

884PPS BOOKED

GENERAL NOTES

Underground utility service lines and overhead utility pole lines are to be adjusted as necessary by others prior to construction unless the plans specifically call for their adjustment by the Contractor or unless the plans specifically identify a utility to be adjusted by its owner during construction. Existing utilities and their location, 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.

Rubble from the removal of miscellaneous structures and excess excavation which is to be wasted shall be disposed of on sites to be provided by the Contractor. These sites shall be approved by the Engineer as to suitability, appearance and site location. Locations that, in the opinion of the Engineer, will leave an unsightly appearance will not be approved.

All disposal sites must be approved by the Kansas Department of Health and Environment. Material either stockpiled or disposed of in a flood plain would require a Kansas State Board of Agriculture permit. Any material dumped in waters of the United States or wetlands is subject to U.S. Corps permitting regulations. Any material buried or stockpiled beyond approved of Engineers construction limits would require additional archeological investigations unless buried in a previously approved borrow location.

The Contractor shall give all property owners and/or tenants of developed property directly abutting the construction of this project a minimum of ten (10) days advance notice prior to start of construction.

The Contractor shall be responsible for preserving property irons. The Contractor will be required to re-establish any property irons which are damaged or destroyed by his construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.

Contractor will be required to provide a minimum advance notice of twenty-four (24) hours to utility companies prior to starting any excavation as follows:

Kansas One-Call

687-2470

The Contractor shall restore all areas disturbed by construction operations in conformance with Administrative Regulation AR-78.

APPROVED AS NOTED
BY CITY ENGINEER OF WICHITA

Sanitary Sewers _____
Storm Sewers VRH 1/19/99
Driveway Approaches _____
Water Mains _____
Paving _____

NOTE TO CONTRACTORS

Inspection and testing for this project are to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer. No work shall be performed in dedicated easements or public right-of-way by the Contractor without such inspection, nor shall any work be commenced without written authorization by the City Engineer.

Built Per Plan
AS BUILT 6/30/99

1224D

INLET REPLACEMENT SERVING LOT 20, BLOCK 1 BRENTWOOD VILLAGE ADDITION

SRB 824 NORTH MAIN 316-264-8008
WICHITA, KANSAS 67203 FAX 264-4621
http://www.fest.com/~srb E-mail: srbsrb@net.com

SAVOY, RUGGLES & BOHM, P.A.
ENGINEERING & SURVEYING

PROJECT NUMBER
884 PPS (607861)

DESIGN: C. Bohm DRAWN: C. Bohm UTILITY REVIEW DATE: 7-8-99 REVISED

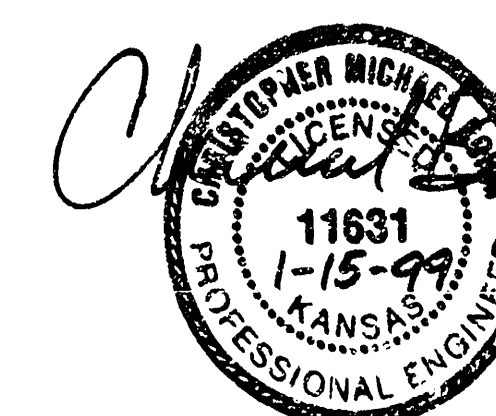
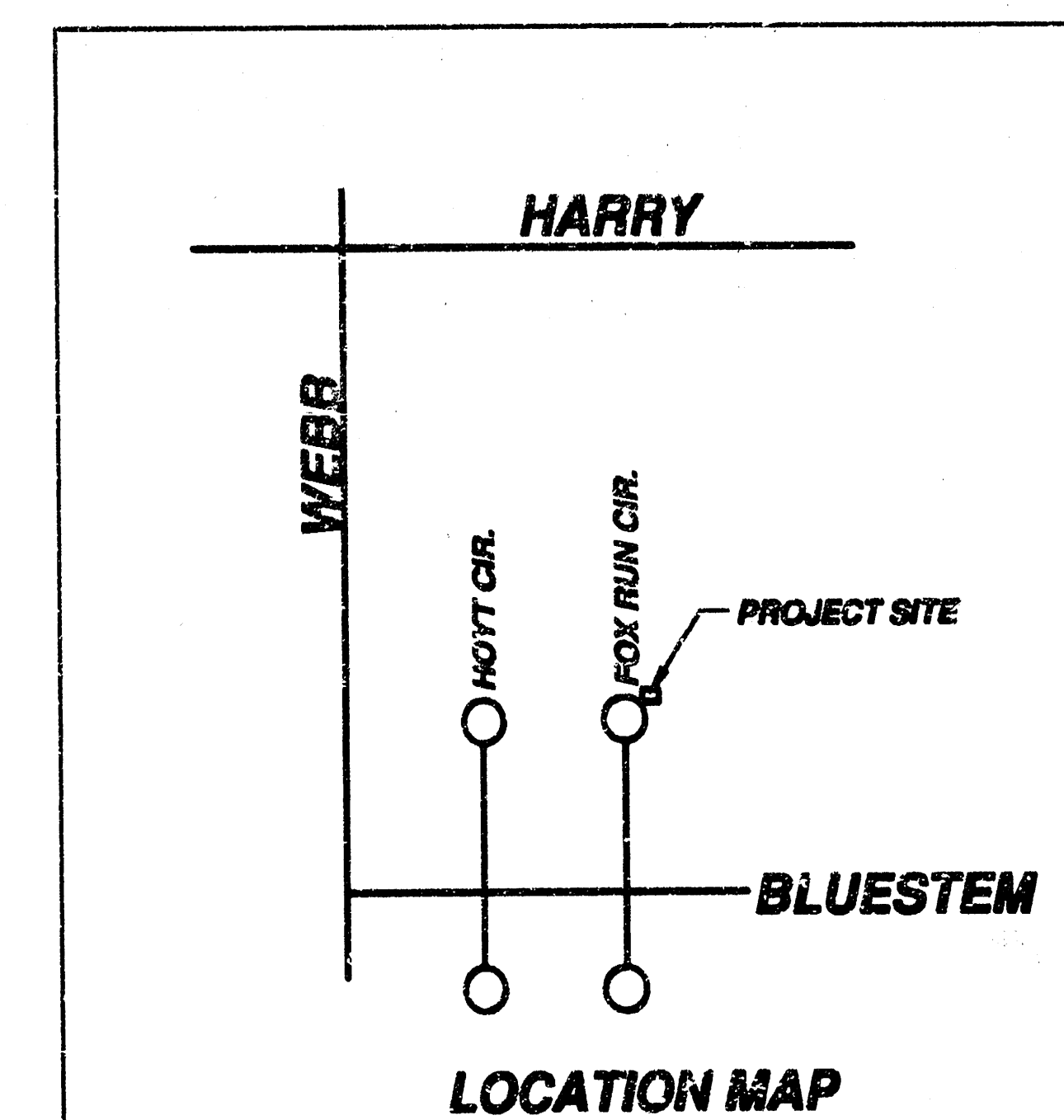
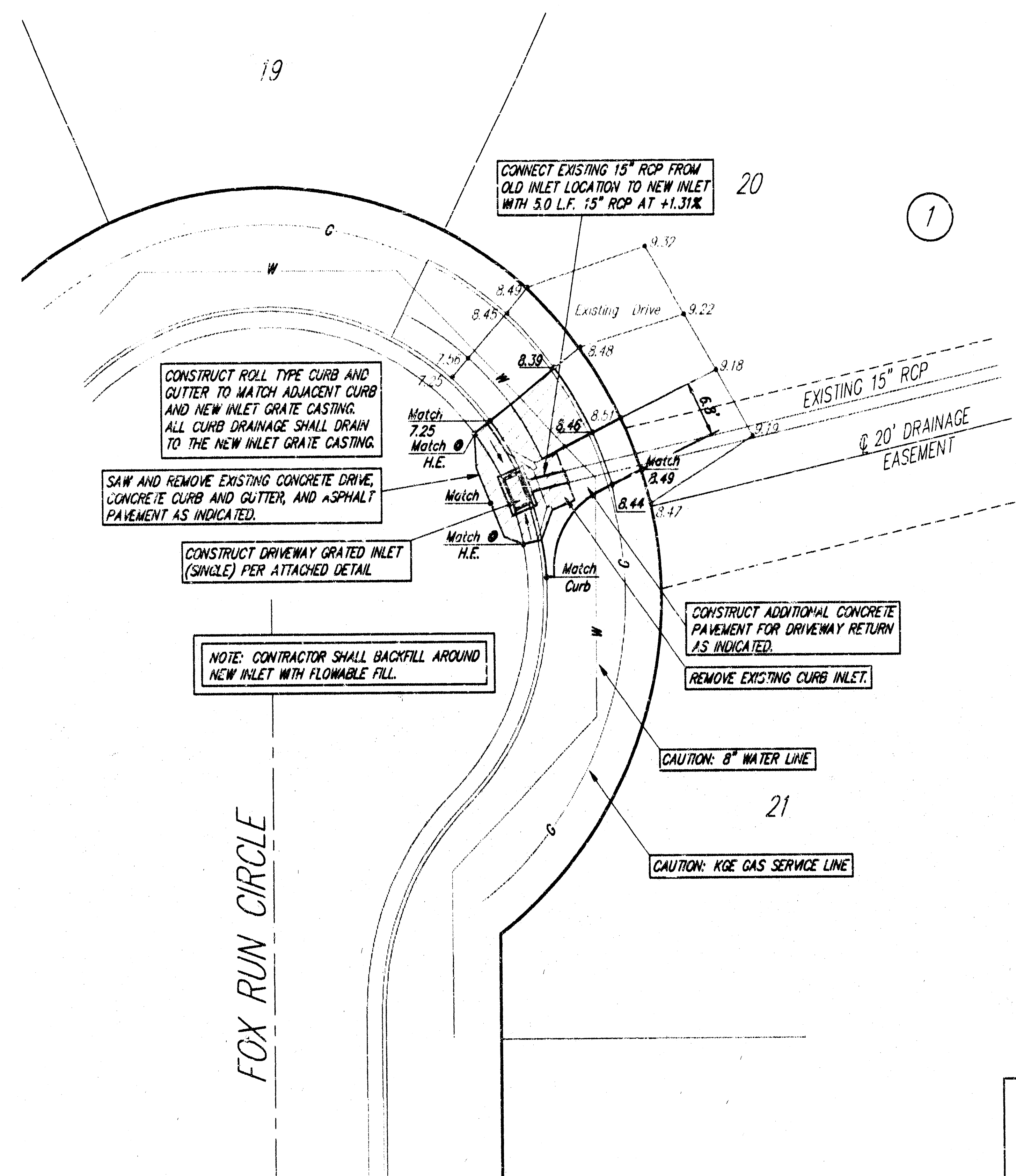
SHEET
1
OF
2

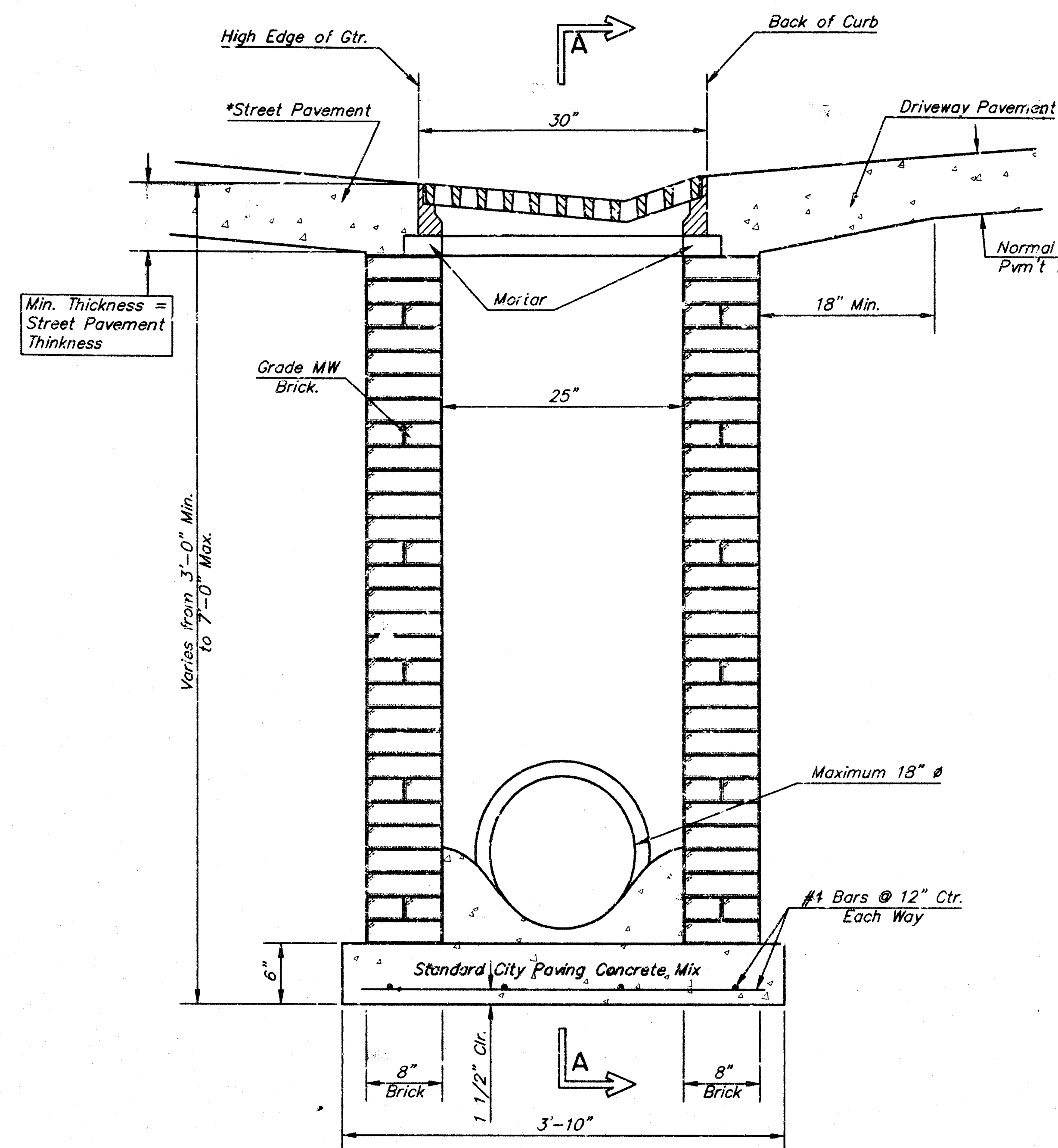
SCALE: 1" = 10'

BENCH MARKS

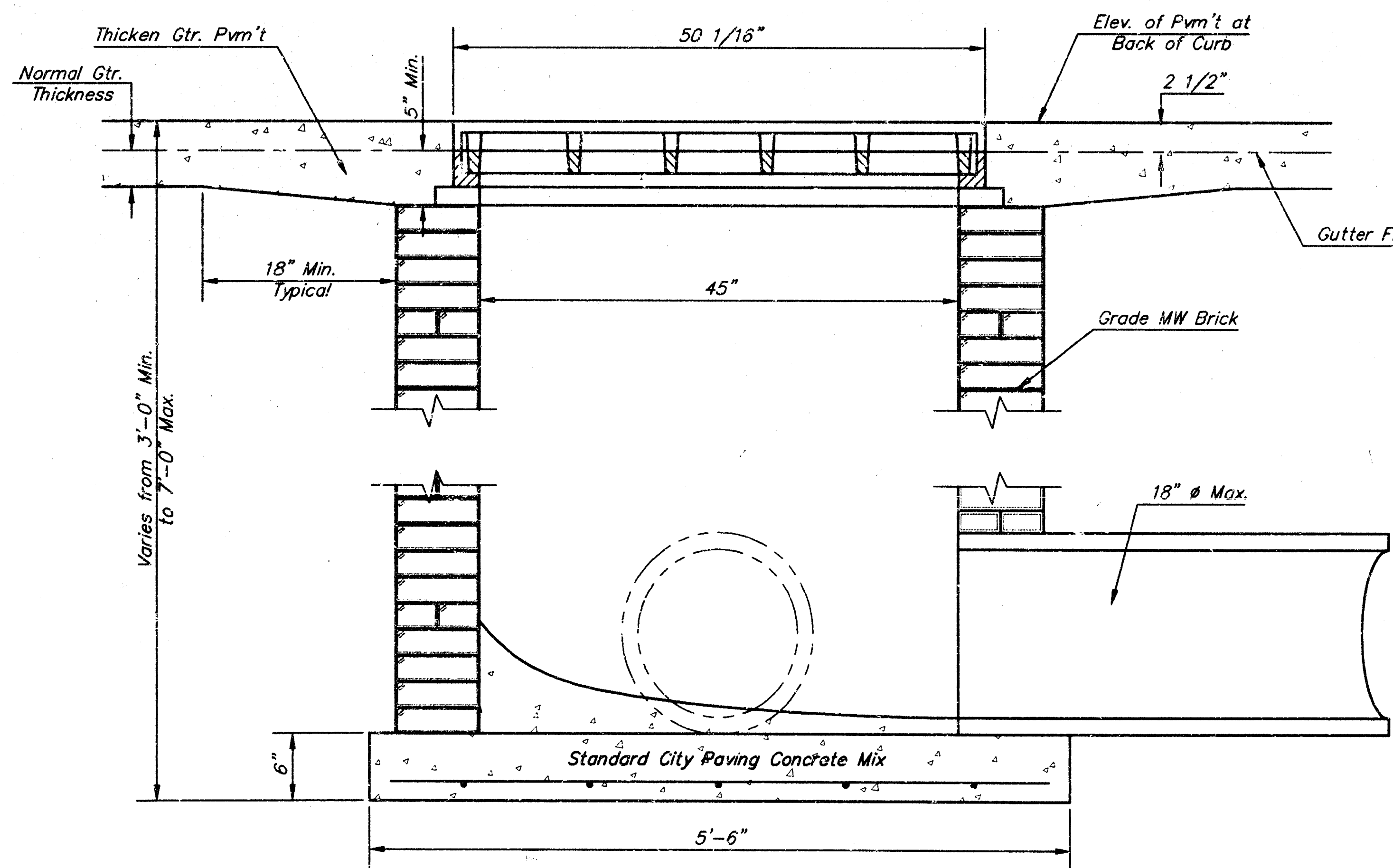
BM #1 - WEBB ROAD AND MT. VERNON, 1/2 MILE SOUTH OF HARRY COW
BM. 47' W AND 44' S OF 1/4 SEC. CORNER 37.2' N OF N FACE
SIDEWALK E/M. 64.4' NW OF 1/4 SEC. CORNER 3.6' E OF 6' TALL
CONC. FENCE.
CITY DATUM = 182.48

BM #2 - SQUARE CUT TOP OF SOUTH ON FUNSTON APPROXIMATELY 38'
WEST OF N.E. CORNER OF LOT 1 BLOCK 1 ORANBROOK ADDITION.
CITY DATUM = 173.18

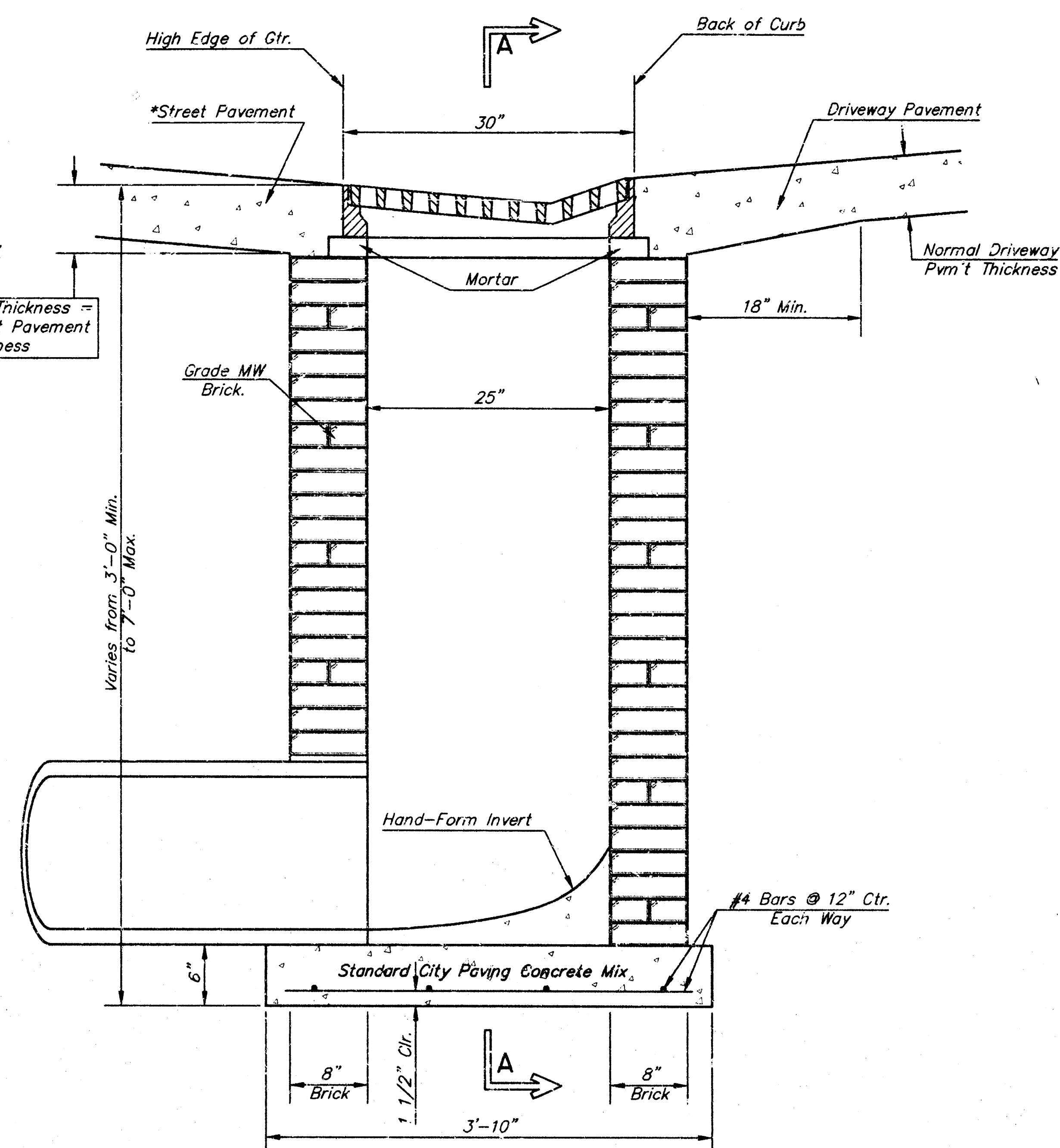




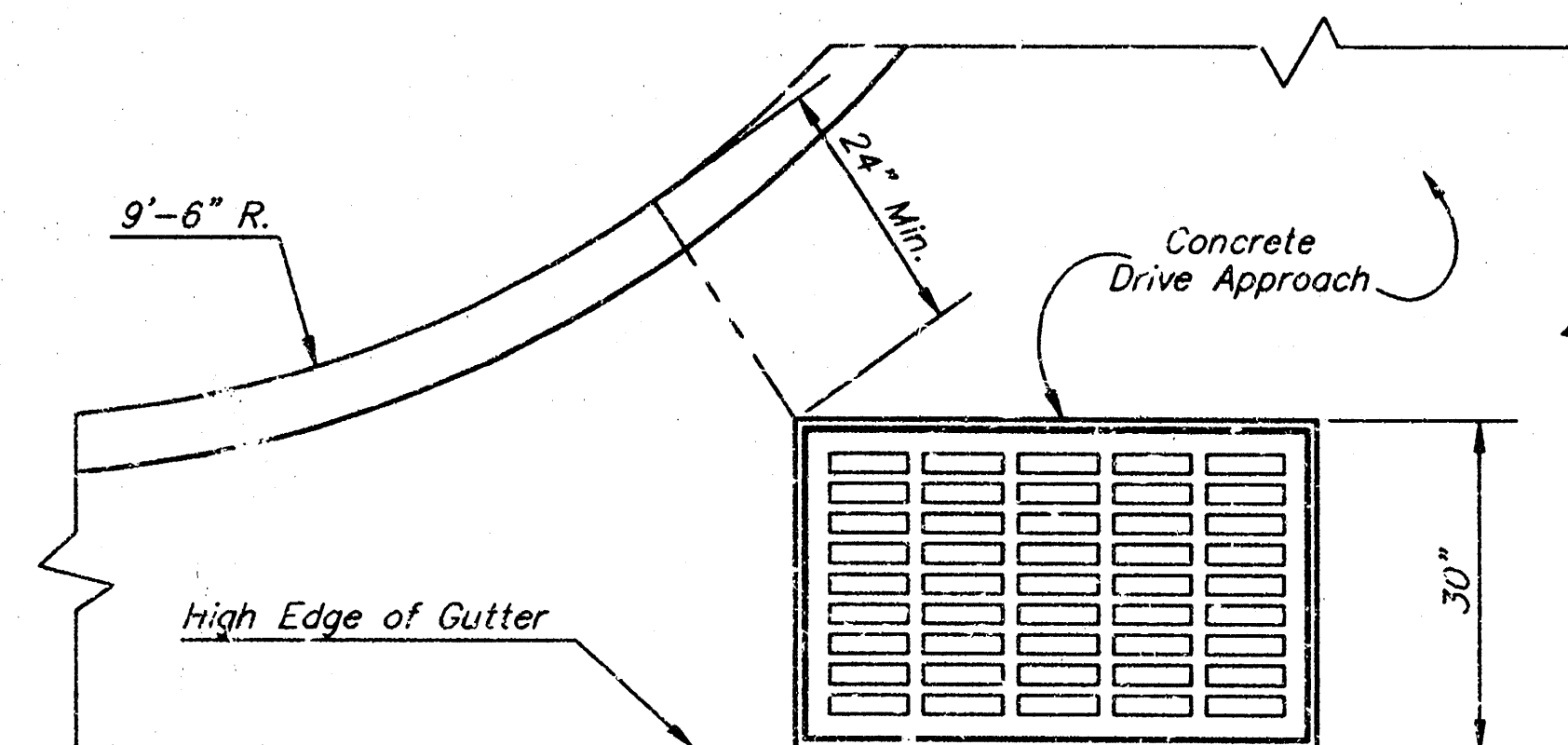
END OUTLET



SECTION A-A



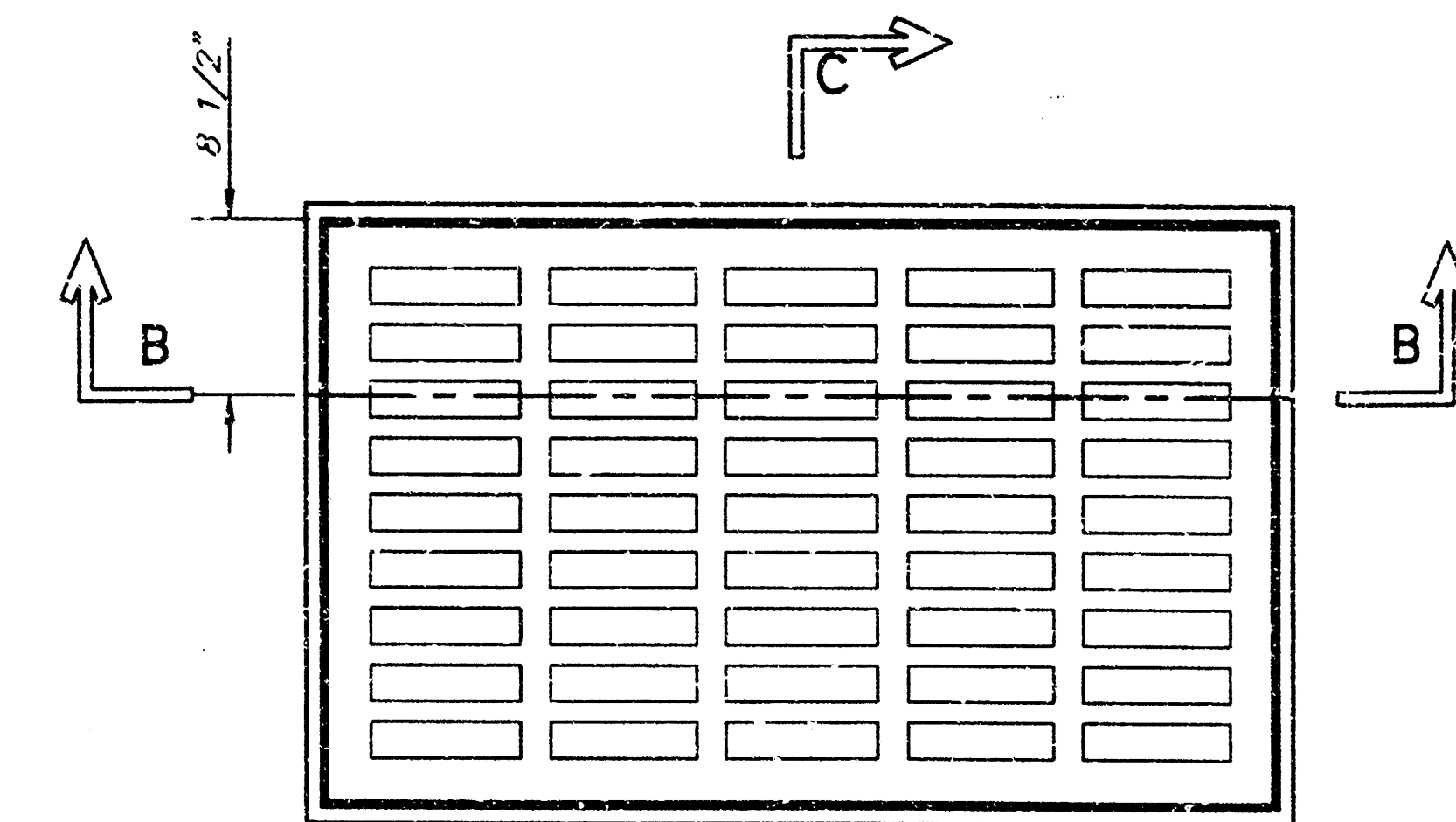
SIDE OUTLET



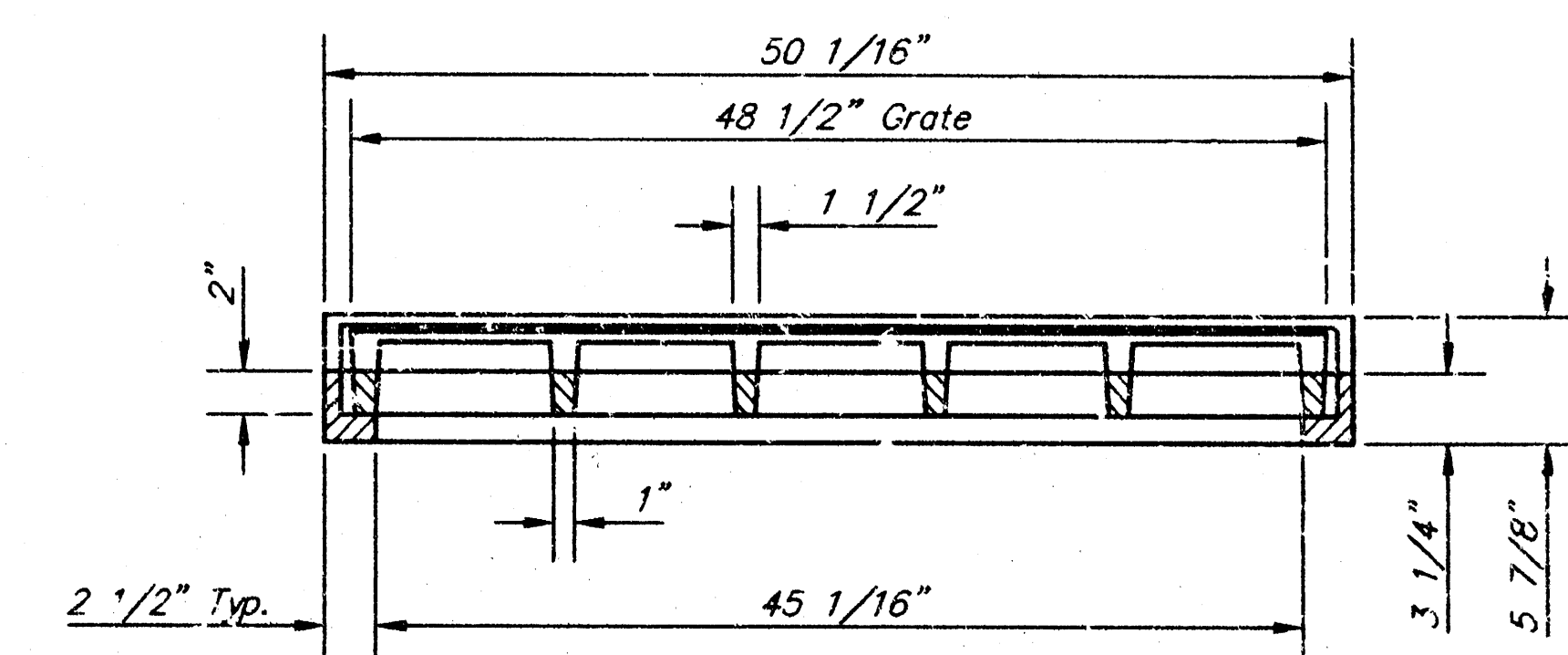
PLAN

GENERAL NOTES

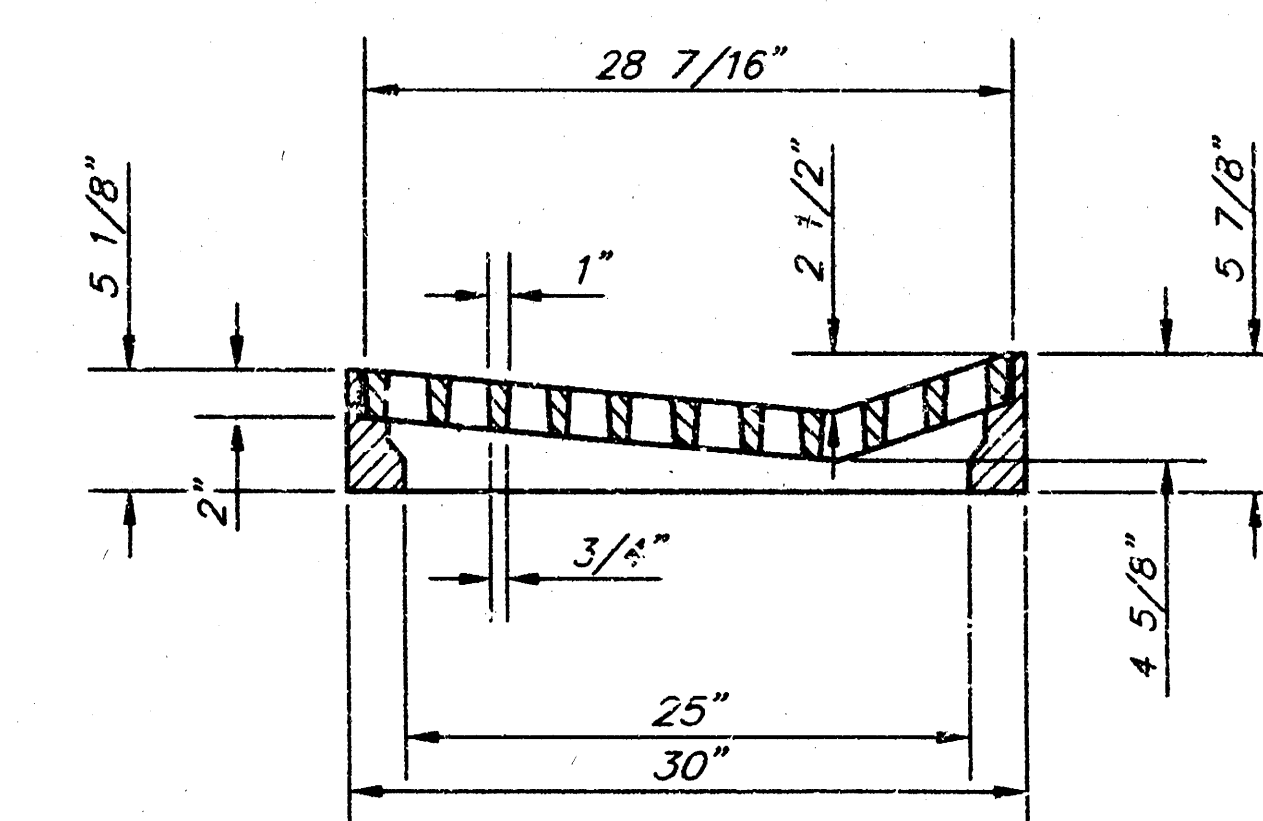
1. Grate frame to be installed on thin mortar cushion to insure full support along brick walls. Concrete used for inlet construction shall be concrete pavement mix.
2. Inlet invert shall be shaped with 8 sack sand mix concrete to create flow channels and to increase hydraulic efficiency such that the inlet will be self-cleaning between all inlet and outlet pipes.
3. The ends of all pipes installed in inlets shall be cut off flush with the inside face of the inlet wall.
4. Inlet Frame and Grate to be Deeter #2095 or approved equal.



PLAN

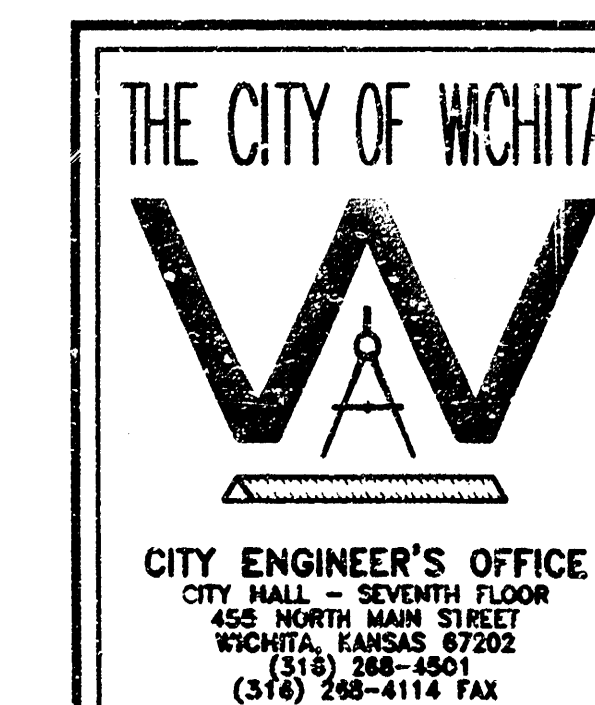


SECTION B-B



SECTION C-C

DEETER #2095 FRAME & GRATE
TOTAL WEIGHT: 705 lbs.



DRIVEWAY
GRADED INLET
SINGLE

M. E. LINDEBAK P.E. - CITY ENGINEER

PROJECT NUMBER
884PPS

INDEX CODE

DATE
MAR 96

SHEET 2 OF 2

12 05 08