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 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. = 159.82 (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.
ELEV. = 162.65

PAVING IMPROVEMENTS & INCIDENTAL DRAINAGE FOR

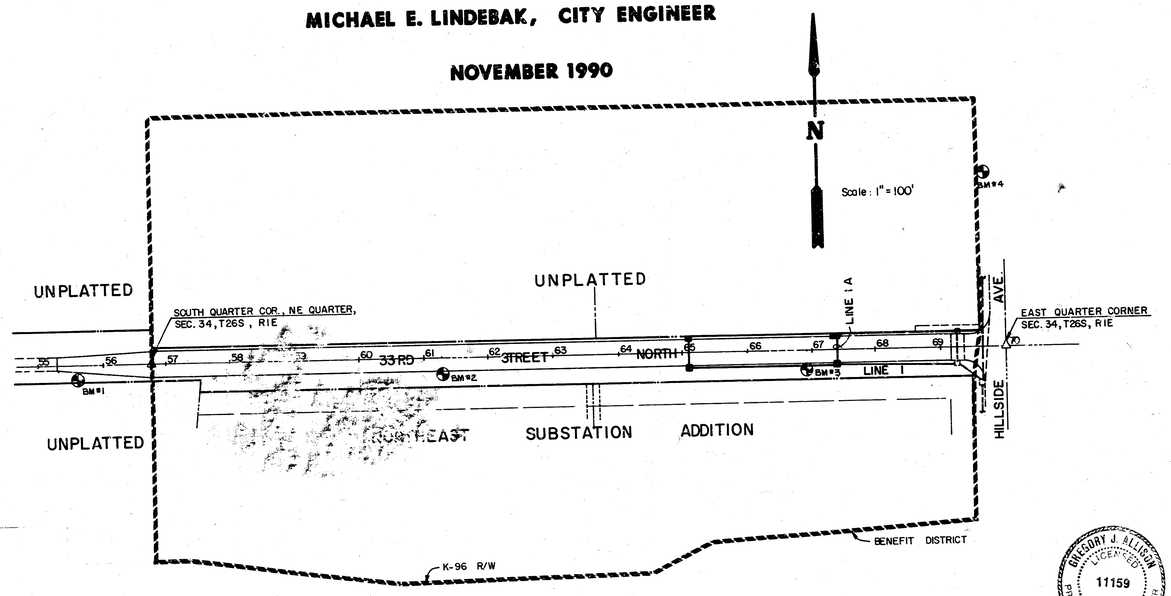
33RD STREET NORTH

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

PROJECT NO. 472-82038
INDEX NO. 760512

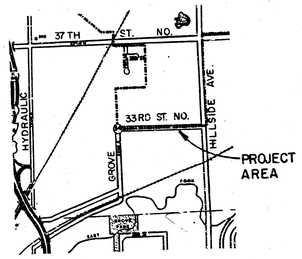
CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

NOVEMBER 1990



INDEX TO DRAWINGS

GREGORY J. ALLISON LICENSED 11159 KANSAS PROFESSIONAL ENGINEER



LOCATION MAP

Stm. Swr. Booked 7-91 MCG

(1)

CITY OF WICHITA
33RD STREET NORTH
PROJ. NO. 472-82038

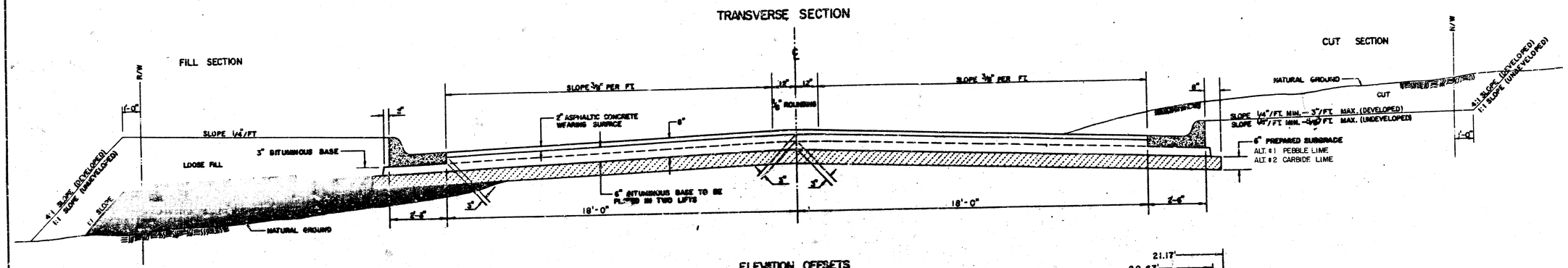
Design MJV
Drawn by DPR
Checked by GJA
Date NOV. 1990
Job no 90-81-113

Sheet 1 of 16

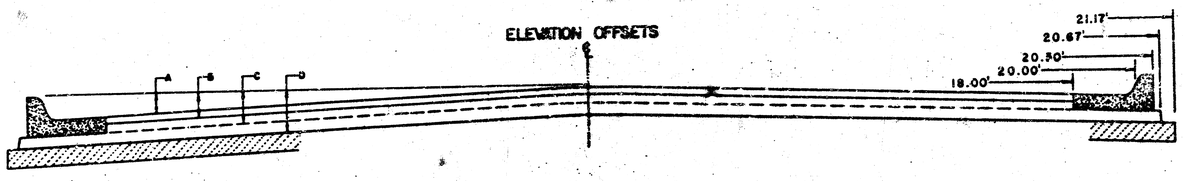
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

TYPICAL 41' PAVEMENT DETAILS

TRANSVERSE SECTION

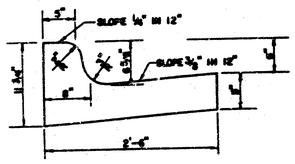


ELEVATION OFFSETS

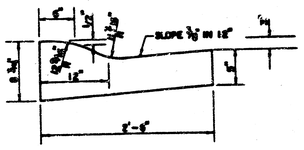


	DISTANCE FROM CENTERLINE (LT. & RT.)														
	0	2	4	6	8	10	12	14	16	18	20	20.5	20.67	21.17
A: TOP OF CURBS TO TOP OF 3rd LIFT	-.05	-.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.11	.16	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.36	.41	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS 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

COMBINED CURB & GUTTER



ROLL TYPE COMBINED CURB & GUTTER



GENERAL NOTES

1) THE ASPHALTIC CONCRETE THICKNESS BEHIND THE CONCRETE CURB AND GUTTER SHALL BE FIXED AS EQUIVALENT TO THE ASPHALTIC CONCRETE OF ADJACENT PAVEMENT.

2) THE BITUMINOUS BASE UNDER AND BEHIND THE CONCRETE CURB AND GUTTER SHALL BE FIXED AS EQUIVALENT TO 3" BITUMINOUS BASE.

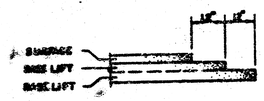
3) A TACK COAT OF EMULSIFIED ASPHALT (SS-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLON PER SQ.YD. WHEN BETWEEN EACH LIFT OF ASPHALTIC CONCRETE.

4) BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE USING 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 CAN BE CONSTRUCTED ON THE CENTERLINE OF THE TOP LIFT.

6) CONTRACTOR TO BID ONLY ONE SUBGRADE TREATMENT ALTHOUGH MORE 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

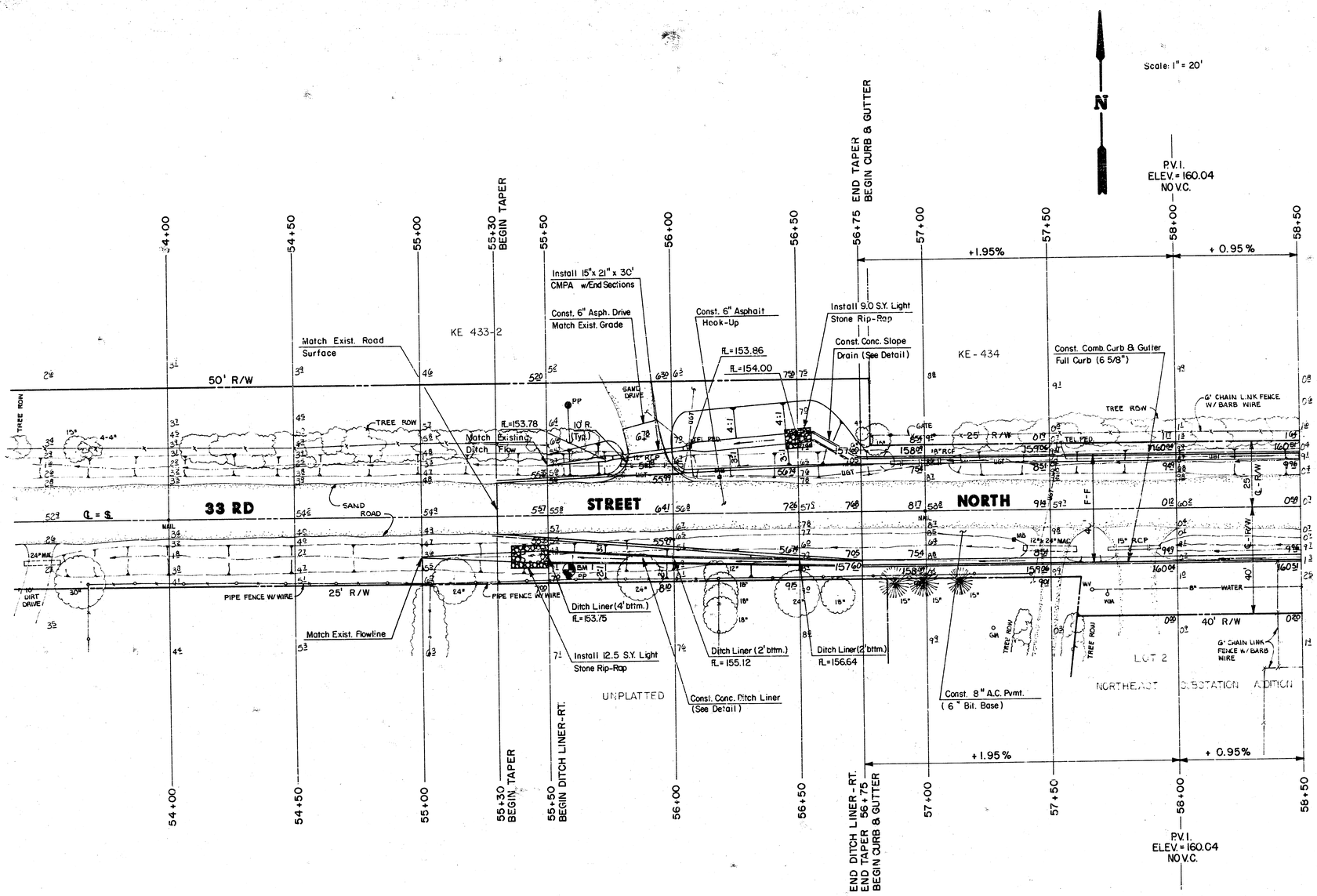


TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 6" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS

PROJECT NUMBER



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.)

CITY OF WICHITA

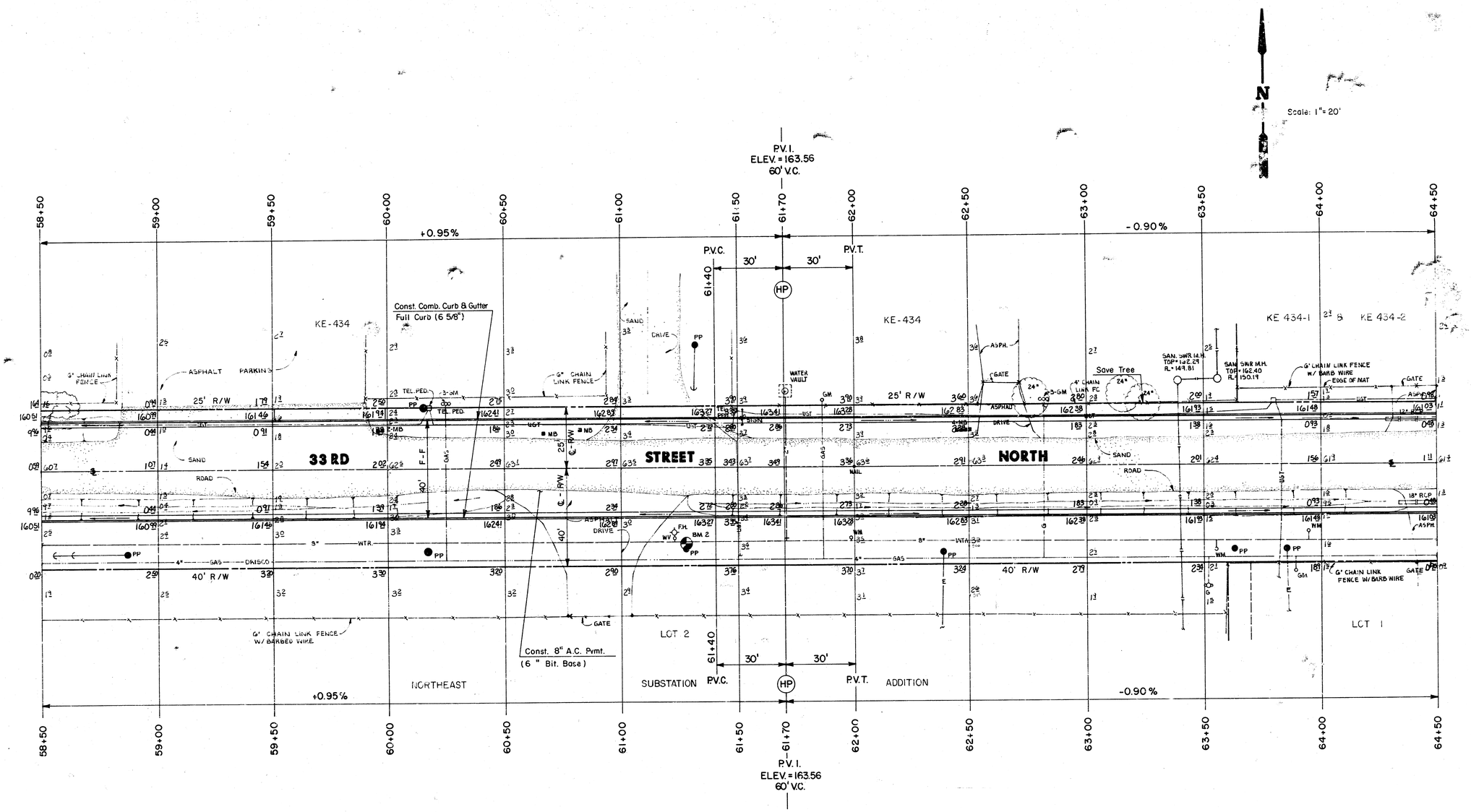
33RD STREET NORTH

PROJ. NO. 472 - 82038

Design	MJV
Drawn by	DPR
Checked by	GJA
Date	NOV. 1990
Job no.	90-81-113

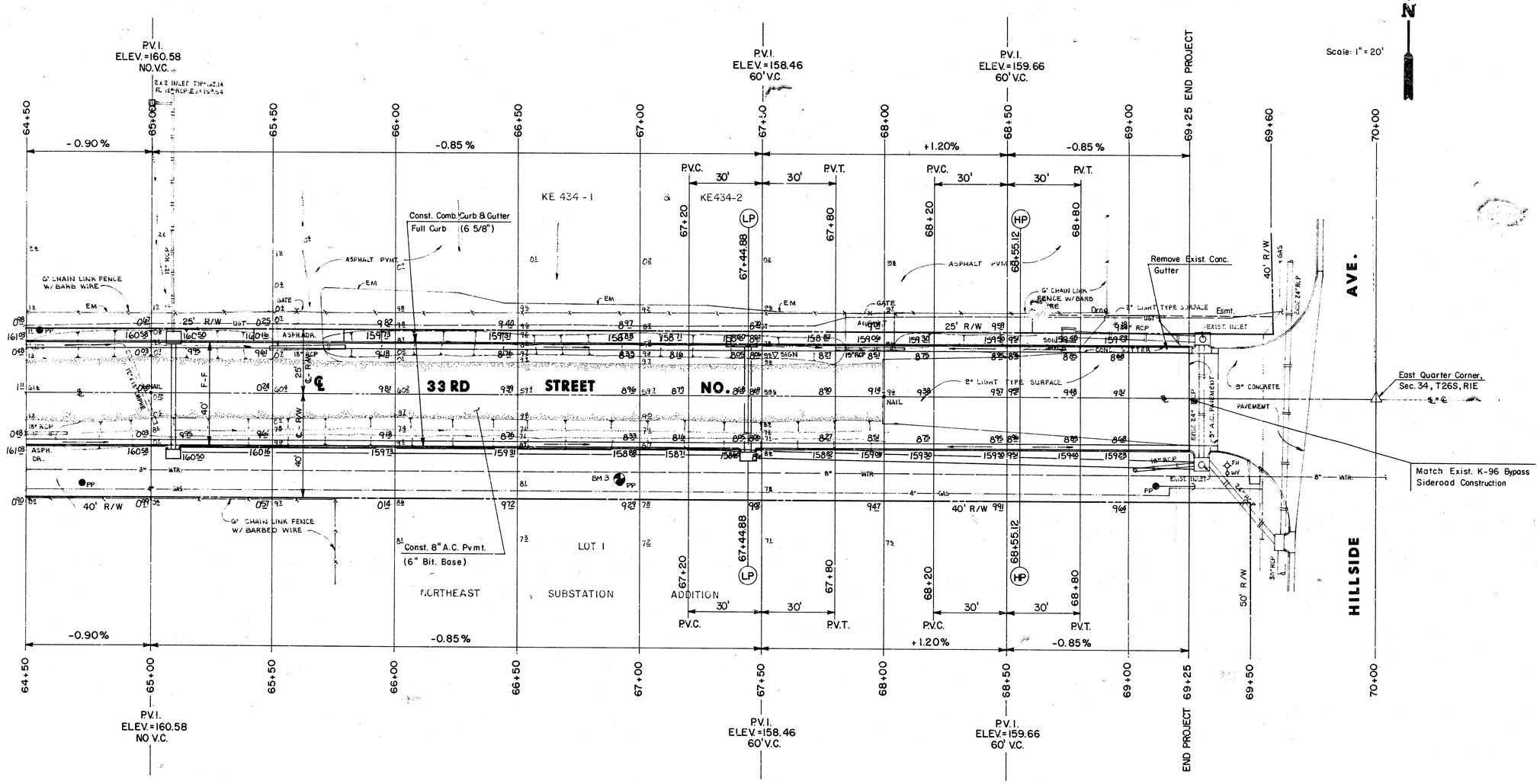
MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

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
	Job no 90 - 81 - 113
MID-KANSAS ENGINEERING CONSULTANTS PA 3500 NORTH ROCK ROAD BUILDING #800 WICHITA, KANSAS 67226 S36-5566	Sheet 4 of 16



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CITY OF WICHITA

33RD STREET NORTH

PROJ. NO. 472 - 82038

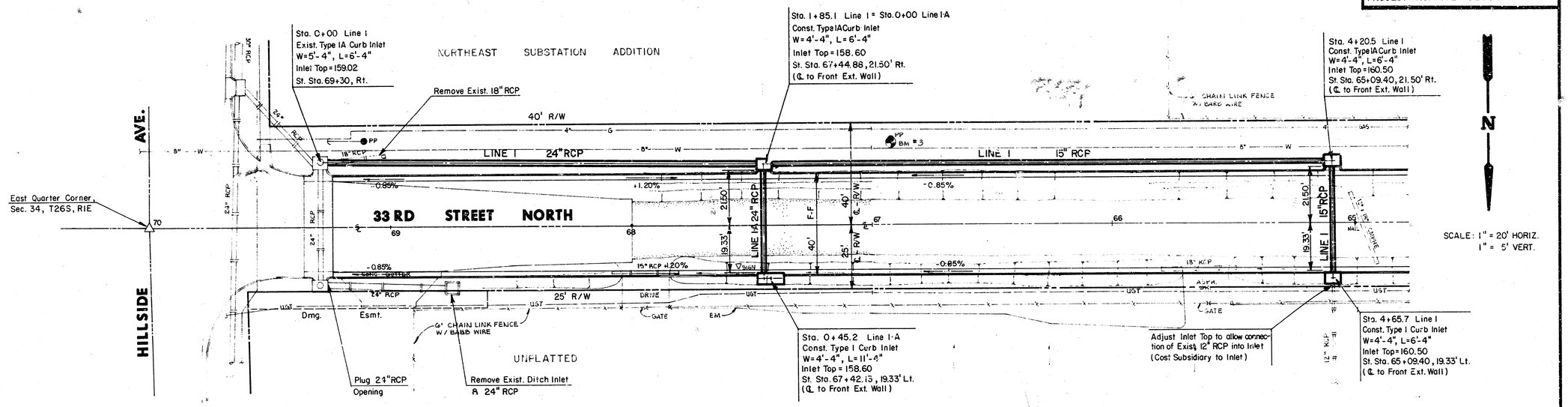
Design by: MJV
Drawn by: DPR
Checked by: GJA
Date: NOV. 1990
Job no. 90-81-113

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

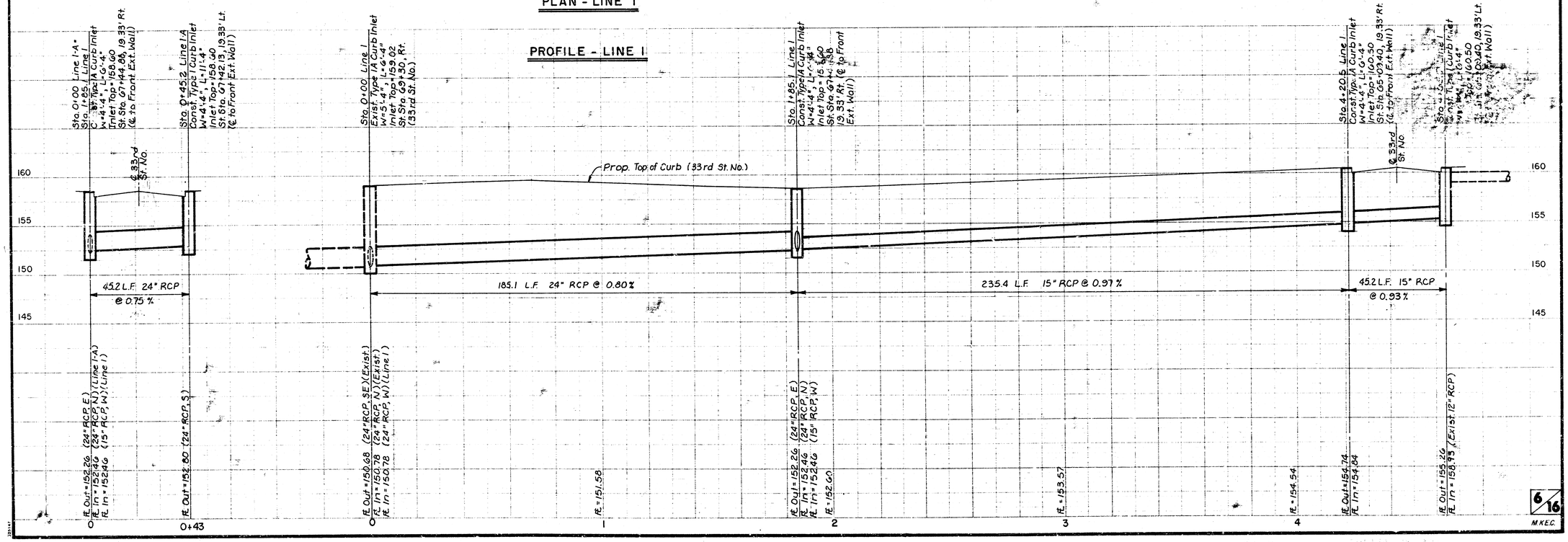
Sheet 5 of 16

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

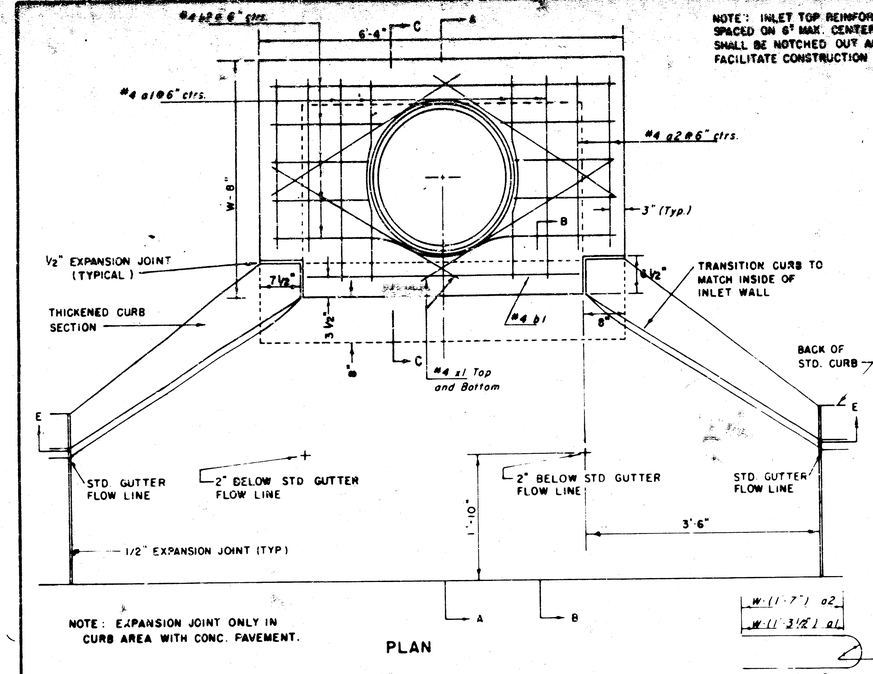
PLAN - LINE 1



PROFILE - LINE 1



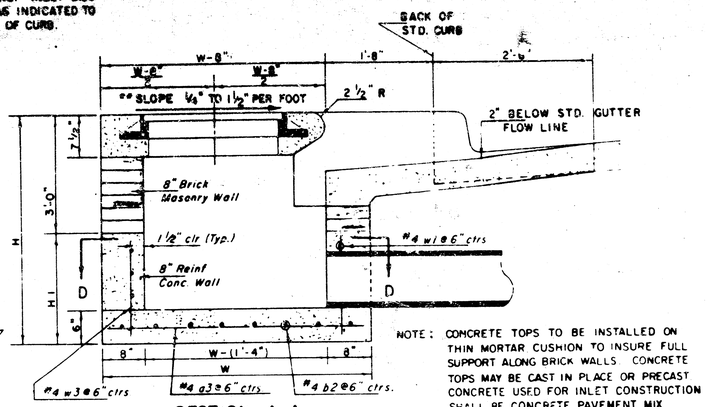
M.K.E.C.



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

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.



SECTION A-A

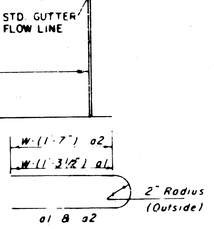
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX WITH AIR ENTRAINMENT

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



BENDING DIAGRAM

PRECAST SLAB AND FLOOR 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
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"
rb3	#4	23	6'-1"	29	6'-1"	35	6'-1"	41	6'-1"	47	6'-1"
x1	#4	8	3'-10"	8	4'-2"	8	4'-6"	8	4'-10"	8	5'-2"
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
w1	#4	⑦	6'-1"	⑦	6'-1"	⑦	6'-1"	⑦	6'-1"	⑦	6'-1"
w2	#4	⑦	4'-1"	⑦	5'-1"	⑦	6'-1"	⑦	7'-1"	⑦	8'-1"
w3	#4	32	⑧	36	⑧	40	⑧	44	⑧	48	⑧

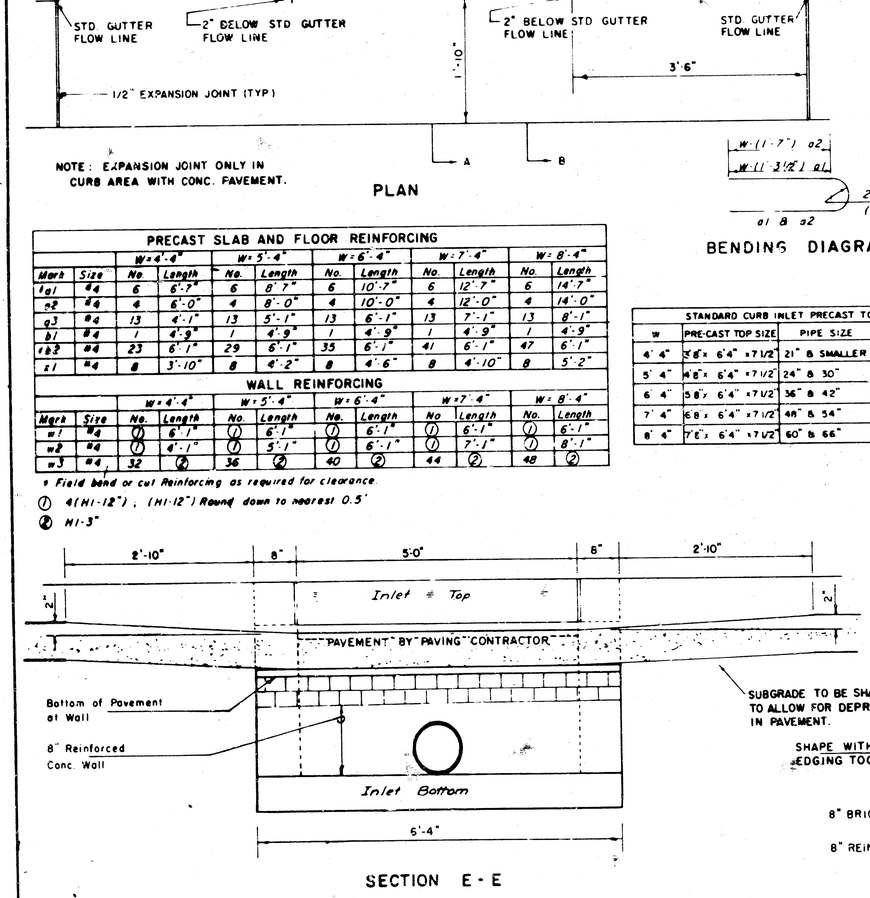
* Field bend or cut Reinforcing as required for clearance.

⑦ 4(H1-18"), (H1-12") Round down to nearest 0.5'

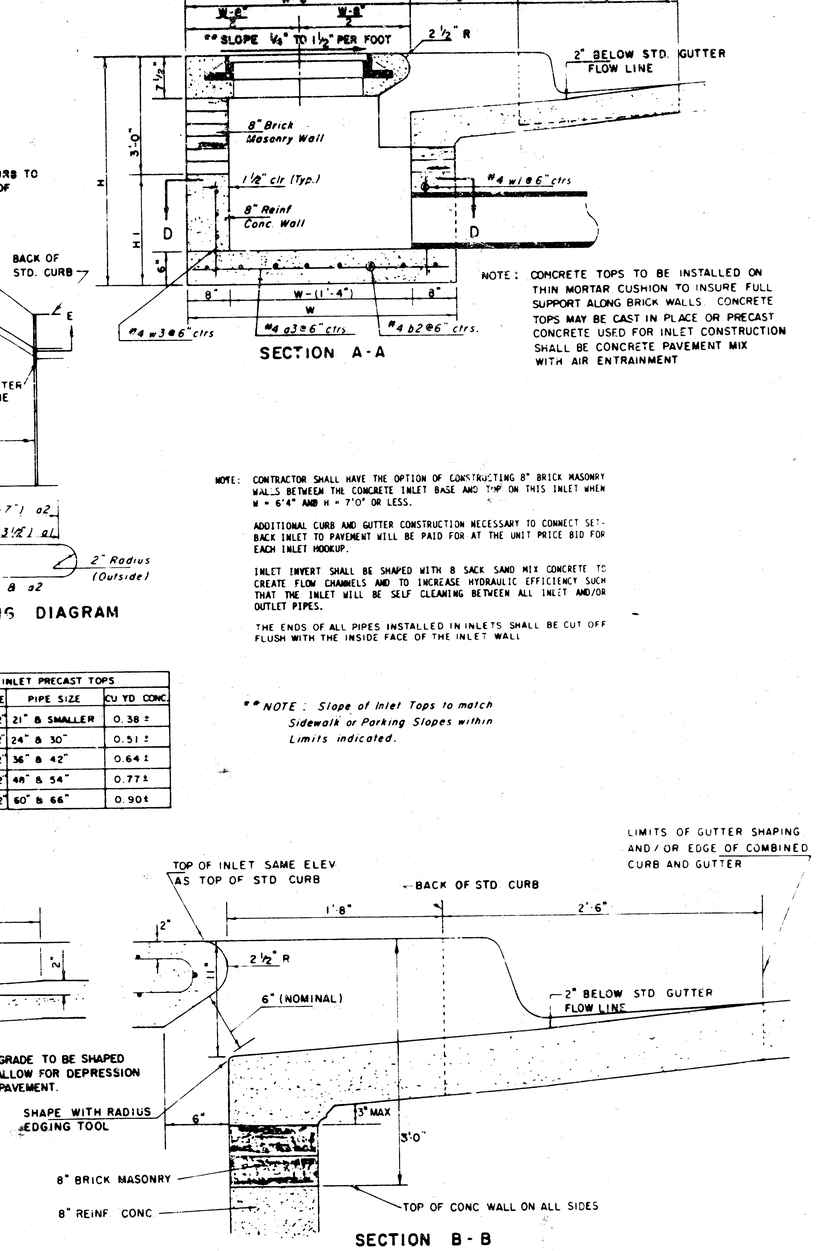
⑧ H1-3"

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

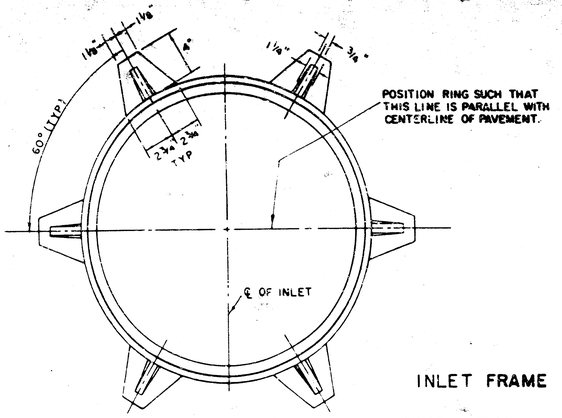
** NOTE: Slope of Inlet Tops to match Sidewalk or Parking Slopes within Limits indicated.



SECTION E - E

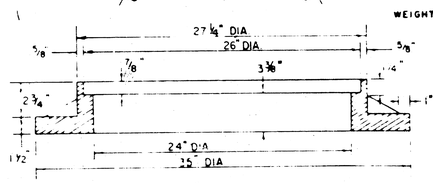


SECTION B - B

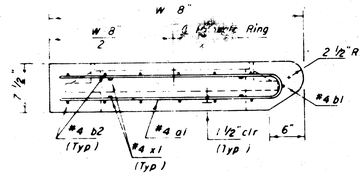


INLET FRAME

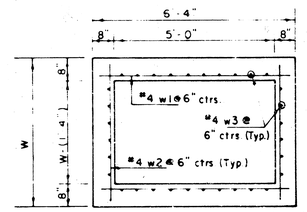
WEIGHT = 180 LBS.



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



SECTION C-C



SECTION D-D

~~REVISED 11-30-1988~~

~~REVISED 12-21-1984~~ Revised 2-16-1989

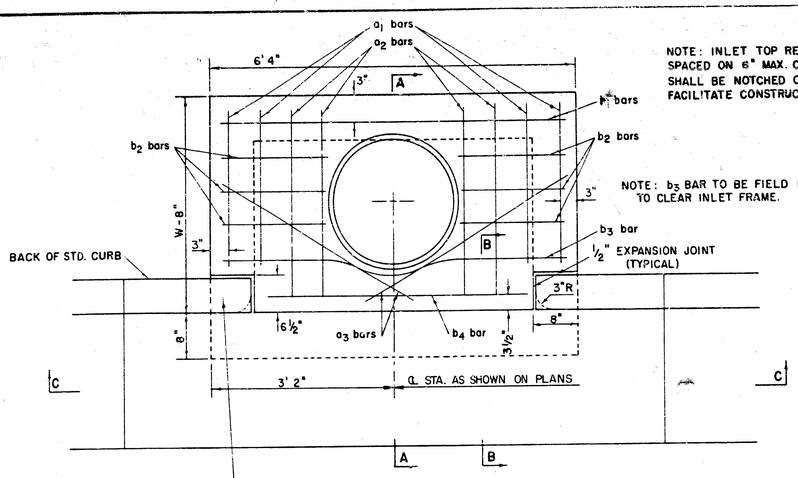
DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 5'0"

JUNE 1984

7/16



PLAN

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

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: b_3 BAR TO BE FIELD BENT TO CLEAR INLET FRAME.

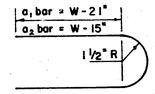
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

STEEL SCHEDULE

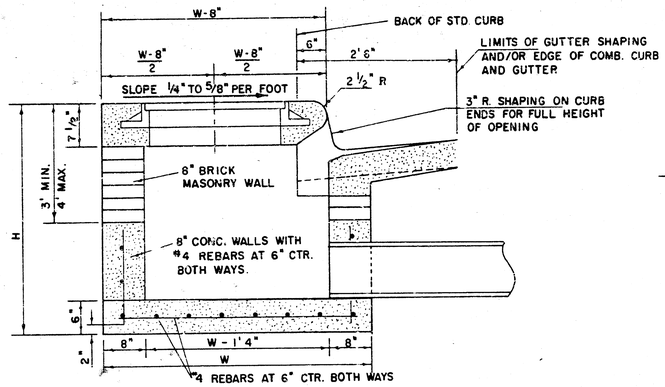
BAR		a_1	a_2	a_3"	b_1 W=4'4"	b_1 W=5'4"	b_1 W=6'4"	b_1 W=7'4"	b_1 W=8'4"	b_2	b_3	b_4	WT. LBS.
NUMBER		4	4	2	1	3	5	7	9	6	1	1	
SIZE		#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6	
LENGTH	W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	-	1'9"	6'2"	4'8"	60±
	W=5'4"	7'7"	8'7"	5'0"	-	6'1"	-	-	-	1'9"	6'2"	4'8"	81±
	W=6'4"	9'7"	10'7"	6'0"	-	-	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: a_3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER.

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE 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

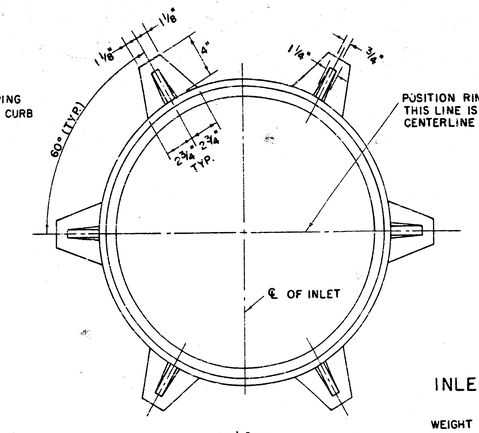


SECTION A-A

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.

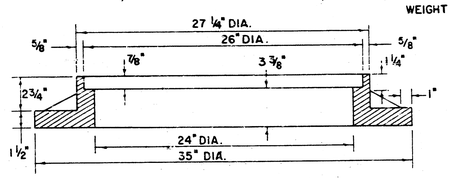
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

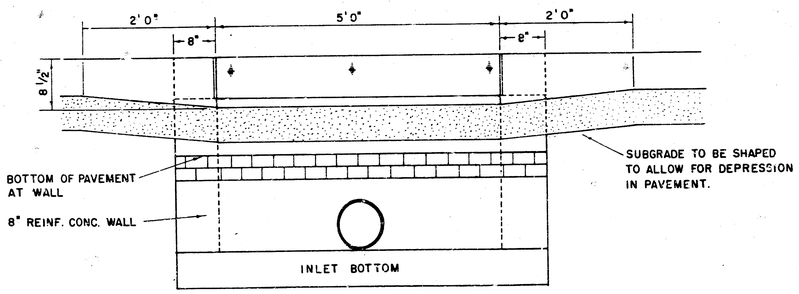


INLET FRAME

WEIGHT = 180 LBS.

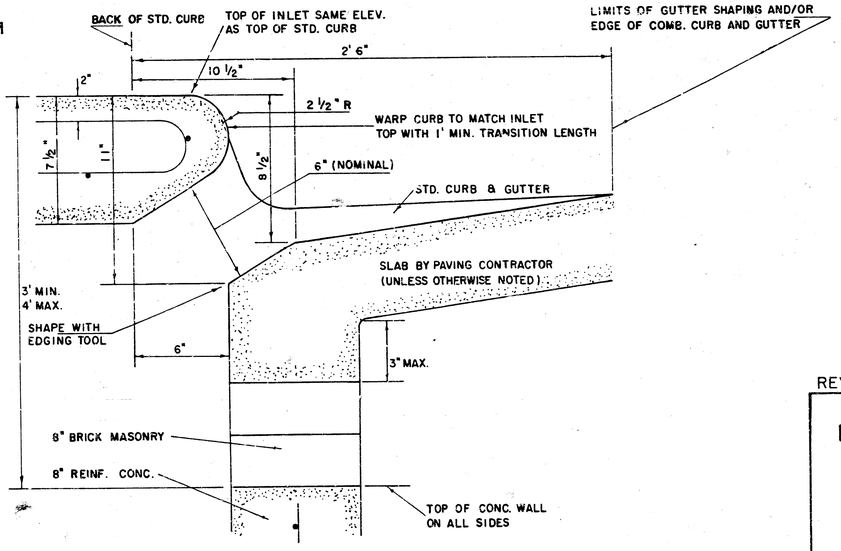


SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



SECTION C-C

SECTION B-B



REVISED 12-21-1984

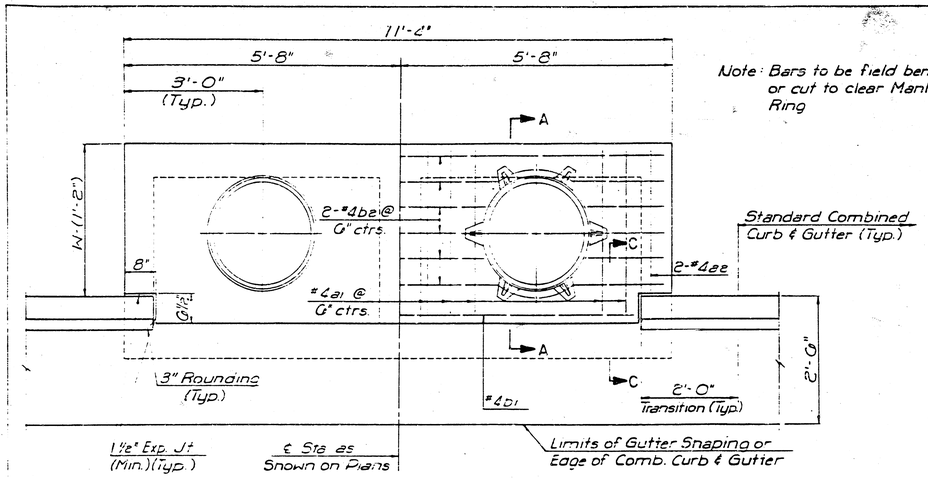
DETAIL STANDARD TYPE I CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5'0"

JUNE 1984

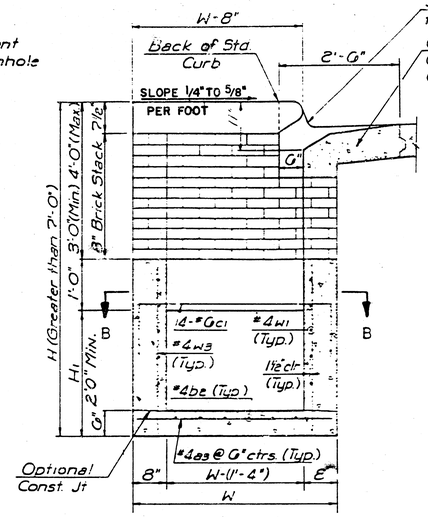
8/16



SLAB REINFORCING NOT SHOWN SHOWING SLAB REINFORCING

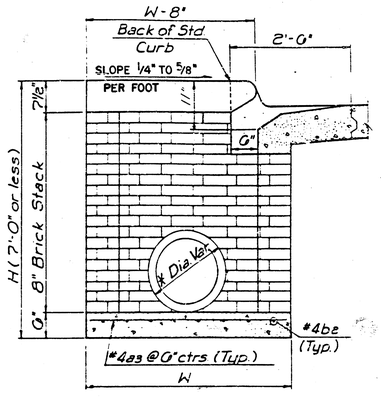
PLAN

Note: Bars to be field bent or cut to clear Manhole Ring



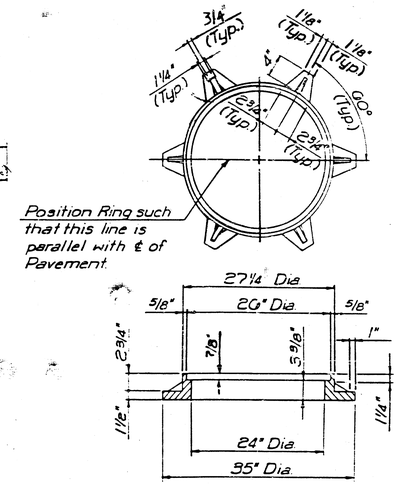
TYPICAL INLET SECTION AT CENTER WALL

(Reinforced Concrete Walls)



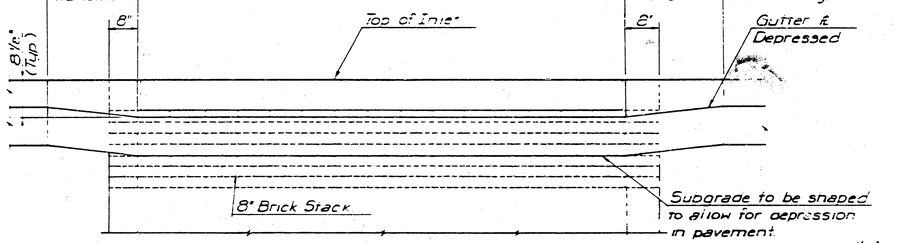
TYPICAL INLET SECTION AT CENTER WALL

(Masonry Walls)

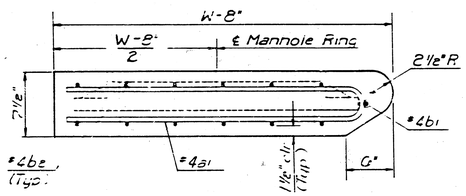


INLET FRAME (Weight = 180 LBS.)

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



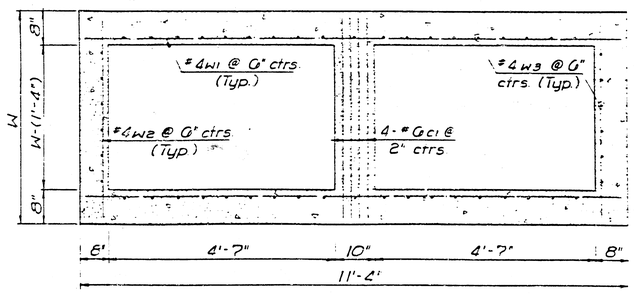
ELEVATION



SECTION A-A

*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



SECTION B-B

SLAB AND FLOOR REINFORCING

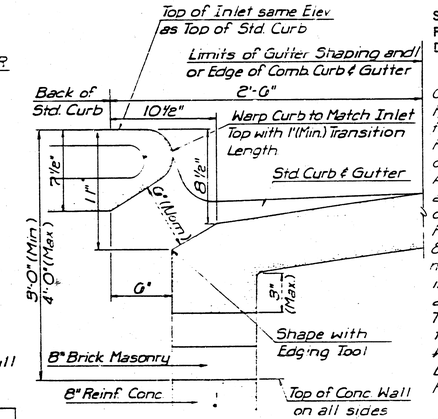
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
a1	#4	13	6'-7½"	13	8'-7½"	13	10'-7½"	13	12'-7½"	13	14'-7½"
ae	#4	2	6'-0"	2	8'-0"	2	10'-0"	2	12'-0"	2	14'-0"
a3	#4	20	4'-1"	20	5'-1"	20	6'-1"	20	7'-1"	20	8'-1"
b1	#4	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"	1	0'-8"
*be	#4	18	11'-1"	24	11'-1"	30	11'-1"	36	11'-1"	42	11'-1"

WALL REINFORCING

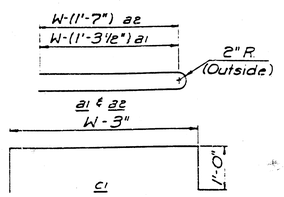
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
c1	#6	4	6'-1"	4	7'-1"	4	8'-1"	4	9'-1"	4	10'-1"
w1	#4	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	7'-1"	1	8'-1"
w3	#4	2	3	2	3	2	3	2	3	2	3

*: Field bend or cut Reinforcing as required for clearance

① 4 (H1-6") ② 40+4 (W-1) ③ H1-(10")



SECTION C-C



BENDING DIAGRAMS

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 1½" **unless** otherwise noted. Floors of inlet shall be shaped with 8 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.

REVISED 12-21-1984

DETAIL STANDARD TYPE I CURB INLET

INLET OPENING = 6" x 10'-0"

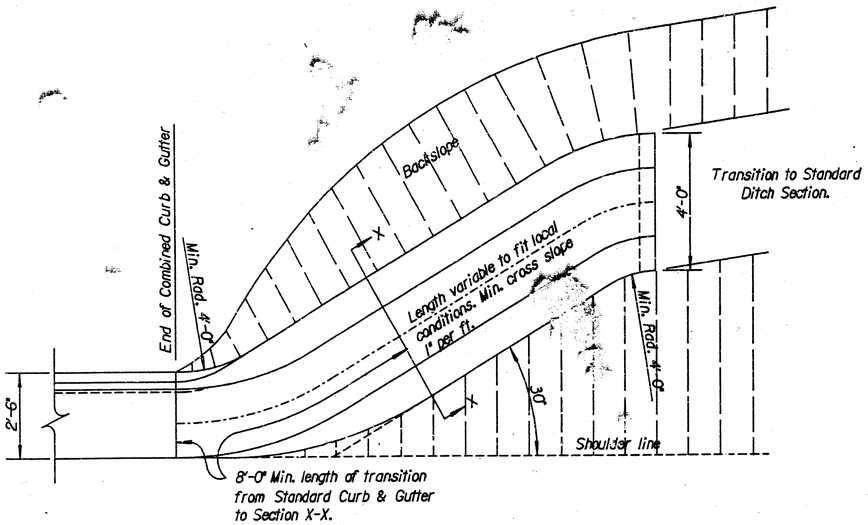
CITY OF WICHITA

M. E. LINDEBAK, CITY ENGINEER

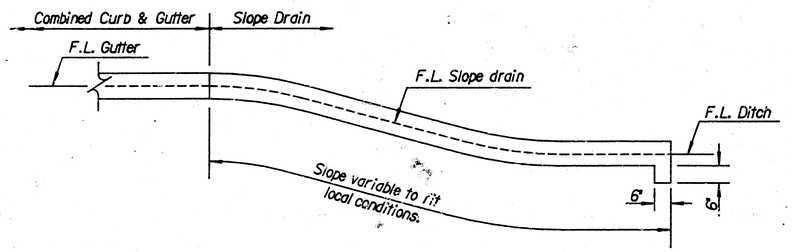
OCTOBER 1984

9/16

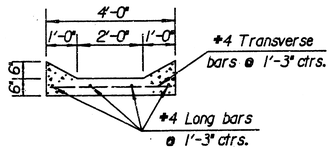
	SHEET NO	TOTAL SHEETS



TYPICAL PLAN

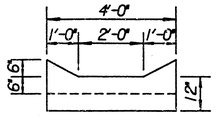


TYPICAL ELEVATION



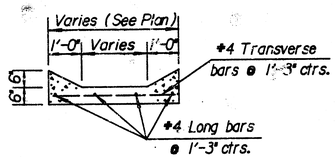
SECTION X-X

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



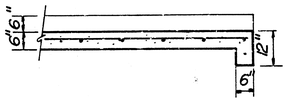
END ELEVATION
(Downstream End)

SLOPE DRAIN DETAIL

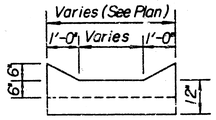


TYPICAL SECTION

NOTE:
Use City of Wichita Standard Conc. Pvmt. 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

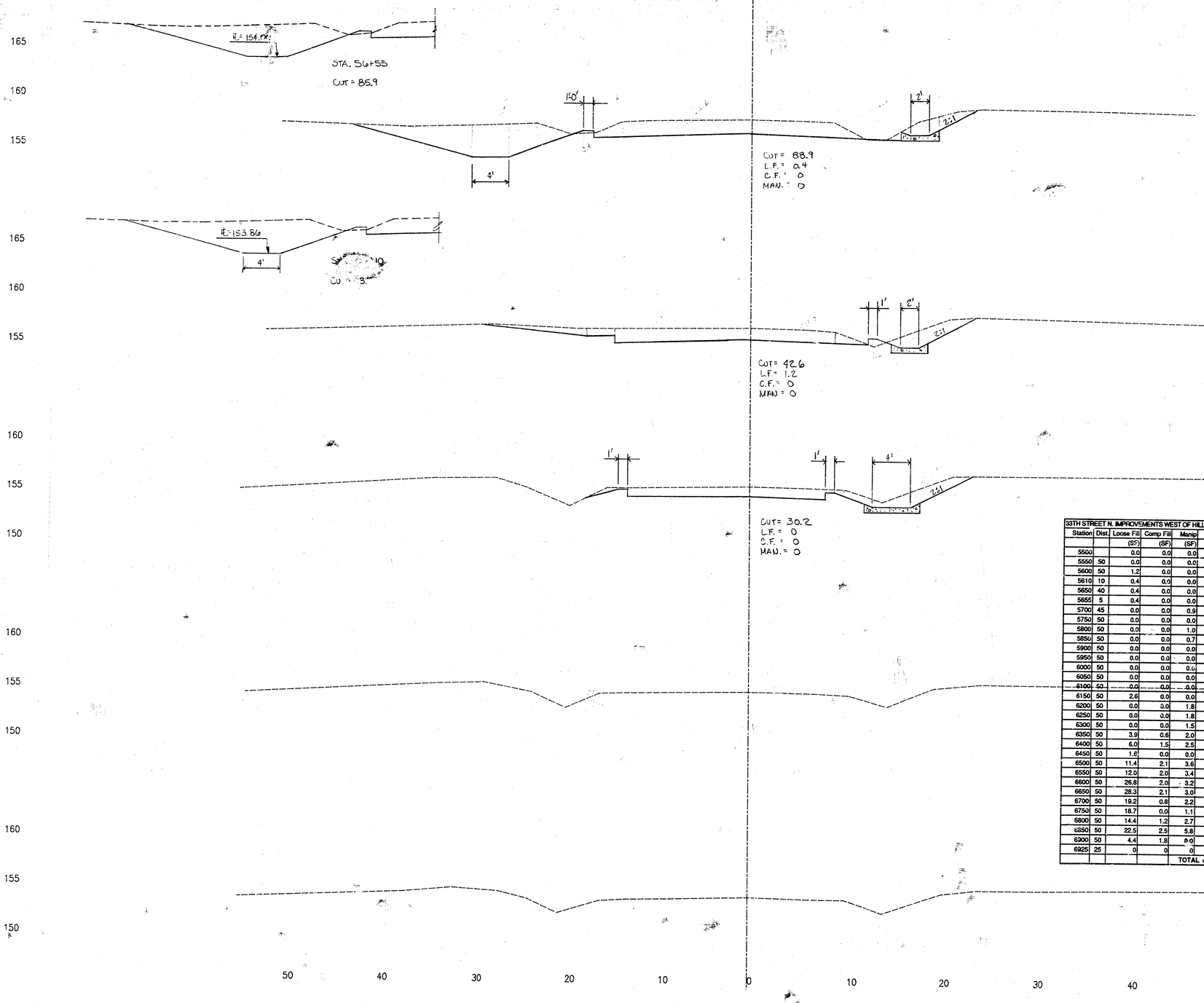
CITY OF WICHITA
CONC. DITCH LINER & SLOPE DRAIN
PROJECT NO. 472-82038

Design MJV
Drawn by DPR
Checked by
Date NOV. 1990
Job no. 90-81-113

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING 800
WICHITA, KANSAS 67226
636-5566

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 (SF)	Comp Fill (SF)	Manip (SF)	Cut (SF)	L.F. Vol. (CY)	C. F. Vol. (CY)	Manip. Vol. (CY)	Cut Vol. (CY)
5500		0.0	0.0	0.0	0.0				
5550	50	0.0	0.0	0.0	30.2	0.0	0.0	0.0	28.0
5600	50	1.2	0.0	0.0	42.6	1.1	0.0	0.0	67.4
5610	10	0.4	0.0	0.0	88.9	0.4	0.0	0.0	132.4
5650	40	0.4	0.0	0.0	88.9	1.5	0.0	0.0	321.8
5655	5	0.4	0.0	0.0	85.9	0.7	0.0	0.0	145.7
5700	45	0.0	0.0	0.9	64.9	0.4	0.0	0.8	142.4
5750	50	0.0	0.0	0.0	61.5	0.0	0.0	0.8	117.0
5800	50	0.0	0.0	1.0	36.6	0.0	0.0	0.9	90.8
5850	50	0.0	0.0	0.7	52.1	0.0	0.0	1.6	82.1
5900	50	0.0	0.0	0.0	60.0	0.0	0.0	0.6	103.8
5950	50	0.0	0.0	0.0	68.4	0.0	0.0	0.0	118.9
6000	50	0.0	0.0	0.0	73.4	0.0	0.0	0.0	131.3
6050	50	0.0	0.0	0.0	64.5	0.0	0.0	0.0	127.7
6100	50	0.0	0.0	0.0	64.1	0.0	0.0	0.0	119.1
6150	50	2.5	0.0	0.0	46.1	2.4	0.0	0.0	102.0
6200	50	0.0	0.0	1.8	48.8	2.4	0.0	1.7	87.9
6250	50	0.0	0.0	1.8	50.2	0.0	0.0	3.3	91.7
6300	50	0.0	0.0	1.5	39.7	0.0	0.0	3.1	83.2
6350	50	3.9	0.6	2.0	32.7	3.6	0.6	3.2	67.0
6400	50	6.0	1.5	2.5	29.8	9.2	1.9	4.2	57.9
6450	50	1.6	0.0	0.0	52.0	7.0	1.4	2.3	75.7
6500	50	11.4	2.1	3.6	25.8	12.0	1.9	3.3	72.0
6550	50	12.0	2.0	3.4	28.5	21.7	3.8	6.5	50.3
6600	50	26.8	2.0	3.2	31.0	35.9	3.7	6.1	55.1
6650	50	28.3	2.1	3.0	35.4	51.0	3.8	5.7	61.5
6700	50	19.2	0.8	2.2	43.0	44.0	2.7	4.8	72.6
6750	50	18.7	0.0	1.1	51.3	35.1	0.7	3.1	87.3
6800	50	14.4	1.2	2.7	50.0	30.6	1.1	3.5	93.8
6850	50	22.5	2.5	5.8	18.4	34.2	3.4	7.9	63.3
6900	50	4.4	1.8	0.0	73.6	24.9	4.0	5.4	85.2
6925	25	0	0	0	28.2	2.0	0.8	0.0	47.1
				TOTAL =		320.2	29.9	68.9	2782.1

Sta. 56+50.00

Sta. 56+00.00

Sta. 55+50.00

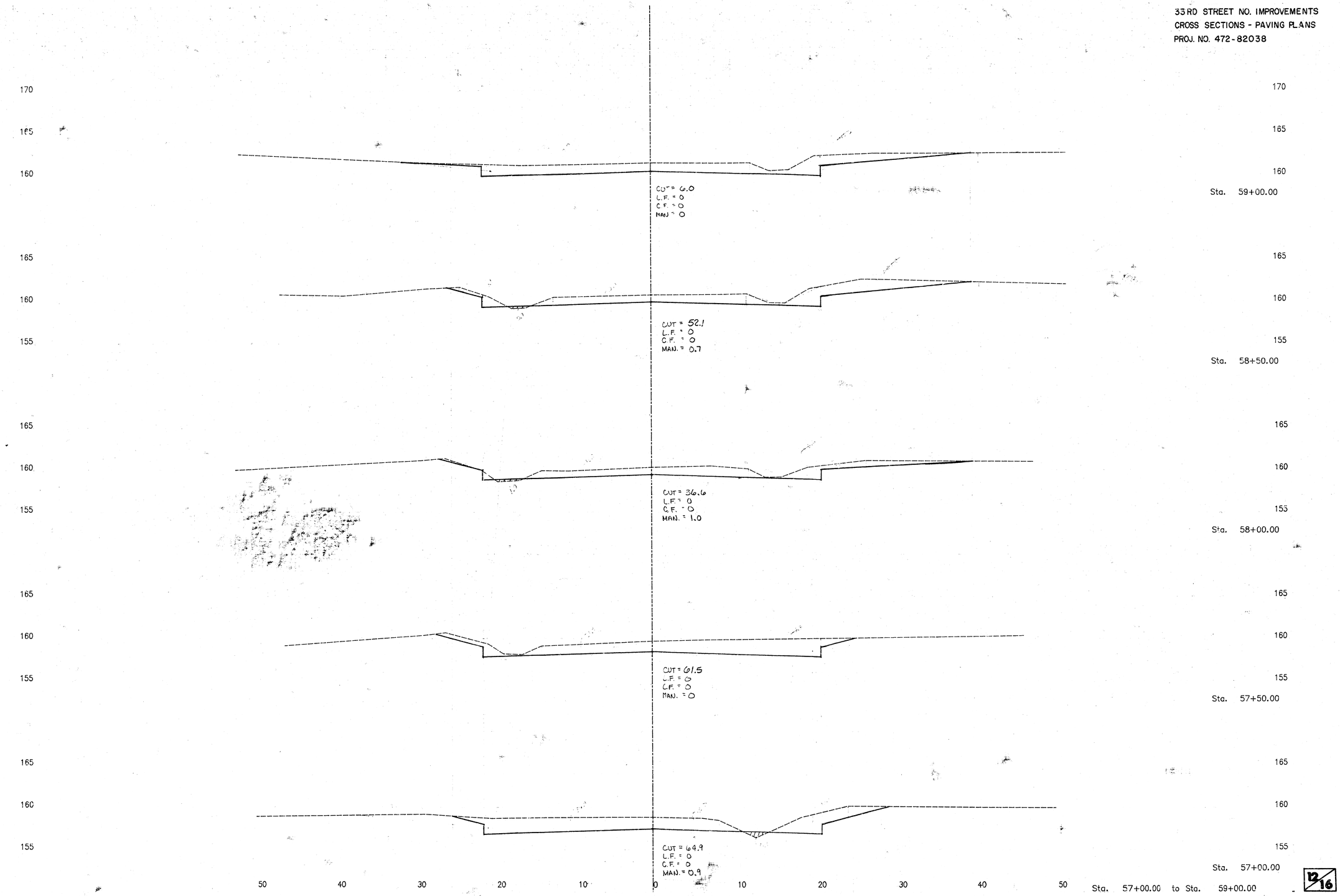
Sta. 55+00.00

Sta. 54+50.00

Sta. 54+50.00 to Sta. 56+50.00

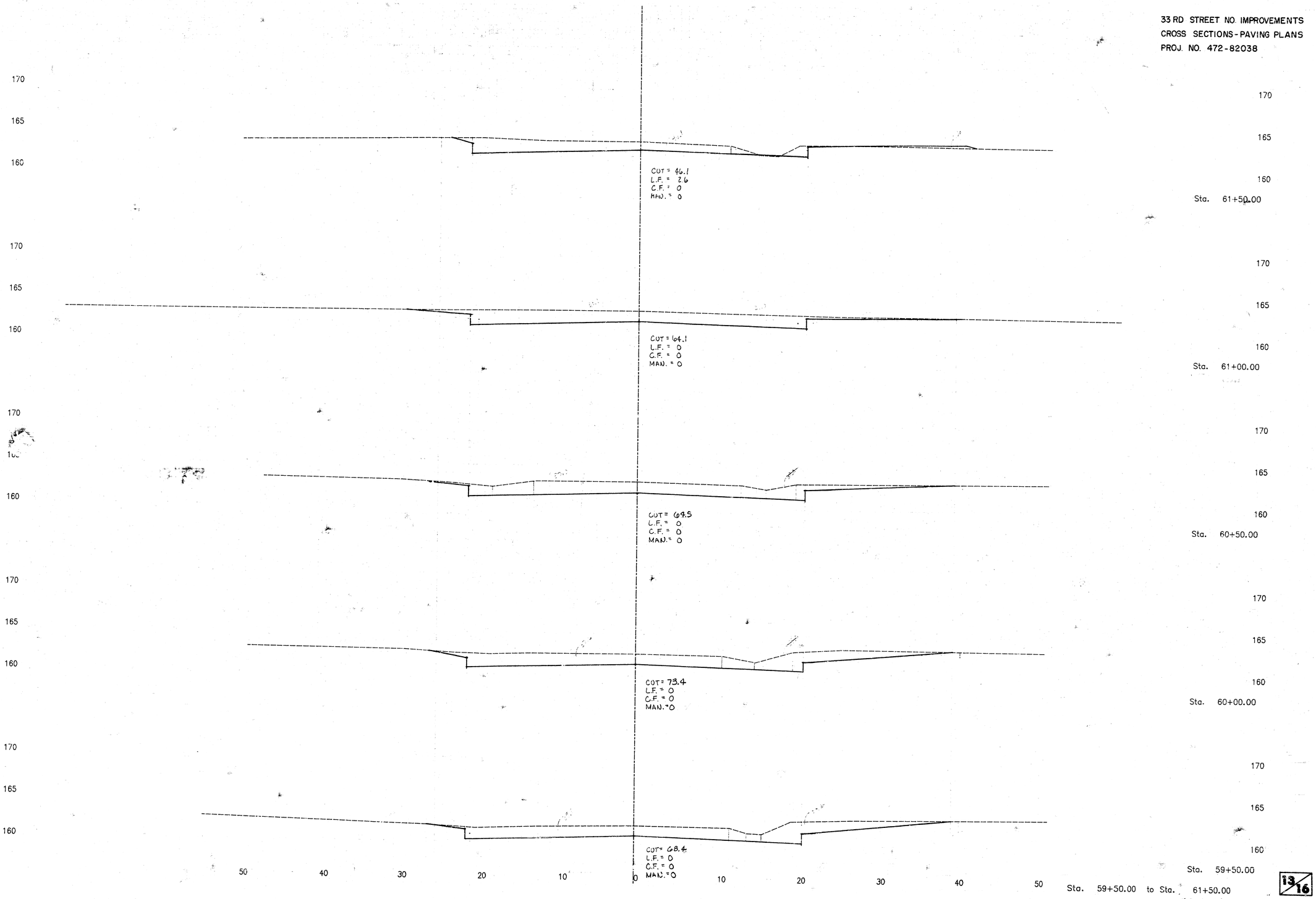
33rd St

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



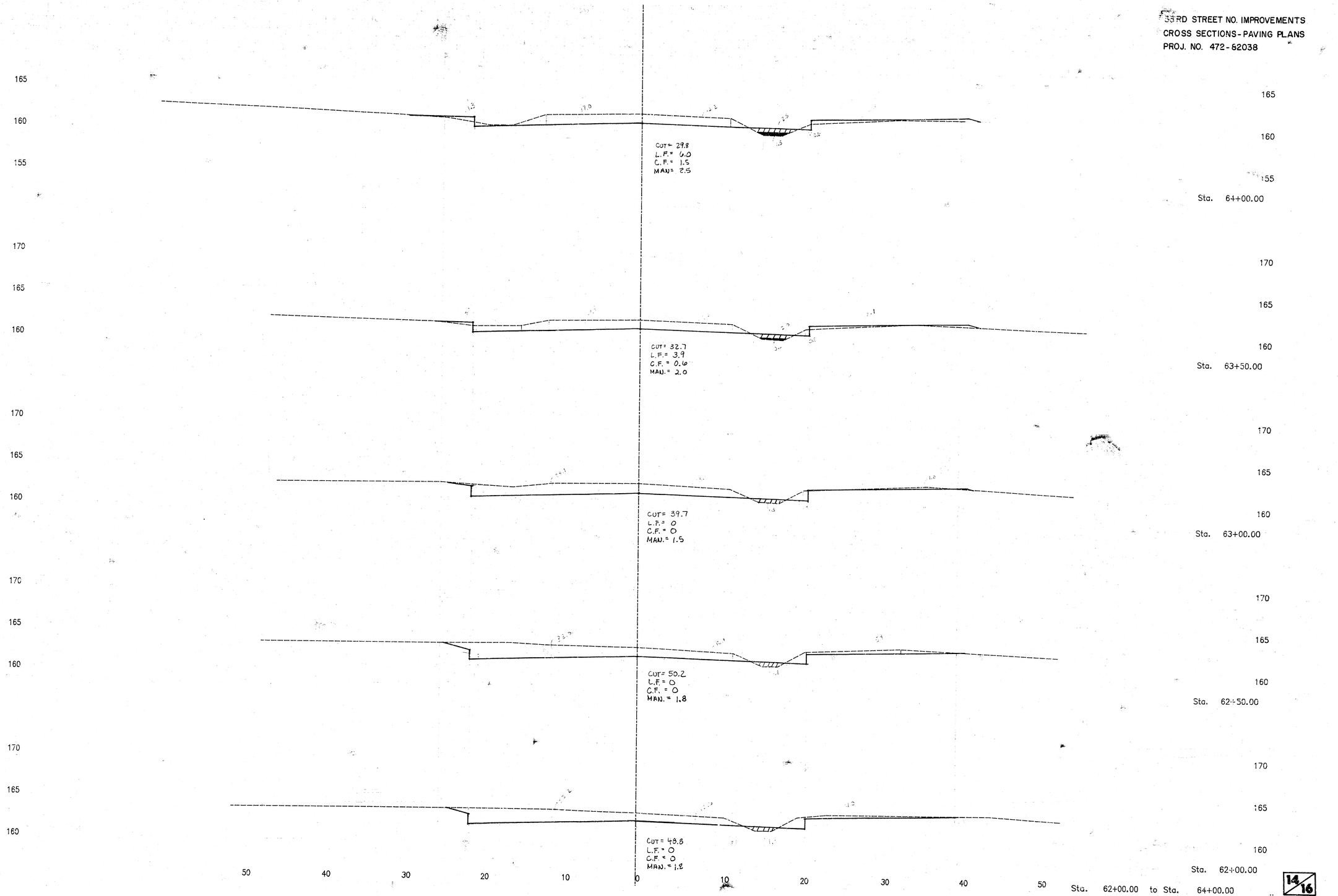
33rd St.

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



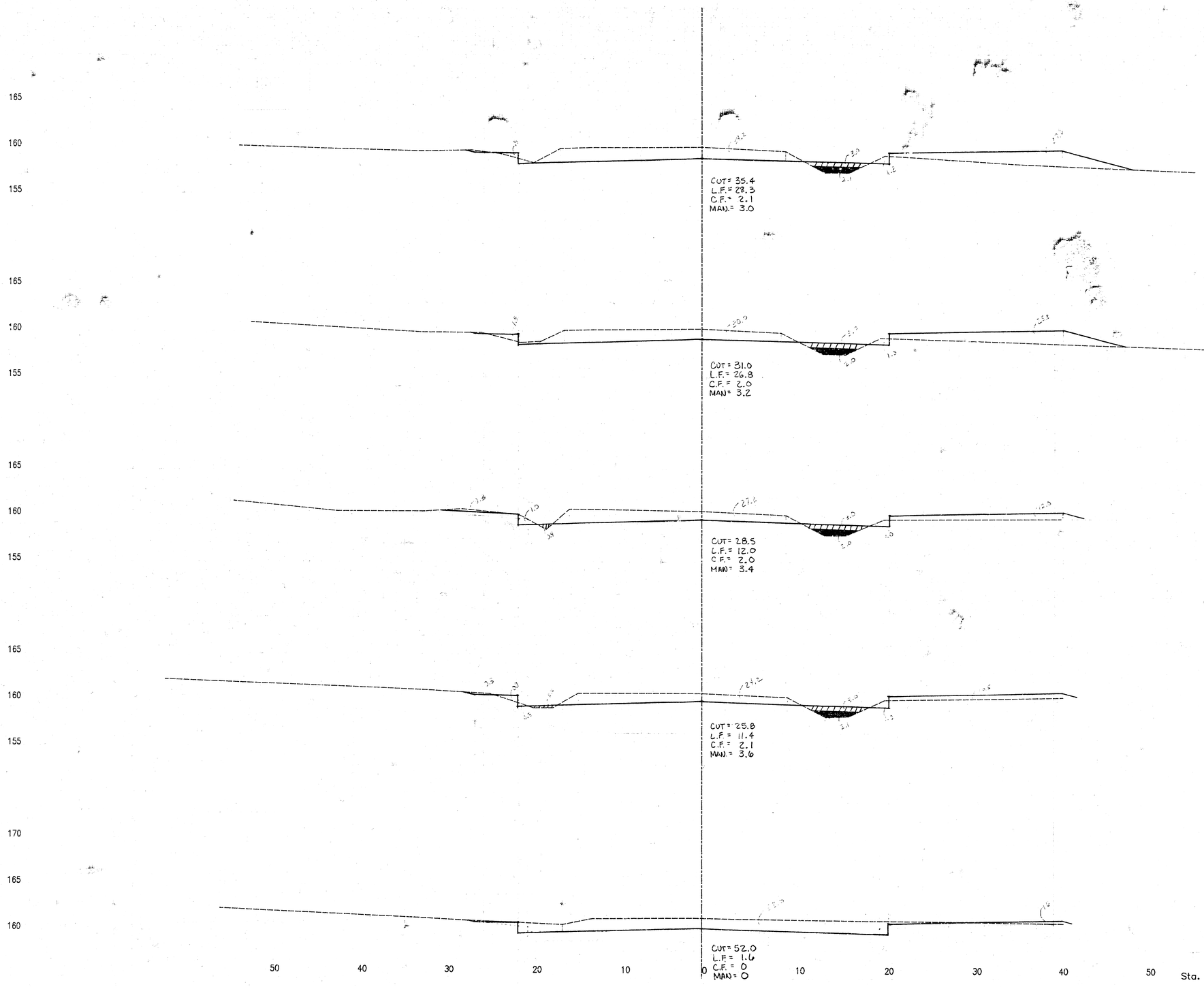
Sta. 59+50.00 to Sta. 61+50.00

33RD STREET NO. IMPROVEMENTS
CROSS SECTIONS - PAVING PLANS
PROJ. NO. 472-62038



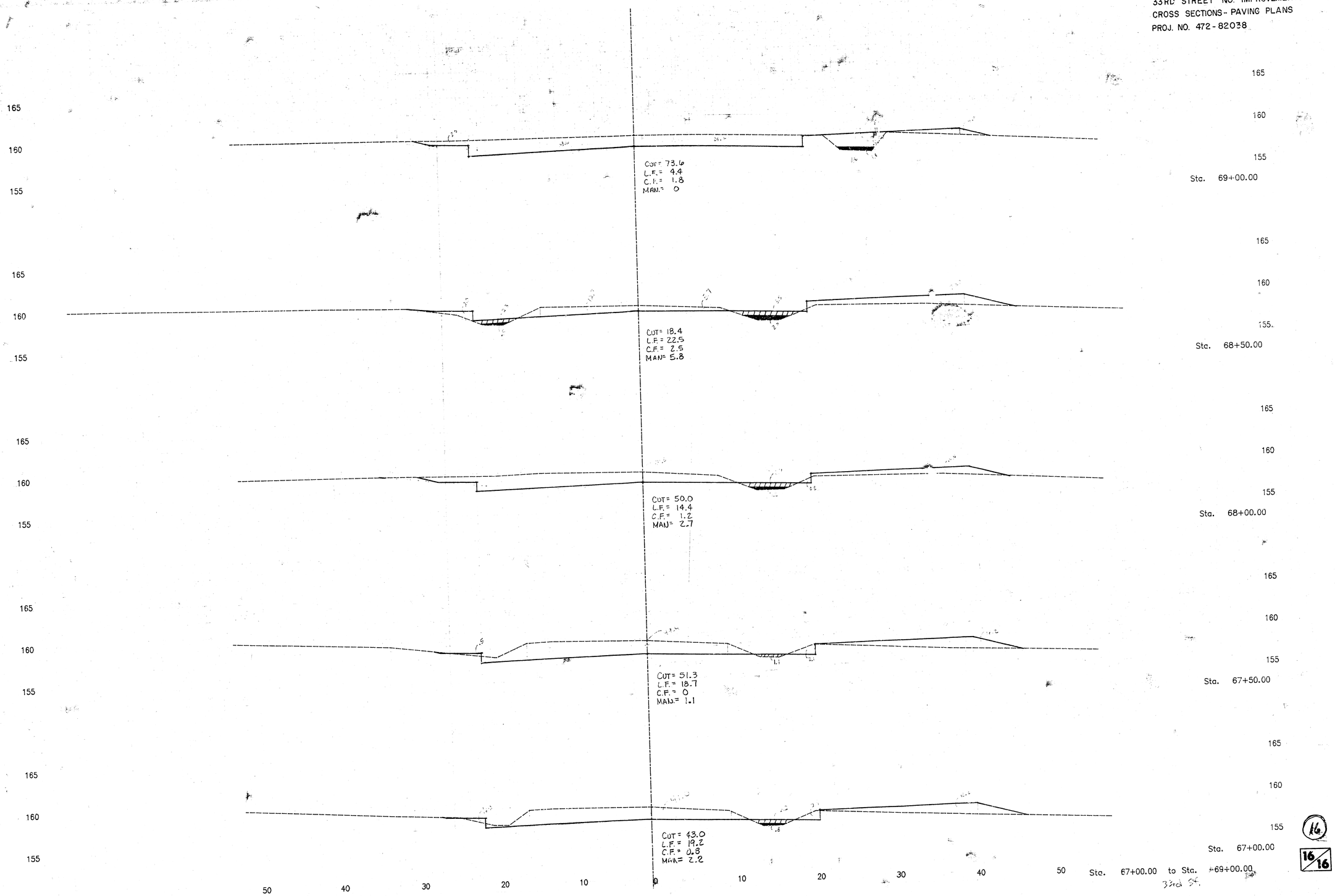
33rd St

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



33rd St.

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



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