
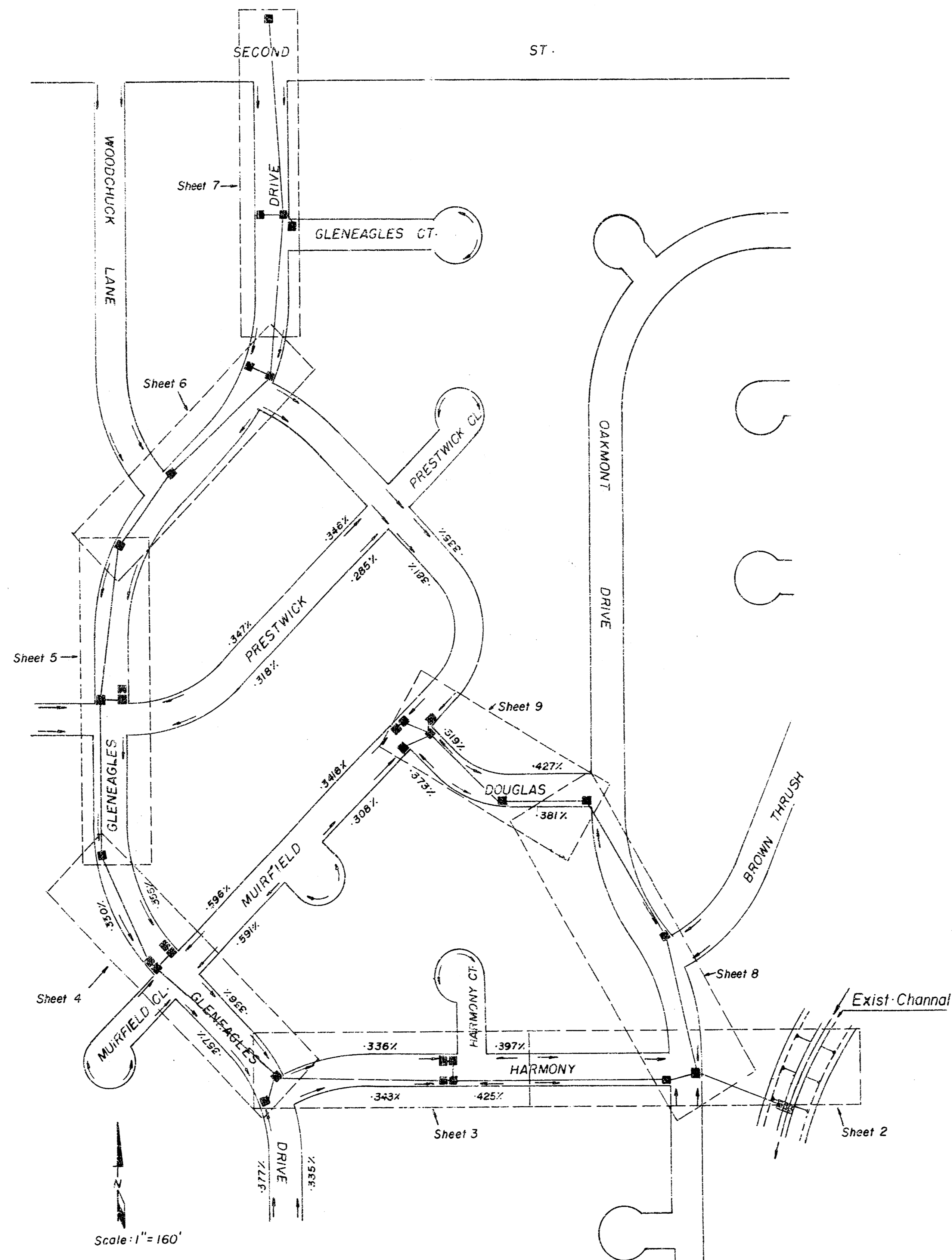


STORM WATER SEWER NO. 167

GENERAL NOTES

- CONTRACTOR SHALL COORDINATE WORK WITH PAVING AND SANITARY SEWER CONTRACTORS; AND CONTACT RELEVANT UTILITY COMPANIES AND OTHER AGENCIES INVOLVED WITH THE FINE ARTS OF THIS PROJECT SITE DEVELOPMENTS.
- FIELD ENGINEER SHALL MAKE CHECKS ON ALL IRONS AND FITTINGS IN THE PROJECT AREA PRIOR TO CONSTRUCTION. FIELD ENGINEER SHALL REPLACE ALL SUCH IRONS AND FITTINGS DISTURBED DURING CONSTRUCTION.
- FIELD NOTES UNLESS AS NOTED ON THE PLANS MAY VARY FROM PROPOSED PAVING PLANS. THE FIELD ENGINEER SHALL MAKE CHECKS ON ALL IRONS AND FITTINGS WITH REFERENCE TO PROPOSED PAVING PLANS OF THE PERTINENT STREETS.
- ALL CURBS TO BE AL MINIMUM 18" DIAMETER SHALL HAVE HELICALLY CORRUGATIONS. ALL SUCH PIPES FOR SIZES AND LARGER DIAMETER SHALL HAVE FULLY PAVED (FP) SMOOTH FLOW INTERIORS.
- ALL CONCRETE SHALL BE "6-BACK CONCRETE" UNLESS OTHERWISE NOTED.
- FOR EACH DOWNSTREAM FROM END SECTION, ADD FOR RIP-RAP SHALL BE PAID FOR IN ITEMS BID FOR PIPES AND/OR RIP-RAP.
- TREES TO BE REMOVED ARE MARKED WITH  EXCEPT THAT ANY TREE MARKED FOR REMOVAL WHICH IN THE OPINION OF THE ENGINEER CAN BE SAVED, SHALL BE SAVED.
- END SECTIONS AT PIPE OUTFALL SHALL BE CONSTRUCTED TO ALIGN WITH THE SLOPE OF BANKS IN ORDER THAT PROVISION IS MADE WHERE SUCH PROTRUSION CANNOT BE AVOIDED, FILL AROUND THE END-SECTION AT APPROXIMATELY 1:1 SIDE SLOPE SO IT APPEARS ENTIRELY RECESSED.
- CONTRACTOR SHALL HAVE THE OPTION TO INSTALL PRE-CAST TYPE I-A CURB INLET IN LIEU OF THE BRICK TYPE CONSTRUCTION, SEE STANDARD DETAIL PRE-CAST TYPE I-A INLET DATED AUGUST, 1973.
- CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATERLINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPARTMENT ENGINEER.



INDEX

1	COVER SHEET
2-3	PLAN-PROFILE SHEETS
10	CURB INLET STANDARD SHEET

DEAN SELLERS ACTING CITY ENGINEER
CITY OF WICHITA, KANSAS

Proj. NO. 468-76-245-80801-000-000-001

DATE:

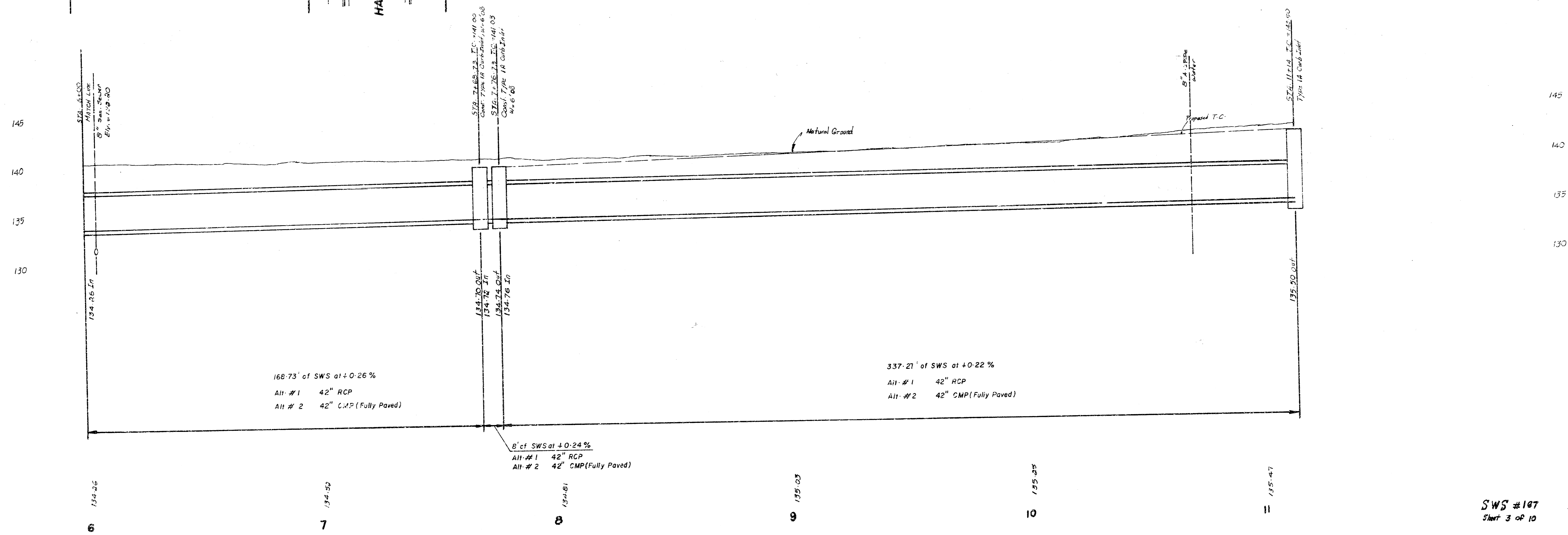
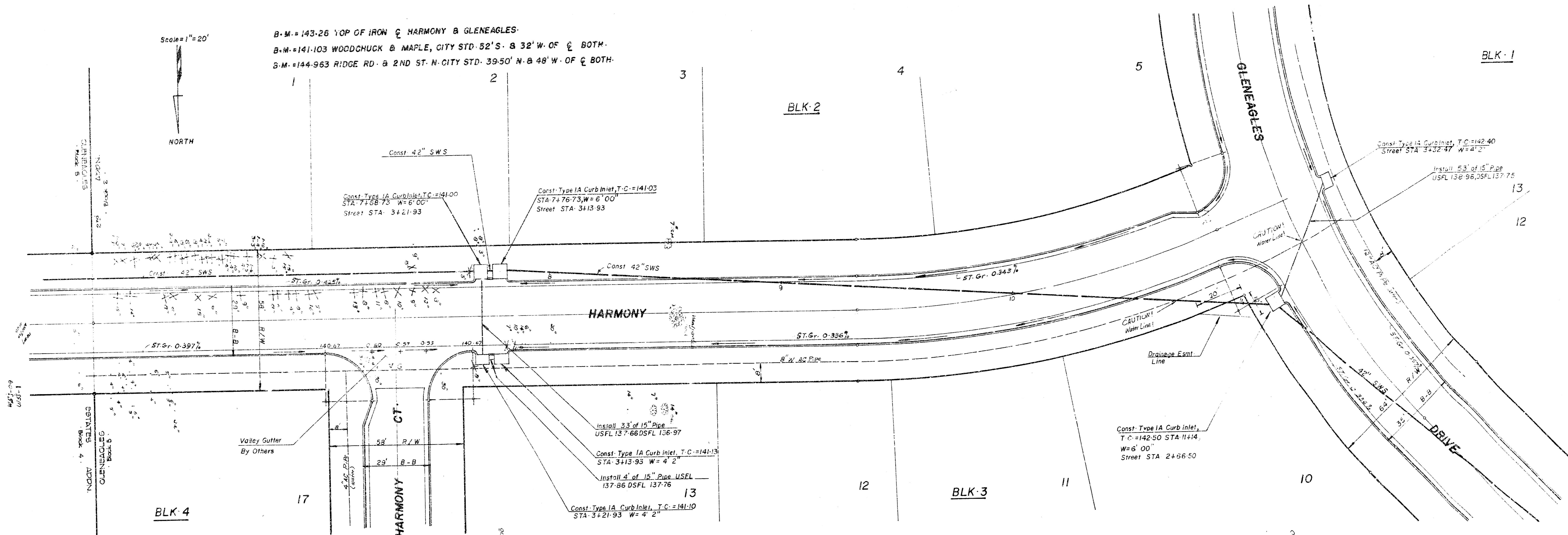
BENEFIT DISTRICT
THE SOUTH ONE THOUSAND TWENTY (1020) FEET OF SPECIAL ED ADDITION; AN UNPLATTED TRACT OF LAND IN THE NORTHEAST QUARTER SECTION 21, TOWNSHIP 27 SOUTH, RANGE 1 WEST MORE FULLY DESCRIBED AS BEGINNING AT THE SOUTH-EAST CORNER OF SPECIAL ED ADDITION; THENCE NORTH ALONG THE EAST LINE OF SAID ADDITION A DISTANCE OF ONE THOUSAND TWENTY (1020) FEET; THENCE SOUTHEASTERLY TO A POINT ON THE NORTH LINE OF SECOND STREET SAID POINT BEING FIVE HUNDRED SIXTY-FIVE (565) FEET EAST OF THE SOUTHEAST CORNER OF SPECIAL ED ADDITION; THENCE WEST ALONG NORTH LINE OF SECOND STREET TO POINT OF BEGINNING; ALL LOTS AND BLOCKS IN GLENEAGLES 2ND ADDITION.



Scale = 1" = 20'

NORTH

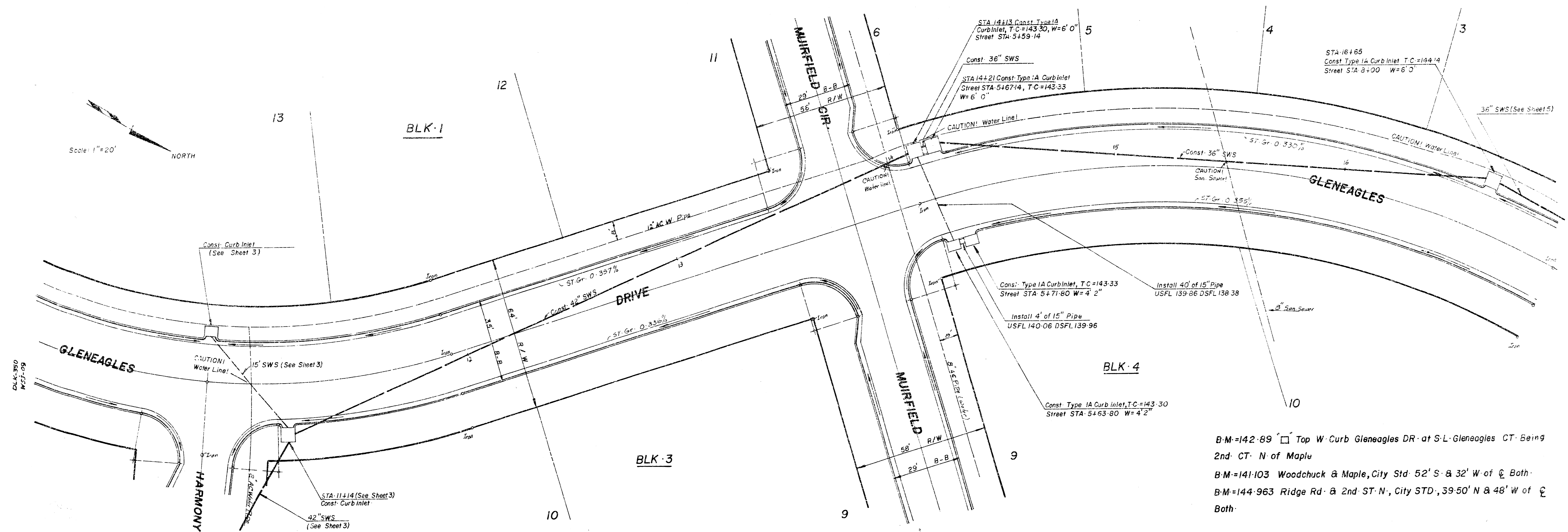
B.M. = 143.26 TOP OF IRON @ HARMONY & GLENEAGLES.
B.M. = 141.103 WOODCHUCK @ MAPLE, CITY STD. 52'S. @ 32' W. OF @ BOTH.
B.M. = 144.963 RIDGE RD. @ 2ND ST. N. CITY STD. 39.50' N. @ 48' W. OF @ BOTH.



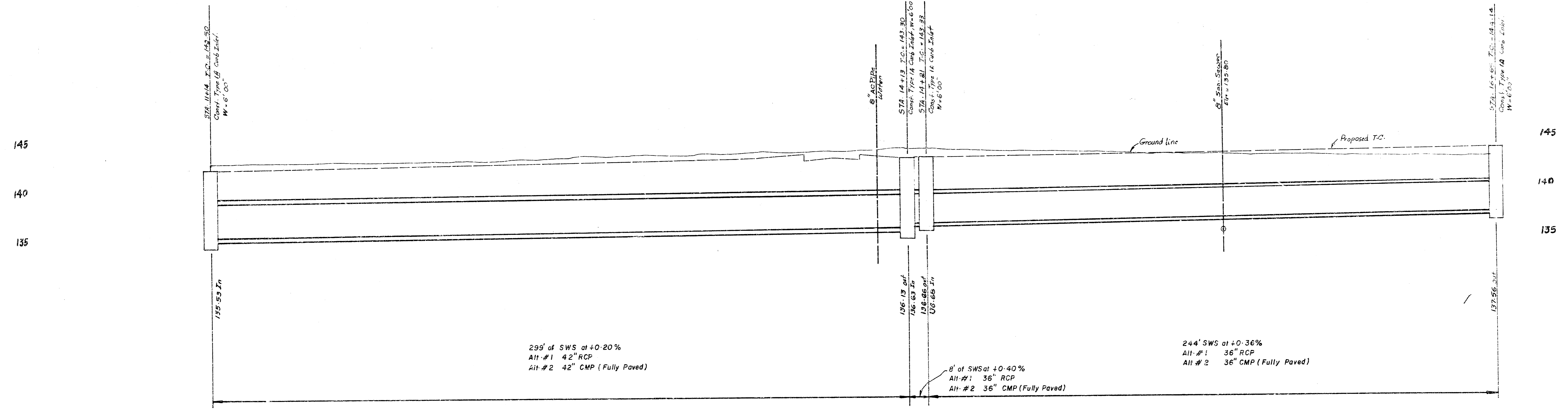
168.73' of SWS at +0.26 %
Alt. #1 42" RCP
Alt. #2 42" CMP (Fully Paved)

337.21' of SWS at +0.22 %
Alt. #1 42" RCP
Alt. #2 42" CMP (Fully Paved)

8' of SWS at +0.24 %
Alt. #1 42" RCP
Alt. #2 42" CMP (Fully Paved)



B-M=142-89 □ Top W Curb Gleneagles DR at S-L Gleneagles CT Being
 2nd CT N of Maple
 B-M=141-103 Woodchuck & Maple, City Std 52' S & 32' W of C Both
 B-M=144-963 Ridge Rd & 2nd ST-N, City STD, 39-50' N & 48' W of C Both



135
140
145

135.53 In
136.63 In
136.66 In
UG 649 In

136.19 out
136.63 In
136.66 out
UG 649 In

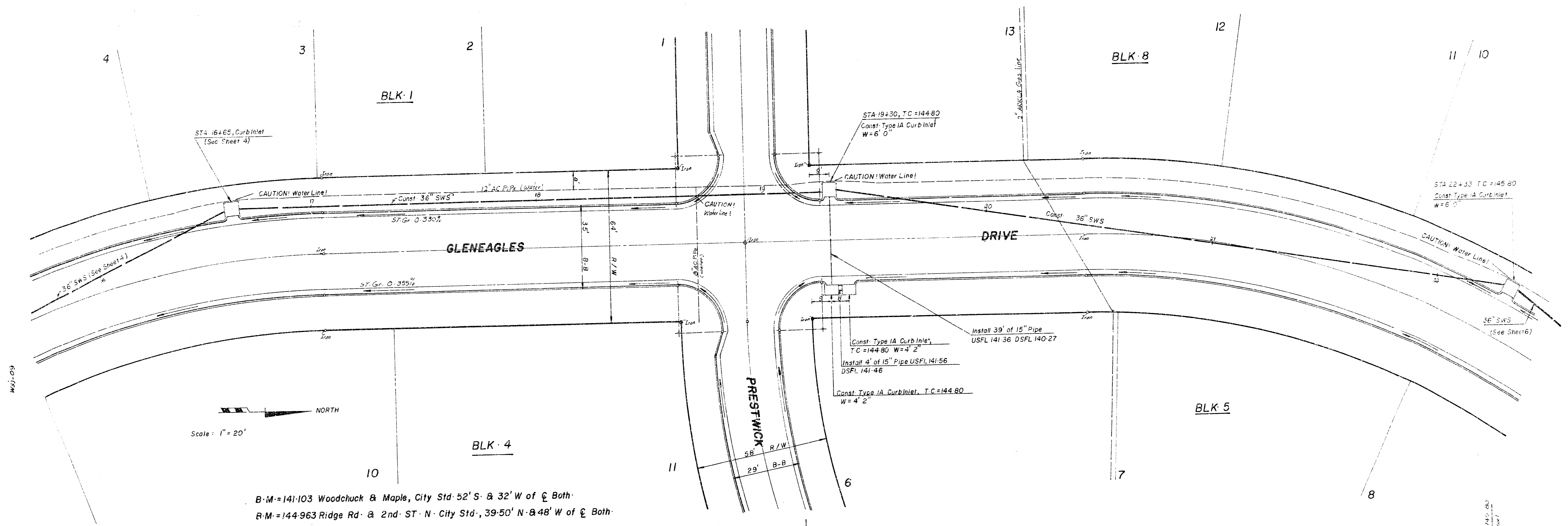
137.56 out

299' of SWS at +0.20%
 Alt #1 42" RCP
 Alt #2 42" CMP (Fully Paved)

8' of SWS at +0.40%
 Alt #1 36" RCP
 Alt #2 36" CMP (Fully Paved)

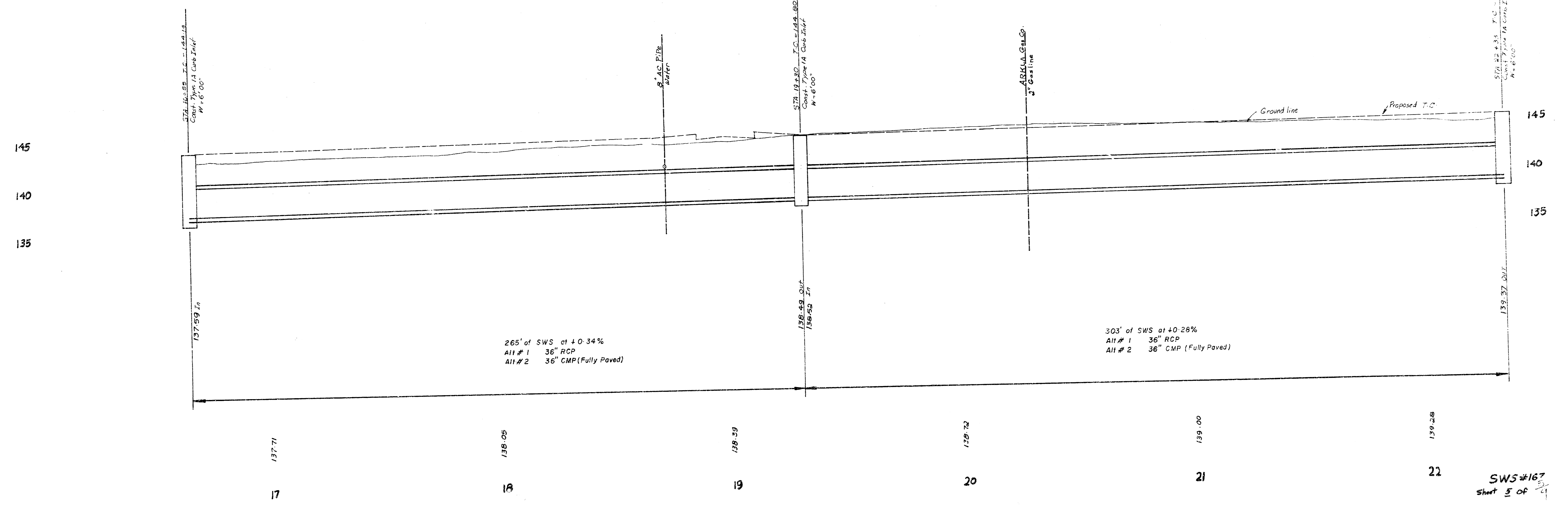
244' SWS at +0.36%
 Alt #1 36" RCP
 Alt #2 36" CMP (Fully Paved)

135.70
136.00
136.10
136.96
137.30



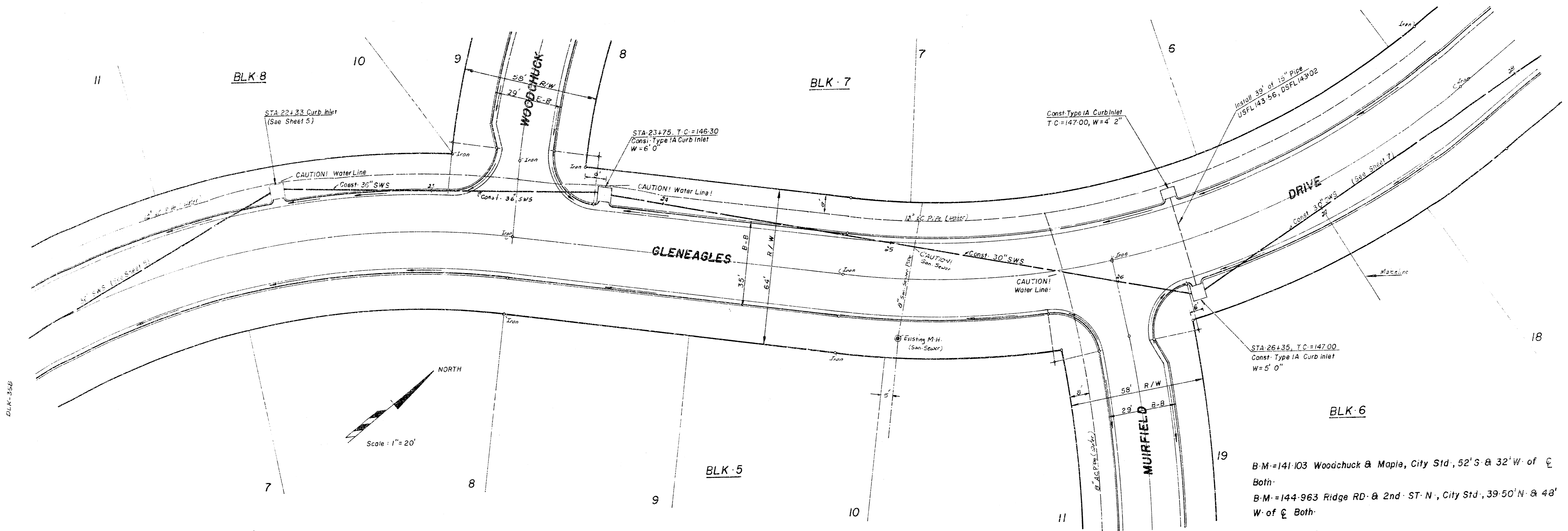
Scale: 1" = 20'
 NORTH

B-M = 141-103 Woodchuck & Maple, City Std. 52' S. & 32' W of C Both
 B-M = 144-963 Ridge Rd. & 2nd ST. N. City Std., 39-50' N. & 48' W of C Both

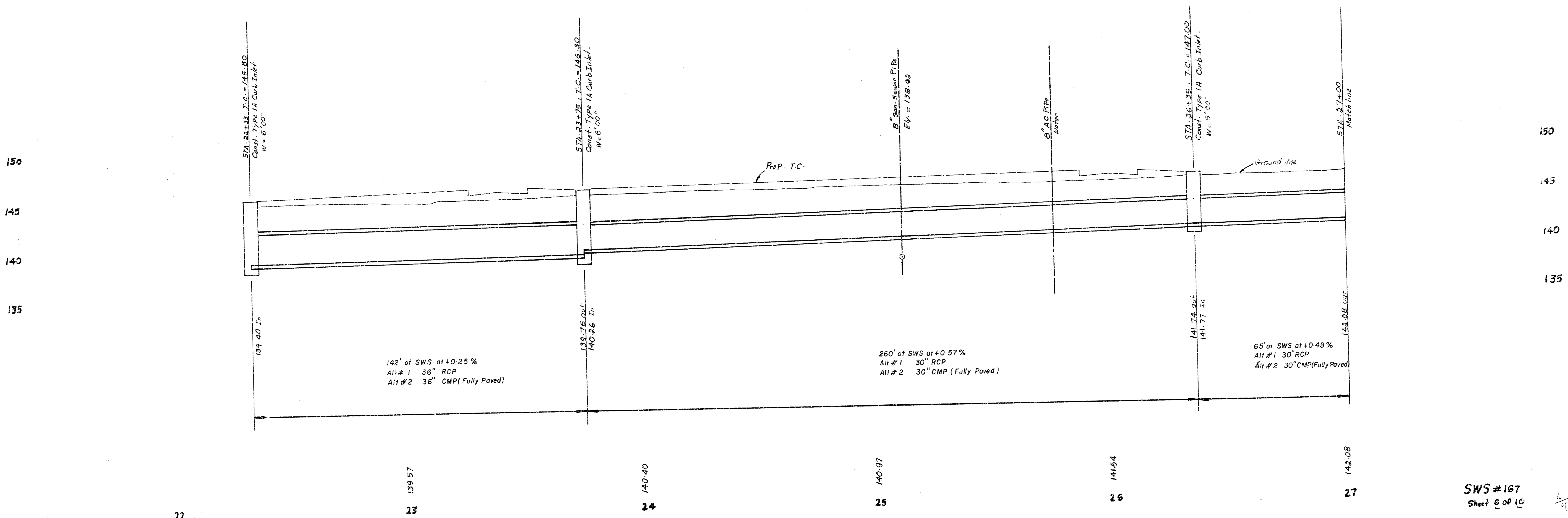


265' of SWS at +0.34%
 All # 1 36" RCP
 All # 2 36" CMP (Fully Paved)

303' of SWS at +0.26%
 All # 1 36" RCP
 All # 2 36" CMP (Fully Paved)

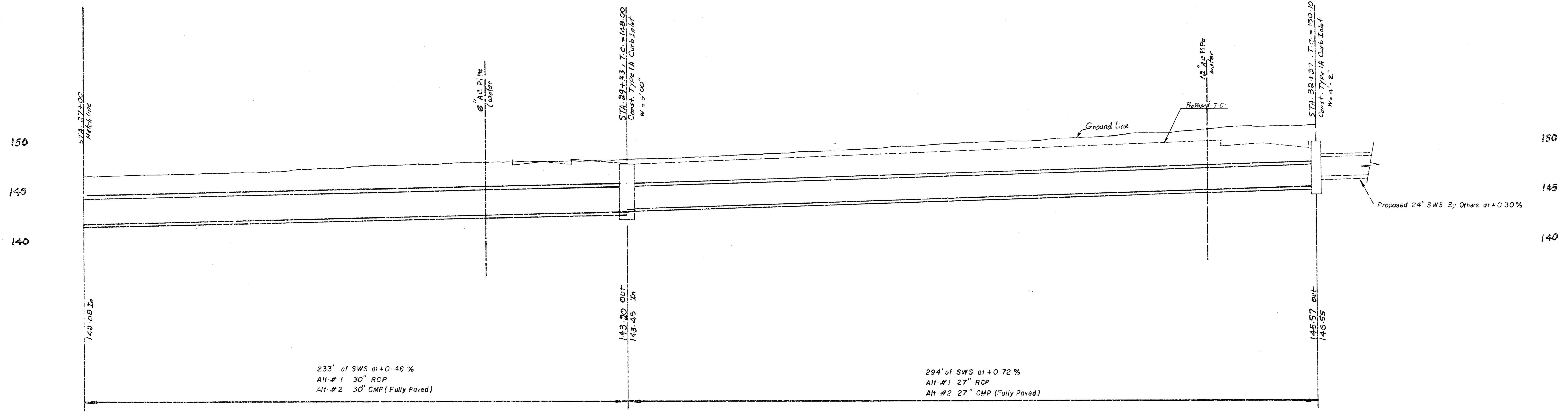
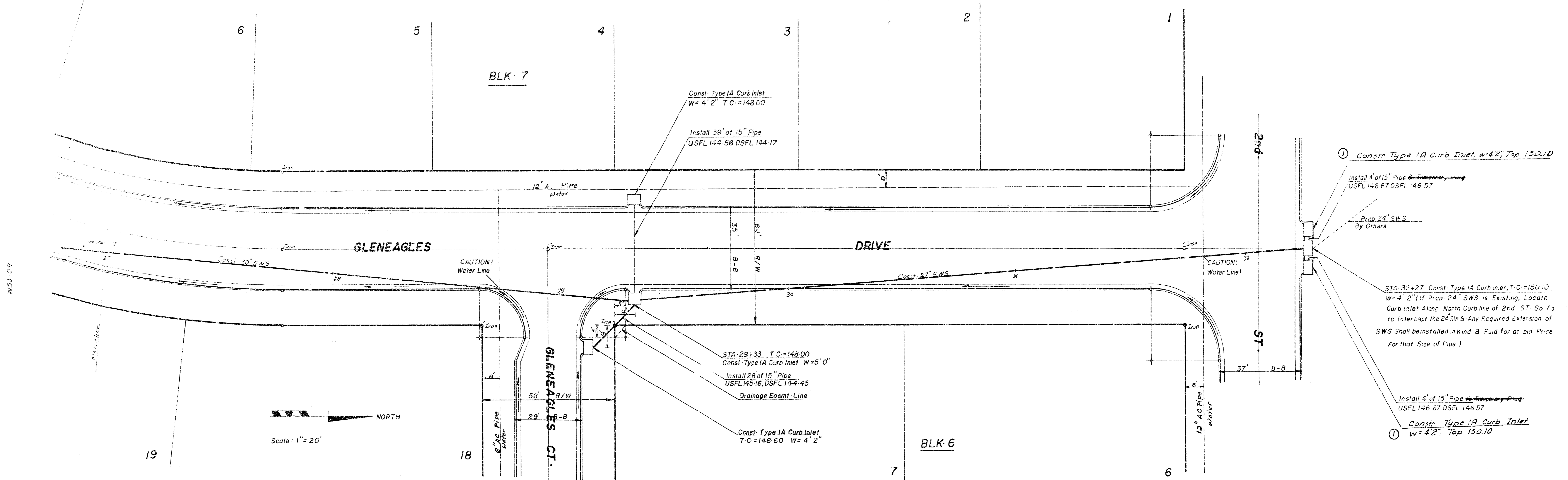


B.M.=141-103 Woodchuck & Maple, City Std., 52' S & 32' W of ϵ Both
 B.M.=144-963 Ridge RD. & 2nd ST. N., City Std., 39-50' N. & 48' W. of ϵ Both



SWS #167
 Sheet 2 of 10

B.M. #151.58 RR SPK N-Face HLP 25' N & 176' E of Ctr. Sec. 21-27-1 2nd ST. - Woodchuck



① Rev. (Add 2 Curb Inlets) P-11-80

142.08
27

142.56
28

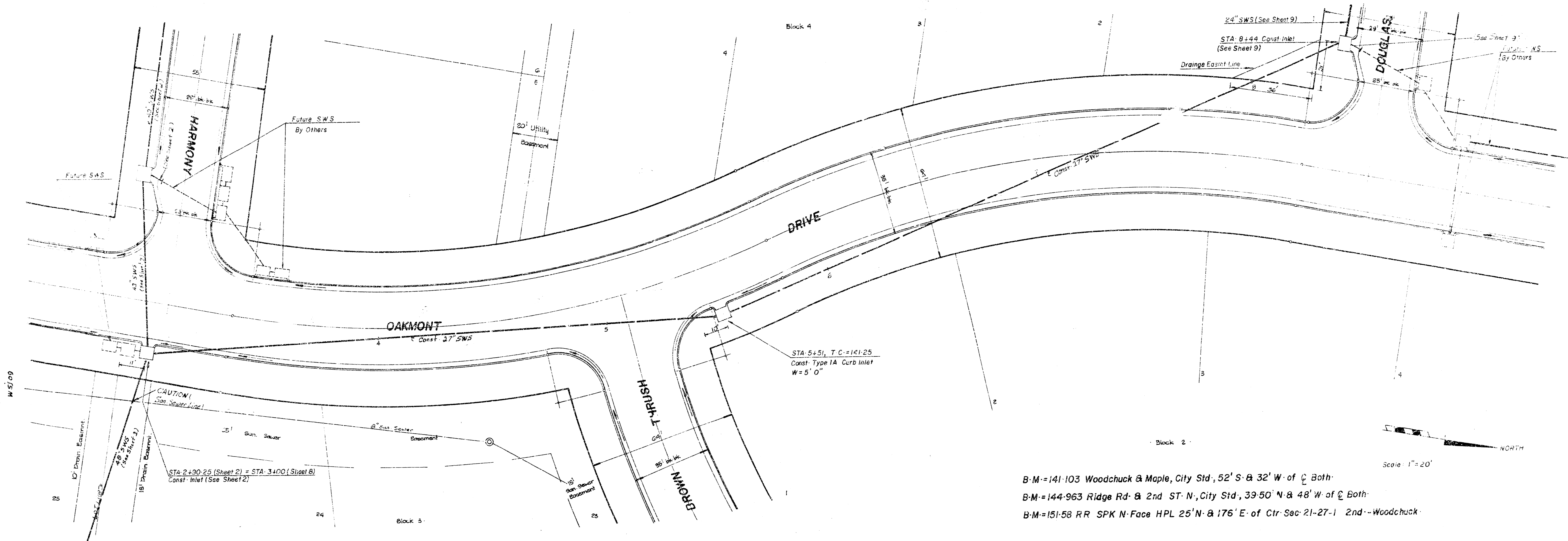
143.04
29

143.43
30

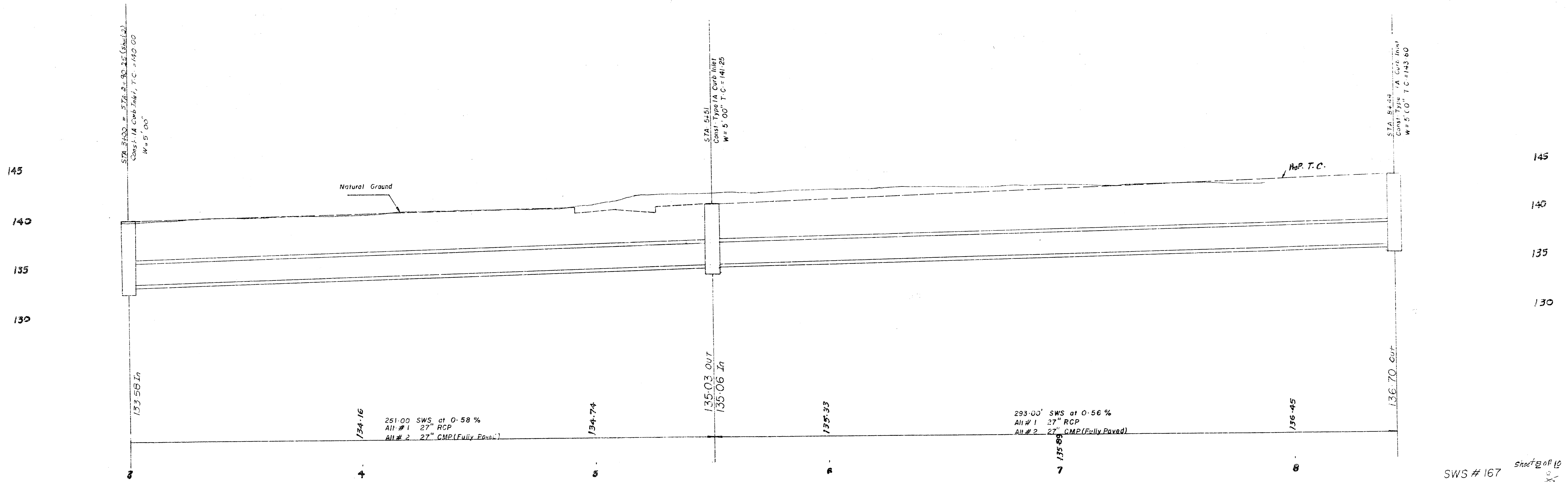
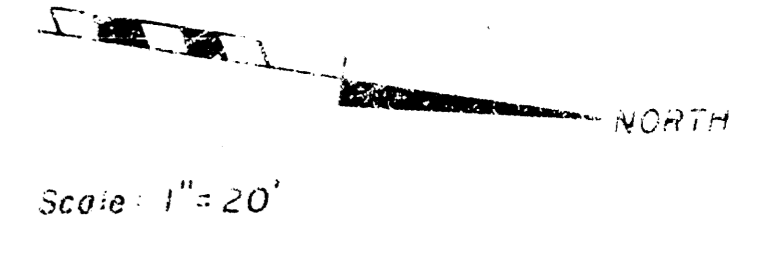
144.65
31

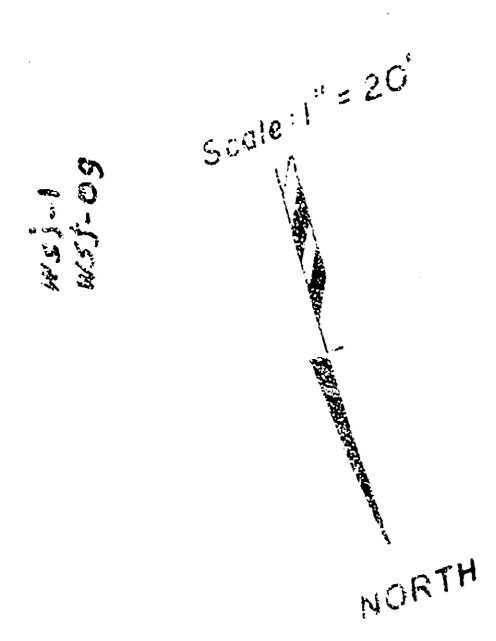
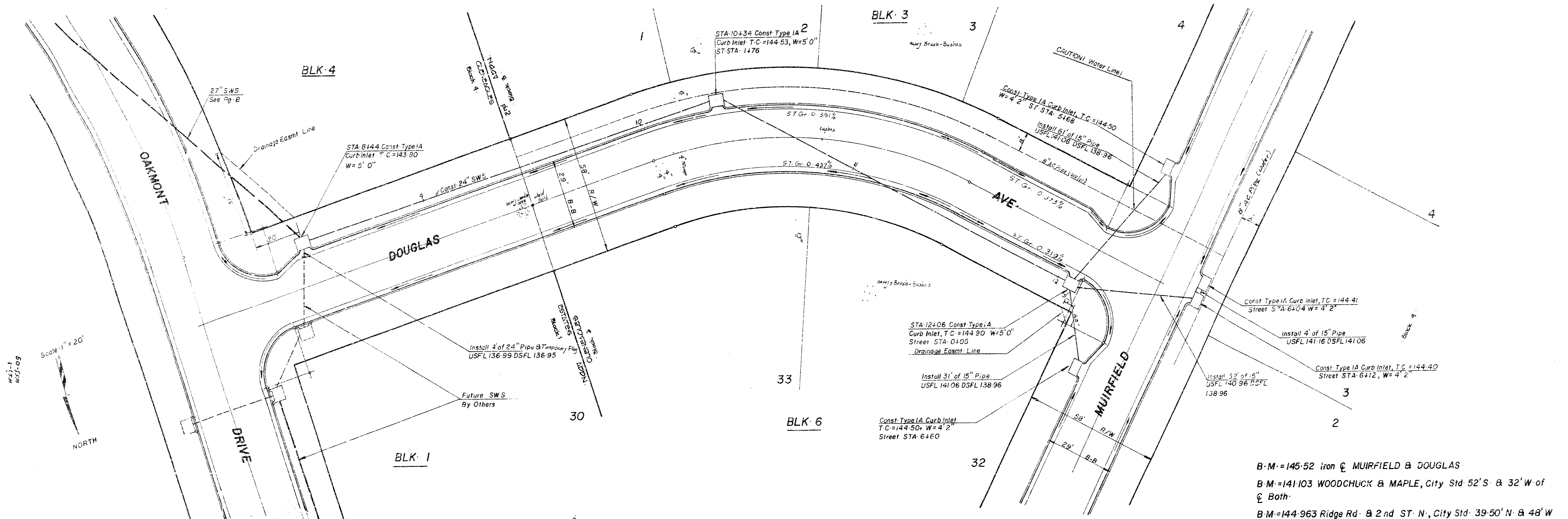
145.37
32

SWS #187 sheet 3 of 10

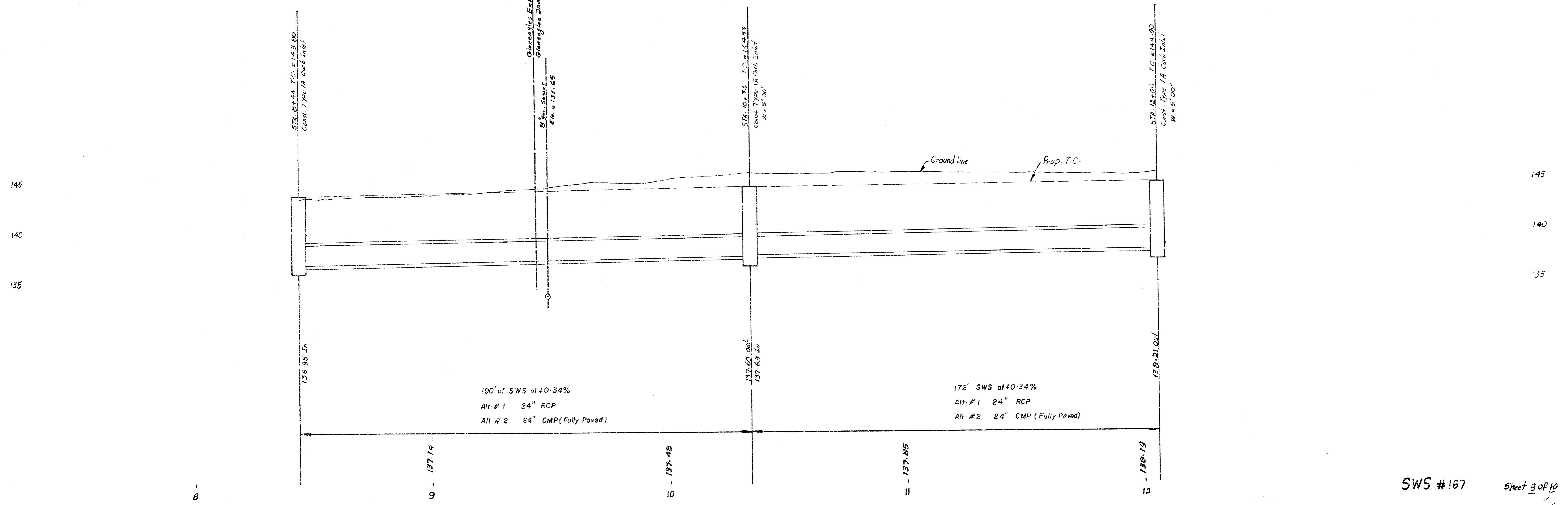


B.M.=141-103 Woodchuck & Maple, City Sid., 52' S. & 32' W. of C. Both
 B.M.=144-963 Ridge Rd. & 2nd ST. N., City Sid., 39-50' N. & 48' W. of C. Both
 B.M.=151-58 RR SPK N-Face HPL 25' N. & 176' E. of Ctr. Sec. 21-27-1 2nd--Woodchuck





B·M = 145.52 iron \odot MUIRFIELD & DOUGLAS
 B·M = 141.03 WOODCHUCK & MAPLE, City Sid. 52' S. & 32' W. of \odot Both
 B·M = 144.963 Ridge Rd. & 2nd ST. N., City Sid. 39.50' N. & 48' W. of \odot Both



SWS #167 Sheet 3 of 10