

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 PROPOSED 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 UNSIGHTLY 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:

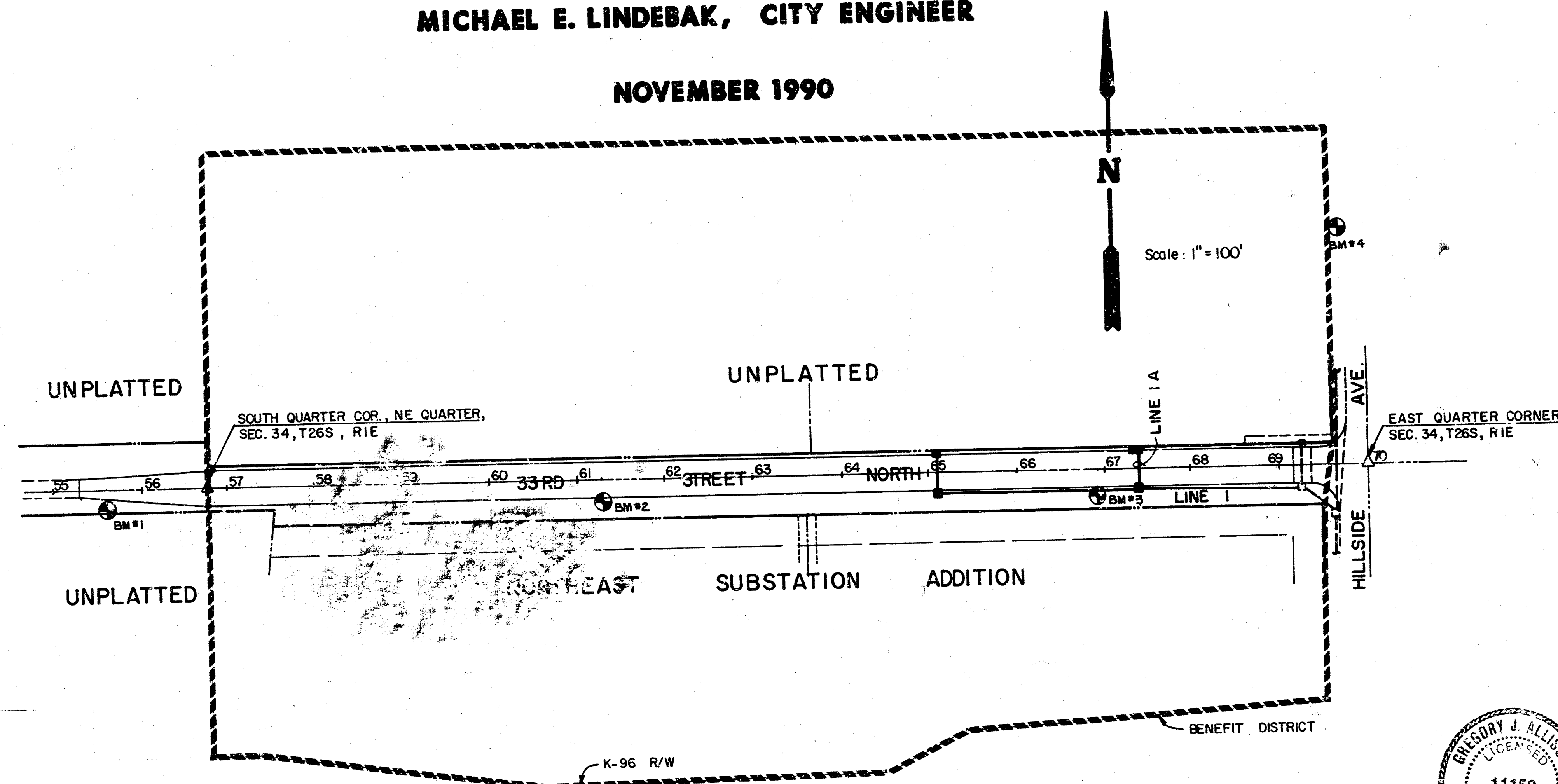
- BM #1 RAILROAD SPIKE IN NORTH FACE OF POWER POLE, 1450' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO. ELEV. = 162.65 (STA. 55+58.6, 23' RT.)
- BM #2 RAILROAD SPIKE IN NORTH FACE OF POWER POLE, 870' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO. ELEV. = 164.67 (STA. 61+27.6, 23' RT.)
- BM #3 RAILROAD 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

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

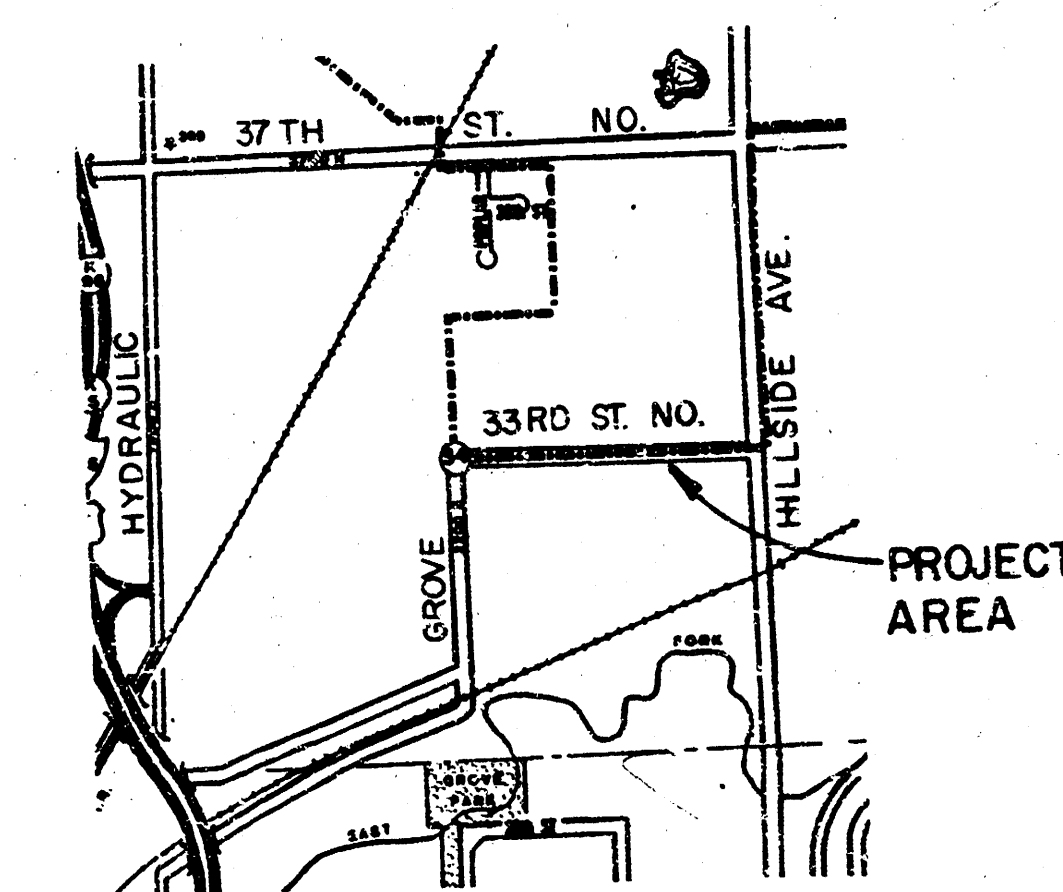
CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

NOVEMBER 1990

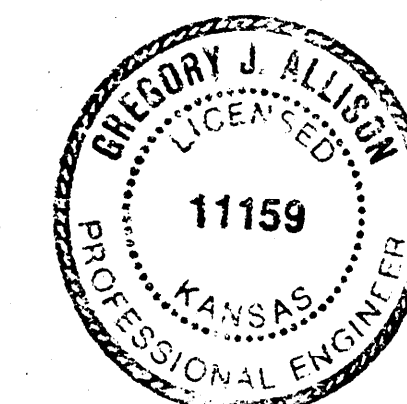


INDEX TO DRAWINGS

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

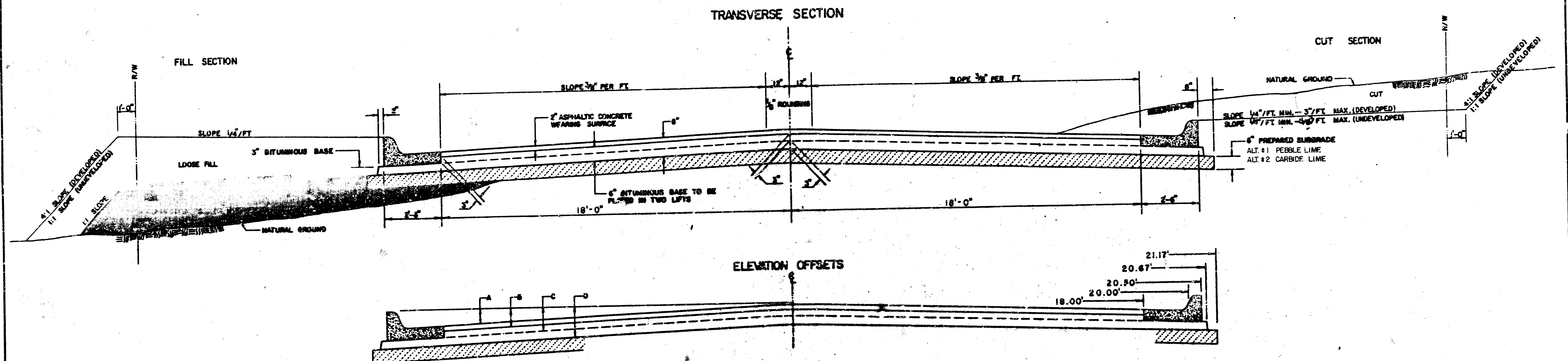


Strm. SWT.
Booked
7-91
McG

	CITY OF WICHITA	Design MUV
	33RD STREET NORTH	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 1 of 16

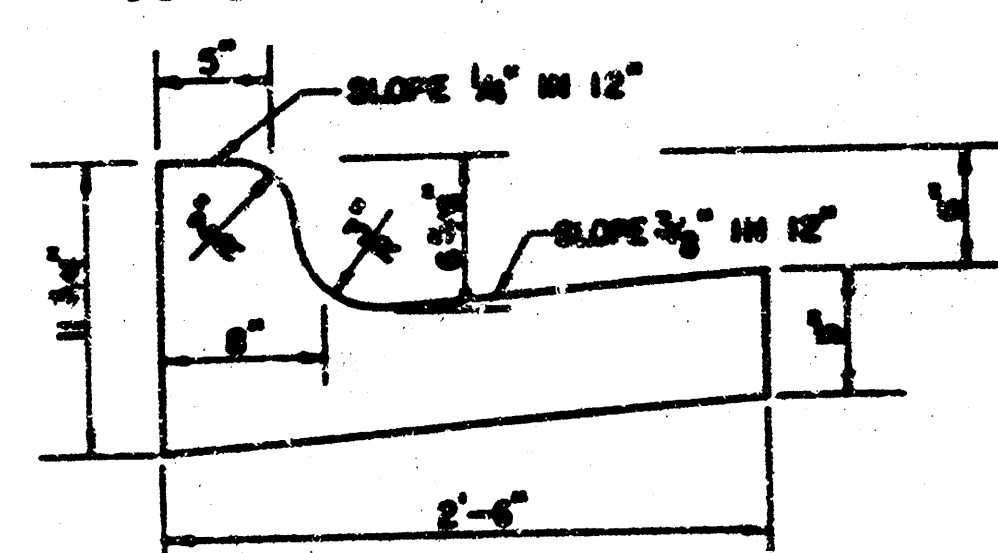
636-5566

TYPICAL 4' PAVEMENT DETAILS

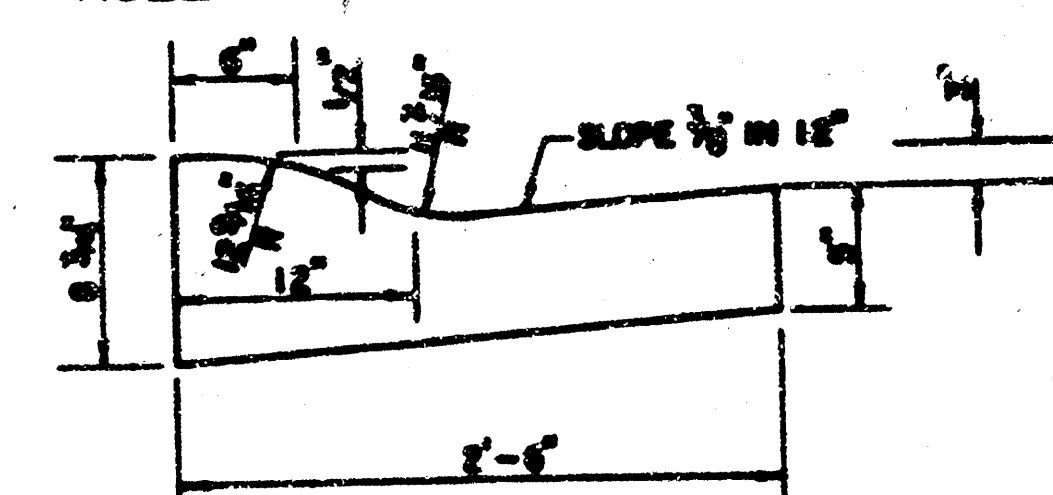


	DISTANCE FROM CENTERLINE (LL & RL)													
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURB TO TOP OF 6" BASE LIFT	-.05	-.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURB TO TOP OF UPPER BASE LIFT	.11	.16	.22	.28	.34	.40	.47	.53	.59	.64	—	—	—	—
C: TOP OF CURB TO TOP OF LOWER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

COMBINED CURB & GUTTER



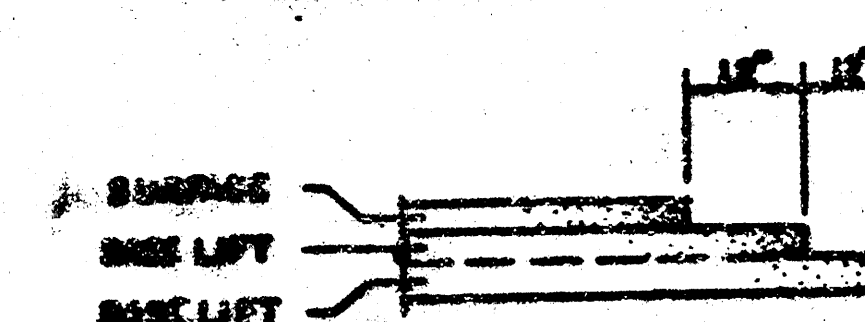
ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

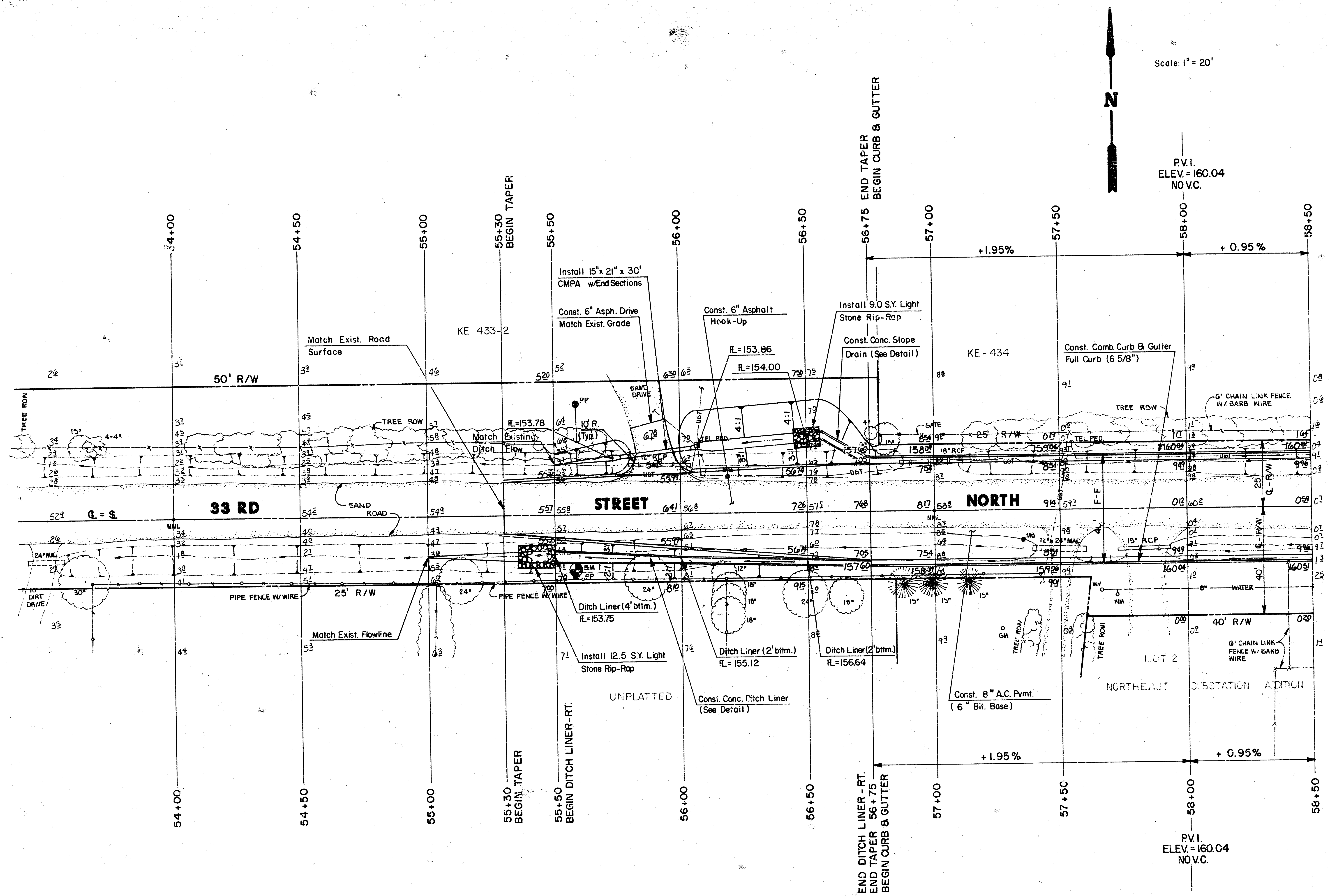
- 1) THE ASPHALTIC CONCRETE THICKNESS BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SEPARATE WORK OF 2" ASPHALTIC CONCRETE 6" BITUMINOUS BASE.
- 2) THE BITUMINOUS BASE UNDER AND ABOVE THE COMBINED CURB AND GUTTER SHALL BE PAID AS SEPARATE WORK OF 6" BITUMINOUS BASE.
- 3) A TACK COAT OF EMULSIFIED ASPHALT (ES-10 OR ES-30) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.50 GALLONS PER SQ. YD. USED BETWEEN EACH LIFT OF ASPHALTIC CONCRETE.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAMPED WINDING DRUMS AUTOMATIC COMPACTOR FOR LIFT AND CURB.
- 5) CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STaggered & MINIMUM DISTANCE OF ONE (1) FOOT FROM JOINTS IN PREVIOUS LIFT AND PLACED SO THAT A JOINT WILL BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.
- 6) CONTRACTOR TO RUN ONLY ONE SURFACE WEARING SURFACE WITH ALTERNATE LIFTS ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE COURSE OF THE SURFACE WEARING SURFACE SHALL BE USED IN CONSTRUCTION THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



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 6" ASPHALTIC CONCRETE 6" BITUMINOUS BASE.

8 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS



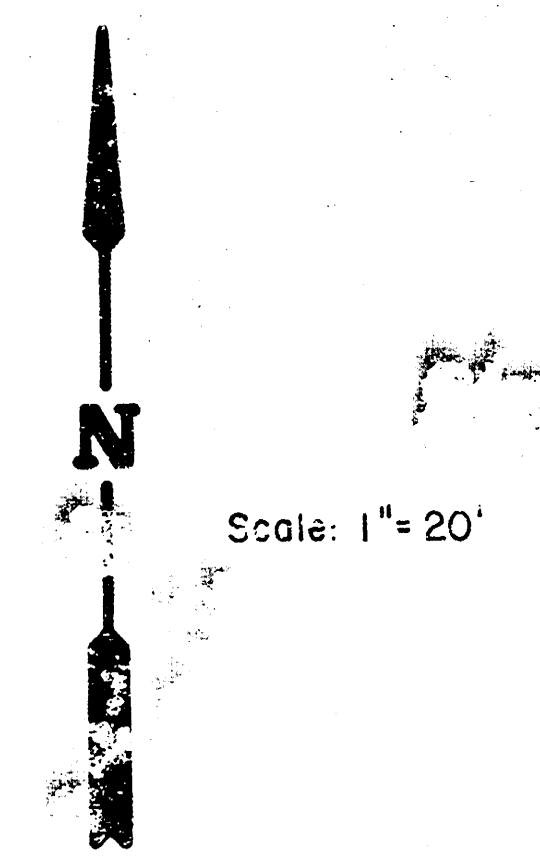
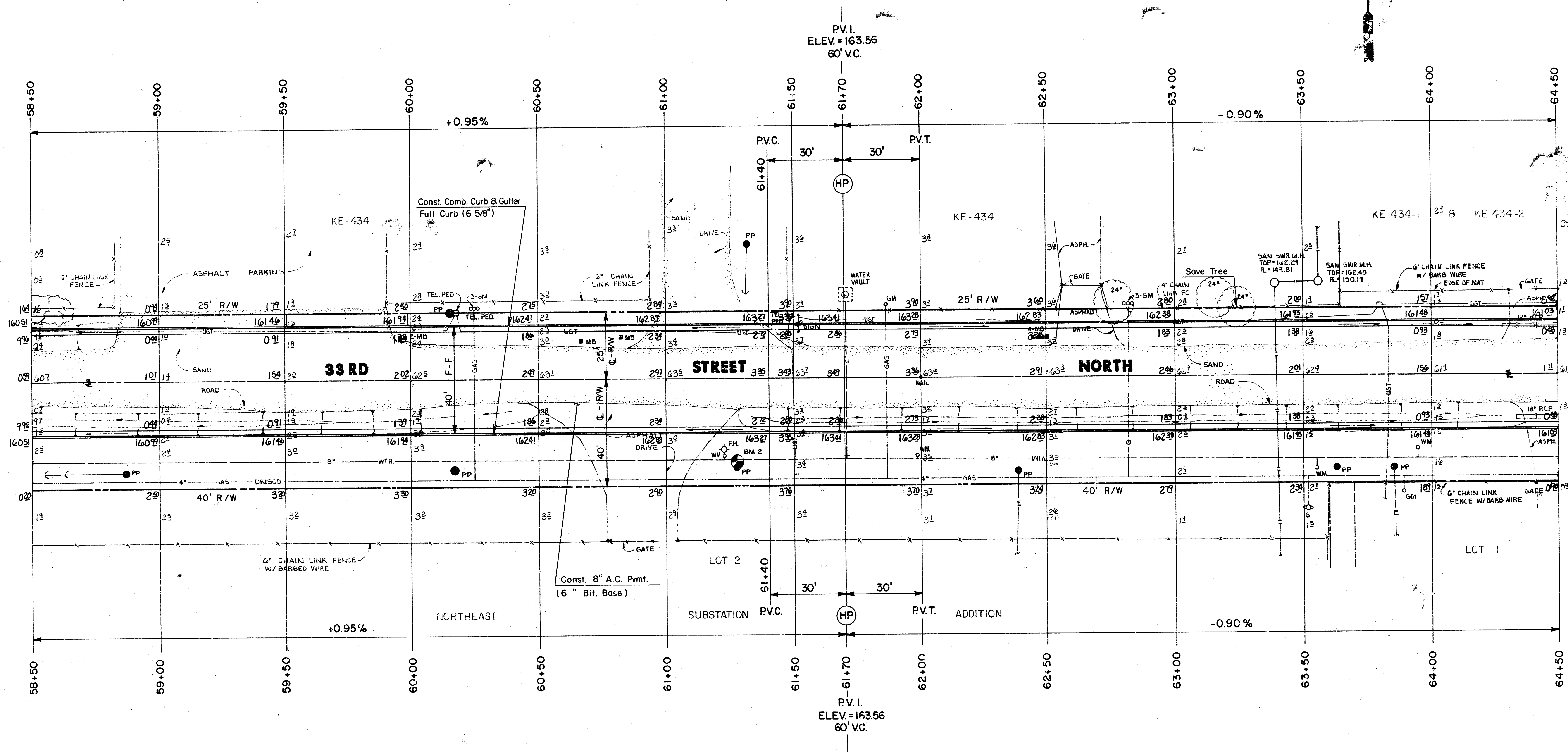
Scale: 1" = 20'

N

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

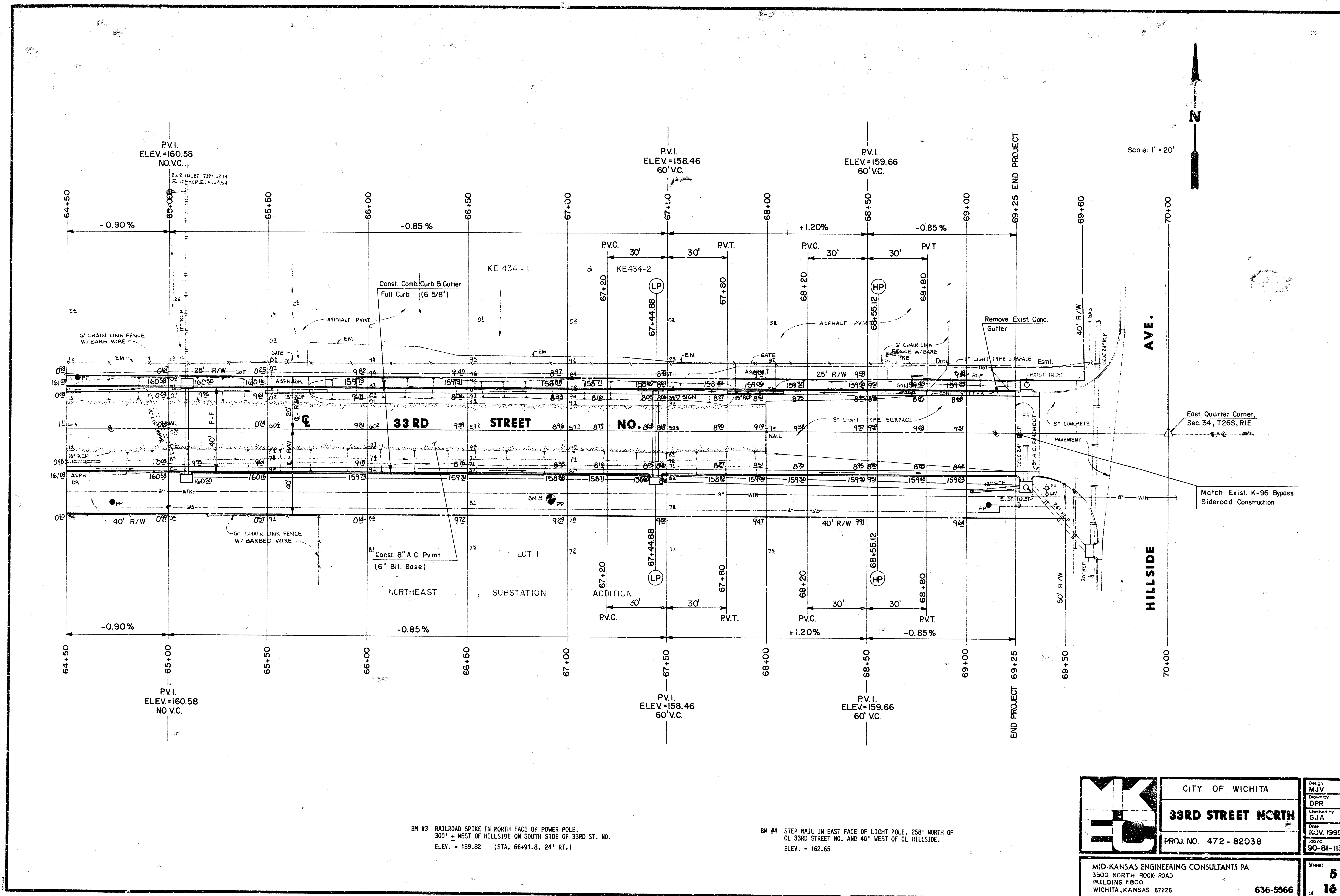
BM #1 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
1450' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
ELEV. = 162.65 (STA. 55+88.6, 23' RT.)

	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		Sheet 3 of 16



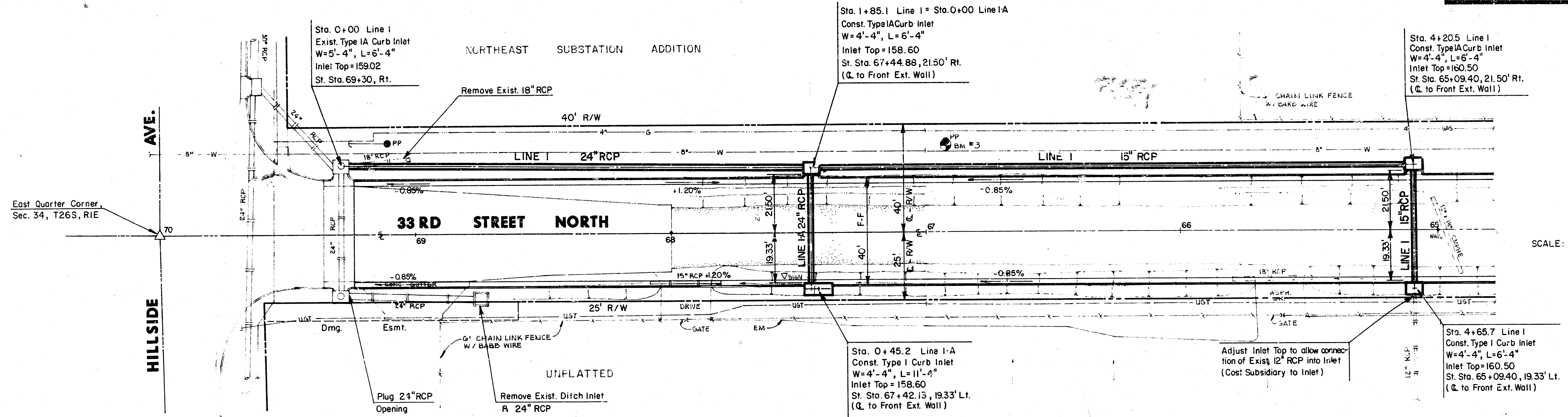
BM #2 RAILROAD SPIKE IN NORTH FACE OF POWER POLE,
870' ± WEST OF HILLSIDE ON SOUTH SIDE OF 33RD ST. NO.
ELEV. = 164.67 (STA. 61+27.6, 23' RT.)

	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		636-5566	Job no. 90-81-113 Sheet 4 of 16



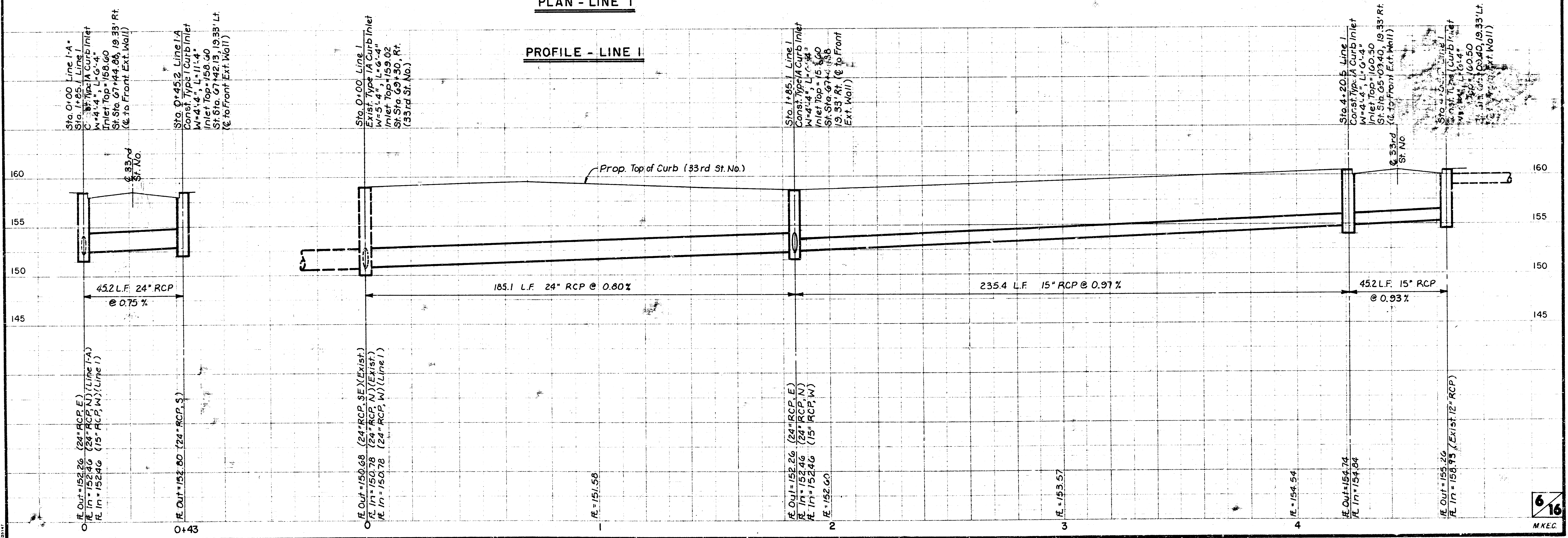
	CITY OF WICHITA		Design M.J.V.
	33RD STREET NORTH		Drawn by DPR
	PROJ. NO. 472 - 82038		Checked by G.J.A.
			Date NOV. 1990
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226		636-5566	Job no. 90-81-113 Sheet 5 of 16

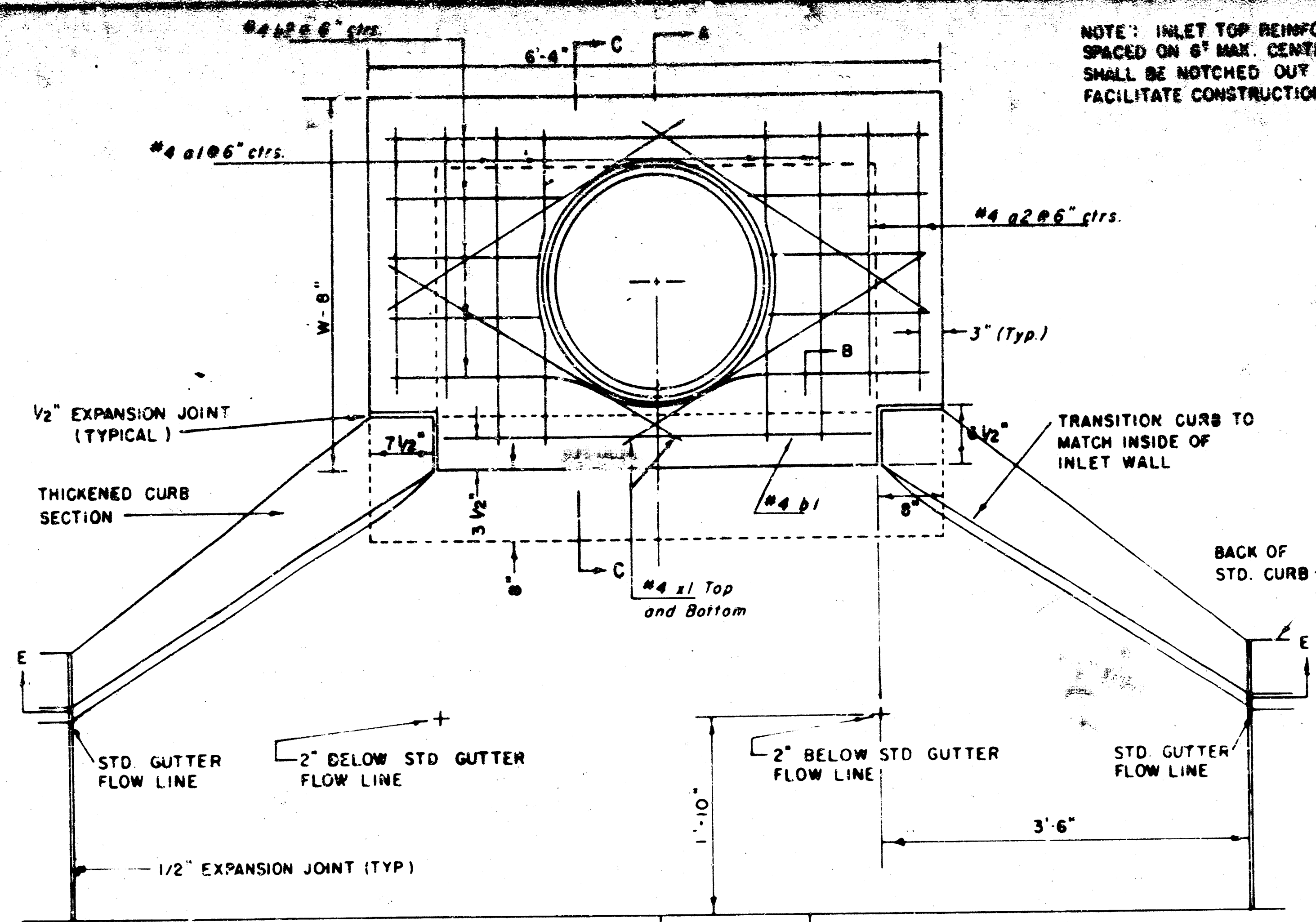
33 RD STREET NORTH
PAVING & INCIDENTAL DRAINAGE
PROJECT NO. 472 - 82038



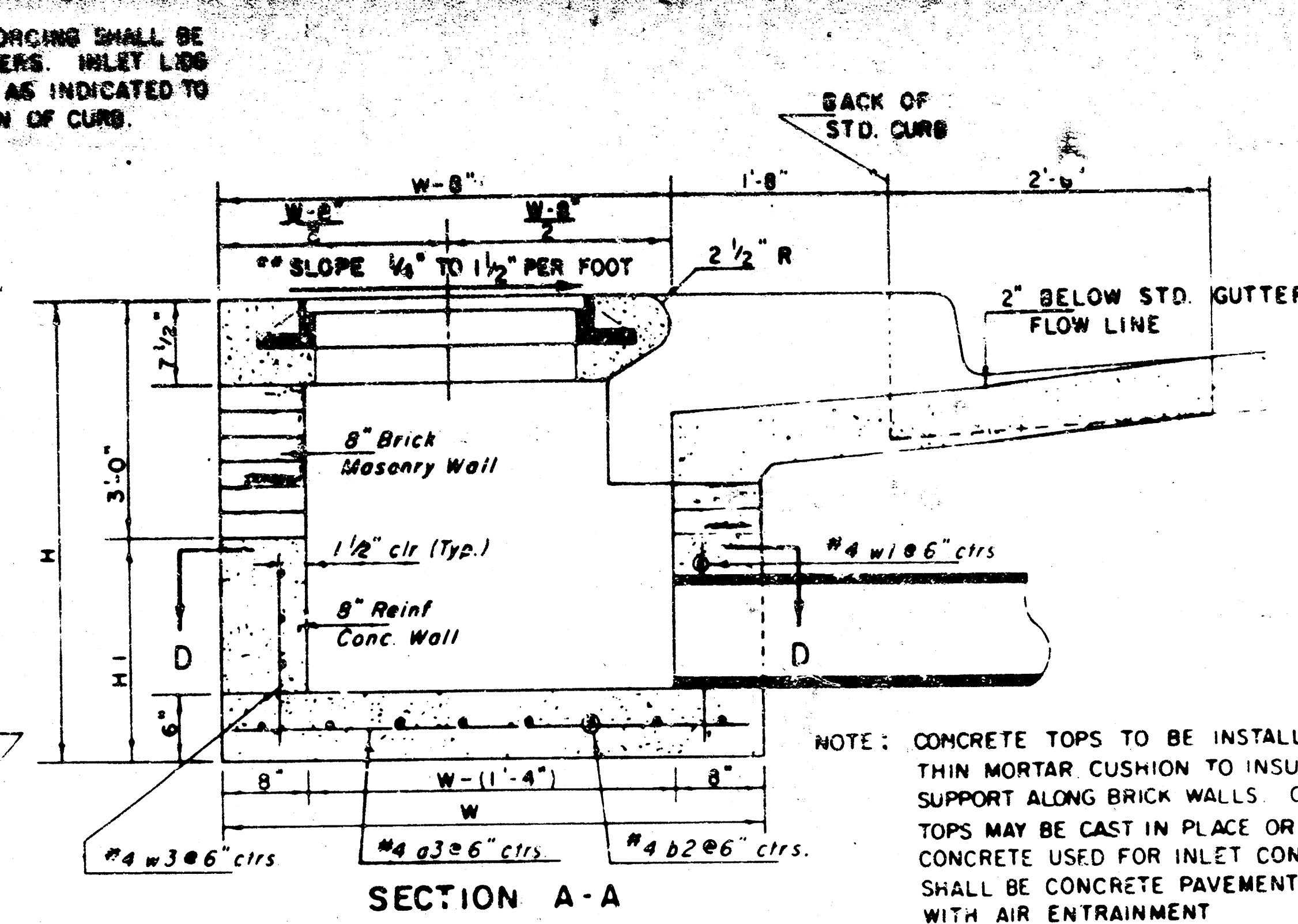
PLAN - LINE 1

PROFILE - LINE 1

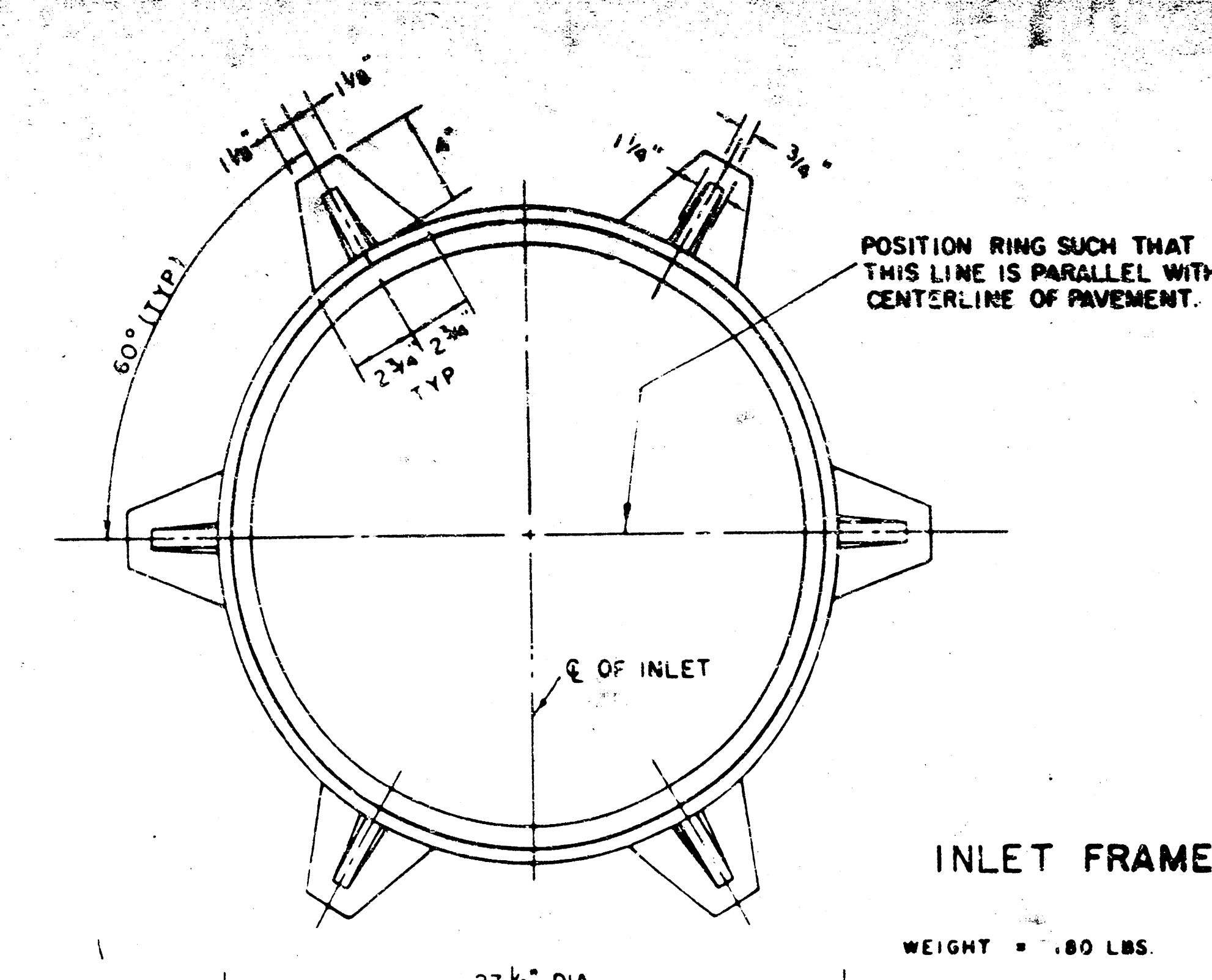




PLAN



SECTION A-A



INLET FRAME

PRECAST SLAB AND FLOOR REINFORCING									
Mark	Size	No.	Length	No.	Length	No.	Length	No.	Length
a1	#4	6	6'-7"	6	8'-7"	6	10'-7"	6	12'-7"
a2	#4	4	6'-0"	4	8'-0"	4	10'-0"	4	14'-0"
a3	#4	13	4'-1"	13	5'-1"	13	6'-1"	13	8'-1"
b1	#4	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"
c1	#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
w1	#4	1	6'-1"	1	6'-1"	1	6'-1"	1	6'-1"
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	7'-1"
w3	#4	32	2	36	2	40	2	44	2

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 ±

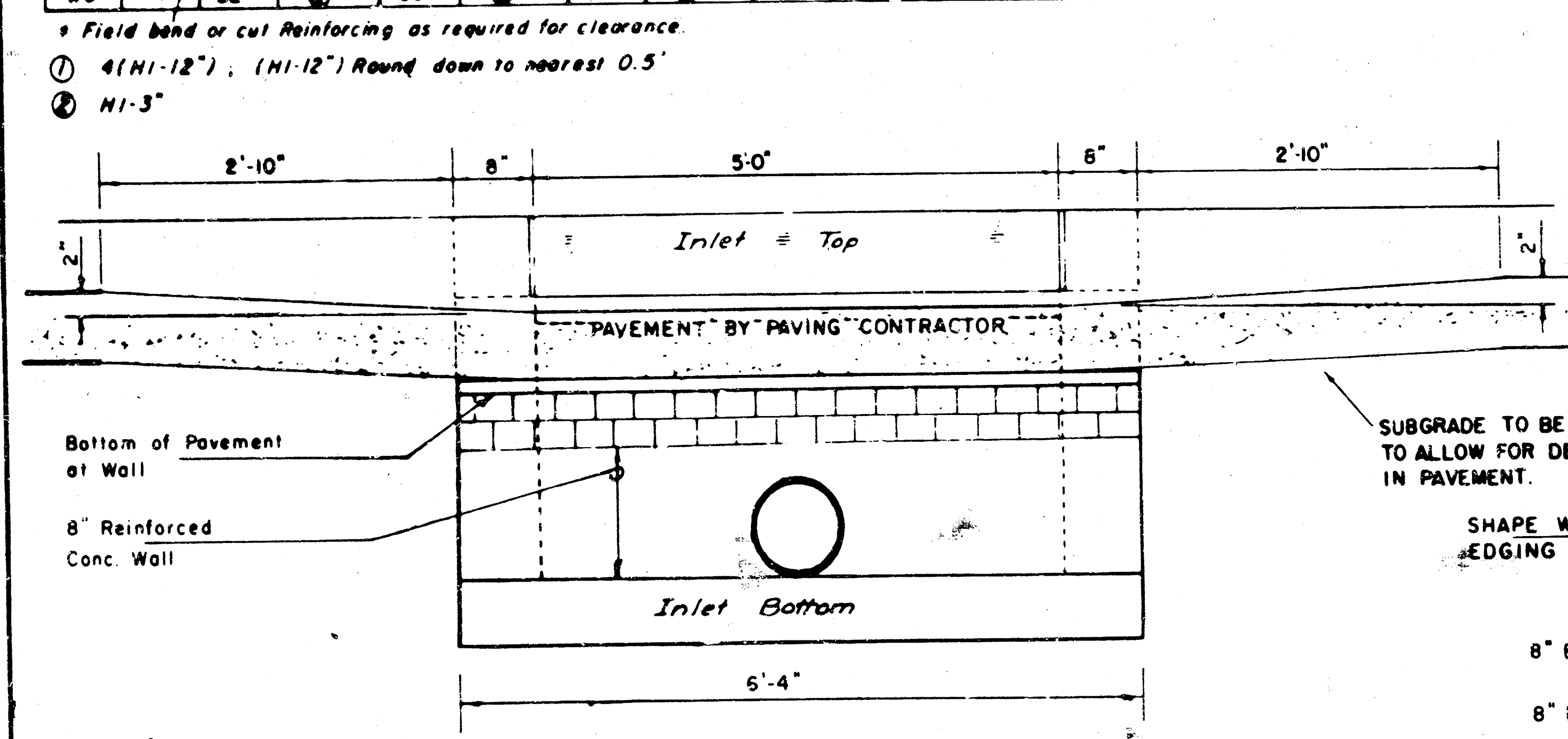
BENDING DIAGRAM

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.

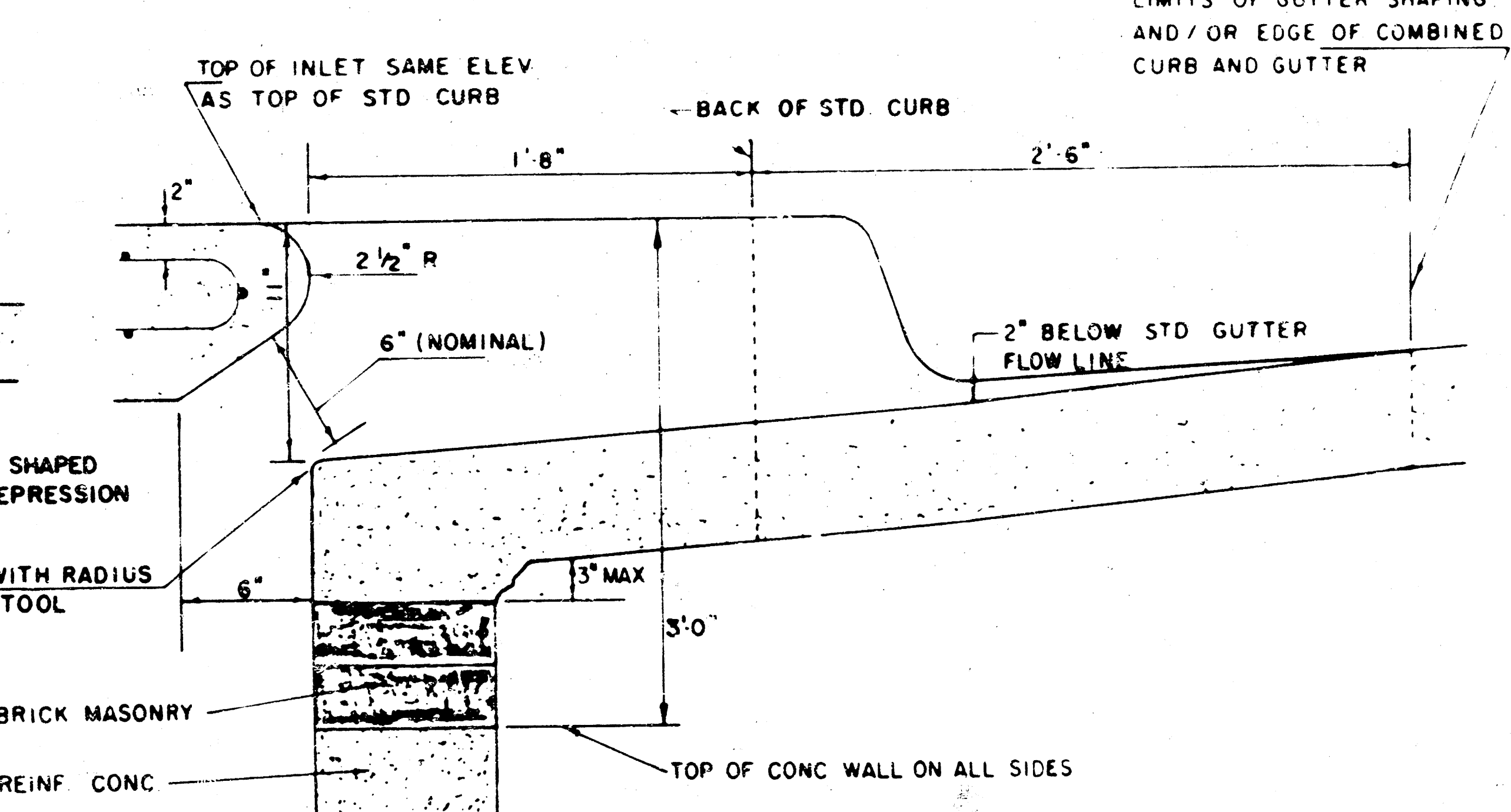
ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CONNECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET HOOKUP.

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.

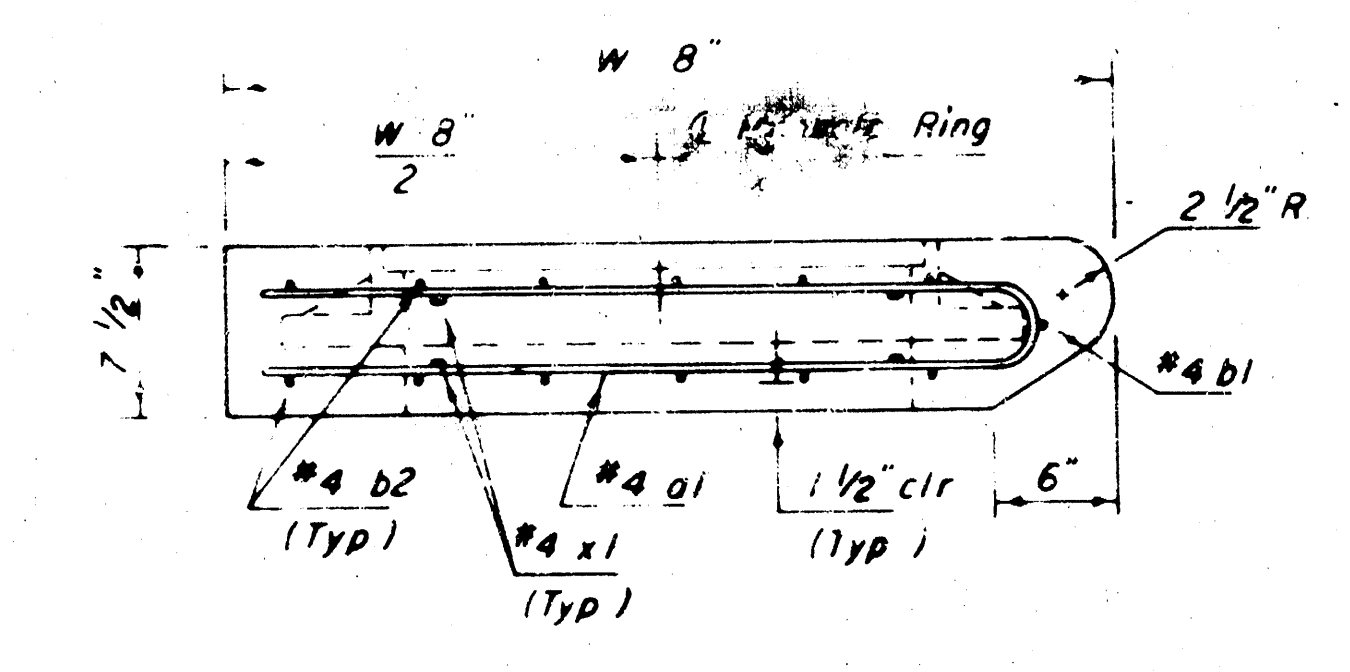
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.



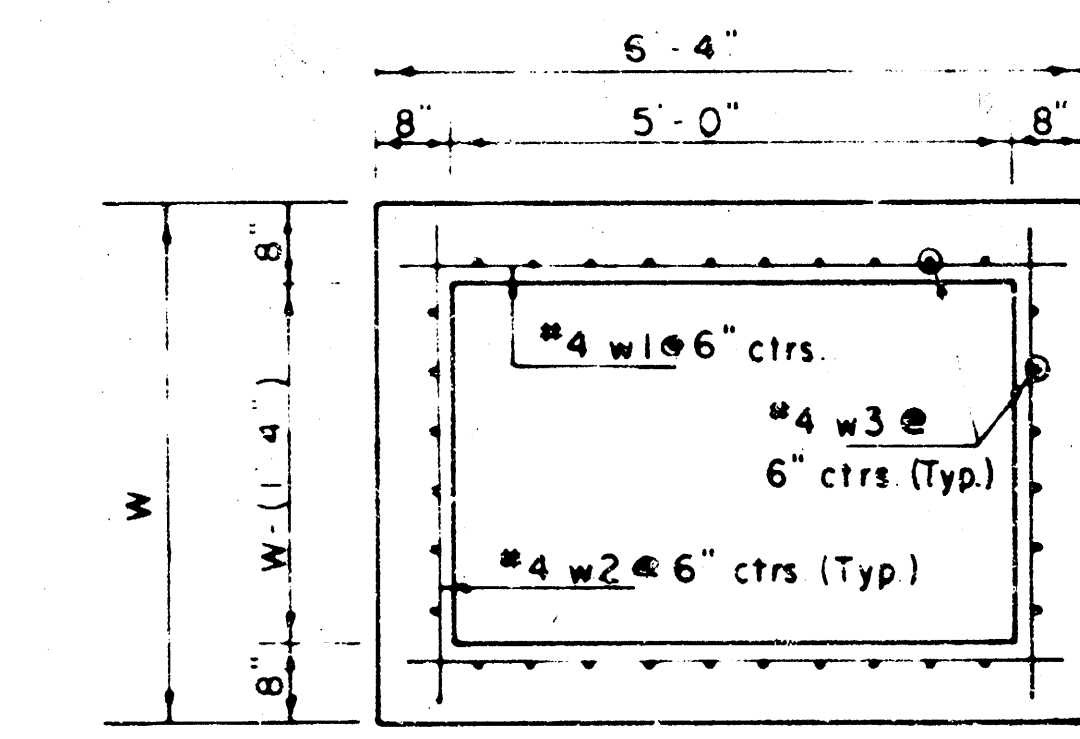
SECTION E-E



SECTION B-B



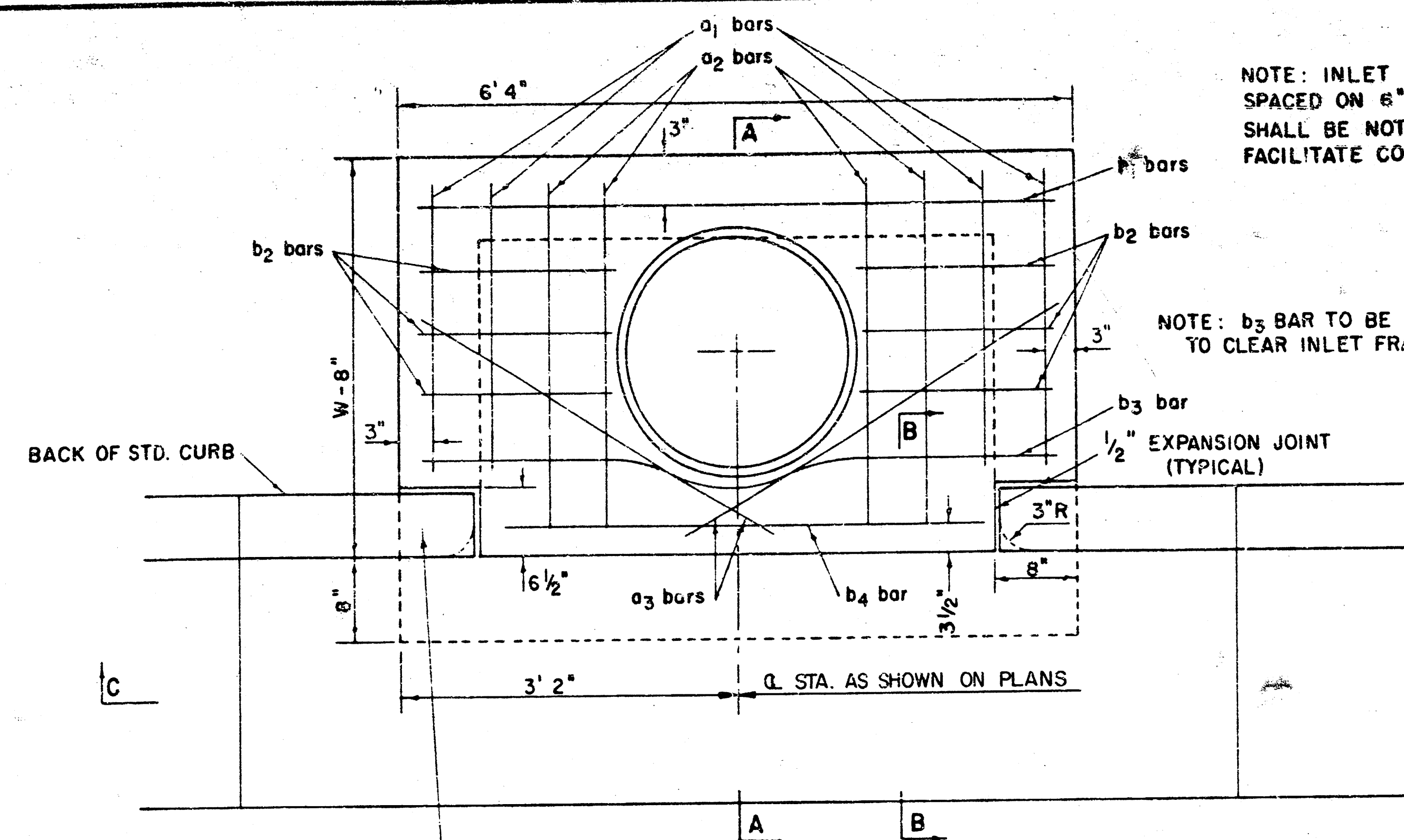
SECTION C-C



SECTION D-D

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

JUNE 1984



WARP CURB TO MATCH INLET TOP WITH 1' MIN. TRANSITION LENGTH

PLAN

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

NOTE: b3 BAR TO BE FIELD BENT TO CLEAR INLET FRAME.

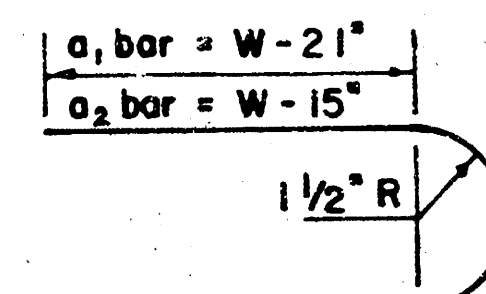
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

STEEL SCHEDULE

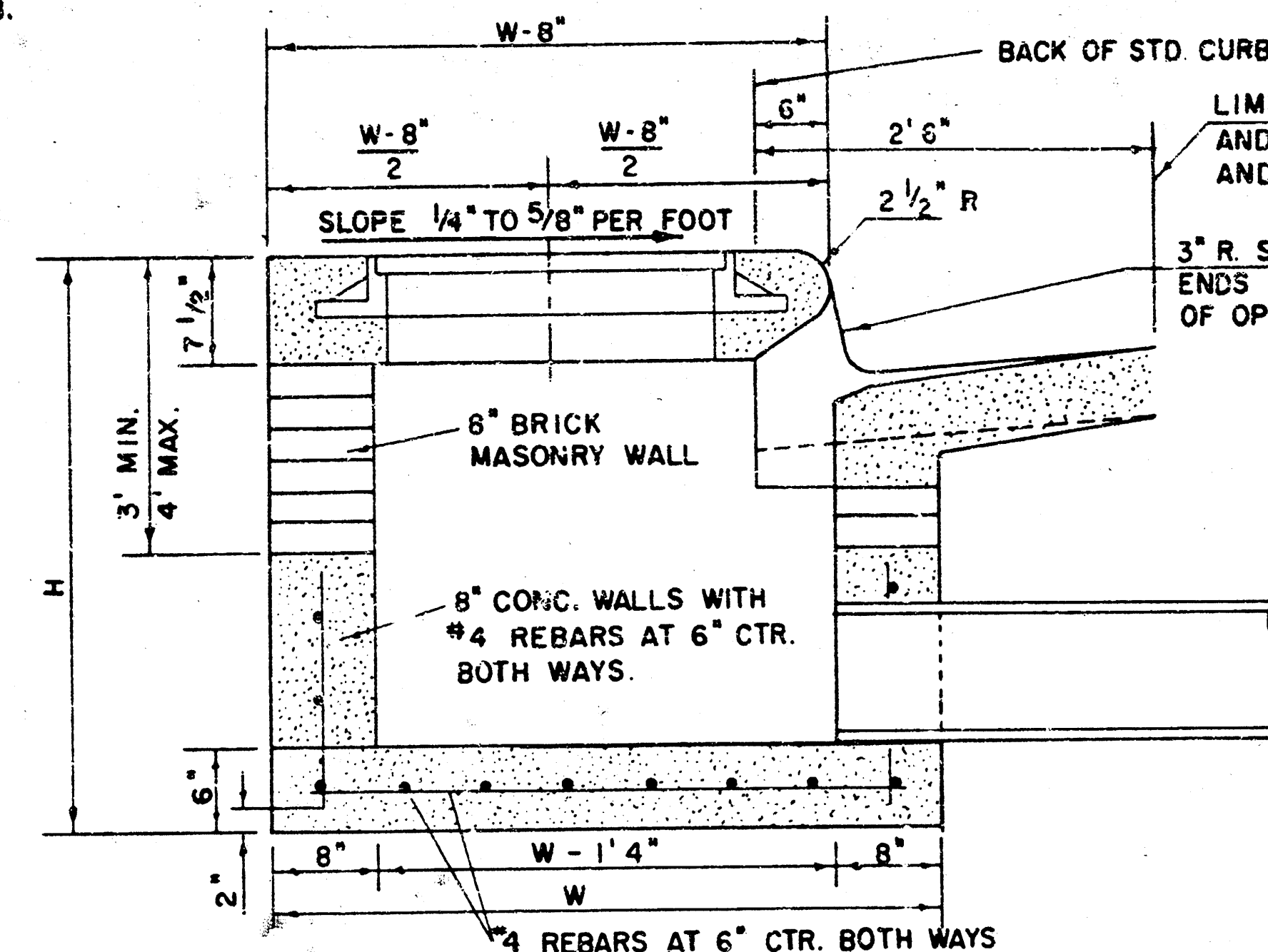
BAR	a ₁	a ₂	a ₃	b ₁	b ₂	b ₃	b ₄	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	#4	#4	#4	#4	#4	#4	#4	#4
W = 4' 4"	5' 7"	6' 7"	4' 0"	6' 1"	-	-	-	1' 9"
W = 5' 4"	7' 7"	8' 7"	5' 0"	-	6' 1"	-	-	1' 9"
W = 6' 4"	9' 7"	10' 7"	6' 0"	-	-	6' 1"	-	1' 9"
W = 7' 4"	11' 7"	12' 7"	7' 0"	-	-	-	6' 1"	1' 9"
W = 8' 4"	13' 7"	14'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

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

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 DIAGM

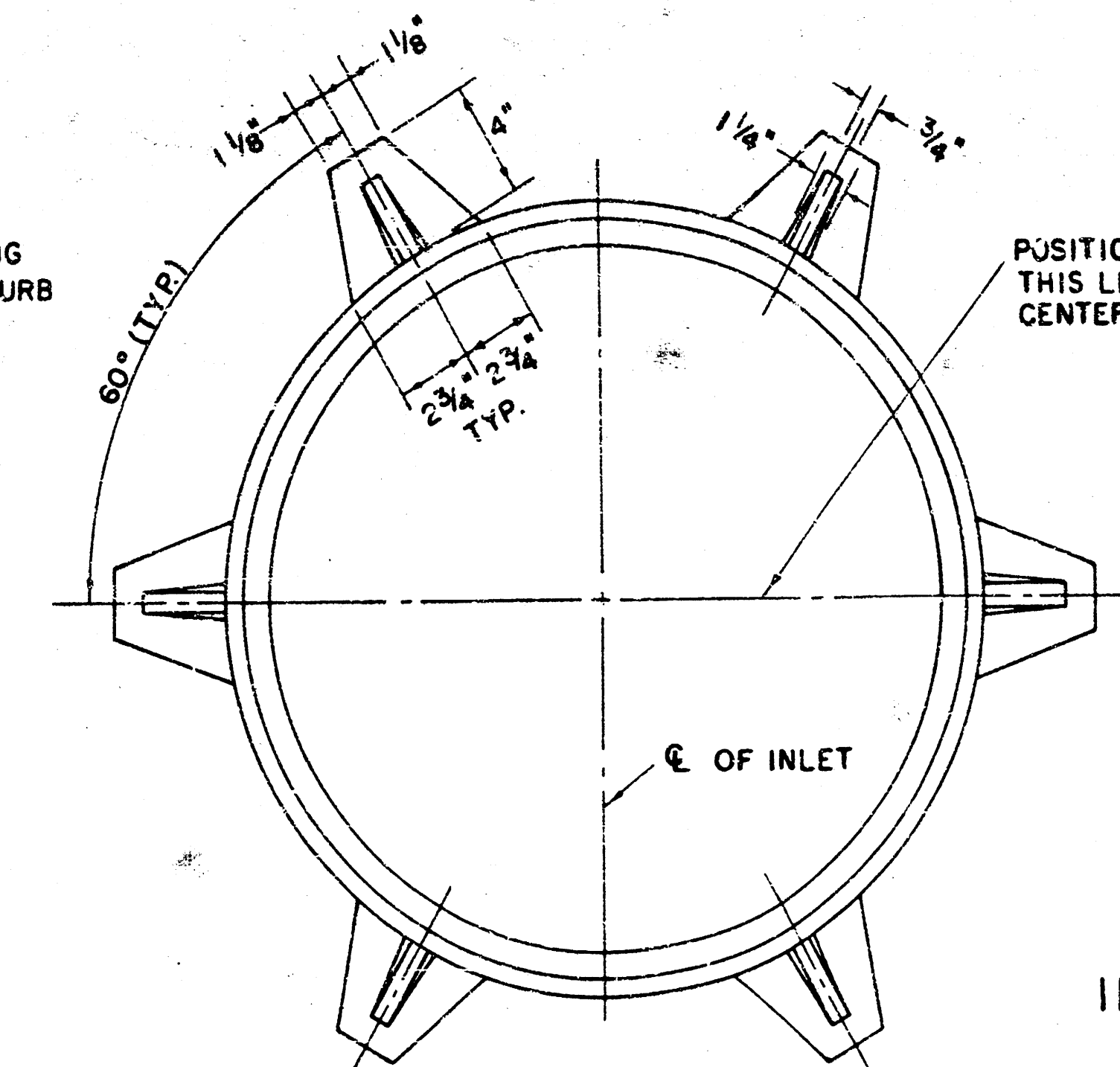


SECTION A-A

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.

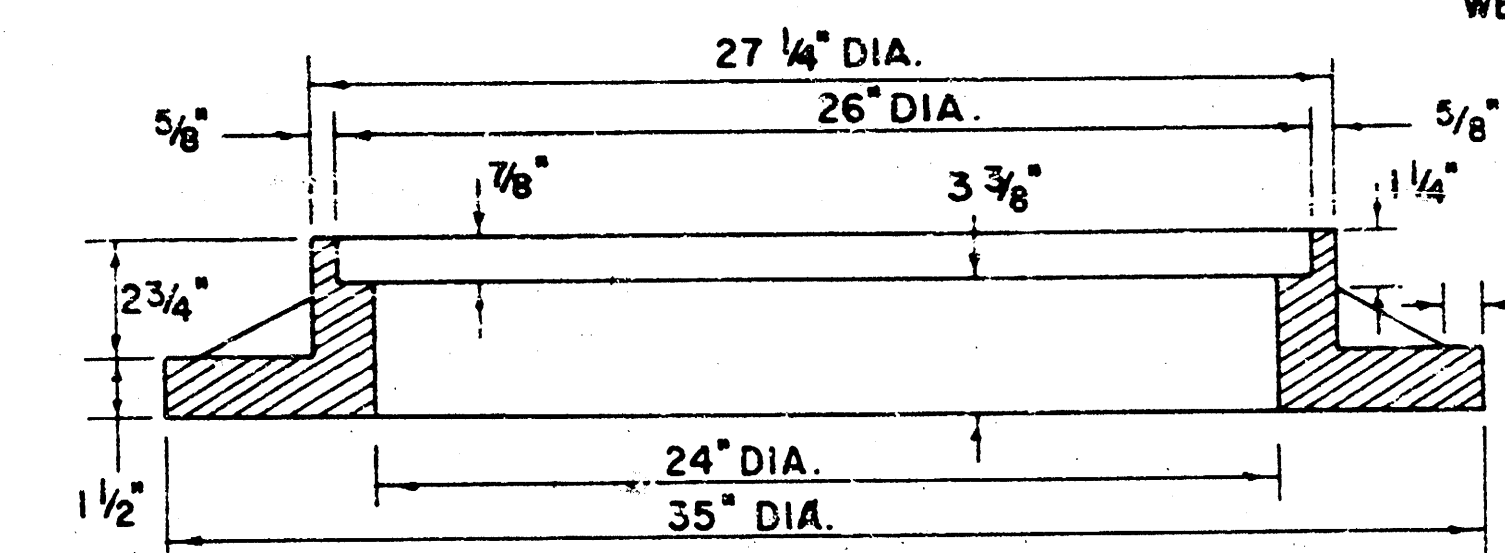
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

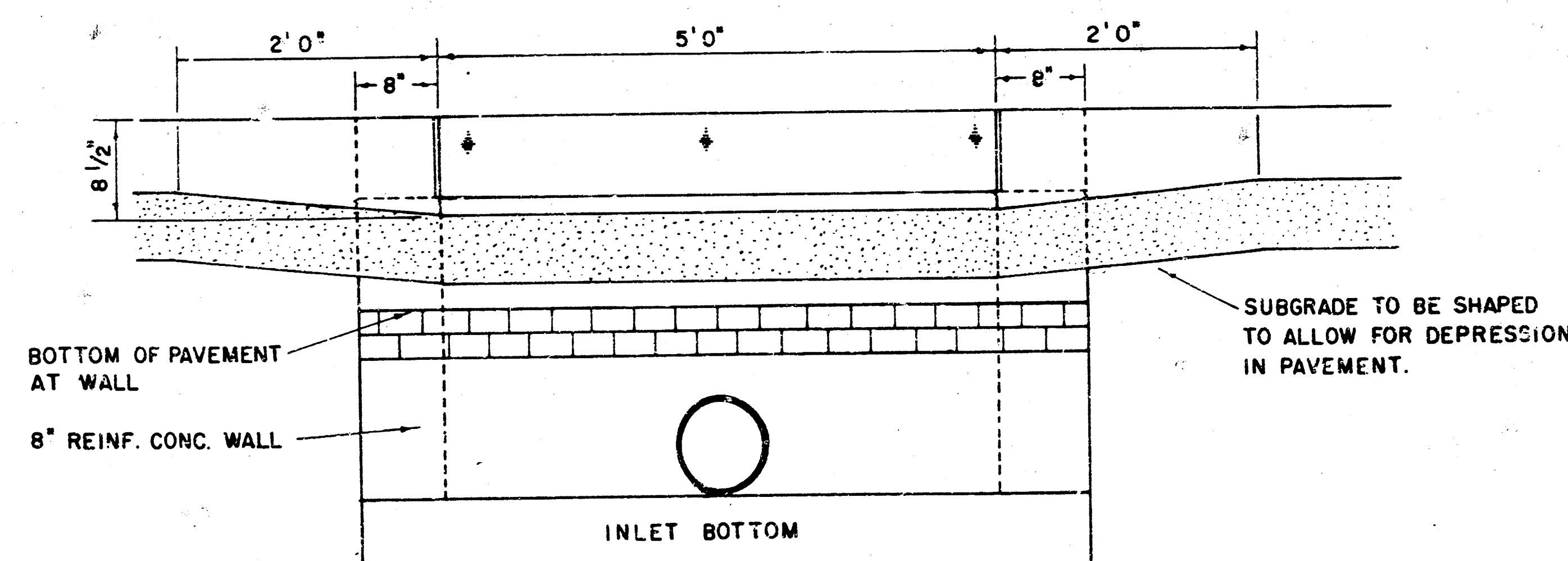


INLET FRAME

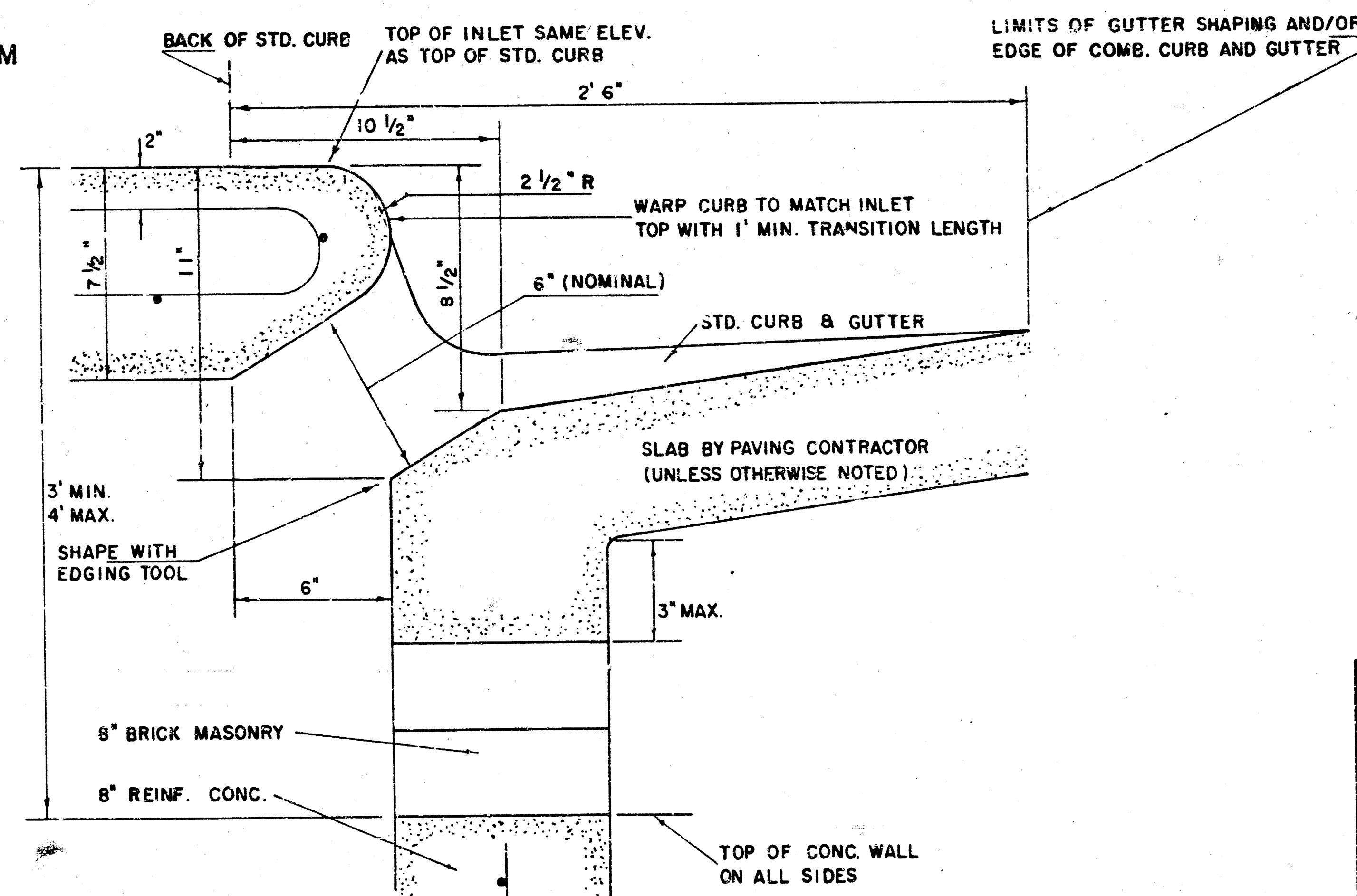
WEIGHT = 180 LBS.



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



SECTION C-C



SECTION B-B

REVISED 12-21-1984

DETAIL STANDARD TYPE I CURB INLET

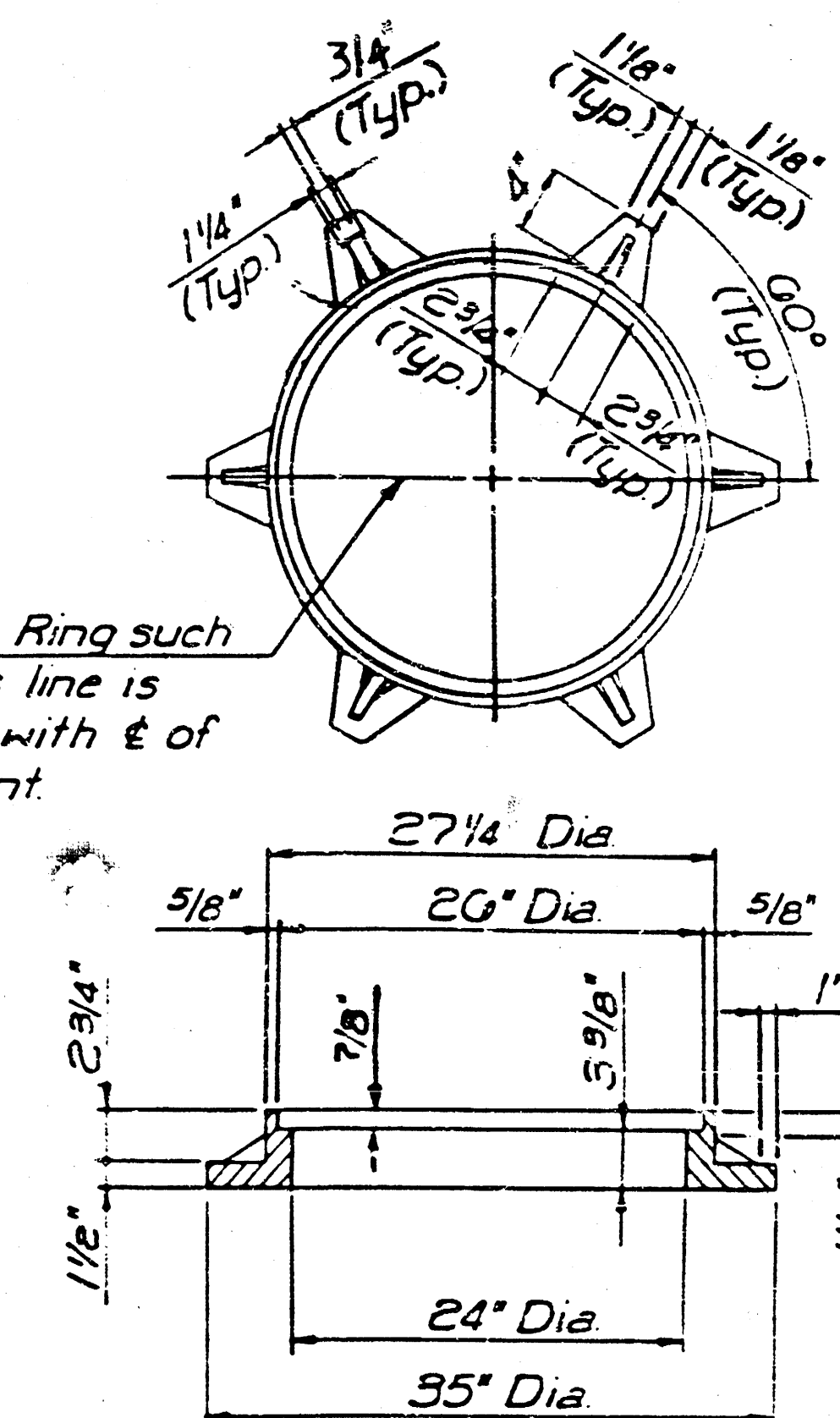
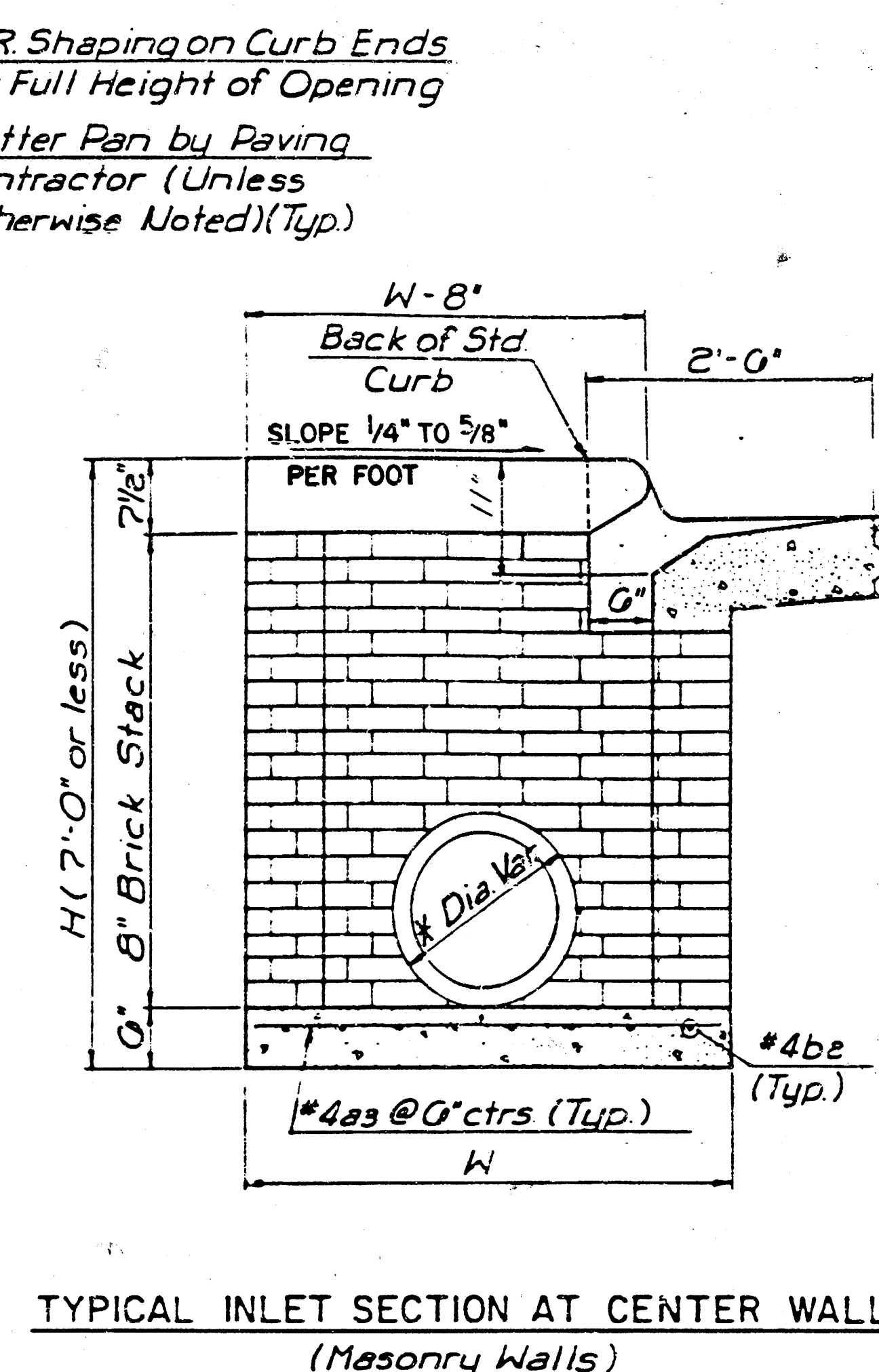
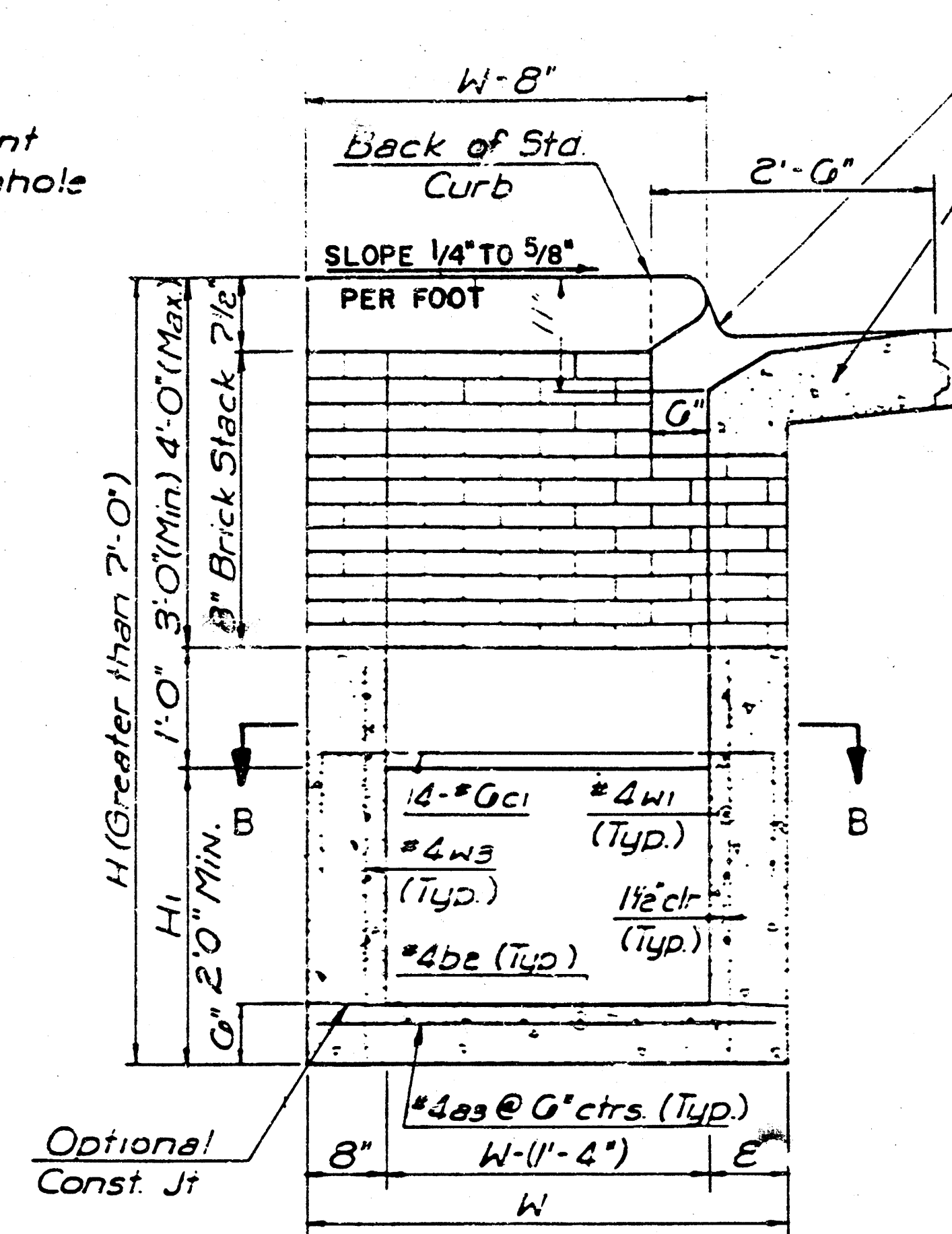
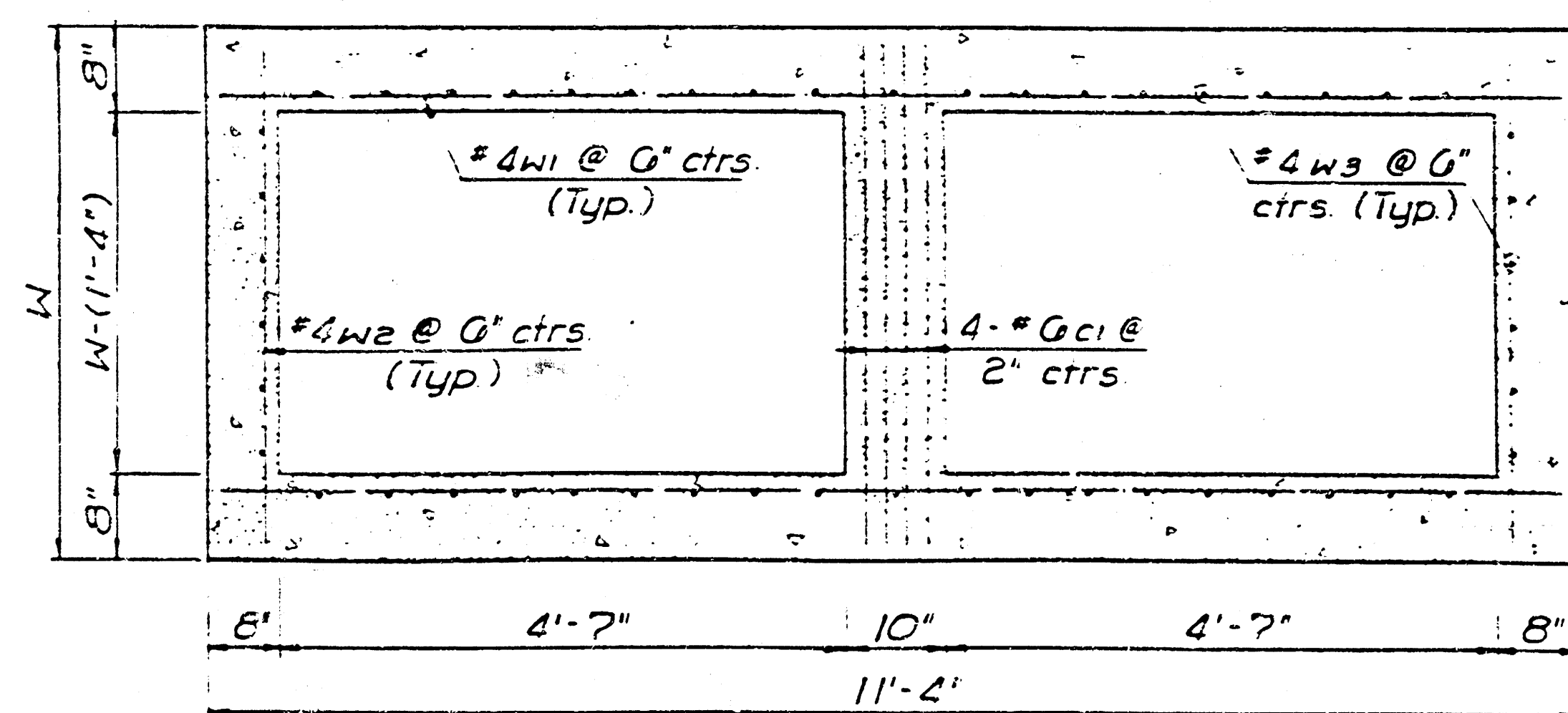
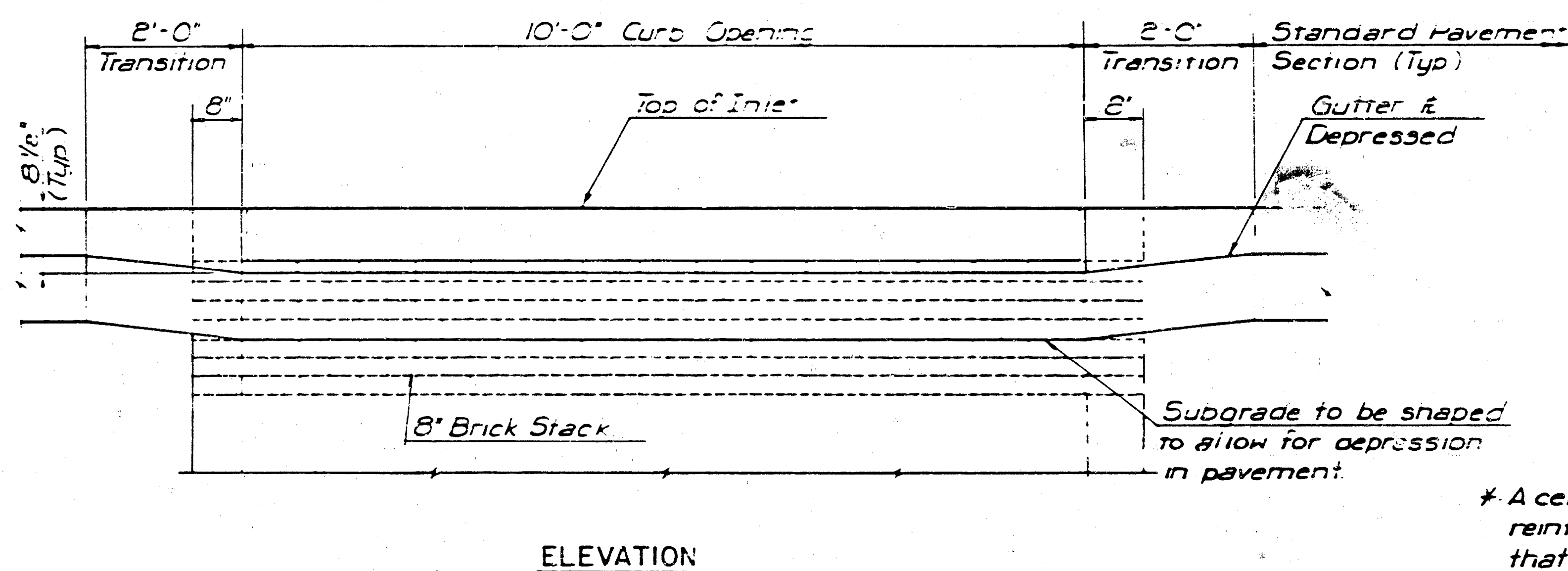
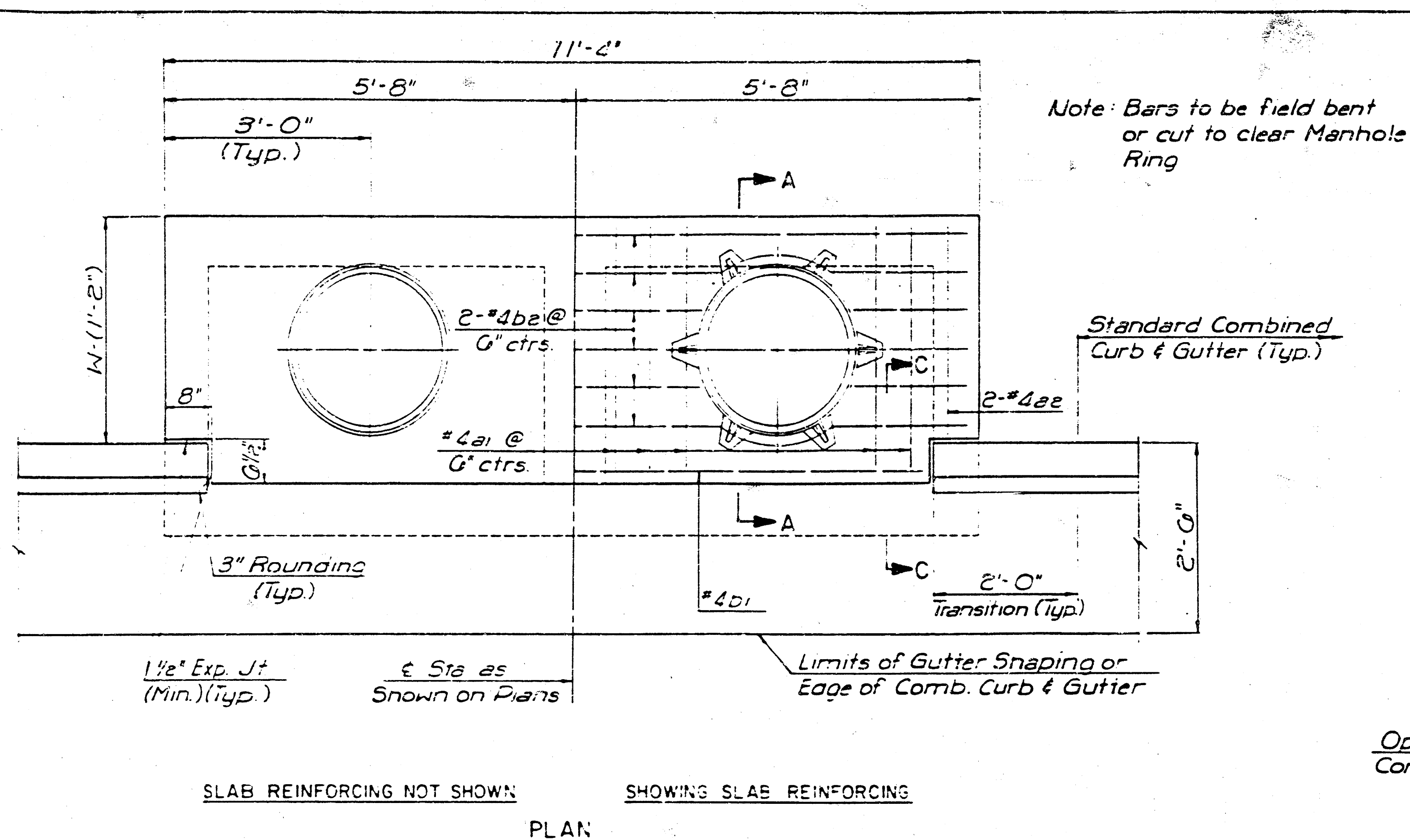
CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 5' 0"

JUNE 1984

8

16

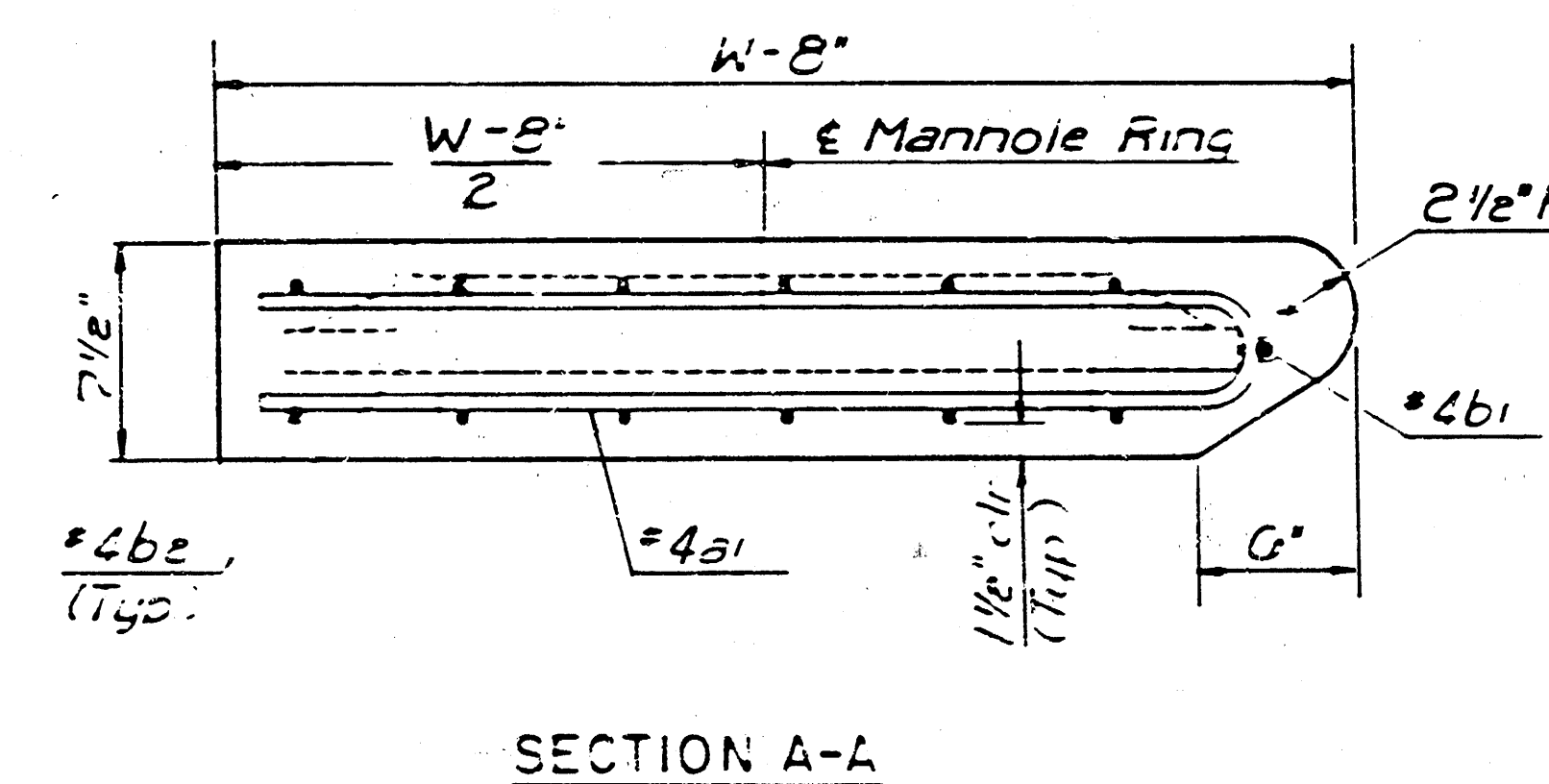
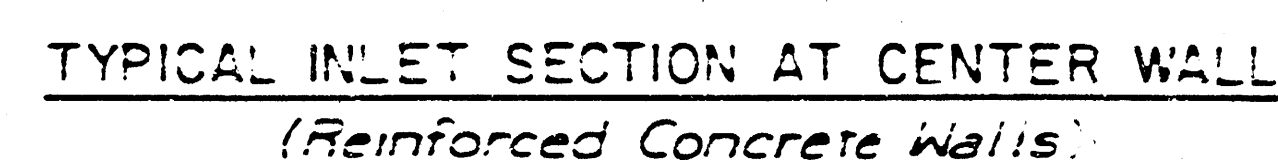


SEE CITY OF WICHITA STANDARD MANHOLE
FRAME AND COVER DETAIL SHEET FOR COVER
DETAILS TO BE USED WITH INLET FRAME.

GENERAL NOTES

GENERAL NOTES
Concrete shall be COW 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
8 Back 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.



* A center wall opening shall be provided by means of a section of reinforced concrete pipe. The minimum diameter used shall be that of the outlet pipe.

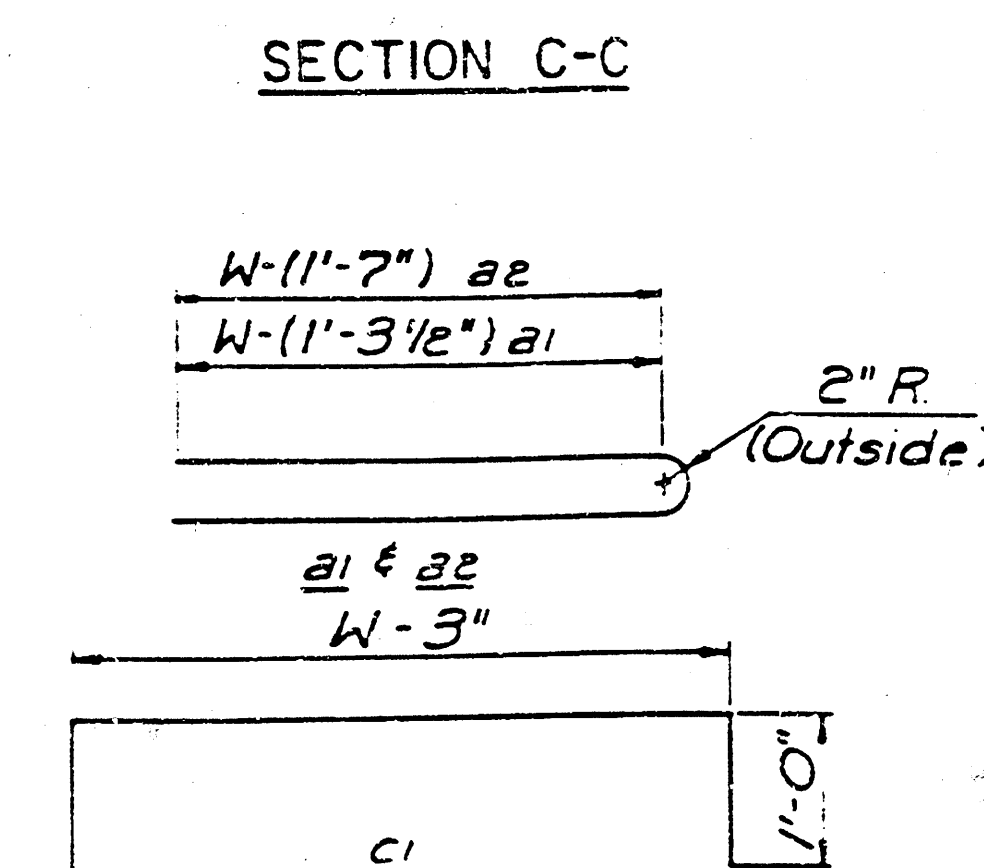
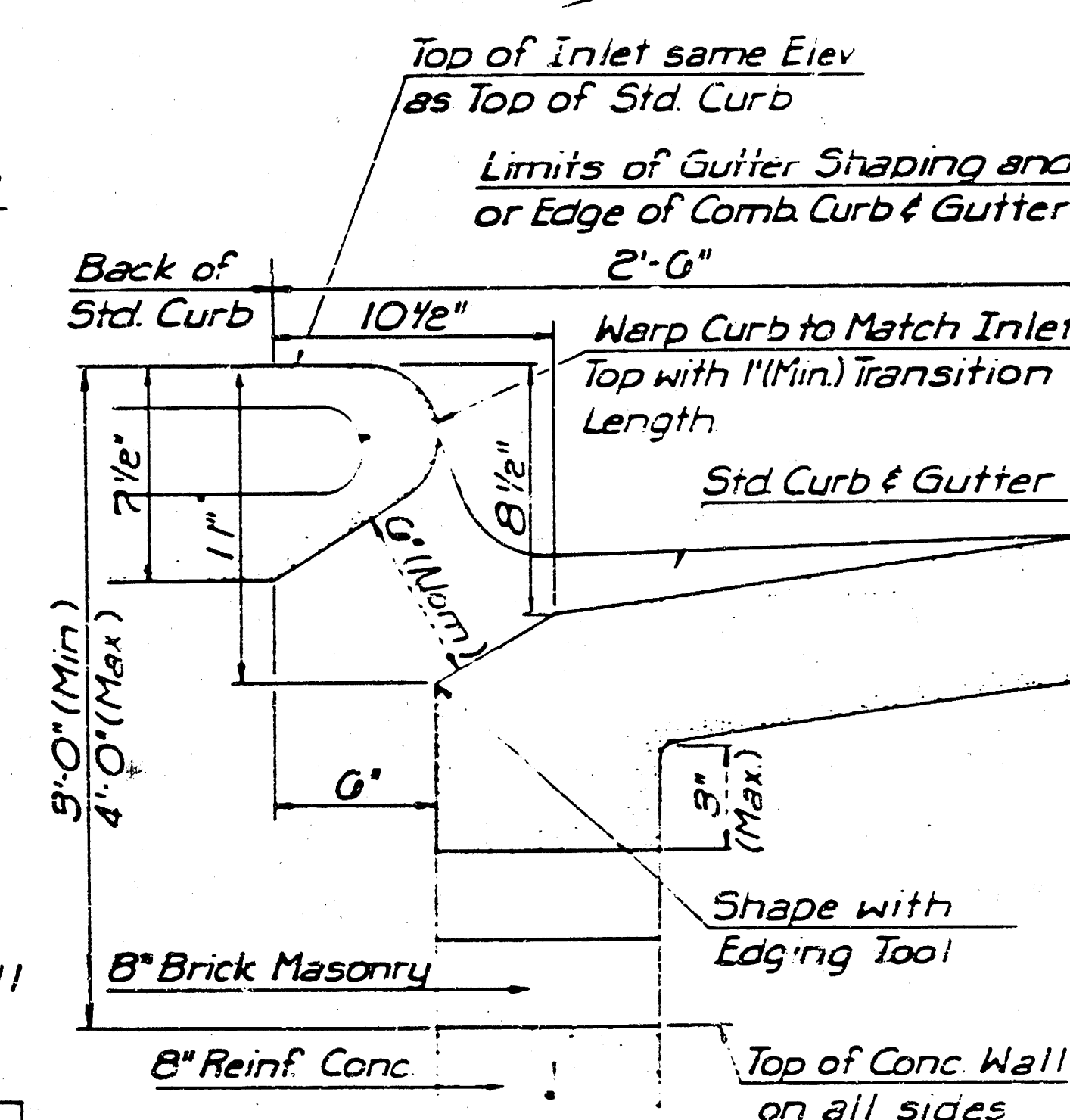
Note: Concrete top to be installed on thin mortar cushion to insure full support along walls

SLAB AND FLOOR REINFORCING											
		W=4'-2"		W=5'-2"		W=6'-2"		W=7'-2"		W=8'-2"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
a1	#4	13	8'-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	6'-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"
b1	#4	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"
*b2	#4	18	11'-1"	24	11'-1"	30	11'-1"	36	11'-1"	42	11'-1"
WALL REINFORCING											
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
c1	#4	4	6'-1"	4	7'-1"	4	8'-1"	4	9'-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

WALL REINFORCING											
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-2"		W=8'-6"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
C1	#6	4	6'-1"	4	7'-1"	4	8'-1"	4	9'-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	1'	2	1'	2	1'	2	1'	2	1'

*: Field bend or cut Reinforcing as required for clearance

① $4(H_1 - G')$ ② $4O + 4(W - 1)$ ③ $H_1 - (D'')$



REVISÉD 12-21-1984

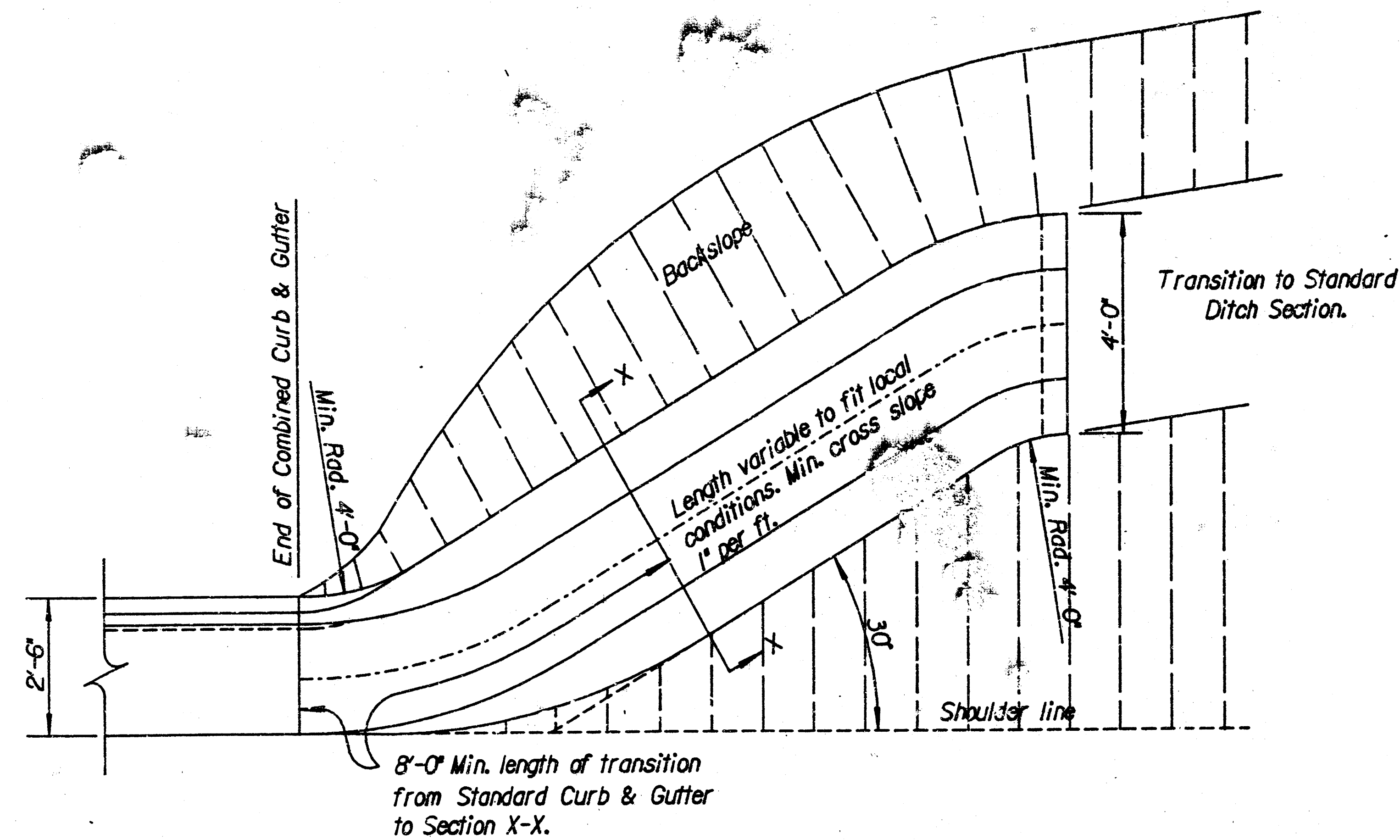
DETAIL STANDARD
TYPE I CURB INLET

INLET OPENING = 6" x 10'-0"

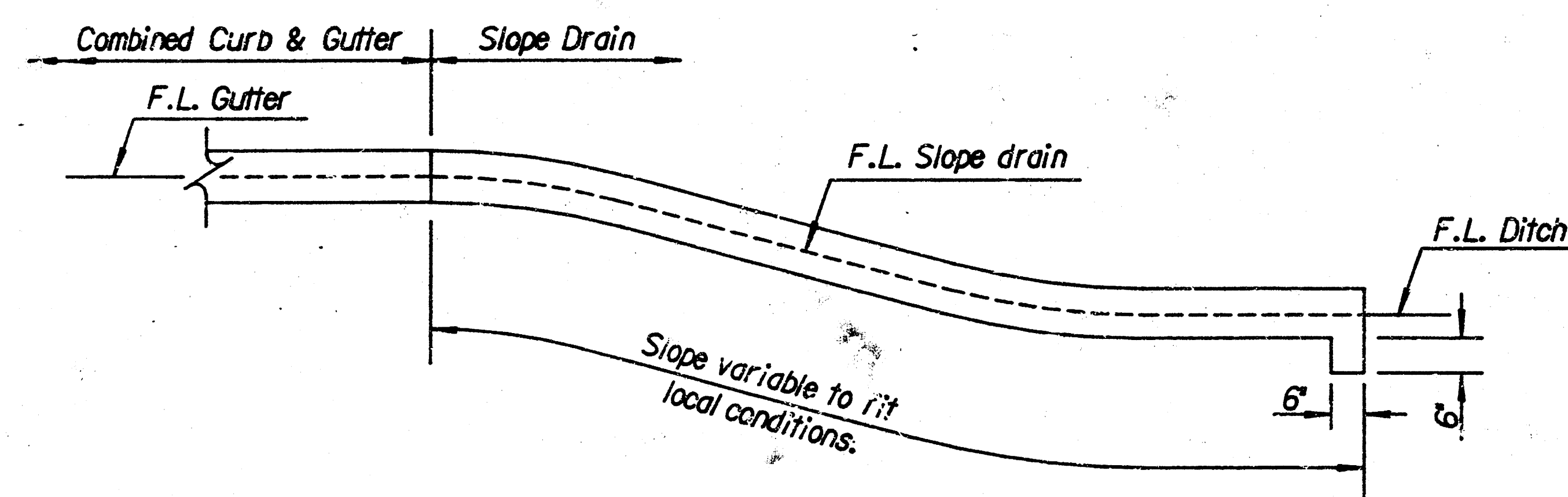
CITY OF WICHITA

M. E. LINDEBAK, CITY ENGINEER

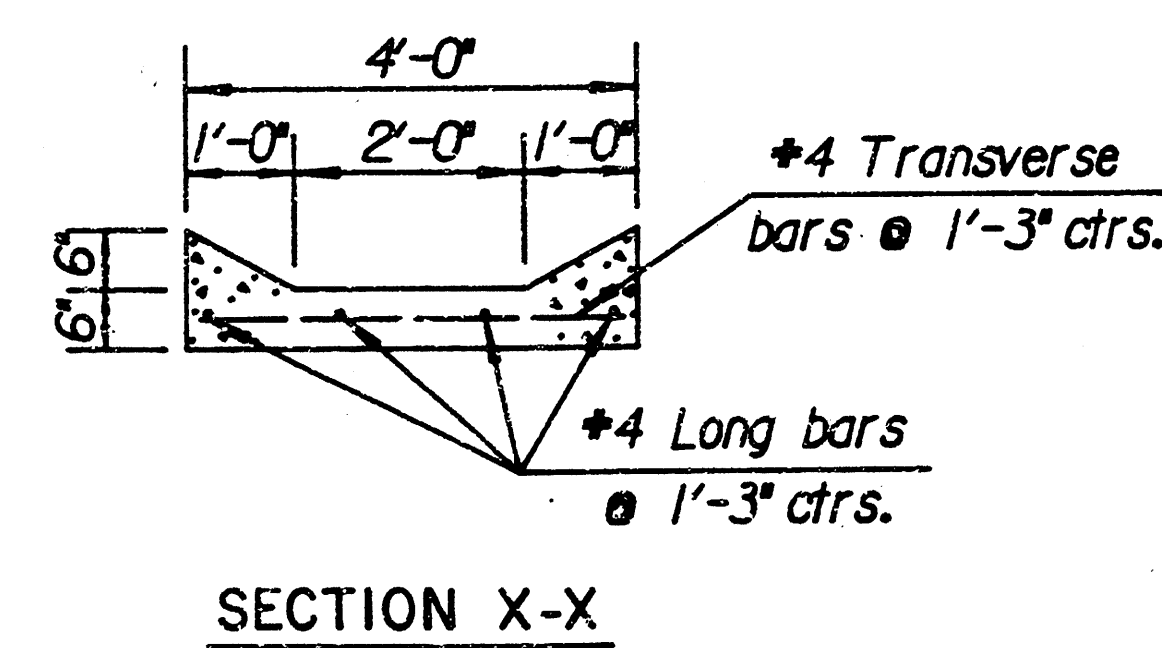
OCTOBER 1984



TYPICAL PLAN



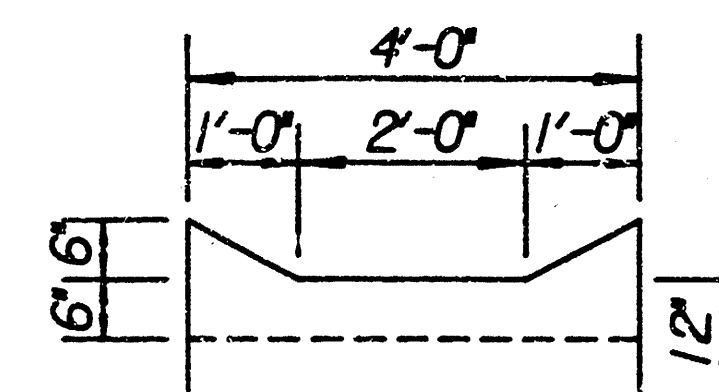
TYPICAL ELEVATION



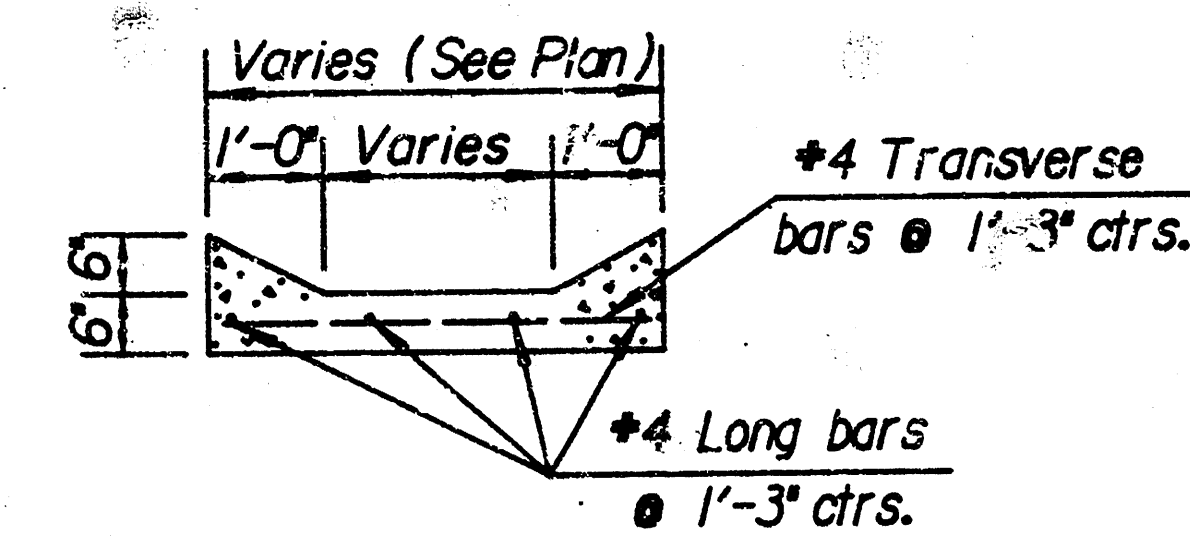
SECTION X-X

NOTE: Use City of Wichita Standard Conc. Pvm. 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.

SLOPE DRAIN DETAIL

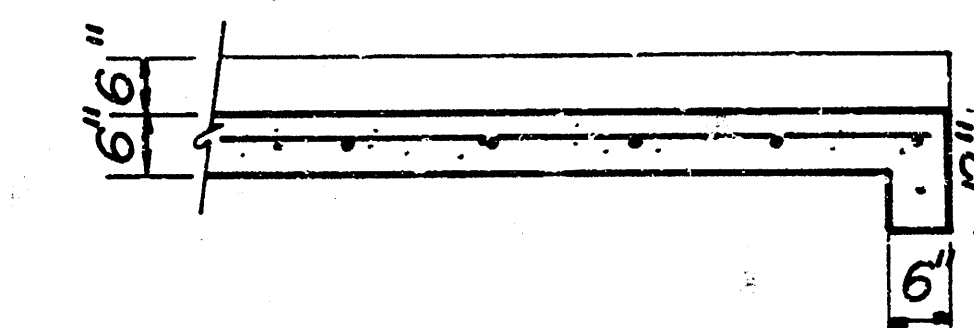


**END ELEVATION
(Downstream End)**

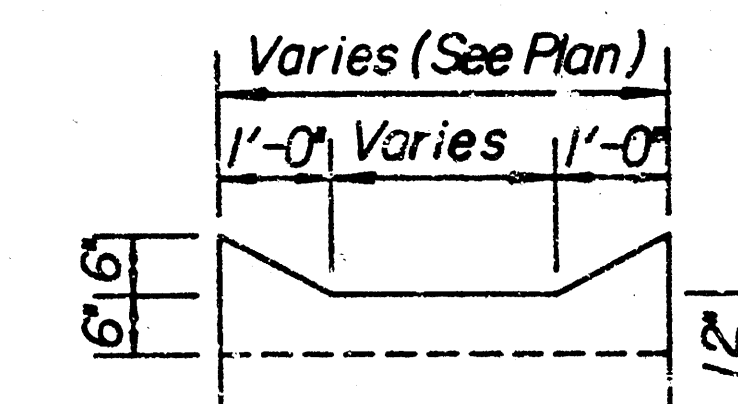


TYPICAL SECTION

NOTE:
Use City of Wichita Standard Conc. Pvm. 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.

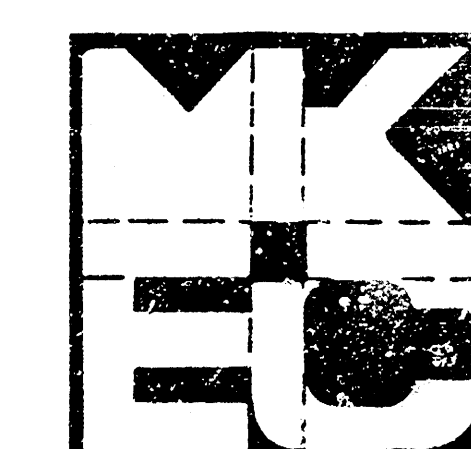


LONGITUDINAL SECTION



END ELEVATION

CONCRETE DITCH LINER DETAIL



CITY OF WICHITA
**CONC. DITCH LINER
& SLOPE DRAIN**
PROJECT NO. 472-82038

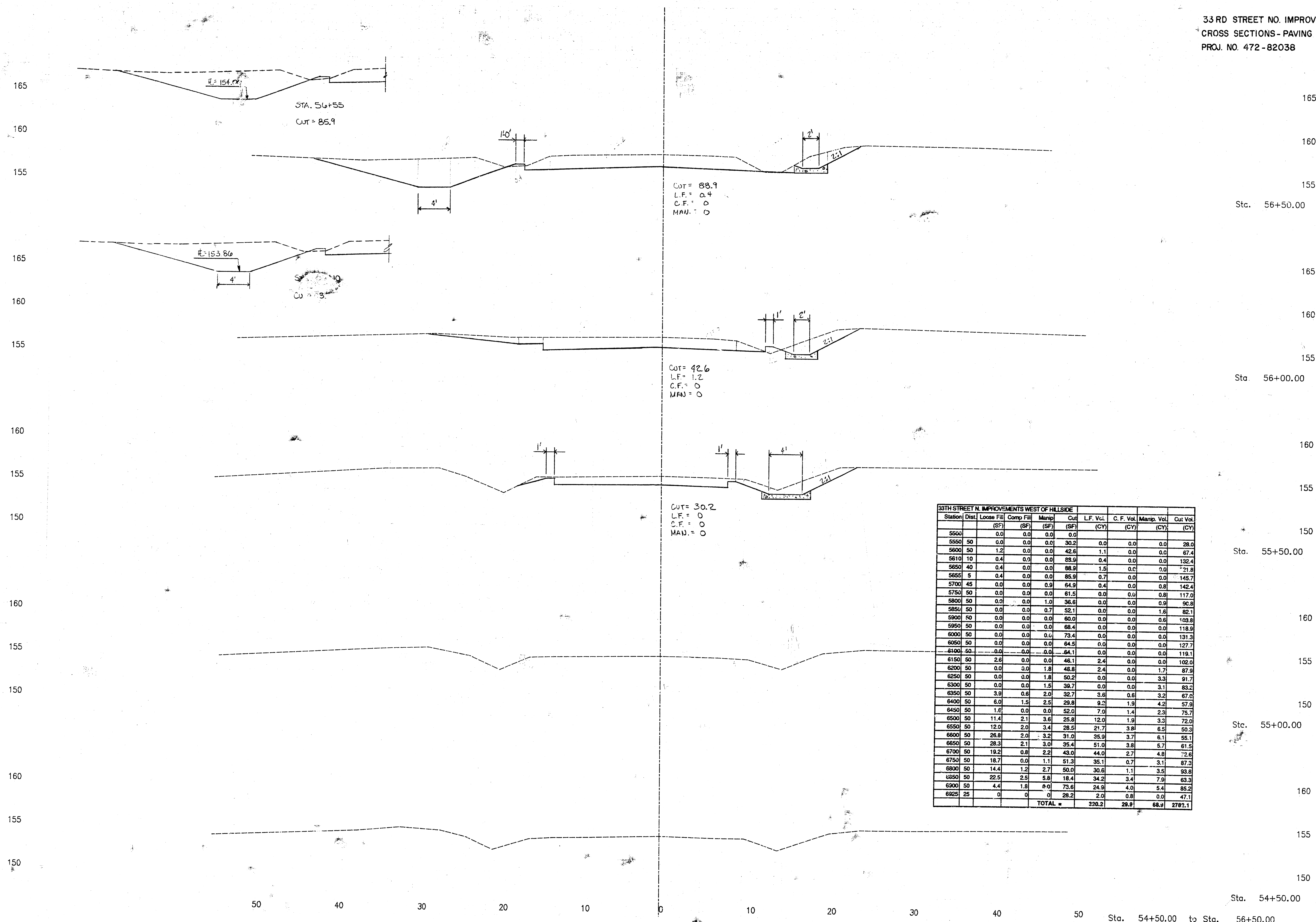
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226

636-5566

Design: MJV
Drawn by: DPR
Checked by:
Date: NOV. 1990
Job no.: 90-91-113

Sheet: 10
of 16

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



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

170

165

160

165

160

155

165

160

155

165

160

155

165

160

155

50

40

30

20

10

0

10

20

30

40

50

CUT = 6.0
L.F. = 0
C.F. = 0
MAN. = 0

CUT = 52.1
L.F. = 0
C.F. = 0
MAN. = 0.7

CUT = 36.6
L.F. = 0
C.F. = 0
MAN. = 1.0

CUT = 01.5
L.F. = 0
C.F. = 0
MAN. = 0

CUT = 64.9
L.F. = 0
C.F. = 0
MAN. = 0.9

170

165

160

Sta. 59+00.00

165

160

155

Sta. 58+50.00

165

160

155

Sta. 58+00.00

165

160

155

Sta. 57+50.00

165

160

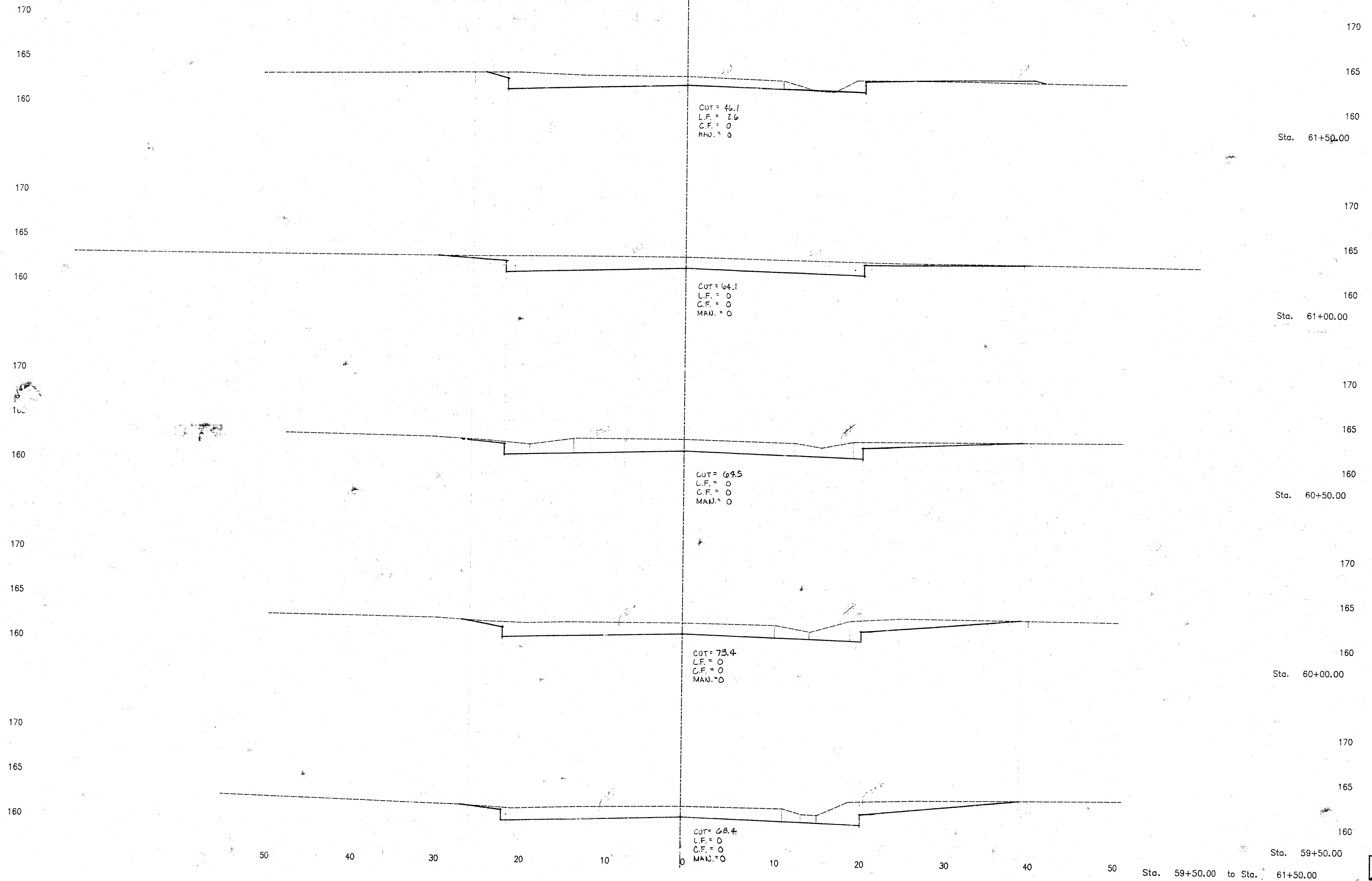
155

Sta. 57+00.00

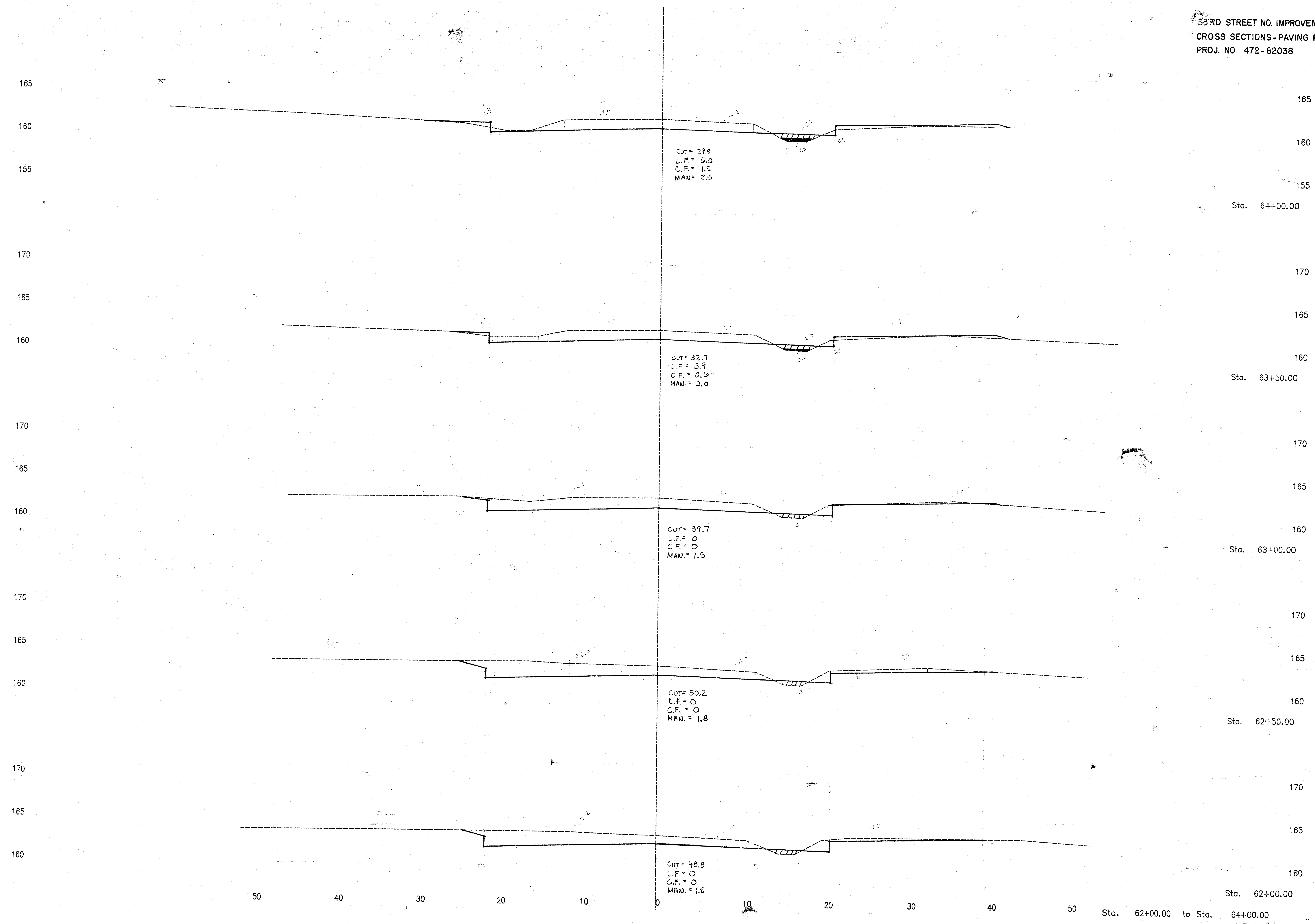
Sta. 57+00.00 to Sta. 59+00.00

33rd St.

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

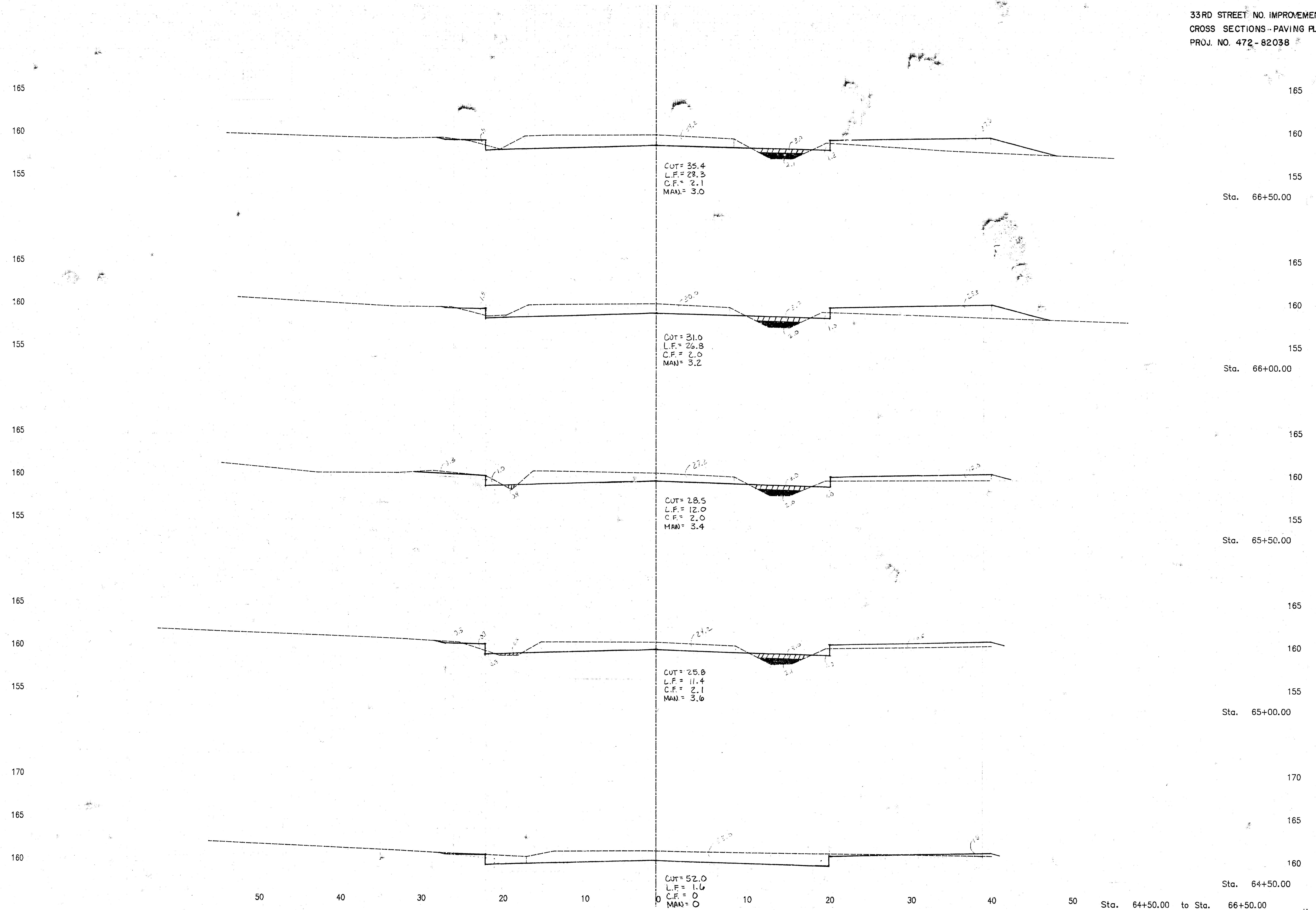


33RD STREET NO. IMPROVEMENTS
CROSS SECTIONS-PAVING PLANS
PROJ. NO. 472-82038



Sta. 62+00.00 to Sta. 64+00.00

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



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

