B.M. 139.37 "A" Top N. End E. Hubguard R.C.B. E. Side of Rock Road 50'± So. of Grail

N

ROCK ROAD — HARRY

65' R/W

PROPOSED ACCEL. DECEL LANE by 'others'

EXISTING R.C.B.C.

EXISTING CONCRETE PAVEMENT

EXISTING 18" STORM SEWER

INSTALL 846 L.F. 24" pipe

CAUTION 8" CONOCO OIL LINE

TAPER 1" IN 33.33'

4'-24"

4'-18"

Bo.Z M.H.

P = 177.70'

IRON

CONSTRUCT TYPE 10 CURB INLET. Top 1410 24" In 1350 24" out 1350

CONSTRUCT TYPE 10 CURB INLET. Top 1404.0 18" out 1362.30

CONSTRUCT TYPE 10 CURB INLET Top 1401.0 24" out 1351.0 18" In 1362.0

S.L. CAPTAINS FIRST ADDN

Bench Mark

NOTE: ALL C.M.P. BID ON THIS PROJECT TO BE FULL ASPHALT COATED.

PLAN SCALE 1" = 20'
PROFILE 1" = 20' HORZ
1" = 5' VERT

105' DRAINAGE R of W

CONST TYPE 10 CURB INLET 24" In 1350 24" out 1351.0

CONST TYPE 10 CURB INLET 18" out 1362.30

Top of Proposed Curb

EXISTING 10' SPAN REINF. CONCRETE BOX

U. 1356.4

6'-6" Reinforced conc wall

1355.8 Flow

Flo. 1353.2

6'-18"

6'-24"

1359

Remove minimum area of reinf. concrete wall sufficient to install 24" pipe. Grout in place. To be paid lump sum bid pipe connection to R.C.B.C.

24± LIN. FT. 24" R.C.P. @ 1.0%

ALT 24" CMP (fully paved & hot asphalt coated @ 1.0%

No. 1359.00 | 1352.40 | 1351.00 | 1354.50 | 1350.00 | 1345.40 Ex. Out

0 | 150 | 1100 | 150 | 800 | 2749.75

As Built 11/79

STORM WATER SEWER FOR ACCEL DECEL LANE, WEST SIDE ROCK ROAD from S.L. CAPTAINS FIRST ADDN TO N.L. CAPTAINS FIRST ADDN.
CITY OF WICHITA, KANSAS
R.W. LINN CITY ENGINEER
DATE:
PROJ No. 472-76-245-80283000-000-002

1/2

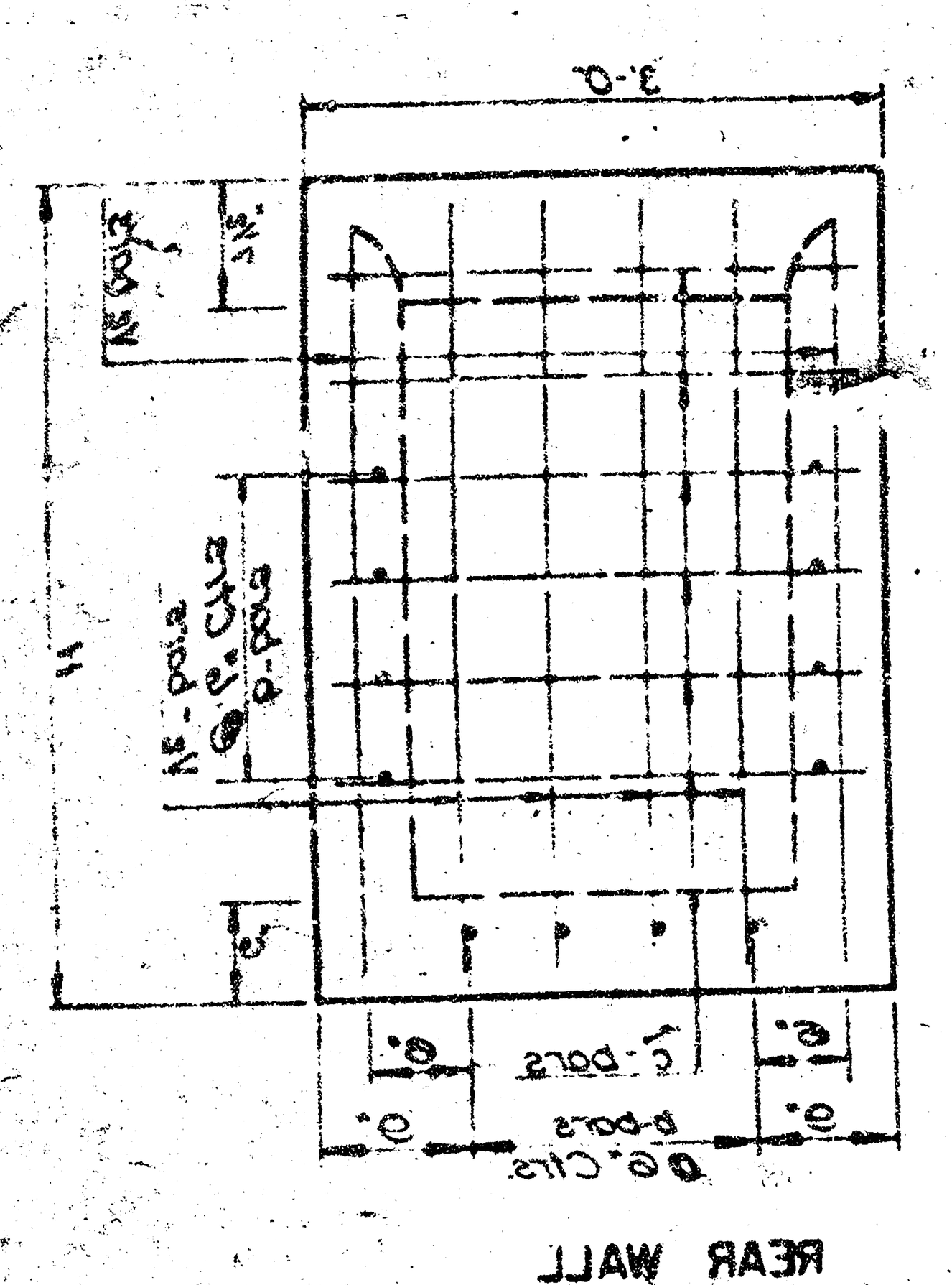
PLATE 1, PLAN-PROFILE
KEUFFEL & ESSER CO.

14 10 5 55 1/2

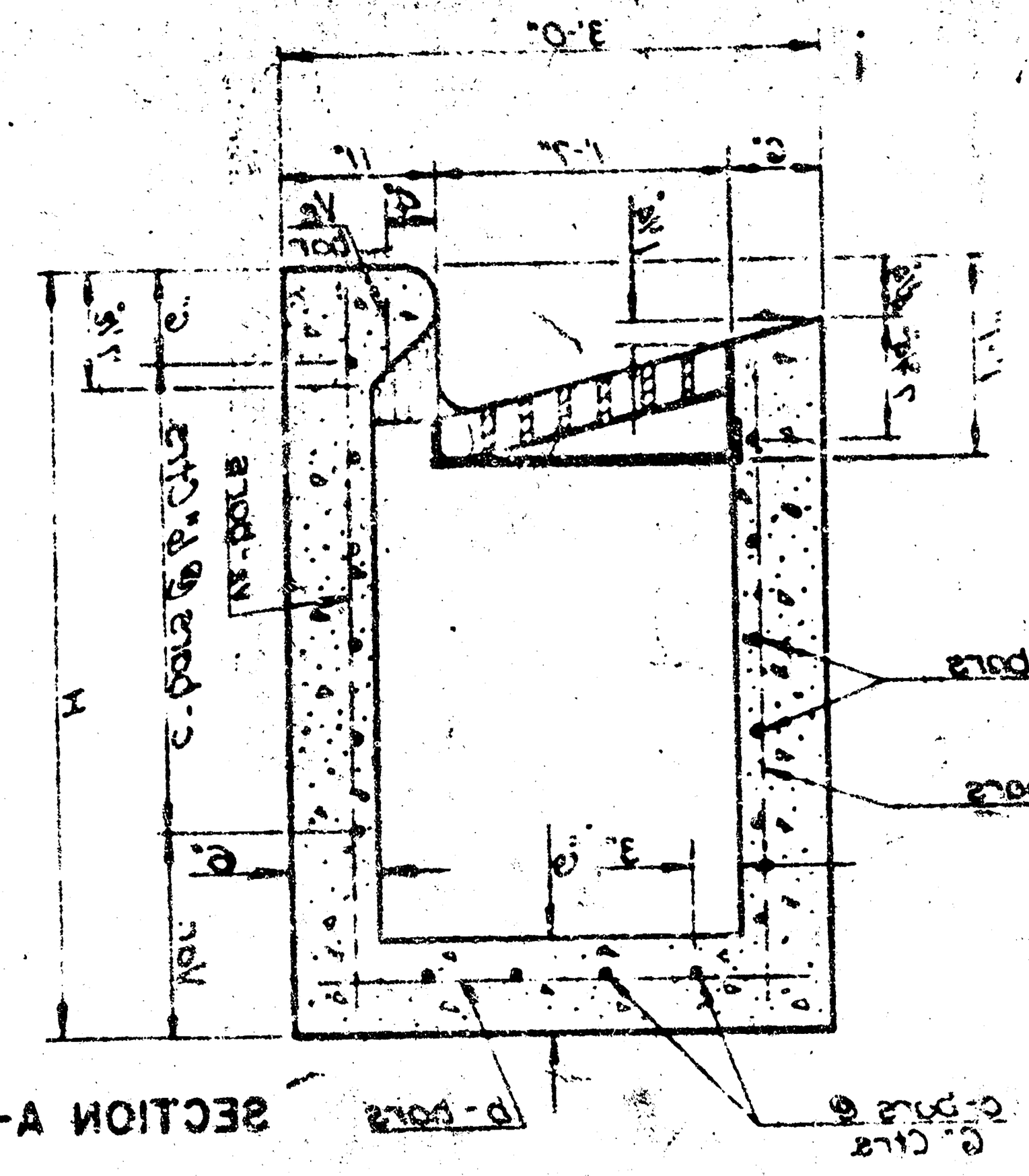
PLAN — SCALE: 1" = 20' — NOTE BOOK — No.

PROFILE — SCALE: HORZ 1" = 20', VERT 1" = 5' — NOTE BOOK — No.

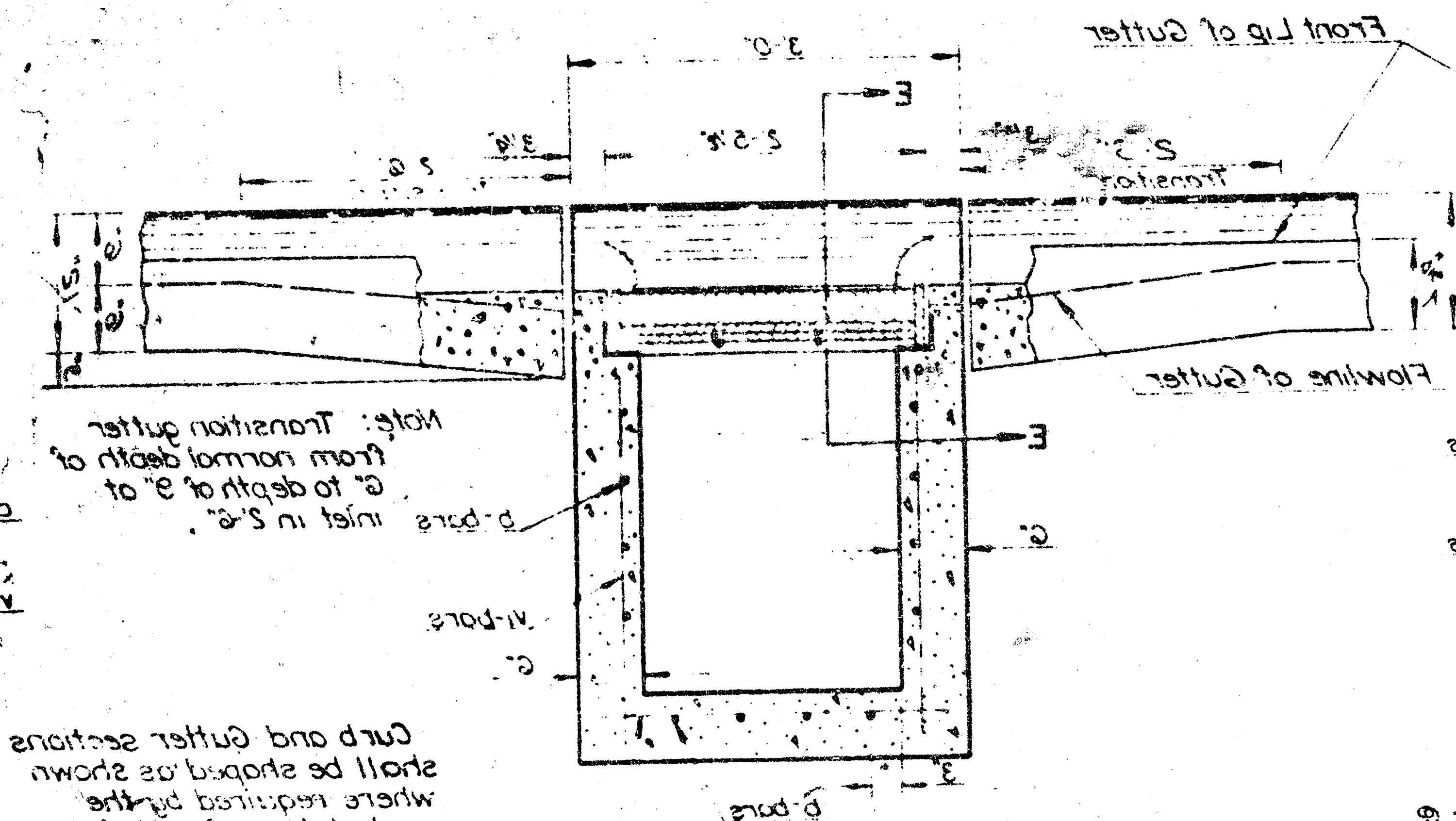
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REAR WALL



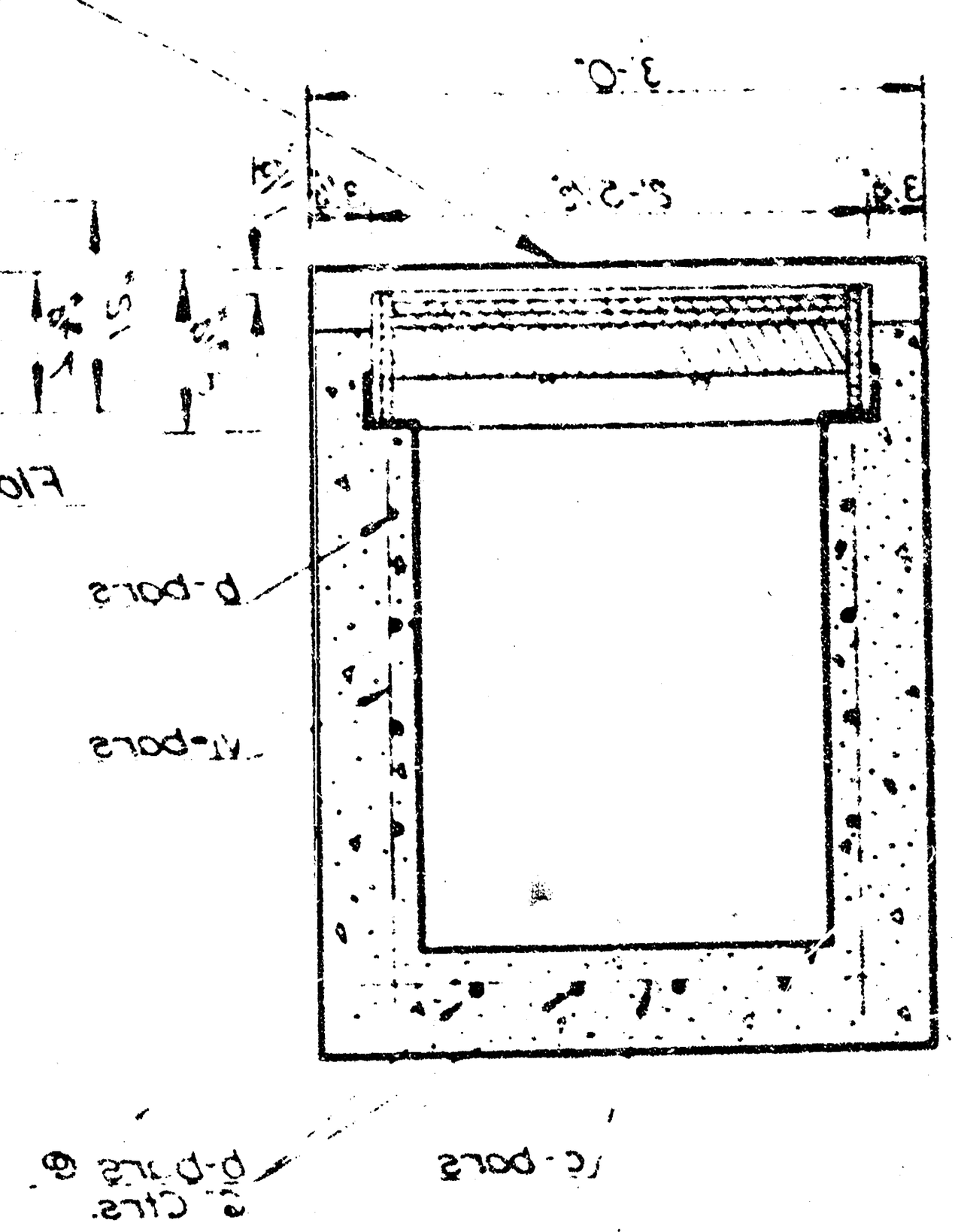
SECTION A-A



Note: Transition gutter from normal depth of 6" to depth of 9" at inlet in 2'-6".

Curb and Gutter sections shall be shaped as shown where required by the installation of curb inlets. This work will be subsidiary to other bid items.

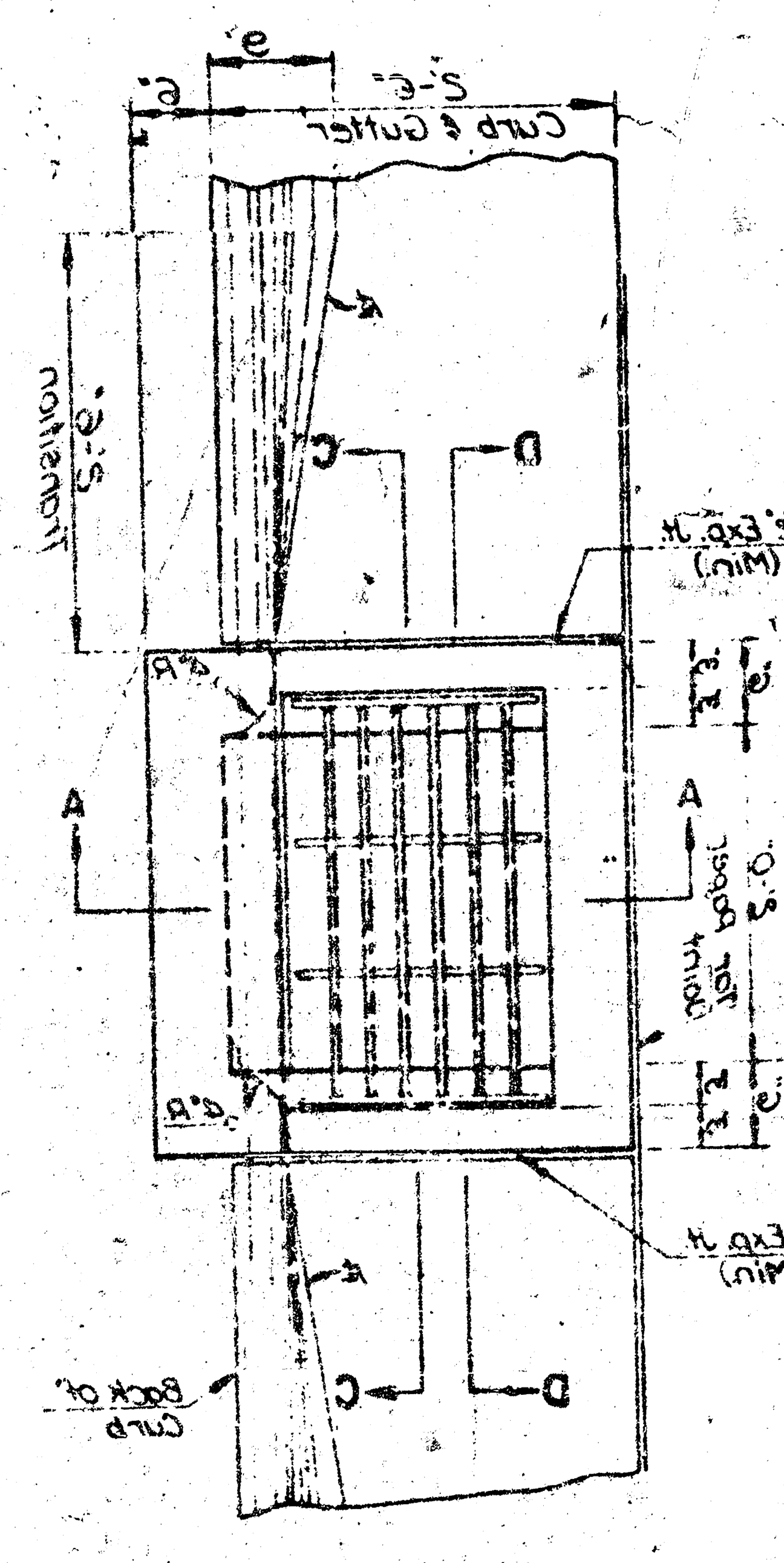
SECTION C-C



SECTION D-D

Note:
Use Class A Concrete throughout.
All exposed edges shall be finished with an edging tool.
Reinforcing bars shall be bent around pipe.
No deductions in concrete quantities shall be made for pipe openings.
At the contractors option Class A Concrete (AE) or mix used in Conc. Pvt. may be used throughout.

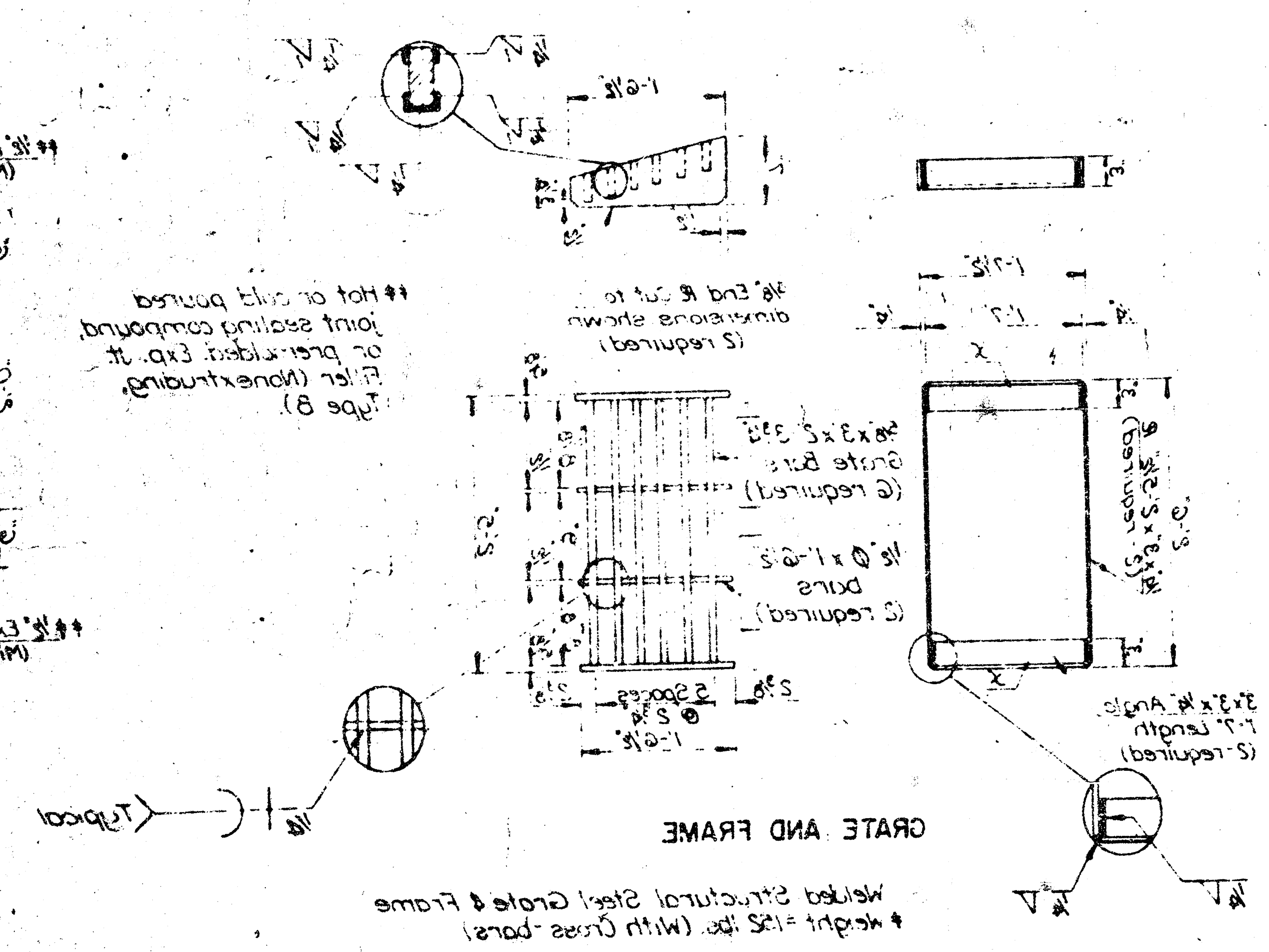
When so ordered by the Engineer, the top of the inlet shall be sloped slightly to approximately fit the ground line or other conditions.
The grate and all exposed cast iron surfaces shall be painted either in the shop or in the field with one coat of a zinc dust paint, followed by two field coats of aluminum paint.
Floor of inlet shall be shaped as shown in various "EXAMPLES" on Reinforced Concrete Manhole Standard No. 633. Concrete used for shaping shall be unreinforced Class A Concrete. No addition in concrete quantities shall be made for shaping floor of inlets.
All bars are #4 bars @ 6" spacing and shall have a minimum clearance of 1½" unless otherwise noted on the plans.
When directed by the Engineer, a small opening may be required in the back of the inlet in order to drain a low area. Reinforcing bars will extend through the opening. No deductions in concrete quantities will be made for these openings.



PLAN

** Hot or cold poured joint sealing compound, or pre-molded Exp. Jt. Filler (Nonextruding, Type B).

* Note:
On all interstate projects and rural area projects, the two ½" Φ x 1'-6½" bars are to be omitted.
The weight of the grate and frame without these bars is 150 lbs of structural steel.

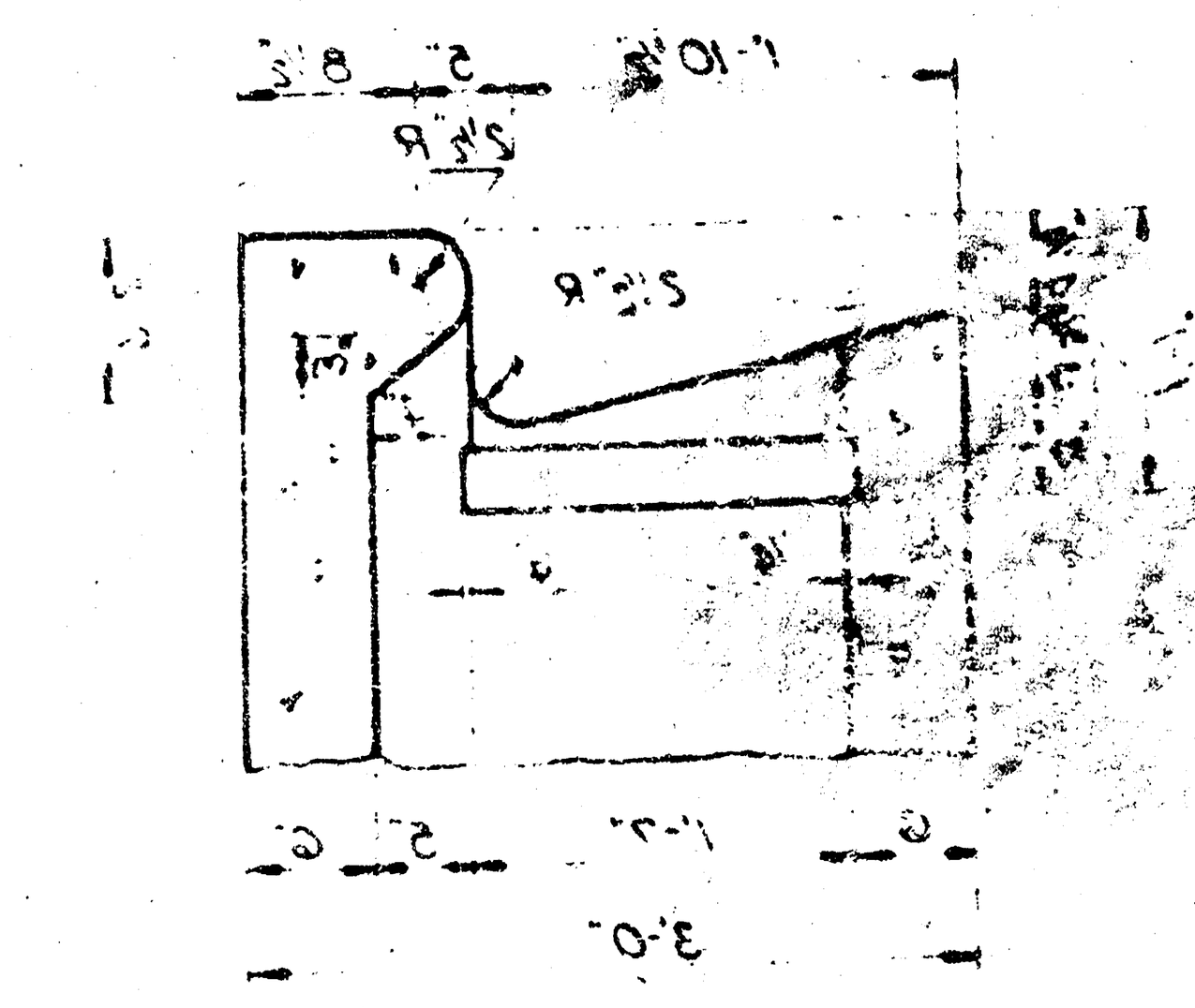


GRATE AND FRAME

Welded Structural Steel Grate & Frame
* Weight = 152 lbs. (With Cross-bars)

Steel for Grate and frame shall comply with ASTM A-7, A-36, A-242 or A-441.

Note: To prevent grate from rocking on bearing angles, machine finish surfaces indicated thus "X".



SECTION E-E
Reinforcing steel not shown

KANSAS DEPARTMENT OF TRANSPORTATION
TYPE 10
CURB INLET
STD. NO. 642

Proj. No. 272 K-045-80283000-C-002 55

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