

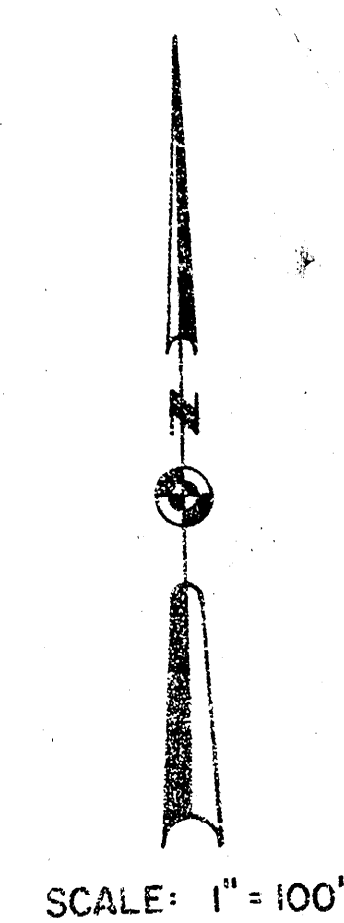
S.W.S. NO. 176 STORM SEWERS IN THE PARK

PROJECT NO.
468-76-245-80882-000-000-001

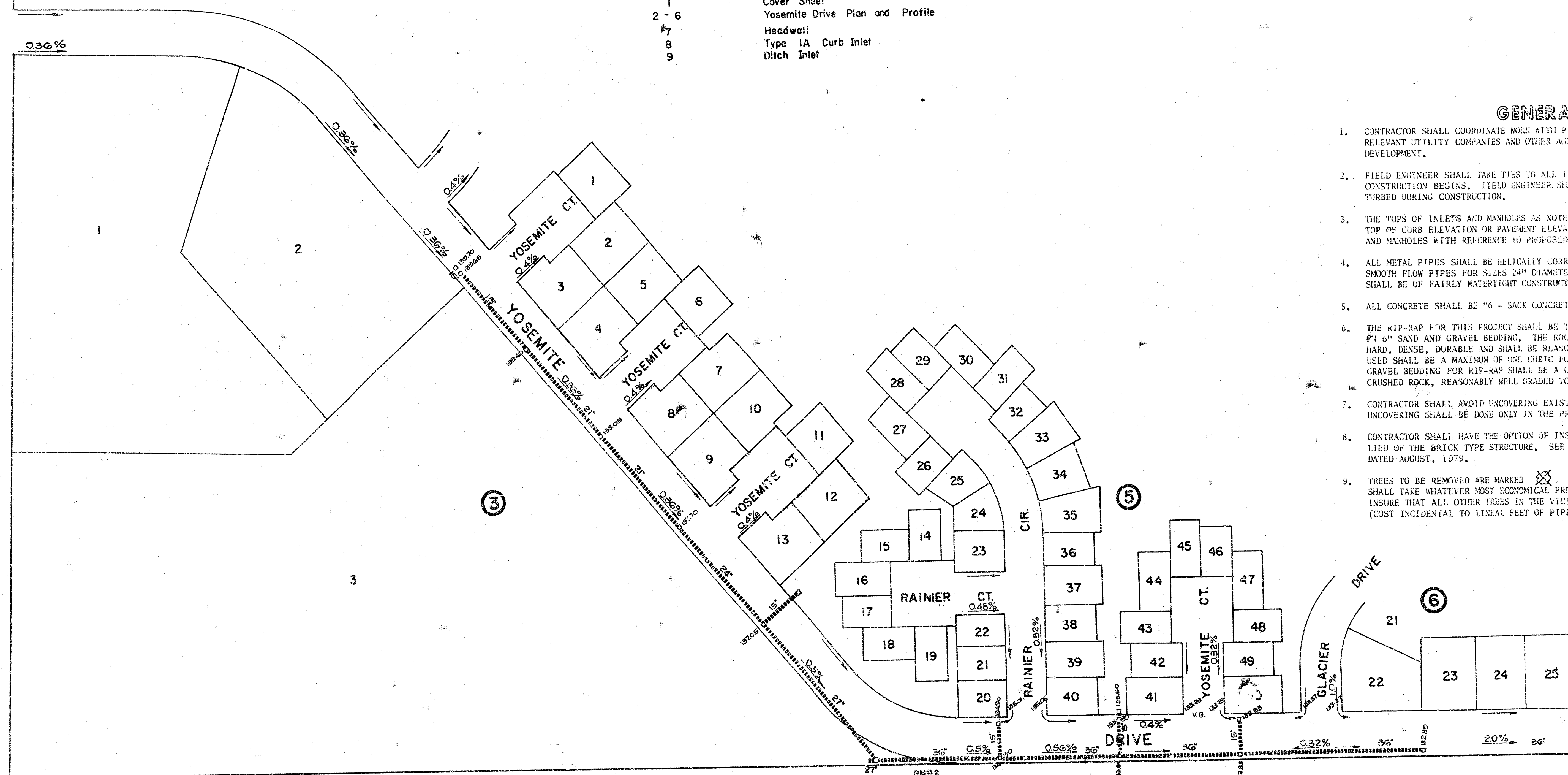
CITY OF WICHITA, KANSAS
DEAN SELLERS, ACTING CITY ENGINEER

INDEX TO DRAWINGS

SHT. NO.	DESCRIPTION
1	Cover Sheet
2-6	Yosemite Drive Plan and Profile
7	Headwall
8	Type 1A Curb Inlet
9	Ditch Inlet



BM#1
R.R. Spike E. 1/4 PP
E. side Maize Rd. on S. line
Sherandoth Ct. Elev. = 144.01



BM#2
R.R. Spike top mulberry stump
In E-W 1/4 Sec. 5, T28, R1W
NW 1/4 Sec. 5, T28, R1W Elev. = 139.58

BM#3
R.R. Spike N.E. fence post
40' W. of Center Sec. 5, T28, R1W
Elev. = 128.41

GENERAL NOTES

- CONTRACTOR SHALL COORDINATE WORK WITH PAVING AND SANITARY CONTRACTORS AND CONTACT RELEVANT UTILITY COMPANIES AND OTHER AGENCIES INVOLVED WITH THIS PROJECT SITE DEVELOPMENT.
- FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THUMBIES IN THE PROJECT AREA BEFORE CONSTRUCTION BEGINS. FIELD ENGINEER SHALL REPLACE ALL SUCH IRONS AND THUMBIES DISTURBED DURING CONSTRUCTION.
- 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.
- 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 WATERLIGHT CONSTRUCTION USING HUGGER TYPE COUPLERS OR EQUAL.
- ALL CONCRETE SHALL BE "6 - SACK CONCRETE" UNLESS OTHERWISE NOTED.
- THE RIP-RAP FOR THIS PROJECT SHALL BE TYPE 3. THE TYPE 3 RIP-RAP SHALL BE 1 1/2" RIP-RAP ON 6" SAND AND GRAVEL BEDDING. THE ROCK FOR RIP-RAP AND GRAVEL PROTECTION SHALL BE HARD, DENSE, DURABLE AND SHALL BE REASONABLY WELL GRADED. THE SIZE RANGE OF ROCK USED SHALL BE A MAXIMUM OF ONE CUBIC FOOT AND A MINIMUM OF 1 1/2". THE 6" SAND AND GRAVEL BEDDING FOR RIP-RAP SHALL BE A CONTINUOUS LAYER OF SAND AND GRAVEL OR SAND AND CRUSHED ROCK, REASONABLY WELL GRADED TO A MAXIMUM OF 1 1/2" IN SIZE.
- CONTRACTOR SHALL AVOID UNCOVERING EXISTING WATER LINES UNLESS ABSOLUTELY NECESSARY. UNCOVERING SHALL BE DONE ONLY IN THE PRESENCE OF A WATER DEPARTMENT ENGINEER.
- 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 CURB INLET DATED AUGUST, 1979.
- TREES TO BE REMOVED ARE MARKED WITH AN 'X'. ALL OTHER TREES ARE TO BE SAVED. CONTRACTOR SHALL TAKE WHATEVER MOST ECONOMICAL PRECAUTIONS THE SITE ENGINEER DEEMS NECESSARY TO INSURE THAT ALL OTHER TREES IN THE VICINITY OF CONSTRUCTION ARE PROTECTED FROM INJURY (COST INCIDENTAL TO LINEAL FEET OF PIPE).

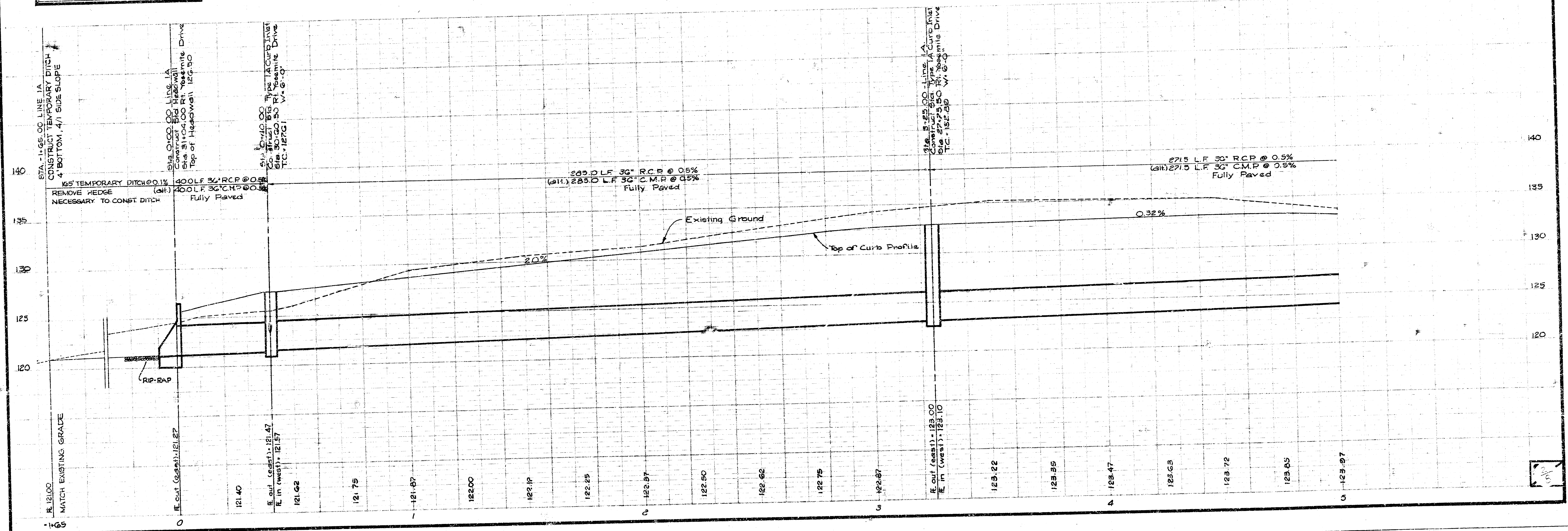
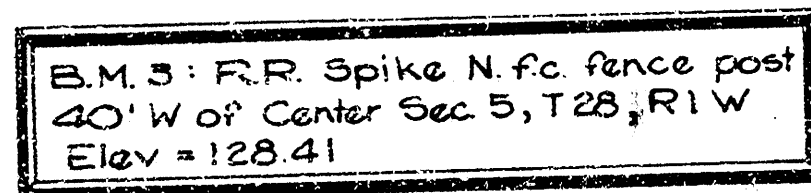


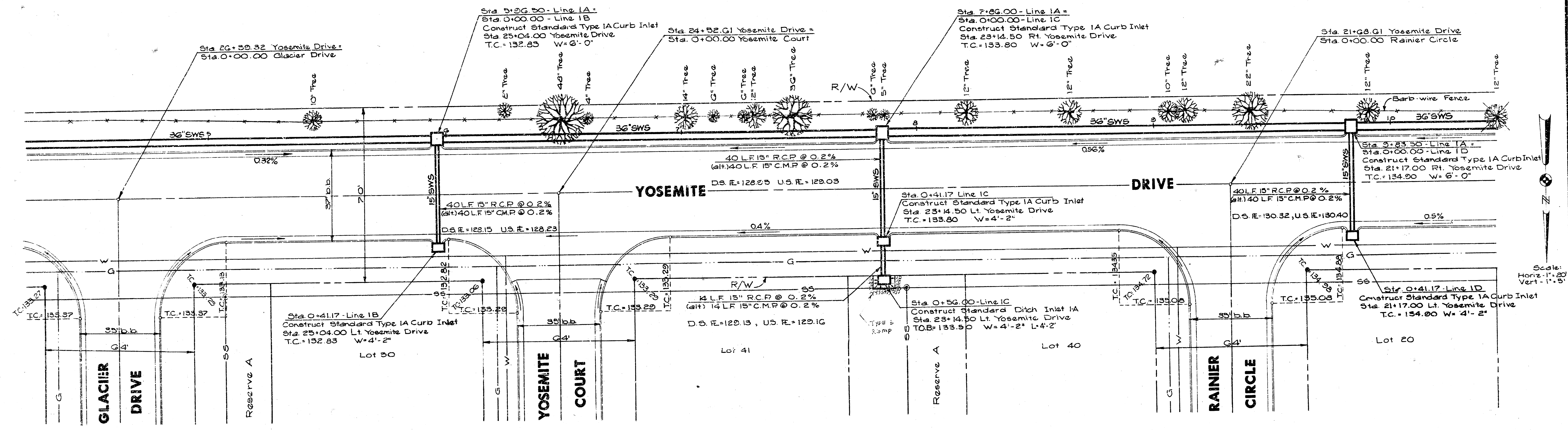
Van Doren - Hazard - Stallings

Architects • Engineers • Planners
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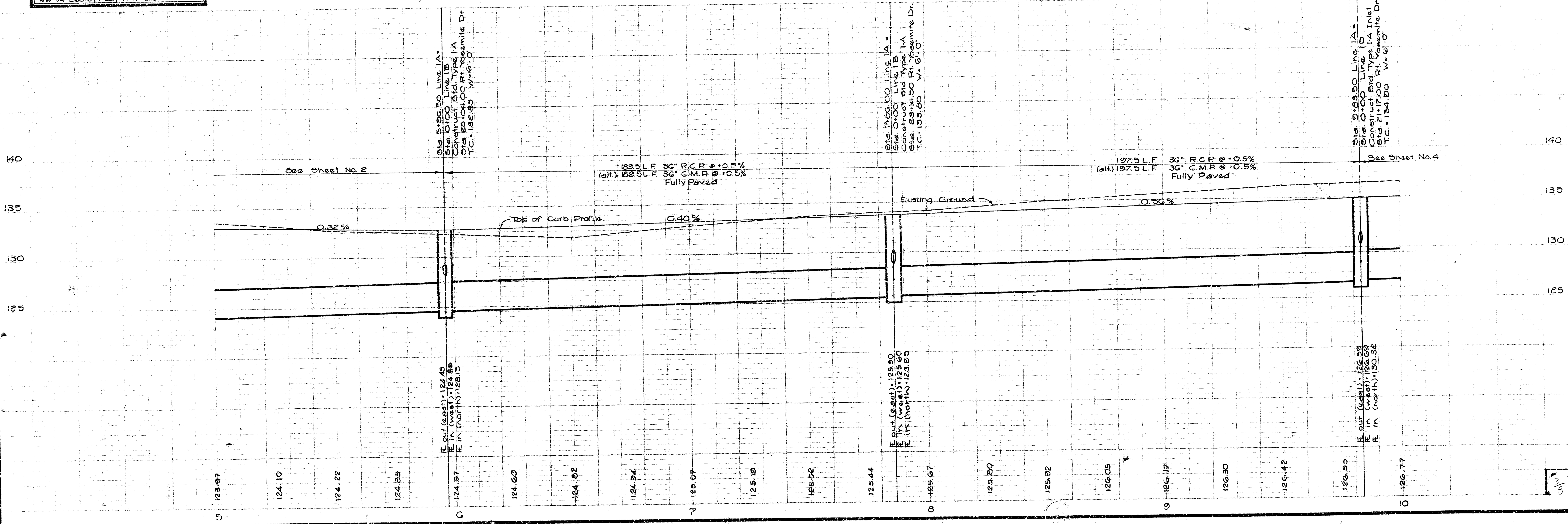
Sheet 1
of 5

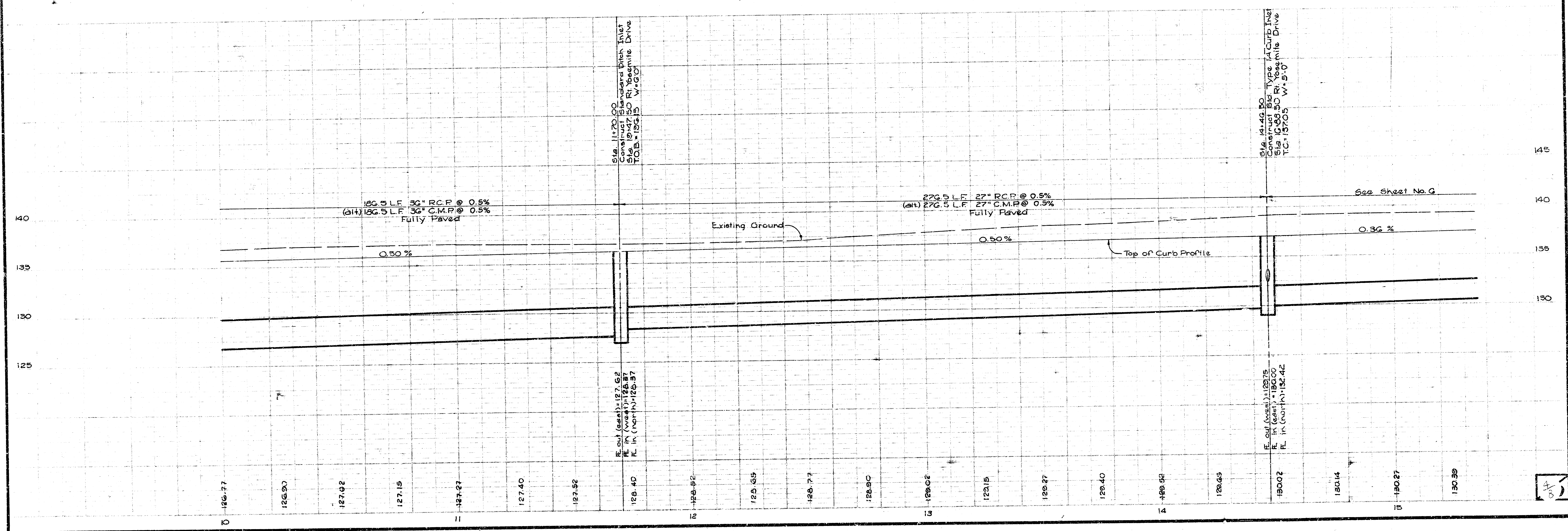
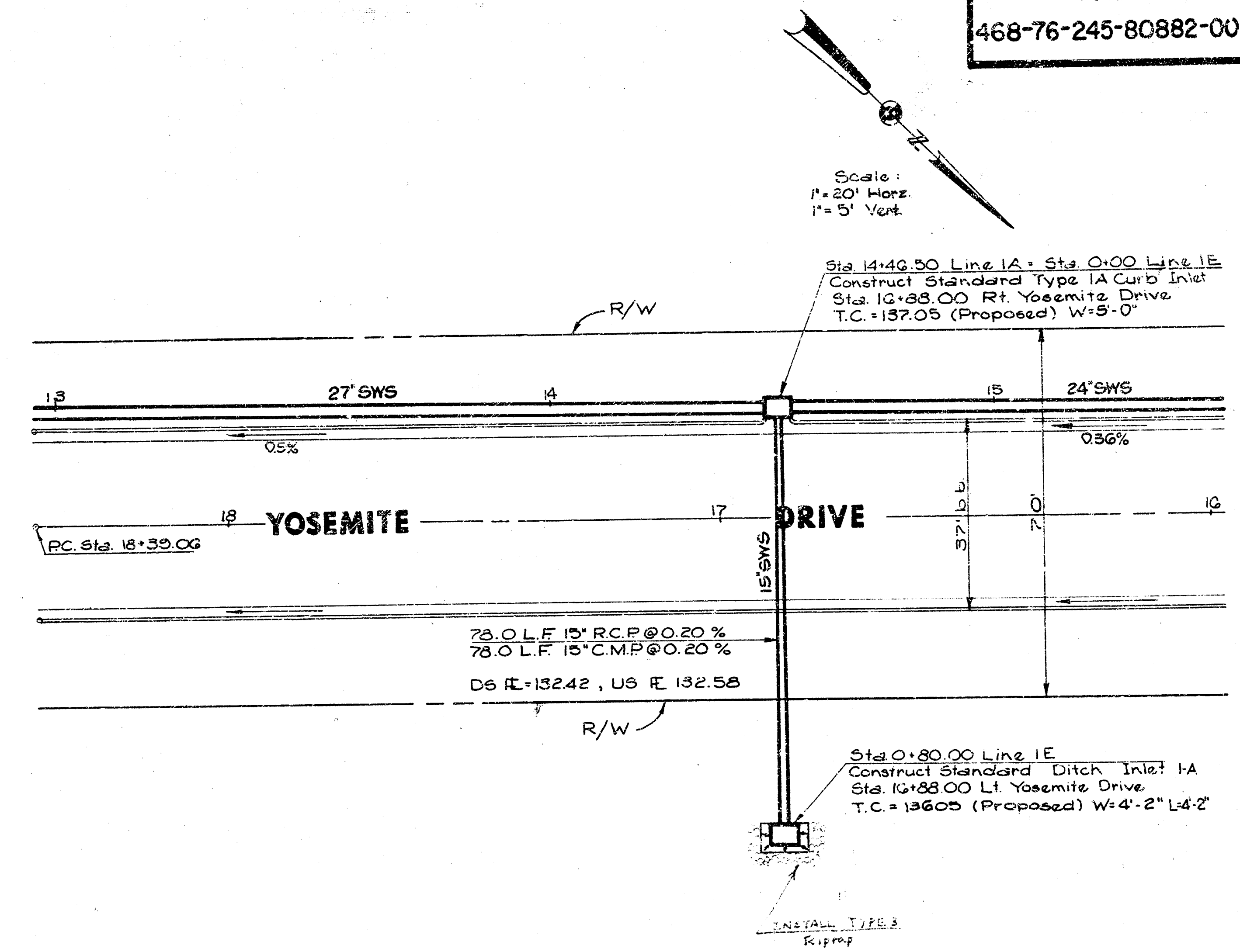
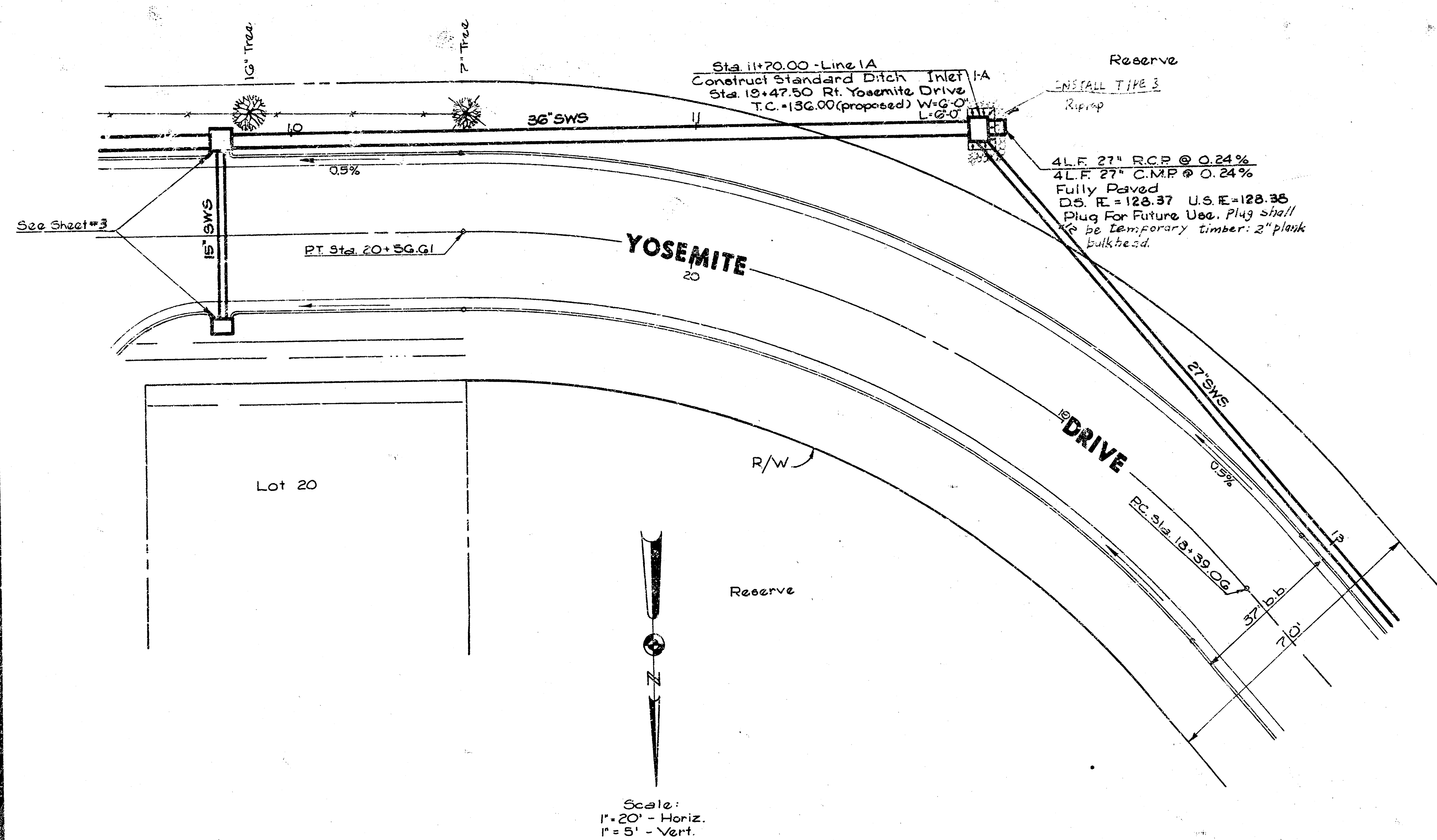
Scale.
 Horiz - 1" = 2
 Vert - 1" = 2



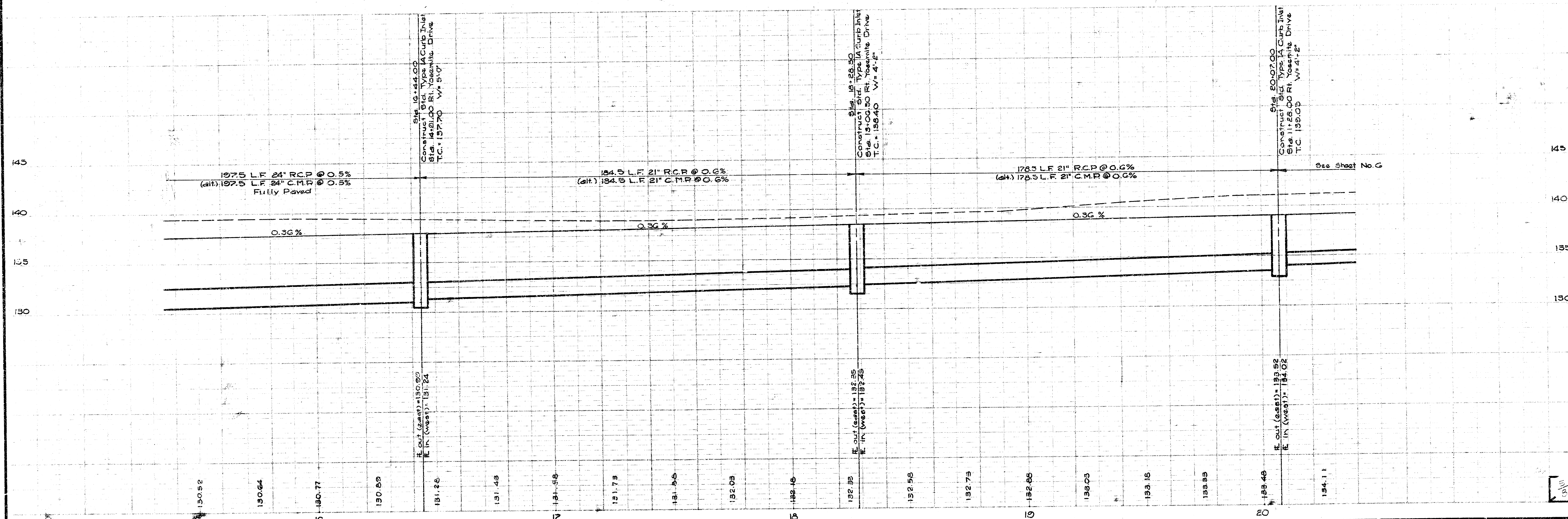
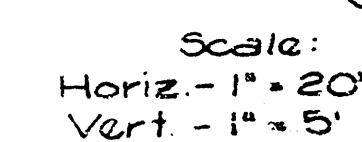


RR spike top mulberry stump
in NW 1/4 Sec. 5, T22, R1W Elev. = 133.58

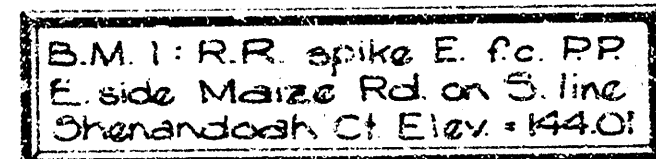




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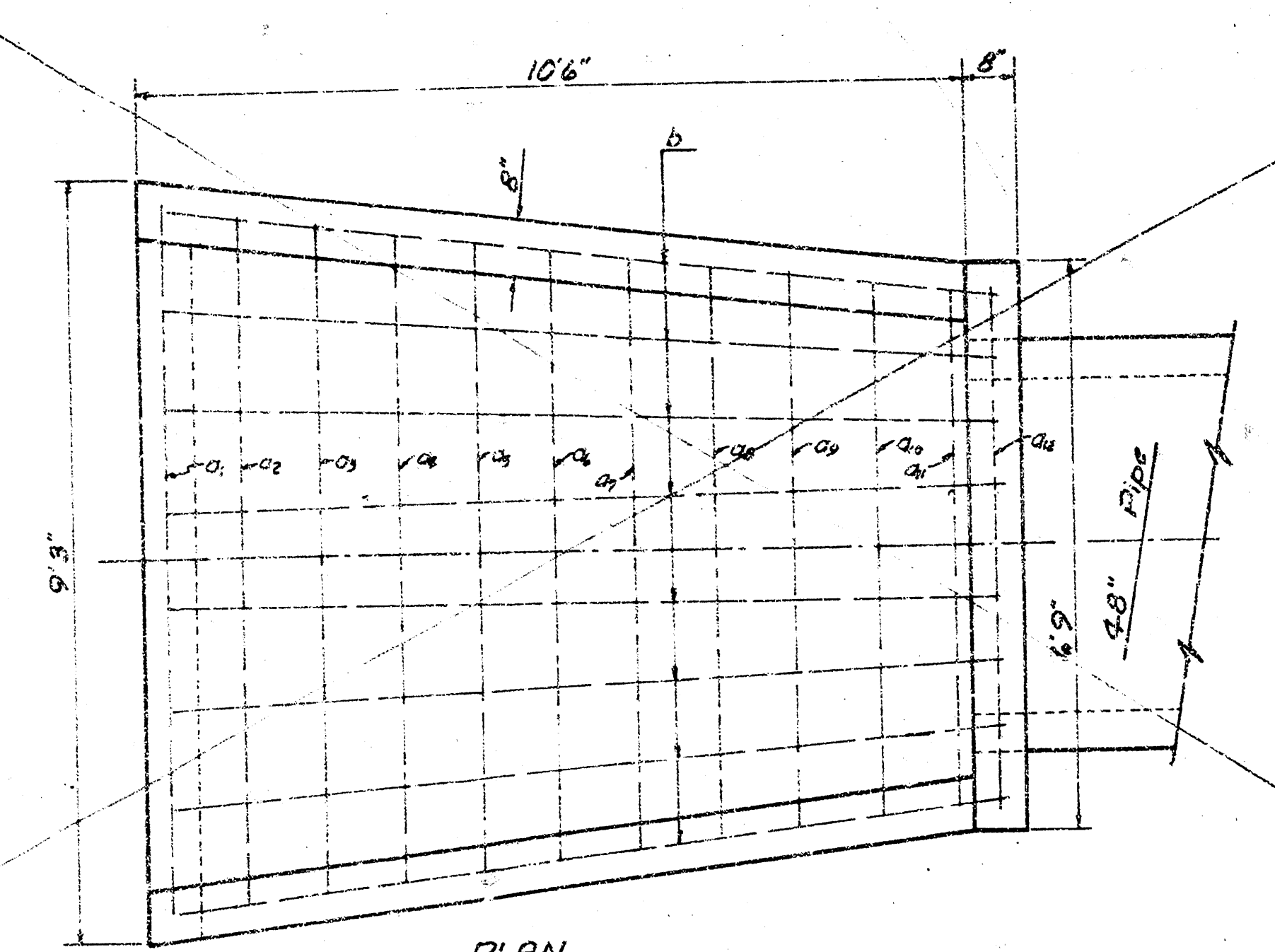


THE PARK
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THE PARK

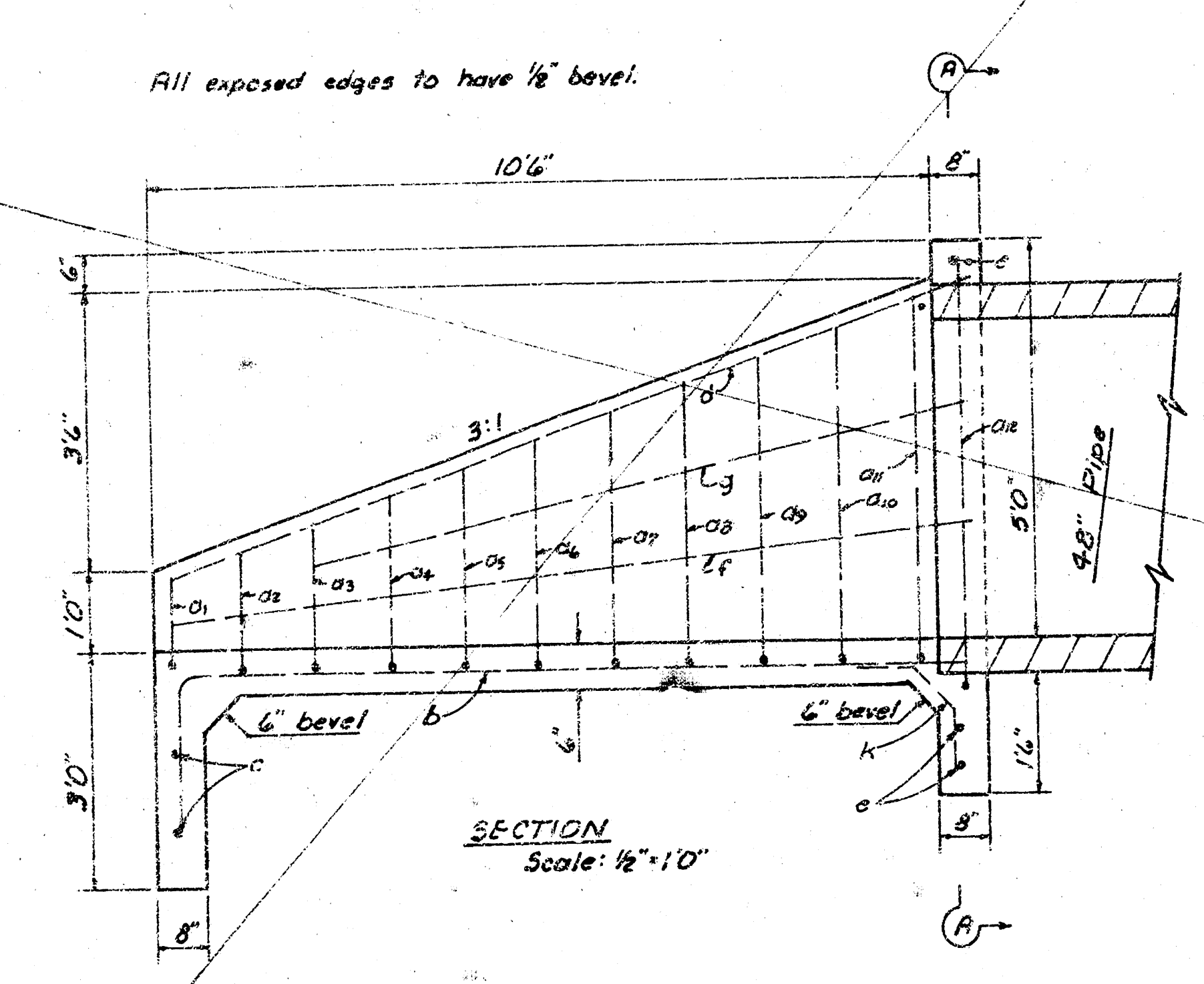
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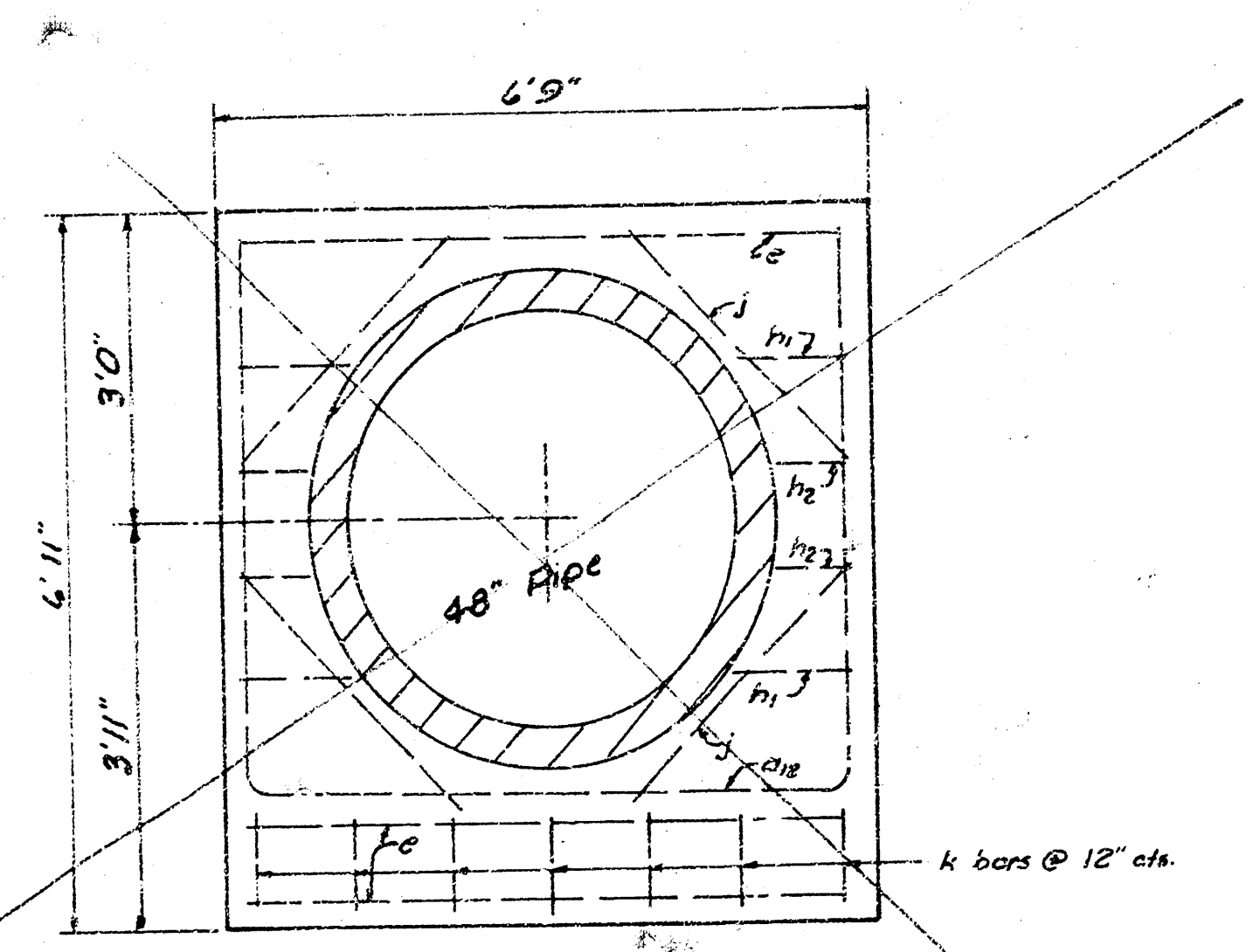
PLAN
Scale: 1/2"=1'0"

TABLE OF QUANTITIES				
BAR	NUMBER	LENGTH	SHAPE	WEIGHT
a1	1	10'10"		7.24
a2	1	11'3"		7.52
a3	1	11'8"		7.79
a4	1	12'1"		8.07
a5	1	12'6"		8.35
a6	1	13'0"		8.63
a7	1	13'5"		8.91
a8	1	13'10"		9.19
a9	1	14'3"		9.47
a10	1	14'8"		9.75
b	2	10'13"		10.13
c	1	15'2"		11.24
d	1	16'10"		12.25
e	2	12'7"		11.36
f	2	8'6"		15.36
g	2	11'4"		12.91
h	2	10'9"		14.36
i	2	9'0"		12.02
j	4	1'2"		3.12
k	4	8"		1.78
l	4	3'3"		8.28
m	7	2'6"		11.69
Rebars (lbs)				265.07
Concrete (C.Y.)				4.73

All rebars to be #2



SECTION
Scale: 1/2"=1'0"

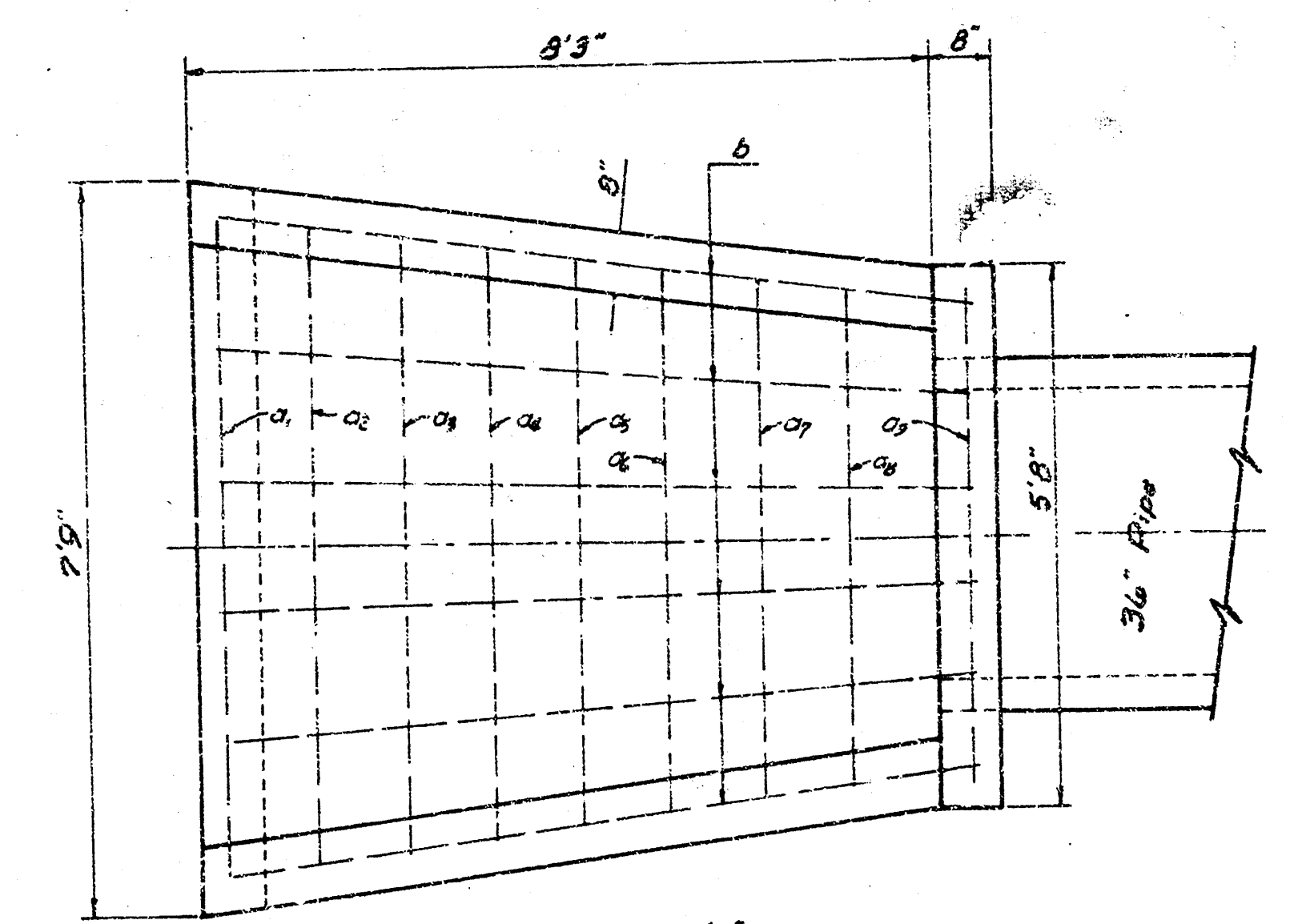


SECTION A-A
Scale: 1/2"=1'0"

HEADWALL FOR 48" PIPE

a bars	
a1	8'6"
a2	8'3"
a3	8'0"
a4	7'9"
a5	7'8"
a6	7'7"
a7	7'6"
a8	7'5"
a9	7'4"
a10	7'3"
b	6'2"

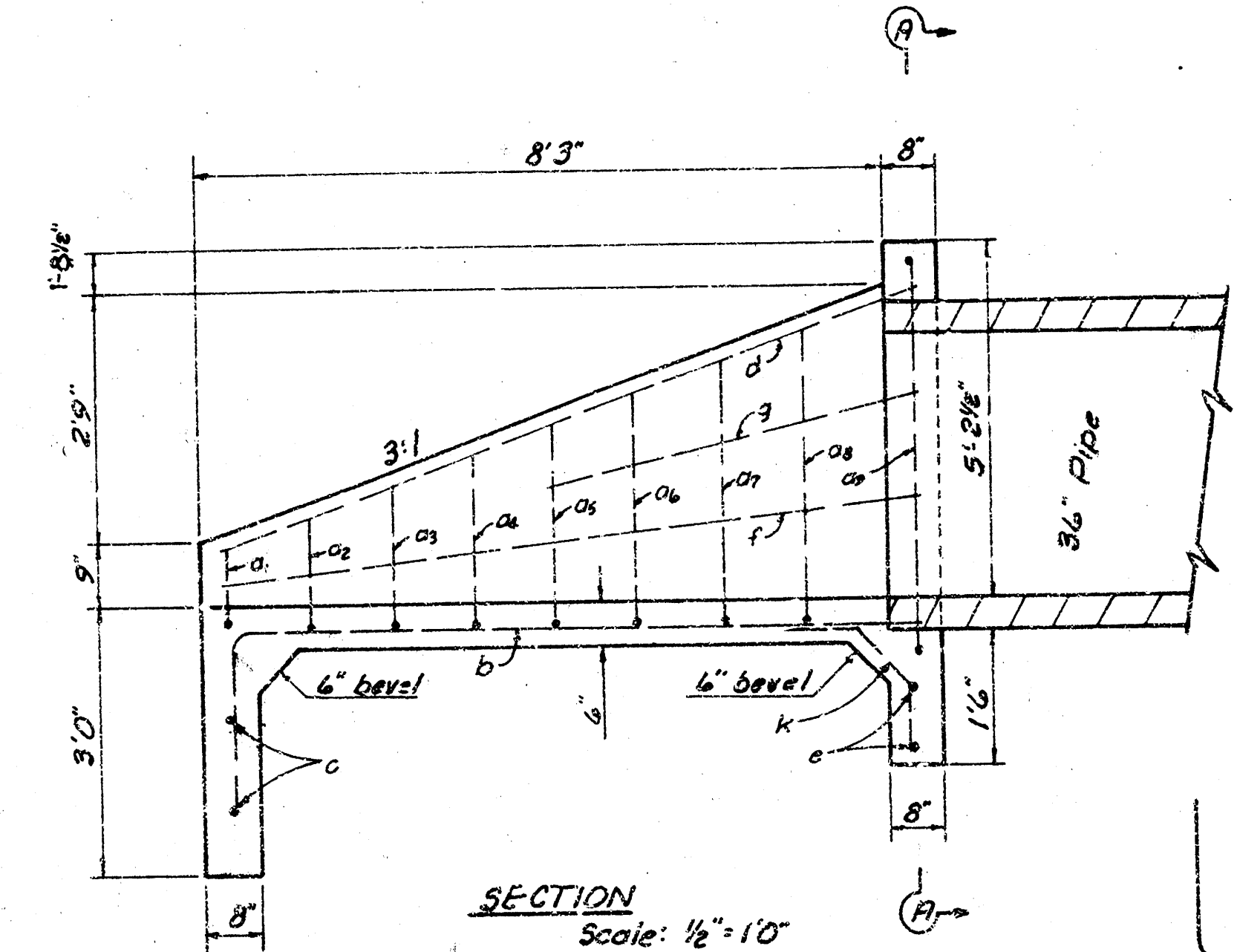
b bars	
b1	10'7"



PLAN
Scale: 1/2"=1'0"

TABLE OF QUANTITIES				
BAR	NUMBER	LENGTH	SHAPE	WEIGHT
a1	1	8'7"		5.73
a2	1	9'0"		6.01
a3	1	9'7"		6.40
a4	1	10'0"		6.68
a5	1	10'5"		6.96
a6	1	10'10"		7.24
a7	1	11'3"		7.52
a8	1	11'10"		7.90
a9	1	14'0"		9.35
b	6	10'4"		41.48
c	2	7'0"		9.35
d	2	9'0"		12.02
e	3	5'4"		10.69
f	2	8'3"		11.24
g	2	4'7"		6.12
h	4	1'6"		4.01
i	4	10"		3.23
j	4	3'0"		8.02
k	6	2'4"		10.02
Total Rebars, lbs.				178.91
Conc. C.Y.				3.20

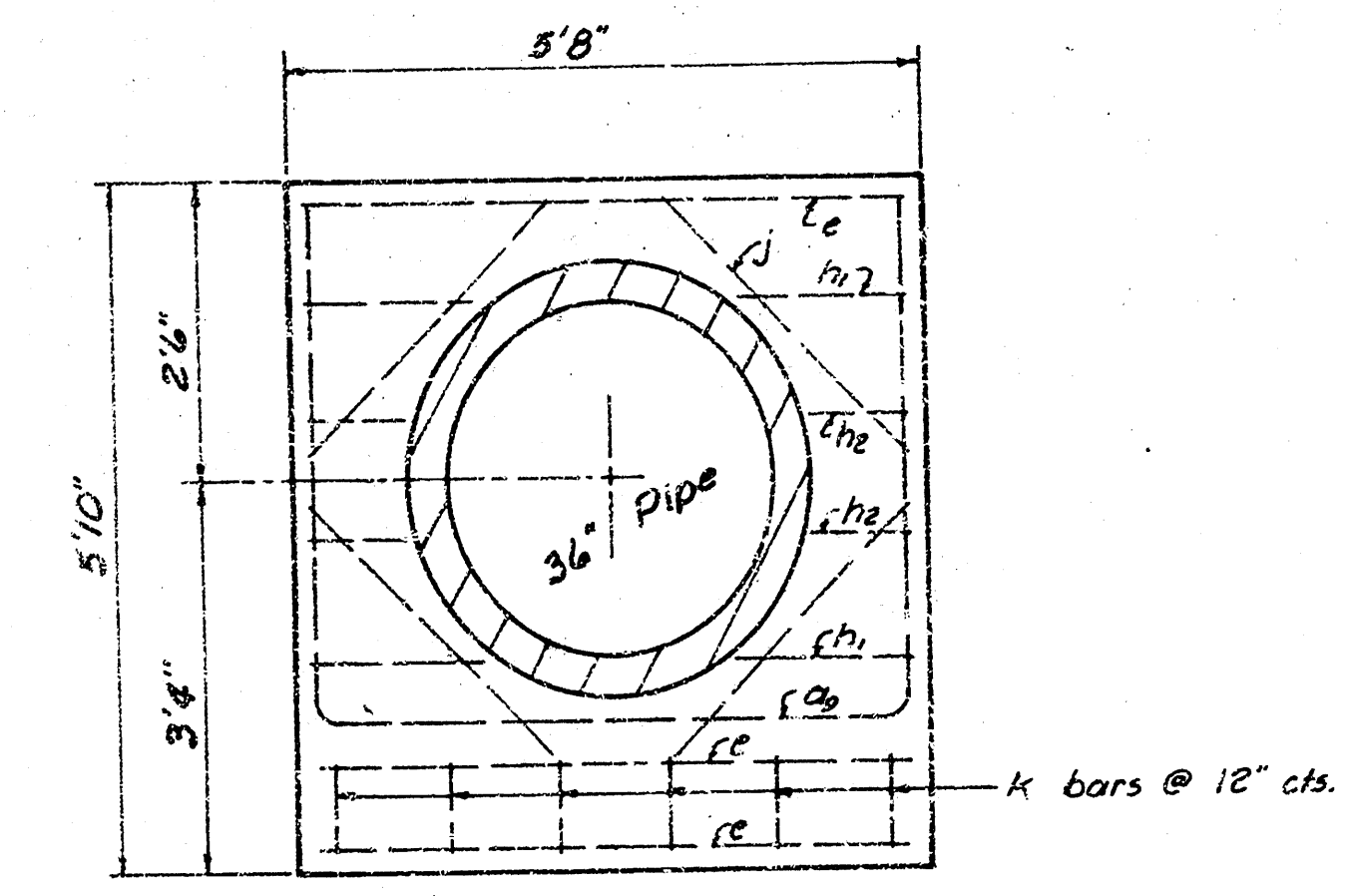
All rebars to be #2



SECTION
Scale: 1/2"=1'0"

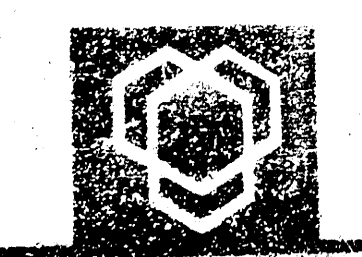
a bars	
a1	6'11"
a2	6'8"
a3	6'5"
a4	6'2"
a5	5'11"
a6	5'8"
a7	5'5"
a8	5'2"
a9	5'2"

b bars	
b1	10'7"



SECTION A-A
Scale: 1/2"=1'0"

HEADWALL FOR 36" PIPE



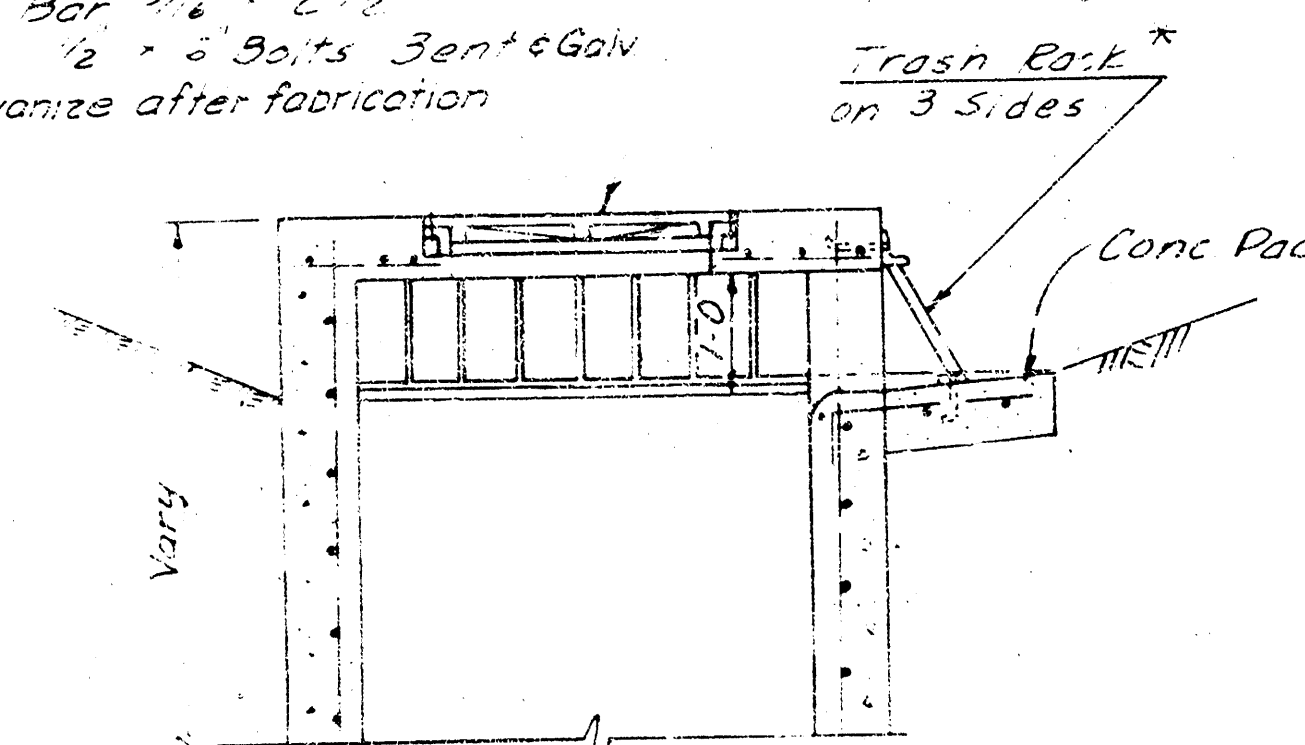
Van Doren - Hazard - Stallings

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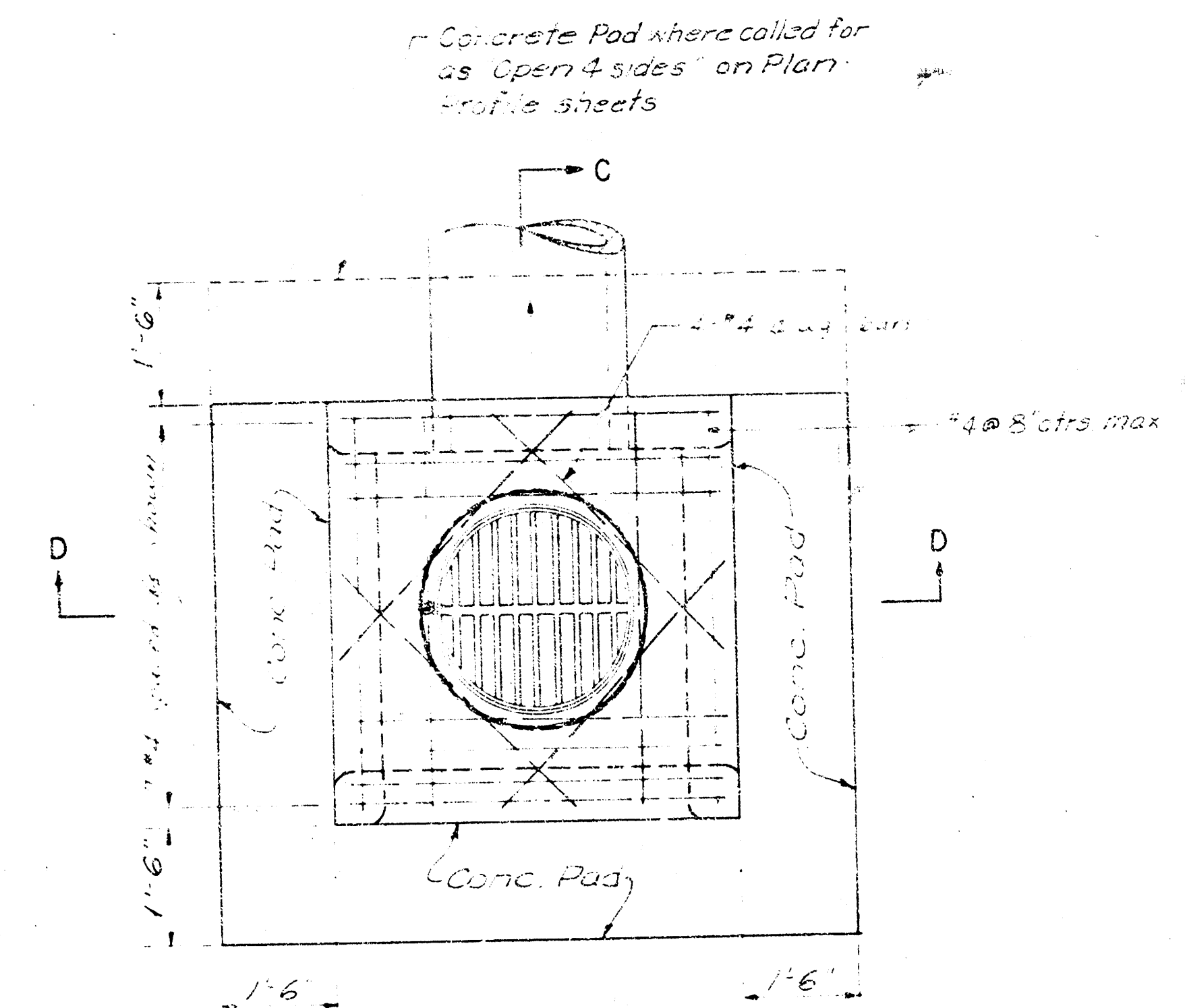
* NOTE

Typical Trash Rack Construction
Top Rail: C-12 x 2-1/2 x 4 LVL
Verticals: 3" x 20" x 6 CTS
Bottom Rail: 1/2" x 2-1/2" x 4 LVL
Anchors: 1/2" x 3" Bolts Bent & Galv.
Hot Dip Galvanize after fabrication

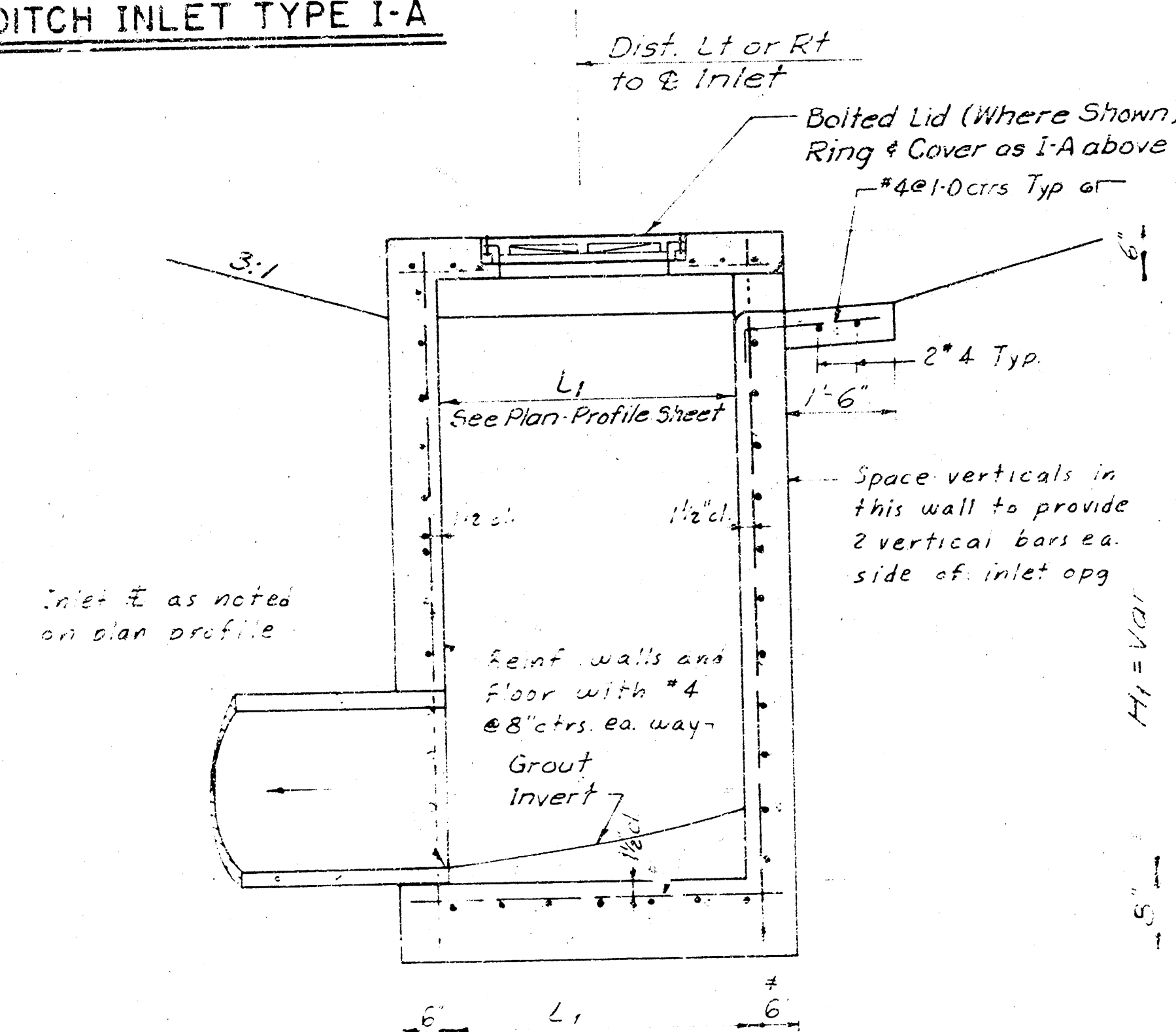
Cast Iron Manhole Ring & Cover (Boiteo Lid)
Neenah Foundry No. R-1915-E2
or Approved Equal



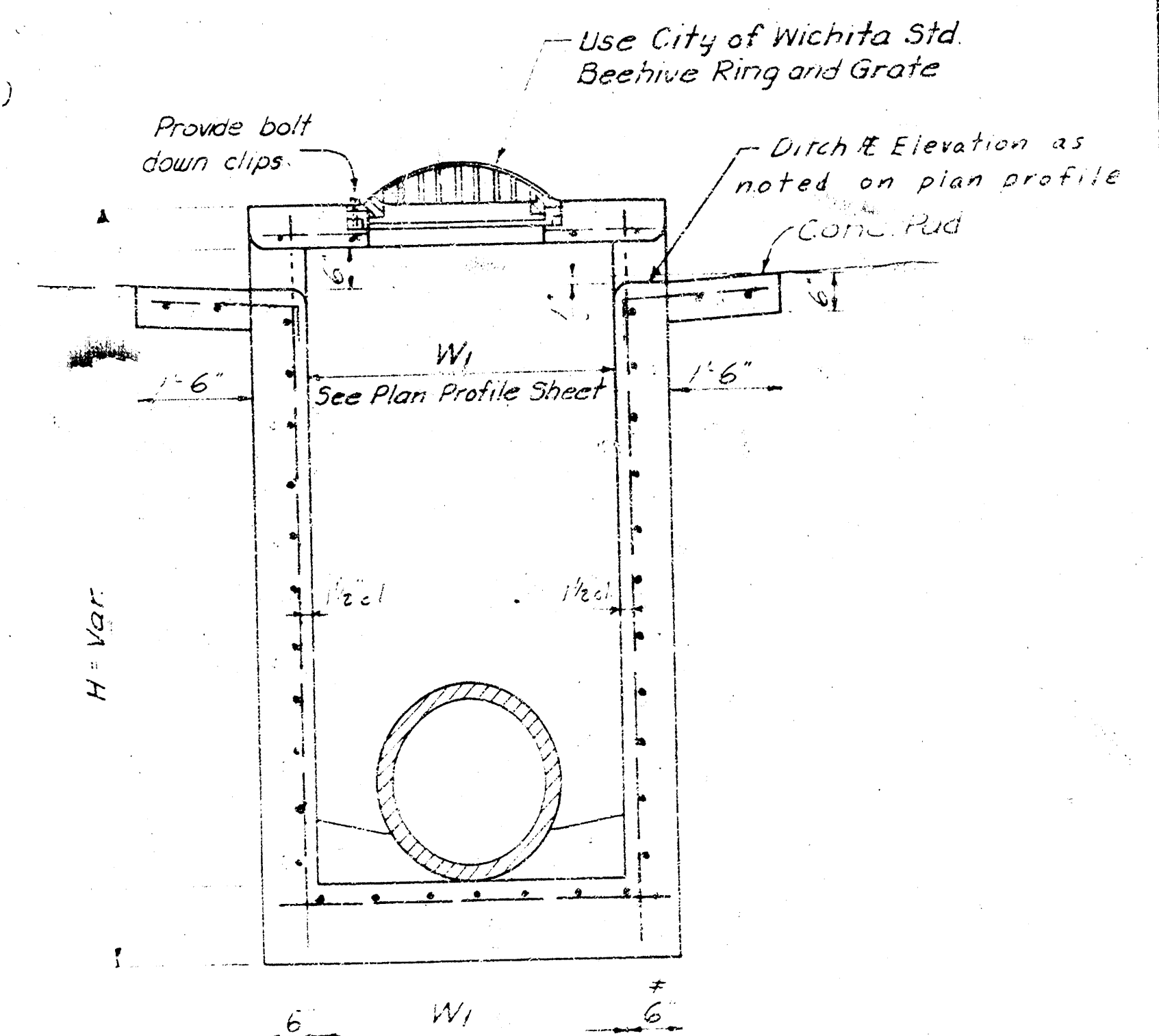
SECTION C-C
for
DITCH INLET TYPE I-A



PLAN



SECTION C-C
INLET-I



SECTION D-D

DITCH INLET TYPE I

* Where dimension 'H' is greater than 6', use 8" wall thickness.

DESIGN
CHECKED
DATE
BY
FOR

DITCH INLET TYPE I & IA AND
REINFORCED CONCRETE MANHOLE
VAN DOREN-HAZARD-STALLINGS
ARCHITECTS-ENGINEERS-PLANNERS
SHEET 9
OF 35