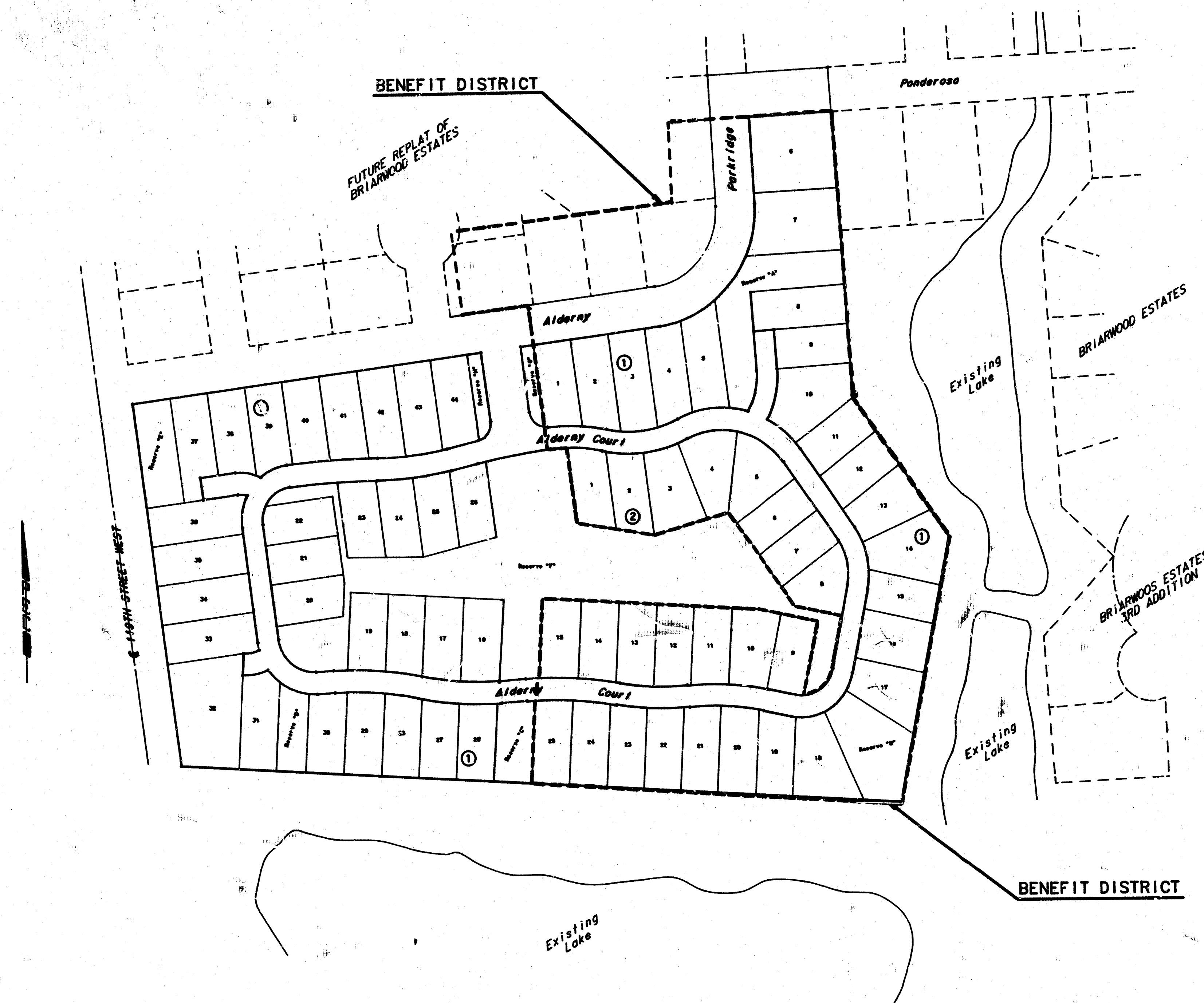


CITY OF WICHITA, KANSAS
ALDERNY COURT - E. L. LOT 26, BLK. 1 TO S. L. ALDERNY
ALDERNY / PARKRIDGE - E. L. LOT 44, BLK. 1 TO S. L. PONDEROSA
PONDEROSA - W. L. PARKRIDGE TO E. L. BLK. 1
(BRIARWOOD ESTATES 4TH ADDITION)
 CITY OF WICHITA PROJECT NO. 472-76-245-81375-000-000-001

INDEX OF SHEETS

SHEET NO. 1	TITLE SHEET
SHEET NO. 2	PLAT (SURVEY CONTROL)
SHEET NO. 3	TYPICAL SECTION
SHEET NO. 4-7	PLAN SHEETS
SHEET NO. 8	CURVE TABLES
SHEET NO. 9	PLAN-PROFILE STORM SEWER
SHEET NO. 10	STANDARD TYPE 1A CURB INLET
SHEET NO. 11	FRAME AND COVER DETAIL



GENERAL NOTES

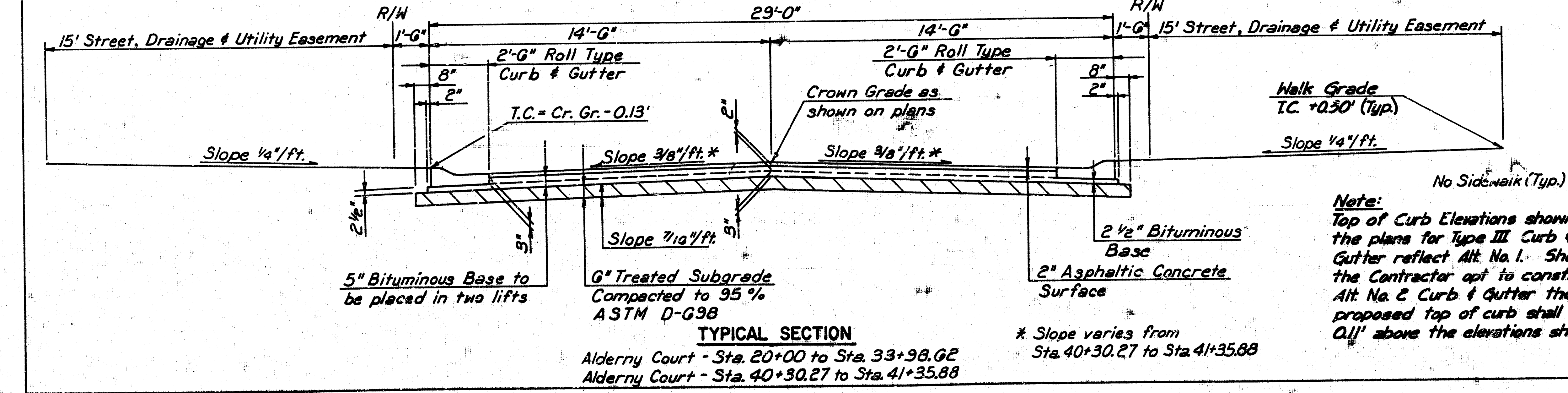
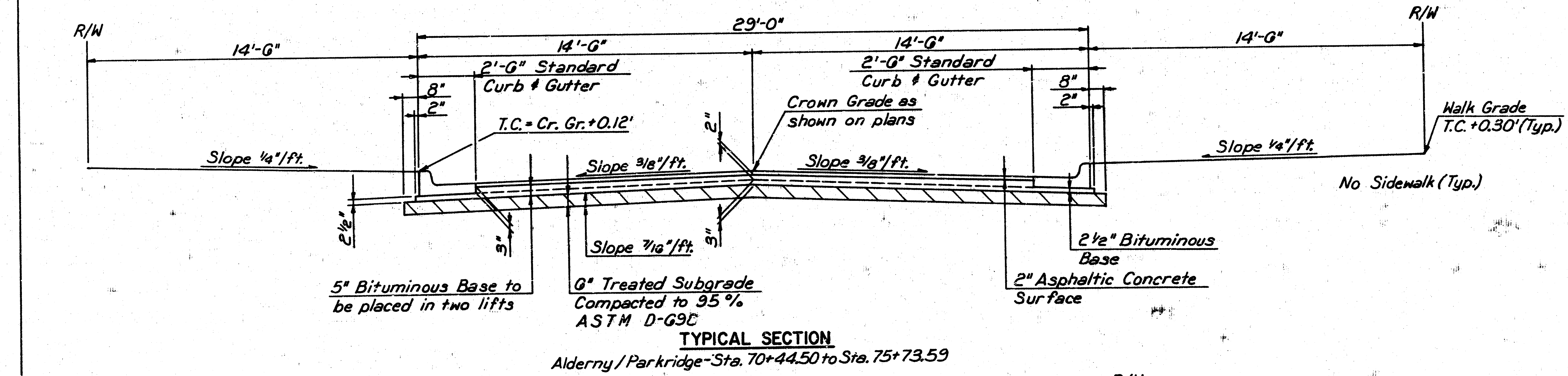
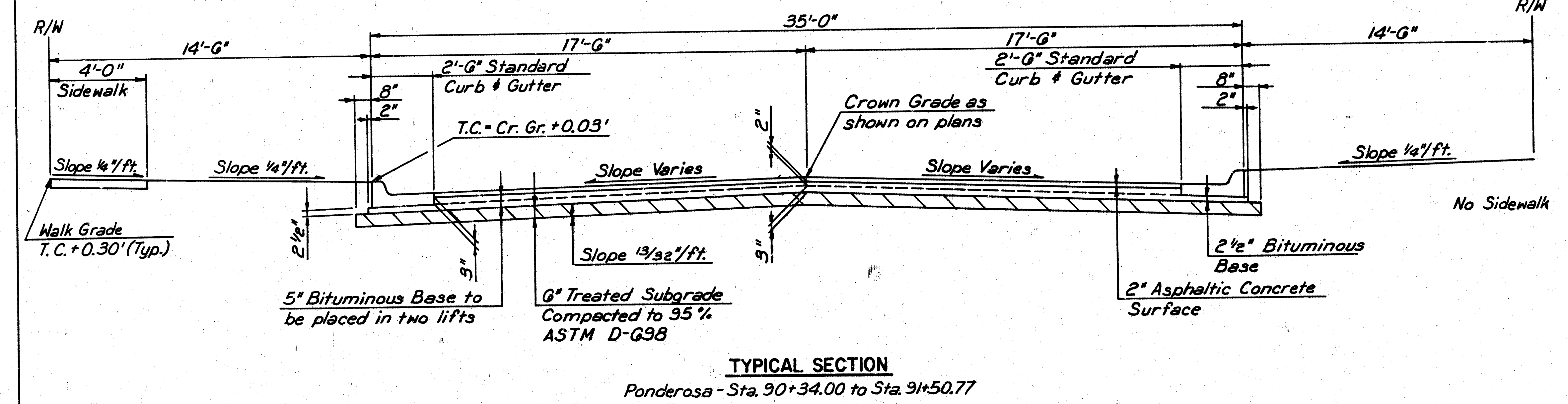
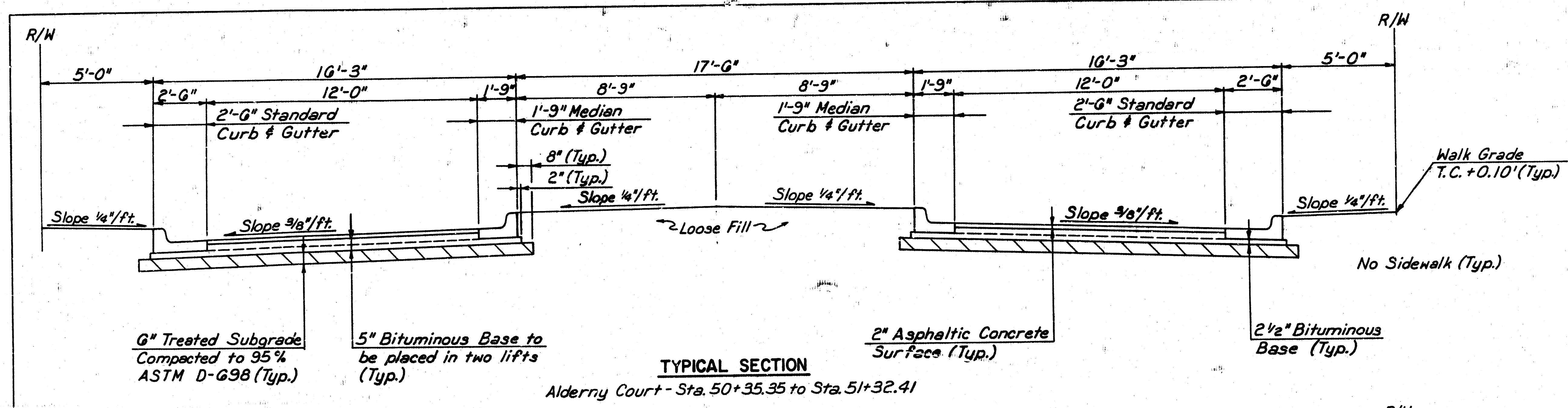
1. EARTHWORK FOR THIS PROJECT SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID FOR THE ITEM "EARTHWORK". THIS WORK SHALL INCLUDE ALL EXCAVATION, COMPACTED FILL, MANIPULATED FILL, BORROW MATERIAL, LOOSE FILL, WASTE, WATER, AND INCIDENTALS NECESSARY TO BUILD THE SUBGRADE TO THE LINES AND GRADES SHOWN ON THE PLANS.
 THE CONTRACTOR SHALL VIEW THE SITE PRIOR TO SUBMITTING HIS BID TO ASCERTAIN THE SCOPE OF EARTHWORK INVOLVED BASED UPON EXISTING GRADE STAKES. ADDITIONAL MATERIAL FOR BORROW, IF REQUIRED IS AVAILABLE ON SITE.
2. ONLY ONE TYPE OF SUBGRADE STABILIZATION MATERIAL, PEBBLE LIME, SHALL BE ALLOWED. THE RATE OF APPLICATION SHALL BE DETERMINED BY CITY OF WICHITA PERSONNEL. THE QUANTITY OF PEBBLE LIME INCLUDED IN THE BID DOCUMENTS IS FOR THE SOLE PURPOSE OF SOLICITING COMPETITIVE BIDS.
3. 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 OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE LAW.
4. THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
5. THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2-1/2" BITUMINOUS BASE.
6. A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.
7. BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
8. 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 JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.



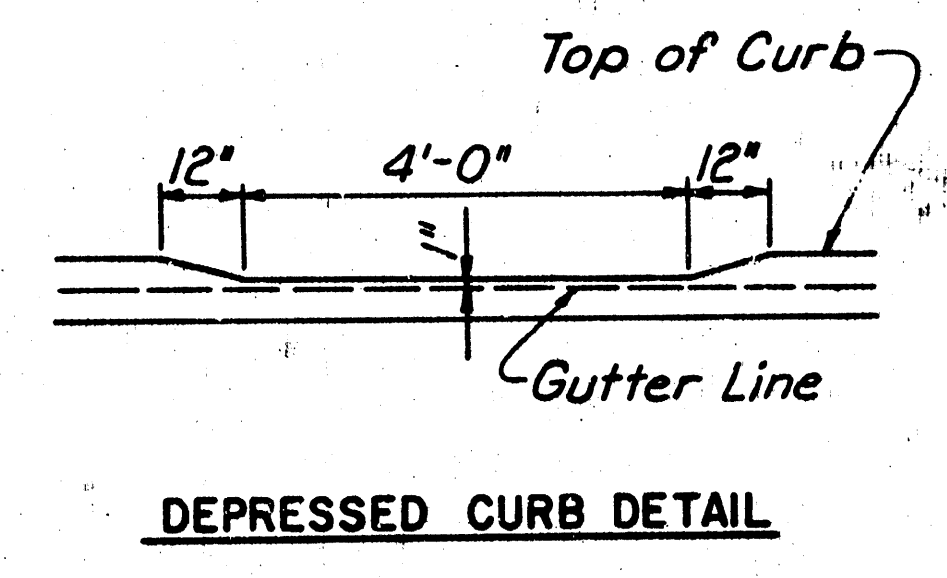
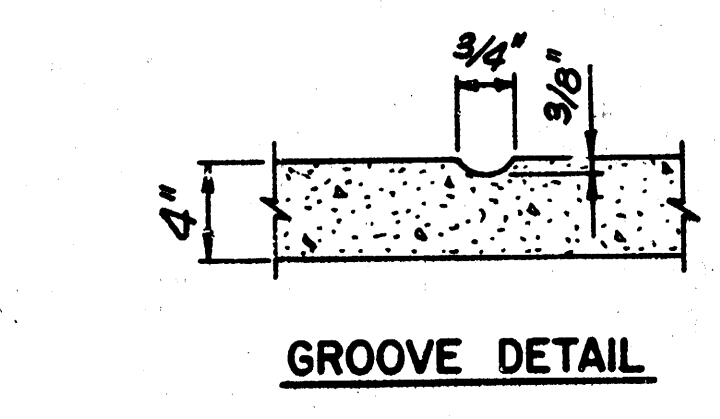
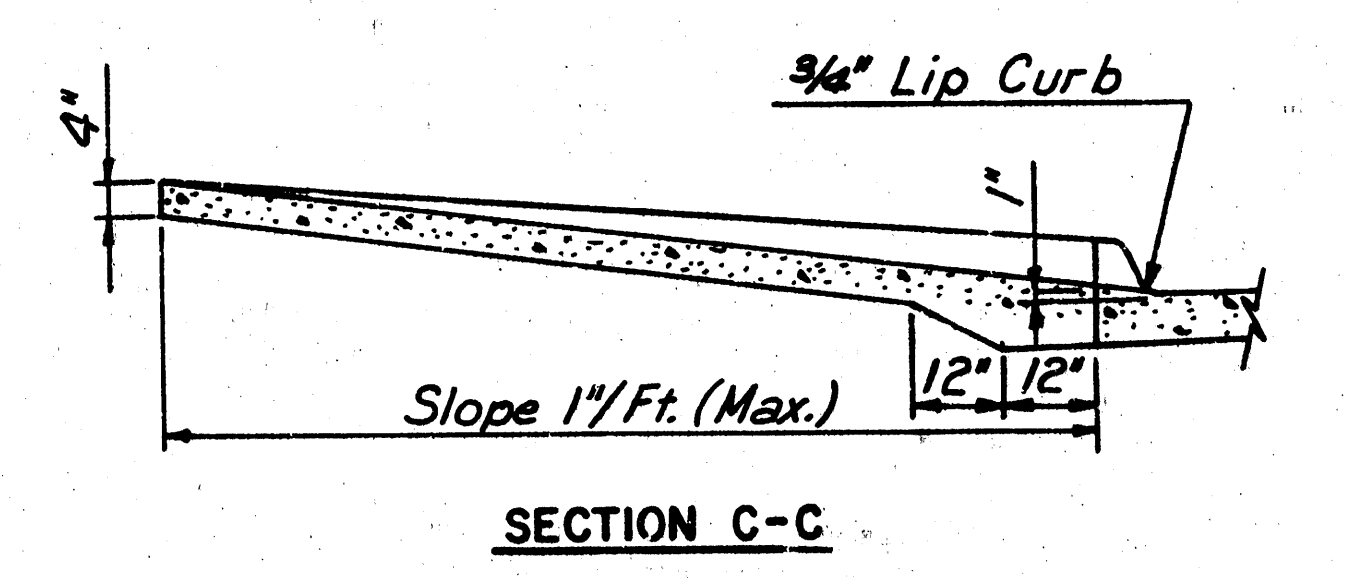
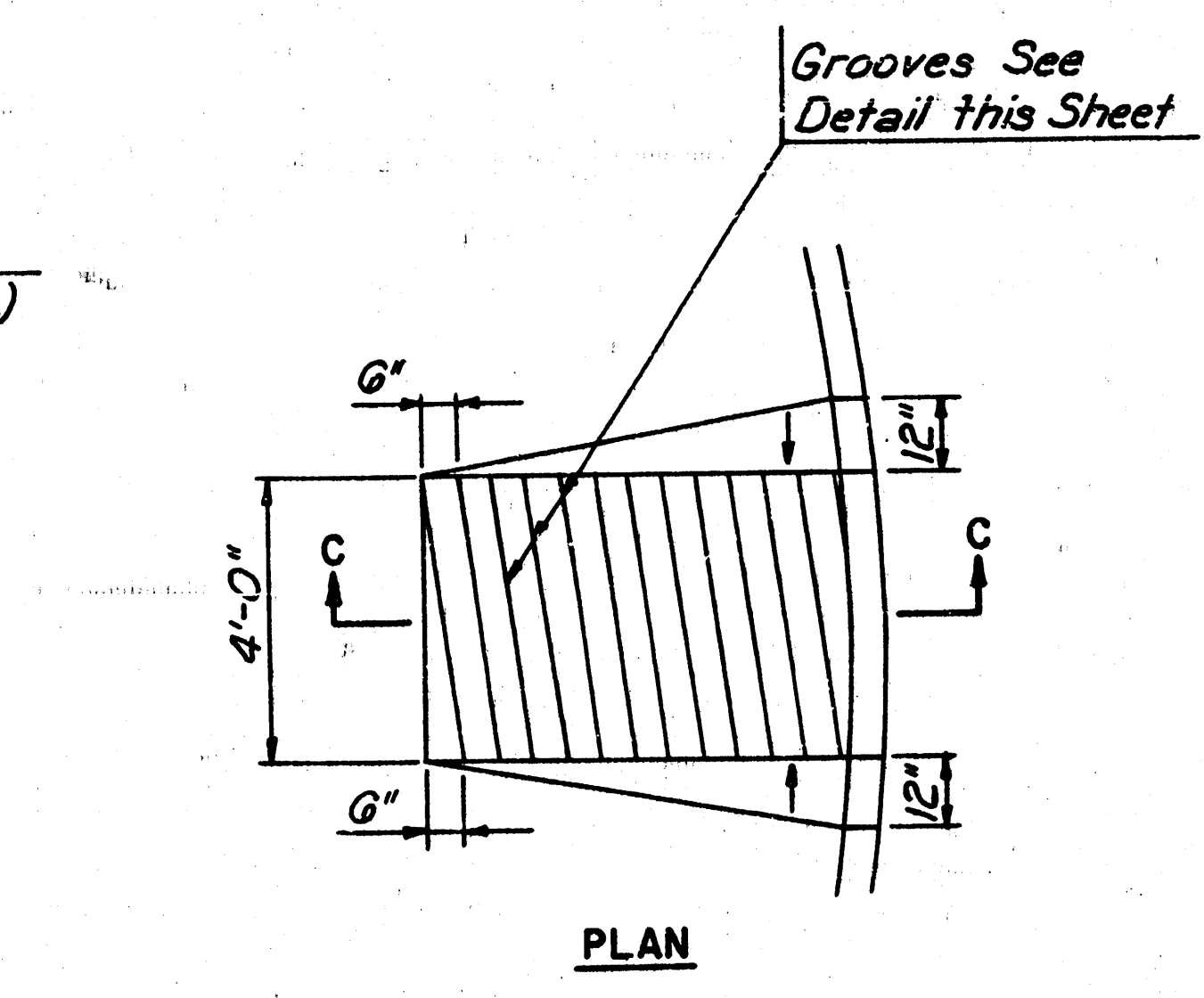
JUNE, 1984
 PLANS PREPARED BY
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Note: Expansion Joints Shall Be Constructed At All Radius Points On This Project. A Radius Point Shall Be Defined To Include All P.C.'s, P.T.'s, P.R.C.'s & P.C.C.'s.

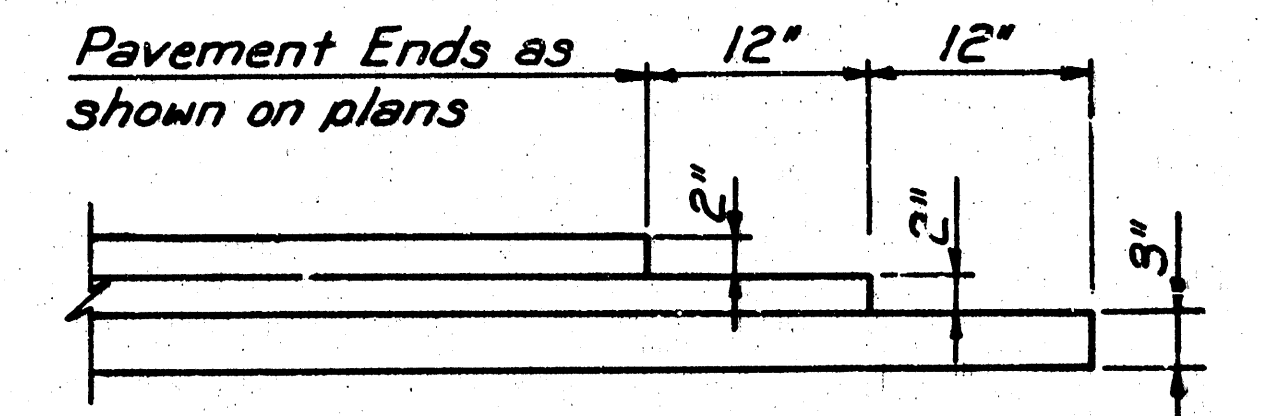
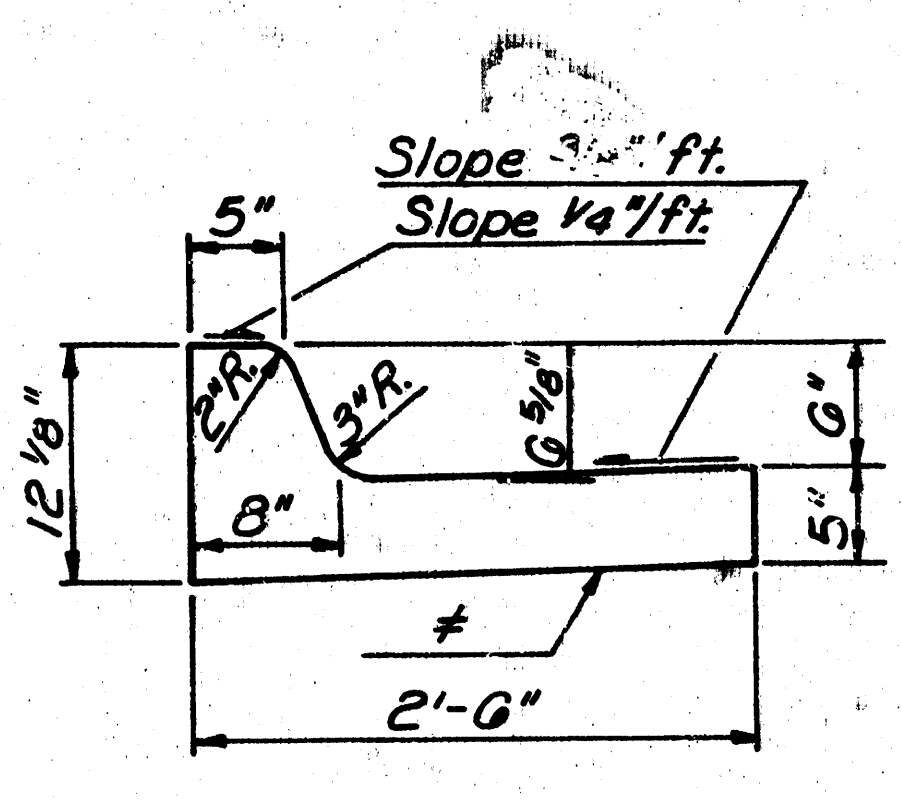
PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81375-000-001	3	11



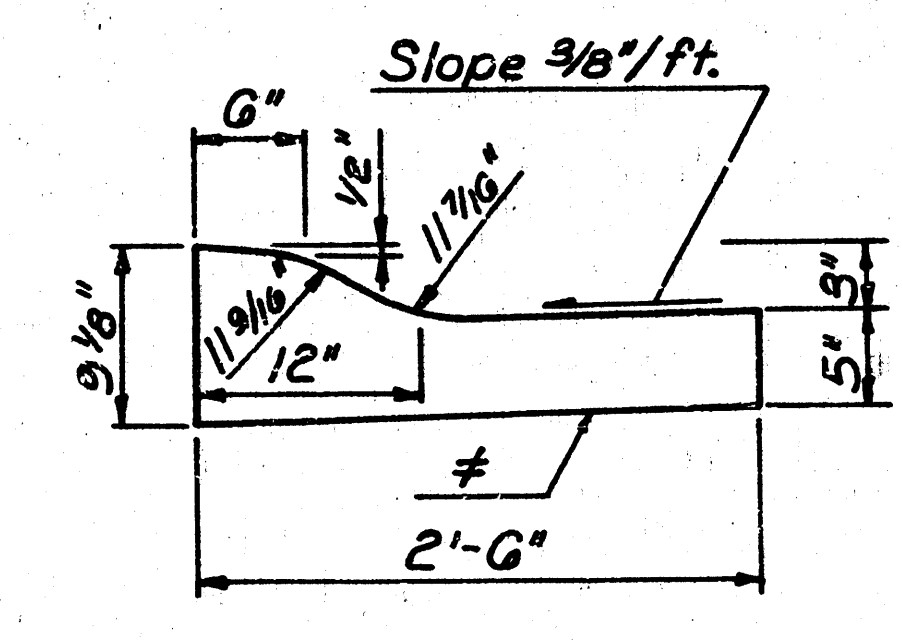
Note:
Top of Curb Elevations shown on the plans for Type III Curb & Gutter reflect Alt. No. 1. Should the Contractor opt to construct Alt. No. 2 Curb & Gutter the proposed top of curb shall be 0.11' above the elevations shown.



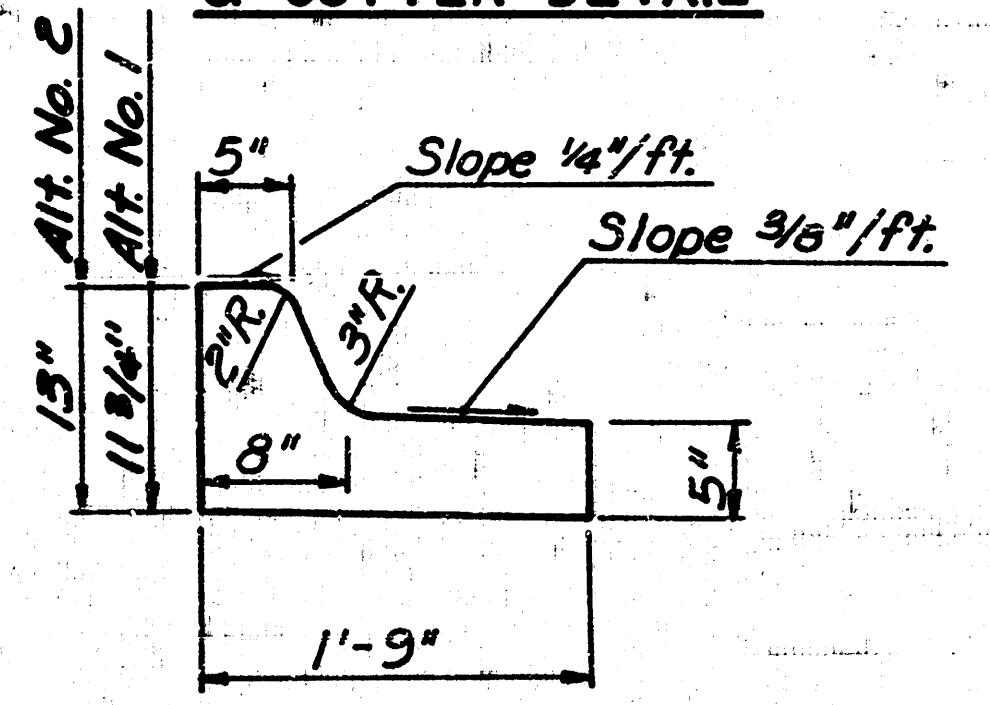
WHEELCHAIR RAMP DETAILS



Transverse Construction Joints shall be constructed in flexible base pavements at locations where pavement temporarily ends to facilitate future pavement construction as shown by detail. The cost of constructing the Transverse Construction Joint shall not be measured or paid for directly, but shall be included in the price bid for square yard of asphaltic concrete pavement.



* Slope 1/4"/ft. (35' Pavement)
* Slope 3/8"/ft. (29' Pavement)



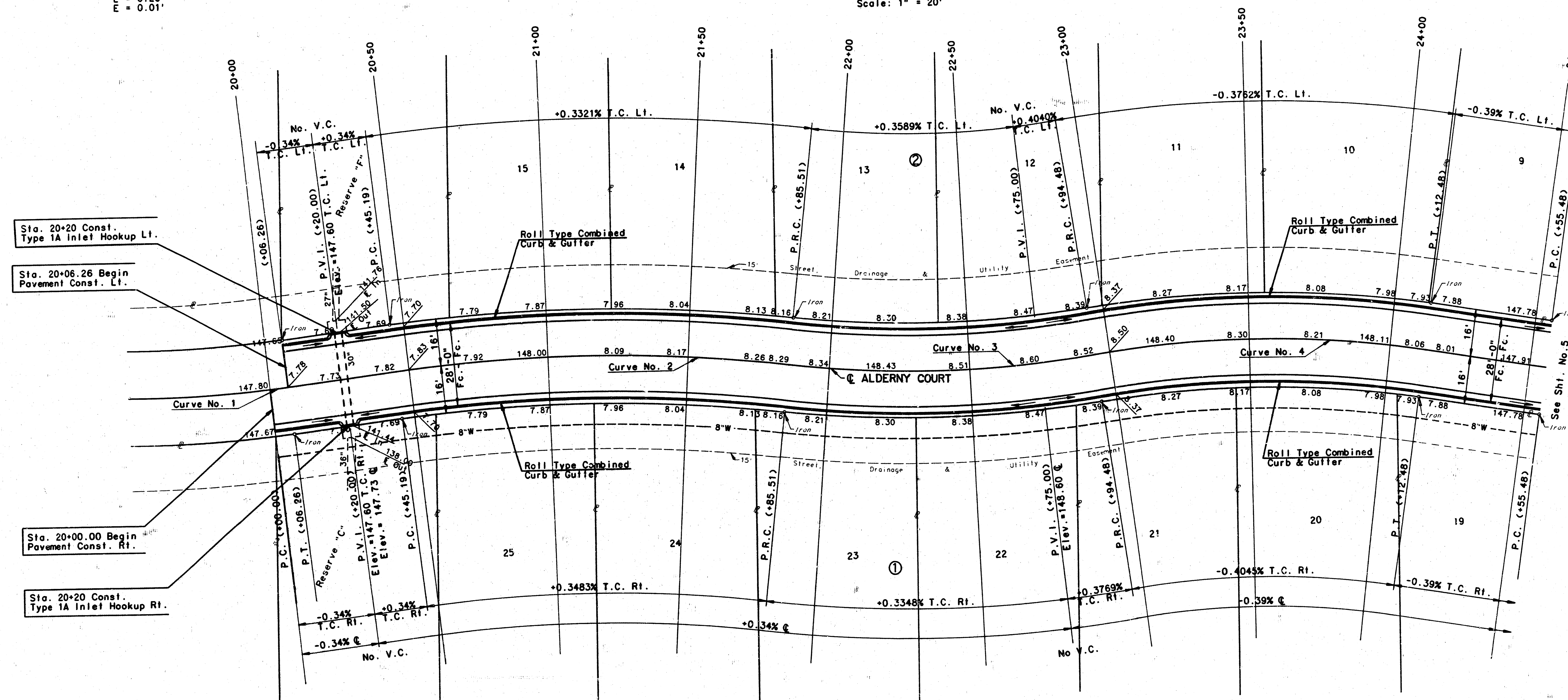
TYPICAL SECTIONS

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.			
ENGINEERS WICHITA, KANSAS			
Designed by	BER	Checked by	3/10
Drawn by	JGP	Date	June 1984
		Job No.	83713-1

Curve No. 1
P.I. Sta. 20+03.13 (Bk.) =
P.I. Sta. 20+03.13 (Ahd.) =
@ Curve Data
Δ = 0° 46' 57"
D = 12° 30' 04"
R = 458.33'
T = 3.15'
L = 6.28'
E = 0.01'

Curve No. 3
P.I. Sta. 22+40.33 (Bk.) =
P.I. Sta. 22+39.66 (Ahd.) =
@ Curve Data
Δ = 15° 30' 09"
D = 14° 13' 33"
R = 402.76'
T = 54.82'
L = 108.97'
E = 3.71'

Scale: 1" = 20'



Curve No. 2
P.I. Sta. 21+15.69 (Bk.) =
P.I. Sta. 21+15.01 (Ahd.) =
@ Curve Data
Δ = 13° 42' 08"
D = 9° 45' 54"
R = 586.74'
T = 70.50'
L = 140.32'
E = 4.22'

Curve No. 4
P.I. Sta. 23+53.94 (Bk.) =
P.I. Sta. 23+53.02 (Ahd.) =
@ Curve Data
Δ = 17° 30' 00"
D = 14° 49' 51"
R = 388.33'
T = 59.46'
L = 118.00'
E = 4.55'

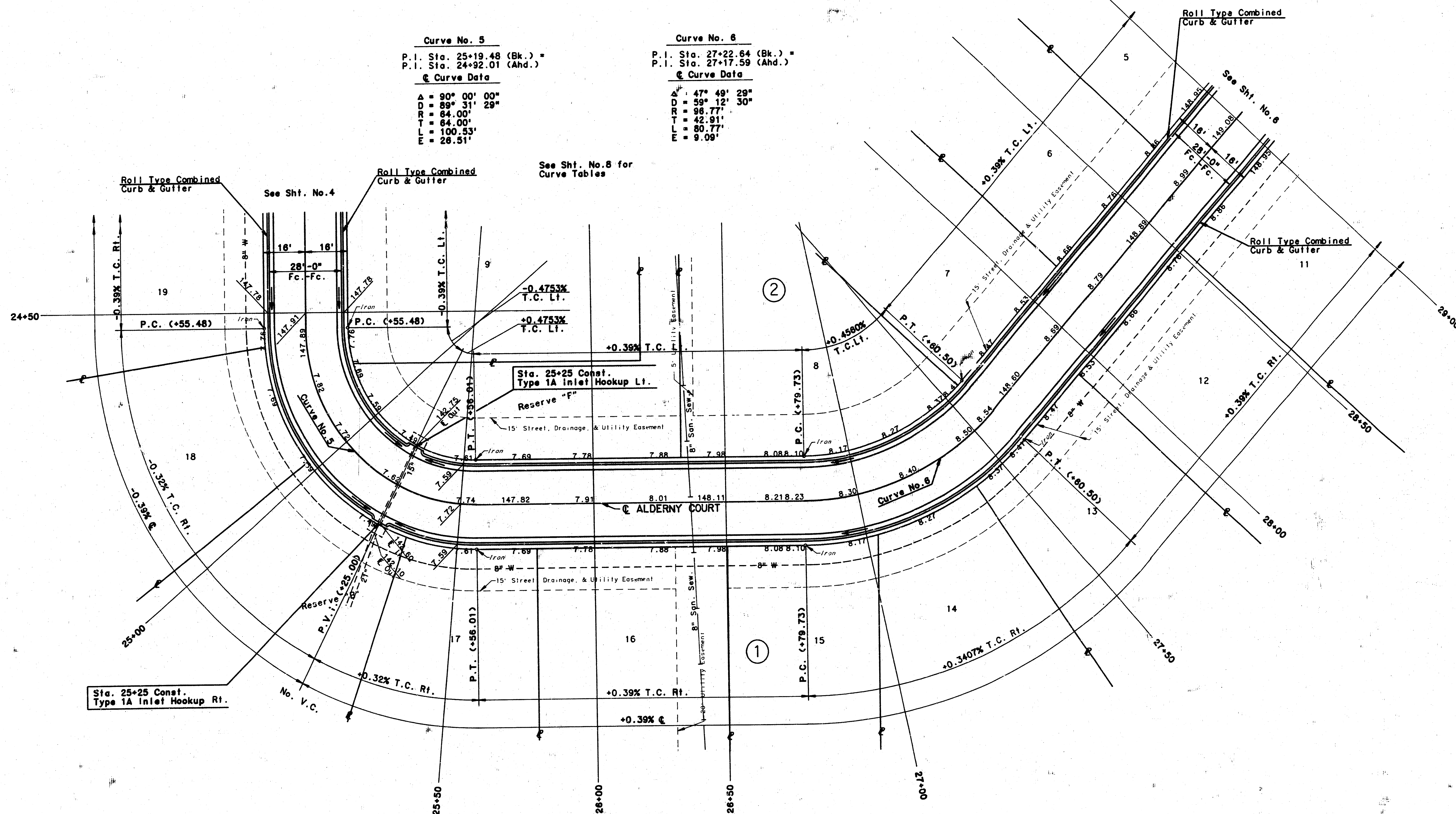
See Sh1. No. 8 for
Curve Tables

No.	Revision	By	Date
ALDERNY COURT STA. 20+00 TO STA. 24+50 Proj. No. 472-76-245-81375-000-000-001 PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by BER	Job No. 83713-1	Sh1. 4 of 11	
Drawn by YODA, JGP	Date June, 1984		

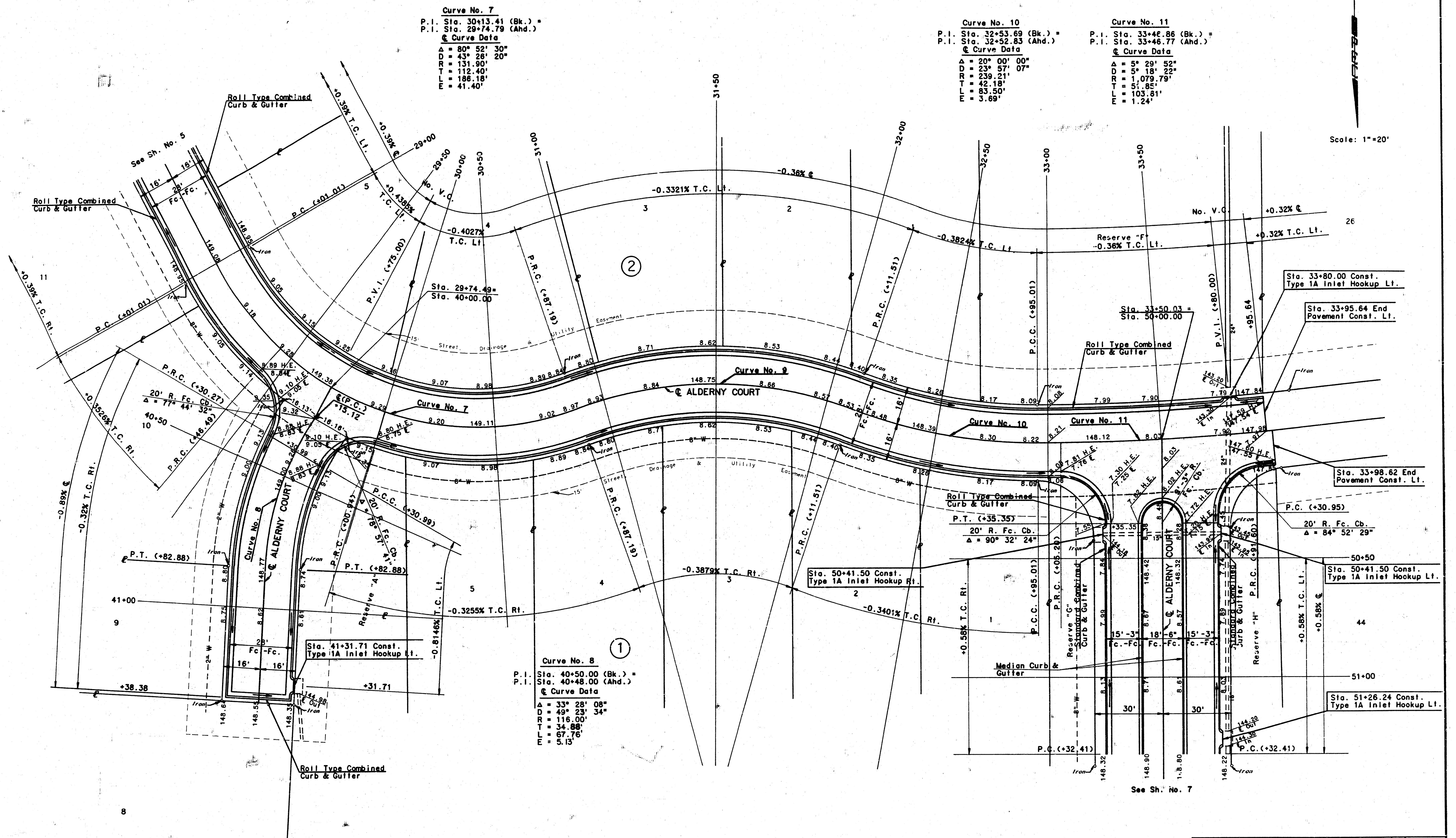
Scale: 1" = 20'

Curve No. 5
 P.I. Sta. 25+19.48 (Bk.) =
 P.I. Sta. 24+32.01 (Ahd.) =
 @ Curve Data
 Δ = 90° 00' 00"
 D = 89° 31' 29"
 R = 84.00'
 T = 64.00'
 L = 100.53'
 E = 26.51'

Curve No. 6
 P.I. Sta. 27+22.64 (Bk.) =
 P.I. Sta. 27+17.59 (Ahd.) =
 @ Curve Data
 Δ = 47° 49' 29"
 D = 59° 12' 30"
 R = 98.77'
 T = 42.91'
 L = 80.77'
 E = 9.09'



No.	Revision	By	Date
ALDERNY COURT STA. 24+50 TO STA. 29+00 Proj. No. 472-76-245-81375-000-000-001 PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by BER	Job No. 83713-1	5/10	
Drawn by Yoda, JGP	Date July, 1984	Sht. 5 of 11	



Scale: 1"=20'

No.	Revision	By	Date
ALDERNY COURT STA. 29+00 TO STA. 33+98.62 Proj. No. 472-76-245-81375-000-000-001 PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS Designed by BER Job No. 83713-1 Drawn by Yoda, JGP Date July, 1984 Sht. 6 of 11			

INTERSECTION QUANTITIES

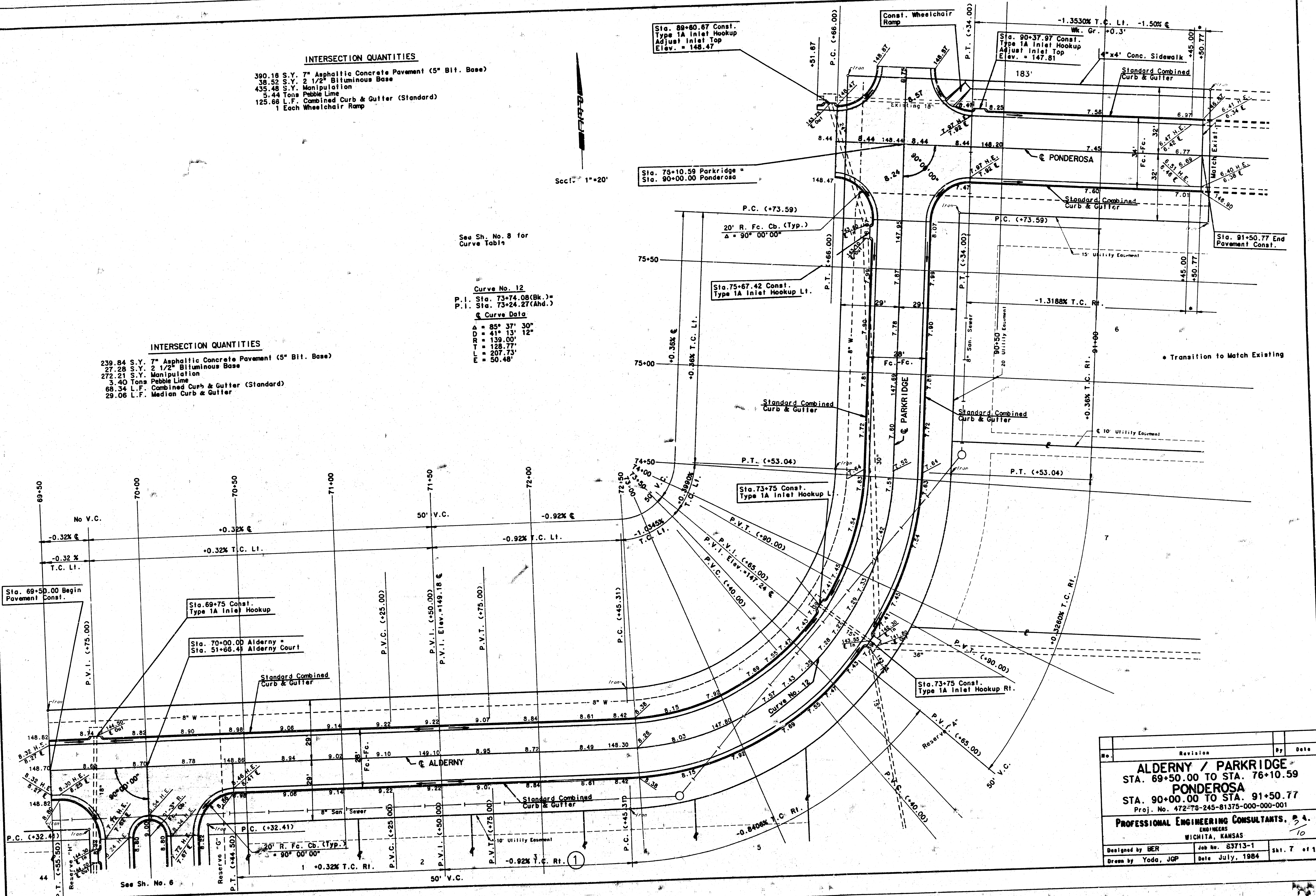
390.18 S.Y. 7" Asphaltic Concrete Pavement (5" Bit. Base)
 38.52 S.Y. 2 1/2" Bituminous Base
 435.48 S.Y. Manipulation
 5.44 Tons Pebble Lime
 125.68 L.F. Combined Curb & Gutter (Standard)
 1 Each Wheelchair Ramp

INTERSECTION QUANTITIES

239.84 S.Y. 7" Asphaltic Concrete Pavement (5" Bit. Base)
 27.28 S.Y. 2 1/2" Bituminous Base
 272.21 S.Y. Manipulation
 3.40 Tons Pebble Lime
 68.34 L.F. Combined Curb & Gutter (Standard)
 29.06 L.F. Median Curb & Gutter

See Sh. No. 8 for
 Curve Table

Curve No. 12
 P.I. Sta. 73+74.08(Bk.)=
 P.I. Sta. 73+24.27(Ahd.)
 & Curve Data
 A = 85° 37' 30"
 D = 41° 13' 12"
 R = 139.00'
 T = 128.77'
 L = 207.73'
 E = 50.48'



No.	Revision	By	Date
ALDERNEY / PARKRIDGE STA. 69+50.00 TO STA. 76+10.59 PONDEROSA STA. 90+00.00 TO STA. 91+50.77 Proj. No. 472-ITS-245-81375-000-000-001			
PROFESSIONAL ENGINEERING CONSULTANTS, P.A. ENGINEERS WICHITA, KANSAS			
Designed by BER	Job No. 83713-1	Sht. 7 of 11	
Drawn by Yoda, JGP	Date July, 1984		

CURVE NO. 1					
Q CURVE DATA					
$\Delta=0^{\circ}46'57''$ $D=12^{\circ}30'04''$ $R=458.33'$ $L=6.26'$ $T=3.13'$ $E=0.01'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=0^{\circ}23'28.5''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
20+00.00	6.26'		6.56'	0°23'28.5"	0°23'28.5"
20+06.26					

CURVE NO. 2					
Q CURVE DATA					
$\Delta=13^{\circ}42'08''$ $D=9^{\circ}45'54''$ $R=586.74'$ $L=140.32'$ $T=70.50'$ $E=4.22'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=6^{\circ}51'04''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
20+45.19		4.99'	4.83'	0°14'08"	0°14'08"
20+50.00	4.81'		24.06'	1°13'14"	1°27'20"
20+75.00	25.00'	25.93'	24.06'	1°13'14"	2°40'34"
21+00.00	25.00'	25.93'	24.06'	1°13'14"	3°53'48"
21+25.00	25.00'	25.93'	24.06'	1°13'14"	5°07'02"
21+50.00	25.00'	25.93'	24.06'	1°13'14"	6°20'16"
21+75.00	25.00'	25.93'	24.06'	1°13'14"	7°33'30"
21+85.51	10.51'	10.91'	10.12'	0°30'48"	8°04'18"

CURVE NO. 3					
Q CURVE DATA					
$\Delta=15^{\circ}30'09''$ $D=14^{\circ}13'33''$ $R=402.76'$ $L=108.97'$ $T=54.82'$ $E=3.71'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=7^{\circ}45'04.5''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
21+85.51		13.70'	15.28'	1°01'50.4"	1°01'50.4"
22+00.00	14.49'		26.36'	1°48'42"	2°48'32.4"
22+25.00	25.00'	23.63'	26.36'	1°48'42"	4°35'14.4"
22+50.00	25.00'	23.63'	26.36'	1°48'42"	6°21'56.4"
22+75.00	25.00'	23.63'	26.36'	1°48'42"	8°08'38.4"
22+94.48	19.48'	18.41'	20.54'	1°23'08.1"	9°31'46.5"

CURVE NO. 4					
Q CURVE DATA					
$\Delta=17^{\circ}30'00''$ $D=14^{\circ}49'51''$ $R=386.33'$ $L=118.00'$ $T=59.46'$ $E=4.55'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=8^{\circ}45'00''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
22+94.48		5.83'	5.20'	0°24'33"	0°24'33"
23+00.00	5.52'		23.57'	1°51'14"	2°15'47"
23+25.00	25.00'	26.42'	23.57'	1°51'14"	4°07'01"
23+50.00	25.00'	26.42'	23.57'	1°51'14"	5°58'15"
23+75.00	25.00'	26.42'	23.57'	1°51'14"	7°49'29"
24+00.00	25.00'	26.42'	23.57'	1°51'14"	9°40'43"
24+12.48	12.48'	13.19'	11.77'	0°55'31"	10°36'14"

CURVE NO. 5					
Q CURVE DATA					
$\Delta=90^{\circ}00'00''$ $D=89^{\circ}31'29''$ $R=64.00'$ $L=100.53'$ $T=64.00'$ $E=26.51'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=45^{\circ}00'00''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
24+55.48		12.28'	28.13'	8°44'18"	8°44'18"
24+75.00	19.52'		33.38'	11°11'28"	19°55'42"
25+00.00	25.00'	16.30'	33.38'	11°11'28"	31°07'08"
25+25.00	25.00'	16.30'	33.38'	11°11'28"	42°18'34"
25+50.00	25.00'	16.30'	33.38'	11°11'28"	53°29'62"
25+58.01	8.01'	3.94'	8.07'	2°41'28"	56°10'30"

CURVE NO. 6					
Q CURVE DATA					
$\Delta=47^{\circ}49'29''$ $D=59^{\circ}12'30''$ $R=96.77'$ $L=80.77'$ $T=42.91'$ $E=9.09'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=23^{\circ}54'44.5''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
26+79.73		15.63'	24.83'	6°00'04"	6°00'04"
27+00.00	20.27'		30.60'	7°24'05"	13°24'09"
27+25.00	25.00'	19.26'	30.60'	7°24'05"	20°48'14"
27+50.00	25.00'	19.26'	30.60'	7°24'05"	28°12'19"
27+60.50	10.50'	8.11'	12.88'	3°08'30.5"	31°20'49.5"

CURVE NO. 7					
Q CURVE DATA					
$\Delta=80^{\circ}52'30''$ $D=43^{\circ}26'20''$ $R=131.90'$ $L=186.18'$ $T=112.40'$ $E=41.40'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=40^{\circ}26'15''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
29+01.01		19.96'	27.95'	5°12'38"	5°12'38"
29+25.00	23.99'		25.05'	4°40'03"	9°52'41"
29+48.49	21.49'	17.89'	25.05'	4°40'03"	14°32'44"
29+50.00	3.51'	2.92'	4.09'	0°45'44"	15°18'28"
29+75.00	25.00'	20.80'	29.13'	5°25'48"	20°44'13"
30+00.00	25.00'	20.80'	29.13'	5°25'48"	25°69'61"
30+00.94	0.94'	0.78'	1.10'	0°12'15"	26°21'16"
30+25.00	24.06'	20.02'	28.03'	5°13'32"	31°34'48"
30+50.00	25.00'	20.80'	29.13'	5°25'48"	36°60'36"
30+75.00	25.00'	20.80'	29.13'	5°25'48"	41°46'24"
30+87.19	12.19'	10.15'	14.22'	2°38'51"	44°25'15"

CURVE NO. 8					
Q CURVE DATA					
$\Delta=33^{\circ}28'08''$ $D=49^{\circ}23'34''$ $R=116.00'$ $L=67.76'$ $T=34.88'$ $E=5.13'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=16^{\circ}44'04''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
40+15.12		12.22'	18.01'	3°44'30"	3°44'30"
40+30.27	15.15'		0.86'	0°10'40"	3°55'10"
40+30.99	0.72'	0.58'	22.59'	4°41'41"	8°36'51"
40+50.00	19.01'	15.39'	29.68'	6°10'27"	14°47'18"
40+75.00	25.00'	20.22'	9.37'	1°58'46"	16°44'04"
40+82.88	7.88'	6.38'			

CURVE NO. 9					
Q CURVE DATA					
$\Delta=39^{\circ}30'00''$ $D=31^{\circ}48'22''$ $R=180.33'$ $L=124.32'$ $T=64.75'$ $E=11.27'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=19^{\circ}45'00''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
30+87.19		14.37'	11.24'	2°02'08"	2°02'08"
31+00.00	12.81'		21.93'	3°58'18"	6°00'24"
31+25.00	25.00'	28.03'	21.93'	3°58'18"	9°58'42"
31+50.00	25.00'	28.03'	21.93'	3°58'18"	13°57'00"
31+75.00	25.00'	28.03'	21.93'	3°58'18"	17°55'18"
32+00.00	25.00'	28.03'	21.93'	3°58'18"	21°53'36"
32+11.51	11.51'	12.91'	10.10'	1°49'42"	23°43'18"

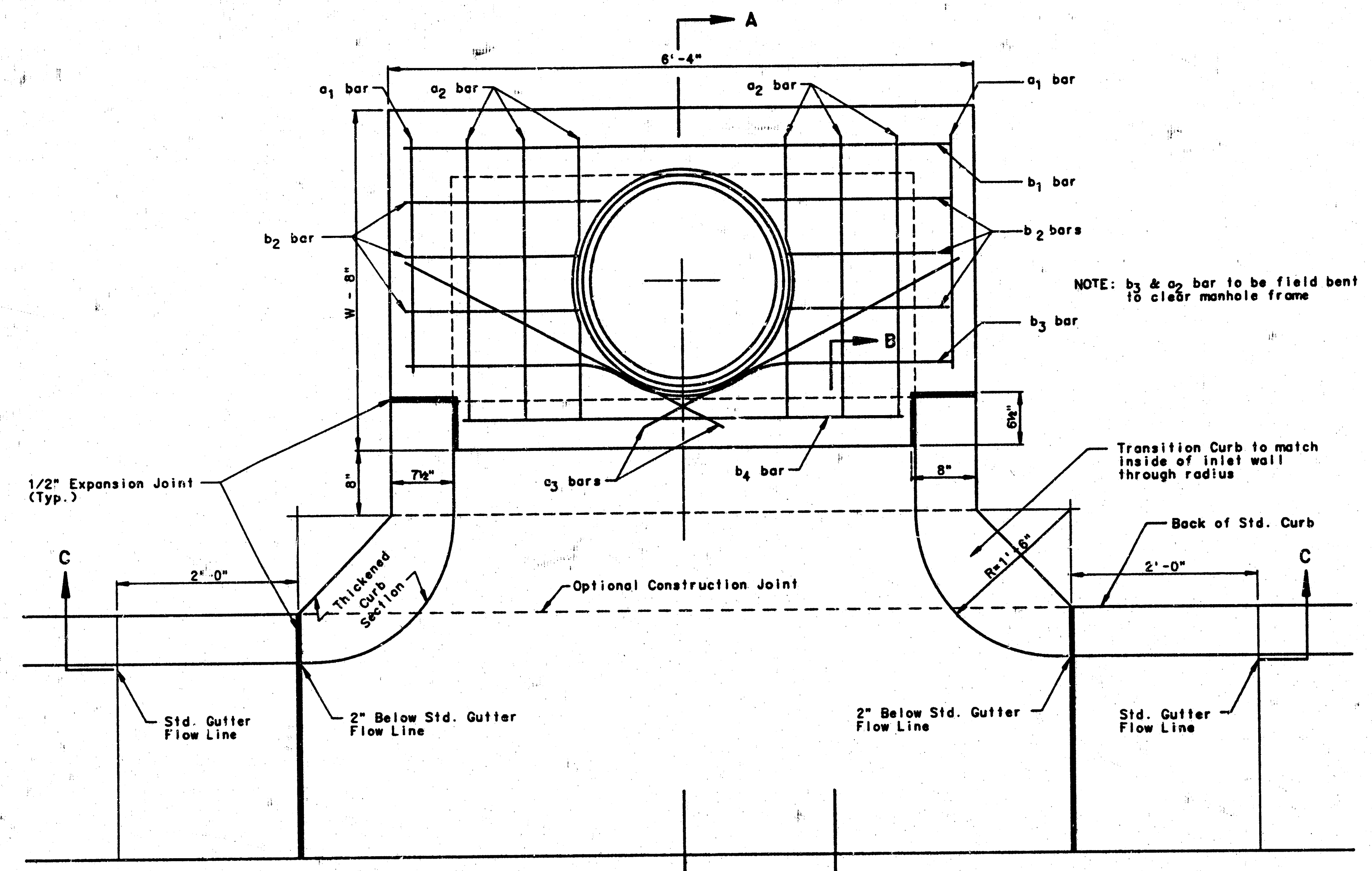
CURVE NO. 10					
Q CURVE DATA					
$\Delta=20^{\circ}00'00''$ $D=23^{\circ}57'07''$ $R=239.21'$ $L=83.50'$ $T=42.18'$ $E=3.69'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=10^{\circ}00'00''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
32+11.51		12.25'	14.73'	1°36'58"	1°36'58"
32+25.00	13.49'		27.29'	2°59'38.5"	3°36'36.5"
32+50.00	25.00'	22.69'	27.29'	2°59'38.5"	6°36'15"
32+75.00	25.00'	22.69'	27.29'	2°59'38.5"	9°35'53.5"
32+95.01	20.01'	18.16'	21.84'	2°23'47"	11°59'40.5"

CURVE NO. 11					
Q CURVE DATA					
$\Delta=5^{\circ}29'52''$ $D=5^{\circ}18'22''$ $R=1,079.79'$ $L=103.61'$ $T=51.85'$ $E=1.24'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=2^{\circ}44'56''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
32+95.01		4.89'	5.10'	0°07'57"	0°07'57"
33+00.00	4.99'		5.31'	0°08'17"	0°16'14"
33+05.20	5.20'	5.20'	5.31'	0°31'31"	0°47'45"
33+25.00	19.80'	19.40'	20.20'	0°39'48"	1°27'33"
33+50.00	25.00'	24.50'	25.51'	0°39'48"	2°07'21"
33+75.00	25.00'	24.50'	25.51'	0°39'48"	2°46'69"
33+91.60	16.60'	16.26'	16.93'	0°26'25"	3°13'04"
33+95.64	4.04'	3.96'	4.12'	0°06'26"	3°19'30"
33+98.62	2.98'	2.91'	3.03'	0°04'44"	3°24'14"

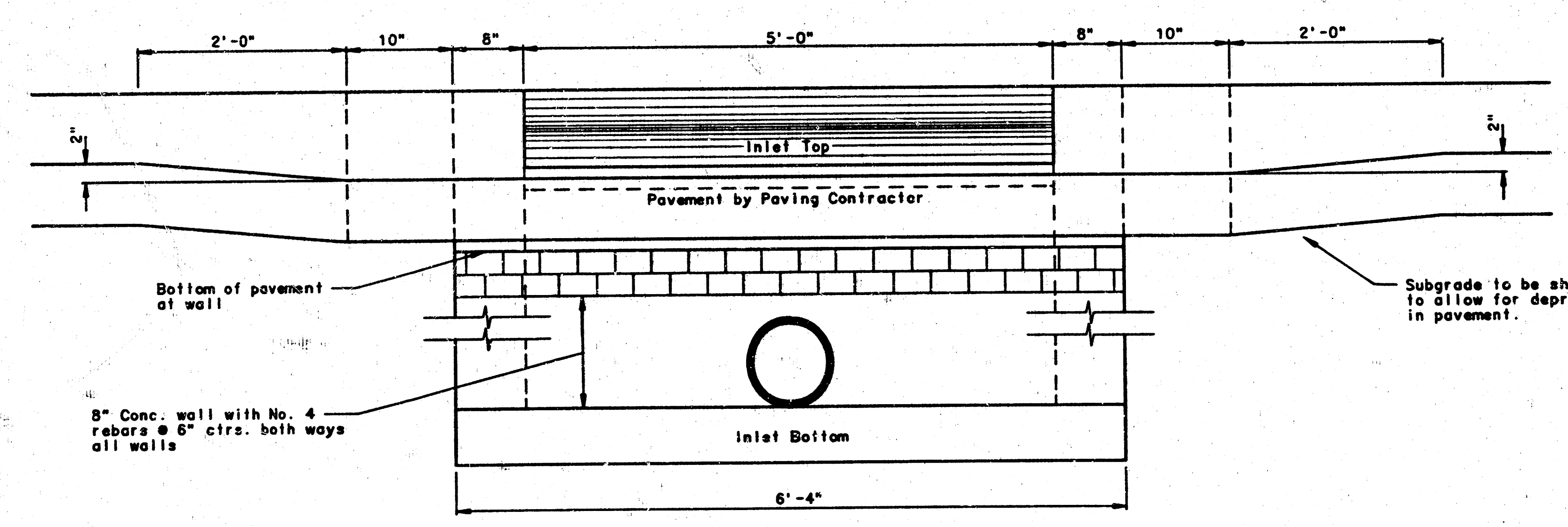
CURVE NO. 12					
Q CURVE DATA					
$\Delta=85^{\circ}37'30''$ $D=41^{\circ}13'12''$ $R=139.00'$ $L=207.73'$ $T=128.77'$ $E=50.48'$					
CURVE DATA BASED ON Q RADIUS $\Delta/2=42^{\circ}48'45''$					
Q STATION	Q ARC LENGTH	CHORD LENGTH	Q DEFLECTION ANGLE	Q TOTAL DEFLECTION	
		B' OFF LEFT FACE CURB	B' OFF RIGHT FACE CURB		
72+45.31		3.95'	5.43'	0°57'59"	0°57'59"
72+50.00	4.69'		28.92'	5°09'09"	6°07'08"
72+75.00	25.00'	21.01'	28.92'	5°09'09"	11°16'17"
73+00.00	25.00'	21.01'	28.92'	5°09'09"	16°25'26"
73+25.00	25.00'	21.01'	28.92'	5°09'09"	21°34'35"
73+50.00	25.00'	21.01'	28.92'	5°09'09"	26°43'44"
73+75.00	25.00'	21.01'	28.92'	5°09'09"	31°52'53"
74+00.00	25.00'	21.01'	28.92'	5°09'09"	37°02'02"
74+25.00	25.00'	21.01'	28.92'	5°09'09"	42°11'11"
74+50.00	25.00'	21.01'	28.92'	5°09'09"	47°20'20"
74+53.04	3.04'	2.58'	3.52'	0°37'34"	47°57'54"

CURVE TABLES

PROJECT NO.	SHEET NO.	TOTAL SHEETS
472-76-245-81375-000-000-001	10	11



PLAN

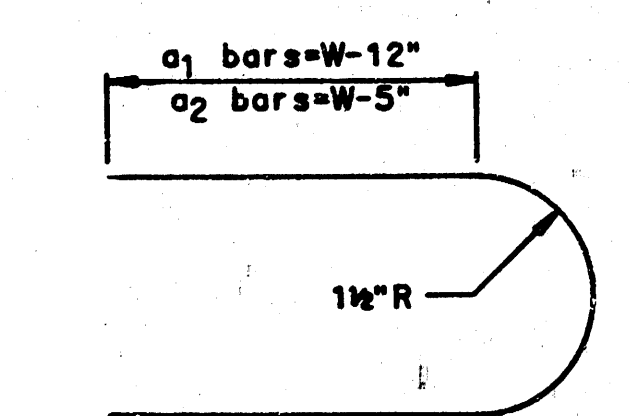


SECTION C-C

STEEL SCHEDULE

BAR	a1	a2	a3	b1	b2	b3	b4	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	#4	#4	#4	#4	#4	#4	#4	#8
W=4'-4"	5'-9"	6'-11"	4'-0"	6'-1"	--	--	--	1'-9"
W=5'-4"	7'-9"	8'-11"	5'-0"	--	8'-1"	--	--	1'-9"
W=6'-4"	9'-9"	10'-11"	6'-0"	--	--	8'-1"	--	1'-9"
W=7'-4"	11'-9"	12'-11"	7'-0"	--	--	--	8'-1"	1'-9"
W=8'-4"	13'-9"	14'-11"	8'-0"	--	--	--	8'-1"	1'-9"

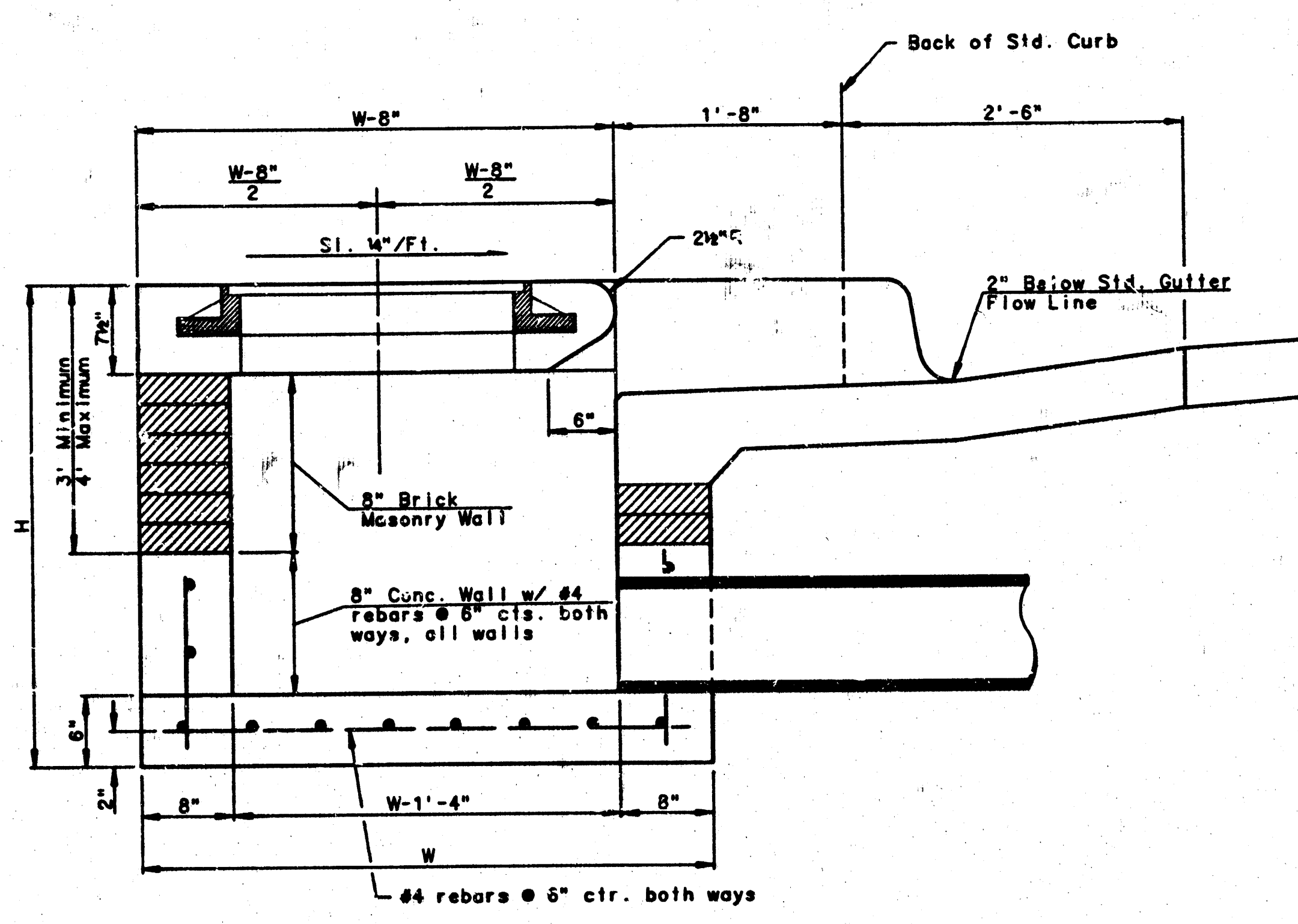
NOTE: a3 Bars to be placed approx. 2" below top of inlet cover.



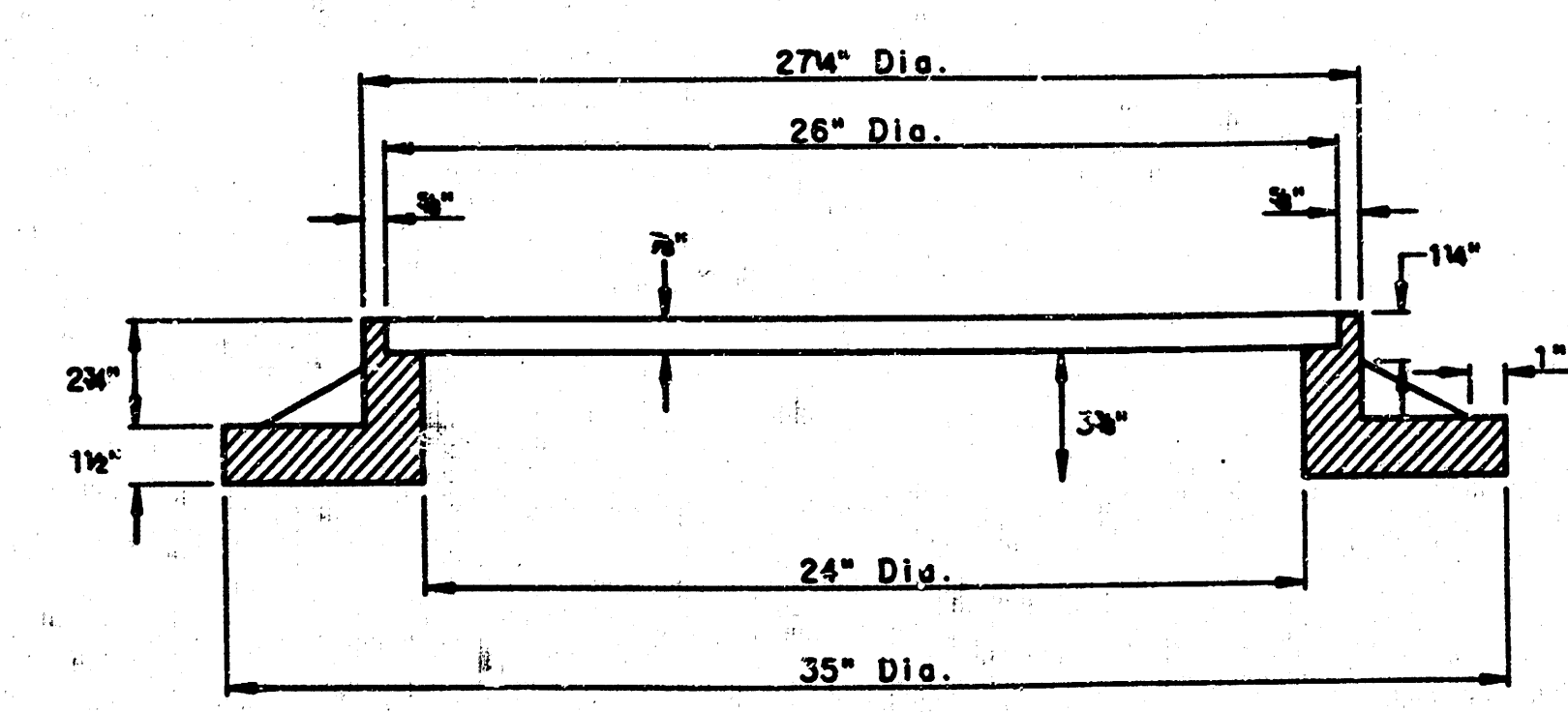
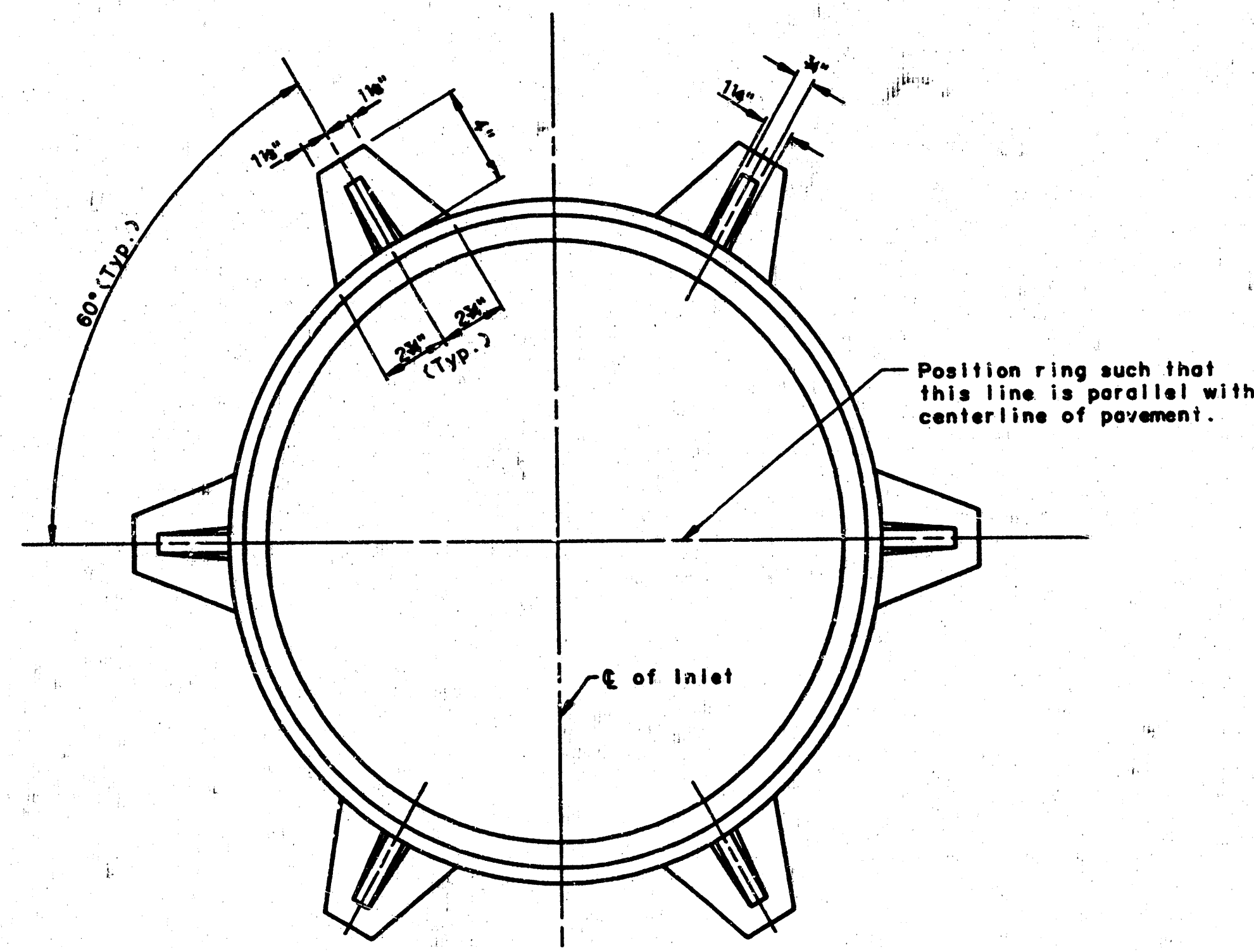
BENDING DIAGM

STANDARD CURB INLET PRECAST TOPS

W	PRECAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4'-4"	3'-8"x6'-4"x7 1/2"	21" & Smaller	0.38±
5'-4"	4'-8"x6'-4"x7 1/2"	24" & 30"	0.51±
6'-4"	5'-8"x6'-4"x7 1/2"	36" & 42"	0.64±
7'-4"	6'-8"x6'-4"x7 1/2"	48" & 54"	0.77±
8'-4"	7'-8"x6'-4"x7 1/2"	60" & 66"	0.90±

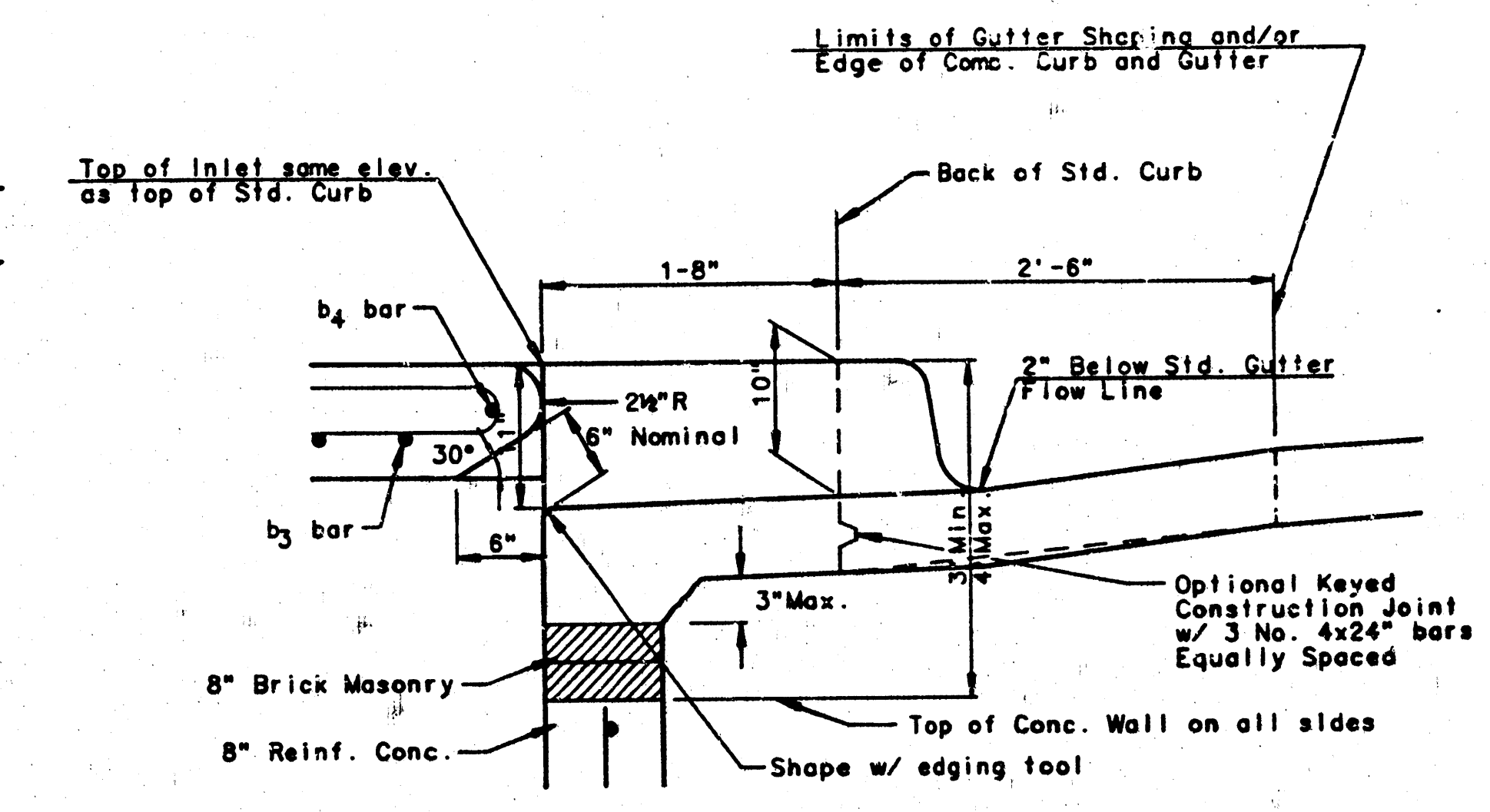


SECTION A-A



MANHOLE FRAME

(WEIGHT = 180 LBS.)
See Sheet No. for cover details to be used with inlet frame.



SECTION B-B

GENERAL NOTES

- The contractor shall have the option of constructing 8" brick masonry walls between the concrete inlet base and top on this inlet when W = 4'-4" and H = 6'-0" or less.
- Additional curb and gutter construction necessary to connect setback 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.
- 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.
- Inlet top reinforcing shall be spaced on 6" max. centers. Inlet lids shall be notched out as indicated to facilitate construction of curb.

CITY OF WICHITA, KANSAS

STD TYPE 1A CURB INLET
INLET OPENING = 6" x 5'-0"

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by: City of Wichita
Drawn by: Yoda
Checked by: 10/10
Date: June, 1984
Job No.: