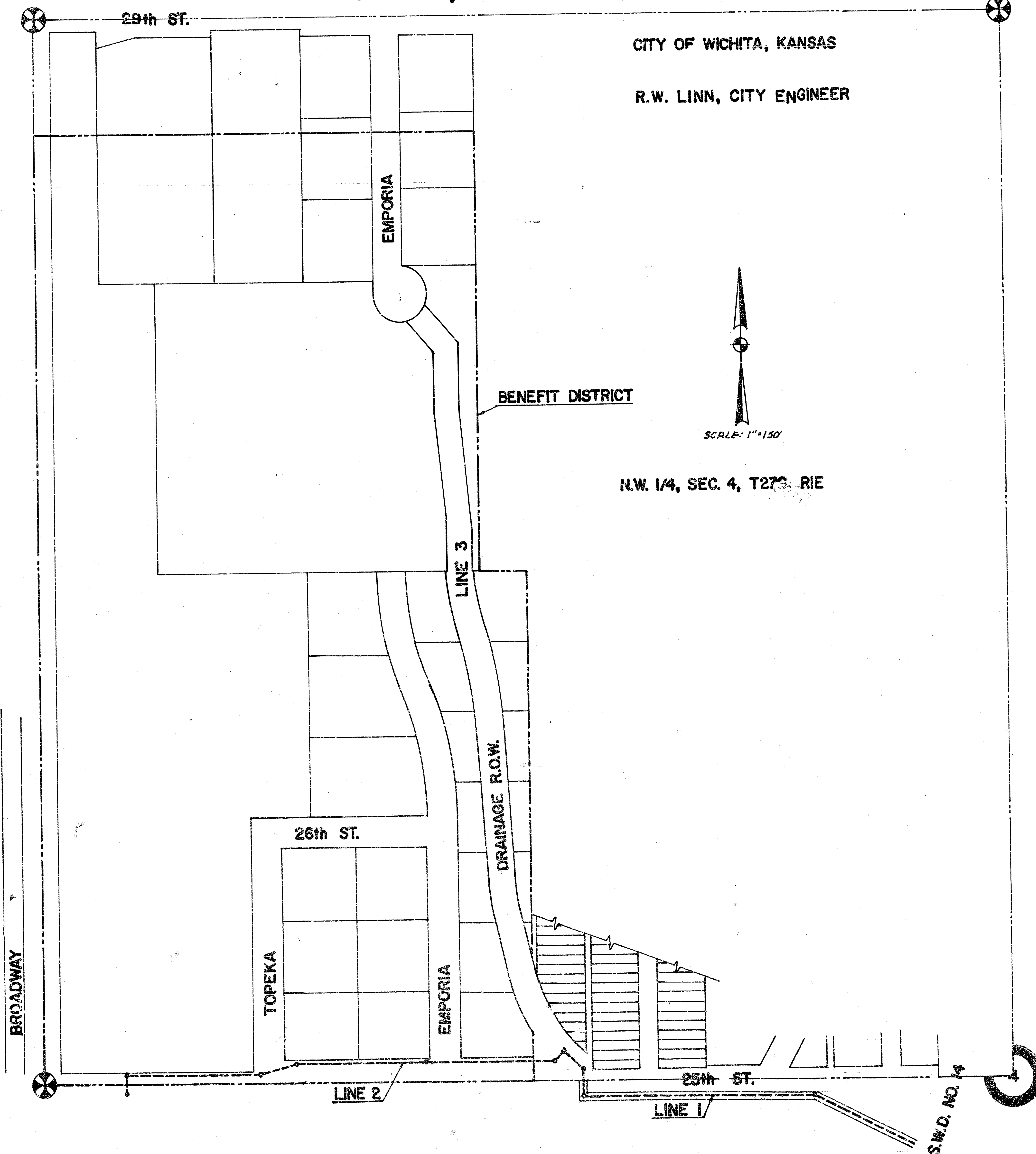


LAT. I, STORM WATER DRAIN NO. 14

CITY OF WICHITA, KANSAS

R.W. LINN, CITY ENGINEER



GENERAL NOTES

1. THE PRICE BID FOR CLEARING RIGHT OF WAY SHALL INCLUDE ALL COSTS OF REMOVING OBSTRUCTIONS, CLEARING TREES, SHRUBS, VEGETATION, SLABS, FOUNDATIONS, RUBBLE AND ETC.; AND ALL OTHER NECESSARY WORK TO PREPARE THE PROJECT SITE FOR NEW CONSTRUCTION, REGARDLESS OF WHETHER OR NOT THE WORK IS SPECIFICALLY SHOWN ON THE PLANS, EXCEPT THAT WORK CONSISTING OF REMOVING AND REPLACING FENCES SHALL BE PAID FOR SEPARATELY. THE CONTRACTOR SHOULD INSPECT THE SITE TO FAMILIARIZE HIMSELF WITH THE EXTENT OF WORK REQUIRED. THE SPUR TRACK ON THE CHANNEL RIGHT OF WAY BETWEEN STA. 3400 AND STA. 3450 IS TO BE REMOVED BY THE OWNER.
2. CHANNEL EXCAVATION SHALL BE PAID FOR AT THE PRICE BID PER CUBIC YARD OF EXCAVATION. EMBANKMENT SHALL BE PAID FOR AT THE PRICE BID PER CUBIC YARD OF COMPACTED FILL.
3. PIPES LARGER THAN 12" DIAMETER FURNISHED FOR THIS PROJECT SHALL BE EITHER ALL REINFORCED CONCRETE PIPE OR ALL CORRUGATED METAL PIPE. CORRUGATED METAL PIPE HAVING DIAMETERS OF 18" OR SMALLER SHALL HAVE HELICAL CORRUGATIONS. CORRUGATED METAL PIPE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTION 1009.05 AND 1009.07 OF THE 1973 KANSAS STATE HIGHWAY STANDARD SPECIFICATIONS, EXCEPT THAT 60" CORRUGATED METAL PIPE MAY BE 12 GAUGE UNLESS SPECIFIED OTHERWISE BY PLANS. PIPE BETWEEN STA. 9468.82 AND STA. 10443.82 SHALL BE EITHER CLASS V REINFORCED CONCRETE PIPE OR 8 GAUGE CORRUGATED METAL PIPE. CORRUGATED METAL PIPE FURNISHED FOR THIS PROJECT IS NOT REQUIRED TO BE COATED.
4. THE CHANNEL AND OTHER AREAS AS DETERMINED BY THE ENGINEER SHALL BE SEEDED WITH MIXED NATIVE GRASS SEED AS SPECIFIED IN SECTION T2-13 OF THE 1966 KANSAS STATE HIGHWAY STANDARD SPECIFICATIONS. FERTILIZING, SEEDING, AND MULCHING SHALL CONFORM TO SECTIONS H2, H5, H6, AND ALL OTHER RELATED SECTIONS OF THE 1966 KANSAS STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS. MULCH SHALL BE PRAIRIE HAY. NATIVE GRASS SEED SHALL BE APPLIED AT THE RATE OF 80 LBS. OF SEED PER ACRE. FERTILIZER SHALL BE APPLIED AT THE RATE OF 300 LBS. OF FERTILIZER PER ACRE. FERTILIZER SHALL CONTAIN A MINIMUM OF 12% NITROGEN, 12% PHOSPHATE, AND 12% POTASSIUM.
5. END SECTIONS ARE TO BE INSTALLED TO MATCH CHANNEL SLOPES ON ALL LOCATIONS CALLED OUT BY PLANS FOR INSTALLING 12" CORRUGATED METAL PIPE. PIPE LENGTHS AS INDICATED IN CONSTRUCTION NOTES ON PLANS INCLUDE LENGTHS OF THE END SECTIONS. PIPE LENGTHS AND LOCATION OF INLETS ALONG EAST SIDE OF CHANNEL MUST BE VERIFIED IN THE FIELD AFTER COMPLETION OF THE CHANNEL AND NECESSARY AREA GRADING. THE AREA EAST OF THE CHANNEL AND WEST OF THE RAILROAD TRACKS SHALL BE GRADED TO DRAIN TO THE INLETS. TRENCH BACKFILL AT LOCATIONS WHERE 12" CORRUGATED METAL PIPE IS TO BE INSTALLED SHALL BE THE EXCAVATED MATERIAL COMPACTED TO A MINIMUM DENSITY OF 95% OF STANDARD DENSITY. THE WORK CONSISTING OF COMPACTED EXCAVATED MATERIAL BACKFILL WILL NOT BE PAID FOR DIRECTLY AND THIS COST SHALL BE SUBSIDIARY TO THE OTHER ITEMS OF WORK.
6. THE CHANNEL SHALL BE CONSTRUCTED USING CURVE TRANSITIONS AT ALL POINTS OF HORIZONTAL ALIGNMENT CHANGES.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOSS OF ANY GROWING CROP ON THE WICHITA UNION STOCK YARDS PROPERTY THAT IS DAMAGED BY HIS OPERATIONS ON THE EASEMENT AND ADJACENT AREA BETWEEN STA. 0+35 AND STA. 9+70. THE COMPENSATION TO WICHITA UNION STOCKYARDS WILL BE BASED ON THE ACTUAL AREA DAMAGED, THE NORMAL RATE OF PRODUCTION, AND THE CURRENT MARKET VALUE OF THE CROP.

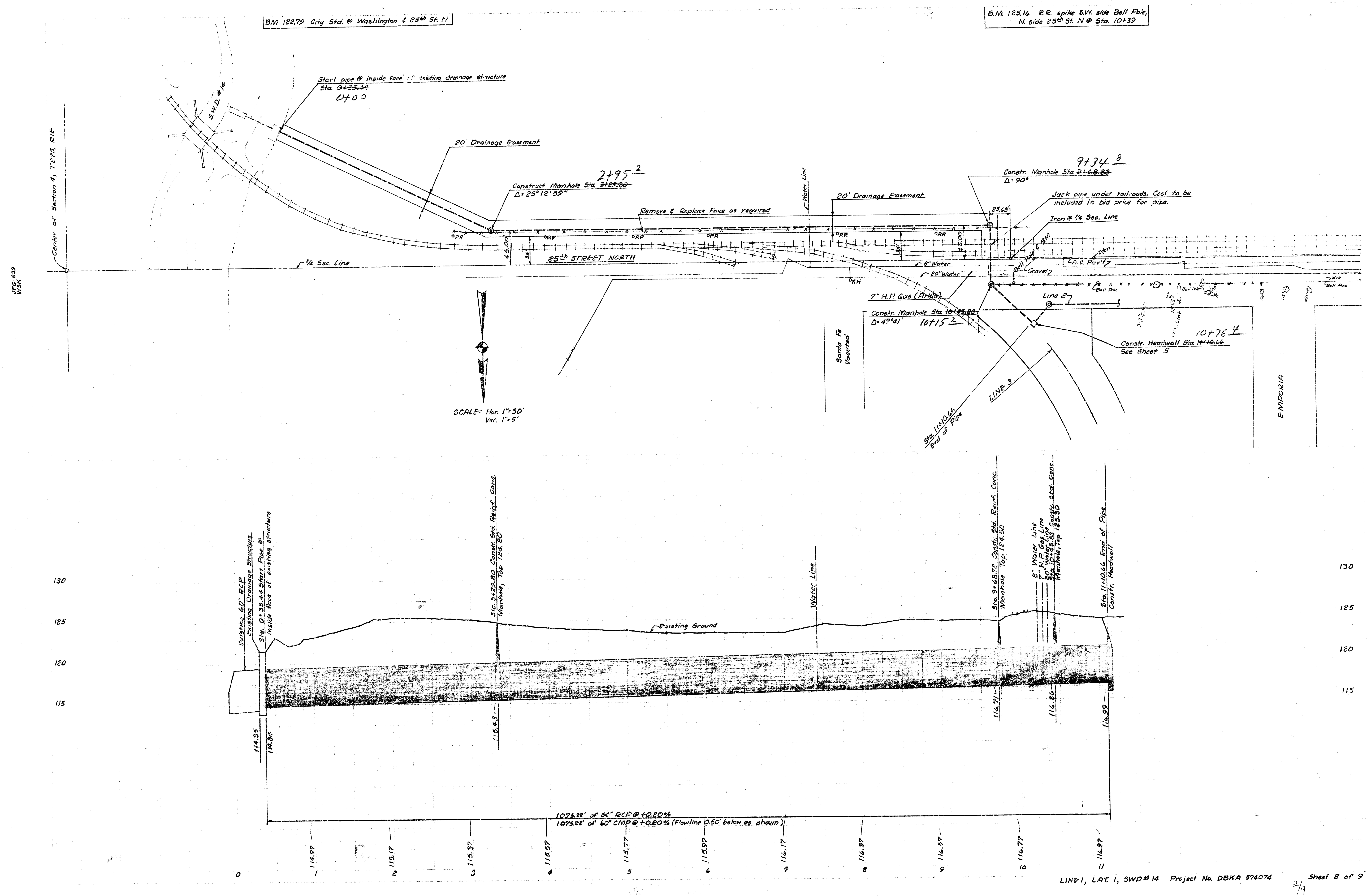
LAT. I, SWD NO. 14

PROJ. NO. DBKA 574074

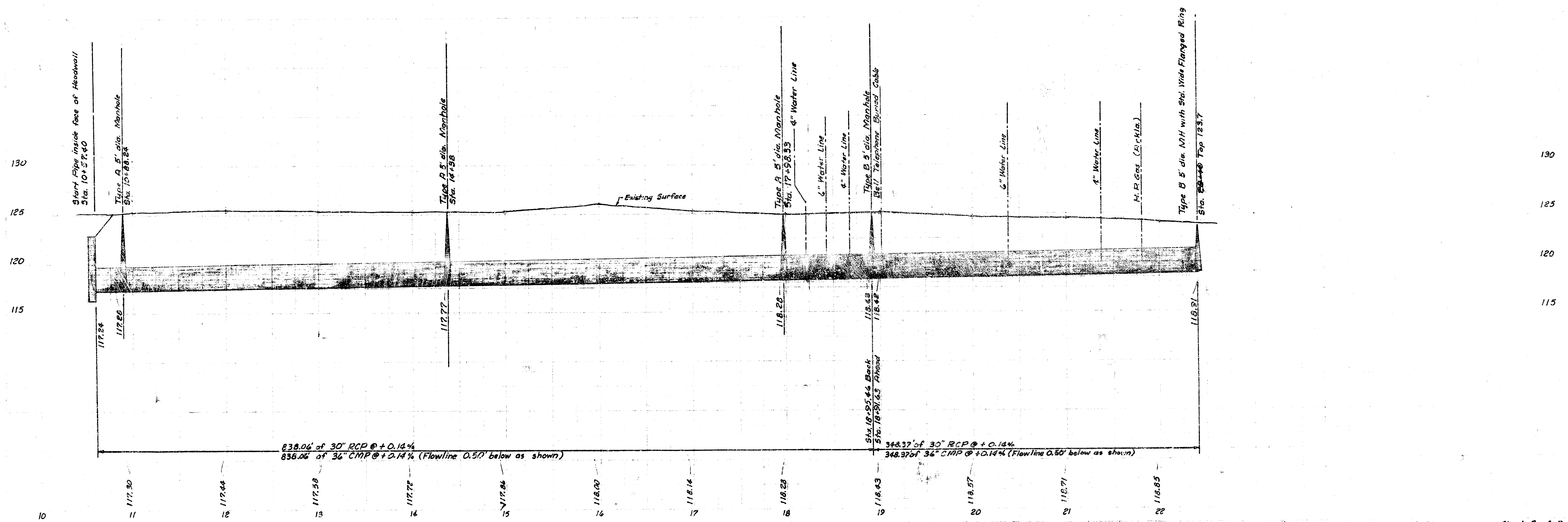
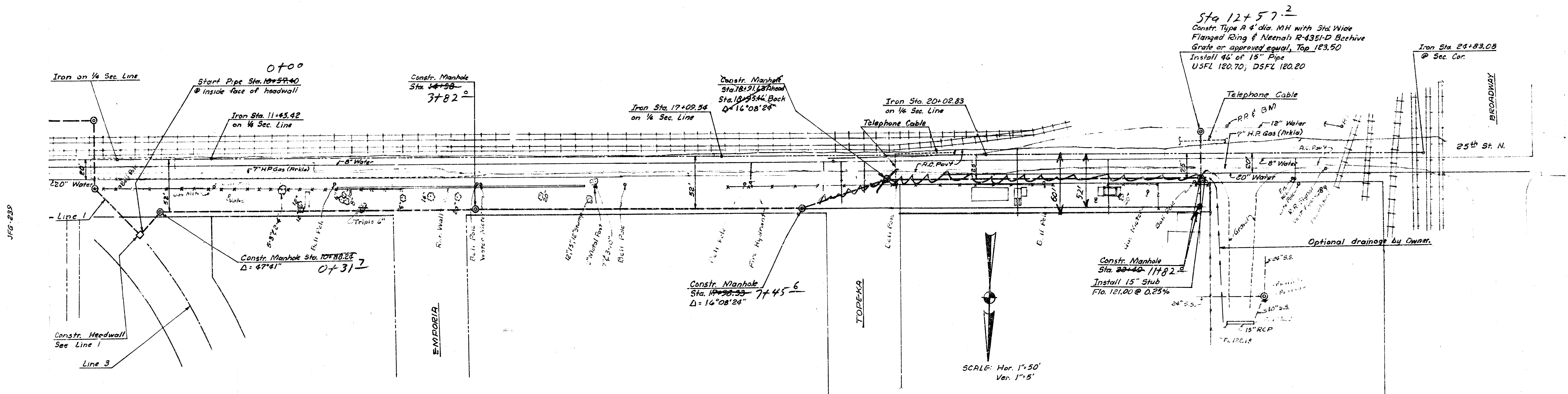
DATE: February 1975

As Built 12-15-75

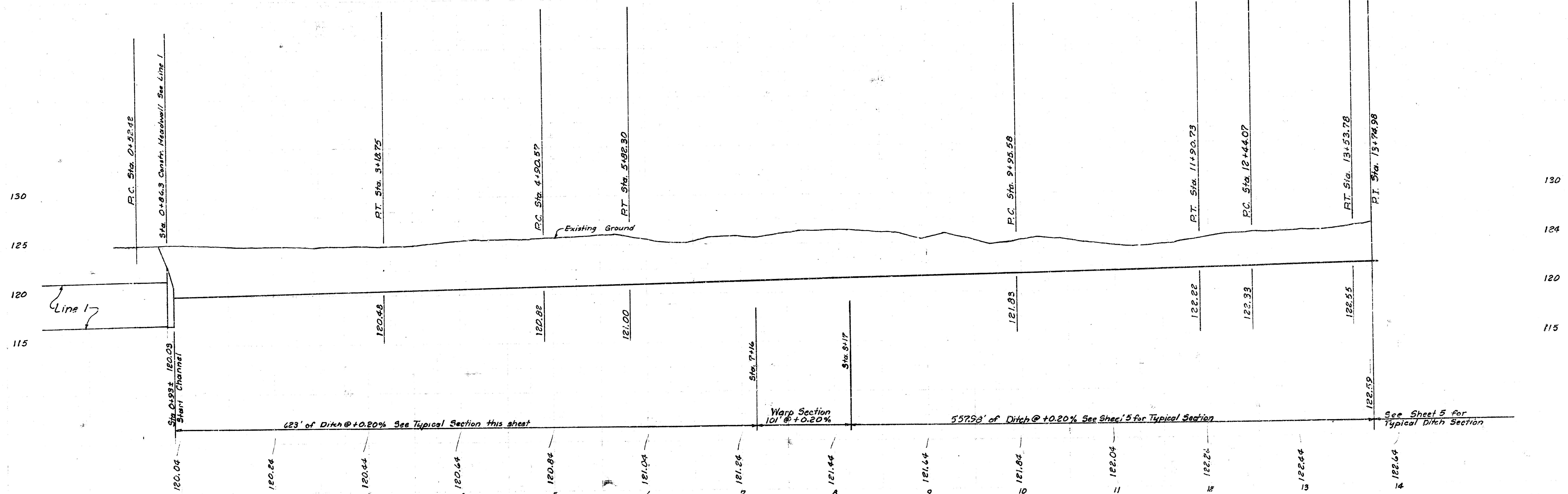
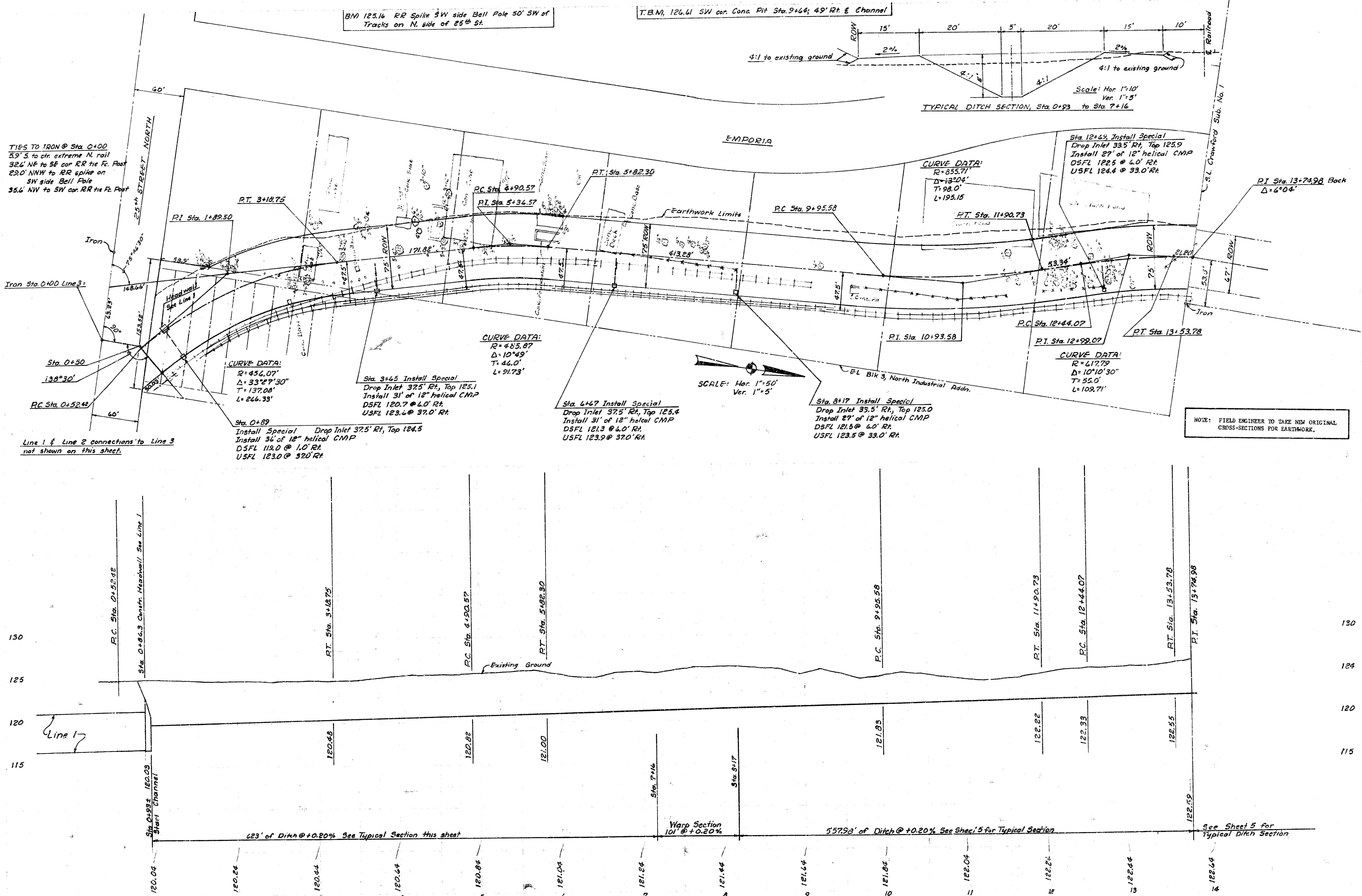
1/9 SHEET 1 OF 9

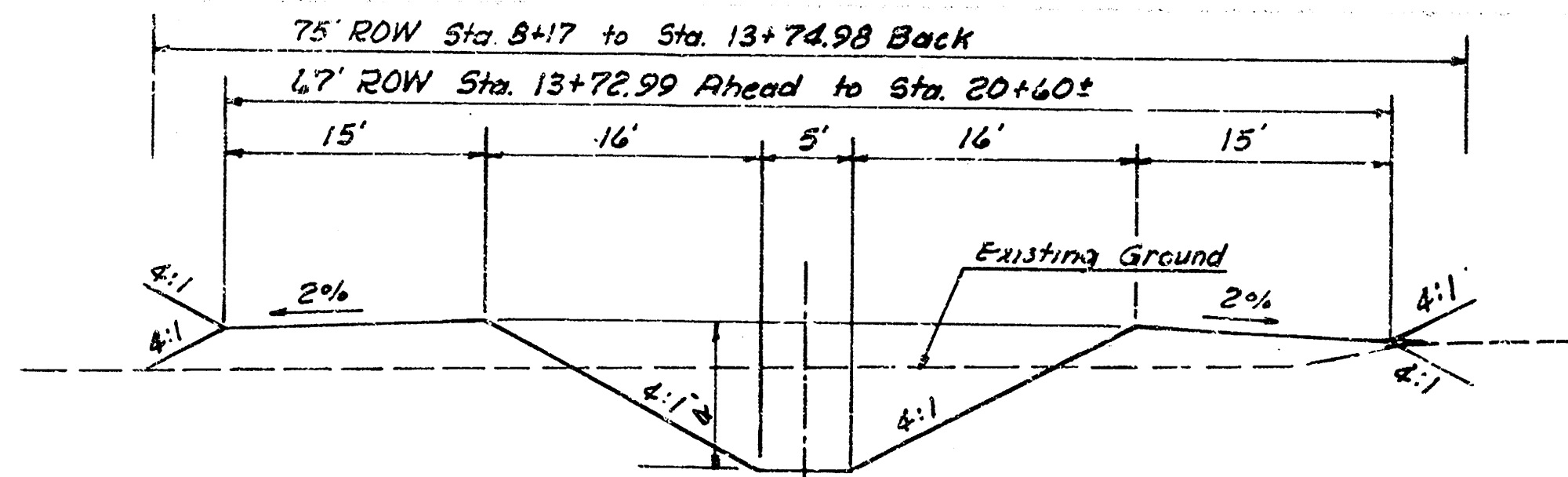


BN 124.35 R.R. Spike N. side P. Pole S. side 25th St. N.
approx. 100' E. of R.R. Tracks @ Broadway

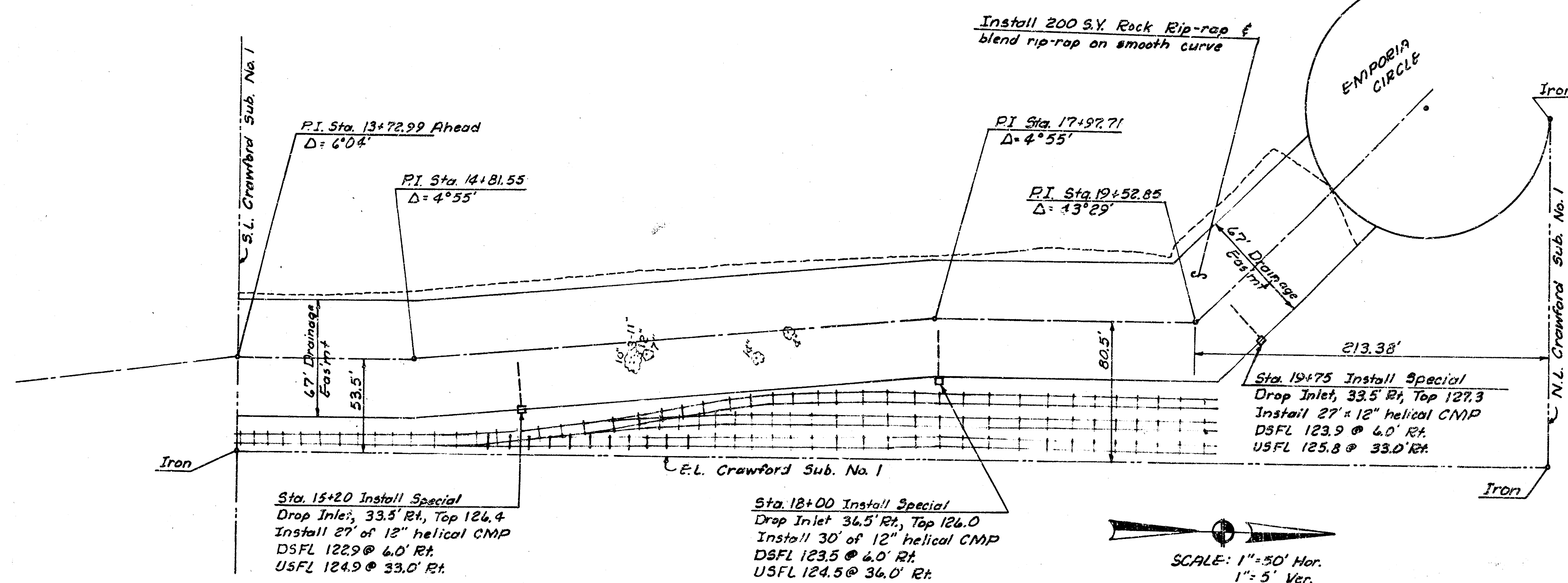


JFS 236

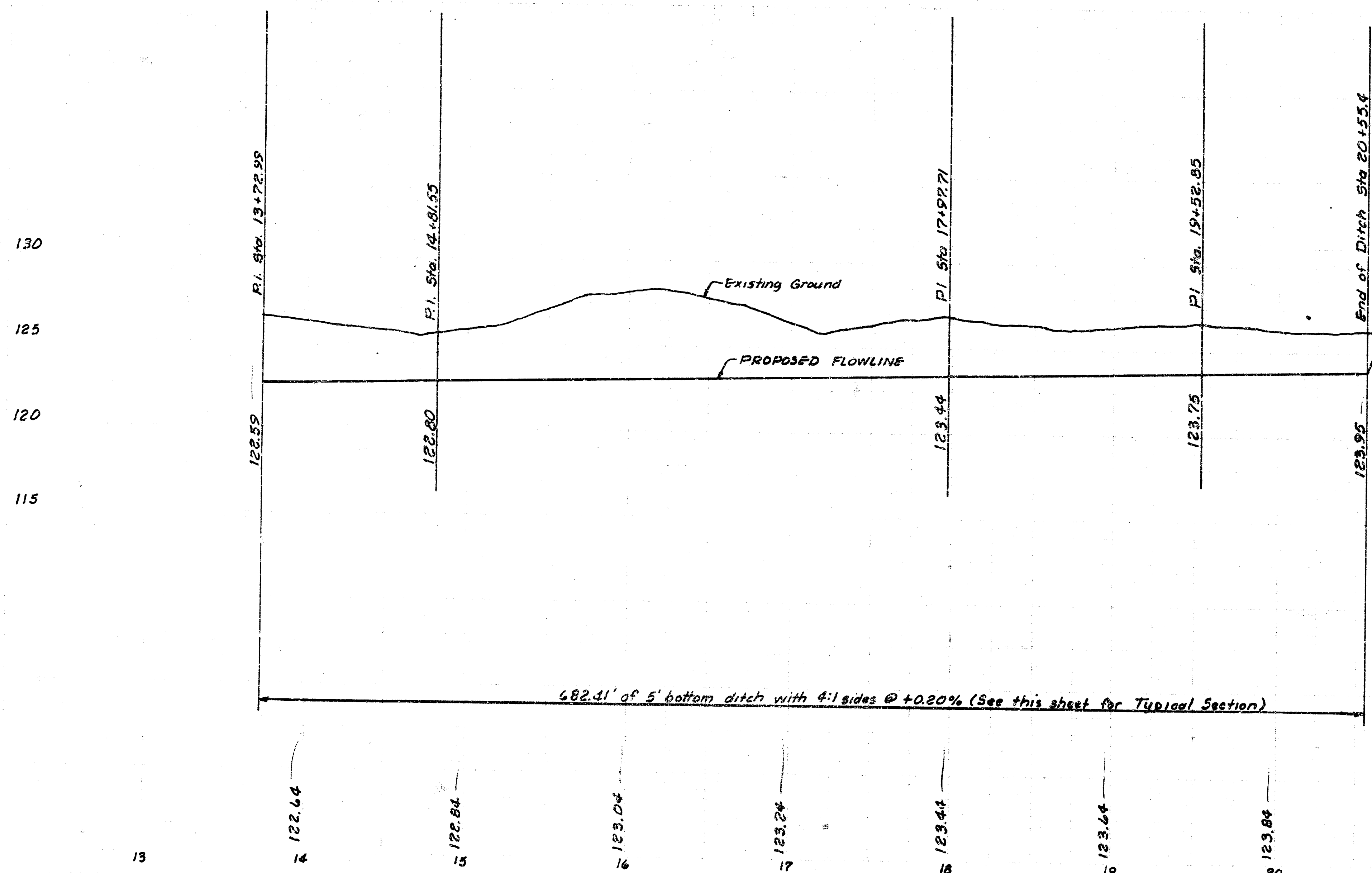




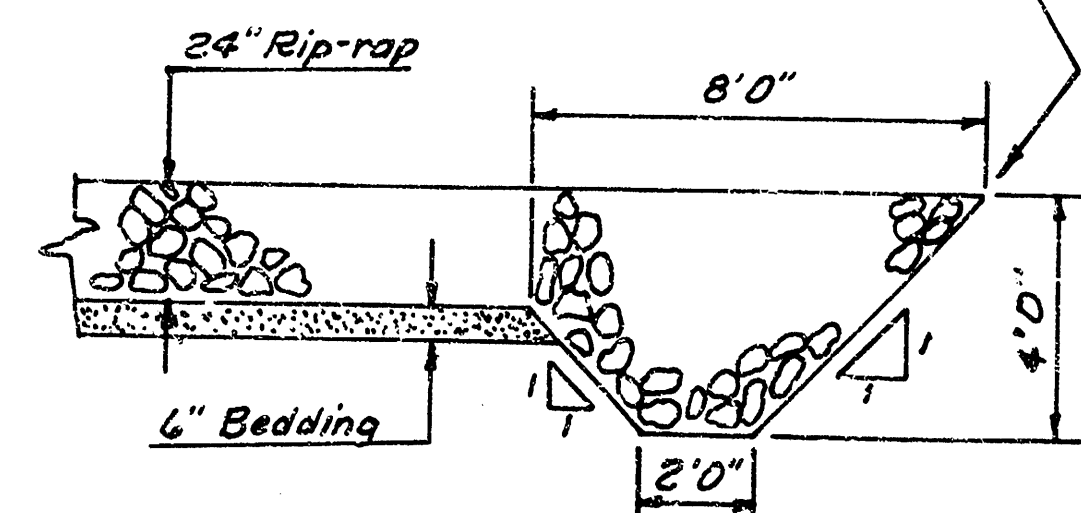
TYPICAL DITCH SECTION, Sta. 8+17 to Sta. 20+40±
Scale: Hor. 1"=10'
Ver. 1"=5'



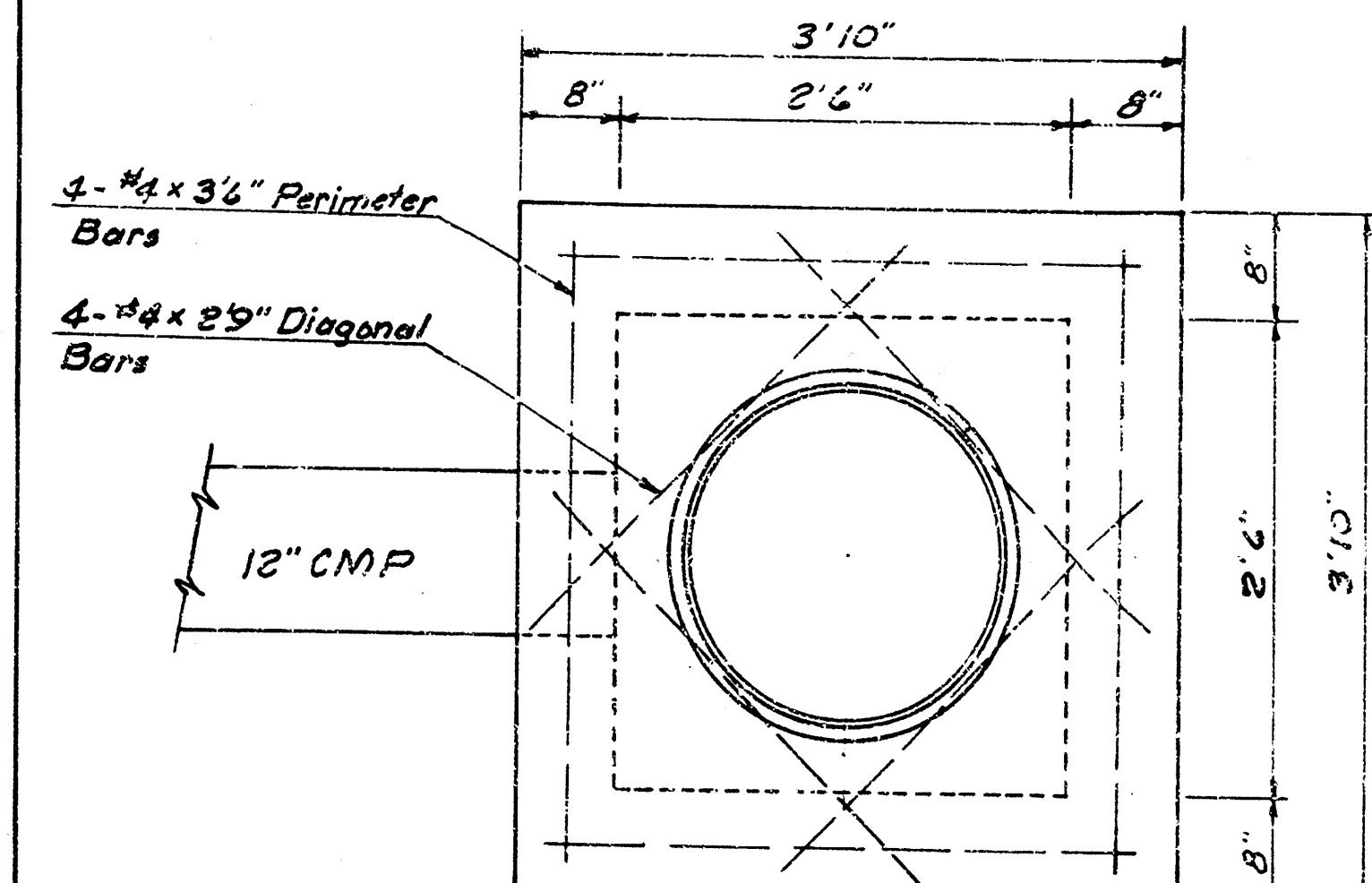
SCALE: 1"=50' Hor.
1"=5' Ver.



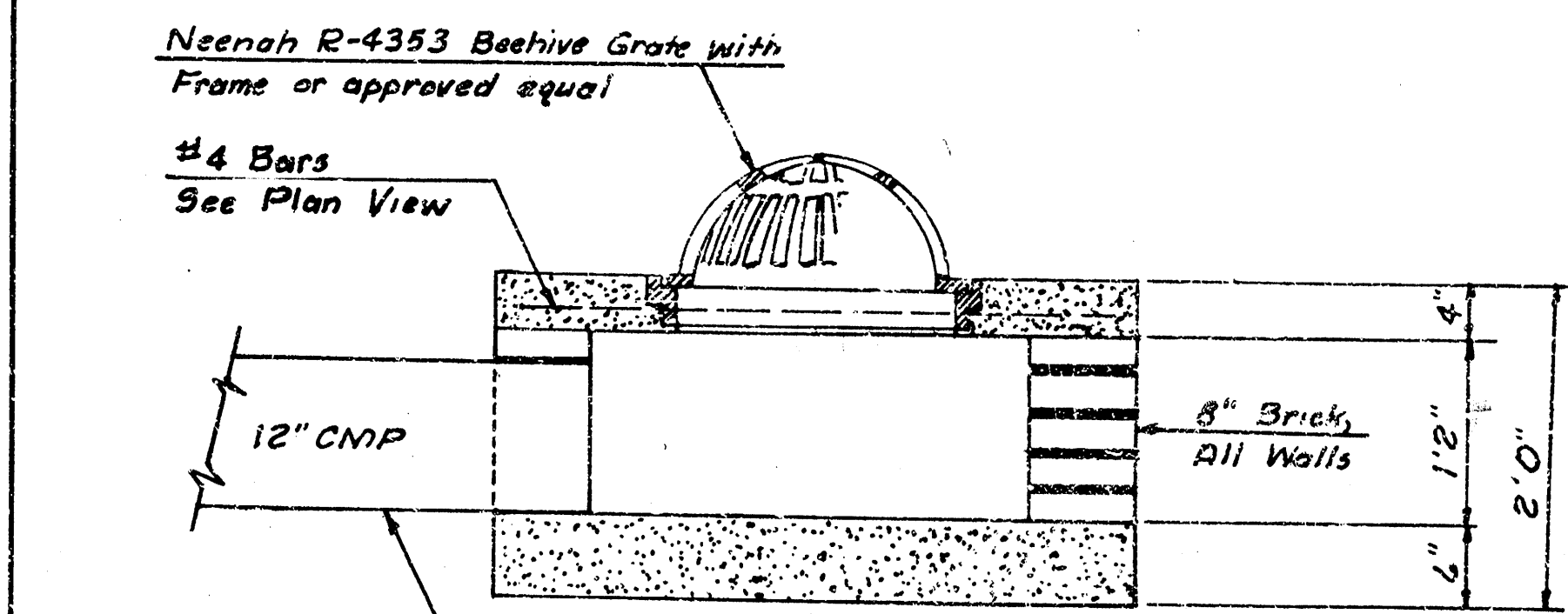
ROCK TOE TO BE CONSTRUCTED ON UPSTREAM AND DOWNSTREAM ENDS OF RIP-RAP. ROCK TOE WILL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED AS SUBSIDIARY TO THE PRICE BID PER SQ. YD. OF ROCK RIP-RAP.



DETAIL OF RIP-RAP



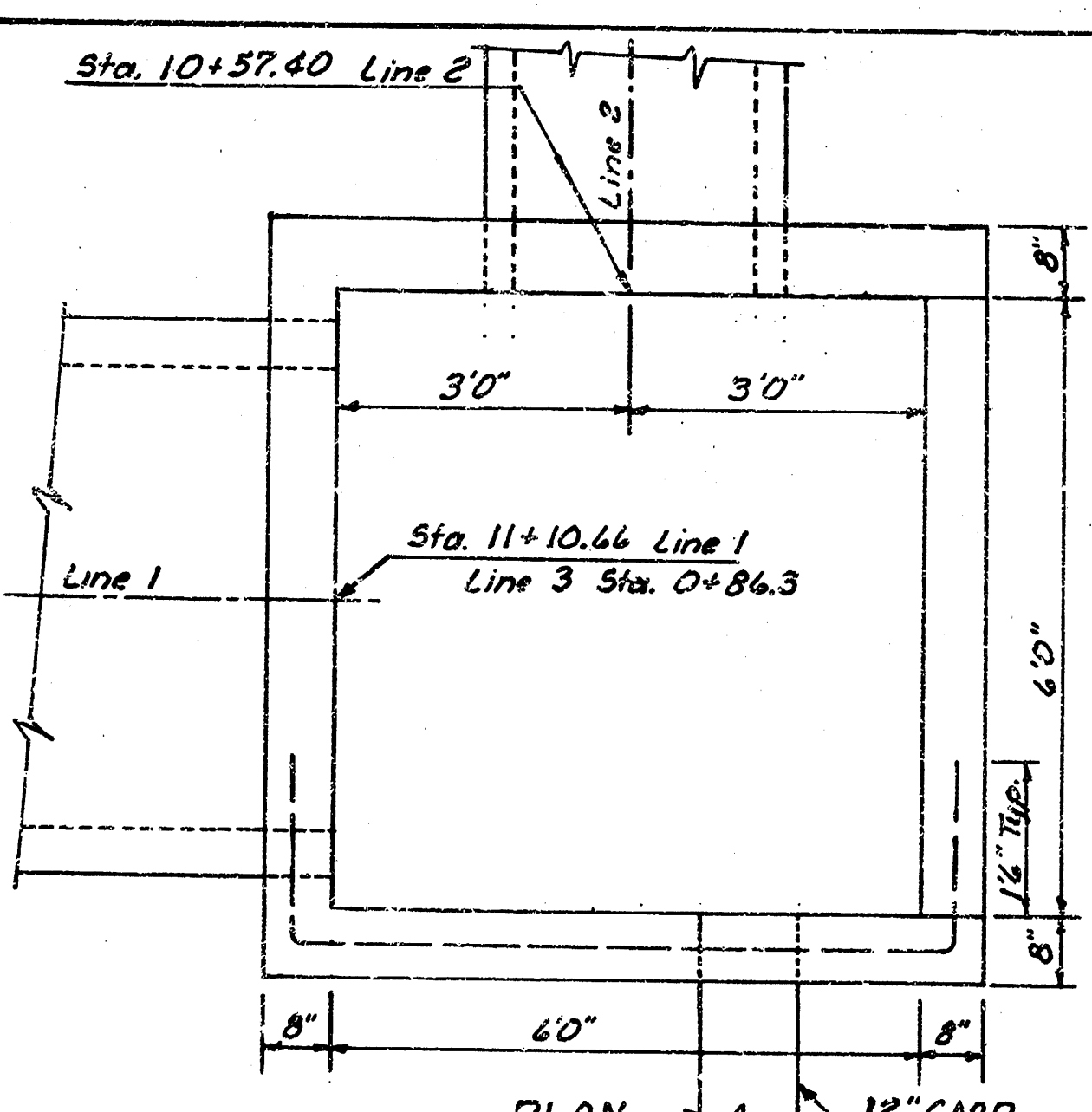
PLAN



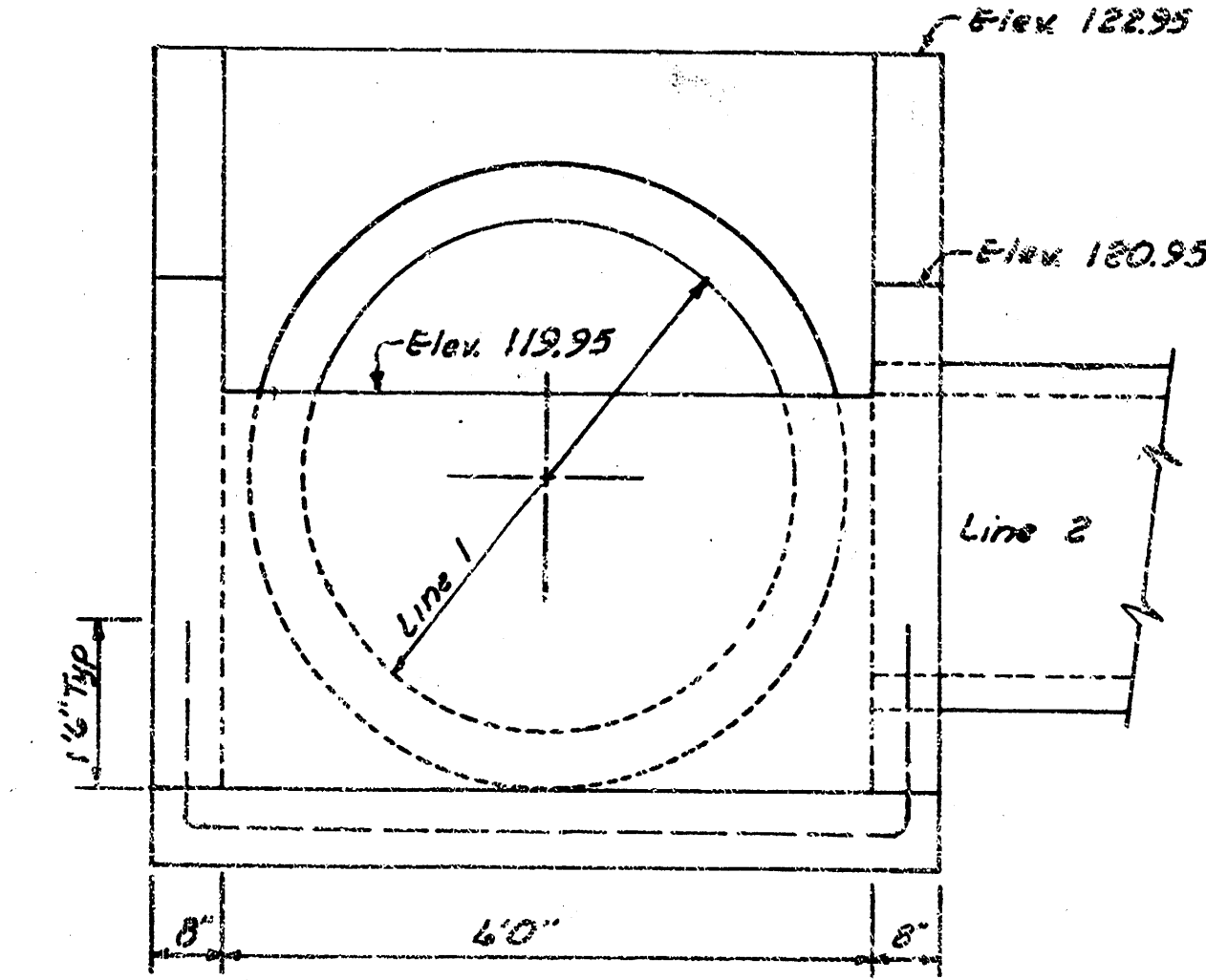
SECTION

SPECIAL DROP INLET

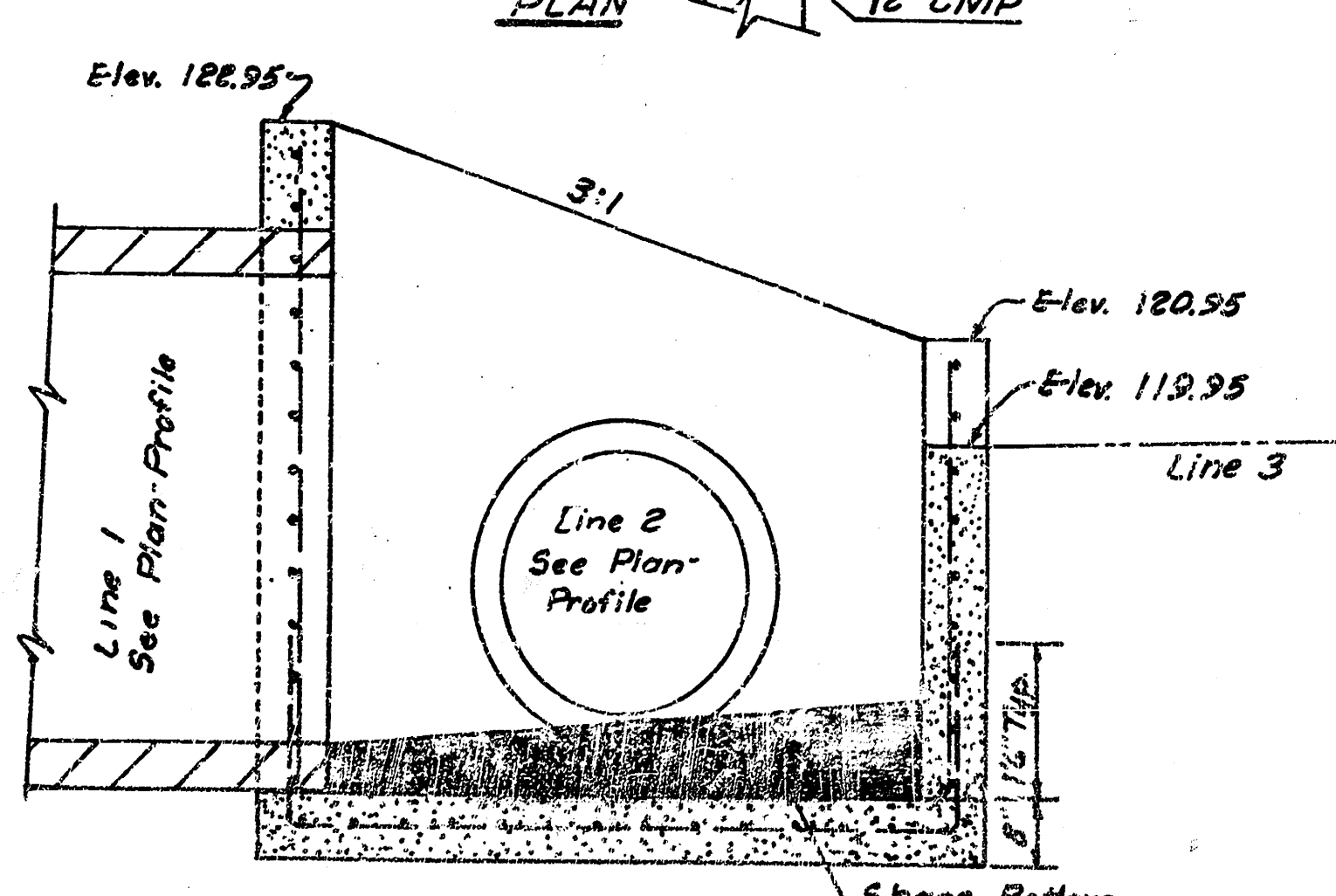
Not to Scale



PLAN



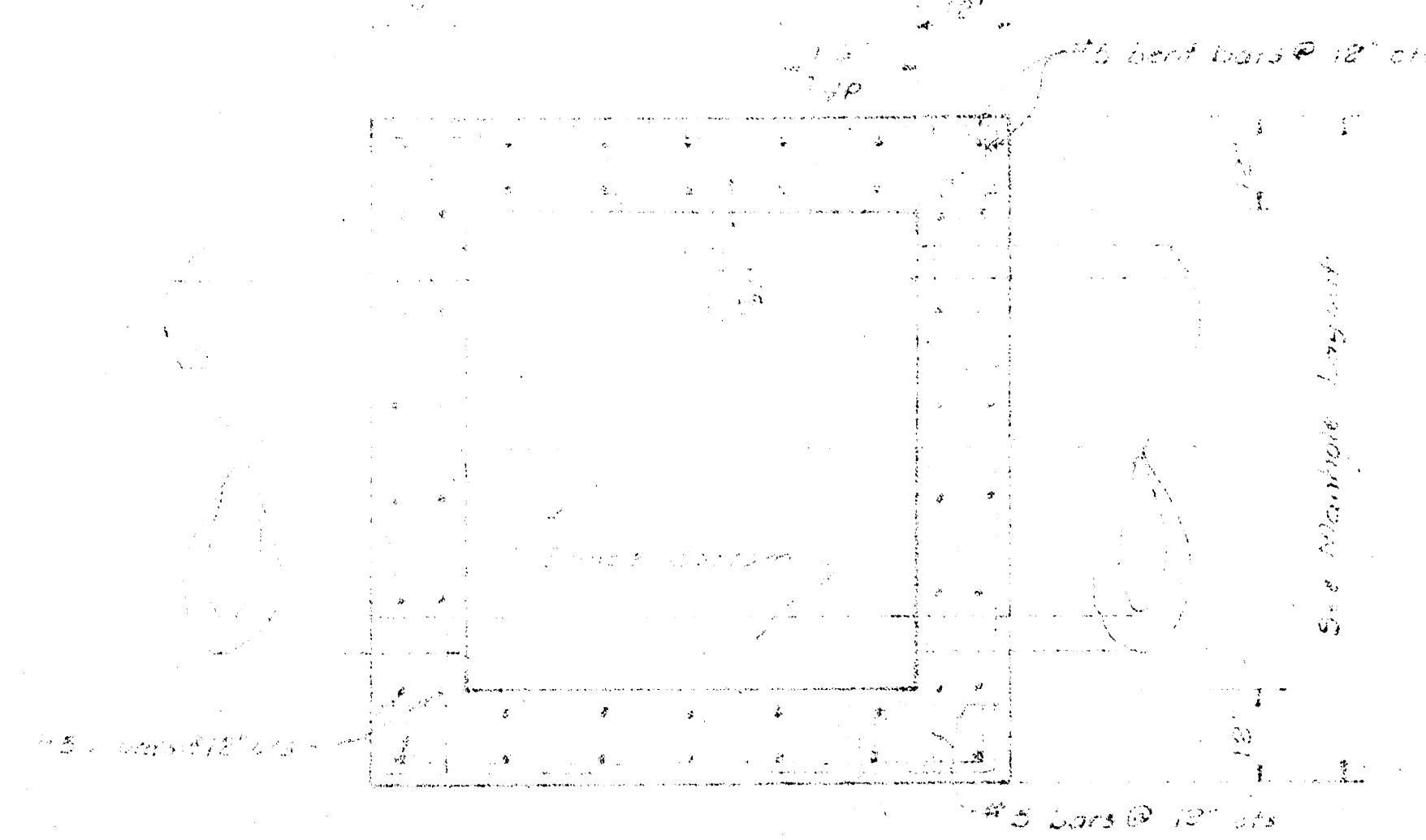
FRONT



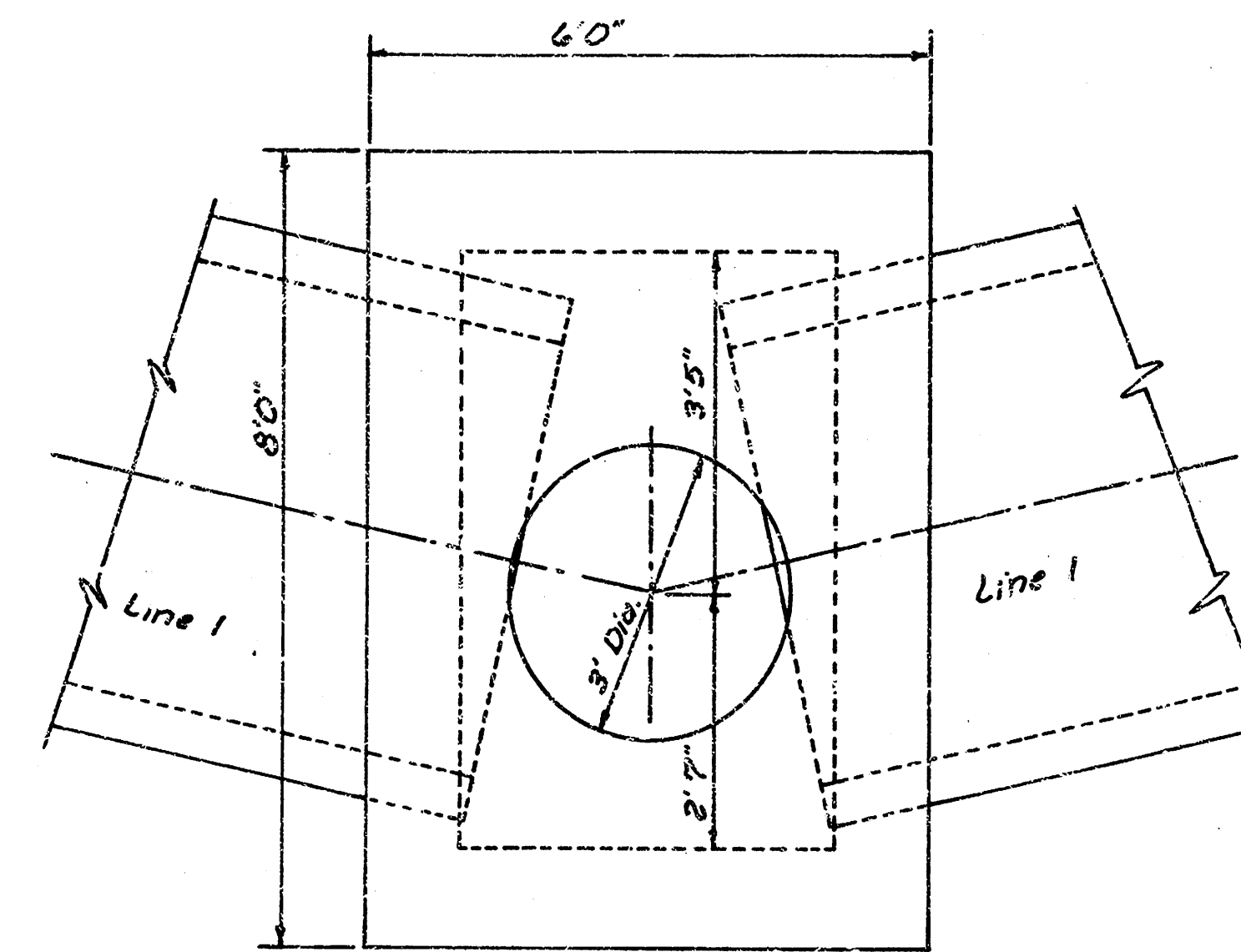
SECTION

Rebars in all walls & base are #4 Bars @ 4" cts both ways. Rebars in base and horizontal bars in side walls are bent as shown.

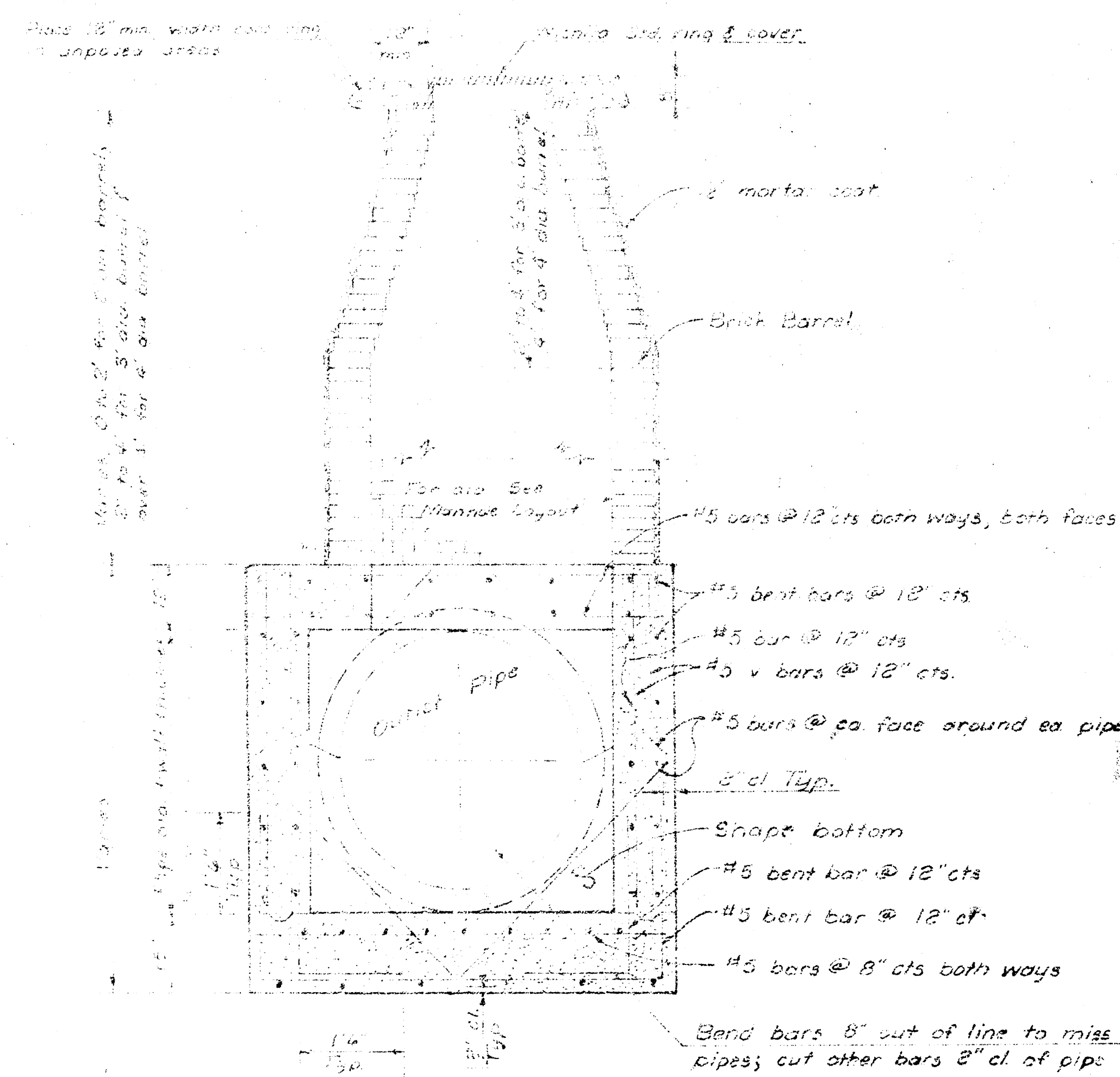
HEADWALL AT JUNCTION OF LINE 1, LINE 2 & LINE 3
Scale 1/2"=10'



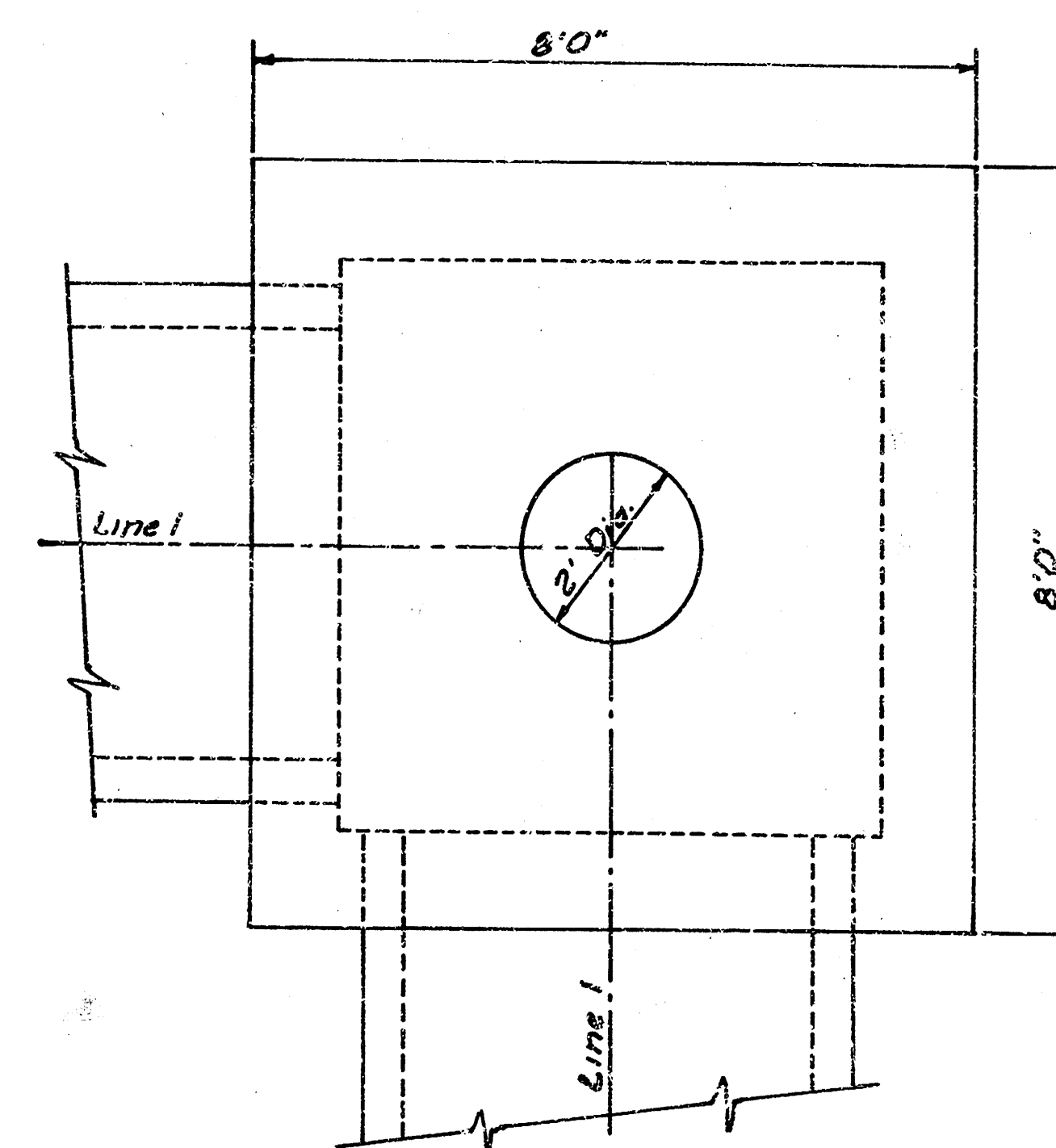
PLAN SECTION THROUGH MANHOLE
SCALE: 1/4\"/>



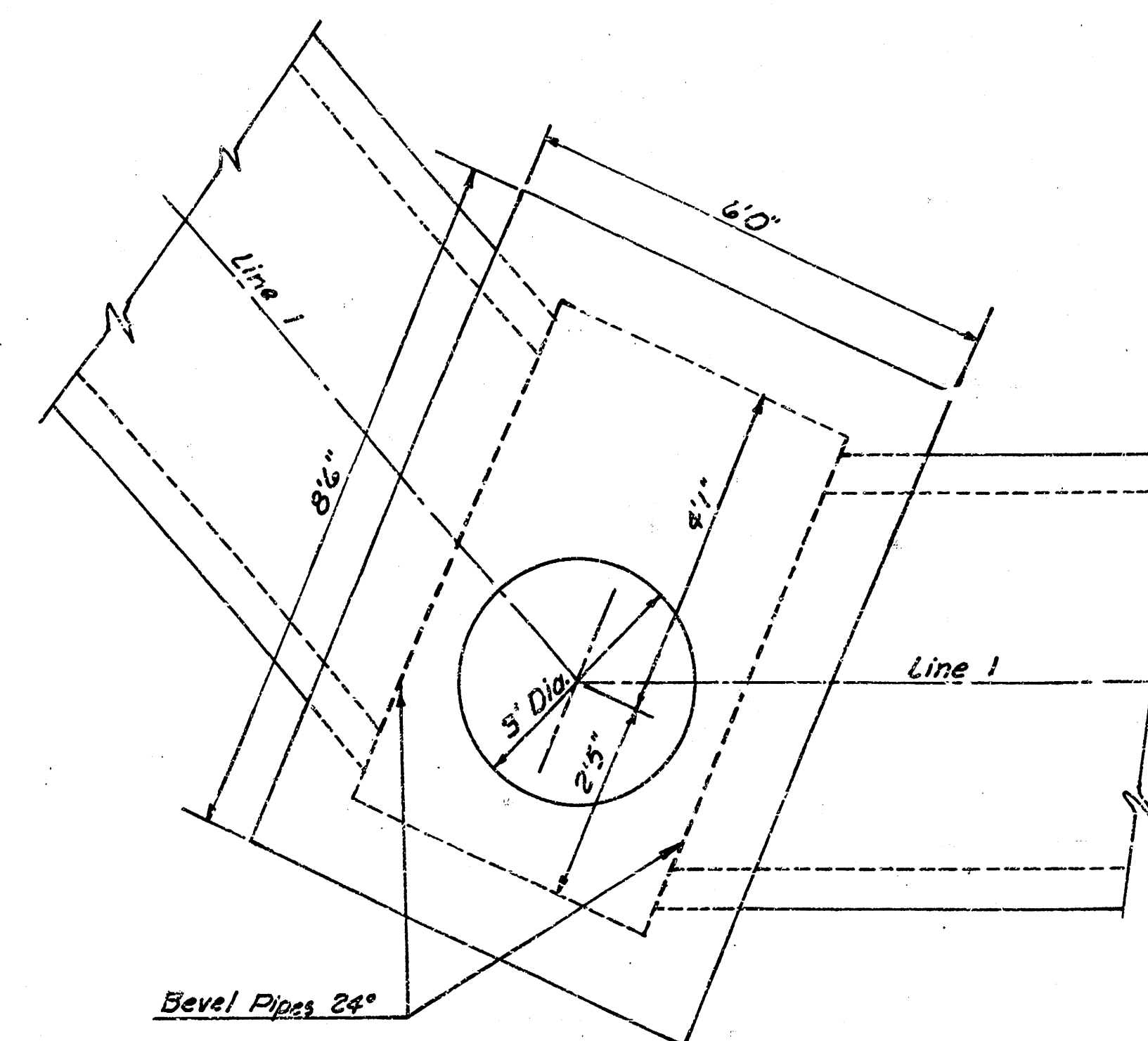
MANHOLE @ Sta. 3+23.80 Line 1



TYPICAL ELEVATION SECTION
SCALE: 1/4\"/>



MANHOLE @ Sta. 9+63.82 Line 1



MANHOLE @ Sta. 10+43.82 Line 1

1. THE MANHOLE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, LATEST EDITION, AND THE STANDARD SPECIFICATIONS FOR PORTLAND CEMENT CONCRETE, LATEST EDITION.

2. THE MANHOLE SHALL BE CONSTRUCTED WITH A MINIMUM OF 18\"/>

3. THE MANHOLE SHALL BE CONSTRUCTED WITH A MINIMUM OF 18\"/>

