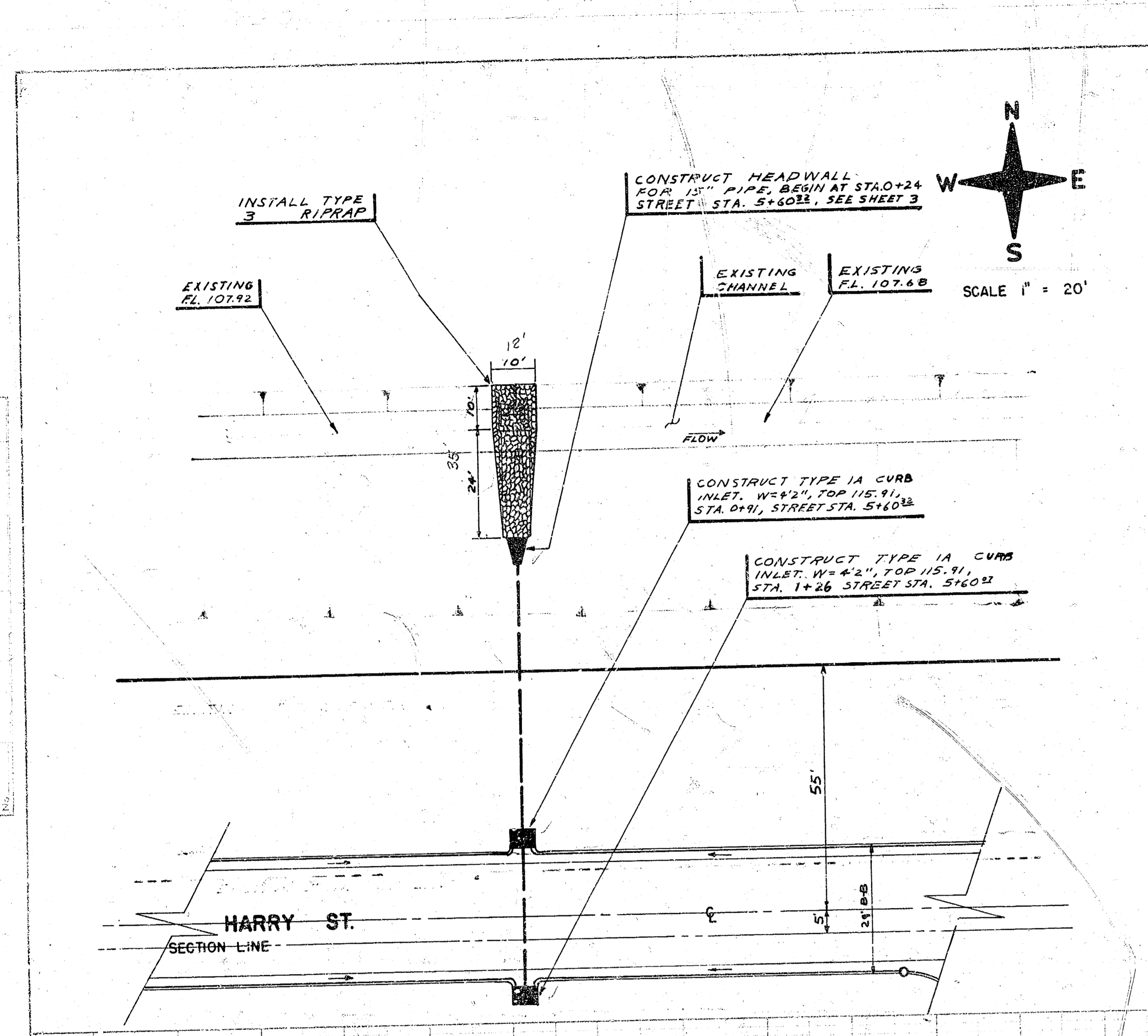
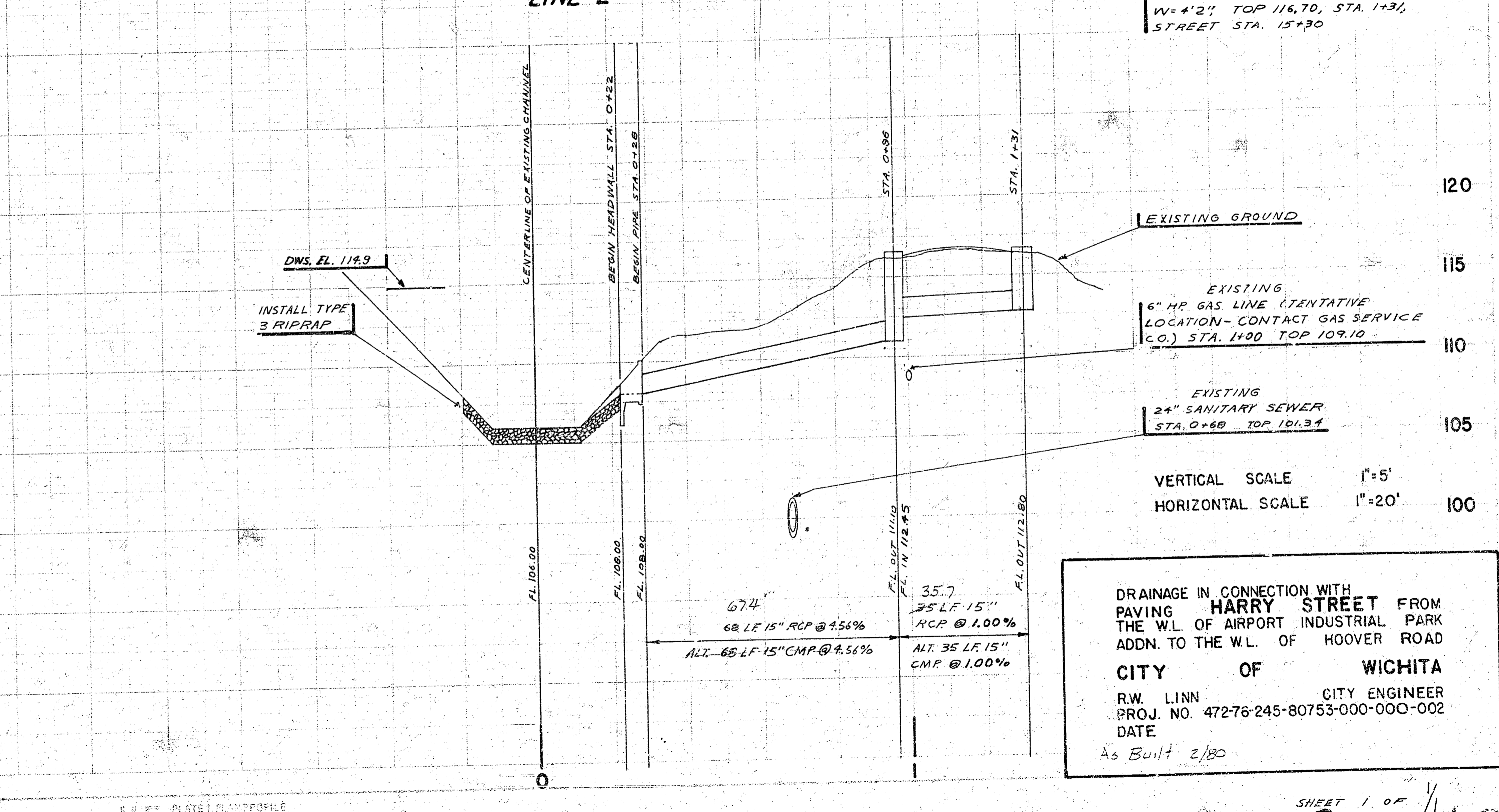
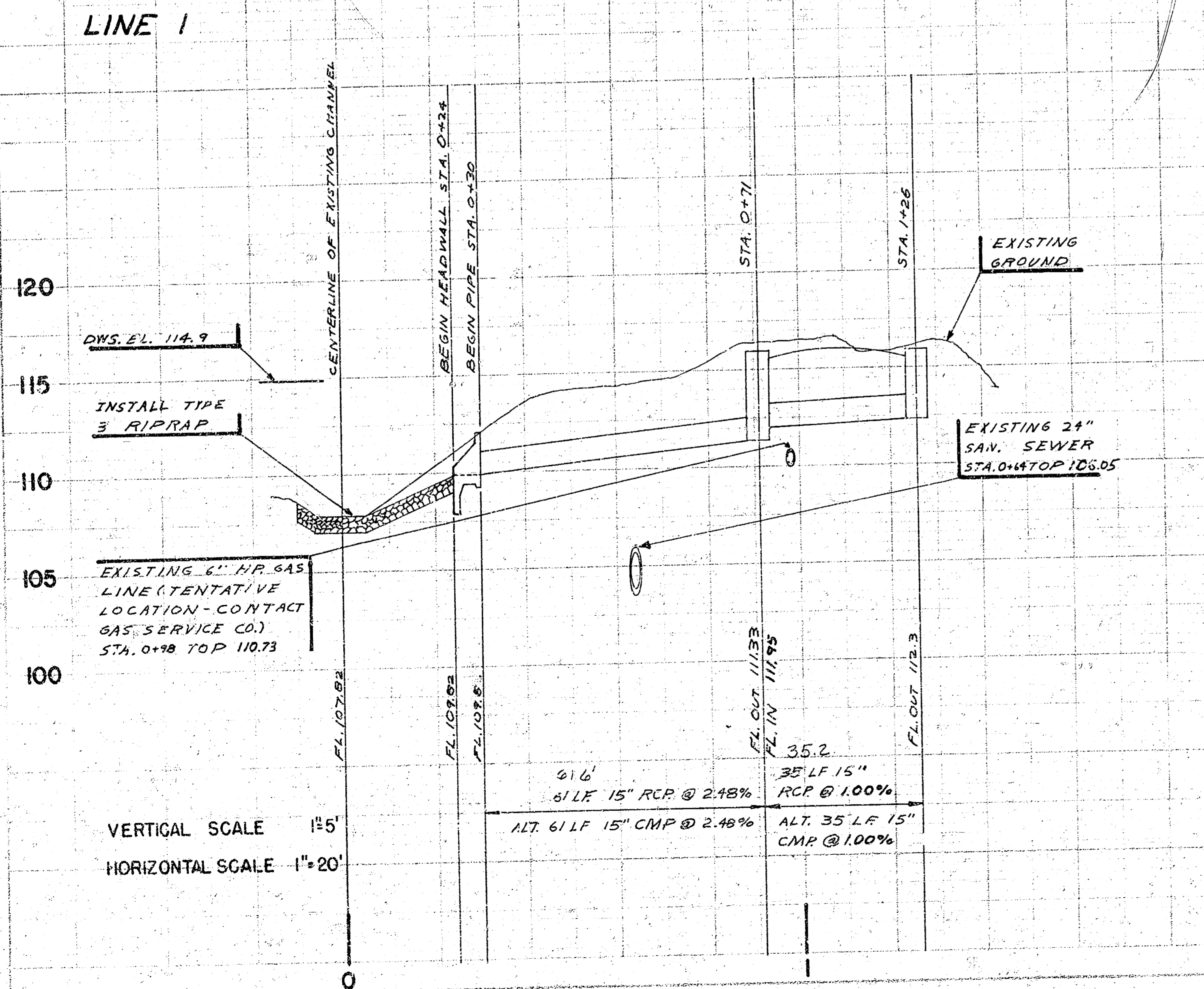
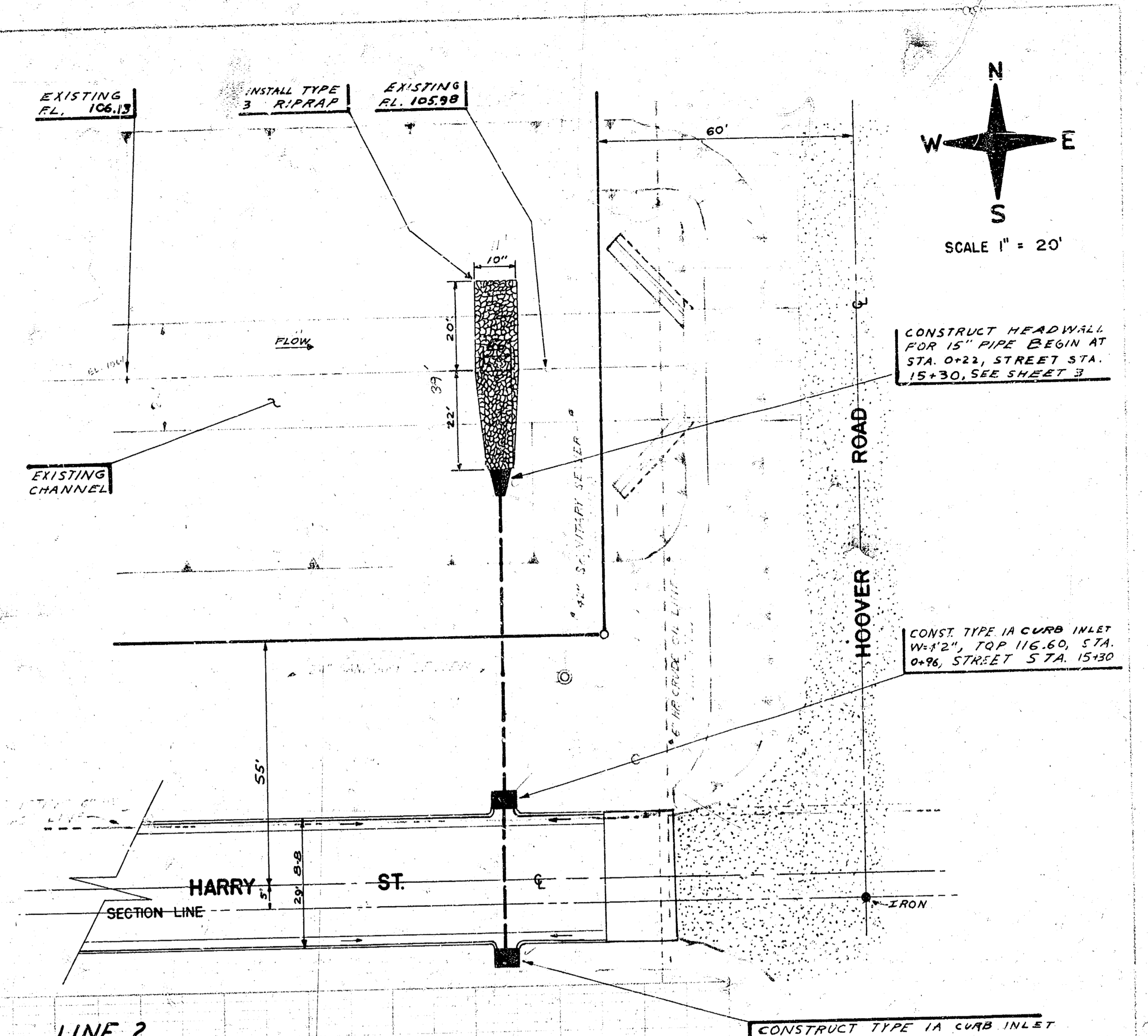


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 DATE BOOK
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 CHECKED BY
 APPROVED BY



- GENERAL NOTES**
1. FIELD ENGINEER SHALL TAKE TIES TO ALL IRONS AND THIMBLES WHICH MAY BE DESTROYED. FIELD ENGINEER SHALL REPLACE ALL IRONS AND THIMBLES WHICH ARE DESTROYED.
 2. ALL CONCRETE UNLESS OTHERWISE NOTED SHALL BE "6-SACK CONCRETE".
 3. ALL METAL PIPES SHALL BE HELICALLY CORRUGATED METAL PIPES FOR SIZES 21" IN DIAMETER (OR EQUIVALENT ARCH PIPE) OR SMALLER.
 4. THE RIP-RAP ON THIS PROJECT SHALL BE TYPE 3. THE TYPE 3 RIP-RAP SHALL BE 12" 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 HAVE A MAXIMUM SIZE OF ONE CUBIC FOOT AND A MINIMUM SIZE OF 1 1/2 INCH. THE 6 INCH 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 INCHES IN SIZE.
 5. HEADWALLS AT PIPE OUTFALL SHALL BE CONSTRUCTED TO ALIGN WITH THE SLOPE OF BANK IN ORDER THAT WALL PROTRUSION IS MINIMUM. WHERE SUCH PROTRUSION CANNOT BE AVOIDED, FILL AROUND THE WALLS AT APPROXIMATELY 5:1 SIDE SLOPE SO HEADWALL APPEARS ENTIRELY RECESSED.
 6. ALL CURB INLETS TO BE TYPE I-A.
 7. CONTRACTOR TO COORDINATE WORK WITH PAVING CONTRACTOR.
 8. CONTRACTOR TO COORDINATE THEIR WORK EFFORTS WITH UTILITY COMPANIES, AND OTHER AGENCIES RELATED WITH THE PROJECT SITE DEVELOPMENT.



DRAINAGE IN CONNECTION WITH PAVING HARRY STREET FROM THE W.L. OF AIRPORT INDUSTRIAL PARK ADDN. TO THE W.L. OF HOOVER ROAD
 CITY OF WICHITA
 R.W. LINN CITY ENGINEER
 PROJ. NO. 472-76-245-80753-000-000-002
 DATE
 As Built 2/80