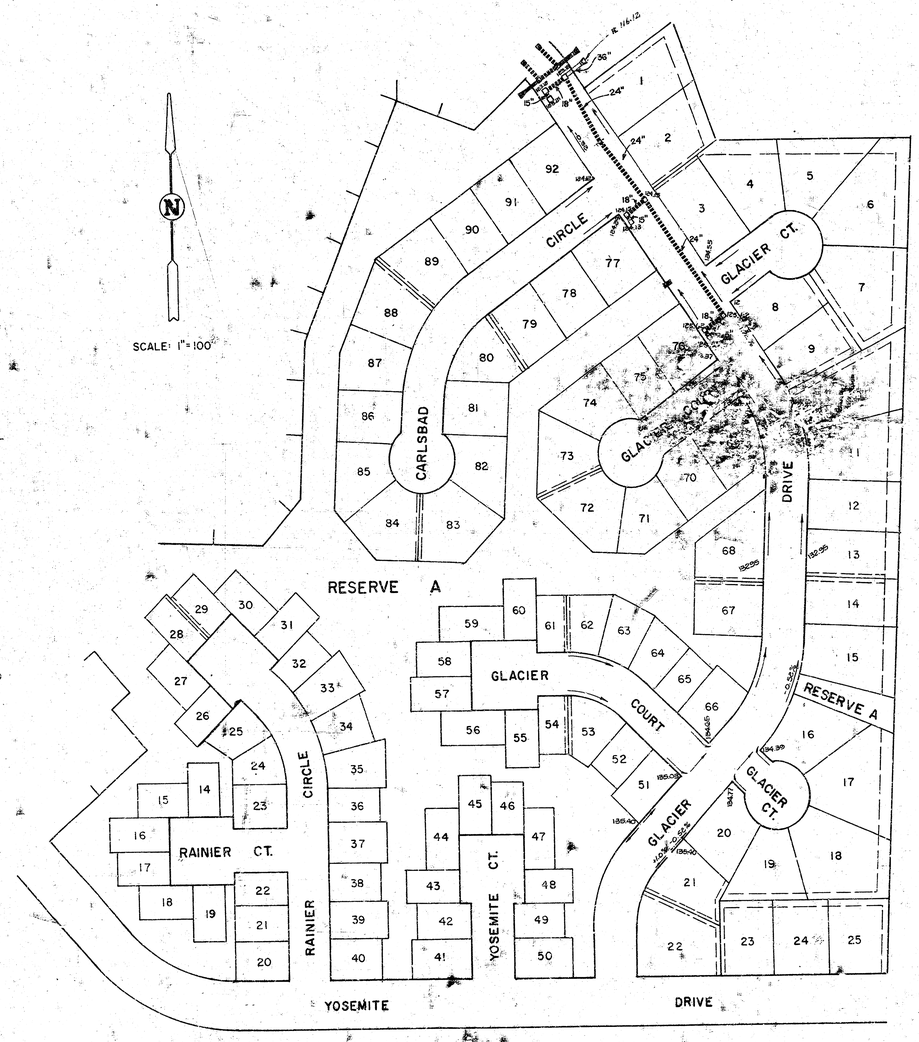
DRAINAGE IN CONNECTION WITH
THE PARK

PROJECT NO.
472-76-245-80426-000-000-002

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 ELEVATION 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. ALL CORRUGATED PIPE SHALL BE SMOOTH FLOW PIPES FOR SIZES 24" DIAMETER AND LARGER. ALL CONNECTIONS FOR THESE PIPES SHALL BE OF FAIRLY WATERTIGHT CONSTRUCTION USING HUGGER TYPE COUPLERS OR EQUAL.
5. ALL CONCRETE SHALL BE "6 - SACK CONCRETE" UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATER LINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPARTMENT ENGINEER.
7. CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING PRECAST CONCRETE TYPE 1A CURB INLETS IN LIEU OF THE BRICK TYPE STRUCTURE. SEE STANDARD DETAIL PRECAST TYPE 1A INLET DATED AUGUST, 1979.
8. CONTRACTOR SHALL REMOVE ONLY THOSE TREES DESIGNATED BY CITY OF WICHITA ENGINEERING DEPARTMENT.

INDEX TO DRAWINGS

1	TITLE SHEET
2-3	PLAN & PROFILE
4	TYPE 1A CURB INLET
5	TYPE 1 CURB INLET

KENNETH H. BRUGGER LICENSED PROFESSIONAL ENGINEER STATE OF KANSAS
Kenneth H. Brugger

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

Sheet 1 of 1/3

22x36

THE PARK

472-76-245-80426-000-000-002

Scale: 1"= 20' Horz.
1"= 5' Vert.

Remove 20' of hedge. (10' either side of ℄ of storm sewer)

25'-0"

Sta. 0+00.00 - Line 1
Const. Sta. type 36" End Section

Exception

Lot 1

Lot 2

Block 6

Lot 3

Remove existing 30" RCP and plug at Inlet

36"SWS

35.00'

90.55'

R/W

90.56'

Sta. 23+24.14 - Glacier Dr. =
Sta. 15+48.48 - Carlsbad Circle

Sta. 2+51.00 - Line 1 = Sta 0+00 Line 1B
Const Std. Type 1 Curb Inlet
Sta. 22+95.32 Rt. Glacier Drive
Top of Inlet = 129.13 W=5'-0"

138.89'

8" S.S.

24"SWS

Sta. 0+38.00 - Line 1 = Sta 0+00.00 Line 1A
Const Std. Type 1 Curb Inlet
Sta. 24+98.50 Rt. Glacier Drive
Top of Inlet = 123.18 W=6'-0"

24" R.C.P.

38 L.F. 18" R.C.P. @ +0.20 %
38 L.F. 18" C.M.P. @ +0.20 %
U.S. I.E. 119.06 D.S. I.E. 118.99

18"SWS

38 L.F. 18" R.C.P. @ +0.20 %
(alt.) 38 L.F. 18" C.M.P. @ +0.20 %
U.S. I.E. 118.43 D.S. I.E. 118.35

4 L.F. - 15" C.M.P. @ 0.20% U.S. I.E. 118.28 D.S. I.E. 118.20

Sta. 1+50.00 - Line 1
Const. Type "B" M.H.
Sta. 23+05.00 Rt. Glacier Drive
Top of M.H. = 128.70 Dia. = 5'-0"

15"SWS

4 L.F. - 15" R.C.P. @ 0.20%
(alt.) 4 L.F. - 15" C.M.P. @ 0.20%
U.S. I.E. 119.31 D.S. I.E. 119.32

DRIVE

0.31%

0.32%

W

35.71'

51.18'

100.00'

R/W

TC=128.90

TC=124.94

TC=124.94

CARLSBAD

CIRCLE

35' b.b.

64'

Lot 92

Block 5

Lot 77

Block 5

Reserve "A"

Sta. 0+41.92 - Line 1A
Const. Std. Type 1A Curb Inlet
Sta. 24+26.50 Lt. Glacier Drive
Top of Inlet = 123.15, w=4'-8"

Sta. 0+51.60 - Line 1A
Const. Std. Type 1A Curb Inlet
Sta. 24+88.82 Lt. Glacier Drive
Top of Inlet = 123.21, w=4'-2"

Sta. 0+41.92 - Line 1B
Const. Std. Type 1A Curb Inlet
Sta. 22+85.32 Lt. Glacier Drive
Top of Inlet = 124.15, w=4'-2"

Sta. 0+51.60 - Line 1B
Const. Std. Type 1A Curb Inlet
Sta. 22+75.64 Lt. Glacier Drive
Top of Inlet = 124.18, w=4'2"

Sta. 0+00.00 - Line 1
Const. Std. Type 36" End Section

Sta. 0+38.00 - Line 1
Const. Std. Type 1 Curb Inlet
Sta. 24+98.50 Rt. Glacier Drive
Top of Inlet = 123.18, W = 5'-0"

Sta. 1+50.00 - Line 1
Const. Type "B" M.H.
Sta. 23+05.00 Rt. Glacier Drive
Top of M.H. = 123.70 Dia. = 5'-0"

Sta. 2+51.00 - Line 1
Const. Std. Type 1 Curb Inlet
Sta. 22+95.32 Rt. Glacier Drive
Top of Inlet = 129.13 W = 5'-0"

38 L.F. - 36" RCP @ 0.7%
(alt.) 38 L.F. - 36" CMP @ 0.7%
(Fully paved)

112 L.F. - 24" R.C.P. @ 0.3%
(alt.) 112 L.F. - 24" C.M.P. @ 0.3%
(Fully paved)

101 L.F. - 24" R.C.P. @ 0.3%
(alt.) 101 L.F. - 24" C.M.P. @ 0.3%
(Fully paved)

see sheet # 3

existing ground

Install Type 3 Rimp

0.32%

0.32%

0.32%

℄ of new End Section shall match exist. End Section ℄ Grade around End Section to match exist. grade and side slope of ditch. Cost incidental to Project.

existing ditch

18"

E out (NE) = 118.38
E in (SE) = 118.08
E in (SW) = 118.35

E out (NW) = 117.22
E in (SE) = 117.22

E out (NW) = 116.12

E out (NW) = 125.82
E in (SE) = 118.02
E in (SW) = 118.29

130
125
120
115

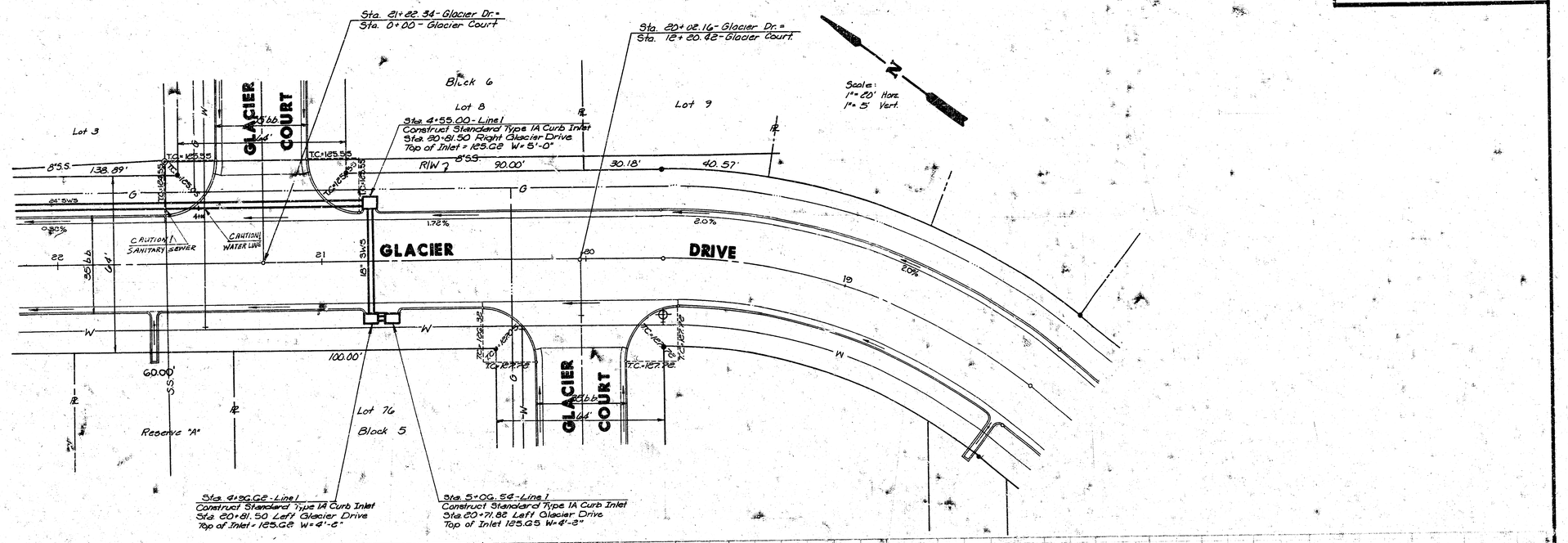
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116.99
117.07
117.14
117.29
117.37
117.44
118.14
118.27
118.40

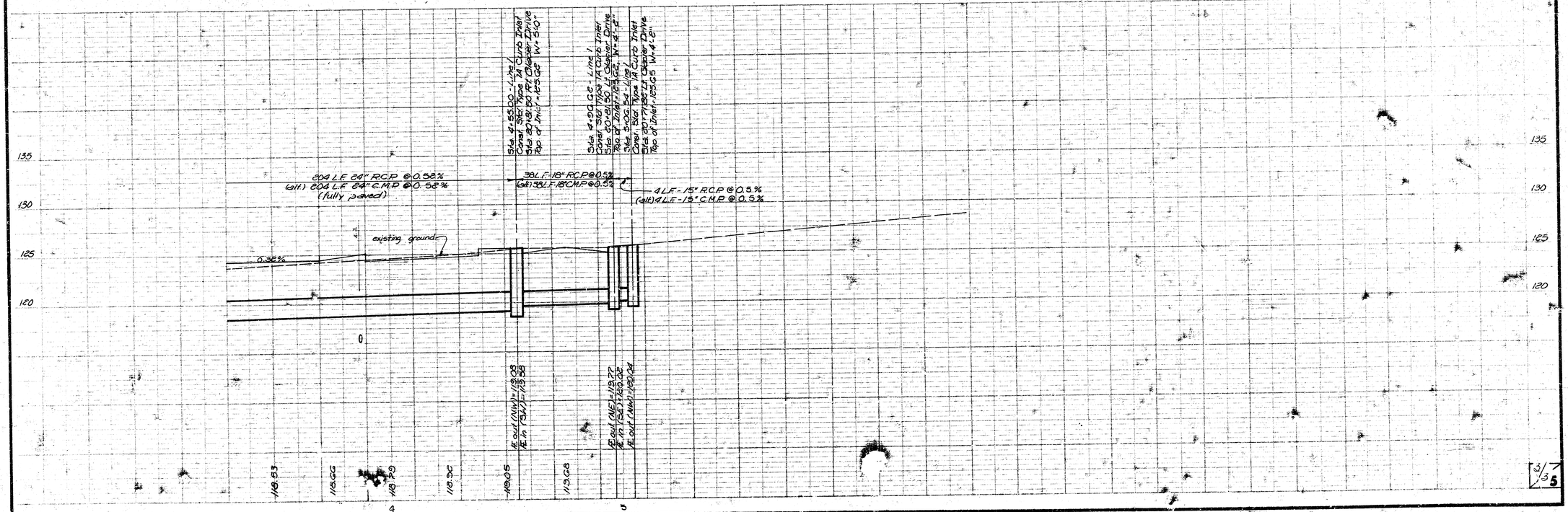
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THE PARK

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