

MAIN STORM WATER DRAIN # 8 - PHASE II
WITHIN I-35W R/W & FROM EL. LOT 39, PARKMORE 2ND ADDN. TO HILLSIDE

CITY OF WICHITA, KANSAS

B. E. SMITH CITY ENGINEER

DATE: July ,1970 PROJECT No:

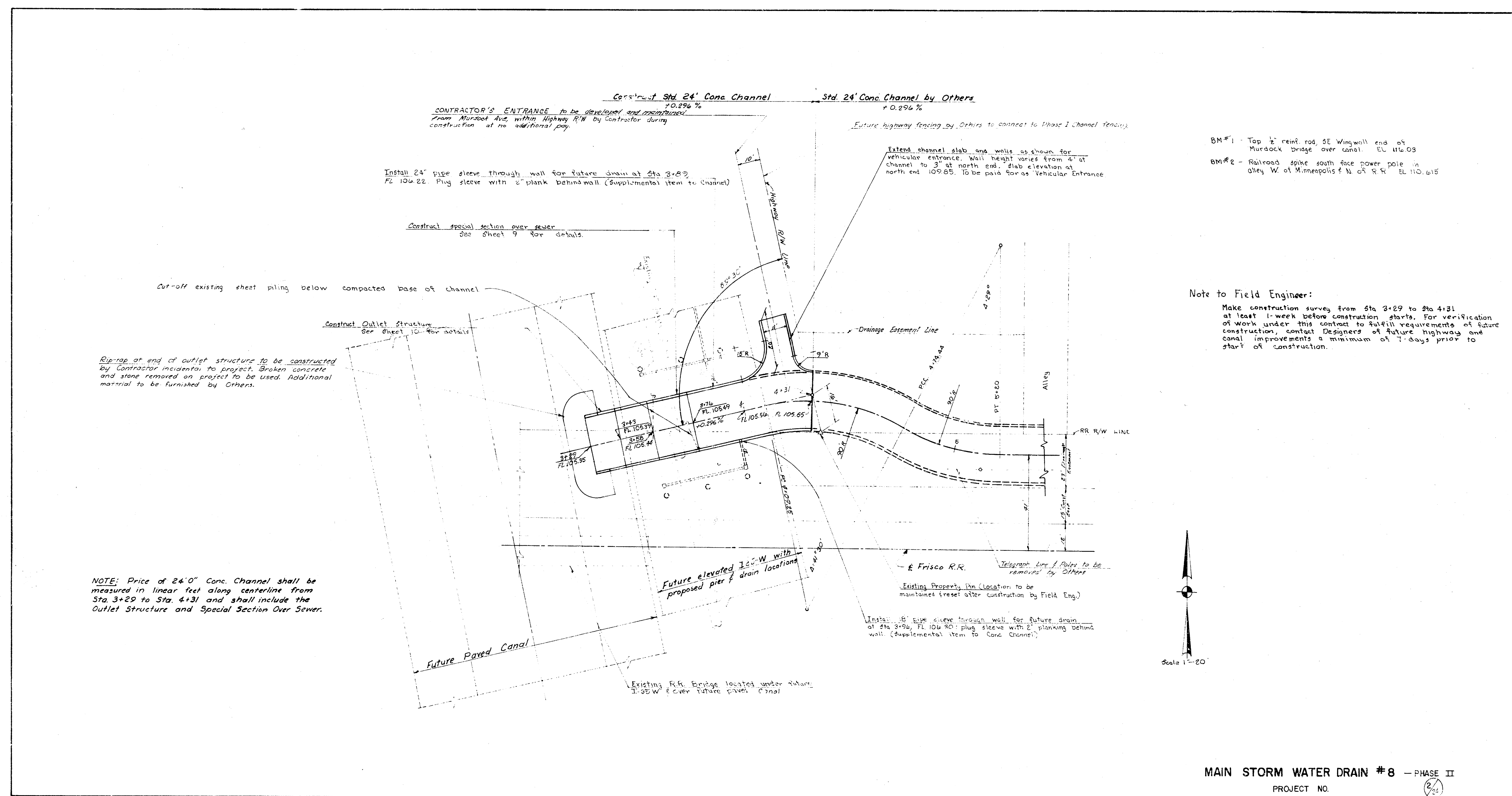
GENERAL NOTES:

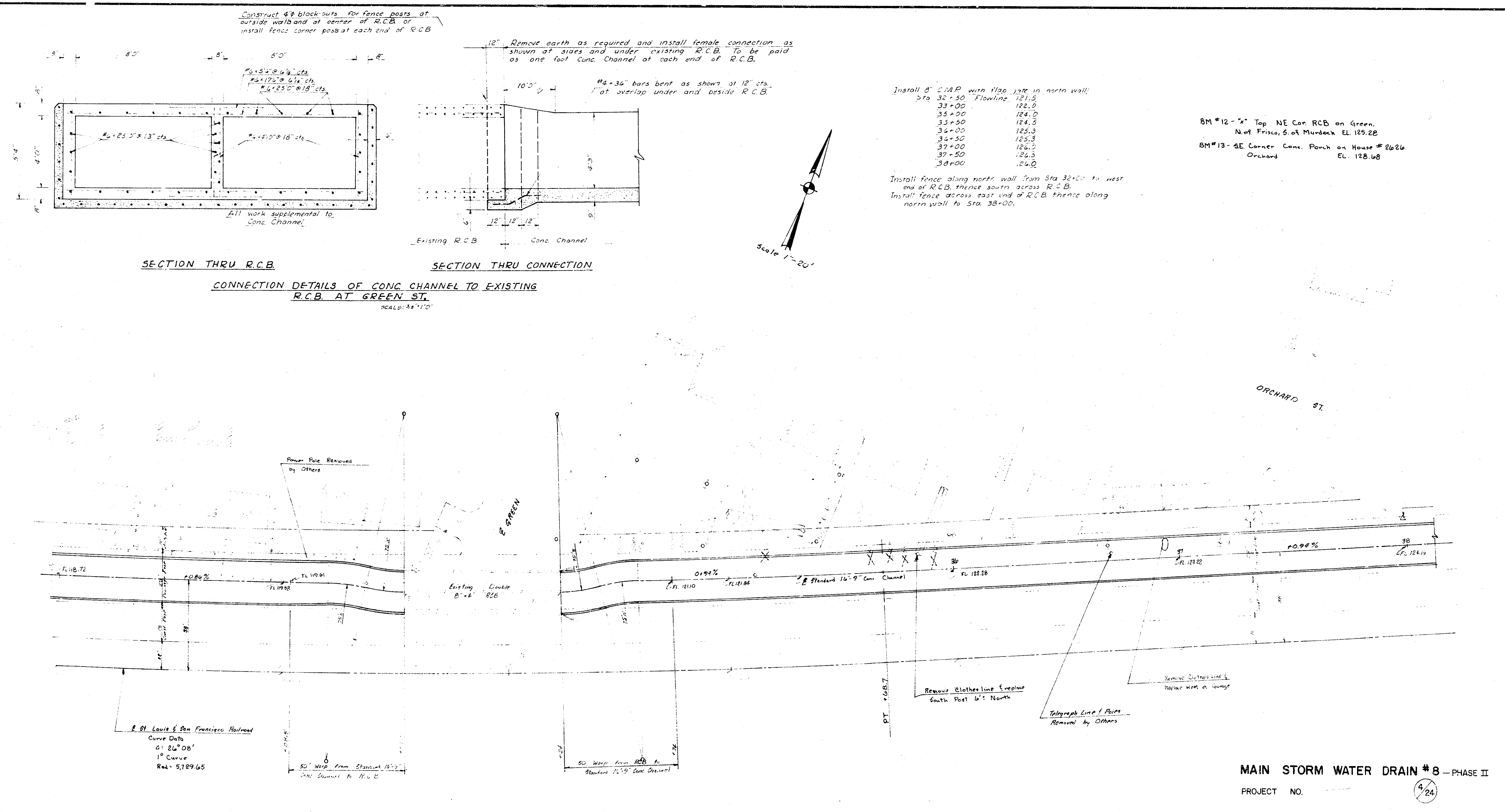
1. All elevations refer to City Datum.
2. "Preparation and Clean-up" shall be a lump sum pay item and shall include all required or indicated post, stump, tree, sheeting, foot bridge, manhole and debris removal; removal and replacement of barricade, clothes line and damaged walks and drives as required; and the reshaping and resealing of disturbed areas to the quality of the original. Any damaged trees shall have damaged areas pruned and wounds coated with pruning paint.
3. Sewer construction shall conform to "Details of Sewer Appurtenances" adopted as std. design by Engineering Division, City of Wichita, 1964. Manholes shall be "Standard Manhole, Type A," 8-inch sewer construction shall be by "Ordinary Bedding Methods For Clay Pipe," 8-inch sewer concrete encasement shall be "Reinforced Concrete Encasement," and 15-inch pipe (RCP) installation shall be by "Ordinary Bedding Methods for Reinforced Concrete Pipe." Std 2'x5' inlet shall conform to City of Wichita Detail Plan dated Sept. 1965.
4. Street construction shall conform to Std. Section for the City of Wichita.
5. Class A-AE Concrete shall be used for RCB throughout.
6. "8-inch CMP with Flapgate" shall be a pay item and includes a 6" to 9" length of 16-gauge AASHTO M-36-60 8" CMP and one ARMCO Model IOC Flapgate or approved equal. The unit shall be factory assembled. The spigot back of gate shall be embedded in the concrete wall, the free pipe end shall be cut flush with wall surface, and concrete forms shall recess walls as required for proper operation of gate link.
7. All Bench Marks damaged or destroyed shall be completely removed and replaced at an adjacent location by the field engineer and so noted on the "as built" plans. The new bench mark will be located so the data of the original Bench Mark could not be mistaken for the new bench mark.
8. Any temporary easement required for construction will be obtained by the Contractor.
9. For fence specifications see sheet 8.

INDEX:

1. Cover Sheet
2. Plan Sta. 31+25 to Sta. 41+31
3. Plan Sta. 28+04 to Sta. 32+00
4. Plan Sta. 32+00 to Sta. 36+00
5. Plan Sta. 36+00 to Sta. 44+00
6. Plan Sta. 44+00 to Sta. 50+46
7. Plan Sta. 50+46 to Sta. 57+62.1
8. Typical Sections, Paved Channel
9. Exp. Joint Detail & Slab Detail at Sewer Crossing
10. Special Outlet Structure
11. Double 8'x4' RCB at Mossman
12. Double 8'x5' RCB, Sta. 55+80 to Sta. 57+62.1
- 13-22. Cross-Sections, Channel
- 23-24. Cross-Sections, Chautauqua St.

W. May, D.K. 48-
W.S. Kery, D.K. 50-
C.A.S. - 104



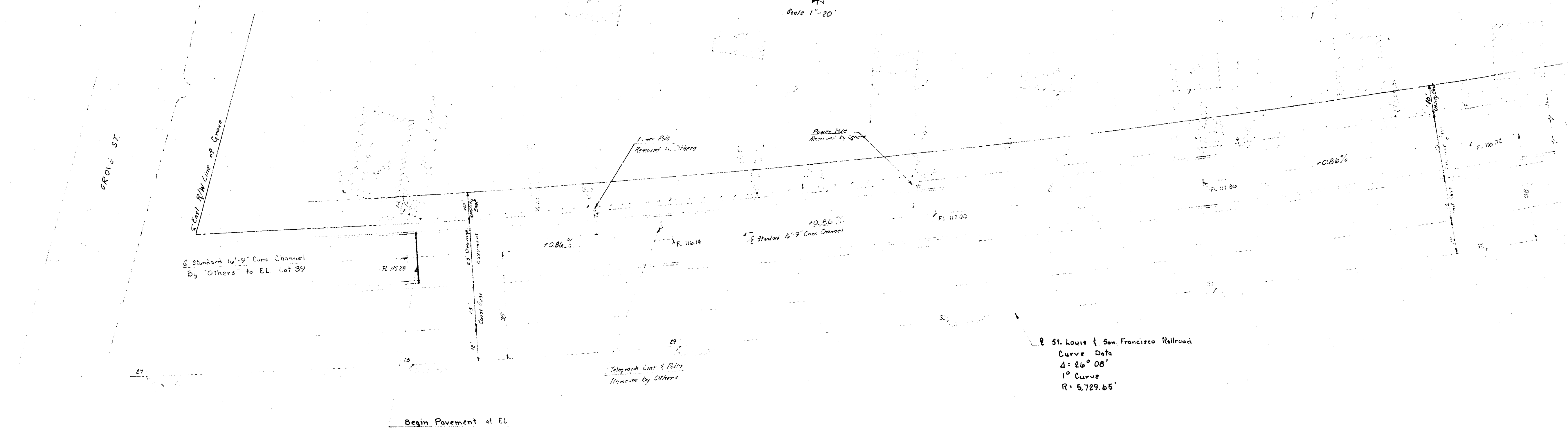
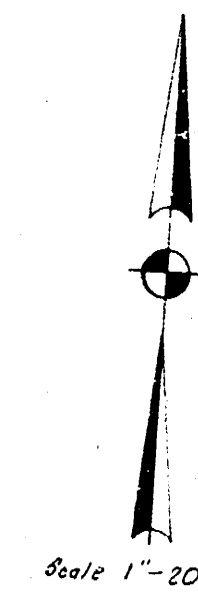


BM #10 - 6" cut in NW Cor of West headwall RCB.
on Grove, N of Frisco, S of Murdoch. E. 109.07
BM #11A - 60 penny spike, 6 feet PP, N of Frisco on
W.L. Poplar. EL 181.82

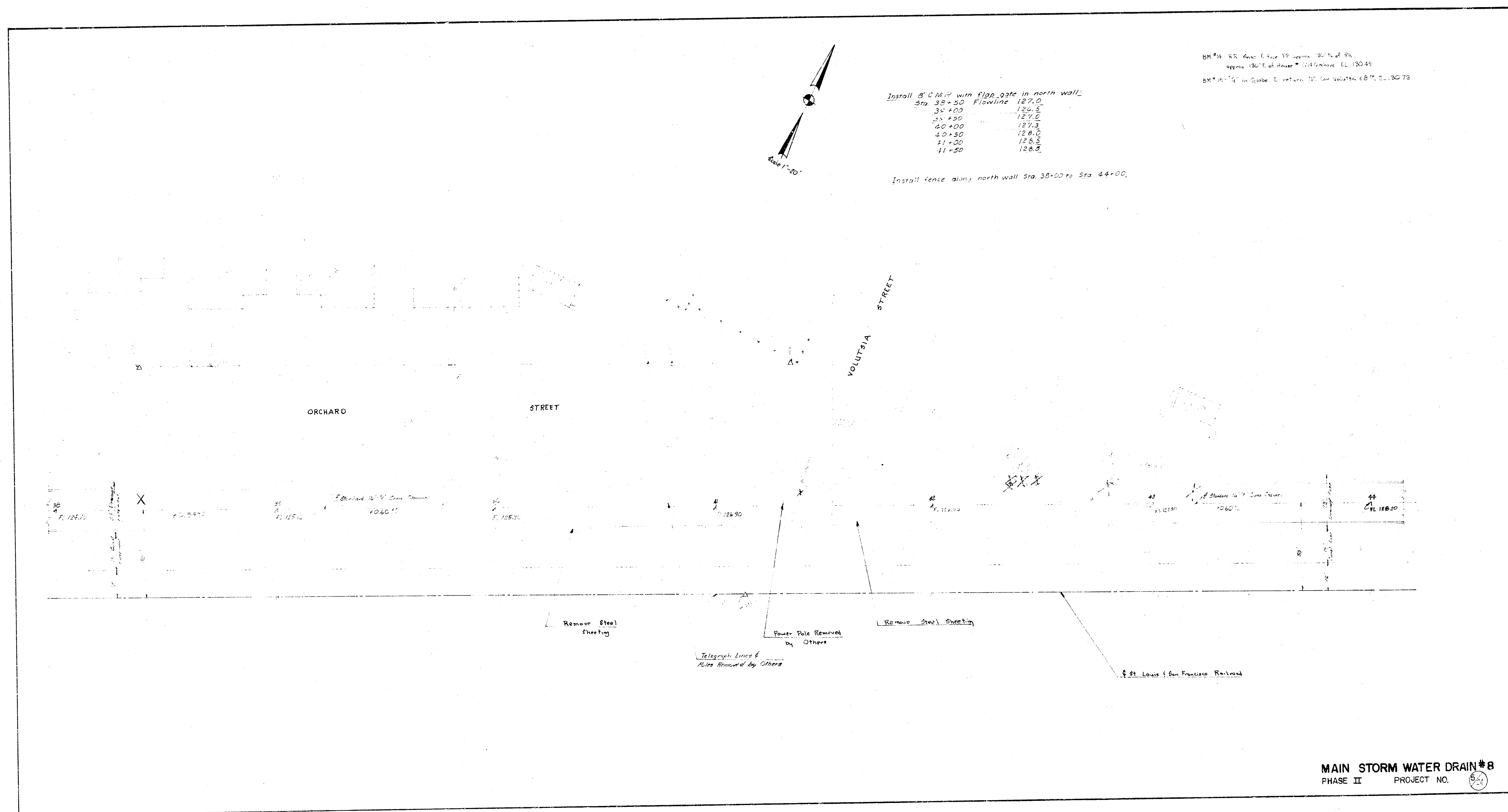
Install 6" C&P with flap gate in north wall:

Sta. 28+50.00	Flowing	17.3
30+00.00		120.0
30+50.00		120.5
31+00.00		120.5
31+50.00		120.5
32+00.00		121.0

Install fence along north wall Sta 28+04 to Sta 32+00.
(Connect fence at Sta 28+04 to fence installed in Phase I).



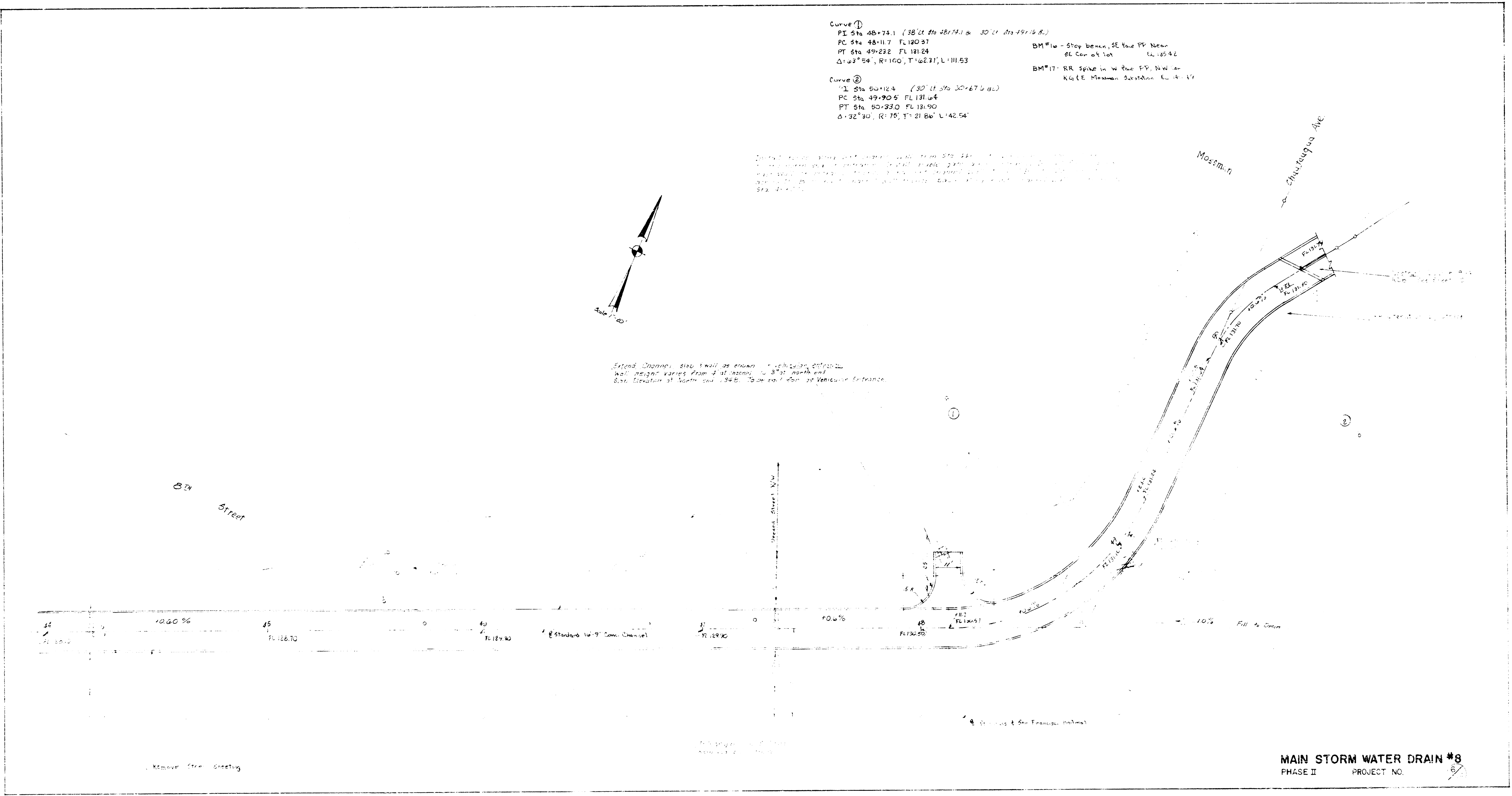
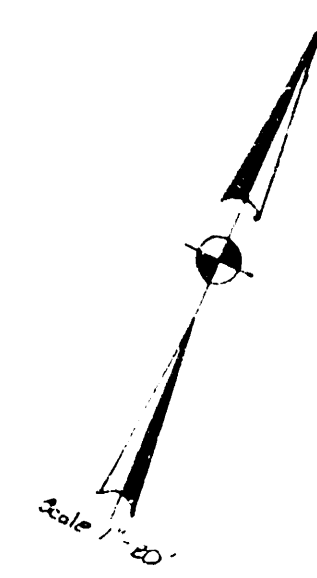
MAIN STORM WATER DRAIN #8 - PHASE II
PROJECT NO. 3/26

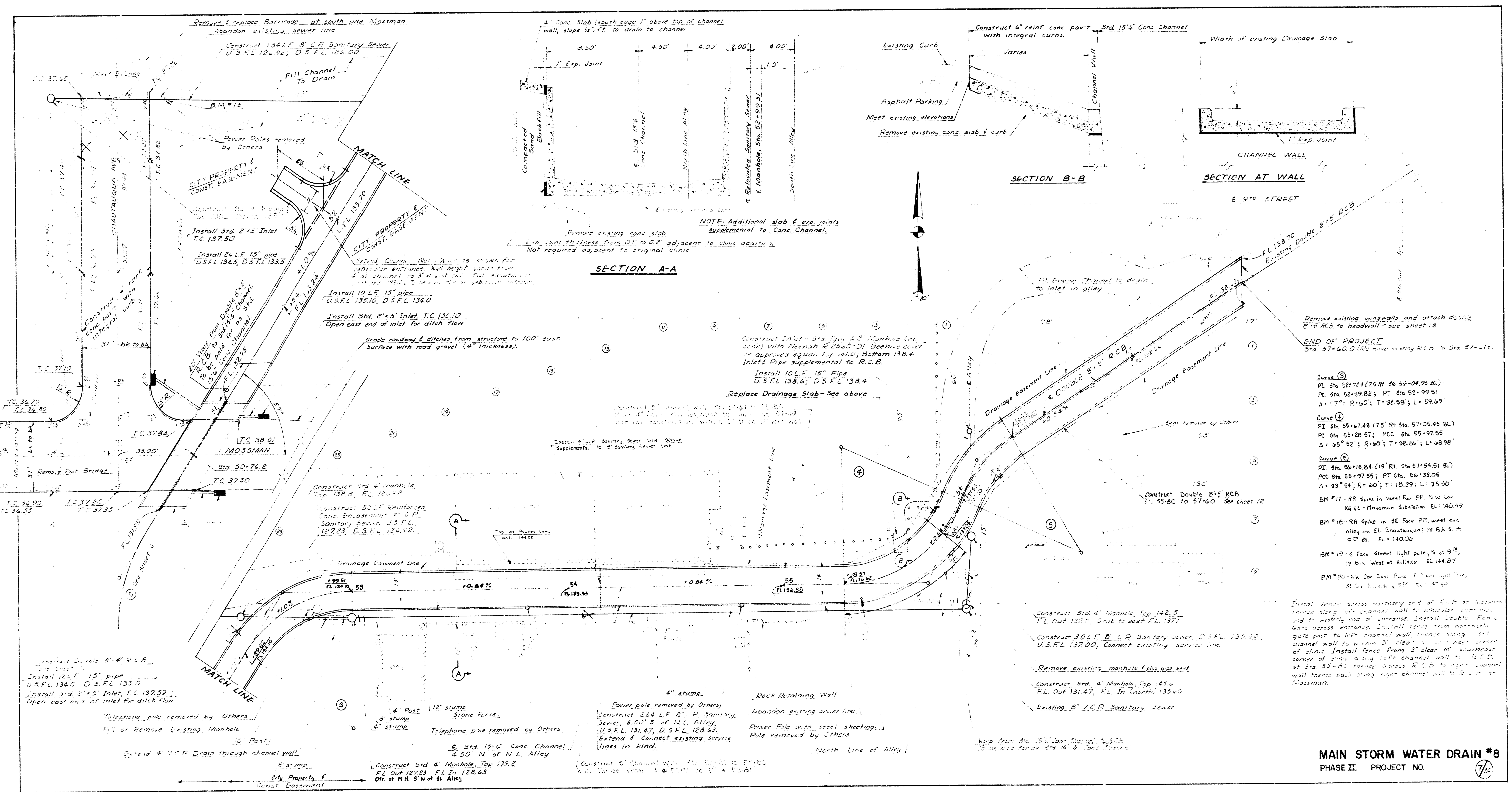


Curve ①
 PI Sta 48+74.1 (38' Lt Sta 48+74.1 & 30' Lt Sta 49+14.8)
 PC Sta 48+11.7 FL 120.51
 PT Sta 49+232 FL 121.24
 Δ=32°54', R=1100, T=223', L=1111.53
 BM#16 - Stop Bench, SE Yaw PP Near
 86 Cor at Ion EL 125.92
 BM#17 - RR Spine in W Row PP NW of
 R4 (E. Moorman Station) EL 121.17

Curve ②
 PI Sta 50+12.4 (30' Lt Sta 50+67.4 & 30' Lt Sta 50+12.4)
 PC Sta 49+90.5 FL 121.04
 PT Sta 50+350 FL 121.90
 Δ=32°30', R=75', T=21.86', L=142.54'

Extend Channel also small as shown in vegetation strip
 well height varies from 2 ft. to 3 ft. north end
 Base Elevation at North end 124.5. 12 ft. on end for 20' Vehicle Entrance





MAIN STORM WATER DRAIN #8
PHASE II PROJECT NO. 722

CORNER, PULL, OR GATE POSTS OF THE SAME SIZE AS END POSTS SHALL BE INSTALLED AT CORNERS, AT 500' MAXIMUM CENTERS, AT PC AND PT OF CURVES AND AT INTERSECTION OF CHANNEL WALL AND VEHICULAR ENTRANCE WALL. FABRIC FOR FENCE LOCATED WITHIN RAILROAD CURVE, CHANNEL CURVE OR VEHICULAR ENTRANCE SHALL BE INSTALLED OUTSIDE OF THE CURVES SO FABRIC WILL PULL TOWARD POSTS RATHER THAN AWAY FROM POSTS. THE DOUBLE FENCE GATE TO HAVE FRAME AND FABRIC SAME AS FENCE AND SHALL COME COMPLETE WITH HINGES, BRACE ROD, TRUSS ROD AND LATCH ASSEMBLY. FRAME TO BE 1-5/8" O.D. TUBULAR MATERIAL. TOTAL CLEAR OPENING OF GATES TO BE 11-FOOT OR AS REQUIRED WITH GATE POSTS AT ENTRANCE WALL.

15'-6"
16'-9"

(5'-0" where noted on plan)

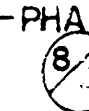
(5'-0" where noted on plan)

16'-8"

LINE IS ON A 5,691.65' RADIUS
CURVE. CURVE SEGMENTS TO BE 50' MAXIMUM.

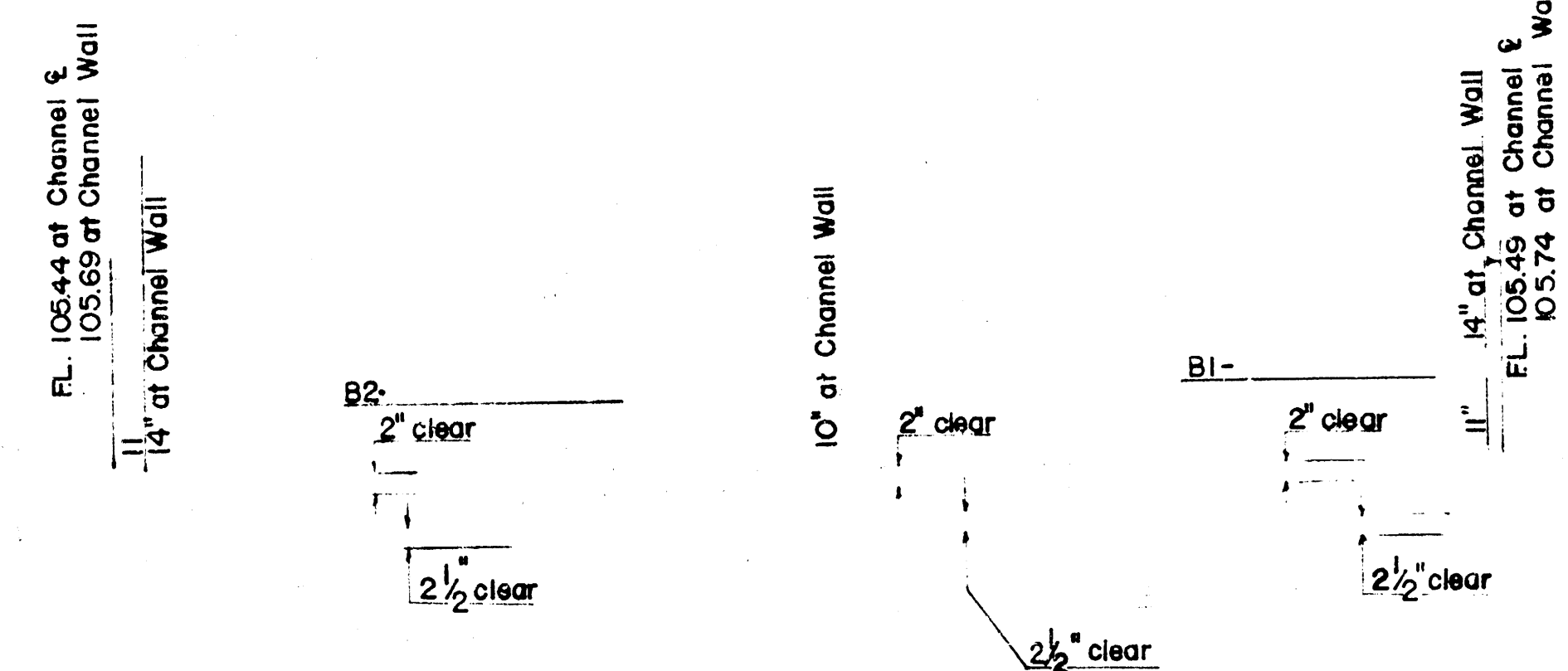
AT GREEN ST.

MAIN STORM DRAIN #8-PHASE II
PROJECT NO. C



NOTE: Special section over sewer
to include all costs for constructing
complete 18-foot special section including walls.
Bid price shall be Lin.Ft. of 24'-0" Conc. Channel
Measured on Center Line.

Note: For Channel Walls see Typical Section on sheet 8.
Provide Compacted Base for typical channel section
except for 6' strip over existing sewer where
such an operation may damage said sewer.

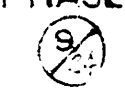


Bottom steel in slab

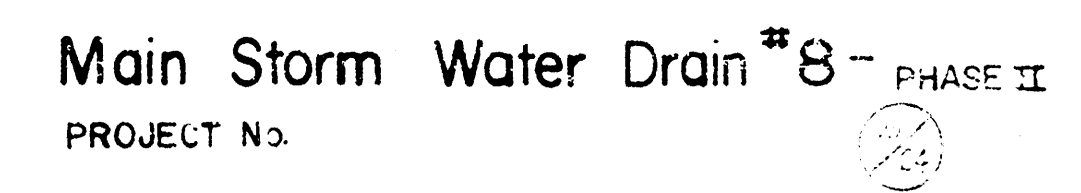
Top steel in slab

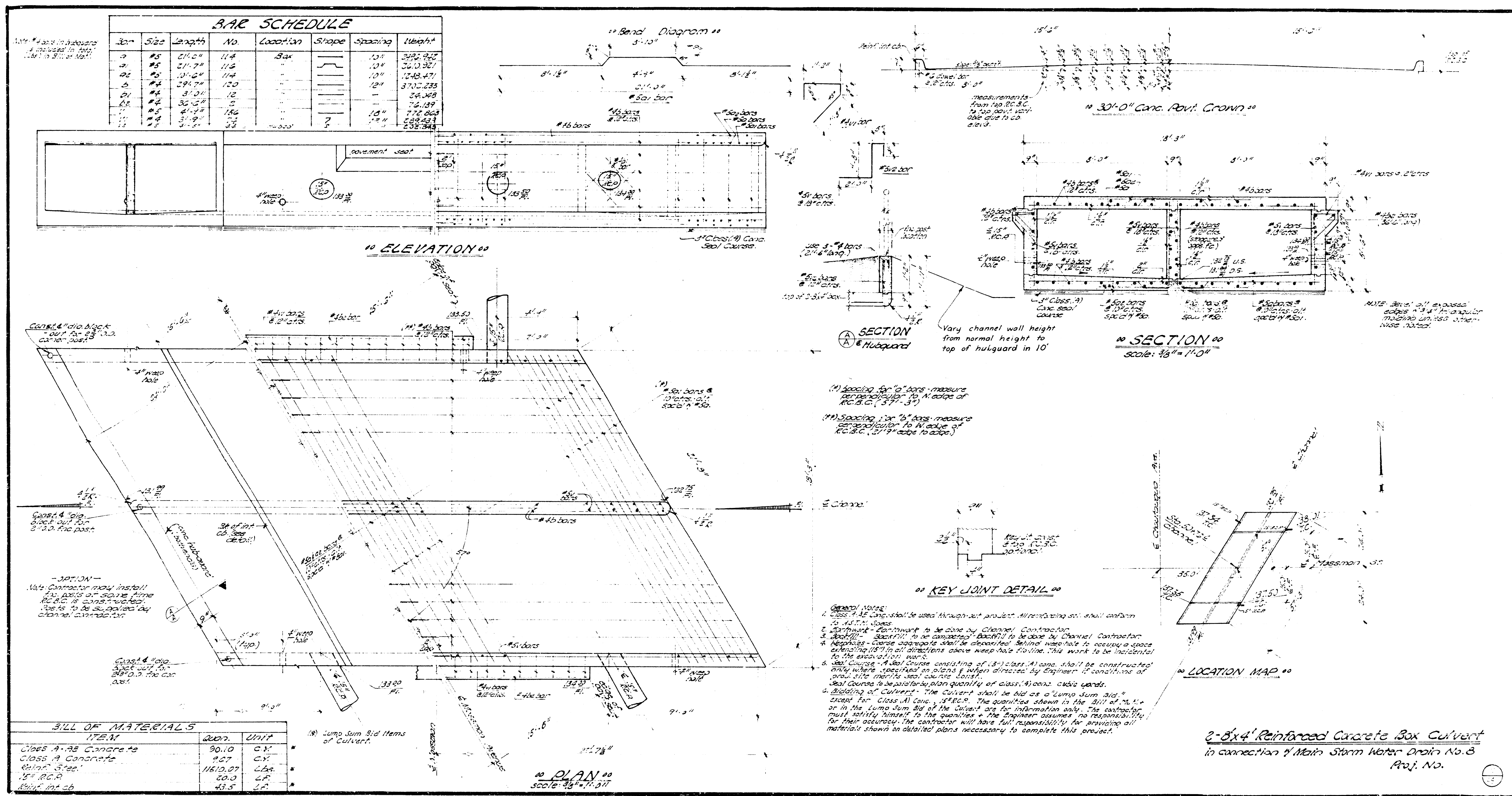
MAIN ST

I 8 - PHASE II



Note:
Price of Special Outfall Structure to be paid for as 14.0 LF of 24" O" Conc. Channel.





DOUBLE 8'x5' R.C.B. DETAIL

SCALE: 1/4"=1'-0"

