

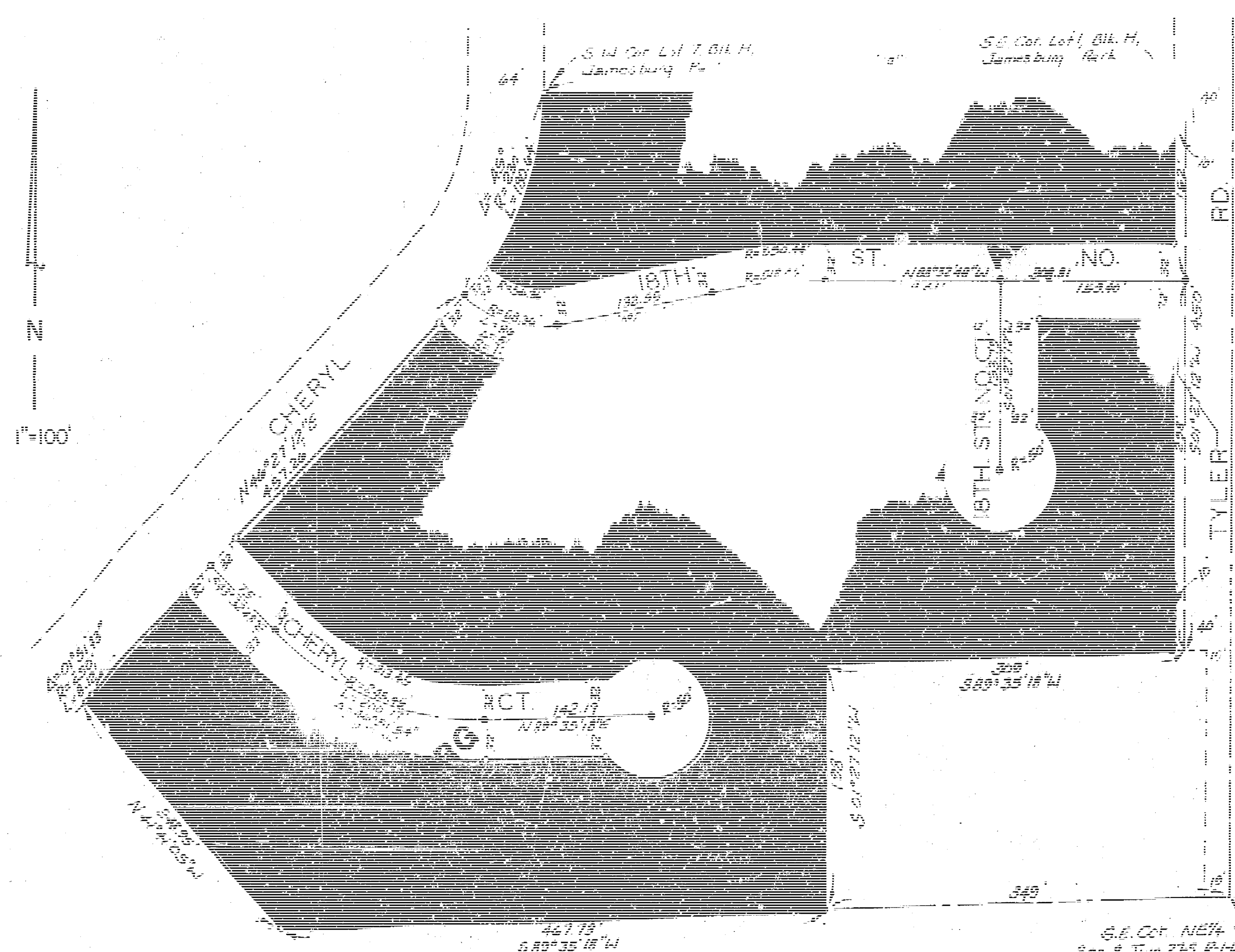
STREET IMPROVEMENTS FOR JAMESBURG PARK 2ND ADDITION

18th STREET NORTH - E.L. CHERYL TO W.L. TYLER
18th STREET NORTH COURT - S.L. 18th STREET NORTH TO AND INCL. CUL DE SAC
CHERYL COURT - E.L. CHERYL TO AND INCL. CUL DE SAC

PROJECT NO.
472-76-245-81429-000-000-001

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- 2 Typical Section
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- 11 Type IA Inlet Detail

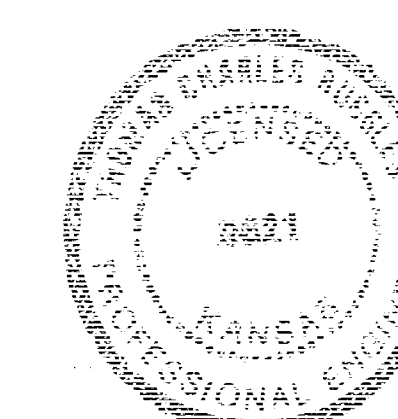


Benefit District

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 destroyed or damaged by his construction operations. Such irons shall be re-established by a licensed land surveyor or a professional engineer in accordance with state laws.
2. The Contractor shall contact the necessary utility companies for any underground line locations to be located in the field prior to construction of the pavement.
3. Construction of Cheryl Court shall be co-ordinated with the construction of Lateral 4, Main 4, Westlink Sewer.
4. The Contractor shall be responsible for obtaining the proper driveway agreement forms and signatures thereon for all work done behind the property line.
5. All concrete combined curb and gutter to be constructed on this project is to be roll-type (3 5/8" x 14"). All top of curb elevations shown on the plans are for full-height (6 5/8") curb.
5. Curb shall be depressed to 14" through driveways.
6. No more than 10 driveways shall be constructed with this project. Contractor shall contact Leonard Maroltz at 265-2555 for locations of driveways.

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK CITY ENGINEER

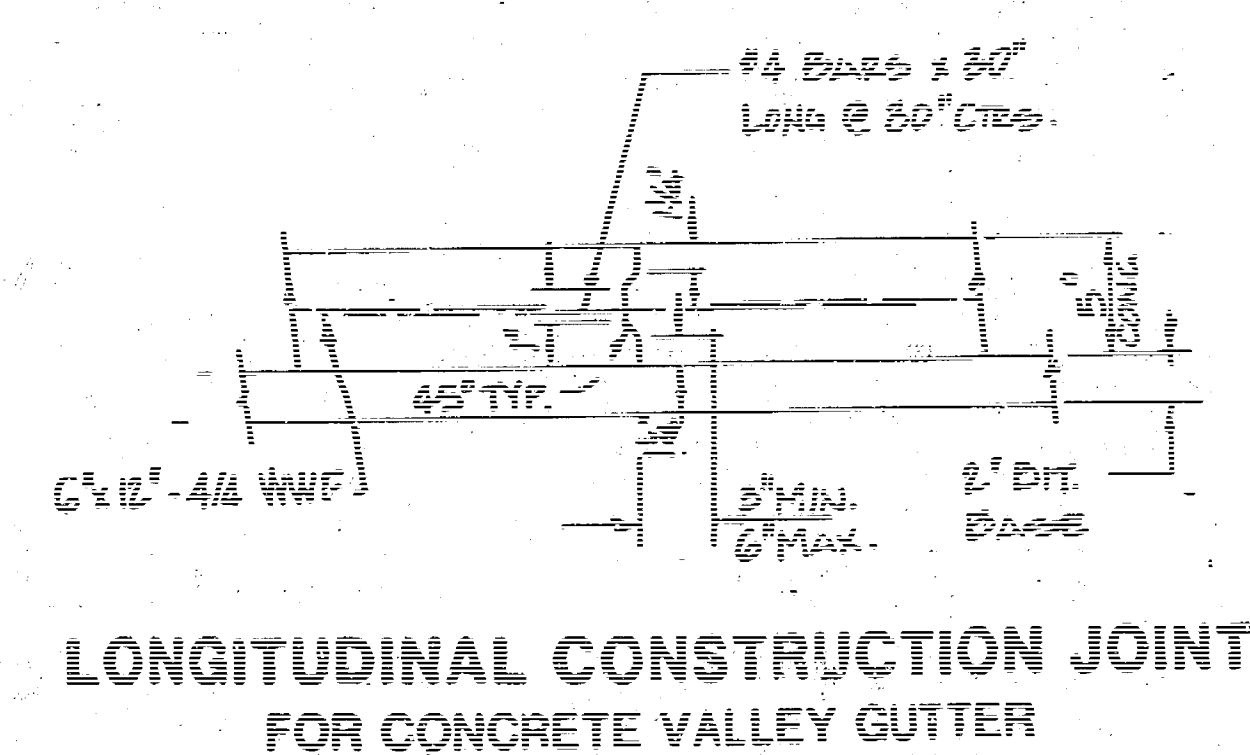
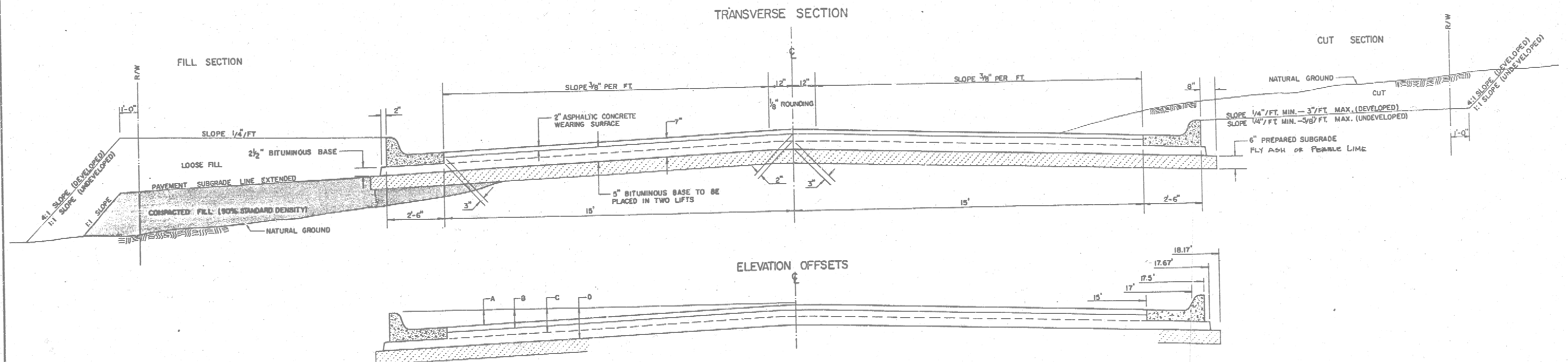


JUNE 1966

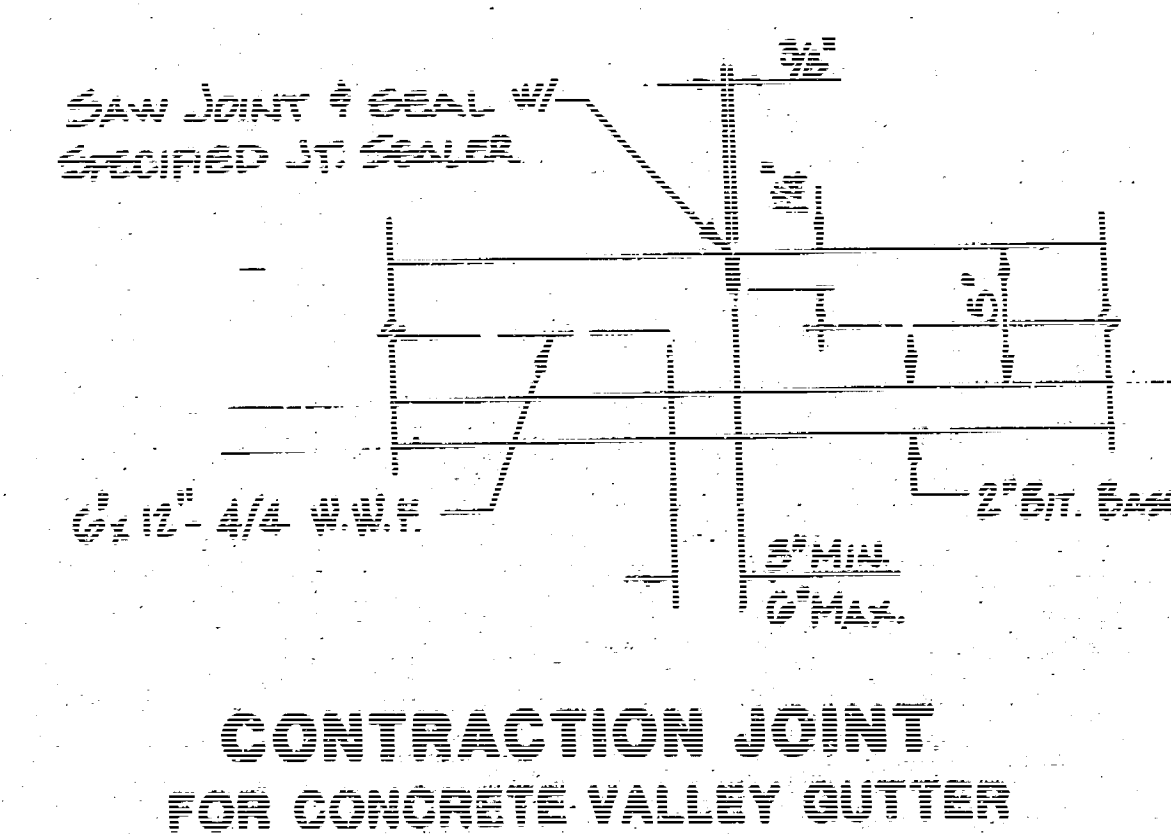
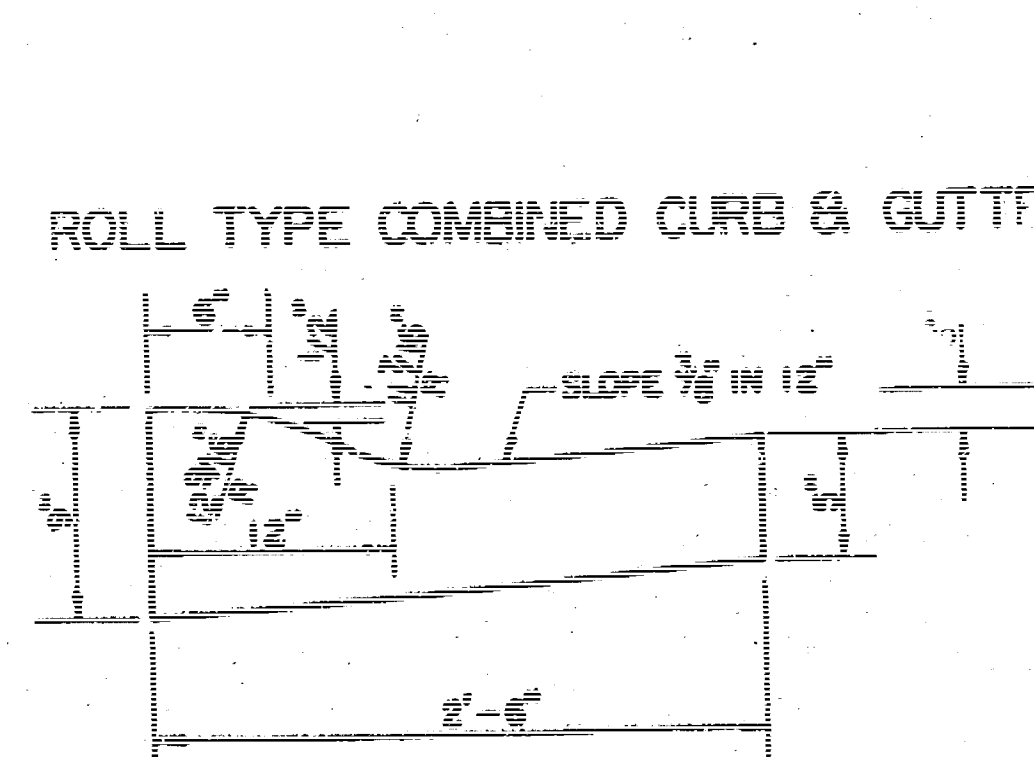
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 330 LAURA • WICHITA, KANSAS 67211

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TYPICAL 35' PAVEMENT DETAILS



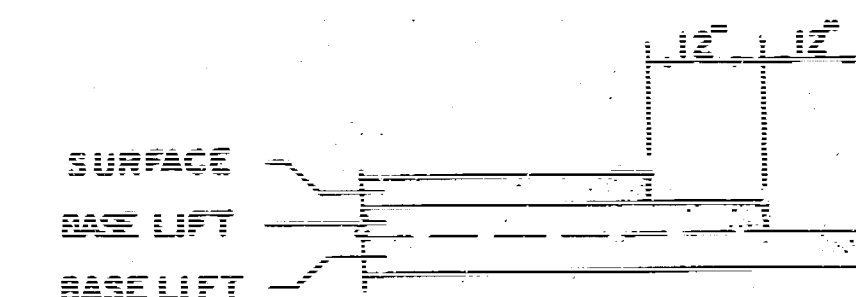
	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8'	10'	12'	14'	15'	17'	17.5'	17.5'	19.17'
A. TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B. TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C. TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.37	0.43	0.50	0.57	0.67	0.72	0.79	0.87	0.90	0.98	1.00	1.00	—
D. TOP OF CURBS TO TOP OF SUBGRADE	0.62	0.67	0.74	0.81	0.90	0.95	1.02	1.08	1.12	1.19	1.21	1.21	1.23



GENERAL NOTES

- 1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).
- 2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 2 1/2" BITUMINOUS BASE.
- 3) 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.
- 4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR LINE AND GRADE.
- 5) 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.
- 6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTERNATE WHEN ALTERNATES ARE PROVIDED IN THE PROPOSAL AND CONTRACT. THE ALTERNATE CHOSEN BY THE SUCCESSFUL BIDDER SHALL BE USED IN CONSTRUCTING THIS PROJECT.

TRANSVERSE CONSTRUCTION JOINTS



TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINTS EXISTING FLEXIBLE BASE PAVEMENT 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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE
PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81429-000-000-001

BENCH MARK:
CITY OF WICHITA STD. DISC, 5' S. &
5' E. OF 1/4 SEC. CORNER 3, 17TH ST.
AND TYLER, ELEV. 172.40

STA. 0+15 BEGIN CONSTRUCTION.
REMOVE C&G. AT EXISTING
H.E. CONSTRUCT 7" REIN. VALLEY
GUTTER (5" CONC. & 2" BIT. BASE
W/ 3% MONOLITHIC ROLL CURBS).

SAW OR REMOVE TO
EXISTING JOINT.
MATCH PL. (TYP.)

P.V.I.
ELEV. 165.47
No V.C.

P.V.I.
ELEV. 166.48
No V.C.

P.V.I.
ELEV. 167.20
No V.C.

P.V.I.
ELEV. 165.47
No V.C.

P.V.I.
ELEV. 166.48
No V.C.

P.V.I.
ELEV. 167.20
No V.C.

STA. 0+35.54 BEGIN
7" A.C. PAVEMENT W/
COMBINED C&G.
(ROLL-TYPE)

A = 56° 01' 03" R = 88.56' T = 47.00' L = 86.33' LC = 82.99'

CURVE DATA BASED ON 4' RADIUS

STATION	CHORD LENGTH		DEFLECTION	TOTAL
	ARC	CHORD		
0+00	0.00	0.00	0° 00' 00"	0° 00' 00"
0+10	3.52	3.52	01° 00' 28"	01° 00' 28"
0+20	6.93	6.93	02° 00' 56"	02° 00' 56"
0+30	10.34	10.34	03° 01' 24"	03° 01' 24"
0+40	13.75	13.75	04° 01' 52"	04° 01' 52"
0+50	17.16	17.16	05° 02' 20"	05° 02' 20"
0+60	20.57	20.57	06° 02' 48"	06° 02' 48"
0+70	23.98	23.98	07° 03' 16"	07° 03' 16"
0+80	27.39	27.39	08° 03' 44"	08° 03' 44"
0+90	30.80	30.80	09° 04' 12"	09° 04' 12"
0+100	34.21	34.21	10° 04' 40"	10° 04' 40"
0+110	37.62	37.62	11° 05' 08"	11° 05' 08"
0+120	41.03	41.03	12° 05' 36"	12° 05' 36"
0+130	44.44	44.44	13° 06' 04"	13° 06' 04"
0+140	47.85	47.85	14° 06' 32"	14° 06' 32"
0+150	51.26	51.26	15° 07' 00"	15° 07' 00"
0+160	54.67	54.67	16° 07' 28"	16° 07' 28"
0+170	58.08	58.08	17° 07' 56"	17° 07' 56"
0+180	61.49	61.49	18° 08' 24"	18° 08' 24"
0+190	64.90	64.90	19° 08' 52"	19° 08' 52"
0+200	68.31	68.31	20° 09' 20"	20° 09' 20"
0+210	71.72	71.72	21° 09' 48"	21° 09' 48"
0+220	75.13	75.13	22° 10' 16"	22° 10' 16"
0+230	78.54	78.54	23° 10' 44"	23° 10' 44"
0+240	81.95	81.95	24° 11' 12"	24° 11' 12"
0+250	85.36	85.36	25° 11' 40"	25° 11' 40"
0+260	88.77	88.77	26° 12' 08"	26° 12' 08"
0+270	92.18	92.18	27° 12' 36"	27° 12' 36"
0+280	95.59	95.59	28° 13' 04"	28° 13' 04"
0+290	99.00	99.00	29° 13' 32"	29° 13' 32"
0+300	102.41	102.41	30° 14' 00"	30° 14' 00"
0+310	105.82	105.82	31° 14' 28"	31° 14' 28"
0+320	109.23	109.23	32° 14' 56"	32° 14' 56"
0+330	112.64	112.64	33° 15' 24"	33° 15' 24"
0+340	116.05	116.05	34° 15' 52"	34° 15' 52"
0+350	119.46	119.46	35° 16' 20"	35° 16' 20"
0+360	122.87	122.87	36° 16' 48"	36° 16' 48"
0+370	126.28	126.28	37° 17' 16"	37° 17' 16"
0+380	129.69	129.69	38° 17' 44"	38° 17' 44"
0+390	133.10	133.10	39° 18' 12"	39° 18' 12"
0+400	136.51	136.51	40° 18' 40"	40° 18' 40"
0+410	139.92	139.92	41° 19' 08"	41° 19' 08"
0+420	143.33	143.33	42° 19' 36"	42° 19' 36"
0+430	146.74	146.74	43° 20' 04"	43° 20' 04"
0+440	150.15	150.15	44° 20' 32"	44° 20' 32"
0+450	153.56	153.56	45° 21' 00"	45° 21' 00"
0+460	156.97	156.97	46° 21' 28"	46° 21' 28"
0+470	160.38	160.38	47° 21' 56"	47° 21' 56"
0+480	163.79	163.79	48° 22' 24"	48° 22' 24"
0+490	167.20	167.20	49° 22' 52"	49° 22' 52"
0+500	170.61	170.61	50° 23' 20"	50° 23' 20"
0+510	174.02	174.02	51° 23' 48"	51° 23' 48"
0+520	177.43	177.43	52° 24' 16"	52° 24' 16"
0+530	180.84	180.84	53° 24' 44"	53° 24' 44"
0+540	184.25	184.25	54° 25' 12"	54° 25' 12"
0+550	187.66	187.66	55° 25' 40"	55° 25' 40"
0+560	191.07	191.07	56° 26' 08"	56° 26' 08"
0+570	194.48	194.48	57° 26' 36"	57° 26' 36"
0+580	197.89	197.89	58° 27' 04"	58° 27' 04"
0+590	201.30	201.30	59° 27' 32"	59° 27' 32"
0+600	204.71	204.71	60° 28' 00"	60° 28' 00"
0+610	208.12	208.12	61° 28' 28"	61° 28' 28"
0+620	211.53	211.53	62° 28' 56"	62° 28' 56"
0+630	214.94	214.94	63° 29' 24"	63° 29' 24"
0+640	218.35	218.35	64° 29' 52"	64° 29' 52"
0+650	221.76	221.76	65° 30' 20"	65° 30' 20"
0+660	225.17	225.17	66° 30' 48"	66° 30' 48"
0+670	228.58	228.58	67° 31' 16"	67° 31' 16"
0+680	231.99	231.99	68° 31' 44"	68° 31' 44"
0+690	235.40	235.40	69° 32' 12"	69° 32' 12"
0+700	238.81	238.81	70° 32' 40"	70° 32' 40"
0+710	242.22	242.22	71° 33' 08"	71° 33' 08"
0+720	245.63	245.63	72° 33' 36"	72° 33' 36"
0+730	249.04	249.04	73° 34' 04"	73° 34' 04"
0+740	252.45	252.45	74° 34' 32"	74° 34' 32"
0+750	255.86	255.86	75° 35' 00"	75° 35' 00"
0+760	259.27	259.27	76° 35' 28"	76° 35' 28"
0+770	262.68	262.68	77° 35' 56"	77° 35' 56"
0+780	266.09	266.09	78° 36' 24"	78° 36' 24"
0+790	269.50	269.50	79° 36' 52"	79° 36' 52"
0+800	272.91	272.91	80° 37' 20"	80° 37' 20"
0+810	276.32	276.32	81° 37' 48"	81° 37' 48"
0+820	279.73	279.73	82° 38' 16"	82° 38' 16"
0+830	283.14	283.14	83° 38' 44"	83° 38' 44"
0+840	286.55	286.55	84° 39' 12"	84° 39' 12"
0+850	289.96	289.96	85° 39' 40"	85° 39' 40"
0+860	293.37	293.37	86° 40' 08"	86° 40' 08"
0+870	296.78	296.78	87° 40' 36"	87° 40' 36"
0+880	300.19	300.19	88° 41' 04"	88° 41' 04"
0+890	303.60	303.60	89° 41' 32"	89° 41' 32"
0+900	307.01	307.01	90° 42' 00"	90° 42' 00"
0+910	310.42	310.42	91° 42' 28"	91° 42' 28"
0+920	313.83	313.83	92° 42' 56"	92° 42' 56"
0+930	317.24	317.24	93° 43' 24"	93° 43' 24"
0+940	320.65	320.65	94° 43' 52"	94° 43' 52"
0+950	324.06	324.06	95° 44' 20"	95° 44' 20"
0+960	327.47	327.47	96° 44' 48"	96° 44' 48"
0+970	330.88	330.88	97° 45' 16"	97° 45' 16"
0+980	334.29	334.29	98° 45' 44"	98° 45' 44"
0+990	337.70	337.70	99° 46' 12"	99° 46' 12"
0+1000	341.11	341.11	100° 46' 40"	100° 46' 40"

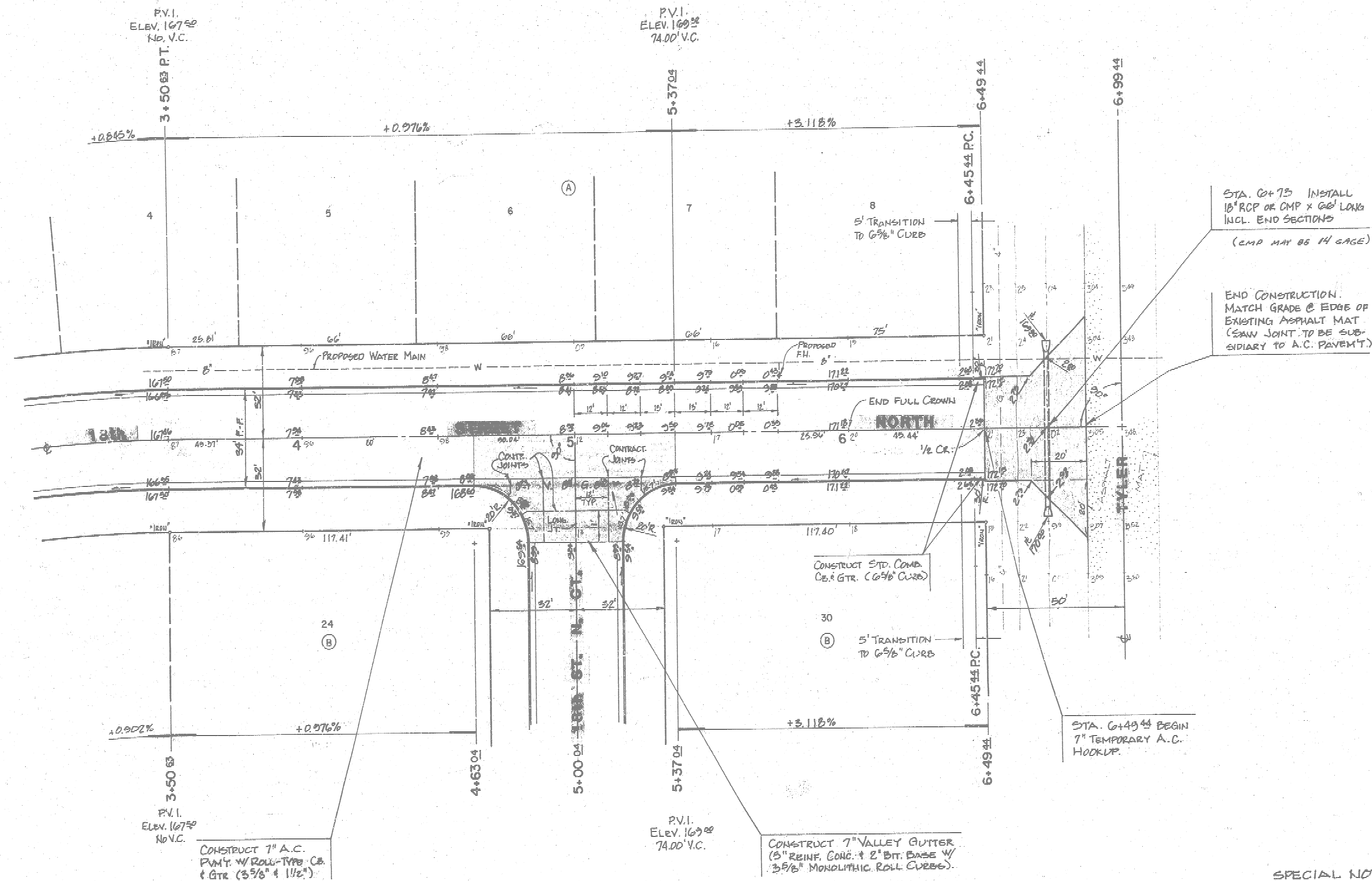
DEFLECTION / FT. = 0.324213"

$\Delta = 11^{\circ} 01' 03''$
 $R = 518.44'$
 $T = 50.00'$
 $L = 99.69'$
 $LC = 99.54'$

CURVE DATA BASED ON 4' RADIUS

STATION	CHORD LENGTH		DEFLECTION		TOTAL
	ARC	CHORD	DEFLECTION	DEFLECTION	
2+50.00	0.00	0.00	0° 00' 00"	0° 00' 00"	0° 00' 00"
2+55.00	24.06	24.12	01° 15' 47"	01° 15' 47"	01° 15' 47"
2+60.00	48.12	48.24	02° 31' 34"	02° 31' 34"	02° 31' 34"
2+65.00	72.18	72.36	03° 47' 21"	03° 47' 21"	03° 47' 21"
2+70.00	96.24	96.48	05° 03' 08"	05° 03' 08"	05° 03' 08"
2+75.00	120.30	120.72	06° 18' 55"	06° 18' 55"	06° 18' 55"
2+80.00	144.36	144.96	07° 34' 42"	07° 34' 42"	07° 34' 42"
2+85.00	168.42	168.96	08° 50' 29"	08° 50' 29"	08° 50' 29"
2+90.00	192.48	192.96	10° 06' 16"	10° 06' 16"	10° 06' 16"
2+95.00	216.54	216.96	11° 22' 03"	11° 22' 03"	11° 22' 03"
3+00.00	240.60	240.96	12° 37' 50"	12° 37' 50"	12° 37' 50"
3+05.00	264.66	264.96	13° 53' 37"	13° 53' 37"	13° 53' 37"
3+10.00	288.72	288.96	15° 09' 24"	15° 09' 24"	15° 09' 24"
3+15.00	312.78	312.96	16° 25' 11"	16° 25' 11"	16° 25' 11"
3+20.00	336.84	336.96	17° 40' 58"	17° 40' 58"	17° 40' 58"
3+25.00	360.90	360.96	18° 56' 45"	18° 56' 45"	18° 56' 45"
3+30.00	384.96	384.96	20° 12' 32"	20° 12' 32"	20° 12' 32"
3+35.00	409.02	409.92	21° 28' 19"	21° 28' 19"	21° 28' 19"
3+40.00	433.08	433.92	22° 44' 06"	22° 44' 06"	22° 44' 06"
3+45.00	457.14	457.92	24° 00' 00"	24° 00' 00"	24° 00' 00"
3+50.00	481.20	481.92	25° 15' 54"	25° 15' 54"	25° 15' 54"
3+55.00	505.26	505.92	26° 31' 48"	26° 31' 48"	26° 31' 48"
3+60.00	529.32	529.92	27° 47' 42"	27° 47' 42"	27° 47' 42"
3+65.00	553.38	553.92	29° 03' 36"	29° 03' 36"	29° 03' 36"
3+70.00	577.44	577.92	30° 19' 30"	30° 19' 30"	30° 19' 30"
3+75.00	601.50	601.92	31° 35' 24"	31° 35' 24"	31° 35' 24"
3+80.00	625.56	625.92	32° 51' 18"	32° 51' 18"	32° 51' 18"
3+85.00	649.62	649.92	34° 07' 12"	34° 07' 12"	34° 07' 12"
3+90.00	673.68	673.92	35° 23' 06"	35° 23' 06"	35° 23' 06"
3+95.00	697.74	697.92	36° 39' 00"	36° 39' 00"	36° 39' 00"
4+00.00	721.80	721.92	37° 54' 54"	37° 54' 54"	37° 54' 54"
4+05.00	745.86	745.92	39° 10' 48"	39° 10' 48"	39° 10' 48"
4+10.00	769.92	769.92	40° 26' 42"	40° 26' 42"	40° 26' 42"
4+15.00	793.98	793.92	41° 42' 36"	41° 42' 36"	41° 42' 36"
4+20.00	818.04	817.92	42° 58' 30"	42° 58' 30"	42° 58' 30"
4+25.00	842.10	841.92	44° 14' 24"	44° 14' 24"	44° 14' 24"
4+30.00	866.16	865.92	45° 30' 18"	45° 30' 18"	45° 30' 18"
4+35.00	890.22	889.92	46° 46' 12"	46° 46' 12"	46° 46' 12"
4+40.00	914.28	913.92	48° 02' 06"	48° 02' 06"	48° 02' 06"
4+45.00	938.34	937.92	49° 18' 00"	49° 18' 00"	49° 18' 00"
4+50.00	962.40	961.92	50° 33' 54"	50° 33' 54"	50° 33' 54"
4+55.00	986.46	985.92	51° 49' 48"	51° 49' 48"	51° 49' 48"
4+60.00	1010.52	1009.92	53° 05' 42"	53° 05' 42"	53° 05' 42"
4+65.00	1034.58	1033.92	54° 21' 36"	54° 21' 36"	54° 21' 36"
4+70.00	1058.64	1057.92	55° 37' 30"	55° 37' 30"	55° 37' 30"
4+75.00	1082.70	1081.92	56° 53' 24"	56° 53' 24"	56° 53' 24"
4+80.00	1106.76	1105.92	58° 09' 18"	58° 09' 18"	58° 09' 18"
4+85.00	1130.82	1129.92	59° 25' 12"	59° 25' 12"	59° 25' 12"
4+90.00	1154.88	1153.92	60° 41' 06"	60° 41' 06"	60° 41' 06"
4+95.00	1178.94	1177.92	61° 57' 00"	61° 57' 00"	61° 57' 00"
5+00.00	1203.00	1201.92	63° 12' 54"	63° 12' 54"	63° 12' 54"

DEFLECTION/PT. = 0.55253°



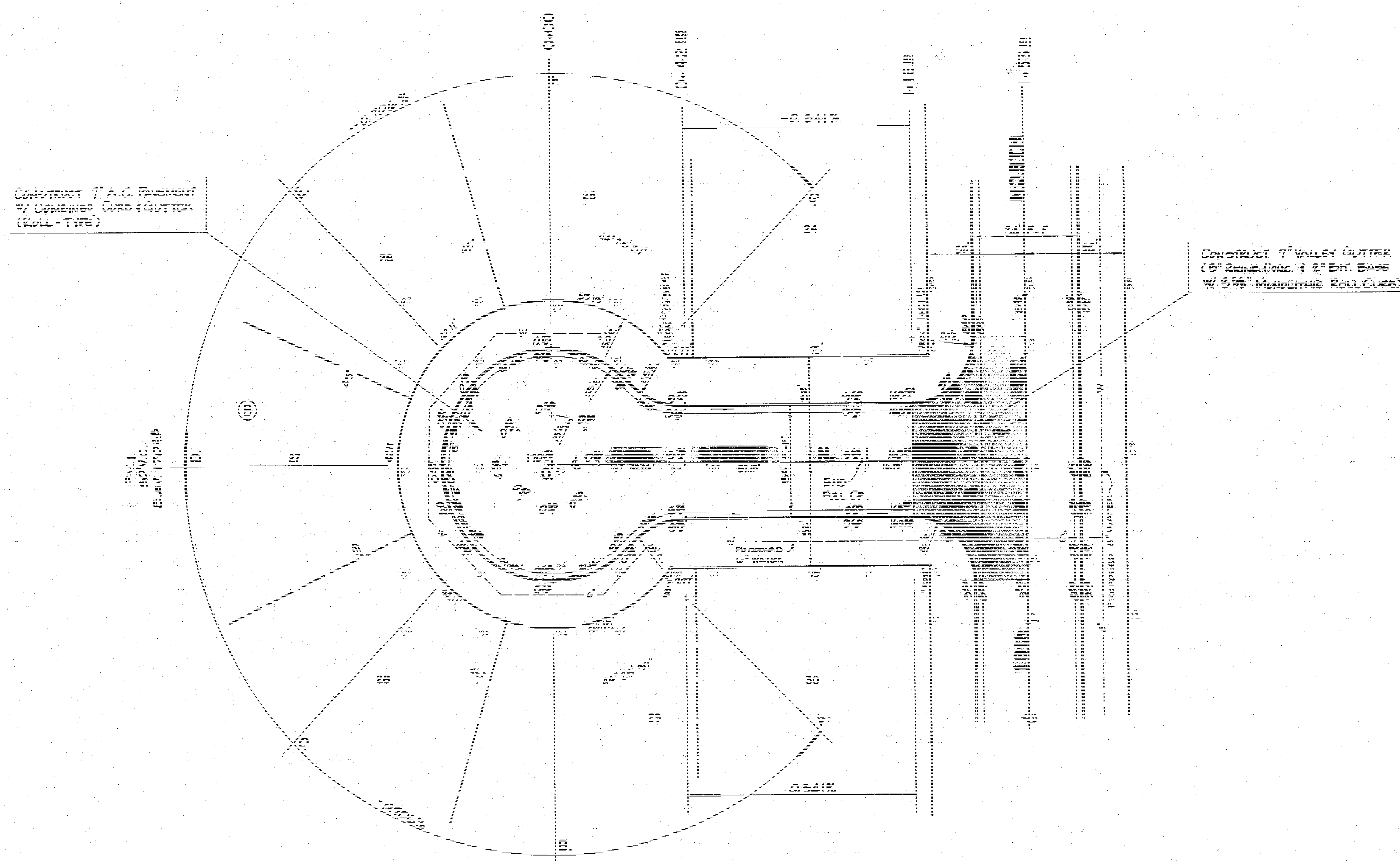
INTERSECTION QUANTITIES	
1.00	S.Y. Concrete Pavement
1.00	S.Y. 7" Asphalt Conc. Pavement (5" Bituminous Base)
1.00	S.Y. Bituminous Base
1.00	L.F. Combined Curb & Gutter
1.00	L.F. Integral Curb
1.00	S.F. 4" Wheelchair Ramp
1.00	S.F. 4" Walk
1.00	C.Y. Excavation
1.00	C.Y. Compacted Fill
1.00	Lbs. Reinforcing Steel
1.00	S.Y. Manhole
1.00	Tone Line or Cement
1.00	S.Y. V.G. Concrete & Asphalt Concrete Base

SPECIAL NOTE
ALL CURB AND GUTTER ON THIS PROJECT SHALL BE "ROLL-TYPE".

18th STREET NORTH

Proj. no. 475-76-246-81429-000-000-001

N
1" = 20'



SPECIAL NOTE
ALL CURB AND GUTTER ON THIS
PROJECT SHALL BE "ROLL-TYPE".

18th STREET NORTH COURT

Proj. no. 472-1 445-81428-000-000-001

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BENCH MARK:
W. RIM OF MANHOLE, 56' S.E.
OF S.W. COR. LOT 4, BLK. B,
JAMESBURG PARK 2ND ADD.
ELEV. 165.66

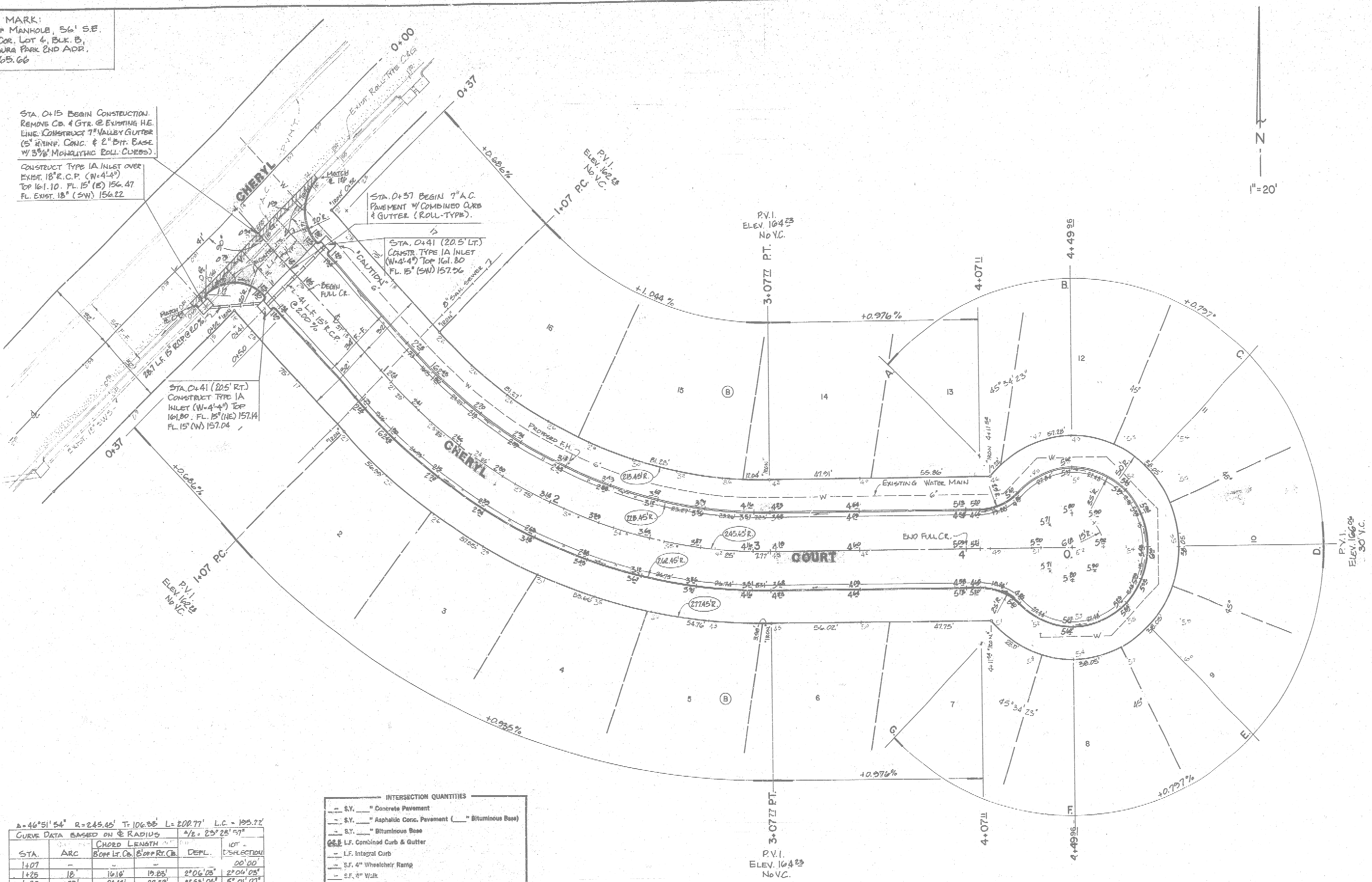
STA. 0+15 BEGIN CONSTRUCTION.
REMOVE CO. & GTR. @ EXISTING H.E.
LINE. CONSTRUCT 7" VALLEY GUTTER
(5" MIN. CONC. & 2" MIN. BASE
W/ 5% SLOPE) MATCHING ROLL-TYPE CURBS.

CONSTRUCT TYPE 1A INLET OVER
EXIST. 18" R.C.P. (W-4" L")
TOP 161.10, FL. 15' (E) 156.47
FL. EXIST. 18" (SW) 156.22

STA. 0+57 BEGIN 7" A.C.
PAVEMENT W/ COMBINED CURB
& GUTTER (ROLL-TYPE).

STA. 0+41 (20.5' LT.)
CONSTRUCT TYPE 1A INLET
(W-4" L") TOP 161.80
FL. 15' (SW) 157.06

STA. 0+41 (20.5' RT.)
CONSTRUCT TYPE 1A
INLET (W-4" L") TOP
161.80, FL. 15' (NE) 157.14
FL. 15' (W) 157.04



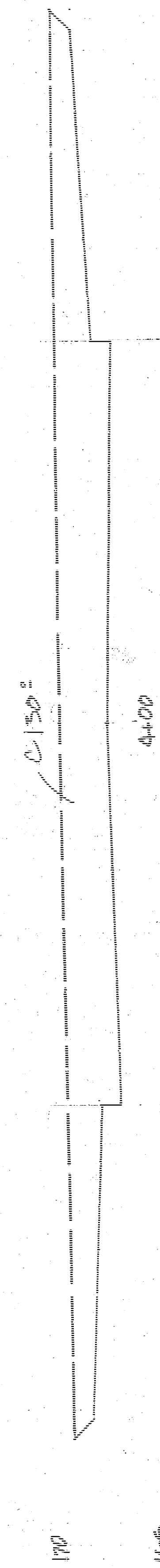
$\Delta = 46^\circ 51' 54''$
 $R = 245.45'$
 $T = 106.85'$
 $L = 202.77'$
 $L.C. = 105.77'$

CURVE DATA BASED ON Δ RADIUS
 $\Delta/2 = 23^\circ 25' 57''$

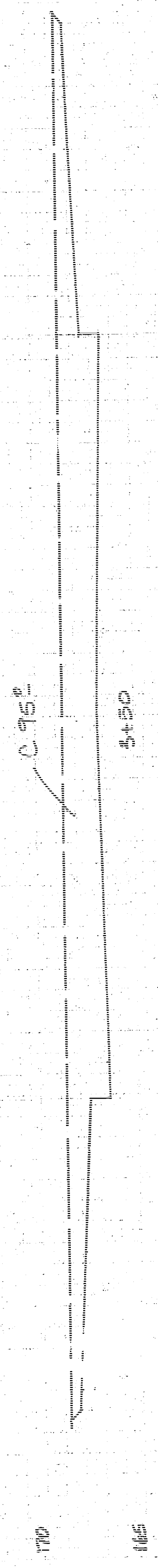
STA.	ARC	CHORD LENGTH		DEFL.	DEFLECTION
		OFF LT. C.B.	OFF RT. C.B.		
1+07					00' 00"
1+25	18	19.16	19.25	2° 06' 03"	2° 06' 03"
1+50	36	21.44	27.53	2° 53' 04"	5° 01' 07"
1+75	54	"	"	3° 55' 44"	7° 56' 11"
2+00	72	"	"	2° 54' 04"	10° 51' 15"
2+25	90	"	"	2° 55' 05"	13° 46' 20"
2+50	108	"	"	2° 55' 06"	16° 41' 24"
2+75	126	"	"	2° 55' 06"	19° 36' 28"
3+00	144	21.44	27.53	2° 55' 04"	22° 31' 32"
3+25	162	27.53	35.64	0° 54' 55"	23° 26' 57"

DEFL. / FT. = 0.11671

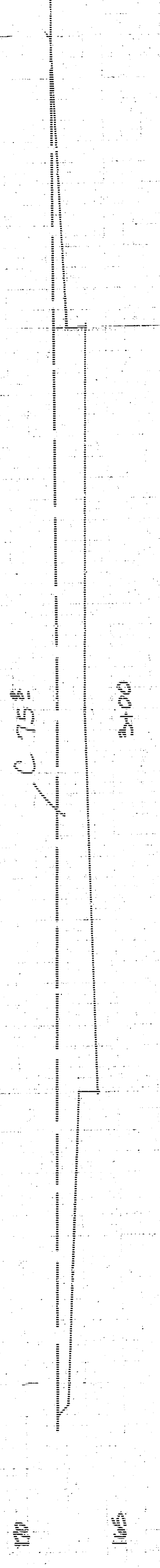
65°
EXC
270.4 CY



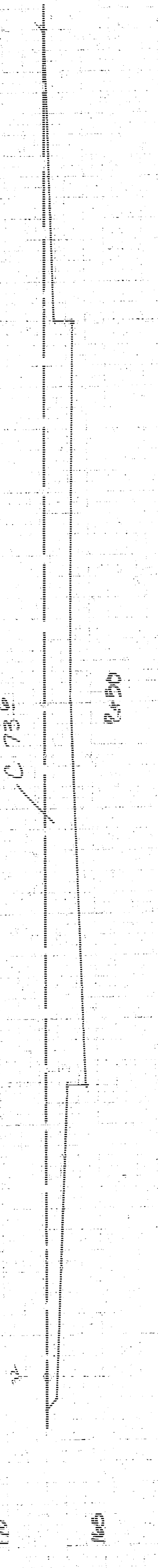
50
EXC
228.5 CY



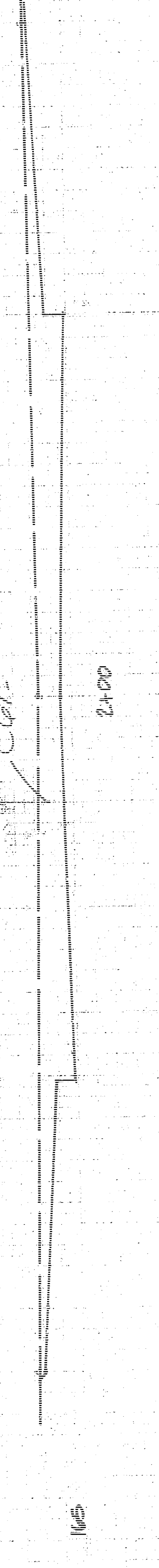
50
EXC
198.1 CY



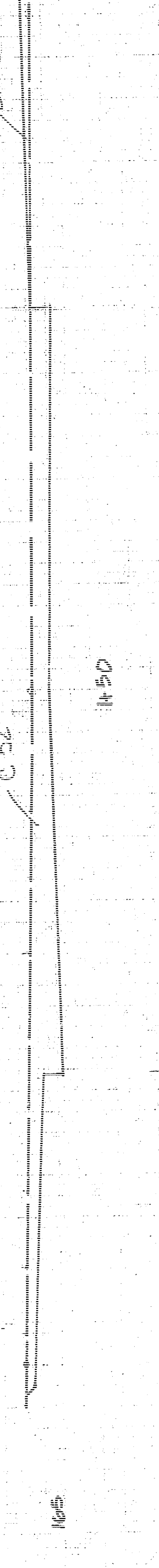
50
EXC
198.5 CY



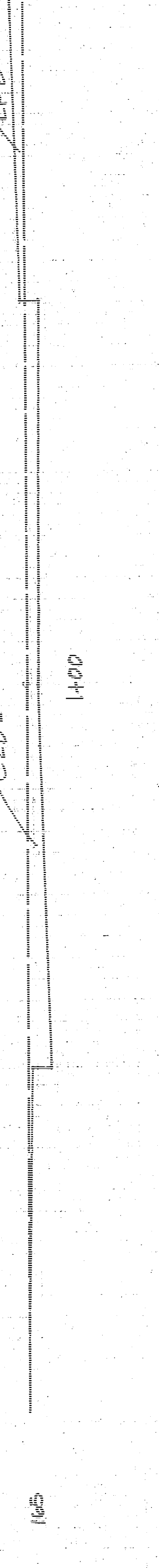
50
EXC
198.1 CY



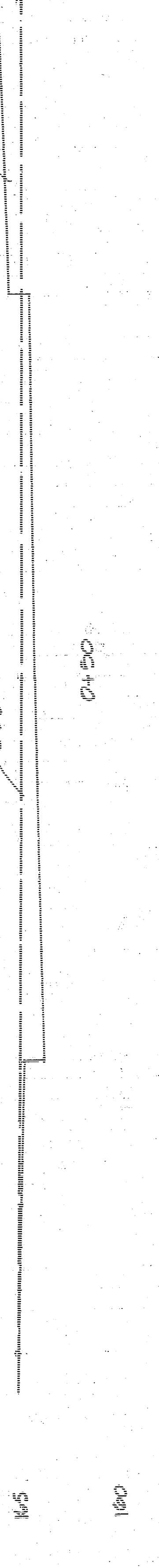
50
EXC
110.2 CY
LF
3.5 CY



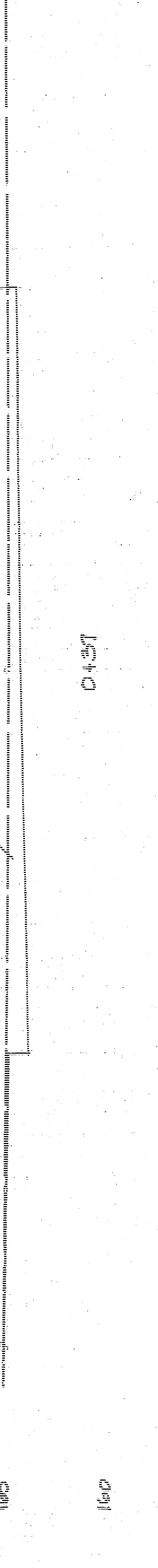
50
EXC
71.8 CY
LF
10.9 CY



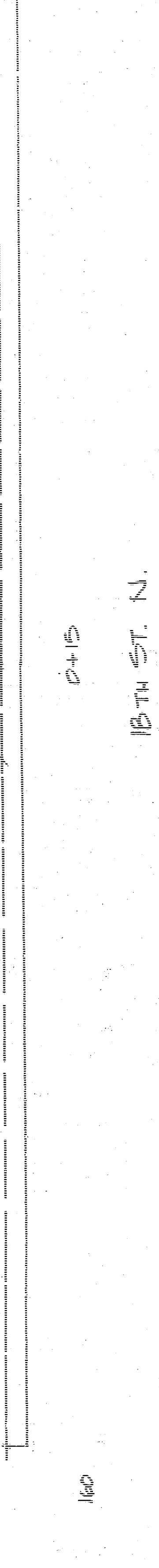
50
EXC
52.3 CY
LF
22.0 CY



13
EXC
12.6 CY
LF
6.7 CY

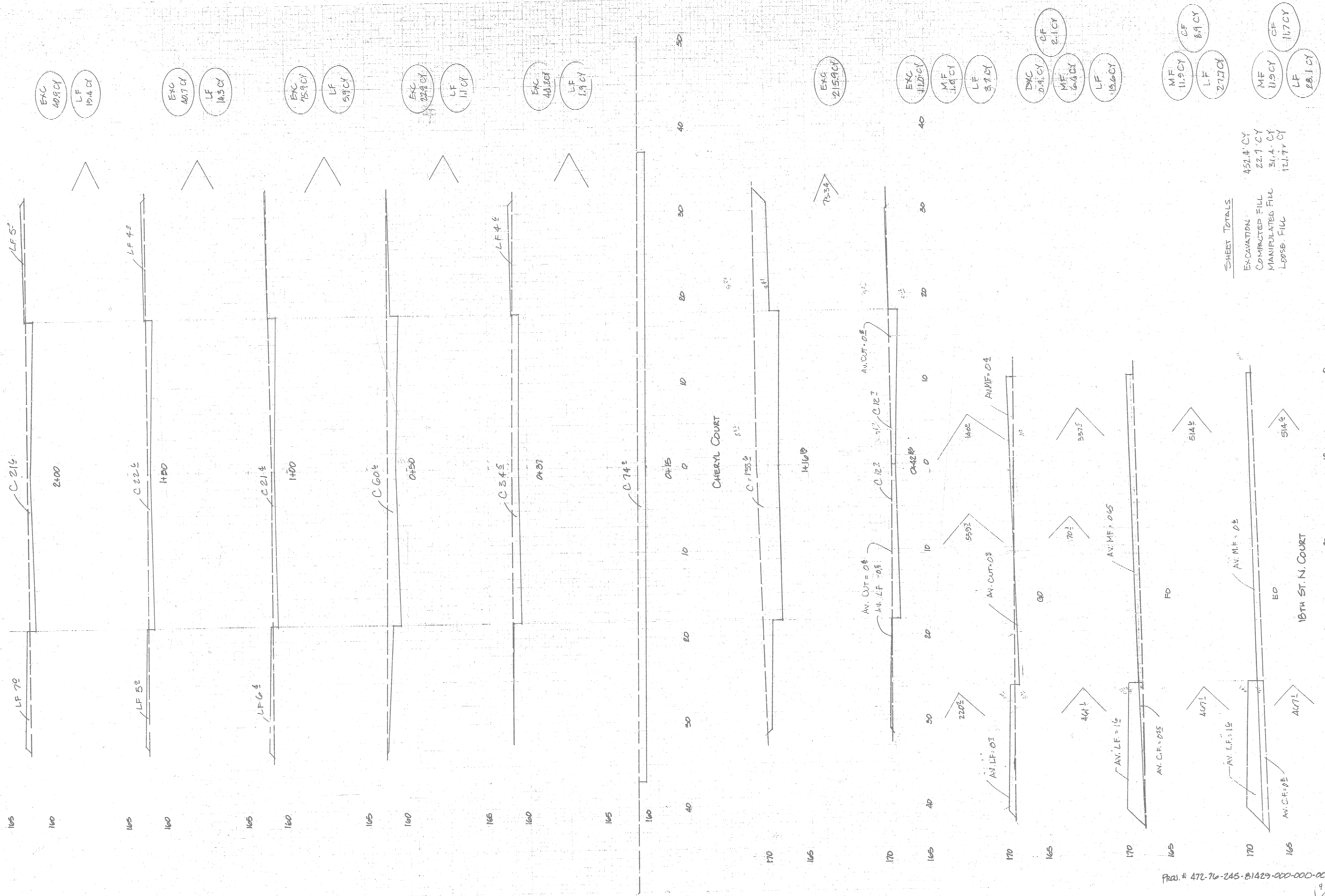


22
EXC
24.9 CY
LF
5.9 CY

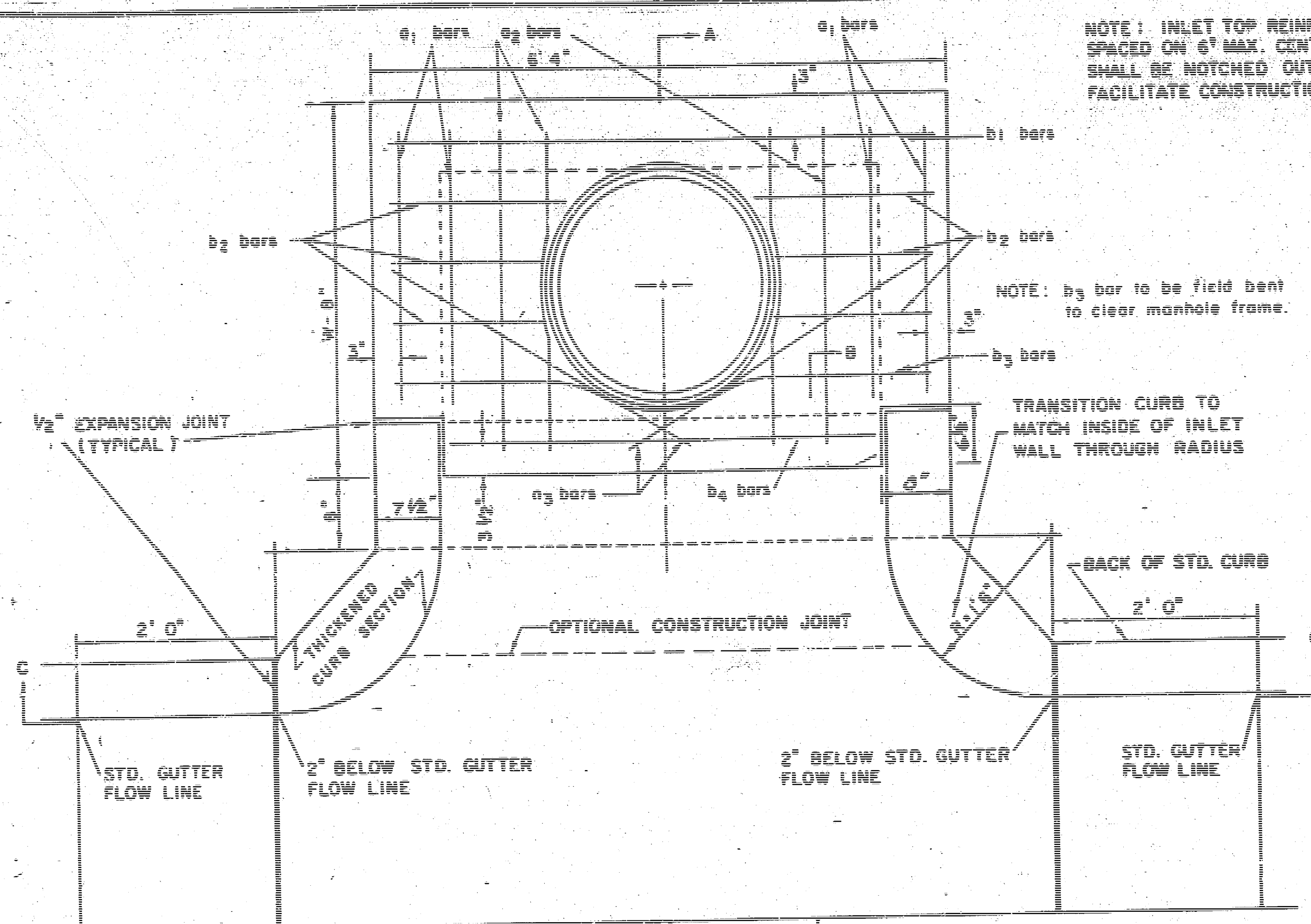


EXCAVATION 1195.1 CY
LOOSE FILL 470 CY
MANIPULATED FILL 0

40 50 20 10 0 10 20 30 40



Proj. # 472-76-245-81423-000-000-001



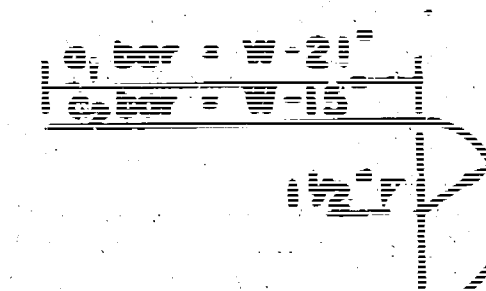
PLAN

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 manhole frame.

TRANSITION CURB TO MATCH INSIDE OF INLET WALL THROUGH RADIUS

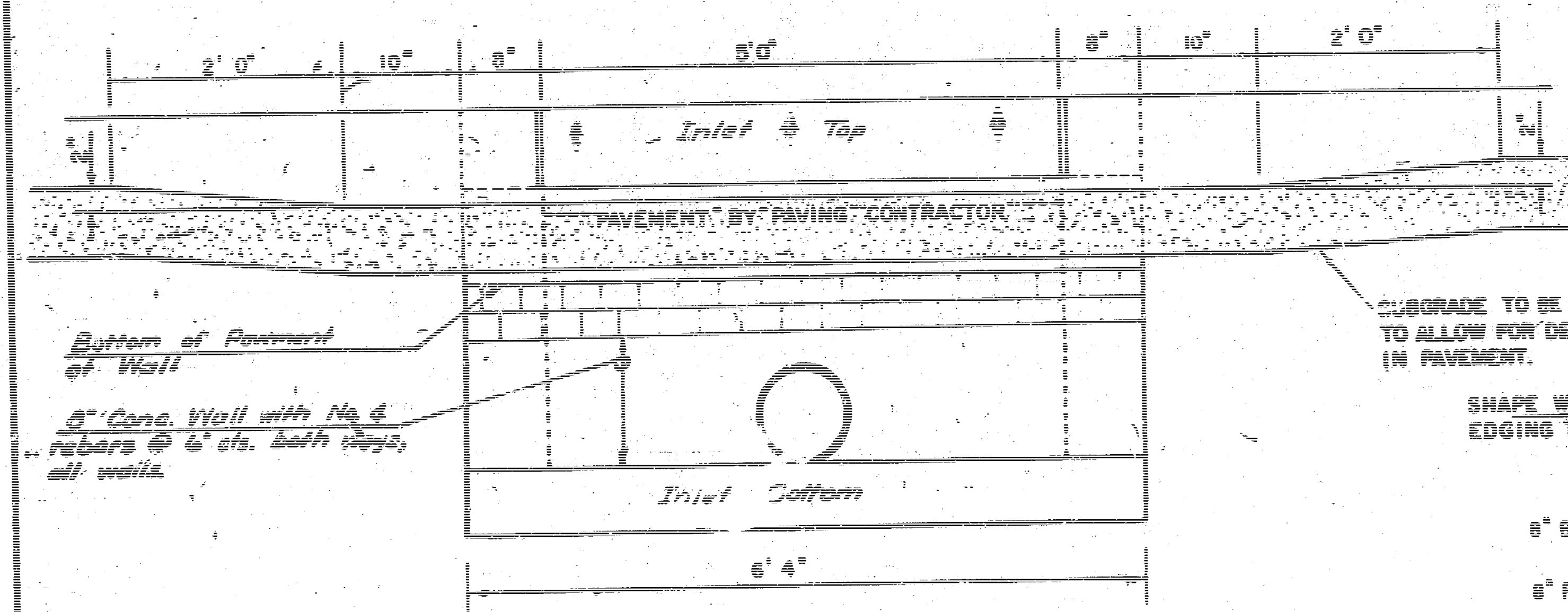
BACK OF STD. CURB



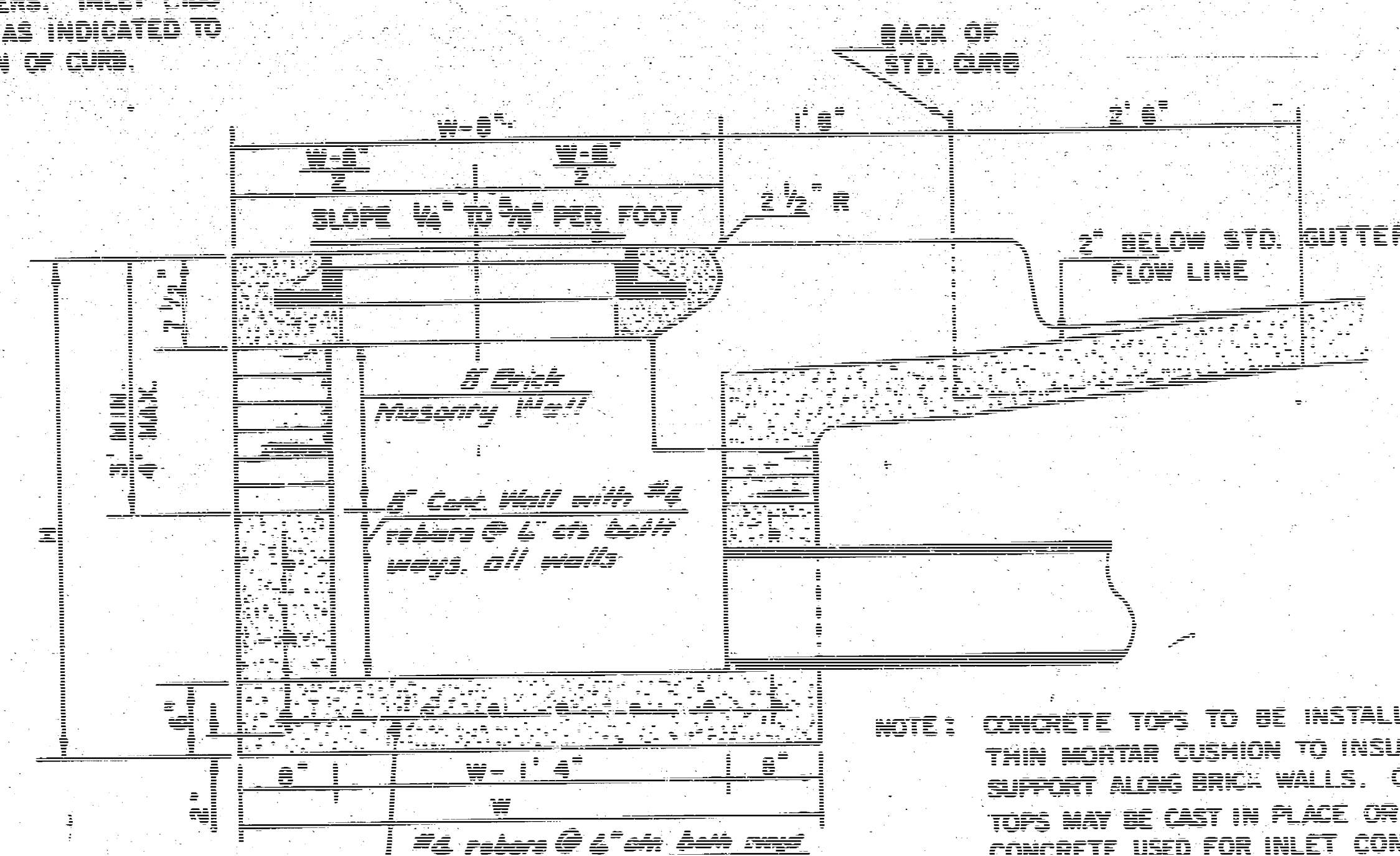
BENDING DIAGRAM

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	2
SIZE	"4	"4	"4	"4	"4	"4	"4	"6
W-4'4"	5'7"	6'7"	4'0"	-	-	-	-	80±
W-5'4"	7'7"	8'7"	5'0"	-	-	-	-	81±
W-6'4"	9'7"	10'7"	6'0"	-	-	-	-	101±
W-7'4"	11'7"	12'7"	7'0"	-	-	-	-	121±
W-8'4"	13'7"	14'7"	8'0"	-	-	-	-	141±

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



SECTION C-C



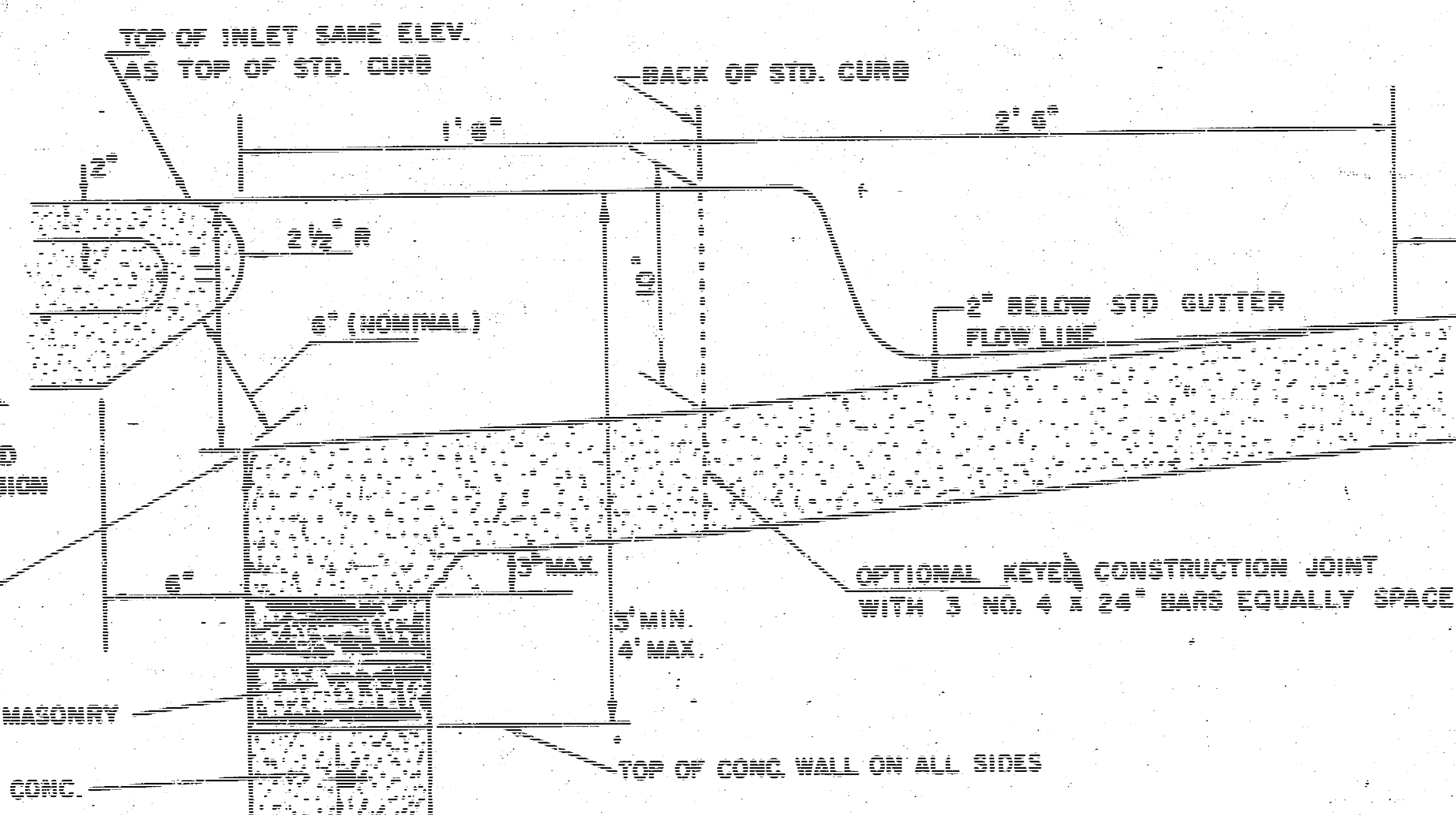
SECTION A-A

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

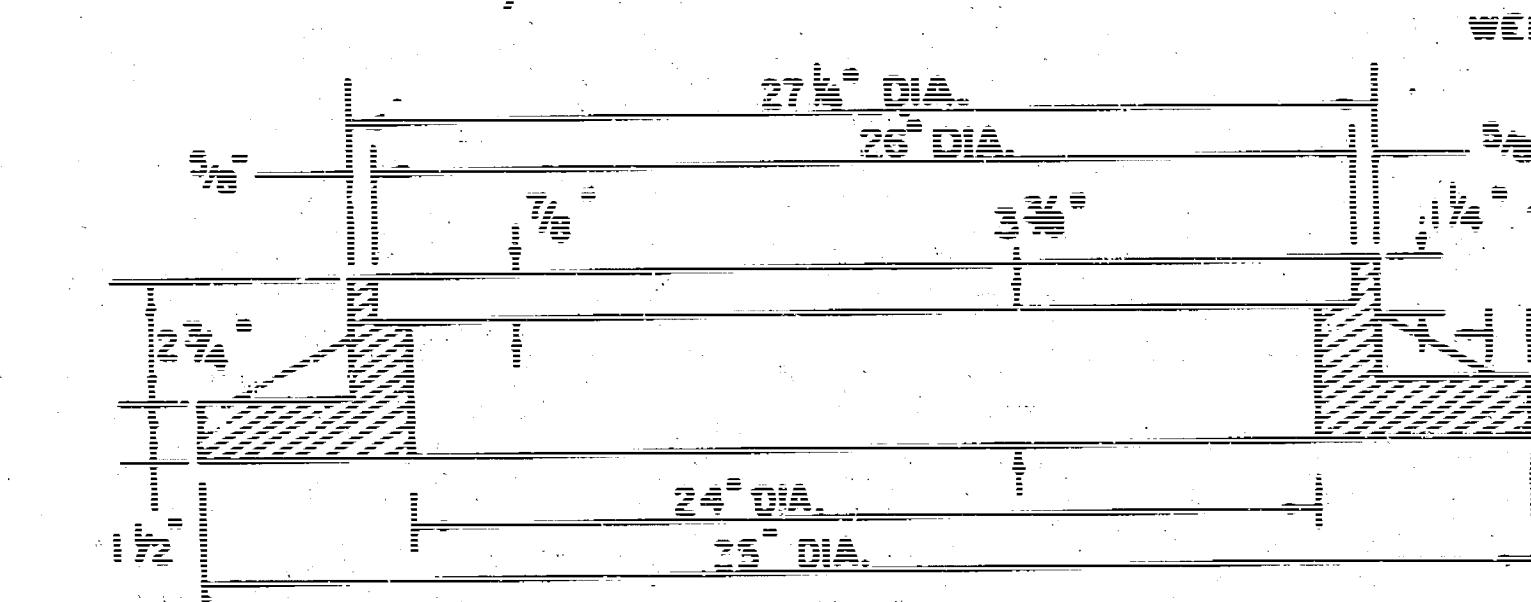
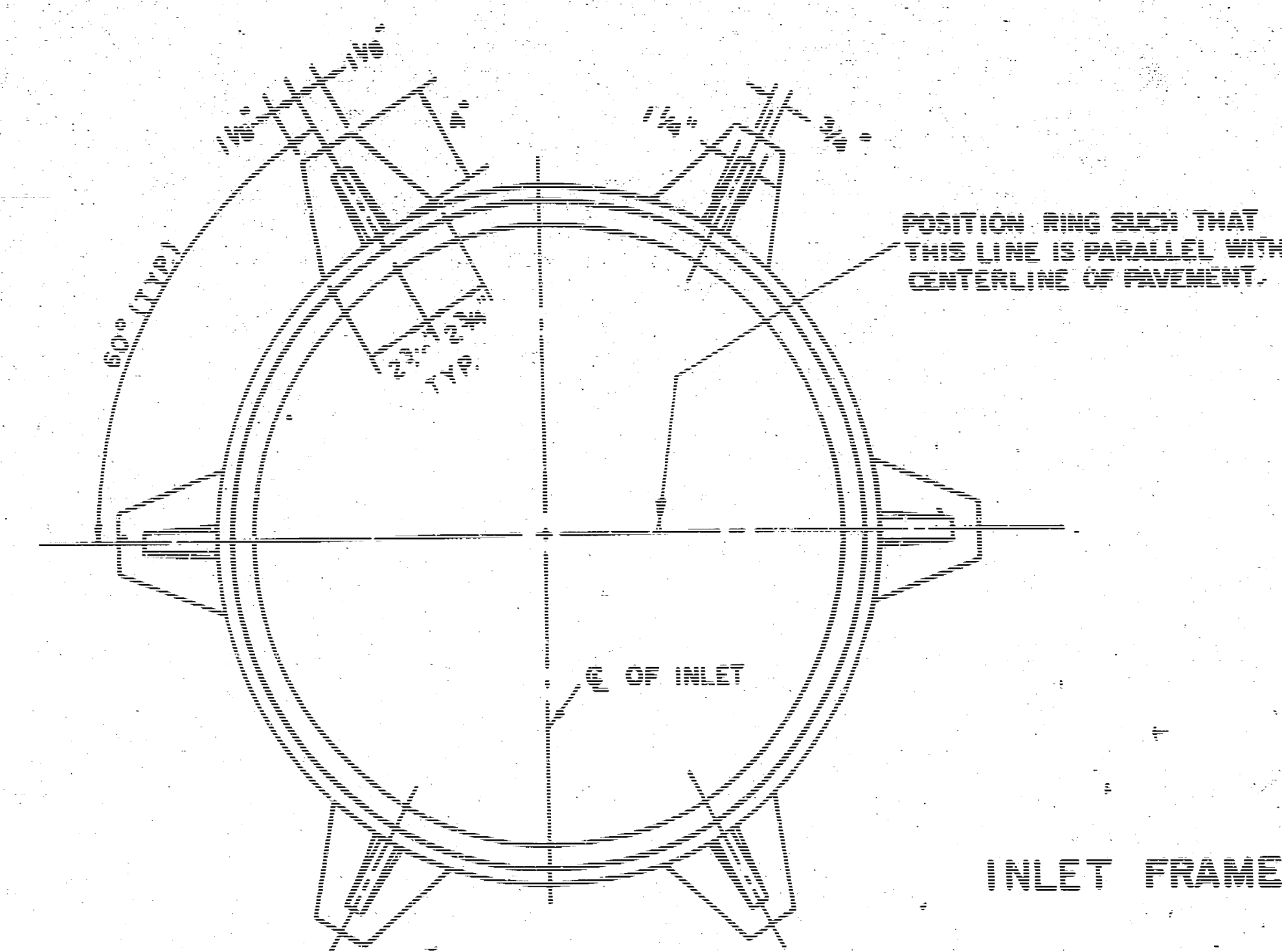
ADDITIONAL CURB AND GUTTER CONSTRUCTION NECESSARY TO CORRECT SET-BACK INLET TO PAVEMENT WILL BE PAID FOR AT THE UNIT PRICE BID FOR EACH INLET WORKUP.

INLET INVERT SHALL BE SHAPED WITH 6 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 B-B



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

REVISED 12-21-1984

DETAIL STANDARD TYPE 1A CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 5' 0"

Proj. no. 472-76-245-81429-000-000-001

JUNE 1984