PHASE I

STORM WATER SEWER NO. 403 PLANS FOR

SOUTH SENECA

FROM SOUTH LINE OF 48TH. STREET SOUTH TO 400' NORTH OF NORTH LINE OF MAC ARTHUR

C.I.P. PROJECT NO. D-109

CITY OF WICHITA, KANSAS
MICHAEL E. LINDEBAK, CITY ENGINEER

INDEX NO. 724039

468-81949

GENERAL NOTES

1. 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 IN ACCORDANCE WITH STATE LAWS.

2. TREES TO BE REMOVED ARE MARKED. ALL TREES WHICH IN THE OPINION OF THE FIELD ENGINEER CAN BE SAVED. SHALL BE SAVED.

3. ALL CONCRETE SHALL BE STANDARD PAVING MIX UNLESS OTHERWISE NOTED.

4. UNDERGROUND UTILITY SERVICE LINES AND OVERHEAD UTILITY POLE LINES ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATIONS, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS UTILITY COMPANIES AND IS EITHER FROM COMPANY RECORD DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT OF WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.

   NOTE: NOTIFY ALL THE FOLLOWING COMPANIES PRIOR TO ANY EXCAVATION:

KANSAS ONE-CALL	1-800-344-7233
ARKLA GAS COMPANY	316-942-8350
CONOCO PIPE LINE CO (JERRY BOYD)	316-681-2031
GETTY GAS GATHERING INC. (WANTS TO BE ON-SITE)	316-775-7533
KANSAS GAS & ELECTRIC	316-264-1141
KPL GAS SERVICE	316-263-7511
MULTIMEDIA CABLEVISION	316-262-0661
OXY HGL (USA), INC. (ROB RENOLLET)	316-662-6691 EXT 141
SOUTHWESTERN BELL TELEPHONE	316-571-2115
CITY OF WICHITA WATER & SEWER	316-268-4908
WILLIAMS NATURAL GAS CO.	316-524-0491 OR 316-524-4290

5. THE CONTRACTOR SHALL USE FLOWABLE FILL IN PLACE OF COMPACTED PIPE BEDDING MATERIAL, TYPE 3 AT SIDES AND ABOVE ALL STORM SEWER LINES RUNNING UNDER PAVEMENT IN PUBLIC RIGHT OF WAY. A MINIMUM OF 12 INCHES OF FLOWABLE FILL SHALL BE PLACED OVER THE STORM SEWER LINE OR UP TO 2 FEET BELOW BOTTOM OF PAVEMENT (USE HIGHER ELEVATION).

6. CITY OF WICHITA MANAGER'S POLICY: ANY AREA DISTURBED BY CONSTRUCTION SHALL BE COMPLETELY RESTORED TO A CONDITION EQUAL TO OR BETTER THAT THE ORIGINAL CONDITION. THIS APPLIES TO CONSTRUCTION AREA ALONG BERNITA DRIVE AND 41ST STREET SOUTH, EAST OF EAST LINE OF SENECA.

7. THE CONTRACTOR SHALL START WORK IN THE SOUTHEAST QUADRANT OF THE SOUTH SENECA AND MACARTHUR ROAD INTERSECTION IMMEDIATELY AFTER KPL GAS LINES AND CITY OF WICHITA WATER MAIN HAVE BEEN RELOCATED.

8. THE CONTRACTOR SHALL WORK IN THE NORTHWEST QUADRANT OF THE SOUTH SENECA AND MACARTHUR INTERSECTION AFTER KPL GAS LINES HAVE BEEN RELOCATED.

9. AFTER LINE 1 HAS BEEN COMPLETED AND THE UTILITIES ALONG 41ST STREET SOUTH HAVE BEEN RELOCATED, THE CONTRACTOR SHALL BEGIN LINE 2. THE PRESENT SOUTH SENECA ASPHALT MAT IS 30 FEET WIDE. WHERE LINE 2 RUNS ALONG THE EAST SIDE OF SOUTH SENECA, A MINIMUM OF 30 FEET OF ASPHALT (ONE LANE - NORTH BOUND AND ONE LANE - SOUTH BOUND) SHALL REMAIN AFTER CONSTRICTION OF LINE 2 OR BE REPLACED BY THE CONTRACTOR TO A MINIMUM WIDTH OF 30 FEET AND ASPHALT DEPTH OF 4 INCHES. THE THREE INLETS ALONG THE EAST SIDE OF SOUTH SENECA SHALL HAVE THE TOPS TURNED BACKWARDS AND SET AT AN ELEVATION TO MATCH THE EAST EDGE OF ASPHALT. FILL SHALL BE PLACED AROUND INLETS, SO THAT NORTH BOUND TRAFFIC MAY RUN ACROSS THE INLET TOP. ALL OTHER INLET TOPS SHALL BE TURNED BACKWARDS AND THE 5-FT OR THE 10-FT OPENING BRICKED SHUT.

10. THE CONTRACTOR SHALL PROVIDE TEMPORARY DITCH DRAINAGE INTO THE STORM SEWER SYSTEMS, AT ALL INLETS, EXCEPT WHERE RCP LINES ARE STUBBED OUT AND NOT PLUGGED, EITHER BY LEAVING ONE BRICK SIZE HOLES IN THE INLETS AT THE DITCH FLOWLINE OR BY STUBBING OUT 1 FOOT LONG 6 INCH PVC SECTIONS AT THE DITCH FLOWLINE.

11. CONTRACTOR WILL BE REQUIRED TO INSTALL TEMPORARY ASPHALT PAVEMENT REPAIR FOR THE UTILITY PAVEMENT CUTS MADE IN THE INTERSECTION OF MAC ARTHUR AND SENECA TO ADJUST UTILITIES TO CLEAR THE PROPOSED STORM SEWER CONSTRUCTION IN ADDITION TO THE PAVEMENT TEMPORARY REPAIR TO FACILITATE THE STORM SEWER CONSTRUCTION. THE AMOUNT OF PAVEMENT REPAIR TO REPAIR UTILITY CUTS IS ESTIMATED TO BE 220 SQ. YDS. IN ADDITION TO THAT REQUIRED BECAUSE OF STORM SEWER CONSTRUCTION.

12. TEMPORARY REPAIR OF PAVEMENT AND DRIVEWAYS WITHIN THE RIGHT-OF-WAY OF SENECA ST. SHALL BE 4" BITUMINOUS BASE PAVEMENT CONSTRUCTED IN CONFORMANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR ASPHALT PAVEMENT CONSTRUCTION. PAVEMENT REPAIR OUTSIDE THE LIMITS OF SENECA ST. RIGHT-OF-WAY SHALL BE PERMANENT REPAIRS USING 6" CONCRETE PAVEMENT OR 6" ASPHALTIC CONCRETE PAVEMENT (4" BITUMINOUS BASE) AT LOCATIONS SPECIFIED BY THE PLANS.

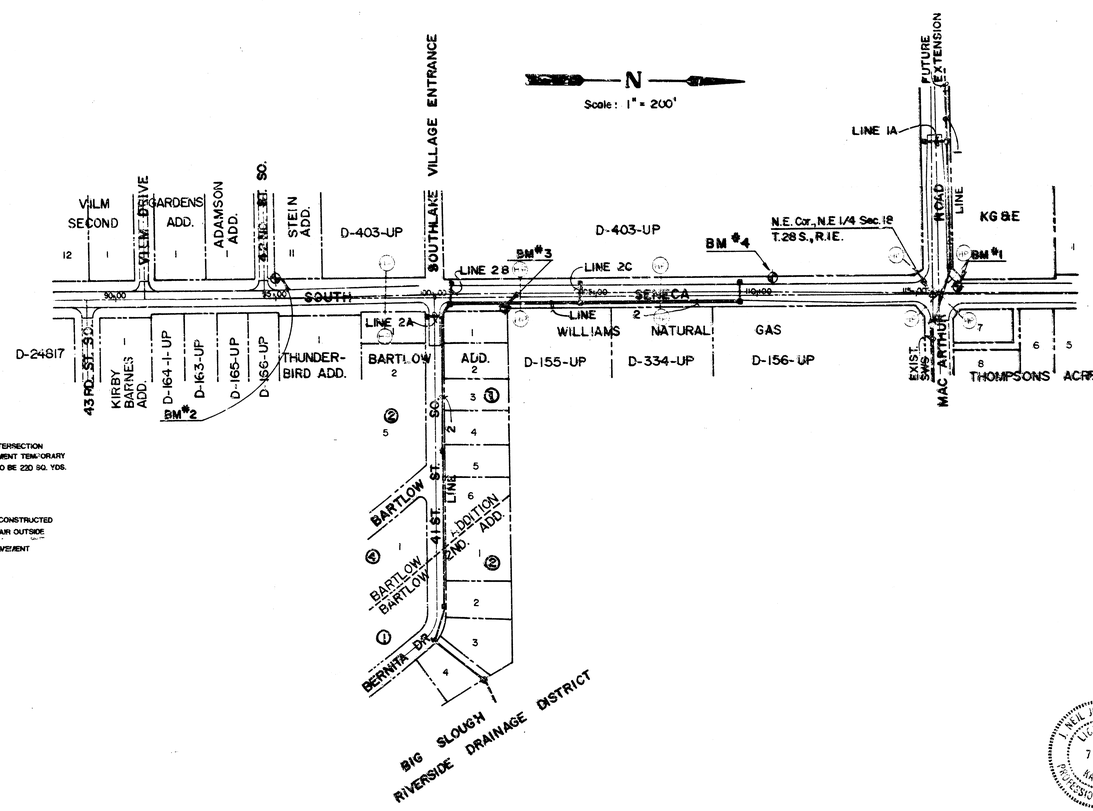
BENCH MARKS

BM #1 C.O.W. Bench Mark Disc, 86' north and 28.5' west of section corner at the intersection of South Seneca and MacArthur Road. Elev. 90.370

BM #2 Step nail in power pole at the northwest corner of the intersection of South Seneca and 42nd Street South. Elev. 89.83

BM #3 Step nail in power pole along the east side of South Seneca at the South property line of Williams Natural Gas Company. Elev. 90.75

BM #4 Step nail in 3rd pole south of MacArthur Road along the west side of South Seneca. Elev. 93.40



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Booked 12/91 MCG

REVISED JUNE 27, 1991 JNJ-- GENERAL NOTES #9 & #11, AND INDEX
REVISED MAY 21, 1991 JNJ

SOUTH SENECA IMPROVEMENTS
STORM WATER SEWER #403
48TH ST. SO. TO MAC ARTHUR

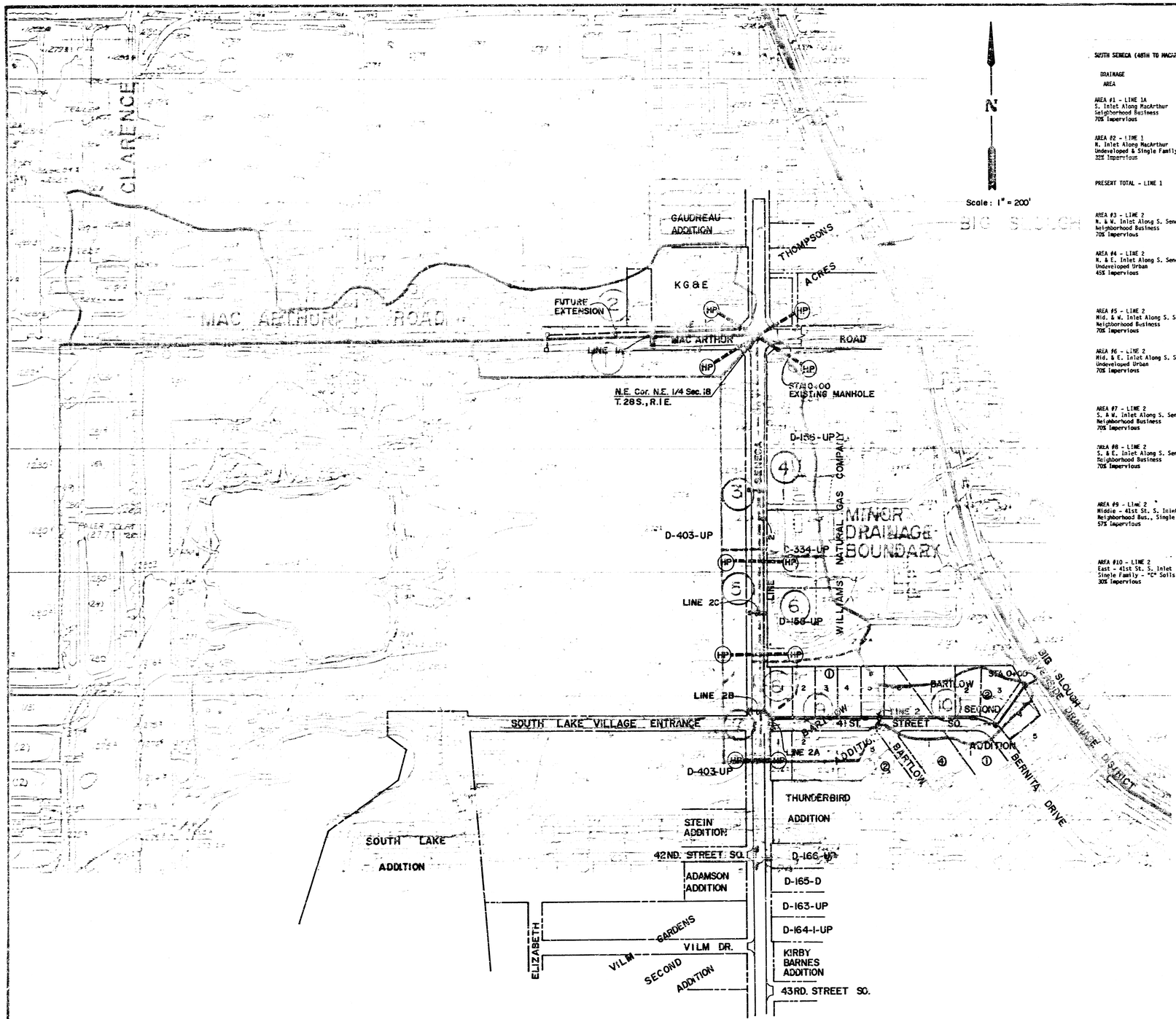
Design JNJ
Drawn by DLM
Checked by
Date 9 MAY, 91
Scale

Sheet 1 of 12

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226
636-5566

JANICE NEIL JENNINGS LICENSED 7497 KANSAS PROFESSIONAL ENGINEER

MKEC Project No. 89-34-113-D



SOUTH SENECA (48TH TO MACARTHUR) - S.W.S. No. 403 - C.O.W. Project No. 468-82036

DRAINAGE AREA	AREA ACRES	AREA ACCUM.	C_5	C_{100}	Tc (Min)	I_5 (In/Hr)	I_{100} (In/Hr)	Q_5 (CFS)	Q_{100} (CFS)	PIPE SIZE	PIPE SLOPE	INLETS
AREA #1 - LINE 1A S. Inlet Along MacArthur Neighborhood Business 70% Impervious	3.95		0.69	0.80	20 15	4.00	7.37	10.9	23.3	24" RCP	0.24%	1 L(1)= 10'+ 15" RCP
AREA #2 - LINE 1 N. Inlet Along MacArthur Undeveloped & Single Family 32% Impervious	21.51		0.47	0.65	32 23	3.10	6.13	31.3	85.7	--	--	1 L(1)= 10' + 29" x 45" (36" ECP)
PRESENT TOTAL - LINE 1		25.46	0.50	0.67	32 23	3.10	6.13	39.5	104.6	42" RCP (34"x53" HERCP)	0.16%	--
		*TOTAL DRAINAGE AREA TO BE REDUCED WITH PROPOSED FUTURE STORM SEWER TO BIG SLOUGH ALONG ENTRANCE TO MOBILE HOME PARK & WITH PAVING OF MACARTHUR ROAD.										
AREA #3 - LINE 2 N. & W. Inlet Along S. Seneca Neighborhood Business 70% Impervious	2.85		0.69	0.80	23 17	3.73	7.00	7.3	16.0	24" RCP	0.25%	1 L(1)= 10'
AREA #4 - LINE 2 N. & E. Inlet Along S. Seneca Undeveloped Urban 45% Impervious	4.29		0.54	0.68	31 23	3.19	6.13	7.4	17.9	--	--	1 L(1)= 10'
		7.14	0.60	0.73	31 23	3.15	6.13	13.7	32.0	30" RCP	0.16%	--
AREA #5 - LINE 2 Mid. & W. Inlet Along S. Seneca Neighborhood Business 70% Impervious	1.75		0.69	0.80	16 15	4.43	7.37	5.3	10.3	24" RCP	0.25%	1 L(1)= 10'
AREA #6 - LINE 2 Mid. & E. Inlet Along S. Seneca Undeveloped Urban 70% Impervious	3.66		0.54	0.68	23 17	3.73	7.90	7.4	17.4	--	--	1 L(1)= 10'
		12.55	0.60	0.72	32 24	3.10	6.01	23.3	54.3	36" RCP	0.12%	--
AREA #7 - LINE 2 S. & W. Inlet Along S. Seneca Neighborhood Business 70% Impervious	1.37		0.69	0.80	15 15	4.56	7.37	4.3	8.1	24" RCP	0.25%	1 L(1)= 10'
AREA #8 - LINE 2 S. & E. Inlet Along S. Seneca Neighborhood Business 70% Impervious	0.87		0.69	0.80	15 15	4.56	7.37	2.7	5.1	--	--	1 L(1)= 10'
		14.79	0.61	0.74	33 25	3.05	5.90	27.5	64.6	48" RCP	0.22%	--
AREA #9 - LINE 2 Middle - 41st St. S. Inlet Neighborhood Bus., Single Fam. 57% Impervious	3.92		0.61	0.75	32 24	3.05	6.01	7.3	17.7	--	--	2 L(1)= 5'
		18.71	0.61	0.74	34 25	3.01	5.90	34.4	81.7	48" RCP	0.32%	--
AREA #10 - LINE 2 East - 41st St. S. Inlet Single Family - "C" Soils 30% Impervious	3.44		0.46	0.65	41 29	2.72	5.49	4.3	12.3	--	--	1 L(1)= 10'
		22.15	0.59	0.72	41 29	2.72	5.49	35.5	87.6	48" RCP	0.38%	--

PHASE I - NORTH 1/4 MILE & MAC ARTHUR ROAD

SOUTH SENECA DRAINAGE PLAN 48TH. STREET SOUTH TO MAC ARTHUR

JNJ	
DLM	
JNJ	
5 March 91	

M.E. DANIELSON ENGINEERING CONSULTANTS PA
636-5566

1A
11

MKEC Project No. 89-34-113-D

SO. SENECA (48TH ST. SO. TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE I
PROJ. NO. 468-81949

⊛ GAS LINE MAY BE ABANDONED IN-PLACE. THE STORM CONTRACTOR WILL NEED TO CUT & CAP GAS LINE.

Scale: 1" = 20' HORIZ.
1" = 5' VERT.

PLAN - LINE I

PROFILE - LINE I

Sta. 0+00 Line I
Center of exist. reinf. conc. manhole
W=6'-6", L=5'-6"
Top of M.H.=90.56
St. Sta. 100+80 (MacArthur Rd.)
2.5 Ft. Rt. (℄ to ℄ Manhole)
34"x53" HERCP Stubbed Out with temporary plug:
(1001)

EXIST. 42" RCP

142 L.F. Remove Pavement And Replace With Asphalt Patch

KDOT Project Match Line 50+81.42

2" Traffic Control Conduit Must Remain In Service

34"x53" HERCP

LINE I

(1004)

(1016)
Sta. 1+76.7 Line I
Const. Reinf. Conc. Manhole
W=8'-0", L=5'-6"
Top of M.H.=91.30
St. Sta. 99+13.61 (Mac Arthur Rd.)
55.82 Ft. Lt. (℄ to ℄ Manhole)
Install 1-6 Ft. 18" RCP Section North for drainage at 0.78 % With Temporary Plug
See Detail Sh. No. 11

(1017)
℄ In = 85.07

KG&E Will Tie-Off Pole During Construction

B.M. #16

(5008)
St. Sta. 100+00 (MacArthur Rd.)
SECTION CORNER
NW Cor., Sec. 17, T28S, R1E

55.82'

22.50'

SOUTH SENECA STREET

AERIAL TV

TRAFFIC CONTROL CONDUIT

KANSAS GAS SUPPLY CO.

UNPLATTED

UNPLATTED

MACARTHUR ROAD

Street Sta. 96+91.63 (MacArthur Road)
13+99 Ft. Rt. (℄ To Face Of Curb)

Street Sta. 96+90.37 (MacArthur Road)
45.99 Ft. Lt. (℄ To Face Of Curb)

GRAVEL DRIVE WITH 12 TONS ROAD GRAVEL 3" THICK

Remove & Replace Entrance Pipe

LINE I A 24" RCP

4" OXYGN.

4" CONDUIT

(164)

(165)

(166)

(167)

(5009)

(1006)
Sta. 5+52.0 Line I =
Sta. 0+00.0 Line I A
Const. Std. Type I A Curb Inlet (Sump)
W=7'-4", L=11'-4"
Inlet Top=90.20
St. Sta. 95+39.00 (MacArthur Rd.)
38.63 Ft. Lt. (℄ to Front Ext. Wall)

Street Sta. 95+30.60 (MacArthur Road)
36.63 Ft. Lt. (℄ To Face Of Curb)

Street Sta. 95+31.61 (Mac Arthur Road)
11.36 Ft. Rt. (℄ To Face Of Curb)

℄ El = 88.70
℄ El = 88.72
℄ El = 89.03

12.64'
13.0'
38.63'

COORDINATE SYSTEM - AS USED BY MKEC DURING SURVEY

POINT #	NORTH COORDINATE	EAST COORDINATE	COMMENTS
5008	11549.9060	969.0860	SEC. COR @ S. SENECA & MACARTHUR
5009	11537.4530	-1678.9390	1/4 COR ALONG MACARTHUR-WEST
1001	11546.3998	1049.0564	CL EXIST STORM SEWER MANHOLE
1004	11605.4215	885.0100	P.I. STORM SEWER
1016	11605.3255	882.6369	CL REINF. CONC. MANHOLE, STA 1+76.7
1017	11614.5679	882.2629	CL END OF 18" RCP
1006	11590.0228	507.6744	CL INLET-NORTH W=7'-4", L=11'-4"
1012	11532.5788	509.2093	CL INLET-SOUTH W=4'-4", L=11'-4"
167	11536.3452	500.7531	SOUTH FACE OF CURB LINE
164	11534.4626	660.7861	SOUTH FACE OF CURB LINE
168	11584.3293	499.5179	NORTH FACE OF CURB LINE
165	11594.4428	659.2422	NORTH FACE OF CURB LINE
1060	11535.9564	393.0819	TEMP. END STORM SEWER

CL = Center Line

CL Inlet - As Shown In Plan View is Center Of Inlet Base

Sta. 0+00 Line I
Center of Exist. Reinf. Conc. M.H. (Others)
W=6'-6", L=5'-6"
Top of M.H.=90.56
St. Sta. 100+80 (MacArthur Rd)
2.5 Ft. Rt. (℄ to ℄ Manhole)
34"x53" HERCP Stub w/ temp. plug

Sta. 1+76.7 Line I
Const. Reinf. Conc. Manhole
W=8'-0", L=5'-6"
Top of M.H.=91.30
St. Sta. 99+13.61 (MacArthur Rd)
55.82 Ft. Lt. (℄ to ℄ Manhole)
Install 1'-6"-18" RCP section North for drainage @ 0.78% With Temporary Plug
See Detail Sheet No. 11

Sta. 5+52.0 Line I (Sump)
Sta. 0+00.0 Line IA
Const. Std. Type IA Curb Inlet
W=7'-4", L=11'-4"
Inlet Top=90.20
St. Sta. 95+39.00 (MacArthur Rd.)
38.63 Ft. Lt. (℄ to Front Ext. Wall)

Prop. Top of Conc. Intersection
Bottom of Subgrade
Proposed Top of Curb
Existing Ground
Bottom of Asphalt Base

87.63

Flowable Fill

176.7 L.F. 34"x53" HERCP @ 0.10%

375.3 L.F. 34"x53" HERCP @ 0.10%
(Flowable Fill - Not Required)

ELEVATION IN FEET (WICHITA DATUM)
95
90
85
80

(MacArthur Rd Plans)
℄ Out = 83.10 (42" RCP-E)
℄ In = 83.20 (34"x53" HERCP-NW)

6" KPL (Gas) Top = 86.6
2" KPL (Gas) Top = 86.0
12" KPL (Gas) Top = 86.15

16" C.I. Water Top = 83.68

12" KPL (Gas) Top = 86.5

℄ Out = 83.30 (34"x53" HERCP-SE)
℄ In = 83.48 (34"x53" HERCP-W)
℄ In = 85.00 (18" RCP-N)

℄ = 83.30
℄ = 83.50
℄ = 83.60
℄ = 83.71
℄ = 83.81

℄ Out = 83.86 (34"x53" HERCP-E)
℄ In = 84.10 (29"x45" HERCP-W)
℄ In = 84.36 (24" RCP-S, Line IA)

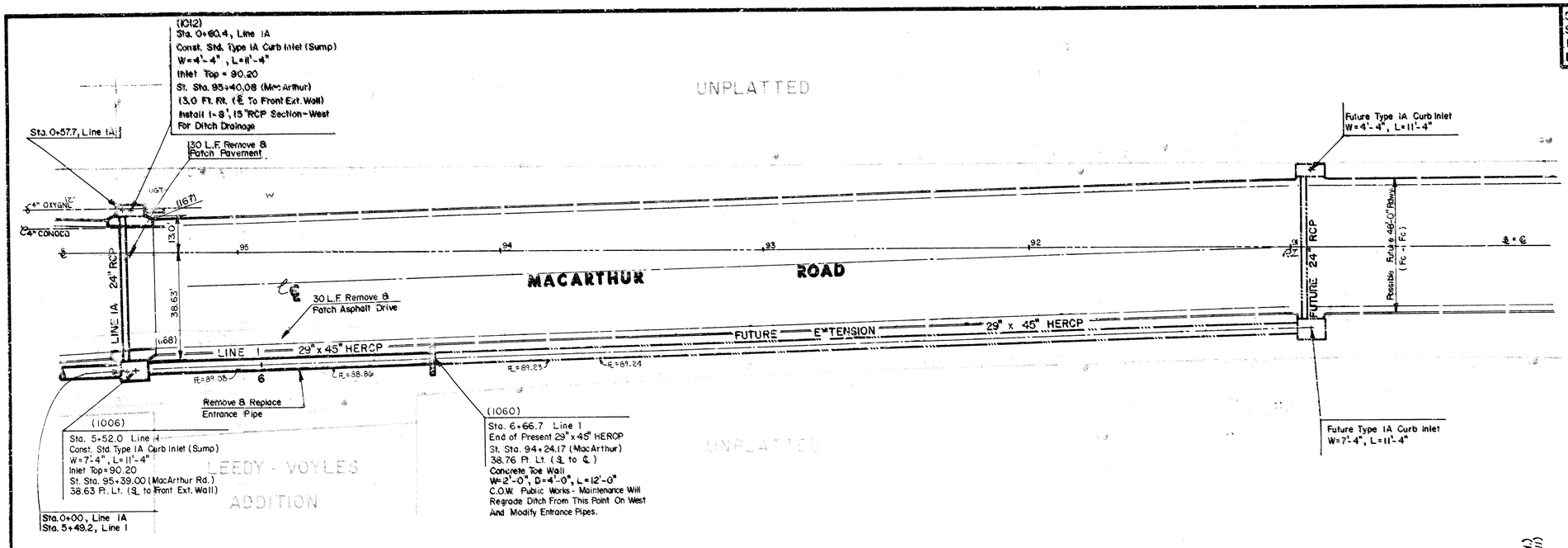
0 1 2 3 4 5

LINE I (MACARTHUR RD.)

2/12

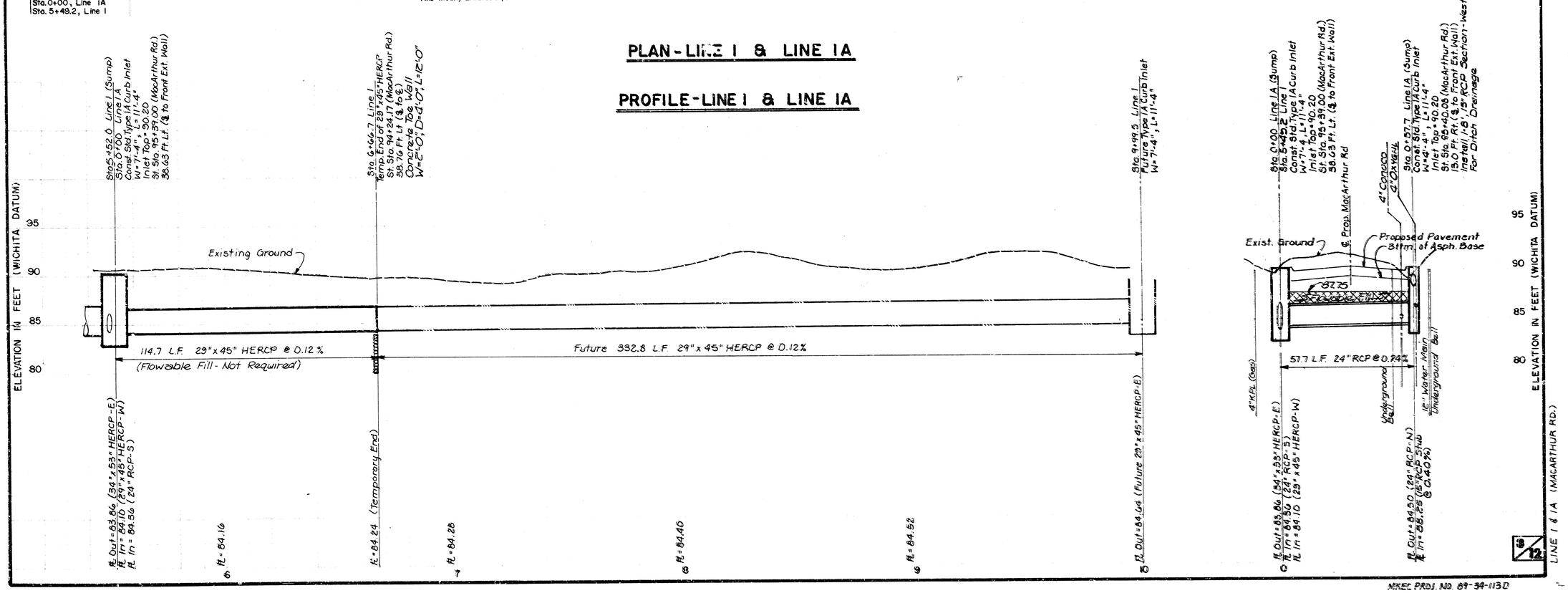
MKEC PROJ. No. 89-34-113 D

SO. SENECA (48TH ST. SO. TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE 1 & LINE 1A
PROJ. NO. 468-81949



PLAN - LINE 1 & LINE 1A

PROFILE - LINE 1 & LINE 1A



MKEC PROJ. NO. 89-34-113D

SO. SENECA(46TH ST. SO. TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE 2
PROJ. NO. 468-81949

RIVERSIDE DRAINAGE DISTRICT -
BIG SLOUGH DRAINAGE CHANNEL

Sta. 0+14.9 Line 2
Begin 48"RCP Storm Sewer
With End Section & Grouted
Rip-Rap Toe Wall
H=4'-0", W=2'-0", L=12'-0"
(Cost Of Toe Wall Subsidiary
To Rip-Rap)

Getty Will Encase Their Gas Line
During Construction.

LOT 4 by Separate Instrument

25' Drainage Easement

LINE 2

48" RCP

Remove & Replace
Chain Link Fence

Sta. 2+57.3 Line 2
Const. Std. Type I Curb Inlet
W=8'-4", L=6'-4"
Temp. Top of Inlet=88.00
(Will be adjusted when
street is paved.)
(48" RCP in back will be tight.)
Stub 8'-0", 18"RCP
Section With Plug
14.33Ft. N.E. (℄ R.O.W. To Front
Ext. Wall

BARTLOW SECOND ADDITION

60' R/W

BERNITA DRIVE

Remove & Replace
Mail Box

GRAVEL DRIVE WITH 5 TONS
ROAD GRAVEL 3" THICK

LOT 1

Scale: 1"=20' HORIZ.
1"= 5' VERT.

BARTLOW ADDITION

Remove & Replace
2 Mail Boxes

NOTE:
Water & Gas Service Lines Will
Be Adjusted At Time Of Construction.

LOT 1

GRAVEL DRIVE WITH 4.2 TONS
ROAD GRAVEL 3" THICK

41ST STREET SOUTH

Proposed 30' R.O.W.

Install 67 S.Y. Light
Stone Rip-Rap

55.88'

Sta. 0+52.7 Line 2
Const. Reinf. Conc. Manhole
W=7'-0", L=6'-6"
Top of M.H.=89.20
See Detail Sh. No. 12

LOT 3

GRAVEL DRIVE WITH 4.5
TONS ROAD GRAVEL 3" THICK

Sta. 3+74.4 Line 2
Const. Std. Type I Curb Inlet
W=8'-4", L=11'-4"
Temp. Top of Inlet=88.00
(Will be adjusted when
street is paved.)
28.0 Ft. West Of Point 783
14.33Ft. North ℄ R.O.W. To Front Ext. Wall)

LOT 2

Remove & Replace Fence

GRAVEL DRIVE WITH 5.8 TONS
ROAD GRAVEL 3" THICK

36' GRAVEL DRIVE

15' DIRT DRIVE

RIP-RAP SCHEMATIC

PLAN - LINE 2

PROFILE - LINE 2

COORDINATE SYSTEM AS USED BY MKEC DURING SURVEY

POINT #	NORTH COORDINATE	EAST COORDINATE	COMMENTS
1099	10183.3944	2159.9915	STA. 0+03.1 LINE 2
1084	10157.1577	2110.7040	STA. 0+52.7 , LINE 2
1089	9992.5404	1989.3262	STA. 2+57.3 LINE 2
1097	10023.4359	1876.9638	STA. 3+74.4 LINE 2
676	10238.8280	2057.5220	LOT CORNER
678	9986.8400	2010.2160	LOT CORNER
685	10167.2168	2099.4843	LOT CORNER
681	10011.3199	1984.5363	LOT CORNER
782	9968.1625	1986.7394	℄ - R.O.W. BERNITA DRIVE
783	10005.7153	1905.6352	℄ - R.O.W. 41ST. ST. SO.

100-Year W.S.E. 90.1 (Wichita)
FEMA-FIS 1277.5 Ft (NGVD)

Existing Ground

Exist. 6" Gas

37.8 L.F. 48" RCP @ 0.11%
(Flowable Fill - Not Required)

209.6 L.F. 48" RCP @ 0.10%
(Flowable Fill - Not Required)

117.1 L.F. 48" RCP @ 0.10%
(Flowable Fill - Not Required)

75.6 L.F. 48" RCP @ 0.10%
(Flowable Fill - Not Required)

ELEVATION IN FEET (WICHITA DATUM)

Sta. 0-03.1 Line 2
Big Slough (Riverside
Drainage District)

Sta. 0+14.9 Line 2
Begin 48" RCP Storm
Sewer w/ End Section &
Grouted Rip-Rap Toe Wall
H=4'-0", W=2'-0", L=12'-0"

Sta. 0+52.7 Line 2
Const. Reinf. Conc. Manhole
W=7'-0"
Top of M.H.=89.20
See Detail Sh. No. 12

Sta. 2+57.3 Line 2
Const. Std. Type I Curb Inlet
W=8'-4", L=6'-4"
Temp. Top of Inlet=88.00
(Will be adjusted when
street is paved.)
(48" RCP in back will be tight.)
Stub 8'-0", 18"RCP Section
With Plug
14.33 Ft. N.E. (℄ R.O.W. To
Front Ext. Wall)

Sta. 3+74.4 Line 2
Const. Std. Type I Curb Inlet
W=8'-4", L=11'-4"
Temp. Top of Inlet=88.00
(Will be Adjusted When
Street is Paved)

Sta. 4+50 Line 2

(48" RCP-S.W.)
(48" RCP-N.E.)
(48" RCP-S.W.)
(48" RCP-N.W.)
(48" RCP-S.E.)
(48" RCP-W.)

I.E. Channel = 79.55
I.E. Out = 79.81
I.E. In = 79.85
I.E. Out = 79.85
I.E. In = 79.95
I.E. = 80.00
I.E. = 80.09
I.E. Out = 80.15
I.E. In = 80.25
I.E. In = 82.50 (48" RCP-S.W.) @ 0.35%
I.E. = 80.29
I.E. Out = 80.37
I.E. In = 80.47
I.E. = 80.50
I.E. = 80.55

0 1 2 3 4 4+50

Line 2 (41 ST ST. SO.)

REVISED 27 JUNE 91 JNJ
INLETS I-A CHANGED TO I-1.
STATIONING CHANGED

4/12

M.K.E.C.

MKEC PROJ. NO. 89-34-113 D

SO. SENECA (48TH ST. SO. TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE 2
PROJ. NO. 468 - 81949

BARTLOW ADDITION

NOTE:
Water & Gas Service Lines Will Be Adjusted At Time Of Construction.

LOT 1 ④

Proposed 30' F-F

BARTLOW DRIVE

℄ R.O.W.

Scale: 1" = 20' HORIZ.
1" = 5' VERT.

N

BARTLOW ADDITION

LOT 5 LOT 4 ②

Replace 8" VCP With 8" DIP Approximately 20 L.F. From Exist. Sanitary Sewer Manhole, Thru New Storm Sewer Manhole, To VCP Joint Use Same Grade & Location.

LOT 3 LOT 2

(691) (690) (1092)

12-2" wood Post • Nail

Remove & Replace Mailbox

41 ST STREET SOUTH

60' R/W

SAND LINE

Proposed 30' F-F

45 L.F. Remove & Replace Concrete Sign

Remove & Replace Mailbox

EXIST. SAN. SEWER MANHOLE RIM= 90.77 E.S= 84.85 E.E & W= 84.51

Proposed 34' F-F

48" RCP

Remove & Replace Entrance Pipe

25 L.F. Remove & Replace Asphalt Drive

EXIST. SAN. SEWER MANHOLE RIM= 89.44 E.E.= 85.44 E.W.= 85.54

GRAVEL DRIVE WITH 4-2 TONS ROAD GRAVEL 3" THICK

Remove Large Tree

4.15" Dirt Drive

LOT 1 LOT 6 LOT 5 LOT 4 LOT 3 LOT 2

GRAVEL DRIVE WITH 3-4 TONS ROAD GRAVEL 3" THICK

EXIST. SAN. MANHOLE RIM = 90.10 E.E.= 85.44

EXIST. 8" VCP SAN. SEWER

GRAVEL DRIVE WITH 5-4 TONS ROAD GRAVEL 3" THICK

Sta. 8+50.4, Line 2
Const. Reinf. Conc. Manhole
W= 7'-0", L= 5'-6"
Manhole Top = 90.00
See Detail Sheet No. 12

Sta. 8+20.1 Line 2
Const. Std. Type I Curb Inlet
W= 7'-4", L= 6'-4"
Temp. Top of Inlet = 88.00
(Will be adjusted when street is paved.)
Stub 8'-0", 18" RCP Section - South w/Plug @ 0.35%
415.17 Ft. E. Of Point #1251
18.5 Ft. No. ℄ R.O.W. To Front Ext. Wall)

BARTLOW SECOND ADDITION ②

BARTLOW ADDITION ①

COORDINATE SYSTEM AS USED BY MKEC DURING SURVEY

POINT #	NORTH COORDINATE	EAST COORDINATE	COMMENTS
1092	10020.9525	1431.2448	STA. 8+20.1, LINE 2
690	9972.2443	1472.2018	LOT CORNER
691	9973.1375	1584.0397	LOT CORNER

PLAN - LINE 2

PROFILE - LINE 2

Sta. 4+50 Line 2

Exist. Sanitary Sewer Manhole Rim = 90.14 E & W = 85.44

Sta. 8+20.1 Line 2 Const. Std. Type I Curb Inlet W= 7'-4", L= 6'-4" Temp. Top of Inlet = 88.00 (Will be adjusted when street is paved.) Stub 8'-0", 18" RCP Section - South w/Plug @ 0.35%

Sta. 8+50.4 Line 2 Const. Reinf. Conc. Manhole W= 7'-0", L= 5'-6" Manhole Top = 90.00 See Detail Sheet No. 12

Replace 8" VCP With 8" DIP Approximately 20 L.F. From Exist. Sanitary Manhole, Thru New Storm Sewer Manhole, To VCP Joint. Use Same Grade & Location. ℄ Exist. 8" = 84.85

Sta. 10+50 Line 2

ELEVATION IN FEET (WICHITA DATUM)

95 90 85 80

Exist. Ground

3701 L.F. 48" RCP @ 0.10% (Flowable Fill - Not Required)

30.3 L.F. 48" RCP @ 0.10%

199.6 L.F. 48" RCP @ 0.10% (Flowable Fill - Not Required)

(48" RCP-E) (48" RCP-W) (18" RCP-S) @ 0.35%

(48" RCP-E) (48" RCP-W)

FL = 80.58 FL = 80.60 FL = 80.70 FL = 80.80 FL = 80.90 FL Out = 80.92 FL Th = 81.02 FL In = 83.50 FL = 81.10 FL = 81.20 FL Out = 81.05 (48" RCP-E) FL In = 81.05 (48" RCP-W) FL = 81.25

4+50 5 6 7 8 9 10 10+50

REVISED 27 JUNE 91 JNJ
INLETS I-A CHANGED TO I, ADDED EXIST. SANITARY SEWER, STATIONING CHANGED, AND ADDED SLH @ 8+50.4

5/12

MKEC

LINE 2 (41ST ST. SO.)

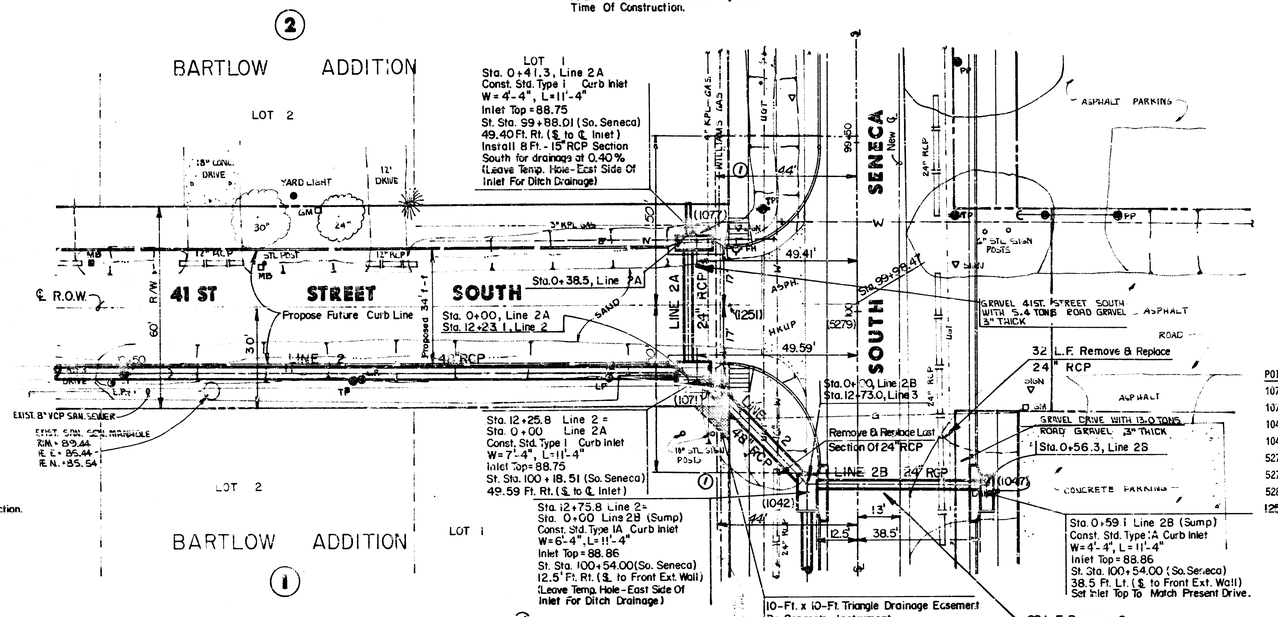
MKEC PROJ. NO. 89-34-113 D

SO. SENECA (48TH ST. SO. TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE 2, LINE 2A, LINE 2B
PROJ. NO. 468-81949

NOTE:
KPL & Water Lines Will Be Adjusted At Time Of Construction.

NOTE:
① AS PER DATA TO WILLIAMS NATURAL GAS ON 1, SEPTEMBER 1989. AT 41ST. STREET SOUTH - EAST OF SOUTH SENECA FROM 50-FT. SOUTH TO 50-FT. NORTH OF ℄ 41ST. STREET SOUTH:
a) New 4" HIGH PRESSURE GAS LINE SHALL BE NO HIGHER THAN 60.0 FT. (WICHITA) 1267.40 FT. (NGVD), AND
b) SHALL BE NO FURTHER EAST OF SECTION LINE THAN 44-FT.

NOTE:
Water & Gas Service Lines Will Be Adjusted At Time Of Construction.



COORDINATE SYSTEM USED BY MKEC DURING SURVEY

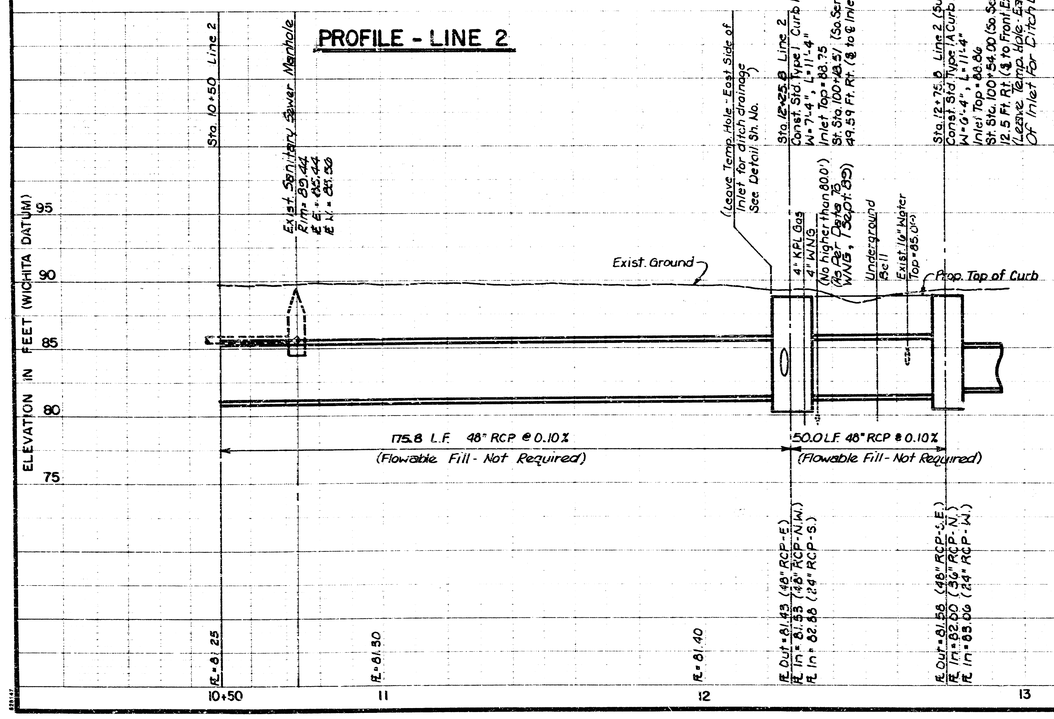
POINT #	NORTH COORDINATE	EAST COORDINATE	COMMENTS
1077	9980.1773	1025.5651	CL INLET, STA. 0+41.3, LINE 2-A
1071	10018.6787	1025.5845	CL INLET, STA. 12+25.8, LINE 2
1042	10053.9955	991.4978	CL INLET, STA. 12+75.8, LINE 2
1047	10053.7416	935.1650	CL INLET, STA. 0+59.1, LINE 2-B
5277	9899.9528	976.5255	SL @ STA. 99+00, SO. SENECA
5279	9959.9518	976.0746	SL @ STA. 100+00, SO. SENECA
5281	10099.9508	975.6237	SL @ STA. 101+00, SO. SENECA
1251	9998.6021	1016.0811	CL 41st St So @ 40-Ft. East or East ROW. Of South Seneca

CL = Center Line
SL = Section Line

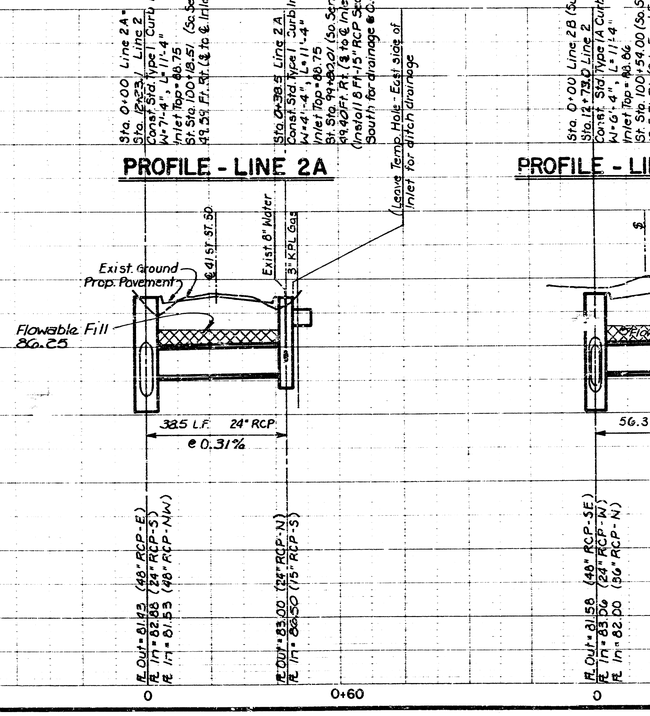
CL Inlet - As Shown In Plan View Is Center Of Inlet Base.

PLAN - LINE 2, 2A & 2B

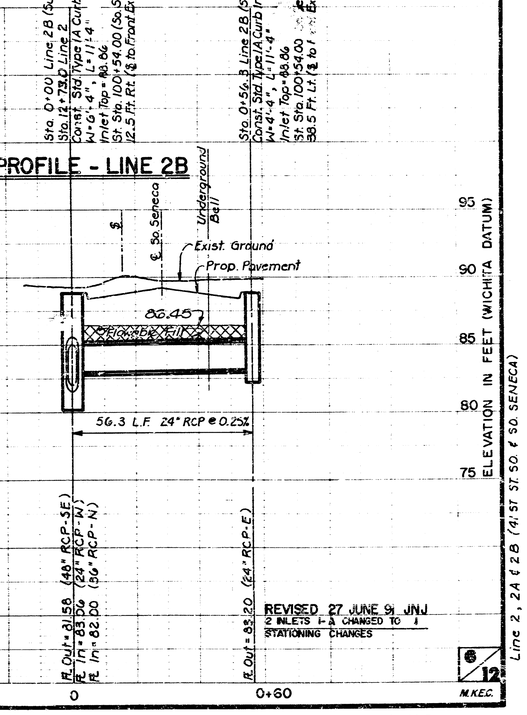
PROFILE - LINE 2



PROFILE - LINE 2A



PROFILE - LINE 2B



REVISED 27 JUNE 91 JNJ
2 INLETS 1-A CHANGED TO 1
STATIONING CHANGES

Line 2, 2A & 2B (41 ST SO. & SO. SENECA)

12

MKEC

MKEC PROJ. NO. 89-34-113 D

SQ. SENECA (43TH ST. SQ. TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE 2 & LINE 2C
PROJ. NO. 468-81349

Scale: 1" = 20' HORIZ.
1" = 5' VERT.

Gas Line Casing Pipe Will Be Abandoned in-Place. The Storm Contractor Will Need To Cut & Cap Gas Line.

SOUTHLAKE ADDITION

UNPLATTED

Sta. 0+59.1 Line 2C (Sump)
Const. Std. Type 1A Curb Inlet
W=4'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
38.5 Ft. Lt. (℄ to Front Ext. Wall)
(Leave Temp. Hole- Front Side Of Inlet For Ditch Drainage)

Sta. 0+56.3, Line 2C

(1032)

LINE 2B 24" RCP 38.5'

LINE 2C 24" RCP 38.5'

13'

12.5'

36.99 S 59.47 W

(5279)

50 L.F. Remove Concrete Drive & Replace With Asphalt Patch

101

(5281)

405 L.F. Remove Edge Of Asphalt Pavement

102

SOUTH SENECA

Center Line

Section Line

103

(5285)

27 L.F. Remove & Patch Asphalt Pavement

104

(5287)

Sta. 0+00, Line 2C
Sta. 16+59.2, Line 2

10' CASING

30" CASING

30" CASING

(1042)

13 14 15 16

LINE 2 36" RCP

(1035)

LINE 2 30" RCP

15" RCP

B.M. #3

LINE 2A 24" RCP

Williams Natural Gas

Sta. 12+75.8 Line 2 (Sump) = Sta. 0+00 Line 2B
Const. Std. Type 1A Curb Inlet
W=6'-4", L=11'-4"
Inlet Top=88.86
St. Sta. 100+54.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)

50 L.F. Remove Concrete Drive & Replace With Asphalt Patch

GRAVEL DRIVE WITH 10.2 TONS ROAD GRAVEL 3" THICK

Sta. 16+71.9 Line 2 (Sump) = Sta. 0+00 Line 2C
Const. Std. Type 1A Curb Inlet
W=6'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8Ft. 15" RCP Section.
East for drainage at 0.80%

10-Ft. x 10-Ft. Triangle Drainage Esmt. By Separate Instrument

LINE 2 48" RCP

41ST ST. SO.
℄ R.O.W.

UNPLATTED

BARTLOW ADDITION

PLAN - LINE 2 & LINE 2C

COORDINATE SYSTEM AS USED BY MKEC DURING SURVEY

POINT #	NORTH COORDINATE	EAST COORDINATE	COMMENTS
1032	10449.7638	933.3793	CL INLET, STA 0+59.1; LINE 2-C
1035	10450.0179	989.7121	CL INLET, STA. 16+71.9, LINE 2
1042	10053.9956	991.4978	CL INLET, STA. 12+75.8, LINE 2
5279	9999.9518	976.0746	SL @ STA. 100+00, SO. SENECA
5281	10099.9508	975.6237	SL @ STA. 101+00, SO. SENECA
5285	10299.9487	974.7219	SL @ STA. 103+00, SO. SENECA
5287	10399.9477	974.2711	SL @ STA. 104+00, SO. SENECA

CL = Center Line
SL = Section Line

CL Inlet - As Shown In Plan View Is Center Of Inlet Base.

PROFILE - LINE 2

Sta. 12+75.8 Line 2 (Sump)
Const. Std. Type 1A Curb Inlet
W=6'-4", L=11'-4"
Inlet Top = 88.86
St. Sta. 100+54.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)

Sta. 16+71.9 Line 2 (Sump)
Const. Std. Type 1A Curb Inlet
W=6'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8 Ft. 15" RCP Section
East for drainage @ 0.40%

Underground Bell

6" Gas (OXY & NL)

20" Gas (WNG)

20" Gas (WNG)

HP

Prop. Top of East Curb (So. Seneca)

Exist. Ground

Exist. Ditch

ELEVATION IN FEET (WICHITA DATUM)
95
90
85
80

396.1 L.F. 36" RCP @ 0.12%
(Flowable Fill - Not Required)

Ft. Out = 81.58 (48" RCP-SE)
Ft. In = 82.00 (36" RCP-N)
Ft. In = 83.06 (24" RCP-W)

Ft. = 82.03

Ft. = 82.15

Ft. = 82.27

Ft. = 82.39

Ft. Out = 82.48 (36" RCP-S)
Ft. In = 82.66 (30" RCP-N)
Ft. In = 83.61 (24" RCP-W)
Ft. In = 86.75 (15" RCP-E)

13 14 15 16 17

PROFILE - LINE 2C

Sta. 0+00 Line 2C (Sump) = Sta. 16+59.2 Line 2
Const. Std. Type 1A Curb Inlet
W=6'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8 Ft. 15" RCP Section
East for drainage @ 0.80%

Sta. 0+56.3 Line 2C (Sump)
Const. Std. Type 1A Curb Inlet
W=4'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
38.5 Ft. Lt. (℄ to Front Ext. Wall)
(Leave Temp. Hole Front Side Of Inlet For Ditch Drainage)

Exist. 16" Water Top=86.00

℄ So. Seneca

Prop. Pavement

Exist. Ground

87.00

Flowable Fill

Ft. In=86.81 (15" RCP)

56.3 L.F. 24" RCP @ 0.25%

Ft. Out = 82.48 (36" RCP-S)
Ft. In = 83.61 (24" RCP-W)
Ft. In = 82.66 (30" RCP-N)
Ft. In = 86.75 (15" RCP-E)

Ft. Out = 83.75 (24" RCP-E)

0 0+60 1

ELEVATION IN FEET (WICHITA DATUM)
95
90
85
80

7/12

LINE 2 & 2C (SO. SENECA)

MKEC PROJ. NO. 89-34-113 D

SO SENECA(48TH ST SO TO MACARTHUR)
STORM WATER SEWER NO. 403
LINE 2
PROJ. NO. 468-81949

N

Scale: 1" = 20' HORIZ.
1" = 5' VERTY.

UNPLATTED

Sta. 22+28.4 Line 2 (Sump)
Const. Std. Type IA Curb Inlet
W=4'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 109+50.01 (So. Seneca)
38.27 Ft. Lt. (℄ to Front Ext. Wall)
(Leave Temp. Hole-Front Side Of
Inlet For Ditch Drainage)

Sta. 22+25.6 Line 2

(1022)
(149)
(145)
(144)
(148)
(1026)
(1035)

24" RCP
LINE 2C
12.5'
38.27'
13.63'
LINE 2

SOUTH SENECA

105 (5289)
106
107 (5293)
108
109 (5297)
110 (5299)

Center Line
Section Line

18 LINE 2 - 30" RCP 19 20 21

28 L.F. Remove & Patch Asphalt Pavement

210 L.F. Remove Edge Of Asphalt Pavement

30 L.F. Remove & Patch Asphalt Drive

166 L.F. Remove Edge Of Asphalt Pavement

44 L.F. Remove & Patch Asphalt Drive

60 L.F. Remove Edge Of Asphalt Pavement

Sta. 21+69.0 Line 2 (Sump)
Const. Std. Type IA Curb Inlet
W=5'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 109+49.94 (So. Seneca)
13.63 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8 Ft. 15" RCP Section
East for drainage at 0.80%

Sta. 16+71.9 Line 2 (Sump) =
Sta. 0+00 Line 2C
Const. Std. Type IA Curb Inlet
W=6'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8 Ft. 15" RCP Section
East for drainage at 0.80%

Valve Box
Steel Pole
Meter Bldg.
Top of 12" Pipe (335)
Top of Conc. 92.40
Conc.
Top of Conc. 93.50
Pipe Rail
Top of 12" RCP 91.28
Steel Sign
Flag Pole
Wire Fence
Pipe Guard Rail
Asphalt
Top of 16" Water Main
SHUT-OFF VALVE
Bill Board

COORDINATE SYSTEM AS USED BY MKEC DURING SURVEY

POINT #	NORTH COORDINATE	EAST COORDINATE	COMMENTS
1022	10949.7873	931.3501	CL INLET, STA. 22+28.4, LINE 2
1026	10943.8594	988.0816	CL INLET, STA. 21+69.0, LINE 2
1035	10450.0178	989.7121	CL INLET, STA. 16+71.9, LINE 2
5287	10399.9477	974.2711	SL @ STA. 104+00, SO. SENECA
5289	10499.9467	973.8202	SL @ STA. 105+00, SO. SENECA
5293	10699.9447	972.9184	SL @ STA. 107+00, SO. SENECA
5297	10899.9426	972.0166	SL @ STA. 109+00, SO. SENECA
5299	10999.9415	971.5657	SL @ STA. 110+00, SO. SENECA
148	10919.9620	982.9865	EAST FACE OF CURB LINE
144	11320.0256	996.1228	EAST FACE OF CURB LINE
149	10919.7456	934.9270	WEST FACE OF CURB LINE
145	11319.7550	936.1234	WEST FACE OF CURB LINE

CL = Center Line
SL = Section Line

CL Inlet- As Shown In Plan View is Center Of Inlet Base.

PLAN - LINE 2

PROFILE - LINE 2

ELEVATION IN FEET (WICHITA DATUM)

95
90
85
80

Sta. 16+71.9 Line 2 (Sump)
Const. Std. Type IA Curb Inlet
W=6'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 104+50.00 (So. Seneca)
12.5 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8 Ft. 15" RCP Section
East for drainage @ 0.80%

12" Gas (T)

HP

Exist. Ground
Prop. Top of East Curb - So. Seneca
Exist. Ditch

497.1 L.F. 30" RCP @ 0.16%
(Flowable Fill - Not Required)

FE Out = 86.46 (36" RCP-S)
FE In = 82.68 (30" RCP-N)
FE In = 83.61 (24" RCP-W)
FE In = 86.75 (15" RCP-E)

FE = 82.72
FE = 82.88
FE = 83.04
FE = 83.19
FE = 83.35
FE = 83.74

17 18 19 20 21 22

Sta. 21+69.0 Line 2 (Sump)
Const. Std. Type IA Curb Inlet
W=5'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 109+49.94 (So. Seneca)
13.63 Ft. Rt. (℄ to Front Ext. Wall)
Install 1-8 Ft. 15" RCP Section
East for drainage @ 0.80%

Top of 16" Water Behind Inlet = 86.5

℄ So. Seneca

FE Out = 83.46 (30" RCP-S)
FE In = 85.66 (24" RCP-W)
FE In = 87.25 (15" RCP-E)

Sta. 22+25.6 Line 2 (Sump)
Const. Std. Type IA Curb Inlet
W=4'-4", L=11'-4"
Inlet Top=89.49
St. Sta. 109+01 (So. Seneca)
38.27 Ft. Lt. (℄ to Front Ext. Wall)
(Leave Temp. Hole-Front Side
Of Inlet For Ditch Drainage)

FE Out = 83.80 (24" RCP-E)

Exist. Ground
Prop. Pavement
87.05
Flowable Fill

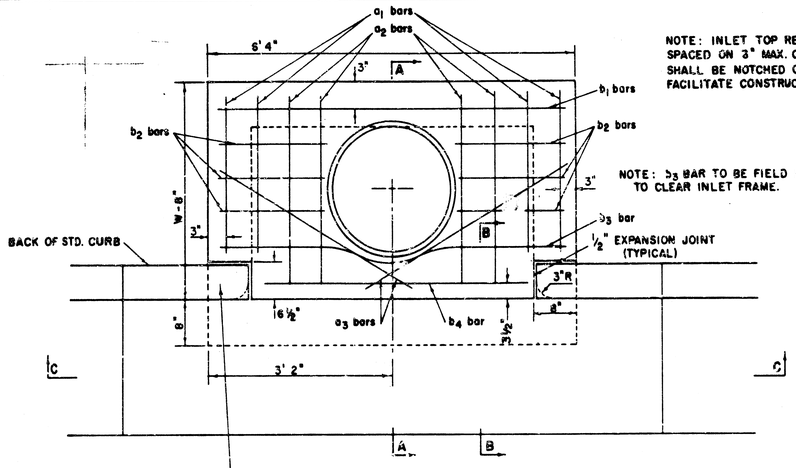
56.6 L.F. 24" RCP @ 0.25%

ELEVATION IN FEET (WICHITA DATUM)

LINE 2 (SO. SENECA)

8/12

MKEC PROJ. NO. 89-34-113D



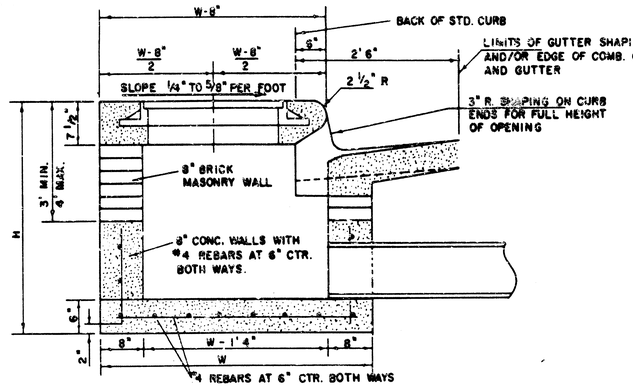
PLAN

WARP CURB TO MATCH INLET TOP WITH 1' MIN. TRANSITION LENGTH

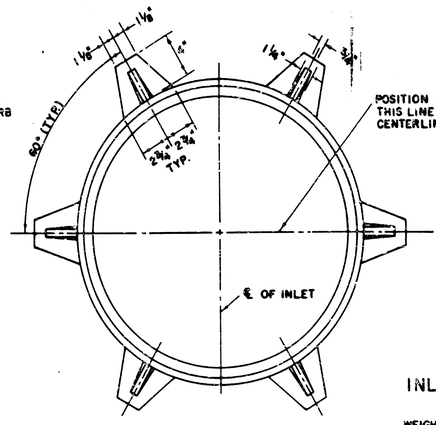
NOTE: INLET TOP REINFORCING SHALL BE SPACED ON 3" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB.

NOTE: b_3 BAR TO BE FIELD BENT TO CLEAR INLET FRAME.

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.

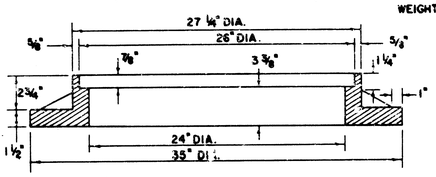


SECTION A-A



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.

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.

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.

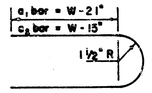
THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

STEEL SCHEDULE

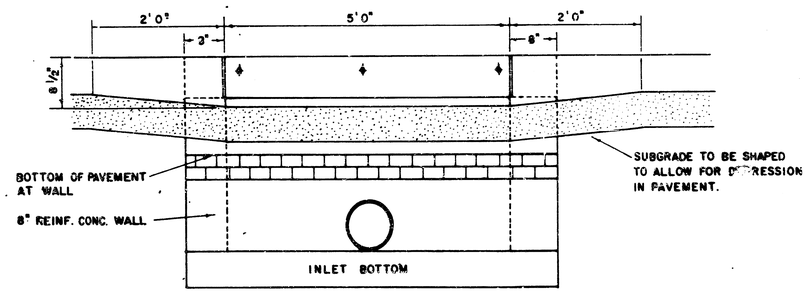
BAR	a_1	a_2	a_3"	b_1 W=4'4"	b_1 W=5'4"	b_1 W=6'4"	b_1 W=7'4"	b_1 W=8'4"	b_2	b_3	b_4	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9	6	1	1	
SIZE	#4	#4	#4	#6	#4	#4	#4	#4	#4	#4	#6	
LENGTH W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	-	1'9"	6'2"	4'8"	60±
LENGTH W=5'4"	7'7"	8'7"	5'0"	-	5'1"	-	-	-	1'9"	6'2"	4'8"	81±
LENGTH W=6'4"	9'7"	10'7"	6'0"	-	-	6'1"	-	-	1'9"	6'2"	4'8"	101±
LENGTH W=7'4"	11'7"	12'7"	7'0"	-	-	-	6'1"	-	1'9"	6'2"	4'8"	121±
LENGTH W=8'4"	13'7"	14'7"	8'0"	-	-	-	-	6'1"	1'9"	6'2"	4'8"	141±

NOTE: a_3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER.

STANDARD CURB INLET PRECAST TOPS			
W	PRE-CAST TOP SIZE	PIPE SIZE	CU. YD. CONC.
4' 4"	3'8" 6'4" 7 1/2"	21" & SMALLER	0.38±
5' 4"	4'8" 6'4" 7 1/2"	24" & 30"	0.51±
6' 4"	5'8" 6'4" 7 1/2"	36" & 42"	0.64±
7' 4"	6'8" 6'4" 7 1/2"	48" & 54"	0.77±
8' 4"	7'8" 6'4" 7 1/2"	60" & 66"	0.90±

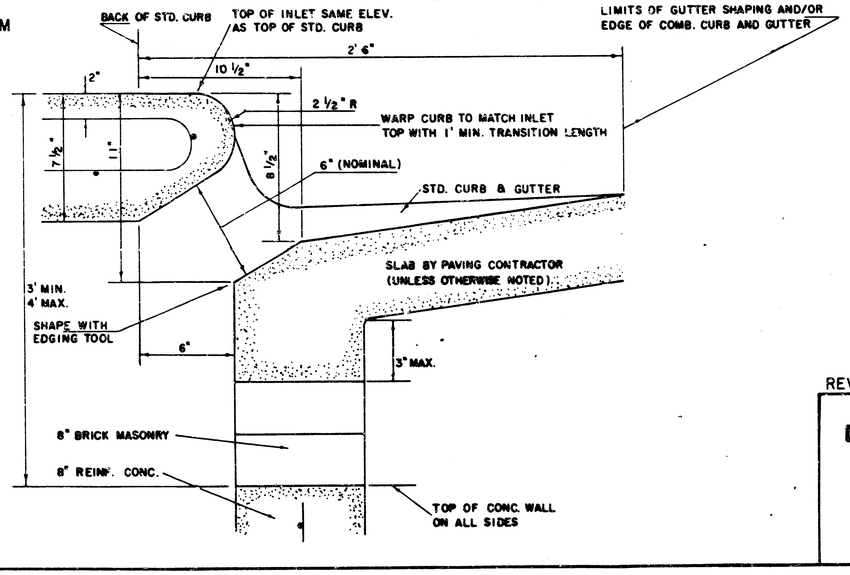


BENDING DIAGRAM



SECTION C-C

SECTION B-B



REVISED 12-21-1984

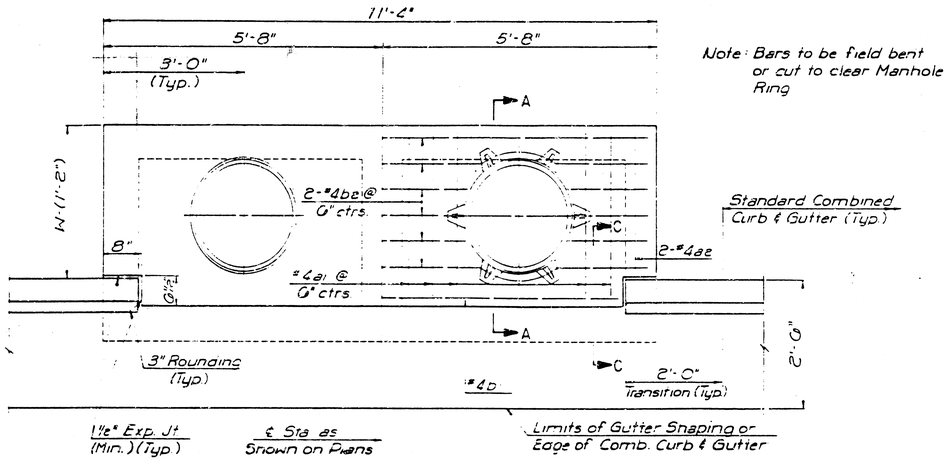
DETAIL STANDARD TYPE I CURB INLET

CITY OF WICHITA, KANSAS

INLET OPENING = 6" × 5'0"

JUNE 1984

9/12

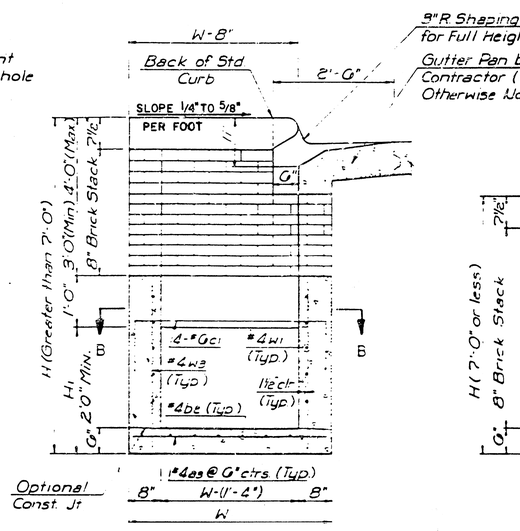


Note: Bars to be field bent or cut to clear Manhole Ring

SLAB REINFORCING NOT SHOWN

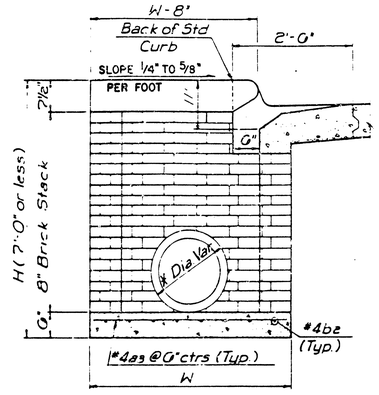
SHOWING SLAB REINFORCING

PLAN



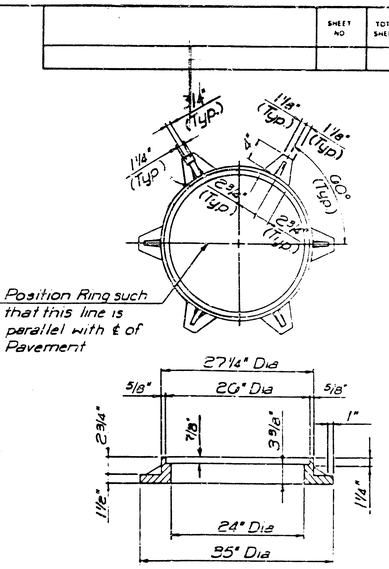
TYPICAL INLET SECTION AT CENTER WALL

(Reinforced Concrete walls



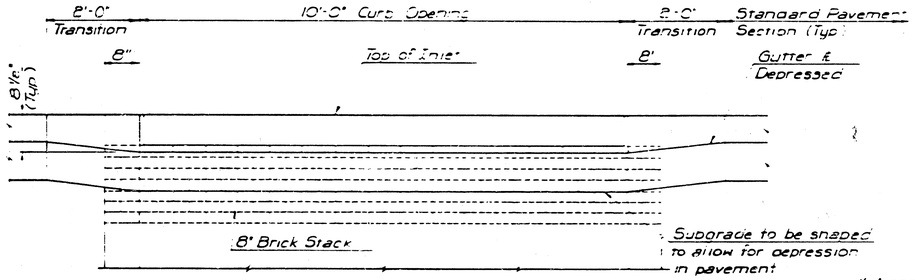
TYPICAL INLET SECTION AT CENTER WALL

(Masonry Walls)

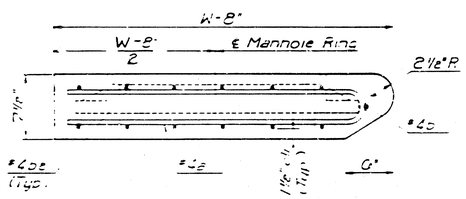


INLET FRAME (Weight = 180 LBS.)

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



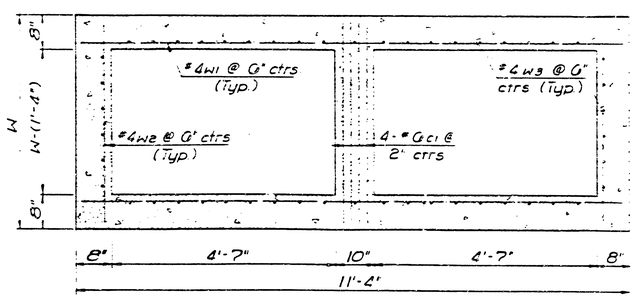
ELEVATION



SECTION A-A

* A center wall opening shall be provided by means of a section of reinforced concrete pipe. The minimum diameter used shall be that of the outlet pipe

Note Concrete top to be installed on thin mortar cushion to insure full support along walls



SECTION B-B

SLAB AND FLOOR REINFORCING

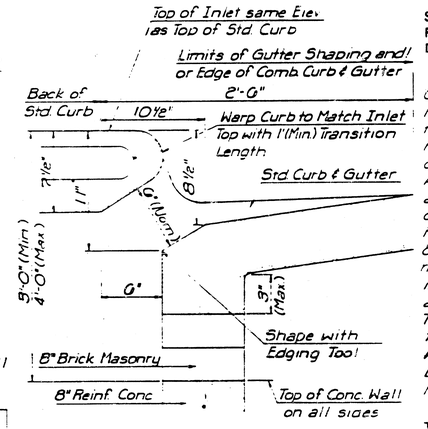
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
a1	#4	13	6'-7½"	13	8'-7½"	13	10'-7½"	13	12'-7¼"	13	14'-7½"
ae	#4	2	6'-0"	2	8'-0"	2	10'-0"	2	12'-0"	2	14'-0"
a3	#4	20	4'-1"	20	5'-1"	20	6'-1"	20	7'-1"	20	8'-1"
b1	#4	1	9'-8"	1	9'-8"	1	9'-8"	1	9'-8"	1	9'-8"
*be	#4	18	11'-1"	24	11'-1"	30	11'-1"	36	11'-1"	42	11'-1"

WALL REINFORCING

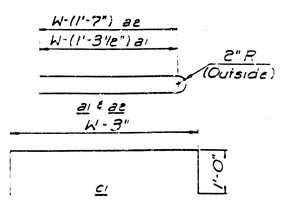
		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
Mark	Size	No	Length	No	Length	No	Length	No	Length	No	Length
c1	#6	4	6'-1"	4	7'-1"	4	8'-1"	4	9'-1"	4	10'-1"
w1	#4	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"	1	11'-1"
w2	#4	1	4'-1"	1	5'-1"	1	6'-1"	1	7'-1"	1	8'-1"
w3	#4	2	3	2	3	2	3	2	3	2	3

*: Field bend or cut Reinforcing as required for clearance

① 4 (H1-6") ② 40+4 (W-1) ③ H1-(0")



SECTION C-C



BENDING DIAGRAMS

GENERAL NOTES

Concrete shall be COW Standard Paving Mix All exposed edges shall be finished with an edging tool Reinforcing Bars shall be field bent or cut to clear pipes All bars are #4 bars at G" Spacing and shall have a minimum clearance of 1½" unless otherwise noted Floors of inlet shall be shaped with 8 Sack Sand Mix Concrete to increase hydraulic efficiency such that the inlet will be self cleaning between all inlet and/or outfall pipe(s) The Contractor will be required to construct 8" Brick Masonry Walls between the concrete inlet base and top on this inlet when H=7'-0" or less and W=6'-4" or less

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

REVISED 12-21-1984

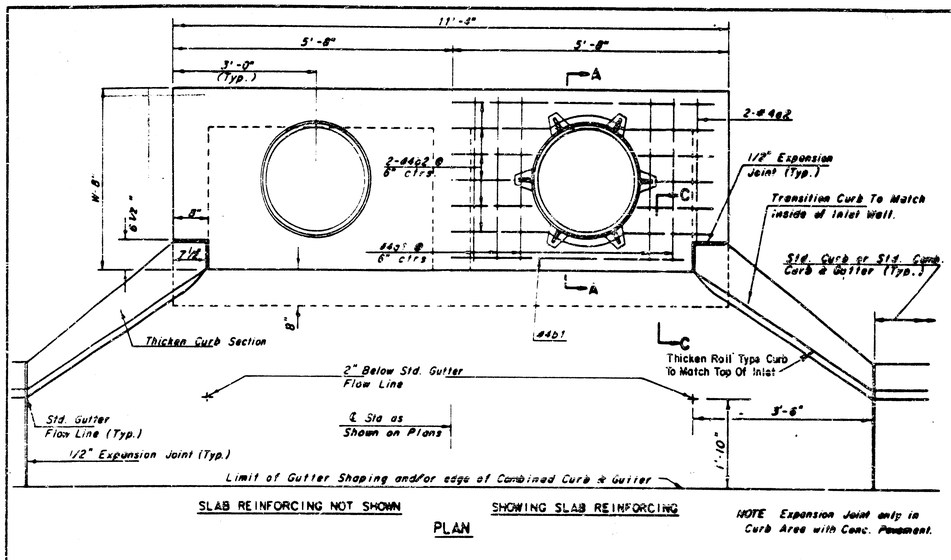
DETAIL STANDARD TYPE I CURB INLET

INLET OPENING = 6" x 10'-0"

CITY OF WICHITA

M.E. LINDEBAK, CITY ENGINEER

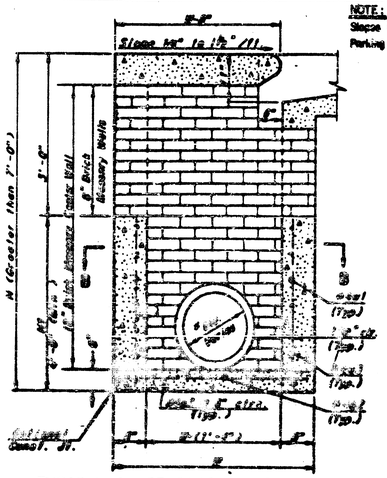
OCTOBER 1984



SLAB REINFORCING NOT SHOWN — SHOWING SLAB REINFORCING

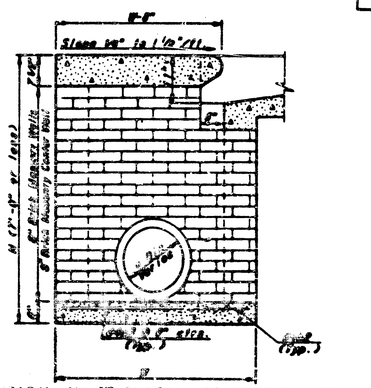
PLAN

NOTE Expansion Joint only in Curb Area with Conc. Pavement.



TYPICAL INLET SECTION AT CENTER WALL
(REINFORCED CONCRETE WALLS)

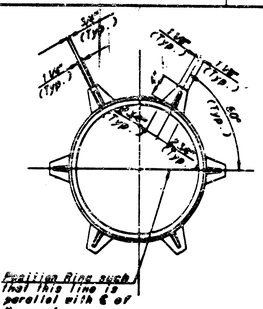
NOTE:
Slope Of Inlet Tops To Match Sidewalk Or Parking Slopes Within Limits Indicated.

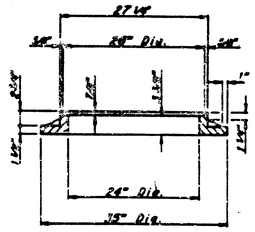


TYPICAL INLET SECTION AT CENTER WALL
(MASONRY WALLS)

• A center wall opening shall be provided by means of a section of reinforced concrete pipe. See Case I and Case II Below.

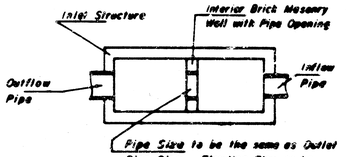
PROJECT NO.	SHEET NO.	TOTAL SHEETS



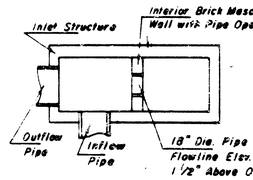


CAST IRON INLET RING
Wt.=180 lbs.

See City of Wichita Standard Manhole Frame and Cover Detail Sheet for Cover Details to be used with Inlet Frame.

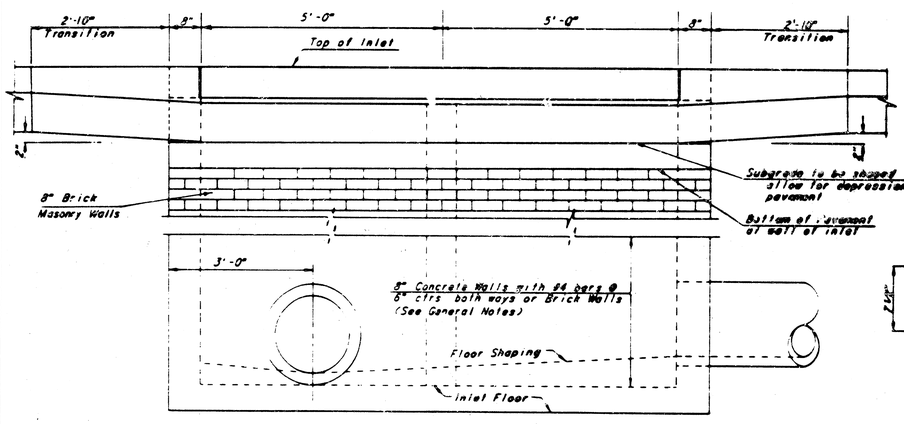


CASE I

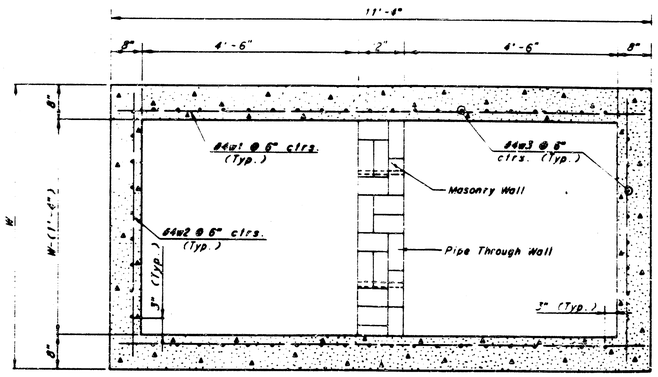


CASE II

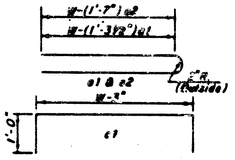
NOTE Center Wall Pipe Size shall be as Specified in Inlet Construction Note on the Plan/Profile Sheets for those Cases not shown here.



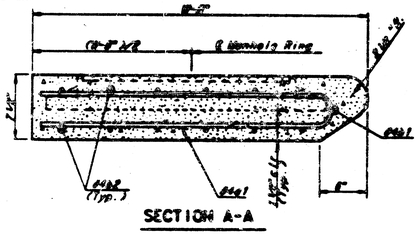
ELEVATION



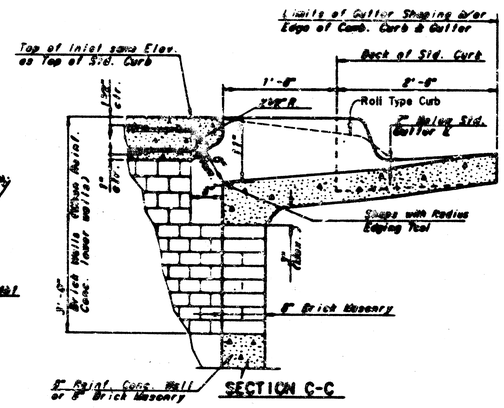
SECTION B-B



BENDING DIAGRAMS



SECTION A-A



SECTION C-C

SLAB AND FLOOR REINFORCING

		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
MARK	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
a1	#4	13	6'-7¼"	13	8'-7¼"	13	10'-7¼"	13	12'-7¼"	13	14'-7¼"
a2	#4	2	6'-0"	2	8'-0"	2	10'-0"	2	12'-0"	2	14'-0"
a3	#4	20	4'-1"	20	5'-1"	20	6'-1"	20	7'-1"	20	8'-1"
b1	#4	1	9'-8"	1	9'-8"	1	9'-8"	1	9'-8"	1	9'-8"
*b2	#4	18	11'-1"	24	11'-1"	30	11'-1"	36	11'-1"	42	11'-1"

WALL REINFORCING

		W=4'-4"		W=5'-4"		W=6'-4"		W=7'-4"		W=8'-4"	
MARK	SIZE	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH	NO.	LENGTH
c1	#6	4	6'-1"	4	7'-1"	4	8'-1"	4	9'-1"	4	10'-1"
w1	#4	①	11'-1"	①	11'-1"	①	11'-1"	①	11'-1"	①	11'-1"
w2	#4	②	4'-1"	②	5'-1"	②	6'-1"	②	7'-1"	②	8'-1"
w3	#4	②	③	②	③	②	③	②	③	②	③

* Field bend or cut Reinforcing as required for clearance
① 4(H1-8")+4 (H1-8") Rounded down to nearest 0.5'
② 40+4(W - 16") ③ H1+(?")

GENERAL NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO CONSTRUCT 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP ON THIS INLET WHEN W=6'-4" OR LESS AND H=7'-0" OR LESS WHEN W IS GREATER THAN 6'-4" AND H IS LESS THAN 7'-0". THE OUTSIDE INLET WALLS BELOW THE BRICK STACK SHALL BE REINFORCED CONCRETE CONSTRUCTION AND THE CENTER WALL SHALL BE OF MASONRY CONSTRUCTION AS SHOWN FOR THE MASONRY WALL OPTION.
2. INLET INVERT SHALL BE SHAPED WITH A SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AS SHOWN TO INCREASE HYDRAULIC EFFICIENCY AND ALLOW FOR EASY CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
3. 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.
4. INLET TOP REINFORCING SHALL BE SPACED ON 6" MAX. CENTERS. INLET LIDS SHALL BE NOTCHED OUT AS INDICATED TO FACILITATE CONSTRUCTION OF CURB. BARS IN INLET TOP TO BE FIELD BENT OR CUT TO CLEAR MANHOLE RING.
5. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.

STANDARD CURB INLET PRECAST TOPS

W	PRE-CAST TOP SIZE	SIDE OR INTERIOR WALL PIPE SIZE	CU. YD. CONC.
4'-4"	5'-8"± x 11'-4"± x 7 1/2"	21" ⌀ SMALLER	0.83 ±
5'-4"	6'-8"± x 11'-4"± x 7 1/2"	24" ⌀ 30"	1.09 ±
6'-4"	5'-8"± x 11'-4"± x 7 1/2"	36" ⌀ 42"	1.35 ±
7'-4"	6'-8"± x 11'-4"± x 7 1/2"	48" ⌀ 54"	1.61 ±
8'-4"	7'-8"± x 11'-4"± x 7 1/2"	60" ⌀ 66"	1.87 ±

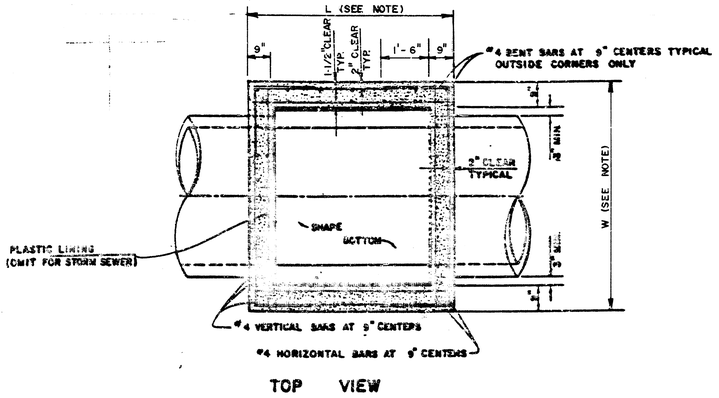
STANDARD TYPE 1A CURB INLET

INLET OPENING = 8'x10'-0"

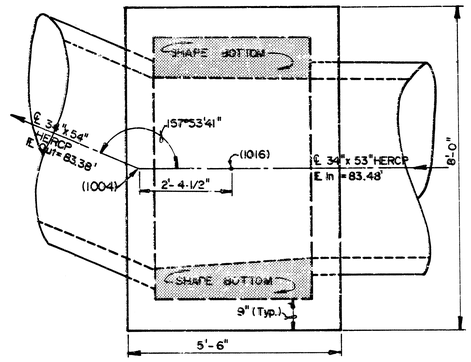
WICHITA, KANSAS

Designed by	BCR, KJS, MHB	Checked by	MHB	11
Drawn by	JSP	Date Nov., 1984	As Bk.	12

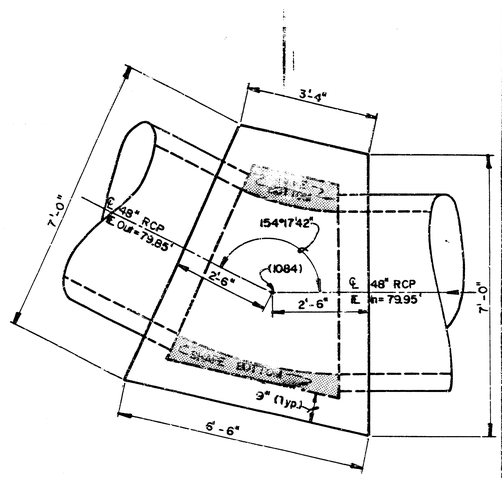
REVISED 12-5-88 — REVISED 12-21-84



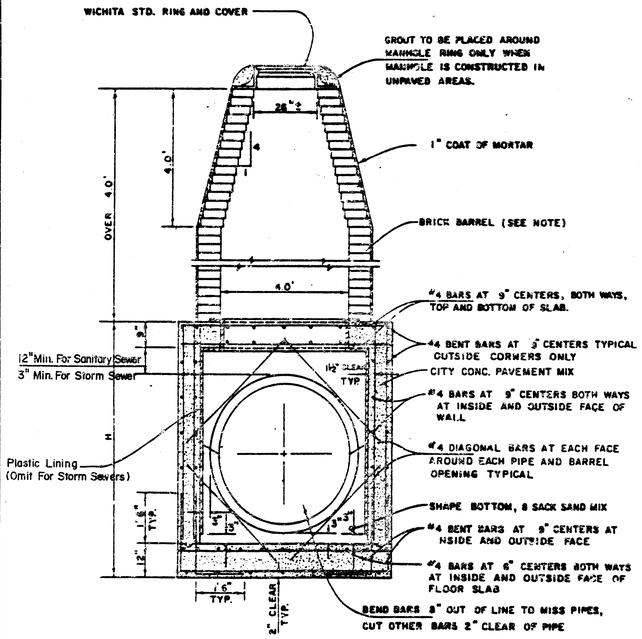
TOP VIEW



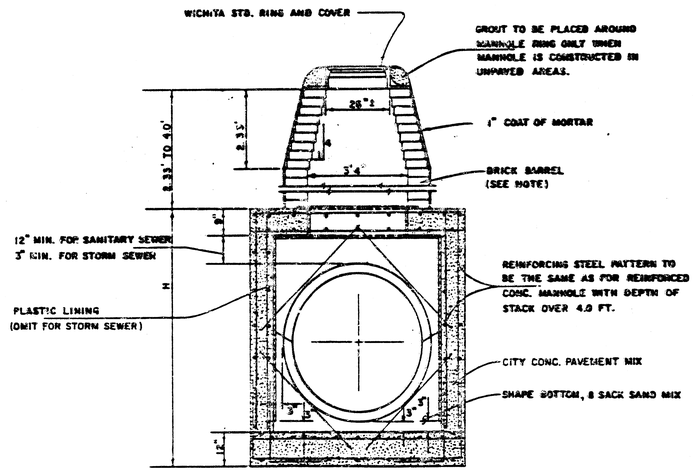
PLAN
STA 1+76.7, LINE 1
REINFORCED CONCRETE MANHOLE
W=8'-0", L=5'-6"



PLAN
STA 0+55.8, LINE 2
REINFORCED CONCRETE MANHOLE
W=7'-0", L=6'-6"

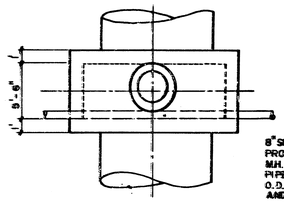


REINFORCED CONCRETE MANHOLE
DEPTH OF STACK: OVER 4.0'
SCALE 1"=2'

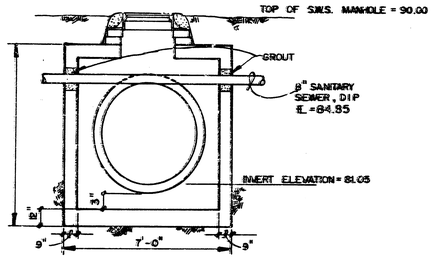


REINFORCED CONCRETE MANHOLE
DEPTH OF STACK: 2.33' TO 4.0'
SCALE 1"=2'

NOTE:
BRICK BARRELS LESS THAN 16' DEEP SHALL HAVE 8" WALLS EXCEPT WHEN LOCATED WITHIN PUBLIC STREET OR ALLEY PAVEMENT THEN THE WALL SHALL BE 12". BRICK BARRELS MORE THEN 16" DEEP SHALL HAVE 12" WALLS. THE "L" AND "W" DIMENSIONS SHALL BE A MINIMUM OF 5'-6" FOR BRICK BARRELS WITH 8" WALLS AND 6'-2" FOR BRICK BARRELS WITH 12" WALLS WHEN THE BRICK BARRELS ARE OVER 4 FT. IN HEIGHT. COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATERTIGHT.



8" SEWER PIPE SHALL BE ALIGNED TO PROVIDE CLEAR ACCESS BELOW M.H. OPENING. INSTALL 8" DUCTILE IRON PIPE, CLASS 54, RECESSESS BETWEEN PIPE O.D. AND WALL OPENINGS SHALL BE FILLED AND SEALED WITH GROUT.



SANITARY--STORM CROSSING MANHOLE DETAIL
STA. 8+50.4, LINE 2

STANDARD DETAILS
REINFORCED
CONCRETE MANHOLES

Design
Drawn by
Checked by
Date
Job no.

MID-KANSAS ENGINEERING CONSULTANTS PA
3500 NORTH ROCK ROAD
BUILDING #800
WICHITA, KANSAS 67226

Sheet 12

REVISED 27 JUNE 91 JNJ ADDED SANITARY--STORM CROSSING DETAIL

N-3120