STA. 113+50

STA. 114+09.20

I-135 (SOUTHBOUND) OVERHEAD

INLET ELEV. OK

STA. 114+50, 80.0' RT
REMOVE AND REPLACE
~ 150 LF 8' WIDE
ASPHALT BIKE PATH

~33.7 LF WIDE AMERICAN EXCELSIOR ENFORCER II (TYPICAL)

STA. 115+11.80 TO END
CONSTRUCT RENO MATTRESS
BANK REVETMENT AS INDICATED

TOP OF MATTRESS IN PILOT CHANNEL TO MATCH TOP OF EXIST. CONC. LINED CANAL BOTTOM.

CONFORM TOP OF GABIONS TO SLOPE OF CONCRETE CHANNEL

GABION W/ TOP ON ADVERSE SLOPE

STA. 115+50.00
BEGIN ~2.2%
SLOPE TO EXISTING
CANAL BOTTOM

PILOT CHANNEL

STA. 115+11.80

BASELINE

MATTRESS

RIP-RAP

NEW GRASSED 'I' ENFORCER II ACCESS ROAD

CONSTRUCT TOE WALL PER DETAIL ON THIS SHEET

EXISTING BOTTOM

TOP OF MATTRESS TO CONFORM TO EXISTING CONCRETE LINED SLOPE

I-135 (NORTHBOUND) OVERHEAD

EXIST. 18" RCP STORM SEWER (B-175)

I-135 (SOUTHBOUND) OVERHEAD

PROP. 17TH ST. NORTH STORM SYSTEM

8'x5' RCB

ELEC BOX

POLE

SWB

SWMH

17TH STREET NORTH

TOP OF CONCRETE

BOTTOM OF CONCRETE

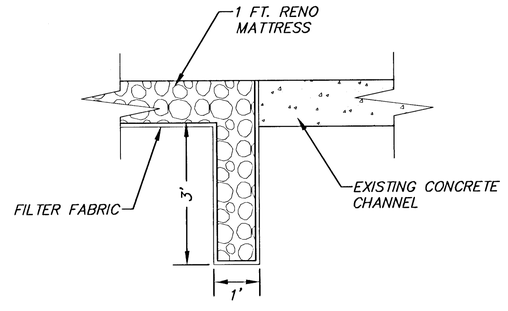
FLOW OUT = 103.02

SCALE: 1" = 20'

STA 115+7.0, 3.0' RT
15' WIDE x 40' LONG OUTFALL PROTECTION.
USE 'PYRAMAT' EROSION CONTROL MATRIX OVER 'V' DITCH, 10' WIDE x 6" DEEP.
(SEE DETAIL – SHEET 5).

STA. 115+10.1, 42.0' RT
REMOVE 38 LF OF EXIST. 18" PIPE FROM OUTLET TO PROPOSED MANHOLE.
INSTALL 56 LF OF 18" RCP W/ END SECTION
FL OUT=102.57
(END OF END SECTION SHALL BE AT BEGINNING OF 3:1 SIDE SLOPE). W/ CONC. TOEWALL W=2',D=4',L=8' (PLACE EROSION MAT BETWEEN TOEWALL AND END SECTION (SEE DETAIL – SHEET 5)).
INSTALL TYPE 'P' MANHOLE (DIA=4') APPROX. 11' NORTH OF OVERHEAD COLUMN.
TOP OF MANHOLE=120.50
FL IN=111.70 (18"–E)
FL OUT=106.00 (18"–W)

BM–20
C.O.W. DISK ON HUBGUARD AT SOUTHEAST CORNER OF 17TH STREET NORTH BRIDGE.
C.O.W. ELEV. = 124.44



MKEC
ENGINEERING CONSULTANTS
411 N. WEBB ROAD
WICHITA, KS. 67206
316-684-9600

AREA "K" PART 2 - PHASE 2
WICHITA DRAINAGE CANAL
PROJECT NAME

UPPER END MODIFICATIONS
WICHITA DRAINAGE CANAL PLAN
SHEET TITLE

JNJ	RSB	TKM
DESIGN BY:	DRAWN BY:	CHECKED BY:
JAN. 2001	94011	16A/ 47
DATE	JOB NO.	SHEET/OF