STREET IMPROVEMENTS

FOR

YOSEMITE DRIVE

From the west line of Yellowstone to the west line of Lot 20, Block 5, THE PARK ADDITION

PROJECT NUMBER

472-76-245-81600-000-000-001

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. 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. Limits of earthwork shall match existing ground elevations at the right-of-way line unless otherwise noted on the plans with a new finished grade elevation. When a new finished grade elevation is shown, the earthwork shall extend one foot beyond the right-of-way line and then sloped up or down using permissable slopes to match the existing ground surface.

3. 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.

BENCHMARKS

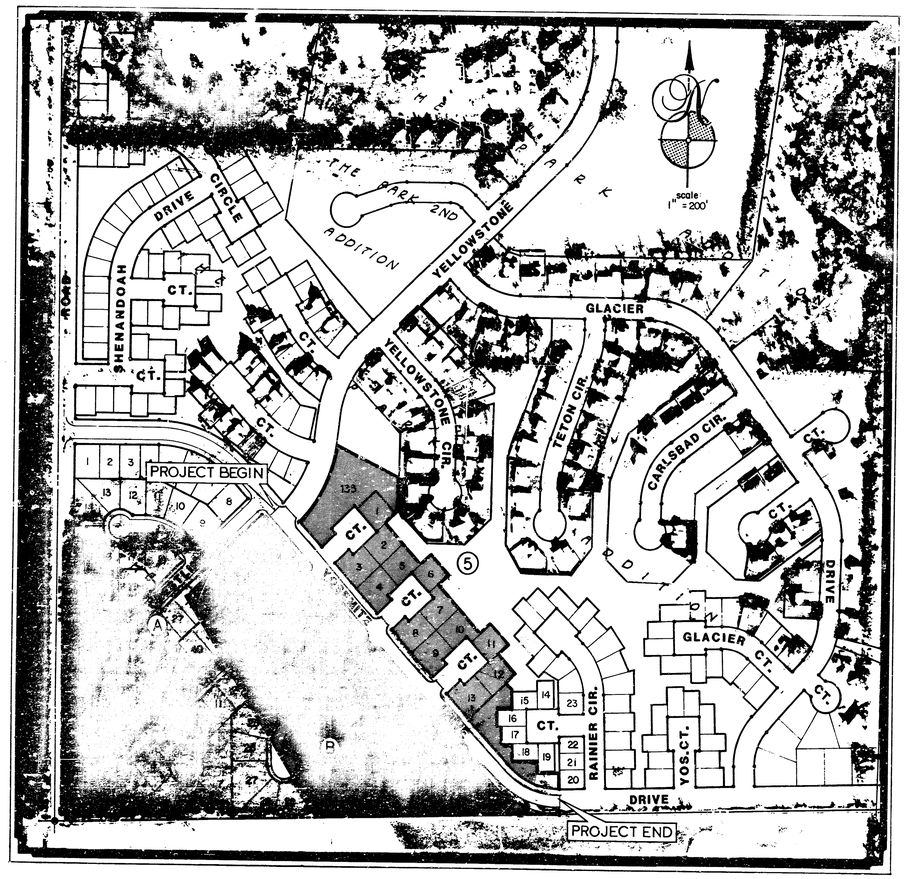
1) Square cut in top of curb, right of station 20+16.62
Elevation = 135.15 City Datum

2) Square cut in top of curb on the south side of Yellowstone at station 8+06, 85.4 feet left (See Plan)
Elevation = 139.19 City Datum

3) Railroad spike in east side of power pole, right side of Yosemite at station 0+18.6
Elevation = 147.93 City Datum

4) City disc at Maize Road and 27th Street South, 25 feet east and 4 feet south of quarter section corner
Elevation = 145.54 City Datum

5) City disc at the SE Corner, NW 1/4 of Section 5-28-1W
Elevation = 128.38 City Datum



BENEFIT DISTRICT

INDEX of SHEETS

TITLE SHEET.....1
TYPICAL 37' STREET SECTION.....2
PLAN SHEETS.....3-5
TYPE 'B' MANHOLE DETAIL.....6
TYPE 1A INLET DETAIL.....7
EARTHWORK SECTIONS.....8-10

THE CITY of WICHITA, KANSAS

MICHAEL E. LINDEBAK
CITY ENGINEER

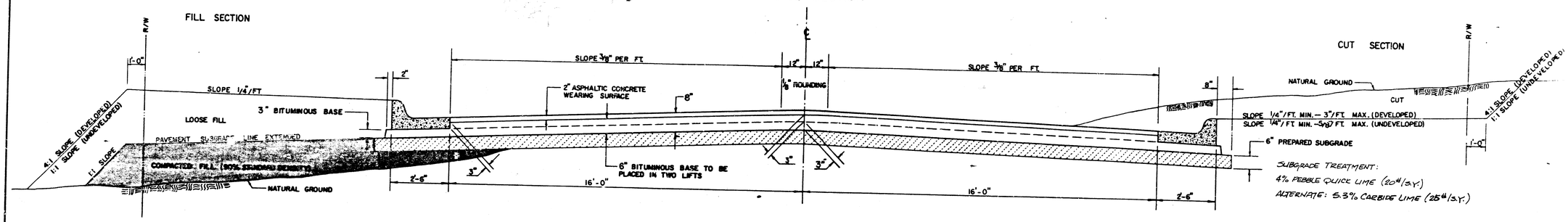
N. BRENT WOOTEN LICENSED 247 KANSAS PROFESSIONAL ENGINEER

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

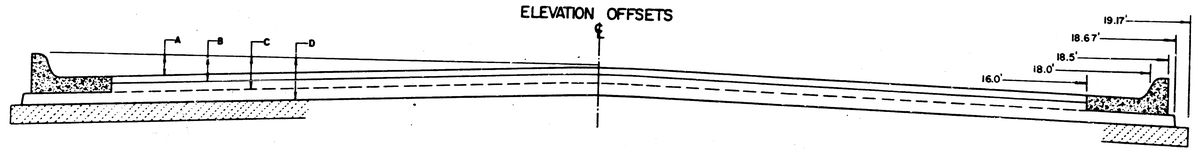
Design:	Drawn:	Approved:	Date:	Scale:	Rev.	Sheet:	of
N.B. Wooten	R.J.P.		February, 87	1"=20'	1/10	1	10

TYPICAL 37' PAVEMENT DETAILS

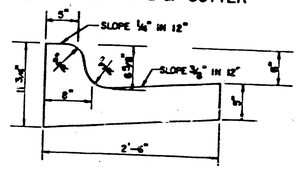
TRANSVERSE SECTION



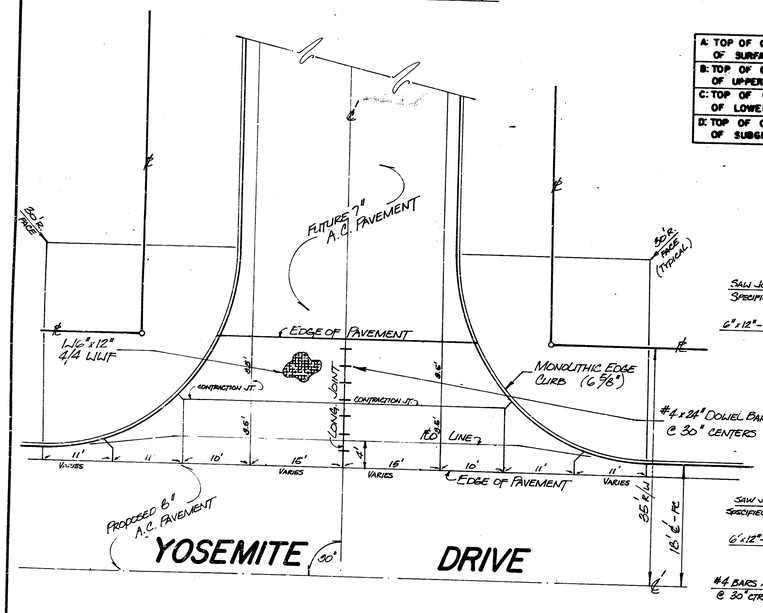
ELEVATION OFFSETS



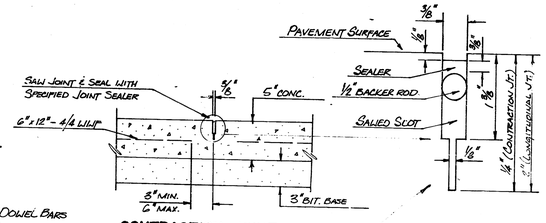
COMBINED CURB & GUTTER



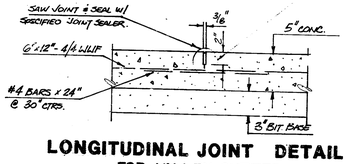
TYPICAL VALLEY GUTTER DETAIL



DISTANCE FROM CENTERLINE (LT. & RT.)													
	0	2	4	6	8	10	12	14	16	18	18.5	18.67	19.17
A: TOP OF CURBS TO TOP OF SURFACE LIFT	.01	.05	.11	.18	.24	.30	.36	.43	.49	—	—	—	—
B: TOP OF CURBS TO TOP OF UPPER BASE LIFT	.17	.22	.28	.34	.40	.47	.53	.59	.65	—	—	—	—
C: TOP OF CURBS TO TOP OF LOWER BASE LIFT	.42	.47	.53	.59	.65	.72	.78	.84	.90	.97	.98	.99	—
D: TOP OF CURBS TO TOP OF SUBGRADE	.67	.72	.78	.84	.90	.97	1.03	1.09	1.15	1.22	1.23	1.24	1.25



CONTRACTION JOINT FOR VALLEY GUTTER.

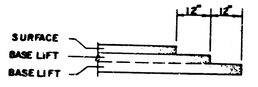


LONGITUDINAL JOINT DETAIL
FOR VALLEY GUTTER

GENERAL NOTES

1) THE ASPHALTIC CONCRETE PAVEMENT BETWEEN THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).
2) THE BITUMINOUS BASE UNDER AND BEHIND THE COMBINED CURB AND GUTTER SHALL BE PAID AS SQUARE YARDS OF 3" 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 @ 8" ASPHALTIC CONCRETE (6" BITUMINOUS BASE).

8 INCH RESIDENTIAL ASPHALTIC CONCRETE PAVEMENT WITH 6 INCH BITUMINOUS BASE
CITY OF WICHITA, KANSAS
PROJECT NUMBER
472-76-245-81600-000-000-001

PROJECT BENCH MARKS

1) Square cut in top of curb, right of station 20+16.62
Elevation = 138.15 City Datum

2) Square cut in top of curb on the south side of Yellowstone at station 6+06, 85.4 feet left (See Plan)
Elevation = 139.19 City Datum

3) Railroad spike in east side of power pole, right side of Yosemite at station 0+18.6
Elevation = 147.93 City Datum

4) City disc at Maize Road and 27th Street South, 25 feet east and 4 feet south of quarter section corner
Elevation = 145.54 City Datum

5) City disc at the SE Corner, NW 1/4 of Section 5-28-1W
Elevation = 128.38 City Datum

INTERSECTION QUANTITIES

- ___ S.Y. ___" Concrete Pavement
- 1360 S.Y. 6 " Asphaltic Conc. Pavement (6" Bituminous Base)
- 151 S.Y. 3 " Bituminous Base
- 53 L.F. Combined Curb & Gutter
- ___ L.F. Integral Curb
- ___ S.F. 4" Wheelchair Ramp
- ___ S.F. 4" Walk
- ___ C.Y. Excavation
- ___ C.Y. Compacted Fill
- ___ Lbs. Reinforcing Steel
- 2516 S.Y. Manipulation
- ___ Tons Lime or Cement
- ___ S.Y. V.G. ___" Concrete & ___" Asphaltic Concrete Base

N

SCALE 1"=20'

Coordinate construction with 12" Water Main Stub. Do not construct pavement prior to completion of Water Main Stub. (By Wichita Water Dept.)

Install Type III Barricade (12' x 5') per M.U.T.C.D. standard.

Note: Do not construct an intersection in this location at this time

Match Existing Concrete Pavement

Remove Existing Barricade Signs Cost Subsidiary To Excavation

Coordinate construction with 8" Water Main Stub. Do not construct pavement prior to completion of Water Main Stub. (By Wichita Water Dept.)

Construct 8" A.C. Pavement w/ Std. Combined Curb & Gutter (6 5/8")

Proposed 12" Water

Proposed 8" Water

Proposed 8" San Sewer

Construct Std. Type 1A Inlet Hook-up & Adjust Inlet Top to 140.07

Construct Std. Type 1A Inlet Hook-up & Adjust Inlet Top to 140.02

Construct Std. Type 1A Inlet Hook-up & Adjust Inlet Top to 139.82

End Construction At Property Line

Construct 8" V.G. Pavement; 5" Reinforced Conc. w/ 3" Bit. Base & Monolithic Edge Cb. (6 5/8")

Station 7+51.04; Begin Construction of 8" A.C. Pavement

Caution: KG&E Underground Electric Lines crossing

Future Pavement

Future 8" Water

Future 8" San Sewer

L & D Utility Easement

THE PARK ADDITION

THE NETT PARK ADDITION

YELLOWSTONE

YOSEMITE CT.

YOSEMITE DRIVE

CREST LINE

C/R.

40' F.C.-F.C.

70' R/W

64' R/W

54' F.C.-F.C.

32' R/W

-0.377%

-0.360%

-0.368%

7186.04 8+28.01 11+50

7+51.04 9+40.19 9+77.29 10+14.39 11+50

INTERSECTION QUANTITIES

- ___ S.Y. ___" Concrete Pavement
- 1314 S.Y. 5 " Asphaltic Conc. Pavement (5" Bituminous Base)
- ___ S.Y. ___" Bituminous Base
- ___ L.F. Combined Curb & Gutter
- 567 L.F. Mayo Curb
- ___ S.F. 4" Wheelchair Ramp
- ___ S.F. 4" Walk
- ___ C.Y. Excavation
- ___ C.Y. Compacted Fill
- ___ Lbs. Reinforcing Steel
- 2465 S.Y. Manipulation
- ___ Tons Lime or Cement
- 1024 S.Y. V.G. 5 " Concrete & 3 " Asphaltic Concrete Base

EARTHWORK QUANTITIES

EXCAVATION =	5649.3 C.Y.	LOOSE FILL =	169.7 C.Y.
+10% =	564.9 C.Y.	+10% =	17.0 C.Y.
TOTAL:	6213.2 C.Y.	TOTAL =	186.7 C.Y.

No Compacted Fill

No Manipulated Fill

Subgrade Manipulation = 6804 Square Yards

LEGEND

- Existing Pavement
- KG&E Lines
- Storm Water Sewer
- Sanitary Sewer
- Water Line

N. BRENT WOOTEN LICENSED 8470 KANSAS PROFESSIONAL ENGINEER

472-76-245-81600-000-000-001

YOSEMITE DRIVE

STA. 7+51.04 to STA. 11+50

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

Design	Drawn	Approved	Date	Scale
N.B.Wooten	B.J.P.		February,67	1"=20'

Dwg 3/10 · Sheet 3 · 10

PROJECT BENCH MARKS

1. Square cut in top of curb, right of station 20+16.62
   Elevation = 135.15 City Datum
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   Elevation = 139.19 City Datum
3. Railroad spike in east side of power pole, right side of driveway at station 0+13.6
   Elevation = 147.93 City Datum
4. City disc at Maize Road and 27th Street South, 25 feet east and 4 feet south of quarter section corner
   Elevation = 142.44 City Datum
5. City disc at the SE Corner, NW 1/4 of Section 5-28-1W
   Elevation = 128.38 City Datum

INTERSECTION QUANTITIES

___	S.Y. ___" Concrete Pavement
152	S.Y. 8 " Asphaltic Conc. Pavement (6 " Bituminous Base)
___	S.Y. ___" Bituminous Base
___	L.F. Combined Curb & Gutter
674	L.F. Mono Curb
___	S.F. 4" Wheelchair Ramp
___	S.F. 4" Walk
___	C.Y. Excavation
___	C.Y. Compacted Fill
___	Lbs. Reinforcing Steel
277	S.Y. Manipulation
___	Tons Lime or Cement
116	S.Y. V.G. 5 " Concrete & 3 " Asphaltic Concrete Base

INTERSECTION QUANTITIES

___	S.Y. ___" Concrete Pavement
166	S.Y. 8 " Asphaltic Conc. Pavement (6 " Bituminous Base)
___	S.Y. ___" Bituminous Base
___	L.F. Combined Curb & Gutter
674	L.F. Mono Curb
___	S.F. 4" Wheelchair Ramp
___	S.F. 4" Walk
___	C.Y. Excavation
___	C.Y. Compacted Fill
___	Lbs. Reinforcing Steel
277	S.Y. Manipulation
___	Tons Lime or Cement
161	S.Y. V.G. 5 " Concrete & 3 " Asphaltic Concrete Base

N

SCALE 1"=20'

CAUTION: K.G.&E. UNDERGROUND ELECTRIC LINES CROSSING

11+50 MATCH LINE — 11+73.82 — 12+17.04 — 12+46.04 — 14+13.04 — 14+81.04 — 15+25.04 — 16+00

-0.37% — -0.306% — -0.306%

YOSEMITE CT. — THE — PARK

END CONSTRUCTION AT PROPERTY LINE

CONSTRUCT 8" A.C. PAVEMENT WITH STD. COMBINED CURB & GUTTER (G-8)

END CONSTRUCTION AT PROPERTY LINE

CONSTRUCT 8" V.G. PAVEMENT; 5" REINFORCED CONC. W/5" BIT. BASE & MONOLITHIC EDGE CB. (G-8)

CONSTRUCT 8" V.G. PAVEMENT; 5" REINFORCED CONC. W/5" BIT. BASE, & MONOLITHIC EDGE CB. (G-8)

PROPOSED 12" WATER

YOSEMITE DRIVE

CARRWOOD CIR.

REMOVE EXISTING 1A INLET BOX AND REPLACE W/STANDARD TYPE 'B' MANHOLE, TOP ELEV. 137.96 EXISTG. FLO OUT = 132.35±

END CONSTRUCTION AT PROPERTY LINE

PROPOSED 8" WATER MAIN

STATION 13+02.79 : CONSTRUCT STD. TYPE 1A INLET (L=6'-4" W=4'-4") OVER EXISTING 21" R.C.P. TOP 138.89

CONSTRUCT 8" V.G. PAVEMENT; 5" REINFORCED CONCRETE W/3" BIT. BASE, & MONOLITHIC EDGE CB. (G-8)

PROPOSED 8" SAN SEWER

CONSTRUCT STD. TYPE 1A INLET HOOK-UP & ADJUST INLET TOP TO 137.75

COORDINATE CONSTRUCTION WITH S.N. SEWER LATERAL 232, SL11. DO NOT CONSTRUCT PAVEMENT PRIOR TO TESTING AND ACCEPTANCE OF SAN. SEWER BY CITY.

-0.825% — -0.370%

11+50 — 12+04.29 — 12+51.79 — 12+98.79 — 16+00

THE NETT PARK ADDITION

INTERSECTION QUANTITIES

___	S.Y. ___" Concrete Pavement
167	S.Y. 8 " Asphaltic Conc. Pavement (6 " Bituminous Base)
___	S.Y. ___" Bituminous Base
___	L.F. Combined Curb & Gutter
674	L.F. Mono Curb
___	S.F. 4" Wheelchair Ramp
___	S.F. 4" Walk
___	C.Y. Excavation
___	C.Y. Compacted Fill
___	Lbs. Reinforcing Steel
80	S.Y. Manipulation
___	Tons Lime or Cement
43	S.Y. V.G. 5 " Concrete & 3 " Asphaltic Concrete Base

YOSEMITE DRIVE

STA. 11+50 to STA. 16+00

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

Design	Drawn	Approved	Date	Scale
N.B.Hooten	R.J.P.		February 67	1"=20'

472-76-245-81600-000-000-001

Plat 4/10 — Sheet 4 of 10

PROJECT BENCH MARKS

1) Square cut in top of curb, right of station 20+16.62
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Elevation = 128.38 City Datum

N

SCALE 1"=20'

P.I. ELEV. 136.25 NO V.C.

P.C. 174890

P.T. 201068

-0.480 % EXISTING GRADE

-0.470 %

-0.398 %

-0.370 %

-0.450 %

-0.440 %

16100 MATCH LINE

THE PARK

RESERVE

CONSTRUCT 8" A.C. PAVEMENT WITH STD. COMBINED CURB & GUTTER (6 5/8")

PROCEED 8" SAN SEWER

PROCEED 12" LATER

16

17 YOSEMITE DRIVE 18

19

20

STATION 20+06.62 (P.T.); SAW EXCESS PAVEMENT AND MATCH. PAVEMENT REMOVAL & SAW JT. TO BE INCIDENTAL TO EXCAVATION.

MATCH RD 4.7B

NAIL

MATCH RD 4.9B

REMOVE SLABS OF CONCRETE RUBBLE. COST OF REMOVAL TO BE INCIDENTAL TO EXCAVATION.

STORM SEWER EASEMENT

CONSTRUCT STD. TYPE IA INLET HOOK-UP & ADJUST INLET TOP TO 137.21

39

THE GREENFIELD CIRCLE

PROPOSED 6" WATER MAIN

FUTURE

CONSTRUCT 8" V.C. PAVEMENT; 5" REINFORCED CONC. W/13" BIT. BASE; & MONOLITHIC EDGE CB. (6 3/8")

END CONSTRUCTION AT PROPERTY LINE

51

NETT PARK ADDITION

PROPOSED 24" STORM

SOUTH R/W OF THE NETT PARK ADDITION

UNPLATTED

EASEMENT

20' DRAINAGE & UTILITY

P.T. ELEV. 136.50 NO V.C.

16100

16154.80

17103.98

17149.80

17189.07

Curve Data Based on ℄

Radius = 266.17', Δ = 48°39'30", Long Chord = 211.07'
Arc = 217.55', Tangent = 115.82', Def./Ft. = 6.70995 minutes

Stations	Arc	Chord Lengths 8' Lt. Rdus.	Chord Lengths 8' Rt. Rdus.	Def. ∠	Total Def. ∠
17+89.07 (P.C.)	—	—	—	—	—
18+00	10.93	10.82	12.04	1°13'20"	1°13'20"
18+25	25	22.46	27.63	2°47'45"	4°01'05"
18+50	25	22.46	27.63	2°47'45"	6°48'50"
18+75	25	22.46	27.63	2°47'45"	9°36'35"
19+00	25	22.46	27.63	2°47'45"	12°24'20"
19+25	25	22.46	27.63	2°47'45"	15°12'05"
19+50	25	22.46	27.63	2°47'45"	17°59'50"
19+75	25	22.46	27.63	2°47'45"	20°47'35"
20+00	25	22.46	27.63	2°47'45"	23°35'20"
20+06.62 (P.T.)	6.62	5.95	7.29	0°44'25"	24°19'45"

INTERSECTION QUANTITIES

___ S.Y. ___" Concrete Pavement
168.5 S.Y. 8" Asphalt Conc. Pavement (6" Bituminous Base)
___ S.Y. ___" Bituminous Base
617.5 L.F. Mono Curb
___ S.F. 4" Wheelchair Ramp
___ S.F. 4" Walk
___ C.Y. Excavation
___ C.Y. Compacted Fill
___ Lbs. Reinforcing Steel
20.5 S.Y. Manipridation
___ Tons Lime or Cement
150.3 S.Y. V.C. 5" Concrete & 3" Asphaltic Concrete Base

YOSEMITE DRIVE

STA. 16+00 to STA. 20+06.63

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

Design	Drawn	Approved	Date	Scale
N.S. Hooten	R.J.P.		February, 57	1"=20'

Sheet 5 of 10

472-76-245-81600-000-000-001

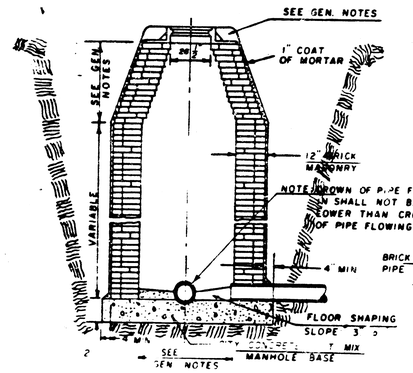
SEWER APPURTENANCES DETAILS

REVISED MAY 198
REVISED JAN. 1982

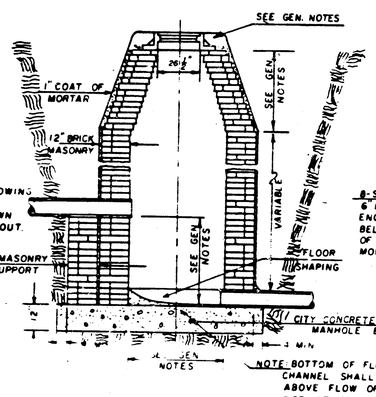
ADOPTED AS STANDARD DESIGN
BY

City of Wichita, Kansas

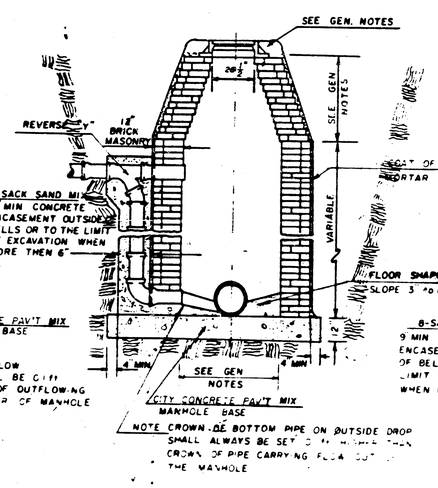
TYPE "B" MANHOLE



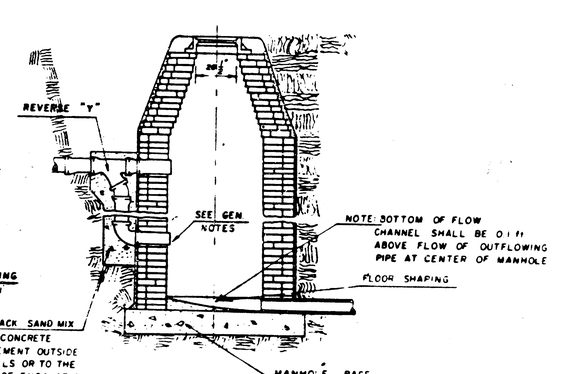
TYPE "B" INSIDE DROP MANHOLE



TYPE "B" OUTSIDE DROP MANHOLE



DETAIL OF OUTSIDE DROP CONSTRUCTED ON EXISTING MANHOLE



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 PAVEMENT 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 "B" MANHOLES CAN BE USED ON SEWERS HAVING DEPTHS GREATER THAN 16' OR WHEN THE MANHOLE IS LOCATED IN 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'. THE HEIGHT OF THE CORBELS ON 4' DIAMETER MANHOLES SHALL BE 4'. MANHOLES HAVING A DIAMETER OF 5' SHALL HAVE CORBELS 6' IN HEIGHT. 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 9" 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. OPENINGS SHALL BE CUT INTO THE MANHOLE WALL WHEN OUTSIDE DROPS ARE CONSTRUCTED ON EXISTING MANHOLES. SUCH OPENINGS CUT INTO EXISTING MANHOLES SHALL BE AS SMALL AS PRACTICAL TO FACILITATE INSTALLING AND GROUTING THE NEW PIPE IN PLACE. WATERSTOP GASKETS SHALL BE USED WITH P.V.C. AND A.B.S. COMPOSITE PIPE. THE NEW PIPE SHALL BE GROUTED INTO THE OPENING USING AN APPROVED NONSHRINK GROUT FOR THE FULL MANHOLE WALL THICKNESS. THE EXTERIOR OF THE COMPLETED CONNECTION SHALL BE SEALED WITH AN APPROVED BITUMINOUS COATING SUCH THAT THE CONNECTION WILL BE WATER TIGHT. FLOOR OF MANHOLE SHALL BE MODIFIED TO FORM NEW FLOW CHANNEL FOR THE NEW CONNECTION AS INDICATED BY THE DRAWING. THE VERTICAL DROP FROM THE LOWER PIPE ON SUCH OUTSIDE DROP CONNECTIONS SHALL NOT EXCEED 4' FOR INFLOWING PIPES SIZED ... SMALLER AND 2' FOR INFLOWING PIPES SIZED LARGER THAN 12", AND ... THE CROWN OF THE LOWER PIPE SHALL NEVER BE SET BELOW THE CROWN ... ANY LARGER OUTFLOWING PIPE. THIS WORK, INCLUDING MODIFICATION OF MANHOLE FLOOR, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR OUTSIDE DROP STACK CONSTRUCTED ON EXISTING MANHOLE.

4. THE FLOOR 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 EXCEPT FOR INSIDE DROP MANHOLES. FLOW CHANNELS FOR INSIDE DROP MANHOLES SHALL BE CONSTRUCTED AS INDICATED BY THE DRAWING. 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 MEAT 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.

5. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN 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.

6. 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 DRAWING.

7. THE VERTICAL DROP IN INSIDE DROP MANHOLES SHALL NOT EXCEED 4' FOR INFLOWING PIPES SIZED 12" OR SMALLER AND 2' FOR INFLOWING PIPES LARGER THAN 12". THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.

8. STANDARD MANHOLES TYPE "B" AND STANDARD INSIDE DROP MANHOLES TYPE "B" SHALL BE BID AS STANDARD MANHOLES FOR THE TYPE AND DIAMETER INDICATED. OUTSIDE DROP MANHOLES TYPE "B" SHALL BE BID AS STANDARD OUTSIDE DROP MANHOLES FOR THE TYPE AND DIAMETER INDICATED. ALL MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.

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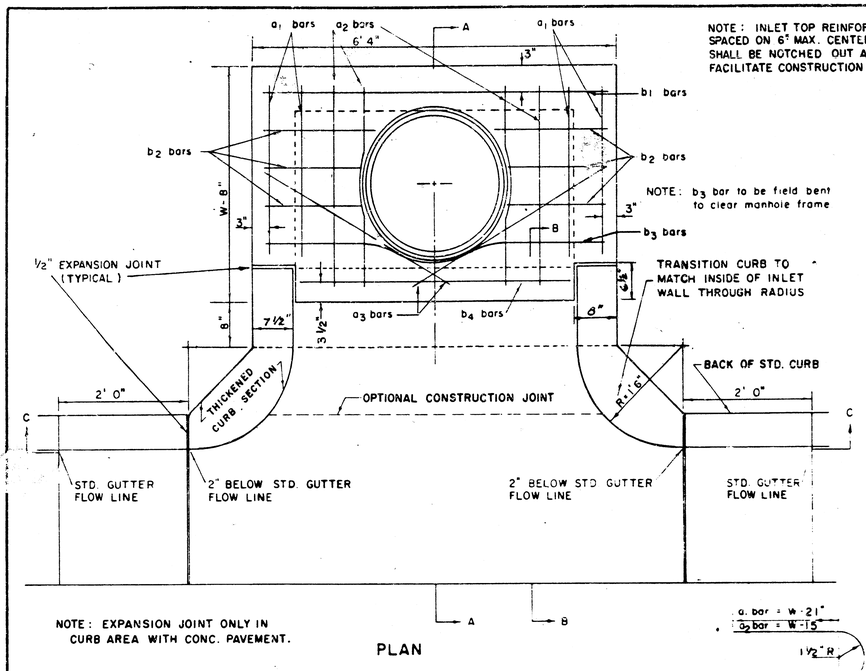
-			February, 87	

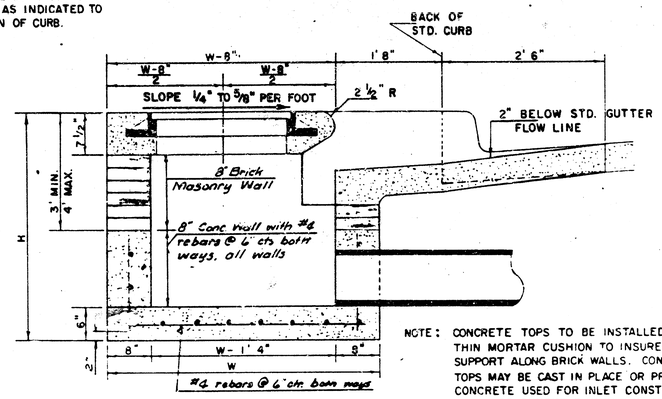
Rev 6/10
Sheet 6 of 10



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

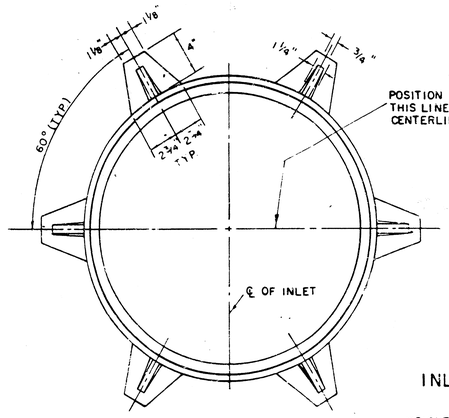
PLAN

NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.



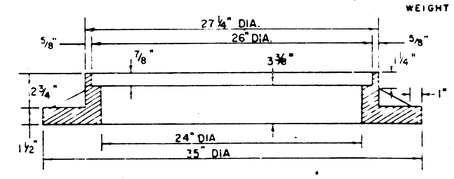
SECTION A-A

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.

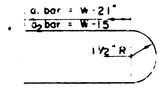


INLET FRAME

WEIGHT = 180 LBS.



SEE CITY OF WICHITA STANDARD MANHOLE FRAME AND COVER DETAIL SHEET FOR COVER DETAILS TO BE USED WITH INLET FRAME.



BENDING DIAGRAM

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.

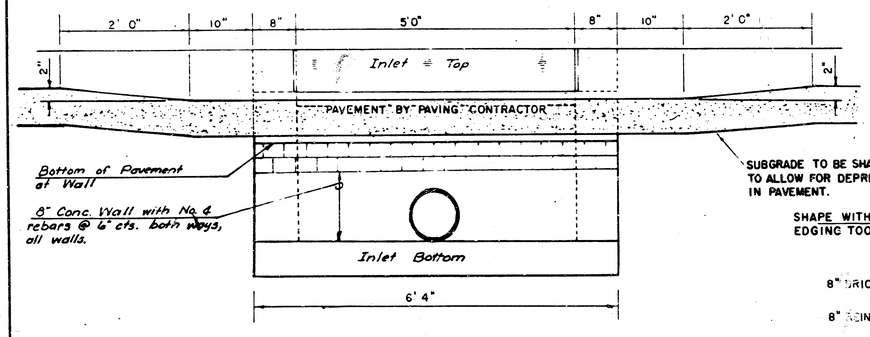
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

STEEL SCHEDULE

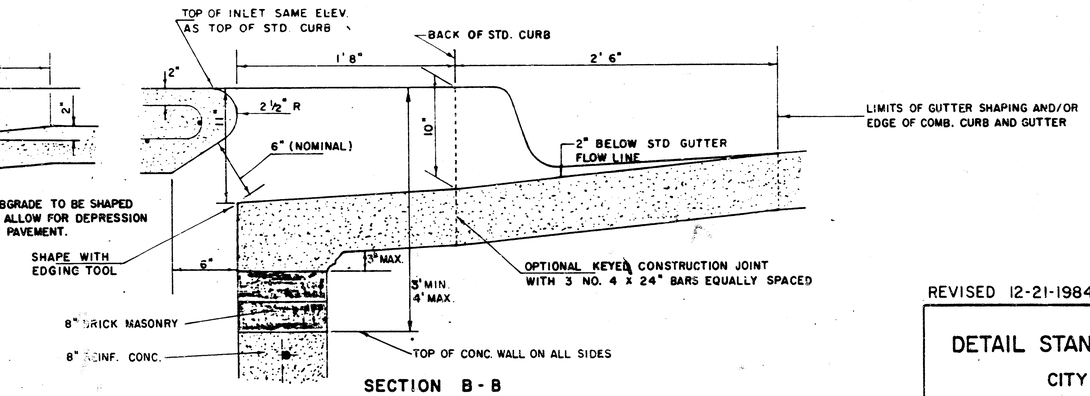
BAR		a_1	a_2	a_3*	b W=4'4"	b W=5'4"	b W=6'4"	b W=7'4"	b W=8'4"	b_2	b_3	b_4	WT LBS
NUMBER		4	4	2	1	3	5	7	9	6	1	1	
SIZE		#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#6	
LENGTH	W=4'4"	5'7"	6'7"	4'0"	6'1"	–	–	–	–	1'9"	6'2"	4'8"	60±
	W=5'4"	7'7"	8'7"	5'0"	–	6'1"	–	–	–	1'9"	6'2"	4'8"	81±
	W=6'4"	9'7"	10'7"	6'0"	–	–	6'1"	–	–	1'9"	6'2"	4'8"	101±
	W=7'4"	11'7"	12'7"	7'0"	–	–	–	6'1"	–	1'9"	6'2"	4'8"	121±
	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"	3'6" x 6'4" x 7 1/2"	21" & SMALLER	0.38 ±
5' 4"	4'6" x 6'4" x 7 1/2"	24" & 30"	0.51 ±
6' 4"	5'6" x 6'4" x 7 1/2"	36" & 42"	0.64 ±
7' 4"	6'6" x 6'4" x 7 1/2"	48" & 54"	0.77 ±
8' 4"	7'6" x 6'4" x 7 1/2"	60" & 66"	0.90 ±



SECTION C - C



SECTION B - B

REVISED 12-21-1984

DETAIL STANDARD TYPE IA CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" x 5' 0"

472-76-245-81600-000-000-001

JUNE 1984

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EARTHWORK SECTIONS
YOSEMITE DRIVE

8/10

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EARTHWORK SECTIONS
YOSEMITE DRIVE

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