PHASE 1 PRIVATE STREET IMPROVEMENTS FOR

TOWNE PARC 2ND ADDITION

LINDEN: FROM THE S.L. LOT 9, BLOCK 1, TOWNE PARC 2ND ADDITION TO THE S.L. CARSON

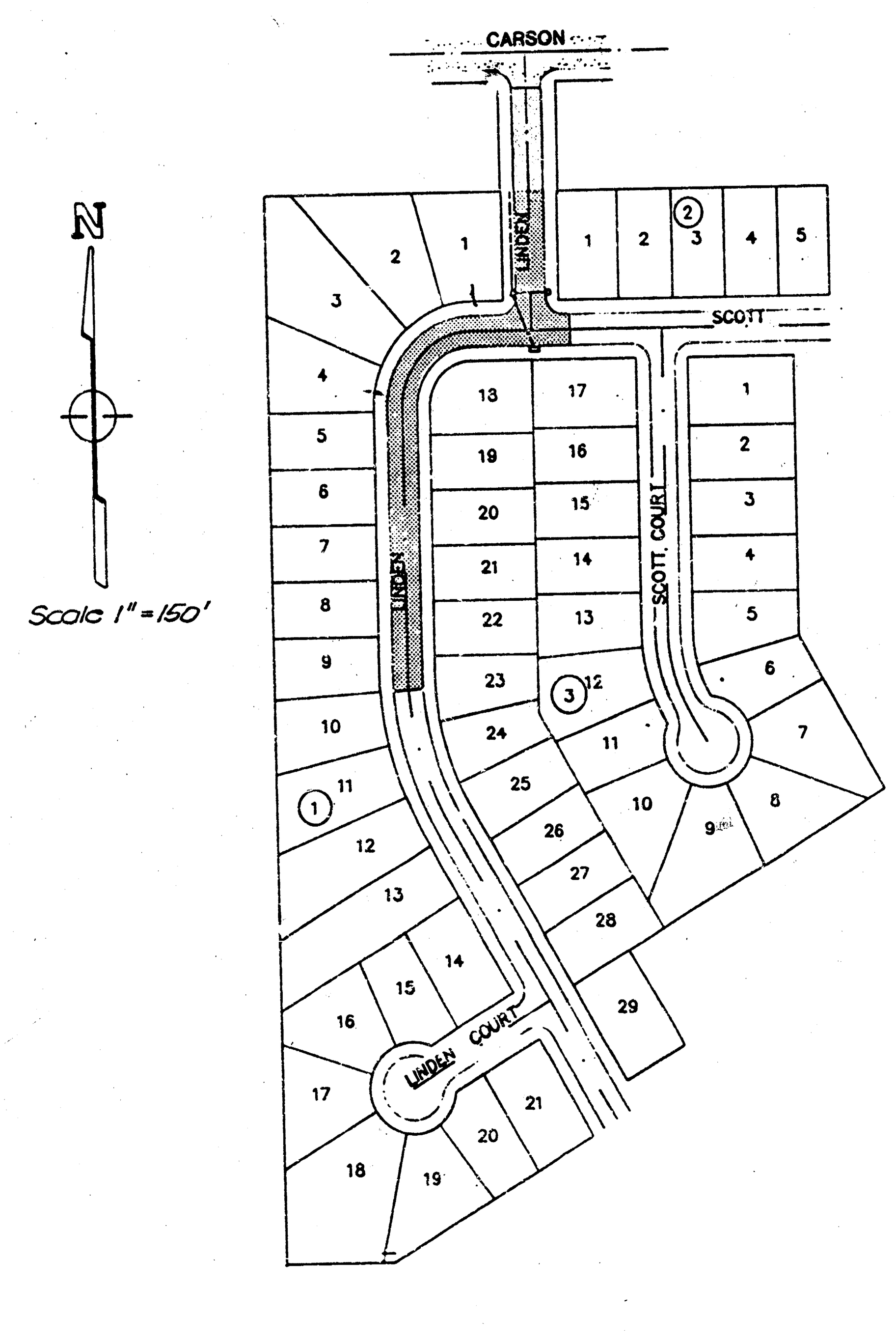
Project No.

472-76-245-80001-000-000-044

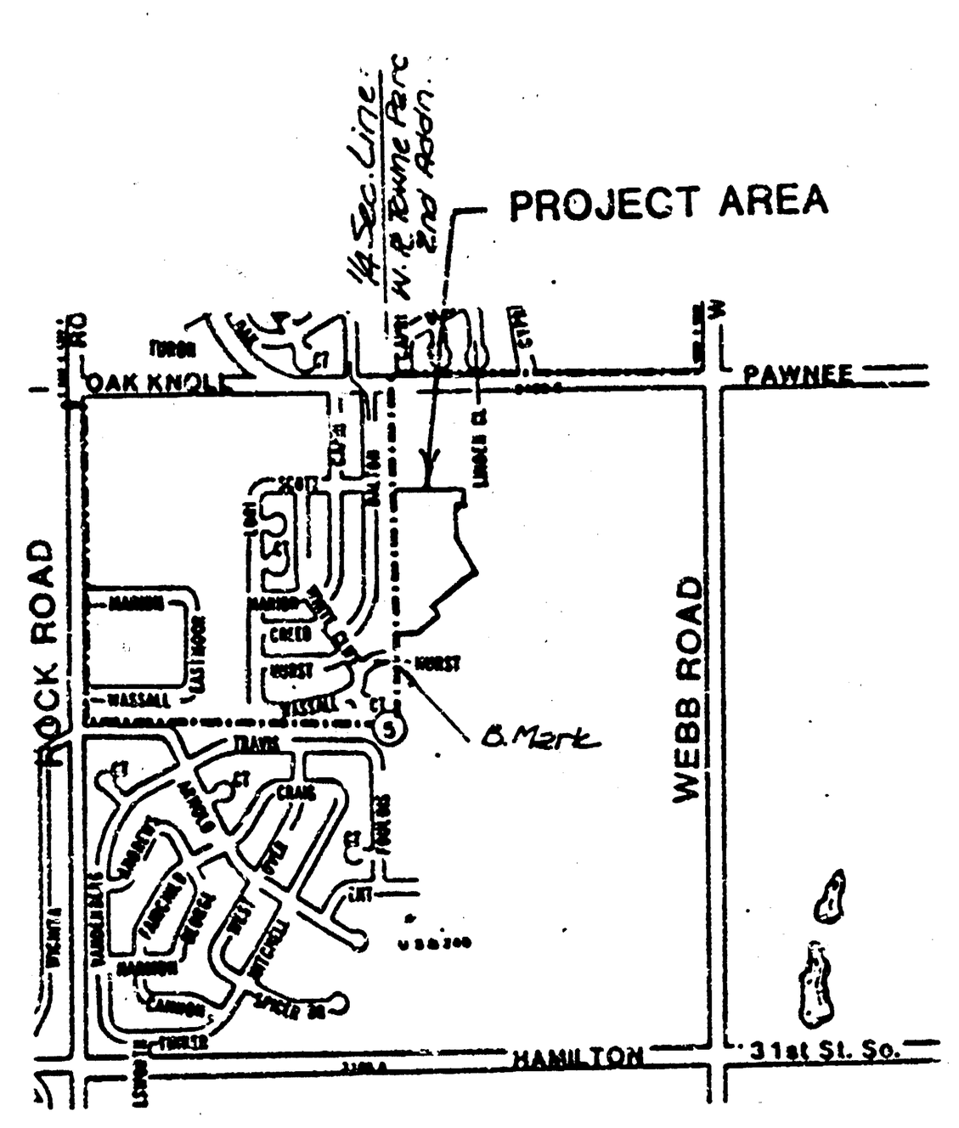
City of Wichita, Kansas - Michael E. Lindebak, City Engineer

ONLY THE PAVEMENT INDICATED BELOW WILL BE CONSTRUCTED WITH THIS PROJECT

Index to the Plans



Location Map



VICINITY MAP

General Notes

1. Utility service lines, poles, valve boxes, meters, and etcetera are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, as shown on the plans, represent the best information obtainable for design. The contractor will be required to work around existing utilities within the right-of-way which do not conflict with proposed construction.

2. The Contractor shall be responsible for preserving property irons. The Contractor will 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.

NOTE TO CONTRACTOR

[illegible] FOR THIS PROJECT [illegible] PROVIDED BY A LICENSED CONSULTING ENGINEER [illegible] UNDER CONTRACT WITH THE OWNER/DEVELOPER [illegible] INSPECTION [illegible] BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDA[RD] CONSTRUCTION ENGINEERING PRACTICES AND [illegible] LICENSED PROFESSIONAL ENGINEER. NO WORK SHALL [illegible] PERFORMED IN DEDICATED EASEMENTS OR [illegible] RIGHT-OF-WAY BY THE CONTRACTOR WITHOUT [illegible] NOR SHALL ANY WORK BE COMMENCED IN DEDICATED EASEMENTS OR PUBLIC RIGHT-OF-WAY WITHOUT WRITTEN AUTHORIZATION BY THE CITY ENGINEER.

[illegible] AS NOTED
BY CITY ENGINEER OF WICHITA

[illegible]wers ______
[illegible] ______
[illegible] ______
Water Mains ______
Paving VRH 8/10/88

THOMAS CHARLES BUEHLER
LICENSED
[illegible]
KANSAS
PROFESSIONAL ENGINEER

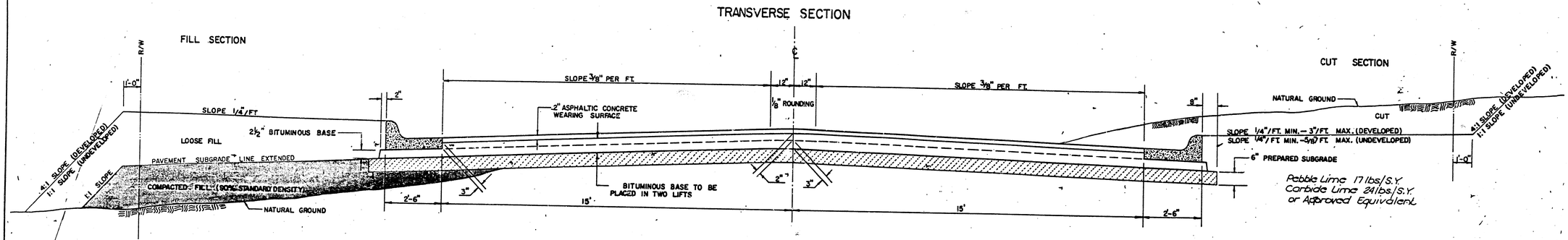
1/12

Rev. As-built 12-20-88 (Sheets 4,5,6,8,10)

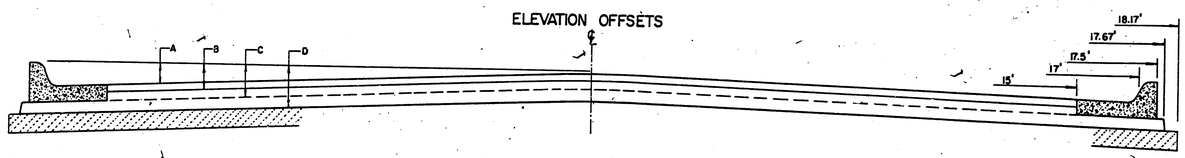
BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

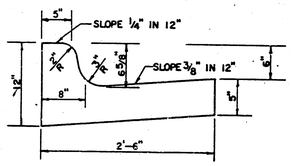


ELEVATION OFFSETS

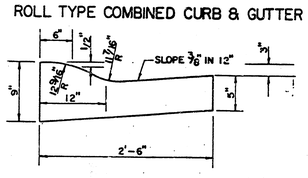


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP 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

COMBINED CURB & GUTTER



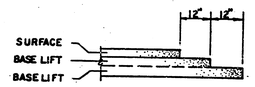
ROLL TYPE COMBINED CURB & GUTTER



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 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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

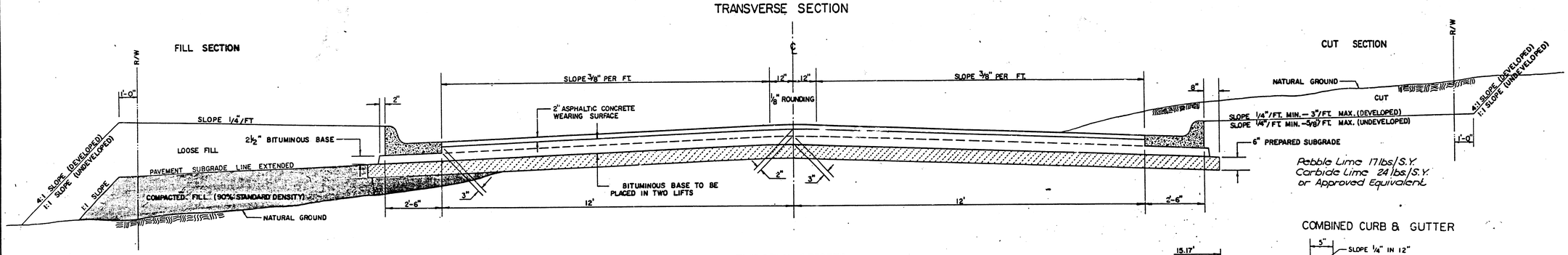
CITY OF WICHITA, KANSAS | 2

PROJECT NUMBER
472-76-245-80001-000-000- | 12

2/12

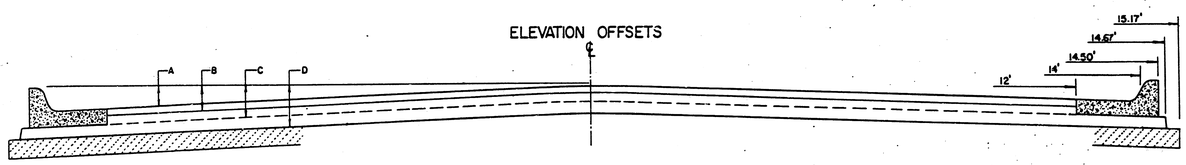
TYPICAL 29' PAVEMENT DETAILS

TRANSVERSE SECTION



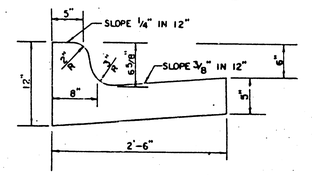
Pebble Lime 17 lbs/S.Y.
Carbide Lime 24 lbs/S.Y.
or Approved Equivalent

ELEVATION OFFSETS

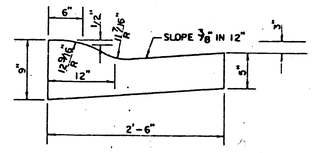


DISTANCE FROM CENTERLINE (LT. & RT.)	0'	2'	4'	6'	7'	8'	10'	12'	14'	14.5'	14.67'	15.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.13	0.18	0.24	0.30	0.33	0.36	0.43	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.30	0.35	0.41	0.47	0.50	0.53	0.60	0.66	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	0.47	0.52	0.60	0.68	0.71	0.75	0.83	0.90	0.98	1.00	1.01	—
D: TOP OF CURBS TO TOP OF SUBGRADE	0.72	0.77	0.84	0.91	0.94	0.98	1.05	1.12	1.19	1.21	1.21	1.23

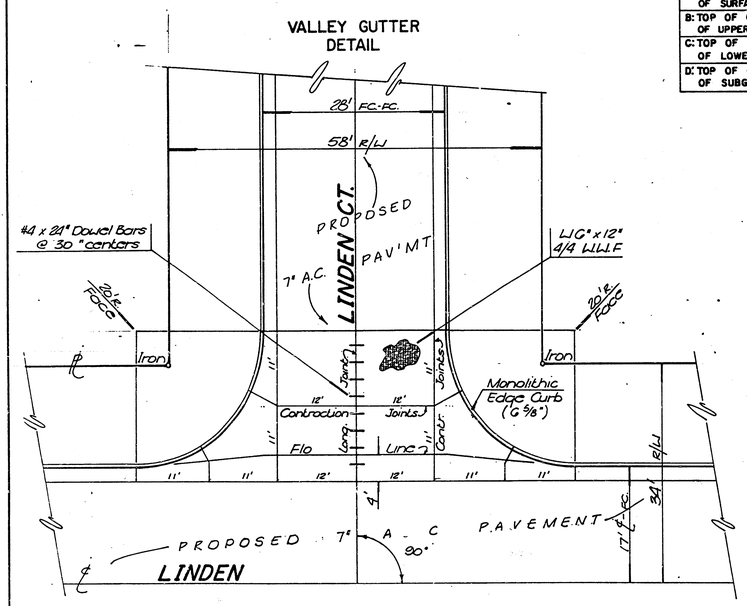
COMBINED CURB & GUTTER

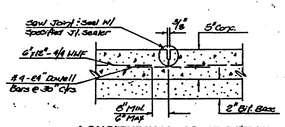


ROLL TYPE COMBINED CURB & GUTTER

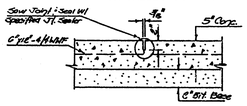


VALLEY GUTTER DETAIL

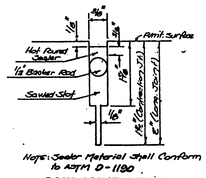




LONGITUDINAL JOINT DETAIL
FOR VALLEY GUTTER



CONTRACTION JOINT
FOR VALLEY GUTTER



Note: Sealer Material Shall Conform to ASTM D-1190

SAW JOINT DETAIL
FOR CONT. AND LONG. JOINTS

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.
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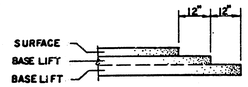
TRANSVERSE CONSTRUCTION JOINTS



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 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE

CITY OF WICHITA, KANSAS | 3

PROJECT NUMBER 472-76-245-80001-000-000- | 12

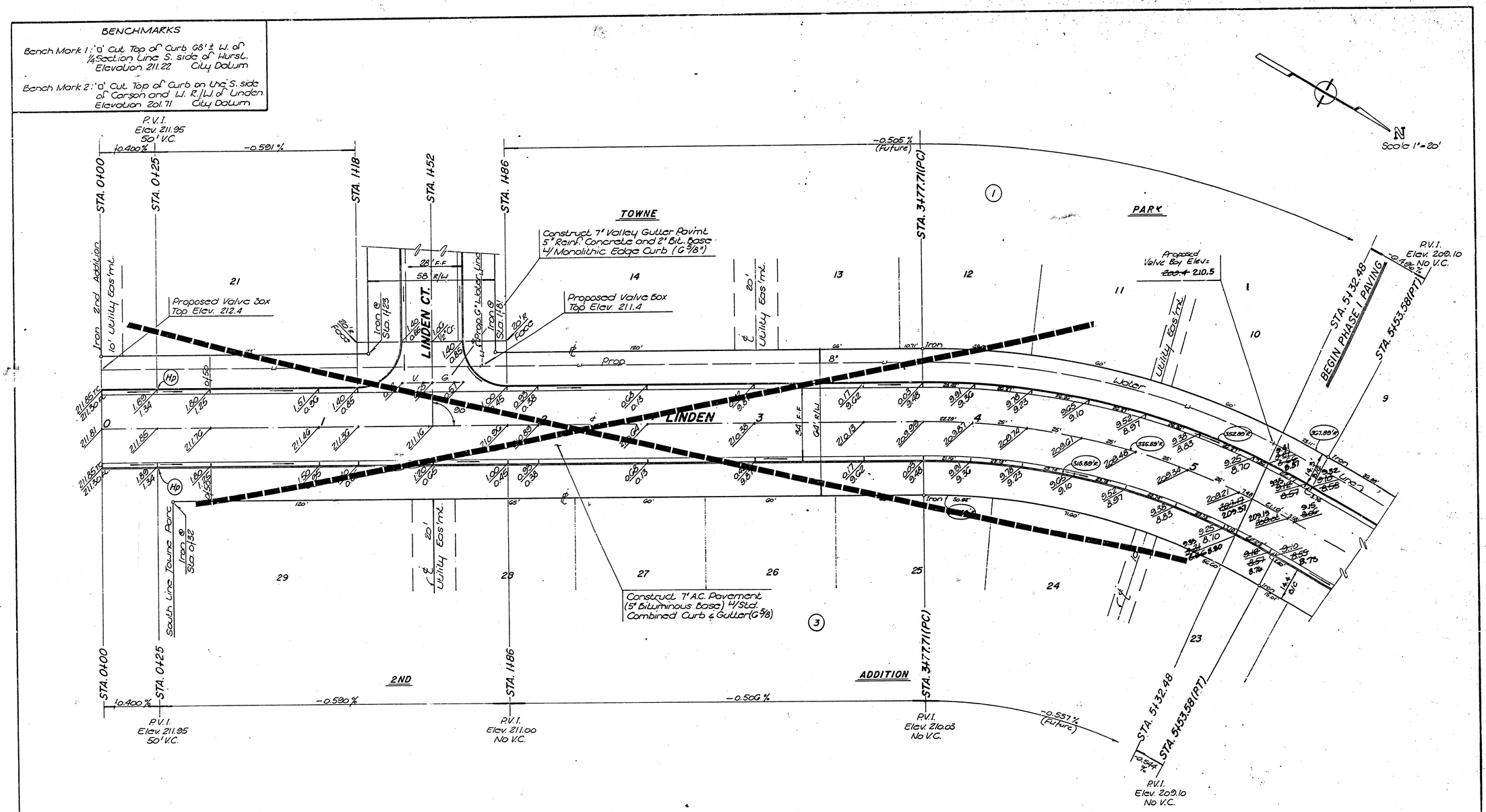
3/12

A S T O F

BENCHMARKS

Bench Mark 1: 'a' Cut Top of Curb 68'± W. of ¼ Section Line S. side of Hurst. Elevation 211.22 City Datum

Bench Mark 2: 'a' Cut Top of Curb on the S. side of Carson and W. R/W of Linden. Elevation 201.71 City Datum



CURVE DATA BASED ON CENTERLINE DATA

R = 336.89' Δ = 30°00' L = 175.87' Chd. = 173.81' Tan. = 90' Def/Ft. = 5.1174 min.

℄ Station	Arc Length	CHORD LENGTHS 8' Left/face	8' Right/face	Deflection Angle	Total Deflection Angle
3+77.71 (pc)	——	——	——	0°00'	0°00'
4+00	22.29'	23.95'	20.63'	1°54'04"	1°54'04"
4+25	25	20.85'	23.13'	2°07'52"	4°02'00"
4+50	25	20.85'	23.13'	2°07'52"	6°09'52"
4+75	25	20.85'	23.13'	2°07'52"	8°17'52"
5+00	25	20.85'	23.13'	2°07'57"	10°25'49"
5+25	25	20.85'	23.13'	2°07'56"	12°33'45"
5+32.48	7.48	8.03'	6.19'	0°38'16"	13°12'01"
5+53.58 (pt)	21.10	22.67'	19.53'	1°47'59"	15°00'00"

NOTE: PHASE I PAVING BEGINS @ STATION 5+32.48. PAVEMENT FROM STA. 0+00 to STA 5+32.48 WILL BE CONSTRUCTED UNDER A FUTURE PROJECT.

Rev. As-Built 12-20-88

LINDEN
STA. 0+00 TO STA. 5+53.58

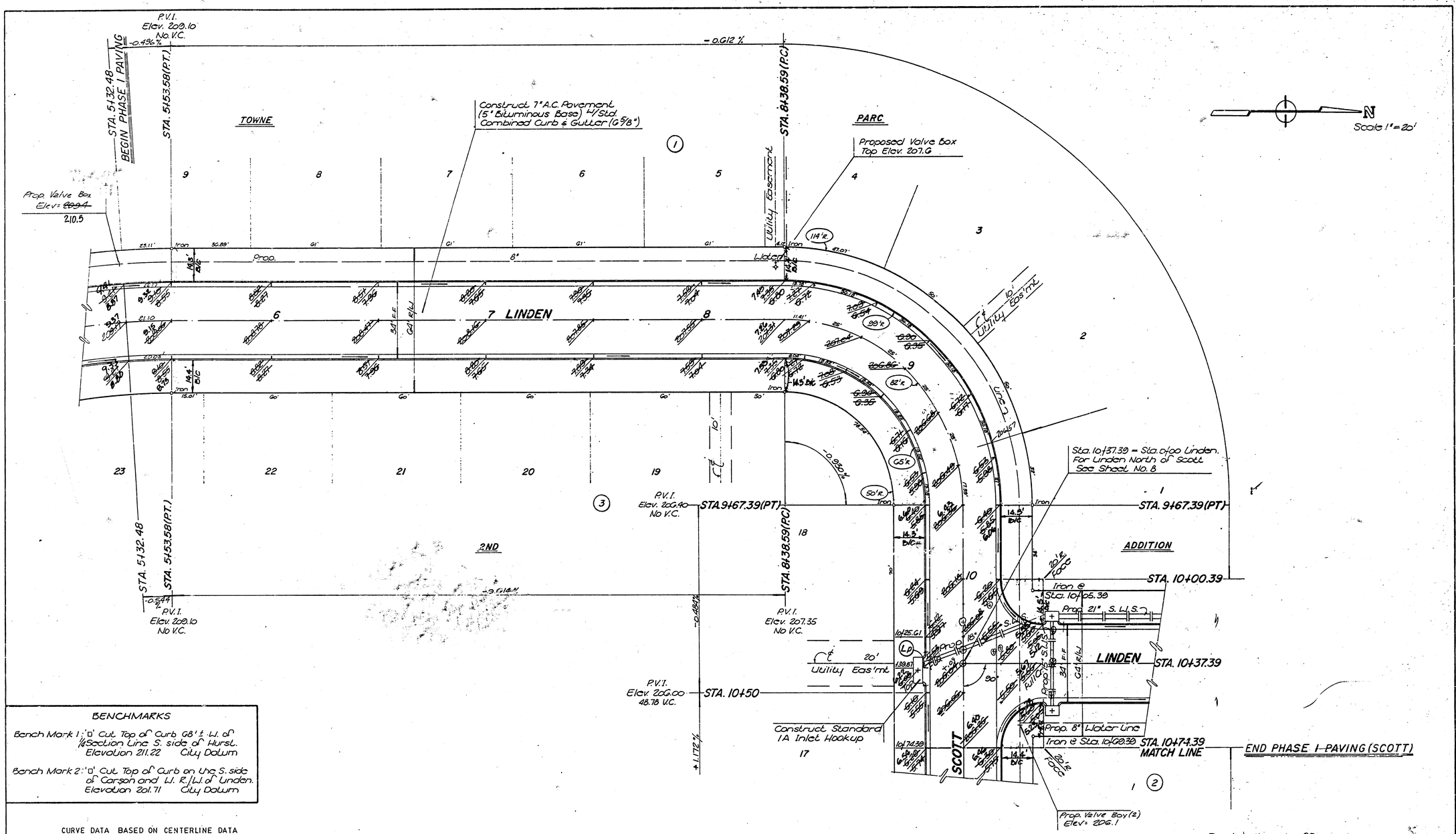
BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV. 4/12

PROJECT NUMBER 472-76-245-80001-000-000-

SHEET 4 OF 12

DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	R.J. Plush			1" = 20'



BENCHMARKS

Bench Mark 1: "□" Cut Top of Curb 68' ± W. of ¼ Section Line S. side of Hurst. Elevation 211.22 City Datum

Bench Mark 2: "□" Cut Top of Curb on the S. side of Carson and W. R/W. of Linden. Elevation 201.71 City Datum

CURVE DATA BASED ON CENTERLINE DATA

R= 82' Δ= 90°00' L= 128.80 Chd.= 115.97' Tan.= 82' Def/ft.= 20.8227° min.

℄ Station	Arc Length	CHORD LENGTHS 8' Left/face	8' Right/face	Deflection Angle	Total Deflection Angle
8+38.59 P.C.	—	—	—	0°00'	0°00'
8+50	11.41'	14.88'	7.95'	3°59'11"	3°59'11"
8+75	25'	32.50'	17.31'	8°44'04"	12°43'15"
9+00	25'	32.50'	17.31'	8°44'04"	21°27'19"
9+25	25'	32.50'	17.31'	8°44'04"	30°11'23"
9+50	25'	32.50'	17.31'	8°44'04"	38°55'27"
9+67.39 P.T.	17.39'	22.65'	12.07'	6°01'33"	45°00'00"

Rev As built 20 Dec 88

LINDEN & SCOTT.
STA. 5+53.58 TO STA. 10+74.39

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV. 5/12

PROJECT NUMBER 472-76-245-80001-000-000-

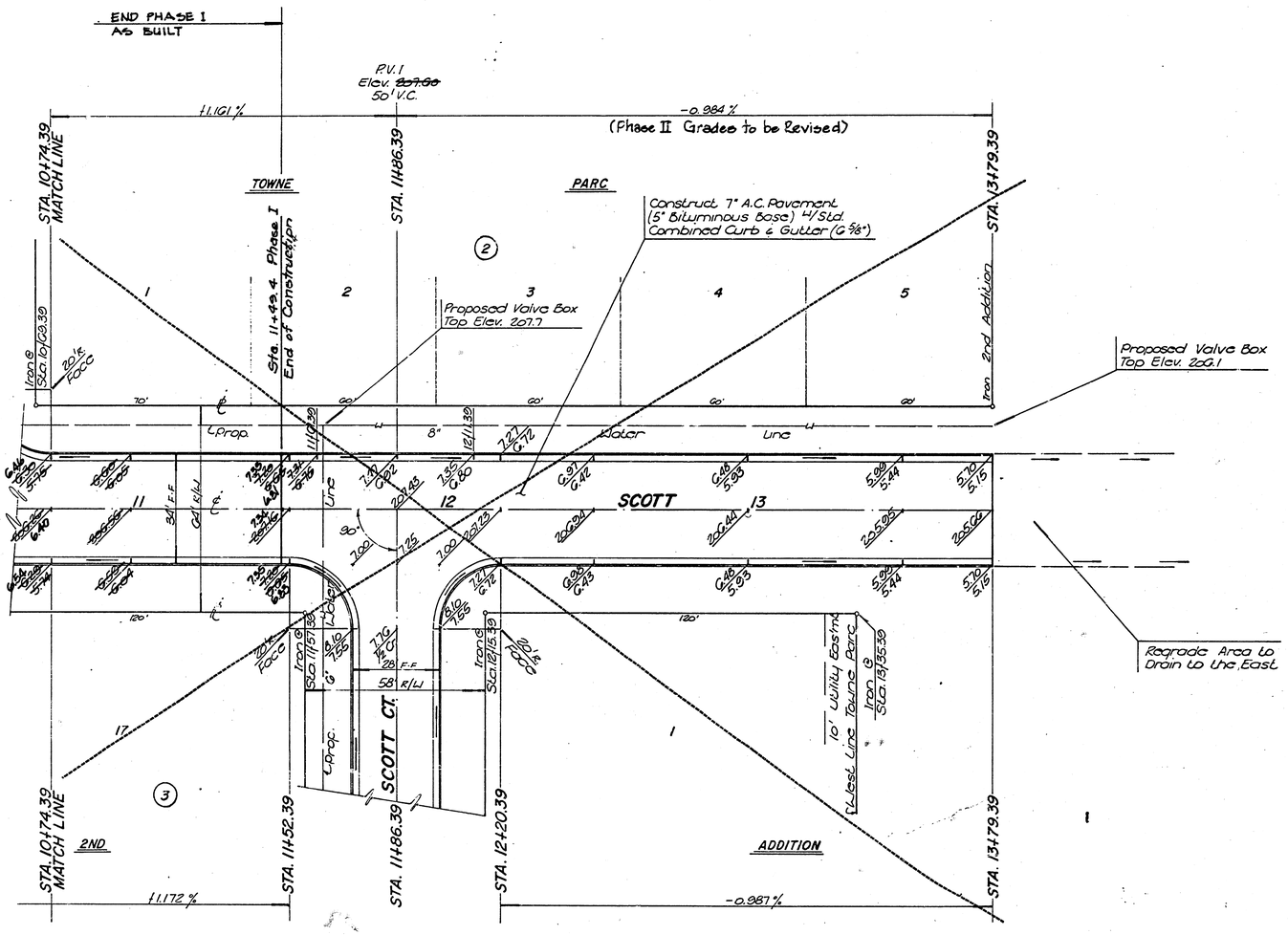
SHEET 5 OF 12

DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	R.J. Plush			1" = 20'

BENCHMARKS

Bench Mark 1: 'O' Cut Top of Curb 68'± W. of ¼ Section Line S. side of Hurst.
Elevation 211.22 City Datum

Bench Mark 2: 'O' Cut Top of Curb on the S. side of Carson and W. R/W of Linden.
Elevation 201.71 City Datum



N

Scale 1" = 20'

11+49.4 As Built

NOTE: NO PAVING PAST STATION ~~10+74.39 WILL BE CONSTRUCTED~~ ON SCOTT WITH THIS PROJECT. THE REMAINDER OF THE PAVING WILL BE CONSTRUCTED UNDER A FUTURE PROJECT.

AS-BUILTS
private paving
#47-80001-044

Rev. As-Built 12-20-88

SCOTT
STA. 10+74.39 TO STA. 13+79.39

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV. 6/12

PROJECT NUMBER
472-76-245-80001-000-000-

SHEET 6 OF 12

DESIGN	DRAWN	APPROVED	DATE	SCALE
C.Bohm	R.J.Plush			1" = 20'

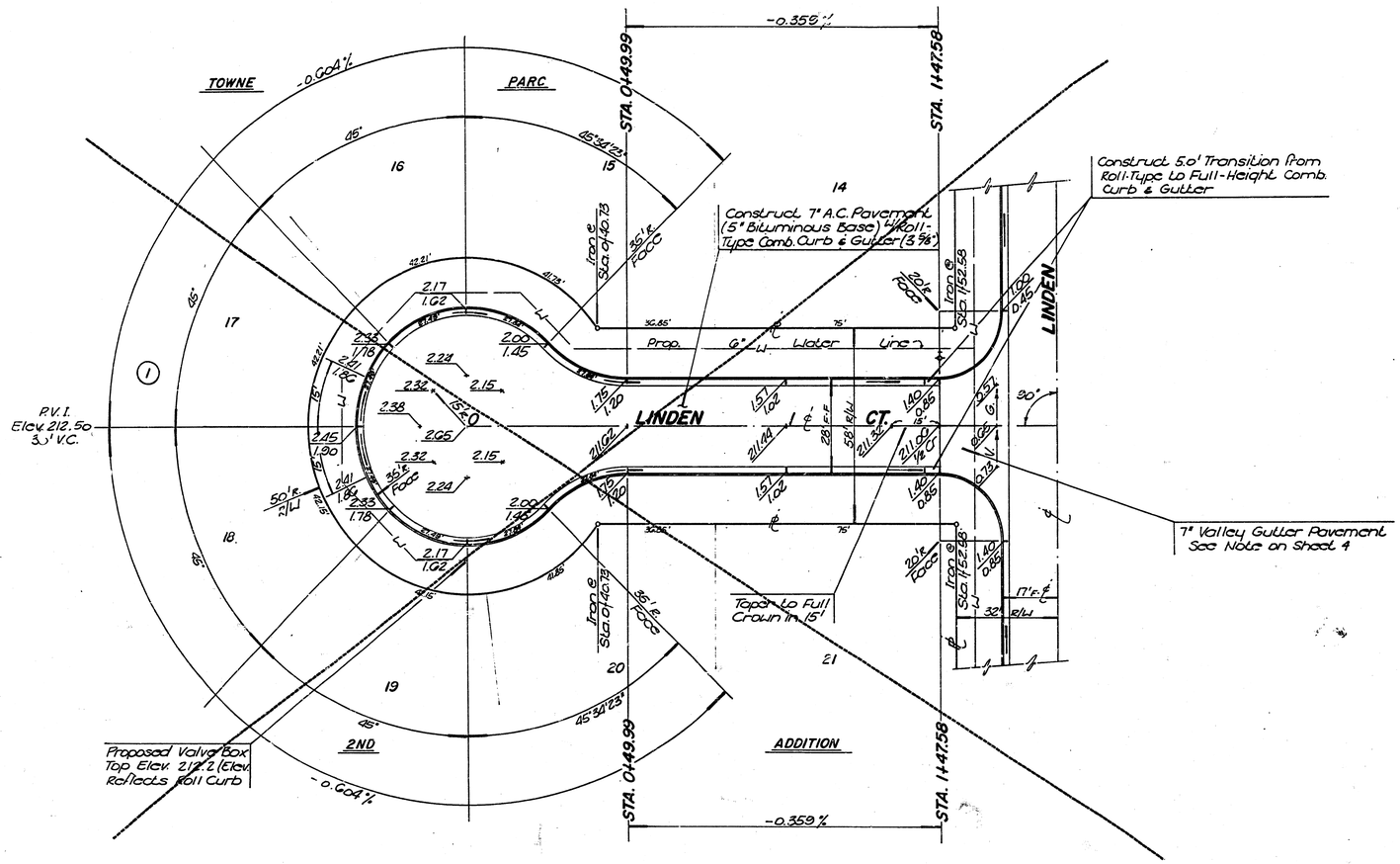
BENCHMARKS

Bench Mark 1: 'a' Cut Top of Curb 68'± Lt. of ¼Section Line S. side of Hurst. Elevation 211.22 City Datum

Bench Mark 2: 'a' Cut Top of Curb on the S. side of Carson and Lt. R/Lt. of Linden. Elevation 201.71 City Datum

N

Scale 1"=20'



NOTE

Roll-Type Combined Curb & Gutter (3⅜") is to be Constructed in Linden Court. Transitions from Roll-Type to Full-Height Curb to be paid for as LF of Full-Height Comb. Curb & Gutter (6⅜")

NOTE

PAVEMENT ON LINDEN COURT WILL NOT BE CONSTRUCTED ON THIS PROJECT. PROVIDED FOR INFORMATION ONLY.

LINDEN CT.
STA. 0+00 TO STA. 1+84.58

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV.

PROJECT NUMBER
472-76-245-80001-000-000-

SHEET 7 OF 12 7/12

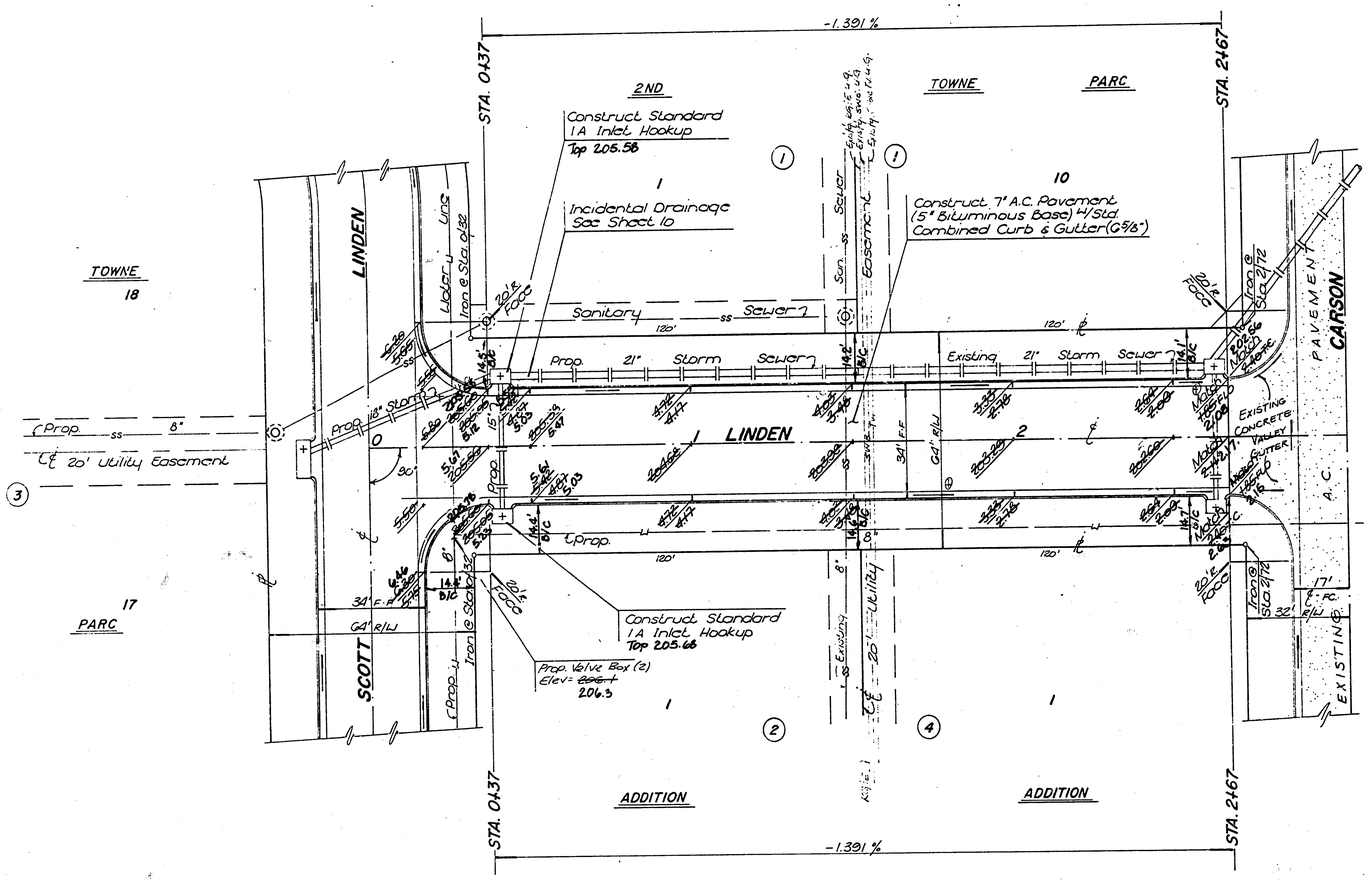
DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	R.J. Plush			1" = 20'

BENCHMARKS

Bench Mark 1: 'a' Cut Top of Curb 68'± Lt. of ½ Section Line S. side of Hurst.
Elevation 211.22 City Datum

Bench Mark 2: 'a' Cut Top of Curb on the S. side of Carson and Lt. R/W Lt. of Linden.
Elevation 201.71 City Datum

Scale 1" = 20'



Rev As built 20 Dec 88

LINDEN
STA. 0400 TO STA. 2467

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV. 8/12

PROJECT NUMBER 472-76-245-80001-000-000-

SHEET 8 OF 12

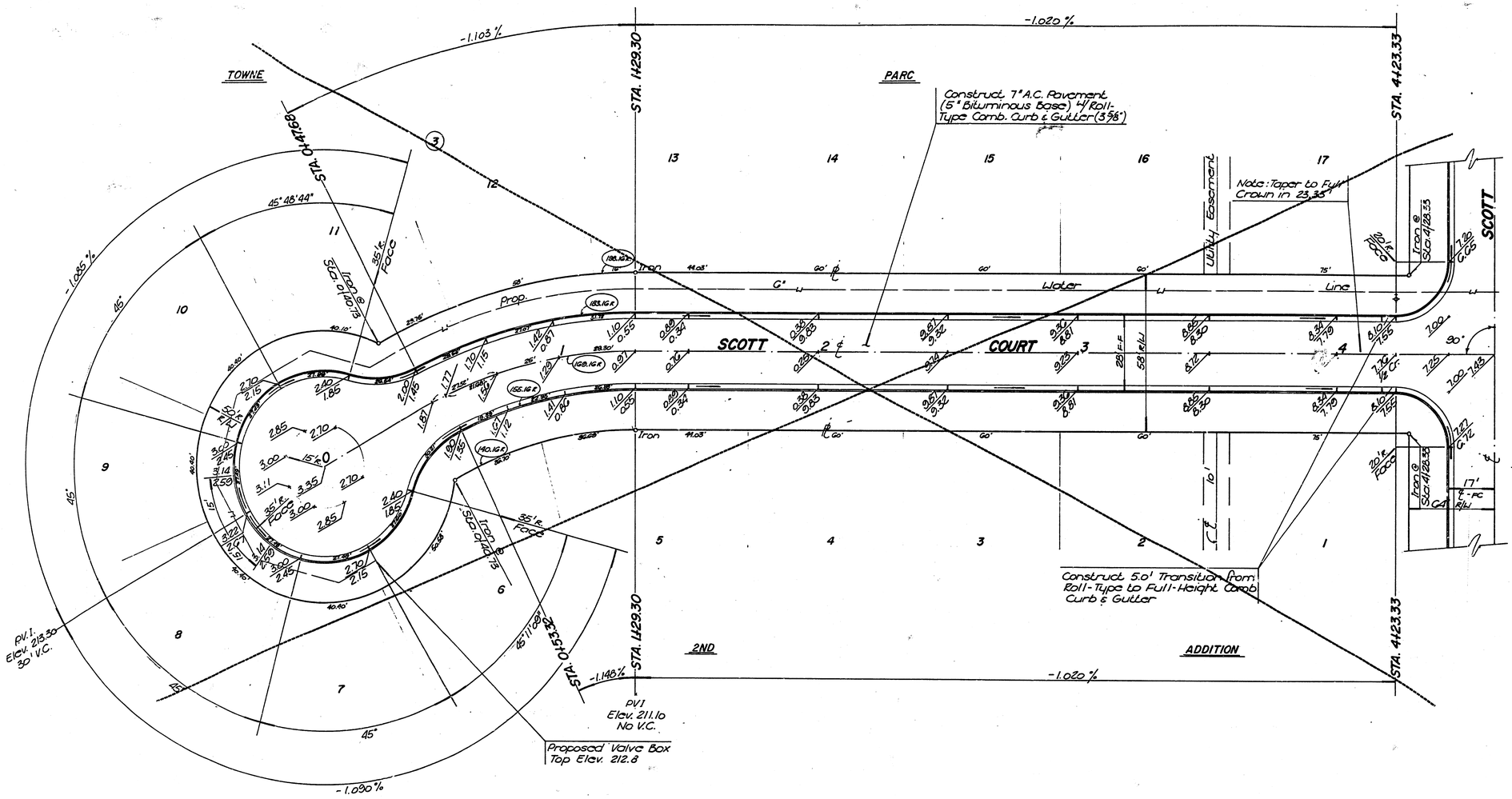
DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	R.J. Plush			1" = 20'

BENCHMARKS

Bench Mark 1: 'a' Cut Top of Curb 68' ± W. of ¼ Section Line S. side of Hurst. Elevation 211.22 City Datum.

Bench Mark 2: 'a' Cut Top of Curb on the S. side of Carson and W. R/W of Linden. Elevation 201.71 City Datum

Scale 1"=20'



CURVE DATA BASED ON CENTERLINE DATA

R= 160.16 Δ= 30° L= 88.57 Chd.= 87.56 Tan.= 45.33 Def/ft.= 10.16145 min.

℄ Station	Arc Length	CHORD LENGTHS 8' Left/face	8' Right/face	Deflection Angle	Total Deflection Angle
0+40.73 PC	—	—	—	0°00'	0°00'
0+47.68 ℄	6.95	7.52	↓	1°10'37"	1°10'37"
0+53.32 PC	5.64	↓	5.17	0°57'19"	2°07'56"
0+75	21.68	15.95	19.87	3°40'18"	5°48'14"
1+00	25'	27.04	22.91'	4°14'02"	10°02'16"
1+29.30 PT	29.30	31.00	26.84'	4°57'44"	15°00'00"

NOTE

Roll-Type Combined Curb & Gutter (3⅜") is to be Constructed in Scott Court. Transitions from Roll-Type to Full-Height Curb to be paid for as LF of Full-Height Comb. Curb & Gutter (6⅜")

NOTE

PAVEMENT ON SCOTT COURT WILL NOT BE CONSTRUCTED WITH THIS PROJECT. PROVIDED FOR INFORMATION ONLY.

SCOTT COURT
STA. 0+00 TO STA. 4+60.33

BAUGHMAN COMPANY P. A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

REV.

PROJECT NUMBER 472-76-245-80001-000-000-

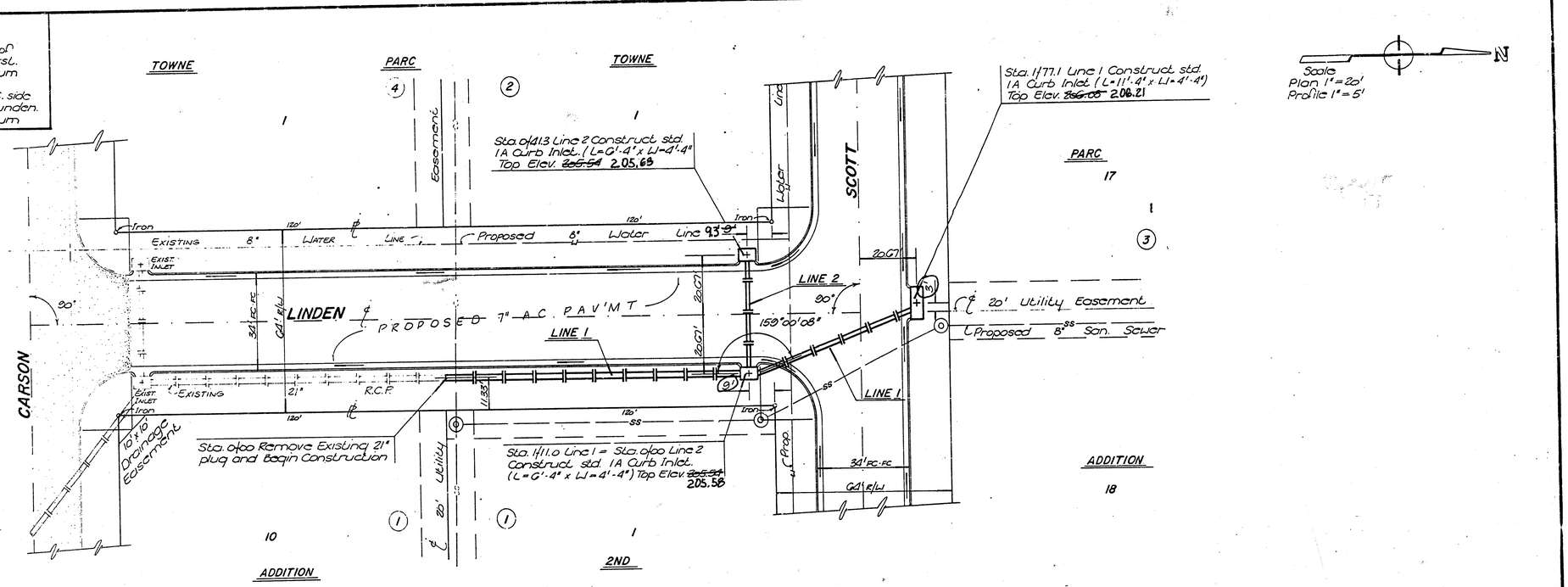
SHEET 9 OF 12 9/12

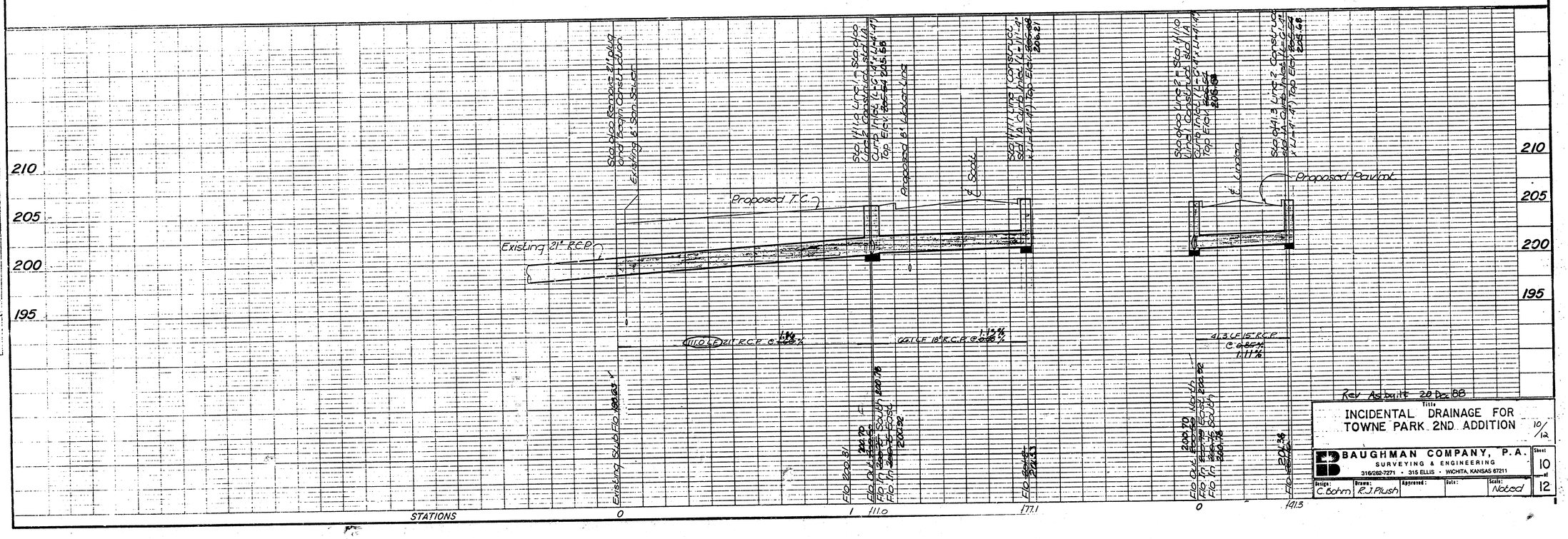
DESIGN	DRAWN	APPROVED	DATE	SCALE
C. Bohm	R.J. Plush			1" = 20'

BENCHMARKS

Bench Mark 1: 'a' Cut Top of Curb 68'± W. of ¼ Section Line S. side of Hurst. Elevation 211.22 City Datum

Bench Mark 2: 'a' Cut Top of Curb on the S. side of Carson and W. R/L of Linden. Elevation 201.71 City Datum



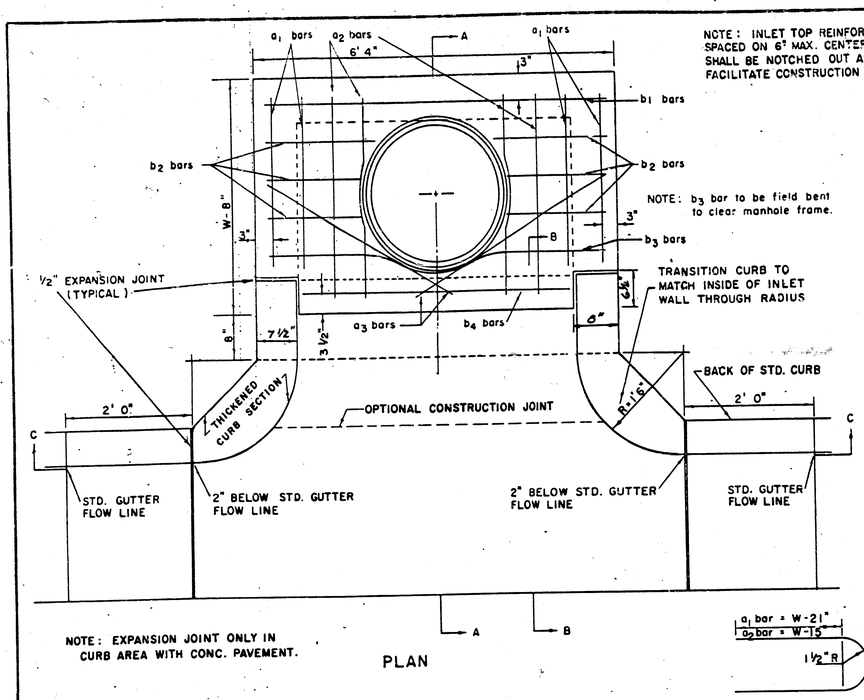


Rev As built 20 Dec 88

Title: INCIDENTAL DRAINAGE FOR TOWNE PARK 2ND ADDITION 10/12

BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 315 ELLIS • WICHITA, KANSAS 67211

Design:	Drawn:	Approved:	Date:	Scale:	Sheet
C. Bohm	R.J. Plush			Noted	10 of 12



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.

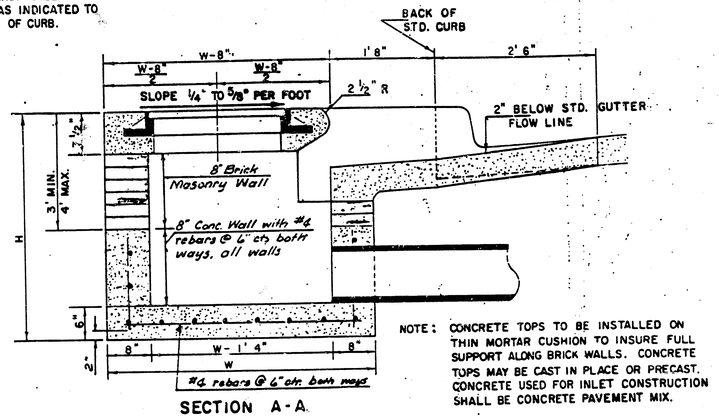
NOTE: b_3 bar to be field bent to clear manhole frame.

BENDING DIAGRAM

STEEL SCHEDULE

BAR	a_1	a_2	a_3*	b W=4'4"	b W=5'4"	b W=6'4"	b W=7'4"	b 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"	80±
LENGTH W=5'4"	7'7"	8'7"	5'0"	–	6'1"	–	–	–	1'9"	6'2"	4'8"	81±
LENGTH W=6'4"	9'7"	10'7"	6'0"	–	–	6'1"	–	–	1'9"	6'2"	4'8"	101±
LENGTH W=7'4"	11'7"	12'7"	7'0"	–	–	–	6'1"	–	1'9"	6'2"	4'8"	121±
LENGTH 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



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.

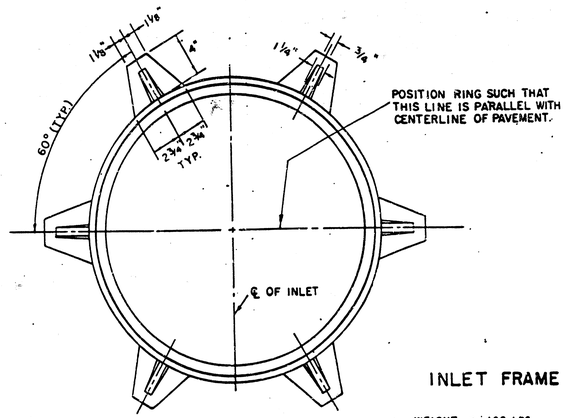
STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4' 4"	3'8"x 6'4" x7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4'8"x 6'4" x7 1/2"	24" & 30"	0.51 ±
6' 4"	5'8"x 6'4" x7 1/2"	36" & 42"	0.64 ±
7' 4"	6'8"x 6'4" x7 1/2"	48" & 54"	0.77 ±
8' 4"	7'8"x 6'4" x7 1/2"	60" & 66"	0.90 ±

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.

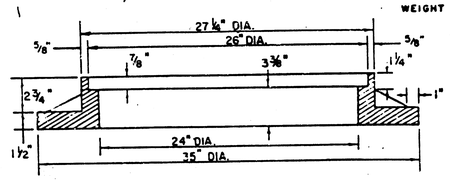
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

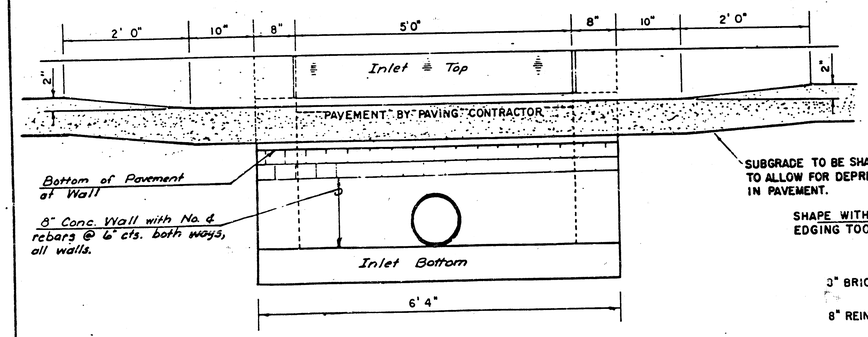


INLET FRAME

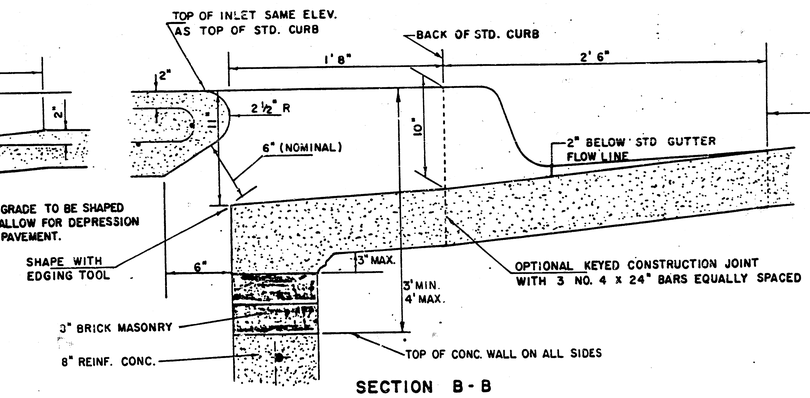
WEIGHT = 180 LBS.



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 IA CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5' 0"

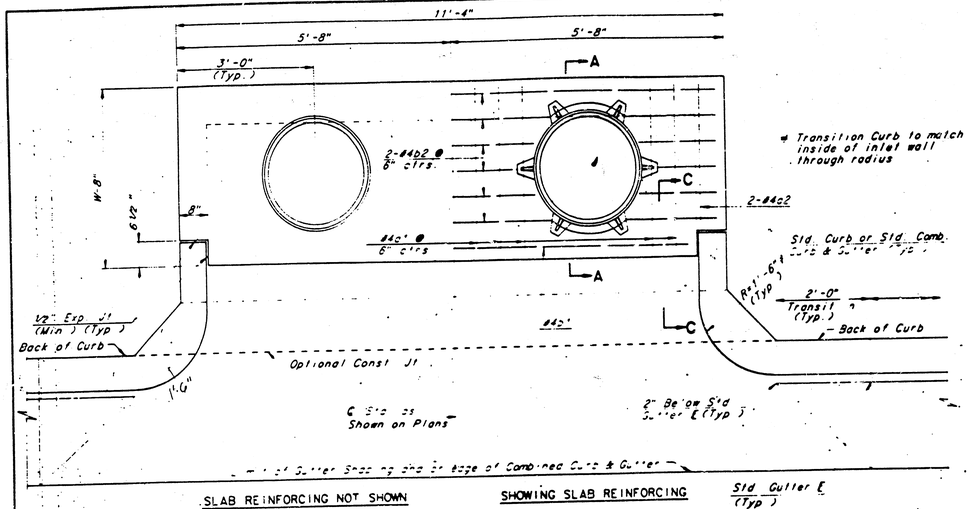
472-76-245-80001-000-000

JUNE 1984

11/12

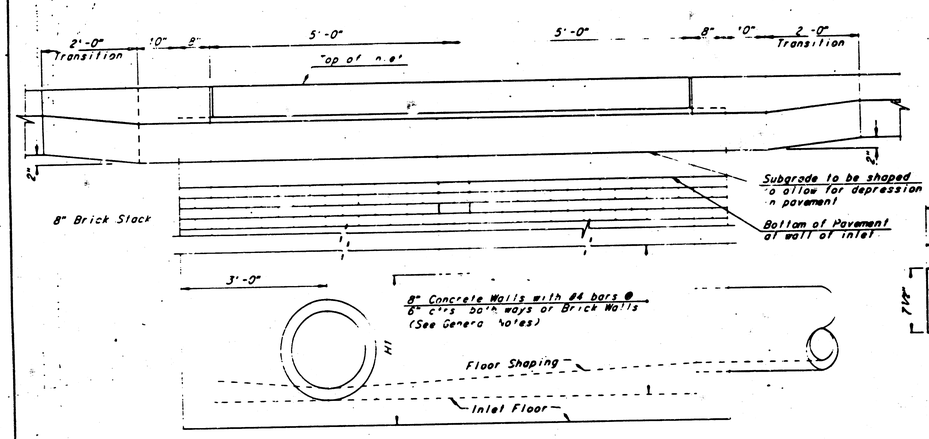
11
12

PROJECT NO.	SHEET NO.	TOTAL SHEETS

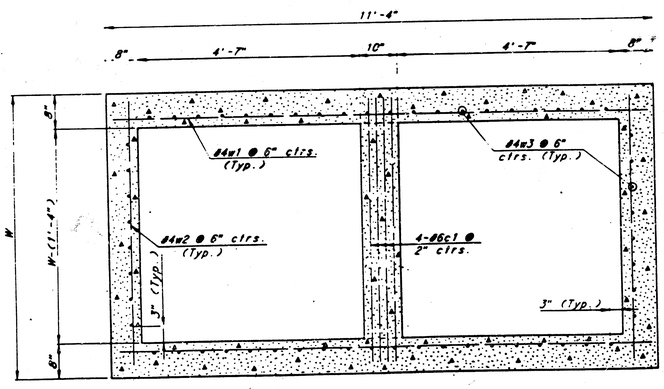


SLAB REINFORCING NOT SHOWN — SHOWING SLAB REINFORCING

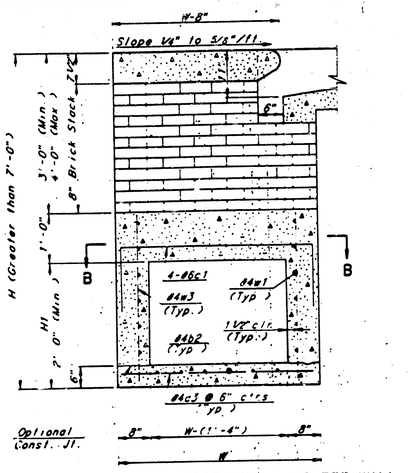
PLAN



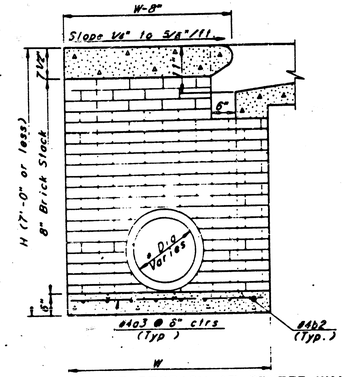
ELEVATION



SECTION B-B

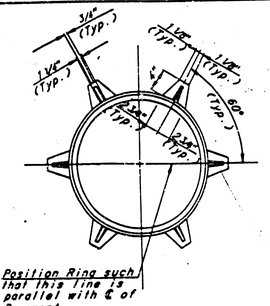


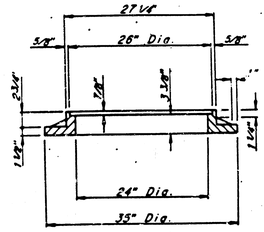
TYPICAL INLET SECTION AT CENTER WALL
(REINFORCED CONCRETE WALLS)



TYPICAL INLET SECTION AT CENTER WALL
(MASONRY WALLS)

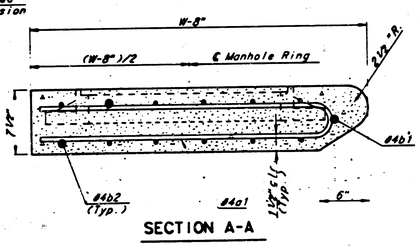
* A center wall opening shall be provided by means of a section of reinforced concrete pipe. The minimum diameter used shall be that of the outlet pipe.



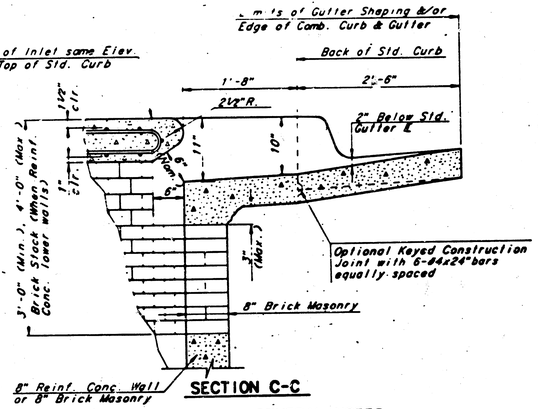


CAST IRON INLET RING
Wt.=180 lbs.

See City of Wichita Standard Manhole Frame and Cover Detail Sheet for Cover Details to be used with Inlet Frame.



SECTION A-A



SECTION C-C

GENERAL NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO CONSTRUCT 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W=6'-4" OR LESS AND H=7'-0" OR LESS. WHEN W IS GREATER THAN 6'-4" AND H IS LESS THAN 7'-0", THE OUTSIDE INLET WALLS BELOW THE BRICK STACK SHALL BE REINFORCED CONCRETE CONSTRUCTION AND THE CENTER WALL SHALL BE OF MASONRY CONSTRUCTION AS SHOWN FOR THE MASONRY WALL OPTION.
2. INLET INVERT SHALL BE SHAPED WITH A 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.
3. 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.
4. INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB. BARS IN INLET TOP TO BE FIELD BENT OR CUT TO CLEAR MANHOLE RING.
5. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

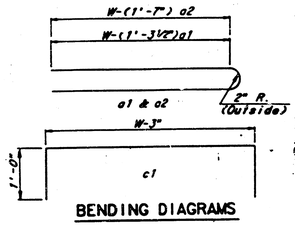
SLAB AND FLOOR REINFORCING

		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'-7 1/4"	13	8'-7 1/4"	13	10'-7 1/4"	13	12'-7 1/4"	13	14'-7 1/4"
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	9'-8"	1	9'-8"	1	9'-8"	1	9'-8"	1	9'-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	#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")÷4 (H1-6") Rounded down to nearest 0.5'
② 40÷4(W - 16") ③ H1-(9")



BENDING DIAGRAMS

REVISED 12-21-84

STANDARD TYPE 1A CURB INLET

INLET OPENING = 6" x 10'-0"

12/12

472-76-245-80001-000-000- 12
WICHITA; KANSAS

Designed by	BER, KJS, MMB	Checked by	MMB	
Drawn by	JDP	Date Nov., 1984	Job No.	12