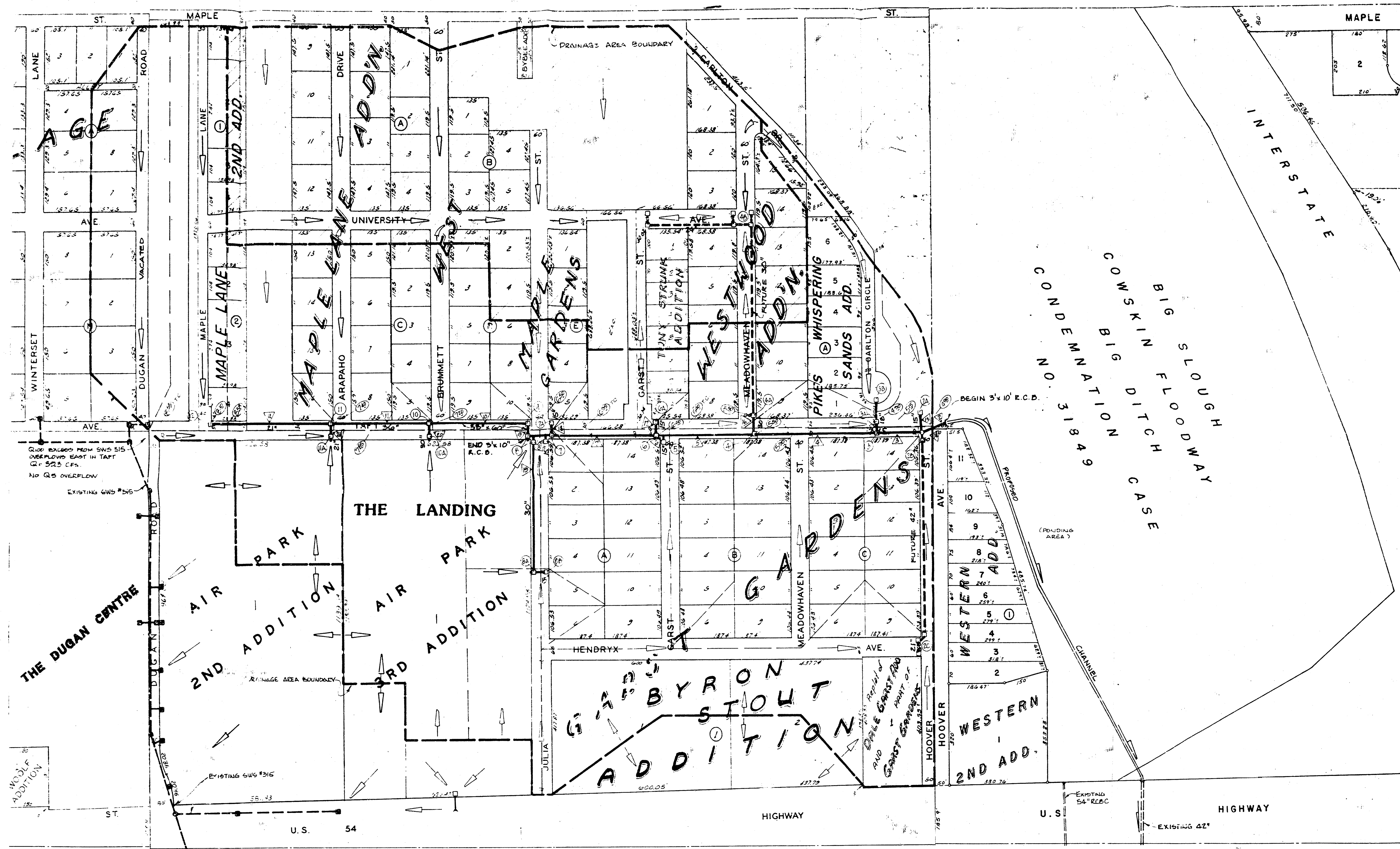




NOTE:
SEE ACCOMPANYING PRELIMINARY DESIGN CALCULATIONS
FOR Q VALUES. SEE COMPUTER PRINTOUT FOR PIPE FLOW LINE
AND HYDRAULIC GRADE ELEVATIONS.

① PIPE LINE NUMBER ON PRINTOUT
② INLET NUMBER ON CALCULATIONS
③ TOP OF CURB ELEVATION (ADD 110.00)

DRAINAGE PLAN FOR THE LANDING

SEPTEMBER 18, 1987
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316202-7271 • 315 ELLIS • WICHITA, KANSAS 67211

1. The drainage area for the project is shown on the map. The area is divided into several sub-areas, each with its own drainage pattern. The sub-areas are: 1.1. The Dugan Centre, 1.2. Air Park, 1.3. 2nd Addition, 1.4. 3rd Addition, 1.5. Gardens, 1.6. Westwood Addition, 1.7. Pikes Whispering Sands Addition, 1.8. Meadowhaven, 1.9. Western 2nd Addition, 1.10. Condemnation No. 31849, 1.11. Big Sloughway, 1.12. Big Floodway, 1.13. Big Skin Ditch Case, and 1.14. Interstate.

2. The drainage pattern for each sub-area is shown on the map. The pattern is determined by the topography of the area and the location of the drainage infrastructure. The drainage infrastructure includes: 2.1. Pipes, 2.2. Inlets, 2.3. Manholes, 2.4. Storm sewers, 2.5. Ditches, 2.6. Sloughs, 2.7. Floodways, 2.8. Skin ditches, and 2.9. Interstates.

3. The drainage infrastructure is shown on the map. The infrastructure is designed to collect and convey stormwater from the drainage area to the appropriate disposal point. The disposal point is the Big Skin Ditch Case, which is located to the east of the drainage area.

4. The drainage infrastructure is designed to handle the peak flow rate of the stormwater. The peak flow rate is determined by the volume of water that falls on the drainage area during a storm event. The volume of water is determined by the intensity of the storm and the area of the drainage area.

5. The drainage infrastructure is designed to maintain a minimum depth of water in the pipes and ditches. The minimum depth is determined by the velocity of the water flow. The velocity of the water flow is determined by the slope of the pipe or ditch and the roughness of the pipe or ditch material.

6. The drainage infrastructure is designed to maintain a minimum depth of water in the sloughs and floodways. The minimum depth is determined by the velocity of the water flow. The velocity of the water flow is determined by the slope of the slough or floodway and the roughness of the slough or floodway material.

7. The drainage infrastructure is designed to maintain a minimum depth of water in the skin ditches and interstates. The minimum depth is determined by the velocity of the water flow. The velocity of the water flow is determined by the slope of the skin ditch or interstate and the roughness of the skin ditch or interstate material.

8. The drainage infrastructure is designed to maintain a minimum depth of water in the pipes and ditches. The minimum depth is determined by the velocity of the water flow. The velocity of the water flow is determined by the slope of the pipe or ditch and the roughness of the pipe or ditch material.

9. The drainage infrastructure is designed to maintain a minimum depth of water in the sloughs and floodways. The minimum depth is determined by the velocity of the water flow. The velocity of the water flow is determined by the slope of the slough or floodway and the roughness of the slough or floodway material.

10. The drainage infrastructure is designed to maintain a minimum depth of water in the skin ditches and interstates. The minimum depth is determined by the velocity of the water flow. The velocity of the water flow is determined by the slope of the skin ditch or interstate and the roughness of the skin ditch or interstate material.

From Survey Information Report - The Landing
2-yr 15-cp. Local Storm Data -
See map sheet for drainage boundary data.

Point (1) 110.00
T. for (1) 110.00, C. for 110.00
Inlet (1) 110.00, C. for 110.00
Pipe (1) 110.00, C. for 110.00
Manhole (1) 110.00, C. for 110.00
Storm sewer (1) 110.00, C. for 110.00
Ditch (1) 110.00, C. for 110.00
Slough (1) 110.00, C. for 110.00
Floodway (1) 110.00, C. for 110.00
Skin ditch (1) 110.00, C. for 110.00
Interstate (1) 110.00, C. for 110.00

Point (2) 110.00
T. for (2) 110.00, C. for 110.00
Inlet (2) 110.00, C. for 110.00
Pipe (2) 110.00, C. for 110.00
Manhole (2) 110.00, C. for 110.00
Storm sewer (2) 110.00, C. for 110.00
Ditch (2) 110.00, C. for 110.00
Slough (2) 110.00, C. for 110.00
Floodway (2) 110.00, C. for 110.00
Skin ditch (2) 110.00, C. for 110.00
Interstate (2) 110.00, C. for 110.00

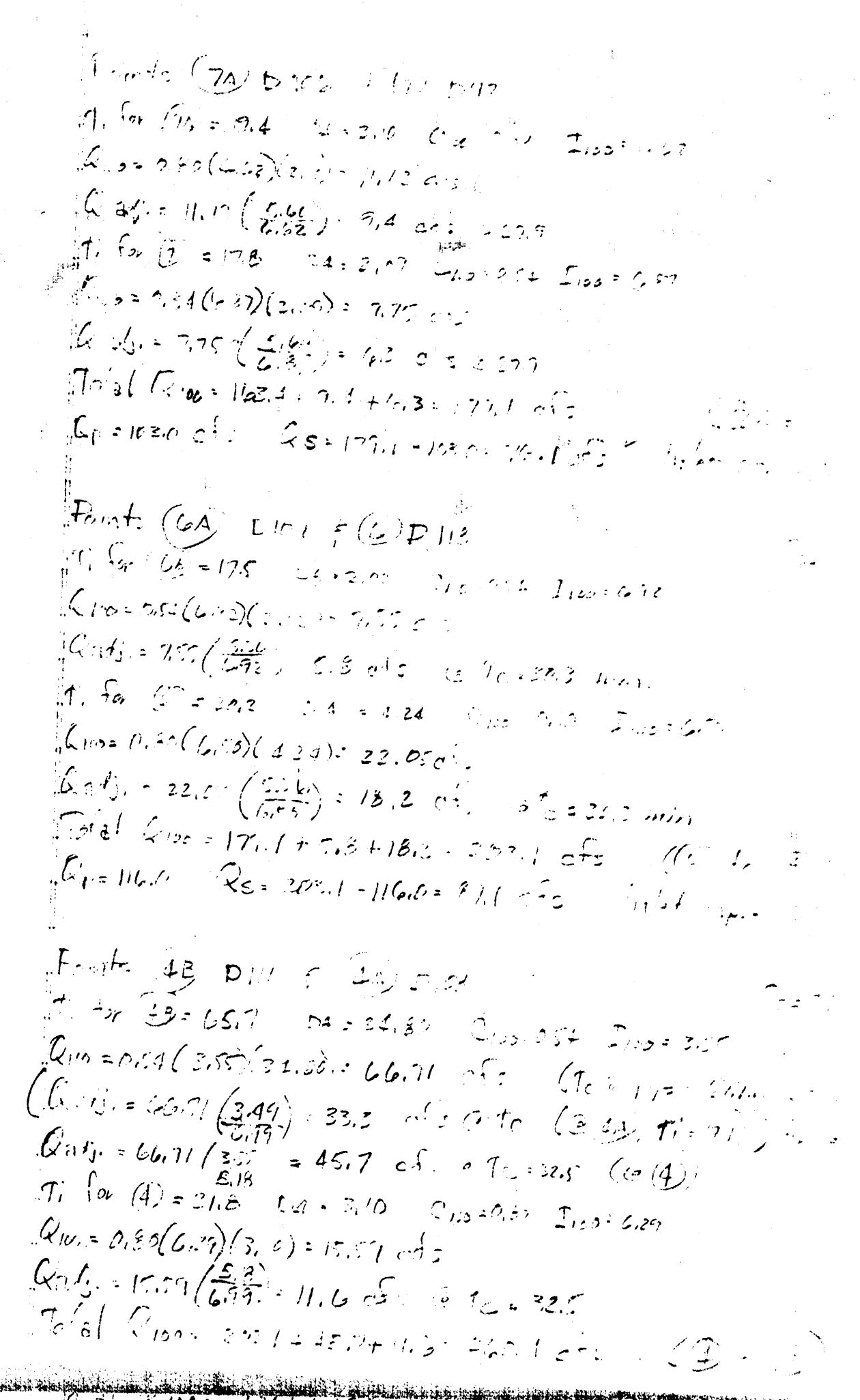
Point (3) 110.00
T. for (3) 110.00, C. for 110.00
Inlet (3) 110.00, C. for 110.00
Pipe (3) 110.00, C. for 110.00
Manhole (3) 110.00, C. for 110.00
Storm sewer (3) 110.00, C. for 110.00
Ditch (3) 110.00, C. for 110.00
Slough (3) 110.00, C. for 110.00
Floodway (3) 110.00, C. for 110.00
Skin ditch (3) 110.00, C. for 110.00
Interstate (3) 110.00, C. for 110.00

Point (4) 110.00
T. for (4) 110.00, C. for 110.00
Inlet (4) 110.00, C. for 110.00
Pipe (4) 110.00, C. for 110.00
Manhole (4) 110.00, C. for 110.00
Storm sewer (4) 110.00, C. for 110.00
Ditch (4) 110.00, C. for 110.00
Slough (4) 110.00, C. for 110.00
Floodway (4) 110.00, C. for 110.00
Skin ditch (4) 110.00, C. for 110.00
Interstate (4) 110.00, C. for 110.00

Point (5) 110.00
T. for (5) 110.00, C. for 110.00
Inlet (5) 110.00, C. for 110.00
Pipe (5) 110.00, C. for 110.00
Manhole (5) 110.00, C. for 110.00
Storm sewer (5) 110.00, C. for 110.00
Ditch (5) 110.00, C. for 110.00
Slough (5) 110.00, C. for 110.00
Floodway (5) 110.00, C. for 110.00
Skin ditch (5) 110.00, C. for 110.00
Interstate (5) 110.00, C. for 110.00

Point (6) 110.00
T. for (6) 110.00, C. for 110.00
Inlet (6) 110.00, C. for 110.00
Pipe (6) 110.00, C. for 110.00
Manhole (6) 110.00, C. for 110.00
Storm sewer (6) 110.00, C. for 110.00
Ditch (6) 110.00, C. for 110.00
Slough (6) 110.00, C. for 110.00
Floodway (6) 110.00, C. for 110.00
Skin ditch (6) 110.00, C. for 110.00
Interstate (6) 110.00, C. for 110.00

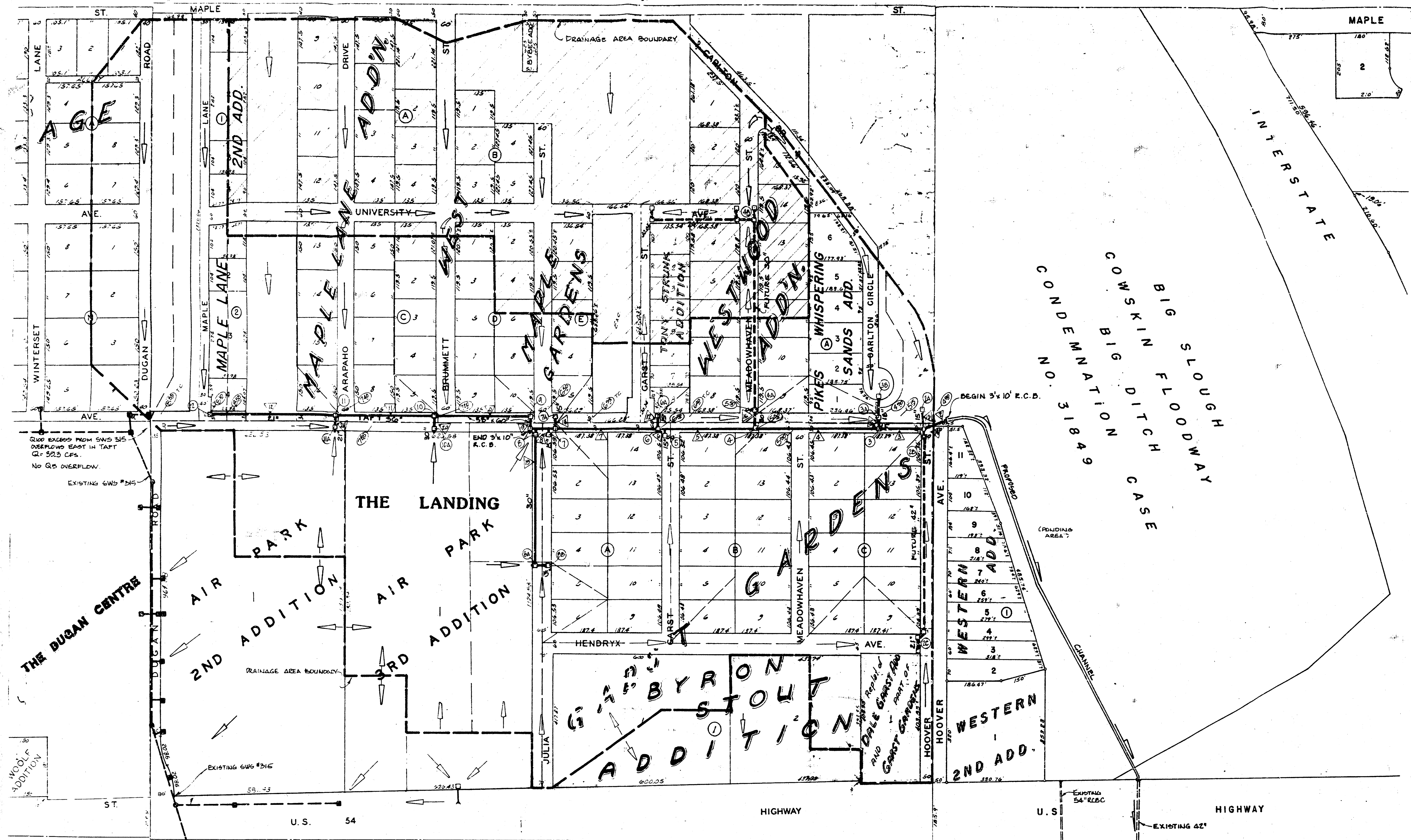
Point (7) 110.00
T. for (7) 110.00, C. for 110.00
Inlet (7) 110.00, C. for 110.00
Pipe (7) 110.00, C. for 110.00
Manhole (7) 110.00, C. for 110.00
Storm sewer (7) 110.00, C. for 110.00
Ditch (7) 110.00, C. for 110.00
Slough (7) 110.00, C. for 110.00
Floodway (7) 110.00, C. for 110.00
Skin ditch (7) 110.00, C. for 110.00
Interstate (7) 110.00, C. for 110.00



Inlet cap. = 11.2, 2000, 2.2
 Inlet: (20) D110, (20) D110, 2 D 120
 T. for 20 = 15.6 14 + 4.03 120/200 I₂₀₀ = 2.2
 L₂₀₀ = 0.54 (7.22/0.2) = 16.04 ft
 L₂₀ = 16.04 (4.29/7.22) = 9.66 ft T₂₀ = 2.2
 T. for 20 = 15.6 54 + 2.92 300/200 I₃₀₀ = 2.2
 L₃₀₀ = 0.54 (7.22/0.2) = 2.02 ft
 L₃₀ = 2.02 (4.29/7.22) = 1.19 ft T₃₀ = 3.03
 T. for 20 = 21.2 54 + 7.94 1200/200 I₁₂₀₀ = 6.18
 L₁₂₀₀ = 0.54 (2.02/0.2) = 5.49 ft
 L₁₂₀ = 5.49 (4.29/7.22) = 3.19 ft T₁₂₀ = 1.13
 Total R₂₀₀ = 20.04 + 15.6 + 2.2 = 37.84 ft (3.4 ft) 2.2
 Pipe 176.0 R₂₀₀ = 302.6 - 176.0 = 126.6 Inlet cap. = 176.0 - 176.0 = 0

Inlet: (20) D110, (20) D120, 2 D 120
 T. for 20 = 15.6 14 + 4.03 120/200 I₂₀₀ = 2.2
 L₂₀₀ = 0.54 (7.22/0.2) = 16.04 ft
 L₂₀ = 16.04 (4.29/7.22) = 9.66 ft T₂₀ = 2.2
 T. for 20 = 15.6 54 + 2.92 300/200 I₃₀₀ = 2.2
 L₃₀₀ = 0.54 (7.22/0.2) = 2.02 ft
 L₃₀ = 2.02 (4.29/7.22) = 1.19 ft T₃₀ = 3.03
 T. for 20 = 21.2 54 + 7.94 1200/200 I₁₂₀₀ = 6.18
 L₁₂₀₀ = 0.54 (2.02/0.2) = 5.49 ft
 L₁₂₀ = 5.49 (4.29/7.22) = 3.19 ft T₁₂₀ = 1.13
 Total R₂₀₀ = 20.04 + 15.6 + 2.2 = 37.84 ft (3.4 ft) 2.2
 Pipe 176.0 R₂₀₀ = 302.6 - 176.0 = 126.6 Inlet cap. = 176.0 - 176.0 = 0

1	Hydraulic grade line control =										114.15									
2	158.0	36	120	3.00	1.98	Full	.00175	5.3	5.3	111.10	111.14	114.15	114.33	3.95	3.19	.00				
3	126.0	36	120	3.00	1.70	Full	.00112	4.2	4.2	111.14	111.21	114.58	114.75	3.44	3.54	.00				
4	107.0	36	120	3.00	1.52	Full	.00080	3.6	3.6	111.21	111.38	114.88	115.22	3.67	3.86	.00				
5	85.4	36	120	2.61	1.31	Full	.00051	2.8	2.8	111.38	111.50	115.34	115.49	3.76	3.99	.00				
6	85.4	36	120	2.18	1.31	Full	.00051	2.8	2.8	111.50	111.52	115.52	115.53	4.02	4.01	.00				
7	72.9	36	120	2.33	1.18	Full	.00037	2.4	2.4	111.52	111.66	115.60	115.73	4.08	4.07	.00				
8	65.3	36	120	2.09	1.10	Full	.00030	2.2	2.2	111.66	111.70	115.76	115.79	4.10	4.09	.00				
9	50.8	48	0	2.69	2.13	Full	.00125	4.0	4.0	111.70	111.80	115.08	116.36	4.30	4.26	.00				
10	46.1	48	0	2.51	2.03	Full	.00103	3.7	3.7	111.80	112.46	116.57	116.91	4.77	4.45	.00				
11	19.3	36	0	1.76	1.40	Full	.00084	2.7	2.7	113.46	114.12	117.05	117.32	3.59	3.21	.00				
12	6.9	21	0	1.39	.97	Full	.00190	2.9	2.9	114.87	115.71	117.34	118.14	2.47	2.43	118.26				
3	Hydraulic grade line control =										114.45									
13	31.6	36	0	3.00	1.82	Part	.00224	4.5	4.5	111.54	111.64	114.45	114.57	2.91	2.93	114.81				
3	Hydraulic grade line control =										114.45									
14	1.3	15	0	.59	.45	Full	.00042	1.1	1.1	110.89	110.99	114.45	114.47	3.56	3.48	114.49				
4	Hydraulic grade line control =										114.82									
15	6.9	18	0	1.50	1.01	Full	.00429	3.9	3.9	111.96	112.06	114.62	115.32	2.86	2.91	115.29				



NOTE:
SEE ACCOMPANYING PRELIMINARY DESIGN CALCULATIONS
FOR Q VALUES. SEE COMPUTER PRINTOUT FOR PIPE FLOW LINE
AND HYDRAULIC GRADE ELEVATIONS.

△ PIPE LINE NUMBER ON PRINTOUT
⊙ INLET NUMBER ON CALCULATIONS
⊙ TOP OF CURB ELEVATION (ADD 10.00)

1" = 150'

DRAINAGE PLAN FOR THE LANDING

October 2, 1987
SEPTEMBER 18, 1987
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316262-271 • 315 ELLIS • WICHITA, KANSAS 67211

16 19.8 24 0 2.00 1.10 Full .00766 6.3 6 111.88 111.98 116.31 116.69 4.43 4.71 117.37 .00

Project: THE LANDING - PRELIMINARY STORM SEWER DESIGN Date: 1/1/1980 Time: 0:41:28

STORM DRAIN ANALYSIS RESULTS

Line No	Q (cfs)	D (in)	V (ft/s)	Dn (ft)	Dc (ft)	Flow Type	St-full V1 (ft/s)	V2 (ft/s)	FL 1 (ft)	FL 2 (ft)	HG 1 (ft)	HG 2 (ft)	D 1 (ft)	D 2 (ft)	TW (ft)	TU (ft)
7	2.6	15	0	.93	.64	Full	.00161	2.1	2.1	112.27	112.37	116.83	116.91	4.56	4.54	116.99
8	2.7	15	0	.95	.65	Full	.00170	2.2	2.2	111.41	111.51	117.16	117.26	5.77	5.75	117.34
9	9.7	24	0	1.57	1.11	Full	.00184	3.1	3.1	111.95	112.49	117.90	117.94	5.29	5.25	117.92
11	26.9	30	0	2.50	1.77	Full	.00430	5.5	5.5	113.46	113.56	117.78	118.00	4.32	4.44	118.51
12	12.3	21	0	1.75	1.31	Full	.00603	5.1	5.1	114.87	114.97	118.14	118.14	3.47	3.47	118.88

LIST OF ABBREVIATIONS

V 1, FL 1, D 1 and HG 1 refer to downstream end
V 2, FL 2, D 2 and HG 2 refer to upstream end
X - Distance in feet from downstream end to point where HG intersects soffit in seal condition
X(N) - Distance in feet from downstream end to point where water surface reaches normal depth by either drawdown or backwater
X(J) - Distance in feet from downstream end to point where hydraulic jump occurs in line
F(J) - The computed force at the hydraulic jump

Project: THE LANDING - PRELIMINARY STORM SEWER DESIGN Date: 1/1/1980 Time: 0:41:28

INPUT DATA LISTING

CD	L2	MAX Q	ADJ Q	LENGTH	FL 1	FL 2	CTL/TW	D	V	S	N	KE	KM	LC	L1	L3	L4	A1	A3	A4	Q	T
8	1	218.0	188.0	100.00	111.10	111.14	.00	36	120	3	.10	.10	.00	1	3	13	14	30	60	20	5.00	.219
2	3	178.0	156.0	195.00	111.14	111.21	.00	36	120	3	.10	.10	.00	0	4	15	0	0	0	90	5.00	.019
2	4	147.0	137.0	420.00	111.21	111.38	.00	36	120	3	.10	.10	.00	0	5	16	0	0	0	90	5.00	.019
2	5	114.0	116.0	300.00	111.38	111.50	.00	36	120	3	.10	.10	.00	0	6	0	0	0	0	0	5.00	.019
2	6	116.0	116.0	30.00	111.50	111.52	.00	36	120	3	.10	.10	.00	0	7	0	17	0	0	90	5.00	.019
2	7	103.0	103.0	350.00	111.52	111.66	.00	36	120	3	.10	.10	.00	0	8	0	18	0	0	90	5.00	.019
2	8	95.0	95.0	90.00	111.66	111.70	.00	36	120	3	.10	.10	.00	0	9	19	0	90	90	0	5.00	.019
2	9	50.8	50.8	50.00	111.70	111.80	.00	48	0	3	.10	.10	.00	0	10	0	0	0	0	0	5.00	.019
2	10	46.1	46.1	330.00	111.80	112.46	.00	48	0	3	.10	.10	.00	0	11	20	0	0	0	90	5.00	.019
2	11	19.3	19.3	330.00	112.46	114.12	.00	36	0	3	.10	.10	.00	0	12	21	0	0	90	0	5.00	.019
2	12	6.9	6.9	420.00	114.12	115.71	.00	21	0	1	.10	.10	.00	0	0	0	0	0	0	0	5.00	.019
2	13	31.6	31.6	50.00	111.54	111.64	.00	78	0	1	.10	.10	.00	3	0	0	0	0	0	0	5.00	.019
2	14	1.3	1.0	50.00	110.89	110.99	.00	15	0	1	.10	.10	.00	3	0	0	0	0	0	0	5.00	.019
2	15	6.9	5.1	50.00	111.96	112.06	.00	18	0	1	.10	.10	.00	4	0	0	0	0	0	0	5.00	.019
2	16	19.8	13.7	50.00	111.88	111.98	.00	24	0	1	.10	.10	.00	5	0	0	0	0	0	0	5.00	.019
2	17	2.6	2.1	50.00	112.27	112.37	.00	15	0	1	.10	.10	.00	7	0	0	0	0	0	0	5.00	.019
2	18	2.7	2.3	50.00	111.41	111.51	.00	15	0	1	.10	.10	.00	8	0	0	0	0	0	0	5.00	.019
2	19	9.7	8.1	270.00	111.95	112.49	.00	24	0	1	.10	.10	.00	9	0	0	0	0	0	0	5.00	.019
2	20	26.9	22.2	50.00	113.46	113.56	.00	30	0	1	.10	.10	.00	11	0	0	0	0	0	0	5.00	.019
2	21	12.3	10.4	90.00	114.87	114.97	.00	21	0	1	.10	.10	.00	12	0	0	0	0	0	0	5.00	.019

Project: THE LANDING - PRELIMINARY STORM SEWER DESIGN Date: 1/1/1980 Time: 0:41:28

STORM DRAIN ANALYSIS RESULTS

WILLIAM L. KOBER, L.S.
JOHN E. LYNCH, L.S.
BRIAN WOOTEN, P.E.
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316262-271 • 315 ELLIS • WICHITA, KANSAS 67211

Revised September 22, 1987

Preliminary Storm Sewer Estimate - Alternate A
(The Landing and adjacent areas - includes system in Taft, Hoover, Meadowlark and Garst)

Estimated Cost of Construction \$547,920
+ 25% 136,980
Project Cost \$684,900

Assessment Areas
The Landing = 15.28 Ac.
Other Commercial = 23.93 Ac.
Residential (see Drainage Plan) = 56.12 Ac.
Total B.D. Area = 95.33 Ac.

Limit assessment for The Landing to \$100,000
\$100,000 ÷ 665,603 s.f. = \$0.15/s.f.
Other commercial @ \$0.15/s.f. x 1,042,198 s.f. = 156,329
Residential @ \$0.375/s.f. x 2,444,663 s.f. = 916,720
\$348,000

Total assessed share of cost -348,000
City share of Project Cost \$336,895
(=94.2%)

Typical residential lot (17,000 s.f.)
assessment @ \$0.375/s.f. = \$637.50

WILLIAM L. KOBER, L.S.
JOHN E. LYNCH, L.S.
BRIAN WOOTEN, P.E.
BAUGHMAN COMPANY, P.A.
SURVEYING & ENGINEERING
316262-271 • 315 ELLIS • WICHITA, KANSAS 67211

September 22, 1987

Preliminary Storm Sewer Estimate - Alternate B
(The Landing and adjacent areas - includes system in Taft, Hoover, Meadowlark and Garst)

Estimated Cost of Construction \$499,378
+ 25% 124,844
Project Cost \$624,222

Assessment Areas
The Landing = 15.28 Ac.
Other Commercial = 23.93 Ac.
Residential (see Drainage Plan) = 24.59 Ac.
Total B.D. Area = 63.80 Ac.

Limit assessment for The Landing to \$100,000
\$100,000 ÷ 665,603 s.f. = \$0.15/s.f.
Other commercial @ \$0.15/s.f. x 1,042,198 s.f. = 156,329
Residential @ \$0.375/s.f. x 1,71,297 s.f. = 63,720
\$280,349

Total assessed share of cost -280,349
City share of Project Cost \$320,443
(=92.4%)

Typical residential lot (17,000 s.f.)
assessment @ \$0.375/s.f. = \$637.50

