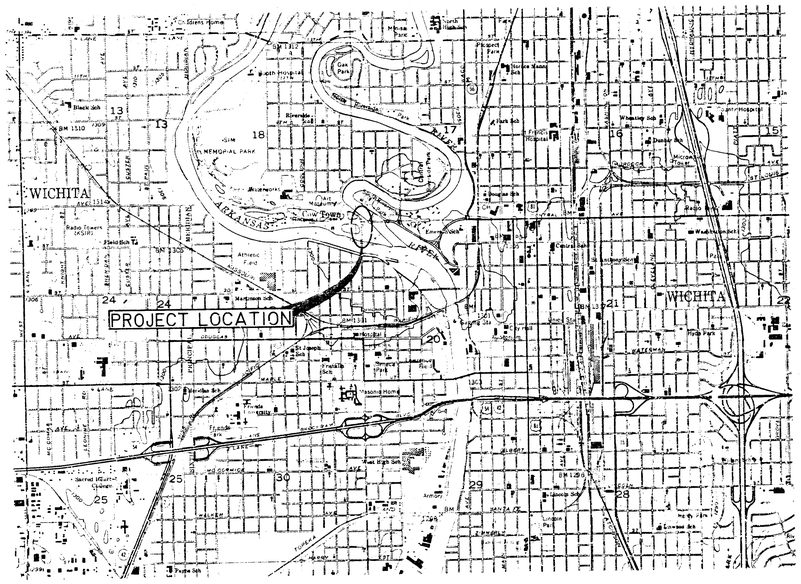
WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR

INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

LEGEND

WV	WATER VALVE
WM	WATER METER
SH	WATER SPRINKLER HEAD
	FIRE HYDRANT
MH	MANHOLE
	LIGHT POLE
	POWER POLE
HLP-STEEL	STEEL HIGH LINE POWER POLE
	GUY WIRE ANCHOR
TS	TRAFFIC SIGNAL
	DECORATIVE LIGHT
T	TELEPHONE PEDESTAL
-W-	WATER LINE
-G-	GAS LINE
-SD-	STORM SEWER
-SS-	SANITARY SEWER
-SS FM-	SANITARY SEWER FORCE MAIN
-UGE-	UNDERGROUND ELECTRIC CABLE
-UGT-	UNDERGROUND TELEPHONE CABLE
	TREE
	TREE TO BE REMOVED



LOCATION MAP

SCALE 1" = 2000'

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	TITLE SHEET, LEGEND AND LOCATION MAP
2	TYPICAL SECTIONS
3	RELOCATION AND REMOVAL PLAN
4 & 5	PAVING PLAN
6	STORM SEWER PROFILES
7 & 8	CONSTRUCTION STAKING
9	PAVEMENT MARKING - SERVICE BOX CONDUIT LOCATIONS
10	SERVICE JUNCTION BOX, CONTROLLER PAD CONSTRUCTION / INSTALLATION DETAILS
11	MISCELLANEOUS DETAILS
12	STANDARD DRIVE ENTRANCES - FULL HEIGHT CURB
13	DETAIL STANDARD TYPE 1A CURB INLET
14	SEWER APPURTENANCES DETAILS - TYPE 'A' MANHOLES
15	STANDARD SHALLOW MANHOLES - TYPE 'A' AND TYPE 'B'
16	MANHOLE FRAME AND COVER DETAIL
17 - 21	CROSS-SECTIONS

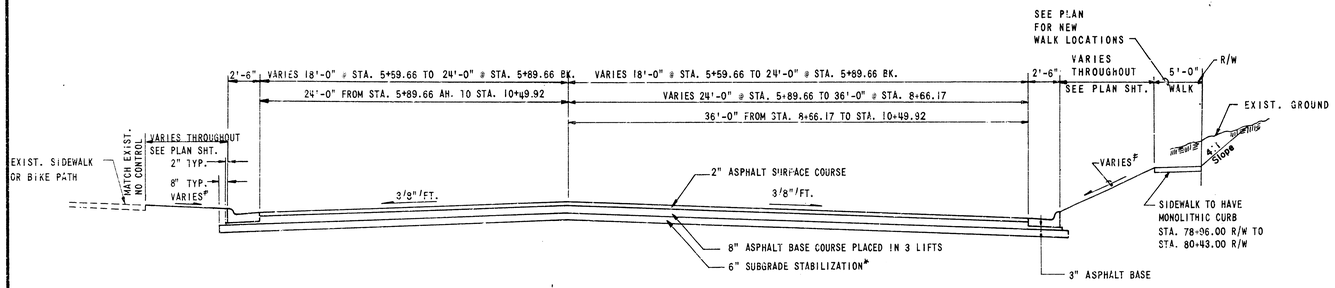
MIKE LINDEBAK, P.E.
CITY ENGINEER, PLANNING DESIGN
CITY OF WICHITA, KANSAS

PROJECT NO. 472-76-245-81496-000-000-001

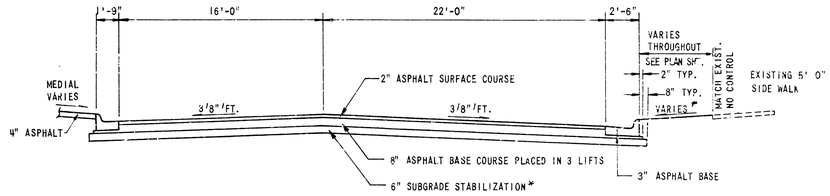
REVISED SH.#5, 5/15/86

JOHN M. OSWALD LICENSED 7994 KANSAS PROFESSIONAL ENGINEER

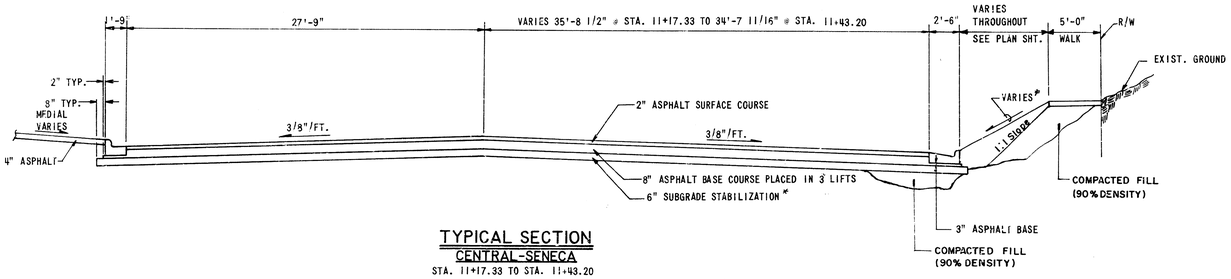
WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA - KANSAS



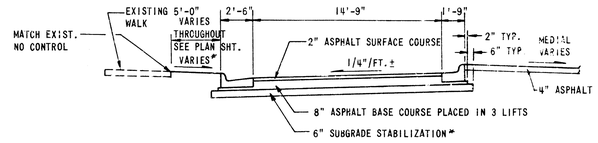
TYPICAL SECTION
CENTRAL-SENECA
STA. 5+59.66 TO STA. 10+49.92



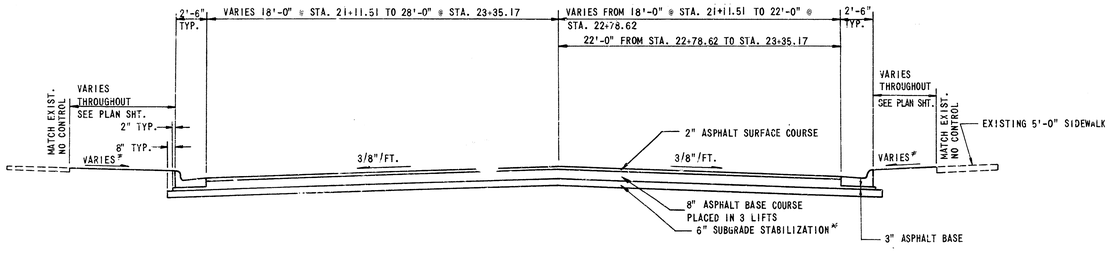
TYPICAL SECTION
STACKMAN DRIVE
STA. 24+06.42 TO STA. 24+48.68



TYPICAL SECTION
CENTRAL-SENECA
STA. 11+17.33 TO STA. 11+43.20



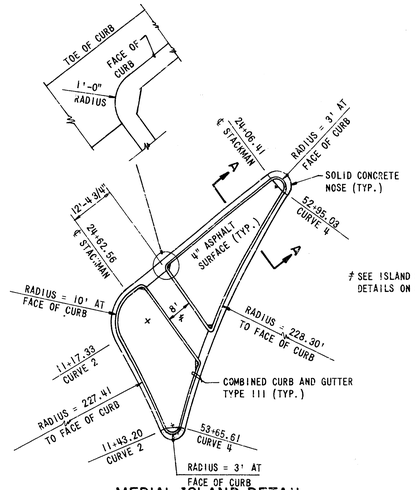
TYPICAL SECTION
CENTRAL-STACKMAN
(FREE RIGHT TURN LANE)



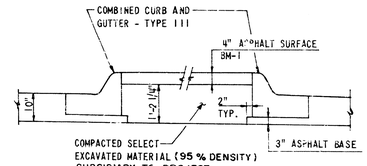
TYPICAL SECTION
STACKMAN DRIVE
STA. 21+11.51 TO STA. 23+35.17

NOTES:
* AREA BETWEEN BACK OF CURB AND NEW WALK SHALL HAVE A MINIMUM SLOPE OF 1/4" PER FOOT, MAXIMUM 3" PER FOOT.

** PORTLAND CEMENT TREATED SUBGRADE AS PER CITY SPECIFICATIONS.



MEDIAL ISLAND DETAIL



SECTION A-A

SEE ISLAND SIDEWALK DETAILS ON SHT. NO. 10

NOTE: ALL TYPICAL SECTIONS ARE NOT TO SCALE.

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001

WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

TYPICAL SECTIONS

REVISION	DATE	BY

DESIGN	DRAWN
CM	BLM

WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA — KANSAS

DATE: APRIL 1986
FILE NO. 85-328
SHEET NO. 2 OF 21

Plug 12" VCP at Outlet

Relocate UGE (by others)

Remove Inlet, 8" VCP(N), 8" VCP to New MH (NW), 12" x 30'± VCP (SW), Plug remaining 12" VCP (SW)

Remove Inlet

Relocate UGE & UGT (by others)

Work around Sprinkler Heads (SH), and Irrigation System Line

Section Corner (See General Notes Sht 5)

10+56± LH on Bike Path & Seneca

Remove Inlet

Relocate UGT (by others)

Remove Sidewalk to nearest Joint

Remove & Relocate Sprinkler Head (SH) & Irrigation Lines See General Notes

Ex'st. Elev. = 113.6±
New Elev. = 114.1 ±

Saw cut & Remove Sidewalk

Remove 18" from End to Manhole #2

Bridge

Remove Inlet, 8" VCP (N), 8"x 85'± VCP (S), Plug Remaining 8" VCP(S)

Remove Sidewalk to nearest Joint.

Cut Metal Cover as Required

Remove Inlet

Remove Sidewalk to nearest joint

Remove Inlet

Remove Inlet

Emergency Power Supply (UGE) to be Abandoned. Exact Location unknown. Contact City of Wichita Water Department if in Conflict.

NOTE:
Best Information Available Indicates an Abandoned Water Well Pipeline Network along Stackman Drive (Exact Location Unknown). Should this System Conflict with New Construction, Its Removal Shall be Paid for by the Clearing and Grubbing bid Item.

Remove Inlet, 12" VCP (SW) Plug 12" (NE)

Remove 12" x 10'± VCP (SW) Plug remaining 12" VCP (SW) Regrade area to be Comparible with Existing

Remove Manhole, 12" VCP (W)

25+31 ℄ Stackman

Remove Sidewalk to nearest joint

Remove and Relocate 10'± L.F. Chain Guardrail

Relocate Trees (by City Park Commision, Landscape & Forestry Dept.)

Remove Manhole, 12" VCP (N), (S) (W)

Remove & Relocate Sprinkler Heads (SH) & Irrigation System Line See General Notes

1" = 30'

LEGEND

- Tree to Remain Contractor to Work Around.
- Tree to be Removed Unless in the Opinion of the Engineer it can be Saved.
- Asphalt or Concrete to be Removed *
- Relocate *
- Adjust *
- Remove *

* See General Notes on Sht. 5

NOTE: CONTRACTOR SHALL NOTIFY BILL McKINLEY, TRAFFIC ENGINEER TWO WEEKS PRIOR TO START OF CONSTRUCTION SO THAT TRAFFIC SIGNALS AND THEIR APPURTENANCES CAN BE REMOVED PRIOR TO CONSTRUCTION.

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-01

WICHITA, KANSAS

CENTRAL SENECA STREET CONNECTOR

INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

RELOCATION AND REMOVAL PLAN

REVISION	DATE	BY

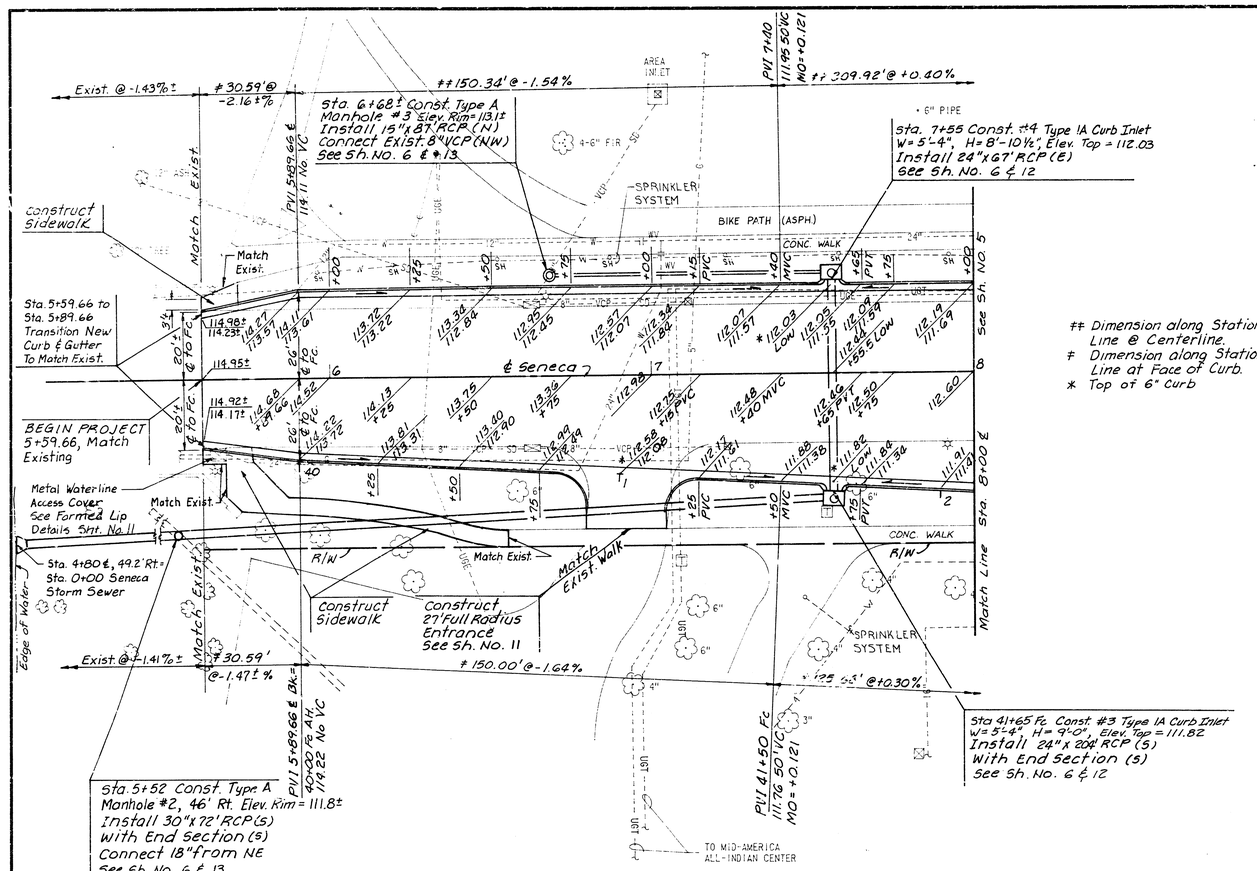
DESIGN	DRAWN	DATE:
CM TCP	BLM	APRIL 1986

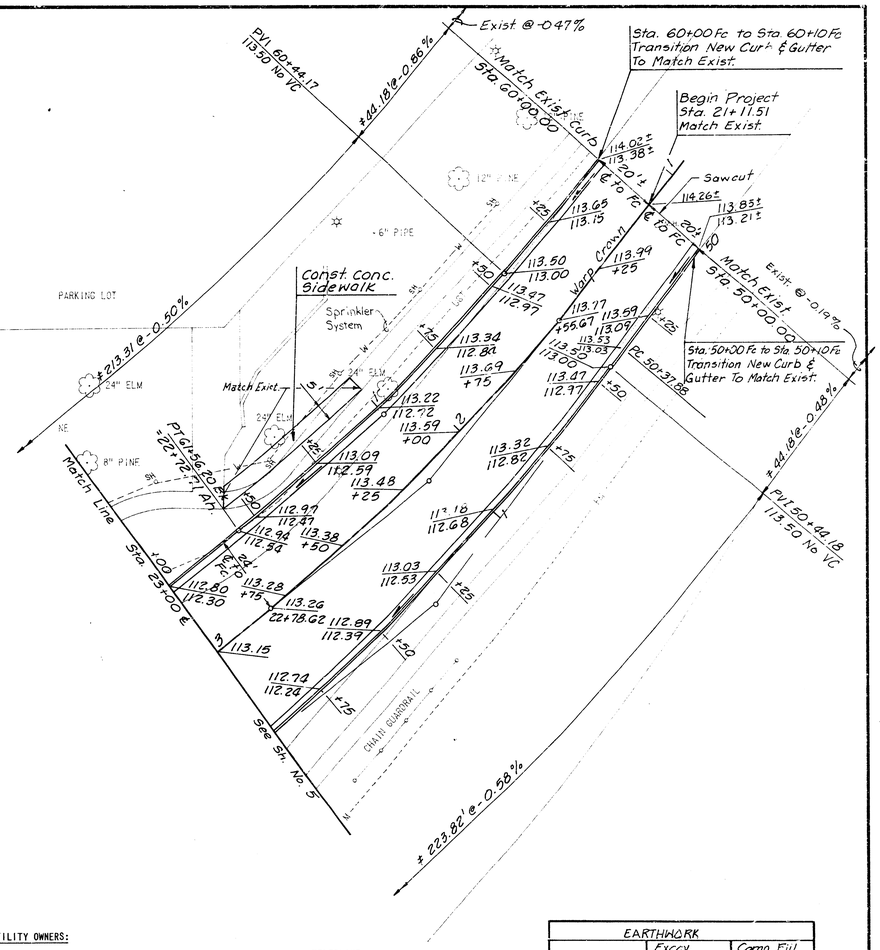
WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA — KANSAS

FILE NO. 85-328

SHEET NO. 3 OF 21

QS:11102,10485328003.DGN BORDER A





GENERAL NOTES

ALL ENCROACHMENTS SUCH AS FENCES, BUILDINGS, TELEPHONE, TELEGRAPH, AND POWER LINES SHALL BE MOVED BEYOND LIMITS OF CONSTRUCTION BY THE OWNERS OR BY THE CITY, UNLESS OTHERWISE NOTED ON THE PLANS.

IN THE INTEREST OF PUBLIC SAFETY, ALL GAS, GASOLINE, OIL AND WATER LINES SHALL BE MOVED BEYOND THE LIMITS OF THE ROADBED BY OWNERS, UNLESS PROVISIONS FOR THEIR RETENTION HAS BEEN MADE. ALL OTHER UTILITIES SHALL BE PLACED IN GOOD CONDITION AND ADJUSTED TO FIT THE NEW CONSTRUCTION BY THE OWNERS. MANHOLES AND WATER VALVE BOXES SHALL BE ADJUSTED BY THE CONTRACTOR TO MEET FINAL GRADE.

ALL METER BOXES, HYDRANTS, ETC., SHALL BE MOVED OR ADJUSTED TO THE NEW CONSTRUCTION BY THE OWNERS UNLESS OTHERWISE NOTED ON THE PLANS, SHOWN THUS: RELOCATE ADJUST REMOVE

SITE GRADE ALL DISTURBED AREAS AS DIRECTED BY THE ENGINEER. (SUBSIDIARY ITEM)

ALL EXISTING PAVEMENT, CURB AND GUTTER, DRIVEWAYS, SIDEWALKS OR BITUMINOUS SURFACING TO BE REMOVED SHALL BE SAW CUT TO THE NEAT LINES SHOWN ON THE PLANS OR TO THE NEAREST JOINT AS DIRECTED BY THE ENGINEER. DEPTH OF SAW CUTS SHALL BE 2". SAWING OF EXISTING PAVEMENT TO FACILITATE REMOVAL SHALL BE SUBSIDIARY TO PAVEMENT REMOVAL. REMOVAL IS MARKED: ☒
ADDITIONAL REMOVAL MAY BE ORDERED BY THE ENGINEER.

ALL WASTE OR EXCESS MATERIAL SHALL BE DISPOSED OF ON SITES PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL REMOVE ALL TRAFFIC SIGNAL BASES (3).

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 THE CONTRACTORS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR OR A PROFESSIONAL ENGINEER IN ACCORDANCE WITH STATE STATUTES.

THE ENGINEER SHALL TAKE FIELD TIES TO ALL QUARTER SECTION CORNERS. THE CONTRACTOR SHALL SET A CITY SURVEY MONUMENT IN THE REQUIRED LOCATION WHERE SUCH QUARTER SECTION CORNERS FALL WITHIN THE LIMITS OF PAVEMENT REMOVAL OR CONSTRUCTION. SURVEY MONUMENTS WILL BE FURNISHED BY THE CITY. THE ENGINEER WILL ACCURATELY LOCATE AND INSTALL THE IRON AT THE QUARTER SECTION CORNER. THIS WORK WILL NOT BE PAID FOR DIRECTLY. BUT SHALL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS OF WORK IN THE CONTRACT.

CONTRACTOR WILL BE REQUIRED TO WORK SIX DAYS WITH TEN HOUR SHIFTS EACH DAY PER EACH WEEK ON THIS PROJECT.

CONTRACTOR TO PROVIDE ACCESS TO THE MID-AMERICA ALL INDIAN CENTER AT ALL TIMES.

CONSTRUCTION ON THE CENTRAL AVENUE BRIDGE OVER THE LITTLE ARKANSAS RIVER MAY BE SIMULTANEOUS TO CONSTRUCTION ON THIS PROJECT. CONTRACTOR TO COORDINATE WITH CENTRAL AVENUE BRIDGE CONTRACTOR AND FIELD ENGINEERING DURING CONSTRUCTION.

ALL OFFSETS SHOWN ON THE PLANS ARE MEASURED TO FACE OF CURB.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH AND INSTALL ALL MATERIALS AS MAY BE REQUIRED TO EFFECT SATISFACTORY REPLACEMENT OF WATER SPRINKLER SYSTEM, WHETHER OR NOT THESE ITEMS ARE REFLECTED IN THE BILL OF MATERIALS. REPLACEMENT OF THE SPRINKLER SYSTEM AT THE MID-AMERICA ALL-INDIAN CENTER SHALL BE COORDINATED WITH THE CITY OF WICHITA PARK COMMISSION, LANDSCAPE AND FORESTRY DEPARTMENT PRIOR TO INSTALLATION.
CLEARING R.C.W. AND SITE PREPARATION SHALL INCLUDE ITEMS SUCH AS STRIPPING, TREE REMOVAL, EXISTING SIGN REMOVAL, LIGHT BASE REMOVAL, AND ALL OTHER ITEMS REQUIRED TO COMPLETE THE PROJECT.

ALL UNDERGROUND UTILITY DEPTHS UNKNOWN UNLESS OTHERWISE NOTED. CONTRACTORS RESPONSIBILITY TO FIELD LOCATE.

ALL DISTURBED AREAS AT THE MID-AMERICA ALL-INDIAN CENTER SHALL BE RESODDED BY CONTRACTOR WITH MID-IRON BERMUDA SOD. PLACEMENT SHALL BE COORDINATED WITH THE CITY OF WICHITA PARK COMMISSION LANDSCAPE AND FORESTRY DEPARTMENT PRIOR TO INSTALLATION. ALL OTHER DISTURBED AREAS SHALL BE RESEEDED IN ACCORDANCE WITH CITY OF WICHITA SPECIFICATIONS.

EXISTING SIGNS WILL GE REMOVED BY THE CONTRACTOR AND STOCKPILED. THE CONTRACTOR SHALL REINSTALL SIGNS AS DIRECTED BY THE ENGINEER.

REPLACE ALL EXISTING ASPHALT FILLED MANHOLE LIDS IN AREAS TO BE PAVED WITH STANDARD CITY OF WICHITA MANHOLE FRAME AND COVER.

EARTHWORK QUANTITIES BASED ON EXISTING PAVEMENT BEING 11" THICK, ASPHALT SURFACE WITH CONCRETE BASE. (BEST INFORMATION AVAILABLE)
SITE RESTORATION SHALL INCLUDE SUCH ITEMS AS AREA GRADING, SEEDING, FERTILIZING, MULCHING, SODDING, SIGN REINSTALLATION, GENERAL SITE CLEAN UP, AND ALL OTHER ITEMS REQUIRED TO COMPLETE THE PROJECT.

UTILITY OWNERS:

WATER - CITY OF WICHITA WATER DEPARTMENT
1701 SIMS PARK
WICHITA, KS 67203
268-4555

SANITARY AND STORM SEWER -
CITY OF WICHITA DIVISION OF ENGINEERING
455 N. MAIN
WICHITA, KS 67202
268-4210

POWER - KANSAS GAS AND ELECTRIC
120 E. FIRST ST.
WICHITA, KS 67202
261-6422

GAS - ARKLA GAS COMPANY
1630 S. BAEHR
WICHITA, KS 67209
942-8350

TELEPHONE -
SOUTHWESTERN BELL
154 N. BROADWAY
WICHITA, KS 67202
268-3179

CABLE TV -
CABLEVISION
701 E. DOUGLAS
WICHITA, KS 67213
262-0661

WATER SPRINKLER SYSTEM
MID-AMERICA ALL-INDIAN CENTER -
CITY OF WICHITA PARK COMMISSION
LANDSCAPE AND FORESTRY
1901 S. KANSAS
WICHITA, KS 67211
264-8323

EARTHWORK		
	Excav.	Comp. Fill
Cross Sections	2,056.9cy.	88.2 cy.
10%	205.7cy.	8.8cy.
TOTAL	2,262.6cy.	97.0cy.

SCALE IN FEET

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001

WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR

INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

PAVING PLAN

REVISION	DATE	BY

DESIGN	DRAWN
CM/TCP	BLM

WILSON & COMPANY ENGINEERS & ARCHITECTS
WICHITA — KANSAS

DATE: APRIL 1986
FILE NO. 85-328
SHEET NO. 4
OF 21

4/21

05114(02.)043B5328C01 .DGN ROBERT A
05114(40.)03B2X36.DGN BBM*A SMARR4

Underground Electric Cable to be Relocated By Others

Sta. 23+74 ℄ Const. #2 Type 1A Curb Inlet
W=5'-4", H=4'-6½" Elev. Top = 112.43
Install 24"x 64' RCP (NE)
See Sh. No. 6 & 12

Sta. 23+74.2 ℄ Construct Shallow Type A Manhole #1 Elev. Rim = 113.25±
Install 15"x 34' RCP (NE)
Connect Exist. 12"x 18" CMAP (W)
See Sh. No. 6 & 14

Match Line Sta 23+00

Sta. 52+68 Fc Const. #1 Type 1A Curb Inlet
W=5'-4", H=4'-6½", Elev. Top = 112.20
Install 24"x 88' RCP (NE)
With End Section
See Sh. No. 6 & 12

Construct Wheelchair Ramp See Sh. No. 10

Median Island See Detail Sh. No. 2

Sta. 52+68, 88' Lt. ℄ = Sta. 0+00 Stackman Storm Sewer

LITTLE ARKANSAS RIVER

Construct Wheelchair Ramp See Sh. No. 10

Const. Conc. Walk

Const. Conc. Sidewalk

Proposed Bridge By Others

Proposed Pvmt. By Others

END PROJECT 11+99.15 ℄ Match Proposed Pvmt. by Others

END PROJECT 54+23.73

\#\# Dimension along Stationing Line @ Centerline
\# Dimension along Stationing Line at Face of Curb.
Ⓕ Dimension along Face of Curb to Correspond to Centerline Stationing
* Top of 6" Curb

SCALE IN FEET

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-01

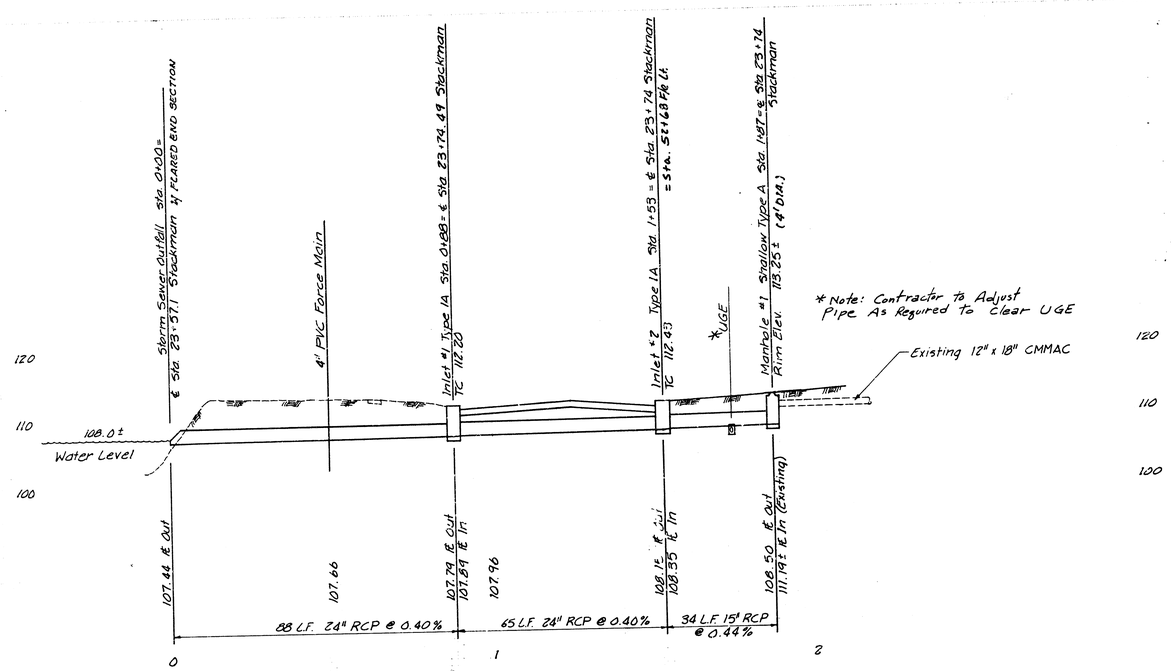
WICHITA, KANSAS
CENTRAL - SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS
PAVING PLAN

REVISION	DATE	BY
Pipe Size - Manhole #1 & Curb Inlet #1	5/15/86	K.K. C. of W.

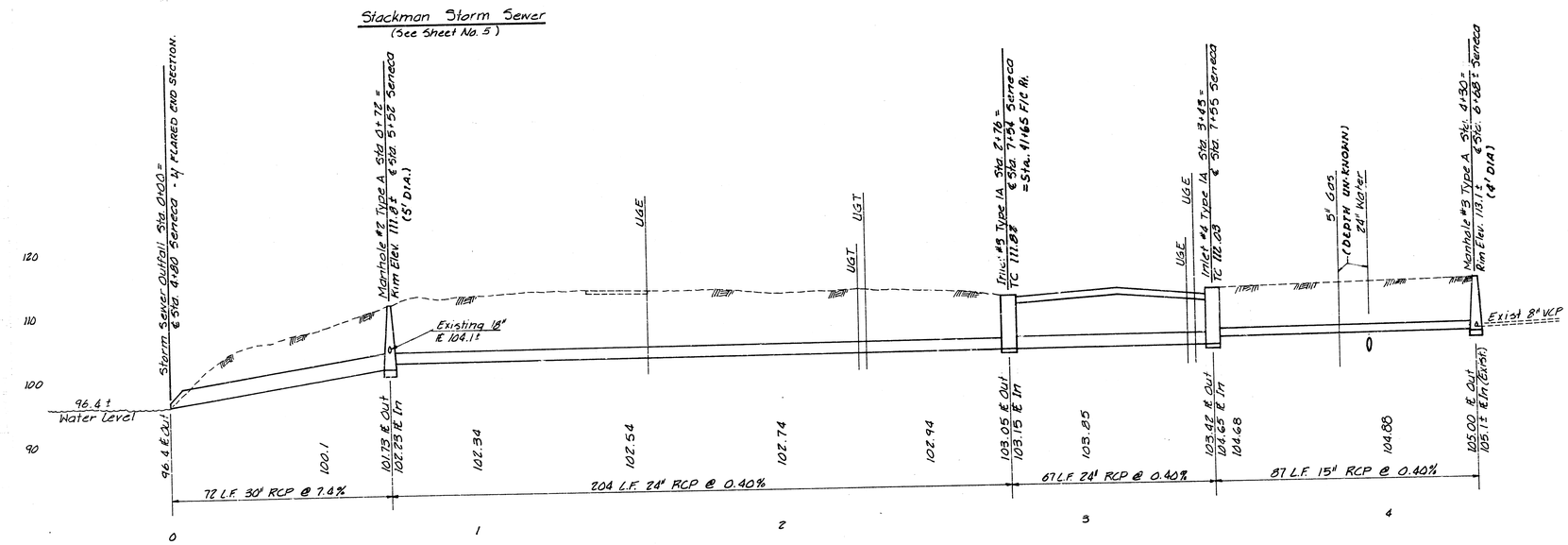
DESIGN: CM/TCP | DRAWN: BLM

WILSON & COMPANY ENGINEERS & ARCHITECTS
WICHITA — KANSAS

DATE: APRIL 1986
FILE NO. 85-328
SHEET NO. 5 OF 21



Stackman Storm Sewer
(See Sheet No. 5)



Seneca Storm Sewer
(See Sheet No. 4)

Baseline Curve #1

R. BL. = 258'
D. BL. = 13.32 min/ft
Δ /2 = 26° 33' 31"
L. BL. = 239.18'
T. BL. = 128.96'

Station	Arc Length From Previous Sta.	Chord Length From Previous Sta.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
8+55.33 PC	0	0	0° 00' 00" Ah	0° 00' 00" Ah
8+66.17	10.84	10.84	1° 12' 13" Rt	1° 12' 13" Rt
8+75	8.83	8.83	0° 58' 50" Rt	2° 11' 03" Rt
9+00	25.00	24.99	2° 46' 33" Rt	4° 57' 36" Rt
9+25	25.00	24.99	2° 46' 34" Rt	7° 44' 10" Rt
9+50	25.00	24.99	2° 46' 33" Rt	10° 30' 43" Rt
9+75	25.00	24.99	2° 46' 34" Rt	13° 17' 17" Rt
10+00	25.00	24.99	2° 46' 33" Rt	16° 03' 50" Rt
10+25	25.00	24.99	2° 46' 34" Rt	18° 50' 24" Rt
10+49.92	24.92	24.91	2° 46' 01" Rt	21° 36' 25" Rt
10+50	0.08	0.08	0° 00' 32" Rt	21° 36' 57" Rt
10+75	25.00	24.99	2° 46' 33" Rt	24° 23' 30" Rt
10+94.51 PCC	19.51	19.51	2° 10' 01" Rt	26° 33' 31" Rt

Right Curb, Baseline Curve #1

R. F/C = 220'
D. F/C = 15.63 min/ft
Δ /2 = 43° 47' 20"
L. F/C = 336.27'
T. F/C = 210.89'
R. OS. = 212'
D. OS. = 16.22 min/ft
/2 = 43° 47' 20"
L. OS. = 324.05'
T. OS. = 203.22'

Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
42+75.68 PC	0	0	0	0° 00' 00" Ah	0° 00' 00" Ah
43+00	24.32	24.31	23.43	3° 10' 01" Rt	3° 10' 01" Rt
43+25	25.00	24.99	24.08	3° 15' 20" Rt	6° 25' 20" Rt
43+50	25.00	24.99	24.08	3° 15' 20" Rt	9° 40' 40" Rt
43+75	25.00	24.99	24.08	3° 15' 20" Rt	12° 56' 00" Rt
44+00	25.00	24.99	24.08	3° 15' 19" Rt	16° 11' 19" Rt
44+25	25.00	24.99	24.08	3° 15' 20" Rt	19° 26' 39" Rt
44+50	25.00	24.99	24.08	3° 15' 19" Rt	22° 41' 58" Rt
44+75	25.00	24.99	24.08	3° 15' 20" Rt	25° 57' 18" Rt
45+00	25.00	24.99	24.08	3° 15' 20" Rt	29° 12' 38" Rt
45+25	25.00	24.99	24.08	3° 15' 19" Rt	32° 27' 57" Rt
45+30.83	5.83	5.83	5.62	0° 45' 33" Rt	33° 13' 30" Rt
45+50	19.17	19.16	18.46	2° 29' 47" Rt	35° 43' 17" Rt
45+55.83 End	5.83	5.83	5.62	0° 45' 33" Rt	36° 28' 50" Rt
45+75	19.17	19.16	18.46	2° 29' 46" Rt	38° 58' 36" Rt
46+00	25.00	24.99	24.08	3° 15' 20" Rt	42° 13' 56" Rt
46+11.95 PT	11.95	11.95	11.52	1° 33' 24" Rt	43° 47' 20" Rt

Left Curb, Curve #1

R. F/C = 284'
D. F/C = 12.11 min/ft
Δ /2 = 21° 36' 26"
L. F/C = 263.29'
T. F/C = 141.96'
R. OS. = 292'
D. OS. = 11.77 min/ft
/2 = 21° 36' 26"
L. OS. = 220.24'
T. OS. = 115.65'
*Stationing based on Baseline Curve #1

*Station	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
8+55.33 PC	0	0° 00' 00" Ah	0° 00' 00" Ah
8+75	22.26	2° 11' 03" Rt	2° 11' 03" Rt
9+00	28.28	2° 46' 33" Rt	4° 57' 36" Rt
9+25	28.28	2° 46' 34" Rt	7° 44' 10" Rt
9+50	28.28	2° 46' 33" Rt	10° 30' 43" Rt
9+75	28.28	2° 46' 34" Rt	13° 17' 17" Rt
10+00	28.28	2° 46' 33" Rt	16° 03' 50" Rt
10+25	28.28	2° 46' 34" Rt	18° 50' 24" Rt
10+49.92 Ret.	28.19	2° 46' 02" Rt	21° 36' 26" Rt

Left Curb, Right Turn Lane, Curve #4

R. F/C = 210.30'
D. F/C = 16.35 min/ft
Δ /2 = 26° 30' 00"
L. F/C = 194.53'
T. F/C = 104.85'
R. OS. = 202.3'
D. OS. = 16.99 min/ft
Δ /2 = 26° 30' 00"
L. OS. = 187.13'
T. OS. = 100.86'

Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
52+29.20 PRC	0	0	0	0° 00' 00" Ah	0° 00' 00" Ah
52+50	20.80	20.79	20.00	2° 50' 00" Lt	2° 50' 00" Lt
52+75	25.00	24.99	24.04	3° 24' 21" Lt	6° 14' 21" Lt
52+95.03	20.03	20.02	19.26	2° 43' 42" Lt	8° 58' 07" Lt
53+00	4.97	4.97	4.78	0° 40' 38" Lt	9° 38' 41" Lt
53+25	25.00	24.99	24.04	3° 24' 20" Lt	13° 03' 01" Lt
53+50	25.00	24.99	24.04	3° 24' 20" Lt	16° 27' 21" Lt
53+65.61	15.61	15.61	15.02	2° 07' 35" Lt	18° 34' 56" Lt
53+75	9.39	9.39	9.03	1° 16' 45" Lt	19° 51' 41" Lt
54+00	25.00	24.99	24.04	3° 24' 20" Lt	23° 16' 01" Lt
54+23.73 PT (End)	23.73	23.72	22.82	3° 13' 59" Lt	26° 30' 00" Lt

Right Curb, Right Turn Lane, Curve #4

R. F/C = 228.3'
D. F/C = 15.06 min/ft
Δ /2 = 18° 34' 56"
L. F/C = 76.52'
T. F/C = 38.67'
R. OS. = 236.3'
D. OS. = 14.55 min/ft
Δ /2 = 18° 34' 56"
L. OS. = 79.30'
T. OS. = 40.03'
*Stationing based on left curbline #4.

*Station	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
52+29.20 PC	0	0° 00' 00" Ah	0° 00' 00" Ah
52+95.03 Ret.	73.67	8° 58' 03" Lt	8° 58' 03" Ah
53+00	5.58	0° 40' 38" Lt	9° 38' 41" Lt
53+25	28.08	3° 24' 20" Lt	13° 03' 01" Lt
53+50	28.08	3° 24' 20" Lt	16° 27' 21" Lt
53+65.61 Ret.	17.54	2° 07' 35" Lt	18° 34' 56" Lt

Baseline Curve #2

R. BL. = 198.41'
D. BL. = 17.33 min/ft
Δ /2 = 18° 30' 00"
L. BL. = 128.13'
T. BL. = 66.39'

Station	Arc Length From Previous Sta.	Chord Length From Previous Sta.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
10+94.51 PCC	0	0	0° 00' 00" Ah	0° 00' 00" Ah
11+00	5.49	5.49	0° 47' 34" Rt	0° 47' 32" Rt
11+17.33	17.33	17.32	2° 30' 08" Rt	3° 17' 42" Rt
11+25	7.67	7.67	1° 06' 27" Rt	4° 24' 09" Rt
11+43.20	18.20	18.19	2° 37' 40" Rt	7° 01' 49" Rt
11+50	6.8	6.80	0° 58' 54" Rt	8° 00' 43" Rt
11+75	25.0	24.98	3° 36' 35" Rt	11° 37' 18" Rt
11+99.15 End	24.15	24.14	3° 29' 13" Rt	15° 06' 31" Rt
12+00	0.85	0.85	0° 07' 22" Rt	15° 13' 53" Rt
12+22.64 PT	22.64	22.63	3° 16' 08" Rt	18° 30' 01" Rt

Left Curb, Curve #2

R. F/C = 227.41'
D. F/C = 15.07 min/ft
Δ /2 = 7° 01' 54"
L. F/C = 55.82'
T. F/C = 28.05'
R. OS. = 235.41'
D. OS. = 14.42 min/ft
Δ /2 = 7° 01' 54"
L. OS. = 57.78'
T. OS. = 29.04'
*Stationing based on Baseline Curve #2 Stationing

*Station	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
10+94.51 PCC	0	0° 00' 00" Ah	0° 00' 00" Ah
11+00	6.51	0° 47' 34" Rt	0° 47' 34" Rt
11+17.33 Ret.	20.56	2° 30' 08" Rt	3° 17' 42" Rt
11+25	9.10	1° 06' 27" Rt	4° 24' 09" Rt
11+43.20 Ret.	21.59	2° 77' 40" Rt	7° 01' 49" Rt

Baseline Curve #3

R. BL. = 559.98'
D. BL. = 6.14 min/ft
Δ /2 = 6° 17' 25"
L. BL. = 122.95
T. BL. = 61.72

Station	Arc Length From Previous Sta.	Chord Length From Previous Sta.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
21+55.67 PC	0	0	0° 00' 00" Ah	0° 00' 00" Ah
21+75	19.33	19.33	0° 59' 20" Rt	0° 59' 20" Rt
22+00	25.00	25.00	1° 16' 44" Rt	2° 16' 04" Rt
22+25	25.00	25.00	1° 16' 45" Rt	3° 32' 49" Rt
22+50	25.00	25.00	1° 16' 44" Rt	4° 49' 33" Rt
22+72.70	22.70	22.70	1° 09' 41" Rt	5° 59' 14" Rt
22+75	2.30	2.30	0° 07' 03" Rt	6° 06' 17" Rt
22+78.62 PT	3.62	3.62	0° 11' 07" Rt	6° 17' 24" Rt

Right Curb, Baseline Curve #3

R. F/C = 601.44'
D. F/C = 5.72 min/ft
Δ /2 = 5° 20' 08"
L. F/C = 112.02'
T. F/C = 56.17'
R. OS. = 593.44'
D. OS. = 5.79 min/ft
Δ /2 = 5° 20' 08"
L. OS. = 110.53'
T. OS. = 55.42'

Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
60+44.18 PC	0	0	0	0° 00' 00" Ah	0° 00' 00" Ah
60+50	5.82	5.82	5.74	0° 16' 38" Rt	0° 16' 38" Rt
60+75	25.00	25.00	24.67	1° 11' 27" Rt	1° 28' 05" Rt
61+00	25.00	25.00	24.67	1° 11' 27" Rt	2° 39' 32" Rt
61+25	25.00	25.00	24.67	1° 11' 27" Rt	3° 50' 59" Rt
61+50	25.00	25.00	24.67	1° 11' 27" Rt	5° 02' 26" Rt
61+56.20 PT	6.20	6.20	6.12	0° 17' 42" Rt	5° 20' 08" Rt

Left Curb, Baseline Curve #3

R. F/C = 756.52'
D. F/C = 4.54 min/ft
Δ /2 = 7° 14' 41"
L. F/C = 191.31'
T. F/C = 96.17'
R. OS. = 764.52'
D. OS. = 4.50 min/ft
Δ /2 = 7° 14' 41"
L. OS. = 193.34'
T. OS. = 97.19'

Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
50+37.88 PC	0	0	0	0° 00' 00" Ah	0° 00' 00" Ah
50+44.18	6.30	6.30	6.37	0° 14' 19" Rt	0° 14' 19" Rt
50+50	5.82	25.00	25.26	0° 13' 03" Rt	0° 27' 32" Rt
50+75	25.00	25.00	25.26	0° 56' 48" Rt	1° 24' 20" Rt
51+00	25.00	25.00	25.26	0° 56' 48" Rt	2° 21' 08" Rt
51+25	25.00	25.00	25.26	0° 56' 49" Rt	3° 17' 57" Rt
51+50	25.00	25.00	25.26	0° 56' 48" Rt	4° 14' 45" Rt
51+75	25.00	25.00	25.26	0° 56' 48" Rt	5° 11' 33" Rt
52+00	25.00	25.00	25.26	0° 56' 48" Rt	6° 08' 21" Rt
52+25	25.00	25.00	25.26	0° 56' 48" Rt	7° 05' 09" Rt
52+29.20 PRC	4.20	4.20	4.24	0° 09' 32" Rt	7° 14' 41" Rt

Back of Sidewalk, R.O.W., Curve #5

R. R/W = 191.97'
D. R/W = 17.70 min/ft
Δ /2 = 45° 04' 45"
L. R/W = 302.08'
T. R/W = 192.50'
R. OS. = 183.97'
D. OS. = 18.65'
Δ /2 = 45° 04' 45"
L. OS. = 289.49'
T. OS. = 184.48'

Station	Chord Length Along 8' OS.	Deflection Angle From Previous Sta.	Deflection Angle From P.C.
78+62.01 PC	0	0° 00' 00" Ah	0° 00' 00" Ah
79+00	36.35'	5° 40' 09" Rt	5° 40' 09" Rt
79+25	23.94'	3° 43' 51" Rt	9° 24' 00" Rt
79+50	23.94'	3° 43' 51" Rt	13° 07' 51" Rt
79+75	23.94'	3° 43' 51" Rt	16° 51' 42" Rt
80+00	23.94'	3° 43' 51" Rt	20° 35' 33" Rt
80+25	23.94'	3° 43' 51" Rt	24° 19' 23" Rt
80+50	23.94'	3° 43' 51" Rt	28° 03' 14" Rt
80+75	23.94'	3° 43' 51" Rt	31° 47' 05" Rt
81+00	23.94'	3° 43' 51" Rt	35° 30' 56" Rt
81+25.52 End	24.44'	3° 48' 30" Rt	39° 19' 26" Rt
81+64.09 PT	36.50'	5° 45' 19" Rt	45° 04' 45" Rt

GENERAL NOTES:

1. RIGHT-OF-WAY EASEMENTS ARE TO BE FURNISHED BY THE CITY OF WICHITA. CONTRACTOR SHALL CONFINE CONSTRUCTION WITHIN RIGHT-OF-WAY AND EASEMENTS SHOWN ON DRAWINGS. DAMAGES INFLICTED OUTSIDE THIS AREA ARE THE CONTRACTOR'S RESPONSIBILITY.
2. ALL OFFSET LINES ARE 8' BEHIND THE FACE OF CURB.
3. UNLESS OTHERVISE INDICATED, ALL DIMENSIONS ARE TO THE FACE OF CURB.
4. COORDINATES SHOWN ARE ON FLOOD CONTROL DATUM.
5. ELEVATIONS SHOWN ARE ON CITY OF WICHITA DATUM.
6. PLOTTED FROM WCEA 85-328 FIELD NOTES BY TLM, 1985.

BM-1 BRASS DISC STAMPED "CITY OF WICHITA - ELEV. 1302.30" AT THE S.E. END OF THE S.E. WINGWALL OF THE SENECA STREET BRIDGE. ELEV. 115.01, CITY OF WICHITA DATUM.

BM-2 USGS GAGING STATION DISC ON THE S.E. CORNER OF THE BRIDGE OVER THE BIG ARKANSAS RIVER ON DOUGLAS AVENUE ELEV. 1302.29 (PROJECT DATUM, CITY OF WICHITA PROJECT NO. 472-76-245-81288-000-000-001, CENTRAL AVENUE BRIDGE OVER THE LITTLE ARKANSAS RIVER). PROJECT DATUM - 1187.29 = CITY OF WICHITA DATUM.

TBM-3 "□" CUT ON THE E. SIDE OF THE HIGHLINE POWER POLE BASE STA. 9+64.04, 100.62' LT ON PROJECT BL. NO. 1 ELEV 114.53, CITY OF WICHITA DATUM.

P.O.T. STA. 5+00 PROJECT BASELINE NO. 1, "PK" NAIL ON BASELINE.
1. 27.82' NW TO "X" CUT IN TOP OF SENECA BRIDGE CURB.
2. 28.06' NE TO "X" CUT IN TOP OF SENECA BRIDGE CURB.
3. 24.68' SE TO "X" CUT IN TOP OF SENECA BRIDGE CURB AT AN EXPANSION JOINT.

P.O.T. STA 20+50 PROJECT BASELINE NO. 2, "PK" NAIL ON BASELINE.
1. 49.61' E TO "X" CUT IN CL. OF SIDEWALK.
2. 42.48' N TO "X" CUT IN CL. OF SIDEWALK.
3. 60.60' W TO NE BOLT OF PARKING LOT LIGHT POLE BASE.

P.O.T. STA. 22+79.24 PROJECT BASELINE NO. 1, ½" PIPE ON BASELINE (ON SECTION LINE).
1. 19.00' NE TO NAIL AND CAP IN POWER POLE.
2. 42.95' NW TO TOP OF FIRE HYDRANT.
3. 5.85' NW TO FACE OF LIGHT POLE.

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001

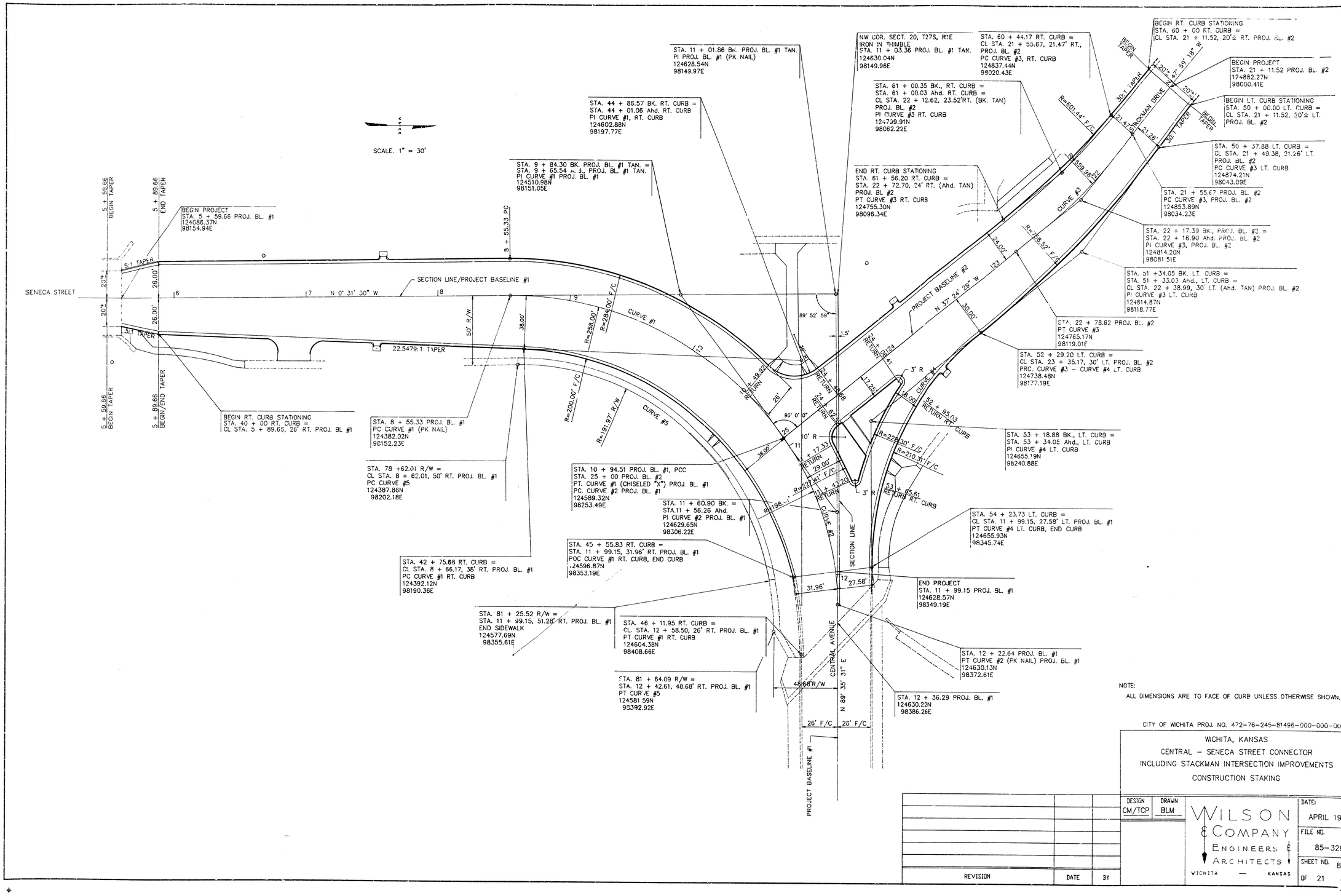
WICHITA, KANSAS
CENTRAL - SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS
CONSTRUCTION STAKING

REVISION	DATE	BY

DESIGN | DRAWN

WILSON & COMPANY ENGINEERS & ARCHITECTS
WICHITA — KANSAS

DATE: APRIL 1986
FILE NO. 85-328
SHEET NO. 7 OF 21



CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001

WICHITA, KANSAS
CENTRAL – SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS
CONSTRUCTION STAKING

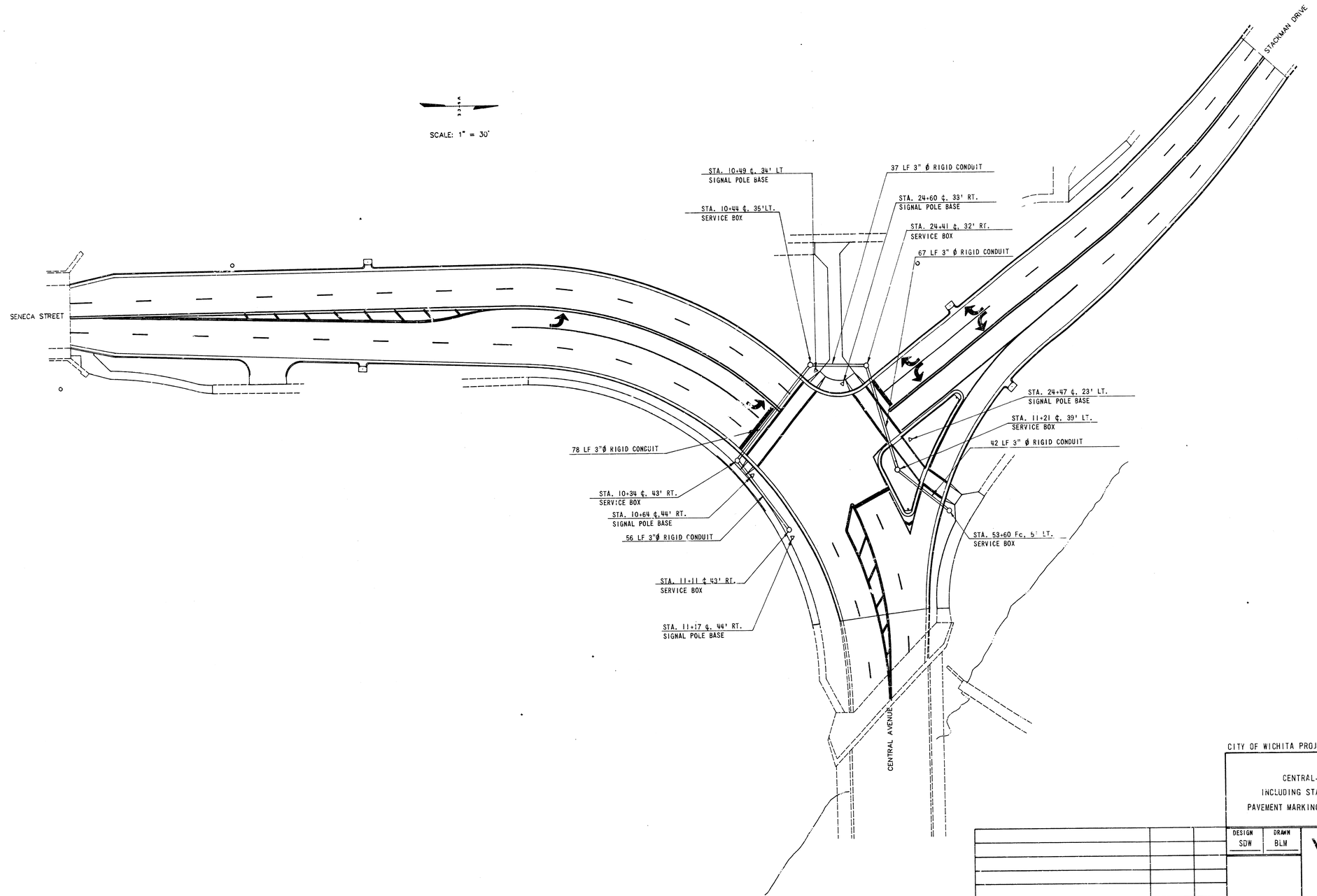
REVISION	DATE	BY

DESIGN	DRAWN	DATE
CM/TCP	BLM	APRIL 1986

WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA — KANSAS

FILE NO. 85-328

SHEET NO. 8 OF 21



CITY OF WICHITA PROJECT NO. 472-76-245-81496-000-000-001

WICHITA, KANSAS
CENTRAL-SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS
PAVEMENT MARKING - SERVICE BOX/CONDUIT LOCATIONS

REVISION	DATE	BY

DESIGN	DRAWN
SDW	BLM

WILSON & COMPANY ENGINEERS & ARCHITECTS
WICHITA - KANSAS

DATE: APRIL 1986
FILE NO. 85-328
SHEET NO. 9 OF 21

· SERVICE BOX CONSTRUCTION / INSTALLATION DETAILS ·

STD CONC SERVICE BOX
(48"x 48" x 54" BOX)
6" CAP

MANHOLE RING & SOLID COVER
(CAST IRON)

WALKWAY RING & SOLID COVER
(CAST IRON)

PRE FAB SERVICE BOX
(36"I.D.x54" RCP)
6" CAP

· CONDUIT / DETECTOR WIRE INSTALLATION DETAILS ·

STD CURB & GUTTER

INTEGRAL CURB

ASPH MAT (NO CURB)

CONDUIT RIGID CONNECTION TO JUNCTION BOX DETAIL

JUNCTION BOX TYPICAL FASTENER ASSEMBLY DETAIL (BOX LID)

CONTROLLER PAD DETAILS FOR TYPE 170 CONTROLLER

TRENCH DETAIL

· JUNCTION BOX DETAILS ·

NOTES:

SERVICE BOX:

1. CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5" OF INSIDE FACE OF SIDE WALL WITH ABILITY TO DRAIN CONDUIT INTO SERVICE BOX.
2. CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CABLE BUSHING.
3. CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
4. A PRE CAST SERVICE BOX WITH OPEN BOTTOM WILL BE ACCEPTED AS ALTERNATE: SUBJECT TO APPROVAL BY ENGINEER.

JUNCTION BOX:

1. BOX TO BE INSTALLED FLUSH WITH GROUND LEVEL (VARIABLE WITH BOX HEIGHT.)
2. A.B.S.(PLASTIC) JUNCTION BOX TO BE USED. OTHER DESIGNS OF SIMILAR SIZE & SHAPE MAY BE USED AS ACCEPTABLE ALTERNATIVE · SUBJECT TO APPROVAL.

TRENCHING:

1. CONDUIT DEPTH TO BE 30" MINIMUM AS SHOWN WITH ROCK & STUBBLE FREE BACKFILL TO SERVE AS BEDDING MAT'L. MAINTAIN MINIMUM CONDUIT DEPTH IN TRENCH.
2. BACKFILL TO BE COMPACTED IN 6" LOOSE LIFTS BY HAND OR MECHANICAL TAMPING TO A 95% STANDARD DENSITY.
3. SLOPE CONDUIT TO DRAIN AS DIRECTED BY THE ENGINEER.
4. 3" RIGID GALV. STL. CONDUIT · BETWEEN SERV. BOXES.
   1 1/4" " " " " · BTWN. S/B & JUNC. BOXES.
   3/4" " " " " · BTWN. J/B & CURB FACE

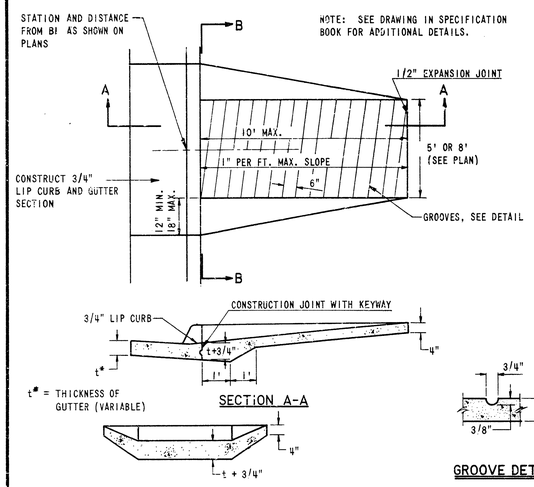
PROJECT DESCRIPTION
SERVICE / JUNCTION BOX, CONTROLLER PAD CONSTRUCTION/ INSTALLATION DETAILS

PROJECT NUMBER
472-76-245-81496-000-000-001

BOOK NO.	APPROVED BY · DATE AUG 83
DRAWN BY SEAL	REVISED

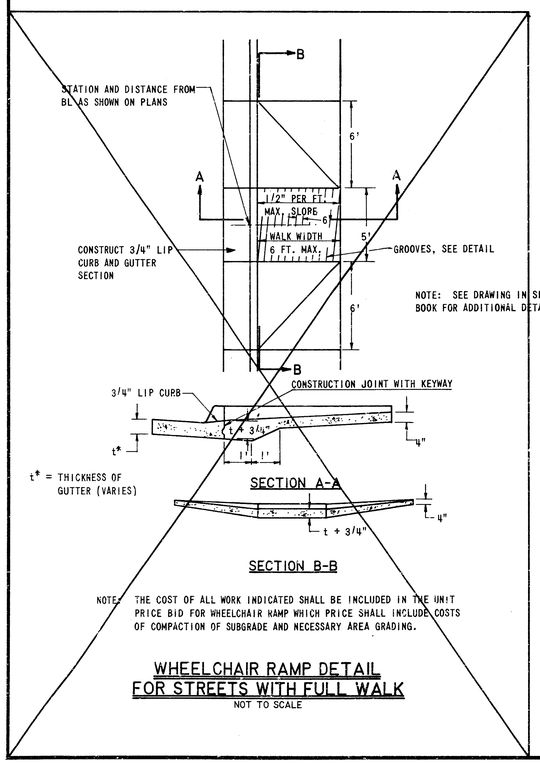
CITY OF WICHITA
DEPARTMENT OF OPERATIONS AND MAINTENANCE
TRAFFIC ENGINEERING DIVISION · SCALE NO SCALE
WM G. MCKINLEY TRAFFIC ENGINEER

SHEET NO. 10 OF 21



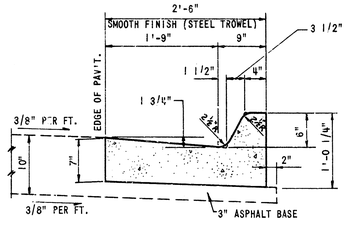
NOTE:
THE COST OF ALL WORK INDICATED SHALL BE INCLUDED IN THE UNIT PRICE BID FOR WHEELCHAIR RAMP WHICH PRICE SHALL INCLUDE COSTS OF COMPACTION OF SUBGRADE AND NECESSARY AREA GRADING.

WHEELCHAIR RAMP DETAIL
NOT TO SCALE

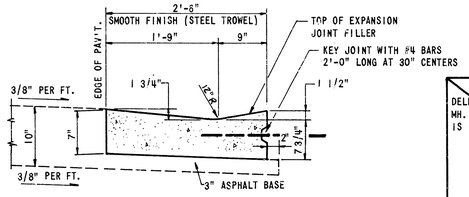


NOTE: THE COST OF ALL WORK INDICATED SHALL BE INCLUDED IN THE UNIT PRICE BID FOR WHEELCHAIR RAMP WHICH PRICE SHALL INCLUDE COSTS OF COMPACTION OF SUBGRADE AND NECESSARY AREA GRADING.

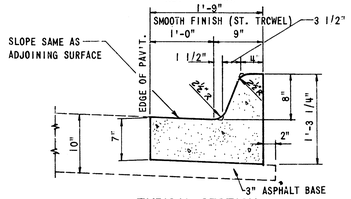
WHEELCHAIR RAMP DETAIL FOR STREETS WITH FULL WALK
NOT TO SCALE



TYPICAL SECTION
COMBINED CURB & GUTTER - TYPE I
(2'-6" WIDE)
NOT TO SCALE

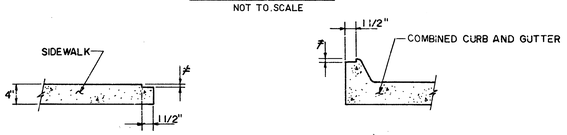


TYPICAL SECTION
COMBINED CURB & GUTTER - TYPE II
(2'-6" WIDE)
NOT TO SCALE



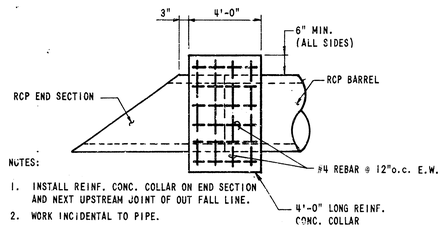
TYPICAL SECTION
COMBINED CURB & GUTTER - TYPE III
(1'-9" WIDE)
NOT TO SCALE

STANDARD SIDEWALK DETAIL
WITH ABUTTING CURB
NOT TO SCALE



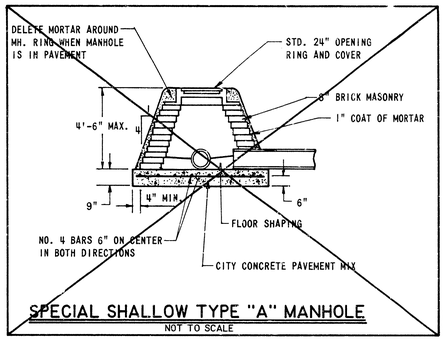
FORMED LIP CURB
NOT TO SCALE

NOTES:
1) ≠ – DEPTH OF LIP TO MATH EXISTING STEEL PLATE THICKNESS.
2) LIP TO BE FORMED ON ALL SIDES OF WATER LINE ACCESS, STA. 5+64, RT.
3) EXISTING ACCESS COVER TO BE CUT TO FIT NEW CURB TAPER.

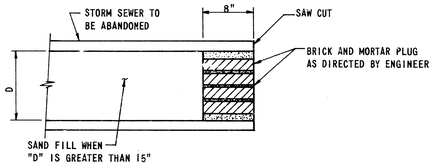


NOTES:
1. INSTALL REINF. CONC. COLLAR ON END SECTION AND NEXT UPSTREAM JOINT OF OUT FALL LINE.
2. WORK INCIDENTAL TO PIPE.

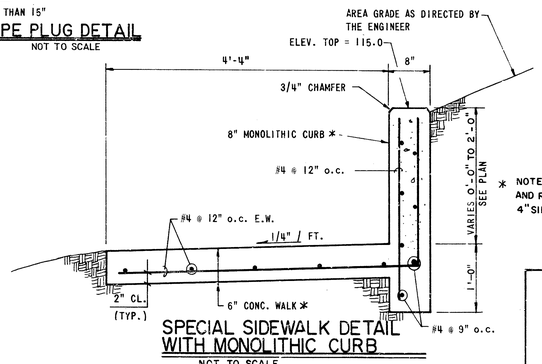
CONCRETE PIPE CONNECTION DETAIL
NOT TO SCALE



SPECIAL SHALLOW TYPE "A" MANHOLE
NOT TO SCALE

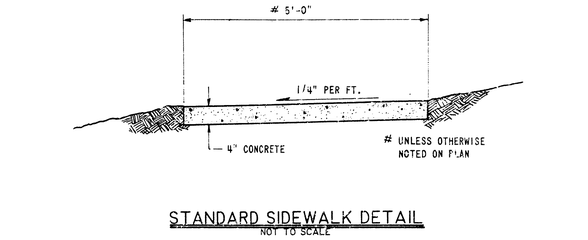


PIPE PLUG DETAIL
NOT TO SCALE

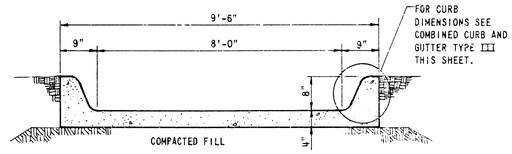


* NOTE: MONOLITHIC CURB, EXTRA THICKNESS, AND REINFORCING STEEL ARE SUBSIDIARY TO 4" SIDEWALK CONCRETE PAVEMENT.

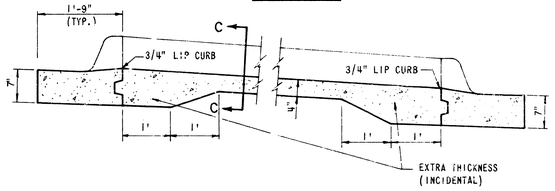
SPECIAL SIDEWALK DETAIL WITH MONOLITHIC CURB
NOT TO SCALE



STANDARD SIDEWALK DETAIL
NOT TO SCALE



SECTION C-C



SECTION ALONG WALK
ISLAND SIDEWALK DETAILS
NOT TO SCALE

NOTE:
THE COST OF ALL WORK INDICATED SHALL BE INCLUDED IN THE UNIT BID PRICE FOR 4" SIDEWALK.

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001

WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR

INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

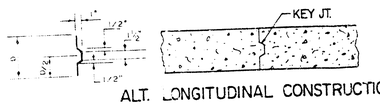
MISCELLANEOUS DETAILS

REVISION	DATE	BY

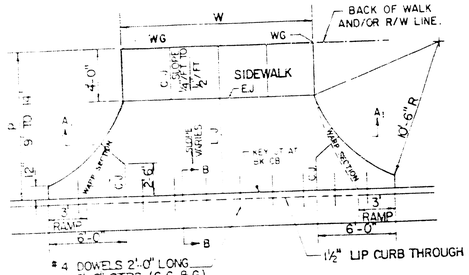
DESIGN	DRAWN
CM/TCP	BLM

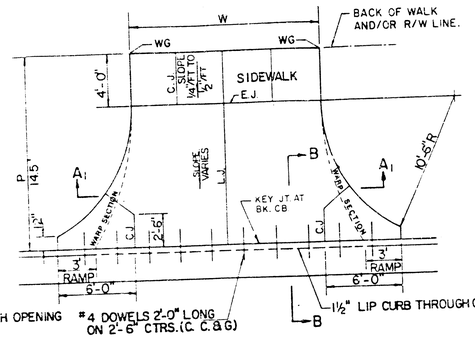
WILSON & COMPANY ENGINEERS & ARCHITECTS
WICHITA — KANSAS

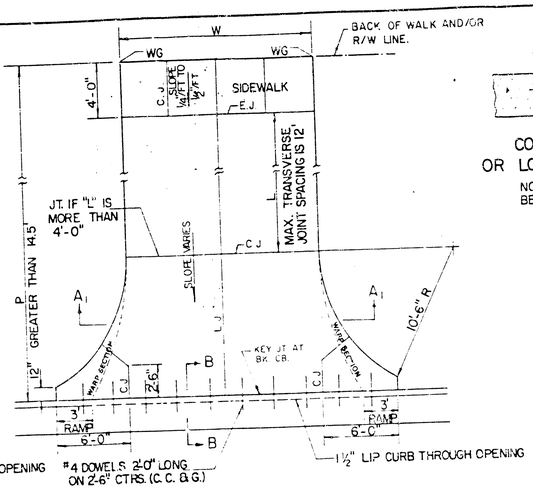
DATE: APRIL 1986
FILE NO. 85-328
SHEET NO. 11 OF 21

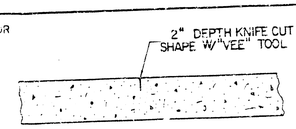


ALT. LONGITUDINAL CONSTRUCTION JOINT



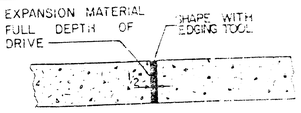




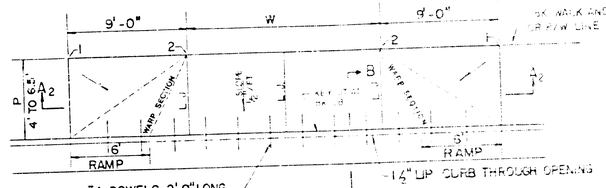


CONTRACTION JOINT (C.J.)
OR LONGITUDINAL JOINT (L.J.)

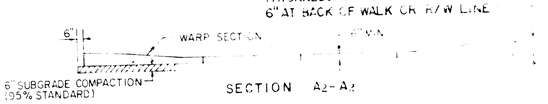
NO SAWN JOINTS WILL BE ALLOWED



EXPANSION JOINT (E. J.)



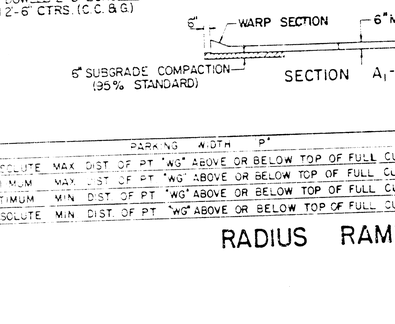
THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6" AT BACK OF WALK OR R/W LINE



SECTION A_2-A_2

PARKING WIDTH "P"	4'	4.5'	5'	5.5'	6'	6.5'
DIST. OF PT "I" 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'

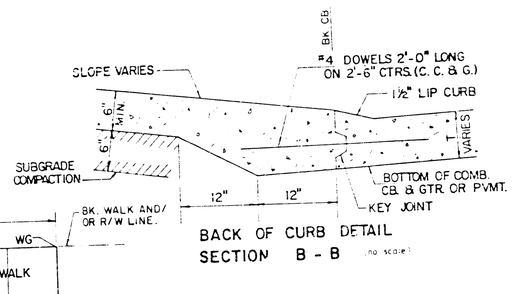
FULL RAMP DRIVE (P=4.0' TO 6.5')



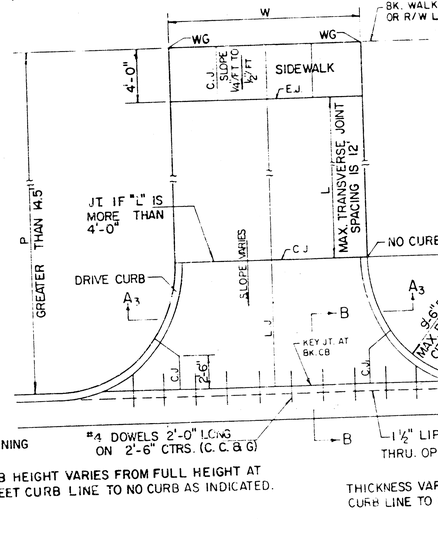
SECTION A_1-A_1

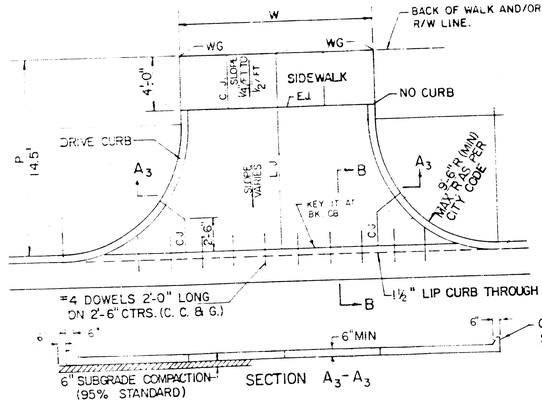
PARKING WIDTH "P"	9'	10'	11'	12'	13'	14.5'	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	0.80'	1.35'	1.85'	2.35'	2.85'	3.35'	3.85'	4.35'
OPTIMUM MAX. DIST. OF PT "WG" ABOVE OR BELOW TOP OF FULL CURB	0.35'	0.35'	0.40'	0.45'	0.60'	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)



BACK OF CURB DETAIL
SECTION B - B (no scale)



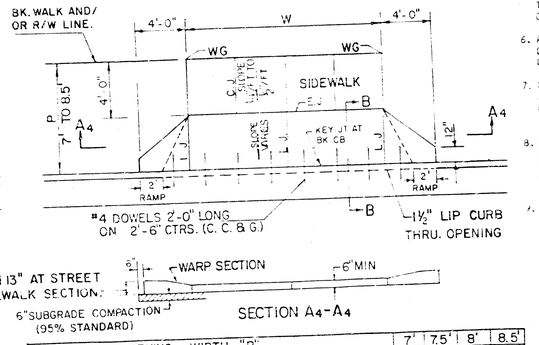


SECTION A_3-A_3

CURB HEIGHT VARIES FROM FULL HEIGHT AT STREET CURB LINE TO NO CURB AS INDICATED.

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)



THICKNESS VARIES FROM 13" AT STREET CURB LINE TO 6"AT SIDEWALK SECTION.

SECTION A_4-A_4

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" BELOW TOP OF FULL CB.	-.15'	-.16'	-.17'	-.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 IN THIS SHEET IS FOR USE WITH FULL HEIGHT CURBS AND IN AREAS WITHOUT CURBS. FOR DRIVEWAY CONSTRUCTION WITH FLAT CURB SEE STANDARD DETAIL SHEETS FOR DRIVEWAY CONSTRUCTION WITH FLAT CURB.

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 20' FOR DRIVES HAVING A "W" DIMENSION GREATER THAN 24'.

3. DRIVEWAY WIDTH DENOTED AS "W" IN THE DETAILS SHALL BE A MINIMUM OF 9' AND A MAXIMUM OF 50'. THE MAXIMUM OPENING IN CURBS ALONG EACH CURB RETURN THROUGH THE RADIUS SHALL NOT EXCEED 54' AT THE STREET CURB LINE.

4. CONTRACTION JOINT SPACING IN THE DRIVEWAY WALK SECTION SHALL BE A MINIMUM OF 4' AND A MAXIMUM OF 6' AND ARE TO BE EQUALLY SPACED WITHIN THESE LIMITS. WALK SECTIONS SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE DRIVEWAY.

5. DOWEL BARS SHALL BE OMITTED FROM THE NEWLY CONSTRUCTION JOINT LOCATED AT THE BACK OF THE STREET CURB LINE WHEN DRIVEWAYS ARE CONSTRUCTED IN CONJUNCTION WITH NEW PORTLAND CEMENT CONCRETE PAVEMENT CONSTRUCTION.

6. ADDITIONAL THICKNESS OF DRIVE AS INDICATED IN THE DRAWINGS SHALL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PORTLAND CEMENT CONCRETE CONSTRUCTION.

7. ONE HALF INCH EXPANSION JOINTS SHALL BE CONSTRUCTED WHEREVER DRIVE CONSTRUCTION ABUTS SIDEWALK, ONE HALF INCH EXPANSION JOINT MATERIAL SHALL BE PLACED ALONG THE PROPERTY LINE AND/OR BACK OF WALK LINE WHEN UNTIL CONSTRUCTION OF THE ADJACENT ABUTS CONCRETE PARKING LOTS OR CONCRETE DRIVE EXTENSION.

8. ALL DRIVEWAYS SHALL BE A MINIMUM OF 6" IN THICKNESS AND SHALL BE REINFORCED WITH FORCEMENT. DRIVEWAYS MAY BE CONSTRUCTED THICKER IF SO DESIRED BUT THEY SHALL BE REINFORCED WITH 6"x12" 4A-4A WELDED WIRE FABRIC WHEN PROPERLY INSTALLED BY THE CONTRACTOR ERTY OWNER WITH THE ENGINEER'S CONCURRENCE.

9. OPTIMUM DRIVEWAY ELEVATIONS SHOWN ON THE TABLES ARE TO BE USED AS A GUIDE IN SETTING STAKES. ABSOLUTE MAXIMUM AND MINIMUM ELEVATIONS ARE GIVEN WHICH WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES WITHIN REASONABLE LIMITS. VALUES WILL PERMIT NEW CONSTRUCTION TO MATCH EXISTING DRIVES WITHIN REASONABLE LIMITS. VALUES SHOWN IN THE TABLES ARE BASED ON A FULL HEIGHT CURB AND ARE THE DISTANCE ABOVE THE GUTTER FLOW LINE AND MUST BE ADJUSTED ACCORDINGLY FOR OTHER CURB HEIGHTS. VALUES SHOWN IN THE TABLES WITH MINUS SIGNS INDICATE THE DISTANCE BELOW THE TOP OF FULL HEIGHT CURB.

REVISED OCTOBER 1985

SCALE: 1"=5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

12/41

PROJECT NUMBER 472-76-245-81496-000-000-001

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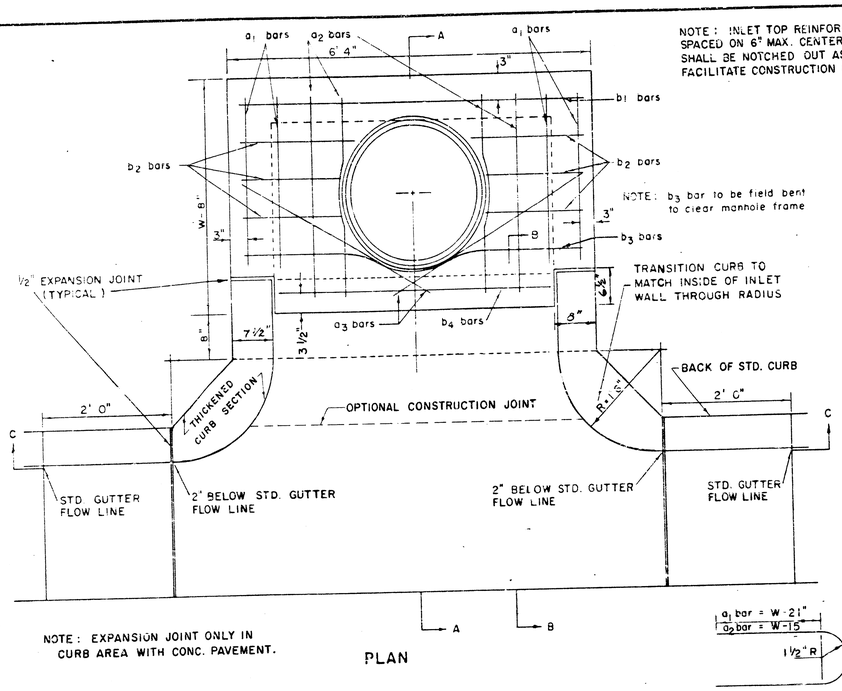


NOTE: EXPANSION JOINT ONLY IN CURB AREA WITH CONC. PAVEMENT.

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.

BENDING DIAGRAM

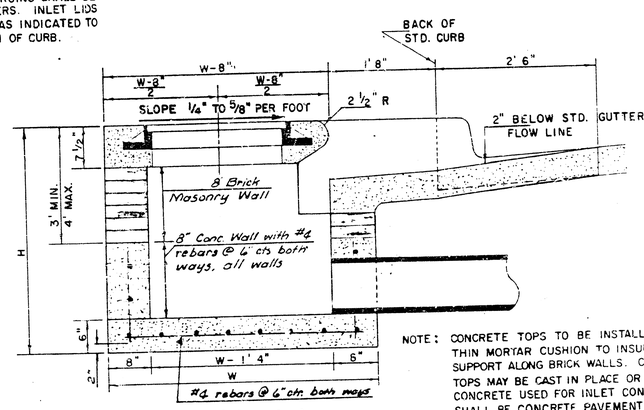
STEEL SCHEDULE

BAR		a_1	a_2	a_3*	b_1 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±
	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: c_3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

STANDARD CURB INLET PRECAST TOPS

W	PRE-CAST 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

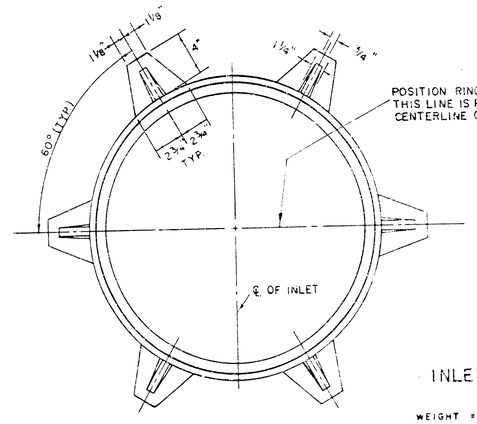
NOTE: CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK WALLS. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL BE CONCRETE PAVEMENT MIX.

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.

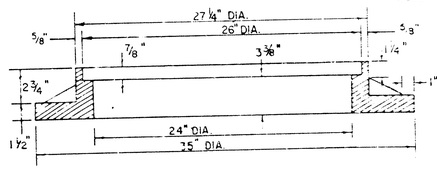
INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.

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

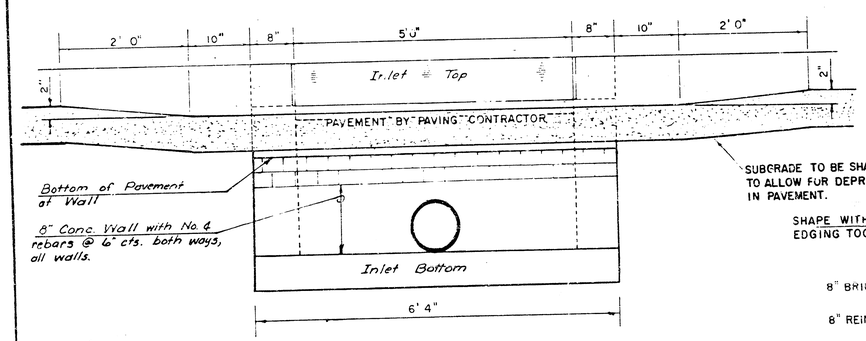


INLET FRAME

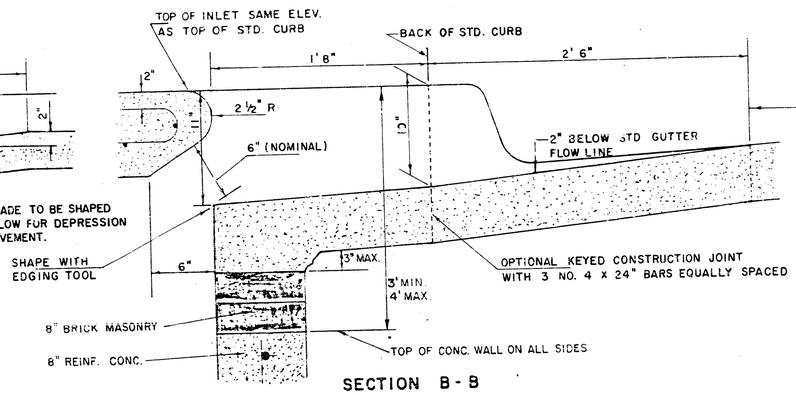
WEIGHT = 180 LBS.



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 PROJECT NO. 472-76-245-81496-000-000-001

DETAIL STANDARD TYPE 1A CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5' 0"

JUNE 1984

SHEET NO. 13 OF 21

13/21

65-328

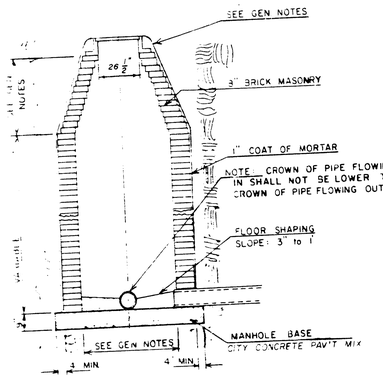
REVISED SEPTEMBER 1980
REVISED DECEMBER 1981

SEWER APPURTENANCES DETAILS

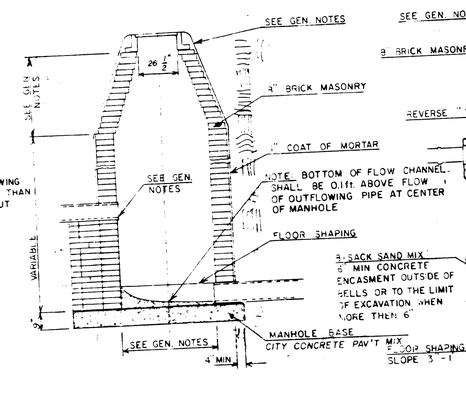
ADOPTED AS STANDARD DESIGN BY

CITY of WICHITA, KANSAS

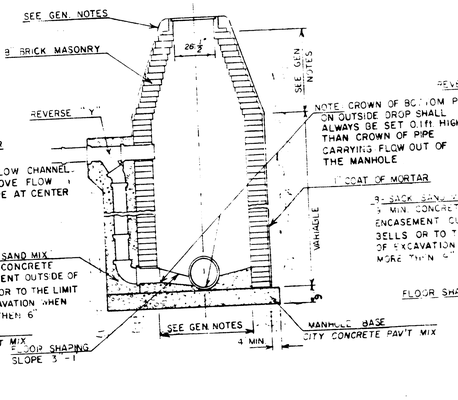
TYPE "A" MANHOLE



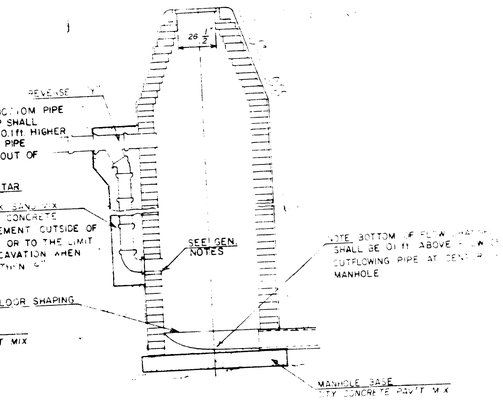
TYPE "A" INSIDE DROP MANHOLE



TYPE "A" OUTSIDE DROP MANHOLE



DETAIL OF OUTSIDE DROP CONSTRUCTED ON EXISTING MANHOLE



GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 6 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 "A" MANHOLES CAN BE USED ON SEWERS UP TO 16' IN DEPTH 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'. 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 9" 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 12" OR SMALLER AND 2' FOR INFLOWING PIPES SIZED LARGER THAN 12", EXCEPT THE CROWN OF THE LOWER PIPE SHALL NEVER BE SET BELOW THE CROWN OF 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 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 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 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.

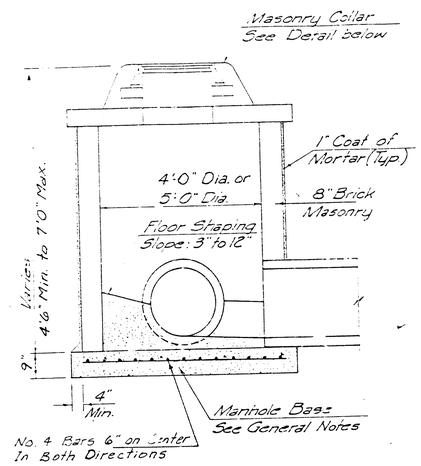
5. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MANHOLE. THE CRADLE 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.

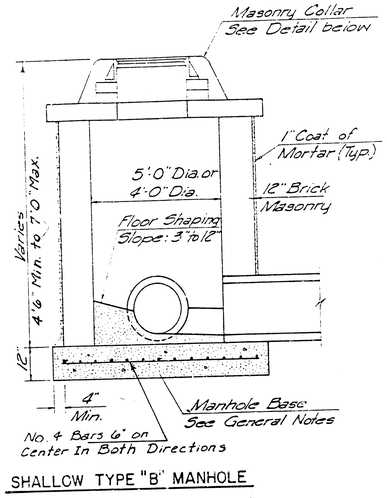
7. THE VERTICAL DROP IN INSIDE DROP MANHOLES SHALL NOT EXCEED 4' FOR INFLOWING PIPES SIZED 12" OR SMALLER AND 2' FOR INFLOWING PIPES LARGER THAN 12". THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.

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

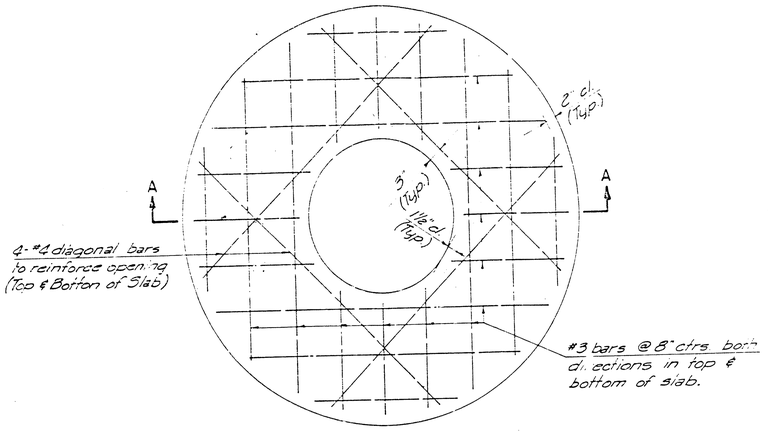
PROJECT NO. 472-76-245-81496-000-000-001
SHEET NO. 14 OF 21



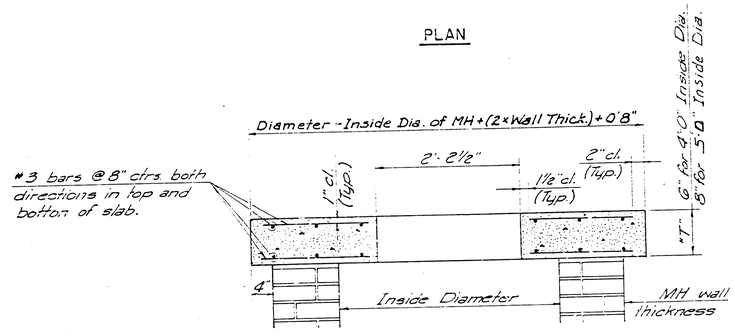
SHALLOW TYPE "A" MANHOLE



SHALLOW TYPE "B" MANHOLE

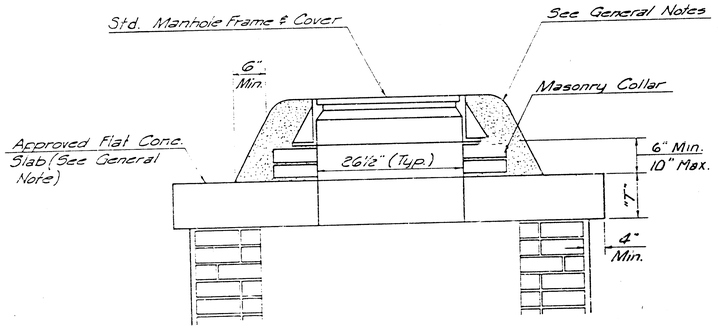


PLAN



SECTION A-A

FLAT CONCRETE SLAB DETAILS



MASONRY COLLAR DETAIL

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.

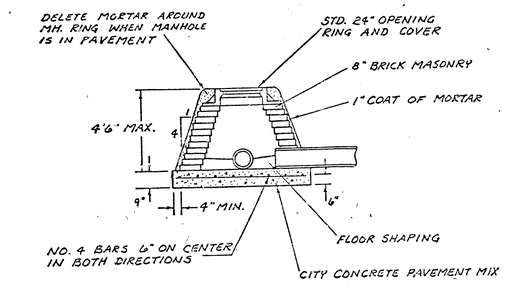
3. THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE 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. 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.

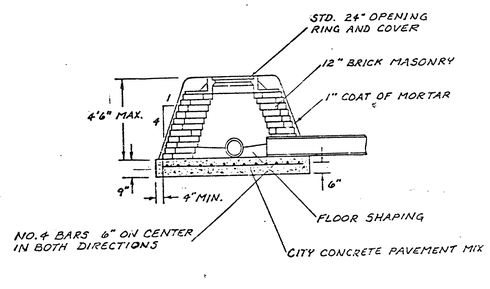
5. MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWINGS.

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'

13/21

PROJECT NO. 472-76-245-81496-000-000-001

SHEET NO. 15 OF 21

Designed by		Checked by	
Drawn by		Date	Job No.

MANHOLE FRAME AND COVER DETAIL

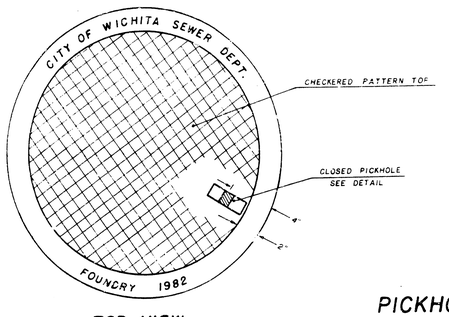
ADOPTED AS STANDARD DESIGN

BY

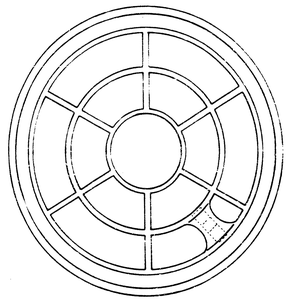
City of Wichita, Kansas

MANHOLE COVER

Weight: 180 Lbs.

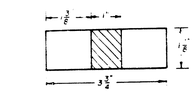


TOP VIEW

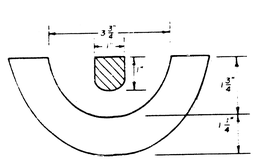


BOTTOM VIEW

PICKHOLE DETAIL



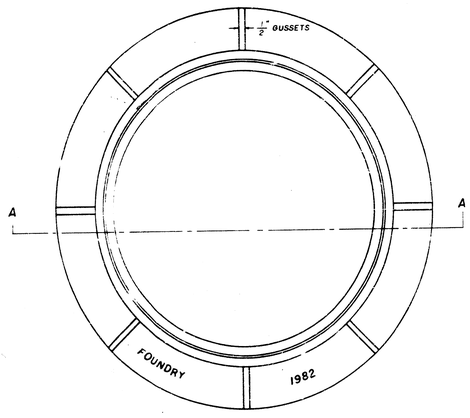
TOP VIEW



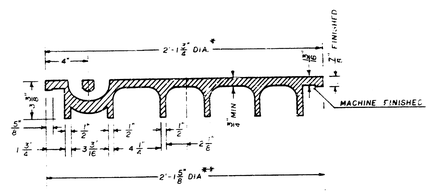
SECTION VIEW

MANHOLE FRAME

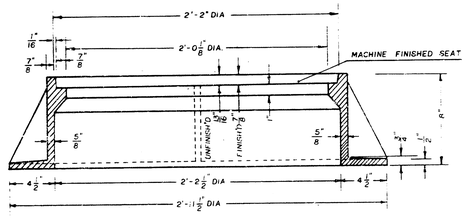
Weight: 240 Lbs.



TOP VIEW



SECTION VIEW



SECTION A-A

* OUTSIDE DIA TOP OF COVER

** OUTSIDE DIA BOTTOM OF COVER

GENERAL NOTES

1. MANHOLE CASTINGS SHALL BE MANUFACTURED USING GOOD QUALITY GRAY IRON CONFORMING TO CLASS 30 OF A.S.T.M. DESIGNATION A-48. DIMENSIONS AND WEIGHTS SHOWN ON THE DETAILED DRAWINGS SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS AND ANY DEVIATIONS FROM THE DIMENSIONS SHOWN MUST BE SPECIFICALLY APPROVED. THE FINISHED CASTINGS SHALL BE OF UNIFORM QUALITY, FREE FROM BLOWHOLES, POROSITY, HARD SPOTS, SHRINKAGE DISTORTIONS OR OTHER DEFECTS.

2. MANHOLE CASTINGS SHALL BE COATED WITH AN ASPHALT PAINT RESULTING IN A SMOOTH, TOUGH AND TENACIOUS COATING WHICH IS NOT BRITTLE OR TACKY.

3. MANHOLE CASTINGS SHALL BE MANUFACTURED SUCH THAT A COVER MANUFACTURED BY ANY ONE FOUNDRY WILL FIT INTERCHANGEABLY INTO A FRAME MANUFACTURED BY ANOTHER FOUNDRY AND STILL MEET ALLOWABLE CLEARANCES AND NON-ROCKING REQUIREMENTS. THIS WILL REQUIRE MANUFACTURING OF THE MATCHING FACES ON THE COVER AND THE FRAME TO CLOSE TOLERANCES.

4. THE OUTSIDE CIRCUMFERENCE OF THE VERTICAL FACE OF THE COVER AND THE INSIDE CIRCUMFERENCE OF THE VERTICAL FACE IN THE FRAME RECESS SHALL BE MANUFACTURED TO TOLERANCES SUCH THAT THE CLEARANCE BETWEEN THE COVER AND FRAME WILL NOT EXCEED 1/8" AT ANY POINT AROUND THE CIRCUMFERENCE OF THE COVER. THE SEATING SURFACES BETWEEN THE COVER AND FRAME SHALL BE MACHINED SUCH THAT THESE SURFACES SHALL MAKE FULL CONTACT FOR THEIR FULL CIRCUMFERENCE TO PRECLUDE THE COVER FROM ROCKING IN THE FRAME.

5. THE MANHOLE FRAME AND COVER SHALL BE MARKED WITH LETTERING INDICATING THE NAME OF THE MANUFACTURER AND THE YEAR WHEN THE COVER OR FRAME WAS CAST. THE COVER SHALL BE FURTHER IDENTIFIED WITH REGARDS TO OWNERSHIP USING LETTERS AT LEAST 1" IN HEIGHT. THIS IDENTIFICATION SHALL BE "CITY OF WICHITA SEWER DEPARTMENT". THE WORD DEPARTMENT MAY BE ABBREVIATED. THE TEXTURE OF THE TOP SURFACE OF THE COVER SHALL BE MANUFACTURED IN A CHECKERED PATTERN DESIGN AS INDICATED ON THE DRAWINGS. SMOOTH BLOCKOUTS SHALL BE UTILIZED TO HIGHLIGHT THE LETTERING ON THE COVER SURFACE. THE TOTAL AREA OF SMOOTH SURFACE BLOCKOUT SHALL NOT EXCEED THE AREA AS INDICATED ON THE DRAWING. POSITIONING OF SMOOTH BLOCKOUTS AND LETTERING MAY VARY FROM THAT SHOWN ON THE DETAILED DRAWING.

JHL DEC. 1981

PROJECT NO. 472-76-245-81495-080-000-001

SHEET NO. 16 OF 21

16/21

CITY OF WICHITA PROJ. NO. 472-76-245-81498-000-000-001

SHEET NO. 17 OF 21

WCEA FILE NO. 85-328

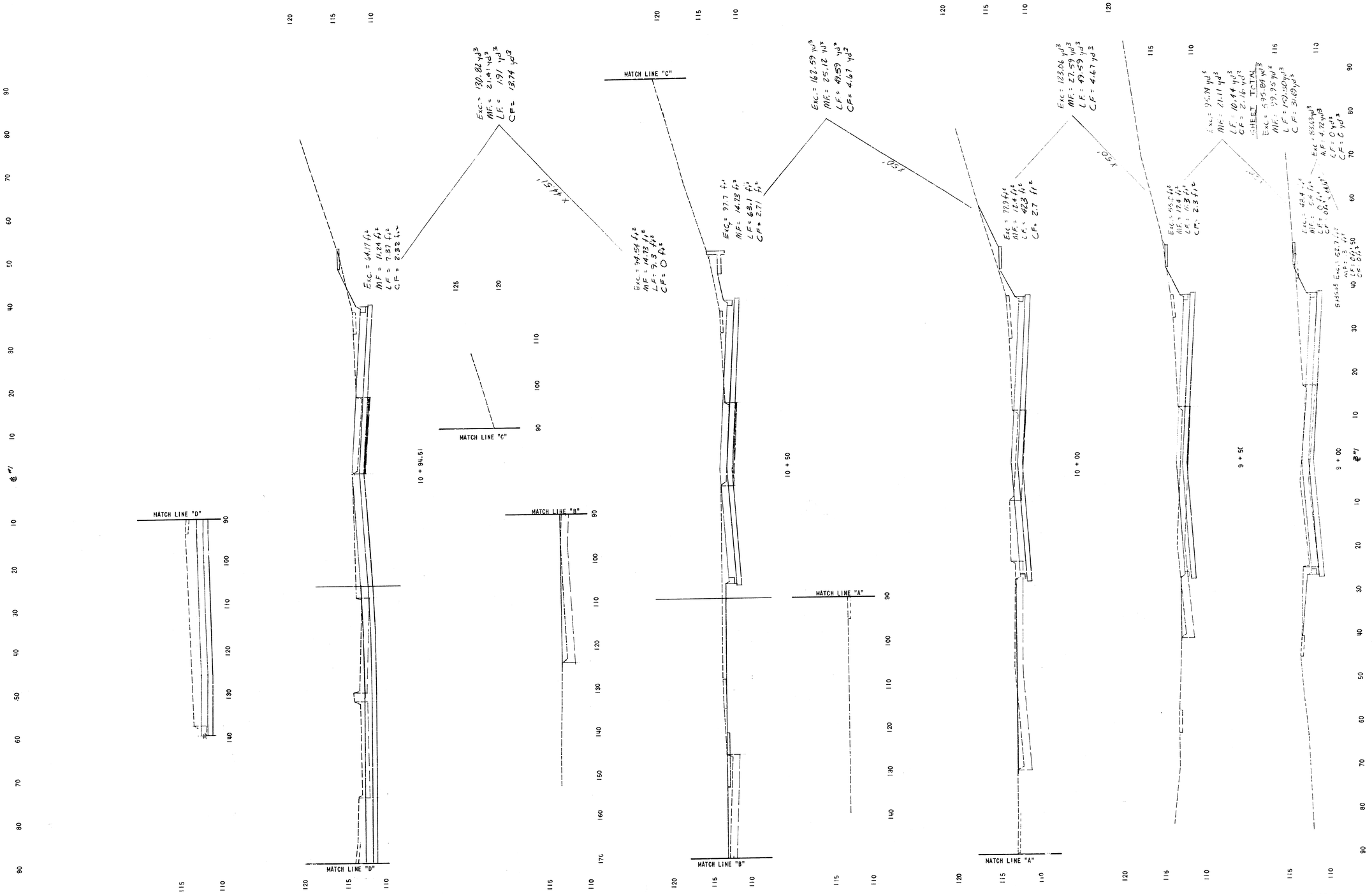
CROSS SECTIONS

STREET CONNECTOR INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

CENTRAL - SENECA

WICHITA, KANSAS

CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001



WICHITA, KANSAS — CENTRAL - SENECA STREET CONNECTOR INCLUDING STACKMAN INTERSECTION IMPROVEMENTS — CROSS SECTIONS — WCEA FILE NO. 85-328 — SHEET NO. 18 OF 21 — 18/21

NEW PAVEMENT BY OTHERS

12 + 36

NEW PAVEMENT BY OTHERS

12 + 22

Exc.= 38.5 yd³
M.F.= 14.0 yd³
L.F.= 7.0 yd³
C.F.= 0 yd³

Exc.= 80.28 yd³
M.F.= 33.20 yd³
L.F.= 13.31 yd³
C.F.= 4.58 yd³

11 + 99.15

MATCH LINE "A"

MATCH LINE "A"

Exc.= 49.08 yd³
M.F.= 22.48 yd³
L.F.= 7.42 yd³
C.F.= 5.03 yd³

Exc.= 33.37 yd³
M.F.= 14.71 yd³
L.F.= 4.31 yd³
C.F.= 6.15 yd³

Exc.= 100.85 yd³
M.F.= 28.77 yd³
L.F.= 6.77 yd³
C.F.= 12.74 yd³

SHEET TOTAL
Exc.= 191.13 yd³
M.F.= 61.91 yd³
L.F.= 20.08 yd³
C.F.= 17.32

Exc.= 64.17 yd³
M.F.= 11.24 yd³
L.F.= 2.32 yd³
C.F.= 7.37 yd³

10+94.51

11 + 51

WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

CROSS SECTIONS

WCEA FILE NO. 85-328

SHEET NO. 19 OF 21

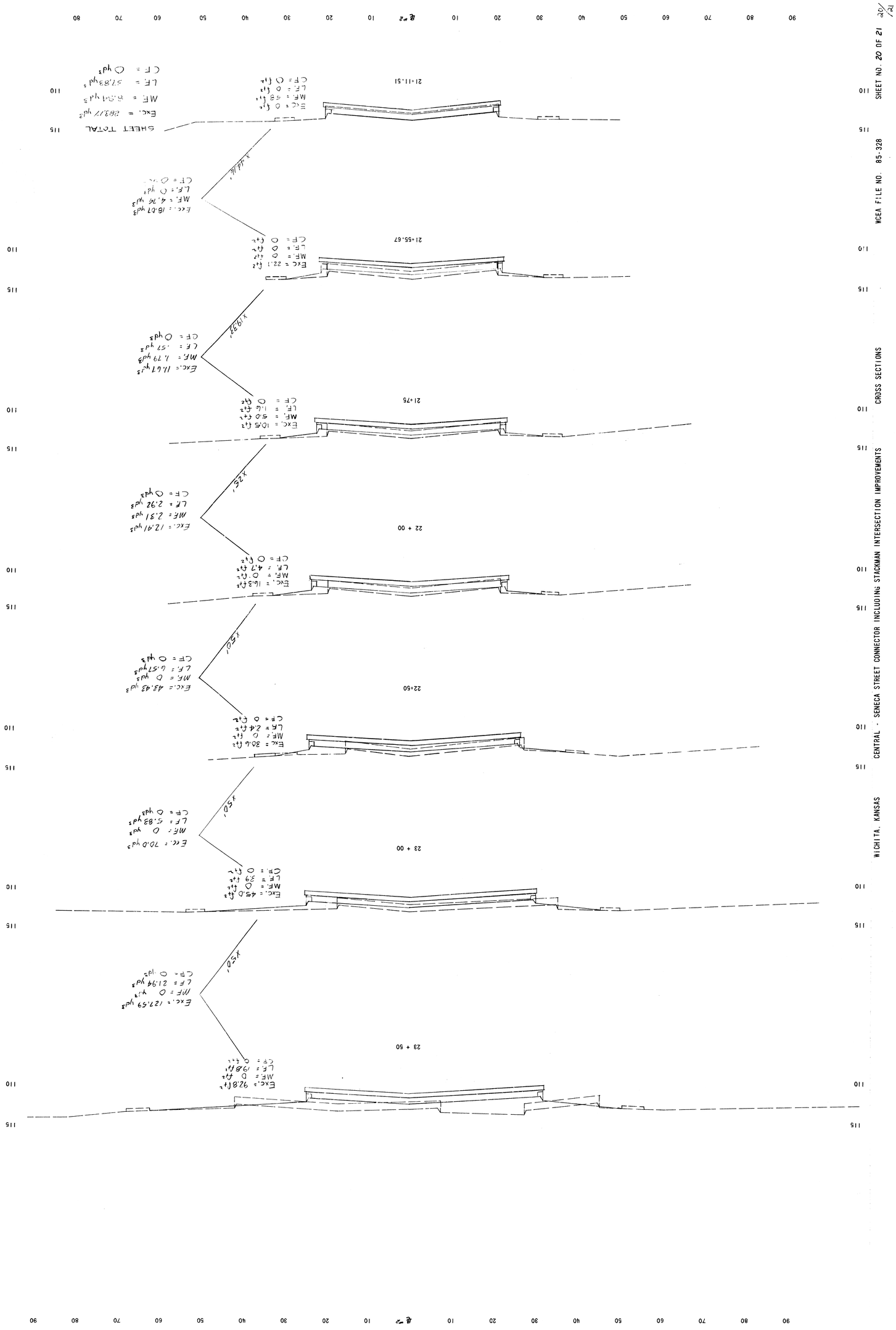
CITY OF WICHITA PROJ. NO. W72-76-245-81496-000-000-001

WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR INCLUDING STACKMAN INTERSECTION IMPROVEMENTS CROSS SECTIONS

WCEA FILE NO. 85-328 SHEET NO. 20 OF 21

20/21



CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-000-001

CENTRAL - SENECA STREET CONNECTOR INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

WICHITA, KANSAS

CROSS SECTIONS

WCEA FILE NO. 85-326

SHT. NO. 21 OF 21

