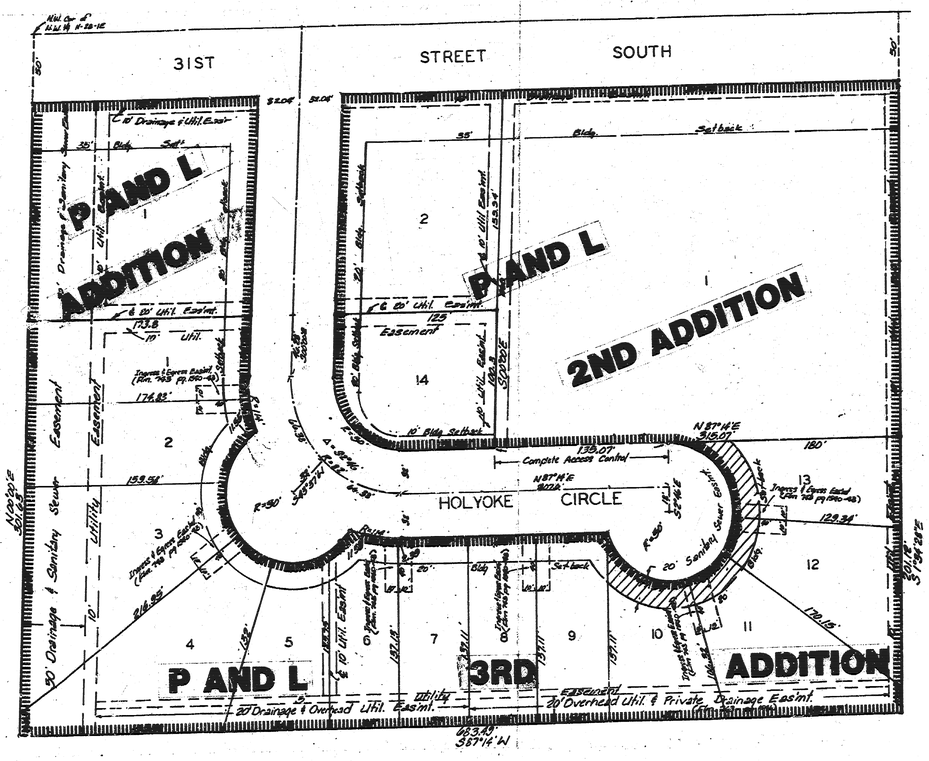
STREET IMPROVEMENTS FOR

HOLYOKE CIRCLE FROM THE S.L. OF 31ST STREET SOUTH TO & INCLUDING CUL-DE-SAC

PROJECT NO. 472-76-245-81516-000-000-001

CITY OF WICHITA, KANSAS

MICHAEL E. LINDEBAK —— CITY ENGINEER



INDEX TO THE PLANS

1	Title and Improvement District
2	Typical Section 36 Foot Pavement
3	Drive Detail Sheet
4-5	Holyoke Circle
6	Incidental Drainage
7	Type "S" Shallow Manhole Detail
8	Type 1A Inlet Detail
9-10	Earthwork Cross Sections

ENGINEER GB/TCR
SURVEY MK
CHECKED TCR DATE 4-15-87

PROJECT BENCH MARKS

1. City Disc at northeast corner of Hillside and 31st Street South. Elevation = 104.29 City Datum
2. Square cut in top of parking lot curb, south of Quik Trip sign, northeast corner of parking lot. Elevation = 113.34 City Datum

1. The Contractor shall adjust Water Valve Boxes and Fire Hydrants as directed by the Engineer at the price bid for said adjustments. 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.
2. 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.
3. 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.
4. 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.
5. No more than 12 drives 18 feet in width, or equivalent combinations thereof, are to constructed with this project.
6. All entrance and cross road pipe within the project limits shall be removed by the Contractor unless otherwise noted on the plans. Removal of such pipes shall conform to the applicable section of the Standard Specifications.
7. 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 or a licensed professional engineer in accordance with state laws.
8. Removal of existing concrete parking lot pavements, asphalt parking lot pavements, asphalt driveway pavements and/or asphalt sidewalk pavements will be paid for as square feet of walk and drive removed. Driveway widths and locations shown on the plan are tentative. Contractor will be required to obtain properly executed driveway request form signed by property owner or his authorized representative verifying such driveway widths and locations. Such forms shall be submitted to the Engineer for his review and approval.

IMPROVEMENT DISTRICT

THOMAS CHARLES RIGGLE LICENSED 9621 KANSAS PROFESSIONAL ENGINEER

REVISED APRIL 9, 1987
APRIL 24, 1986

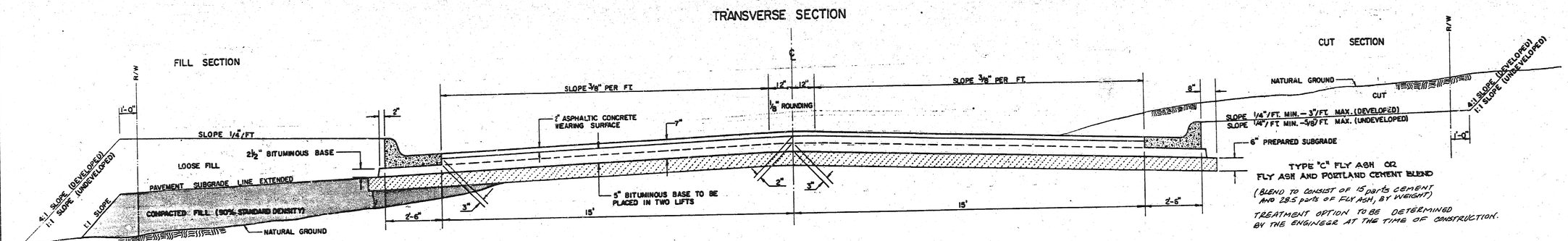
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316/262-7271 • 330 LAURA • WICHITA, KANSAS 67211

1/10

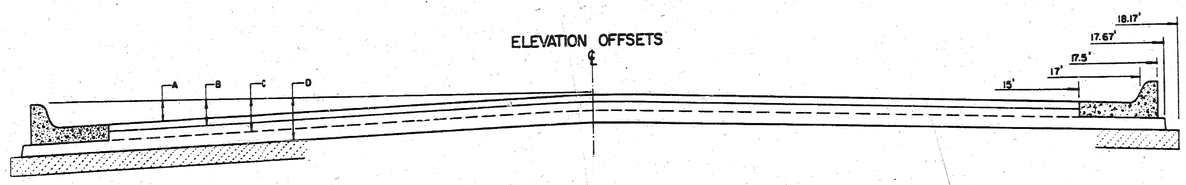
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TYPICAL 35' PAVEMENT DETAILS

TRANSVERSE SECTION

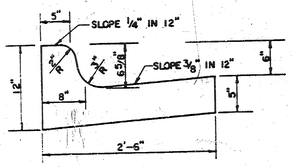


ELEVATION OFFSETS

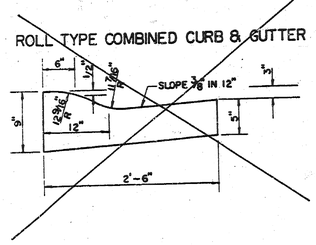


	DISTANCE FROM CENTERLINE (LT. & RT.)												
	0'	2'	4'	6'	8.5'	10'	12'	14'	15'	17'	17.5'	17.67'	18.17'
A: TOP OF CURBS TO TOP OF SURFACE LIFT	0.04	0.08	0.14	0.21	0.29	0.33	0.39	0.46	0.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	0.21	0.25	0.31	0.37	0.45	0.50	0.56	0.62	0.65	—	—	—	—
C: TOP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

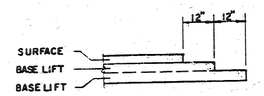
3) A TACK COAT OF EMULSIFIED ASPHALT (SC-1H OR CSS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE OF 0.05 GALLONS PER SQUARE YARD BETWEEN EACH LIFT OF ASPHALTIC MATERIAL.

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



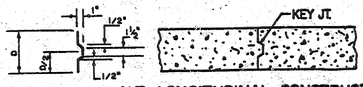
TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN FLEXIBLE BASE PAVEMENTS AT LOCATIONS WHERE PAVEMENT JOINS EXISTING FLEXIBLE BASE PAVEMENT AS SHOWN BY THE DETAIL. ALL COSTS ASSOCIATED WITH THE CONSTRUCTION OF THE TRANSVERSE JOINT SHALL BE INCLUDED IN THE BID PRICE FOR SQUARE YARDS 7" ASPHALTIC CONCRETE (5" BITUMINOUS BASE).

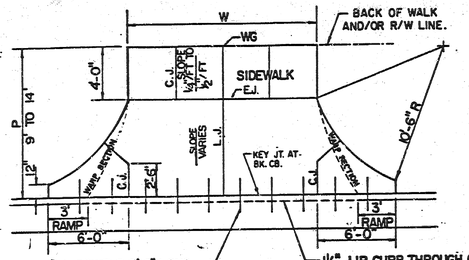
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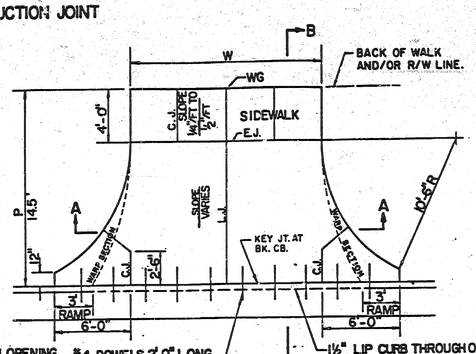
7 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 5 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
476-76-245-81516-000-000-001

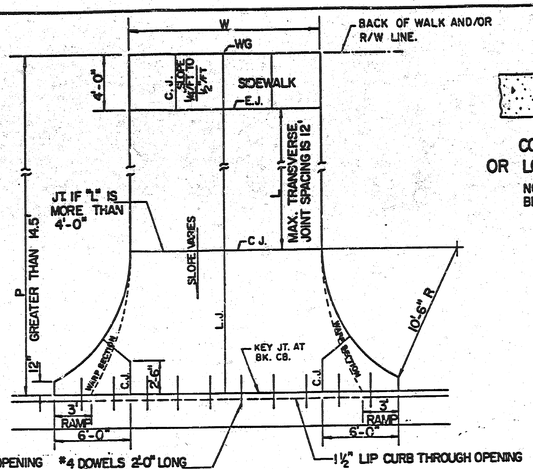
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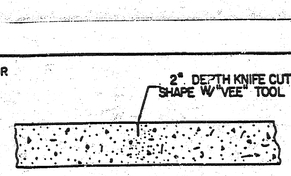
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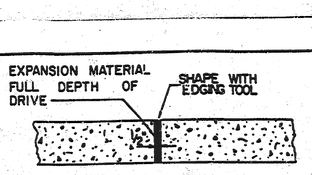


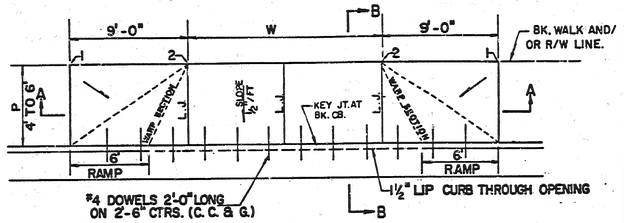


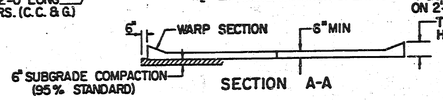


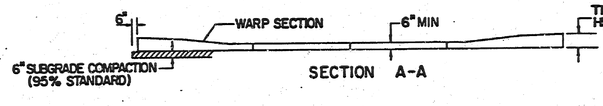






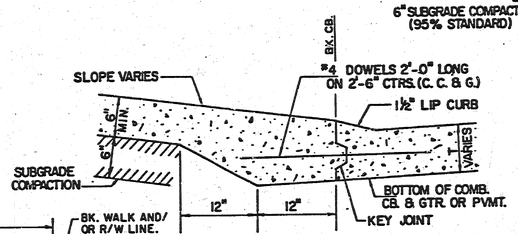






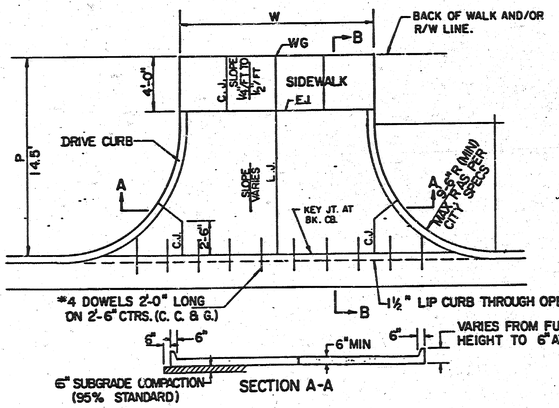
PARKING WIDTH "P"		9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.70'	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.21'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST. OF PT. "WG" ABOVE OR BELOW TOP OF FULL CURB	-.19'	-.16'	-.13'	-.10'	-.06'	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

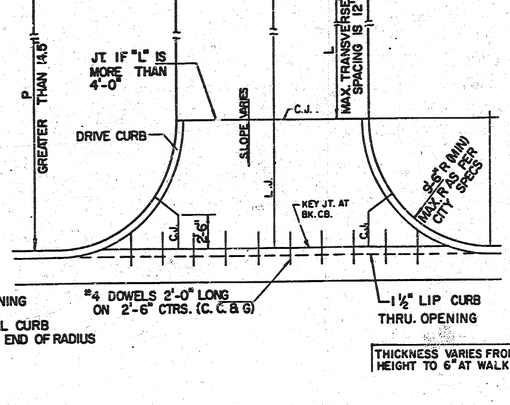
RADIUS RAMP DRIVES (P= 9.0' & GREATER)

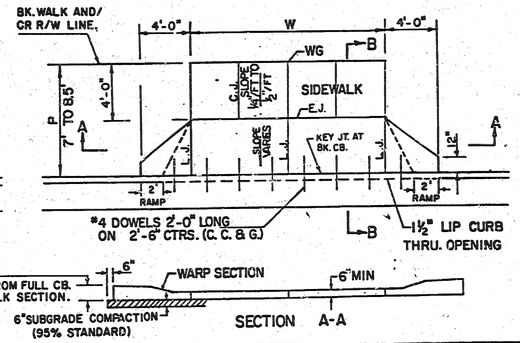


PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT. "1" ABOVE TOP OF FULL CB.	0.08'	0.09'	0.10'	0.12'	0.13'	0.14'
DIST. OF PT. "2" BELOW TOP OF FULL CB.	-.26'	-.24'	-.22'	-.20'	-.18'	-.16'

FULL RAMP DRIVE (P=4.0' TO 6.5')







PARKING WIDTH "P"		14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.80	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.70	1.04'	1.30'	1.56'	1.82'	2.08'	2.34'	2.60'
OPTIMUM	MIN. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.30	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'
ABSOLUTE	MIN. DIST OF PT. "WG" ABOVE TOP OF FULL CB.	0.00	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'

FULL RADIUS DRIVES (P=14.5' & GREATER)

PARKING WIDTH "P"		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MIN. DIST OF PT. "WG" ABOVE TOP OF FULL CB.	0.15'	0.16'	0.17'	0.17'
ABSOLUTE	MAX. DIST OF PT. "WG" BELOW TOP OF FULL CB.	-.25'	-.20'	-.20'	-.20'

FULL RAMP DRIVE (P=7.0' TO 8.5')

GENERAL NOTES

1. DRIVEWAY CONSTRUCTION DETAILED ON THIS SHEET IS FOR USE WITH FULL HEIGHT STREET CURBS AND IN AREAS WITHOUT FULL WALK CONSTRUCTION IN THE PARKING. SEE OTHER DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH ROLL CURB AND/OR FULL WALK.
2. ONE LONGITUDINAL JOINT SHALL BE CONSTRUCTED ALONG THE CENTERLINE OF DRIVES HAVING A "W" DIMENSION OF 24' OR LESS. TWO LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH EQUAL SPACINGS NOT TO EXCEED 10' FOR DRIVES WITH A "W" DIMENSION GREATER THAN 24'.
3. DRIVEWAY WIDTH DENOTED AS "W" ON THE DETAIL DRAWINGS SHALL BE A MINIMUM OF 10' AND A MAXIMUM OF 30'. THE MAXIMUM OPENING FOR RADIUS TYPE DRIVES WITH CURBS THROUGH THE RADIUS SHALL NOT EXCEED 52' AT THE STREET CURB LINE.
4. CONSTRUCTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 3' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THIS RANGE. WALK SECTION SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.
5. DOWEL BARS SHALL BE OMITTED FROM THE KEYED CONSTRUCTION JOINT ALONG THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW CONCRETE PAVEMENT CONSTRUCTION.
6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE DRIVEWAY CONSTRUCTION.
7. ONE HALF INCH EXPANSION JOINTS SHALL BE INSTALLED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK. ONE HALF INCH EXPANSION JOINTS SHALL ALSO BE INSTALLED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN DRIVE CONSTRUCTION ALONG THIS LINE ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.
8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE WITHOUT REINFORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER THAN 6" AND THEY MAY BE REINFORCED WITH 6"x12" W4-W4 WELDED WIRE FABRIC WHEN PROPERLY AUTHORIZED BY THE PROPERTY OWNER WITH THE ENGINEER'S CONCURRENCE.
9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN IN THE TABLES ARE TO BE USED WHEREVER POSSIBLE. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE TO BE USED ONLY WHEN THESE VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES OR PARKING LOTS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL CURB HEIGHT ELEVATION OF 0.55' ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE ELEVATIONS BELOW TOP OF FULL HEIGHT CURB.

SCALE: 1"= 5'

STANDARD DRIVE ENTRANCES FULL HEIGHT CURB

CITY OF WICHITA, KANSAS

3/10 3/10

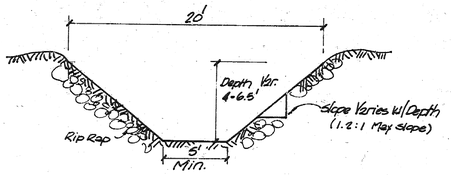
PROJECT NUMBER

472-76-245-81516-000-000-001

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PROJECT BENCH MARKS

1. City Disc at northeast corner of Hillside and 31st Street South. Elevation = 104.29 City Datum
2. Square cut in top of parking lot curb, south of Quik Trip sign, northeast corner of parking lot. Elevation = 113.34 City Datum



TYPICAL DITCH SECTION

Earthwork Quantities

Excavation	Compacted Fill	Manipulated Fill	Subgrade Manip.
1996.8 S.Y.	0	0	2816.0 S.Y.
40%+ 199.7 S.Y.			
Total: 2196.5 S.Y.	0	0	2816.0 S.Y.

4/10

HOLYOKE CIRCLE (4/10)

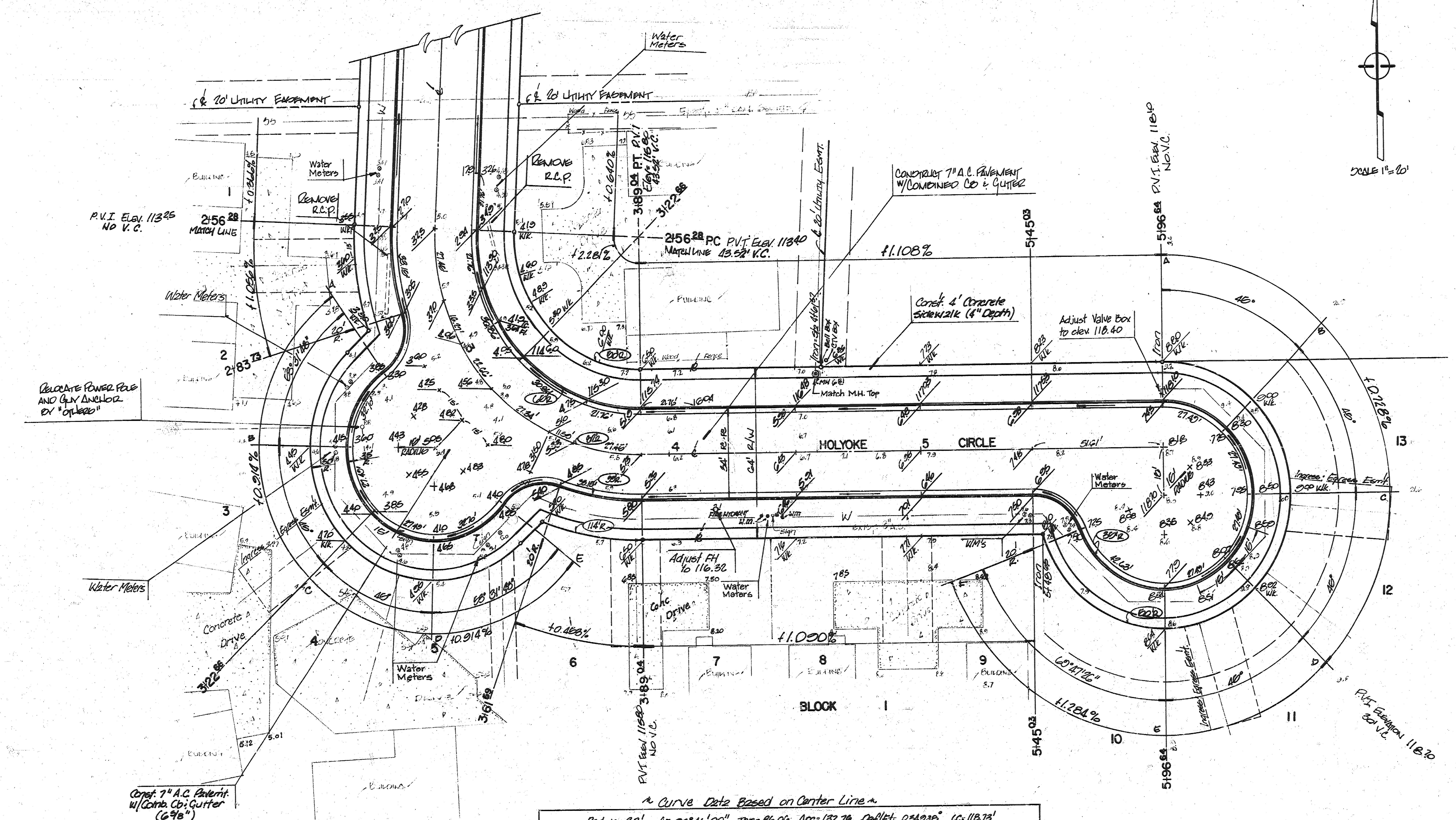
472-76-245-81516-000-000-001

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PROJECT BENCH MARKS

1. City Disc at northeast corner of Hillside and 31st Street South. Elevation = 104.29 City Datum

2. Square cut in top of parking lot curb, south of Quik Trip sign, northeast corner of parking lot. Elevation = 113.34 City Datum



℄ Curve Data Based on Center Line ℄

Radius = 82' Δ = 92°46'00" Tan = 86.06 Arc = 132.76 Defl/Ft = 0.34938° LC = 118.73'

Station	Arc	Chord Lengths to Face: 8' Left of Face Cb.	Chord Lengths to Face: 8' Right of Face Cb.	Defl. Δ	Total Defl. Δ
2+56.28 P.C.	0	0	0	0	0
2+76	18.72	12.58	↓	6°32'25"	6°32'25"
2+83.73	8.73	6.07	35.65	3°03'00"	9°35'25"
3+00	16.27	11.20	↓	5°41'04"	15°16'29"
3+22.66	22.66	15.70	50.33	7°55'01"	23°11'30"
3+50	21.34	18.91	↓	9°33'07"	32°44'37"
3+61.59	11.59	8.05	50.33	4°02'58"	36°47'35"
3+85.04 P.T.	21.45	18.99	35.65	9°35'25"	46°23'00"

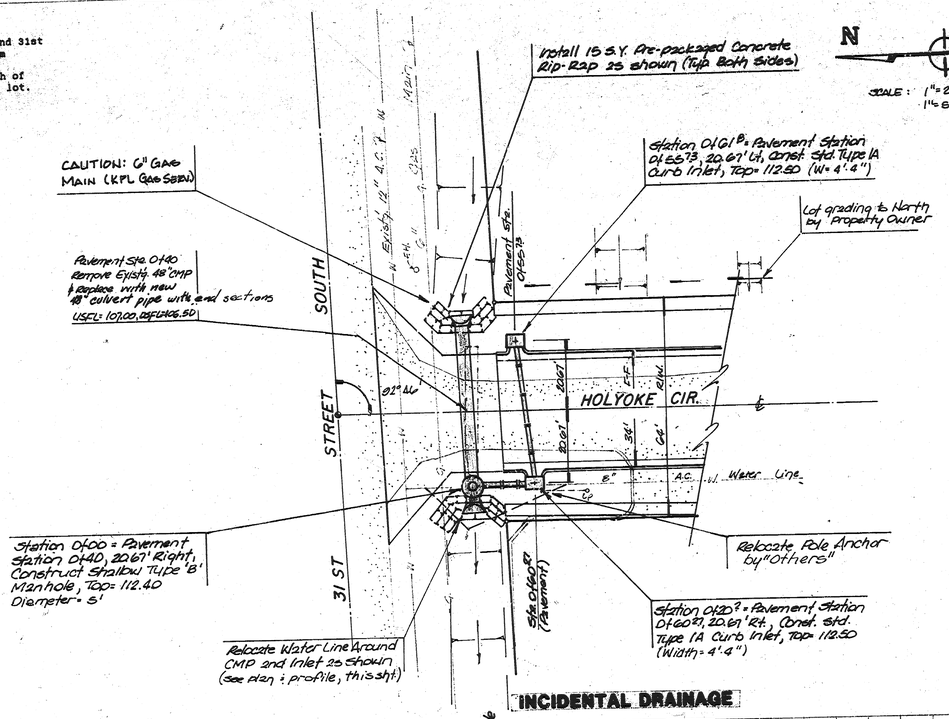
HOLYOKE CIRCLE 5/10

472-76-245-81510-000-000-001

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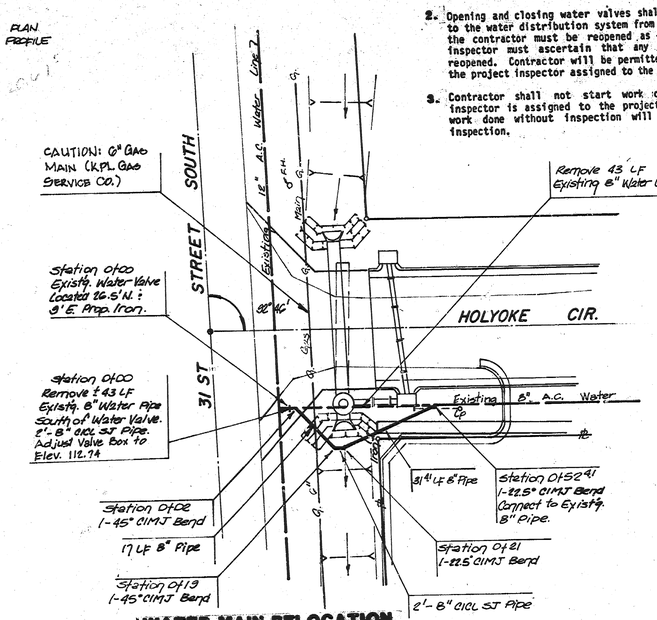
PROJECT BENCH MARKS

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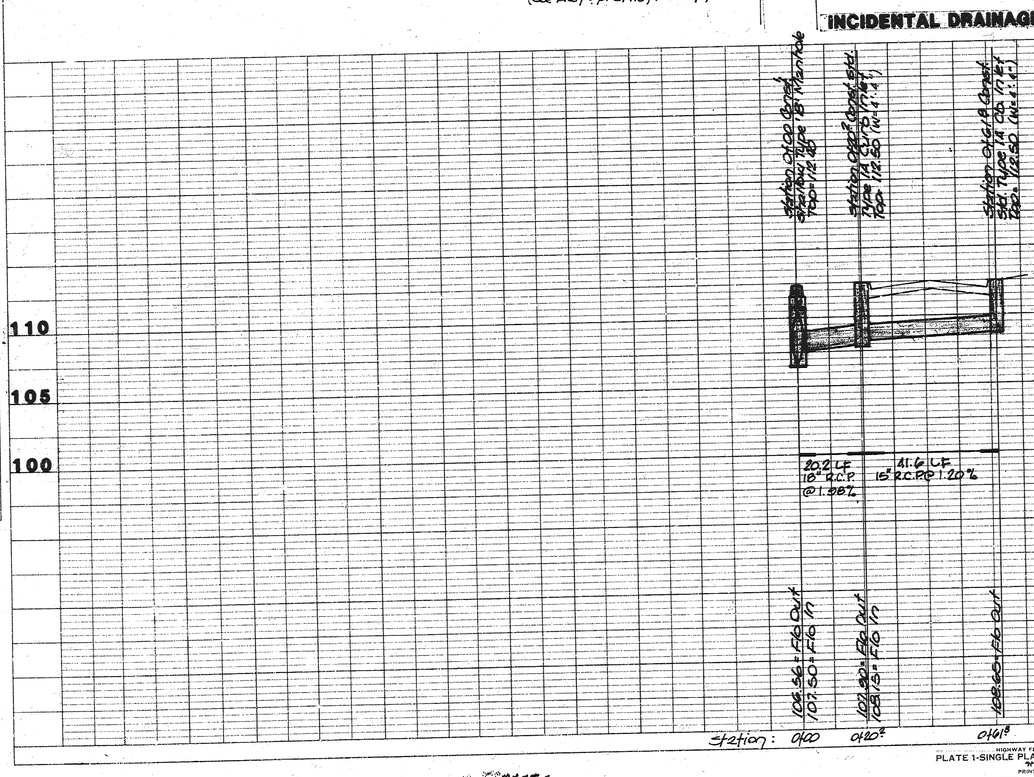
NOTES ON WATER MAIN RELOCATION

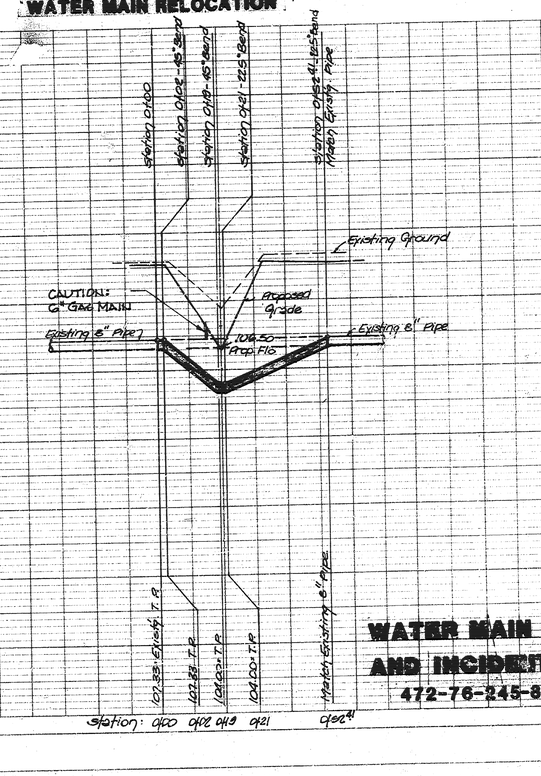
1. All water mains and appurtenances shall be installed in accordance with City of Wichita, Kansas Standard Specifications for Water Main Installations No. 14533.
2. Opening and closing water valves shall be done slowly to prevent damage to the water distribution system from water hammer. All valves closed by the contractor must be reopened as new construction permits. Project inspector must ascertain that any valve closed by the contactor is reopened. Contractor will be permitted to operate water valves only when the project inspector assigned to the project is present.
3. Contractor shall not start work on the project until the project inspector is assigned to the project and is present on the site. Any work done without inspection will be required to be uncovered for inspection.



WATER MAIN RELOCATION

INCIDENTAL DRAINAGE





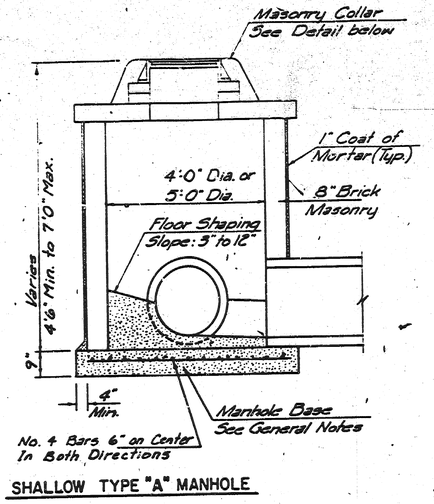
WATER MAIN RELOCATION AND INCIDENTAL DRAINAGE

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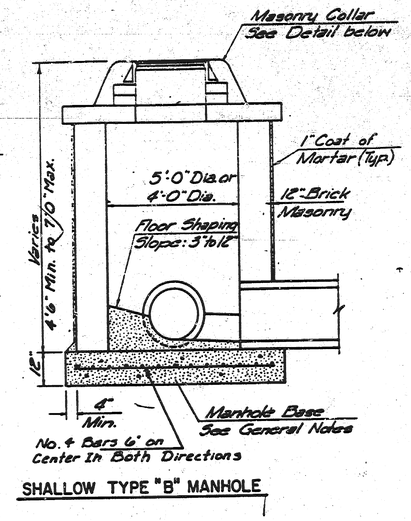
6/10

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE
"HTELDWG
PRINTED IN U.S.A.

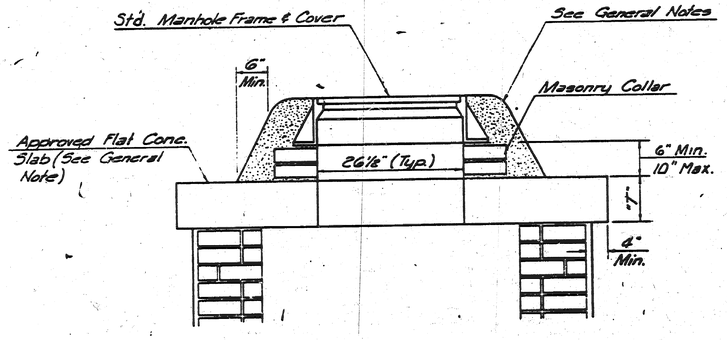
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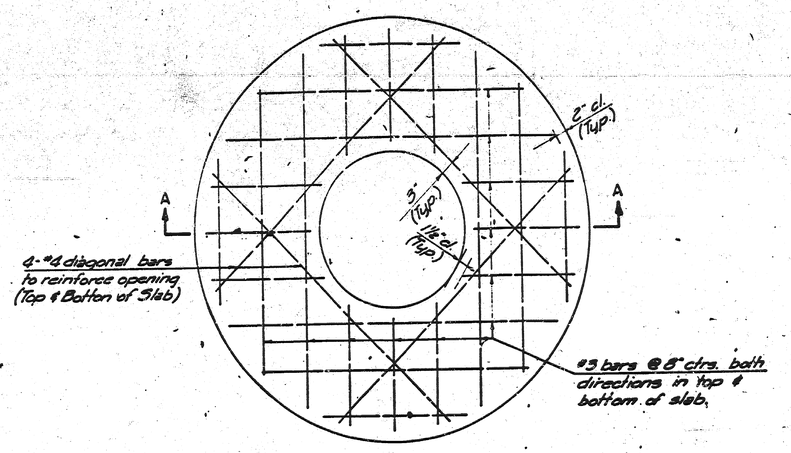
SHALLOW TYPE "A" MANHOLE



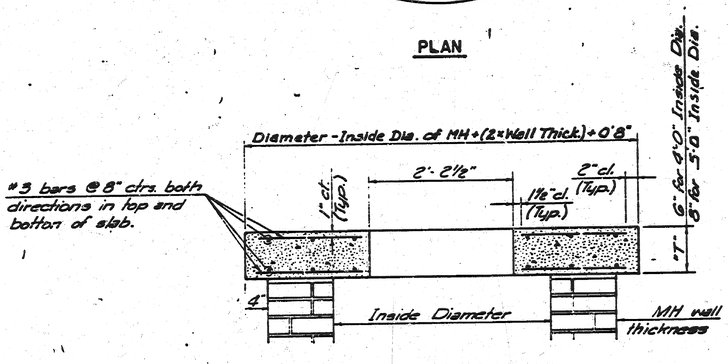
SHALLOW TYPE "B" MANHOLE



MASONRY COLLAR DETAIL



PLAN



SECTION A-A

FLAT CONCRETE SLAB DETAILS.

GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE CEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" SHALLOW MANHOLES CAN BE USED ON SEWERS WHEN THE MANHOLE IS NOT LOCATED WITHIN PUBLIC STREET PAVEMENT. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4'. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5'. COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.

2. REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 6" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED 6" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.

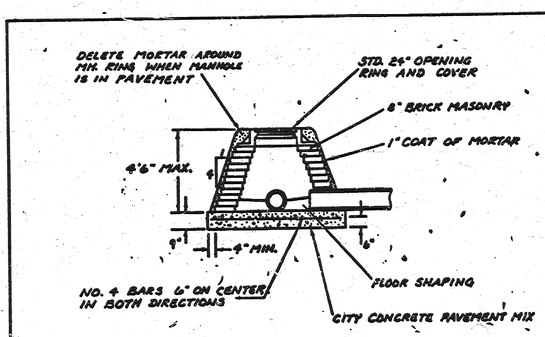
3. THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO NEAT LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.

4. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHERE CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.

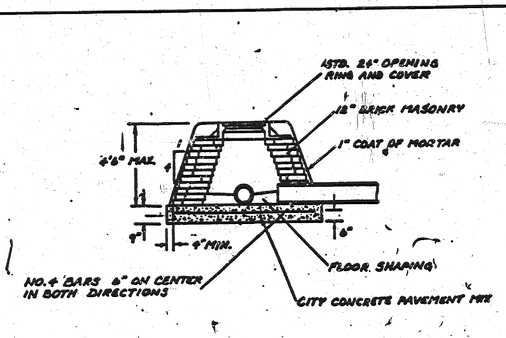
5. MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.

6. THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.

7. STANDARD SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE AND DIAMETER INDICATED. STANDARD SPECIAL SHALLOW MANHOLES TYPE "A" AND "B" SHALL BE PAID FOR AT THE UNIT PRICE BID PER EACH FOR THE TYPE INDICATED. ALL STANDARD SHALLOW MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.



SPECIAL SHALLOW TYPE 'A' MANHOLE



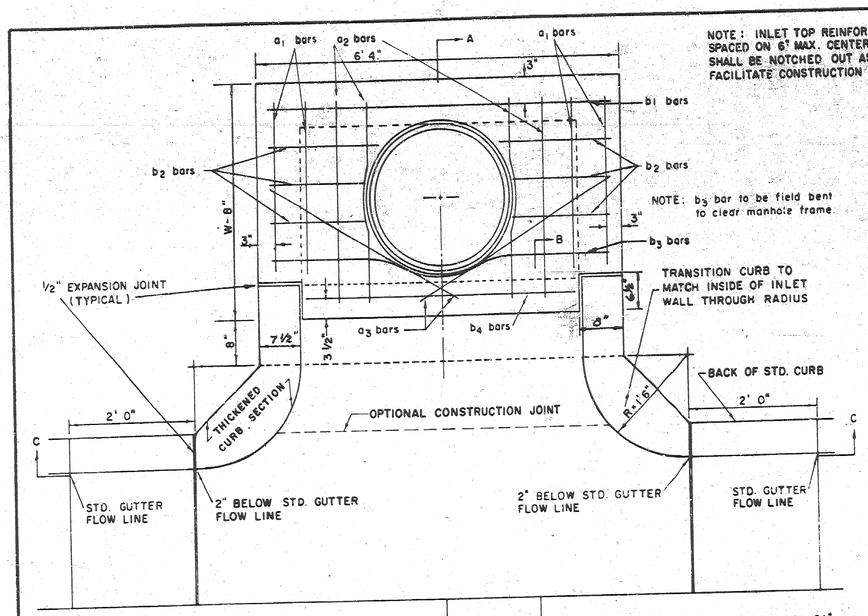
SPECIAL SHALLOW TYPE 'B' MANHOLE

CITY OF WICHITA, KANSAS
STANDARD SHALLOW MANHOLES
TYPE 'A' AND TYPE 'B'

472-76-246-81616-000-000-721

Designed by		Checked by		
Drawn by		Date	Job No.	7/10

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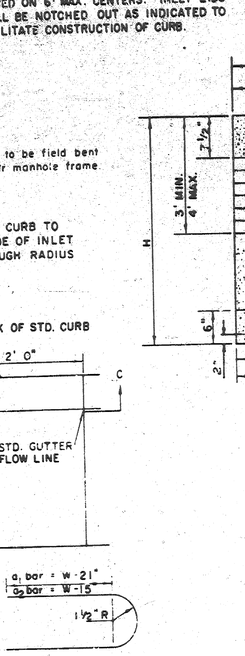


NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

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.



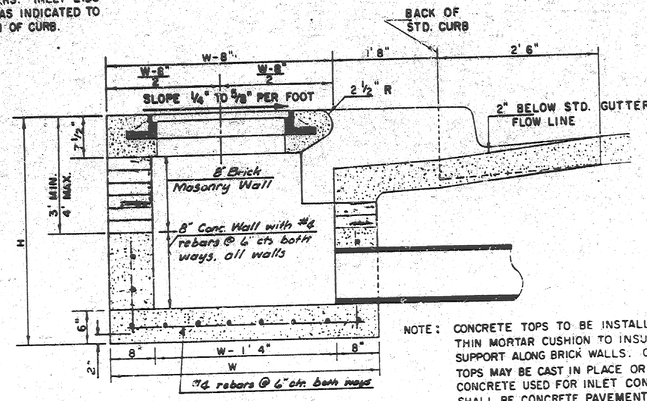
BENDING DIAGRAM

STEEL SCHEDULE

BAR	a_1	a_2	a_3 *	D: W=4'4"	W=5'4"	W=6'4"	W=7'4"	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±
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

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 ±



SECTION A-A

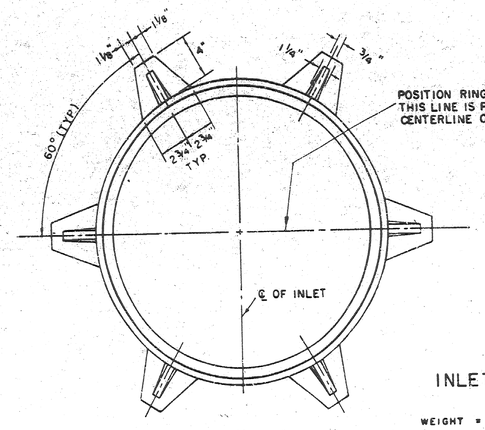
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

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.

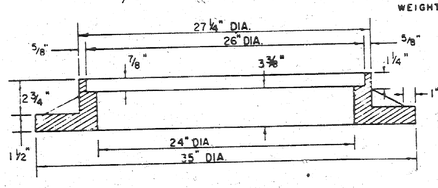
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

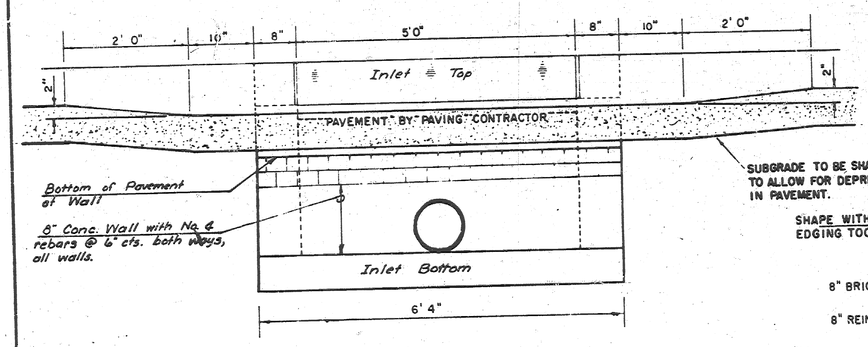


INLET FRAME

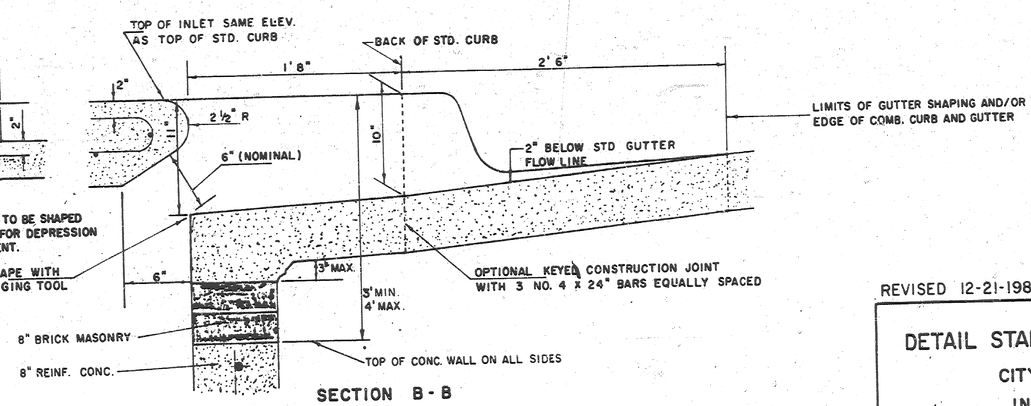
WEIGHT = 180 LBS.



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"

472-76-245-81516-000-000-001

JUNE 1984

8/10

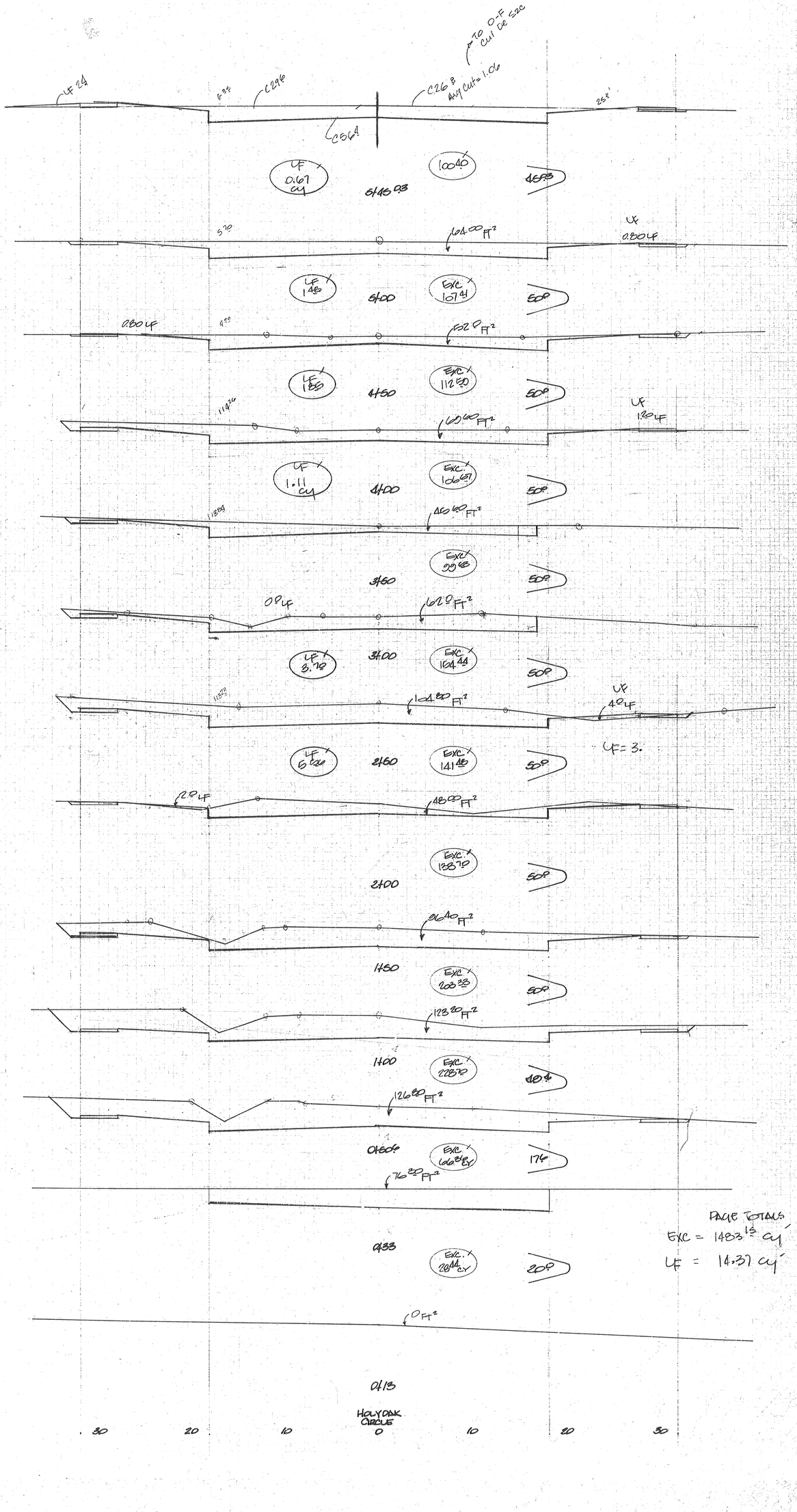
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FILE

EARTHWORK QUANTITIES

HOLYOKE CIRCLE

212-76-1140-8916/6-000-000-001



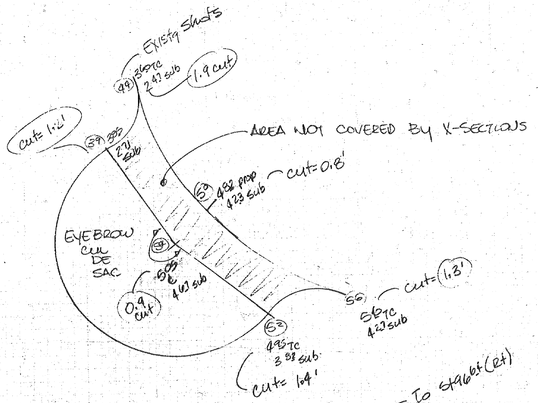
PAGE TOTALS

EXC = 1483.13 cy

UF = 14.37 cy

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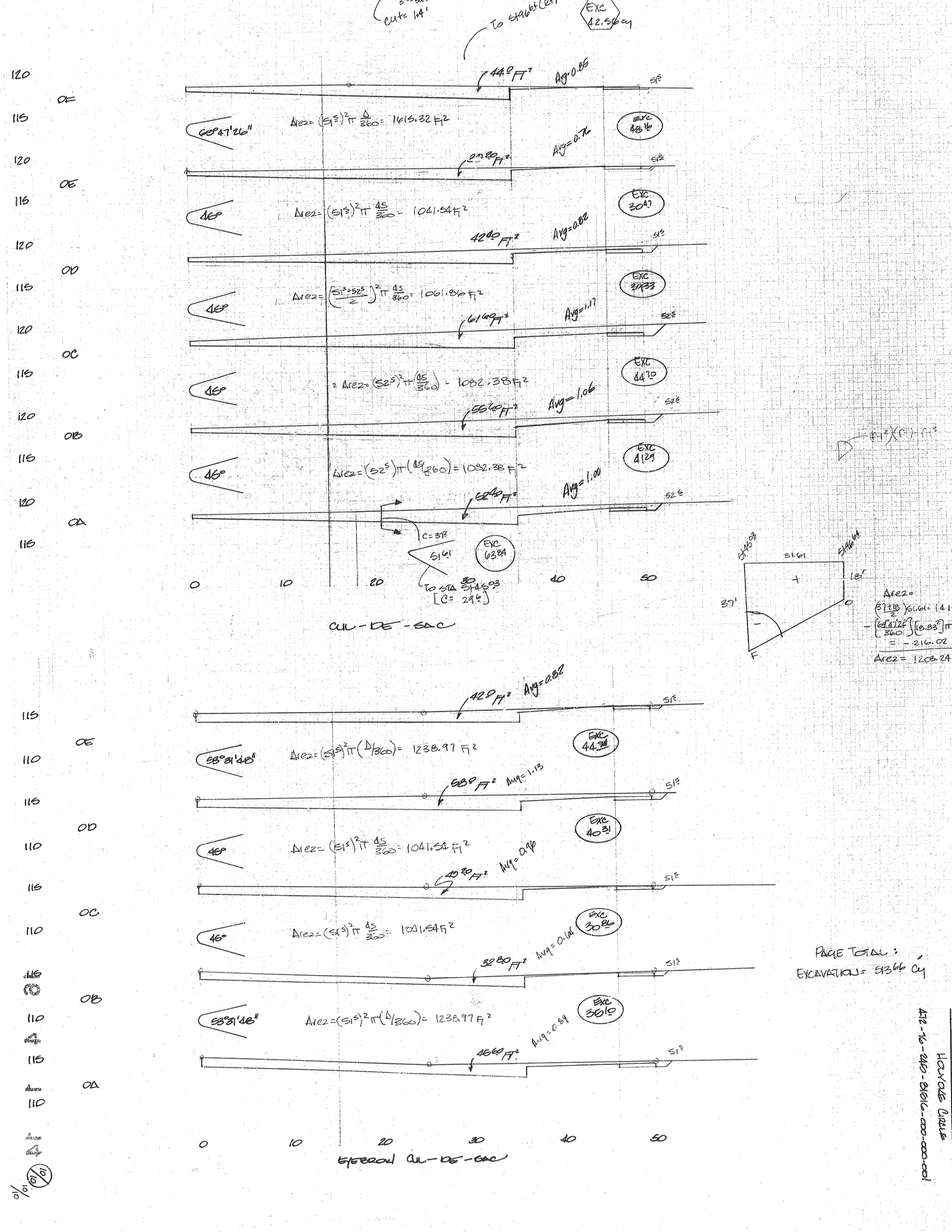
AVG CUT = $\frac{1.9+1.2+0.9+1.3+0.8+1.4}{6}$

Avg Cut = 1.25 feet over Area

Area = 1144 ft^2 (planimeter)

EXC = $(1144\ ft^2)(1.25) = \frac{1430\ ft^3}{27} =$ **52.3 C.Y.**

ADD TO EXC TOTALS



PAGE TOTAL:
EXCAVATION = 5136 CY

EARTHWORK QUANTITIES
HOLYOKE CIRCLE
A12-16-2465-B1616-000-000-001

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