GENERAL NOTE

ALL BUILDINGS AND FOUNDATIONS WITHIN THE LIMITS OF CONSTRUCTION WILL BE REMOVED BY OTHERS PRIOR TO CONSTRUCTION. THE LUMP SUM PRICE BID FOR CLEARING RIGHT-OF-WAY SHALL INCLUDE ALL COST OF REMOVING REMAINING OBSTRUCTIONS; CLEARING TREES, SHRUBS, VEGETATION, AND RUBBLE: 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. NO OTHER PAYMENT SHALL BE MADE FOR ANY NECESSARY REMOVAL AND CLEARING WORK TO PREPARE THE PROJECT SITE FOR NEW CONSTRUCTION UNLESS PROVISIONS HAVE BEEN MADE FOR ADDITIONAL PAYMENT IN THE LIST OF CONTRACT BID ITEMS.

EXCAVATION FOR CHANNELS AND BOX CULVERTS SHALL BE UNCLASSIFIED AND SHALL INCLUDE THE REMOVAL OF ALL MATERIALS ENCOUNTERED DURING THE CONSTRUCTION OF THE WORK. EXCAVATION SHALL BE PAID FOR AT THE PRICE BID PER CUBIC YARD OF EXCAVATION WHICH PRICE SHALL INCLUDE ALL COST OF EQUIPMENT, LABOR, REMOVAL AND DISPOSAL OF SURPLUS OR UNSUITABLE MATERIAL, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK. THE QUANTITY OF EXCAVATION SHALL BE DETERMINED FROM CROSS-SECTIONS TAKEN BEFORE THE WORK IS STARTED AND AFTER THE WORK IS COMPLETED.

COMPACTED FILL FOR CHANNELS AND BOX CULVERTS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS AS SPECIFIED FOR COMPACTED FILL FOR PAVEMENT SUBGRADE IN THE CITY OF WICHITA STANDARD SPECIFICATIONS FOR ASPHALT OR CONCRETE PAVEMENT EXCEPT FOR DENSITY REQUIREMENT. EACH LIFT OF FILL FOR CHANNELS OR BOX CULVERTS SHALL BE UNIFORMLY COMPACTED BY A SHEEPSFOOT ROLLER UNTIL THE TAMPING FEET OF THE ROLLER WILL WALK OUT OF THE MATERIAL AND RIDE THE TOP PORTION OF THE LIFT. SHEEPSFOOT ROLLERS SHALL WEIGH SUCH THAT THE LOAD ON EACH TAMPER FOOT SHALL BE NOT LESS THAN 200 POUNDS PER SQUARE INCH OF CROSS-SECTIONAL AREA. THE LOAD PER TAMPER FOOT WILL BE DETERMINED BY DIVIDING THE LOADED WEIGHT OF THE ROLLER BY THE NUMBER OF TAMPER FEET IN ONE ROW PARALLEL TO THE AXIS OF THE ROLLER. WHEN THE FILL IS COMPACTED BY EQUIPMENT OTHER THAN A SHEEPSFOOT ROLLER THE MATERIAL SHALL BE COMPACTED TO A DENSITY EQUAL TO OR GREATER THAN 90% OF STANDARD DENSITY. COMPACTED FILL WILL BE PAID FOR AT THE PRICE BID PER CUBIC YARD OF COMPACTED FILL AND THIS PRICE SHALL INCLUDE ALL COSTS OF SURFACE PREPARATION: ADDING WATER, BLADING, ROLLING, AND THE FURNISHING OF ALL EQUIPMENT, TOOLS, LABOR, AND INCIDENTALS TO COMPLETE THE WORK. THE QUANTITY OF COMPACTED FILL SHALL BE DETERMINED FROM CROSS-SECTIONS TAKEN BEFORE THE WORK IS STARTED AND AFTER THE WORK IS COMPLETED. COMPACTED FILL AREAS ARE ADJACENT TO THE NEW CHANNEL AS SHOWN BY CROSS-SECTIONS.

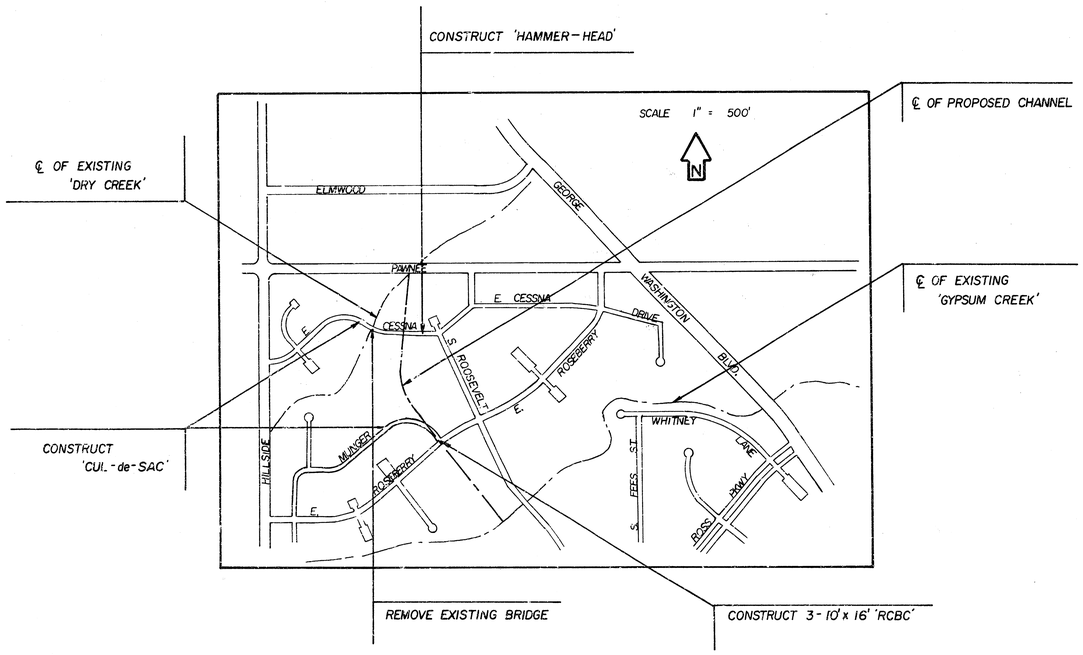
EXCESS EXCAVATED MATERIAL FROM NEW CHANNEL SHALL BE USED TO FILL AND GRADE THE EXISTING DRY CREEK CHANNEL WHICH FLOWS SOUTHWESTERLY FROM PAWNEE TO HILLSIDE. THE EXISTING DRY CREEK CHANNEL SHALL BE FILLED AND GRADED AS A SWALE WHICH WILL GENERALLY DRAIN SOUTHWESTERLY FROM PAWNEE TO HILLSIDE AS APPROVED AND DIRECTED BY THE ENGINEER. ANY ADDITIONAL LOW AREAS WHICH REQUIRE FILLING AND GRADING TO PROPERLY DRAIN AS CALLED FOR BY PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE FILLED AND GRADED AS DIRECTED BY THE ENGINEER. NO ADDITIONAL COMPACTION WILL BE REQUIRED FOR THE FILL IN LOW AREAS OR IN EXISTING DRY CREEK CHANNEL OTHER THAN THAT WHICH CAN BE COMPLETED BY THE NORMAL MOVEMENT OF HAULING AND GRADING EQUIPMENT. NO DIRECT PAYMENT WILL BE MADE FOR FILLING AND GRADING LOW AREAS OR THE EXISTING DRY CREEK CHANNEL AND THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR EXCAVATION. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED. SEEDING AND MULCHING WILL BE PAID FOR SEPARATELY AT THE UNIT PRICES BID FOR SEED, FERTILIZER, AND PRAIRIE HAY MULCHING.

MAIN STORM WATER DRAIN #16

PROJ. NO. DBKD 572031

R. W. LINN CITY ENGINEER

CITY OF WICHITA, KANSAS



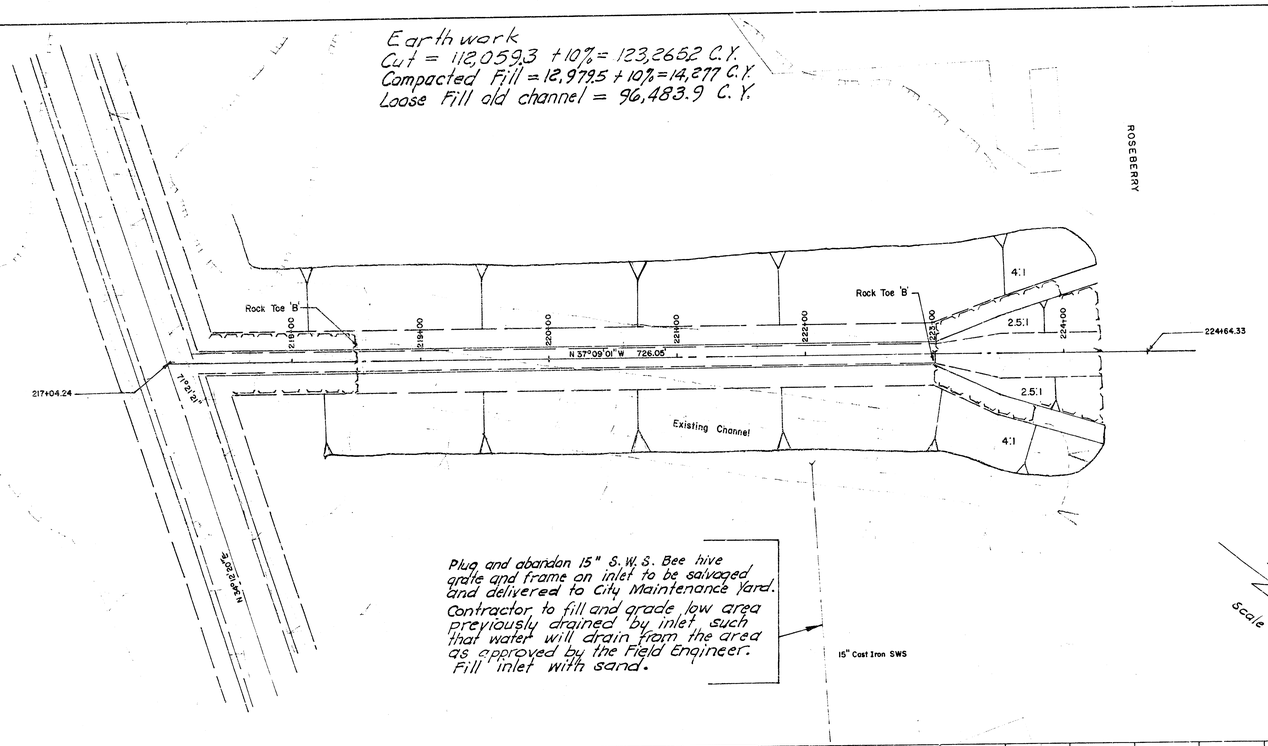
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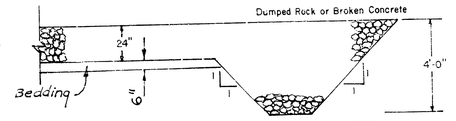
SHT. NO. 1	—	TITLE SHEET
SHT. NO 2 & 3	—	PLAN & PROFILE-'DRY CREEK DIVERSION CHANNEL'
SHT. NO 4 thru 9	—	CHANNEL CROSS-SECTION
SHT. NO. 10 thru 14	—	TRIPLE — 10' x 16' R.C.B.C. DETAILS
SHT. NO. 15	—	PAVEMENT-TYPICAL SECTION
SHT. NO. 16	—	'CUL-de-SAC' PAVING PLANS
SHT. NO. 17 & 18	—	STORM SEWER PLANS
SHT. NO. 19	—	'CURB-INLET TYPE-I' DETAILS
SHT. NO. 20	—	SANITARY SEWER 'SIPHON' DETAILS
SHT. NO. 21	—	PLAN FOR 'WATER MAINS'

As built 1-23-73

Earthwork
Cut = 112,059.3 +10% = 123,265.2 C.Y.
Compacted Fill = 12,979.5 +10% = 14,277 C.Y.
Loose Fill old channel = 96,483.9 C. Y.

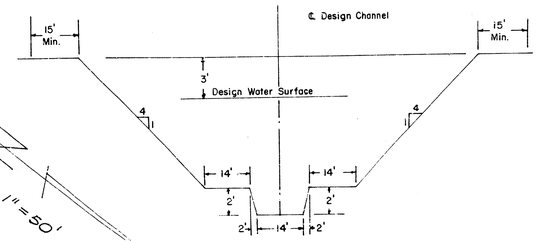
CONTROL DATA		
POINT DESCRIPTION	North Coordinate	East Coordinate
NW corner Sec 2 T-28-S R-1-E	24652.36	14272.02
℄ Design Channel and Sec. line	24660.02	15428.99
PI curve No. 2	24533.80	15371.14
PI curve No.1	23643.86	15381.69
℄ Roseberry Drive	23324.57	15623.61
℄ Dry creek diversion and design ℄ Gypsum creek improvement	22718.73	16082.63





ROCK TOE 'B'
NO SCALE

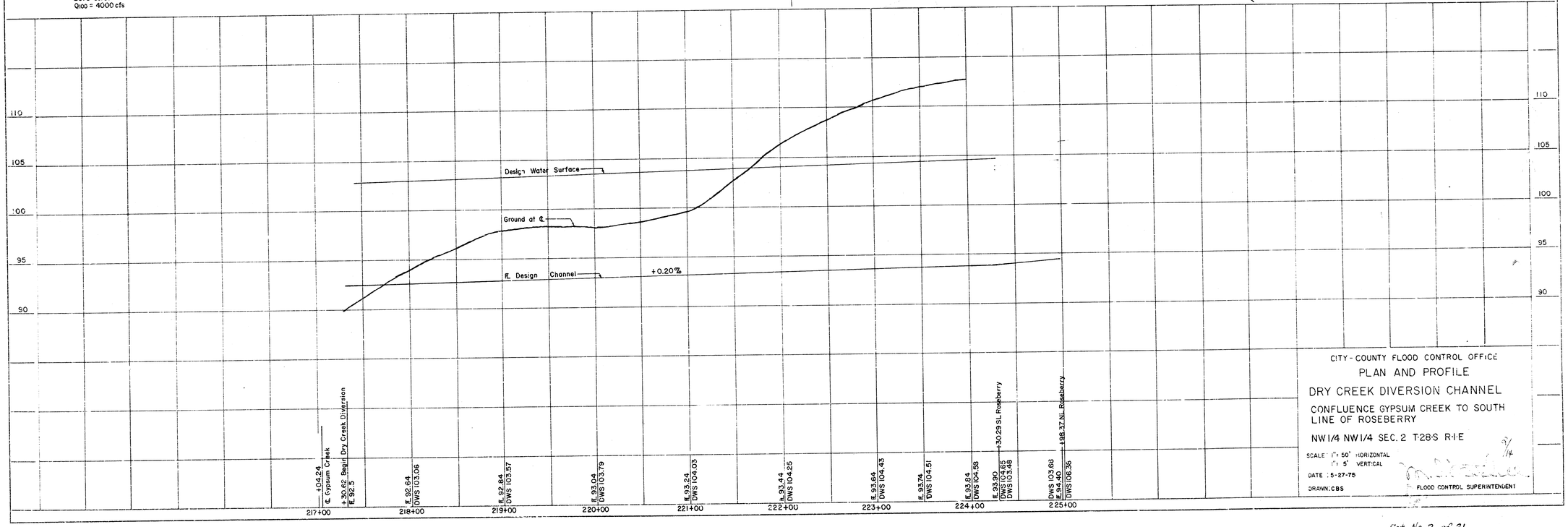
NOTE: Rock Toe "B" will not be paid for directly but shall be considered as subsidiary to the bid item S.Y. of Rock Rip-rap.



TYPICAL SECTION
NO SCALE

Scale 1" = 50'

FCBM: ☐ on sidewalk SW corner bridge Dry Creek and Cessna Drive. Elev. 110.74



CITY-COUNTY FLOOD CONTROL OFFICE

PLAN AND PROFILE

DRY CREEK DIVERSION CHANNEL

CONFLUENCE GYPSUM CREEK TO SOUTH LINE OF ROSEBERRY

NW1/4 NW1/4 SEC. 2 T-28-S R-1-E

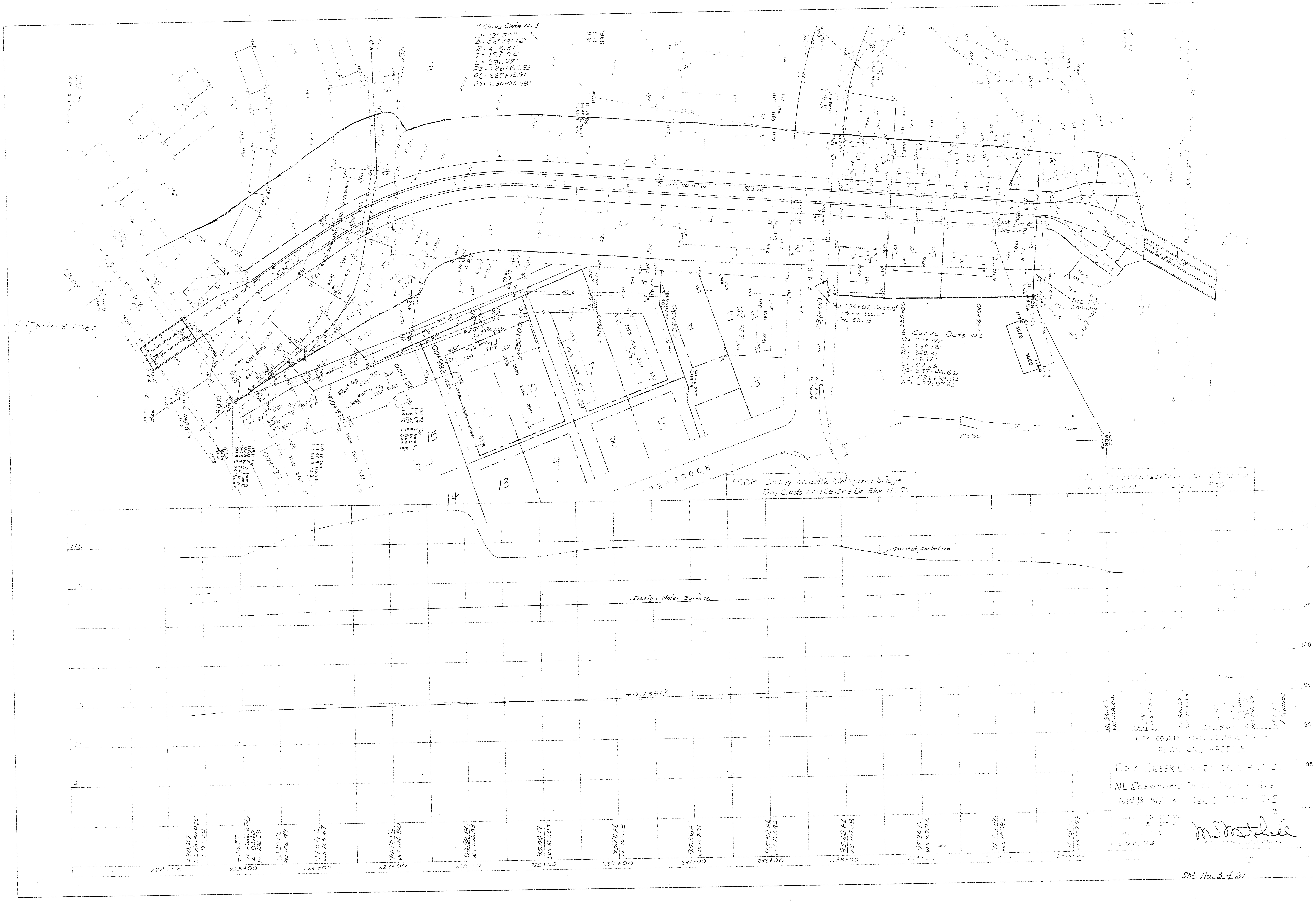
SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

DATE: 5-27-75

DRAWN: CBS

FLOOD CONTROL SUPERINTENDENT

Snt No. 2 of 21



℄ Curve Data No 1
D= 12° 30"
Δ: 36° 28' 16"
R= 458.37'
T= 151.02'
L= 291.77'
PI= 228+64.93
PC= 227+13.91
PT= 230+05.68'
CESSNA
ROOSEVELT
Curve Data No 2
FCBM- Chis. sq. on wall SW corner bridge
Dry Creek and Cessna Dr. Elev 112.74
Ground at Centerline
Design Water Surface
+0.158%
1"=50
CITY-COUNTY FLOOD CONTROL OFFICE
PLAN AND PROFILE
DRY CREEK DIVERSION CHANNEL
NL Roseberry Dr. to
NW ¼ NW ¼ Sec. 2
5' VERTICAL
Sht. No. 3 of 21

B.M. No. 50 Set ½" Rd. Disk in Wk. Sec 21-30-1E 3' W/San & 1' W/Asph. (Chisholm Creek)
B.M. No. 129.49 "B" on S.W. Wk., S.S. Roseberry & Elc. Vassar Dr.
B.M. No. 1420 "B" on S.W. Wk., S.S. Roseberry & Wm. Roosevelt

Scale: 1" = 10'-0

Construct 5.0' Dia. "Type B" manhole on exist. 24" San. Sewer. FL. exist. 24" = 90.6±. Elev. top M.H. = 112.94

Remove Wk. Replace to new limits shown

Remove 63.0 L.F. 24" Galv. Pipe and install 63.0 L.F. 24" Galv. Pipe encased in rein. conc. "Do it" conc. encasement to be constructed flush with bottom of R.C.B.C. floor slab across culvert width.

MUNGER ST.

Construct 5.0' Dia. Type "A" manhole on exist. 24" San. Sewer. FL. exist. 24" = 90.7±, E.W. Elev. M.H. = 113.2 ±

Remove inlets & pipe (Sta. 11+00 to 11+50)

Plug pipe

Remove Wk. Replace to new limits as shown

End new 3' Wk. Straight grade from culvert Wk. elev.

Remove Wk. Do not replace

Remove Pvt. Do not replace

Joint

Match Exist. Pvt.

Saw cut

Match Exist. Pvt.

Remove Pvt. Replace to new limits as shown

ROSEBERRY ST.

4" Water Line

6" Water Line

4" Gas Line

Begin new 4' Wk. Straight grade to culvert wk. elev.

Begin new 4' Wk.

Pvt. Curve Data @
Rad. ℄ = 1193.37' Rad. to end = 7.72'
Δ P.C. to end = 3°26'36"

Construct 2-2'x5' Std. Curb Inlets. Use grates salvaged from inlets that have been removed. Cost of inlet construction shall be included in the cost of the R.C.B.C.

Remove Wk. Replace to new limits as shown

Plug pipe @ outfall

Abandoned San. Sewer. Plug ends w/ broken concrete construction

R.C.B.C.

64' R/W

36' B/C to B/C conc. Pvt. - Reinforced

Elevations: 112.35 W.K., 112.33 Pvt., 112.68, 112.37, 112.91, 112.30, 112.97, 112.79, 112.85, 112.30 W.K., 112.30 Pvt., 113.62, 113.82, 113.66, 112.67, 112.74, 112.30 W.K., 112.30 Pvt.

Flo. 90.40

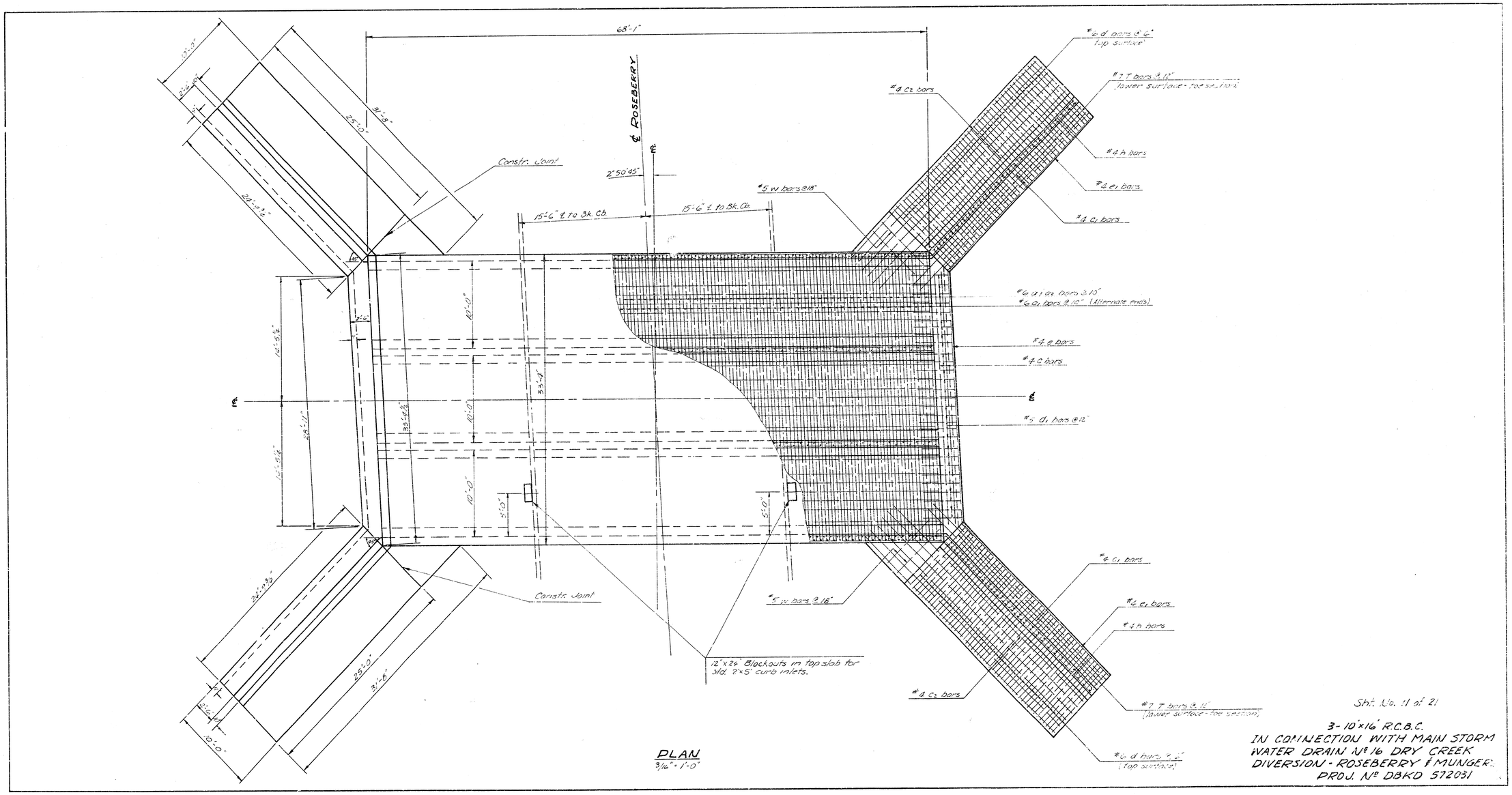
Flo. 93.90

GENERAL NOTES - CULVERT

1. CLASS A AE CONCRETE SHALL BE USED THROUGHOUT THIS PROJECT. ALL REINFORCING STEEL SHALL CONFORM TO A.S.T.M. SPECIFICATIONS.
2. EARTHWORK ALL EARTHWORK SHALL BE CONSIDERED AS "COMMON EXCAVATION" EXCEPT FOR THE TOEWALL, AND SHALL BE INCLUDED IN EXCAVATION OF THE CHANNEL. TOEWALL EXCAVATION SHALL BE INCLUDED IN "LUMP SUM BID".
3. BACKFILL ALL BACKFILL AND EXCAVATION TO EXTEND TO (2') BEYOND SIDES OF BOX AND WING WALLS.
4. BEVEL ALL EXPOSED EDGES OF CONCRETE WITH 3/4" TRIANGULAR MOULDING.
5. WEEPHOLES COARSE AGGREGATE SHALL BE DEPOSITED BEHIND EACH WEEPHOLE TO OCCUPY A SPACE EXTENDING (15") IN ALL DIRECTIONS ABOVE WEEPHOLE FLOW LINE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED A PART OF THE EXCAVATION WORK.
6. SEAL COURSE A SEAL COURSE CONSISTING OF 3" CLASS "A" CONCRETE SHALL BE CONSTRUCTED ONLY WHERE SPECIFIED ON THE PLANS OR BY THE ENGINEER. NO REINFORCING SHALL BE PLACED UNTIL THE SEAL COURSE HAS GAINED SUFFICIENT STRENGTH TO PERMIT WORKING UPON IT WITHOUT DAMAGE.
7. BIDDING OF CULVERT THE CULVERT SHALL BE BID AS A "LUMP SUM BID" WHICH SHALL INCLUDE THE FOLLOWING ITEMS: CLASS A AE CONCRETE, REINFORCING STEEL, HAND EXCAVATION, AND ALUMINUM HANDRAIL. ALL OTHER ITEMS SHALL BE INCLUDED AS BID ITEMS.
8. THE QUANTITIES SHOWN IN THE "BILL OF MATERIALS" OR ITEMS WHICH ARE INCLUDED IN THE "LUMP SUM BID" OF THE CULVERT ARE FOR "INFORMATION PURPOSES ONLY". THE CONTRACTOR MUST SATISFY HIMSELF TO THE "QUANTITIES" AND THE ENGINEER ASSUMES NO RESPONSIBILITIES FOR THEIR ACCURACY. THE CONTRACTOR WILL HAVE THE FULL RESPONSIBILITY FOR PROVIDING ALL MATERIALS ON THE DETAILED PLANS NECESSARY TO COMPLETE THE PROJECT.

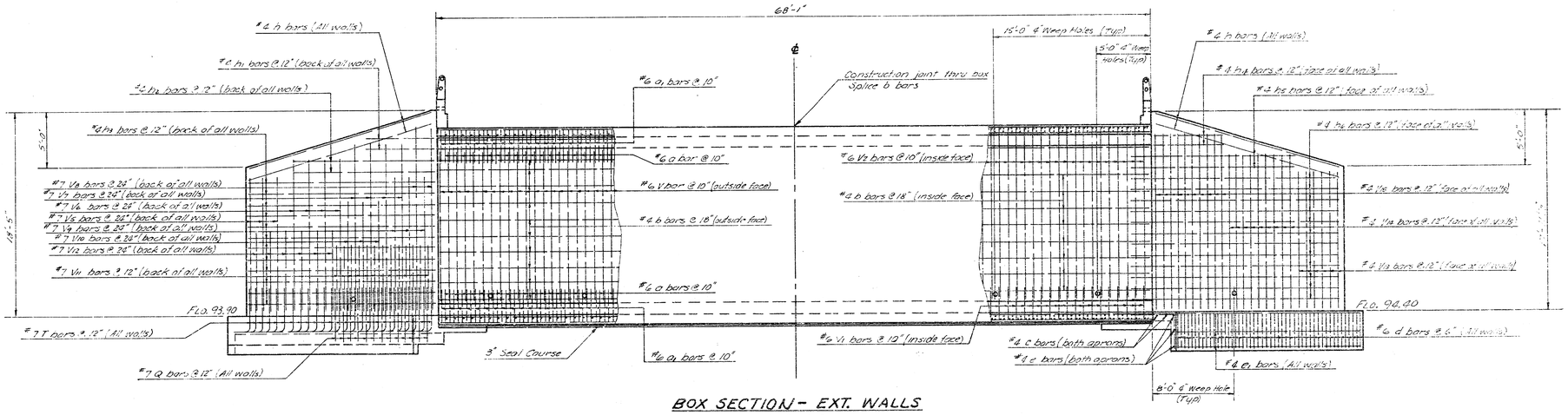
S/St. No. 10 of 21

3-10'×16' REINFORCED CONCRETE BOX CULVERT
IN CONNECTION WITH MAIN STORM WATER DRAIN NO. 16 DRY CREEK DIVERSION
CITY OF WICHITA, KANSAS
R. W. LINN CITY ENGINEER
DATE DBKD 572031 4/14



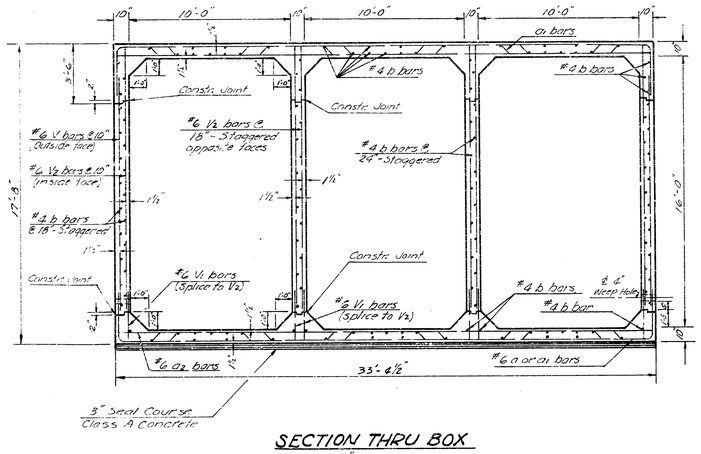
Sht. No. 11 of 21

3-10'x16' R.C.B.C.
IN CONNECTION WITH MAIN STORM WATER DRAIN Nº 16 DRY CREEK DIVERSION - ROSEBERRY & MUNGER
PROJ. Nº DBKD 572031



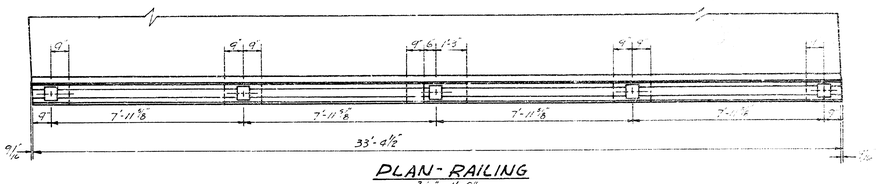
BOX SECTION - EXT. WALLS

3/16" = 1'-0"



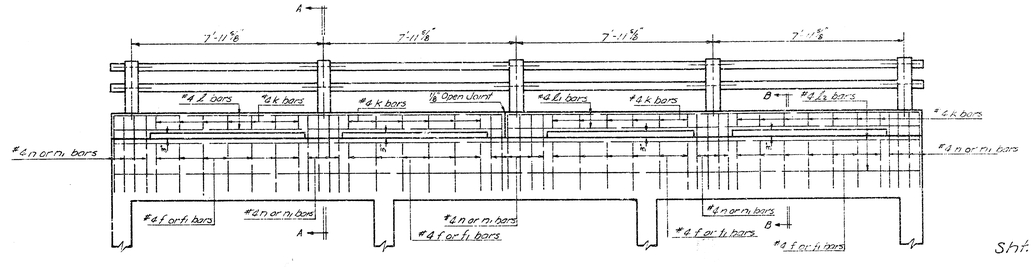
SECTION THRU BOX

1/4" = 1'-0"



PLAN - RAILING

3/8" = 1'-0"

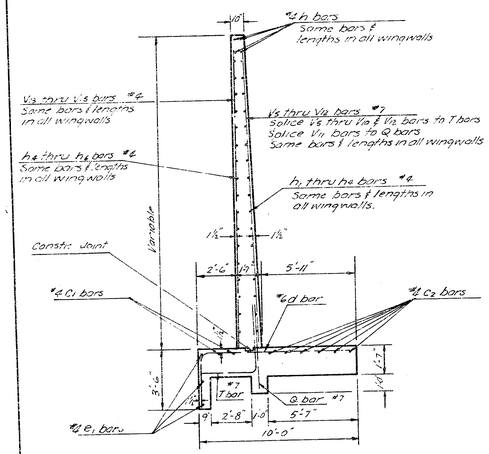


SECTION - RAILING

3/8" = 1'-0"

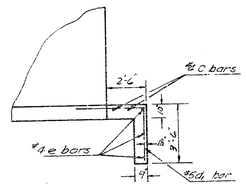
Sht. No. 12 of 21

3-10'x16' R.C.B.C.
IN CONJUCTION WITH MAIN STORM WATER DRAIN N° 16 DRY CREEK DIVERSION - ROSEBERRY & MUNGER
PROJ. NO. DBKD 572031



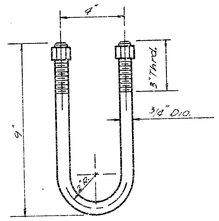
SECTION - WINGWALL

1/4" = 1'-0"



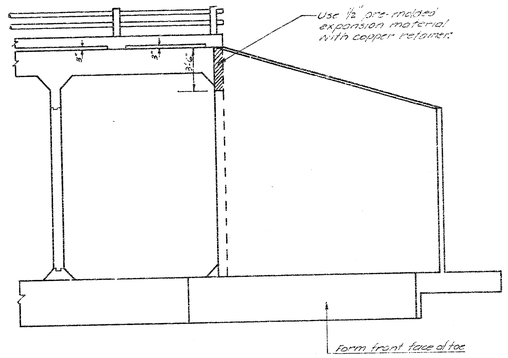
SECTION - APRON

1½" = 1'-0"



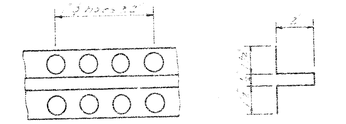
DETAIL - GALV. U BOLT

No Scale



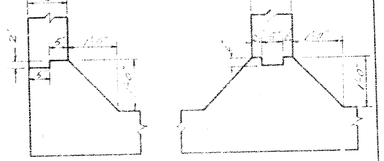
HALF END VIEW

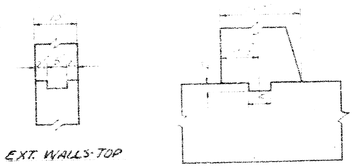
3/16" = 1'-0"



12 OZ SHEET COPPER RETAINER

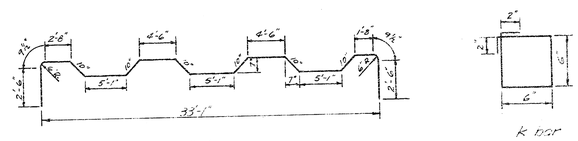
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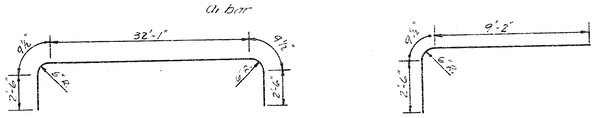


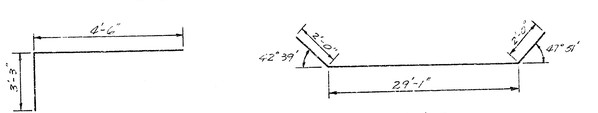


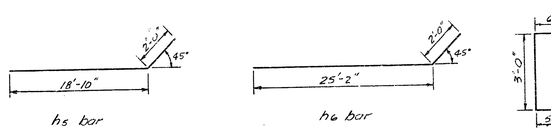
CONSTRUCTION JOINT DETAILS

No Scale



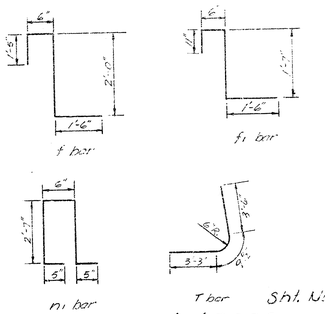


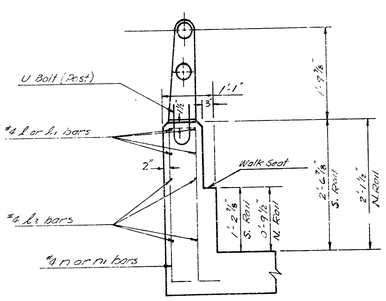




BENDING DIAGRAMS

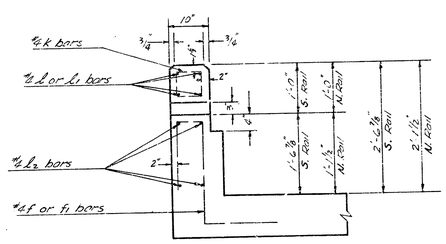
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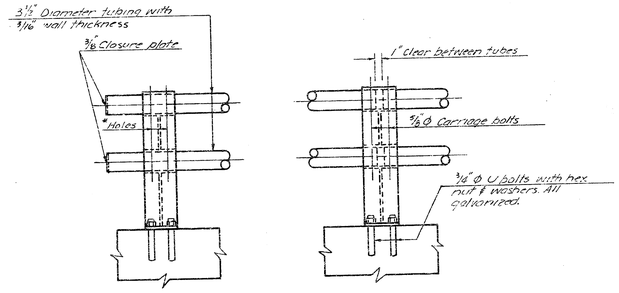
SECTION A-A

3/4" = 1'-0"



SECTION B-B

3/4" = 1'-0"



*Holes: 11/16" Square holes in post under head, and 11/16 round holes under nuts for 5/8" Ø x 5½" Carriage bolts with hex nuts.

DETAIL - ALUMINUM RAILING

No Scale

Revised Dwg. 3-5-74 - BB&S.
Revised Section A-A & Section B-B: Dimensions of W. Rail changed to read S. Rail & dimensions of E. Rail changed to read N. Rail.

3-10'x11' R.C.B.C.
IN CONNECTION WITH MAIN STORM WATER DRAIN No 16 DRY CREEK DIVERSION. - ROSEBERRY & MUNGER DBK'D 5/2031

Sht. No. 13 of 21

71/14

BAR SCHEDULE

BAR	SIZE	LENGTH	NO.	SHAPE	WEIGHT
a	#6	38'-8"	162		9609.36#
a_1	#6	40'-6"	164		9845.00
a_2	#6	33'-0"	162		8029.49
b	#8	52'-11"	264		6152.21
c	#8	29'-0"	4		77.29
c_1	#8	29'-0"	8		154.98
c_2	#8	32'-0"	24		513.02
d	#6	12'-7½"	196		3718.17
d_1	#5	7'-9"	58		468.88
e	#8	33'-1"	6		132.38
e_1	#8	24'-6"	12		196.39
f	#8	0'-5"	14		14.13
f_1	#8	4'-6"	26		78.14
h	#6	25'-0"	14		247.20
h_1	#8	8'-6"	8		45.42
h_2	#8	18'-5"	8		98.44
h_3	#8	28'-9"	48		793.58
h_4	#8	8'-10"	8		47.19
h_5	#8	20'-10"	8		111.32
h_6	#8	27'-2"	48		871.18
k	#4	2'-6"	52		80.93
l	#6	15'-11"	8		85.08
l_1	#6	16'-11"	8		90.42
l_2	#8	33'-1"	8		176.78
n	#6	7'-6"	22		107.72
n_1	#8	6'-6"	22		95.52
Q	#7	5'-0"	52		531.64
T	#7	7'-6½"	100		1541.18
V	#6	13'-10"	162		3406.72
V_1	#6	3'-0"	344		1550.06
V_2	#6	15'-7"	344		8059.00
V_3	#7	12'-0"	12		294.34
V_4	#7	13'-6"	16		441.50
V_7	#7	15'-0"	16		490.56
V_8	#7	16'-0"	8		261.63
V_9	#7	12'-0"	12		294.34
V_{10}	#7	10'-0"	12		245.28
V_{11}	#7	5'-6"	52		583.56
V_{12}	#7	7'-0"	24		343.39
V_{13}	#6	12'-3"	24		196.39
V_{14}	#6	13'-9"	36		330.64
V_{15}	#6	15'-7"	40		416.50
W	#5	7'-0"	8		58.21

BILL OF MATERIALS

	ITEM		QUANTITY	UNIT
Lump Sum	Class A AE Concrete	(Culvert)	441.7	C.Y.
	Reinforcing Steel	(Culvert)	60834	LBS.
	Hard Excavation	(Culvert)	20	C.Y.
	Aluminum Handrail	(Culvert)	67	L.F.
Bid Items	Class A Concrete - seal course - (Culvert)		21	C.Y.
	6" Concrete Pavement		294	S.Y.
	Integral Curb - Rolled		170	L.F.
	Reinforcing Steel	(Pvt.)	1127	LBS.
	Pavement Removed		367	S.Y.
	4" Sidewalk		716	S.F.
	4" Sidewalk Removed		564	S.F.
	Sawed Joint		31	L.F.
	Manholes - 5.0' Dia. - Type 'B'		2	Ea.
	24" V.C.P.		63	L.F.
	Reinf. Concrete Pipe Enrasement		39	L.F.
	Pipe Removed		126	L.F.
	Key Joint	(Pvt)	85	L.F.
	6 Sack Concrete	(Pvt)	1.3	C.Y.
	Special Excavation	(Pvt)	1.3	C.Y.
	Compacted Fill		479	C.Y.
	Manipulation	(Pvt)	312	S.Y.
	Fence Removed		56	L.F.
	Asphalt Mat Removed		25	S.Y.
	Inlets Removed		2	Ea.
	Lime or Cement	(Pvt)	3.9	Tons
	Pipe Plugs		4	Ea.
	Sand Fill		63	L.F.
	Flushing		63	L.F.

NOTES: Aluminum Handrail

Aluminum posts shall be Reynolds Aluminum Highway Products Bridge Railing System Nº 2 RHA or equal.

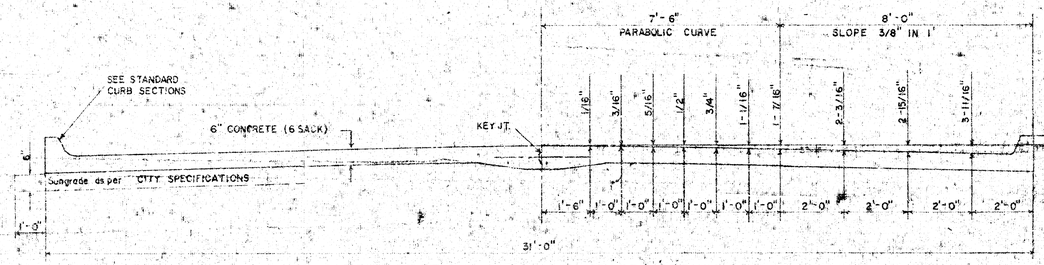
Top & bottom rails shall be 3½ O.D. x 9/16 wall tube of 6063-T6 Aluminum.

Aluminum shims between concrete and post base may be used. The space below posts shall be thoroughly caulked with Alumilastic compound or other approved material.

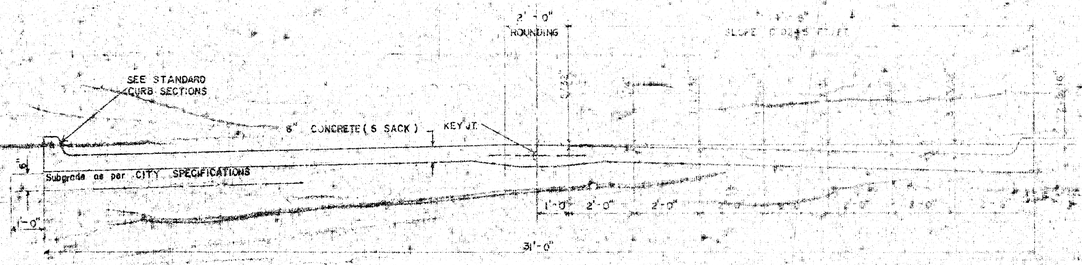
Sht. No. 14 of 21

3-10'x16' R.C.B.C.
IN CONNECTION WITH MAIN STORM WATER DRAIN Nº 16 DRY CREEK DIVERSION. - ROSEBERRY & MUNGER
PROJ. NO. DBKD 5720(3)

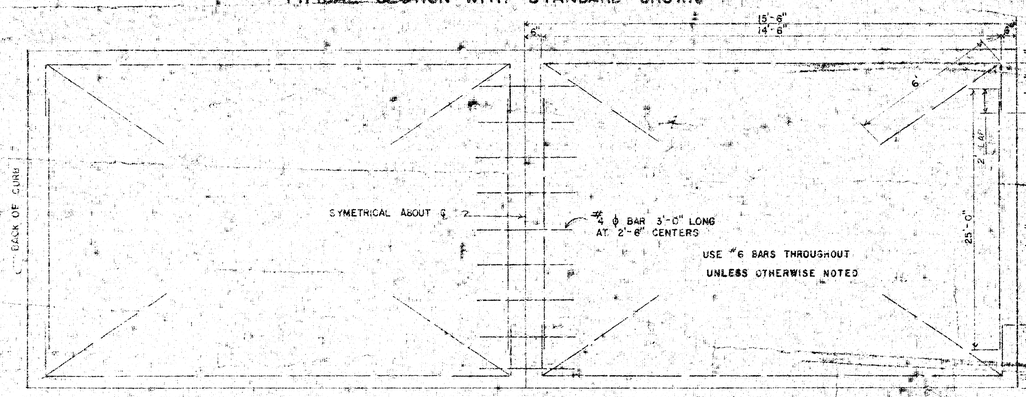
TYPICAL SECTIONS OF 30' CONCRETE PAVEMENT



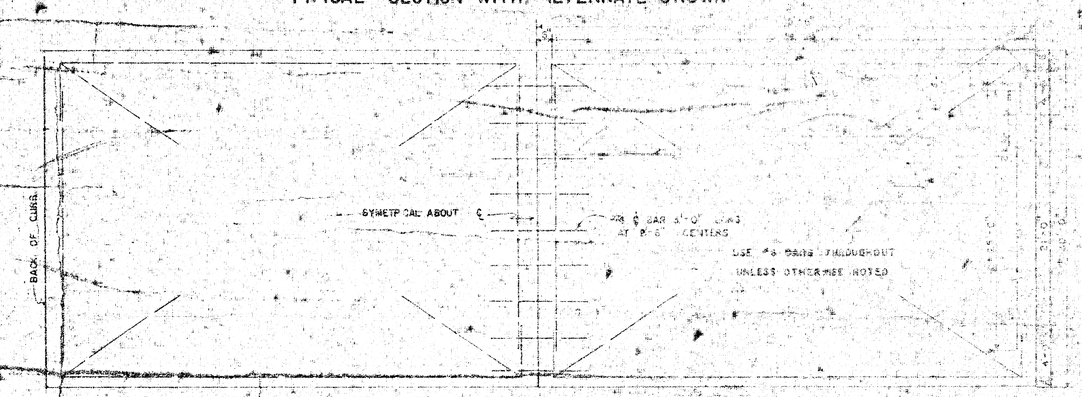
TYPICAL SECTION WITH STANDARD CROWN



TYPICAL SECTION WITH ALTERNATE CROWN

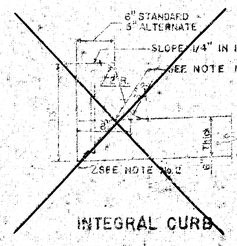


STEEL PATTERN

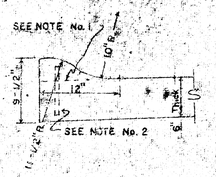


STEEL PATTERN

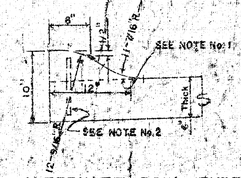
STANDARD SECTIONS OF



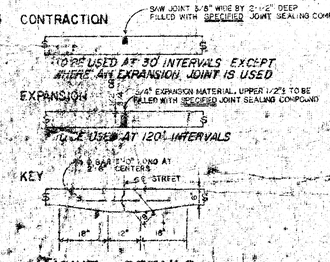
INTEGRAL CURB



ROLL-TYPE



ALTERNATE ROLL-TYPE



JOINT DETAILS

GENERAL NOTES

1. CONTRACTION JOINTS MAY BE CONSTRUCTED IN INTEGRAL CURB BY SAWING WITH AN APPROVED CONCRETE SAW. THE SAW CUT SHALL EXTEND THROUGH THE CURB TO THE PAVEMENT. SAWED CONTRACTION JOINTS SHALL HAVE A MAXIMUM SPACING OF 10'.
2. INTEGRAL CURB SHALL BE TIED TO THE PAVEMENT BASE WITH SHORT DEFORMED DOWEL BARS SPACED AT 2'-6" INTERVALS. THESE DOWEL BARS SHALL NOT BE LESS THAN 1/2" OR MORE THAN 3/4" IN DIAMETER.

Sht. No. 15 of 21

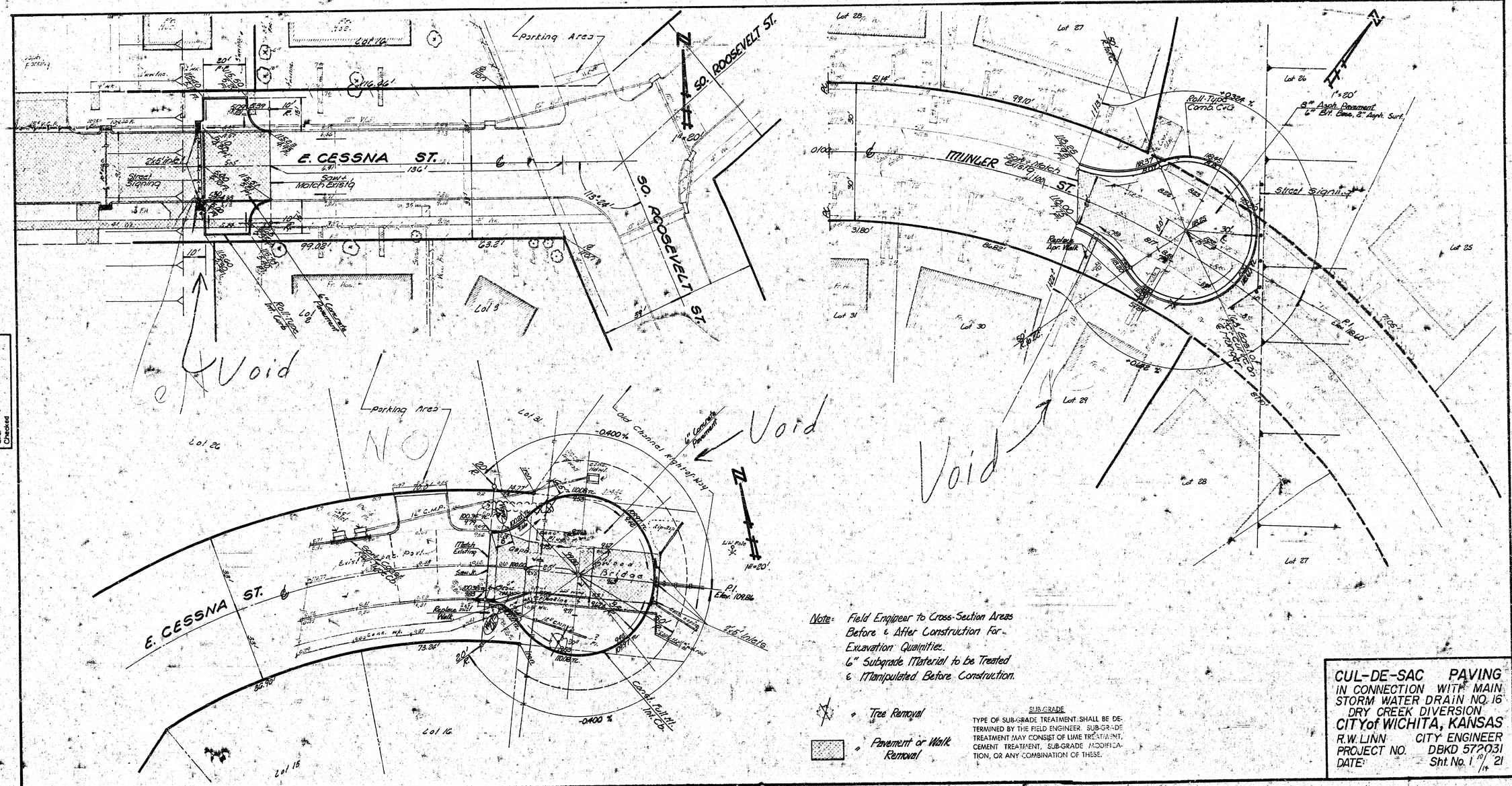
CITY OF WICHITA, KANSAS

Department of Public Works — Engineering Division

City Engineer

Date

Project No. DBKD 572031



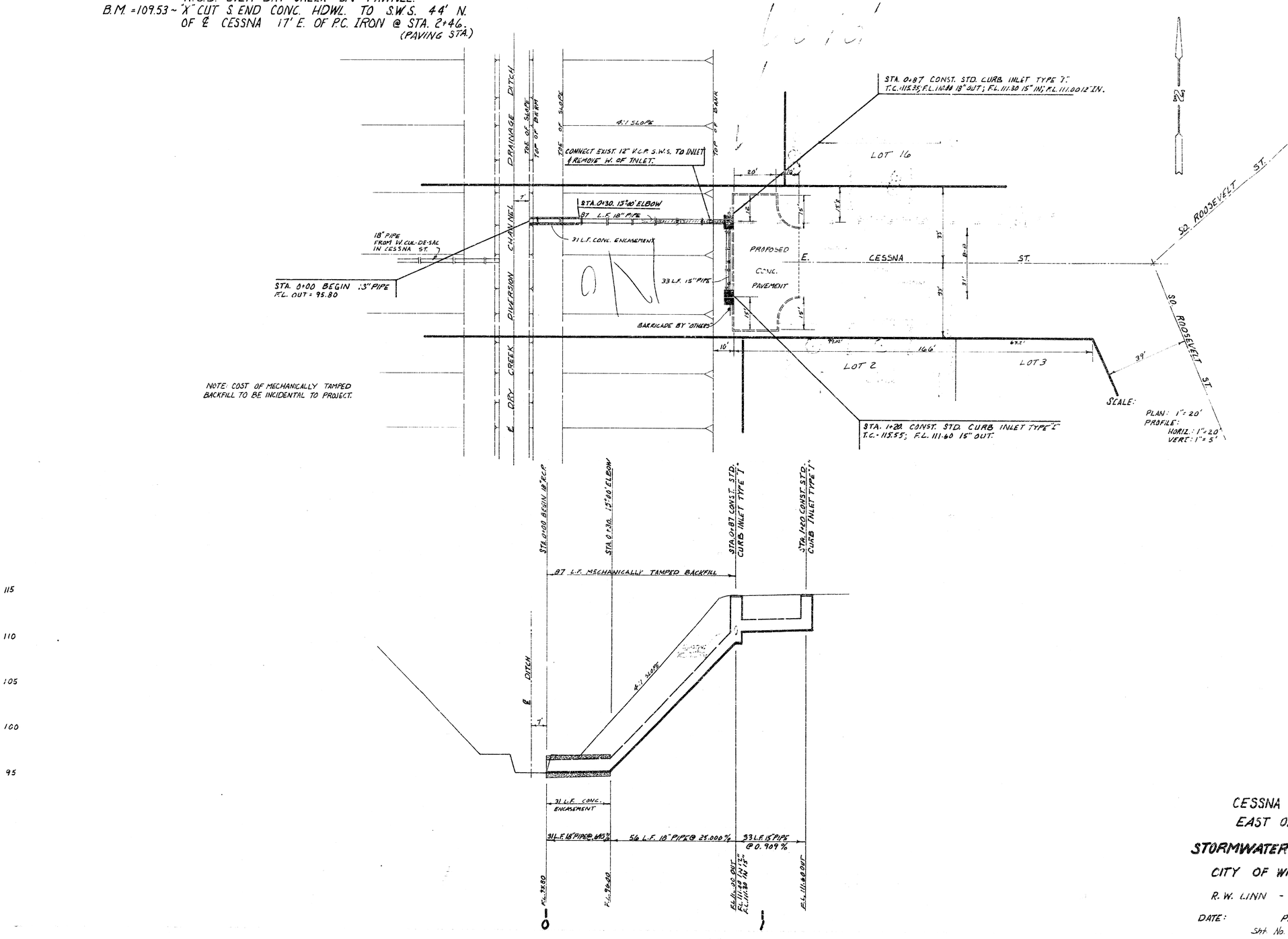
Note: Field Engineer to Cross-Section Areas Before & After Construction for Excavation Quantities.
6" Subgrade Material to be Treated & Manipulated Before Construction.

SUB-GRADE

TYPE OF SUB-GRADE TREATMENT SHALL BE DETERMINED BY THE FIELD ENGINEER. SUB-GRADE TREATMENT MAY CONSIST OF LIME TREATMENT, CEMENT TREATMENT, SUB-GRADE MODIFICATION, OR ANY COMBINATION OF THESE.

CUL-DE-SAC PAVING
IN CONNECTION WITH MAIN STORM WATER DRAIN NO. 16 DRY CREEK DIVERSION
CITY of WICHITA, KANSAS
R.W. LINN CITY ENGINEER
PROJECT NO. DBKD 572031
DATE: Sht. No. 1 of 14 21

B.M. = 115.68 ~ CITY STD. DISC. TOP E. END S. HANDRAIL TO R.C.B. OVER DRY CREEK ON PAWNEE.
B.M. = 109.53 ~ "X" CUT S. END CONC. HDWL. TO S.W.S. 44' N. OF ℄ CESSNA 17' E. OF P.C. IRON @ STA. 2+46. (PAVING STA.)



CESSNA ST. DRAINAGE
EAST OF CHANNEL

STORMWATER 16 DIVERSION

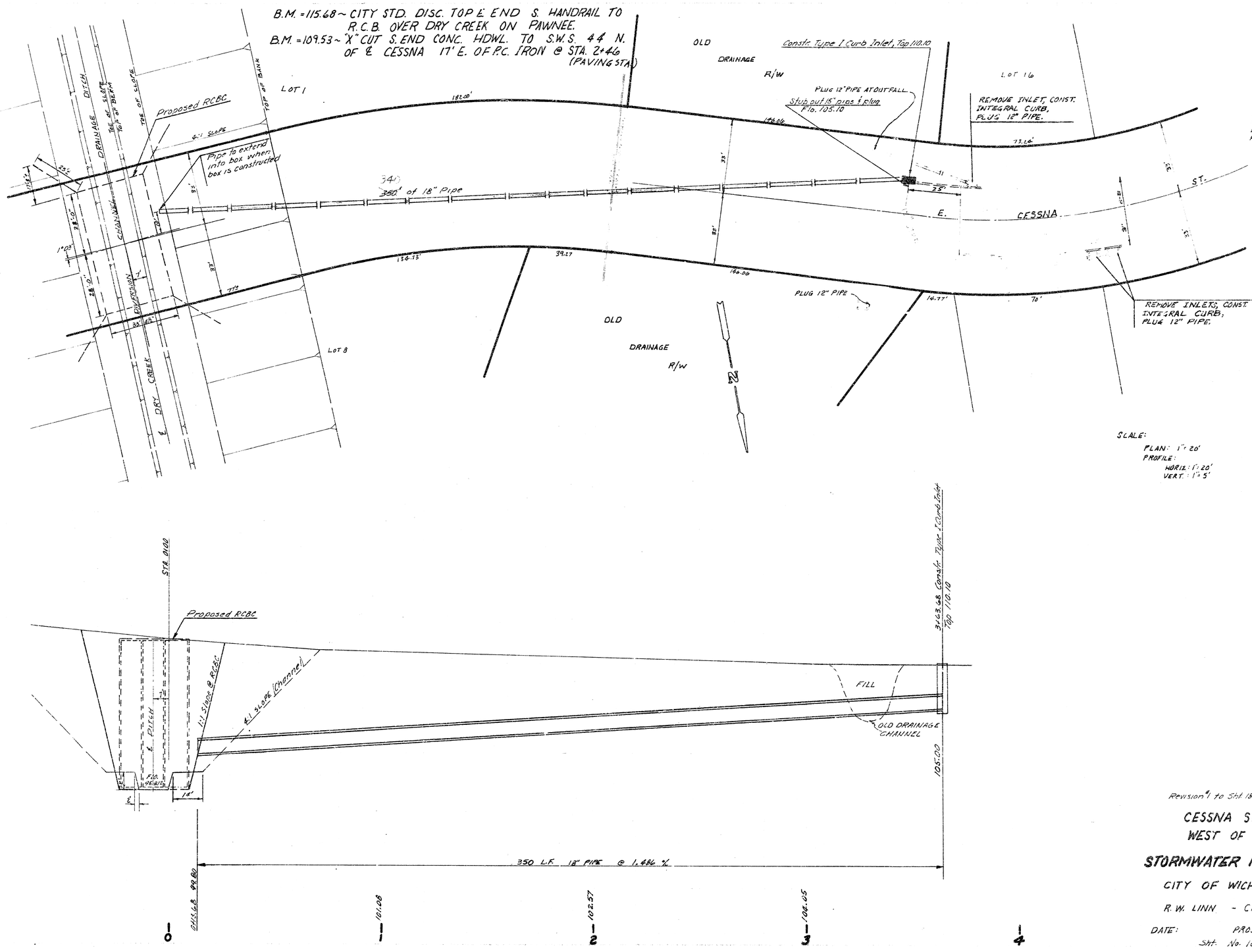
CITY OF WICHITA, KANSAS

R. W. LINN - CITY ENGINEER

DATE: PROJ. NO. DBKD572031

Sht. No. 17 of 21

B.M. = 115.68 ~ CITY STD. DISC. TOP E. END S. HANDRAIL TO R.C.B. OVER DRY CREEK ON PAWNEE.
B.M. = 109.53 ~ "X" CUT S. END CONC. HDWL. TO S.W.S. 44 N. OF & CESSNA 17' E. OF P.C. IRON @ STA. 2+46 (PAVING STA.)



NOTE: PRICE BID FOR INLET REMOVAL SHALL INCLUDE ANY NECESSARY SAWING, CURB REMOVAL OR PAVEMENT REMOVAL.

SCALE:
PLAN: 1" = 20'
PROFILE:
HORIZ.: 1" = 20'
VERT.: 1" = 5'

Revision #1 to Sht. 18 2-1-77 D.E.C.

CESSNA ST. DRAINAGE WEST OF CHANNEL

STORMWATER 16 DIVERSION

CITY OF WICHITA, KANSAS

R. W. LINN - CITY ENGINEER

DATE: PROJ. NO. DBKD572031

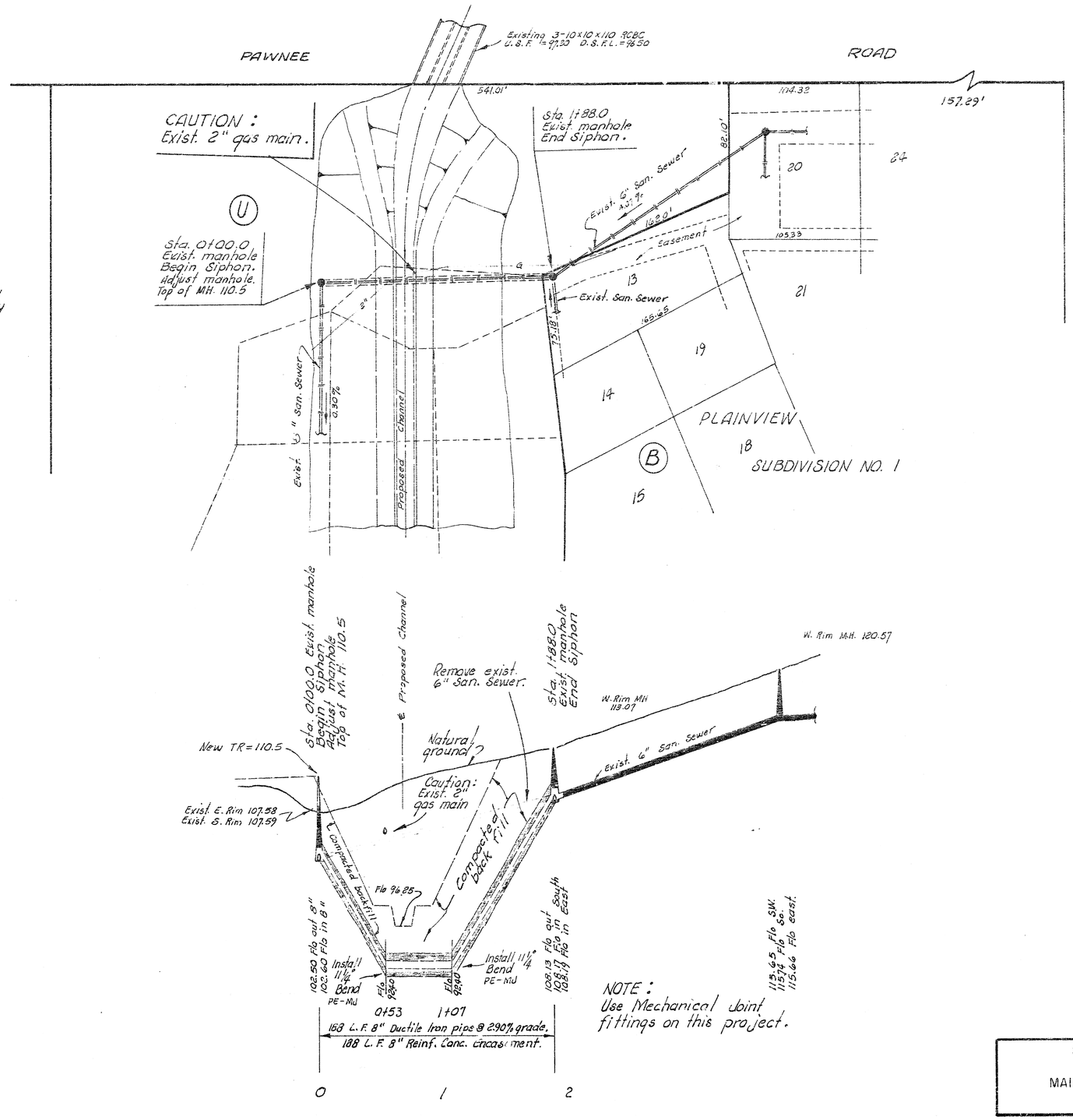
Sht. No. 18 of 21

B. M. City Std. Brass Cap S.E. corner box on Handrail Elev. 115.50

F C B M Chis. sq. on walk S.W. corner bridge Dry Creek and Cessna Dr. Elev. 110.74

J.R.W.

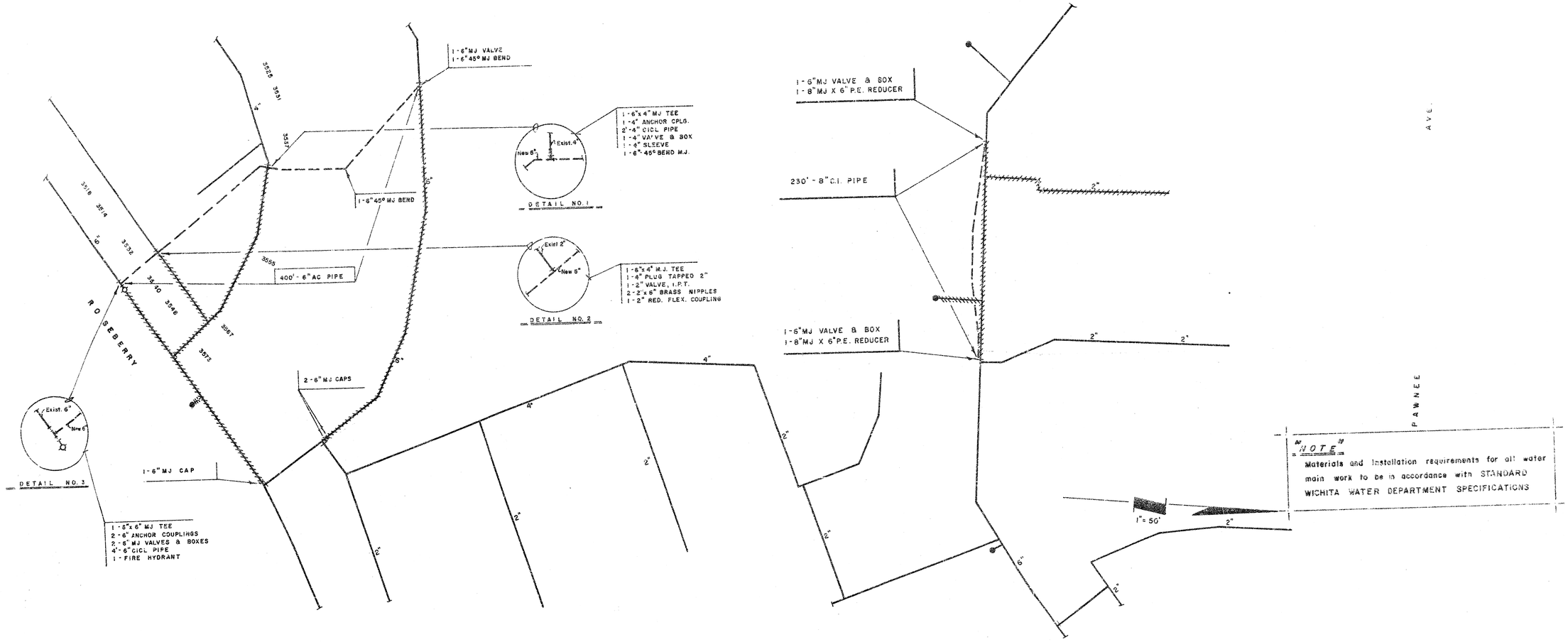
NOTE: Compacted backfill will not be paid for directly and the cost shall be included in bid price for Siphon.



NOTE: Use Mechanical Joint fittings on this project.

Sht. 20 of 21

SANITARY SEWER SIPHON
IN CONNECTION WITH
MAIN STORM WATER DRAIN NO. 16
PROJECT NO. 08KD572031


1-6"MJ VALVE
1-6"45° MJ BEND
1-6"45° MJ BEND
400'-6"AC PIPE
2-6"MJ CAPS
1-6"MJ CAP
ROSEBERRY
3525
3531
3537
3514
3532
3555
3540
3546
3567
3573
DETAIL NO. 1
1-6"x4" MJ TEE
1-4" ANCHOR CPLG.
2'-4" CICL. PIPE
1-4" VALVE & BOX
1-4" SLEEVE
1-6"-45° BEND MJ.
Exist.4"
New 6"
DETAIL NO. 2
1-6"x4" M.J. TEE
1-4" PLUG TAPPED 2"
1-2" VALVE, I.P.T.
2-2"x6" BRASS NIPPLES
1-2" RED. FLEX. COUPLING
Exist 2"
New 6"
DETAIL NO. 3
Exist. 6"
New 6"
1-6"x6" MJ TEE
2-6" ANCHOR COUPLINGS
2-6" MJ VALVES & BOXES
4'-6" CICL PIPE
1-FIRE HYDRANT
1-6"MJ VALVE & BOX
1-8"MJ X 6"P.E. REDUCER
230'-8" C.I. PIPE
1-6"MJ VALVE & BOX
1-8"MJ X 6"P.E. REDUCER
PAWNEE
AVE.
1"=50'
"NOTE"
Materials and installation requirements for all water main work to be in accordance with STANDARD WICHITA WATER DEPARTMENT SPECIFICATIONS