

GENERAL NOTES

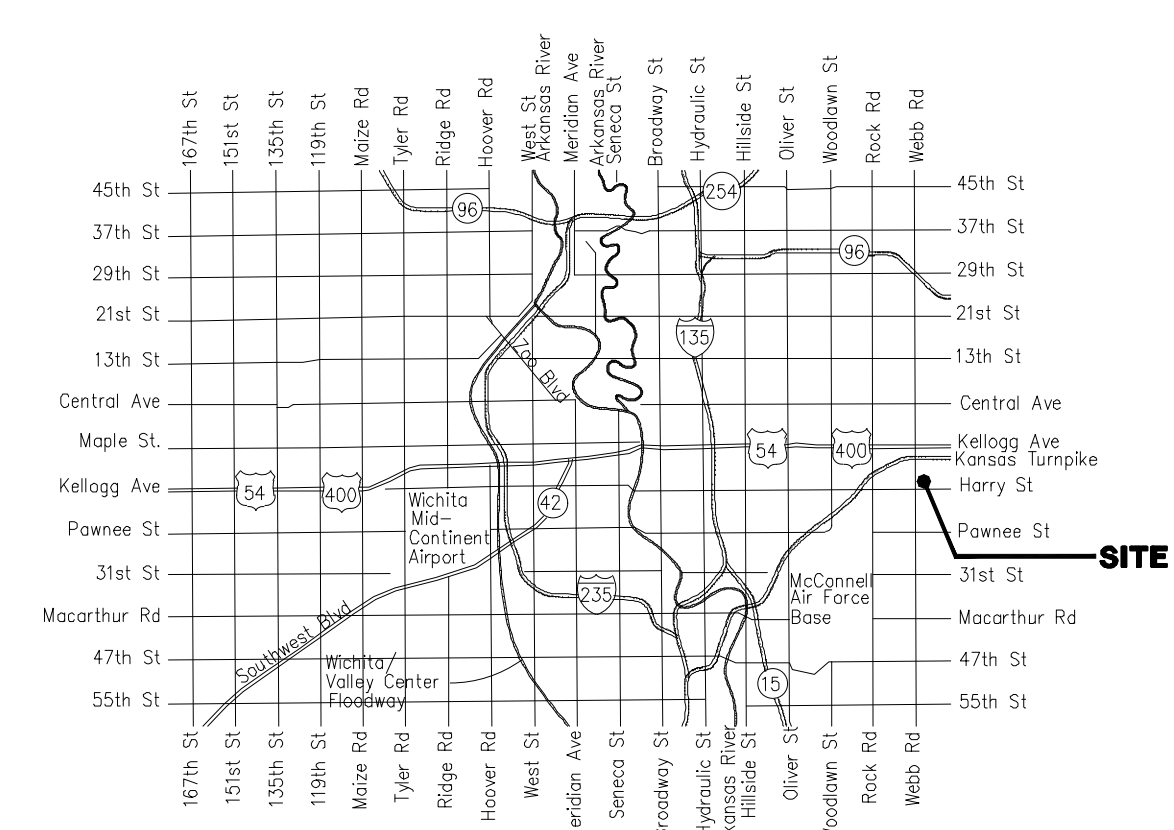
- THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY REGULATIONS. ALL CONSTRUCTION SHALL BE COMPLETED FOLLOWING CURRENT CITY STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- CONTRACTOR WILL BE REQUIRED TO PROVIDE NOTICE TO UTILITY COMPANIES A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY EXCAVATION, AS FOLLOWS:
KANSAS ONE-CALL 687-2470
THE CONTRACTOR MUST NOTIFY THE FOLLOWING IN CASE OF AN EMERGENCY:
AT&T 1-800-246-8464
BLACK HILLS ENERGY 1-800-694-8989
CITY OF WICHITA WATER & SEWER 1-316-219-8921
CITY OF WICHITA STORMWATER 1-316-268-4090
CITY OF WICHITA TRAFFIC 1-316-268-4034
COX COMMUNICATIONS 1-888-249-3530
KANSAS GAS SERVICE 1-888-482-4950
EVERGY 1-800-544-4857
- UTILITY SERVICE LINES, POLES, ETC. ARE TO BE ADJUSTED AS NECESSARY BY OTHERS PRIOR TO CONSTRUCTION UNLESS THE PLANS SPECIFICALLY CALL FOR THEIR ADJUSTMENT BY THE CONTRACTOR OR UNLESS THE PLANS SPECIFICALLY IDENTIFY A UTILITY TO BE ADJUSTED BY ITS OWNER DURING CONSTRUCTION. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS, REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. THE CONTRACTOR WILL BE REQUIRED TO WORK AROUND EXISTING UTILITIES WITHIN THE RIGHT-OF-WAY WHICH DO NOT CONFLICT WITH PROPOSED CONSTRUCTION.
- RUBBLE FROM THE REMOVAL OF MISCELLANEOUS STRUCTURES AND EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE DISPOSED OF ON SITES TO BE PROVIDED BY THE CONTRACTOR. THESE SITES SHALL BE APPROVED BY THE ENGINEER AS TO SUITABILITY, APPEARANCE AND SITE LOCATION. LOCATIONS, IN THE OPINION OF THE ENGINEER, THAT WILL LEAVE AN UNSIGHTLY APPEARANCE WILL NOT BE APPROVED. ALL DISPOSAL SITES MUST BE APPROVED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT. MATERIAL EITHER STOCKPILED OR DISPOSED OF IN A FLOOD PLAIN WILL REQUIRE A KANSAS STATE BOARD OF AGRICULTURE PERMIT. ANY MATERIAL DUMPED IN WATERS OF THE UNITED STATES OR WETLANDS IS SUBJECT TO U.S. CORPS. OF ENGINEERS PERMITTING REGULATIONS. ANY MATERIAL BURIED OR STOCKPILED BEYOND APPROVED CONSTRUCTION LIMITS WILL REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.
- TREES AND SHRUBS IN PUBLIC RIGHT-OF-WAY WHICH ARE IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR WITH THE CITY ENGINEER'S APPROVAL. TREES AND SHRUBS WHICH ARE NOT IN DIRECT CONFLICT WITH PROPOSED NEW CONSTRUCTION SHALL BE SAVED AND PROTECTED FROM DAMAGE.
- THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ADJUTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING PROPERTY IRONS. THE CONTRACTOR WILL BE REQUIRED TO RE-ESTABLISH ANY PROPERTY IRONS WHICH ARE DAMAGED OR DESTROYED BY HIS CONSTRUCTION OPERATIONS. SUCH IRONS SHALL BE RE-ESTABLISHED BY A LICENSED LAND SURVEYOR IN ACCORDANCE WITH STATE LAWS.
- THE ENGINEERING DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. VALVE BOXES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FINAL GRADES BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE INSPECTING ENGINEER AND DAWNITA REINHARDT AT 316-268-4574 WITH THE CITY OF WICHITA WITH THE ANTICIPATED CONSTRUCTION START DATE AND NOTIFY THEM OF PROJECT COMPLETION. STAKING AND INSPECTION FOR THIS PROJECT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER, MIKE ARMOUR AT TRAFFIC@WICHITA.GOV BEFORE CONSTRUCTION CAN BEGIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL MEASURES TO FACILITATE CONSTRUCTION. ALL CONSTRUCTION ZONE MARKINGS AND SIGNAGE SHALL CONFORM TO THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS PUBLISHED BY THE US DEPT. OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION. ALL COSTS ASSOCIATED WITH CONSTRUCTION MARKINGS AND SIGNAGE SHALL BE THE CONTRACTORS RESPONSIBILITY.
- ALL ELEVATIONS SHOWN ARE NAVD 88.
- ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.

- ANY SIDEWALK, DRIVE APPROACH, OR STREET PAVEMENT REMOVED TO CONSTRUCT PROJECT MUST HAVE A PAVEMENT CUT PERMIT AND BE REPLACED BY THE CITY CONTRACTOR. PERMITS CAN BE OBTAINED BY CALLING 316-268-4501 OR 316-268-4480.
- CITY MAINTENANCE OF STORM SEWER ENDS AT THE LAST STRUCTURE IN THE EASEMENT OR RIGHT-OF-WAY.
- CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH OPENINGS OVERNIGHT AND WEEKENDS TO LESS THAN 50 FEET.
- THE INSPECTING FIRM SHALL SUBMIT TO THE CITY STORMWATER MAINTENANCE DIVISION A DIGITAL COPY OF THE CCTV INSPECTION OF THE CONDUITS AND STRUCTURES FOLLOWING CONSTRUCTION. THE DIGITAL FILE FORMATION SHALL BE COMPATIBLE WITH THE CITY INPUT TEMPLATE. A COPY OF THE TEMPLATE IS AVAILABLE UPON REQUEST AT 316-268-4090.
- THE CONTRACTOR SHALL PROTECT FROM DAMAGE AND SUPPORT EXISTING UTILITIES THROUGH CONSTRUCTION AS APPROVED BY THE UTILITY OWNER AND THE ENGINEER AT THE CONTRACTORS EXPENSE.
- A PORTION OF EXCESS EXCAVATED MATERIAL SHALL BE MOUNDED AROUND MANHOLES WHICH EXTEND MORE THAN ONE (1) FOOT ABOVE THE EXISTING GROUND. SUCH MOUND SHALL BE CONSTRUCTED WITH NEW DEVELOPMENT AS A SIX (6) FOOT DIAMETER FLAT TOP WITH 4 TO 1 SIDE SLOPES DOWN TO THE ORIGINAL GROUND. THE ELEVATION OF THE FLAT TOP OF THE MOUND SHALL BE 0.4 FOOT BELOW THE TOP OF THE MANHOLE.
- GEOTECHNICAL REPORT AVAILABLE UPON REQUEST.

Date: 2022-06-13
Inspector: A. Thompson
Design/Inspecting Firm: Kaw Valley Engineering, Inc.
Contractor:
Subcontractor: Apex Excavating LLC.
Built in general conformance to construction plans, except where noted on plans.

STORM SEWER IMPROVEMENTS to serve PARK MEADOW ESTATES 1544 SOUTH WEBB ROAD CITY OF WICHITA, KANSAS

Gary Janzen, P.E. City Engineer
Project Number
2021-000683 PPD (56030970)



Vicinity Map

SHEET INDEX

SHEET NO.	TITLE SHEET
CU201	SWS LINES 1 & 2
CU202	BEDDING AND BACKFILL DETAILS
CU501	MANHOLE DETAILS
CU502	MANHOLE FRAME AND COVER DETAIL
CU503	TYPE 2 CURB INLET DETAILS
CU504	GRADING PLAN-WEST
CG101	GRADING PLAN-EAST
CG102	EROSION CONTROL PLAN
CG103	EROSION CONTROL DETAILS
CG501	EROSION CONTROL DETAILS
CG502	EROSION CONTROL BMP DETAILS
SW501-SW505	EROSION CONTROL BMP DETAILS
C-001	PLAT

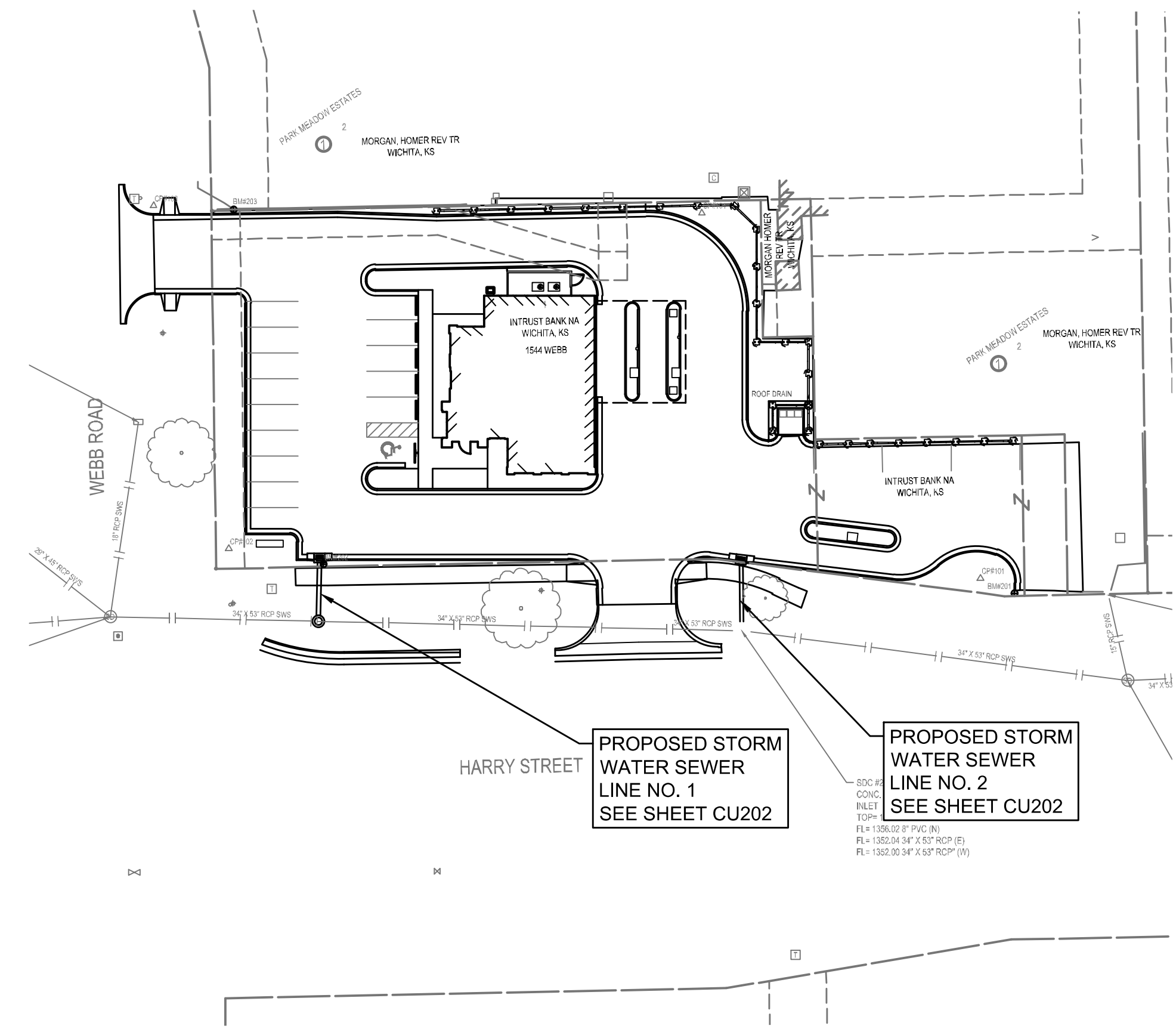
CoW Approved.
Use this set for construction.

BENCHMARKS

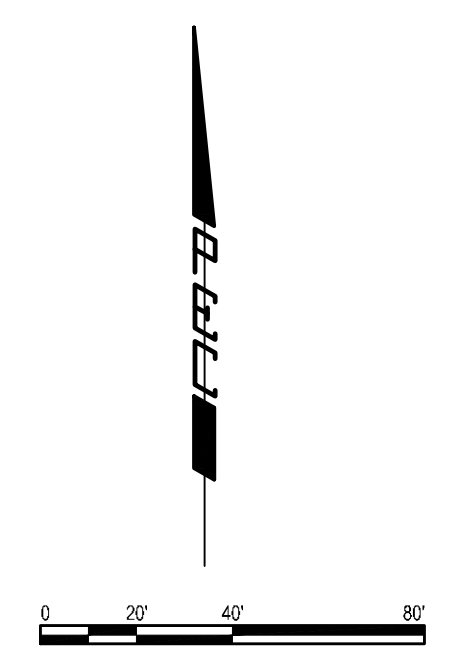
- BM-201
ELEV.= 1357.46 NAVD88
CHISELED SQUARE ON BACK OF CURB, WEST SIDE OF EAST SOUTH ENTRANCE ON NORTH SIDE OF SIDEWALK.
- BM-202
ELEV.= 1358.38 NAVD88
CHISELED SQUARE ON BACK OF CURB OF PARKING LOT, WEST SIDE OF THE WEST SOUTH ENTRANCE, NORTH OF SIDEWALK.
- BM-203
ELEV.= 1361.02 NAVD88
CHISELED SQUARE ON TOP OF WEST END OF RETAINING WALL ON NORTH SIDE OF PARKING LOT, EAST OF WEST ENTRANCE.

CONTROL POINTS

- CP-101
N: 1,678,310.7885, E: 1,681,384.6866
1/2" REBAR WITH PEC CONTROL CAP IN GRASS, WEST SIDE OF ENTRANCE ON NORTH SIDE OF HARRY STREET
1. 4.38' NORTHWEST TO SOUTHEAST CORNER OF DRIVE-THRU BANKING SIGN
2. 7.60' SOUTH TO NORTH EDGE OF SIDEWALK
3. 12.90' EAST-SOUTHEAST TO NORTH EDGE OF SIDEWALK AT BACK OF CURB
- CP-102
N: 1,678,321.0448, E: 1,681,122.1956
1/2" REBAR WITH PEC CONTROL CAP NEAR SOUTHWEST CORNER OF PROPERTY
1. 5.45' EAST TO BACK OF CURB OF PARKING LOT
2. 5.48' WEST TO EAST EDGE OF SIDEWALK NORTH-SOUTH
3. 7.40' SOUTH TO NORTH EDGE OF SIDEWALK EAST-WEST
- CP-103
N: 1,678,440.8142, E: 1,681,095.9206
1/2" REBAR WITH PEC CONTROL CAP NORTH SIDE OF WEST ENTRANCE
1. 6.20' WEST-NORTHWEST TO CENTER OF SOUTH FACE OF POWER POLE
2. 21.83' EAST TO CENTER OF LIGHT POLE.
3. 16.45' SOUTH TO CENTER JOINT OF ENTRANCE
4. 3.58' EAST TO WEST EDGE OF SIDEWALK
- CP-104
N: 1,678,438.3878, E: 1,681,287.4260
1/2" REBAR WITH PEC CONTROL CAP IN GRASS NORTHEAST OF BANK BUILDING, NORTH OF DRIVE THRU
1. 3.77' NORTH TO EAST-WEST WOOD FENCE
2. 36.72' SOUTH-SOUTHEAST TO NORTHEAST CORNER OF NORTHEAST POST FOR DRIVE THRU CANOPY
3. 43.00' SOUTH WEST TO NORTHEAST CORNER OF BUILDING
4. 2.25' SOUTHWEST TO BACK OF CURB



PROPOSED STORM WATER SEWER LINE NO. 1 SEE SHEET CU202
PROPOSED STORM WATER SEWER LINE NO. 2 SEE SHEET CU202



Stormwater Certification:

New Development or Redevelopment (Circle One)

Stormwater Permit # NA

NOI State Permit # NA

NOI Federal Permit # NA

These construction plans were prepared in accordance with the current Stormwater management Regulations as set forth in the City of Wichita's Stormwater Management Ordinance 16.32 and the policies/guidelines presented in the Wichita/Sedgwick County Stormwater Manual.

Site Area (Acres) = 0.70 AC.

Disturbed Area (Acres) = 0.70 AC.

Water Quality Treatment: NA

Downstream Channel Protection: NA

Detention: NA

The BMP used for this development is SILT FENCE

**APPROVED AS NOTED
BY WICHITA PUBLIC WORKS ENGINEERING
AND STORMWATER DIVISION**

Engineering S. MELLIES 04/30/2021

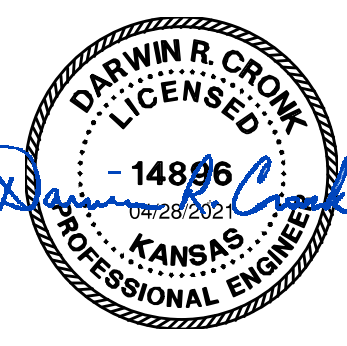
Stormwater J. HICKLE 05/12/2021

NOTE TO CONTRACTORS

Inspection and testing for this project is to be provided by a Licensed Consulting Engineering Firm under contract with the Owner/Developer. Said inspection to be in accordance with the City of Wichita standard construction engineering practices and certified by a Licensed Professional Engineer in the state of Kansas. No work shall be performed the Contractor without such inspection nor shall any work be commenced without written authorization by City Engineering. All Construction and Materials shall comply with the current City of Wichita Specifications and Standards and Special Provisions. (on file and available at Wichita.gov).

An approved copy of these plans signed by City staff are required on-site.

MARCH 2021



INTRUST BANK
S.E. - HARRY & WEBB
1544 S Webb Rd
Wichita, KS 67207

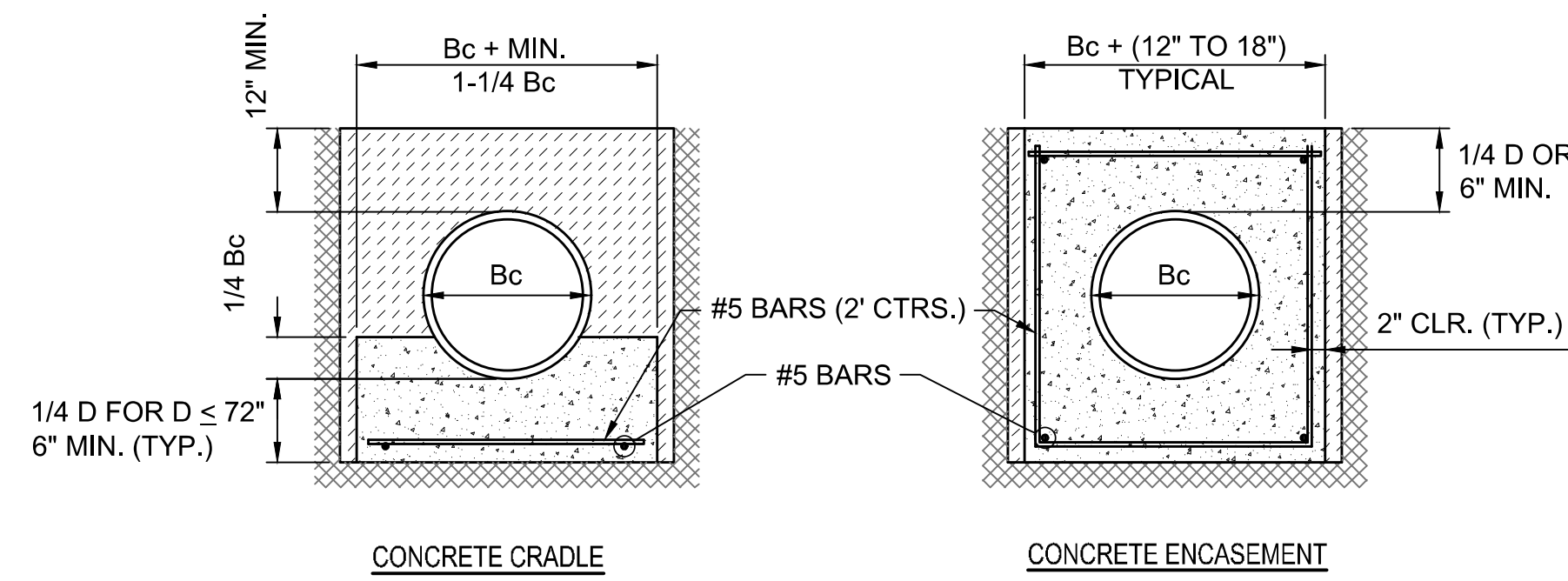
PROJECT NO.	BIM-0001
ISSUE:	DATE:
50% CD SET	05 MAR 21
PERMIT SET	31 MAR 21

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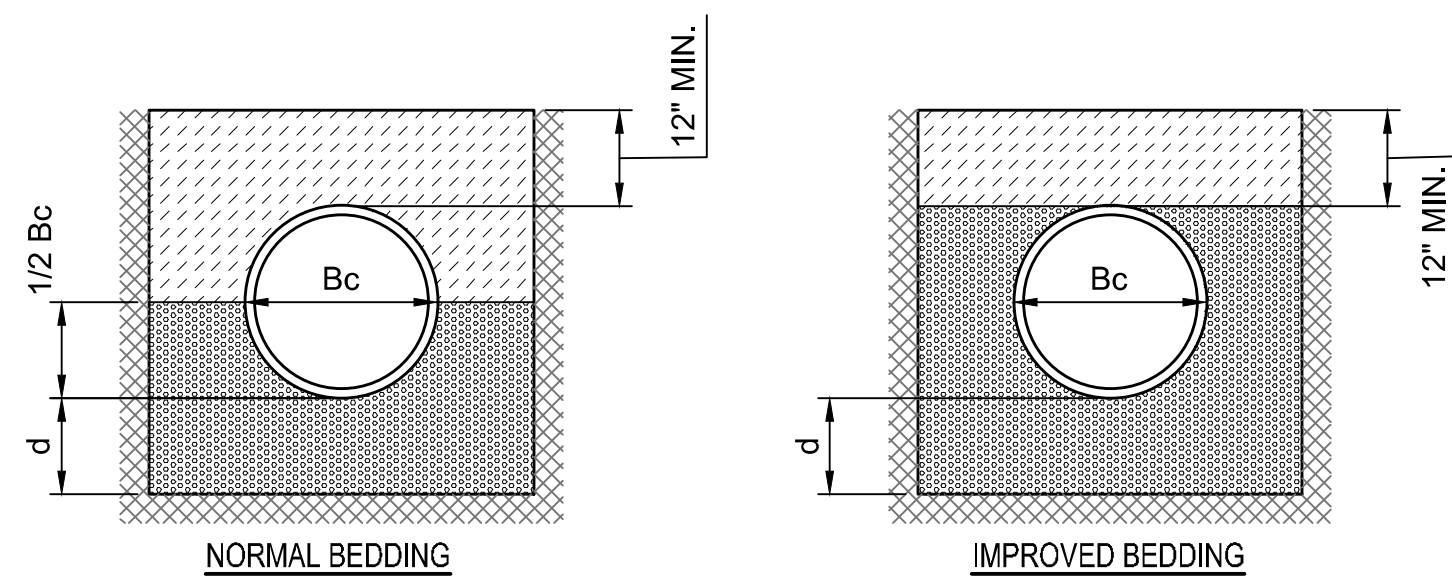
PPD TITLE SHEET

CU201

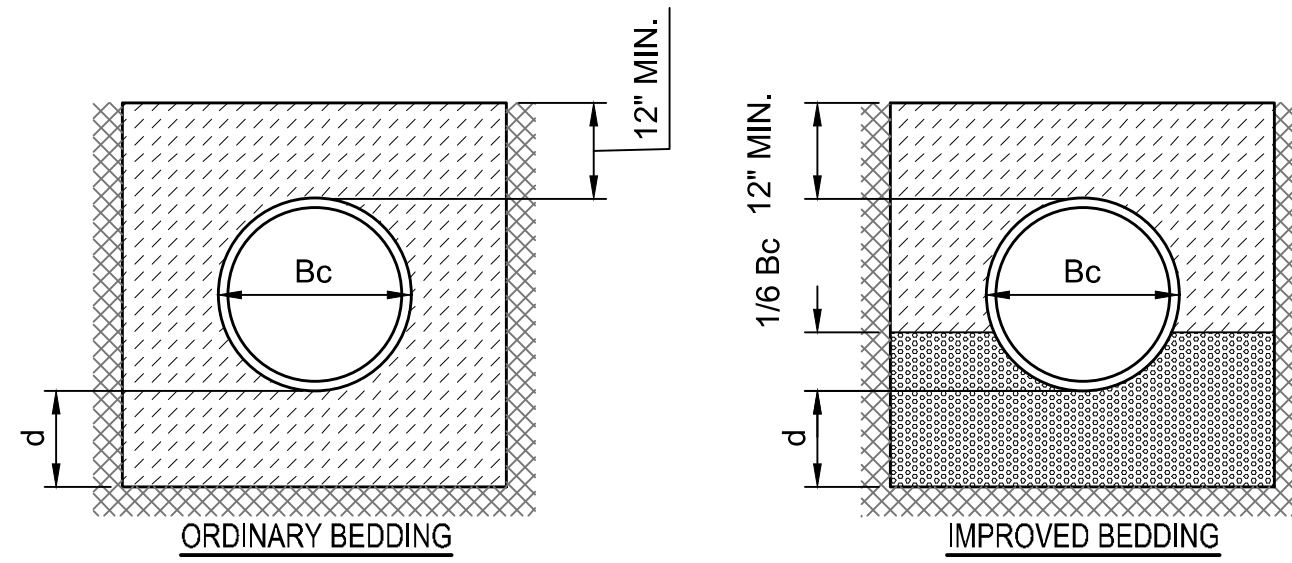




1 CLASS A
NOT TO SCALE



2 CLASS B
NOT TO SCALE



3 CLASS C
NOT TO SCALE

4 PIPE ZONE BACKFILLING
NOT TO SCALE

- Bc = OUTSIDE PIPE DIAMETER
 - H = BACKFILL FROM TOP OF PIPE TO EXISTING GROUND
 - D = INSIDE PIPE DIAMETER
 - d = DEPTH OF BEDDING MATERIAL BELOW PIPE
- GRANULAR BEDDING MATERIAL OR SAND-GRAVEL BEDDING
 - COMPACTED EMBEDMENT
 - CONCRETE

DEPTH OF BEDDING MATERIAL BELOW PIPE		
D	d (MIN) SOIL	d (MIN) ROCK
27" & SMALLER	4"	6"
30" TO 60"	5"	9"
66" & LARGER	6"	12"

GRANULAR BEDDING MATERIAL SHALL BE AN APPROVED MATERIAL CONSISTING OF DURABLE CRUSHED ROCK CONFORMING WITH THE REQUIREMENTS OF THE LATEST REVISION OF ASTM C-33 SIZE NO. 67 (3/4" TO NO. 4), TO BE PLACED IN NOT MORE THAN 6" LAYERS AND COMPACTED BY SLICING WITH A SHOVEL OR VIBRATING, SOUNDNESS, ABRASION, AND ABSORPTION LIMITS SHALL BE AS REQUIRED FOR COARSE AGGREGATES IN 03 30 00 CAST-IN-PLACE CONCRETE IN THE SPECIFICATIONS.

SAND-GRAVEL BEDDING MATERIAL - SAND-GRAVEL MIX MEETING TYPE UD-1 OF THE 2015 KANSAS STANDARD SPECIFICATIONS FOR STATE ROAD AND BRIDGE CONSTRUCTION.

COMPACTED EMBEDMENT SHALL BE AN APPROVED SAND MATERIAL FREE FROM DEBRIS, ORGANIC MATERIAL, AND STONES WITH 100% PASSING THE 3/4" SIEVE TO BE PLACED IN UNIFORM LAYERS NOT MORE THAN 6" THICK AND COMPACTED TO 95 PERCENT MAXIMUM DENSITY AS DETERMINED BY ASTM D698. GRANULAR BEDDING MATERIAL MAY BE SUBSTITUTED FOR ALL OR PART OF COMPACTED EMBEDMENT MATERIALS.

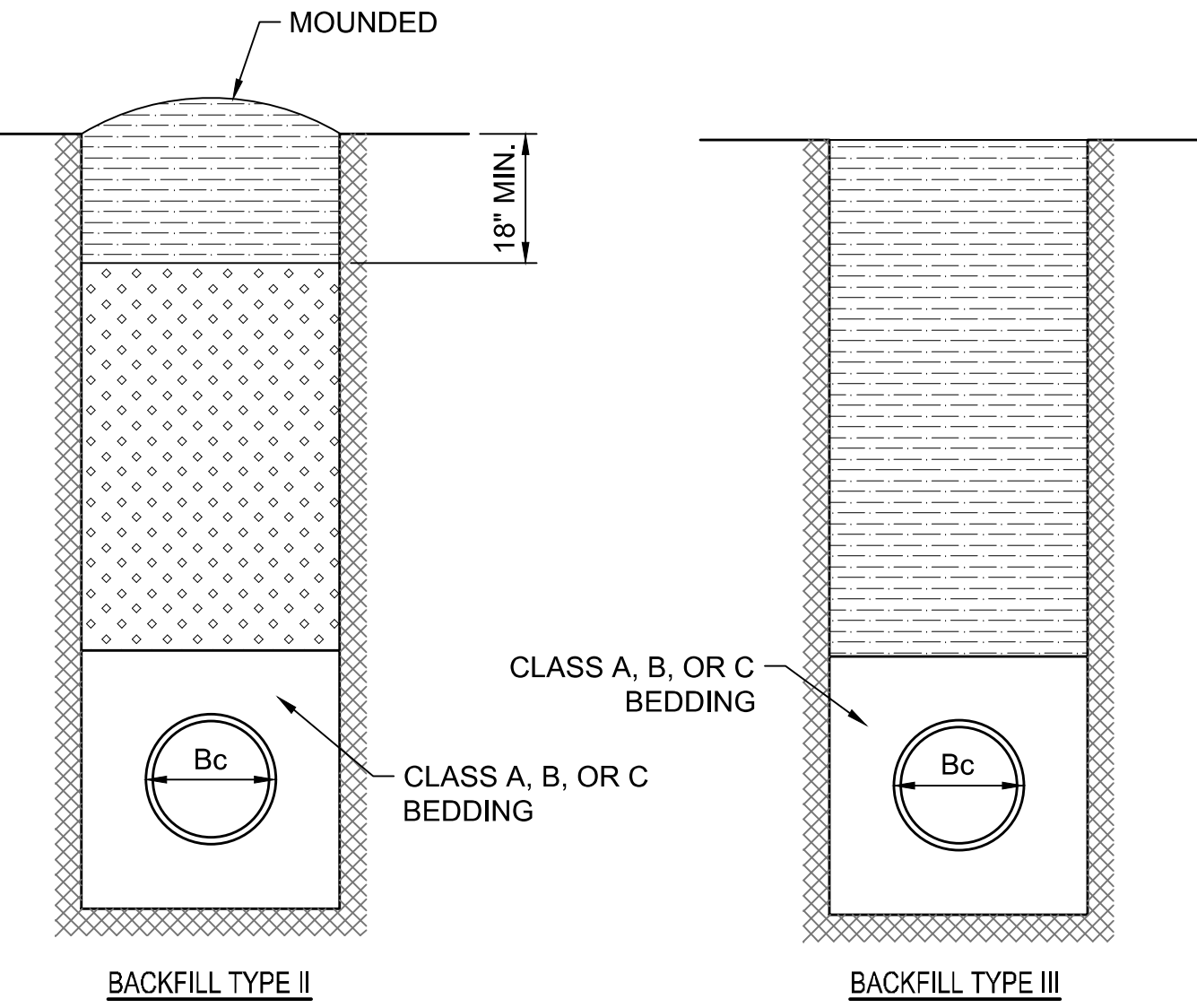
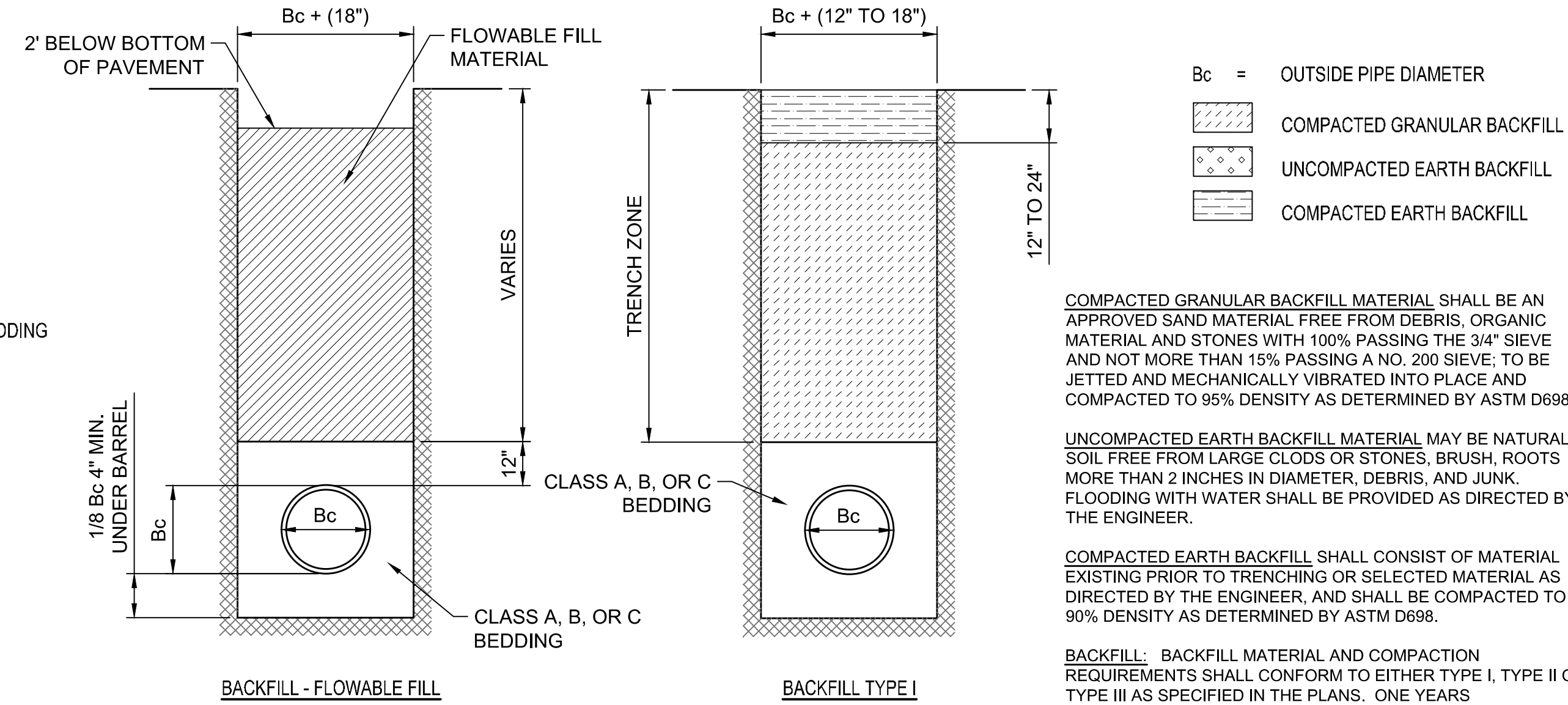
CLASS A "CONCRETE CRADLE" AND/OR CLASS A "CONCRETE ENCASEMENT" IS NOT REQUIRED UNLESS SPECIFIED ON THE PLANS. HOWEVER, WHERE UNEXPECTED TRENCH CONDITIONS EXIST OR IMPROPER TRENCHING IS PERFORMED CLASS A BEDDING MAY BE REQUIRED AS DETERMINED BY THE ENGINEER.

CLASS B BEDDING SHALL BE USED FOR ALL FLEXIBLE PIPE.

- A. CLASS B NORMAL BEDDING SHALL BE USED FOR PVC PIPE UNLESS WET CONDITIONS ARE ENCOUNTERED.
- B. CLASS B IMPROVED BEDDING SHALL BE USED FOR OTHER FLEXIBLE PIPE, AND FOR PVC PIPE IN WET CONDITIONS.

CLASS C BEDDING SHALL BE USED FOR ALL RIGID PIPE.

- A. CLASS C ORDINARY BEDDING SHALL BE USED FOR ALL RIGID PIPE UNLESS WET CONDITIONS ARE ENCOUNTERED.
- B. CLASS C IMPROVED BEDDING SHALL BE USED FOR WET CONDITIONS EXISTING IN THE TRENCH, AS DIRECTED BY THE ENGINEER, AT NO ADDITIONAL COST TO THE OWNER. THE DIMENSIONS SHALL BE EQUAL TO THAT REQUIRED FOR "ROCK" EXCAVATION (SEE SPECIFICATIONS).



5 TRENCH ZONE BACKFILLING
NOT TO SCALE

- Bc = OUTSIDE PIPE DIAMETER
- COMPACTED GRANULAR BACKFILL
- UNCOMPACTED EARTH BACKFILL
- COMPACTED EARTH BACKFILL

COMPACTED GRANULAR BACKFILL MATERIAL SHALL BE AN APPROVED SAND MATERIAL FREE FROM DEBRIS, ORGANIC MATERIAL AND STONES WITH 100% PASSING THE 3/4" SIEVE AND NOT MORE THAN 15% PASSING A NO. 200 SIEVE; TO BE JETTED AND MECHANICALLY VIBRATED INTO PLACE AND COMPACTED TO 95% DENSITY AS DETERMINED BY ASTM D698.

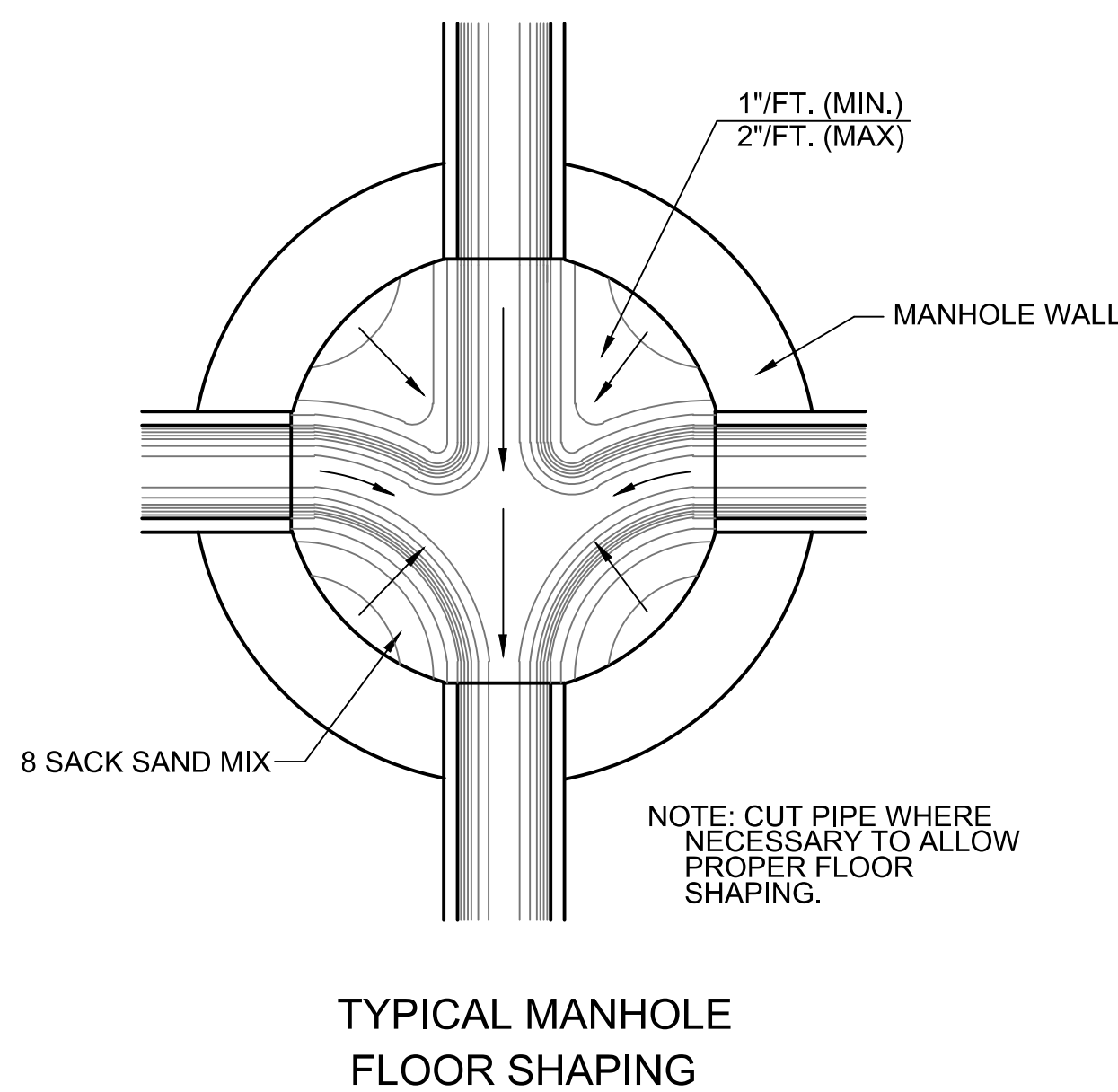
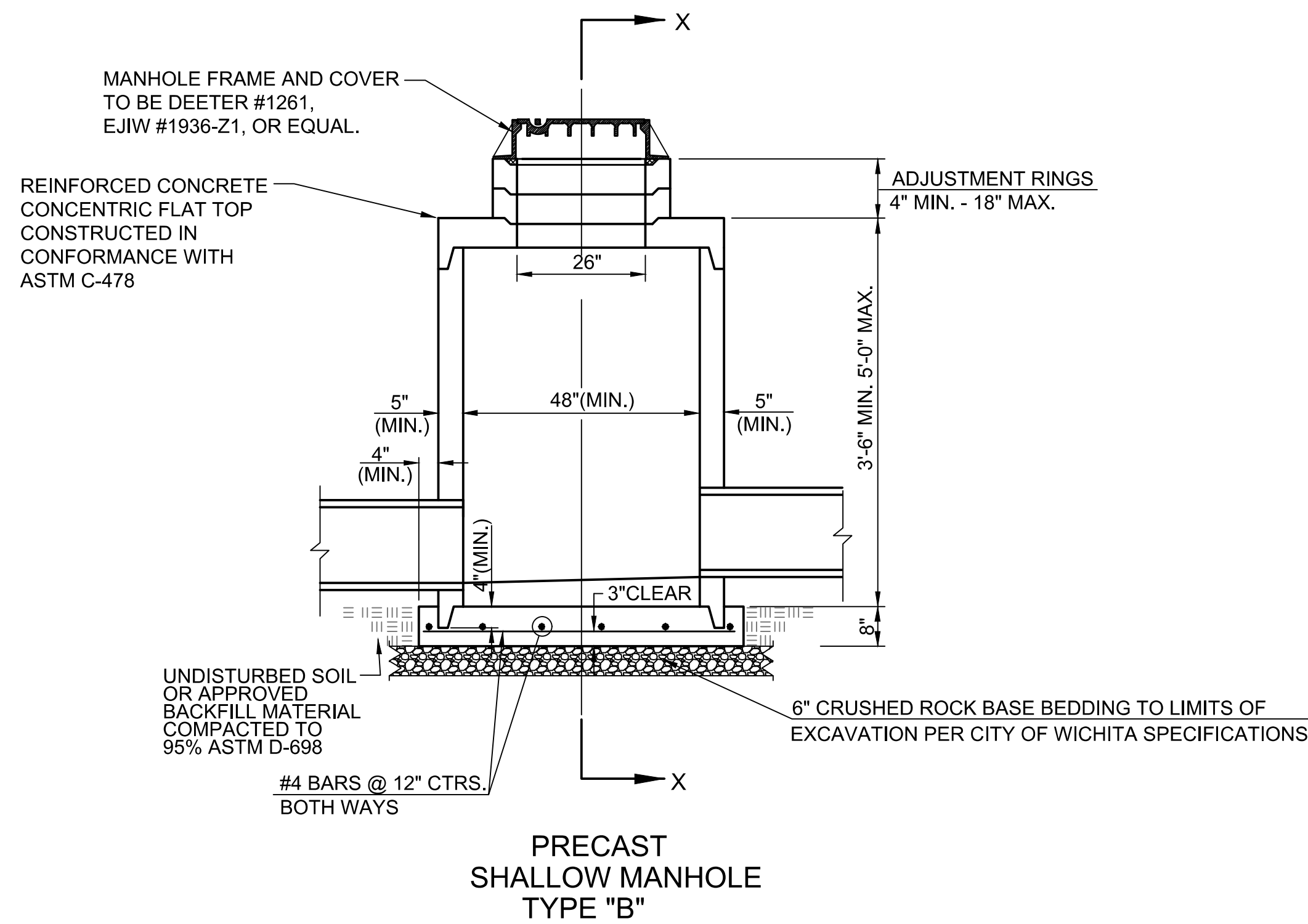
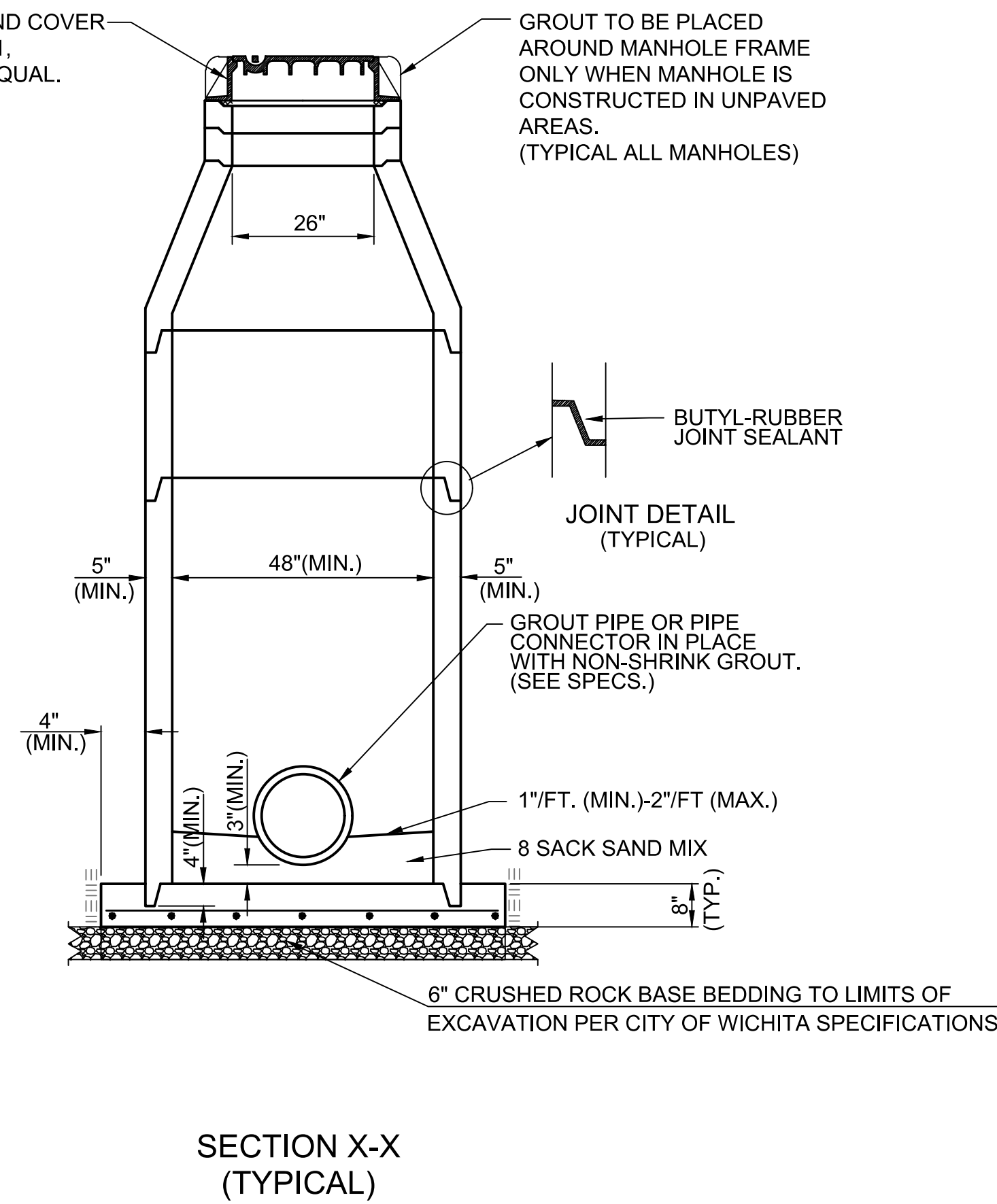
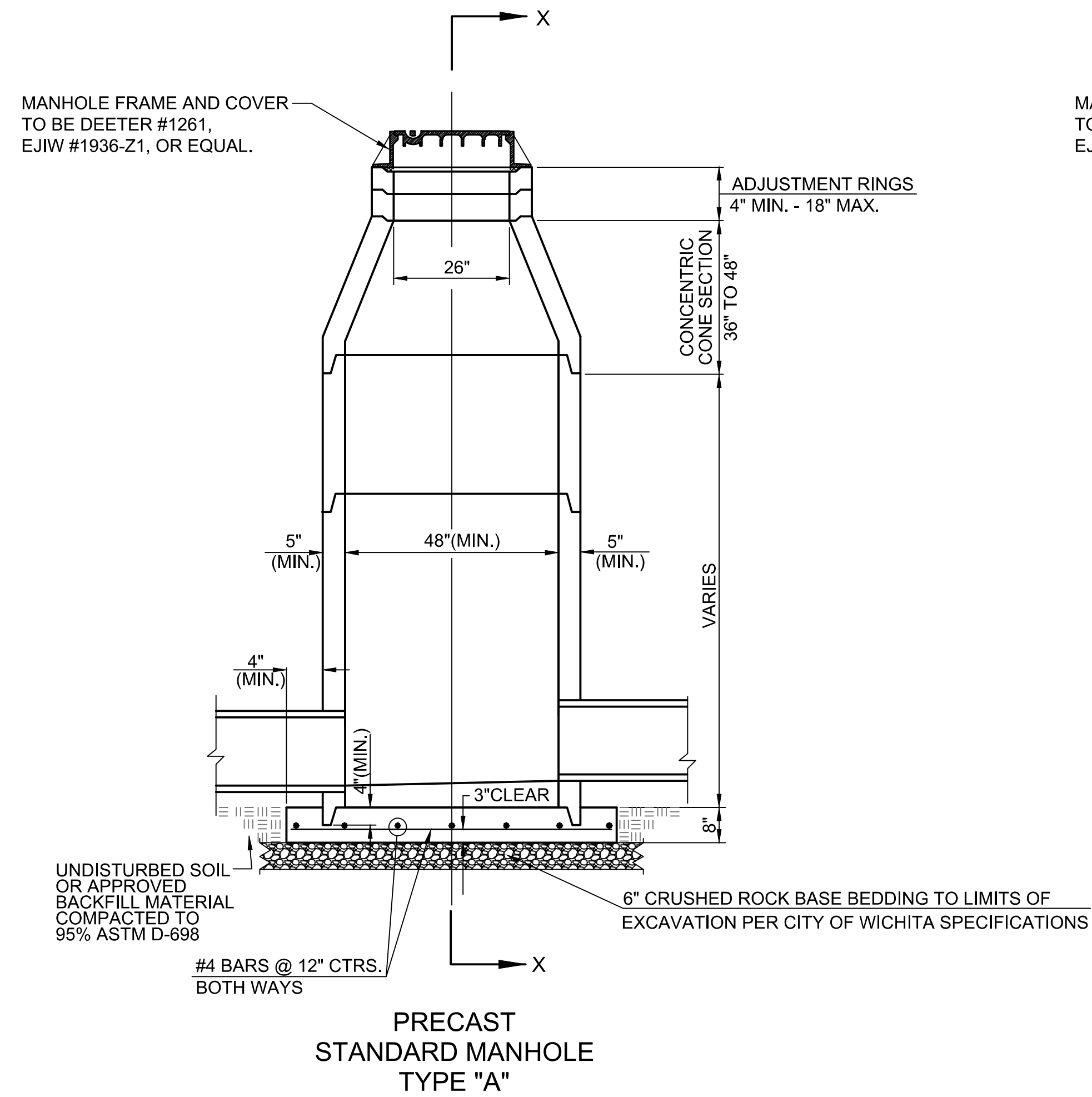
UNCOMPACTED EARTH BACKFILL MATERIAL MAY BE NATURAL SOIL FREE FROM LARGE CLODS OR STONES, BRUSH, ROOTS MORE THAN 2 INCHES IN DIAMETER, DEBRIS, AND JUNK. FLOODING WITH WATER SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.

COMPACTED EARTH BACKFILL SHALL CONSIST OF MATERIAL EXISTING PRIOR TO TRENCHING OR SELECTED MATERIAL AS DIRECTED BY THE ENGINEER, AND SHALL BE COMPACTED TO 90% DENSITY AS DETERMINED BY ASTM D698.

BACKFILLING THROUGH ROCK: BACKFILLING THROUGH ROCK SHALL BE PERFORMED AS SPECIFIED IN THE PARAGRAPH BACKFILL ABOVE, EXCEPT THAT THE PIPE ZONE IS INCREASED TO PROVIDE EIGHTEEN (18) INCHES OF COVER OVER THE PIPE. WHEN APPROVED BY THE ENGINEER THE REMAINDER OF THE BACKFILL MAY BE EXCAVATED ROCK PROVIDED THE EXCAVATED ROCK HAS BEEN BROKEN UP SO THAT EARTH AND ROCK WILL THOROUGHLY MIX AND NOT RESULT IN VOIDS AROUND THE LARGER PIECES OF ROCK. ANY EXCESS ROCK REMAINING AFTER THE TRENCH HAS BEEN BACKFILLED SHALL BE REMOVED OR WASTED AS DIRECTED BY THE ENGINEER.

BACKFILLING UNDER PAVEMENT: BACKFILLING UNDER EXISTING OR PROPOSED PAVEMENT SHALL BE PERFORMED AS BACKFILL TYPE I OR BACKFILL - FLOWABLE FILL TO A LEVEL OF TWO (2) FEET FROM THE BOTTOM OF THE PAVEMENT. THE REMAINDER OF THE TRENCH SHALL BE BACKFILLED WITH SELECTED MATERIAL, SUFFICIENTLY DAMP TO BE PROPERLY COMPACTED IN LAYERS NOT EXCEEDING SIX (6) INCHES IN DEPTH. COMPACTION SHALL BE PERFORMED WITH MECHANICAL TAMPERS AND CONTINUED UNTIL A RELATIVE DENSITY OF 100 PERCENT OF STANDARD DENSITY, IN CONFORMANCE WITH ASTM D698 IS ATTAINED.

BACKFILLING UNDER GRAVEL STREETS: WHERE THE TRENCH CROSSES OR IS IN EXISTING GRAVEL SURFACED STREETS, THE BACKFILL SHALL BE COMPACTED AS PROVIDED IN THE PARAGRAPH "BACKFILLING UNDER PAVEMENT".



GENERAL NOTES

- IF, IN THE OPINION OF THE ENGINEER, THE MANHOLE SUBGRADE APPEARS UNSTABLE, THE CONTRACTOR WILL HAVE THE OPTION TO COMPACT SUBGRADE AS SHOWN OR INCREASE THE THICKNESS OF THE MANHOLE BASE AS DIRECTED BY THE ENGINEER.
- STEEL REINFORCING WILL BE REQUIRED IN ALL MANHOLE BASES.
- ALL MANHOLE CONSTRUCTION SHALL BE WATER TIGHT.
- TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
- ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISION OF ASTM C-478 AS MODIFIED BY THE SPECIFICATIONS.
- CONCRETE USED FOR MANHOLE CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
- PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO MANHOLE BASE.
- MANHOLES WITH PIPE SIZES 24" AND LARGER SHALL HAVE 5 FOOT INSIDE DIAMETER (MIN.)
- MANHOLES WITH PRECAST BASES MAY BE USED AT THE CONTRACTORS OPTION. THESE MANHOLES SHALL HAVE AN 8" MINIMUM BASE THICKNESS AND SHALL BE PLACED ON AN 8" MIN. CRUSHED ROCK BASE. PIPES SHALL BE ENCASED WITH CRUSHED ROCK TO AT LEAST 3 FEET FROM THE MANHOLE WALL.
- CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN MANHOLE WALL SHALL BE GROUTED FLUSH TO THE MANHOLE WALL WITH HYDRAULIC CEMENT AFTER THE MANHOLE IS IN PLACE. LIFTING HOLES THRU THE MANHOLE WALL WILL NOT BE ACCEPTED.
- THE ENDS OF ALL PIPES IN MANHOLES SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE MANHOLE WALL.
- MANHOLE INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE MANHOLE WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
- MANHOLE FRAME AND COVER TO BE DEETER #1261, EJIW #1936-Z1, OR APPROVED EQUAL, SEE SW-303.
- FOR FLAT GRATED INLET APPLICATION, GRATE TO BE DEETER #1933, EJIW #1205 MDI, OR APPROVED EQUAL.
- FOR BEEHIVE GRATE APPLICATION, GRATE TO BE DEETER #4495, EJIW #120545, OR APPROVED EQUAL.

<p>CITY OF WICHITA</p> <p>PUBLIC WORKS & UTILITIES ENGINEERING DIVISION</p>	<p>REVISED: MARCH 2015</p> <p>PRECAST CONCRETE MANHOLE (STORM SEWER)</p> <p>CITY ENGINEER GARY JANZEN, P.E.</p>			
	PROJECT NUMBER	OCA NUMBER	DATE	
	<p>CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501</p>			SHEET
	<p>— of —</p>			

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
303 SOUTH OPERA - WICHITA, KS 67202
316-262-2891 www.pec.com

PEC

SHELDEN ARCHITECTURE
SHELDENARCH.COM
800 E. First Suite 140 Wichita, KS 67202 316.263.4300

INTRUST BANK
S.E. - HARRY & WEBB
1544 S. Webb Rd
Wichita, KS 67207

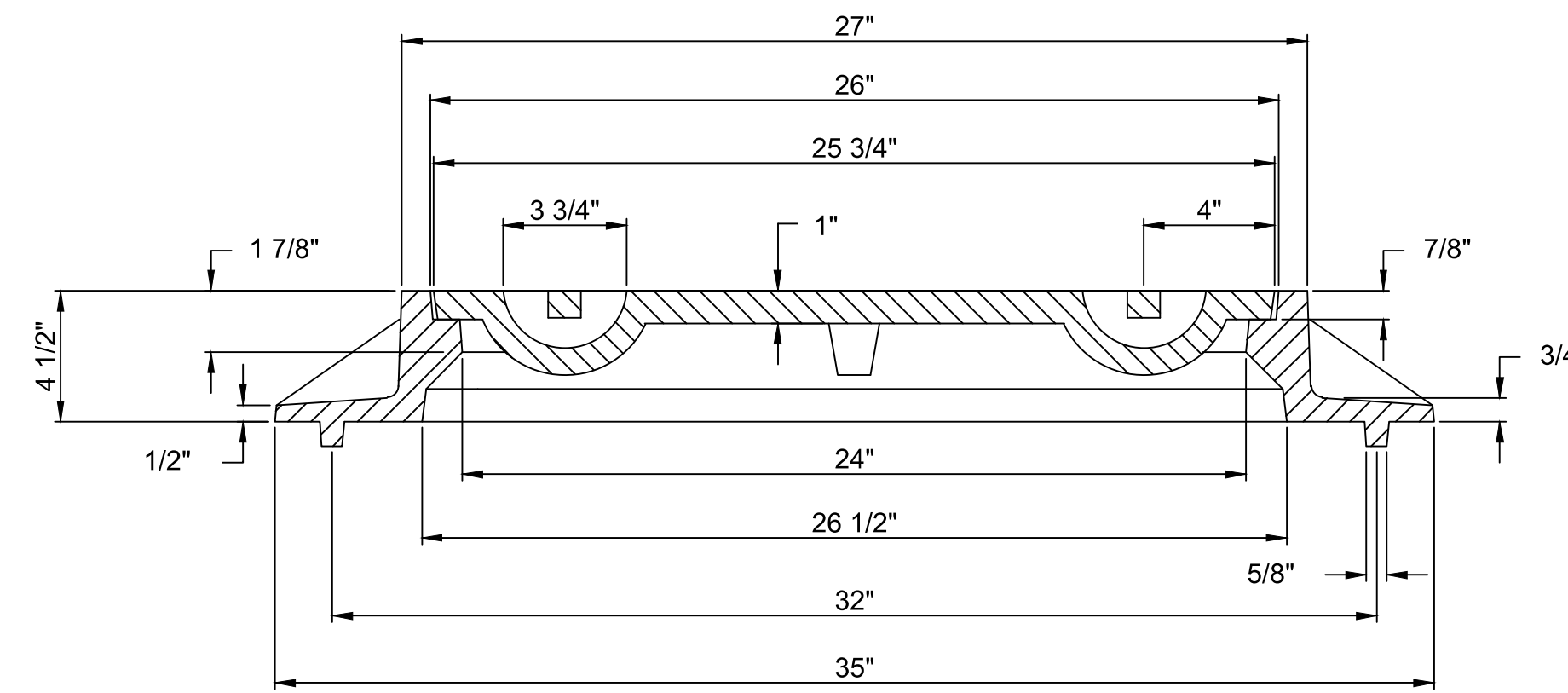
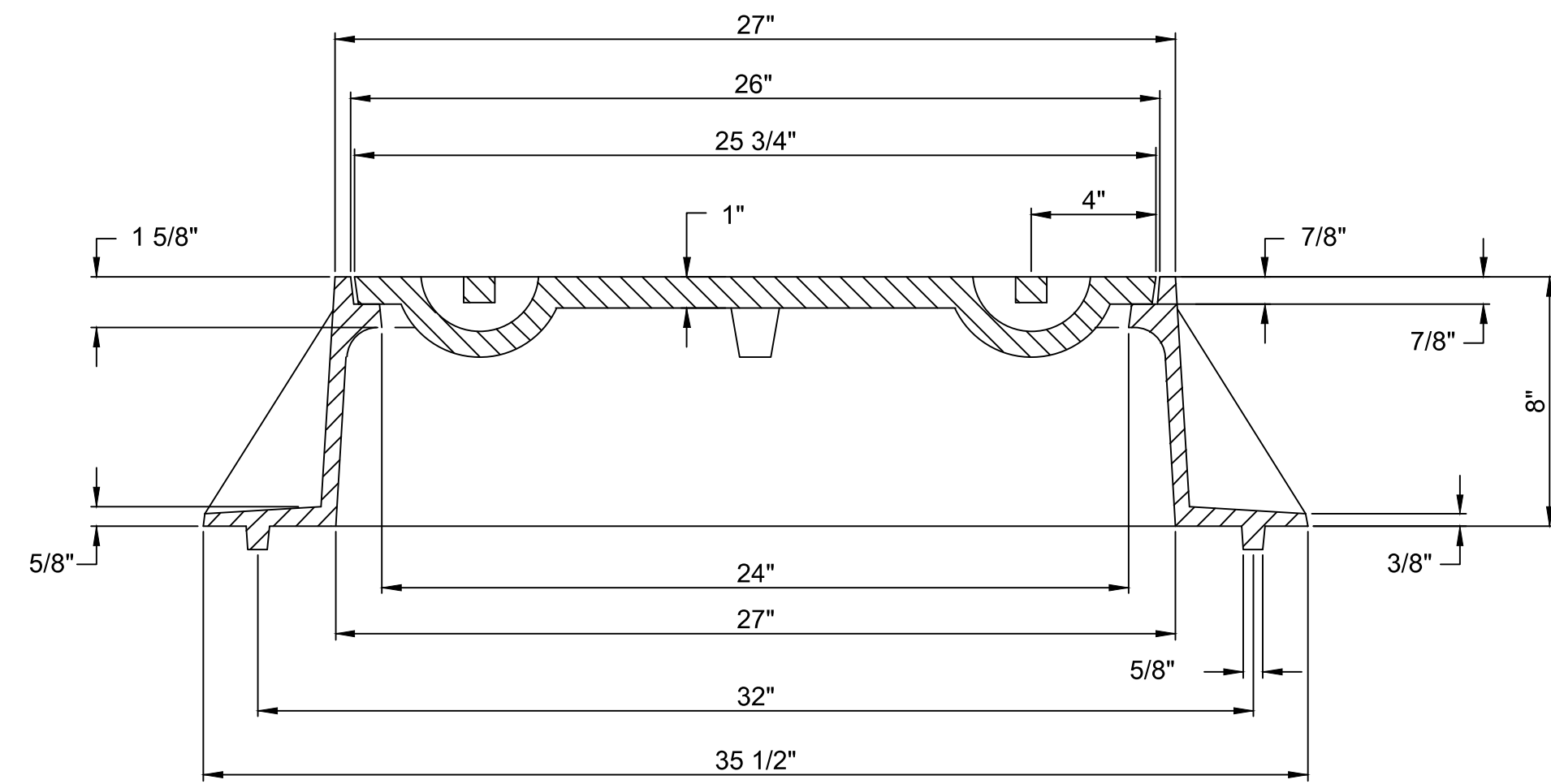
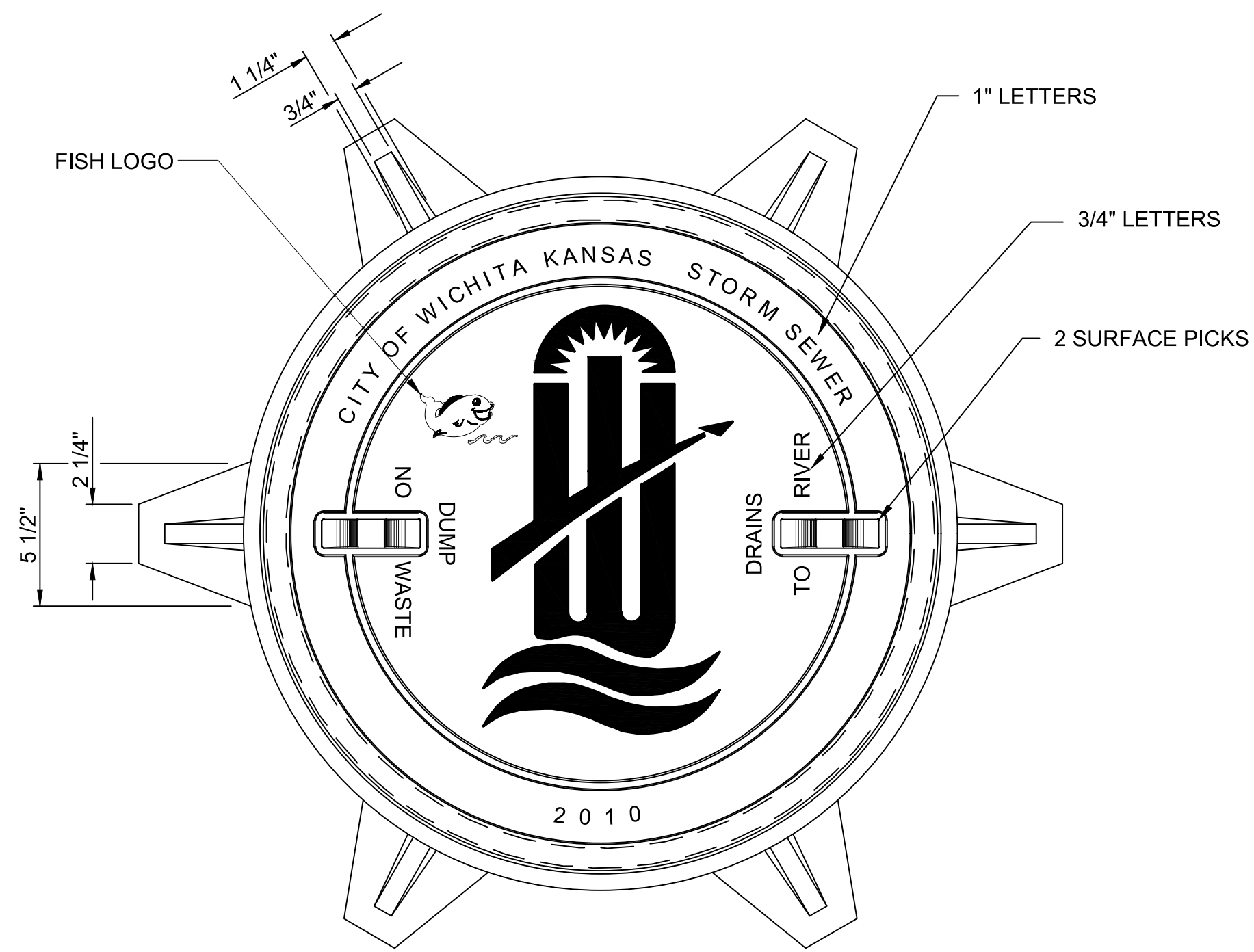
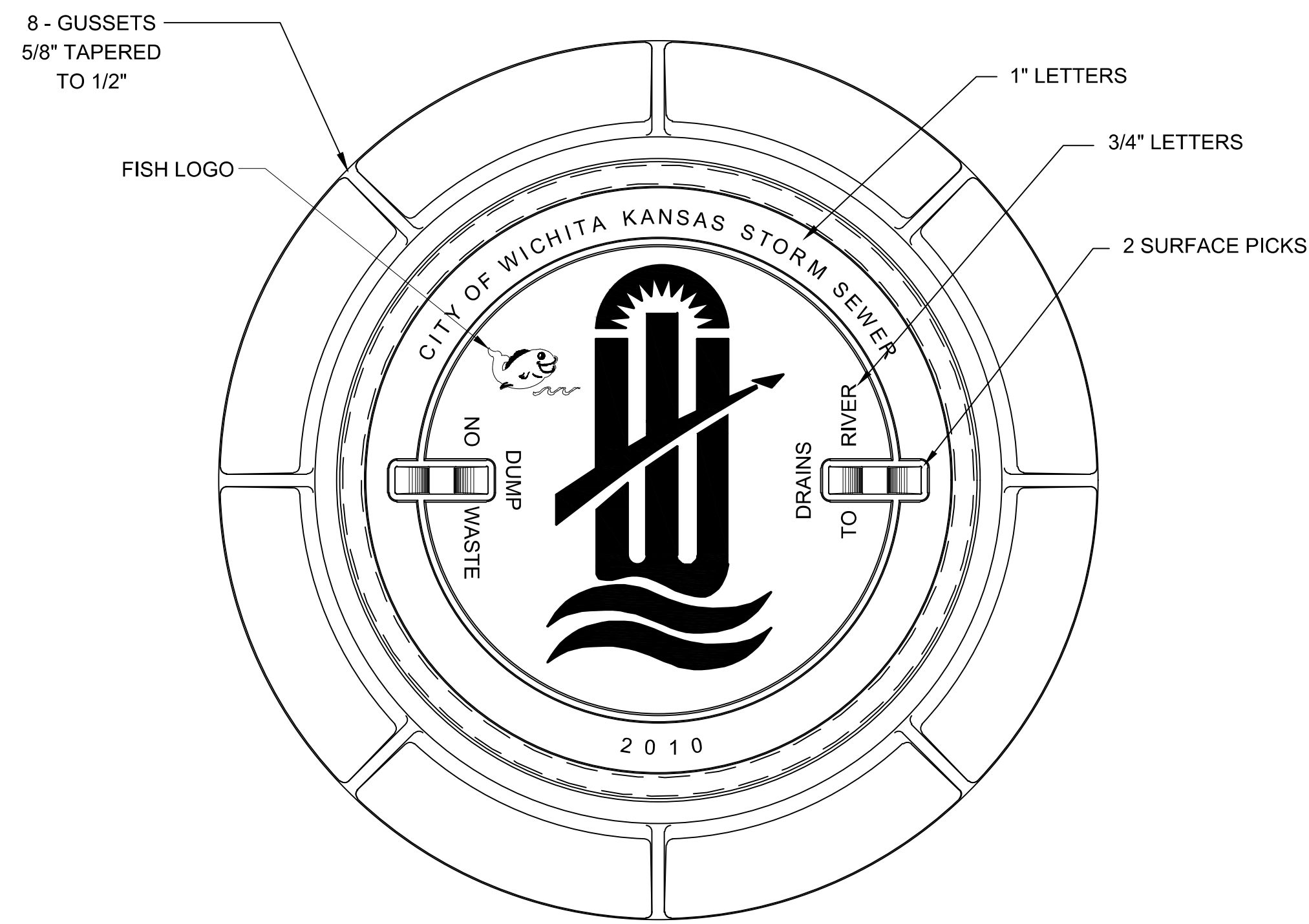
PROJECT NO.	BIM-0001
ISSUE:	DATE:
50% CD SET	05 MAR 21
PERMIT SET	31 MAR 21

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MANHOLE DETAILS

CU502

SW-301



MANHOLE FRAME
DEETER #1261 OR EJIW #1936-Z1

- NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACE.
 2. COVER TO BE DEETER #1261 OR EJIW #1936A.

INLET FRAME
DEETER #2014 OR EJIW #1936-Z4

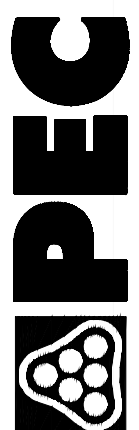
- NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACES.
 2. NOT TO BE USED UNDER PAVEMENT.
 3. COVER TO BE DEETER #1261 OR EJIW #1936A.



MANHOLE/INLET FRAME AND COVER (STORM SEWER)		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER --	OCA NUMBER --	DATE 11/2010
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET _ of _

SW-303

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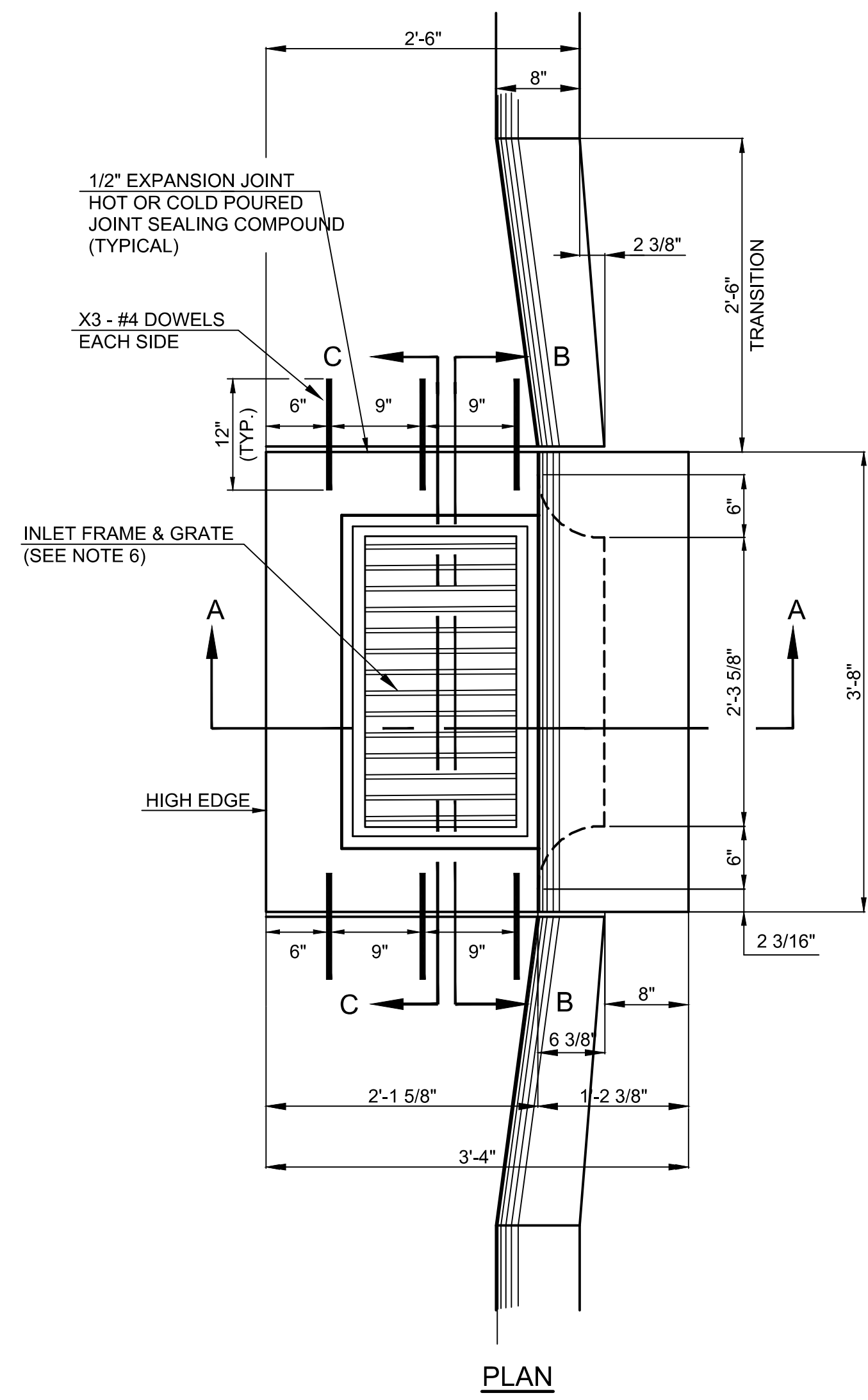
MANHOLE FRAME AND COVER DETAIL
CU503

INTRUST BANK
S.E. - HARRY & WEBB

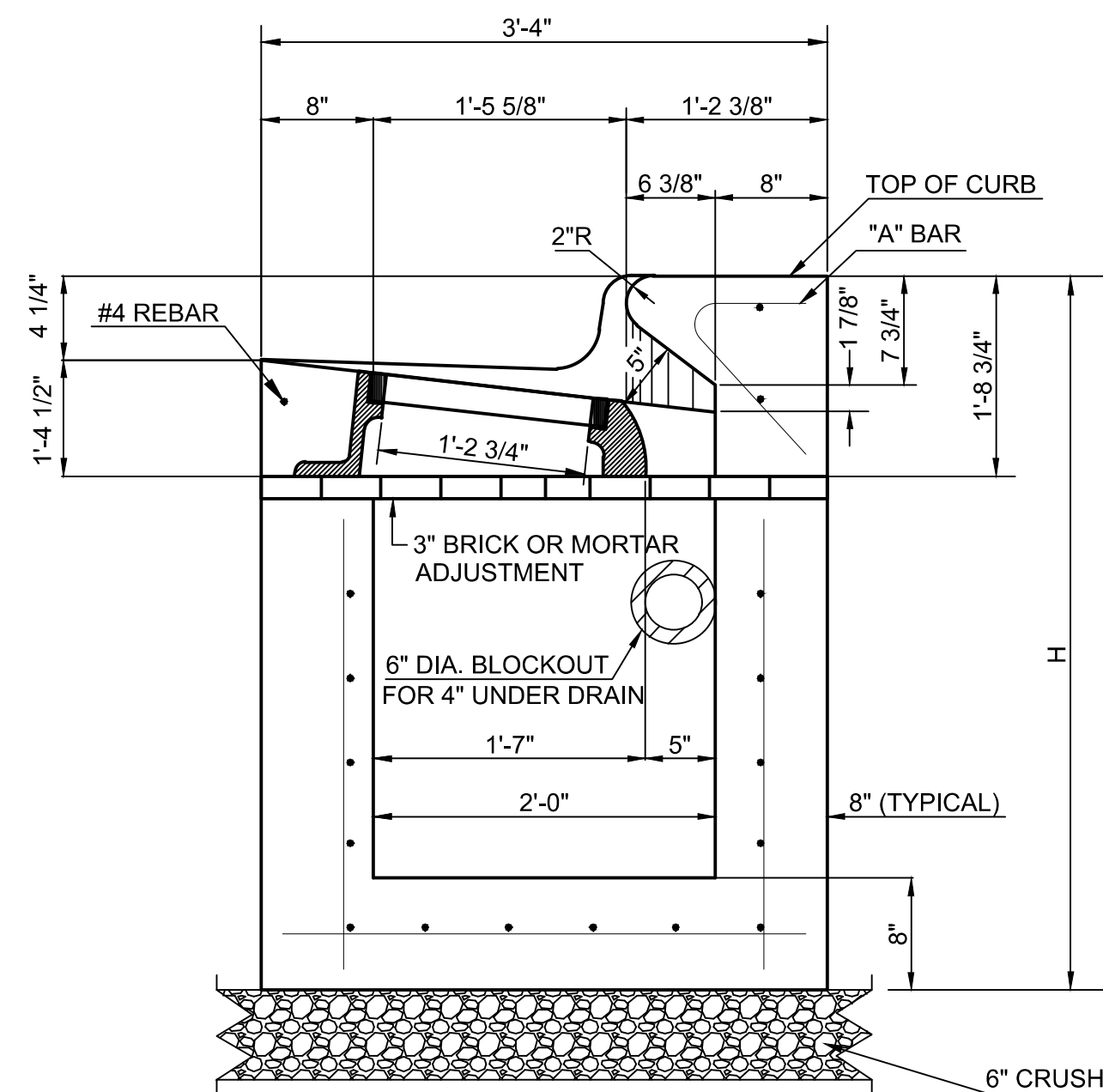
1544 S. Webb Rd
Wichita, KS 67207

PROJECT NO.	BIM-0001
ISSUE:	DATE:
50% CD SET	05 MAR 21
PERMIT SET	31 MAR 21

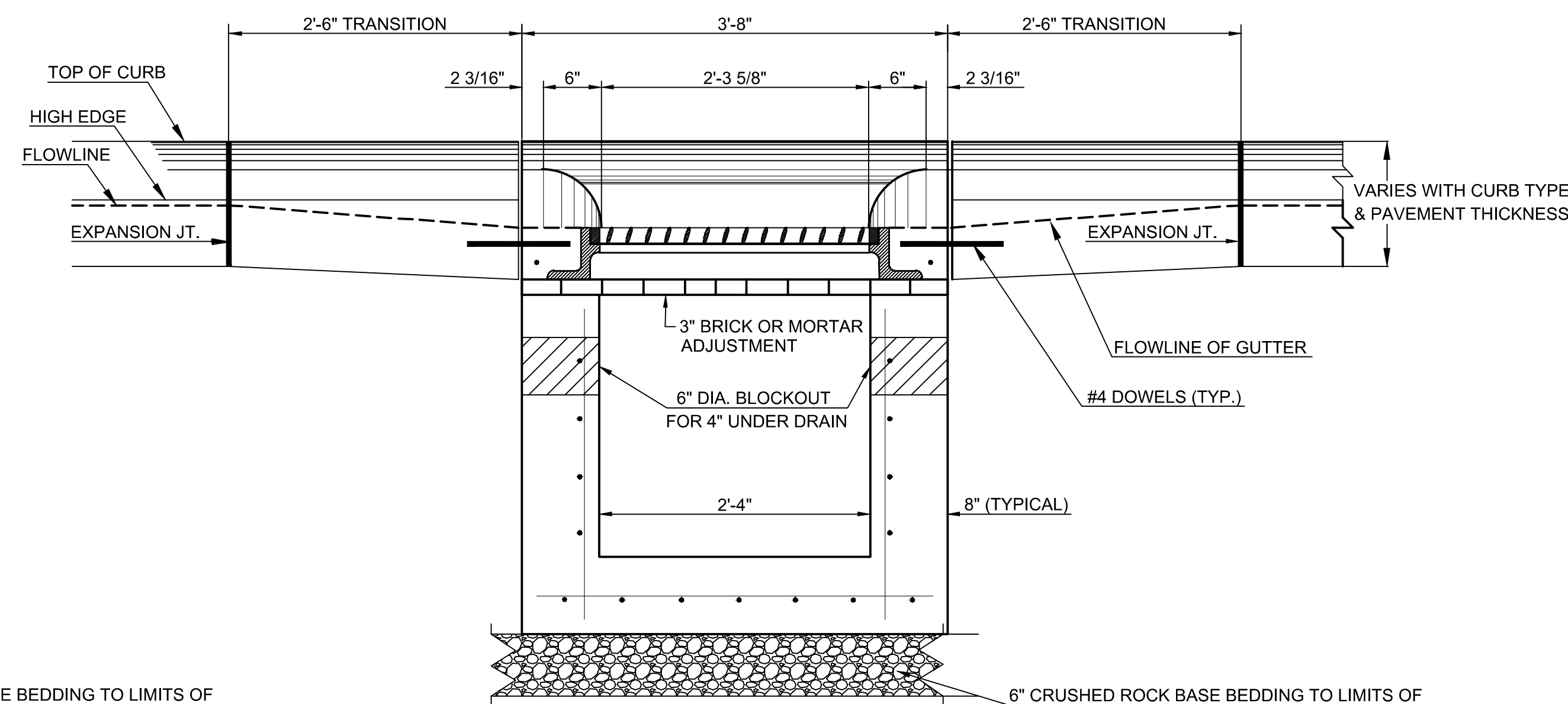
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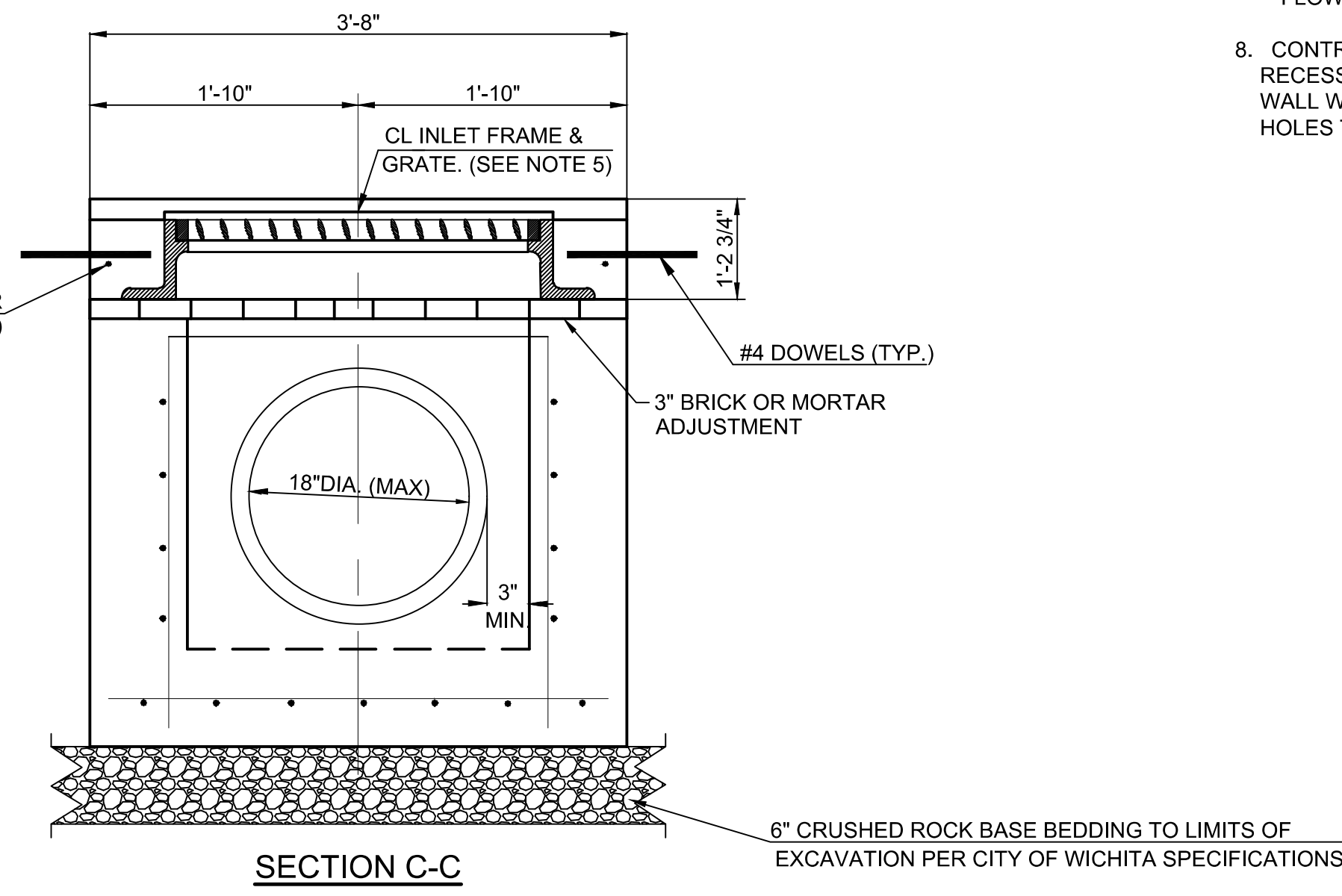
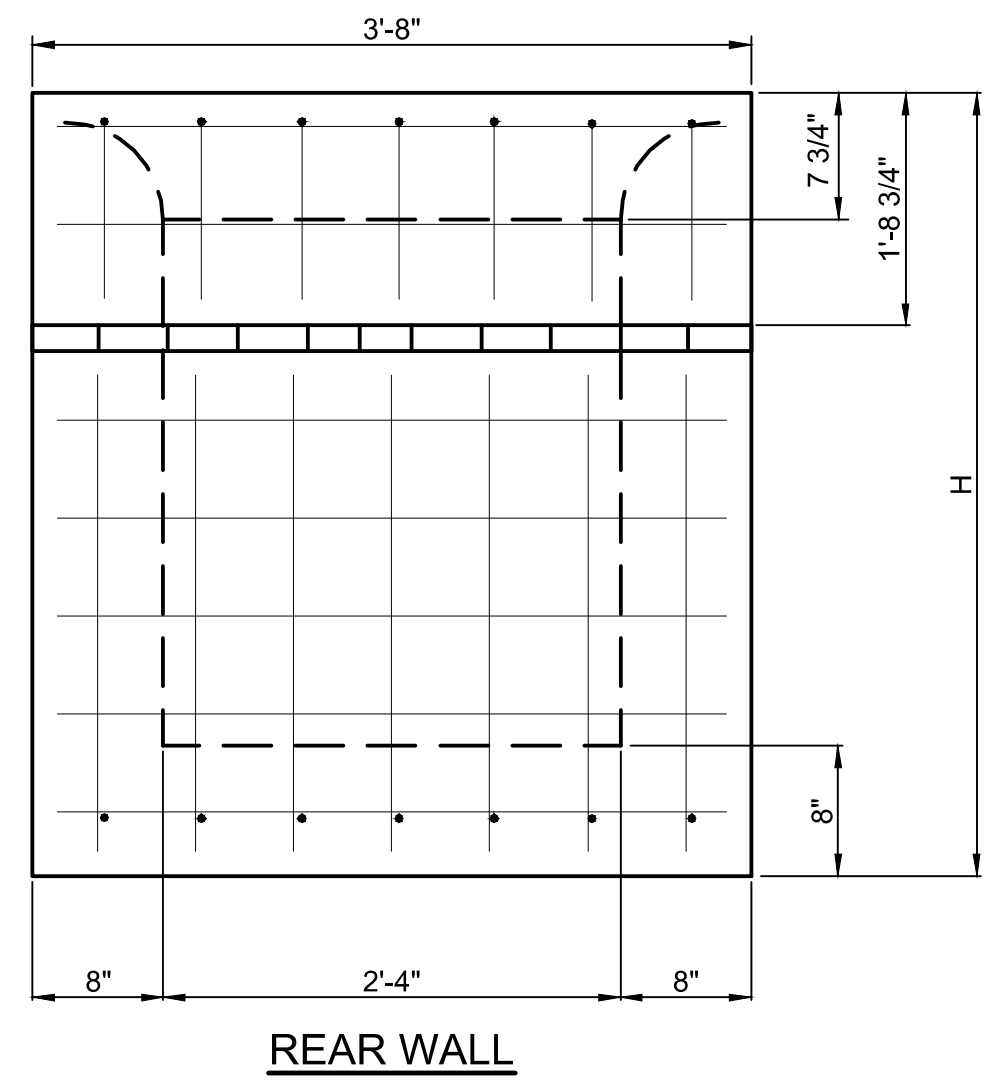
PLAN



SECTION A-A



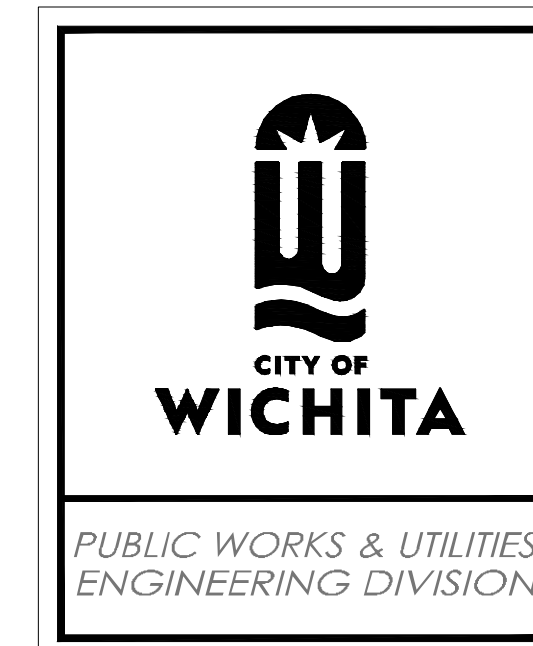
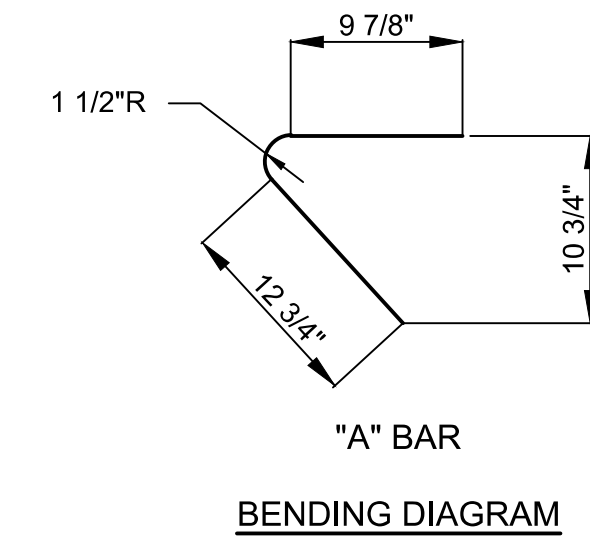
SECTION B-B



SECTION C-C

GENERAL NOTES

- USE THE CONCRETE MIX SPECIFIED FOR THE CITY OF WICHITA CONCRETE PAVEMENT THROUGHOUT. ALL EXPOSED EDGES SHALL BE FINISHED WITH AN EDGING TOOL. REINFORCING BARS SHALL BE BENT AROUND PIPE.
- INLET INVERT SHALL BE SHAPED WITH 8 SACK MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
- ALL BARS ARE #4 WITH 6" SPACING AND SHALL HAVE A MINIMUM CLEARANCE OF 1 1/2 INCHES UNLESS OTHERWISE NOTED ON THE PLANS.
- NO DEDUCTIONS WILL BE MADE IN PAY LENGTH OF CURB, GUTTER, OR CURB AND GUTTER THROUGH THE INLET AREA.
- USE DEETER FOUNDRY, INC. CASTING NO. 2442/43 OR EJIW 7600Z LEFT SIDE, 7600 RIGHT SIDE IN INLET FRAME AND GRATE WITH STYLE H GRATE. INLET FRAME TO BE PROOF LOAD TESTED TO 40,000 LBS. ON UNSUPPORTED SIDE.
- REINFORCING BARS SHALL BE CUT OR BENT AROUND PIPES. NO DEDUCTION IN CONCRETE QUANTITIES SHALL BE MADE FOR PIPE OPENINGS.
- THE VANES OF THE GRATE SHALL BE ORIENTED WITH RESPECT TO THE FLOW ARROWS SHOWN ON THE PLANS.
- CONTRACTOR SHALL REMOVE LIFTING HOOKS AFTER INSTALLATION. RECESSES IN INLET WALL SHALL BE GROUTED FLUSH TO THE INLET WALL WITH HYDRAULIC CEMENT AFTER THE INLET IS IN PLACE. LIFTING HOLES THRU THE INLET WALL WILL NOT BE ACCEPTED.

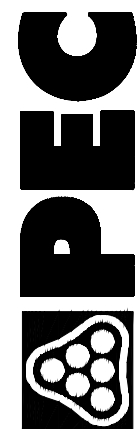


REVISED: MARCH 2015

STANDARD SINGLE TYPE II CURB INLET		
CITY ENGINEER GARY JANZEN, P.E.		
PROJECT NUMBER	OCA NUMBER	DATE
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		SHEET _ of _

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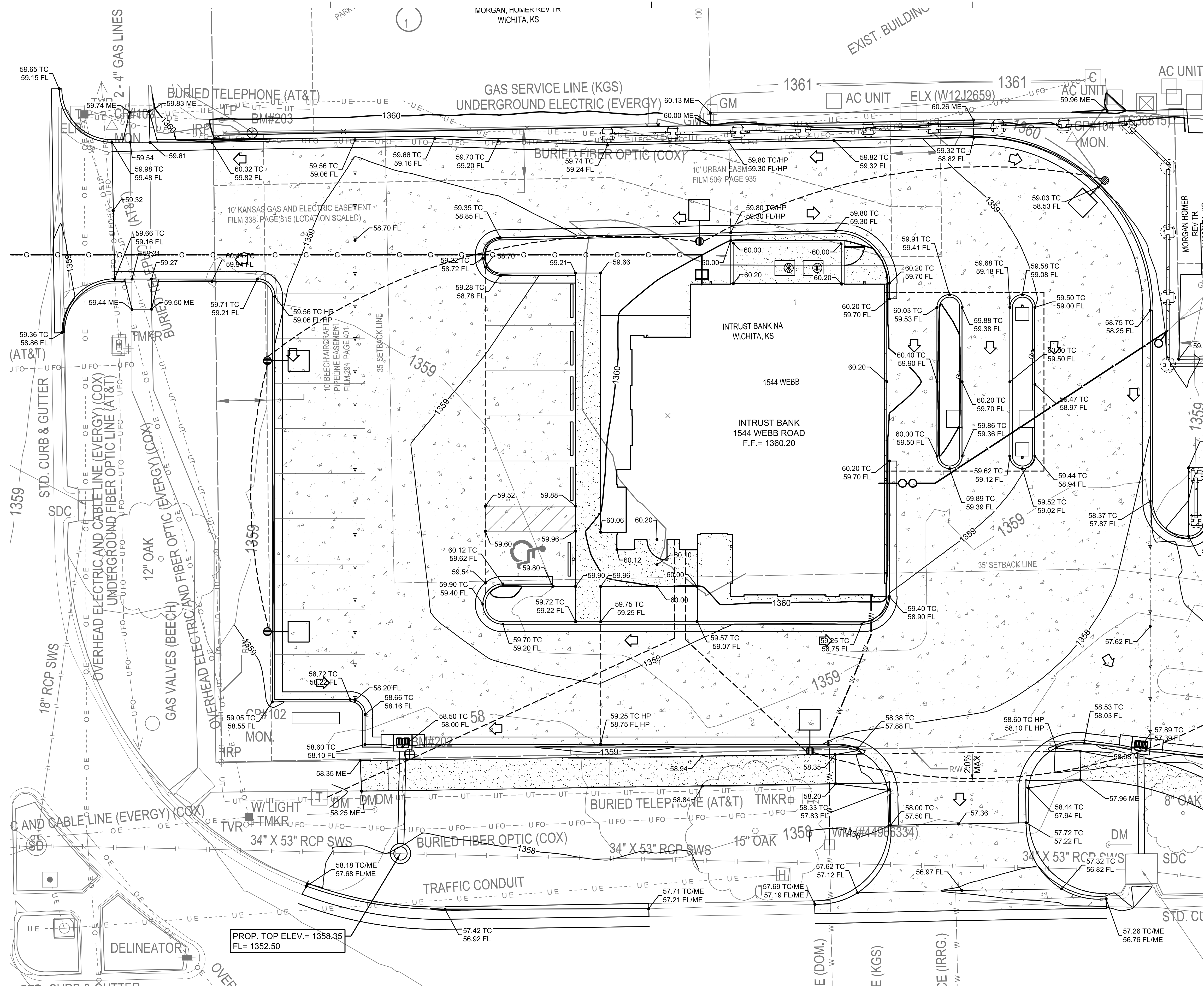
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TYPE 2 CURB
INLET DETAILS

CU504

SHelden
ARCHITECTURE

SHELDENARCH.COM
800 E. First Suite 140 Wichita, KS 67202 316.263.4300



- GRADING LEGEND**
- 1300 — EXISTING MAJOR CONTOUR
 - - - 1301 - - - EXISTING MINOR CONTOUR
 - 1300 — PROPOSED MAJOR CONTOUR
 - - - 1301 - - - PROPOSED MINOR CONTOUR
 - - - - - PROPOSED RIDGE LINE
 - — — PROPOSED DITCH CENTER LINE
 - 01.50 PROPOSED SPOT ELEVATION
 - 1.00% PROPOSED SLOPE
 - ➔ PROPOSED FLOW DIRECTION
- GRADING ABBREVIATIONS**
- ME MATCH EXISTING
 - TC TOP OF CURB
 - FL FLOW LINE
 - HP HIGH POINT
- SITE GRADING NOTES**
1. ALL FILL MATERIAL BLADED SMOOTH AND SLOPED TO DRAIN.
 2. CADD FILES FOR GRADING WILL BE MADE AVAILABLE UPON REQUEST.
 3. THE CONTRACTOR SHALL SATISFY THEMSELVES WITH THE EARTHWORK QUANTITIES AND NO CHANGE ORDER FOR EARTHWORK WILL BE APPROVED.
 4. THE TOP 6" OF ALL AREAS TO BE SEEDED SHALL RECEIVED TOPSOIL MATERIAL SUITABLE FOR GROWTH OF VEGETATION. OVEREXCAVATE 6" THRU AREAS OF CUT FOR PLACEMENT OF TOPSOIL. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DOUBLE-HANDLING OF STOCKPILING. REFERENCE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
- ADA NOTES**
1. SIDEWALKS SHALL HAVE RUNNING SLOPE NOT STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48.
 2. CURB RAMPS SHALL NOT EXCEED SIX INCHES IN HEIGHT OR HAVE RUNNING SLOPE STEEPER THAN 1:12. CROSS SLOPE SHALL OF RAMPS SHALL NOT BE STEEPER THAN 1:48.
 3. ADA ACCESSIBLE PARKING STALL & ACCESS AISLE SHALL NOT EXCEED 1:48 SLOPE IN ALL DIRECTIONS.
 4. CONTRACTOR SHALL ADHERE TO THE LATEST ADA REGULATIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER FOR RESOLUTION PRIOR TO CONSTRUCTION.
 5. REFERENCE ARCHITECTURAL PLANS FOR DOOR THRESHOLD DETAILS. ELEVATIONS SHOWN ON THIS DRAWING ARE TO FINISHED FLOOR.

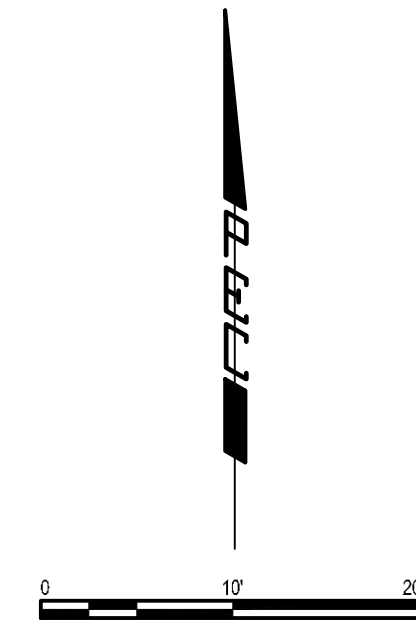
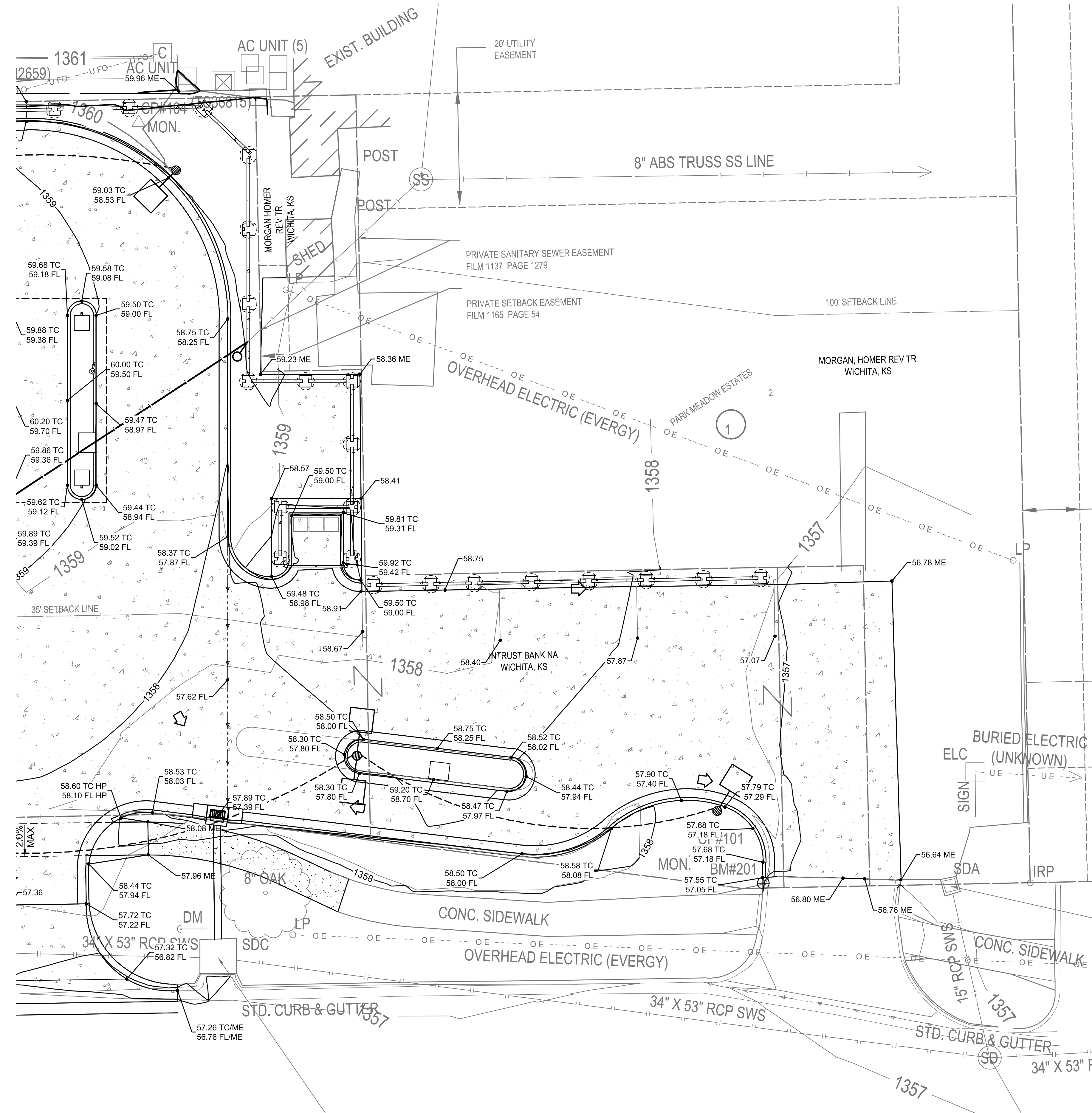


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GRADING LEGEND

- 1300 — EXISTING MAJOR CONTOUR
- - - 1301 - - - EXISTING MINOR CONTOUR
- 1300 — PROPOSED MAJOR CONTOUR
- - - 1301 - - - PROPOSED MINOR CONTOUR
- 01.50 PROPOSED SPOT ELEVATION
- 1.00% PROPOSED SLOPE
- ➔ PROPOSED FLOW DIRECTION

GRADING ABBREVIATIONS

- ME MATCH EXISTING
- TC TOP OF CURB
- FL FLOW LINE
- HP HIGH POINT

SITE GRADING NOTES

1. ALL FILL MATERIAL BLADED SMOOTH AND SLOPED TO DRAIN.
2. CADD FILES FOR GRADING WILL BE MADE AVAILABLE UPON REQUEST.
3. THE CONTRACTOR SHALL SATISFY THEMSELVES WITH THE EARTHWORK QUANTITIES AND NO CHANGE ORDER FOR EARTHWORK WILL BE APPROVED.
4. THE TOP 6" OF ALL AREAS TO BE SEEDED SHALL RECEIVED TOPSOIL MATERIAL SUITABLE FOR GROWTH OF VEGETATION. OVEREXCAVATE 6" THRU AREAS OF CUT FOR PLACEMENT OF TOPSOIL. NO ADDITIONAL PAYMENT SHALL BE MADE FOR DOUBLE-HANDLING OF STOCKPILING. REFERENCE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.

ADA NOTES

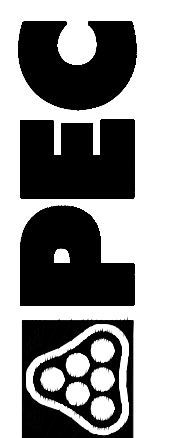
1. SIDEWALKS SHALL HAVE RUNNING SLOPE NOT STEEPER THAN 1:20. THE CROSS SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:48.
2. CURB RAMPS SHALL NOT EXCEED SIX INCHES IN HEIGHT OR HAVE RUNNING SLOPE STEEPER THAN 1:12. CROSS SLOPE SHALL OF RAMPS SHALL NOT BE STEEPER THAN 1:48.
3. ADA ACCESSIBLE PARKING STALL & ACCESS AISLE SHALL NOT EXCEED 1:48 SLOPE IN ALL DIRECTIONS.
4. CONTRACTOR SHALL ADHERE TO THE LATEST ADA REGULATIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER FOR RESOLUTION PRIOR TO CONSTRUCTION.
5. REFERENCE ARCHITECTURAL PLANS FOR DOOR THRESHOLD DETAILS. ELEVATIONS SHOWN ON THIS DRAWING ARE TO FINISHED FLOOR.

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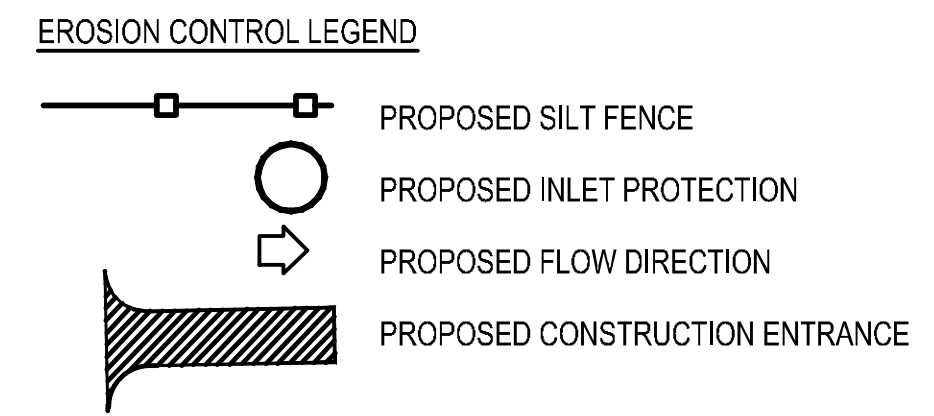
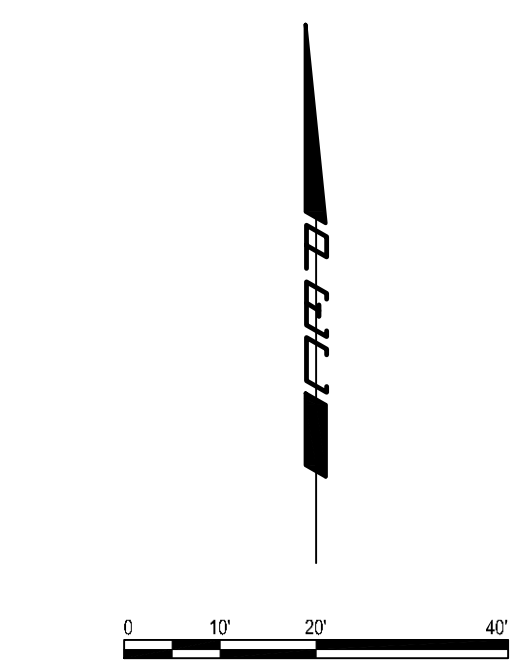
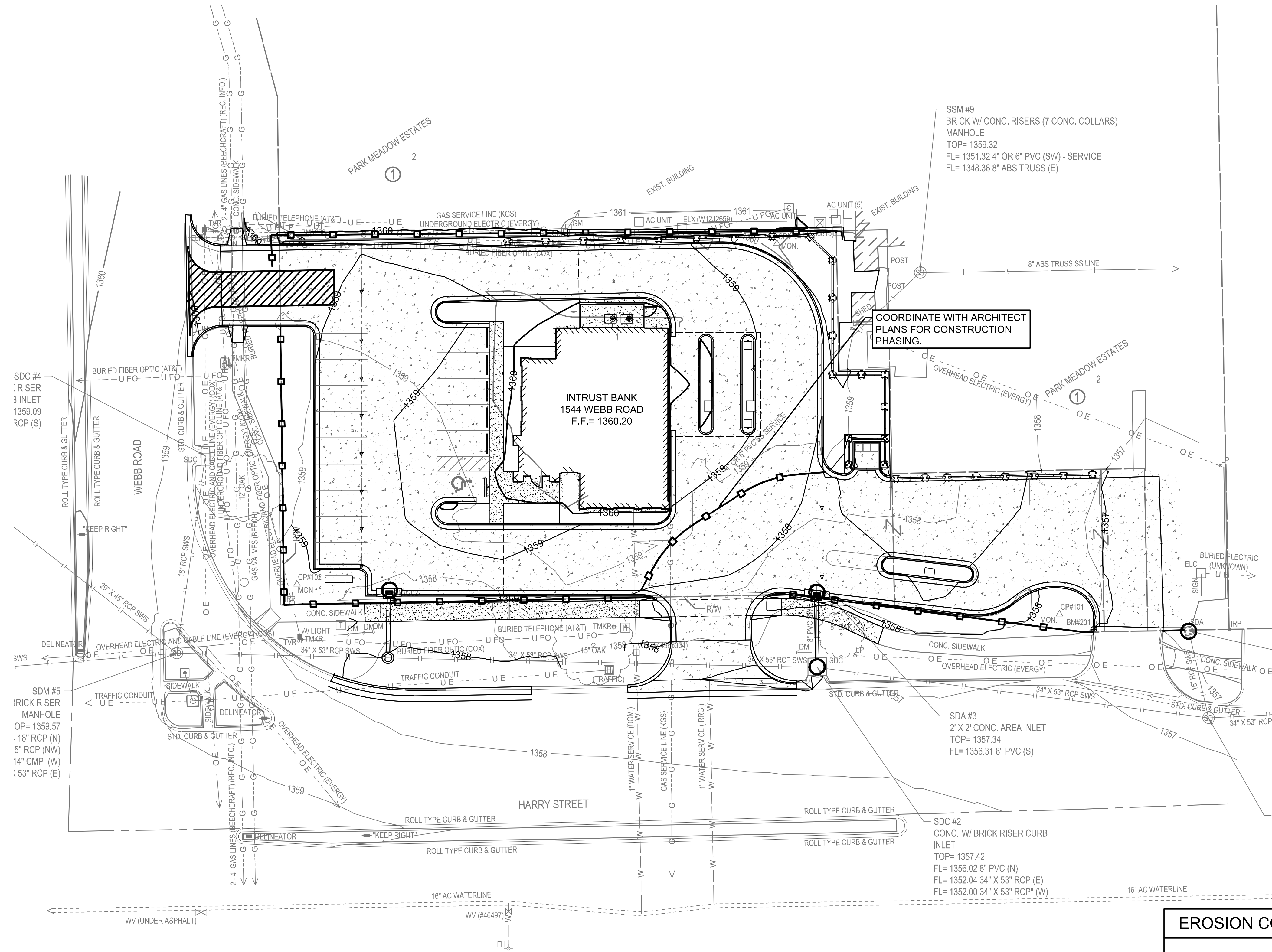
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GRADING
PLAN-EAST

CG102



INSPECTION AND MAINTENANCE:
SILT FENCE DITCH CHECKS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE.

EROSION CONTROL NOTES

- CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION PROTECTION THROUGHOUT THE ENTIRE PROJECT. THE FOLLOWING QUANTITIES ARE FOR INFORMATION ONLY, AND SHALL BE INCLUDED IN THE EROSION CONTROL LUMP SUM BID ITEMS. EROSION PROTECTION SHALL BE INCLUDED IN THE BID AS FOLLOWS:

CONSTRUCTION ENTRANCE= 1 EA.

SILT FENCE BARRIER = 708 L.F.

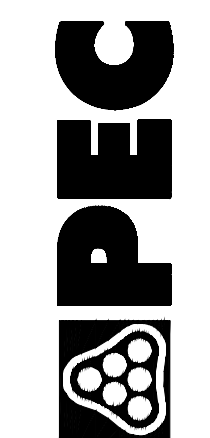
INLET PROTECTION = 4 EA.
- THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED MINIMUM STANDARDS. WHENEVER SEDIMENT ENTERS THE STREETS, STORM SEWERS, DITCHES, OR PONDS, CONTRACTOR WILL INSTALL ADDITIONAL DEVICES, AS NEEDED, TO CORRECT THE PROBLEM.
- THE EROSION CONTROL DEVICES SHOWN HEREON MUST BE IN PLACE AT ALL TIMES DURING CONSTRUCTION UNTIL SUCH TIME AS THE SITE IS REESTABLISHED WITH PAVING OR GRASS. TEMPORARY OR PERMANENT SEEDING AND MULCH WILL BE INSTALLED WHEN EARTHWORK ACTIVITIES CEASE IN AN AREA FOR 14 DAYS OR MORE.
- ANY MUD INADVERTENTLY TRACKED ONTO ANY STREET SHALL BE CLEANED UP BY THE CONTRACTOR, AT THE END OF EACH DAY'S WORK, OR AS DIRECTED BY THE FIELD ENGINEER.
- CONTRACTOR TO FURNISH A TRUCK WASH-OUT PIT TO BE PLACED AT A CONVENIENT LOCATION THAT DOES NOT CONFLICT WITH CONSTRUCTION. CONTRACTOR SHALL CLEAN OUT AND BACKFILL PIT PRIOR TO FINAL INSPECTION. LOCATION SHALL BE APPROVED BY THE FIELD ENGINEER.

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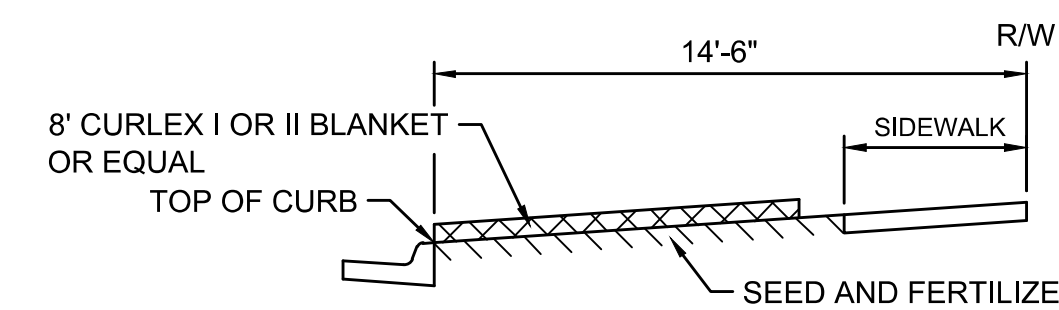
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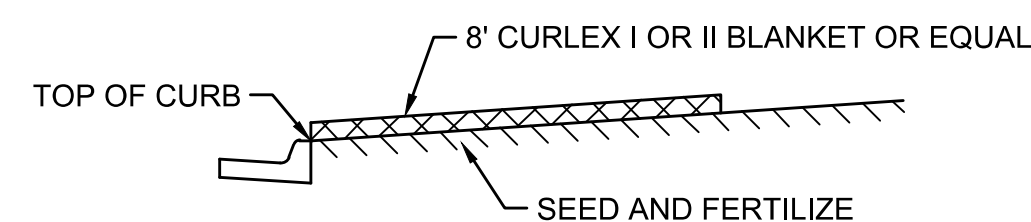


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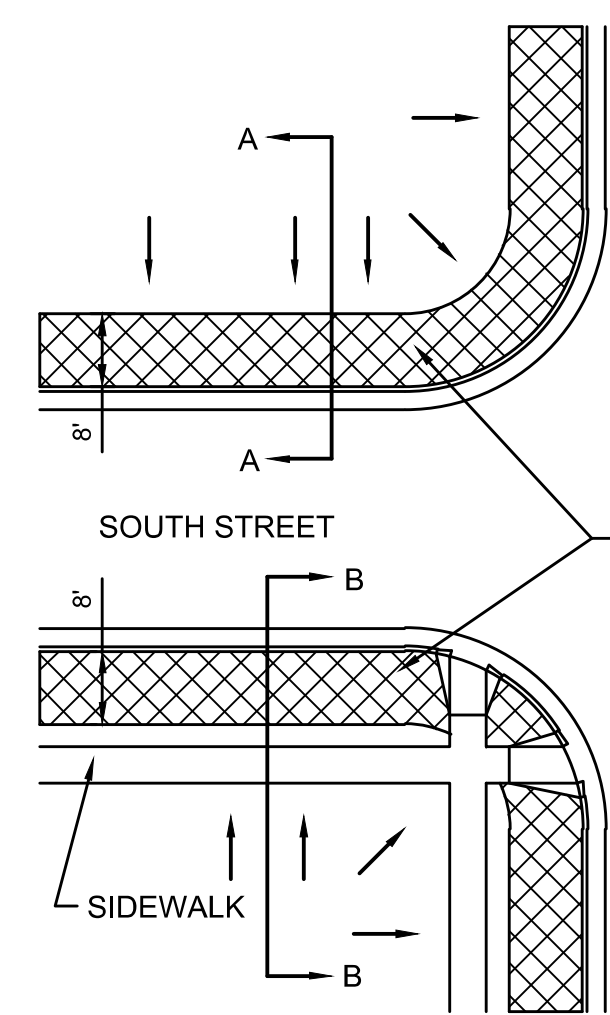
EROSION CONTROL PLAN
CG103



SECTION B-B



SECTION A-A

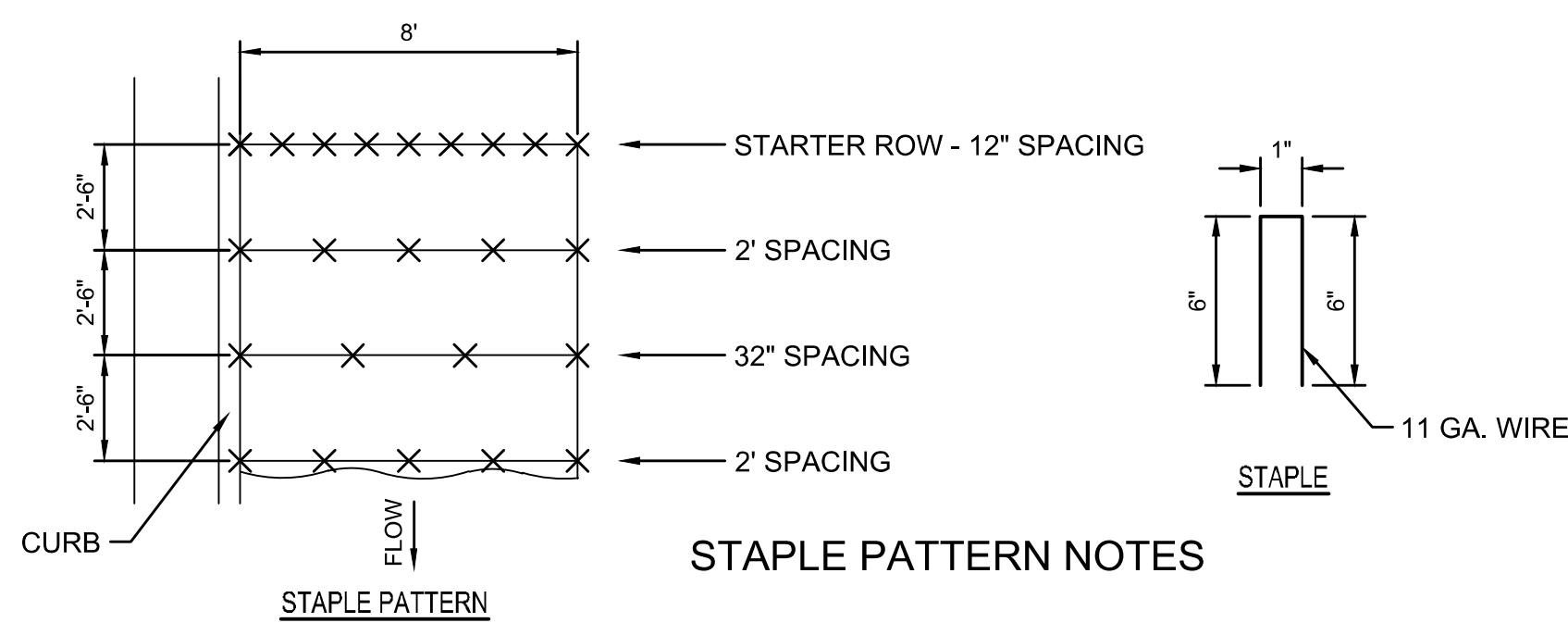


INSTALL 8' WIDE CURLEX I OR II EXCELSIOR BLANKET, OR EQUAL, ON PREPARED SURFACE BACK OF CURB. EDGE OF BLANKET WILL BE AT BACK OF CURB. INSTALL PER MANUFACTURER'S RECOMMENDATION, INCLUDING STAPLES. SEE DETAIL BELOW.

BACK OF CURB PROTECTION NOTES

- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON THE PROJECT.
- EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER.
- AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB AND INTO THE GUTTER, SUPPLEMENTAL EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS REQUIRED.

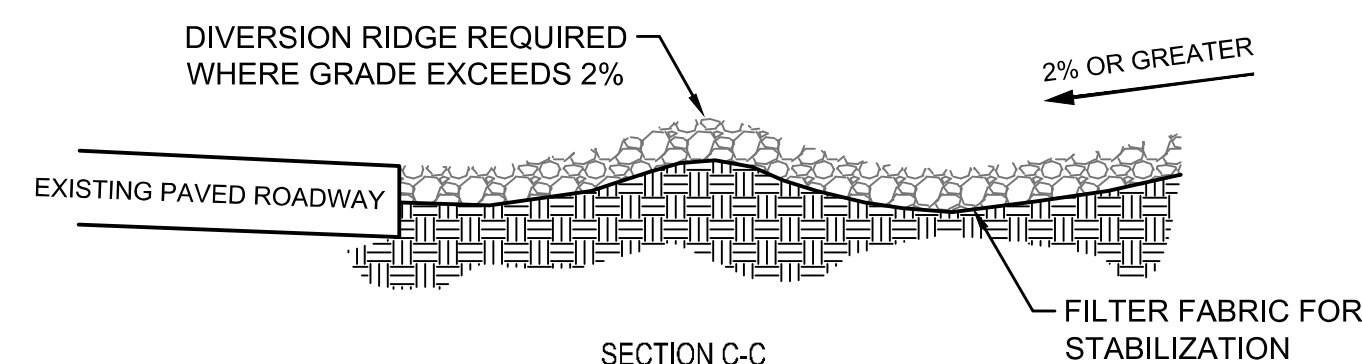
1 BACK OF CURB PROTECTION DETAIL
NOT TO SCALE



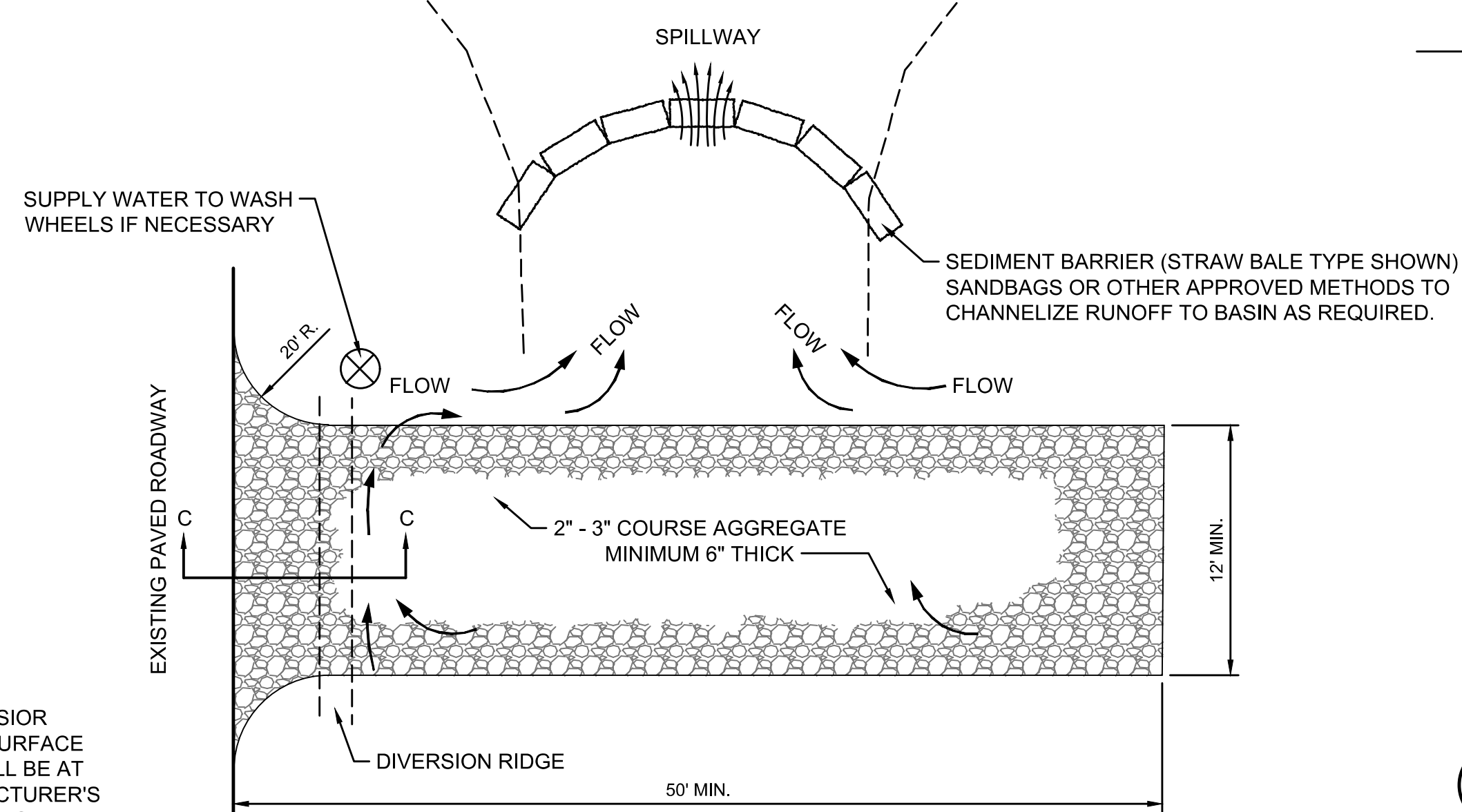
STAPLE PATTERN NOTES

- USE 6" SEAM OVERLAP.

4 CURLEX I OR II BLANKET DETAILS
NOT TO SCALE



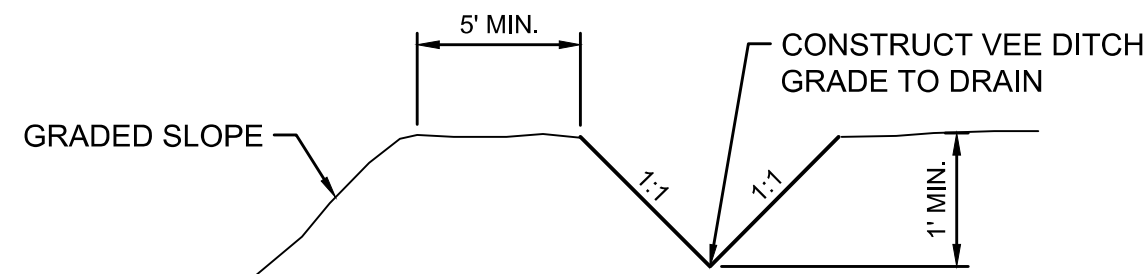
SECTION C-C



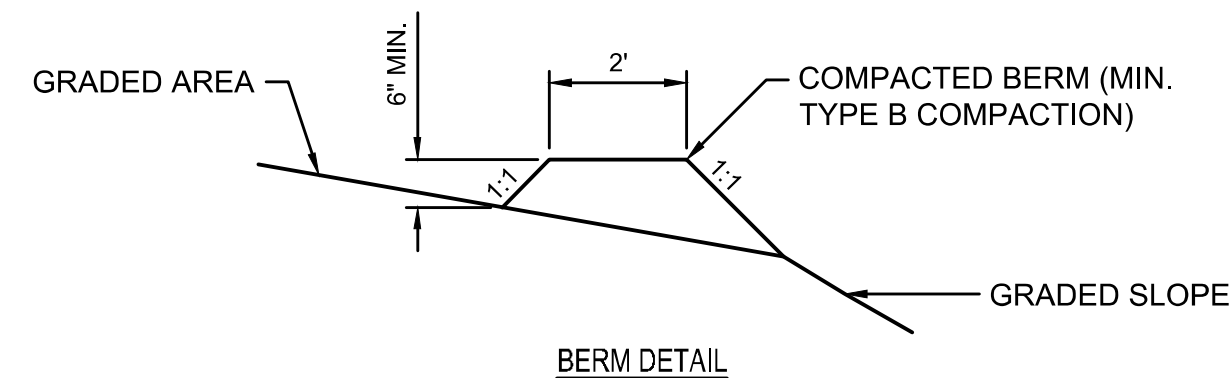
STABILIZED CONSTRUCTION ENTRANCE NOTES

- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
- WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN, AS SHOWN ABOVE.
- DRIVE ENTRANCES ONTO RESIDENTIAL LOTS WILL NOT BE REQUIRED TO HAVE THE SEDIMENT BARRIER SHOWN, BUT WHEEL WASHING MAY BE REQUIRED IF STABILIZED ENTRANCE IS NOT SUFFICIENT TO KEEP MUD FROM BEING TRACKED ONTO ADJACENT STREET. ENTRANCE SHALL EXTEND FROM BACK OF CURB TO DWELLING.

2 STABILIZED CONSTRUCTION ENTRANCE
NOT TO SCALE



INTERCEPT DITCH DETAIL

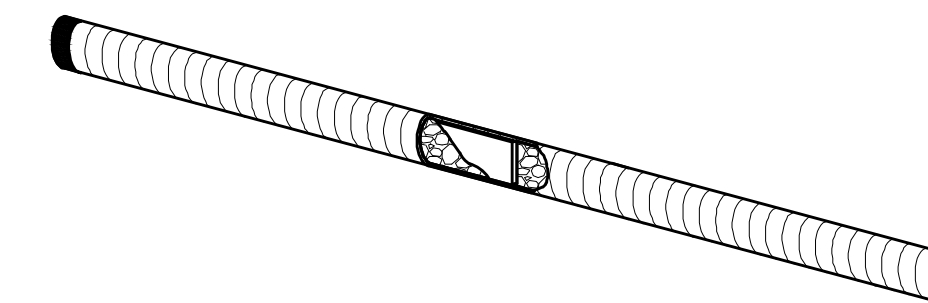
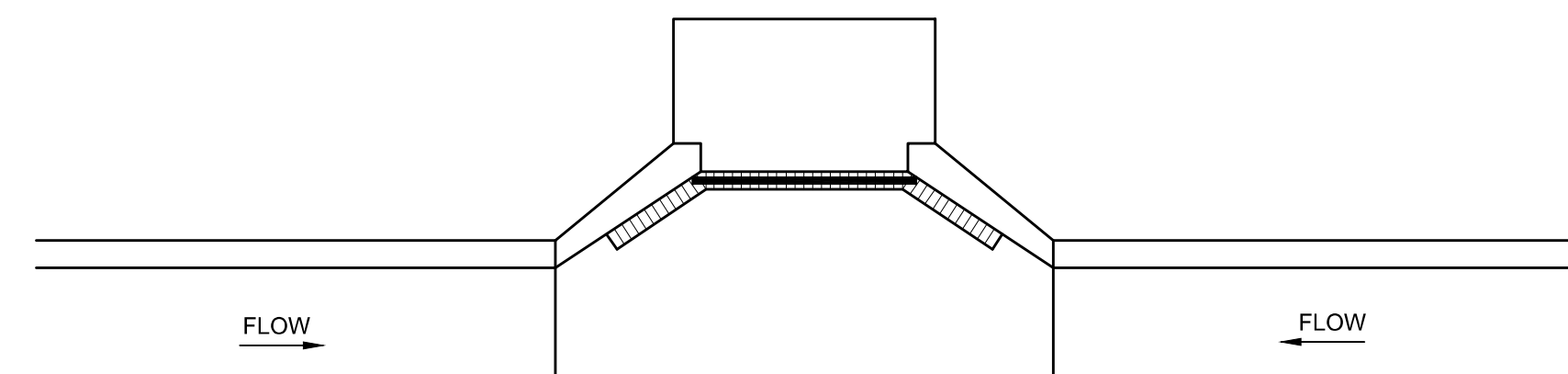


BERM DETAIL

TEMPORARY EROSION CONTROL SLOPE PROTECTION NOTES

- THE ENGINEER MAY DETERMINE THAT THE HEIGHT OF BERM OR DEPTH OF DITCH SHOULD BE INCREASED OVER THAT SHOWN IF DRAINAGE CONDITIONS ARE PRODUCING SLOPE EROSION.

5 TEMPORARY EROSION CONTROL DETAILS FOR SLOPE PROTECTION
NOT TO SCALE



2 X 4 LENGTH		
2 X 4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"

3 CURB INLET PROTECTION 4" PERFORATED PIPE W/ GRAVEL
NOT TO SCALE

EROSION CONTROL DETAIL GENERAL NOTES

- SEDIMENT BARRIERS SHALL BE INSTALLED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ADDITIONAL SEDIMENT BARRIERS WILL BE INSTALLED AT LOCATIONS AS DIRECTED BY THE ENGINEER WITH NO ADJUSTMENT IN UNIT PRICE.
- SEDIMENT BARRIERS SHALL BE ERECTED PRIOR TO THE COMMENCEMENT OF EARTHWORK OPERATIONS IN A GIVEN BASIN. REMOVAL AND DISPOSAL OF ACCUMULATED SILT AND DEBRIS AND/OR REMOVAL AND RECONSTRUCTION OF SEDIMENT BARRIERS WILL BE PERFORMED THROUGHOUT THE PROJECT LIFE WHEN DEBRIS REACHES ONE-THIRD THE FENCE HEIGHT OR AS DEEMED NECESSARY BY THE ENGINEER. SEDIMENT BARRIERS AND ACCUMULATED DEBRIS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AFTER TURF COVER HAS BEEN ESTABLISHED, UNLESS OTHER ARRANGEMENTS HAVE BEEN AGREED TO.
- FILTER FABRIC FOR FENCE OPTION SEDIMENT BARRIERS SHALL BE RESISTANT TO ULTRAVIOLET LIGHT. MATERIALS MAY BE SUPPLIED BY THE FOLLOWING MANUFACTURERS:

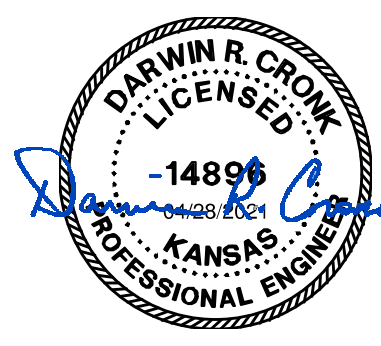
MIRAFI, INC. - 100X
HOECHST FIBERS INDUSTRIES - TREVIRA 1115
EXXON - TYPAR 3301 W

MATERIALS SUPPLIED BY THE ABOVE NAMED MANUFACTURERS SHALL BE ACCEPTED UPON VISUAL INSPECTION BY THE ENGINEER. OTHER COMPARABLE MATERIALS MAY BE USED IF APPROVED BY THE ENGINEER.

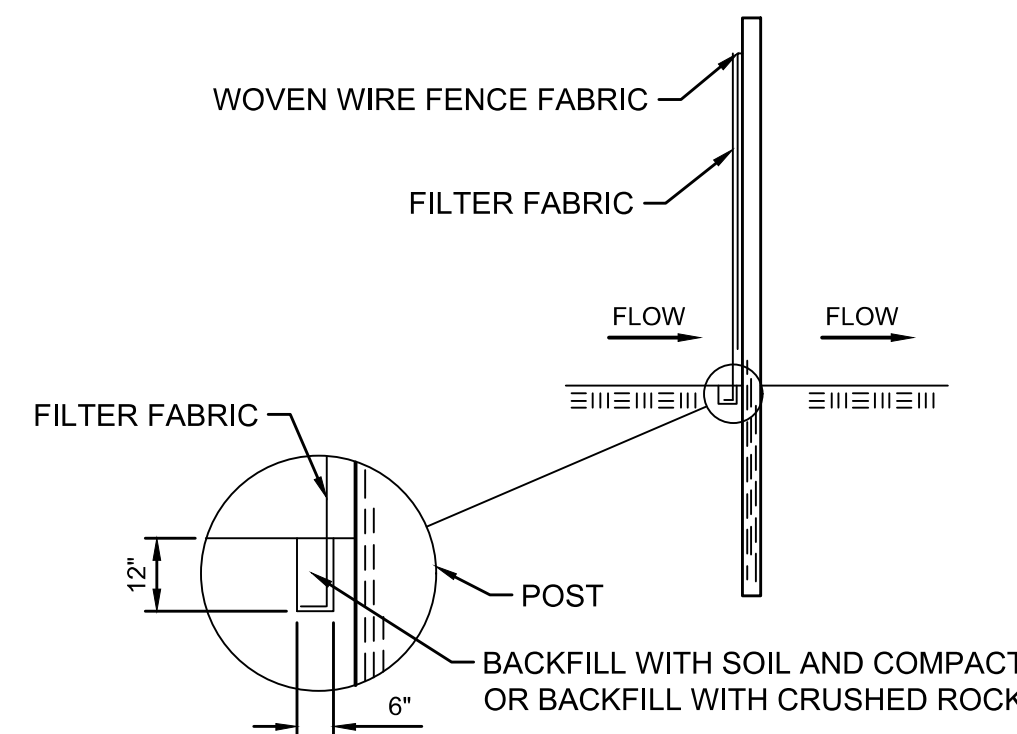
FILTER FABRIC SHALL BE ATTACHED TO FENCE FABRIC BY MEANS OF TIE WIRES OR HOG RINGS PRIOR TO ATTACHMENT OF FENCE/FABRIC COMBINATION ONTO THE POSTS.

- BALES USED FOR SEDIMENT BARRIERS MAY BE EITHER HAY OR STRAW, PROVIDED THEY ARE SOUND AND INTACT.
- TEMPORARY EROSION CONTROL BERMS AND/OR INTERCEPT DITCHES SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ADDITIONAL BERMS AND/OR DITCHES MAY BE REQUIRED AT NO ADJUSTMENT IN UNIT PRICE(S).
- WHERE TEMPORARY EROSION CONTROL BERMS AND/OR INTERCEPT DITCHES ARE USED, ALL AREAS WHERE FLOW IS CONCENTRATED SHALL BE PROTECTED BY SILTATION BARRIERS PRIOR TO DISCHARGING INTO ANY DITCH, STORM SEWER, OR WATERCOURSE.
- MEASUREMENT AND PAYMENT: THE ITEM "SEDIMENT BARRIERS", "EROSION CONTROL INTERCEPT DITCH", "STABILIZED CONSTRUCTION ENTRANCE", "EROSION CONTROL BERM" AND "LINEAR SEDIMENT BARRIERS" SHALL BE INCLUDED IN THE LUMP SUM BID FOR "EROSION CONTROL". SAID PRICE SHALL BE CONSIDERED FULL COMPENSATION FOR EXCAVATION, COMPACTION, BACKFILL, SEDIMENT AND DEBRIS REMOVAL AND DISPOSAL, AND ALL MATERIALS, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

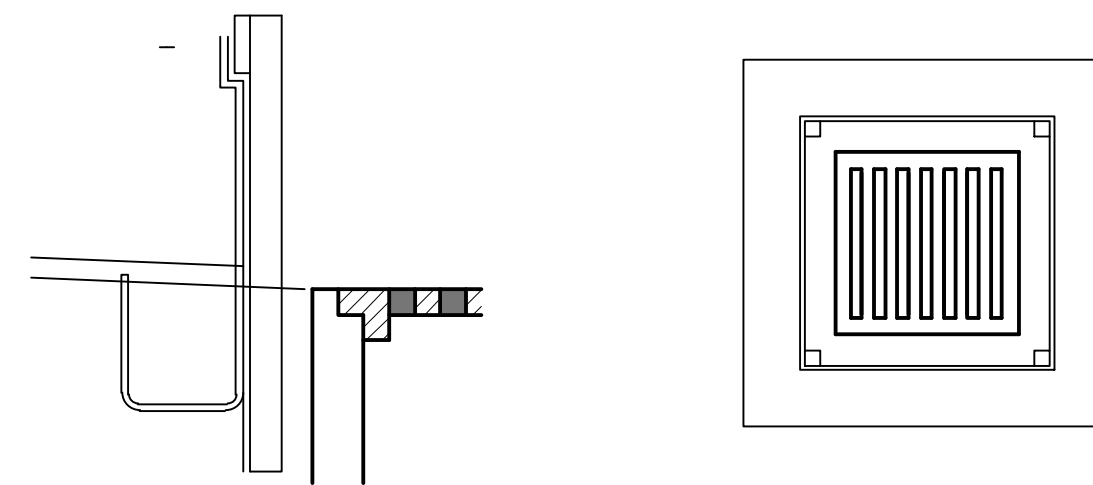
RECONSTRUCTION OF EROSION CONTROL MEASURES WHICH ARE DESTROYED BY WIND, FLOOD, FIRE, OR BY THE ACTIONS OF THE CONTRACTOR OR OTHERS SHALL BE PERFORMED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST. WHERE ADJUSTMENTS IN QUANTITIES ARE REQUIRED BY FIELD CONDITIONS, THERE SHALL BE NO ADJUSTMENT IN UNIT PRICE.



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ANCHOR TRENCH DETAIL

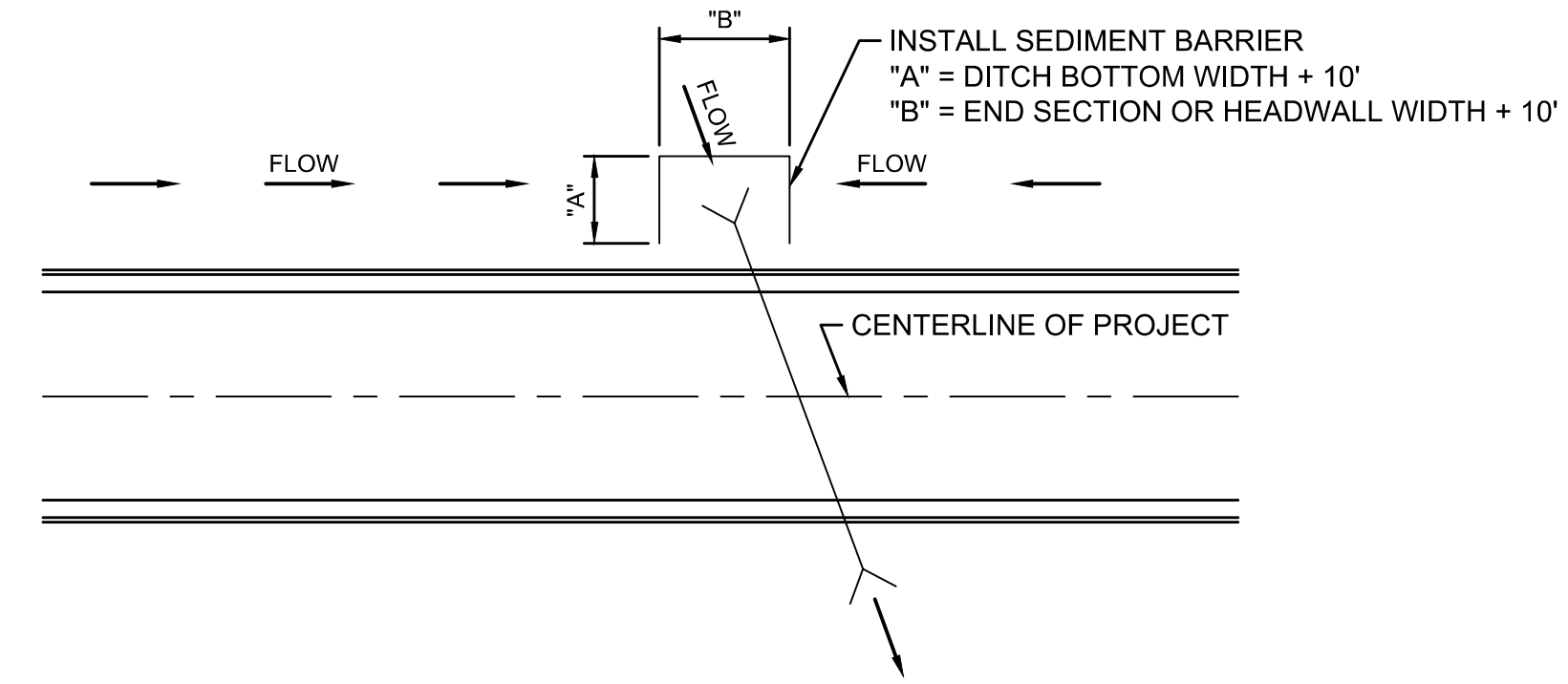


SILT FENCE BARRIERS FOR AREA INLETS NOTES

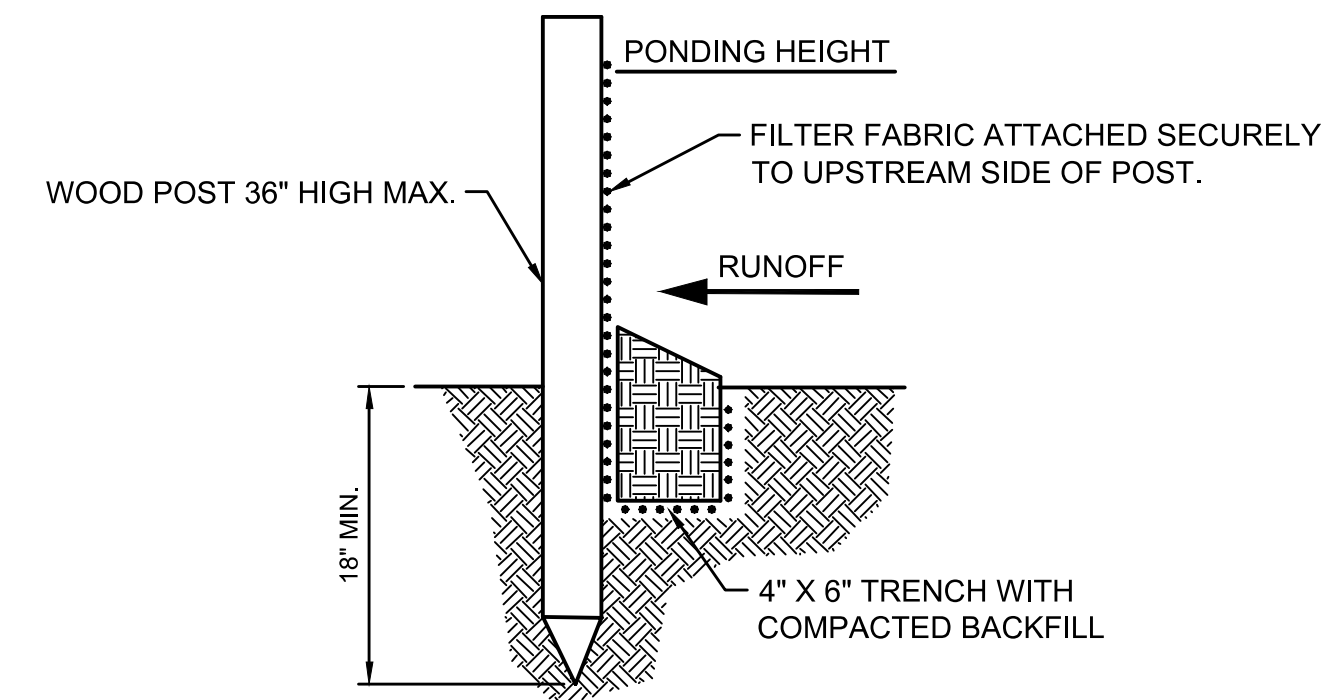
- MATERIAL SPECIFICATION:** SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE WIRE OR POLYMERIC MESH BACKING USED TO HELP SUPPORT THE SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG. THE MATERIAL USED TO FRAME THE TOPS OF THE POSTS SHOULD BE 1" BY 4" BOARDS. SILT FENCE FABRIC AND SUPPORT BACKING SHOULD BE ATTACHED TO THE WOODEN POSTS AND FRAME WITH STAPLES, WIRE, ZIP TIES, OR NAILS.
- PLACEMENT:** PLACE A SILT FENCE DROP INLET BARRIER IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. WATER SHOULD FLOW THROUGH SILT FENCE, NOT OVER IT. SILT FENCE BARRIERS FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED. WHEN USED AS A BARRIER FOR AREA INLETS, SILT FENCE FABRIC AND POSTS MUST BE SUPPORTED AT THE TOP BY A WOODEN FRAME. WHEN A SILT FENCE BARRIER FOR AREA INLETS IS LOCATED NEAR AN INLET THAT HAS STEEP APPROACH SLOPES, THE STORAGE CAPACITY BEHIND THE BARRIER IS DRASTICALLY REDUCED. TIMELY REMOVAL OF SEDIMENT MUST OCCUR FOR A BARRIER TO OPERATE PROPERLY IN THIS LOCATION.
- PROPER INSTALLATION METHOD:** EXCAVATE A TRENCH AROUND THE PERIMETER OF THE AREA INLET THAT IS AT LEAST 8" DEEP BY 8" WIDE. DRIVE POSTS TO A DEPTH OF AT LEAST 18" AROUND THE PERIMETER OF THE AREA INLET. THE DISTANCE BETWEEN POSTS SHOULD BE 4' OR LESS. IF THE DISTANCE BETWEEN TWO ADJACENT CORNER POSTS IS MORE THAN 4', ADD ANOTHER POST(S) BETWEEN THEM. CONNECT THE TOPS OF ALL THE POSTS WITH A WOODEN FRAME MADE OF 1" BY 4" BOARDS. USE NAILS OR SCREWS FOR FASTENING. ATTACH THE WIRE OR POLYMERIC-MESH BACKING TO THE OUTSIDE OF THE POST/FRAME STRUCTURE WITH STAPLES, WIRE, ZIP TIES, OR NAILS. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC LONG ENOUGH TO WRAP AROUND THE PERIMETER OF THE AREA INLET. ADD MORE LENGTH FOR OVERLAPPING THE FABRIC JOINT. PLACE THE EDGE OF THE FABRIC IN THE TRENCH, STARTING AT THE OUTSIDE EDGE OF THE TRENCH. LINE ALL THREE SIDES OF THE TRENCH WITH THE FABRIC. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT FENCE FABRIC SHOULD REMAIN EXPOSED. ATTACH THE SILT FENCE TO THE OUTSIDE OF THE POST/FRAME STRUCTURE WITH STAPLES, WIRE, ZIP TIES, OR NAILS. THE JOINT SHOULD BE OVERLAPPED TO THE NEXT POST. WHEN A SILT FENCE BARRIER FOR AREA INLET IS PLACED IN A SHALLOW MEDIAN DITCH, MAKE SURE THAT THE TOP OF THE BARRIER IS NOT HIGHER THAN THE PAVED ROAD. IN THIS CONFIGURATION, WATER MAY SPREAD ONTO THE ROADWAY CAUSING A HAZARDOUS CONDITION.
- LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:** WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET-NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED. DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER FOR AREA INLET. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESISTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT INSTALL SILT FENCE BARRIER FOR AREA INLETS WITHOUT FRAMING THE TOP OF THE POSTS. THE CORNER POSTS AROUND AREA INLETS ARE STRESSED IN TWO DIRECTIONS WHEREAS A NORMAL SILT FENCE IS ONLY STRESSED IN ONE DIRECTION. THIS ADDED STRESS REQUIRES MORE SUPPORT.
- INSPECTION AND MAINTENANCE:** SILT FENCE BARRIER FOR AREA INLETS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

 DOES WATER FLOW UNDER THE SILT FENCE?
 DOES THE SILT FENCE SAG EXCESSIVELY?
 HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
 DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE AREA INLET BARRIER?

1 SILT FENCE BARRIERS FOR AREA INLETS (INLET PROTECTION)
NOT TO SCALE



3 SEDIMENT CONTROL TYPICAL CROSS ROAD PIPE LOCATION
NOT TO SCALE



SILT FENCE BARRIERS NOTES

- MATERIAL SPECIFICATION:** SILT FENCE FABRIC SHOULD CONFORM TO THE AASHTO M288 96 SILT FENCE SPECIFICATION. THE POSTS USED TO SUPPORT THE SILT FENCE FABRIC SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4' LONG. SILT FENCE FABRIC SHOULD BE ATTACHED TO THE WOODEN POSTS WITH STAPLES, WIRE, ZIP TIES, OR NAILS.
- PLACEMENT:** A SLOPE BARRIER SHOULD BE USED AT THE TOE OF A SLOPE WHEN A DITCH DOES NOT EXIST. THE SLOPE BARRIER SHOULD BE PLACED ON NEARLY LEVEL GROUND 5' TO 10' AWAY FROM THE TOE OF A SLOPE. THE BARRIER IS PLACED AWAY FROM THE TOE OF THE SLOPE TO PROVIDE ADEQUATE STORAGE FOR SETTLING OUT SEDIMENT. WHEN PRACTICABLE, SILT FENCE SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. SILT FENCE SLOPE BARRIERS CAN ALSO BE PLACED ALONG RIGHT-OF-WAY FENCE LINES TO KEEP SEDIMENT FROM CROSSING ONTO ADJACENT PROPERTY. WHEN PLACED IN THIS MANNER, THE SLOPE BARRIER WILL NOT LIKELY FOLLOW CONTOURS.
- PROPER INSTALLATION METHOD:** EXCAVATE A TRENCH THE LENGTH OF THE PLANNED SLOPE BARRIER THAT IS 6" DEEP BY 4" WIDE. MAKE SURE THAT THE TRENCH IS EXCAVATED ALONG A SINGLE CONTOUR. WHEN PRACTICABLE, SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. PLACE THE SOIL ON THE UPSLOPE SIDE OF THE TRENCH FOR LATER USE. ROLL OUT A CONTINUOUS LENGTH OF SILT FENCE FABRIC ON THE DOWNSLOPE SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSLOPE EDGE. LINE ALL THREE SIDES OF THE TRENCH WITH THE FABRIC. BACKFILL OVER THE FABRIC IN THE TRENCH WITH THE EXCAVATED SOIL AND COMPACT. AFTER FILLING THE TRENCH, APPROXIMATELY 24" TO 36" OF SILT-FENCE FABRIC SHOULD REMAIN EXPOSED. LAY THE EXPOSED SILT FENCE UPSLOPE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSLOPE OF THE TRENCH, DRIVE POSTS INTO THE GROUND TO A DEPTH OF AT LEAST 18". PLACE POSTS NO MORE THAN 4' APART. ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.
- LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:** WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED BY THE POSTS, BUT ONLY BY THE STAPLES (WIRE, ZIP TIES, NAILS, ETC.). THE SILT FENCE WILL RIP AND FAIL. DO NOT PLACE SILT FENCE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT SUFFICIENTLY ANCHORED, IT WILL WASH OUT. SILT FENCE SLOPE BARRIERS MUST BE DUG INTO THE GROUND-SILT FENCE AT GROUND LEVEL DOES NOT WORK BECAUSE WATER WILL FLOW UNDERNEATH.
- INSPECTION AND MAINTENANCE:** SILT FENCE SLOPE BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

 ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
 DOES WATER FLOW UNDER THE SLOPE BARRIER?
 DO THE SILT FENCES SAG EXCESSIVELY?
 HAS THE SILT FENCE TORN OR BECOME DETACHED FROM THE POSTS?
 DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

2 SILT FENCE BARRIERS DETAIL
NOT TO SCALE

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EROSION CONTROL DETAILS

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PROJECT NO.	BIM-0001
ISSUE:	DATE:
50% CD SET	05 MAR 21
PERMIT SET	31 MAR 21



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