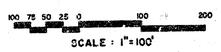
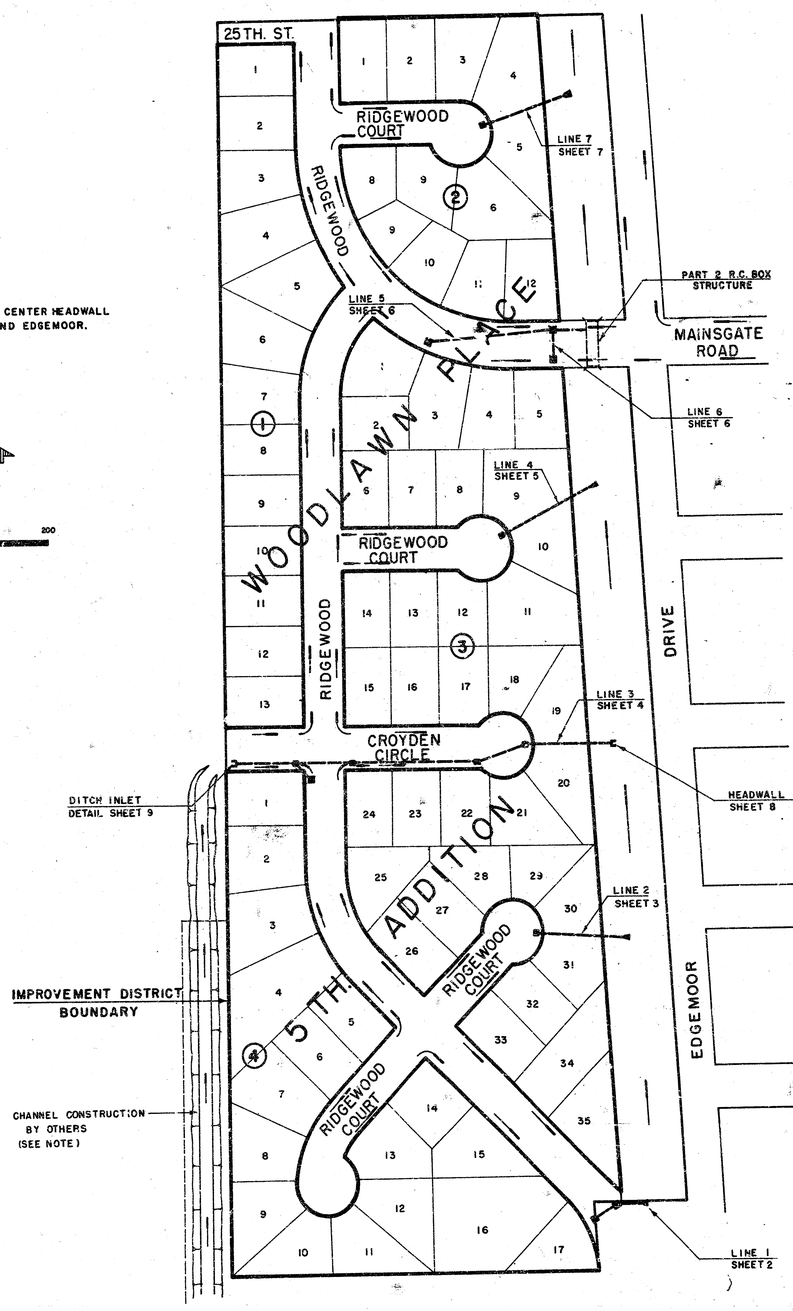
# PART I STORM SEWER ONLY

DRAINAGE IN CONNECTION WITH PAVING:
RIDGEWOOD AND MAINSGATE - N. L. OF ADDN. TO E.L. OF ADDN.
RIDGEWOOD - N.L. WILLIE COLE ADDN. TO S.L. MAINSGATE
CROYDEN - W.L. ADDN. TO W.L. OF RIDGEWOOD
RIDGEWOOD CT. - SERVING LOTS 5 THRU 14 BLK 4 FROM W.L. RIDGEWOOD & INCL. CUL-DE-SAC
RIDGEWOOD CT. - SERVING LOTS 26 THRU 33 BLK 3 FROM E.L. RIDGEWOOD & INCL. CUL-DE-SAC
CROYDEN CIRCLE - E.L. RIDGEWOOD TO & INCL. CUL-DE-SAC
RIDGEWOOD CT. - SERVING LOTS 6 THRU 14 BLK 3 FROM E.L. RIDGEWOOD TO & INCL. CUL-DE-SAC
RIDGEWOOD CT. - SERVING LOTS 1 THRU 8 BLK 2 FROM E.L. RIDGEWOOD TO & INCL. CUL-DE-SAC

B.M. 195.46 CHISLED "□" CENTER HEADWALL 60' W. AND 60' N. 21 ST. AND EDGEMOOR.




CITY OF WICHITA

DEAN SELLERS - ACTING CITY ENGINEER

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DATE

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| Curb Inlet | Sheet | 10 |


GENERAL NOTES

1) CONTRACTOR SHALL COORDINATE WORK WITH PAVING AND SANITARY CONTRACTORS, AND CONTACT RELEVANT UTILITY COMPANIES AND OTHER AGENCIES INVOLVED WITH THIS PROJECT SITE DEVELOPMENT.

2) FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THIMBLES IN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. FIELD ENGINEER SHALL REPLACE ALL SUCH IRONS AND THIMBLES DISTURBED DURING CONSTRUCTION.

3) THE TOPS OF INLETS AND MANHOLES 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 AND MANHOLES WITH REFERENCE TO PROPOSED PAVING PLANS OF THE PERTINENT STREETS.

4) ALL METAL PIPES SHALL BE HELICALLY CORRUGATED PIPE FULLY COATED BOTH INSIDE AND OUTSIDE. THE COATING MAY BE BITUMINOUS OR POLYMERIC AS SPECIFIED IN AASHTO DESIGNATION: M246-78, TYPE B. ALL SUCH COATED CORRUGATED PIPE SHALL BE SMOOTH FLOW PIPES FOR SIZES 24" DIAMETER OR LARGER. ALL CONNECTIONS FOR THESE FULLY COATED OR FULLY PAVED AND FULLY - COATED PIPES SHALL BE FAIRLY WATERTIGHT CONSTRUCTED USING HUGGER TYPE COUPLER OR EQUAL.

5) ALL CONCRETE SHALL BE "6-SACK CONCRETE" UNLESS OTHERWISE NOTED.

6) THE RIPRAP FOR THIS PROJECT SHALL BE TYPE 3. THE TYPE 3 RIPRAP SHALL BE 12" RIPRAP ON 6" SAND AND GRAVEL BEDDING. THE ROCK FOR RIPRAP AND GRAVEL PROTECTION SHALL BE HARD, DENSE, DURABLE, AND SHALL BE REASONABLY WELL GRADED. THE SIZE RANGE OF ROCK USED SHALL BE A MAXIMUM OF ONE CUBIC FOOT AND A MINIMUM OF 1½ INCH. THE 6 INCH SAND AND GRAVEL BEDDING FOR RIPRAP SHALL BE A CONTINUOUS LAYER OF SAND AND GRAVEL OR SAND AND CRUSHED ROCK, REASONABLY WELL GRADED TO A MAXIMUM OF 1½ INCHES IN SIZE.

7) CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATERLINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPT. ENGINEER.

8) CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING PRE-CAST TYPE 1A CURB INLET IN LEIU OF THE BRICK TYPE STRUCTURE. SEE STANDARD DETAIL PRE-CAST TYPE 1A CURB INLET DATED AUGUST, 1979.

9) CONSTRUCTION OF THE CHANNEL ON THE WEST SIDE OF THIS ADDITION WILL BE BY PRIVATE CONTRACT.

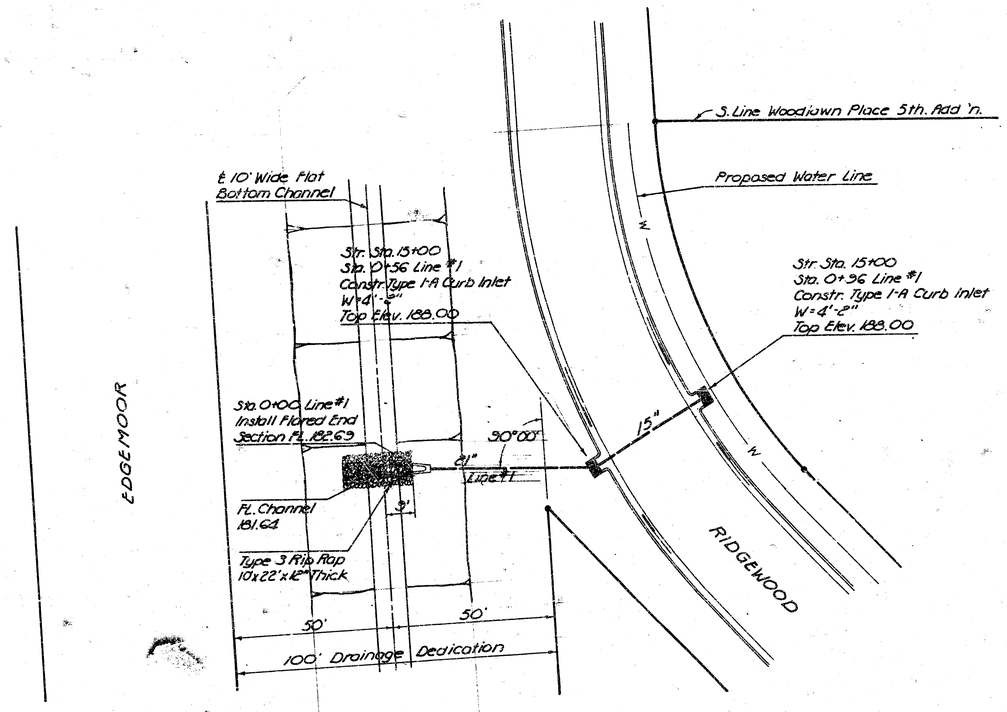
KENNY E. HILL LICENSED 7690 KANSAS PROFESSIONAL ENGINEER

KENNY E. HILL LICENSED 7690 KANSAS PROFESSIONAL ENGINEER

PREPARED BY REISS AND GOODNESS ENGINEERS

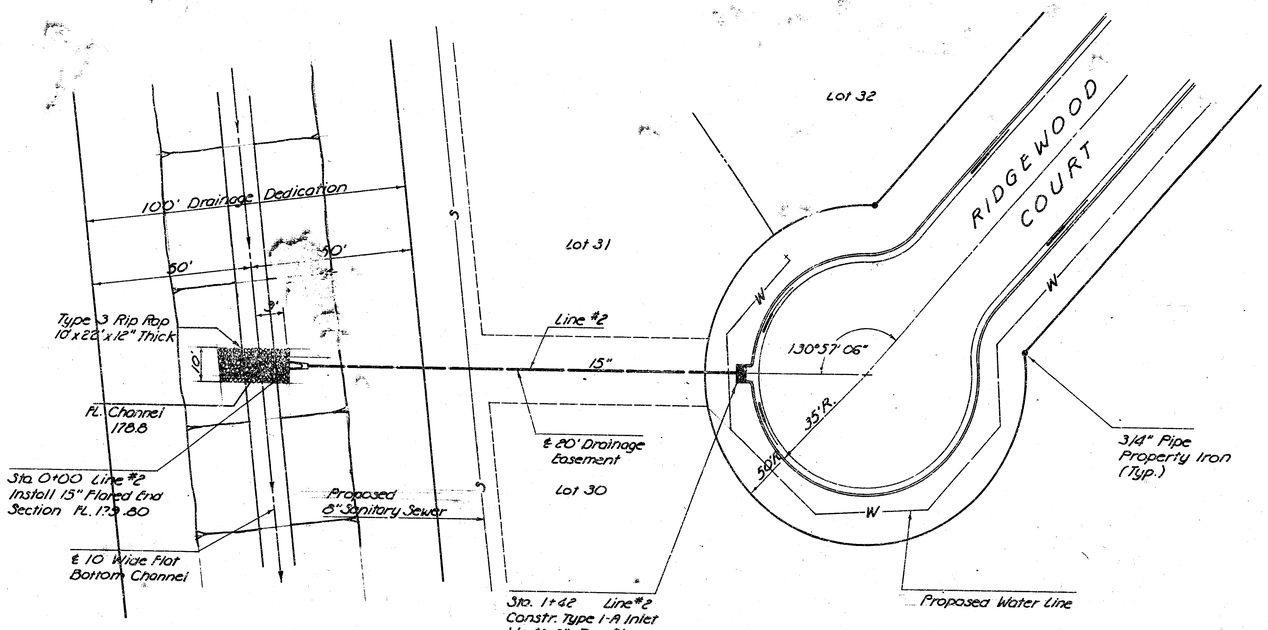


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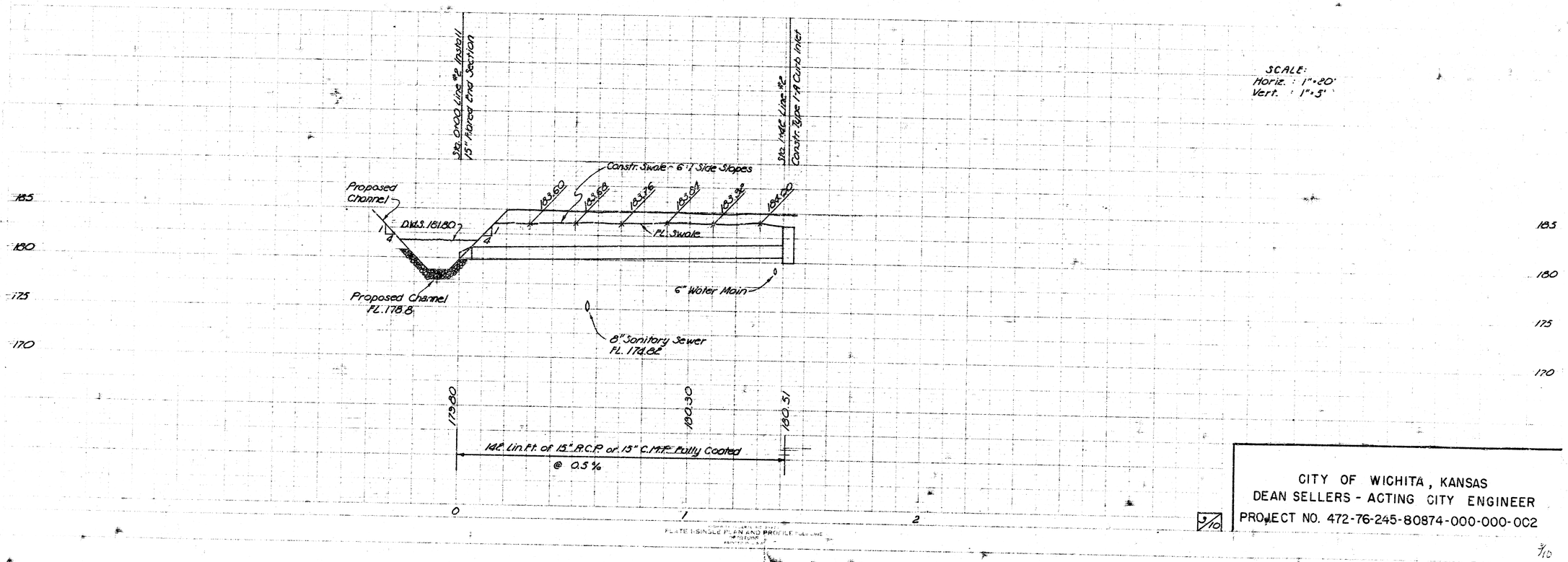
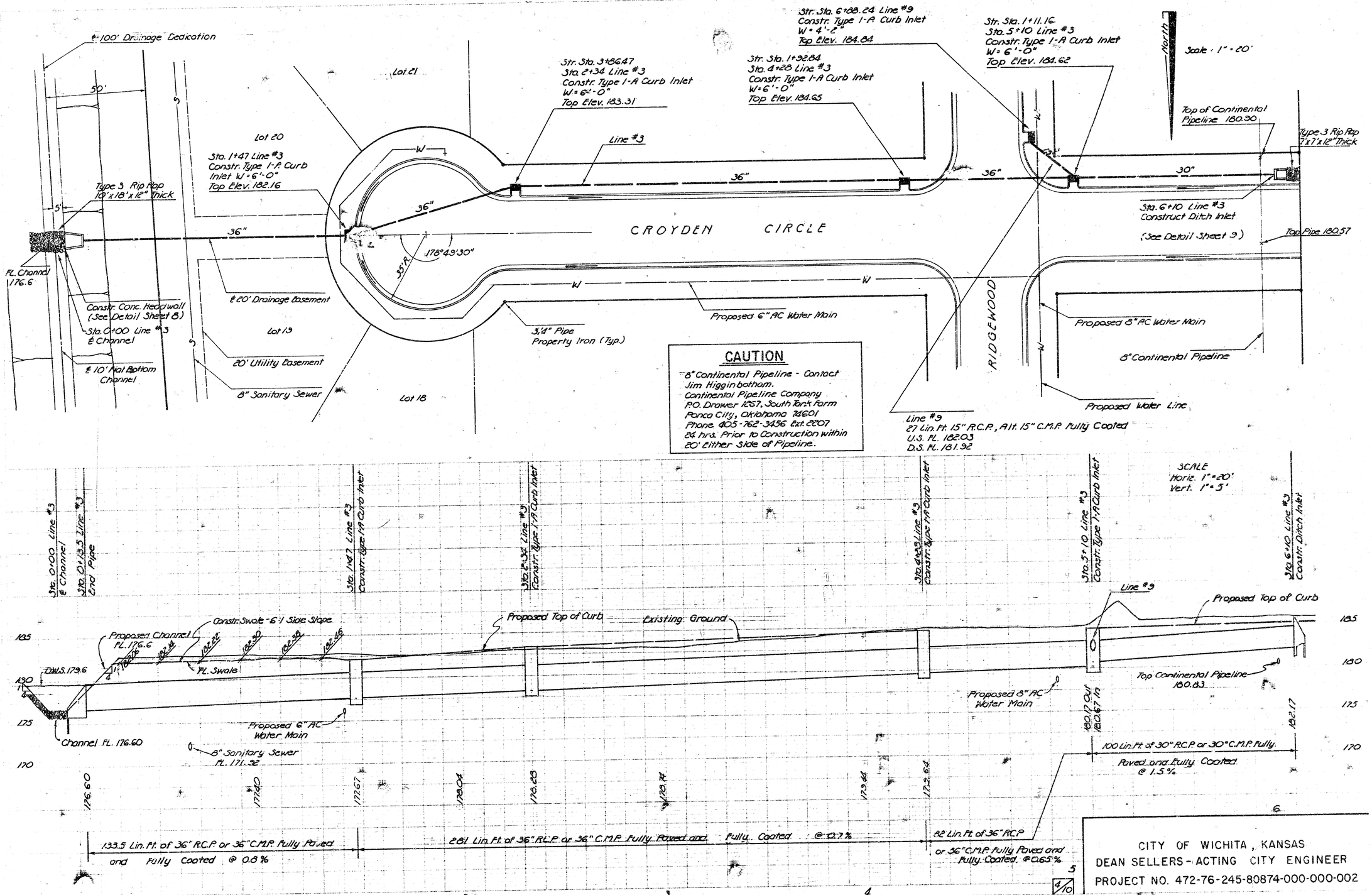




PLATE 1 SINGLE PLAN AND PROFILE SHEET

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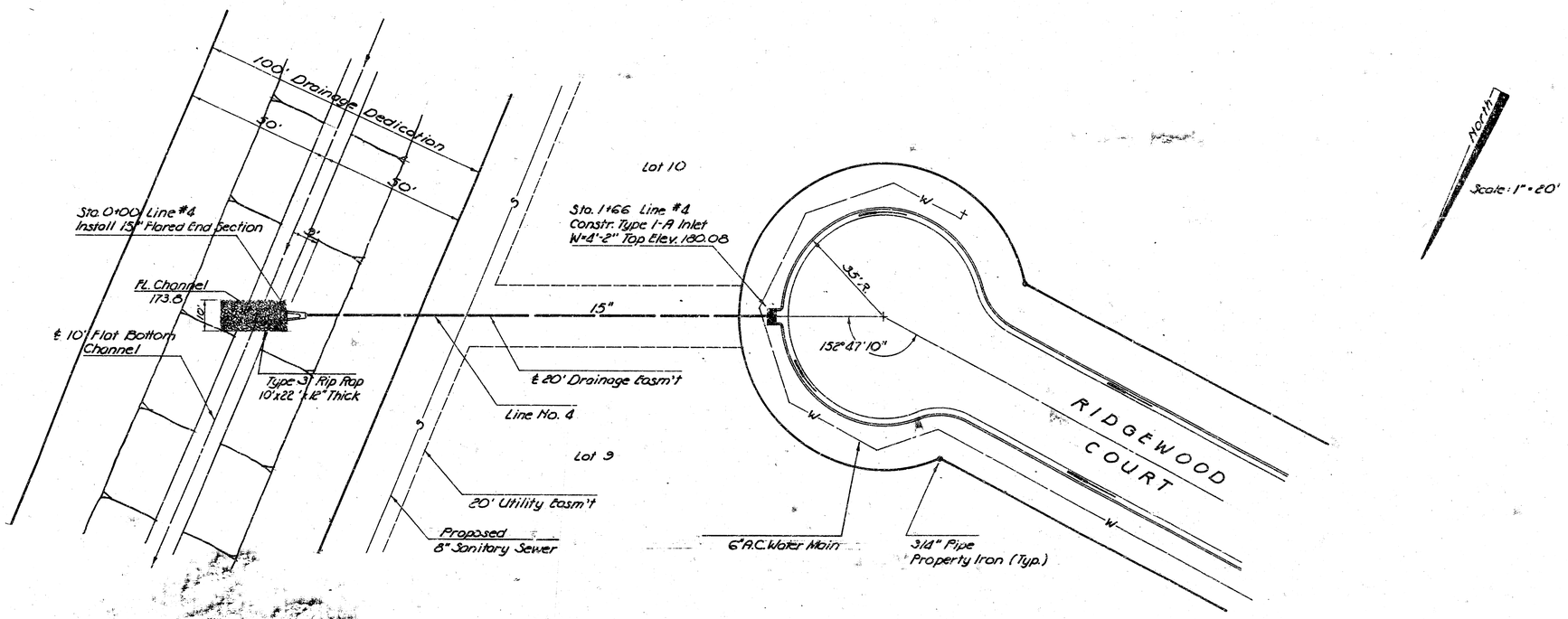
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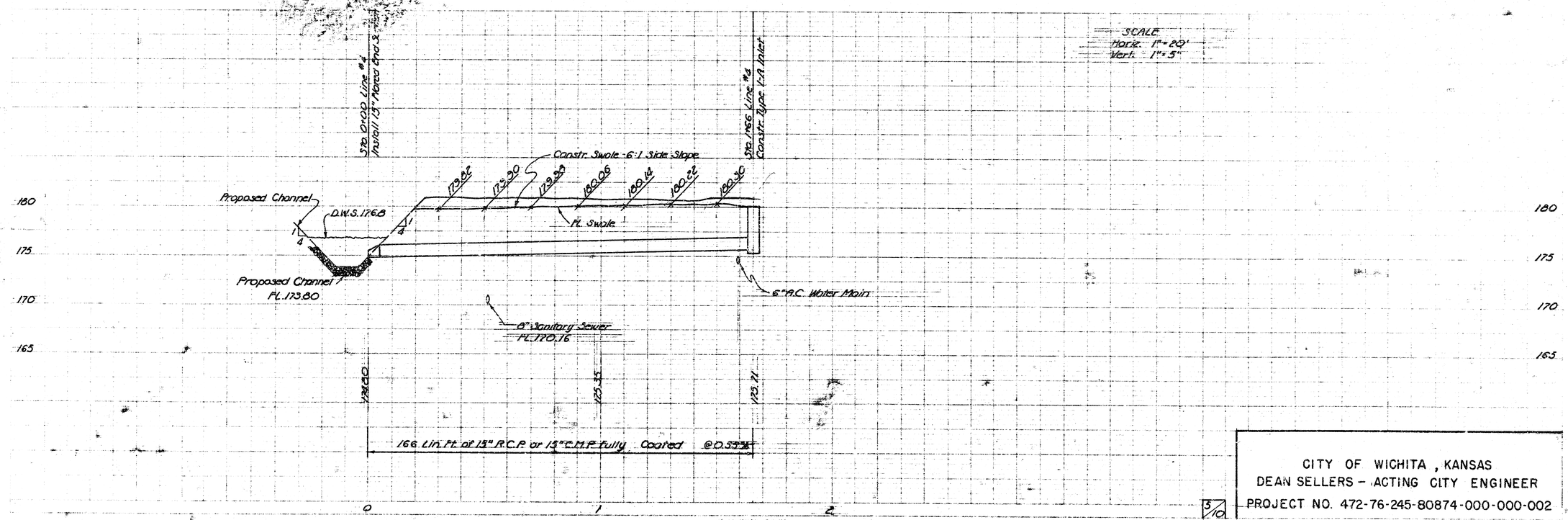



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PLATE 1-SINGLE PLAN AND PROFILE PUBLIC LINE
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PLATE 1 SINGLE PLAN AND PROFILE FULL LINE

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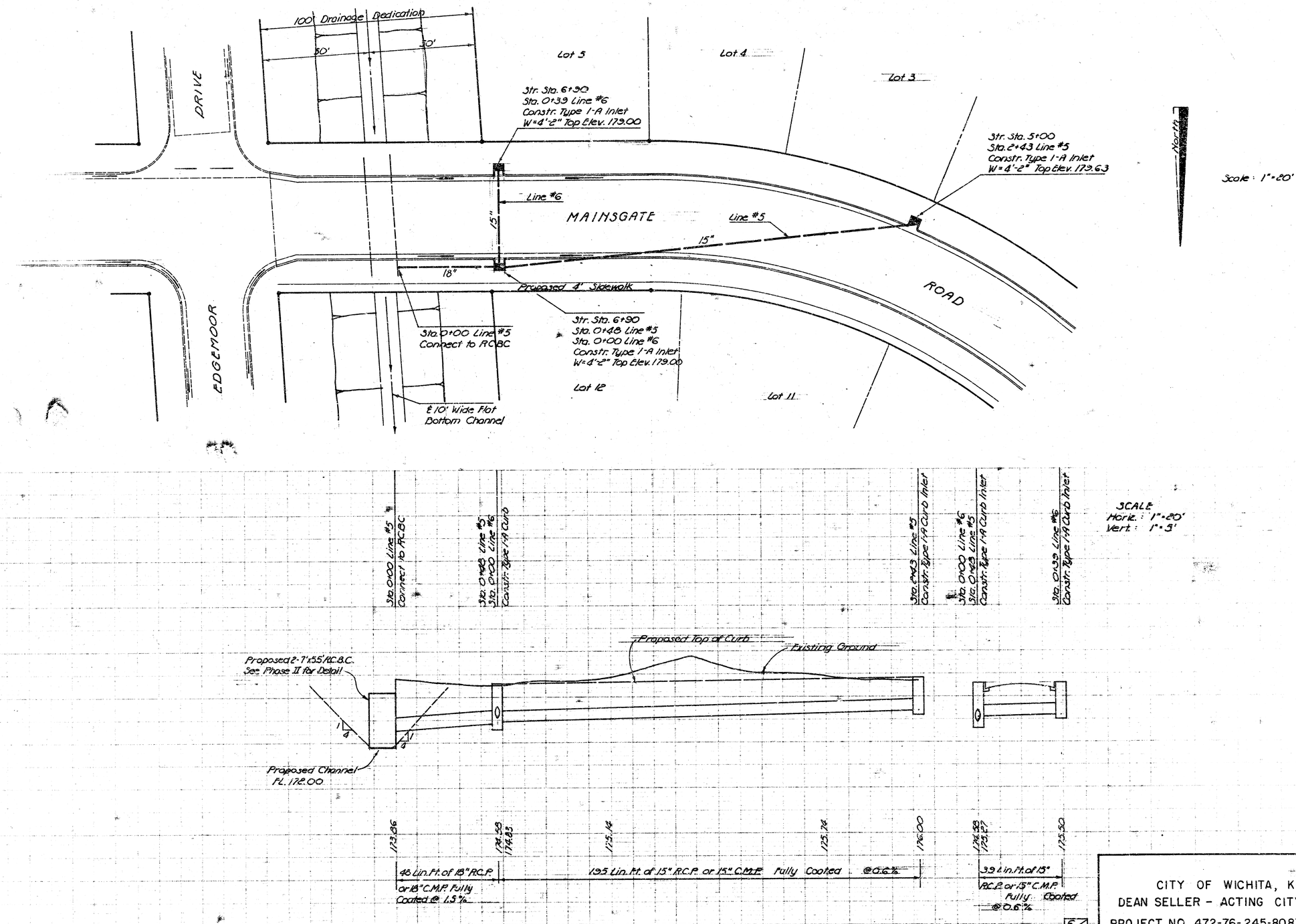
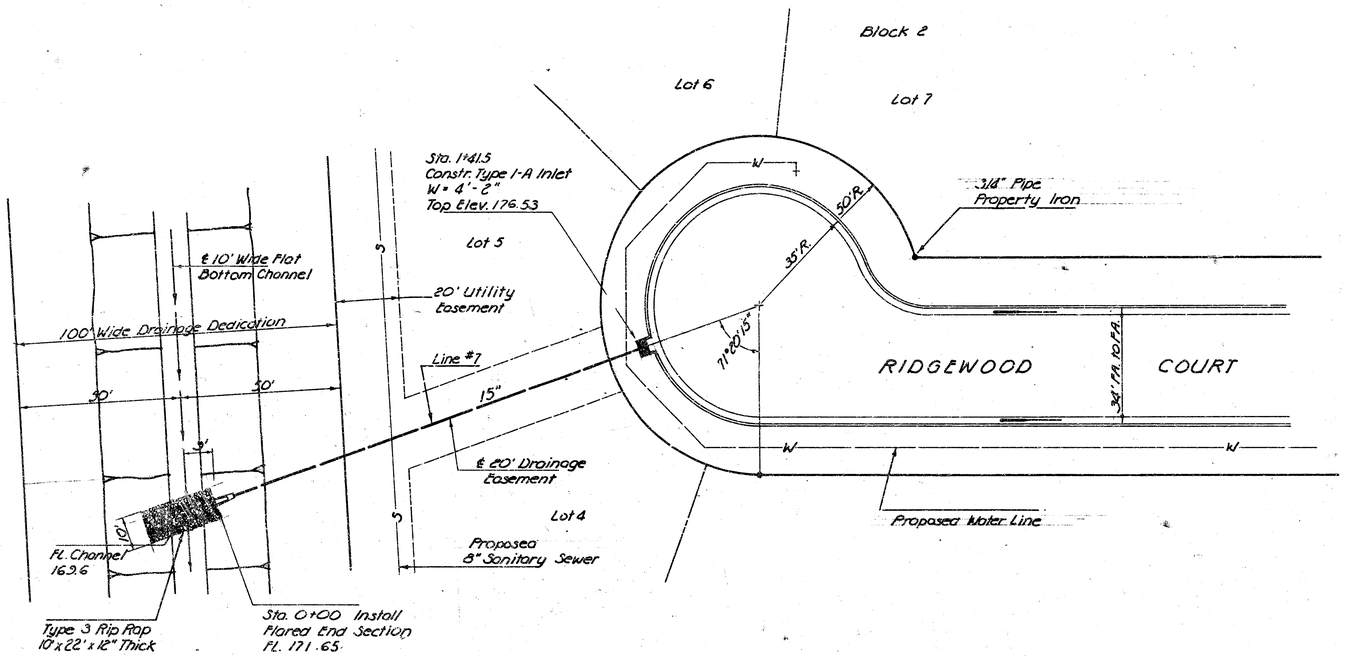
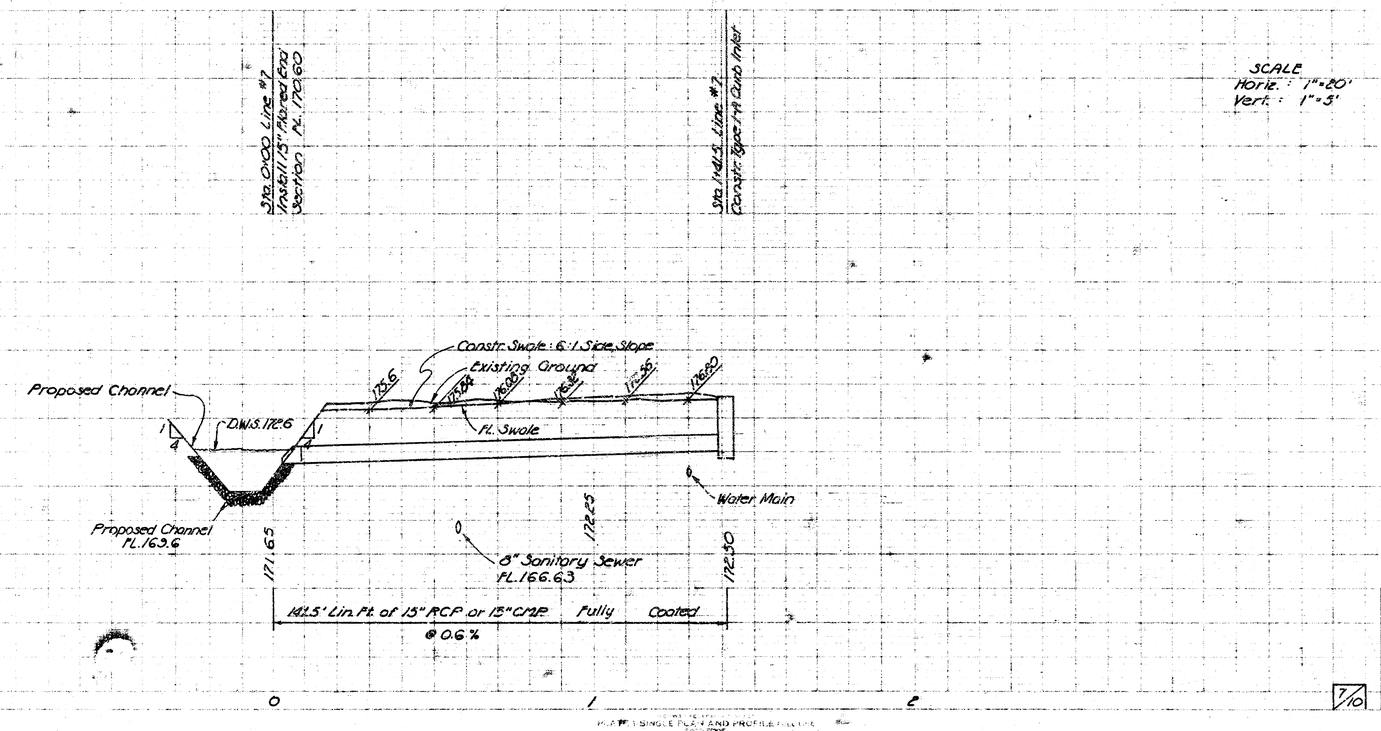



PLATE 1-SINGLE PLAN AND PROFILE SHEET

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DEAN SELLER - ACTING CITY ENGINEER
PROJECT NO. 472-76-245-80874-000-00[illegible]-002

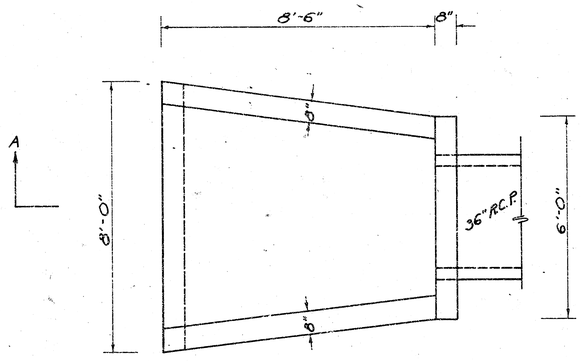
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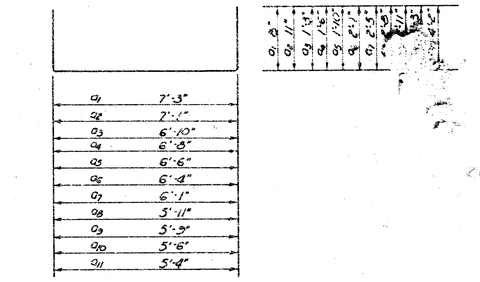

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DEAN SELLERS - ACTING CITY ENGINEER
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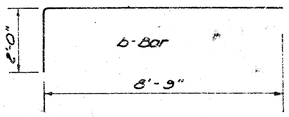
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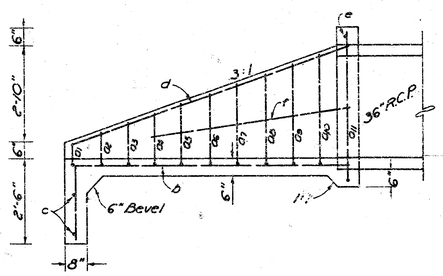



All Exposed Edges to Have 1/2" Bevel

PLAN
Scale : 1/2" = 1'-0"




SECTION A-A
Scale : 1/2" = 1'-0"

| TABLE of QUANTITIES | | | | |
|---|---|---|---|---|
| Bars | Number | Length | Shape | Weight |
| a1 | 1 | 8'-7" | L | 5.73 |
| a2 | 1 | 8'-11" | L | 5.96 |
| a3 | 1 | 9'-4" | L | 6.23 |
| a4 | 1 | 9'-8" | L | 6.46 |
| a5 | 1 | 10'-2" | L | 6.79 |
| a6 | 1 | 10'-6" | L | 7.01 |
| a7 | 1 | 10'-11" | L | 7.29 |
| a8 | 1 | 11'-3" | L | 7.52 |
| a9 | 1 | 11'-7" | L | 7.74 |
| a10 | 1 | 12'-0" | L | 8.02 |
| a11 | 1 | 13'-8" | L | 9.13 |
| b | 9 | 10'-5" | — | 62.63 |
| c | 2 | 7'-5" | — | 10.02 |
| d | 2 | 9'-0" | — | 12.02 |
| e | 1 | 5'-8" | — | 3.79 |
| f | 2 | 6'-6" | — | 8.68 |
| Total Reinforcement | | | | 177.02 lbs. |
| Concrete | | | | 2.87 C.Y. |

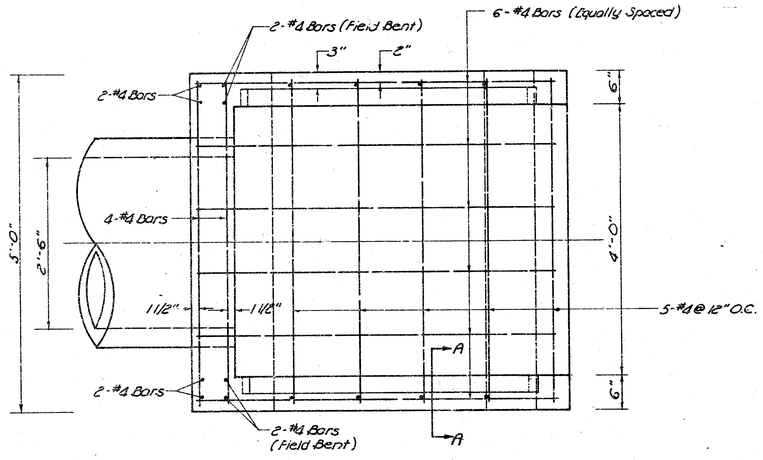
All Rebar is #4

# HEADWALL DETAIL for 36" PIPE

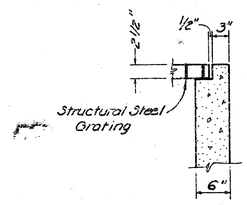
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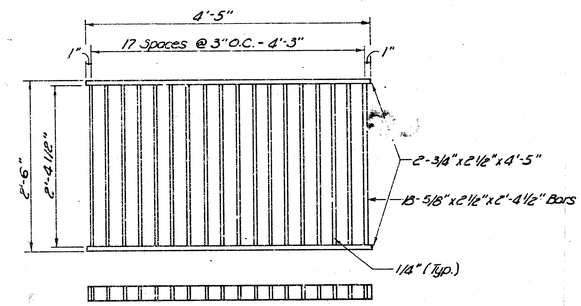
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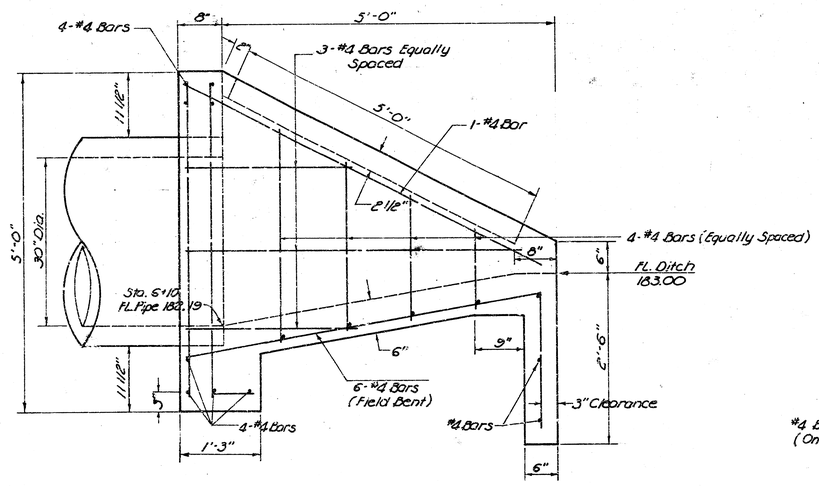

PLAN



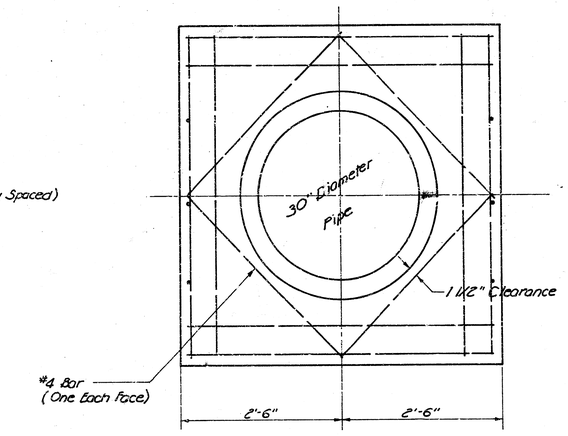

SECTION A-A




STRUCTURAL STEEL GRATING
(Two Required)




ELEVATION



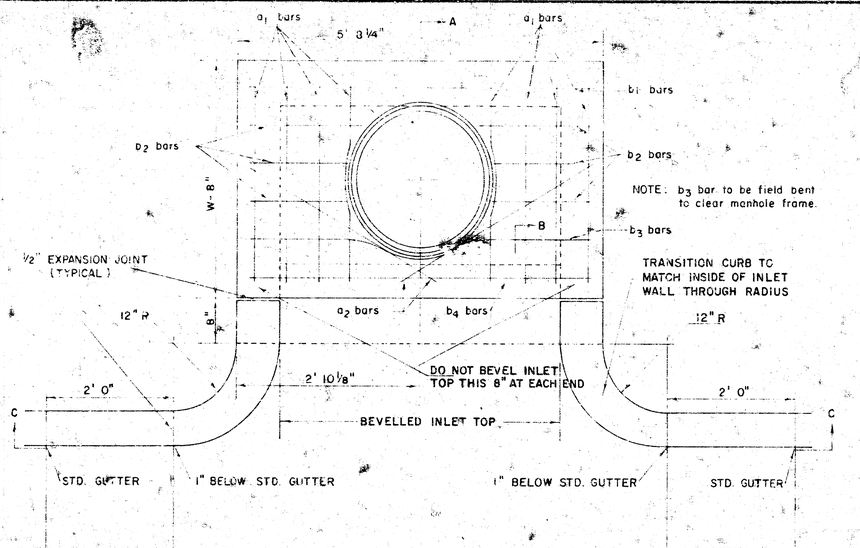

SECTION THRU INLET

# DITCH INLET

Scale : 1"=1'-0"

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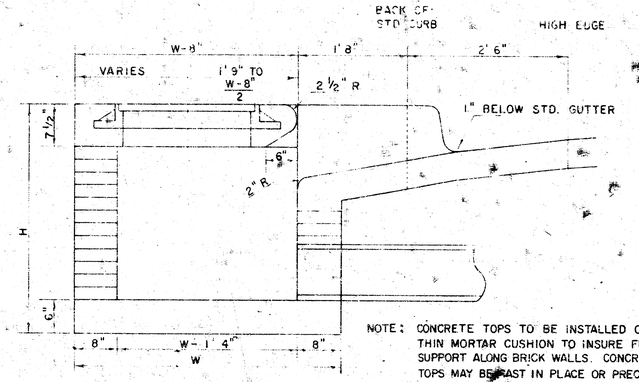



PLAN (SCALE 1" = 1'0")

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

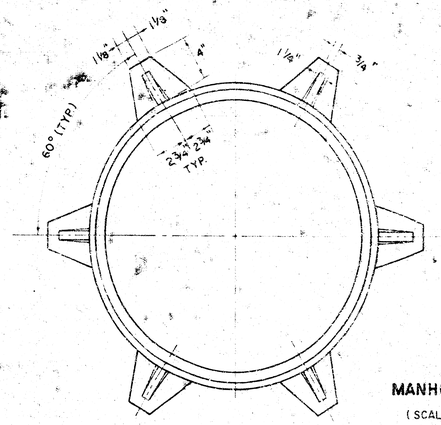
TRANSITION CURB TO MATCH INSIDE OF INLET WALL THROUGH RADIUS

12" R

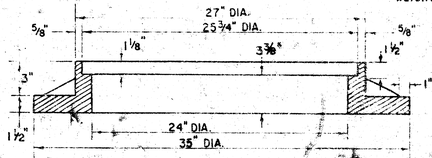


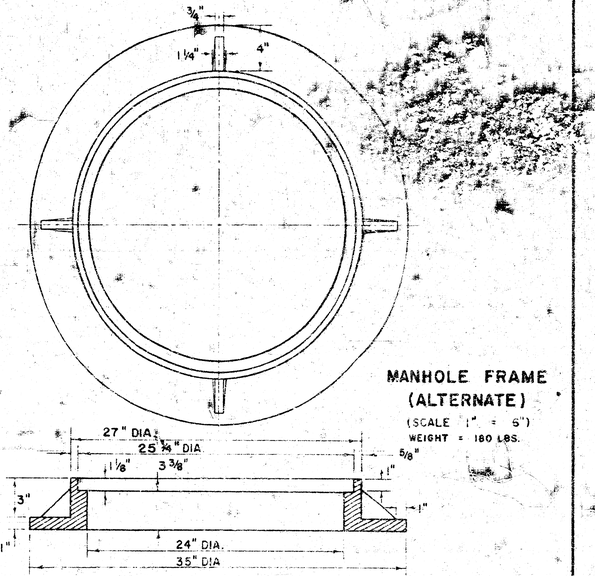

SECTION A-A
(SCALE 1" = 1'0")

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 FOR INLET TOPS AND FLOORS SHALL BE 6-SACK PAVING MIX.

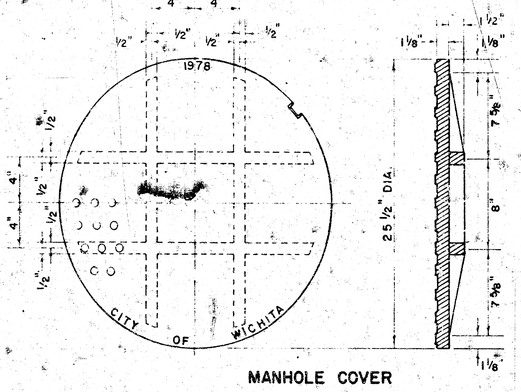



MANHOLE FRAME
(SCALE 1" = 6")
WEIGHT = 180 LBS.




MANHOLE FRAME (ALTERNATE)
(SCALE 1" = 6")
WEIGHT = 180 LBS.



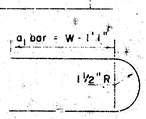

MANHOLE COVER
(SCALE 1" = 6")
WEIGHT = 170 LBS.

STEEL SCHEDULE

| BAR | $a_1$ | $a_2$* | $b_1$ W=4'2" | W=5'0" | W=6'0" | W=7'0" | W=8'0" | $b_2$ | $b_3$ | $b_4$ | WT. LBS. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NUMBER | 8 | 2 | 1 | 3 | 5 | 7 | 9 | 6 | 1 | 1 | |
| SIZE | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #4 | #6 | |
| W=4'2" | 6'5" | 3'4" | 5'5" | – | – | – | – | 1'5" | 5'6" | 5'5" | 60# |
| W=5'0" | 8'1" | 4'4" | – | 5'5" | – | – | – | 1'5" | 5'6" | 5'5" | 77# |
| W=6'0" | 10'1" | 5'4" | – | – | 5'5" | – | – | 1'5" | 5'6" | 5'5" | 97# |
| W=7'0" | 11'1" | 6'4" | – | – | – | 5'5" | – | 1'5" | 5'6" | 5'5" | 111# |
| W=8'0" | 12'1" | 7'4" | – | – | – | – | 5'5" | 1'5" | 5'6" | 5'5" | 124# |

LENGTH

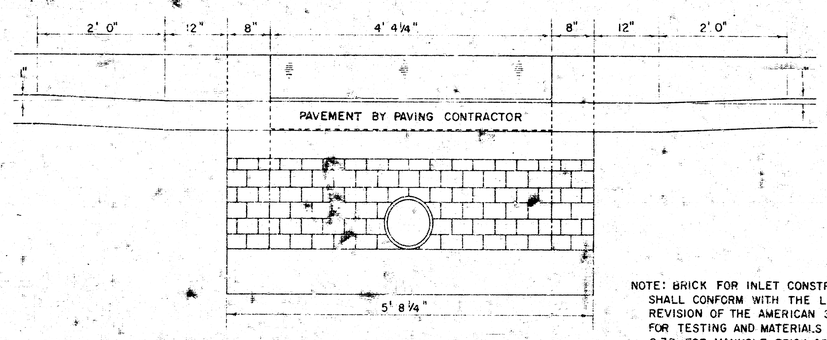
NOTE: $a_2$ BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER




BENDING DIAGRAM

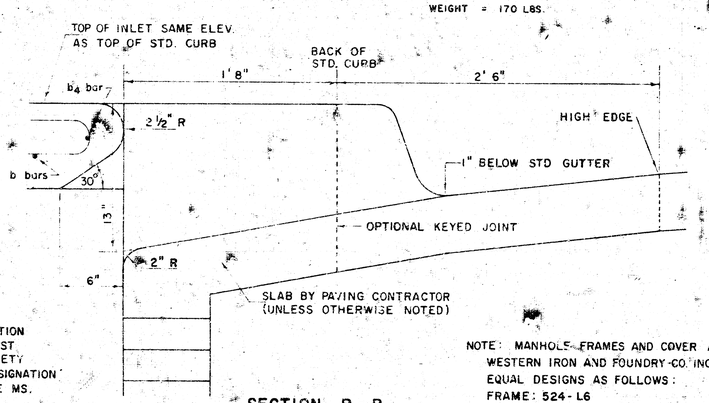
| STANDARD CURB INLET PRECAST TOPS | | | |
|---|---|---|---|
| W | PRE-CAST TOP SIZE | PIPE SIZE | CU. YD. CONC |
| 4'2" | 3'6"x5'8 1/4"x7 1/2" | 21" & SMALLER | 0.46 * |
| 5'0" | 4'4"x5'8 1/4"x7 1/2" | 24" & 30" | 0.57 * |
| 6'0" | 5'4"x5'8 1/4"x7 1/2" | 36" & 42" | 0.71 * |
| 7'0" | 6'4"x5'8 1/4"x7 1/2" | 48" & 54" | 0.84 * |
| 8'0" | 7'4"x5'8 1/4"x7 1/2" | 60" & 66" | 0.97 * |

* GROSS VOLUME




SECTION C-C
(SCALE 1" = 1'0")

NOTE: BRICK FOR INLET CONSTRUCTION SHALL CONFORM WITH THE LATEST REVISION OF THE AMERICAN SOCIETY FOR TESTING AND MATERIALS DESIGNATION C-32 FOR MANHOLE BRICK GRADE MS.




SECTION B-B
(SCALE 1" = 6")

NOTE: MANHOLE FRAMES AND COVER ARE WESTERN IRON AND FOUNDRY CO. INC. OR EQUAL DESIGNS AS FOLLOWS:
FRAME: 524-L6
FRAME (ALTERNATE): 500 A4
COVER: 222 S4 "NOBBY"

# DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

DEAN SELLERS - ACTING CITY ENGINEER

OCTOBER 1978

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