

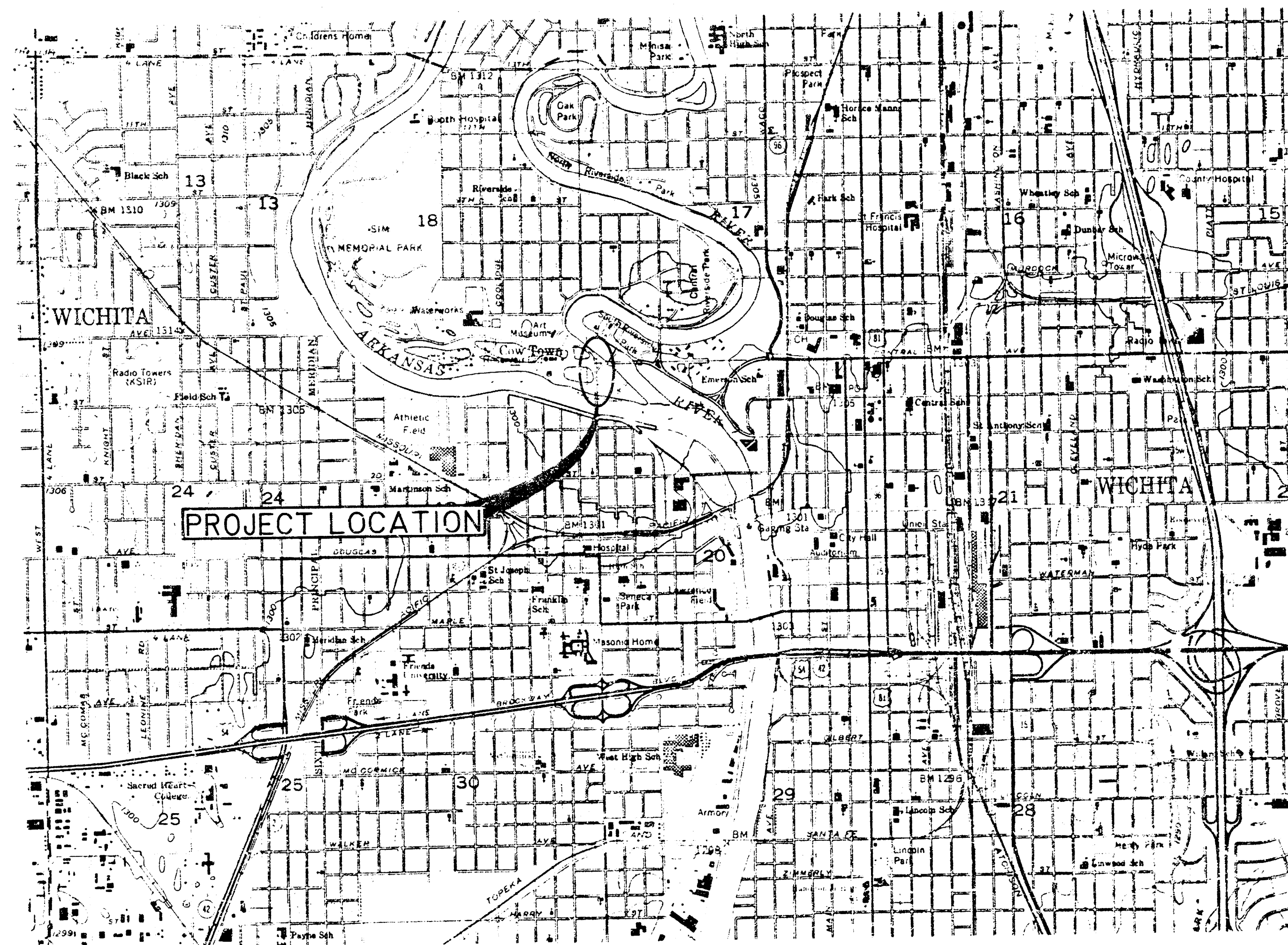
WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR

INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

LEGEND

	WATER VALVE
○ WM	WATER METER
OSH	WATER SPRINKLER HEAD
α	FIRE HYDRANT
○ MH	MANHOLE
✱	LIGHT POLE
●	POWER POLE
○ HLP-STEEL	STEEL HIGH LINE POWER POLE
→	GUY WIRE ANCHOR
○ TS	TRAFFIC SIGNAL
■	DECORATIVE LIGHT
□	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

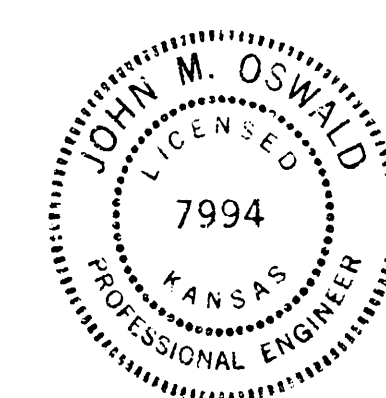
MIKE LINDEBAK, P.E.

CITY ENGINEER, PLANNING DESIGN

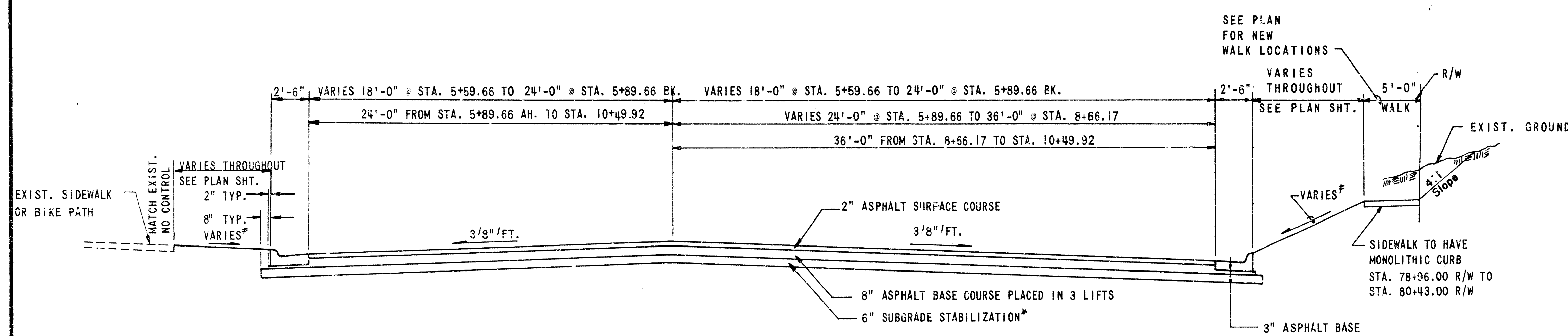
CITY OF WICHITA, KANSAS

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

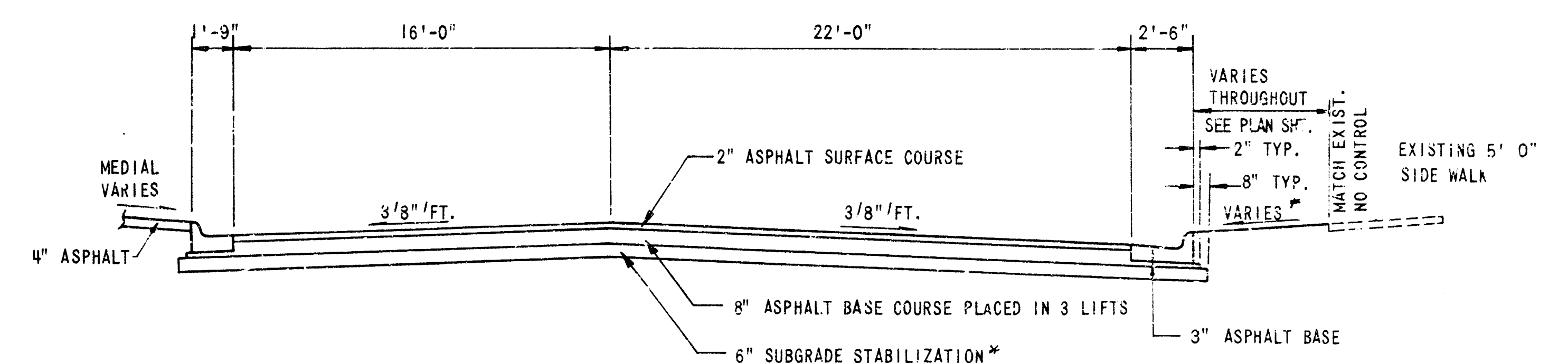
REVISED SH#5, 5/15/06



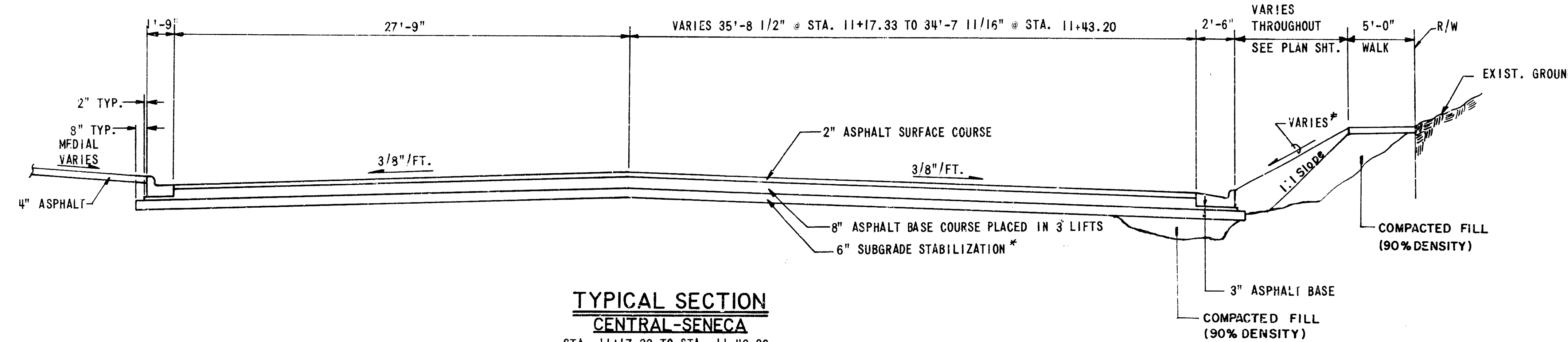
**WILSON
& COMPANY**
ENGINEERS
ARCHITECTS
WICHITA - KANSAS



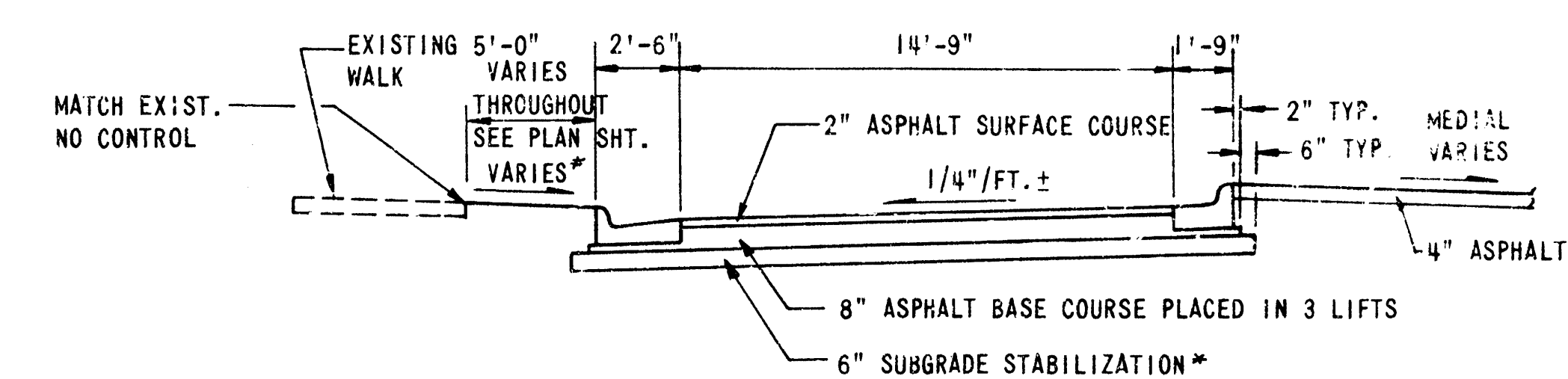
TYPICAL SECTION
CENTRAL-SENECA
STA. 5+59.66 TO STA. 10+49.92



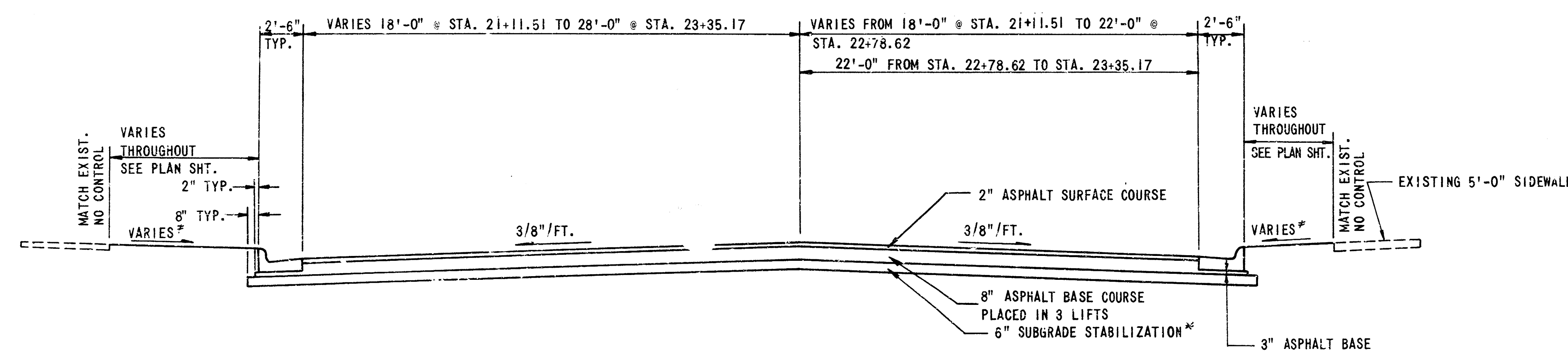
TYPICAL SECTION
STACKMAN DRIVE
STA. 24+06.42 TO STA. 24+48.68



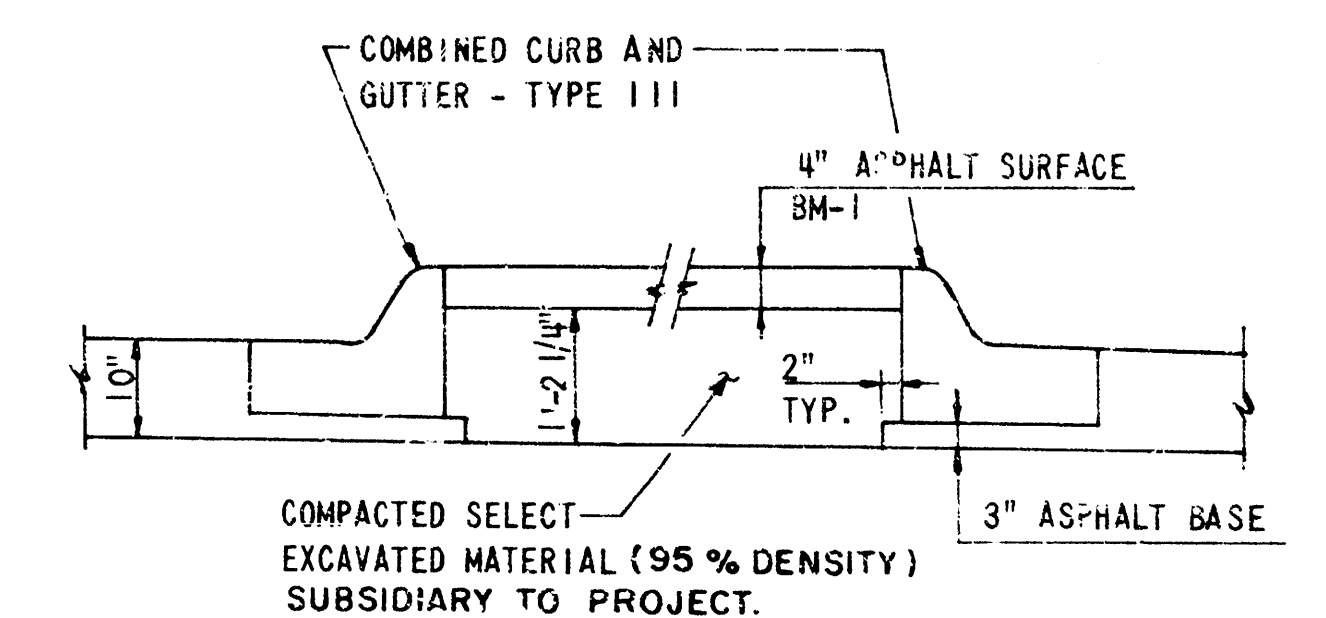
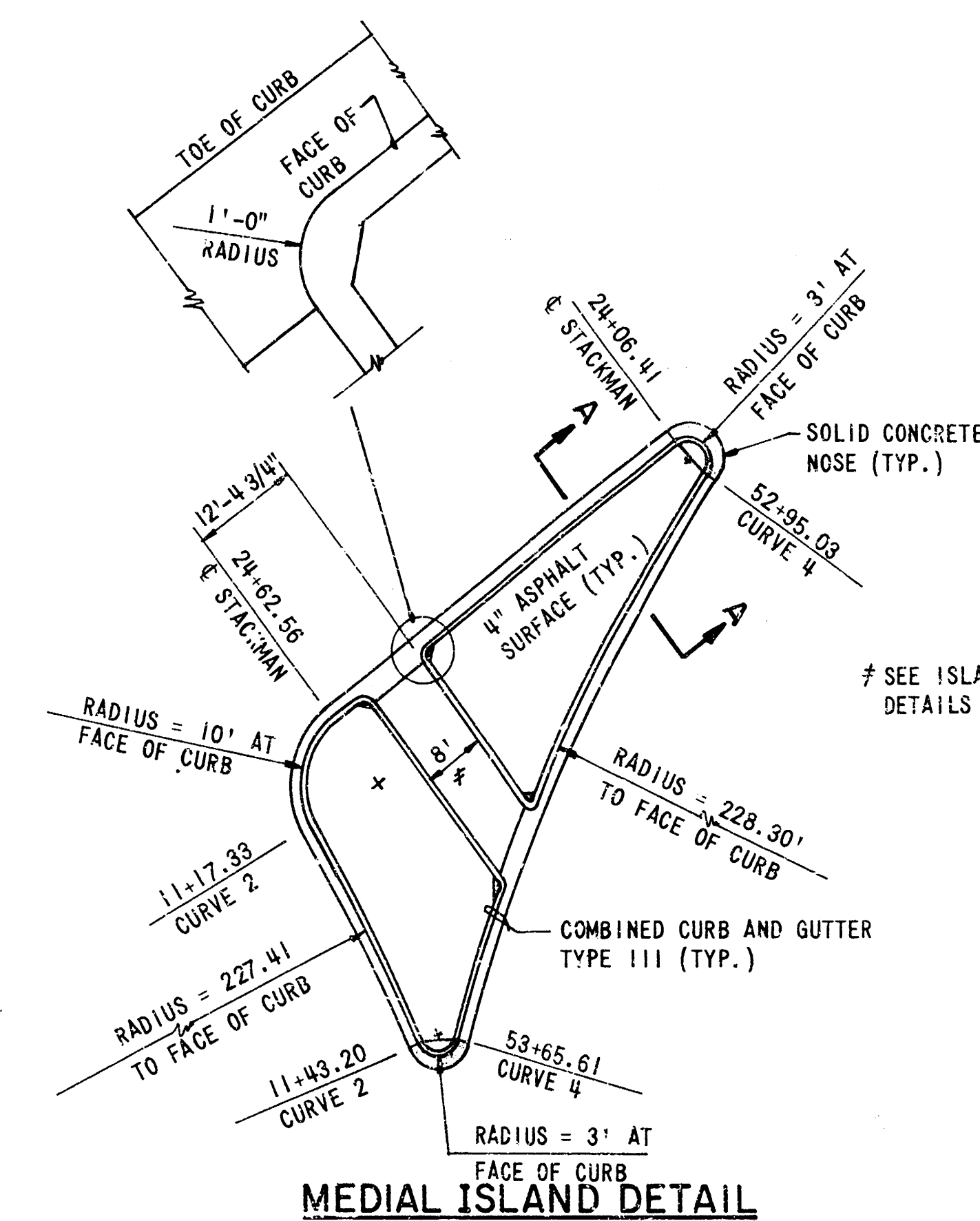
TYPICAL SECTION
CENTRAL-SENECA
STA. 11+17.33 TO STA. 11+43.20



TYPICAL SECTION
CENTRAL-STACKMAN
(FREE RIGHT TURN LANE)



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



NOTE: ALL TYPICAL SECTIONS ARE NOT TO SCALE.

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

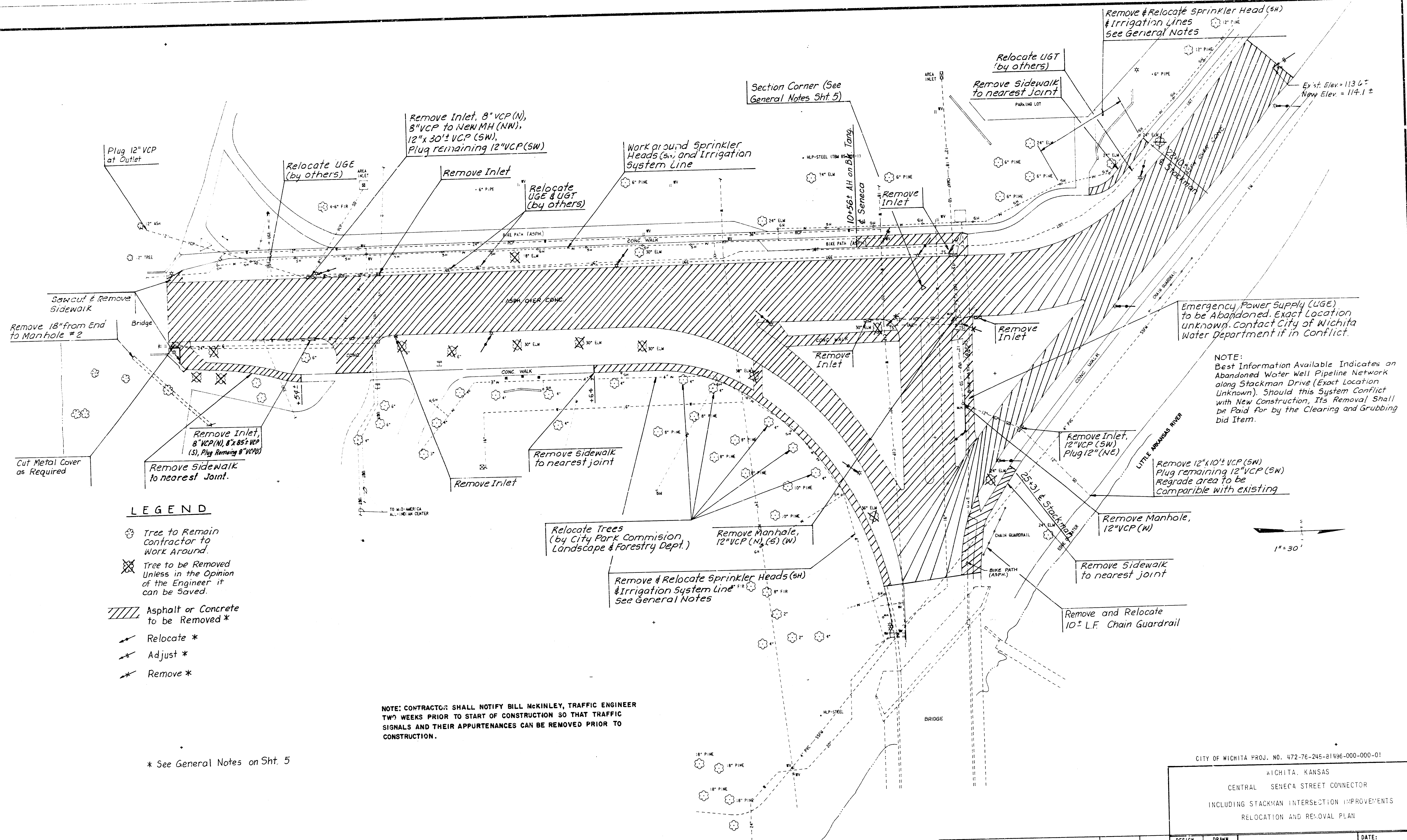
WICHITA, KANSAS
CENTRAL - SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

TYPICAL SECTIONS

REVISION	DATE	BY

DESIGN CM	DRAWN BLM	DATE: APRIL 1986
WILSON & COMPANY ENGINEERS & ARCHITECTS WICHITA - KANSAS		FILE NO. 85-328
		SHEET NO. 2 OF 21

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.



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. 472-76-245-81496-000-00-01

WICHITA, KANSAS
CENTRAL SENECA STREET CONNECTOR
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS
RELOCATION AND REMOVAL PLAN

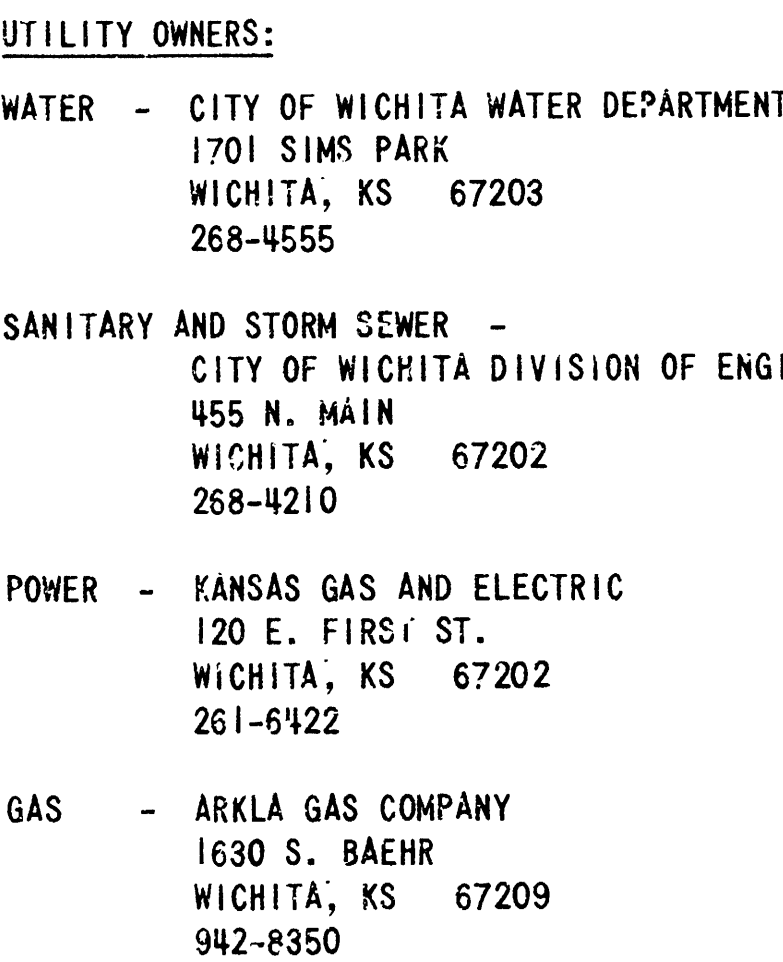
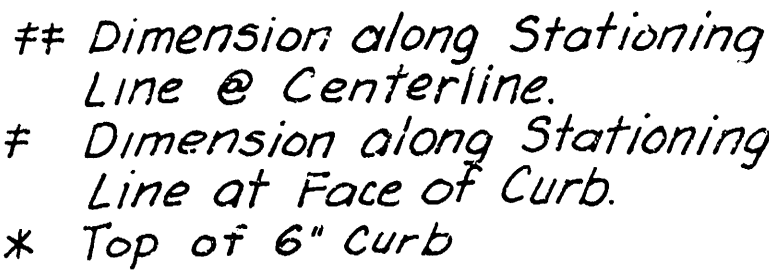
REVISION	DATE	BY

DESIGN
CM TOP

DRAWN
BLM

WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA — KANSAS

DATE:
APRIL 1986
FILE NO.
85 328
SHEET NO. 3
OF 21

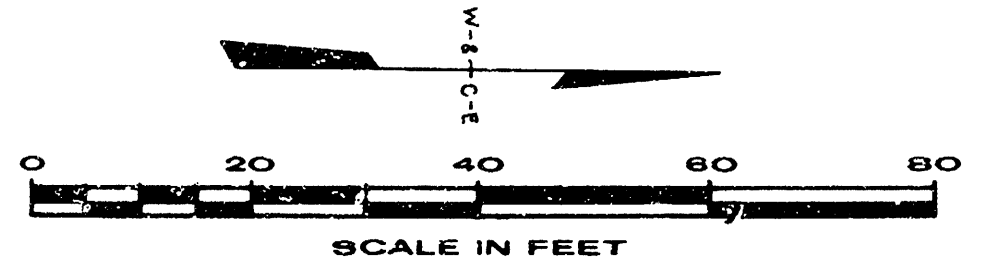


TELEPHONE - SOUTHWESTERN BELL
154 N. BROADWAY
WICHITA, KS 67202
268-3179

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

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

EARTHWORK		
	Excav.	Comp. Fill
Gross Sections	2,056.4cy.	88.2 cy.
10%	205.7cy.	8.8cy.
TOTAL	2,262.6cy.	97.0cy.



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

WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR

INCLUDING STACKMAN INTERSECTION IMPROVEMENTS

PAVING PLAN

			DESIGN CH/TCP	DRAWN BLM	 WILSON & COMPANY ENGINEERS & ARCHITECTS WICHITA — KANSAS	DATE: APRIL 1986
						FILE NO. 85-328
						SHEET NO. 4
						OF 21
REVISION			DATE	BY		

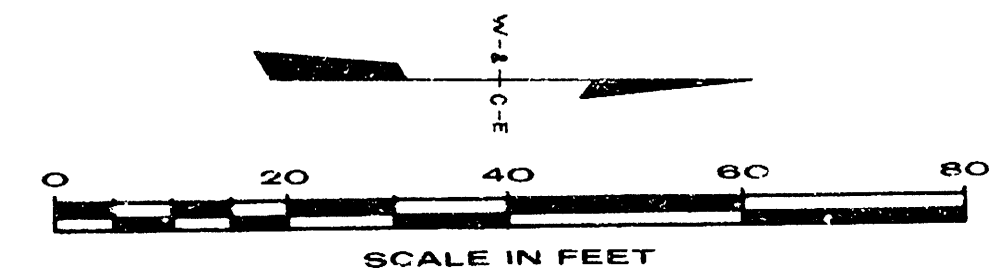
WILSON
& COMPANY
ENGINEERS &
ARCHITECTS

DATE:
APRIL 1986

FILE NO.
85-328

SHEET NO. 4

OF 21



PAVING PLAN

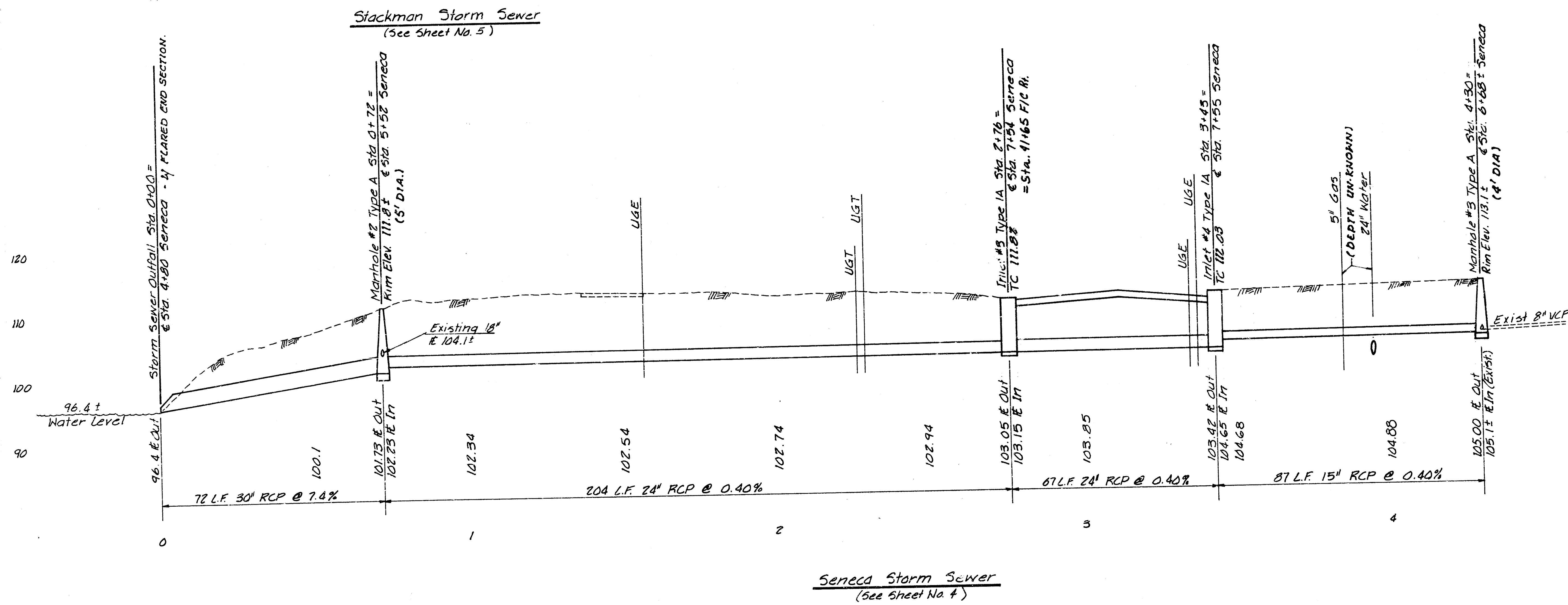
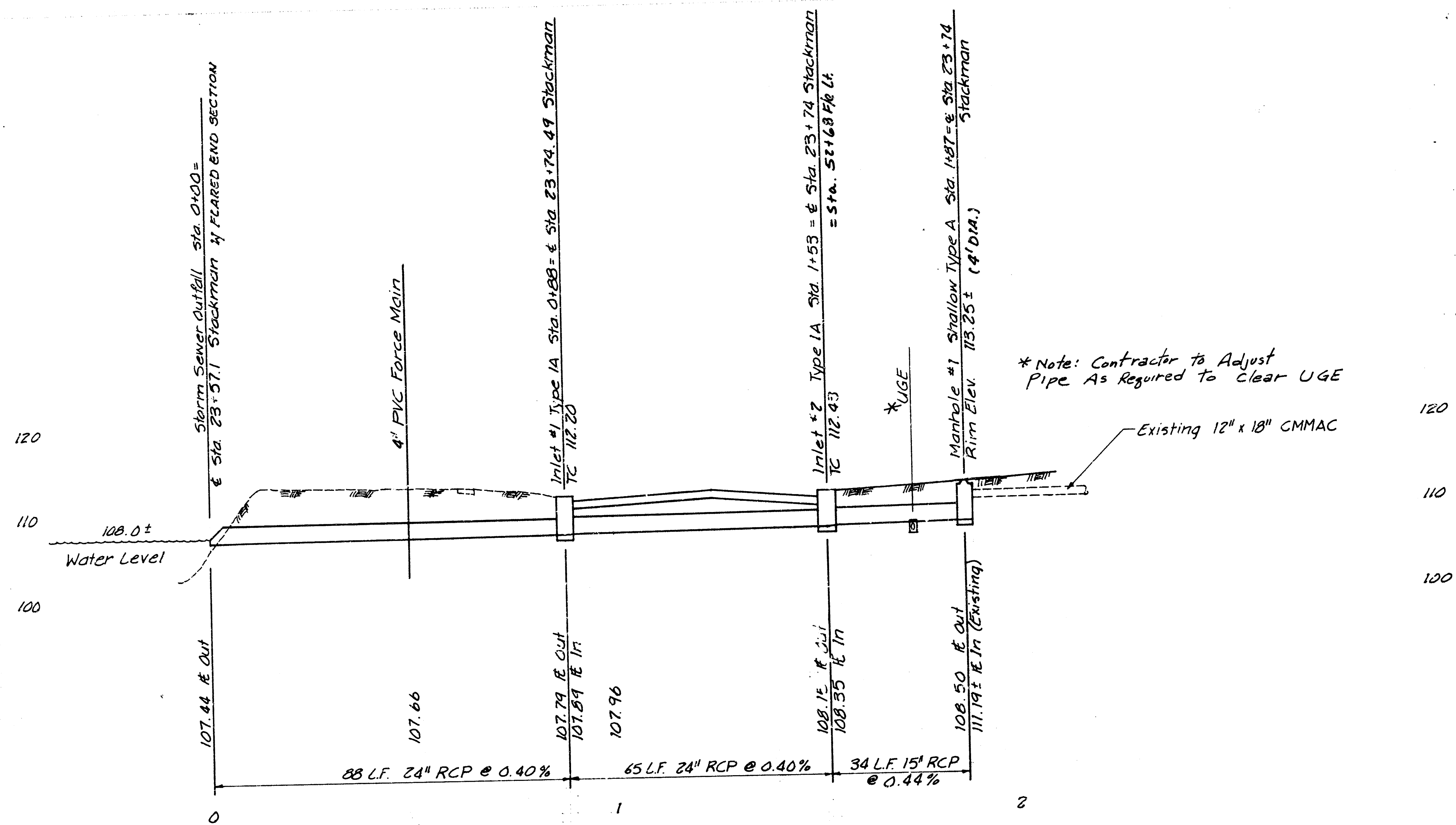
✓	DESIGN	DRAWN
	CM/ TCP	BLM

DATE:
APRIL 1986

FILE NO.
85-328

SHEET NO. 5

OF 21



Baseline Curve #1				
R. BL. = 258'				
D. BL. = 13.32 min/ft				
$\Delta/2 = 26^\circ 33' 31''$				
L. BL. = 239.18'				
T. BL. = 128.96'				
Station	Arc Length From Previous Sta.	Chord Length From Previous Sta.	Deflection Angle	
			From Previous Sta.	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' 33" 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' 01" Rt	18° 50' 24" Rt
10+49.92	24.92	24.91	0° 00' 32" Rt	21° 36' 57" Rt
10+50	0.08	0.08	2° 46' 33" Rt	24° 23' 30" Rt
10+75	25.00	24.99	2° 10' 01" Rt	26° 33' 31" Rt
10+94.51 PCC	19.51	19.51		

Right Curb, Baseline Curve #1				
R. F/C = 220'				
D. F/C = 15.63 min/ft				
$\Delta/2 = 43^\circ 47' 20''$				
L. F/C = 336.27'				
T. F/C = 210.89'				
R. OS. = 212'				
D. OS. = 16.22 min/ft				
$\Delta/2 = 43^\circ 47' 20''$				
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. From P.C.
42+75.68 PC	0	0	0	0° 00' 00" Ah
43+00	24.32	24.31	23.43	3° 10' 01" Rt
43+25	25.00	24.99	24.08	6° 25' 20" Rt
43+50	25.00	24.99	24.08	9° 40' 40" Rt
43+75	25.00	24.99	24.08	12° 56' 00" Rt
44+00	25.00	24.99	24.08	16° 11' 19" Rt
44+25	25.00	24.99	24.08	19° 26' 39" Rt
44+50	25.00	24.99	24.08	22° 41' 58" Rt
44+75	25.00	24.99	24.08	25° 57' 18" Rt
45+00	25.00	24.99	24.08	29° 12' 38" Rt
45+25	25.00	24.99	24.08	32° 27' 57" Rt
45+50	25.00	24.99	24.08	35° 43' 17" Rt
45+75	25.00	24.99	24.08	38° 58' 36" Rt
46+00	25.00	24.99	24.08	42° 13' 56" Rt
46+11.95 PT	11.95	11.95	11.52	45° 29' 16" Rt

Left Curb, Curve #1				
R. F/C = 284'				
D. F/C = 12.11 min/ft				
$\Delta/2 = 21^\circ 36' 26''$				
L. F/C = 263.29'				
T. F/C = 141.96'				
R. OS. = 292'				
D. OS. = 11.77 min/ft				
$\Delta/2 = 21^\circ 36' 26''$				
L. OS. = 220.24'				
T. OS. = 115.65'				
Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle
				From Previous Sta. From P.C.
8+55.33 PC	0	0	0	0° 00' 00" Ah
8+75	22.26	22.26	21.11	2° 11' 03" Rt
9+00	28.28	28.28	2° 46' 33" Rt	4° 57' 36" Rt
9+25	28.28	28.28	2° 46' 33" Rt	7° 44' 10" Rt
9+50	28.28	28.28	2° 46' 33" Rt	10° 30' 43" Rt
9+75	28.28	28.28	2° 46' 34" Rt	13° 17' 17" Rt
10+00	28.28	28.28	2° 46' 33" Rt	16° 03' 50" Rt
10+25	28.28	28.28	2° 46' 34" Rt	18° 50' 24" Rt
10+49.92 Ret.	28.19	28.19	2° 46' 02" Rt	21° 36' 57" Rt

Left Curb, Right Turn Lane, Curve #4				
R. F/C = 210.30'				
D. F/C = 16.35 min/ft				
$\Delta/2 = 26^\circ 30' 00''$				
L. F/C = 194.53'				
T. F/C = 104.85'				
R. OS. = 202.3'				
D. OS. = 16.99 min/ft				
$\Delta/2 = 26^\circ 30' 00''$				
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. From P.C.
52+29.20 PRC	0	0	0	0° 00' 00" Ah
52+50	20.80	20.79	20.00	2° 50' 00" Lt
52+75	25.00	24.99	24.04	6° 14' 21" Lt
52+95.03	20.03	20.02	19.26	8° 58' 07" Lt
53+00	4.97	4.97	4.78	0° 40' 38" Lt
53+25	25.00	24.99	24.04	9° 38' 41" Lt
53+50	25.00	24.99	24.04	13° 03' 01" Lt
53+65.61	15.61	15.61	15.02	16° 27' 21" Lt
53+75	9.39	9.39	9.03	19° 51' 41" Lt
54+00	25.00	24.99	24.04	23° 16' 01" Lt
54+23.73 PT (End)	23.73	23.72	22.82	26° 30' 00" Lt

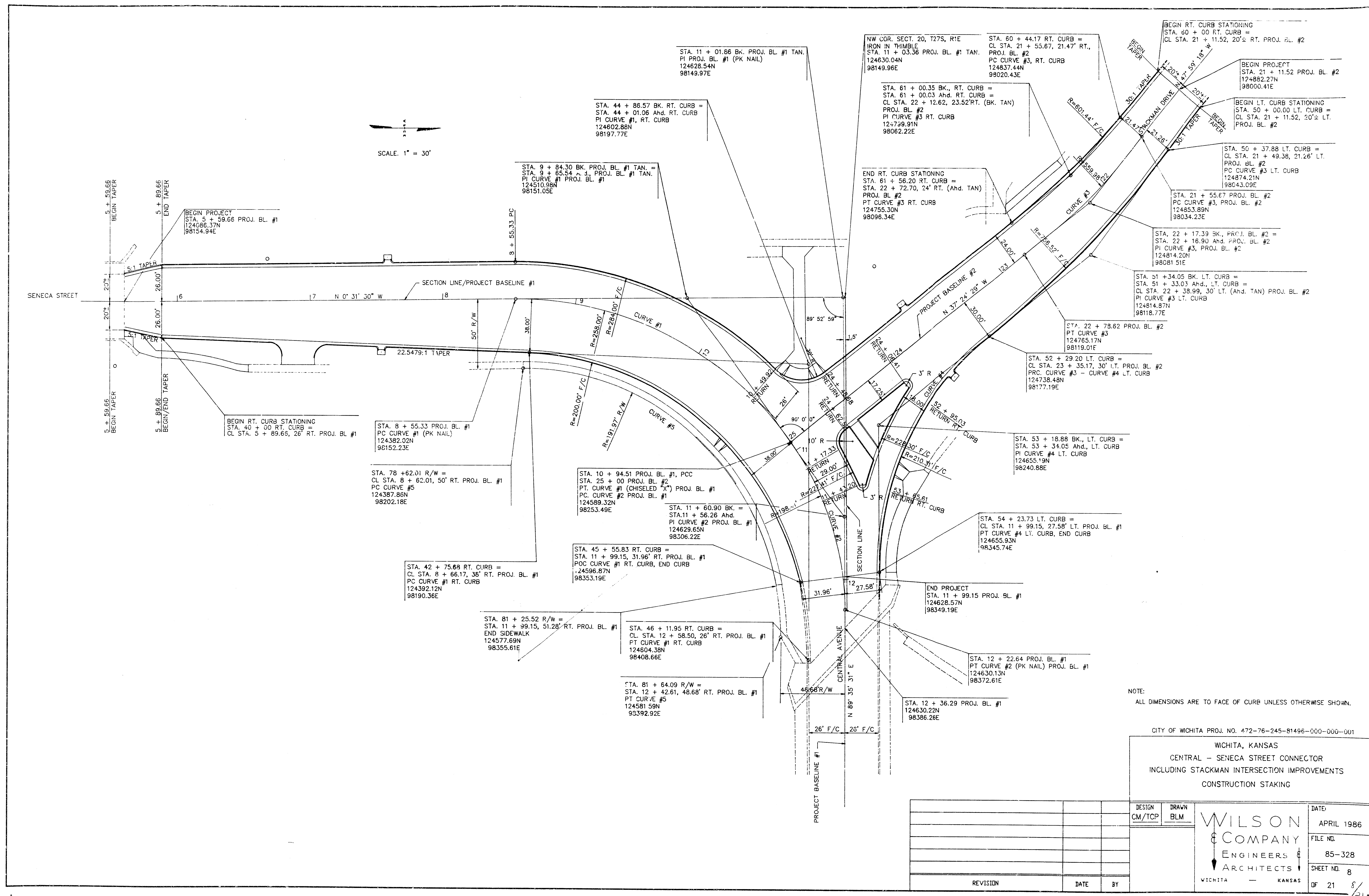
Right Curb, Right Turn Lane, Curve #4				
R. F/C = 228.3'				
D. F/C = 15.06 min/ft				
$\Delta/2 = 18^\circ 34' 56''$				
L. F/C = 76.52'				
T. F/C = 38.67'				
R. OS. = 236.3'				
D. OS. = 14.55 min/ft left curbline #4.				
$\Delta/2 = 18^\circ 34' 56''$				
L. OS. = 79.30'				
T. OS. = 40.03'				
Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle
				From Previous Sta. From P.C.
52+29.20 PC	0	0	0	0° 00' 00" Ah
52+95.03 Ret.	73.67	73.67	8° 58' 03" Lt	0° 00' 00" Ah
53+00	5.98	5.98	0° 40' 38" Lt	9° 38' 41" Lt
53+25	28.08	28.08	3° 24' 20" Lt	13° 03' 01" Lt
53+50	28.08	28.08	3° 24' 20" Lt	16° 27' 21" Lt
53+65.61 Ret.	17.54	17.54	2° 07' 35" Lt	18° 34' 56" Lt

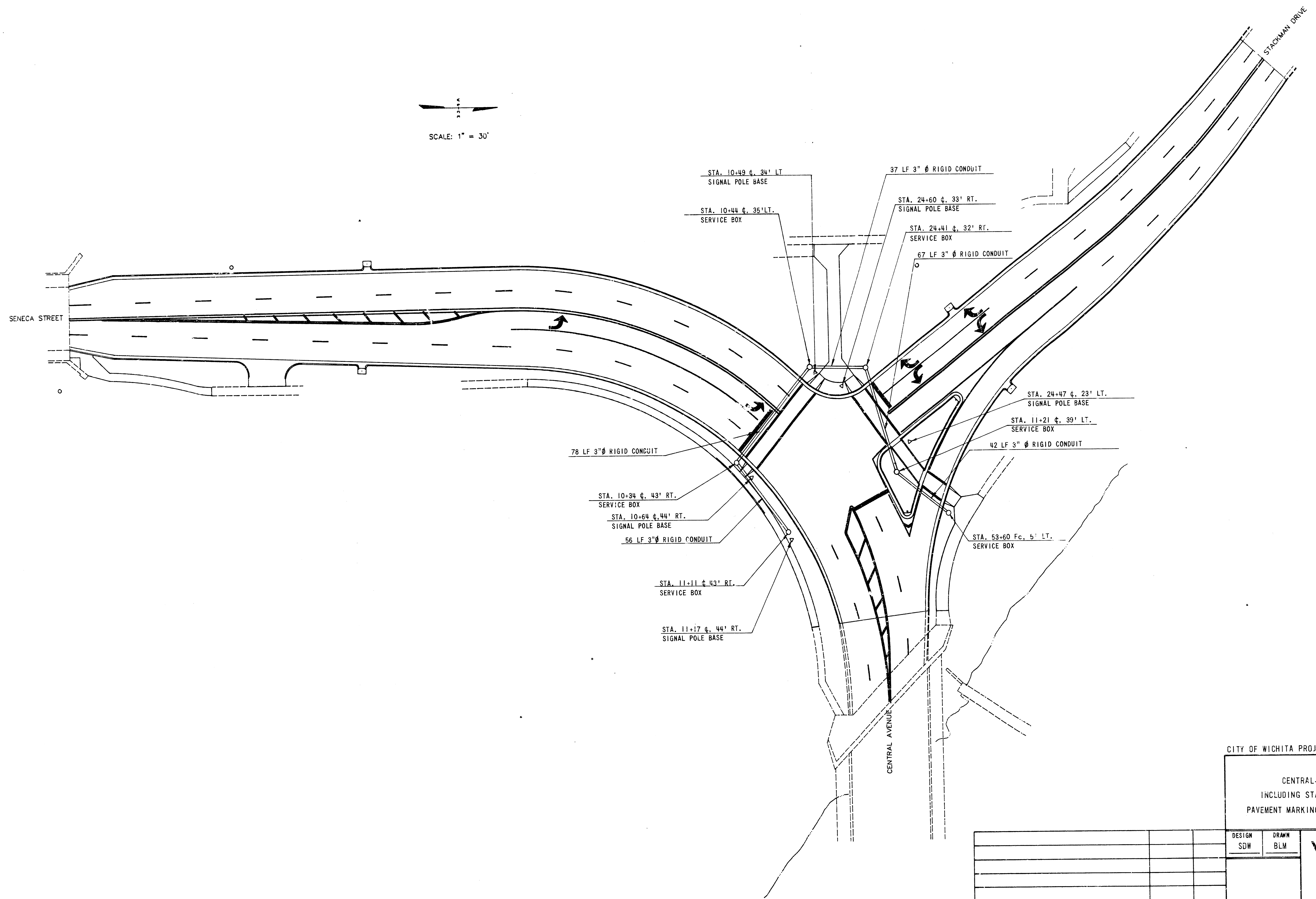
Baseline Curve #2				
K. BL. = 198.41'				
D. BL. = 17.33 min/ft				
$\Delta/2 = 18^\circ 30' 00''$				
L. BL. = 128.13'				
T. BL. = 66.39'				
Station	Arc Length From Previous Sta.	Chord Length From Previous Sta.	Deflection Angle	
			From Previous Sta.	From P.C.
10+94.51 PCC	0	0	0° 00' 00" Ah	0° 00' 00" Ah
11+00	5.49	5.49	0° 47' 34" Rt	0° 47' 34" 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				
$\Delta/2 = 7^\circ 01' 54''$				
L. F/C = 55.82'				
T. F/C = 28.05'				
R. OS. = 235.41'				
D. OS. = 14.42 min/ft				
$\Delta/2 = 7^\circ 01' 54''$				
L. OS. = 57.78'				
T. OS. = 29.04'				
Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle
				From Previous Sta. From P.C.
10+94.51 PCC	0	0	0	0° 00' 00" Ah
11+00	6.51	6.51	0° 47' 34" Rt	0° 47' 34" Rt
11+17.33 Ret.	20.56	20.56	2° 30' 08" Rt	3° 17' 42" Rt
11+25	9.10	9.10	1° 06' 27" Rt	4° 24' 09" Rt
11+43.20 Ret.	21.59	21.59	2° 37' 40" Rt	7° 01' 49" Rt

Baseline Curve #3				
A. BL. = 559.98'				
D. BL. = 6.14 min/ft				
$\Delta/2 = 6^\circ 17' 25''$				
L. BL. = 122.95'				
T. BL. = 61.72'				
Station	Arc Length From Previous Sta.	Chord Length From Previous Sta.	Deflection Angle	
			From Previous Sta.	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	3° 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'		R. OS. = 593.44'			
D. F/C = 5.72 min/ft		D. OS. = 5.79 min/ft			
$\Delta/2 = 5^\circ 20' 08''$		$\Delta/2 = 5^\circ 20' 08''$			
L. F/C = 112.02'		L. OS. = 110.53'			
T. F/C = 56.17'		T. OS. = 55.42'			
Station	Along F/C	Chord Length Along F/C	Chord Length Along 8' OS.	Deflection Angle	
				From Previous Sta.	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° 28' 05" 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' 39" 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





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 SDW	DRAWN BLM

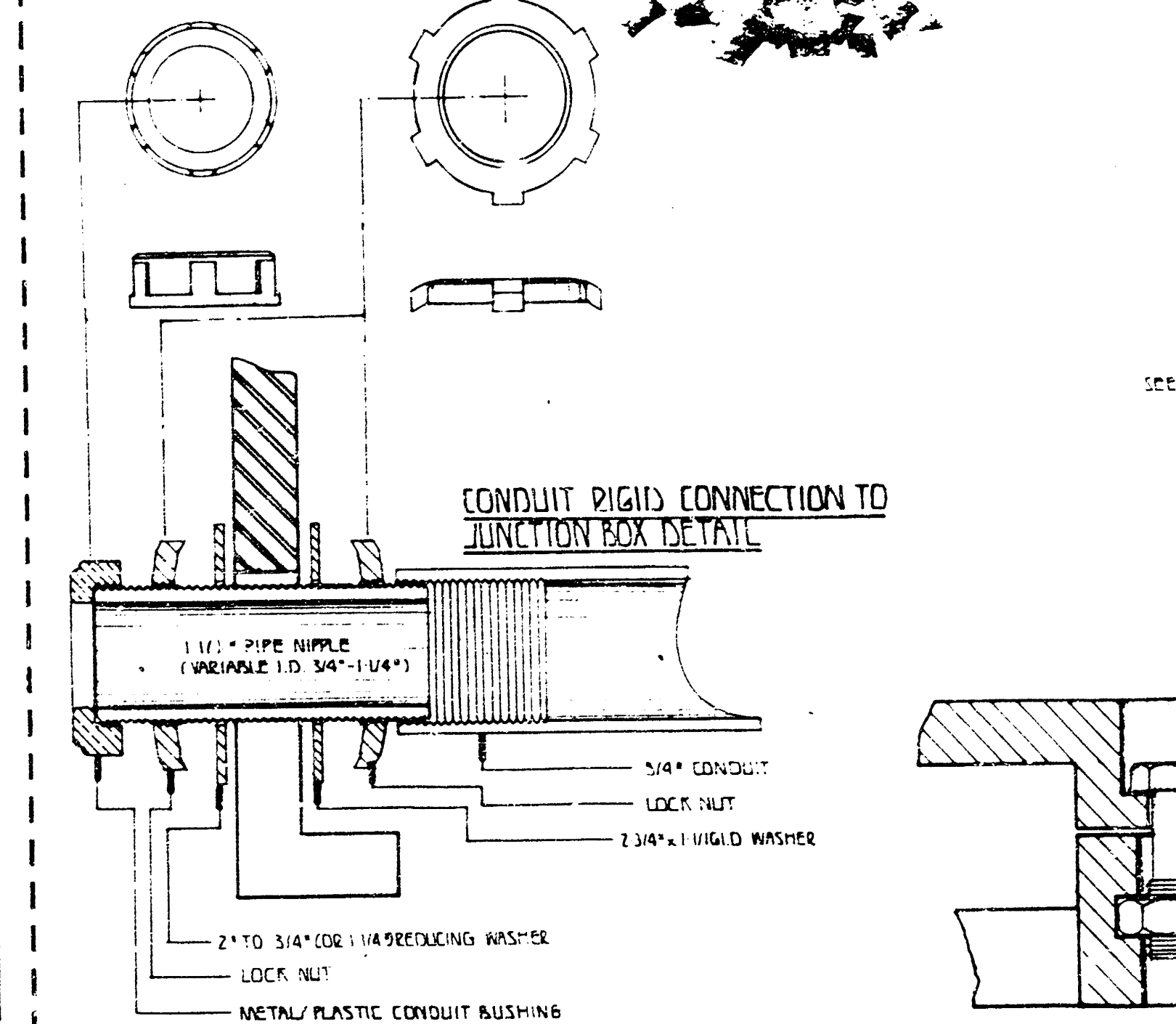
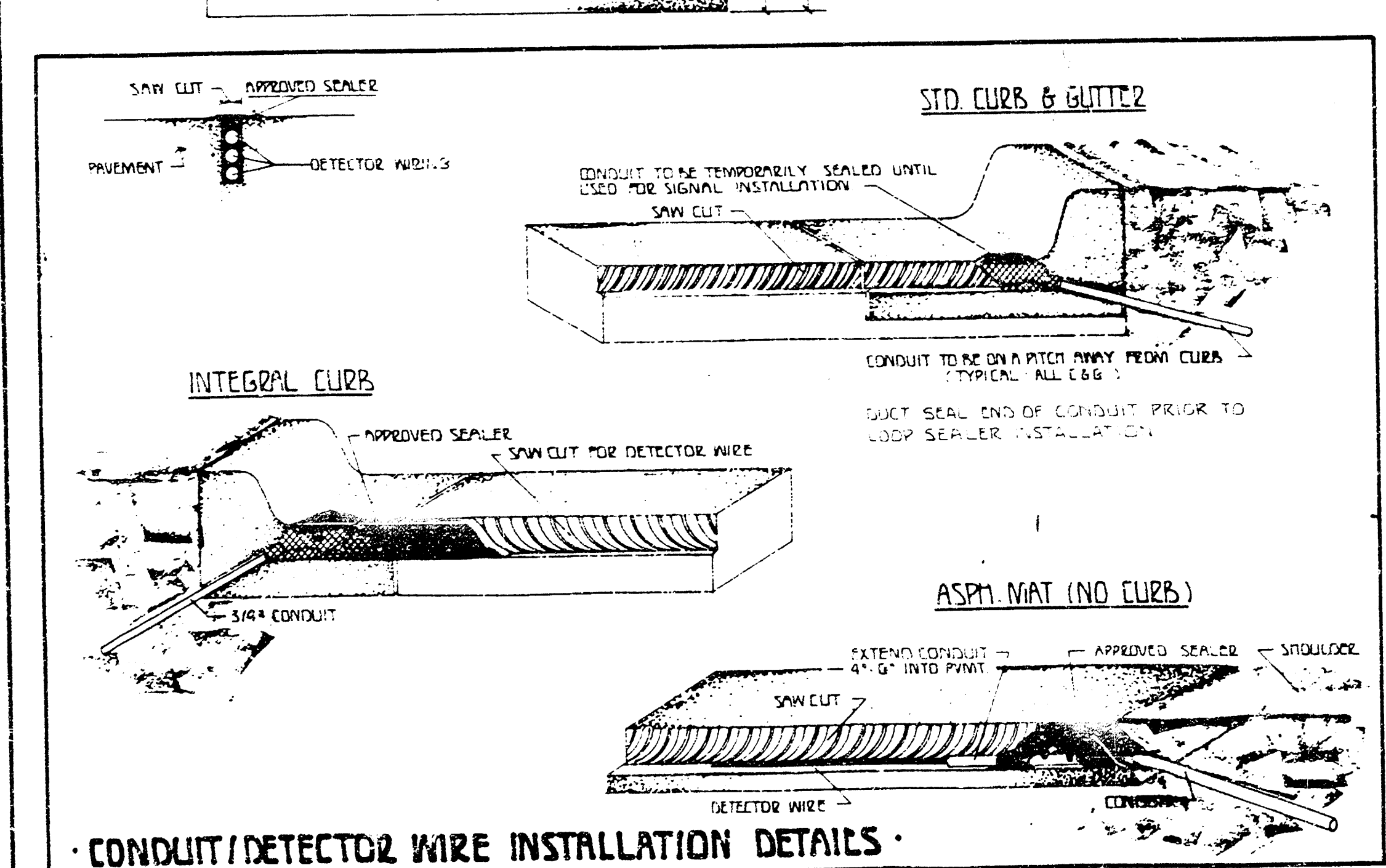
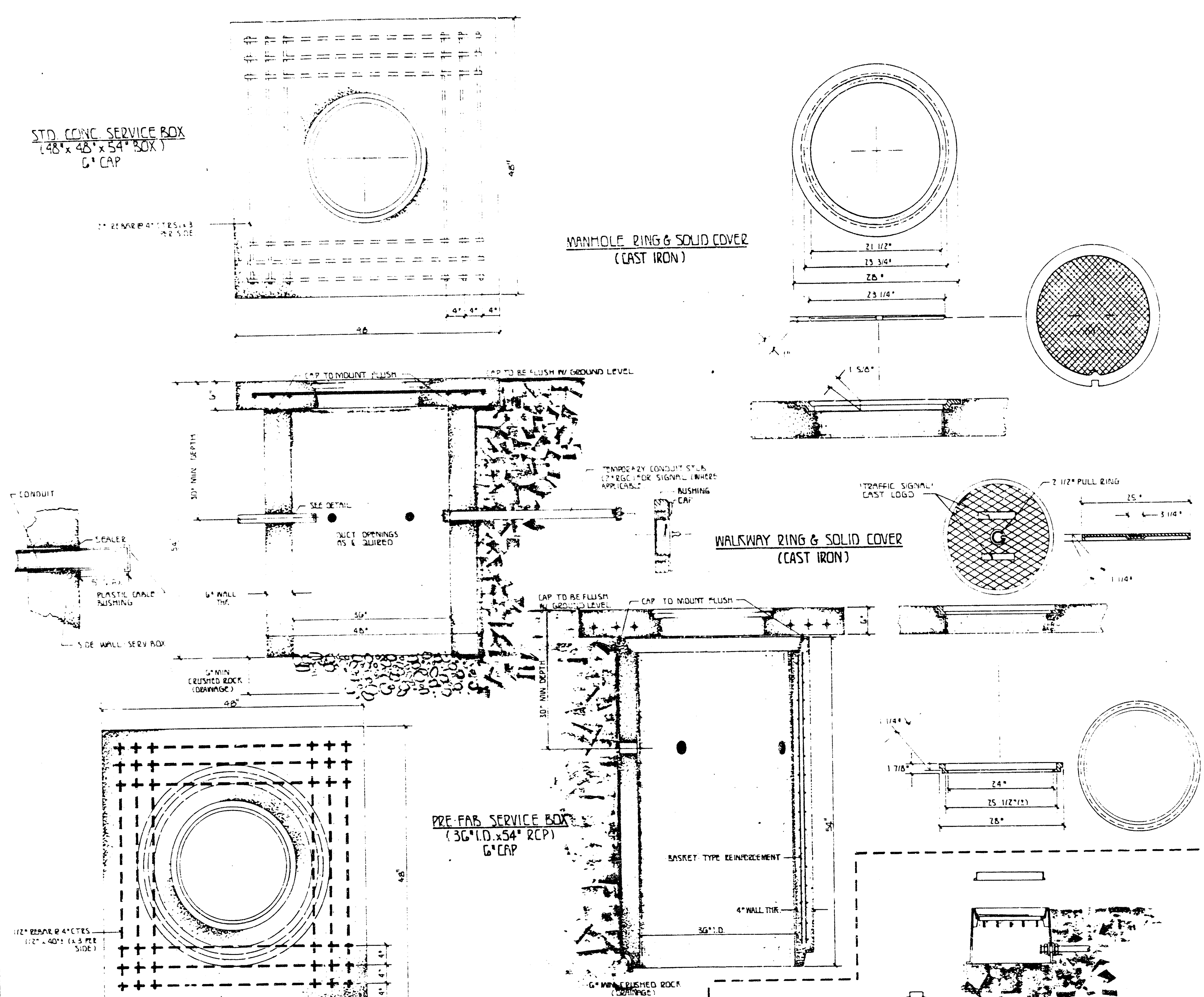
WILSON & COMPANY
ENGINEERS & ARCHITECTS
WICHITA - KANSAS

DATE: APRIL 1986

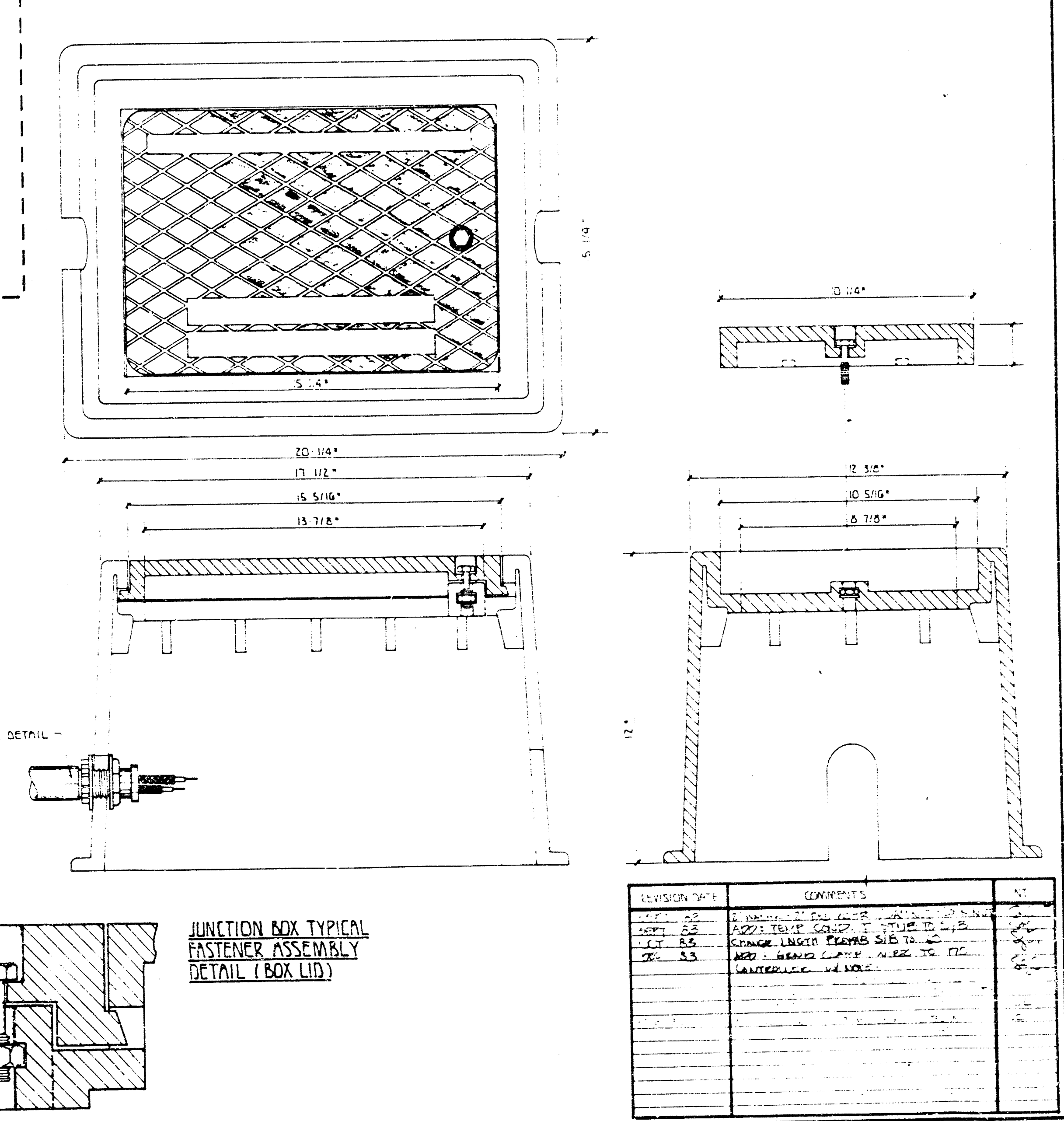
FILE NO. 85-328

SHEET NO. 9 OF 21

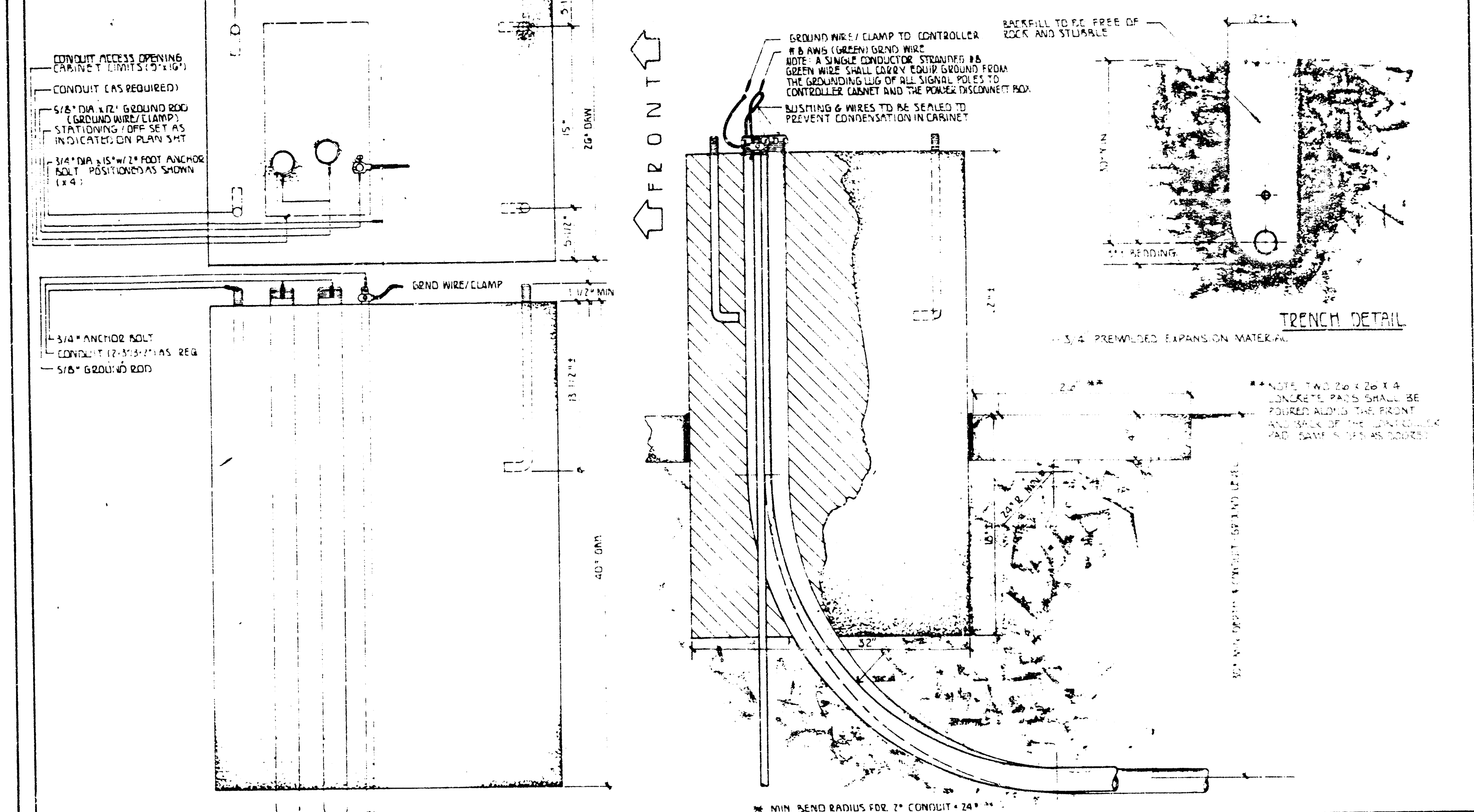
· SERVICE BOX CONSTRUCTION / INSTALLATION DETAILS ·



· JUNCTION BOX DETAILS ·



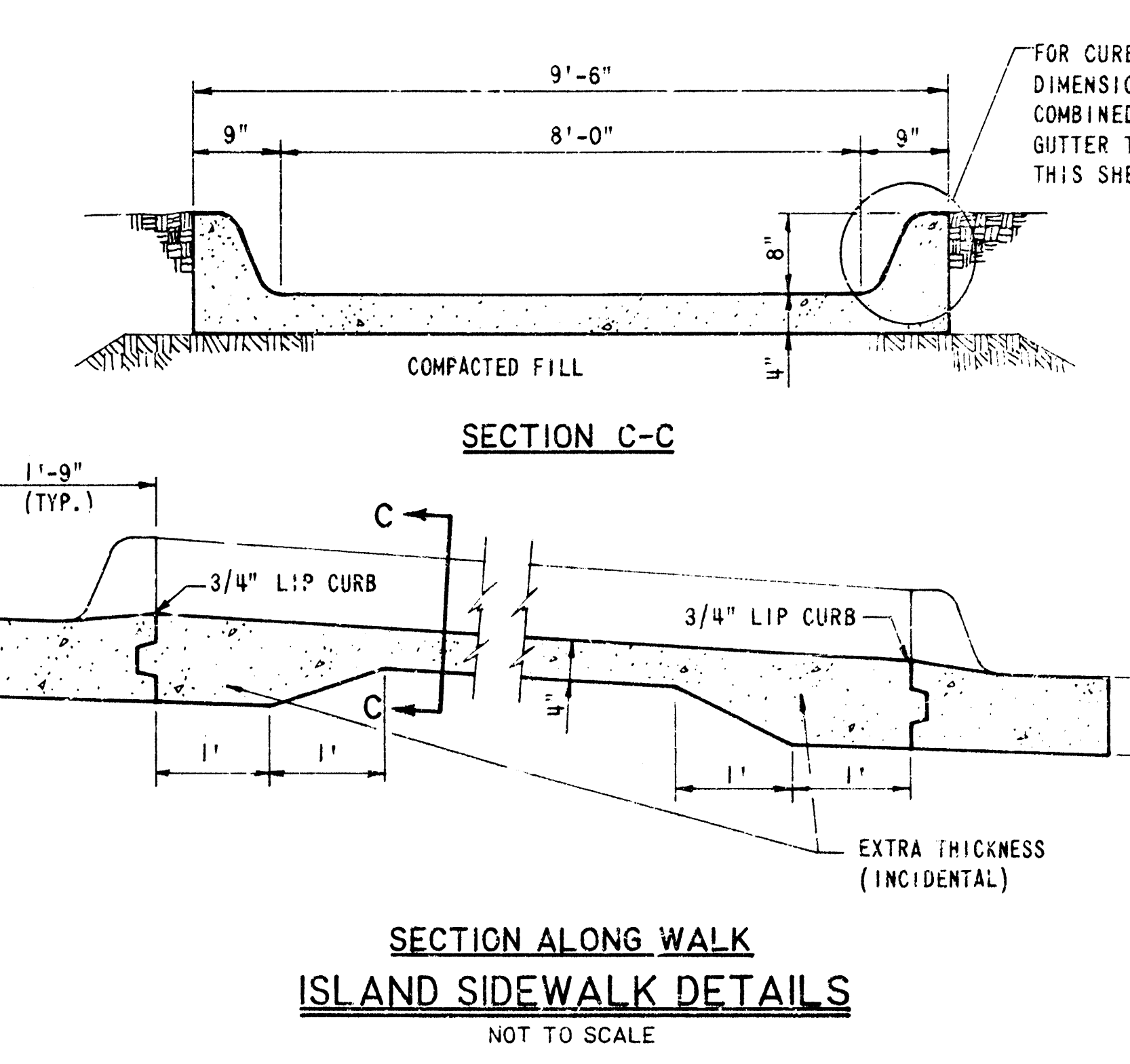
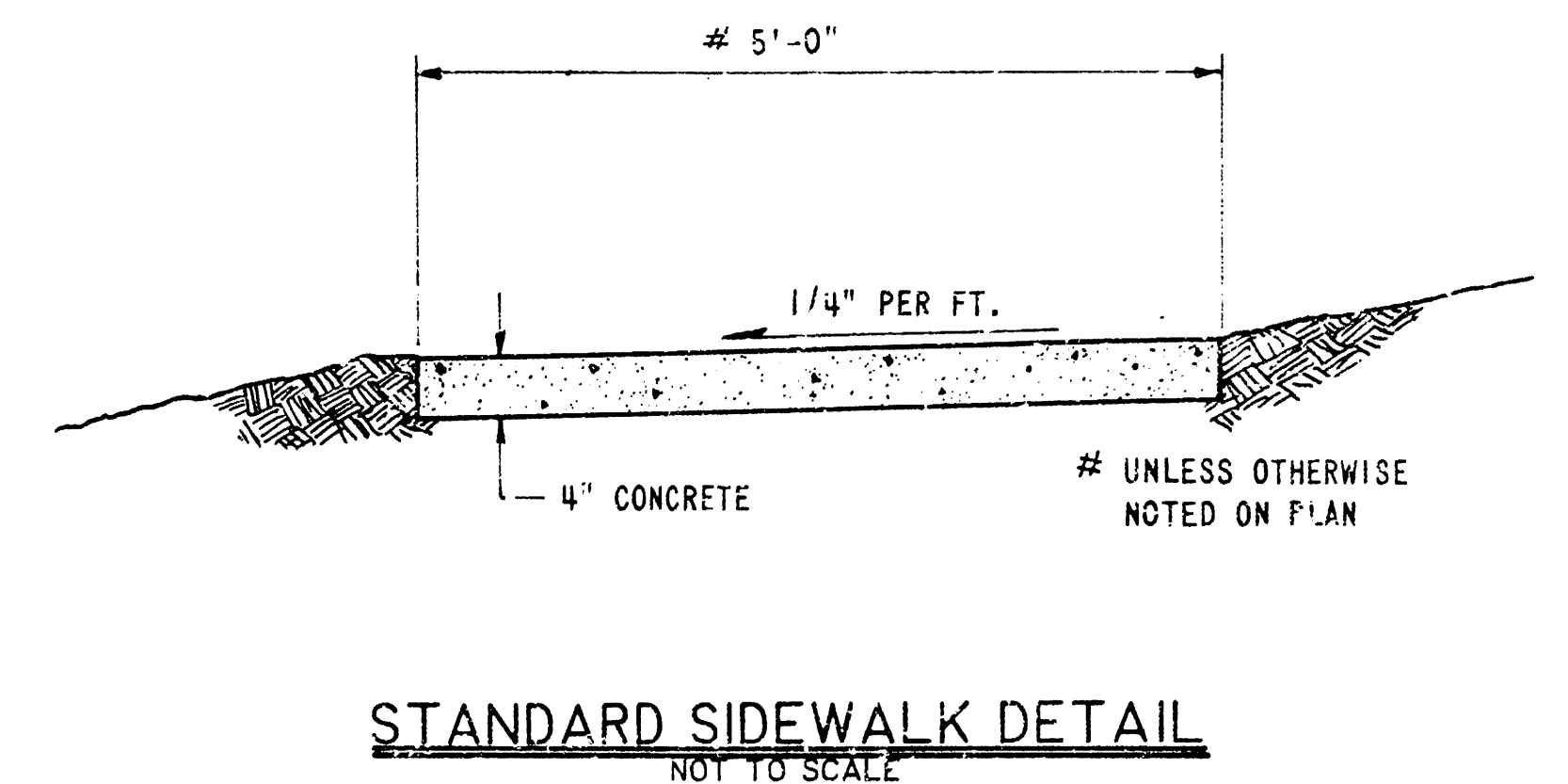
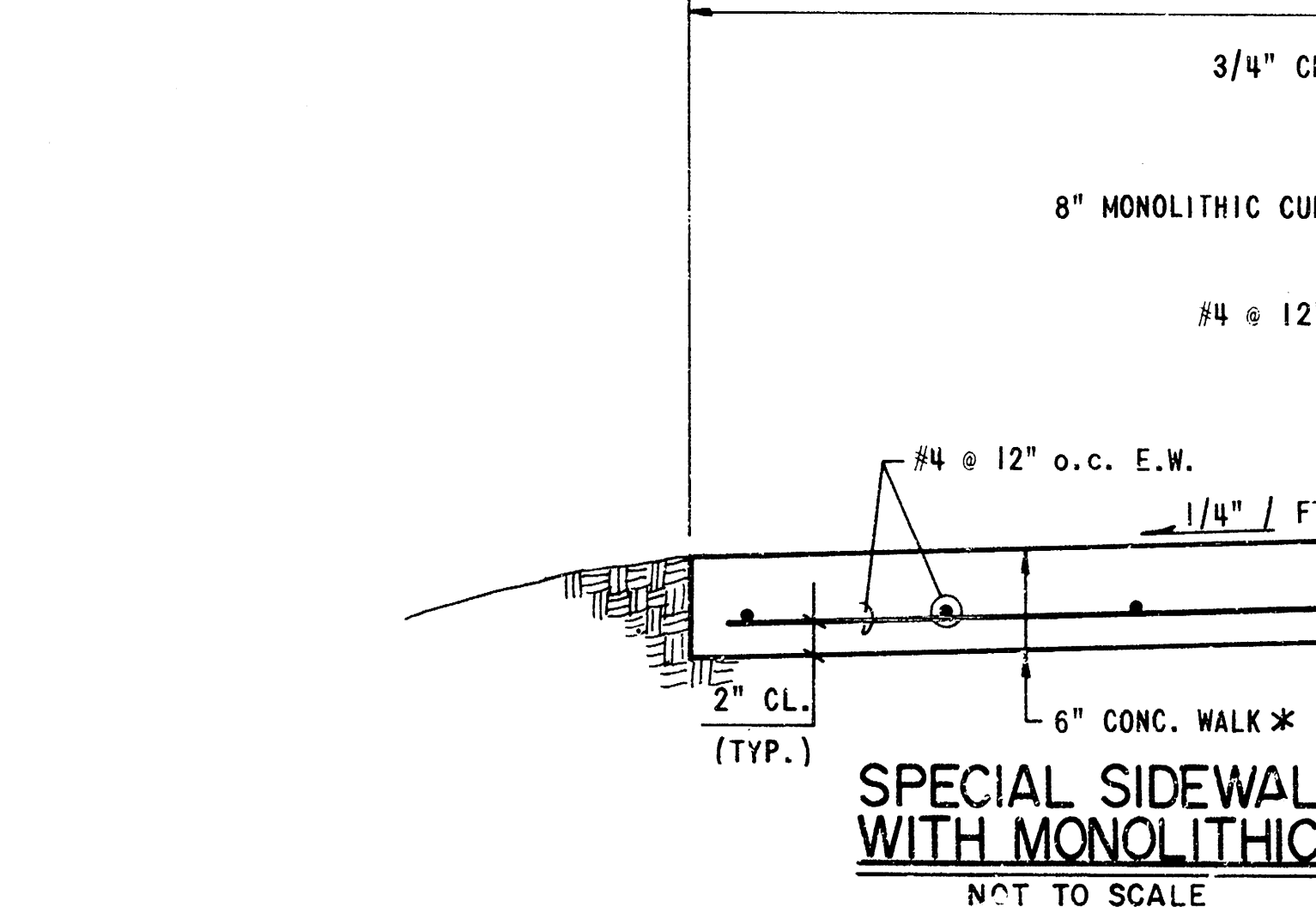
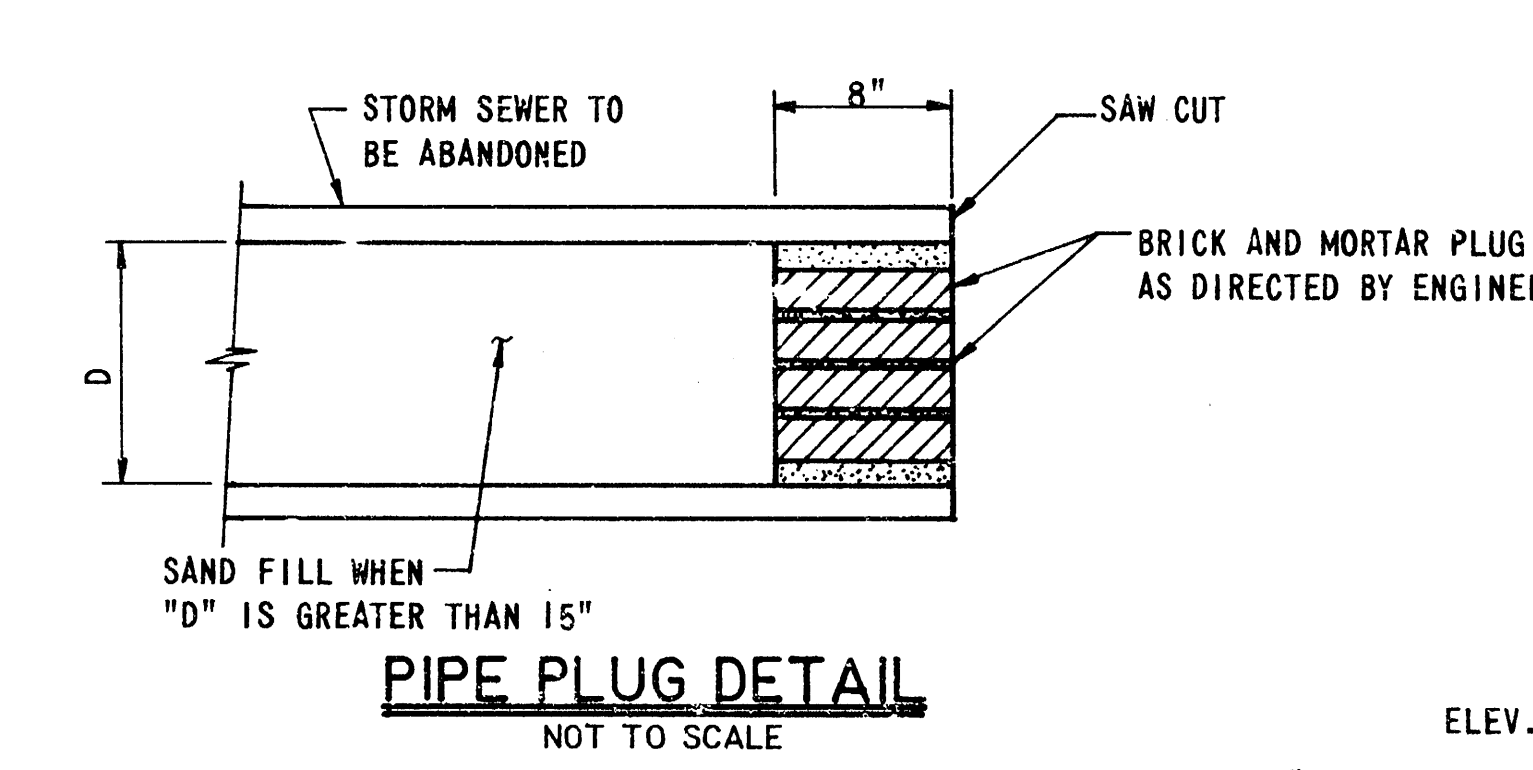
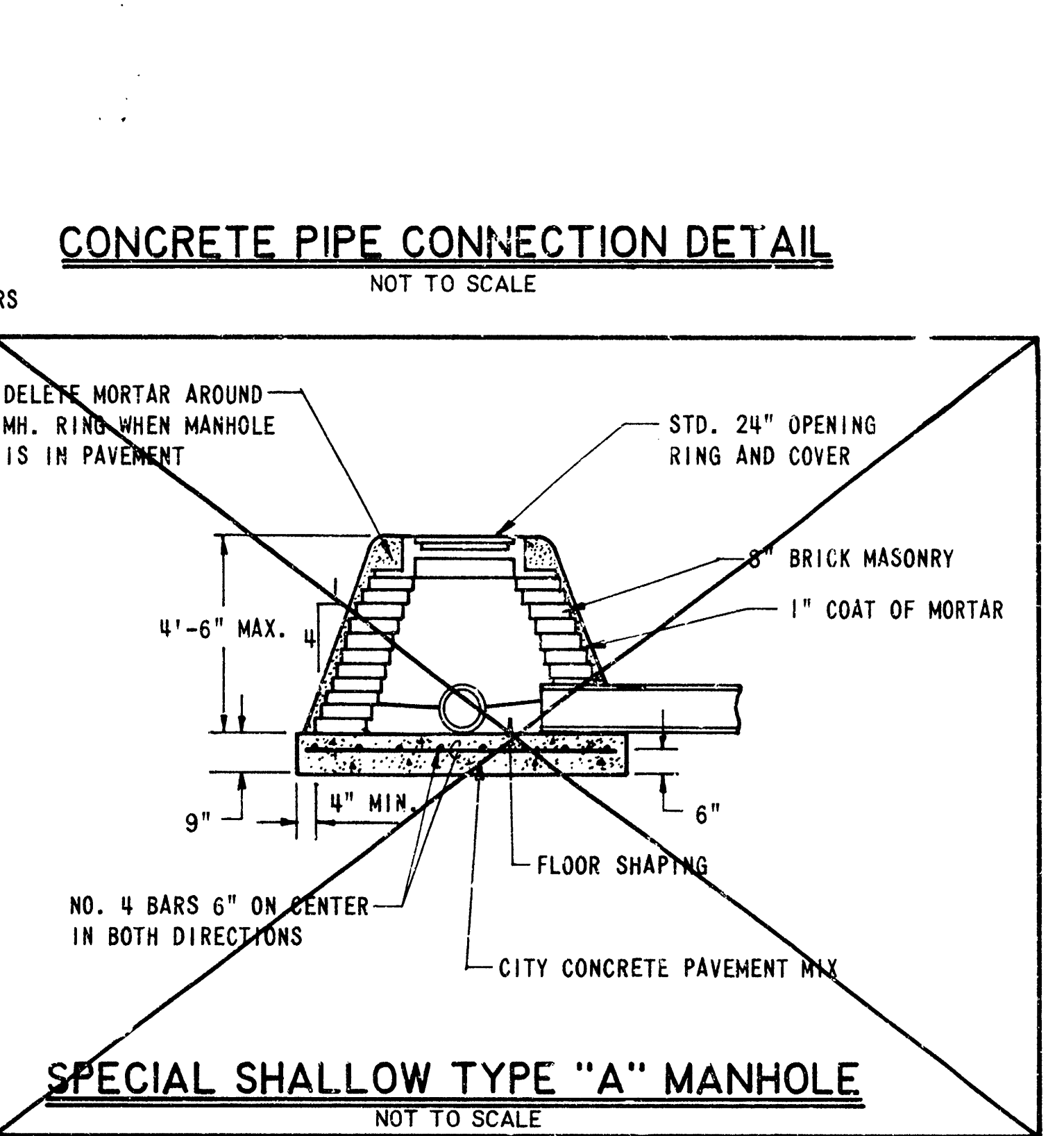
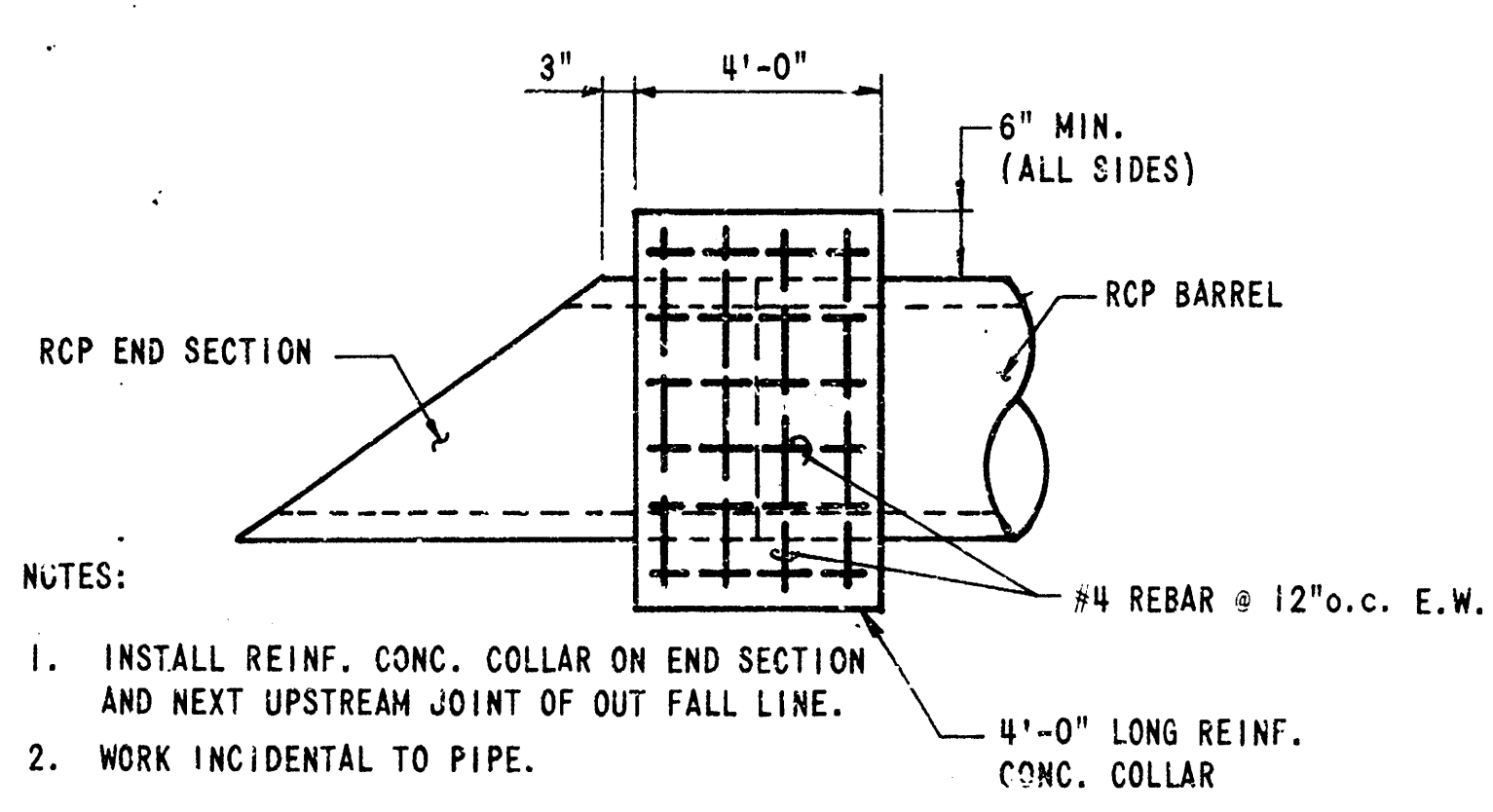
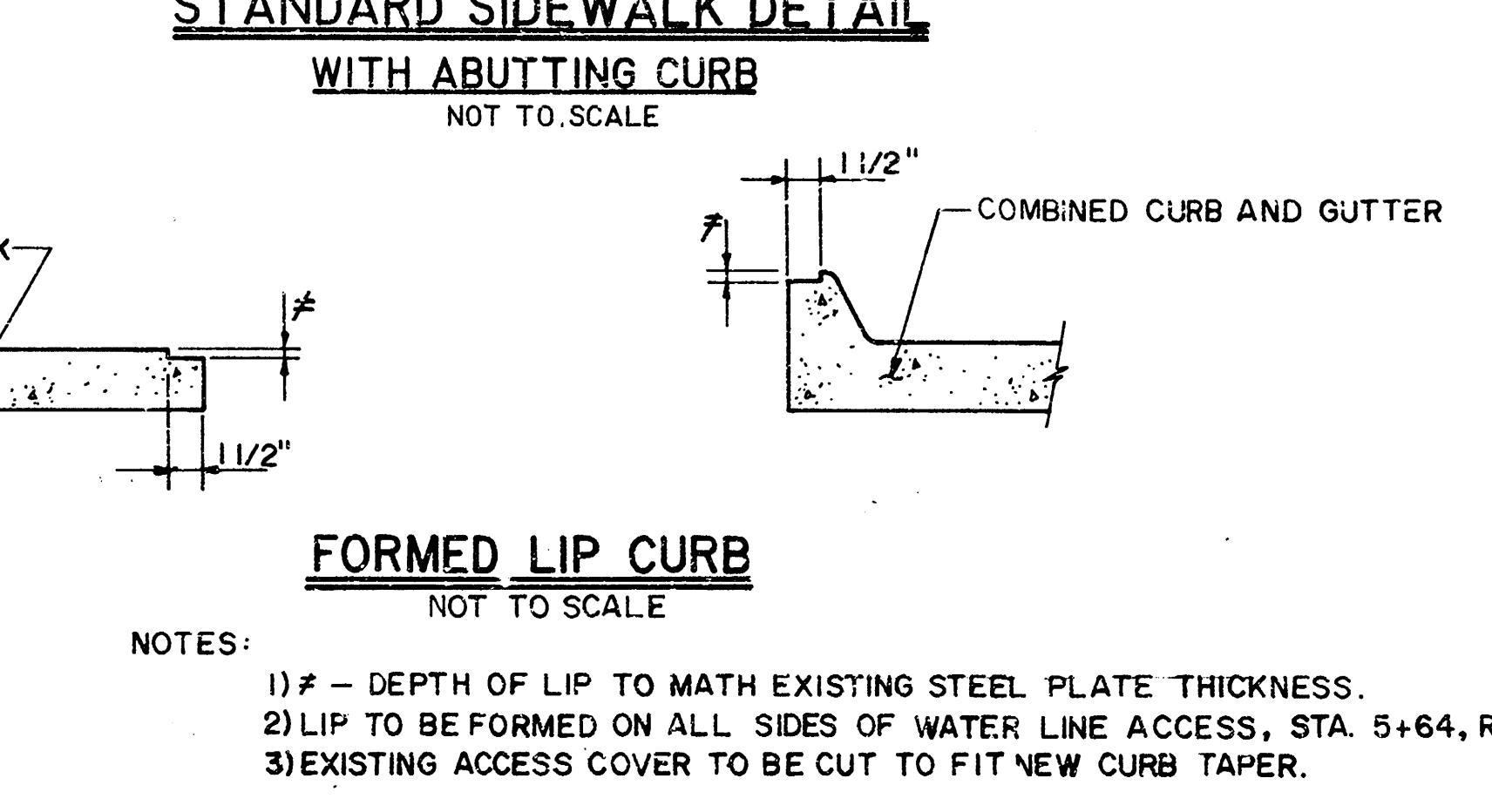
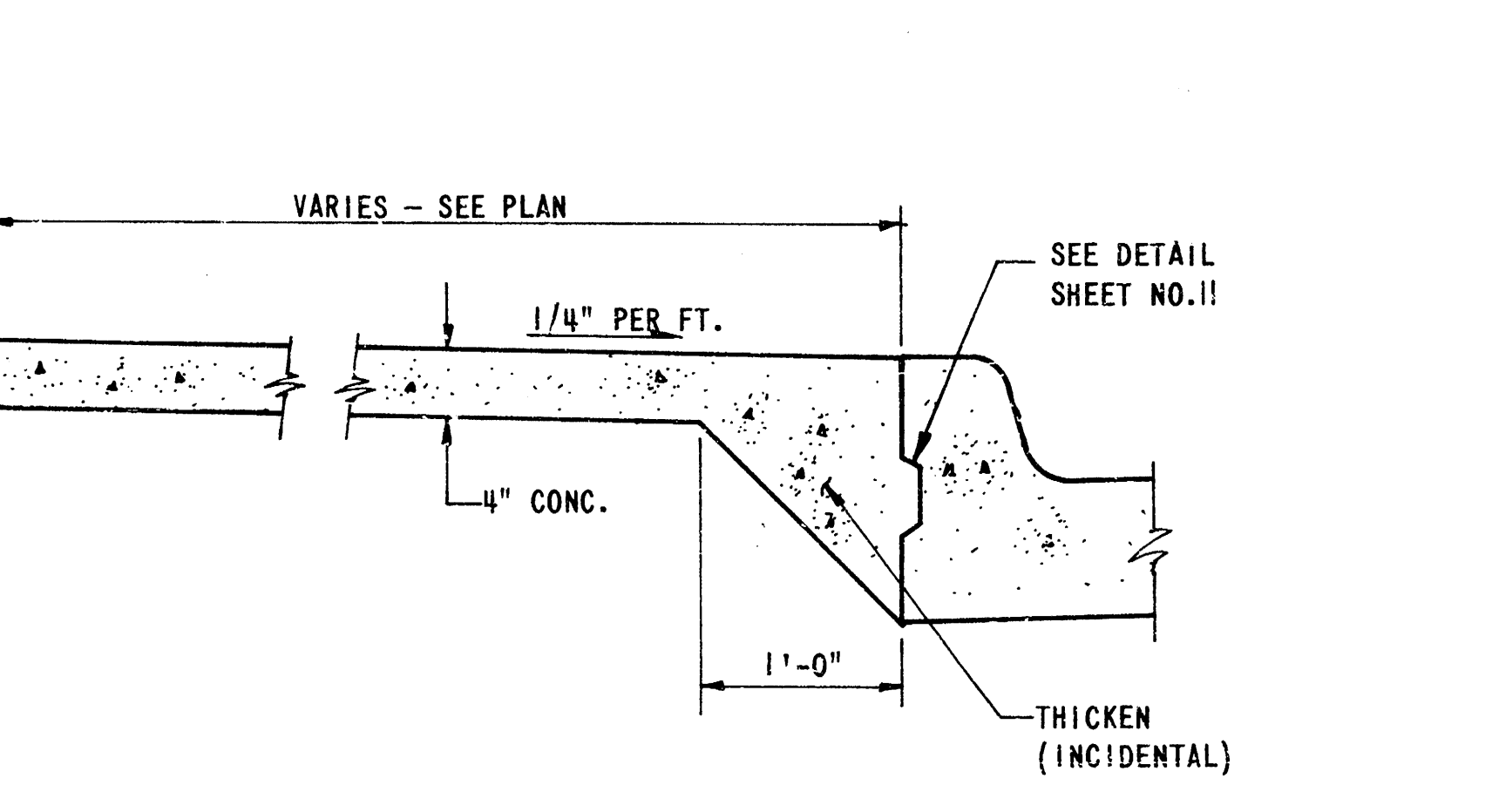
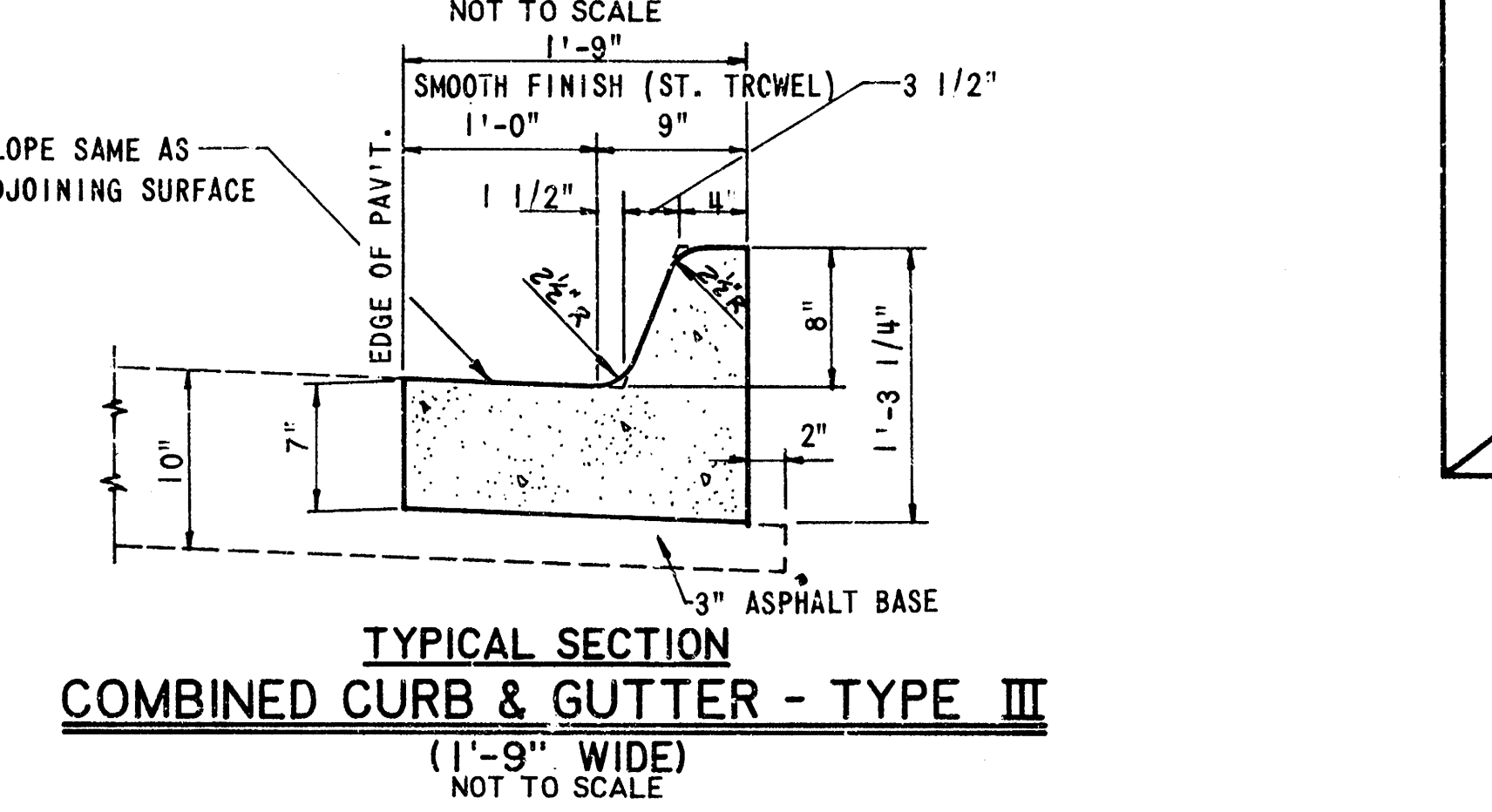
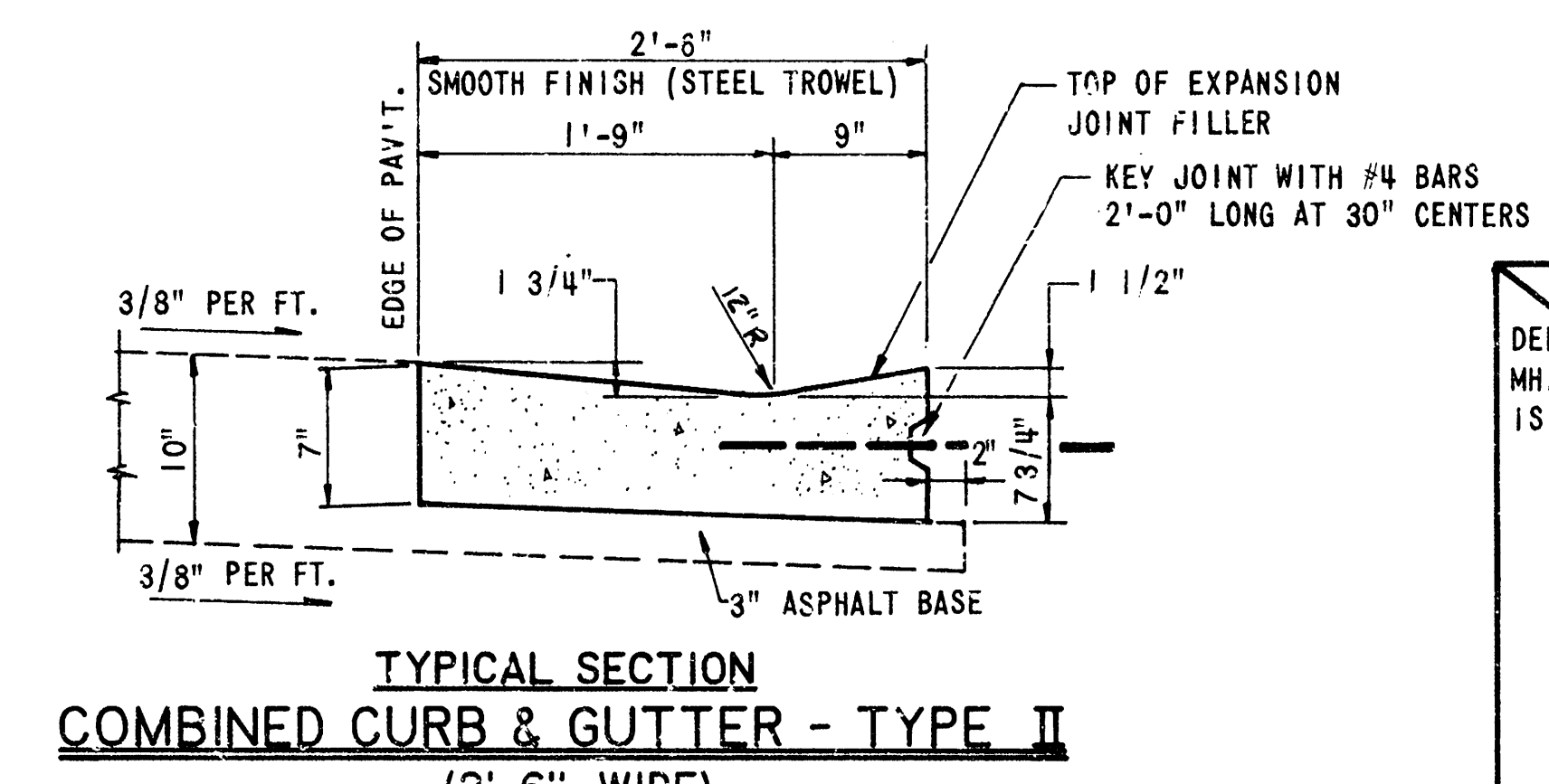
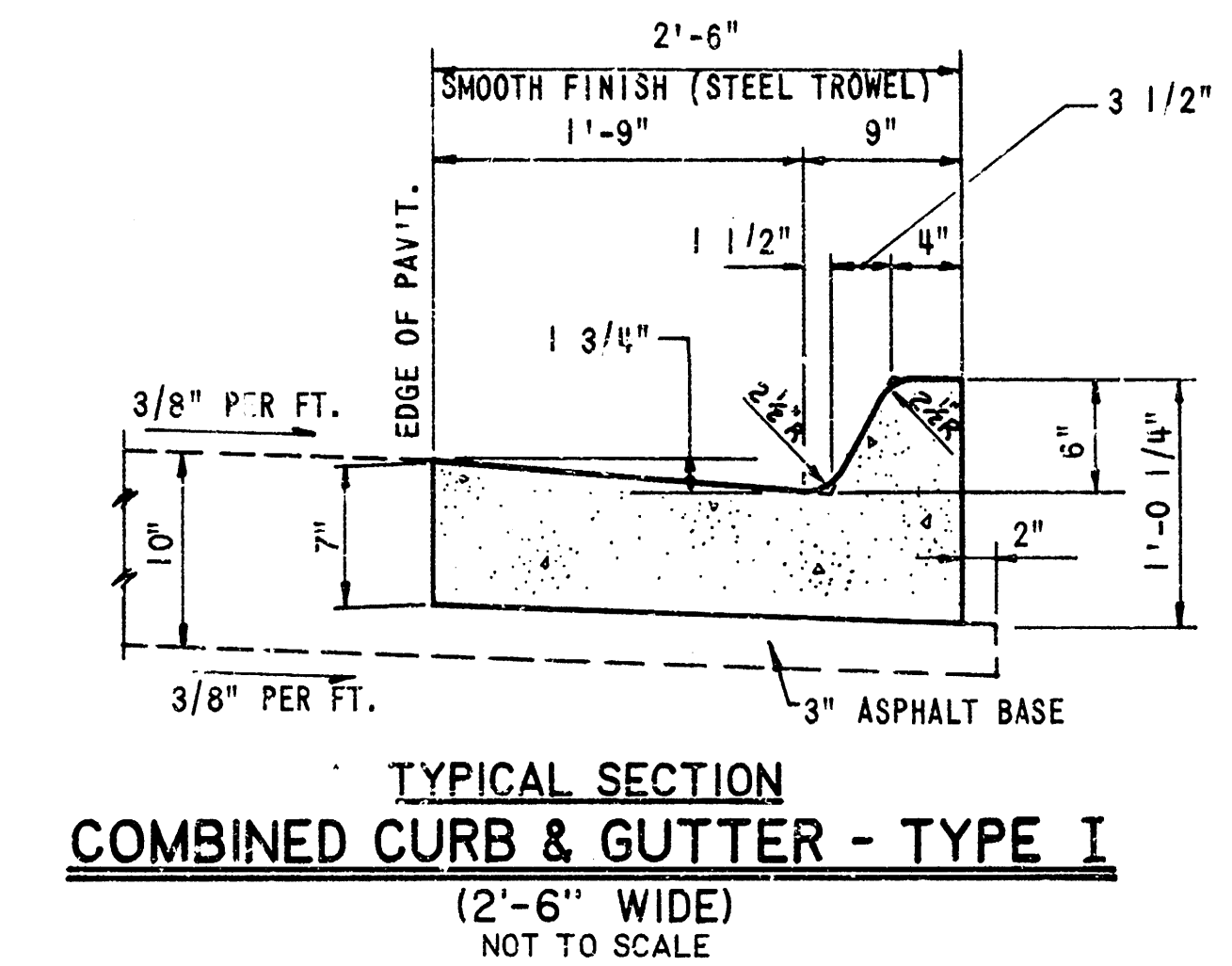
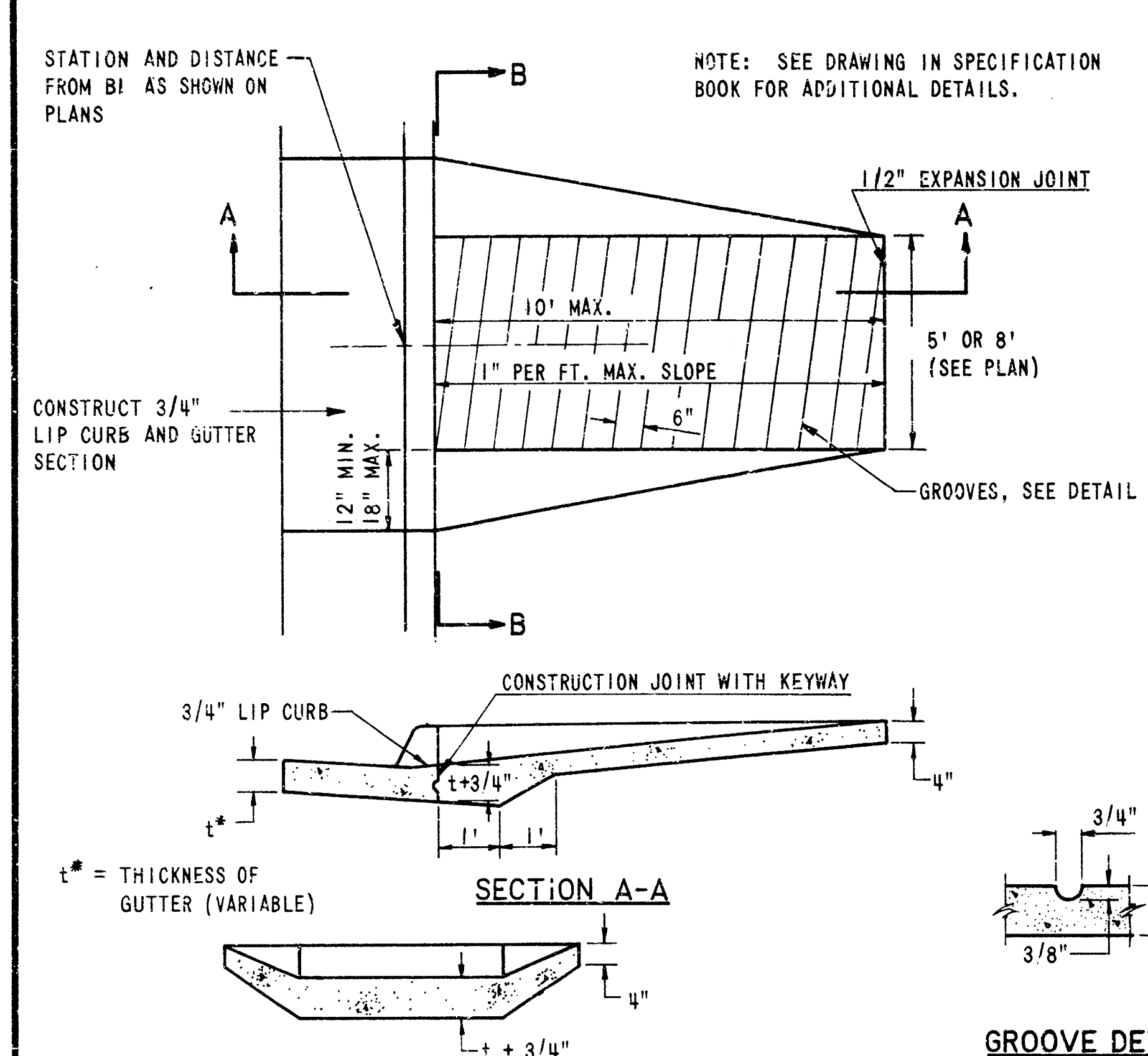
CONTROLLER PAD DETAILS FOR TYPE 170 CONTROLLER



NOTES:

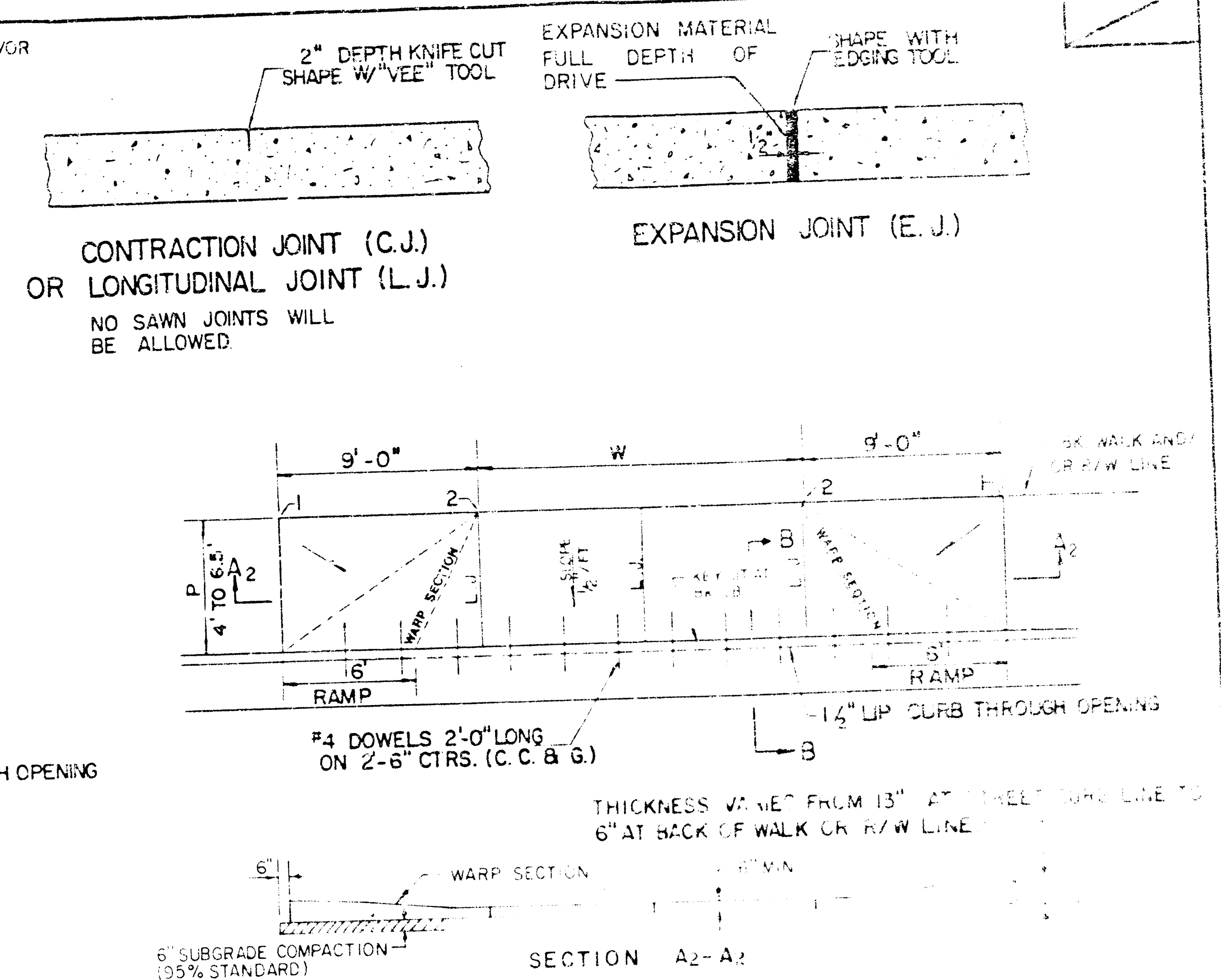
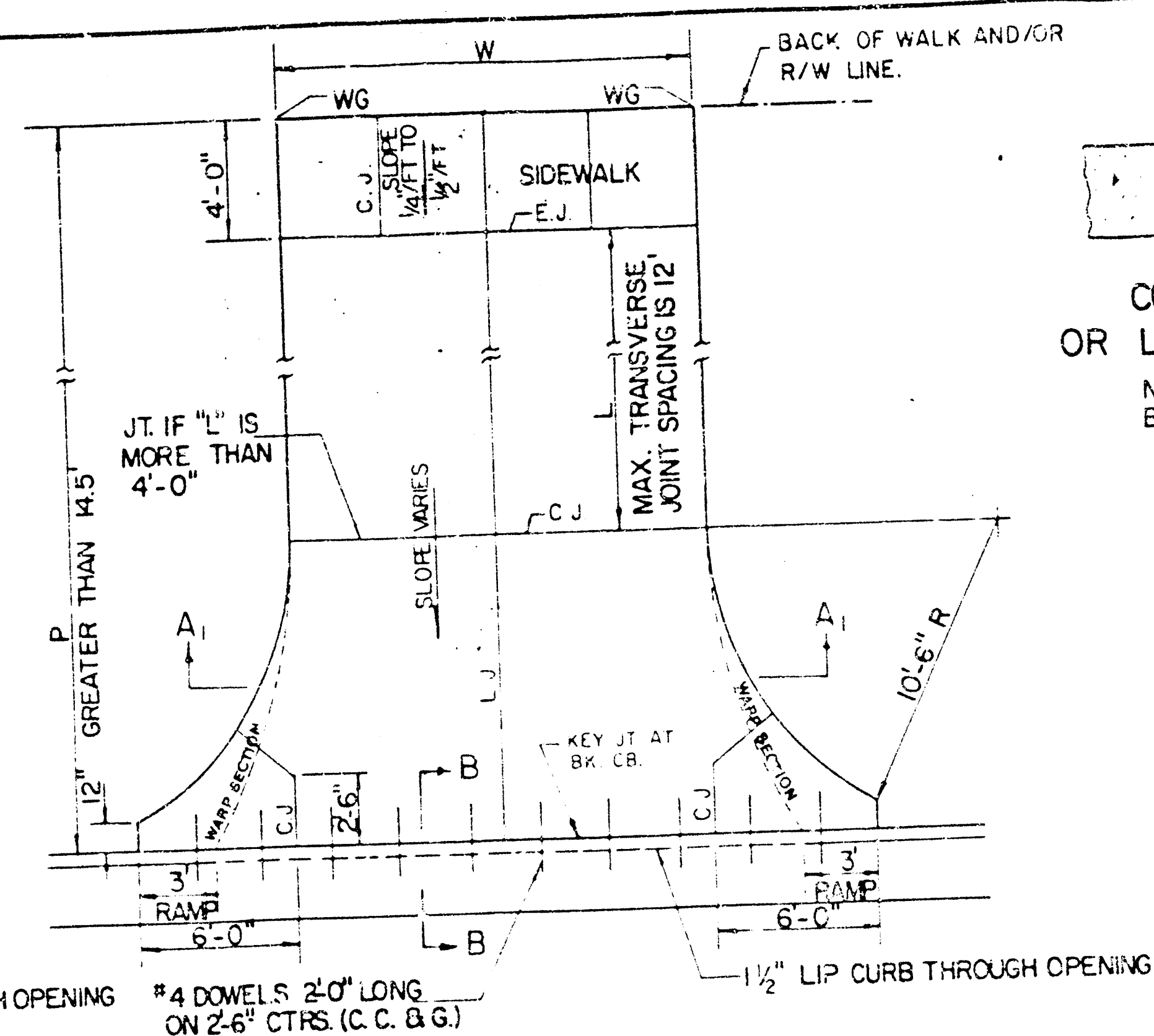
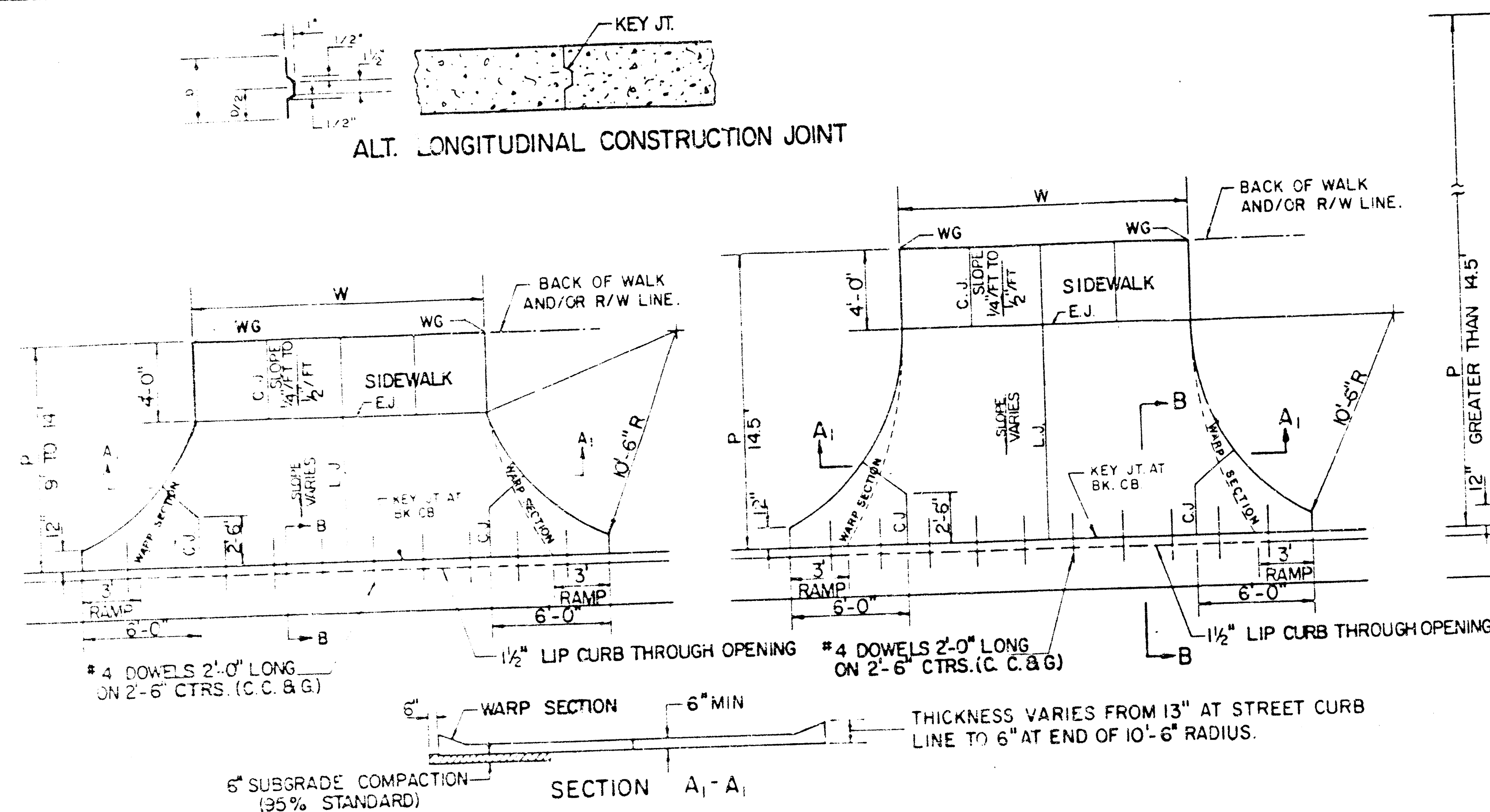
- SERVICE BOX:**
1. CONDUIT CONNECTION TO BE FLUSH TO WITHIN 5" OF INSIDE FACE OF SIDE WALL WITH ABILITY TO DRAIN CONDUIT INTO SERVICE BOX.
 2. CONDUIT CONNECTIONS TO SERVICE BOX SHALL BE TERMINATED WITH PLASTIC CABLE BUSHING.
 3. CONDUIT SHALL BE SEALED WITH APPROVED SEALER AT INSIDE WALL FACE.
 4. 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" BETWEEN S/B & JUNC. BOXES
3/4" BETWEEN J/B & CURB FACE

PROJECT DESCRIPTION			
SERVICE / JUNCTION BOX, CONTROLLER PAD CONSTRUCTION / INSTALLATION DETAILS			
PROJECT NUMBER			
472-76-245-81496-000-001			
BOOK NO.	APPROVED BY	DATE	AUG 83
DRAWN BY: SEAL		REVISED	
CITY OF WICHITA			
DEPARTMENT OF OPERATIONS AND MAINTENANCE			
TRAFFIC ENGINEERING DIVISION			
WM G. MCKINLEY TRAFFIC ENGINEER			
SCALE: NO SCALE			
SHEET NO. 10 OF 21			

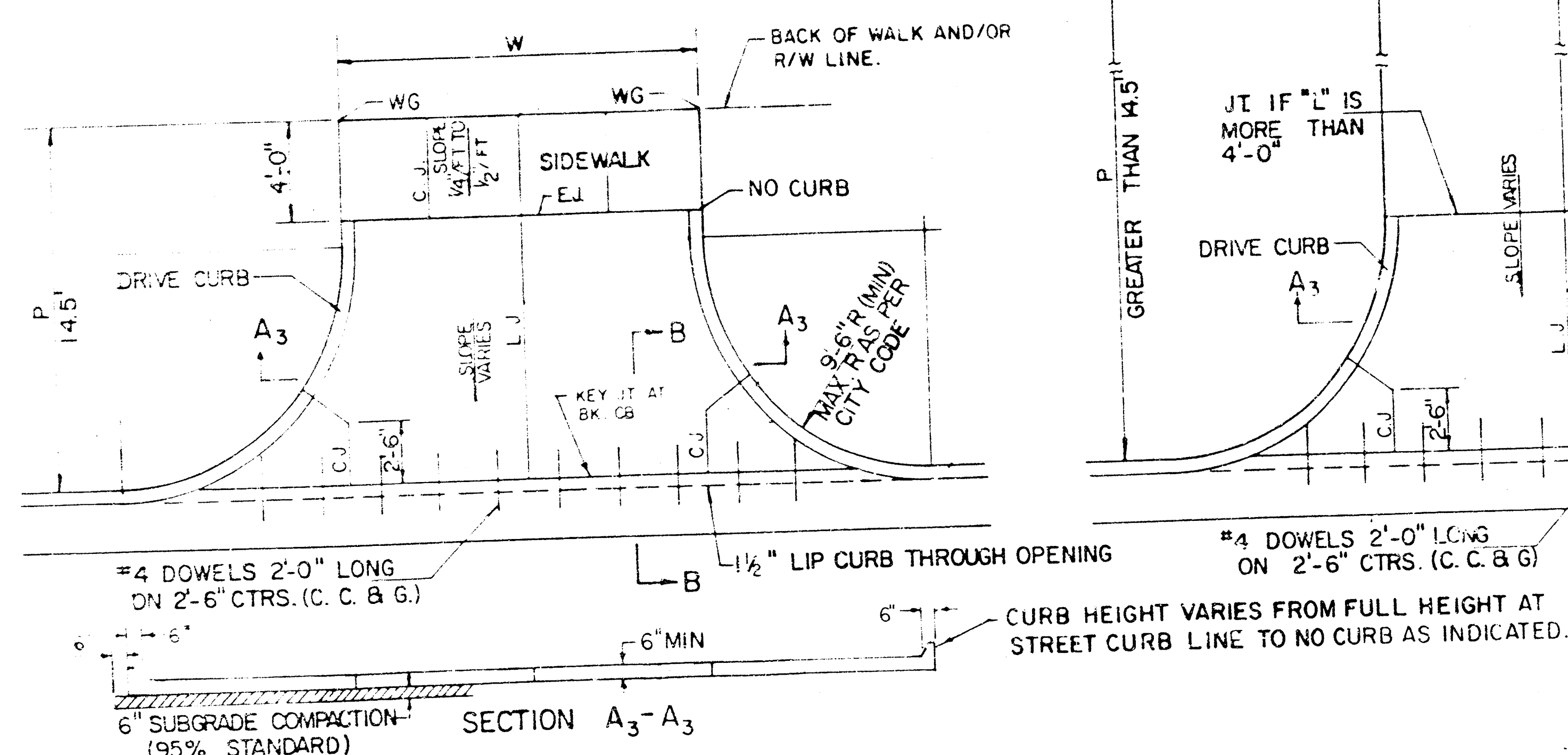
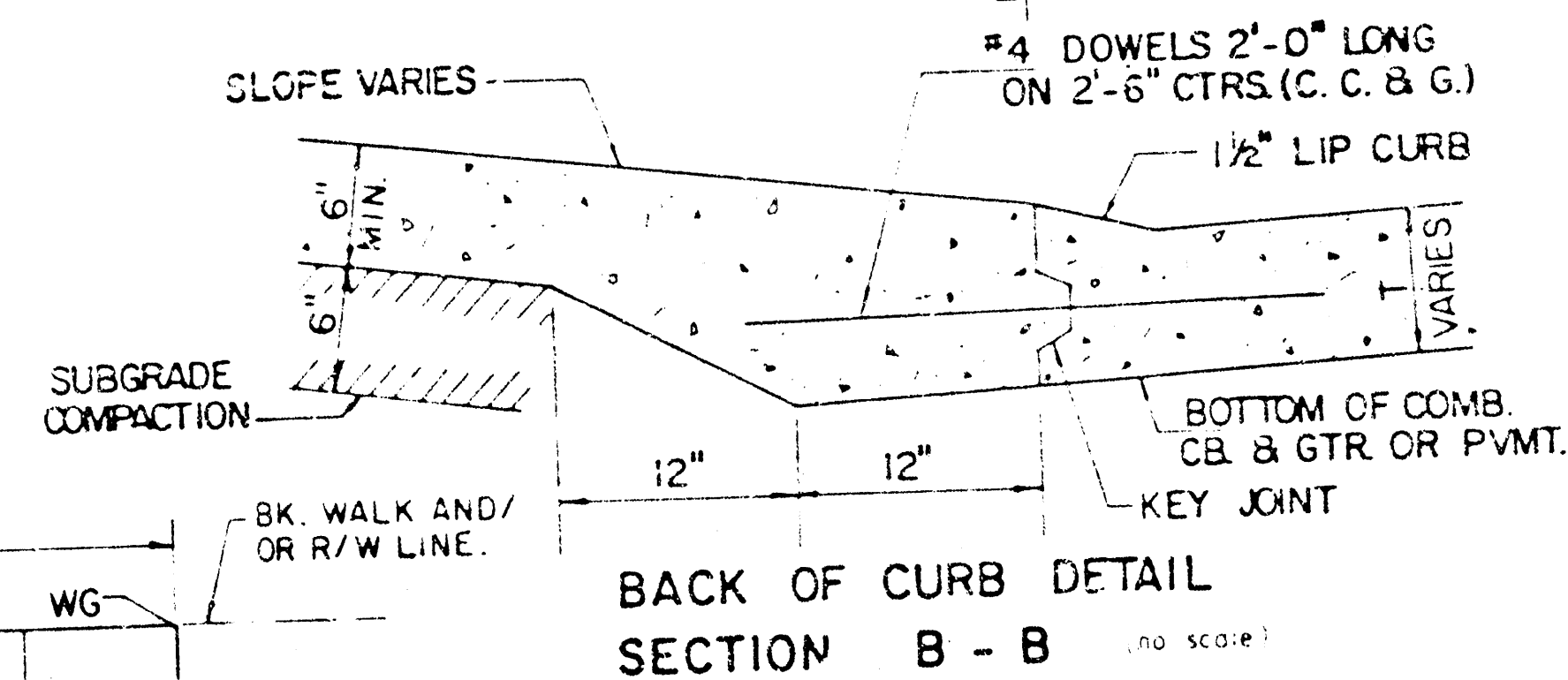


NOTE: THE COST OF ALL WORK INDICATED SHALL BE INCLUDED IN THE UNIT BID PRICE FOR 4" SIDEWALK.

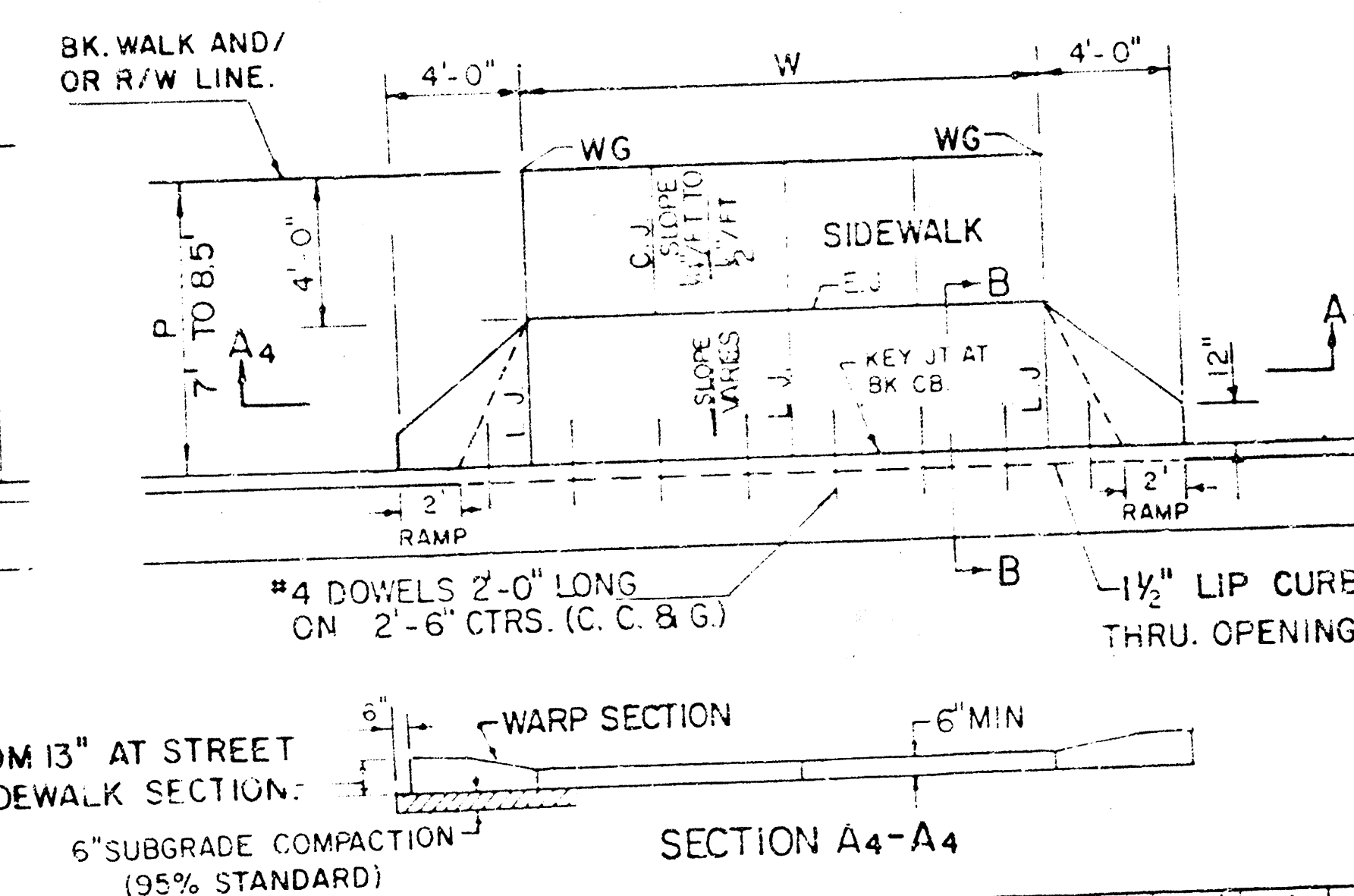
CITY OF WICHITA PROJ. NO. 472-76-245-81496-000-001			
WICHITA, KANSAS			
CENTRAL - SENeca STREET CONNECTOR			
INCLUDING STACKMAN INTERSECTION IMPROVEMENTS			
MISCELLANEOUS DETAILS			
DESIGN	DRWN	DATE:	
CM/TCP	BLM	APRIL 1986	
WILSON & COMPANY		FILE NO.	
ENGINEERS & ARCHITECTS		85-328	
WICHITA - KANSAS		SHEET NO. 11	
		OF 21	



		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'	4.85'	5.35'	5.85'
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'	2.86'	3.12'	3.38'
OPTIMUM	MIN. DIST. OF PT. 'WG' ABOVE OR BELOW TOP OF FULL CURB	0.19'	0.20'	0.23'	0.25'	0.27'	0.30'	0.42'	0.52'	0.62'	0.72'	0.82'	0.92'	1.02'	1.12'	1.22'	1.32'
ABSOLUTE	MIN. DIST. OF PT. 'WG' ABOVE OR BELOW TOP OF FULL CURB	-19"	-16"	-13"	-10"	-6"	0.00'	0.00'	0.15'	0.25'	0.35'	0.45'	0.55'	0.65'	0.75'	0.85'	0.95'



PARKING WIDTH "P"		14'5"	20'	25'	30'	35'	40'	45'	50'
ABSOLUTE MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB.		0.60	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



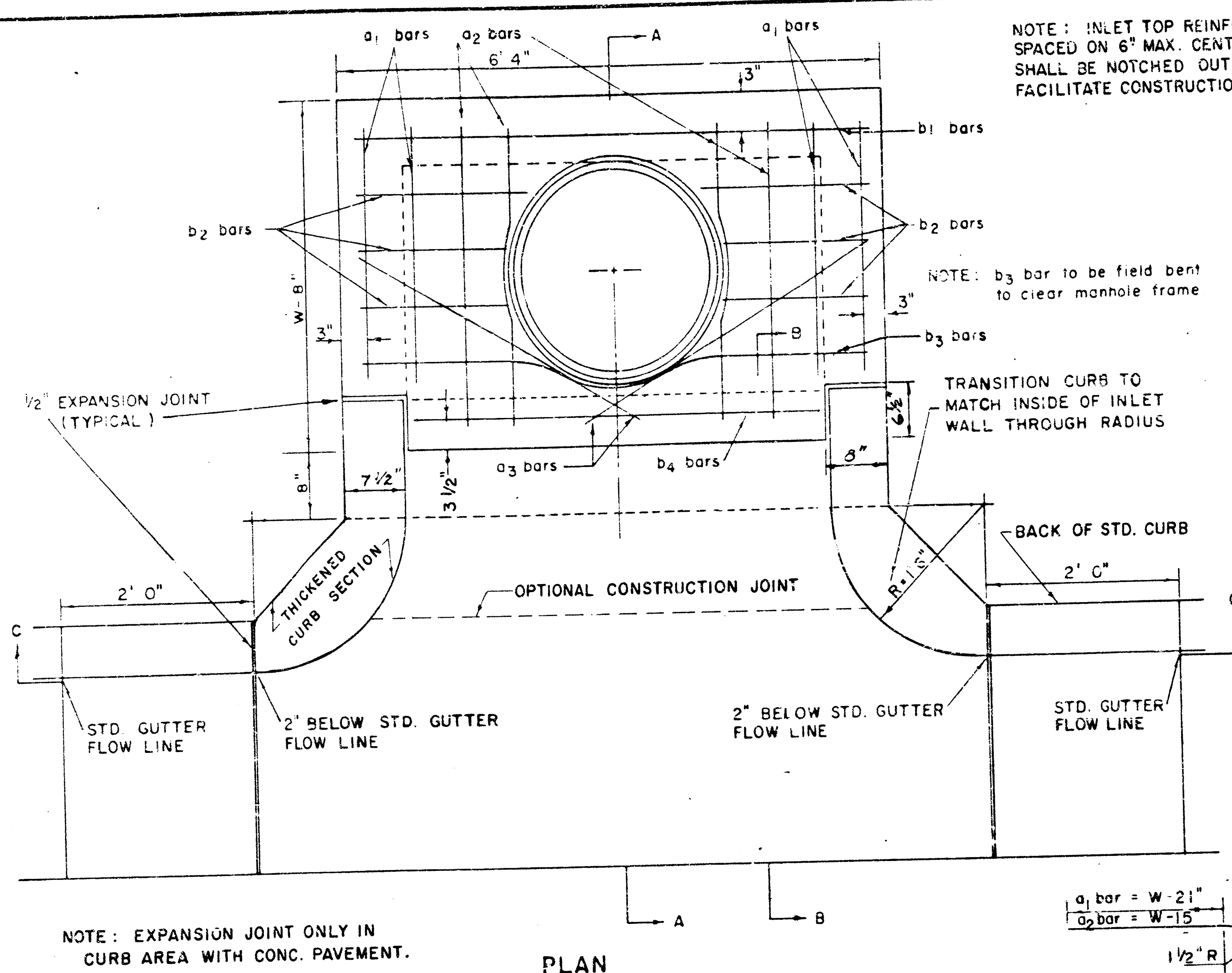
(95% STANDARD)		PARKING WIDTH "P"			
		7'	7.5'	8'	8.5'
ABSOLUTE	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.00'	0.10'	0.20'	0.30'
OPTIMUM	MAX. DIST. OF PT. "WG" ABOVE TOP OF FULL CB	0.00'	0.00'	0.10'	0.30'
OPTIMUM	MIN. DIST. OF PT. "WG" BELOW TOP OF FULL CB	15"	16"	17"	17"
ABSOLUTE	MAX. DIST. OF PT. "WG" BELOW TOP OF FULL CB	25"	20"	20"	20"

- [illegible]

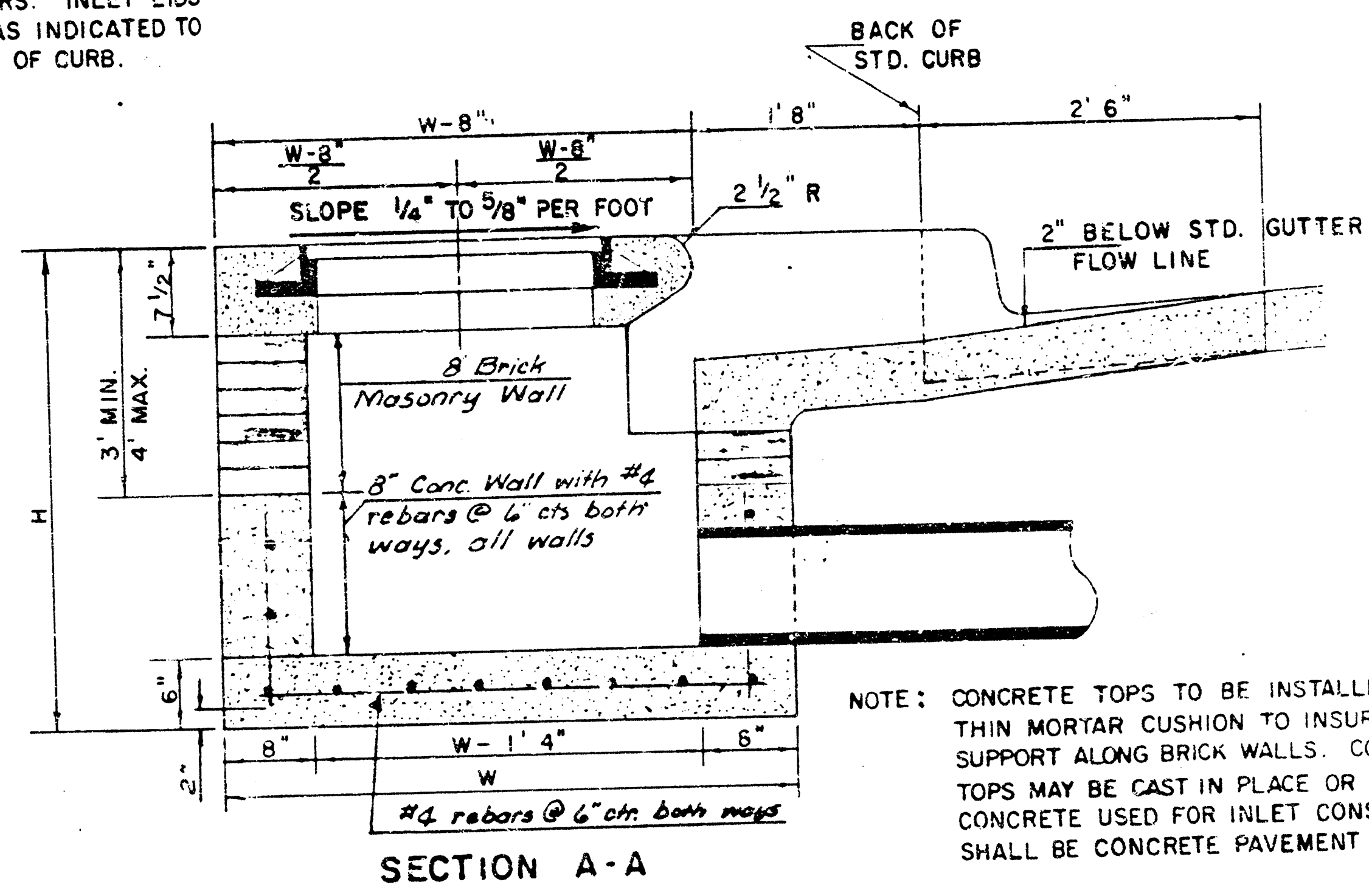
REVISED OCTOBER 1985
SCALE: 1" = 5'

STANDARD DRIVE ENTRANCES
FULL HEIGHT CURB
CITY OF WICHITA, KANSAS

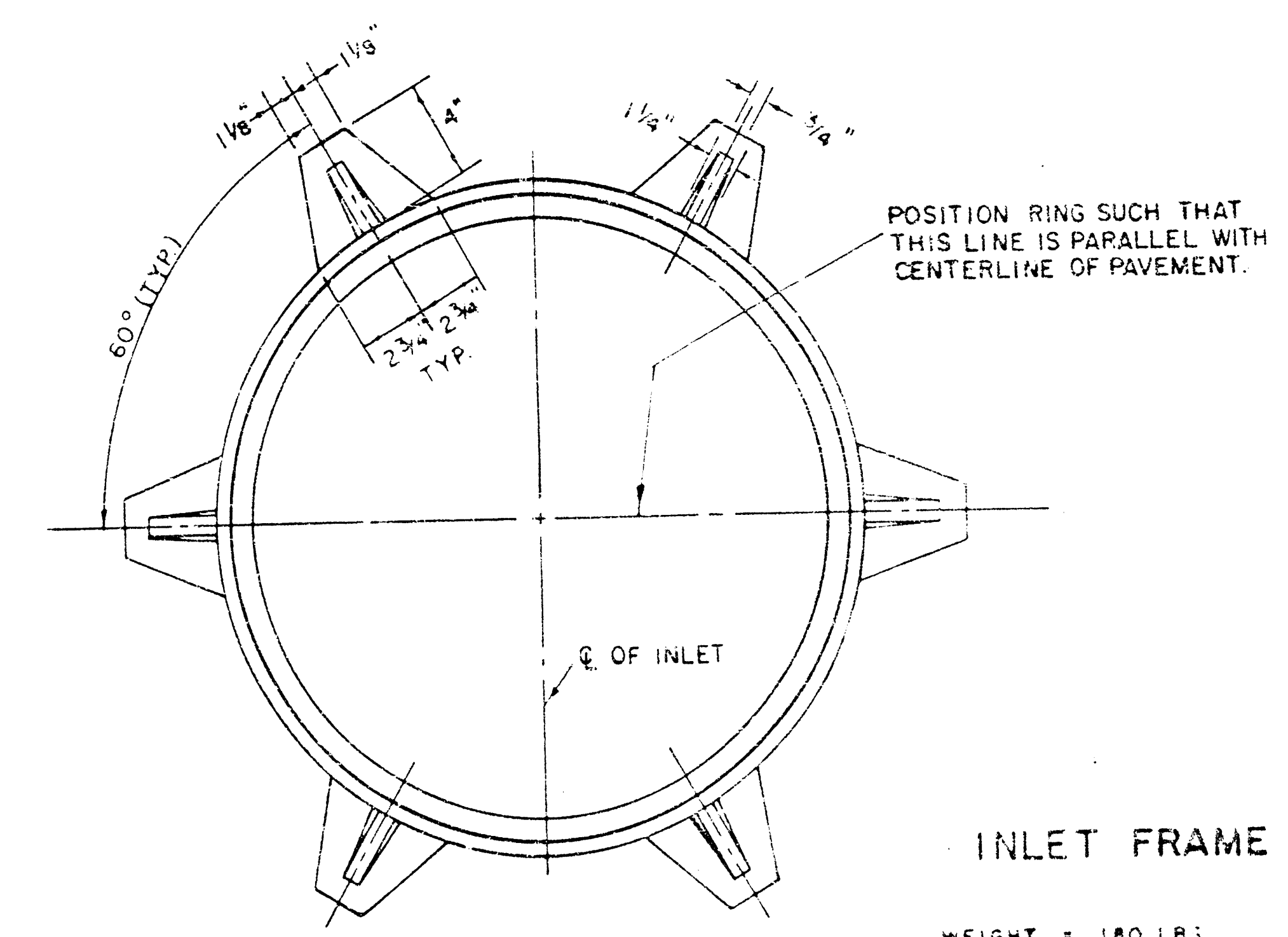
PROJECT NUMBER SHEET NO. 12 OF 21
472-76-245-81498-000-000-001



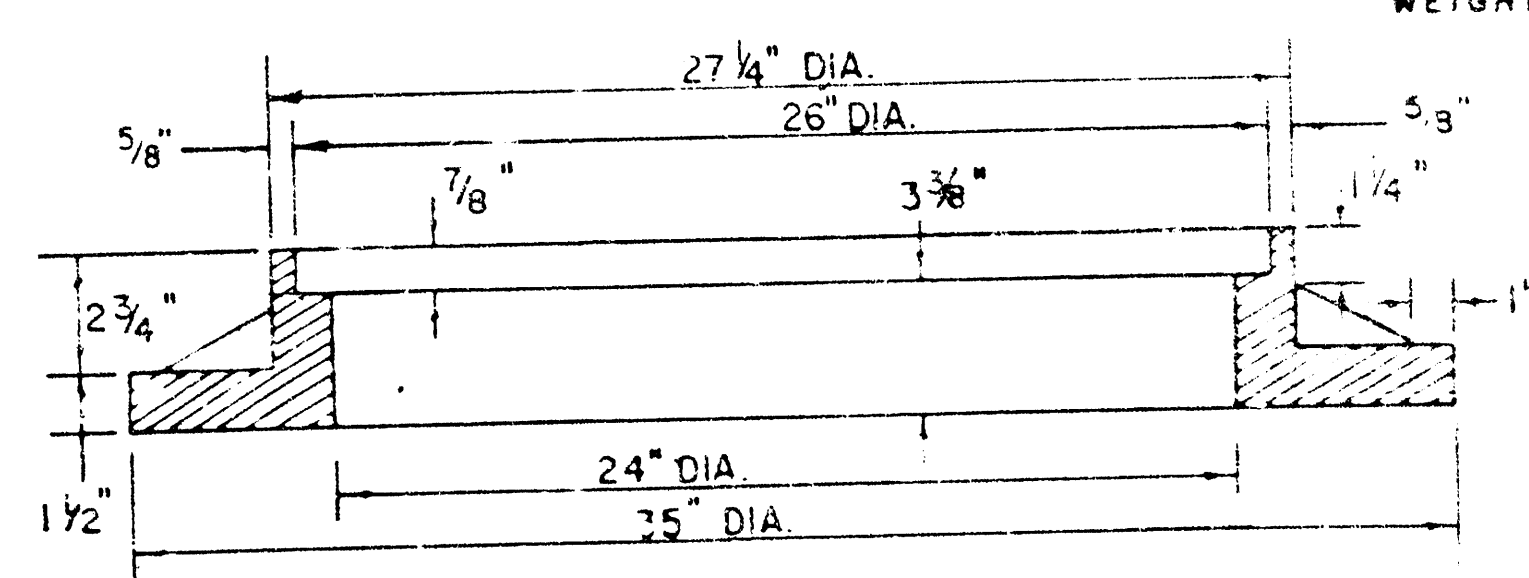
PLAN



SECTION A-A



INLET FRAME



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

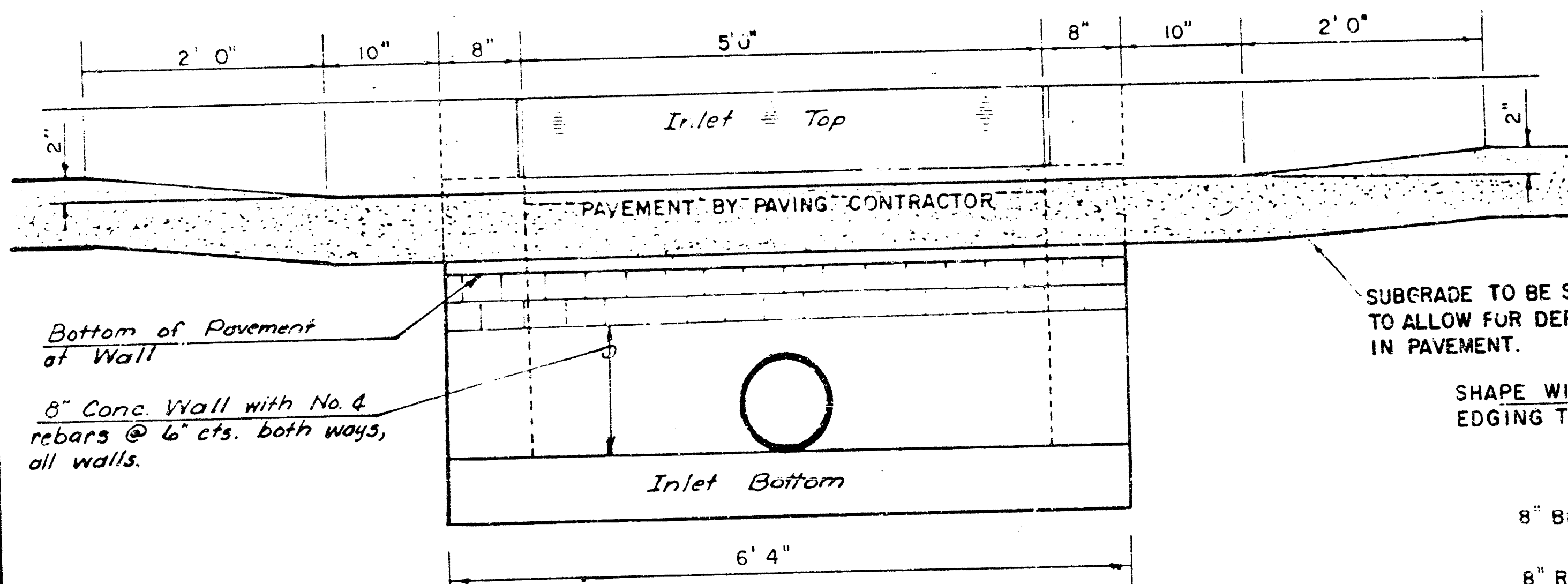
STEEL SCHEDULE

BAR	a ₁	a ₂	a ₃	b ₁	b ₂	b ₃	b ₄	WT. LBS.
NUMBER	4	4	2	1	3	5	7	9
SIZE	#4	#4	#4	#4	#4	#4	#4	#6
W=4'4"	5'7"	6'7"	4'0"	6'1"	-	-	-	1'9"
W=5'4"	7'7"	8'7"	5'0"	6'1"	-	-	-	1'9"
W=6'4"	9'7"	10'7"	6'0"	6'1"	-	-	-	1'9"
W=7'4"	11'7"	12'7"	7'0"	6'1"	-	-	-	1'9"
W=8'4"	13'7"	14'7"	8'0"	6'1"	-	-	-	1'9"

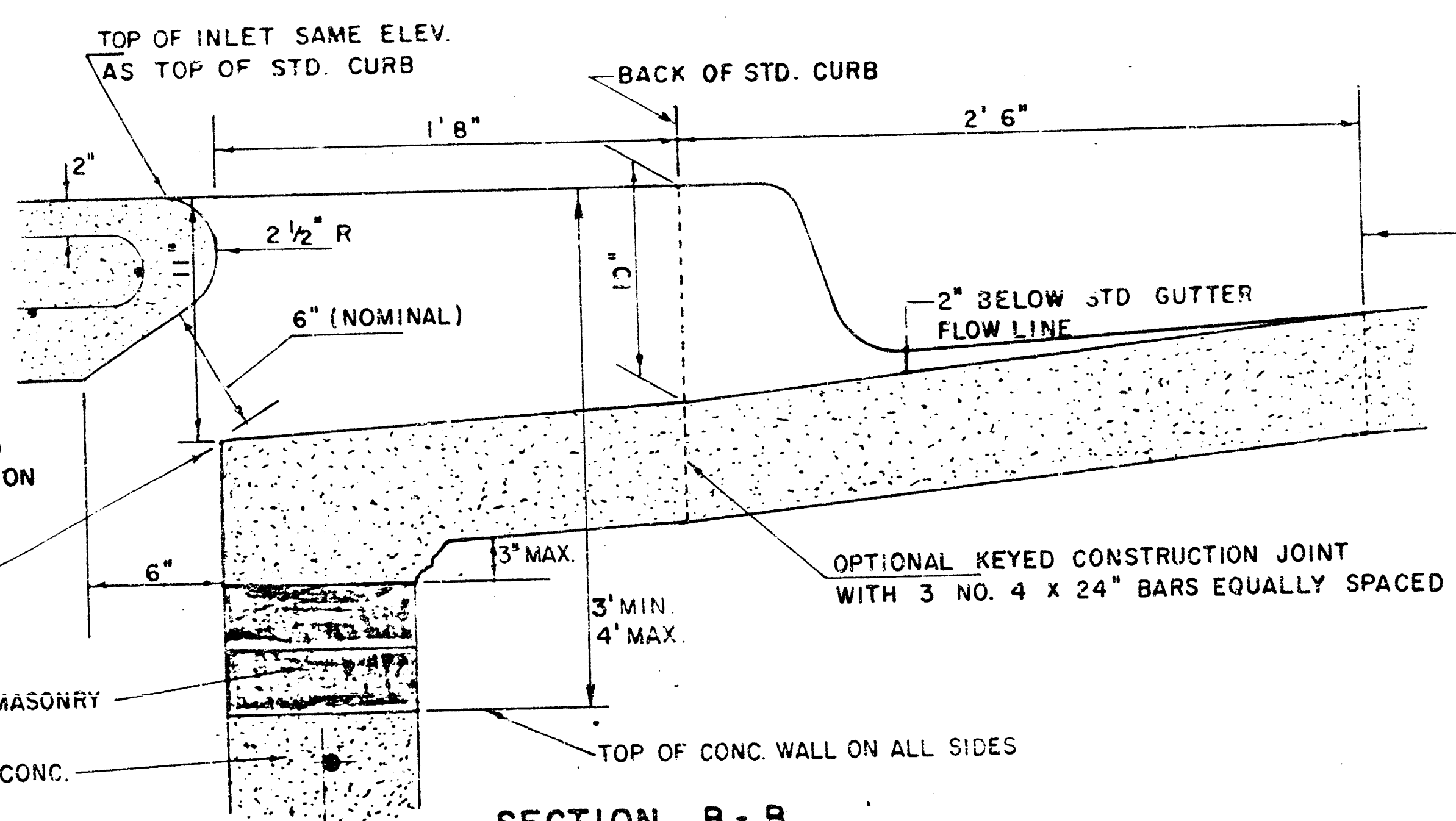
* NOTE: a_3 BARS TO BE PLACED APPROX. 2" BELOW TOP OF INLET COVER

BENDING DIAGRAM

W	PRE-CAST CURB INLET PRECAST TOPS	PIPE SIZE	CU. YD. CONC.
4'4"	5'8" x 6'4" x 7 1/2"	21" & SMALLER	0.38 ±
5'4"	6'8" x 6'4" x 7 1/2"	24" & 30"	0.51 ±
6'4"	7'8" x 6'4" x 7 1/2"	36" & 42"	0.64 ±
7'4"	8'8" x 6'4" x 7 1/2"	48" & 54"	0.77 ±
8'4"	9'8" x 6'4" x 7 1/2"	60" & 66"	0.90 ±



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" x 5'0"

JUNE 1984

SHEET NO. 13 OF 21

65-568

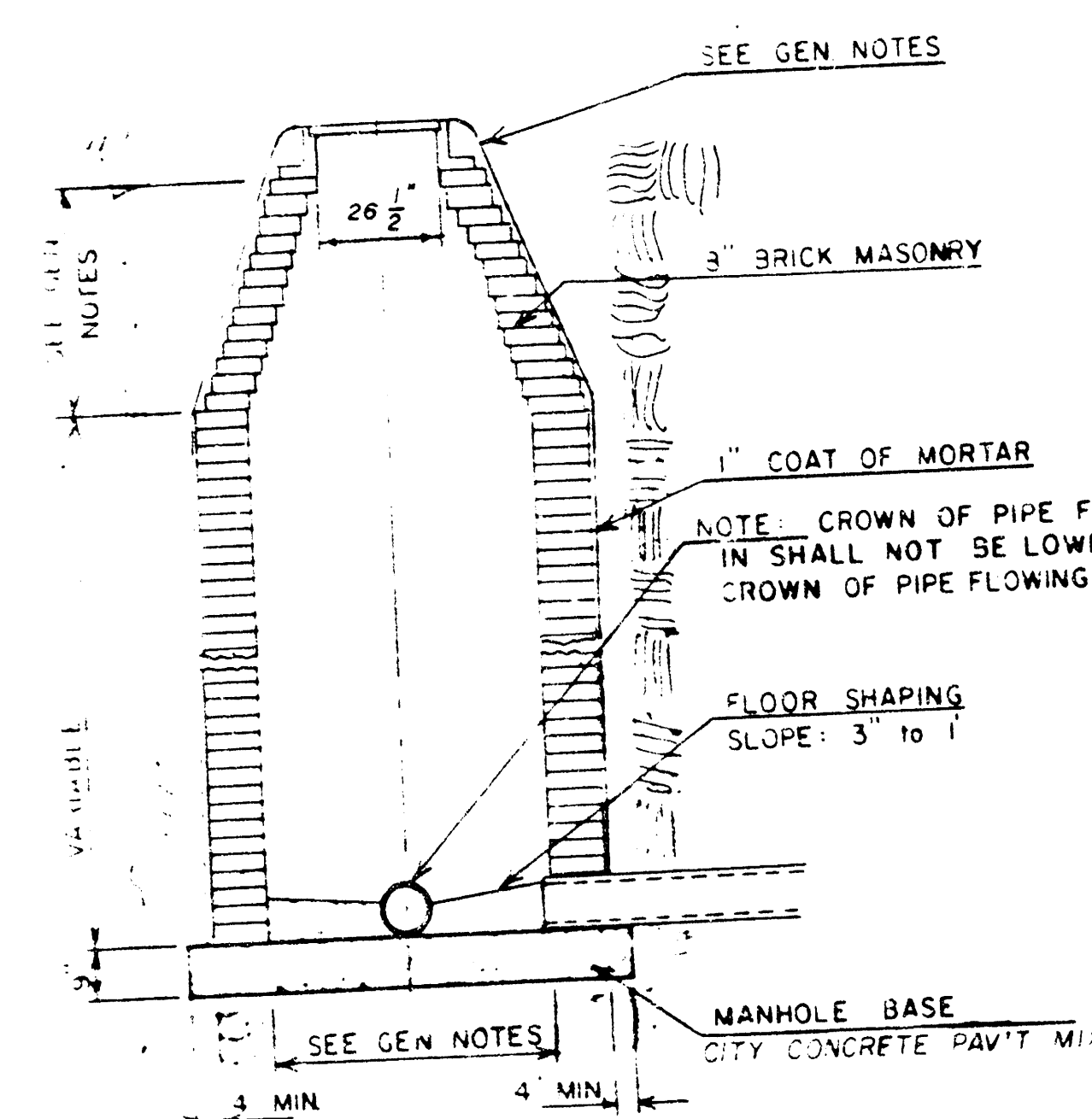
SEWER APPURTENANCES DETAILS

ADOPTED AS STANDARD DESIGN

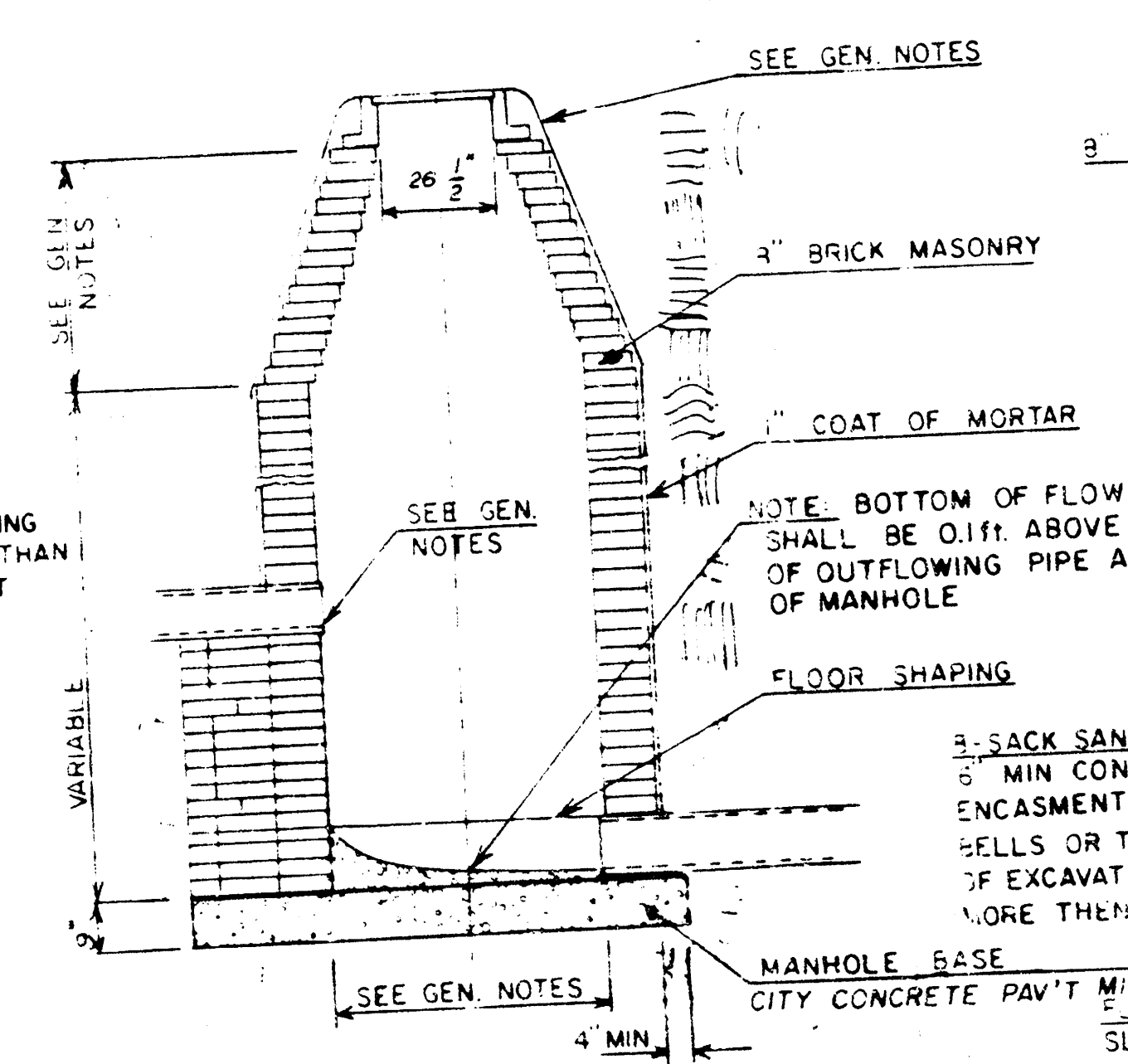
BY

CITY of WICHITA, KANSAS

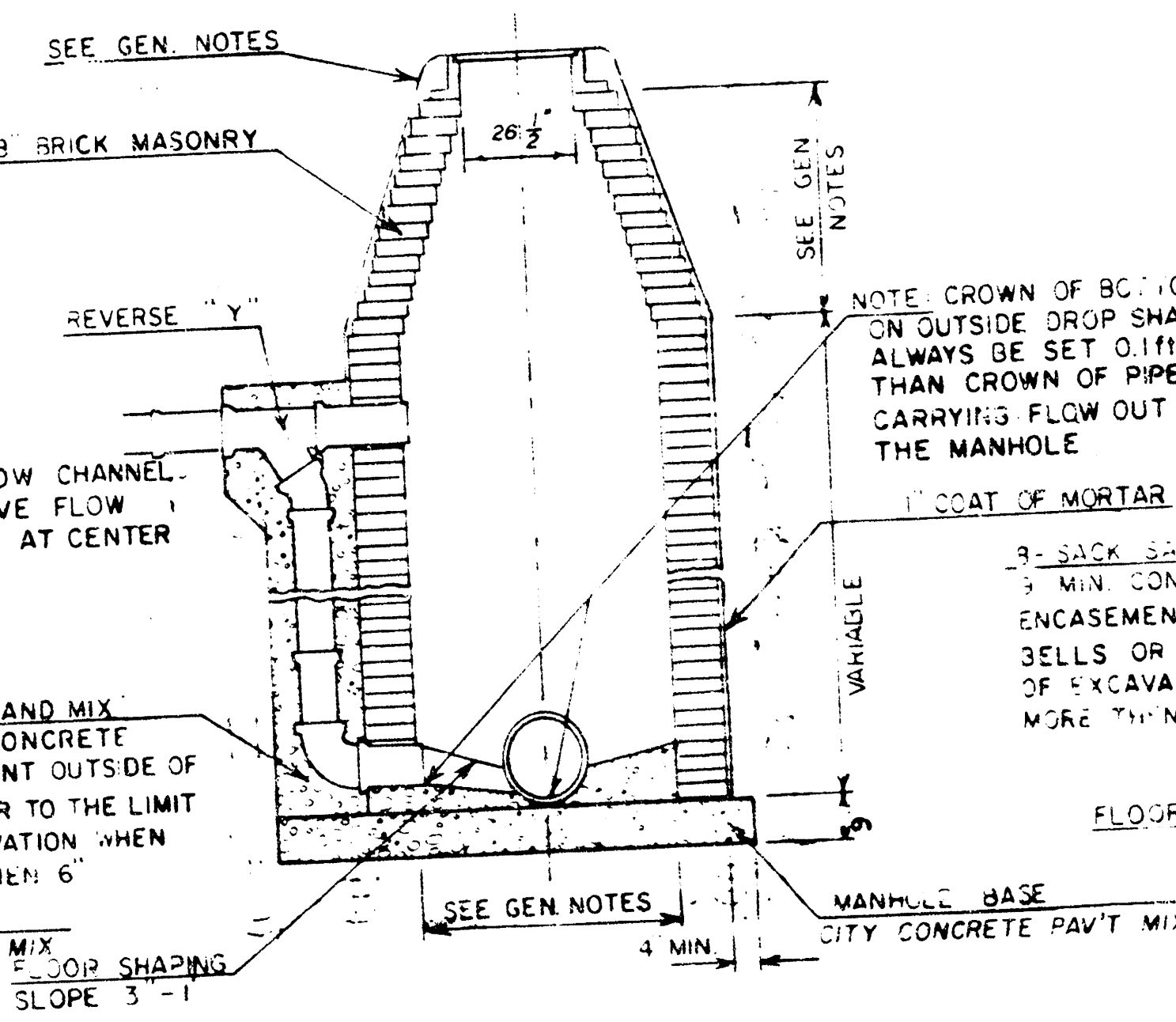
TYPE "A" MANHOLE



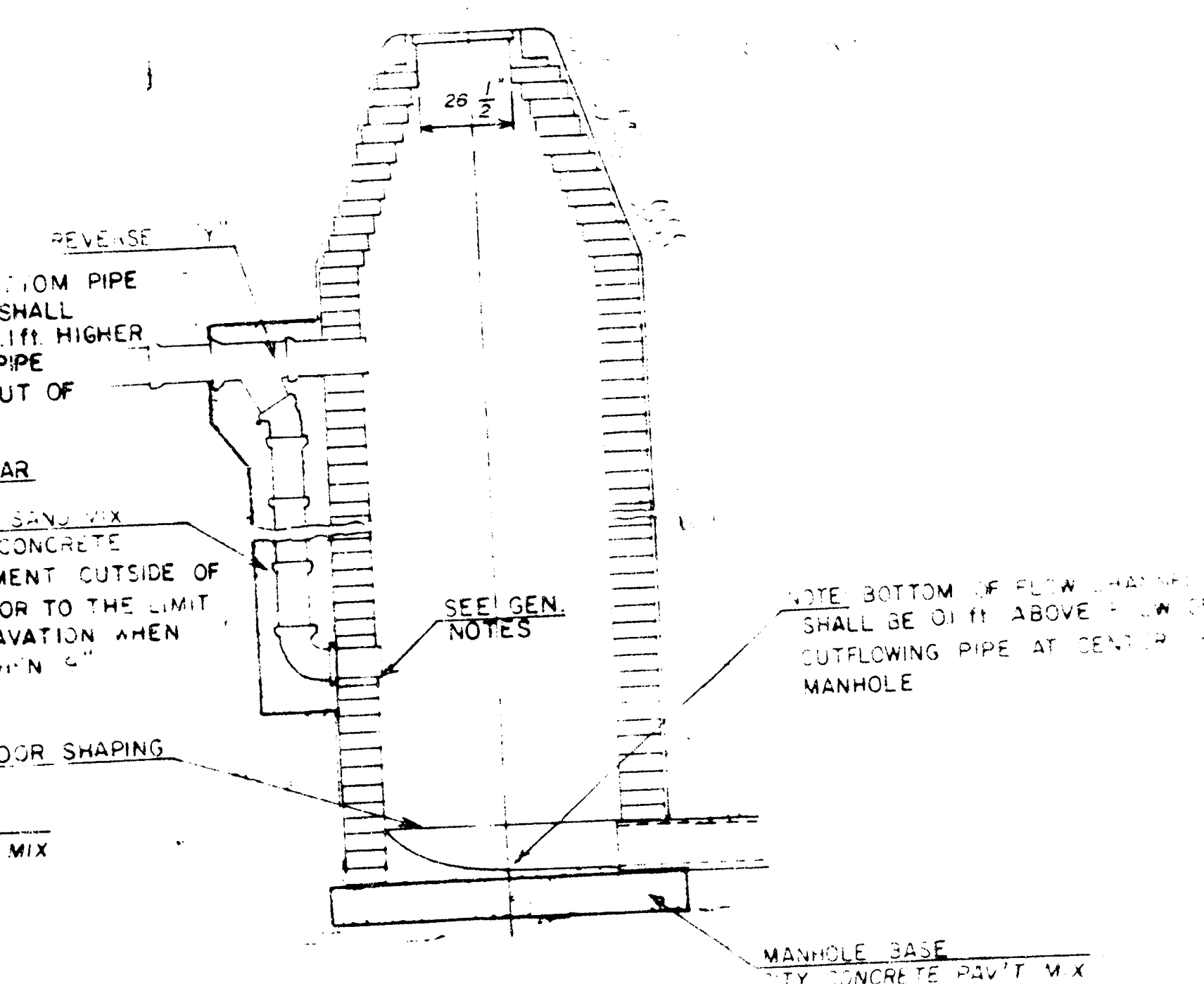
TYPE "A" INSIDE DROP MANHOLE



TYPE "A" OUTSIDE DROP MANHOLE



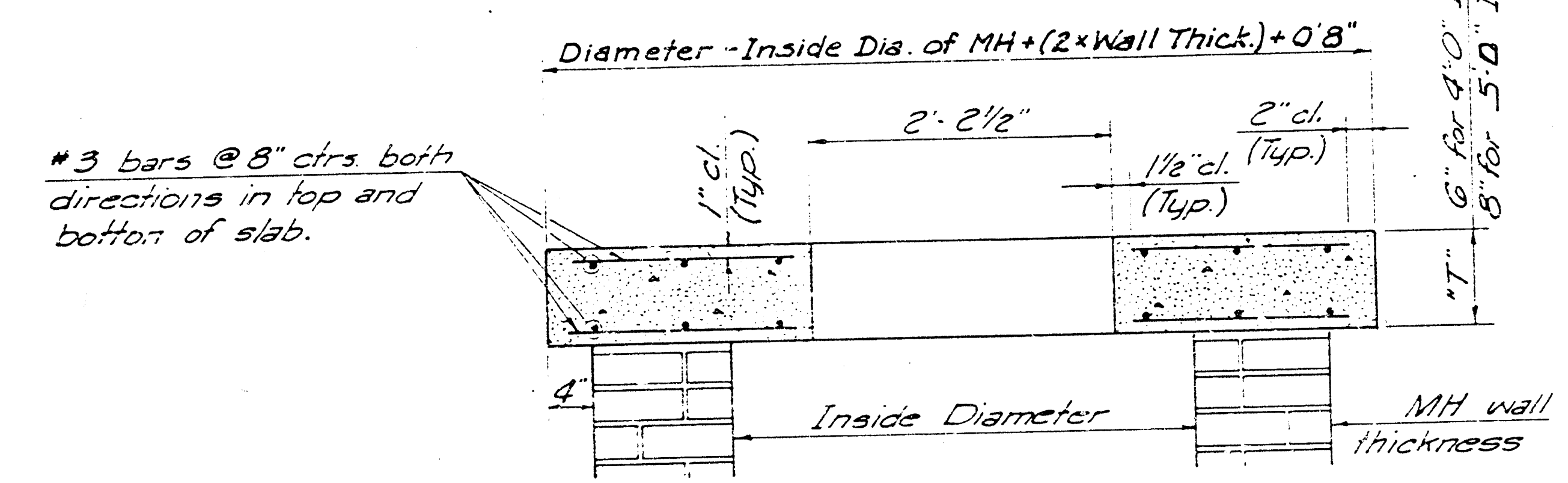
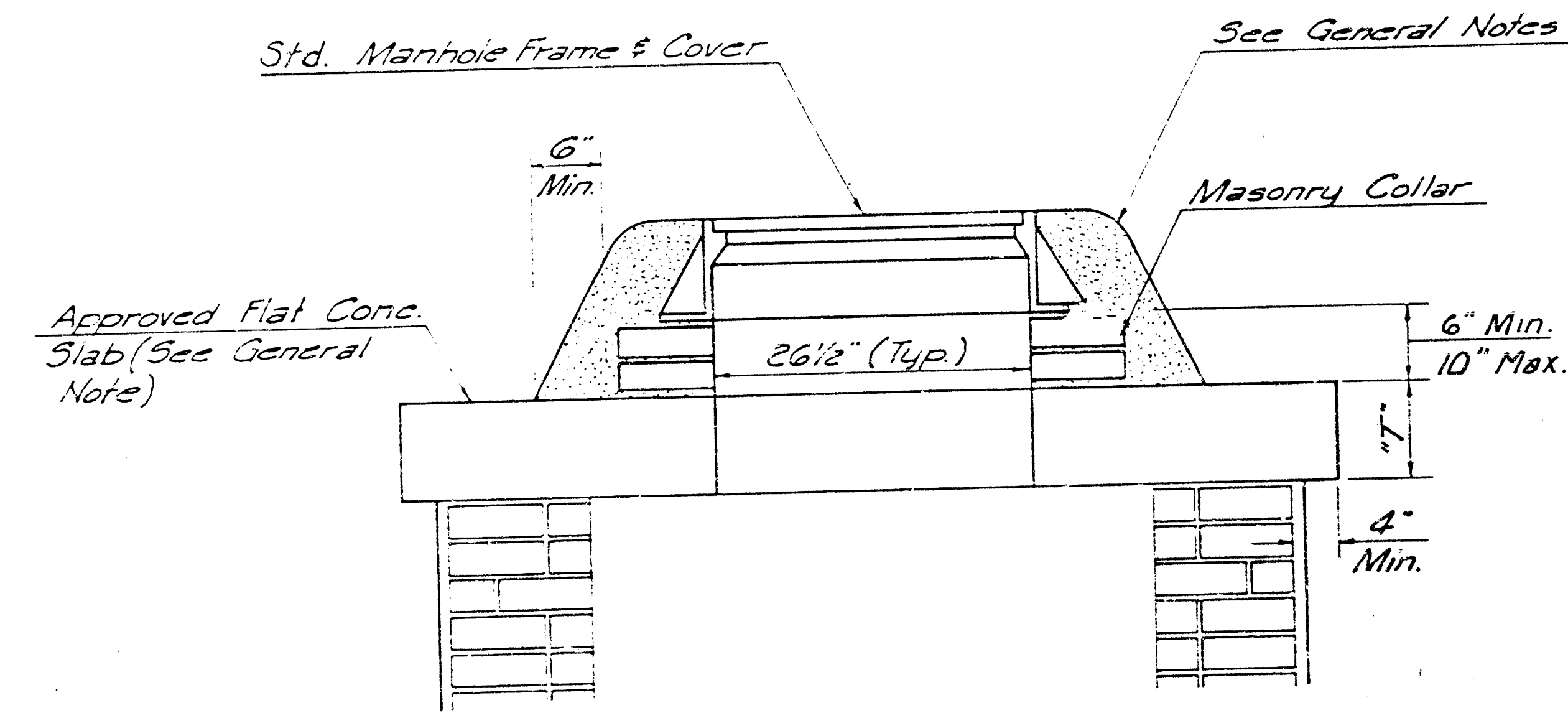
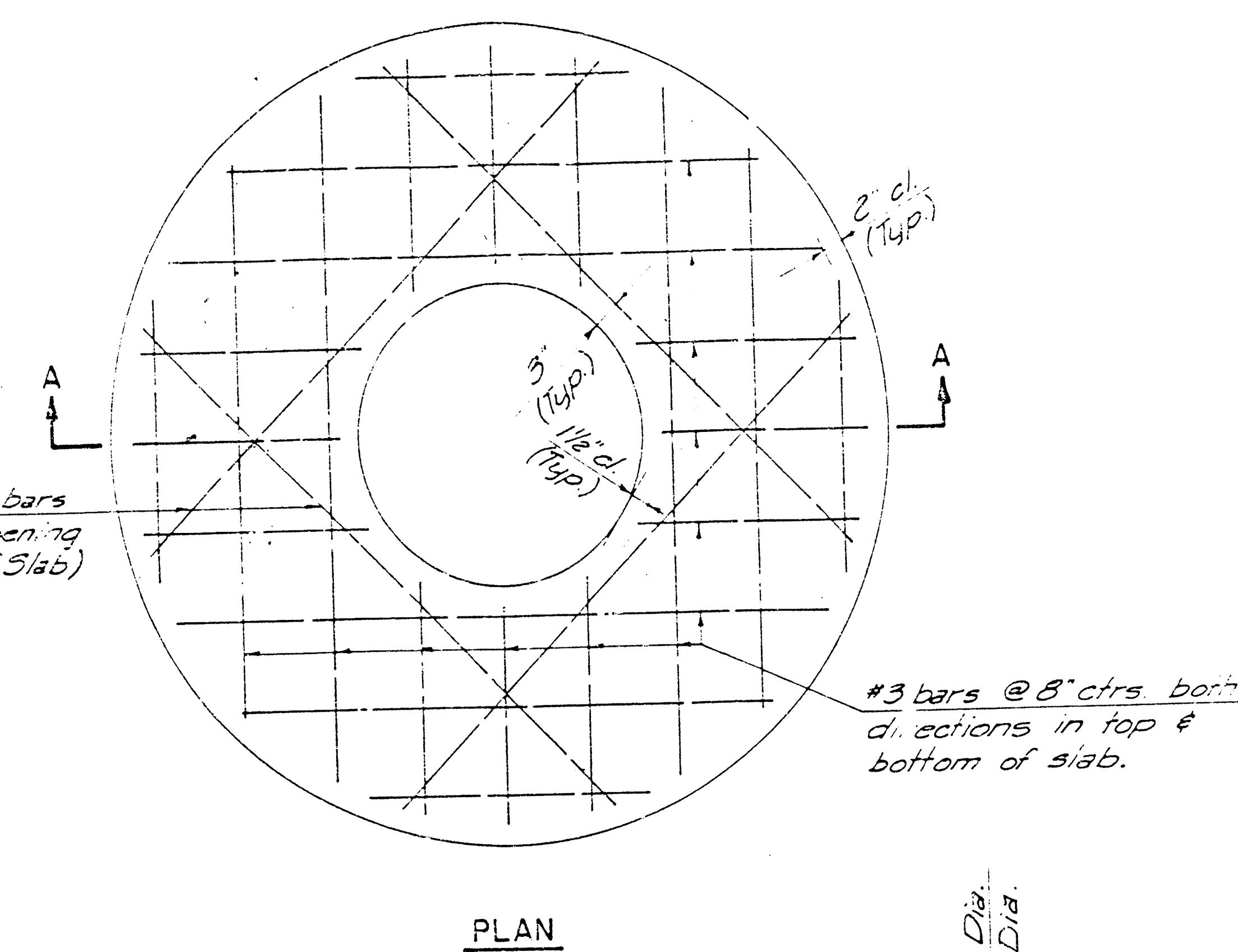
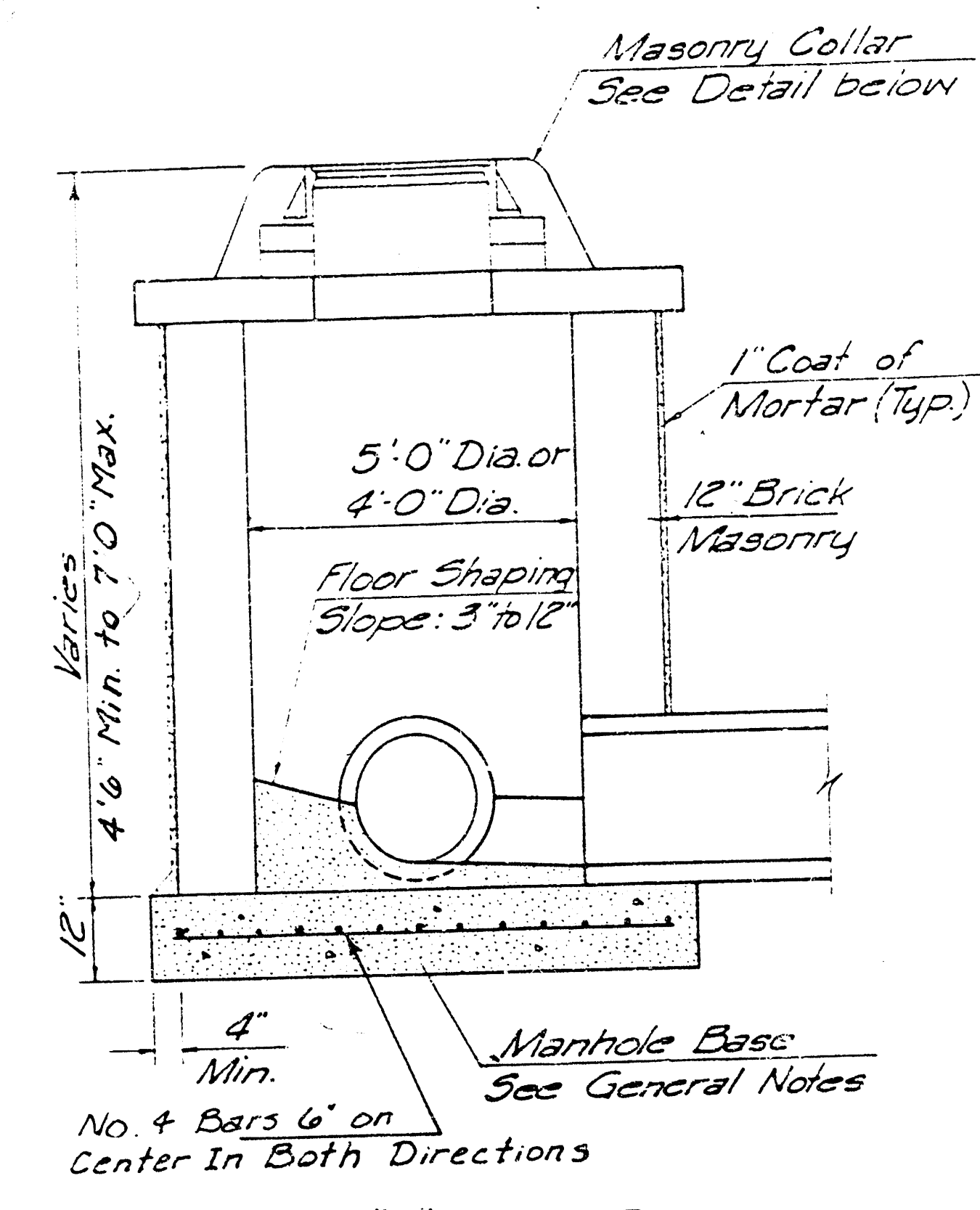
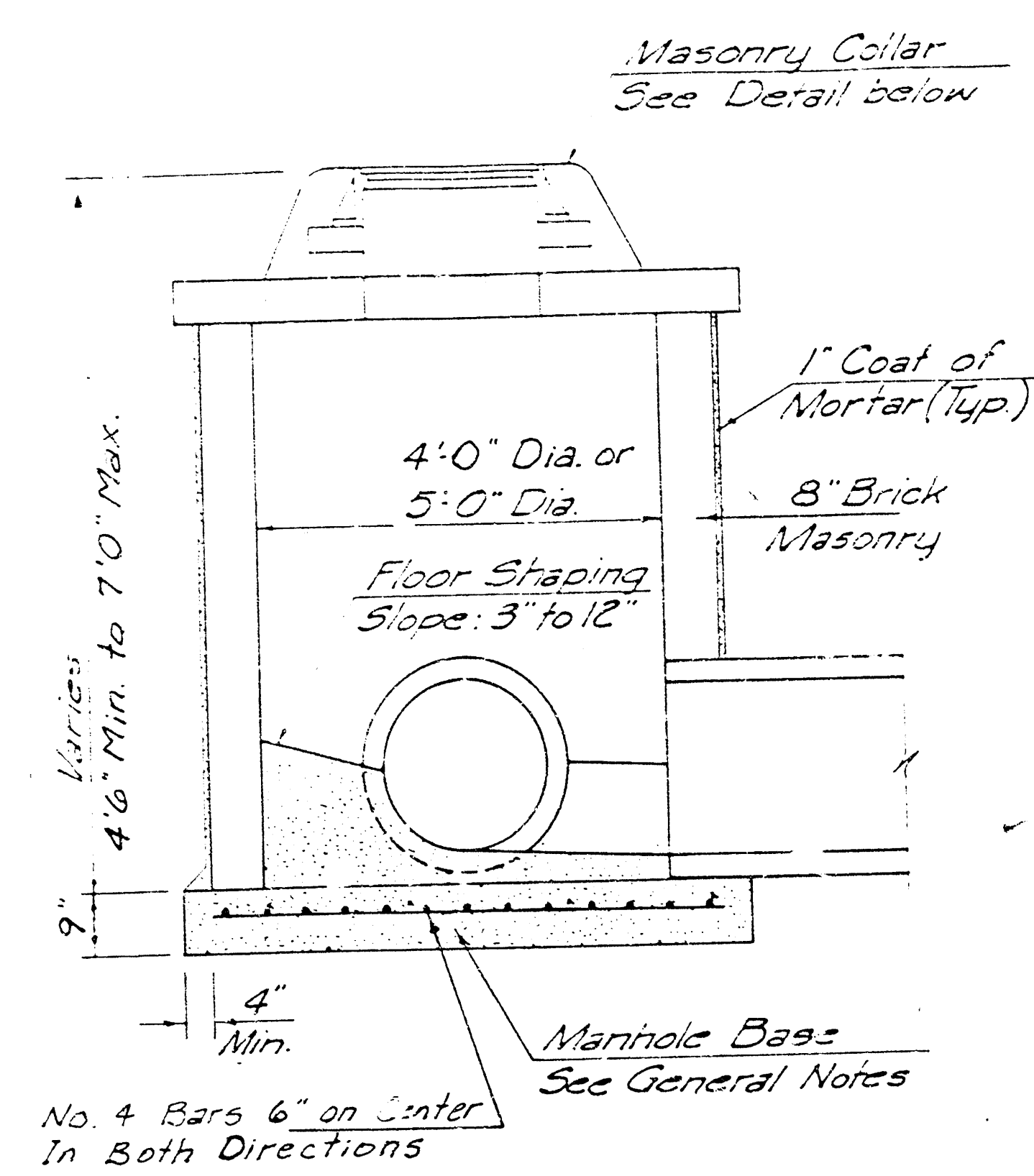
DETAIL OF OUTSIDE DROP
CONSTRUCTED ON EXISTING MANHOLE



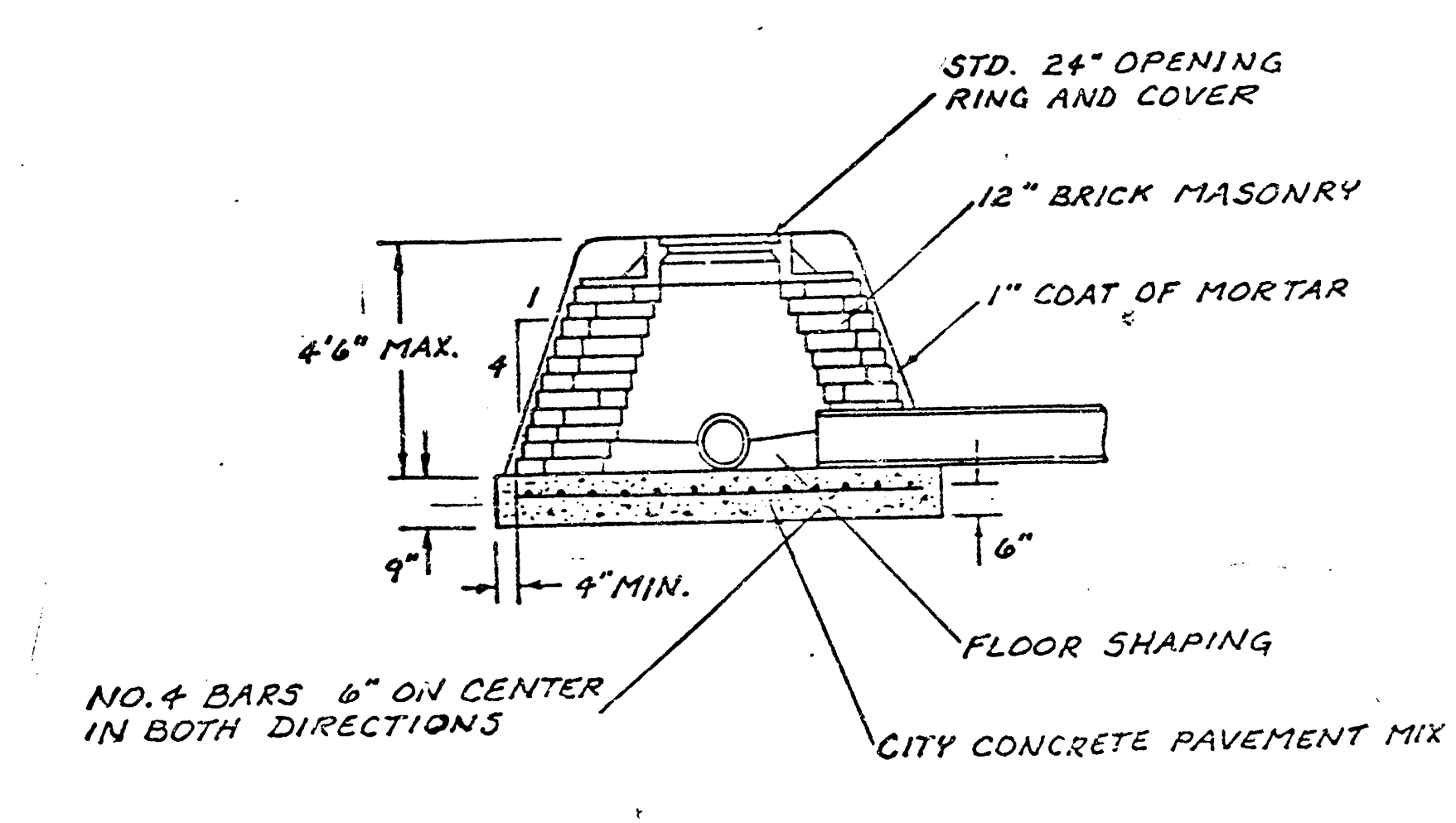
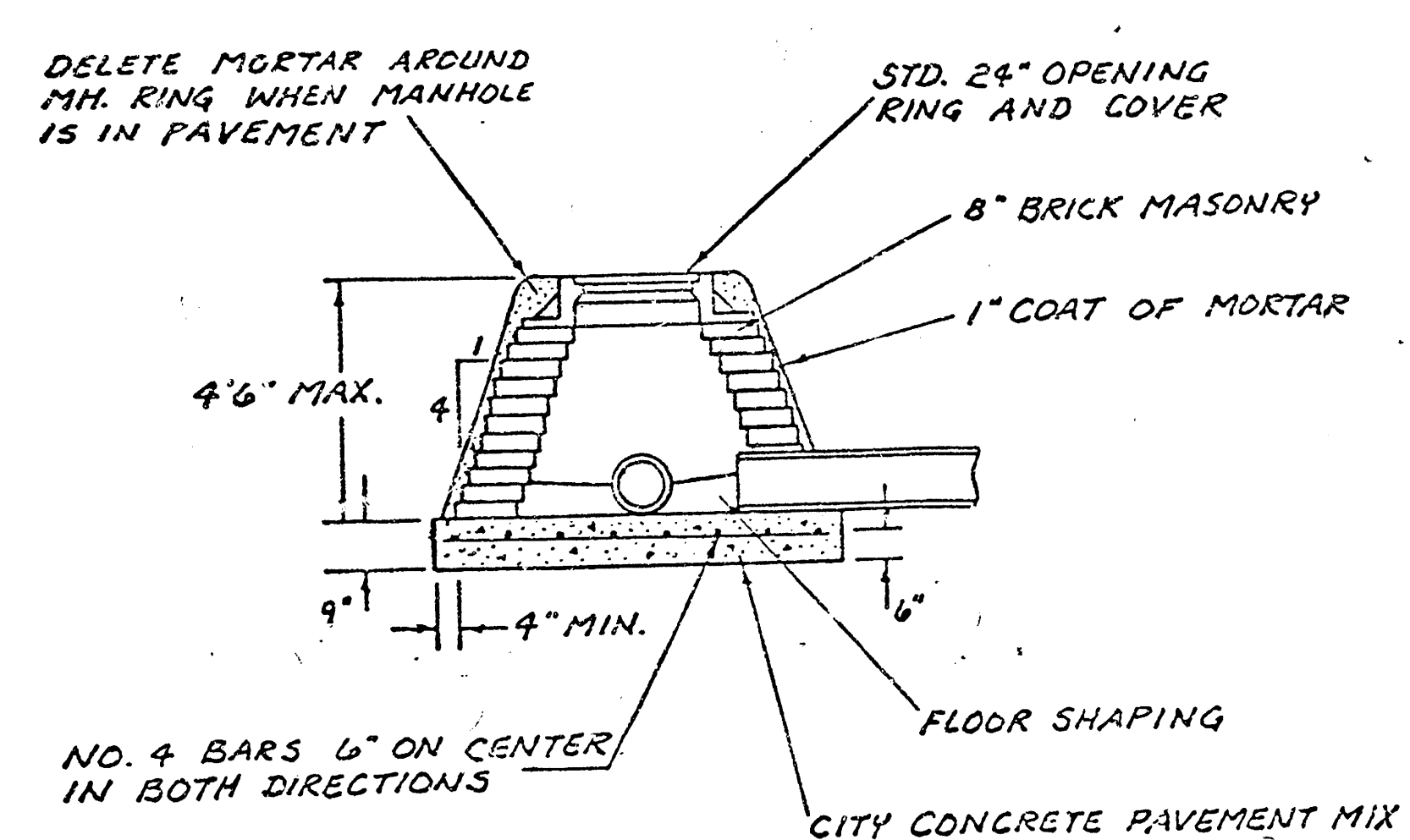
GENERAL NOTES

1. MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 BAGS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVING CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE MIXED IN THE CITY STANDARD PAVING SPECIFICATIONS. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN IN THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. TYPE "A" MANHOLES CAN BE USED ON PAVED AREAS 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 CORSELS ON 4' DIAMETER MANHOLES SHALL BE 4'. MANHOLES HAVING A DIAMETER OF 5' SHALL HAVE CORSELS 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 ROUTING THE NEW PIPE IN PLACE. WATERSTOP GASKETS SHALL BE USED WITH J.O.C. AND A.B.S. COMPOSITE PIPE. THE NEW PIPE SHALL BE ROUTED INTO THE EXISTING MANHOLE USING AN APPROVED JOINT. THE EXTERIOR OF THE COMPLETED CONNECTION SHALL BE PAINTED 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 IN 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 FRAMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPES 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 TO 1 TOWARD THE FLOW CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO MAKE LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
5. PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPES ARE 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. JOINTS 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.



- GENERAL NOTES
- 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 ADJUSTMENT. 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 INCLUSIVE DIAMETER OF 4". MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INCLUSIVE DIAMETER OF 5". COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.
 - 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.
 - 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.
 - 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.
 - 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.
 - THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
 - 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.



MANHOLE FRAME AND COVER DETAIL

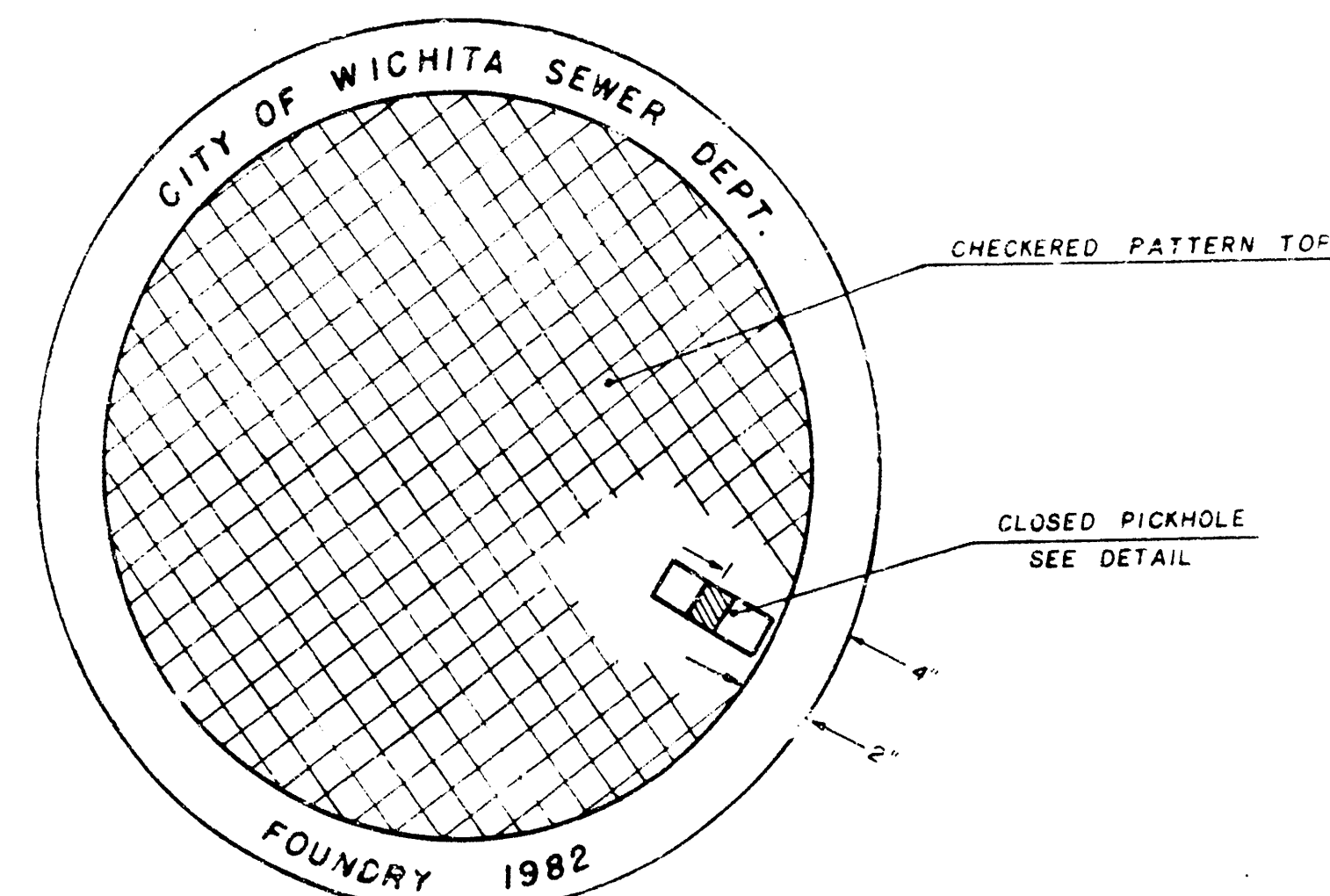
ADOPTED AS STANDARD DESIGN

BY

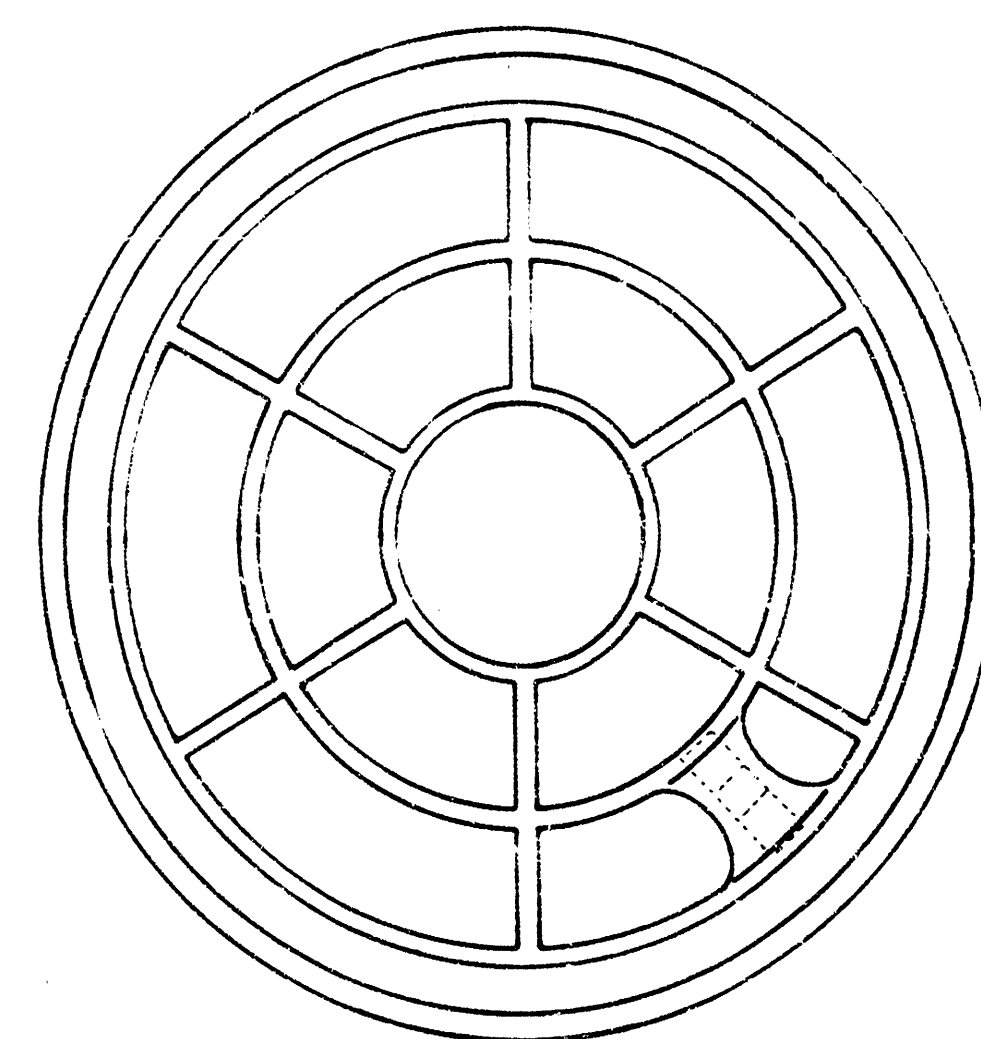
City of Wichita, Kansas

MANHOLE COVER

Weight: 180 Lbs.

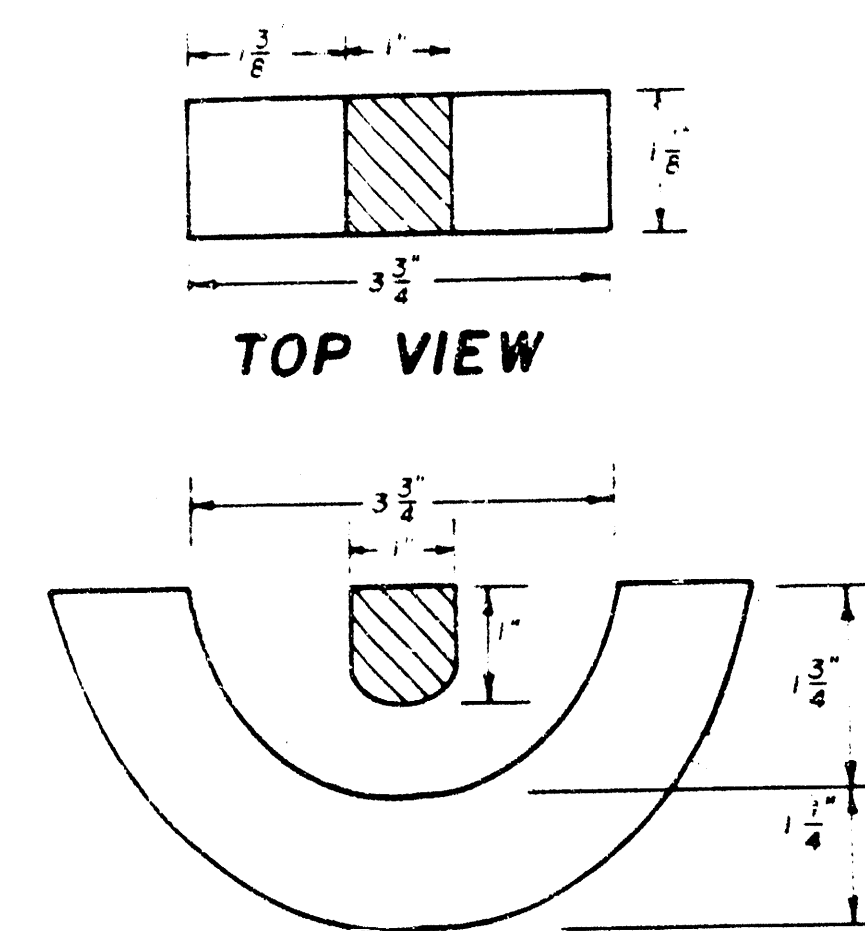


TOP VIEW

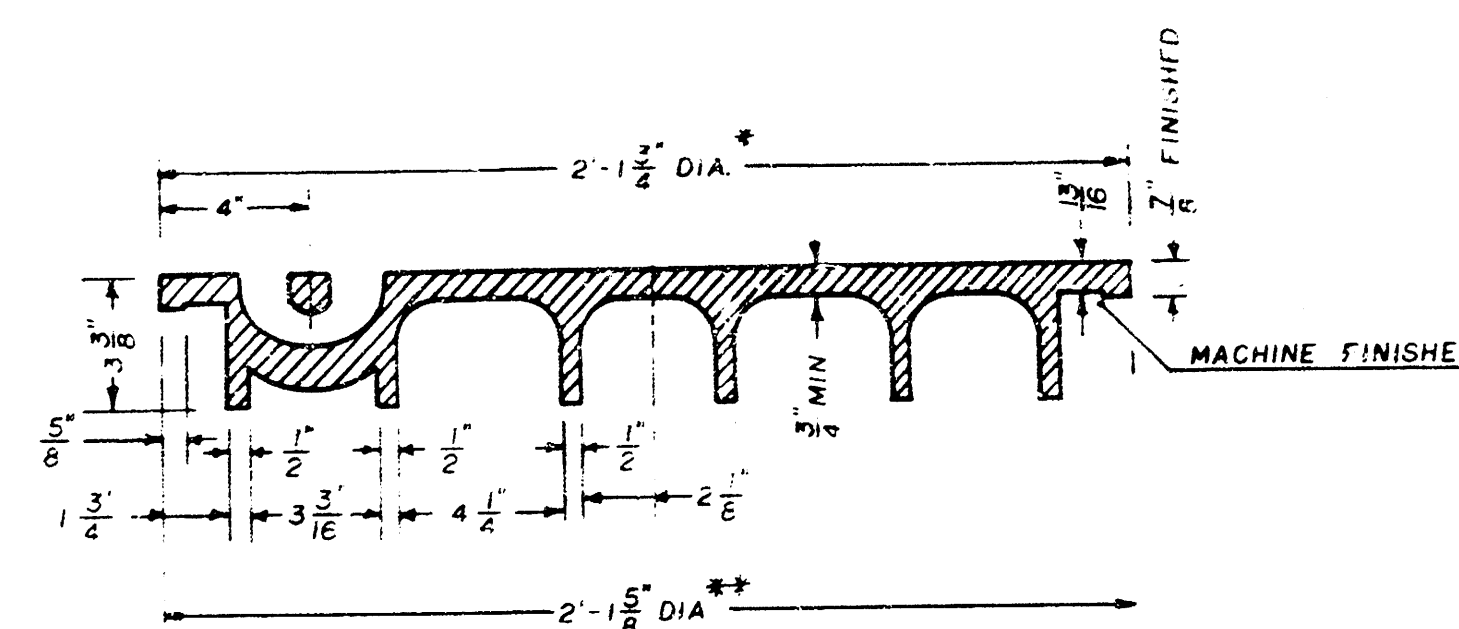


BOTTOM VIEW

PICKHOLE DETAIL



SECTION VIEW

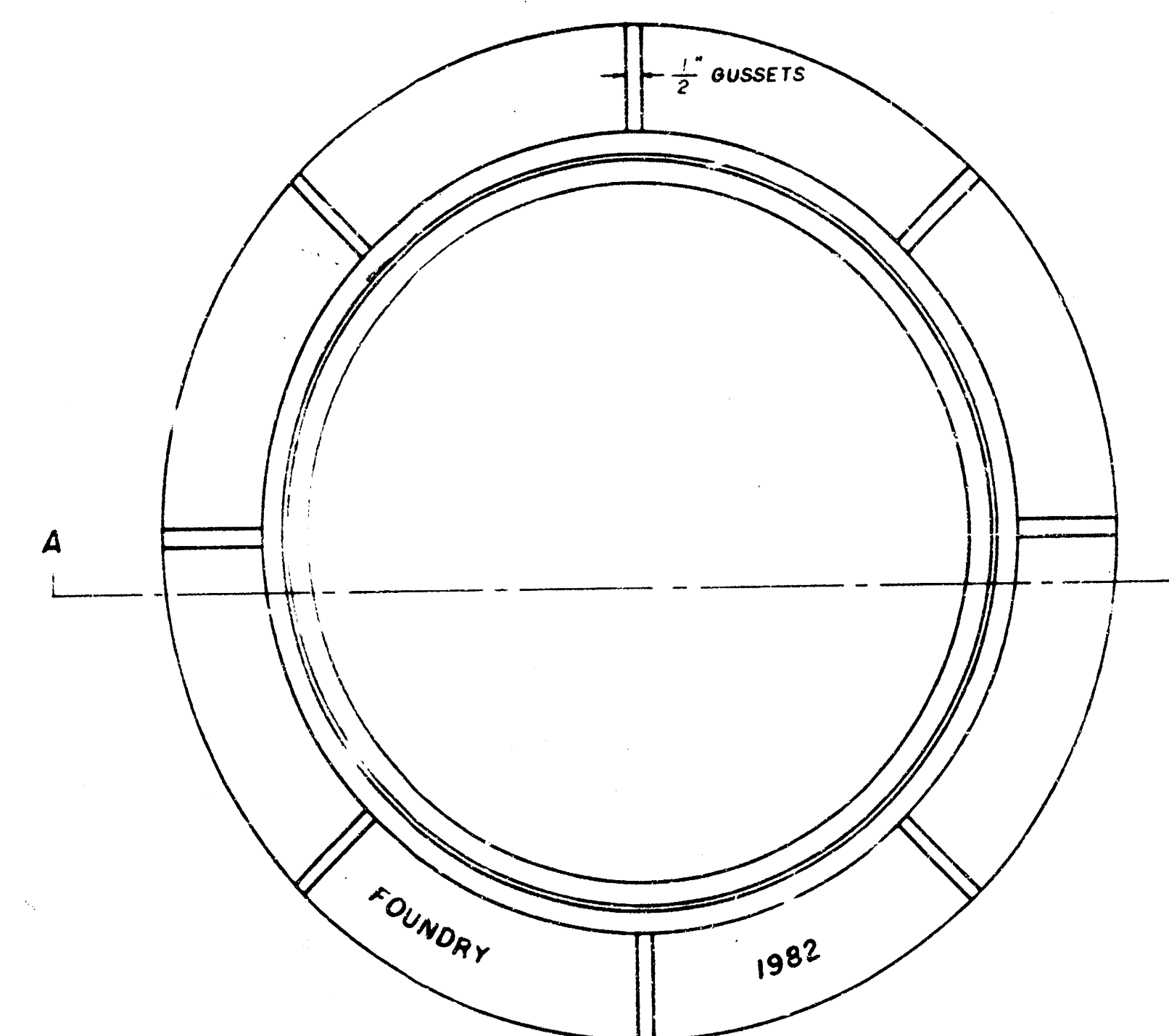


SECTION VIEW

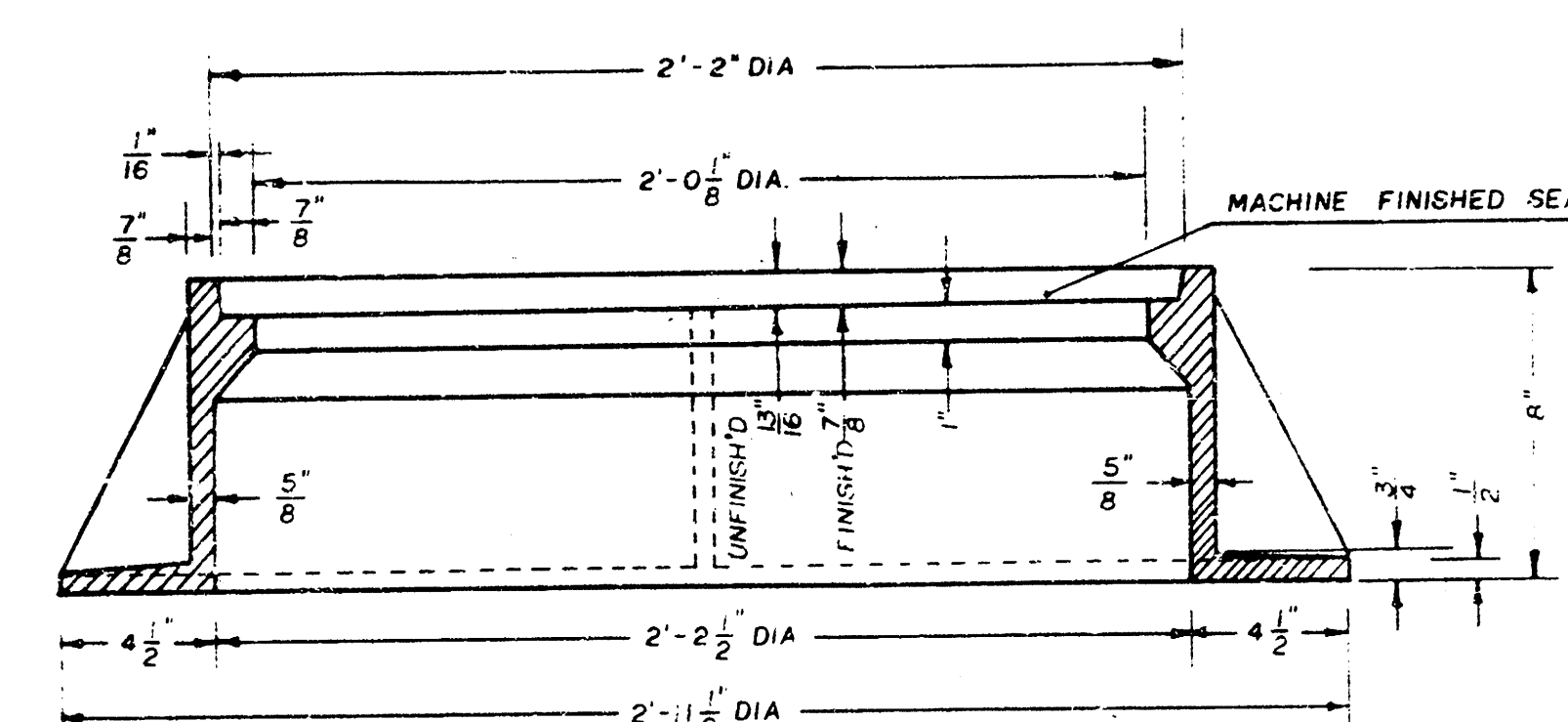
* OUTSIDE DIA. TOP OF COVER
** OUTSIDE DIA. BOTTOM OF COVER

MANHOLE FRAME

Weight: 240 Lbs.



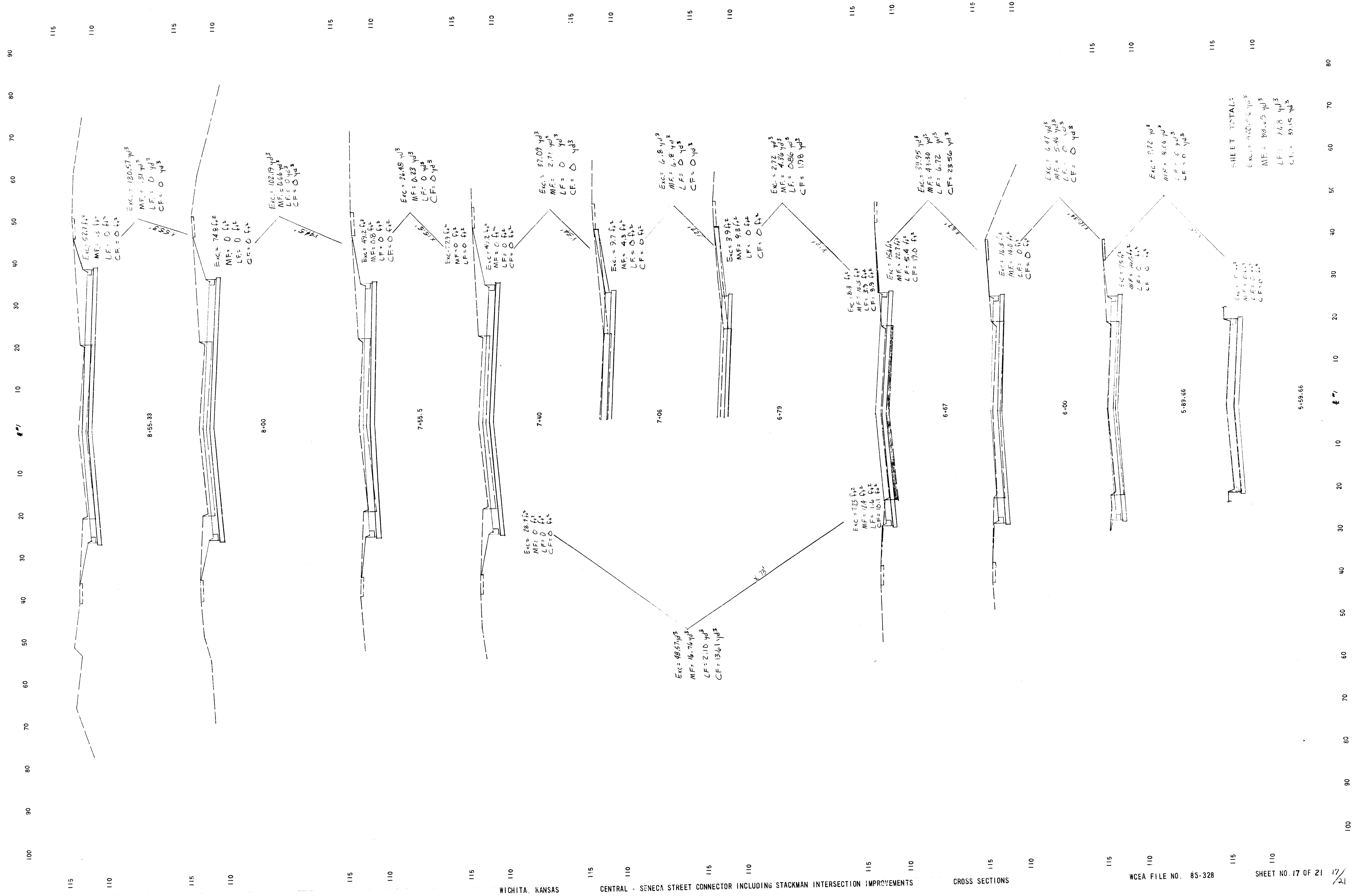
TOP VIEW



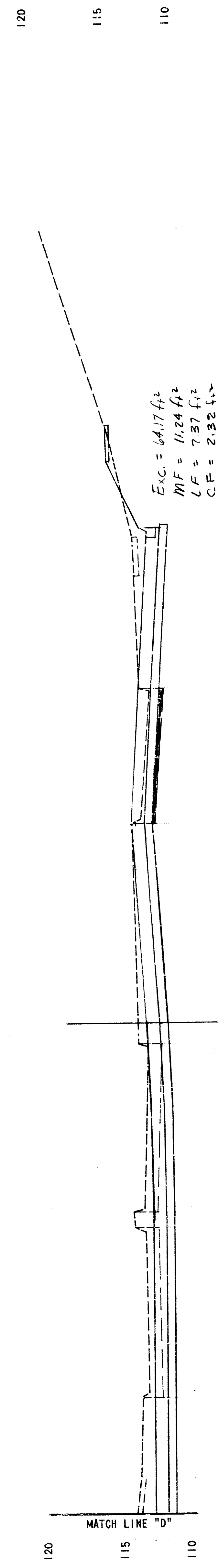
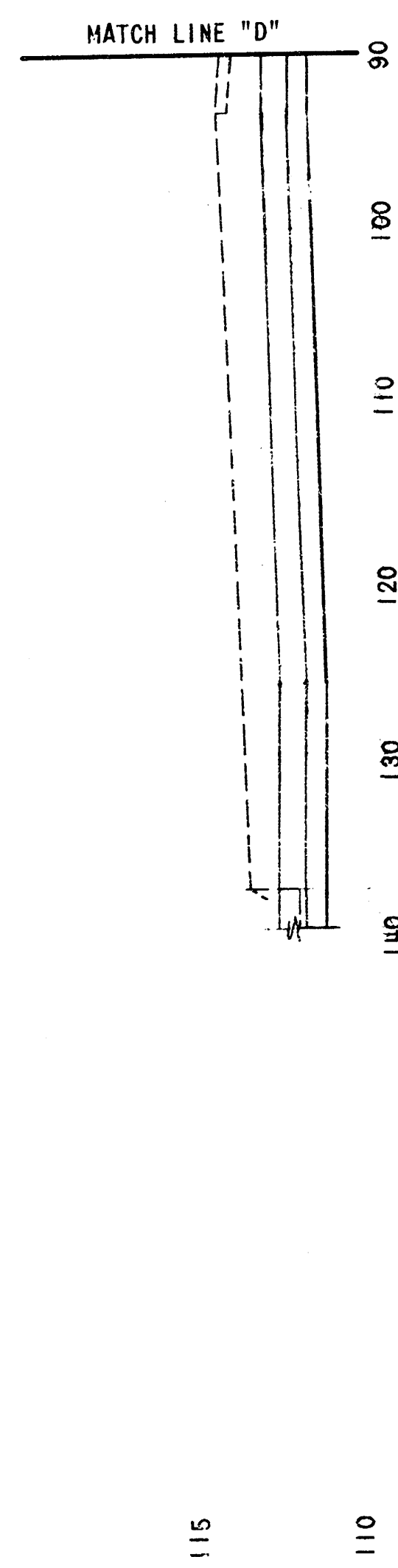
SECTION A-A

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 DETAIL 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.

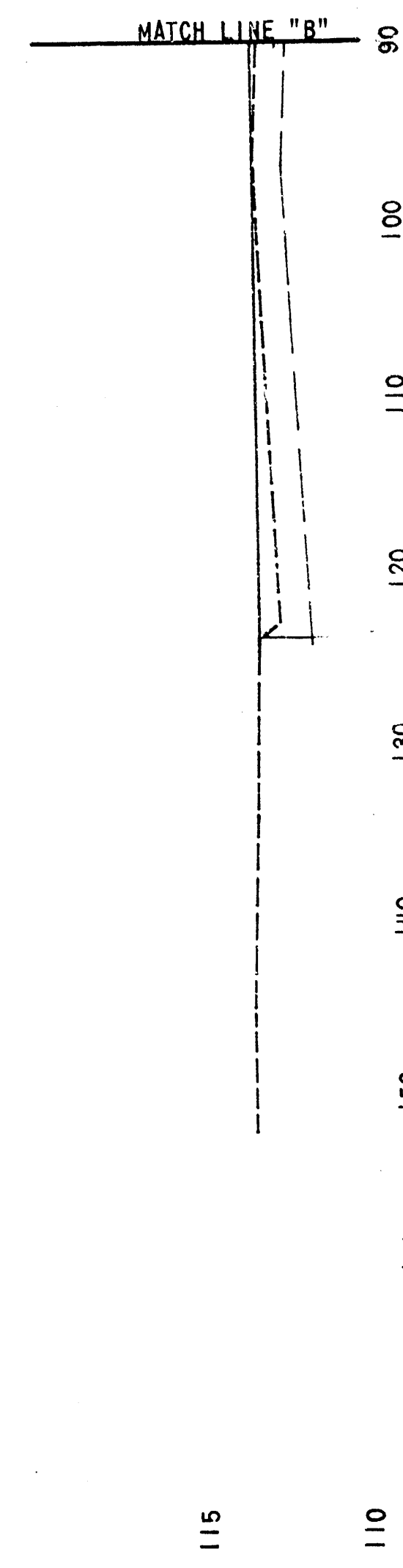


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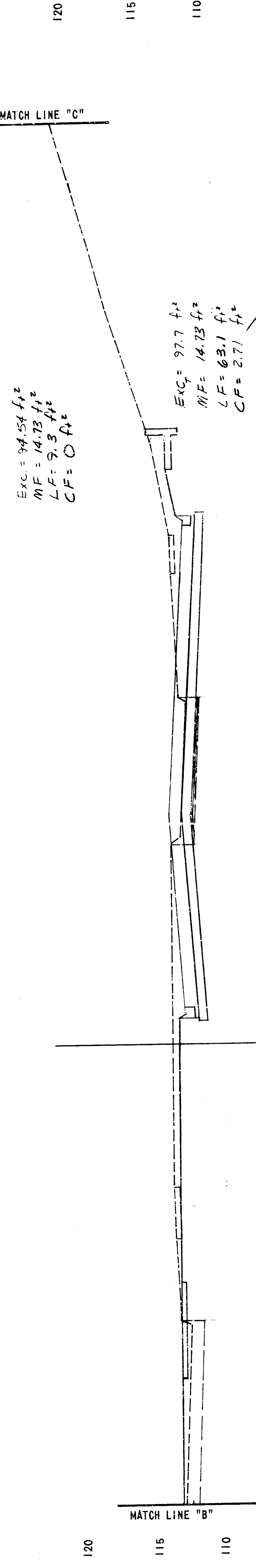
10 + 94.51

MATCH LINE "C"



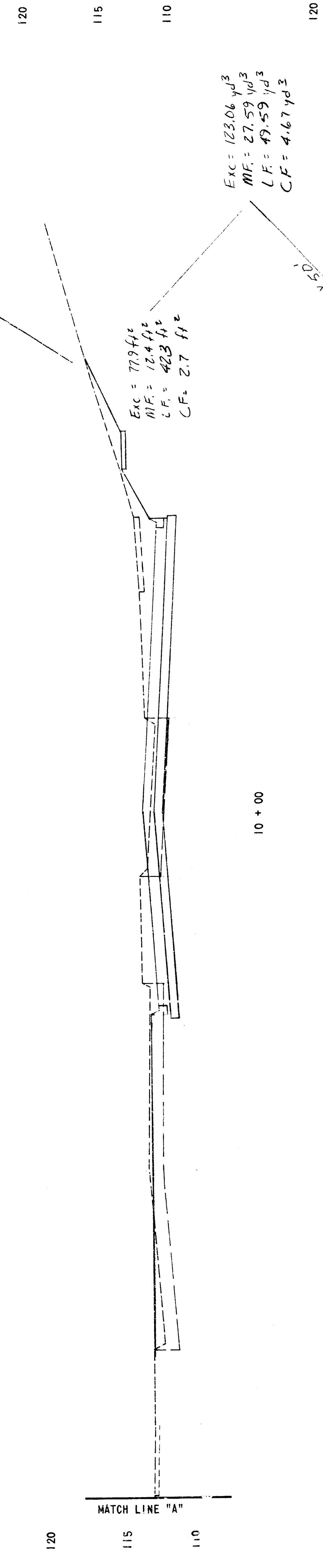
WICHITA, KANSAS

CENTRAL - SENECA STREET CONNECTOR INCLUDING STACKMAN INTERSECTION IMPROVEMENTS



MATCH LINE "A"

CROSS SECTIONS

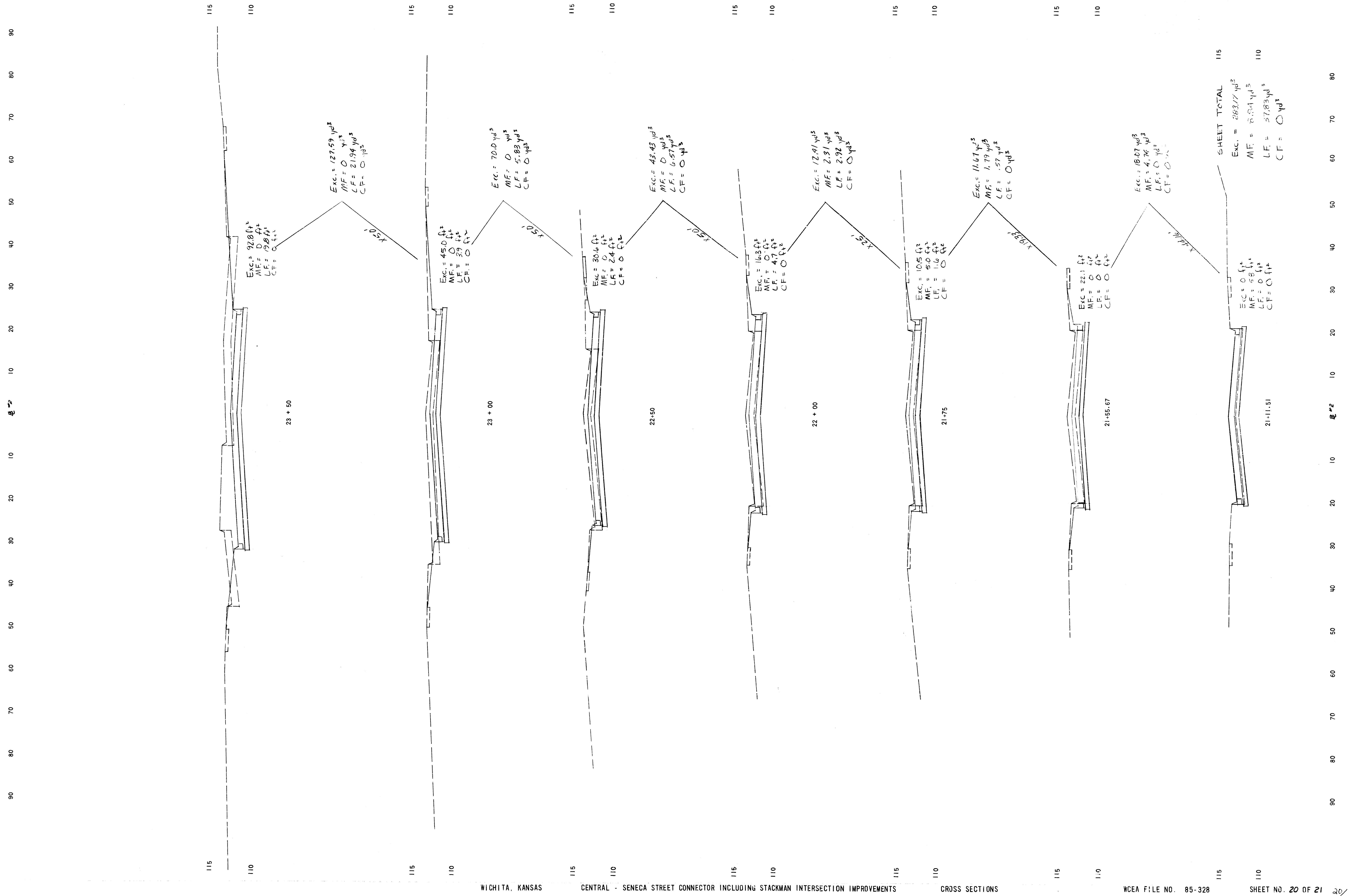


WCEA FILE NO. 85-328

SHEET NO. 18 OF 21

18/21





WICHITA, KANSAS

CROSS SECTIONS

WCEA FILE NO. 85-328

SHEET NO. 20 OF 21

20/21

