

DETAIL B-4 EXCAVATION IN BELKNAP RAILROAD YARD SCALE 1"=20'

| | | DR | AINAGE SI | RUCTURES | | | | | |
|---------|------------|----------------------|-----------|----------|----------|----------|-----|---------|--------|
| STRUCT. | 0.7.4.7.70 | TOP OF | INVERT | MANHOLE | PIPE SI | ZE /TYPE | | TO DR | RAINS |
| N□. | STATION | CASTING ELEV.(MH) | ELEV. | DEPTH- | 24″ HDPE | 24″ PVC | N□. | GRADE % | ELEV. |
| 1 | 0+00 | 632.75 | 616.80 | 16.0 | 374 | | 2 | 0.50 | 614.93 |
| 2 | 3+74 | 636.0 | 614.87 | 21.2 | 247 | | 3 | 0.51 | 613.60 |
| 3 | 6+21 | 628.0 | 613.55 | 14.5 | | 208 | 4 | 0.20 | 613.13 |
| 4 | 8+29 | 626.5 | 613.08 | 13.5 | | 160 | 5 | 0.20 | 612.76 |
| 5 | 9+89 | 630.5 | 612.71 | 17.8 | | 400 | 6 | 0.20 | 611.91 |
| 6 | 13+89 | 630.6 | 611.86 | 18.8 | | 335 | 7 | 0.20 | 611.19 |
| 7 | 17+24 | 628.0 | 611.14 | 16.9 | | 216 | 8 | 0.20 | 610.71 |
| 8 | 19+40 | 627.7 | 610,66 | 17.1 | 28 | 35 | 9 | 0.30 | 609.80 |
| . 9 | 22+27 | 622.4 | 609.80 | 12.6 | | | _ | _ | _ |

APPROX. ELEVATION 636.0' EXISTING CMP ACCESS PIPE, COVER, AND FRAME TO BE REMOVED ------- NEW MANHOLE 2 IN ACCORDANCE WITH STANDARD DRAWING IN SPECS EXISTING 12" CP RAIL SEWER ----- DUCTILE IRON GRAVITY SEWER PIPE (CLASS 54) WITH DUCTILE IRON FITTINGS. AND DROP PIPE. - SEAL PIPE CONNECTION (TYP) PROVIDE CONNECTION TO NEW ---- PROVIDE OUTSIDE DROP PIPE MANHOLE AND DROP PIPE CONNECTION IN ACCORDANCE WITH STANDARD DRAWING IN SPECS DEMOLISH AND REMOVE -EXISTING BRICK MANHOLE - CONCRETE CASEMENT AS REQUIRED FOR PIPE CONNECTION, AND TO - BENCH PROVIDE ACCESS FOR PIPE INSERTION AND Y FAXON INTERCEPTOR - 24" HDPE PIPE PULLING IN FAXON INSERTION IN EXISTING 24" ID CLAY LINE, FILL WITH COMPACTED SAND. - INVERT 614.93' - SPRING LINE OF INTERCEPTOR DETAIL C-4

PIPE CONNECTION TO MANHOLE 2 NO SCALE

1. APPROXIMATE SHEATHING DIMENSIONS AND EXCAVATION LIMITS ARE SHOWN, ACTUAL LIMITS REQUIRED WILL BE APPROVED BY ENGINEER AND RAILROAD.

NOTES:

- 2. SHEATHING SHALL BE MADE WITH HOT FORMED STEEL SHEETS.
- 3. PROVIDE PASSAGE IN SHEATHING FOR SEWER LINES PROVIDE BRACING AS NECESSARY.
- 4. RAILROAD WILL REMOVE TRACK IN CONSTRUCTION AREA, RAILROAD WILL REPLACE TRACK AFTER BACKFILL TO THE ORIGINAL GRADE, SEE SPECIFICATIONS FOR BACKFILL AND COMPACTION REQUIREMENTS.
- 5. IF PVC PIPE IS USED BETWEEN MANHOLES 8 AND 9, PVC PIPE ESTIMATE IS 1604 L.F. IF HDPE PIPE IS USED BETWEEN MANHOLES 8 AND 9, PVC PIPE ESTIMATE IS 1319 L.F. AND HDPE, SDR 13.5 PIPE ESTIMATE IS 285 L.F.

REMOVE EXISTING CLAY PIPE ___ AND PROVIDE 24" PVC PIPE CONNECTION BETWEEN MANHOLES INV. 616.85. USE DUTSIDE DROP EXISTING MANHOLE TO — BE USED FOR BYPASS PUMPING, PLUG DUTLET FOR BYPASS PUMPING. EXISTING 24" CLAY PIPE-PIPE BURST OR DIRECTIONAL DRILL THROUGH EXISTING LINE. -- INV.616.80 EXISTING 48" INTERCEPTOR - REMOVE EXISTING MANHOLE TO PROVIDE ACCESS FOR APPROXIMATE AREA FOR-PIPE INSERTION. INSTALL PIPE INSERTION NEW MANHOLE 1 IN ACCORDANCE WITH STANDARD DRAWING IN SPECS.

DETAIL A - 4

SCALE 1"=20"

PIPE CONNECTION AT MANHOLE 1

| | ESTIMATED QUANTITIES | | |
|--------------------|----------------------|-----------------------|-------------|
| ITEM | UNIT | ESTIMATED QUANTITY | BID ITEM |
| 24" PVC, SDR 35 | L,F, | 10 | 1 |
| 24" HDPE, SDR 11 | L,F. | 621 | 1 |
| 12" D.I. CLASS | L.F. | 20+ FITTINGS | 1 |
| MANHOLES 1, 2, 3 | V.L.F. | 52 | 1 |
| 24″ PVC, SDR 35 | L.F. | 1606 (SEE NOTE 5) | 2 |
| 28" HDPE, SDR 13.5 | L.F. | 285 (SEE NOTE 5) | 2 |
| MANHOLES 4-9 | V.L.F. | 99 | 2 |
| | | | |

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME, OR UNDER MY DIRECT SUPERVISION, AND I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF WISCONSIN. Rechard M Chitherief

DATE: 3/26/98 REG. NO.: 25488

| REVISIONS | |
|------------|---|
| NO. BY DA | |
| 1 RMA 5/7/ | 8 |
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FAXON INTERCEPTOR DETAILS DESIGNED BY RMA SCALE AS NOTED DRAWN BY DMS RMA ENGINEERING COMPANY DATE CHECKED BY 98-01 CONSULTING ENGINEERS APPROVED BY SHEET 4 OF 5 4 OF 5