S. W. S. NO. 157

PRAIRIE PARK SECOND ADDITION

PROJECT NO.

468-76-245-80736-000-000-001

CITY OF WICHITA, KANSAS

DEAN SELLERS
ACTING CITY ENGINEER

GENERAL NOTES

1. CONTRACTOR SHALL COORDINATE WORK WITH PAVING AND SANITARY CONTRACTORS AND CONTACT RELEVANT UTILITY COMPANIES AND OTHER AGENCIES INVOLVED WITH THIS PROJECT SITE DEVELOPMENT.

2. FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THIMBLES IN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. FIELD ENGINEER SHALL REPLACE ALL SUCH IRONS AND THIMBLES DISTURBED DURING CONSTRUCTION.

3. THE TOPS OF INLETS AND MANHOLES AS NOTED ON THE PLANS MAY VARY SO AS TO MEET PROPOSED TOP OF CURB ELEVATIONS OR PAVEMENT ELEVATIONS. THE FIELD ENGINEER SHALL LOCATE INLETS AND MANHOLES WITH REFERENCE TO PROPOSED PAVING PLANS OF THE PERTINENT STREETS.

4. ALL METAL PIPES SHALL BE HELICALLY CORRUGATED PIPE FULLY COATED BOTH INSIDE AND OUTSIDE. THE COATING MAY BE BITUMINOUS OR POLYMERIC AS SPECIFIED IN AASHTO DESIGNATION: M246 - 78, TYPE B. ALL SUCH COATED CORRUGATED PIPE SHALL BE SMOOTH FLOW PIPES FOR SIZES 24" DIAMETER OF LARGER. ALL CONNECTIONS FOR THESE FULLY COATED OR FULLY PAVED AND FULL ASPHALT COATED PIPES SHALL BE FAIRLY WATERTIGHT CONSTRUCTED USING DOUBLE TYPE COUPLER OR EQUAL.

5. ALL CONCRETE SHALL BE "6 - SACK CONCRETE" UNLESS OTHERWISE NOTED.

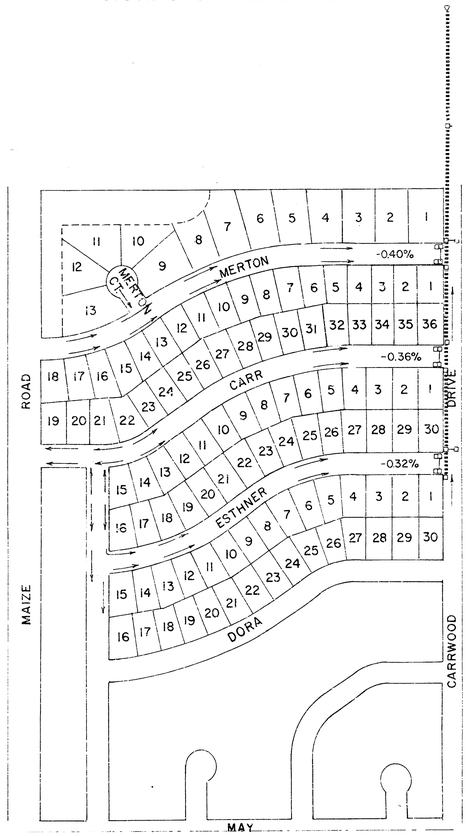
6. THE RIPRAP FOR THIS PROJECT SHALL BE TYPE 3. THE TYPE 3 RIPRAP SHALL BE 12" RIPRAP ON 6" SAND AND GRAVEL BEDDING. THE ROCK FOR RIPRAP AND GRAVEL PROTECTION SHALL BE HARD, DENSE, DURABLE, AND SHALL BE REASONABLY WELL GRADED. THE SIZE RANGE OF ROCK USED SHALL BE A MAXIMUM OF ONE CUBIC FOOT AND A MINIMUM OF 1 1/2 INCH. THE 6 INCH SAND AND GRAVEL BEDDING FOR RIPRAP SHALL BE A CONTINUOUS LAYER OF SAND AND GRAVEL OR SAND AND CRUSHED ROCK, REASONABLY WELL GRADED TO A MAXIMUM OF 1 1/2 INCHES IN SIZE.

7. CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATER LINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPT. ENGINEER.

8. THE COST ITEM CLEARING RIGHT-OF-WAY INCLUDES REMOVING TREES AND BUSHES AROUND THE OUTLET AREA AS REQUIRED FOR CONSTRUCTION.

N

Scale: 1" = 200'



INDEX TO DRAWINGS

1	TITLE SHEET
2-4	PLAN PROFILE
5	TYPE I-A INLET
6	HEADWALL DETAIL

Van Doren - Hazard - Stallings
Architects • Engineers • Planners
Topeka Wichita Minneapolis

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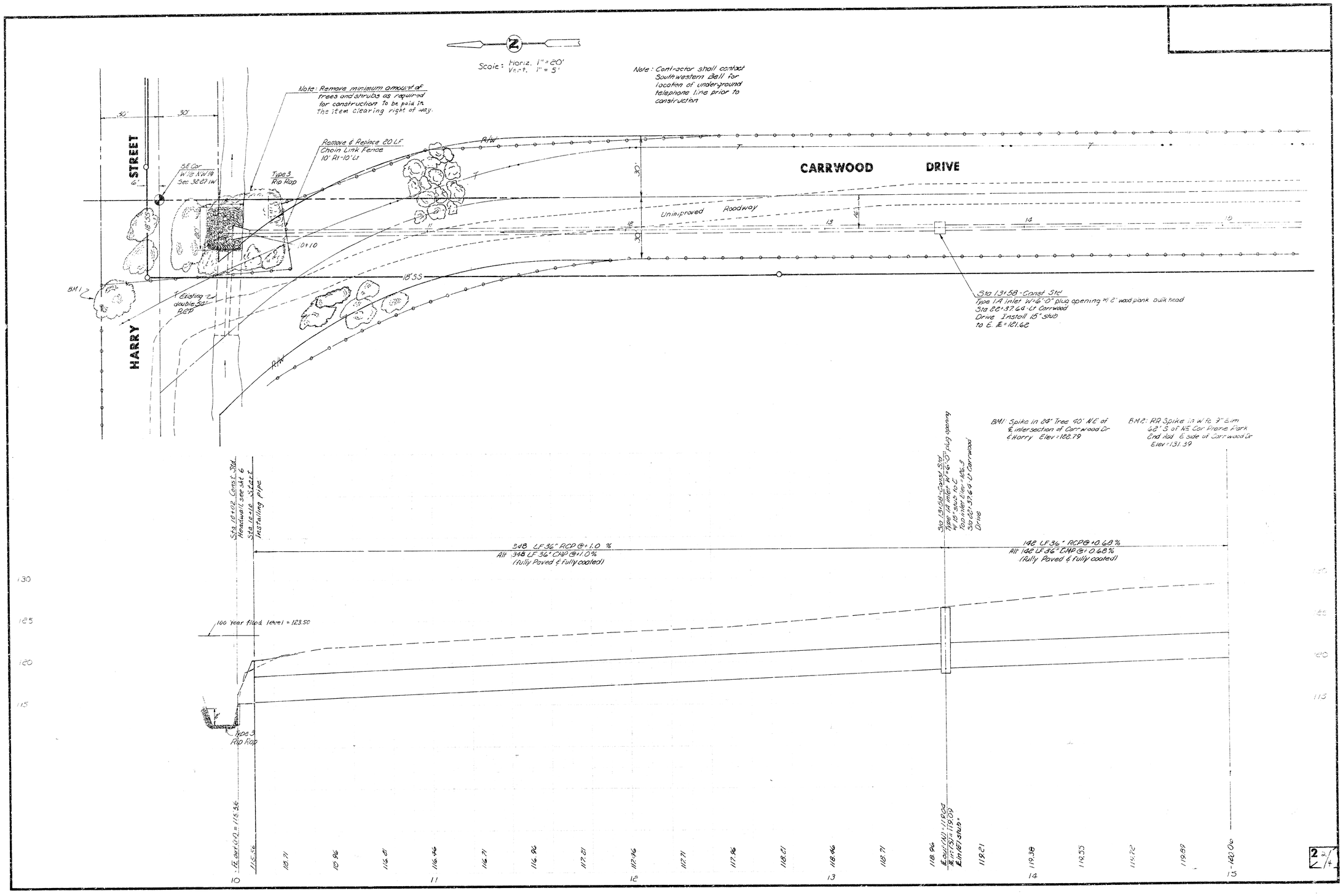
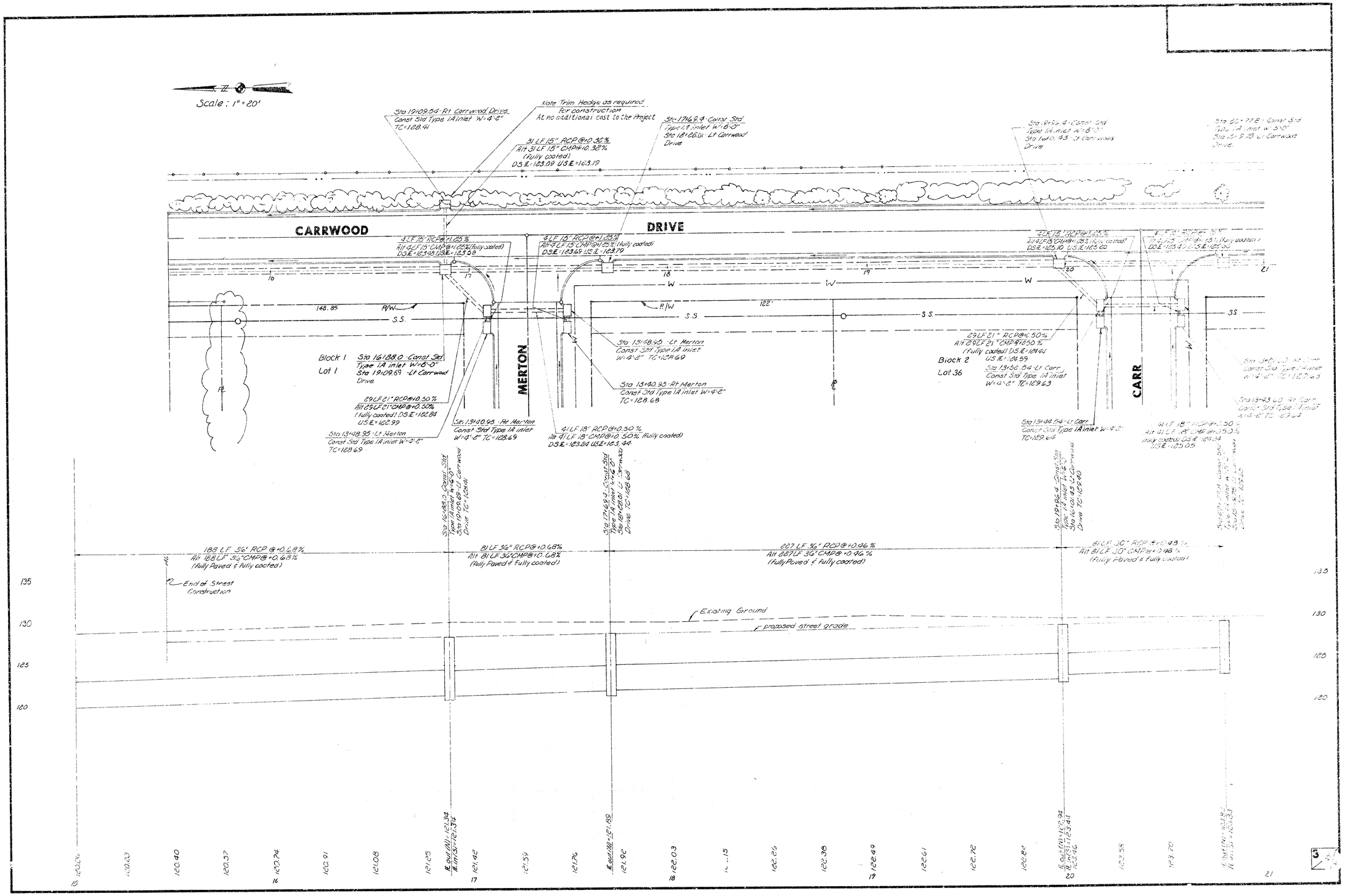


Scale: Horiz. 1" = 20'
Vert. 1" = 5'
Note: Contractor shall contact Southwestern Bell for location of underground telephone line prior to construction
Note: Remove minimum amount of trees and shrubs as required for construction to be paid in the item clearing right of way.
Remove & Replace 20 LF Chain Link Fence 10' Rt-10' Lt
Type 3 Rip Rap
SE Cor W1/2 NW1/4 Sec 32-27 1W
HARRY STREET
CARRWOOD DRIVE
Uninproved Roadway
R/W
18" SS
10+10
BM 1
Existing double 54" RCP
Sta 13+58 - Const Std
Type 1A Inlet W=6'-0" plug opening w/ 2" wood plank bulk head
Sta 22+37.64 - Lt Carrwood Drive Install 15" stub to E. ℄ = 121.62
BM1: Spike in 24" Tree 40' NE of ℄ intersection of Carrwood Dr & Harry Elev = 122.79
BM2: RR Spike in W fc 9" Elm 62' S of NE Cor Prairie Park 2nd Add. E side of Carrwood Dr Elev = 131.39
Sta 10+02 Const. Std. Headwall see sht 6
Sta 10+10 Start Installing pipe
Sta 13+58 - Const. Std. Type 1A inlet W=6'-0" plug opening w/ 15" stub to E Top inlet Elev = 126.3 Sta 22+37.64 - Lt Carrwood Drive
348 LF 36" RCP @ +1.0 %
Alt 348 LF 36" CMP @ +1.0 %
(fully Paved & fully coated)
142 LF 36" RCP @ +0.68 %
Alt 142 LF 36" CMP @ +0.68 %
(fully Paved & fully coated)
100 Year flood level = 123.50
Type 3 Rip Rap
130
125
120
115
10
11
12
13
14
15



Scale : 1" = 20'
CARRWOOD
DRIVE
MERTON
CARR
Block 1
Lot 1
Block 2
Lot 36
Note Trim Hedges as required for construction At no additional cost to the Project
Sta 19+09.54 - Rt Carrwood Drive Const Std Type 1A inlet W=4'-2" TC=128.41
31 LF 15" RCP @ +0.32% Alt 31 LF 15" CMP @ +0.32% (fully coated) DS IE=123.09 US IE=123.19
Sta 17+69.4 - Const Std Type 1A inlet W=6'-0" Sta 18+26.01 - Lt Carrwood Drive
Sta 16+88.0 - Const Std Type 1A inlet W=6'-0" Sta 19+09.69 - Lt Carrwood Drive
29 LF 21" RCP @ +0.50% Alt 29 LF 21" CMP @ +0.50% (fully coated) DS IE=122.84 US IE=122.99
Sta 13+48.95 - Lt Merton Const Std Type 1A inlet W=4'-2" TC=128.69
Sta 13+40.95 - Rt Merton Const Std Type 1A inlet W=4'-2" TC=128.69
41 LF 18" RCP @ +0.50% Alt 41 LF 18" CMP @ +0.50% (fully coated) DS IE=123.24 US IE=123.44
Sta 13+48.95 - Lt Merton Const Std Type 1A inlet W=4'-2" TC=128.69
Sta 13+40.95 - Rt Merton Const Std Type 1A inlet W=4'-2" TC=128.68
29 LF 21" RCP @ +0.50% Alt 29 LF 21" CMP @ +0.50% (fully coated) DS IE=124.44 US IE=124.59
Sta 13+56.54 - Lt Carr Const Std Type 1A inlet W=4'-2" TC=129.63
Sta 13+44.54 - Lt Carr Const Std Type 1A inlet W=4'-2" TC=129.64
188 LF 36" RCP @ +0.68% Alt 188 LF 36" CMP @ +0.68% (fully Paved & fully coated)
81 LF 36" RCP @ +0.68% Alt 81 LF 36" CMP @ +0.68% (fully Paved & fully coated)
227 LF 36" RCP @ +0.46% Alt 227 LF 36" CMP @ +0.46% (fully Paved & fully coated)
End of Street Construction
Existing Ground
proposed street grade

Scale: 1 "=20'

Sta 16+93.45-Rt Carrwood Drive
Const Std Type 1A inlet W=4'-8"
TC=130.33

31 LF 15" RCP@10.22%
Alt 31 LF 15" CMP@10.32%
(Fully coated)
DS IE=125.89 US IE=125.89

CARRWOOD DRIVE

4 LF 15" RCP@1.22%
Alt 4 LF 15" CMP@1.22% (fully coated)
DS IE=126.33 US IE=126.43

4 LF 15" RCP@1.22%
Alt 4 LF 15" CMP@1.22% (fully coated)
DS IE=126.51 US IE=126.60

Install Temperary Plug w/ 7' wood plank bulk head.

21 22 23 24 25

W W W

SS

Sta 20+77.8 - Const Std Type 1A inlet W=5'0"
Sta 15+19.75 - Lt Carrwood Drive

Block 3 Lot 1

Block 3 Lot 30

Sta 23+06.3 - Const Std Type 1A inlet W=5'0"
Sta 12+93.93 - Lt Carrwood Drive

29 LF 21" RCP@10.50%
Alt 29 LF 21" CMP@10.50%
(fully coated) DS IE=125.44
US IE=125.79

ESTHNER AVE.

Sta 23+61.9 Const Std Type 1A inlet W=4'-2"
Sta 12+11.75 - Lt Carrwood Drive

Block 4 Lot 1

Block 4 Lot 30

Sta 11+29.34 - Rt Esthner Ave.
Const Std Type 1A inlet W=4'-8"
TC=130.61

Sta 11+22.32 - Lt Esthner Ave
Const Std Type 1A inlet W=4'-8"
TC=130.61

Sta 11+30.82 - Lt Esthner Ave Const Std Type 1A inlet W=4'-2" TC=130.60

41 LF 18" RCP@10.50%
Alt 41 LF 18" CMP@10.50%
(Fully coated) DS IE=126.06
US IE=126.25

Sta 11+81.36 Rt Esthner Ave.
Const Std Type 1A inlet W=4'-8"
TC=130.66

Sta 20+47.8 Const Std Type 1 Inlet W=5'0"
Sta 15+19.75 - Lt Carrwood Drive
TC=130.46

229 LF 30" RCP@10.36%
Alt 229 LF 30" CMP@10.36%
(fully Paved & fully coated)

Existing Ground

proposed street grade

Sta 23+06.3 Const Std Type 1A inlet W=5'0"
Sta 12+93.93 - Lt Carrwood Drive
TC=130.38

81 LF 21" RCP@10.51%
Alt 81 LF 21" CMP@10.51%
(Fully Paved & fully coated)

Sta 23+61.9 Const Std Type 1A inlet W=4'-2"
Sta 12+11.75 - Lt Carrwood Drive TC=130.65

113 LF 21" RCP@10.31%
Alt 113 LF 21" CMP@10.31%
(fully Paved & fully coated)

Sta 25+00.8 Const Std Endwall Flare Section Sta 12+00.0 Lt Carrwood Drive

135 130 125 120

IE in=124.88
IE out=124.83

123.80 123.89 124.08 124.17 124.26 124.35 124.44 124.53 124.62
IE in=125.39
IE out=125.44

125.48 125.61 125.74
IE in=125.91
IE out=126.01

126.00 126.03 126.10 126.18 IE=126.36

21 22 23 24 25 26

35 30 25 20

4