

NOTE TO CONTRACTOR
 Oral easements were dedicated to the City in this block at the time of construction of the existing sewers. The City retains this easement in view of its long-standing use, however it is indefinite in width. The contractor should use discretion and caution in the alteration & reconstruction of these lines.

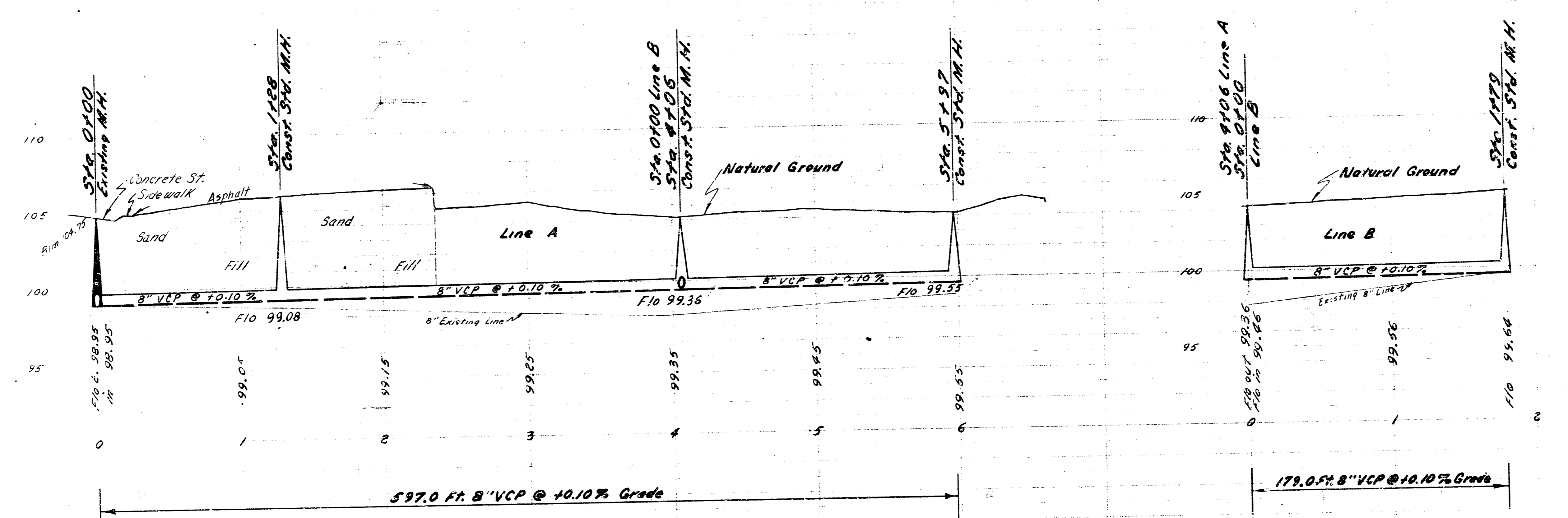
NOTE TO CONTRACTOR
 Replace Asphalt Drives With Asphalt Concrete. Replace Concrete With Concrete 2" Thicker Than Before. Replace All Fences. Remove Existing M.H.s To Below Ground Level & Fill With Dirt. Use 6" Sack Gravel Conc To Support The Pipe Where It Is Necessary To Excavate & Remove Old Sewer Below The Grade Of The New Line & Where Ground Conditions Are Not Suitable To Properly Support The New Line. Relay Service Leads Back As Far As Required To Get The Minimum Slope Necessary To Meet City Code. The Cost Of Relaying Service Lines Shall Be Bid As A Unit Price For Service Connections Plus A Unit Price For The Line. The Bid Of A Service Connection Shall Include The Work Necessary To Locate The Old Existing Services. Information Given In The Table Showing Wye's & Connections May Not Be Accurate. It Is The Responsibility Of The Contractor To Locate All Existing Services Whether Shown In The Table Or Not. All Service Lines Shall Be 4" Or 6" Clay Pipe With R.V.C. Joints. Cost Of Removal Of Existing 4" & 6" Service Lines To Be Considered Included In The Bid Of 4" & 6" V.C.P.

STATION	WYS. & M.H.s ON OLD LINE		SERVICE RECORD				
	W.	E.	NO. OF PERMITS	HOUSE NO.	DATE OF PERMITS	W.	E.
0+00	0+50	0+50	119	211	1951		
1+00	0+82.5	0+80.5					
2+00	1+33.5	1+31.5	111	228	1954		
3+00	2+11.5	2+09.5	114	222	1954		
4+00	2+36.5	2+34.5	110				
5+00	2+51.5	2+49.5	101				
6+00	3+45	3+43	102	218	1954		
7+00	3+66.5	3+64.5	102	218	1954		
8+00	3+80.5	3+78.5	102	218	1954		
9+00	4+18.5	4+16.5	102	218	1954		
10+00	5+10.5	5+08.5	102	218	1954		
11+00	5+40.5	5+38.5	102	218	1954		
12+00	5+70.5	5+68.5	102	218	1954		
13+00	6+00.5	5+98.5	102	218	1954		
14+00	6+30.5	6+28.5	102	218	1954		
15+00	6+60.5	6+58.5	102	218	1954		
16+00	6+90.5	6+88.5	102	218	1954		
17+00	7+20.5	7+18.5	102	218	1954		
18+00	7+50.5	7+48.5	102	218	1954		
19+00	7+80.5	7+78.5	102	218	1954		
20+00	8+10.5	8+08.5	102	218	1954		
21+00	8+40.5	8+38.5	102	218	1954		
22+00	8+70.5	8+68.5	102	218	1954		
23+00	9+00.5	8+98.5	102	218	1954		
24+00	9+30.5	9+28.5	102	218	1954		
25+00	9+60.5	9+58.5	102	218	1954		
26+00	9+90.5	9+88.5	102	218	1954		
27+00	10+20.5	10+18.5	102	218	1954		
28+00	10+50.5	10+48.5	102	218	1954		
29+00	10+80.5	10+78.5	102	218	1954		
30+00	11+10.5	11+08.5	102	218	1954		
31+00	11+40.5	11+38.5	102	218	1954		
32+00	11+70.5	11+68.5	102	218	1954		
33+00	12+00.5	11+98.5	102	218	1954		
34+00	12+30.5	12+28.5	102	218	1954		
35+00	12+60.5	12+58.5	102	218	1954		
36+00	12+90.5	12+88.5	102	218	1954		
37+00	13+20.5	13+18.5	102	218	1954		
38+00	13+50.5	13+48.5	102	218	1954		
39+00	13+80.5	13+78.5	102	218	1954		
40+00	14+10.5	14+08.5	102	218	1954		
41+00	14+40.5	14+38.5	102	218	1954		
42+00	14+70.5	14+68.5	102	218	1954		
43+00	15+00.5	14+98.5	102	218	1954		
44+00	15+30.5	15+28.5	102	218	1954		
45+00	15+60.5	15+58.5	102	218	1954		
46+00	15+90.5	15+88.5	102	218	1954		
47+00	16+20.5	16+18.5	102	218	1954		
48+00	16+50.5	16+48.5	102	218	1954		
49+00	16+80.5	16+78.5	102	218	1954		
50+00	17+10.5	17+08.5	102	218	1954		
51+00	17+40.5	17+38.5	102	218	1954		
52+00	17+70.5	17+68.5	102	218	1954		
53+00	18+00.5	17+98.5	102	218	1954		
54+00	18+30.5	18+28.5	102	218	1954		
55+00	18+60.5	18+58.5	102	218	1954		
56+00	18+90.5	18+88.5	102	218	1954		
57+00	19+20.5	19+18.5	102	218	1954		
58+00	19+50.5	19+48.5	102	218	1954		
59+00	19+80.5	19+78.5	102	218	1954		
60+00	20+10.5	20+08.5	102	218	1954		
61+00	20+40.5	20+38.5	102	218	1954		
62+00	20+70.5	20+68.5	102	218	1954		
63+00	21+00.5	20+98.5	102	218	1954		
64+00	21+30.5	21+28.5	102	218	1954		
65+00	21+60.5	21+58.5	102	218	1954		
66+00	21+90.5	21+88.5	102	218	1954		
67+00	22+20.5	22+18.5	102	218	1954		
68+00	22+50.5	22+48.5	102	218	1954		
69+00	22+80.5	22+78.5	102	218	1954		
70+00	23+10.5	23+08.5	102	218	1954		
71+00	23+40.5	23+38.5	102	218	1954		
72+00	23+70.5	23+68.5	102	218	1954		
73+00	24+00.5	23+98.5	102	218	1954		
74+00	24+30.5	24+28.5	102	218	1954		
75+00	24+60.5	24+58.5	102	218	1954		
76+00	24+90.5	24+88.5	102	218	1954		
77+00	25+20.5	25+18.5	102	218	1954		
78+00	25+50.5	25+48.5	102	218	1954		
79+00	25+80.5	25+78.5	102	218	1954		
80+00	26+10.5	26+08.5	102	218	1954		
81+00	26+40.5	26+38.5	102	218	1954		
82+00	26+70.5	26+68.5	102	218	1954		
83+00	27+00.5	26+98.5	102	218	1954		
84+00	27+30.5	27+28.5	102	218	1954		
85+00	27+60.5	27+58.5	102	218	1954		
86+00	27+90.5	27+88.5	102	218	1954		
87+00	28+20.5	28+18.5	102	218	1954		
88+00	28+50.5	28+48.5	102	218	1954		
89+00	28+80.5	28+78.5	102	218	1954		
90+00	29+10.5	29+08.5	102	218	1954		
91+00	29+40.5	29+38.5	102	218	1954		
92+00	29+70.5	29+68.5	102	218	1954		
93+00	30+00.5	29+98.5	102	218	1954		
94+00	30+30.5	30+28.5	102	218	1954		
95+00	30+60.5	30+58.5	102	218	1954		
96+00	30+90.5	30+88.5	102	218	1954		
97+00	31+20.5	31+18.5	102	218	1954		
98+00	31+50.5	31+48.5	102	218	1954		
99+00	31+80.5	31+78.5	102	218	1954		
100+00	32+10.5	32+08.5	102	218	1954		

#2145 - Private Line - 491 Ellis - 7-9-65 - Jensen Pkg. Co.
 #295 - Used Old Connection - 1900 E. Kellogg - 5-18-59 - Creekmore Pkg. Co.
 #1029 - Top - 1900 E. Kellogg - 5-11-55 - Creekmore Pkg. Co.
 #1501 - Top - 1920 E. Kellogg - 8-17-56 - Kendall Pkg. Co.
 #775 Trailer - 431 Ellis - 7-8-57 - Creekmore Pkg. Co.
 #773 Trailer

B.M. 105.01 Iron in thim. Center Ellis & Center Lewis E.
 B.M. 104.75 N. Rim M.H. Sta 0+00 Between Lulu & Ellis N. Side Kellogg

Plan Scale 1" = 40'
 Profile Scale 1" = 40' Hor. 1" = 4' Vert.



RECONSTRUCTION OF DIST I S.S. NO. 20
 CITY OF WICHITA KANSAS
 B.E. SMITH CITY ENGINEER
 PROJ. NO C22-1 DATE:
 SEPTEMBER 1962