CITY OF WICHITA, KANSAS

STREET IMPROVEMENTS

(OAK CLIFF ESTATES 2ND ADDITION)

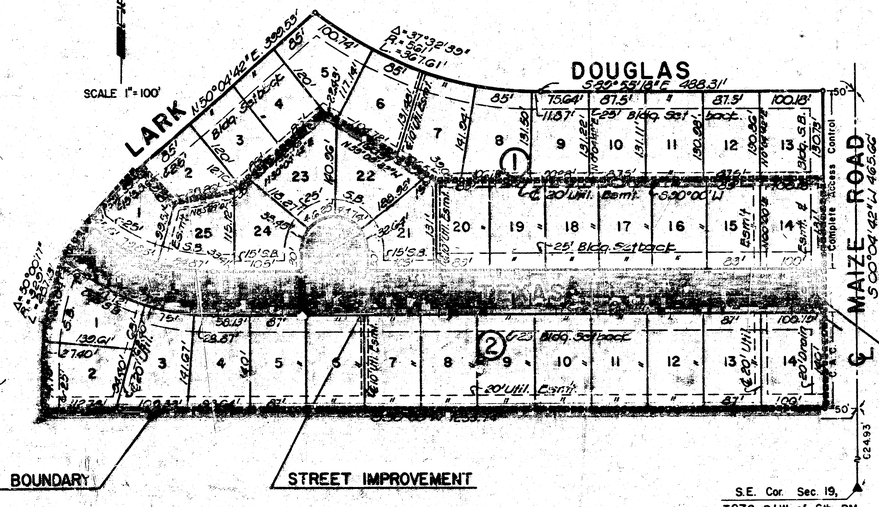
R. W. JUGGEMAN - DIRECTOR OF ENGINEERING / CITY ENGINEER

PROJECT NO. 472-76-245-81070-000-000-001

BENCH MARKS

B.M.- Maize Rd. and Maple. City of Wichita bench mark disc 43.5' South and 52.7' East of ℄ both.
Elev. = 1333.20

T.B.M.- Top of Iron at P.C. in North Line lot 1, blk. 2 Oak Cliff Estates 2nd Addition.
Elev. = 1412.42



INDEX OF SHEETS

1. TITLE SHEET
2. TYPICAL SECTIONS
3.4. PLAN SHEETS
5. PAVING DETAILS
6. CONCRETE SLOPE DRAIN
7. STANDARD TYPE IA CURB INLET
8. PRE-CAST TYPE IA INLET
9-11. CROSS SECTIONS

GARY D. SCHOCK LICENSED 6538 KANSAS PROFESSIONAL ENGINEER

APRIL, 1981

No.	Revision	By	Date

CITY OF WICHITA, KANSAS

TITLE SHEET

STREET IMPROVEMENTS

PROJ. NO. 472-76-245-81070-000-000-001

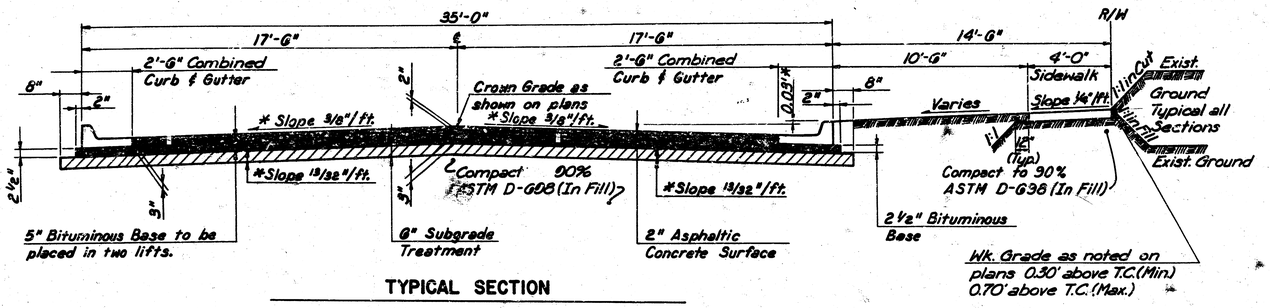
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by BR, DD	Job No. 81111	Sht. 1 of 11
Drawn by GMN	Date April, 1981	

1/11

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SHEET NO.	TOTAL SHEETS

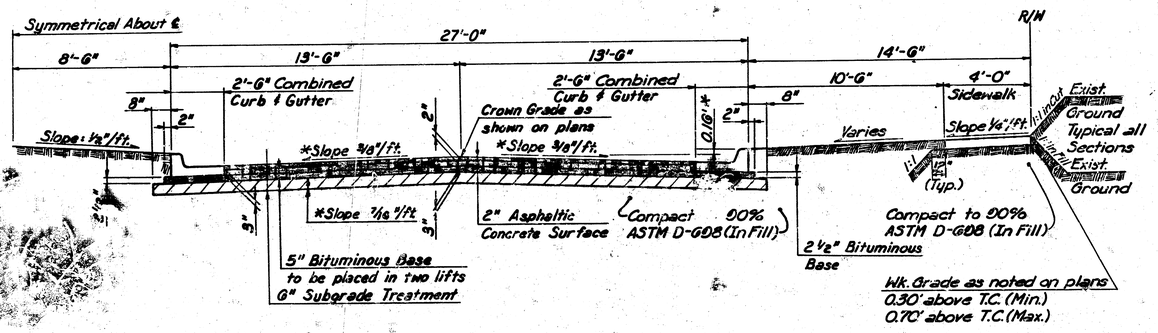


TYPICAL SECTION

35' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

(Texas)

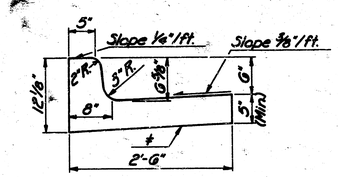
* See Plan for variations.



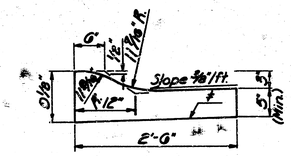
TYPICAL SECTION

27' ASPHALTIC CONCRETE PAVEMENT WITH BITUMINOUS BASE

(Texas Court)

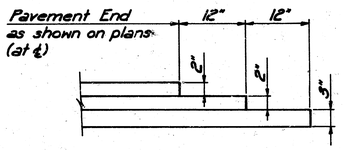


STANDARD CURB & GUTTER DETAIL



ROLL TYPE CURB & GUTTER DETAIL

≠ Slope 7/16"/ft. (35' Pavement)
Slope 13/32"/ft. (27' Pavement)



DETAIL OF TRANSVERSE CONSTRUCTION JOINTS

Transverse Construction Joints shall be constructed in flexible base pavements at locations where pavement temporarily ends to facilitate future pavement construction as shown by detail. The cost of constructing the transverse construction joints shall not be measured or paid for directly but shall be included in the bid price for square yards of asphaltic concrete pavement.

GENERAL NOTES

1. A TACK COAT OF EMULSIFIED ASPHALT (SS-1H) SHALL BE APPLIED AT AN APPROXIMATE RATE 0.05 GALLONS PER SQUARE YARD BETWEEN LIFTS OF ASPHALTIC MATERIALS WHEN ORDERED BY THE ENGINEER. TACK COAT WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO PRICE BID FOR ASPHALTIC PAVEMENT.

   BITUMINOUS BASE AND ASPHALTIC CONCRETE WEARING SURFACE SHALL BE PLACED WITH A LAYDOWN MACHINE HAVING AUTOMATIC CONTROLS FOR CROWN AND GRADE. CONSTRUCTION JOINTS IN EACH LIFT SHALL BE STAGGERED A MINIMUM DISTANCE OF 1 FOOT WITH JOINTS IN PRECEDING LIFTS AND SUCH THAT A JOINT WILL BE CONSTRUCTED ON THE PAVEMENT CENTERLINE IN THE TOP LIFT.

2. THE A.C. PAVEMENT BETWEEN COMBINED CURB AND GUTTER ON 35' BACK TO BACK AND 27' BACK TO BACK STREETS SHALL BE PAID AS SQUARE YARDS 7" A.C. PAVEMENT (5" BITUMINOUS BASE). THE BITUMINOUS BASE UNDER THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS 2-1/2" BITUMINOUS BASE.

3. SIDEWALKS INDICATED ON THE TYPICAL SECTION ARE FOR LOCATION ON THAT SECTION ONLY. SIDEWALKS SHALL BE CONSTRUCTED WHERE SHOWN ON THE PLAN SHEET AS PART OF THIS PROJECT.

4. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.

5. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2'-6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" NOR MORE THAN 3/4" IN DIAMETER, AND SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED SUBSIDIARY TO INTEGRAL CURB.

6. THE 6" SUBGRADE TREATMENT SHALL BE PAID FOR PER SQUARE YARD OF MANIPULATION AND PER TON OF LIME OR CEMENT, COMPUTED AT THE RATE OF 28 POUNDS PER SQUARE YARD. THE ACTUAL RATE OF LIME OR CEMENT SHALL BE DETERMINED BY THE ENGINEER AND NO ALTERATION OF THE UNIT PRICE BID FOR LIME OR CEMENT WILL BE MADE. IF THE ENGINEER DETERMINES, BASED UPON SOIL TESTS OF THE SUBGRADE MATERIAL IN PLACE, THAT NO SUBGRADE TREATMENT IS REQUIRED, THE TOP 6" OF THE SUBGRADE SHALL BE COMPACTED TO 90% ASTM D-1557 OR 95% ASTM D-698. IN THIS EVENT, THE BID ITEMS OF MANIPULATION AND LIME OR CEMENT SHALL BE UNDERRUN AND THE BID ITEM COMPACTED FILL SHALL BE INCREASED BY THE AMOUNT OF MANIPULATED FILL SHOWN ON THE PLANS.

7. 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 OR A LICENSED PROFESSIONAL ENGINEER IN ACCORDANCE WITH APPLICABLE STATE LAWS.

CITY OF WICHITA, KANSAS

TYPICAL SECTIONS

STREET IMPROVEMENTS

OAK CLIFF ESTATES 2ND ADDITION

PROJ. NO. 472-76-245-81070-000-000-001

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	BR, DD	Checked by	
Drawn by	GMH	Date	April, 1981

Job No. 81111

Sheet No. 2 of 11 2

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CURVE DATA BASED ON ℄ RADIUS Δ/2 = 16°30'00"					
STATION	℄ ARC LENGTH	CHORD LENGTH 8' OFF LEFT FACE CURB	CHORD LENGTH 8' ON RIGHT FACE CURB	℄ DEFLECTION ANGLE	℄ TOTAL DEFLECTION
10+70.78	——	——	——	0°00'00"	0°00'00"
11+00	29.22'	18.93'	21.81'	1°40'13"	1°40'13"
+25	25.00'	25.00'	25.00'	2°15'08"	4°04'26"
+50	"	"	"	" " "	6°19'34"
+75	"	"	"	" " "	8°34'42"
12+00	"	"	"	" " "	10°49'50"
+25	"	"	"	" " "	13°04'58"
+50	25.00'	25.03'	24.96'	2°15'03"	15°20'06"
+62.99	12.99'	11.01'	12.94'	1°00'54"	16°30'00"

Sta. 10+00.00 ℄ Texas = Sta. 8+52.22 ℄ Lark

Const. Wheelchair Ramp Lt. See Sh. No. 5

Lark
℄ Curve Data
Δ=50°00'00"
D=15°49'33"
R=362.00
T=168.82'
L=315.30'
P.C. Sta. 6+49.74

Texas
℄ Curve Data
Δ=38°00'00"
D=18°01'03"
R=318.00'
T=94.60'
L=188.15'

SCALE 1" = 20'

℄ Lark

Existing Pavement

Wk. Gr. varies from +0.5' to +0.7'

Wk. Gr. varies from +0.7' to +0.5'

Wk. Gr. +0.7'

-0.32 % Lt.

+0.50 % Lt.

P.V.I. ℄ Texas Court Extended

Const. Wheelchair Ramp Lt. See Sh. No. 5

4" x 4' Conc. Walk (Typ.)

6" Curb Corner (& 20' Util. Esmt.

+62.99 P.T.

+79.78 P.C.

+36.34

+01.34

+37

Sta. 10+23.00 BEGIN Street Construction See Sh. No. 2

Wk. Gr. varies From +0.5' to +0.7'

Const. Wheelchair Ramp Rt. See Sh. No. 5

-0.32 % Rt.

-0.3324 % ℄

Sta. 14+51.34 Const. 7" Valley Gutter Lt. See Sh. No. 5.

Sta. 14+51.34 ℄ Texas = Sta. 50+00 ℄ Texas Court

Sta. 14+08.06 Const. Wheelchair Ramp See Sh. No. 5

+08.06

-0.32 % Rt. ℄

Wk. Gr. varies From +0.7' to +0.5'

℄ Texas

30°

90°

32'

24'

8" Conc. Pvmt.

℄ 10' Util. Esmt.

+00

EARTHWORK			
	EXCAVATION	COMPACTED FILL	MANIPULATION
PROPERTY			
CITY			

Radius Point = Sta. 50+43 ℄ Texas Court

Radius Point = Sta. 50+62 ℄ Texas Court

No.	Revision	By	Date

CITY OF WICHITA, KANSAS

TEXAS

PROJ. NO. 472-76-245-81070-000-000-001

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	Job No. 8111	Sht. 3 of 11
Drawn by J.P	Date April, 1981	

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SCALE 1" = 20'

Sta. 21+88.16 Const.
Std. Type 1A Curb Inlet
Lt. (W=4'-2")
Install 15"x4' S.W.S. (E)
Top = 134.63
IE Out = 131.53
Const. Type 1A Inlet Hookup
See Sh. Nos. 7 & 8

Sta. 21+96.52 Const.
Std. Type 1A Curb Inlet
Lt. (W=4'-2")
Install 18"x33' S.W.S. (S)
Top = 134.48
IE In(15") = 131.46
IE Out(18") = 131.19
Const. Type 1A Inlet Hookup
See Sh. Nos. 7 & 8

Sta. 22+04.32 Const.
Concrete Slope Drain (Lt.)
See Sh. No. 6

Wk. Gr. +0.7' | +00 | Wk. Gr. varies from +0.7' to +0.9' | Wk. Gr. +0.9'

-0.32 % Lt. | No V.C. | -0.76 % Lt. | 100' V.C. | -1.80 % Lt.

+00 P.V.I. | +50 P.V.C. | +00 P.V.I. | +50 P.V.T.

4"x4' Conc. Walk (Typ.)

8" Sani. Sewer (& 20' Util. Esmt.)

20' Drain. Esmt.

+00.96 | +04.32

Future Curb & Gutter

Exist. Inlet

40'R (Typ.)

Bell Telephone Cable in Plastic Duct, Buried Elec.

Match Exist.

Texas

Fc.-Fc. 34'

32'

+00.24

Exist. Plugged Inlet & CMP stub

Exist. Pavement Match Point

Edge Exist. Pavement

Exist. S.W.S.

+54.50 ℄ Maize Road

30' R. Fc. Cb.

Wk. Gr. varies from +0.7' to +0.5' | +00 | Wk. Gr. +0.5' | Wk. Gr. varies from +0.5' to +0.3' | Wk. Gr. +0.3'

-0.32 % Rt. & ℄ | No V.C. | -0.76 % Rt. & ℄ | 100' V.C. | -1.80 % Rt. & ℄

+00 P.V.I. | +50 P.V.C. | +00 P.V.I. | +50 P.V.T.

4"x4' Conc. Walk (Typ.)

℄ 20' Util. Esmt.

20' Drain. Esmt.

+00.24 | +04.28

Sta. 21+88.04 Const.
Std. Type 1A Curb Inlet
Rt. (W=4'-2")
Install 15"x4' S.W.S. (E)
Top = 134.63
IE Out = 131.34
Const. Type 1A Inlet Hookup
See Sh. Nos. 7 & 8

Sta. 21+96.40 Const.
Std. Type 1A Curb Inlet
Rt. (W=4'-2")
Install 24"x36' S.W.S. (SE)
& connect to exist. 24" CMP-FP stub.*
Top = 134.48 IE Out(24") = 130.85
IE In(15") = 131.27 IE In(18") = 131.00
Const. Type 1A Inlet Hookup
See Sh. Nos. 7 & 8

Sta. 22+04.28 Const.
Concrete Slope Drain (Rt.)
See Sh. No. 6

℄ Const. 173.2 S.Y.
5" Asphaltic
Concrete Hookup

Storm Water Sewer Alternates
24" RCP or 24" CMP-FP
18" RCP or 18" CMP
15" RCP or 15" CMP

* If CMP Pipe Alternate is used, connection to stub shall be made with approved connecting band. Where RCP is furnished a concrete collar shall be used.
See Sh. No. 6

No.	Revision	By	Date

CITY OF WICHITA, KANSAS

TEXAS

PROJ. NO. 472-76-245-81070-000-000-001

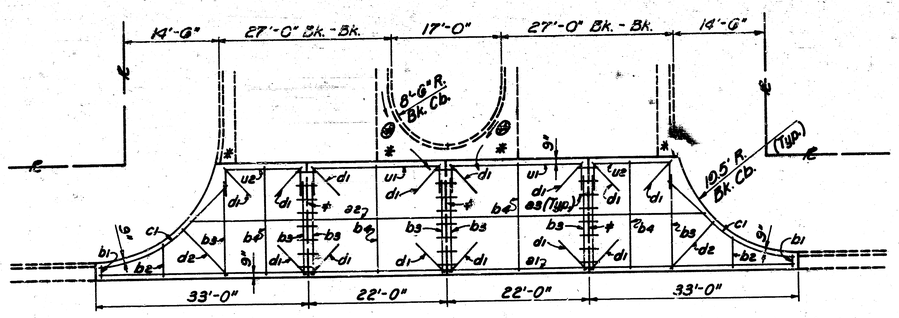
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by	Job No. 81111	Sht. 4 of 11.
Drawn by JP	Date April, 1981	

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SHEET NO.	TOTAL SHEETS

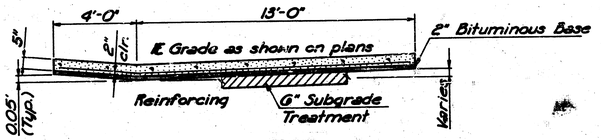


VALLEY GUTTER DETAIL

* Any additional materials or labor required due to flare from typical section shall be subsidiary to base bid for combined Curb & Gutter.

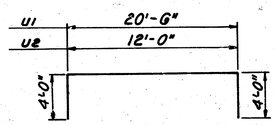
≠ Denotes Construction Joint, See Details this sheet.

Ⓑ 10'-0" warp of gutter flowlines to drain into valley gutter as shown.

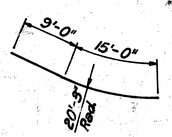


SECTION A-A

VALLEY GUTTER BAR LIST			
Bar	No.	Size	Length
a1	1	#6	109'-0"
a2	1	#6	80'-6"
a3	24	#4	3'-0"
b1	2	#6	2'-0"
b2	2	#6	5'-0"
b3	8	#6	14'-0"
b4	4	#6	16'-0"
c1	2	#6	24'-0"
d1	14	#6	6'-0"
d2	2	#6	9'-6"
u1	2	#6	28'-6"
u2	2	#6	20'-0"
Reinforcing Steel			990 Lbs.

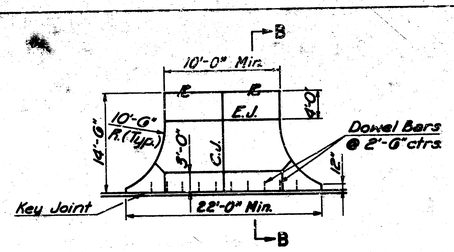


u1 & u2 bars

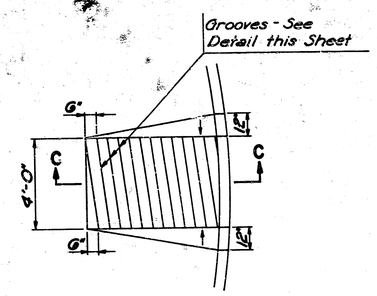


c1 bars

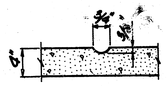
BENDING DIAGRAMS



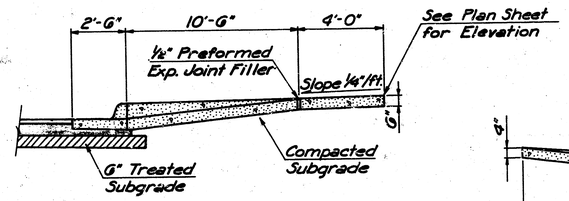
DRIVE APPROACH DETAIL



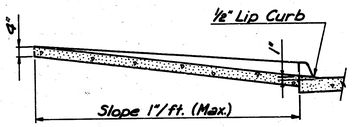
WHEELCHAIR RAMP DETAIL



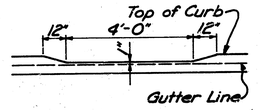
GROOVE DETAIL



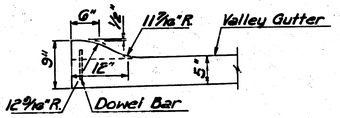
SECTION B-B



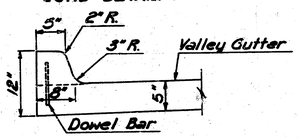
SECTION C-C



DEPRESSED CURB DETAIL

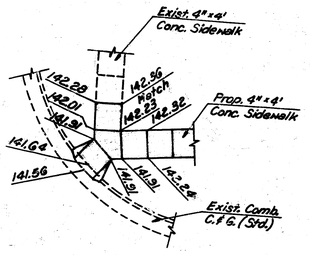


ROLL TYPE INTEGRAL CURB DETAIL.

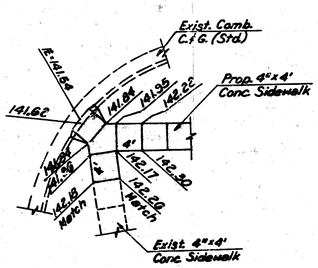


STANDARD INTEGRAL CURB DETAIL

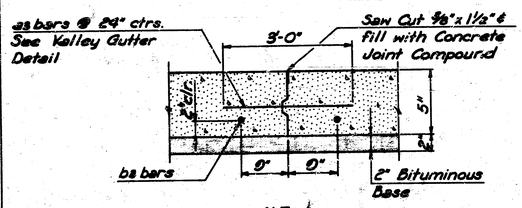
Note: Integral Curb shall be tied to the pavement base with short deformed dowel bars spaced at 2'-6" intervals. These dowel bars shall be not less than ½" or more than ¾" in diameter.



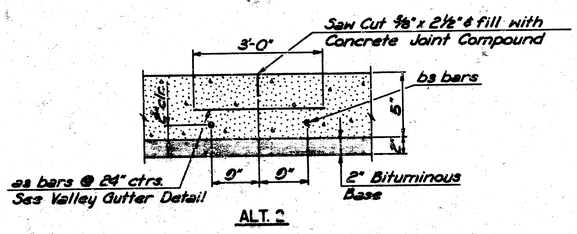
WHEELCHAIR RAMP DETAIL
N.E. Quad. - Texas @ Lark



WHEELCHAIR RAMP DETAIL
S.E. Quad. - Texas @ Lark



ALT. 1



ALT. 2

CONSTRUCTION JOINT DETAILS

CITY OF WICHITA, KANSAS

PAVING DETAILS

STREET IMPROVEMENTS

OAK CLIFF ESTATES 2ND ADDITION

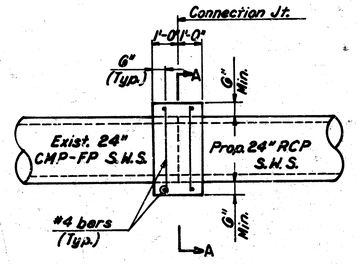
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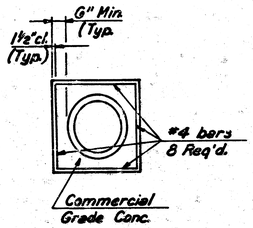
Designed by	BR, DD, JP	Checked by		
Drawn by	GRH	Date	April, 1981	Job No. 81111

Sheet No. 5 of 11. 5/11

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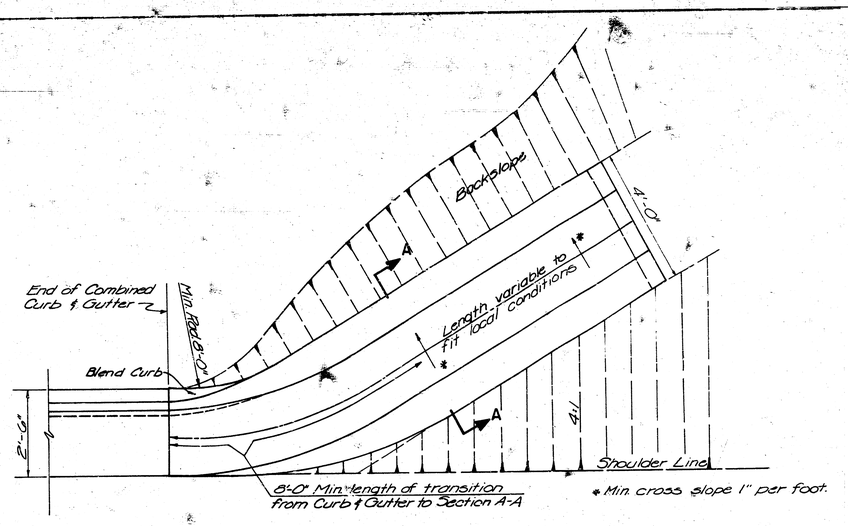
ELEVATION
Concrete Collar



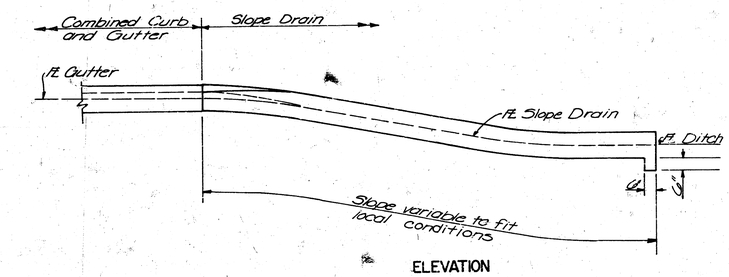
SECTION A A

Note: Concrete collar will not be paid for directly, but shall be considered subsidiary to the Storm Water Sewer involved.

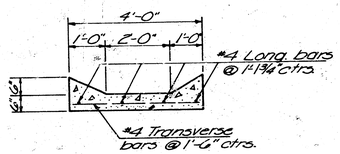
CONCRETE COLLAR DETAIL



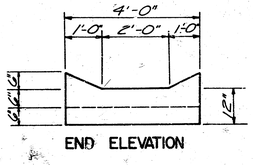
PLAN



ELEVATION



SECTION A-A



END ELEVATION

Note: Use Std. 8 Sack Sand Mix Conc. throughout. The entire area of the Slope Drain below the curbs, to be poured 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 curbs. Reinforcing steel to be deformed #4 bars.

CONCRETE SLOPE DRAIN

Note: Contractor shall grade swale to existing inlet on north ¢ to existing ditch south. Such work shall be subsidiary to Slope Drains.

No.	Revision	By	Date

CITY OF WICHITA, KANSAS

CONCRETE SLOPE DRAIN DETAILS

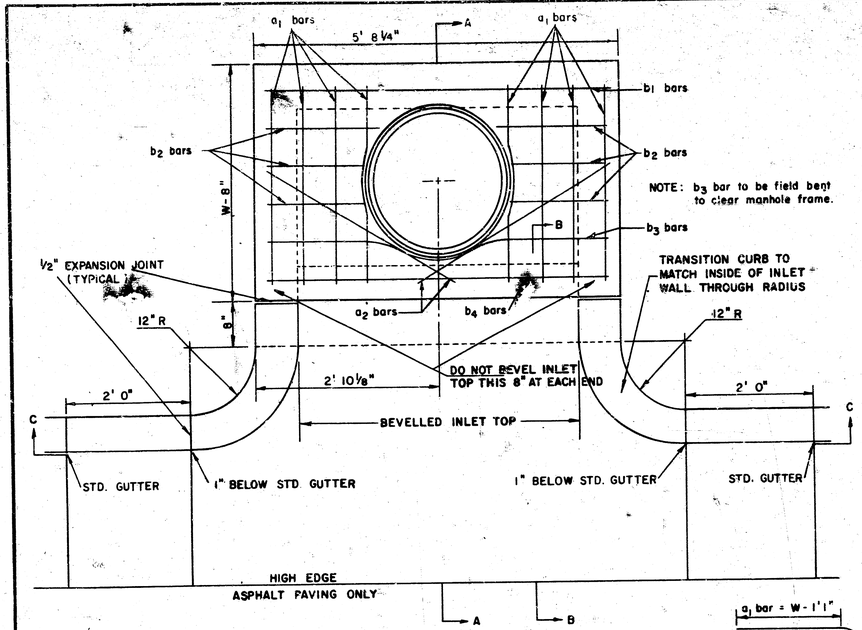
STREET IMPROVEMENTS

PROJ. NO. 472-76-245-81070-000-000-001

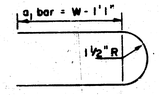
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
ENGINEERS
WICHITA, KANSAS

Designed by DD	Job No. 81111	Sht. 6 of 11.
Drawn by BB	Date April, 1981	

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PLAN (SCALE 1" = 1'0")



BENDING DIAGRAM

STEEL SCHEDULE

BAR	a_1	a_2*	b_1 W=4'2"	b_1 W=5'0"	b_1 W=6'0"	b_1 W=7'0"	b_1 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	
LENGTH W=4'2"	6'5"	3'4"	5'5"	–	–	–	–	1'5"	5'6"	5'5"	60*
LENGTH W=5'0"	8'1"	4'4"	–	5'5"	–	–	–	1'5"	5'6"	5'5"	77*
LENGTH W=6'0"	10'1"	5'4"	–	–	5'5"	–	–	1'5"	5'6"	5'5"	97*
LENGTH W=7'0"	11'1"	6'4"	–	–	–	5'5"	–	1'5"	5'6"	5'5"	111*
LENGTH W=8'0"	12'1"	7'4"	–	–	–	–	5'5"	1'5"	5'6"	5'5"	124*

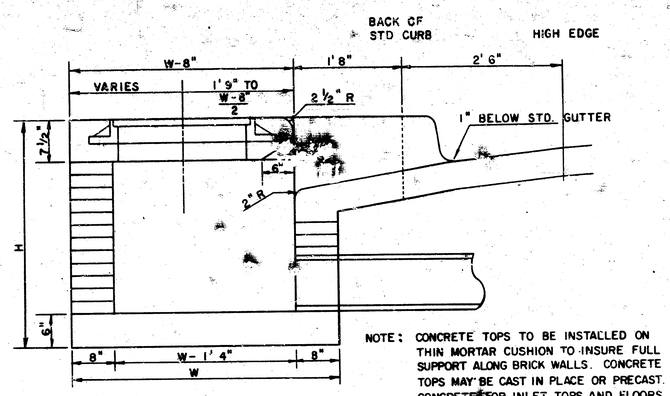
* NOTE: a_2 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU.YD. CONC.
4' 2"	5'6"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

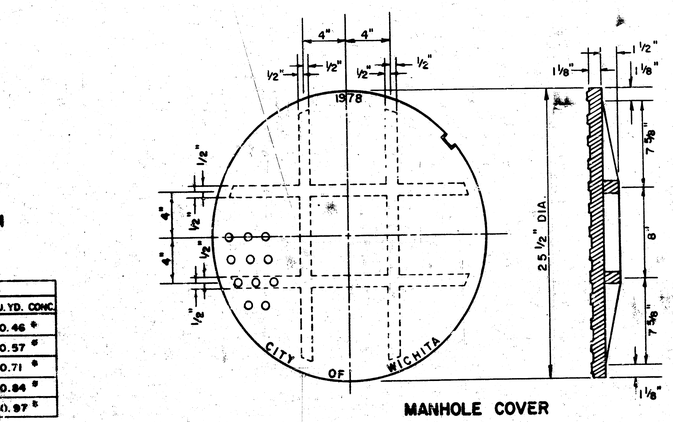
SECTION C - C
(SCALE 1" = 1'0")

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.

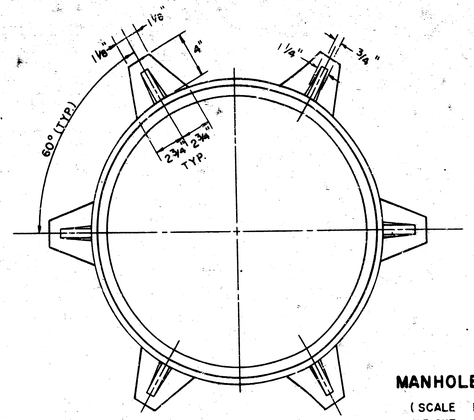


SECTION A-A
(SCALE 1" = 1'0")

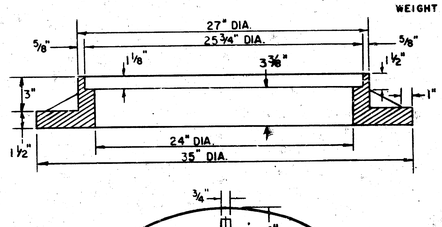
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE FOR INLET TOPS AND FLOORS SHALL BE 5-SACK PAVING MIX. SET INLET TOP SLAB TO MATCH PROPOSED PARKING SLOPE.

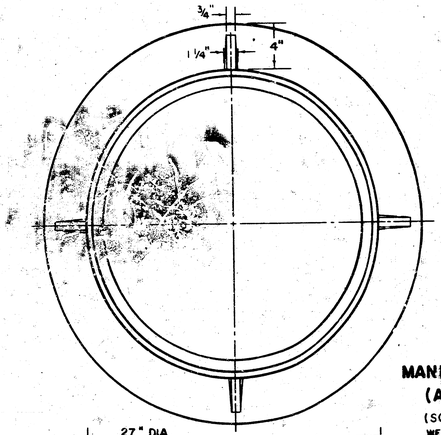


MANHOLE COVER
(SCALE 1" = 6")
WEIGHT = 170 LBS.

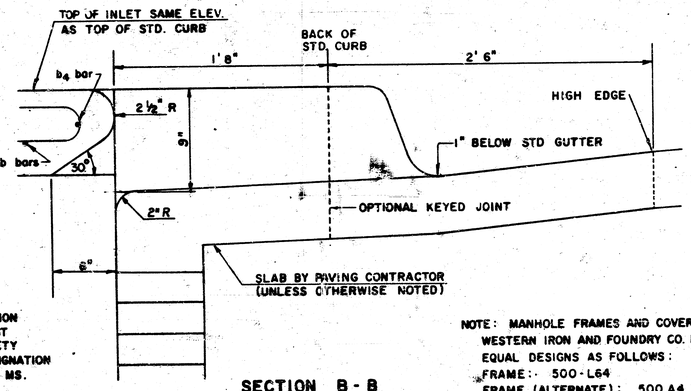


MANHOLE FRAME
(SCALE 1" = 6")
WEIGHT = 180 LBS.





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



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

NOTE: MANHOLE FRAMES AND COVER ARE WESTERN IRON AND FOUNDRY CO. INC. OR EQUAL DESIGNS AS FOLLOWS:
FRAME: 500-L64
FRAME (ALTERNATE): 500 A4
COVER: 222 S4 "NOBBY"

PROJ. NO. 472-76-245-81070-000-000-001

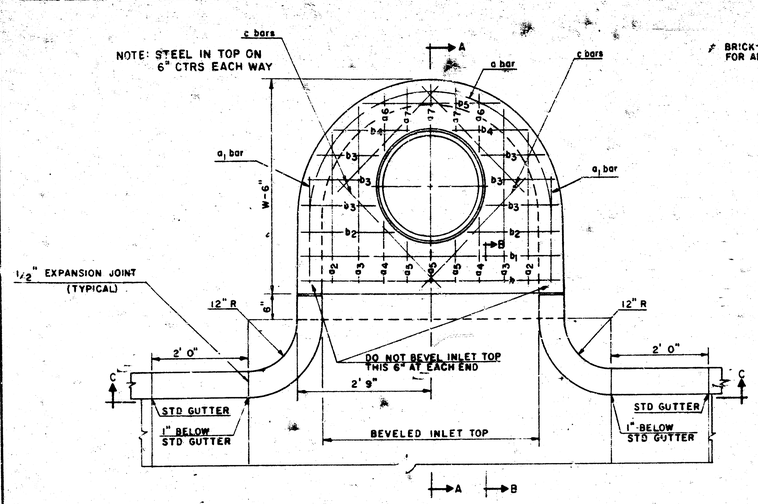
DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

RAY BRUGGEMAN -- CITY ENGINEER

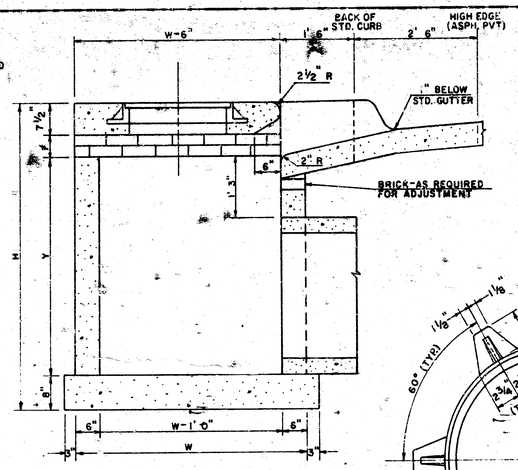
OCTOBER 1978

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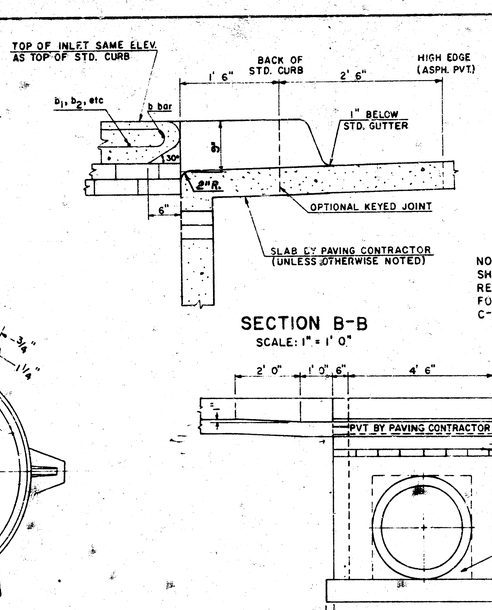
PLAN
SCALE: 3/4" = 1' 0"

* BRICK-AS REQUIRED FOR ADJUSTMENT



SECTION A-A
SCALE: 3/4" = 1' 0"

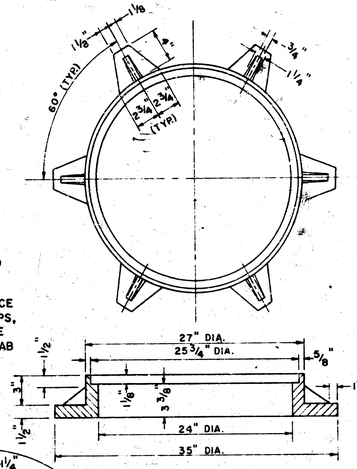
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE FOR INLET TOPS, FLOORS, AND PRE-CAST BODY SHALL BE 6 SACK PAVING MIX. SET INLET TOP SLAB MATCH PROPOSED PARKING SLOPE.



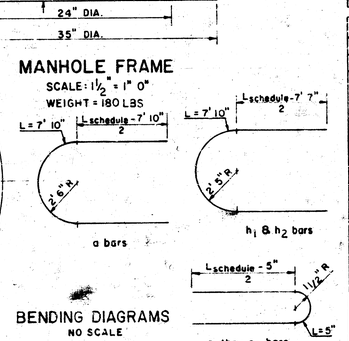
SECTION B-B
SCALE: 1" = 1' 0"

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 C-C
SCALE: 1/2" = 1' 0"



MANHOLE FRAME
SCALE: 1 1/2" = 1' 0"
WEIGHT = 180 LBS



BENDING DIAGRAMS
NO SCALE

W	PIPE DIAM.
W=4' 9"	30" & LESS
W=5' 11"	36" & 42"
W=7' 1"	48" & 54"
W=8' 3"	60" & 66"

STEEL SCHEDULE

BAR	a	a1	a2	a3	a4	a5	a6	a7	c
SIZE	#6	#4	#4	#4	#4	#4	#4	#4	#4
W=4' 9"	1 10' 6"	2 4' 5"	2 5' 11"	2 6' 9"	2 12' 5"	—	2 1' 2"	— —	4 3' 0"
W=5' 11"	1 12' 10"	2 5' 11"	2 8' 1"	2 9' 1"	2 13' 7"	2 1' 8"	3 1' 4"	4 3' 0"	
W=7' 1"	1 15' 2"	2 8' 5"	2 10' 7"	2 11' 3"	2 14' 9"	3 3' 7"	2 2' 3"	3 1' 11"	4 3' 0"
W=8' 3"	1 17' 6"	2 10' 5"	2 12' 11"	2 13' 11"	2 14' 11"	3 3' 9"	2 3' 4"	3 3' 0"	4 3' 0"

NO. & LENGTH

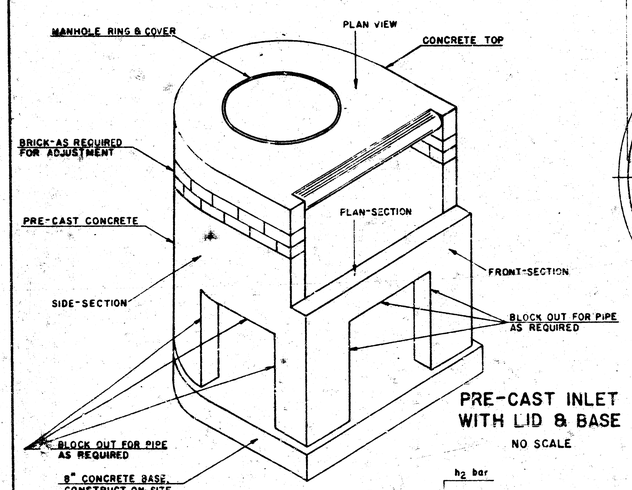
BAR	b	b1	b2	b3	b4	b5	b6	b7	b8
SIZE	#6	#4	#4	#4	#4	#4	#4	#4	#4
W=4' 9"	1 5' 3"	1 5' 3"	2 1' 8"	6 1' 4"	2 1' 3"	1 2' 3"	— —	— —	— —
W=5' 11"	1 5' 3"	2 5' 3"	2 1' 8"	6 1' 4"	2 1' 10"	1 4' 0"	1 2' 9"	— —	— —
W=7' 1"	1 5' 3"	3 5' 3"	2 1' 8"	6 1' 4"	2 1' 10"	1 4' 10"	1 4' 4"	1 3' 6"	— —
W=8' 3"	1 5' 3"	6 5' 3"	2 1' 8"	4 1' 4"	2 1' 10"	1 5' 0"	1 4' 8"	1 3' 11"	1 2' 8"

NO. & LENGTH

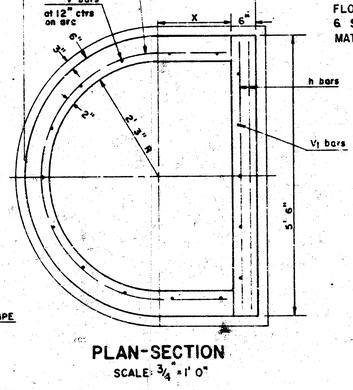
BAR	h	h1	h2	h3				DIMEN.	DIMEN.
SIZE	#4	#4	#4	#4			#4	X	Y
W=4' 9"	4 5' 3"	3 5' 3"	1 10' 3"	4 11' 3"	1 4' 9"	5 4' 1"		1' 6"	4' 4"
W=5' 11"	4 5' 3"	4 5' 3"	1 12' 7"	5 13' 7"	1 3' 11"	5 5' 3"		2' 8"	5' 6"
W=7' 1"	— —	6 5' 3"	1 14' 11"	6 15' 11"	1 6' 7"	3 6' 5"		3' 10"	6' 8"
W=8' 3"	— —	7 5' 3"	1 17' 3"	7 18' 3"	1 8' 3"	5 7' 7"		5' 0"	7' 10"

NO. & LENGTH

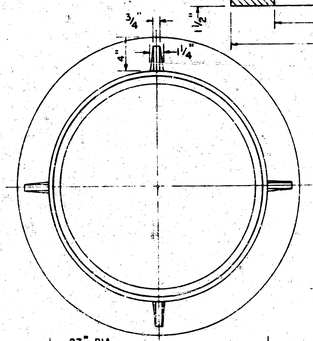
NOTE: DIMENSIONS INDICATED ON PLAN ARE BASED ON DEPTHS OF INLETS REQUIRED FOR PIPE SIZES SHOWN, AND ARE A MINIMUM FOR PIPE CLEARANCE UNDER PAVEMENT. SPECIAL CONSIDERATION WILL HAVE TO BE GIVEN INLETS WHERE THE DEPTH AND SIZE DIFFERS FROM THOSE SHOWN.



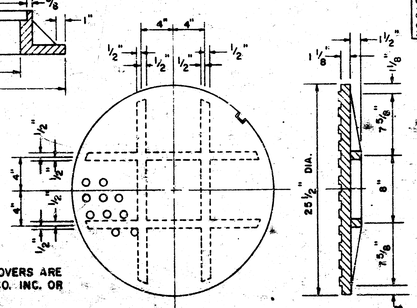
PRE-CAST INLET WITH LID & BASE
NO SCALE



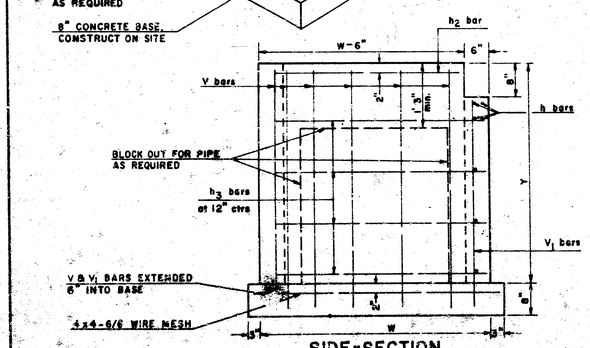
PLAN-SECTION
SCALE: 3/4" = 1' 0"



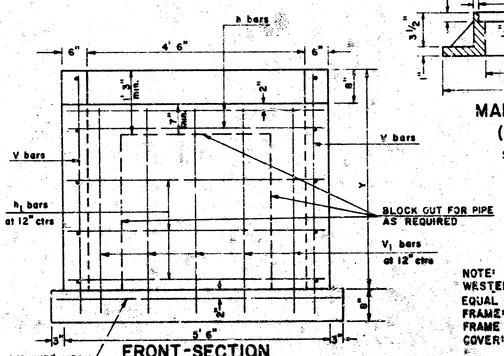
MANHOLE FRAME (ALTERNATE)
SCALE: 1 1/2" = 1' 0"
WEIGHT = 180 LBS



MANHOLE COVER
SCALE: 1 1/2" = 1' 0"
WEIGHT = 170 LBS.



SIDE-SECTION
SCALE: 3/4" = 1' 0"



FRONT-SECTION
SCALE: 3/4" = 1' 0"

NOTE: MANHOLE FRAMES AND COVERS ARE WESTERN IRON AND FOUNDRY CO. INC. OR EQUAL DESIGNS AS FOLLOWS:
FRAME: 524-L6
FRAME (ALTERNATE): 500 A4
COVER: 222 3/4 "MOBBY"

PROJ. NO. 472-76-245-81070-000-000-001

DETAIL PRE-CAST TYPE IA INLET

CITY OF WICHITA, KANSAS

RAY BRUGGEMAN — CITY ENGINEER

AUGUST 1979

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D.A. & DH 5-24-61
G.R.H. 9-2-61

50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50

T.C.=139.54

Sta. 18+00.00

C=51 F=0

100'

T.C.=140.02

Sta. 17+00.00

C=60 F=0

100'

T.C.=140.18

Sta. 16+00.00

C=73 F=0

93.66'

T.C.=140.48 T.C.=140.48

Sta. 15+06.34

C=67 F=0

18.83'

T.C.=140.55

Sta. 14+87.51

A=76.09 □'
Avg. Depth=1.4'
C=3.95 C.Y.

C=80 F=0 C=56 F=0

36.17'

T.C.=140.66

Sta. 14+51.34

C=80 F=0

36.17'

T.C.=140.74

Sta. 14+15.17

A=76.09 □'
Avg. Depth=1.4'
C=3.95 C.Y.

T.C.=140.90 C=101 F=0 C=81 F=0 T.C.=140.83

18.83'

Sta. 13+96.34

C=69 F=0

96.34'

T.C.=141.20 T.C.=141.14

Sta. 13+00.00

C=71 F=0

37.07'

T.C.=141.32 T.C.=141.26

Sta. 12+62.93

C=79 F=0

91.57'

T.C.=141.59 T.C.=141.56

Sta. 11+71.36

C=68 F=0

91.58'

T.C.=141.87 T.C.=141.87

Sta. 10+79.78

C=61 F=0

Exc.: 2,886.00 C.Y.
10% 288.60 C.Y.
Total 3,174.60 C.Y.

Comp. Fill: 11.06 C.Y.
10% 1.11 C.Y.
Total 12.17 C.Y.

Loose Fill: 49.76 C.Y.
10% 4.98 C.Y.
Total 54.74 C.Y.

Manipulated Fill: 2.78 C.Y.
10% 0.28 C.Y.
Total 3.06 C.Y.

46.78'

Sta. 10+33 to Sta. 18+00

T.C.=142.12 T.C.=142.07

Sta. 10+33.00

C=76 F=0

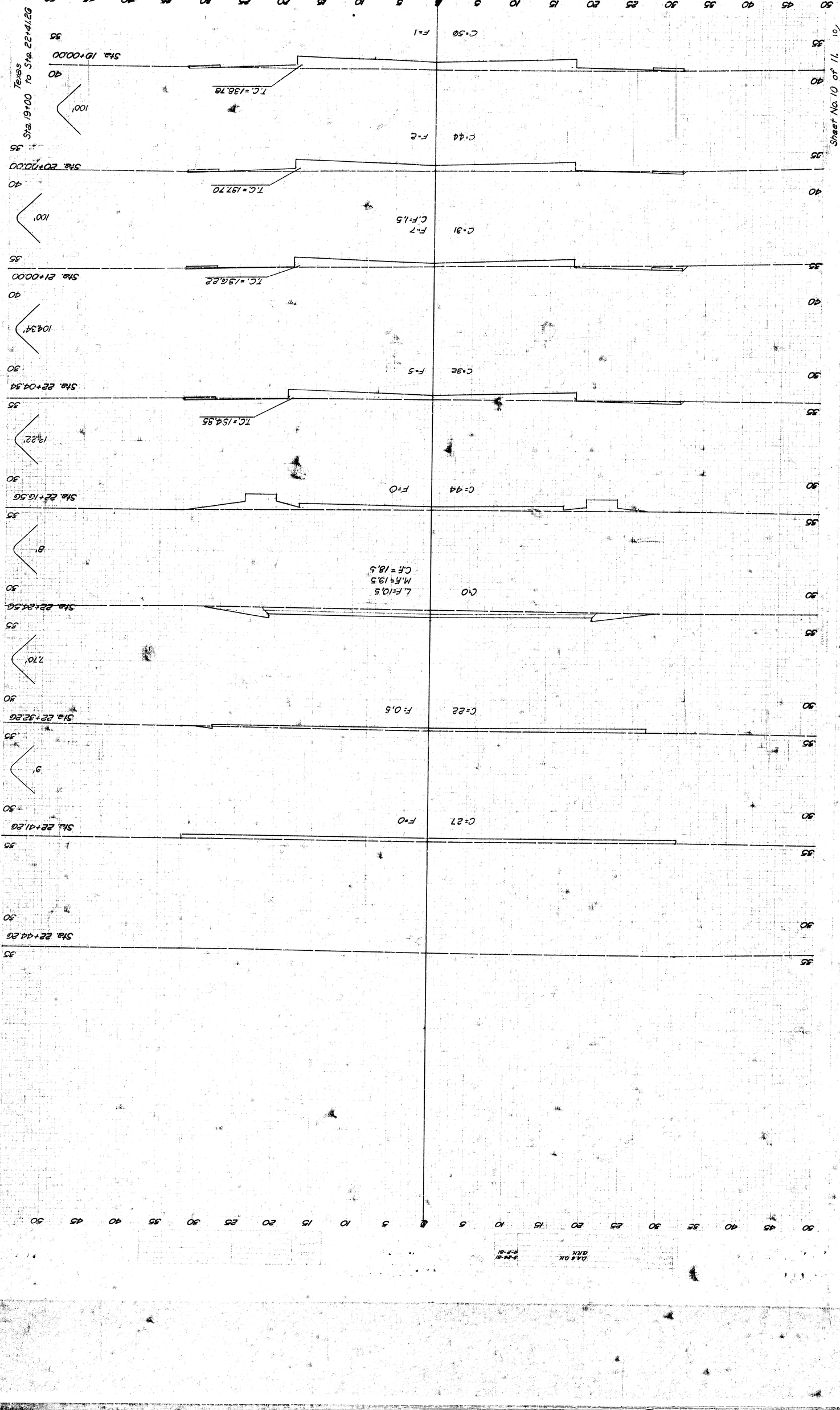
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Sheet No. 9 of 11 Sheets

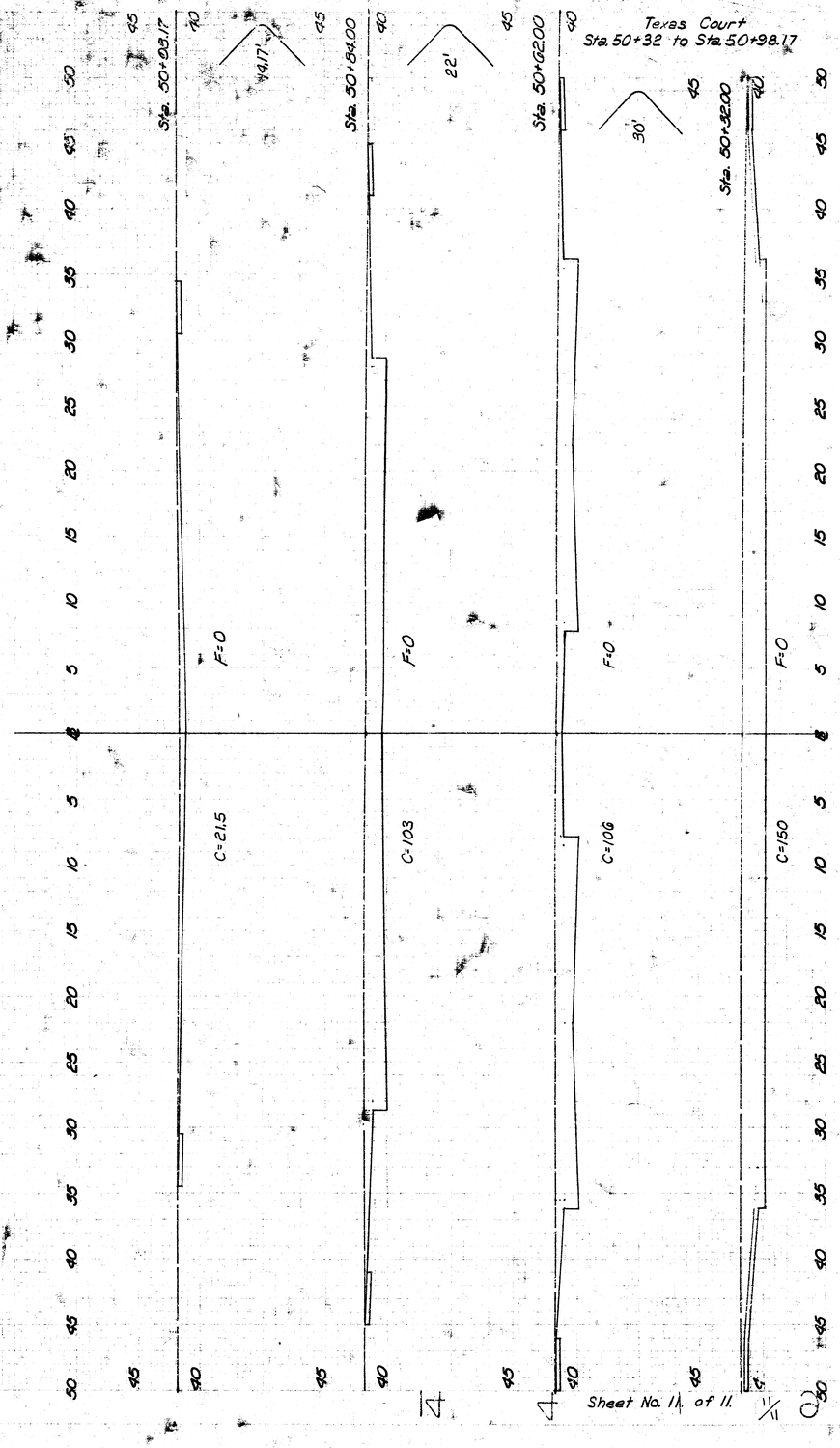
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Texas
Sta. 19+00 to Sta. 22+41.26







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