

PAVING IMPROVEMENTS & INCIDENTAL DRAINAGE FOR

33RD STREET NORTH

FROM ONE QUARTER MILE WEST OF HILLSIDE AVENUE
TO THE WEST LINE OF HILLSIDE AVENUE

PROJECT NO. 472-82038

INDEX NO. 760512

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

NOVEMBER 1990

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR SHALL 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.
2. UNLESS SHOWN OR STATED OTHERWISE ON THESE DRAWINGS, MATERIALS AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF WICHITA CONCRETE PAVEMENT AND ASPHALTIC CONCRETE PAVEMENT SPECIFICATIONS.
3. THE TOPS OF INLETS AS NOTED ON THE PLANS MAY VARY SO AS TO MEET PROPOSED TOP OF CURB ELEVATIONS OR PAVEMENT ELEVATIONS. THE FIELD ENGINEER SHALL LOCATE INLETS WITH REFERENCE TO THE PAVING PLANS.
4. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/ OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE PROJECT LIMITS A MINIMUM OF TEN (10) DAYS ADVANCE NOTICE PRIOR TO START OF CONSTRUCTION.
5. CONTRACTOR WILL BE REQUIRED TO PROVIDE A MINIMUM ADVANCE NOTICE OF FORTY-EIGHT (48) HOURS TO UTILITY COMPANIES PRIOR TO STARTING ANY EXCAVATION AS FOLLOWS:

KANSAS ONE-CALL 1-800-344-7233
OR (WICHITA) 687-2470

THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF EMERGENCY:

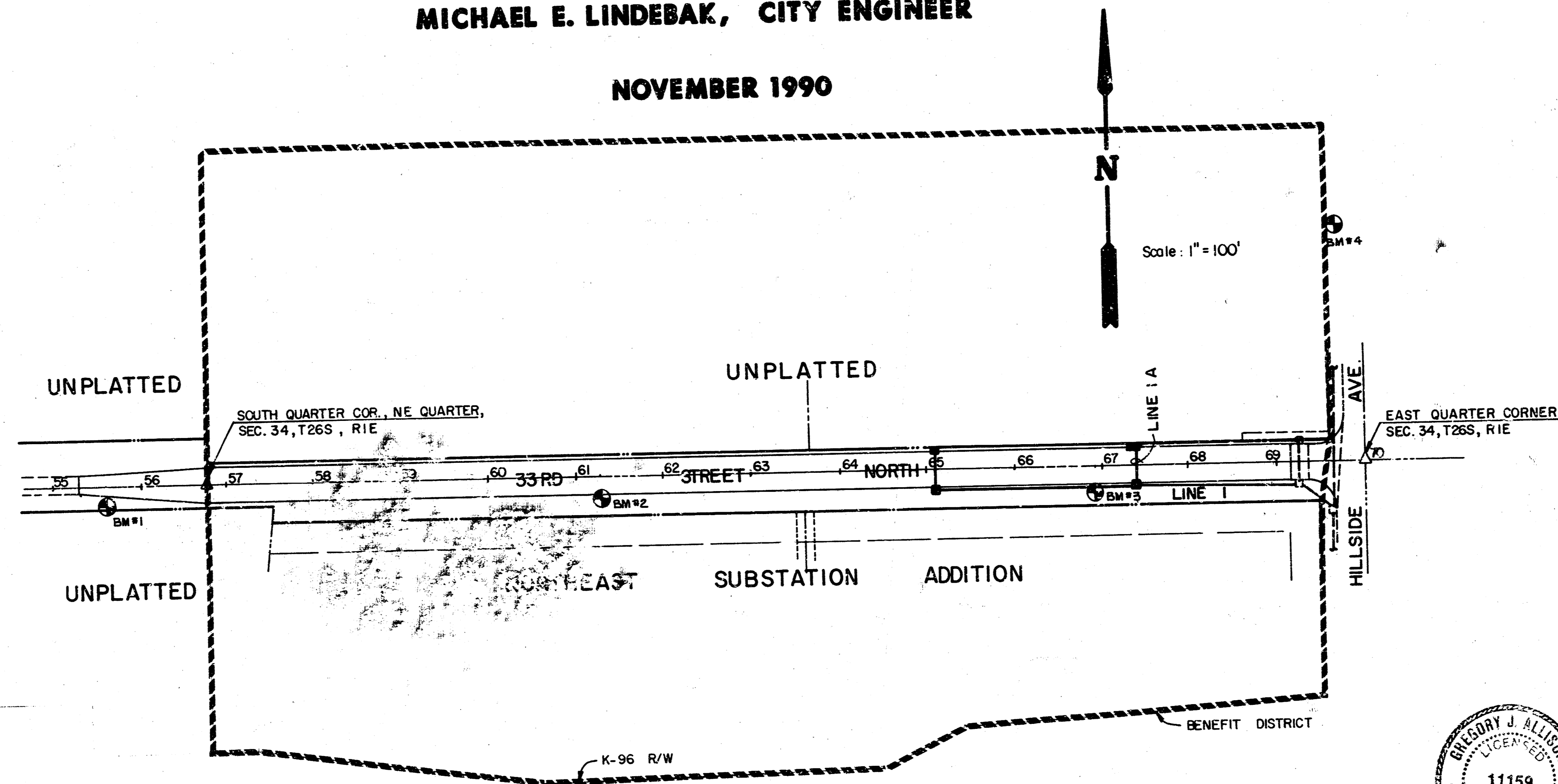
BELL TELEPHONE 1-316-571-2115
KPL GAS SERVICE COMPANY 263-7511
KANSAS GAS & ELECTRIC 264-1141
CITY OF WICHITA WATER DEPARTMENT 268-4908

6. 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 THAT, IN THE OPINION OF THE ENGINEER WILL LEAVE AN UNSTIGHTLY APPEARANCE WILL NOT BE APPROVED.
7. THIS PROJECT INCLUDES A CERTAIN AMOUNT OF FULL TYPE CURB CONSTRUCTION. FULL CURBS SHALL BE DEPRESSED THROUGH ALL DRIVEWAY OPENINGS WHEN SUCH DRIVES ARE CONSTRUCTED AS A PART OF THE PROJECT. NO MORE THAN 13 DRIVES 20 FEET IN WIDTH OR EQUIVALENT COMBINATIONS THEREOF, ARE TO BE CONSTRUCTED WITH THIS PROJECT.
8. A SAW CUT OF AT LEAST ONE-HALF THE DEPTH OF EXISTING SURFACE COURSES OR ONE-FOURTH THE DEPTH OF THE EXISTING TOTAL PAVEMENT THICKNESS SHALL BE PROVIDED AT LOCATIONS WHERE PROPOSED CONSTRUCTION ABUTS AN EXISTING SURFACE COURSE OR PAVEMENT FOR WHICH PARTIAL REMOVAL OF THAT SURFACE OR PAVEMENT IS REQUIRED. SAWED JOINT TO FACILITATE REMOVAL WITHIN THREE (3) FEET OF EXISTING JOINTS WILL NOT BE PERMITTED AND FOR SUCH INSTANCES THE LIMITS OF REMOVAL SHALL EXTEND TO THE EXISTING JOINT. SUCH SAW CUTS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE CONSIDERED AS SUBSIDIARY TO THE REMOVAL OF THE SURFACE OR PAVEMENT.
9. TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
10. THE CONTRACTOR SHALL ADJUST WATER VALVE BOXES AND FIRE HYDRANTS AS DIRECTED BY THE ENGINEER. COST TO BE SUBSIDIARY TO OTHER WORK. THE WATER DEPARTMENT 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, WATER VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
11. INTERURBAN TRAFFIC GENERATED OUTSIDE THE PROJECT AREA AND LOCAL BUSINESS TRAFFIC GENERATED WITHIN THE PROJECT AREA ARE TO BE CARRIED THROUGH CONSTRUCTION.

ALL ELEVATIONS SHOWN ARE CITY OF WICHITA DATUM. CITY DATUM = USGS
MSL - 1187.4'

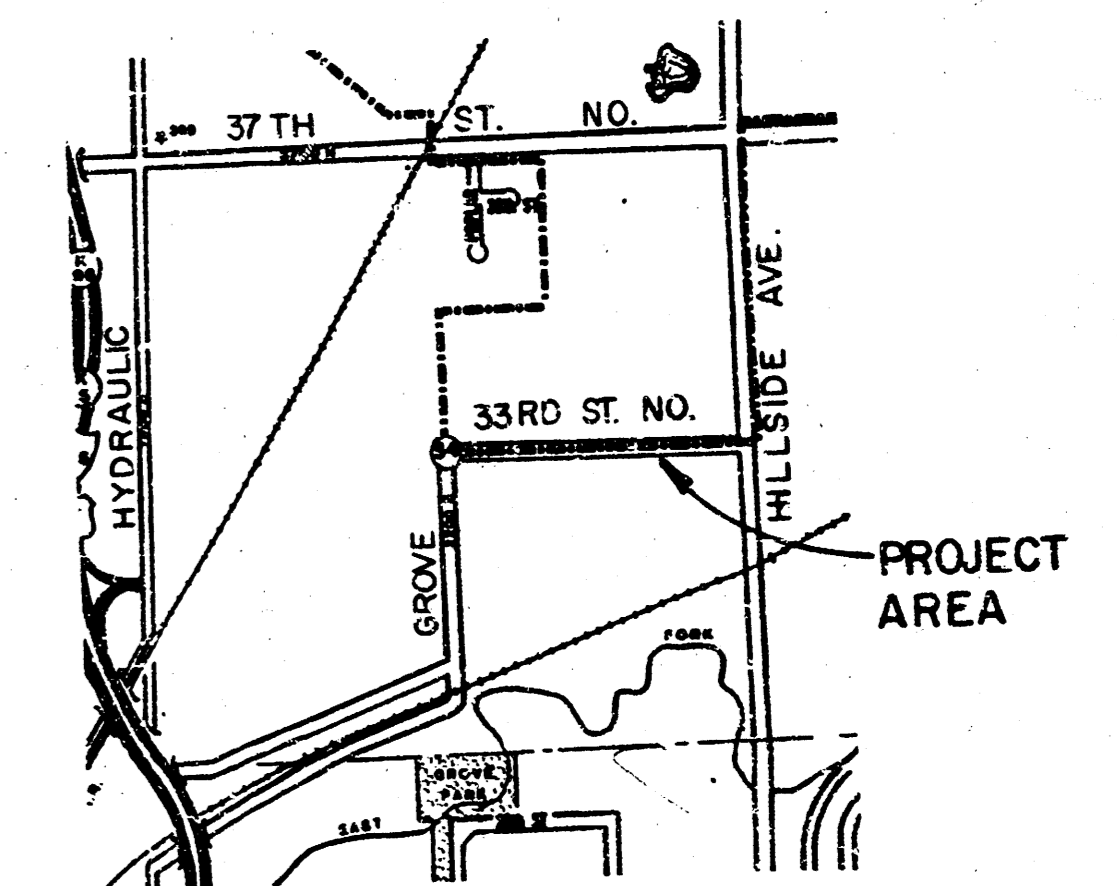
BENCH MARKS:

- BM #1 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
1450' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
ELEV. = 162.65 (STA. 55+58.6, 23' RT.)
- BM #2 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
870' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
ELEV. = 164.67 (STA. 61+27.6, 23' RT.)
- BM #3 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
300' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
ELEV. = 159.92 (STA. 66+91.8, 24' RT.)
- BM #4 STEP NAIL IN EAST FACE OF LIGHT POLE, 258' NORTH OF
CL 33RD STREET NO. AND 40' WEST OF CL HILLSIDE.
ELEV. = 162.65

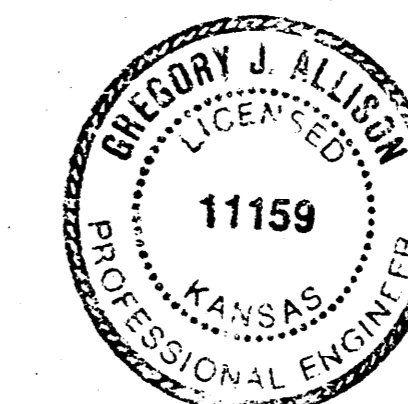


INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Paving Details
3-5	33rd Street No. Paving Plans
6	Storm Water Sewer/Plan & Profile
7-10	Storm Water Sewer Details
11-16	Cross - Sections



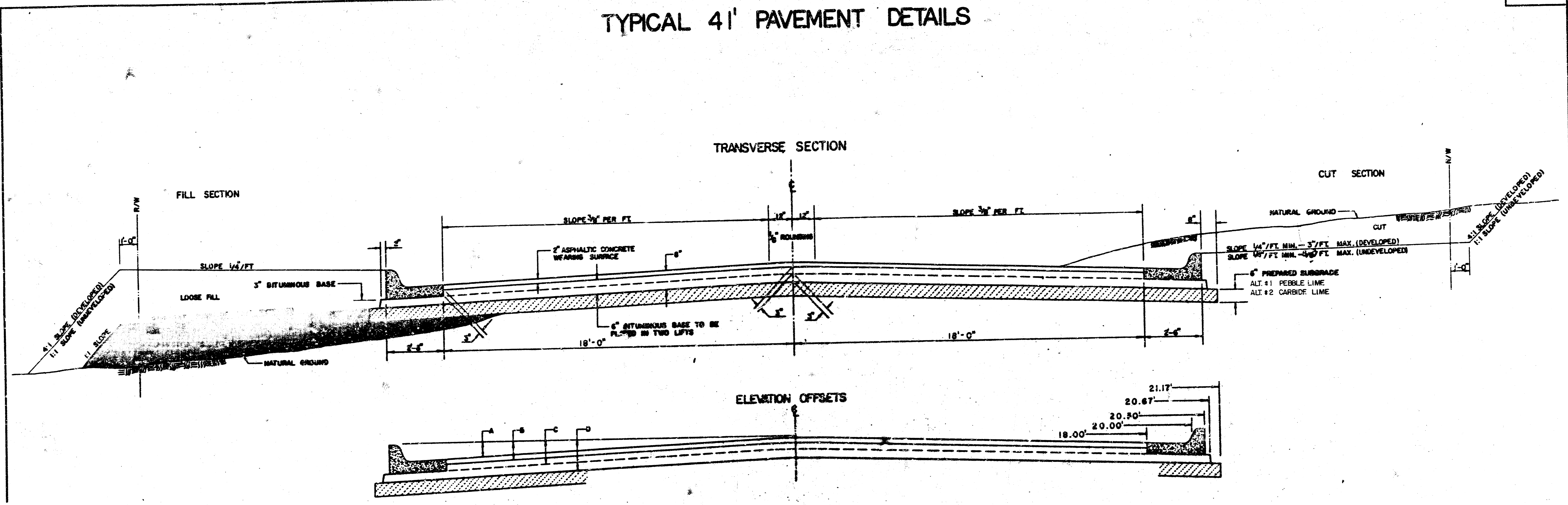
LOCATION MAP



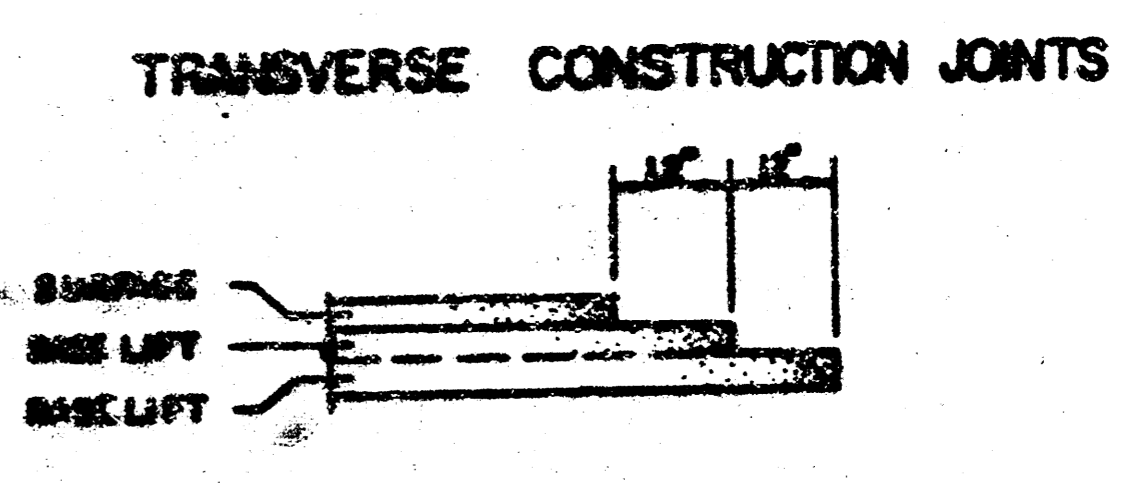
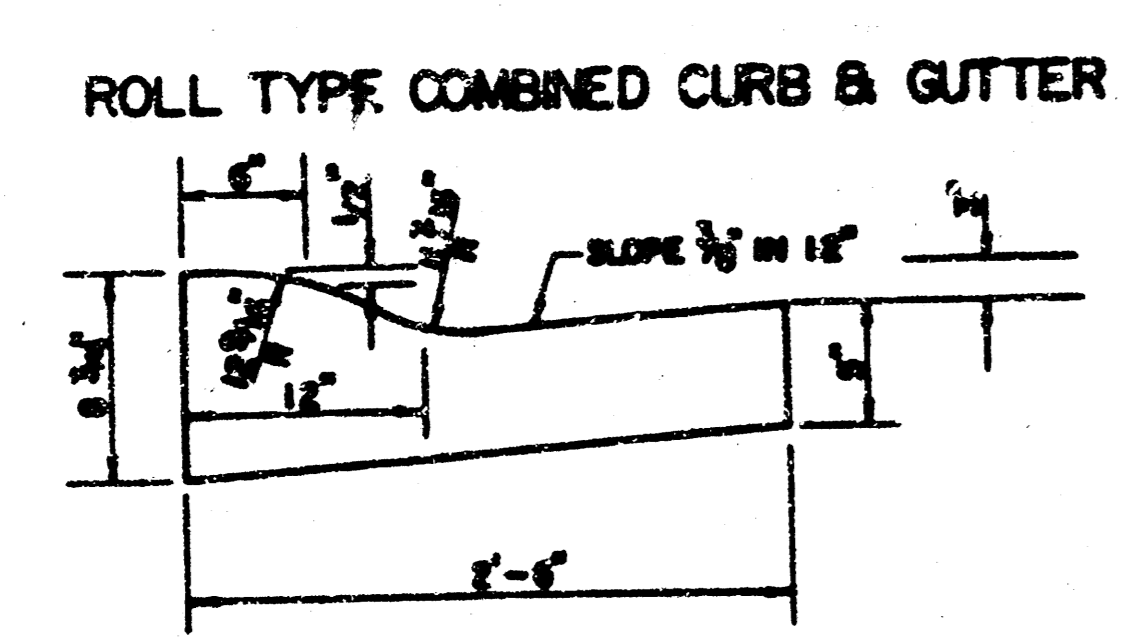
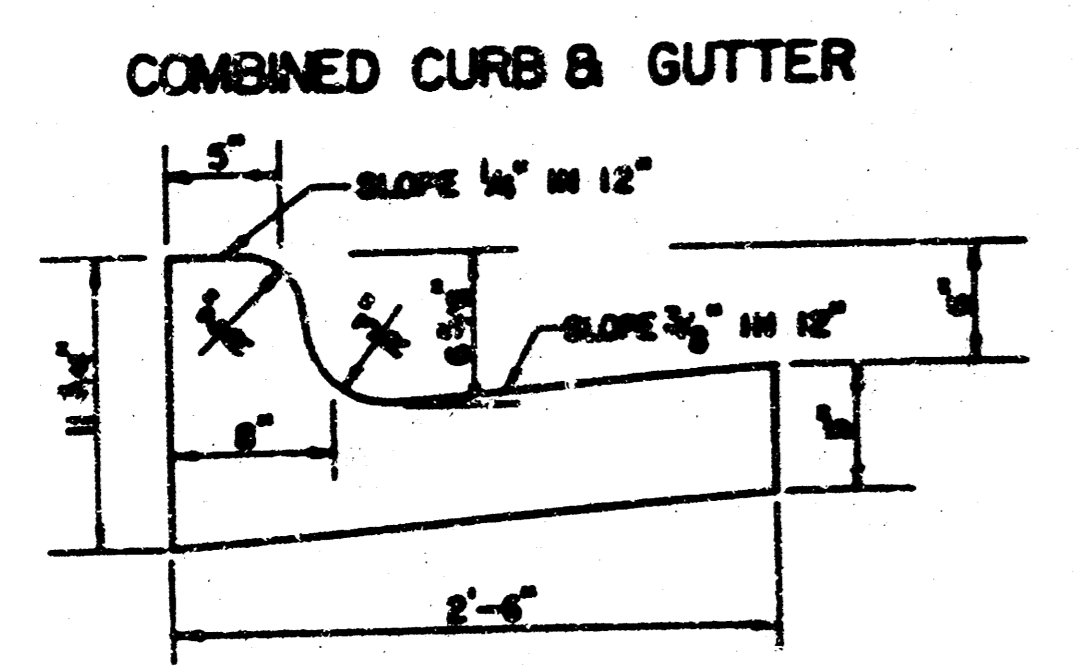
*Strm. Swt.
Booked
7-91
McG*

	CITY OF WICHITA	Design INJY
	33RD STREET NORTH	Drawn by DPR
	PROJ. NO. 472-82038	Checked by GJA
		Date NOV. 1990
		Job no. 90-81-113
		Sheet 1
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		636-5566 of 16

TYPICAL 4' PAVEMENT DETAILS



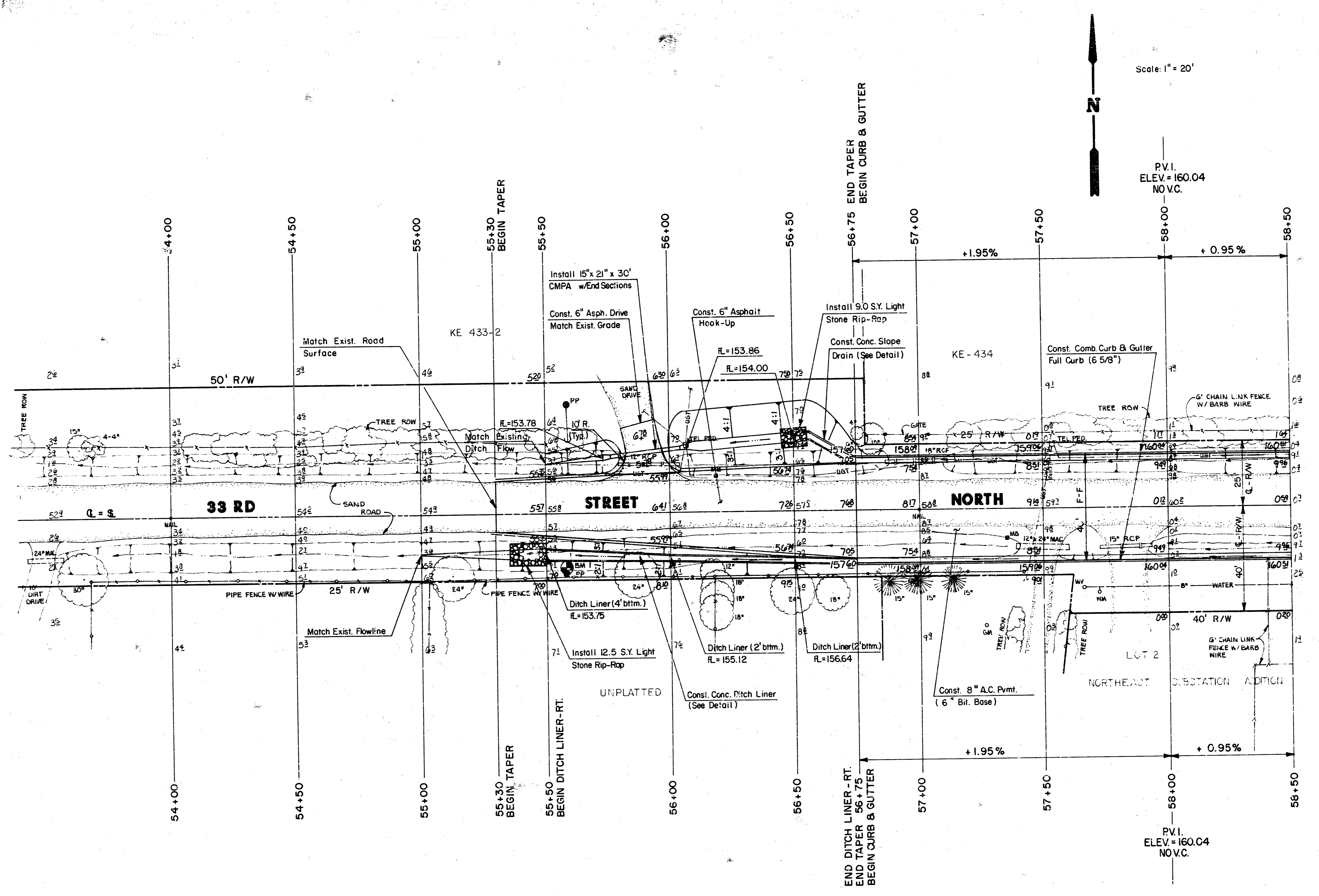
	DISTANCE FROM CENTERLINE (LL & RL)													
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURB TO TOP OF 2" ASPHALTIC CONCRETE WEARING SURFACE	-.05	-.01	.05	.11	.18	.24	.30	.36	.43	.49	---	---	---	---
B: TOP OF CURB TO TOP OF UPPER BASE LIFT	.11	.16	.22	.28	.34	.40	.47	.53	.59	.64	---	---	---	---
C: TOP OF CURB TO TOP OF LOWER BASE LIFT	.36	.41	.47	.53	.59	.65	.72	.78	.84	.90	.97	.99	.99	---
D: TOP OF CURB TO TOP OF SUBGRADE	.61	.66	.72	.78	.83	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25



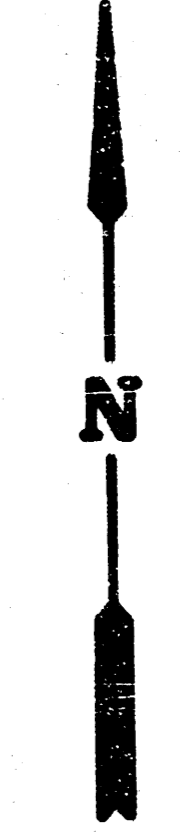
- GENERAL NOTES**
- 1) THE ASPHALTIC CONCRETE TYPING BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 12" WIDE STRIPS OF 1/2" THICKNESS.
 - 2) THE BITUMINOUS BASE UNDER AND UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 12" WIDE STRIPS.
 - 3) A TACK COAT OF QUALIFIED ASPHALT (20-30 OR 40-50) SHALL BE APPLIED AT AN APPROPRIATE RATE OF 0.40 GAL/SQ YD FOR 20'S AND BETWEEN EACH LIFT OF ASPHALT CONCRETE.
 - 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAUNDRY WRENCH UNDER AUTOMATIC COMPACTOR PER LINE AND CURB.
 - 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAMPED A MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PREVIOUS LIFTS AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
 - 6) CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND TREATMENT WITH ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE COSTS OF THE CONTRACT SHALL BE USED IN CONSTRUCTION THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN PLACABLE SIDE FINISHES AT LOCATIONS WHERE FINISH JOINTS EXISTING PLACABLE SIDE FINISHES AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS OF ASPHALTIC CONCRETE (2" BITUMINOUS BASE).

8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
 CITY OF WICHITA, KANSAS
 PROJECT NUMBER 2 16



Scale: 1" = 20'



P.V.I. ELEV. = 160.04 NO.V.C.

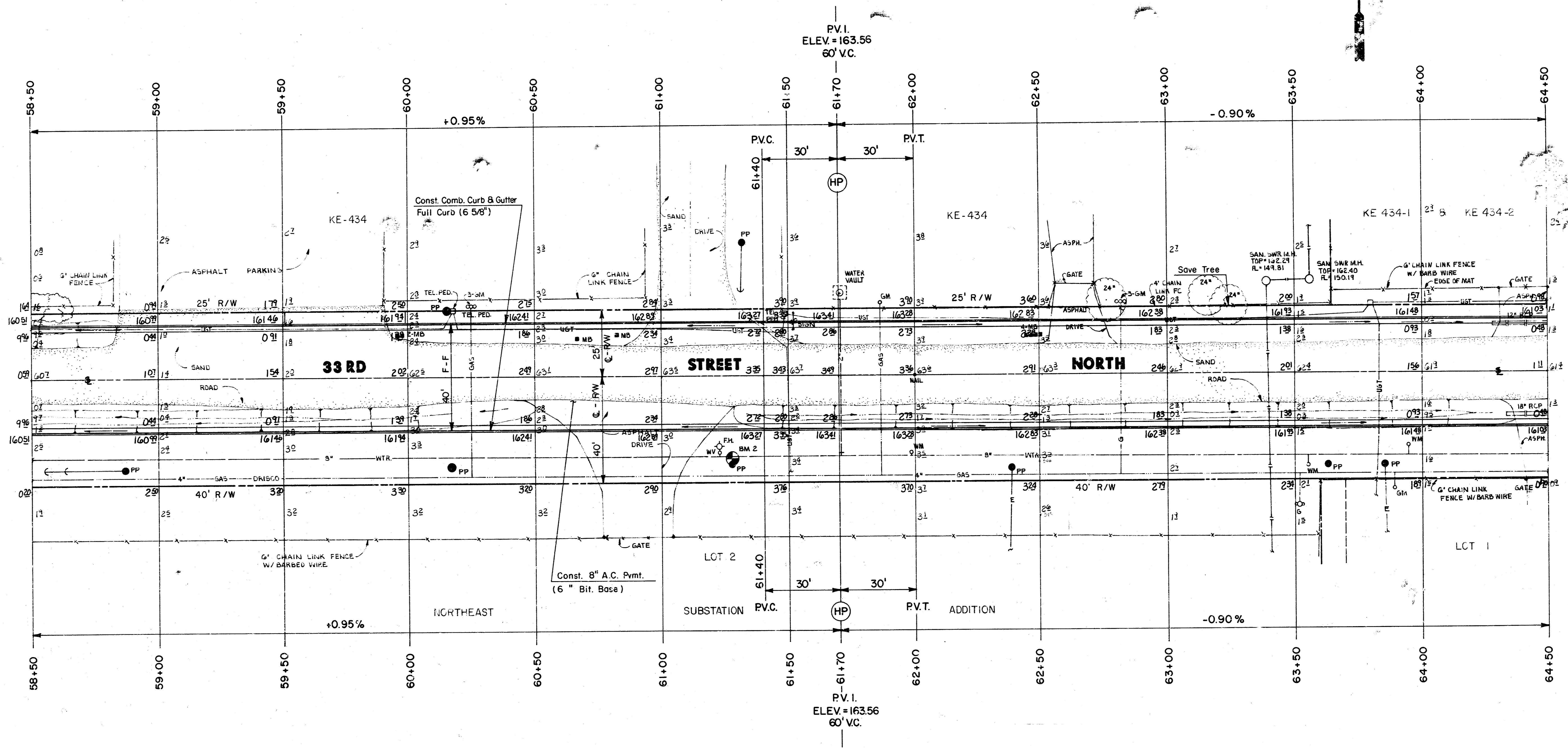
P.V.I. ELEV. = 160.04 NO.V.C.

BM #1 RAILROAD SPIKE IN NORTH FACE OF POWER POLE, 1450' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO. ELEV. = 162.65 (STA. 55+88.6, 23' RT.)


	CITY OF WICHITA	Design MJV
	33RD STREET NORTH	Drawn by DPR
	PROJ. NO. 472-82038	Checked by GJA
		Date NOV 1990
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		Job no. 90-81-113
		Sheet 3 of 16

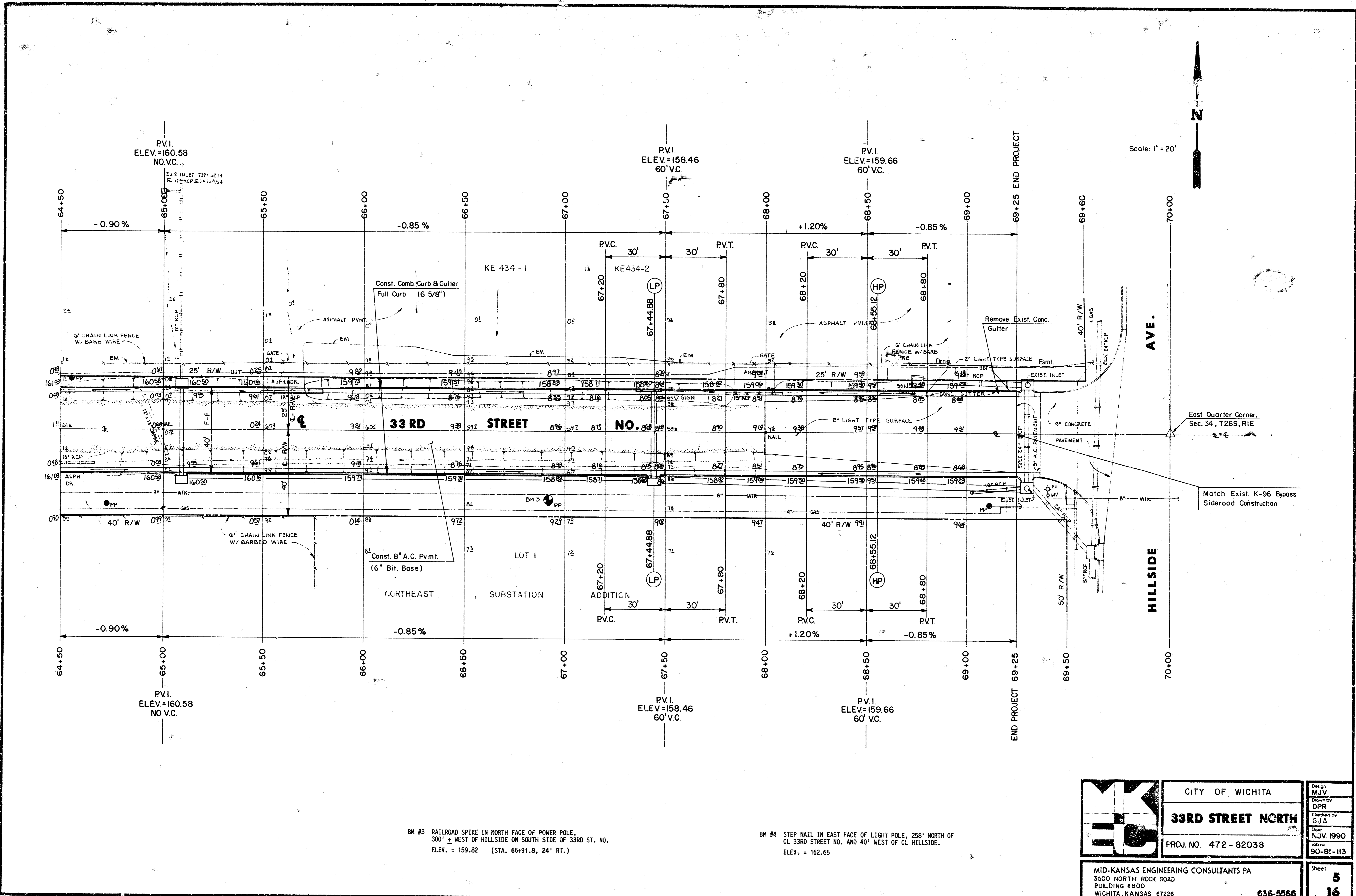


Scale: 1" = 20'



BM #2 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
 870' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
 ELEV. = 164.67 (STA. 61+27.6, 23' RT.)

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	33RD STREET NORTH		Drawn by DPR
	PROJ. NO. 472-82038		Checked by GJA
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		Date NOV. 1990	Job no. 90-81-113
636-5566		Sheet 4	of 16



Scale: 1" = 20'



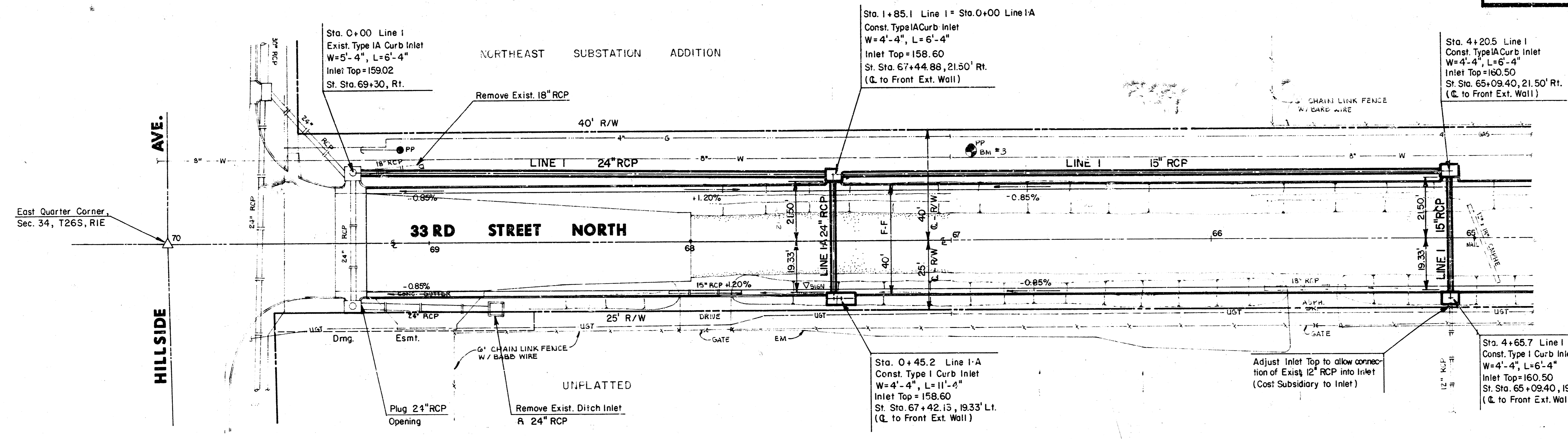
BM #3 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
300' WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
ELEV. = 159.82 (STA. 66+91.8, 24' RT.)

BM #4 STEP NAIL IN EAST FACE OF LIGHT POLE, 258' NORTH OF
CL 33RD STREET NO. AND 40' WEST OF CL HILLSIDE.
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	33RD STREET NORTH	Drawn by DPR
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		Job no. 90-81-113
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		Sheet 5 of 16

636-5566

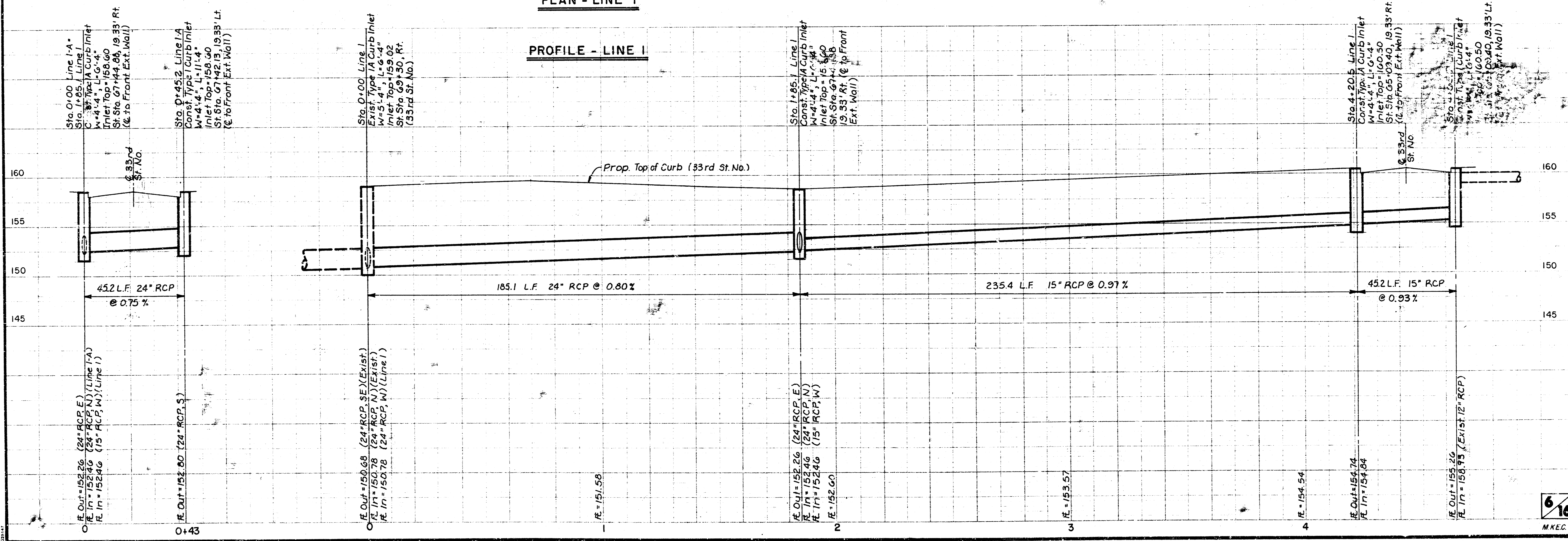
33 RD STREET NORTH
PAVING & INCIDENTAL DRAINAGE
PROJECT NO. 472 - 82038



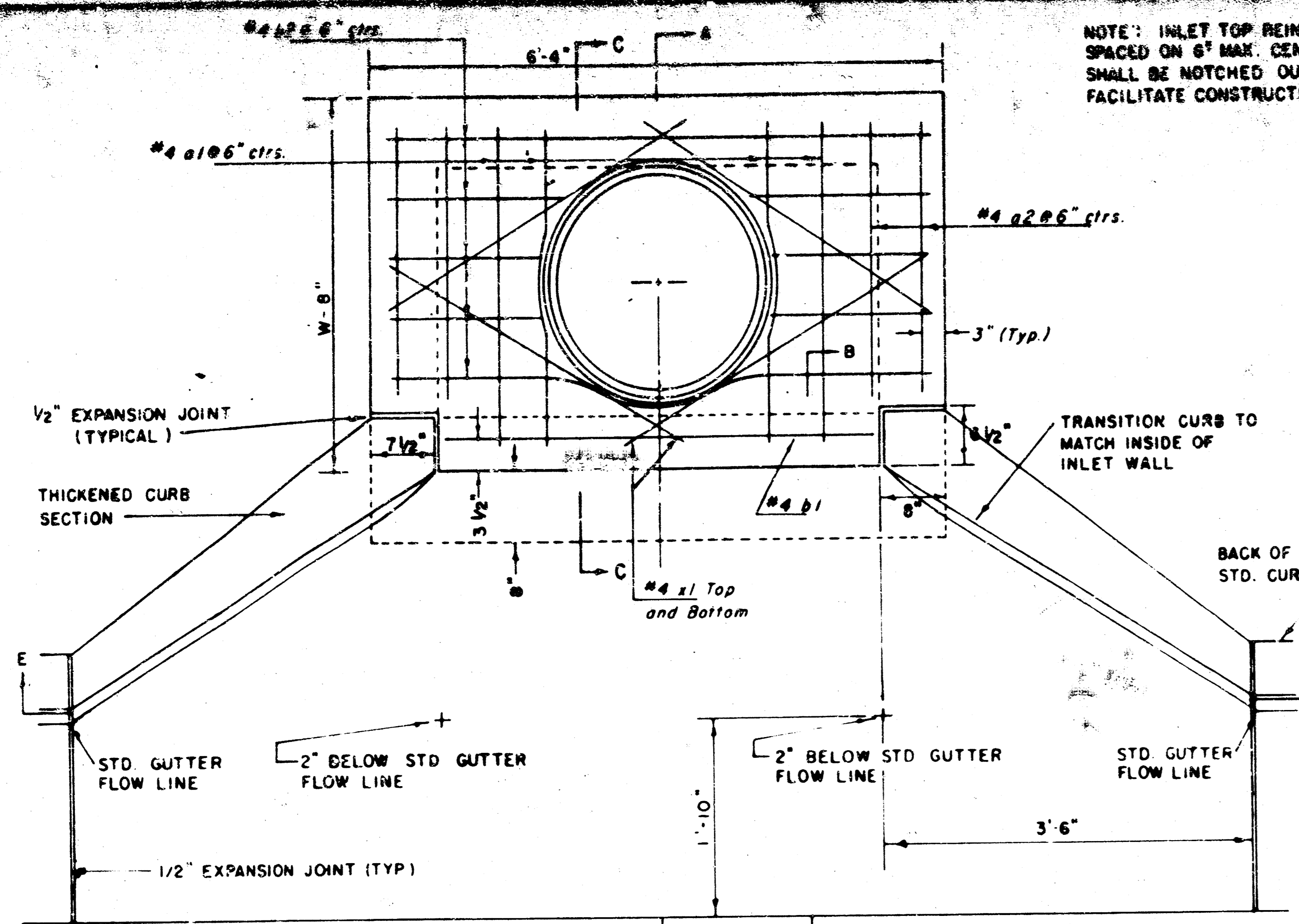
N
SCALE: 1" = 20' HORIZ.
1" = 5' VERT.

PLAN - LINE I

PROFILE - LINE I

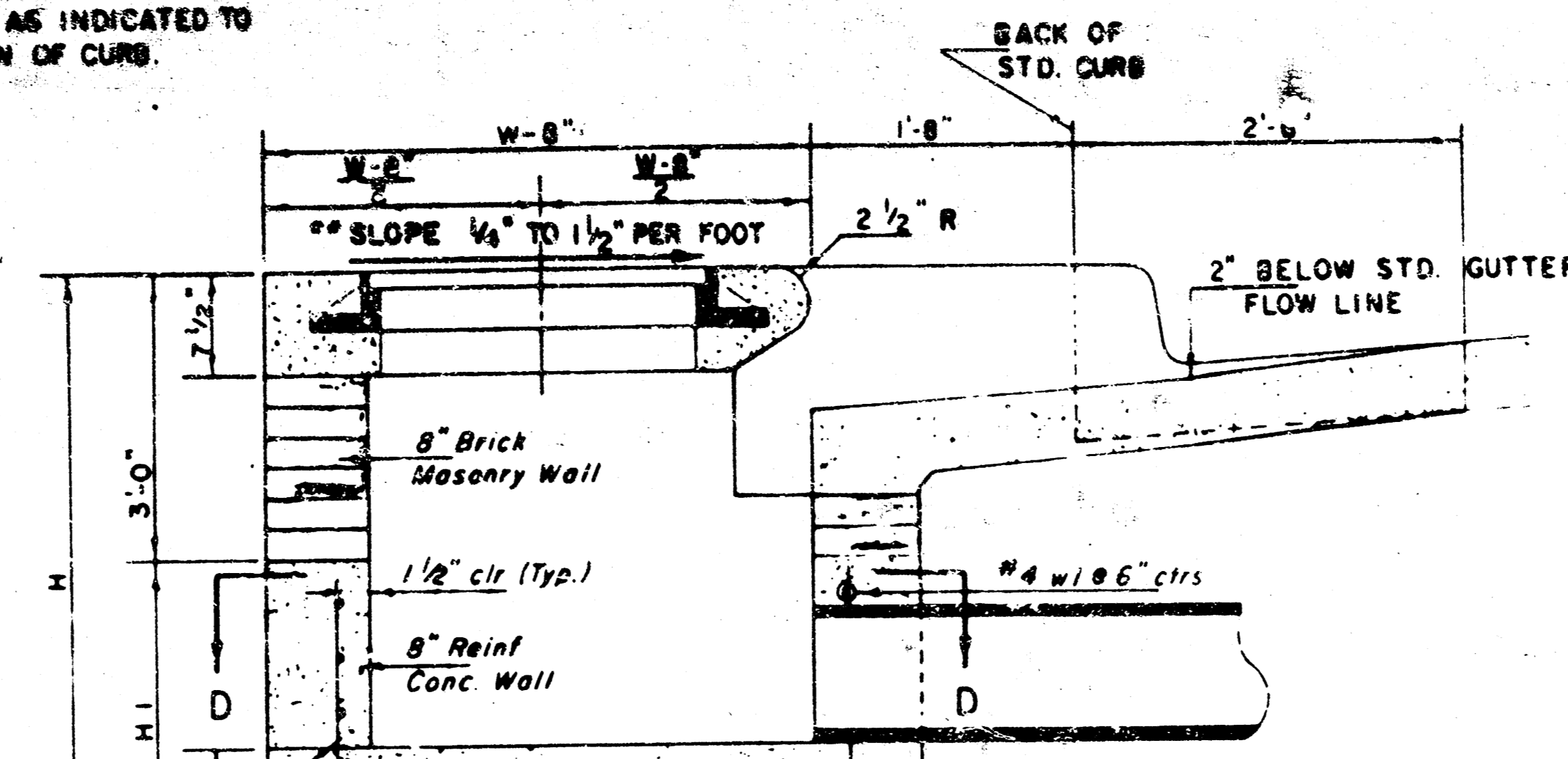


NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.



PLAN

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



SECTION A-A

NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX WITH AIR ENTRAINMENT.

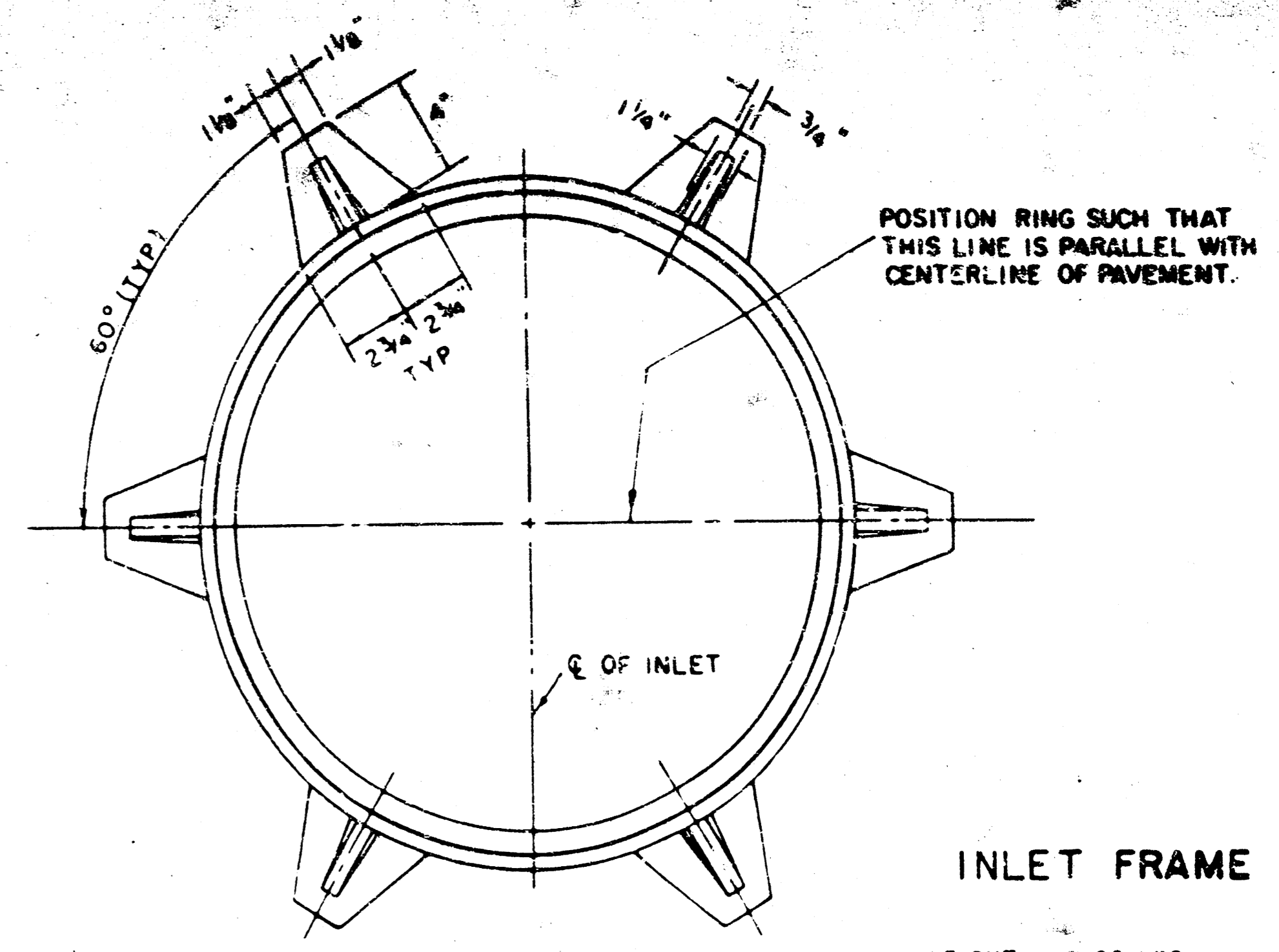
NOTE: CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W = 6'-4" AND H = 7'-0" OR LESS.

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 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.

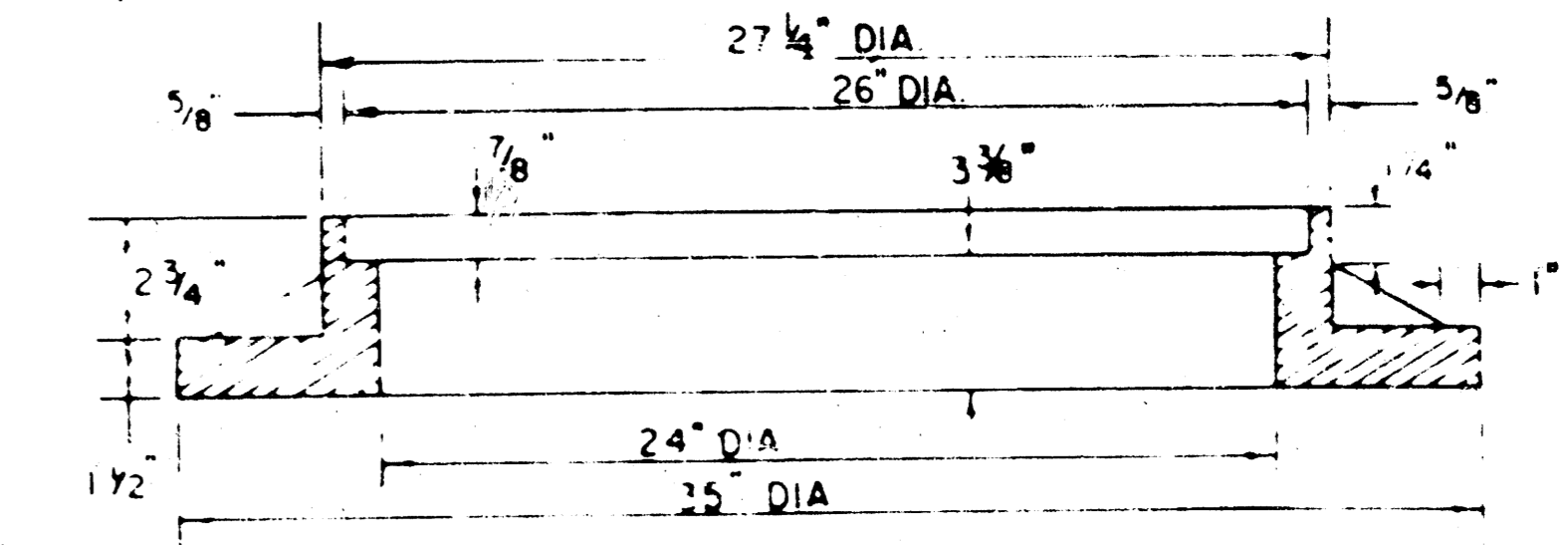
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

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

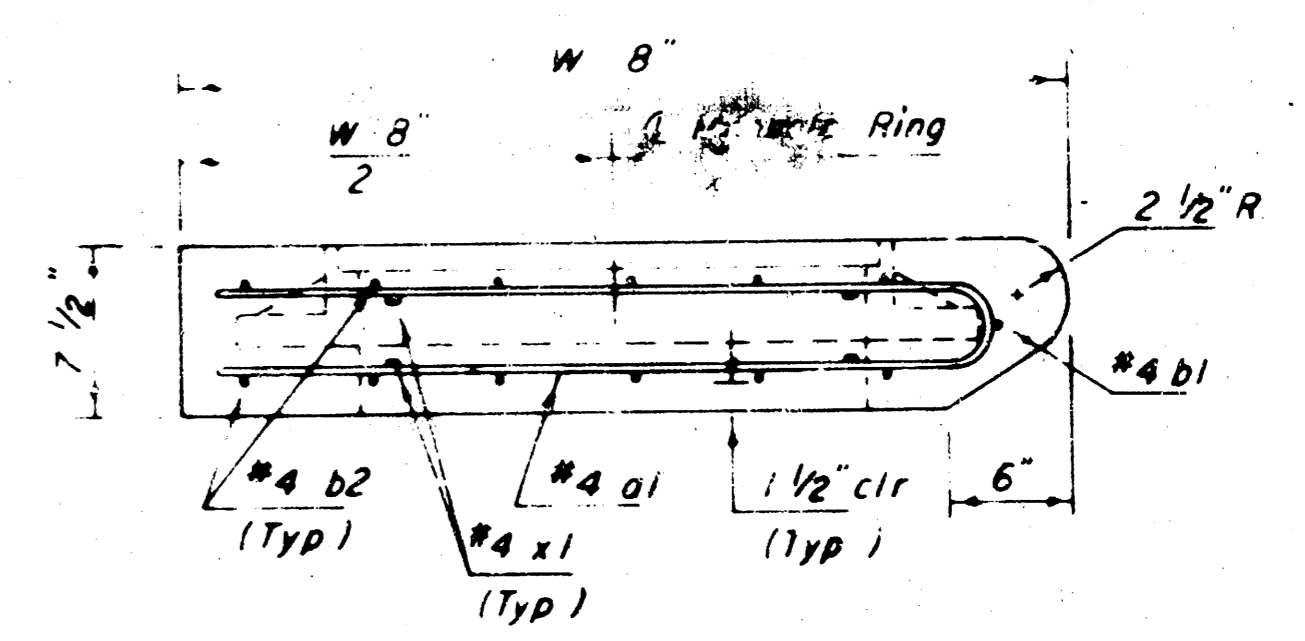


INLET FRAME

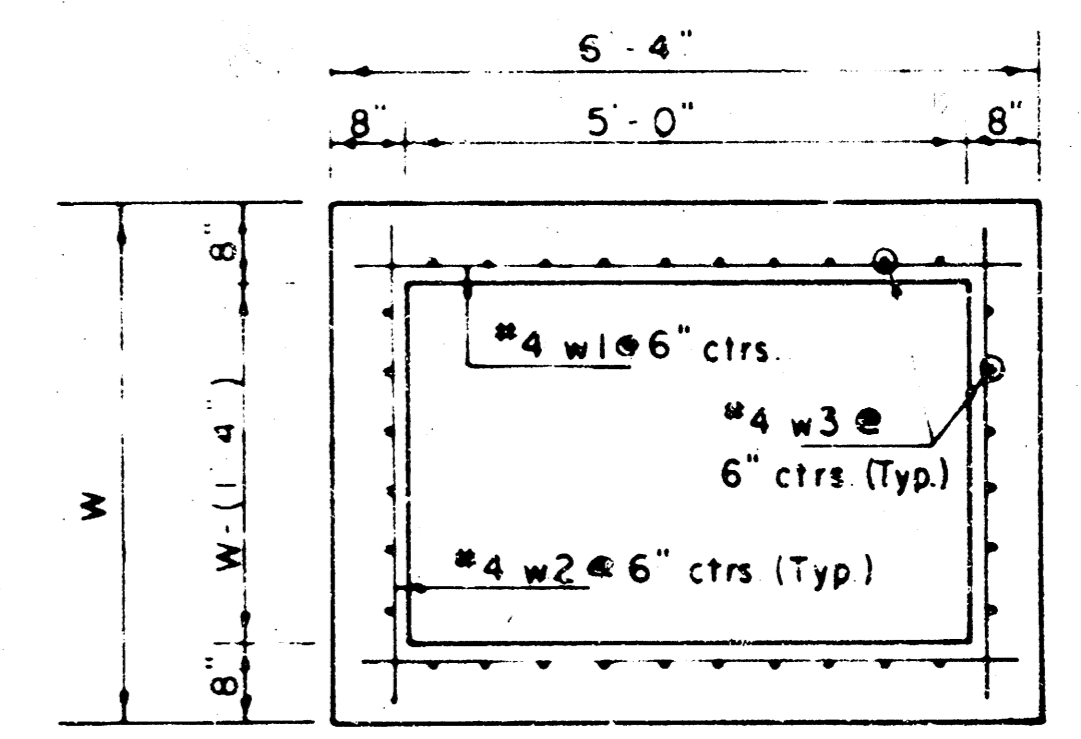
WEIGHT = .80 LBS.



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 12-31-1984
Revised 2-16-1989

DETAIL STANDARD TYPE IA CURB INLET
CITY OF WICHITA, KANSAS
INLET OPENING = 6" x 5'0"

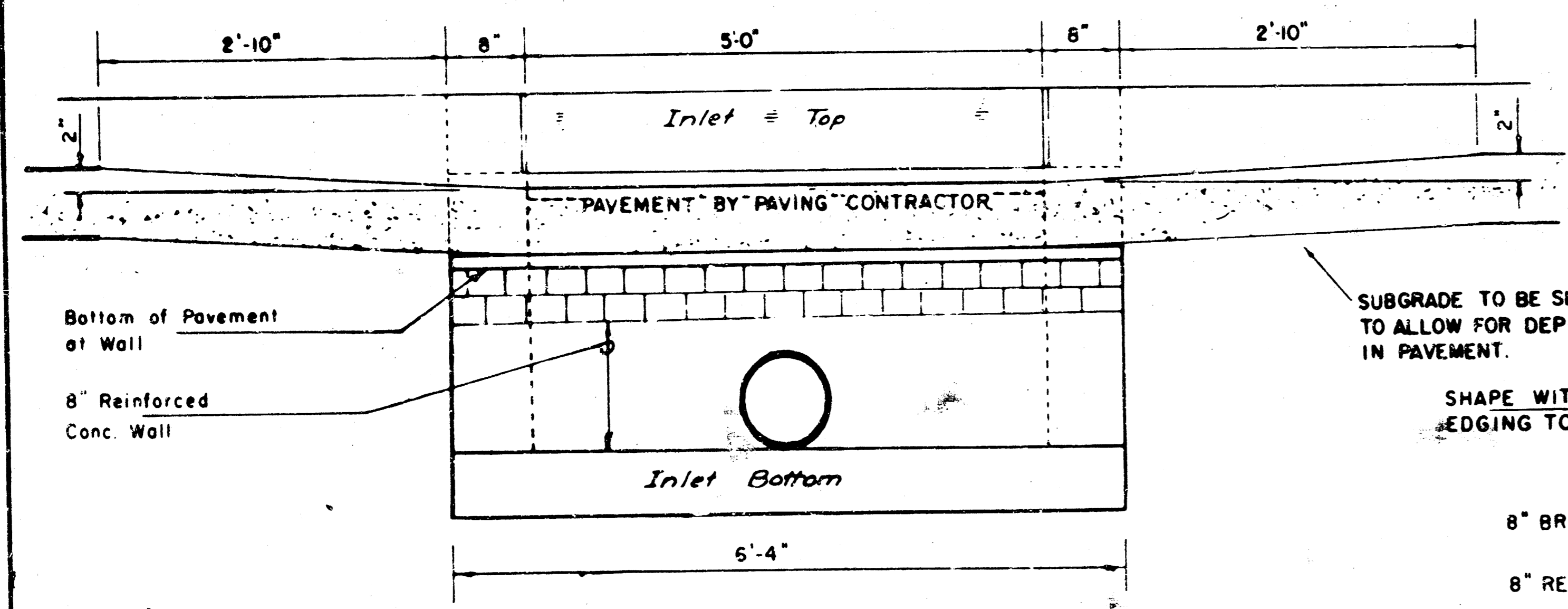
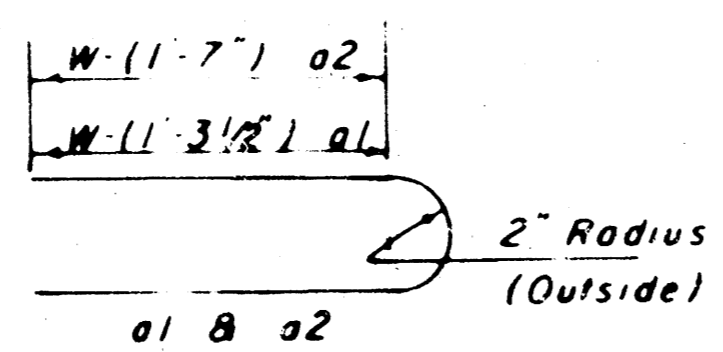
JUNE 1984

PRECAST SLAB AND FLOOR REINFORCING											
Mark	Size	W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
		No.	Length	No.	Length	No.	Length	No.	Length	No.	Length
a1	#4	6	6'-7"	6	8'-7"	6	10'-7"	6	12'-7"	6	14'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	12'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	7'-1"	13	8'-1"
b1	#4	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"	1	4'-9"
b2	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"	47	6'-1"
c1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"	8	5'-2"

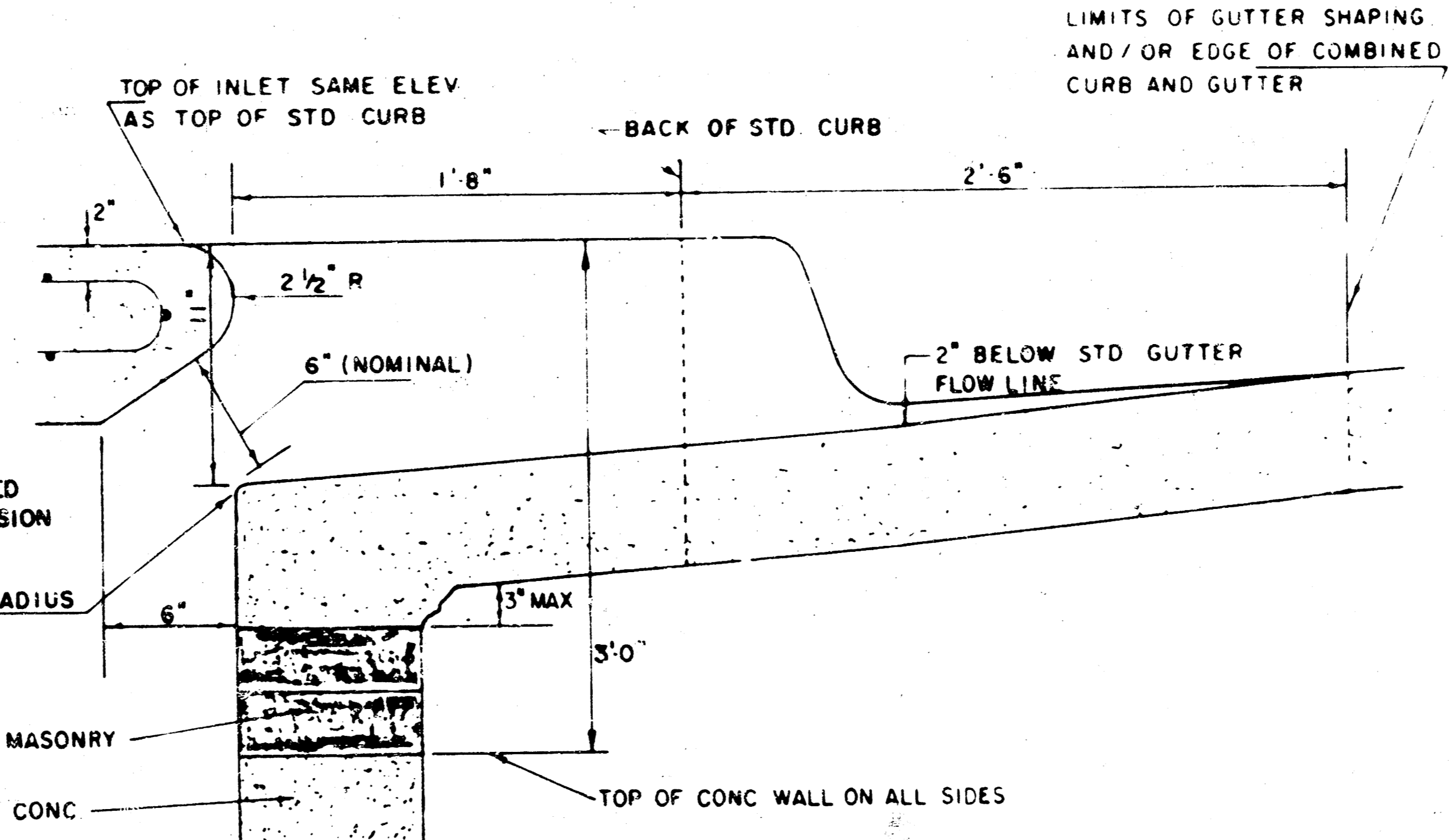
Field bend or cut Reinforcing as required for clearance.
① 4(HI-12"), (HI-12") Round down to nearest 0.5"
② HI-3"

STANDARD CURB INLET PRECAST TOPS				
W	PRE-CAST TOP SIZE	PIPE SIZE	CU YD CONC.	
4'-4"	5'8" x 6'4" x 7 1/2"	21" & SMALLER	0.38 ±	
5'-4"	6'8" x 6'4" x 7 1/2"	24" & 30"	0.51 ±	
6'-4"	7'8" x 6'4" x 7 1/2"	36" & 42"	0.64 ±	
7'-4"	8'8" x 6'4" x 7 1/2"	48" & 54"	0.77 ±	
8'-4"	9'8" x 6'4" x 7 1/2"	60" & 66"	0.90 ±	

BENDING DIAGRAM



SECTION E-E



SECTION B-B

LIMITS OF GUTTER SHAPING AND/OR EDGE OF COMBINED CURB AND GUTTER

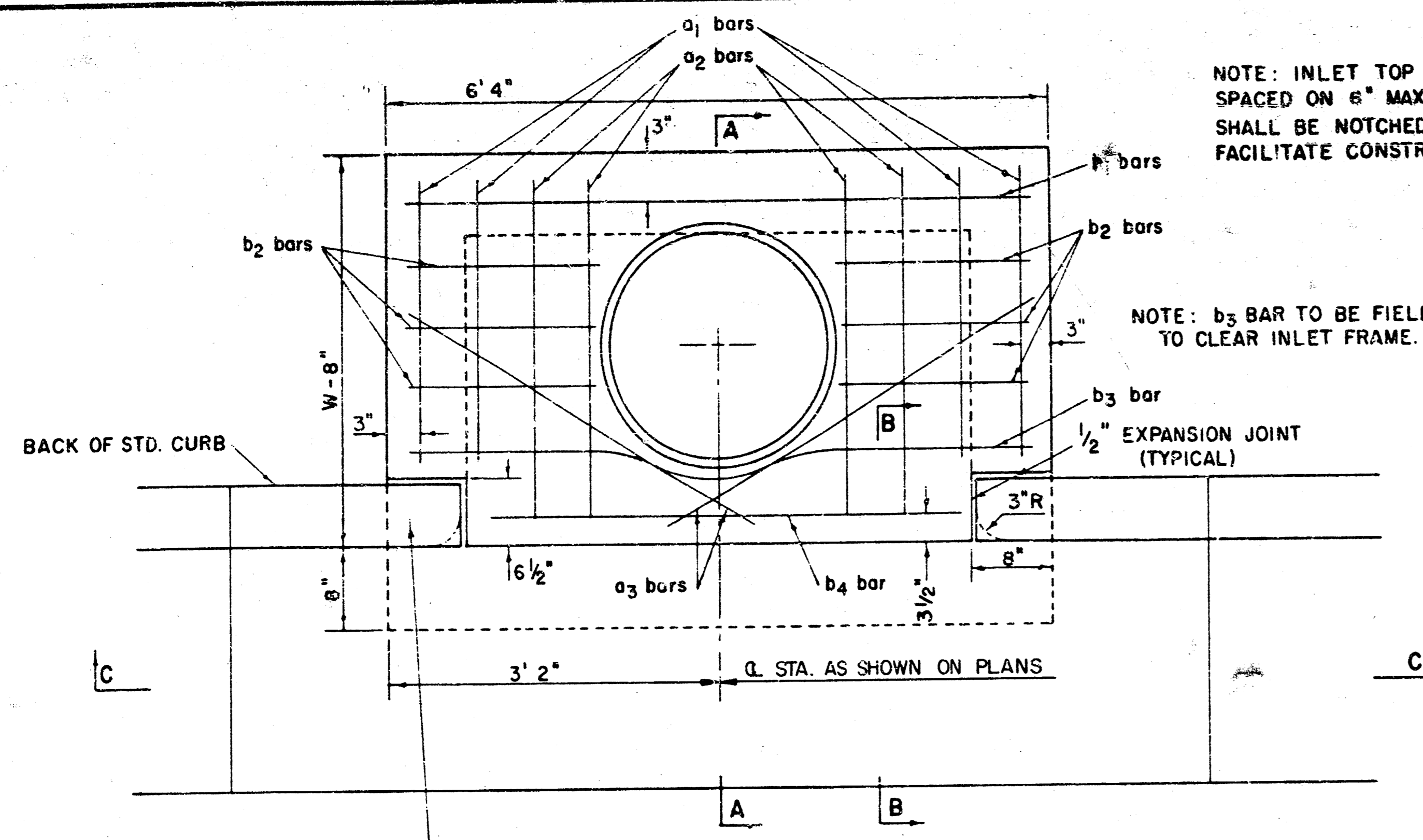
SUBGRADE TO BE SHAPED TO ALLOW FOR DEPRESSION IN PAVEMENT.

SHAPE WITH RADIUS EDGING TOOL

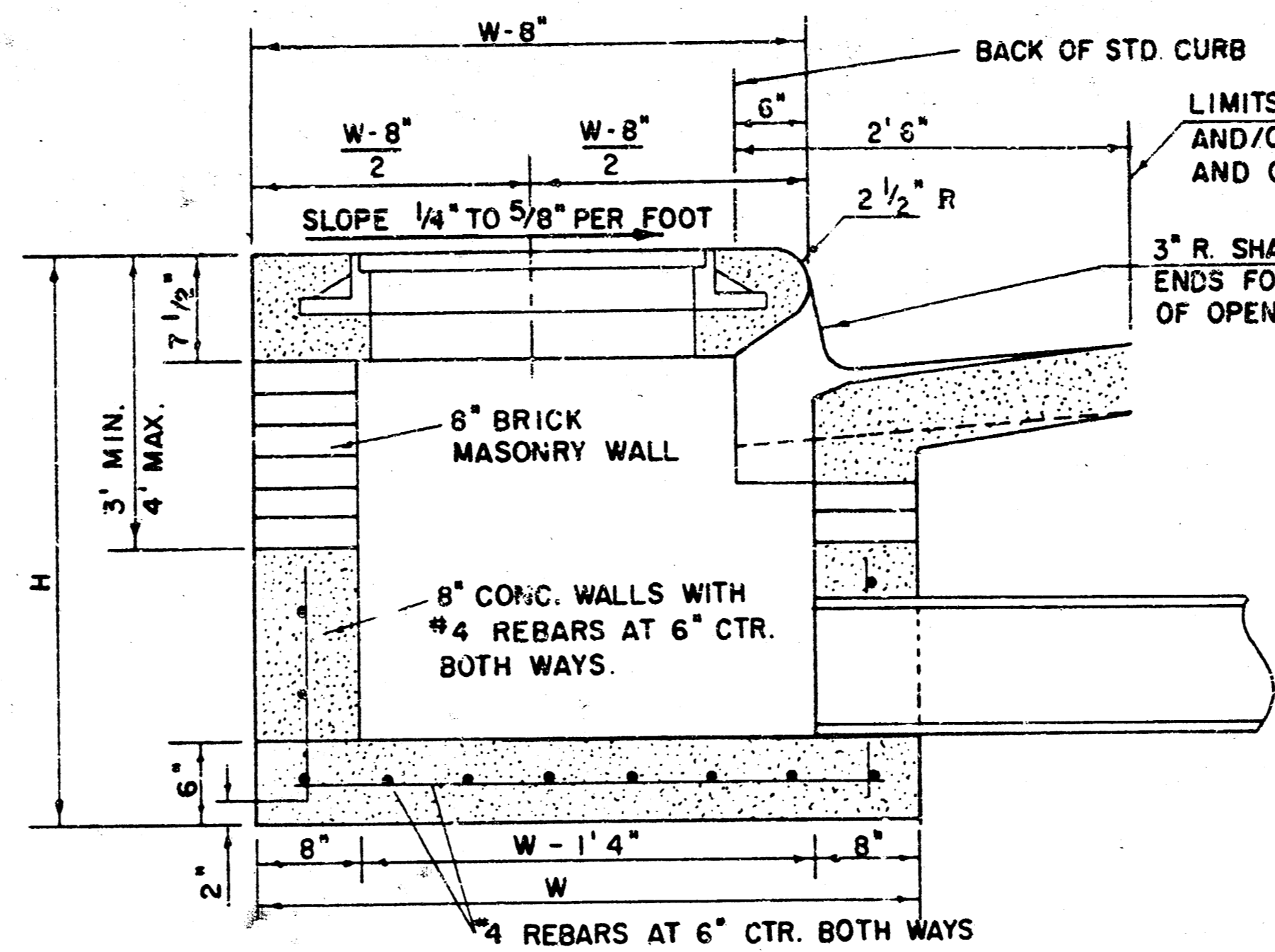
8" BRICK MASONRY

8" REINF CONC.

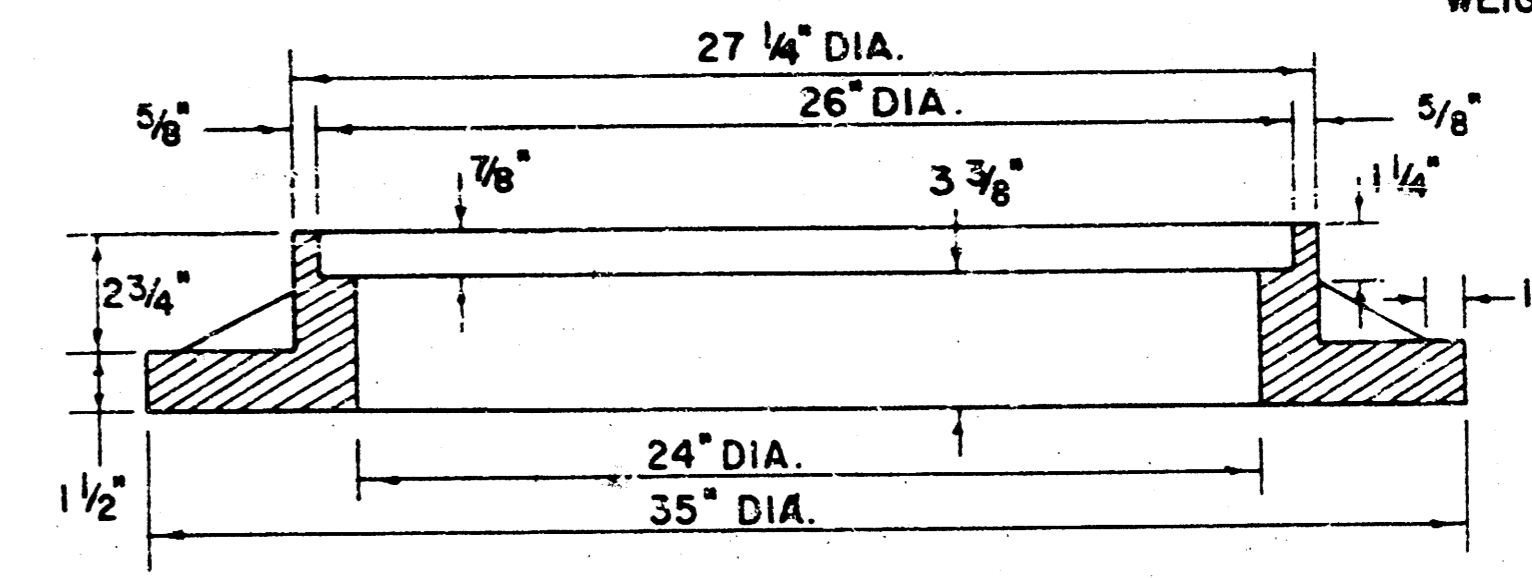
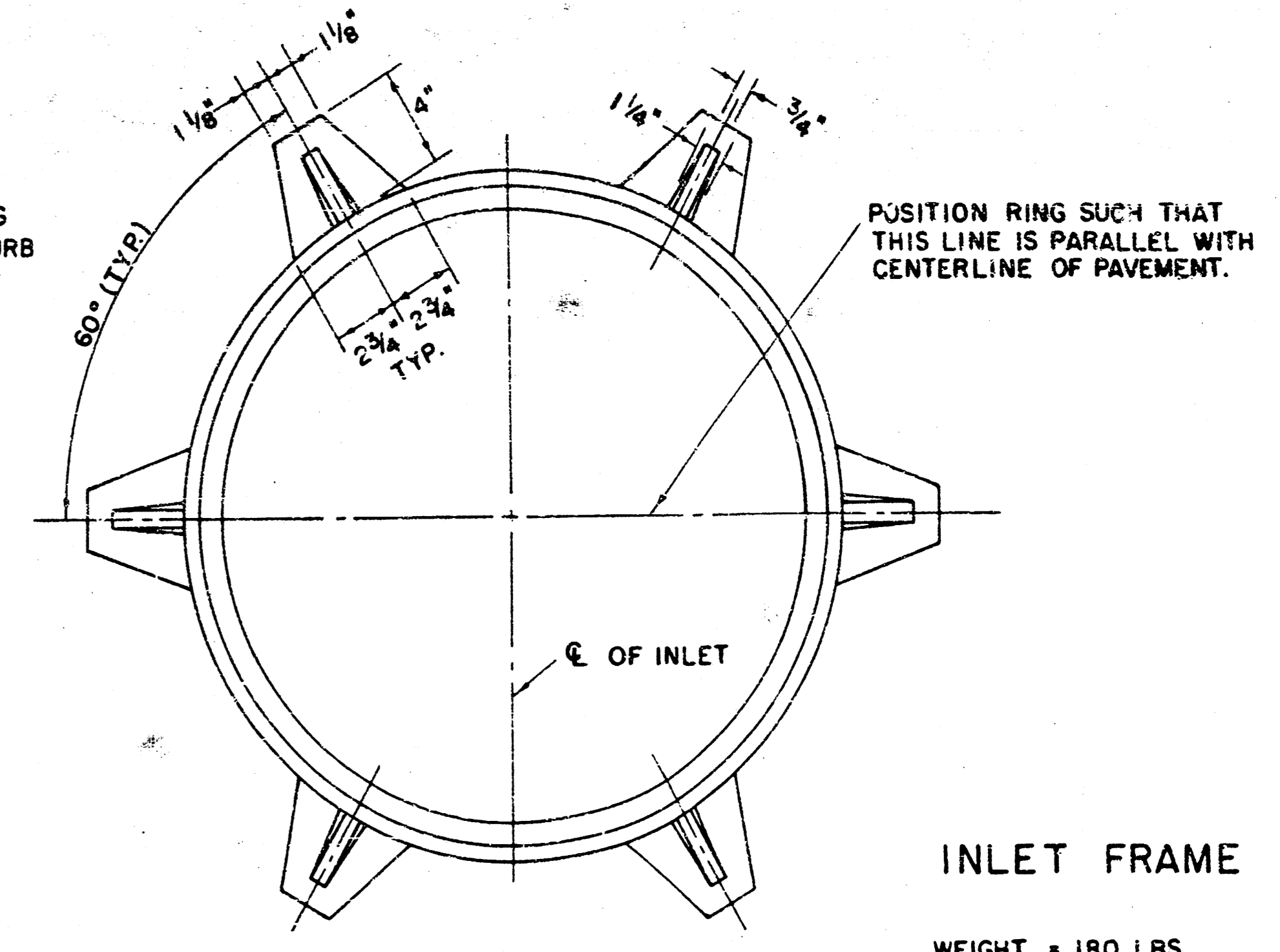
TOP OF CONC WALL ON ALL SIDES



PLAN



SECTION A-A



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

NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

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.

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.

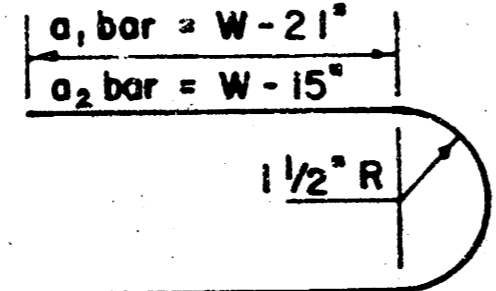
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

STEEL SCHEDULE

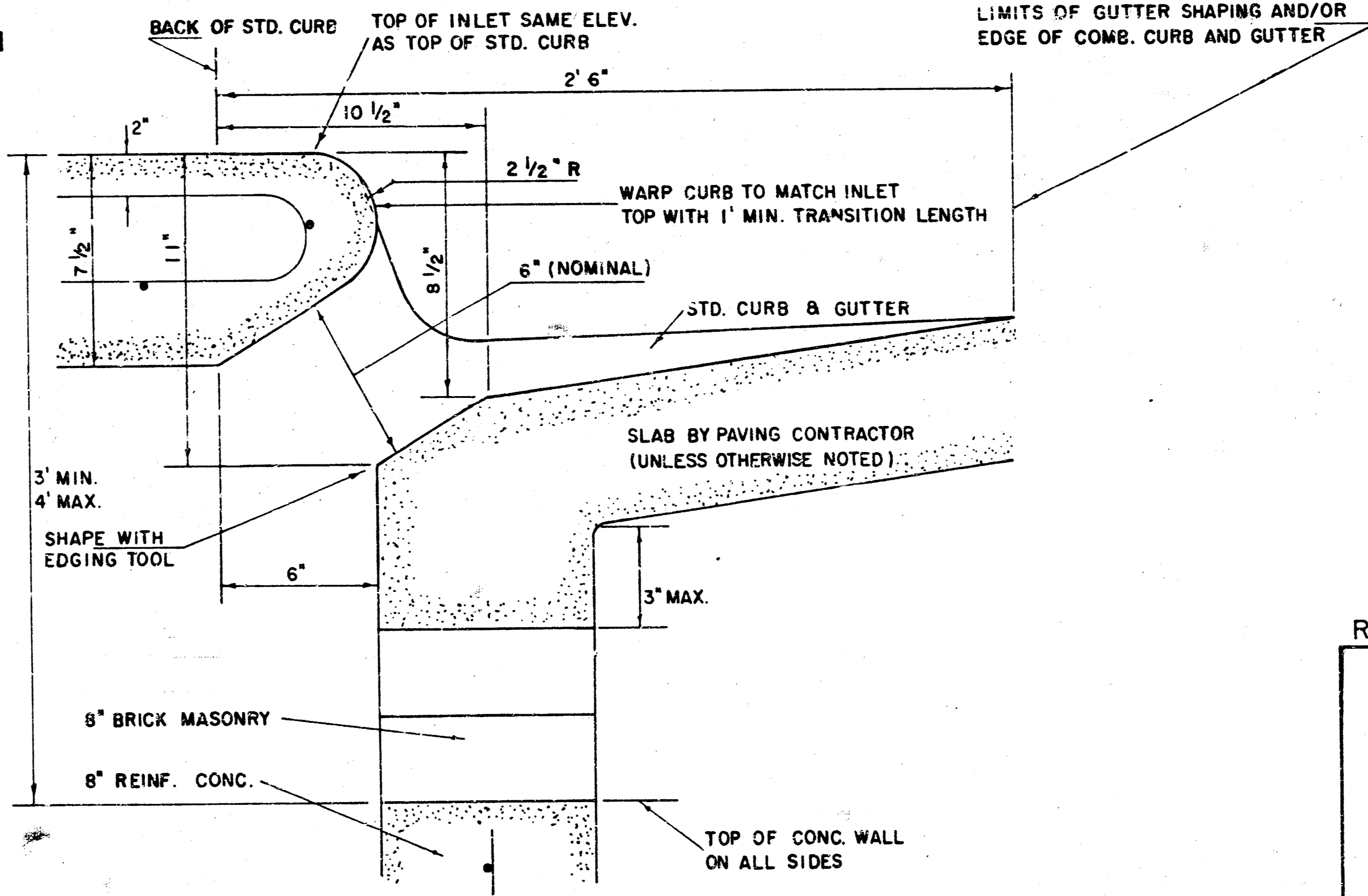
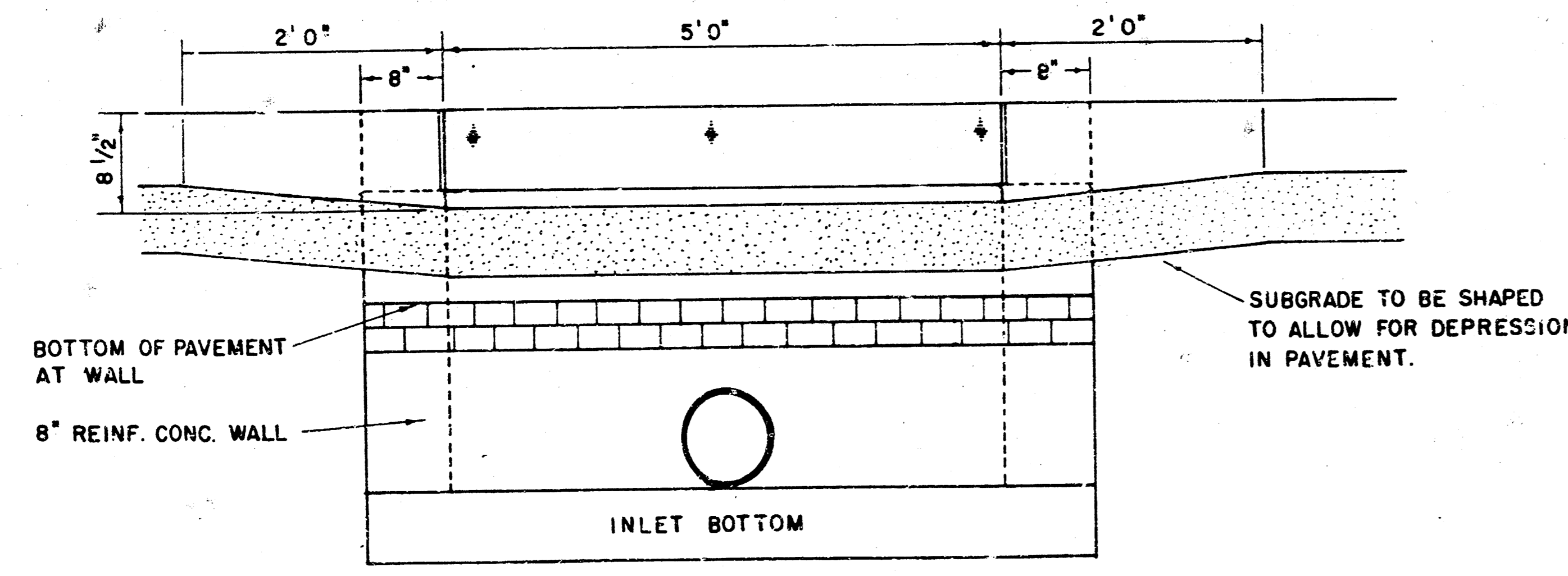
BAR	b ₁									WT. LBS.		
	a ₁	a ₂	a ₃	W=4' 4"	W=5' 4"	W=6' 4"	W=7' 4"	W=8' 4"	b ₂		b ₃	b ₄
NUMBER	4	4	2	1	3	5	7	9	6	1	1	
SIZE	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6	
LENGTH	W=4' 4"	5' 7"	6' 7"	4' 0"	6' 1"	-	-	-	1' 9"	6' 2"	4' 8"	60 ±
	W=5' 4"	7' 7"	8' 7"	5' 0"	6' 1"	-	-	-	1' 9"	6' 2"	4' 8"	81 ±
	W=6' 4"	9' 7"	10' 7"	6' 0"	6' 1"	-	-	-	1' 9"	6' 2"	4' 8"	101 ±
	W=7' 4"	11' 7"	12' 7"	7' 0"	6' 1"	-	-	-	1' 9"	6' 2"	4' 8"	121 ±
	W=8' 4"	13' 7"	14' 7"	8' 0"	6' 1"	1' 9"	6' 2"	4' 8"	141 ±			

NOTE: a₃ BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER.

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPC SIZE	CU. YD. CONC.
4' 4"	3' 8" 6' 4" 7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4' 8" 6' 4" 7 1/2"	24" & 30"	0.51 ±
6' 4"	5' 8" 6' 4" 7 1/2"	36" & 42"	0.64 ±
7' 4"	6' 8" 6' 4" 7 1/2"	48" & 54"	0.77 ±
8' 4"	7' 8" 6' 4" 7 1/2"	60" & 66"	0.90 ±



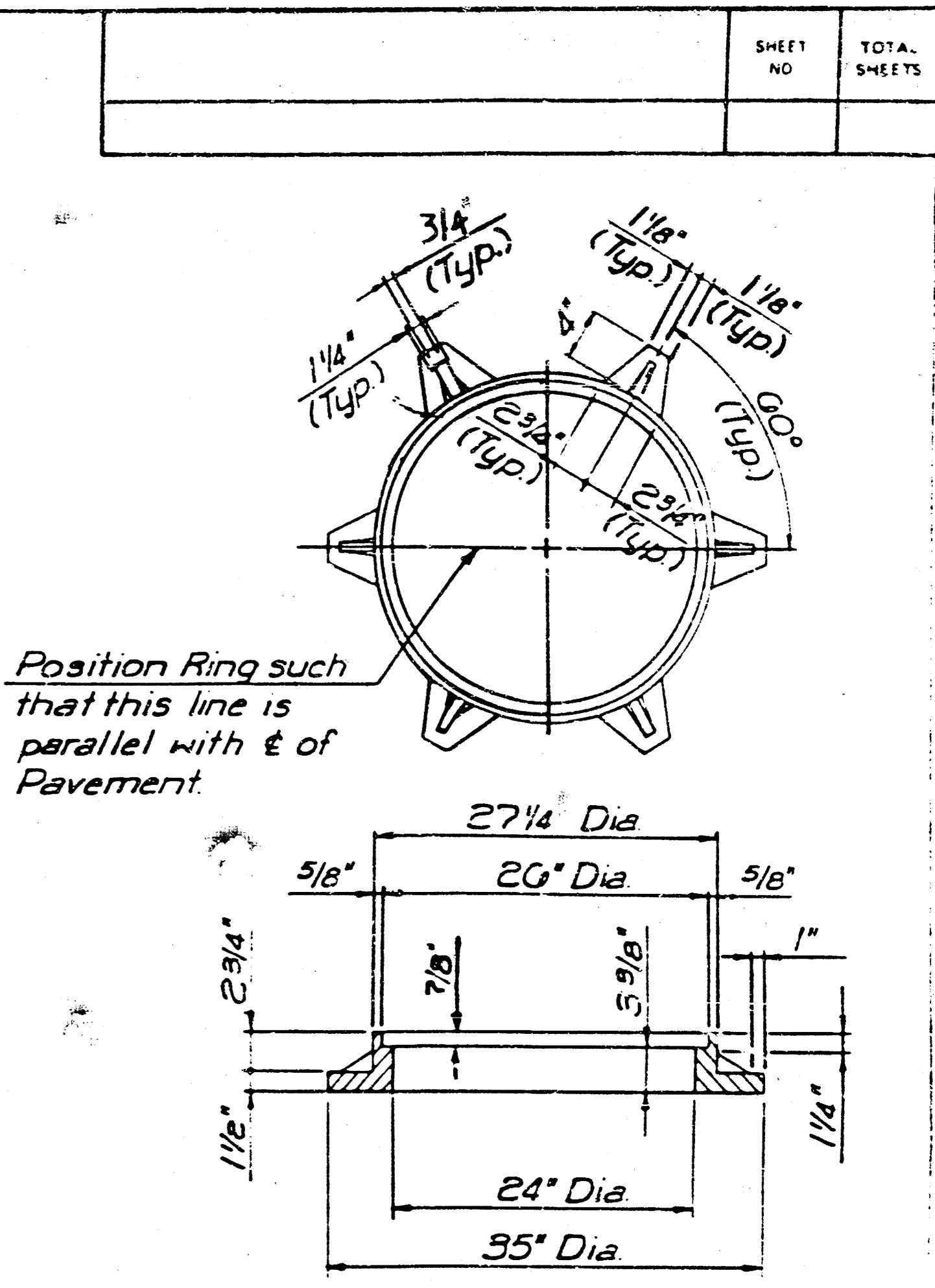
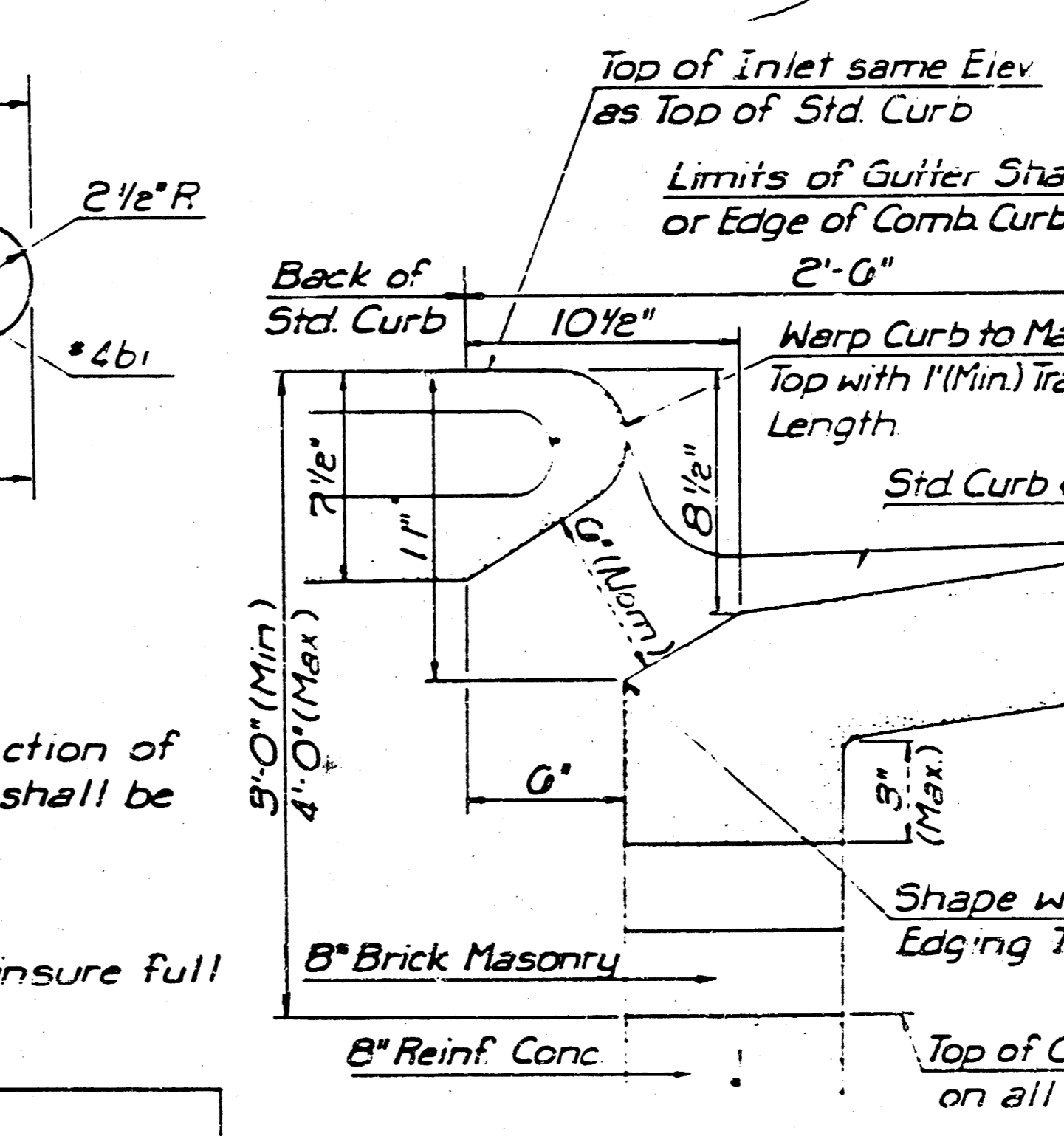
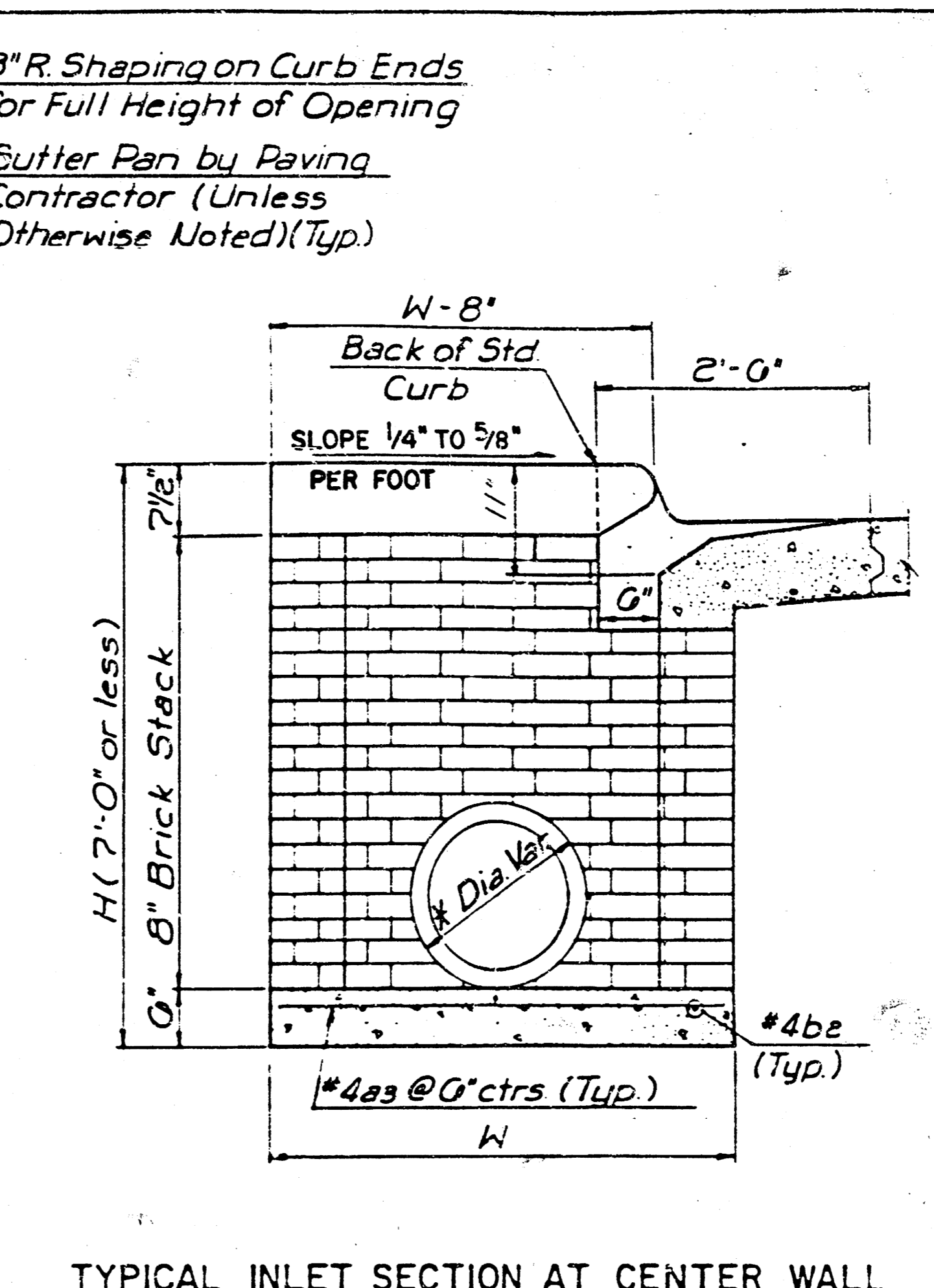
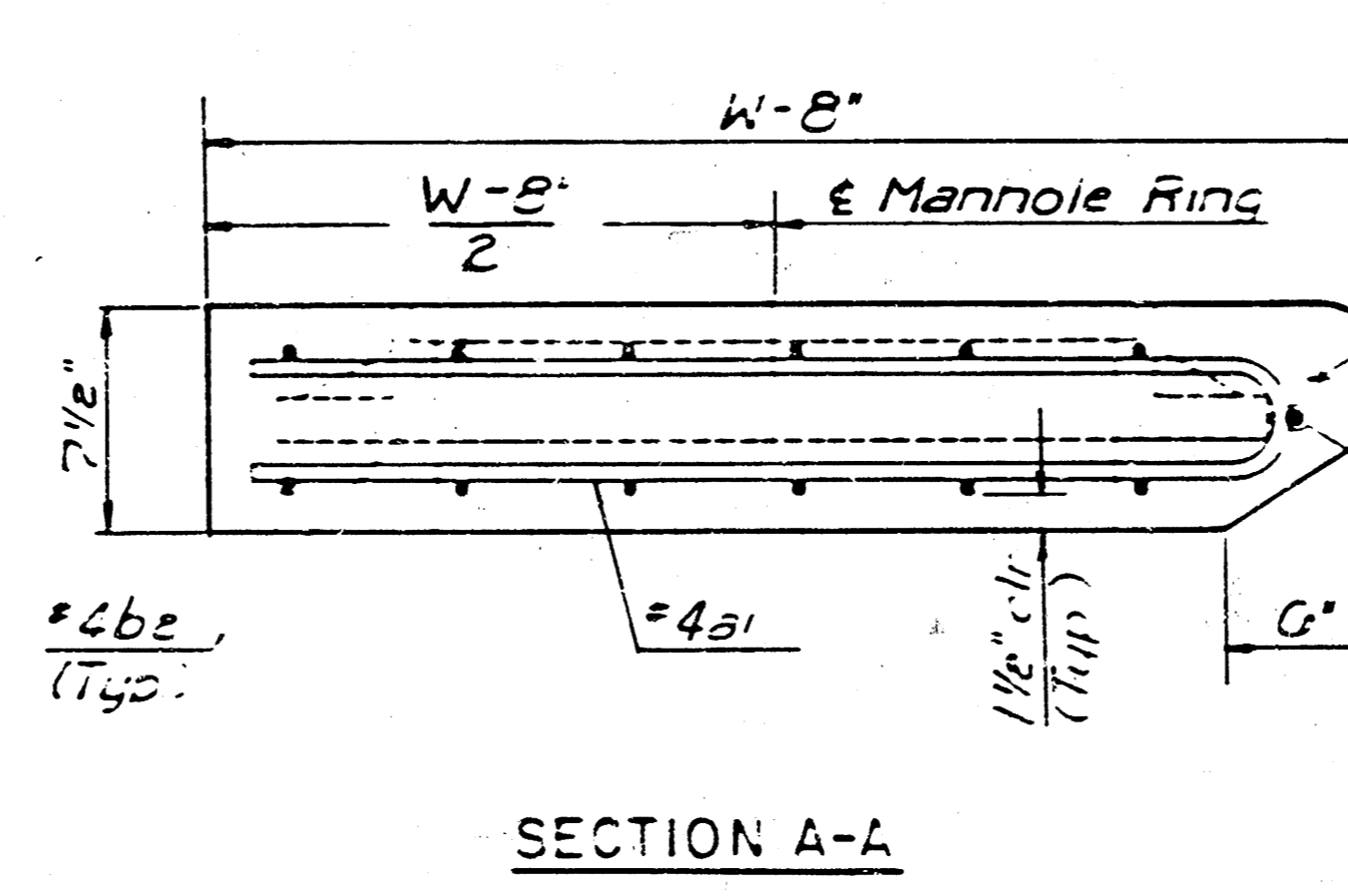
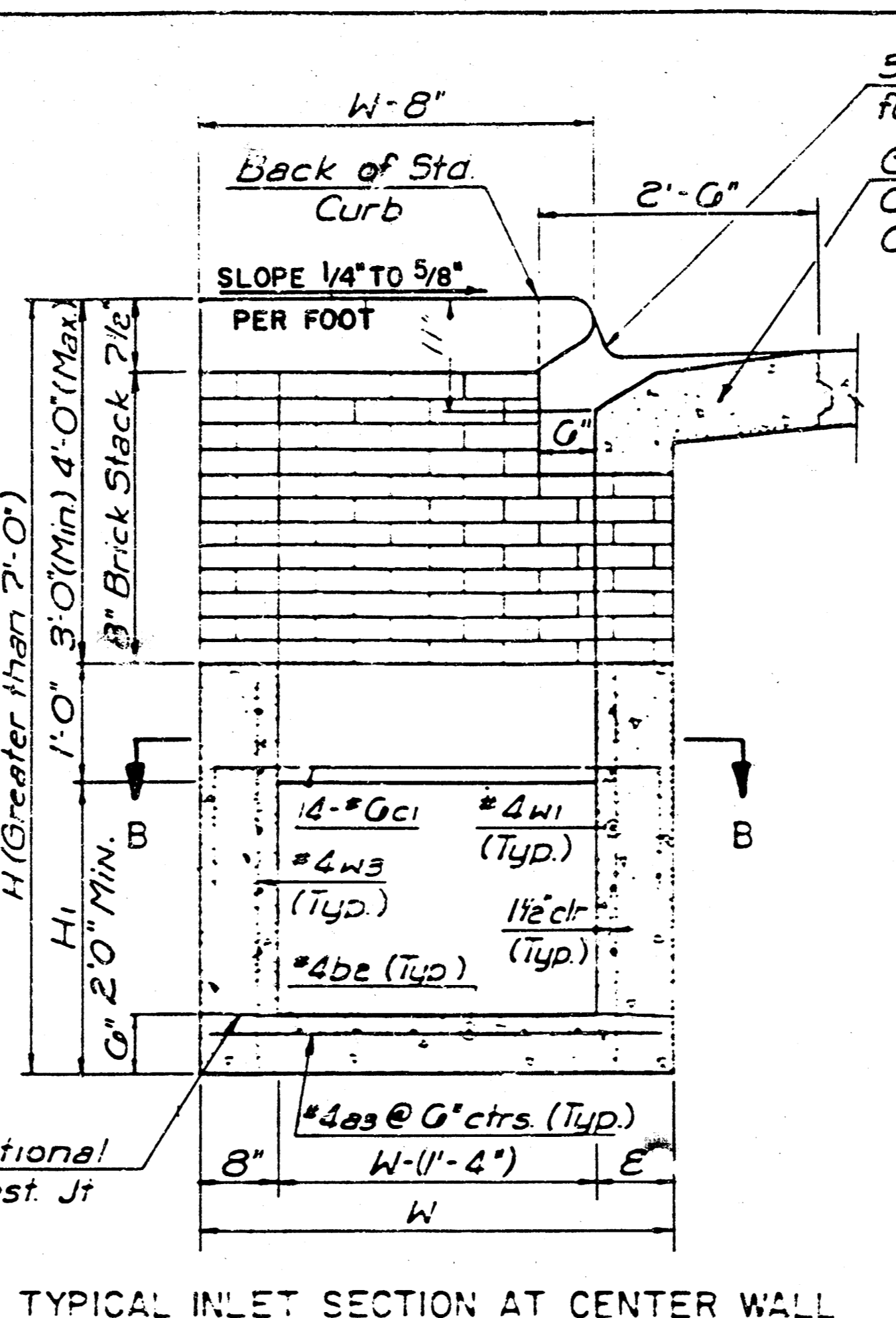
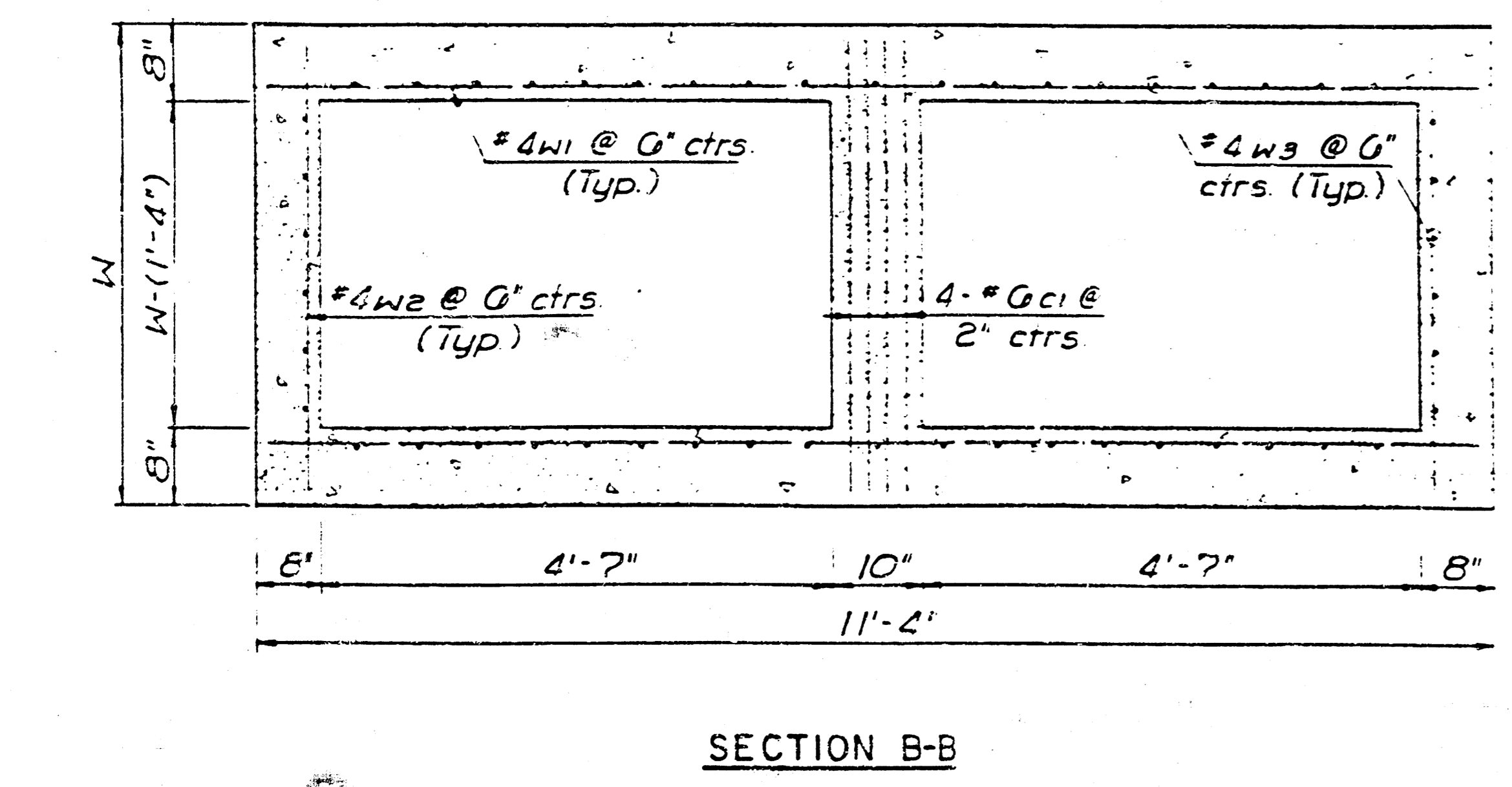
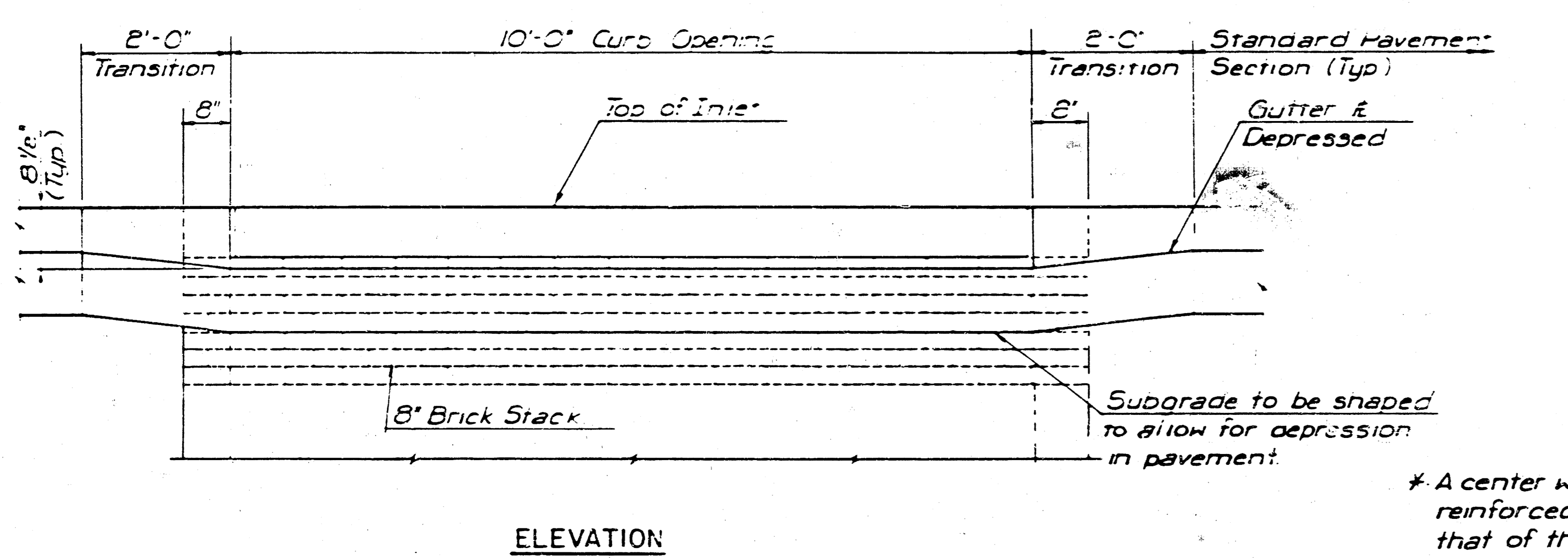
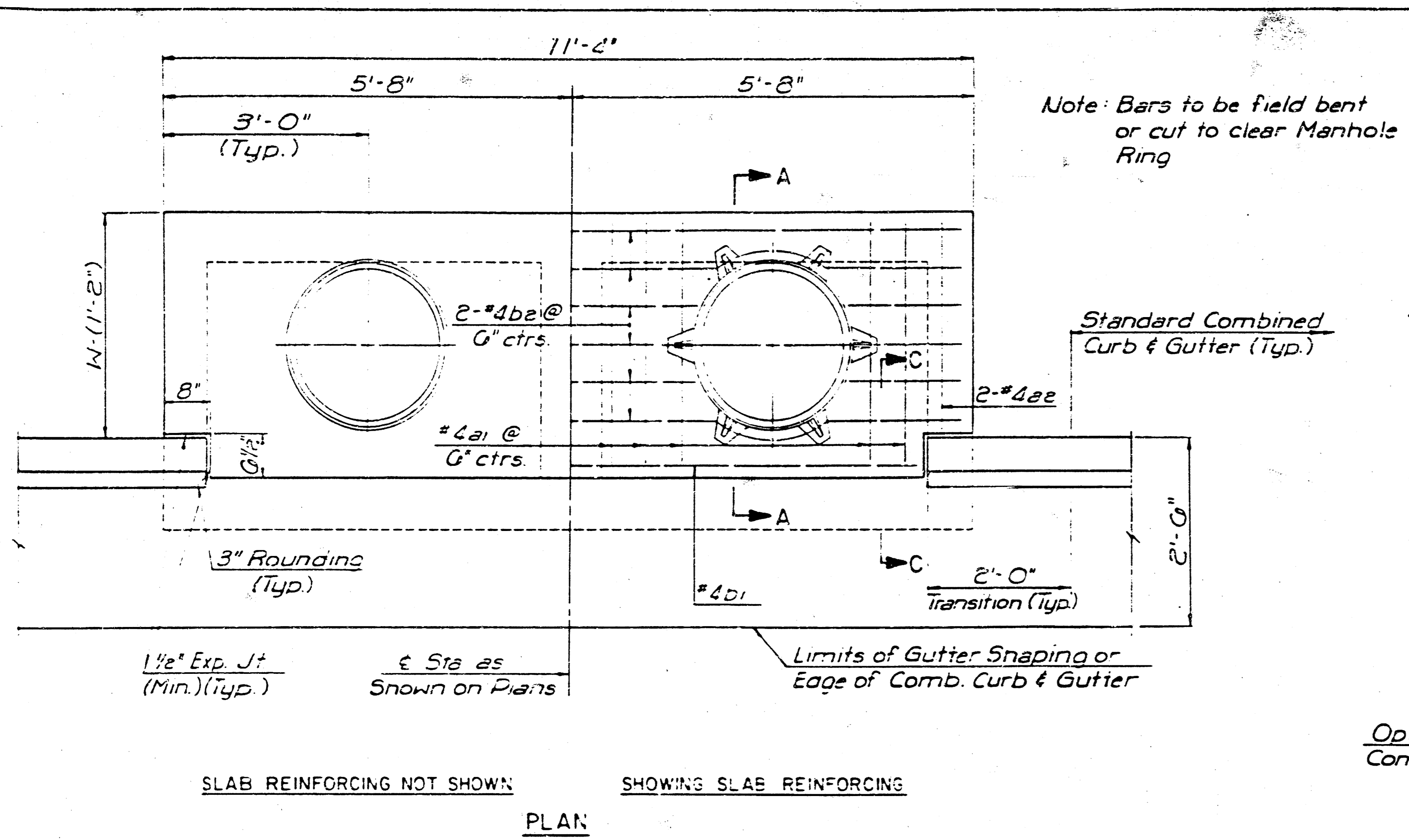
BENDING DIAGRAM



REVISED 12-21-1984

DETAIL STANDARD TYPE I CURB INLET
 CITY OF WICHITA, KANSAS
 INLET OPENING = 6" x 5' 0"

JUNE 1984



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

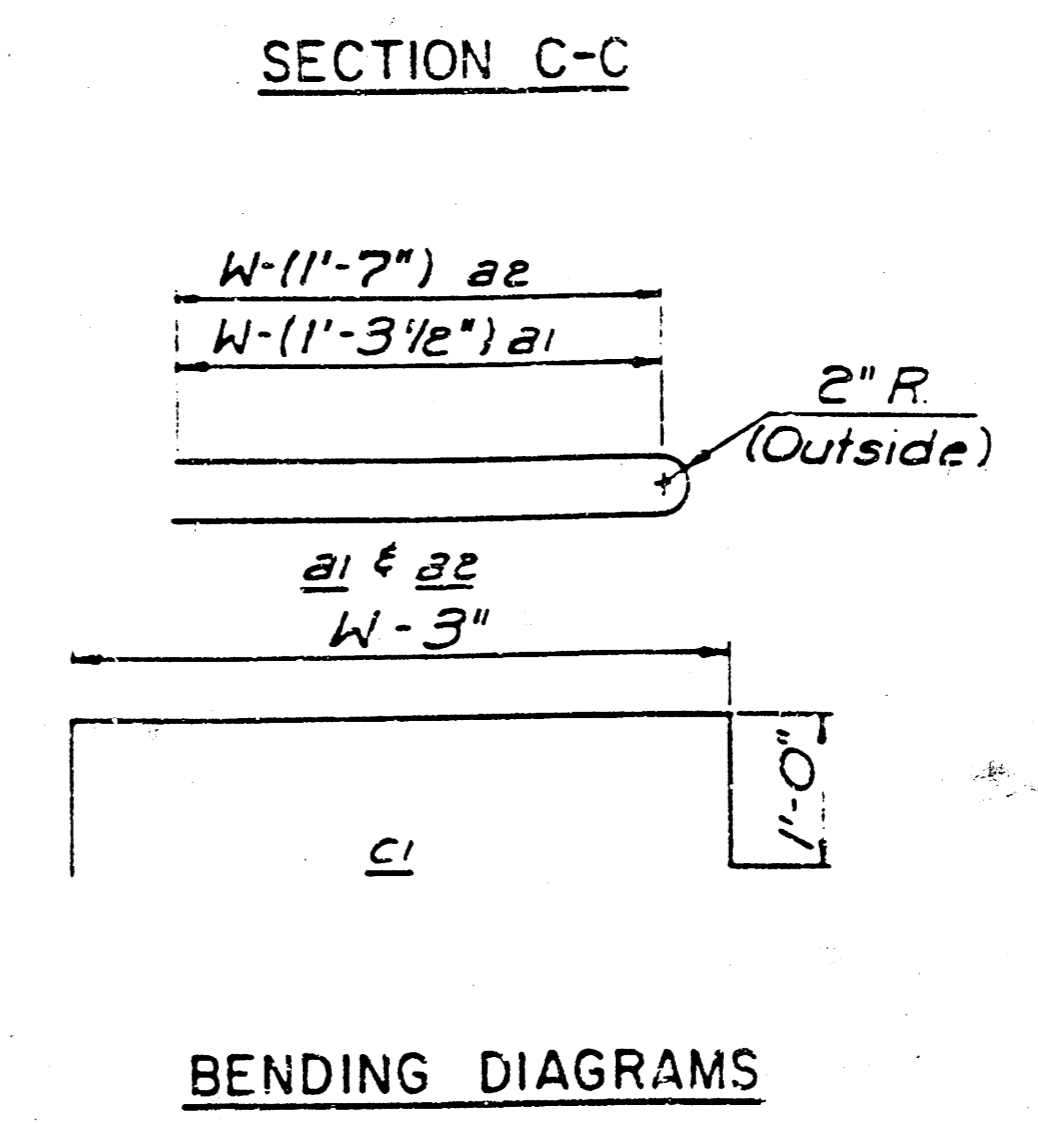
GENERAL NOTES
 Concrete shall be C.O.W. Standard Paving Mix. All exposed edges shall be finished with an edging tool. Reinforcing Bars shall be field bent or cut to clear pipes. All bars are #4 bars at 6" Spacing and shall have a minimum clearance of 1 1/2" unless otherwise noted. Floors of inlets shall be shaped with 3 Sack Sand Mix Concrete to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outfall pipe(s). The Contractor will be required to construct 8" Brick Masonry Walls between the concrete inlet base and top on this inlet when H=7'-0" or less and W=6'-4" or less.

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

SLAB AND FLOOR REINFORCING											
Mark	Size	W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
		No	Length	No	Length	No	Length	No	Length	No	Length
a1	#4	13	0'-7 1/2"	13	8'-7 1/2"	13	10'-7 1/2"	13	12'-7 1/2"	13	14'-7 1/2"
a2	#4	2	0'-0"	2	8'-0"	2	10'-0"	2	12'-0"	2	14'-0"
a3	#4	20	4'-1"	20	5'-1"	20	6'-1"	20	7'-1"	20	8'-1"
d1	#4	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"
a4	#4	15	11'-1"	24	11'-1"	30	11'-1"	36	11'-1"	42	11'-1"

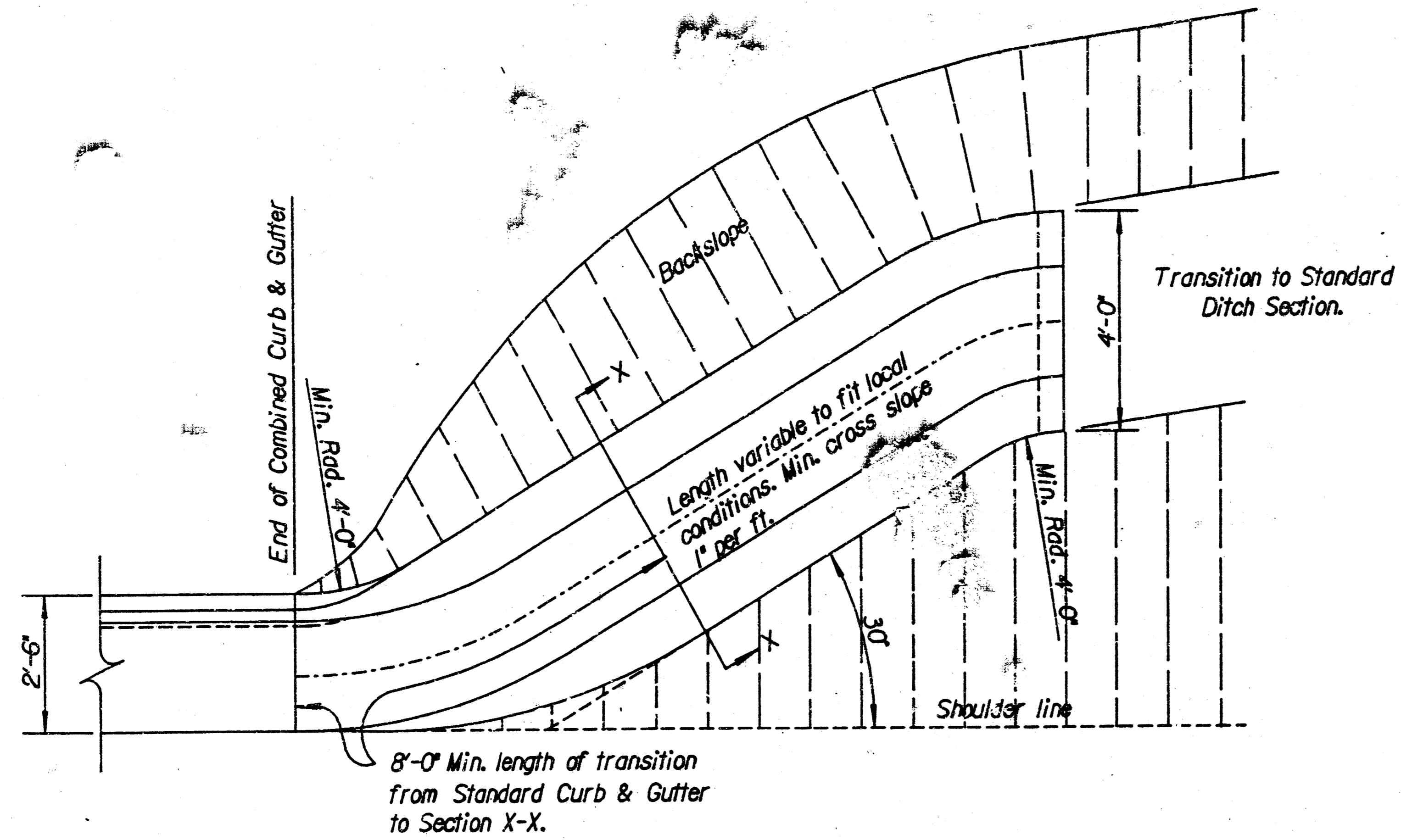
WALL REINFORCING											
Mark	Size	W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
		No	Length	No	Length	No	Length	No	Length	No	Length
c1	#4	4	0'-1"	4	2'-1"	4	3'-1"	4	4'-1"	4	10'-1"
w1	#4	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	7'-1"	1	8'-1"
w3	#4	2	3	2	3	2	3	2	3	2	3

*: Field bend or cut Reinforcing as required for clearance
 ① 4 (H₁-G₁) ② 40 + 4 (W-1) ③ H₁-10"

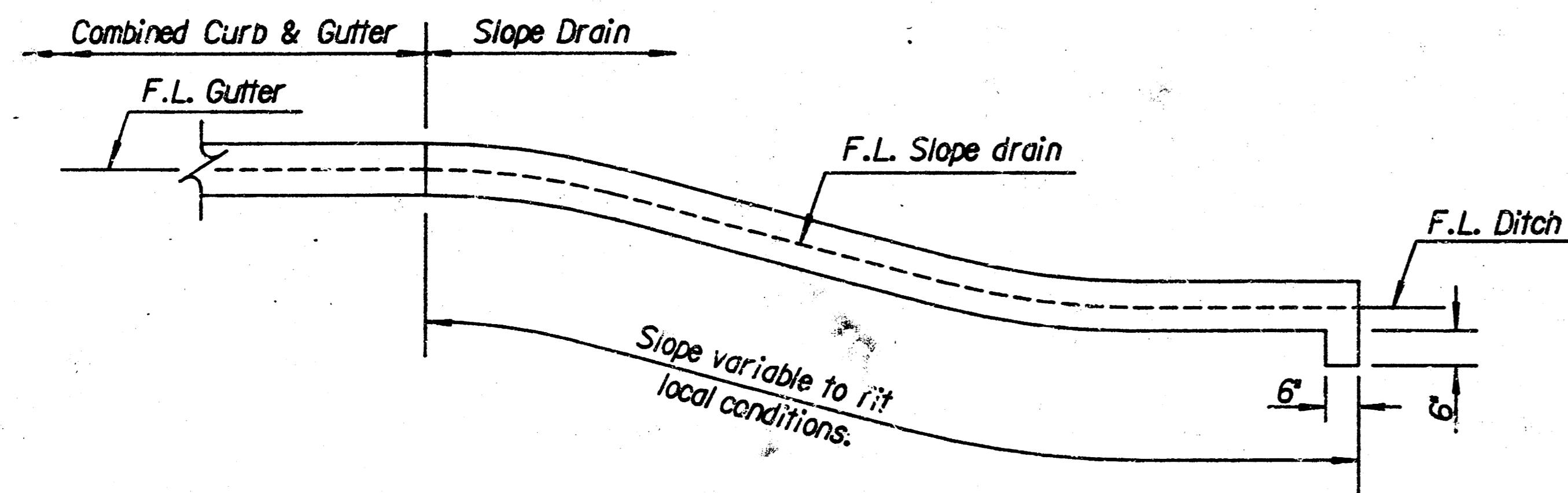


REVISED 12-21-1984

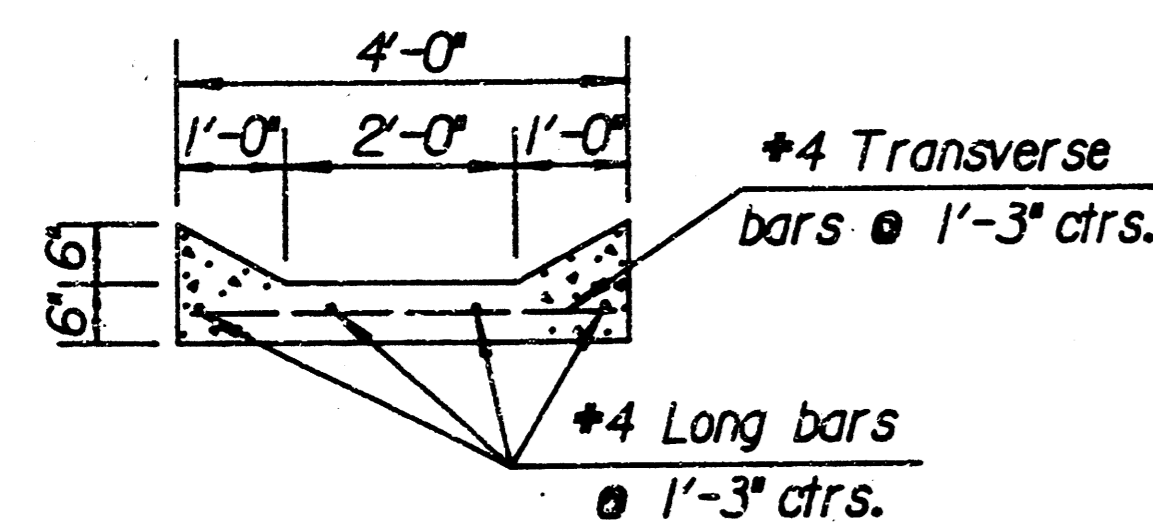
DETAIL STANDARD TYPE I CURB INLET
 INLET OPENING = 6" x 10'-0"
 CITY OF WICHITA
 M.E. LINDEBAK, CITY ENGINEER
 OCTOBER 1984



TYPICAL PLAN

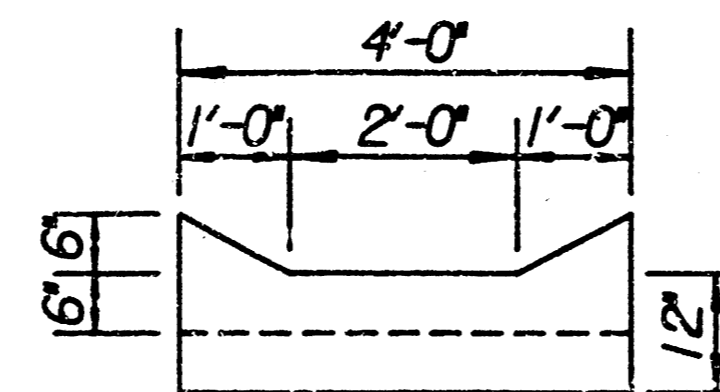


TYPICAL ELEVATION



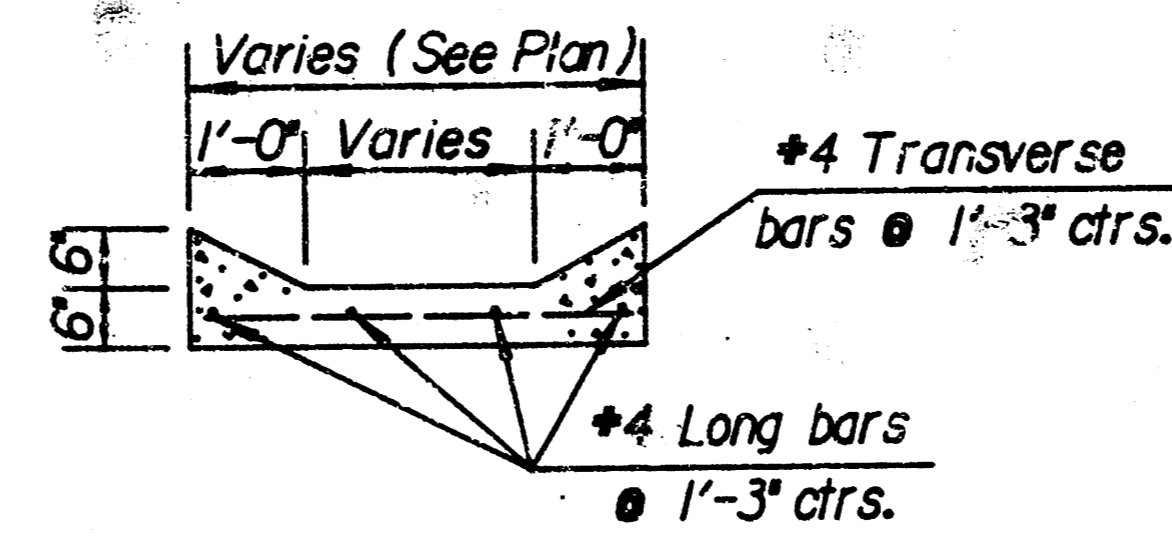
SECTION X-X

NOTE: Use City of Wichita Standard Conc. Pgmt. Mix. The entire area of the Slope Drain below the curbs, to be cast 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.



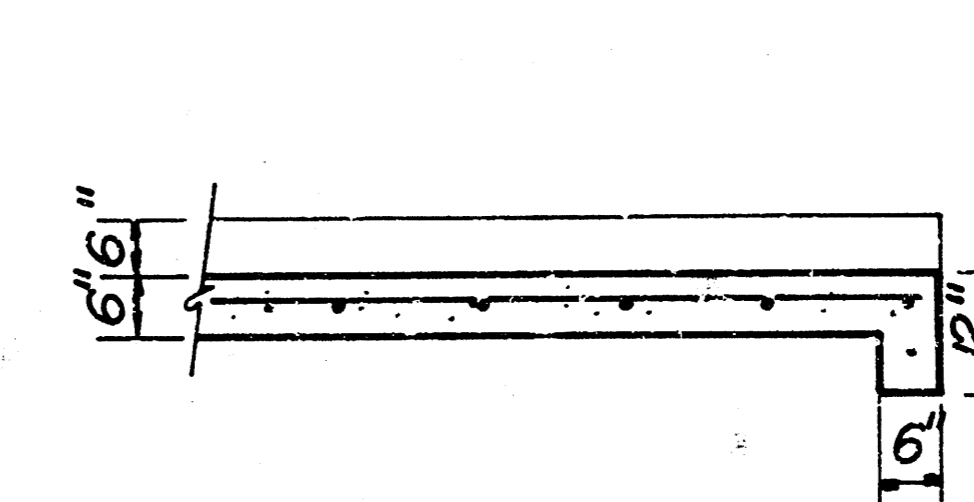
END ELEVATION
(Downstream End)

SLOPE DRAIN DETAIL

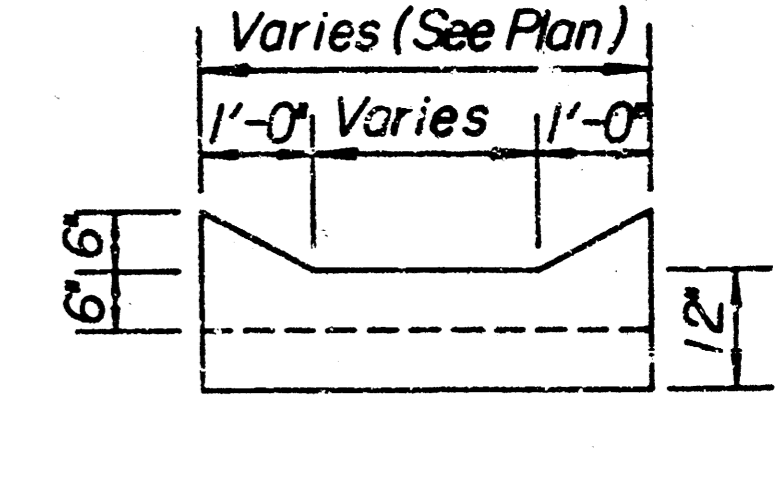


TYPICAL SECTION

NOTE:
Use City of Wichita Standard Conc. Pgmt. Mix. The entire area of the Conc. Ditch Liner below the curbs, to be cast 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.



LONGITUDINAL SECTION

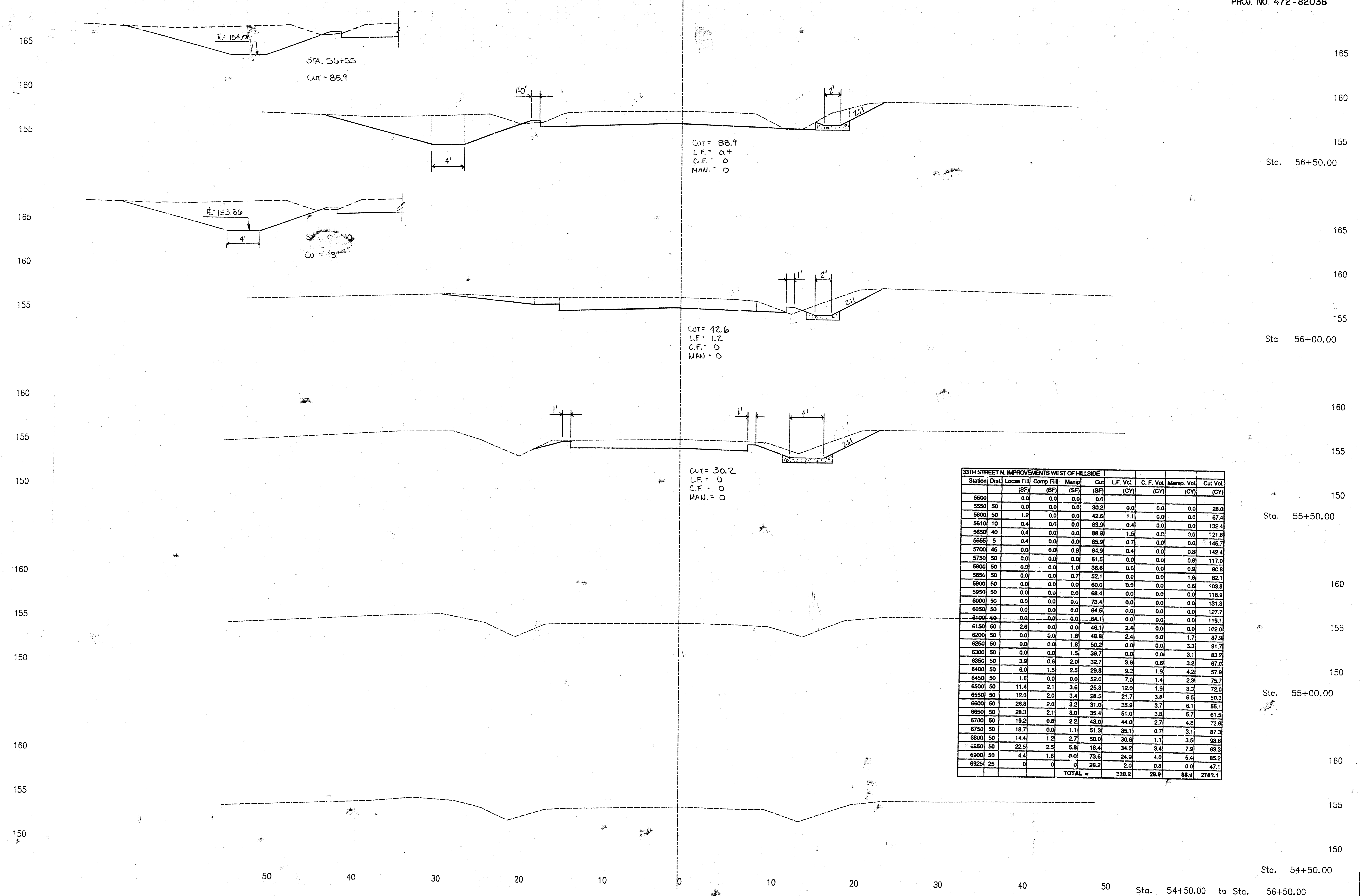


END ELEVATION

CONCRETE DITCH LINER DETAIL

	CITY OF WICHITA	Design MJV
	CONC. DITCH LINER & SLOPE DRAIN	Drawn by DPR
	PROJECT NO. 472-82038	Checked by
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226	636-5566	Date NOV. 1990 Job no. 90-91-113
		Sheet 10 of 16

33 RD STREET NO. IMPROVEMENTS
 CROSS SECTIONS - PAVING PLANS
 PROJ. NO. 472-82038



33TH STREET N. IMPROVEMENTS WEST OF HILLSIDE										
Station	Dist.	Loose Fill	Comp Fill	Manip.	Cut	L.F. Vol.	C.F. Vol.	Manip. Vol.	Cut Vol.	
		(SF)	(SF)	(SF)	(SF)	(CY)	(CY)	(CY)	(CY)	(CY)
5500		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0
5550	50	1.2	0.0	0.0	42.8	1.1	0.0	0.0	0.0	67.4
5600	10	0.4	0.0	0.0	88.9	1.5	0.0	0.0	0.0	132.4
5650	40	0.4	0.0	0.0	85.9	0.7	0.0	0.0	0.0	21.8
5655	5	0.4	0.0	0.0	85.9	0.7	0.0	0.0	0.0	145.7
5700	45	0.0	0.0	0.0	64.9	0.4	0.0	0.0	0.0	142.4
5750	50	0.0	0.0	0.0	61.5	0.0	0.0	0.0	0.0	117.0
5800	50	0.0	0.0	1.0	36.6	0.0	0.0	0.0	0.0	90.8
5850	50	0.0	0.0	0.7	52.1	0.0	0.0	0.0	1.6	82.1
5900	50	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.6	103.8
5950	50	0.0	0.0	0.0	68.4	0.0	0.0	0.0	0.0	118.9
6000	50	0.0	0.0	0.0	73.4	0.0	0.0	0.0	0.0	131.3
6050	50	0.0	0.0	0.0	64.5	0.0	0.0	0.0	0.0	127.7
6100	50	0.0	0.0	0.0	64.1	0.0	0.0	0.0	0.0	119.1
6150	50	2.6	0.0	0.0	46.1	2.4	0.0	0.0	0.0	102.0
6200	50	0.0	0.0	1.8	48.8	2.4	0.0	1.7	0.0	87.9
6250	50	0.0	0.0	1.8	50.2	0.0	0.0	3.3	0.0	91.7
6300	50	0.0	0.0	1.5	39.7	0.0	0.0	3.1	0.0	83.2
6350	50	3.9	0.6	2.0	32.7	3.6	0.6	3.2	0.0	67.0
6400	50	6.0	1.5	2.5	29.8	9.2	1.9	4.2	0.0	57.9
6450	50	1.2	0.0	0.0	52.0	7.0	1.4	2.3	0.0	75.7
6500	50	11.4	2.1	3.6	25.8	12.0	1.9	3.3	0.0	72.0
6550	50	12.0	2.0	3.4	28.5	21.7	3.8	6.5	0.0	50.3
6600	50	25.8	2.0	3.2	31.0	35.9	3.7	6.1	0.0	55.1
6650	50	28.3	2.1	3.0	35.4	51.0	3.8	5.7	0.0	61.5
6700	50	18.2	0.8	2.2	43.0	44.0	2.7	4.8	0.0	72.6
6750	50	18.7	0.0	1.1	51.3	35.1	0.7	3.1	0.0	87.2
6800	50	14.4	1.2	2.7	50.0	30.6	1.1	3.5	0.0	83.8
6850	50	22.5	2.5	5.8	18.4	34.2	3.4	7.9	0.0	63.3
6900	50	4.4	1.8	0.0	73.6	24.9	4.0	5.4	0.0	85.2
6925	25	0	0	0	28.2	2.0	0.8	0.0	0.0	47.1
TOTAL =						320.2	29.8	68.9	278.1	

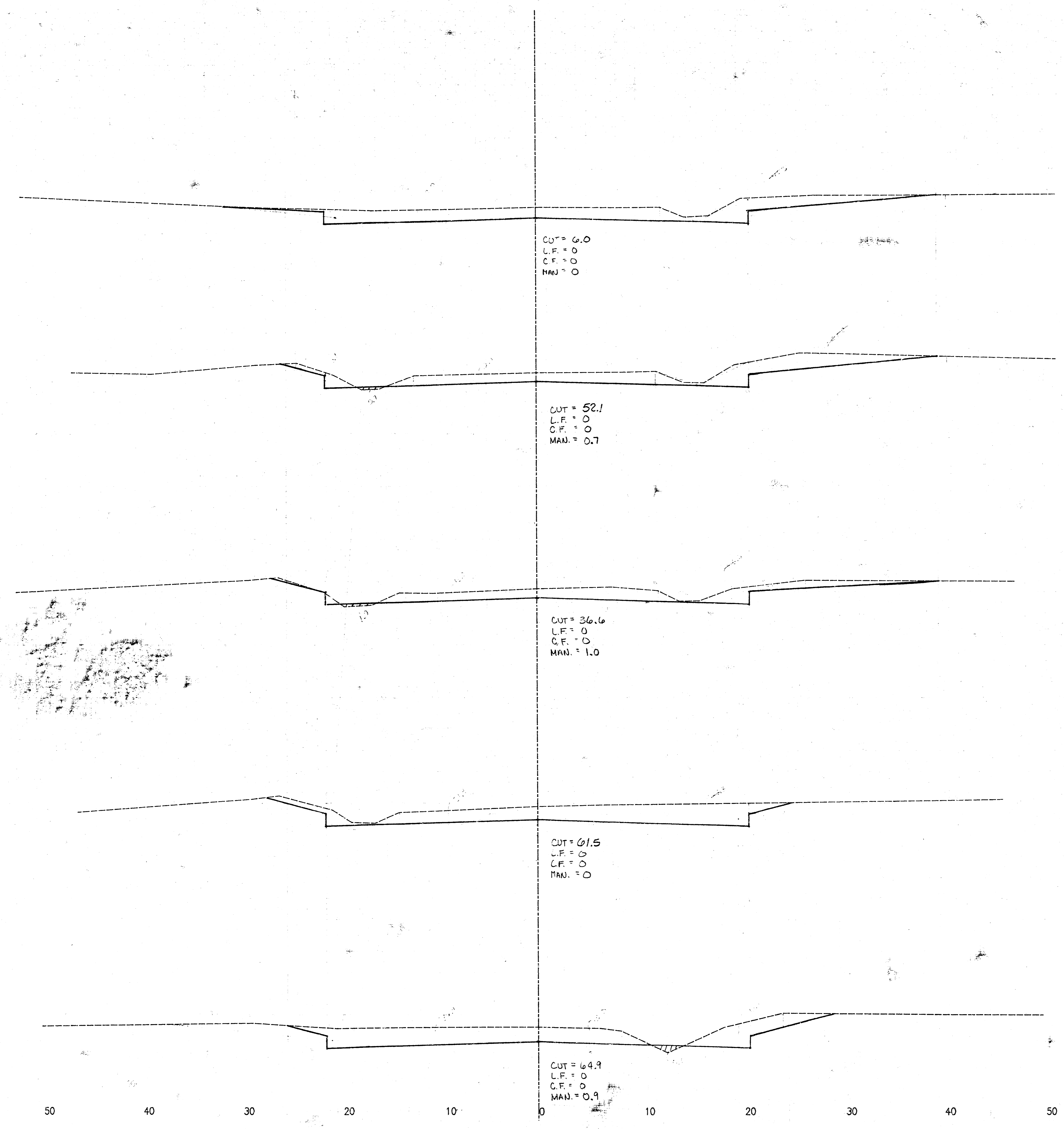
Sta. 54+50.00 to Sta. 56+50.00



33 RD STREET NO. IMPROVEMENTS
 CROSS SECTIONS - PAVING PLANS
 PROJ. NO. 472-82038

170
165
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170
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Sta. 57+00.00 to Sta. 59+00.00
 33rd St.

33 RD STREET NO IMPROVEMENTS
 CROSS SECTIONS - PAVING PLANS
 PROJ. NO. 472-82038

170
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 170
 165
 160

Sta. 61+50.00

CUT = 46.1
 L.F. = 2.6
 C.F. = 0
 MAN. = 0

Sta. 61+00.00

CUT = 64.1
 L.F. = 0
 C.F. = 0
 MAN. = 0

Sta. 60+50.00

CUT = 69.5
 L.F. = 0
 C.F. = 0
 MAN. = 0

Sta. 60+00.00

CUT = 73.4
 L.F. = 0
 C.F. = 0
 MAN. = 0

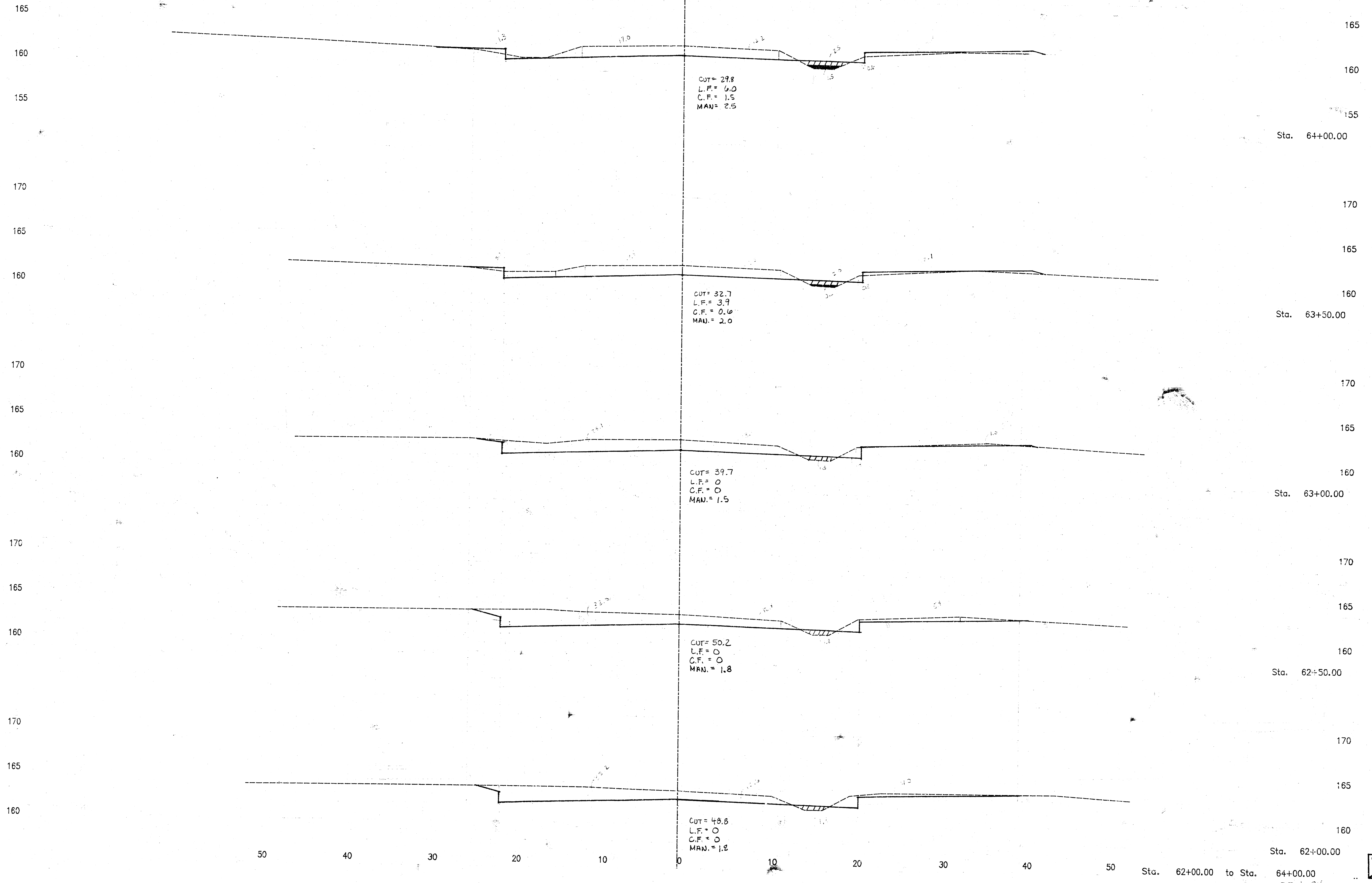
Sta. 59+50.00

CUT = 68.4
 L.F. = 0
 C.F. = 0
 MAN. = 0

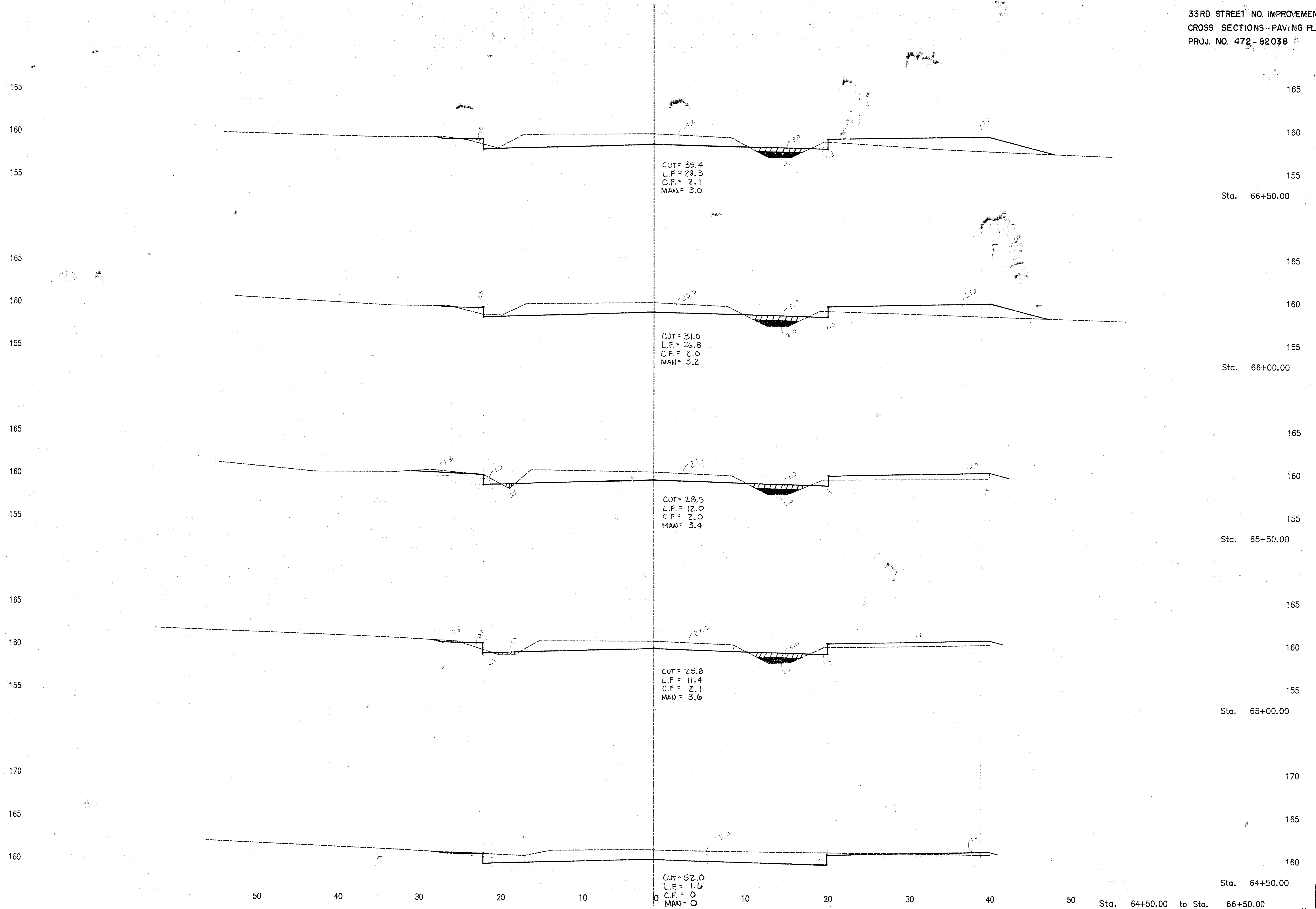
Sta. 59+50.00 to Sta. 61+50.00

50 40 30 20 10 0 10 20 30 40 50

33RD STREET NO. IMPROVEMENTS
 CROSS SECTIONS - PAVING PLANS
 PROJ. NO. 472-82038

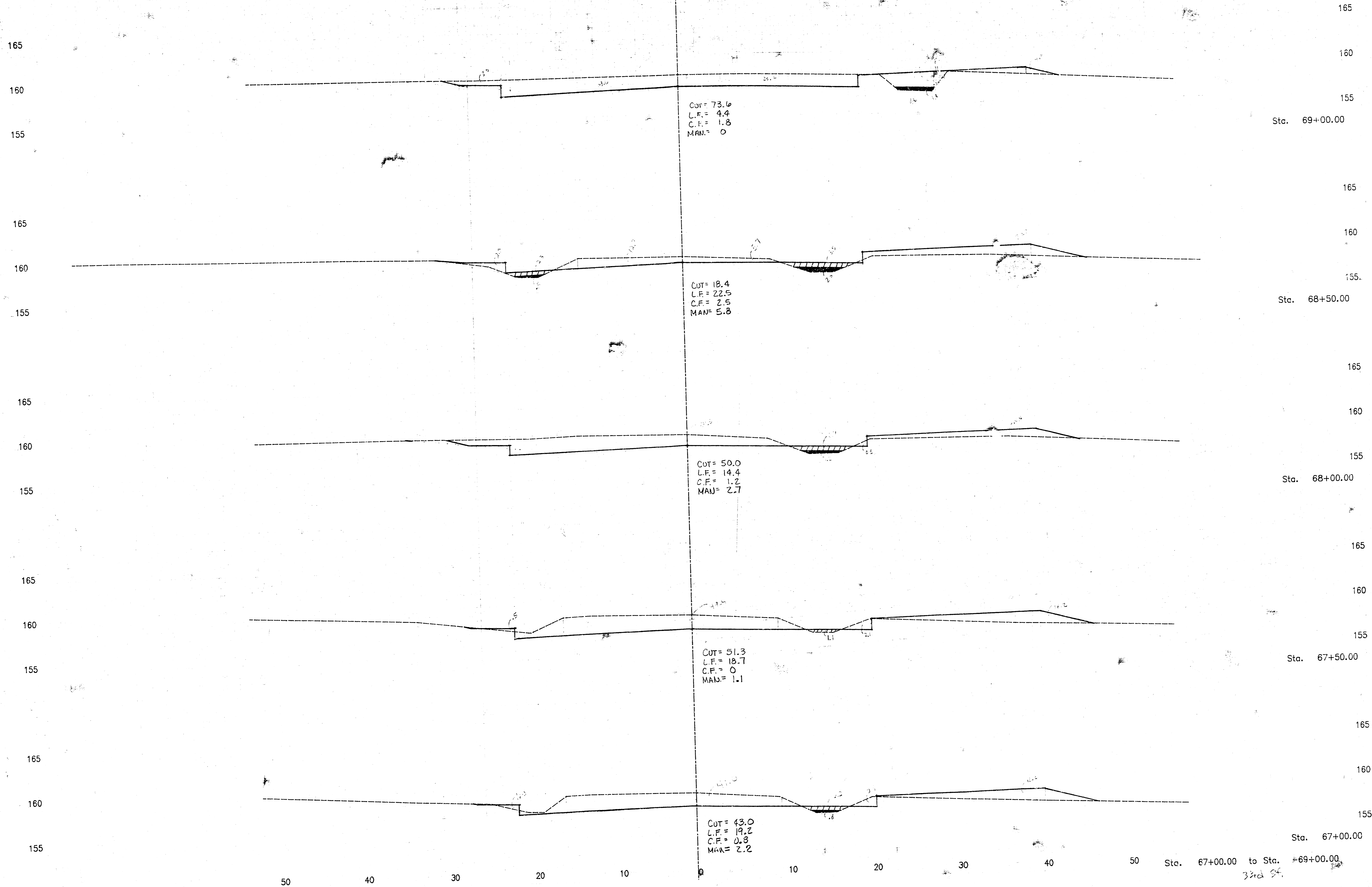


33RD STREET NO. IMPROVEMENTS
 CROSS SECTIONS - PAVING PLANS
 PROJ. NO. 472-82038



Sta. 64+50.00 to Sta. 66+50.00
 33rd St.

33RD STREET NO. IMPROVEMENTS
 CROSS SECTIONS- PAVING PLANS
 PROJ. NO. 472-82038



16
 16/16

Sta. 67+00.00 to Sta. 69+00.00
 33rd St.