

# CITY OF WICHITA, KANSAS

## MICHAEL E. LINDEBAK, P.E., CITY ENGINEER

# STREET IMPROVEMENTS

FOXCHASE - A HAMMERHEAD TO SERVE LOT 37, BLOCK 2 OAK CLIFF ESTATES 5TH ADDITION  
WILLPOND - A HAMMERHEAD TO SERVE LOT 36, BLOCK 2 OAK CLIFF ESTATES 5TH ADDITION

IN

## OAK CLIFF ESTATES 5TH ADDITION - PHASE 4

### CITY OF WICHITA PRIVATE PROJECT NO. 075PPP

### INDEX NO. 607379

#### INDEX OF SHEETS

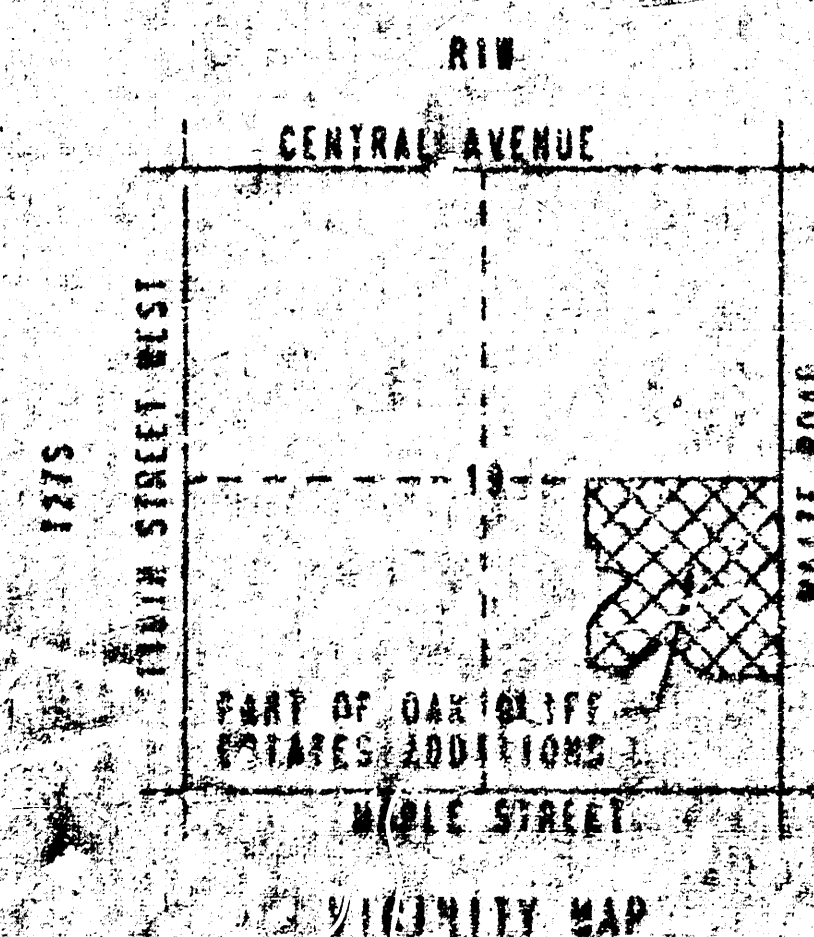
1. TITLE SHEET
2. PLANS
3. DETAILS
4. VALLEY CUTTER DETAILS
5. PAVING PLAN - FOXCHASE AND WILLPOND
6. MISCELLANEOUS PAVING DETAILS
7. STD. TYPE 14 CURB INLET DETAILS

#### PROJECT SURVEY CONTROL

- BENCH MARK: EXISTING 1" POST 8' SOUTH ON P. ROAD  
BLOCK 2 OAK CLIFF ESTATES 5TH ADDITION
- BENCH MARK: CHISELED "O" ON TOP OF 4" DIA. IRON PIPE  
BLOCK 2 OAK CLIFF ESTATES 5TH ADDITION
- BENCH MARK: CHISELED "O" ON TOP OF 4" DIA. IRON PIPE  
CORNER OF LOTS 6 AND 7, BLOCK 2 OAK CLIFF ESTATES 5TH ADDITION
- BENCH MARK: CHISELED "O" ON TOP OF 4" DIA. IRON PIPE  
DRIVES IN LOT 24, BLOCK 2 OAK CLIFF ESTATES 5TH ADDITION
- BENCH MARK: RAILROAD SPIKE IN EAST FACE OF POWER POLE  
SOUT. OF DOUGLAS AND WEST OF WATZ ROAD  
ELEV. 1137.12

#### EARTHWORK

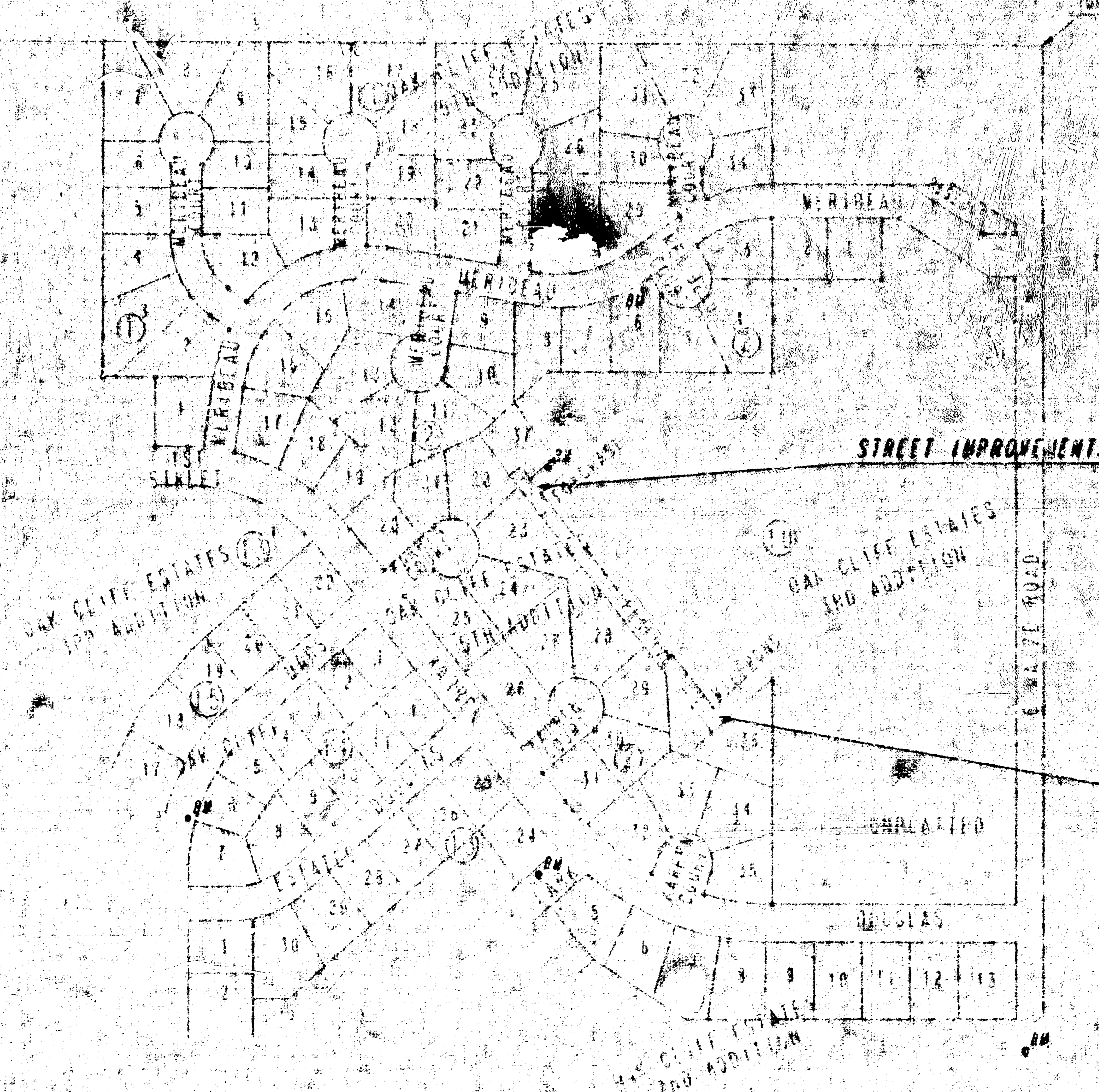
PROJECT LENGTH 33.5 L.W. FT.  
EARTHWORK SHALL BE SUBSIDIARY TO  
OTHER BID ITEMS, SEE SH. NO. 7.



N. W. CORNER S. E. 1/4  
1/4 SEC. 29, T.25, R.1W  
OF THE 6TH T. W.

N. E. CORNER S. E. 1/4  
1/4 SEC. 29, T.25, R.1W  
OF THE 6TH T. W.

SCALE 1" = 200'



AUGUST, 1992

PLANS PREPARED BY  
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.  
ENGINEERS  
WICHITA, KANSAS



APPROVED AS NOTED  
BY CITY ENGINEER OF WICHITA

SANITARY SEWERS  
STORM  
DRAINAGE  
WATER MAINS  
PAVING

#### GENERAL NOTES

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TECHNICAL REQUIREMENTS SET FORTH IN CITY OF WICHITA CONCRETE PAVEMENT SPECIFICATIONS FORM 192-056, OCTOBER 1984, AS MODIFIED BY APPROPRIATE SUPPLEMENTARY PROVISIONS.

THE CONTRACTOR SHALL SUBMIT A LUMP SUM PRICE FOR THE PROJECT COMPLETE AND IN PLACE. NO MEASUREMENT OF INDIVIDUAL ITEMS WILL BE MADE. REFERENCES TO THE PLANS OR SPECIFICATIONS TO PAYMENT FOR INDIVIDUAL BID ITEMS ARE HEREBY DELETED. THE CONTRACTOR SHALL SATISFY HIMSELF AS TO THE QUANTITIES REQUIRED FOR CONSTRUCTION.

THE CONTRACTOR SHALL PERFORM ANY AND ALL SUBSURFACE TESTING AND/OR EXPLORATION REQUIRED TO PREPARE HIS BID.

THE CONTRACTOR SHALL ERECT AND MAINTAIN CONSTRUCTION TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND IN PERFORMANCE WITH THE WICHITA BARRICADE MANUAL. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR THIS WORK.

UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT. BY THE CONTRACTOR. EXISTING UTILITIES AND THEIR LOCATION AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORDS OR FROM COMPANY PROVIDED FIELD LOCATIONS. CONSTRUCTION SHALL BE RESPONSIBLE FOR WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH MAY BE IN CONFLICT WITH PROPOSED CONSTRUCTION.

TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONTACT WITH PROPOSED CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONTACT WITH PROPOSED CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.

MATERIAL FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR AND APPROVED AS NOTED BELOW.

ALL DISPOSAL SITE MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN SHALL BE COVERED WITH A MINIMUM SIX INCHES OF GRAVEL OR OTHER PERMEABLE MATERIAL. DISPOSED IN WATERS OF THE UNITED STATES OR VETLANDS IS SUBJECT TO U.S. COAST AND GEODISY PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS WHICH WOULD BE A PRELIMINARY EXPENSE OF THE CONTRACTOR.

CONTRACTOR SHALL SATISFY HIMSELF OF SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION.

TEMPORARY SURFACING MATERIAL (CROCK, ASPHALT, ETC.) MAY HAVE BEEN PLACED WITHIN THE RIGHT-OF-WAY FOR ROADWAYS AND TEMPORARY ACCESS. CONTRACTOR SHALL REMOVE EXISTING SURFACING MATERIAL, IF ANY, AND REPLACE WITH NEW SURFACING MATERIAL. CONTRACTOR SHALL DEMOLISH TEMPORARY SURFACING IN THE SAME MANNER AS NOTED ABOVE FOR ROADWAYS. THIS REMOVAL SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

CONTRACTOR SHALL PROVIDE A MINIMUM FORTY-EIGHT (48) HOUR ADVANCE NOTICE OF BEGINNING WORK AND ADVANCE NOTICE OF ENDING WORK TO THE CITY OF WICHITA. ADVANCE NOTICE SHALL BE GIVEN BY TELEPHONE TO THE CITY OF WICHITA, TELEPHONE: 373-1111. ADVANCE NOTICE SHALL BE GIVEN BY MAIL TO THE CITY OF WICHITA, MAILING ADDRESS: CITY OF WICHITA, 373-1111. ADVANCE NOTICE SHALL BE GIVEN BY FAX TO THE CITY OF WICHITA, FAXING ADDRESS: CITY OF WICHITA, 373-1111.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY LINES. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY LINES WHICH HAVE BEEN DAMAGED OR DISTURBED BY CONSTRUCTION OR OPERATIONS. SUCH LINES SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.

THE WATER DEPARTMENT SHALL FIELD LOCATE WATER VALVES ON THE DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESENT SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL REPAIR WATER VALVE BOXES AS DIRECTED BY THE ENGINEER. THIS WORK TO BE SUBSIDIARY TO OTHER BID ITEMS.

INLET MUCKUPS SHALL BE \$10 PER EACH REGARDLESS OF INLET SIZE.

THIS PROJECT DOES NOT INCLUDE ANY PROVISIONS FOR CONSTRUCTION OF DRIVEWAYS.

TOPS OF ALL EXISTING INLETS SHALL BE SET IN PLACE AS SHOWN ON THE SPS INLET DETAIL SHEET AND AT THE PROPER ELEVATION TO MATCH THE ADJACENT TOP OF CURB. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER SETTING OF INLETS. INLET ADJUSTMENT, REPAIRS OF INLET SIZE OR AMOUNT OF ADJUSTMENT REQUIRED.

EXCESS EXCAVATION SHALL BE DISPOSED OF ON SITE AS APPROVED BY THE DEVELOPER. CONTRACT P.E.C. AT 261-2611 ON SLOANER DEVELOPMENT CORP. AT 261-2611.

INSPECTION ON THIS PROJECT TO BE BY CITY OF WICHITA.

CONTRACTOR SHALL POST ALL SIGNS AS REQUIRED BY THE CITY OF WICHITA.

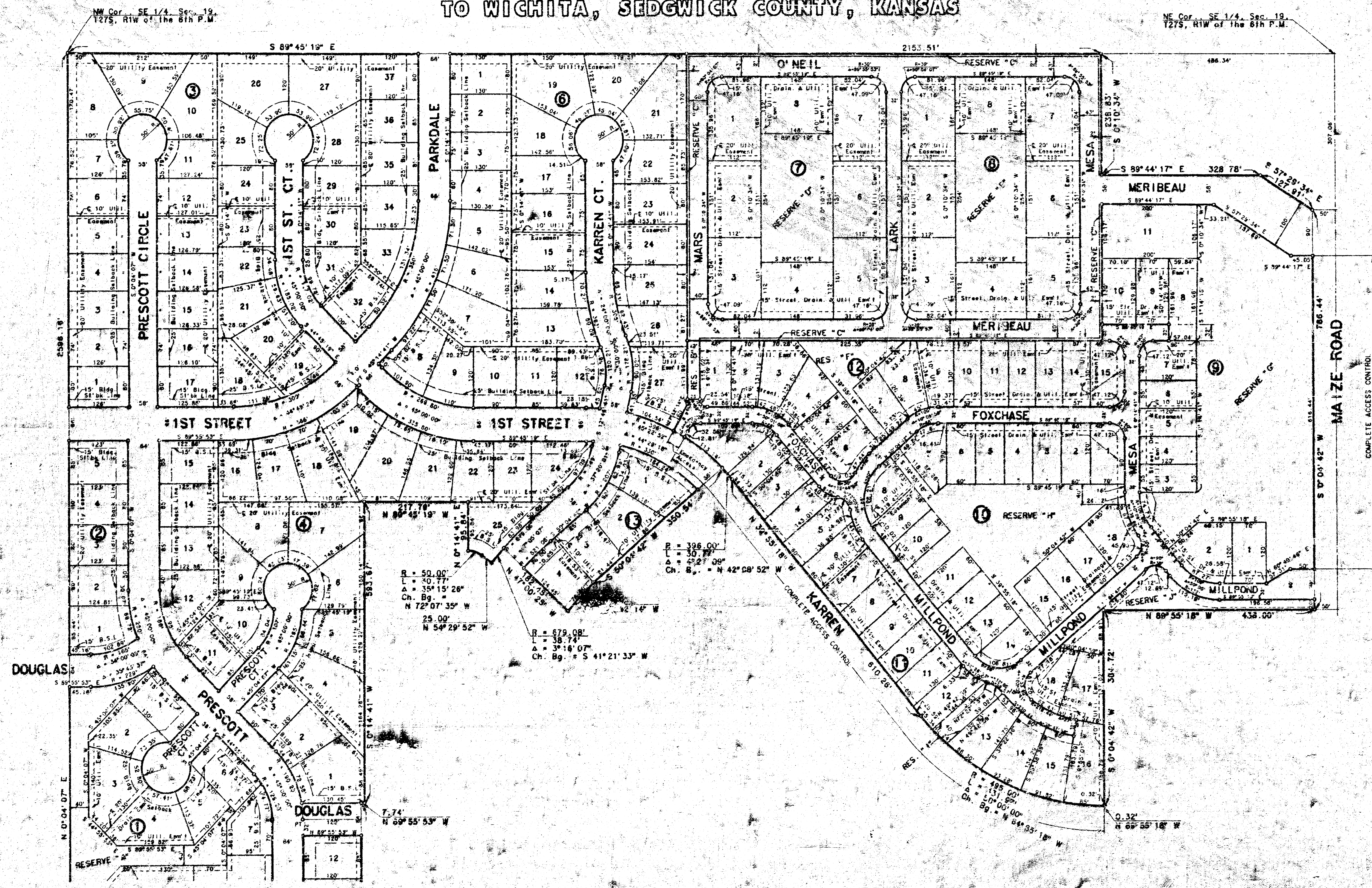


M-1-22

M-1-22

# OAK CLIFF ESTATES 3RD ADDITION

TO WICHITA, SEDGWICK COUNTY, KANSAS



Scale 1" = 100'  
August 15, 1984



# OAK CLIFF ESTATES 5TH ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

| PROJECT NO.              | SHEET NO. | TOTAL SHEETS |
|--------------------------|-----------|--------------|
| 172-76-245-82893-000-001 | 3         | 3            |

N.W. CORNER S.E. 1/4  
SEC. 19, T27S, R1W  
OF THE 6TH P.M.

N.E. CORNER S.E. 1/4  
SEC. 19, T27S, R1W  
OF THE 6TH P.M.

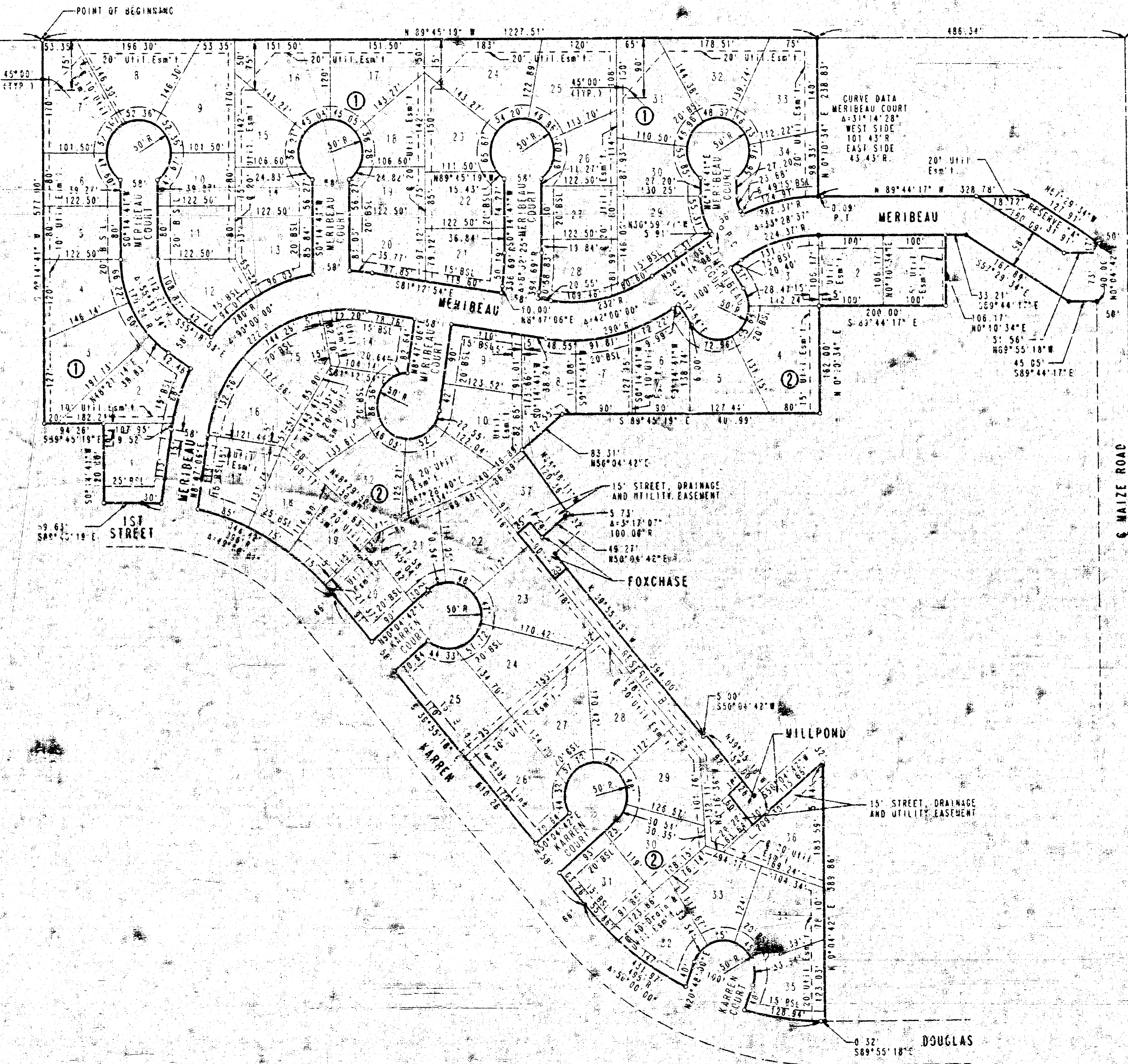
| PLAN | REVISION | DATE   | BY  | CHKD. |
|------|----------|--------|-----|-------|
| 1    | 1        | 7/1/82 | DEP | DEP   |
| 2    | 2        | 7/1/82 | DEP | DEP   |
| 3    | 3        | 7/1/82 | DEP | DEP   |
| 4    | 4        | 7/1/82 | DEP | DEP   |
| 5    | 5        | 7/1/82 | DEP | DEP   |
| 6    | 6        | 7/1/82 | DEP | DEP   |
| 7    | 7        | 7/1/82 | DEP | DEP   |
| 8    | 8        | 7/1/82 | DEP | DEP   |
| 9    | 9        | 7/1/82 | DEP | DEP   |
| 10   | 10       | 7/1/82 | DEP | DEP   |
| 11   | 11       | 7/1/82 | DEP | DEP   |
| 12   | 12       | 7/1/82 | DEP | DEP   |
| 13   | 13       | 7/1/82 | DEP | DEP   |
| 14   | 14       | 7/1/82 | DEP | DEP   |
| 15   | 15       | 7/1/82 | DEP | DEP   |
| 16   | 16       | 7/1/82 | DEP | DEP   |
| 17   | 17       | 7/1/82 | DEP | DEP   |
| 18   | 18       | 7/1/82 | DEP | DEP   |
| 19   | 19       | 7/1/82 | DEP | DEP   |
| 20   | 20       | 7/1/82 | DEP | DEP   |
| 21   | 21       | 7/1/82 | DEP | DEP   |
| 22   | 22       | 7/1/82 | DEP | DEP   |
| 23   | 23       | 7/1/82 | DEP | DEP   |
| 24   | 24       | 7/1/82 | DEP | DEP   |
| 25   | 25       | 7/1/82 | DEP | DEP   |
| 26   | 26       | 7/1/82 | DEP | DEP   |
| 27   | 27       | 7/1/82 | DEP | DEP   |
| 28   | 28       | 7/1/82 | DEP | DEP   |
| 29   | 29       | 7/1/82 | DEP | DEP   |
| 30   | 30       | 7/1/82 | DEP | DEP   |
| 31   | 31       | 7/1/82 | DEP | DEP   |
| 32   | 32       | 7/1/82 | DEP | DEP   |
| 33   | 33       | 7/1/82 | DEP | DEP   |
| 34   | 34       | 7/1/82 | DEP | DEP   |
| 35   | 35       | 7/1/82 | DEP | DEP   |
| 36   | 36       | 7/1/82 | DEP | DEP   |
| 37   | 37       | 7/1/82 | DEP | DEP   |
| 38   | 38       | 7/1/82 | DEP | DEP   |
| 39   | 39       | 7/1/82 | DEP | DEP   |
| 40   | 40       | 7/1/82 | DEP | DEP   |
| 41   | 41       | 7/1/82 | DEP | DEP   |
| 42   | 42       | 7/1/82 | DEP | DEP   |
| 43   | 43       | 7/1/82 | DEP | DEP   |
| 44   | 44       | 7/1/82 | DEP | DEP   |
| 45   | 45       | 7/1/82 | DEP | DEP   |
| 46   | 46       | 7/1/82 | DEP | DEP   |
| 47   | 47       | 7/1/82 | DEP | DEP   |
| 48   | 48       | 7/1/82 | DEP | DEP   |
| 49   | 49       | 7/1/82 | DEP | DEP   |
| 50   | 50       | 7/1/82 | DEP | DEP   |
| 51   | 51       | 7/1/82 | DEP | DEP   |
| 52   | 52       | 7/1/82 | DEP | DEP   |
| 53   | 53       | 7/1/82 | DEP | DEP   |
| 54   | 54       | 7/1/82 | DEP | DEP   |
| 55   | 55       | 7/1/82 | DEP | DEP   |
| 56   | 56       | 7/1/82 | DEP | DEP   |
| 57   | 57       | 7/1/82 | DEP | DEP   |
| 58   | 58       | 7/1/82 | DEP | DEP   |
| 59   | 59       | 7/1/82 | DEP | DEP   |
| 60   | 60       | 7/1/82 | DEP | DEP   |
| 61   | 61       | 7/1/82 | DEP | DEP   |
| 62   | 62       | 7/1/82 | DEP | DEP   |
| 63   | 63       | 7/1/82 | DEP | DEP   |
| 64   | 64       | 7/1/82 | DEP | DEP   |
| 65   | 65       | 7/1/82 | DEP | DEP   |
| 66   | 66       | 7/1/82 | DEP | DEP   |
| 67   | 67       | 7/1/82 | DEP | DEP   |
| 68   | 68       | 7/1/82 | DEP | DEP   |
| 69   | 69       | 7/1/82 | DEP | DEP   |
| 70   | 70       | 7/1/82 | DEP | DEP   |
| 71   | 71       | 7/1/82 | DEP | DEP   |
| 72   | 72       | 7/1/82 | DEP | DEP   |
| 73   | 73       | 7/1/82 | DEP | DEP   |
| 74   | 74       | 7/1/82 | DEP | DEP   |
| 75   | 75       | 7/1/82 | DEP | DEP   |
| 76   | 76       | 7/1/82 | DEP | DEP   |
| 77   | 77       | 7/1/82 | DEP | DEP   |
| 78   | 78       | 7/1/82 | DEP | DEP   |
| 79   | 79       | 7/1/82 | DEP | DEP   |
| 80   | 80       | 7/1/82 | DEP | DEP   |
| 81   | 81       | 7/1/82 | DEP | DEP   |
| 82   | 82       | 7/1/82 | DEP | DEP   |
| 83   | 83       | 7/1/82 | DEP | DEP   |
| 84   | 84       | 7/1/82 | DEP | DEP   |
| 85   | 85       | 7/1/82 | DEP | DEP   |
| 86   | 86       | 7/1/82 | DEP | DEP   |
| 87   | 87       | 7/1/82 | DEP | DEP   |
| 88   | 88       | 7/1/82 | DEP | DEP   |
| 89   | 89       | 7/1/82 | DEP | DEP   |
| 90   | 90       | 7/1/82 | DEP | DEP   |
| 91   | 91       | 7/1/82 | DEP | DEP   |
| 92   | 92       | 7/1/82 | DEP | DEP   |
| 93   | 93       | 7/1/82 | DEP | DEP   |
| 94   | 94       | 7/1/82 | DEP | DEP   |
| 95   | 95       | 7/1/82 | DEP | DEP   |
| 96   | 96       | 7/1/82 | DEP | DEP   |
| 97   | 97       | 7/1/82 | DEP | DEP   |
| 98   | 98       | 7/1/82 | DEP | DEP   |
| 99   | 99       | 7/1/82 | DEP | DEP   |
| 100  | 100      | 7/1/82 | DEP | DEP   |

SCALE: 1"=100'  
 - IRON SET  
 - IRON FOUND  
 B.S.L. - BUILDING SETBACK LINE

B.M. - INTERSECTION OF WAYZE ROAD AND MAPLE  
 CITY OF WICHITA BENCH MARK DISC 43.5 FT.  
 SOUTH AND 52.7 FT. EAST OF INTERSECTION  
 CENTERLINE OF BOTH  
 ELEV. +133.195 CITY DATUM  
 ELEV. +1320.595 M.S.L.

MINIMUM PAD ELEVATION (LOWEST OPENING) FOR LOTS 1  
 AND 2, BLOCK 2: ELEV. 1324 M.S.L.  
 FOR ADDITIONAL SETBACKS SEE C.U.P. DP-139 ON FILE  
 WITH THE METROPOLITAN AREA PLANNING DEPARTMENT

BEARING AND DISTANCE  
 CENTER COORDINATES  
 ROTATION ANGLES  
 CURVE DATA  
 CURVE INSTRUCTIONS



| OAK CLIFF ESTATES 5TH ADDITION<br>PHASE 4                                  |               |
|----------------------------------------------------------------------------|---------------|
| PLAT                                                                       |               |
| PROFESSIONAL ENGINEERING CONSULTANTS, P.A.<br>ENGINEERS<br>WICHITA, KANSAS |               |
| Designed by                                                                | Checked by    |
| Drawn by                                                                   | Date          |
| DEP                                                                        | JULY, 1982    |
|                                                                            | Job no. 92333 |







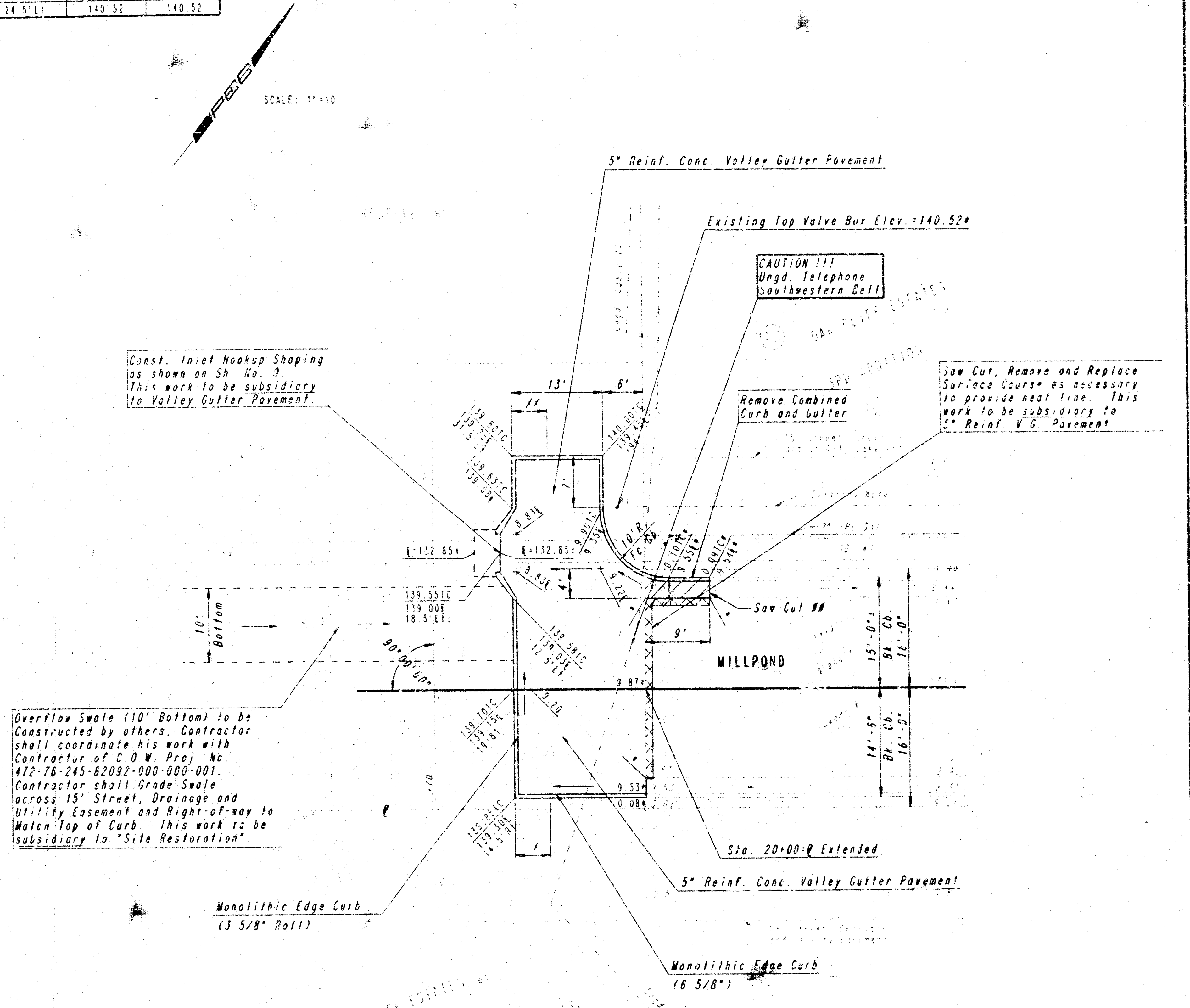








| PROJECT NO                   | SHEET NO | TOTAL SHEETS |
|------------------------------|----------|--------------|
| 472-76-245-82093-040-000-001 | 78       | 9            |



NOTE: PART OF THIS STREET TO BE CONSTRUCTED WITH ROLL-TYPE CURB. TOP OF CURB ELEVATIONS GIVEN ARE FOR FULL HEIGHT CURB.

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* MATCH EXISTING
## SAW CUT TO BE SUBSIDIARY TO VALLEY
  GUTTER PAVEMENT.
## 5' TRANSITION FROM MONOLITHIC EDGE CURB (3' 5/8")
  TO MONOLITHIC EDGE CURB (6' 5/8") TO BE BID
  AND PAID FOR AS "MONOLITHIC EDGE CURB (6' 5/8")".

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|                                                                                                                                                    |                                      |            |                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|------------|--------------------------|
| 1                                                                                                                                                  | ALL REINFORCED CONCRETE CONSTRUCTION | DATE       | 5/8/93                   |
| No.                                                                                                                                                | Revision                             | By         | Date                     |
| DAR CLIFF ESTATES 5TH ADDITION<br>PHASE 4<br><b>FOXCHASE</b><br>STA. 9+76.50 TO STA. 10+00.00<br><b>MILLPOND</b><br>STA. 19+71.50 TO STA. 20+00.00 |                                      |            |                          |
| <b>PROFESSIONAL ENGINEERING CONSULTANTS, P.A.</b><br>ENGINEERS<br>WICHITA, KANSAS                                                                  |                                      |            |                          |
| Designed by                                                                                                                                        | CSB, GDD                             | Checked by |                          |
| Drawn by                                                                                                                                           | DEP                                  | Date       | JULY, 1992 Job No. 92333 |

DRAWING NAME: 32-92333 PAVING PLAN  
LOCATION: D4 4724  
CENTER COORDINATES:  
ROTATION ANGLE:  
DATE LAST WORKED ON:  
WIZE BERT



|                              |           |              |
|------------------------------|-----------|--------------|
| PROJECT NO.                  | SHEET NO. | TOTAL SHEETS |
| 472-76-245-82093-000-000-301 | 18        | 9            |

# CRUSHED ROCK GRADATION REQUIREMENTS

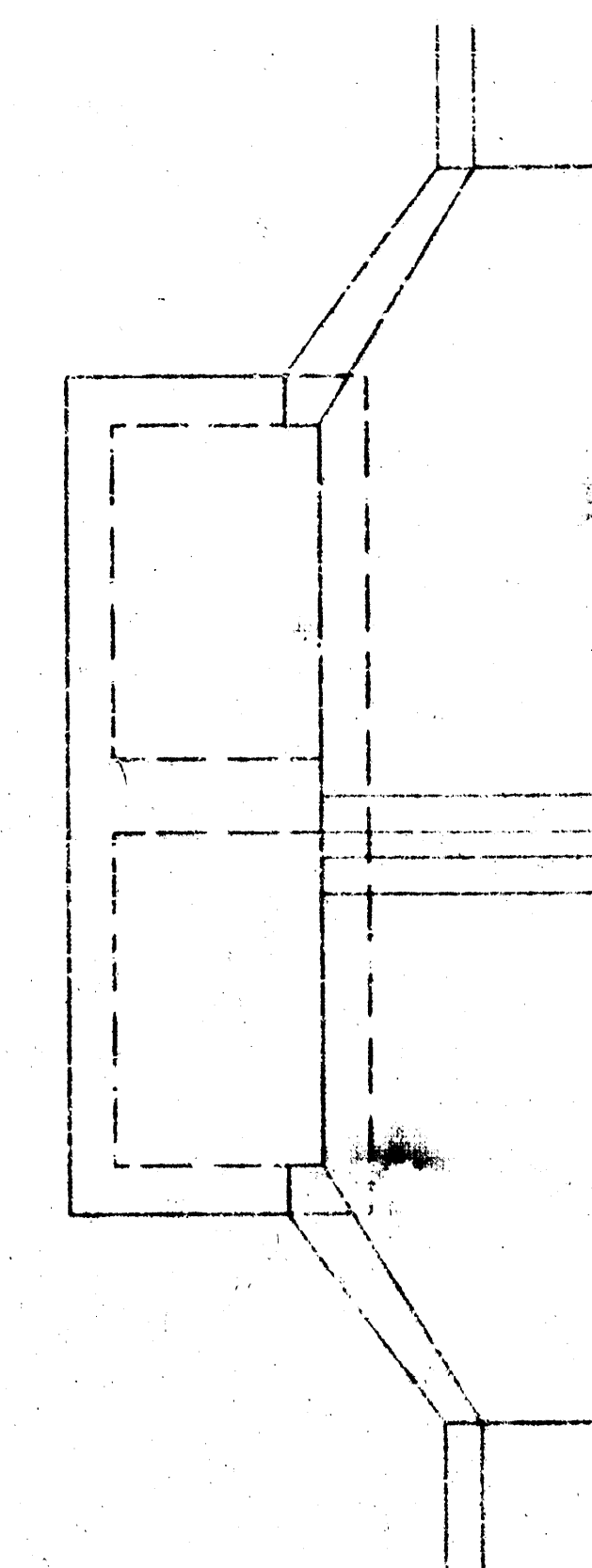
PERCENT OF AGGREGATE RETAINED

|        |        |
|--------|--------|
| 0.075" | 0      |
| 0.150" | 20-60  |
| 0.300" | 50-100 |
| 0.600" | 90-100 |
| 1.180" | 95-100 |

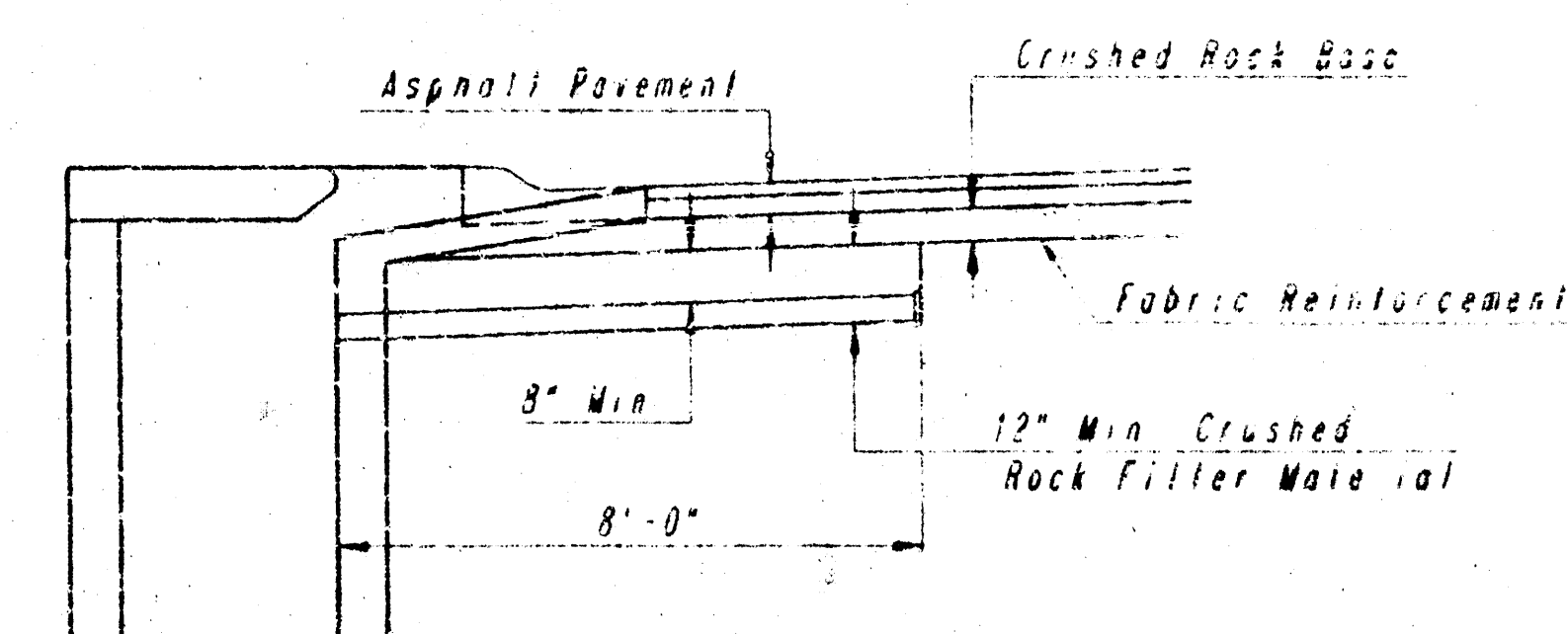
ROCK QUALITY SHALL CONFORM TO THE REQUIREMENTS SPECIFIED BY THE KDOT 1990 EDITION STANDARD SPECIFICATION SPECIFICATION 1133 FOR DURABILITY CLASS 1.

# PAVEMENT UNDERDRAIN LOCATIONS

| STREET   | STATION  | SIDE |
|----------|----------|------|
| WILLIAMS | 18+53.33 | E    |



PLAN



PIPE TO HAVE MINIMUM 10 PERFORATIONS PER LINEAL FT. @ 1 1/4" DIA.  
PERFORATIONS TO BE ON BOTTOM HALF

# SECTION

NOTE: PAVEMENT CONTRACTOR WILL BE REQUIRED TO INSTALL 3/4" DIA. PERFORATED DRAIN PIPE AS INDICATED IN THE DETAILS ABOVE. IF A PIPE HAS BEEN INSTALLED THROUGH WALLS OF CURB, INLETS BY OTHERS IN A MANNER ALLOWING CONNECTION OF ADDITIONAL DRAIN PIPE AS REQUIRED BY DETAILS ABOVE.

# PAVEMENT UNDERDRAIN DETAIL

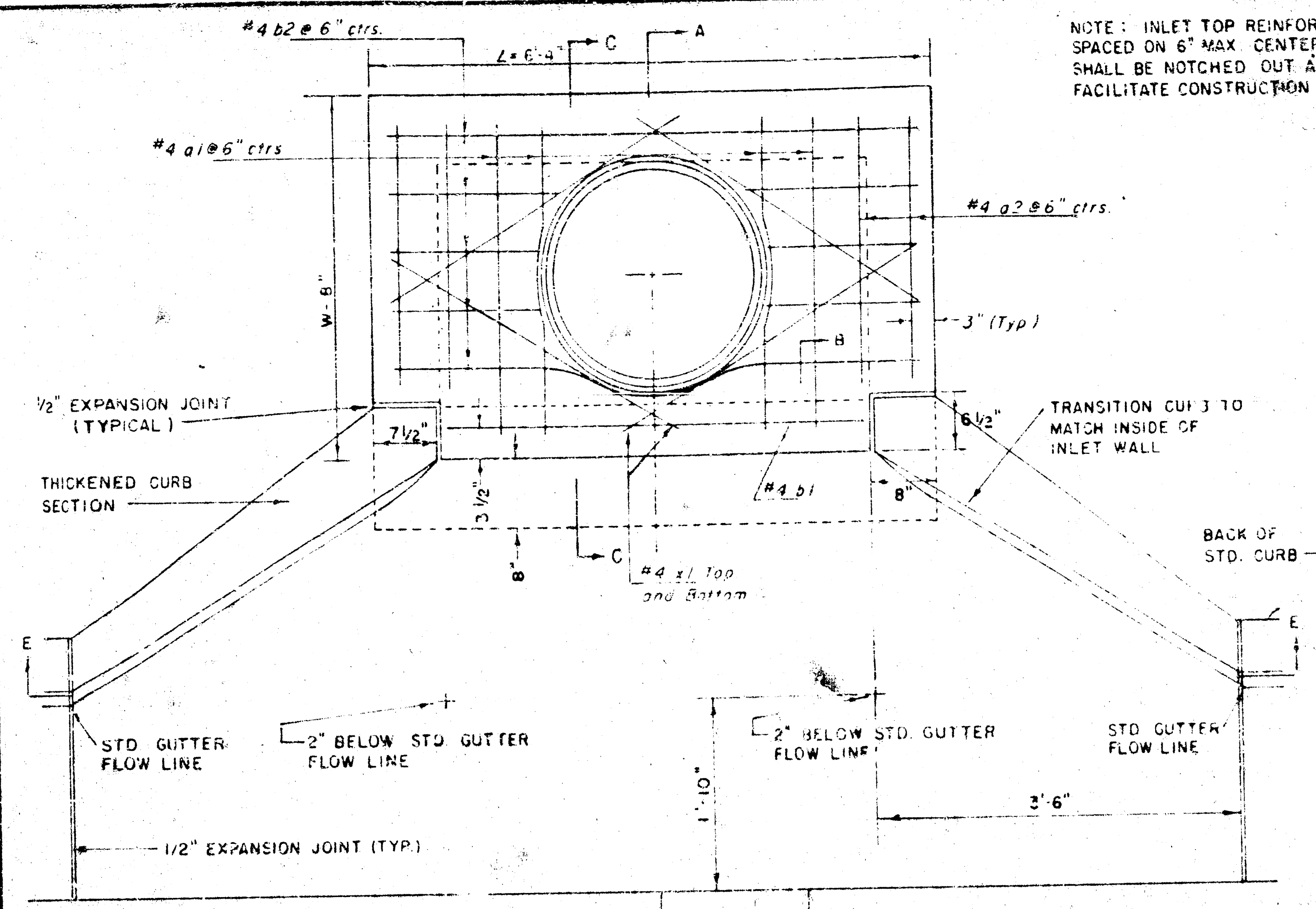
MATERIALS FOR AND CONSTRUCTION OF THE PAVEMENT UNDERDRAINS SHALL BE SUBJECT TO OTHER RFD ITEMS

|                                            |          |            |                        |
|--------------------------------------------|----------|------------|------------------------|
| 1. ALL REINFORCED CONCRETE CONSTRUCTION    |          | DATE       | 07/26/92               |
| NO.                                        | REVISION | BY         | DATE                   |
| D&W OFF ESTIMATES FOR ADDITION             |          |            |                        |
| PHASE 4                                    |          |            |                        |
| <b>MISCELLANEOUS PAVING DETAILS</b>        |          |            |                        |
| PROFESSIONAL ENGINEERING CONSULTANTS, P.A. |          |            |                        |
| ENGINEERS<br>WICHITA, KANSAS               |          |            |                        |
| Designed by                                | CSB, GBO | Checked by |                        |
| Drawn by                                   | DLP      | Date       | ADD 1992 Job No. 92133 |

|       |          |     |
|-------|----------|-----|
| PLAN  | DATE     | BY  |
| NO. 1 | 07/26/92 | CSB |

DRAWING NAME: 12-00153 HISC PAV DETAIL  
LOCATION: ON 472-76-245-82093-000-000-301  
CLIENT: CHICAGO METROPOLITAN AREA  
DATE: 07/26/92  
FILE: 18181





NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

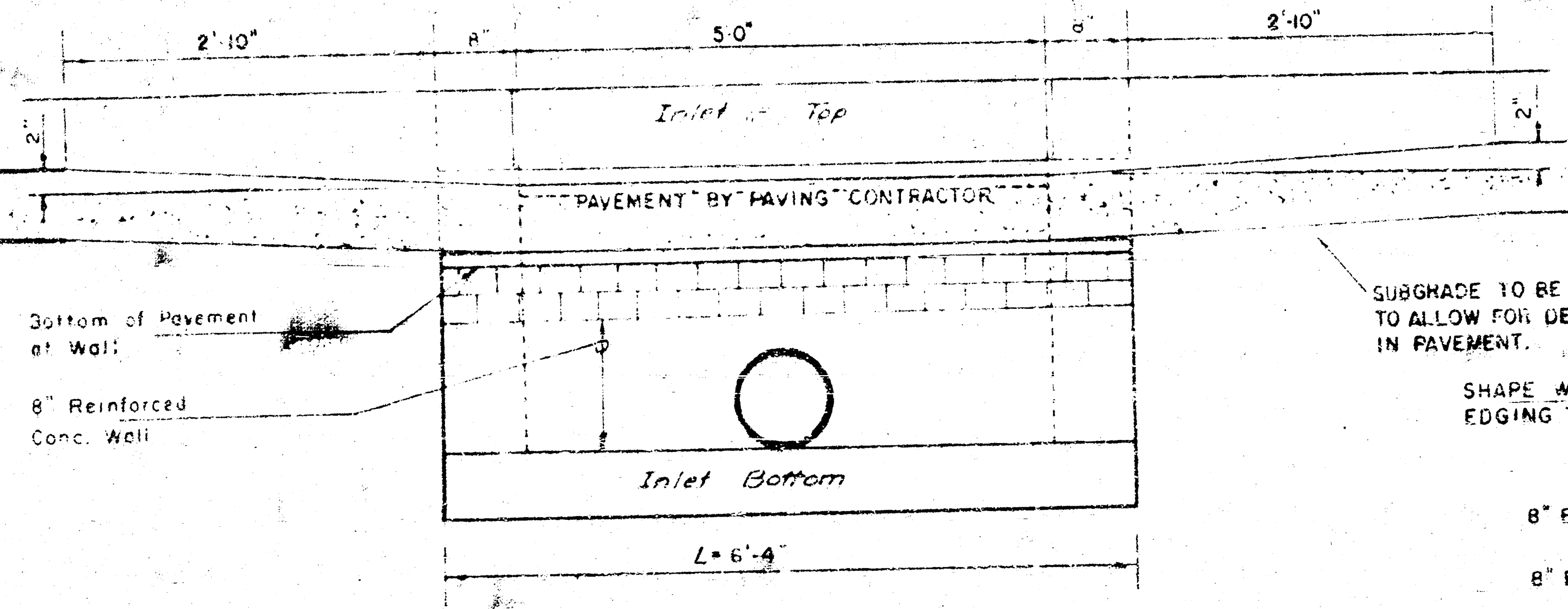
PLAN

| PRECAST SLAB AND FLOOR REINFORCING |      |     |        |     |        |     |        |     |        |
|------------------------------------|------|-----|--------|-----|--------|-----|--------|-----|--------|
| Mark                               | Size | No. | Length | No. | Length | No. | Length | No. | Length |
| 1a1                                | #4   | 6   | 6'-7"  | 6   | 8'-7"  | 6   | 10'-7" | 6   | 12'-7" |
| 1a2                                | #4   | 4   | 6'-0"  | 4   | 8'-0"  | 4   | 10'-0" | 4   | 12'-0" |
| 1b1                                | #4   | 13  | 4'-1"  | 13  | 5'-1"  | 13  | 6'-1"  | 13  | 7'-1"  |
| 1b2                                | #4   | 23  | 6'-1"  | 29  | 6'-1"  | 35  | 6'-1"  | 41  | 6'-1"  |
| 1c1                                | #4   | 8   | 3'-10" | 8   | 4'-2"  | 8   | 4'-6"  | 8   | 5'-2"  |

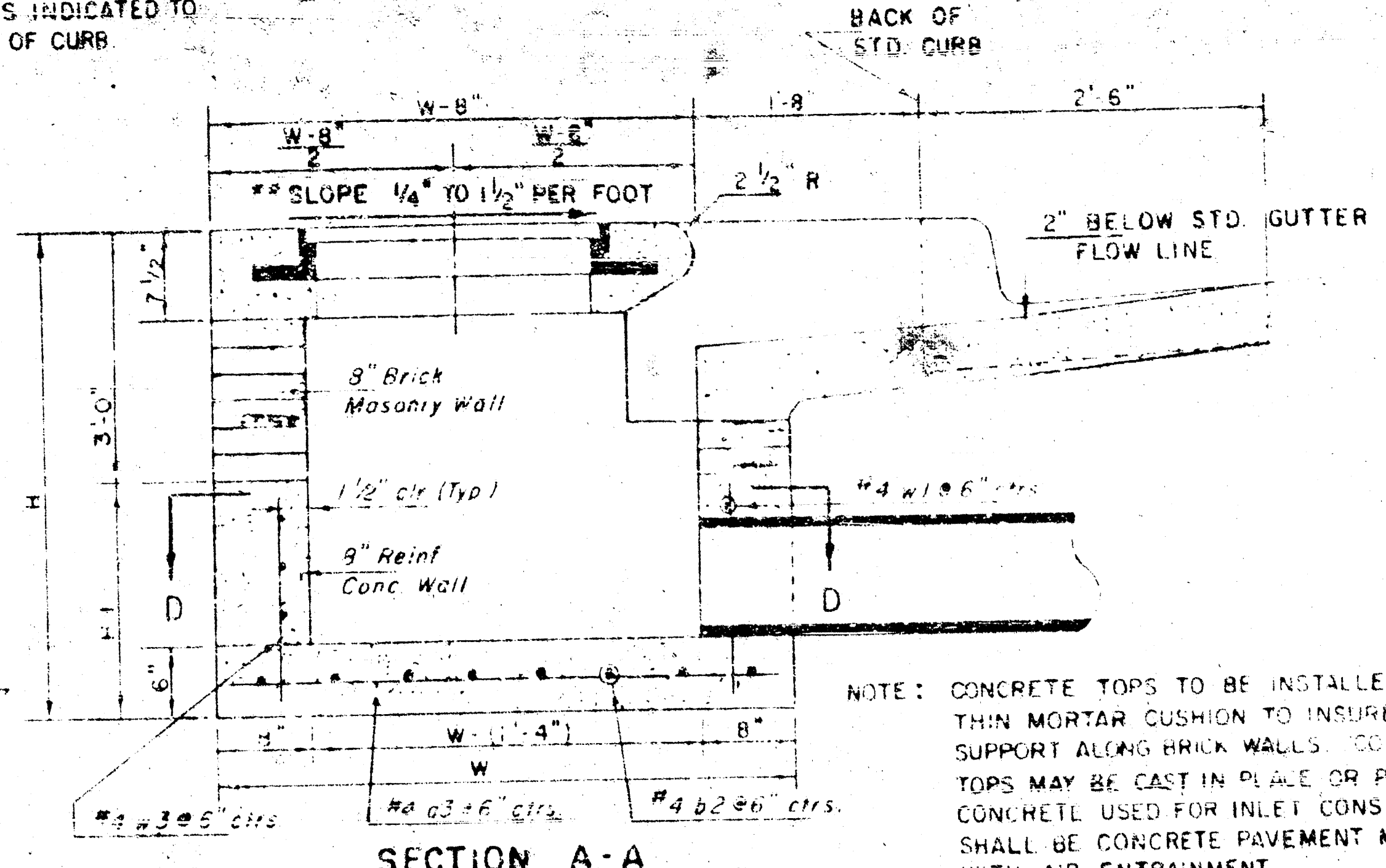
| WALL REINFORCING |      |     |        |     |        |     |        |     |        |
|------------------|------|-----|--------|-----|--------|-----|--------|-----|--------|
| Mark             | Size | No. | Length | No. | Length | No. | Length | No. | Length |
| 1a1              | #4   | 1   | 5'-1"  | 1   | 5'-1"  | 1   | 5'-1"  | 1   | 5'-1"  |
| 1a2              | #4   | 1   | 4'-1"  | 1   | 4'-1"  | 1   | 4'-1"  | 1   | 4'-1"  |
| 1b1              | #4   | 32  | 2'-0"  | 32  | 2'-0"  | 32  | 2'-0"  | 32  | 2'-0"  |

1 Field bend or cut reinforcing as required for clearance.  
 ① 4(HI-12") (HI 12") Round down to nearest 0.5"  
 ② HI-3"



SECTION E-E

NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.



SECTION A-A

NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6'-4" AND H = 7'-0" OR LESS.  
 ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.  
 INLET INVERT SHALL BE CHASED WITH A 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.  
 THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

\*\* NOTE: Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits indicated.

BENDING DIAGRAM

| W     | PRECAST TOP SIZE   | PIPE SIZE      | CU YD CONC |
|-------|--------------------|----------------|------------|
| 4'-4" | 38" x 64" x 7 1/2" | 21" B. SMALLER | 0.38 ±     |
| 5'-4" | 48" x 64" x 7 1/2" | 24" B. 30"     | 0.51 ±     |
| 6'-4" | 58" x 64" x 7 1/2" | 36" B. 42"     | 0.64 ±     |
| 7'-4" | 68" x 64" x 7 1/2" | 48" B. 54"     | 0.77 ±     |
| 8'-4" | 78" x 64" x 7 1/2" | 60" B. 66"     | 0.90 ±     |

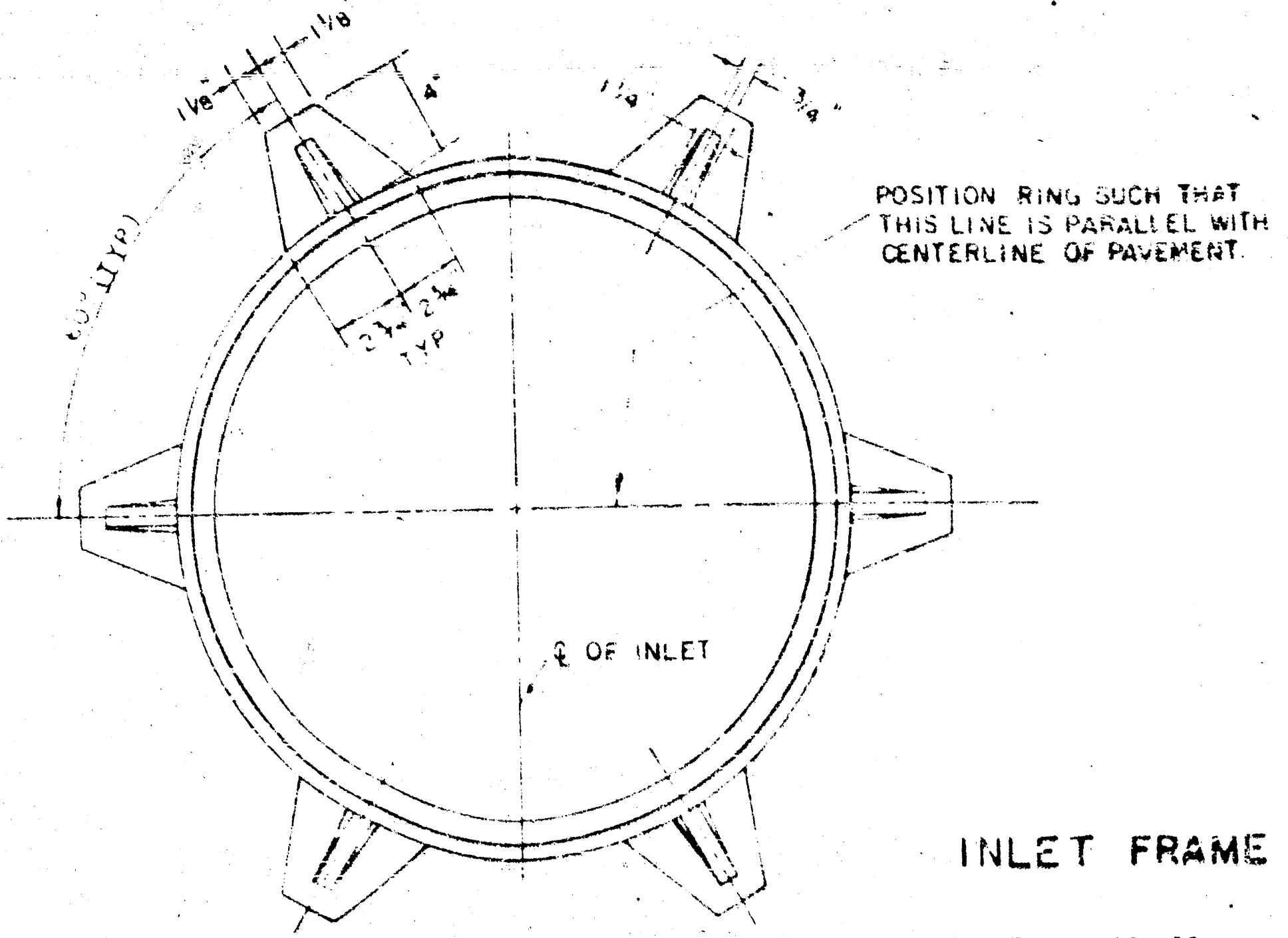
SUBGRADE TO BE SHAPED TO ALLOW FOR DEPRESSION IN PAVEMENT.

SHAPE WITH RADIUS EDGING TOOL

8" BRICK MASONRY

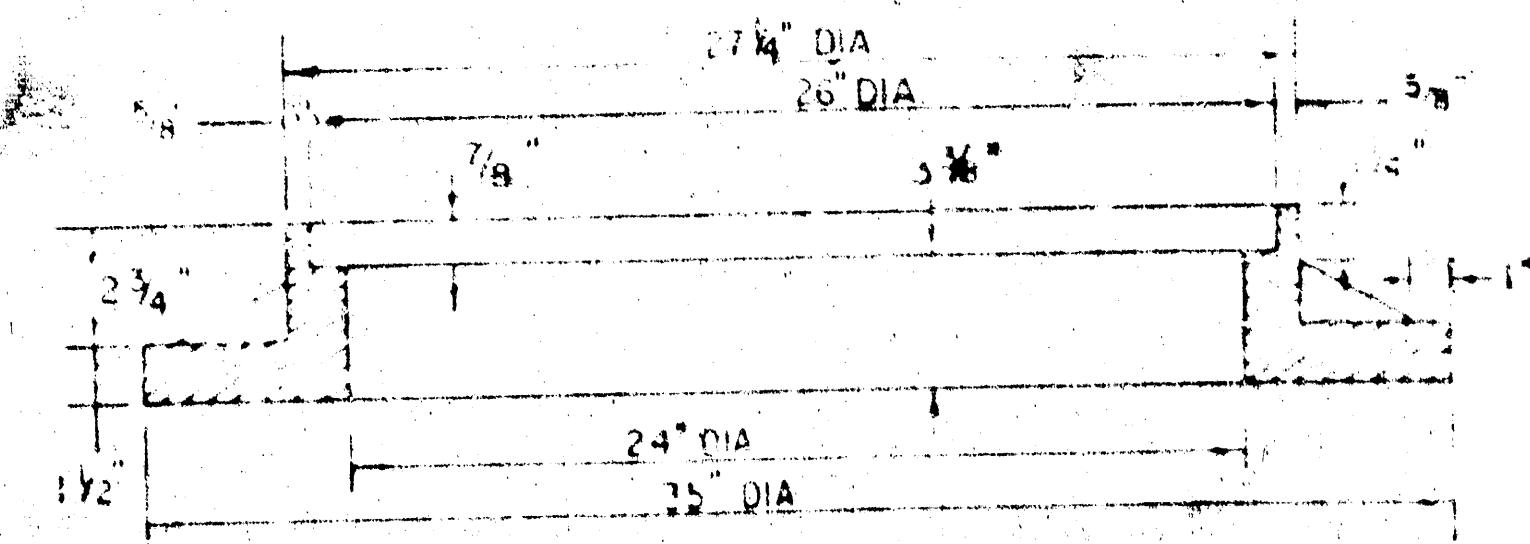
8" REINF. CONC.

SECTION B-B

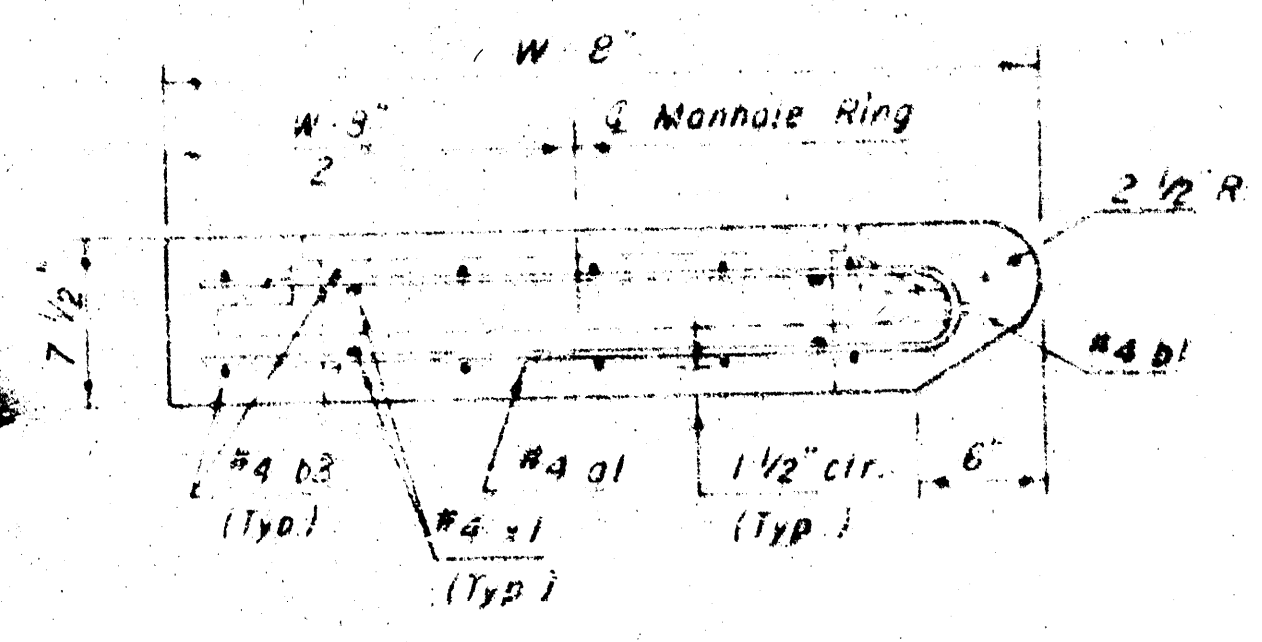


INLET FRAME

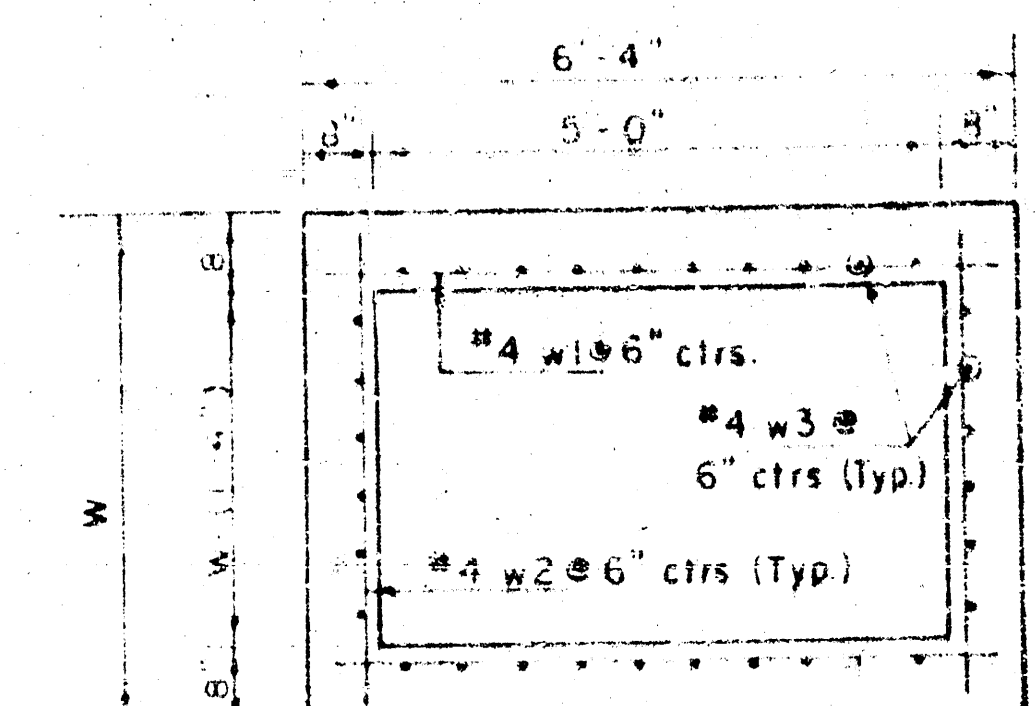
WEIGHT = 160 LBS



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



SECTION C-C



SECTION D-D

REVISED 11-30-1988

REVISED 12-2-1984

Revised 2-16-1989

DETAIL STANDARD TYPE 1A CURB INLET  
 CITY OF WICHITA, KANSAS  
 INLET OPENING = 6" x 5'0"  
 L = 6'-4"

JUNE 1984

14-02-05-01

FOR INLET HOOKUP DETAILS ONLY

Project No. 472-76-285-B2093-000-000-001