 10°49'34" | 1681171.08 | 1697064.26 |
| SC134 | 1681156.88 | 1697062.57 | 4.91 | 26.00 | 10°49'34" | 1681161.77 | 1697062.97 |
| SC135 | 1681146.93 | 1697063.16 | 4.91 | 26.00 | 10°49'34" | 1681151.80 | 1697062.64 |
| SC136 | 1681137.65 | 1697064.70 | 3.78 | 20.00 | 10°49'34" | 1681141.40 | 1697064.30 |
| SC137 | 1680960.00 | 1697066.81 | 2.97 | 20.00 | 8°31'19" | 1680962.97 | 1697066.99 |
| SC138 | 1680940.16 | 1697064.33 | 3.44 | 26.00 | 7°34'30" | 1680943.59 | 1697064.57 |
| SC139 | 1680810.17 | 1697062.03 | 5.26 | 26.02 | 11°35'09" | 1680804.94 | 1697061.57 |
| SC140 | 1680725.43 | 1697062.61 | 17.06 | 50.00 | 19°33'16" | 1680708.74 | 1697065.71 |
| SC141 | 1680703.88 | 1697067.51 | 17.06 | 50.00 | 19°33'16" | 1680687.19 | 1697070.61 |
| SC144 | 1679199.50 | 1697087.53 | 4.48 | 26.00 | 9°52'03" | 1679195.04 | 1697087.97 |
| SC145 | 1679183.98 | 1697090.05 | 3.44 | 20.00 | 9°52'03" | 1679180.56 | 1697090.39 |
| SC146 | 1679068.44 | 1697091.85 | 3.45 | 20.00 | 9°53'26" | 1679065.00 | 1697091.60 |
| SC147 | 1679065.00 | 1697091.60 | 50.29 | 120.00 | 24°00'39" | 1679015.14 | 1697094.09 |
| SC148 | 1678974.71 | 1697104.83 | 49.27 | 200.00 | 14°06'58" | 1678926.01 | 1697111.51 |
| SC150 | 1679701.51 | 1697077.17 | 1.28 | 20.00 | 3°39'18" | 1679702.78 | 1697077.12 |
| SC153 | 1680247.54 | 1697074.46 | 1.76 | 26.00 | 3°53'22" | 1680249.31 | 1697074.51 |
| SC152 | 1680272.58 | 1697075.99 | 1.54 | 20.00 | 4°23'55" | 1680274.12 | 1697076.03 |

## Coordinate Points

| Point # | Northing | Easting | Description |
|---|---|---|---|
| | | | |
| 298 | 1678607.17 | 1696997.10 | Sidewalk Lt |
| 299 | 1678617.11 | 1696996.90 | Sidewalk Lt |
| 300 | 1678616.98 | 1696987.32 | Sidewalk Lt |
| 301 | 1678623.52 | 1696987.18 | Sidewalk Lt |
| 302 | 1678623.31 | 1696977.18 | Sidewalk Lt |
| 303 | 1678725.77 | 1696803.45 | Sidewalk Lt |
| 304 | 1678729.35 | 1696975.16 | Sidewalk Lt |
| 305 | 1678718.19 | 1696975.23 | Sidewalk Lt |
| 306 | 1678718.32 | 1696985.23 | Sidewalk Lt |
| 307 | 1678725.55 | 1696985.14 | Sidewalk Lt |
| 308 | 1678725.78 | 1696996.05 | Sidewalk Lt |
| 309 | 1678735.77 | 1696995.85 | Sidewalk Lt |
| 310 | 1678735.77 | 1696989.20 | Sidewalk Lt |
| 311 | 1678917.09 | 1696986.83 | Sidewalk Lt |
| 312 | 1678921.95 | 1696987.36 | Sidewalk Lt |
| 313 | 1679017.48 | 1697009.91 | Sidewalk Lt |
| 314 | 1679022.33 | 1697010.45 | Sidewalk Lt |
| 315 | 1679200.62 | 1697008.78 | Sidewalk Lt |
| 316 | 1679255.76 | 1697007.38 | Sidewalk Lt |
| 317 | 1679310.17 | 1697006.67 | Sidewalk Lt |
| 318 | 1679342.37 | 1697012.18 | Sidewalk Lt |
| 319 | 1679342.41 | 1697014.75 | Sidewalk Lt |
| 320 | 1679394.26 | 1697014.07 | Sidewalk Lt |
| 321 | 1679394.22 | 1697011.56 | Sidewalk Lt |
| 322 | 1679426.42 | 1697005.15 | Sidewalk Lt |
| 323 | 1679694.53 | 1697001.63 | Sidewalk Lt |
| 324 | 1679708.28 | 1697001.92 | Sidewalk Lt |
| 325 | 1679826.84 | 1697008.53 | Sidewalk Lt |
| 326 | 1679826.89 | 1697011.89 | Sidewalk Lt |
| 327 | 1679847.06 | 1697011.63 | Sidewalk Lt |
| 328 | 1679975.87 | 1697009.50 | Sidewalk Lt |
| 329 | 1679995.86 | 1697009.18 | Sidewalk Lt |
| 330 | 1680000.05 | 1697009.12 | Sidewalk Lt |
| 331 | 1679999.89 | 1697003.35 | Sidewalk Lt |
| 332 | 1680011.21 | 1697002.91 | Sidewalk Lt |
| 333 | 1680011.34 | 1697005.90 | Sidewalk Lt |
| 334 | 1680151.07 | 1697006.68 | Sidewalk Lt |
| 335 | 1680151.01 | 1697001.54 | Sidewalk Lt |
| 336 | 1680162.34 | 1697001.39 | Sidewalk Lt |
| 337 | 1680162.41 | 1697006.99 | Sidewalk Lt |
| 338 | 1680233.08 | 1697006.06 | Sidewalk Lt |
| 339 | 1680246.06 | 1697002.90 | Sidewalk Lt |
| 340 | 1680253.70 | 1697001.31 | Sidewalk Lt |
| 341 | 1680277.90 | 1697000.98 | Sidewalk Lt |
| 342 | 1680297.12 | 1697001.22 | Sidewalk Lt |
| 343 | 1680333.83 | 1697000.74 | Sidewalk Lt |
| 344 | 1680354.67 | 1697000.30 | Sidewalk Lt |
| 345 | 1680363.66 | 1696996.60 | Sidewalk Lt |
| 346 | 1680375.27 | 1696992.70 | Sidewalk Lt |
| 348 | 1680800.89 | 1696987.11 | Sidewalk Lt |
| 349 | 1680864.04 | 1696986.29 | Sidewalk Lt |

## Coordinate Points

| Point # | Northing | Easting | Description |
|---|---|---|---|
| 350 | 1681134.50 | 1696982.74 | Sidewalk Lt |
| 351 | 1681191.65 | 1696981.99 | Sidewalk Lt |
| 352 | 1681326.21 | 1696980.22 | Sidewalk Lt |
| 353 | 1681338.38 | 1696979.69 | Sidewalk Lt |
| 354 | 1681351.60 | 1696979.15 | Sidewalk Lt |
| 355 | 1681367.92 | 1696979.02 | Sidewalk Lt |
| 356 | 1681380.17 | 1696979.30 | Sidewalk Lt |
| 357 | 1681418.92 | 1696983.09 | Sidewalk Lt |
| 358 | 1681431.32 | 1696983.44 | Sidewalk Lt |
| 359 | 1681459.04 | 1696982.71 | Sidewalk Lt |
| 360 | 1681474.42 | 1696981.34 | Sidewalk Lt |
| 361 | 1681510.39 | 1696975.32 | Sidewalk Lt |
| 362 | 1681525.77 | 1696973.95 | Sidewalk Lt |
| 363 | 1681625.21 | 1696972.82 | Sidewalk Lt |
| 364 | 1681657.58 | 1696975.08 | Sidewalk Lt |
| 365 | 1681667.23 | 1696975.76 | Sidewalk Lt |
| 366 | 1681704.60 | 1696975.37 | Sidewalk Lt |
| 367 | 1681731.02 | 1696971.53 | Sidewalk Lt |
| 368 | 1681741.56 | 1696970.00 | Sidewalk Lt |
| 369 | 1681765.94 | 1696969.72 | Sidewalk Lt |
| 370 | 1681765.83 | 1696959.72 | Sidewalk Lt |
| 371 | 1681767.99 | 1696955.22 | Sidewalk Lt |
| 372 | 1681768.48 | 1696952.93 | Sidewalk Lt |
| 373 | 1681768.40 | 1696949.49 | Sidewalk Lt |
| 374 | 1681845.20 | 1696968.82 | Sidewalk Lt |
| 375 | 1681856.77 | 1696968.69 | Sidewalk Lt |
| 376 | 1681861.65 | 1696968.87 | Sidewalk Lt |
| 377 | 1681899.63 | 1696972.16 | Sidewalk Lt |
| 378 | 1681904.51 | 1696972.34 | Sidewalk Lt |
| 379 | 1682077.66 | 1696970.35 | Sidewalk Lt |
| 380 | 1682092.56 | 1696967.89 | Sidewalk Lt |
| 381 | 1682107.50 | 1696965.42 | Sidewalk Lt |
| 382 | 1682113.31 | 1696965.36 | Sidewalk Lt |
| 383 | 1682128.29 | 1696967.47 | Sidewalk Lt |
| 384 | 1682143.26 | 1696969.59 | Sidewalk Lt |
| 385 | 1682734.87 | 1696962.93 | Sidewalk Lt |
| 386 | 1682740.58 | 1696963.19 | Sidewalk Lt |
| 387 | 1682765.97 | 1696964.36 | Sidewalk Lt |
| 388 | 1682784.24 | 1696964.15 | Sidewalk Lt |
| 389 | 1682853.85 | 1696963.36 | Sidewalk Lt |
| 390 | 1682911.33 | 1696962.58 | Sidewalk Lt |
| 391 | 1678609.13 | 1697102.58 | Sidewalk Rt |
| 392 | 1678619.18 | 1697102.38 | Sidewalk Rt |
| 393 | 1678619.37 | 1697111.94 | Sidewalk Rt |
| 394 | 1678625.46 | 1697111.84 | Sidewalk Rt |
| 395 | 1678625.63 | 1697121.83 | Sidewalk Rt |
| 396 | 1678721.51 | 1697120.25 | Sidewalk Rt |
| 397 | 1678721.38 | 1697110.19 | Sidewalk Rt |
| 398 | 1678728.13 | 1697110.10 | Sidewalk Rt |
| 399 | 1678727.93 | 1697100.36 | Sidewalk Rt |
| 400 | 1678737.92 | 1697100.15 | Sidewalk Rt |
| 401 | 1678738.21 | 1697113.97 | Sidewalk Rt |

## Coordinate Points

| Point # | Northing | Easting | Description |
|---|---|---|---|
| 402 | 1678926.01 | 1697111.51 | Sidewalk Rt |
| 403 | 1678974.71 | 1697104.83 | Sidewalk Rt |
| 404 | 1679015.35 | 1697094.04 | Sidewalk Rt |
| 405 | 1679059.63 | 1697090.86 | Sidewalk Rt |
| 406 | 1679065.00 | 1697091.60 | Sidewalk Rt |
| 407 | 1679068.44 | 1697091.85 | Sidewalk Rt |
| 408 | 1679180.51 | 1697090.39 | Sidewalk Rt |
| 409 | 1679183.98 | 1697090.05 | Sidewalk Rt |
| 410 | 1679195.04 | 1697087.97 | Sidewalk Rt |
| 411 | 1679199.50 | 1697087.53 | Sidewalk Rt |
| 412 | 1679203.00 | 1697087.49 | Sidewalk Rt |
| 413 | 1679256.39 | 1697086.88 | Sidewalk Rt |
| 414 | 1679264.54 | 1697086.84 | Sidewalk Rt |
| 415 | 1679269.41 | 1697087.22 | Sidewalk Rt |
| 416 | 1679275.49 | 1697088.19 | Sidewalk Rt |
| 417 | 1679279.35 | 1697088.43 | Sidewalk Rt |
| 418 | 1679566.46 | 1697078.33 | Sidewalk Rt |
| 419 | 1679701.51 | 1697077.17 | Sidewalk Rt |
| 420 | 1679702.78 | 1697077.12 | Sidewalk Rt |
| 421 | 1679827.62 | 1697068.07 | Sidewalk Rt |
| 422 | 1679827.60 | 1697065.89 | Sidewalk Rt |
| 423 | 1679847.76 | 1697065.62 | Sidewalk Rt |
| 424 | 1679976.58 | 1697063.93 | Sidewalk Rt |
| 425 | 1679996.58 | 1697063.67 | Sidewalk Rt |
| 426 | 1680000.83 | 1697063.61 | Sidewalk Rt |
| 427 | 1680000.85 | 1697066.78 | Sidewalk Rt |
| 428 | 1680012.18 | 1697066.63 | Sidewalk Rt |
| 429 | 1680012.16 | 1697065.43 | Sidewalk Rt |
| 430 | 1680036.41 | 1697066.19 | Sidewalk Rt |
| 431 | 1680038.20 | 1697066.28 | Sidewalk Rt |
| 432 | 1680118.21 | 1697070.46 | Sidewalk Rt |
| 433 | 1680132.40 | 1697071.17 | Sidewalk Rt |
| 434 | 1680174.66 | 1697074.41 | Sidewalk Rt |
| 435 | 1680200.14 | 1697074.66 | Sidewalk Rt |
| 436 | 1680247.54 | 1697074.46 | Sidewalk Rt |
| 437 | 1680249.31 | 1697074.51 | Sidewalk Rt |
| 438 | 1680272.58 | 1697075.99 | Sidewalk Rt |
| 439 | 1680274.12 | 1697076.03 | Sidewalk Rt |
| 440 | 1680467.42 | 1697073.49 | Sidewalk Rt |
| 441 | 1680517.98 | 1697072.83 | Sidewalk Rt |
| 442 | 1680687.19 | 1697070.61 | Sidewalk Rt |
| 443 | 1680703.88 | 1697067.51 | Sidewalk Rt |
| 444 | 1680708.74 | 1697065.71 | Sidewalk Rt |
| 445 | 1680725.43 | 1697062.61 | Sidewalk Rt |
| 446 | 1680804.94 | 1697061.57 | Sidewalk Rt |
| 447 | 1680810.17 | 1697062.03 | Sidewalk Rt |
| 448 | 1680824.65 | 1697064.80 | Sidewalk Rt |
| 449 | 1680877.87 | 1697064.12 | Sidewalk Rt |
| 450 | 1680940.16 | 1697064.33 | Sidewalk Rt |
| 451 | 1680945.90 | 1697064.89 | Sidewalk Rt |
| 452 | 1680960.00 | 1697066.81 | Sidewalk Rt |
| 453 | 1680962.97 | 1697066.99 | Sidewalk Rt |

## Coordinate Points

| Point # | Northing | Easting | Description |
|---|---|---|---|
| 454 | 1681137.65 | 1697064.70 | Sidewalk Rt |
| 455 | 1681146.93 | 1697063.16 | Sidewalk Rt |
| 456 | 1681141.40 | 1697064.30 | Sidewalk Rt |
| 457 | 1681161.77 | 1697062.97 | Sidewalk Rt |
| 458 | 1681167.32 | 1697063.96 | Sidewalk Rt |
| 459 | 1681171.08 | 1697064.26 | Sidewalk Rt |
| 460 | 1681287.56 | 1697062.73 | Sidewalk Rt |
| 461 | 1681308.08 | 1697058.03 | Sidewalk Rt |
| 462 | 1681315.54 | 1697054.48 | Sidewalk Rt |
| 463 | 1681318.46 | 1697053.43 | Sidewalk Rt |
| 464 | 1681373.13 | 1697052.04 | Sidewalk Rt |
| 465 | 1681487.21 | 1697050.39 | Sidewalk Rt |
| 466 | 1681512.23 | 1697050.11 | Sidewalk Rt |
| 467 | 1681767.53 | 1697047.21 | Sidewalk Rt |
| 468 | 1681827.84 | 1697046.52 | Sidewalk Rt |
| 469 | 1682228.50 | 1697041.97 | Sidewalk Rt |
| 470 | 1682288.81 | 1697041.28 | Sidewalk Rt |
| 471 | 1682444.04 | 1697039.52 | Sidewalk Rt |
| 472 | 1682460.05 | 1697039.34 | Sidewalk Rt |
| 473 | 1682527.92 | 1697038.57 | Sidewalk Rt |
| 474 | 1682547.93 | 1697038.34 | Sidewalk Rt |
| 475 | 1682657.22 | 1697037.10 | Sidewalk Rt |
| 476 | 1682673.24 | 1697036.92 | Sidewalk Rt |
| 477 | 1682799.41 | 1697035.48 | Sidewalk Rt |
| 478 | 1682818.43 | 1697035.27 | Sidewalk Rt |
| 479 | 1682912.16 | 1697034.20 | Sidewalk Rt |
| 481 | 1679228.70 | 1697046.74 | CL Intersection |
| 482 | 1680492.14 | 1697030.17 | CL Intersection |
| 483 | 1680832.98 | 1697025.69 | CL Intersection |
| 484 | 1680850.70 | 1697025.46 | CL Intersection |
| 485 | 1681164.08 | 1697021.35 | CL Intersection |
| 486 | 1681348.07 | 1697018.05 | CL Intersection |
| 487 | 1681797.68 | 1697009.36 | CL Intersection |
| 488 | 1682258.43 | 1697004.13 | CL Intersection |
| 489 | 1682819.43 | 1696997.75 | CL Intersection |

## Control Points

| Point # | Elevation | Northing | Easting | Description |
|---|---|---|---|---|
| 100 | 1300.00 | 1678672.34 | 1697054.04 | Sec Corner |
| 101 | 1318.07 | 1678617.42 | 1694414.92 | 1/4 Corner |
| 277 | 1298.16 | 1679999.15 | 1696981.57 | Prop Cor |
| 295 | 1313.14 | 1683174.74 | 1696789.06 | BM |
| 296 | 1310.82 | 1679259.96 | 1696827.93 | BM |
| 297 | 1321.41 | 1683982.77 | 1696988.99 | Sec Cor |
| 3003 | 1300.00 | 1678617.39 | 1694414.95 | 1/4 Cor |
| 4296 | 1319.14 | 1678875.02 | 1697123.33 | Control Point |
| 4297 | 1322.67 | 1678672.34 | 1697054.04 | Sec Corner |
| 4298 | 1329.38 | 1676025.18 | 1697099.04 | 1/4 Cor |
| 4301 | 1316.03 | 1681328.08 | 1697019.20 | 1/4 Cor |

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SIDEWALK PLANS.dwg Last Save: 11/13/2025 5:03 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:05 AM Plotter used: None

GARVER

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

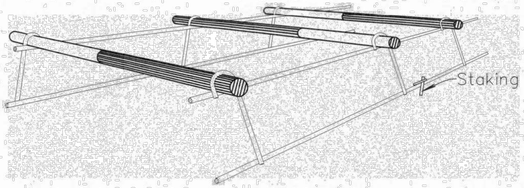
GEOMETRY POINTS

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

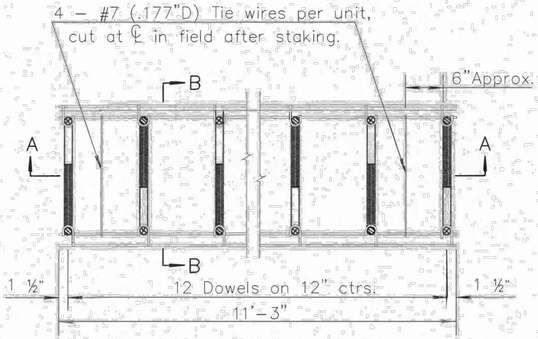
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

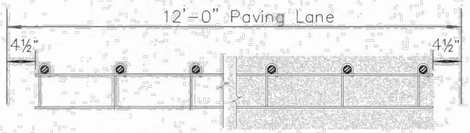
SHEET NUMBER 39 OF



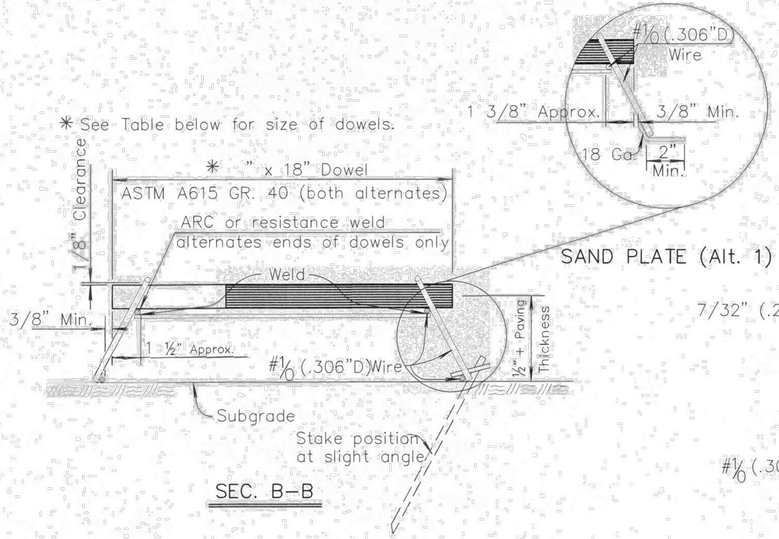

PERSPECTIVE VIEW



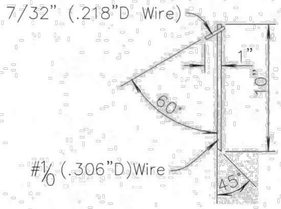

PLAN VIEW




SEC. A–A




CONTRACTION JOINT




STAKE DETAIL

(6 Pieces minimum required)

| DOWEL SIZE | |
|---|---|
| D (in.) | Diameter |
| 6 ≤ D < 9 | 1" |
| 9 ≤ D < 11 | 1 1/4" |
| D ≥ 11 | 1 1/2" |

PAVEMENT DEPTH

D=_

## GENERAL NOTE

Dowel bar insertion may be by mechanical dowel placers regardless of the joint spacing.

Each dowel bar shall be coated with an epoxy coating that meets the standard specifications. The coating material shall be a powdered epoxy resin approved by the City of Wichita and shall be uniformly applied according to accepted practiced and the resin manufacturer's recommendations. For Alt. 1 the coating need not be applied to the end faces of the bars and will not be required within 2" of the end which will be fixed in the supporting basket by welding.

The cutting to length of the dowel bars shall be done in such a manner to result in no appreciable deformation of the ends.

### Alt. 1 (Baskets)

Wire sizes shown are minimum required.

Basket to be staked to sub–grade, as shown. Ramset or similar type fastener with clip to be use when subgrade condition requires it.

A string line shall be stretched between the pavement forms along the center line of joint. The position of the joint shall be carefully marked so that the saw cut will coincide with the center line of the joint.

In order to identify the location to the bond breaker application, the working end of dowel and the supporting leg shall receive a light application of red paint at the place of fabrication. The bond breaker to be applied in the field prior to concrete placement shall consist of coating approximately three–fifths of the length of each dowel bar with hard grease at the working end identified by the red paint.

The entire joint assembly shall be carefully leveled so that the dowels are parallel to the slab surface and free to slide in the dowel holders. Any coating scraped off the dowels in assembling the joint shall be replaced.

After the complete contraction joint is assembled, it shall be checked to be certain that the vertical plane of joint will be perpendicular to the slab unless shown otherwise on the plans. The dowels shall be checked to be certain that they are level and will remain in a position parallel with the finished surface of the slab.

Concrete shall be placed over and adjacent to the joint in accordance with the requirements of the Specifications.

Other approved designs may be used in lieu of the type shown.

### Alt. 2 (Mechanical placement)

Joint spacing shall be normal to centerline.

The pavement shall be placed and consolidated to full depth prior to insertion of the dowel bars.

The dowel bars shall be coated with a bond breaking agent prior to insertion into the plastic concrete.

The dowel bars shall be inserted into the plastic concrete ahead of the finishing beam or screed.

The installing device shall consolidate the concrete around the dowel bars such that no voids exist, without the supplemental use of hand held vibrators.

The dowel bars shall be located within one inch of the planned transverse location and within the range of depth of D/2 ±0.1 D measured from mid depth and mid length of the bar where D represents the pavement thickness.

The dowel bars shall be located within two inches of the planned longitudinal location.

The dowel bars shall be parallel to the pavement surface and centerline within a tolerance of one half inch in 18 inches in both the vertical and horizontal direction.

The forward movement of the finishing beam or screed shall not be interrupted by the inserting of the dowel bars.

A positive method of marking the locations of the transverse joints shall be provided.

GARY L. JANZEN LICENSED 18203 12/21/15 KANSAS PROFESSIONAL ENGINEER

REVISED: NOVEMBER 2015

CITY OF WICHITA

PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

# CONTRACTION & EXPANSION JT. DOWEL ASSEMBLIES

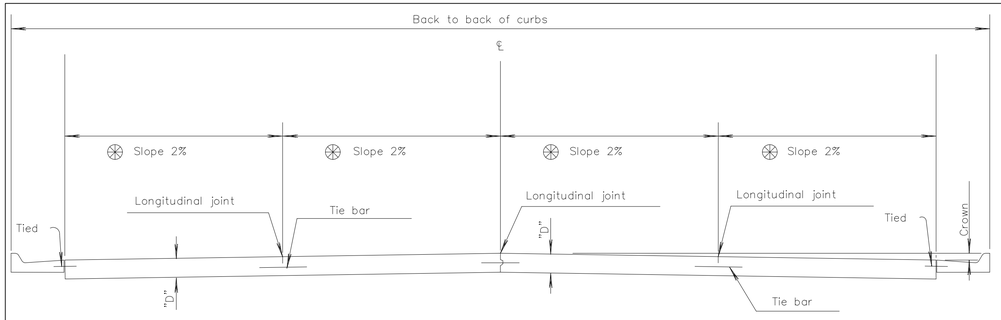
CITY ENGINEER

GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

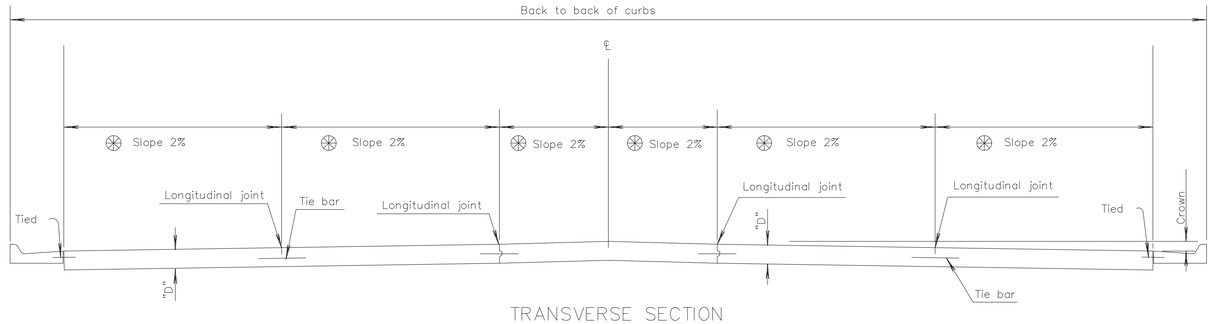
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 40



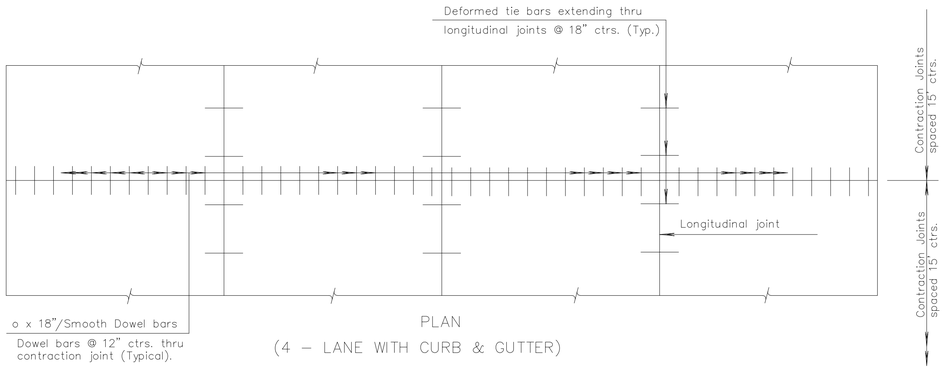

For Curb & Gutter details
See Standard Drawing PV-101.

TRANSVERSE SECTION
(4 – LANE WITH CURB & GUTTER)

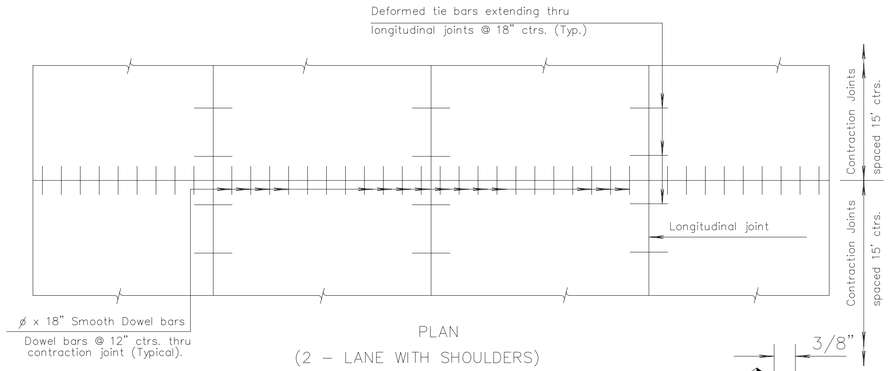



TRANSVERSE SECTION
(5 – LANE WITH CURB & GUTTER)

⊛ Normal cross slopes. See Typical Section or Cross Sections for variations.




PLAN
(4 – LANE WITH CURB & GUTTER)




PLAN
(2 – LANE WITH SHOULDERS)

## GENERAL NOTE

Epoxy coat all deformed tie bars. Patch any damage to the epoxy coating in accordance with the Standard Specifications.

Use billet steel Grade 40 reinforcing for deformed tie bars THAT require bending, may or may not be epoxy coated.

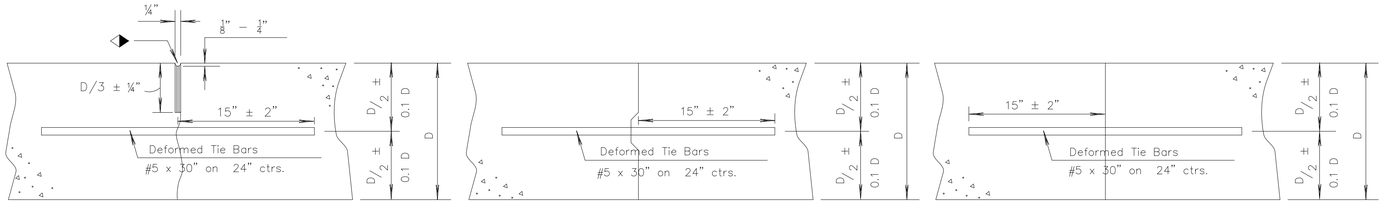
Place pressure relief joint at the end of the bridge approach pavement slab (no bars through joint). For details of pressure relief joint see KDOT Standard Drawing RD712.

Use load transfer devices as shown in details at all construction joints on mainline pavement unless otherwise noted.

◆ Fill all sawed joints on the project in accordance with the Standard Specifications.

Shape all keyed joints similar to section of recessed form leg as shown on this sheet.

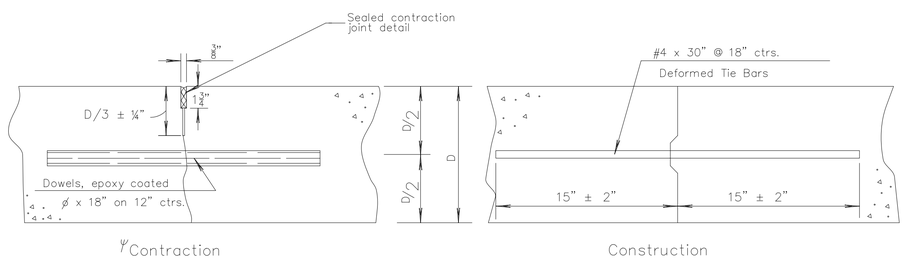
Evenly space tie bars along the length of slab with no tie bar within 12" of contraction joint. All longitudinal joints are tied.




Tied Non–Keyed | Tied Keyed Construction | Tied Butt Construction

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid–depth of the shoulder.

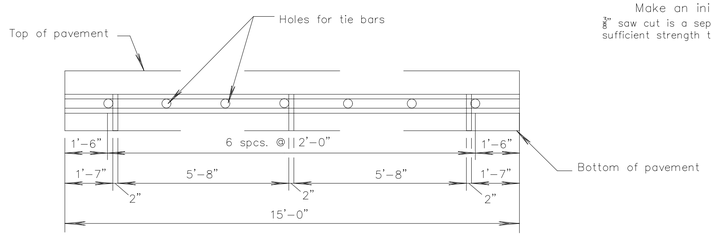
LONGITUDINAL JOINTS




Ψ Contraction | Construction

TRANSVERSE JOINTS

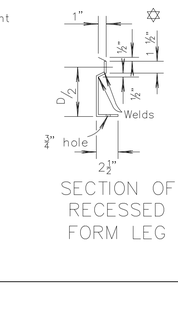
Note: Construct contraction joints at plan locations or at the Engineer's direction.
When necessary to interrupt continuous placement for a substantial length of time or at the end of a day's paving, the Contractor has the option of ending placement at a contraction joint or with a construction joint located a minimum of five (5) feet from a contraction joint. Construct either joint type by placing a header at the end of the pour or by paving past the joint location. After the concrete has hardened, saw joint and drill holes for tie bars or dowels.



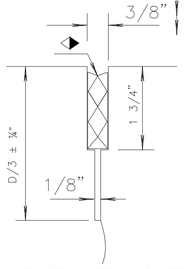

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT

To be used only against forms, do not extend through contraction joints. For automated placement tie bars are spaced at uniform 24" centers.

✡ Use snap–in leg or other approved design in lieu of welded leg.




SECTION OF
RECESSED
FORM LEG




Ψ DETAIL OF SEALED CONTRACTION
JOINT SAWCUT

Make an initial ⅛" saw cut( D/3 ± ¼" depth); the second ⅜" saw cut is a separate operation done after concrete has gained sufficient strength to avoid spalling as determined by the Engineer.

| DOWEL SIZE | |
|---|---|
| D (in.) | Diameter |
| 6 < D < 9 | 1" |
| 9 ≤ D < 11 | 1 1/4" |
| D ≥ 11 | 1 1/2" |

PAVEMENT DEPTH
D=_

REVISED: NOVEMBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# CONCRETE PAVEMENT DOWEL JOINTED NON-REINFORCED

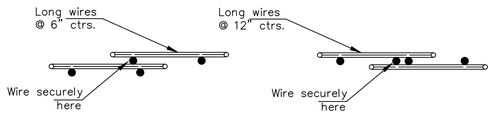
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL – SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 41A

PV-141



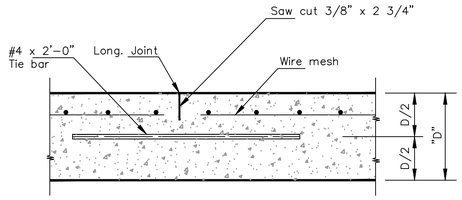

DETAIL OF LAP FOR WIRE MESH

NOTE: The lap shall extend beyond the first transverse wire of each sheet.

The sheets shall be wired securely at the edges and at intervals not to exceed 2'–6" for the full width of the sheet. Approx. weight of wire mesh = 44 lbs. per 100 sq. ft.

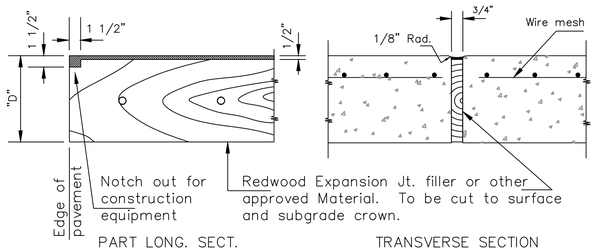
Other methods for fastening the sheets of wire mesh at the laps may be used with the approval of the Engineer.

NOTE: CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE FORMED IN THE MONOLITHIC CURB AT ALL LOCATIONS WHERE SUCH JOINTS ARE PLACED IN THE PAVEMENT. ADDITIONAL CONTRACTION JOINTS SHALL BE CUT IN THE MONOLITHIC CURB IN UNIFORM LENGTHS NOT EXCEEDING TEN FOOT INTERVALS BETWEEN THOSE JOINTS WHICH COINCIDE WITH JOINTS IN THE PAVEMENT.

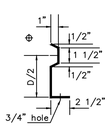



LONGITUDINAL JOINT DETAIL
TRANSVERSE SECTION

NOTE: Longitudinal joint formed by sawing 2 3/4" deep and 3/8" wide and filled as specified in standard specifications.



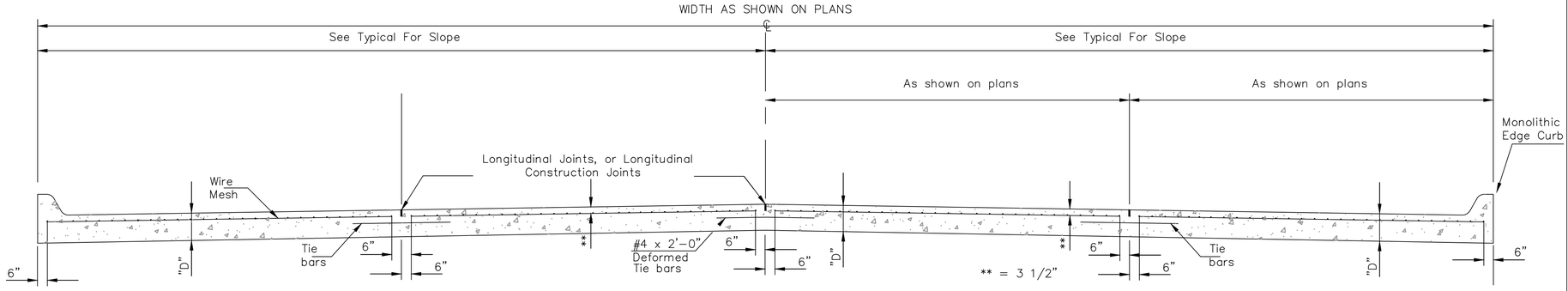

PART LONG. SECT. TRANSVERSE SECTION




SECTION OF RECESSED FORM LEG

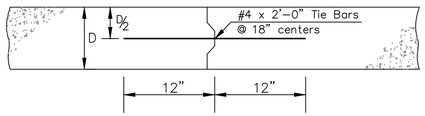
EXPANSION JOINT DETAIL

NOTE: EXPANSION JOINT MATERIALMUST BE SECURELY HELD IN PLACE BY USING METAL STAKES, METAL PINS, OR BY OTHER APPROVED METHODS SO THAT WHEN THE PAVEMENT IS COMPLETED THE EXPANSION MATERIAL WILL BE PERPENDICULAR TO THE SURFACE OF THE COMPLETED PAVEMENT. CONCRETE SHALL BE HAND PLACED ON EACH SIDE OF THE EXPANSION JOINT MATERIAL IN A MANNER THAT WILL PRECLUDE DISPLACEMENT OF THE EXPANSION JOINT MATERIAL.



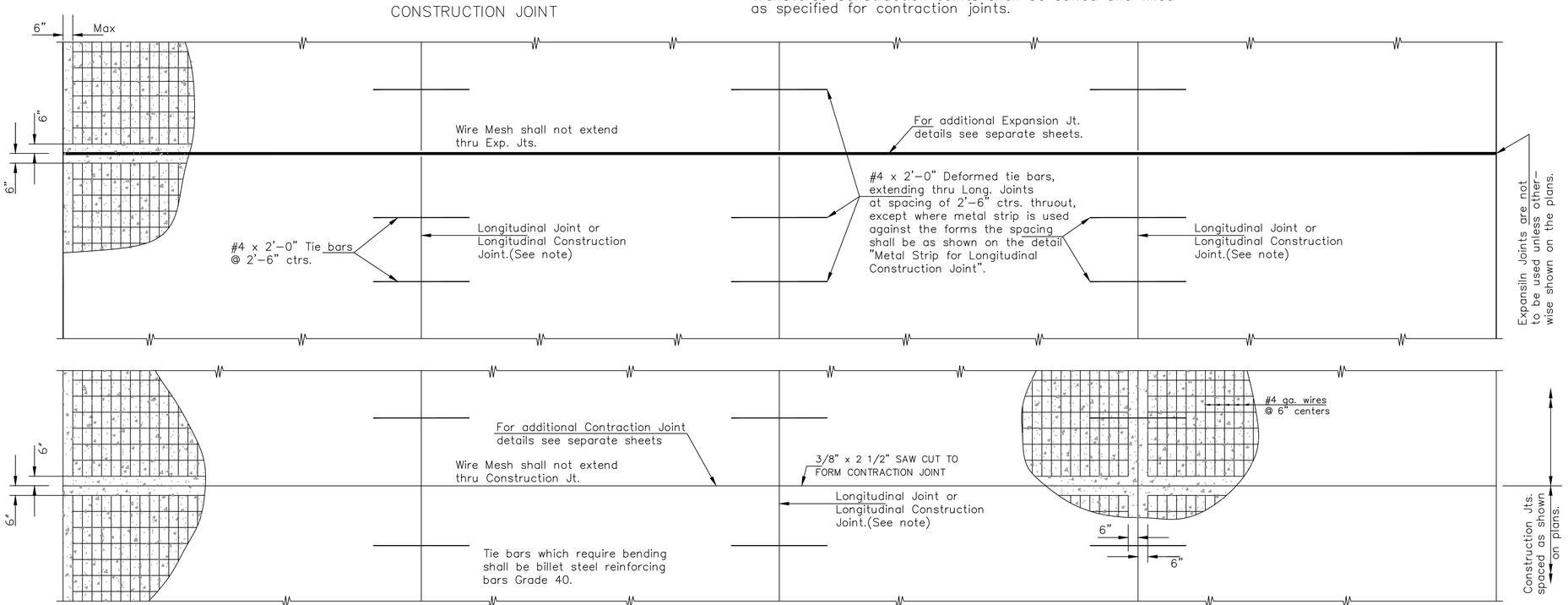

TRANVERSE SECTION

** Note: The 3 1/2" as shown on standard sheet is a nominal dimension and may be subject to a normal uneveness due to placement operations.



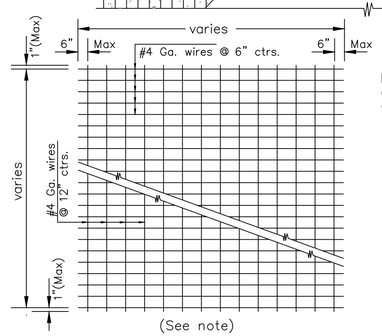

CONSTRUCTION JOINT

Note: A Construction Joint is required when the pour has been interrupted for a substantial length of time or at the end of a day's pour.
Transverse Construction Joints shall be sawed and filled as specified for contraction joints.

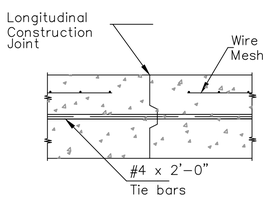



PLAN

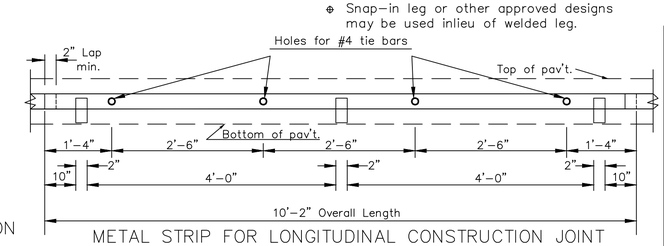
⊕ Snap–in leg or other approved designs may be used inlieu of welded leg.




TYPICAL SHEET OF WELDED WIRE MESH




LONGITUDINAL CONSTRUCTION JOINT DETAIL
TRANSVERSE SECTION




METAL STRIP FOR LONGITUDINAL CONSTRUCTION JOINT

TO BE USED ONLY AGAINST FORMS. SHALL NOT EXTEND THROUGH CONTRACTION OR EXPANSION JOINTS.
OTHER TYPES OF CONSTRUCTION SHALL BE PERMITTED WITH THE APPROVAL OF THE ENGINEER.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

CONCRETE PAVEMENT DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

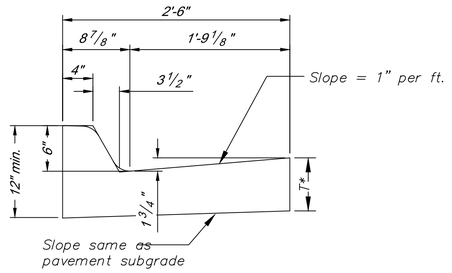
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

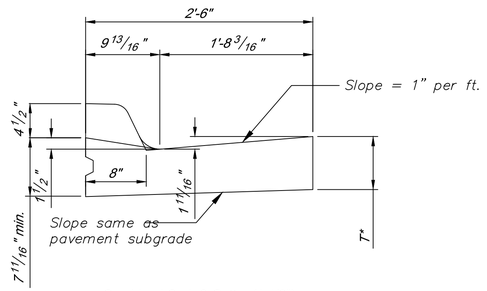
SHEET 41B

PV-125

## TYPE 1
(Arterial curb)

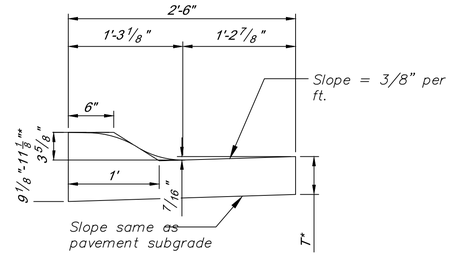



Combined Curb & Gutter (6")

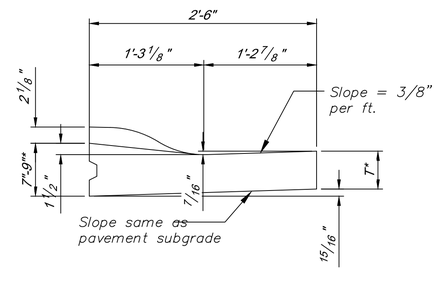



Combined Curb & Gutter (1 1/2")

## TYPE 2
(Roll curb)

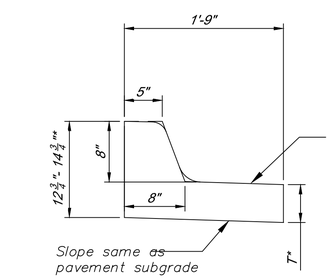



Combined Curb & Gutter (3 5/8")

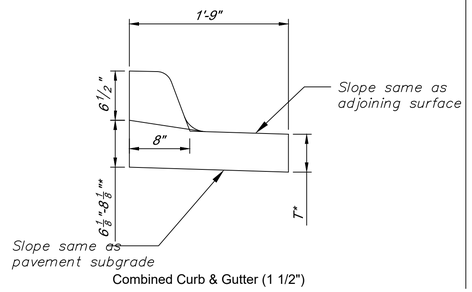



Combined Curb & Gutter (1 1/2")

## TYPE 3
(Median curb)

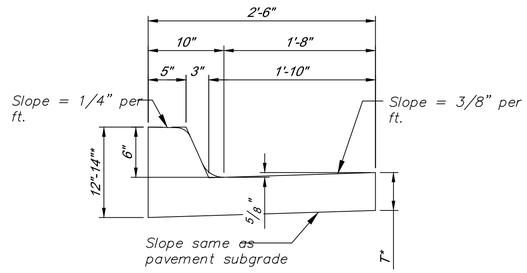



Combined Curb & Gutter (8")

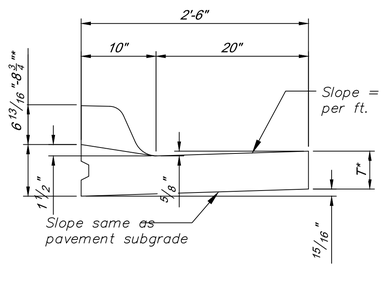



Combined Curb & Gutter (1 1/2")

## TYPE 4
(Residential curb)

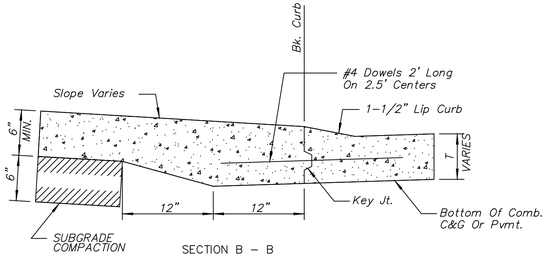



Combined Curb & Gutter (6")

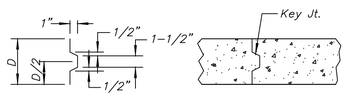



Combined Curb & Gutter (1 1/2")

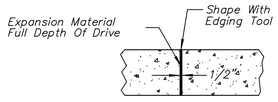
T* = Thickness of curb to adjust with pavement thickness



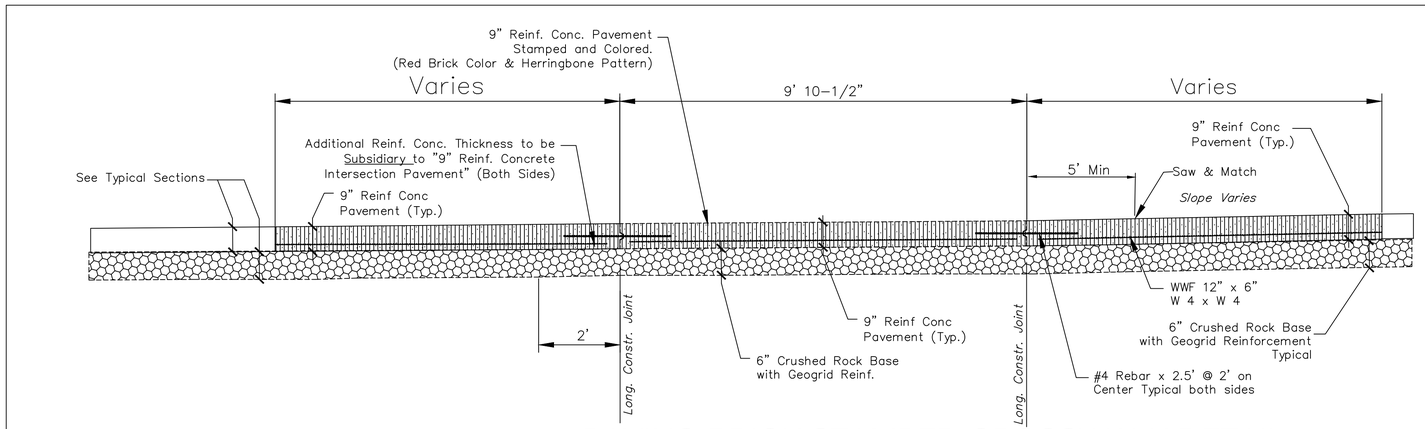

BACK OF CURB DETAIL




ALT. LONGITUDINAL CONSTRUCTION JOINT




EXPANSION JOINT (E.J.)



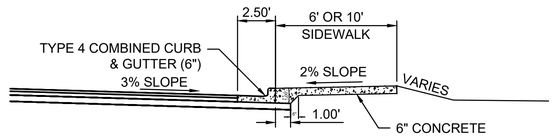

PAVING BRICK STAMPED CROSSWALK DETAIL

## GENERAL NOTES

1. Expansion (isolation) joints shall be constructed a maximum of 300' apart and at all PIs, PCs, cul-de-sac quadrants, and ends of returns.

2. Contraction joints shall be constructed a minimum of 12' apart.

3. Joint sealer shall be required at all joints on arterial and industrial streets and at intersections on residential streets.




THICKENED EDGE SIDEWALK

REVISED: OCTOBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

# CURB & GUTTER & PAVING BRICK CROSSWALK DETAILS

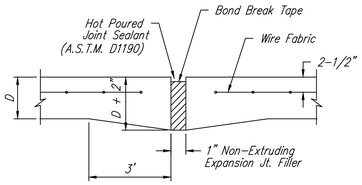
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

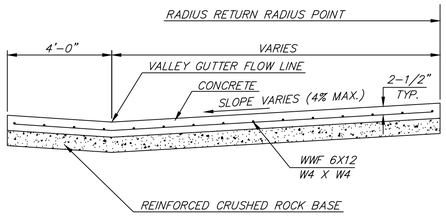
SHEET 42

PV-101

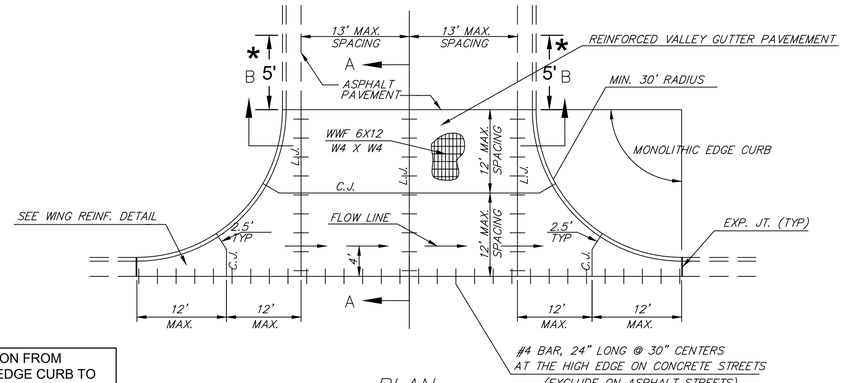



EXPANSION JOINT

NOTE: Extra Thickness to be Subsidiary to Price of Square Yards Pavement

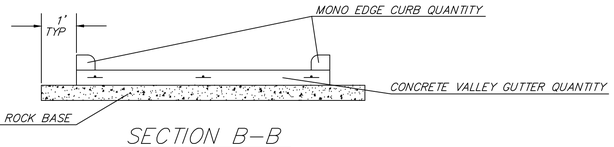



SECTION A-A

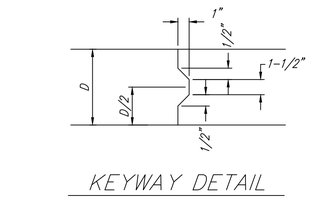



PLAN

* 5'-0" TRANSITION FROM MONOLITHIC EDGE CURB TO ROLL CURB ON SIDE STREETS. TRANSITION WILL OCCUR IN THE ROLL CURB SIDE.

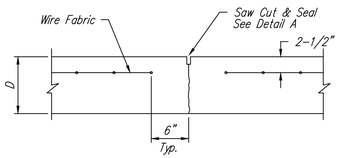



SECTION B-B

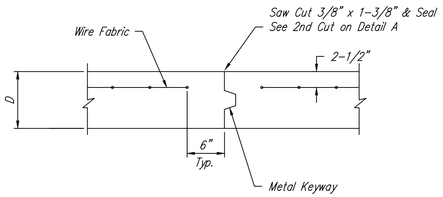



KEYWAY DETAIL

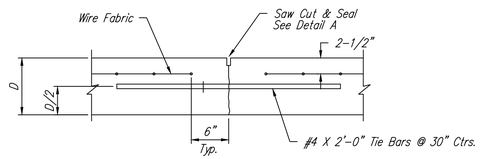
# REINFORCED VALLEY GUTTER DETAIL



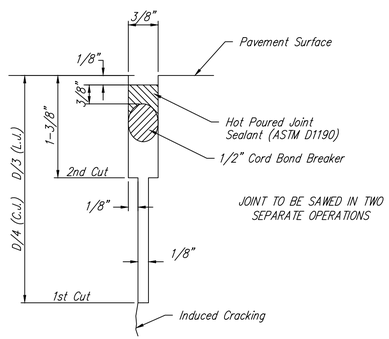

CONTRACTION JOINT DETAIL (C.J.)



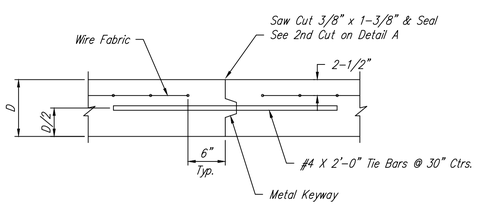

OPTIONAL CONTRACTION JOINT



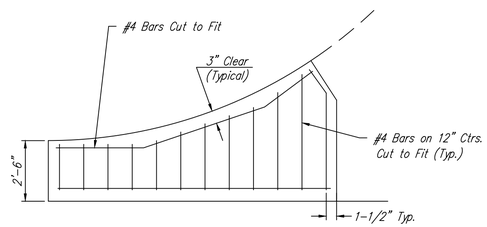

LONGITUDINAL JOINT DETAIL (L.J.)




SAW JOINT DETAIL
(DETAIL A)




OPTIONAL LONGITUDINAL JOINT DETAIL (L.J.)




WING REINFORCING DETAIL

REVISION MAY 2017 | SECTION B-B, ROCK EXTENDED ONE FOOT BEYOND PAVEMENT

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

VALLEY GUTTER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
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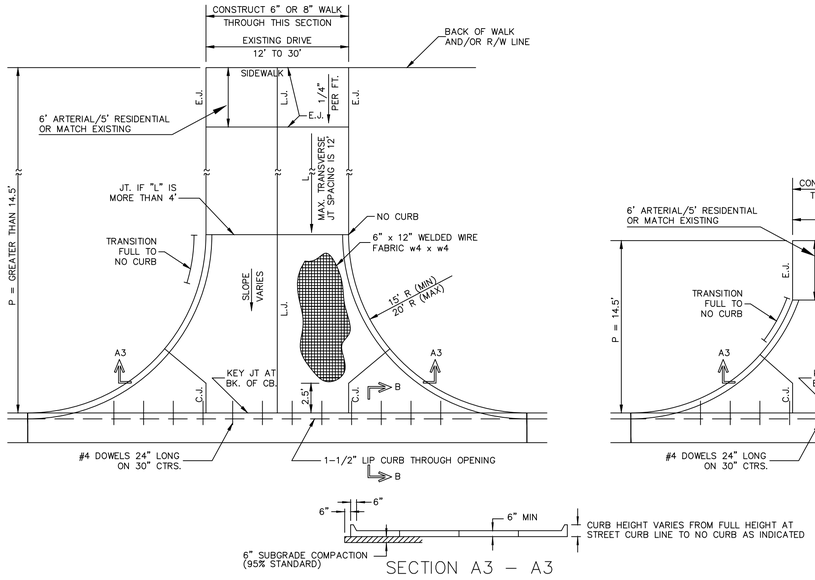
SHEET 43

PV-109

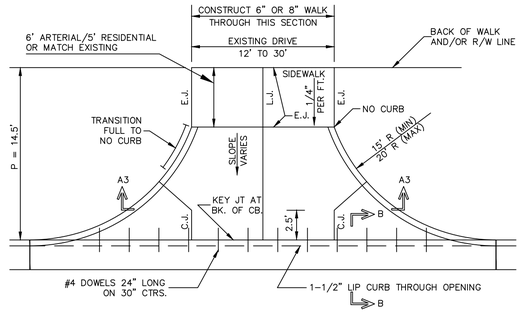


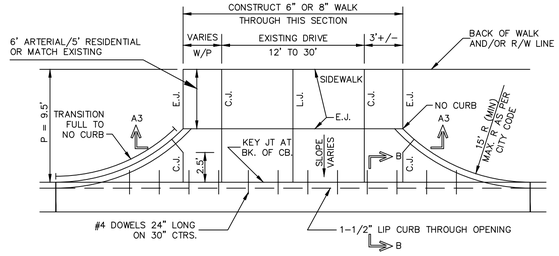


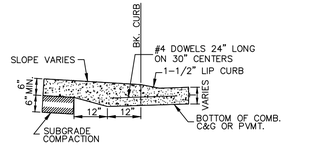


SECTION A3 – A3

FULL RADIUS DRIVES (ARTERIAL/COLLECTOR DRIVEWAY)

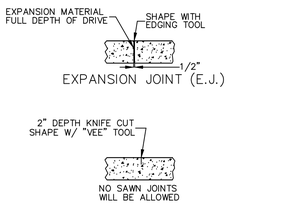


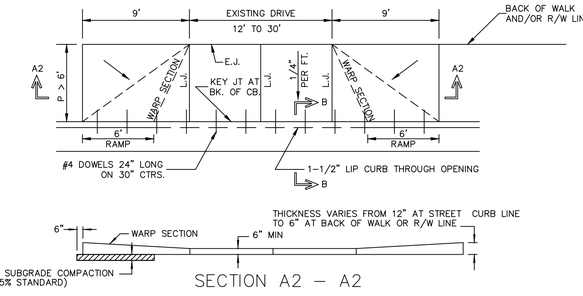




SECTION B – B

ALT. LONGITUDINAL CONSTRUCTION JOINT

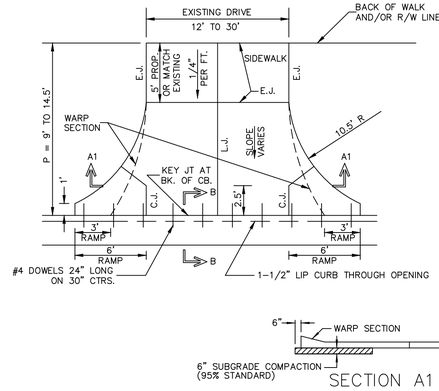



BACK OF CURB DETAIL




SECTION A2 – A2

FULL RAMP DRIVES (P = 4.0' & 6.5')




SECTION A1 – A1

RADIUS RAMP DRIVES (RESIDENTIAL DRIVEWAY)

## GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A WIDTH DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A WIDTH DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS WIDTH ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 12' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
6. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
7. DRIVEWAYS ONLY ON RESIDENTIAL PROPERTIES ONLY CAN BE CONSTRUCTED WITH 6" IN THICKNESS AND CAN BE WITHOUT REINFORCEMENT.
8. ALL DRIVEWAYS TO NONRESIDENTIAL PROPERTY SHALL BE A MINIMUM OF 8" IN THICKNESS AND SHALL HAVE REINFORCEMENT WITH 6"x12", W4xW4.

REVISED: NOVEMBER 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

*STANDARD DRIVE ENTRANCES FULL HEIGHT CURB*

CITY ENGINEER
*GARY JANZEN, P.E.*

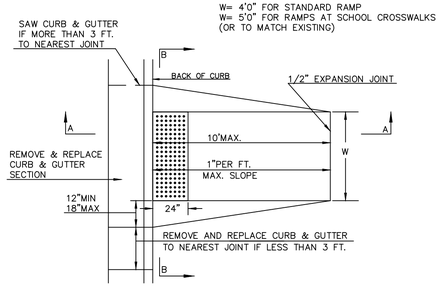
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

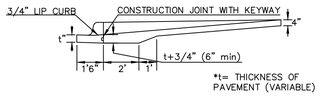
*CITY ENGINEER'S OFFICE*
*CITY HALL - SEVENTH FLOOR*
*455 NORTH MAIN STREET*
*WICHITA, KANSAS 67202-1620*
*(316) 268-4501*

SHEET 44

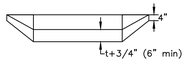
PV-126

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER (TYPE A)



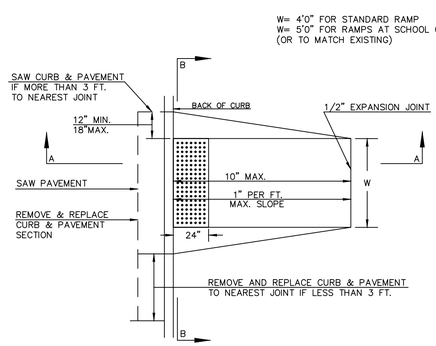



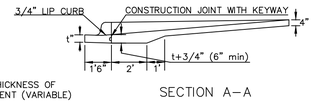

SECTION A–A



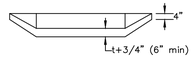

SECTION B–B

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR CONCRETE STREETS WITH MONOLITHIC CURB (TYPE A)



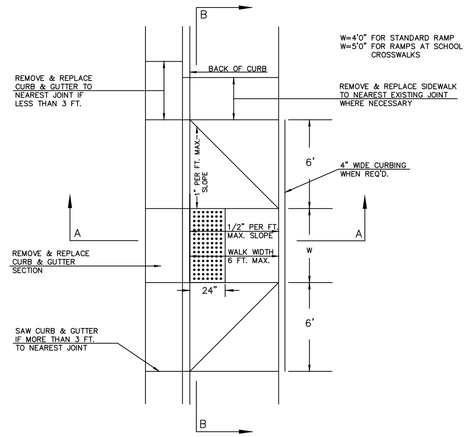



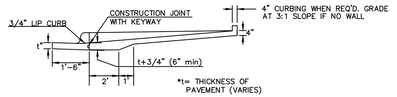

SECTION A–A



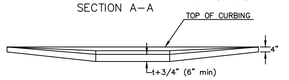

SECTION B–B

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER AND FULL WALK (TYPE B)



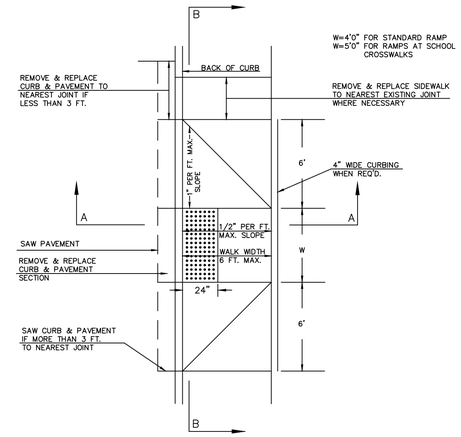



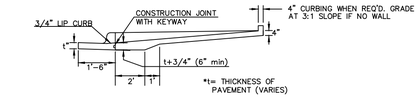

SECTION A–A



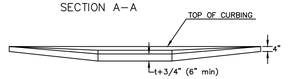

SECTION B–B

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB AND FULL WALK (TYPE B)



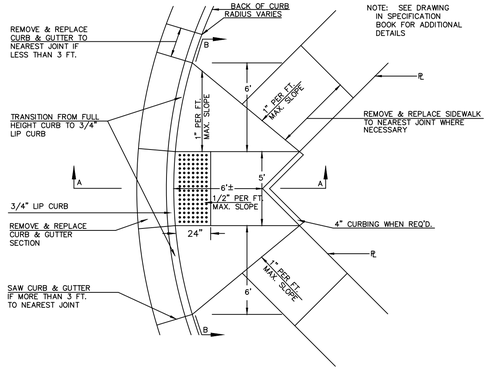



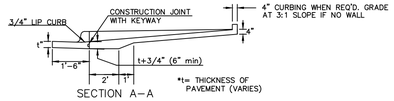

SECTION A–A



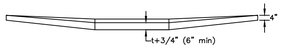

SECTION B–B

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DEAIL FOR STREET WITH COMBINED CURB AND GUTTER ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



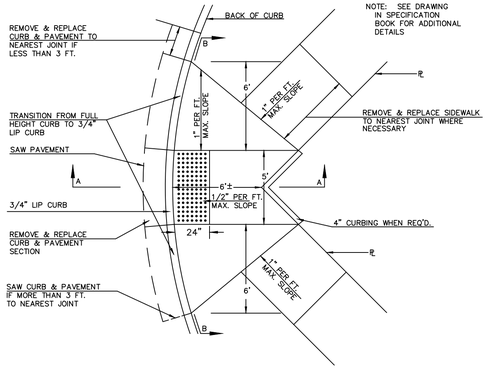



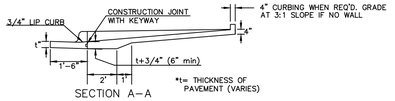

SECTION A–A



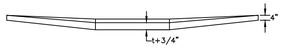

SECTION B–B

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREET WITH MONOLITHIC CURB ON RADIUS WITH 6'± FROM BACK OF CURB TO PROPERTY CORNER (TYPE C)



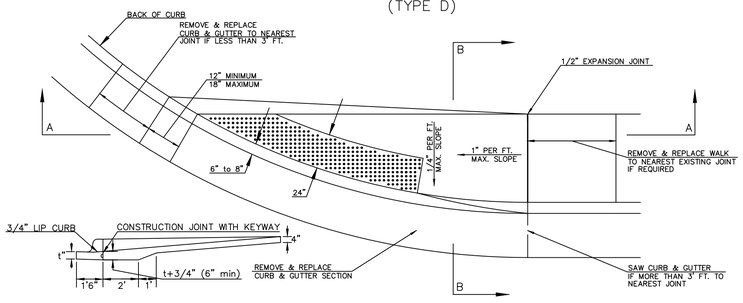




SECTION A–A



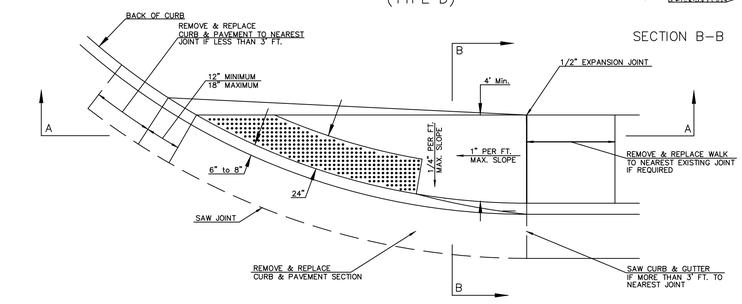

SECTION B–B

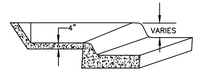
## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH COMBINED CURB & GUTTER WITH ONE FULL SIDEWALK (TYPE D)



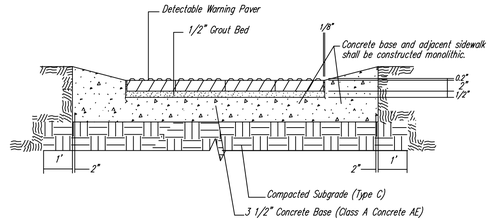

SECTION A–A

## STANDARD WHEELCHAIR RAMP CONSTRUCTION DETAIL FOR STREETS WITH MONOLITHIC CURB WITH ONE FULL SIDEWALK (TYPE D)



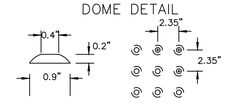

SECTION B–B




*TYPICAL SECTION DETECTABLE WARNING PAVER SECTION A–A*

*NOTE: HANOVER DETECTABLE WARNING PAVERS (OR AN APPROVED ALTERNATE) SHALL BE USED IN ALL WHEELCHAIR RAMPS. THE 11 3/4" "RED 15" PAVER SHALL BE USED IN ALL APPLICATIONS.*
*HANOVER ARCHITECTURAL PRODUCTS*
*240 BENDER ROAD*
*HANOVER, PA 17331*
*1-717-637-0500*
*www.hanoverpovers.com*

DOME DETAIL




CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

# WHEELCHAIR RAMP DETAILS WITH DETECTABLE WARNING

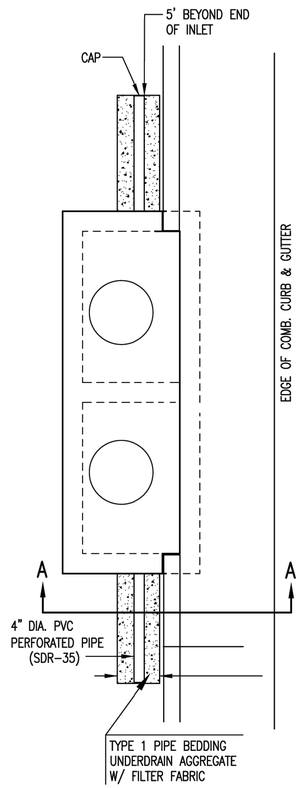
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

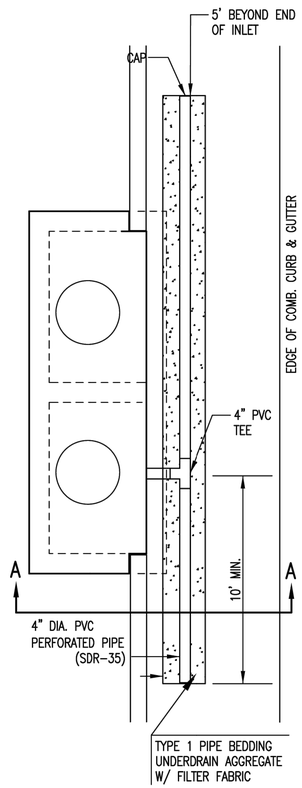

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501


SHEET 45

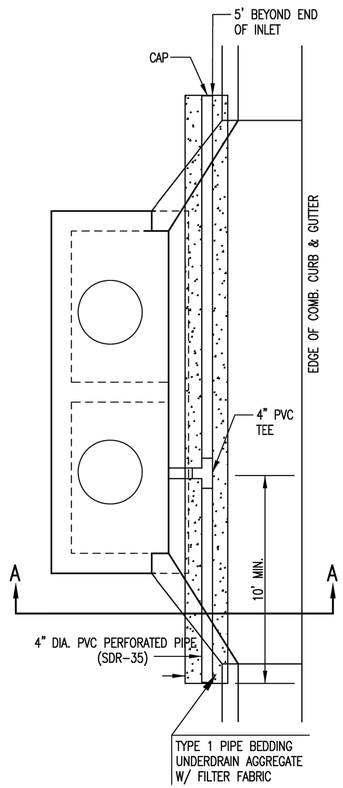
**PAVEMENT UNDERDRAIN SHALL BE INSTALLED ON ALL CURB INLETS.**



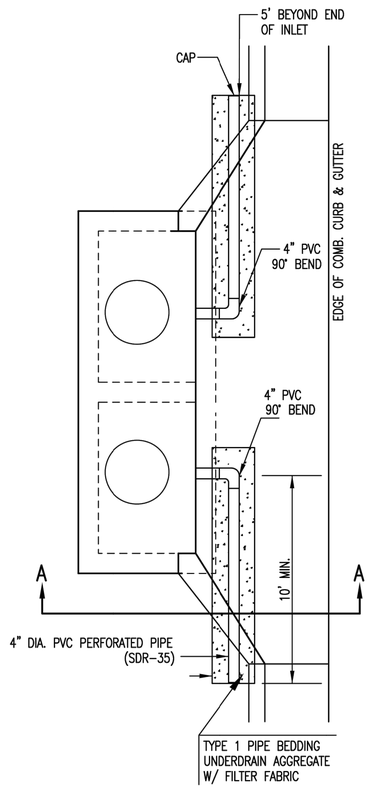

TYPE 1
OPTION 1



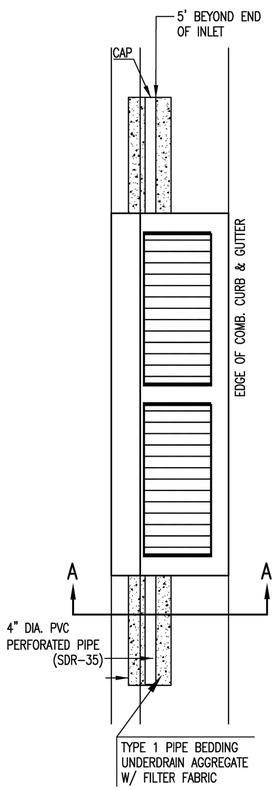

TYPE 1
OPTION 2



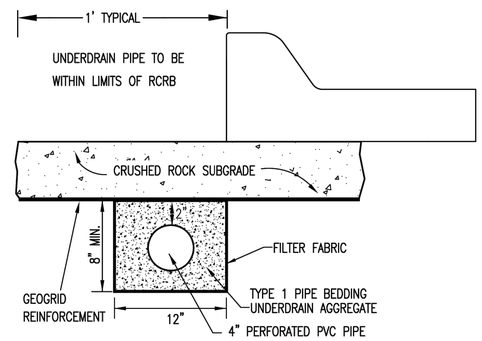

TYPE 1-A INLET
OPTION 1




TYPE 1-A INLET
OPTION 2



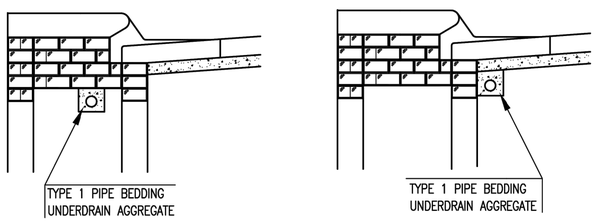

~~TYPE 2~~
DRIVEWAY INLET




SECTION A-A (TYPICAL)

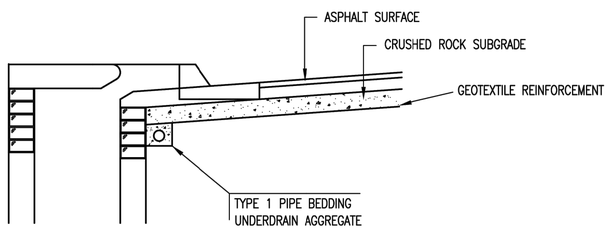
## GENERAL NOTES

1. PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL SDR 35, 4" PERFORATED DRAIN PIPE AND TEE AS INDICATED IN THE DETAILS.
2. WHEN SWS CONSTRUCTED BY SEPARATE PROJECT, SWS CONTRACTOR SHALL INSTALL SDR 35, 4" DRAIN PIPE STUB ONLY THROUGH WALLS OF CURB INLETS AND CAP TO ALLOW FUTURE CONNECTION OF TEE AND ADDITIONAL DRAIN PIPE BY OTHERS.
2. UNDERDRAIN PIPE SHALL BE PAID AS A MEASURED QUANTITY BY THE LINEAL FOOT.




(MIN. 16 PERFORATIONS PER LIN. FT. @ 1/4" DIA.)
PERFORATIONS TO BE ON BOTTOM HALF

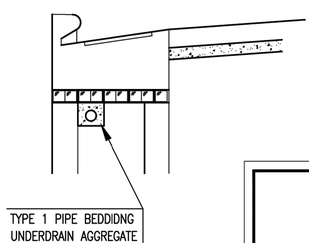
SECTION A-A




SECTION A-A

## PAVEMENT UNDERDRAIN DETAIL

BID ITEM TO BE PROVIDED PER 4" PERFORATED UNDERDRAIN PIPE.




SECTION A-A

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

CURB INLET
PAVEMENT UNDERDRAIN
DETAIL

CITY ENGINEER
GARY JANZEN, P.E.

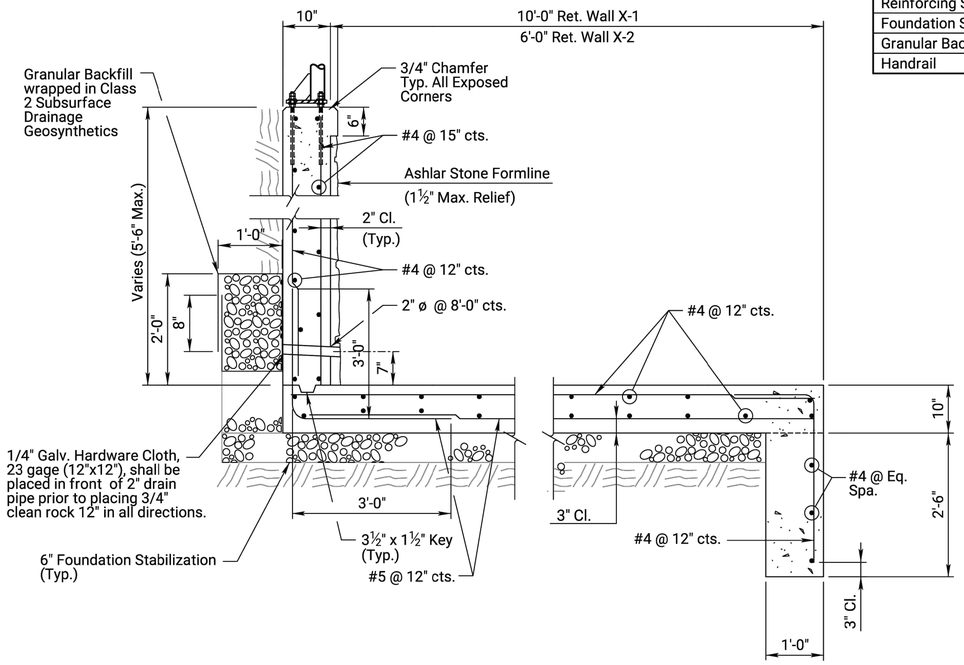
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 10/2012 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

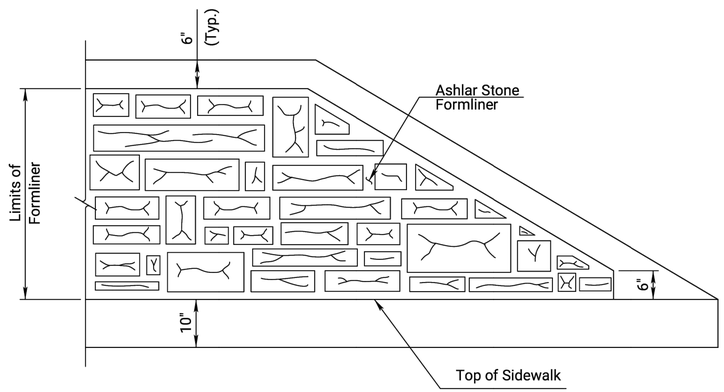
SHEET 46

SW-111

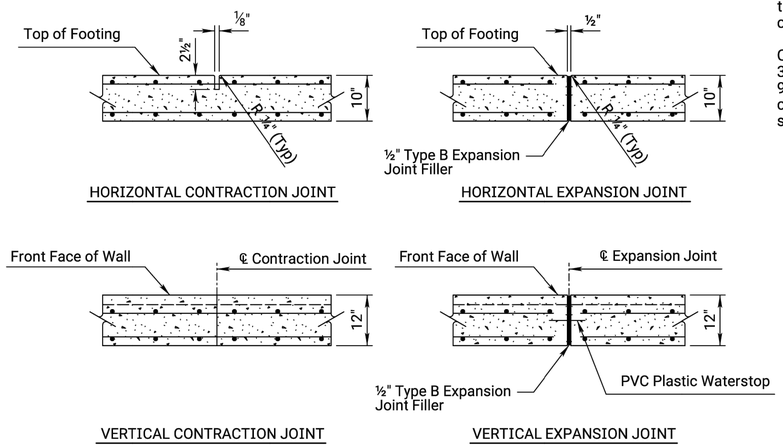
| SUMMARY OF QUANTITIES | | | | | |
|---|---|---|---|---|---|
| Item | Unit | ISRW1 | ISRW2 | ISRW3 | ISRW4 |
| Concrete (Grade 4.0)(AE) | Cu.Yd. | 60.1 | 14.0 | 47.4 | 70.4 |
| Reinforcing Steel (Grade 60) | Lb. | 5570 | 1249 | 4057 | 6172 |
| Foundation Stabilization | Cu.Yd. | 21.3 | 4.9 | 14.4 | 21.1 |
| Granular Backfill | Cu.Yd. | 4.4 | 1.0 | 0.7 | 0.9 |
| Handrail | Ft. | -- | -- | -- | 50 |




TYPICAL SECTION




PARTIAL ELEVATION




JOINT DETAILS

SIDEWALK - RETAINING WALL NOTES

SPECIFICATIONS

Design Specifications - AASHTO Specifications, 9th Edition, 2020, and Interim Specifications, Load and Resistant Factor Design.

UNIT STRESSES

Concrete (Grade 4.0)(AE) f'c = 4.0 ksi
Reinforcing Steel (Grade 60) fy = 60 ksi

NOTES

All concrete for retaining walls is bid as Concrete (Grade 4.0)(AE).

All reinforcing steel shall conform to the requirements of ASTM A615 Grade 60. The clear distance from the face of concrete to near edge or end of reinforcing bars shall be 2 inches unless noted otherwise.

Galvanized Hardware Cloth shall not be paid for directly but shall be subsidiary to the bid item "Granular Backfill."

Foundation Stabilization shall consist of aggregate that complies with KDOT specifications for SB-3.

Joints shall be sawed at right angles to the alignment of the sidewalk and to the depths indicated below. All vertical joints shall align with the sidewalk Contraction Joints.

Contraction Joints shall be one-eighth (1/8) inch wide by one (1) inch deep and formed by tooling or by use of concrete saw.

Expansion Joints shall be formed by a one-half (1/2) inch thick preformed joint filler, extending full depth of the slab and wall thickness and be secured so that they are not moved by depositing and compacting concrete at these joints.

Contraction joints shall be placed at a maximum of 30 ft. spacing and expansion joints at a maximum of 90 ft. spacing in the retaining wall. Sidewalk contraction ane expansion joint placement locations shall match those in the retaining wall.

Min. Lap Lenths

| Bar Size | Lap Length |
|---|---|
| #3 | 1'-5" |
| #4 | 2'-1" |
| #5 | 2'-7" |

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

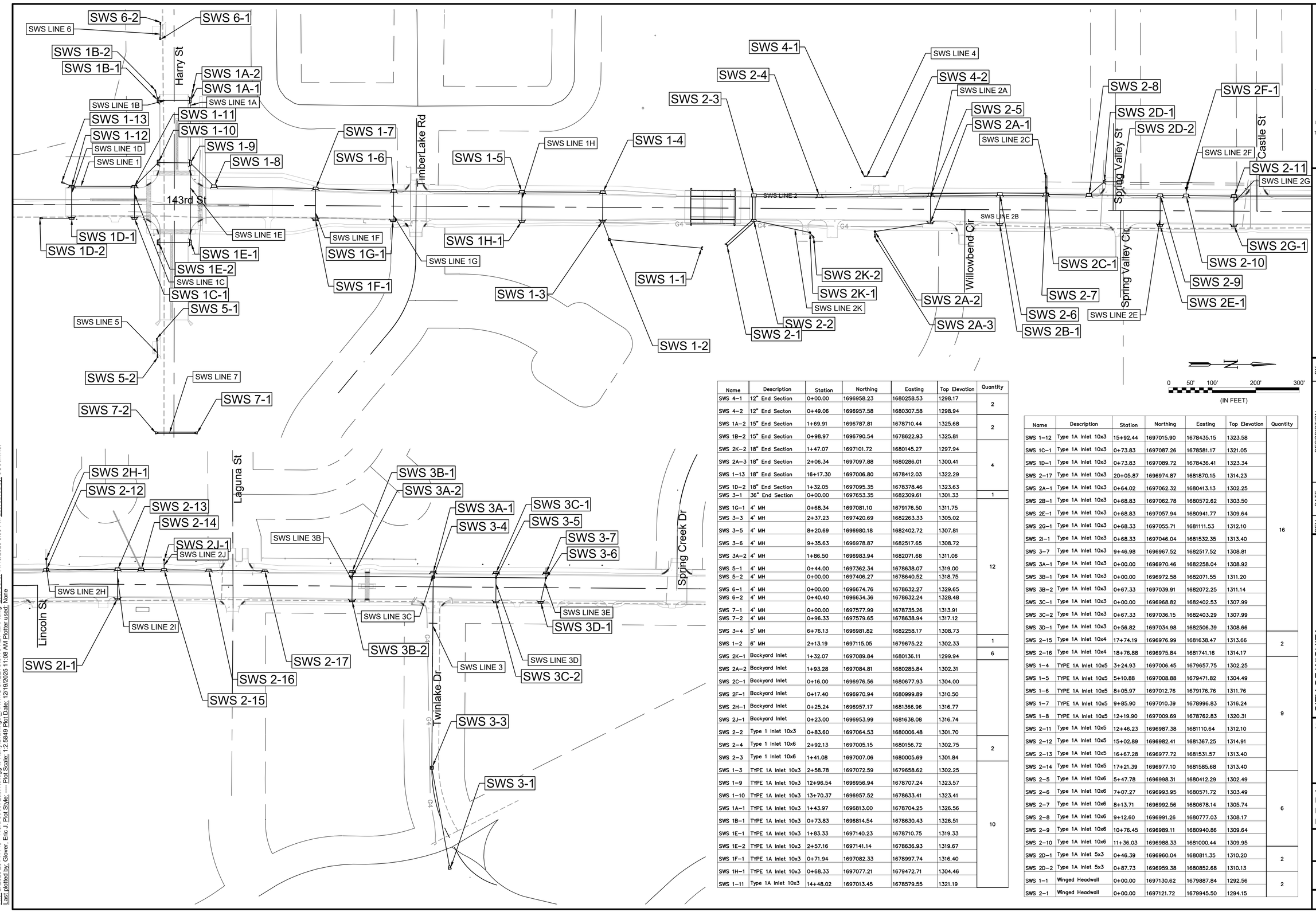
143RD STREET EAST
HARRY ST. TO KELLOGG

JOB NO.:
DATE:
DESIGNED BY:
DRAWN BY:

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 47




| Name | Description | Station | Northing | Easting | Top Elevation | Quantity |
|---|---|---|---|---|---|---|
| SWS 4–1 | 12" End Section | 0+00.00 | 1696958.23 | 1680258.53 | 1298.17 | 2 |
| SWS 4–2 | 12" End Secton | 0+49.06 | 1696957.58 | 1680307.58 | 1298.94 | |
| SWS 1A–2 | 15" End Section | 1+69.91 | 1696787.81 | 1678710.44 | 1325.68 | 2 |
| SWS 1B–2 | 15" End Section | 0+98.97 | 1696790.54 | 1678622.93 | 1325.81 | |
| SWS 2K–2 | 18" End Section | 1+47.07 | 1697101.72 | 1680145.27 | 1297.94 | 4 |
| SWS 2A–3 | 18" End Section | 2+06.34 | 1697097.88 | 1680286.01 | 1300.41 | |
| SWS 1–13 | 18" End Section | 16+17.30 | 1697006.80 | 1678412.03 | 1322.29 | |
| SWS 1D–2 | 18" End Section | 1+32.05 | 1697095.35 | 1678378.46 | 1323.63 | |
| SWS 3–1 | 36" End Section | 0+00.00 | 1697653.35 | 1682309.61 | 1301.33 | 1 |
| SWS 1G–1 | 4' MH | 0+68.34 | 1697081.10 | 1679176.50 | 1311.75 | 12 |
| SWS 3–3 | 4' MH | 2+37.23 | 1697420.69 | 1682263.33 | 1305.02 | |
| SWS 3–5 | 4' MH | 8+20.69 | 1696980.18 | 1682402.72 | 1307.81 | |
| SWS 3–6 | 4' MH | 9+35.63 | 1696978.87 | 1682517.65 | 1308.72 | |
| SWS 3A–2 | 4' MH | 1+86.50 | 1696983.94 | 1682071.68 | 1311.06 | |
| SWS 5–1 | 4' MH | 0+44.00 | 1697362.34 | 1678638.07 | 1319.00 | |
| SWS 5–2 | 4' MH | 0+00.00 | 1697406.27 | 1678640.52 | 1318.75 | |
| SWS 6–1 | 4' MH | 0+00.00 | 1696674.76 | 1678632.27 | 1329.65 | |
| SWS 6–2 | 4' MH | 0+40.40 | 1696634.36 | 1678632.24 | 1328.48 | |
| SWS 7–1 | 4' MH | 0+00.00 | 1697577.99 | 1678735.26 | 1313.91 | |
| SWS 7–2 | 4' MH | 0+96.33 | 1697579.65 | 1678638.94 | 1317.12 | |
| SWS 3–4 | 5' MH | 6+76.13 | 1696981.82 | 1682258.17 | 1308.73 | |
| SWS 1–2 | 6' MH | 2+13.19 | 1697115.05 | 1679675.22 | 1302.33 | 1 |
| SWS 2K–1 | Backyard Inlet | 1+32.07 | 1697089.84 | 1680136.11 | 1299.94 | 6 |
| SWS 2A–2 | Backyard Inlet | 1+93.28 | 1697084.81 | 1680285.84 | 1302.31 | 9 |
| SWS 2C–1 | Backyard Inlet | 0+16.00 | 1696976.56 | 1680677.93 | 1304.00 | |
| SWS 2F–1 | Backyard Inlet | 0+17.40 | 1696970.94 | 1680999.89 | 1310.50 | |
| SWS 2H–1 | Backyard Inlet | 0+25.24 | 1696957.17 | 1681366.96 | 1316.77 | |
| SWS 2J–1 | Backyard Inlet | 0+23.00 | 1696953.99 | 1681638.08 | 1316.74 | |
| SWS 2–2 | Type 1 Inlet 10x3 | 0+83.60 | 1697064.53 | 1680006.48 | 1301.70 | |
| SWS 2–4 | Type 1 Inlet 10x6 | 2+92.13 | 1697005.15 | 1680156.72 | 1302.75 | 2 |
| SWS 2–3 | Type 1 Inlet 10x6 | 1+41.08 | 1697007.06 | 1680005.69 | 1301.84 | |
| SWS 1–3 | TYPE 1A Inlet 10x3 | 2+58.78 | 1697072.59 | 1679658.62 | 1302.25 | 10 |
| SWS 1–9 | TYPE 1A Inlet 10x3 | 12+96.54 | 1696956.94 | 1678707.24 | 1323.57 | |
| SWS 1–10 | TYPE 1A Inlet 10x3 | 13+70.37 | 1696957.52 | 1678633.41 | 1323.41 | |
| SWS 1A–1 | TYPE 1A Inlet 10x3 | 1+43.97 | 1696813.00 | 1678704.25 | 1326.56 | |
| SWS 1B–1 | TYPE 1A Inlet 10x3 | 0+73.83 | 1696814.54 | 1678630.43 | 1326.51 | |
| SWS 1E–1 | TYPE 1A Inlet 10x3 | 1+83.33 | 1697140.23 | 1678710.75 | 1319.33 | |
| SWS 1E–2 | TYPE 1A Inlet 10x3 | 2+57.16 | 1697141.14 | 1678636.93 | 1319.67 | |
| SWS 1F–1 | TYPE 1A Inlet 10x3 | 0+71.94 | 1697082.33 | 1678997.74 | 1316.40 | |
| SWS 1H–1 | TYPE 1A Inlet 10x3 | 0+68.33 | 1697077.21 | 1679472.71 | 1304.46 | |
| SWS 1–11 | Type 1A Inlet 10x3 | 14+48.02 | 1697013.45 | 1678579.55 | 1321.19 | |

| Name | Description | Station | Northing | Easting | Top Elevation | Quantity |
|---|---|---|---|---|---|---|
| SWS 1–12 | Type 1A Inlet 10x3 | 15+92.44 | 1697015.90 | 1678435.15 | 1323.58 | 16 |
| SWS 1C–1 | Type 1A Inlet 10x3 | 0+73.83 | 1697087.26 | 1678581.17 | 1321.05 | |
| SWS 1D–1 | Type 1A Inlet 10x3 | 0+73.83 | 1697089.72 | 1678436.41 | 1323.34 | |
| SWS 2–17 | Type 1A Inlet 10x3 | 20+05.87 | 1696974.87 | 1681870.15 | 1314.23 | |
| SWS 2A–1 | Type 1A Inlet 10x3 | 0+64.02 | 1697062.32 | 1680413.13 | 1302.25 | |
| SWS 2B–1 | Type 1A Inlet 10x3 | 0+68.83 | 1697062.78 | 1680572.62 | 1303.50 | |
| SWS 2E–1 | Type 1A Inlet 10x3 | 0+68.83 | 1697057.94 | 1680941.77 | 1309.64 | |
| SWS 2G–1 | Type 1A Inlet 10x3 | 0+68.33 | 1697055.71 | 1681111.53 | 1312.10 | |
| SWS 2I–1 | Type 1A Inlet 10x3 | 0+68.33 | 1697046.04 | 1681532.35 | 1313.40 | |
| SWS 3–7 | Type 1A Inlet 10x3 | 9+46.98 | 1696967.52 | 1682517.52 | 1308.81 | |
| SWS 3A–1 | Type 1A Inlet 10x3 | 0+00.00 | 1696970.46 | 1682258.04 | 1308.92 | |
| SWS 3B–1 | Type 1A Inlet 10x3 | 0+00.00 | 1696972.58 | 1682071.55 | 1311.20 | |
| SWS 3B–2 | Type 1A Inlet 10x3 | 0+67.33 | 1697039.91 | 1682072.25 | 1311.14 | |
| SWS 3C–1 | Type 1A Inlet 10x3 | 0+00.00 | 1696968.82 | 1682402.53 | 1307.99 | |
| SWS 3C–2 | Type 1A Inlet 10x3 | 0+67.33 | 1697036.15 | 1682403.29 | 1307.99 | |
| SWS 3D–1 | Type 1A Inlet 10x3 | 0+56.82 | 1697034.98 | 1682506.39 | 1308.66 | |
| SWS 2–15 | Type 1A Inlet 10x4 | 17+74.19 | 1696976.99 | 1681638.47 | 1313.66 | 2 |
| SWS 2–16 | Type 1A Inlet 10x4 | 18+76.88 | 1696975.84 | 1681741.16 | 1314.17 | |
| SWS 1–4 | TYPE 1A Inlet 10x5 | 3+24.93 | 1697006.45 | 1679657.75 | 1302.25 | 9 |
| SWS 1–5 | TYPE 1A Inlet 10x5 | 5+10.88 | 1697008.88 | 1679471.82 | 1304.49 | |
| SWS 1–6 | TYPE 1A Inlet 10x5 | 8+05.97 | 1697012.76 | 1679176.76 | 1311.76 | |
| SWS 1–7 | TYPE 1A Inlet 10x5 | 9+85.90 | 1697010.39 | 1678996.83 | 1316.24 | |
| SWS 1–8 | TYPE 1A Inlet 10x5 | 12+19.90 | 1697009.69 | 1678762.83 | 1320.31 | |
| SWS 2–11 | TYPE 1A Inlet 10x5 | 12+46.23 | 1696987.38 | 1681110.64 | 1312.10 | |
| SWS 2–12 | TYPE 1A Inlet 10x5 | 15+02.89 | 1696982.41 | 1681367.25 | 1314.91 | |
| SWS 2–13 | TYPE 1A Inlet 10x5 | 16+67.28 | 1696977.72 | 1681531.57 | 1313.40 | |
| SWS 2–14 | TYPE 1A Inlet 10x5 | 17+21.39 | 1696977.10 | 1681585.68 | 1313.40 | |
| SWS 2–5 | Type 1A Inlet 10x6 | 5+47.78 | 1696998.31 | 1680412.29 | 1302.49 | 6 |
| SWS 2–6 | Type 1A Inlet 10x6 | 7+07.27 | 1696993.95 | 1680571.72 | 1303.49 | |
| SWS 2–7 | Type 1A Inlet 10x6 | 8+13.71 | 1696992.56 | 1680678.14 | 1305.74 | |
| SWS 2–8 | Type 1A Inlet 10x6 | 9+12.60 | 1696991.26 | 1680777.03 | 1308.17 | |
| SWS 2–9 | Type 1A Inlet 10x6 | 10+76.45 | 1696989.11 | 1680940.86 | 1309.64 | |
| SWS 2–10 | Type 1A Inlet 10x6 | 11+36.03 | 1696988.33 | 1681000.44 | 1309.95 | |
| SWS 2D–1 | Type 1A Inlet 5x3 | 0+46.39 | 1696960.04 | 1680811.35 | 1310.20 | 2 |
| SWS 2D–2 | Type 1A Inlet 5x3 | 0+87.73 | 1696959.38 | 1680852.68 | 1310.13 | |
| SWS 1–1 | Winged Headwall | 0+00.00 | 1697130.62 | 1679887.84 | 1292.56 | 2 |
| SWS 2–1 | Winged Headwall | 0+00.00 | 1697121.72 | 1679945.50 | 1294.15 | |

0 50' 100' 200' 300'
(IN FEET)

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS KEY MAP

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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DRAWING NUMBER

SHEET NUMBER 48 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS KEY MAP.dwg Last Save: 11/13/2025 5:03 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:08 AM Plotter used: None

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 1 (1).dwg Last Save: 12/8/2025 5:26 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:09 AM Plotter used: None

N 1679887.84 E 1697130.62
STA. 0+00.00, SWS LINE 1 =
STA. 112+14.39 143rd St, 92.52 RT
CONSTRUCT 5' X 5' PRECAST HEADWALL
INSTALL 17 SY HEAVY STONE RIP RAP
RESTRAIN LAST TWO JOINTS
OF PIPE.
SEE DETAIL SHEET 78

10'
15'

CAUTION!
EXISTING 36" VCP SAN. SWR.

CAUTION!
EXISTING 12" PVC SAN. SWR.

RESERVE "A"

63°
116°
158°
90°

N 1679675.22 E 1697115.05
STA:2+13.19, SWS LINE 1=
STA. 110+01.99 143RD ST, 74.16' RT
CONSTRUCT TYPE A MH (6' DIA.)

CAUTION!
EXISTING OVERHEAD ELECTRIC

N 1679658.62 E 1697072.59
STA. 2+58.78, SWS LINE 1 =
STA. 109+85.95 143rd St, 31.49 RT
CONSTRUCT TYPE 1 INLET (10'X3')

CAUTION!
EXISTING KANSAS GAS SERVICE MAIN
TO BE RELOCATED

CAUTION!
EXISTING WATERLINE
TO BE RELOCATED

CAUTION!
EXISTING COX TELEPHONE
TO BE RELOCATED

TIMBER LAKES ESTATES
ADDITION

10' UTIL. ESMT.

SWS LINE 2

143RD ST

113+00 112+00 111+00 110+00 109+00 108+00

100' R/W
61' Bk.-Bk.

SWS LINE 1H

EDGE OF EXIST. ASPHALT

REMOVE & REPLACE 24 L.F.
OF EXISTING ASPHALT PAVEMENT
FROM STA. 2+77 TO 3+01, SWS LINE 1

20' UTIL. ESMT.

SPRING HOLLOW ADDITON

N 1679657.75 E 1697006.45
STA. 3+24.93, SWS LINE 1 =
STA. 109+85.95 143rd St, 34.67 LT
CONSTRUCT TYPE 1A INLET (10'X5')

20' UTIL. ESMT.

1 8 16 7 17 1 2 3

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5

## SWS LINE 1

SPRING BRANCH

STA:0+00.00 SWS LINE 1
FL ELEV. = 1288.73

0+76.13 Exist. SS
1+29.88 Exist. SS

Existing Grade

STA:2+13.19 SWS LINE 1
TOP ELEV. 1302.33

STA:2+58.78 SWS LINE 1
TOP ELEV. 1302.25

℄ 143RD ST

STA:3+24.93 SWS LINE 1
TOP ELEV. 1302.25

PROPOSED GRADE

3.42' CLEAR
4.75' CLEAR
2.00' CLEAR

PROPOSED 12" WATER MAIN
GAS MAIN TO BE RELOCATED
BY UTILITY

UNDERGROUND TELEPHONE TO
BE RELOCATED BY UTILITY

ABANDON EXISTING 12" WATER MAIN
CUT & CAP AS NECESSARY FOR CONSTRUCTION

STA. 2+61 TO STA. 3+23
INSTALL 62 L.F.
SAND BACKFILL,
JET AND VIBRATE

213.19 L.F. of
36" RCP @ 2.61%

45.59 L.F. of
36" RCP @ 1.58%

66.15 L.F. of
36" RCP @ 1.03%

| 0+00.00 | 0+50 | 1+00 | 1+50 | 2+00 | 2+13.19 | 2+50 | 2+58.78 | 3+00 | 3+24.93 |
|---|---|---|---|---|---|---|---|---|---|
| 1288.73 FL | 1290.03 FL | 1291.34 FL | 1292.65 FL | 1293.96 FL | 1294.30 FL | 1294.40 FL | 1294.98 FL | 1295.12 FL | 1295.22 FL | 1295.64 FL | 1295.90 FL |

1315 1310 1305 1300 1295 1290 1285 1280 1275

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1 (1)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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0 1"
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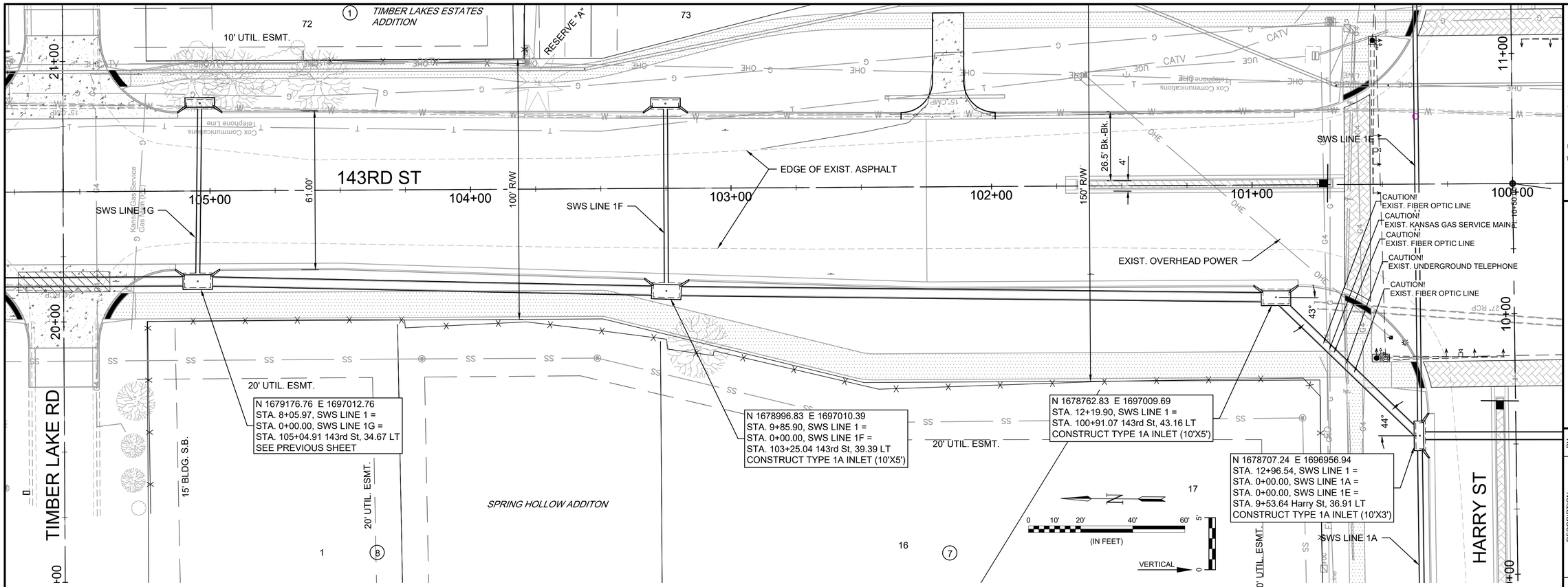
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:11 AM Plotter used: None

2
10' UTIL. ESMT.
*TIMBER LAKES ESTATES ADDITION*
1
RESERVE "A"
SWS LINE 1H
Kansas Gas Service Gas Main (PE)
TIMBER LAKE RD
21+00
1
72
10' UTIL. ESMT.
SWS LINE 1
143RD ST
110+00
109+00
108+00
100' R/W
EDGE OF EXIST. ASPHALT
107+00
61' BK.-BK.
106+00
105+00
CAUTION!
EXISTING KANSAS GAS SERVICE MAIN
SWS LINE 1G
EXISTING 24" RCP
TO BE REMOVED
CAUTION!
EXISTING 8" WATERLINE
90°
90°
90°
89°
91°
2°
20+00
20' UTIL. ESMT.
20' UTIL. ESMT.
N 1679657.75 E 1697006.45
STA. 3+23.31, SWS LINE 1
SEE PREVIOUS SHEET
20' UTIL. ESMT.
N 1679471.82 E 1697008.88
STA. 5+09.26, SWS LINE 1 =
STA. 108+00.00 143rd St, 34.67 LT
CONSTRUCT TYPE 1A INLET (10'X5')
REMOVE & REPLACE 31 L.F.
OF EXISTING ASPHALT PAVEMENT
FROM STA. 7+38 TO 7+69, SWS LINE 1
20' UTIL. ESMT.
TIMBER LAKE RD
N 1679176.76 E 1697012.76
STA. 8+04.35, SWS LINE 1 =
STA. 0+00.00, SWS LINE 1G =
STA. 105+04.91 143rd St, 34.67 LT
CONSTRUCT TYPE 1A INLET (10'X5')
1
20' UTIL. ESMT.
7
4
16
17
18
19
*SPRING HOLLOW ADDITON*
N
0 10' 20' 40' 60'
(IN FEET)
5'
0
VERTICAL

## SWS LINE 1

STA.3+23.31 SWS LINE 1
SEE PREVIOUS SHEET
STA.5+09.26 SWS LINE 1 =
STA. 0+00.00, SWS LINE 1H
TOP ELEV. 1304.49
Existing Grade
PROPOSED GRADE
℄ TIMBERLAKE RD
STA.8+04.35 SWS LINE 1 =
STA. 0+00.00, SWS LINE 1G
TOP ELEV. 1311.76
SWS LINE 1G
SWS LINE 1H
STA. 3+26 TO STA. 5+07
INSTALL 182 L.F.
SAND BACKFILL,
JET AND VIBRATE
STA. 5+11 TO STA. 8+02
INSTALL 291 L.F.
SAND BACKFILL,
JET AND VIBRATE
8" WATER MAIN TO BE RELOCATED AS NECESSARY
FOR STORM SEWER CONSTRUCTION SEE DETAIL SHEET 78
GAS MAIN TO BE RELOCATED
BY UTILITY
185.95 L.F. of
36" RCP @ 1.51%
295.09 L.F. of
36" RCP @ 2.44%

| | | |

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1 (3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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.

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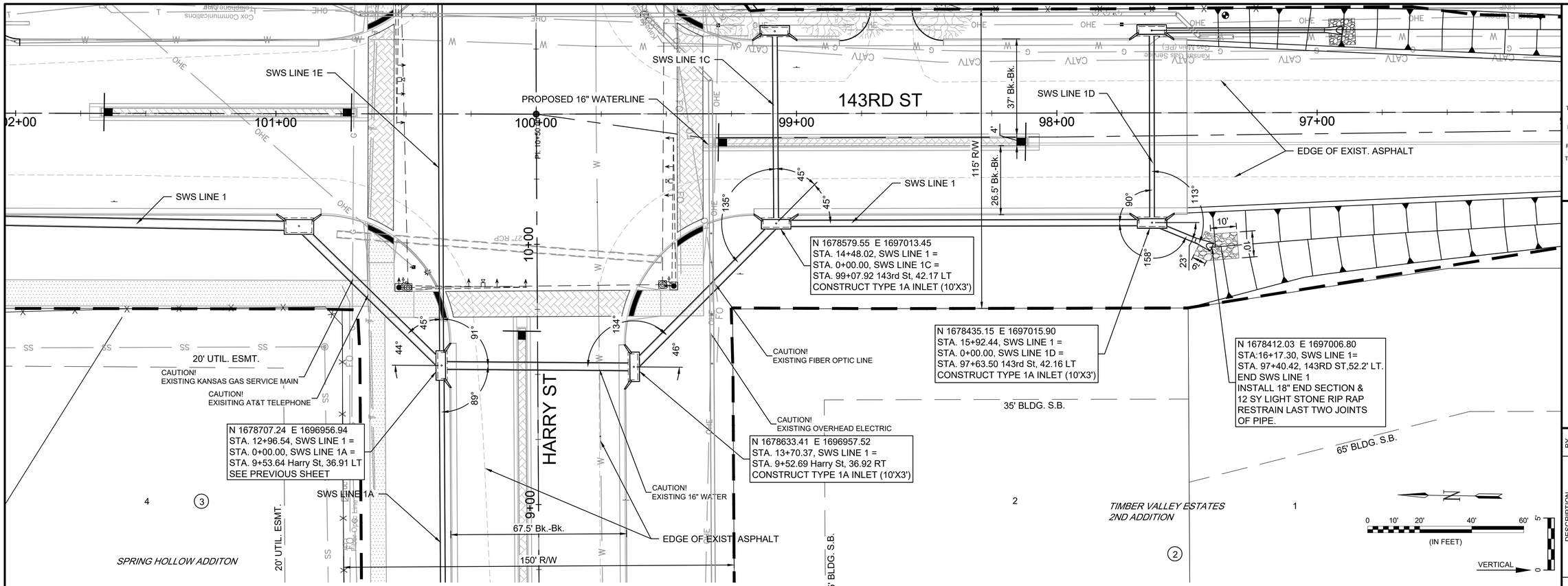


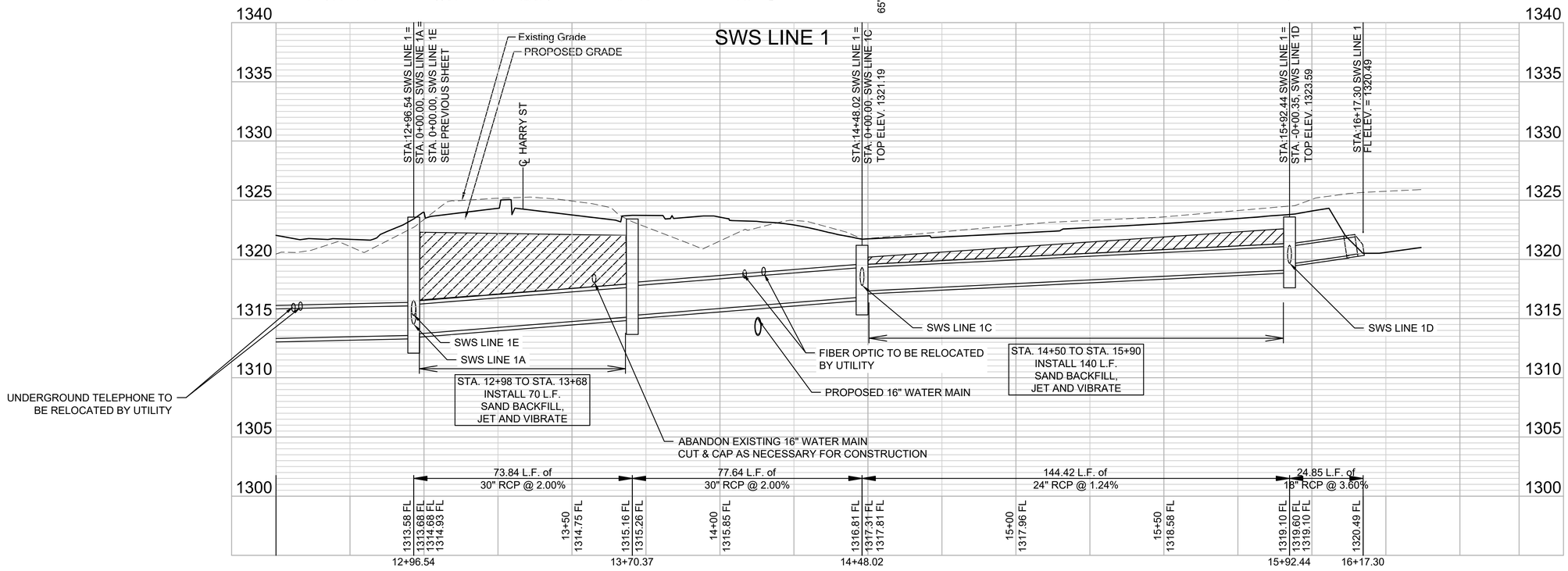


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| | | 20' UTIL. ESMT. | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1 (4)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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SHEET NUMBER 52 OF .

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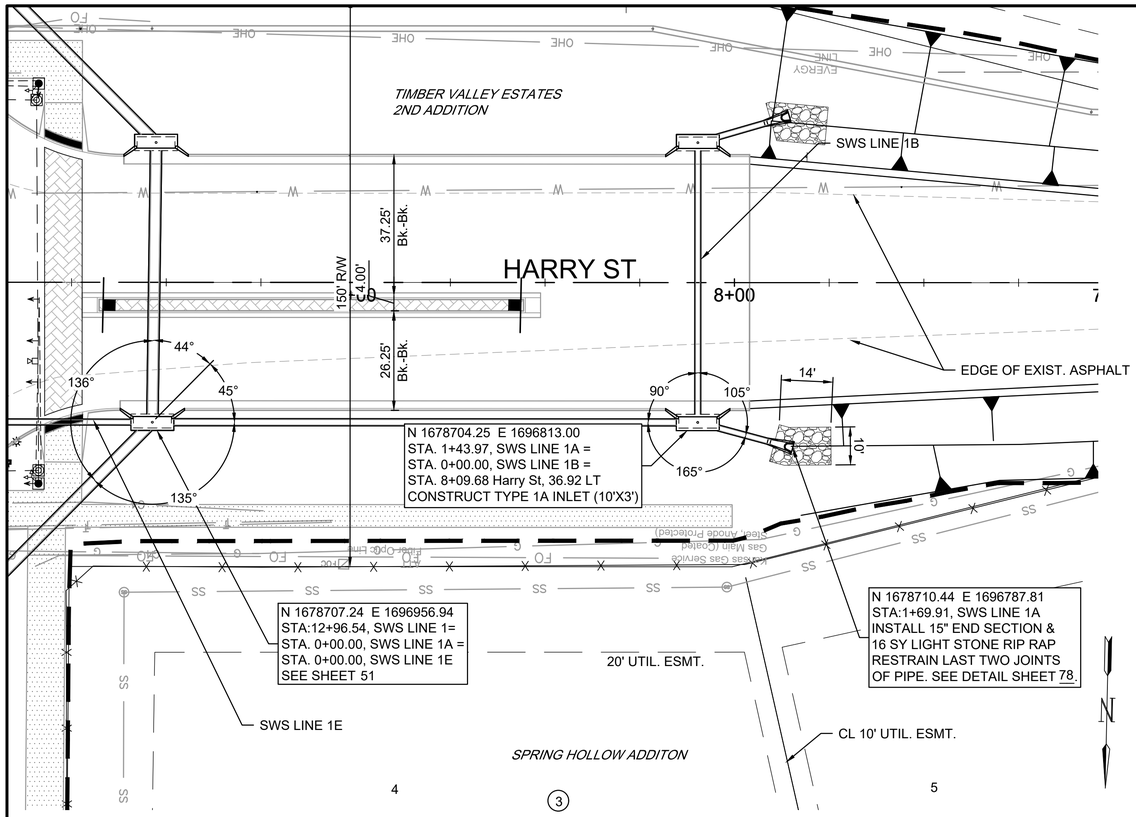
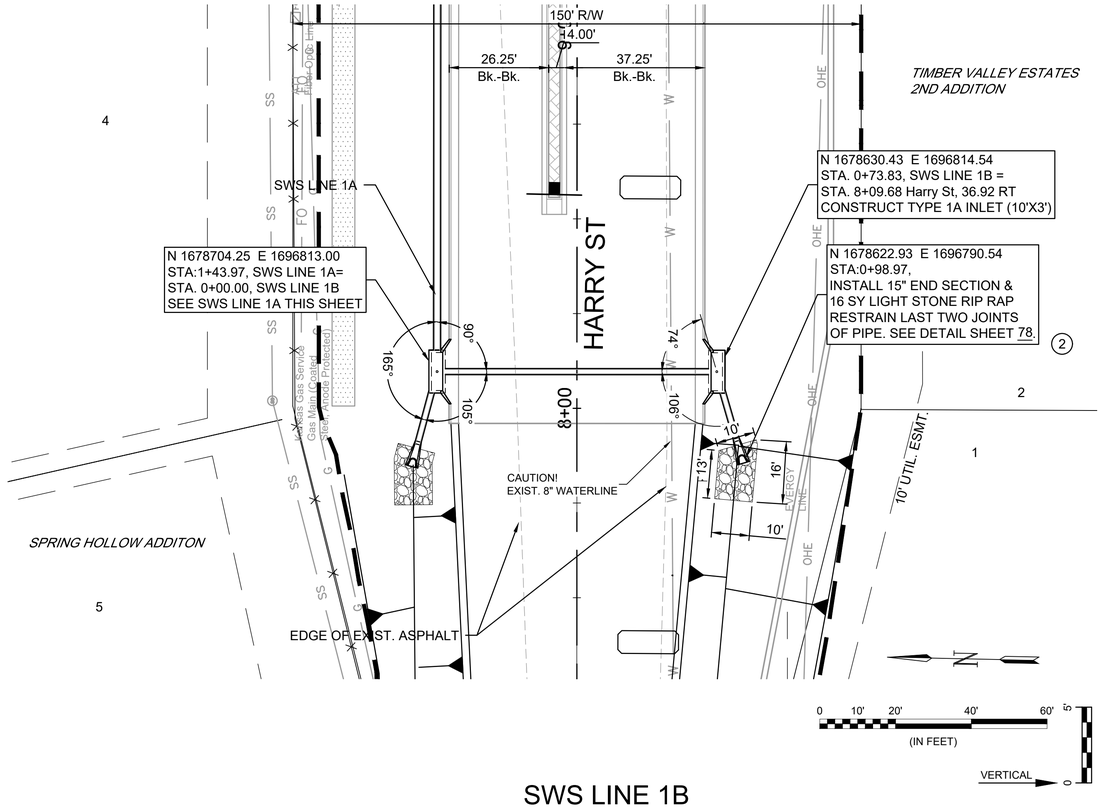
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:15 AM Plotter used: None



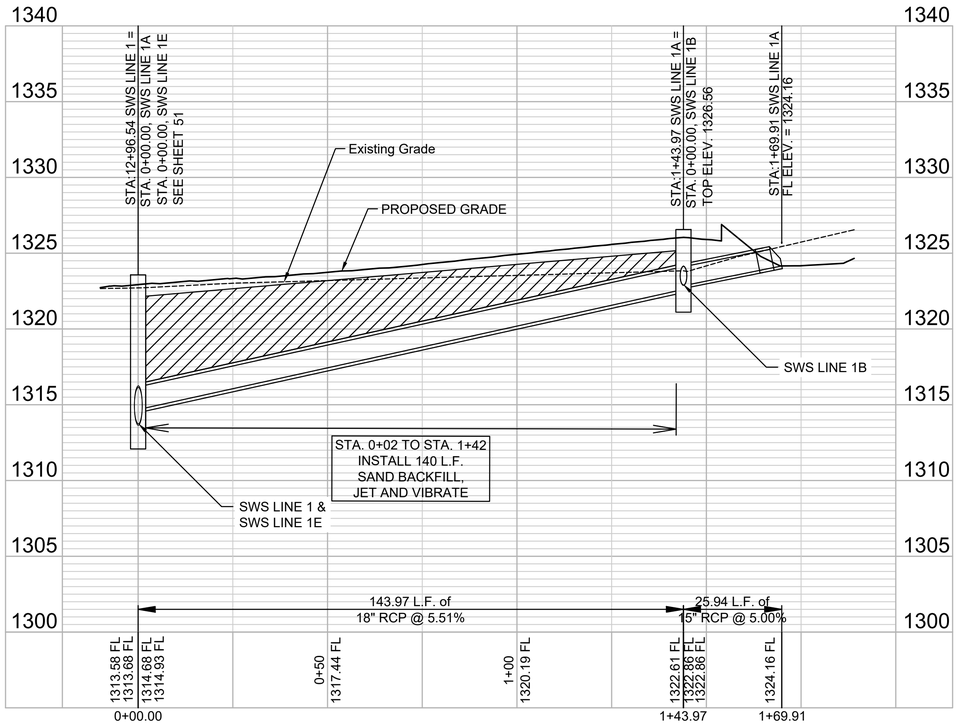

③

## SWS LINE 1A

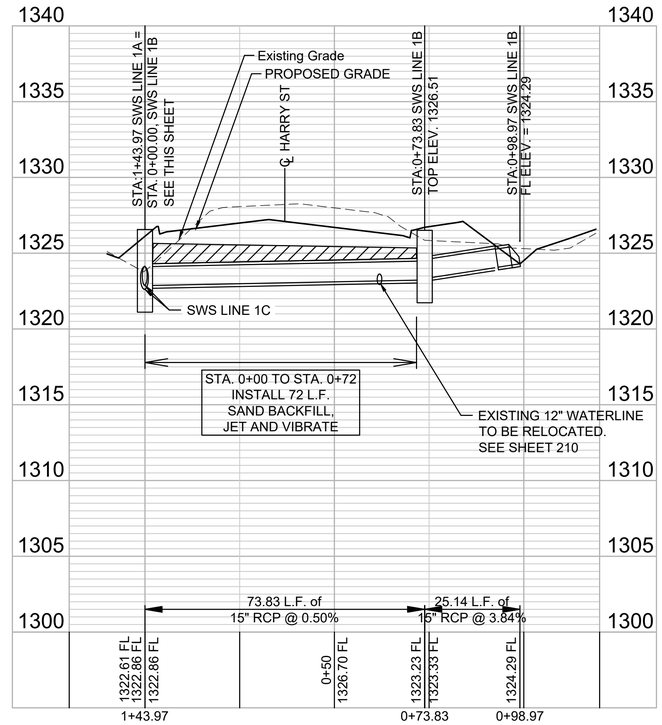



②

## SWS LINE 1B




## SWS LINE 1A




## SWS LINE 1B

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1A & 1B

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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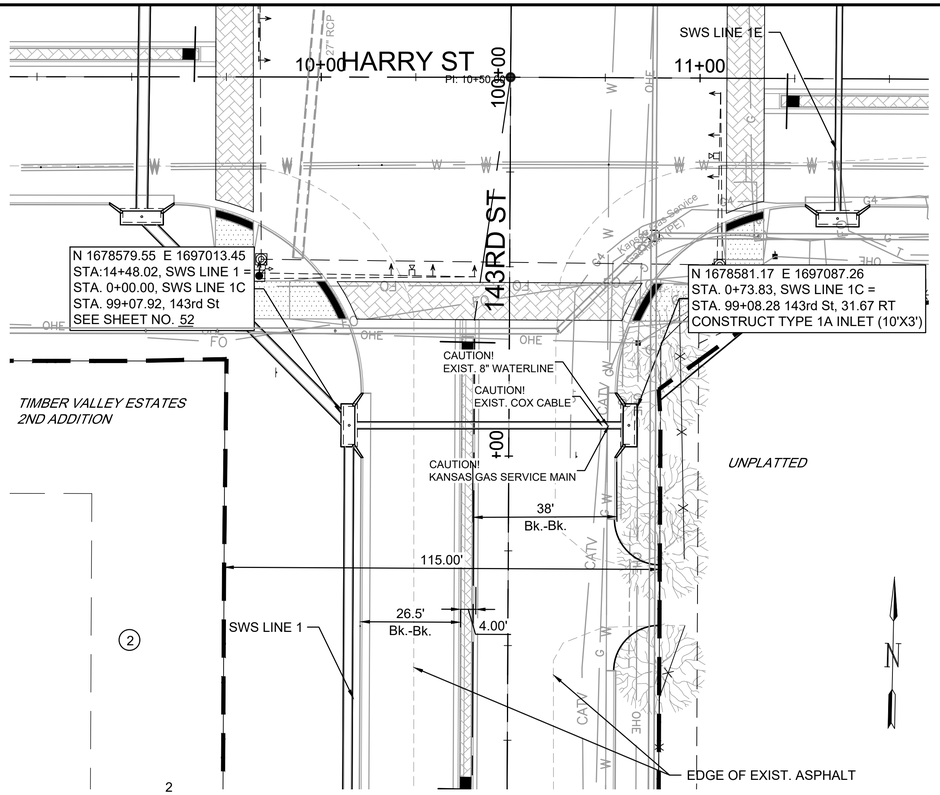
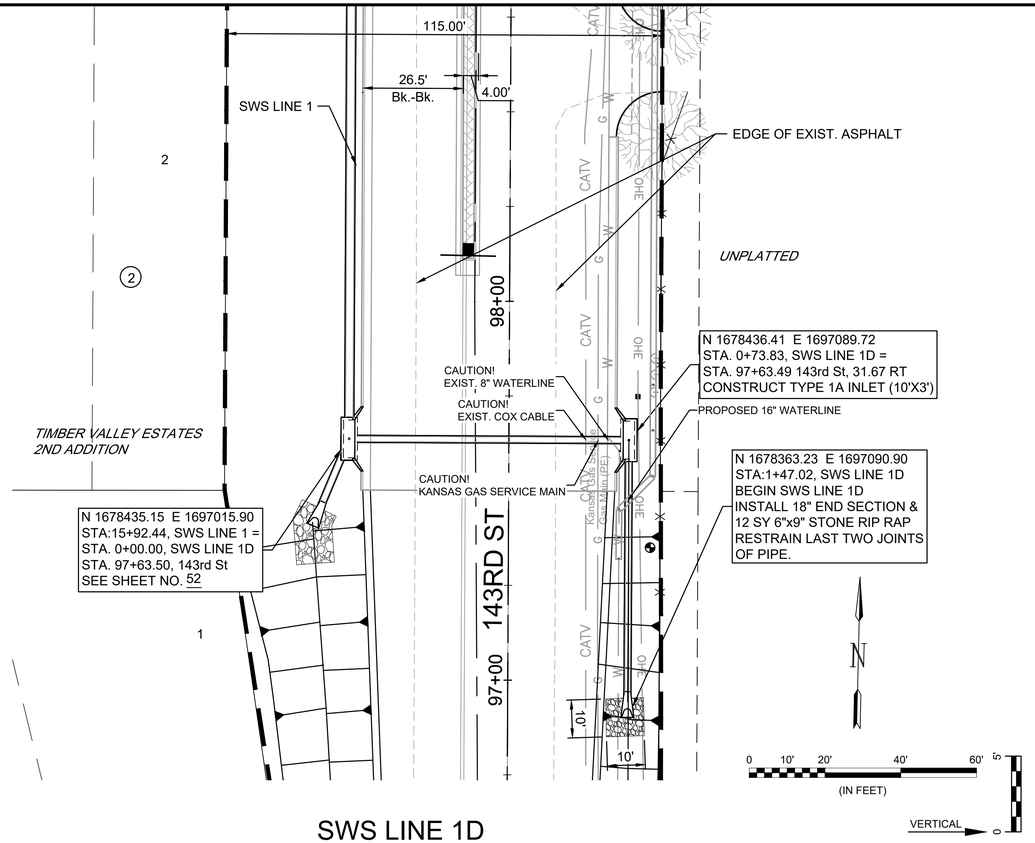
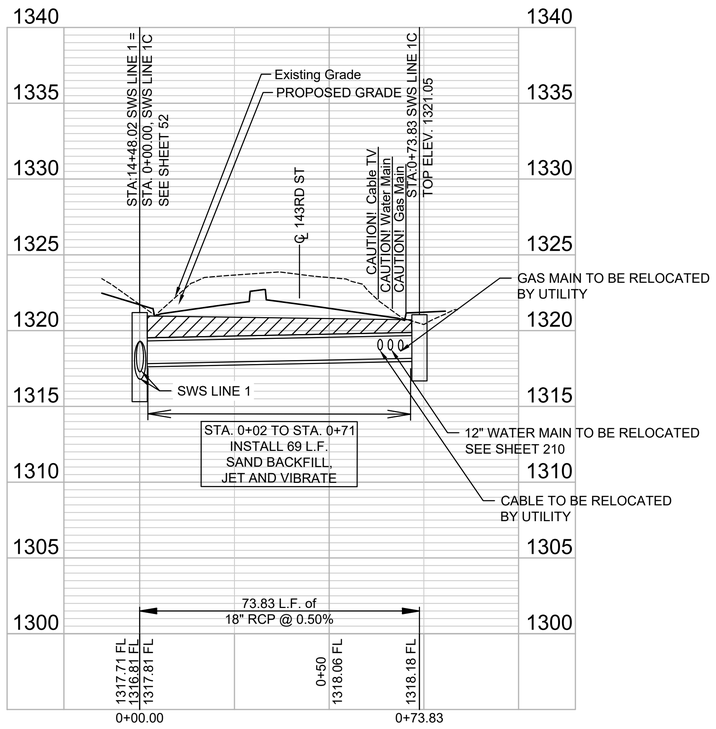


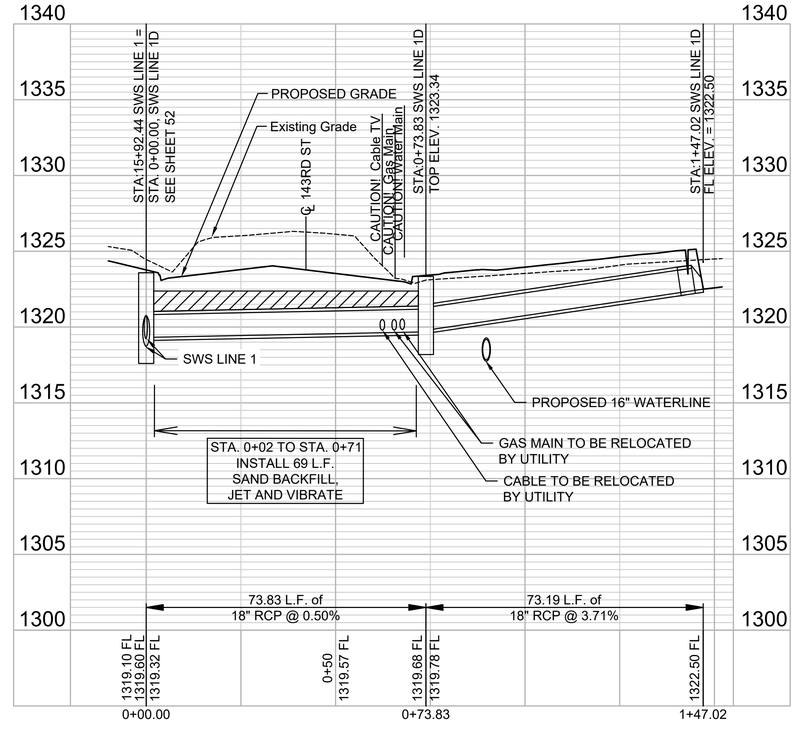

SWS LINE 1C




SWS LINE 1D




SWS LINE 1C




SWS LINE 1D

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1C &1D

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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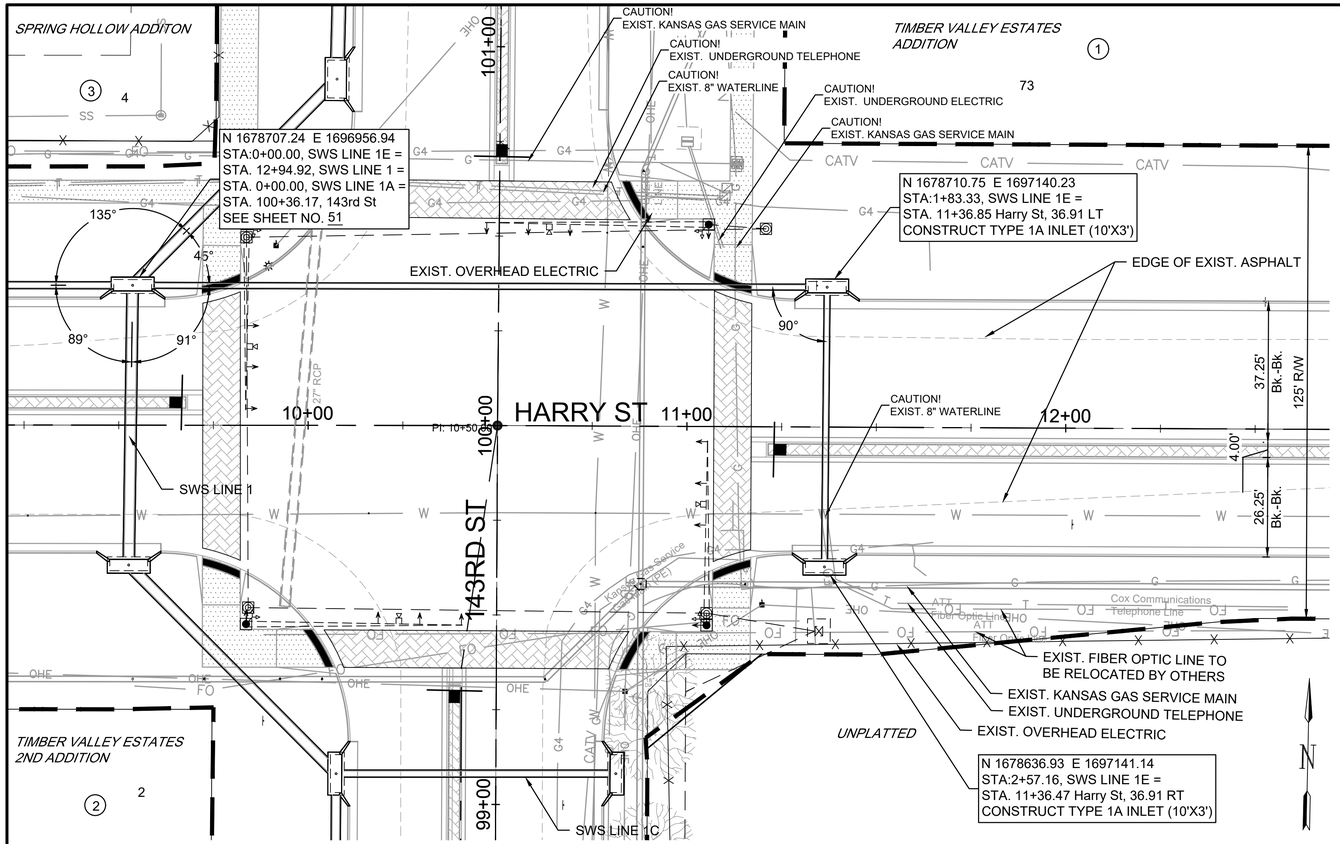


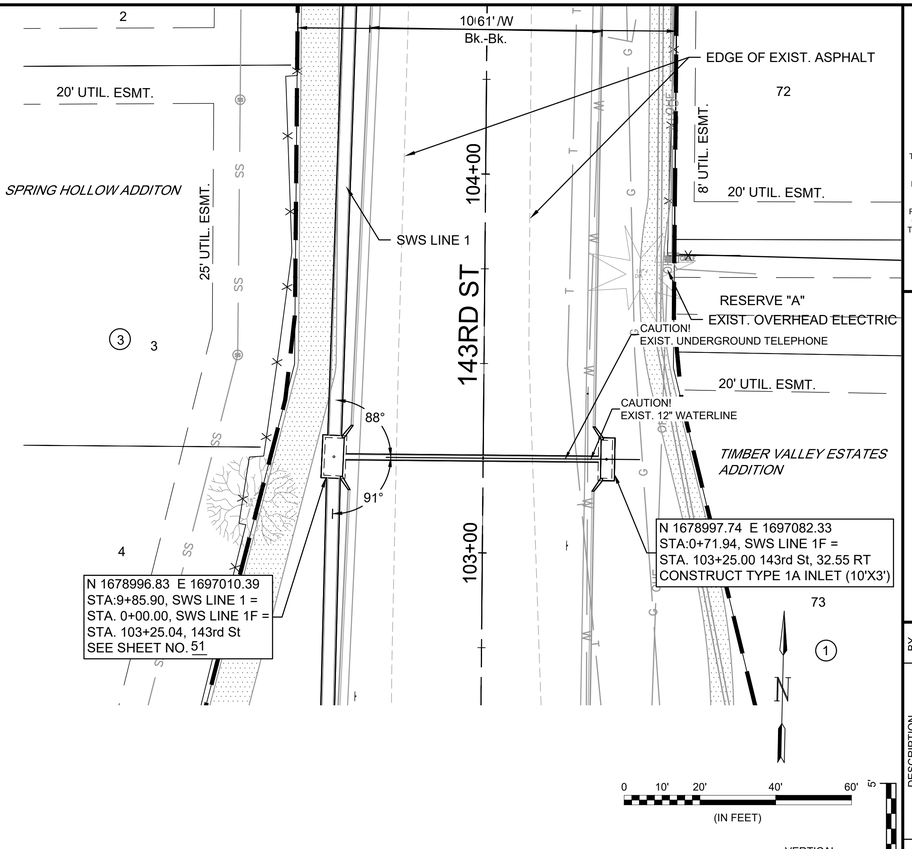


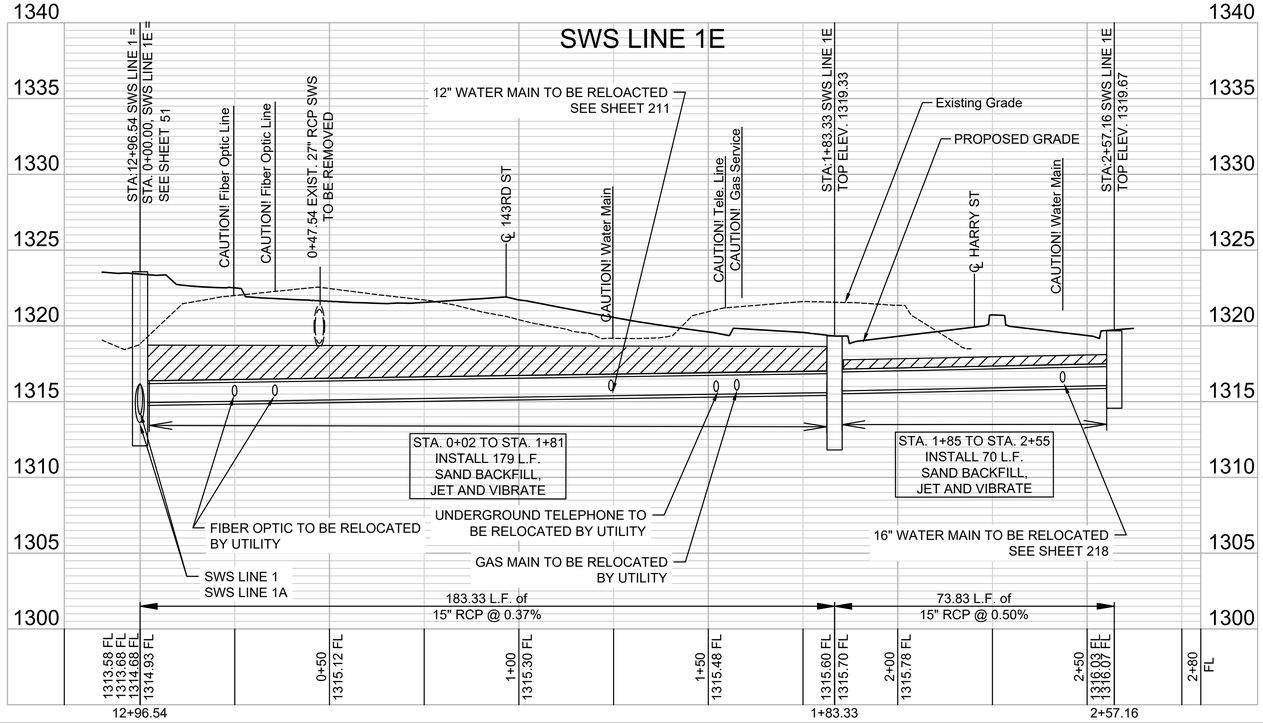


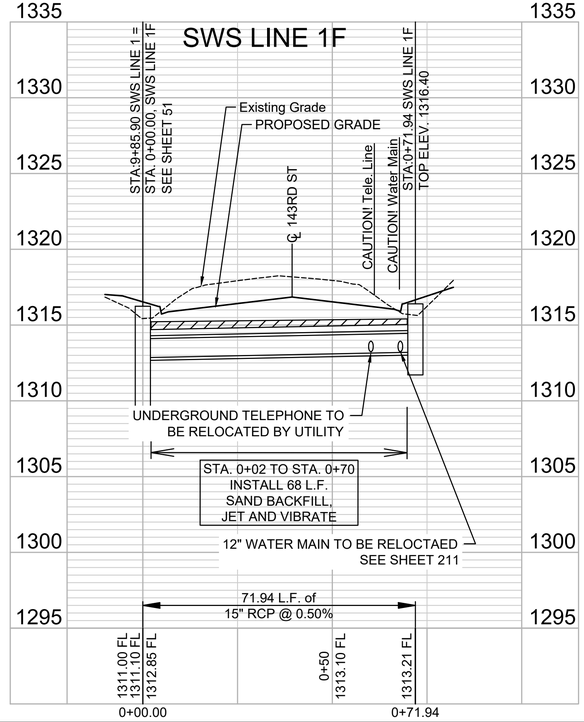


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1E &1F

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

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SHEET NUMBER 55 OF

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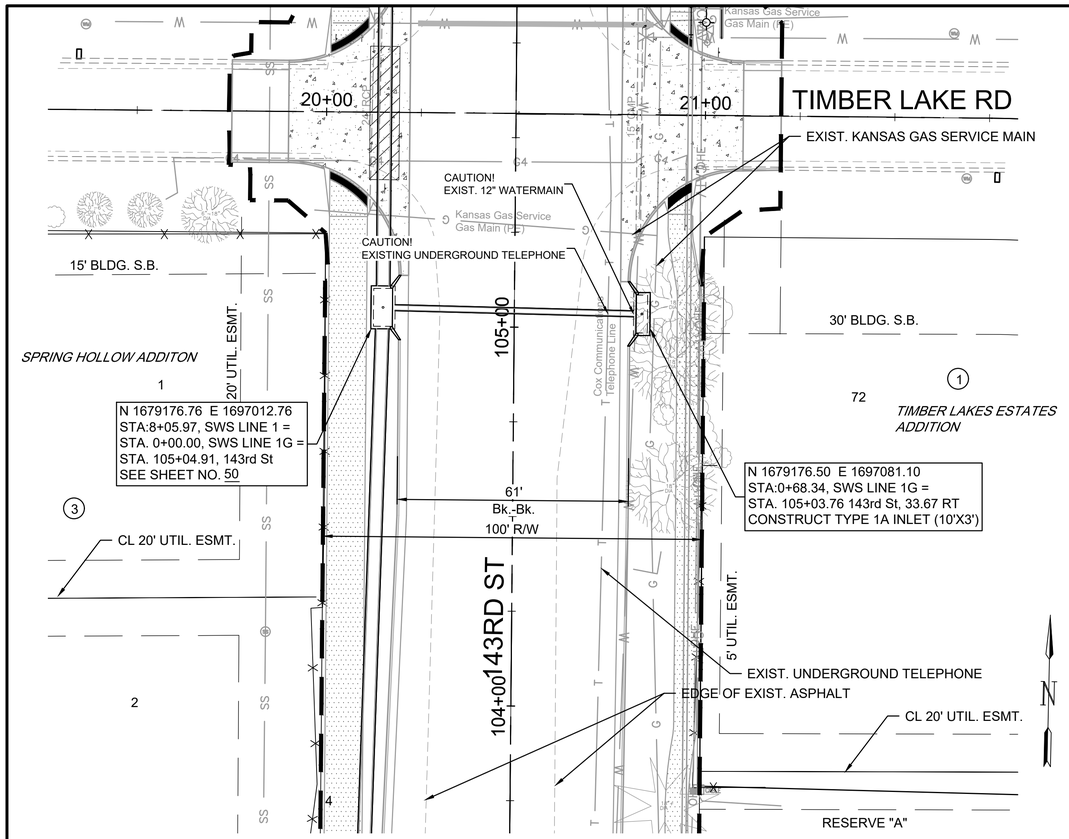
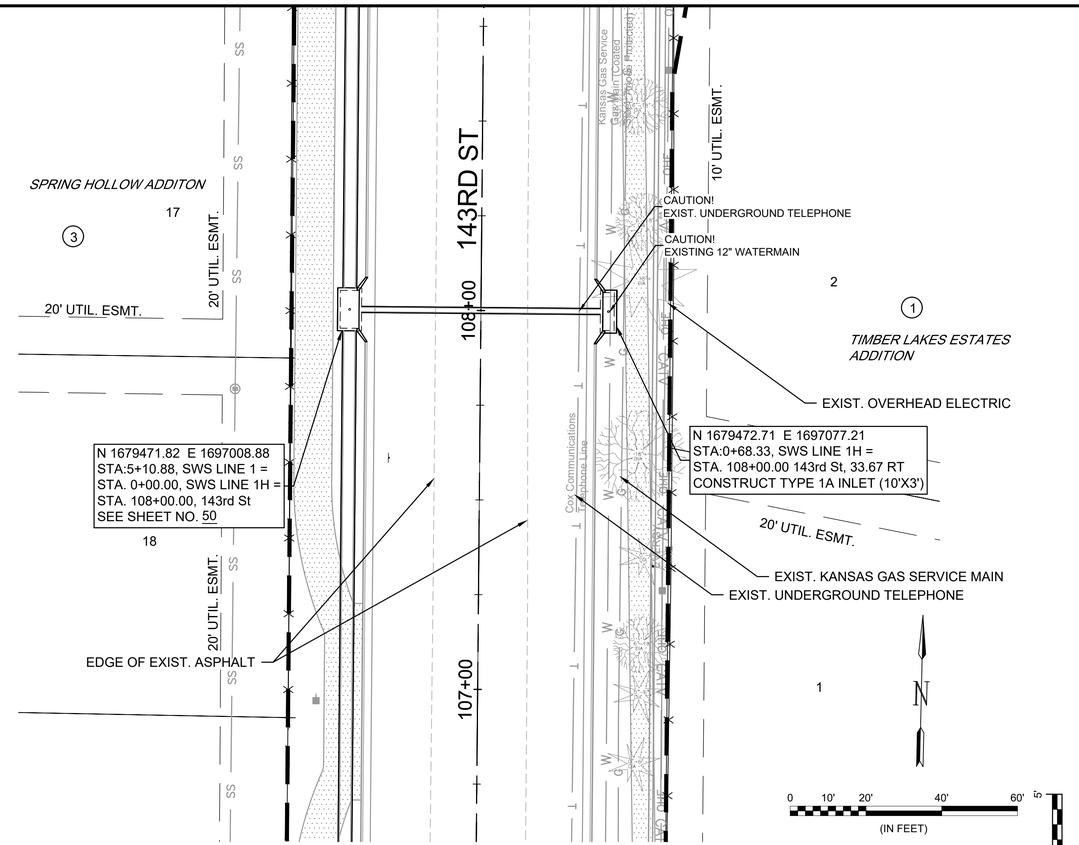
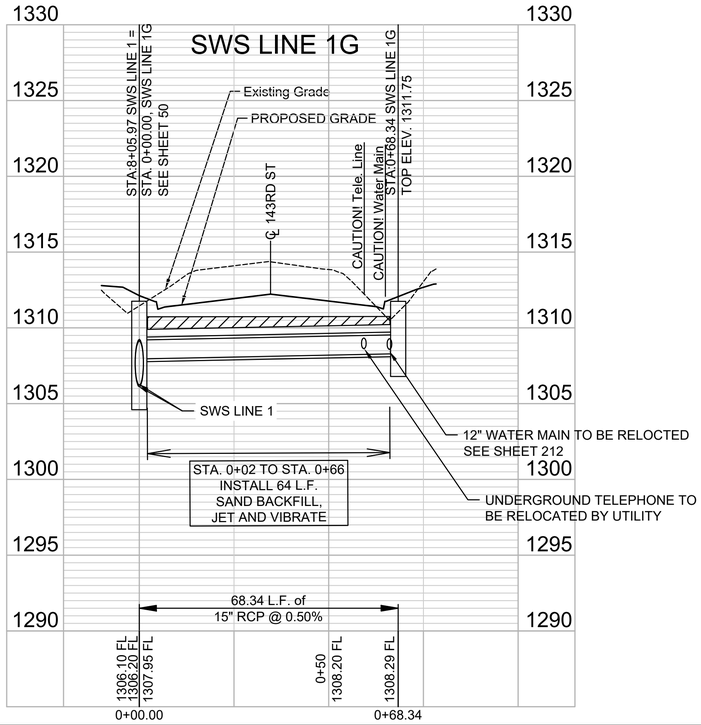
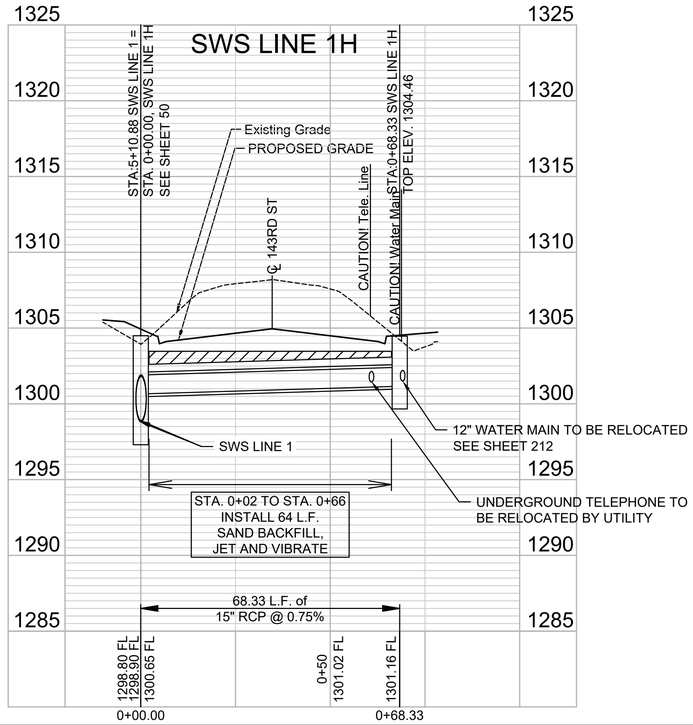
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:22 AM Plotter used: None

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Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
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| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 1G &1H

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 56 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 1G.dwg Last Save: 12/8/2025 3:52 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:24 AM Plotter used: None

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 2 (1).dwg Last Save: 12/10/2025 11:06 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:26 AM Plotter used: None

8

1

RESERVE "A"

SPRING HOLLOW ADDITON

REMOVE & REPLACE 25 L.F. OF EXISTING ASPHALT PAVEMENT FROM STA. 0+99 TO STA. 1+24

N 1680005.69 E 1697007.06
STA. 1+41.08, SWS LINE 2 =
STA. 113+33.85 143rd St, 29.49 LT
CONSTRUCT TYPE 1 INLET (10'X7')

UNPLATTED

N 1680156.72 E 1697005.15
STA. 2+92.13, SWS LINE 2 =
STA. 114+84.89 143rd St, 29.42 LT
CONSTRUCT TYPE 1 INLET (10'X7')

10' UTIL. ESMT.

36" CMP

36" RCP

15" CMP

179°

92°

CAUTION!
EXIST. OVERHEAD ELECTRIC

CAUTION!
EXIST. KANSAS GAS SERVICE MAIN

111+00

143RD ST

112+00

113+00

114+00

115+00

116+00

105' R/W

61' Bk.-Bk.

EDGE OF EXIST. ASPHALT

SWS LINE 2K

102°

132°

CAUTION!
EXIST. 12" WATER MAIN

126°

N 1679945.50 E 1697121.72
STA:0+00.00, SWS LINE 2 =
STA. 112+57.22, 98' RT., 143RD ST
BEGIN SWS LINE 2
CONSTRUCT 7'x7' Headwall &
18 SY HEAVY STONE RIP RAP
RESTRAIN LAST TWO JOINTS
OF PIPE. SEE SHEET 78

CAUTION!
EXIST. UNDERGROUND TELEPHONE

Cox Communications
Telephone Line

CAUTION!
EXIST. OVERHEAD ELECTRIC

SWS LINE 1

16'

10'

2

33

32

N 1680006.48 E 1697064.53
STA. 0+83.60, SWS LINE 2 =
STA. 0+00.00, SWS LINE 2K =
STA. 113+33.89 143rd St, 27.99 RT
CONSTRUCT TYPE 1 INLET (10'X3')

CAUTION!
EXIST. KANSAS GAS SERVICE MAIN

TIMBER LAKES ESTATES ADDITION

RESERVE "A"

20' UTIL. ESMT.

RESERVE "A"

N

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5'

## SWS LINE 2

1315 / 1310 / 1305 / 1300 / 1295 / 1290 / 1285 / 1280 / 1275

STA:0+00.00 SWS LINE 2
???

CAUTION! Tele. Line

CAUTION! 12" Water

CAUTION! Gas Main

CAUTION! Water Main

STA:0+83.60 SWS LINE 2 =
STA. 0+00.00, SWS LINE 2K
TOP ELEV. 1301.70

℄ 143RD ST

STA:1+41.08 SWS LINE 2
TOP ELEV. 1301.84

PROPOSED GRADE

Existing Grade

STA:2+92.13 SWS LINE 2
TOP ELEV. 1302.75

0+58.73 Prop. 12" Water

TELEPHONE TO BE RELOCATED BY UTILITY

GAS MAIN TO BE RELOCATED BY UTILITY

12" WATER MAIN TO BE RELOCATED SEE SHEET 212

SWS LINE 2K

STA. 0+85 TO STA. 1+38
INSTALL 53 L.F.
SAND BACKFILL,
JET AND VIBRATE

STA. 1+44 TO STA. 2+89
INSTALL 145 L.F.
SAND BACKFILL,
JET AND VIBRATE

83.60 L.F. of 60" RCP @ 0.94%

57.48 L.F. of 60" RCP @ 1.02%

151.04 L.F. of 60" RCP @ 1.02%

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1288.25 FL | 0+50 | 1288.72 FL | 1289.04 FL<br>1289.14 FL<br>1292.64 FL | 1+00 | 1289.30 FL | 1289.72 FL<br>1289.82 FL | 1+50 | 1289.91 FL |
| 2+00 | 1290.42 FL | 2+50 | 1290.93 FL | | | 1291.36 FL<br>1291.46 FL | | |

0+00.00 0+83.60 1+41.08 2+92.13

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(316) 264-8008

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 2 (1)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 57 OF

UNPLATTED

N 1680156.72 E 1697005.15
STA:2+92.13, SWS LINE 2
SEE PREVIOUS SHEET

RESERVE "A"

SWS LINE 4

N 1680412.28 E 1696997.81
STA:5+47.79, SWS LINE 2 =
STA. 0+00.00, SWS LINE 2A =
117+40.53 143rd St, 33.41 LT
CONSTRUCT TYPE 1A INLET (10'X6')

REMOVE & REPLACE 20 L.F.
OF EXISTING ASPHALT PAVEMENT
FROM STA. 4+14 TO 4+34, SWS LINE 2

*SPRINGDALE LAKES 2ND ADDITON*

RESERVE "A"

N 1680571.71 E 1696993.45
STA:7+07.28, SWS LINE 2 =
STA. 0+00.00, SWS LINE 2B =
119+00.00 143rd St, 35.67 LT
CONSTRUCT TYPE 1A INLET (10'X6')

N 1680678.14 E 1696992.06
STA:8+13.72, SWS LINE 2 =
STA. 0+00.00, SWS LINE 2C =
120+06.44 143rd St, 35.66 LT
CONSTRUCT TYPE 1A INLET (10'X6')

CAUTION!
EXIST. 18" RCP

CAUTION!
EXIST. CABLE TV

CAUTION!
EXIST. OVERHEAD ELECTRIC

CAUTION!
EXIST. KANSAS GAS SERVICE MAIN

REMOVE & REPLACE 20 L.F.
OF EXISTING ASPHALT PAVEMENT
FROM STA. 4+70 TO 4+90, SWS LINE 2

SWS LINE 2A

SWS LINE 2B

SWS LINE 2C

CAUTION!
EXIST. OVERHEAD ELECTRIC

115+00 143RD ST

116+00

117+00

118+00

119+00

120+00

143RD ST E

25+50

100' R/W

EDGE OF EXIST. ASPHALT

EXISTING 12" WATER MAIN

EXIST. UNDERGROUND TELEPHONE

EXIST. KANSAS GAS SERVICE MAIN

WILLOWBEND CIR.

26+00

RESERVE "A"

20' UTIL. ESMT.

*TIMBER LAKES ESTATES ADDITION*

*LAKECREST ESTATES ADDITION*

32

31

8

(IN FEET)

VERTICAL

## SWS LINE 2

STA:2+92.13 SWS LINE 2
SEE PREVIOUS SHEET

WATER SERVICE TO BE RELOCATED

CAUTION! Cable TV

CAUTION! Gas Main

CAUTION! Water Service

WATER SERVICE TO BE RELOCATED

CAUTION! Water Service

STA:5+47.79 SWS LINE 2 =
STA. 0+00.00, SWS LINE 2A
TOP ELEV. 1301.79

PROPOSED GRADE

Existing Grade

STA:7+07.28 SWS LINE 2 =
STA. 0+00.00, SWS LINE 2B
TOP ELEV. 1302.22

STA:8+13.72 SWS LINE 2 =
STA. 0+00.00, SWS LINE 2C
TOP ELEV. 1305.75

3+07 Exist. 18" SWS To Be Removed

5+47.50 Exist. 36" SWS To Be Removed

SWS LINE 2A

SWS LINE 2B

SWS LINE 2C

CABLE TV TO BE RELOCATED BY UTILITY

GAS MAIN TO BE RELOCATED BY UTILITY

STA. 2+95 TO STA. 5+44
INSTALL 250 L.F.
SAND BACKFILL,
JET AND VIBRATE

STA. 5+50 TO STA. 7+04
INSTALL 154 L.F.
SAND BACKFILL,
JET AND VIBRATE

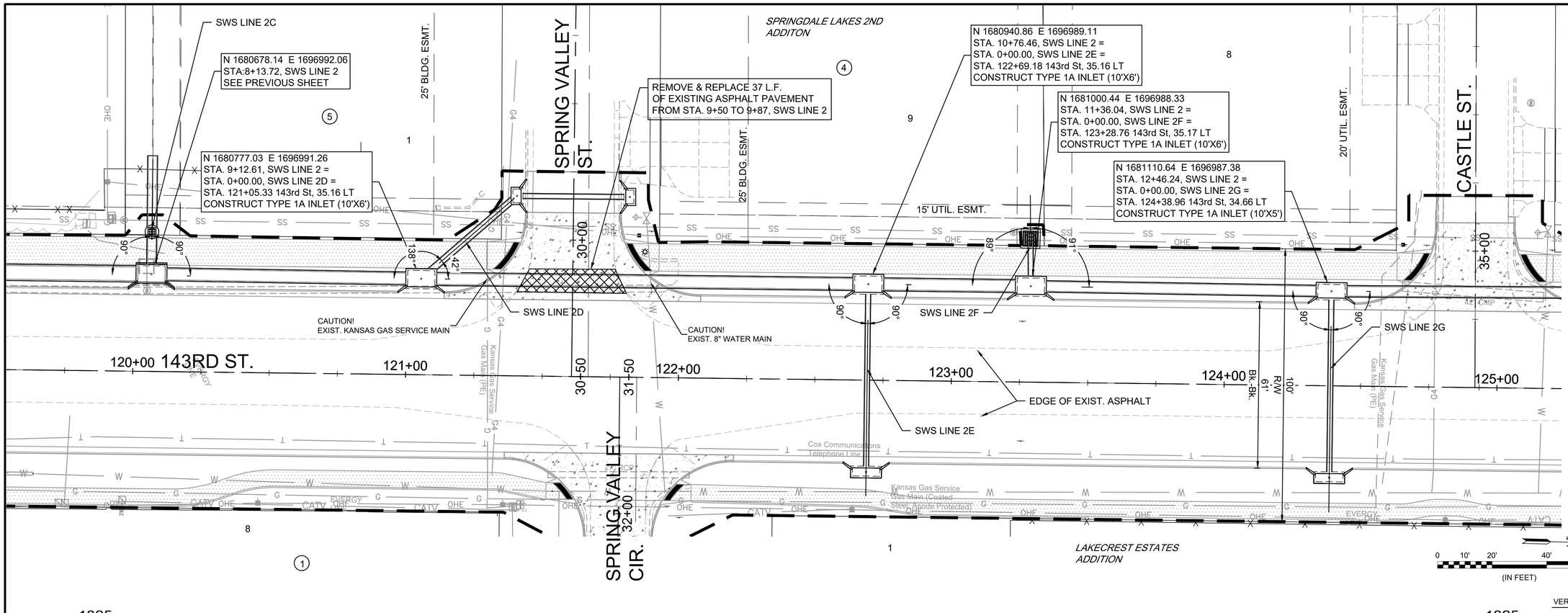
STA. 7+10 TO STA. 8+11
INSTALL 101 L.F.
SAND BACKFILL,
JET AND VIBRATE

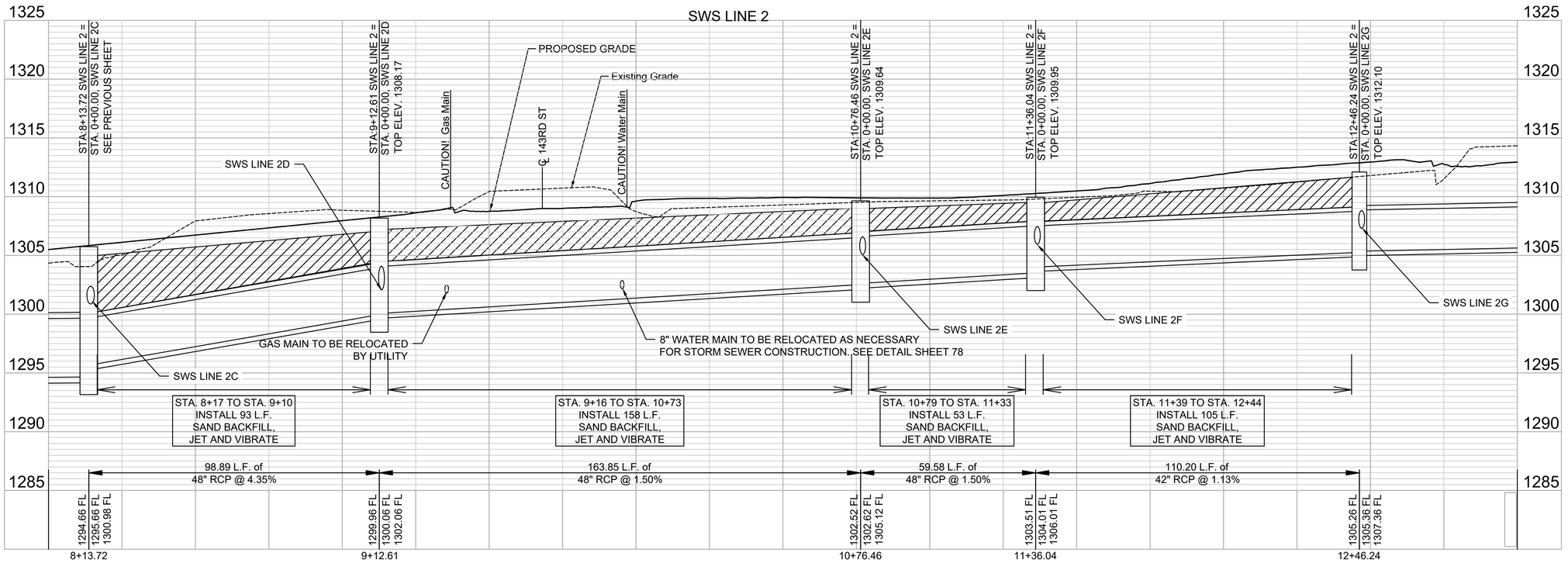
255.67 L.F. of
60" RCP @ 0.97%

159.49 L.F. of
60" RCP @ 0.20%

106.44 L.F. of
60" RCP @ 0.20%

| | | |

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 2 (3)

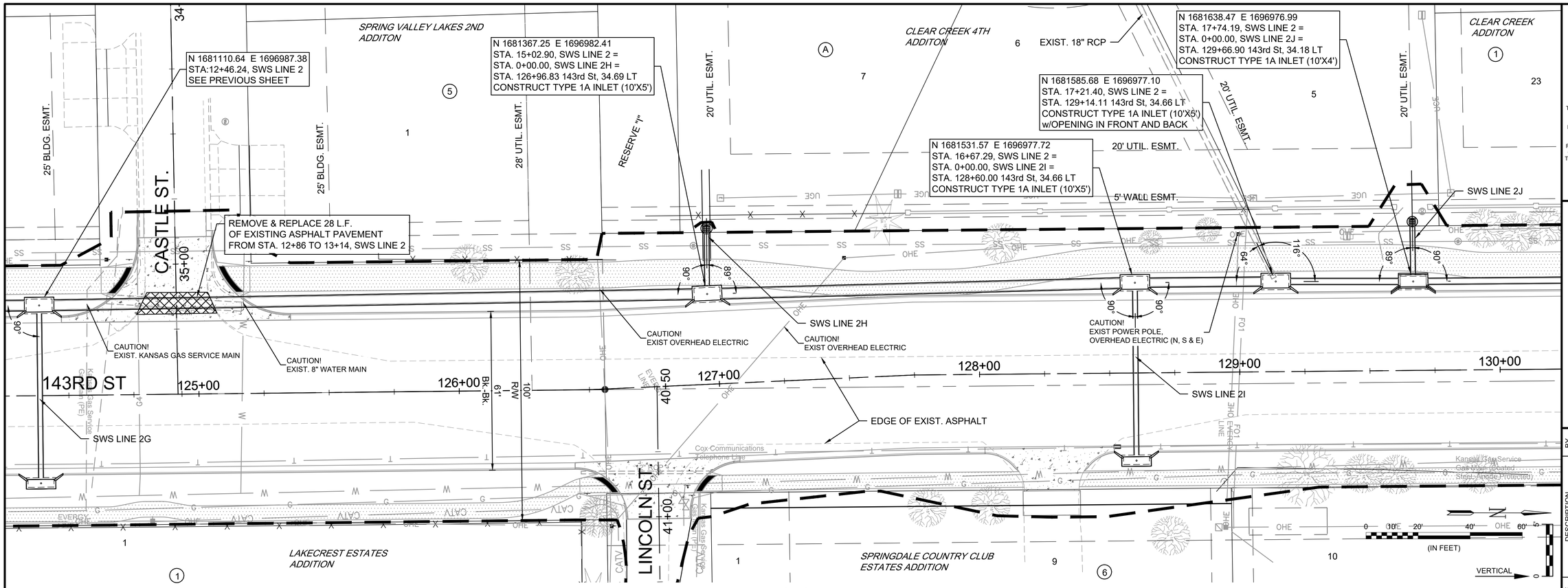
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

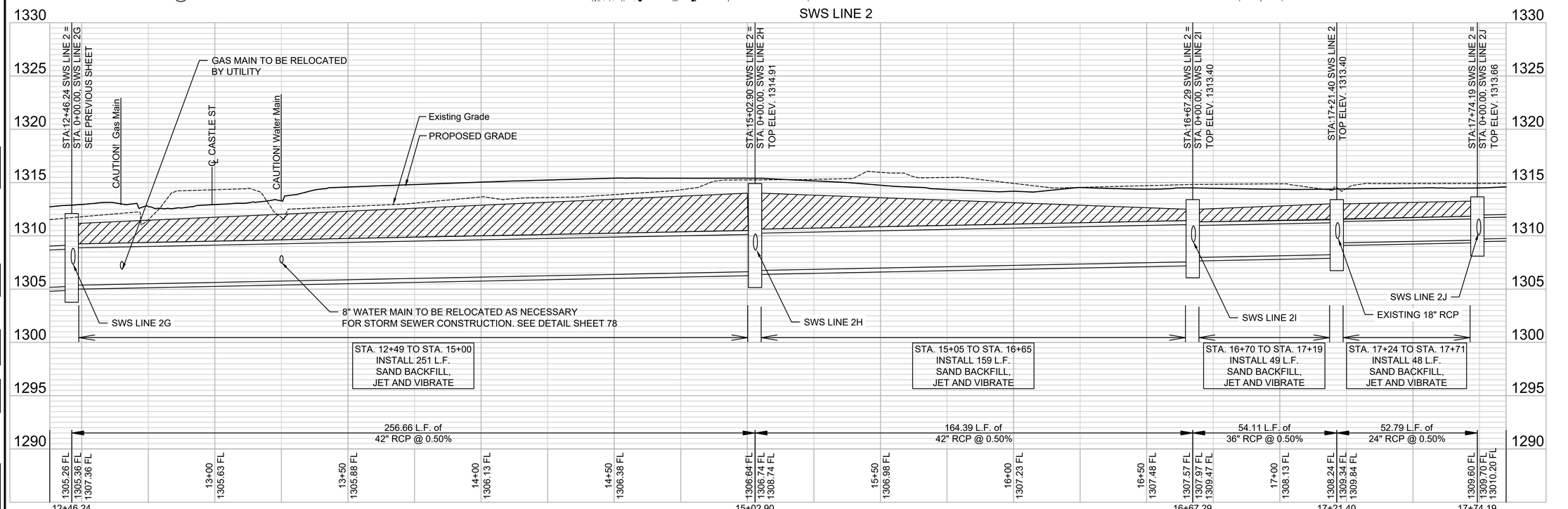
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 59 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 2 (3).dwg Last Save: 12/9/2025 7:14 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:30 AM Plotter used: None

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:32 AM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

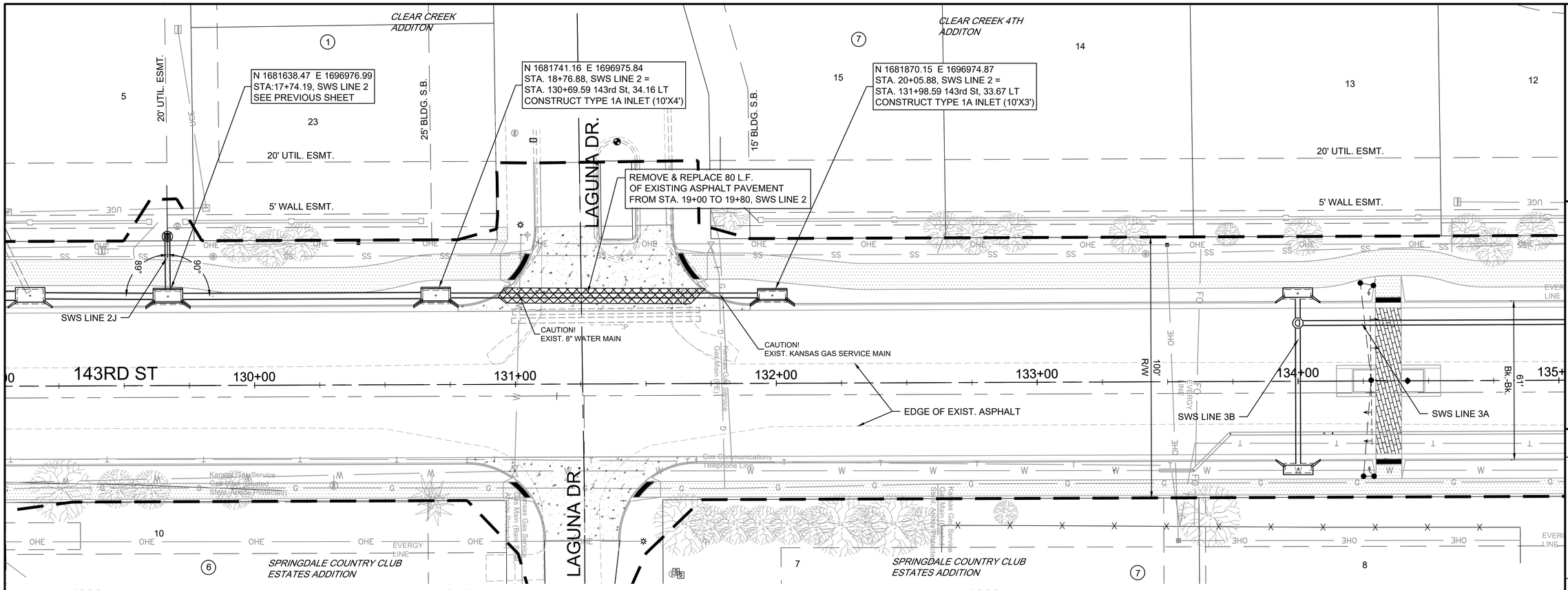
SWS LINE 2 (4)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 60 OF

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 2 (5)

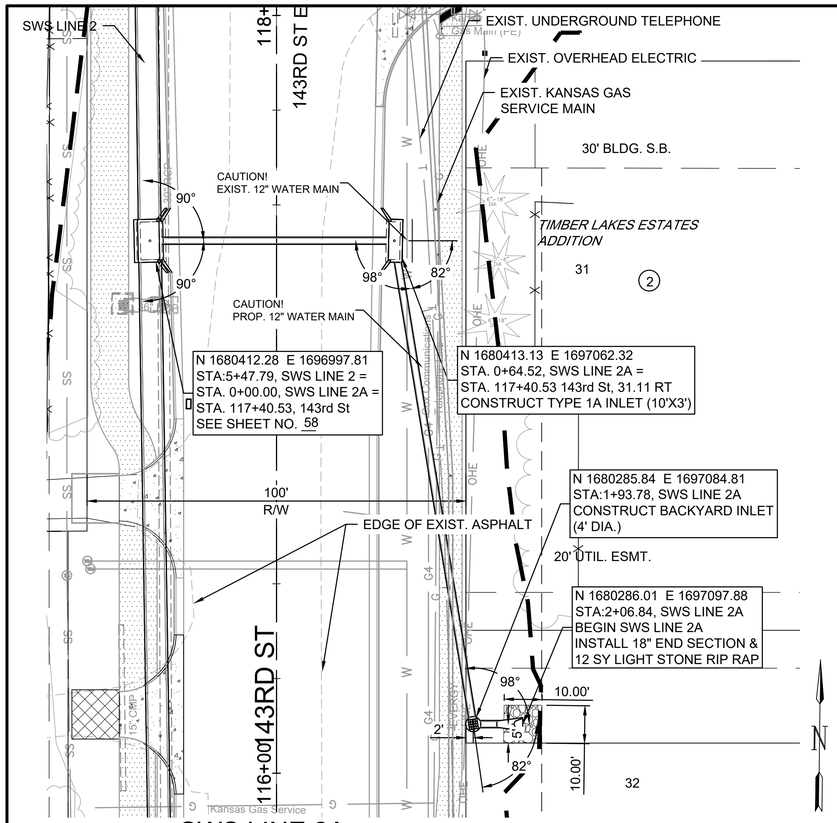
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

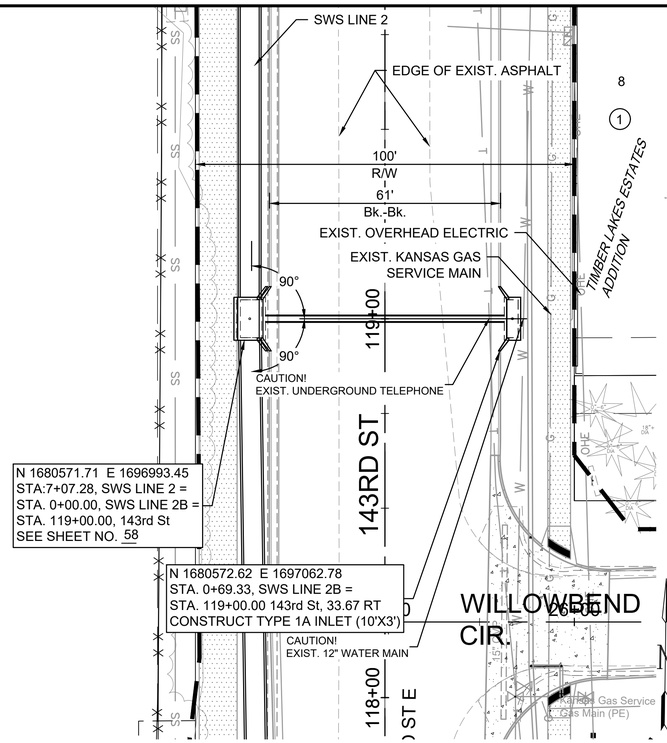
DRAWING NUMBER

SHEET NUMBER 61 OF

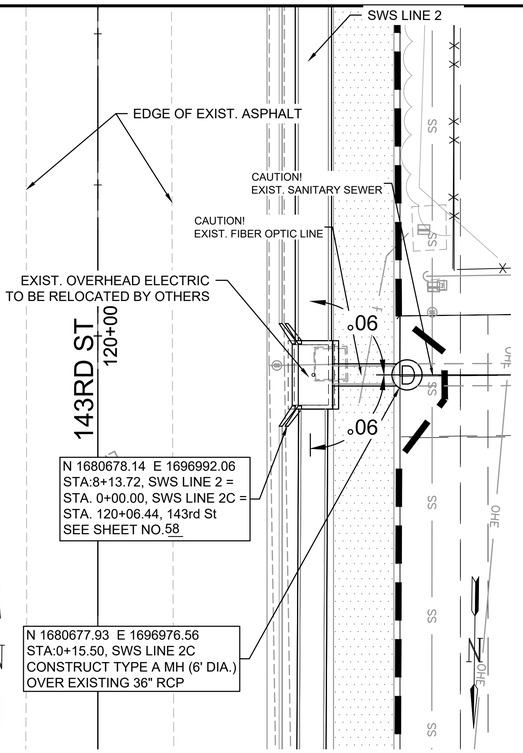
File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 2 (5).dwg Last Save: 12/9/2025 7:26 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:33 AM Plotter used: None



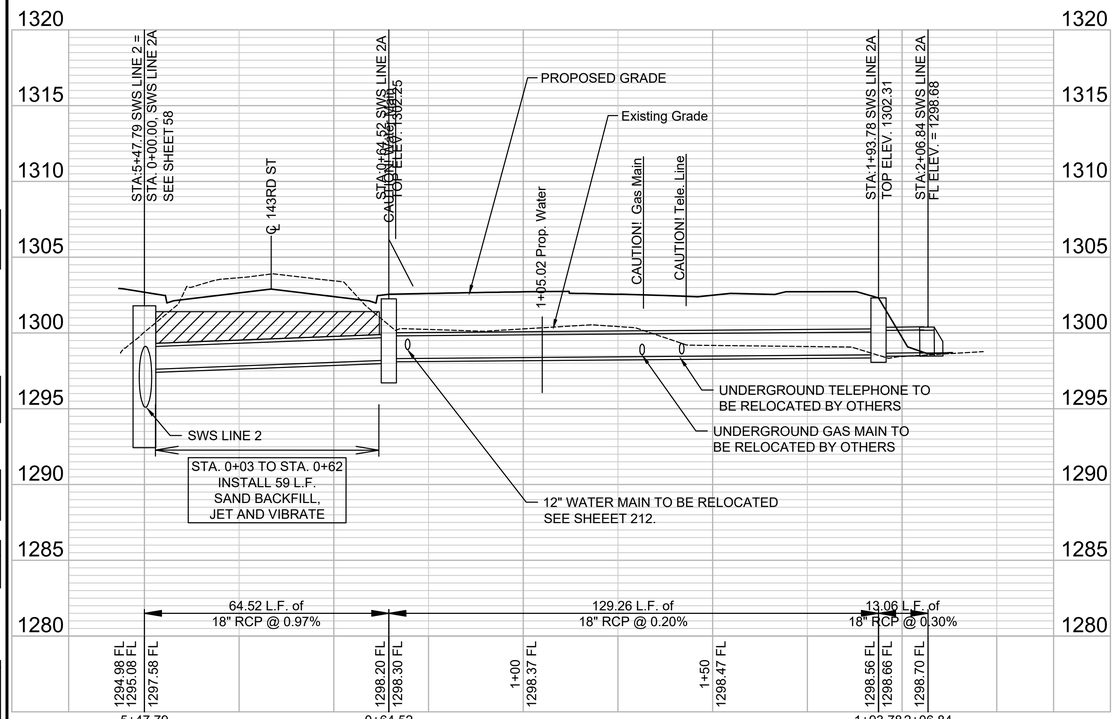

SWS LINE 2A



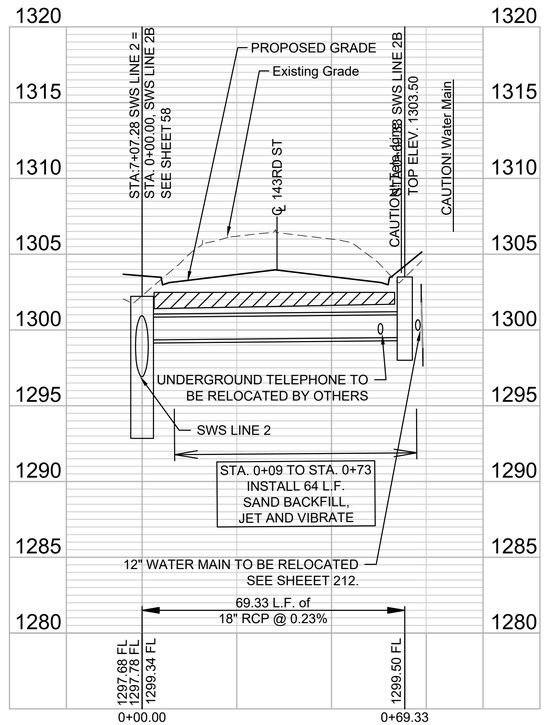

SWS LINE 2B



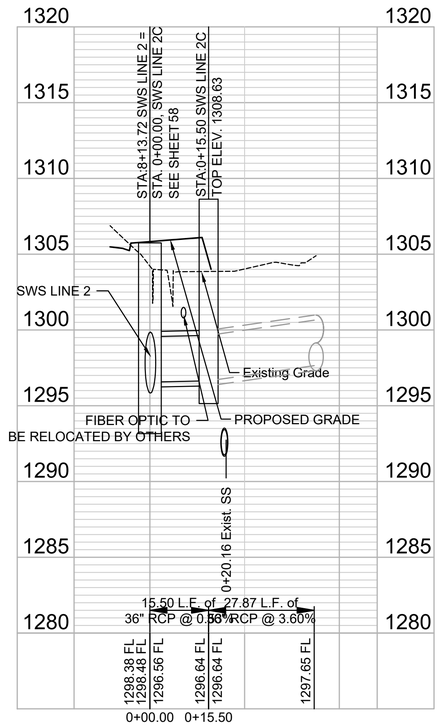

SWS LINE 2C




SWS LINE 2A




SWS LINE 2B




SWS LINE 2C

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE
2A-2B-2C

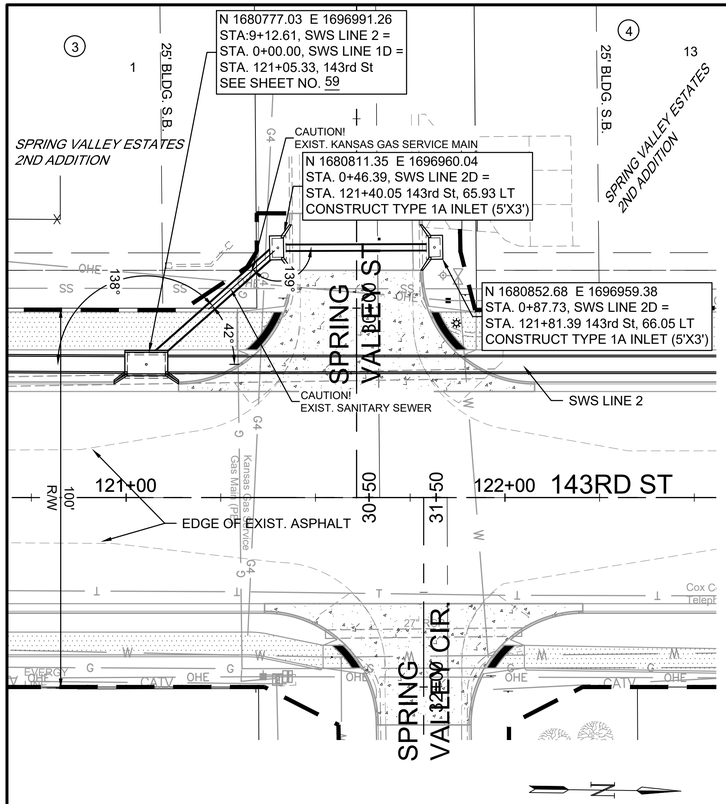
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

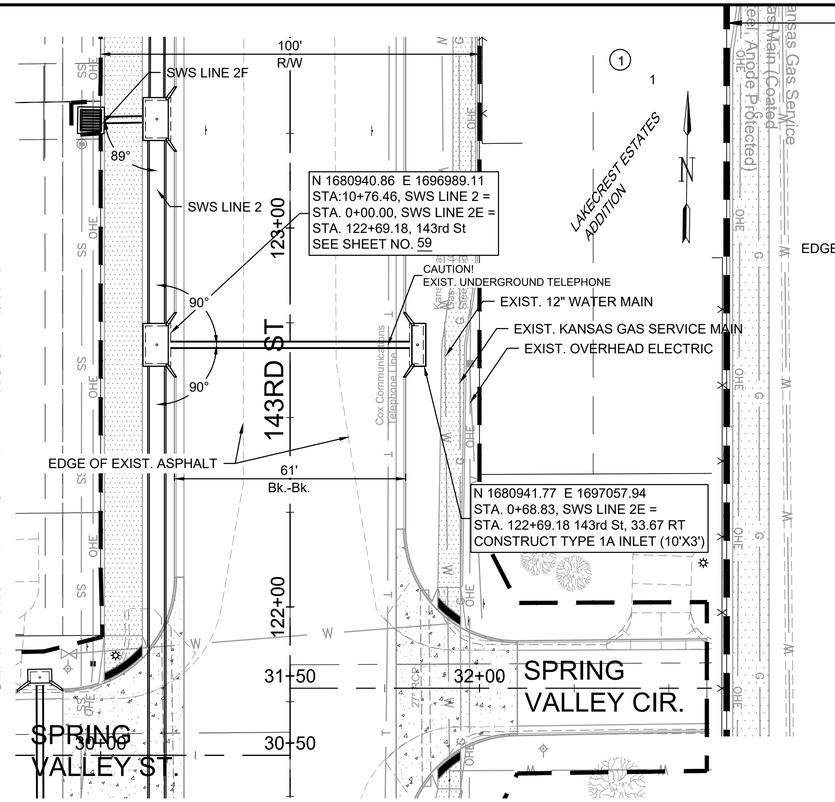
DRAWING NUMBER

SHEET NUMBER 62 OF

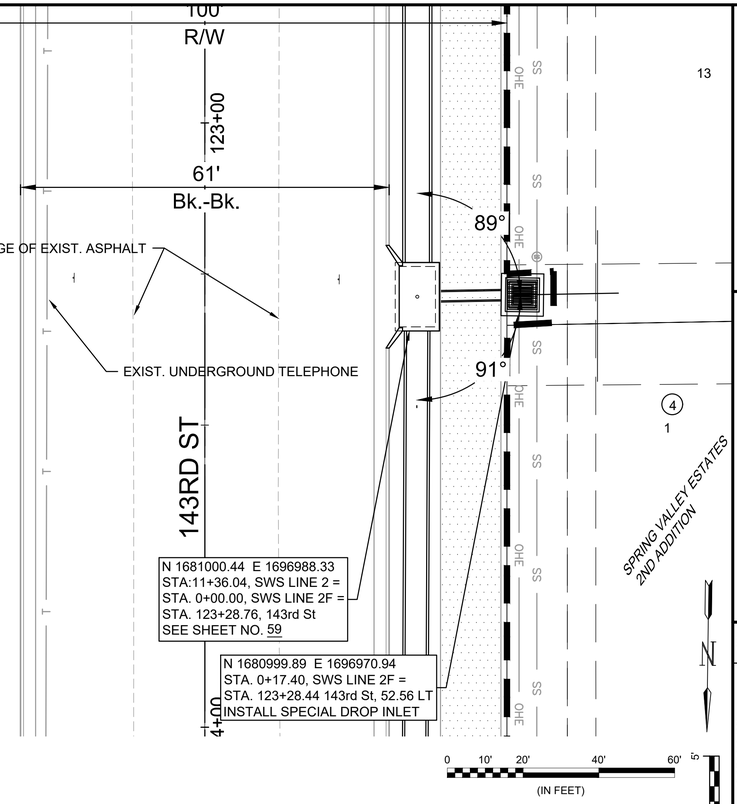
File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 2A (1).dwg Last Save: 12/15/2025 4:21 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:36 AM Plotter used: None



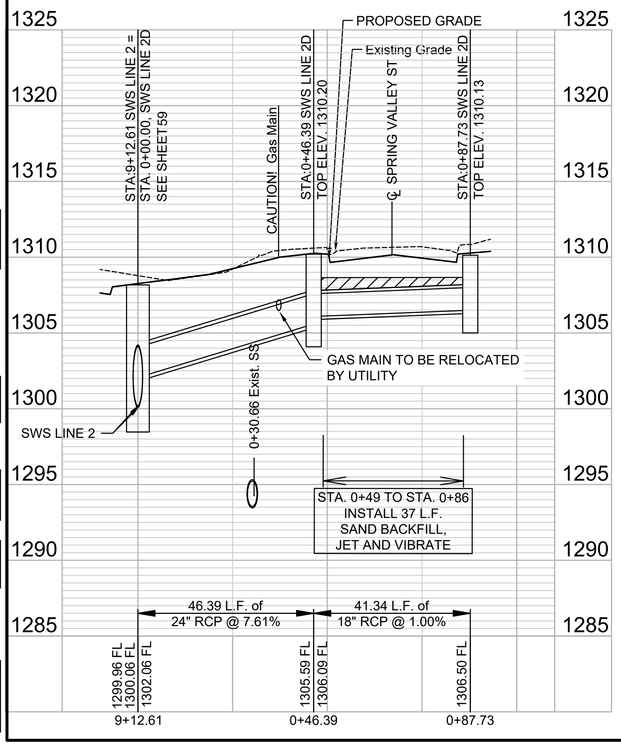

SWS LINE 2D



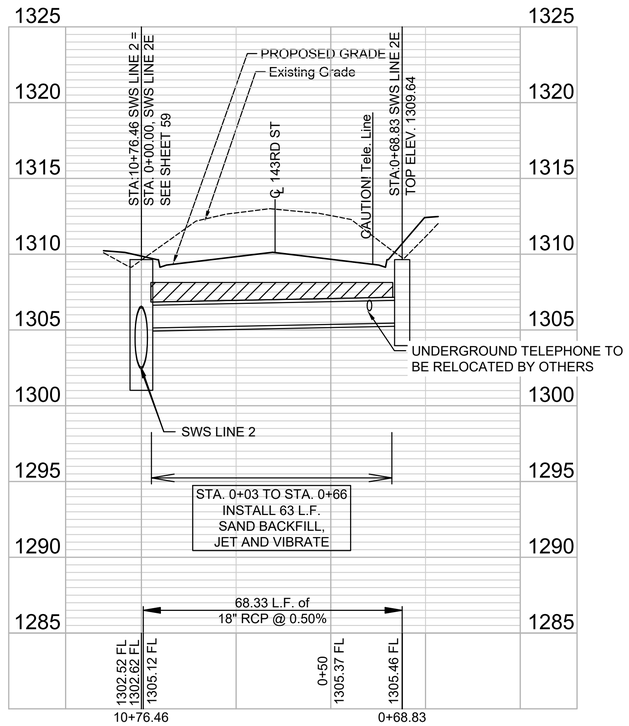

SWS LINE 2E



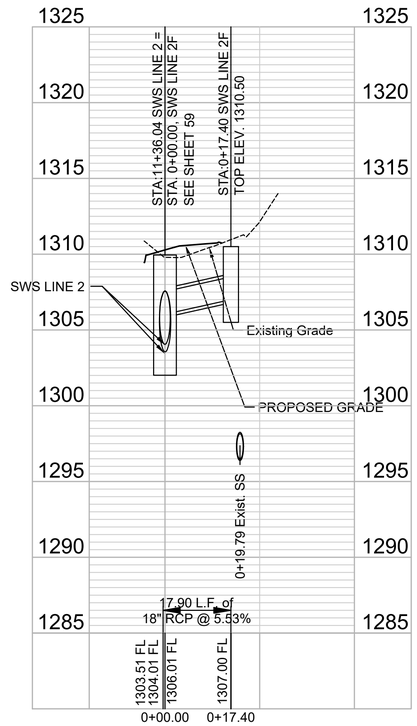

SWS LINE 2F




SWS LINE 2D




SWS LINE 2E




SWS LINE 2F

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(316) 264-8008

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE
2D-2E-2F

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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0 1"
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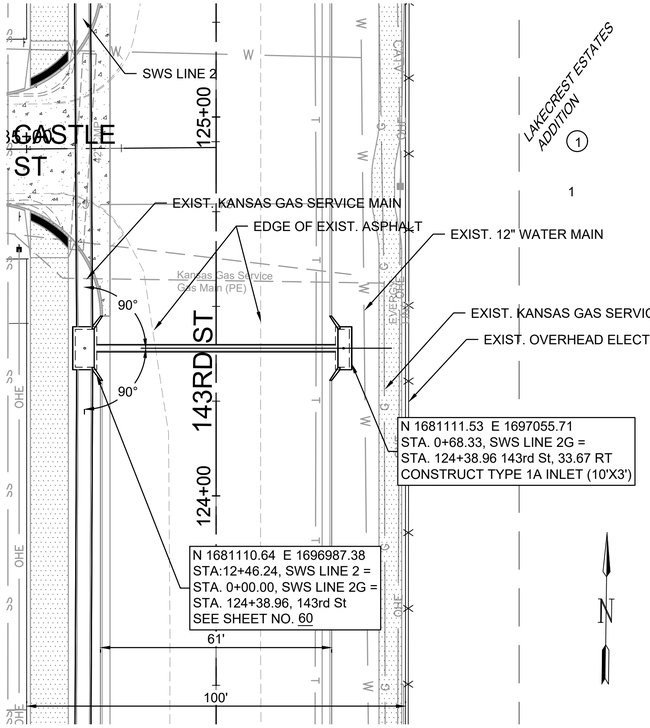
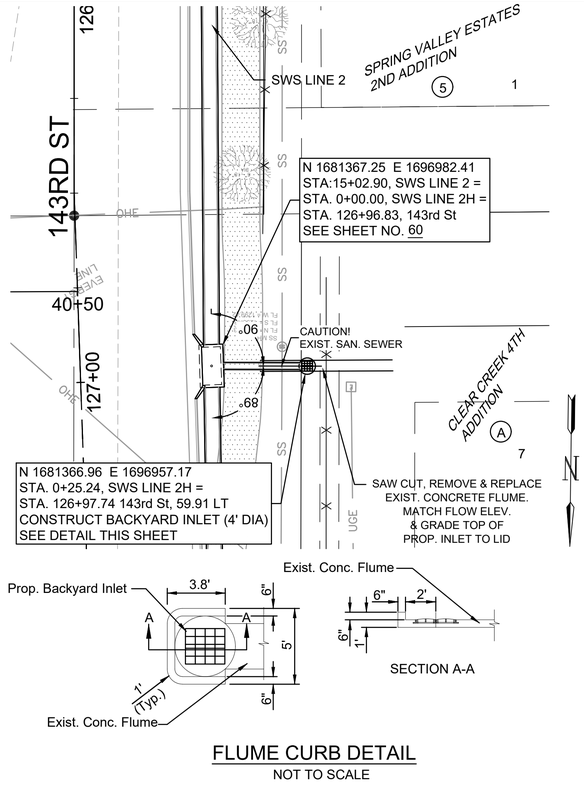
DRAWING NUMBER

SHEET NUMBER 63 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 2D (1).dwg Last Save: 12/15/2025 4:32 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:39 AM Plotter used: None

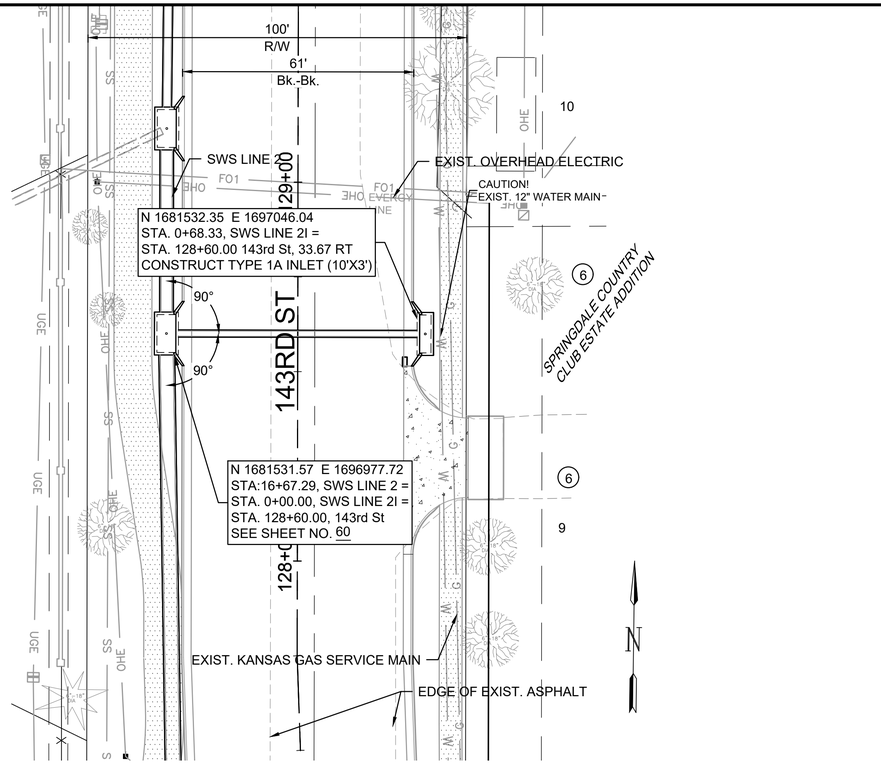



## SWS LINE 2G




## FLUME CURB DETAIL

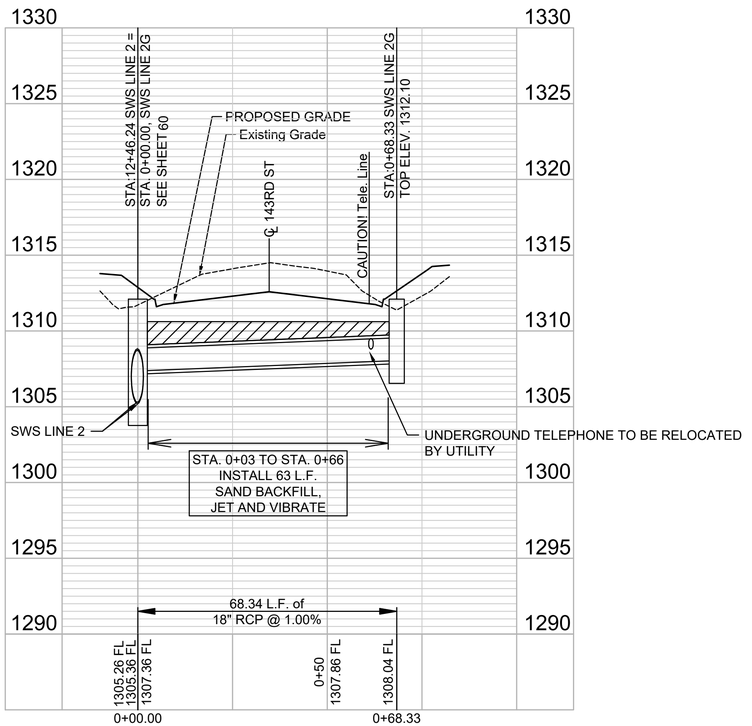
NOT TO SCALE



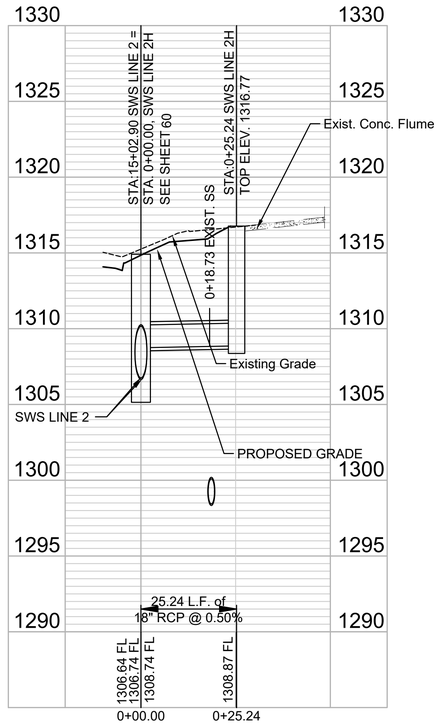

## SWS LINE 2I

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5




## SWS LINE 2G

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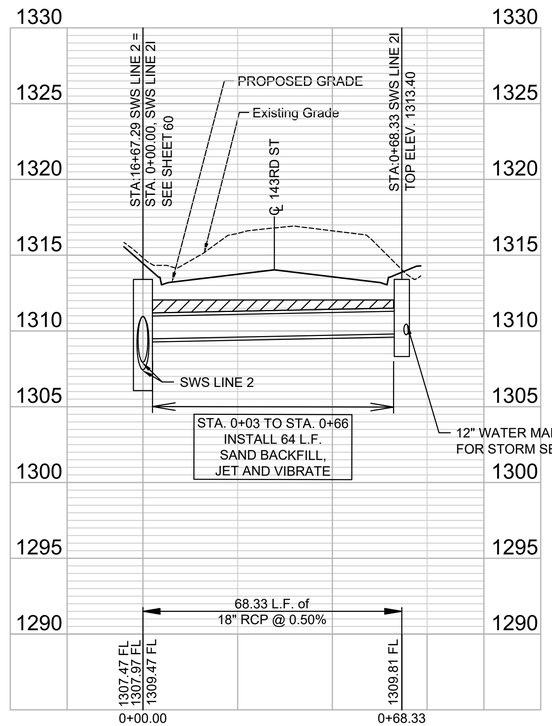


## SWS LINE 2I

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE
2G-2H-2I

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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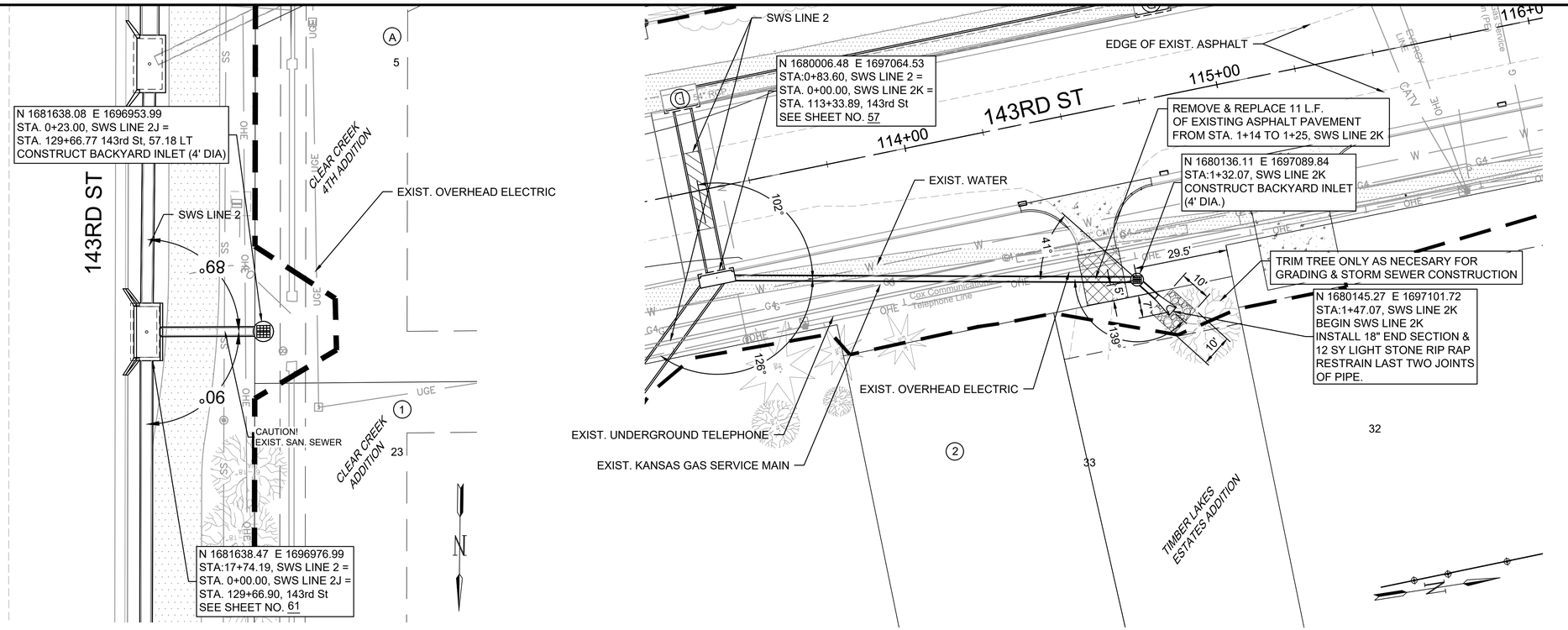
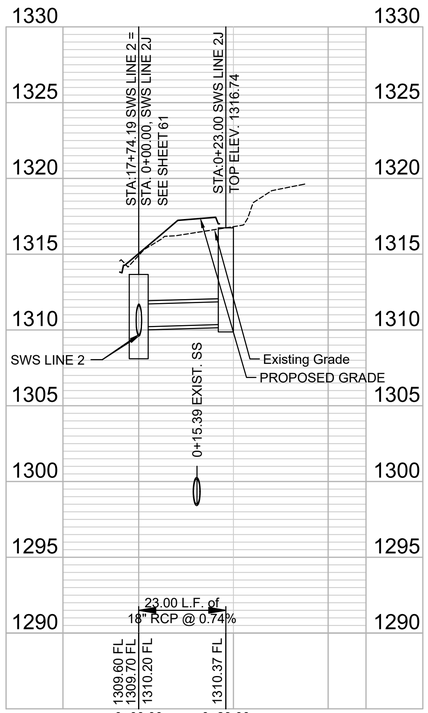
SHEET NUMBER **64** OF

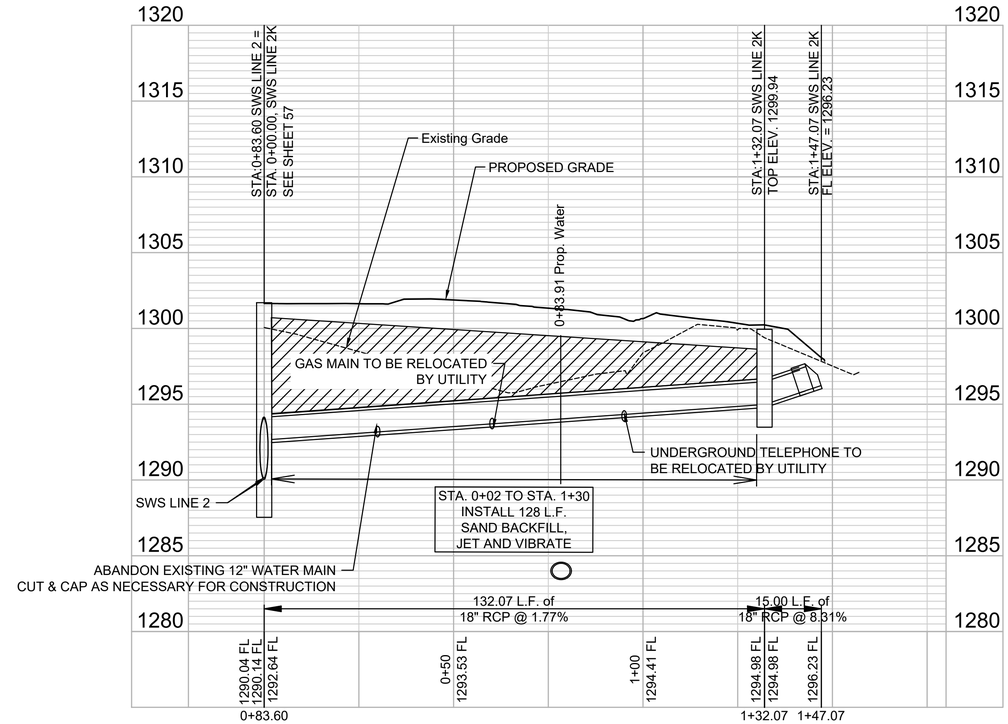
File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 2G (1).dwg Last Save: 12/9/2025 8:09 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:42 AM Plotter used: None




## SWS LINE 2J




## SWS LINE 2K

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE
2J-2K

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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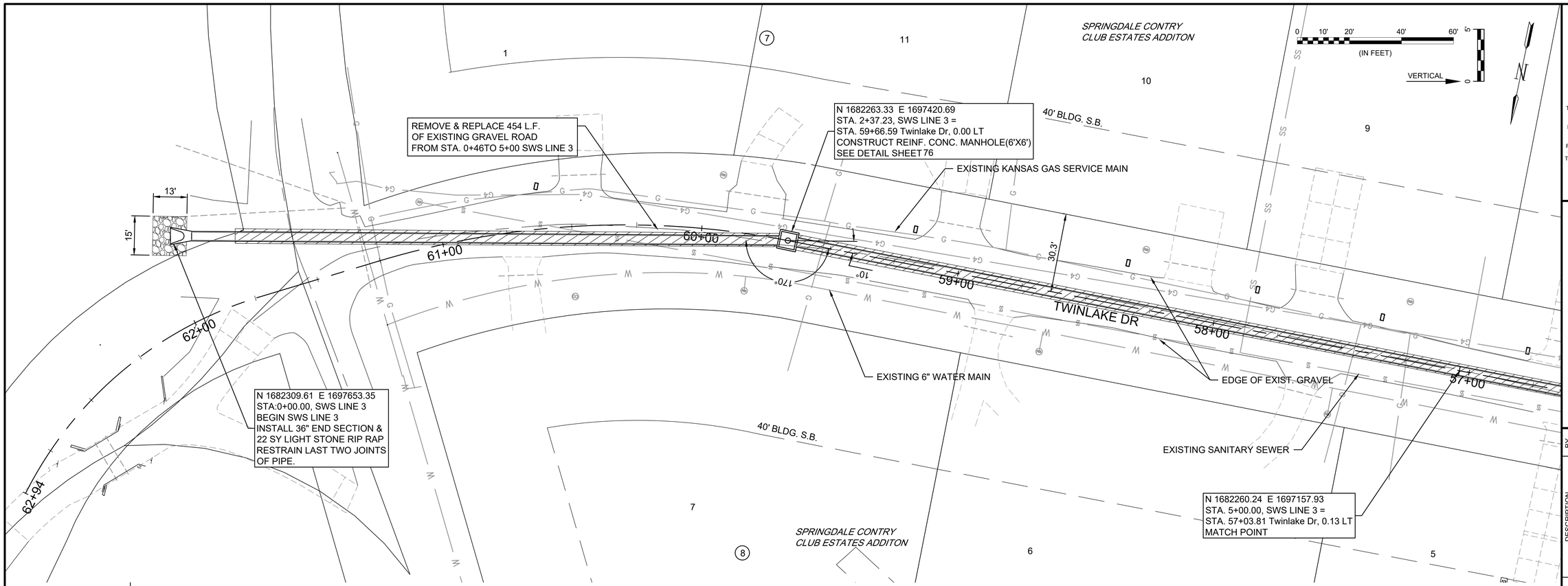
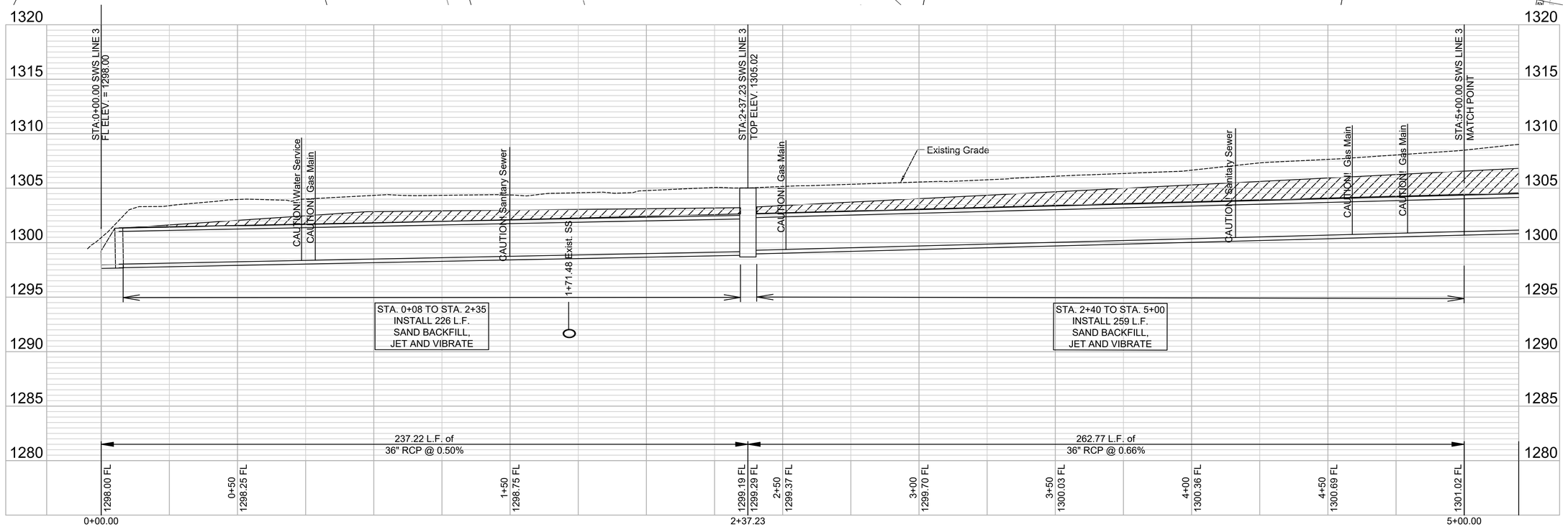
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:45 AM Plotter used: None




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 3 (1).dwg Last Save: 11/5/2025 5:30 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:47 AM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 3 (1)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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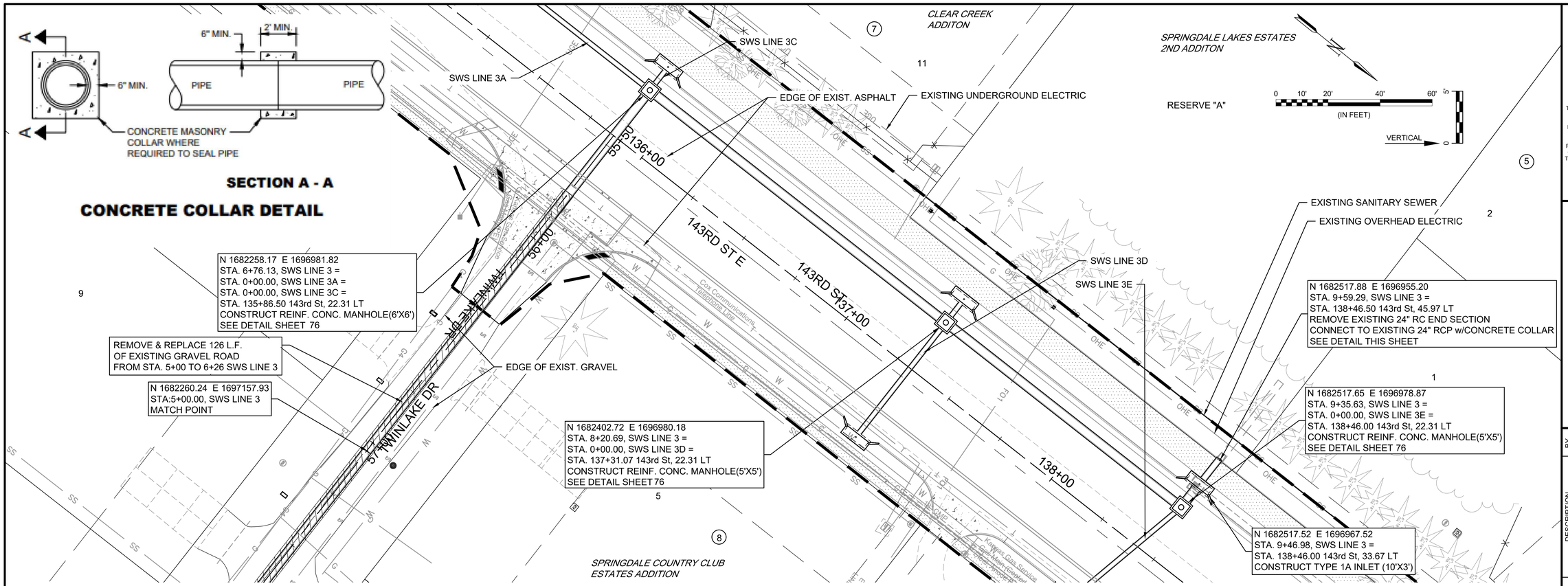


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 3 (2)

JOB NO.: 23T41143
DATE: DEC. 2025
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DRAWN BY: SOS

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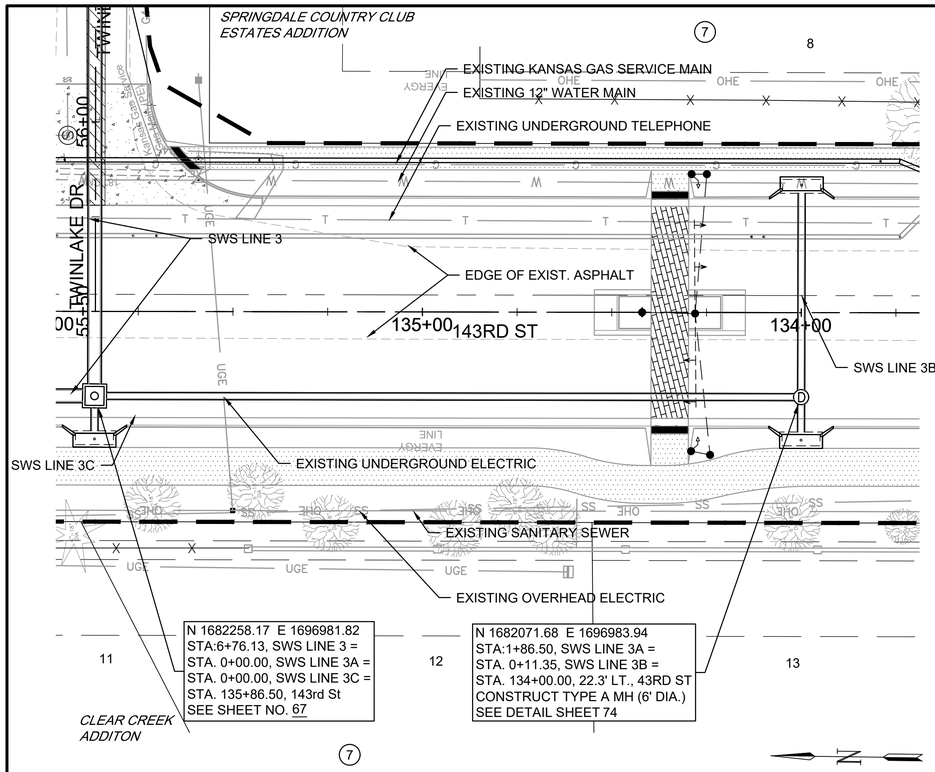
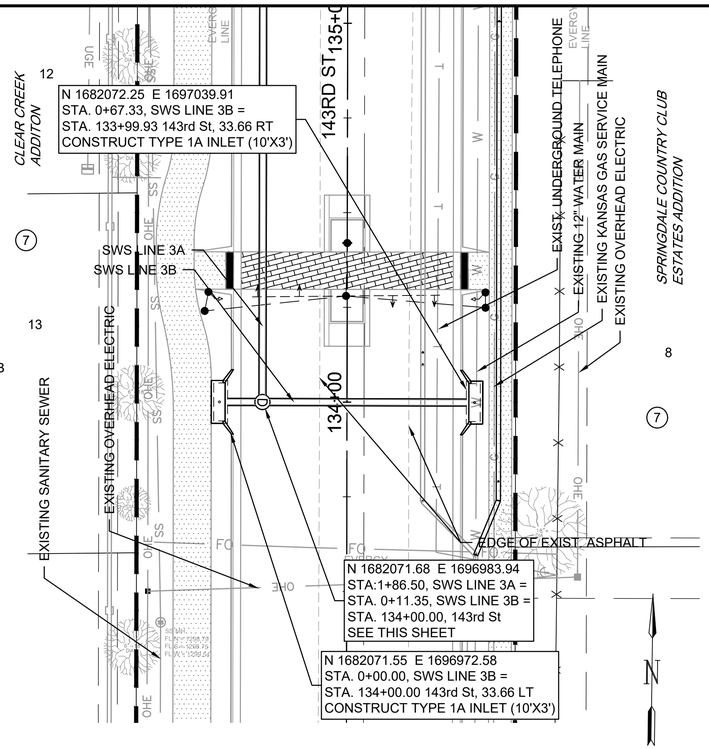
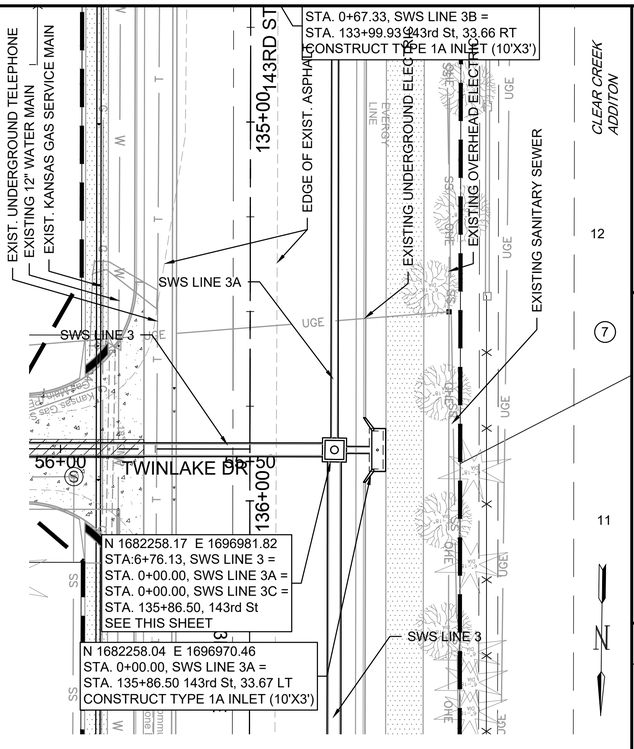
File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 3 (2).dwg Last Save: 12/9/2025 9:04 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:49 AM Plotter used: None




## SWS LINE 3A



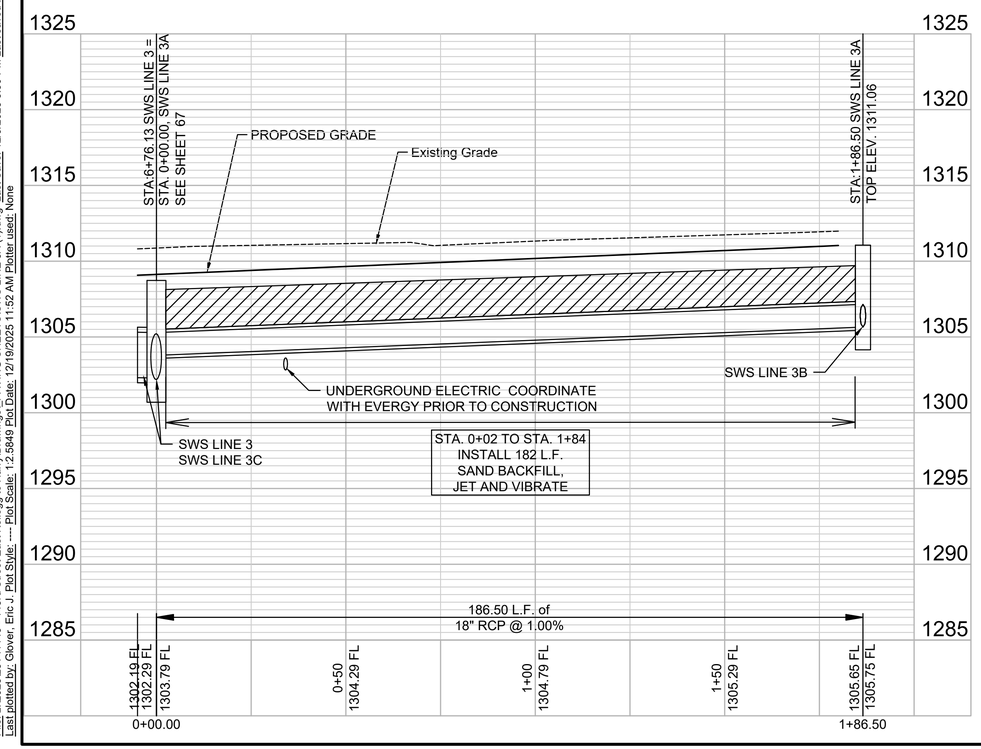

## SWS LINE 3B



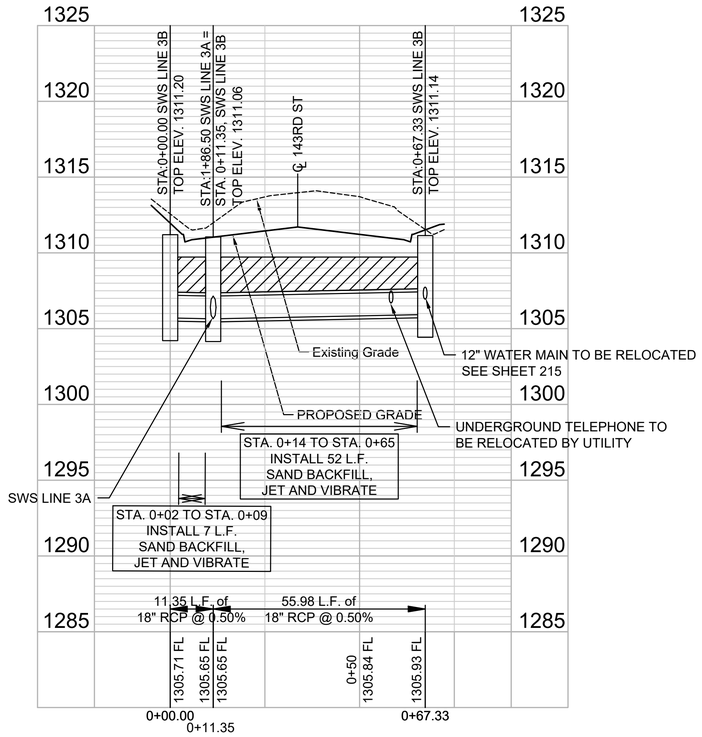

## SWS LINE 3C

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 0 5'




## SWS LINE 3A

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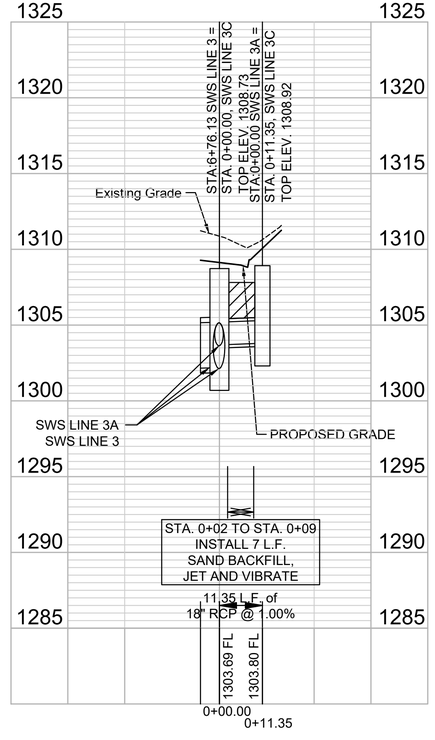


## SWS LINE 3C

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE
3A-3B-3C

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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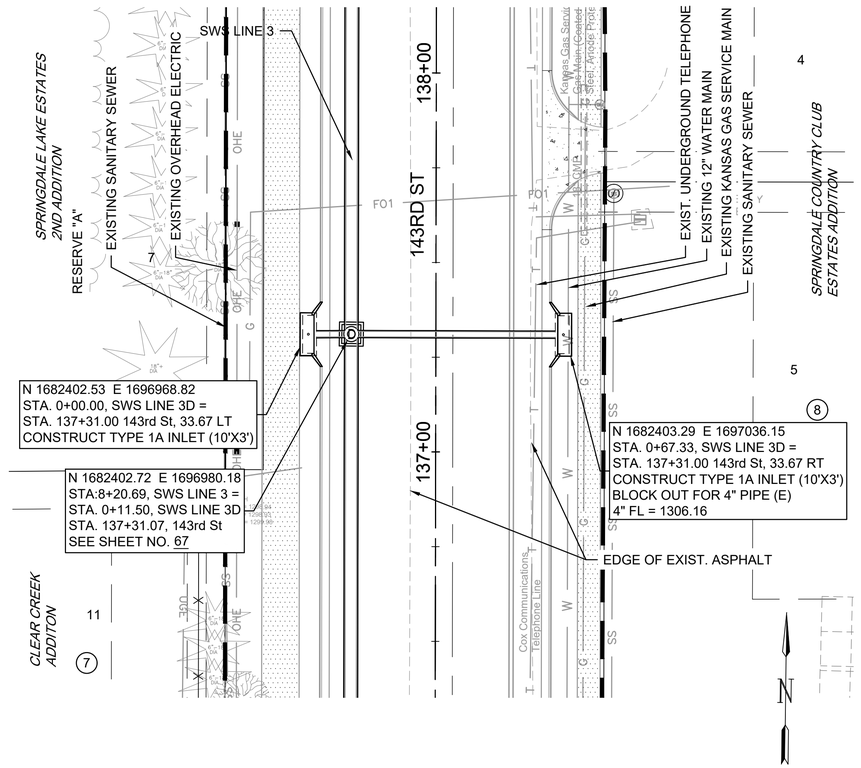
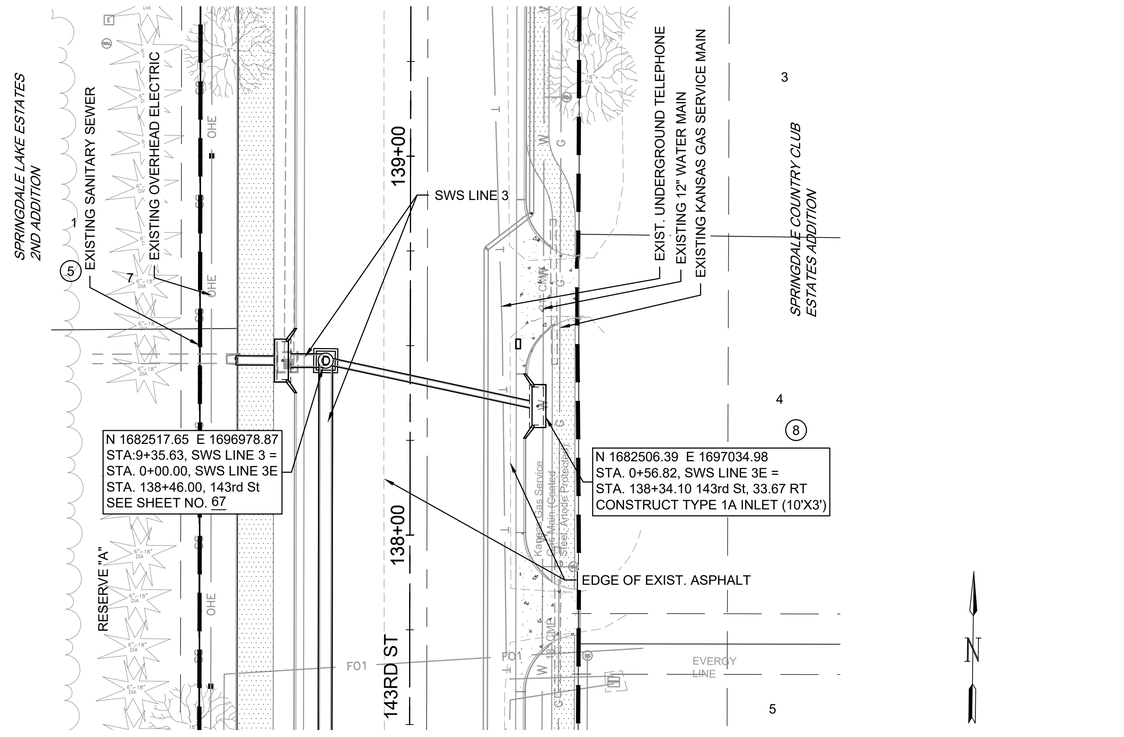
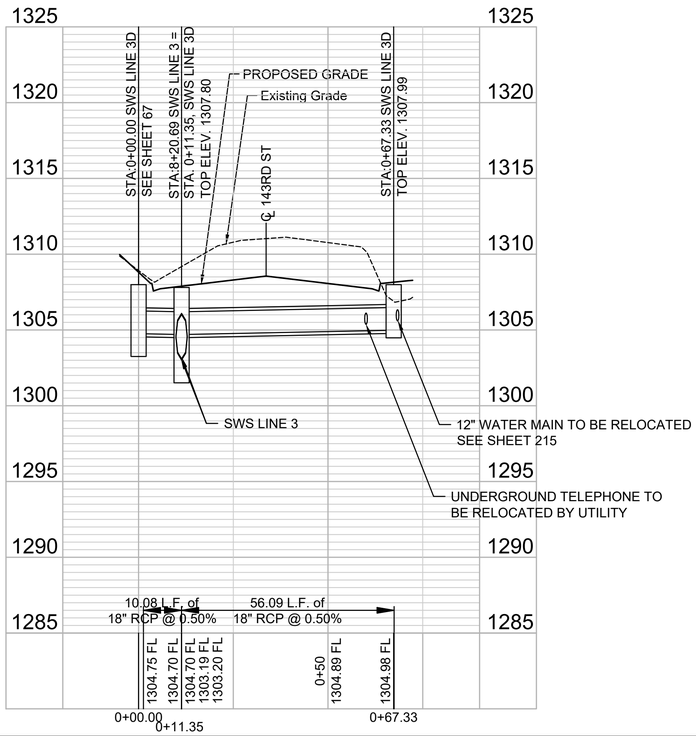
SHEET NUMBER **68** OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 3A (1).dwg Last Save: 12/9/2025 3:30 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:52 AM Plotter used: None




## SWS LINE 3D

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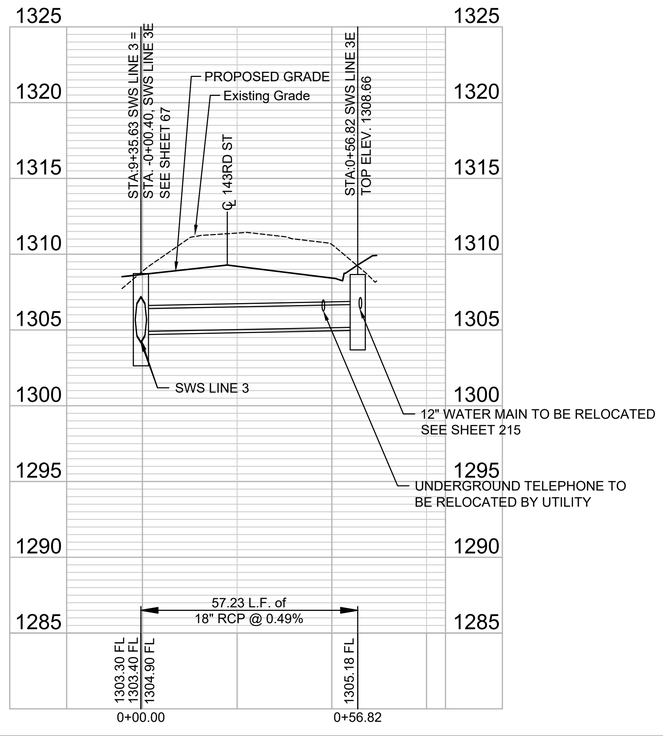


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE
3D-3E

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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SHEET NUMBER 69 OF

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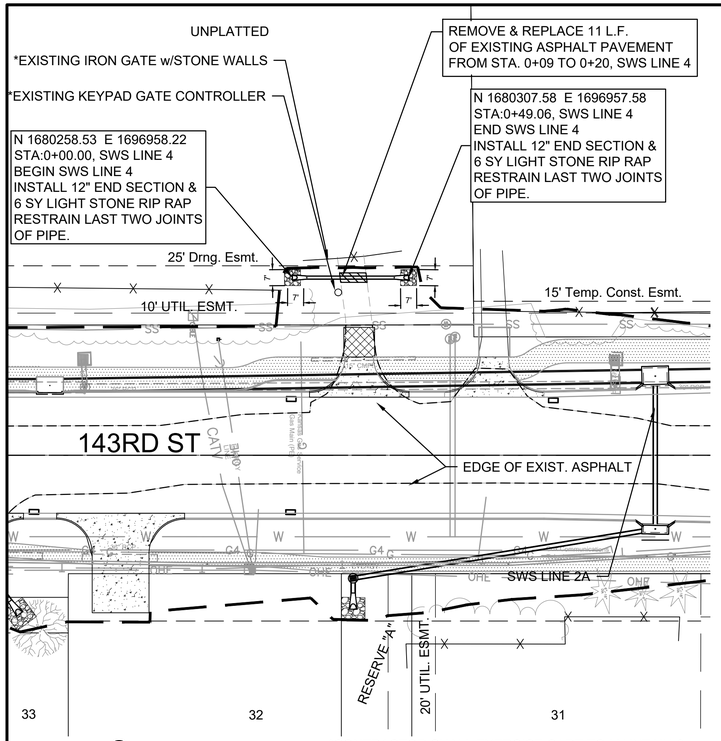
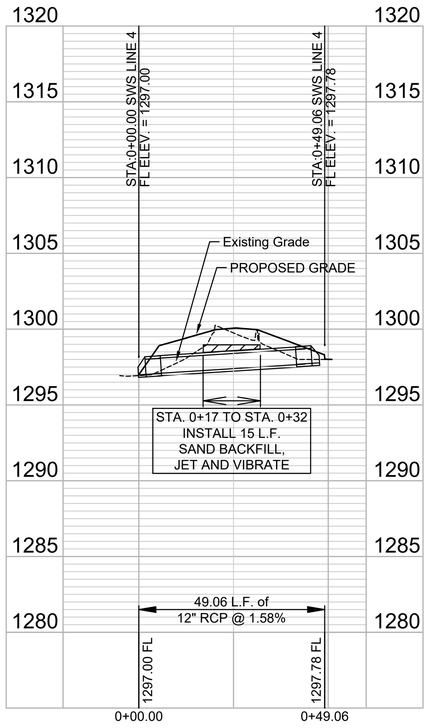
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:54 AM Plotter used: None

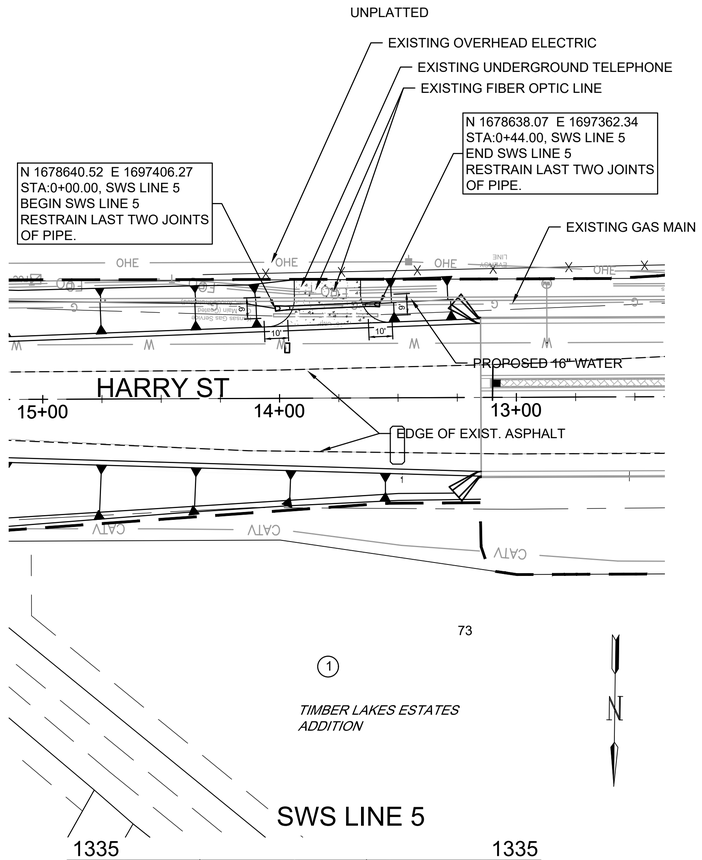



② *TIMBER LAKES ESTATES ADDITION*

*CONTRACTOR SHALL EXERCISE CARE TO MAINTAIN & PROTECT THE EXISTING GATE ASSEMBLY & KEYPAD. WIRING FOR KEYPAD SHALL BE EXPOSED & REROUTED AS NECESSARY PRIOR TO STORM SEWER CONSTRUCTION.

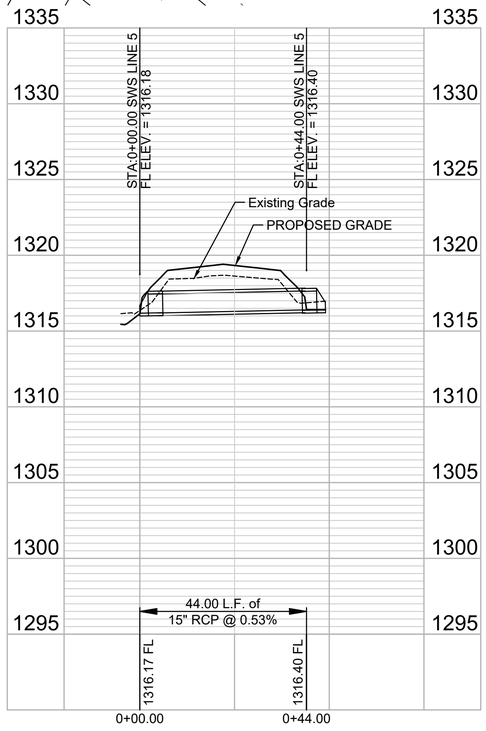
## SWS LINE 4

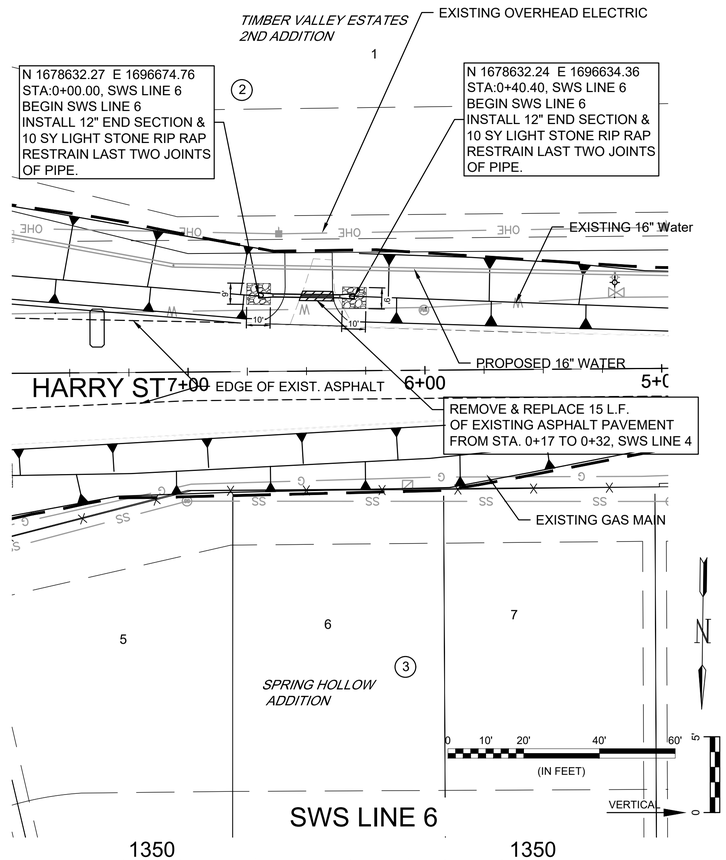



① *TIMBER LAKES ESTATES ADDITION*

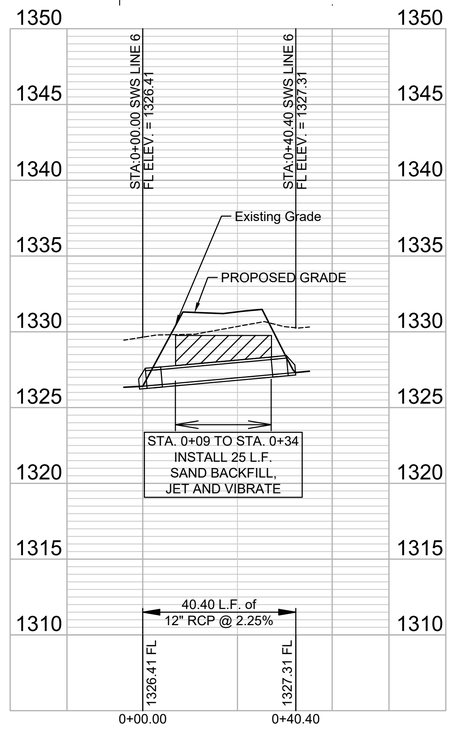
## SWS LINE 5




③

## SWS LINE 6

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 4-6

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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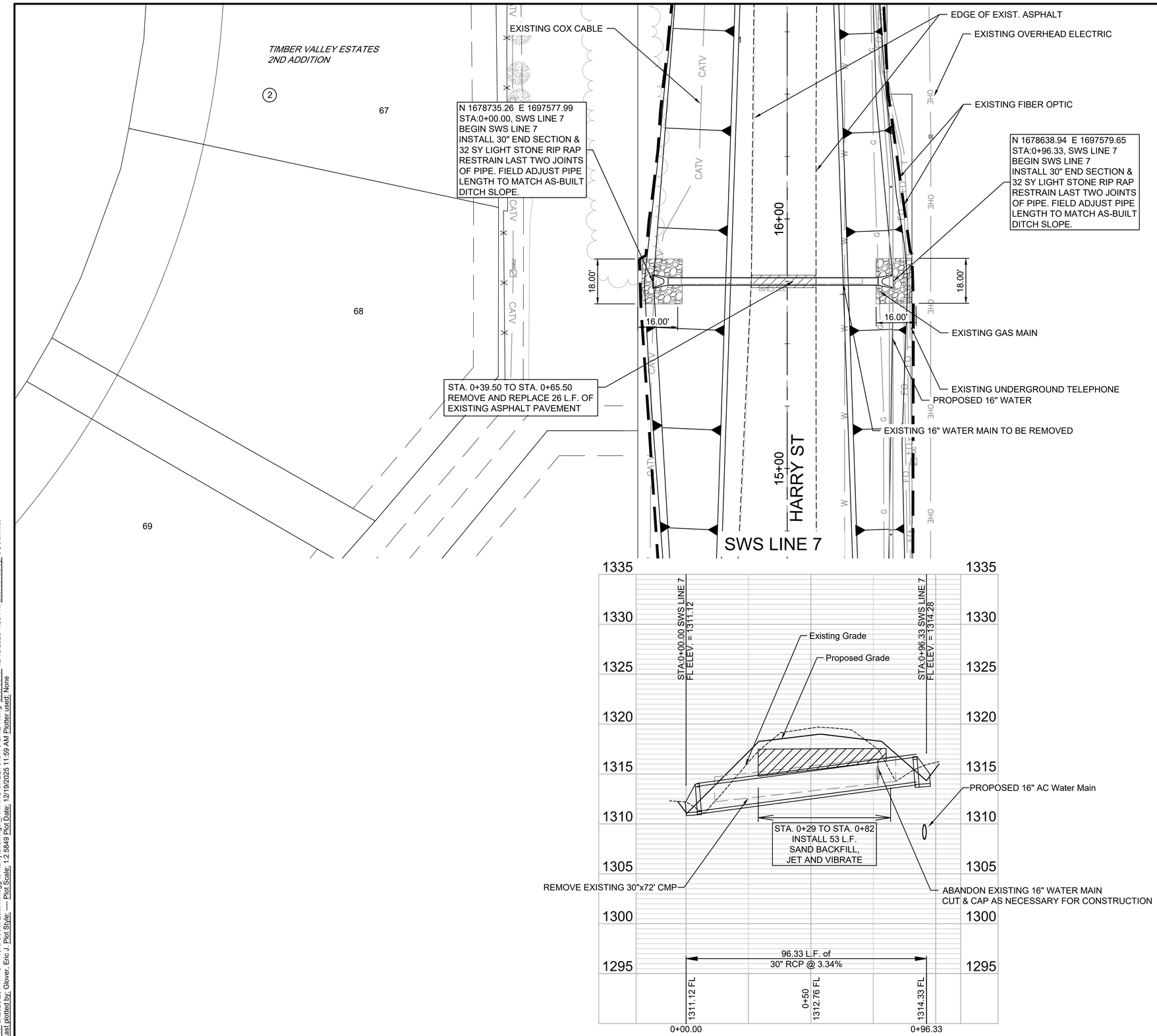
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 2:17 PM Plotter used: None







File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\SWS LINE 7.dwg Last Save: 12/15/2025 4:35 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 11:59 AM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SWS LINE 7

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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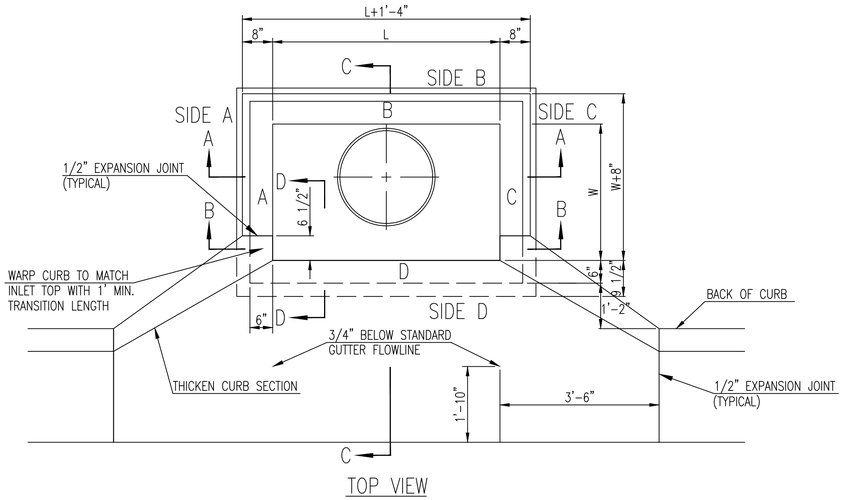
SHEET NUMBER 71 OF .




TOP VIEW

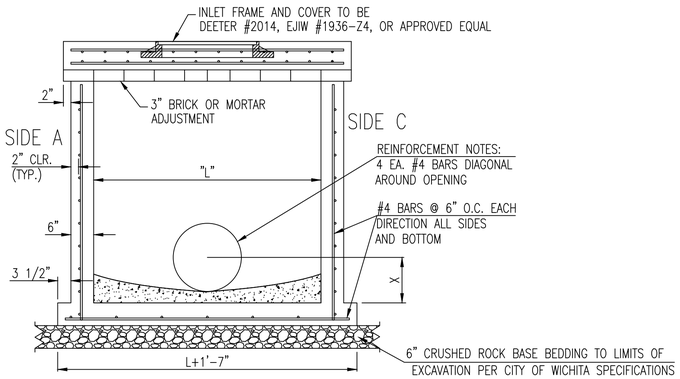
| BAR SCHEDULE | | |
|---|---|---|
| INLET OPENING | B1 BARS | SPACING |
| 5'-0" | #4 | 4" |
| 10'-0" | #6 | 3.5" |

| PRECAST CURB INLET WIDTHS | | | | |
|---|---|---|---|---|
| W | PRE-CAST TOP SIZE | | | PIPE DIA.** |
| | WIDTH | LENGTH | TOP | |
| 3'-0" | W+8" | L+1'-4" | 7 1/2" | 21" & SMALLER |
| 4'-0" | W+8" | L+1'-4" | 7 1/2" | 24" & 30" |
| 5'-0" | W+8" | L+1'-4" | 7 1/2" | 36" & 42" |
| 6'-0" | W+8" | L+1'-4" | 7 1/2" | 48" & 54" |
| 7'-0" | W+8" | L+1'-4" | 7 1/2" | 60" & 66" |

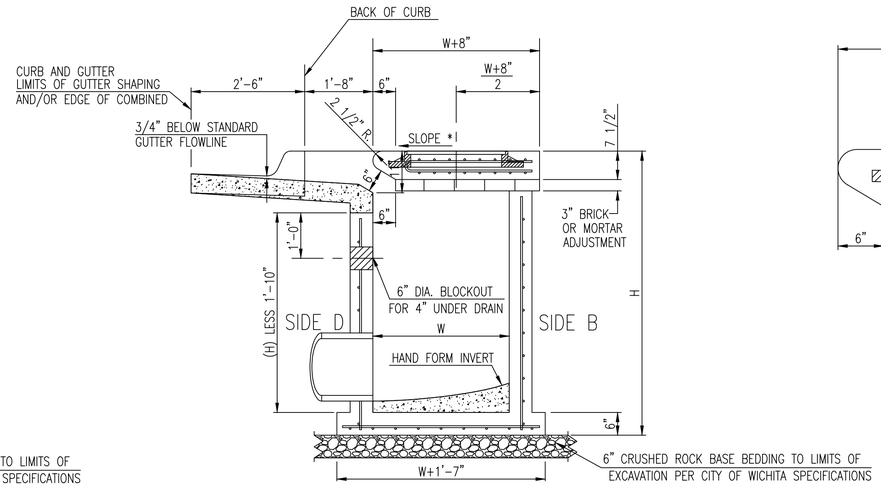
** FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

1. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
5. INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936-Z4, OR APPROVED EQUAL, SEE SW-303.
6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

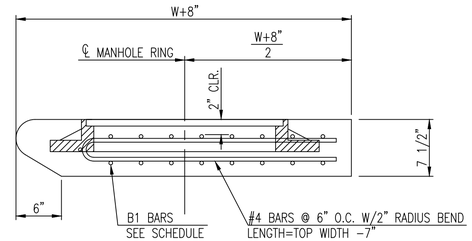


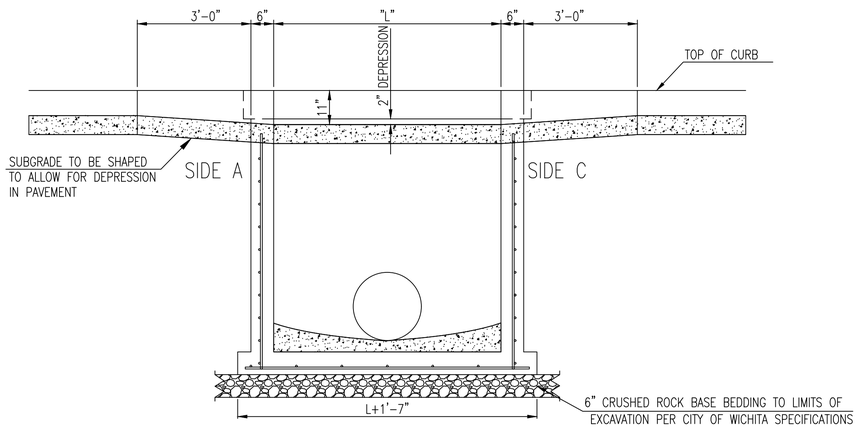

SECTION "A-A"



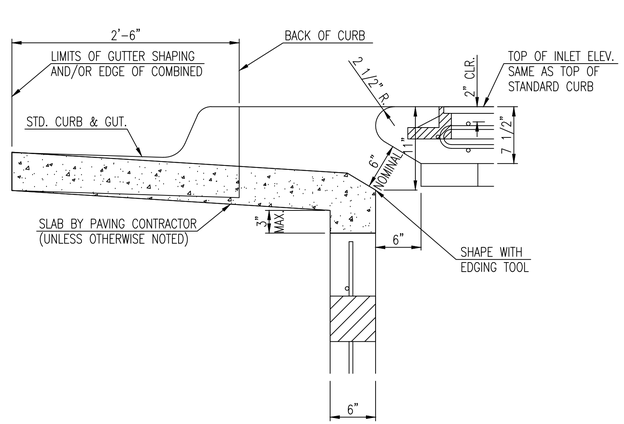

SECTION "C-C"

NOTES:
* SLOPE OF INLET TOP TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.




SECTION "B-B"




SECTION "D-D"

| REVISION MAY 2017 | UPDATED SET BACK DIMENSION ON TOP VIEW |
|---|---|

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# STANDARD TYPE 1A CURB INLET 5'-0" OR 10'-0" OPENING

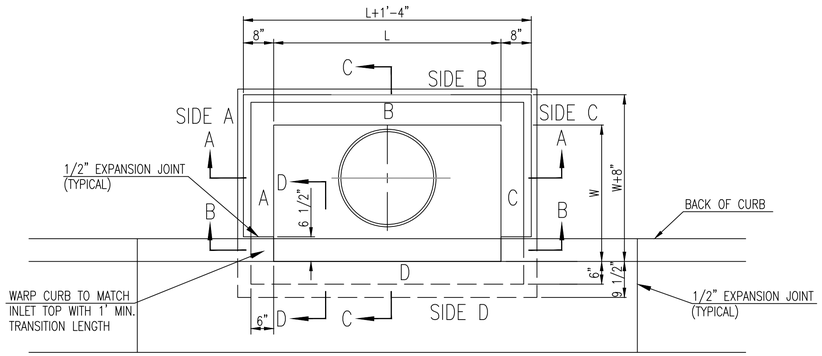
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |


CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501


SHEET 72

SW-103




TOP VIEW

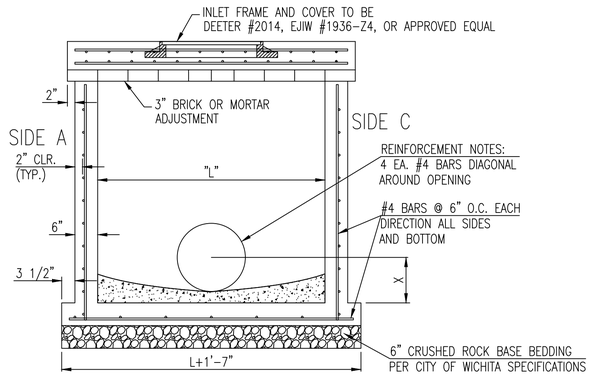
| BAR SCHEDULE | | |
|---|---|---|
| INLET OPENING | B1 BARS | SPACING |
| 5'-0" | #4 | 4" |
| 10'-0" | #6 | 3.5" |

| PRECAST CURB INLET WIDTHS | | | | |
|---|---|---|---|---|
| W | PRE-CAST TOP SIZE | | | PIPE DIA.** |
| | WIDTH | LENGTH | TOP | |
| 3'-0" | W+8" | L+1'-4" | 7 1/2" | 21" & SMALLER |
| 4'-0" | W+8" | L+1'-4" | 7 1/2" | 24" & 30" |
| 5'-0" | W+8" | L+1'-4" | 7 1/2" | 36" & 42" |
| 6'-0" | W+8" | L+1'-4" | 7 1/2" | 48" & 54" |
| 7'-0" | W+8" | L+1'-4" | 7 1/2" | 60" & 66" |

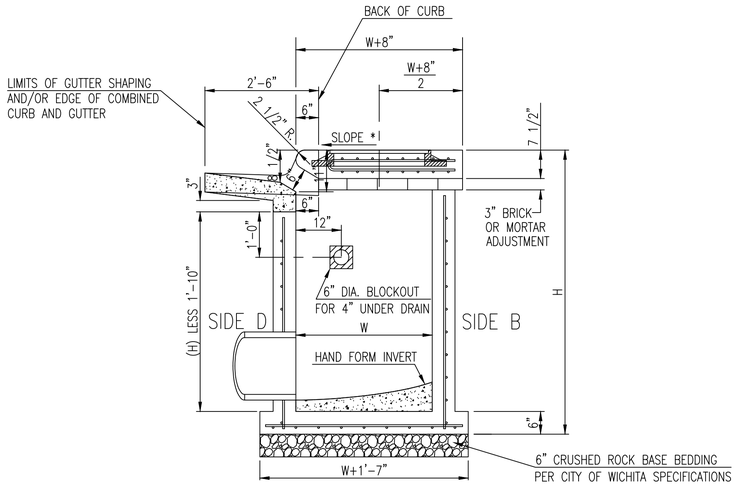
** FOR PIPES PERPENDICULAR TO INLET WALL

GENERAL NOTES

1. CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
3. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
4. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
5. INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936 Z4, OR APPROVED EQUAL, SEE SW-303.
6. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

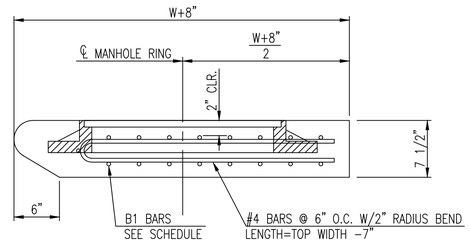


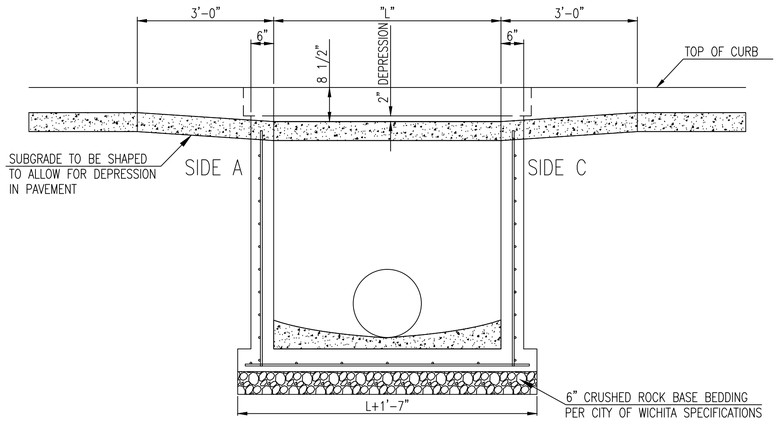

SECTION "A-A"



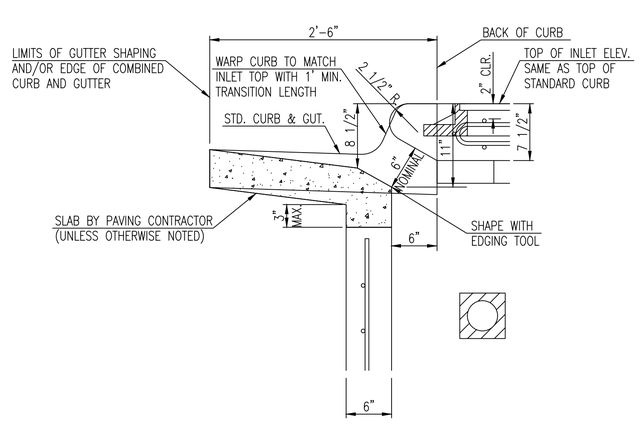

SECTION "C-C"

NOTES:
* SLOPE OF INLET TOP TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.




SECTION "B-B"




SECTION "D-D"

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STANDARD TYPE 1
CURB INLET
5'-0" OR 10'-0" OPENING

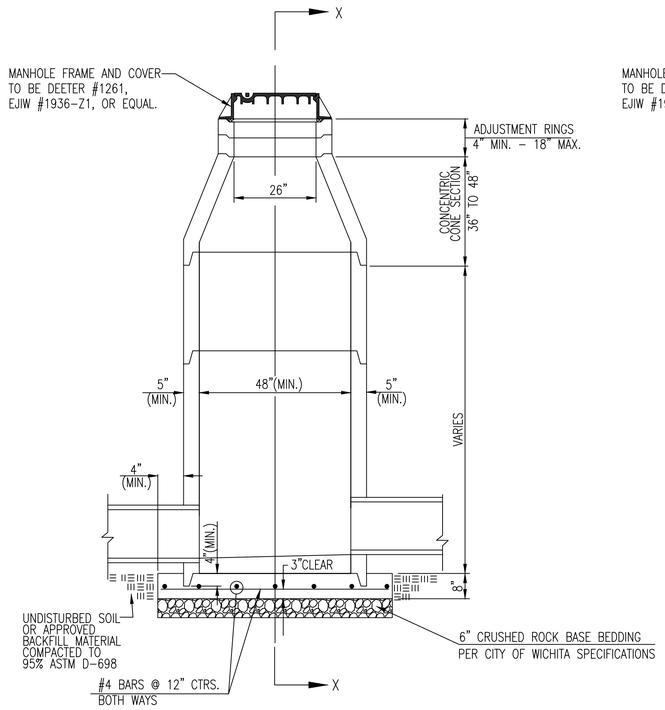
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

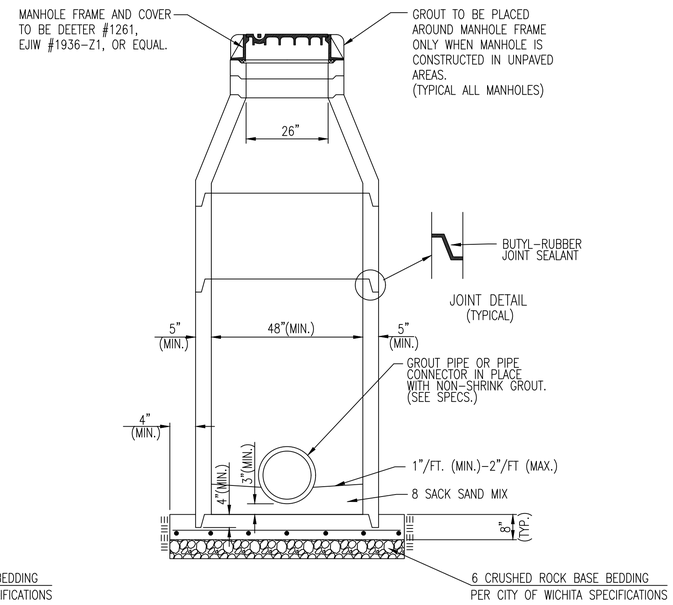
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 73

SW-101



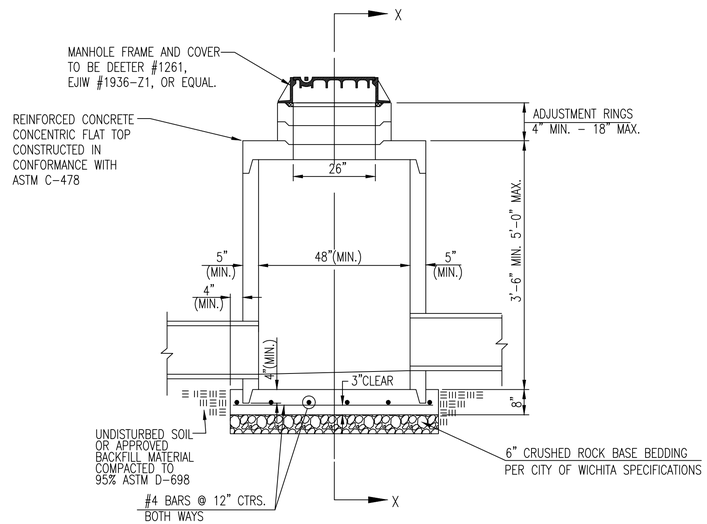

PRECAST
STANDARD MANHOLE
TYPE "A"



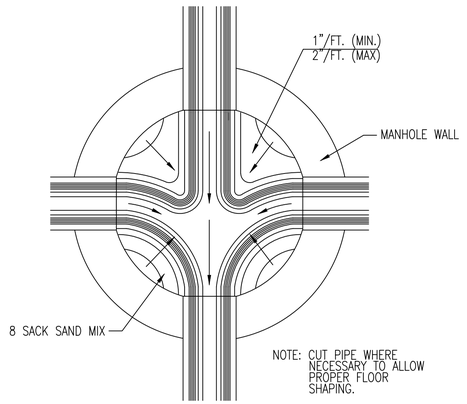

SECTION X-X
(TYPICAL)

## GENERAL NOTES

1. IF, IN THE OPINION OF THE ENGINEER, THE MANHOLE SUBGRADE APPEARS UNSTABLE, THE CONTRACTOR WILL HAVE THE OPTION TO COMPACT SUBGRADE AS SHOWN OR INCREASE THE THICKNESS OF THE MANHOLE BASE AS DIRECTED BY THE ENGINEER.
2. STEEL REINFORCING WILL BE REQUIRED IN ALL MANHOLE BASES.
3. ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.
4. TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
5. ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISION OF ASTM C-478 AS MODIFIED BY THE SPECIFICATIONS.
6. CONCRETE USED FOR MANHOLE CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
7. PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO MANHOLE BASE.
8. MANHOLES WITH PIPE SIZES 24" AND LARGER SHALL HAVE 5 FOOT INSIDE DIAMETER (MIN.)
9. MANHOLES WITH PRECAST BASES MAY BE USED AT THE CONTRACTORS OPTION. THESE MANHOLES SHALL HAVE AN 8" MINIMUM BASE THICKNESS AND SHALL BE PLACED ON AN 8" MIN. CRUSHED ROCK BASE. PIPES SHALL BE ENCASED WITH CRUSHED ROCK TO AT LEAST 3 FEET FROM THE MANHOLE WALL.
10. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.
11. THE ENDS OF ALL PIPES IN MANHOLES SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE MANHOLE WALL.
12. MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE MANHOLE WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
13. MANHOLE FRAME AND COVER TO BE DEETER #1261, EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
14. FOR FLAT GRATED INLET APPLICATION, GRATE TO BE DEETER #1933, EJIW #1205 MDI, OR APPROVED EQUAL.
15. FOR BEEHIVE GRATE APPLICATION, GRATE TO BE DEETER #4495, EJIW #120545, OR APPROVED EQUAL.




PRECAST
SHALLOW MANHOLE
TYPE "B"




TYPICAL MANHOLE
FLOOR SHAPING

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

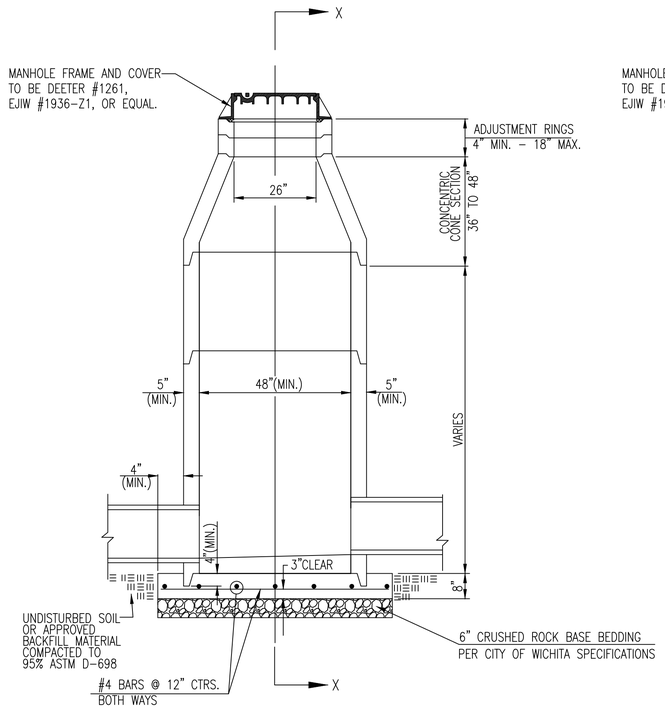
PRECAST CONCRETE MANHOLE (STORM SEWER)

CITY ENGINEER
GARY JANZEN, P.E.

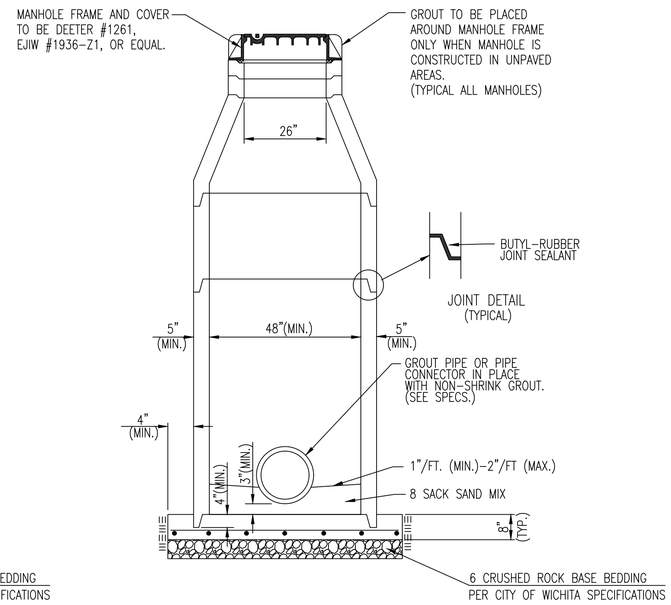
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 74



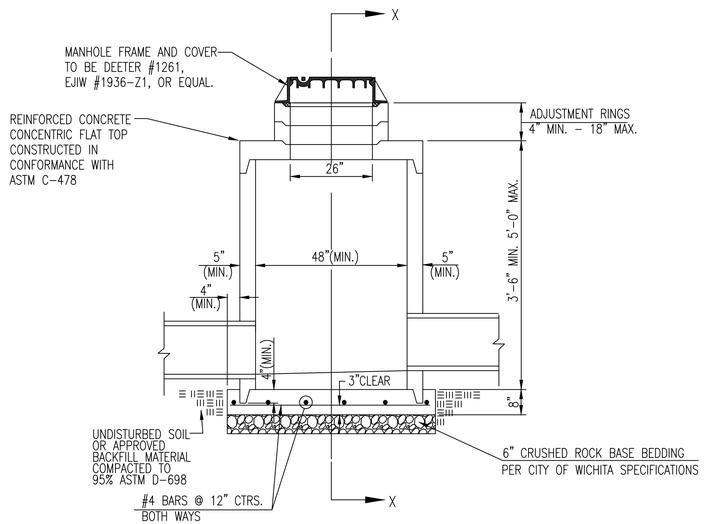

PRECAST
STANDARD MANHOLE
TYPE "A"



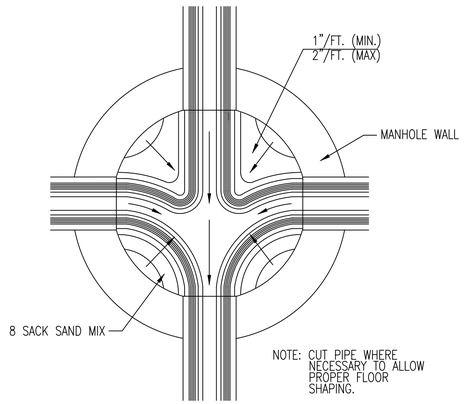

SECTION X-X
(TYPICAL)

## GENERAL NOTES

1. IF, IN THE OPINION OF THE ENGINEER, THE MANHOLE SUBGRADE APPEARS UNSTABLE, THE CONTRACTOR WILL HAVE THE OPTION TO COMPACT SUBGRADE AS SHOWN OR INCREASE THE THICKNESS OF THE MANHOLE BASE AS DIRECTED BY THE ENGINEER.
2. STEEL REINFORCING WILL BE REQUIRED IN ALL MANHOLE BASES.
3. ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.
4. TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
5. ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISION OF ASTM C-478 AS MODIFIED BY THE SPECIFICATIONS.
6. CONCRETE USED FOR MANHOLE CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
7. PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO MANHOLE BASE.
8. MANHOLES WITH PIPE SIZES 24" AND LARGER SHALL HAVE 5 FOOT INSIDE DIAMETER (MIN.)
9. MANHOLES WITH PRECAST BASES MAY BE USED AT THE CONTRACTORS OPTION. THESE MANHOLES SHALL HAVE AN 8" MINIMUM BASE THICKNESS AND SHALL BE PLACED ON AN 8" MIN. CRUSHED ROCK BASE. PIPES SHALL BE ENCASED WITH CRUSHED ROCK TO AT LEAST 3 FEET FROM THE MANHOLE WALL.
10. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.
11. THE ENDS OF ALL PIPES IN MANHOLES SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE MANHOLE WALL.
12. MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE MANHOLE WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
13. MANHOLE FRAME AND COVER TO BE DEETER #1261, EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
14. FOR FLAT GRATED INLET APPLICATION, GRATE TO BE DEETER #1933, EJIW #1205 MDI, OR APPROVED EQUAL.
15. FOR BEEHIVE GRATE APPLICATION, GRATE TO BE DEETER #4495, EJIW #120545, OR APPROVED EQUAL.




PRECAST
SHALLOW MANHOLE
TYPE "B"




TYPICAL MANHOLE
FLOOR SHAPING

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

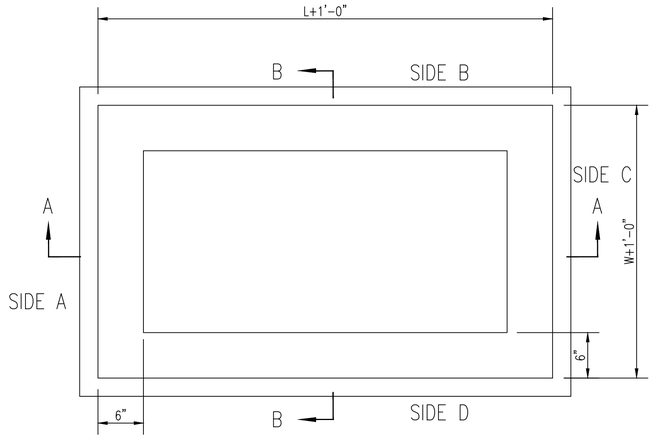
PRECAST CONCRETE MANHOLE (STORM SEWER)

CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 75




TOP VIEW

GENERAL NOTES

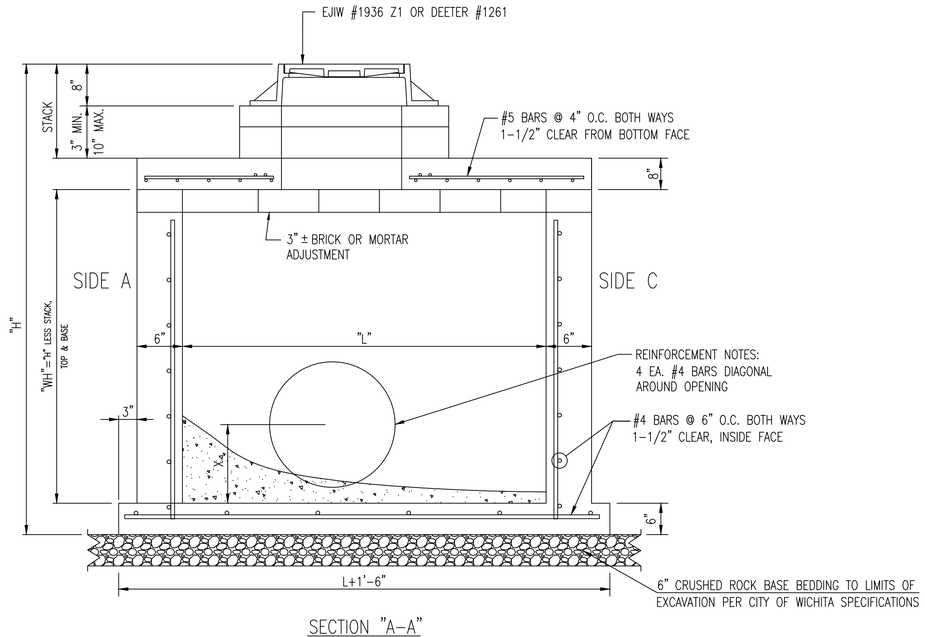
1. GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.

2. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

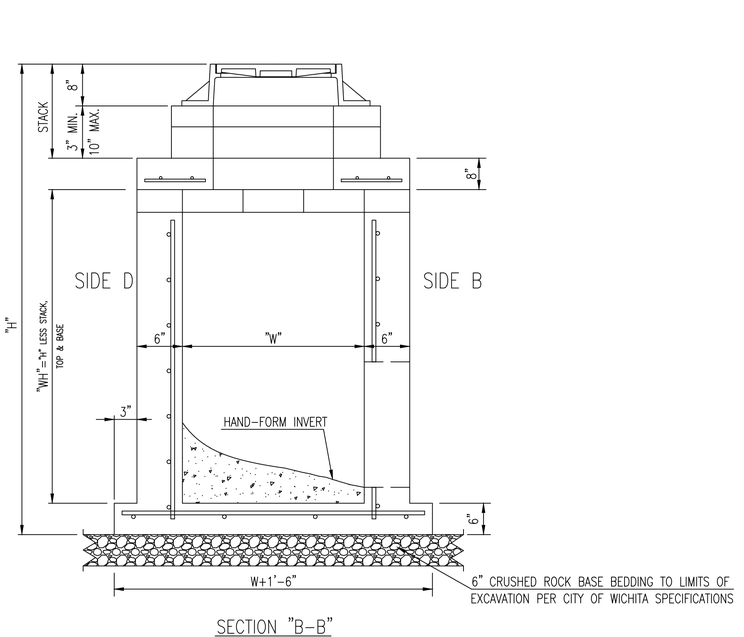
3. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

4. INLET FRAME AND GRATE TO BE DEETER #1261, EJIW #1936-Z1 OR APPROVED EQUAL, SEE SW-303.

5. CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.




SECTION "A-A"




SECTION "B-B"

REVISED: MARCH 2015

CITY OF WICHITA

PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

# REINFORCED CONCRETE MANHOLE (STORM SEWER)

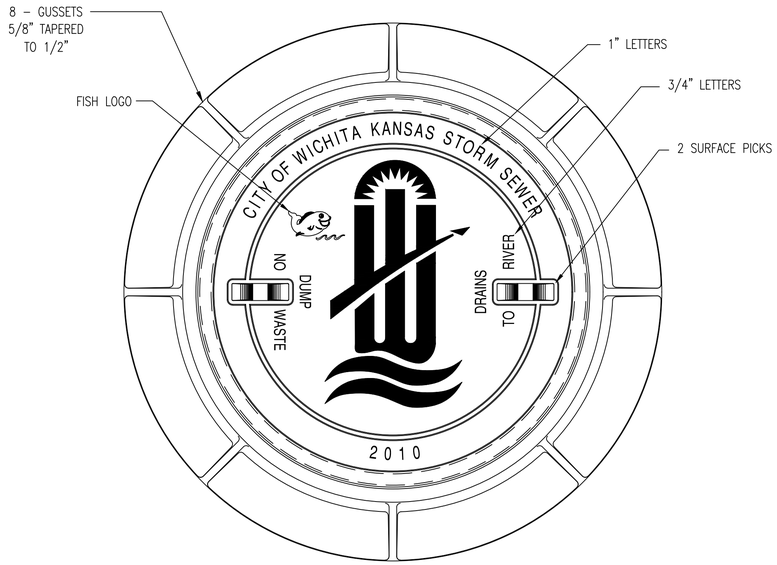
CITY ENGINEER

GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

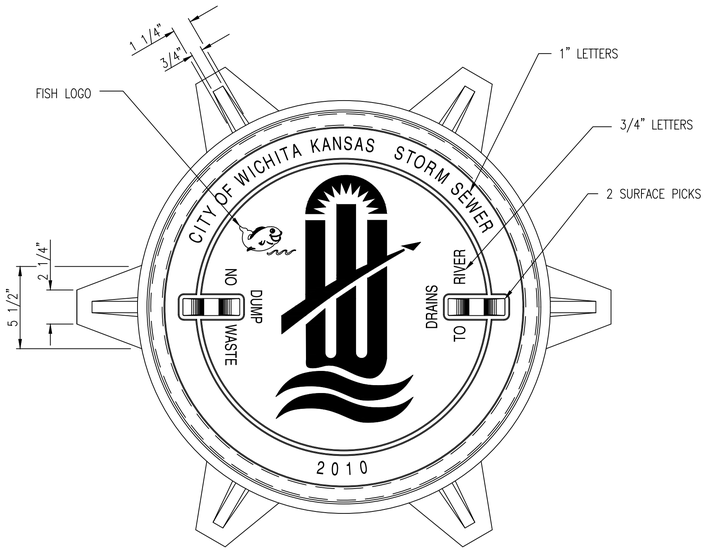
SHEET 76




MANHOLE FRAME

DEETER #1261 OR EJIW #1936-Z1

NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACE.
2. COVER TO BE DEETER #1261 OR EJIW #1936A.




INLET FRAME

DEETER #2014 OR EJIW #1936-Z4

NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACES.
2. NOT TO BE USED UNDER PAVEMENT.
3. COVER TO BE DEETER #1261 OR EJIW #1936A.

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

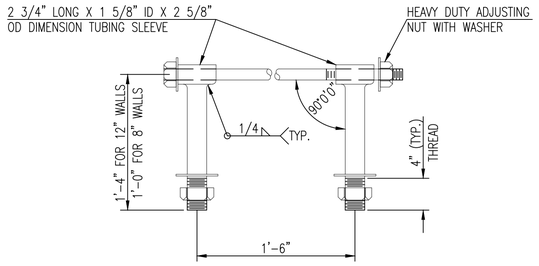
MANHOLE/INLET FRAME AND COVER (STORM SEWER)

CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 77




## HEAVY DUTY (H.D.) COUPLER

NO SCALE

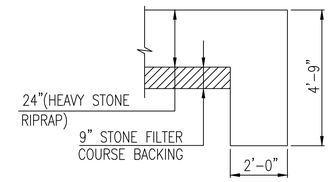
NOTES

1. BOLTS TO BE A-36 1 1/2" DIAMETER.
2. BOLTS, NUTS, WASHERS AND SLEEVES TO BE ZINC PLATED.
3. WASHERS TO BE 3 1/2" O.D. X 7 GAUGE.
4. SHIP WITH NUTS AND WASHERS PLACED ON BOLTS.




WATER MAIN LOWERING DETAILS (NOT TO SCALE)

PAID AS "WATER MAIN LOWERING, EA." ONLY IF LOWERING IS NECESSARY TO INSTALL SWS



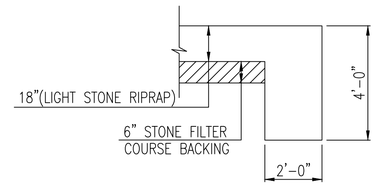

## TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

## HEAVY STONE RIPRAP DETAILS




## TYPICAL SECTION THRU TOEWALL

NO SCALE

NOTES

1. ALL RIPRAP FOR THIS PROJECT SHALL BE NATURAL STONE. NEITHER BROKEN CONCRETE, FABRIC ENVELOPE, NOR PREMIXED DRY PACKAGED CONCRETE BAG ALTERNATES WILL BE ALLOWED, UNLESS INDICATED OTHERWISE.
2. TOEWALLS SHALL BE INSTALLED ALONG ALL UNPROTECTED EDGES OF STONE RIPRAP.
3. GROUTING OF THE SURFACE OF THE RIPRAP SHALL NOT BE PERFORMED, UNLESS INDICATED OTHERWISE. GROUTING OF THE TOEWALLS SHALL BE PERFORMED PER CITY SPECIFICATIONS.

## LIGHT STONE RIPRAP DETAILS

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# MISCELLANEOUS DETAILS (STORM SEWER)

CITY ENGINEER

GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 78

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 79 | 219 |

## SUMMARY OF BRIDGE QUANTITIES

| ITEM / LOCATION | CLASS III EXCAVATION | CONCRETE (GRADE 4.0) (AE) | CONCRETE (GRADE 4.0) (AE) (SA) | REINFORCING STEEL (GRADE 60) (EPOXY COATED) | REINFORCING STEEL (REPAIR) (GRADE 60) (SET PRICE) | PILES (STEEL) (HP10x42) | TEST PILES (SPECIAL) (HP10x42) | CAST STEEL PILE POINTS | GRANULAR BACKFILL | BRIDGE BACKWALL PROTECTION SYSTEM | SLOPE PROTECTION (RIPRAP STONE) | MULTI-LAYER POLYMER CONCRETE OVERLAY | BRIDGE HANDRAIL (METAL) (3'-6") | BRIDGE HANDRAIL (METAL) (10") | REMOVAL OF EXISTING STRUCTURES (BRIDGE) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cu. Yds. | Cu. Yds. | Cu. Yds. | Lbs. | Lbs. | Lin. Ft. | Lin. Ft. | Each | Cu. Yds. | Sq. Yds. | Cu. Yds. | Sq. Yds. | Lin. Ft. | Lin. Ft. | Lump Sum |
| ABUTMENT NO. 1 | 44.3 | ----- | ** | ** | ----- | 136.0 | 44.0 | 5 | 17.3 | 19.0 | 67 | ----- | ----- | ----- | ----- |
| PIER NO. 1 | ----- | 7.1 | ----- | ----- | ----- | 210.0 | 45.0 | 7 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| PIER NO. 2 | ----- | 7.0 | ----- | ----- | ----- | 210.0 | 45.0 | 7 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| ABUTMENT NO. 2 | 44.3 | ----- | ** | ** | ----- | 120.0 | 40.0 | 5 | 17.3 | 19.0 | 65 | ----- | ----- | ----- | ----- |
| | | | | | | | | | | | | | | | |
| SUBSTRUCTURE | 88.6 | 14.1 | ----- | ----- | ----- | 676.0 | 174.0 | 24 | 34.6 | 38.0 | 132 | ----- | ----- | ----- | ----- |
| SUPERSTRUCTURE | ----- | ----- | 252.1 | 65,630 | 1 | ----- | ----- | ----- | ----- | ----- | ----- | 842.0 | 257.0 | 204.0 | ----- |
| TOTAL | 89 | 14.1 | 252.1 | 65,630 | 1 | 676 † | 174 | 24 | 35 | 38 | 132 | 842 | 257 | 204 | Lump Sum |

** *Quantities are included in the Superstructure Total Quantity*

† *This includes: 4 @ 30', 4 @ 34' and 12 @ 35'.*

## INDEX OF BRIDGE DRAWINGS

| SHEET NO. | DRAWING TITLE |
|---|---|
| 79 | BRIDGE QUANTITIES AND INDEX |
| 80 | BRIDGE GENERAL NOTES |
| 81 | CONSTRUCTION LAYOUT |
| 82 | LIMITS OF REMOVAL |
| 83 | ABUTMENT DETAILS |
| 84 | ABUTMENT DRAINAGE |
| 85 | PIER DETAILS |
| 86 | SLAB PLAN |
| 87 | SUPERSTRUCTURE DETAILS |
| 88 | SUPERSTRUCTURE DETAILS |
| 89 | CORRAL RAIL DETAILS |
| 90 | HANDRAIL DETAILS (3'-6") |
| 91 | HANDRAIL DETAILS (10") |
| 92 | BILL OF REINFORCING |
| | STANDARDS |
| 93 | STANDARD PILE DETAILS |
| 94 | SUPPORTS AND SPACERS FOR REINFORCING STEEL |

## LRFR RATING FACTORS

| Design Load \ Rating Level | Inventory | Operating |
|---|---|---|
| HL-93 Loading | 1.35 | 1.75 |
| 2018 Manual for Bridge Evaluation | | |

## LFD RATING FACTORS

| Truck \ Rating Level | Inventory | Operating |
|---|---|---|
| HS-20 (36T) | 1.41 | 2.36 |
| Type HET (110T) | | 1.12 |
| 2002 LFD Rating. 17th Edition AASHTO | | |

Plotted By: JMBell | Plot Location:
File: 143rd_Quantities.dgn
Plot Date: 17-DEC-2025 12:32

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
| 2 | | | | |
| 1 | | | | |

JEFFREY M. BELL LICENSED 24746 12/17/25 KANSAS PROFESSIONAL ENGINEER

CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

BRIDGE QUANTITIES AND INDEX

Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. OF | SCALE | APP'D | |
|---|---|---|---|
| DESIGNED | DETAILED CWT | QUANTITIES | CADD |
| DESIGN CK. | DETAIL CK. JMB | QUAN. CK. | CADD CK. |

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 80 | 219 |

# BRIDGE GENERAL NOTES

CONSTRUCTION SPECIFICATIONS:
Kansas Department of Transportation, Standard Specifications for State Road and Bridge Construction, 2015 Edition, and Special Provisions.

DESIGN SPECIFICATIONS:
AASHTO LRFD Bridge Design Specifications, 9th Edition, with 2021 interims.

DESIGN LOADING:
Live Load HL-93

Dead Load Design Dead Load includes an allowance of 15 psf for a future wearing surface.

UNIT STRESSES:

| | |
|---|---|
| Concrete (Grade 4.0)(AE) | f'c= 4.0 ksi |
| Concrete (Grade 4.0)(AE)(SA) | f'c= 4.0 ksi |
| Reinforcing Steel (Grade 60) | Fy = 60 ksi |
| Steel Piles (Grade 50) | Fy = 50 ksi |

LRFD DESIGN PILE LOADS:

| | Strength I Load (tons) | Service I Load (tons) | Factored Resistance (tons) |
|---|---|---|---|
| Abutment No. 1 | 40 | 28 | 100 |
| Pier No. 1 | 80 | 56 | 100 |
| Pier No. 2 | 80 | 56 | 100 |
| Abutment No. 2 | 40 | 28 | 100 |

A geotechnical resistance (phi) factor of 0.65 was used for all piling.

GEOLOGY REPORT:
The geotechnical information shown on the plans is the best information available. A copy of the Geotechnical Exploration Report (December 2024) is available from the City of Wichita. This report is for information only.

BRIDGE EXCAVATION:
All excavation shall be Class III. See the Abutment Drainage sheet for the limits of pay excavation.

EMBANKMENT:
Complete the embankment at the abutments prior to driving the abutment piling.

BACKFILL COMPACTION:
Compact backfill at the abutments.

CONTRACTOR CONSTRUCTION STAKING:
Contractor Construction Staking for clear span bridges requires two independent surveys. See KDOT Specifications

SLOPE PROTECTION (RIPRAP STONE):
Place Slope Protection (Riprap Stone) to the limits and thicknesses shown on the plans or as directed by the Engineer. Use Light Series 24" as described in Division 1100 placed to the limits shown on the plans.

CONCRETE:
Superstructure concrete is bid as Concrete (Grade 4.0)(AE)(SA). Substructure concrete (pile encasement) is bid as Concrete (Grade 4.0)(AE). Bevel all exposed edges of all concrete with a 3/4 inch triangular molding, except as otherwise noted on the plans. Construction joints are optional with the Contractor, but if used, place only at locations shown, or at locations approved by the Engineer.

REINFORCING STEEL:
All reinforcing steel dimensions are to the centerline of bars unless otherwise noted. The clear distance from face of concrete to near edge or end of reinforcing bars shall be 2 inches unless noted otherwise. All reinforcing steel shall conform to the requirements of ASTM A615, Grade 60. Where non-coated bars come into contact with epoxy coated bars, they need not be coated.

GRANULAR BACKFILL:
See the General Notes on the "Abutment Drainage" sheet.

BRIDGE BACKWALL PROTECTION:
See the General Notes on the "Abutment Drainage" sheet.

DECK PROTECTIVE SYSTEM:
Epoxy coat all reinforcing steel in the deck slab and rails.

PILING:
Drive all piling to penetrate the Wellington formation. Driving shall stop when in the opinion of the Engineer additional driving may damage the piling. Drive all piling to the Pile Driving Formula Load of:

| | |
|---|---|
| Abutments | 40 Tons |
| Piers | 80 Tons |

As a minimum drive each pile to the load and penetration, but in no case shall the pile be driven to more than 110% of Pile Driving Formula Driving Load. At any location where problems are experienced, pile damage is suspected, or the Pile Driving Formula Load occurs significantly above the design pile tip elevation, the Engineer may request that the Pile Driving Analyzer (PDA) equipment be used.

TEST PILE SPECIAL:
Test Piles (Special) shall be driven as the first pile at each pier and abutment and shall be furnished 10 feet longer than the estimated tip elevation of the production piles shown in the plans. Test piles shall remain in place and be used as production piles.

Use Pile Driving Analyzer (PDA) equipment and methods compliant with KDOT Specifications. Excavation to plan grade should be performed prior to PDA testing. Drive the test piling to the resistance value of the Strength I load divided by Phi shown on the plans. Restrikes will be performed a minimum of 24 hours after the initial advancement of the test pile has ceased.

CAST STEEL PILE POINTS:
Pile points are required for all piles and shall be a one-piece unit of cast steel. Weld the cast steel pile points to the pile as specified by the manufacturer. See KDOT Specifications for pile point requirements.

PILING SPLICE LOCATION:
Integral pile splice locations and weld testing criteria for the abutments and piers will follow the "Standard Pile Details" Sheet (BR110).

FALSEWORK PLANS:
A licensed Professional Engineer shall design the falsework details. Details shall bear the seal of a licensed Professional Engineer. Submit electronic plans conforming to Section 105 of the Standard Specification with details in compliance with KDOT Specifications to the Field Engineer for review.

FALSEWORK INSPECTION:
This project has falsework plan requirements which are considered "Category 2" by KDOT Specifications. If falsework deficiencies or variations from the approved and sealed plans are found, the falsework design Engineer of Record will provide written approval of the changes. If for the convenience of the Contractor the falsework becomes "Category I" by the use of non-typical supports; then the inspection and review requirement of "Category I" will be fully enforced, but at no cost to the City. "Category 2" falsework inspection is not paid for directly, but is subsidiary to other bid items.

FALSEWORK:
Leave the falsework in place for the entire bridge until 15 days after the last concrete pour, or longer as directed by the Engineer.

FALSEWORK PLANS AND SHOP DRAWINGS:
Use the U.S. Customary system of units on falsework plans and shop drawing details.

CONSTRUCTION LOADS:
Limited traffic is permitted on the new deck during the curing period. Keep any exposed deck wet during the curing period. See KDOT Specifications Section 710 Tables 710-1 & 710-2 for additional information.

CORRAL RAIL:
Place concrete for the corral rail after the falsework is struck.

CAMBER:
For Camber notes see "Superstructure Details" sheets.

CONCRETE PLACING SEQUENCE:
For Concrete Placing Sequence notes see "Superstructure Details" sheets.

BRIDGE NUMBER PLATE:
The Contractor shall remove, clean, and reinstall the existing Bridge Number Plate at the location shown on the Construction Layout. Cost of installation shall be considered subsidiary to other items of work.

MULTI-LAYER POLYMER CONCRETE OVERLAY:
Place the overlay on the existing and widened bridge deck to the limits shown on the Superstructure Details sheet. No concrete curing membrane will be used on structures with a polymer overlay. Roughen the new bridge deck surface using a burlap drag attached to the finish machine. When the date and temperature requirements of the specifications are met, grind profile, place a polmer overlay, and apply permanent pavement markings on the bridge deck. When the date and temperature requirements are not met, complete any required grinding and apply temporary pavement markings. Apply the polymer overlay according to the next available date(s) and temperature allowed per the current specifications. See KDOT Specifications for complete information.

EXISTING STRUCTURE:
Plans of the existing structure are on file and available for inspection by qualified bidders at the City of Wichita.

EXISTING DIMENSION VERIFICATION:
Dimensions of the existing structure are based on old plans. Verify, by field measurement, the as-built dimensions of the existing structure and submit such verification in writing to the Engineer. The verification will include sketches, drawings, photographs, and descriptions as needed to clearly define the as-built dimensions that will be incorporated in the new construction.

REMOVAL OF EXISTING STRUCTURE:
Removal of existing structure is included in the bid item "Removal of Existing Structures (Bridge)", Lump Sum. This includes the removal of the existing corral rails and partial removal of the concrete slab, abutments and pier beams to the limits shown on the plans.

Care should be exercised to prevent cutting, stretching, or damaging exposed reinforcing steel to be incorporated into the widened deck slab. Extreme care should be exercised to avoid breaking the bond between the reinforcing steel and concrete where bars are partially exposed yet remain anchored in sound concrete. Reinforcing steel damaged, cut or deteriorated shall be replaced as directed by the Engineer. Do not wedge the chipping hammer bit against reinforcement. Replacement of bars damaged by the Contractor shall be at no cost to the City.

All materials removed from the existing structure shall become the property of the Contractor. Remove this material from the site.

DEMOLITION PLANS:
This is a Category A Demolition. Submit detailed Demolition Plans to the Field Engineer per KDOT Specifications. No Demolition work will begin without approved Demolition Plans. A Licensed Professional Engineer is not required.

BROKEN CONCRETE:
Waste the broken concrete from the existing structure on sites provided by the Contractor and approved by the Engineer.

REPAIR OF EPOXY COATED REINFORCING STEEL:
Replace any epoxy coating that is removed from the reinforcing steel during the concrete removal process. Thoroughly clean damaged areas with a stiff wire brush to remove dirt and damaged coating. Apply an approved patching material in accordance with manufacturer's recommendations. Avoid dripping any patching material onto existing concrete that will have new concrete placed against it. See KDOT Specifications.

TEMPERATURE:
The design temperature for all dimensions is 60°F.

QUANTITIES:
Items not listed separately in the Summary of Quantities are subsidiary to other items in the proposal.

DIMENSIONS:
All dimensions shown on the design plans are horizontal dimensions unless otherwise noted. Make necessary allowances for roadway grade and cross slope.

Plotted By: JMBell
File: 143rd_GenNote.dgn
Plot Date: 17-DEC-2025 12:32
Plot Location:

| NO. | DATE | REVISIONS | BY | APP'D |
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| 4 | | | | |
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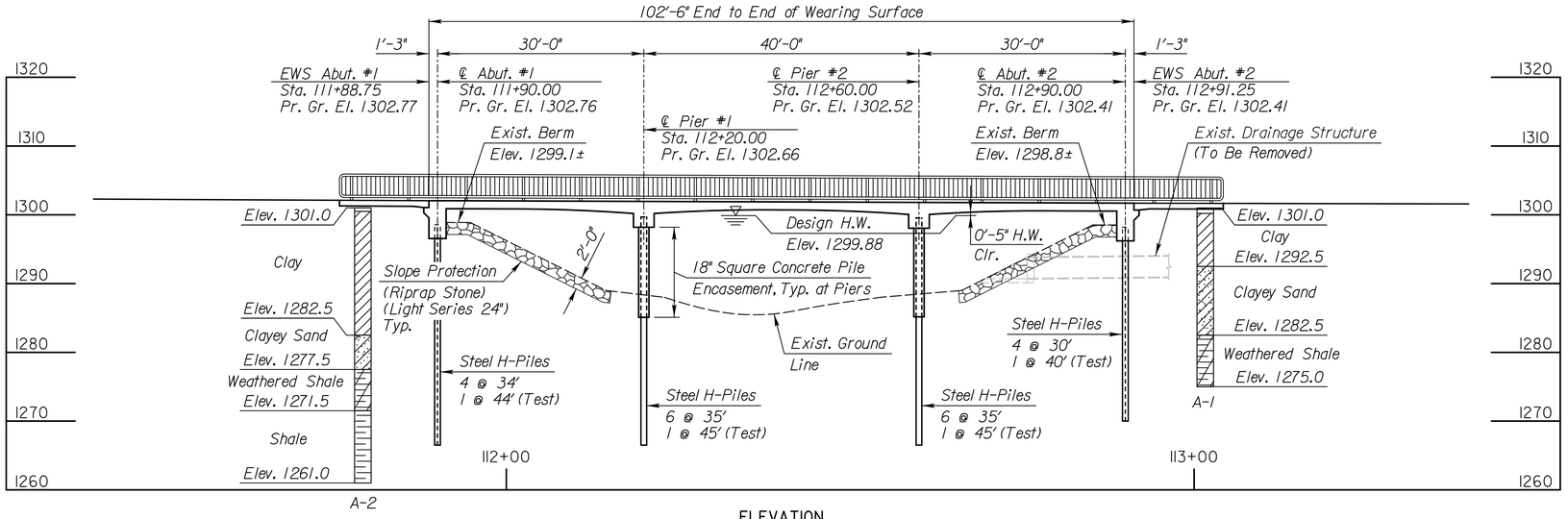
JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

CITY OF WICHITA
Br. No. 246 (NBI No. 5304008700SBT02)
BRIDGE GENERAL NOTES
Sta. 112+40.00 SEDGWICK COUNTY

| | | | | | |
|---|---|---|---|---|---|
| SHEET NO. OF | | SCALE | | APP'D | |
| DESIGNED | | DETAILED | CWT | QUANTITIES | CADD |
| DESIGN CK. | | DETAIL CK. | JMB | QUAN. CK. | CADD CK. |

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 81 | 219 |

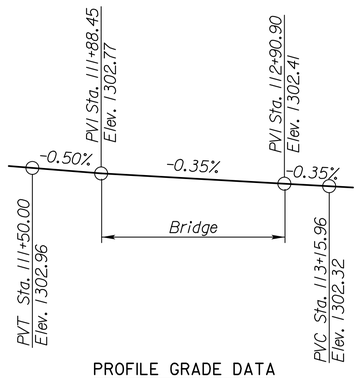



ELEVATION

30'-40'-30' Reinforced Concrete Slab, Continuous, Haunched
Pile Bent Type Abutments and Piers
52'-0" Roadway

B.M. #1 - Square cut w/ divot on North side of Lakeview Drive, East of curb inlet, on back of curb. Elev. 1313.14

B.M. #2 - Square cut w/ divot on back of curb, on Northeast curb return of Timber Lake and Lookout. Elev. 1310.82

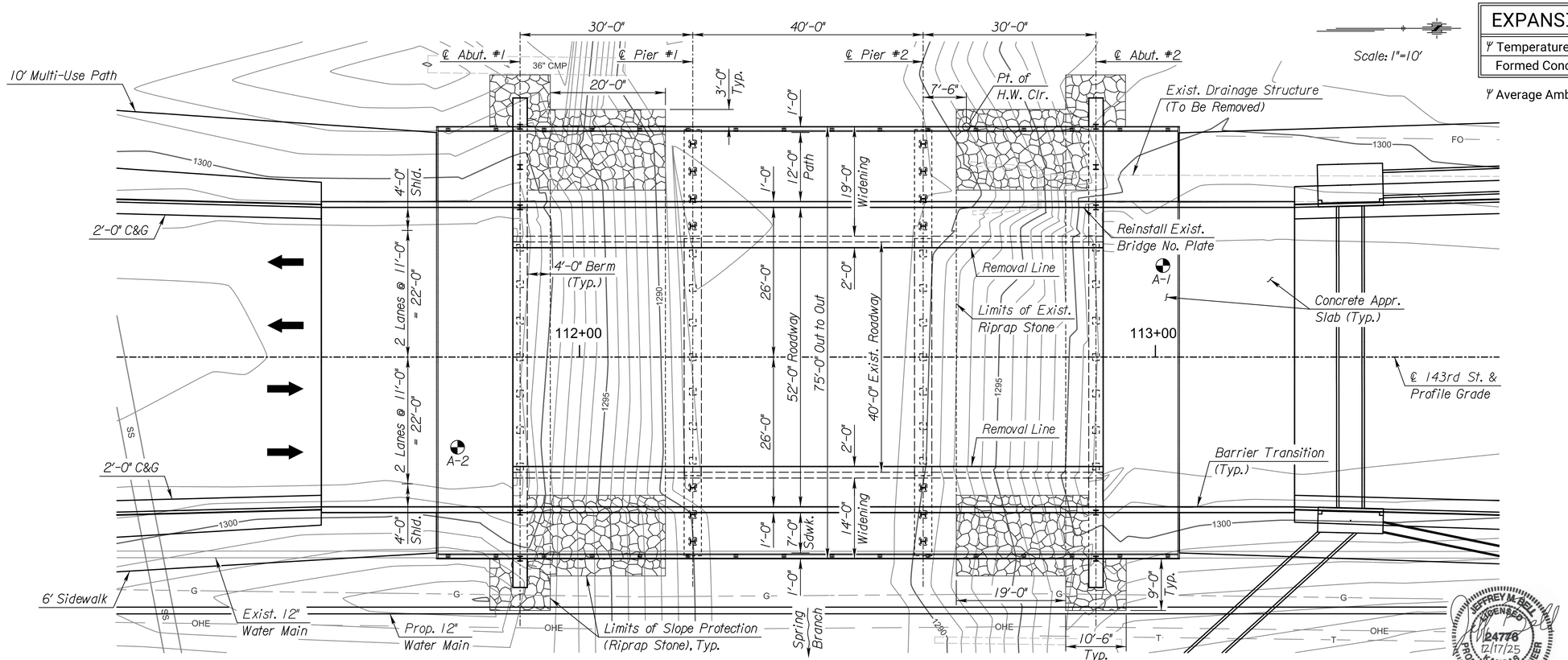



PROFILE GRADE DATA

## EXPANSION JOINT WIDTH DETAILS ($W_2$)

| ℉ Temperature (F°) | 40° | 50° | 60° | 70° | 80° | 90° |
|---|---|---|---|---|---|---|
| Formed Concrete Opening Size | 3⅛" | 3" | 3" | 3" | 2⅞" | 2⅞" |

℉ Average Ambient Temperature over previous 24 hours.




PLAN

## DRAINAGE DATA

| | |
|---|---|
| Drainage Area | 6.36 sq. mi. |
| Design Frequency | 50 years |
| Design Discharge (Q50) | 4,571 cfs |
| Design High Water Elevation | 1299.88 |
| Design Backwater | 0.07 ft. |
| Design Backwater Elevation | 1299.81 |
| Overtopping Elevation | 1302.41 |
| Overtopping Frequency | >500 years |
| Historic High Water Elevation | Not Available |
| Ordinary High Water Elevation | 1288.50 |
| Total Waterway Provided | 783 sq. ft. |
| Design Waterway Provided | 752 sq. ft. |

| NO. | DATE | REVISIONS | BY | APP'D |
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| 4 | | | | |
| 3 | | | | |
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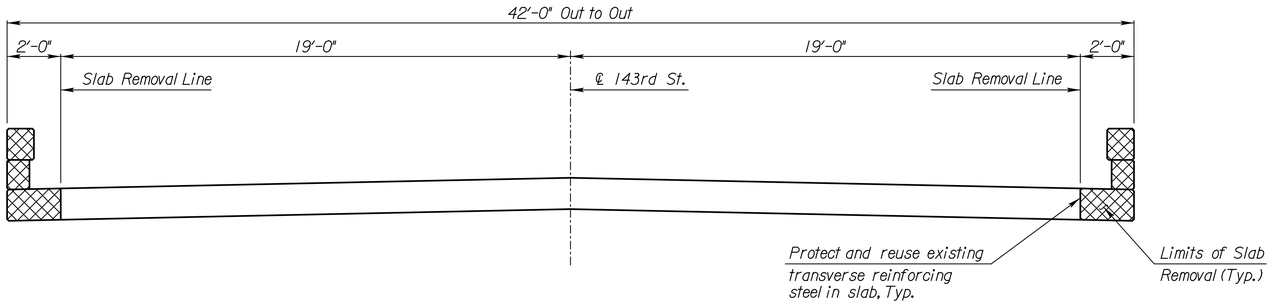
CITY OF WICHITA
Br. No. 246 (NBI No. 5304008700SBT02)
CONSTRUCTION LAYOUT
Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. | OF | SCALE | | APP'D | | | |
|---|---|---|---|---|---|---|---|
| DESIGNED | JMB | DETAILED | CWT | QUANTITIES | | CADD | |
| DESIGN CK. | MSN | DETAIL CK. | JMB | QUAN. CK. | | CADD CK. | |

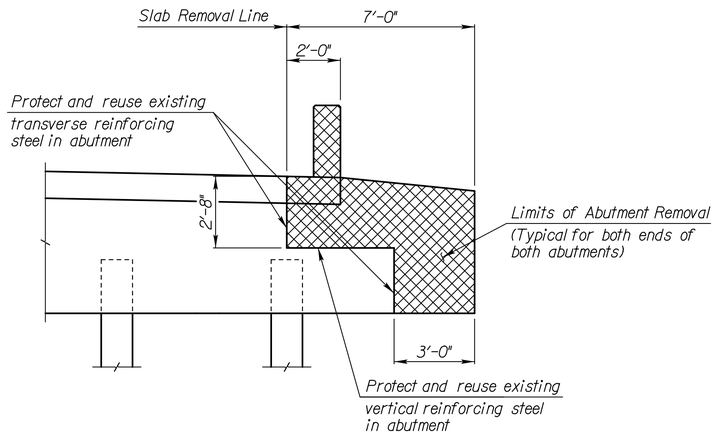
JEFFREY M. BELL
LICENSED
24778
12/17/25
KANSAS
PROFESSIONAL ENGINEER

Plotted By: JMBell
File: 143rd_ConstructionLayout.dgn
Plot Date: 17-DEC-2025 12:33
Plot Location:

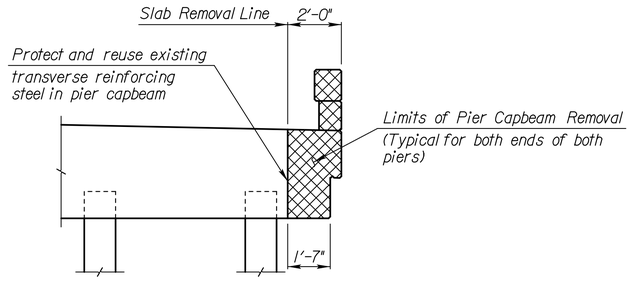
| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 82 | 219 |




TYPICAL SECTION




PARTIAL ABUTMENT ELEVATION




PARTIAL PIER ELEVATION

EXISTING REINFORCING STEEL:

The Contractor shall use caution to protect existing reinforcing steel while performing concrete removal work. Salvage, clean and straighten existing reinforcing steel that is to be incorporated into the new construction. Replace reinforcing steel damaged by construction activities as directed by the Engineer. This shall not be paid for directly but shall be subsidiary to the bid item, "Reinforcing Steel (Grade 60)". Replace deteriorated reinforcing steel as directed by the Engineer. This shall be paid for at the unit price bid per pound for "Reinforcing Steel (Repair) (Grade 60) (Set Price)".

EXISTING DIMENSION VERIFICATION:

Dimensions and elevations related to the existing structure were determined by the best information available to the Engineer. The Contractor shall verify, by field survey and measurement, the as-built dimensions of the existing structure that will be incorporated into new construction and submit such verification in writing to the Engineer for review and approval. See General Notes.

LEGEND

Limits of Concrete Removal

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
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CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

LIMITS OF REMOVAL

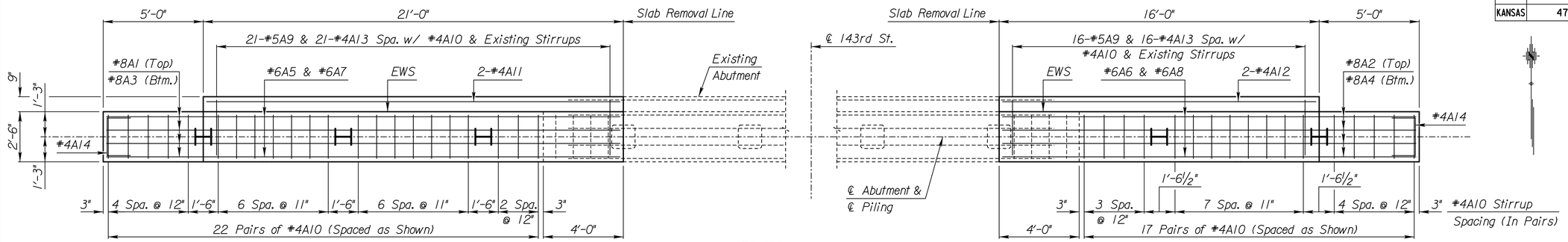
Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. OF | SCALE | APP'D |
|---|---|---|
| DESIGNED | DETAILED CWT | QUANTITIES CADD |
| DESIGN CK. | DETAIL CK. JMB | QUAN. CK. CADD CK. |

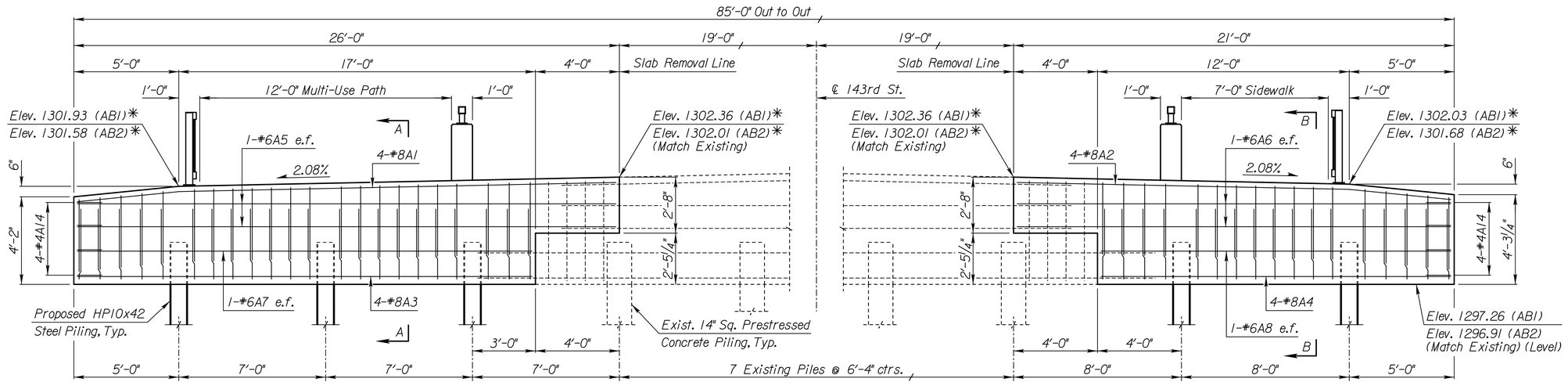
JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

Plotted By: JMBell | Plot Location:
File: 143rd_LimitsofRemoval.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 83 | 219 |



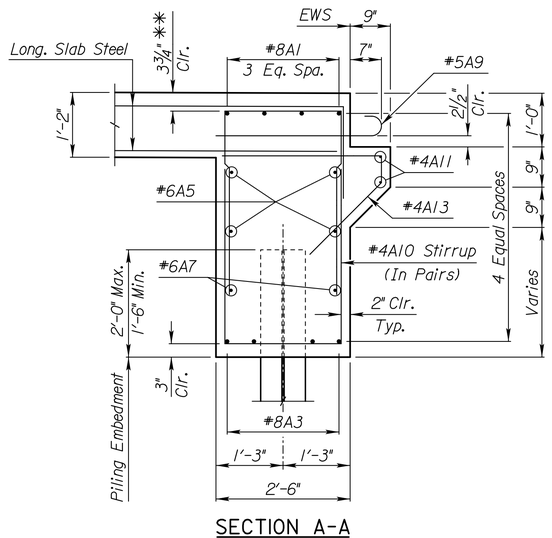

PLAN



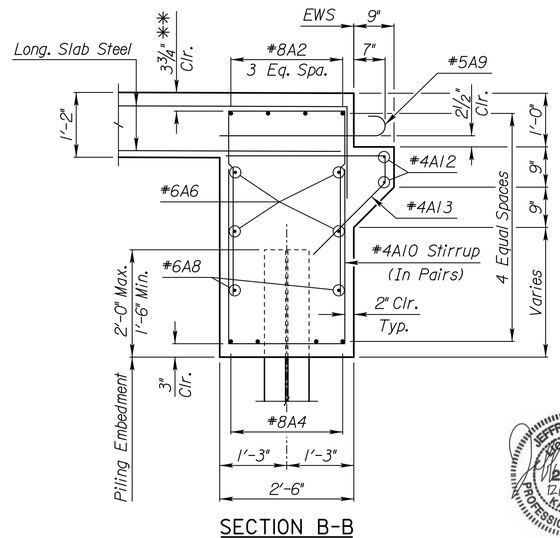

ELEVATION

(Abutment No. 2 shown, Abutment No. 1 similar)

**To top of Stirrup




SECTION A-A




SECTION B-B

*Max Factored Design Load (Strength I) = 40 tons/pile.*
*Factored Resistance of Pile = 100 tons/pile.*
*Phi = 0.65*
*Use HP10x42 Gr. 50 Steel Piles.*

*Notes:*
**Elevations are given at ℄ Abutment.*
*(ABI) denotes Abutment No. 1*
*(AB2) denotes Abutment No. 2*
*e.f. denotes each face*

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
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CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

ABUTMENT DETAILS

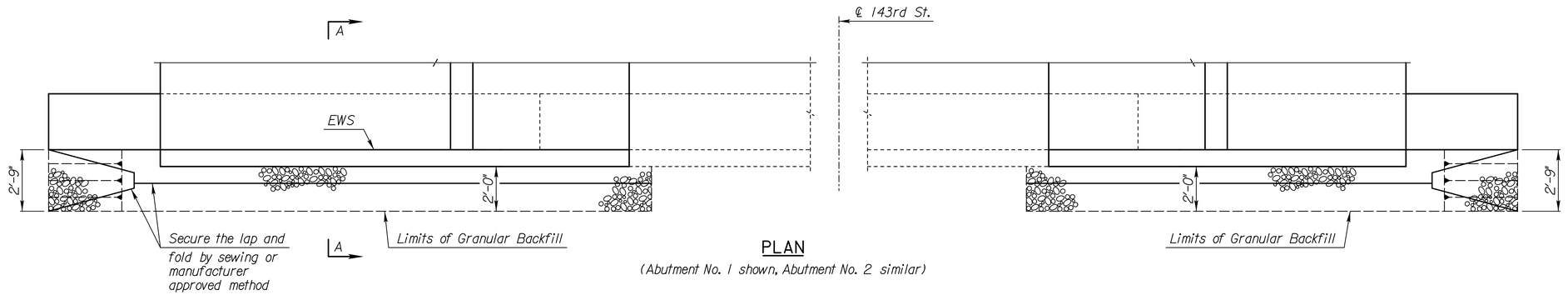
Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. | OF | SCALE | | APP'D | |
|---|---|---|---|---|---|
| DESIGNED | JMB | DETAILED | CWT | QUANTITIES | CADD |
| DESIGN CK. | MSN | DETAIL CK. | JMB | QUAN. CK. | CADD CK. |

JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

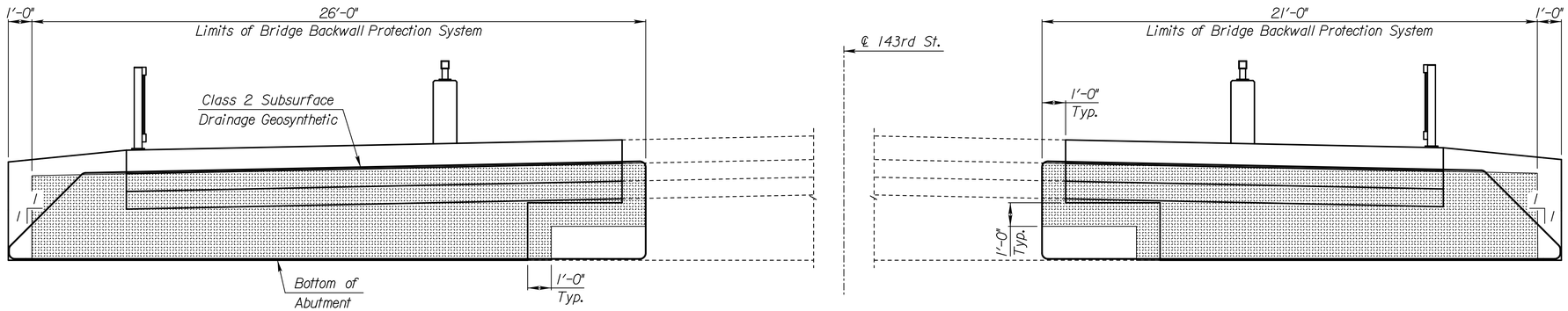
Plotted By: JMBell
Plot Location:
File: 143rd_Abut.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 84 | 219 |



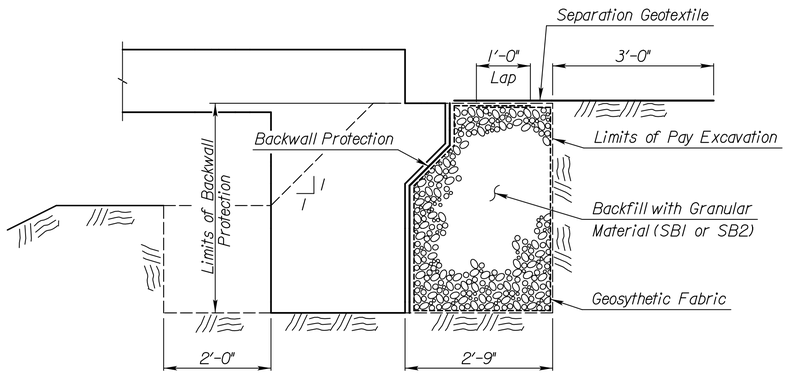

PLAN

(Abutment No. 1 shown, Abutment No. 2 similar)




ELEVATION

(Abutment No. 1 shown, Abutment No. 2 similar)




SECTION A-A

## GENERAL NOTES

*CLASS III EXCAVATION:* The Bridge Contractor shall excavate to the limits shown on this sheet. Any additional excavation at the abutments is subsidiary to this bid item.

*BRIDGE BACKWALL PROTECTION SYSTEM:* Apply a Bridge Backwall Protective System to the approach side of the abutments and the wings in accordance with KDOT Specifications and the manufacturer's recommendations. Cover the abutments and wings to the limits shown on the details. Prior to backfilling, repair any damage done to the system at no charge to the City.

*GRANULAR BACKFILL:* Deposit aggregate (SB1 or SB2) behind the abutment as shown on the plans. Compact the aggregate to Type AA Compaction in lifts not to exceed 8 inches. Use pan vibrators or vibratory steel rollers. Control the moisture content of the granular backfill to within 5% of optimum. Place a Separation Geotextile immediately prior to the placement of the stabilized base for concrete pavement. All work and materials are not paid for directly but are subsidiary to the bid item "Granular Backfill".

*GEOSYNTHETIC:* Use material that complies with KDOT Specification Section 1710 Class 2 subsurface drainage fabric. Place the drainage fabric on graded and compacted material shaped as shown. Allow for enough material so that the top can be overlapped and the end folded to completely enclose the granular backfill. Lap the top of the fabric a minimum of 1'-0". Secure the folds and wraps by sewing or approved methods.

JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
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CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

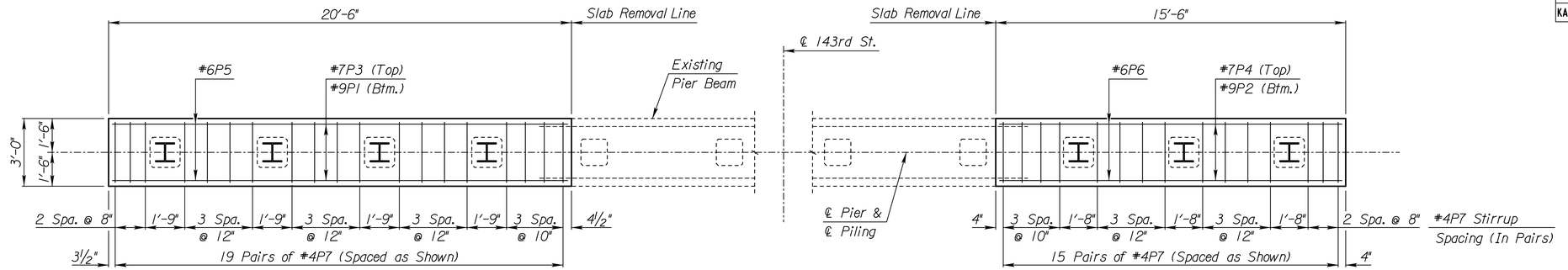
ABUTMENT DRAINAGE

Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. OF | SCALE | APP'D | |
|---|---|---|---|
| DESIGNED | DETAILED CWT | QUANTITIES | CADD |
| DESIGN CK. | DETAIL CK. JMB | QUAN. CK. | CADD CK. |

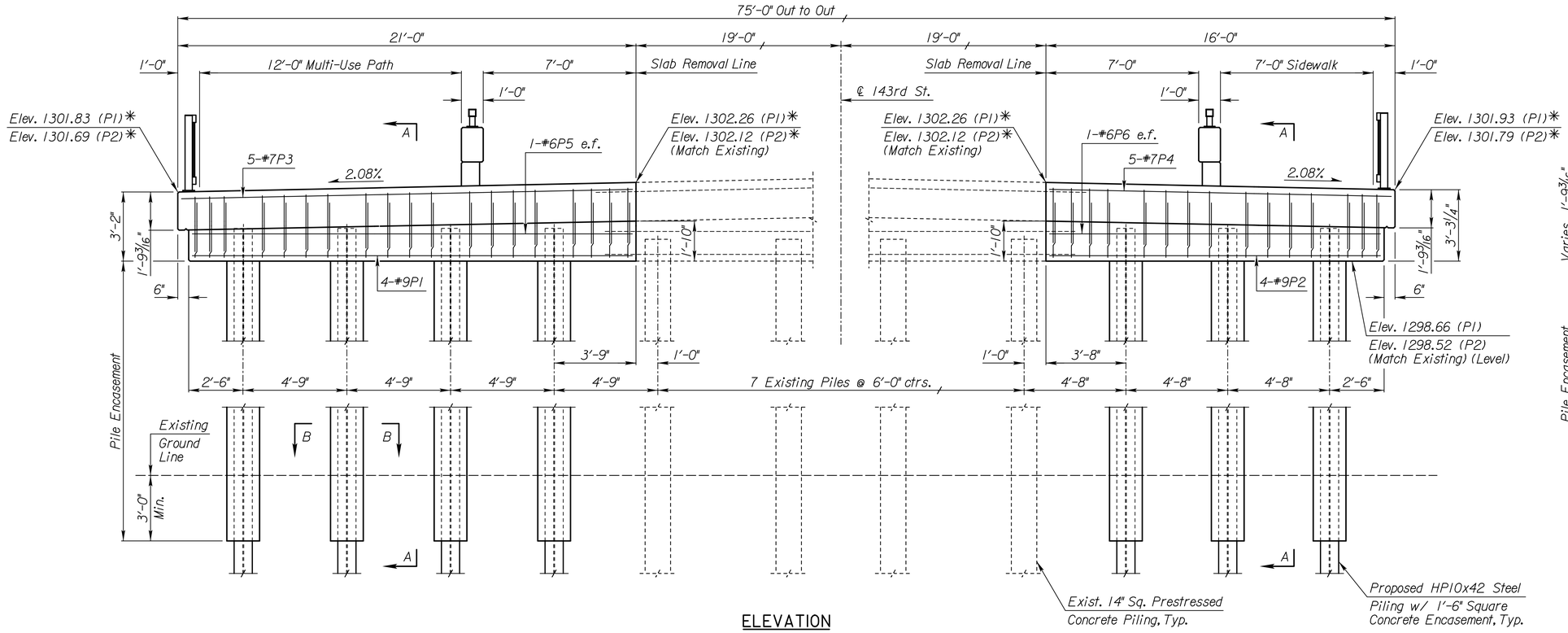
Plotted By: JMBell | Plot Location:
File: 143rd_AbutDrain.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 85 | 219 |



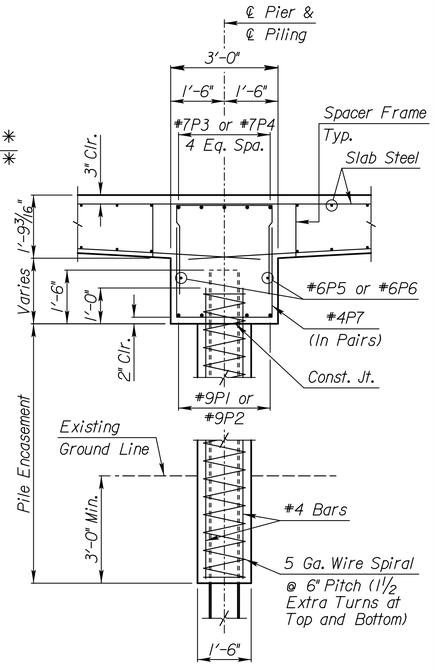

## PLAN

*(Showing Bottom of Pier Beam)*




## ELEVATION

*(Reinforcing Steel in Pile Encasements not shown for clarity.)*




## SECTION A-A

*Notes:*
*Elevations are given at ℄ Pier.
(P1) denotes Pier No. 1
(P2) denotes Pier No. 2
e.f. denotes each face

*PILE ENCASEMENT NOTES:*

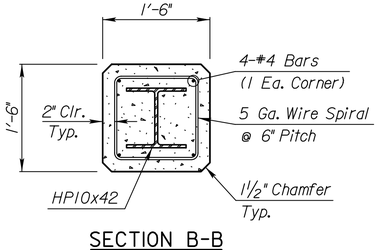
*All concrete for pile encasement shall be Concreate (Grade 4.0)(AE).*

*The reinforcing steel shall be epoxy coated Grade 60. At the Contractor's option, the 5 guage wire spiral may be replaced with #3 ties at 6" spacing.*

*The surfaces of the steel H-Piles that will be encased in concrete shall be cleaned with a minimum of SSPC-SP3 surface preparation and coated with an approved inorganic zinc primer to a minimum dry film thickness of 3 mils before the concrete is poured.*

*Cost of all concrete, reinforcement, surface preparation, painting, excavation, dewatering, and any other incidental material or labor required to complete the pile encasements will be considered completely covered by the contract unit price for "Concrete (Grade 4.0)(AE)".*

*Max Factored Design Load (Strength I) = 80 tons/pile.*
*Factored Resistance of Pile = 100 tons/pile.*
*Phi = 0.65*
*Use HP10x42 Gr. 50 Steel Piles.*




## SECTION B-B

JEFFREY M. BELL LICENSED 24776 12/17/25 PROFESSIONAL ENGINEER KANSAS

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
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CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

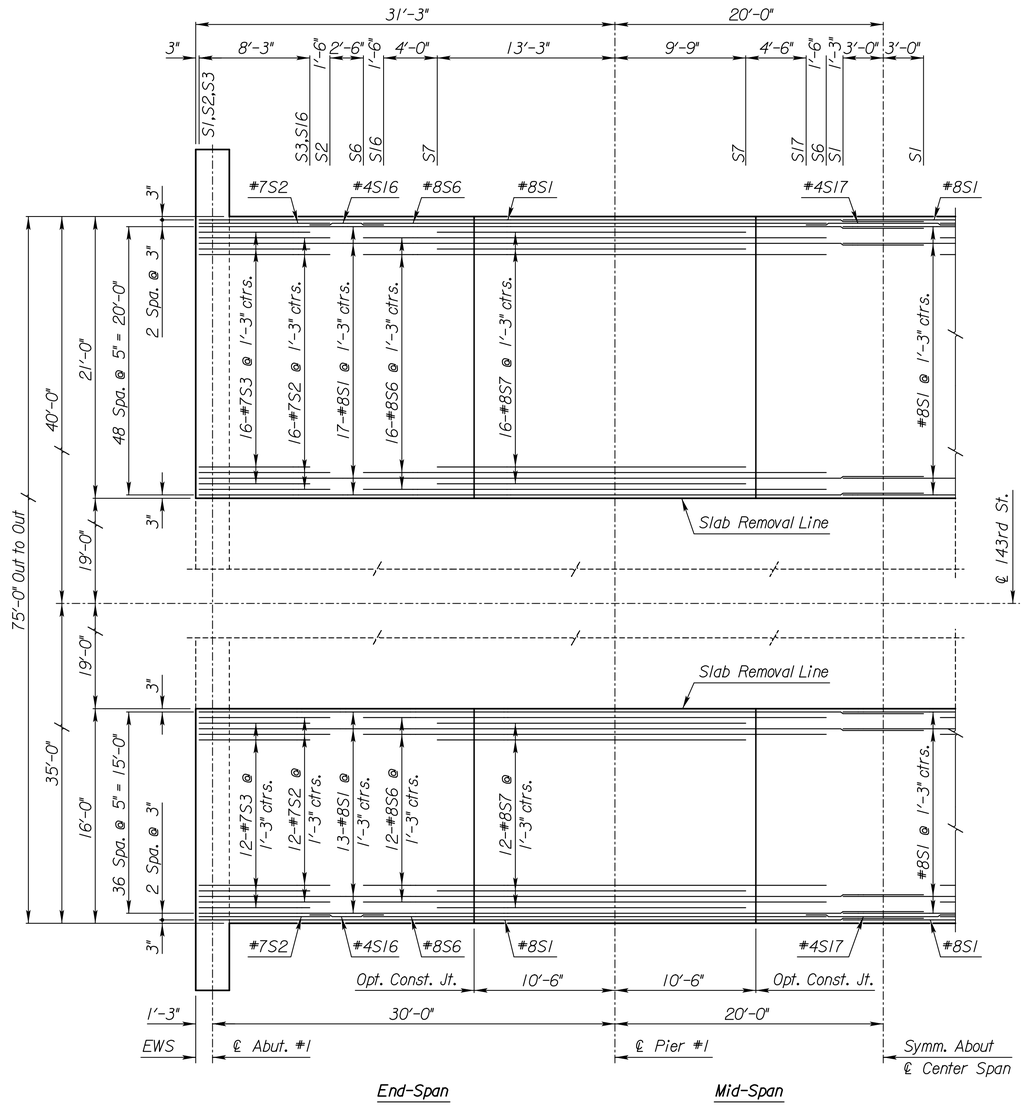
PIER DETAILS

Sta. 112+40.00 SEDGWICK COUNTY

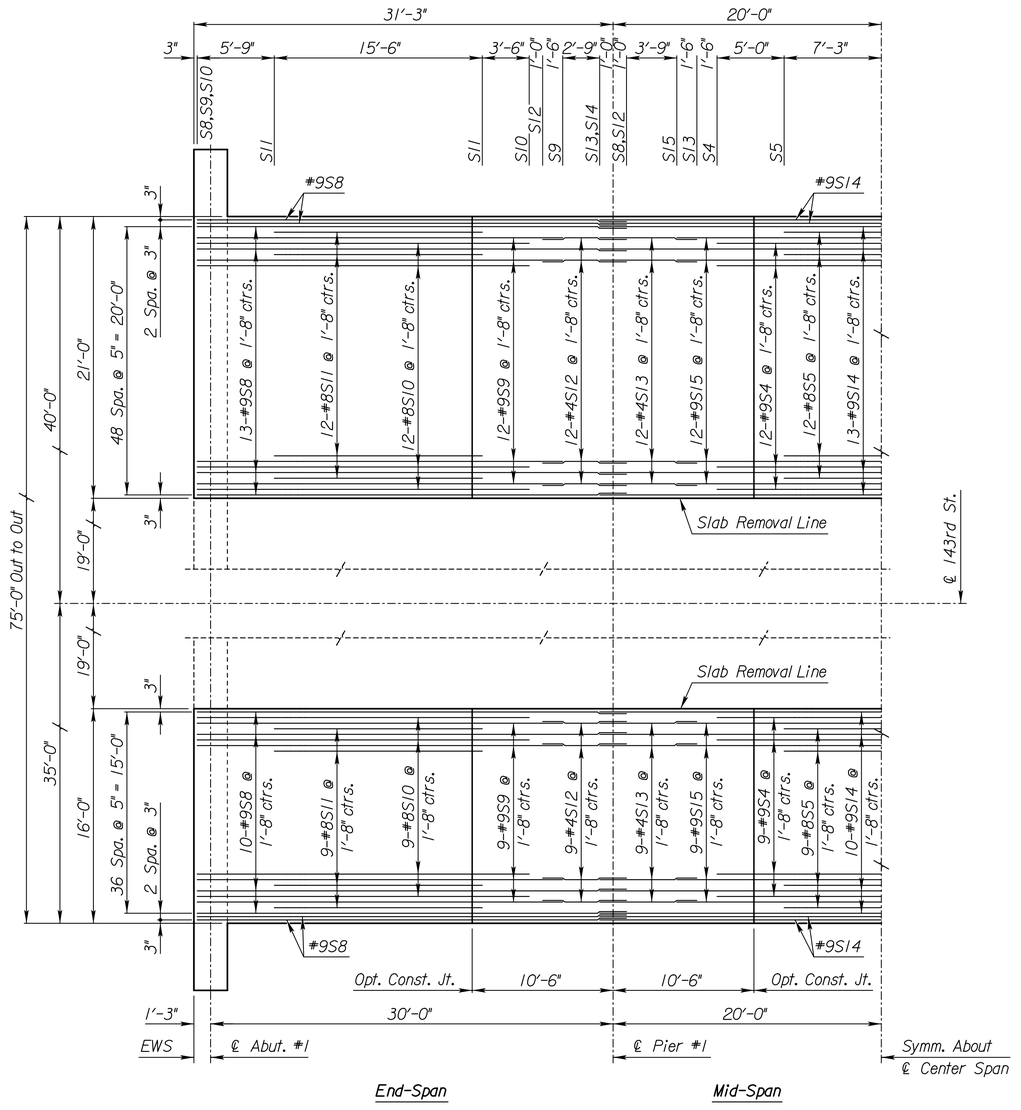
| SHEET NO. | OF | SCALE | | APP'D | | | |
|---|---|---|---|---|---|---|---|
| DESIGNED | JMB | DETAILED | CWT | QUANTITIES | | CADD | |
| DESIGN CK. | MSN | DETAIL CK. | JMB | QUAN. CK. | | CADD CK. | |

Plotted By: JMBell | Plot Location:
File: 143rd_PierDet.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 86 | 219 |




REINFORCING IN TOP OF SLAB




REINFORCING IN BOTTOM OF SLAB

Note:
See Longitudinal Section on Sheet No. 87 for transverse reinforcing steel.

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
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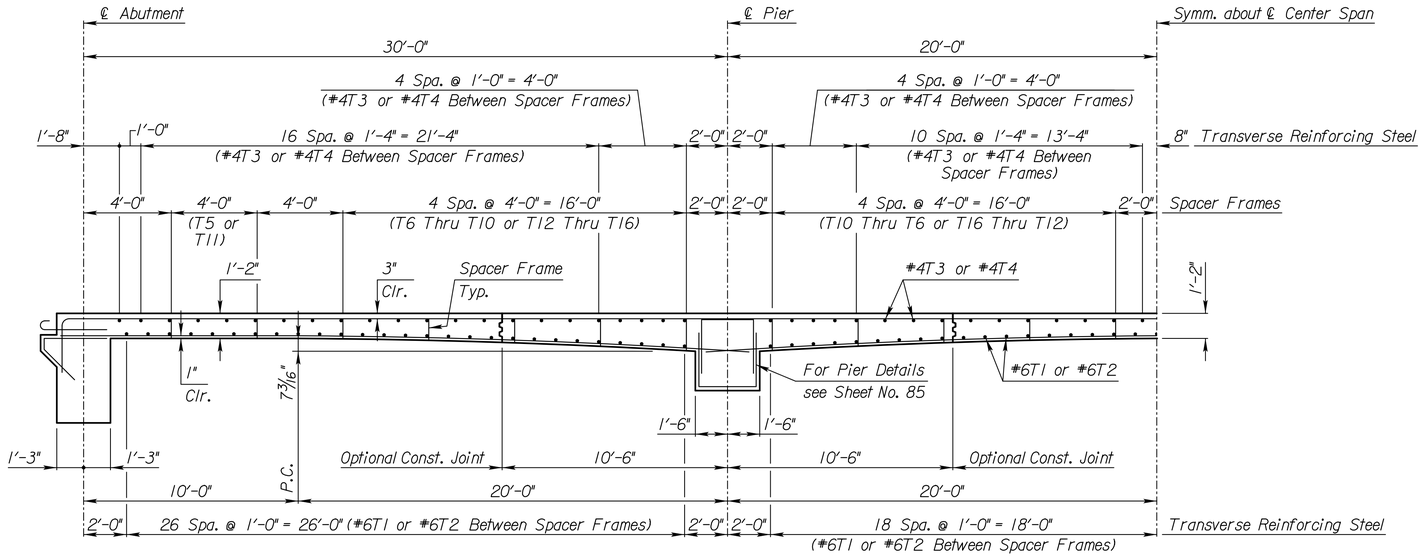
CITY OF WICHITA
Br. No. 246 (NBI No. 5304008700SBT02)
SLAB PLAN
Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. OF | SCALE | APP'D |
|---|---|---|
| DESIGNED JMB | DETAILED CWT | QUANTITIES CADD |
| DESIGN CK. MSN | DETAIL CK. JMB | QUAN. CK. CADD CK. |

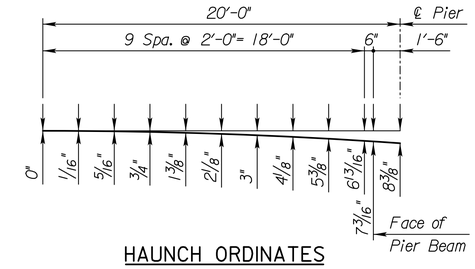
JEFFREY M. BELL LICENSED 24716 12/17/25 KANSAS PROFESSIONAL ENGINEER

Plotted By: JMBell
File: 143rd_SlabPlan.dgn
Plot Date: 17-DEC-2025 12:33
Plot Location:

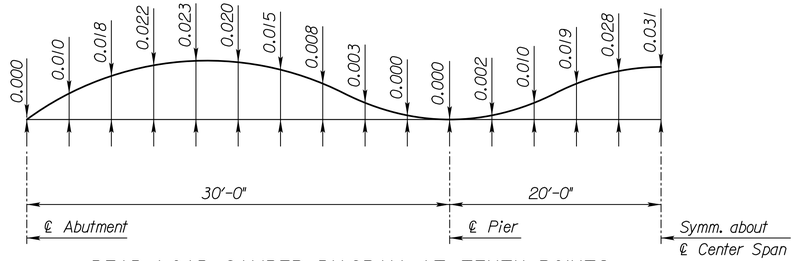
| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 87 | 219 |




HALF LONGITUDINAL SECTION

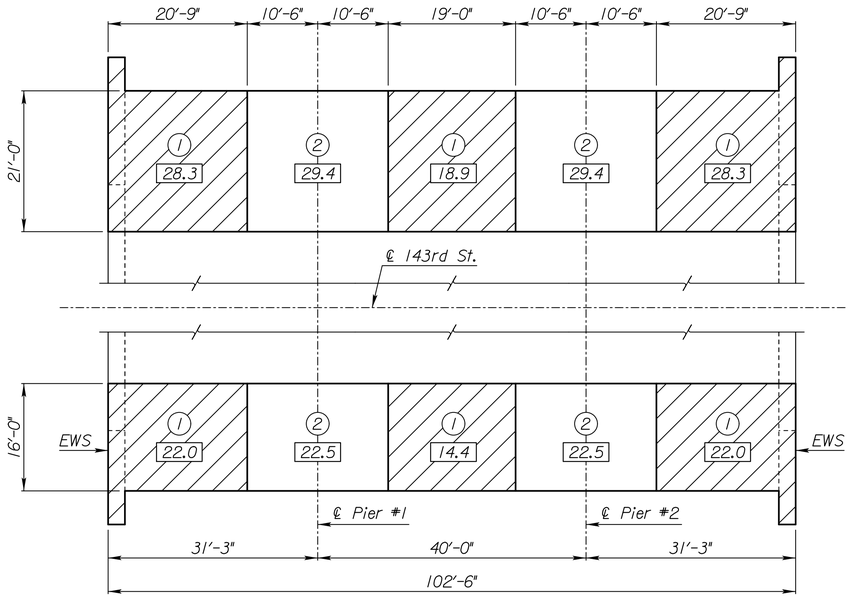



HAUNCH ORDINATES




DEAD LOAD CAMBER DIAGRAM AT TENTH POINTS

*Long Term Deflections = Initial Deflections x 3.5*
*(Initial Deflections Based on $E_c = 3.644 \times 10^6$ p.s.i.)*
*(camber values in feet)*




CONCRETE PLACING SEQUENCE DIAGRAM

(1) *Circled numbers indicate concrete placing sequence.*

28.3 *Boxed numbers indicate concrete quantities in Cu. Yds.*

*CAMBER:*

*Provide camber as shown on the Camber Diagram unless the Contractor uses either long span steel beam falsework (concrete dead load deflection greater than 1/4") or timber falsework with greater than 12'-0" clear span. If either case exists, submit falsework plans that show the additional required camber.*

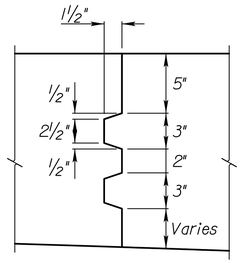
*CONCRETE PLACING SEQUENCE:*

*The sequence of placing concrete in the slab shall be as shown, or the Contractor may submit an alternate placing sequence for review. Submit the alternate placing sequence to the Engineer at the Preconstruction Conference. Include the proposed rate of concrete placement in C.Y./hour, the plant capacity, placement direction, construction joint location, a description of the equipment used in placing the concrete, proposed admixtures, and the quantity of concrete in each placing segment. Any additional cost for the Contractor's alternate plan of placing concrete, including admixtures, shall be at the Contractor's expense and shall be considered subsidiary to the bid item "Concrete (Grade 4.0)(AE)(SA)". Approval of the Contractor's alternate sequence is required prior to placement of concrete in the deck.*

*When long span steel beams having a concrete dead load deflection greater than 1/4" are used or when timber falsework with greater than 12'-0" clear span is used, follow the placing sequence shown. Segmental, combined or continuous pours are allowed, but stop a discontinuous pour at a construction joint short of a pier.*

*When timber falsework with 12'-0" or less clear span is used, the Contractor, subject to the approval of the Engineer, may use a continuous pour or may discontinue the pour at any construction joint shown.*

*The Contractor may place the corral rail continuously from one end of the bridge to the other.*




TRANSVERSE SLAB CONSTRUCTION JOINT

*(Optional)*

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
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| 2 | | | | |
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CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

SUPERSTRUCTURE DETAILS

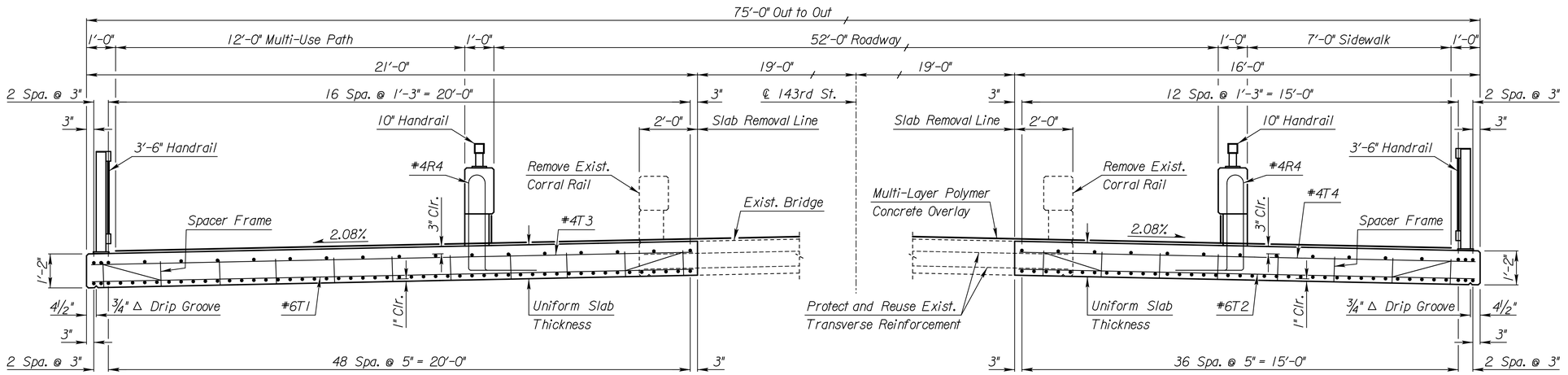
Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. | OF | SCALE | | APP'D | |
|---|---|---|---|---|---|
| DESIGNED | JMB | DETAILED | CWT | QUANTITIES | CADD |
| DESIGN CK. | MSN | DETAIL CK. | JMB | QUAN. CK. | CADD CK. |

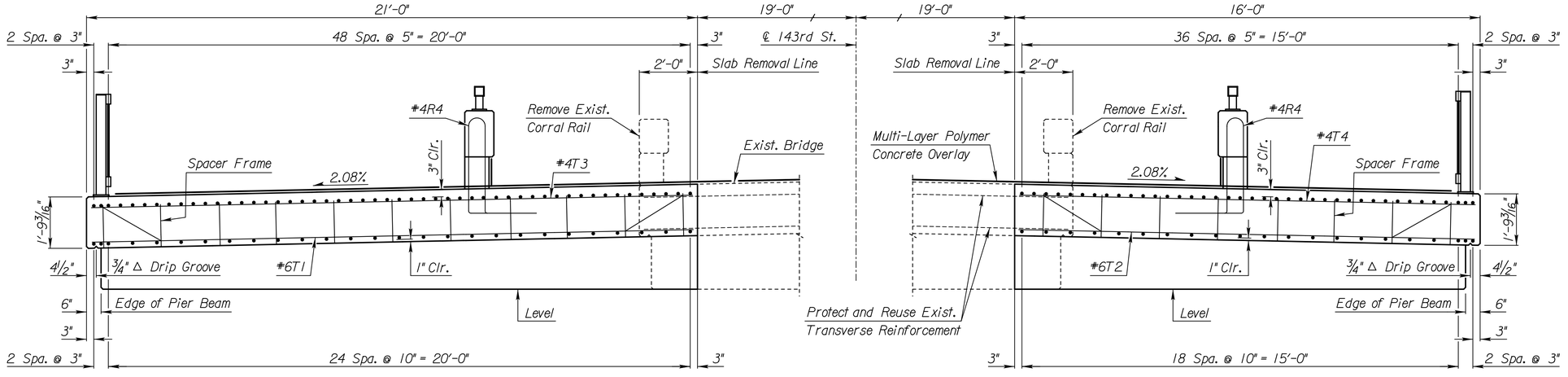
JEFFREY M. BELL LICENSED PROFESSIONAL ENGINEER 24776 12/17/25 KANSAS

Plotted By: JMBell
Plot Location:
File: 143rd_SlabDet2.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 88 | 219 |




TYPICAL SECTION AT MIDSPAN




TYPICAL SECTION AT FACE OF PIER BEAM

Plotted By: JMBell
File: 143rd_SlabDet.dgn
Plot Date: 17-DEC-2025 12:33
Plot Location:

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
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CITY OF WICHITA
Br. No. 246 (NBI No. 5304008700SBT02)
SUPERSTRUCTURE DETAILS
Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. | OF | SCALE | | APP'D | | |
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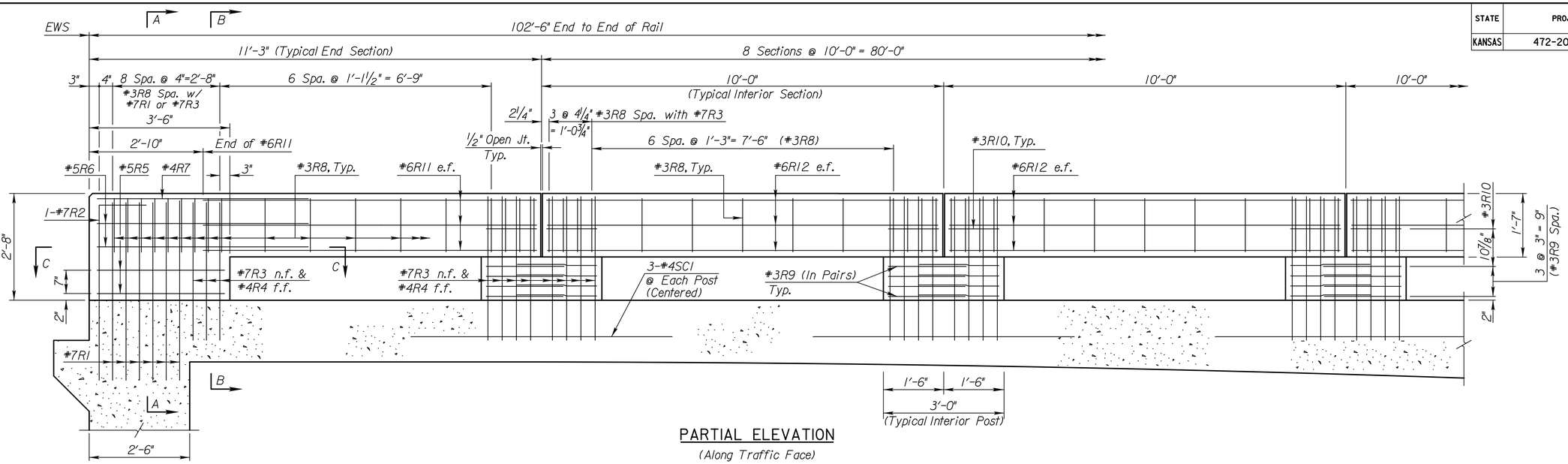
| DESIGNED | JMB | DETAILED | CWT | QUANTITIES | | CADD |
| DESIGN CK. | MSN | DETAIL CK. | JMB | QUAN. CK. | | CADD CK. |

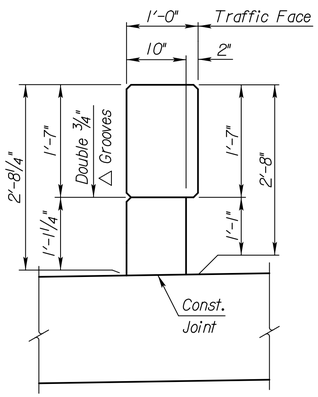
JEFFREY M. BELL LICENSED 24778 12/17/25 KANSAS PROFESSIONAL ENGINEER

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 89 | 219 |

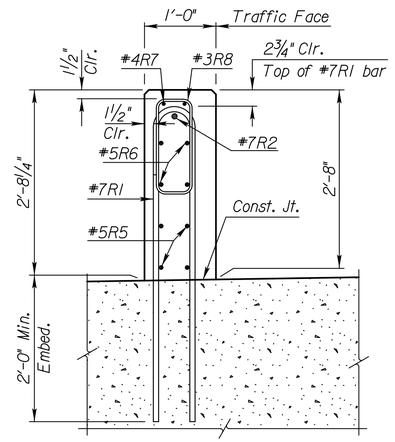



PARTIAL ELEVATION
(Along Traffic Face)

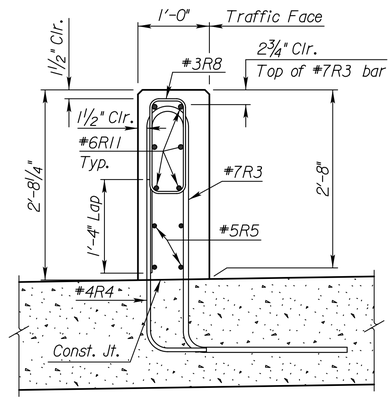
LEGEND
n.f. = Near Face
f.f. = Far Face
e.f. = Each Face



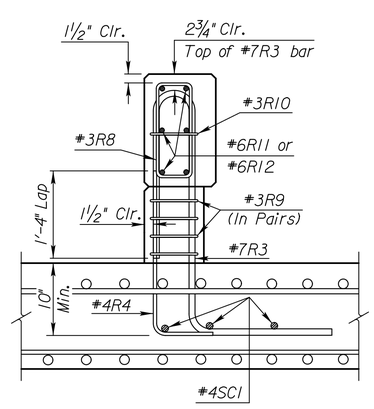

TYPICAL INTERIOR POST



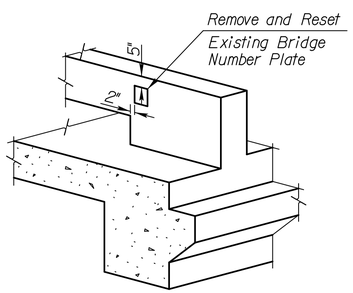

SECTION A-A



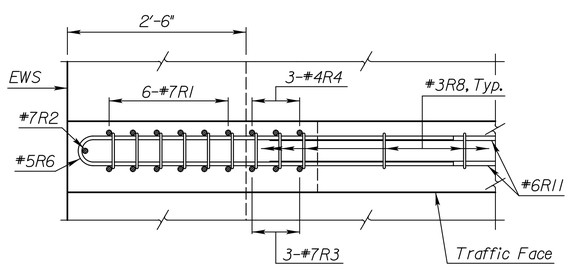

SECTION B-B




SECTION THRU POST




BRIDGE NUMBER PLATE PLACEMENT DETAIL




SECTION C-C

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
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| 1 | | | | |

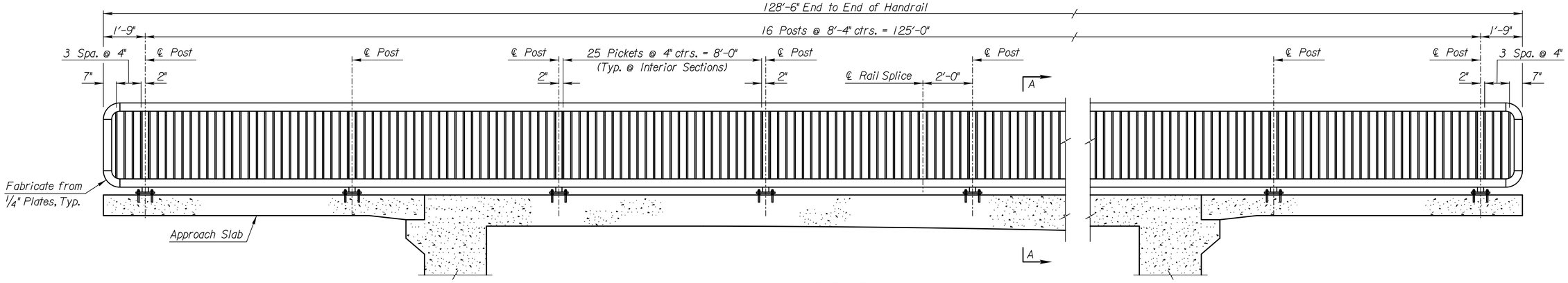
CITY OF WICHITA
Br. No. 246 (NBI No. 5304008700SBT02)
CORRAL RAIL DETAILS
Sta. 112+40.00 SEDGWICK COUNTY

JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

| SHEET NO. OF | SCALE | APP'D |
|---|---|---|
| DESIGNED | DETAILED CWT | QUANTITIES CADD |
| DESIGN CK. | DETAIL CK. JMB | QUAN. CK. CADD CK. |

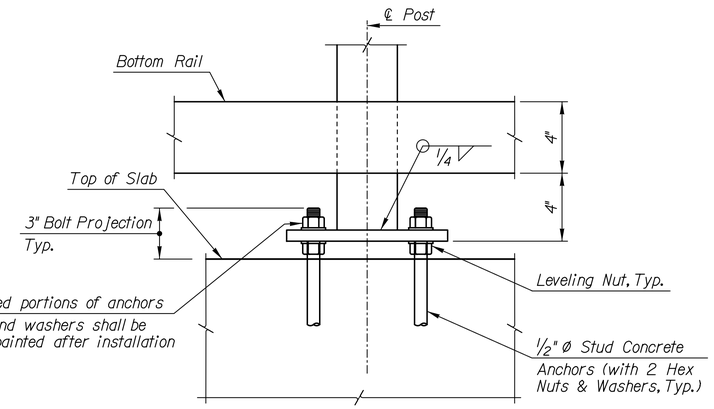
Plotted By: JMBell | Plot Location:
File: 143rd_RailDet.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 90 | 219 |

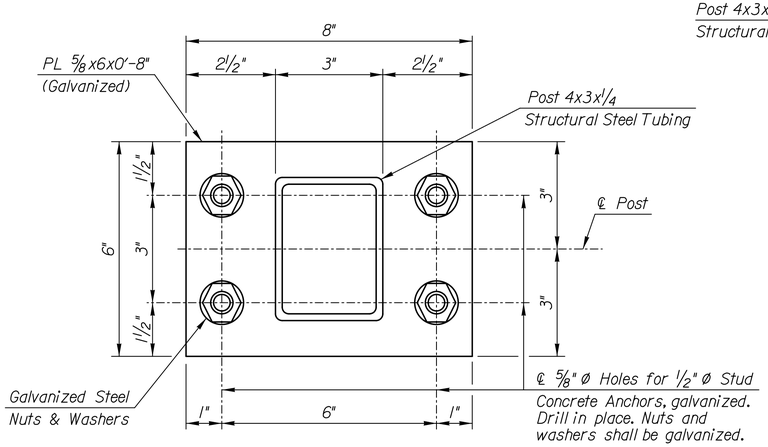



## HANDRAIL ELEVATION

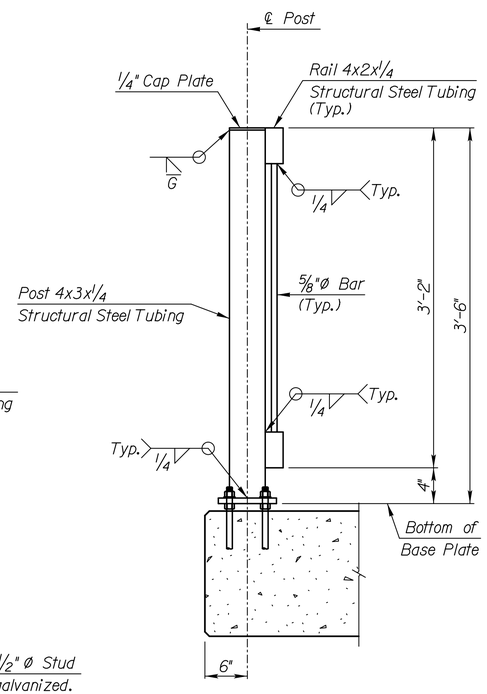
(Looking @ Sidewalk Face)



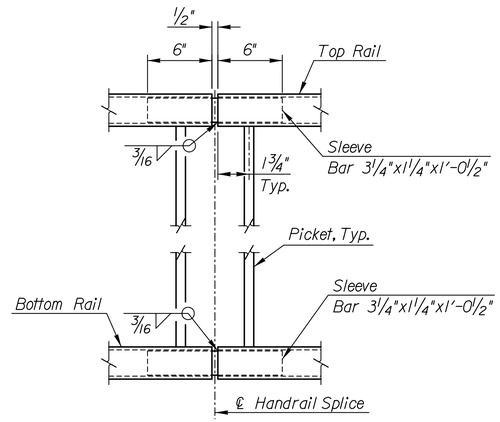

## POST DETAIL




## BASE PLATE DETAIL




## SECTION A-A




## HANDRAIL SPLICE DETAIL

*HANDRAIL NOTES:*

*The bridge handrail is to be bid on a linear foot basis measured from end to end of handrail, and shall be paid for under the bid items "Bridge Handrail (Metal)(3'-6") and (10")". These items shall include the furnishing of all material, fabrication of all parts, and all equipment and labor required to erect the handrail in accordance with these plans and specifications. The Contractor shall submit shop drawings to the Engineer for approval prior to fabrication of the bridge handrail.*

*Tube shapes for posts and rails shall conform to ASTM A500, Grade B. Miscellaneous steel plates and bars shall conform to ASTM A36.*

*Construct the handrail according to Section 721 of the KDOT Standard Specifications. Set the rail parallel to the top of slab or corral rail. Set all posts and pickets vertical, both in and out of plane of the handrail. Fabricate handrail in lengths to include a minimum of 2 and a maximum of 3 sections. Field welding is not permitted.*

*Galvanize all rails, posts, pickets and base plates after fabrication, in accordance with the requirements of ASTM A123. All handrail components shall be powder-coated black after galvanizing. Apply the powder-coating in accordance with the manufacturer's recommendations.*

*Concrete anchor embedment depth shall conform to the manufacturer's recommendations for the specific anchor system for embedment into 4,000 psi concrete and a minimum factored load of 7,000 pounds for the 3'-6" handrail and 2,000 pounds for the 10" handrail. The Contractor shall submit verification from the anchor system manufacturer that the anchor system is adequate to resist the specified factored load.*

Plotted By: JMBell | Plot Location:
File: 143rd_SidewalkHandrail.dgn
Plot Date: 17-DEC-2025 12:33

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
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CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

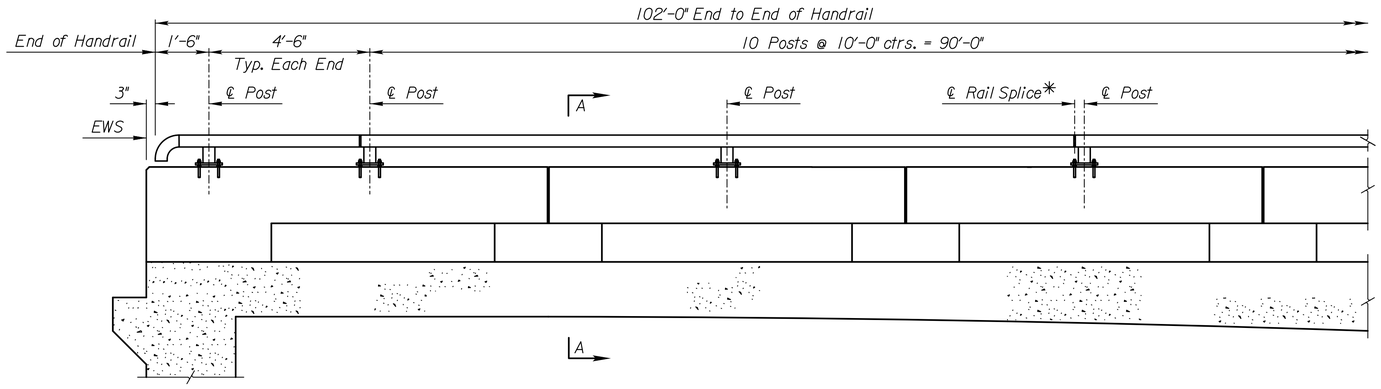
HANDRAIL DETAILS (3'-6")

Sta. 112+40.00 SEDGWICK COUNTY

| SHEET NO. OF | SCALE | APP'D | | |
|---|---|---|---|---|
| DESIGNED | DETAILED CWT | QUANTITIES | CADD | |
| DESIGN CK. | DETAIL CK. JMB | QUAN. CK. | CADD CK. | |

JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

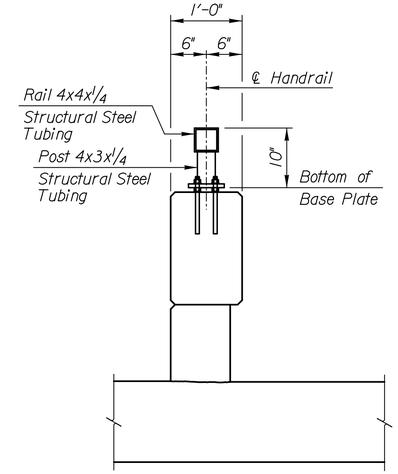
| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 91 | 219 |



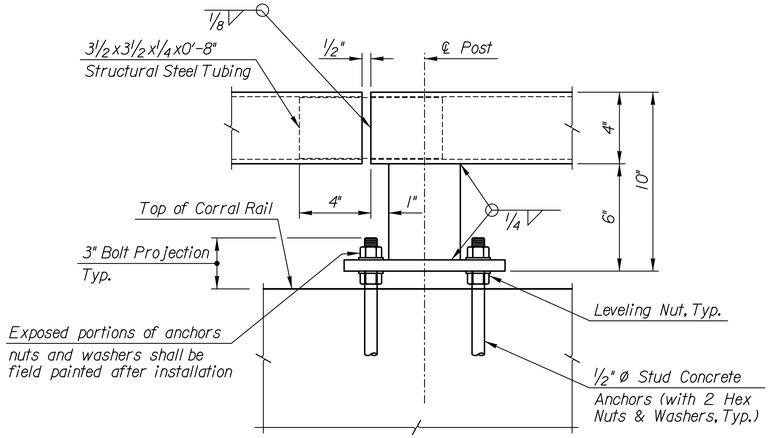

PARTIAL HANDRAIL ELEVATION

*(Looking @ Traffic Face)*

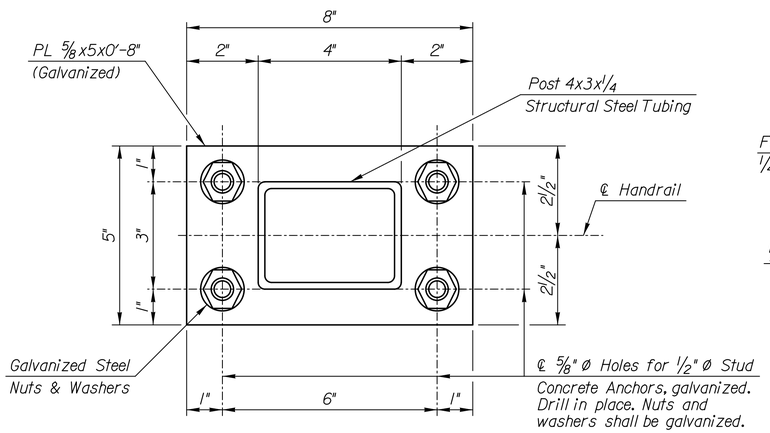
*Provide Rail Splice at every other handrail post.



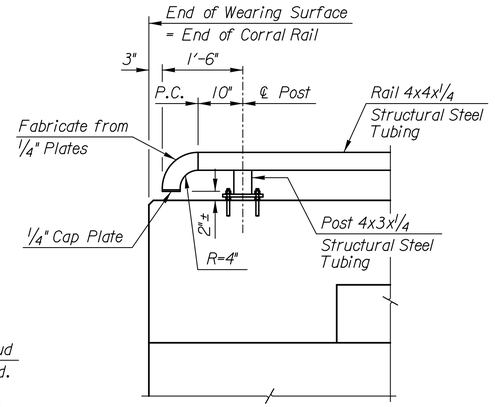

SECTION A-A




INTERIOR POST DETAIL




BASE PLATE DETAIL




END POST DETAIL

Note:
*For Handrail Notes see Sheet No. 90.*

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
| 2 | | | | |
| 1 | | | | |

JEFFREY M. BELL LICENSED PROFESSIONAL ENGINEER 24776 12/17/25 KANSAS

CITY OF WICHITA

Br. No. 246 (NBI No. 5304008700SBT02)

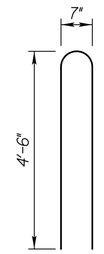
HANDRAIL DETAILS (10")

Sta. 112+40.00 SEDGWICK COUNTY

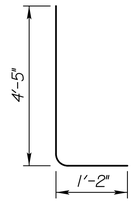
| SHEET NO. OF | SCALE | APP'D | | |
|---|---|---|---|---|
| DESIGNED | DETAILED | CWT | QUANTITIES | CADD |
| DESIGN CK. | DETAIL CK. | JMB | QUAN. CK. | CADD CK. |

Plotted By: JMBell
Plot Location:
File: 143rd_BarrierHandrail.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 92 | 219 |




R1

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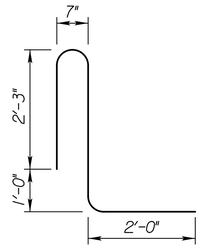


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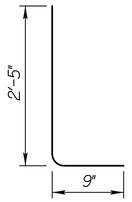


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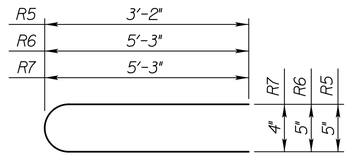
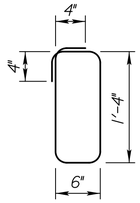



R5, R6 & R7

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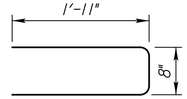


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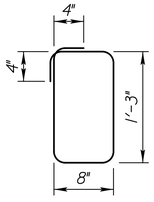
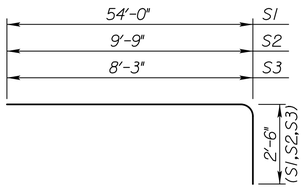
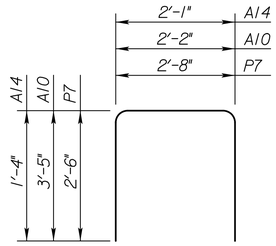


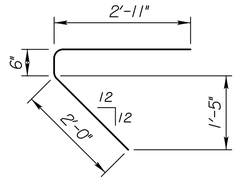

R10



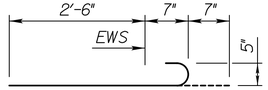

S1, S2 & S3




A10, A14, P7




A13

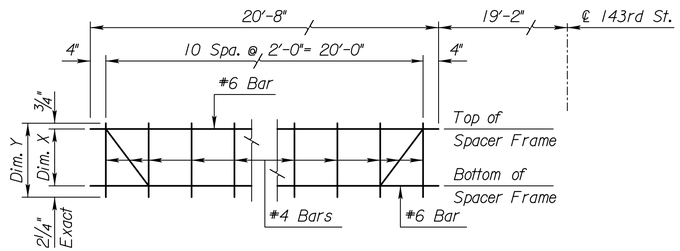



A9

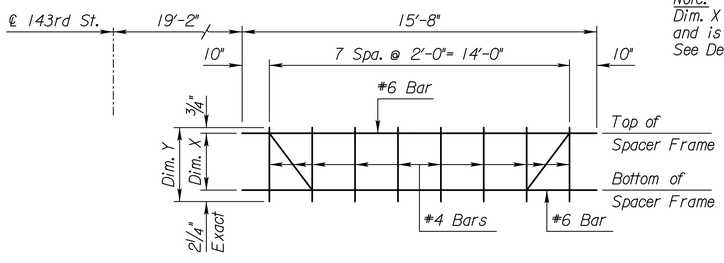
BILL OF REINFORCING STEEL
Epoxy Coated - Grade 60

| | Straight Bars | | | | Bent Bars | | | |
|---|---|---|---|---|---|---|---|---|
| | Mark | Size | Number | Length | Mark | Size | Number | Length |
| SUPERSTRUCTURE - ABUTMENT - DECK - RAIL | S4 | #9 | 21 | 24'-6" | A1 | #8 | 8 | 25'-8" |
| | S8 | #9 | 54 | 32'-0" | A2 | #8 | 8 | 20'-8" |
| | S9 | #9 | 42 | 27'-3" | S1 | #8 | 64 | 56'-6" |
| | S14 | #9 | 27 | 42'-0" | | | | |
| | S15 | #9 | 21 | 30'-6" | R1 | #7 | 24 | 9'-3" |
| | | | | | R2 | #7 | 4 | 5'-7" |
| | A3 | #8 | 8 | 21'-8" | R3 | #7 | 156 | 7'-9" |
| | A4 | #8 | 8 | 16'-8" | S2 | #7 | 60 | 12'-3" |
| | S5 | #8 | 21 | 14'-6" | S3 | #7 | 56 | 10'-9" |
| | S6 | #8 | 60 | 34'-6" | | | | |
| | S7 | #8 | 56 | 23'-0" | A9 | #5 | 74 | 3'-8" |
| | S10 | #8 | 42 | 24'-9" | R5 | #5 | 8 | 6'-6" |
| | S11 | #8 | 42 | 15'-6" | R6 | #5 | 8 | 10'-8" |
| | | | | | | | | |
| | A5 | #6 | 8 | 25'-8" | A10 | #4 | 156 | 9'-0" |
| | A6 | #6 | 8 | 20'-8" | A13 | #4 | 74 | 5'-5" |
| | A7 | #6 | 4 | 21'-8" | A14 | #4 | 16 | 4'-9" |
| | A8 | #6 | 4 | 16'-8" | R4 | #4 | 156 | 3'-2" |
| | R11 | #6 | 24 | 8'-3" | R7 | #4 | 4 | 10'-8" |
| | R12 | #6 | 96 | 9'-8" | | | | |
| | T1 | #6 | 67 | 20'-8" | R8 | #3 | 280 | 4'-4" |
| | T2 | #6 | 67 | 15'-8" | R9 | #3 | 144 | 4'-6" |
| | | | | | R10 | #3 | 36 | 4'-6" |
| | A11 | #4 | 4 | 20'-8" | | | | |
| | A12 | #4 | 4 | 15'-8" | T5-T16 | | | ⊗ |
| | | | | | | | | |
| | S12 | #4 | 42 | 6'-3" | | | | |
| | S13 | #4 | 42 | 7'-3" | | | | |
| | S16 | #4 | 4 | 5'-6" | | | | |
| | S17 | #4 | 2 | 11'-6" | | | | |
| | T3 | #4 | 50 | 20'-8" | | | | |
| | T4 | #4 | 50 | 15'-8" | | | | |
| | SC1 | #4 | 54 | 6'-6" | | | | |
| | | | | | | | | |
| | | | | | | | | |
| PIER BEAM | P1 | #9 | 8 | 20'-2" | P7 | #4 | 136 | 7'-8" |
| | P2 | #9 | 8 | 15'-2" | | | | |
| | | | | | | | | |
| | P3 | #7 | 10 | 20'-8" | | | | |
| | P4 | #7 | 10 | 15'-8" | | | | |
| | | | | | | | | |
| | P5 | #6 | 4 | 20'-2" | | | | |
| | P6 | #6 | 4 | 15'-2" | | | | |
| | | | | | | | | |
| | | | | | | | | |

⊗ See Bending Diagram




T5 Thru T10 Welded Spacer Frames



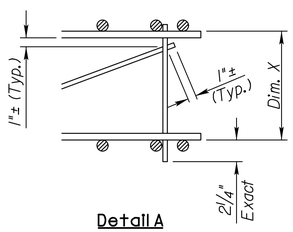

T11 Thru T16 Welded Spacer Frames

Note:
Dim. X is out to out and is an exact dim. See Detail A.

⊗ SPACER FRAMES
(Epoxy Coated)

| Mark | No. Ea. | Dim. X | Dim. Y |
|---|---|---|---|
| T5, T11 | 4 | 7 5/8" | 10 5/8" |
| T6, T12 | 4 | 7 11/16" | 10 11/16" |
| T7, T13 | 4 | 8 3/8" | 11 3/8" |
| T8, T14 | 4 | 9 3/4" | 1'-0 3/4" |
| T9, T15 | 4 | 11 3/4" | 1'-2 3/4" |
| T10, T16 | 4 | 1'-2 7/16" | 1'-5 7/16" |

Weight of spacer frames included in the weight of reinforcing steel.




Detail A

BENDING DIAGRAMS
(All dimensions are out to out of bars.)

Plotted By: JMBell | Plot Location:
File: 143rd_BillofRein.dgn
Plot Date: 17-DEC-2025 12:33

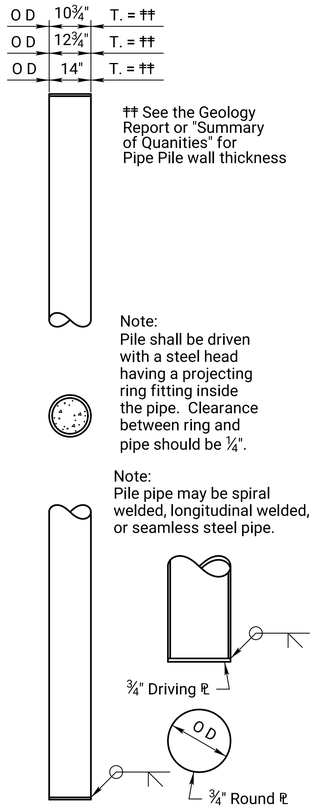
| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
| 2 | | | | |
| 1 | | | | |

CITY OF WICHITA
Br. No. 246 (NBI No. 5304008700SBT02)
BILL OF REINFORCING
Sta. 112+40.00 SEDGWICK COUNTY

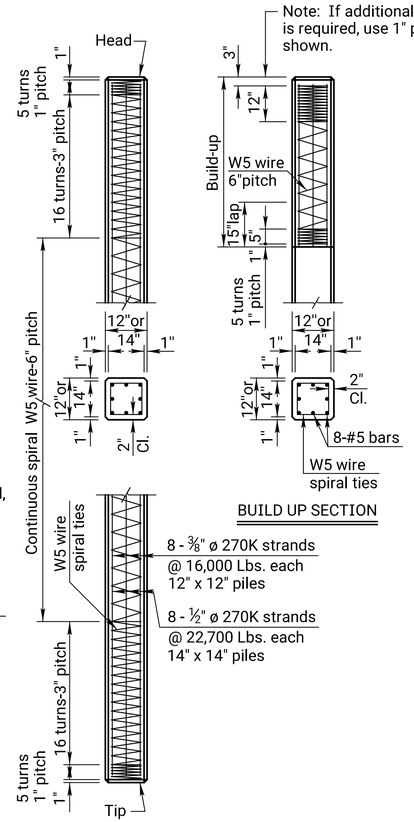
| SHEET NO. OF | SCALE | APP'D | |
|---|---|---|---|
| DESIGNED | DETAILED | CWT | QUANTITIES | CADD |
| DESIGN CK. | DETAIL CK. | JMB | QUAN. CK. | CADD CK. |

JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 93 | 219 |



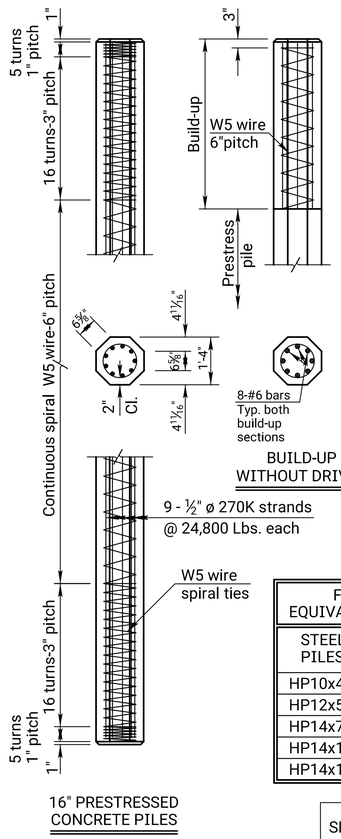

PLAIN ROUND
CAST-IN-PLACE CONCRETE PILES




12" OR 14"
PRESTRESSED
CONCRETE PILES



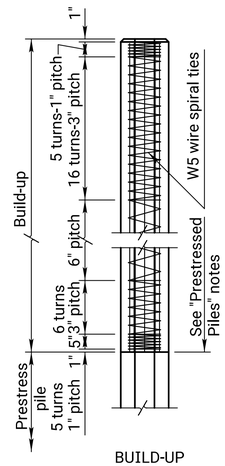

BUILD UP SECTION




16" PRESTRESSED
CONCRETE PILES




BUILD-UP
WITHOUT DRIVING




BUILD-UP
WITH DRIVING

| FOR INFORMATION ONLY EQUIVALENT POINT BEARING PILES | | |
|---|---|---|
| STEEL PILES | CONCRETE PILES | |
| | Pipe | Pre-stress |
| HP10x42 | 10¾ | |
| HP12x53 | 12¾ | |
| HP14x73 | 14 | 12 |
| HP14x102 | | 14 |
| HP14x117 | | 16 |

## GENERAL NOTES

PRESTRESSED PILES: Fabricate prestressed concrete pile splices in accordance with the Manufacturer's recommendations subject to the approval of the Engineer.

Method of attachment of pile to build-up may be by any of the methods given in the notes on "Alternate Methods." If mild reinforcing steel is used for attachment, the area shall be no less than that used in the build-up.

ALTERNATE METHODS: Method of attachment of a pile to build-up may be by any of the following methods:

1. Cut off at least 2'-0" of pile and expose a minimum of 2'-0" of strands.
2. Cast 8-#6, or 8-#5 bars (equally spaced) into pile head. All bars shall extend into pile head and project from pile head a minimum of 2'-0".
3. Drill 8 holes in pile head (equally spaced) for installation of 8 grouted dowel bars of same size and length as in 2.
4. Provide cored holes for bars as in 3.

No bars or strands are to extend from head of pile or build-up into footing or pile cap unless approved by the Engineer.

TEST PILES: Drive test piles where called for on the bridge plans. The test piles located within the limits of the substructure will become a part of the bridge pile system.

DRIVING FORMULA: Driving formula shall conform to the Standard Specifications.

MEASUREMENT AND PAYMENT: Measurement and payment for all piles shall comply with the Standard Specifications.

REINFORCEMENT: Use reinforcing steel conforming to ASTM A615, Grade 60. Hoops and spirals may be either plain or deformed bars.

PRESTRESSING STEEL: Use uncoated seven-wire low relaxation prestressing strand conforming to ASTM A416, Gr. 270.

STEEL PILE: Steel pile shall conform to the requirements of the Standard Specifications.

PILE POINTS: Pile points shall conform to the dimensions shown and to requirements of the Standard Specifications.

SPECIFICATIONS: Standard Specifications for State Road and Bridge Construction as currently used by the Kansas Department of Transportation.

CONCRETE: Concrete for cast-in-place shall be f'c = 3,500 PSI. Concrete for prestressed shall be f'c = 5,000 PSI.

WELDING: All field welding shall meet the requirements of the Standard Specifications.

Use only Shielded Metal Arch Welding SMAW (stick welding) for pile splices.

Use only low hydrogen E7018, 7016, or 7015 series welding rod (electrode) for all welding applications during pile splicing.

New electrodes are to be purchased for each KDOT project. The electrodes shall arrive on the project in factory hermetically sealed containers, opened and labeled with indelible ink in front of the engineer. The label shall include the current date and the project number. If the container seal is questionable or shows signs of damage the electrode is to be dried in an oven at least one hour at a temperature of 700°F to 800°F.

Upon removal from intact hermetically sealed factory packaging or the drying oven the electrode is to be placed in a storage oven with a minimum temperature of 250°F.

When electrodes are removed from the hermetically sealed container or storage oven and exposed to the atmosphere for less than 4 hours place into the storage oven for at least 4 hours before removing for use.

If electrode is exposed to the atmosphere for 4 hours or more (or 9 hours for moisture resistant electrodes designated with an R in their labeling) then electrode can be dried in a drying oven at a temperature of 450°F to 550°F.

If the electrode is exposed to the atmosphere for 4 hours or more a second time or the rod becomes wet discard rod.

CAST-IN-PLACE SHELLS: Steel shells for cast-in-place concrete piles shall conform to the requirements of the Standard Specifications.

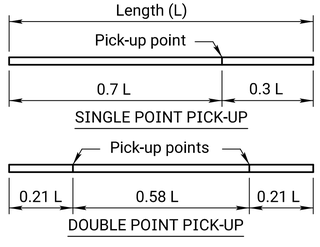
All piles driven without a mandrel shall be of the minimum thicknesses shown. Piles driven with a mandrel shall be of sufficient strength and thickness to withstand driving without injury and to resist harmful distortion and/or buckling due to soil pressure after the mandrel is removed.

Remove, replace or correct to the satisfaction of the Engineer improperly driven, broken or otherwise defective pipe piles. Otherwise drive an additional pile at no extra cost.

The Contractor shall maintain a light suitable for visual inspection of the pile on the job at all times prior to and during the filling of the pipe.

PAINT: All paint shall comply with the Standard Specifications, or as specified on the plans.

MILL TEST REPORTS: Steel piles test reports and steel shell test reports shall comply with the Standard Specifications.




PICK-UP POINTS FOR PRESTRESSED PILING

Max. length - 55' single point pick-up
Max. length - 80' double point pick-up

Note: Piles shall be marked at Pick-up points to indicate proper points for attaching handling lines.




SHELL PILE POINT

CAST STEEL PILE POINT

The pile point shall be a one-piece unit of cast steel. Weld pile points in accordance with manufacturer's recommendations to each steel pile before driving.

Weld Symbology Definition

Use grinder to bevel edges of splice as shown in weld symbology and drawing. In addition to bevels, produce clean, bare, and shiny surfaces at and around the splice welding location.

Lay full penetration root weld from beveled side of splice.

Back gouge root weld from side opposite of root welding application making sure to remove all foreign materials, porous steel, and inclusions from root weld. Finish welding the non beveled side of the splice.

Finish welding beveled side of the splice while removing slag, foreign materials, porous steel, and inclusions in between welding passes, use of a grinder may be needed.

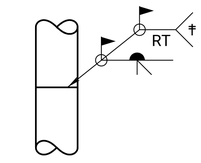
Verify that enough filler metal has been correctly placed in all weld locations to obtain a flush or convex surface with no concavity produced upon completion of the final welds.

SPLICES: Splices for steel piles and shell piling shall be in accordance with details shown on this sheet and the Standard Specifications.

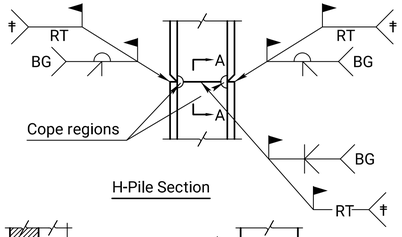
For integral pile bent abutments and piers, if a pile splice is required, do not locate the pile splice within a region extending 2'-0" above and 10'-0" below the bottom of the concrete web wall. For abutments, locate the pile splice at least 10'-0" below top of fill.

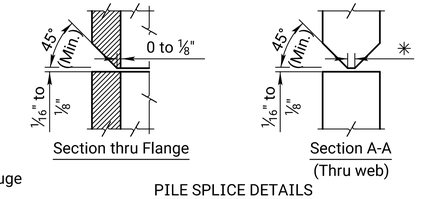
With the approval of the Engineer, one splice per bent may be allowed in the region described above without testing. If additional splices are anticipated, based on the geology, the Contractor prior to driving, will locate the splice so that the splice will not fall within the regions described above.

† For integral pile bent abutments and piers, if a splice is located within the regions described above, then the Contractor will test the welds by Radiograph (RT) test methods. Repair and retest any welds not passing the test(s). Each weld tested will have written confirmation of results. Report these results to the Engineer. This work is not paid for directly, but is subsidiary to "Piles".




Pipe Section




✳ Minimum as required by welding process.

BG = Backgouge

PILE SPLICE DETAILS

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 04 | 08-16-18 | Add splice web section, clarify note | M.L.L. | J.P.J. |
| 03 | 09-15-15 | Clarify Notes | J.P.J. | C.E.R. |
| 02 | 06-18-12 | Clarify f'c, rod type, use and weld | J.P.J. | T.L.F. |

KANSAS DEPARTMENT OF TRANSPORTATION

# STANDARD PILE DETAILS

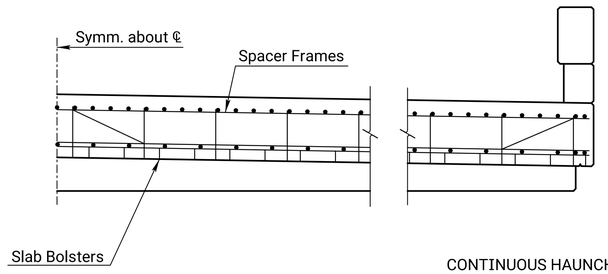
BR110

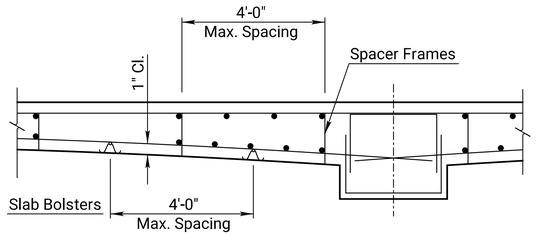
| | | | | | |
|---|---|---|---|---|---|
| FHWA APPROVAL | | 10-04-12 | APP'D. | | Terry L Fleck |
| DESIGNED | J.P.J. | DETAILED | QUANTITIES | TRACED | R.A.A. |
| DESIGN CK. | | DETAIL CK. | QUAN.CK. | TRACE CK. | |

Sh. No. 93

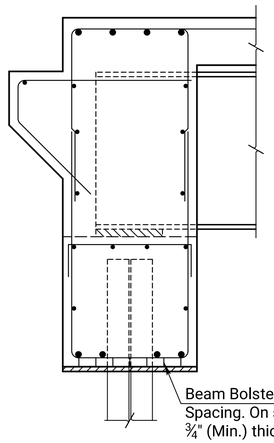
Plotted by : JMBell 17-DEC-2025 12:33
File : 143rd_br110.dgn

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 94 | 219 |

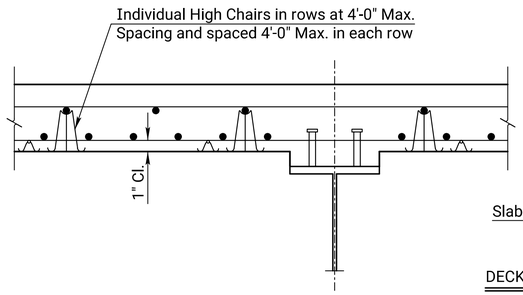


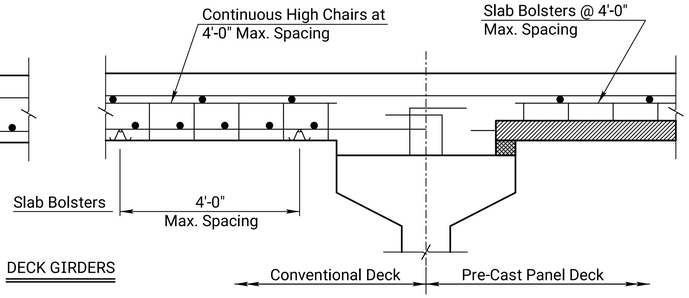




CONTINUOUS HAUNCHED SLAB

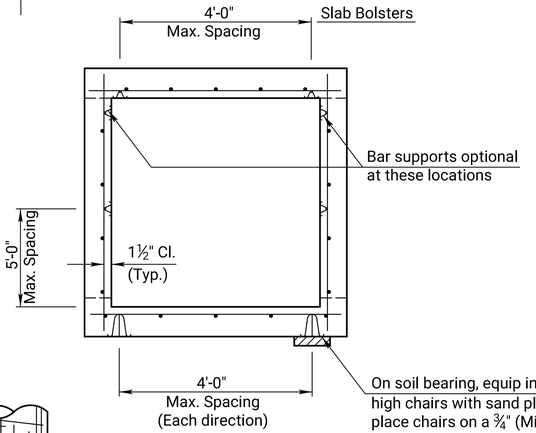



ABUTMENT

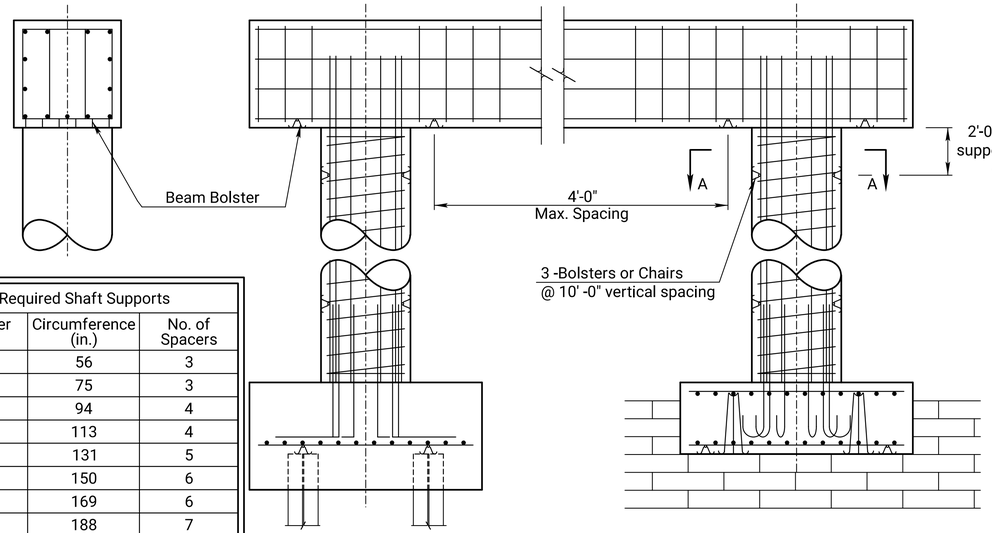



DECK GIRDERS

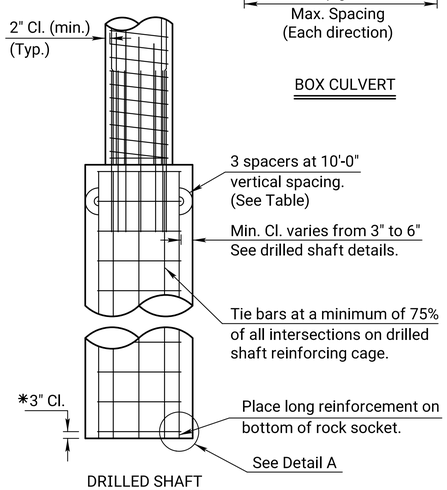



BOX CULVERT

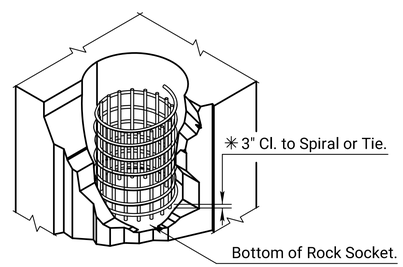



PIER

| Required Shaft Supports | | |
|---|---|---|
| Diameter (in.) | Circumference (in.) | No. of Spacers |
| 18 | 56 | 3 |
| 24 | 75 | 3 |
| 30 | 94 | 4 |
| 36 | 113 | 4 |
| 42 | 131 | 5 |
| 48 | 150 | 6 |
| 54 | 169 | 6 |
| 60 | 188 | 7 |
| 66 | 207 | 7 |
| 72 | 226 | 8 |
| 78 | 244 | 9 |
| 84 | 263 | 9 |
| 90 | 282 | 10 |
| 96 | 301 | 11 |
| 102 | 320 | 11 |
| 108 | 339 | 12 |

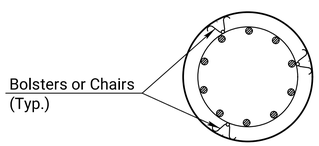



DRILLED SHAFT




DETAIL A

✳Note: Longitudinal reinforcing steel is placed on the bottom of the rock socket. Maintain 3" clearance from the bottom of rock socket to the first spiral or tie bar.




SECTION A-A

## GENERAL NOTES

Reference is made to the latest edition of the CRSI "Manual of Standard Practice" for recommended industry practices concerning reinforcing steel.

Use only the following types of bar supports:

1) Wire Bar Supports:

   a) Epoxy coated reinforcing: Class 1 Protection
   b) Non-epoxy coated reinforcing: Class 1, 2, or 3 Protection

2) Plastic Bar Supports

3) Supplementary bars

When securing epoxy coated reinforcement, use tie wires or metal clips that are epoxy or plastic coated.

Do not weld reinforcing steel to bar supports or to other reinforcing steel. Shop weld spacer frames for haunched slabs.

Tie bars at all intersections around the perimeter of each mat and at not less than 2'-0" centers or at every intersection, whichever is greater.

Where more than one length of bar support is required, lap the end legs so they are locked or tied together.

Use proper height supports to maintain the distance between the reinforcing and the formed surface or the top surface of deck slabs within ¼" of that indicated on the plans.

Spacings shown are maximums. Use sufficient supports, as determined by the Engineer, to retain the reinforcing steel in position.

Construct any platforms, required for the support of workers and/or equipment during concrete placement, directly on the forms and not on the reinforcing steel.

Designs and arrangements of Supports or Spacers other than as shown on this sheet, may be used with the permission of the Engineer.

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 05 | 11-10-10 | Column Bar Supports Required | J.P.J. | T.L.F. |
| 04 | 12-01-05 | Drilled Shaft Spiral Steel Placement | J.P.J. | K.F.H. |
| 03 | 08-21-00 | Added Pre-Cast Panel Detail | R.A.M. | K.F.H. |

KANSAS DEPARTMENT OF TRANSPORTATION

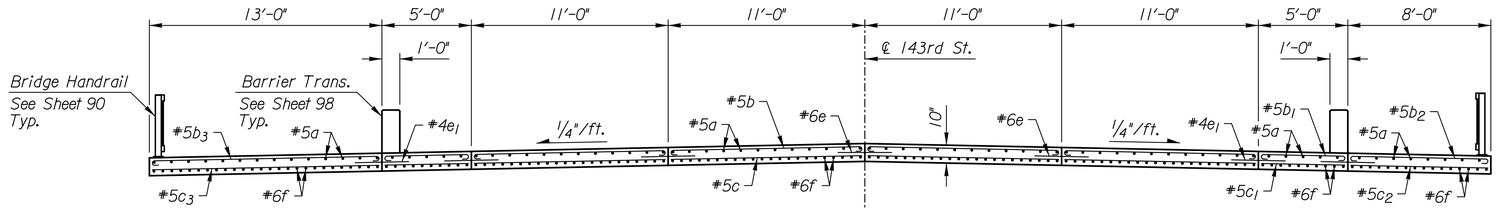
# SUPPORTS AND SPACERS FOR REINFORCING STEEL

BR120

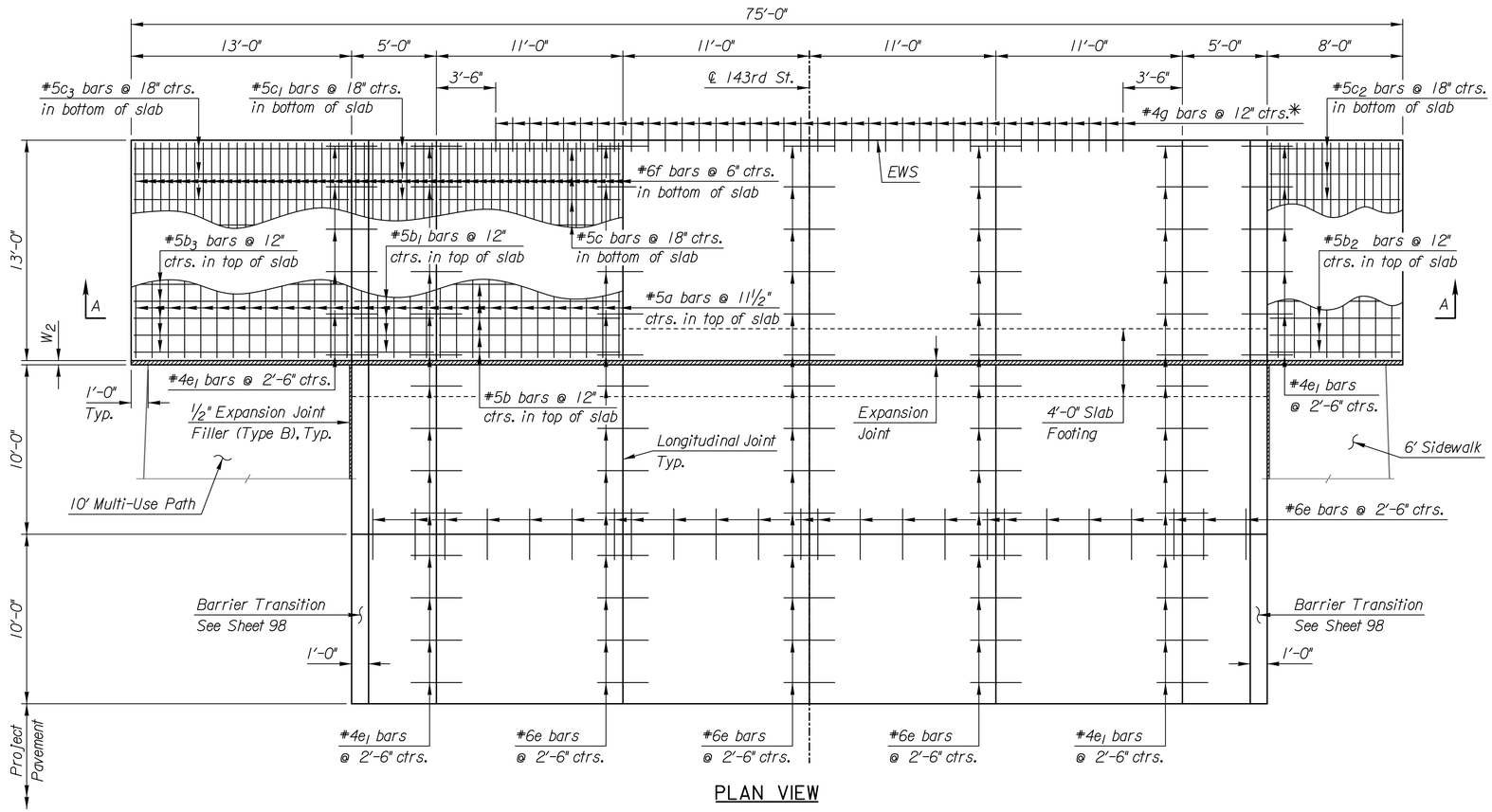
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| FHWA APPROVAL | | | 11-17-10 | APP'D. | | Terry L. Fleck | |
| DESIGNED | R.A.M. | DETAILED | R.A.A. | QUANTITIES | | TRACED | R.A.A. |
| DESIGN CK. | L.R.R. | DETAIL CK. | R.A.M. | QUAN.CK. | | TRACE CK. | R.A.M. |

Plotted by : JMBell 17-DEC-2025 12:33
File : 143rd_br120.dgn

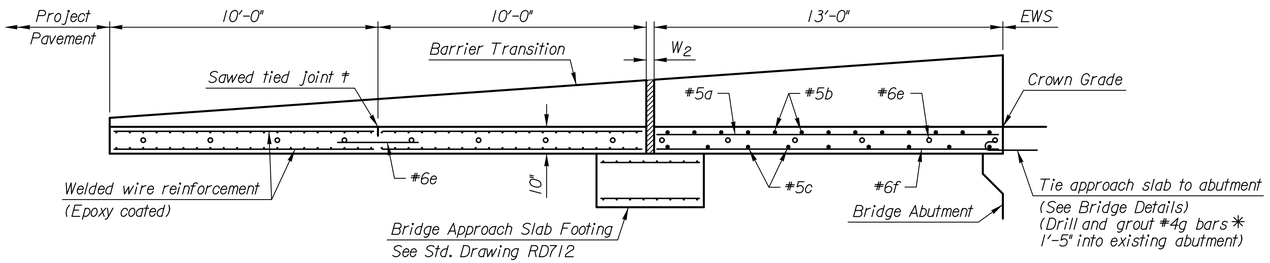
| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 95 | 219 |




SECTION A-A




PLAN VIEW




LONGITUDINAL SECTION

GENERAL NOTES:

Special Concrete Bridge Approach shall be paid for as Sq. Yds. of Concrete Pavement (10" Unif.)(AE)(Br. App.) and includes all work and materials required to construct the approach slab as shown on this sheet.

All work and materials required for installation of expansion joints shall be subsidiary to this bid item.

At the Contractor's option #4x3'-0" tie bars @ 15" centers may be substituted for the #6e bars at 2'-6" centers.

All reinforcing steel shall be epoxy coated.

Clearance from the face of concrete for all reinforcing steel shall be 2 inches.

Standard reinforcing bar hooks in accordance with the latest ACI specifications shall be used throughout.

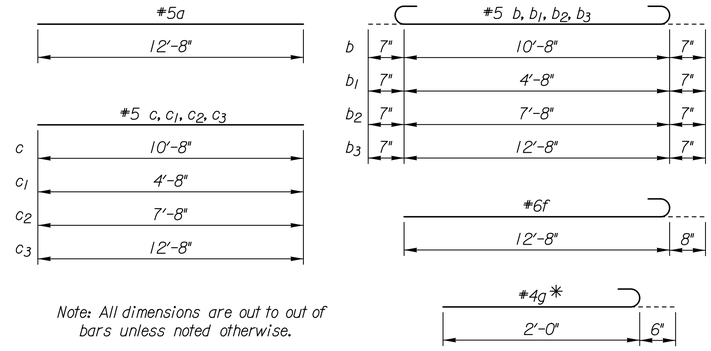
† Contractor has the option of substituting a Tied Keyed Construction Joint.

$W_2$ For Expansion Joint width and details see Standard Drawing RD712.

*Drilling and Grouting Notes:

Bars shall be drilled & grouted into existing abutment per the grout manufacturer's specifications and in such a manner as not to damage adjacent concrete or bars. Locate each hole with the aid of a pachometer to avoid existing reinforcing steel.

The cost of the tools, materials, labor and incidentals necessary to complete this work shall be subsidiary to "Concrete Pavement (10" Unif.)(AE)(Br. App.)".




Note: All dimensions are out to out of bars unless noted otherwise.

BENDING DIAGRAMS

BILL OF MATERIALS

Bar Schedule

| Bar | a | b | $b_1$ | $b_2$ | $b_3$ | c | $c_1$ | $c_2$ | $c_3$ | e | $e_1$ | f | g* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. | 80 | 52 | 26 | 13 | 13 | 36 | 18 | 9 | 9 | 66 | 40 | 150 | 38 |
| Size | #5 | #5 | #5 | #5 | #5 | #5 | #5 | #5 | #5 | #6 | #4 | #6 | #4 |
| Length | 12'-8" | 11'-10" | 5'-10" | 8'-10" | 13'-10" | 10'-8" | 4'-8" | 7'-8" | 12'-8" | 3'-0" | 3'-0" | 13'-4" | 2'-6" |

| | |
|---|---|
| Reinforcing Steel (Grade 60) (Epoxy Coated) | 6,290 lbs. |
| Concrete Pavement (10" Unif.)(AE)(Br. App.) | 228.3 Sq. Yds. |
| Expansion Jt. Membrane Sealant | 75.0 Lin. Ft. |
| Bridge Approach Slab Footing | 16.0 Cu. Yds. |
| Drilling and Grouting* | 38 Each |

Notes:

Quantities listed for one approach slab only. Two required.

Reinforcing steel and joint length shown for information only.

Notes:

Details are shown for the South Approach. Details for the North Approach are similar by reflection.

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
| 2 | | | | |
| 1 | | | | |

CITY OF WICHITA

Br. No. 246 (NBI No. 53040087005BT02)

CONCRETE BRIDGE APPROACH PAVEMENT

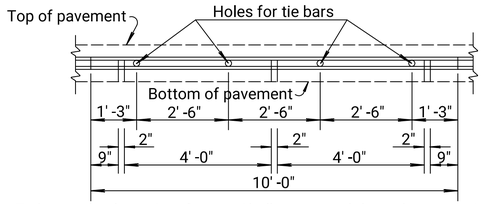
SEDGWICK COUNTY

| SHEET NO. OF | SCALE | APP'D | |
|---|---|---|---|
| DESIGNED | DETAILED CLB | QUANTITIES | CADD |
| DESIGN CK. | DETAIL CK. JMB | QUAN. CK. | CADD CK. |

JEFFREY M. BELL LICENSED 24778 12/17/25 PROFESSIONAL ENGINEER KANSAS

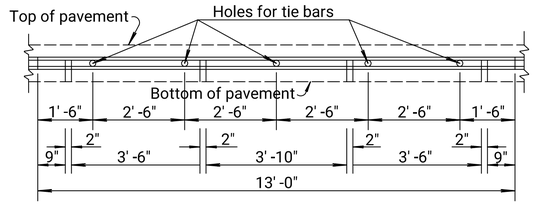
Plotted By: JMBell | Plot Location:
File: 143rd_AppSlab.dgn
Plot Date: 17-DEC-2025 12:33

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 96 | 219 |



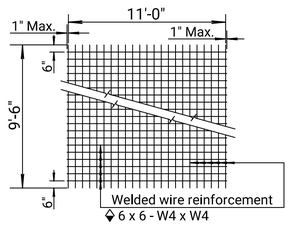

To be used only against forms. Shall not extend through contraction joints.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (10'-0")



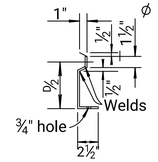

To be used only against forms. Shall not extend through contraction joints.

METAL STRIP FOR
LONGITUDINAL CONSTRUCTION JOINT (13'-0")




TYPICAL SHEET OF WELDED WIRE REINFORCEMENT
FOR SPECIAL BRIDGE APPROACH PAVEMENT

◆ Note: Epoxy coated #3 bars longitudinally @ 12" ctrs. & #3 bars transversely @ 18" ctrs. may be substituted for each layer of epoxy coated welded wire reinforcement.




SECTION OF RECESSED
FORM LEG

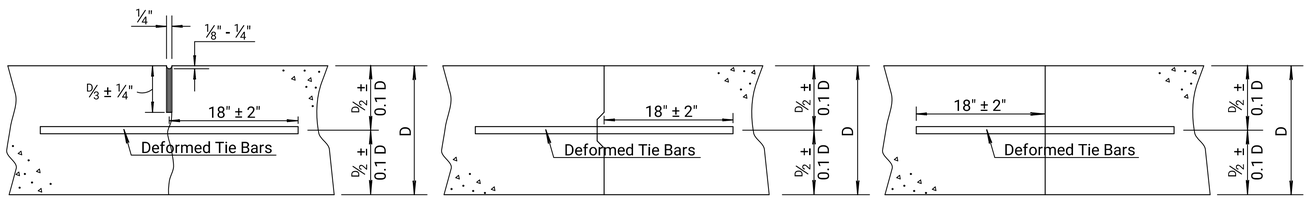
ϕ Snap-in leg or other approved designs may be used in lieu of welded leg.




DETAIL OF LAP FOR WELDED WIRE REINFORCEMENT

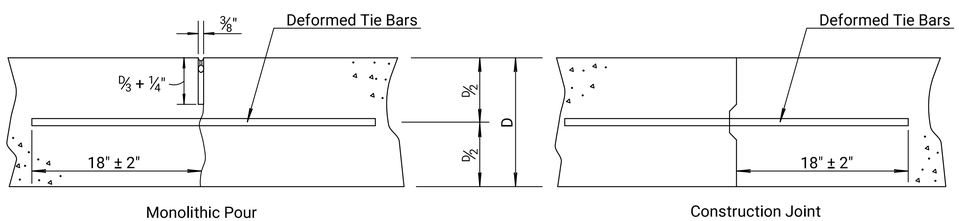
The lap shall extend beyond the first transverse or bag wire of each sheet.

The sheet shall be wired securely at the edges and at intervals not to exceed 2'-6" for the full width of the sheet. Approximate weight of welded wire reinforcement = 58 lbs. per 100 sq. ft. Other methods for fastening the sheets of welded wire reinforcement at the laps may be used with the approval of the Engineer.



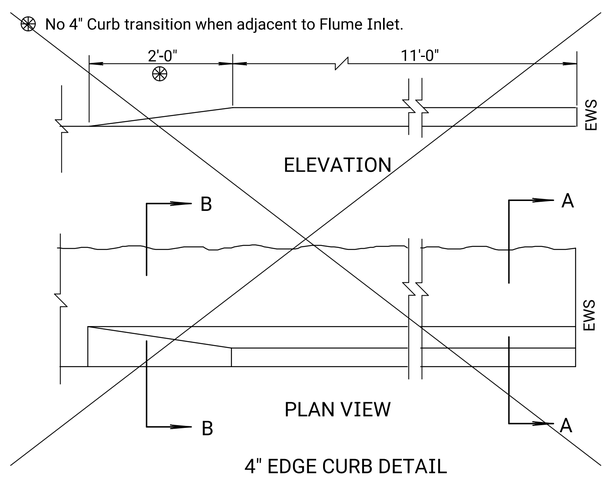

LONGITUDINAL JOINTS

Note: For longitudinal construction joints the contractor has the option of using either the keyed or butt type. Place deformed tie bars mid-depth of the shoulder.




TRANSVERSE JOINTS

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.




4" EDGE CURB DETAIL

GENERAL NOTES

All work shall be done in conformity with the Standard Specifications applicable to the project.

The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement.

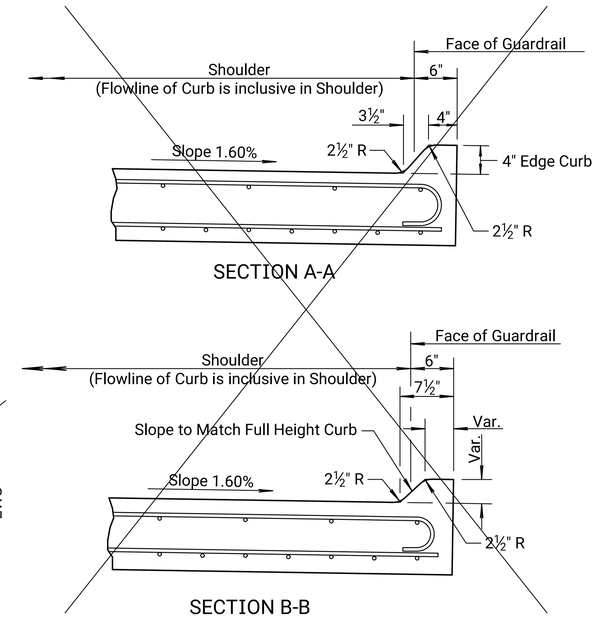
At each planned transverse joint location, a 4 to 6 inch wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut.

All sawed joints on this project shall be filled with sealant in accordance with Standard Specifications.

~~The 4 inch edge curb shall be constructed integral with the approach slab shoulder.~~

All materials and work required for this construction shall be subsidiary to the concrete approach slab.

Tie bars shall be evenly spaced along the length of the slab and no tie bars shall be within 12" of contraction joint.




| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 13 | 05-17-13 | Revised Note, Longitudinal Joints | S.W.K. | J.O.B. |
| 12 | 05-14-09 | Pres. Relief Jt. to RD712/tie bar lab. | S.W.K. | J.O.B. |
| 11 | 10-23-08 | Revised Sec. A-A and Sec. B-B | S.W.K. | J.O.B. |

KANSAS DEPARTMENT OF TRANSPORTATION

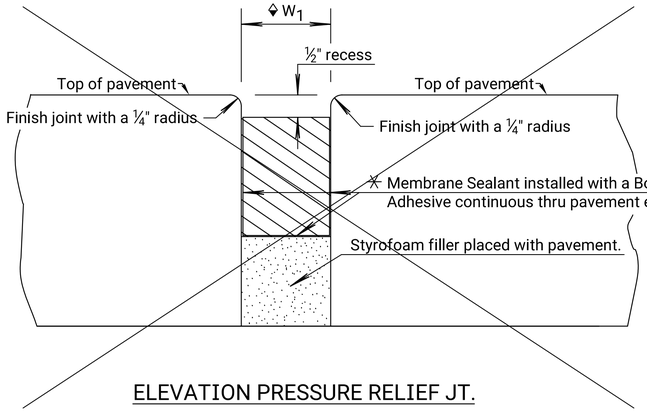
MISCELLANEOUS DETAILS
FOR CONCRETE
BRIDGE APPROACH PAVEMENT

RD711

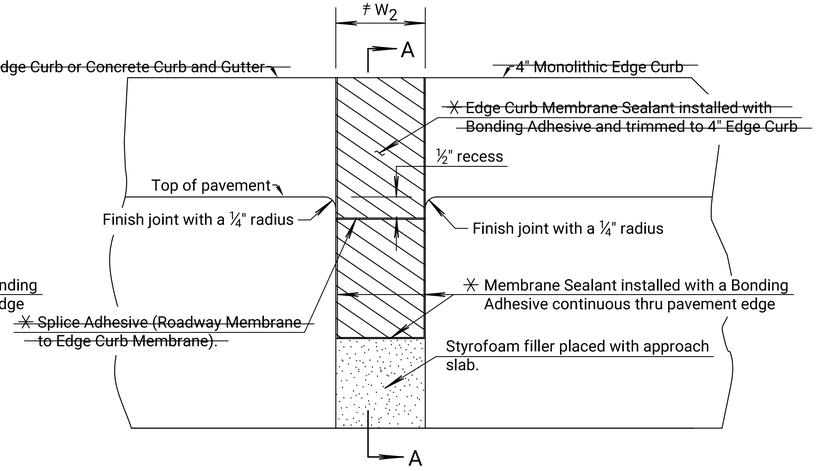
| FHWA APPROVAL | 10-23-13 | APP'D. | James O. Brewer |
|---|---|---|---|
| DESIGNED | DETAILED | QUANTITIES | TRACED |
| DESIGN CK. | DETAIL CK. | QUAN.CK. | TRACE CK. |

Plotted by : JMBell 17-DEC-2025 12:33
File : 143rd_rd711.dgn

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 97 | 219 |




ELEVATION PRESSURE RELIEF JT.




ELEVATION EXPANSION JT.

## GENERAL NOTES

EXPANSION/PRESSURE RELIEF JOINTS

See Concrete Bridge Approach Pavement standard drawings for location of expansion and pressure relief joints.

Form the joint opening prior to placement of the pavement approach. Remove the material used to form the joint after the pavement approach has been in place for a minimum of 6 days.

Clean and construct the joint only after the concrete in the approach slab has cured for a minimum of 7 days.

Thoroughly clean the joint by sandblasting and by high pressure air blast to remove all laitance and contaminants from the joint. When any joint is shaped by saw cutting in lieu of forming, blast the joint with water prior to sandblasting and air cleaning.

Accomplish sandblasting in two passes to clean each face of the joint (one pass for each face). Hold the nozzle 1 to 2 inches from the joint face at an angle to the joint face.

Remove any contaminants such as oil, curing compound, etc. by sandblasting to the satisfaction of the Engineer. Solvents, wire brushing, or grinding are not permitted.

Air blast the joint just prior to installing the Membrane Sealant. Equip the air compressor used to clean the joint with trap devices capable of providing moisture-free and oil-free air at a recommended pressure of 90 psi. Spot check the joint to verify any residual dust or dirt has been removed. The Engineer is required to inspect the joint immediately prior to installing the joint material.

⚹ See KDOT Standard Specifications for Membrane Sealant, Bonding Adhesive and Splice Adhesive. The width of the membrane sealant is 4 inches (nominal).

Do not allow traffic on the joint for a minimum of 3 hours unless otherwise directed by the Engineer.

Use splice materials and methods recommended by the Manufacturer.

All work and materials for the preparation, construction, and installation of the joint will be subsidiary to the concrete approach pavement.

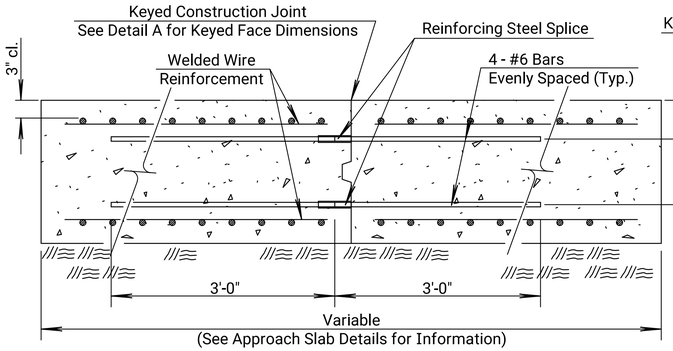
BRIDGE APPROACH SLAB FOOTING

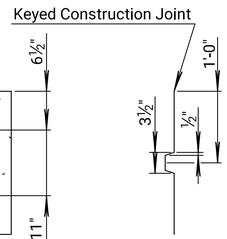
Pay for the Bridge Approach Slab Footing at the unit price bid per cubic yard for "Bridge Approach Slab Footing". This price will be full compensation for furnishing all materials and labor including Concrete Grade 4.0 (AE) Pavement, Reinforcing Steel (Gr. 60) (Epoxy Coated), excavation, Type "A" Compaction and materials used to prevent bonding of concrete. The Contractor may use Concrete Grade 4.0 (AE) or the mix used in the concrete pavement for the slab footing.

| ◆ PRESSURE RELIEF JOINT WIDTH DETAILS ($W_1$) | | | | | | | |
|---|---|---|---|---|---|---|---|
| ⅄ Temperature (F°) | 40° | 50° | 60° | 70° | 80° | 90° | 100° |
| Formed Concrete Opening Size | 4.0" | 3¾" | 3½" | 3¼" | 3.0" | 2¾" | 2½" |

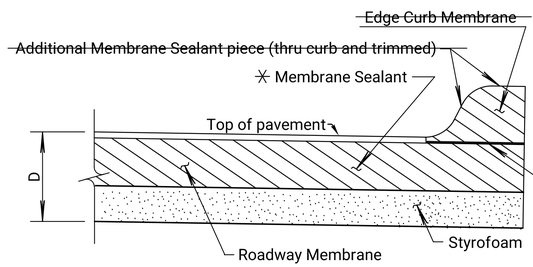
⅄ Average Ambient Temperature over previous 24 hours.

| ≠ EXPANSION JOINT WIDTH DETAILS ($W_2$) |
|---|
| See bridge construction layout sheet for details. |



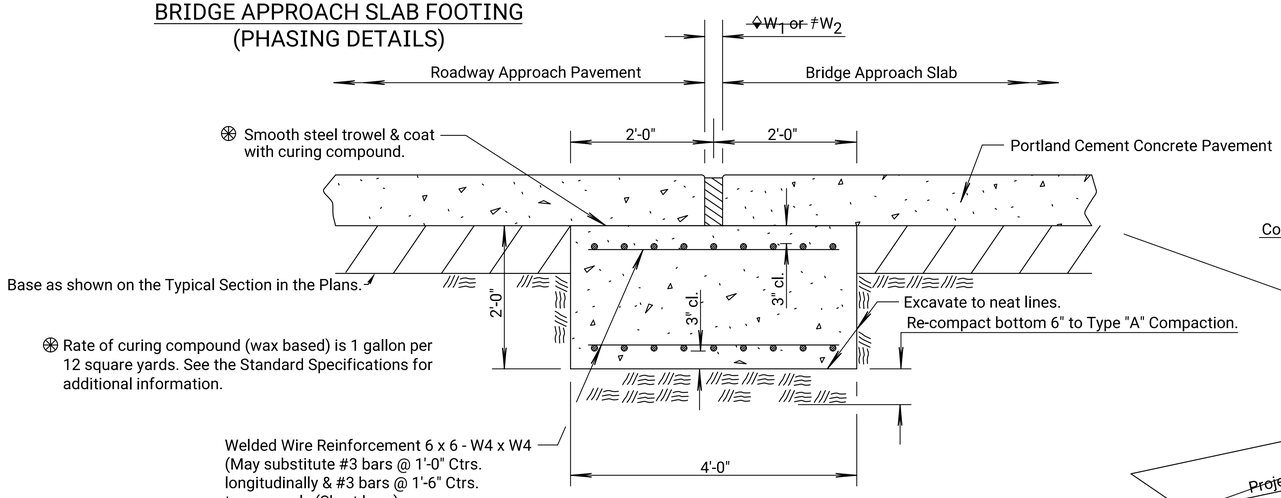

DETAIL A



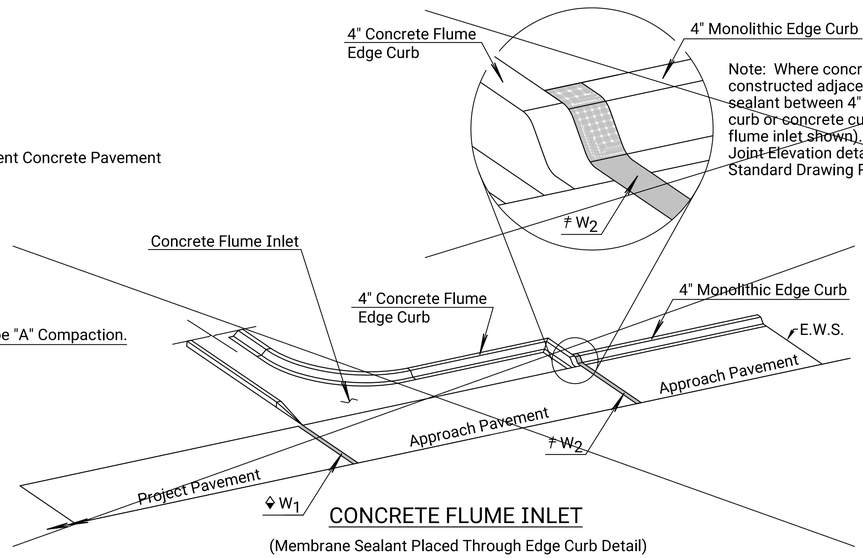

SECTION A-A

(See Std. Drawing RD711 for details of 4" Edge Curb.)

BRIDGE APPROACH SLAB FOOTING
(PHASING DETAILS)




BRIDGE APPROACH SLAB FOOTING




CONCRETE FLUME INLET

(Membrane Sealant Placed Through Edge Curb Detail)




Note: Where concrete flume inlets or concrete curb and gutter are constructed adjacent to bridge approach slab pavement place membrane sealant between 4" monolithic edge curb and 4" concrete flume inlet edge curb or concrete curb and gutter as shown on this sheet (concrete flume inlet shown). See approach slab Standard Drawings, Expansion Joint Elevation detail this sheet, Standard Drawing RD628, and Standard Drawing RD635 for additional details.

LEGEND

Membrane Sealant

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 10 | 01-22-16 | Add. Det., Keyed Joint & Flume Inlet | T.T.R. | S.W.K. |
| 09 | 10-16-13 | Revised General Note | S.W.K. | J.O.B. |
| 08 | 04-04-13 | Rev. Joint Width Det. Table | S.W.K. | J.O.B. |

KANSAS DEPARTMENT OF TRANSPORTATION

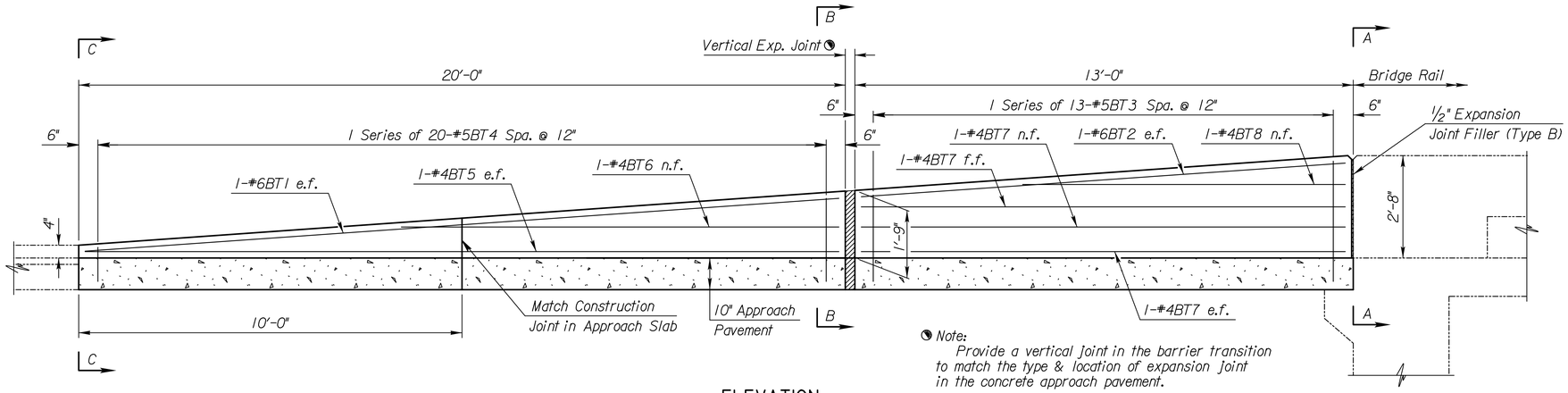
BRIDGE APPROACH SLAB DETAILS
EXPANSION/PRESSURE RELIEF JOINT/
BRIDGE APPROACH SLAB FOOTING

RD712

| FHWA APPROVAL | | 02-01-16 | APP'D. | Scott W. King |
|---|---|---|---|---|
| DESIGNED | DETAILED | QUANTITIES | TRACED | |
| DESIGN CK. | DETAIL CK. | QUAN.CK. | TRACE CK. | |

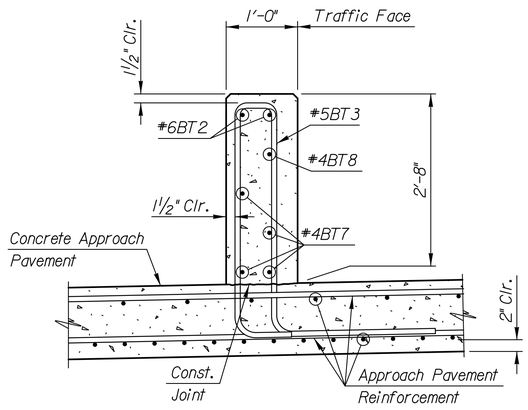
Plotted by : JMBell 17-DEC-2025 12:33
File : 143rd_rd712.dgn

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 472-2023-085859 | 2025 | 98 | 219 |

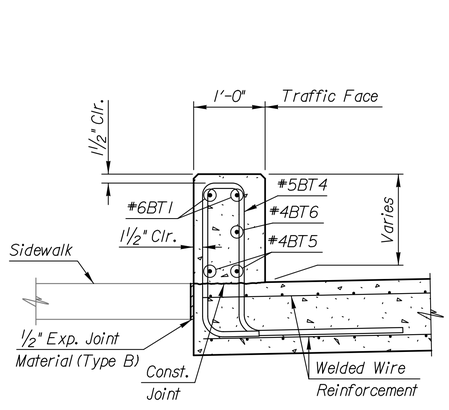



Note:
Provide a vertical joint in the barrier transition to match the type & location of expansion joint in the concrete approach pavement.

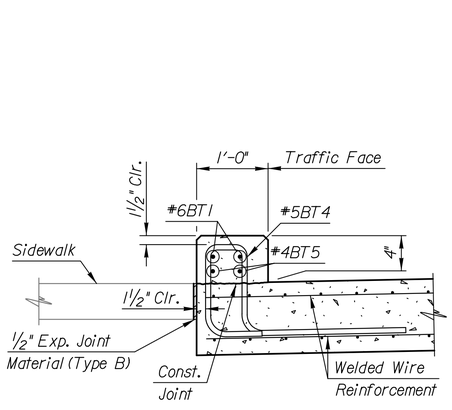
ELEVATION




SECTION A-A




SECTION B-B



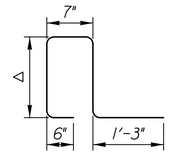

SECTION C-C

*Quantities are for one barrier transition and are for information only. Four are required.

| BILL OF MATERIALS* | |
|---|---|
| Concrete (Grade 4.0)(AE) | 1.8 cu. yds. |
| Reinforcing Steel (Grade 60) (Epoxy Coated) | 390 lbs. |

| STRAIGHT BARS | | | | BENT BARS | | | |
|---|---|---|---|---|---|---|---|
| MARK | SIZE | NO. | LENGTH | MARK | SIZE | NO. | LENGTH |
| BT1 | 6 | 2 | 19'-9" | BT3 | 5 | 13 | ◫ |
| BT2 | 6 | 2 | 12'-8" | BT4 | 5 | 20 | ◫ |
| BT5 | 4 | 2 | 19'-8" | | | | |
| BT6 | 4 | 1 | 11'-4" | | | | |
| BT7 | 4 | 4 | 12'-8" | | | | |
| BT8 | 4 | 1 | 8'-4" | | | | |
| | | | | ◫ See Bending Diagram | | | |

BAR BENDING DIAGRAM




BT3 OR BT4

△ Varies from 3'-1" to 2'-3" by 13/16" increments. (BT3)
△ Varies from 2'-2" to 10" by 13/16" increments. (BT4)

All dimensions are out to out of bars.

Notes:
Concrete barrier transitions shall be bid on a per foot basis. All labor, materials and incidentals required to complete this work shall be included in the bid item "Concrete Safety Barrier (Transition)".
Minimum concrete cover to reinforcing steel shall be 1 1/2" unless otherwise shown.
All concrete shall be Grade 4.0 (AE).
All reinforcing steel shall be deformed bars that conform to ASTM A615 Grade 60 (Epoxy Coated). All bar spacings are from center to center of bars.
Edges along the top of barrier transition shall be finished with a 3/4" chamfer or 2" radius.
n.f. denotes near face.
f.f. denotes far face.
e.f. denotes each face.

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| 4 | | | | |
| 3 | | | | |
| 2 | | | | |
| 1 | | | | |

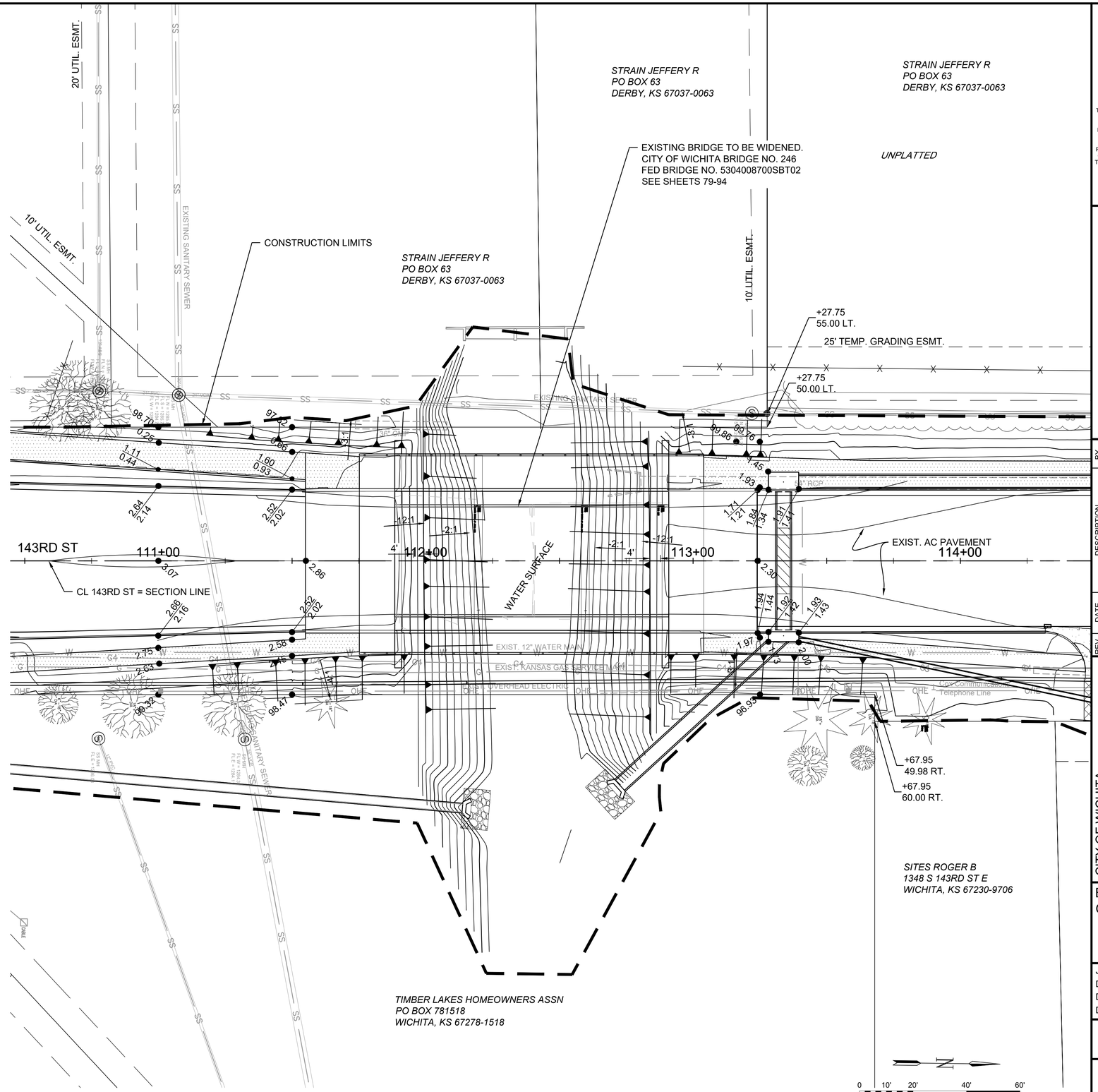
JEFFREY M. BELL LICENSED 24776 12/17/25 KANSAS PROFESSIONAL ENGINEER

CITY OF WICHITA

CONCRETE BARRIER TRANSITION

| SHEET NO. OF | SCALE | | APP'D | |
|---|---|---|---|---|
| DESIGNED | DETAILED | CLB | QUANTITIES | CADD |
| DESIGN CK. | DETAIL CK. | JMB | QUAN. CK. | CADD CK. |

Plotted By: JMBell | Plot Location:
File: 143rd_CSBTrans.dgn
Plot Date: 17-DEC-2025 12:33

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:04 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

BRIDGE GRADING

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
-

SHEET NUMBER 99 OF -

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD STREET-EC PLAN-1.dwg Last Save: 12/15/2025 4:53 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:05 PM Plotter used: None

TIMBER VALLEY ESTATES
2ND ADDITION

SPRING HOLLOW
ADDITION

HARRY ST

143RD ST

65' BLDG. S.B.

35' BLDG. S.B.

CURB INLET PROTECTION
SEE SHEET 110

EROSION CONTROL MAT
SEE SHEET 107

100.00'
(TYP.)

10' DRNG. ESMT. (BY
SEPARATE INSTRUMENT

10' TEMP. CONST. ESMT.

DITCH CHECK
SEE SHEET 107

STABILIZED CONSTRUCTION ENTRANCE
SEE SHEET 110

DITCH CHECK
SEE SHEET 107

SILT FENCE
SEE SHEET 106

BACK OF CURB PROTECTION
SEE SHEET 106

BACK OF CURB PROTECTION
SEE SHEET 106

UNPLATTED

TIMBER LAKE ESTATES
ADDITION

TIMBER LAKE RD

7+00 8+00 9+00 10+00 11+00 12+00 13+00

94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00

18+48 19+00 20+00 21+00 22+00 23+00

0 10' 20' 40' 60'
(IN FEET)

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CITY OF WICHITA

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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

EROSION CONTROL PLAN 1

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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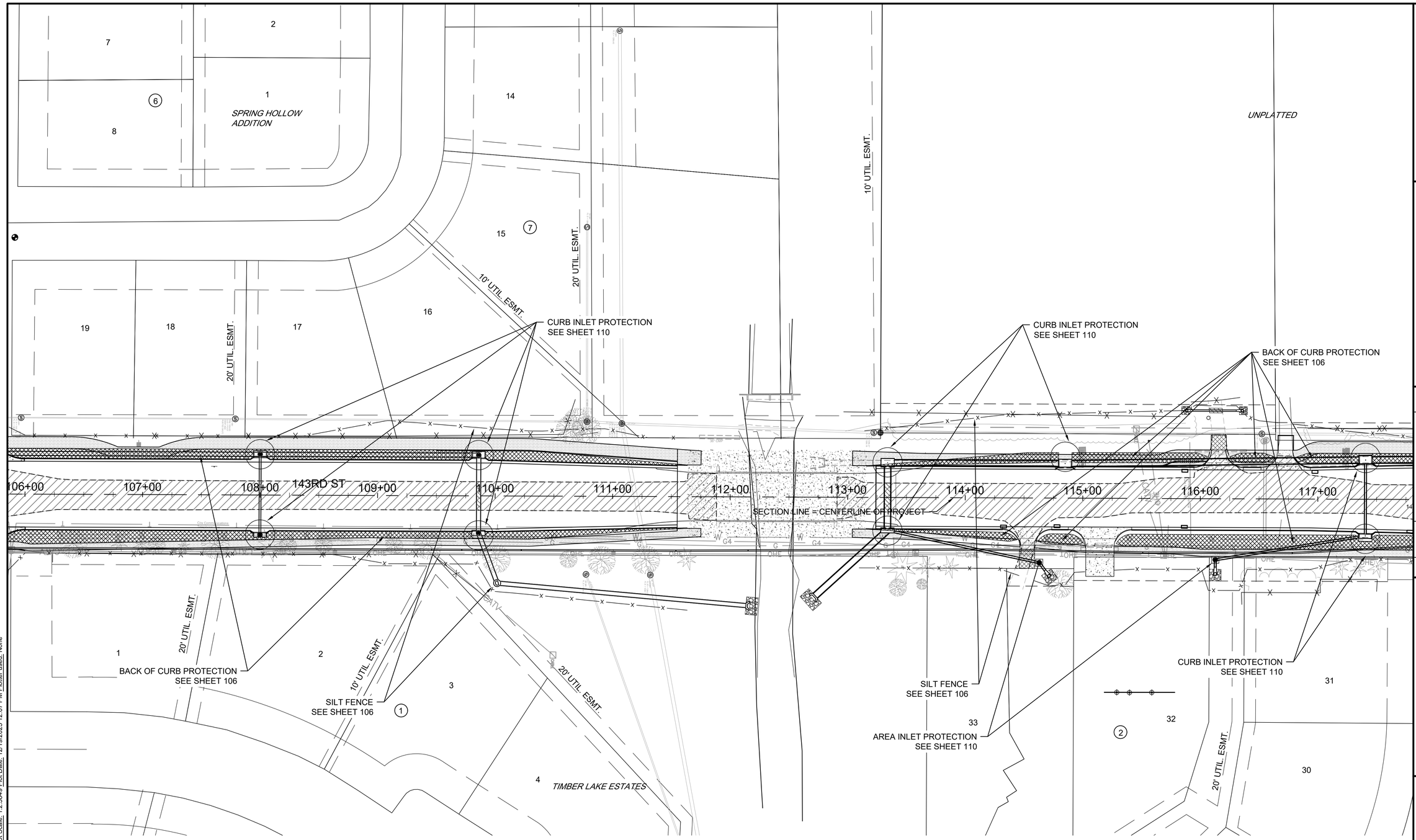
SHEET NUMBER 100 OF .

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CITY OF WICHITA
CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

EROSION CONTROL PLAN 2

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
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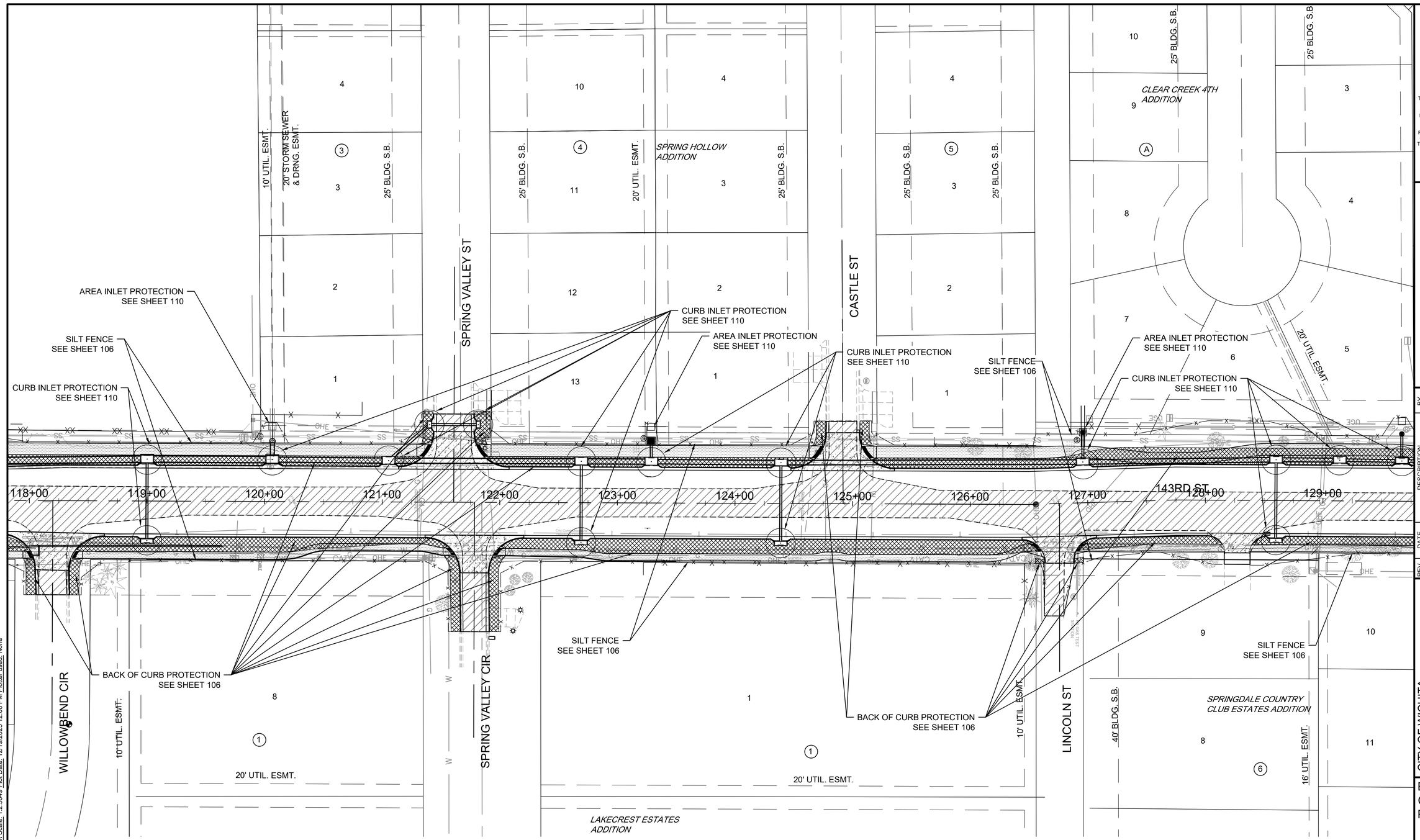


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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

EROSION CONTROL PLAN 3

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:08 PM Plotter used: None

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CURB INLET PROTECTION
SEE SHEET 110

CURB INLET PROTECTION
SEE SHEET 110

BACK OF CURB PROTECTION
SEE SHEET 106

BACK OF CURB PROTECTION
SEE SHEET 106

BACK OF CURB PROTECTION
SEE SHEET 106

CURB INLET PROTECTION
SEE SHEET 110

BACK OF CURB PROTECTION
SEE SHEET 106

SILT FENCE
SEE SHEET 106

CURB INLET PROTECTION
SEE SHEET 110

BACK OF CURB PROTECTION
SEE SHEET 106

LAGUNA ST

LAGUNA ST

TWIN LAKE DR

SPRING CREEK DR

143RD ST

130+00 131+00 132+00 133+00 134+00 135+00 136+00 137+00 138+00 139+00 140+00 141+00

*CLEAR CREEK ADDITION*

*SPRINGDALE LAKES 2ND ADDITION*

*SPRINGDALE COUNTRY CLUB ESTATES ADDITION*

0 10' 20' 40' 60'
(IN FEET)

| REV. | DATE | DESCRIPTION | BY |
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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

EROSION CONTROL PLAN 4

JOB NO.: 23T41143
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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:12 PM Plotter used: None

SPRINGDALE LAKES 2ND ADDITION

SPRINGDALE LAKES OFFICE PARK ADDITION

SPRINGDALE COUNTRY CLUB ESTATES ADDITION

BACK OF CURB PROTECTION
SEE SHEET 106

SILT FENCE
SEE SHEET 106

RESERVE "A"

57+33

142+00

143+00

143RD ST

144+00

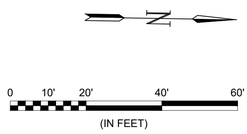
144+25

OHE

SS

UGE

G

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143RD STREET EAST
HARRY ST. TO KELLOGG

# EROSION CONTROL PLAN 5

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UNPLATTED

TIMBER VALLEY ESTATES
2ND ADDITION

TIMBER LAKE ESTATES
ADDITION

SPRING HOLLOW
ADDITION

143RD ST

HARRY ST

10' TEMP. CONST. ESMT.

35' BLDG. S.B.

65' BLDG. S.B.

CURB INLET PROTECTION
SEE SHEET 110

SILT FENCE
SEE SHEET 106

EROSION CONTROL MAT
SEE SHEET 107

BACK OF CURB PROTECTION
SEE SHEET 106

DITCH CHECK
SEE SHEET 107

100.00'
(TYP.)

96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
10+50.00
9+00
8+00
7+00
6+00
5+00
4
15+00
14+00
13+00
12+00
11+00
10+00

69
70
71
73
1
2
3
4
5
6
7
8

N

0 10' 20' 40' 60'
(IN FEET)

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

EROSION CONTROL PLAN 6

JOB NO.: 23T41143
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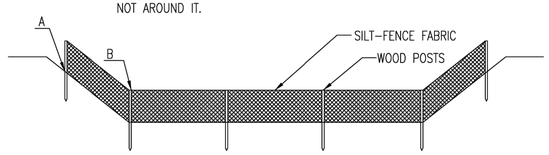
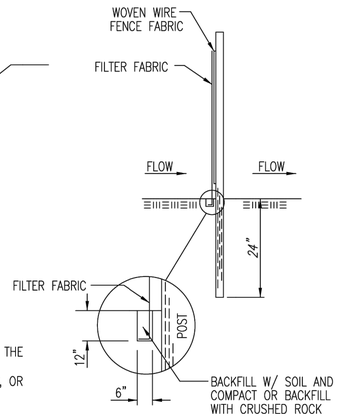
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:13 PM Plotter used: None

NOTE: POINT A MUST BE HIGHER THAN POINT B SO THAT WATER FLOWS OVER THE SILT FENCE FABRIC AND NOT AROUND IT.




ELEVATION

## SILT FENCE DITCH CHECKS
(STREAM PROTECTION)




ANCHOR TRENCH DETAIL

MATERIAL SPECIFICATION:

SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION.
THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.
SILT FENCE FABRIC SHOULD BE ATTACHED TO THE WOODEN POSTS WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

PLACEMENT:

PLACE SILT FENCE IN DITCHES WHERE IT IS UNLIKELY THAT IT WILL BE OVERTOPPED.
WATER SHOULD FLOW THROUGH A SILT FENCE DITCH CHECK, NOT OVER IT. SILT FENCE DITCH CHECKS OFTEN FAIL WHEN OVERTOPPED.
SILT FENCE DITCH CHECKS SHOULD BE PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH.
THE SILT FENCE SHOULD EXTEND FAR ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE FENCE IS HIGHER THAN THE TOP OF THE LOW POINT OF THE FENCE. THIS PREVENTS WATER FROM FLOWING AROUND THE CHECK.
SILT FENCE DITCH CHECKS SHOULD NOT BE PLACED IN DITCHES WHERE HIGH FLOWS ARE EXPECTED. ROCK CHECKS SHOULD BE USED INSTEAD.
SILT FENCE SHOULD BE PLACED IN DITCHES WITH SLOPES OF 6% OR LESS. FOR SLOPES STEEPER THAN 6%, ROCK CHECKS SHOULD BE USED.

THE FOLLOWING TABLE PROVIDES CHECK SPACING FOR A GIVEN DITCH GRADE:

| DITCH GRADE (%) | DITCH CHECK SPACING (FEET) |
|---|---|
| 0.5 | 200 |
| 1.0 | 200 |
| 2.0 | 100 |
| 3.0 | 65 |
| 4.0 | 50 |
| 5.0 | 40 |
| 6.0 | 30 |

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE.
EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK.
PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH FOR LATER USE.
ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSTREAM SIDE OF THE TRENCH.
PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSTREAM EDGE OF THE TRENCH.
LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED.
LAY THE EXPOSED SILT FENCE ON THE UPSTREAM SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSTREAM OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 24". PLACE POSTS NO MORE THAN 4' APART.
ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

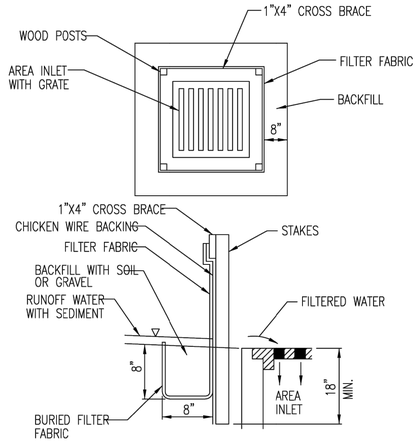
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WATER SHOULD FLOW THROUGH A SILT FENCE DITCH CHECK–NOT OVER IT. PLACE SILT FENCE IN DITCHES WHERE IT IS UNLIKELY THAT IT WILL BE OVERTOPPED. SILT FENCE INSTALLATIONS QUICKLY DETERIORATE WHEN WATER OVERTOPS THEM.
DO NOT PLACE SILT FENCE POSTS ON THE UPSTREAM SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL.
DO NOT PLACE A SILT FENCE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW.
DO NOT PLACE SILT FENCE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW.
FOLLOW PRESCRIBED DITCH CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS.
DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE FENCE IS HIGHER THAN THE LOW POINT ON THE TOP OF THE FENCE.
DO NOT PLACE SILT FENCE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.

INSPECTION AND MAINTENANCE:

SILT FENCE DITCH CHECKS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

DOES WATER FLOW AROUND THE DITCH CHECK?
DOES WATER FLOW UNDER THE DITCH CHECK?
DOES THE SILT FENCE SAG EXCESSIVELY?
HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE DITCH CHECK?




## SILT FENCE BARRIERS FOR AREA INLETS
(INLET PROTECTION)

MATERIAL SPECIFICATION:

SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION.
THE WIRE OR POLYMERIC MESH BACKING USED TO HELP SUPPORT THE SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION.
THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.
THE MATERIAL USED TO FRAME THE TOPS OF THE POSTS SHOULD BE 1" BY 4" BOARDS.
SILT FENCE FABRIC AND SUPPORT BACKING SHOULD BE ATTACHED TO THE WOODEN POSTS AND FRAME WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

PLACEMENT:

PLACE A SILT FENCE DROP INLET BARRIER IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED.
WATER SHOULD FLOW THROUGH SILT FENCE, NOT OVER IT. SILT FENCE BARRIERS FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED.
WHEN USED AS A BARRIER FOR AREA INLETS, SILT FENCE FABRIC AND POSTS MUST BE SUPPORTED AT THE TOP BY A WOODEN FRAME.
WHEN A SILT FENCE BARRIER FOR AREA INLETS IS LOCATED NEAR AN INLET THAT HAS STEEP APPROACH SLOPES, THE STORAGE CAPACITY BEHIND THE BARRIER IS DRASTICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 8" DEEP BY 8" WIDE.
DRIVE POSTS TO A DEPTH OF AT LEAST 18" AROUND THE PERIMETER OF THE AREA INLET.
THE DISTANCE BETWEEN POSTS SHOULD BE 4' OR LESS. IF THE DISTANCE BETWEEN TWO ADJACENT CORNER POSTS IS MORE THAN 4', ADD ANOTHER POST(S) BETWEEN THEM.
CONNECT THE TOPS OF ALL THE POSTS WITH A WOODEN FRAME MADE OF 1" BY 4" BOARDS. USE NAILS OR SCREWS FOR FASTENING.
ATTACH THE WIRE OR POLYMERIC–MESH BACKING TO THE OUTSIDE OF THE POST/FRAME STRUCTURE WITH STAPLES, WIRE, ZIP TIES, OR NAILS.
ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC LONG ENOUGH TO WRAP AROUND THE PERIMETER OF THE AREA INLET. ADD MORE LENGTH FOR OVERLAPPING THE FABRIC JOINT. PLACE THE EDGE OF THE FABRIC IN THE TRENCH, STARTING AT THE OUTSIDE EDGE OF THE TRENCH. LINE ALL THREE SIDES OF THE TRENCH WITH THE FABRIC. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED.
ATTACH THE SILT FENCE TO THE OUTSIDE OF THE POST/FRAME STRUCTURE WITH STAPLES, WIRE, ZIP TIES, OR NAILS. THE JOINT SHOULD BE OVERLAPPED TO THE NEXT POST.

NOTE: WHEN A SILT FENCE BARRIER FOR AREA INLET IS PLACED IN A SHALLOW MEDIAN DITCH, MAKE SURE THAT THE TOP OF THE BARRIER IS NOT HIGHER THAN THE PAVED ROAD. IN THIS CONFIGURATION, WATER MAY SPREAD ONTO THE ROADWAY CAUSING A HAZARDOUS CONDITION.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

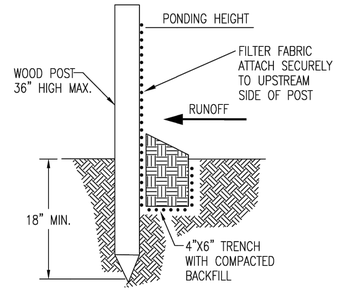
WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET–NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED.
DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER FOR AREA INLET. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESISTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL.
DO NOT INSTALL SILT FENCE BARRIER FOR AREA INLETS WITHOUT FRAMING THE TOP OF THE POSTS.
THE CORNER POSTS AROUND AREA INLETS ARE STRESSED IN TWO DIRECTIONS WHEREAS A NORMAL SILT FENCE IS ONLY STRESSED IN ONE DIRECTION. THIS ADDED STRESS REQUIRES MORE SUPPORT.

INSPECTION AND MAINTENANCE:

SILT FENCE BARRIER FOR AREA INLETS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

DOES WATER FLOW UNDER THE SILT FENCE?
DOES THE SILT FENCE SAG EXCESSIVELY?
HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE AREA INLET BARRIER?




## SILT FENCE BARRIERS

MATERIAL SPECIFICATION:

SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION.
THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.
SILT FENCE FABRIC SHOULD BE ATTACHED TO THE WOODEN POSTS WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

PLACEMENT:

A SLOPE BARRIER SHOULD BE USED AT THE TOE OF A SLOPE WHEN A DITCH DOES NOT EXIST. THE SLOPE BARRIER SHOULD BE PLACED ON NEARLY LEVEL GROUND 5' TO 10' AWAY FROM THE TOE OF A SLOPE. THE BARRIER IS PLACED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE ADEQUATE STORAGE FOR SETTLING OUT SEDIMENT.
WHEN PRACTICABLE, SILT FENCE SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW.
SILT FENCE SLOPE BARRIERS CAN ALSO BE PLACED ALONG RIGHT–OF–WAY FENCE LINES TO KEEP SEDIMENT FROM CROSSING ONTO ADJACENT PROPERTY. WHEN PLACED IN THIS MANNER, THE SLOPE BARRIER WILL NOT LIKELY FOLLOW CONTOURS.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 6" DEEP BY 4" WIDE.
MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE.
ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSLOPE SIDE OF THE TRENCH.
PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSLOPE EDGE. LINE ALL THREE SIDES OF THE TRENCH WITH THE FABRIC. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT–FENCE FABRIC SHOULD REMAIN EXPOSED.
LAY THE EXPOSED SILT FENCE UPSLOPE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSLOPE OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 18".
PLACE POSTS NO MORE THAN 4' APART.
ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES.
DO NOT PLACE SILT–FENCE POSTS ON THE UPSLOPE SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL.
DO NOT PLACE SILT FENCE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT SUFFICIENTLY ANCHORED, IT WILL WASH OUT.
SILT FENCE SLOPE BARRIERS MUST BE DUG INTO THE GROUND–SILT FENCE AT GROUND LEVEL DOES NOT WORK BECAUSE WATER WILL FLOW UNDERNEATH.

INSPECTION AND MAINTENANCE:

SILT FENCE SLOPE BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
DOES WATER FLOW UNDER THE SLOPE BARRIER?
DO THE SILT FENCES SAG EXCESSIVELY?
HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

# SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

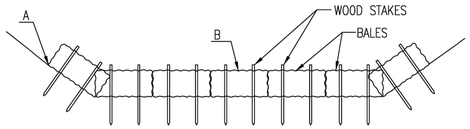
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 106

SW–502

NOTE: POINT A MUST BE HIGHER THAN POINT B
SO THAT WATER FLOWS OVER THE BALES AND
NOT AROUND THEM.




## STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

BALE DITCH CHECKS MAY BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE.
THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.
OPTIONAL: THE DOWNSTREAM SCOUR APRON SHOULD BE CONSTRUCTED OF A DOUBLE-NETTED STRAW EROSION-CONTROL BLANKET AT LEAST 6' WIDE.
OPTIONAL: THE METAL LANDSCAPE STAPLES USED TO ANCHOR THE EROSION-CONTROL BLANKET SHOULD BE AT LEAST 8" LONG.

PLACEMENT:

BALE DITCH CHECKS SHOULD BE PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH.
THE DITCH CHECK SHOULD EXTEND FAR ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE. THIS PREVENTS WATER FROM FLOWING AROUND THE CHECK.
STRAW BALE DITCH CHECKS SHOULD NOT BE PLACED IN DITCHES WHERE HIGH FLOWS ARE EXPECTED. ROCK CHECKS SHOULD BE USED INSTEAD.
BALES SHOULD BE PLACED IN DITCHES WITH SLOPES OF 6% OR LESS. FOR SLOPES STEEPER THAN 6%, ROCK CHECKS SHOULD BE USED.
THE FOLLOWING TABLE PROVIDES CHECK SPACING FOR A GIVEN DITCH GRADE:

| DITCH GRADE (%) | CHECK SPACING (FEET) |
|---|---|
| 0.5 | 200 |
| 1.0 | 200 |
| 2.0 | 100 |
| 3.0 | 65 |
| 4.0 | 50 |
| 5.0 | 40 |
| 6.0 | 30 |

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH-IT WILL BE USED LATER.
OPTIONAL: ON THE DOWNSTREAM SIDE OF THE TRENCH, ROLL OUT A LENGTH OF EROSION-CONTROL BLANKET (SCOUR APRON) EQUAL TO THE LENGTH OF THE TRENCH. PLACE THE UPSTREAM EDGE OF THE EROSION-CONTROL BLANKET ALONG THE BOTTOM UPSTREAM EDGE OF THE TRENCH. THE EROSION CONTROL BLANKET SHOULD BE ANCHORED IN THE TRENCH WITH ONE ROW OF 8" LANDSCAPE STAPLES PLACED ON 18" CENTERS. THE REMAINDER OF THE EROSION-CONTROL BLANKET (THE PORTION THAT IS NOT LYING IN THE TRENCH) WILL SERVE AS THE DOWNSTREAM SCOUR APRON. THIS SECTION OF THE BLANKET SHOULD BE ANCHORED TO THE GROUND WITH 8" LANDSCAPE STAPLES PLACED AROUND THE PERIMETER OF THE BLANKET ON 18" CENTERS. THE REMAINDER OF THE BLANKET SHOULD BE ANCHORED USING TWO EVENLY SPACED ROWS OF 8" LANDSCAPE STAPLES ON 18" CENTERS PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH.
PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND.
ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSTREAM SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP AND EXTEND UPSTREAM NO MORE THAN 24".

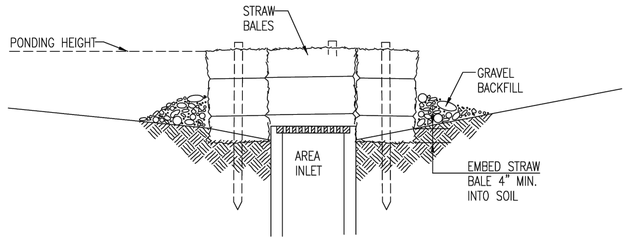
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

DO NOT PLACE A BALE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW.
DO NOT PLACE BALE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW.
FOLLOW PRESCRIBED DITCH-CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS.
DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE.
DO NOT PLACE BALE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.
BALE DITCH CHECKS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE CHECK.

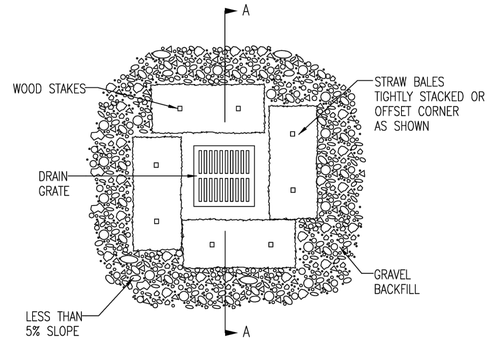
INSPECTION AND MAINTENANCE:

BALE DITCH CHECKS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

DOES WATER FLOW AROUND THE DITCH CHECK?
DOES WATER FLOW UNDER THE DITCH CHECK?
DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
ARE ANY BALES AND/OR SCOUR APRONS (OPTIONAL) DISLODGED?
ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE DITCH CHECK?




SECTION A-A




## STRAW BALE BARRIERS FOR AREA INLETS

(INLET PROTECTION)

MATERIAL SPECIFICATION:

BALE AREA INLET BARRIERS SHOULD BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE.
THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.
TWINE SHOULD BE USED TO BIND BALES. THE USE OF WIRE BINDING IS PROHIBITED BECAUSE IT DOES NOT BIODEGRADE READILY.

PLACEMENT:

BALE AREA INLET BARRIERS SHOULD BE PLACED DIRECTLY AROUND THE PERIMETER OF A DROP INLET.
WHEN A BALE AREA INLET BARRIER IS LOCATED NEAR AN INLET THAT HAS STEEP APPROACH SLOPES, THE STORAGE CAPACITY BEHIND THE BARRIER IS DRASTICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 4" DEEP BY A BALE'S WIDTH WIDE.
PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. SOME BALES MAY NEED TO BE SHORTENED TO FIT INTO THE TRENCH AROUND THE AREA INLET. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS.
STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND.
ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE RECEIVING SIDE OF THE BARRIER AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.
NOTE: WHEN A BALE AREA INLET BARRIER IS PLACED IN A SHALLOW MEDIAN DITCH, MAKE SURE THAT THE TOP OF THE BARRIER IS NOT HIGHER THAN THE PAVED ROAD. IN THIS CONFIGURATION, WATER MAY SPREAD ONTO THE ROADWAY CAUSING A HAZARDOUS CONDITION.

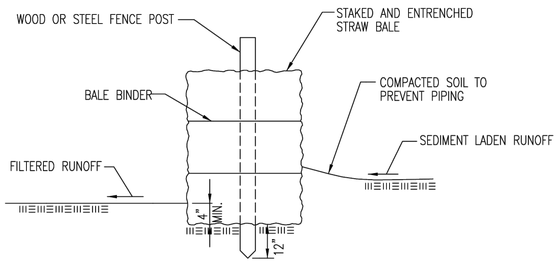
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

BALES SHOULD BE PLACED DIRECTLY AGAINST THE PERIMETER OF THE AREA INLET. THIS ALLOWS OVERTOPPING WATER TO FLOW DIRECTLY INTO THE INLET INSTEAD OF ONTO NEARBY SOIL CAUSING SCOUR.
BALE AREA INLET BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

BALE AREA INLET BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

DOES WATER FLOW UNDER THE AREA INLET BARRIER?
DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
ARE ANY BALES DISLODGED?
ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE AREA INLET BARRIER?




## STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

BALE SLOPE BARRIERS MAY BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE.
THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG.
TWINE SHOULD BE USED TO BIND BALES. THE USE OF WIRE BINDING IS PROHIBITED BECAUSE IT DOES NOT BIODEGRADE READILY.

PLACEMENT:

A SLOPE BARRIER SHOULD BE USED AT THE TOE OF A SLOPE WHEN A DITCH DOES NOT EXIST. THE SLOPE BARRIER SHOULD BE PLACED ON NEARLY LEVEL GROUND 5' TO 10' AWAY FROM THE TOE OF A SLOPE. THE BARRIER IS PLACED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE ADEQUATE STORAGE FOR SETTLING OUT SEDIMENT.
WHEN PRACTICABLE, BALE SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW.
BALE SLOPE BARRIERS CAN ALSO BE PLACED ALONG RIGHT-OF-WAY FENCE LINES TO KEEP SEDIMENT FROM CROSSING ONTO ADJACENT PROPERTY. WHEN PLACED IN THIS MANNER, THE SLOPE BARRIER WILL NOT LIKELY FOLLOW CONTOURS.

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE.
PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND.
ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSLOPE SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.

LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WHEN PRACTICAL, DO NOT PLACE BALE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. CONCENTRATED FLOW OVER A SLOPE BARRIER CREATES A SCOUR HOLE ON THE DOWNSLOPE SIDE OF THE BARRIER. THE SCOUR HOLE EVENTUALLY UNDERMINES THE BALES AND THE BARRIER FAILS.
DO NOT PLACE BALE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.
BALE SLOPE BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

BALE SLOPE BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
DOES WATER FLOW UNDER THE SLOPE BARRIER?
DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
ARE ANY BALES DISLODGED?
ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?




CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 11/2010 |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 107

SW-503

GENERAL NOTES

1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.

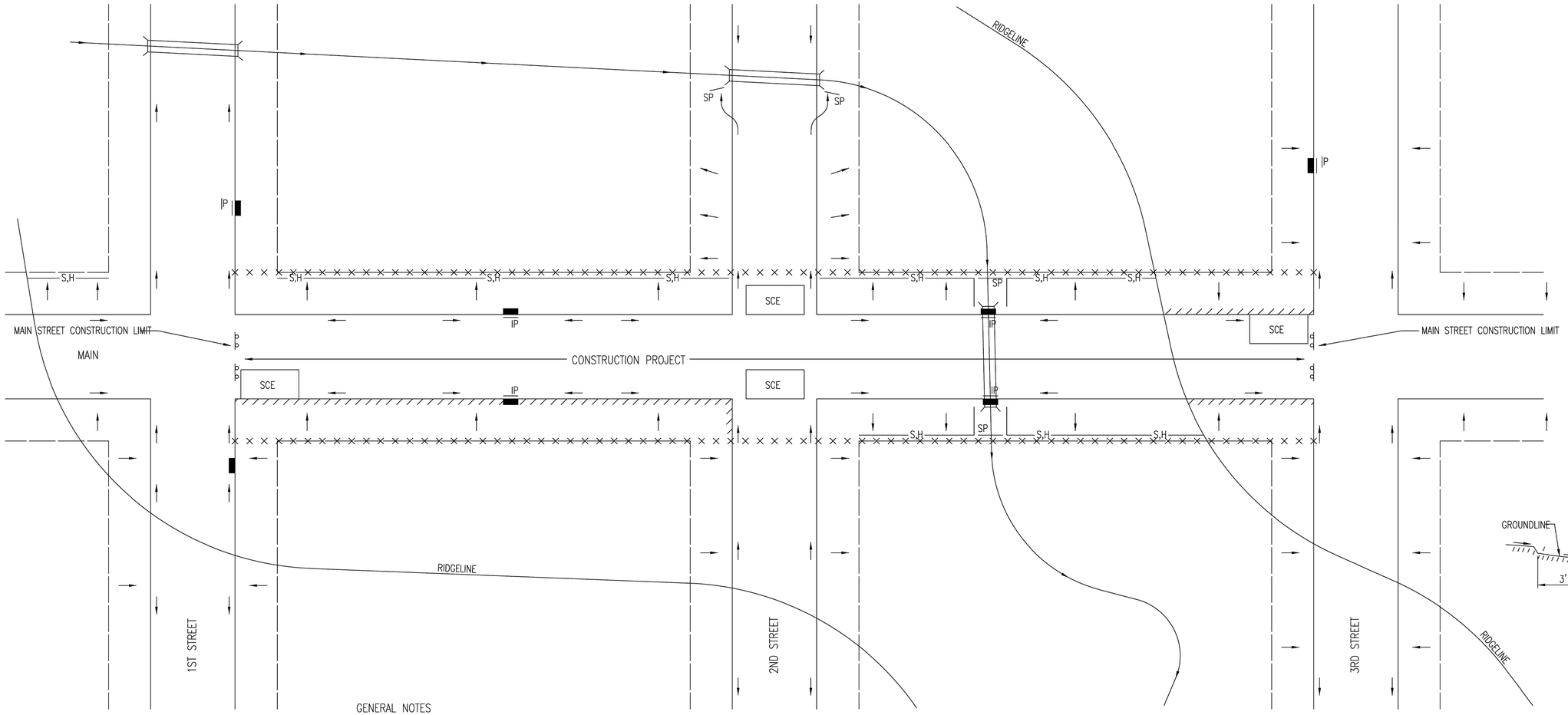
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

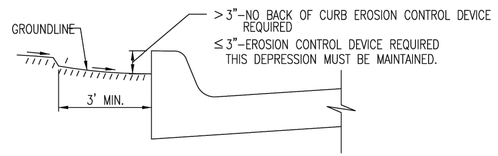
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.

5. FAILURE TO USE AND MAINTAIN EROSION CONTROL DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.

6. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT DEVICE OTHER THAN THOSE SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED AS LONG AS THEY ARE EFFECTIVE AND MAINTAINED.




## CURB BACKFILL DETAIL

THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

LEGEND

- R–O–W LIMITS
- DRAINAGE FLOW PATH
- R/W LIMIT WITHIN CONSTRUCTION LIMIT
- STORM WATER INLETS
- IP — INLET PROTECTION
- S,H — SILT FENCE OR HAY BALE BARRIER
- SP — STREAM PROTECTION
- SCE — STABILIZED CONSTRUCTION ENTRANCE
- BACK OF CURB PROTECTION

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.

2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT–OF–WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.

3. EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.

4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.

5. EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.

6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.

7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.

8. THE CONTACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
   A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs – BACK OF CURB SEDIMENT BARRIER DETAILS)
   B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
   C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
   D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT–OF–WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)

GARY L. JANZEN — LICENSED — 16294 — KANSAS — PROFESSIONAL ENGINEER
05/30/13

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

*STREET IMPROVEMENT PROJECTS*

CITY ENGINEER
*GARY JANZEN, P.E.*

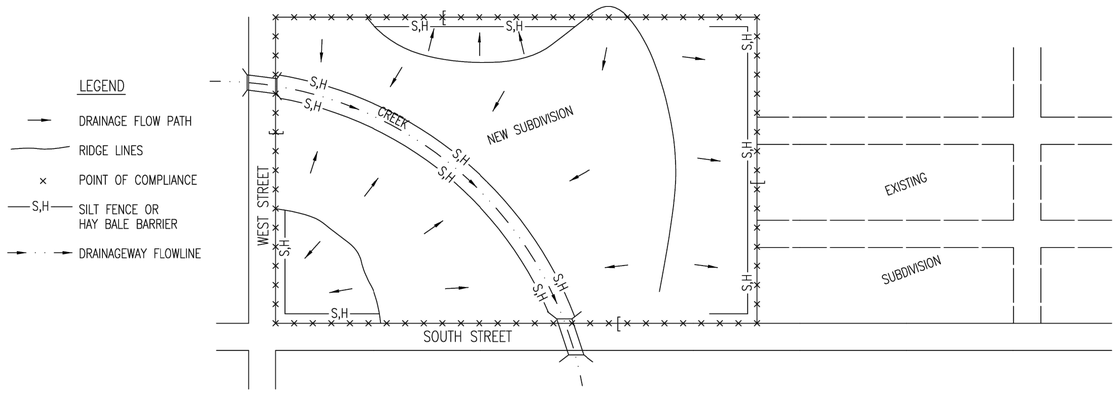
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

*CITY ENGINEER'S OFFICE*
*CITY HALL - SEVENTH FLOOR*
*455 NORTH MAIN STREET*
*WICHITA, KANSAS 67202-1620*
*(316) 268-4501*

SHEET 108

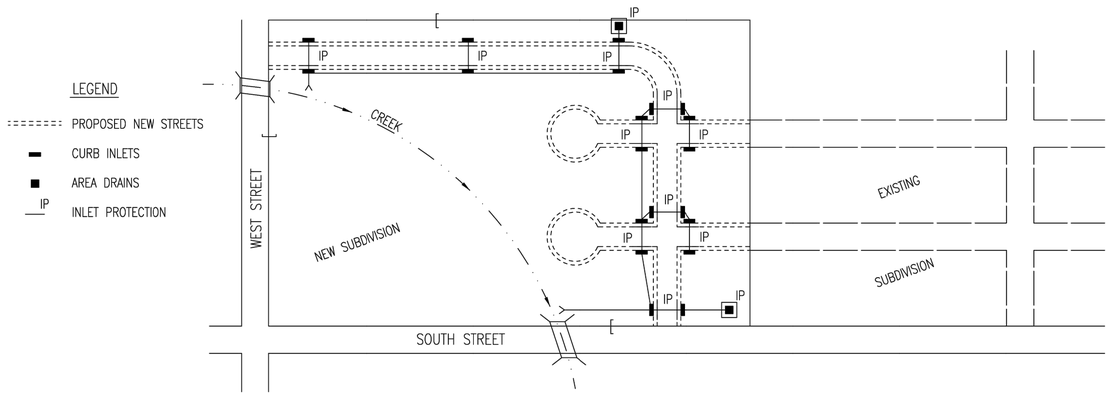
SW–504

## PHASE 1 – INITIAL EARTHWORK AND UTILITIES (EXCEPT STORM SEWER)



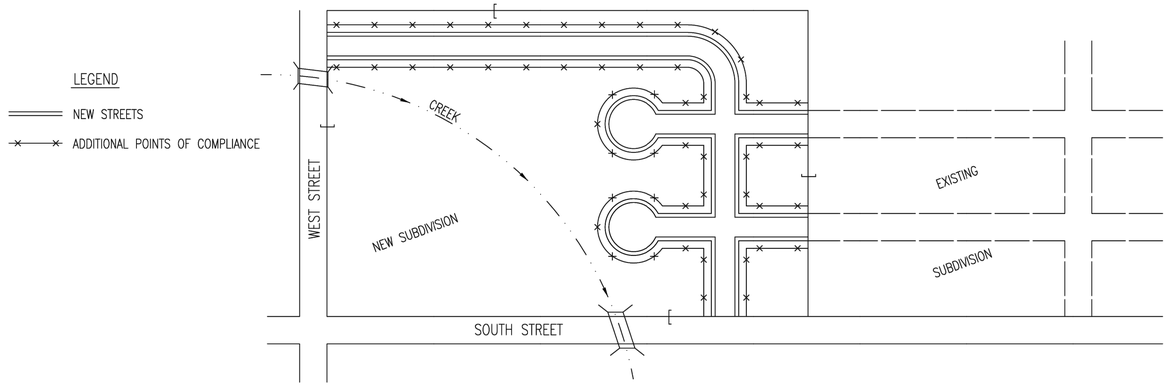

1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2. HAY BALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE EROSION CONTROL DEVICES WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.
3. SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR STREETS ON THE ADJACENT BOUNDARY STREETS, APPROPRIATE EROSION CONTROL DEVICES WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.
4. ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED WITHIN 48 HOURS OR BY FRIDAY AT 6:00 PM, WHICHEVER IS EARLIER.
5. CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL EROSION CONTROL DEVICES AS LONG AS THOSE SPECIFIED ABOVE ARE IN PLACE AND EFFECTIVE. CONTRACTORS WORKING ON THE BOUNDARY LINE STREETS OR ON ADJACENT PROPERTIES TO EXTEND UTILITIES ARE EXPECTED TO USE EROSION CONTROL DEVICES AT THEIR WORK LOCATIONS, AS NEEDED.
6. UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
7. IF THE INITIAL EARTH WORK AND UTILITIES ARE DONE AS PART OF A PUBLIC IMPROVEMENT PROJECT, THESE EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS SPECIFIED IN THE INDIVIDUAL PROJECT CONTRACTS. THE CONTRACTOR WILL MAINTAIN THE DEVICES UNTIL COMPLETION OF THE CONTRACT, AT WHICH TIME THE DEVELOPER WILL ASSUME MAINTENANCE RESPONSIBILITIES. IF THESE CONTRACTS ARE NOT PUBLIC IMPROVEMENT PROJECTS, THE DEVELOPER WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THESE DEVICES.
8. WITHIN 14 DAYS OF COMPLETION OF EARTHWORK ACTIVITIES IN ANY GIVEN AREA, THAT AREA SHALL BE TEMPORARILY OR PERMANENTLY SEEDED AND MULCHED.

## PHASE 2 – INSTALLATION OF STORM SEWER




1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAY BALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
4. CURB OPENING INLETS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION DEVICES MUST BE INSTALLED. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION. SEE PHASE 3 – STREET CONSTRUCTION.
5. THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE DEVICES.
6. THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE EROSION CONTROL DEVICES ONCE INSTALLED.
7. ALL DISTURBED GROUND WILL BE FINAL GRADED AND TEMPORARILY OR PERMANENTLY SEEDED WITHIN 14 DAYS IF COMPLETION OF WORK IN ANY GIVEN PART OF THE SUBDIVISION.
8. ONCE ALL DISTURBED GROUND DRAINING TO AN INLET HAS BEEN RESTABILIZED WITH GRASS OR SOD, THE SUBDIVISION DEVELOPER WILL BE RESPONSIBLE FOR PERMANENTLY REMOVING THE INLET PROTECTION.

## PHASE 3 – STREET CONSTRUCTION



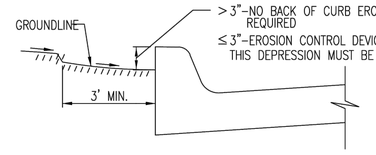

1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
   B. NON–SUMP LOCATIONS – PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.
3. EROSION CONTROL DEVICES WILL BE REQUIRED BACK OF CURB WHEREVER WATER CAN FLOW OVER THE CURB AND THE CURB HAS BEEN BACKFILLED TO WITHIN 3" OR LESS OF THE TOP OF CURB (SEE CURB BACKFILL DETAIL). FOR CURBS NOT YET ENTIRELY BACKFILLED (3" OR MORE BELOW TOP OF CURB), ADDITIONAL DEVICES WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.
4. SEE DETAIL SHEET FOR BACK OF CURB PROTECTION.
5. THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLEMENTED WITH HAY BALE OR SILT FENCE EROSION CONTROL DEVICES AT LOCATIONS WHERE CONCENTRATED FLOW RESULTS IN SEDIMENT BEING CARRIED OVER THE EXCELSIOR MATS.
6. THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB EROSION CONTROL DEVICES.
7. THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB EROSION CONTROL DEVICES IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

### GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, LAKES, STREETS OR ANY OTHER OTHER DRAINAGE FEATURE.
2. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPE OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
3. EROSION CONTROL DEVICES SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON SOIL EROSION BMP'S DETAIL SHEETS.
4. PERSONS DESTROYING EROSION CONTROL DEVICES SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT DEVICES.
5. THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 1 ACRE OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL DEVICES ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLANS.
6. FOR SUBDIVISIONS SMALLER THAN 1 ACRE, SOIL EROSION DEVICES ARE REQUIRED. ALSO, DEVELOPERS AND CONTRACTORS ARE ENCOURAGED TO DEVELOP POLLUTION PREVENTION PLANS FOR EACH PROJECT PRIOR TO CONSTRUCTION.
7. FAILURE TO USE AND MAINTAIN SOIL EROSION DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE SUBDIVISION DEVELOPER AND CONTRACTORS TO THE PENALTIES PROVIDED THEREIN.
8. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE DEVICES OTHER THAN THAT SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED SO LONG AS THEY ARE EFFECTIVE AND MAINTAINED.
9. A STABILIZED EARTH SURFACE IS DEFINED AS ONE THAT IS HARD SURFACED WITH CONCRETE, ASPHALT, OR THE LIKE, OR ONE ON WHICH 70% OF THE GRASS HAS GERMINATED ON THE ENTIRE SURFACE.

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/30/13

SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL




### CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER. THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

*SUBDIVISION DEVELOPMENT PROCESS*

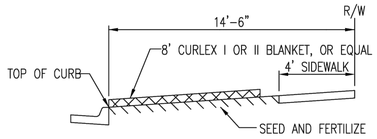
CITY ENGINEER
*GARY JANZEN, P.E.*

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | 08/2012 |

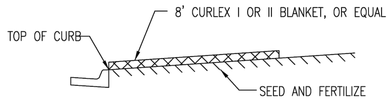

*CITY ENGINEER'S OFFICE*
*CITY HALL - SEVENTH FLOOR*
*455 NORTH MAIN STREET*
*WICHITA, KANSAS 67202-1620*
*(316) 268-4501*


SHEET 109

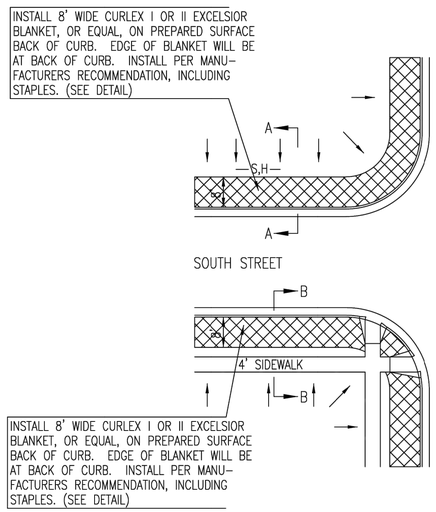
SW–505




SECTION B–B



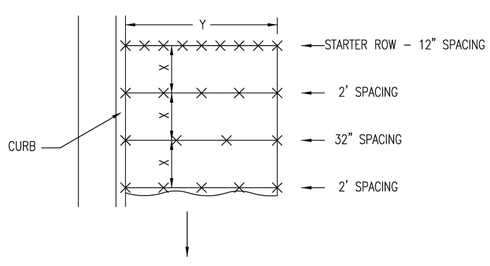

SECTION A–A

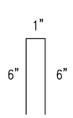



GENERAL NOTES

1. EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
2. EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
3. AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER, SUPPLEMENTAL EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS NEEDED, TO FIX THE PROBLEM.

## BACK OF CURB PROTECTION DETAIL

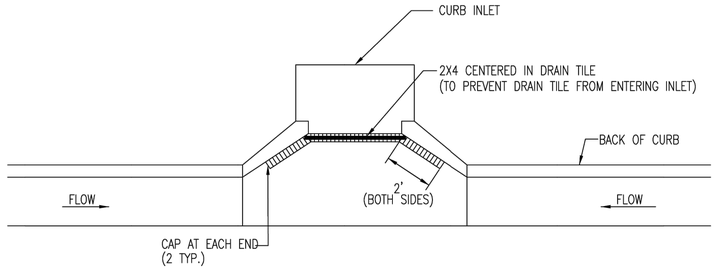



STAPLE PATTERN

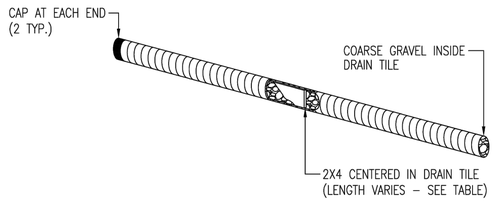
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

## DETAILS FOR APPROVED EROSION CONTROL MAT



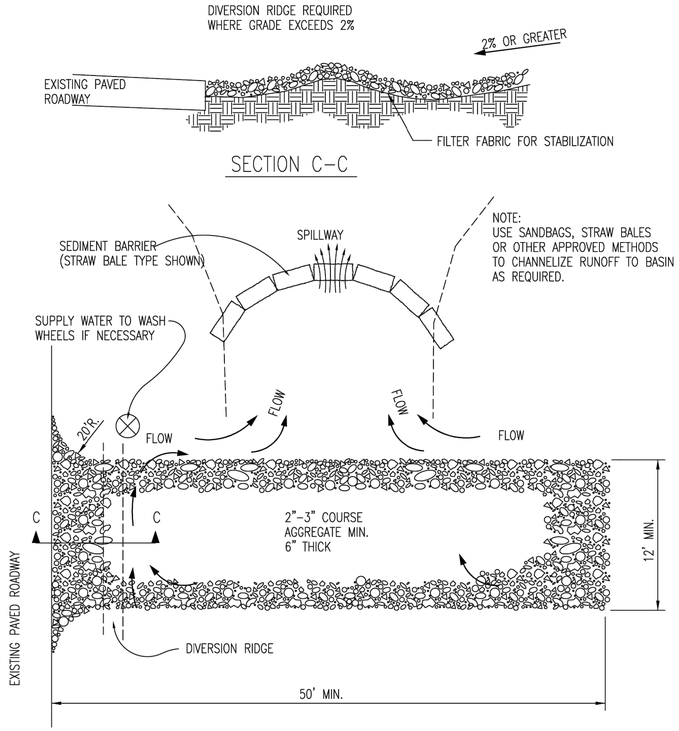

NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"–1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

| 2X4 LENGTH | INLET TYPE | INLET OPENING |
|---|---|---|
| 5'–6" | 1–A | 5'–0" |
| 10'–6" | 1–A | 10'–0" |
| 15'–6" | 1–A | 15'–0" |




## CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL




## STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS–OF–WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN, AS SHOWN ABOVE.
4. DRIVE ENTRANCES ONTO RESIDENTIAL LOTS WILL NOT BE REQUIRED TO HAVE THE SEDIMENT BARRIER SHOWN, BUT WHEEL WASHING MAY BE REQUIRED IF STABILIZED ENTRANCE IS NOT SUFFICIENT TO KEEP MUD FROM BEING TRACKED ONTO ADJACENT STREET. ENTRANCE SHALL EXTEND FROM BACK OF CURB TO DWELLING.

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
05/13/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

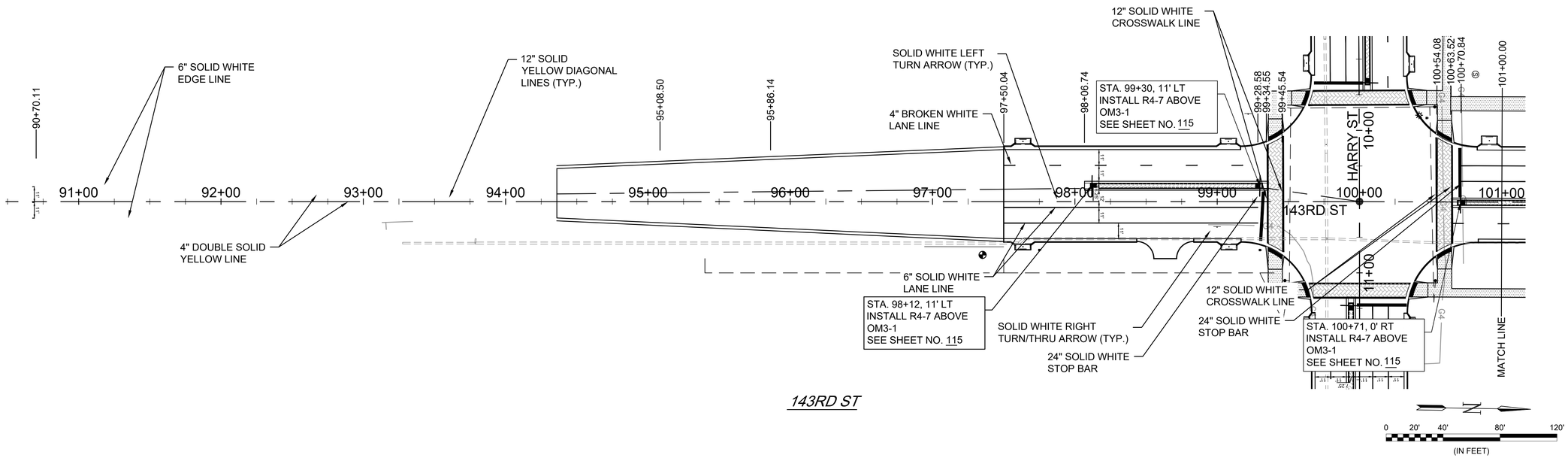
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

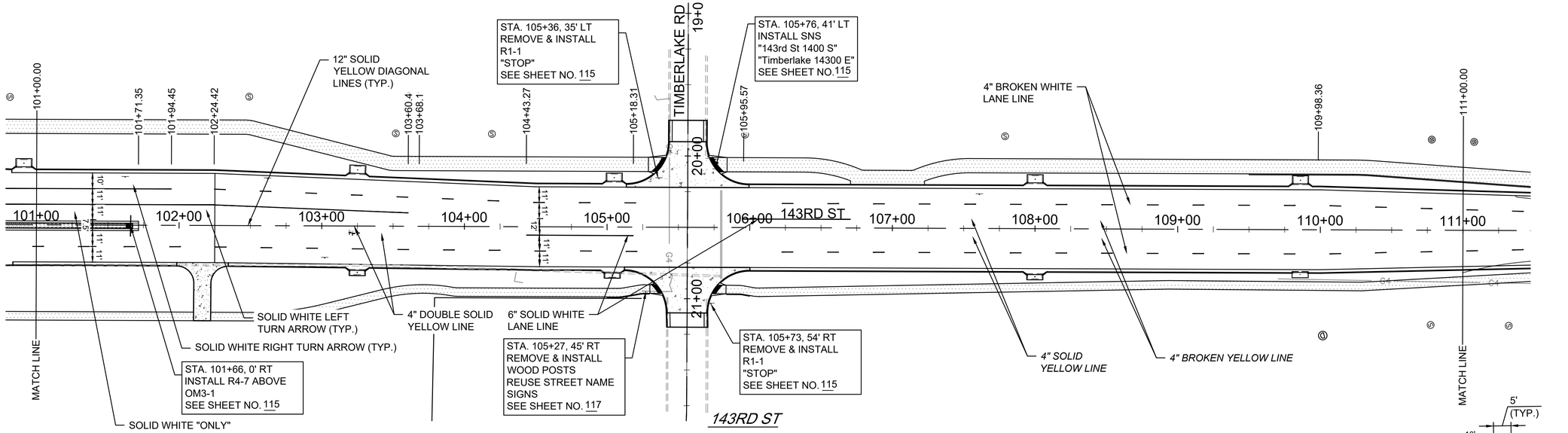
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

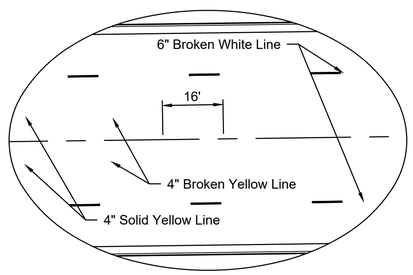
SHEET 110

SW–501

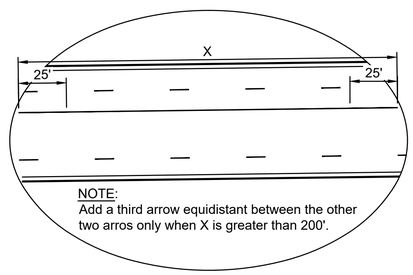



*143RD ST*

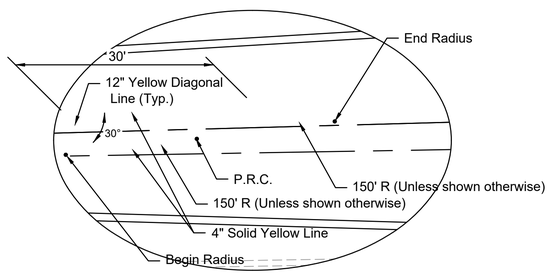


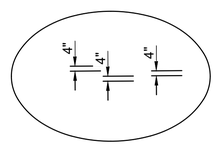

*TWO WAY LEFT TURN DETAIL*



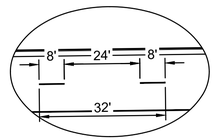

*ARROW SPACING DETAIL*



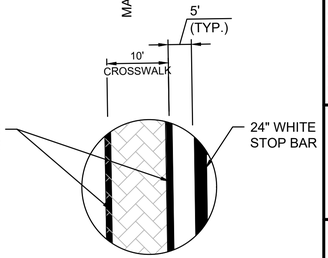

*TYPICAL APPROACH TAPER DETAIL*




*TYPICAL SPACING FOR 4" DOUBLE YELLOW LINE*




*TYPICAL SPACING FOR 6" BROKEN WHITE LANE LINES AND 4" BROKEN YELLOW LINES*




*TYPICAL CROSSWALK DETAIL*

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

PAVEMENT MARKING-143rd (1 of 3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 111 OF .

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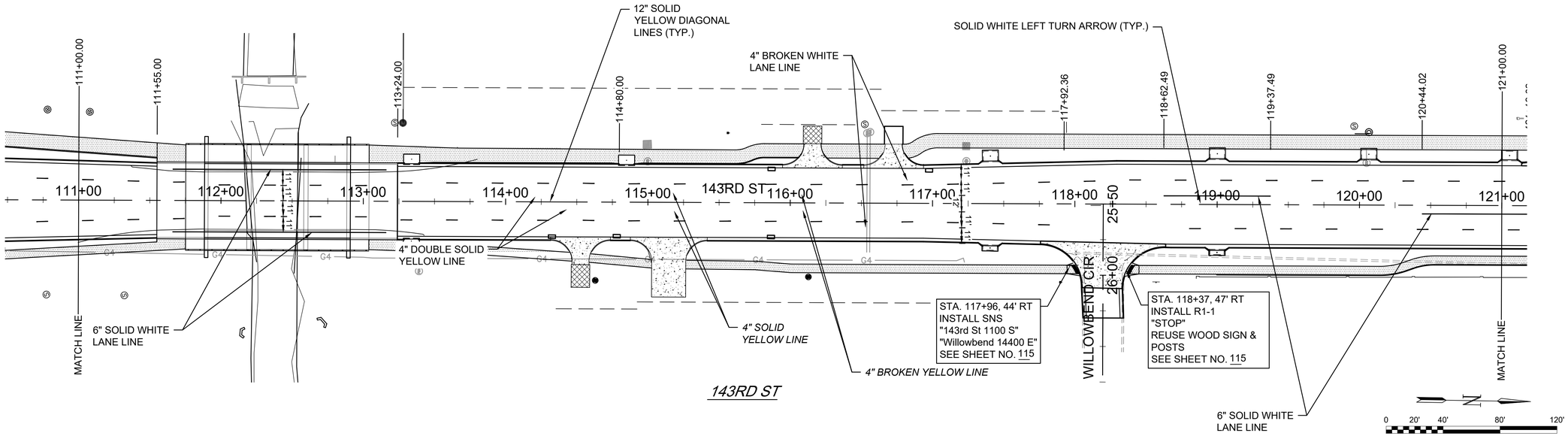
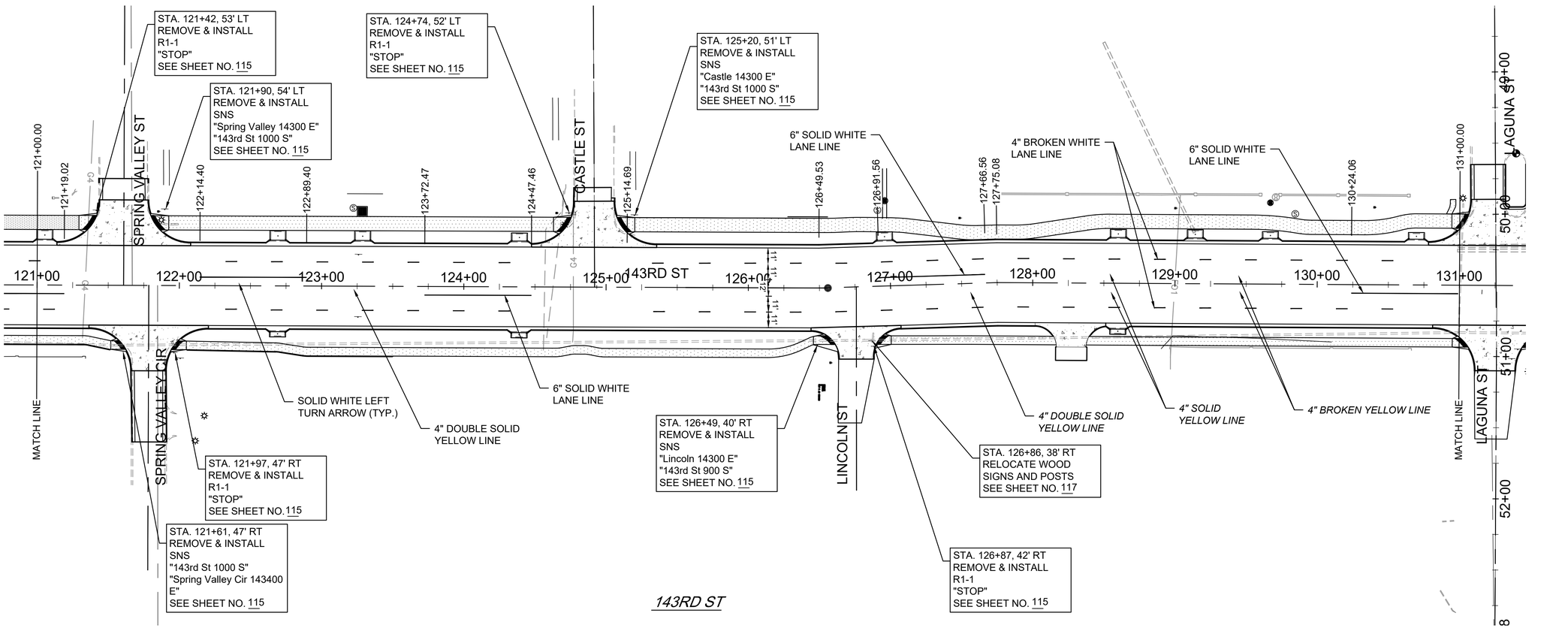
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:18 PM Plotter used: None




143RD ST




143RD ST

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\PAVEMENT MARKING.dwg Last Save: 10/20/2025 6:10 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:18 PM Plotter used: None

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

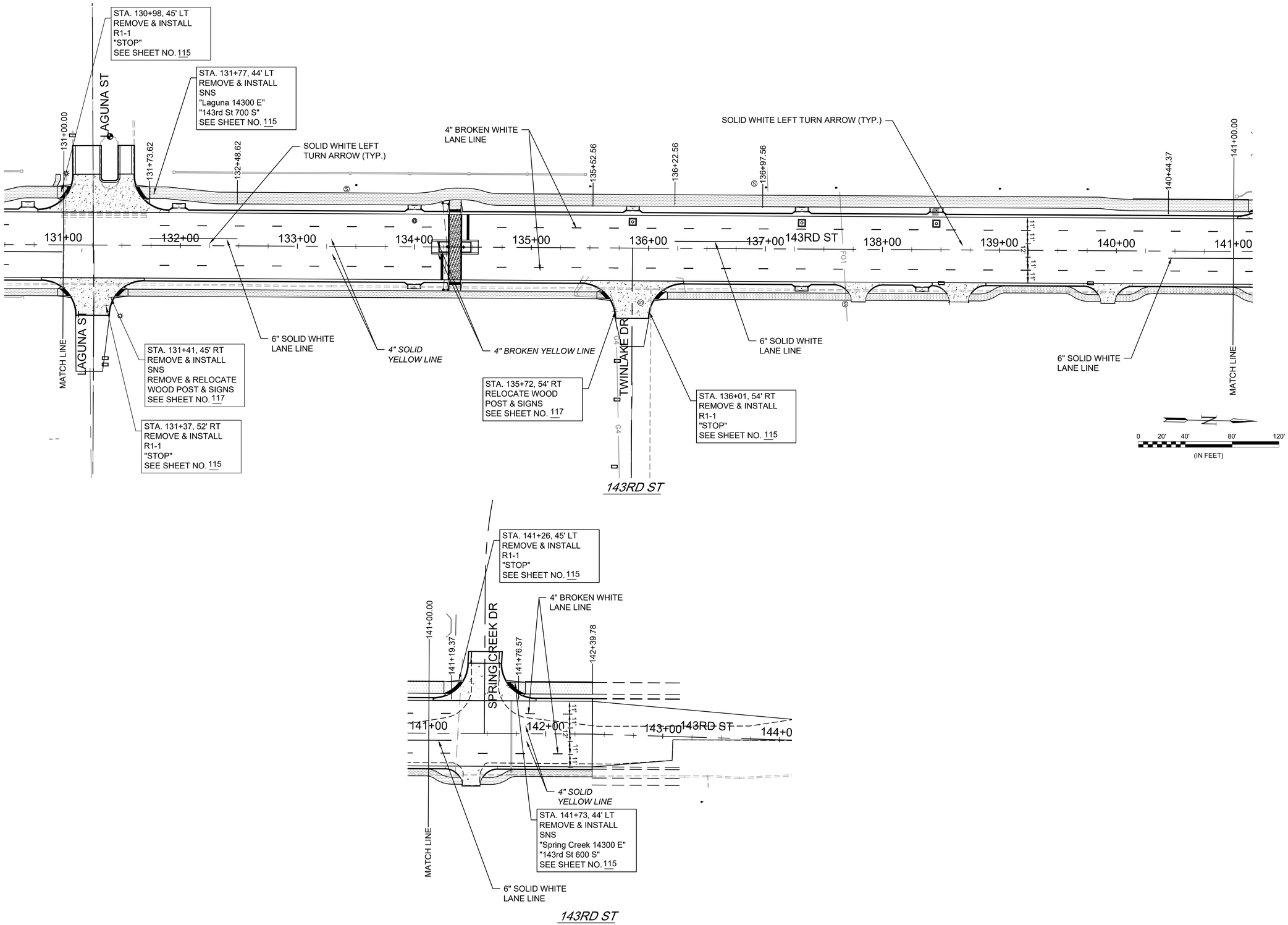
PAVEMENT MARKING-143rd (2 of 3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 112 OF .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:19 PM Plotter used: None

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

PAVEMENT MARKING-143rd (3 of 3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

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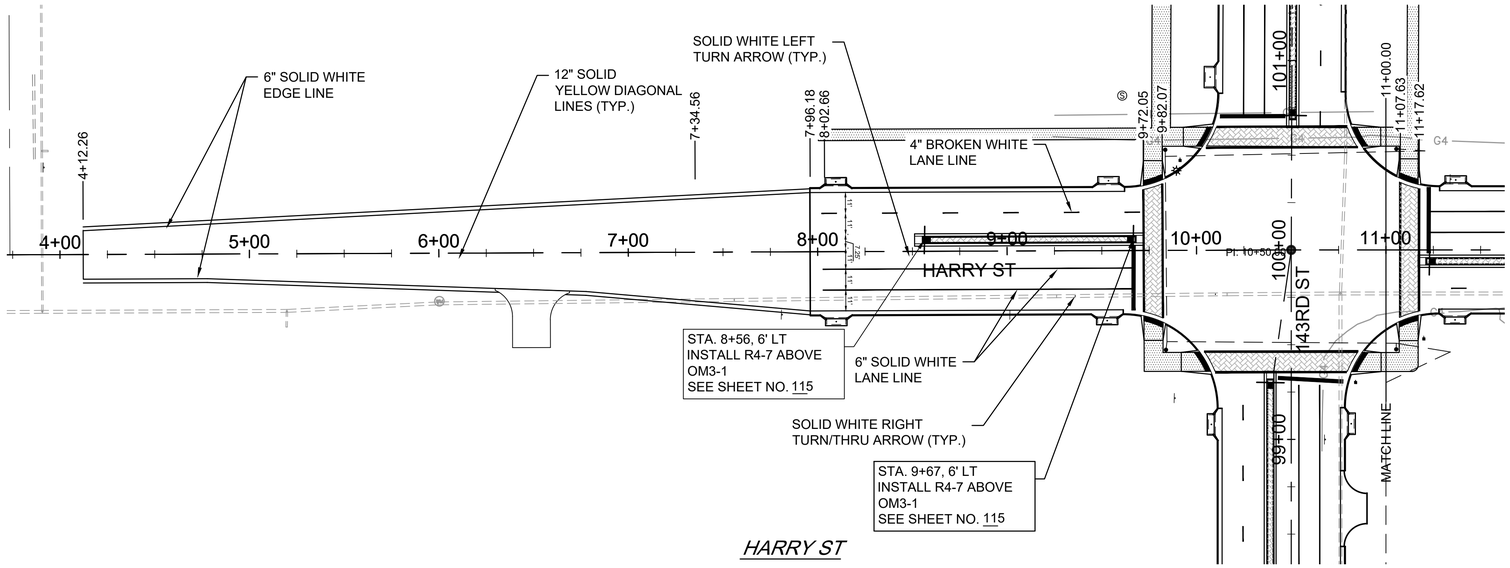
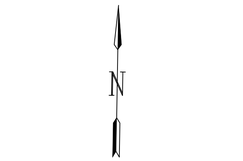
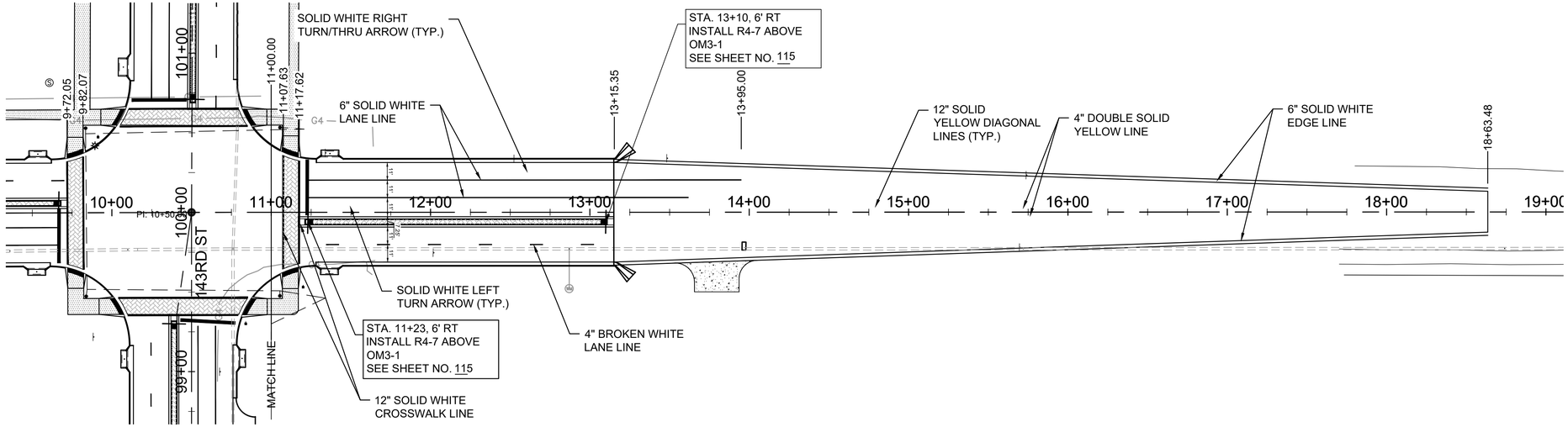
SHEET NUMBER 113 OF .




0 20' 40' 80' 120'
(IN FEET)

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

PAVEMENT MARKING-HARRY

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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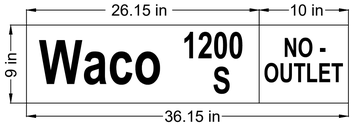
SHEET NUMBER 114 OF .



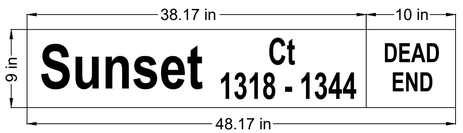

High Intensity Prismatic Yellow
Black Letters

3 INCH TEXT HWY D FONT




3 INCH TEXT HWY D FONT

4.5 inch lower case text HWY D font
6 INCH UPPER CASE TEXT HWY D FONT



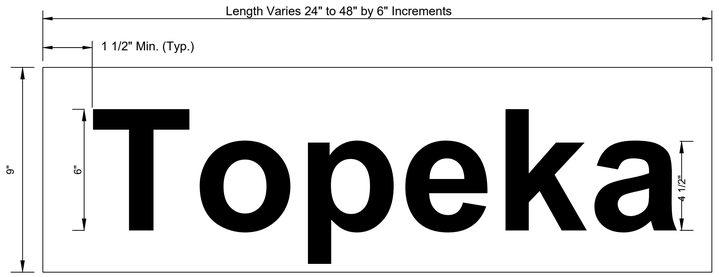

High Intensity Prismatic Yellow
Black Letters

3 INCH TEXT HWY D FONT

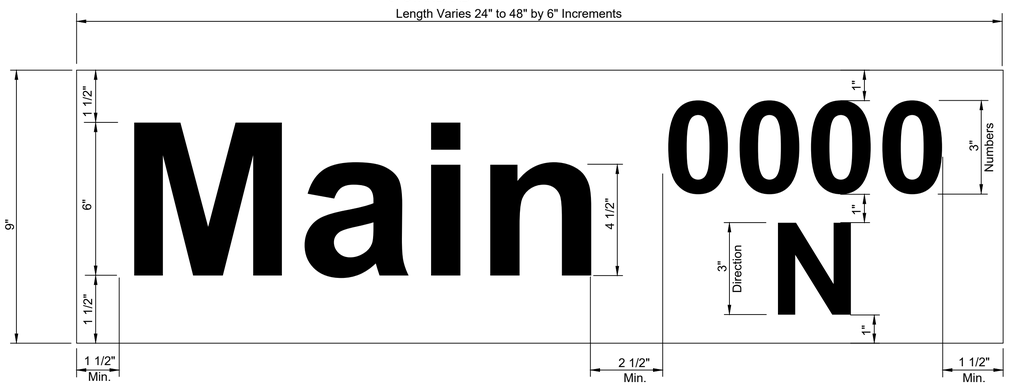



3 INCH TEXT HWY D FONT

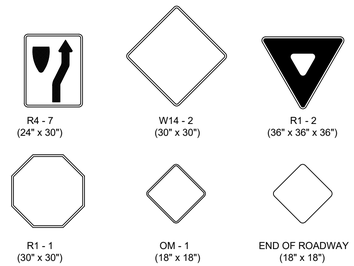
4.5 inch lower case text HWY D font
6 INCH UPPER CASE TEXT HWY D FONT



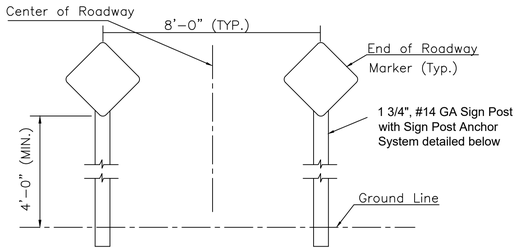

DETAIL A
9" STANDARD



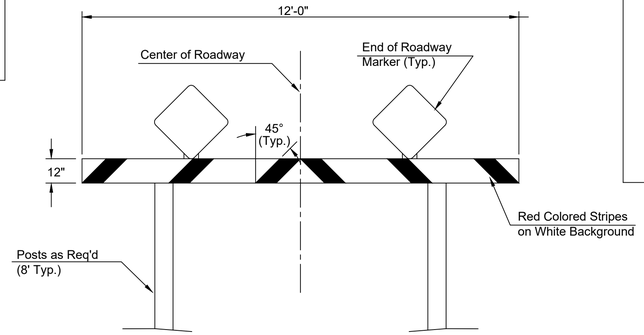

DETAIL B
9" METRO



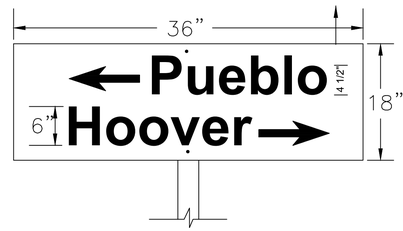

* IN NO CASE SHALL THE SPECIFICATIONS BE LESS THAN REQUIRED BY THE CURRENT MUTCD.




TYPICAL END OF ROADWAY SIGN MOUNTING INSTALLATION

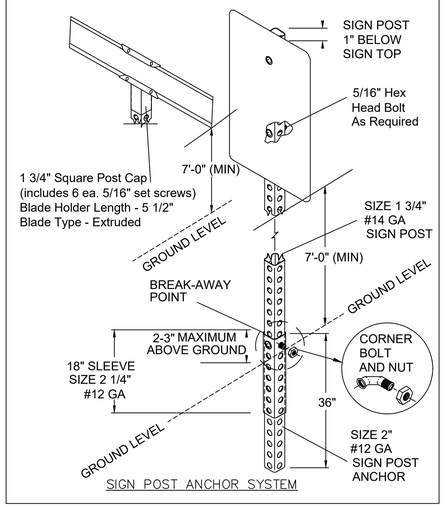



TYPE I BARRICADE DETAIL W/ E.O.R. MARKERS



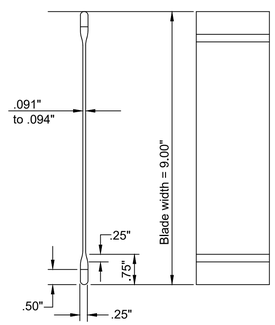

FLAT PLATE STREET NAME SIGN

## PERFORATED TUBE SIGN POST INSTALLATION




SIGN POST ANCHOR SYSTEM

SEE NEXT SHEET FOR SIGN ASSEMBLY TABLE




STREET NAME SIGN
BLADE DETAILS

| STREET NAME TABLE | | |
|---|---|---|
| STREET NAME | NO. BLADES REQD. | |
| | 9" STD. | 9" METRO |
| 143RD ST | 13 | |
| HARRY ST | 2 | |
| TIMBERLAKE DR | 2 | |
| WILLOWBEND CIR | 1 | |
| SPRING VALLEY | 1 | |
| SPRING VALLEY CIR | 1 | |
| CASTLE | 1 | |
| LINCOLN | 1 | |
| LAGUNA | 2 | |
| TWINLAKE DR | 1 | |
| SPRING CREEK DR | 1 | |
| | | |
| **TOTAL** | 26 | |

NOTE: REFERENCES BELOW TO "STANDARD SPECIFICATIONS" DENOTE "STANDARD SPECIFICATION FOR STATE ROAD AND BRIDGE CONSTRUCTION EDITION 2015" BY THE KANSAS DEPARTMENT OF TRANSPORTATION.

1. ***FABRICATION AND INSTALLATION OF ALL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MUTCD.***

1a. POST ANCHORS: POSTS SHALL BE ANCHORED WITH A YIELDING BASE POST SUPPORT AS DETAILED.

2. POSTS FOR TRAFFIC CONTROL SIGNS: POSTS SHALL BE GALVANIZED AND CONFORM TO THE REQUIREMENTS OF SUBSECTION 1620 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT ALL POSTS SHALL WEIGH 3 LBS./FT. MINIMUM.

3. POSTS FOR STREET NAME SIGNS (SNS): POSTS SHALL BE 9 FEET LONG, CONSTRUCTED FROM #14 GALVANIZED STEEL PIPE AND SHALL BE 1 3/4" SQUARE WEIGHING A MINIMUM OF 3 LBS/FT. POSTS SHALL BE POSITIONED SO THAT THE BOTTOM BLADE IS 7 FEET ABOVE GRADE.

4. POSTS FOR END OF ROADWAY SIGN TO BE 8' LONG AND INSTALLED A MINIMUM OF 4' FROM ROADWAY TO BOTTOM OF SIGN.

5. SIGN BLANKS FOR TRAFFIC CONTROL SIGNS: SIGN BLANKS SHALL BE FABRICATED FROM 0.080" ALUMINUM ALLOY 6063-T6 CONFORMING TO THE REQUIREMENTS OF SUBSECTION 1627 OF THE STANDARD SPECIFICATIONS.

6. SIGN BLADES FOR STREET NAME SIGNS: EXTRUDED ALUMINUM BLADES SHALL BE ALUMINUM ALLOY CONFORMING TO 6063-T6 OR 5052-H38 (ASTM SPECIFICATION B221, LATEST ISSUE). BLADES SHALL HAVE AN ALODINE OR PHOSPHATE ETCHED FINISH. BLADES SHALL HAVE SQUARE CORNERS AND NO HOLES.
MINIMUM BLADE LENGTH SHALL BE 24". MAXIMUM BLADE LENGTH SHALL BE 48". LENGTH VARIES BY INCREMENTS OF 6".
BLADES BEARING THE STREET NAMES SHALL BE FIRMLY ATTACHED TO THE MOUNTING BRACKETS USING ALLEN-TYPE CONICAL SET SCREWS. THE BLADES SHALL BE ORIENTED PARALLEL TO THE STREET.

7. MOUNTING BRACKETS FOR SIGNS: DIE-CAST ALUMINUM BRACKETS SHALL BE ALUMINUM ALLOY 360 HAVING A TENSILE STRENGTH OF 44,000 PSI. THE BRACKETS SHALL BE SMOOTHLY FINISHED FREE OF PITS, BURRS, AND FLAWS. EACH BRACKET SHALL BE TAPPED AND DRILLED FOR 5/16" ZINC-PLATED ALLEN-TYPE SET SCREWS HAVING SELF-LOCKING SAW-TOOTH ENDS.

8. FASTENERS: ALL STEEL FASTENERS FOR TRAFFIC CONTROL SIGNS SHALL BE GALVANIZED AND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 1614 OF THE STANDARD SPECIFICATIONS.

9. REFLECTIVE SHEETING: REFLECTIVE SHEETING SHALL BE A MINIMUM OF HIGH INTENSITY PRISMATIC.

10. PROCESS INK: ALL PROCESS INK SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 2202 OF THE STANDARD SPECIFICATIONS.

11. DETAILS - SNS: THE REFLECTIVE SHEETING FOR THE 9" STANDARD SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGOUND WITH SILVER-WHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY. BOTH SERIES "C". FACES TO TRIM TO A 8 1/2". (SEE DETAIL A.)
THE REFLECTIVE SHEETING FOR THE 9" METRO SIZE SNS IS TO BE THE HIGHWAY GREEN BACKGROUND WITH SILVERWHITE #2 COPY WITH 6" UPPER CASE AND 4 1/2" LOWER CASE PRIMARY COPY AND SUFFIX COPY, BOTH SERIES "C". THE CARDINAL DIRECTION CENTERED DIRECTLY BELOW THE BLOCK NUMBER SHALL BE AN UPPER CASE, 3" SERIES "C" LETTER. FACES TO TRIM TO A 8 1/2" WIDTH. (SEE DETAIL B.)
FOR CUL-DE-SAC STREETS, A 9" METRO SIZE BLADE SHALL BE USED WITH THE BLOCK NUMBERS DISPLAYED BENEATH THE STREET NAME.
IF BLOCK NUMBERS ARE NOT SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE TRAFFIC ENGINEER AT 268-4501 PRIOR TO MANUFACTURING THE SIGN.
SHOP DRAWINGS OF LAYOUT FOR SNS SHALL BE SUBMITTED TO THE TRAFFIC ENGINEERING DIVISION OF THE CITY OF WICHITA FOR APPROVAL PRIOR TO FABRICATION. THE FINISHED SIGNS AS SUPPLIED SHALL BE OF GOOD APPEARANCE, FREE FROM RAGGED EDGES, CRACKS SCALES OR BLISTERS AND SHALL BE CLEAN-CUT. SIGNS SHALL BE PACKED IN SUCH MANNER AS TO PREVENT DAMAGE OR DEFACEMENT DURING SHIPMENT OR STORAGE.

12. PERMANENT TRAFFIC CONTROL AND SNS: PERMANENT TRAFFIC CONTROL AND SNS SHALL BE MEASURED AND PAID FOR AT THE LUMP SUM PRICE FOR SIGNING. THE PAYMENT AS SET FORTH ABOVE SHALL BE CONSIDERED FULL COMPENSATION FOR ALL EXCAVATION, BACKFILLING. POSTS, ANCHORS, FASTENERS, MATERIALS, LABOR, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

| REVISED: December 2018 | TM | Updated Edition year and Subsection Number in Notes |
|---|---|---|

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# SIGN DETAILS

TRAFFIC ENGINEER
Mike Armour P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 115

TR-106

| SIGN ASSEMBLY TABLE | | | |
|---|---|---|---|
| **STATION** | **OFFSET** | **SIGN** | **QUANTITY #** |
| **143rd** | | | |
| 98+14 | 11' Lt. | R4-7,OM1-3 | 2 |
| 99+46 | 20' Lt. | SNS | 1 |
| 99+46 | 17' Lt. | R10-12 | 1 |
| 100+56 | 13' Rt. | SNS | 1 |
| 100+56 | 10' Rt. | R10-12 | 1 |
| 100+73 | 0' | OM1-3 | 1 |
| 101+64 | 0' | R4-7,OM1-3 | 2 |
| 105+27 | 45' Rt. | SNS | 2 |
| 105+36 | 35' Rt. | R1-1 | 1 |
| 105+73 | 41' Lt | R1-1 | 1 |
| 105+76 | 41' Lt | SNS | 2 |
| 117+96 | 44' Rt. | SNS | 2 |
| 118+37 | 43' Rt. | R1-1 | 1 |
| 121+41 | 52' Lt. | SNS | 2 |
| 121+61 | 47' Rt. | SNS | 2 |
| 121+89 | 53' Lt | R1-1 | 1 |
| 121+96 | 47' Rt. | R1-1 | 1 |
| 124+74 | 52' Lt. | R1-1 | 1 |
| 125+20 | 51' Lt | SNS | 2 |
| 126+49 | 40' Rt. | SNS | 2 |
| 126+87 | 42' Lt | R1-1 | 1 |
| 130+98 | 45' Lt. | SNS | 2 |
| 131+42 | 45' Rt. | SNS, R1-1 | 3 |
| 131+77 | 44' Lt | R1-1 | 1 |
| 135+72 | 54' Rt. | SNS, R1-1 | 3 |
| 136+01 | 54' Lt | R1-1 | 1 |
| 141+26 | 45' Lt | SNS | 2 |
| 141+31 | 47' Lt. | R1-1 | 1 |
| 141+73 | 44' Lt | SNS | 2 |
| **Harry** | | | |
| 8+58 | 5.5' Lt. | R4-7,OM1-3 | 2 |
| 9+65 | 5.5' Lt | OM1-3 | 1 |
| 9+83 | 15' Lt | SNS | 1 |
| 9+83 | 12' Lt | R3-9B | 1 |
| 11+07 | 21' Rt. | SNS | 1 |
| 11+07 | 18' Rt. | R3-9B | 1 |
| 11+25 | 5.5' Rt. | OM1-3 | 1 |
| 13+08 | 5.5' Rt. | R4-7,OM1-3 | 2 |
| | | | |
| **TOTAL** | | | 53 |

***For Information Only**

| REVISED: December 2018 | TM | Updated Edition year and Subsection Number in Notes |
|---|---|---|

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# SIGN ASSEMBLY TABLE

TRAFFIC ENGINEER

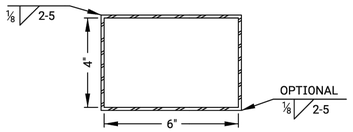
Mike Armour P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

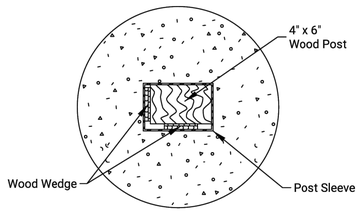
SHEET 116

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| KANSAS | 0 | 0 | 0 | 0 |

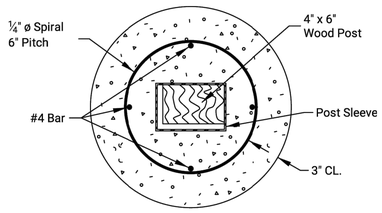



NOTE: Dimensions are to inside of post sleeve.

POST SLEEVE




SECTION A-A

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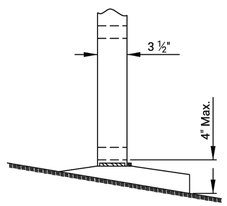
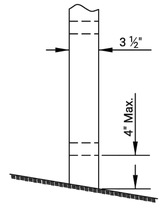


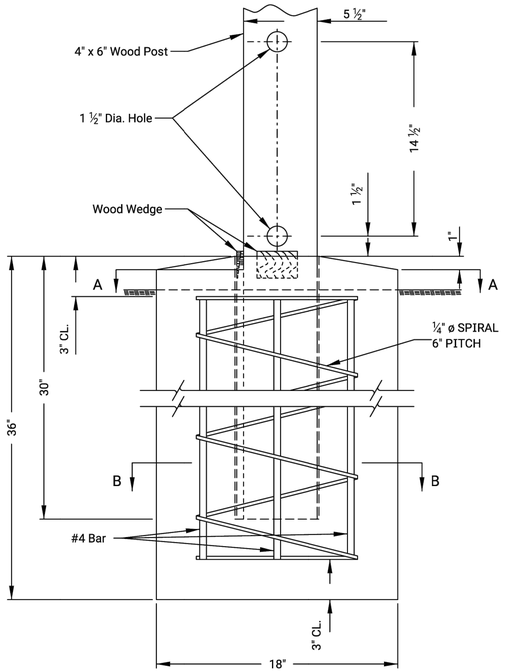

FRONT ELEVATION
CONCRETE FOOTING




FRONT ELEVATION
SOIL

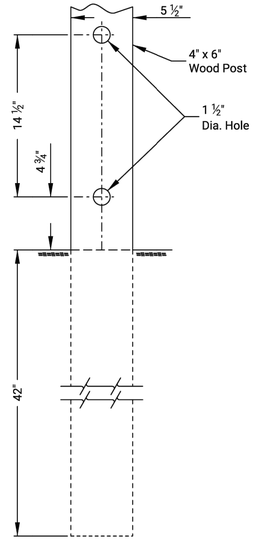
NOTE TO THE ENGINEER:
The intent of the "AASHTO Roadside Design Guide" and these plans is to have a 4" or less projection above the finished ground line after impact.

BREAKAWAY CLEARANCE



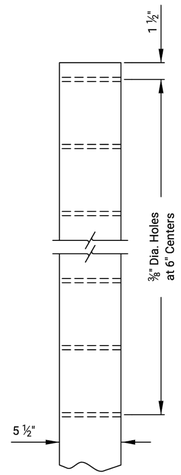

SIDE ELEVATION

WOOD POST IN CONCRETE FOOTING




SIDE ELEVATION

WOOD POST IN SOIL




SIGN POST

SIGN MOUNTING HOLES

GENERAL NOTES

The post sleeve shall be formed from 10 gauge sheet steel to meet the requirements of ASTM A653 and zinc coated to meet the requirements of coating designation A123. If galvanized sheet steel is used, no other galvanization is required. It is permissible to close the bottom of the sleeve with a metal plate. Basis of acceptance shall be visual inspection of the finished sleeve and determination of zinc thickness by magnetic gage.

All sign mounting holes in the wood posts shall be drilled prior to treating.

Breakaway holes, field drilled sign mounting holes, and field cuts shall be treated in accordance with the preservative treatment specifications.

Prior to sealing the opening between the wood post and the top of the concrete footing, secure the post by placing 3" wide by 2" long wood wedges into the opening on two adjacent sides of the post. The wedges are be flush with up to a maximum of ⅜" sticking up above the top of the footing.

Commercial grade concrete may be substituted for sign support footings.

All dimensions in inches unless otherwise noted.

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|
| | | | | |
| | | | | |
| 01 | 10-01-19 | Change details and note | D.D.G. | E.W.N. |

KANSAS DEPARTMENT OF TRANSPORTATION

DETAILS FOR WOOD POSTS

TE460 07-01-03

| | | | | | |
|---|---|---|---|---|---|
| FHWA APPROVAL | | 10-01-19 | APP'D. | Steven A. Buckley | |
| DESIGNED | D.D.G. | DETAILED | A.A.D. | QUANTITIES | TRACED |
| DESIGN CK. | S.A.B. | DETAIL CK. | D.D.G. | QUAN.CK. | TRACE CK. |

KDOT Graphics Certified 05-26-2022 Sh. No. 0

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

BY | DESCRIPTION | DATE | REV.

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

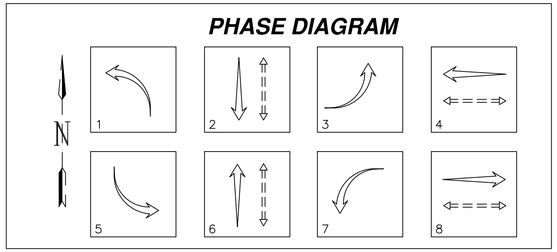
JOB NO.:
DATE:
DESIGNED BY:
DRAWN BY:

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 117 .

## PHASE DIAGRAM




## LEGEND

- PROPOSED CURB AND GUTTER
- STEEL SIGNAL POLE AND MASTARM
- SIGNAL HEAD (PHASE)
- PEDESTRIAN SIGNAL AND PUSHBUTTON
- CONTROLLER
- SERVICE BOX
- WAVETRONIX RADAR DETECTION UNIT
- CONDUIT
- RADAR DETECTION ZONE

N

Scale 1" = 20'

## TRAFFIC SIGNAL POLE SUMMARY

| STATION | TYPE | ARM LENGTH (LF) | SIGNALS ON ARM | OTHER EQUIP. ON ARM | SIGNALS ON POLE |
|---|---|---|---|---|---|
| 99+45.5 LT | STEEL | 57 | (2) A, (1) I | SNS, R10-12 | (1) A, (2) K |
| 99+45.5 RT | STEEL | 49 | (2) A, (1) I | SNS, R10-12 | (1) A, (1) K |
| 10+55.5 RT | STEEL | 60 | (2) A, (1) I | SNS, R10-12 | (1) A, (2) K |
| 10+54.5 LT | STEEL | 49 | (2) A, (1) I | SNS, R10-12 | (1) A, (2) K |




## TRAFFIC SIGNAL HEAD SUMMARY

| SIGNAL PHASE | TYPE | MOUNTING BRACKET | QUANTITY |
|---|---|---|---|
| 1 | E | TYPE I | 1 |
| 2 | A | TYPE I | 2 |
| 2 | A | TYPE III | 1 |
| 3 | E | TYPE I | 1 |
| 4 | A | TYPE I | 2 |
| 4 | A | TYPE III | 1 |
| 5 | E | TYPE I | 1 |
| 6 | A | TYPE I | 2 |
| 6 | A | TYPE III | 1 |
| 7 | E | TYPE I | 1 |
| 8 | A | TYPE I | 2 |
| 8 | A | TYPE III | 1 |
| 2-6P | F | TYPE II | 4 |
| 4-8P | F | TYPE II | 4 |

NOTE: ALL SIGNALS SHALL BE L.E.D.

## SIGNAL FACE TYPES

TYPE A




12"Ø

TYPE E




12"Ø

TYPE F
PED (BI-MODAL)



Don't Walk/Walk/Countdown

12" LED COMBINATION

NOTE: PEDESTRIAN SIGNAL SHALL BE AN OVERLAY TYPE CAPABLE OF DISPLAYING BOTH MESSAGES WITH ONE UNIT.

NOTE:

CONTRACTOR SHALL COORDINATE INSTALLATION OF METER AND DISCONNECT WITH BUTLER COUNTY RURAL ELECTRIC (JEFF ADAMS 316-321-9600).

SIGNALS AT THIS INTERSECTIONS ARE TO BE OWNED AND MAINTAINED BY CITY OF WICHITA AFTER PROJECT IS COMPLETE.

* CONTROLLER SHALL BE TRAFFICWARE 2070LX RUNNING LINUX-BASED SCOUT SOFTWARE V85.4.3 WITH FOLLOWING MODULES: 2070-1C, 2070-2E+, 2070-4A, AND 2070-7T (GPS) AND ANTENNA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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008


| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TRAFFIC SIGNAL PLAN

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 118 OF .


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL PLAN.dwg Last Save: 10/20/2025 9:20 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:23 PM Plotter used: None

## GENERAL NOTES

1. TRAFFIC SIGNAL SPECIFICATIONS (PART 700), STANDARD DRAWINGS, CHECKLISTS, AND OTHER INFORMATION MAY BE FOUND ONLINE AT:
   HTTPS://WICHITA.GOV/PWU/PAGES/REGULATIONS.ASPX
   IF THERE IS A DISCREPANCY BETWEEN OR AMONG THE FOLLOWING CONTRACT DOCUMENTS, THE GOVERNING RANKING OR ORDER OF PRECEDENCE IS:
   A. INFORMATION RECEIVED AT PREBID / ADDENDUM(S)
   B. PLANS
   C. PROJECT SPECIAL PROVISIONS
   D. SPECIAL PROVISIONS
   E. STANDARD SPECIFICATIONS

   THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY RELATED TO THE WORK BEING PERFORMED.

2. ALL WORK WILL BE CONFINED WITHIN THE EXISTING ROADWAY RIGHT-OF-WAY OR RIGHT-OF-WAY SHOWN PER PLAN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY AND KEEP INSTALLATION OF ALL EQUIPMENT AND DEVICES WITHIN THE APPROVED RIGHT-OF-WAY.

3. CONTRACTOR SHALL MAINTAIN 2 FT CONDUIT CLEARANCE FROM ALL LANDSCAPED FEATURES AND IRRIGATION SYSTEMS EXISTING WITHIN THE RIGHT-OF-WAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE INCURRED TO ANY EXISTING UNDERGROUND SPRINKLER SYSTEM DURING CONSTRUCTION. ANY LANDSCAPING OR IRRIGATION SYSTEMS DISTURBED DURING CONSTRUCTION ACTIVITIES SHALL BE RESTORED TO ORIGINAL CONDITION OR AS ACCEPTABLE BY THE ENGINEER AND OWNER THEREOF. NO ADDITIONAL PAYMENT WILL BE MADE.

4. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL DISTURBED WORK AREAS. RESTORATION INCLUDES SEEDING, FERTILIZING, MULCHING, AND THE REMOVAL OF ALL UNUSED MATERIAL AND DEBRIS FROM THE WORK AREA ACCORDING TO THE STANDARD SPECIFICATIONS AND AS REQUIRED BY THE ENGINEER. ALL GRADING WORK SHALL SLOPE AWAY FROM FOUNDATIONS TO PREVENT PONDING. ADEQUATE TEMPORARY PROTECTION AGAINST EROSION SHALL BE PROVIDED ACCORDING TO CITY OF WICHITA SPECIFICATIONS.

5. THE CONTRACTOR SHALL DETERMINE ANY CONFLICTS WITH EXISTING UTILITIES PRIOR TO INITIATION OF CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE ENGINEER UPON DETERMINATION OF ANY UTILITY CONFLICTS.

6. LOCATING, TRACING, AND POTHOLING FOR EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. DISTURBED AREAS SHALL BE RESTORED WITH SIMILAR MATERIAL AND CONSTRUCTION METHODS. NO ADDITIONAL PAYMENT WILL BE MADE FOR LOCATING OR POTHOLING EXISTING UTILITIES, INCLUDING PAVEMENT RESTORATION. ALL LABOR, MATERIAL AND EQUIPMENT NECESSARY FOR LOCATING EXISTING UTILITIES SHALL NOT BE PAID FOR DIRECTLY BUT IS SUBSIDIARY TO OTHER ITEMS OF THE CONTRACT.

7. PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CALL DIG SAFE AT 811 OR 1-800-344-7233 (1-800-DIG SAFE) TO REQUEST THE UTILITIES BE MARKED IN THAT AREA. THE CONTRACTOR SHALL ALSO CONTACT ANY AND ALL UTILITIES AND LOCAL GOVERNMENT AGENCIES NOT PARTICIPATING IN LOCATION SERVICES.

8. THE CITY WILL SURVEY AND STAKE LOCATIONS WHERE POLES, FOUNDATIONS, CABINETS, POWER SERVICES, AND SERVICE BOXES ARE TO BE INSTALLED. THE CONTRACTOR SHALL COORDINATE AND SCHEDULE STAKING WITH THE CITY WITH ADVANCED NOTICE. STAKED LOCATIONS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO ANY EXCAVATION.

9. ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. ALL TRAFFIC CONTROL PLANS AND LANE CLOSURES SHALL BE PRE-APPROVED BY THE ENGINEER IF NOT SPECIFICALLY PROVIDED IN THE CONTRACT DOCUMENTS.

10. THE PUBLIC PASSAGE ON THE EXISTING SIDEWALK OR PEDESTRIAN PATHWAY SHOULD BE SAFE, PROTECTED, AND ADA ACCESSIBLE. IF PUBLIC PASSAGE IS NOT POSSIBLE, A REROUTE AROUND THE WORK AREA IS REQUIRED. REROUTE MUST BE CLEARLY IDENTIFIED, ADA ACCESSIBLE, AND MEET ALL APPLICABLE REGULATIONS.

11. POWER COMPANY SHALL BE NOTIFIED AT LEAST TWO (2) WEEKS AND AGAIN AT 72 HOURS PRIOR TO THE ANTICIPATED SIGNAL TURN ON. THE CONTRACTOR SHALL NOTIFY THEM TO COORDINATE POWER HOOK-UP, INSTALLATION OF LUMINAIRES (IF APPLICABLE), AND ANY OTHER ITEMS REQUIRED FOR COMPLETION OF THE TRAFFIC SIGNAL. IF AVAILABLE, PROVIDE ENGINEER WITH ANY WORK ORDER/CASE NUMBERS.

12. HIGH VOLTAGE POWER LINES MAY BE WITHIN THE PROJECT LIMITS. ALL WORK IS TO BE PERFORMED IN CONFORMANCE WITH ALL STATE, LOCAL, FEDERAL, UTILITY, AND CONTRACT REQUIREMENTS. THE CITY HAS NO CONTROL OVER THE MEANS, METHODS, CHOICE OF EQUIPMENT, SEQUENCING OF WORK, AND SAFETY PRACTICES USED WHEN WORKING IN, ON, OR AROUND HIGH VOLTAGE LINES OR OTHER UTILITY STRUCTURES AS THESE ITEMS ARE THE RESPONSIBILITY OF THE PARTIES CONTROLLING THE PHYSICAL PERFORMANCE OF THE WORK.

13. ALL GROUNDING SYSTEMS SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND MANUFACTURER SPECIFICATIONS. FOLLOW APPLICABLE NEC REQUIREMENTS FOR INSTALLATION OF ALL PROJECT MATERIALS. THE CONTRACTOR SHALL PROPERLY GROUND ALL EQUIPMENT, CABINET, AND GROUND RODS PER APPLICABLE STANDARDS OR AS DIRECTED BY ENGINEER.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE ELECTRICAL SERVICE CONNECTION IN THE CITY'S NAME AT THE LOCATIONS SHOWN ON THE PLANS. DIRECT COSTS FOR PERMANENT ELECTRICAL SERVICES TO BE PAID BY CITY. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SERVICE (IF REQUIRED).

15. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT CATALOG CUTS OR SHOP DRAWINGS FOR ALL EQUIPMENT TO BE INSTALLED. IT IS THE PRIME CONTRACTOR'S RESPONSIBILITY TO REVIEW ALL SHOP DRAWINGS, TESTING RESULTS, AND ALL OTHER REQUIRED SUBMITTALS PRIOR TO SUBMITTING FOR ENGINEER'S APPROVAL. THE ENGINEER WILL NOT REVIEW ANY SUBMITTED DOCUMENTATION OR BEGIN ANY TESTING PERIODS UNTIL THIS WORK IS COMPLETE.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND SALVAGING EXISTING EQUIPMENT AS NOTED. DAMAGE TO ANY EXISTING TRAFFIC SIGNAL EQUIPMENT DUE TO THE CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND THE CONTRACTOR SHALL REPORT ANY OPERATIONAL PROBLEMS TO THE TRAFFIC MAINTENANCE DEPARTMENT (316) 268-4013. THE EQUIPMENT SHALL BE REPLACED OR REPAIRED (AS DIRECTED BY THE CITY) WITH APPROVED MATERIALS IN CONFORMANCE WITH THE CURRENT STANDARD DETAILS, SPECIFICATIONS, PRACTICES AND POLICIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY STORED EXISTING MATERIALS (REMOVED FOR CONSTRUCTION) TO BE RE-INSTALLED.

17. WHEN SALVAGED EQUIPMENT IS NOT TO BE REINSTALLED, IT SHALL BE DELIVERED UNDAMAGED TO THE CITY OF WICHITA OR RESPECTIVE OWNER. IF NOT OTHERWISE IDENTIFIED ON THE PLANS, EQUIPMENT SHOULD BE DELIVERED TO CENTRAL MAINTENANCE FACILITY (CMF) AT 1801 S MCLEAN BLVD, WICHITA, KS 67213. THE CONTRACTOR SHALL SCHEDULE THE DELIVERY WITH TRAFFIC SIGNAL MAINTENANCE A MINIMUM OF 24 HOURS IN ADVANCE. THE STORED EQUIPMENT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL REMOVED BY OWNER FROM THE WORK SITE OR DELIVERED TO THE OWNER.

18. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE EXACT CONSTRUCTION SCHEDULE SO THAT INSPECTION OF THE TRAFFIC SIGNAL INSTALLATION CAN BE MADE OF ALL PHASES, INCLUDING CONDUIT INSTALLATIONS.

19. THE CONTRACTOR SHALL PROVIDE THE CITY AN ELECTRONIC LIST OF GPS READINGS (EXCEL FORMAT) FOR ALL INSTALLED DEVICES, PULL BOXES, SERVICE BOXES, CABINETS, POWER METERS, AND TRANSFORMERS. THE GPS READINGS SHALL MATCH THE CITY OF WICHITA'S CURRENT GEOGRAPHIC INFORMATION SYSTEM (GIS) WITH 'SUB-METER' ACCURACY. THE PROJECT SURVEY SHALL BE BASED ON NAD83, KANSAS STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, U.S. SURVEY FEET DEFINITION. THE VERTICAL DATUM SHALL BE NAVD88. GPS AND THREE TIE-POINT MEASUREMENTS SHALL BE OBTAINED FOR EACH BURIED ELECTRICAL PULL BOX PRIOR TO PLACING BACKFILL MATERIAL. CONDUITS WHICH ARE NOT PLACED IN A STRAIGHT LINE, SHALL BE LOCATED AS NEEDED IN ORDER TO ESTABLISH ITS EXACT LOCATION AND DEPTH.

## TRAFFIC SIGNAL TURN-ON AND ACCEPTANCE PROCEDURE

1. AT LEAST TWO (2) WORKING DAYS PRIOR TO SCHEDULED SIGNAL ACTIVATION, ALL TESTING SHOULD BE COMPLETED AND SUCCESSFUL, ALL DEFECTS AND DEFICIENCIES CORRECTED, ALL INDICATIONS OPERATIONAL AND PROPERLY AIMED, CABLES TAGGED, CABINETS AND SURROUNDING AREAS CLEANED OF DEBRIS, CONTROLLER FULLY OPERATIONAL PERFORMING ALL TIMING FUNCTIONS REQUIRED, ALL OTHER ITEMS OF WORK ASSOCIATED WITH THE SIGNAL COMPLETED, AND ALL SIGNS AND PAVEMENT MARKINGS PROPERLY INSTALLED UNLESS OTHERWISE APPROVED BY THE ENGINEER.

2. THE CONTRACTOR SHALL REVIEW AND SUBMIT TO THE ENGINEER A COMPLETED "CITY OF WICHITA TRAFFIC SIGNAL INSPECTION CHECKLIST" AVAILABLE ONLINE AT WWW.WICHITA.GOV. THE CHECKLIST MUST BE COMPLETED PRIOR TO CITY, TRAFFIC SIGNAL MAINTENANCE, OR ENGINEERING FULL INSPECTION.

3. THE ENGINEER AND CITY WILL CONDUCT A FULL INSPECTION OF THE SIGNAL SYSTEM. UPON SATISFACTORY CONDITIONS OF THE SIGNAL SYSTEM, THE TURN-ON SCHEDULE WILL BE CONFIRMED. THE CITY SHALL BE NOTIFIED AT LEAST ONE (1) WEEK IN ADVANCE OF THE ANTICIPATED SIGNAL TURN-ON DATE. ANY DEFICIENCIES FOUND DURING THE FINAL INSPECTION SHALL RESULT IN THE RESCHEDULING OF THE ACTIVATION.

4. ACTUAL ACTIVATION SHALL CONSIST OF THE FOLLOWING STEPS:
   A. INSTALLATION OF ALL REQUIRED EQUIPMENT IN THE CONTROLLER CABINET
   B. TESTING OF INSTALLED EQUIPMENT
   C. UNBAGGING OF ALL SIGNAL HEADS AND SIGNS (IF APPLICABLE)
   D. ACTIVATION OF THE SIGNAL WITH THE CONTRACTOR'S FLAGGER STOPPING ALL TRAFFIC MOMENTARILY AS THE SIGNAL IS TURNED ON.
   E. MINOR RE-AIMING OF SIGNAL HEADS, IF NECESSARY

5. ACTIVATION OF THE TRAFFIC SIGNAL SHALL NOT BE SCHEDULED FOR WEEKENDS, FRIDAYS OR DAYS RIGHT BEFORE PUBLIC HOLIDAYS. ENERGIZING OF SIGNAL (TURN-ON) TO OCCUR MONDAY - THURSDAY, 9:00 AM - 3:00 PM UNLESS SPECIFICALLY APPROVED OTHERWISE BY THE ENGINEER.

6. TEST PERIOD - FOLLOWING COMPLETION OF ALL ELECTRICAL APPARATUS HOOKUPS AND THE SYSTEM TURN-ON, THE SIGNALS SHALL OPERATE SATISFACTORILY FOR 30 DAYS UNDER NORMAL OPERATION PRIOR TO ACCEPTANCE BY THE CITY. DURING THE TEST PERIOD, THE SIGNALS SHALL OPERATE TROUBLE-FREE WITH NO MAJOR OR MINOR FAILURES OF THE CONTROLLER OR ITS COMPONENTS AS DETERMINED BY THE TRAFFIC ENGINEER. SHOULD ANY DEFECT DEVELOP UNDER NORMAL AND PROPER OPERATING CONDITIONS DURING THE TESTING PERIOD AND PRIOR TO ACCEPTANCE BY THE CITY, THIS MALFUNCTION SHALL BE CORRECTED BY AND AT THE EXPENSE OF THE CONTRACTOR, INCLUDING ALL LABOR, MATERIALS AND ASSOCIATED COSTS. MINOR FAILURES SUCH AS LAMP FAILURES OR LOOP DETECTOR RE-TUNING WILL NOT BE THE BASIS FOR STARTING A NEW TEST PERIOD, PROVIDED THE FAILURES ARE REPAIRED IMMEDIATELY AND THE SAME FAILURES DO NOT RECUR DURING THE REMAINDER OF THE TEST PERIOD. A MAJOR MALFUNCTION OR FAILURE OF THE CONTROLLER AND ITS COMPONENTS WILL RESULT IN A NEW 30 DAY TEST PERIOD BEING IMPLEMENTED AFTER THE REPAIRS HAVE BEEN MADE. COMPLETION OF THE TEST PERIOD DOES NOT ABSOLVE THE CONTRACTOR OF ANY WARRANTY.

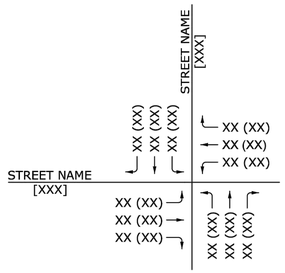
7. IF A TRAFFIC SIGNAL MALFUNCTION OCCURS BETWEEN SUCCESSFUL TURN-ON AND FINAL ACCEPTANCE AND THE SIGNAL MALFUNCTION IS DUE TO FAULTY WORK BY THE CONTRACTOR, THE CITY MAINTENANCE DIVISION MAY TAKE CORRECTIVE ACTION AND HAS THE DISCRETION TO BILL THE CONTRACTOR FOR ALL RELATED EXPENSE, INCLUDING OVERHEAD.

8. FINAL ACCEPTANCE BY THE CITY IS CONDITIONAL UNTIL THE CONTRACTOR HAS CORRECTED ALL DEFECTS AND PUNCH LIST ITEMS. FINAL ACCEPTANCE WILL BE BY WRITTEN NOTICE OF ENGINEER.

9. WARRANTY - THE WARRANTY PERIOD BEGINS ONCE THE FINAL ACCEPTANCE BY THE CITY HAS OCCURRED. CONFIRMATION OF THE ACCEPTANCE SHOULD BE PROVIDED IN WRITTEN DOCUMENTATION.

## PEAK HOUR VOLUMES

A.M. (P.M.) PEAK HOUR VOLUME
[XXX] 24-HOUR VOLUME (TWO-WAY ADT)




A.M. PEAK HOUR = X:XX - X:XX AM
P.M. PEAK HOUR = X:XX - X:XX PM
COUNTS CONDUCTED XX/XX/XX

## MODIFICATIONS TO SIGNAL STANDARDS OR SPECS

| NO. | DESCRIPTION OF ITEM | SPEC. NO. | SHEET NO. |
|---|---|---|---|
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |

## LEGEND

- LUMINAIRE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL PEDESTAL
- APS PUSHBUTTON STATION
- TRAFFIC SIGNAL HEAD W/TYPE DESIGNATION
- TRAFFIC SIGNAL HEAD W/TYPE DESIGNATION & BACKPLATE
- PEDESTRIAN SIGNAL & PUSHBUTTON
- PAD MOUNTED CONTROLLER
- SERVICE BOX
- SECONDARY SERVICE POINT
- P.B. PEDESTRIAN PUSH BUTTON
- DETECTION ZONE
- 3" CONDUIT
- 2" CONDUIT
- 1 1/2" CONDUIT
- SIGN ON 1 BRACKET
- SIGN ON 2 BRACKETS
- SB / ADV RADAR DETECTION (ADVANCE OR STOP BAR)
- VIDEO DETECTOR
- PTZ CCTV
- 23 DETECTOR NUMBER
- 6 POLE/PEDESTAL NUMBER
- 2 SERVICE BOX NUMBER

## EXISTING EQUIPMENT REMOVAL SUMMARY

| LOCATION | DESCRIPTION OF ITEM | QUANTITY |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
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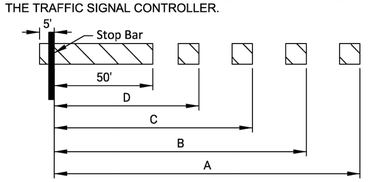
| | | |
| | | |

## ADVANCE DETECTION DISTANCE & TIMING CALCULATION

| SPEED (MPH) | MIN. ADVANCE DETECTION ZONE DISTANCES (FEET) | | | | *TOTAL EXT. (SEC.) |
|---|---|---|---|---|---|
| | A | B | C | D | |
| 60 | 610 | 420 | 260 | 92 | 2.0 |
| 55 | 490 | 320 | 210 | 92 | 2.0 |
| 50 | 420 | 260 | 92 | - | 2.0 |
| 45 | 320 | 210 | 92 | - | 2.0 |
| 40 | 260 | 92 | - | - | 2.0 |
| 35 | 210 | 92 | - | - | 2.0 |
| <35 MPH NO ADVANCE DETECTION. STOP BAR ZONE ONLY (55' TYP.) | | | | | |

* DETECTOR EXTENSION TIMINGS SHALL BE PROGRAMMED INTO THE TRAFFIC SIGNAL CONTROLLER.




CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

TRAFFIC SIGNAL GENERAL NOTES

TRAFFIC ENGINEER APP'D 01/27/
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
TR-101

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-NOTES

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BAR IS ONE INCH ON ORIGINAL DRAWING
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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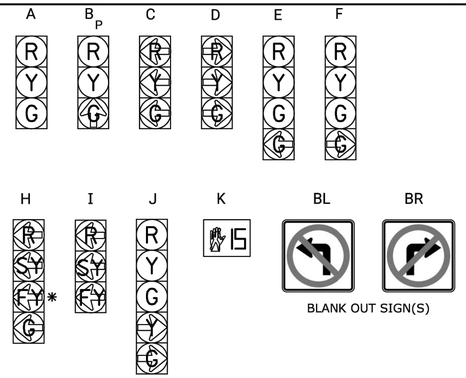
SHEET NUMBER 119 OF .

| NO. | DATE | REVISIONS | BY | APP'D |
|---|---|---|---|---|

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL DETAILS.dwg Last Saved: 10/20/2025 9:21 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:23 PM Plotter used: None
SOSchmidt

## CHART A SIGNAL SUMMARY

| Signal Face Arrangement | No. Sections (Per Face) | Signal Mounting Type | Quantity |
|---|---|---|---|
| E | 5 | Mast Arm w/ Backplate | 4 |
| A | 3 | Mast Arm w/ Backplate | 12 |
| | | Mast Arm w/ Backplate | |
| | | | |
| K | PED | Side-of-Pole | 8 |
| | | Side-of-Pole | |
| | | Side-of-Pole | |



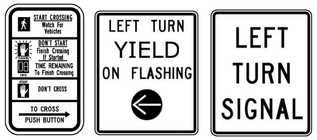

NOTES:
1. *SHALL NOT BE DISPLAYED WHEN OPERATING IN THE PROTECTED ONLY MODE.
2. ALL LENSES ARE L.E.D. UNLESS OTHERWISE NOTED.
3. SUBSCRIPT "P" INDICATED PROGRAMMED SIGNALS.
4. ALL LENSES SHALL BE 12" DIA. UNLESS OTHERWISE NOTED. PESDESTRIAN DISPLAY (K) SHALL BE RECTANGULAR WITH A WIDTH OF 18" AND HEIGHT OF 16".
5. BLANK OUT SIGN SIZE SHALL MEET MUTCD REQUIREMENTS FOR APPLICABLE STATIC VERSION OF THE SIGN.

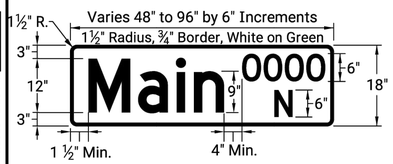
## CHART B TRAFFIC SIGNAL POLES

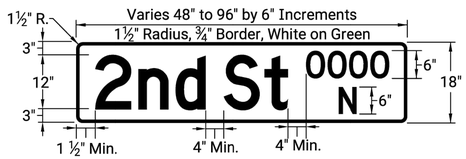
| Pole Height | Signal Arm Length | Signal Arm Mounting Height | No. of Signals on Arm | Signal Spacing | Luminaire Arm Length | Luminaire Mounting Height | Quantity |
|---|---|---|---|---|---|---|---|
| 19 | 57 | 35 | 3 | 11 | 57 | 35 | 1 |
| 19 | 49 | 35 | 3 | 11 | 49 | 35 | 1 |
| 19 | 49 | 35 | 3 | 11 | 49 | 35 | 1 |
| 19 | 59 | 35 | 3 | 11 | 59 | 35 | 1 |
| | | | | | | | |

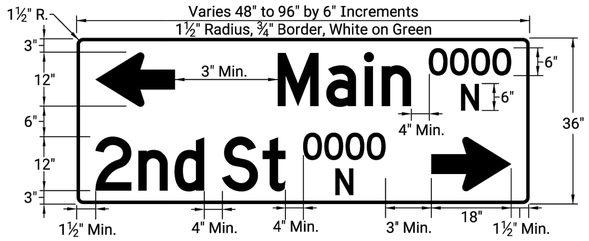
## CHART C OVERHEAD STREET NAME SIGNS

| Sign | Legend | Length | Quantity |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |




USE FONT SERIES D. SHEETING SHALL BE ASTM TYPE XI SHEETING. SEE SPECIFICATION 703.8

## BILL OF MATERIALS
-Quantities for Information Only-

| Item | Quantity | Unit | Spec. No. | Note |
|---|---|---|---|---|
| CONTROLLER UNIT | 1 | EACH | 703.2.1 | |
| CONFLICT MONITOR | | EACH | 703.2.2 | |
| LOAD SWITCH | | EACH | 703.2.3 | |
| FLASHER | 4 | EACH | 703.2.4 | |
| FLASH TRANSFER RELAY | | EACH | 703.2.5 | |
| SURGE PROTECTOR | | EACH | 703.2.6 | |
| DC ISOLATOR | | EACH | 703.2.7 | |
| AC ISOLATOR | | EACH | 703.2.8 | |
| GPS CLOCK | | EACH | 703.2.9 | |
| POWER STRIP | | EACH | 703.2.11 | |
| LOOP DETECTOR (2 or 4 CHANNEL) | | EACH | 703.2.10 | |
| POLE MOUNTED CABINET (336L) | 3 | EACH | 703.2.11 | |
| PAD MOUNTED CABINET (332L) | 1 | EACH | 703.2.11 | |
| PAD MOUNTED CABINET (342) (DOUBLE) | | EACH | 703.2.11 | |
| | | | | |
| BATTERY BACKUP (BBS/UPS) | | EACH | 703.2.14 | |
| VIDEO DETECTION DEVICE & HARDWARE | 1 | EACH | 703.3.1 | |
| RADAR DETECTION DEVICE & HARDWARE | | EACH | 703.3.2 | |
| | | | | |
| TRAFFIC SIGNAL HEAD | CHART A | EACH | 703.4.1 | |
| SIGNAL HEAD MOUNTING BRACKET | CHART A | EACH | 703.4.2 | |
| RETROREFLECTIVE BACKPLATE | CHART A | EACH | 703.4.3 | |
| VEHICLE TRAFFIC SIGNAL LED MODULES | 16 | EACH | 703.4.4 | |
| PEDESTRIAN TRAFFIC SIGNAL LED MODULES | 8 | EACH | 703.4.5 | |
| APS PUSHBUTTON SYSTEM & SIGN (R10-3E, 9"x15") | 8 | EACH | 703.4.6 | |
| | | | | |
| TRAFFIC SIGNAL POLE | CHART B | EACH | 703.5.1 | |
| TRAFFIC SIGNAL PEDESTAL (ALUMINUM) | 4 | EACH | 703.5.2 | |
| APS PUSHBUTTON STATION (ALUMINUM) | 4 | EACH | 703.5.3 | |
| SERVICE BOX | 4 | EACH | 703.6 | |
| | | | | |
| LUMINAIRE ARM | | EACH | 703.7.1 | POWER COMPANY PROVIDED & INSTALLED |
| LED LUMINAIRE | | EACH | 703.7.2 | POWER COMPANY PROVIDED & INSTALLED |
| PHOTOCELL | | EACH | 703.7.3 | POWER COMPANY PROVIDED & INSTALLED |
| UNFUSED STREET LIGHT CONNECTOR KIT | | EACH | 703.7.4 | |
| FUSED STREET LIGHT CONNECTOR KIT | | EACH | 703.7.5 | |
| OVERHEAD STREET NAME SIGN | CHART C | EACH | 703.8.1 | |
| R10-10 SIGN (30" X 36") | 4 | EACH | 703.8.2 | |
| R10-FYA SIGN (30" X 36") | | EACH | 703.8.2 | |
| BLANK OUT SIGN (36" X 36") | | EACH | 703.8.3 | |
| | | | | |
| ENTRANCE HEAD | | EACH | 703.9.2 | |
| SERVICE ENCLOSURE, AMP. | | EACH | 703.9.3 | |
| CIRCUIT BREAKER, TRAFFIC SIGNAL, AMP. | | EACH | 703.9.4 | |
| CIRCUIT BREAKER, LUMINAIRE, AMP. | | EACH | 703.9.4 | |
| SURGE ARRESTER CA 302R | | EACH | 703.9.5 | |
| POWER SERVICE CONTROLLER CABINET | | EACH | 703.9.6 | |
| | | | | |
| GROUND ROD & CLAMP | | EACH | 703.10 | |
| SERVICE WIRE NO. __ AWG 1/C | | LIN FT | 703.11.1 | |
| LIGHTING DISTRIBUTION WIRE NO. __ AWG 1/C | | LIN FT | 703.11.2 | |
| POLE & BRACKET WIRE NO. 10 AWG 1/C | | LIN FT | 703.11.3 | |
| GROUND WIRE NO. 6 AWG 1/C BARE SOLID | | LIN FT | 703.11.4 | |
| TRACER WIRE NO. 12 AWG (BLUE) | | LIN FT | 703.11.5 | |
| TRACER WIRE CONNECTOR | | EACH | 703.11.6 | |
| MULTI-CONDUCTOR CABLE NO. 14 AWG 7/C | | LIN FT | 703.11.7 | |
| MULTI-CONDUCTOR CABLE NO. 14 AWG /C | | LIN FT | 703.11.7 | |
| DETECTION CABLE | | LIN FT | 703.11.9 | |
| PRE-FORMED LOOP | | EACH | 703.11.10 | |
| ETHERNET CABLE (CAT6) | | LIN FT | 703.11.11 | |
| | | | | |
| CONDUIT, 2" & FITTINGS | 25 | LIN FT | 703.12 | |
| CONDUIT, 3" & FITTINGS | 467 | LIN FT | 703.12 | |
| CONDUIT, __" & FITTINGS | | LIN FT | 703.12 | |
| | | | | |
| | | | | |

NOTES:

1. QUANTITIES SHOWN ARE FOR XXX AND XXXX SIGNAL.
2. REFER TO CITY OF WICHITA PART 700 TRAFFIC SIGNALIZATION SPECIFICATIONS.
3. ALL TRAFFIC SIGNAL POLES SHALL BE PAINTED BLACK PER LATEST EDITION OF PART 700 SPECIFICATIONS. SIGNAL CABINET SHALL BE NATURAL ALUMINUM.
4. CONFLICT MONITOR SHALL BE A 2010 ECL-IP UNIT WITH ETHERNET PORT.
5. A SEPARATE DETECTION CARD SHALL BE USED FOR EACH INTERSECTION LEG. THE DETECTION SYSTEM INCLUDES DETECTOR UNIT, PROCESSOR, CARD, AND INCIDENTAL ITEMS NECESSARY FOR THE SUCCESSFUL OPERATION OF THE DETECTION SYSTEM.

## BID ITEM

| Item | Quantity | Unit |
|---|---|---|
| Traffic Signal | LSUM | LSUM |
| Temporary Traffic Signal | LSUM | LSUM |
| Traffic Signal Controller | 1 | EACH |
| Detection System | LSUM | LSUM |

1. TRAFFIC SIGNAL CONTROLLER ITEM INCLUDES THE UNIT COST FOR PERMANENT CONTROLLER ONLY. COST FOR INSTALLATION, PROGRAMMING, ETC. SHALL BE INCLUDED IN THE "TRAFFIC SIGNAL" QUANTITY.
2. CONTROLLERS FOR TEMPORARY SIGNAL(S) IS SUBSIDIARY TO THE BID ITEM "TEMPORARY TRAFFIC SIGNAL".
3. FOR MULTIPLE PROJECT INTERSECTIONS, QUANTITIES SHOULD BID SEPARATELY FOR EACH SIGNALIZED INTERSECTION (EXCLUDING CONTROLLERS).
4. THE TRAFFIC SIGNAL SYSTEM SHALL BE COMPLETE AND THE CONTRACTOR SHALL FURNISH AND INSTALL ALL EQUIPMENT AND MATERIALS NECESSARY FOR THE SATISFACTORY OPERATION OF ELECTRICAL APPARATUS AND FOR COMPLETE OPERATION OF THE TRAFFIC SIGNAL SYSTEM WHETHER SPECIFICALLY MENTIONED OR NOT.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

TRAFFIC SIGNAL QUANTITY SHEET

TRAFFIC ENGINEER — APP'D 01/27/22
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
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Wichita, KS 67209
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|---|---|---|---|
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CITY OF WICHITA
CITY OF WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-QUANTITY

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER
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SHEET NUMBER 120 OF .

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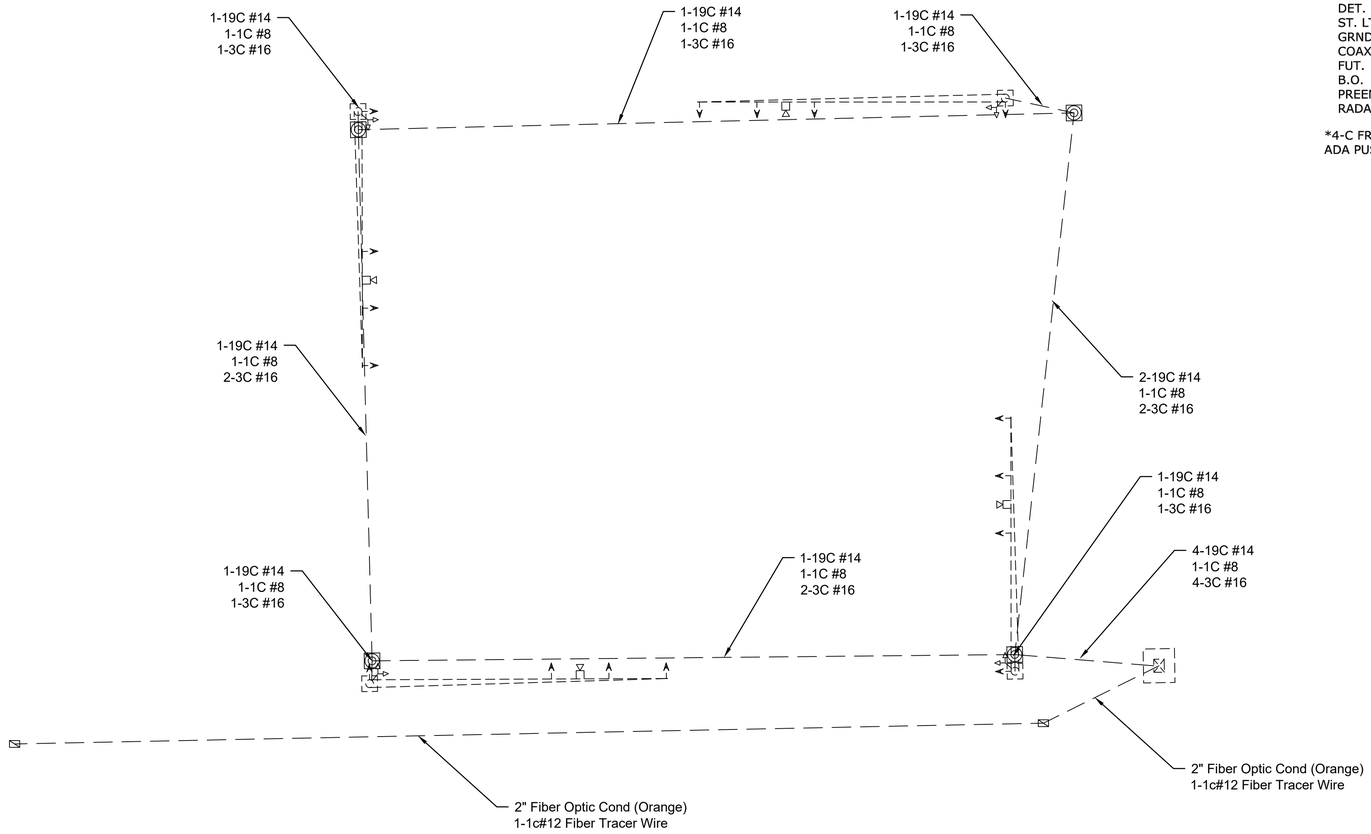
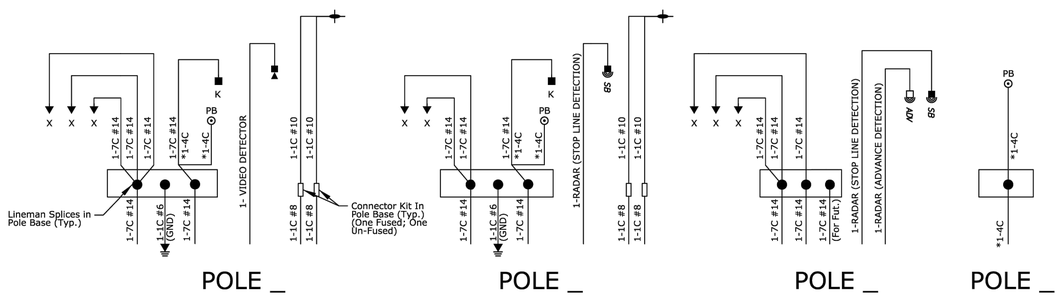
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:23 PM Plotter used: None




## POLE WIRING DIAGRAM




## LEGEND

| | |
|---|---|
| COND. | CONDUIT |
| SIG. | SIGNAL CABLE |
| PED. | PEDESTRIAN SIGNAL CABLE |
| DET. | DETECTOR LEAD-IN CABLE |
| ST. LT. | STREET LIGHTING CABLE |
| GRND. | WIRE FOR POLE GROUND |
| COAX. | COAXIAL CABLE |
| FUT. | FUTURE CABLE |
| B.O. | BLANK OUT SIGN CABLE |
| PREEMPT | PREEMPTION CABLE |
| RADAR | RADAR DETECTION CABLE |

*4-C FROM PEDESTRIAN SIGNAL HEAD (K) TO ADA PUSHBUTTON PROVIDED BY SUPPLIER

## DETECTOR SUMMARY

| DETECTOR NUMBER | DETECTION ZONE SIZE | STOP BAR DETECTION | ADVANCED DETECTION | †TIMINGS (SEC) | | MODE | | PHASE CALLED | DISTANCE FROM STOP BAR |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TOTAL STRETCH + EXTENSION | DELAY | PRESENCE | PULSE | | |
| 1 | 6' x 30' | 1 | | | | | | | |
| 1 | 6' x 16' | 1 | | | | | | | |
| 1 | 6' x 16' | | 1 | | | | | | 110' |
| 1 | 6' x 16' | | 1 | | | | | | 230' |
| 2 | 6' x 30' | 1 | | | | | | | |
| 2 | 6' x 16' | 1 | | | | | | | |
| 2 | 6' x 16' | | 1 | | | | | | 110' |
| 2 | 6' x 16' | | 1 | | | | | | 230' |
| 3 | 6' x 30' | 1 | | | | | | | |
| 3 | 6' x 16' | 1 | | | | | | | |
| 3 | 6' x 16' | | 1 | | | | | | 110' |
| 3 | 6' x 16' | | 1 | | | | | | 230' |
| 4 | 6' x 30' | 1 | | | | | | | |
| 4 | 6' x 16' | 1 | | | | | | | |
| 4 | 6' x 16' | | 1 | | | | | | 110' |
| 4 | 6' x 16' | | 1 | | | | | | 230' |
| | | | | | | | | | |

† TIMINGS SHOWN IN DETECTOR SUMMARY CHART INCLUDE THE TOTAL STRETCH + EXTENSION. DETECTOR TIMINGS SHALL BE PROGRAMMED INTO THE TRAFFIC SIGNAL CONTROLLER. SEE TRAFFIC SIGNAL GENERAL NOTES FOR ADVANCED DETECTION DISTANCE AND TIMING.

## SUGGESTED TIMINGS (SEC.)

| PHASE | MINIMUM INITIAL | *MAXIMUM GREEN SPLIT | **PEDESTRIAN | | | ***CLEARANCE | |
|---|---|---|---|---|---|---|---|
| | | | WALK | FDW | SDW | YELLOW | ALL RED |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

CLEARANCE DESIGN SPEEDS:
___ ROAD = XX MPH
___ STREET = XX MPH

*MAXIMUM GREEN SPLIT IS FOR NON-PEDESTRIAN CALLS ONLY. TIMING INCORPORATES YELLOW & ALL RED CLEARANCE TIMES.

**PEDESTRIAN PHASING SHALL EXTEND PHASE WHEN CALLED IF APPROPRIATE. PEDESTRIAN CLEARANCE TIMES SHALL FOLLOW MUTCD GUIDELINES FOR PHASES.

***SIGNAL CLEARANCE TIMINGS ARE CALCULATED BASED ON RECOMMENDATIONS FROM NCHRP REPORT 731.

NOTES:

1. ALL MULTI-CONDUCTOR WIRE SHALL BE AWG #14 SOLID UNLESS SPECIFIED OTHERWISE. LABEL EACH WIRE AS SHOWN IN PART 700 SPECIFICATIONS.
2. ALL GROUND WIRE SHALL BE #6 AWG COPPER WIRE IN ACCORDANCE WITH ATM B-3. SOLID BARE COPPER WIRE SHALL BE USED FOR ALL EXTERIOR INSTALLATIONS INCLUDING SERVICE AND GROUND ROD BONDING. OTHERWISE, GREEN INSULATED STRANDED WIRE TYPE "THHN/THWN" SHALL BE USED.
3. GROUND WIRE SHALL BE BONDED TO EACH GROUND ROD AT EVERY POLE, PEDESTAL, SERVICE BOX, AND CONTROLLER TO FORM ONE CONTINUOUS GROUND CIRCUIT.
4. DETECTOR CABLES SHOULD RUN CONTINUOUS. SPLICES, IF REQUIRED, SHALL ONLY OCCUR IN THE POLE BASE AND MUST BE APPROVED BY THE CITY OF WICHITA TRAFFIC ENGINEER.
5. IN NO CASE SHALL MORE THAN 60% OF ANY CONDUIT BE FILLED BY AREA.
6. STREET LIGHTING CABLE SHALL BE SPLICED IN SERVICE BOXES. THE SPLICE SHALL BE MADE WATERPROOF.
7. SPLICES AT POLE BASE SHALL BE LINEMAN SPLICES PER SECTION 702.21.11. TERMINAL BLOCKS WILL NOT BE USED.
8. ALL CONDUIT SHALL BE HOT DIPPED GALVANIZED RIGID STEEL CONDUIT (GRC) AS SHOWN IN THE PROJECT SPECIFICATIONS.
9. DURING EMERGENCY FLASH OPERATIONS, ALL SIGNAL PHASES SHALL BE RED INDICATIONS. PEDESTRIAN PHASE SHALL BE DARK.

LEGEND: SIGNAL HEAD (X) | VIDEO DETECTOR | RADAR DETECTOR | PTZ CCTV | LUMINAIRE | PED. HEAD (K) | PUSHBUTTON | GROUND | ST.LT. CONNECTOR KIT | SPLICE CONNECTION

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

TRAFFIC SIGNAL WIRING & TIMING DETAILS

TRAFFIC ENGINEER APP'D 01/27/22
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

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| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-WIRING

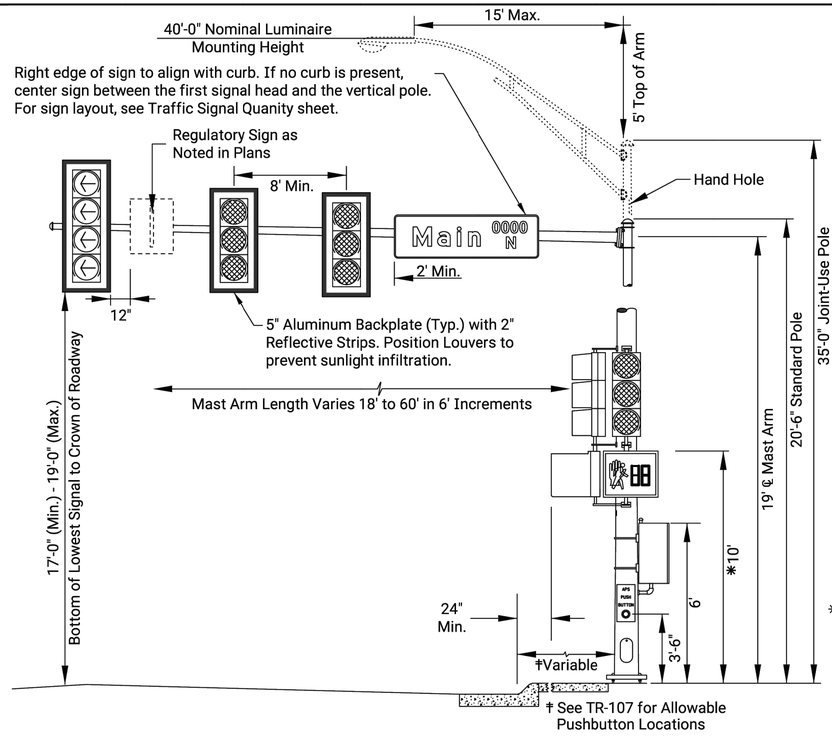
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

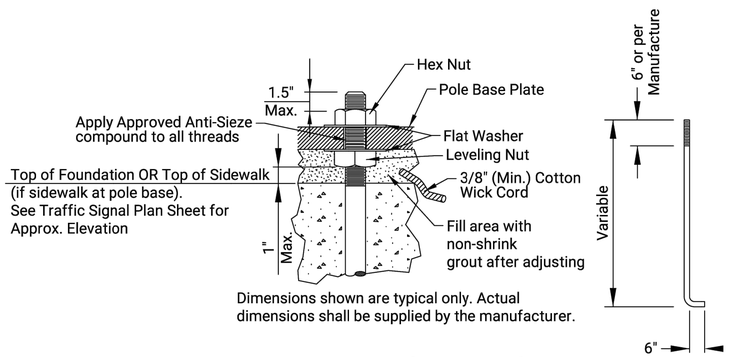
DRAWING NUMBER
.

SHEET NUMBER 121 OF .

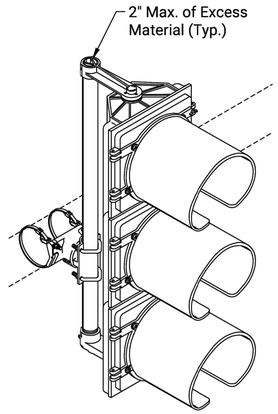
File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL DETAILS.dwg Last Save: 10/20/2025 9:21 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:23 PM Plotter used: None



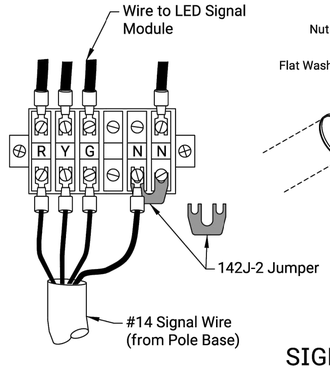

## MAST ARM POLE ANCHOR BOLT DETAIL




1. Under no circumstance shall the bolt-flange of the pole be recessed in concrete.
2. The space between Pole Base Plate and Top of Foundation shall not exceed the diameter of the anchor bolt.
3. The anchor bolt threads shall be protected from concrete fouling during concrete placement.

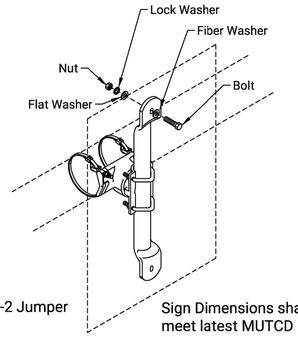



## RIGID SIGNAL MOUNTING DETAIL



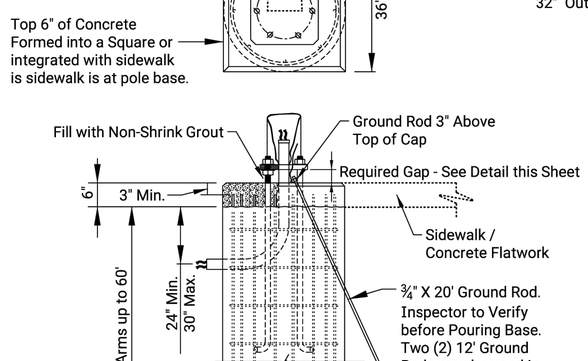

## SIGNAL HEAD JUMPER DETAIL

Example for 3-Section Head Shown




## SIGN MOUNTING BRACKET DETAIL SIGNS OVER 18" TALL (R10 SERIES)

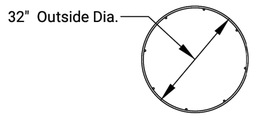
✳ NOTE:
Pedestrian signal heads shall be mounted so the top of signal head is at 10' above sidewalk level. Bottom of pedestrian head shall be 7' minimum from sidewalk level.

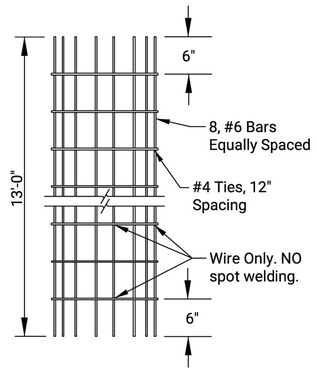






## MAST ARM POLE & BASE DETAIL




## MAST ARM POLE REBAR CAGE DETAIL

(FOR MAST ARMS UP TO 60')

NOTE:

1. THE CITY STANDARD TRAFFIC SIGNAL POLE FOUNDATION DESIGN IS ACCEPTABLE FOR A MAXIMUM MAST ARM SPAN OF UP TO 60 FEET WITH A 13'-0" DEEP FOOTING SHAFT. IF A LONGER MAST ARM IS REQUIRED, SIGNAL POLE FOUNDATION DESIGN CALCULATIONS MUST BE SUBMITTED TO THE CITY FOR REVIEW.
2. MINIMUM SOIL PROPERTIES FOR THESE LENGTHS ARE EITHER "PHI" OF 5° OR GREATER OR A MINIMUM "C" VALUE OF 500 PSF OR GREATER. SOILS HAVING PROPERTIES LESS THAN EITHER OF THESE MUST HAVE CALCULATIONS SUBMITTED TO THE CITY FOR REVIEW.
3. THE ANCHOR BOLTS FOR THE SIGNAL POLE MAY BE TACK WELDED TOGETHER IN BOLT PATTERN (ON CENTERS AS SHOWN) TO MAINTAIN REQUIRED BOLT CONFIGURATION PATTERN AND TO AID IN VERTICAL POSITIONING WHILE CONCRETE BASE IS POURED.
4. USE ANTI-SEIZE COMPOUND ON ALL THREADS.
5. GROUND RODS TO BE POSITIONED AND SHOWN TO INSPECTOR BEFORE POURING BASE.
6. GROUND RODS FOR TRAFFIC SIGNAL MAST ARM POLES AND 342 CABINETS SHOULD BE 3/4" X 20'. TWO (2) 3/4" X 12' GROUND RODS MAY BE USED IN LIEU OF A SINGLE 20' GROUND ROD. ALL OTHER GROUND RODS SHALL BE 3/4" X 12'.
7. CONCRETE SHALL MEET THE REQUIREMENTS OF GRADE 4.0 PER SPECIFICATIONS.
8. CONSTRUCT SQUARE CONCRETE CAP AFTER POLE HAS BEEN ERECTED & PLUMBED. CHAMFER EDGE 1". MUST BE APPROVED BY ENGINEER BEFORE POURED.
9. CONDUIT SHALL HAVE PLASTIC (OR METAL) BUSHING (ABOVE BASE) TO PREVENT CABLE CHAFING.
10. RUBBER GROMMETS SHALL BE INSTALLED FOR WIRE ENTRANCE HOLES AT EACH PENETRATION LOCATION. HOLES MAY BE FIELD DRILLED AS PER MANUFACTURE SIZE AND PROCEDURES.
11. HOLE(S) FOR WIRING SHOULD BE 7/8" MINIMUM DIAMETER AND MUST BE DEBURRED TO PREVENT DAMAGE. SPARE/EMPTY HOLES SHALL BE FILLED WITH TRADE-SIZE SMOOTH-FACE CONDUIT CLOSURE(S) OR AS DIRECTED BY CITY TRAFFIC SIGNAL MAINTENANCE.
12. USE #6 BARE COPPER GROUND CONDUCTOR FROM CLAMP TO GROUND BOLT IN ACCESS HOLE.
13. IN THE EVENT SOUND BEDROCK IS ENCOUNTERED AT A DEPTH LESS THAN STANDARD, CONTRACTOR SHALL NOT PROCEED WITHOUT ENGINEER APPROVAL OF SOCKET DEPTH.
14. IT MAY BE NECESSARY TO USE A CONCRETE FORM/SONOTUBE FOR THE SIGNAL AND PEDESTRIAN POLE BASES WHERE PREVIOUS EXCAVATION MAY HAVE OCCURRED OR SANDY SOILS. IT IS EXPECTED THAT THE SIGNAL AND PEDESTRIAN POLES' LOCATIONS WILL NOT BE CHANGED AND IT IS UP TO THE CONTRACTOR TO ACCOUNT FOR CONCRETE FORMS WITHIN THEIR BID IF THEY ARE NEEDED FOR POSSIBLE UNSTABLE SOIL CONDITIONS.

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-INSTALL

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

TRAFFIC SIGNAL INSTALLATION DETAIL SHEET

TRAFFIC ENGINEER — APP'D 01/27/22
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
TR-105

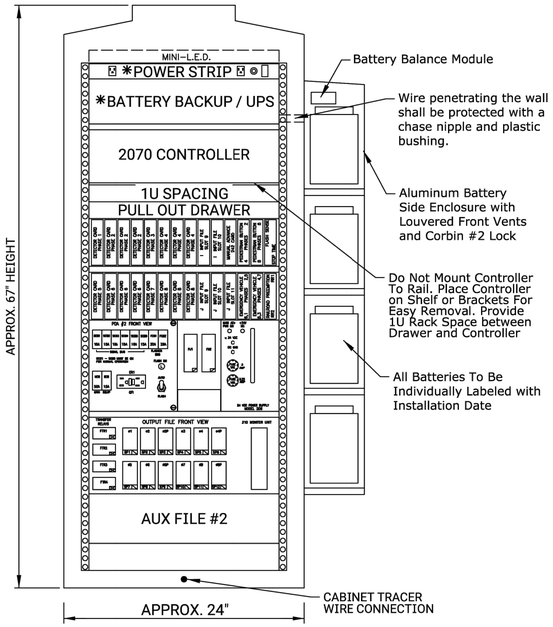
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

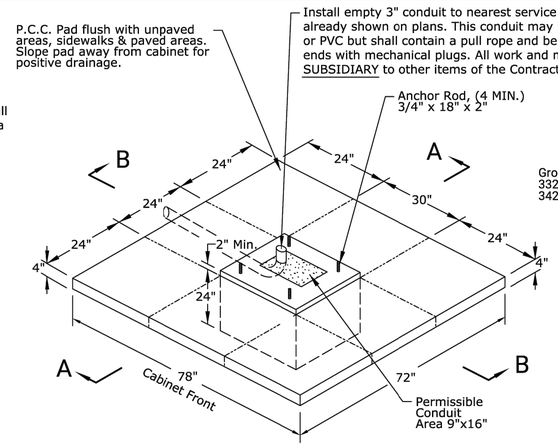
SHEET NUMBER 122 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL DETAILS.dwg Last Save: 10/20/2025 9:21 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None

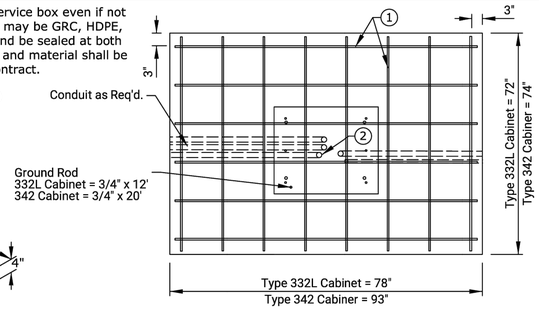



## TYPICAL TYPE 332L CABINET (PAD MOUNT)

Approximate 67" H x 24" W x 30" D
*Locate Power Strip & BBS on Backside of Cabinet




## TYPE 332L PAD

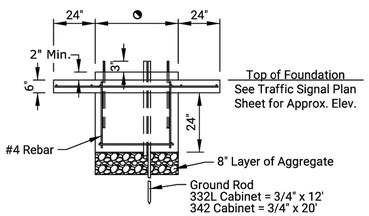



### CABINET FOUNDATION NOTES:

1. ALL REINFORCING BAR USED IN THE CONSTRUCTION OF THE CABINET FOUNDATION SHALL BE NO. 4 BARS, EVENLY SPACED AT 12 IN SPACING, +/- 1.5 IN.

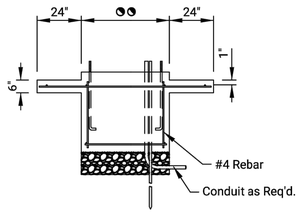
   6"x6"-W4xW4 WELDED WIRE FABRIC (WWF) MAY BE USED IN LIEU OF REINFORCING BAR.

2. REINFORCEMENT SHALL BE ADJUSTED TO ACCOMMODATE CONDUIT.
3. MINIMUM NO. 4 COPPER GROUNDING CONDUCTOR FROM CABINET EQUIPMENT GROUND BUS TO GROUND ROD.



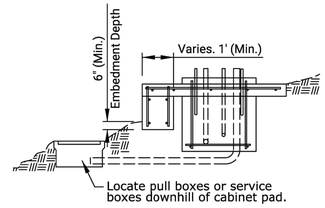

## SECTION "A-A"

Type 332L Cabinet = 24"
Type 342 Cabinet = 26"



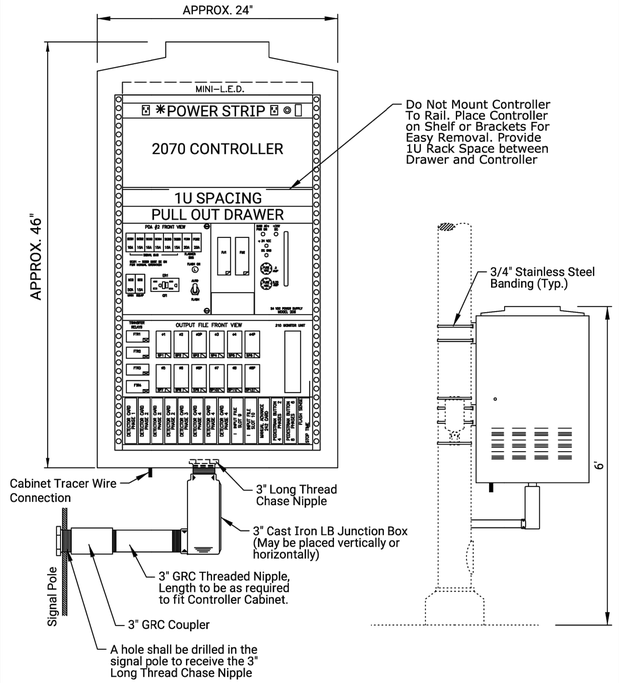

## SECTION "B-B"

Type 332L Cabinet = 30"
Type 342 Cabinet = 45"



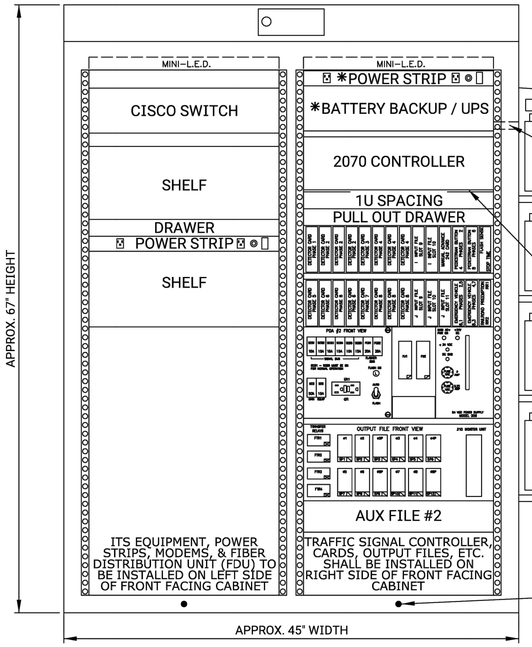

## FOUNDATION ON SLOPE DETAIL

1. All reinforcing bar shall be No. 4 bars, evenly spaced at 12" spacing, +/- 1.5".
2. Additional concrete, material, and labor required for cabinet foundation on slope shall be SUBSIDIARY to other items of the contract.



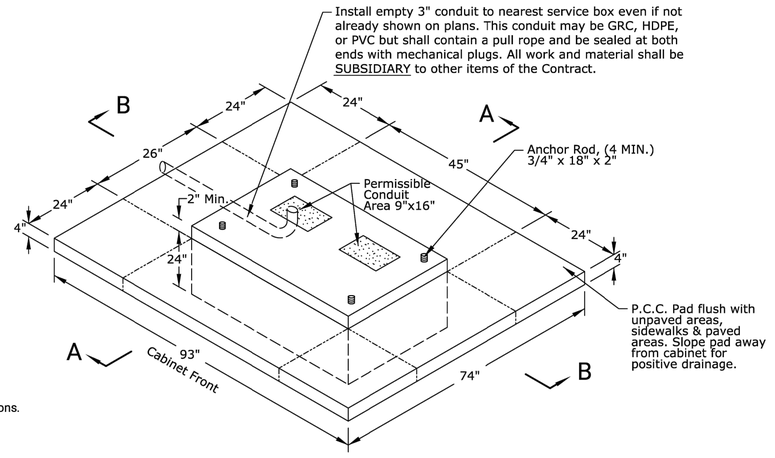

## TYPICAL TYPE 336L CABINET (POLE MOUNT)

Approximate 46" H x 24" W x 22" D
*Locate Power Strip on Backside of Cabinet




## TYPICAL TYPE 342 CABINET (PAD MOUNT)

Approximate 67" H x 45" W x 26" D
*Locate Power Strip & BBS on Backside of Cabinet




## TYPE 342 PAD

NOTE:
1. CABINET BASE DIMENSIONS MAY VARY DEPENDING ON MANUFACTURER. CONTRACTOR SHALL VERIFY DIMENSIONS AND ANCHOR BOLT LOCATIONS FROM MANUFACTURER PRIOR TO CONSTRUCTING BASE.
2. All CABINETS SHALL BE A MINIMUM OF 0.125" NATURAL ALUMINUM AND INCLUDE A 19" EIA RACK.
3. ALL CABINETS SHALL INCLUDE A TRACER WIRE CONNECTION AND ANODES. SEE SIGNAL STANDARDS FOR DETAILS.
4. SIGNAL CONTROLLER SHALL NOT BE MOUNTED DIRECTLY TO 19" EIA RACK BUT SHALL SIT ON SHELF/BRACKETS TO ALLOW EASY REMOVAL.
5. ALL CONDUITS SHALL BE SEALED WITH APPROVED MATERIAL. EMPTY CONDUITS SHALL CONTAIN PULL ROPE AND SEALED WITH MECHANICAL PLUG.
6. ANTENNA(S) IF USED, SHALL BE PLACED WITHIN THE CABINET IF SIGNAL QUALITY IS ADEQUATE AS DETERMINED BY THE ENGINEER THROUGH SIGNAL STRENGTH TESTING BY THE CONTRACTOR.
7. GROUND RODS TO BE POSITIONED AND SHOWN TO INSPECTOR BEFORE POURING BASE.
8. GROUND RODS FOR 342 CABINETS SHOULD BE 3/4" X 20'. TWO (2) 3/4" X 12' GROUND RODS MAY BE USED IN LIEU OF A SINGLE 20' GROUND ROD. ALL OTHER CABINET GROUND RODS SHALL BE 3/4" X 12'.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

*2070 SIGNAL CABINET & PAD DETAILS*

TRAFFIC ENGINEER — APP'D 01/27/2
*MIKE ARMOUR, P.E.*

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

*CITY ENGINEER'S OFFICE*
*CITY HALL - SEVENTH FLOOR*
*455 NORTH MAIN STREET*
*WICHITA, KANSAS 67202-1620*
*(316) 268-4501*

SHEET: *TR-106*

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Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
CITY OF WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-CABINET

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 123 OF .

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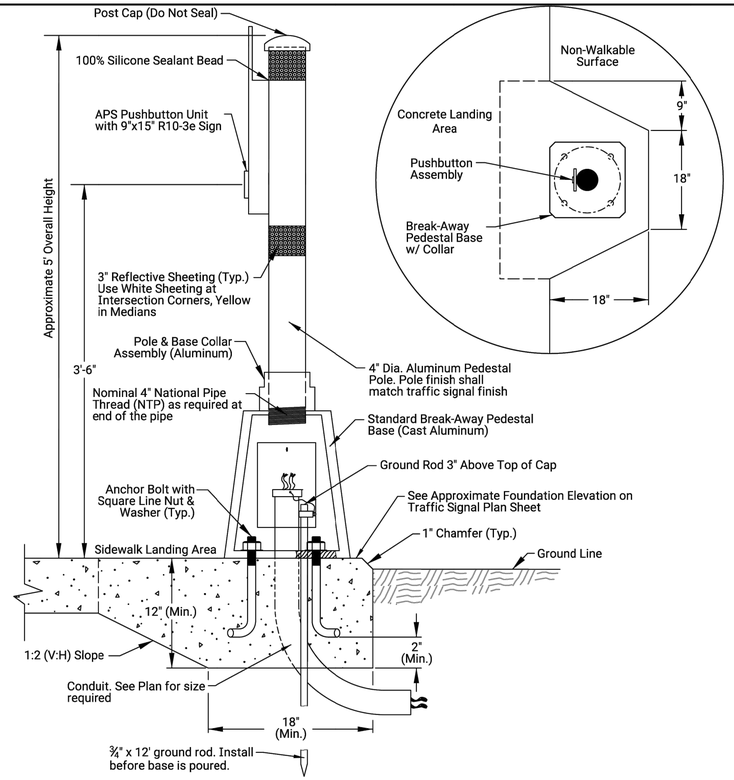
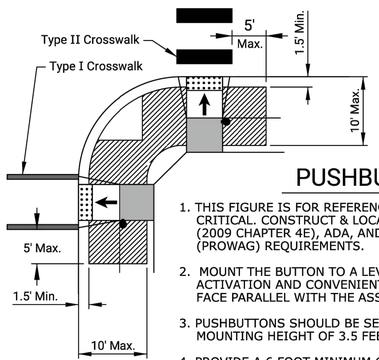
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None




## APS PUSHBUTTON STATION

1. PLUMB THE PUSHBUTTON STATION WITH GALVANIZED STEEL LEVELING SHIMS AS REQUIRED.
2. USE #6 BARE COPPER GROUND CONDUCTOR FROM CLAMP TO GROUND BOLT IN ACCESS HOLE.
3. THE PUSHBUTTON STATION FOUNDATION HAS TWO (2) OPTIONS. BOTH OPTIONS ARE SUBSIDIARY TO THE APS PUSHBUTTON STATION AND NO ADDITIONAL PAYMENT WILL BE MADE REGARDLESS OF FOUNDATION TYPE.
   A. POURED MONOLITHIC WITH THE SIDEWALK (SHOWN ABOVE) - PROVIDE A 1:2 (V:H:) SLOPE GRADE WHERE THE SIDEWALK DEPTH TRANSITIONS TO THE 12" FOUNDATION DEPTH.
   B. ALTERNATIVE FOUNDATION DESIGN - PLACE FOUNDATION AS SHOWN ON STANDARD SHEET "TRAFFIC SIGNAL INSTALLATION DETAIL SHEET". THIS 24" FOUNDATION WILL MATCH THE TRAFFIC SIGNAL PEDESTAL BASE. PROVIDE A BOND BREAKER OR EXPANSION JOINT TO SEPARATE FOUNDATION FROM SIDEWALK.

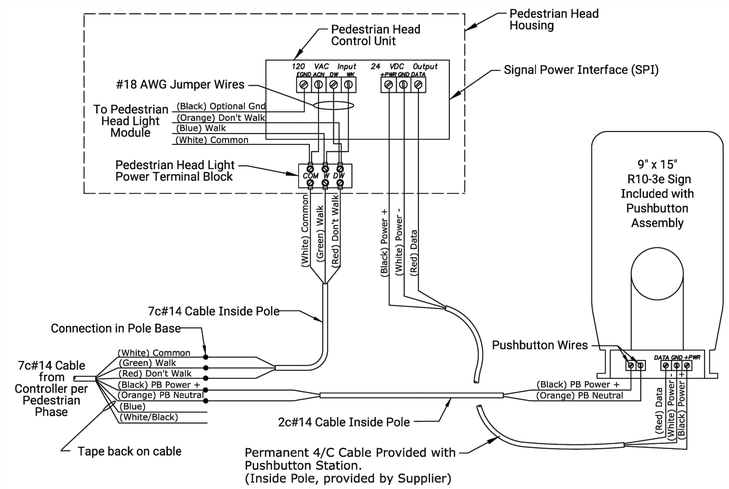



LEGEND

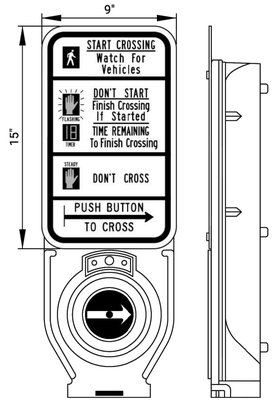
- Allowed Pushbutton Location (1.5'-10' Max)
- Landing Area (5' Min. & 2% Max Slope per ADA)
- Preferred Pushbutton Location (At back of Ramp)
- Detectable Warning (per ADA)
- Downward Slope (5% Max.)

## PUSHBUTTON LOCATION AREA

1. THIS FIGURE IS FOR REFERENCE ONLY AND PLACEMENT OF THE PUSHBUTTON STATION IS CRITICAL. CONSTRUCT & LOCATE PUSHBUTTONS IN ACCORDANCE WITH CURRENT MUTCD (2009 CHAPTER 4E), ADA, AND PUBLIC RIGHTS OF WAY ACCESSIBILITY GUIDELINES (PROWAG) REQUIREMENTS.
2. MOUNT THE BUTTON TO A LEVEL, ALL-WEATHER SURFACE THAT IS CAPABLE OF EASY ACTIVATION AND CONVENIENTLY LOCATED NEAR EACH END OF THE CROSSWALK WITH THE FACE PARALLEL WITH THE ASSOCIATED CROSSWALK.
3. PUSHBUTTONS SHOULD BE SEPARATED BY A DISTANCE OF AT LEAST 10 FEET WITH A MOUNTING HEIGHT OF 3.5 FEET (42 INCHES), ABOVE THE SIDEWALK.
4. PROVIDE A 6 FOOT MINIMUM CLEAR DISTANCE WHEREVER POSSIBLE BETWEEN A PUSHBUTTON STATION & ANY VERTICAL OBSTRUCTIONS FOR MAINTENANCE & SNOW REMOVAL PURPOSES.



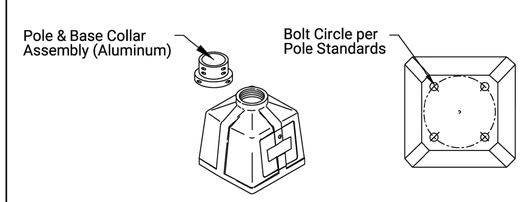

## PEDESTRIAN PUSHBUTTON WIRING DIAGRAM




## APS PUSHBUTTON SYSTEM & SIGN (R10-3E, 9"x15")

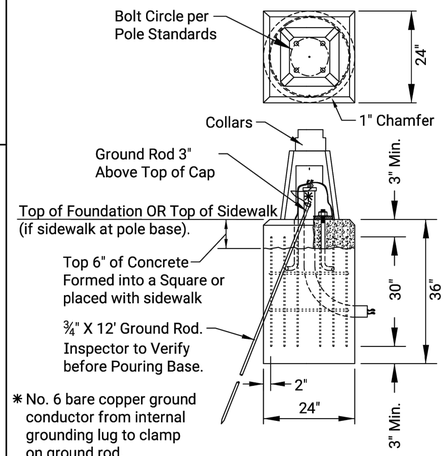
NOTE:

1. THE PUSHBUTTON SYSTEM AND SIGN SHALL MEET OR EXCEED CURRENT MUTCD AND ADA REQUIREMENTS.
2. PUSHBUTTON SYSTEM SHOULD INCLUDE INSTALLATION AND MOUNTING HARDWARE.
3. THE PUSHBUTTON SYSTEM SHOULD INCLUDE A FOUR CONDUCTOR (4/C) CABLE CONNECTING THE SIGNAL POWER INTERFACE (SPI) IN THE PEDESTRIAN SIGNAL HEAD TO THE PUSHBUTTON ASSEMBLY. THE CABLE IS NOT SPECIFICALLY QUANTIFIED OR INCLUDED IN THE TRAFFIC SIGNAL BILL OF MATERIALS. CABLE AND INSTALLATION IS SUBSIDIARY TO THE PUSHBUTTON SYSTEM.
4. SEE "TRAFFIC SIGNAL WIRING & TIMING DETAILS" FOR PEDESTRIAN TIMING AND EXTENSIONS.
5. THE PUSHBUTTON SYSTEM SHALL PROVIDE THE FOLLOWING MINIMUM STANDARD FEATURES:
   A. VANDAL RESISTANT HOUSING
   B. BOTH AUDIBLE AND VIBROTACTILE WALK INDICATIONS.
   C. THE AUDIBLE WALK INDICATION SHALL BE CAPABLE OF BOTH A PERCUSSIVE TONE & SPEECH WALK MESSAGE AS REQUIRED BY MUTCD
   D. LOCATOR TONE AND HIGH CONTRAST TACTILE ARROW(S) ALIGNED PARALLEL TO THE ASSOCIATED CROSSWALK DIRECTION OF TRAVEL.
   E. AUTOMATIC SOUND ADJUSTMENT IN RESPONSE TO AMBIENT SOUND LEVEL

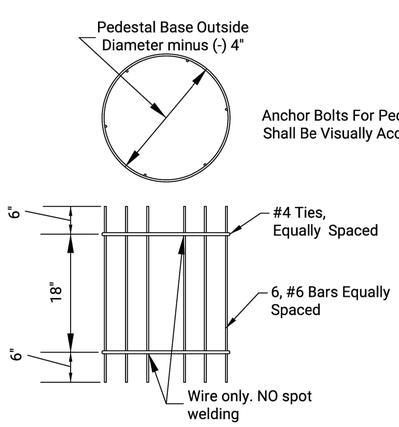



## STANDARD BREAK-AWAY PEDESTAL BASE & ANCHOR BOLT DETAIL

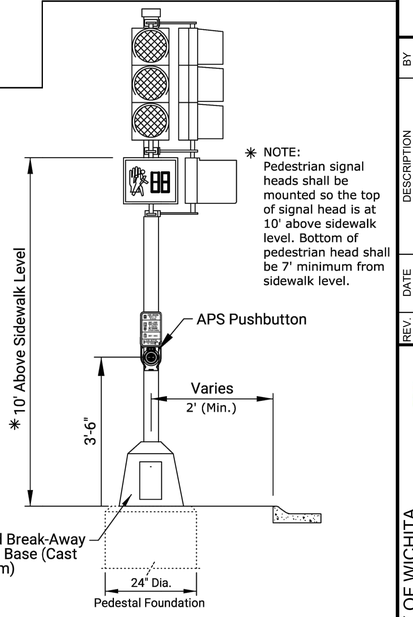
1. STANDARD BREAK-AWAY PEDESTAL BASE SHALL BE USED ON BOTH THE TRAFFIC SIGNAL PEDESTAL AND APS PUSHBUTTON STATION.
2. USE SQUARE LINE NUTS AND WASHERS ON PEDESTAL BASE.
3. ANCHOR BOLTS FOR PEDESTALS SHALL BE VISUALLY ACCEPTED.




## PEDESTAL & APS PUSHBUTTON FOUNDATION DETAIL




## PEDESTAL & APS PUSHBUTTON REBAR CAGE DETAIL




* NOTE: Pedestrian signal heads shall be mounted so the top of signal head is at 10' above sidewalk level. Bottom of pedestrian head shall be 7' minimum from sidewalk level.

## TRAFFIC SIGNAL PEDESTAL

SEE STANDARD SHEET "TRAFFIC SIGNAL INSTALLATION DETAIL SHEET" FOR PEDESTRIAN FOUNDATION DETAILS.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

SIGNAL PEDESTAL, PUSHBUTTON STATION, & APS PUSHBUTTON DETAILS

TRAFFIC ENGINEER APP'D 01/27/22
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
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WICHITA, KANSAS 67202-1620
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-PED

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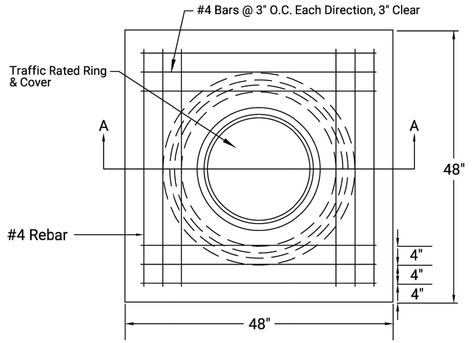
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None

# SERVICE BOX CONSTRUCTION/INSTALLATION DETAILS

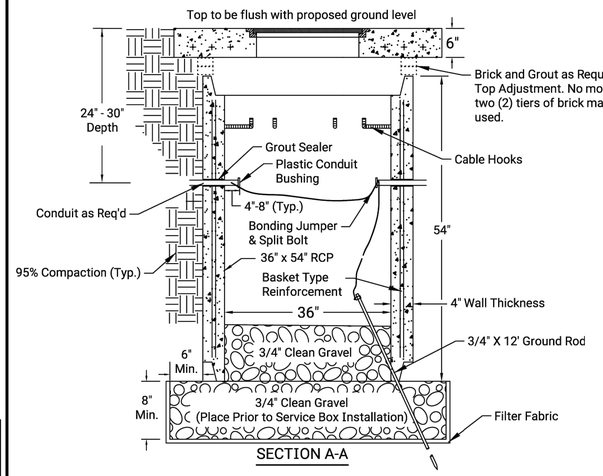



PRECAST CONCRETE SERVICE BOX
(36" I.D. X 54" RCP) with 6" cap

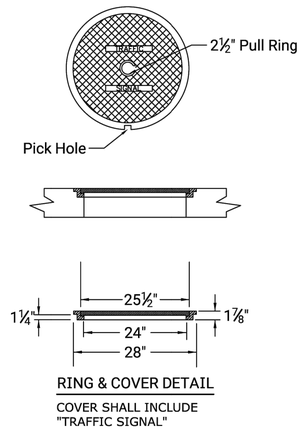
SERVICE BOX:
1. CONDUIT CONNECTION TO BE 4"-8" INSIDE FACE OF SIDE WALL, CONDUIT TO DRAIN INTO SERVICE BOX.
2. CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CONDUIT BUSHING.
3. CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
4. ALL SERVICE BOXES TO HAVE 8" OF 3/4" CLEAN GRAVEL WITH FILTER FABRIC PLACED PRIOR TO SERVICE BOX INSTALLATION.
5. NO MORE THAN TWO (2) TEIRS OF BRICKS SHALL BE USED FOR TOP ADJUSTMENTS. BRICKS SHALL BE GROUTED.
6. SERVICE BOX AND LID SHALL BE TRAFFIC RATED.

CONDUIT:
1. SLOPE CONDUIT TO DRAIN AS DIRECTED BY THE ENGINEER.
2. ALL CONDUIT SHALL BE GALVANIZED RIGID STEEL CONDUIT (GRC) UNLESS APPROVED OTHERWISE BY ENGINEER.

NO 90 DEGREE ELBOWS UNLESS APPROVED BY TRAFFIC MAINTENANCE



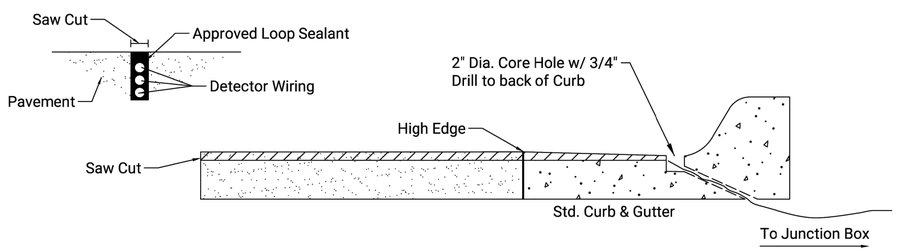

SECTION A-A




RING & COVER DETAIL

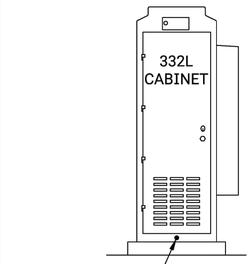
COVER SHALL INCLUDE "TRAFFIC SIGNAL"

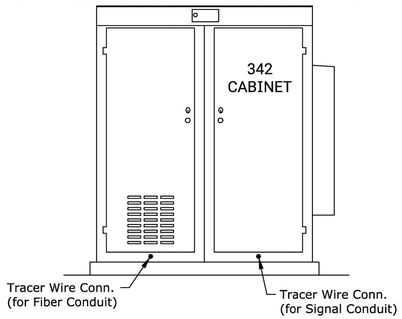
# CONDUIT/DETECTOR WIRE INSTALLATION DETAILS

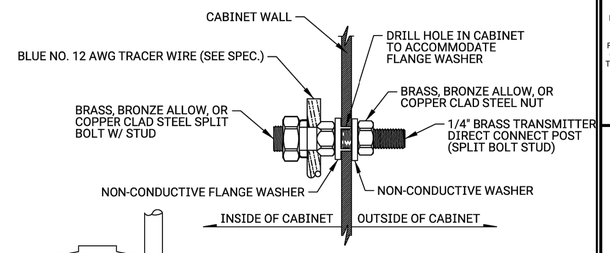


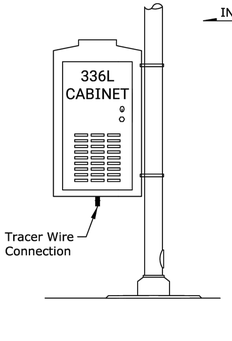

# CABINET TRACER WIRE CONNECTION DETAIL

1. TRACER WIRE TERMINAL SHALL BE SOLID BRASS, BRONZE ALLOY, OR COPPER CLAD STEEL & ACCESSIBLE FROM THE OUTSIDE OF THE CABINET.
2. TERMINAL SHALL BE COMPLETELY ISOLATED FROM CABINET & GROUNDING. RUBBER ISOLATORS ARE NOT ALLOWED.
3. HOLE IN CABINET SHALL BE MADE WATER TIGHT.
4. MAINTAIN 1.5" MINIMUM CLEARANCE FOR TERMINAL.
5. APPLY THREAD LOCK SEALANT TO REDUCE TAMPERING.
6. CRIMP STYLE WIRE TERMINALS CONNECTING TRACER WIRE TO TRANSMITTER DIRECT CONNECT POST ARE NOT PERMITTED.
7. TERMINAL LOCATION - TERMINALS SHALL BE MOUNTED IN ORDER TO PREVENT ACCIDENTAL "SNAGGING". LOCATIONS SHOULD BE A MINIMUM OF 1.5" FROM CABINET EDGES.
   A. PAD MOUNTED CABINET (332L) - TERMINAL SHALL BE LOCATED IN THE BOTTOM LIP OF THE CABINET UNDER THE BACK CABINET DOOR, CENTERED.
   B. POLE MOUNTED CABINET (336L) - TERMINAL SHALL BE MOUNTED ON THE BOTTOM SIDE OF THE CABINET, NEAREST THE POLE.

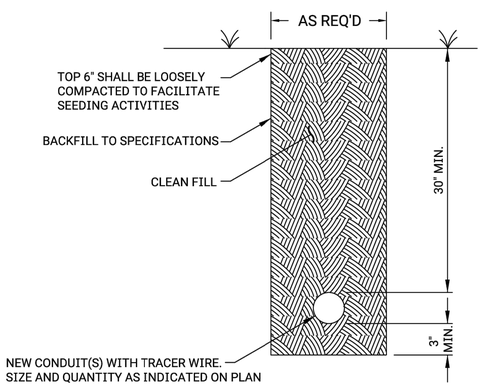



# CONDUIT BORING & TRENCH DETAILS




GENERAL:
1. ALL CROSSINGS UNDER ROADWAY SHOULD HAVE A MINIMUM OF 5 FT OF COVER BELOW CROWN GRADE OR 3 FT COVER BELOW DITCH GRADE.

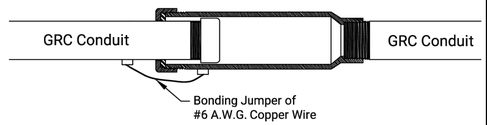
2. NO 90° ELBOWS UNLESS APPROVED BY TRAFFIC MAINTENANCE

3. INSTALL TRACER WIRE FOR LOCATING PURPOSES IN ALL CONDUIT RUNS. WHEN MULTIPLE CONDUITS SHARE THE SAME TRENCH OR BORE, TRACER WIRE TO BE LOCATED IN TOP CONDUIT ONLY.

4. BORING:
   A. INSTALL BORED CONDUIT WITHOUT DISTURBING THE EXISTING SURFACE. PLACE BORED CONDUIT BY BORING OR OTHER APPROVED MEANS. LOCATE ALL BORE PITS AND SPOIL PILES A MINIMUM OF 4 FEET FROM THE EDGE OF THE PAVED ROADWAY OR SHOULDER SURFACE AND BARRICADE, FENCE, OR PROTECT THE PITS BY SOME OTHER ACCEPTABLE METHOD FROM ERRANT VEHICLES OR PEDESTRIANS.

5. TRENCHING:
   A. DEPTH TO BE 30" MINIMUM WITH ROCK & RUBBLE FREE BACKFILL TO SERVE AS BEDDING MATERIAL. MAINTAIN MINIMUM CONDUIT DEPTH IN TRENCH.
   B. BACKFILL TO BE COMPACTED IN 6" LOOSE LIFTS BY HAND OR MECHANICAL TAMPING TO PREVENT SETTLEMENT.
   C. EXCAVATE TRENCHES TO THE WIDTH AND DEPTH NECESSARY FOR CONDUIT INSTALLATION AS SHOWN IN THE PLANS. DO NOT USE MATERIAL WHICH MIGHT CAUSE MECHANICAL DAMAGE TO THE CONDUIT FOR BACKFILLING BELOW AN ELEVATION 6 INCHES ABOVE THE CONDUIT. CLEAN THE BOTTOM OF THE TRENCH OF SUCH MATERIAL BEFORE THE CONDUIT IS PLACED. OBTAIN APPROVAL BY THE ENGINEER OF THE TRENCH PRIOR TO CONDUIT PLACEMENT. BACKFILL AND COMPACT ALL TRENCHES.

# EXPANSION FITTING




THE CONTRACTOR SHALL INSTALL THE CONDUIT AND CONNECTOR ASSEMBLY TO PERMIT A 1" MINIMUM LONGITUDINAL TRAVEL IN EITHER DIRECTION.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

*SERVICE BOX, CONDUIT, & TRACER WIRE CONNECTION CONSTRUCTION/INSTALLATION*

TRAFFIC ENGINEER — APP'D 01/27/22
*MIKE ARMOUR, P.E.*

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

*CITY ENGINEER'S OFFICE*
*CITY HALL - SEVENTH FLOOR*
*455 NORTH MAIN STREET*
*WICHITA, KANSAS 67202-1620*
*(316) 268-4501*

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| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-SERVICE

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

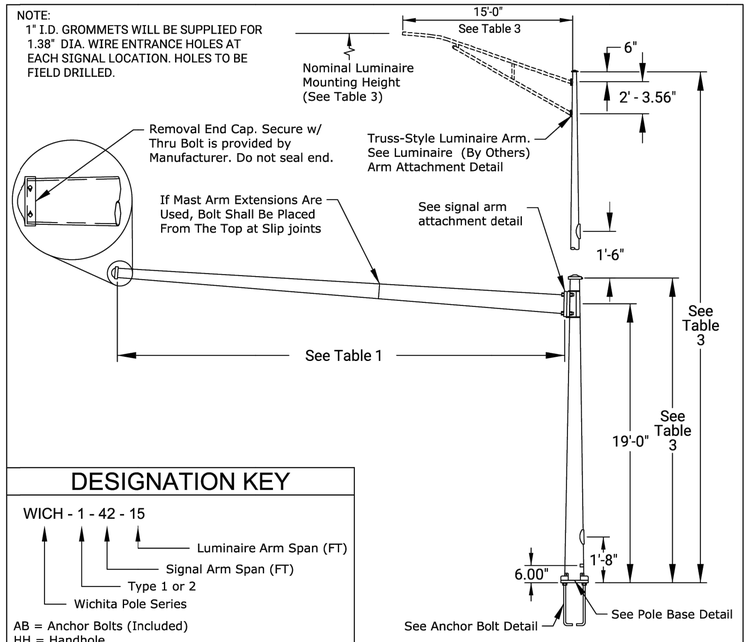
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 125 OF .


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL DETAILS.dwg Last Save: 10/20/2025 9:21 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None

NOTE:
1" I.D. GROMMETS WILL BE SUPPLIED FOR 1.38" DIA. WIRE ENTRANCE HOLES AT EACH SIGNAL LOCATION. HOLES TO BE FIELD DRILLED.




## DESIGNATION KEY




AB = Anchor Bolts (Included)
HH = Handhole
FPGV = Finish Paint over Galvanizing
TYPE 1 = No Luminaire Height (See Table 3)
TYPE 2 = Combo Pole (includes Height for Luminaire)

DESIGN CRITERIA

THE MAST ARM TRAFFIC STRUCTURES SHOWN ON THIS DRAWING SHALL BE DESIGNED IN ACCORDANCE WITH THE 2013 AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", LATEST EDITION.

ASSEMBLY NOTE(S)

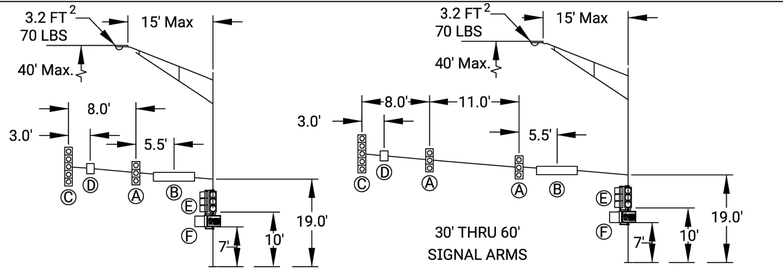
UPON INITIAL FIELD ASSEMBLY OF THE MAST-ARM'S FIRST SECTION'S BUTT PLATE TO THE MAST-ARM VERTICAL POLE'S BUTT PLATE, IF THE END USER DETERMINES THAT THERE IS A SUFFICIENT GAP AT A BOLT HOLE SUCH THAT THERE WILL NOT BE FACE-TO-FACE CONTACT BETWEEN THE TWO BUTT PLATES, THEN A WASHER SHALL BE INSERTED TO PROVIDE FACE-TO-FACE CONTACT BETWEEN THE TWO BUTT PLATES IN ACCORDANCE WITH SECTION 5.16 "BOLTED CONNECTIONS" OF THE 2013 EDITION OF AASHTO.

THE POLE SHOP DRAWING SUBMITTAL SHALL INCLUDE A FOUNDATION DIAGRAM INDICATING THE ORIENTATION OF BOLT PATTERNS FOR EACH POLE FOUNDATION. THE DRAWING SHALL INCLUDE A NORTH ARROW TO INSURE PROPER ORIENTATION OF POLE AND MAST ARM ON EACH FOUNDATION.

MANUFACTURER SHALL SHOP FIT COMPONENTS AND VERIFY CONNECTIONS PRIOR TO SHIPPING. FAILURE OF PROPER ALIGNMENT DURING ERECTION IN THE FIELD DUE TO MANUFACTURING SHALL BE THE RESPONSIBILITY OF THE MANUFACTURE AND MAY BE REPLACED AT NO COST IF DEEMED NECESSARY BY THE CITY TRAFFIC ENGINEER.

LUMINAIRE DIMENSIONS SHOWN ARE NOMINAL. CONTRACTOR AND SUPPLIER SHALL COORDINATE WITH LUMINAIRE ARM SUPPLIER TO INSURE PROPER MOUNTING PRIOR TO MANUFACTURING.

## AASHTO 2013 SPECIFICATIONS




| DEVICE | DESCRIPTION | PROJ. AREA (FT) | WEIGHT (LBS) |
|---|---|---|---|
| Ⓐ | 12"- 3 SEC. SIGNAL WITH BACK PLATES | 8.67 | 30 |
| Ⓑ | 36" X 96" STREET NAME SIGN | 24.00 | 75 |
| Ⓒ | 12"- 5 SEC. SIGNAL WITH BACK PLATES | 13.33 | 50 |
| Ⓓ | 30" X 36" SIGNAL ARM MOUNTED SIGN | 7.50 | 25 |
| Ⓔ | 12"-3 SEC. SIGNAL WITH NO BACK PLATES | 13.47 | 80 |
| Ⓕ | SINGLE SECTION PEDESTRIAN SIGNAL | 8.00 | 80 |

## DESIGN LOADING INFORMATION

- For Design Information Only. Dimensions NOT for Construction -

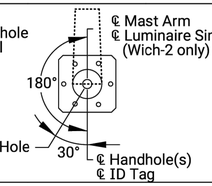
## TABLE 2: MATERIAL DATA

| COMPONENT | ASTM DESIGNATION |
|---|---|
| ALL TAPERED TUBES | A595 GR.A OR A572 |
| BASE PLATE | A36 |
| SIMPLEX PLATE | A36 |
| ANCHOR BOLTS | F1554 GR.55 |
| ARM CONNECTING BOLTS | A325 |
| GALVANIZING-HARDWARE | HOT DIP ZINC |
| | |

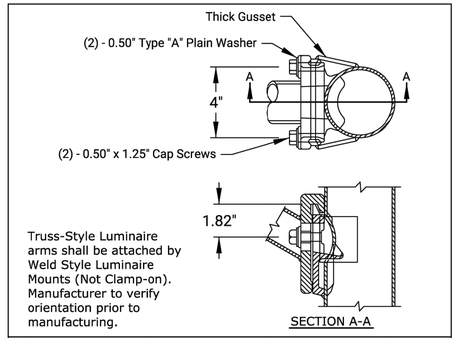
## TABLE 3: LUMINAIRE MOUNTING HEIGHT

| POLE TYPE | WICH-1 | WICH-2 |
|---|---|---|
| LUM. MOUNTING HEIGHT | -------- | 40' - 0" |
| POLE LENGTH | 20' - 6" | 35' - 0" |

All angles measured clockwise from handhole as viewed from small end of pole

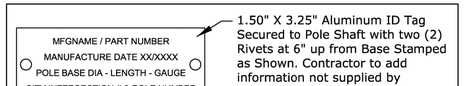



## RADIAL INDEX



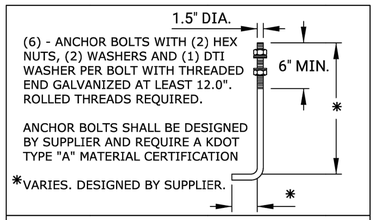

Truss-Style Luminaire arms shall be attached by Weld Style Luminaire Mounts (Not Clamp-on). Manufacturer to verify orientation prior to manufacturing.

## LUMINAIRE ARM ATTACHMENT




1.50" X 3.25" Aluminum ID Tag Secured to Pole Shaft with two (2) Rivets at 6" up from Base Stamped as Shown. Contractor to add information not supplied by Manufacturer.

## I.D. TAG

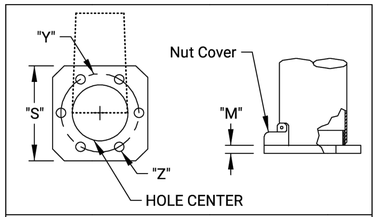



(6) - ANCHOR BOLTS WITH (2) HEX NUTS, (2) WASHERS AND (1) DTI WASHER PER BOLT WITH THREADED END GALVANIZED AT LEAST 12.0". ROLLED THREADS REQUIRED.

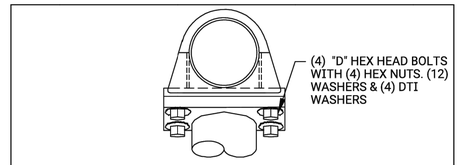
ANCHOR BOLTS SHALL BE DESIGNED BY SUPPLIER AND REQUIRE A KDOT TYPE "A" MATERIAL CERTIFICATION

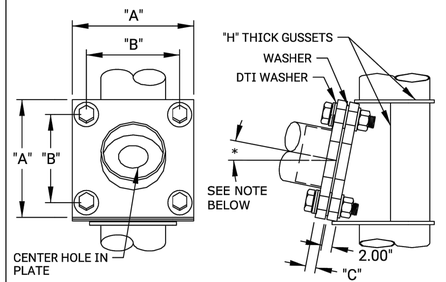
*VARIES. DESIGNED BY SUPPLIER.

## ANCHOR BOLT DETAIL




## POLE BASE DETAIL




*RISE IN SIMPLEX PLATES VARIES PER POLE BASE DIA. & MAST ARM LOAD. SECURE PLATES TO STRUCTURE TO PREVENT FALLING.

| SIGNAL POLE BASE BOLT CIRCLE "Y" (IN) | *"A" (IN) | "B" (IN) | | "D" (IN) |
|---|---|---|---|---|
| 18.00 | 17.75 | 14.50 | | 1.25 X 6.75 |
| 21.50 | 22.25 | 18.50 | | 1.50 X 7.25 |

## SIGNAL ARM ATTACHEMENT DETAIL

*PREFERRED DIMENSION(S). DIMENSION MAY VARY SLIGHTLY BY MANUFACTURER

| BASE COAT: | HOT-DIP GALVANIZED TO ASTM A123 |
|---|---|
| PRIME COAT: | POLYAMIDOAMINE OR POLAMIDE EPOXY |
| FINISH COAT: | ALIPHATIC ACRYLIC POLYURETHANE W/ UV PACKAGE |
| COLOR: | BLACK |
| SPEC: | F-604A |

## STANDARD POLE FINISH

IN THE EVENT THE POLE OR MASTARM FINISH IS DAMAGED, THE CONTRACTOR SHALL USE THE BASE PRIMER AND FINISH COAT MATERIALS FURNISHED BY THE MANUFACTURER AND INCLUDED WITH THE STRUCTURE. NO OTHER PRODUCTS WILL BE APPROVED UNLESS APPROVED BY THE ENGINEER.

IN THE EVENT SIGNAL STRUCTURE MODIFICATIONS ARE REQUIRED, THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WRITTEN PROCEDURES AND APPROVED MEANS AND METHODS FROM THE MANUFACTURE. MODIFICATIONS SHALL NOT AFFECT THE STRUCTURAL INTEGRITY OR WARRANTY OF THE STRUCTURE. ANY CHANGE SHALL BE APPROVED BY THE ENGINEER IN WRITING PRIOR TO ACCEPTANCE. THE CITY HAS THE RIGHT TO REJECT MODIFICATIONS AND REQUIRE REPLACEMENT AT NO ADDITIONAL COST, INCLUDING LABOR AND MATERIAL.

THE CONTRACTOR SHALL INSTALL ALL REQUIRED COMPONENTS PROVIDED BY THE MANUFACTURE.

## REPAIR & MODIFICATIONS

## TABLE 1: POLE AND MAST ARM DATA

| DESIGNATION KEY | | | POLE BASE | | | ANCHOR BOLT | |
|---|---|---|---|---|---|---|---|
| POLE SERIES | POLE TYPE | SIGNAL ARM SPAN (FT) | *SQUARE "S" (IN) | BOLT CIRCLE "Y" (IN) | HOLE "Z" (IN) | DIAMETER (IN) "K" | QTY. |
| WICH | 1 OR 2 | 18.0 | 23.00 | 18.00 | 2.00 | 1.50 | 6 |
| | | 24.0 | | | | | |
| | | 30.0 | | | | | |
| | | 36.0 | | | | | |
| | | 42.0 | 26.50 | 21.50 | | | |
| | | 48.0 | | | | | |
| | | 54.0 | | | | | |
| | | 60.0 | | | | | |

TRAFFIC SIGNAL POLES SHALL INCLUDE TWO (2) POLE BASE PLATE AND CORRESPONDING MAST ARM ATTACHMENT SIZES.

POLE BASE SIZE AND MAST ARM ATTACHMENTS SHALL BE INTERCHANGEABLE, REGARDLESS OF MANUFACTURE.

DIMENSIONS SHOWN ON TABLE(S) SHALL REMAIN CONSTANT, REGARDLESS OF POLE MANUFACTURE TO INSURE INTERCHANGEABILITY.

DIMENSIONS AND THICKNESSES SHOWN ON DETAILS BUT NOT SHOWN IN TABLE(S) MAY VARY BY MANUFACTURE.

*PREFERRED DIMENSION(S). DIMENSION MAY VARY SLIGHTLY BY MANUFACTURER

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

*SIGNAL POLE DATA & SPECIFICATIONS*

TRAFFIC ENGINEER APP'D 01/27/22
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
|---|---|---|
| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
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Wichita, KS 67209
(316) 264-8008


| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
CITY OF WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-SIGNAL_POLE

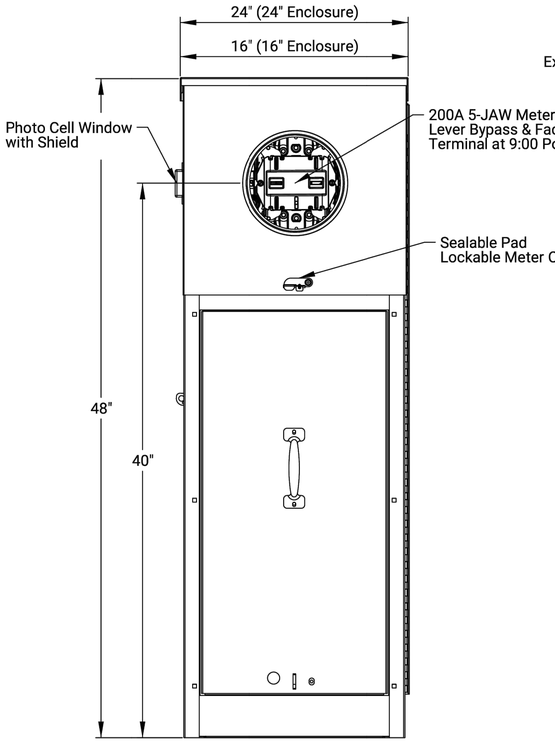
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

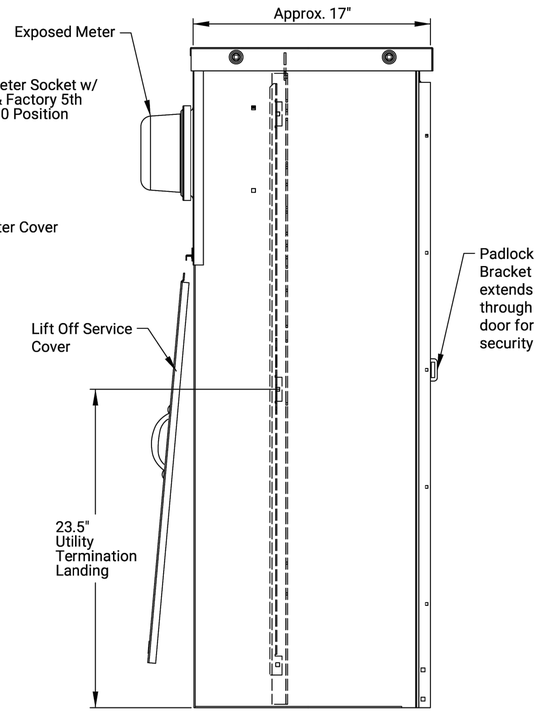
DRAWING NUMBER
.

SHEET NUMBER 126 OF .


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL DETAILS.dwg Last Save: 10/20/2025 9:21 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None



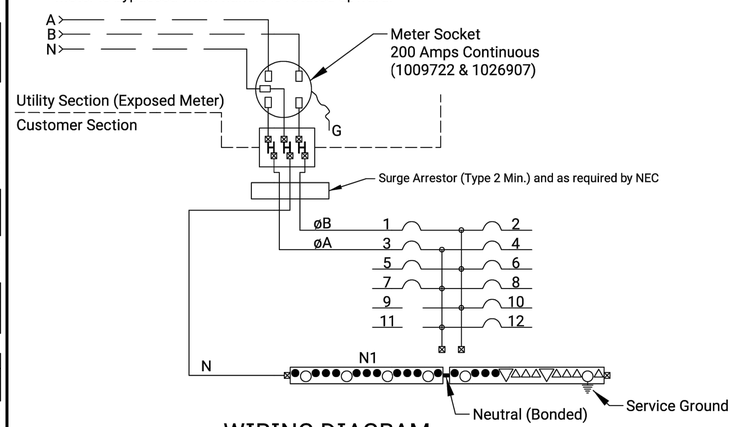

FRONT VIEW




SIDE VIEW

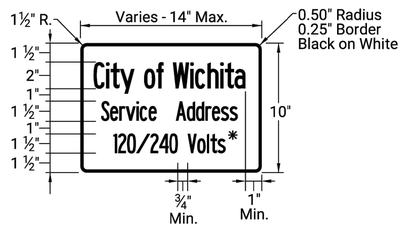
## POWER SERVICE ENCLOSURE

CAUTION:
Lever By-pass. Circuit may be live with meter removed.
Meter is bypassed when handle is rotated upward.



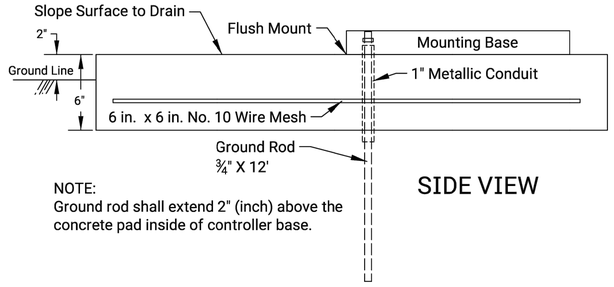

## WIRING DIAGRAM

Lighting circuit not shown. See Manufacturer's Drawing for Additional Details.



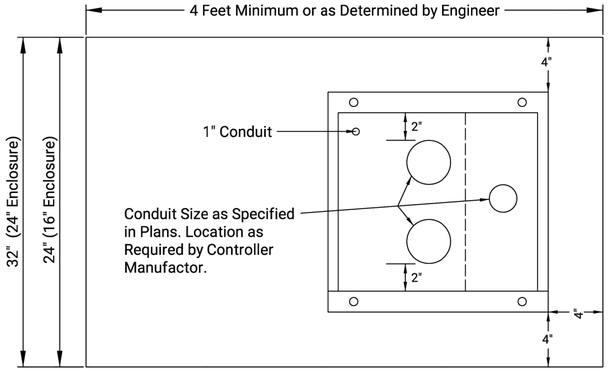

## NAMEPLATE DETAIL

1. Apply on "street side" of enclosure facing the street referenced in the address
* 2. Voltage as Provided by Electric Service
3. Nameplate shall match enclosure material type & be mechanically fastened (rivets) to enclosure




NOTE:
Ground rod shall extend 2" (inch) above the concrete pad inside of controller base.

SIDE VIEW




TOP VIEW

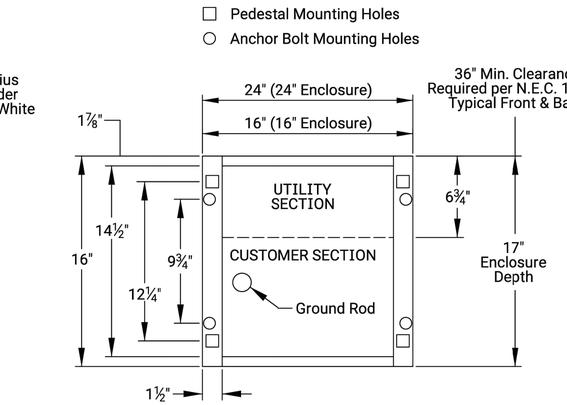
## CONCRETE FOUNDATION PAD DETAIL

NOTES:

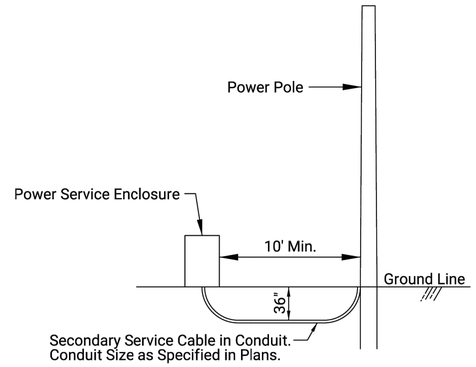
1. THE POWER ENCLOSURE SHALL BE CONSTRUCTED OF BARE 5052 ALLOY ALUMINUM 0.125" (INCH) THICK. THE ENCLOSURE SHALL BE OF CLEAN CUT DESIGN HAVING NO SHARP EDGES, CORNERS OR PROJECTIONS AND NEMA TYPE 3R CONSTRUCTION
2. THE ENCLOSURE SHALL INCREASE IN SIZE WITH THE NUMBER OF CIRCUITS.
3. ENCLOSURE SHALL BE MEET THE CURRENT ENERGY COMPANY REQUIREMENTS. THIS INCLUDES A EXPOSED METER ENCLOSURE, 200A, JAW-CLAMPING LEVER-BYPASS METER SOCKET WITH FACTORY INSTALLED FIFTH TERMINAL AT 9:00 POSITION.
4. SPLIT BUS LOAD CENTER. THE BUS LOAD CENTER SHOULD INCLUDE THE FOLLOWING UNLESS SHOWN OTHERWISE IN THE PLAN DOCUMENTS.
   A. UNSWITCHED (CONSTANT) LOAD CENTER WITH 50A 2P; 30A 1P AND 30A 2P BREAKERS
   B. SWITCHED LOAD CENTER WITH ELECTRICALLY-HELD CONTACTOR CONTROLLED BY PHOTO CELL RECEPTACLE AND HAND-OFF-AUTO SWITCH, 30A 1P AND 30A 2P BREAKERS.
5. THE SECONDARY BREAKER FOR THE PHOTO-CELL CIRCUIT SHALL BE 277 VOLT, 15 AMP SINGLE POLE.
6. THE WIRING FROM PB1 AND PB2 TO T1 THROUGH T4 SHALL BE NO. 6 AWG THW.

7 THE WIRING FOR THE LOAD AND LINE SIDE OF THE MAIN BREAKER SHALL BE THE SAME SIZE WITH THE WIRE.

8. THE WIRING FOR THE PHOTO ELECTRIC CONTROL CIRCUIT SHALL BE NO. 12 AWG THW.
9. ALL WIRING AND WIRING METHODS SHALL COMPLY WITH THE MOST CURRENT NATIONAL ELECTRIC CODE (NEC) STANDARDS. ANY CHANGES TO THESE STANDARDS SHALL BE APPROVED BY THE AUTHORITY HAVING JURISDICTION.
10. NO STEP DOWN TRANSFORMER SHALL BE LOCATED ON METER
11. USE MILBANK POWER SERVICE ENCLOSURES BELOW (OR APPROVED EQUAL):
    16" ENCLOSURE CATALOG #CP3B51C14PAOSL1
    24" ENCLOSURE CATALOG #CP3B51C14RAOSL1




## MOUNTING BASE DETAIL




## POWER ARRANGEMENT

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

POWER SERVICE ENCLOSURE (SINGLE METER)

TRAFFIC ENGINEER APP'D 01/27/22
MIKE ARMOUR, P.E.

| PROJECT NUMBER | ORG NUMBER | DATE |
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| | | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
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|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

TS-POWER

JOB NO.: 23T41143
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SHEET NUMBER 127 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC SIGNAL DETAILS.dwg Last Save: 10/20/2025 9:21 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None

| TRAFFIC SIGNAL QUANTITIES | | |
|---|---|---|
| ITEM | UNIT | EST. QUANTS (*) |
| MODEL 2070 CONTROLLER (See Inclusive List Below) | EACH | CITY TO PROVIDE |
| CONTROLLER CABINET | EACH | 1 |
| TRAFFIC SIGNAL POLE W/ MAST ARM (SEE CHART B) | EACH | 1 |
| TRAFFIC SIGNAL PEDESTAL POLE | EACH | 2 |
| CONCRETE BASE FOR SIGNAL POLES | EACH | 1 |
| CONCRETE BASE FOR PEDESTAL SIGNAL POLES | EACH | 2 |
| TRAFFIC SIGNAL HEAD (TYPE L) W/ REFLECT. BACKPLATE AND BRKT | EACH | 4 |
| TRAFFIC SIGNAL HEAD (TYPE K) (TYPE II) | EACH | 4 |
| R10-23 (CROSSWALK STOP ON RED) W/ MTG. BRACKETS | EACH | 2 |
| PEDESTRIAN PUSHBUTTON W/ SIGN (**) | EACH | 3 |
| GROUND ROD AND CLAMP | EACH | 3 |
| TRAFFIC SIGNAL LAMP RED LED KIT | EACH | 16 |
| TRAFFIC SIGNAL LAMP YELLOW LED KIT | EACH | 16 |
| PEDESTRIAN LED W/ COUNTDOWN | EACH | 4 |
| TRAFFIC MANHOLE (TMH) | EACH | 3 |
| 3" RGC CONDUIT | L.F. | 81 |
| 2" RGC CONDUIT | L.F. | 21 |
| 1.5" RGC CONDUIT | L.F. | AS REQUIRED |
| MULTI-CONDUCTOR CABLE 2C #14 AWG | L.F. | 18 |
| MULTI-CONDUCTOR CABLE 5C #14 AWG | L.F. | 272 |
| MULTI-CONDUCTOR CABLE 7C #14 AWG | L.F. | 185 |
| GROUND WIRE 1C (THHN #8 AWG) | L.F. | 129 |
| POWER SUPPLY WIRE (THHN #6 AWG) | L.F. | AS REQUIRED |

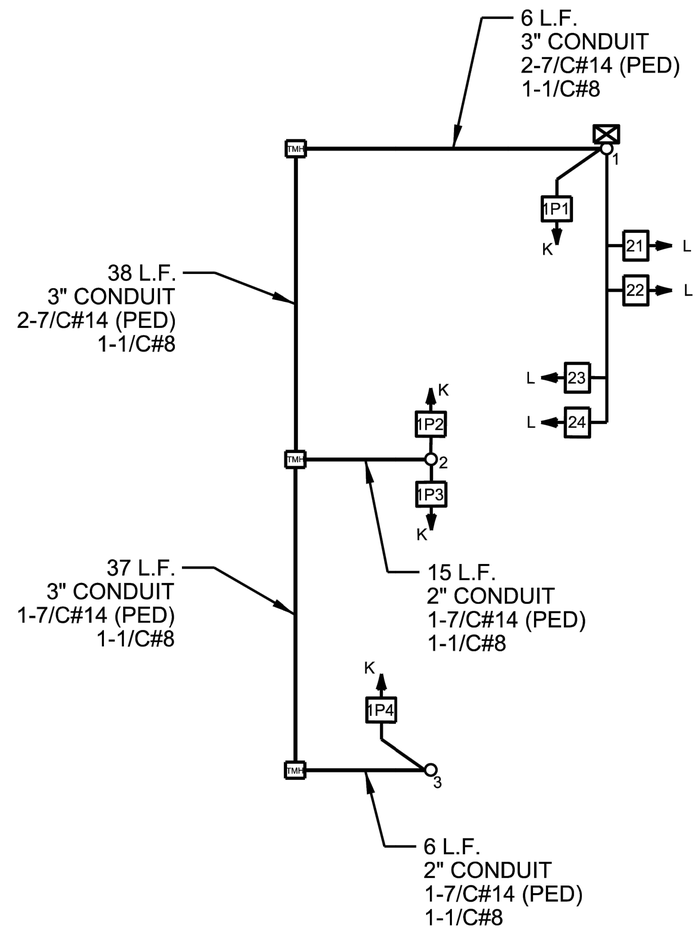
(*) FOR INFORMATION ONLY
(**) PEDESTRIAN PUSHBUTTON

| CHART 'B' - TRAFFIC SIGNAL POLES | | | | | | | |
|---|---|---|---|---|---|---|---|
| POLE NUMBER | POLE HEIGHT | SIGNAL ARM LENGTH | SIGNAL ARM MOUNTING HEIGHT | NO. OF SIGNALS ON ARM | SIGNAL SPACING | LUMINAIRE ARM LENGTH | LUMINAIRE MOUNTING HEIGHT |
| 1 | 21' | 62' | 19 | 4 | 8'-26' | | |
| 2 | 10' | | | | | | |
| 3 | 10' | | | | | | |

| CHART 'C' - CONDUIT | | |
|---|---|---|
| CONDUIT SIZE | TRENCHED | PUSHED |
| 1.5" RGC | - | - |
| 2" RGC | 21 | - |
| 3" RGC | 6 | 75 |

| CHART 'D' - TRAFFIC MANHOLE SUMMARY | | |
|---|---|---|
| STATION | DISTANCE | SIDE |
| 134+24 | 37.6 | LT. |
| 134+28 | 0.3 | LT. |
| 134+25 | 36.5 | RT. |

| CHART A SIGNAL SUMMARY | | | |
|---|---|---|---|
| SIGNAL FACE ARRAGEMENT | NO. SECTIONS (per face) | SIGNAL MOUNTING TYPE | QUANTITY |
| L | 3 | Mast Arm w/ Backplate | 4 |
| K | 2 | Side-of-Pole | 4 |

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

HAWK CROSSWALK SIGNAL DETAILS

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

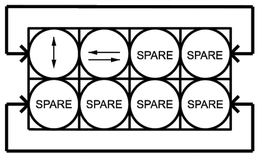
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 128 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings\HAWK SIGNAL SHEETS\HAWK CROSSWALK PLAN.dwg Last Save: 10/20/2025 6:07 PM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None

PHASE DIAGRAM




PHASES IN RING 1

PHASES IN RING 2

BARRIER

NOTE: CONTRACTOR TO PROVIDE POWER FROM HAWK SIGNAL TO POWER SOURCE

SIGNAL FACE LEGEND







R10-23a
30"x36"

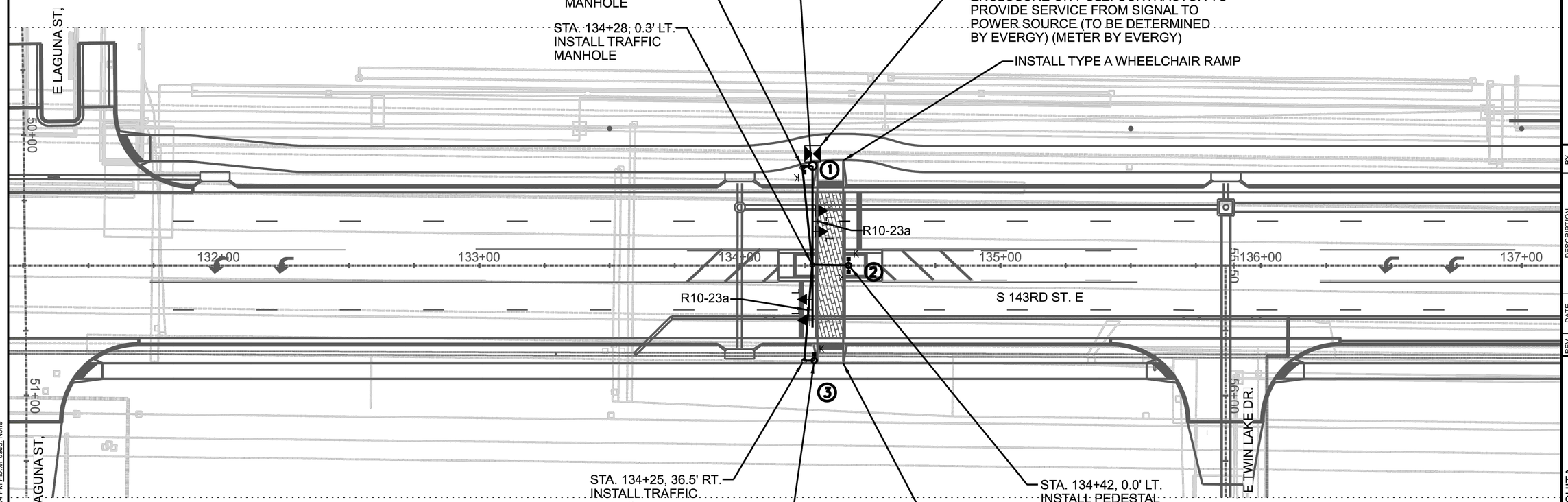
STA. 134+28, 38.2' LT.
INSTALL TRAFFIC SIGNAL POLE W/62' MAST ARM, PED SIGNAL HEAD, PED PUSH BUTTON & SIGN AND POLE MOUNTED CONTROLLER CABINET

STA. 134+24, 37.6' LT.
INSTALL TRAFFIC MANHOLE

STA. 134+28; 0.3' LT.
INSTALL TRAFFIC MANHOLE

INSTALL DISCONNECT AND METER ENCLOSURE ON POLE. CONTRACTOR TO PROVIDE SERVICE FROM SIGNAL TO POWER SOURCE (TO BE DETERMINED BY EVERGY) (METER BY EVERGY)

INSTALL TYPE A WHEELCHAIR RAMP




STA. 134+25, 36.5' RT.
INSTALL TRAFFIC MANHOLE

STA. 134+29, 36.5' RT.
INSTALL PEDESTAL SIGNAL POLE W/ PED SIGNAL HEAD AND PUSH BUTTON AND SIGN

STA. 134+42, 0.0' LT.
INSTALL PEDESTAL SIGNAL POLE W/ PED SIGNAL HEADS AND PUSH BUTTON AND SIGN

INSTALL TYPE A WHEELCHAIR RAMP

## LEGEND

- MAST ARM MOUNTED TRAFFIC SIGNAL W/BACKPLATE
- LUMINAIRE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL PEDESTAL
- TRAFFIC SIGNAL HEAD W/TYPE DESIGNATION
- PEDESTRIAN SIGNAL & PUSHBUTTON
- POLE MOUNTED CONTROLLER
- PAD MOUNTED CONTROLLER
- JUNCTION BOX
- SERVICE BOX
- 6 x 50 DETECTION ZONE
- 6 x 6 DETECTION ZONE
- 3" CONDUIT
- 2" CONDUIT
- 1 1/2" CONDUIT
- SIGN ON 1 POST
- SIGN ON 2 POSTS
- VIDEO DETECTION CAMERA
- VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM

N

SCALE IN FEET
0 20 40 80

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

HAWK CROSSWALK SIGNAL PLAN

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:24 PM Plotter used: None

ITS GENERAL NOTES:

1. All work will be confined within the existing roadway right-of-way. It is the responsibility of the contractor to verfy and Keep installation of all equipment and devices within the existing roadway right-of-way.

2. Contractor shall maintain 2 ft conduit clearance from all landscaped features and irrigation systems existing within the righ-of-way. Any landscaping or irrigation systems disturbed during construction activities shall be restored to original condition. No additional payment with be made.

3. Contractor shall determine any conflicts with existing utilities including Lighting and fiver in the field prior to initiation of construction per site. The contractor shall contact the engineer upon determination of any utility conflicts. The contractor shall adhere to KDOT's utility accommodation policy unless otherwise noted.

4. Prior to beginning any construction activities, the contractor shall call Dig Safe at 811 or 1-800-344-7233 (1-800-DIG SAFE) to request the utilities be marked in that area. The Contractor shall also contact any and all utilities and local government agencies not participating in location services.

5. Survey and stake locations where poles, foundations, cabinets, power services, pull boxes, and splice vaults are to be installed. Approved staked locations shall be reviewed and approved by the engineer prior to any excavation.

6. Placement of all equipments, cabinets, transformers, splice boxes and pull boxes must be approved by the engineer prior to construction and before surveyors leave each site. Orientation of all cabinets shall be approved by the engineer prior to placement. Any re-staking necessitated by adjustment is considered incidental to the project and no additional payment will be made.

7. Conduit shall be installed in straight lines either parallel or perpendicular to the right-of-way to the extent possible. The contractor shall determine final routing based on actual field conditions prior to construction at each site, including utility locator service markings, to prevent conflicts with existing utilities. Contractor to route trunkline conduit adjacent to right-of-way line and branch line perpendicular to right-of-way line.

8. The contractor shall field review conduit on structure for necessary routing, mounting hardware (including bridge hangers, fittings, expansion joints and junction boxes) for all externally mounted conduits prior to submittal of bid to determine the types and extent of incidental items to be included in the unit price of conduit.

9. Bridge Attachments o KDOT structures require a separate permit from KDOT that shall be obtained by the contractor per KDOT's utility accommodation policy.

10. All traffic control plans and lane closures shall be pre-approved by the engineer.

11. Proposed its equipment locations are approximate and may be modified to avoid conflicts with underground utilities or other obstructions. DMS, CCTV camera, detector and wireless equipment locations are location sensitive. The contractor and engineer shall receive approval from the City of Wichita Traffic Engineer prior to revising the plan location or orientation of any ITS equipment.

12. City of Wichita will furnish hardware as described in the plans, specifications, and on the summary of quantities. Contractor shall carefully review plans and specification for details on City of Wichita furnished items.

13. Contractor shall coordinate with the engineer a location to store Wichita furnished equipment and incidental items. Contractor shall provide the means to unload and load Wichita furnished equipment, signs, cabinets, and incidental items at the arranged storage location. This item of work is incidental to the site bid item.

14. All ITS equipment called out by plans and specifications as "Install", including DMS, CCTV assemblies detectors, and communications equipment, shall include all loading and transportation from a designated facility, installation and testing in accordance with specifications. Contractor shall coordinate with engineer and manufacturer for a storage location at a designated facility.

15. Installation, testing, and integration of all ITS devices, including furnished items, shall be in accordance with specifications.

16. Contractor shall notify any/all applicable utility companies located within existing duct banks at least two weeks and again at 72 hours prior to performing any work in duct banks with shared utilities. The utility company may require a representative to be on site.

16. Contractor to maintain at least 20 ft of clearance from all existing gas facilities and 5 ft of clearance from lumen or fiber.. Exception allowed when performing work with lumen while City and lumen Inspector present.

17. When within 5 ft of City lighting facilities, conduit shall be hand dug.

18. High voltage power lines may be within the project limits, all work is to be performed in conformance with all state, local, federal, utility, and contract requirements. City of Wichita has no control over the means, methods, choice of equipment, sequencing of work, and safety practices used when working in, on, or around high voltage lines or other utility structures as these items are the responsibility of the parties controlling the physical performance of the work.

19. All grounding systems shall be in accordance with the national electrical code (NEC) and manufacturer specifications. follow applicable NEC requirements for installation of all project materials. The contractor shall properly ground all equipment, cabinet, and ground rods per applicable standards or as directed by engineer.

20. The contractor shall be responsible for ordering and paying for the electrical service in City's name when in City's area a the locations shown on the plans. Contractor shall make payments of all power company fees until the City of Wichita assumes ownership. Utility company, contact name, and phone number for each site are listed on the electrical service location summary sheet.

21. Warning tape is required in all trenches containing conduit. Multiple conduits in parallel shall share the same trench.

22. Contractor to inspect and repair existing conduit. See conduit specifications for additional details. Repairs will be paid for under ITS unity cost item "Conduit Repair".

23. It shall be the contractor's responsibility to repair any existing conduit and replace existing conductors or other facilities damaged during construction. Contractor shall document (video, images) existing infrastructure prior to commencing work. All existing improvements removed or damaged by the contractor shall be replaced in kind by the contractor, with no additional payment.

24. The contractor shall provide City of Wichita an electronic list of GPS readings (Excel format), GPS-coded photograph copies, and as-built KMZ file for all installed devices, pull boxes, splice vaults, cabinets, power meters, transformers, and wireless towers. The accuracy of the GPS readings shall be within 3 ft , obtain GPS and three tie-point measurements for each buried electrical pull box prior to placing backfill material.

25. Contractor shall equip the trenching/plowing equipments with GPS tracking technology or propose alternate method of hard locating GPS points. GPS readings shall be taken at every splice vault and at a minimum at every woo feet along the trench line. When boring, vendor shall take manual GPS points every 20 ft and import these points into the GIS tool. Vertical bore height from existing g ground shall also be included. Contractor shall form a line from boring points to trenching points to provide an as-built location map and profile chart. The accuracy of the GPS readings shall be within 3 ft (1 meter). Contractor shall provide to the owner the as-built electronic list of all GPS readings, and as-built profile chart.

26. All materials shall meet the Buy America Act requirements outlined in section 106 of KDOT's standard specifications.

27. The contractor will be required to work in conjunction and coordinate with other working contractors in certain areas of the construction limits. This work is considered incidental to the project and no additional payment will be made.

28. Locating, tracing, and potholing for existing utilities is the responsibility of the contractor. Potholing shall be completed by hydro excavation and be restored with similar material and construction methods. No additional payments will be made for locating or potholing existing utilities, including pavement restoration. All labor, material and equipments necessary for locating existing utilities shall not be paid for directly but is subsidiary to other items of the contract.

29. The contractor shall proof existing conduits and verify conduit will accommodate new fiber prior to installation. This work is incidental to other items of the contract.

30. Most existing conduit routes contain a City of Wichita 6-pair traffic signal cable that shall be removed. This existing cable may be used to locate existing conduit paths and for installation of new fiber. Removal of existing cable is incidental to new fiber. Contractor shall verify with City staff prior to removal of cable.

30. Most existing conduit routes contain a City of Wichita 6-pair traffic signal cable that shall be removed. This existing cable may be used to locate existing conduit paths and for installation of new fiber. Removal of existing cable is incidental to new fiber. Contractor shall verify with City staff prior to removal of cable.

31. IP schema will be provided by the City of Wichita during construction.

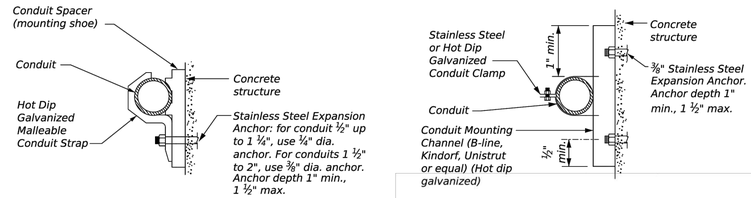
32. The infromation shown in these plans is based on the best information available but may differ from field conditions, existing communication duct plans, Intersection wiring diagrams and building connections is available for review from the City of Wichita.

33. It is the prime contractor's responsibility to review all shop drawings, testing results, and all other required submittals prior to submitting for engineer's approval. The engineer will not review any submitted documentation or begin any testing periods until this work is complete.

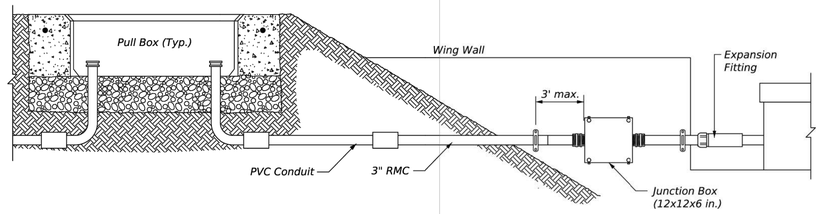
34. All traffic signal controllers, radios, cabinets, and other appurtenant equipment shown to be removed, shall be removed in salvageable condition and transported to the appropriate location as shown below. Contact entity responsible for signals prior to beginning work on site. Contact information for removal and coordination is shown below"

City of Wichita Equipment:
City of Wichita Central Maintenance
Attn: Kevin Shore
Phone: 316-268-4033
1801 S. Mclean Blvd.
Wichita, KS, 67213

## CONDUIT MOUNTING OPTIONS




## TYPICAL CONDUIT ENTRY TO BRIDGE STRUCTURE DETAIL




*BRIDGE CONDUIT ATTACHMENT NOTES:*

*For attachment to concrete surfaces: Provide galvanized steel RMC for all exposed conduits, unless otherwise shown on the plans. Properly bond all metal conduits.*

*Equip junction boxes with a threaded hole or lug for grounding. Provide stiffeners or thicker metal and external mounting feet for stainless-steel junction boxes larger than 12x12x6 in.*

*All material, labor, and equipment required for the bridge conduit attachment assembly shall be subsidiary to the bid item "Intelligent Transportation System".*

*Conduit bridge attachment details shall be reviewed with City Staff and Engineer for final approval.*

*PEDESTAL BEACON ASSEMBLY NOTES:*

*Pedestal poles shall include push buttons.*

*A single pedestal beacon assembly will typically include: one (1) W11-2 sign, one (1) R10-25 with push button, and two (2) yellow beacon units mounted on pedestal. Depending on the location of the installation, additional signs will be included to the pedestal assembly.*

*W11-2, W16-7p, R10-25, R4-7, OM1-3 signs and all cabling required for satisfactory operation of the pedestal beacon assembly are subsidiary to other bid items in the contract.*

*For pedestal pole details, see standard sheet TR-107.*

*For standalone pedestrian crossing locations, power hookup shall be coordinated with Evergy and a new secondary service point shall be established. All power hookup and secondary service work shall be subsidiary to other bid items in the contract.*

*CCTV MOUNT ATTACHMENT NOTES:*

*Traffic Signal Mast Arm CCTV mount example shown in attachment detail. Final mount shall be similar or approved alternate. Alternate mounting accessory shall be approved by City of Wichita staff and Project Engineer prior to installation.*

*CCTV mount shall be compatible with typical traffic signal head mounting clamp kit assembly (Pelco Astro-Brac AS-3009 or approved equal).*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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS NOTES

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
■

SHEET NUMBER 130 OF ■


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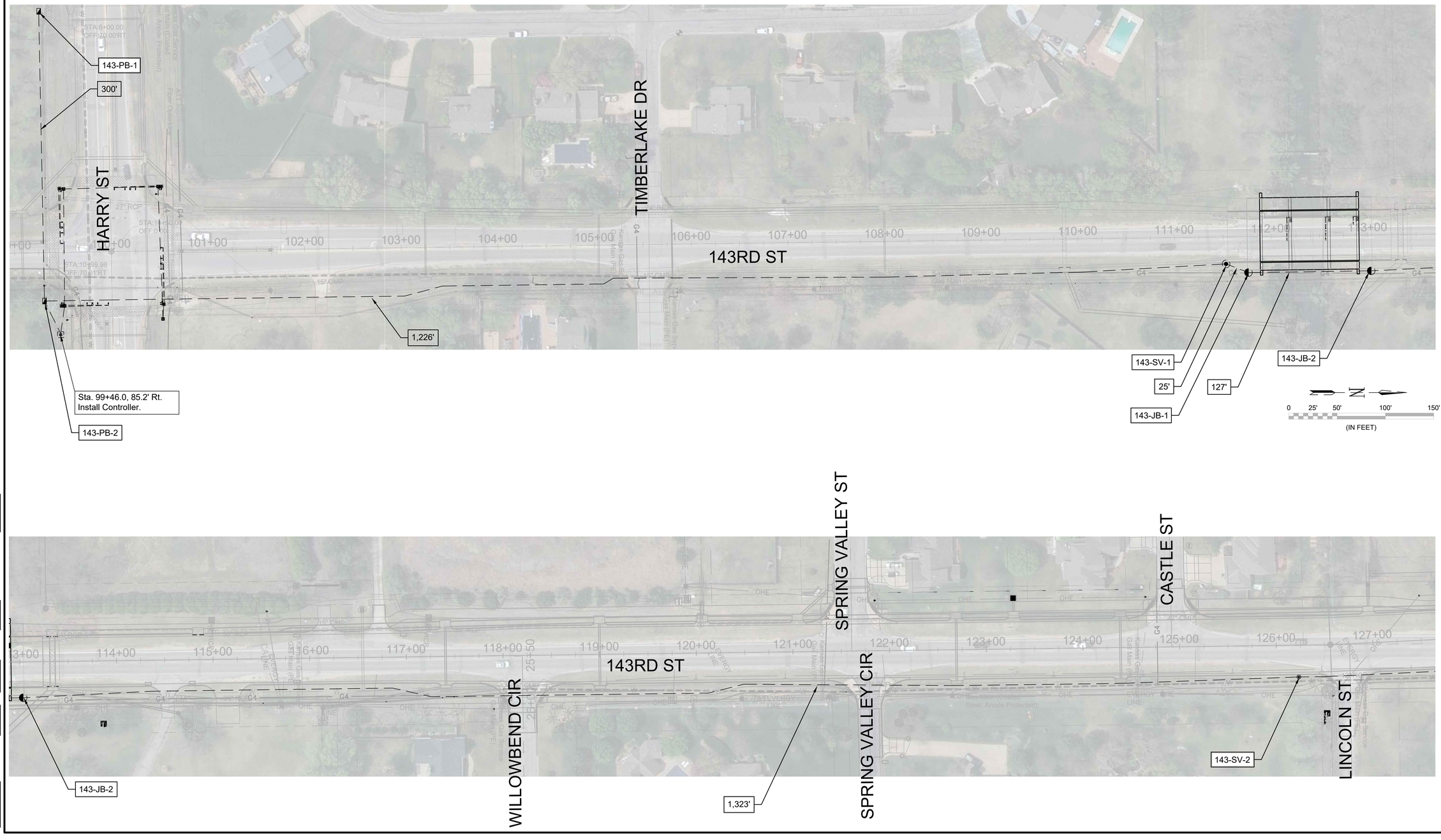
WHERE APPLICABLE AND AS SHOWN ON PLANS, INTERCEPT EXISTING CITY OF WICHITA TRAFFIC CONDUIT AND INSTALL PROPOSED NEW SPLICE VAULT FOR FIBER SPLICING AND/OR SLACK CABLE, NO SPLICING SHALL OCCUR IN THE TRAFFIC SIGNAL SERVICE BOXES. FOR CONDUIT INTERCEPT DETAILS, SEE IT STANDARDS.

## LEGEND

- FIBER OPTIC CABLE SPLICE VAULT
- PULL BOX
- JUNCTION BOX

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS PLAN(1)

JOB NO.: 23T41143
DATE: DEC. 2025
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DRAWN BY: SOS

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## LEGEND

- FIBER OPTIC CABLE SPLICE VAULT
- PULL BOX
- JUNCTION BOX




0 25' 50' 100' 150'

(IN FEET)

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS PLAN(2)

JOB NO.: 23T41143
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DRAWN BY: SOS

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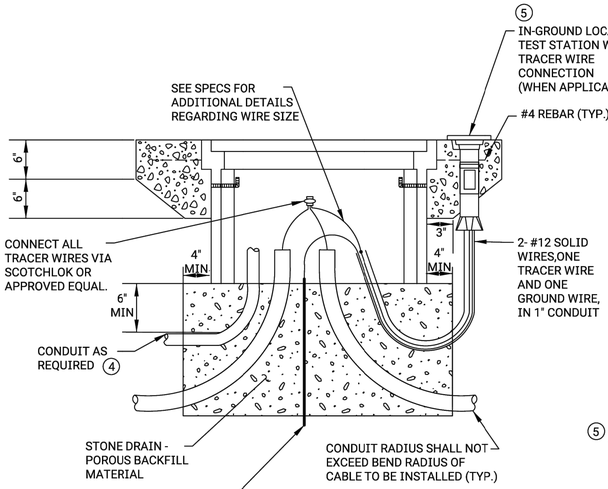
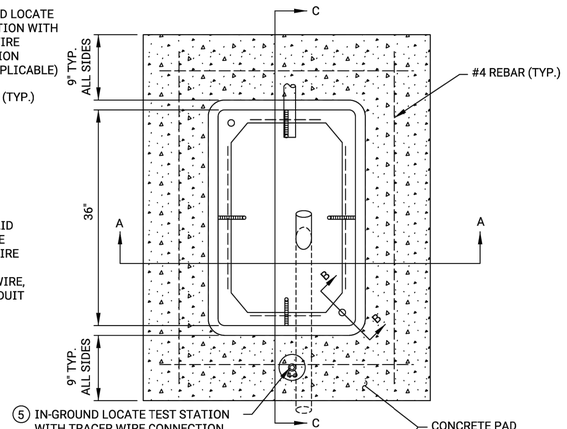
|---|---|---|---|---|
| KANSAS | | 2025 | | |



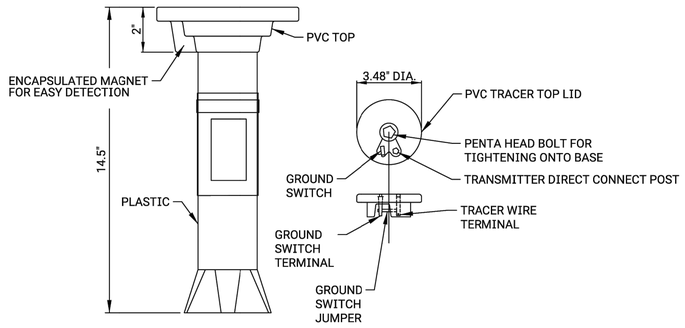

SECTION C-C




SECTION B-B
TYPICAL BOLT CLEANOUT

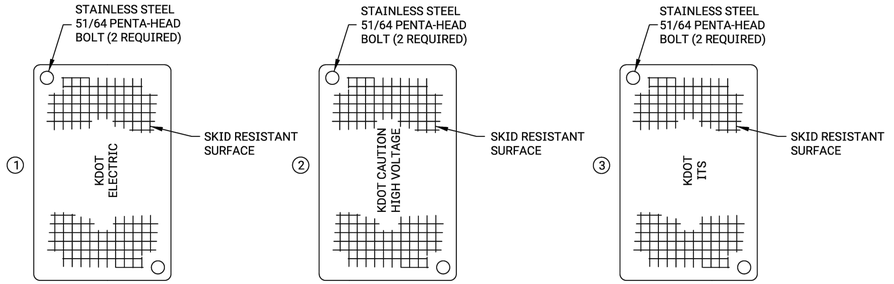



SECTION A-A




## IN-GROUND LOCATE TEST STATION DETAIL FOR COMMUNICATION PULL BOXES ONLY

1. USE TWO-TERMINAL SWITCHABLE LID. COPPERHEAD INDUSTRIES SNAKEPIT PART NUMBER SP-SWLID-✱2 OR APPROVED EQUAL. TRACER WIRE SHALL BE SOLID BRONZE ALLOY & ACCESSIBLE FROM THE TOP OF LID WITHOUT REQUIRING LID REMOVAL. GROUND WITH A 48-INCH COPPER ROD EXPOSING ONLY 12 INCHES.
2. TRACER LID SHALL BE ORANGE FOR COMMUNICATIONS AND RED FOR POWER AND INCLUDE A CAST-IRON FLANGE FOR LOW TRAFFIC.
3. WHEN CONTRACTOR LEAVES, THEY SHALL LEAVE THE GROUND OFF.




## PREFORMED PULL BOX COVER

GENERAL NOTES:

1. All dimensions shown are in inches unless otherwise noted.
2. Preformed box walls may be either flared or vertical.
3. At the Engineer's discretion, bury electrical pull boxes six inches below grade. Concrete pad is not required when electrical pull box is buried.
4. If an extension is used with a preformed box, the lip of the extension may be interior or exterior. The extension shall be compatible and from the same manufacturer.
5. Conduit shall enter the pull box from the bottom, unless approved by the engineer. If using side entry conduit, ensure bend radius of cable is not exceeded when pulling cable, and the diameter of the hole does not exceed 1.5X the diameter of the conduit.
6. Stub up conduit 6" inside pull box. For multiway microduct, stub up 8" to 12" total, exposing 4" to 6" of individual microducts. See section 6.3.1.
7. Pull box and cover shall be rated for a minimum loading of tier 22 per ANSI/SCTE 77, current edition.
8. Stone drain material shall conform to the standard specifications and shall be clean aggregate.
9. Provide KDOT with one stainless steel penta-head socket and pull box lifting hook for every 20 pull boxes installed. A minimum of one stainless steel penta-head socket and one pull box lifting hook must be provided for each project.
10. Substitute "WICHITA" for "KDOT" when installations are in WICHITA Metro area.
11. Conduit must enter pull box on the same side as its approach run.
12. All communications and power pull boxes and splice vaults shall be equipped with locate testing stations. Separate stations shall be provided for power and communications conduit. Separate stations will be required for each power or communications run (E.G. entry and exit straight through would require one test station). Multiple runs will require multiple test stations. Selectable ground (and grounding per manufacturer recommendation) is required at each location where there is a splice vault, both sides of a bored conduit deeper than 4', when a run changes direction greater than forty-five degrees or at the end of a fiber run (or start of a branch run). If an existing mow strip or splice vault that the contractor is connecting to is not equipped with a test station, new test stations will be required to be installed on the existing and new lines.

NOTES:

① Pull boxes with 120/240V conductors shall have 5" x 11" cast-in, stamped concrete labels with "KDOT/ELECTRIC". Text shall be 2 in high and centered. Maintain adequate letter width and spacing.

② Pull boxes with 480V conductors shall have 5" x 11" cast-in, stamped concrete labels with "KDOT CAUTION/HIGH VOLTAGE". Text shall be 2 in high and centered. Maintain adequate letter width and spacing.

③ Pull boxes with loop lead-in cables, detector cables, communication cables, or DMS cables shall have 5" x 11" cast-in, stamped concrete labels with "KDOT/ITS". Text shall be 2 in high and centered. Maintain adequate letter width and spacing.

④ All metal conduits shall be electrically bonded by a ground bushing and No. 4 bare copper wire.

⑤ All KDOT ITS Communication Pull Boxes must include an in-ground locate test station(s). Locate stations are required for each direction of conduit leaving the pull box. Test stations must be located on the same side as conduits is exiting pull box. Match test station color to the color of the related conduit. Test stations are incidental to pull boxes.

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| 00 | 01-09-25 | 2024 KDOT Standards Updates | AJS | JAN |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS PULL BOX DETAILS

KANSAS DEPARTMENT OF TRANSPORTATION

ITS PULL BOX DETAILS

~~ITS-D07~~ 06-04-25

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JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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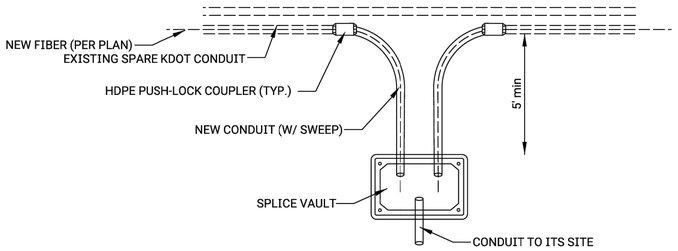
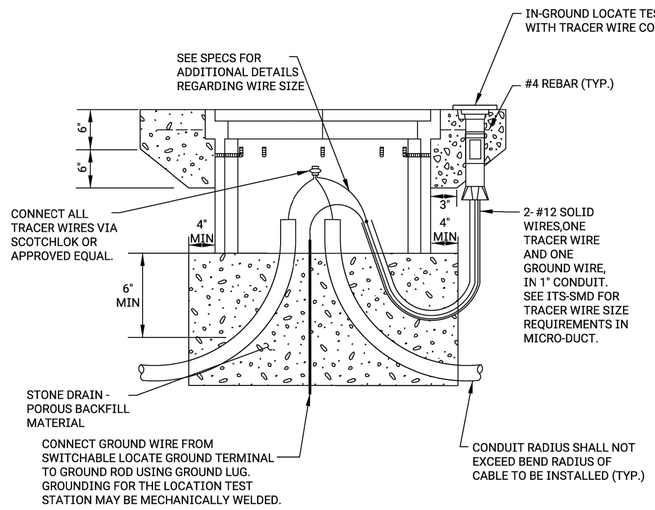
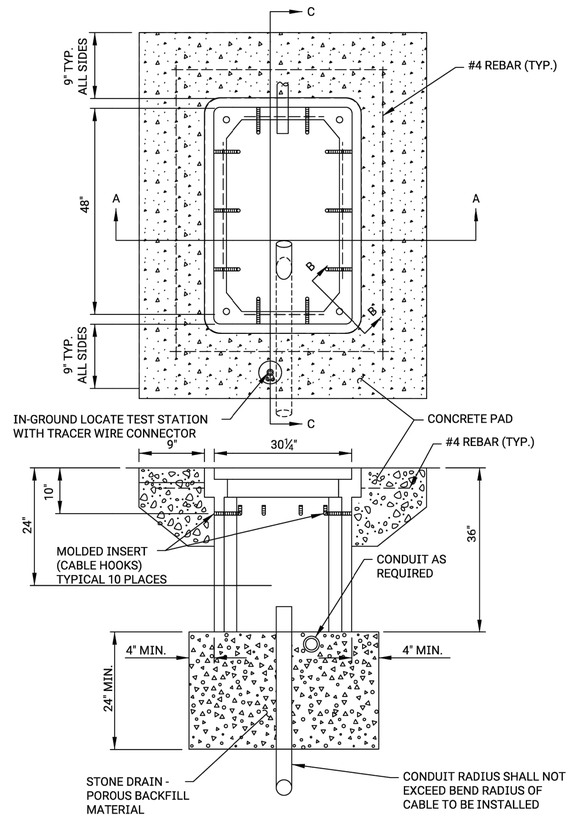



## INTERCEPTING EXISTING CONDUIT W/ SPLICE VAULT

1. ALL WORK WITHIN 10FT OF EXISTING FIBER SHALL BE HAND TOOLS OR HYDROEXCAVATION SEE ITS GENERAL NOTES (ITS-D02) FOR MORE INFORMATION.
2. LOCATE AND CUT EXISTING KDOT CONDUIT CLEAN AND INSPECT EXISTING CONDUIT FOR DAMAGE PER ITS SPECIFICATIONS.
3. USE APPROVED WATER AND AIR TIGHT PUSH-LOCK COUPLERS BETWEEN EXISTING AND NEW CONDUIT SIZE SHALL MATCH EXISTING CONDUIT SIZE.
4. INSTALL SWEEP (PER ITS SPECIFICATIONS) INTO NEW SPLICE VAULT.
5. SPLICE VAULT SHALL BE LOCATED A MINIMUM OF 5 FEET FROM EXISTING CONDUIT WHERE WICHITA CONDUIT IS CO-LOCATED WITH OTHER UTILITIES.
6. ALL MATERIAL, LABOR, AND EQUIPMENT FOR CONNECTION SHALL BE SUBSIDIARY TO OTHER ITEMS OF THE CONTRACT.



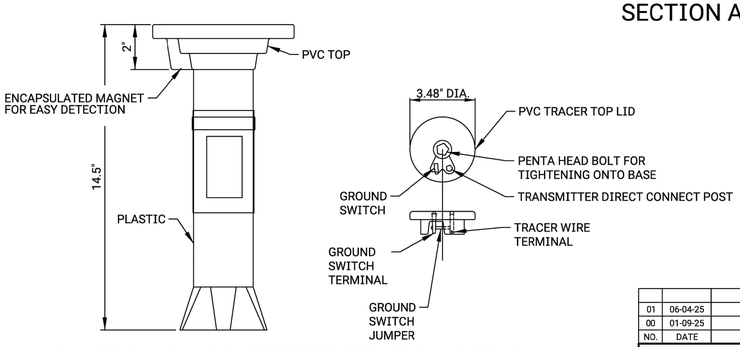

## SECTION C-C




## SECTION A-A

### GENERAL NOTES:

1. All dimensions shown are in inches unless otherwise noted.
2. ~~Preformed box walls may be either flared or vertical.~~
3. At the Engineer's discretion, bury electrical pull boxes six inches below grade. Concrete pad is not required when electrical pull box is buried.
4. If an extension is used with a preformed box, the lip of the extension may be interior or exterior. The extension shall be compatible and from the same manufacturer.
5. Conduit shall enter the pull box from the bottom, unless approved by the engineer. If using side entry conduit, ensure bend radius of cable is not exceeded when pulling cable, and the diameter of the hole does not exceed 1.5X the diameter of the conduit.
6. Stub up conduit 6" inside pull box. For multiway microduct, stub up 8" to 12" total, exposing 4" to 6" of individual microducts. See section 6.3.1.
7. Splice vault and cover shall be rated for a minimum loading of tier 22 per ANSI/SCTE 77, current edition.
8. Stone drain material shall conform to the standard specification and shall be clean aggregate.
9. ~~Rectangular splice vault with split lid not for use in the KC Scout area.~~
10. Conduit must enter splice vault from the same side as its approach run.
11. All communications and power pull boxes and splice vaults shall be equipped with locate testing stations. Separate stations shall be provided for power and communications conduit. Separate stations will be required for each power or communications run (E.G. entry and exit straight through would require one test station). Multiple runs will require multiple test stations. Selectable ground (and grounding per manufacturer recommendation) is required at each location where there is a splice vault, both sides of a bored conduit deeper than 4', when a run changes direction greater than forty-five degrees or at the end of a fiber run (or start of a branch run). If an existing mow strip or splice vault that the contractor is connecting to is not equipped with a test station, new test stations will be required to be installed on the existing and new lines.
12. For Splice Vault Detail, See Sheet 56.




## IN-GROUND LOCATE TEST STATION DETAIL

1. USE TWO-TERMINAL SWITCHABLE LID. COPPERHEAD INDUSTRIES SNAKEPIT PART NUMBER SP-SWLID-#2 OR APPROVED EQUAL. TRACER WIRE SHALL BE SOLID BRASS OR BRONZE ALLOY & ACCESSIBLE FROM THE TOP OF LID WITHOUT REQUIRING LID REMOVAL. GROUND WITH A 48-INCH COPPER ROD EXPOSING ONLY 12 INCHES.
2. TRACER LID SHALL BE ORANGE FOR COMMUNICATIONS AND RED FOR POWER AND INCLUDE A FLANGE FOR LOW TRAFFIC.
3. WHEN CONTRACTOR LEAVES, THEY SHALL LEAVE THE GROUND OFF.

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KANSAS DEPARTMENT OF TRANSPORTATION

FIBER OPTIC RECTANGULAR SPLICE VAULT DETAIL NOT FOR KC SCOUT AREA

~~ITS-D08~~ 06-04-25

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SPLICE VAULT DETAIL

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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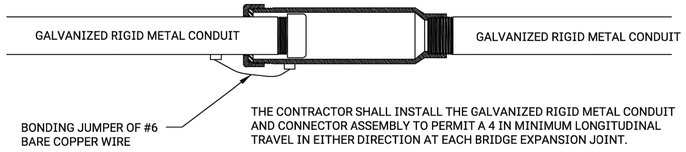
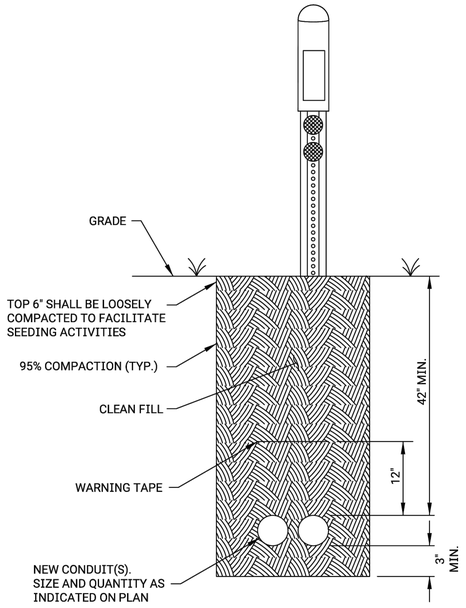


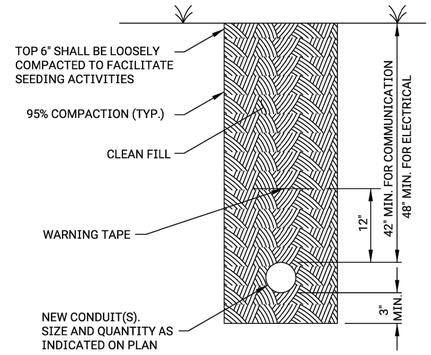

EXPANSION FITTING



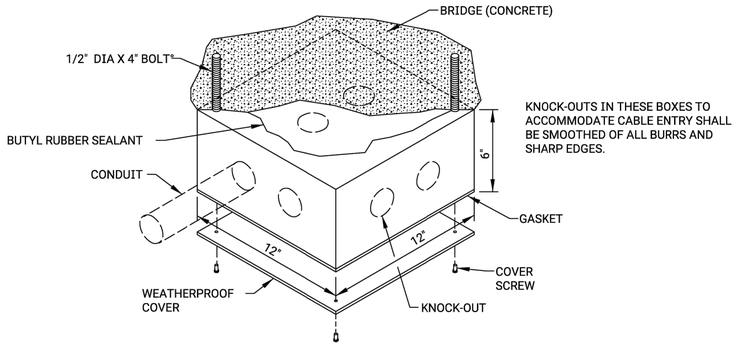

FIBER OPTIC TRENCH DETAIL

FIBER OPTIC CONDUIT MARKERS TO BE PLACED AT:

1. BEGINNING AND END OF BACKBONE/BRANCH CONDUIT RUNS OVER 100 FT
2. EVERY 500 FT FOR BACKBONE/BRANCH CONDUIT RUNS ADJACENT TO R/W
3. BEGINNING AND END OF CONDUIT RUNS ON STRUCTURE
4. AT SPLICE VAULTS (IF NOT A TERMINATION POINT ALREADY)
   a. ADD 1 REFLECTIVE DISK TO MARKER IF A SPLICE VAULT WITH SLACK COIL
   b. ADD 2 REFLECTIVE DISKS TO MARKER IF A SPICE VAULT WITH SLACK COIL AND A SPLICE ENCLOSURE
   c. REFLECTIVE DISK SHALL BE A ROUND, AMBER, 3" DIAMETER REFLECTOR WITH CENTER MOUNT.

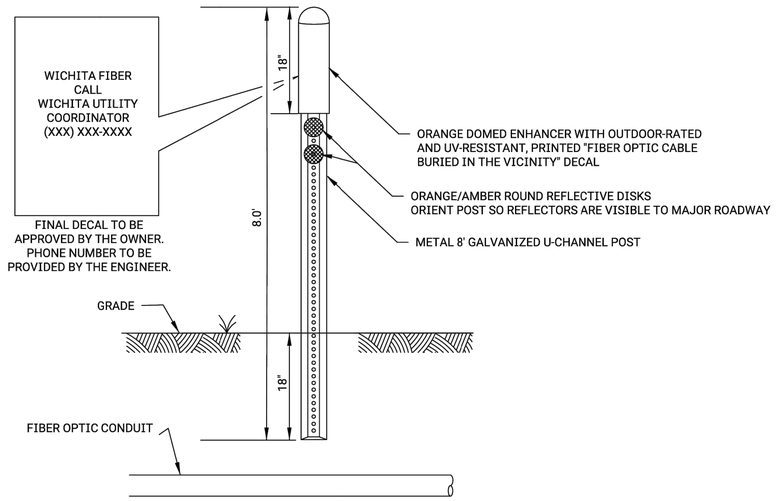



TRENCH DETAIL (NON FIBER)




THE JUNCTION BOX IS TO BE ATTACHED TO THE BRIDGE. THE CONTRACTOR SHALL DRILL TWO HOLES IN THE BOTTOM OF THE BOX AND BOLT THE JUNCTION BOX TO THE BRIDGE AT THE INSERTS PROVIDED. BOLTS SHALL BE 12 IN DIA. BY 4 IN LONG AND SHALL CONFORM TO ASTM F3125. A WASHER SHALL BE INSTALLED BETWEEN THE BOLT HEAD AND BOTTOM OF THE BOX.

ABOVE GROUND JUNCTION BOX




FIBER OPTIC CONDUIT ABOVE GROUND DELINEATOR DETAIL

GENERAL NOTES:

All utility crossings under roadway should have a minimum of 5 ft of cover below crown grade or 3 ft cover below ditch grade.

Refer to the KDOT Utility Accommodation Policy for bridge attachment details.

| NO. | DATE | REVISIONS | BY | APP'D |
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KANSAS DEPARTMENT OF TRANSPORTATION

CONDUIT STRUCTURAL ATTACHMENT AND TRENCH DETAILS

ITS-D10 07-10-23

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

CONDUIT STRUCTURAL ATTACHMENT & TRENCH DETAILS

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DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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CONSTRUCTION AND MATERIAL REQUIREMENTS FOR INTELLIGENT TRANSPORTATION SYSTEM (ITS) INSTALLATIONS

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1.0 DESCRIPTION

These specifications describe the equipment, material, and construction requirements to complete the lump sum Intelligent Transportation System (ITS) bid item. Compliance by the Contractor with the Specifications and Plans does not relieve the Contractor of the responsibilities of furnishing equipment and materials of proper design and installation to meet operating warranties for all ITS related components.

2.0 BID PREPARATION

Confirm the existing conditions before preparing the bid. Topography as shown on the plans is derived from existing roadway plans. Visit the site of the work and make a determination of the amount of rock, unclassified, or other materials that might be encountered. No additional pay will be made for differences in material encountered. Review the locations of devices and conduits throughout the project area prior to submittal of bid to determine the types and extent of incidental installation, removal, relocation, and replacement items to include in the price.

3.0 MATERIALS

All materials shall conform to the requirements for individual components of the ITS identified in these Specifications. All materials shall be as specified in the Summary of Quantities on the Plans and shall meet the Buy America Act requirements outlined in Section 106 of KDOT's Standard Specifications.

3.1 BASIS OF ACCPTANCE

Acceptance of material furnished under these specifications will be based on satisfactory submittals that meet the requirements of section 4.0 and on the Engineer's approval of submittals where "no exceptions taken" or "exceptions as noted" is indicated.

3.2 KDOT SUPPLIED MATERIALS

KDOT may provide equipment such as Cisco equipment, VDS, DMS, DMS cabinet, DMS multimode communication cable, and analog CCTV cameras for installation by the Contractor, as noted in the plans. Refer to the Summary of Quantities in the plans for specific KDOT supplied items. When using KDOT furnished equipment, the KDOT furnished equipment shall become the Contractor's responsibility upon delivery of this equipment to the Contractor.

4.0 SUBMITTALS

Submit one electronic copy of each submittal group to the Engineer for review and approval. At the same time, submit an electronic version to the KDOT ITS unit and others as directed by the KDOT ITS unit. Include in each submittal sufficient information and details to permit full evaluation of each item. Submittals, which in the judgment of the Engineer are insufficient to permit proper evaluation, will not be reviewed. Take care to address all the requirements of the Contract Documents in the submittal data. Leave nothing to assumption. Address the functional and technical interrelationships among the various items in detail.

In each submittal group, state all relevant information regarding materials and equipment in order to procure exact replacements of any or all items on the project. To be acceptable, provide a material list for each submittal group containing all items supplied by the Contractor for the group. The Engineer reserves the right to reject an incomplete or unclear submittal. Identify the materials on the list by the contract project number, item description, catalog part numbers, catalog cuts, shop drawings, trade names, and schedules or other pertinent information. Clearly indicate the materials from any catalog cuts. Note any material designation used in the Contract Documents on the materials list. Submit all manufacturer product sheets for review and approval.

For each item, include in the documents all information necessary to determine product specification compliance. Clearly indicate, on the documentation, the exact model number, accessories, and options that are being proposed for use. If standard manufacturer documentation does not specifically address all the product requirements, then obtain a letter from the manufacturer certifying compliance with each referenced requirement that is not indicated on the standard documentation. If reprinted literature, such as catalog cut sheets, is used to satisfy some or all of the submittal data requirements, do not include any statements on the literature which conflict with the requirements of the Contract Documents. Cross off and initial any such statements. Give an explanation of how specifications shall be met pertaining to items changed from the literature.

4.1 SUBMITTAL SCHEDULE AND REVIEW PERIODS

Submit product data submittals and shop drawings in a timely manner to allow for job completion within the contract working days. All submittals and shop drawings to be approved prior to installion on site.

For each submittal, plan for any given package of submittal information to be in the hands of the Engineer for up to 15 business days. Obtain final approval, in writing from the Engineer, on all items within the submitted documentation. No time extensions will be granted as a result of having to resubmit items for review or having to make any modifications necessary to any submitted documentation. Review of the submittal data by the Engineer will not relieve the Contractor from obligation to furnish and install the work in accordance with Contract Documents.

4.2 SUBMITTAL REQUIREMENTS

Certify, by stamp or letter, that the material has been reviewed and approved and that it conforms to the requirements of the Contract Documents. If this certification is not included, the submittal will be returned without action.

Submit electronic shop drawing submittals for structural items in Group 5 such as CCTV poles and DMS structures as full size created documents or larger. The intent of this requirement is to provide a legible set of shop drawing submittals to allow for a thorough shop drawing review.

At the time of each submittal, define and delineate in writing, separate from the certification, any deviations from the Contract Documents. If the Engineer accepts this deviation, the deviation will be authorized by issuing a change order or if the deviation is minor, by endorsement to the letter.

To aid in control of the submittal data process, transmit each group of submittal data to the Engineer using a transmittal sheet. The Engineer will date-stamp these transmittal sheets with the date received and will return a copy of the stamped transmittal sheet when returning the submittal data. List on the transmittal sheet specifically each item or element included in the transmittal. An element is one part of several parts of information related to the same item. Each drawing shall be listed separately. Furthermore, each drawing shall have a unique drawing number that can be referenced. The same drawing number shall not be used on more than one sheet.

The Engineer review will be only for conformance with the design concept of the work and for compliance with the information contained in the Contract Documents. The review of a specified item, as such, will not indicate review of the assembly in which the item functions. Review by the Engineer will not relieve the Contractor from responsibility for any errors or omissions in the submittals nor from his responsibility for complying with the Contract Documents.

4.3 SUBMITTAL GROUPS

Submit the data for the items in each group together. In general, no items in any group will be accepted until all items in the group are accepted; however, the Engineer may accept some items in a group, at his or her discretion, prior to all items being approved. Submit all additional devices that are not specifically listed below with the appropriate group. Clearly label on each submittal the intended location and purpose for each submitted product. KDOT may provide a list of required submittals to include. For submittal purposes, submit the data for the following items in groups defined as follows:

Group 1 - Conduit, Pull Boxes, Wiring, and Electrical
HDPE conduit
Rigid metallic conduit
Conduit couplings and/or reducers
Pull boxes
Splice vaults
Electrical conductors
Power service equipment
PVC Tape
Grounding equipment
Air terminal equipment
Warning tape
Tracer wire
Pull rope
Duct plugs
Surge Protection Device

Group 2 - Cabinet Assembly
Cabinet
Field traffic controller
Fluorescent or LED cabinet lights and fixture
Fan and thermostat assembly
Power supply
Power strip
Detector card
Cabinet rack elevation drawings (See ITS-D04)
All other cabinet equipment except CCTV and communications equipment
Load center
Locking system
Filter
Door plate label
Alarm
Cabinet wiring diagram
Surge Protection Device
Label Maker, Label Tape and Materials

Group 3 - ITS Device Equipment
Encoder
Cat 6 cable
Communication Switch
Ethernet/Data transceiver
PoE Injector
Pavement sensor
Vehicle detector
Sensor mount
Automated Gate System
RWIS
Trailer Mounted Devices
Bluetooth detection system
Co-Ax cable
Cellular equipment
Communication Surge Protection Device
Media converter
CCTV camera and power supply
CCTV cables
CCTV mounting equipment
Detector cable
Shop drawings for CCTV camera lowering device, including composite cable for CCTV
Shop drawings and specification for IP CCTV cameras including EPA and weight
Wireless point to multi-point IDU radio, ODU antenna, power supply, mounting equipment, and radio cabling
Wireless point to point IDU radio, ODU antenna, power supply, mounting equipment, and radio cabling
Other communications equipment or accessories

Group 4 - Fiber Optics
Fiber optic cable
Fiber optic patch cable
Fiber optic splice enclosure and trays
Fiber distribution assembly
Fiber optic patch panels
Fiber connectors
Cable labels
Closet connector housing assembly
Any other fiber optic equipment

Group 5 - CCTV, Detector, and DMS Support Structures (send electronic submittal). Structural shop drawings to be reviewed by design Engineer (or consultant of record) with final approval by KDOT.
Shop drawings for DMS structures, foundations, and DMS mounting details
Shop drawings for CCTV pole (including handhole locations) and foundation
Shop drawings for detector pole and foundation
All other structural submittals

Group 6 - Testing
Ground resistance testing procedure and equipment
Example fiber optic test results sheet
Test procedures not provided by KDOT
KDOT may provide DMS and CCTV test procedures
Fiber optic testing equipment and testing procedures
Fiber optic test equipment calibration certifications (recalibrated within the last year)

Group 7 - Other
Cisco network and fiber optic splicing certifications
Fiber optic cable installation procedure and splicing resume
Miscellaneous items that did not fall in any of the previous groups

4.4 STRUCTURAL AND FOUNDATION SHOP DRAWINGS

For all non-catalog or custom made items including the support structures and foundations for VDS, CCTV and DMS, submit shop drawings for approval along with other data necessary to permit full evaluation of the proposed product and/or material. Obtain approved submittals prior to purchase or fabrication of any support structures for use on this project. Roadside DMS leg lengths may be determined in field. Note in shop drawings included in the submittal.

Structural and foundation shop drawings and calculations shall be sealed and signed by a Professional Engineer licensed in the State of Kansas.

No additional payment will be made for Contractor geotechnical work. Historical boring log data may be provided by the Engineer.


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KANSAS DEPARTMENT OF TRANSPORTATION

ITS EQUIPMENT SPECIFICATIONS

ITS-S01 07-21-23

| FHWA APPROVAL | | APP'D. | |
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| DESIGNED | DETAILED | QUANTITIES | TRACED |
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS EQUIPMENT SPECS (1)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 136 OF


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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:29 PM Plotter used: None
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| KANSAS | | 2025 | | |

4.5 APPROVALS
Any work done prior to the Engineer's review and approval will be at the Contractor's risk and expense. Following review of the submittal data, the Engineer will mark the items in one of five ways:
1. "No Exceptions Taken";
2. "Exceptions Noted - Resubmittal Not Required";
3. "Rejected - Resubmittal Required";
4. "Review Not Required".

Proceed with any items marked "no exceptions taken" since the Engineer has taken no exception to the submittal. Proceed with any items marked "exceptions noted - resubmittal not required", provided that the Contractor concurs with the notations. In such case, proceed immediately to correct said items and resubmit them for review. Items that are marked "rejected - resubmittal required" are judged to be unacceptable. Proceed immediately to identify new items or redesign said items and resubmit them for review.

Substitutions for any of the materials on the list are not acceptable without prior written approval by the Engineer. Submit in writing to the Engineer any changes to the approved materials list.

4.6 ORDER OF WORK
Provide a construction schedule (in MS Project or similar format) outlining the proposed order of work that shows a timely progression of ITS related construction. The Contractor will be allowed to construct footings and place concrete, install conduit and cables, and return at a later date to install the poles, controller assembly, or CCTV. The construction schedule shall provide a detailed plan for connection to the existing KDOT traffic management system.

5.0 CONDUITS

5.1 DESCRIPTION
Construct and install conduits per the KDOT Utility Accommodation Policy as detailed on the Plans, as noted below, or as directed by the Engineer. Provide conduits of the type and size as shown on the Plans. Provide all incidental items necessary to provide a complete and fully functional conduit system. If approved by the Engineer, conduit may be installed by trenching, plowing, or directional bore; however, payment will be made based on the installation method indicated in the plans for that conduit. No additional payment will be made for installation methods not indicated in the plans unless approved by the Engineer.

If Micro-Duct is identified in the plan, reference ITS-SMD for all Micro-Duct Pathway details and specifications.

5.2 MATERIALS

5.2.1 RIGID METALLIC CONDUIT
Rigid metallic conduit (RMC) is a threaded metal raceway of circular cross section with a coupling, which can be either a standard straight tapped conduit coupling or the integral type. Cover threads on the uncoupled end by thread protectors prior to installation. Adhere to UL 6 standards and outdoor ratings for all RMC and fittings. All RMC must be galvanized steel in accordance with KDOT Standard Construction Specification 1703.2. Where RMC is installed underground, wrap with an approved PVC tape. For RMC conduits that transition from above ground to underground, the PVC tape shall be extended 6 inches above ground level. Provide a bushing to all metallic conduit ends to protect the electrical conductors or fiber optic cable from abrasion.

5.2.2 NON METALLIC CONDUIT/HDPE CONDUIT
Provide HDPE conduit that is Schedule 80 and UL listed. Provide color-coded conduit as required for installation location. KDOT installation area: Provide red conduit for electrical cables, green conduit for communication and fiber optic cables, and black conduit for spare. KC Scout installation area: Provide yellow conduit for electrical cables, blue conduit for communication and fiber optic cables, and black conduit for spare. Install HDPE conduit according to manufacturer's instruction.

5.2.3 CONDUIT REPAIR SPLICES
When conduit is used to repair a section of existing conduit to provide the required conduit pathway, provide the same grade and size HDPE conduit as the existing conduit. Approval by the Engineer is required for mechanical conduit splices.

5.2.4 TRACER WIRE
Provide orange No. 12 AWG THHN stranded copper wire in all underground conduit.
See ITS-D07, D08, and D09 for additional information regarding test stations and tracer wire.

5.2.5 WARNING TAPE
Provide color durable and chemically resistant red reinforced 3 inch minimum wide, 4-mil thickness warning tape imprinted with "CAUTION BURIED CONDUIT BELOW" for conduits. Provide color durable and chemically resistant orange reinforced 3 inch wide warning tape imprinted with "CAUTION - FIBER OPTIC CABLE BURIED BELOW" for fiber optics.

Install warning tape 12" above the top of electrical, fiber optic, and communications conduits, or as directed by the Engineer.

5.2.6 PULL ROPES
Provide polypropylene pull ropes with a minimum tensile strength of 1,125 lbs.

5.2.7 CONCRETE ANCHORS
The following requirements apply: federal specification FF-S-325, Group II, Type 4, Class I and galvanized in accordance with ASTM A 153, B 695-91 Class 50 or constructed of stainless steel. Furnish a manufacturer's certification that the concrete anchors meet the required material and galvanizing specifications.

5.3 PROOF AND REPAIR OF EXISTING CONDUIT
Proof, and repair as needed, existing conduits to allow fiber optic backbone cable to be pulled or blown through existing conduit as shown on the Plans. In some instances, the existing conduits are collocated with leased fiber conduits. When accessing the KDOT conduits to repair or install a splice vault, care must be taken not to impact the leased fiber conduits.

5.3.1 CONDUIT PROOFING
Provide a continuous conduit path for pulling or blowing of fiber backbone and fiber branch cables as shown in the Plans. The continuous path must be demonstrated through the conduit between existing pullboxes or newly installed splice vaults by passing a mandrel through the conduit.

5.3.2 CONDUIT REPAIR
Repair conduit where needed and as approved by the Engineer by installing a new conduit section connected to the existing conduits using a mechanical conduit splice. Request and receive approval from the Engineer prior to any repair work. Conduit repair is defined based on a section. A section is considered a continuous length of conduit that is removed and replaced in order to provide a continuous conduit path. For purposes of bidding, each section shall be a maximum length of 50 feet. If a section is greater than 50 feet but less than 100 feet it shall be considered as two (2) sections.

The Contractor shall include five (5) sections of conduit repair in their ITS lump sum bid and shall provide a unit price per section in the Unit Cost List shown in the Required Contract Provision Furnishing Individual Components Necessary for the ITS System. KDOT makes no guarantee that this quantity will be utilized in the contract. The unit price quoted in this contract provision will be used to decrease the ITS lump sum bid through a change order for any sections of conduit repair that are not needed or to increase it if more than five sections are needed.

Seek approval from the Engineer prior to use of discretionary splice vaults or pullboxes for conduit repair. Maintain detailed conduit repair records (including, but not limited to the date, time, exact location, quantity in feet, approval/authorization), then submit these records to the Engineer. Conduit damaged by the Contractor during work performed under this contract shall be repaired at the Contractor's expense.

5.4 CONSTRUCTION REQUIREMENTS

5.4.1 LOCATION OF CONDUIT
Prior to construction, contact Kansas One-Call and any private utilities for locates. Field check the existing conditions at each site, including utility locator service markings, to assure no conflicts with existing utilities, including state-owned underground lighting, traffic signals, cathodic protection facilities, and drainage features. Upon written approval by the Engineer, alter the route of the conduit to avoid conflicts. Conduit shall be installed in straight lines either parallel or perpendicular to the right of way line to the best extent possible. Install trunk line conduit adjacent to the edge of the right of way or in the backslope of the ditch. Install conduit branch lines perpendicular to trunk line conduits. Slope conduit to a pull box at a minimum rate of 0.5 percent.

Unless otherwise shown on the Plans, accomplish a change in direction of conduit by bending the conduit uniformly to a radius that will fit the location or by the use of standard bends. The minimum bending radius of all conduits is the greater of the following: twenty (20) times the diameter of the fiber optic cable; six (6) times the internal diameter of a 2-inch conduit or smaller; ten (10) times the internal diameter of a 3-inch conduit or larger.

5.4.2 NOTIFICATION
After utility locates have been completed, and prior to any construction, notify the owner of any leased fiber (when applicable) a minimum of two weeks in advance and again at 72 hours in advance to have an inspector on site prior to any planned work adjacent to their conduits. A leased fiber representative along with a KDOT representative must be present for work that is within five feet of leased fiber conduit. Any adjacent work located within ten feet of any leased fiber conduits, fiber optic pullboxes or vaults will all be done by hand trenching and digging. No mechanical equipment will be allowed.

5.4.3 THREADING
Use nipples to eliminate cutting and threading where short lengths of conduit are required. If it is necessary to cut and thread steel conduit, no exposed threads will be permitted.

5.4.4 CLEANING
Blow air through each conduit to remove debris and water. Clean and swab all conduits before cables are installed. Install expandable type dust plugs after cleaning on each end of individual conduits.

5.4.5 MANDREL TEST
Test conduit path by pulling a mandrel through the conduit. The mandrel shall have a diameter no less than 70% of the inside diameter of the conduit and a length of 2 inches. If the conduit does not allow the mandrel to be pulled through, clean and/or repair conduit to permit passage of the mandrel. When conduit run is an extended distance the Contractor may seek alternative methods as approved by the Engineer for this test.

5.4.6 END TREATMENT
Cut HDPE conduit inside pull boxes and splice vaults at a 90 degree angle with 10 inches to 14 inches exposed inside of the box. Pull from one box to the adjacent box (minimize stretching), not pulling through several boxes at the same time (minimize stretching), and anticipate some conduit pullback by installing a small amount of extra conduit. Conduit installation may be rejected if conduit pullback occurs resulting in less than 8 inches of exposed conduit.

Sand all conduit ends smooth in order to eliminate any burrs on the inside or outside diameter of the HDPE conduit.

5.4.7 SPLICING
Use mechanical splices made in accordance with conduit and splice manufacturer's recommendations. Fusion conduit splices are not allowed. Submit materials to be used for conduit splices to the Engineer for review and approval along with the manufacturer's recommendations and installation procedures.

5.4.8 DEPTH
The following requirements apply: a minimum of 42 inches of cover for all underground conduit containing communication service; a minimum of 48 inches of cover for all underground conduit containing electrical service; a minimum of 5 feet of cover below crown grade or 3 feet below ditch grade for all utilities crossing under roadways. Encase conduit in concrete or other appropriate means as approved by the Engineer if this minimum conduit depth cannot be achieved at site-specific locations. The Engineer will determine if exceptions to meeting the depth requirements are necessary.

5.4.9 TRACER WIRE
Tracer wire shall either run continuous through splice vault, or be grounded per D07, D08 and D09 as appropriate or as required per this specification. Tracer wire shall be installed on all conduit runs (including power and communications). When multiple conduits share the same trench or bore, only one conduit will be required to contain a tracer wire. Pull tracer wire into all cabinets and device bases. Terminate and ground tracer wire inside cabinets or device bases. Continuously connect tracer wire along the fiber backbone. Do not continuously connect the tracer wire in conduit containing fiber spurs that branch out to the individual controller cabinets. For all conduit carrying fiber spurs, the central point in which all tracer wires are electrically bonded to each other at an isolated terminal is the controller cabinet. Use waterproof lug connectors in splice vaults and pull boxes to electrically bond the tracer wires when continuous runs of tracer wire cannot be installed. Label all tracer wires at all access points with "TRACER".

Terminate tracer wires on the installed cabinet test station lugs or in the in-ground locator test station terminals, as applicable. Ensure a continuous tracer wire run so that locates can be performed by connection at any single point.

Upon TRM Submittal and prior to final acceptance, the Contractor shall coordinate with the Engineer to call an initial locate for the entirety of installed conduit through KDOT's locate contractor. This work shall ensure that KDOT's utility locator is able to mark the new conduits appropriately. Any areas where locates cannot be completed will be identified for remedial action. This process shall be repeated until the entire installed conduit sections can be located appropriately. Any marking locates necessary prior to final acceptance (i.e. during construction) shall be the responsibility of the contractor and follow general located practices. This work shall be subsidiary to the installation of the locate wire and equipment.

After final project completion and prior to project acceptance Contractor shall coordinate with KDOT ITS to perform an initial one-call locate to ensure new and existing tracer wire and test station is working properly.

Contractor is responsible for one-call locates of the newly constructed facilities during construction and until final acceptance.

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KANSAS DEPARTMENT OF TRANSPORTATION

ITS EQUIPMENT SPECIFICATIONS

ITS-S02 11-27-23

| FHWA APPROVAL | | APP'D. | |
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS EQUIPMENT SPECS (2)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER

SHEET NUMBER 137 OF

File: ITS-S02.dgn
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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:30 PM Plotter used: None

| STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
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5.4.10 CONDUIT IN TRENCH
Excavate trenches to the width and depth necessary for conduit installation as shown in the Plans. Do not use material which might cause mechanical damage to the conduit for backfilling below an elevation 6 inches above the conduit. Clean the bottom of the trench of such material before the conduit is placed. Obtain approval by the Engineer of the trench prior to conduit placement. Backfill and compact all trenches.

5.4.11 BORED CONDUIT
Install bored conduit without disturbing the existing surface. Place bored conduit by boring or other approved means. Locate all bore pits and spoil piles a minimum of 4 feet from the edge of the paved roadway or shoulder surface and barricade, fence, or protect the pits by some other acceptable method from errant vehicles or pedestrians.

5.4.12 PLOWED CONDUIT
Conduits may be installed by plowing upon approval of the Engineer. Use a vibratory type plow which will place conduits at the minimum depths indicated above when installation is accomplished by plowing. Compact the soil over the installation to the original in-place density. Do not plow conduits in rocky areas.

5.4.13 EXTERNAL CONDUIT ON STRUCTURE
Obtain all permits and approval of all external conduits on structure according to the KDOT Utility Accommodation Policy. All permitting for attachments will go through the KDOT Bridge section for review.

Use Galvanized RMC for all above ground external conduit as noted in Section 5.2.1. When HDPE conduit is installed inside a RMC raceway, install the HPDE conduit such that there are no splices. Use an approved expansion/contraction joint if a splice is necessary.

Use external conduit on structure for existing structures, or if provisions are not made in the Plans for providing a conduit raceway in new structures. Conduit on structure includes conduit on bridges, retaining walls or other structures. Adhere to the requirements in the KDOT Utility Accommodation Policy (latest edition) for all bridge/structure attachments, except as noted herein. Install conduit based on the bridge type. Do not attach conduit to prestressed concrete girders or prestressed-precast concrete deck panels.

Securely fasten conduit within 3 feet of each transition box or other conduit termination. You may increase fastening to a distance of 5 feet where secured to the concrete with clamps or supported by openings through framing members at intervals no greater than 10 feet.

Install concrete anchors in concrete to a minimum embedment of 1.8 inches.

Do not use drilling, grinding or welding if it is necessary to anchor the conduit to steel bridge members. The Engineer shall approve attachment method to steel members. Install junction boxes as shown on the Plans or as directed by the Engineer. Surface mount junction boxes and install such that covers are easily accessible.

Use a conduit expansion fitting when the conduit crosses a bridge expansion joint. Ensure that minimum movement in either direction is provided in the expansion fitting as shown on the Plans or as specified by the Engineer.

5.4.14 GROUNDING AND BONDING
In all conduits for electrical cables, except spare conduit, install a copper wire of a gauge equal to the largest current carrying conductor in the conduit. Use a No. 6 AWG ground wire when the largest current carrying conductor is smaller than a No. 6 AWG. Bond the wire to the ground lugs in poles and cabinets and bond the wires to each other to form electrically continuous conductors over the full length of the conduit system.

5.4.15 SEALING OF CONDUITS
Seal all spare conduit entering pull boxes, splice vaults, cabinets, and foundations with an approved watertight mechanical duct plug. Seal conduits that contain cables with watertight duct seal. Expandable foam seal is not permitted. Do not cap or plug with tape. After cleaning and testing have been completed, place a pull rope in all empty conduits.

6.0 PULL BOXES, SPLICE VAULTS, AND JUNCTION BOXES

6.1 DESCRIPTION
Construct and install all pull boxes and fiber optic splice vaults provided for in this contract as noted below and as detailed in the plans, or as directed by the Engineer.

Install pull boxes and splice vaults according to the locations, lines, grades, and details shown on the Plans. Locations may be adjusted during installation to clear obstructions and to facilitate wiring as approved by the Engineer. The quantity of pull boxes and splice vaults as shown in the Plans may not be modified without the Engineer's approval. Install additional pull boxes and splice vaults at Contractor's expense and with Engineer's approval to facilitate the ease of construction and pulling of electrical conductors and fiber optic cables.

6.2 MATERIALS

6.2.1 PREFORMED PULL BOX AND SPLICE VAULT
Pull box and splice vault dimensions are shown on the Plans. Preformed pull boxes and splice vaults are composed of mortar consisting of sand, gravel and polyester resin reinforced by a woven glass fiber mat or of resin mortar and fiberglass. Pull box and splice vault shall be rated for a minimum loading of Tier 22 per ANSI/SCTE 77, current edition. Equip each pull box and splice vault with a bolt down cover of the same material and rating per ANSI/SCTE 77, current edition. Electrically bond metal conduits to one another when used in preformed pull boxes.

Rectangular fiber optic splice vault with split lid is for KDOT installations. Round fiber optic splice vault is for KC Scout installations.

6.2.2 PREFORMED PULL BOX AND SPLICE VAULT COVER
Covers on pull boxes shown on the Plans that contain 480 volt or greater circuits shall be labeled with 5" x 11" cast-in, stamped concrete with "KDOT CAUTION-HIGH VOLTAGE". Covers on pull boxes that contain electric cable (120V/240V) shall be labeled with 5" x 11" cast-in, stamped concrete with "KDOT ELECTRIC". Covers on pull boxes that contain communication cable shall be labeled with 5" x 11" cast-in, stamped concrete with "KDOT ITS". Covers on all other pull boxes or splice vaults shall be labeled with 5" x 11" cast-in, stamped concrete with "KDOT ITS" unless otherwise directed by the Engineer. Maintain 2 inch tall block letter widths and spacing. Substitute "KC SCOUT" for "KDOT" on KDOT ITS vaults in the KC Scout area and use 4 inch tall block letter widths and spacing.

Covers on pull boxes and splice vaults shall be rated for a minimum loading of Tier 22 per ANSI/SCTE 77, current edition.

Each pull box and splice vault shall be equipped with a bolt down cover. The threaded hole which receives the cover hold-down bolt shall be open at the bottom to allow cleanout of sand, dirt, and other debris. Lock down bolts shall be stainless steel or brass with a penta-head. For each project, provide KDOT with one penta-head socket and pull box lifting hook. Provide one additional penta-head socket and lifting hook for every twenty pull boxes installed within a project. Sockets and lifting hooks must be submitted to the Engineer prior to the start of the 60-day test period for any device or system.

6.2.3 STONE DRAIN
Comply with Section 1107.2 (e) of the KDOT Standard Construction Specifications, use crushed stone.

6.2.4 IN-GROUND LOCATE TEST STATION
Furnish an in-ground locate test station for each ITS Splice Vault and ITS Communication Pull Box. The tracer wire terminal shall be solid brass or bronze alloy and be accessible from the top of the test station without requiring removal of the lid. The locate test station lid shall be orange and include a cast-iron flange for low traffic. Submit the proposed test station for approval by the Engineer prior to installation.

6.3 CONSTRUCTION REQUIREMENTS

6.3.1 PREFORMED PULL BOXES AND SPLICE VAULTS
Install conduit to enter the pull box or splice vault in the side or from the bottom of the box and to extend a minimum of 8 inches and a maximum of 12 inches into the box as shown on the Plans. If it is necessary to increase the excavation depth and extend the pull box, no direct payment will be made. Excavate the opening outside the pull box wide enough to allow compaction of the backfill material. Do not use cinders, broken concrete, broken rock or other hard or undesirable material for backfilling. Backfill ITS pull boxes and splice vaults.

Drill the holes for the conduit as recommended by the manufacturer. Drill round holes that are no more than 1/2 inch larger than the conduit. Seal all conduit entrances into pull boxes or splice vaults with an expandable foam sealer around the conduits to prevent the entering of foreign material into the pull boxes. Clean all pull boxes and splice vaults so they are free of trash, conduit and wire scraps, etc.

Do not construct pull boxes and splice vaults in or near sidewalk handicap ramps or approaches.

The distance between Pull Boxes and/or Splice Vaults shall not exceed 0.5 miles along a route.

When installing ITS communication pull boxes and splice vaults, construct a concrete pad around the perimeter as shown on the Plans. Use KDOT Grade 4.0 on-grade concrete for the pad, or a commercial mixture approved by KDOT and in accordance with Section 401 of the KDOT Standard Specifications. Construct ITS communication pull boxes so the top surface is flush with surfaced areas and approximately 1 inch above earth or sod areas.

Construct all pull boxes and splice vaults with a stone drain that is 2 feet deeper than the bottom of the pull box. Pull boxes or splice vaults located in rock will require a 6 inch concrete floor with a 2 inch rigid conduit drain.

Install separate pull boxes for all power service cables and communications cables. No sharing of the pull boxes will be allowed.

6.3.2 JUNCTION BOXES
Mount junction boxes to bridges with wedge anchor rods of sufficient size and strength to safely secure the box to the structure. Cover the surface of the junction box which comes in contact with concrete with aluminum colored butyl rubber sealant (caulking compound).

6.3.3 SPLICE VAULT
Install discretionary splice vaults, at Contractor's expense, with approval by the Engineer, along the existing conduit to provide a conduit pathway along the existing conduit or to facilitate pulling or blowing of fiber optic cable. When installing a splice vault, both as shown on the Plans and discretionary, to intercept the KDOT conduits, offset the splice vault from the leased fiber conduit by at least 36 inches. Excavate a new trench adjacent to the leased fiber conduits to allow the KDOT conduits to be re-aligned to intercept the new splice vault offset from the leased fiber conduits. Maintain minimum bending radius for the conduit. Contact the owner of the leased fiber two weeks in advance of excavation adjacent to leased fiber conduits. Do not enter (open, cut into) leased fiber conduit at any time. Only designated representatives from the company which owns the vault has access to the vault.

When rerouting an existing empty KDOT conduit into a new splice vault, propose a method to positively identify the empty KDOT conduit and seek approval by the Engineer. Demonstrate this method of positively identifying the empty KDOT conduit to the Engineer. Perform this demonstration prior to performing field work on the existing conduit.

6.3.4 IN-GROUND LOCATE TEST STATION
Install an in-ground locate test station for each ITS Splice Vault and ITS Communication Pull Box. The in-ground locate test station shall be embedded in the concrete apron surrounding the splice vault or pull box as shown in the splice vault and pull box details. Provide a flexible metallic conduit from the test station to the inside of the vault as shown in the details. Ensure all tracer wires are securely connected to the test station as recommended by the test station manufacturer. The tracer wire shall be connected to the terminal so as to provide a continuous locating system throughout the limits of each device site.

7.0 WIRING

7.1 DESCRIPTION
Comply with the requirements as detailed in the Plans and as described below. Provide wiring of the type and size as shown on the Plans. This section specifically does not include fiber optic cable.

7.2 MATERIALS

7.2.1 ELECTRICAL CONDUCTORS
Use electrical conductors and associated equipment that meet the requirements of ICEA, IMSA, NEMA, RETMA, NEC and the regulations of the national board of fire underwriters, as applicable, and meet the approval of the Engineer. Use soft drawn copper for all conductors except as noted. Solid conductors may be used only for grounding where connected to a ground rod.

Use copper cablings that conform to ASTM B 3 and B 8 with flame-retardant, moisture, and heat resistant cross-linked polyethylene or thermoplastic insulation rated for 90°C in wet locations and listed by UL as Type XHHW-2 or USE-2. Use solid wire for No. 10 AWG and smaller and stranded wire for sizes No. 8 AWG and larger.

For all current carrying electrical conductor runs, use ground wire in run that matches AWG size of the largest conductor in a specified run.

Furnish all low voltage, control, and communications cables on reels. Use reels with continuous cable of sufficient length to permit the associated cable runs to be made without splices in between specified locations shown on the Plans. Utilize the appropriate sheath for the particular application. Comply with the requirements of ANSI/EIA/TIA-568 B or latest approved version of that standard.

7.2.2 CAT 6 CABLE
Use outdoor-rated Cat 6 or higher cable with UV resistant outer jacket. Use a gel-free, paper-based waterstop cable for cabinet and outdoor installations. Furnish plenum rated cable for installations inside of buildings or shelters including POP buildings.

7.2.3 COMMUNICATION (CCTV) CABLE
Comply with manufacturers requirements for Communication CCTV cable. Use communication (CCTV) cable for analog cameras that are 75 ohm co-axial construction with copper center conductors and polyethylene dielectric material. Use co-axial shields that are braided with a 95% minimum coverage. Use outer jackets for cables that are UV resistant and flame retardant. Install CCTV cable connectors that are of the type appropriate for devices specified in the Plans (BNC, F, etc.). For IP based cameras, use communications CCTV cable that is a Cat 6 or higher Ethernet cable with RJ-45 connectors, gold plated, shielded, and allow for power over Ethernet.

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KANSAS DEPARTMENT OF TRANSPORTATION

ITS EQUIPMENT SPECIFICATIONS

ITS-S03 11-15-23

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(316) 264-8008

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

ITS EQUIPMENT SPECS (3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 138 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\ITS PLAN.dwg Last Save: 11/14/2025 11:48 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:30 PM Plotter used: None
File: ITS Spec.dgn

# GENERAL SEED NOTES FOR ALL MIXES

1. THE CONTRACTOR SHALL PROVIDE GRASS SEED OF THE VARIETY AND AT THE RATES AS REQUIRED TO PRODUCE THE LIVE SEED RATES SHOWN BELOW OR AS SPECIFIED ON THE PLANS. THE VENDOR'S CERTIFIED STATEMENT FOR EACH SPECIES OF GRASS AND GRASS MIXTURE STATING EACH VARIETY, PERCENTAGE BY WEIGHT, AND PERCENTAGES OF PURITY, GERMINATION, AND WEED SEED SHALL BE FURNISHED. LIVE SEED FOR EACH GRASS SPECIES IS THE PRODUCT OF THE PERCENTAGE OF PURITY AND THE PERCENTAGE OF GERMINATION.

1.1. THE SEED SHALL BE NEW-CROP SEED COMPLYING WITH AND LABELED IN ACCORDANCE WITH U.S. DEPARTMENT OF AGRICULTURE "RULES AND REGULATIONS UNDER THE FEDERAL SEED ACT" IN EFFECT AT DATE OF PURCHASE OF SEED. ALL SEED SHALL BE FURNISHED IN STANDARD CONTAINERS. SEED WHICH HAS BECOME MOLDY, WET, OR OTHERWISE DAMAGED IN TRANSIT OR STORAGE SHALL NOT BE ACCEPTED.

1.2. A CERTIFICATE SHALL BE FURNISHED TO THE ENGINEER SHOWING THE DATE THAT THE SEED WAS TREATED. THE TREATED SEED SHALL BE PLANTED WITHIN TWENTY-FOUR (24) MONTHS AFTER TREATMENT AND ANY TREATED BUFFALO GRASS SEED HELD BY THE CONTRACTOR OR SUPPLIED BEYOND THIS PERIOD SHALL NOT BE USED.

1.3. THE SEED SHALL BE STORED IN A COOL DRY PLACE UNTIL SEEDING TIME.

2. FERTILIZER.

2.1. FERTILIZER SHALL BE PROPORTIONED AS SPECIFIED ON THE PLANS OR SHOWN BELOW AND SHALL BE OF COMMERCIAL GRADE, UNIFORM IN COMPOSITION, FREE-FLOWING AND SUITABLE FOR APPLICATION WITH APPROVED EQUIPMENT, DELIVERED TO THE SITE IN BAGS OR OTHER CONVENIENT CONTAINERS, EACH FULLY LABELED, CONFORMING TO THE APPLICABLE STATE FERTILIZER LAWS, AND BEARING THE SAME TRADE NAME OR TRADE MARK, ANALYSIS AND WARRANTY OF THE PRODUCER. FERTILIZER SHALL BE APPLIED AT THE RATE OF .5 POUNDS OF ACTUAL NITROGEN, 1.0 POUNDS OF ACTUAL PHOSPHORUS, AND .5 POUNDS OF ACTUAL POTASSIUM PER 1,000 SQUARE FEET.

2.2. WHEN APPLYING FERTILIZER, THE CONTRACTOR SHALL AVOID APPLICATION PRIOR TO HEAVY RAIN OR INTENSE STORMS.

3. WATER.

3.1. WATER SHALL NOT CONTAIN SUBSTANCES IN THE AMOUNTS CONSIDERED HARMFUL FOR THE NORMAL GROWTH OF VEGETATION. THE CONTRACTOR SHALL SUPPLY WATER AND WATERING EQUIPMENT AS REQUIRED FOR THE ESTABLISHMENT AND MAINTENANCE OF GRASSED AREAS.

4. SITE PREPARATION

4.1. PROJECT COORDINATION. AFTER THE CONSTRUCTION HAS BEEN COMPLETED, (EXCEPT AS PROVIDED BELOW), THE SITE HAS BEEN BROUGHT TO FINAL GRADES AS SHOWN ON THE PLANS, AND OTHER PLANTINGS HAVE BEEN ACCOMPLISHED, THE CONTRACTOR SHALL PREPARE THE AREAS TO BE GRASSED AS SPECIFIED. WHEN SO DIRECTED OR PERMITTED BY THE ENGINEER, PORTIONS OF THE CONSTRUCTION SITE MAY BE GRASSED AT DIFFERENT PERIODS OF TIME PROVIDED THAT THE PLANTING OCCURS IN PROPER SEASONS AS SPECIFIED. ANY GRASSED AREAS DAMAGED BY SUBSEQUENT OPERATIONS OF THE CONTRACTOR SHALL BE REPLANTED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.

4.2. NO-TILL. IT IS PREFERRED FOR THE AREAS OUTSIDE OF THE GRADING LIMITS TO BE NO-TILLED INTO THE EXISTING STUBBLE. NO SITE PREPARATION IS REQUIRED BEFORE NO-TILL SEEDING. AREAS TO BE TILLED (WITHIN GRADING LIMITS) SHALL BE PREPARED PER THE FOLLOWING NOTES.

4.3. TILLAGE. THE AREAS REQUIRED TO BE GRASSED SHALL BE PREPARED FOR PLANTING BY CULTIVATION, REMOVAL OF ALL OBJECTIONABLE MATERIAL, AND FILLING OF GULLIES OR DEPRESSIONS. THE SOIL PREPARATION SHALL BE ACCOMPLISHED BY DISKING, HARROWING AND FIRMING. (PLOWING WILL ALSO BE REQUIRED IF SO INDICATED ON THE PLANS.) THE MINIMUM DEPTH OF SOIL PREPARATION SHALL BE THREE (3) INCHES. EXISTING WEED STUBBLE, SMALL WEEDS AND GRASS THAT CAN BE DISKED SHALL BE CUT BY THE DISK AND PARTIALLY INCORPORATED INTO THE SOIL.

4.4. SEVERAL DISKINGS AND HARROWINGS OVER SOME AREAS MAY BE REQUIRED TO PROVIDE A SATISFACTORY SEEDBED. AREAS TOO STEEP OR OTHERWISE INACCESSIBLE FOR DISKING SHALL BE PREPARED BY HAND METHODS. THE MINIMUM DEPTH OF PREPARATION OF THE SEEDBED WHERE HAND METHODS MUST BE EMPLOYED SHALL BE TWO (2) INCHES. DISKING, HARROWING AND RAKING SHALL BE DONE LONGITUDINALLY ON SLOPE AREAS.

4.5. THE SOIL PREPARATION ON ALL SLOPE AREAS SHALL BE PERFORMED WITH DISKS AND HARROWS UNLESS DEMONSTRATION SHOWS SUCH METHODS IMPRACTICABLE AND THAT HAND METHODS MUST BE USED.

4.6. DURING THE PROCESS OF SOIL PREPARATION, EXTREME CARE SHALL BE EXERCISED TO AVOID INJURY TO ALL TREES THAT HAVE BEEN PLANTED OR DESIGNATED BY THE ENGINEER TO BE SAVED.

4.7. THE ENGINEER MAY DESIGNATE LOCAL AREAS OF DESIRABLE NATIVE PERENNIAL GRASSES TO BE OMITTED DURING THE SOIL PREPARATION. AREAS OF ANNUAL GRASSES SUCH AS CHEAT, CRAB GRASS, TRIPLE-AWN, ETC., SHALL BE DESTROYED BY THOROUGH DISKING PRIOR TO SEEDING.

4.8. APPLICATION OF FERTILIZER. FERTILIZER SHALL BE DISTRIBUTED UNIFORMLY AT RATES SHOWN IN THE SEED MIX NOTES ON THIS PAGE AND OVER THE AREA TO BE PLANTED, AND SHALL BE INCORPORATED INTO THE SOIL TO A DEPTH OF AT LEAST 2 INCHES BY DISKING, HARROWING OR OTHER METHODS APPROVED BY THE ENGINEER. DISTRIBUTION BY MEANS OF AN APPROVED SEED DRILL OR HYDRO SEEDER EQUIPPED TO SOW SEED AND DISTRIBUTE FERTILIZER AT THE SAME TIME WILL BE ACCEPTABLE UNLESS OTHERWISE NOTED ON THE PLANS.

4.9. ADDITIONAL SOIL CONDITIONERS SHALL BE MIXED INTO THE SOIL BY DISKING, HARROWING, ETC., WHEN SPECIFIED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER AND FURNISHED BY THE OWNER.

5. SEEDING

5.1. TIME OF SEEDING. THE TWO GENERAL SEEDING SEASONS SHALL BE AS DEFINED FOR TEMPORARY AND PERMANENT SEEDING. THE PERMISSIBLE SEEDING PERIODS FOR VARIOUS SEEDS MAY BE EXTENDED A FEW DAYS IN SPECIAL CASES WHEN MULCHING IS SPECIFIED TO FOLLOW THE DRILLING OF SEEDS AND FERTILIZER.

5.2. THE ENGINEER RESERVES THE RIGHT TO DELAY THE DRILLING OR SEEDING OF ANY SEEDS OR TO VARY THE PERMISSIBLE SEEDING SEASONS LISTED ABOVE DUE TO WEATHER OR SOIL CONDITIONS OR FOR OTHER CAUSES.

5.3. SEED APPLICATION. SEEDS SHALL BE UNIFORMLY DISTRIBUTED WITH ACCEPTABLE DRILLS, HYDRAULIC SLURRY, OR OTHER EQUIPMENT APPROVED BY THE ENGINEER. BROADCASTING WITH A STANDARD GRASS SEEDER WILL BE REQUIRED ON AREAS WHERE IT IS IMPOSSIBLE TO OPERATE A DRILL AND THIS METHOD MAY ALSO BE REQUIRED FOR CERTAIN SMALL SEEDS.

5.4. WHEN A STANDARD DRILL WITH FERTILIZER ATTACHMENT IS USED, CERTAIN MIXED SEEDS MAY BE PLACED IN THE SEED BOX AND THE FERTILIZER PLACED IN THE FERTILIZER COMPARTMENT. BOTH MAY BE APPLIED DURING ONE (1) OPERATION, UNLESS NOTES ON THE PLANS REQUIRE SEPARATE APPLICATIONS. FERTILIZER MAY BE DRILLED INTO THE SOIL OR APPLIED BY HYDRAULIC-SLURRY. BROADCASTING FERTILIZERS IS PERMISSIBLE ON ROUGH, ROCKY SLOPES WHERE DRILLS CANNOT OPERATE.

5.5. ALL DRILLS SHALL BE FULLY ADJUSTABLE SO THAT THEY WILL DELIVER THE SEEDS AND FERTILIZER AT THE RATES SPECIFIED ON THE PLANS OR ORDERED BY THE ENGINEER. DRILLS THAT ARE IN POOR REPAIR OR THAT DO NOT DELIVER THE SEEDS AND FERTILIZER UNIFORMLY IN EACH DRILL FURROW, SHALL NOT BE USED. DRILLS SHALL BE ADJUSTABLE SO THAT THE SEEDS CAN BE PLANTED AND COVERED A MAXIMUM DEPTH OF 1/2 INCH.

5.6. MOST OF THE SEEDS SHOULD BE DRILLED ABOUT ONE-HALF (1/2) INCH DEEP IN A WELL- PREPARED AND FIRM SEEDBED. WHEN THE FERTILIZING AND SEEDING OPERATIONS START ON AN AREA, THAT AREA SHALL BE COMPLETED AS SOON AS POSSIBLE. NO SEEDING SHALL BE DONE DURING WINDY WEATHER OR WHEN THE GROUND IS WET OR OTHERWISE NON-TILLABLE. THE GRASS SEED SHALL THEN BE COVERED, USING A FLEXIBLE TOOTHED WEEDER OR OTHER SUITABLE EQUIPMENT. AS SOON AS THIS COVERING OPERATION HAS BEEN COMPLETED, THE SEEDED AREA SHALL BE ROLLED AGAIN WITH THE CULTI-PACKER, THE CULTI-PACKER BEING RUN OVER THE AREA ONLY ONCE PARALLEL WITH THE CONTOURS OF THE GROUND.

6. MULCHING.

6.1. APPLYING HAY MULCH - HAY MULCH SHALL BE THE REQUIRED MULCHING MATERIAL FOR PERMANENT SEEDING, UNLESS SPECIFIED OTHERWISE ON THE PLANS OR DIRECTED BY THE ENGINEER. THE HAY SHALL NOT CONTAIN AN EXCESSIVE QUANTITY OF NOXIOUS WEED SEEDS. THE MULCH SHALL BE A SHARP GRADE PRAIRIE HAY, SEDAN GRASS HAY OR BROOM SEDGE OR ANY OTHER TYPE OF NATIVE HAY OR GRASS. STRAW SHALL BE 8 INCHES MINIMUM; 50% SHALL BE 10 INCHES IN LENGTH OR LONGER.

6.2. AFTER SEEDING OPERATIONS ARE COMPLETE THE MULCH SHALL BE SPACED UNIFORMLY BY HAND, MANURE SPREADER, OR OTHER SUITABLE EQUIPMENT. THE MULCH SHALL BE ANCHORED TO THE SOIL BY A V-TYPE WHEEL LAND PACKER, A DISK HARROW SET TO CUT SLIGHTLY, OR OTHER SUITABLE EQUIPMENT WHICH WILL SECURE THE MULCH FIRMLY INTO THE GROUND 2 INCHES OR MORE TO FORM A SOIL-BINDING MULCH AND PREVENT LOSS OR BUNCHING BY WIND. SPACING BETWEEN DISKS SHALL NOT EXCEED 8 INCHES. APPLY HAY MULCH AT THE RATE OF 2 TONS PER ACRE OR 90 LBS. PER 1000 SQ. FT.

6.3. APPLYING WOOD CELLULOSE FIBER MULCH - WOOD CELLULOSE FIBER MULCH MAY BE USED IN LIEU OF HAY MULCH WHEN THE CONTRACTOR ELECTS TO USE A HYDRO SEEDER AND THE METHOD IS APPROVED BY THE ENGINEER. WOOD CELLULOSE FIBER MULCH SHALL BE APPLIED AT THE MINIMUM RATE OF 2500 POUNDS PER ACRE, UNLESS SPECIFIED OTHERWISE.

7. WATERING.

7.1. THE CONTRACTOR SHALL WATER THE SEEDED AREAS AS REQUIRED TO ASSURE AN ACCEPTABLE STAND OF GRASS.

8. PROTECTION AND MAINTENANCE.

8.1. THE GRASSED AREA SHALL BE PROTECTED AGAINST TRAFFIC OR OTHER USE IMMEDIATELY AFTER PLANTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER CARE OF THE GRASSED AREA UNTIL ALL WORK ON THE ENTIRE CONTRACT HAS BEEN COMPLETED AND ACCEPTED, OR A MINIMUM PERIOD OF 30 DAYS, WHICHEVER IS THE LONGEST DURATION. THE CONTRACTOR WILL BE RELIEVED FROM WATERING GRASSED AREAS ACCEPTED BY THE ENGINEER AND THE OWNER.

8.2. ALL PLANTED AREAS SHALL BE GROWING WHEN ACCEPTED. AREAS NOT SHOWING A STAND OF GRASS OR EVIDENCE OF GROWTH SHALL BE REPLANTED IN ACCORDANCE WITH THESE SPECIFICATIONS. ALL COSTS IN CONNECTION WITH REPLANTING GRASSED AREAS SHALL BE BORNE BY THE CONTRACTOR UNTIL AN ACCEPTABLE STAND OF GRASS IS OBTAINED, WITH NO ADDITIONAL COST TO THE PROJECT.

9. PAYMENT

9.1. ALL SEEDING OPERATIONS THROUGHOUT THE ENTIRE COURSE OF THE PROJECT FOR TEMPORARY AND PERMANENT SEEDING, SOIL PREPARATION, FERTILIZER APPLICATION, MULCHING, WATERING, AND ALL OTHER ASSOCIATED WORK, DESCRIBED ON THE SEEDING SHEETS, SHALL BE PAID FOR AS THE BID ITEM "PROJECT SEEDING, L.S." THIS BID ITEM INCLUDES ALL RE-SEEDING ACTIVITIES AND ANY ASSOCIATED WORK NECESSARY.

## TEMPORARY SEEDING

TEMPORARY SEED NOTES

1. TEMPORARY SEEDING SHALL BE INSTALLED AS TEMPORARY COVER AFTER GRADING AND/OR CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED IN AN AREA OF THE PROJECT. TEMPORARY SEED SHALL BE INSTALLED WHEN:

   1.1. CONSTRUCTION ACTIVITY WILL CEASE FOR AT LEAST 28 DAYS; OR
   1.2. WITHIN 21 DAYS FROM THE LAST CONSTRUCTION ACTIVITY IN THAT AREA; OR,
   1.3. WHEN PERMANENT SEEDING CANNOT TAKE PLACE WITHIN THE SPECIFIED PLANTING WINDOW.

2. TEMPORARY SEEDING SHALL BE PLACED VIA APPROPRIATE SEED DRILL. THE TEMPORARY SEED MIX IS AS FOLLOWS:

   ANNUAL RYE 20#/ ACRE

3. TEMPORARY SEED MAY BE PLACED ANY TIME DURING CONSTRUCTION.

4. PROTECT SEEDED AREAS FROM EROSION BY SPREADING WEED-FREE STRAW MULCH TO FORM A CONTINUOUS BLANKET 1-1/2" LOOSE DEPTH AND CRIMP IN TO SOIL BY SUITABLE METHODS.

5. DO NOT SEED OR WORK SOIL WHEN THERE IS STANDING OR RUNNING WATER PRESENT IN DISTURBED AREAS.

6. SEEDING PROCESS: REFER TO SEEDING NOTES.

## PERMANENT SEEDING (COOL SEASON GRASS)

1. PERMANENT SEEDING WITH THE FESCUE MIX SHALL BE INSTALLED AT THE COMPLETION OF CONSTRUCTION ACTIVITIES IN COORDINATION WITH PERMANENT EROSION CONTROL BMPs, AS DEFINED IN THE NOTES IN THIS SECTION, WITHIN THE PLANS AND SPECIFICATIONS.

2. FESCUE MIX SHALL BE KANSAS PREMIUM FESCUE BLEND SEED CONTAINING LOCALLY AVAILABLE VARIETIES. SEED AT A RATE OF 8 TO 10 LBS/ 1000 S.F. FOR NEW INSTALLATIONS OR 4 TO 6 LBS/ 1000 S.F. FOR OVERSEEDING/ REPAIR.

3. APPLY 10-20-10 FERTILIZER AT A RATE OF 40 LBS/ ACRE.

4. PERMANENT SEEDING SHALL BE DONE OCTOBER 15- JUNE 1.

5. COOL SEASON GRASS MIX SEED MIXTURE SHALL BE FRESH, CLEAN NEW CROP SEED. LANDSCAPE CONTRACTOR SHALL PROVIDE LANDSCAPE ARCHITECT WITH DEALER'S GUARANTEED STATEMENT OF COMPOSITION OF MIXTURE AND PERCENTAGE OF PURITY AND GERMINATION OF SEED USED.

6. SEEDING PROCESS: REFER TO SEEDING NOTES.

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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008

DANIEL P.G. JORDAN
KANSAS
979
12/18/25
LANDSCAPE ARCHITECT

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

SEEDING NOTES

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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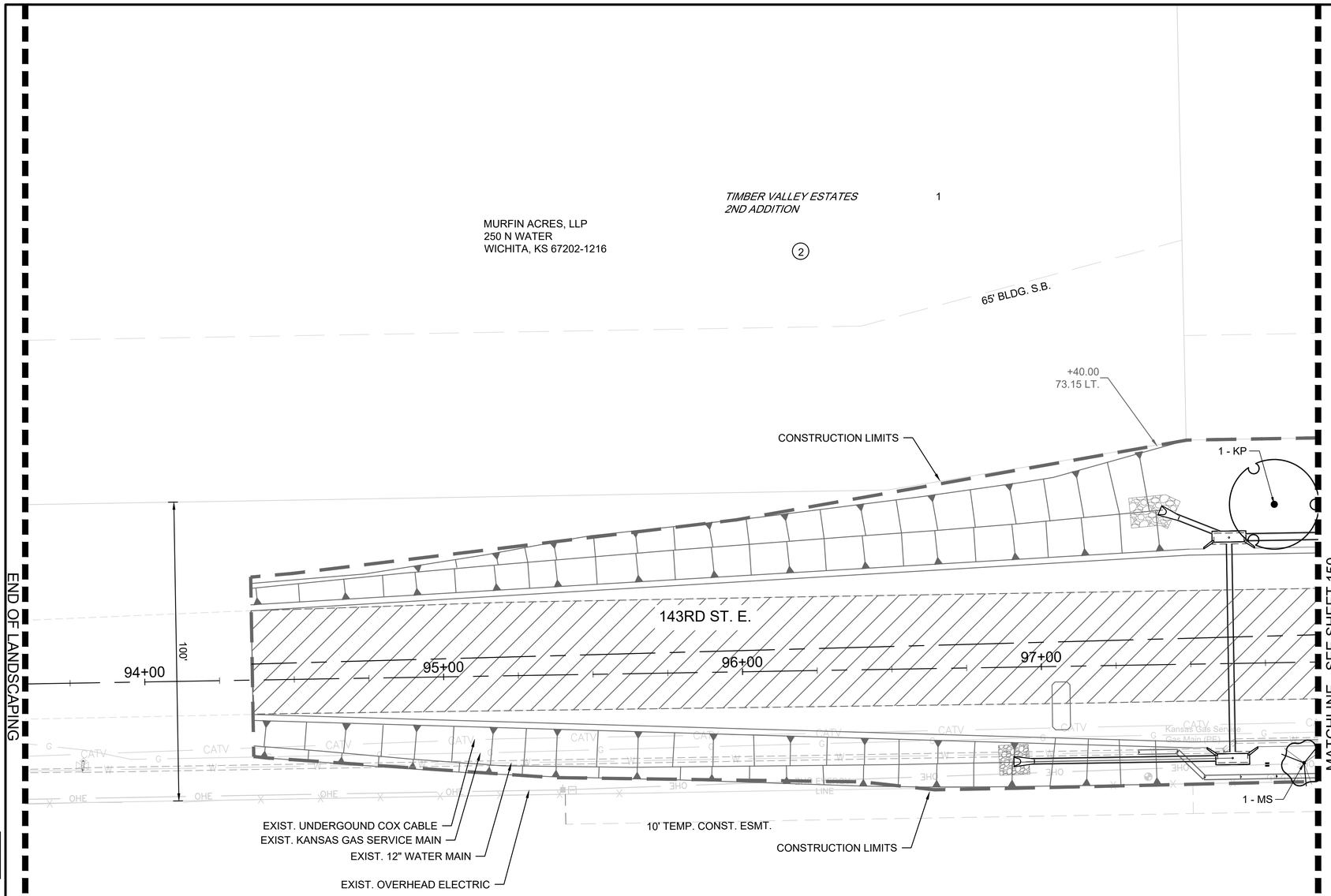
SHEET NUMBER 139 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\Coversheet and Paving Details.dwg Last Save: 12/11/2025 8:47 AM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 2:31 PM Plotter used: None




| PLANT SCHEDULE - SHEET 140 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| MEDIUM SHADE TREE | | | | |
| KP | 1 | KOELREUTERIA PANICULATA / GOLDEN RAIN TREE | B&B | 2" |
| ORNAMENTAL TREES | | | | |
| MS | 1 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

0 10' 20' 40' 60'
(IN FEET)

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 94+36.14 TO 98+75

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

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0 1"
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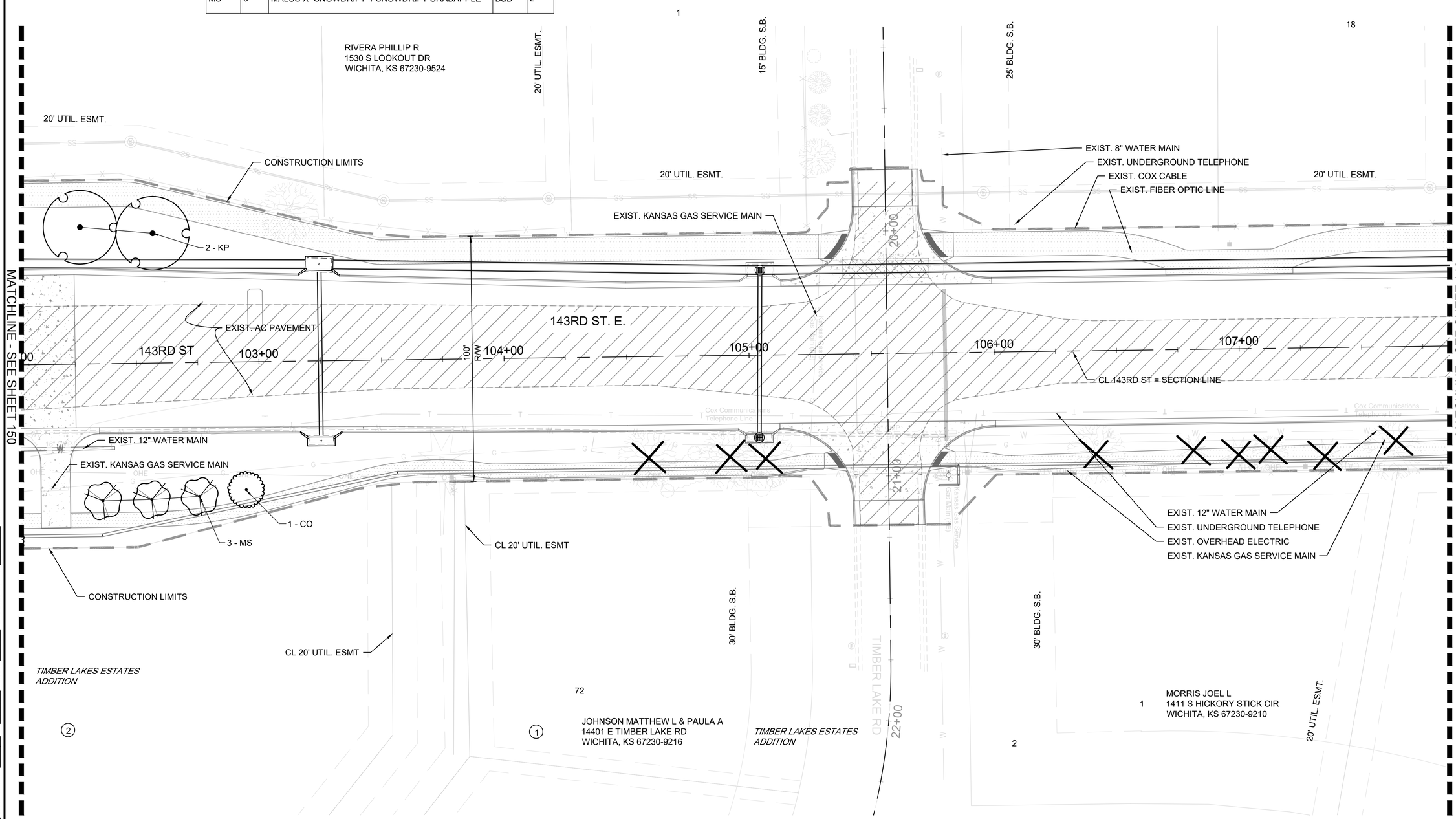
DRAWING NUMBER

SHEET NUMBER 140 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 01.dwg Last Save: 12/18/2025 1:04 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:30 PM Plotter used: None

| PLANT SCHEDULE - SHEET 141 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| MEDIUM SHADE TREE | | | | |
| KP | 2 | KOELREUTERIA PANICULATA / GOLDEN RAIN TREE | B&B | 2" |
| ORNAMENTAL TREES | | | | |
| CO | 1 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| MS | 3 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

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| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 102+00 TO 107+75

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER

SHEET NUMBER 141 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 02.dwg Last Save: 12/18/2025 12:59 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:31 PM Plotter used: None

15

HOFFMAN SCOTT A & CHARITY L
1420 S LOOKOUT DR
WICHITA, KS 67230-9522

STRAIN JEFFERY R
PO BOX 63
DERBY, KS 67037-0063

20' UTIL. ESMT.

10' UTIL. ESMT.

20' UTIL. ESMT.

*SPRING HOLLOW ADDITION*

17

HESS DONALD & BRENDA REV TR
1440 S LOOK OUT DR
WICHITA, KS 67230-9522

BRAMWELL JERRY LYNN JR & JENNIFER BELLE
1430 S LOOKOUT DR
WICHITA, KS 67230-9522

7

17

16

STRAIN JEFFERY R
PO BOX 63
DERBY, KS 67037-0063

10' UTIL. ESMT.

CONSTRUCTION LIMITS

EXISTING SANITARY SEWER

CONSTRUCTION LIMITS

EXIST. FIBER OPTIC LINE

20' UTIL. ESMT.

(3) MS

(3) CO

3 - CC

36" CMP

MATCHLINE - SEE SHEET 141

108+00

EXIST. AC PAVEMENT

109+00

143RD ST. E.

110+00

111+00

112+00

113+00

EXIST. AC PAVEMENT

MATCHLINE - SEE SHEET 143

EXIST. UNDERGROUND TELEPHONE

Kansas Gas Service
Gas In (Coated
Cathodic Protected)

EXIST. 12" WATER MAIN

EXIST. KANSAS GAS SERVICE MAIN

EXIST. OVERHEAD ELECTRIC

2 - CO

(2) CC

10' UTIL. ESMT.

CONSTRUCTION LIMITS

NEW 12" WATER MAIN

HARPER SHANE S & FAITH E GRAMES
1409 S HICKORY STICK CIR
WICHITA, KS 67230-9210

20' UTIL. ESMT.

10' UTIL. ESMT.

2

CLAYTON JOHN R & GENIECE L
1407 S HICKORY STICK CIR
WICHITA, KS 67230-9210

EXISTING SANITARY SEWER

HARPER SHANE S & FAITH E GRAMES
1409 S HICKORY STICK CIR
WICHITA, KS 67230-9210

2

3

## PLANT SCHEDULE - SHEET 142

| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
|---|---|---|---|---|
| ORNAMENTAL TREES | | | | |
| CC | 5 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| CO | 5 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| MS | 3 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

0 10' 20' 40' 60'
(IN FEET)

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12/18/25
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Digitally Signed 12/18/2025

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CITY OF WICHITA

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WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 107+75 TO 113+75

JOB NO.: 23T41143
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DESIGNED BY: HG
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0 1"
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DRAWING NUMBER

SHEET NUMBER 142 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 03.dwg Last Save: 12/18/2025 1:10 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:34 PM Plotter used: None

| PLANT SCHEDULE - SHEET 143 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| ORNAMENTAL TREES | | | | |
| MS | 3 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

STRAIN JEFFERY R
PO BOX 63
DERBY, KS 67037-0063

UNPLATTED

UNPLATTED

STRAIN JEFFERY R
PO BOX 63
DERBY, KS 67037-0063

UNPLATTED

LANGSTON DAVID S & KAREN L
310 W CENTRAL
WICHITA, KS 67202-1004

EXIST. OVERHEAD ELECTRIC
EXIST. UNDERGROUND TELEPHONE

25' TEMP. GRADING ESMT.

25' TEMP. CONST. ESMT.

15' TEMP. CONST. ESMT.

CONSTRUCTION LIMITS

(3) MS

MATCHLINE - SEE SHEET 142

143RD ST. E.

EXIST. AC PAVEMENT

114+00

115+00

116+00

117+00

118+00

119+00

25+50

26+00

27+00

27+40

143RD ST E

MATCHLINE - SEE SHEET 144

Cox Communications Telephone Line

Cox Communications

Kansas Gas Service (PE)

15' DRNG. ESMT.

20' TEMP. CONST. ESMT.

EXIST. KANSAS GAS SERVICE MAIN

GRAY AND SONS CONSTRUCTION LLC
250 N ROCK RD STE 330C
WICHITA, KS 67206-2263

EXIST. 12" WATER MAIN
EXIST. KANSAS GAS SERVICE MAIN
EXIST. UNDERGROUND TELEPHONE
EXIST. OVERHEAD ELECTRIC

SITES ROGER B
1348 S 143RD ST E
WICHITA, KS 67230-9706

33

32

31

8

4

2

*TIMBER LAKES ESTATES ADDITION*

PATEL RAMESH D & KAMLAVATI R
14401 E WILLOWBEND CIR
WICHITA, KS 67230-9234

MATTHEWS AUSTIN
1346 S 143RD ST E
WICHITA, KS 67230-970

TIMBER LAKES HOMEOWNERS ASSN
PO BOX 781518
WICHITA, KS 67278-1518

WILLOWBEND CIR

0 10' 20' 40' 60'
(IN FEET)

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Wichita, KS 67209
(316) 264-8008

DANIEL P.G. JORDAN
979
12/18/25
KANSAS
LANDSCAPE ARCHITECT

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 113+75 TO 119+25

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 143 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 04.dwg Last Save: 12/18/2025 1:19 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:35 PM Plotter used: None

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 06.dwg Last Save: 12/18/2025 11:56 AM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1'=2.5849 Plot Date: 12/18/2025 1:37 PM Plotter used: None
10 UTILITY ESMT.

MATCHLINE - SEE SHEET 143

3 2

*SPRING VALLEY ESTATES 2ND ADDITION*

LANGSTON DAVID S & KAREN L
310 W CENTRAL
WICHTA, KS 67202-1004

10' UTILITY ESMT.

20' STORM SEWER & DRAINAGE ESMT.

SIBAAI SAMER & DONNA
14321 E SPRING VALLEY ST
WICHITA, KS 67230-9532

1

25' BLDG. S.B.

SPRING VALLEY ST

28+50

29+00

4 14

25' BLDG. S.B.

13

20' UTILITY ESMT.

2

1

NGUYEN VAN V & JACLYN H
14331 CASTLE DR
WICHITA, KS 67230-9285

JOHNSON RICKY L & JANET R
14330 SPRING VALLEY RD
WICHITA, KS 67230-9531

0 10' 20' 40' 60'
(IN FEET)

CONSTRUCTION LIMITS

15' BLDG. S.B.
10' SAN. SWR. ESMT.

EXIST. UNDERGROUND TELEPHONE
EXIST. FIBER OPTIC LINE
EXIST. 8" WATER MAIN

EXIST. SANITARY SEWER
15' BLDG. S.B.
10' SAN. SWR. ESMT.

30+00

120+00 121+00 122+00 123+00 124+00

143RD ST. E.

EXIST. AC PAVEMENT

30+50 31+50

(3) CO 3 - CC 3 - MS

EXIST. UNDERGROUND TELEPHONE
EXIST. OVERHEAD ELECTRIC
CONSTRUCTION LIMITS
EXIST. 12" WATER MAIN
EXIST. KANSAS GAS SERVICE MAIN

(2) MS 3 - CC 3 - CO 3 - MS 2 - CO

32+00

SPRING VALLEY CIR

FELDMANN MICHAEL
14410 E SPRING VALLEY CIR
WICHITA, KS 67230-9588

1

8

BURKE SHANAN D & VICKI L
14411 E SPRING VALLEY CIR
WICHITA, KS 67230-9534

1

33+00

*LAKECREST ESTATES ADDITION*

50

MATCHLINE - SEE SHEET 145

| PLANT SCHEDULE - SHEET 144 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| ORNAMENTAL TREES | | | | |
| CC | 6 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| CO | 8 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| MS | 8 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

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(316) 264-8008

DANIEL P.G. JORDAN
REGISTERED
979
12/18/25
KANSAS
LANDSCAPE ARCHITECT

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

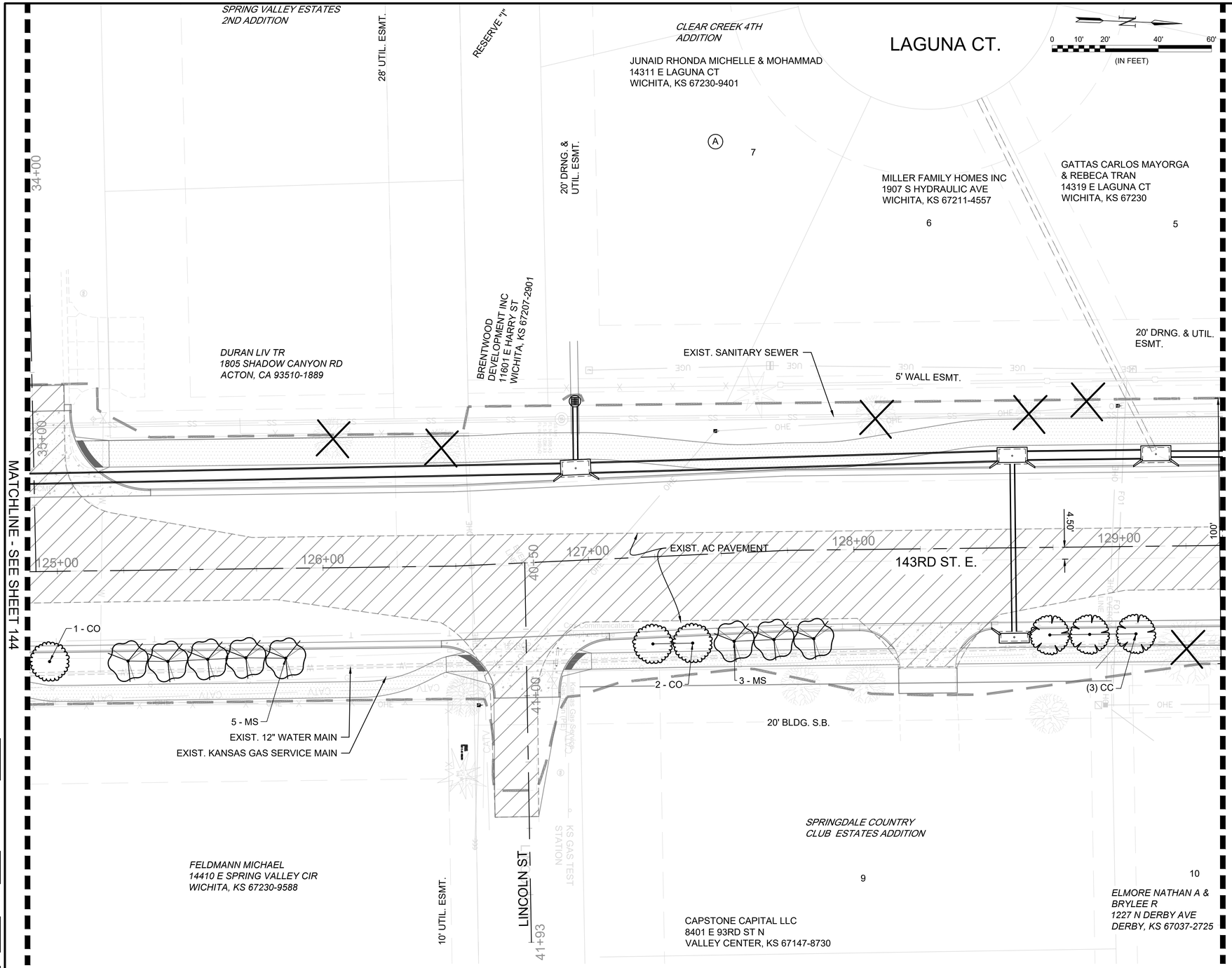
LANDSCAPE PLAN 143rd - 119+25 TO 124+00

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 144 OF




| PLANT SCHEDULE - SHEET 145 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| ORNAMENTAL TREES | | | | |
| CC | 3 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| CO | 3 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| MS | 8 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

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LICENSED
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12/18/25
KANSAS
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Digitally Signed 12/18/2025

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|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 124+00 TO 129+00

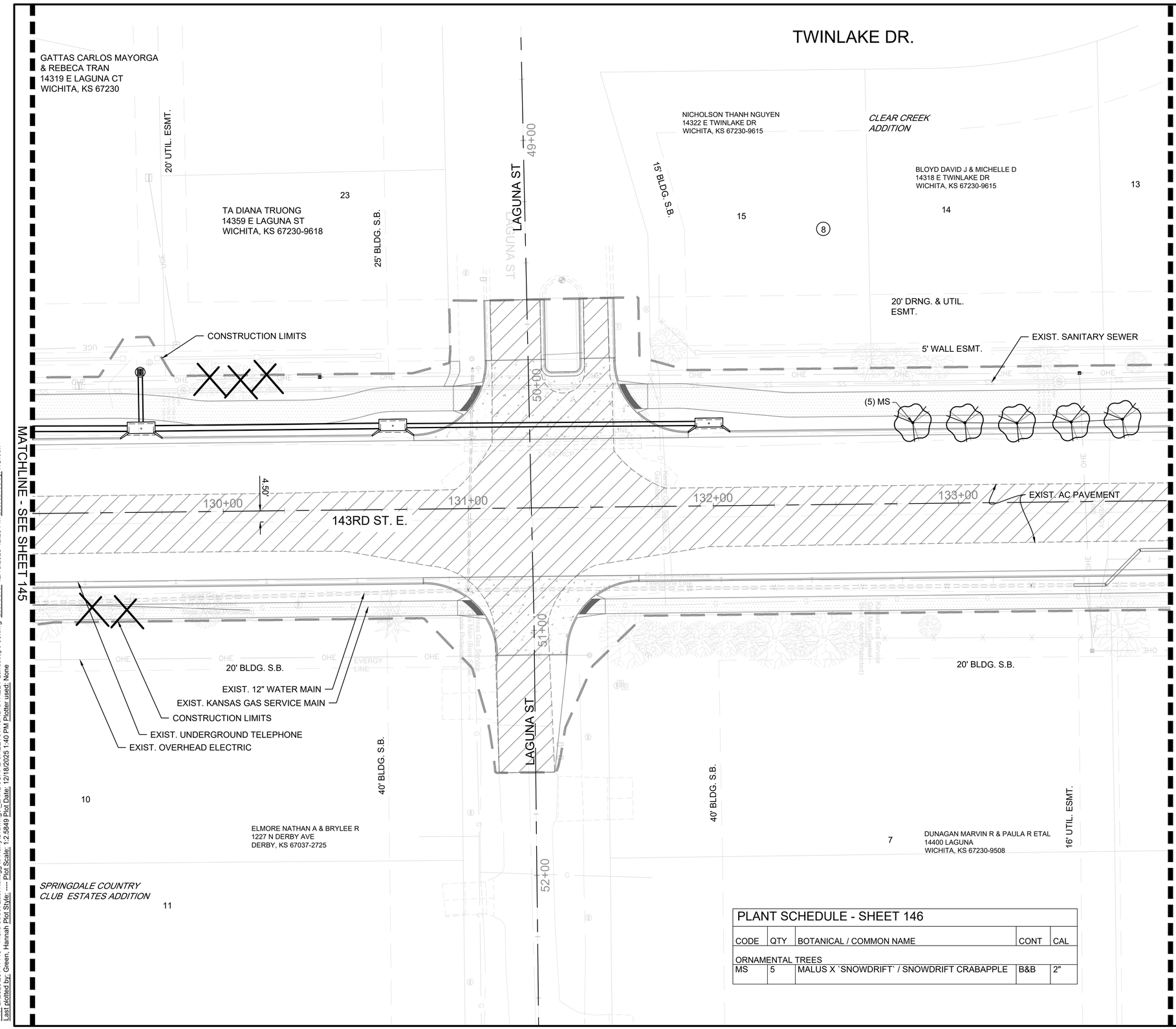
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 145 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 07.dwg Last Save: 12/18/2025 12:17 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:39 PM Plotter used: None




| PLANT SCHEDULE - SHEET 146 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| ORNAMENTAL TREES | | | | |
| MS | 5 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

0 10' 20' 40' 60'
(IN FEET)

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12/18/25
KANSAS
LANDSCAPE ARCHITECT

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| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 129+00 TO 133+50

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

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0 1"
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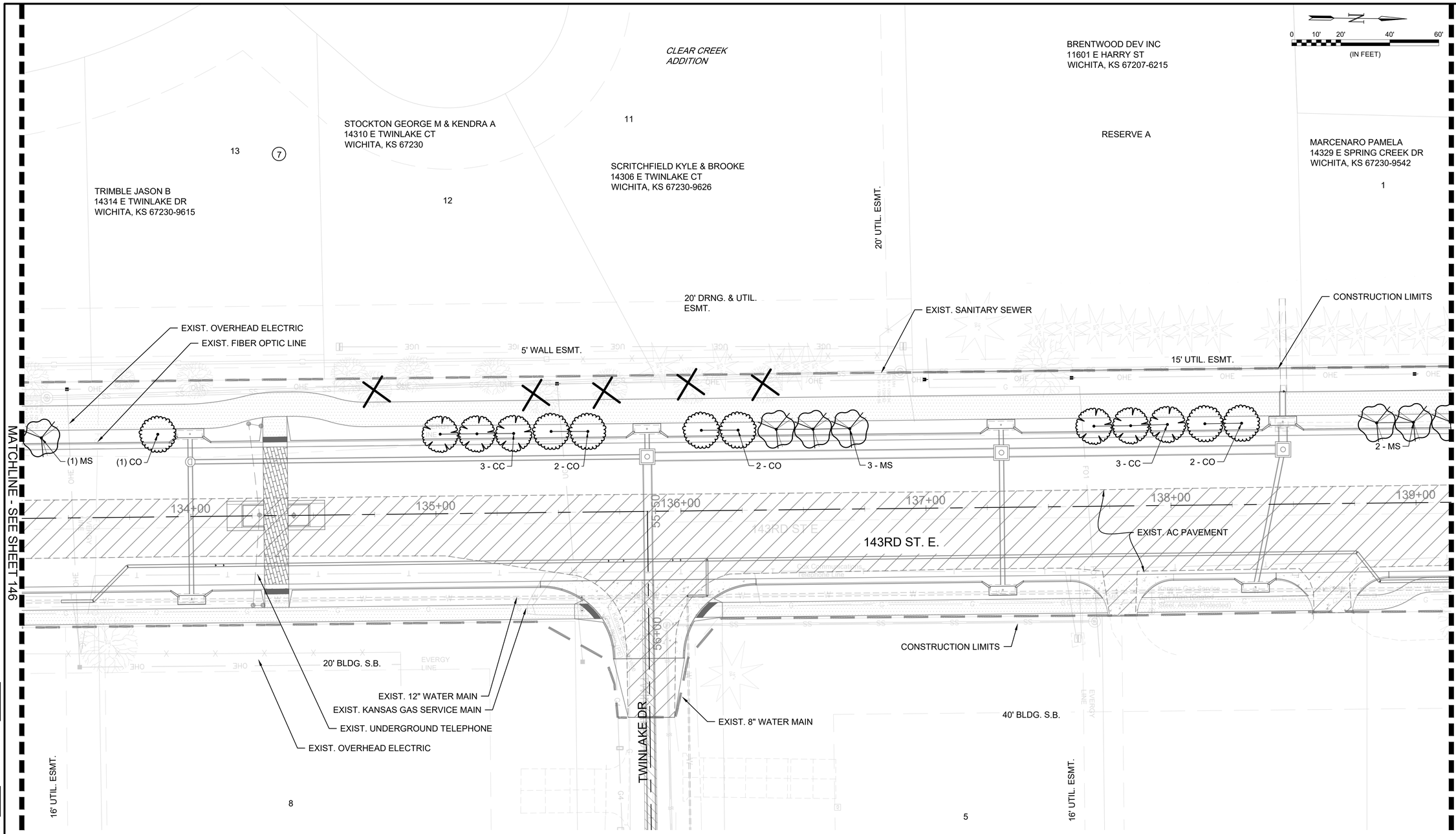
DRAWING NUMBER
.

SHEET NUMBER 146 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 08.dwg Last Save: 12/18/2025 12:28 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:40 PM Plotter used: None




| PLANT SCHEDULE -SHEET 147 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| ORNAMENTAL TREES | | | | |
| CC | 6 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| CO | 7 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| MS | 7 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

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12/18/25

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 133+50 TO 139+00

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

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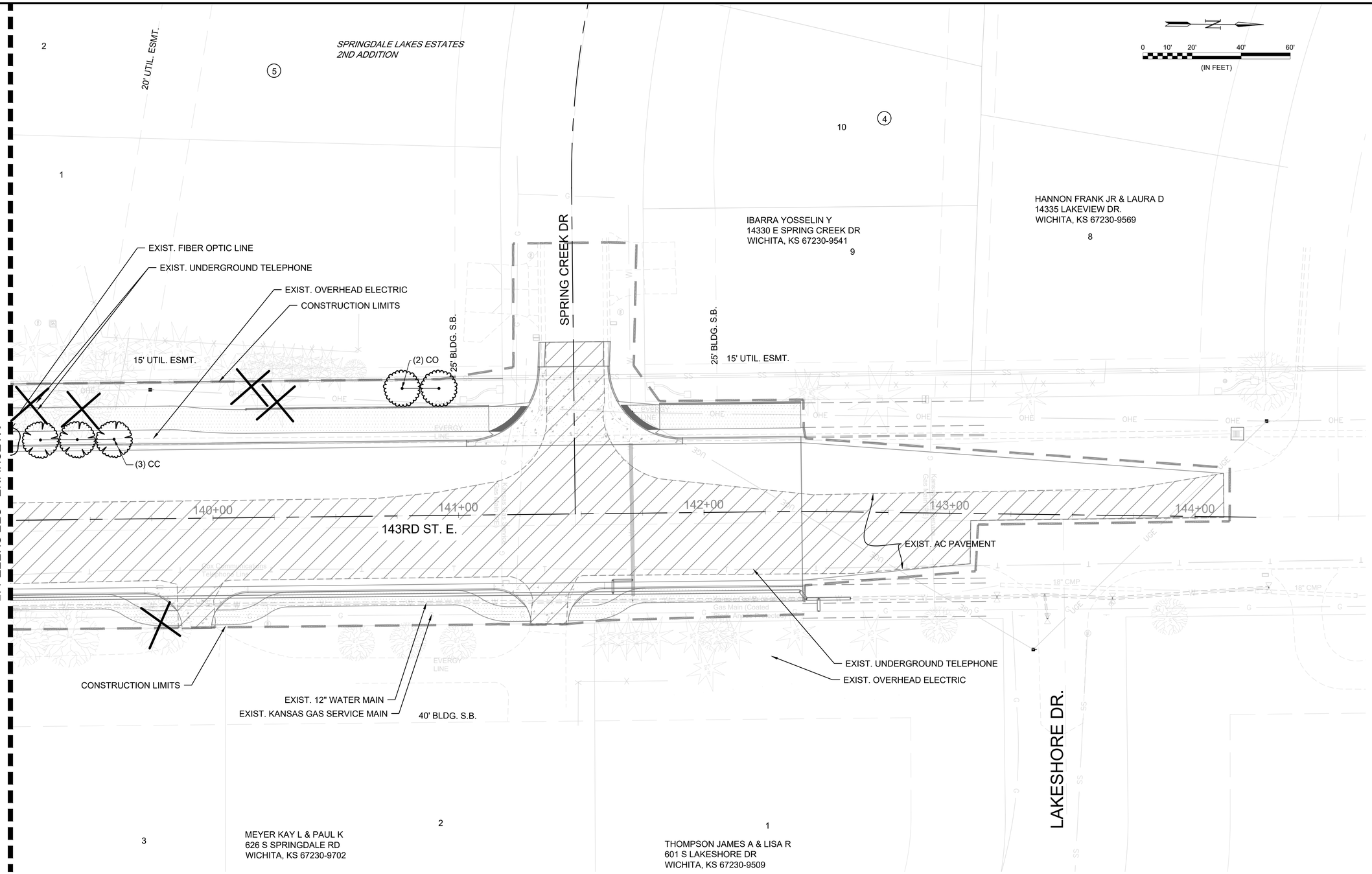
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 147 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 09.dwg Last Save: 12/18/2025 12:34 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:41 PM Plotter used: None




| PLANT SCHEDULE - SHEET 148 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| ORNAMENTAL TREES | | | | |
| CC | 3 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| CO | 2 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |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DANIEL P.G. JORDAN
979
12/18/25
KANSAS
LANDSCAPE ARCHITECT

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|---|---|---|---|
| | | | |

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN 143rd - 139+00 TO 142+40.28

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

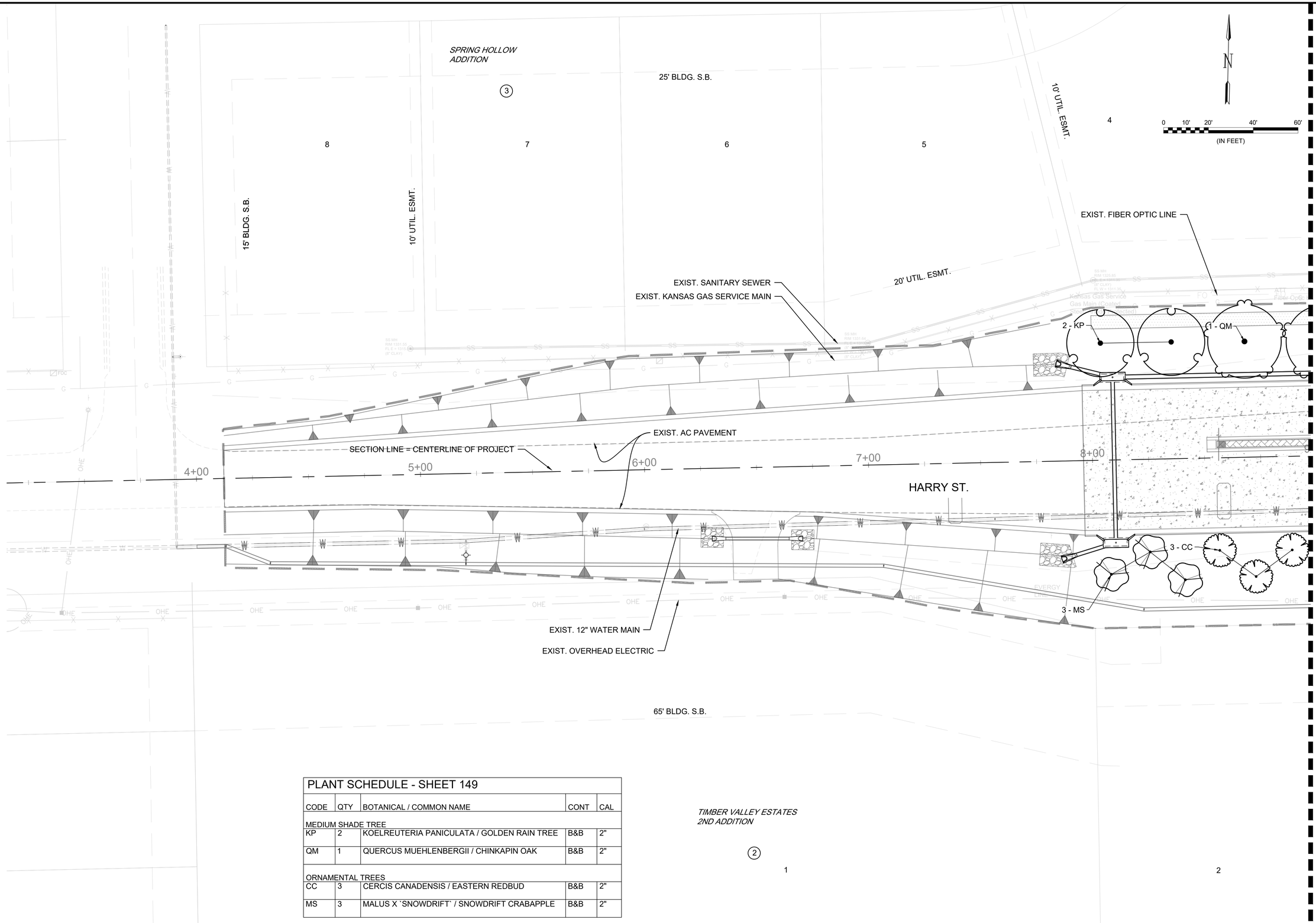
BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 148 OF


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\143RD STREET-Landscape 10.dwg Last Save: 12/18/2025 12:42 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:42 PM Plotter used: None

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\HARRY ST - Landscape 01.dwg Last Save: 10/20/2025 9:24 AM Last saved by: BIGillespie
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:43 PM Plotter used: None




| PLANT SCHEDULE - SHEET 149 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| MEDIUM SHADE TREE | | | | |
| KP | 2 | KOELREUTERIA PANICULATA / GOLDEN RAIN TREE | B&B | 2" |
| QM | 1 | QUERCUS MUEHLENBERGII / CHINKAPIN OAK | B&B | 2" |
| ORNAMENTAL TREES | | | | |
| CC | 3 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| MS | 3 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

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DANIEL P.G. JORDAN
AGENT
979
12/18/25
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MATCHLINE - SEE SHEET 150

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN HARRY ST - (1of3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
-

SHEET NUMBER 149 OF -

MATCHLINE - SEE SHEET 141

SPRING HOLLOW ADDITION

TIMBER LAKES ESTATES ADDITION

2 - CO

1 - CC

EXIST. 12" WATER MAIN

(3) QM

3 - CO

EXIST. COX CABLE

2 - QM

3 - QM

2 - KP

HARRY ST.

135' R/W

37.25' Bk.-Bk.

125' R/W

26.25' Bk.-Bk.

EXIST. AC PAVEMENT

28.00'

EXIST. 16" WATER MAIN
EXIST. KANSAS GAS SERVICE MAIN
EXIST. FIBER OPTIC LINE
EXIST. OVERHEAD ELECTRIC
EXIST. UNDERGROUND TELEPHONE

143RD ST

143RD ST. E.

TIMBER VALLEY ESTATES 2ND ADDITION

UNPLATTED

2 - MS

4 - KP

MATCHLINE - SEE SHEET 149

MATCHLINE - SEE SHEET 151

MATCHLINE - SEE SHEET 140

PLANT SCHEDULE - SHEET 150

| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
|---|---|---|---|---|
| MEDIUM SHADE TREE | | | | |
| KP | 6 | KOELREUTERIA PANICULATA / GOLDEN RAIN TREE | B&B | 2" |
| QM | 8 | QUERCUS MUEHLENBERGII / CHINKAPIN OAK | B&B | 2" |
| ORNAMENTAL TREES | | | | |
| CC | 1 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| CO | 8 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| MS | 2 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |

N

0 10' 20' 40' 60'
(IN FEET)

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DANIEL P.G. JORDAN 979 12/18/25 KANSAS LANDSCAPE ARCHITECT

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN HARRY ST - (2of3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER

SHEET NUMBER 150 OF

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\HARRY ST - Landscape 02.dwg Last Saved: 12/18/2025 12:50 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:44 PM Plotter used: None

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_LANDSCAPE SHEETS\HARRY ST - Landscape 03.dwg Last Save: 12/18/2025 12:55 PM Last saved by: HGreen
Last plotted by: Green, Hannah Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:45 PM Plotter used: None

MATCHLINE - SEE SHEET 150

TIMBER LAKES ESTATES ADDITION

68 67 66 73

20' UTIL. ESMT.

10' UTIL. ESMT.

(3) KP

EXIST. COX CABLE

15+00 16+00 17+00 18+00 19+00 20+00

EXIST. AC PAVEMENT

HARRY ST.

EXIST. 16" WATER MAIN
EXIST. KANSAS GAS SERVICE MAIN
EXIST. FIBER OPTIC LINE
EXIST. UNDERGROUND TELEPHONE
EXIST. OVERHEAD ELECTRIC

UNPLATTED

N

0 10' 20' 40' 60'
(IN FEET)

| PLANT SCHEDULE - SHEET 151 | | | | |
|---|---|---|---|---|
| CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
| MEDIUM SHADE TREE | | | | |
| KP | 3 | KOELREUTERIA PANICULATA / GOLDEN RAIN TREE | B&B | 2" |

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Wichita, KS 67209
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DANIEL P.G. JORDAN
LICENSED
979
12/18/25
KANSAS
LANDSCAPE ARCHITECT

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE PLAN HARRY ST - (3of3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 151 OF .

# GENERAL PLANTING NOTES

1. PRIOR TO BEGINNING ANY WORK ON THE SITE, THE CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT TO ADDRESS ANY QUESTIONS.
2. LANDSCAPE CONTRACTOR SHALL PROVIDE LABOR, MATERIALS AND SERVICE NECESSARY TO FURNISH AND INSTALL MATERIALS AS SPECIFIED HEREIN AND SHOWN ON THE PLANS.
3. ALL PLANT MATERIAL SELECTIONS WILL BE REVIEWED AND APPROVED BY OWNERS' REPRESENTATIVES PRIOR TO PURCHASE AND INSTALLATION.
4. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT LANDSCAPE ARCHITECT'S WRITTEN APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CANNOT BE OBTAINED. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REVISE THE PLANT LIST AS DEEMED NECESSARY.
5. QUANTITIES OF PLANT MATERIALS SHOWN ON THE PLAN TAKE PRECEDENCE OVER THE QUANTITIES SHOWN ON THE PLANT SCHEDULE. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES ON THE PLANTING PLAN.
6. REPORT DISCREPANCIES IN THE PLANTING PLAN TO THE LANDSCAPE ARCHITECT PRIOR TO PURCHASING MATERIALS OR COMMENCING CONSTRUCTION.
7. REVIEW THE LANDSCAPE SPECIFICATION SECTION LOCATED IN THE PROJECT MANUAL FOR ADDITIONAL PROJECT RESPONSIBILITIES AND INSTRUCTIONS.

SITE PREPARATION AND EARTHWORK

8. TOPSOIL HAULED TO THE SITE SHALL BE FERTILE, FRIABLE, NATURAL LOAM SOIL OF UNIFORM QUALITY CHARACTERISTIC OF REPRESENTATIVE LOCAL SOILS WHICH PRODUCE HEAVY GROWTH OF CROP GRASSES, OR OTHER VEGETATION. SOIL SHALL BE FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS ROOTS, STONES, TRASH, OR ANY OTHER DELETERIOUS MATERIALS.
9. TOPSOIL SHALL BE DELIVERED IN AN UNFROZEN AND NON-MUDDY CONDITION AND SHALL BE SUBJECT TO APPROVAL OF THE LANDSCAPE ARCHITECT. SOLUBLE SALTS SHALL NOT EXCEED 500 ppm AND ORGANIC MATTER SHALL BE NO LESS THAN 1.5% BY WEIGHT. pH SHALL RANGE BETWEEN 6.0 AND 7.5.
10. LANDSCAPE CONTRACTOR SHALL HAVE TOPSOIL TESTED BY A CERTIFIED TESTING LABORATORY AND OBTAIN RECOMMENDATIONS FOR SOIL AMENDMENT TYPE(S) AND QUANTITIES. SUBMIT A COPY OF THIS REPORT TO THE LANDSCAPE ARCHITECT FOR THEIR RECORDS. RECOMMENDATIONS SHALL BE SPECIFIC TO THE TOPSOIL USED AND THE PLANT MATERIALS SPECIFIED IN THE PLANS. A SAMPLE OF THE TOPSOIL TO BE USED SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION.

PLANTING PREPARATION

12. BACKFILL: FOR PLANT EXCAVATIONS, BACKFILL SHALL BE CLEAN, NATURAL TOPSOIL, MIXED WITH AMENDMENTS AT THE RATIOS SPECIFIED BY A CERTIFIED TOPSOIL ANALYSIS.

PLANTING MATERIALS

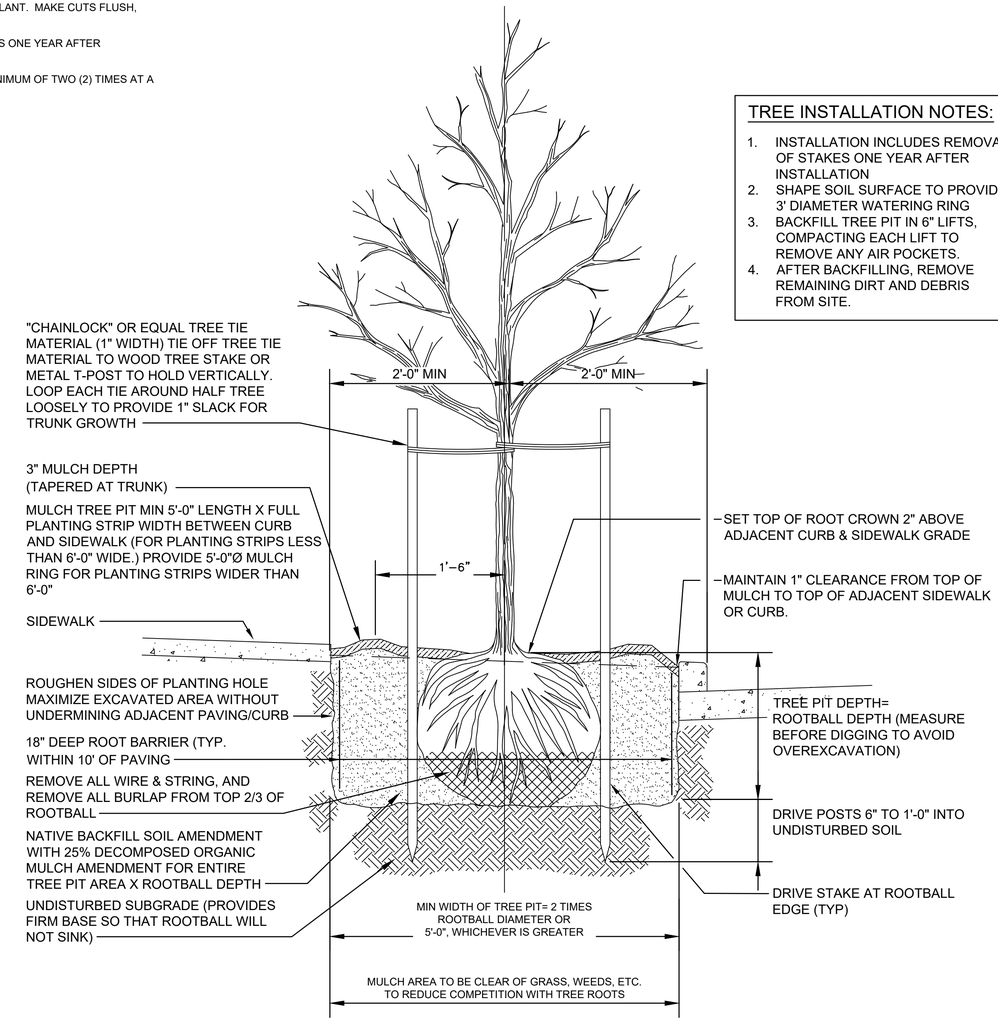
13. PLANT MATERIALS SHALL BE WELL FORMED AND DEVELOPED IN GOOD CONDITIONS, HEALTHY AND DISEASE-FREE, AND BE TYPICAL OF THE SPECIES. PLANTS SHALL COMPLY IN ALL APPLICABLE RESPECTS WITH ACCEPTABLE STANDARDS AS SET FORTH IN THE AMERICAN ASSOCIATION OF NURSERYMAN'S "AMERICAN STANDARD OF NURSERY STOCK". HEIGHT OF PLANT MATERIALS SHALL BE MEASURED FROM EXISTING SOIL LINE AT TOP OF ROOTBALL TO TOP OF CROWN.
14. PLANT MATERIALS SHALL BE PROTECTED BY THE DRYING ACTION OF THE SUN AND WIND AFTER BEING DUG, WHILE BEING TRANSPORTED, AND WHILE AWAITING PLANTING. BALLS OF PLANTS WHICH CANNOT BE PLANTED IMMEDIATELY SHALL BE PROTECTED FROM DRYING ACTION BY COVERING THEM WITH MOIST MULCH. PERIODICALLY, APPLY WATER TO MULCH-COVERED ROOT BALLS TO KEEP MOIST. IF PLANTING SHOULD OCCUR DURING GROWING SEASON, APPLY ANTI-DESSICANT BEFORE TRANSPORT TO REDUCE THE LIKELIHOOD OF WIND BURN. REAPPLY ANTI-DESSICANT AFTER PLANTING TO REDUCE TRANSPIRATION.
15. PLANTS DESIGNATED "CONTAINER GROWN" SHALL HAVE BEEN GROWN IN POTS, CANS OR BOXES FOR A MINIMUM OF SIX MONTHS AND A MAXIMUM OF TWO YEARS. THESE PLANTS SHALL BE REMOVED FROM CONTAINERS BEFORE PLANTING. PLANTS THAT APPEAR ROOT-BOUND SHALL BE REJECTED.
16. PLANT LOCATIONS ARE APPROXIMATE. ADJUST AS NECESSARY TO AVOID CONFLICTS.
17. PLANT SUBSTITUTIONS WILL ONLY BE ALLOWED UNDER THE FOLLOWING CIRCUMSTANCES: LANDSCAPE CONTRACTOR SHALL SUBMIT A WRITTEN SUBSTITUTION REQUEST TO THE LANDSCAPE ARCHITECT STATING WHAT PLANTS TO BE SUBSTITUTED AND THE REQUESTED SUBSTITUTION PLANT ALONG WITH EXPLANATION OF SUBSTITUTION REQUEST. NO SUBSTITUTION SHALL CONSTITUTE AN INCREASE IN THE COST FROM THE ORIGINAL CONTRACT AMOUNT. ANY PLANT SUBSTITUTIONS MADE WITHOUT APPROVAL SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR AT THE TIME OF INSPECTION AT NO COST TO THE PROJECT.

MAINTENANCE AND CLEAN-UP

18. PROVIDE TEMPORARY WATER FOR PLANT MATERIALS DURING THE ESTABLISHMENT PERIOD.
19. REMOVE ALL RUBBISH, EQUIPMENT, AND MATERIAL AND LEAVE THE AREA IN A NEAT, CLEAN CONDITION EACH DAY. MAINTAIN PAVED AREAS UTILIZED FOR HAULING EQUIPMENT AND MATERIALS BY OTHER TRADES IN A CLEAN AND UNOBSTRUCTED CONDITION AT ALL TIMES.
20. REMOVE SOIL OR DIRT THAT HAS ACCUMULATED ON PAVED SURFACES DURING OR AS A RESULT OF PLANTING OPERATIONS EACH DAY.
21. FERTILIZE ALL PLANTS WITH A 10-20-10 COMMERCIAL, SLOW-RELEASE FERTILIZER AS DIRECTED BY INSTRUCTIONS ON PRODUCT LABEL.
22. LIMIT AMOUNT OF PRUNING TO A MINIMUM NECESSARY TO REMOVE DEAD OR INJURED TWIGS AND BRANCHES. PRUNE IN SUCH A MANNER AS NOT TO CHANGE NATURAL HABIT OR SHAPE OF PLANT. MAKE CUTS FLUSH, LEAVING NO STUBS. CENTRAL LEADERS SHALL NOT BE REMOVED.
23. LANDSCAPE CONTRACTOR TO REMOVE ALL DEAD WOOD ON TREES AND SHRUBS ONE YEAR AFTER PROVISIONAL ACCEPTANCE.
24. CONTRACTOR IS RESPONSIBLE TO MOW ALL SEEDED AND SODDED AREAS A MINIMUM OF TWO (2) TIMES AT A HEIGHT OF NO MORE THAN 1-1/2" PRIOR TO TURNING OVER TO THE CITY.

## PLANT SCHEDULE

| SYMBOL | CODE | QTY | BOTANICAL / COMMON NAME | CONT | CAL |
|---|---|---|---|---|---|
| MEDIUM SHADE TREE | | | | | |
| | KP | 14 | KOELREUTERIA PANICULATA / GOLDEN RAIN TREE | B&B | 2" |
| | QM | 9 | QUERCUS MUEHLENBERGII / CHINKAPIN OAK | B&B | 2" |
| ORNAMENTAL TREES | | | | | |
| | CC | 27 | CERCIS CANADENSIS / EASTERN REDBUD | B&B | 2" |
| | CO | 34 | COTINUS OBOVATUS / AMERICAN SMOKE TREE | B&B | 2" |
| | MS | 43 | MALUS X `SNOWDRIFT` / SNOWDRIFT CRABAPPLE | B&B | 2" |




1 DECIDUOUS TREE PLANTING DETAIL
SCALE: NONE

## TREE INSTALLATION NOTES:

1. INSTALLATION INCLUDES REMOVAL OF STAKES ONE YEAR AFTER INSTALLATION
2. SHAPE SOIL SURFACE TO PROVIDE 3' DIAMETER WATERING RING
3. BACKFILL TREE PIT IN 6" LIFTS, COMPACTING EACH LIFT TO REMOVE ANY AIR POCKETS.
4. AFTER BACKFILLING, REMOVE REMAINING DIRT AND DEBRIS FROM SITE.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1995 Midfield Road
Wichita, KS 67209
(316) 264-8008


DANIEL P.G. JORDAN 919 12/18/25 KANSAS LANDSCAPE ARCHITECT

Digitally Signed 12/18/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

LANDSCAPE DETAILS

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: HG
DRAWN BY: BIG

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 152 OF .


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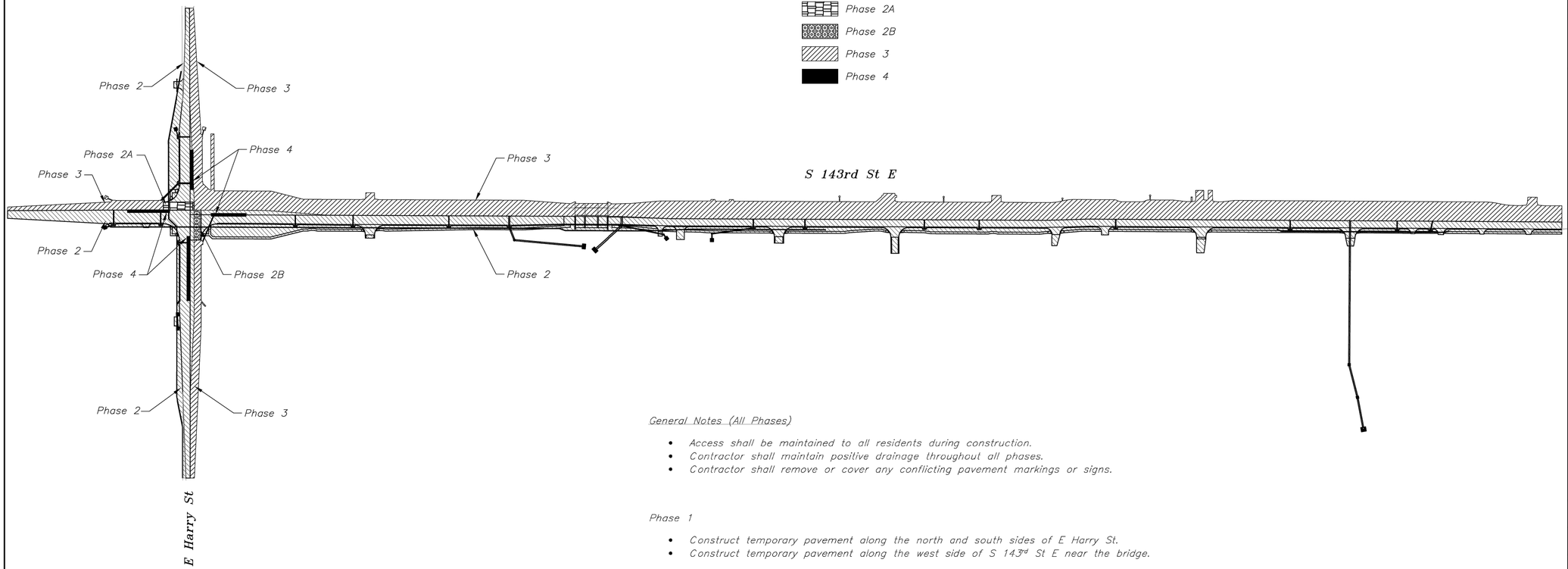
Last plotted by: Green, Hannah Plot Style: --- Plot Scale: 1:2.5849 Plot Date: 12/18/2025 1:46 PM Plotter used: None




*General Notes (All Phases)*

- Access shall be maintained to all residents during construction.
- Contractor shall maintain positive drainage throughout all phases.
- Contractor shall remove or cover any conflicting pavement markings or signs.

*Phase 1*

- Construct temporary pavement along the north and south sides of E Harry St.
- Construct temporary pavement along the west side of S 143rd St E near the bridge.

*Phase 2*

- Signal shall be constructed prior to Phase 2 starting.
- Close and detour northbound S 143rd St E traffic at the intersection of E Pawnee St.
- Shift eastbound and westbound E Harry St traffic to the temporary pavement on north side.
- Construct east section of S 143rd St E. and south section of E Harry St.
- Contractor is responsible for bulk-heading partially constructed storm pipe runs prior to backfilling.

*Phase 2A*

- Shift southbound S 143rd St E traffic to newly constructed lanes at intersection of E Harry St.
- Maintain closure and detour of northbound S 143rd St E.
- Construct section of intersection.

*Phase 2B*

- Shift eastbound and westbound E Harry St traffic to newly constructed lanes and temporary pavement on south side.
- Maintain closure and detour of northbound S 143rd St E.
- Construct section of intersection.

*Phase 3*

- Shift southbound S 143rd St E traffic to newly constructed lanes on east side..
- Maintain closure and detour of northbound S 143rd St E.
- Construct west section of S 143rd St E and north section of E Harry St.

*Phase 4*

- Open one lane of traffic in all directions.
- Construct medians at intersection of S 143rd St E and E Harry St.

N

N.T.S

MERGE MIDWEST ENGINEERING

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Drawn: JLF
Proj #: 23092

CITY OF WICHITA, KS

# 143RD ST TRAFFIC CONTROL

# TRAFFIC CONTROL PHASING SHEET

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|---|---|---|---|---|

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| Sheet No. | Total Sheets |
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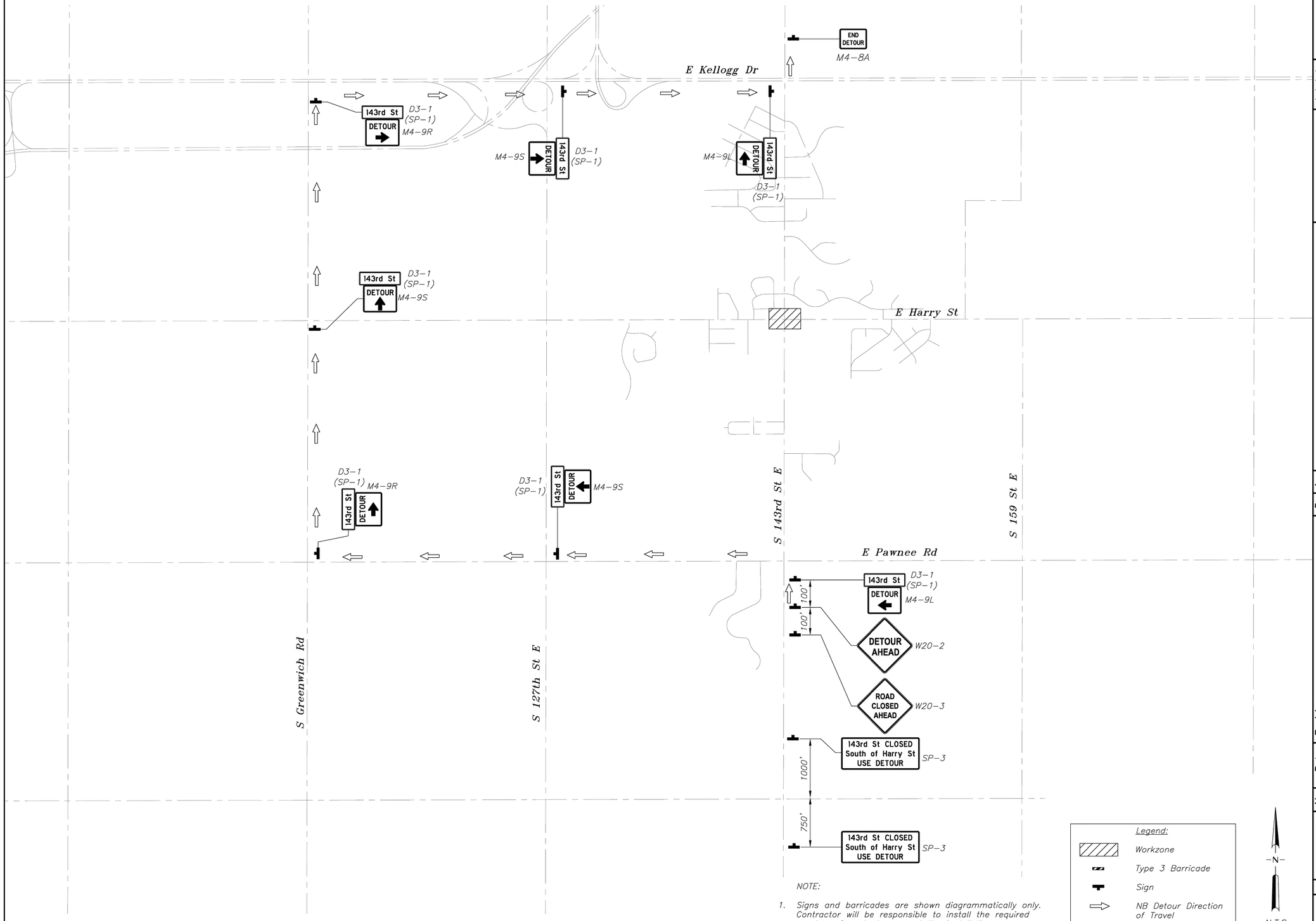


NOTE:

1. Signs and barricades are shown diagrammatically only. Contractor will be responsible to install the required number of posts to support the installation.

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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

DETOUR

| No. | Date | Revision | By | App |
|---|---|---|---|---|

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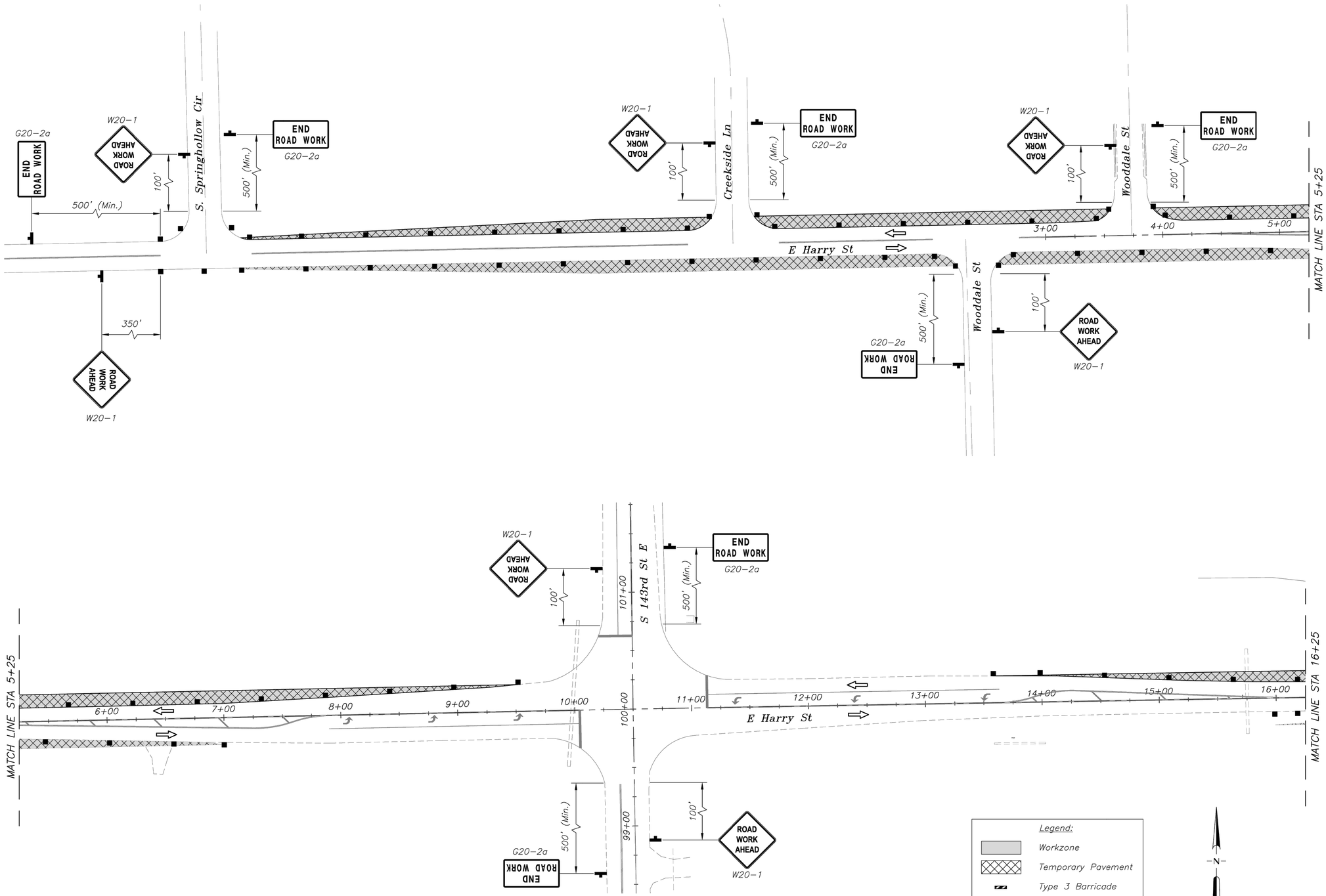


Notes:

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3. Contractor shall remove or cover any conflicting pavement markings or signs.

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143RD ST TRAFFIC CONTROL

PHASE 1
TRAFFIC CONTROL PLAN SHEET

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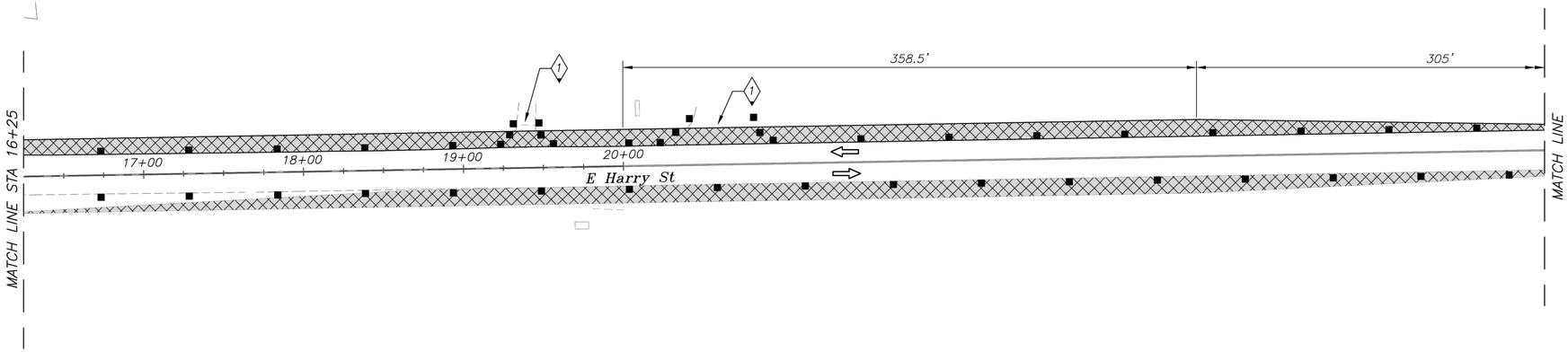


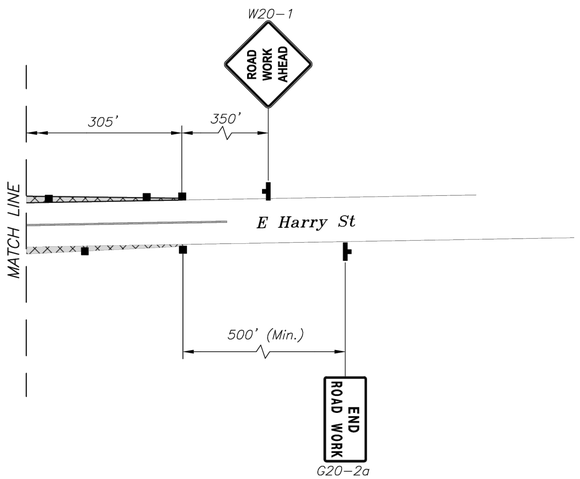


*Notes:*

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*Construction Notes:*

1 *Contractor shall construct entrace half at a time. Place channelizing devices as necessary during construction to restrict access to workzone.*

*Legend:*

- *Workzone*
- *Temporary Pavement*
- *Type 3 Barricade*
- *Sign*
- *Channelizer*
- *Direction of Travel*

N

40 0 40

SCALE IN FEET

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CITY OF WICHITA, KS

# 143RD ST TRAFFIC CONTROL

## PHASE 1
## TRAFFIC CONTROL PLAN SHEET

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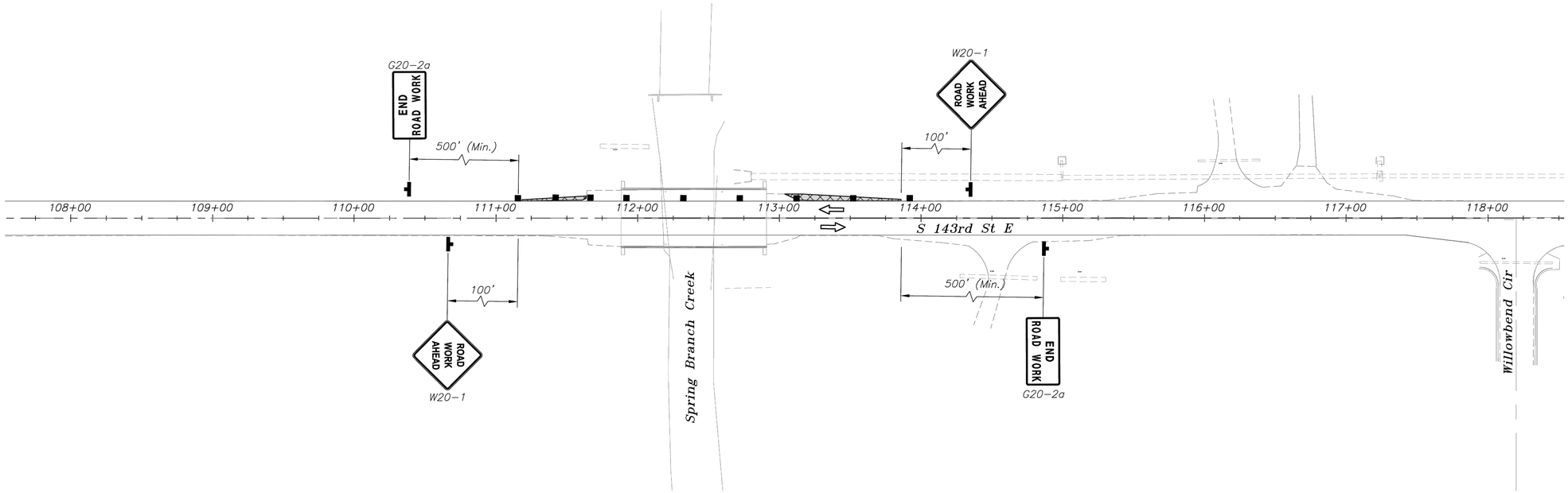


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Legend:

- Workzone
- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 1
TRAFFIC CONTROL PLAN SHEET

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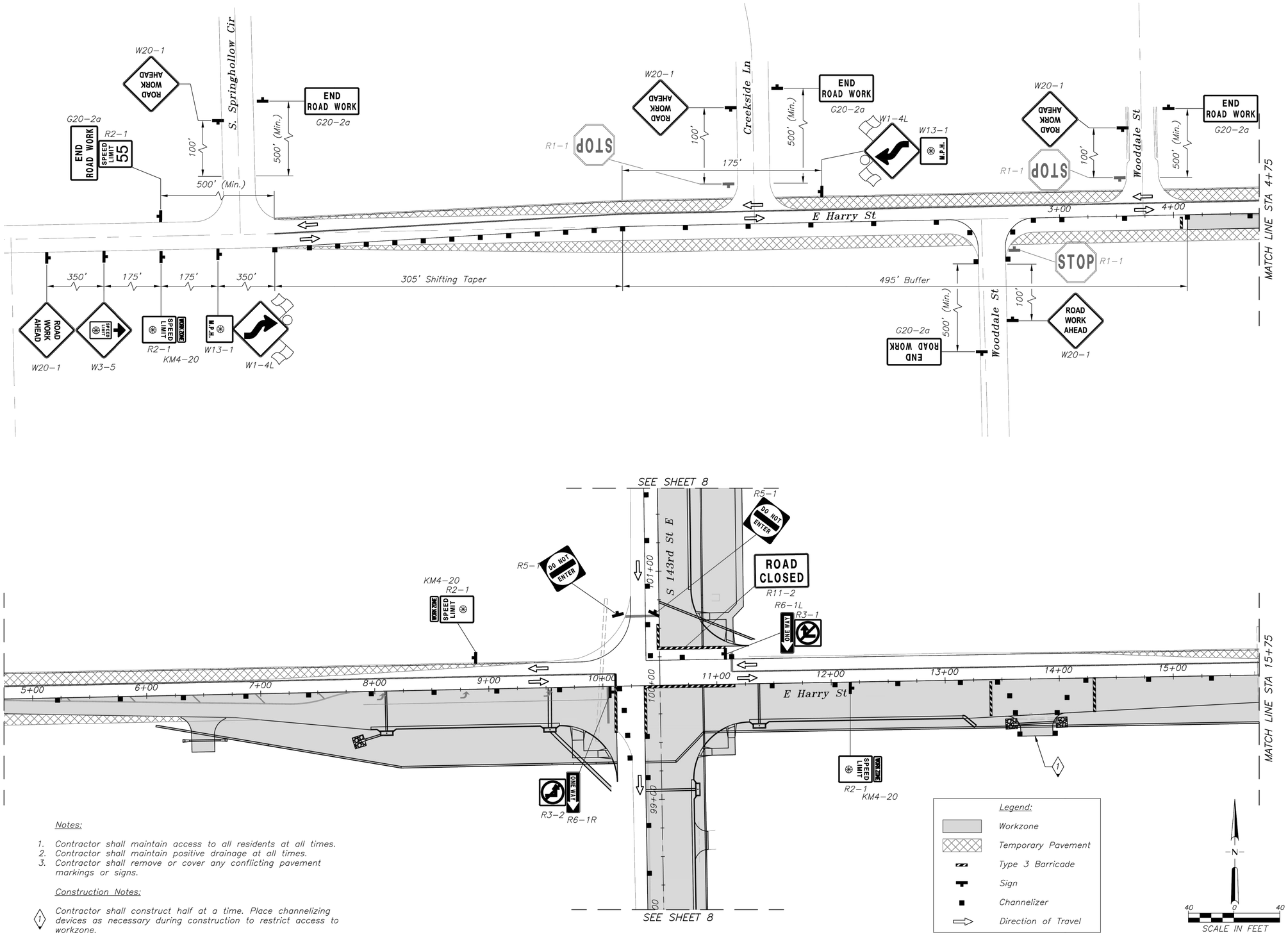


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CITY OF WICHITA, KS
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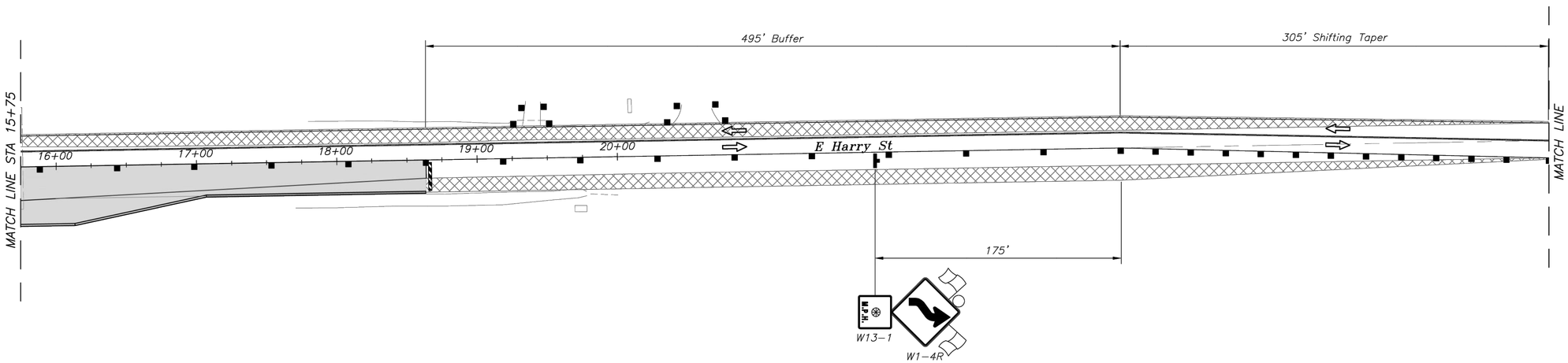


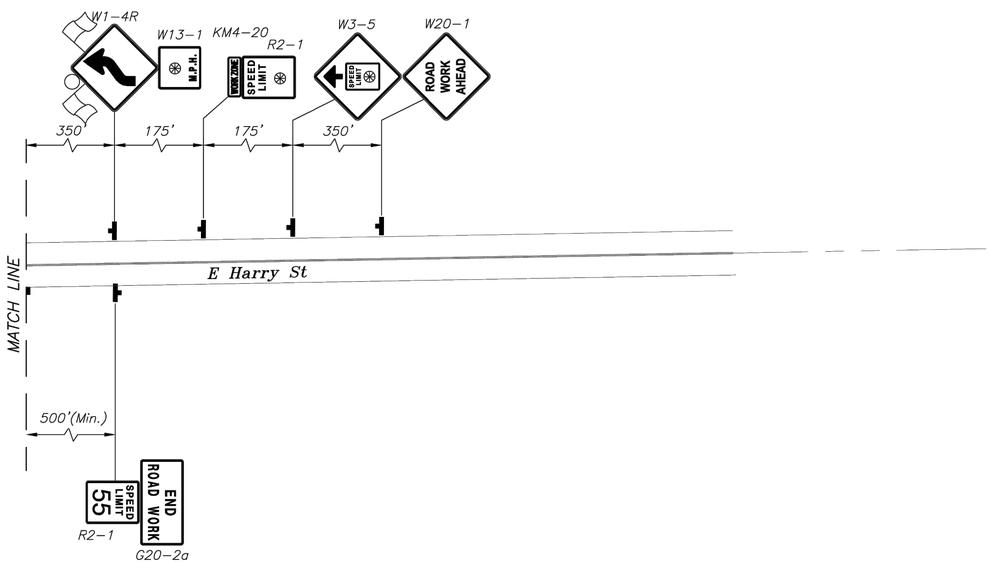


Notes:

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Legend:

- Workzone
- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

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CITY OF WICHITA, KS

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## PHASE 2
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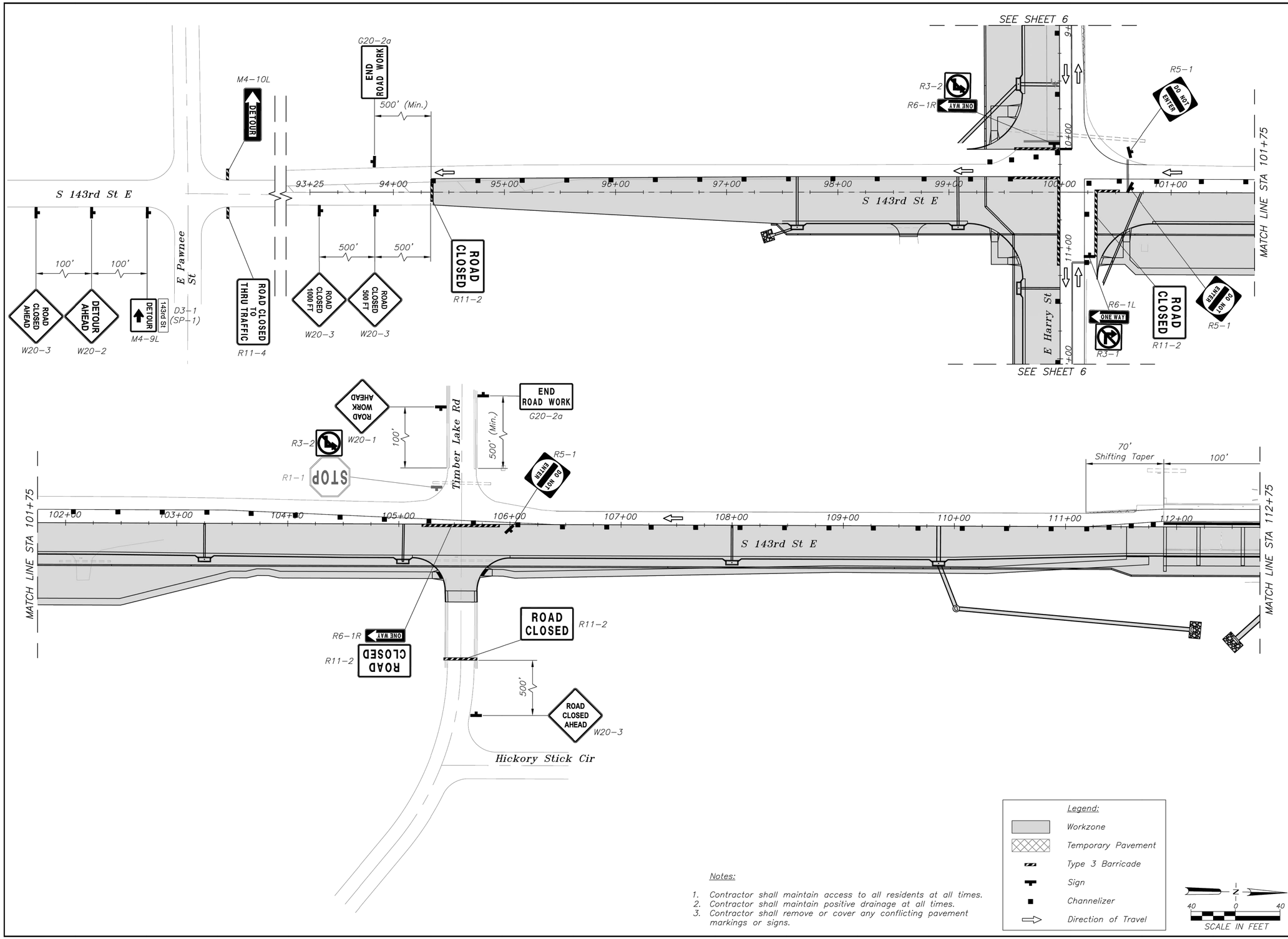


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MERGE MIDWEST ENGINEERING

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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 2
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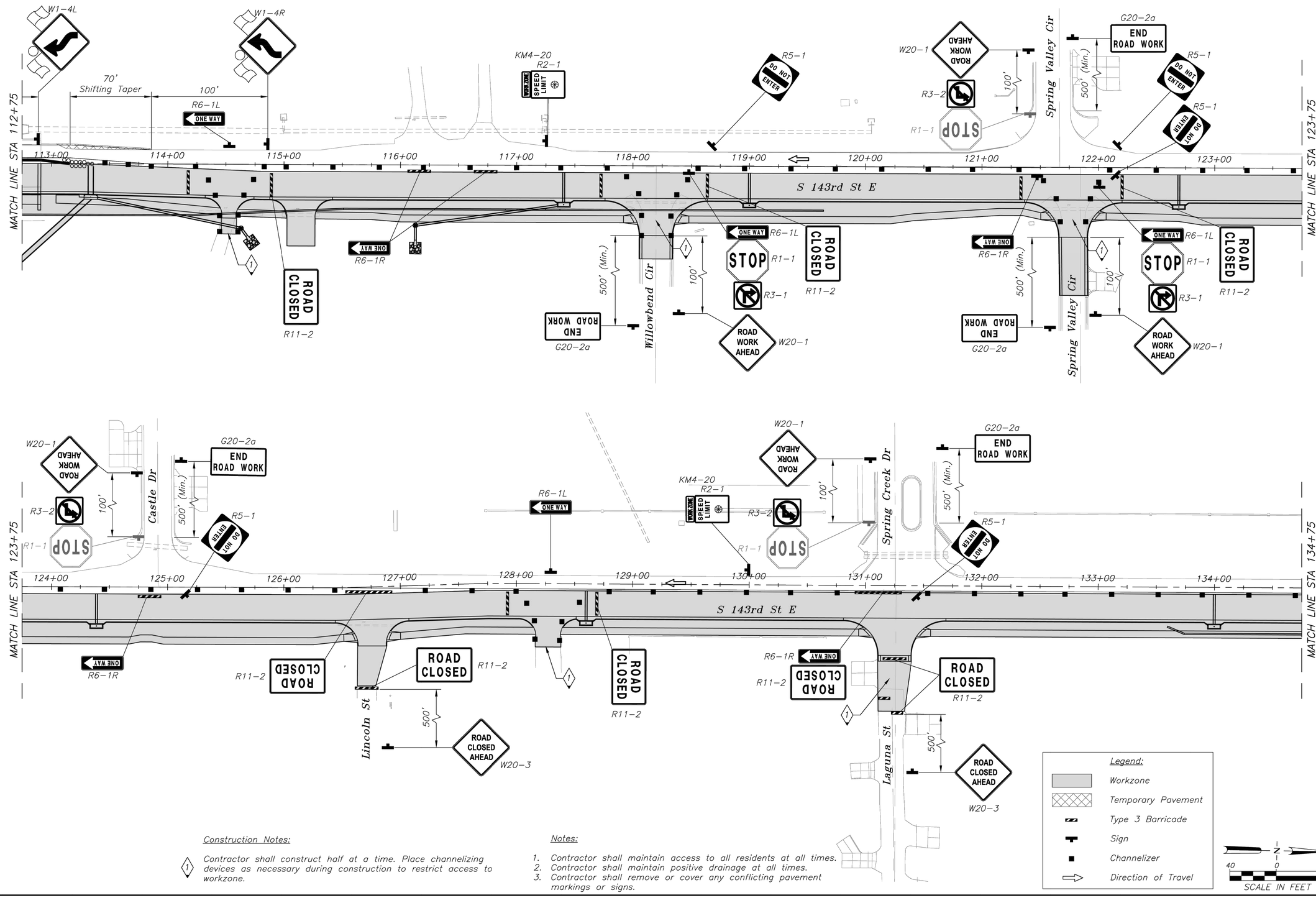


*Construction Notes:*

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143RD ST TRAFFIC CONTROL

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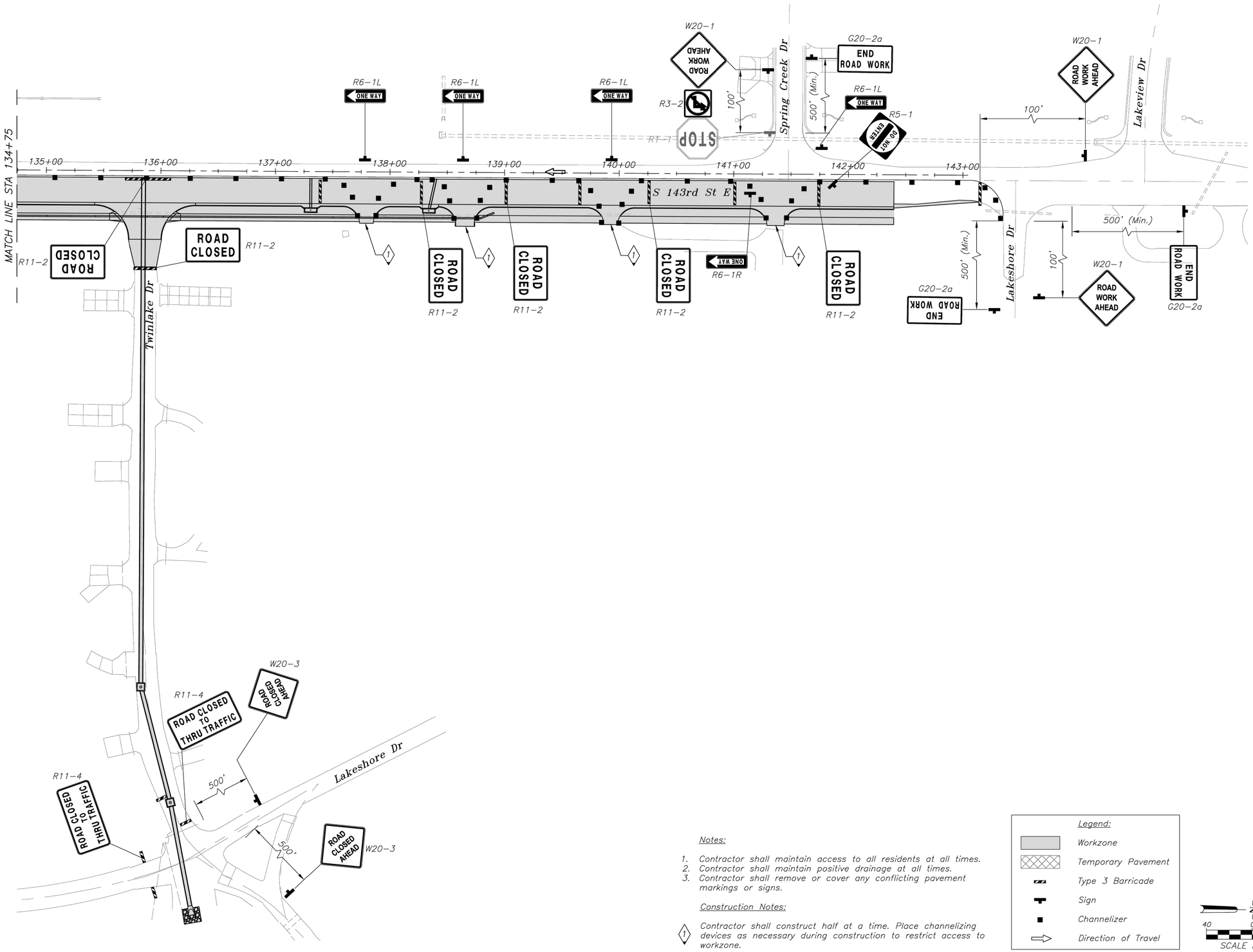


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*Legend:*

- Workzone
- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

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# 143RD ST TRAFFIC CONTROL

## PHASE 2
## TRAFFIC CONTROL PLAN SHEET

| No. | Date | Revision | By | App |
|---|---|---|---|---|


Merge Midwest Engineering, LLC
2668 W Catalpa Street
Olathe, KS 66061-6008
t913.788.1985


Sheet No. 162 | Total Sheets


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC CONTROL PLANS.dwg Last Save: 10/20/2025 9:29 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:50 PM Plotter used: None


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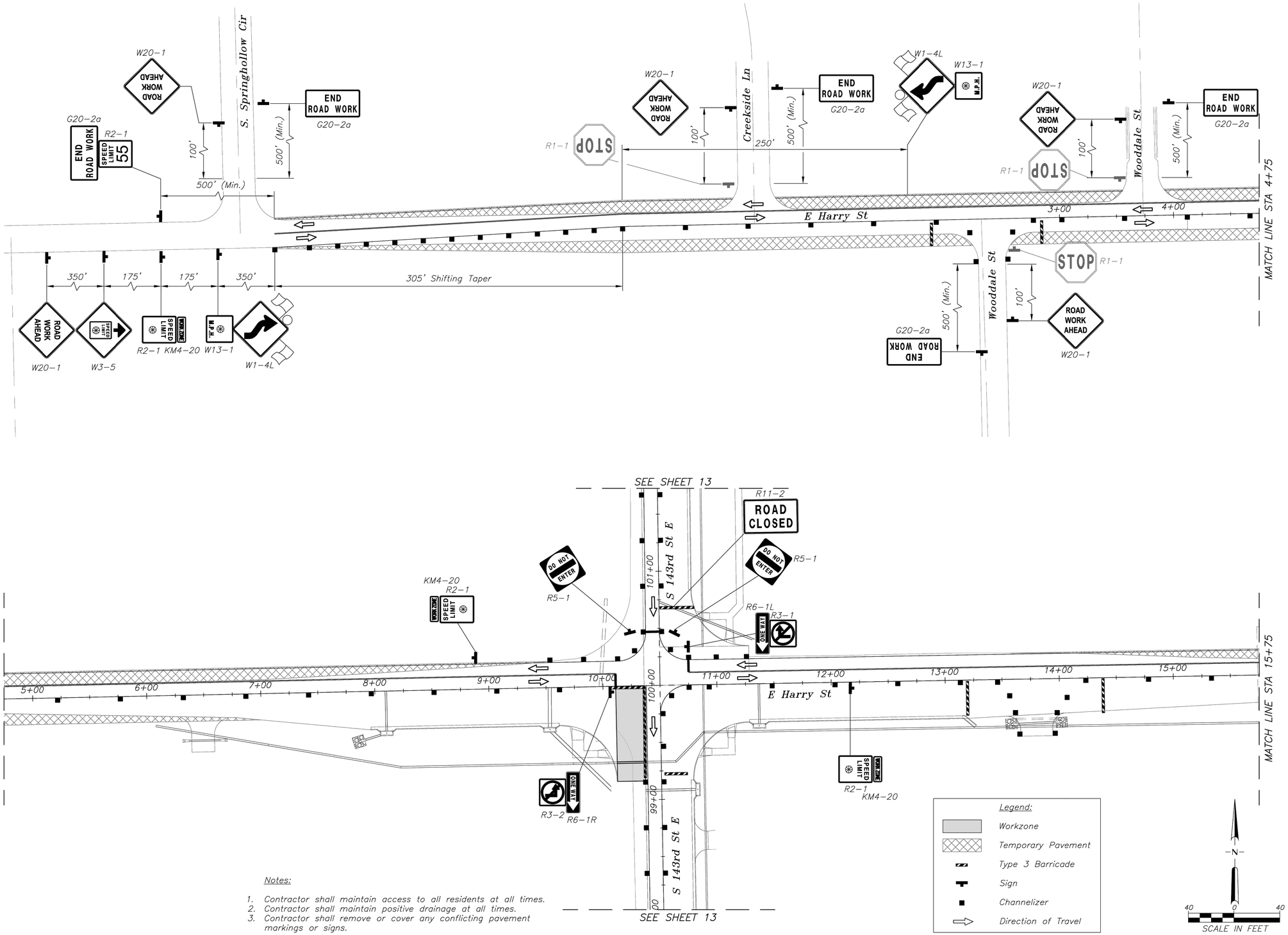


Notes:

1. Contractor shall maintain access to all residents at all times.
2. Contractor shall maintain positive drainage at all times.
3. Contractor shall remove or cover any conflicting pavement markings or signs.

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Proj #: 23092

CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 2A
TRAFFIC CONTROL PLAN SHEET

| No. | Date | Revision | By | App |
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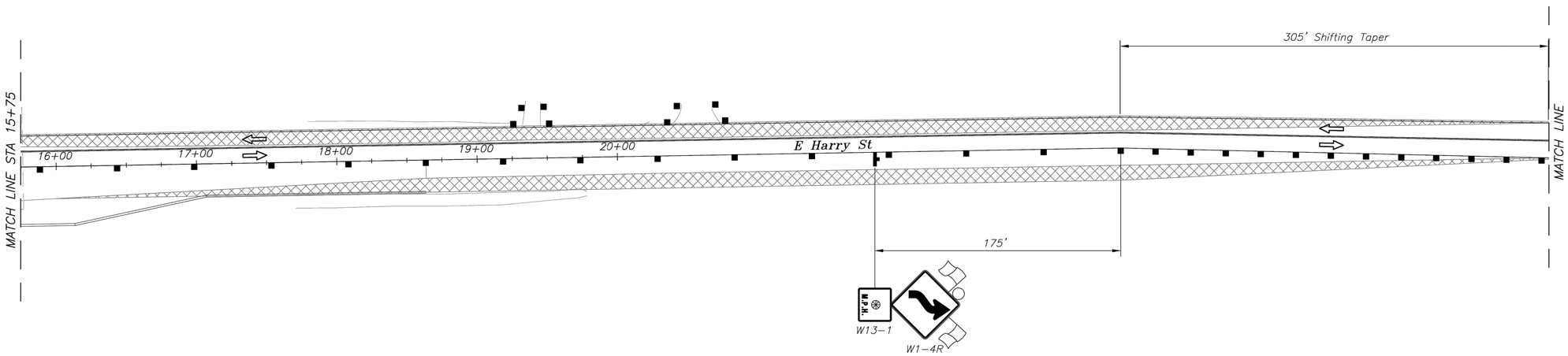


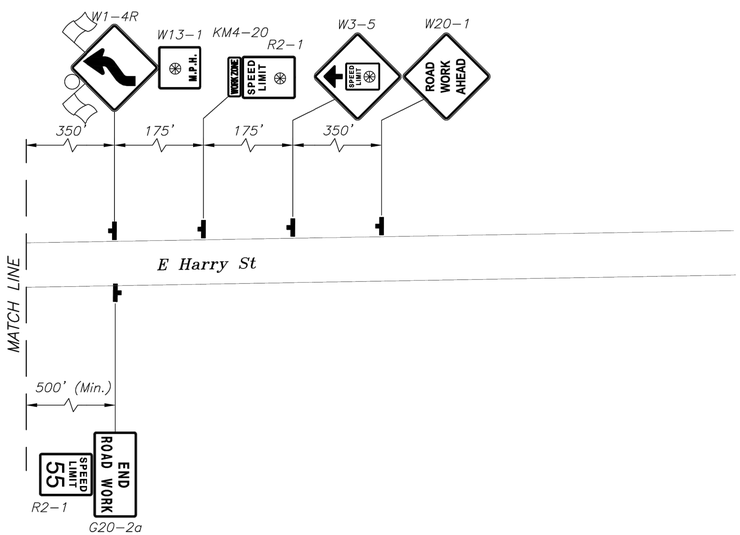


Notes:

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Legend:

- Workzone
- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

MERGE MIDWEST ENGINEERING

Date: 06/13/2025
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CITY OF WICHITA, KS

# 143RD ST TRAFFIC CONTROL

## PHASE 2A
## TRAFFIC CONTROL PLAN SHEET

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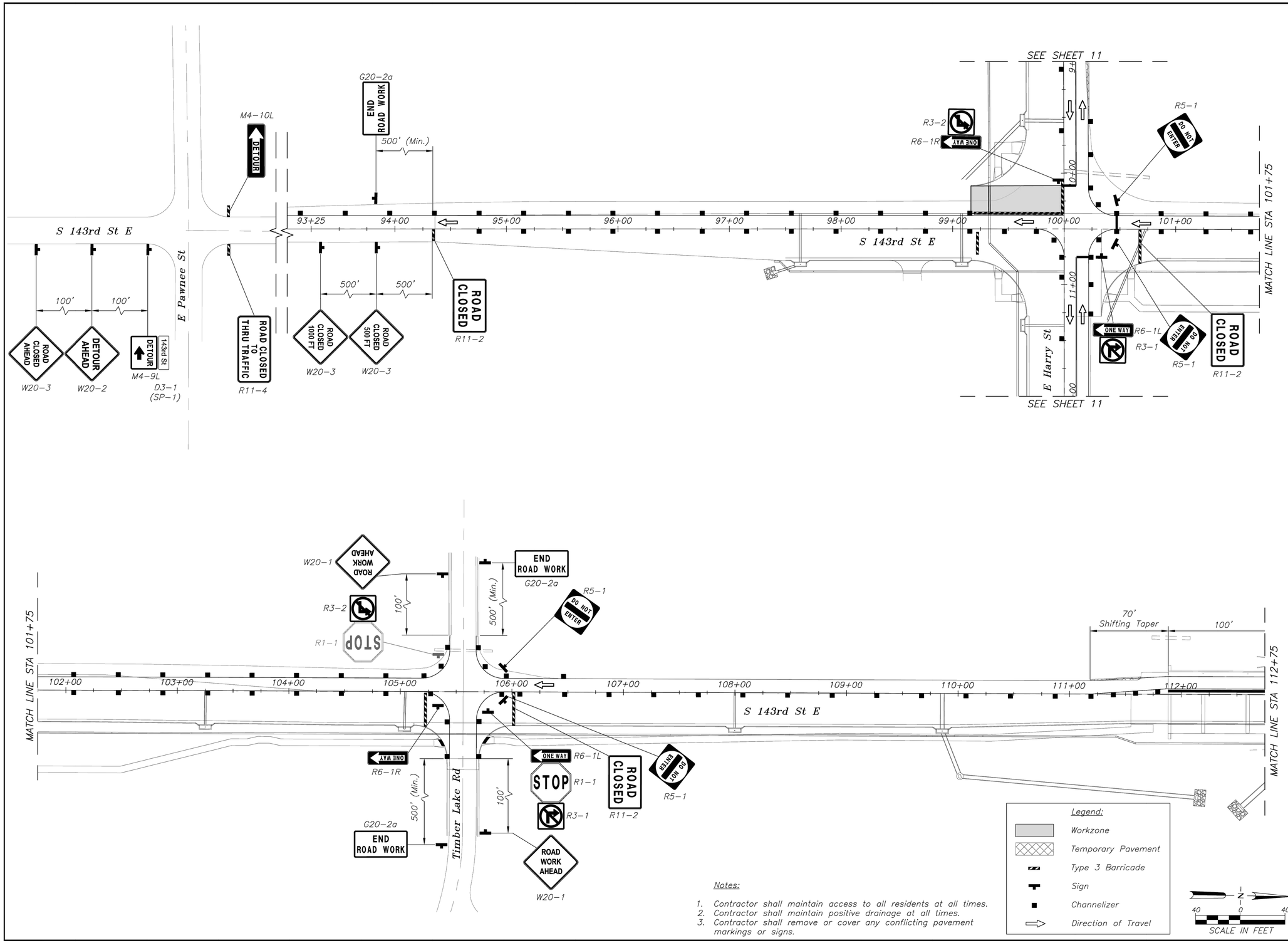


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MERGE MIDWEST ENGINEERING

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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

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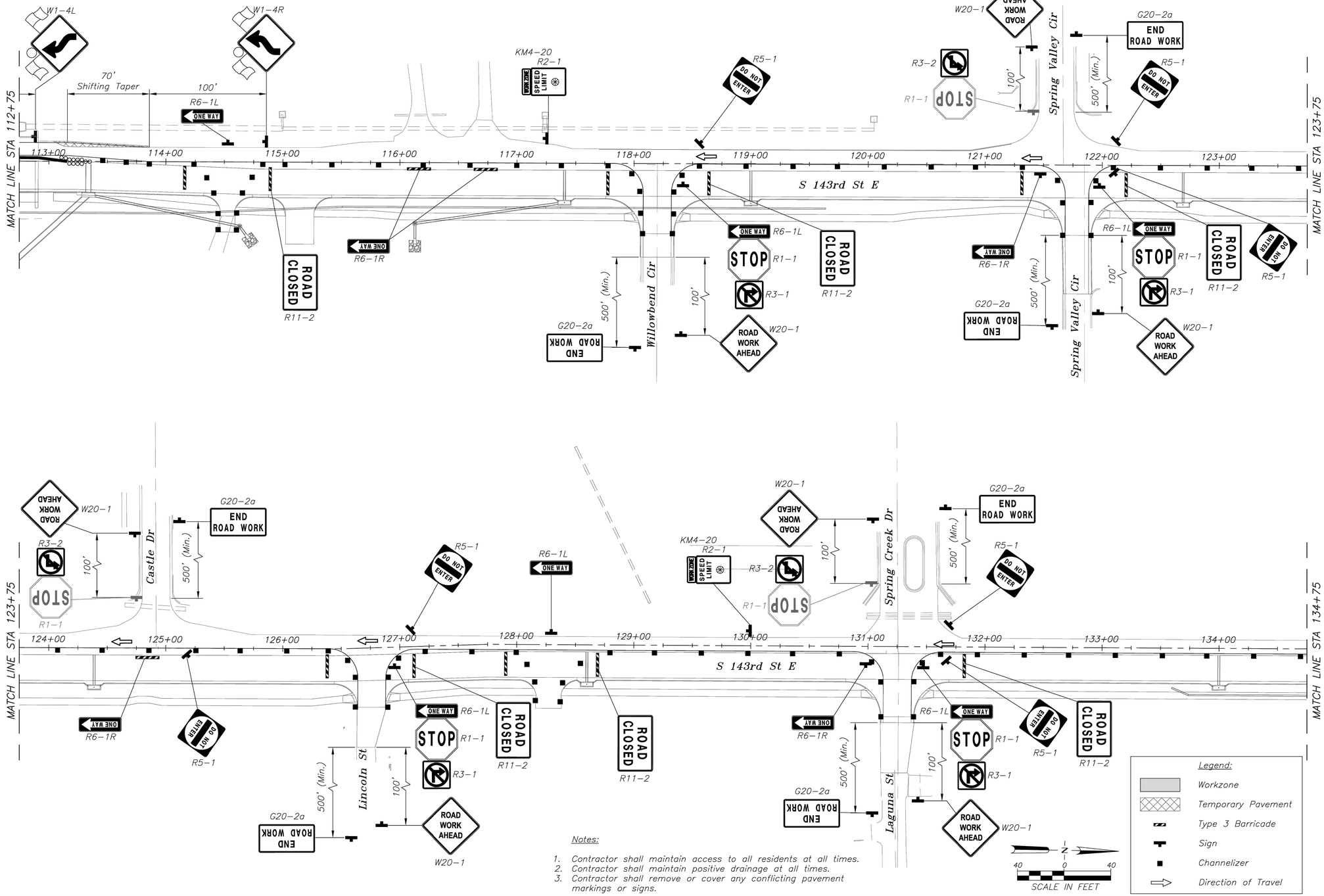


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CITY OF WICHITA, KS
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PHASE 2A
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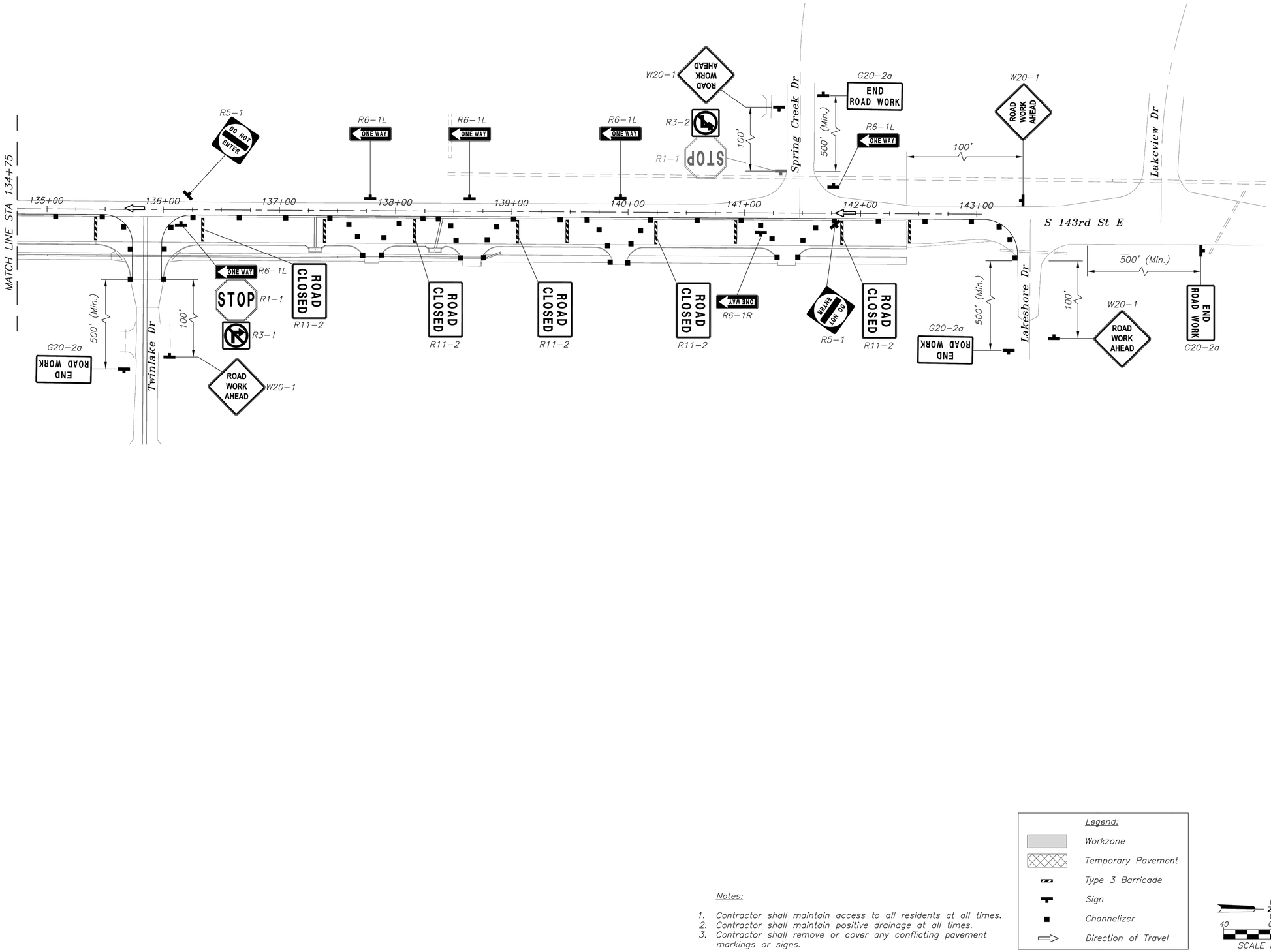


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- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 2A
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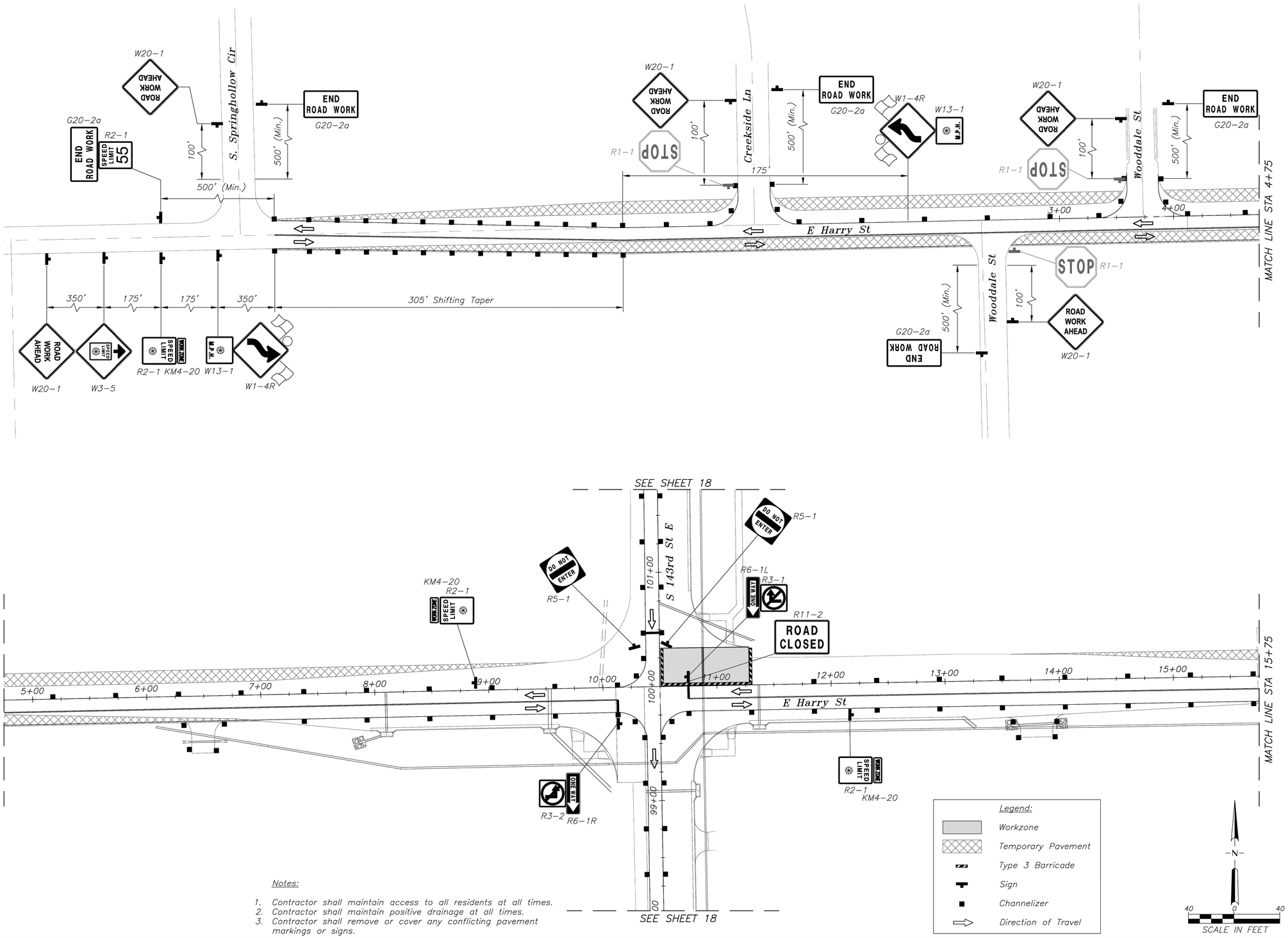


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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 2B
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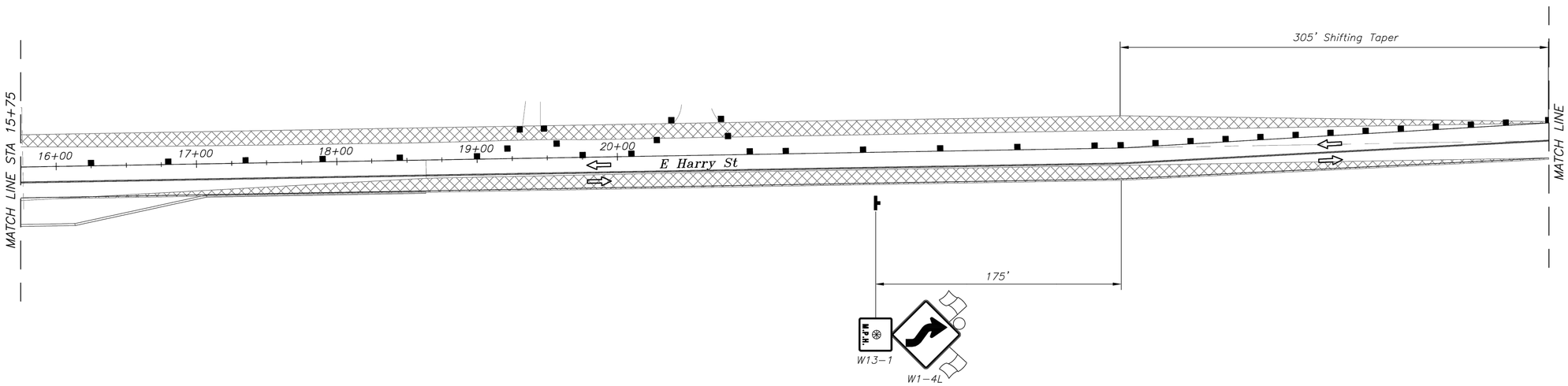


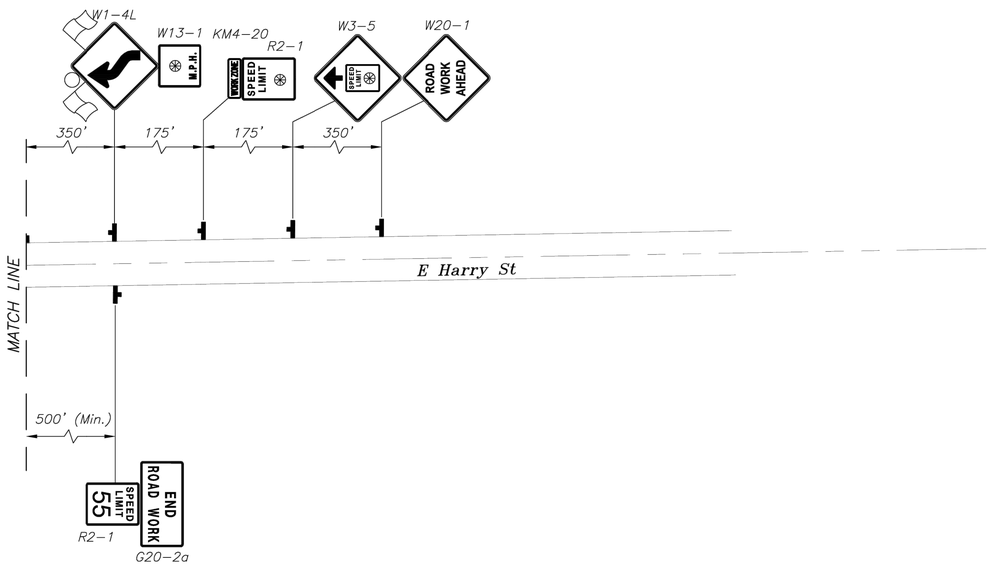


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Legend:

- Workzone
- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

MERGE MIDWEST ENGINEERING

Date: 06/13/2025
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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 2B
TRAFFIC CONTROL PLAN SHEET

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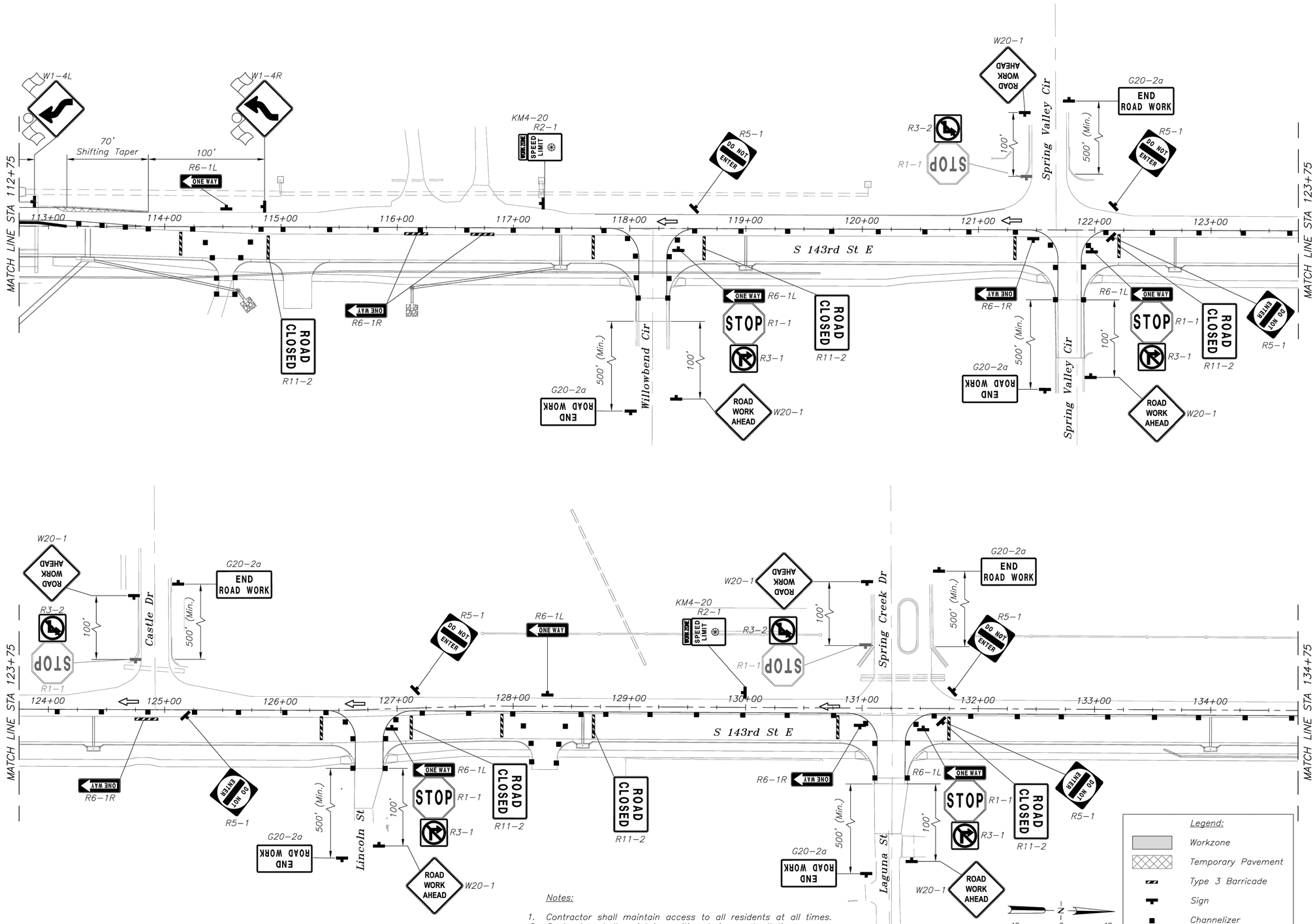


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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

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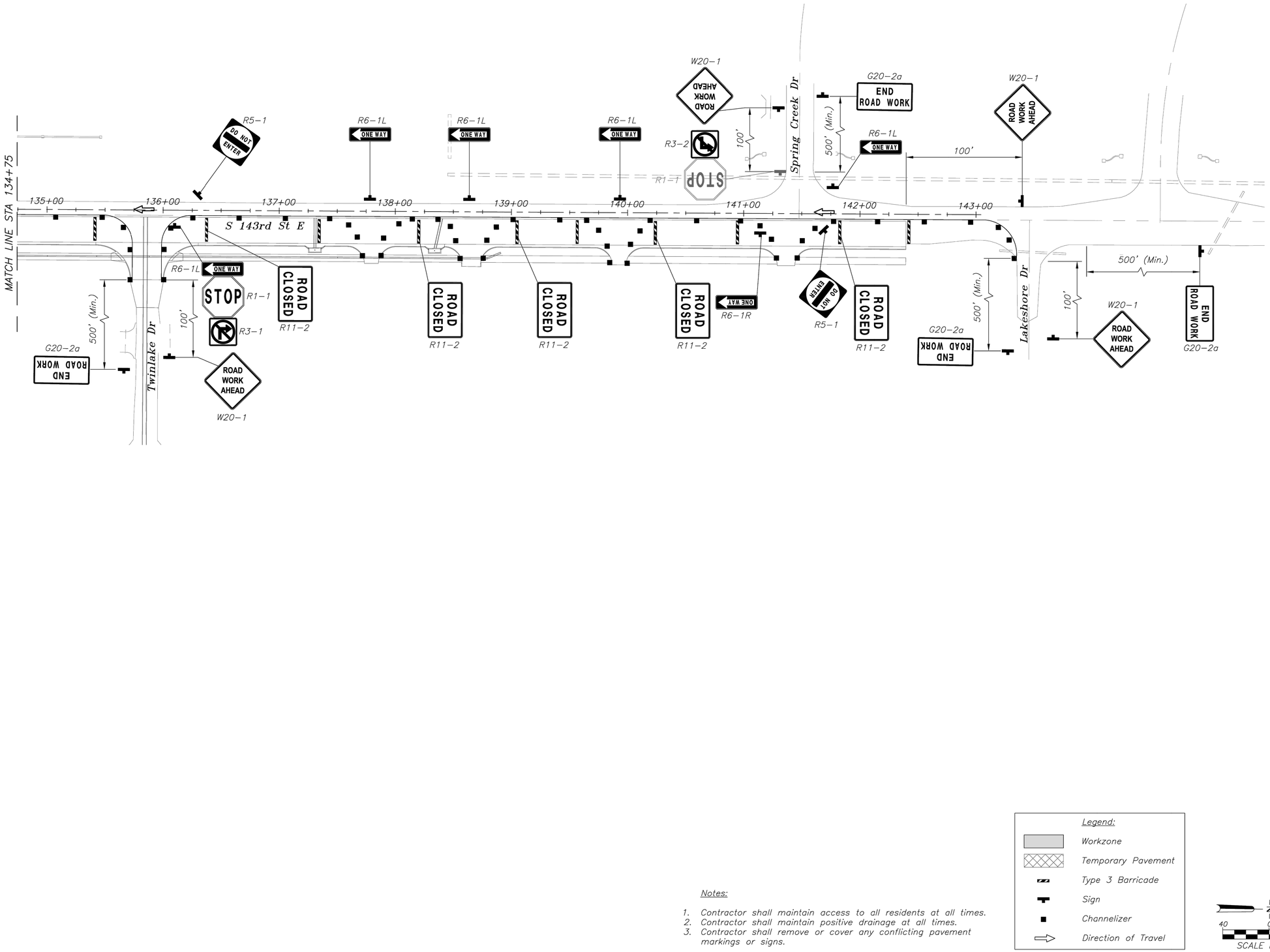


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N

40 0 40

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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

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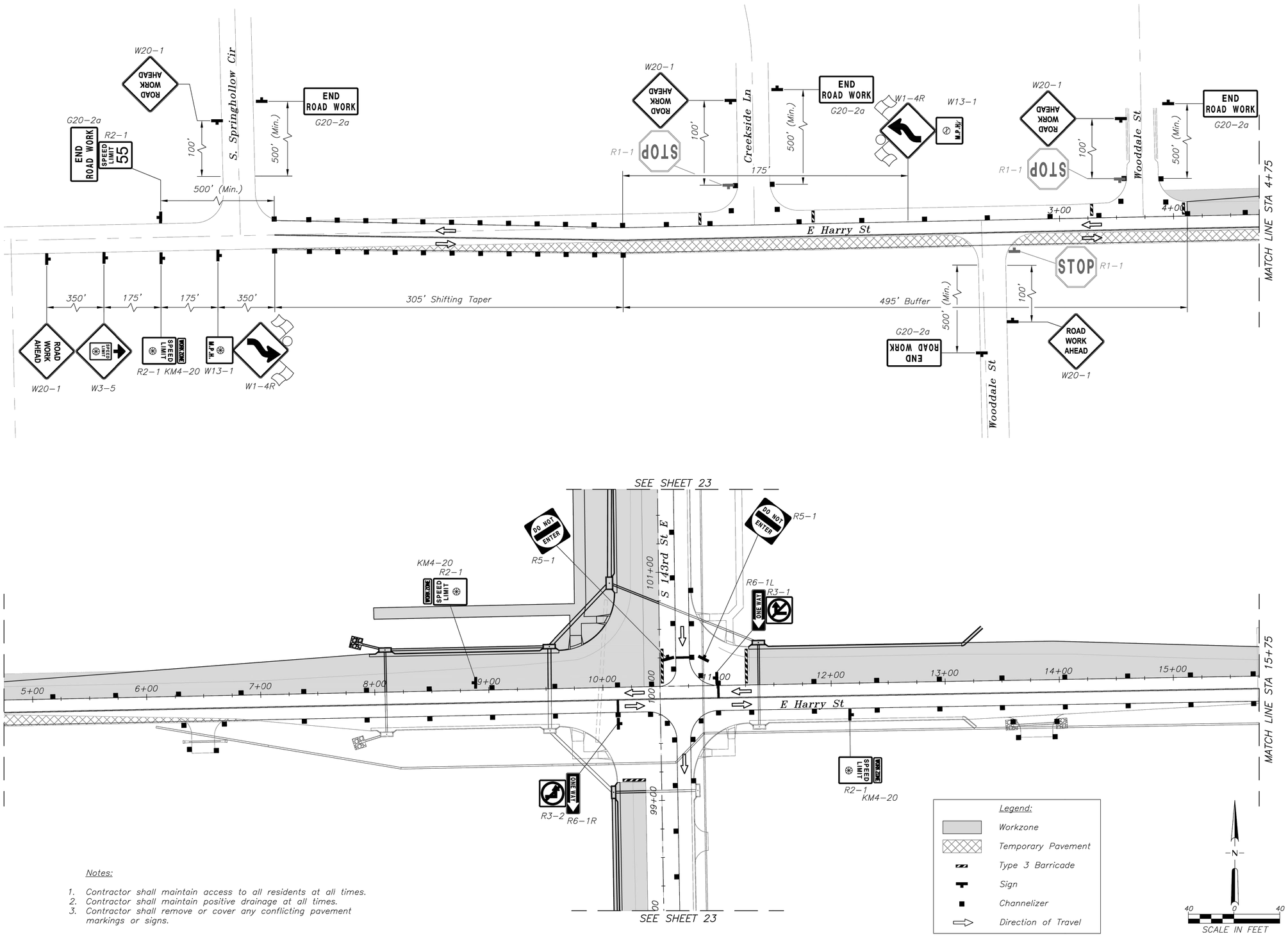


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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 3
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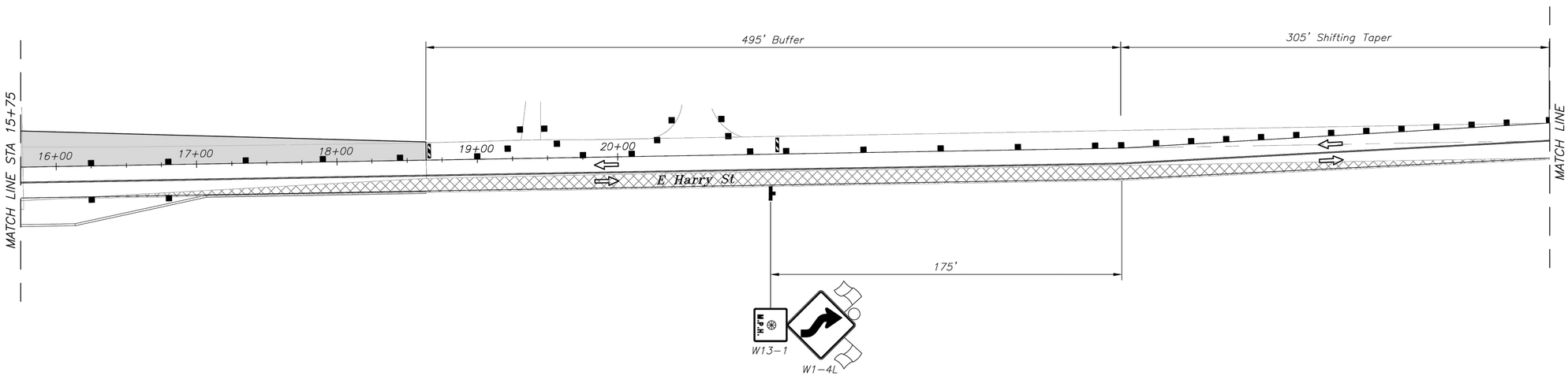


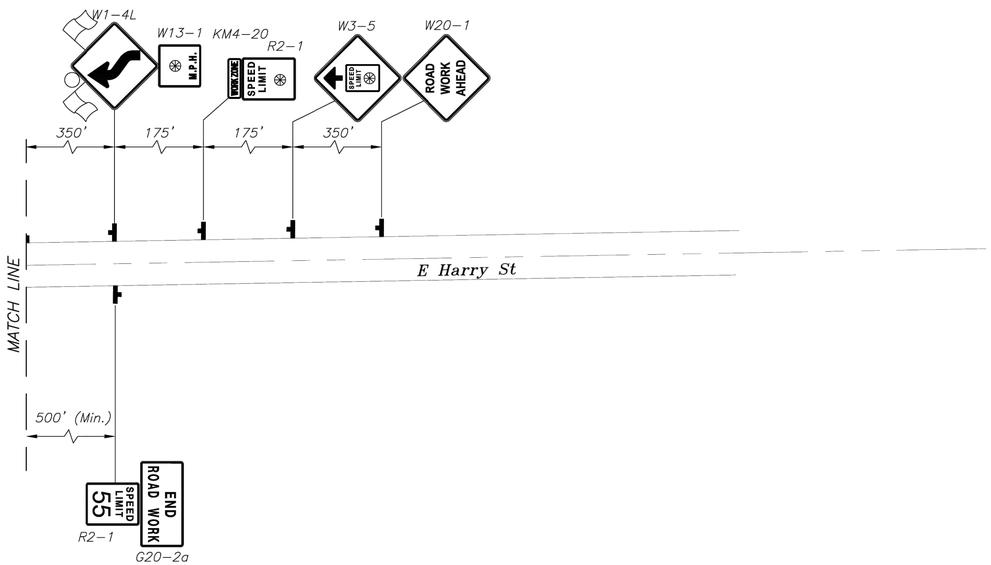


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Legend:

- Workzone
- Temporary Pavement
- Type 3 Barricade
- Sign
- Channelizer
- Direction of Travel

N

40 0 40

SCALE IN FEET

MERGE MIDWEST ENGINEERING

Date: 06/13/2025
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CITY OF WICHITA, KS

# 143RD ST TRAFFIC CONTROL

## PHASE 3
## TRAFFIC CONTROL PLAN SHEET

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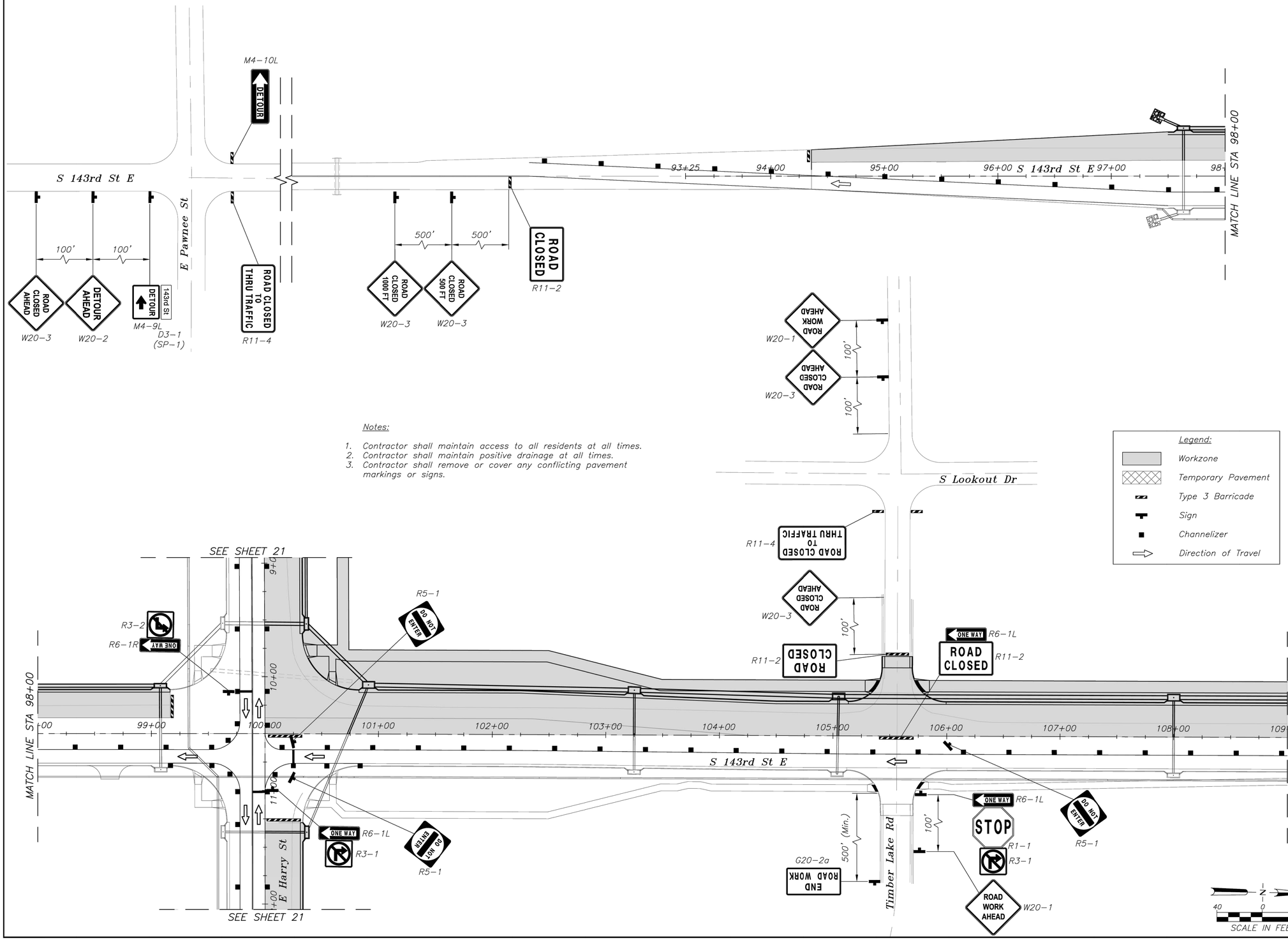


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MERGE MIDWEST ENGINEERING

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CITY OF WICHITA, KS

# 143RD ST TRAFFIC CONTROL

## PHASE 3
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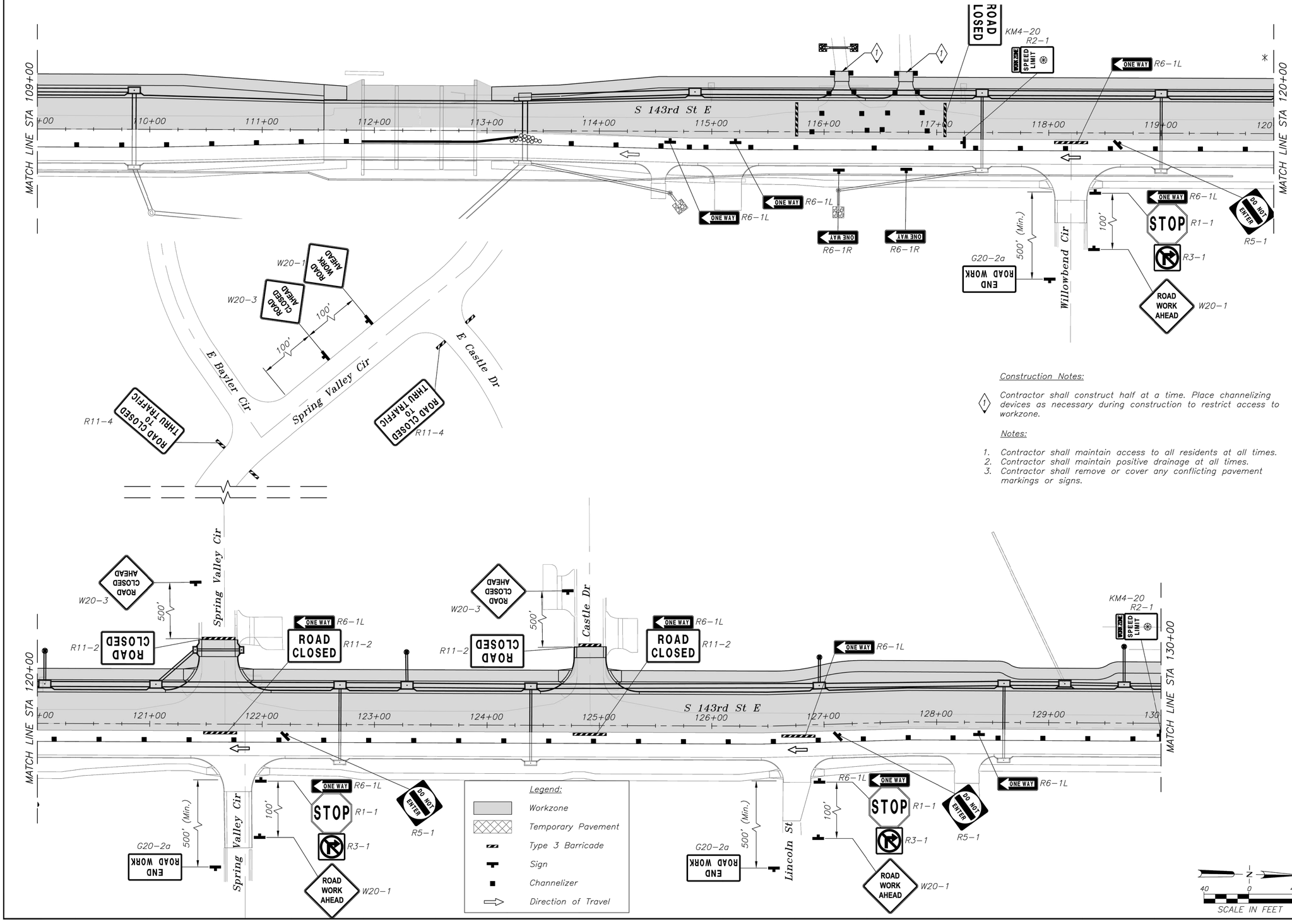


Construction Notes:

1. Contractor shall construct half at a time. Place channelizing devices as necessary during construction to restrict access to workzone.

Notes:

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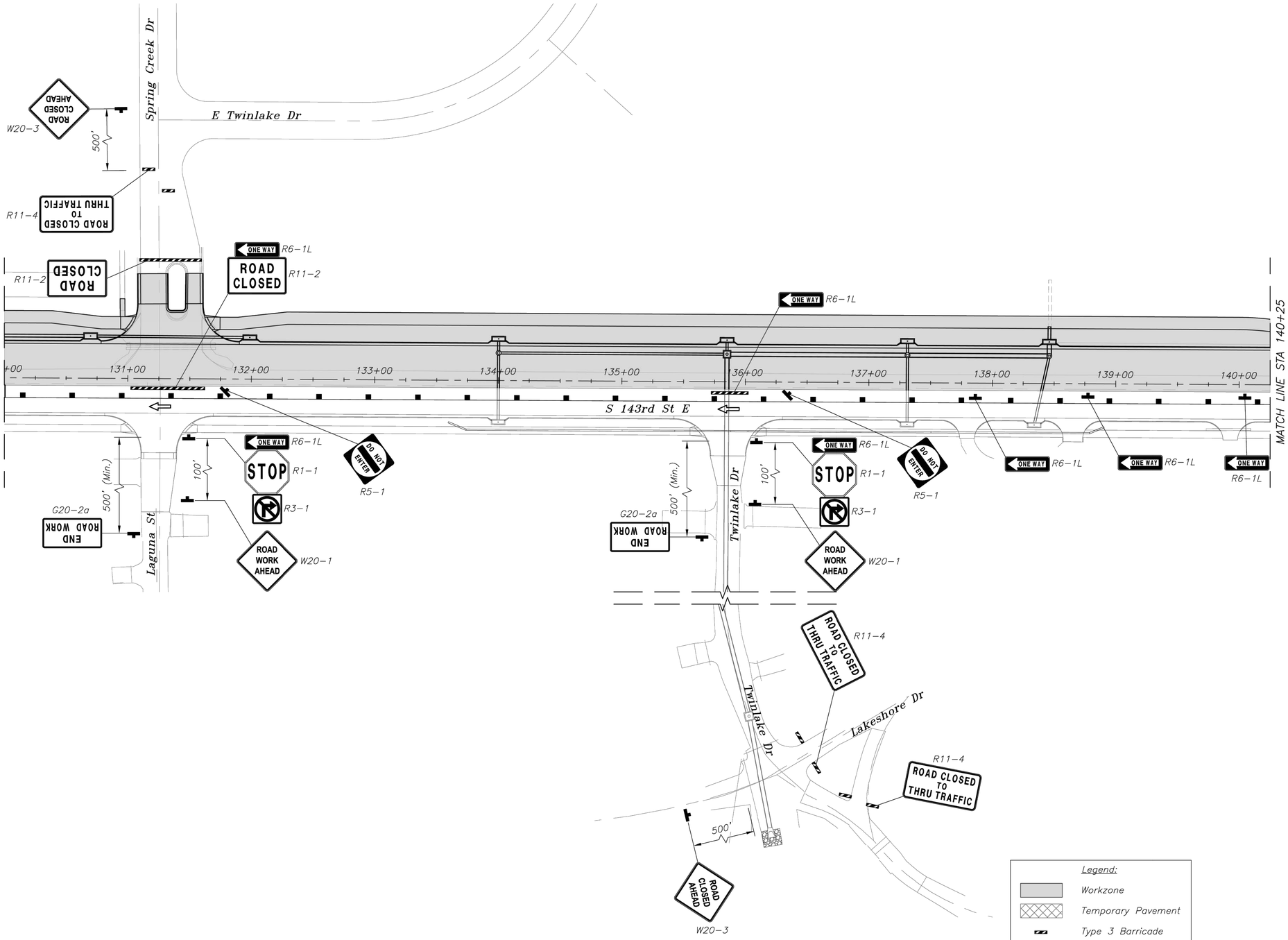


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N

40 0 40

SCALE IN FEET

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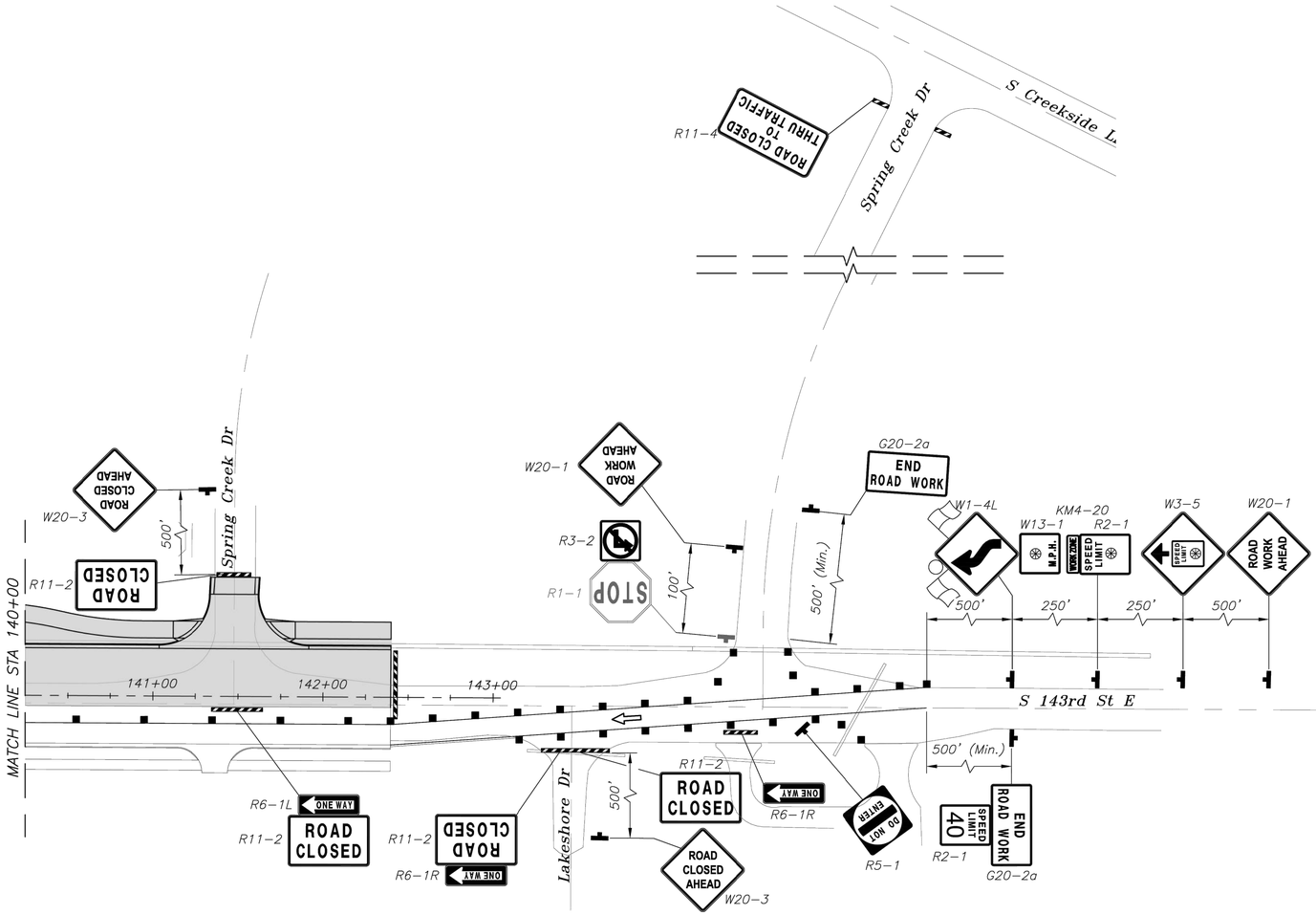


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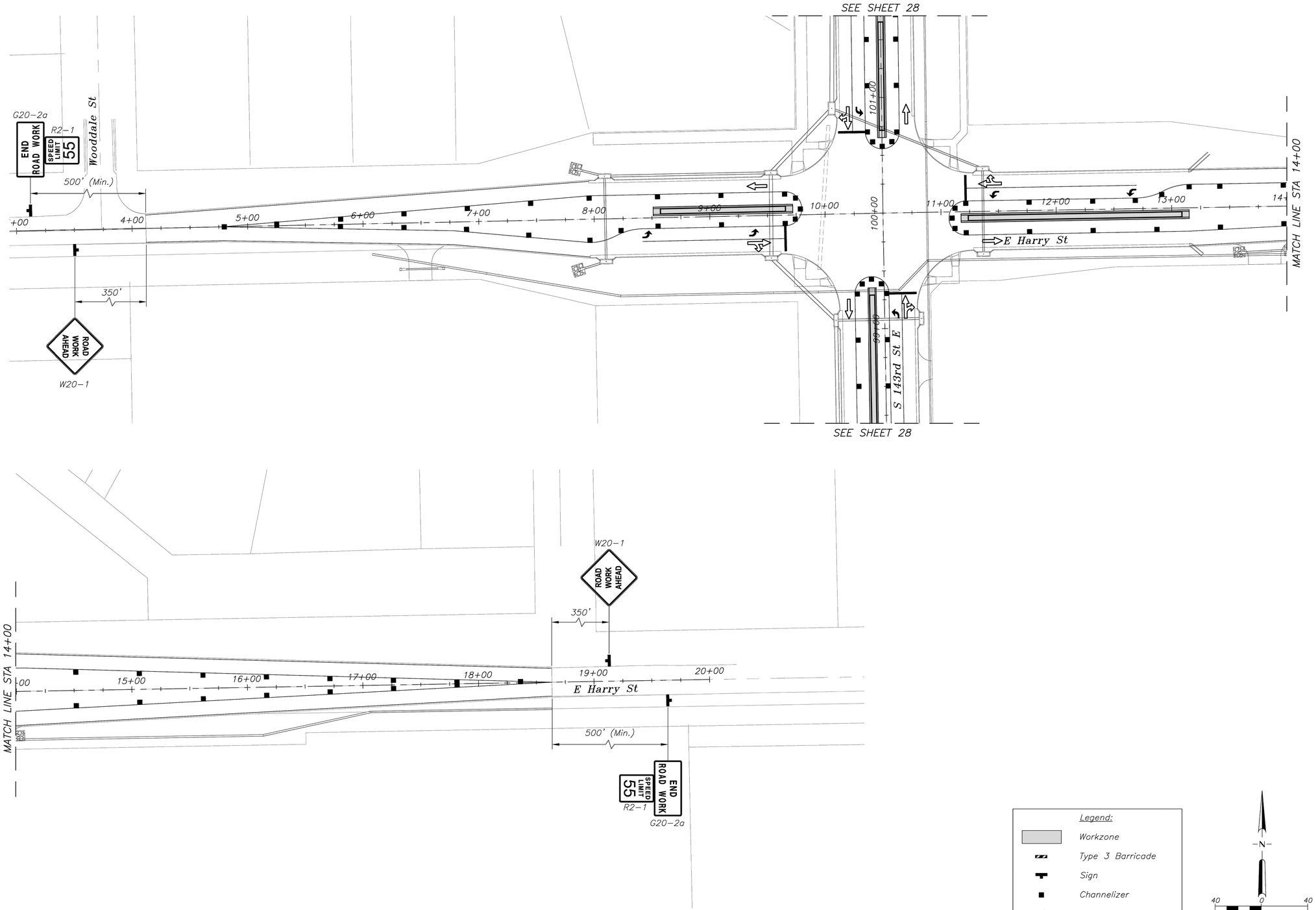


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CITY OF WICHITA, KS
143RD ST TRAFFIC CONTROL

PHASE 4
TRAFFIC CONTROL PLAN SHEET

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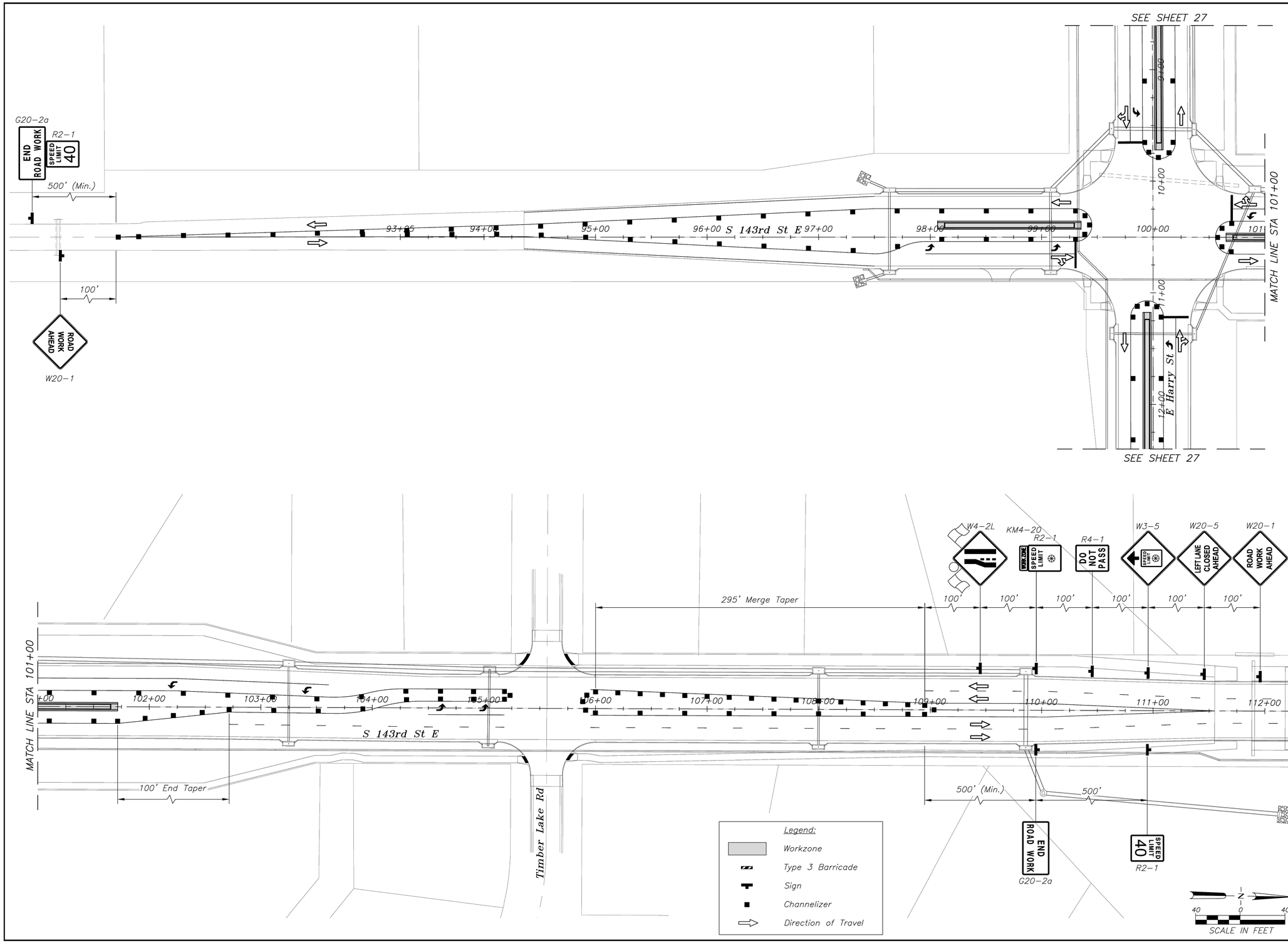


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CITY OF WICHITA, KS
# 143RD ST TRAFFIC CONTROL

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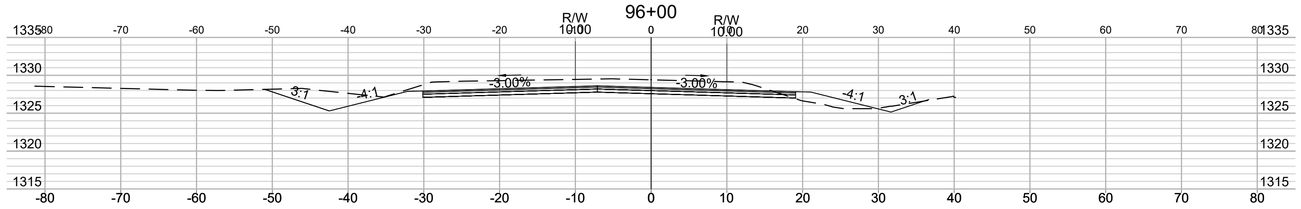
|---|---|---|---|---|

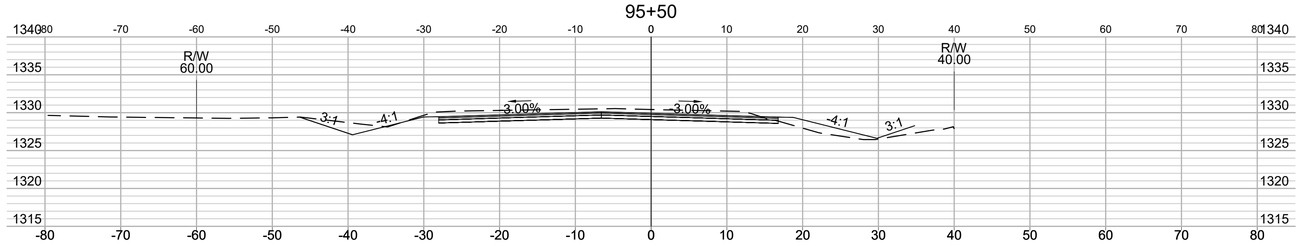

Merge Midwest Engineering, LLC
2668 W Catalpa Street
Olathe, KS 66061-6008
t913.788.1985

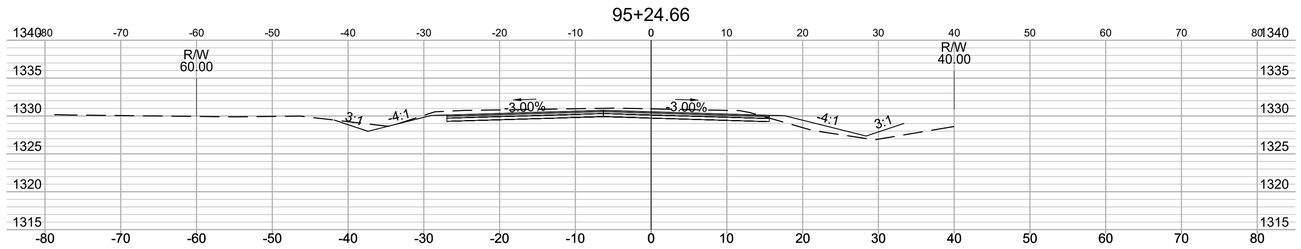

| Sheet No. | Total Sheets |
|---|---|
| 179 | |

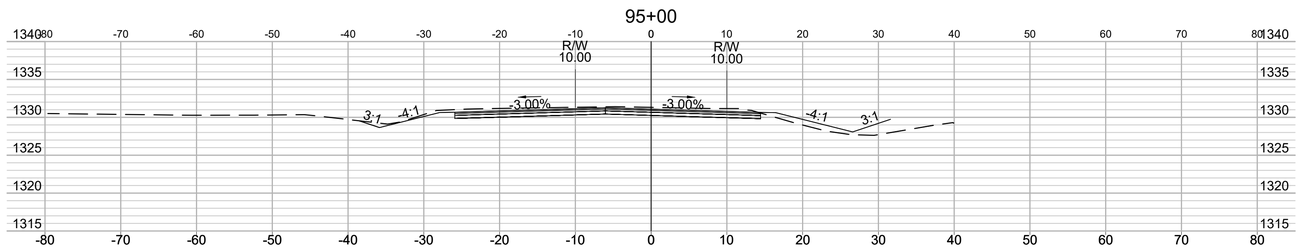
OF

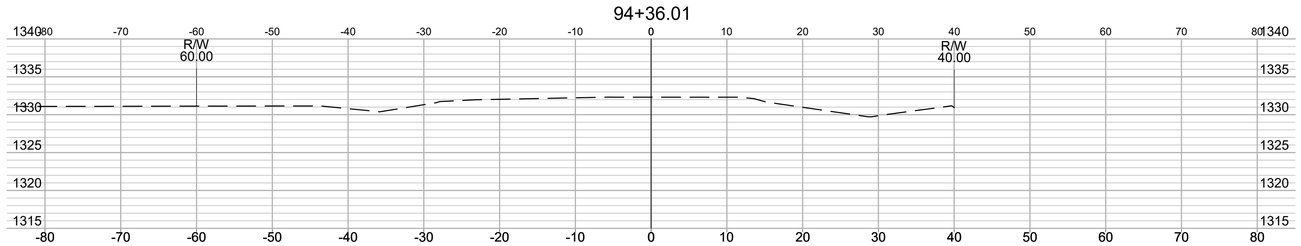

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\TRAFFIC CONTROL PLANS.dwg Last Save: 10/20/2025 9:29 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:52 PM Plotter used: None




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:55 PM Plotter used: None

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Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (1)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
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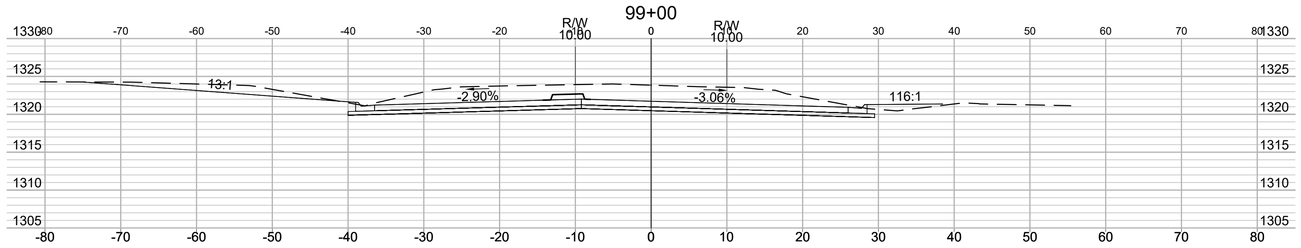
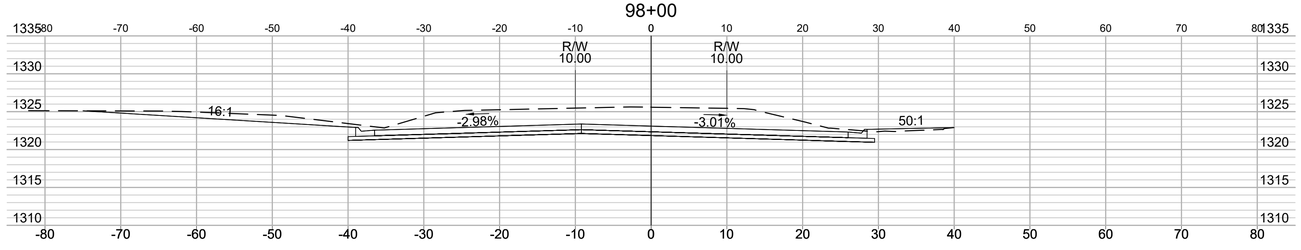
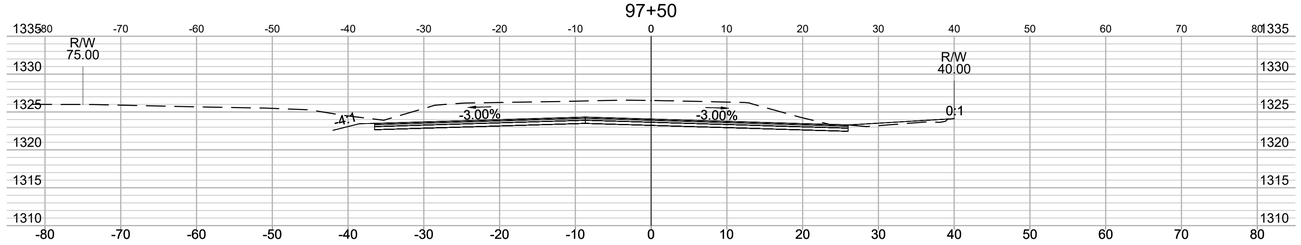
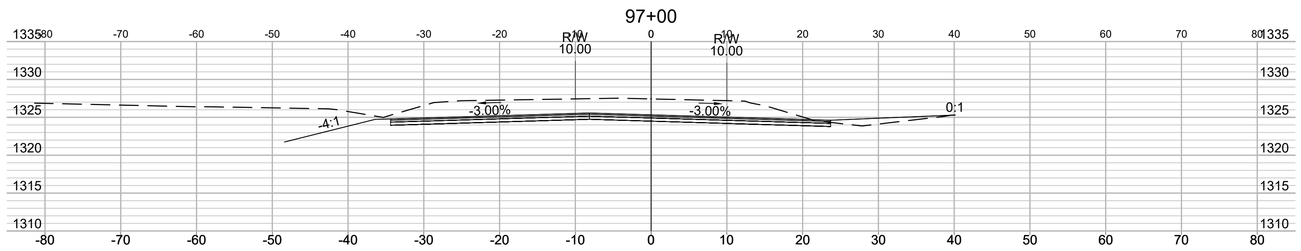
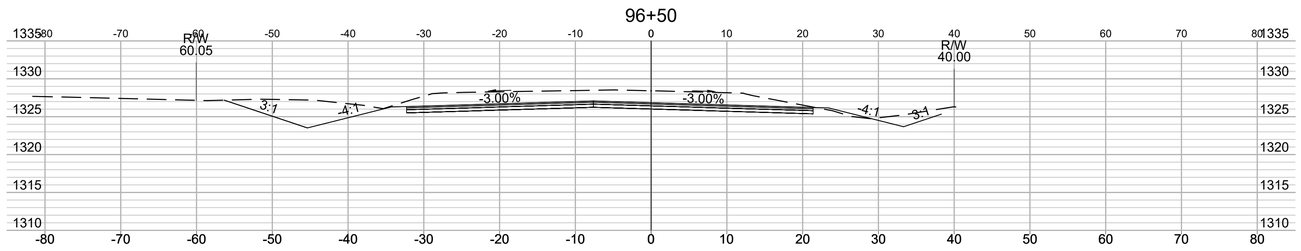
SHEET NUMBER 180 OF .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:55 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (2)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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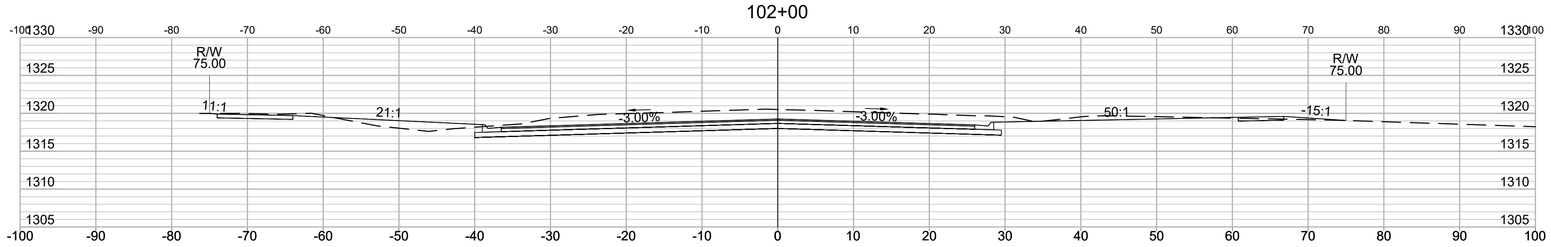
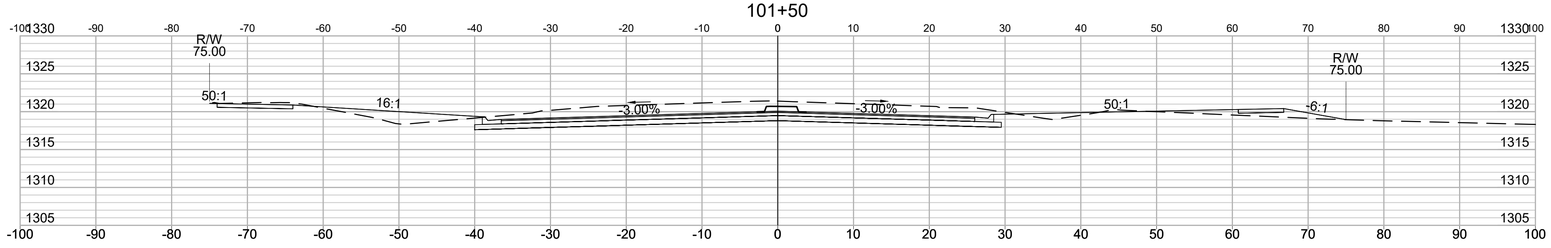
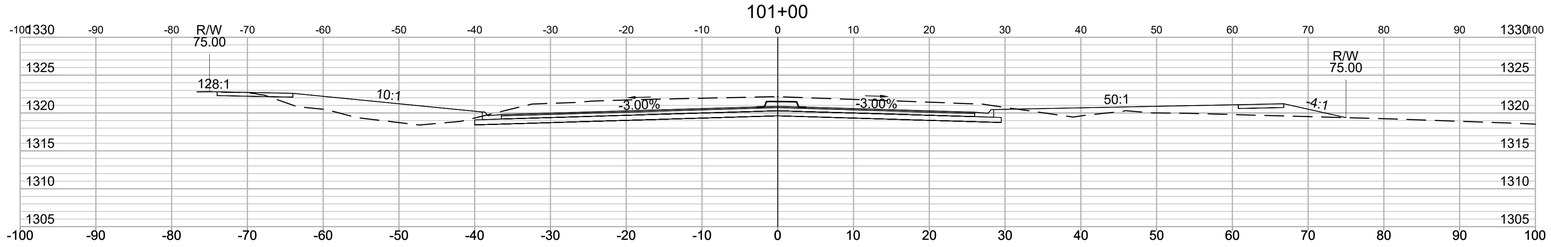
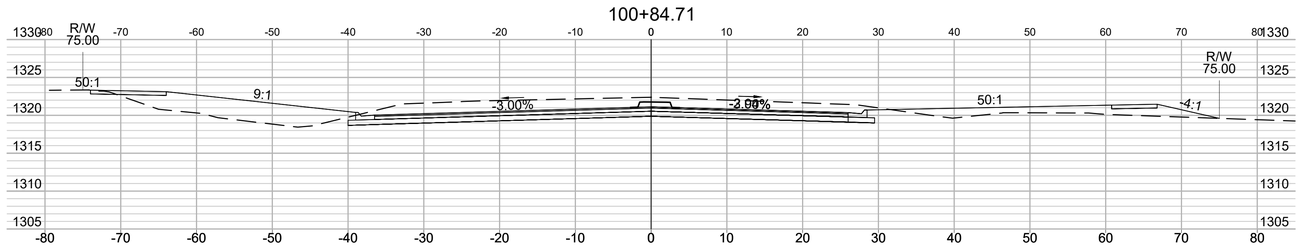
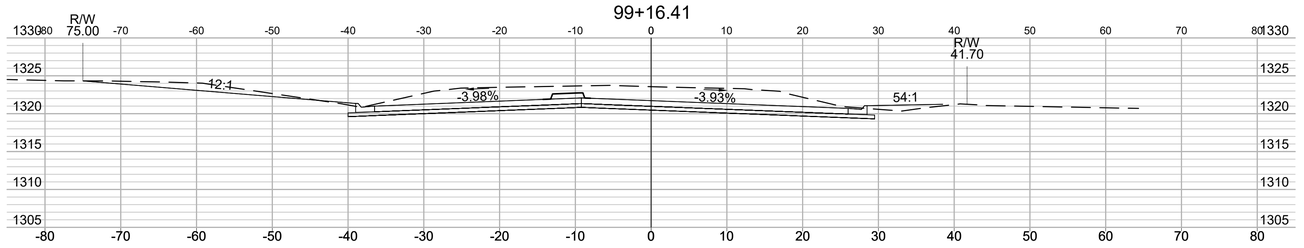
SHEET NUMBER 181 OF .

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (3)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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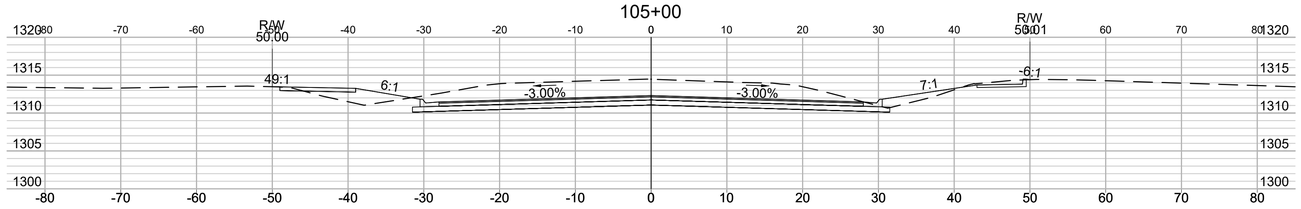
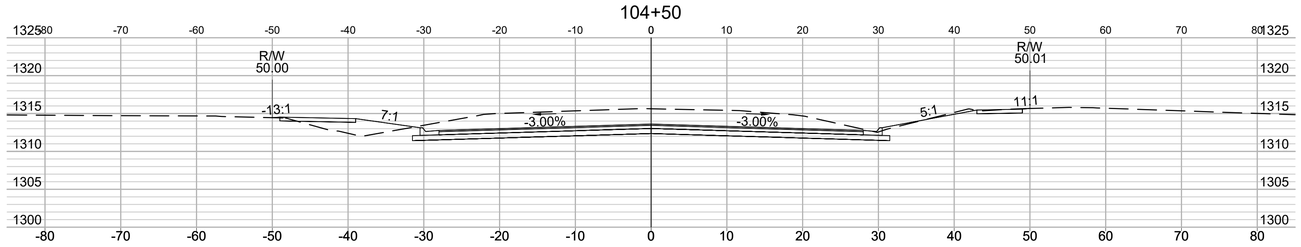
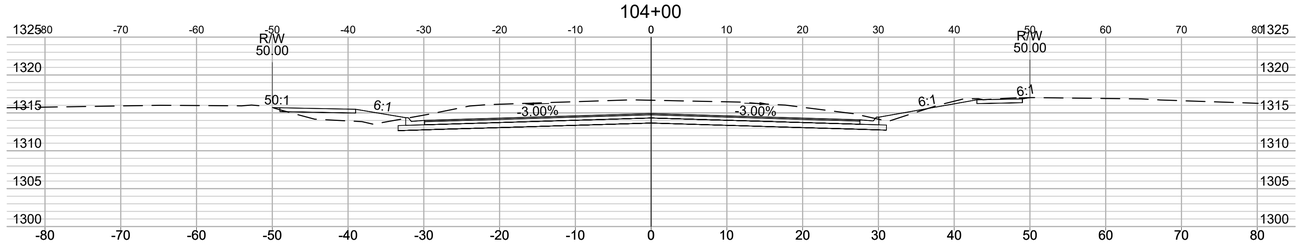
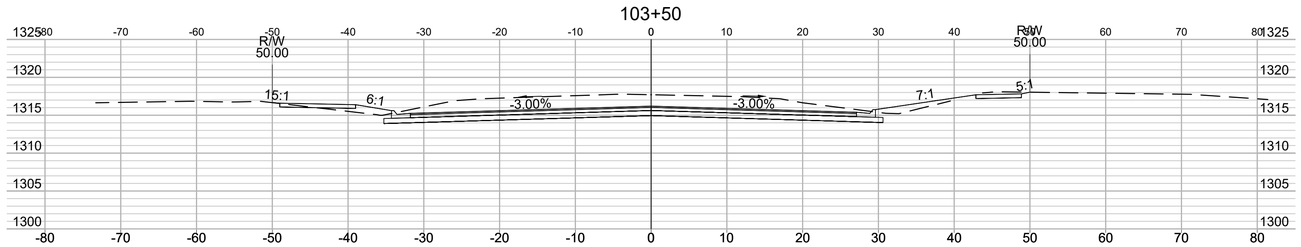
DRAWING NUMBER
.

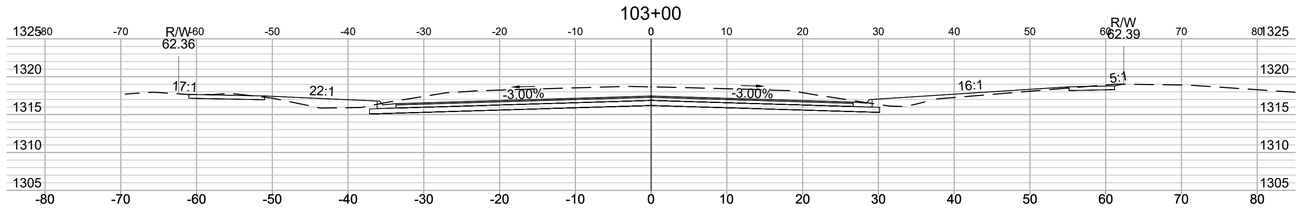
SHEET NUMBER 182 OF .

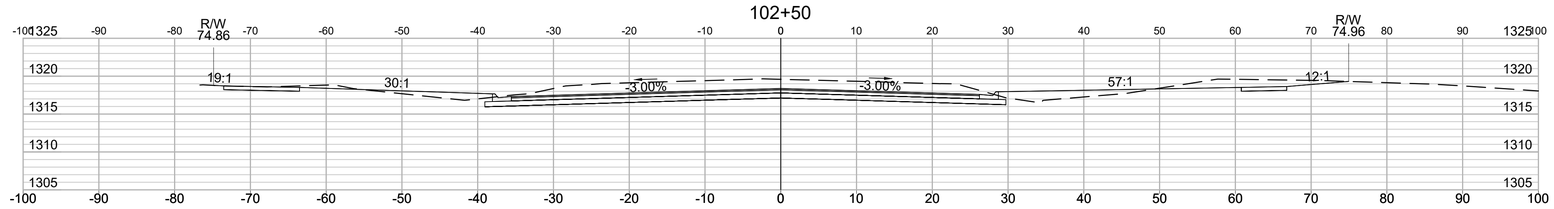
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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:57 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (4)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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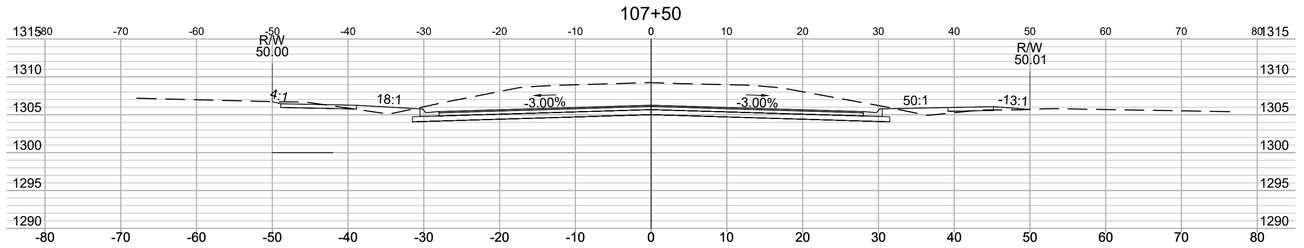
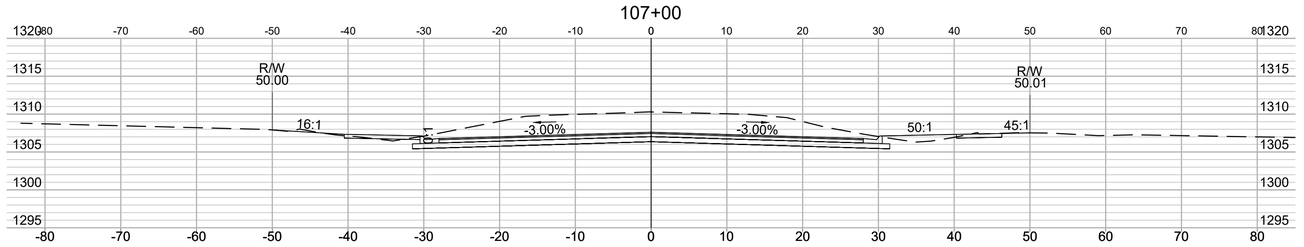
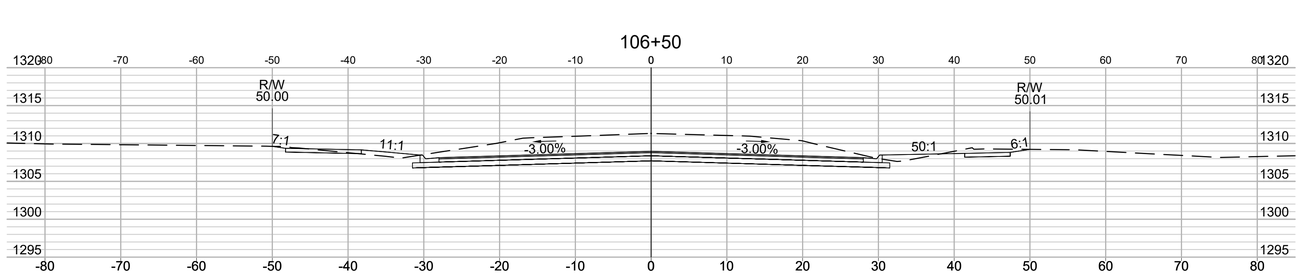
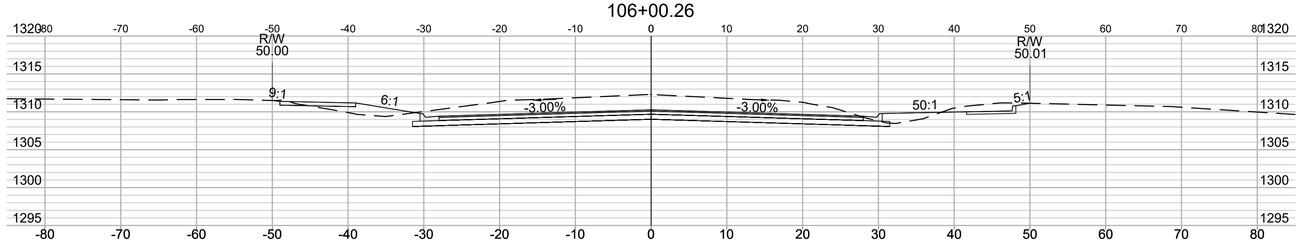
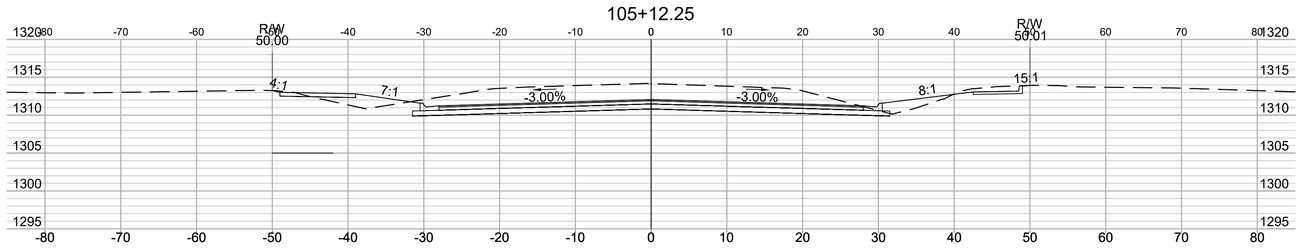
SHEET NUMBER 183 OF ■

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:57 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (5)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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DRAWING NUMBER
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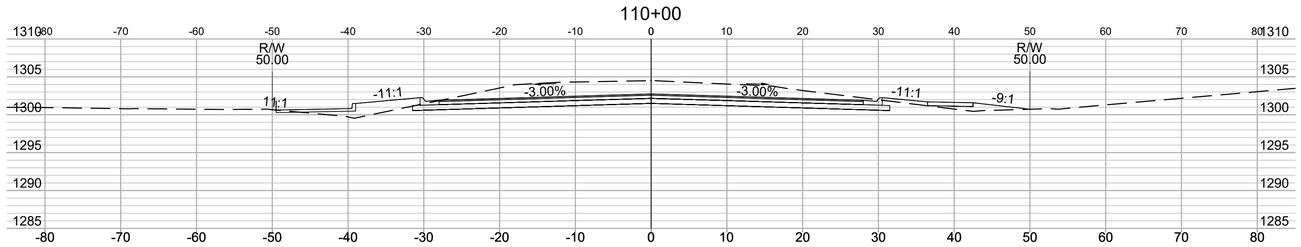
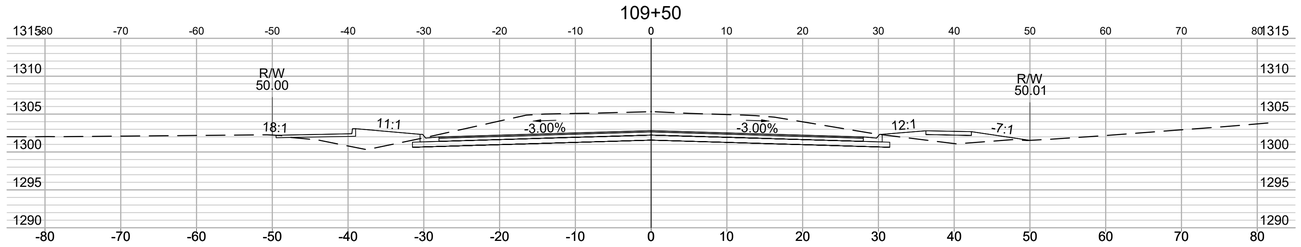
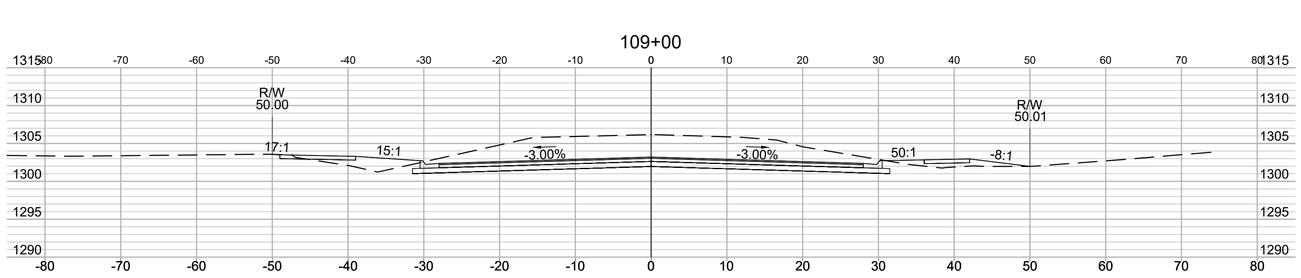
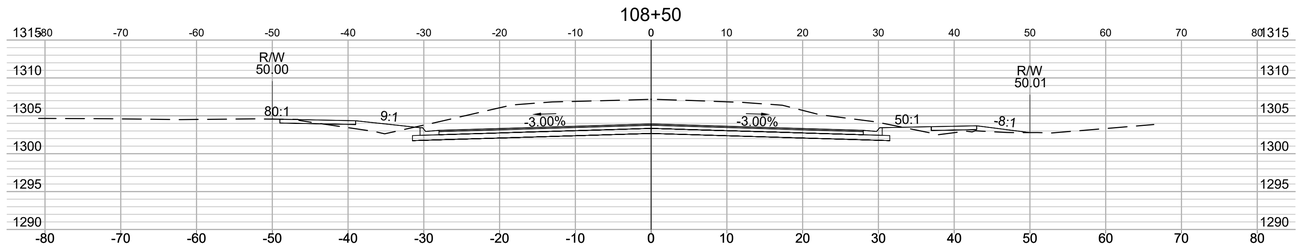
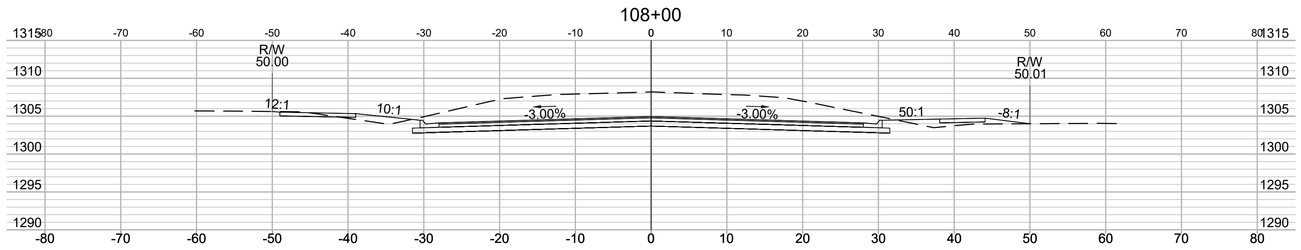
SHEET NUMBER 184 OF .

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (6)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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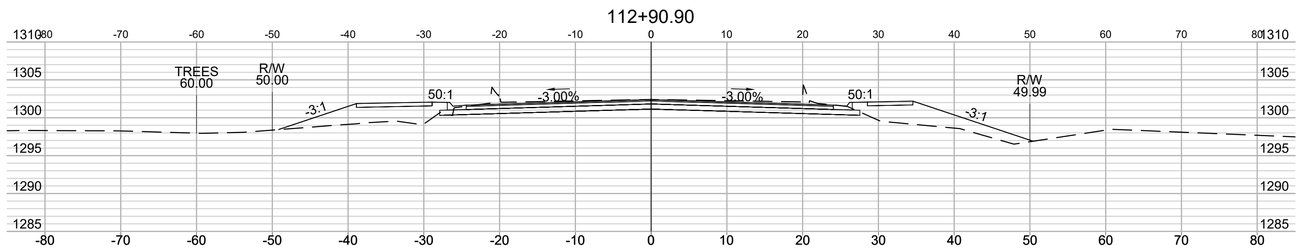
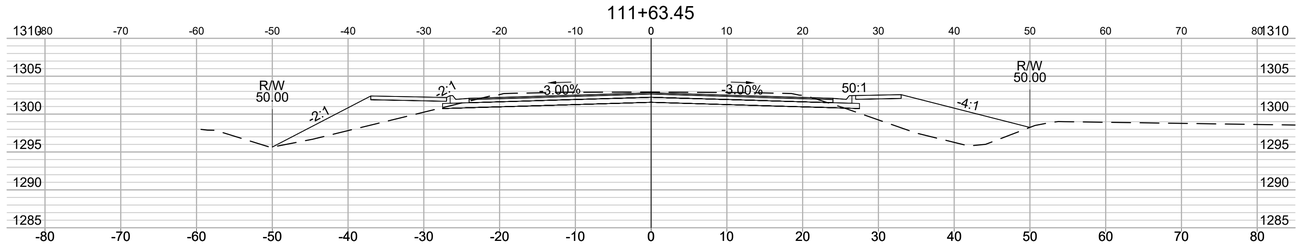
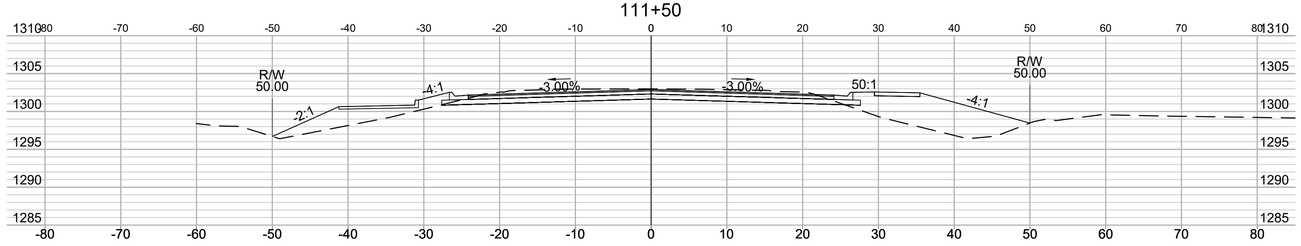
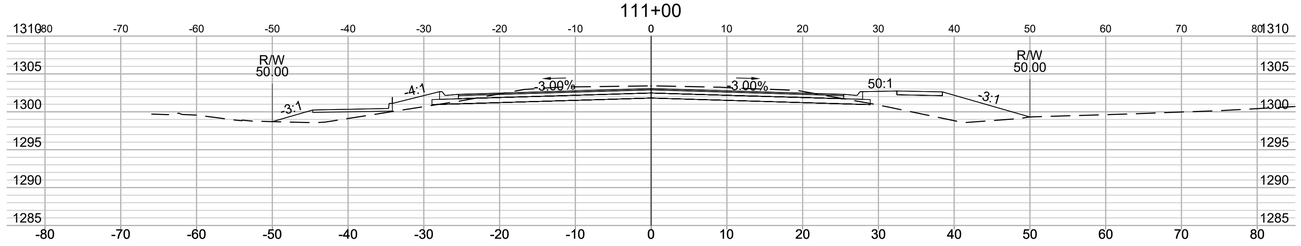
SHEET NUMBER 185 OF .

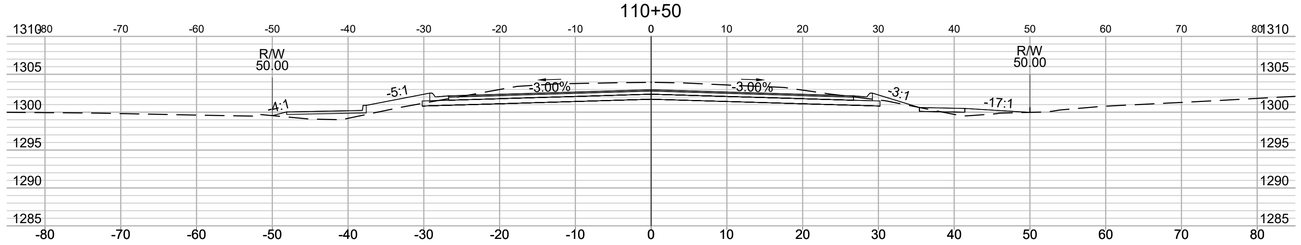
File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:58 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (7)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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SHEET NUMBER 186 OF .

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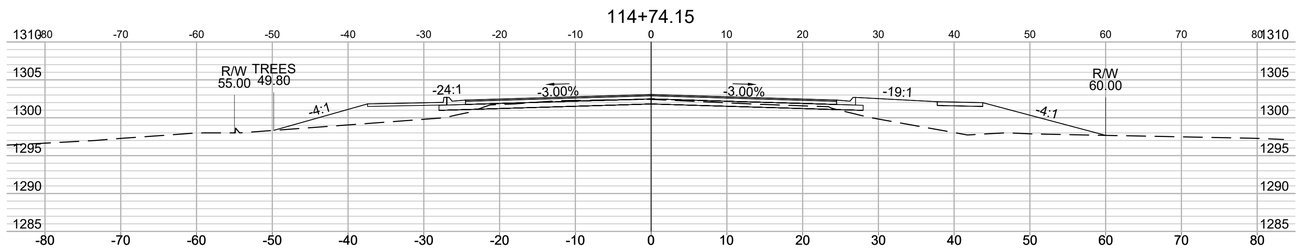
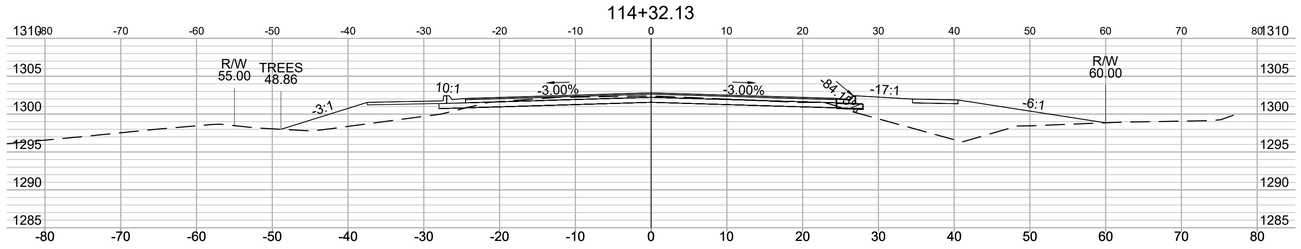
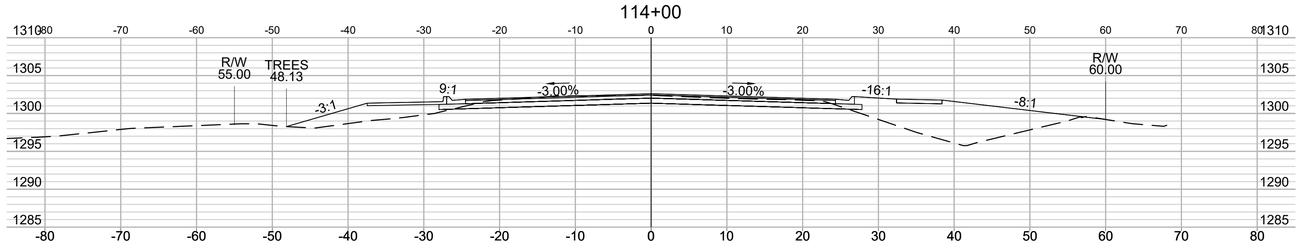
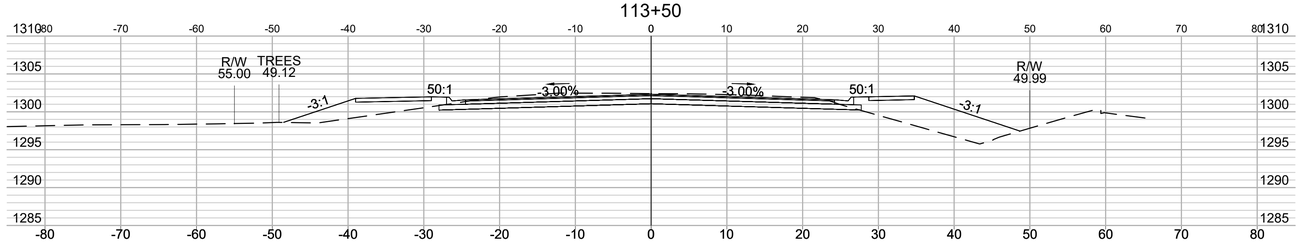
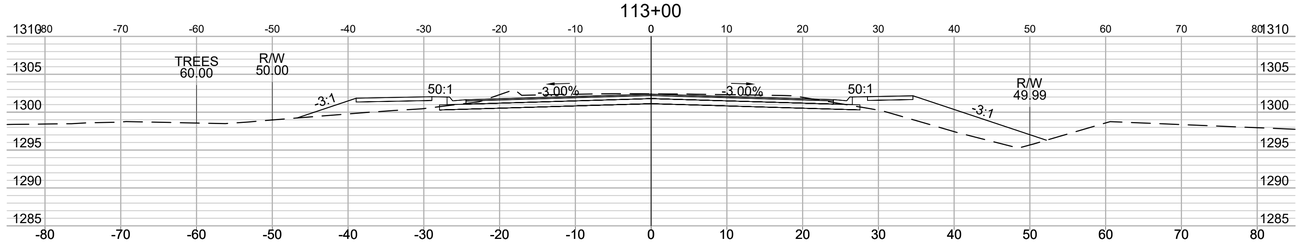
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 12:59 PM Plotter used: None




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:00 PM Plotter used: None

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| REV. | DATE | DESCRIPTION | BY |
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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (8)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
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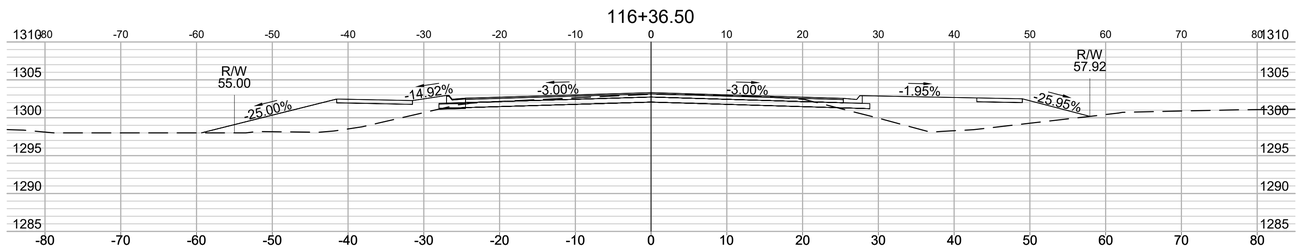
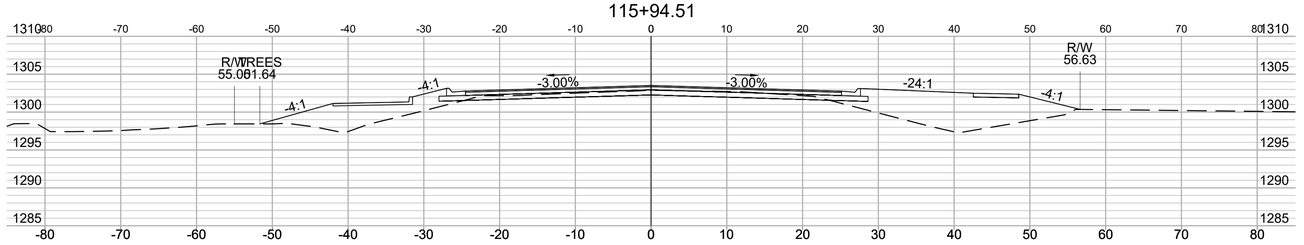
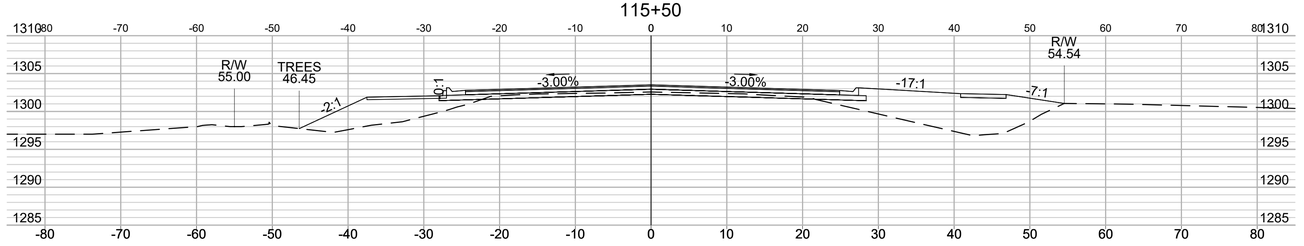
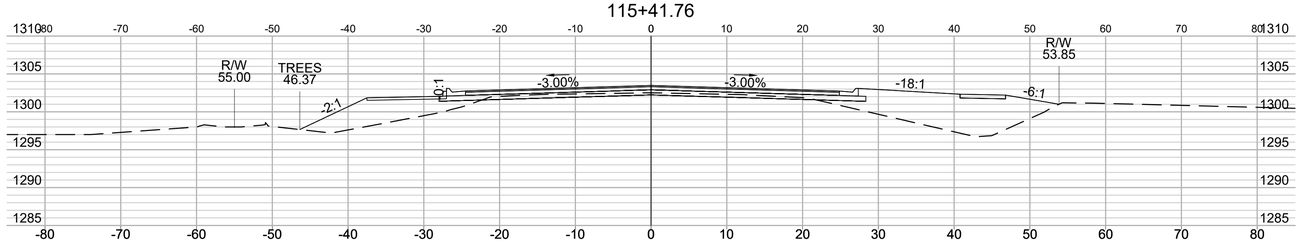
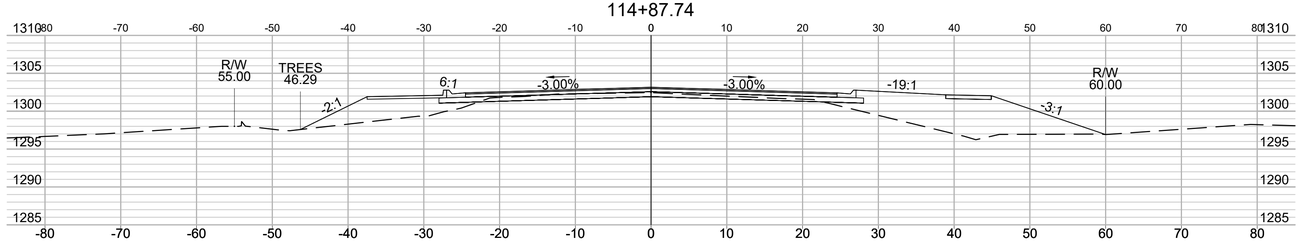
SHEET NUMBER 187 OF .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:00 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (9)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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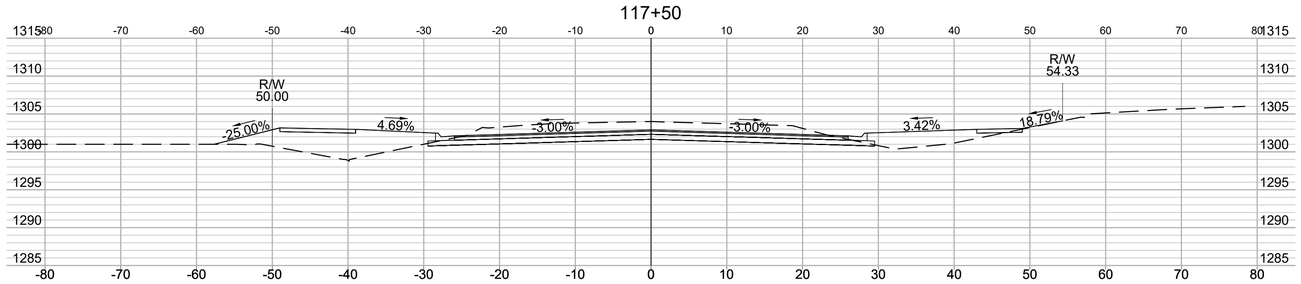
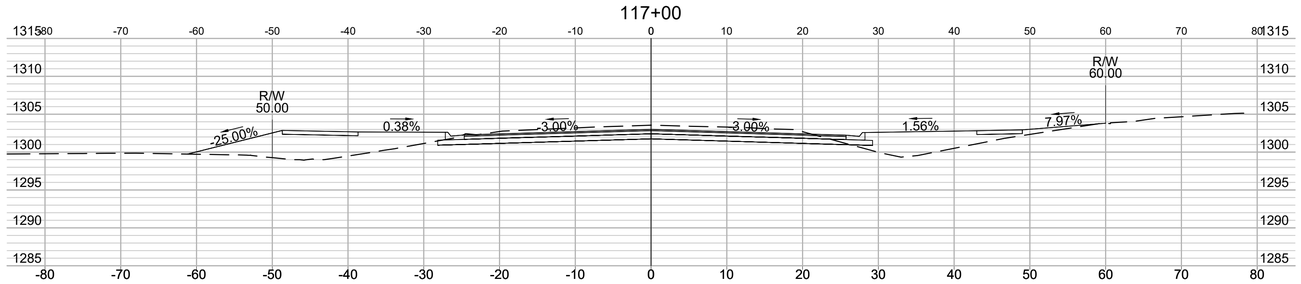
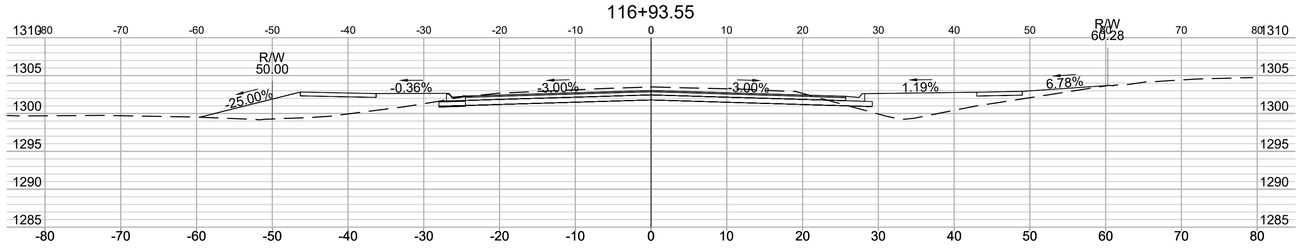
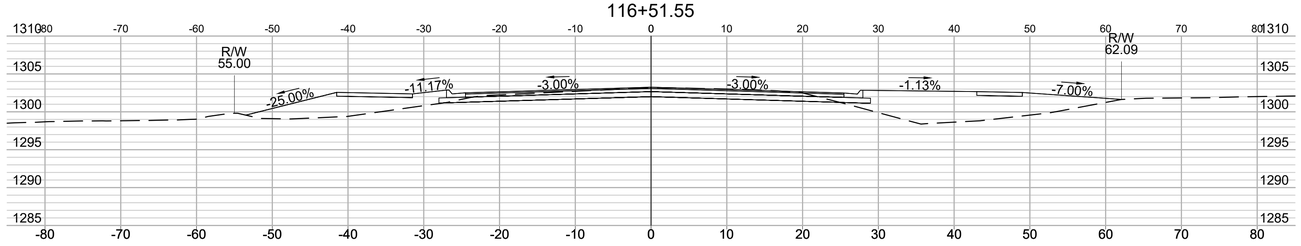
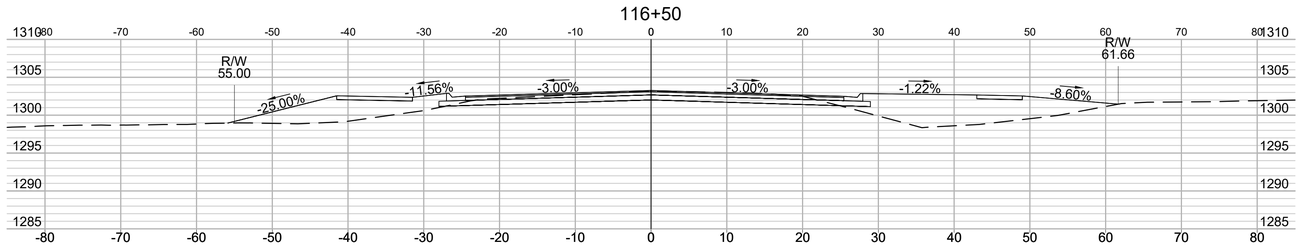
SHEET NUMBER 188 OF .

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (10)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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SHEET NUMBER 189 OF .

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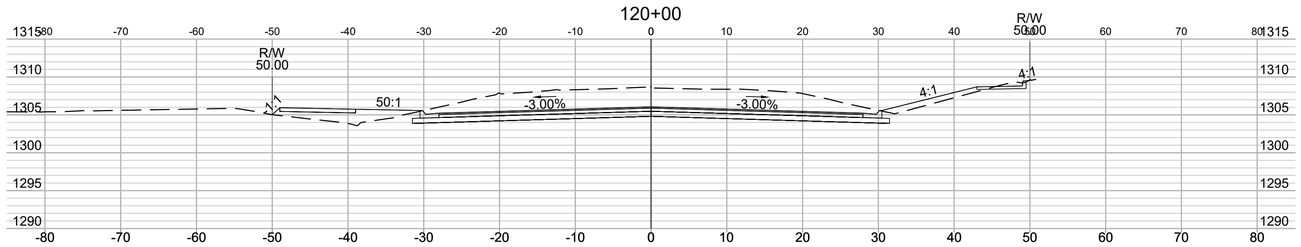
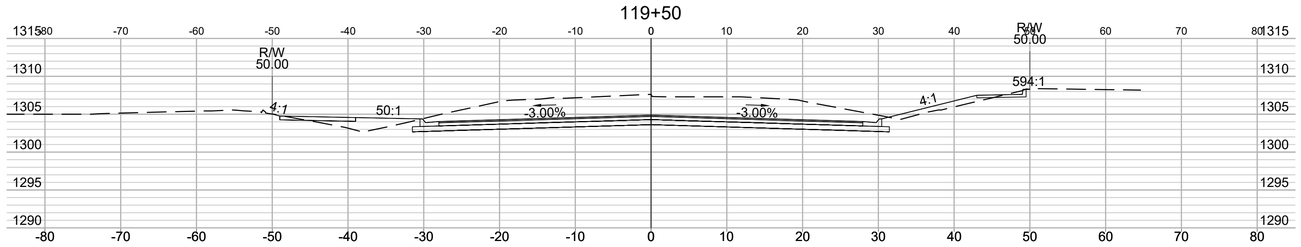
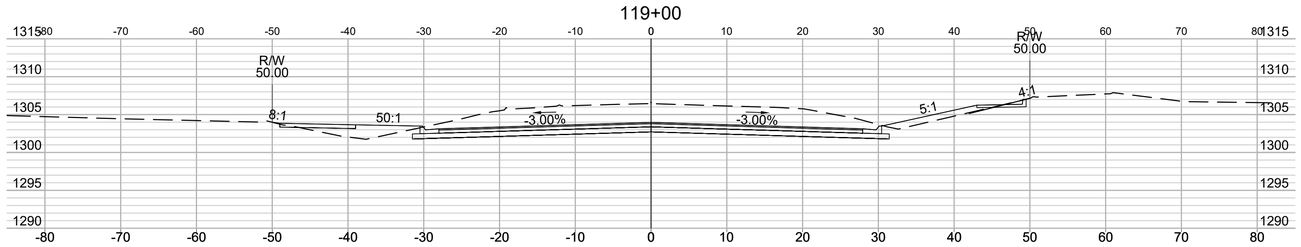
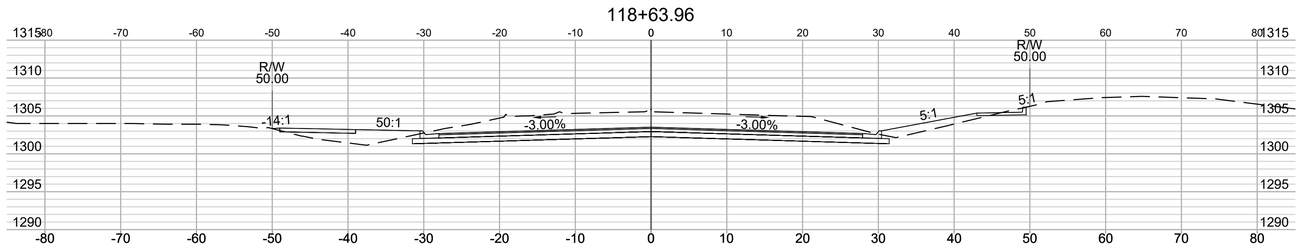
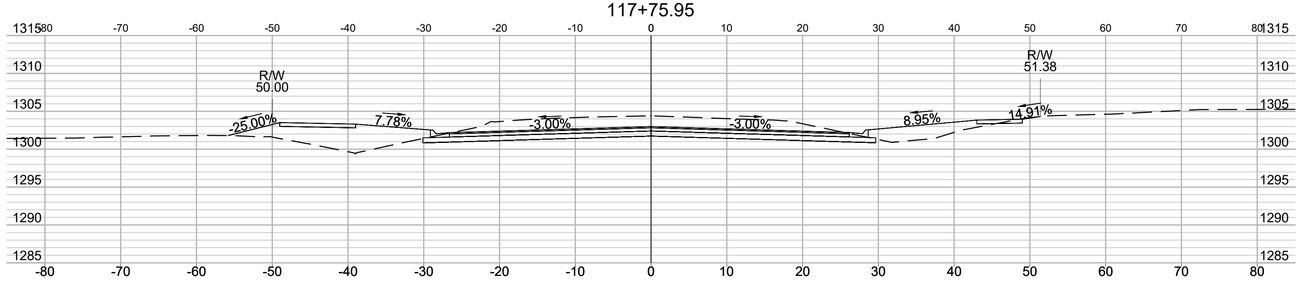
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:01 PM Plotter used: None

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:02 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (11)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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SHEET NUMBER 190 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
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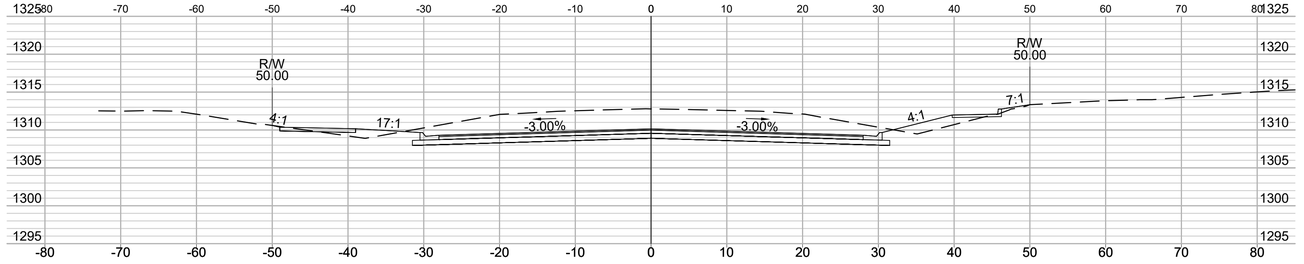
122+50

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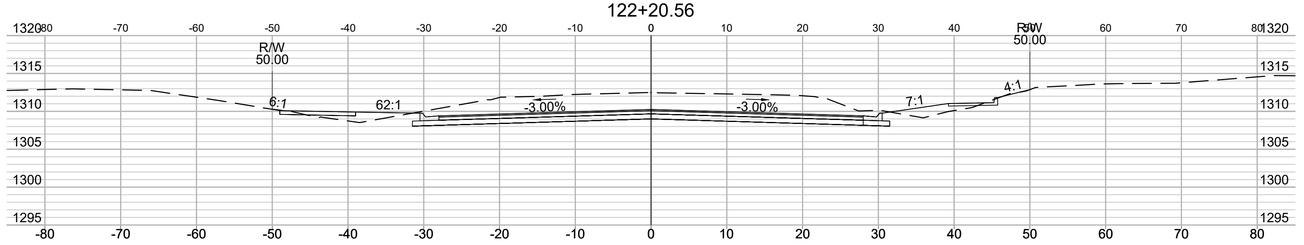


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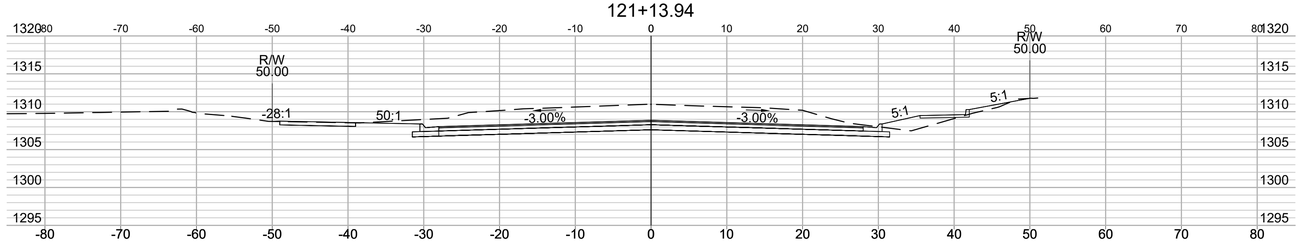
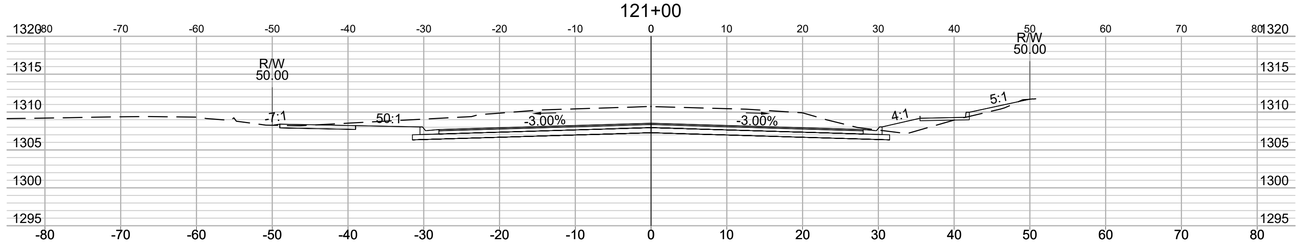
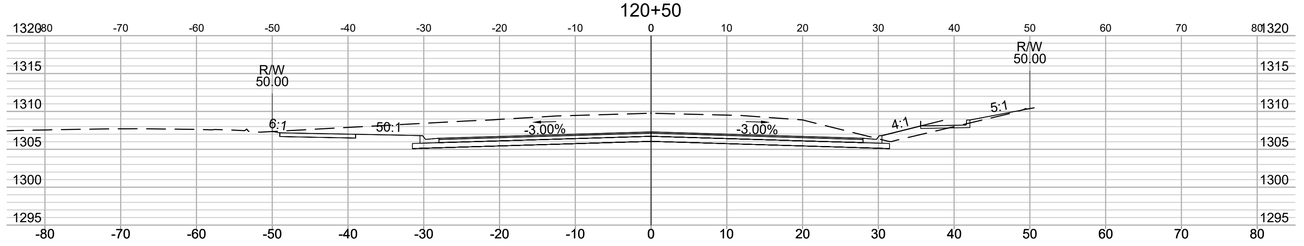



121+00




120+50

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (12)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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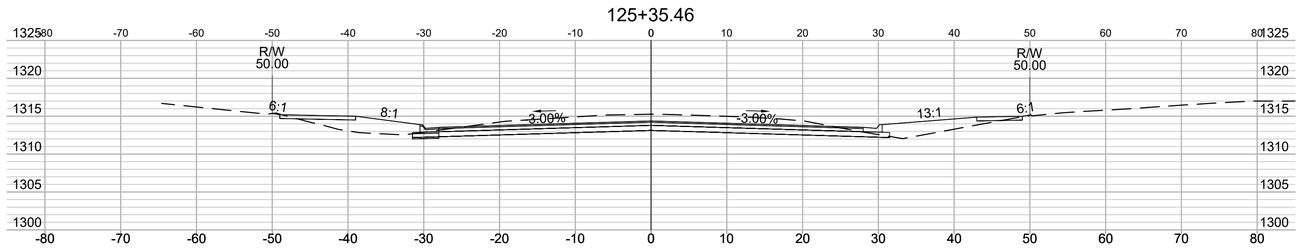
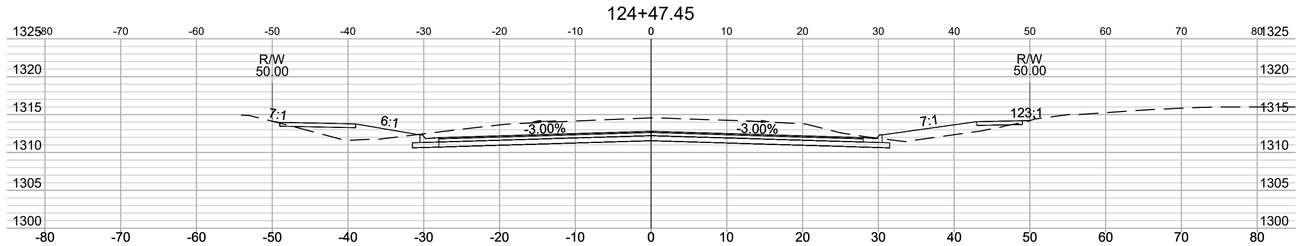
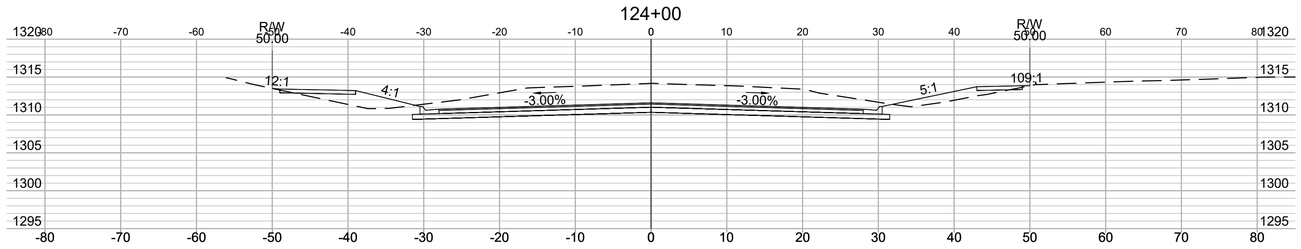
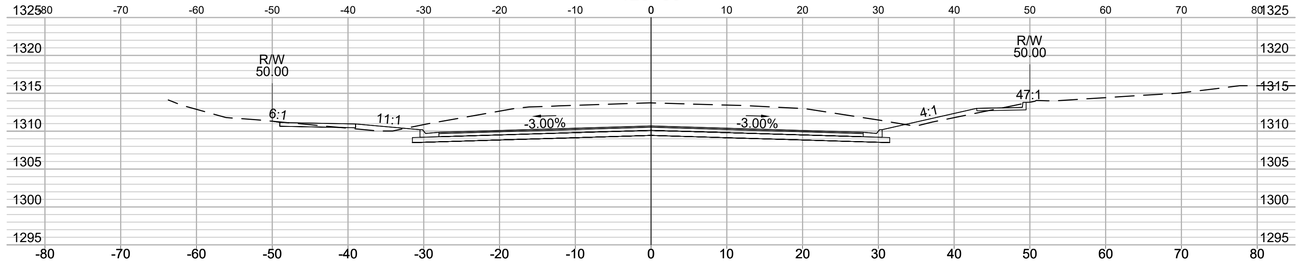
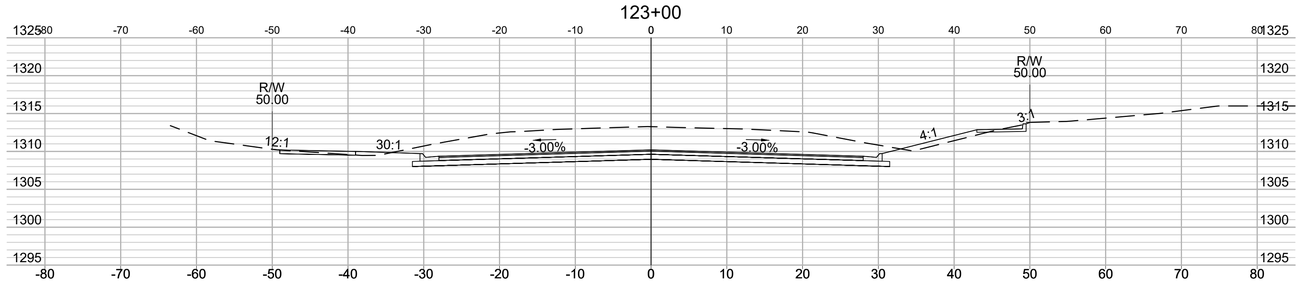
SHEET NUMBER 191 OF .

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:03 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (13)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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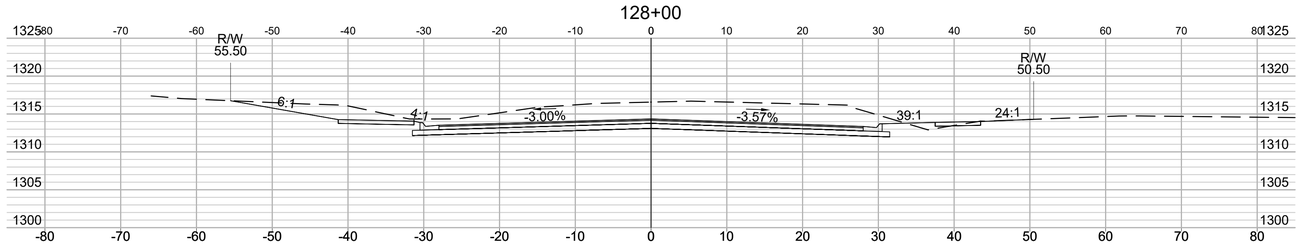


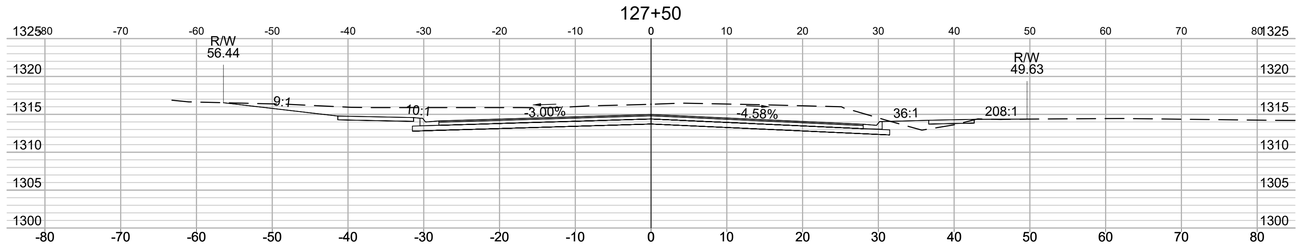


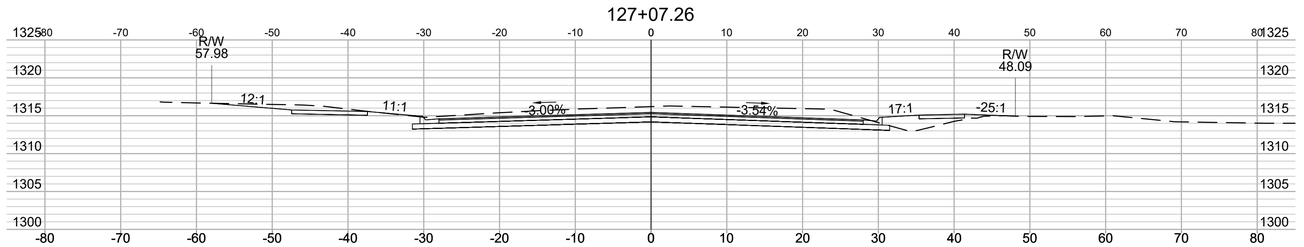


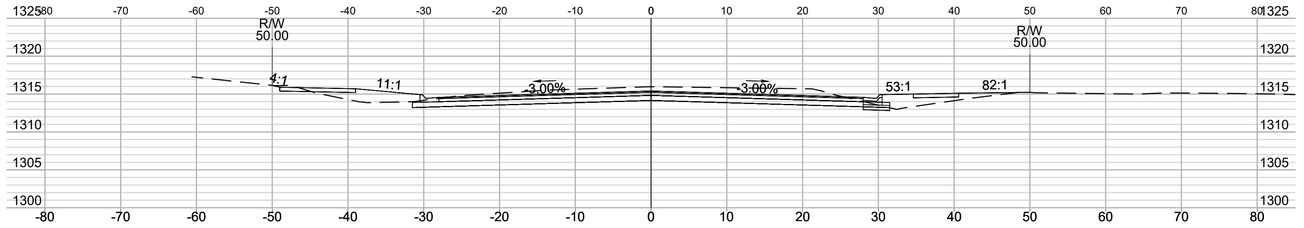


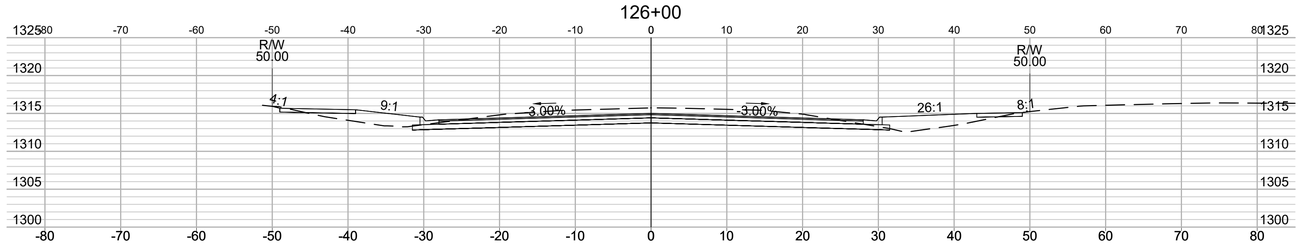


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:04 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (14)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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DRAWING NUMBER
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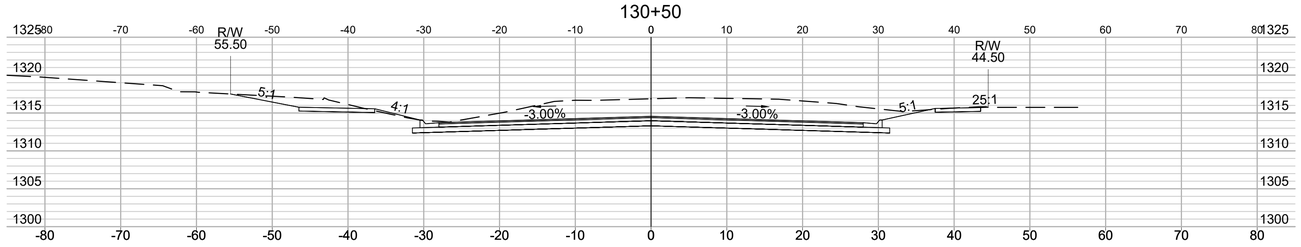
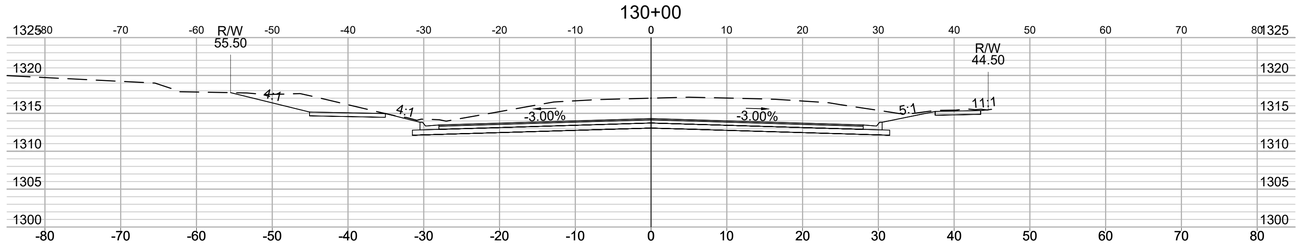
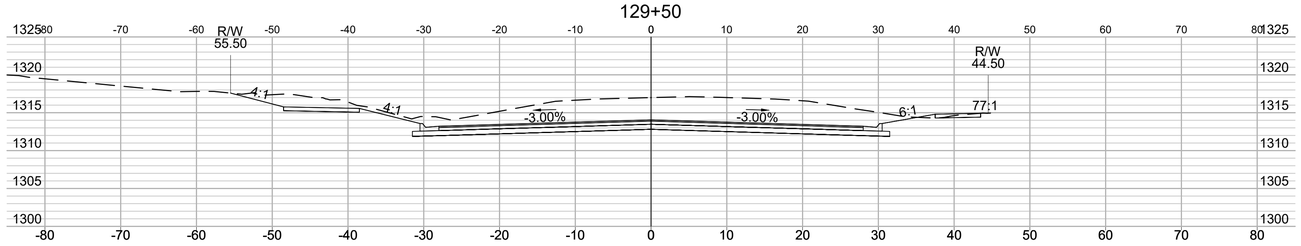
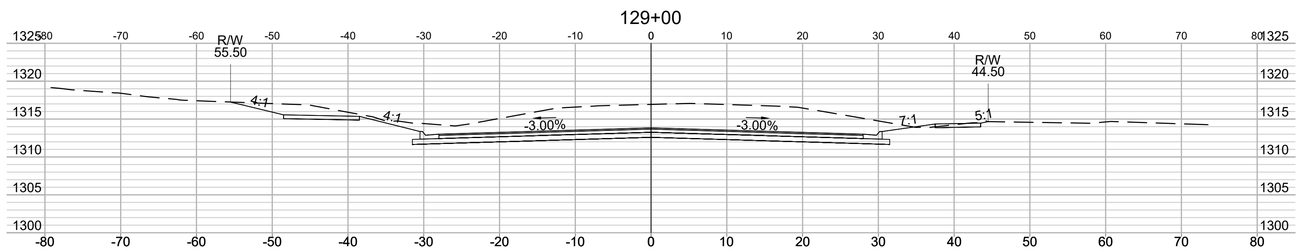
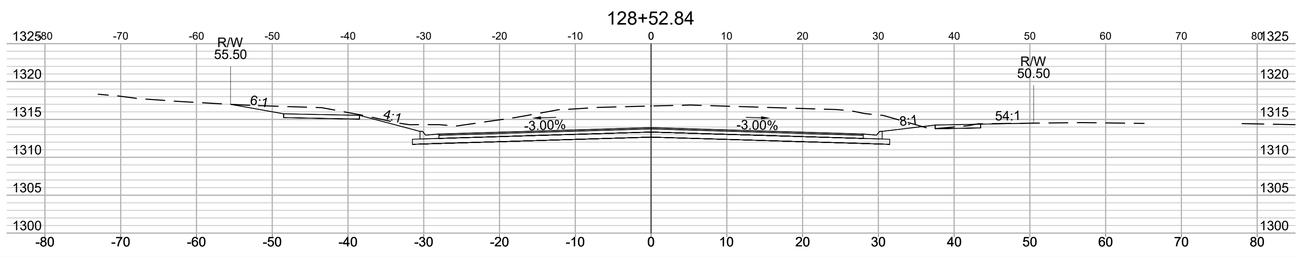
SHEET NUMBER 193 OF .




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:05 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (15)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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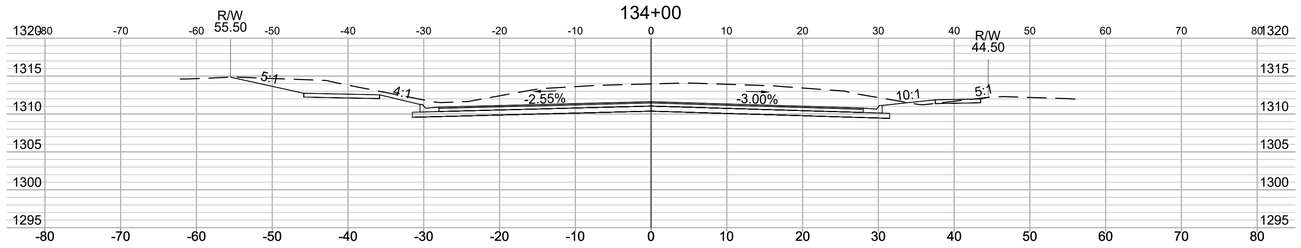
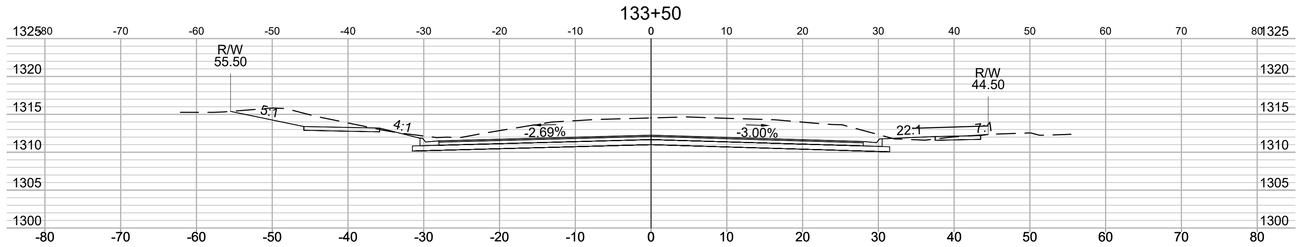
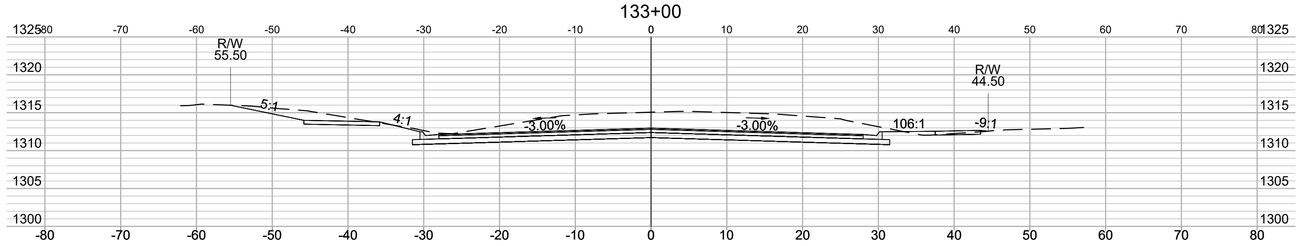
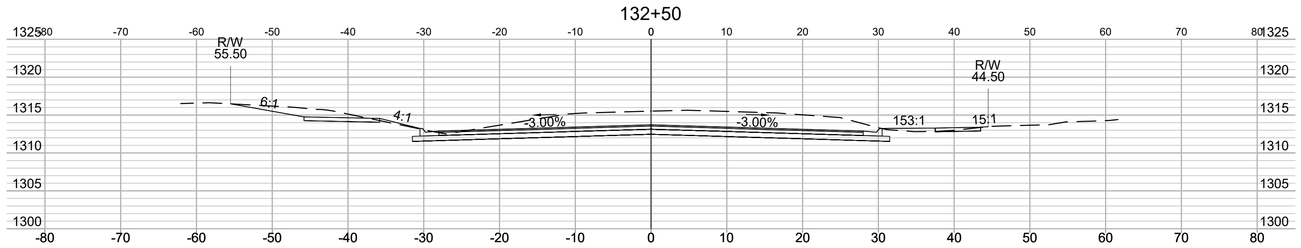
DRAWING NUMBER
.

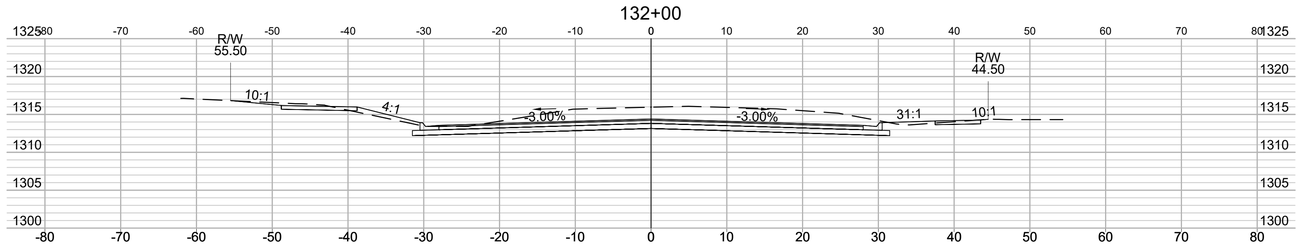
SHEET NUMBER 194 OF .




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:05 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (16)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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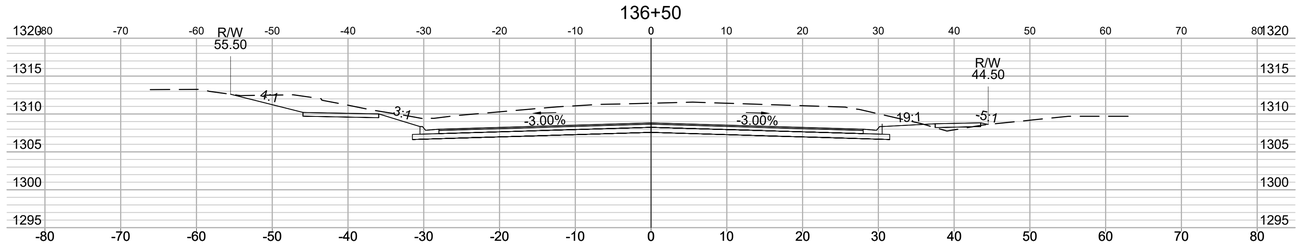
SHEET NUMBER 195 OF .




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:06 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (17)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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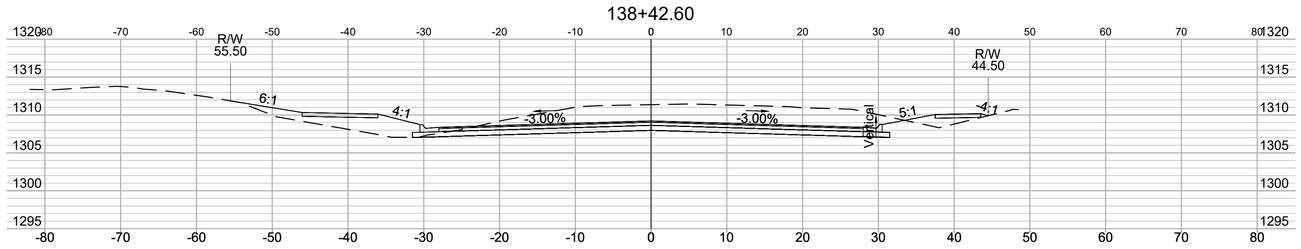
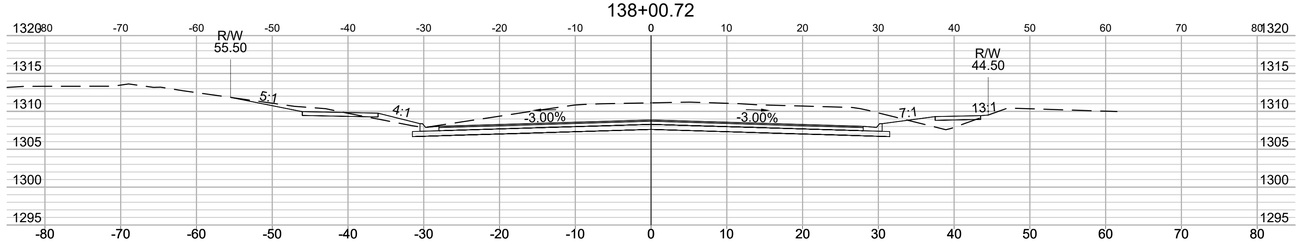
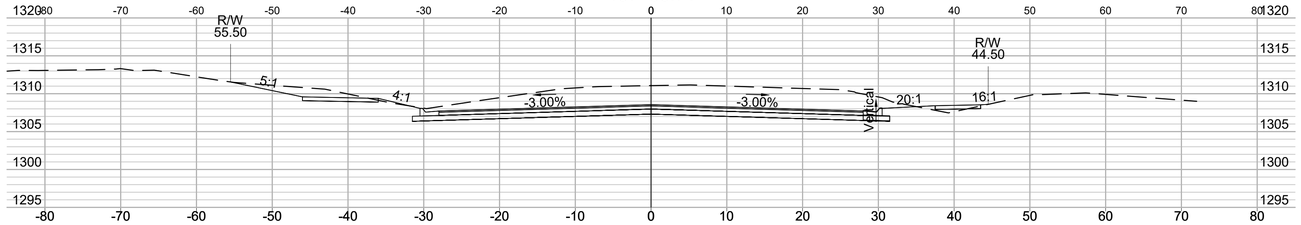
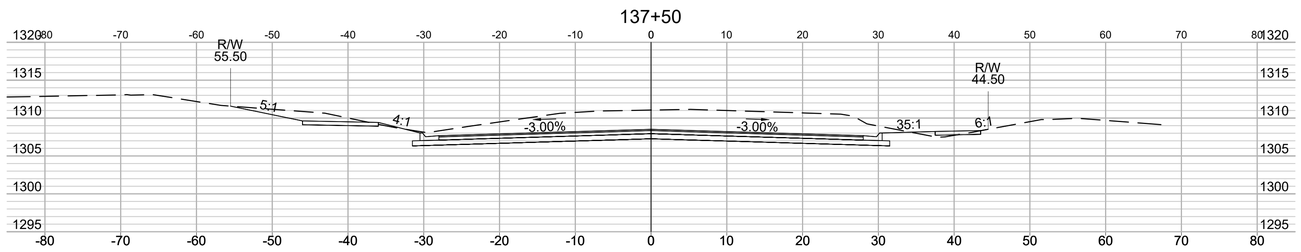
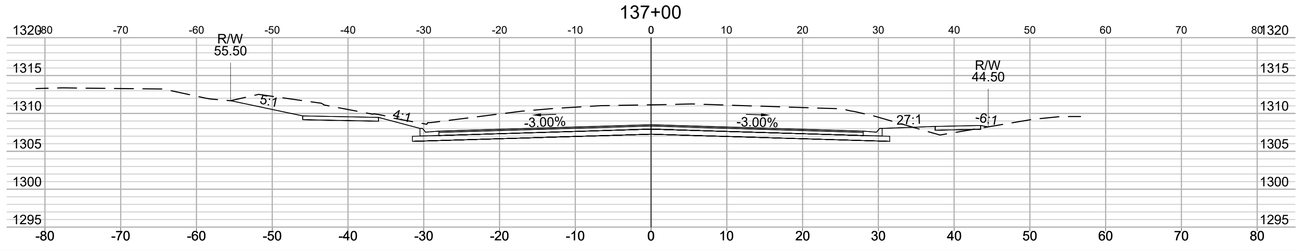
SHEET NUMBER 196 OF .

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:07 PM Plotter used: None

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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (18)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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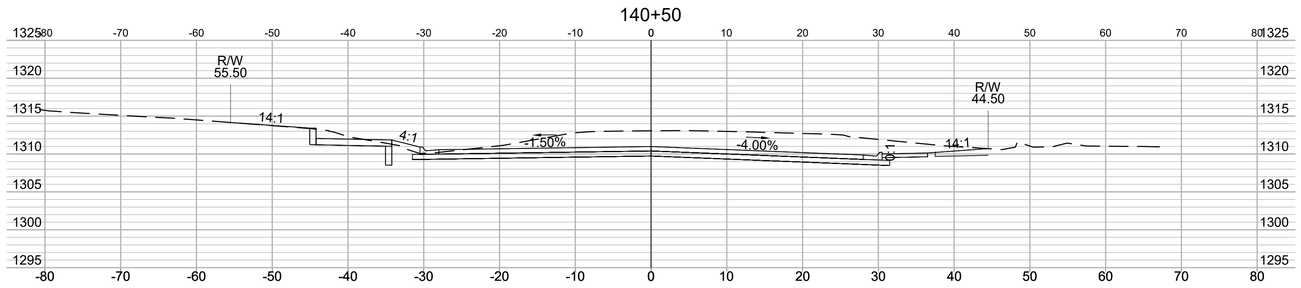
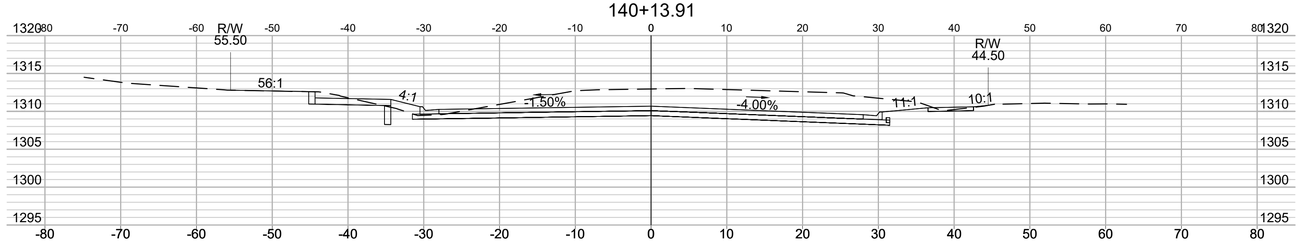
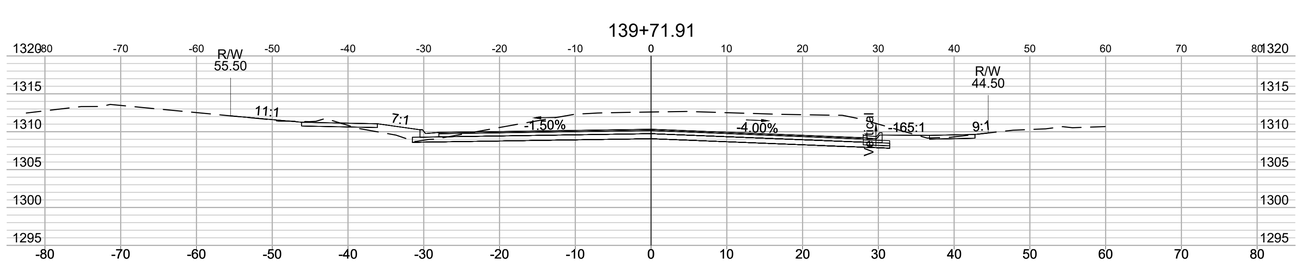
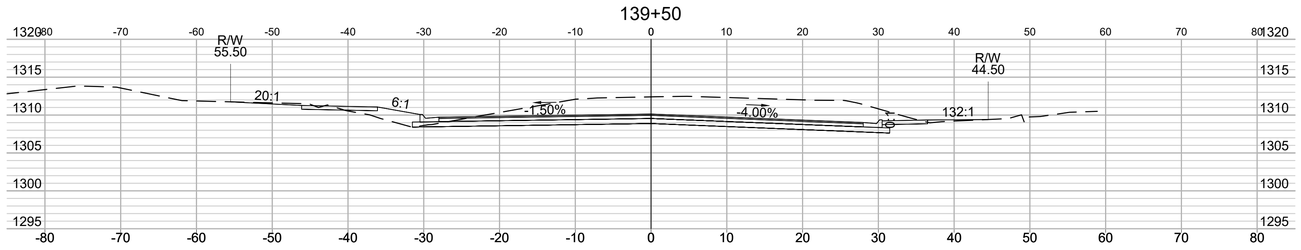
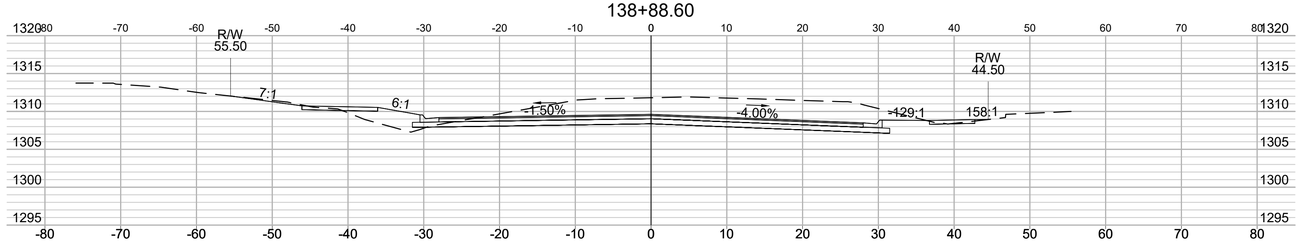
SHEET NUMBER 197 OF .

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Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:07 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (19)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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DRAWING NUMBER
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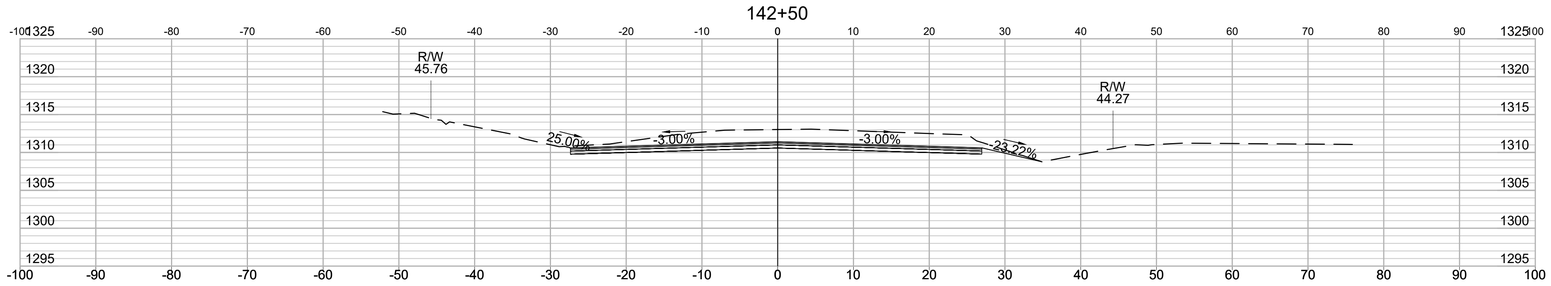
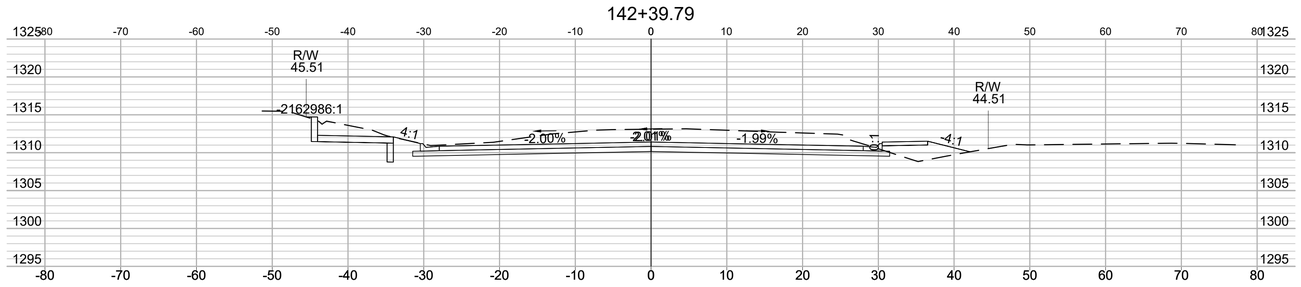
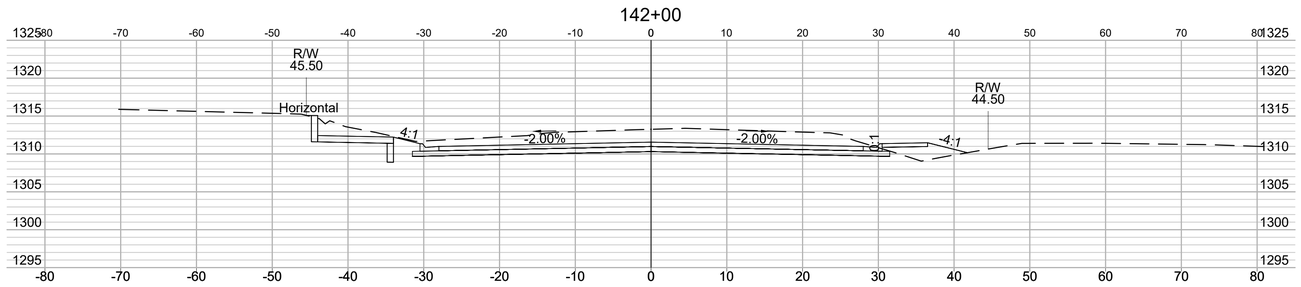
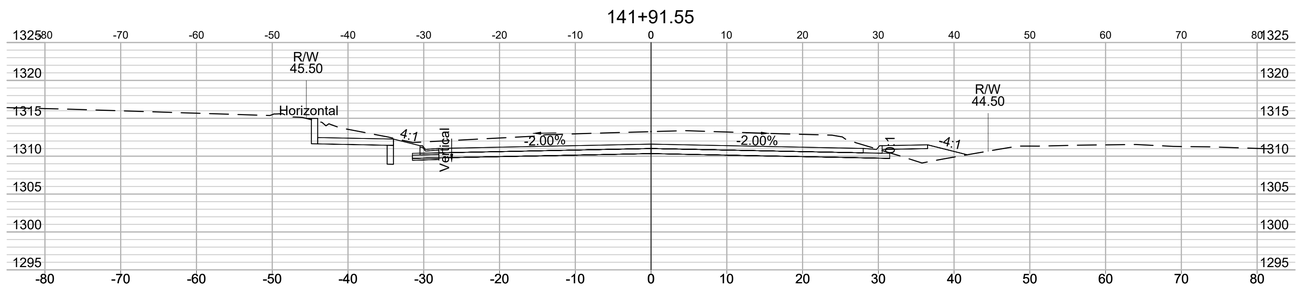
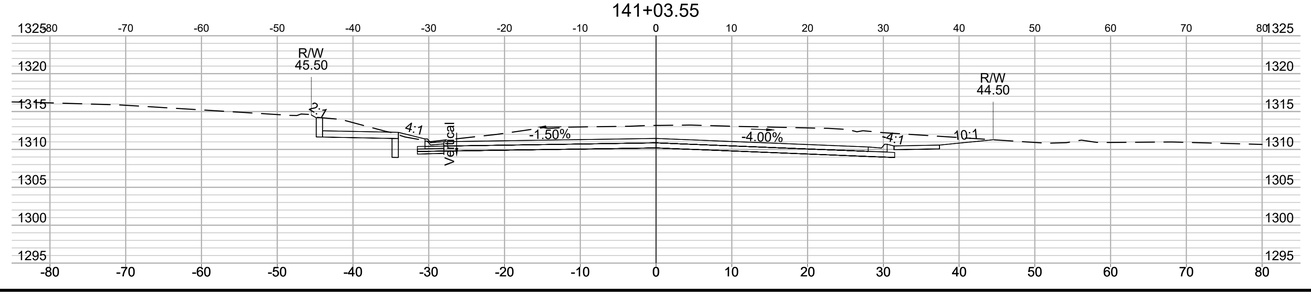
SHEET NUMBER 198 OF .




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:08 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (20)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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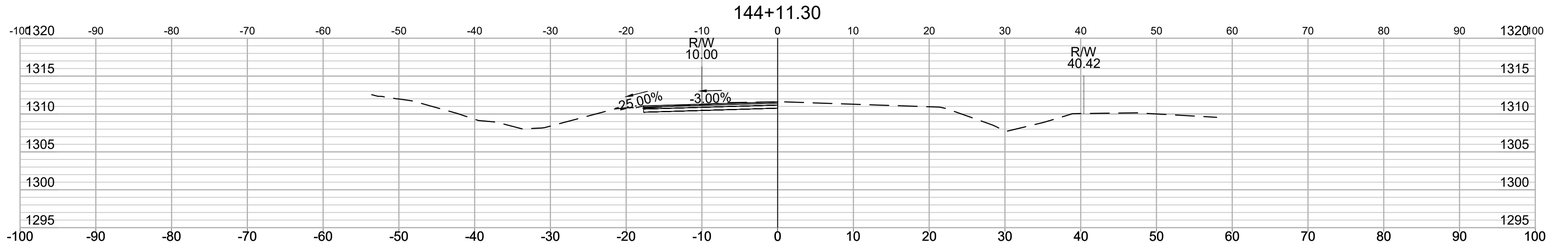
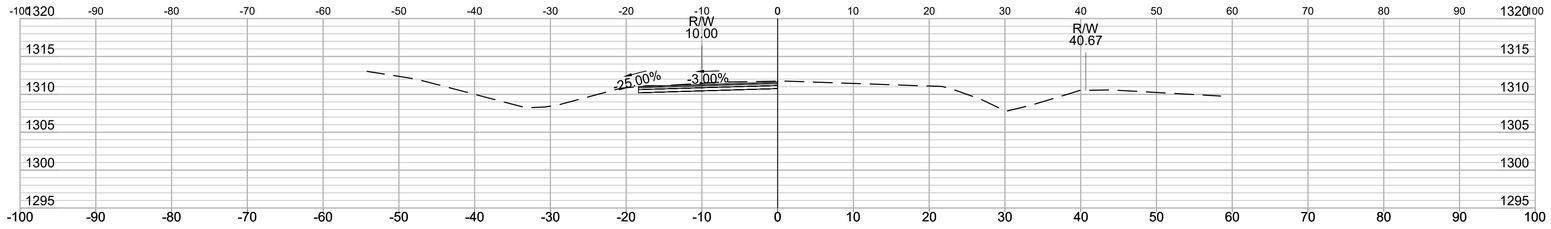
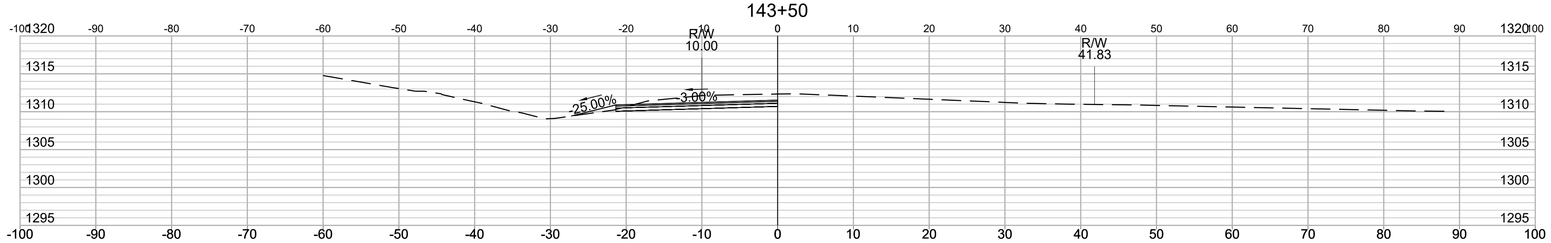
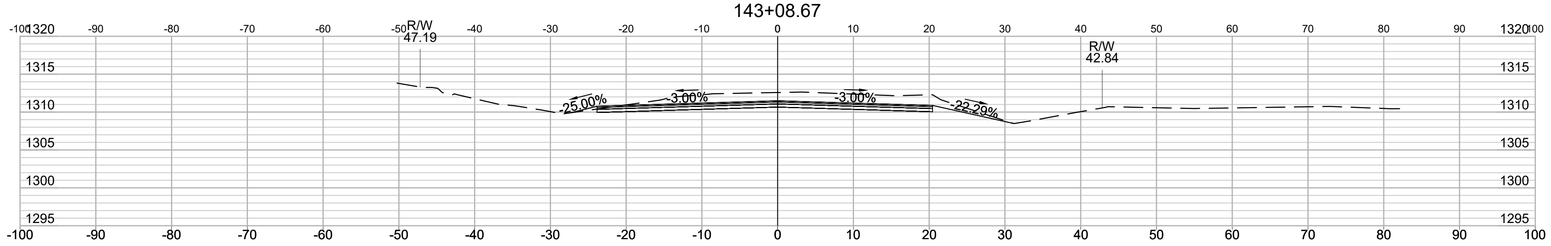
DRAWING NUMBER

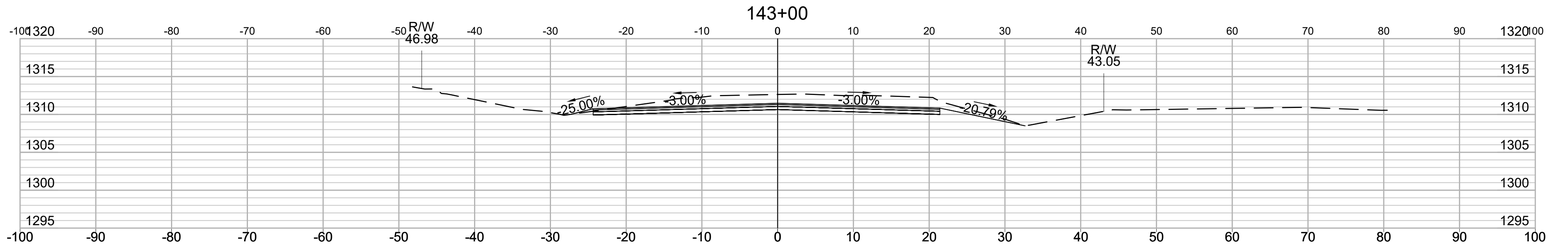
SHEET NUMBER 199 OF




File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\143RD-XSEC.dwg Last Save: 10/20/2025 9:33 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:09 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (21)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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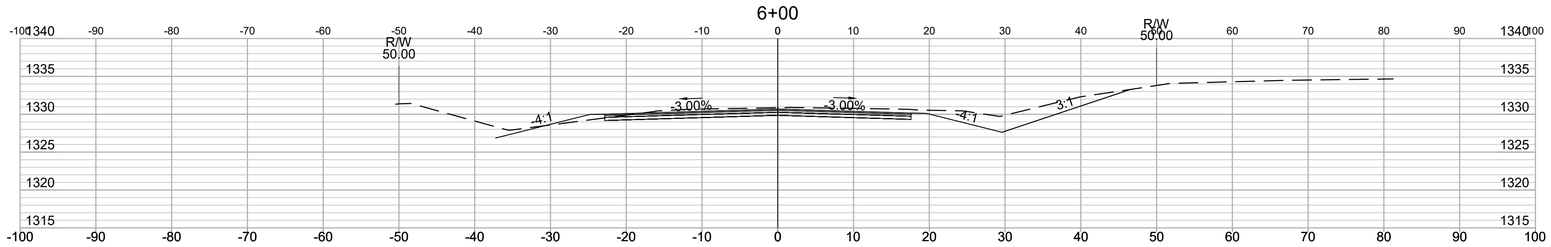
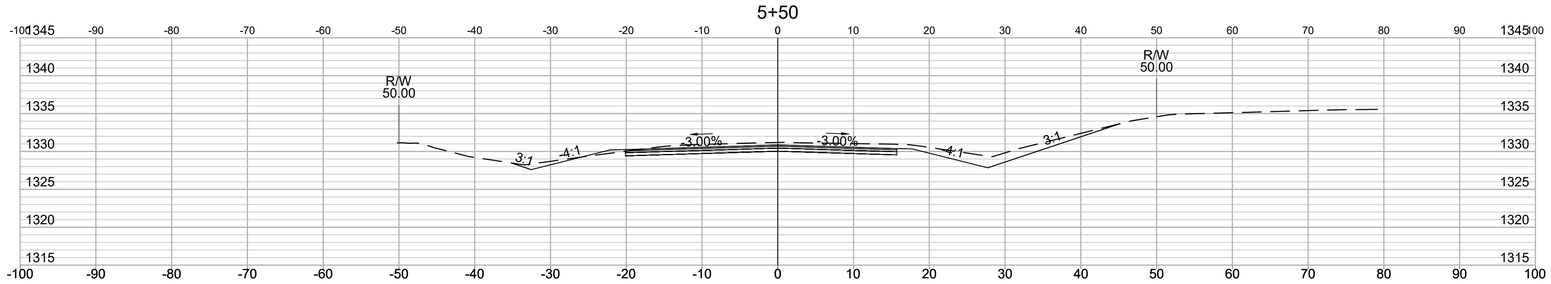
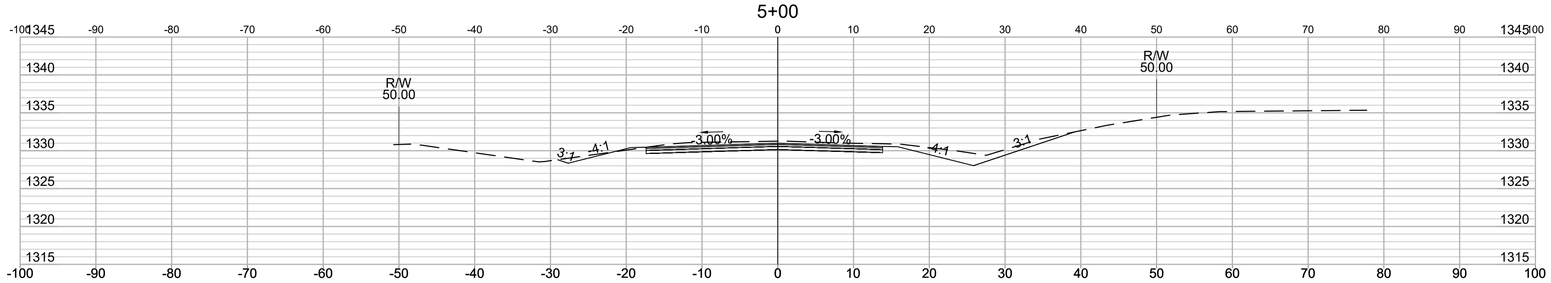
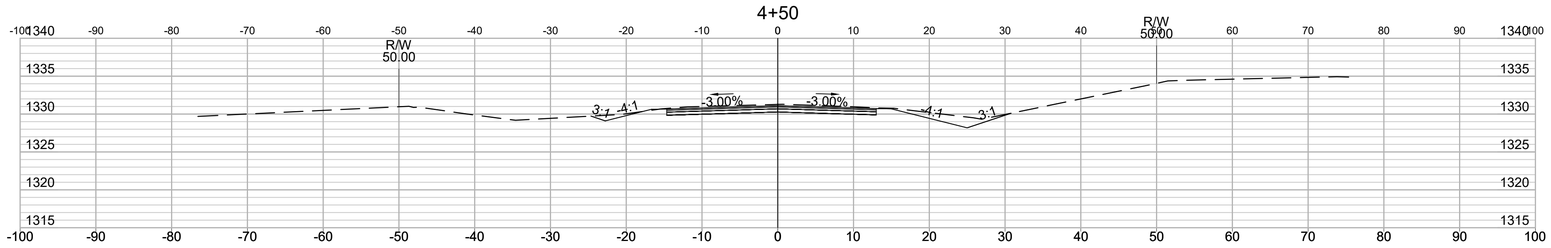
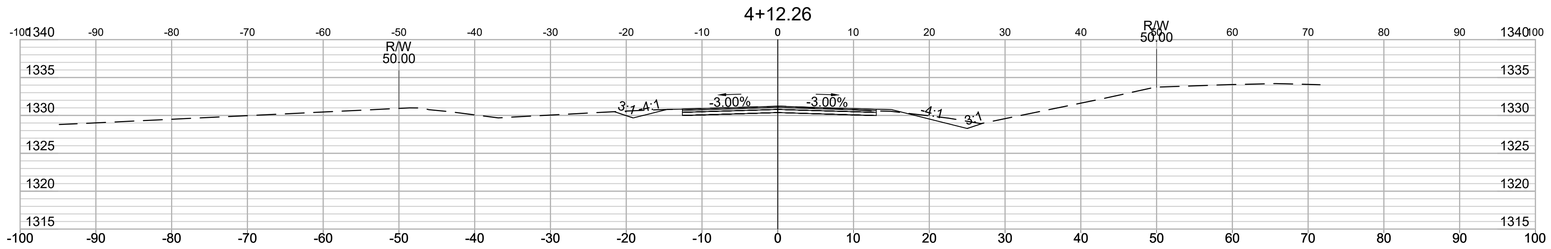
SHEET NUMBER 200 OF

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (22)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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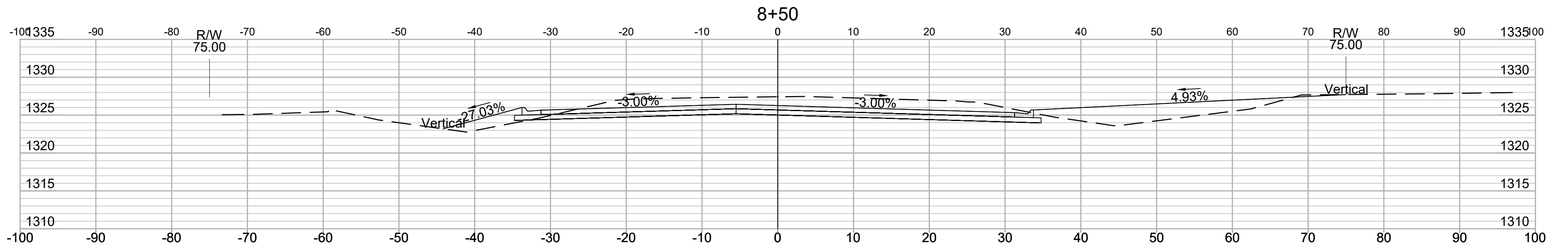
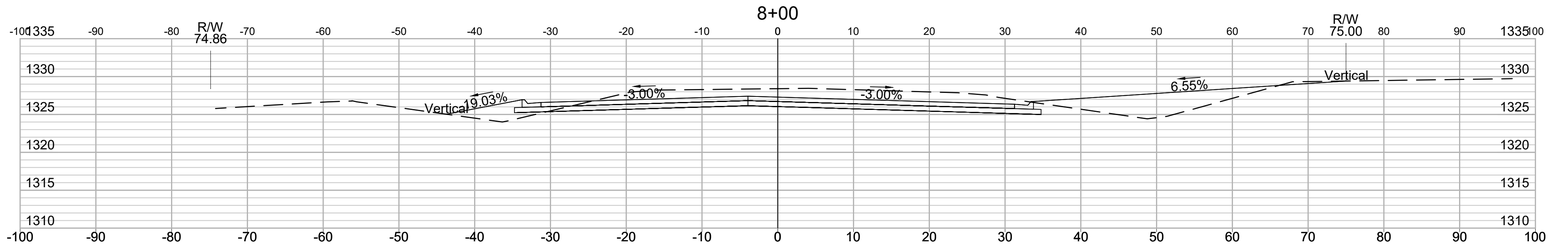
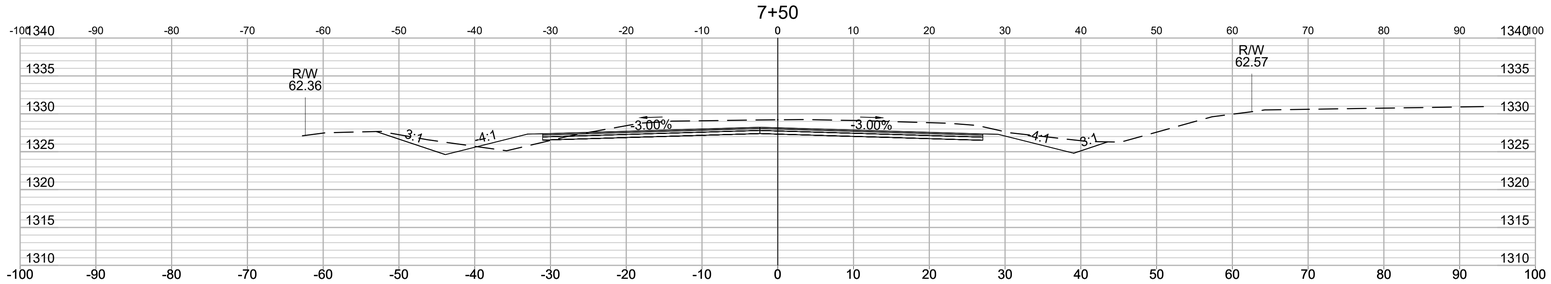
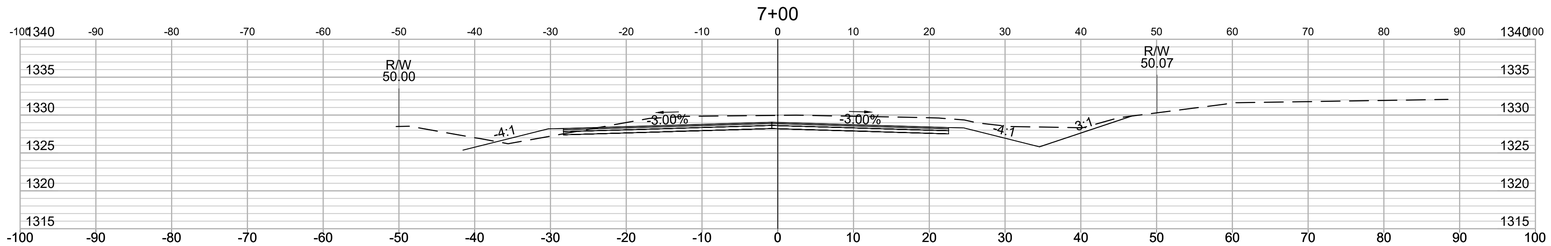
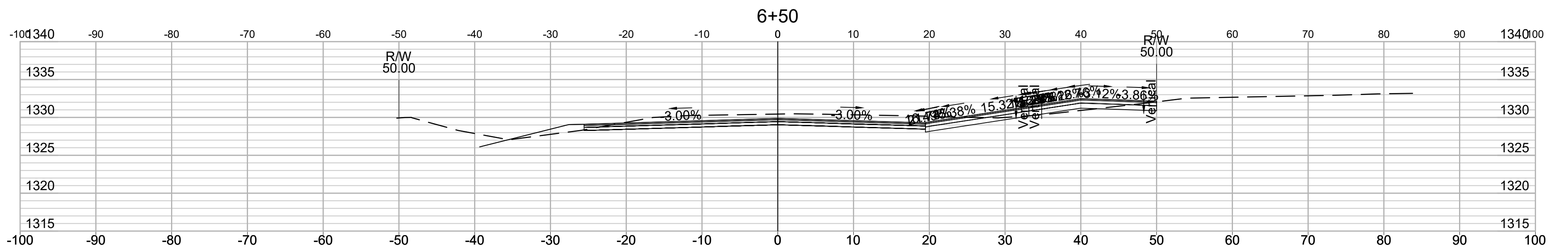
SHEET NUMBER 201 OF .

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Wichita, KS 67209
(316) 264-8008

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (23)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
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SHEET NUMBER 202 OF .

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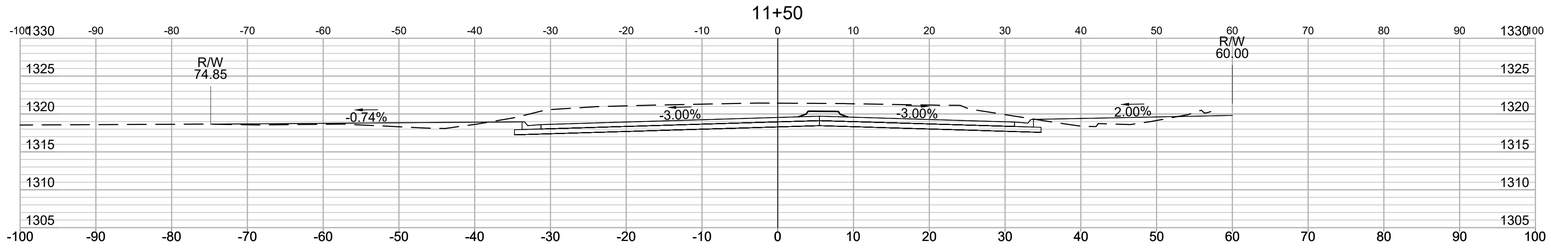
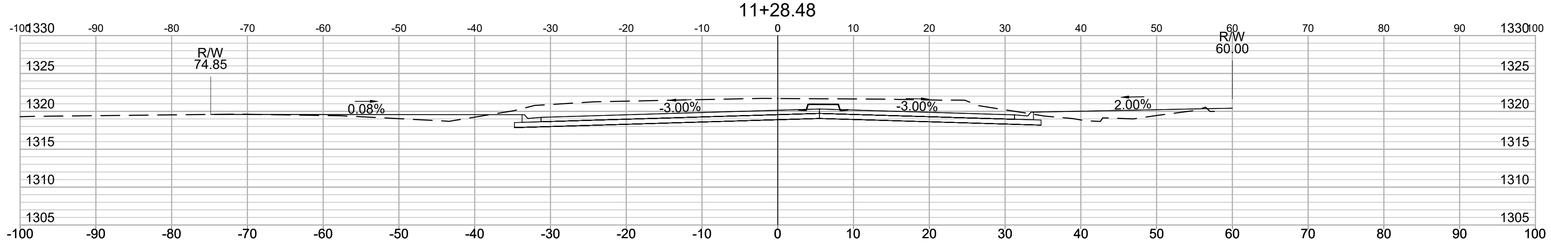
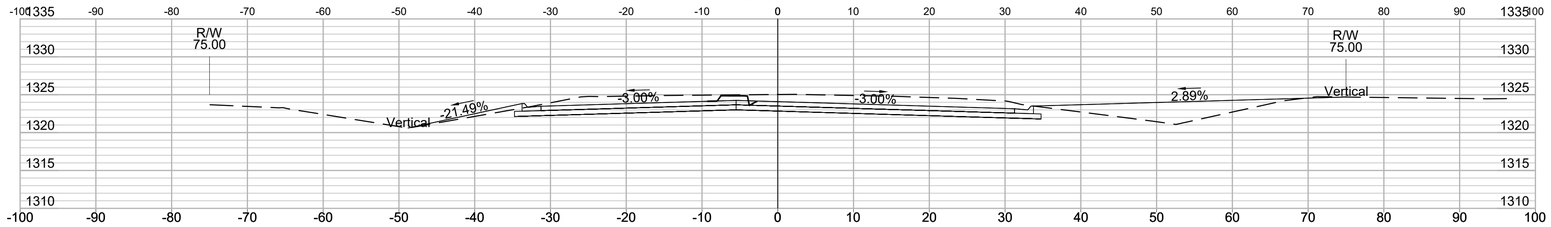
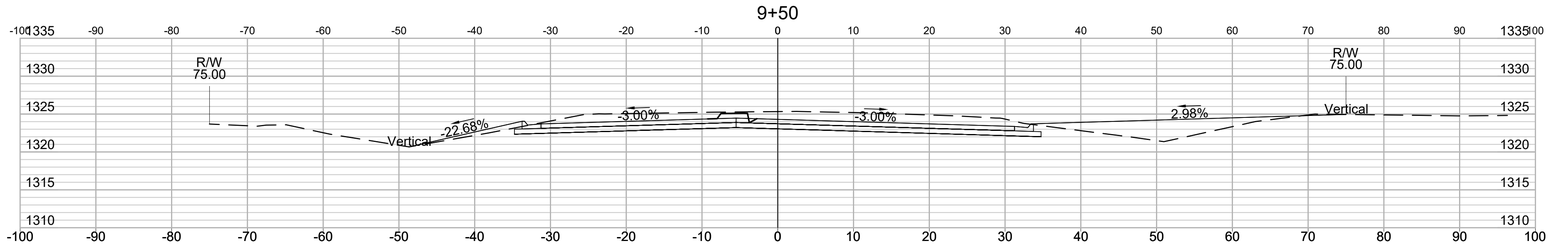
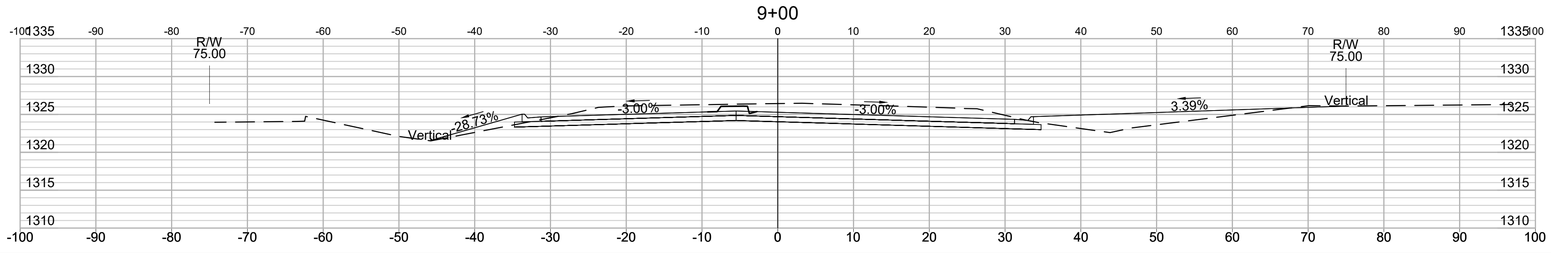
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:11 PM Plotter used: None

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (24)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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DRAWING NUMBER

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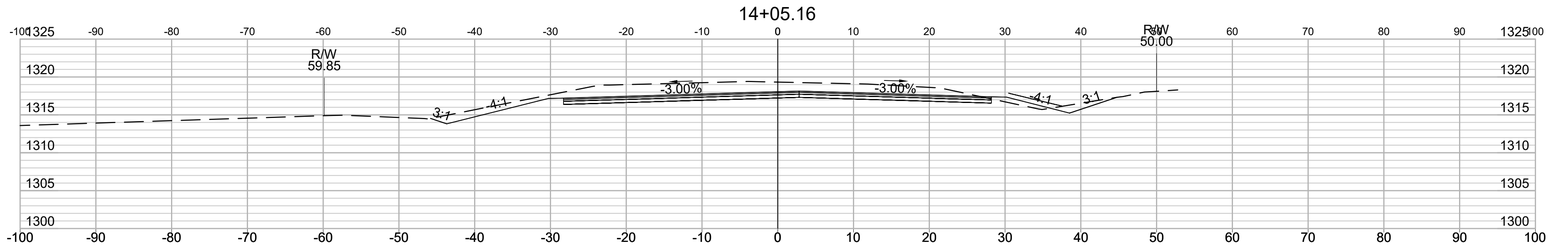


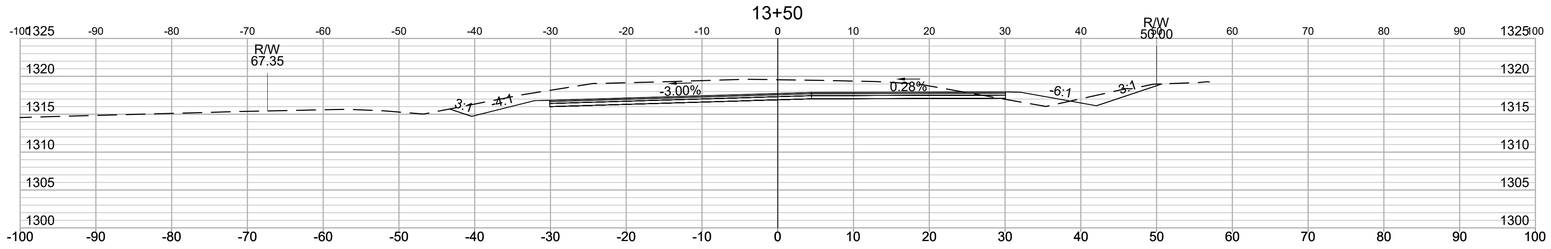


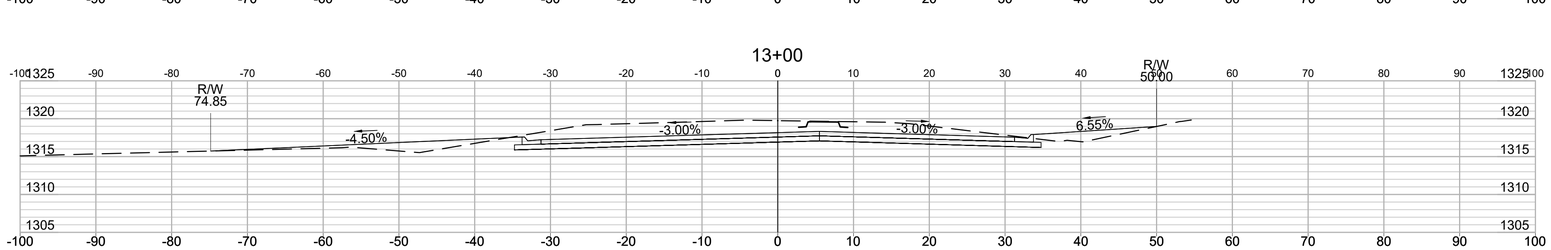


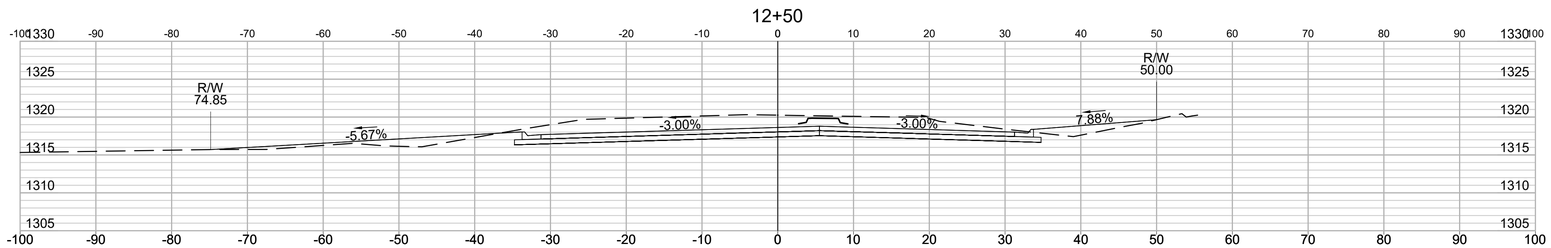


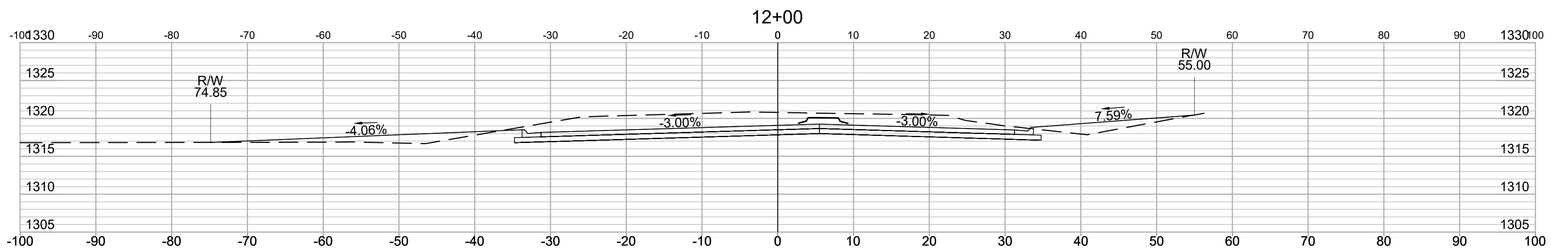


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (25)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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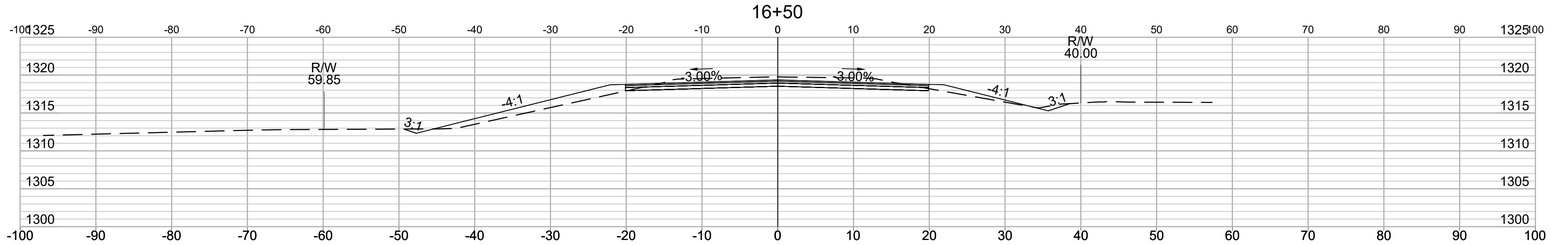


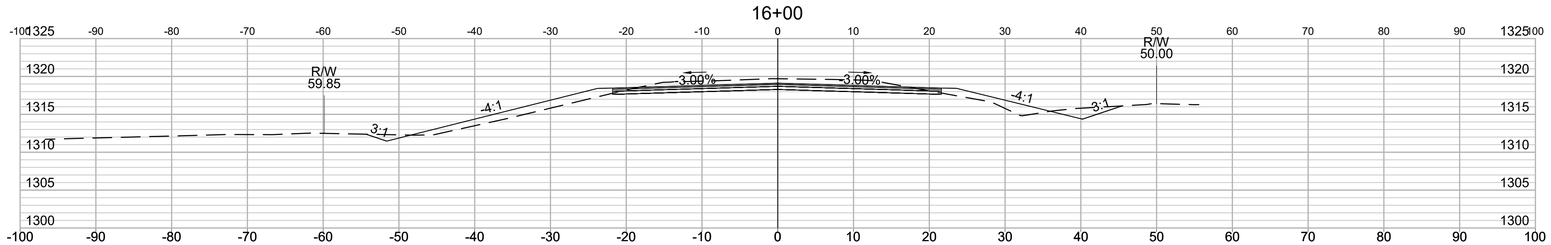


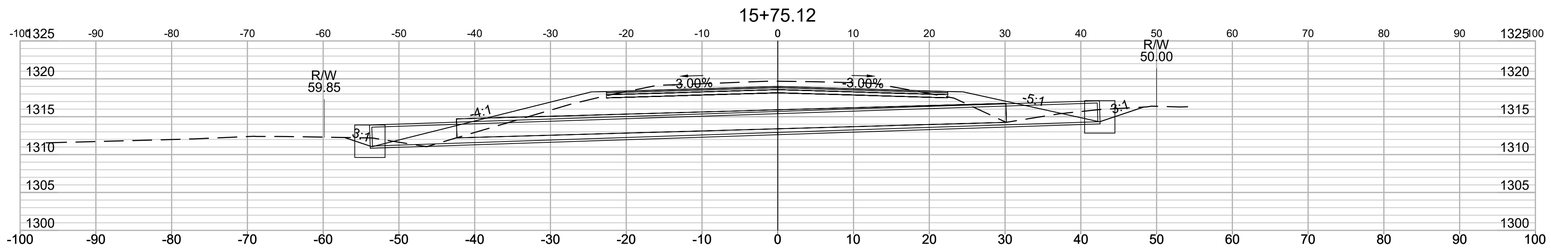


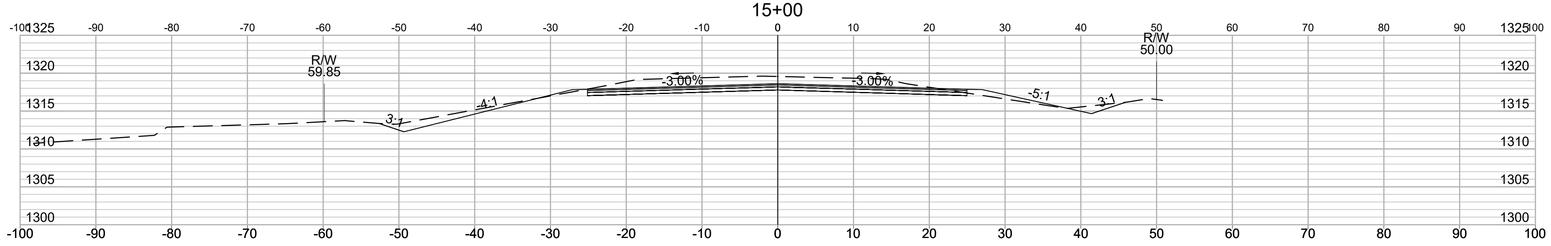


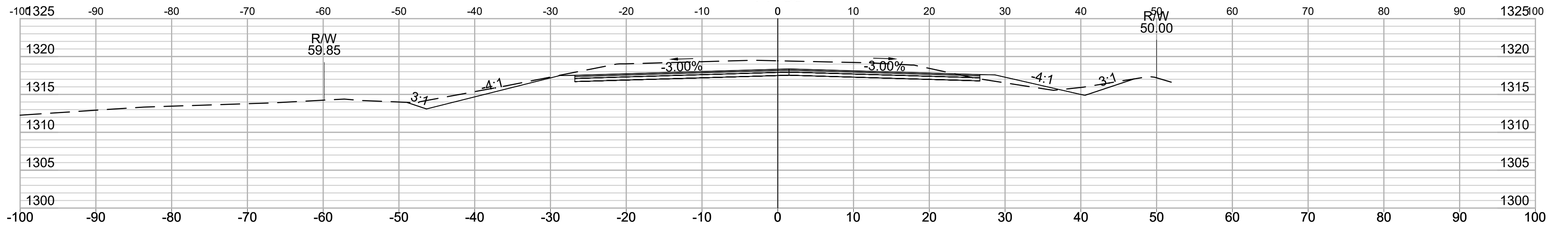


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CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (26)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

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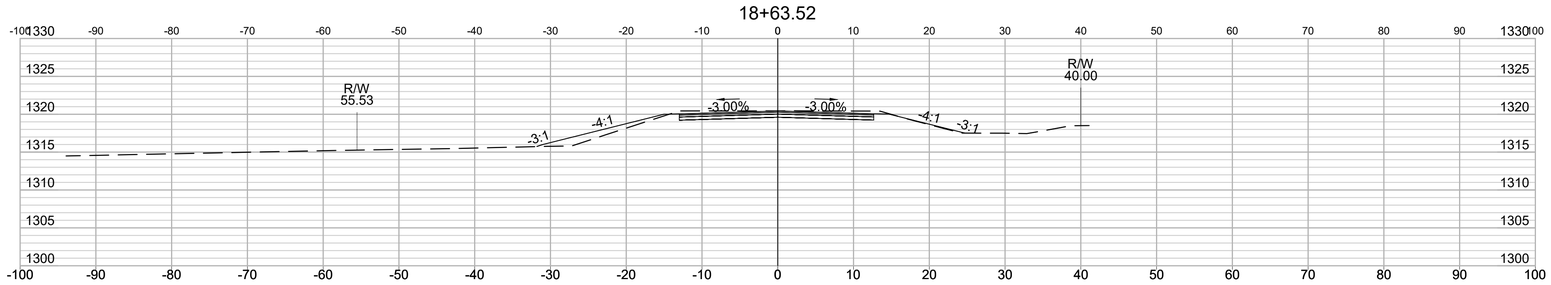
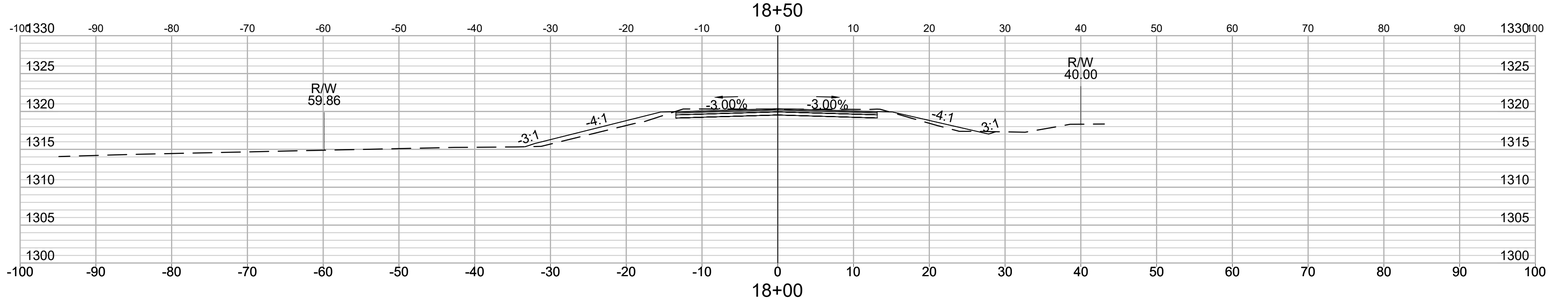
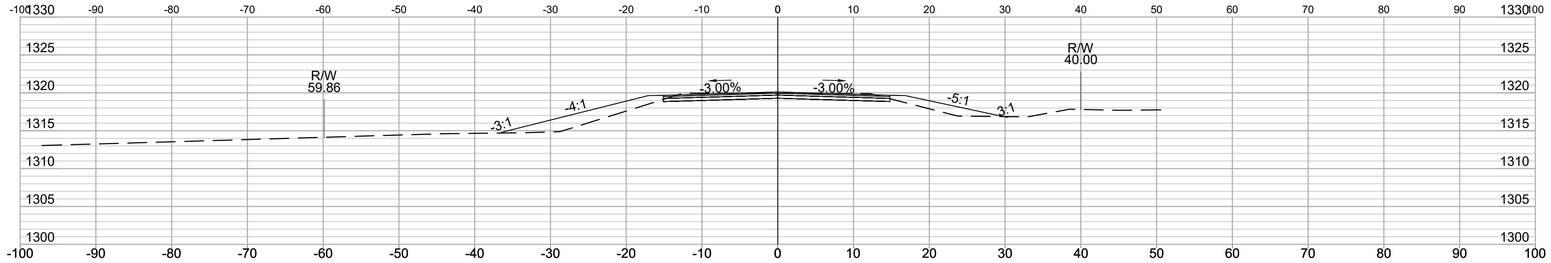
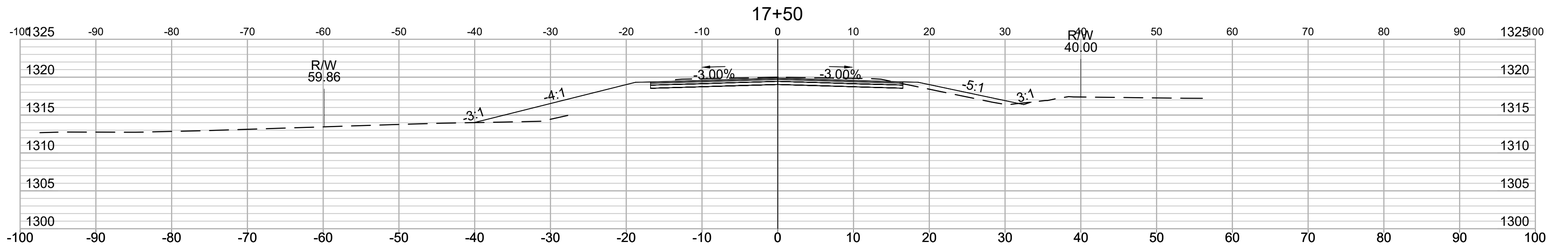
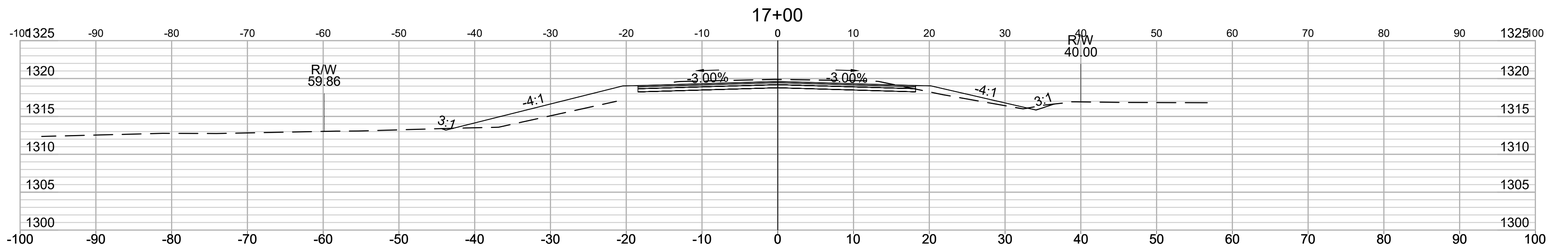
SHEET NUMBER 205 OF

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

143RD STREET EAST
HARRY ST. TO KELLOGG

XSEC (27)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
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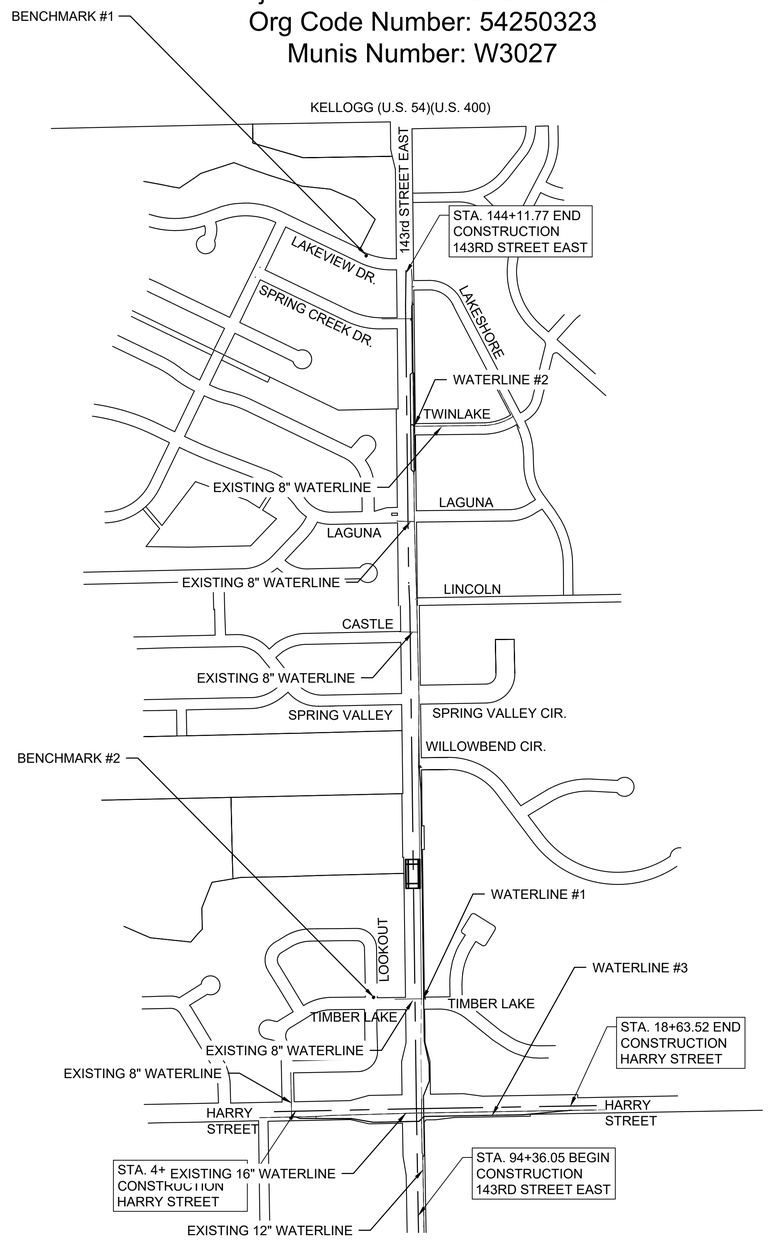
SHEET NUMBER 206 OF

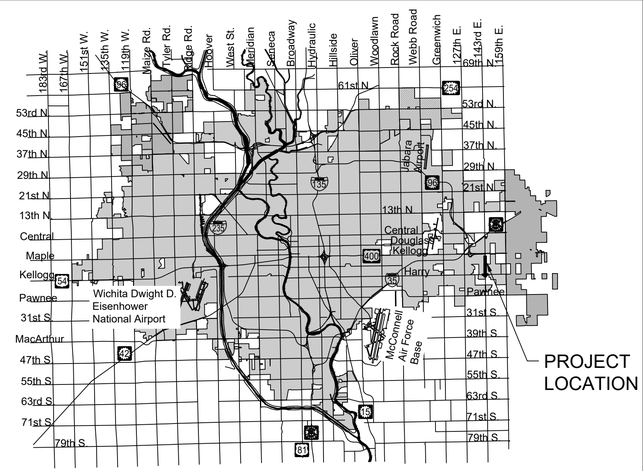
# WATER DISTRIBUTION IMPROVEMENTS
# 143RD STREET EAST
# FROM HARRY STREET TO KELLOGG
# CITY OF WICHITA, KANSAS

Paul Gunzelman, P.E. City Engineer

Project Number: 448-2023-085859
Org Code Number: 54250323
Munis Number: W3027

| Sheet List Table | |
|---|---|
| Sheet Number | Sheet Title |
| WATERLINE PLANS | |
| 207 | COVER SHEET - WATER |
| 208 | STD WATER ASSEMBLY DETAILS |
| 209 | MISCELLANEOUS WATER DETAILS |
| 210 | WL1 - (1) |
| 211 | WL1 - (2) |
| 212 | WL1 - (3) |
| 213 | WL1 - (4) |
| 214 | WL1 - WL2 |
| 215 | WL2 - (1) |
| 216 | WL2 - (2) |
| 217 | WL3-(1) |
| 218 | WL3-(2) |
| 219 | WL3-(3) |




Vicinity Map

## Benchmarks

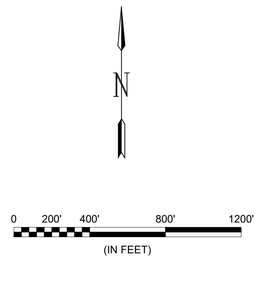
BENCHMARK #1
CHISELED SQUARE WITH DIVOT ON TOP OF CURB ON EAST SIDE OF CURB INLET ON NORTH SIDE OF LAKEVIEW DR, 209 FEET WEST OF 143RD STREET WEST
ELEVATION = 1313.14 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1683174.74, E 1696789.06

BENCHMARK #2
"X" CUT ON TOP OF CURB, WEST END OF ISLAND ON LAGUNA ST ENTRANCE TO CLEAR CREEK.
ELEVATION = 1318.24 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1681676.50, E 1696781.49

BENCHMARK #3
"X" CUT TOP OF CURB NORTH SIDE WILLOWBEND CIR. AT PC OF CURVE, APPROX. 14 FEET NORTH OF WILLOWBEND CIR AND 189 FEET EAST OF143RD,
ELEVATION = 1305.39 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1680375.56, E 1697085.13

BENCHMARK #4
CHISELED SQUARE WITH DIVOT ON TOP OF CURB ON THE NORTH CURB RETURN AT THE NORTHEAST CORNER OF TIMBER LAKE RD AND LOOK OUT DR,
ELEVATION = 1310.82 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1679259.96, E 1696827.93

BENCHMARK #5
RR SPIKE WEST FACE HLP, APPROX. 265 FEET SOUTH OF HARRY AND 38 FEET EAST OF143RD,
ELEVATION = 1318.24 (NAVD88, G18)
MODIFIED KANSAS ZONE SOUTH STATE PLANE COORDINATES
N 1681676.50, E 1696781.49



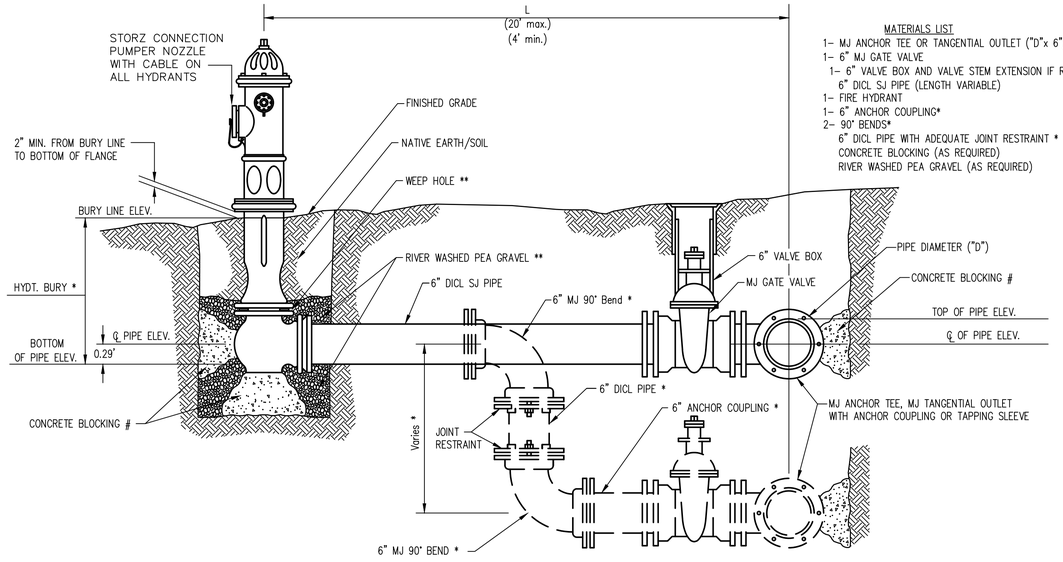

NOTE: All coordinates listed are modified NAD83 Kansas State Plane Zone South unless otherwise noted. To convert listed coordinates to NAD83 Kansas State Plane Zone South coordinates multiply the northing and easting by the project scale factor of 0.99992052. Elevation datum is NAVD88 Geoid 12B unless otherwise noted.

ERIC JOHN GLOVER LICENSED 18144 KANSAS PROFESSIONAL ENGINEER
Digitally Signed 12/19/2025

DEC. 2025

PLANS PREPARED BY

GARVER
1995 Midfield Road
Wichita, KS 67209
(316) 264-8008
www.GarverUSA.com
Project No. 23T41143




MATERIALS LIST
1– MJ ANCHOR TEE OR TANGENTIAL OUTLET ("D"x 6")
1– 6" MJ GATE VALVE
1– 6" VALVE BOX AND VALVE STEM EXTENSION IF REQUIRED *
6" DICL SJ PIPE (LENGTH VARIABLE)
1– FIRE HYDRANT
1– 6" ANCHOR COUPLING*
2– 90° BENDS*
6" DICL PIPE WITH ADEQUATE JOINT RESTRAINT *
CONCRETE BLOCKING (AS REQUIRED)
RIVER WASHED PEA GRAVEL (AS REQUIRED)

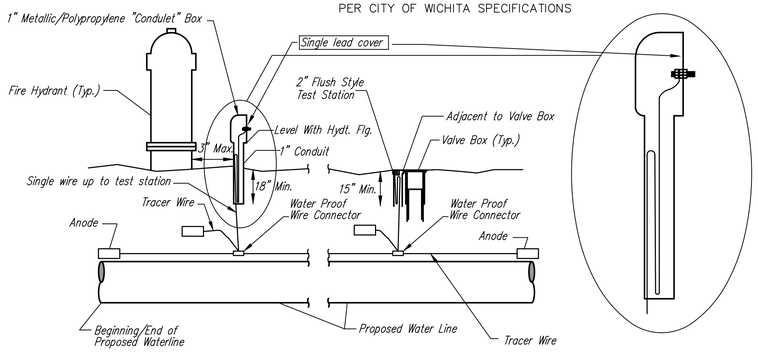
* IF THE REQUIRED HYDRANT BURY IS IN EXCESS OF 5', BUT LESS THAN 7', CONTRACTOR SHALL USE STANDARD 5' HYDRANT BURY AND HYDRANT BARREL EXTENSIONS AS NECESSARY. IF THE REQUIRED HYDRANT BURY IS GREATER THAN 7', CONTRACTOR SHALL USE 5' HYDRANT BURY, 2–MJ 90° BENDS, 6" ANCHOR COUPLING AND 6" DICL PIPE AS NECESSARY FOR VERTICAL ADJUSTMENT. THE CONTRACTOR SHALL PROVIDE ADEQUATE THRUST BLOCKING AT HYDRANT AND MEGALUGS, OR SIMILAR RESTRAINT BETWEEN 90° BENDS TO SECURE ALL FITTINGS DURING TESTING AND OPERATION. THE CONTRACTOR SHALL PROVIDE A VALVE STEM EXTENSION PER DETAIL THIS SHEET.

** CAUTION: WEEP HOLES TO BE KEPT CLEAR DURING CONSTRUCTION AND BACKFILL. CONCRETE FOR THRUST BLOCKING SHALL NOT OBSTRUCT WEEP HOLES. PLACE 1 CUBIC FOOT OF RIVER WASHED PEA GRAVEL AROUND EACH WEEP HOLE.

# CONCRETE THRUST BLOCKING SHALL BE KEPT CLEAR OF BOLTS, NUTS, AND MJ ACCESSORIES.

## FIRE HYDRANT ASSEMBLY

PER CITY OF WICHITA SPECIFICATIONS




*TRACER WIRE*

*Conductive type pipe locator/tracer wire shall be install to locate all waterline pipe regardless of pipe material. The wire shall extend the entire length of the proposed pipe. The wire shall be taped to the waterline and pulled with the pipe. A waterproof connector shall be used at splice locations. A complete list of approved tracer wire and waterproof connectors can be found on the City of Wichita's website at www.wichita.gov.*

*WIRE*

*The tracer wire shall be Blue No. 12 AWG CCS with 45 mil HDPE insulation. To allow for grade adjustment, a minimum of 12" of excess wire shall be coiled at the bottom of the test station for all wires. Wire connectors shall be installed per manufacturer recommendations. Contractor shall attach wire being installed with proposed water main to any tracer wire installed with adjacent waterline projects.*

*TEST STATIONS*

*The test station for fire hydrant application shall be a 1" "condulet" style station as manufactured by AGRA Industries with a removable solid cover having a single lead extending from the face or approved equal. The "conduit" style test station shall be attached to a 1" rigid galvanized conduit with a minimum length of 36" and plastic end bushing. The flush style shall have the word "WATER" stamped or molded into the lid. The test station for valve applications shall be a 2" flush style test station with wire connector on lid. Model # T2PH7B1LP Handley Industries or CD14*TP SnakePit as manufactured by Copperhead Industries or approved equal. The flush style shall have the word "WATER" stamped or molded into the lid. All test stations shall be manufactured using molded blue tops or sufficiently coated with blue enamel paint. The tracer wire and the anode wire shall be install to allow 12" of wire within the test station. The location of all test stations shall be recorded, and shown in the as–built drawings. Flush style test stations shall not be installed in pavement or sidewalk unless approved by the Engineer. Contractor shall extend tracer wire & move flush mount test station to nearest location out of pavement or sidewalk.*

*ANODES*

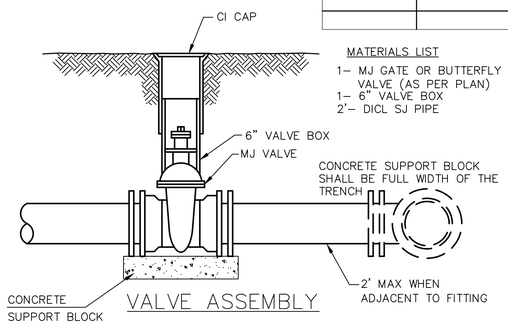
*The anodes shall be 3 lb. bare zinc or magnesium. The anodes shall be buried at the same elevation as the waterline at each test station. The anodes shall be connected to 12 AWG CCS which shall be extended to the test station.*

## TRACER WIRE DETAIL

COST IS SUBSIDIARY TO PIPE INSTALLATION

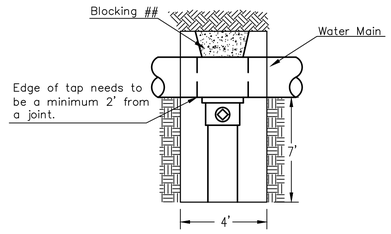
**FIRE HYDRANTS REQUIRED**

| STATION | BURY LINE ELEVATION | TOP OF PIPE ELEVATION | FIRE HYDRANT BURY REQUIRED | VALVE STEM EXT. REQUIRED (ft)* |
|---|---|---|---|---|
| LINE 1 | | | | |
| 18+52.05 | 1311.06 | 1305.73 | 6.00 | 0.00 |
| LINE 3 | | | | |
| 11+08.49 | 1332.50 | 1328.52 | 5.00 | 0.00 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |




MATERIALS LIST
1– MJ GATE OR BUTTERFLY
VALVE (AS PER PLAN)
1– 6" VALVE BOX
2'– DICL SJ PIPE

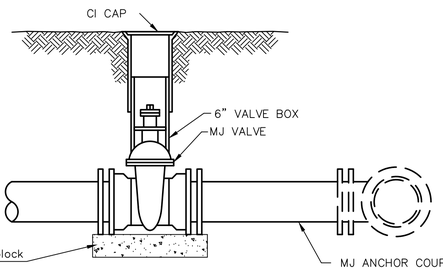
## VALVE ASSEMBLY



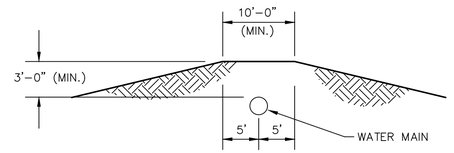

## CITY TAP

## When the City of Wichita makes tap, blocking is to be done by Contractor

MATERIALS LIST
1–MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1–MJ ANCHOR COUPLING (12" OR SMALLER)
1–6" VALVE BOX
CONCRETE SUPPORT BLOCK SHALL BE
FULL WIDTH OF THE TRENCH

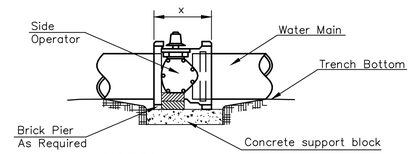



## ANCHORED VALVE ASSEMBLY




## PROTECTIVE FILL DETAIL

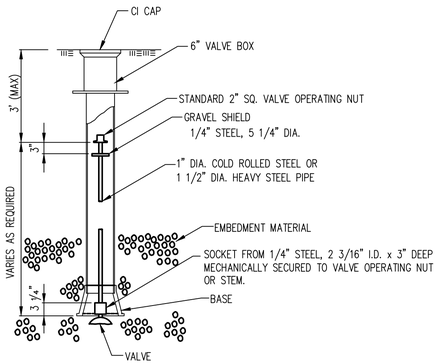
MINIMUM PROTECTIVE FILL SHALL BE PROVIDED IN ALL INSTANCES WHERE COVER OVER THE PROP. WATER LINE IS LESS THAN 3'.
(COST SUBSIDIARY TO PIPE INSTALLATION)




## NOTES

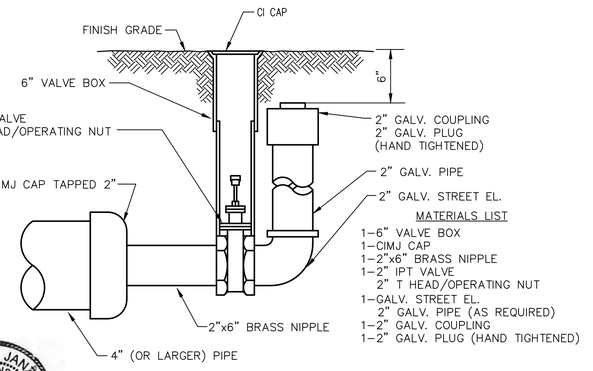
1. This detail covers Butterfly Valve installation, inclusive, regardless of type of pipe or joint used. 24" and larger lines to be detailed on plans.
2. 6" Valve Box and Cover required per City of Wichita Std. Specifications.
3. Conc. Support Block to be full width of trench.

## CONCRETE SUPPORT BLOCKING FOR BUTTERFLY VALVE INSTALLATION




## VALVE STEM EXTENSION DETAIL

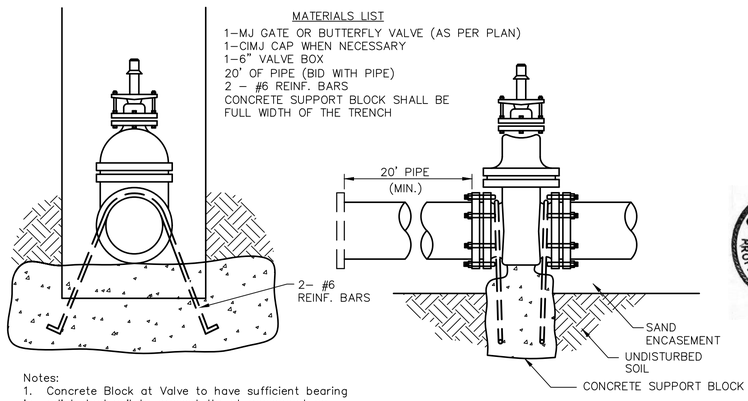
NOTE: ONE VALVE STEM EXTENSION FOR EACH VALVE BURIED GREATER THAN 5'.




MATERIALS LIST
1–6" VALVE BOX
1–CIMJ CAP
1–2"x6" BRASS NIPPLE
1–2" IPT VALVE
2" T HEAD/OPERATING NUT
1–GALV. STREET EL.
2" GALV. PIPE (AS REQUIRED)
1–2" GALV. COUPLING
1–2" GALV. PLUG (HAND TIGHTENED)

## 2" BLOWOFF ASSEMBLY

MATERIALS LIST
1–MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1–CIMJ CAP WHEN NECESSARY
1–6" VALVE BOX
20' OF PIPE (BID WITH PIPE)
2 – #6 REINF. BARS
CONCRETE SUPPORT BLOCK SHALL BE
FULL WIDTH OF THE TRENCH




Notes:
1. Concrete Block at Valve to have sufficient bearing in undisturbed soil to prevent thrust movement as shown in table at right. Field Engineer to determine thrust loading of undisturbed soil and final size of thrust block.

2. The thrust block shall be constructed such that bolts, nuts, and other MJ accessories are kept clear of concrete.

3. All valves at dead ends and at other locations as called out on the plans shall be blocked as shown here.

| THRUST AT VALVES | |
|---|---|
| VALVE | THRUST AT 150 #/in² |
| 4" | 1809 lbs. |
| 6" | 4245 lbs. |
| 8" | 7540 lbs. |
| 12" | 16965 lbs. |

## ANCHORED VALVE ASSEMBLY, SPECIAL

GARY L. JANZEN LICENSED 16284 KANSAS PROFESSIONAL ENGINEER
10/27/16

REVISED: OCTOBER 2016

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

# STANDARD WATER ASSEMBLY DETAIL

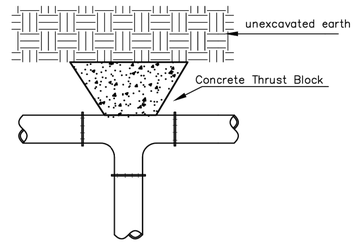
CITY ENGINEER
GARY JANZEN, P.E.

| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

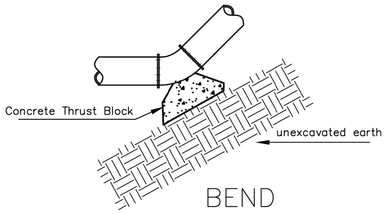
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
208

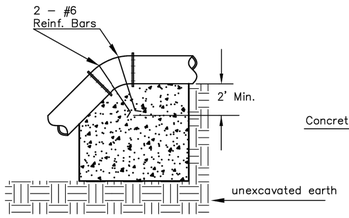
WL-101



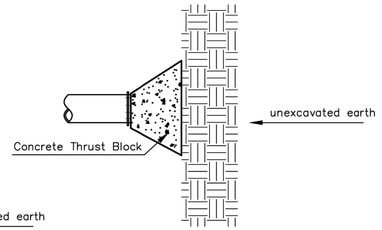

TEE




BEND



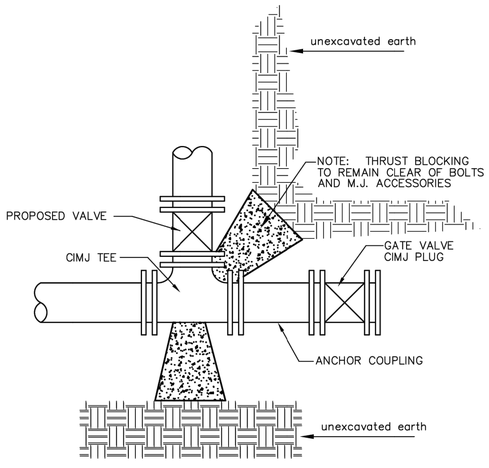

VERTICAL BEND



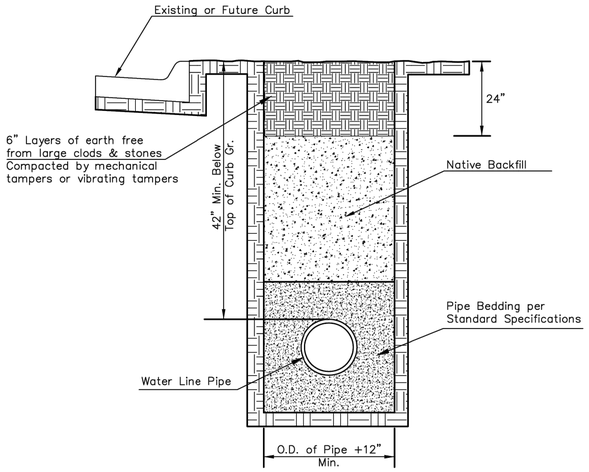

PLUG

| PIPE SIZE | THRUST AT FITTINGS IN TONS–AT 150#/IN$^2$P | | | | | |
|---|---|---|---|---|---|---|
| | PLUG | 90° | 45° | 22 1/2° | 11 1/4° | TEE |
| 6" | 2.8 | 3.95 | 2.15 | 1.09 | .55 | 2.8 |
| 8" | 4.9 | 6.95 | 3.75 | 1.90 | .96 | 4.9 |
| 12" | 11.4 | 16.1 | 8.75 | 4.45 | 2.25 | 11.4 |
| 16" | 20.15 | 28.5 | 15.4 | 7.85 | 3.95 | 20.15 |
| 20" | 31.15 | 44.0 | 23.85 | 12.15 | 6.10 | 31.15 |
| 24" | 44.55 | 63.0 | 34.1 | 17.4 | 8.75 | 44.55 |

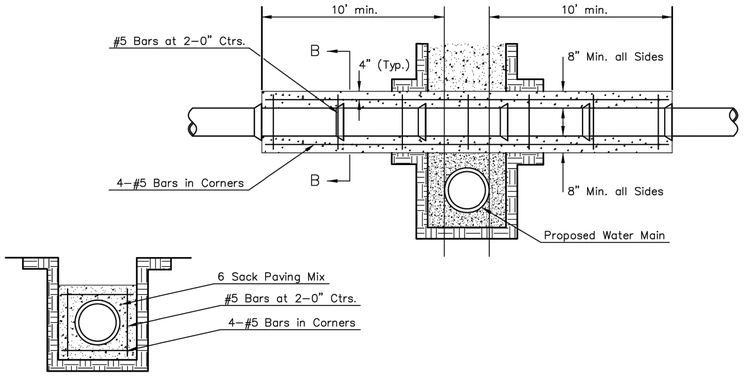
TYPICAL THRUST BLOCKS




KEY BLOCK DETAIL




TRENCH COMPACTION IN ROAD RIGHT–OF–WAY

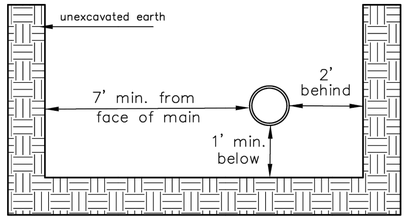



SECTION B–B

Note: Encasement to begin and end at a Bell on Sanitary Sewer Pipe.

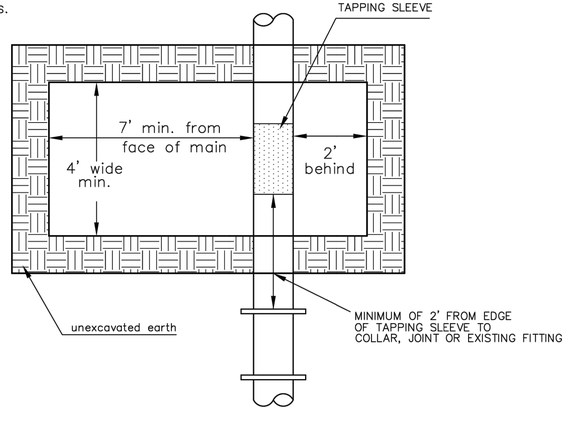
REINFORCED CONCRETE ENCASEMENT OF SANITARY SEWER

SIDE VIEW

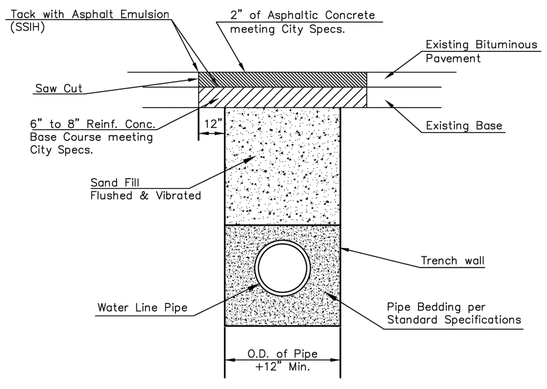



Note: When shoring is required it is to be per The City of Wichita Standard Specifications.

TOP VIEW




EXCAVATION FOR WET TAP




PAVEMENT REPLACEMENT & TRENCH COMPACTION UNDER EXISTING AND PROPOSED CITY ROADS

* PLANS GOVERN
UNLESS OTHERWISE NOTED ON PLANS

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER 6/1/2015

REVISED: JULY 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

MISCELLANEOUS WATER DETAILS

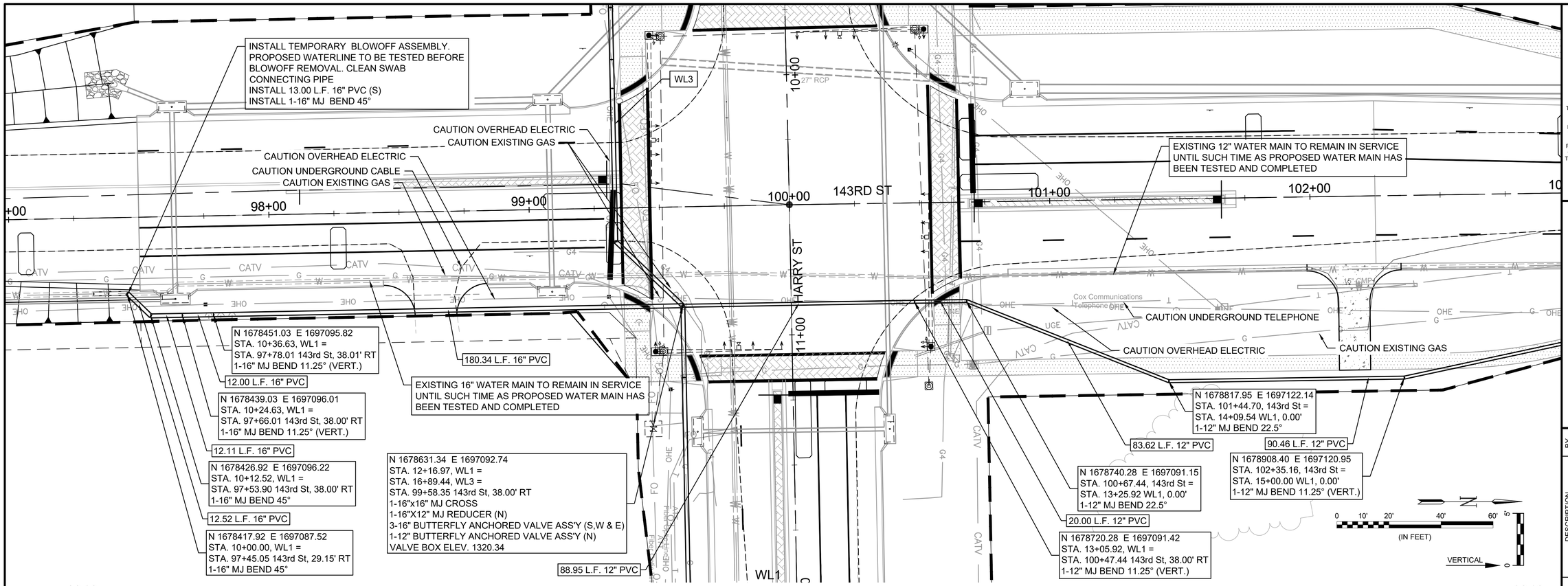
CITY ENGINEER
GARY JANZEN, P.E..

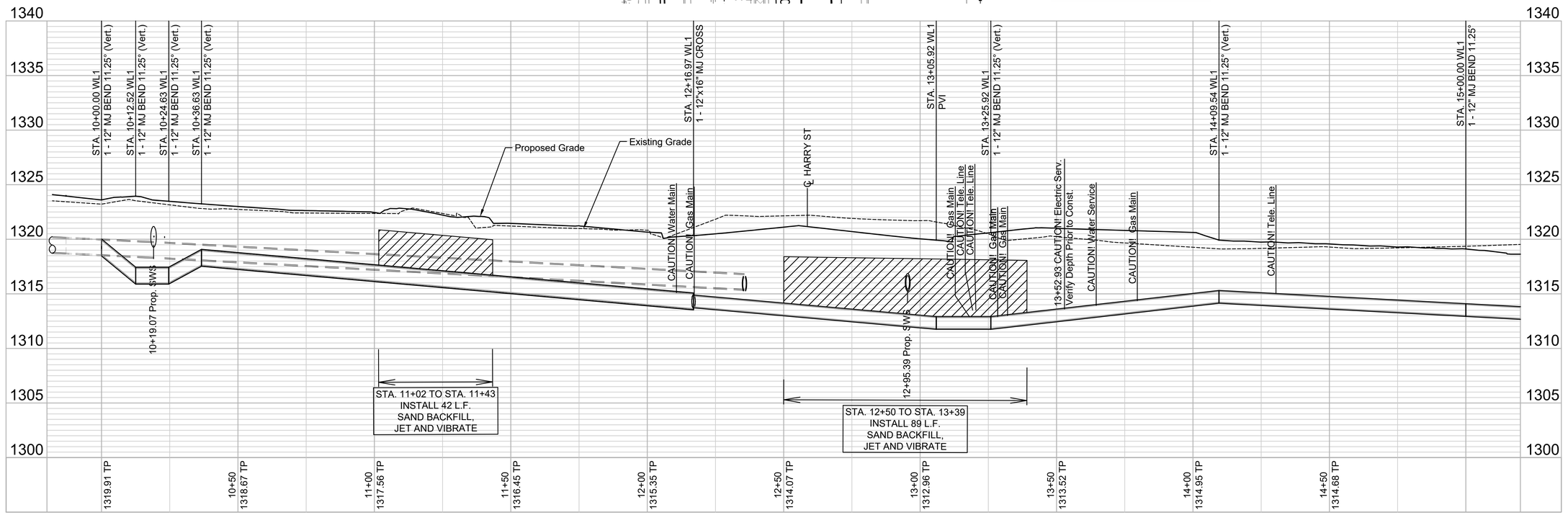
| PROJECT NUMBER | OCA NUMBER | DATE |
|---|---|---|
| 472-2023-085859 | 40108523 | |

CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET 209

WL-104

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(316) 264-8008

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18144
KANSAS
PROFESSIONAL ENGINEER
Digitally Signed 12/19/2025

| REV. | DATE | DESCRIPTION | BY |
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| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL1 - (1)

JOB NO.: 23T41143
DATE: DEC. 2025
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BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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SHEET NUMBER 210 OF .

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Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:17 PM Plotter used: None

CAUTION EXISTING 18" STEEL CASING PIPE

EXISTING 8" WATER MAIN TO REMAIN IN SERVICE UNTIL SUCH TIME AS PROPOSED WATER MAIN HAS BEEN TESTED AND COMPLETED

102+00 103+00 104+00 143RD ST 105+00 106+00 107+00

N 1679257.79 E 1697096.38
STA. 18+52.05, WL1 =
STA. 105+84.85 143rd St, 50.02' RT
RELOCATE EXIST. FIRE HYDRANT ASS'Y. (S)
L = 4'
BURY LINE ELEV. 1311.06
VALVE BOX ELEV. 1311.11

N 1679257.74 E 1697092.35
STA. 20+95.95, TimberLake Rd =
STA. 105+84.84 143rd St, 45.98' RT
1-12"x8" MJ TEE (ROTATED)
1-8" MJ GATE VALVE ASS'Y (E)
1-12" MJ BUTTERFLY VALVE (N)
VALVE BOX ELEV. 1310.94

Cox Communications Telephone Line

4.03 L.F. 8" DICL

229.02 L.F. 12" PVC

4.03 L.F. 8" DICL

123.03 L.F. 12" PVC

N 1678908.40 E 1697120.95
STA. 102+35.16, 143rd St =
STA. 15+00.00 WL1, 0.00'
SEE PREVIOUS SHEET

N 1679028.74 E 1697095.37
STA. 103+55.82, 143rd St =
STA. 16+23.03 WL1, 0.00'
1-12" MJ BEND 11.25°

N 1679249.82 E 1697100.53
STA. 18+44.03, WL1 =
STA. 105+76.82 143rd St, 54.06' RT
CONNECT TO EXIST. 8" MAIN
* 1-8" TAPPING VALVE
* 1-8"X8" TAPPING SLEEVE
** 1-6" VALVE BOX ASS'Y.
VALVE BOX ELEV. 1310.93
*SUPPLIED AND INSTALLED BY CITY OF WICHITA WATER DEPT.
** SUPPLIED BY C.O.W.
INSTALLED BY CONTRACTOR

147.96 L.F. 12" PVC

N 1679405.68 E 1697090.42
STA. 20+00.00, WL1 =
STA. 107+32.80 143rd St, 45.99' RT
MATCH POINT

8.03 L.F. 8" DICL

N 1679257.85 E 1697100.41
STA. 18+52.05, WL1 =
STA. 105+84.85 143rd St, 54.05' RT
1-8" MJ BEND 90°

CAUTION EXISTING GAS

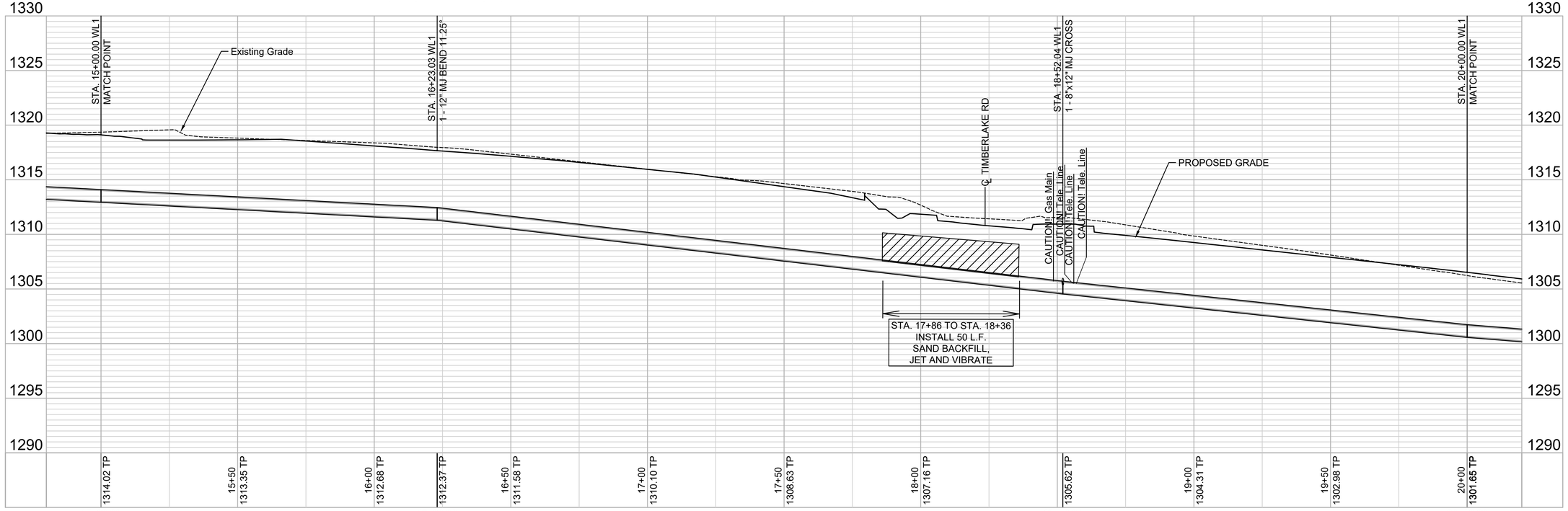
CAUTION OVERHEAD ELECTRIC

WL1

TIMBERLAKE RD

0 10' 20' 40' 60'
(IN FEET)

VERTICAL

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Wichita, KS 67209
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ERIC JOHN GLOVER
LICENSED
18144
KANSAS
PROFESSIONAL ENGINEER
Digitally Signed 12/19/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL1 - (2)

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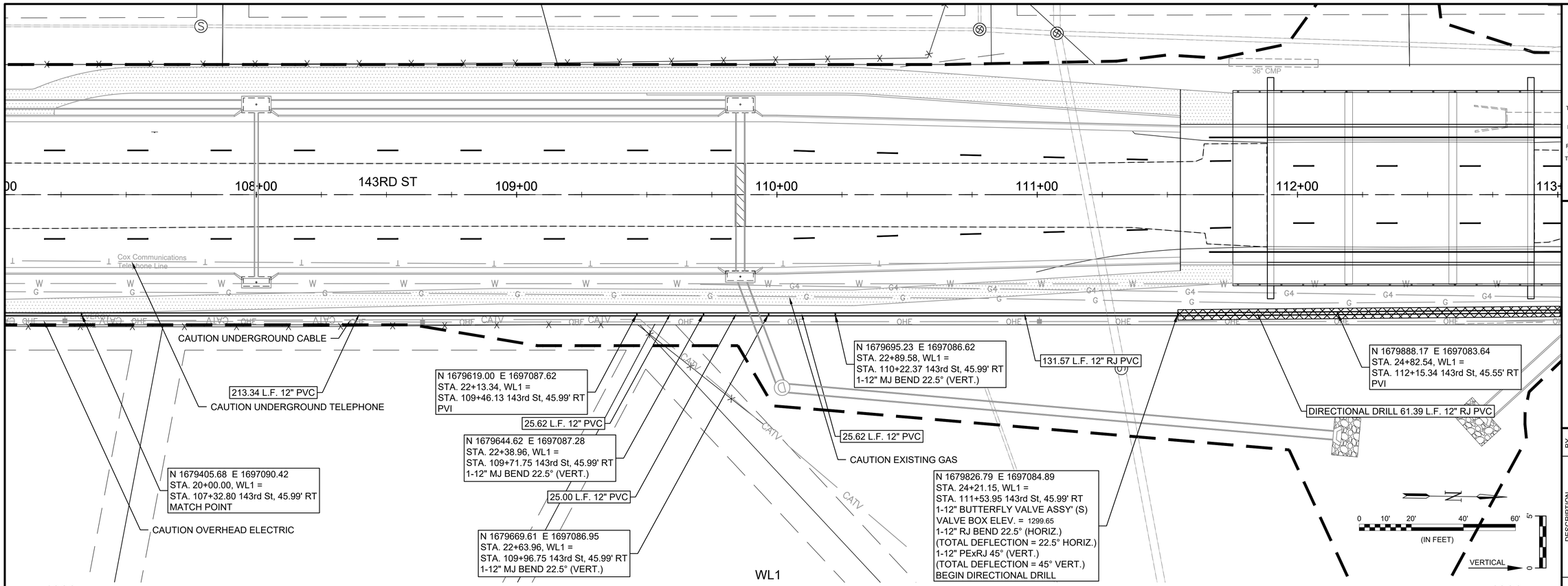


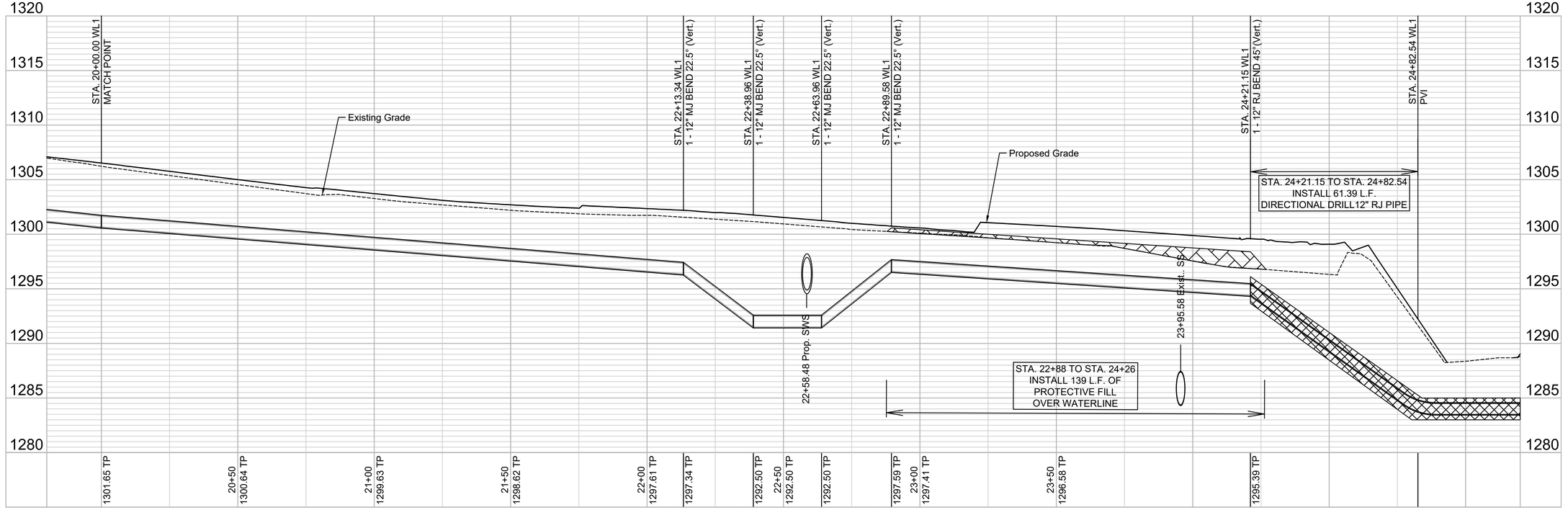


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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL1 - (3)

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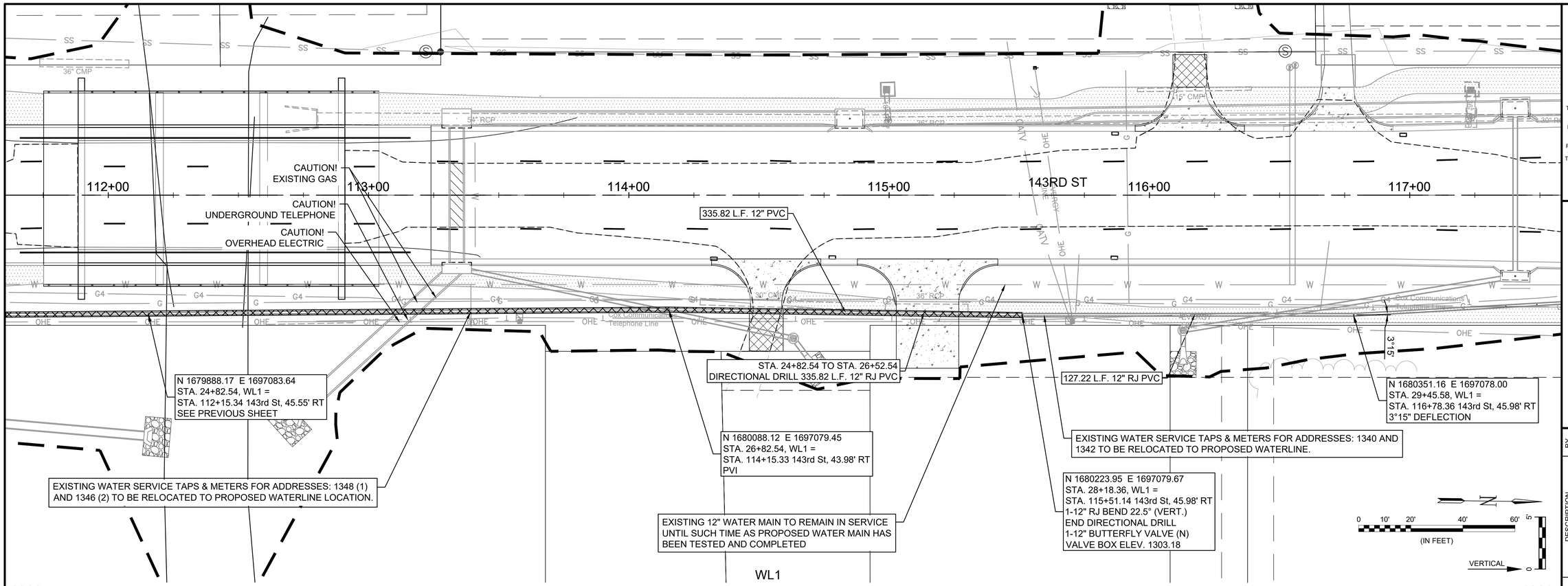


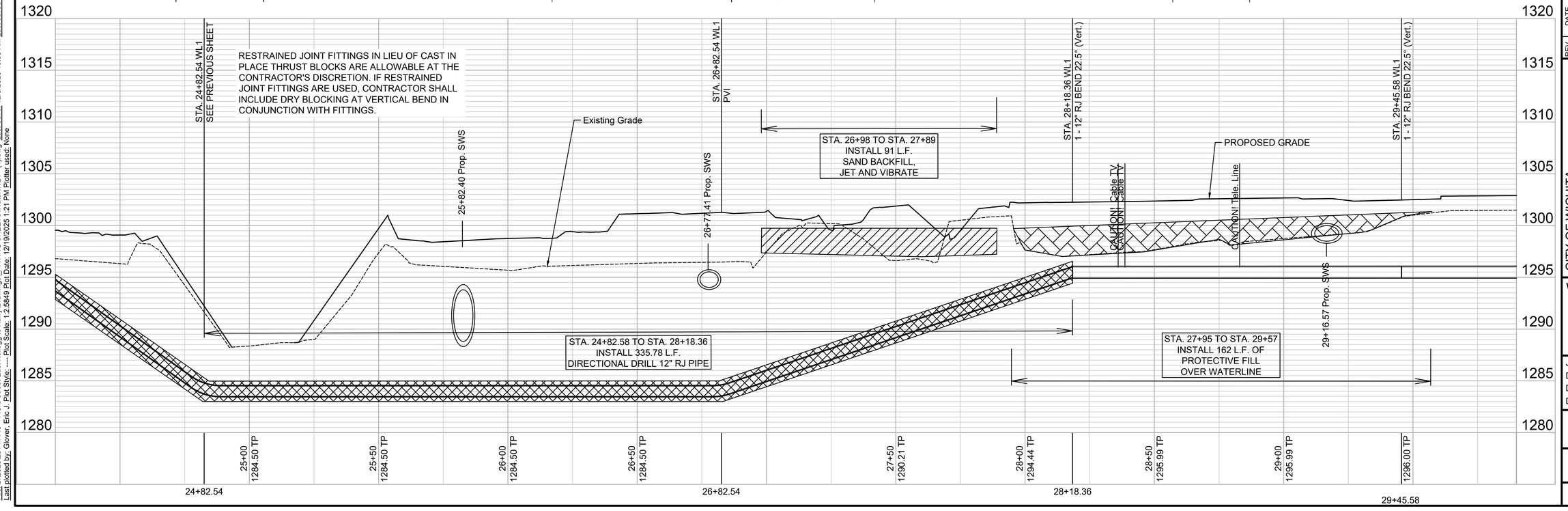


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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL1 - (4)

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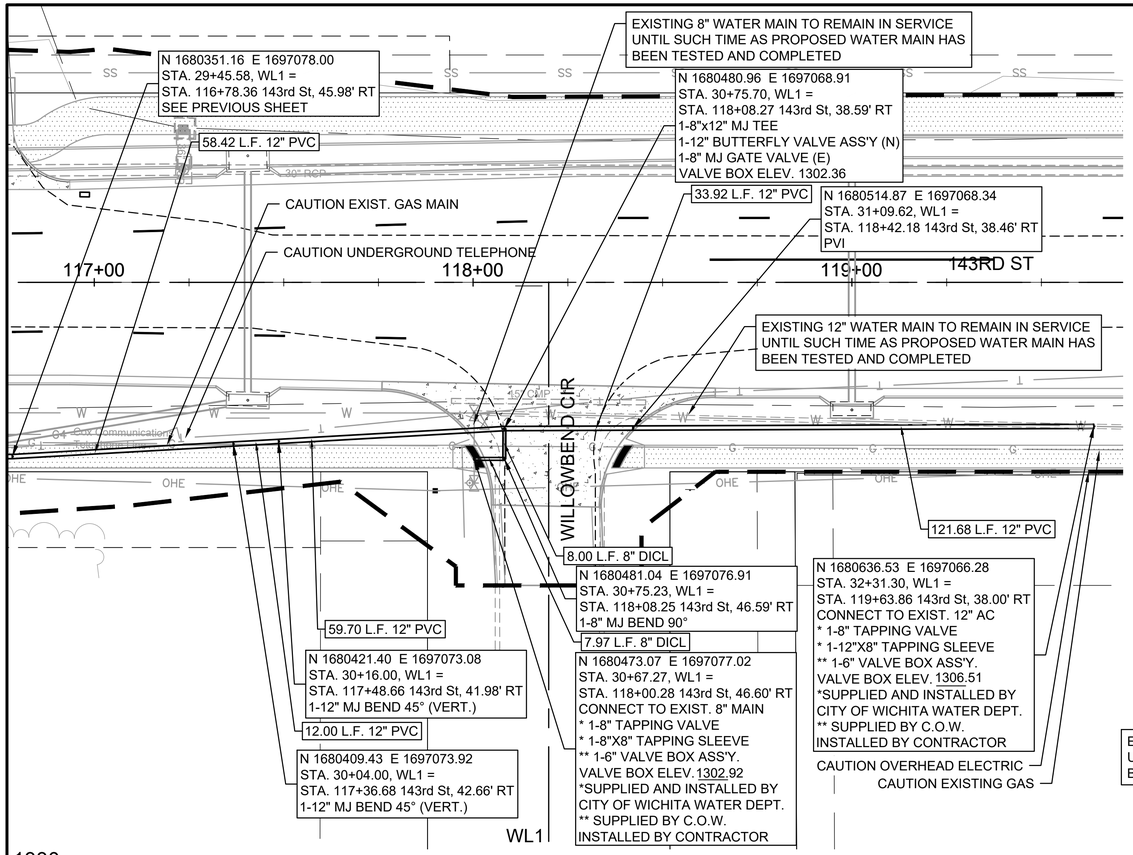


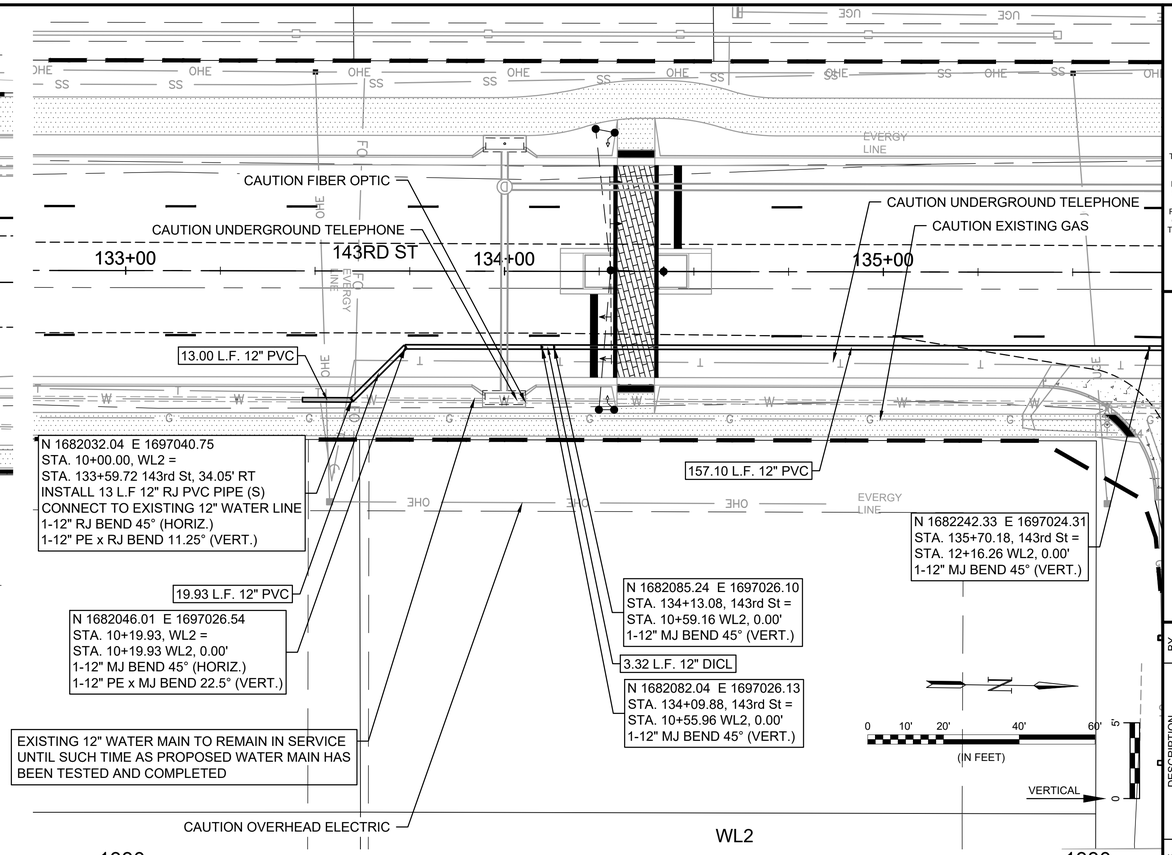


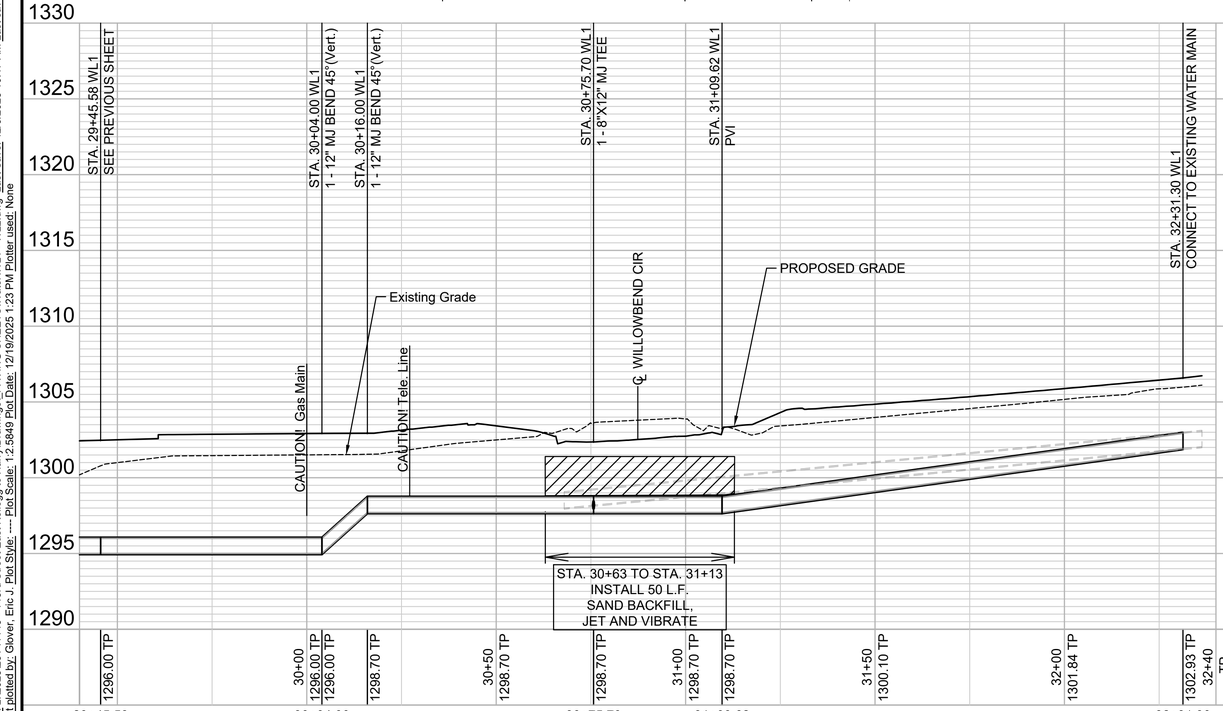


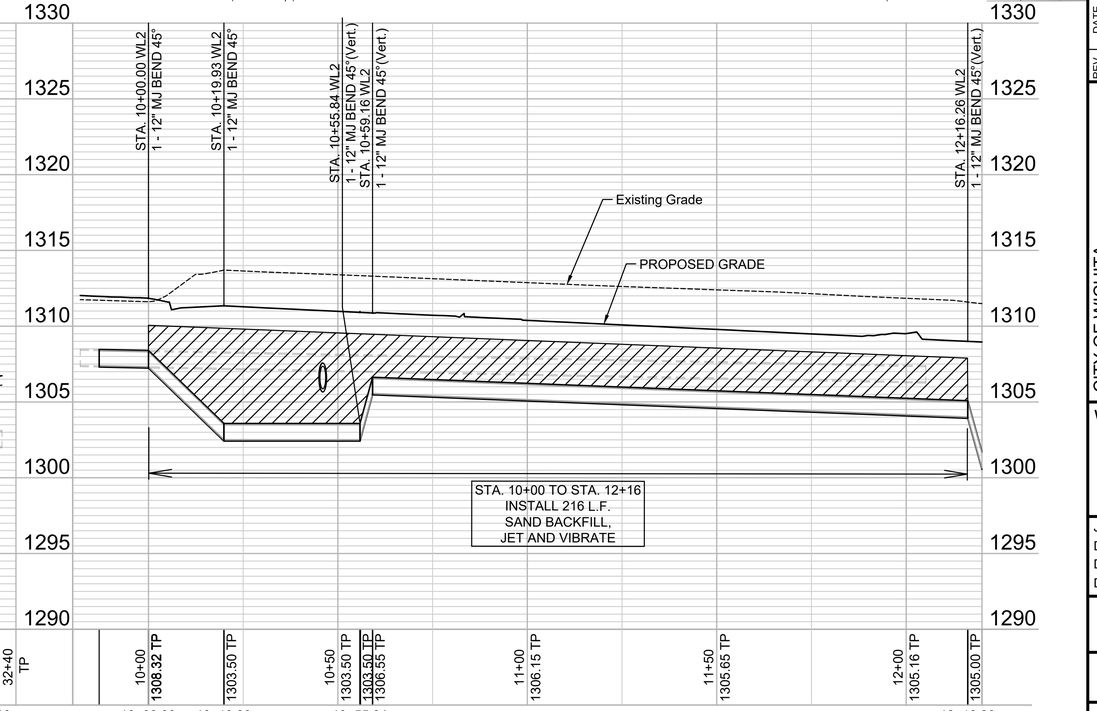


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(316) 264-8008

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18144
KANSAS
PROFESSIONAL ENGINEER
Digitally Signed 12/19/2025

| REV. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL1 - WL2

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 214 OF .

File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\Water\WL1 - WL2.dwg Last Save: 12/9/2025 10:17 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:23 PM Plotter used: None

EXISTING 12" WATER MAIN TO REMAIN IN SERVICE UNTIL SUCH TIME AS PROPOSED WATER MAIN HAS BEEN TESTED AND COMPLETED

PROPOSED ITS FIBER OPTIC CONDUIT "BY OTHERS"

CAUTION! FIBER OPTIC CABLE

143RD ST

135+00 136+00 137+00 138+00 139+00 140+00

TWINLAKE DR

N 1682242.33 E 1697024.31
STA. 12+16.26, WL2 =
STA. 135+70.18 143rd St, 20.00' RT
SEE PREVIOUS SHEET

6.11 L.F. 12" DICL

N 1682248.44 E 1697024.24
STA. 12+22.37, WL2 =
STA. 135+76.29 143rd St, 20.00' RT
1-12" MJ BEND 45° (VERT.)

20.06 L.F. 12" PVC

N 1682268.50 E 1697024.01
STA. 12+42.43, WL2 =
STA. 135+96.35 143rd St, 20.00' RT
1-12" MJ BEND 45° (VERT.)

3.20 L.F. 12" DICL

N 1682271.70 E 1697023.98
STA. 12+45.63, WL2 =
STA. 135+99.55 143rd St, 20.00' RT
1-12" MJ BEND 45° (VERT.)

10.87 L.F. 12" DICL

CAUTION! EXIST. GAS MAIN

N 1682282.57 E 1697023.85
STA. 12+56.50, WL2 =
STA. 136+10.42 143rd St, 20.00' RT
1-12"x 8" MJ TEE
1-8" GATE VALVE ASS'Y (E)
VALVE BOX ELEV. 1308.56

14.75 L.F. 8" PVC

N 1682282.62 E 1697038.61
STA. 12+56.38, WL2 =
STA. 136+10.31 143rd St, 34.75' RT
1-8" MJ BEND 90°

8.00 L.F. 8" DICL

N 1682274.62 E 1697038.68
STA. 12+48.38, WL2 =
STA. 20+78.20 TimberLake Rd, 3045.80' LT
REMOVE EXISTING 8" VALVE ASSY'
CONNECT TO EXISTING 8" PIPE
1-12" MJ ANCHORED BUTTERFLY VALVE, SPECIAL
1-12"x 8" MJ REDUCER (E)
VALVE BOX ELEV. 1308.58

EXISTING WATER SERVICE TAP & METER FOR ADDRESS 650 S. 143RD TO BE RELOCATED TO PROPOSED WATERLINE LOCATION.

CAUTION! UNDERGROUND TELEPHONE

265.19 L.F. 12" PVC

CAUTION! UNDERGROUND TELEPHONE

N 1682547.73 E 1697020.84
STA. 15+21.68, WL2 =
STA. 138+75.61 143rd St, 20.00' RT
1-12" MJ BEND 45°

Cox Communications Telephone Line

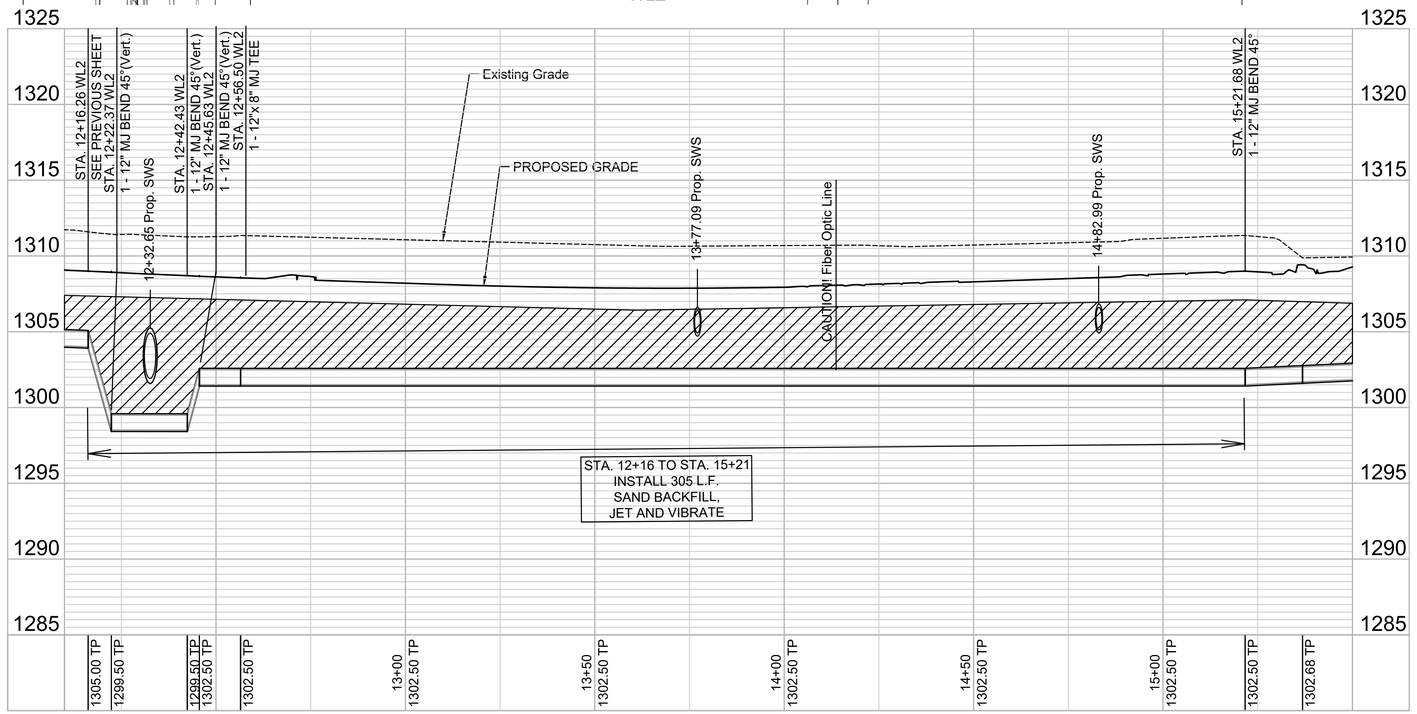
EVERGY LINE

UGE

0 10' 20' 40' 60'
(IN FEET)

VERTICAL 5' 0

WL2





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(316) 264-8008


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KANSAS
PROFESSIONAL ENGINEER

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CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL2 - (1)

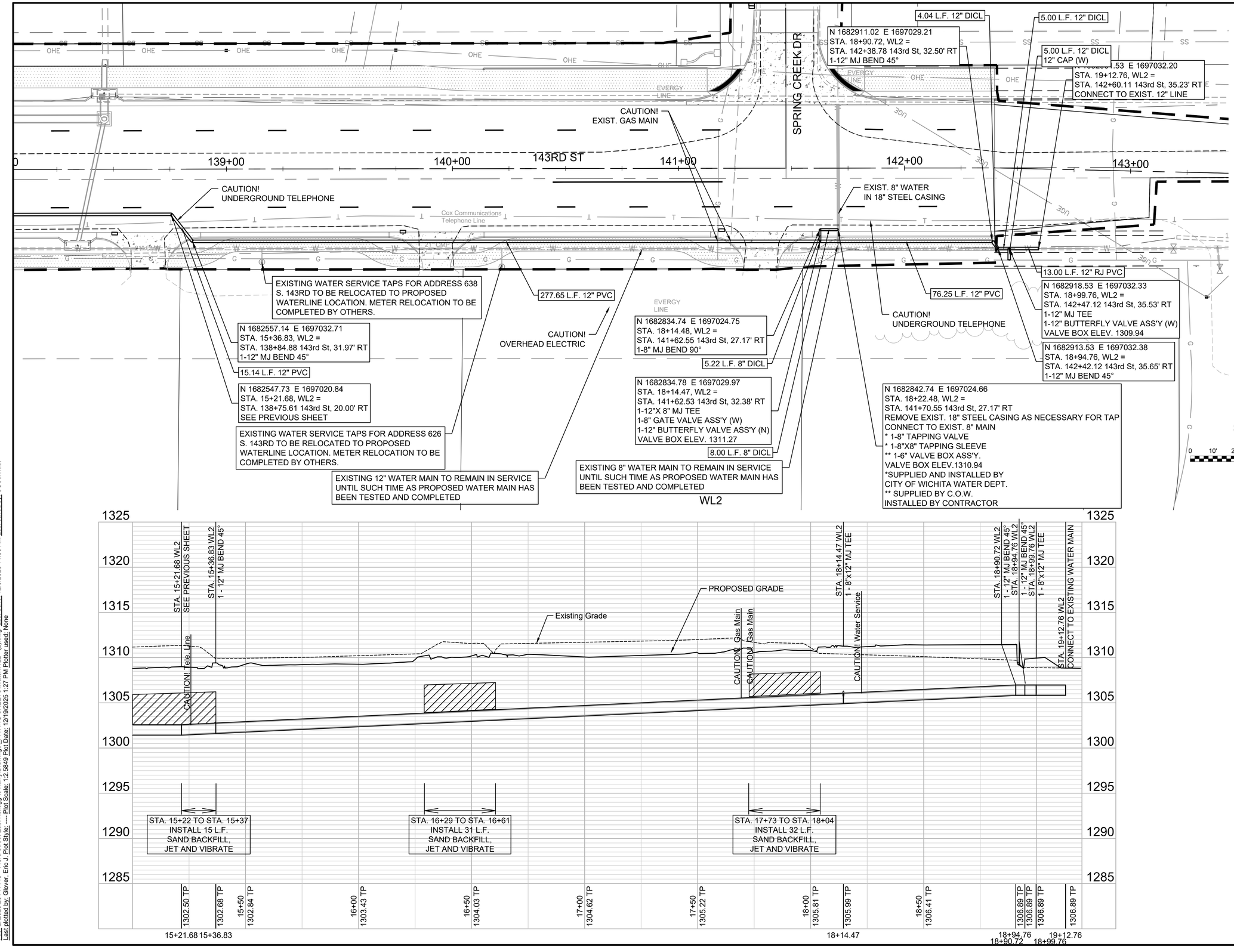
JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
.

SHEET NUMBER 215 OF .


File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\Water\WL2 - (1).dwg Last Save: 12/9/2025 11:19 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:25 PM Plotter used: None







File: L:\2023\23T41143 - 143rd Street East Kellogg to Harry\Drawings_PAVING SHEETS\Water\WL2 - (2).dwg Last Save: 12/9/2025 11:36 AM Last saved by: SOSchmidt
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:27 PM Plotter used: None

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| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL2 - (2)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: EJG
DRAWN BY: SOS

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DRAWING NUMBER

SHEET NUMBER 216 OF

EXISTING 16" WATER MAIN TO REMAIN IN SERVICE UNTIL SUCH TIME AS PROPOSED WATER MAIN HAS BEEN TESTED AND COMPLETED

HARRY ST

CAUTION!
OVERHEAD ELECTRIC

87.28 L.F. 16" PVC

N 1678621.21 E 1696437.16
STA. 10+21.21, WL3 =
STA. 4+32.19 Harry St, 38.28' RT
1-16" MJ BEND 22.5°

21.21 L.F. 16" PVC

N 1678628.92 E 1696417.40
STA. 10+00.00, WL3 =
STA. 4+12.59 Harry St, 30.17' RT
INSTALL 13.00 L.F. 16" PVC (W)
CONNECT TO EXISITNG 16" AC PIPE
1-16" MJ BEND 22.5°

N 1678620.87 E 1696524.44
STA. 11+08.49, WL3 =
STA. 5+19.44 Harry St, 40.44' RT
RELOCATE EXISTING
FIRE HYDRANT ASS'Y. (N)
L = 4'
BURY LINE ELEV. 1332.50
VALVE BOX ELEV. 1332.55

186.44 L.F. 16" PVC

REMOVE EXISTING AIR RELEASE ASSY'
ONCE EXISTING 16" WATER MAIN IS ABANDONED

N 1678620.13 E 1696710.88
STA. 12+94.93, WL3 =
STA. 7+05.83 Harry St, 45.06' RT
1-16" MJ BEND 11.25°

117.81 L.F. 16" PVC

N 1678600.60 E 1696827.06
STA. 14+12.74, WL3 =
STA. 8+21.58 Harry St, 67.00' RT
1-16" MJ BEND 11.25°

132.19 L.F. 16" PVC

N 1678603.35 E 1696959.23
STA. 15+44.93, WL3 =
STA. 9+53.77 Harry St, 67.00' RT
1-16" MJ BEND 22.5° (VERT.)

0 10' 20' 40' 60'
(IN FEET)

VERTICAL

WL3

STA. 10+00.00 WL3
CONNECT TO EXISTING 16" PIPE
1 - 16" MJ BEND 22.5°

STA. 10+21.21 WL3
1 - 16" MJ BEND 22.5°

STA. 11+08.49 WL3
1 - FIRE HYDRANT ASS'Y.

Existing Grade

PROPOSED GRADE

STA. 12+94.93 WL3
1 - 16" MJ BEND 22.5° (Horiz.)

STA. 14+12.74 WL3
1 - 16" MJ BEND 22.5° (Horiz.)

STA. 15+44.93 WL3
1 - 16" MJ BEND 22.5° (Vert.)

STA. 11+95 TO STA. 12+39
INSTALL 44 L.F.
SAND BACKFILL,
JET AND VIBRATE

| | 10+00.00 | 10+21.21 | 10+50 | 11+00 | 11+08.49 | 11+50 | 12+00 | 12+50 | 12+94.93 | 13+50 | 14+00 | 14+12.74 | 14+50 | 15+00 | 15+50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1325.98 TP | 1326.47 TP | 1327.14 TP | 1328.30 TP | 1328.52 TP | 1327.56 TP | 1326.42 TP | 1325.28 TP | 1324.26 TP | 1323.00 TP | 1321.86 TP | 1321.57 TP | 1321.20 TP | 1320.70 TP | 1318.84 TP |

1340 1335 1330 1325 1320 1315 1310 1305 1300

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KANSAS
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Digitally Signed 12/19/2025

| REV. | DATE | DESCRIPTION | BY |
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CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL3-(1)

JOB NO.: 23T41143
DATE: DEC. 2025
DESIGNED BY: .
DRAWN BY: .

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0 1"
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DRAWING NUMBER
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SHEET NUMBER 217 OF .

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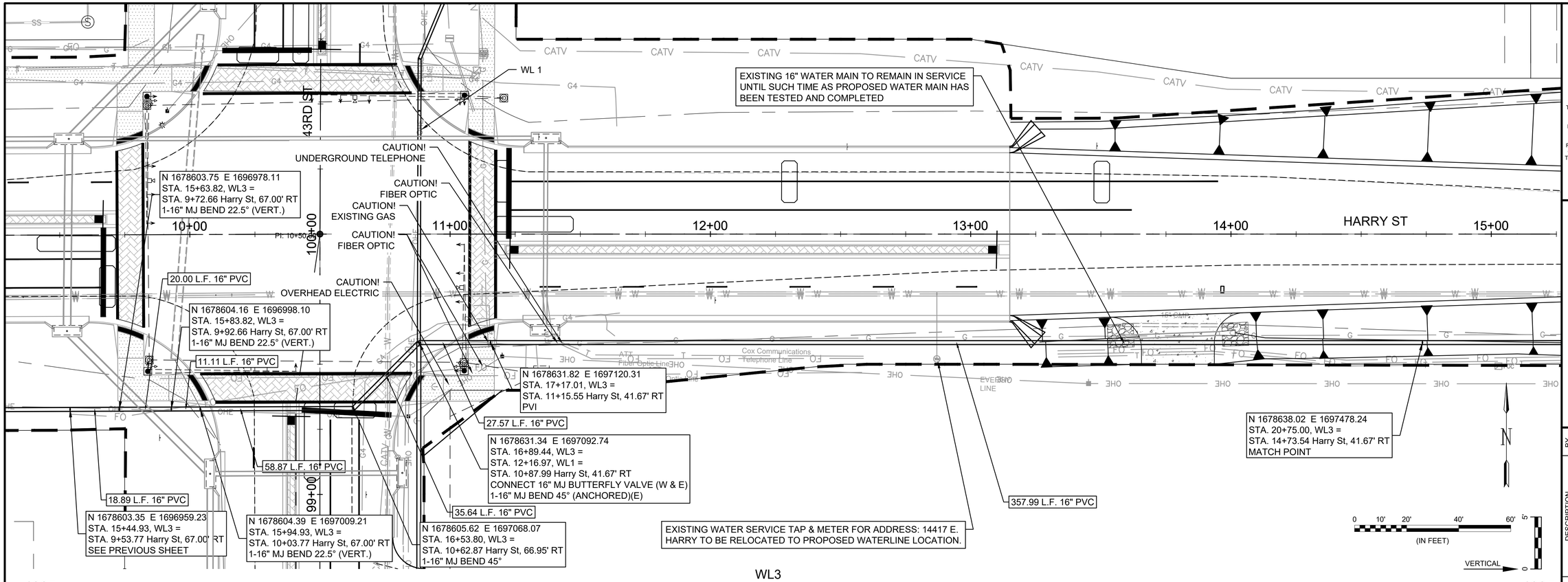
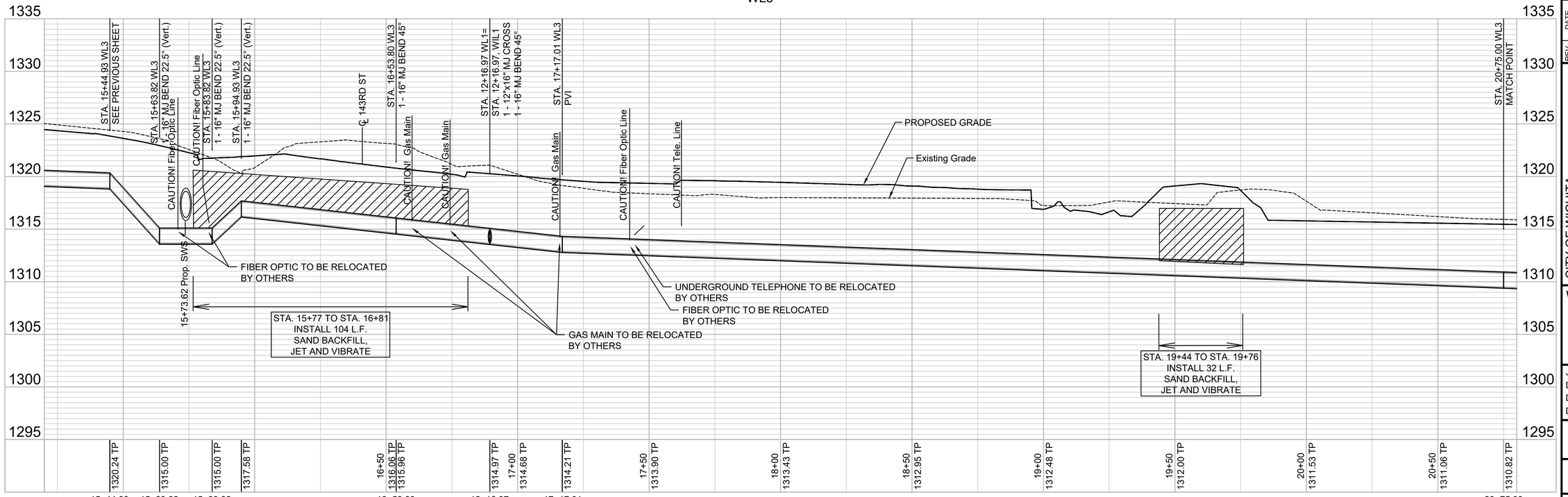
Last plotted by: Glover, Eric J. Plot Style: ---- Plot Scale: 1:2.5849 Plot Date: 12/19/2025 1:28 PM Plotter used: None




WL3

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CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL3-(2)

JOB NO.: 23T41143
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DRAWN BY: .

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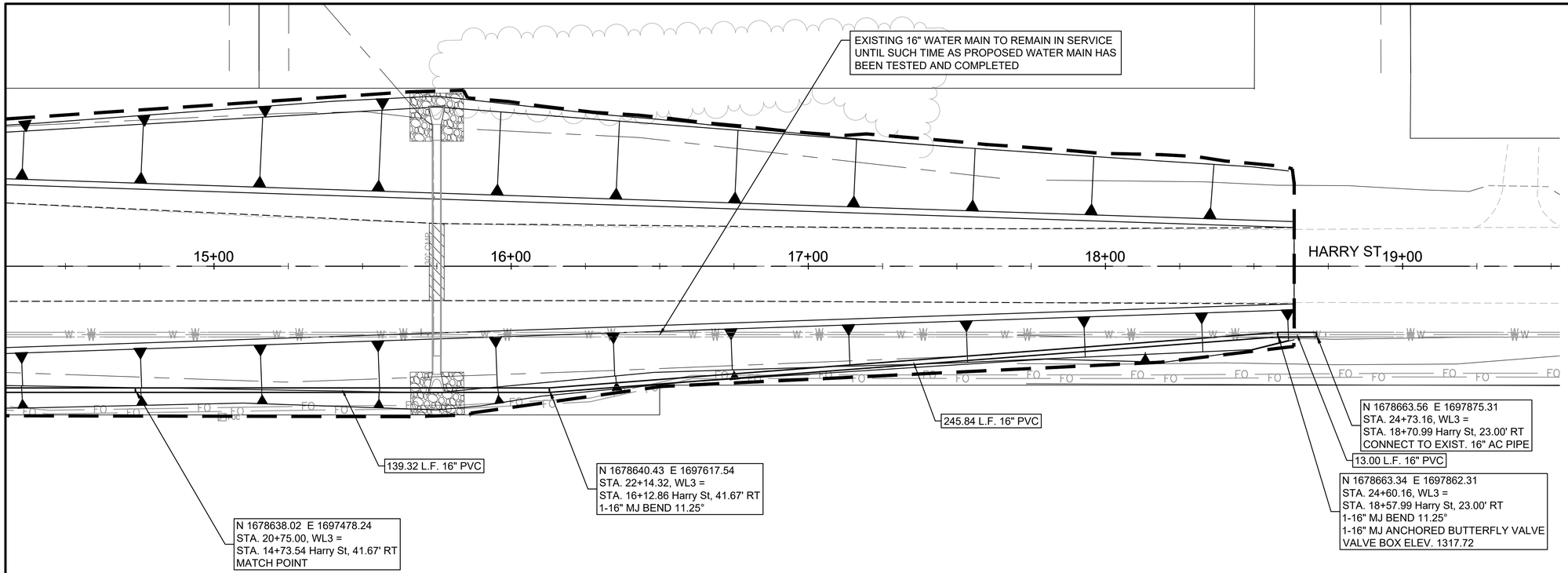


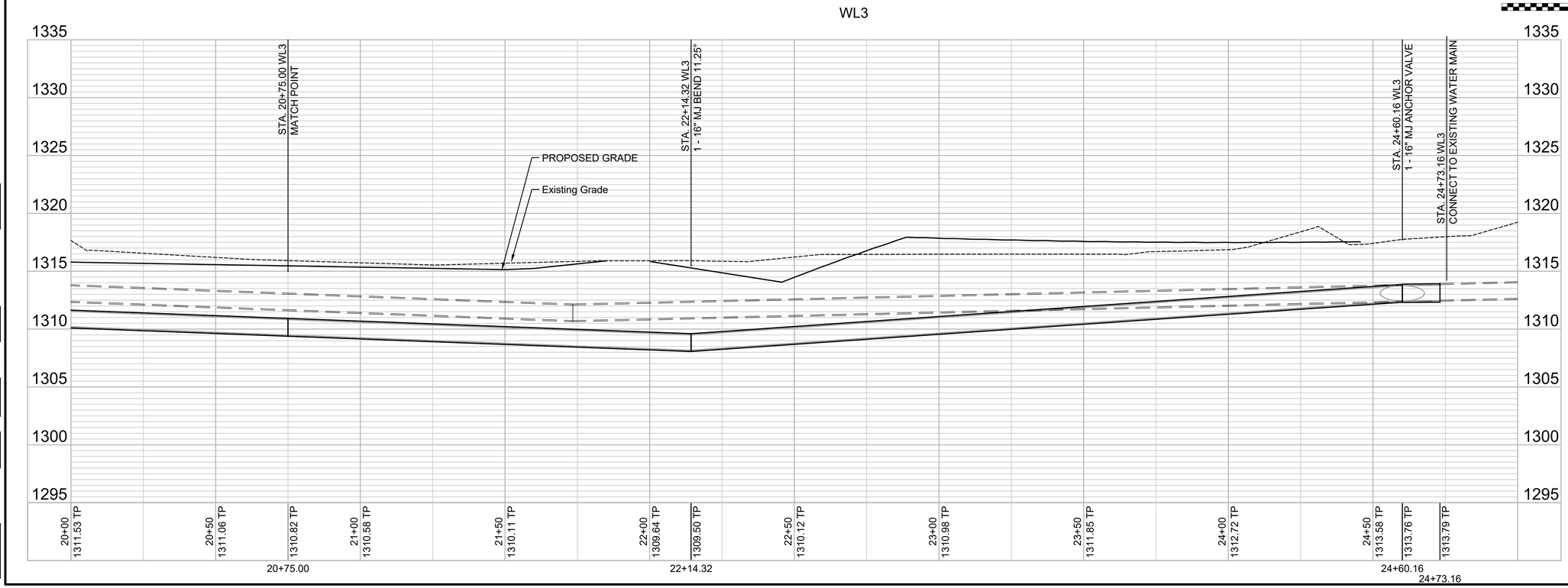


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| | | | |

CITY OF WICHITA

CITY OF WICHITA
WICHITA, KANSAS

WATERLINE
143RD STREET EAST
HARRY ST. TO KELLOGG

WL3-(3)

JOB NO.: 23T41143
DATE: DEC. 2025
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DRAWN BY: .

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