

GENERAL NOTES:

1. Contractor will be required to provide notice to utility companies a minimum of twenty-four (24) hours prior to any excavation, as follows:

Kansas One-Call (316)687-2470

The Contractor must notify the following in case of an emergency:

Cox Communications or (316)262-4270 (316)263-2061

Westar Energy/
Kansas Gas & Electric Company (800)482-4950
AT&T 1-555-1212
City of Wichita Water Department (316)268-4908
City of Wichita Sewer Department (316)268-4071
Aquila Natural Gas (316)941-1608
or (800)303-0357

2. Exist. utilities and their locations, as shown on the plans, represent the best information attainable for design. Location information has been obtained from the various utility companies and is either from company record drawings or company-provided field locations. The Contractor will be required to work around existing utilities which do not conflict with proposed constructions.

3. The Contractor to verify utility locations prior to construction of this project.

4. Utility service and installation shall be coordinated with the respective utility owner. Contacts are:

Kansas Gas Service Jim Coe (316)832-3126
Westar Energy Miles Capps (316)261-6251
Aquila Networks Calvin Briggs (316)942-8811
Wichita Water & Sewer Kerry Gibson (316)268-4555
AT&T Jim Toben (316)268-2759
Cox Communications Mark Anaya (316)262-4270

5. All lawn/turf areas disturbed by construction of proposed improvements shall be restored with the same grass as existing. Restoration of disturbed areas shall include, but not limited to, soil preparation, fertilizing, seeding, mulching (all seeded areas, outside the limits of erosion mat placement), and/or reseeded, and installation of erosion control mat. All seeding work shall be in accordance with the City of Wichita Standard Specifications and the City of Wichita Administrative Regulations No. AR 6.5 which governs cleanup and respiration or replacement following construction. All cost for the soil preparation, seeding and mulching (all seeded areas, outside the limits of erosion mat placement) shall be paid for through the lump sum bid item for "Seeding." All seeded areas within eight feet of the back of new curb shall be covered with an approved erosion mat, which shall be paid for by the measured quantity bid item "Back of Curb Protection (8' wide)."

6. Traffic affected by the construction of this project shall be handled in accordance with the latest edition of the Manual on Uniform Traffic Control Devices.

7. It is the contractor's responsibility to visit this site to better understand the extent of site clearing and restoration to be performed. Site Clearing and Restoration shall include all costs for removal of items which a pay item is not provided.

8. 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 the construction operations. Such irons shall be re-established by a licensed land surveyor in accordance with state laws.

9. Properties within the project limits may have underground sprinkler systems in public right-of-way which conflict with new construction. Contractor will be required to remove such improvements should they not be removed by their owner at the time of construction of the project. The contractor will be required to salvage all sprinkler heads and/or valves and give such material to owner. Portions of underground sprinkler systems not in conflict with new construction shall be protected from damage and shall remain in place. All work in connection with underground sprinkler systems shall be considered as subsidiary to the contract pay items for work.

10. Cuts made in paved surfaces on public property will be repaired by the City's Contractor and charged against the contractor. Unit Repair prices are available from the city at 268-4418. A surcharge may be applicable. Call 268-4418 for details. Repair costs to be paid prior to release of utility service if utilities are effected.

STORM WATER SEWER TO SERVE DAVIS-MOORE COLLISION CENTER EAST E. KELLOGG DRIVE 111 PPD (607861) CITY OF WICHITA, KANSAS Gary Janzen, P.E., Interim City Engineer

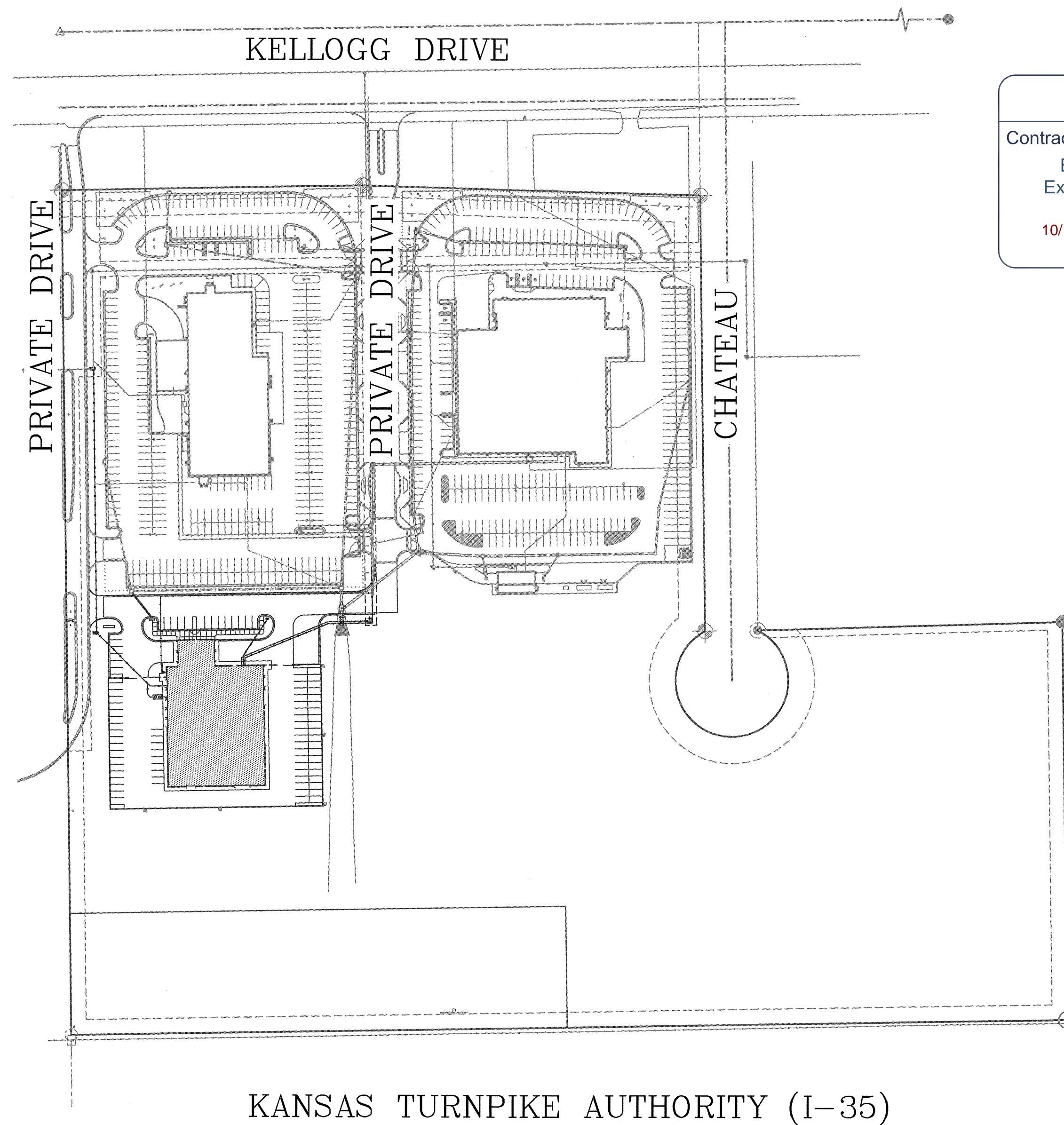


LOCATION MAP
(For Visual Use Only)

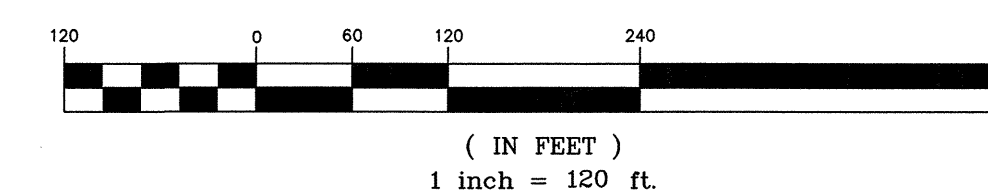
Index of Sheets:

- C2.0 Cover Sheet
- C2.1 Grading Plan
- C2.2 ERU Plan
- C2.3 Site Overview Sheet
- C2.4 Plan Sheet
- C2.5 Plan & Profiles
- C2.6 Curb Inlet Details
- C2.7 Reinf. Conc. MH Details
- C2.8 Inlet/MH Cover Details
- C2.9 Rip-Rap Details
- C5.0 Erosion Control Plan
- C5.1 Erosion Details
- C5.2 Erosion Details
- C5.3 Erosion Details
- C6.0 Recorded Plat

AS BUILTS	
Contractor: Ewertz Excavation 10/18/2012	Project Inspector: Larry Gann kemiller engineering 516 S. Market Wichita, KS 67202 (316)264-0242



August 2012



Benchmarks:

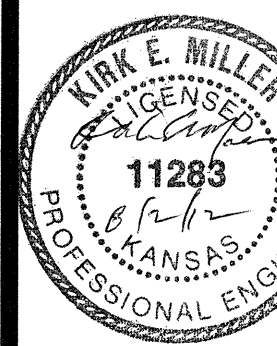
CITY BENCHMARK:
Disc- Kellogg and Greenwich, Southeast corner of intersection. Northwest corner of traffic signal light pole base.
48.60' NNW of SS Manhole.
48.70' S of traffic signal MH in median.
70.50' E of BOC on E side of median.
Elev. = 1352.81 NAVD88

SITE BENCHMARK:
"4" Cut On North end of nose of island.
61 feet North of the Northwest corner of Davis Moore Mazda.
Elev. = 1361.20 NAVD88

APPROVED AS NOTED
Storm Water Utility Office: <i>Jim Harty</i> 8-16-12
City Engineers Office: <i>Julianne Kellmer</i> 8-15-12
NOTE TO CONTRACTORS
Installation, 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. No work shall be performed in dedicated easements or public right-of-way by the Contractor without such inspection nor shall any work be commenced without written authorization by the City Engineer. All Construction and Materials shall comply with the City of Wichita Specifications and Standards (on file and available in the City Engineer's Office).

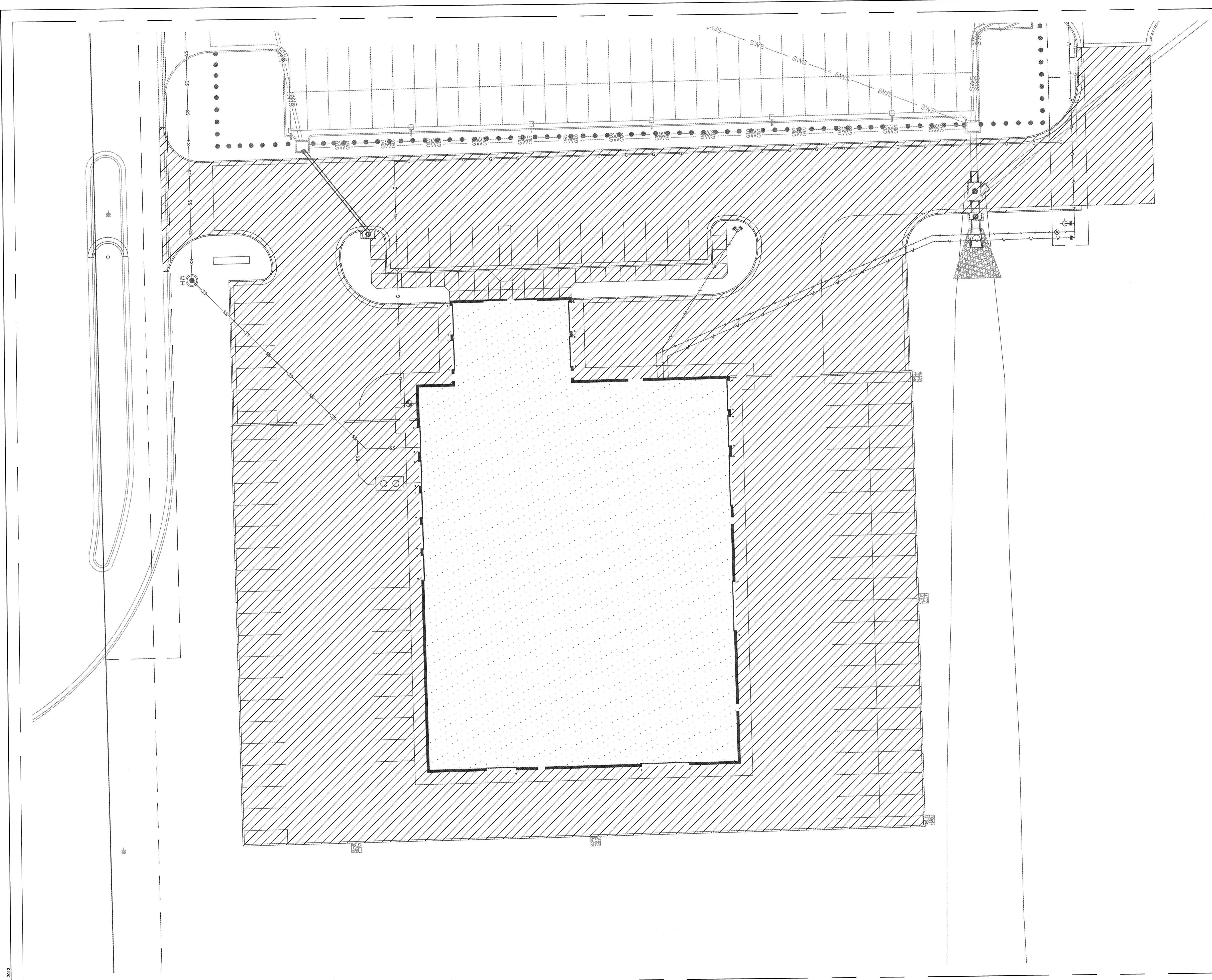
kemiller
engineering
516 S. Market, Wichita, KS 67202 (316)264-0242

SPANGENBERG PHILLIPS TICE
ARCHITECTURE
121 N Mead Ste 201 Wichita KS 67202
T 316.267.4002 F 316.267.1509
www.sptarchitecture.com



DAVIS-MOORE
COLLISION CENTER EAST
E. KELLOGG DRIVE, WICHITA, KS

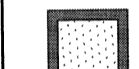

111 PPD (607861)
PPD Cover
C2.0

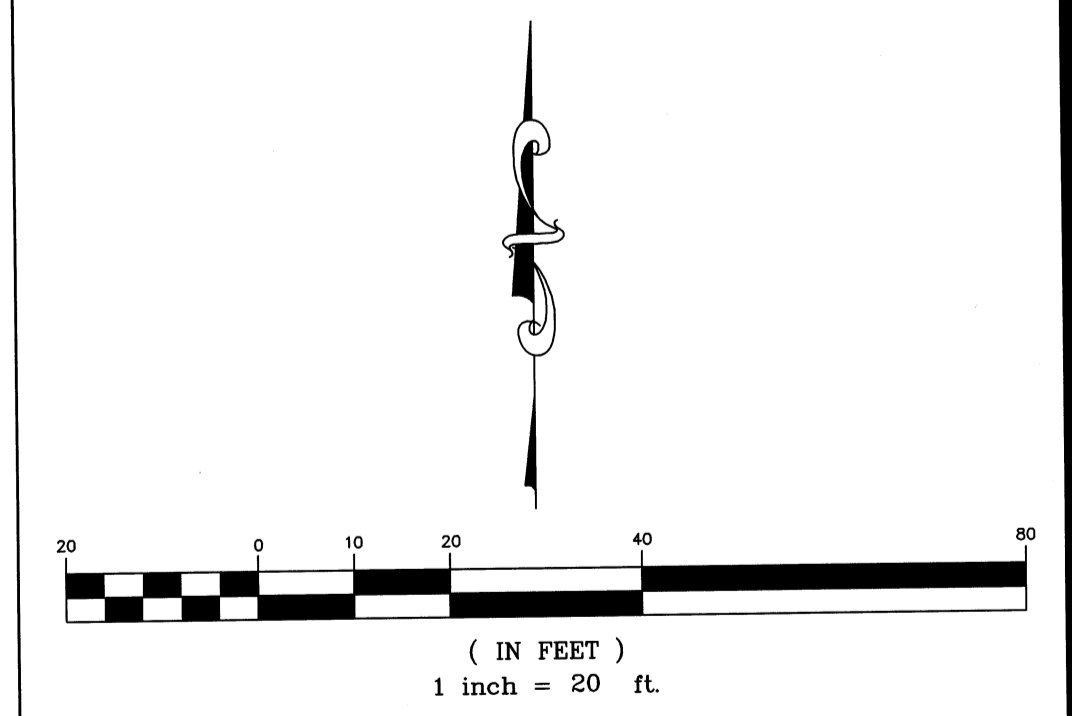



ERU Calculations:

Ex. Impervious Area:	0.0 sq.ft.
Proposed Building Area:	22,690.0 sq.ft.
Proposed Parking, Sidewalks, and Other Impervious Areas:	61,790.0 sq.ft.
Total Impervious Area: (Post Construction)	84,480.0 sq.ft.
Net Increase in Impervious Area:	84,480.0 sq.ft.

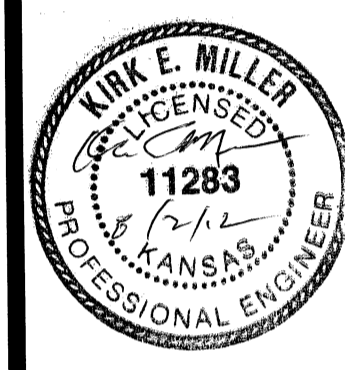
Hatch Index:

-  Building
-  Other Impervious Areas



 516 S. Market, Wichita, KS 67202 (316)264-0242	KEM NO. 12075
	DESIGN KM
	DRAWN NS

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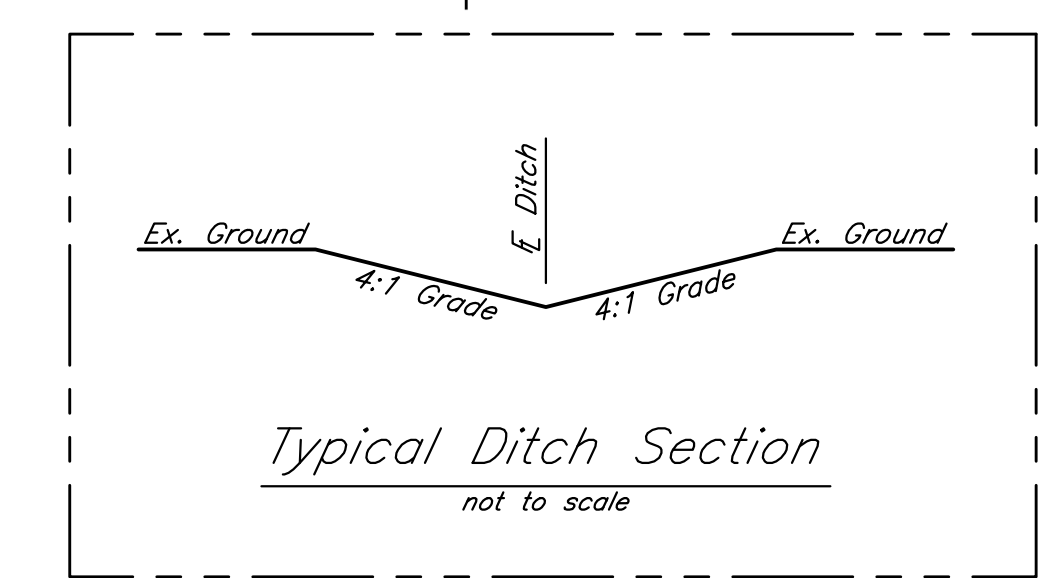
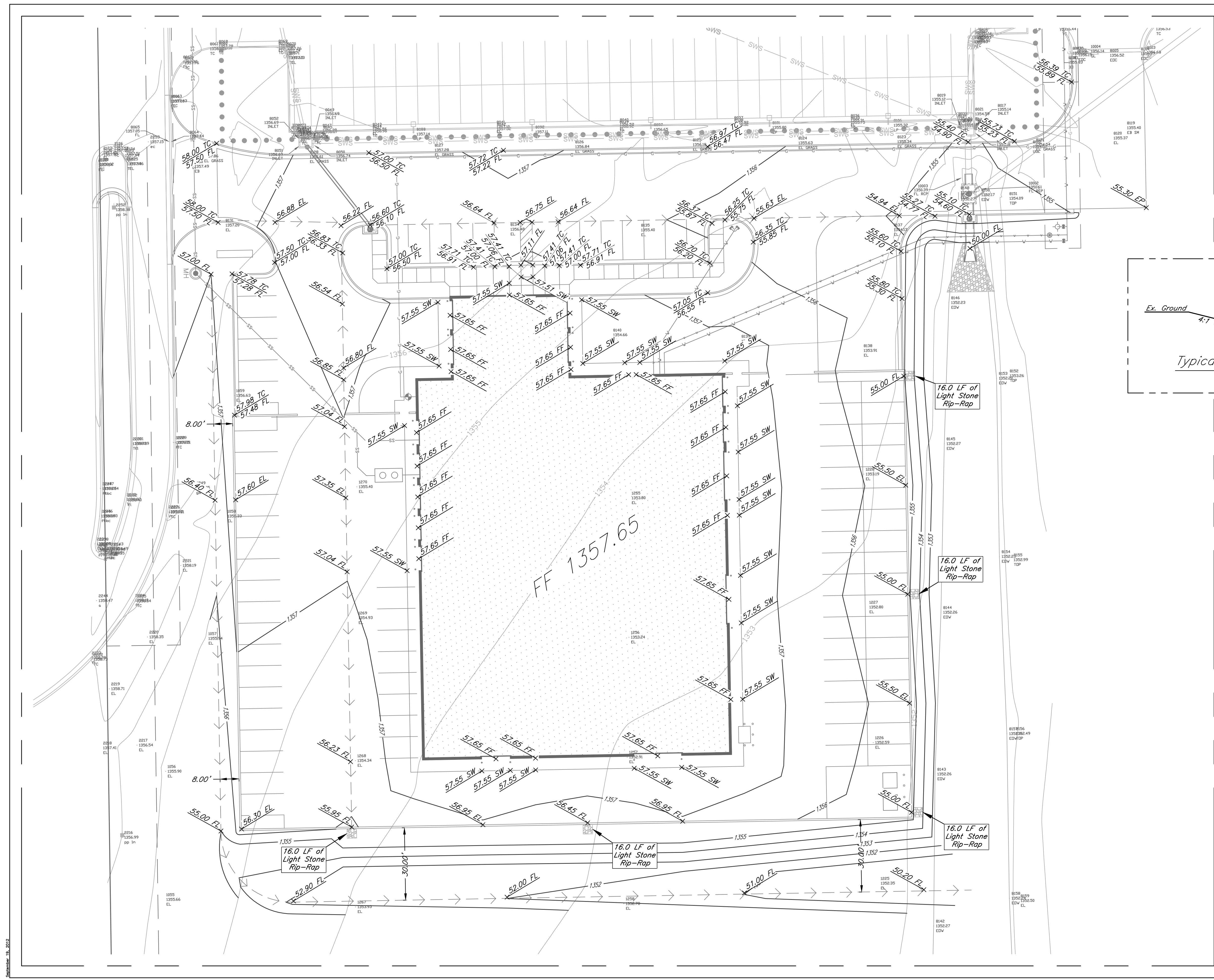


DAVIS-MOORE
COLLISION CENTER EAST
 E. KELLOGG DRIVE, WICHITA KS

111 PPD (607861)
ERU Plan

C2.1

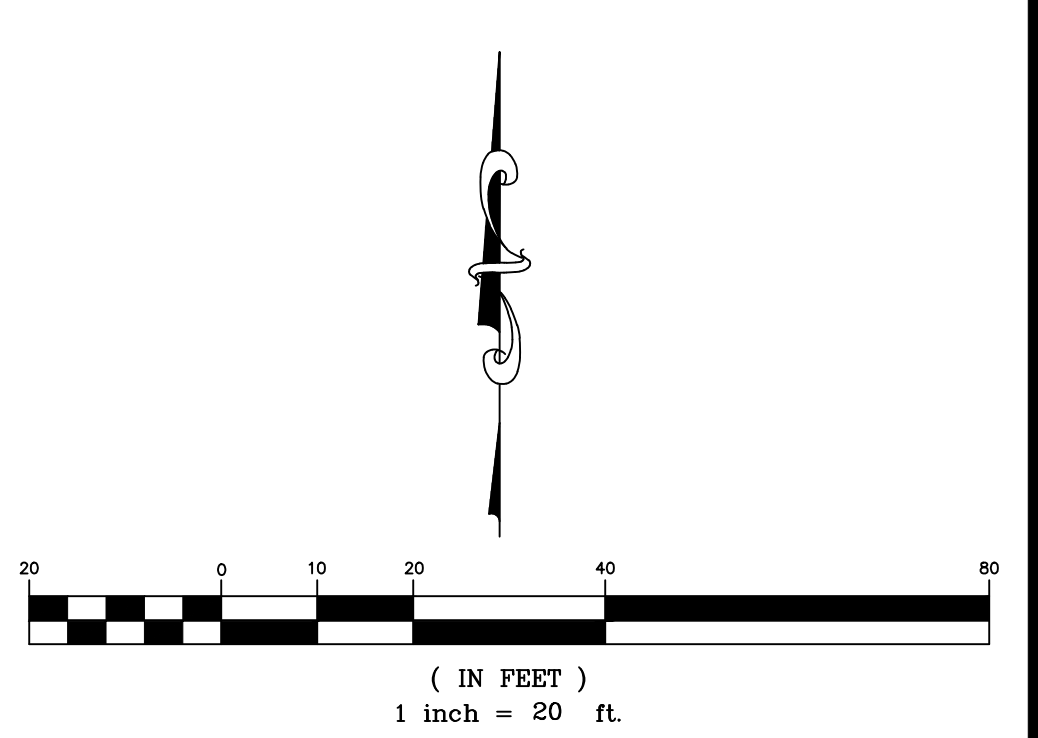
11/11/11



Benchmarks:

CITY BENCHMARK:
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 48.60' NNW of SS Manhole.
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 70.50' E of BOC on E side of median.
 Elev. = 1352.81 NAVD88

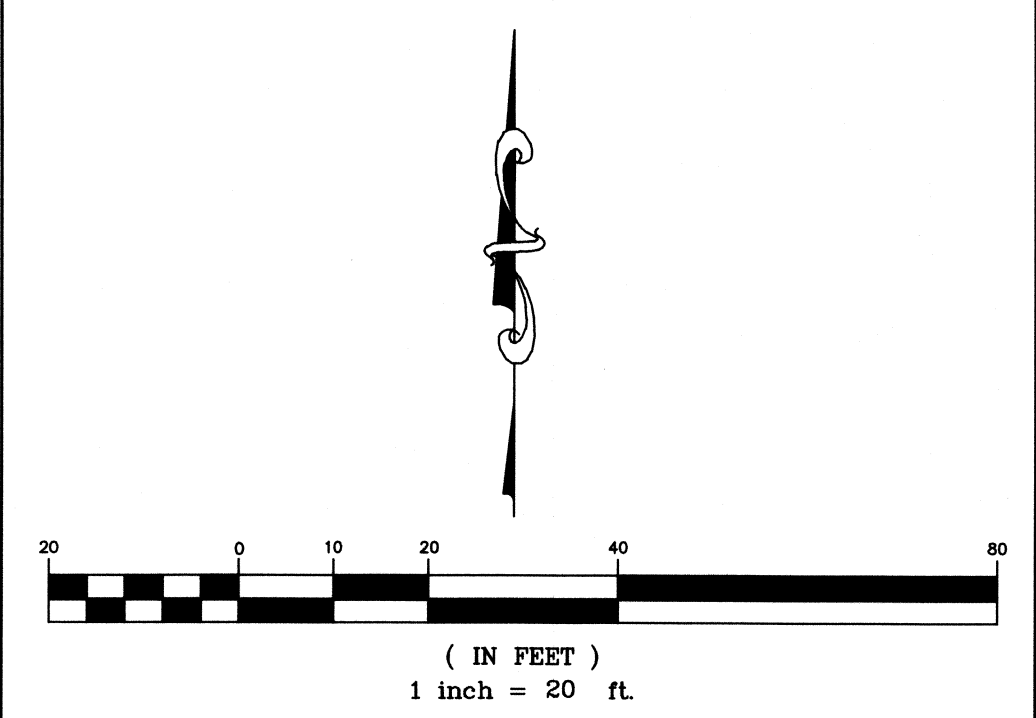
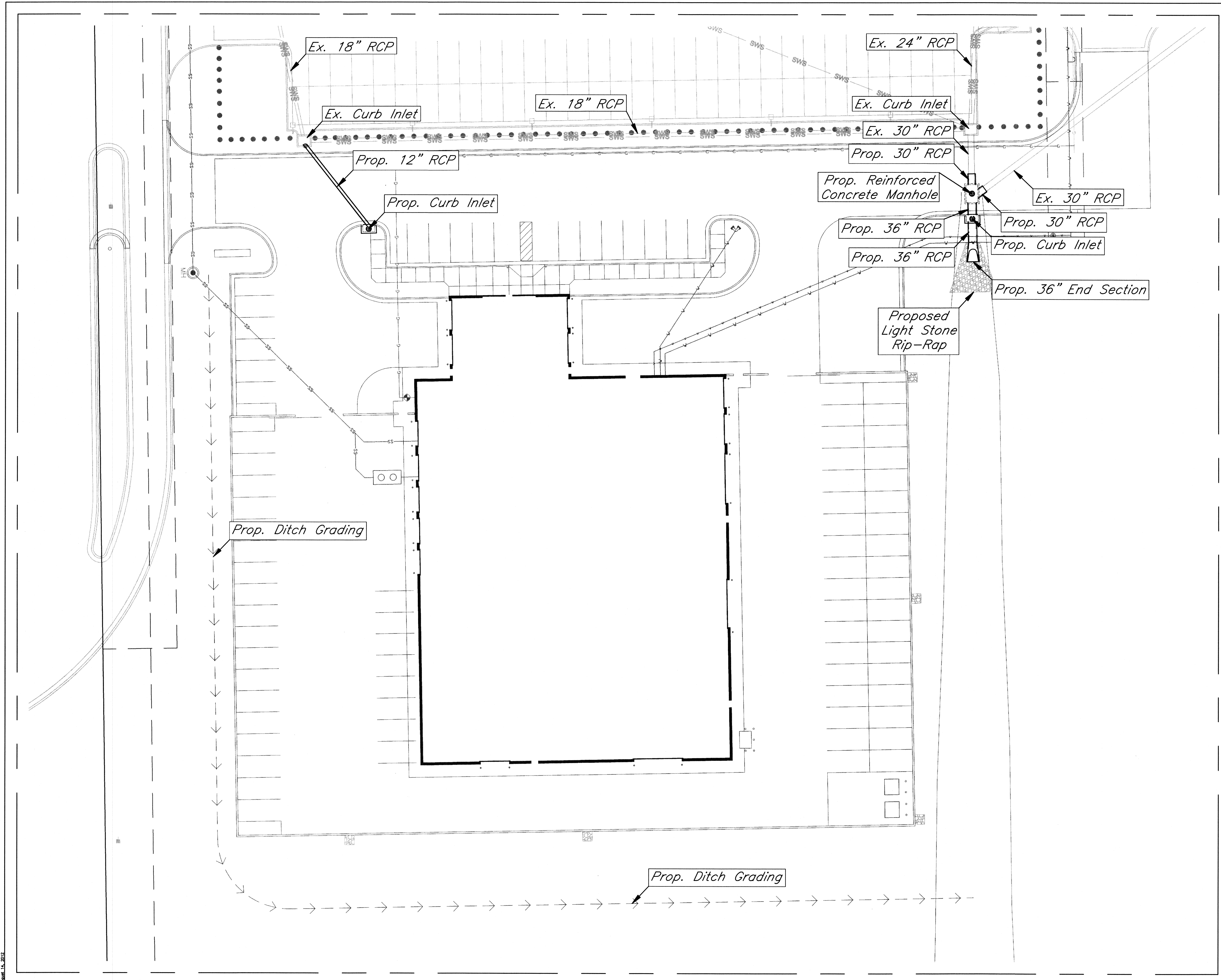
SITE BENCHMARK:
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 Elev. = 1361.20 NAVD88



	KEM NO. 12075
	DESIGN KM
	DRAWN NS

516 S. Market, Wichita, KS 67202 (316)264-0242

September 18, 2025



	KEM NO. 12075
	DESIGN KM
	DRAWN NS
	516 S. Market, Wichita, KS 67202 (316)264-0242

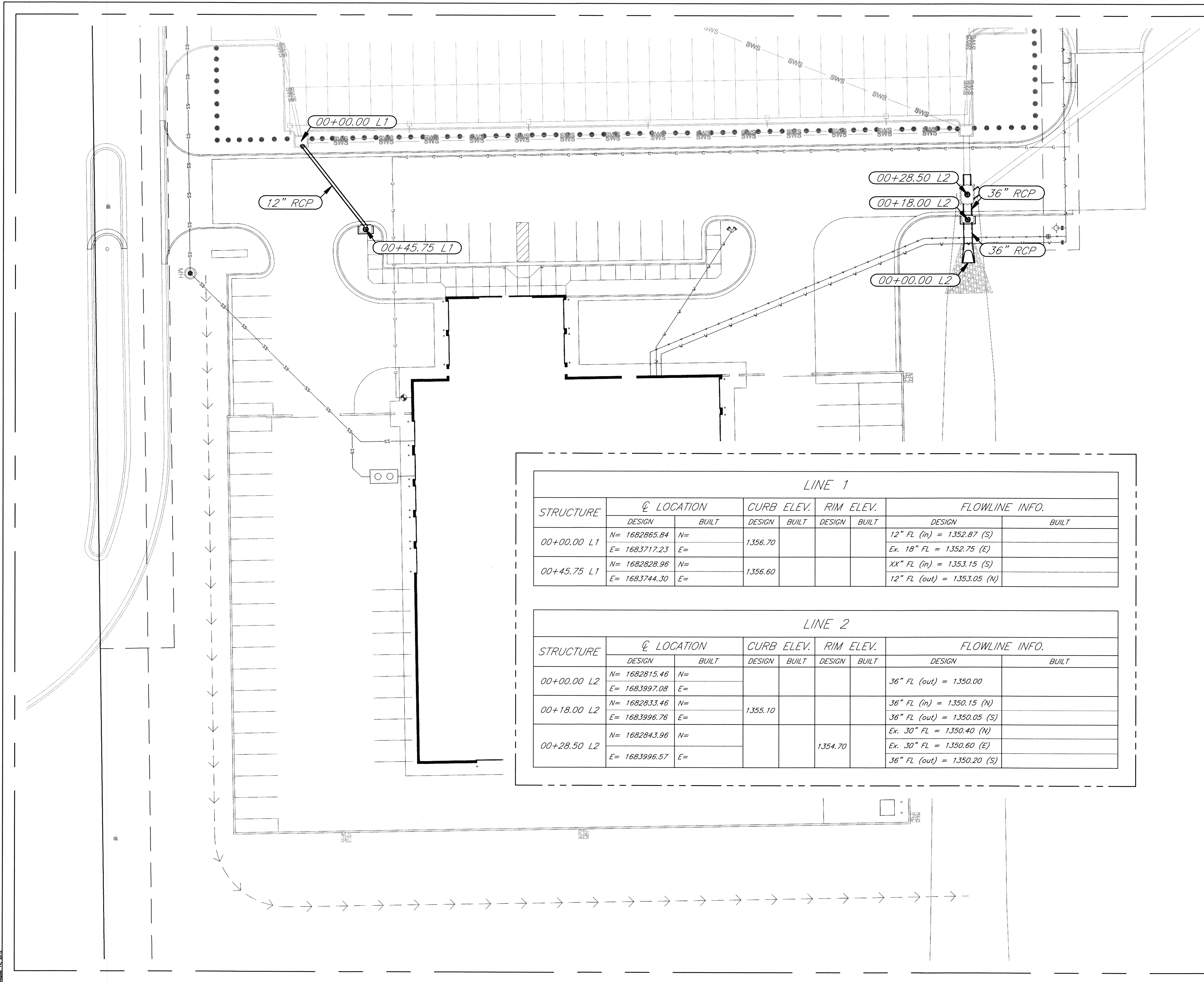
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DAVIS-MOORE
COLLISION CENTER EAST
 E KELLOGG DRIVE, WICHITA KS

111 PPD (807861)
 Site Overview

C2.3



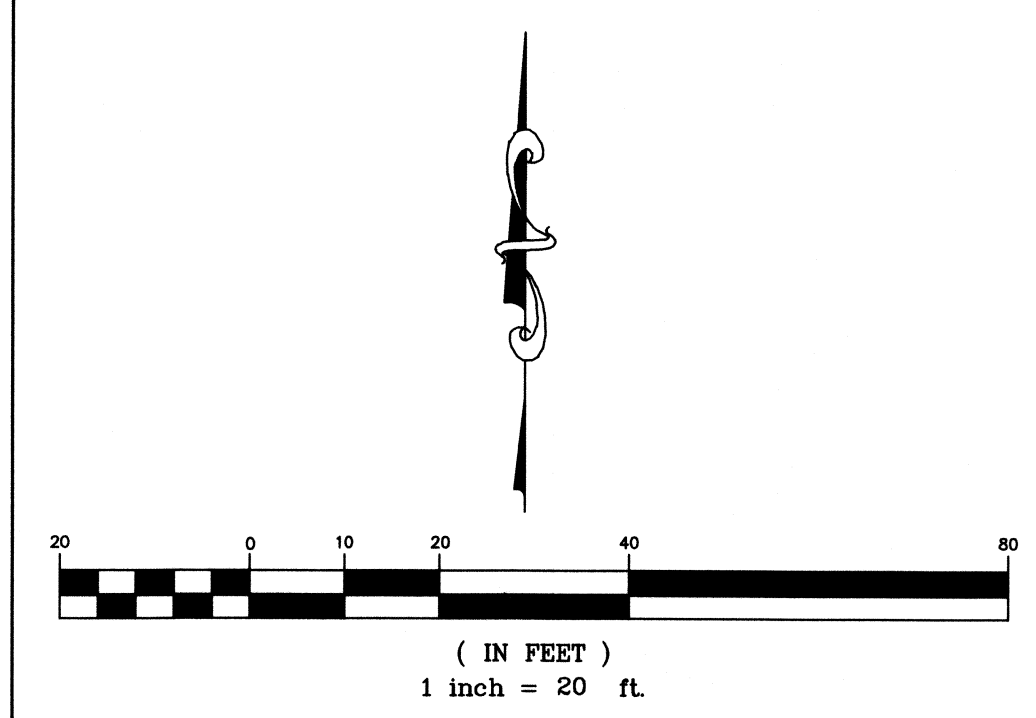
LINE 1								
STRUCTURE	LOCATION		CURB ELEV.		RIM ELEV.		FLOWLINE INFO.	
	DESIGN	BUILT	DESIGN	BUILT	DESIGN	BUILT	DESIGN	BUILT
00+00.00 L1	N= 1682865.84	N=	1356.70				12" FL (in) = 1352.87 (S)	
	E= 1683717.23	E=					Ex. 18" FL = 1352.75 (E)	
00+45.75 L1	N= 1682828.96	N=	1356.60				XX" FL (in) = 1353.15 (S)	
	E= 1683744.30	E=					12" FL (out) = 1353.05 (N)	

LINE 2								
STRUCTURE	LOCATION		CURB ELEV.		RIM ELEV.		FLOWLINE INFO.	
	DESIGN	BUILT	DESIGN	BUILT	DESIGN	BUILT	DESIGN	BUILT
00+00.00 L2	N= 1682815.46	N=					36" FL (out) = 1350.00	
	E= 1683997.08	E=						
00+18.00 L2	N= 1682833.46	N=	1355.10				36" FL (in) = 1350.15 (N)	
	E= 1683996.76	E=					36" FL (out) = 1350.05 (S)	
00+28.50 L2	N= 1682843.96	N=			1354.70		Ex. 30" FL = 1350.40 (N)	
	E= 1683996.57	E=					Ex. 30" FL = 1350.60 (E)	
							36" FL (out) = 1350.20 (S)	

Benchmarks:

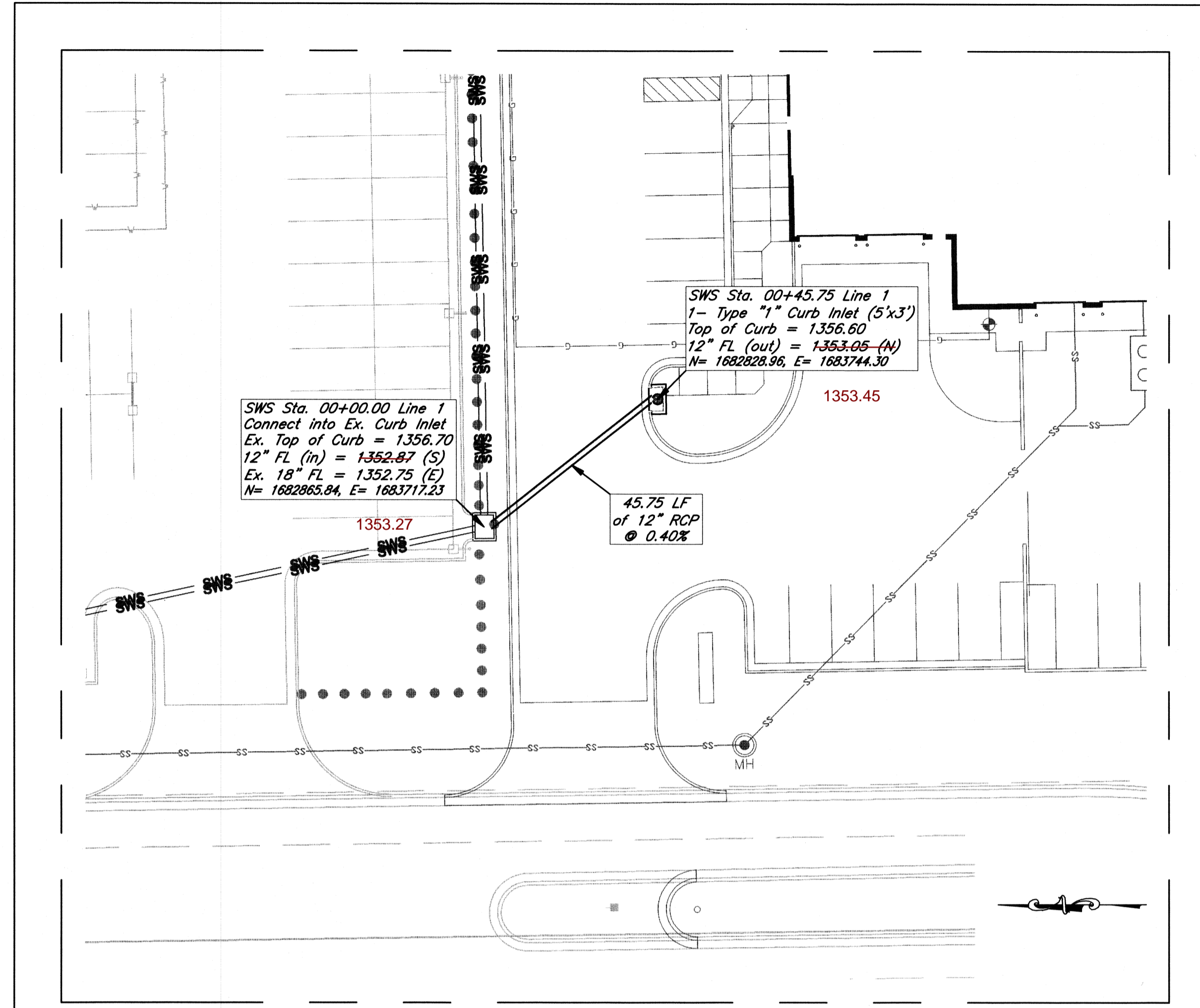
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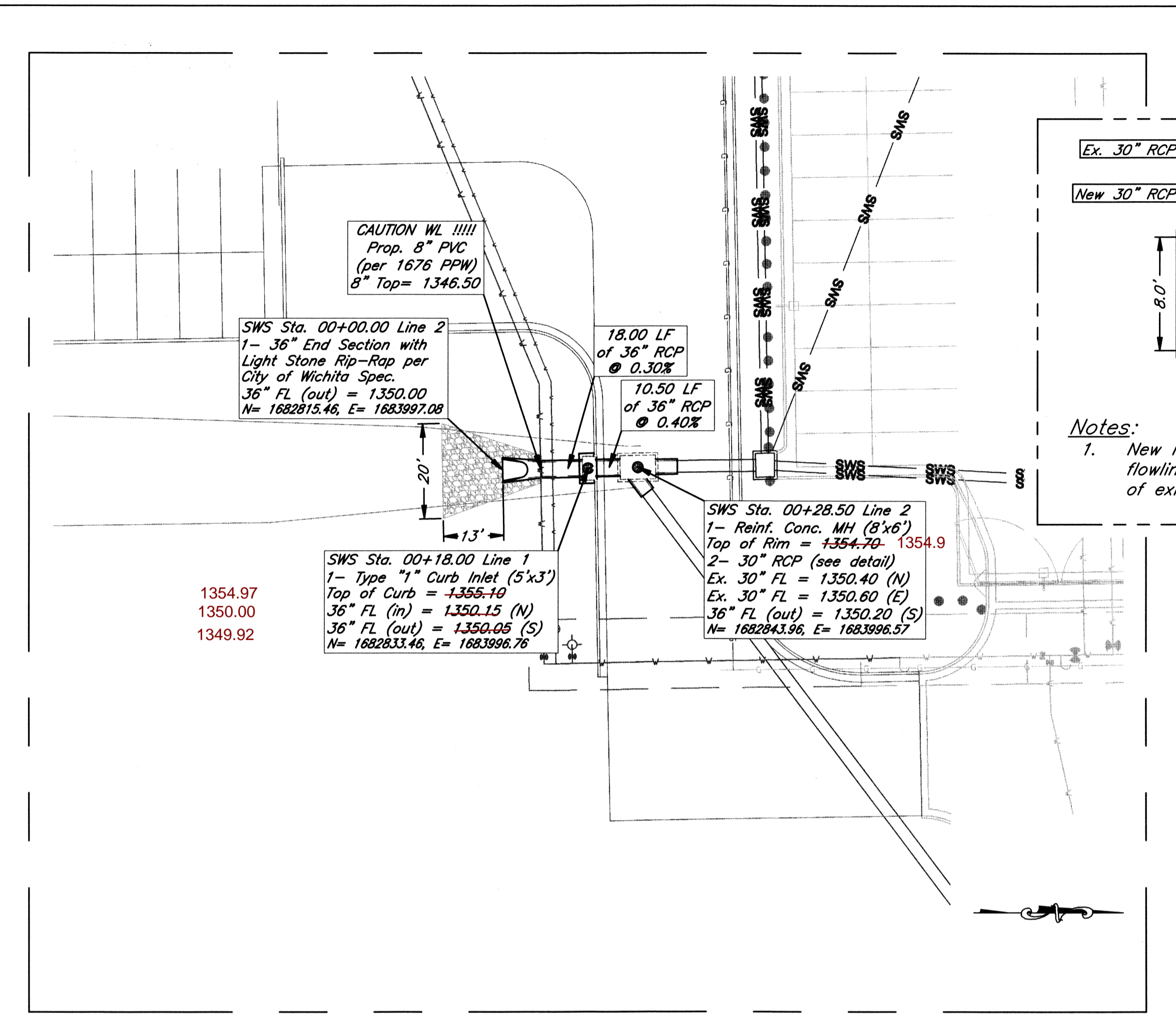


	KEM NO. 12075
	DESIGN KM
	DRAWN NS
	516 S. Market, Wichita, KS 67202 (316)264-0242

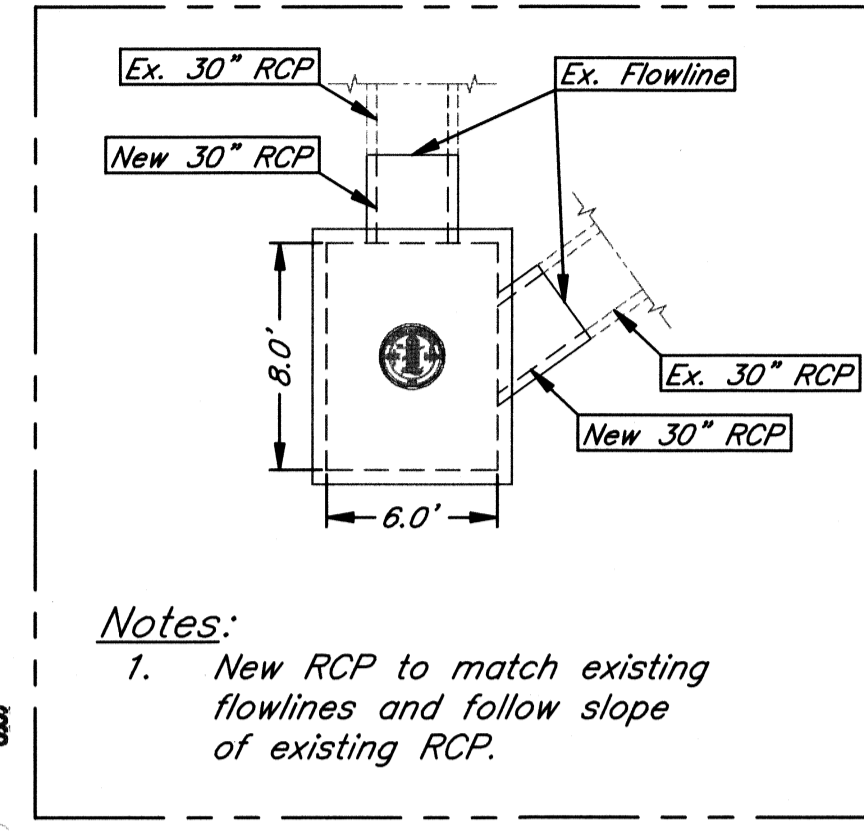




LINE 1

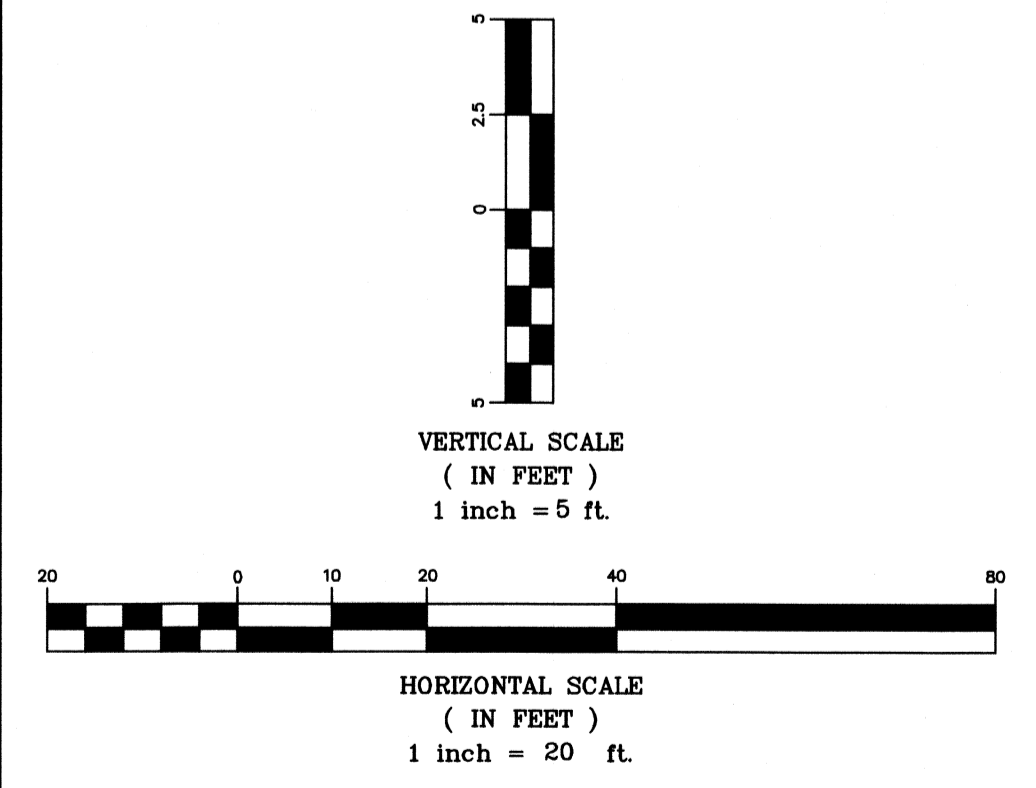


LINE 2



1370	Connect into Ex. Curb Inlet Ex. Top of Curb = 1356.60	1370
1360	Type 1 Curb Inlet (5'x3') Top of Curb = 1356.60	1360
1350	Prop. Ground	1350
1340	45.75 LF of 12" RCP @ 0.40%	1340
1330	Ex. 18" FL = 1352.75 (E) 12" FL (in) = 1352.87 (S) 1353.27	1330
	12" FL (out) = 1353.06 (N) 1353.45	
0+00		0+50

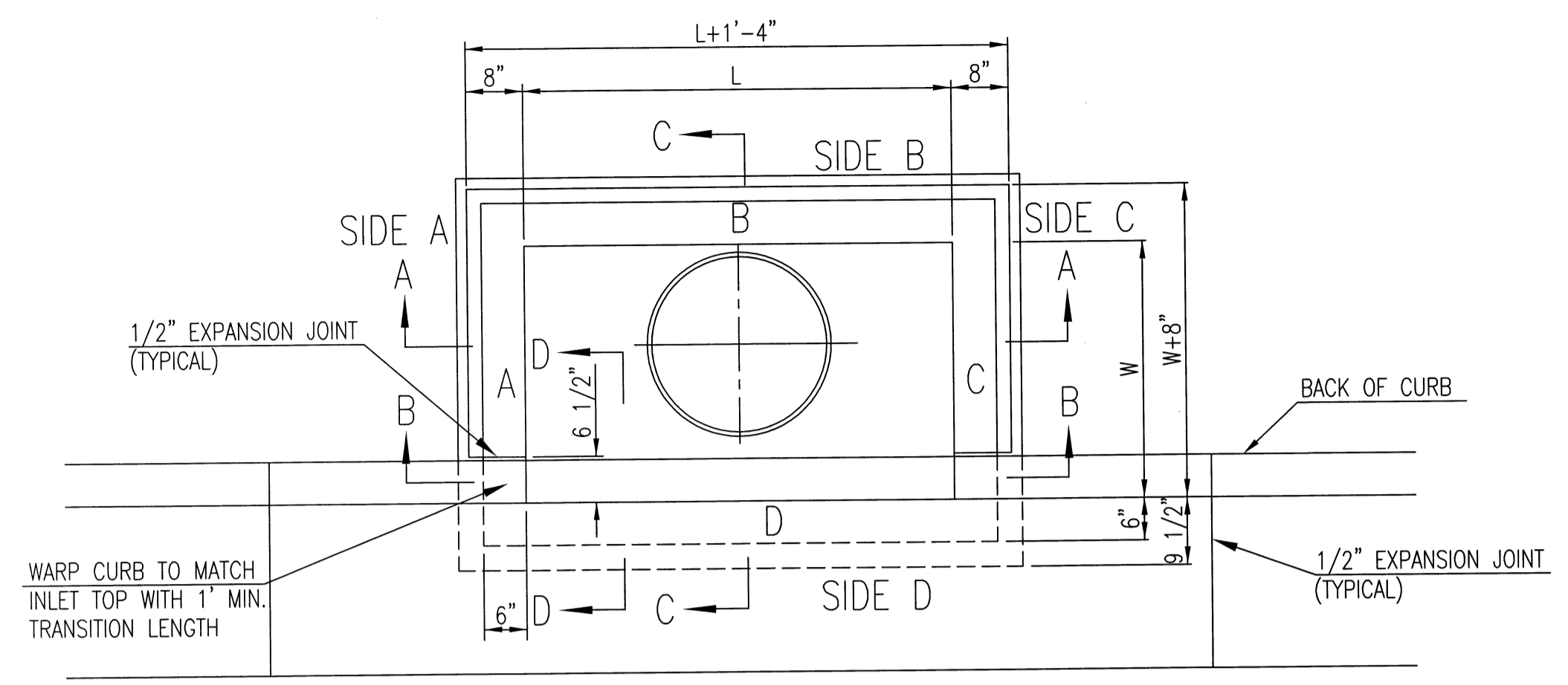
1370	36" End Section with Light Stone Rip-Rap per City of Wichita Spec.	1370
1360	Type 1 Curb Inlet (5'x3') Top of Curb = 1356.60	1360
1350	Prop. Ground	1350
1340	CAUTION WL!!!! Prop. 8" PVC (per 1676 PPW) 8" Top = 1346.50	1340
1330	18.00 LF of 36" RCP @ 0.30%	1330
	10.50 LF of 36" RCP @ 0.40%	
0+00	1349.9 36" FL (out) = 1350.05 (S) 1350.00 36" FL (in) = 1350.15 (N) 1350.00	0+50
	Reint. Conc. MH (8'x6') Top of Rim = 1354.79- 1354.9	
	Ex. 30" FL = 1350.40 (N) Ex. 30" FL = 1350.60 (E) 36" FL (out) = 1350.20 (S) 1349.92	
0+00		0+50



kemiller engineering
516 S. Market, Wichita, KS 67202 (316)264-0242

KEM NO. 12075
DESIGN KM
DRAWN NS



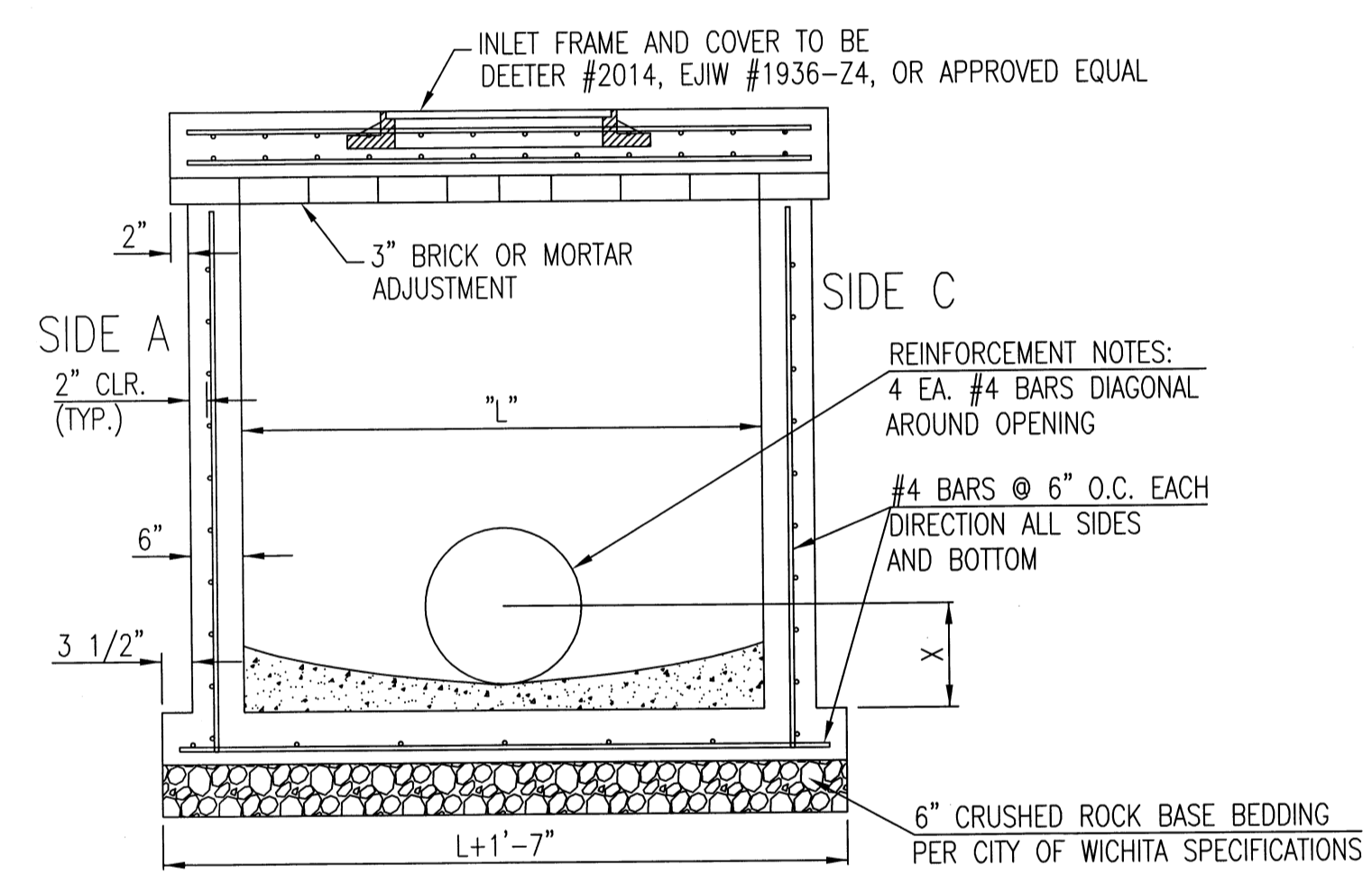


TOP VIEW

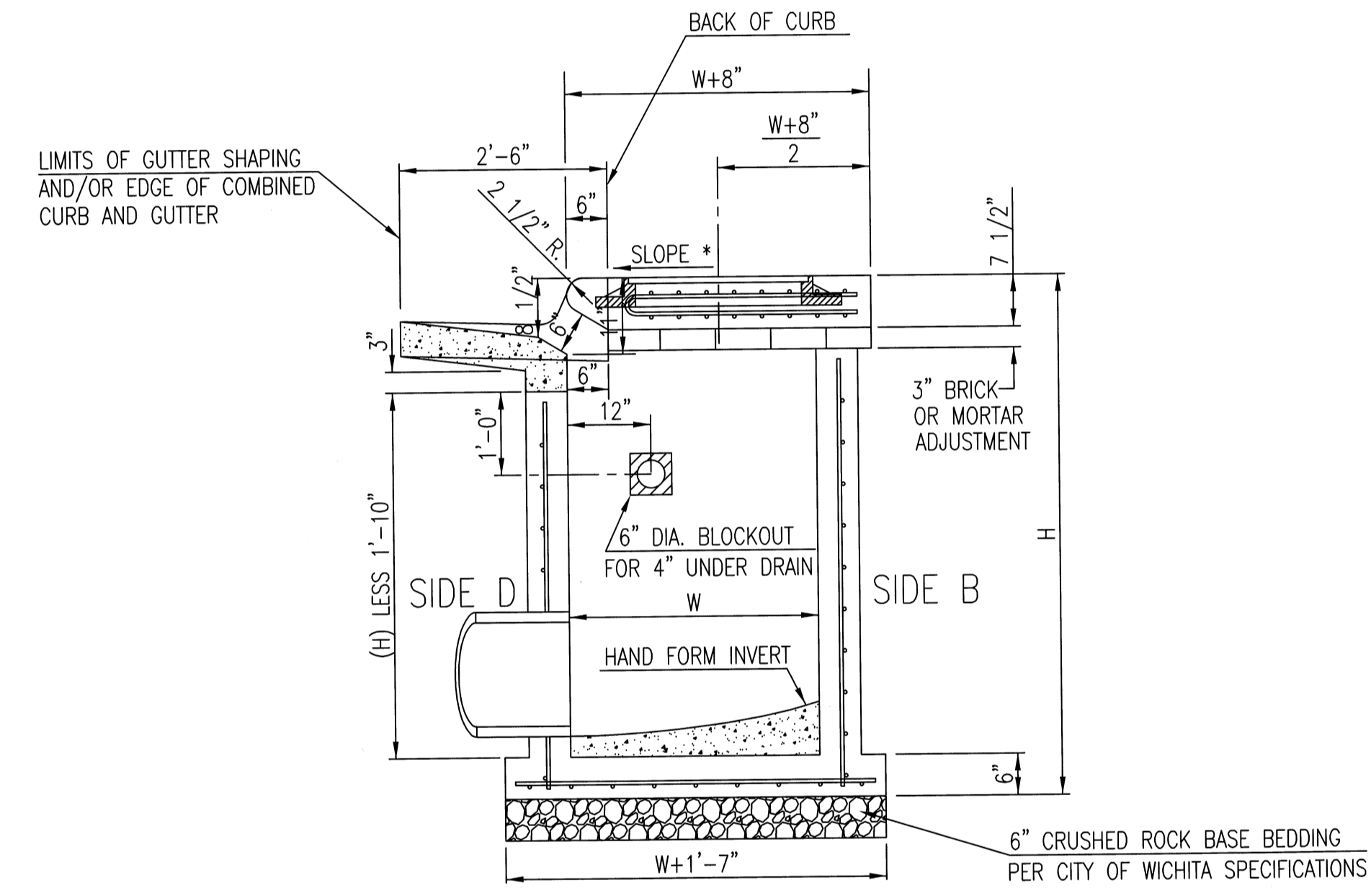
BAR SCHEDULE		
INLET OPENING	B1 BARS	SPACING
5'-0"	#4	4"
10'-0"	#6	3.5"

PRECAST CURB INLET WIDTHS				
W	PRE-CAST TOP SIZE			PIPE DIA.**
	WIDTH	LENGTH	TOP	
3'-0"	W+8"	L+1'-4"	7 1/2"	21" & SMALLER
4'-0"	W+8"	L+1'-4"	7 1/2"	24" & 30"
5'-0"	W+8"	L+1'-4"	7 1/2"	36" & 42"
6'-0"	W+8"	L+1'-4"	7 1/2"	48" & 54"
7'-0"	W+8"	L+1'-4"	7 1/2"	60" & 66"

** FOR PIPES PERPENDICULAR TO INLET WALL

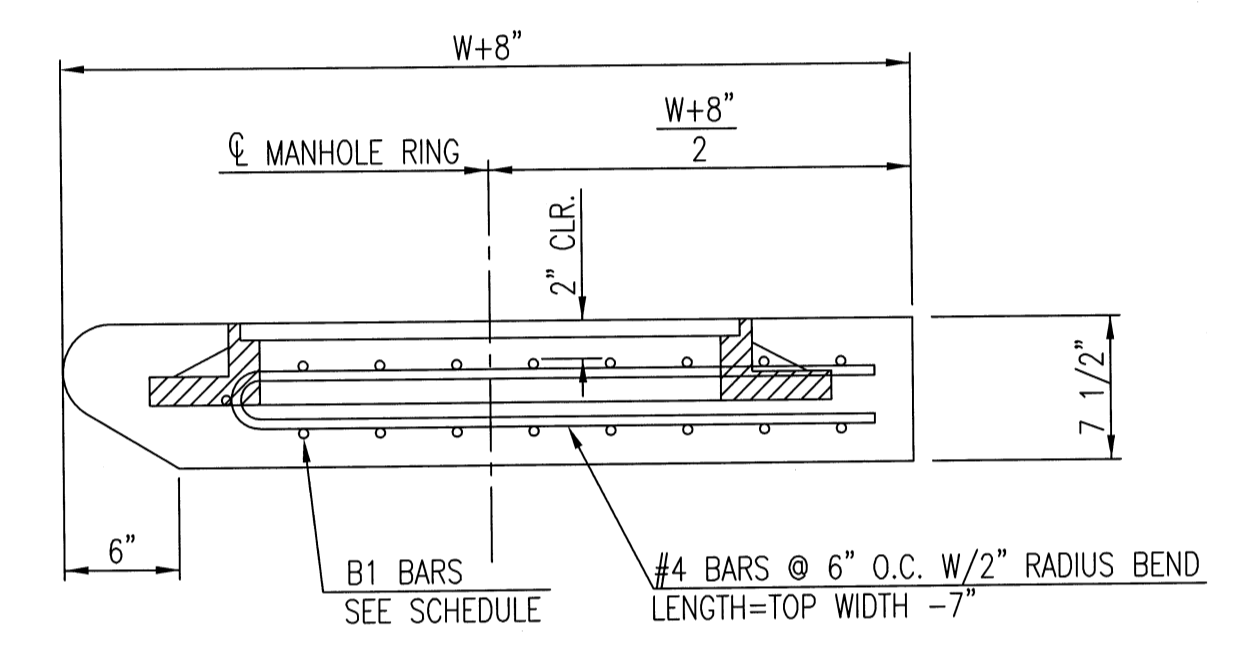


SECTION "A-A"



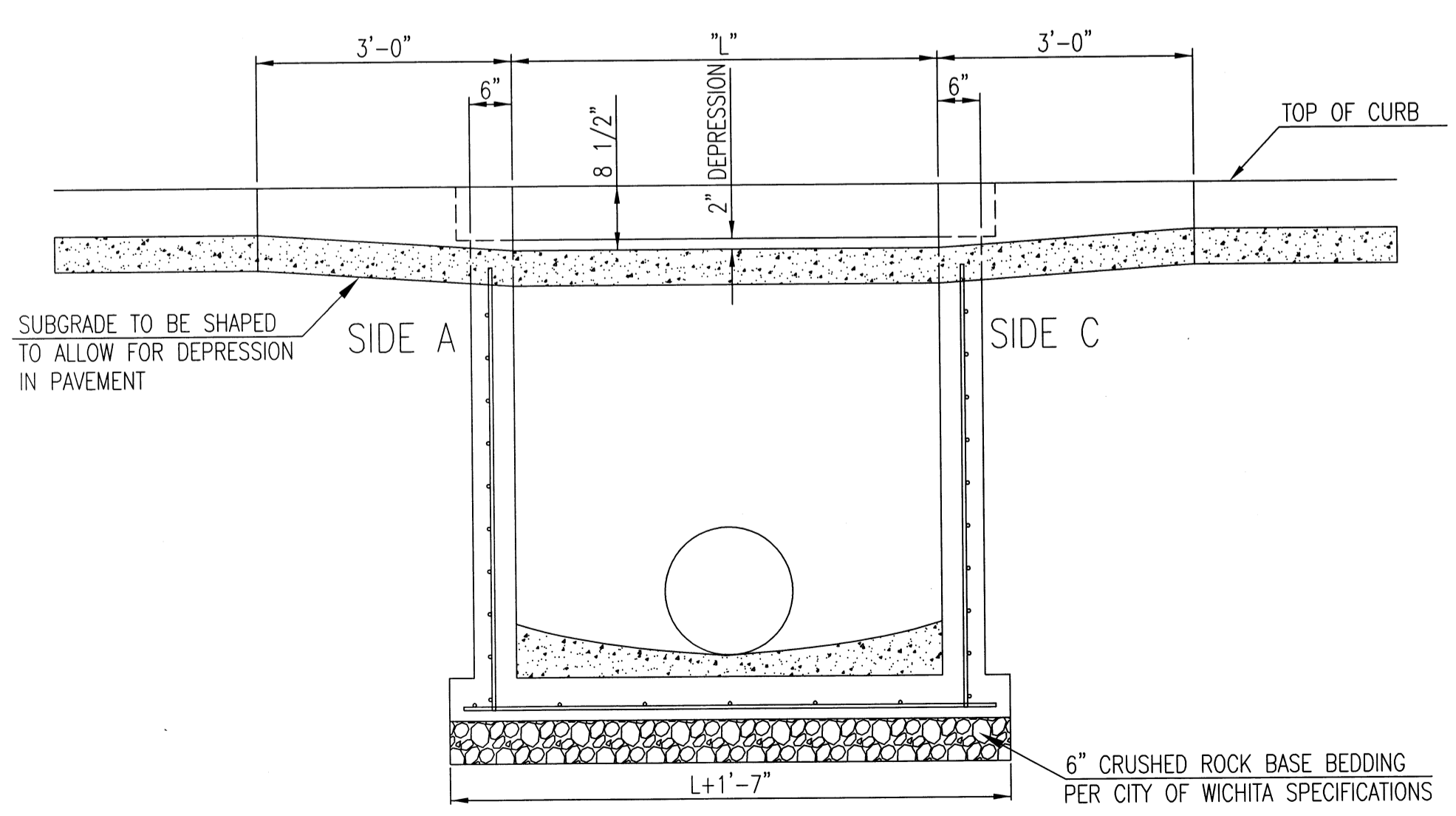
SECTION "C-C"

NOTES:
 * SLOPE OF INLET TOP TO MATCH SIDEWALK OR PARKING SLOPES WITHIN LIMITS INDICATED.

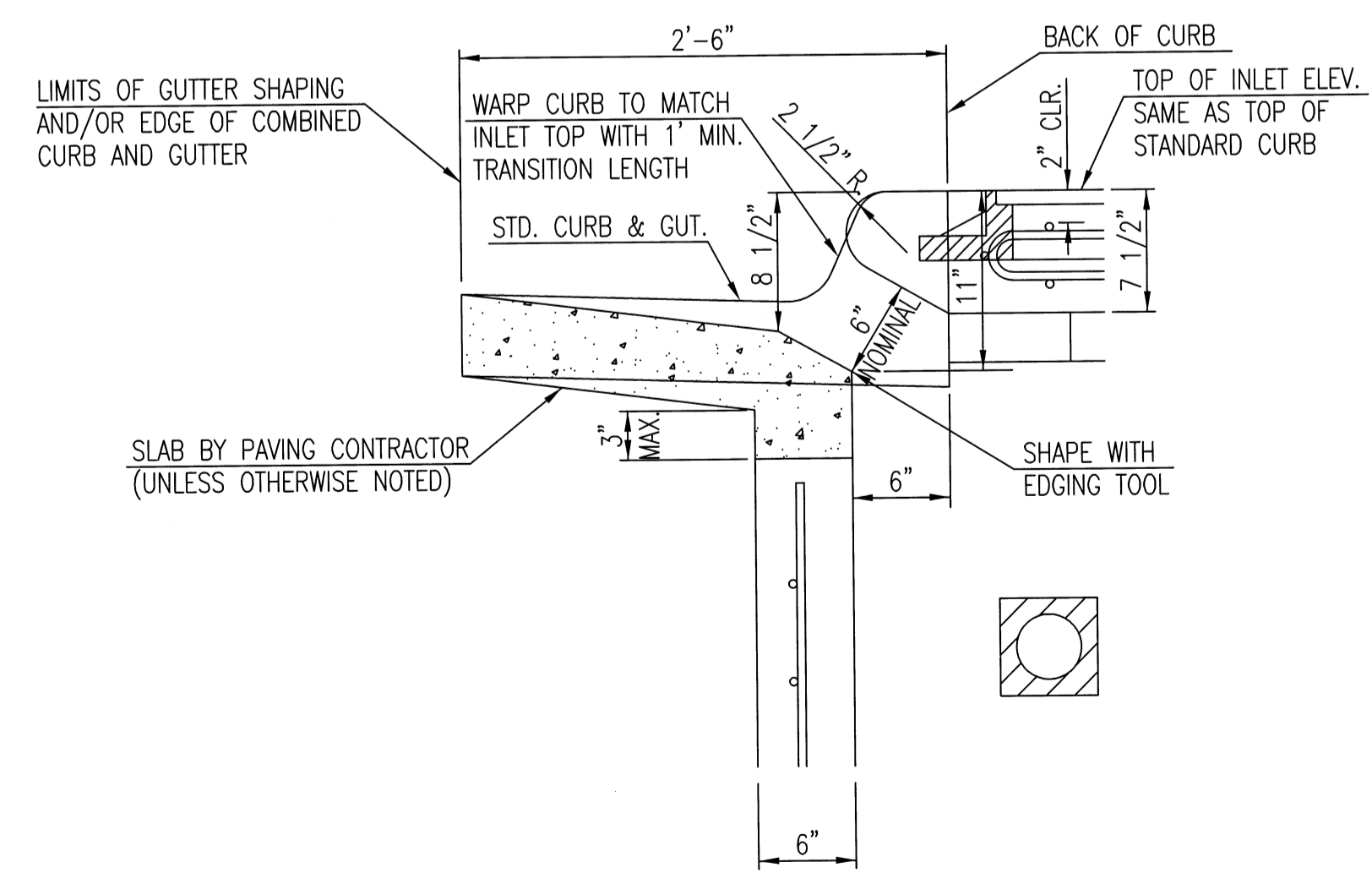


GENERAL NOTES

- CONCRETE TOPS TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE TOPS MAY BE CAST IN PLACE OR PRECAST. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
- CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING 8" BRICK MASONRY WALLS BETWEEN THE CONCRETE INLET BASE AND TOP OF THIS INLET WHEN W=5'-0" AND H=7'-0" OR LESS.
- INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND 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.
- THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
- INLET FRAME AND COVER TO BE DEETER #2014, EJIW #1936 Z4, OR APPROVED EQUAL, SEE SW-303.
- 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.



SECTION "B-B"



SECTION "D-D"

CITY OF WICHITA
 PUBLIC WORKS & UTILITIES
 ENGINEERING DIVISION

STANDARD TYPE 1 CURB INLET
 5'-0" OR 10'-0" OPENING

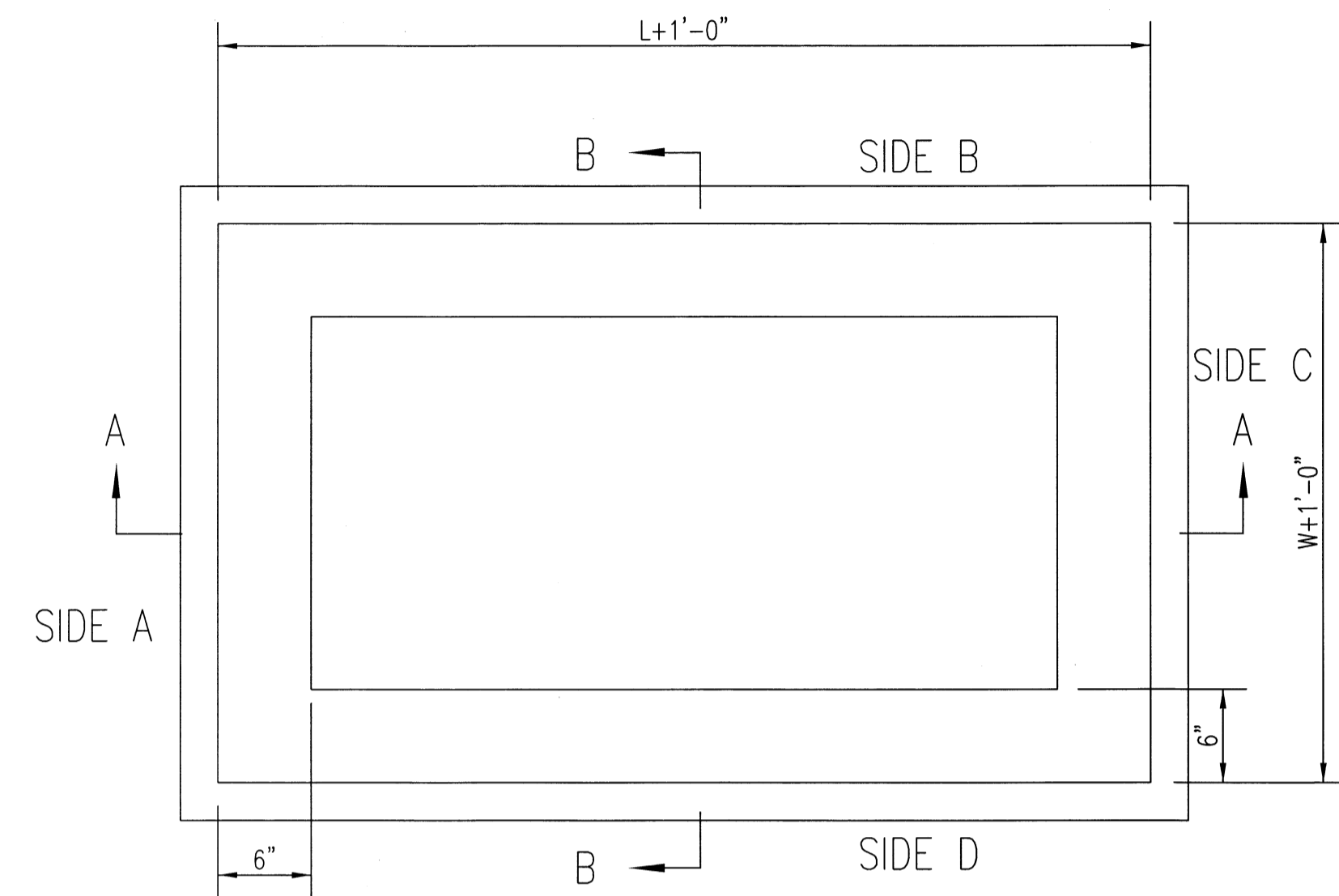
CITY ENGINEER
JAMES L. ARMOUR, P.E., L.S.

PROJECT NUMBER	OCA NUMBER	DATE
		11/2010

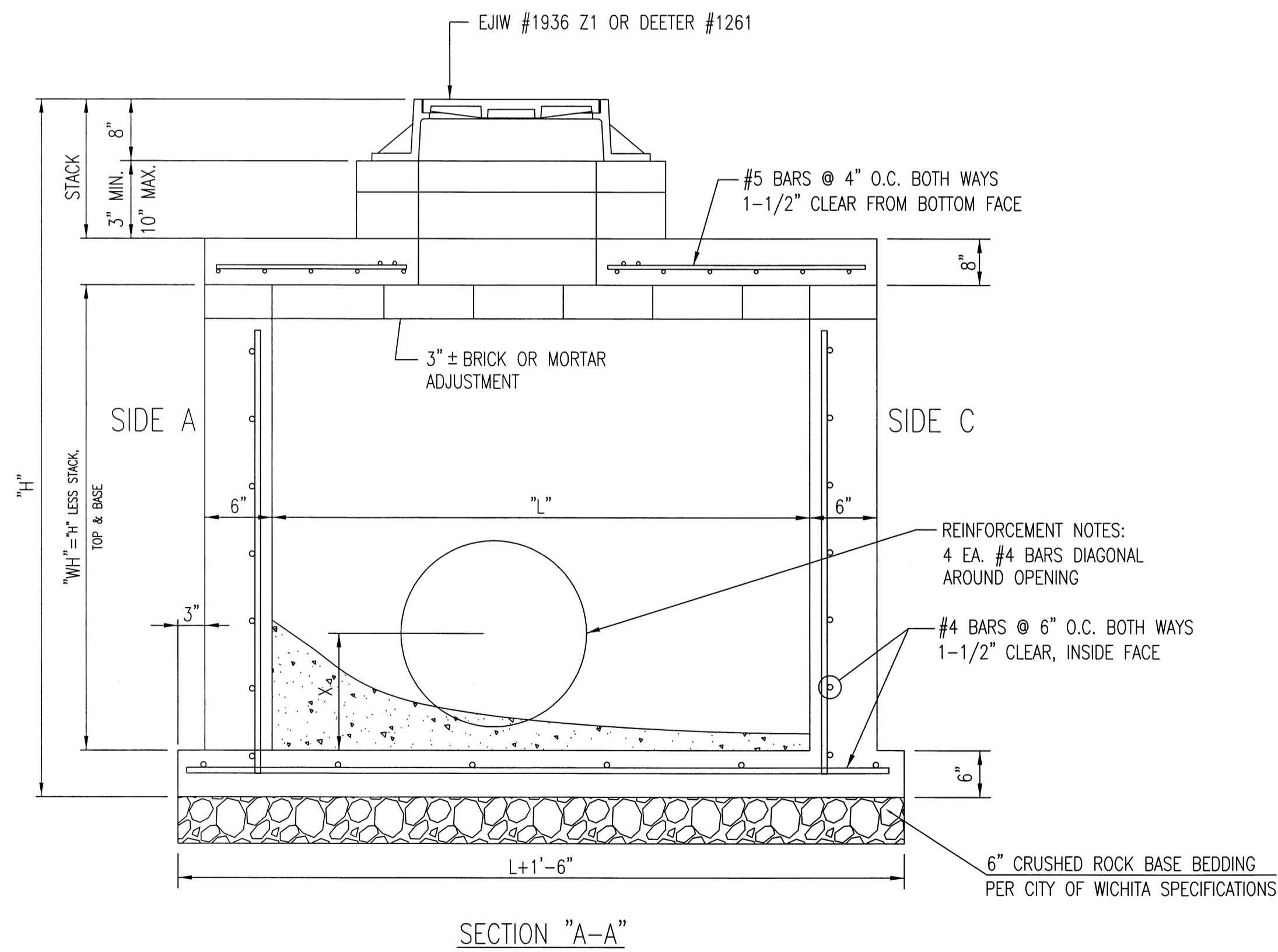
CITY ENGINEER'S OFFICE
 CITY HALL - SEVENTH FLOOR
 455 NORTH MAIN STREET
 WICHITA, KANSAS 67202-1620
 (316) 268-4501

DESIGN	DRAWN

SHEET
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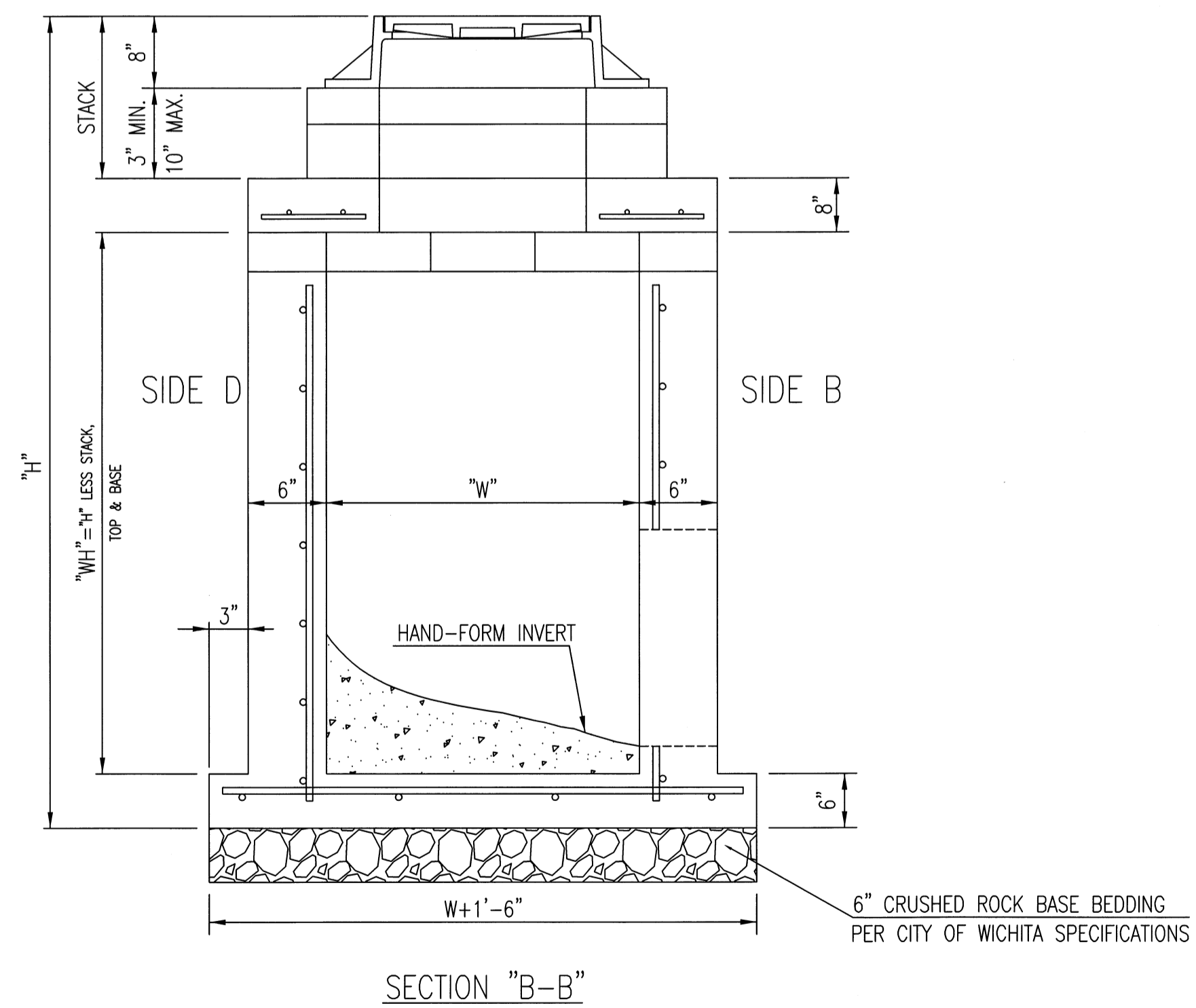
TOP VIEW



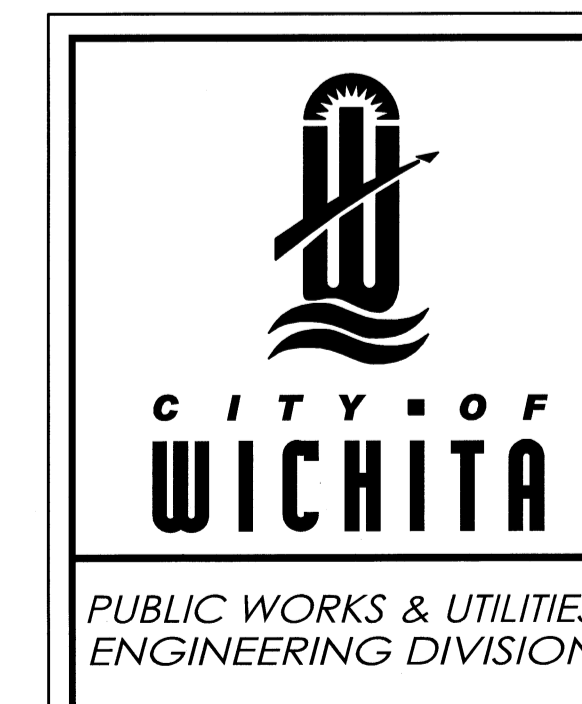
SECTION "A-A"

GENERAL NOTES

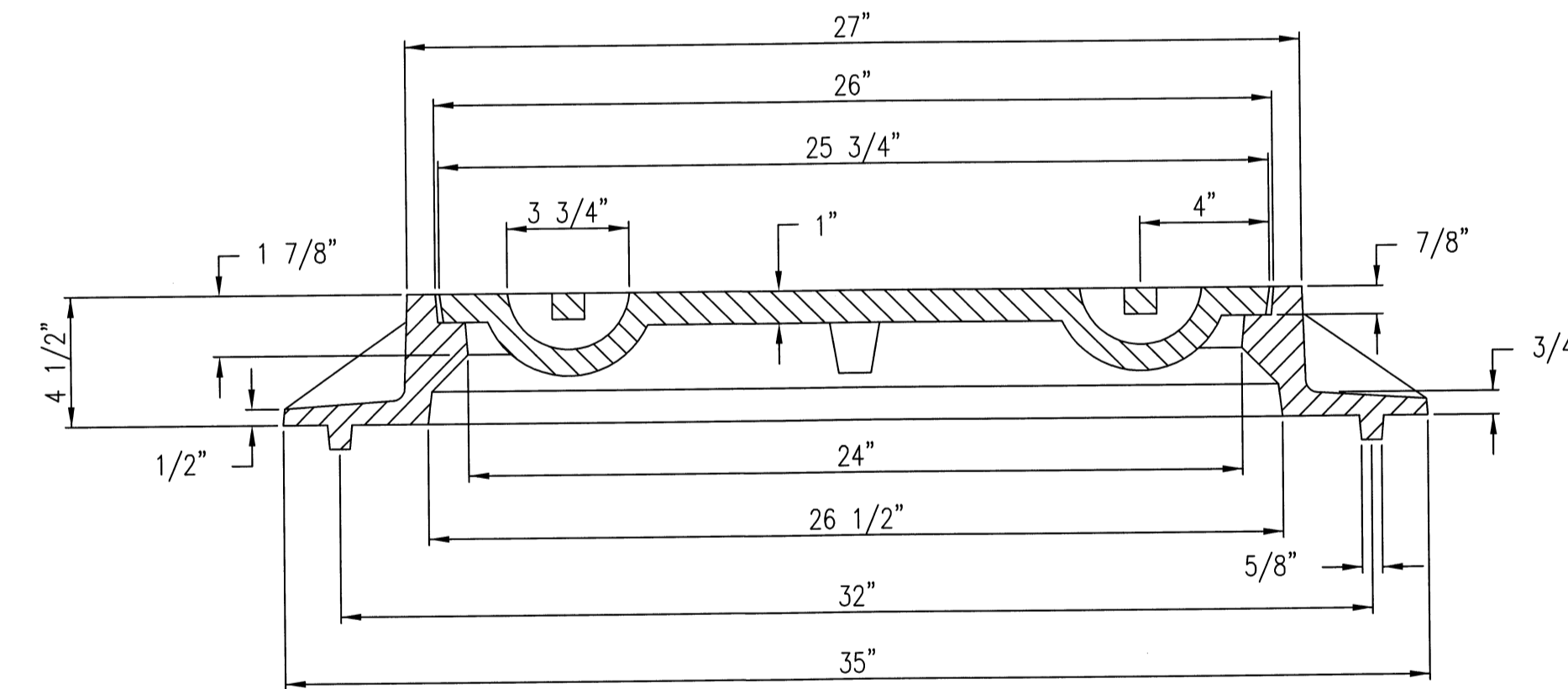
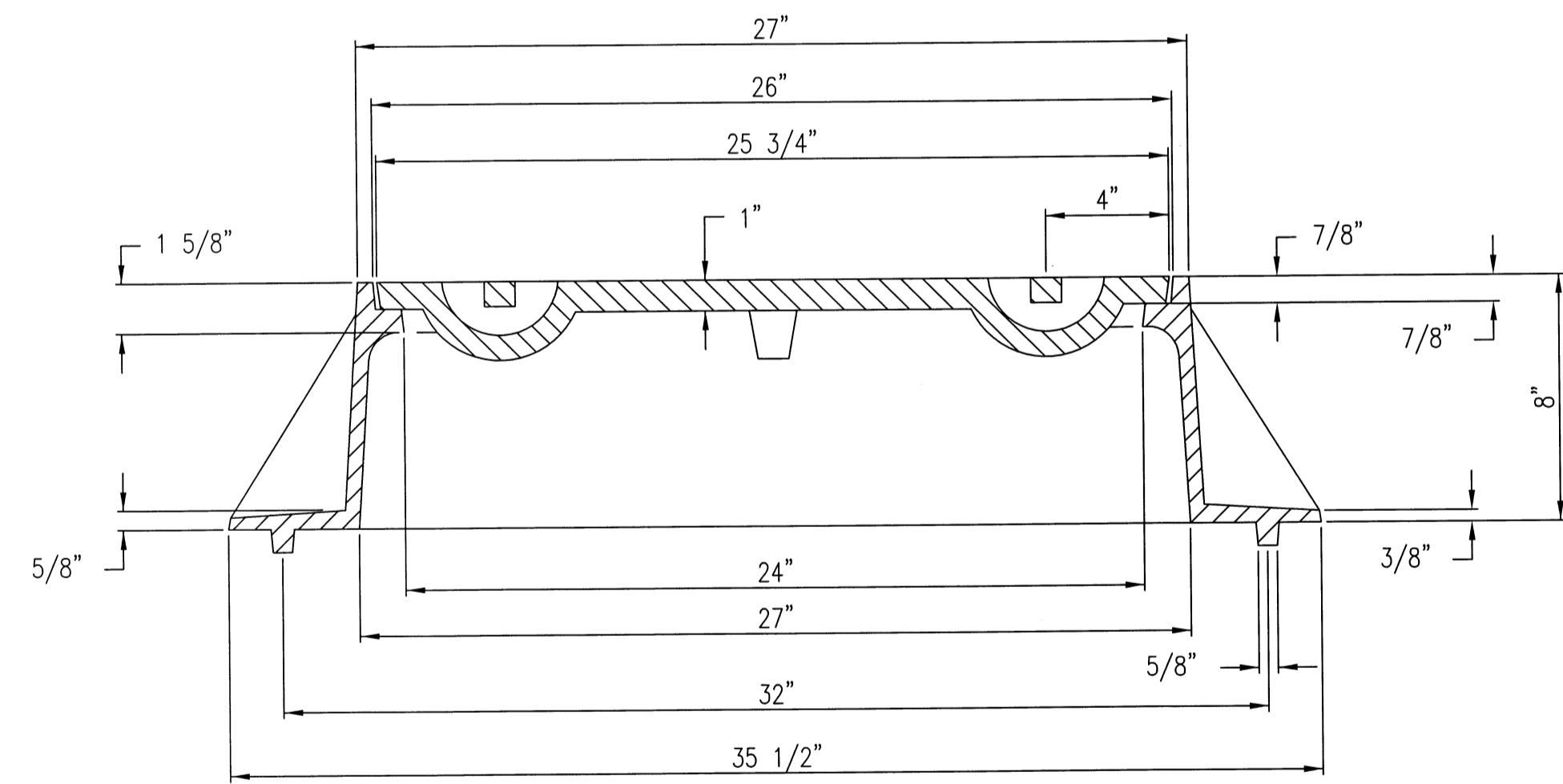
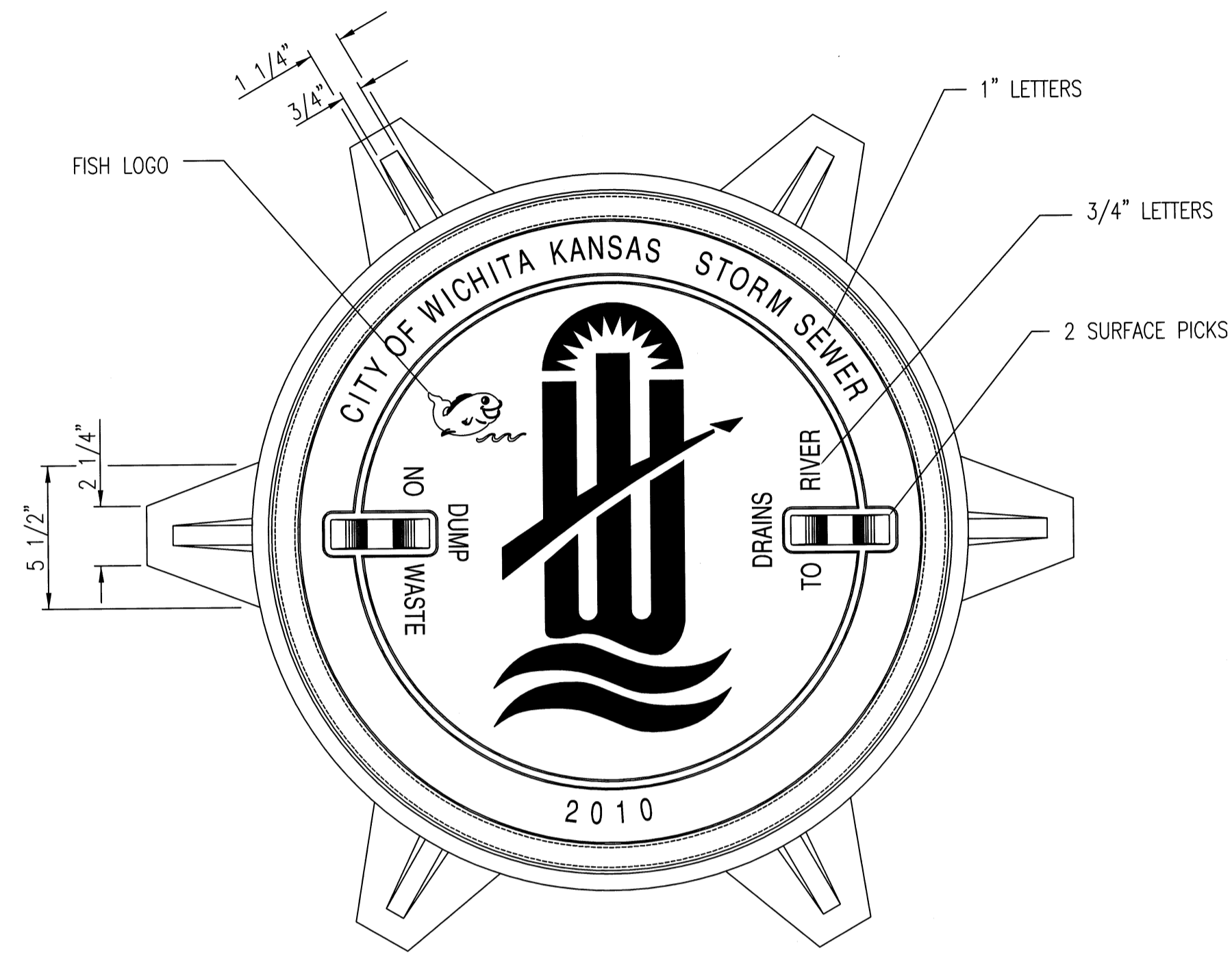
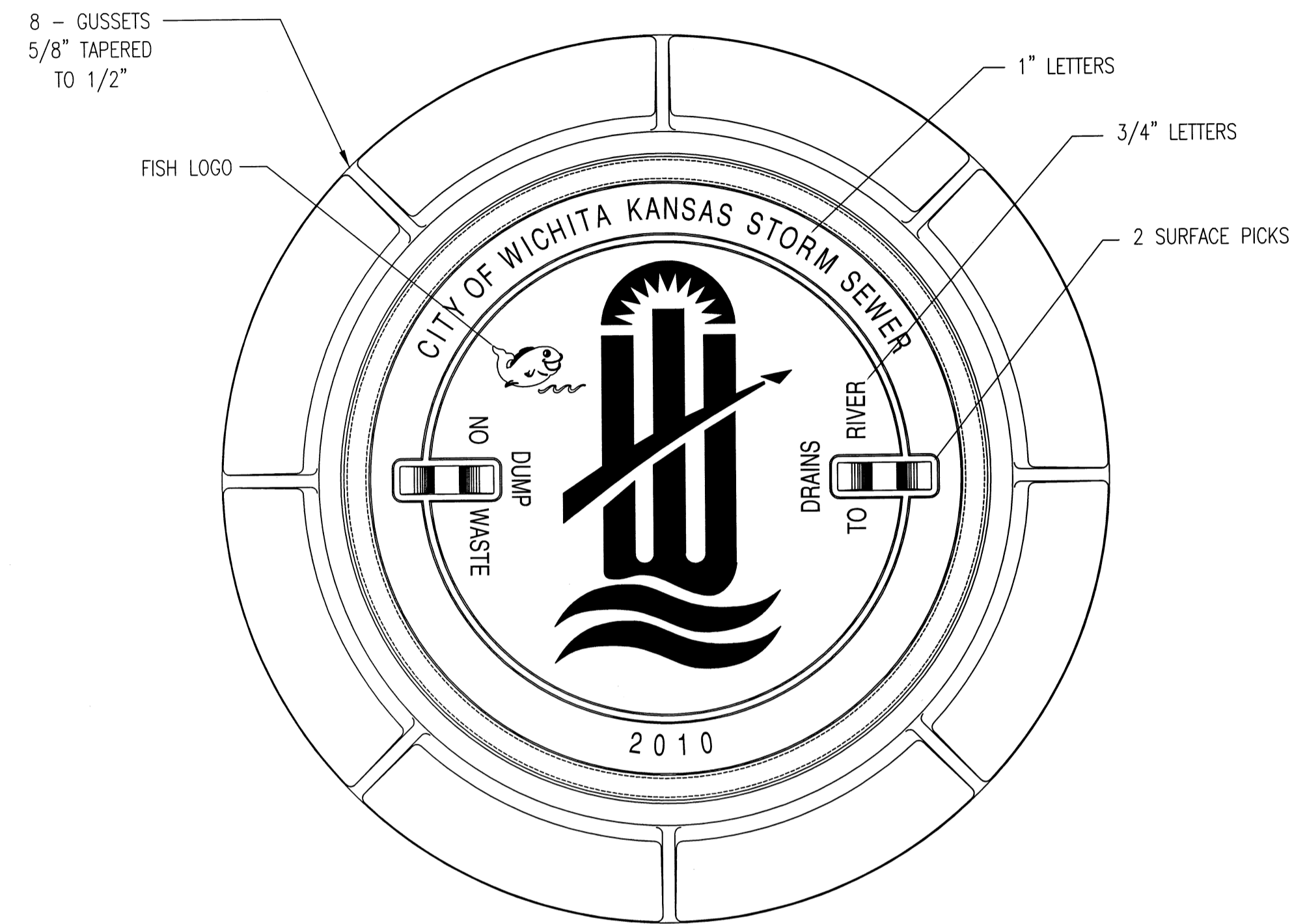
1. GRATE FRAME TO BE INSTALLED ON THIN MORTAR CUSHION TO INSURE FULL SUPPORT ALONG BRICK. CONCRETE USED FOR INLET CONSTRUCTION SHALL CONFORM TO CITY OF WICHITA SPECIFICATIONS FOR CONCRETE PAVEMENT MIX.
2. INLET INVERT SHALL BE SHAPED WITH 8 SACK SAND MIX CONCRETE TO CREATE FLOW CHANNELS AND TO INCREASE HYDRAULIC EFFICIENCY SUCH THAT THE INLET WILL BE SELF CLEANING BETWEEN ALL INLET AND/OR OUTLET PIPES.
3. THE ENDS OF ALL PIPES INSTALLED IN INLETS SHALL BE CUT OFF FLUSH WITH THE INSIDE FACE OF THE INLET WALL.
4. INLET FRAME AND GRATE TO BE DEETER #1261, EJIW #1936-Z1 OR APPROVED EQUAL, SEE SW-303.
5. 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.



SECTION "B-B"



REINFORCED CONCRETE MANHOLE (STORM SEWER)		
CITY ENGINEER JAMES L. ARMOUR, P.E., L.S.		
PROJECT NUMBER	OCA NUMBER	DATE
---	---	11/2010
CITY ENGINEER'S OFFICE		DESIGN
CITY HALL - SEVENTH FLOOR		DRAWN
455 NORTH MAIN STREET		
WICHITA, KANSAS 67202-1620		
(316) 268-4501		
SHEET		
_ of _		

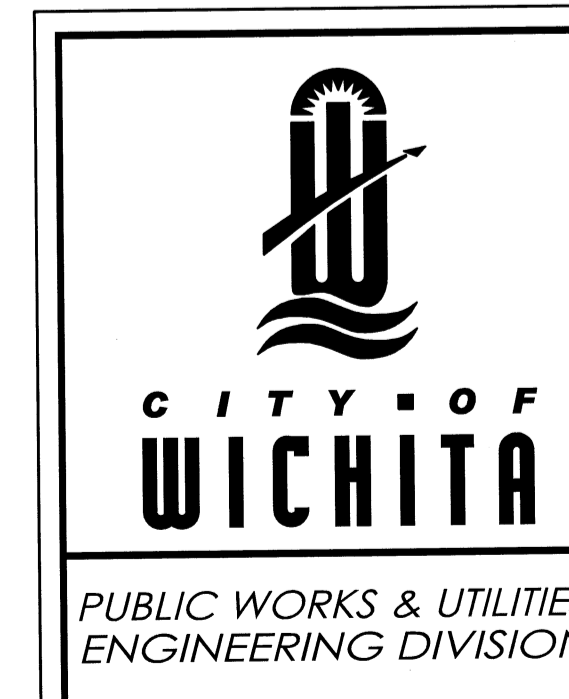


MANHOLE FRAME
DEETER #1261 OR EJIW #1936-Z1

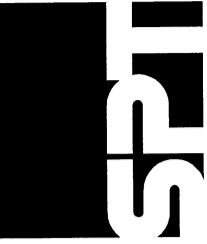
- NOTE:
1. FURNISHED WITH MACHINED HORIZONTAL BEARING SURFACE.
 2. COVER TO BE DEETER #1261 OR EJIW #1936A.

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 JAMES L. ARMOUR, P.E., L.S.		
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		DESIGN
		DRAWN
		SHEET
		_ of _



SPANGENBERG PHILLIPS TICE
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T. 316.267.4002 F. 316.267.1509
www.sptarchitecture.com

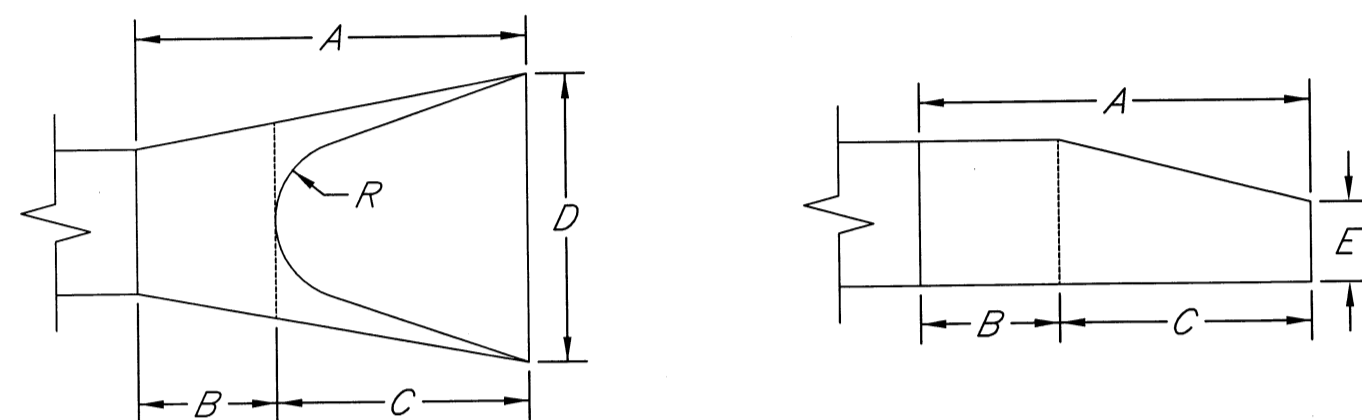
DAVIS-MOORE
COLLISION CENTER EAST
E. KELLOGG DRIVE, WICHITA KS

111 PPD (607861)
MH Lid Details

C2.8

Re-Reinforced Concrete Pipe Information									
Pipe Size	Wall Thickness	Weight per ft	Elliptical Equivalent	End Section Information					
				"A"	"B"	"C"	"D"	"E"	"R"
12"	2.0"	100 lbs	----	6.07'	4.07'	2.00'	2.00'	0.33'	0.75'
15"	2.5"	128 lbs	----	6.08'	3.83'	2.25'	2.50'	0.50'	0.92'
18"	2.5"	168 lbs	23"x14"	6.08'	3.83'	2.25'	3.00'	0.75'	1.00'
24"	3.0"	268 lbs	30"x19"	6.12'	2.50'	3.62'	4.00'	0.79'	1.16'
30"	3.5"	385 lbs	38"x24"	6.12'	1.64'	4.50'	5.00'	1.00'	1.25'
36"	4.0"	524 lbs	45"x29"	8.14'	2.89'	5.25'	6.00'	1.25'	1.66'
42"	4.5"	684 lbs	53"x34"	8.16'	2.92'	5.25'	6.50'	1.75'	1.83'
48"	5.0"	868 lbs	60"x38"	8.16'	2.16'	6.00'	7.00'	2.00'	1.83'
54"	5.5"	1070 lbs	68"x43"	8.18'	2.77'	5.42'	7.50'	2.25'	2.00'
60"	6.0"	1290 lbs	----	8.25'	3.25'	5.00'	8.00'	2.92'	2.00'
66"	6.5"	1540 lbs	----	----	----	----	----	----	----
72"	7.0"	1800 lbs	----	8.25'	1.75'	6.50'	9.00'	3.00'	2.00'
84"	----	----	----	9.25'	1.75'	7.54'	10.00'	3.00'	2.00'

all measurements approximate



GRADATION REQUIREMENTS:

1. **Heavy Stone Riprap:** Heavy stone riprap shall be constructed twenty-four inches (24") in thickness and shall be placed on a stone filter course backing having a thickness of nine inches (9"). Stone used in riprap shall meet the required quality requirements and the following size requirements.

Weight of Individual Pieces	Minimum Percent Larger Than
1,000 lbs	0%
500 lbs	50%
75 lbs	90%

Filter course backing for heavy stone riprap shall be produced from the stone meeting the quality requirements of stone for riprap and shall have the following size requirements

Sieve Size	Percent Retained
6"	0%
5"	5-25%
2"	40-60%
3/8"	75-95%

2. **Light Stone Riprap:** Light stone riprap shall be constructed eighteen inches (18") in thickness and shall be placed on a stone filter course backing having a thickness of six inches (6"). Stone used in riprap shall meet the required quality requirements and the following size requirements.

Weight of Individual Pieces	Minimum Percent Larger Than
500 lbs	0%
250 lbs	50%
125 lbs	70%
10 lbs	90%

Filter course backing for heavy stone riprap shall be produced from the stone meeting the quality requirements of stone for riprap and shall have the following size requirements

Sieve Size	Percent Retained
4"	0%
2"	10-40%
1"	25-60%
3/8"	55-85%
#4	70-95%

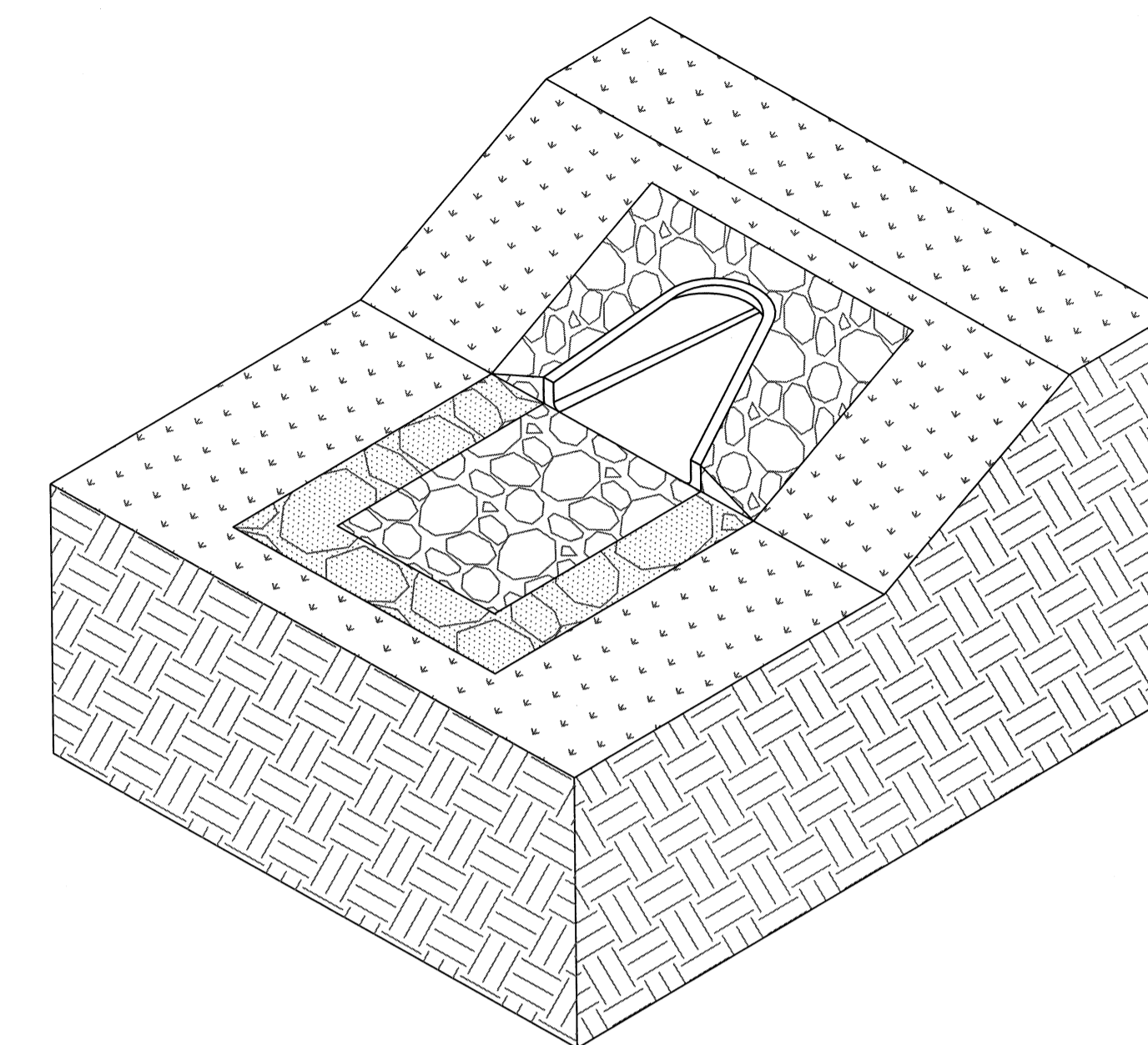
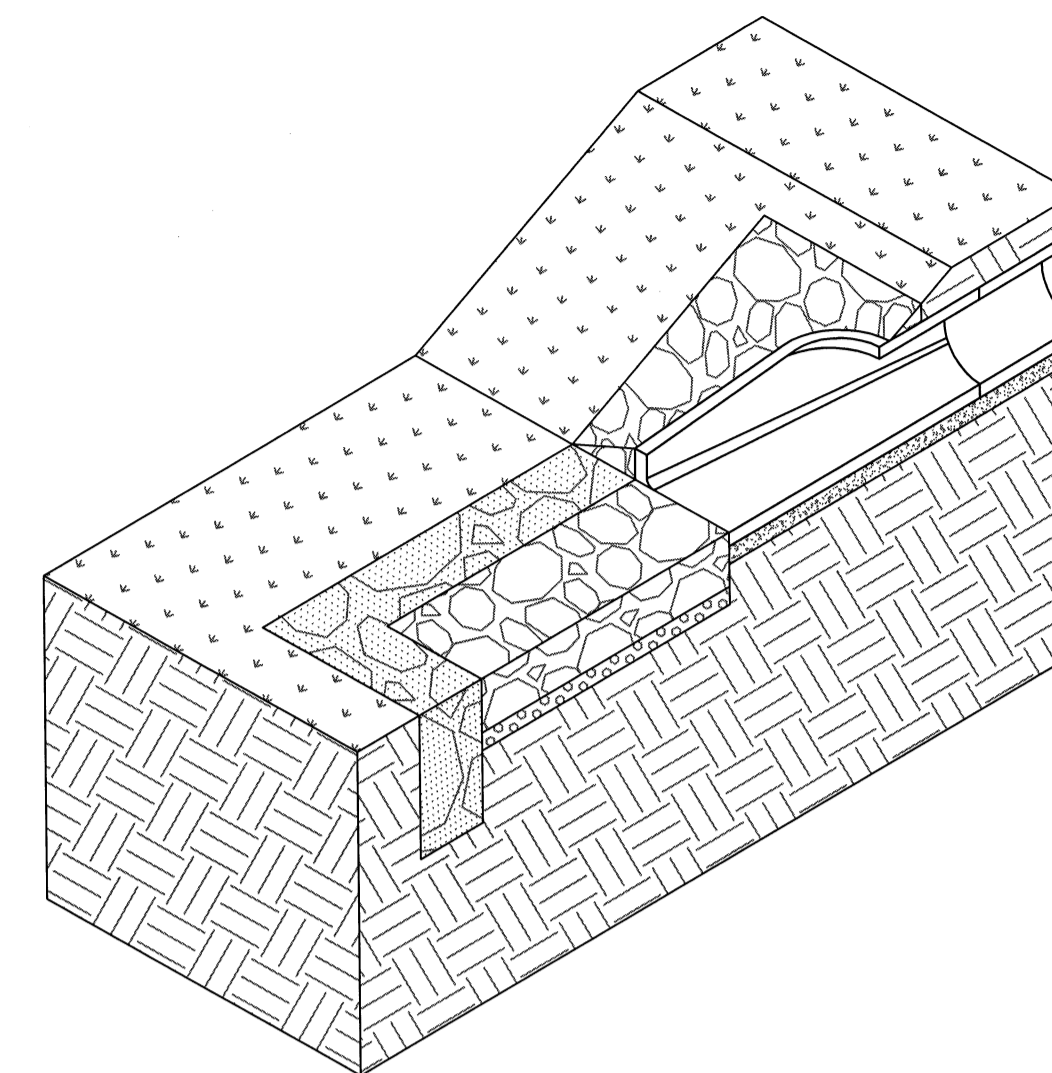
INSTALLATION OF STONE RIPRAP:

Stone riprap shall be placed on a prepared bedding layer so as to produce a reasonably well-graded mass with a minimum percentage of void. Stone riprap shall be placed to it's full course thickness in one operation without displacing the bedding. Placing stone riprap by dumping into chutes or any other method likely to cause segregation will not be permitted. Placement of stone on the slope and in toe trenches shall be accomplished by controlled dumping directly in place.

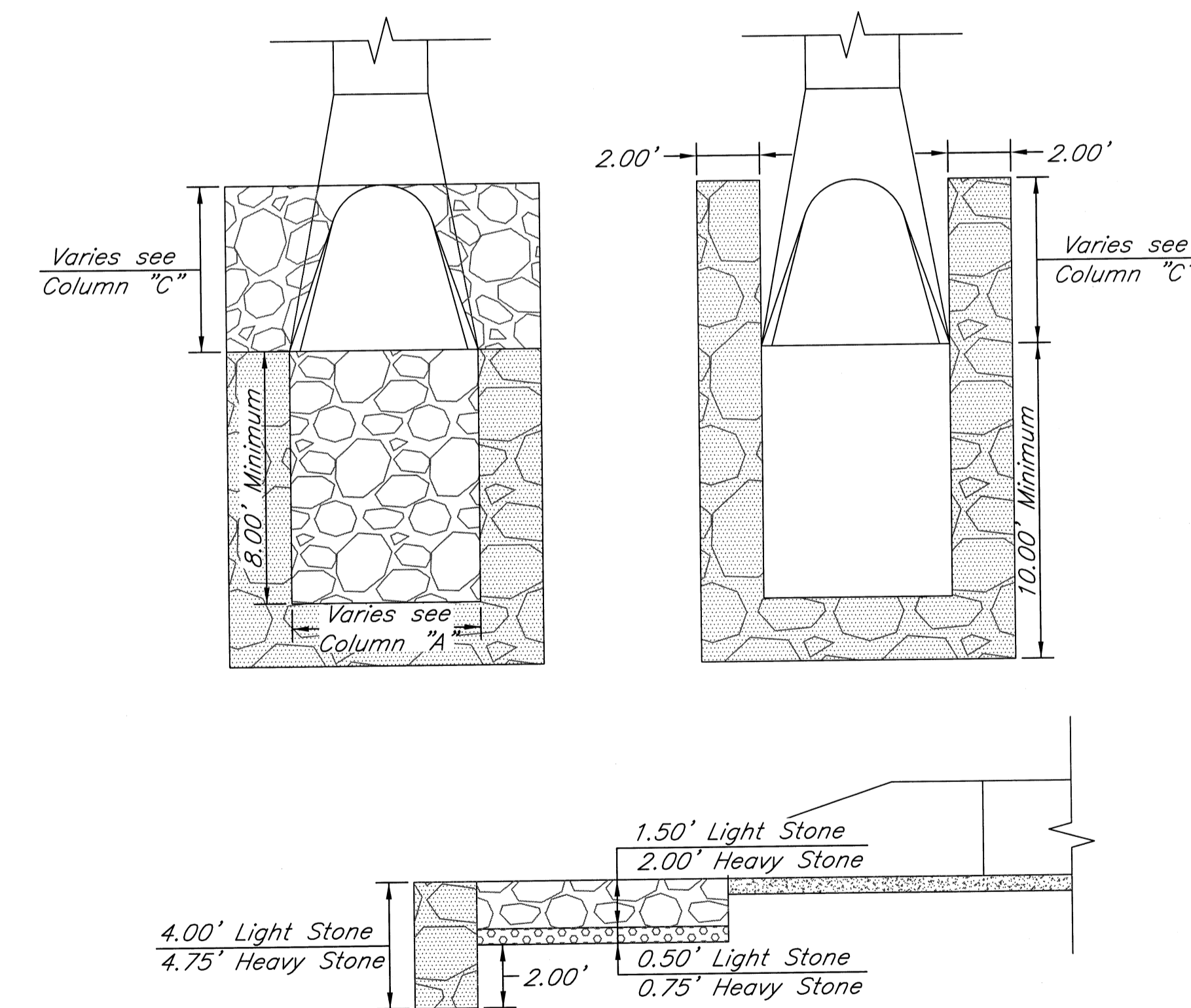
Bulldozing of stone from the upper banks will not be permitted. use of a drag line or similar equipment operated from the top of the bank to pull stone into position on the upper slope will be permitted. Stone riprap may be placed below water, providing it is placed by skip or another approved method which will prevent segregation. Larger stones should be distributed and the entire mass of stones in their final position should be stable and free of pockets of small stones and clusters of larger of larger ones; rearrangement of individual pieces by hand may be required to obtain the results described above. A tolerance of plus three inches (3") from the lines and grades shown on the continuous over an area greater than 100 square feet. Hand placing of riprap stones shall be necessary to produce reasonably true surfaces and close fit of stones. The larger spaces between the stones shall be fitted with spalls of suitable size, rammed thoroughly in place. The spaces between stones shall be fitted with smaller rock, carefully hand placed in such a manner to obtain a tight surface.

Toewalls shall be installed along all unprotected edges of edges of stone riprap construction. Such toewalls shall be constructed using the same size stone specified for the riprap with the toewall thickness being the same thickness as specified for the riprap without the filter course backing. The toewalls shall extend a minimum distance of 2' below the bottom of the filter course backing material and they shall be constructed perpendicular to the top surface of the riprap construction. Toewall construction shall be grouted in place for the full depth from the bottom of the toewall to the top surface of the riprap for the full thickness of the toewall to the top surface of riprap for the full thickness of the toewall.

When specified, all riprap placed within the limits of a dimension of 10' from pipe ends, pipe end sections and headwall structures, as measured from the outside edges of such pipe ends or structures, shall be grouted in place. Other area shall be grouted when indicated by the plans. When grouted stone riprap is required, the spaces between the riprap stones shall be filled with water to form a plastic mix. The grout mixture shall be poured and broomed into the voids around the rock until all such voids are completely filled. Grouted stone riprap will be cured in the same manner as specified in the standard specifications for concrete pavement.



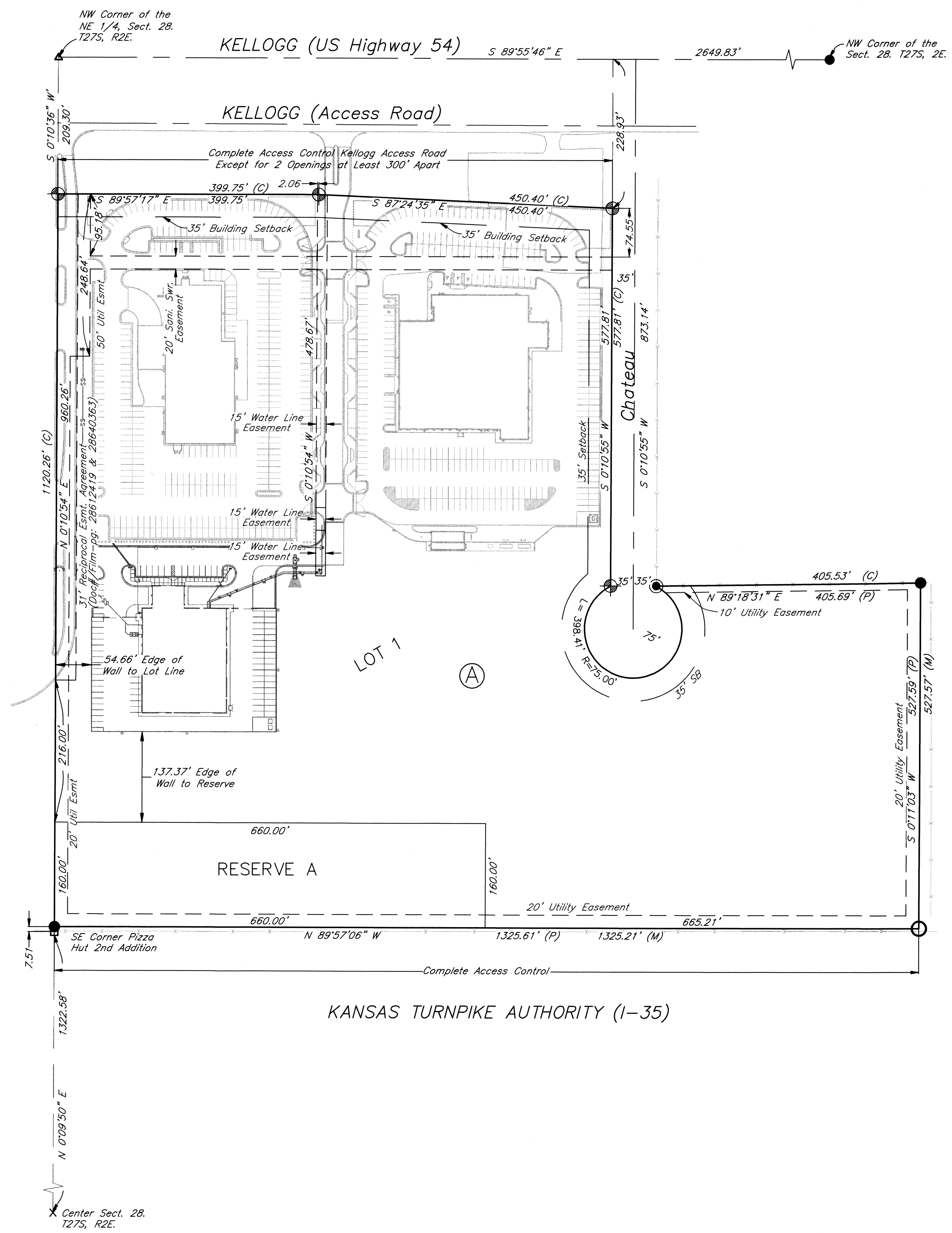
- GROUTED TOEWALL
- STONE RIPRAP
- FILTER COURSE BACKING



kemiller
engineering

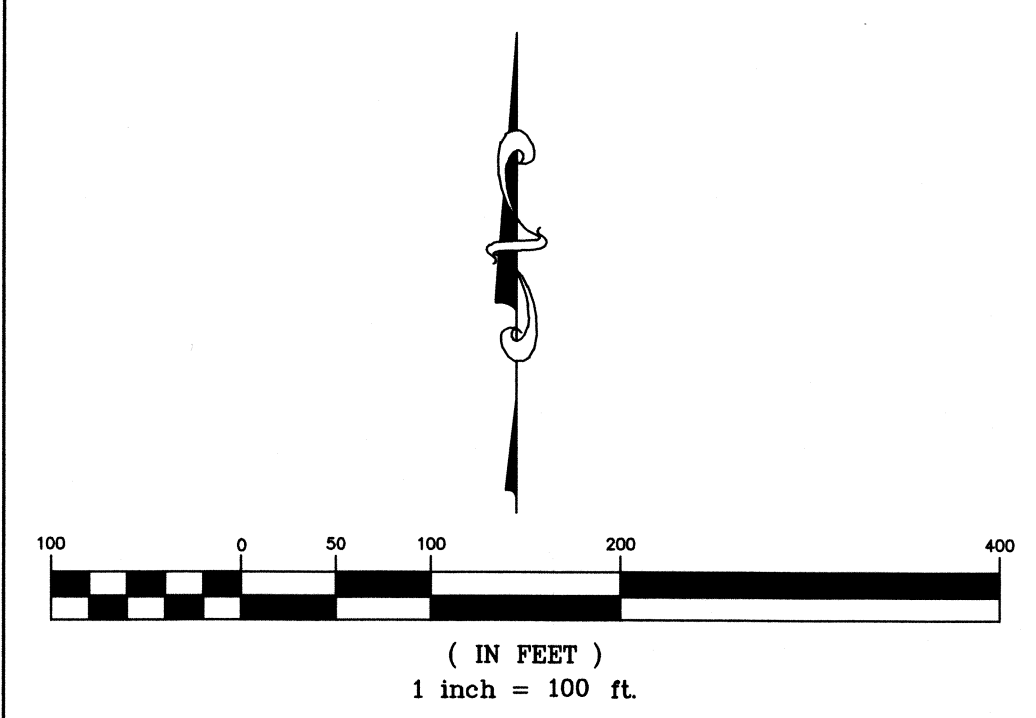
516 S. Market, Wichita, KS 67202 (316)264-0242

KEM NO.	12075
DESIGN	KM
DRAWN	NS



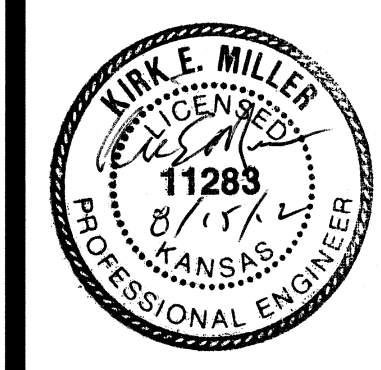
Lot Overview

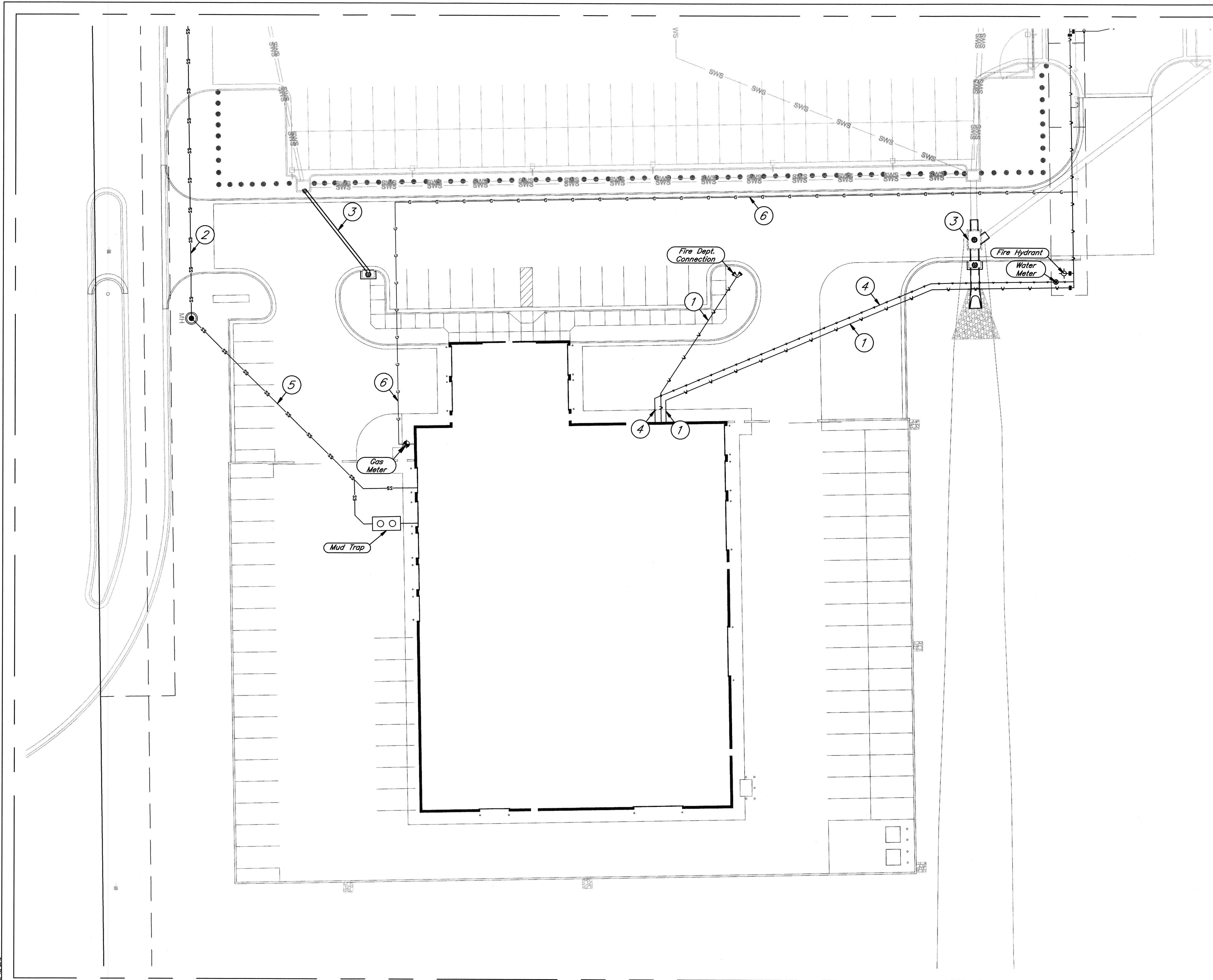
Legal Description:	Lot 1, Block A, Davis-Moore 14th Addition Wichita, Sedgwick County, Kansas
Area of Lot:	1,179,609.3 S.F.
Post Construction	
Building Floor Area:	92,024.8 S.F.
Other Impervious Areas:	519,934.2 S.F.
Total Impervious Area:	611,959.0 S.F.
New Construction	
Building Floor Area:	22,690.6 S.F.
Other Impervious Areas:	84,747.8 S.F.
Total Impervious Area:	107,438.4 S.F.
Pre Construction	
Building Floor Area:	69,334.2 S.F.
Other Impervious Areas:	435,186.4 S.F.
Total Impervious Area:	504,520.6 S.F.



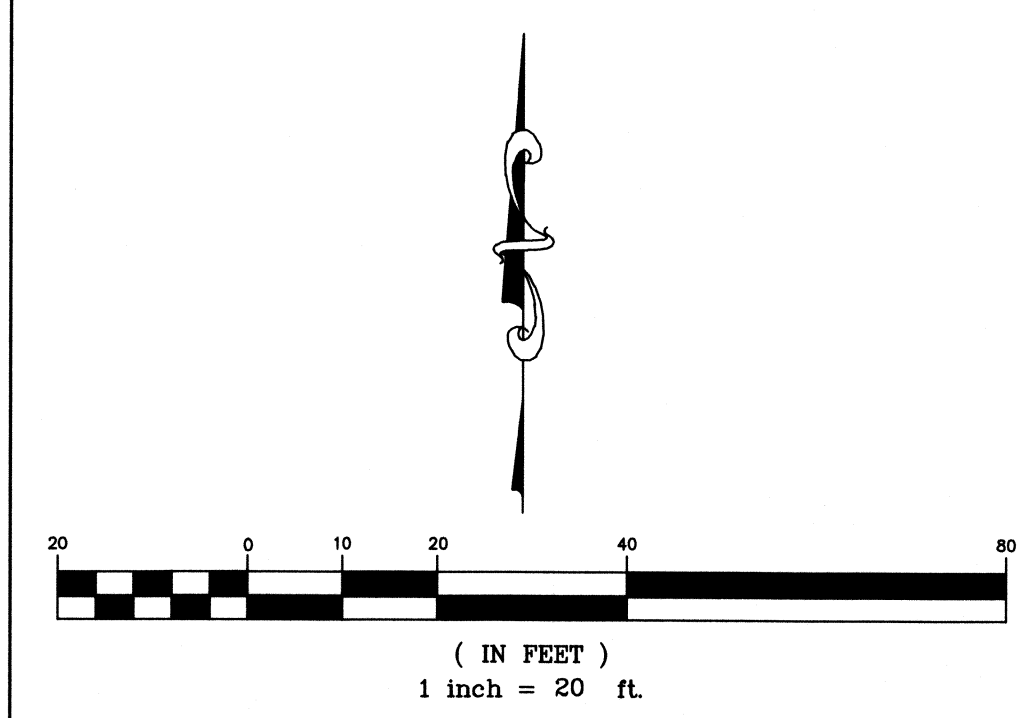
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①	Water Line: Refer to 1676 PPW (607853) for information on proposed water lines and fire protection.
②	Sanitary Sewer: Refer to 2134 PPS (607861) for information on proposed sanitary sewer line, and removal of existing.
③	Storm Water Sewer: Refer to 111 PPD (607861) for information on proposed storm water sewer and site drainage.
④	Domestic Water Service: 2" water service line with 2" meter. Refer to plumbing plan for location of connection into building.
⑤	Sanitary Sewer Service: 4" PVC service line, shall maintain a minimum fall of 1.0%. Refer to plumbing plan for location of connection into building.
⑥	Gas Service: Gas service line with meter. Refer to plumbing plan for location of connection into building. Coordinate with gas company for connection to main.



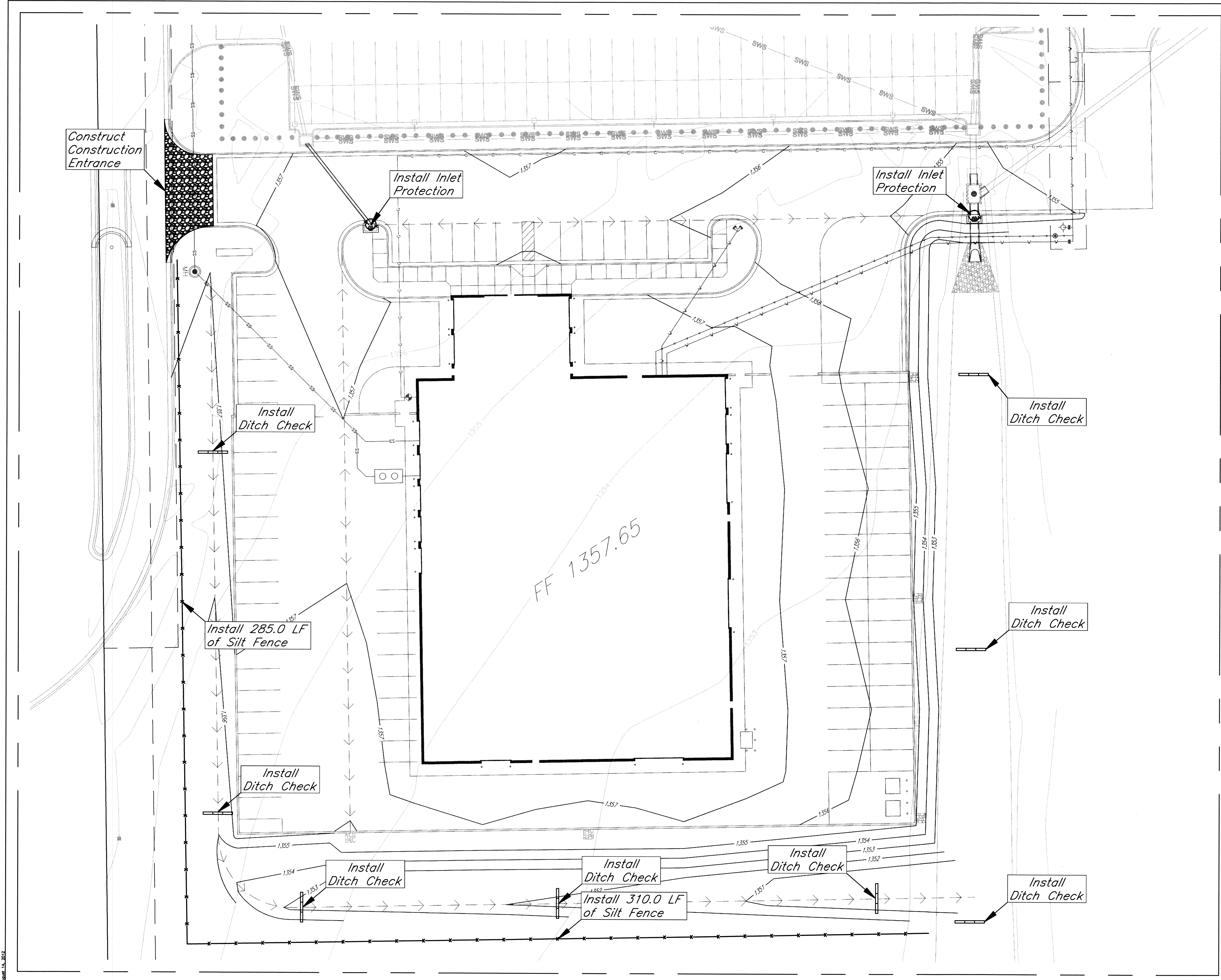
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	DESIGN KM
	DRAWN NS
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SPANGENBERG PHILLIPS TICE
ARCHITECTURE
 121 N Mead, Ste 201, Wichita, KS 67202
 T 316.267.4002 F 316.267.1509
 www.sptarchitecture.com



DAVIS-MOORE
COLLISION CENTER EAST
 E. KELLOGG DRIVE, WICHITA KS

Utility Plan
C1.1

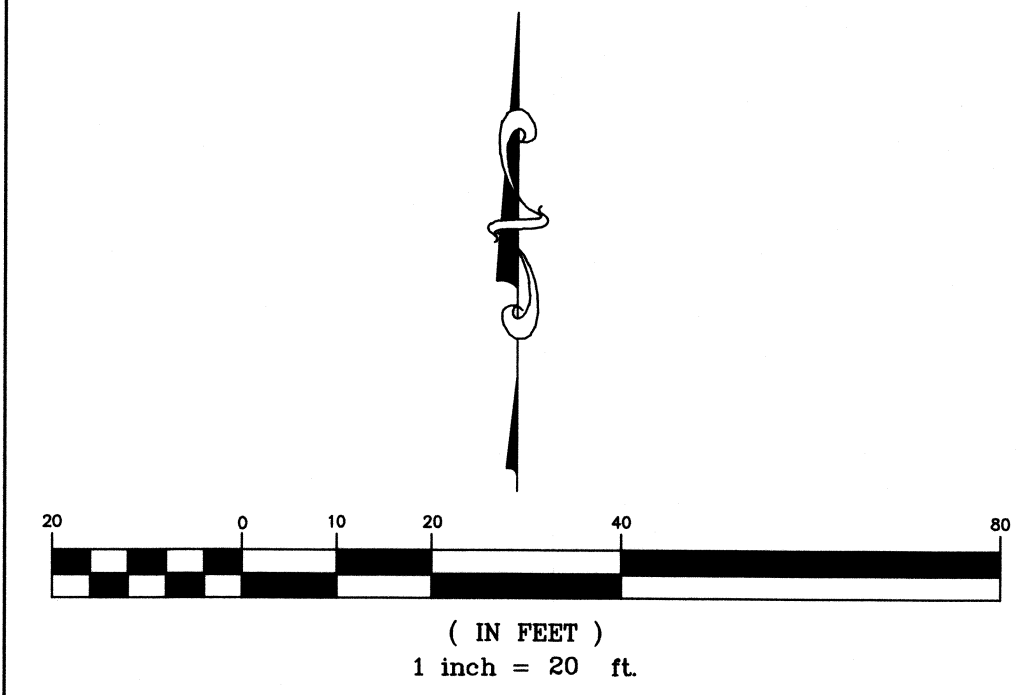


General Notes:

1. The BMP's shown on this sheet are considered minimum standards. Whenever sediment enters the streets, storm sewers, ditches, or ponds, contractor will install additional BMP's, as needed, to correct the problem.
2. The soil erosion BMP's shown hereon must be in place at all times during construction until such time as the site is re-established with paving or grass.
3. Back of curb protection can include hay bale, silt fence, Curlex barrier, or approved alternate as shown on BMP standard details. This BMP must remain in place until the area between the curb and right-of-way line has been permanently stabilized.
4. The General Contractor is responsible for the installation and maintenance per the prevention maintenance plan.
5. Concrete trucks will be permitted to wash out only at approved locations, then maintain and clean up as conditions require, by contractor. No hazardous materials are expected to be encountered. Any spills (diesel, fuel, oil, etc.) will be cleaned up and removed immediately. Portable toilets will be supplied and maintained at various sites along the project. Disposal of sewage will be handled by a contracting firm specializing in this activity.
6. The above mentioned storm water prevention methods will be monitored daily and maintained as required. A weekly erosion control log will be posted in the job trailer onsite, and updated weekly. Site inspections are required within 24 hours after a precipitation event of 0.5" or greater.

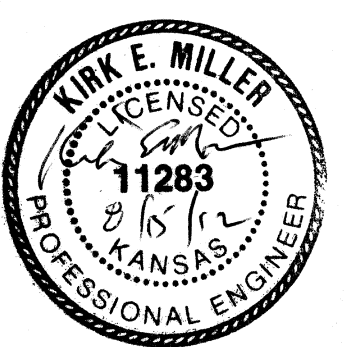
LEGEND:

- Flow Direction
- IP Inlet Protection - to be provided at all inlets subject to silt laden runoff.
- DC Ditch Check
- Temporary Seeding.
- Silt Fence or Hay Bale Barrier - to be installed along property lines where runoff from construction site can run onto other properties.
- Stabilized Construction Entrance - to be used at all locations where vehicles or equipment enter or exit property.
- Back of Curb Protection - to be installed whenever curb is backfilled to less than 3 inches from top and disturbed earth exists adjacent thereto. (See City Standard Details.)



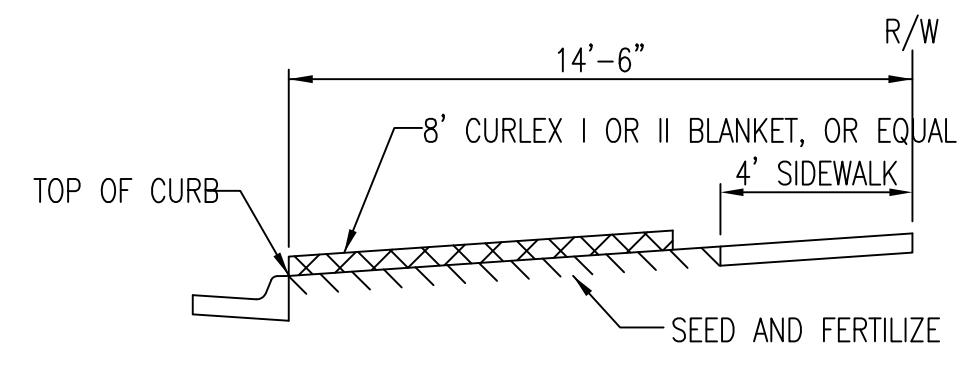
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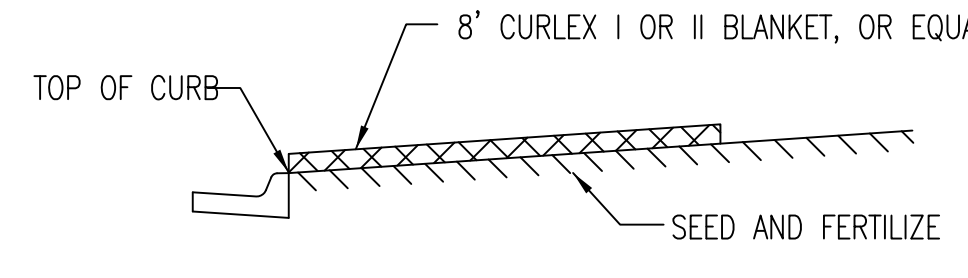


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 E. KELLOGG DRIVE, WICHITA KS

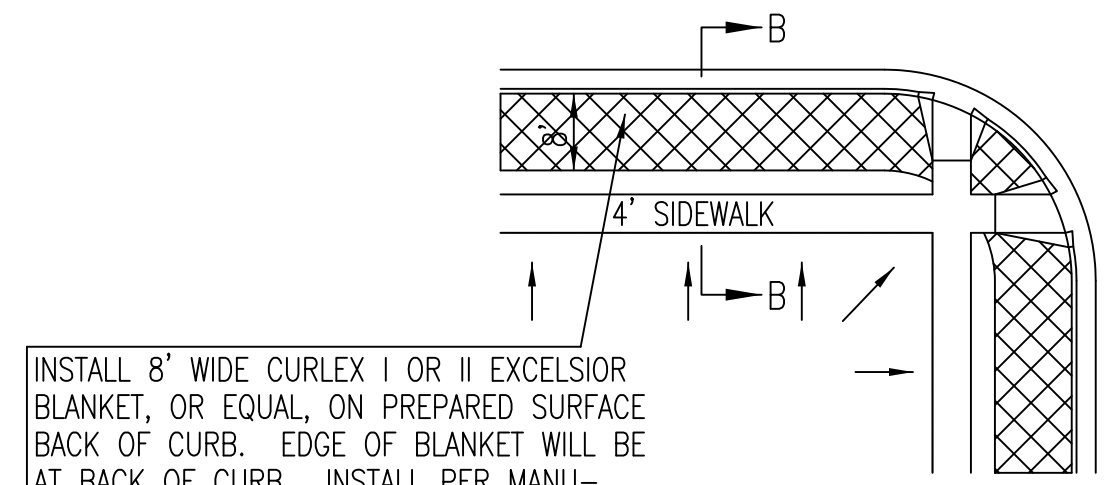
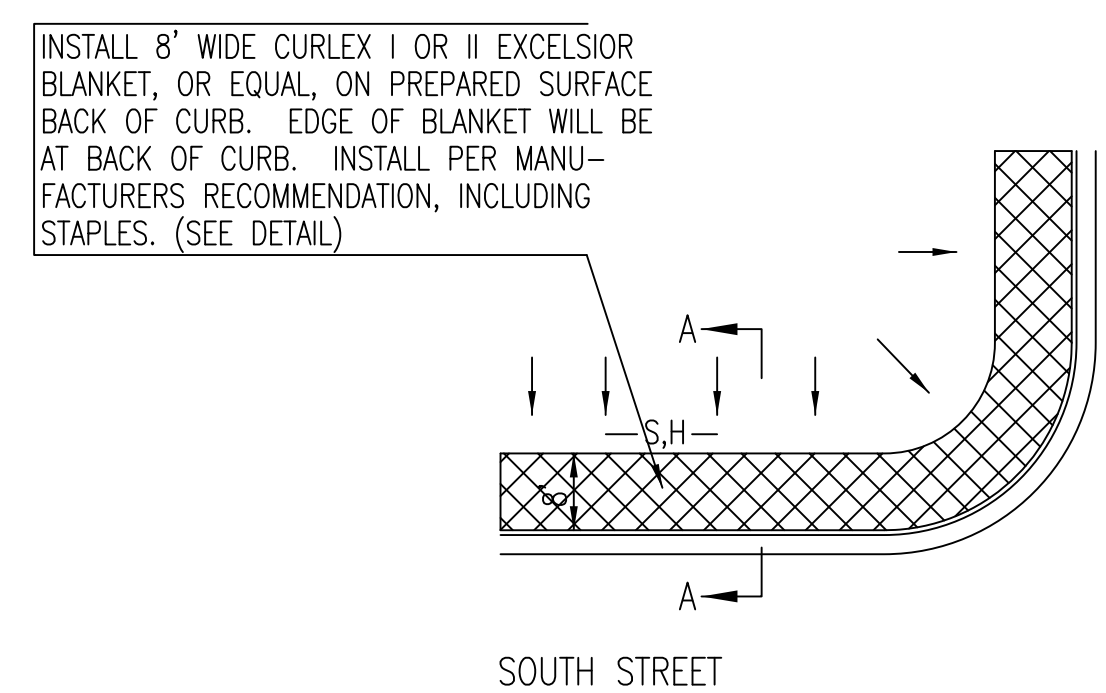
Erosion Control Plan
C5.0



SECTION B-B

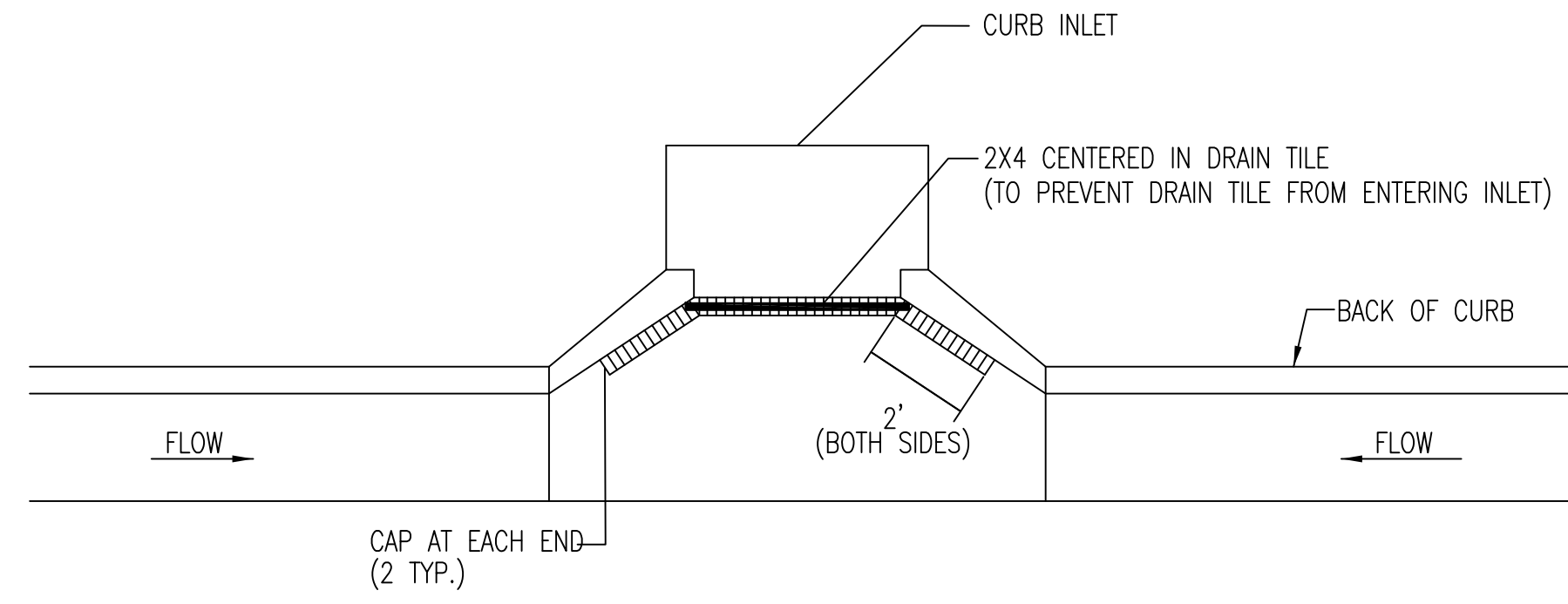


SECTION A-A



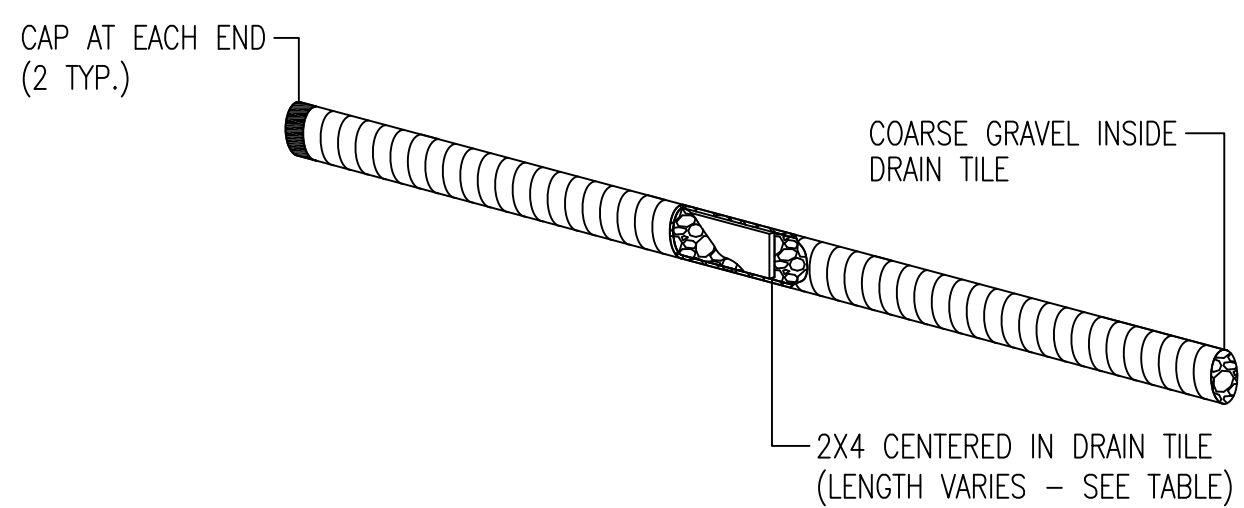
- GENERAL NOTES**
- EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
 - EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
 - AFTER INSTALLATION OF EXCELSIOR BLANKET, AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE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

BACK OF CURB PROTECTION DETAIL

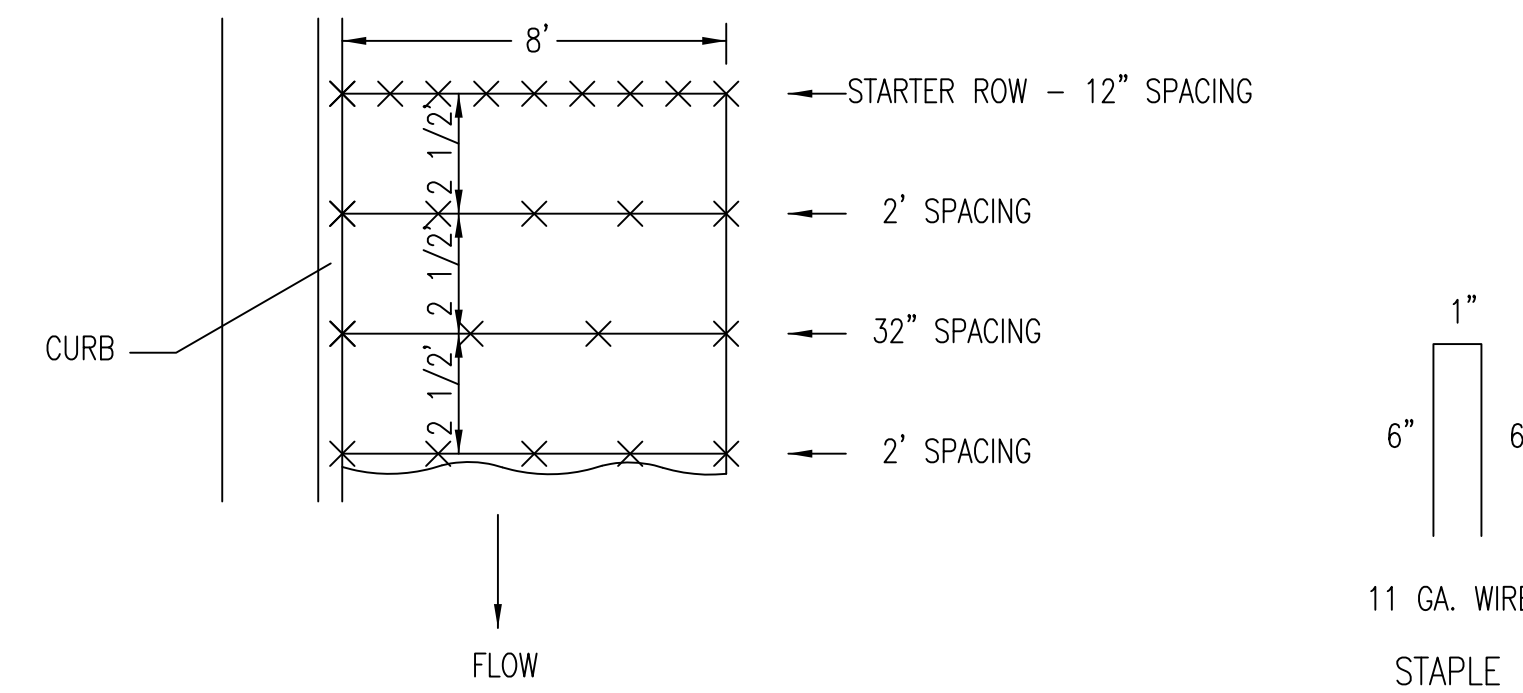


NOTE: PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

2X4 LENGTH	INLET TYPE	INLET OPENING
5'-6"	1-A	5'-0"
10'-6"	1-A	10'-0"
15'-6"	1-A	15'-0"

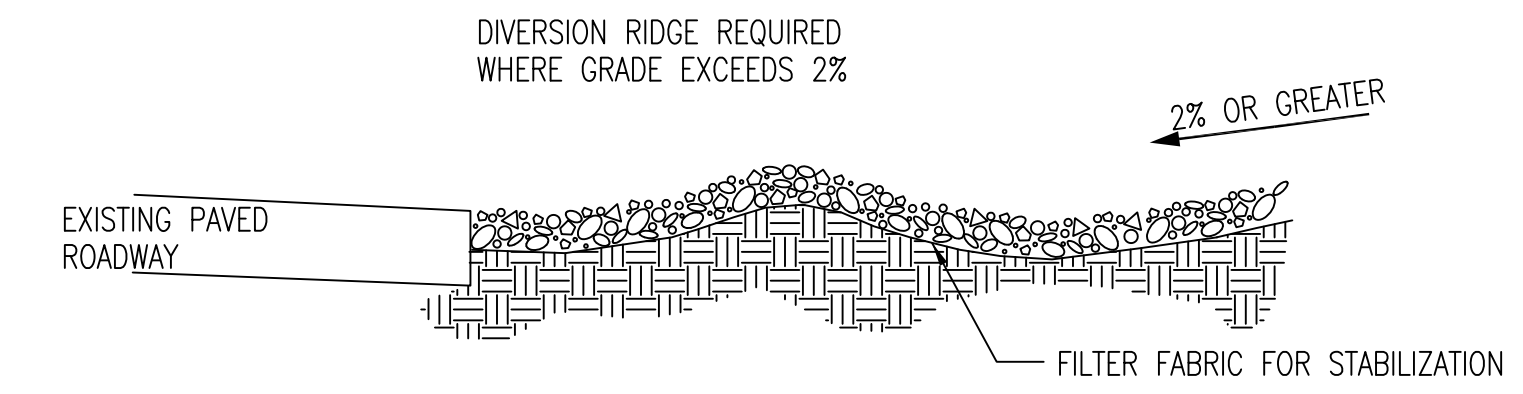


CURB INLET PROTECTION
4" PERFORATED PIPE W/ GRAVEL

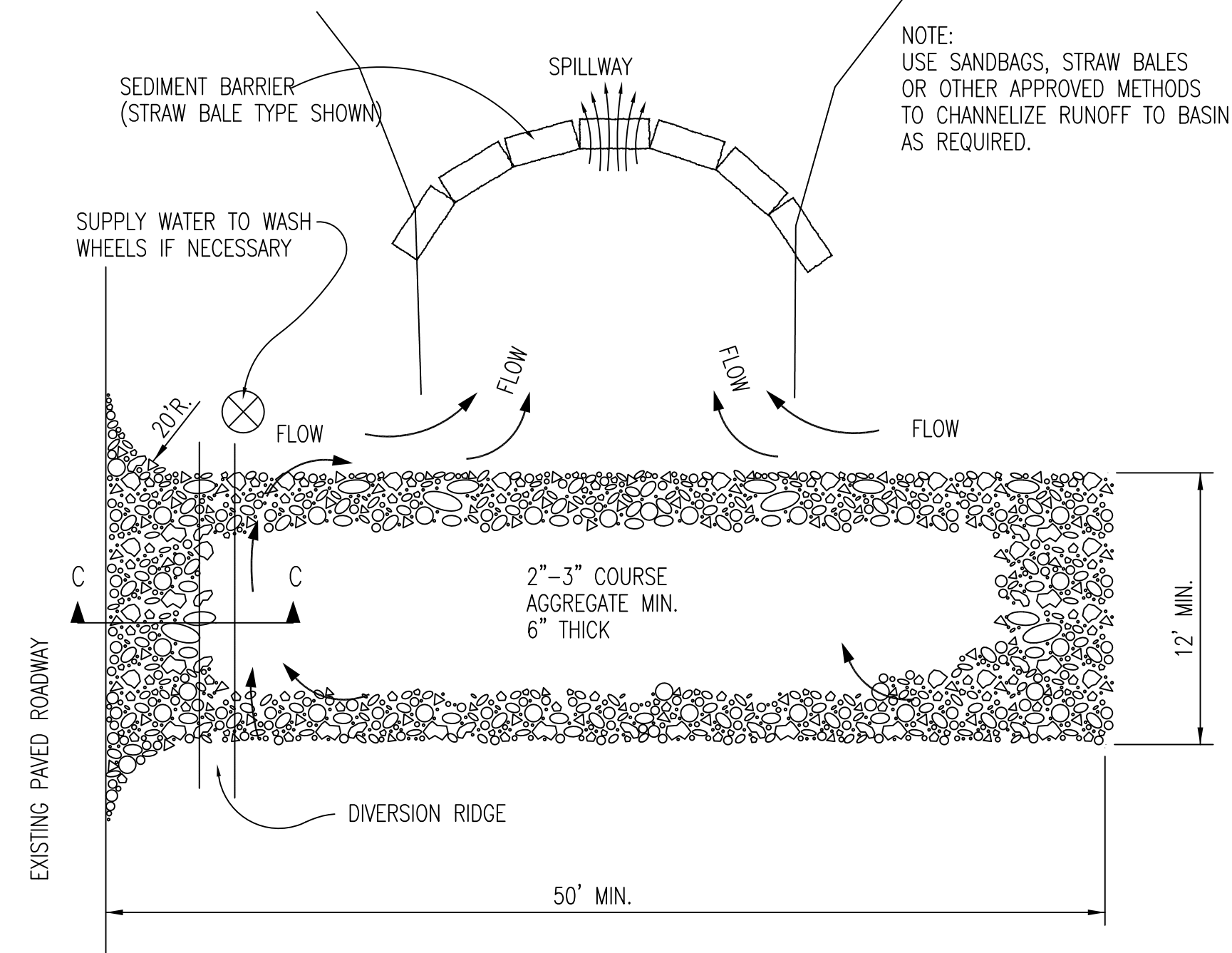


NOTES: USE 6" SEAM OVERLAP

DETAILS FOR CURLEX I OR II BLANKETS



SECTION C-C

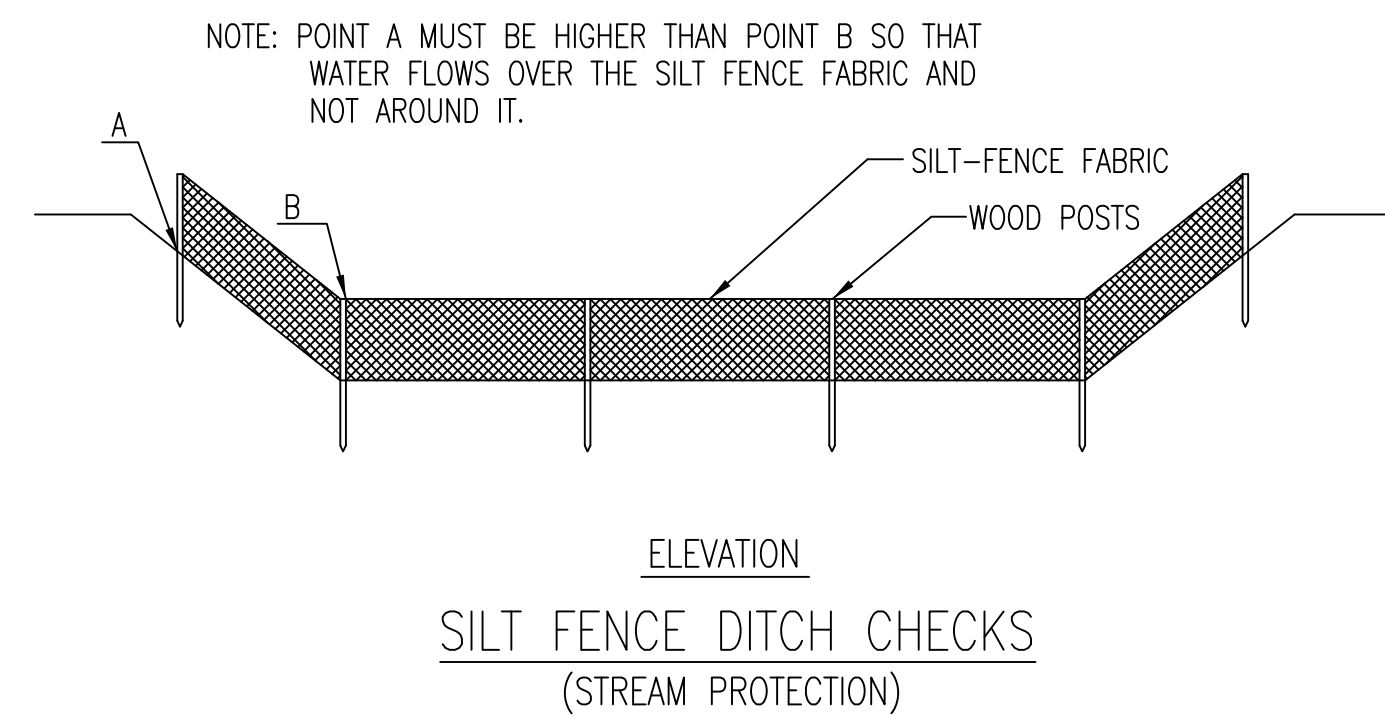


STABILIZED CONSTRUCTION ENTRANCE

- GENERAL 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.

CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE		
CITY ENGINEER JAMES L. ARMOUR, P.E., L.S.		
PROJECT NUMBER	OCA NUMBER	DATE
		11/2010
CITY ENGINEER'S OFFICE		DESIGN
CITY HALL - SEVENTH FLOOR 455 NORTH MAIN STREET WICHITA, KANSAS 67202-1620 (316) 268-4501		DRAWN
		SHEET
		_ of _



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:

PLACE SILT FENCE IN DITCHES WHERE IT IS UNLIKELY THAT IT WILL BE OVERTOPPED. WATER SHOULD FLOW THROUGH A SILT FENCE DITCH CHECK, NOT OVER IT. SILT FENCE DITCH CHECKS OFTEN FAIL WHEN OVERTOPPED. SILT FENCE DITCH CHECKS SHOULD BE PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH. THE SILT FENCE SHOULD EXTEND FAR ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE FENCE IS HIGHER THAN THE TOP OF THE LOW POINT OF THE FENCE. THIS PREVENTS WATER FROM FLOWING AROUND THE CHECK. SILT FENCE DITCH CHECKS SHOULD NOT BE PLACED IN DITCHES WHERE HIGH FLOWS ARE EXPECTED. ROCK CHECKS SHOULD BE USED INSTEAD. SILT FENCE SHOULD BE PLACED IN DITCHES WITH SLOPES OF 6% OR LESS. FOR SLOPES STEEPER THAN 6%, ROCK CHECKS SHOULD BE USED.

THE FOLLOWING TABLE PROVIDES CHECK SPACING FOR A GIVEN DITCH GRADE:

DITCH CHECK DITCH GRADE (%)	SPACING CHECK SPACING (FEET)
0.5	200
1.0	200
2.0	100
3.0	65
4.0	50
5.0	40
6.0	30

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS AT LEAST 12" DEEP BY 6" WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM 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 UPSTREAM EDGE OF THE TRENCH. LINE TWO SIDES OF THE TRENCH WITH THE FABRIC AS SHOWN ON DETAIL. 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 ON THE UPSTREAM SIDE 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 24". PLACE POSTS NO MORE THAN 4' APART. ATTACH THE SILT FENCE TO THE ANCHORED POST WITH STAPLES, WIRE, ZIP TIES, OR NAILS.

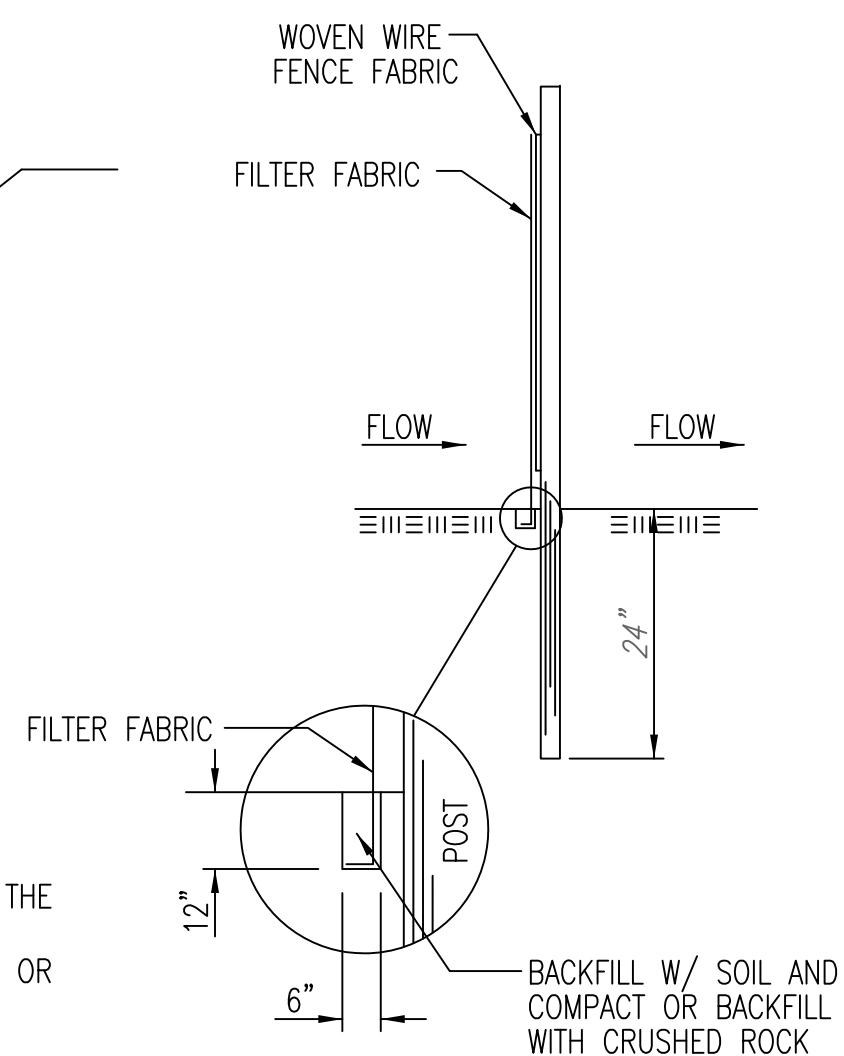
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

WATER SHOULD FLOW THROUGH A SILT FENCE DITCH CHECK—NOT OVER IT. PLACE SILT FENCE IN DITCHES WHERE IT IS UNLIKELY THAT IT WILL BE OVERTOPPED. SILT FENCE INSTALLATIONS QUICKLY DETERIORATE WHEN WATER OVERTOPS THEM. DO NOT PLACE SILT FENCE POSTS ON THE UPSTREAM 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 A SILT FENCE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW. DO NOT PLACE SILT FENCE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW. FOLLOW PRESCRIBED DITCH CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS. DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE FENCE IS HIGHER THAN THE LOW POINT ON THE TOP OF THE FENCE. DO NOT PLACE SILT FENCE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT.

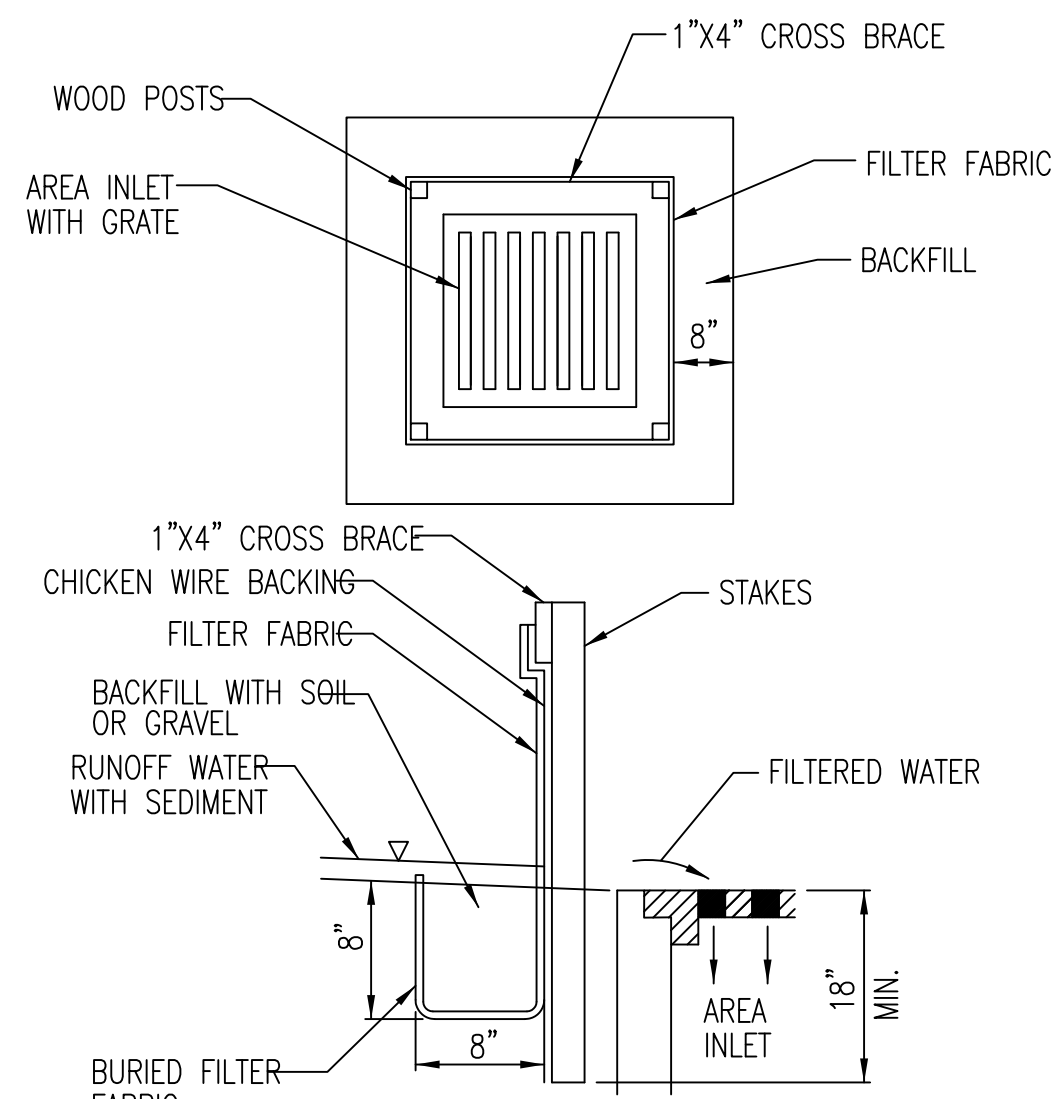
INSPECTION AND MAINTENANCE:

SILT FENCE DITCH CHECKS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

DOES WATER FLOW AROUND THE DITCH CHECK?
 DOES WATER FLOW UNDER THE DITCH CHECK?
 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 DITCH CHECK?



ANCHOR TRENCH DETAIL



SILT FENCE BARRIERS FOR AREA INLETS (INLET PROTECTION)

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.

NOTE: 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.

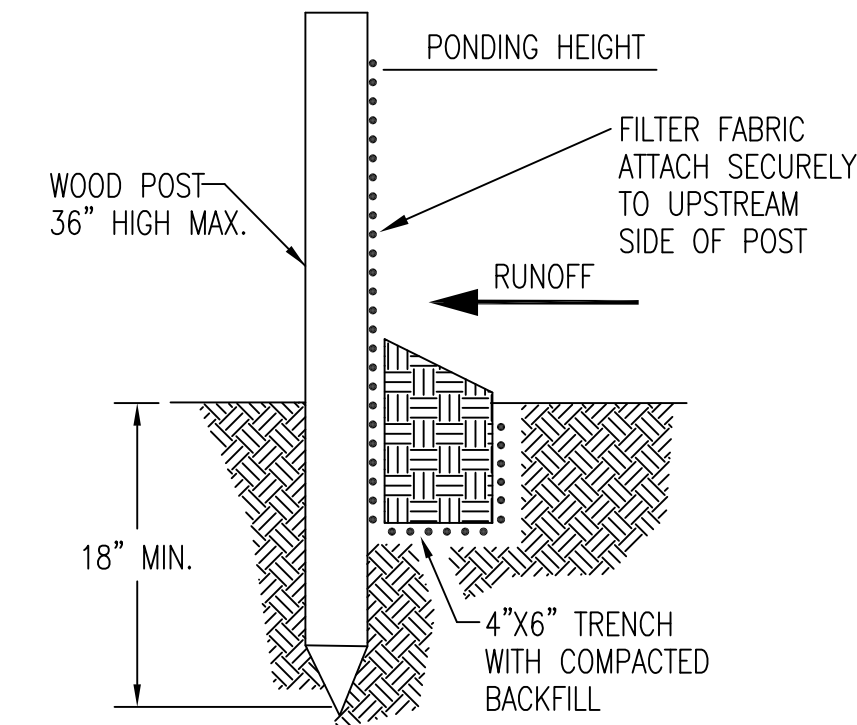
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?



SILT FENCE BARRIERS

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:

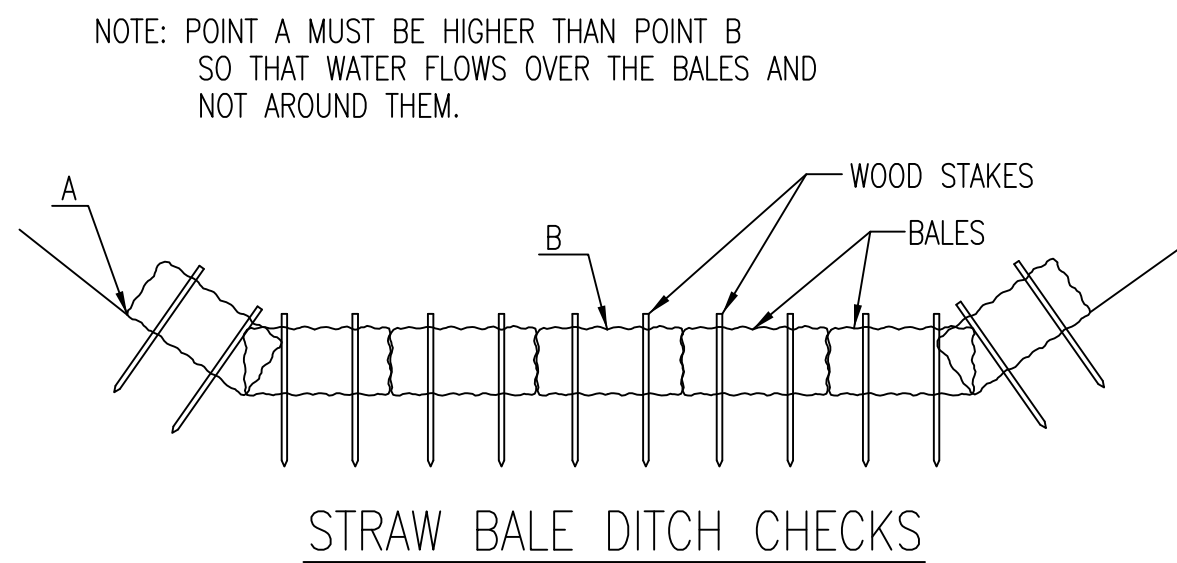
WHEN PRACTICABLE, DO NOT PLACE SILT FENCE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. WHEN THE FLOW CONCENTRATES, IT OVERTOPS THE BARRIER AND THE SILT FENCE SLOPE BARRIER QUICKLY DETERIORATES. DO NOT PLACE SILT-FENCE POSTS ON THE UPSLOPE 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?

 <p>CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION</p>	SILT FENCE DITCH CHECK AND BARRIER DETAILS		
	CITY ENGINEER JAMES L. ARMOUR, P.E., L.S.		
	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		DESIGN DRAWN SHEET _ of _



STRAW BALE DITCH CHECKS

MATERIAL SPECIFICATION:

BALE DITCH CHECKS MAY BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE. THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4" LONG. OPTIONAL: THE DOWNSTREAM SCOUR APRON SHOULD BE CONSTRUCTED OF A DOUBLE-NETTED STRAW EROSION-CONTROL BLANKET AT LEAST 6' WIDE. OPTIONAL: THE METAL LANDSCAPE STAPLES USED TO ANCHOR THE EROSION-CONTROL BLANKET SHOULD BE AT LEAST 8" LONG.

PLACEMENT:

BALE DITCH CHECKS SHOULD BE PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH. THE DITCH CHECK SHOULD EXTEND FAR ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE. THIS PREVENTS WATER FROM FLOWING AROUND THE CHECK. STRAW BALE DITCH CHECKS SHOULD NOT BE PLACED IN DITCHES WHERE HIGH FLOWS ARE EXPECTED. ROCK CHECKS SHOULD BE USED INSTEAD. BALES SHOULD BE PLACED IN DITCHES WITH SLOPES OF 6% OR LESS. FOR SLOPES STEEPER THAN 6%, ROCK CHECKS SHOULD BE USED. THE FOLLOWING TABLE PROVIDES CHECK SPACING FOR A GIVEN DITCH GRADE:

DITCH GRADE (%)	DITCH CHECK SPACING (FEET)
0.5	200
1.0	200
2.0	100
3.0	65
4.0	50
5.0	40
6.0	30

PROPER INSTALLATION METHOD:

EXCAVATE A TRENCH PERPENDICULAR TO THE DITCH FLOWLINE THAT IS 4" DEEP AND A BALE'S WIDTH WIDE. EXTEND THE TRENCH IN A STRAIGHT LINE ALONG THE ENTIRE LENGTH OF THE PROPOSED DITCH CHECK. PLACE THE SOIL ON THE UPSTREAM SIDE OF THE TRENCH—IT WILL BE USED LATER. OPTIONAL: ON THE DOWNSTREAM SIDE OF THE TRENCH, ROLL OUT A LENGTH OF EROSION-CONTROL BLANKET (SCOUR APRON) EQUAL TO THE LENGTH OF THE TRENCH. PLACE THE UPSTREAM EDGE OF THE EROSION-CONTROL BLANKET ALONG THE BOTTOM UPSTREAM EDGE OF THE TRENCH. THE EROSION CONTROL BLANKET SHOULD BE ANCHORED IN THE TRENCH WITH ONE ROW OF 8" LANDSCAPE STAPLES PLACED ON 18" CENTERS. THE REMAINDER OF THE EROSION-CONTROL BLANKET (THE PORTION THAT IS NOT LYING IN THE TRENCH) WILL SERVE AS THE DOWNSTREAM SCOUR APRON. THIS SECTION OF THE BLANKET SHOULD BE ANCHORED TO THE GROUND WITH 8" LANDSCAPE STAPLES PLACED AROUND THE PERIMETER OF THE BLANKET ON 18" CENTERS. THE REMAINDER OF THE BLANKET SHOULD BE ANCHORED USING TWO EVENLY SPACED ROWS OF 8" LANDSCAPE STAPLES ON 18" CENTERS PLACED PERPENDICULAR TO THE FLOWLINE OF THE DITCH. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSTREAM SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP AND EXTEND UPSTREAM NO MORE THAN 24".

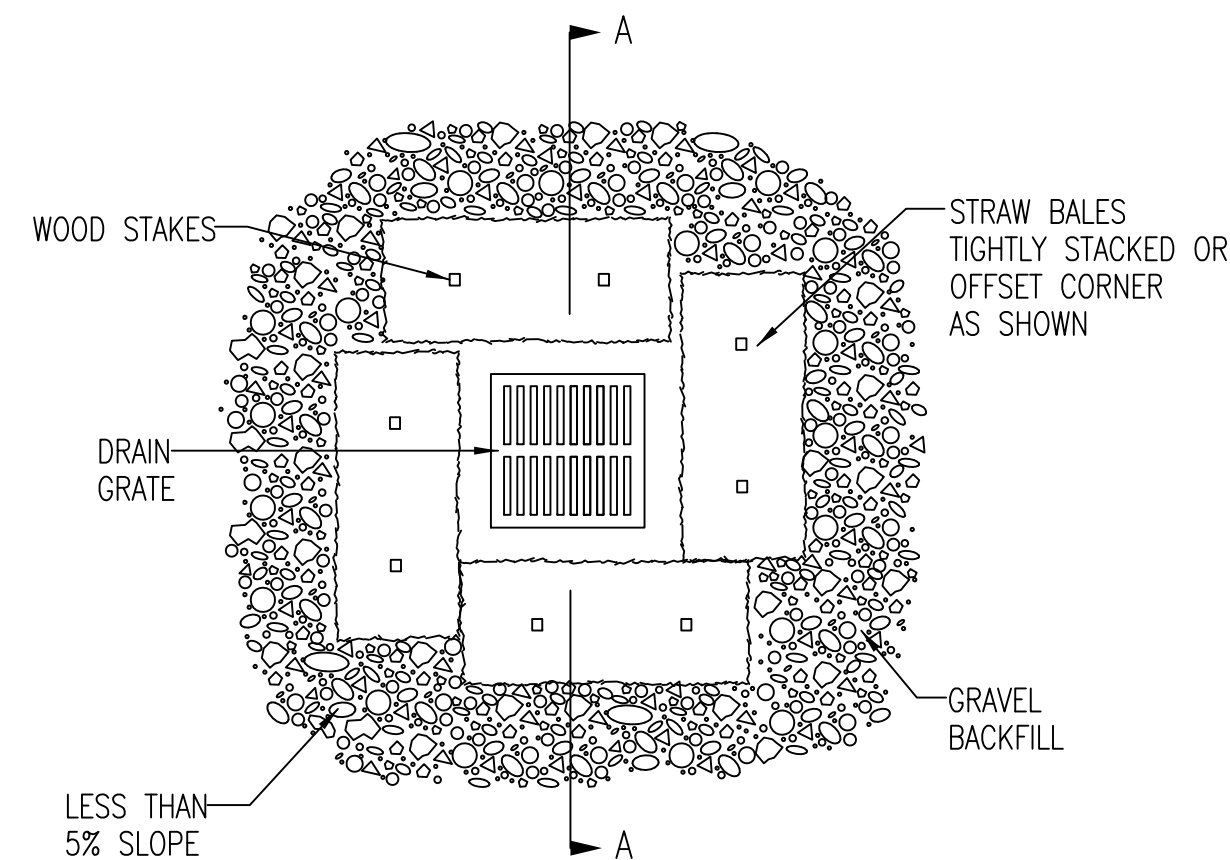
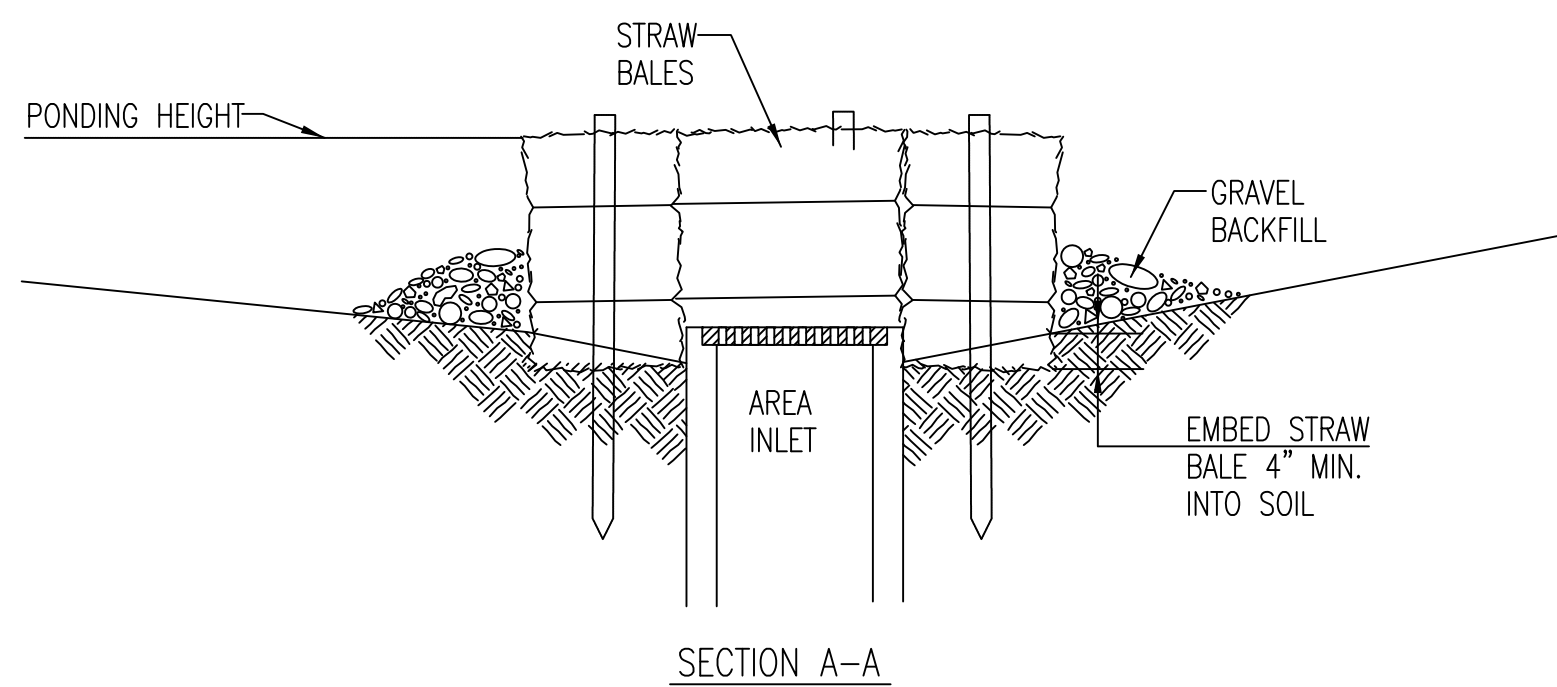
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

DO NOT PLACE A BALE DITCH CHECK DIRECTLY IN FRONT OF A CULVERT OUTLET. IT WILL NOT STAND UP TO THE CONCENTRATED FLOW. DO NOT PLACE BALE DITCH CHECKS IN DITCHES THAT WILL LIKELY EXPERIENCE HIGH FLOWS. THEY WILL NOT STAND UP TO CONCENTRATED FLOW. FOLLOW PRESCRIBED DITCH-CHECK SPACING GUIDELINES. IF SPACING GUIDELINES ARE EXCEEDED, EROSION WILL OCCUR BETWEEN THE DITCH CHECKS. DO NOT ALLOW WATER TO FLOW AROUND THE DITCH CHECK. MAKE SURE THAT THE DITCH CHECK IS LONG ENOUGH SO THAT THE GROUND LEVEL AT THE ENDS OF THE CHECK IS HIGHER THAN THE TOP OF THE LOWEST CENTER BALE. DO NOT PLACE BALE DITCH CHECKS IN CHANNELS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE CHECK IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT. BALE DITCH CHECKS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE CHECK.

INSPECTION AND MAINTENANCE:

BALE DITCH CHECKS 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 AROUND THE DITCH CHECK?
- DOES WATER FLOW UNDER THE DITCH CHECK?
- DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
- ARE ANY BALES AND/OR SCOUR APRONS (OPTIONAL) DISLODGED?
- ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE DITCH CHECK?



STRAW BALE BARRIERS FOR AREA INLETS (INLET PROTECTION)

MATERIAL SPECIFICATION:

BALE AREA INLET BARRIERS SHOULD BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE. THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4" LONG. TWINE SHOULD BE USED TO BIND BALES. THE USE OF WIRE BINDING IS PROHIBITED BECAUSE IT DOES NOT BIODEGRADE READILY.

PLACEMENT:

BALE AREA INLET BARRIERS SHOULD BE PLACED DIRECTLY AROUND THE PERIMETER OF A DROP INLET. WHEN A BALE AREA INLET BARRIER 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 4" DEEP BY A BALE'S WIDTH WIDE. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. SOME BALES MAY NEED TO BE SHORTENED TO FIT INTO THE TRENCH AROUND THE AREA INLET. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE RECEIVING SIDE OF THE BARRIER AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP. NOTE: WHEN A BALE AREA INLET BARRIER 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.

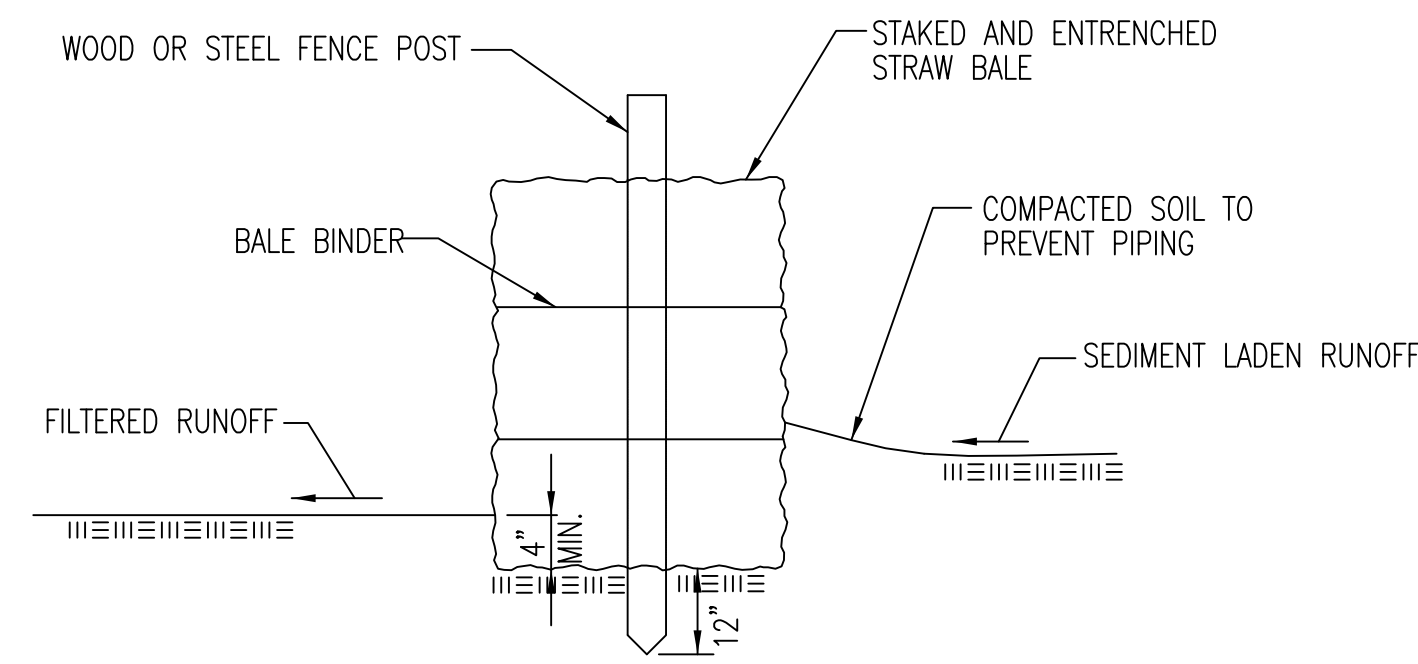
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

BALES SHOULD BE PLACED DIRECTLY AGAINST THE PERIMETER OF THE AREA INLET. THIS ALLOWS OVERTOPPING WATER TO FLOW DIRECTLY INTO THE INLET INSTEAD OF ONTO NEARBY SOIL CAUSING SCOUR. BALE AREA INLET BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

BALE AREA INLET BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

- DOES WATER FLOW UNDER THE AREA INLET BARRIER?
- DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
- ARE ANY BALES DISLODGED?
- ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE AREA INLET BARRIER?



STRAW BALE BARRIERS

MATERIAL SPECIFICATION:

BALE SLOPE BARRIERS MAY BE CONSTRUCTED OF WHEAT STRAW, OAT STRAW, PRAIRIE HAY, OR BROMEGRASS HAY THAT IS FREE OF WEEDS DECLARED NOXIOUS BY THE KANSAS STATE BOARD OF AGRICULTURE. THE STAKES USED TO ANCHOR THE BALES SHOULD BE A HARDWOOD MATERIAL WITH THE FOLLOWING MINIMUM DIMENSIONS: 2" SQUARE (NOMINAL) BY 4" LONG. TWINE SHOULD BE USED TO BIND BALES. THE USE OF WIRE BINDING IS PROHIBITED BECAUSE IT DOES NOT BIODEGRADE READILY.

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, BALE SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. BALE 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 4" DEEP AND A BALE'S WIDTH 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. PLACE THE BALES IN THE TRENCH, MAKING SURE THAT THEY ARE BUTTED TIGHTLY. TWO STAKES SHOULD BE DRIVEN THROUGH EACH BALE ALONG THE CENTERLINE OF THE DITCH CHECK, APPROXIMATELY 6" TO 8" IN FROM THE BALE ENDS. STAKES SHOULD BE DRIVEN AT LEAST 12" INTO THE GROUND. ONCE ALL THE BALES HAVE BEEN INSTALLED AND ANCHORED, PLACE THE EXCAVATED SOIL AGAINST THE UPSLOPE SIDE OF THE CHECK AND COMPACT IT. THE COMPACTED SOIL SHOULD BE NO MORE THAN 3" TO 4" DEEP.


LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

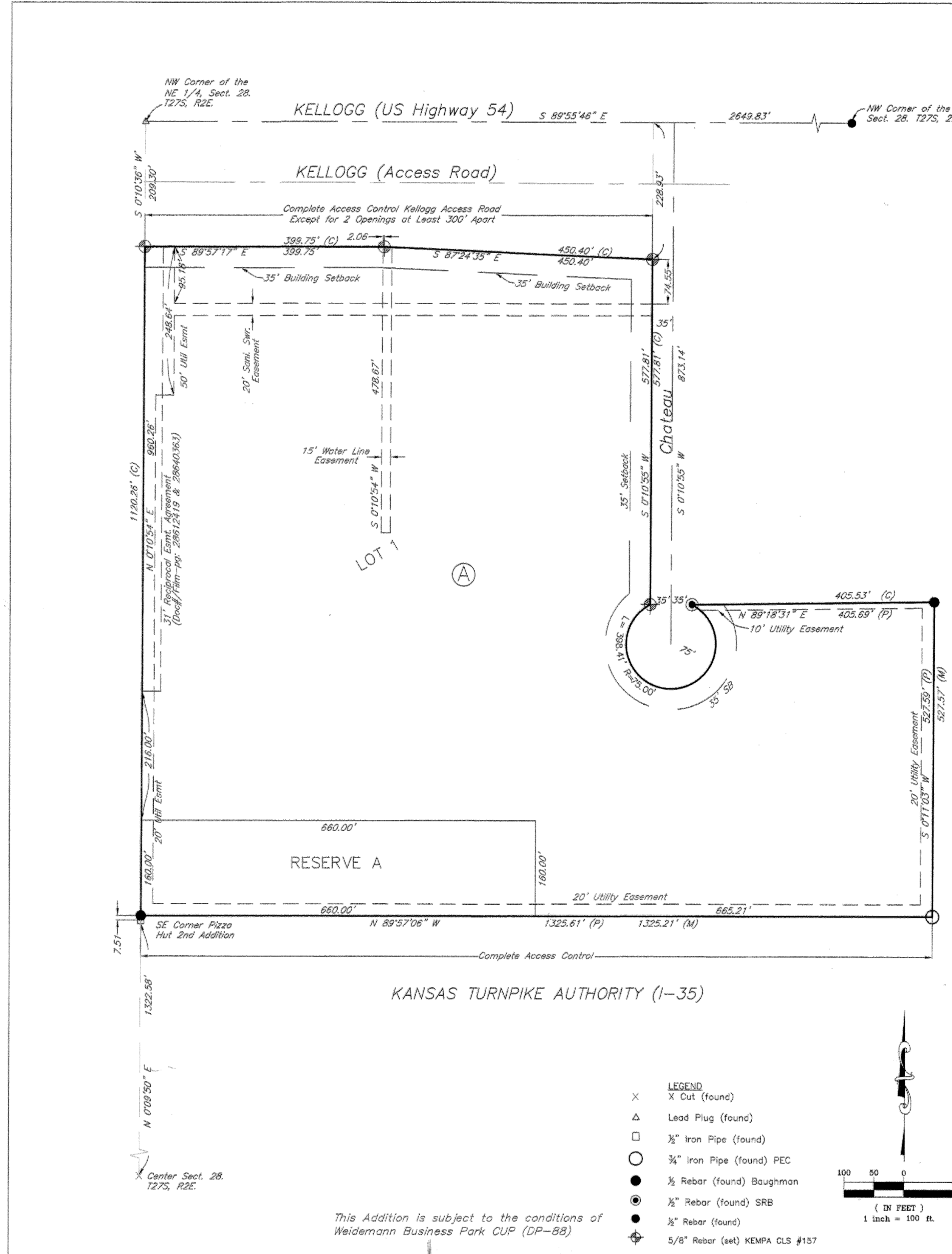
WHEN PRACTICAL, DO NOT PLACE BALE SLOPE BARRIERS ACROSS CONTOURS. SLOPE BARRIERS SHOULD BE PLACED ALONG CONTOURS TO AVOID A CONCENTRATION OF FLOW. CONCENTRATED FLOW OVER A SLOPE BARRIER CREATES A SCOUR HOLE ON THE DOWNSLOPE SIDE OF THE BARRIER. THE SCOUR HOLE EVENTUALLY UNDERMINES THE BALES AND THE BARRIER FAILS. DO NOT PLACE BALE SLOPE BARRIERS IN AREAS WITH SHALLOW SOILS UNDERLAIN BY ROCK. IF THE BARRIER IS NOT ANCHORED SUFFICIENTLY, IT WILL WASH OUT. BALE SLOPE BARRIERS MUST BE DUG INTO THE GROUND. BALES AT GROUND LEVEL DO NOT WORK BECAUSE THEY ALLOW WATER TO FLOW UNDER THE BARRIER.

INSPECTION AND MAINTENANCE:

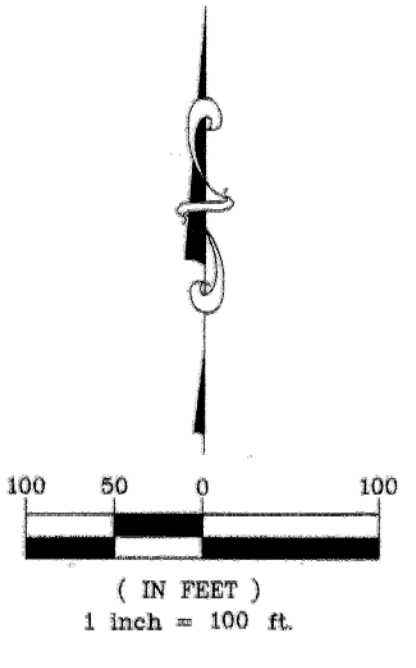
BALE SLOPE BARRIERS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

- ARE THERE ANY POINTS ALONG THE SLOPE BARRIER WHERE WATER IS CONCENTRATING?
- DOES WATER FLOW UNDER THE SLOPE BARRIER?
- DOES WATER FLOW THROUGH SPACES BETWEEN ABUTTING BALES?
- ARE ANY BALES DISLODGED?
- ARE BALES DECOMPOSING DUE TO AGE AND/OR WATER DAMAGE?
- DOES SEDIMENT NEED TO BE REMOVED FROM BEHIND THE SLOPE BARRIER?

 <p>CITY OF WICHITA PUBLIC WORKS & UTILITIES ENGINEERING DIVISION</p>	STRAW BALE DITCH CHECK AND BARRIER DETAILS		
	CITY ENGINEER JAMES L. ARMOUR, P.E., L.S.		
	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		DESIGN DRAWN SHEET _ of _



- LEGEND**
- X Cut (found)
 - △ Lead Plug (found)
 - 1/2" Iron Pipe (found)
 - 3/4" Iron Pipe (found) PEC
 - 1/2" Rebar (found) Baughman
 - 1/2" Rebar (found) SRB
 - 1/2" Rebar (found)
 - 5/8" Rebar (set) KEMPA CLS #157



This Addition is subject to the conditions of Weidemann Business Park CUP (DP-88)

DAVIS-MOORE 14th ADDITION

WICHITA, SEDGWICK COUNTY, KANSAS

Part of the NE 1/4, Section 28, Township 27 South, Range 2 East of the 6th. P.M.

State of Kansas }
County of Sedgwick } ss

I, Bradley C. Ward, a licensed land surveyor of the State of Kansas, do hereby certify that the following described tract of land was surveyed on the 23rd day of December, 2006 and the accompanying final plat prepared and that all the monuments shown herein actually exist and their positions are correctly shown to the best of my knowledge and belief:

Lots 1 and 2, Block 1 and Lot 1, Block 2 of K.T. Wiedemann Business Park.

Lots 1, 2, and 3, Block 1, Replat of Part of K.T. Wiedemann Business Park.

All being situated in the NE 1/4 of Sec. 28, Twp. 27-S, R-2-E of the 6th P.M., Sedgwick County, Kansas.

All easements and rights-of-way within said lots are hereby vacated by virtue of KSA 12-512(b) amended.



Bradley C. Ward, L.S. #920 date 5-16-07

State of Kansas }
County of Sedgwick } ss

Know all men by these presents, that we, the undersigned, have caused the land described in the surveyor's certificate to be platted into a Lot, Block and a Street and a reserve to be known as Davis-Moore 14th Addition, Sedgwick County, Kansas. Any easements are hereby granted as indicated for constructing, maintaining, operating, and repairing public utilities. A drainage plan has been developed for the plat and all drainage easements, rights-of-way, or reserves shall remain at established grades or as modified with the approval of the applicable City or County Engineer, and unobstructed to allow for the conveyance of stormwater. Reserve A shall be owned and maintained by the owners of Lot 1, Block A, for use of a detention pond and failure to maintain will result in the City maintaining the pond and charging the responsible parties for all related costs. And further that the land contained herein is held and shall be conveyed subject to any applicable restrictions, reservations and covenants now on file or hereafter filed in the Office of the Register of Deeds of Sedgwick County, Kansas.

Access Control is hereby granted as follows:
1. There shall be a maximum of 2 openings on Kellogg Access Road.

By: Stuart L. Kay 5-29-07
Stuart L. Kay Owner date
Davis-Moore Real Estate, L.L.C.

State of Kansas }
County of Sedgwick } ss

This instrument was acknowledged before me on this 29th day of May 2007, by SEYMOUR L. RAY, OWNER DAVIS-MOORE REAL ESTATE, L.L.C.

Michele Hill Notary Public
My Commission Expires: November 19, 2007

We, Intrust Bank, N.A., holders of a mortgage on the above described property, do hereby consent to the plat of Davis-Moore 14th Addition, Wichita, Sedgwick County, Kansas.

By: Gail A. Johnson 5/31/07
Gail A. Johnson SVP, INTRUST BANK DATE

State of Kansas }
County of Sedgwick } ss

This instrument was acknowledged before me on this 31st day of May 2007, by GAIL A. JOHNSON, SVP INTRUST BANK

JOLEEN SIMON Notary Public
My Commission Expires: 11-14-07

State of Kansas }
City of Wichita } ss

This plat of Davis-Moore 14th Addition, Wichita, Sedgwick County, Kansas, has been submitted to and approved by the Wichita-Sedgwick County Metropolitan Area Planning Commission, Wichita, Kansas. Dated this 21st day of December 2006. Wichita-Sedgwick County Metropolitan Area Planning Commission.

Darrell A. Downing, Chairman
John L. Schlegel, Secretary

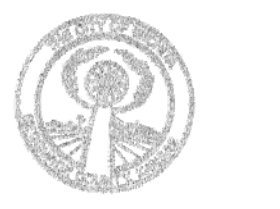


State of Kansas }
City of Wichita } ss

This plat approved and all dedications shown herein accepted by the City Council of the City of Wichita, Kansas, this 26th day of June 2007.

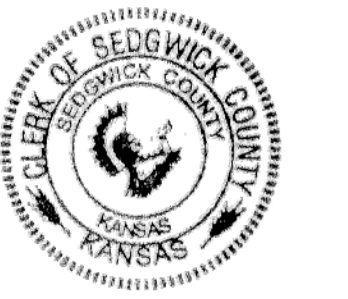
At the Direction of the City Council

Carl Brewer, Mayor
Karen Sublett, City Clerk



Entered on transfer record this 5th day of July 2007.

Donda Brace, County Clerk



State of Kansas }
County of Sedgwick } ss

This is to certify that this plat has been filed for record in the Office of the Register of Deeds this 6th day of July 2007, at 2:58:12 o'clock P.M. and is duly recorded.

Bill Meek, Register of Deeds

Tonya Buckingham, Deputy

Reviewed with K.S.A. 58-2005 on this 17th day of July 2007.

Tricia L. Roper, Deputy County Surveyor
Sedgwick County, Kansas



Sedgwick County Register of Deeds - Bill Meek
DOC # FLN-PG: 2697798
Book: 180980 Page: 1246
Case: 2007-32
Date Recorded: 7/6/2007 3:58:12 PM

Filename: 06187.dwg\Final Plat.dwg Prepared: 4-24-07
kemiller engineering
516 S. Market, Wichita, KS 67202 316/264-0242