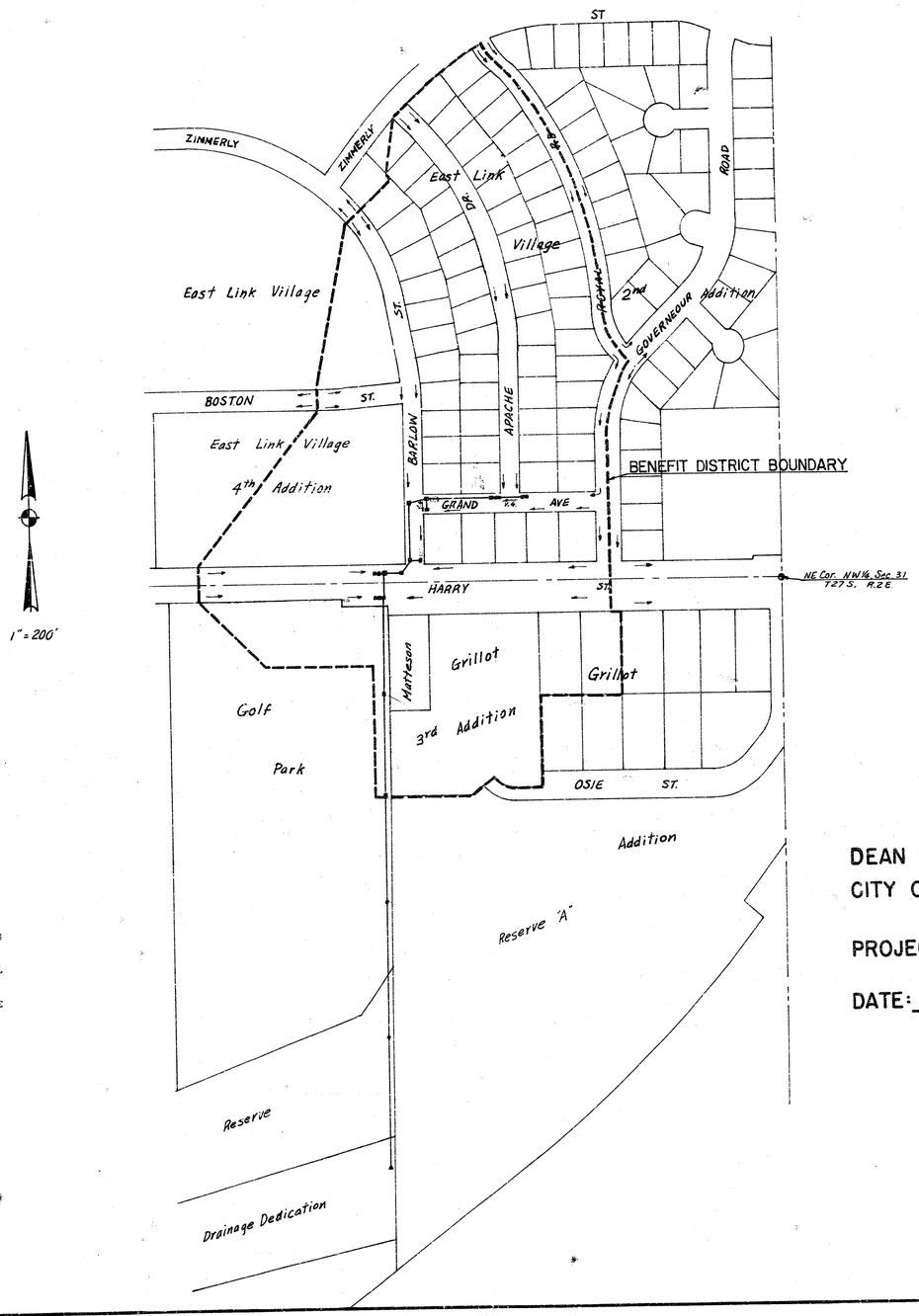
STORM WATER SEWER NO. 175



1" = 200'

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GENERAL NOTES

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

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

5.) THE CONTRACTOR SHALL AVOID TO REMOVE ANY TREES UNLESS IT IS ABSOLUTELY NECESSARY. CONTRACTOR IS TO TAKE WHATEVER PRECAUTION THE ENGINEER DEEMS NECESSARY (SHORING, SHIELDING, ETC.) TO INSURE THE TREES IN THE VICINITY OF CONSTRUCTION ARE PROTECTED FROM INJURY (COST INCIDENTAL TO PROJECT)

6.) CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATERLINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPARTMENT ENGINEER.

7.) CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING PRE-CAST TYPE 1A CURB INLET IN LIEU OF THE BRICK TYPE STRUCTURE. SEE STANDARD DETAIL PRE-CAST TYPE 1A CURB INLET DATED AUGUST, 1979.

DEAN SELLERS, ACTING CITY ENGINEER
CITY OF WICHITA, KANSAS

PROJECT NO. 468-76-245-80883-000-000-001

DATE: _____

STEPHEN R. LACKEY LICENSED 7714 KANSAS ENGINEER

1/8

B.M. 141.38 "a" Cut on Bk. of wlk. at N.E Cor. Woodlawn & Harry
75' E & 75' N. of ℄ Both
B.M. 140.38 "a" Top W-Cb Barlow 75.7' N of ℄ Harry

Scale: 1"=20'

Proposed future Channel

Existing Channel

Gypsum Creek

Install 40SY of Type 4 Riprap

Sta. 0+10, Install 42" End Section

42" SWS

Sta. 4+06, Constr. Std. Type 4 M.H. (Dia = 6')

Fill & Regrade 1300'± of Swale, Cost Incidental to Project

36" SWS

℄ 20' Drainage Easement

Iron (Sta. 0+82.47 = Field Bk-Sta. 1+41.47)
Bk # DLK-306

DLK 306

DLK 306

Typical Swale Section

Exist'g Ground

F.F.

Exist'g Ditch

Sta. 0+10, Install 42" End Section

Sta. 4+06, Constr. Std. Type 4 M.H. (Dia = 6')

396 LF of 42" RCP @ 0.48%
Alt. 396 LF of 42" CMP @ 0.48% (fully paved & fully coated)

394 LF of 36" RCP @ 0.82%
Alt. 394 LF of 36" CMP @ 0.82% (F.P. & F.C.)

℄ of Proposed Channel

Exist'g Ground

W Bank

Fill

DWS = 130.5

Proposed future Channel CrossSection

Fill to 12" Min. Over Pipe

Type 4 Riprap

IE = 114.8

Rout = 123.30

East = 2330
N = 10250

140 135 130 125 120 115

135 130 125 120

0 120.69 1 120.93 121.17 2 121.41 121.65 3 121.89 122.13 4 122.87 123.26 5 123.47

SWS No. 175

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GOLF PARK ADDITION

Scale: 1"=20'

L.E. 30' Utility Easement

L.E. 30' Utility Easement

Sta. 8+00, Constr. Std. Type A M.H. (Dia = 6')

Fill & Regrade exist'g Ditch Cost Incidental to Project

See Sheet 4

36" SWS

36" SWS

℄ 20' Drainage Easement

10' Utility Easement

℄ Utility Easement

10' Utility Easement

30' Utility Easement

GRILLOT ADDITION

B.M. : See Sheet 2

Sta. 8+00, Constr. Std. Type A M.H. (Dia = 6'0")

Sta. 11+20, Constr. See Inlet, See Sheet 4

394 LF of 36" RCP @ 0.82%

Alt. 394 LF of 36" CMP @ 0.82% (fully paved & fully coated)

320 LF of 36" RCP @ 0.82%

Alt. 320 LF of 36" CMP @ 0.82% (fully paved & fully coated)

E. Bank

W Bank

Ft of Finished Swale

Fill

Ft of Exist'g Ditch

Fill

Exist'g 42" Stm. E = 112.50

Exist'g 42" Stm. E = 113.00

E Ent = 126.42
E In = 126.23

E Ent = 128.69
E In = 128.36

140
135
130
125
120
115
110

5 6 7 8 9 10 11

124.08 124.49 124.90 125.31 125.72 126.64 127.05 127.46 127.87 128.28 128.69

SWS No. 175

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B.M. : See Sheet 2

GOLF PARK ADDITION

Scale: 1"=20'

Sta. 11+20, Constr. Special Inlet with Beehive Grate, Top = 133.40 See Sheet 10 for Detail

Sta. 14+20, Constr. Special Inlet with Beehive Grate, Top = 135.50 See Sheet 10 for Detail

15+38 Sp. Inlet

Begin Filling Existing Ditch

See Sheet 5

Fill & Regrade exist'g Ditch Cost Incidental to Project

36" SWS

℄ 20' Drainage Easement

10' Utility Easement

10' Utility Easement

8' Utility Easement

Iron Sta. 17+14

GRILLOT THIRD ADDITION

MATTESON ADDITION

Sta. 11+20, Constr. Special Inlet with Beehive Grate Top = 133.40, See Sheet 10

Sta. 14+20, Constr. Special Inlet with Beehive Grate Top = 135.50, See Sheet 10

Sta. 17+20, Constr. Type M Curb Inlet, See Sheet 5

300 LF of 36" RCP @ 0.74%
Alt. 300 LF of 36" CMP @ 0.74% (fully paved & fully coated)

280 LF of 36" RCP @ 0.66%
Alt. 280 LF of 36" CMP @ 0.66% (fully paved & fully coated)

℄ E. Bank

W. Bank

FE of finished Swale

FE existing Ditch

140
135
130
125

Invert = 128.86
FE IN = 132.96

Invert = 131.48
FE IN = 131.28

Invert = 129.43
FE IN = 133.23

11 12 13 14 15 16 17

128.18 129.55 129.92 130.29 130.66 131.03 131.48 131.81 132.14 132.47 132.80

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St. Sta. 25+40 Harry, Constr. Type IA Curb Inlet, W=4'2" Top=138.69, Install 4 LF of 18" RCP or CMP(F.C.) DSFL = 134.73, USFL=134.81

St. Sta. 25+32 Harry, Constr. Type IA Curb Inlet, W=4'2" Top=138.71, Install 4LF of 15" RCP or CMP(F.C.) DSFL=135.06, USFL=135.06

Ditch in street filled by "others"

70' R/W

50' R/W

Exist'g R.C.B.C. (Removed by others)

Connect 8" Drain into Inlet

St. Sta. 25+32, Harry, Constr. Type IA Curb Inlet, W=4'2" Top=138.95, Install 4 LF of 15" RCP or CMP (F.C.) DSFL = 135.42, USFL=135.50

St. Sta. 25+40, Harry, Constr. Type IA Curb Inlet, W=4'2" Top=138.94, Install 4LF of 18" RCP or CMP (F.C.) DSFL = 135.09, USFL=135.17

EAST LINK VILLAGE

4TH ADDITION

Scale: 1"=20'

36" SWS

Repl. w/ 4" Asph.

Sta. 17+78, St. Sta. 25+48 Harry Constr. Type IA Curb Inlet W=5'0", Top = 138.99

Sta. 18+33, St. Sta. 26+03 Harry Constr. Type IA Curb Inlet W=5'0", Top = 139.35

Sta. 18+75, St. Sta. 0+08 Barlow Constr. Type IA Curb Inlet W=5'0", Top = 140.25

Sta. 17+00, St. Sta. 25+48 Constr. Type IA Curb Inlet W=4'2" Top = 138.72

Iron

Caution! 12" Water Line

Iron (Sta. 26+22.40 Harry, Sta. 0+00 Barlow St.)

Sta. 20+47, St. Sta. 1+80 Barlow Constr. Type IA Curb Inlet W=5'0", Top = 141.78

19

30" SWS

20

Replace w/ 8" A.C.

95' R/W

BARLOW ST.

See Sheet 6

Install 34 LF of 15" RCP or CMP(F.C.) DSFL = 136.30, USFL = 136.50

Caution, 8" Water Line

Iron

St. Sta. 0+08 Barlow Constr. Type I Curb Inlet W=3'10", Top = 140.48

Iron (Sta. 1+50 Barlow Sta. 0+00 Grand)

Iron (Sta. 2+10 Barlow St.)

HARRY ST.

GRAND AVE.

Proposed St. Pav't by others

46.5' ℄ to BK.

46.5' ℄ to BK.

EAST LINK VILLAGE

2ND ADD.

B.M.: See Sheet 2

Notation:
- Remove & Replace Pavement
- Remove & Replace Concrete Drive (6")
- Remove & Replace Side walk
- Remove Trees
- Remove & Replace Curb & Gutter

Sta. 17+00, St. Sta. 25+48 Constr. Type IA Curb Inlet W=4'2", Top = 138.72

Sta. 17+78, St. Sta. 25+48 Constr. Type IA Curb Inlet W=5'0", Top = 138.99

Sta. 18+33, St. Sta. 26+03 Constr. Type IA Curb Inlet W=5'0", Top = 139.35

Sta. 18+75, St. Sta. 0+08 Barlow Constr. Type IA Curb Inlet W=5'0", Top = 140.25

Sta. 20+47, St. Sta. 1+80 Barlow Constr. Type IA Curb Inlet W=5'0", Top = 141.78

78 LF of 36" RCP @ 0.46%
Alt. 78 LF of 36" CMP @ 0.46% (F.P. & F.C.)

55 LF of 30" RCP @ 0.90%
Alt. 55 LF of 30" CMP @ 0.90% (F.P. & F.C.)

42 LF of 30" RCP @ 0.80%
Alt. 42 LF of 30" CMP @ 0.80% (F.P. & F.C.)

172 LF of 30" RCP @ 0.60%
Alt. 172 LF of 30" CMP @ 0.60% (fully paved & fully coated)

6" Gas

8" Sta. E = 130.50

Proposed T.C.

12" Water

8" Sta. E = 131.22

Exist E.I. = 134.49

Exist E.I. = 135.03
E.I.(W) = 135.23
E.I.(S) = 134.30

Exist = 138.13
E.I.(W) = 133.83
E.I.(N) = 134.03

Exist = 138.69
E.I.(E) = 134.09
E.I.(S) = 134.29

Exist = 138.16
E.I. = 136.26

145 140 135 130

17 18 19 20

133.46 134.29 134.83 135.28 135.58 135.88

SWS No. 175

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EAST LINK VILLAGE

4TH ADDITION

St. Sta. 25+40 Harry, Constr. Type 1A Curb Inlet, W=4'2" Top=138.69, Install 4 LF of 18" RCP or CMP(F.C.) DSFL = 134.73, USFL= 134.81

St. Sta. 25+32 Harry, Constr. Type 1A Curb Inlet, W=4'2" Top=138.71, Install 4 LF of 15" RCP or CMP(F.C.) DSFL = 135.06, USFL=135.06

Ditch in Street R/W to be filled by "others"

Exist'g R.C.B.C. Removed by others

Connect 8" Drain into Inlet

St. Sta. 25+32, Harry, Constr. Type 1A Curb Inlet, W=4'2" Top=138.95, Install 4 LF of 15" RCP or CMP (F.C.) DSFL = 135.42, USFL=135.50

St. Sta. 25+40, Harry, Constr. Type 1A Curb Inlet, W=4'2" Top=138.94, Install 4 LF of 18" RCP or CMP (F.C.) DSFL = 135.09, USFL=135.17

Scale: 1"=20'

Sta. 17+78, St. Sta. 25+48 Harry Constr. Type 1A Curb Inlet W=5'0", Top = 138.99

Sta. 18+33, St. Sta. 26+03 Harry Constr. Type 1A Curb Inlet W=5'0", Top = 139.35

Sta. 18+75, St. Sta. 0+08 Barlow Constr. Type 1A Curb Inlet W=5'0", Top = 140.25

Sta. 17+00, St. Sta. 25+48 Constr. Type 1A Curb Inlet W=4'2" Top=138.72

Sta. 20+47, St. Sta. 1+80 Barlow Constr. Type 1A Curb Inlet W=5'0", Top = 141.78

Caution! 12" Water Line

Iron (Sta. 26+22.40 Harry, Sta. 0+00 Barlow St.)

Replace w/ 8" A.C.

Install 34 LF of 15" RCP or CMP(F.C.) DSFL = 136.30, USFL=136.50

4'-15" RCP

Caution, 8" Water Line

Sta. 0+08 Barlow Constr. Type 1A Curb Inlet W=3'10", Top = 140.48

Iron (Sta. 1+50 Barlow Sta. 0+00 Grand)

Iron (Sta. 2+10 Barlow St.)

See Sheet 6

BARLOW ST.

HARRY ST.

GRAND AVE

95' R/W

70' R/W

50' R/W

36" SWS

30" SWS

20' Driveway

Proposed St. Part by others

46.5' E to BK

24.5' E to BK

B.M.: See Sheet 2

Notation:
- Remove & Replace Pavement
- Remove & Replace Concrete Drive (6")
- Remove & Replace Side walk
- Remove Trees
- Remove & Replace Curb & Gutter

EAST LINK VILLAGE 2ND ADD.

78 LF of 36" RCP @ 0.46%
Alt. 78 LF of 36" CMP @ 0.62% (F.H.&F.C.)

55 LF of 30" RCP @ 0.90%
Alt. 55 LF of 30" CMP @ 0.90% (F.H.&F.C.)

42 LF of 30" RCP @ 3.80%
Alt. 42 LF of 30" CMP @ 3.80% (F.H.&F.C.)

172 LF of 30" RCP @ 4.60%
Alt. 172 LF of 30" CMP @ 4.60% (Fully paved & fully coated)

Proposed F.C.

Existing F.C.

145 140 135 130

17 18 19 20

(8)

K+E PLATE 1, PLAN-PROFILE KEUFFEL & ESSER CO. 42 7008 MADE IN U.S.A.

SWS No. 175

PLAN: SURVEYED, PLOTTED, NOTE BOOK, No., DRAWN, CHECKED, ALIGNMENT, STRUCTURE INVESTIGATION, CHECKED, DATE, BY

PROFILE: SURVEYED, PLOTTED, NOTE BOOK, No., DRAWN, CHECKED, ALIGNMENT, STRUCTURE INVESTIGATION, CHECKED, DATE, BY

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EAST LINK VILLAGE 4TH ADDITION

EAST LINK VILLAGE

Lot 12, Blk 1 | Lot 13, Blk 1 | Lot 15, Blk 2

ST. | DR. | AVENUE

BARLOW | GRAND

Sta. 21+08, St. Sta. 0+04 Grand
Constr. Type 1A Curb Inlet
W= 5'0" Top = 141.70

Sta. 23+20, Sta. 23+28, Sta. 23+36
Constr. Type 1A Curb Inlets
W=5'3" Top Elev. See Profile Below

Sta. 23+04, Sta. 24+12
Constr. Type 1A Curb Inlets
W=4'2" Top Elev. See Profile

Iron (Sta. 3+00, Grand Ave.)

Repl. with 8" Conc.

Caution! 8" Water Line

Remove Drain to be removed & Replaced

30" SWS

8" SWS

Replace w/ 8" A.C.

Install 34 LF of 15" RCP or CMP (F.E.)
DSFL = 137.80, USFL = 136.00

Caution! 8" Water

St. Sta. 0+04 Grand Ave.
Constr. Type 1A Curb Inlet
W = 3'10" Top = 141.50
4'2"

See Sheet 5

Lot 1, Blk 5 | Lot 2 | Lot 3 | Lot 4, Blk 5

SECOND ADDITION

Scale: 1"=20'

B.M. : See Sheet 2

Notation:
- Pavement to be Removed & Replaced
- Sidewalk to be Removed & Replaced
- Trees to be Removed
- Remove & Replace Curb & Gutter

PLAN — SURVEYED, PLOTTED, DRAWN, CHECKED, NOTE BOOK, No. — DATE, BY — ALL CHANGES AUTHORIZED & APPROVED BY CITY ENGINEER

PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, NOTE BOOK, No. — DATE, BY — ALL CHANGES AUTHORIZED & APPROVED BY CITY ENGINEER

Sta. 20+20 Curb Inlet Type 1A

Sta. 20+28 Curb Inlet Type 1A

Sta. 20+36 Curb Inlet Type 1A

Sta. 23+20 Curb Inlet Type 1A

Sta. 23+28 Curb Inlet Type 1A

Sta. 23+36 Curb Inlet Type 1A

Sta. 24+04 Curb Inlet Type 1A

Sta. 24+12 Curb Inlet Type 1A

Install 57 LF of 30" RCP (1.00%)
Alt. 57 LF of 30" CMP @ 5.00%
(fully paved & zinc coated)

Install 216 LF of 30" RCP @ 3.36%
Alt. 216 LF of 30" CMP @ 6.66% (fully paved & zinc coated)

62 LF of 30" RCP
w/ MH (F.E.) 123.58

Cut 1 LF of 30" for MH (F.E.) 123.54

8 LF of 18" RCP @ 1.00%

Alt. 8 LF of 18" CMP @ 1.00% (F.E.)

(4 LF of 15" RCP or CMP (F.E.)
DSFL = 137.20, USFL = 137.00)

8" SWS

145 | 140 | 135

21 | 22 | 23 | 24

7/8

SWS No. 175

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EAST LINK VILLAGE 4TH ADDITION

DCD V&H

DCD-175

EAST LINK VILLAGE

Lot 12, Blk 1 | Lot 13, Blk 1 | Lot 15, Blk 2

ST. | DR. | AVENUE

Caution! 8" Water Line

Sta. 21+08, St. Sta. 0+04 Grand Constr. Type 1A Curb Inlet W=5'0", Top=141.70

Sta. 23+20, Sta. 23+28, Sta. 23+36 Constr. Type 1A Curb Inlets W=5'0", Top Elev. See Profile Below

Sta. 24+04, Sta. 24+12 Constr. Type 1A Curb Inlets W=4'2", Top Elev. See Profile

Iron (Sta. 0+00 Grand Ave.)

Iron

Iron (Sta. 3+00, Grand Ave.)

Repl. w/ 8" A.C.

Repl. w/ 8" Conc.

Repl. w/ 8" Conc.

Existing Drain to be removed & Replaced

20" SWS | 30" SWS | 18" SWS

Replace w/ 8" A.C.

Install 34 LF of 15" RCP or CMP (F.C.)
DSFL = 137.80, USFL = 138.00

Caution! 8" Water

See Sheet 5

Iron (Sta. 0+00 Grand Ave.)

St. Sta. 0+04 Grand Ave. Constr. Type I Curb Inlet W=3'10", Top=141.50

Lot 1, Blk 5 | Lot 2 | Lot 3 | Lot 4, Blk 5

SECOND ADDITION

B.M. : See Sheet 2

Scale: 1"=20'

Notation :
- Pavement to be Removed & Replaced
- Sidewalk to be Removed & Replaced
- Trees to be Removed
- Remove & Replace Curb & Gutter

Sta. 21+47 Type 1A Curb Inlet, See Sheet 5

Sta. 21+04 Constr. Type 1A Curb Inlet, W=5'0", Top=141.70

Sta. 23+20 Constr. Type 1A Curb Inlet, W=5'0", Top=141.32

Sta. 23+28 Constr. Type 1A Curb Inlet, W=5'0", Top=141.35

Sta. 23+36 Constr. Type 1A Curb Inlet, W=5'0", Top=141.40

Sta. 24+04 Constr. Type 1A Curb Inlet, W=4'2", Top=141.10

Sta. 24+12 Constr. Type 1A Curb Inlet, W=4'2", Top=141.20

Install 57 LF of 30" RCP @ 0.50%
Alt. 57 LF of 30" CMP @ 0.50% (fully paved & fully coated)

Install 216 LF of 30" RCP @ 0.36%
Alt. 216 LF of 30" CMP @ 0.36% (fully paved & fully coated)

8 LF of 30" RCP or CMP (F.P.& F.C.) @ 0.25%

8 LF of 30" RCP or CMP (F.P.& F.C.) @ 0.25%

68 LF of 18" RCP @ 1.00%
Alt. 68 LF of 18" CMP @ 1.00% (F.C.)

4 LF of 15" RCP or CMP (F.C.)
DSFL = 139.92, USFL = 140.00

8" Water

Existing 8" Sewer

8" Water

145 | 140 | 135

FE out = 136.46
FE IN = 136.26

FE out = 136.55
FE IN (16") = 136.45
FE IN (24") = 137.80

FE out = 137.48
FE IN = 137.33

FE out = 137.38
FE IN = 137.33

FE out = 137.67
FE IN = 137.67

FE out = 138.35
FE IN = 138.12
FE out = 138.20

21 | 22 | 23 | 24

136.53 | 136.82 | 137.00 | 137.18 | 137.36 | 138.81 | 139.31

3/8

SWS No. 175

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