

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 1-316-268-4555
CITY OF WICHITA SEWER 1-316-268-4073
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
WESTAR ENERGY 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 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 WATER DISTRIBUTION 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 FIELD GRADES.
- THE CONTRACTOR SHALL NOTIFY THE CONSULTANT ENGINEER AND TOM MASON WITH THE CITY AT 316-268-4574 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, BRIAN COON 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.
- OPENING AND CLOSING OF WATER VALVES SHALL BE DONE SLOWLY TO PREVENT DAMAGE TO THE WATER DISTRIBUTIONS SYSTEM FROM WATER HAMMER. ALL VALVES CLOSED BY THE CONTRACTOR MUST BE REOPENED AS NEW CONSTRUCTION PERMITS. THE PROJECT INSPECTOR MUST ASCERTAIN THAT ANY VALVE CLOSED BY THE CONTRACTOR IS REOPENED. THE CONTRACTOR WILL BE PERMITTED TO OPERATE WATER VALVES ONLY WHEN THE PROJECT INSPECTOR ASSIGNED TO THE PROJECT IS PRESENT.
- THE CONTRACTOR SHALL PROVIDE MATERIALS FOR TEMPORARY BLOWOFF OF WATERLINES. CONNECTIONS TO THE EXISTING WATERLINE(S) SHALL BE MADE WITH CLEAN, SWABBED PIPE AND FLUSHED UPON COMPLETION OF TIE-INS.
- REQUESTS FOR SHORT TERM WATER INTERRUPTIONS SHALL BE MADE TO THE CITY WATER DISTRIBUTION DIVISION AND WILL BE SUBJECT TO THEIR APPROVAL. THE CONTRACTOR SHALL GIVE WRITTEN NOTICE TO ANY PROPERTY OWNER, BUSINESS, AND/OR TENANTS THAT WILL HAVE WATER SERVICE INTERRUPTED AT LEAST 5 DAYS IN ADVANCE. SUCH NOTIFICATIONS SHOULD INDICATE THE TIME AND DATE THAT THE WATER WILL BE TURNED OFF AND WHEN THE SERVICE WILL BE RESTORED. NO BUSINESS, PROPERTY OWNER, AND/OR TENANTS SHALL BE WITHOUT WATER SERVICE FOR MORE THAN 8 HOURS. PROPOSED TIE IN LOCATIONS WHICH WILL AFFECT WATER SERVICE TO PROPERTY OWNERS SHALL BE PREFORMED DURING NON-PEAK HOURS.
- THE CONTRACTOR MUST SCHEDULE THE CONNECTIONS TO THE EXISTING MAIN WITH THE CITY SUCH THAT THERE IS A MINIMUM DISRUPTION OF SERVICE. CONNECTIONS SHALL BE MADE DURING PERIODS OF LOW WATER USAGE. THE CONTRACTOR SHALL SUBMIT HIS PROPOSED SCHEDULE FOR COMPLETING WORK FOR CITY APPROVAL AT LEAST 10 DAYS PRIOR TO BEGINNING CONSTRUCTION.
- DEFLECTIONS AT PIPE JOINT OR COUPLINGS SHALL NOT EXCEED THE PIPE MANUFACTURERS RECOMMENDED MAXIMUM. WHERE DEFLECTIONS ARE GREATER THAN THE MAXIMUM ALLOWED, THE CONTRACTOR SHALL UTILIZE CI MJ LONG SLEEVE OR MULTIPLE JOINTS.
- ANY EXTENSION GREATER THAN ONE LENGTH OF PIPE SHALL REQUIRE TESTING.
- CITY MAINTENANCE OF WATER MAINS ENDS AT RIGHT-OF-WAY OR EASEMENT LINE.
- VALVES 12 INCH AND LARGER ARE TO BE OPERATED BY THE CITY WATER DISTRIBUTION DIVISION, 48 HOURS OF ADVANCE NOTICE IS REQUIRED.
- ALL WET TAPS SHALL BE INSTALLED BY THE CITY OF WICHITA. THE CONTRACTOR WILL REIMBURSE THE CITY FOR TAPPING FEES.
- 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.
- CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH OPEN OVERNIGHT AND WEEKENDS TO LESS THAN 50 FEET.
- ANY SIDEWALK, DRIVE APPROACH, CURB, 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.
- ALL APPROVED EXCESS EXCAVATION WHICH IS TO BE WASTED SHALL BE STOCKPILED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER. STOCKPILE LOCATIONS SHALL BE AS DIRECTED BY THE OWNER AND IN ACCORDANCE WITH GENERAL NOTE NO. 4 ABOVE.
- ALL LAWN/TURF AREAS DISTURBED BY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE RESTORED WITH THE SAME GRASS/SOD AS EXISTING. RESTORATION OF DISTURBED AREAS SHALL INCLUDE, BUT NOT BE LIMITED TO, TOP SOIL PREPARATION, SEEDING, MULCH, AND/OR RESEEDING. ALL SEEDING/SODDING WORK SHALL BE IN ACCORDANCE WITH THE CITY OF WICHITA STANDARD SPECIFICATIONS AND THE CITY OF WICHITA ADMINISTRATIVE REGULATION NO. AR6.5 WHICH GOVERNS CLEANUP AND RESTORATION OR REPLACEMENT FOLLOWING CONSTRUCTION.
- THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES WITH TEMPORARY RYE GRASS. RYE GRASS SEED SHALL BE PLANTED AT A MINIMUM RATE OF SIX (6) POUNDS PER ONE THOUSAND (1,000) SQUARE FEET. THIS TEMPORARY SEEDING MAY BE OMITTED ONLY IF OTHER SEEDING IS REQUIRED IN ACCORDANCE WITH GENERAL NOTE NO. 26 ABOVE. TEMPORARY SEEDING OR PERMANENT SEEDING/SODDING SHALL BE APPLIED WITHIN 14 DAYS AFTER THE AREA HAS BEEN DISTURBED.
- EACH BIDDER SHALL VISIT THE SITE OF THE PROJECT BEFORE SUBMITTING THE PROPOSAL FOR THIS WORK SO THAT HE WILL BE FULLY INFORMED OF THE EXISTING FIELD CONDITIONS AND THE OBSTACLES WHICH MIGHT BE ENCOUNTERED. UPON AWARD OF THE CONTRACT THE CONTRACTOR WILL NOT BE GRANTED ANY ADDITIONAL COMPENSATION WITH REGARDS TO TIME AND MONEY FOR CONDITIONS THAT MAY HAVE BEEN EVALUATED DURING ANY INSPECTION OF THE SITE.
- THE CONTRACTOR SHALL INSTALL AND/OR MAINTAIN EROSION CONTROL METHODS AS SPECIFIED. THE GENERAL LOCATION OF THE REQUIRED EROSION CONTROL IS ILLUSTRATED ON THE EROSION CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE EROSION CONTROL SHOWN THROUGHOUT THE COMPLETION OF THIS PROJECT. INSTALLATION OF THESE BMP'S DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF ABATING SOIL EROSION

WATER DISTRIBUTION SYSTEM

to serve

WICHITA

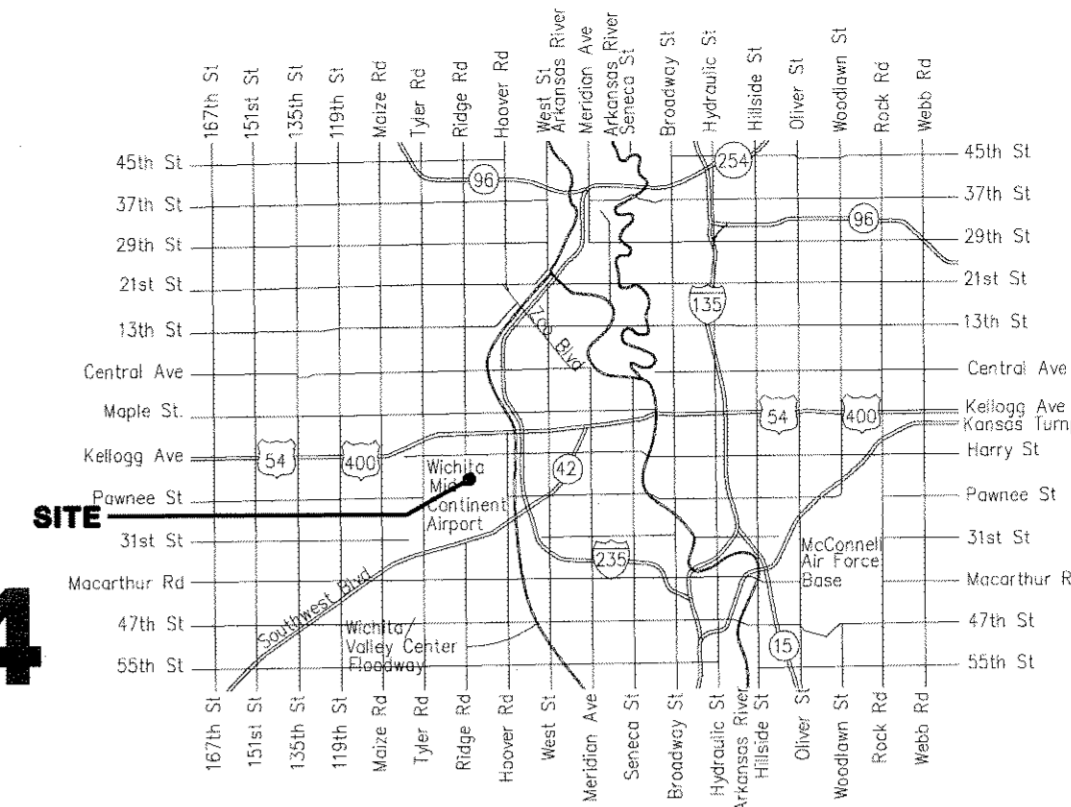
DWIGHT D. EISENHOWER NATIONAL AIRPORT TERMINAL APRON - PHASE 4

CITY OF WICHITA, KANSAS

Gary Janzen, P.E. City Engineer

Project Number

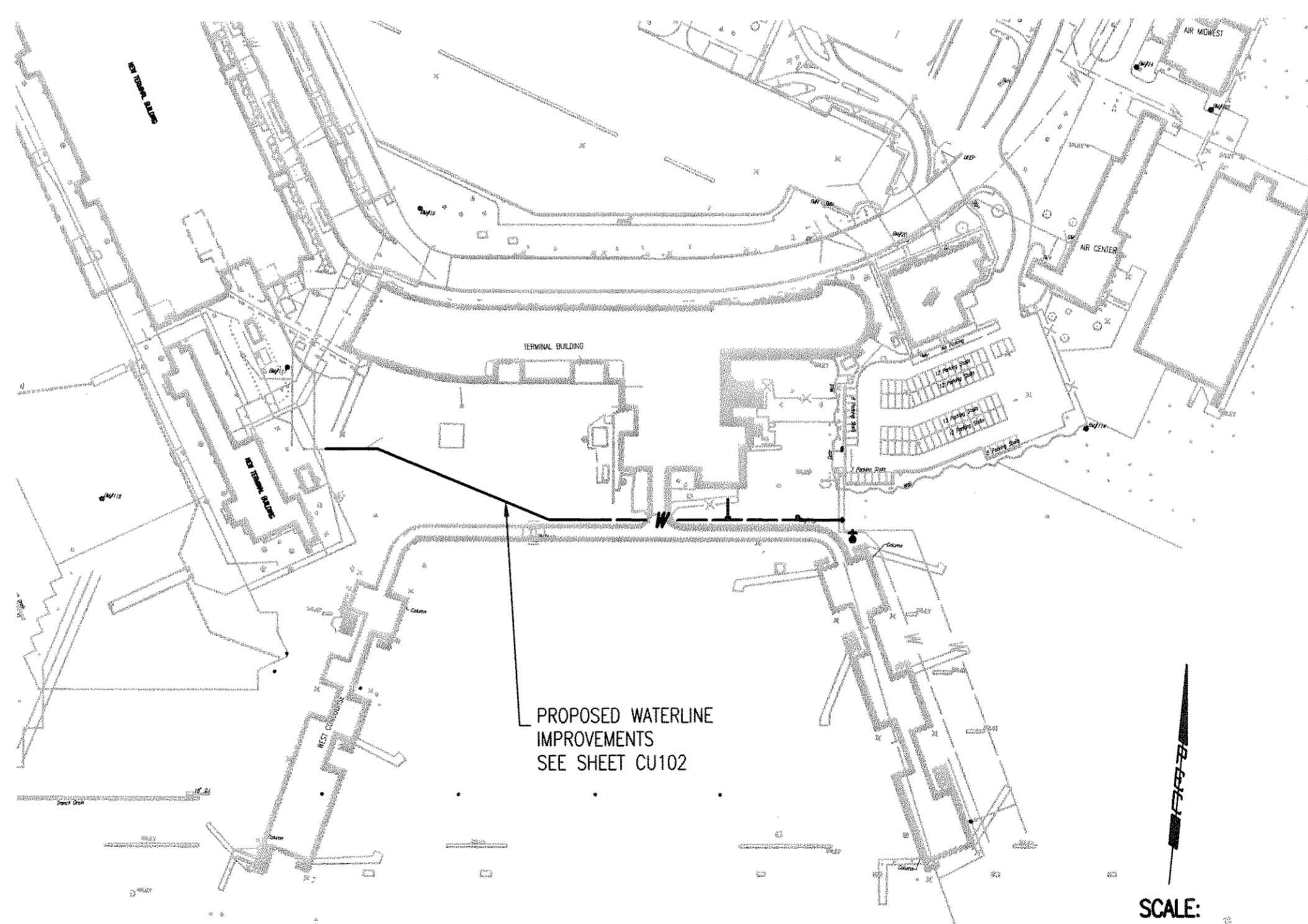
1945 PPW (607853)



Vicinity Map

SHEET INDEX

| SHEET NO. | CUI01 | TITLE SHEET |
|-----------|-------------|-----------------------------|
| SHEET NO. | CUI02 | KEY MAP |
| SHEET NO. | CUI03-CUI04 | STANDARD WATER DETAILS |
| SHEET NO. | CUI05 | WATERLINE DEMOLITION PLAN |
| SHEET NO. | CUI06 | WATERLINE PLAN-PROFILE |
| SHEET NO. | CUI07 | FIRE HYDRANT PLAN |
| SHEET NO. | CU502-CU506 | EROSION CONTROL BMP DETAILS |



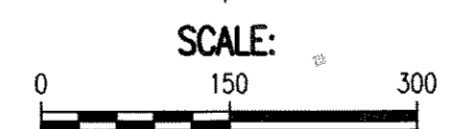
APPROVED AS NOTED
BY WICHITA PUBLIC WORKS
ENGINEERING DIVISION
& BY WICHITA FIRE DEPARTMENT

Engineering *[Signature]* 2/29/2016
Utilities *[Signature]* 2-29-16
Fire Dept. *[Signature]* 3/1/16

NOTE TO CONTRACTORS

Private Property:
Installation and testing for the fire protection line is to be performed by a City of Wichita licensed fire protection contractor in accordance with the fire codes as adopted by the City of Wichita. All material and construction practices for the fire protection line shall comply with the fire codes as adopted by the City of Wichita (available from the City of Wichita Fire Department). The Contractor shall not commence work without notification and approval of the Wichita Fire Department. Inspection of the fire protection line is to be provided by a licensed Engineering Firm under contract with the Contractor and the Fire Department. The contractor shall not start work until the project inspector is assigned to the project and present on the site. Any work done without inspection will be required to be uncovered for inspection.

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



BENCHMARKS

SEE SHEET CU102 FOR BENCHMARKS

AS-BUILT PLANS
CONTRACTOR: WILDCAT CONSTRUCTION
SUPERINTENDENT: DAN VOGELI
FOREMAN: DAVID WILLIAMS
CLIENT: CITY OF WICHITA
INSPECTION FIRM: SCHWAB-EATON, PA
INSPECTOR: E. STRECKER
PDF DATE: 12/14/16
PDF BY: ELS

June, 2015

PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
303 SOUTH TOPEKA WICHITA, KS 67202
316-262-2691 www.pec1.com

GLM Architecture
1525 E. Douglas, Wichita, KS 67211
Tel: (316) 265-9367
www.glmv.com

WICHITA
DWIGHT D. EISENHOWER
NATIONAL AIRPORT

TERMINAL APRON - PHASE 4 AND
TERMINAL DEMOLITION - REBID
2299 Airport Road
Wichita, KS 67209



| REVISION | DATE | DESCRIPTION |
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ISSUE:
CONFORMED PLANS FOR
CONSTRUCTION

DATE: JUNE 15, 2015
AIP NO.: 3-20-0088-0069
COW PROJECT NO.: 455-361-8
PEC PROJECT NO.: 14044

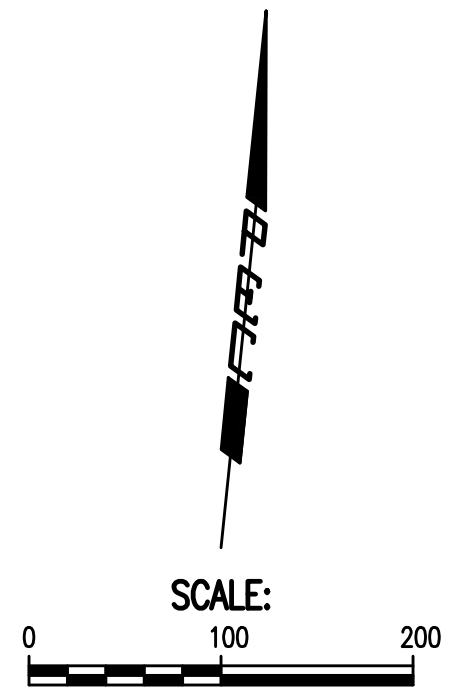
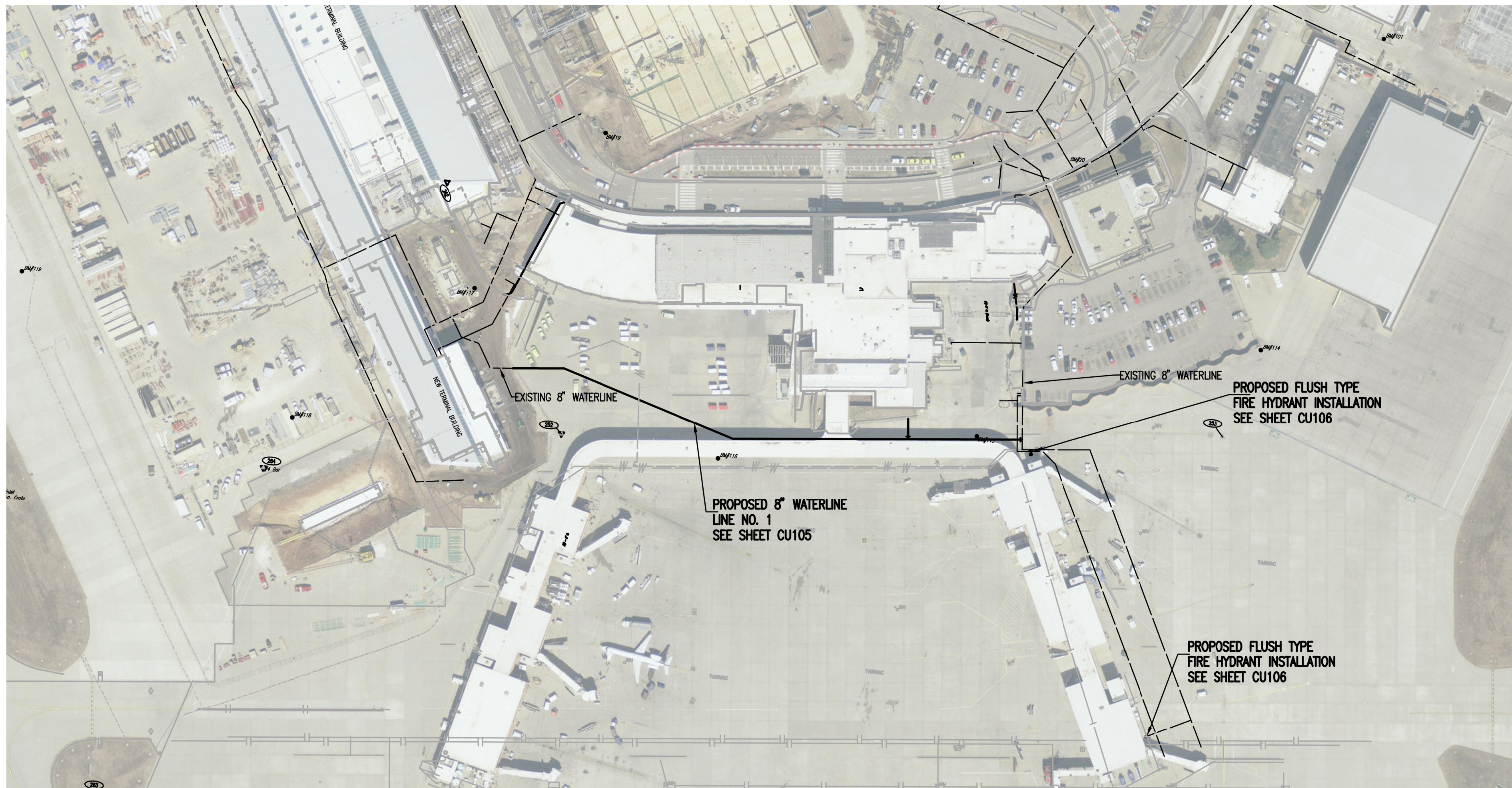
PPW WATER TITLE SHEET

CU101

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LEGEND

| | |
|-----------------------|--|
| EXISTING WATER MAIN | |
| PROPOSED WATER MAIN | |
| EXISTING WATER VALVE | |
| PROPOSED WATER VALVE | |
| EXISTING FIRE HYDRANT | |
| PROPOSED FIRE HYDRANT | |
| EXISTING BLOW OFF | |
| PROPOSED BLOW OFF | |

PEC
PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
303 SOUTH TOPEKA WICHITA, KS 67202
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GLMV Architecture
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WICHITA
DWIGHT D. EISENHOWER
NATIONAL AIRPORT
**TERMINAL APRON - PHASE 4 AND
TERMINAL DEMOLITION - REBID**
Wichita, KS 67209
2999 Airport Road



| REVISION | DATE | DESCRIPTION |
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DATE: JUNE 15, 2015

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PPW WATER KEYMAP

CU102

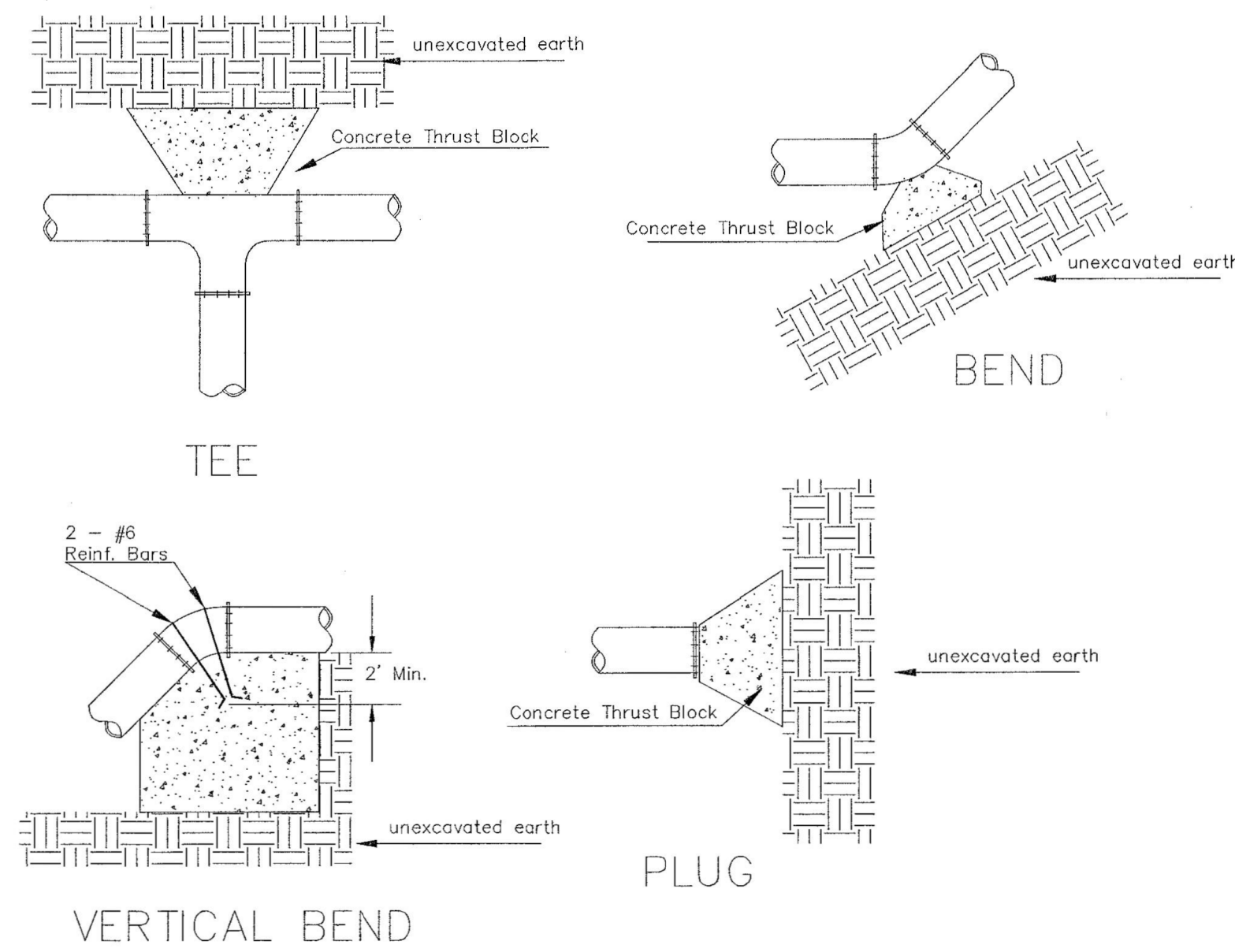
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 U:\Wichita-Facility\14044\Main\Drawings\RE-BID DRAWINGS\RE-BID PLANS\14044-000-CU102-PPW WATERLINE KEYMAP

| POINT # | NORTHING | EASTING | DESCRIPTION |
|---------|------------|------------|---|
| CP-242 | 10973.6310 | 9990.2650 | 3/4" IRON PIPE WITH PEC CAP - SET 157.18' W. OF W. END EXISTING TERMINAL BUILDING 25.40' E. TO FIRE HYDRANT 1.95' S. TO BACK OF CURB |
| CP-252 | 10662.2963 | 10171.7553 | 6" CHISELED "+" ON CONCRETE PAVEMENT - SET 13.22' NE. TO 3" CHISELED "+" 58.90' SSE. TO W. END CENTERLINE OF 14"x18" SLOTTED DRAIN 112.40' SSE. TO CENTER OF THE S. END OF THE E. RETAINING WALL OF BASEMENT DRIVE ENTRANCE |
| CP-253 | 10745.9462 | 11028.9558 | 6" CHISELED "+" ON CONCRETE PAVEMENT 200'+/- E. OF GATE #2 300'+/- S. OF CONTROL TOWER |
| CP-263 | 10132.6918 | 9609.7302 | CENTER PUNCH MARK ON BRASS DISC ON THE W. END OF 23'x7' CONCRETE STORM DRAIN BOX 447' W. OF SW. CORNER OF THE W. CONCOURSE 100' N. OF N. EDGE OF TAXIWAY "C" 71' SE. OF S. EDGE TAXIWAY "C-1" |
| CP-264 | 10579.0484 | 9789.6305 | 1/2" BAR - SET 264' S. OF SW. CORNER OF LANDSCAPE BUILDING 361' W. OF NW. CORNER OF W. CONCOURSE 5' W. OF NW. CORNER OF A 5'x5' ELECTRICAL VAULT 22.7' W. OF W. EDGE OF CONCRETE AIRCRAFT RAMP |

TARP HORIZONTAL CONTROL
MID-CONTINENT AIRPORT - WICHITA, KANSAS
TARP HORIZONTAL COORDINATES ARE BASED ON AN ASSUMED HORIZONTAL NETWORK UTILIZED BY MID-CONTINENT AIRPORT ENGINEERING CIRCA 1970'S

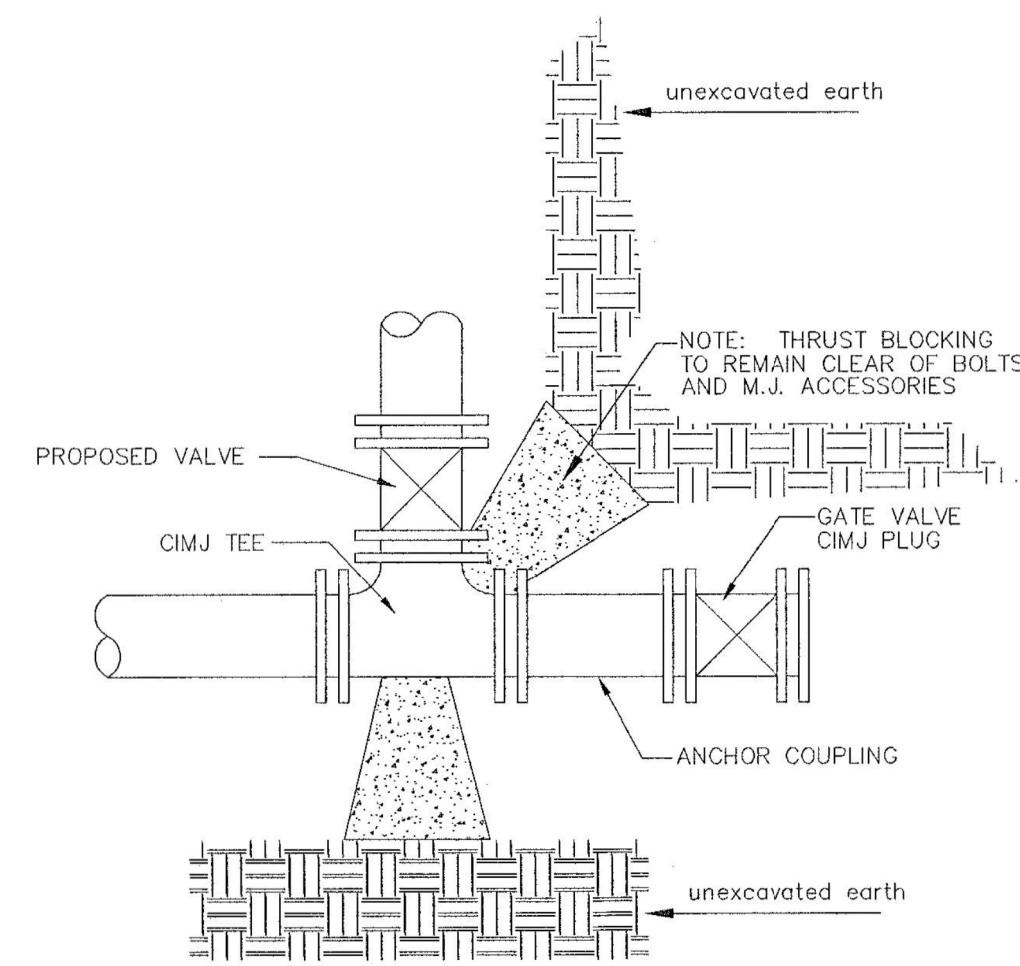
TRANSFORMATION PROCEDURES FOR CONVERTING MCA TARP COORDINATES TO GEOGRAPHIC NAD83
LATITUDE AND LONGITUDE VALUES:
THE DATA SET OF TARP COORDINATES TO BE TRANSFORMED SHOULD INCLUDE THE TARP VALUES
FOR CP-270 AND CP-271 AND THE KANSAS STATE PLANE VALUES SOUTH ZONE (1502) FOR
ICT-G AND ICT-J IN THE DATA SET. THE TARP COORDINATES CAN THEN BE TRANSFORMED TO
KANSAS STATE PLANE COORDINATES BY ROTATING THE TARP DATA SET COUNTERCLOCKWISE BY
(- 0°01'07.54") AND SCALING DOWN THE DATA SET BY A COMBINED ADJUSTMENT FACTOR OF
0.999887994 TO REFLECT KANSAS STATE PLANE GRID COORDINATES, U.S. SURVEY FOOT DEFINITION.
THE RESULTANT KANSAS STATE PLANE COORDINATES CAN THEN BE CONVERTED TO GEOGRAPHIC
NAD83 LATITUDE AND LONGITUDE VALUES BY USING THE NGS TRANSFORMATION PROGRAM "CORPSCON."

| BM # | ELEVATION | DESCRIPTION |
|---------|-----------|--|
| BM-114: | 1324.03 | CHISELED SQUARE ON S. SIDE CONCRETE LIGHT BASE. LOCATED ON THE AIRCRAFT RAMP NEAR THE SE. CORNER OF THE RENTAL CAR PARKING AREA. |
| BM-117: | 1326.01 | CHISELED SQUARE ON TOP OF CURB LOCATED 30' SW. OF W. SIDE OF SECURITY GATE "C". |
| BM-118 | 1322.33 | CHISELED SQUARE ON NE. CORNER OF ELECTRICAL VAULT LOCATED 120' SW. OF SE. CORNER OF TANK STORAGE AREA. |
| BM-122 | 1317.49 | BRASS DISC ON W. END OF 23' x 7' CONCRETE STORM WATER INLET LOCATED IN GRASS AREA, N. OF TAXIWAY "C", SE. OF TAXIWAY C-1, W. OF AIRCRAFT RAMP AND 447' W. OF SW. CORNER OF THE W. CONCOURSE. |



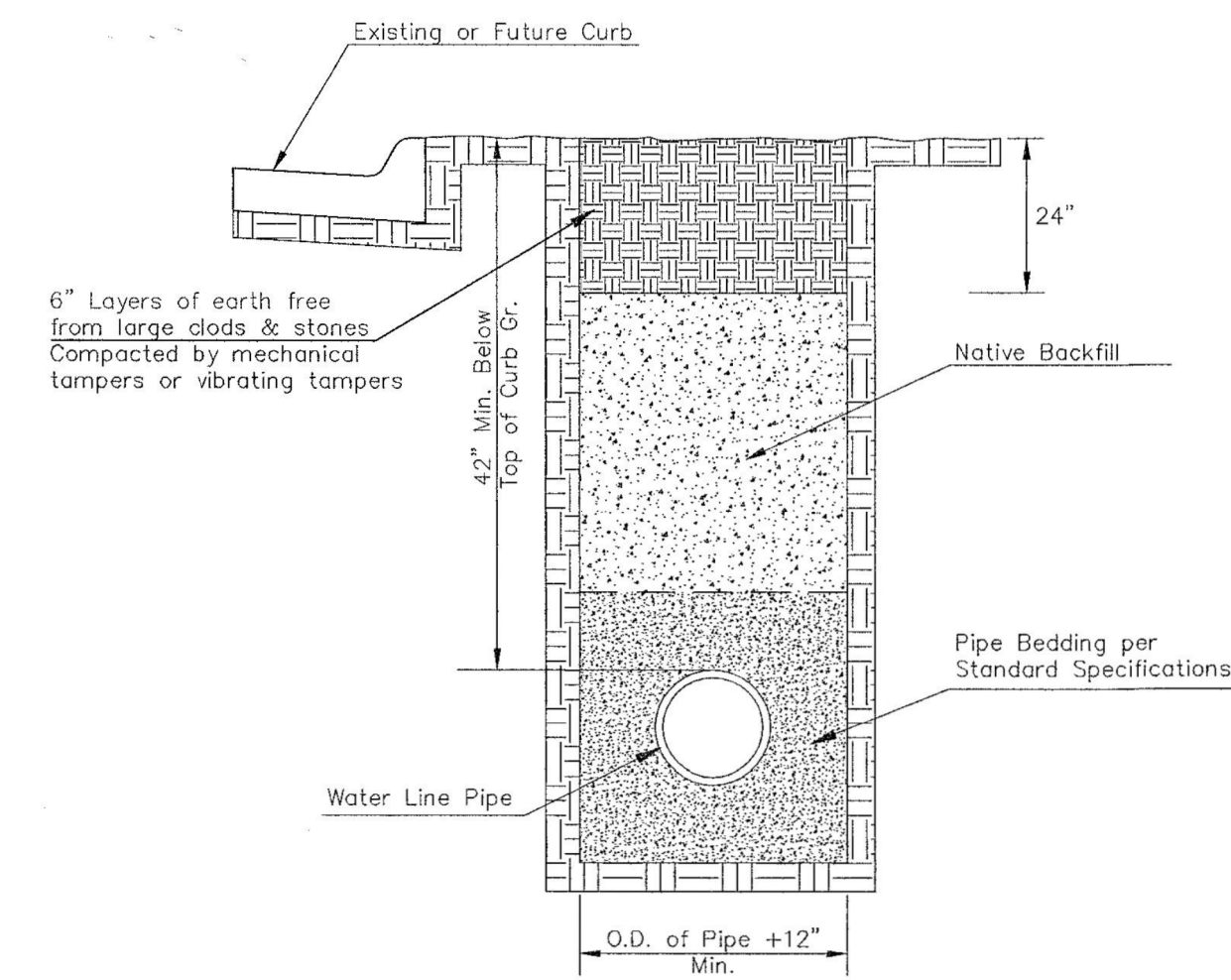
| PIPE SIZE | THRUST AT FITTINGS IN TONS - AT 150#/IN ² P | | | | |
|-----------|--|------|-------|---------|---------|
| | PLUG | 90° | 45° | 22 1/2' | 11 1/4' |
| 6" | 2.8 | 3.95 | 2.15 | 1.09 | .55 |
| 8" | 4.9 | 6.95 | 3.75 | 1.90 | .96 |
| 12" | 11.4 | 16.1 | 8.75 | 4.45 | 2.25 |
| 16" | 20.15 | 28.5 | 15.4 | 7.85 | 3.95 |
| 20" | 31.15 | 44.0 | 23.85 | 12.15 | 6.10 |
| 24" | 44.55 | 63.0 | 34.1 | 17.4 | 8.75 |

TYPICAL THRUST BLOCKS



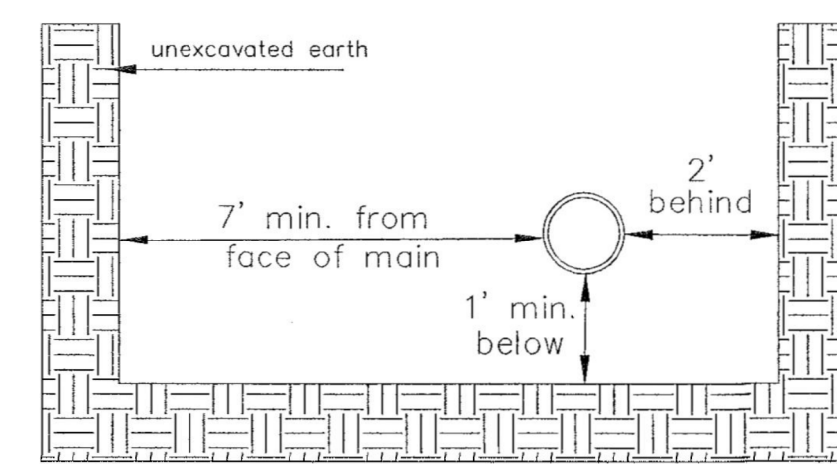
KEY BLOCK DETAIL

* PLANS GOVERN
 UNLESS OTHERWISE NOTED ON PLANS



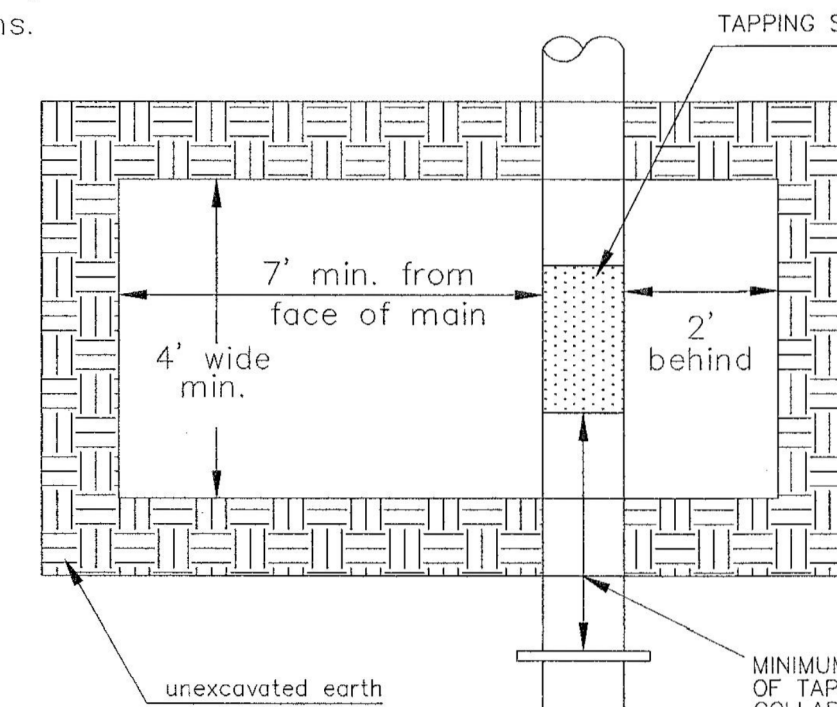
TRENCH COMPACTION IN ROAD RIGHT-OF-WAY

SIDE VIEW

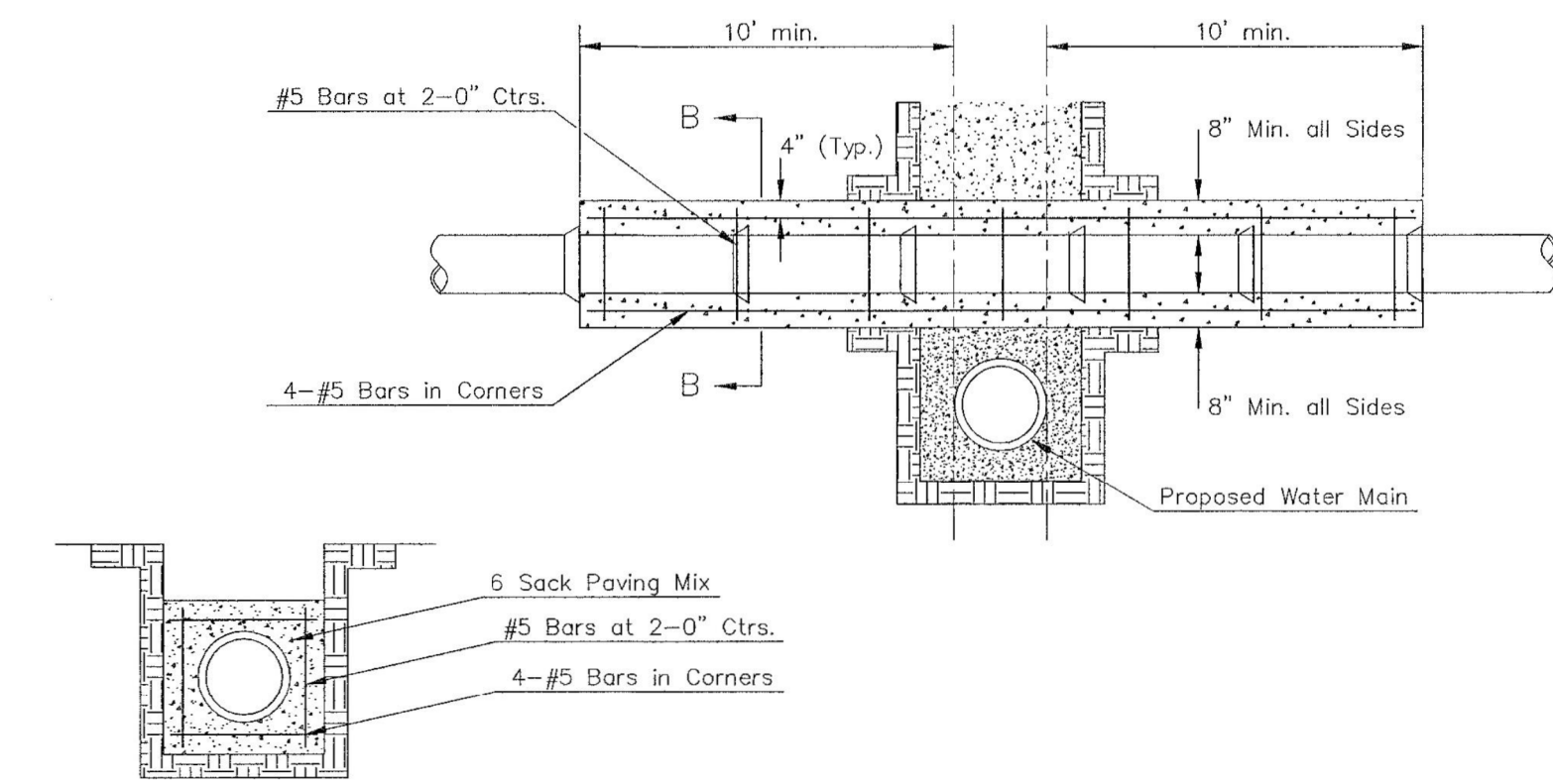


TOP VIEW

Note: When shoring is required it is to be per The City of Wichita Standard Specifications.



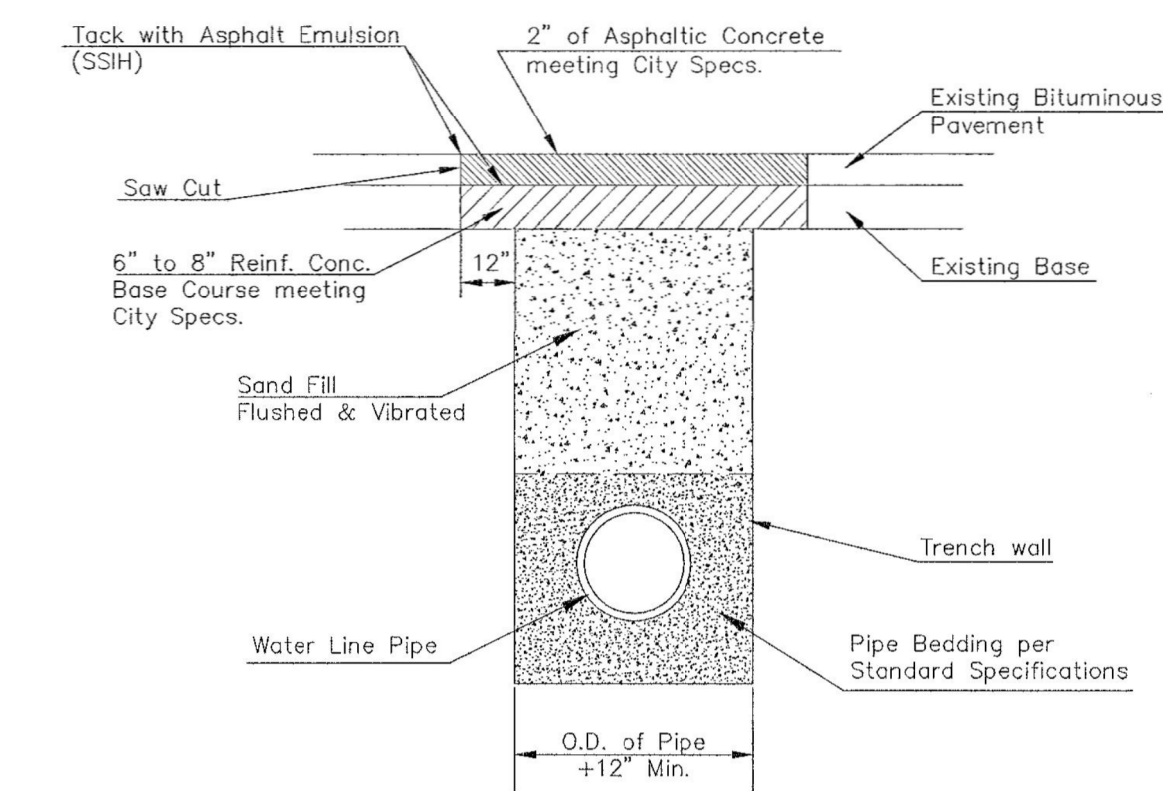
EXCAVATION FOR WET TAP



SECTION B-B

REINFORCED CONCRETE ENCASEMENT OF SANITARY SEWER

Note: Encasement to begin and end at a Bell on Sanitary Sewer Pipe.



PAVEMENT REPLACEMENT & TRENCH COMPACTION UNDER EXISTING AND PROPOSED CITY ROADS

REVISED: JULY 2015



| MISCELLANEOUS WATER DETAILS | | |
|--|------------|-----------------|
| 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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ISSUE:
 CONFORMED PLANS FOR CONSTRUCTION

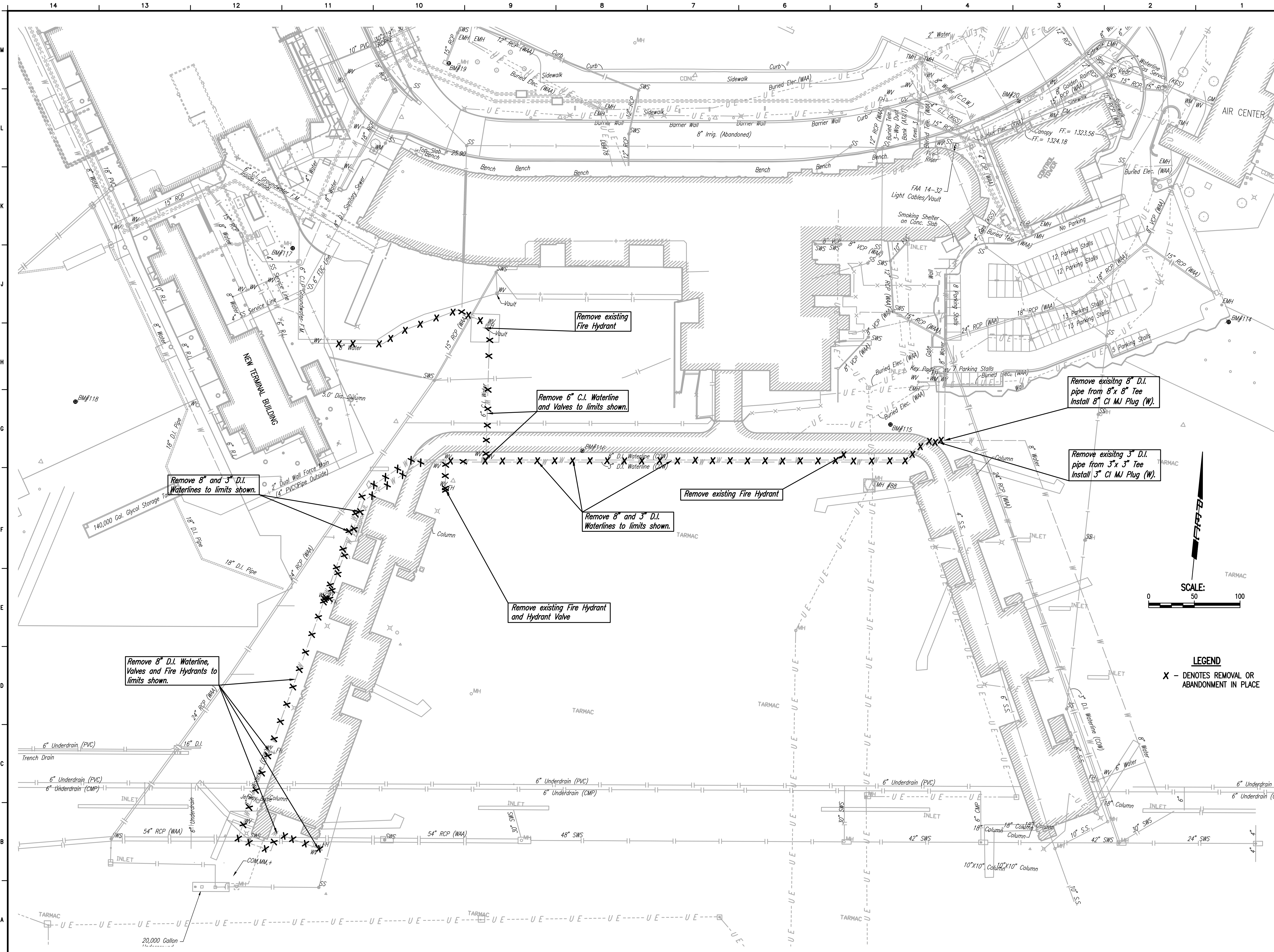
DATE: JUNE 15, 2015

AIP NO.: 3-20-0088-0069
 COW PROJECT NO.: 455-361-8
 PEC PROJECT NO.: 14044

STANDARD MISCELLANEOUS WATER DETAILS

CU104

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 U:\Wichita-Facility\2014\14044\Wm\Drawings\RE-BID PLANS\14044-000-CU105 WATERLINE DEMOLITION



Remove 8" D.I. Waterline, Valves and Fire Hydrants to limits shown.

Remove 8" and 3" D.I. Waterlines to limits shown.

Remove 6" C.I. Waterline and Valves to limits shown.

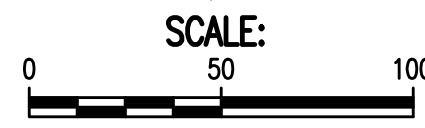
Remove 8" and 3" D.I. Waterlines to limits shown.

Remove existing Fire Hydrant and Hydrant Valve

Remove existing Fire Hydrant

Remove existing 8" D.I. pipe from 8"x 8" Tee Install 8" CI MJ Plug (W).

Remove existing 3" D.I. pipe from 3"x 3" Tee Install 3" CI MJ Plug (W).



LEGEND
 X - DENOTES REMOVAL OR ABANDONMENT IN PLACE

PEC
 PROFESSIONAL ENGINEERING CONSULTANTS, P.A.
 303 SOUTH TOPEKA WICHITA, KS 67202
 316-262-2691 www.pec1.com

GLMV Architecture
 1525 E. Douglas, Wichita, KS 67211
 Tel: (316) 265-9367
 www.glmv.com

WICHITA
 DWIGHT D. EISENHOWER
 NATIONAL AIRPORT
**TERMINAL APRON - PHASE 4 AND
 TERMINAL DEMOLITION - REBID**
 2299 Airport Road
 Wichita, KS 67209



| REVISION | DATE | DESCRIPTION |
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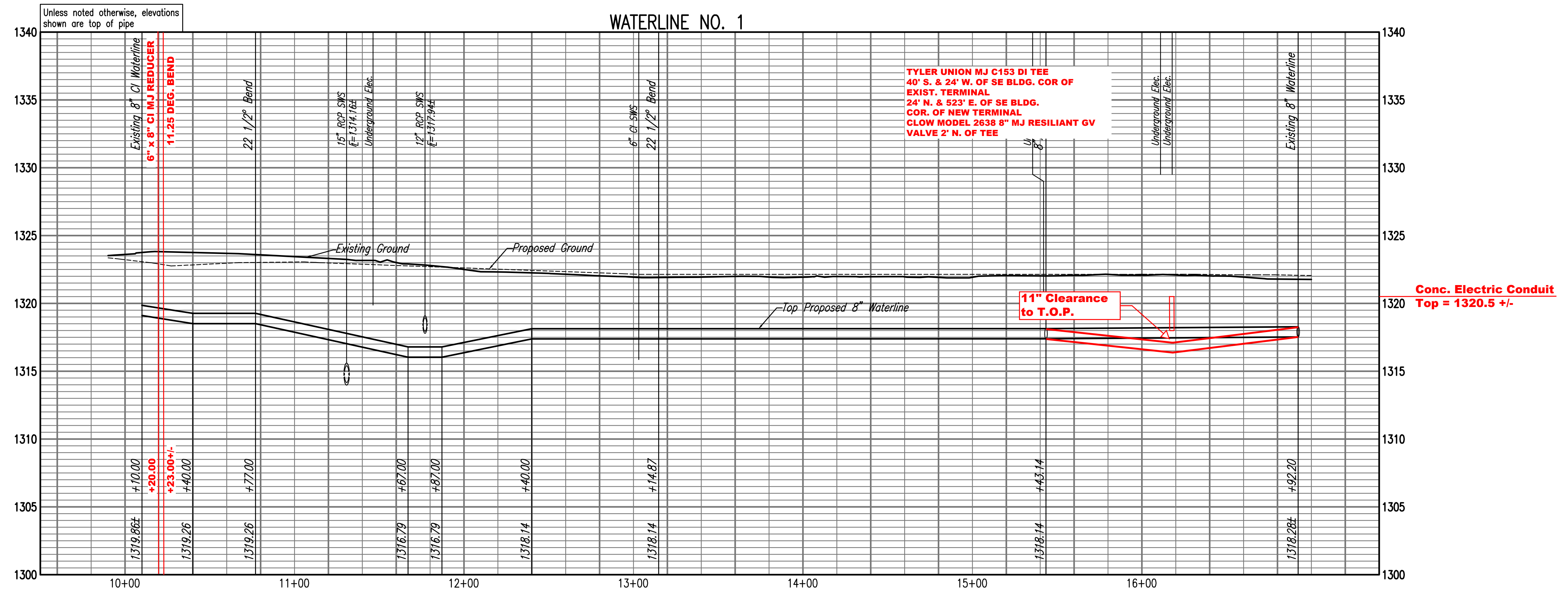
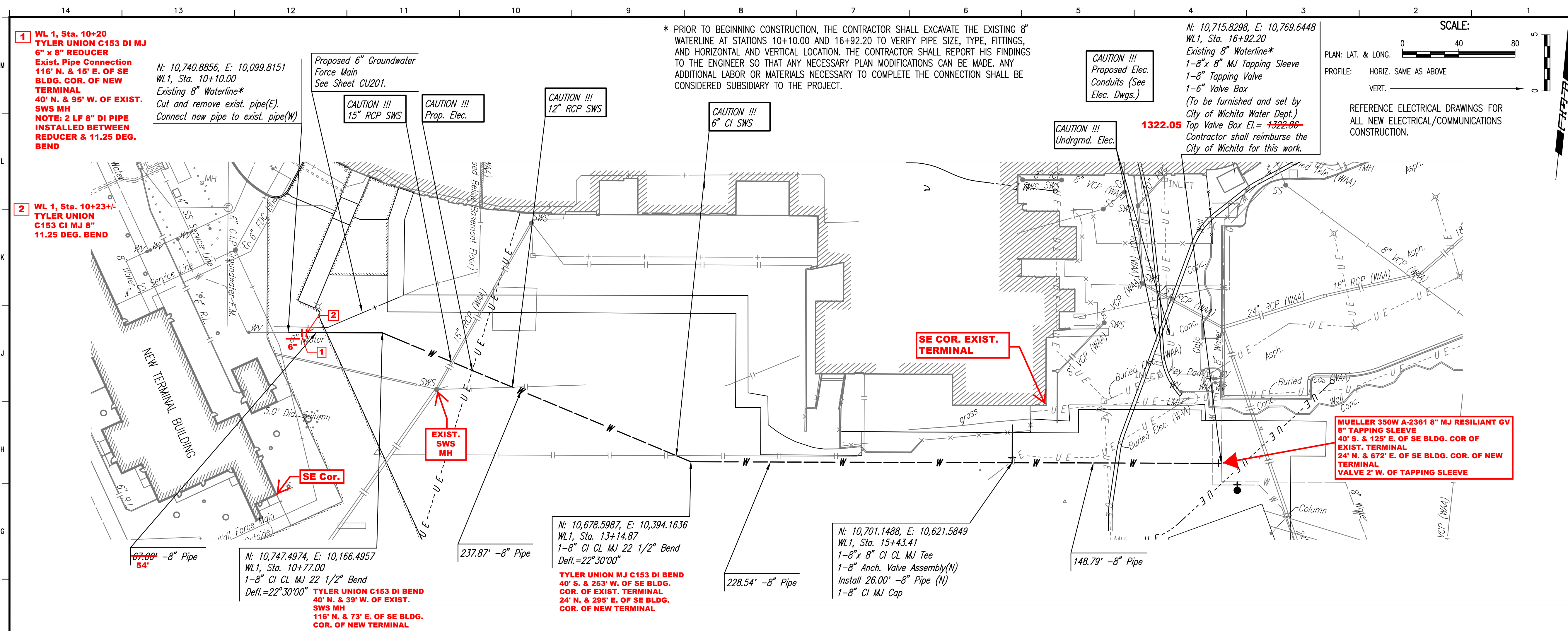
ISSUE:
 PERMIT / BID / CONSTRUCTION

DATE: JUNE 17, 2015
 AIP NO.: 3-20-0088-0069
 COW PROJECT NO.: 455-361-8
 PEC PROJECT NO.: 14044

**WATERLINE
 DEMOLITION PLAN**

CU105

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 U:\Wichita-Facility\2014\14044\Drawings\RE-BID\PLANS\14044-000-CU105 WATERLINE PLAN-PROFILE



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WICHITA
 DWIGHT D. EISENHOWER
 NATIONAL AIRPORT

**TERMINAL APRON - PHASE 4 AND
 TERMINAL DEMOLITION - REBID**
 2299 Airport Road
 Wichita, KS 67209

DARWIN R. CROW
 LICENSED
 14896
 KANSAS
 PROFESSIONAL ENGINEER

| REVISION | DATE | DESCRIPTION |
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ISSUE:
 CONFORMED PLANS FOR
 CONSTRUCTION

DATE: JUNE 15, 2015

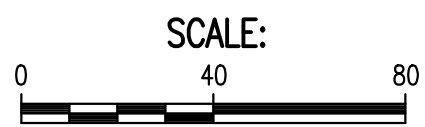
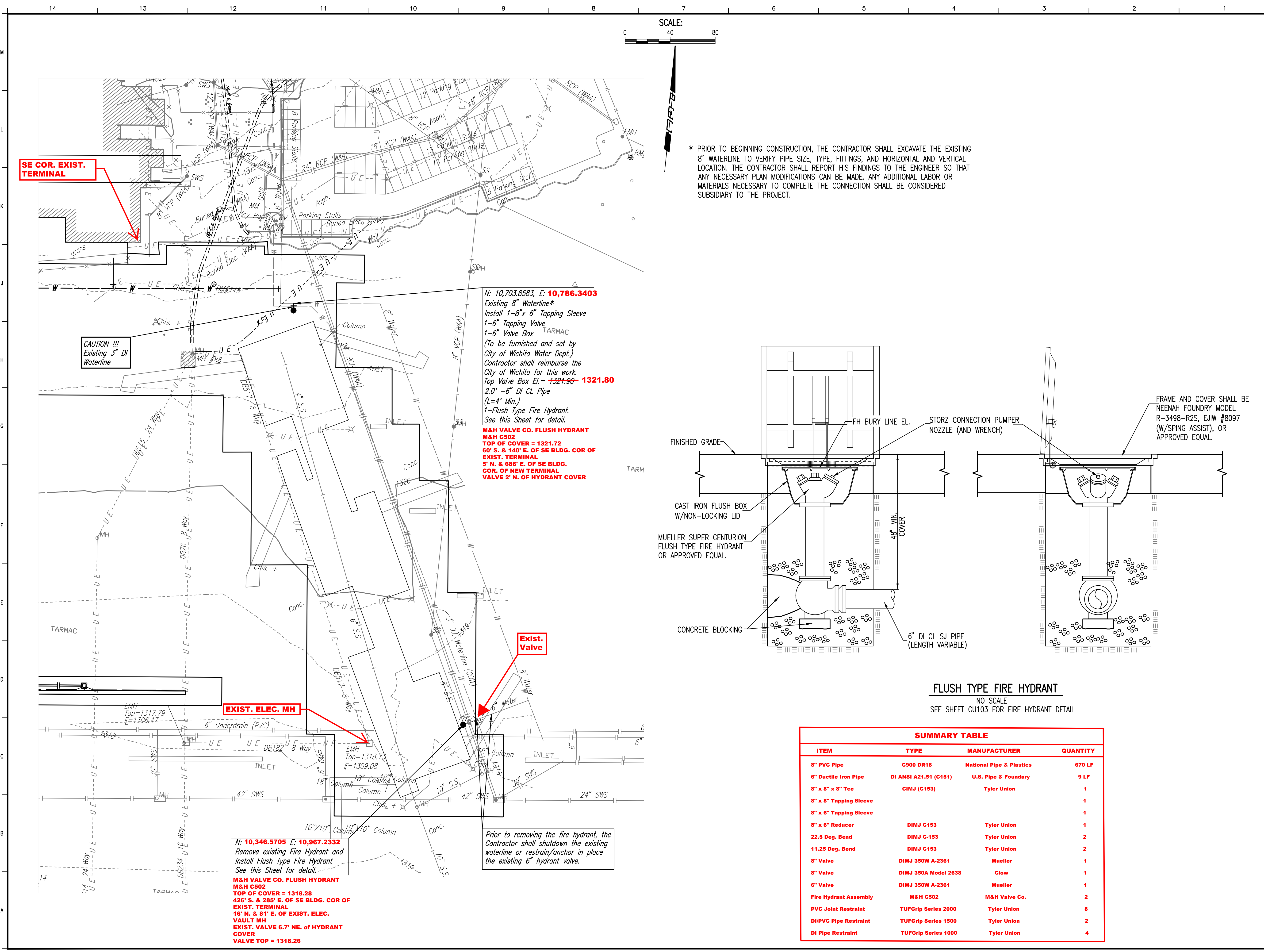
AIP NO.: 3-20-0088-0069
 COW PROJECT NO.: 455-361-8
 PEC PROJECT NO.: 14044

**WATERLINE
 PLAN-PROFILE**

CU106

Copyright PEC 2015

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 U:\Wichita-Facility\2014\1404\Wm\Drawings\RE-BID PLANS\CONFORMED PLANS\1404-000-CU106 FIRE HYDRANT PLAN

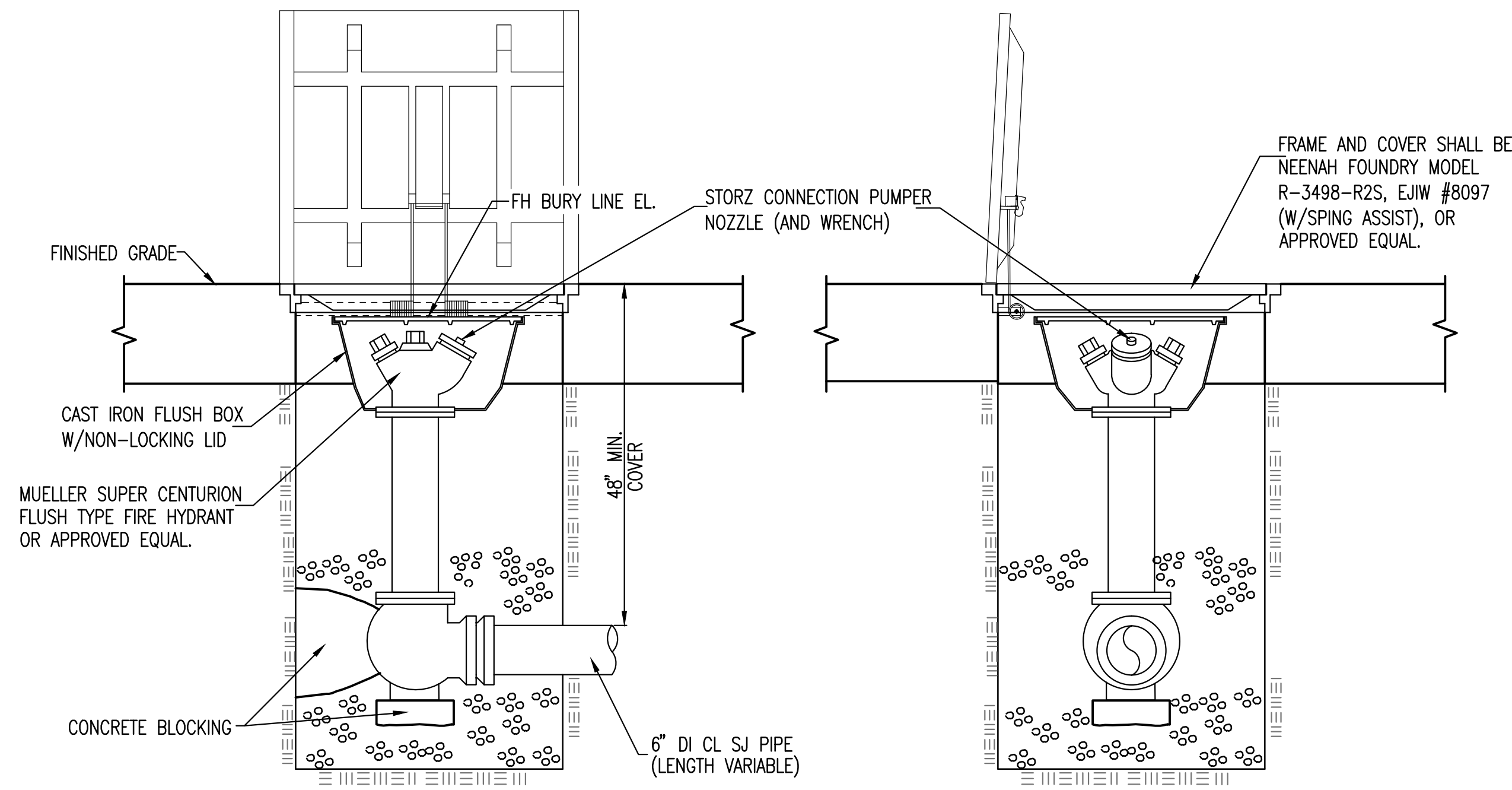


* PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL EXCAVATE THE EXISTING 8" WATERLINE TO VERIFY PIPE SIZE, TYPE, FITTINGS, AND HORIZONTAL AND VERTICAL LOCATION. THE CONTRACTOR SHALL REPORT HIS FINDINGS TO THE ENGINEER SO THAT ANY NECESSARY PLAN MODIFICATIONS CAN BE MADE. ANY ADDITIONAL LABOR OR MATERIALS NECESSARY TO COMPLETE THE CONNECTION SHALL BE CONSIDERED SUBSIDIARY TO THE PROJECT.

N: 10,703.8583, E: 10,786.3403
 Existing 8" Waterline*
 Install 1-8" x 6" Tapping Sleeve
 1-6" Tapping Valve
 1-6" Valve Box
 (To be furnished and set by City of Wichita Water Dept.)
 Contractor shall reimburse the City of Wichita for this work.
 Top Valve Box El. = ~~1321.90~~ **1321.80**
 2.0' -6" DI CL Pipe
 (L=4' Min.)
 1-Flush Type Fire Hydrant.
 See this Sheet for detail.
M&H VALVE CO. FLUSH HYDRANT
M&H C502
TOP OF COVER = 1321.72
60' S. & 1440' E. OF SE BLDG. COR OF EXIST. TERMINAL
5' N. & 686' E. OF SE BLDG. COR. OF NEW TERMINAL
VALVE 2' N. OF HYDRANT COVER

N: 10,346.5705 E: 10,967.2332
 Remove existing Fire Hydrant and Install Flush Type Fire Hydrant
 See this Sheet for detail.
M&H VALVE CO. FLUSH HYDRANT
M&H C502
TOP OF COVER = 1318.28
426' S. & 285' E. OF SE BLDG. COR OF EXIST. TERMINAL
16' N. & 81' E. OF EXIST. ELEC. VAULT MH
EXIST. VALVE 6.7' NE. OF HYDRANT COVER
VALVE TOP = 1318.26

Prior to removing the fire hydrant, the Contractor shall shutdown the existing waterline or restrain/anchor in place the existing 6" hydrant valve.



FLUSH TYPE FIRE HYDRANT
 NO SCALE
 SEE SHEET CU103 FOR FIRE HYDRANT DETAIL

| SUMMARY TABLE | | | |
|------------------------|-----------------------|--------------------------|----------|
| ITEM | TYPE | MANUFACTURER | QUANTITY |
| 8" PVC Pipe | C900 DR18 | National Pipe & Plastics | 670 LF |
| 6" Ductile Iron Pipe | DI ANSI A21.51 (C151) | U.S. Pipe & Foundry | 9 LF |
| 8" x 8" Tee | CIMJ (C153) | Tyler Union | 1 |
| 8" x 8" Tapping Sleeve | | | 1 |
| 8" x 6" Tapping Sleeve | | | 1 |
| 8" x 6" Reducer | DIMJ C153 | Tyler Union | 1 |
| 22.5 Deg. Bend | DIMJ C-153 | Tyler Union | 2 |
| 11.25 Deg. Bend | DIMJ C153 | Tyler Union | 2 |
| 8" Valve | DIMJ 350W A-2361 | Mueller | 1 |
| 8" Valve | DIMJ 350A Model 2638 | Clow | 1 |
| 6" Valve | DIMJ 350W A-2361 | Mueller | 1 |
| Fire Hydrant Assembly | M&H C502 | M&H Valve Co. | 2 |
| PVC Joint Restraint | TUFGrip Series 2000 | Tyler Union | 8 |
| DIPVC Pipe Restraint | TUFGrip Series 1500 | Tyler Union | 2 |
| DI Pipe Restraint | TUFGrip Series 1000 | Tyler Union | 4 |



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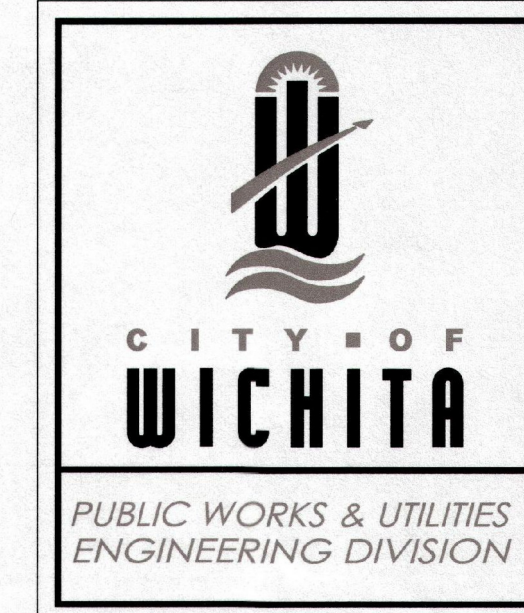
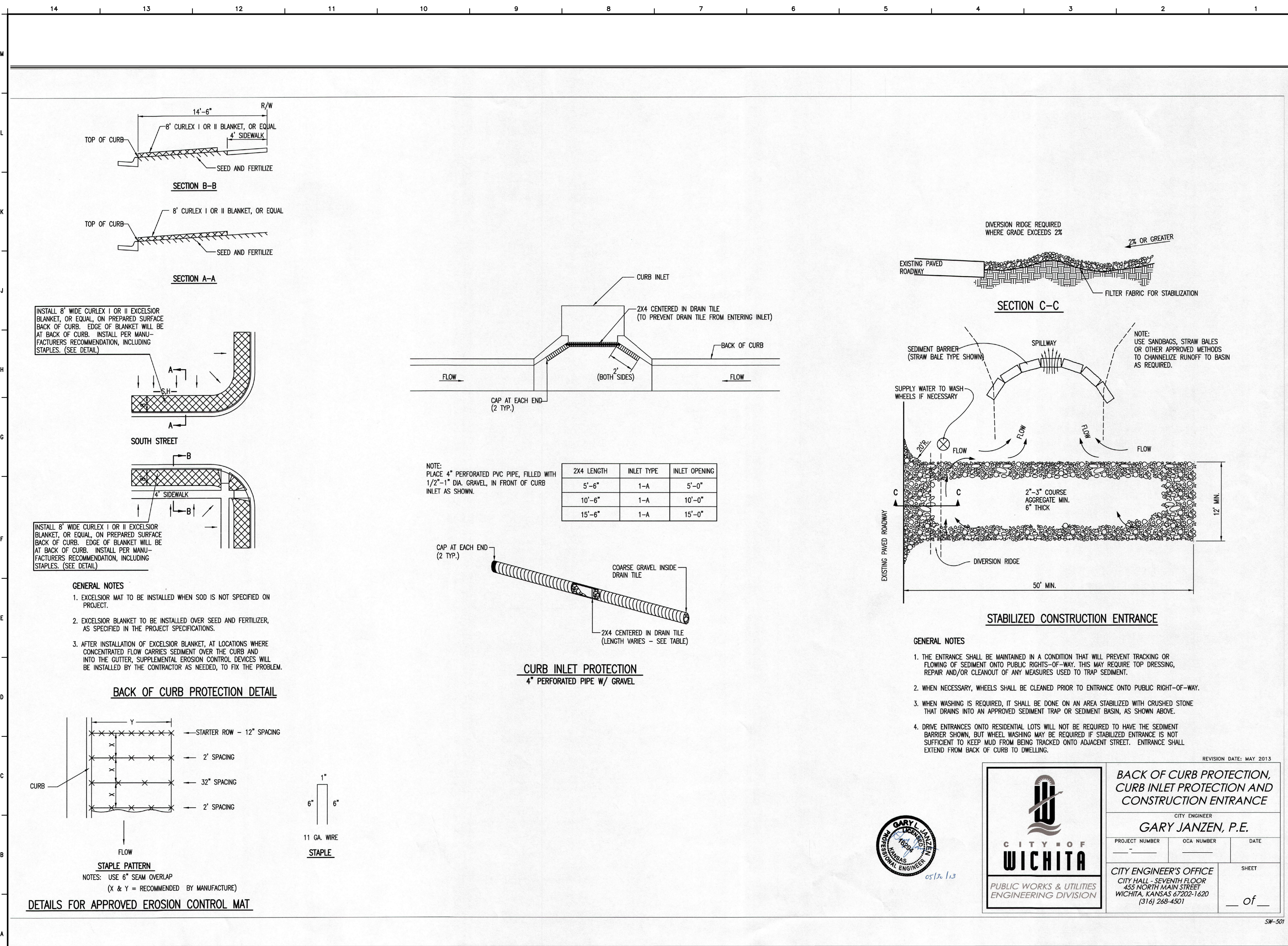
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ISSUE:
 CONFORMED PLANS FOR CONSTRUCTION
 DATE: JUNE 15, 2015
 AIP NO.: 3-20-0088-0069
 COW PROJECT NO.: 455-361-8
 PEC PROJECT NO.: 14044

FIRE HYDRANT PLAN

CU107

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REVISION DATE: MAY 2013

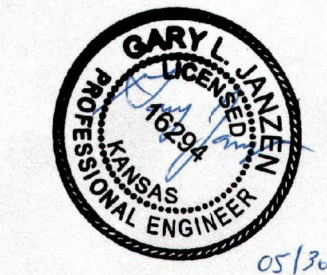
BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

| | | |
|----------------|------------|------|
| PROJECT NUMBER | OCA NUMBER | DATE |
| | | |

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ISSUE:
 CONFORMED PLANS FOR
 CONSTRUCTION

DATE: JUNE 15, 2015

AIP NO.: 3-20-0088-0069
 COW PROJECT NO.: 455-361-8
 PEC PROJECT NO.: 14044

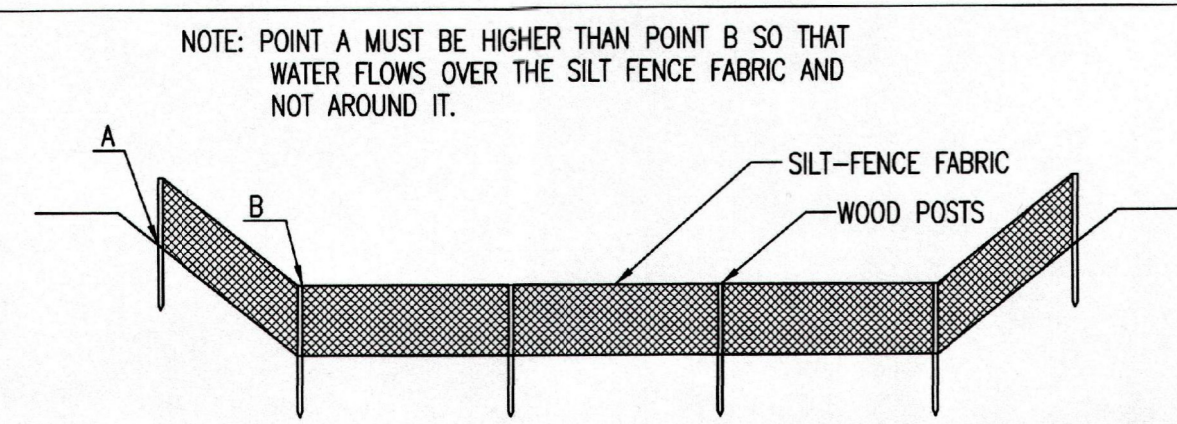
**EROSION CONTROL
 BMP DETAILS**

CU502

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 Plot Scale 1:1 11-16-2015 9:11:37 AM by JDS
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SILT FENCE DITCH CHECKS (STREAM PROTECTION)



NOTE: POINT A MUST BE HIGHER THAN POINT B SO THAT WATER FLOWS OVER THE SILT FENCE FABRIC AND NOT AROUND IT.

ELEVATION

SILT FENCE DITCH CHECKS (STREAM PROTECTION)

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 DOWNSTREAM SIDE OF THE TRENCH. PLACE THE EDGE OF THE FABRIC IN THE TRENCH STARTING AT THE TOP UPSLOPE 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 UPSLOPE SIDE OF THE TRENCH TO CLEAR AN AREA FOR DRIVING IN THE POSTS. JUST DOWNSTREAM 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:

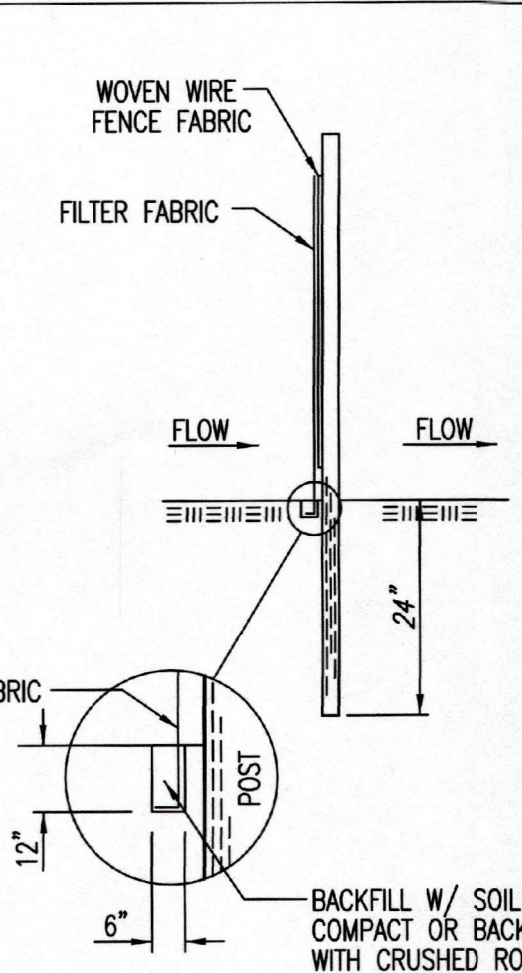
WATER SHOULD FLOW THROUGH A SILT FENCE DITCH CHECK—NOT OVER IT. PLACE SILT FENCE IN DITCHES WHERE IT IS UNLIKELY THAT IT WILL BE OVERTOPPED. SILT FENCE INSTALLATIONS QUICKLY DETERIORATE WHEN WATER OVERTOPS THEM. DO NOT PLACE SILT FENCE POSTS ON THE UPSLOPE SIDE OF THE SILT FENCE FABRIC. IN THIS CONFIGURATION, 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 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:

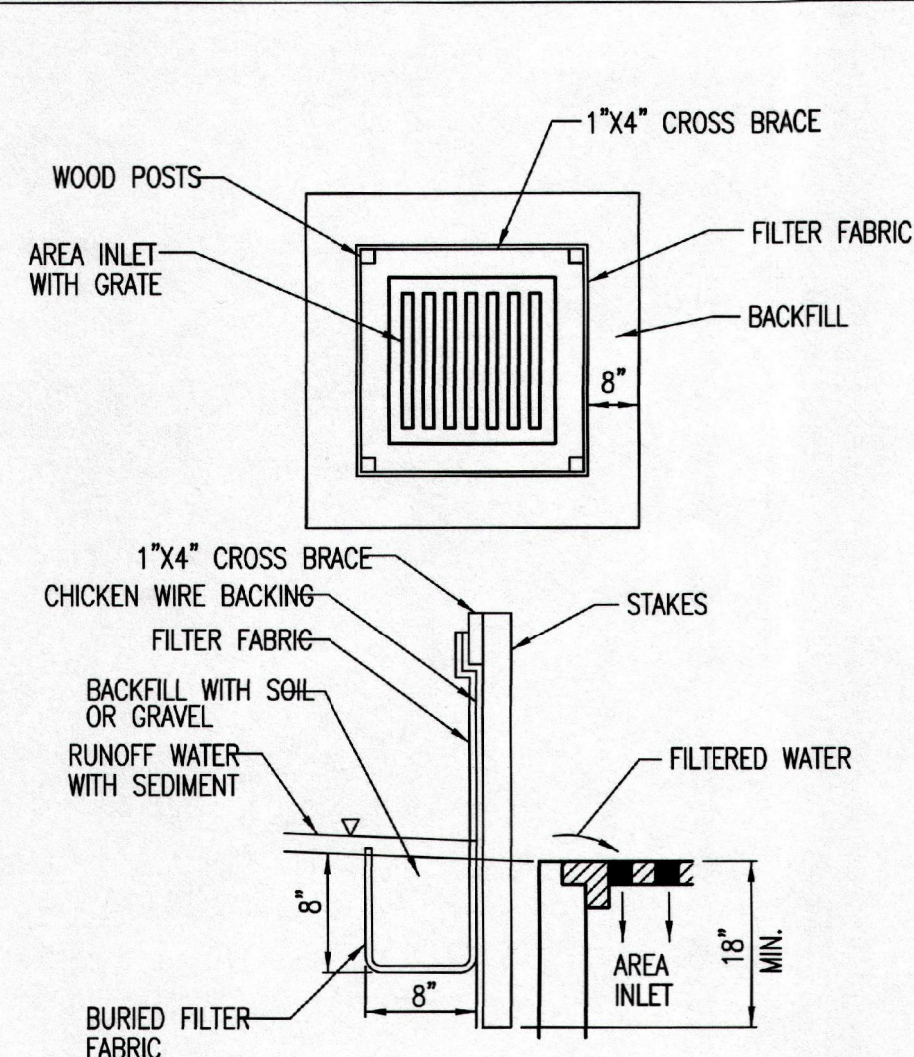
SILT FENCE DITCH CHECKS SHOULD BE INSPECTED EVERY 7 DAYS AND WITHIN 24 HOURS OF A RAINFALL OF 1/2" OR MORE. THE FOLLOWING IS A LIST OF QUESTIONS THAT SHOULD BE ADDRESSED DURING EACH INSPECTION:

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:

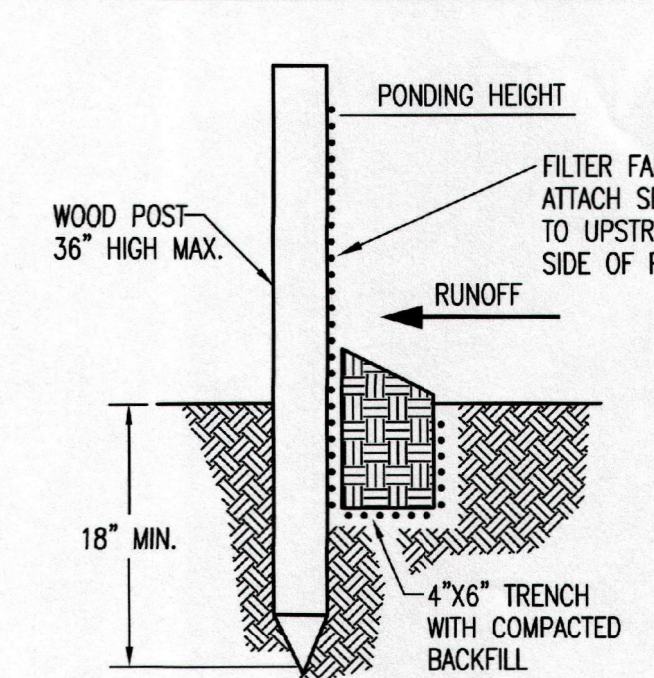
WATER SHOULD FLOW THROUGH A SILT FENCE BARRIER FOR AREA INLET—NOT OVER IT. PLACE A SILT FENCE BARRIER FOR AREA INLET IN A LOCATION WHERE IT IS UNLIKELY TO BE OVERTOPPED. SILT FENCE BARRIER FOR AREA INLETS OFTEN FAIL WHEN REPEATEDLY OVERTOPPED. DO NOT PLACE POSTS ON THE OUTSIDE OF THE SILT FENCE BARRIER FOR AREA INLET. IN THIS CONFIGURATION, THE FORCE OF THE WATER IS NOT RESTRICTED 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.

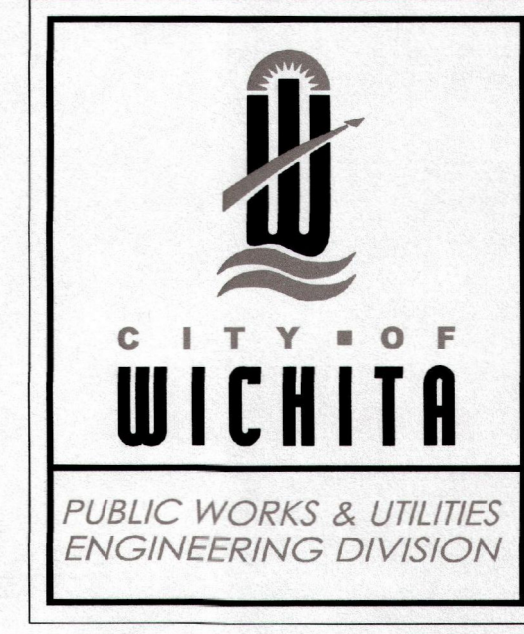
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?



SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

| | | |
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| PROJECT NUMBER | OCA NUMBER | DATE |
| | | |

SHEET
__ of __

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(316) 268-4501

REVISION DATE: MAY 2013

| REVISION | DATE | DESCRIPTION |
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ISSUE: CONFORMED PLANS FOR CONSTRUCTION

DATE: JUNE 15, 2015

AIP NO.: 3-20-0088-0069
 COW PROJECT NO.: 455-361-8
 PEC PROJECT NO.: 14044

EROSION CONTROL BMP DETAILS

CU503

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 Tel: (316) 268-9367
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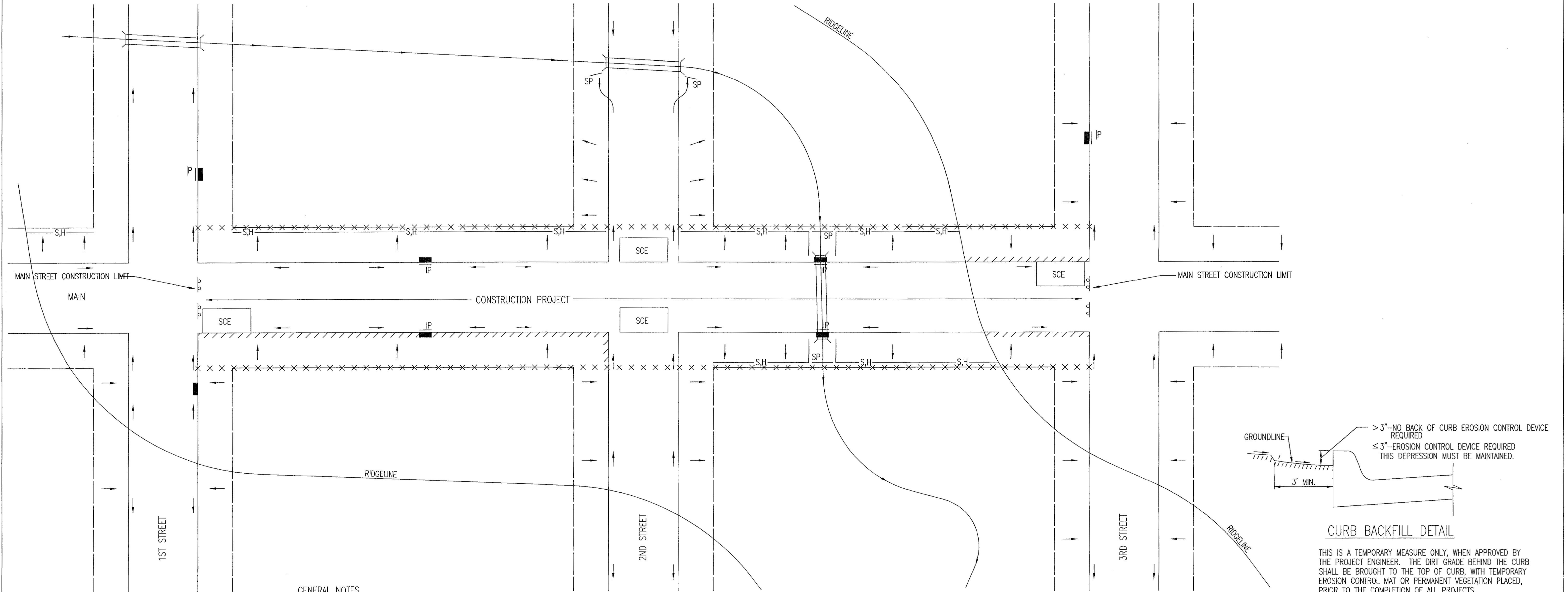
WICHITA
 DWIGHT D. EISENHOWER
 NATIONAL AIRPORT™

TERMINAL APRON - PHASE 4 AND
 TERMINAL DEMOLITION - REBID

2999 Airport Road
 Wichita, KS 67209

GENERAL NOTES

1. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPES OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.
4. FOR PROJECTS DISTURBING LESS THAN 1 ACRE, CONTRACTORS ARE ENCOURAGED TO PREPARE STORMWATER POLLUTION PREVENTION PLANS PRIOR TO CONSTRUCTION. EROSION CONTROL DEVICES MUST BE USED ON ALL PROJECTS.
5. FAILURE TO USE AND MAINTAIN EROSION CONTROL DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE CONTRACTOR TO THE PENALTIES PROVIDED FOR THEREIN.
6. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT DEVICE OTHER THAN THOSE SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED AS LONG AS THEY ARE EFFECTIVE AND MAINTAINED.

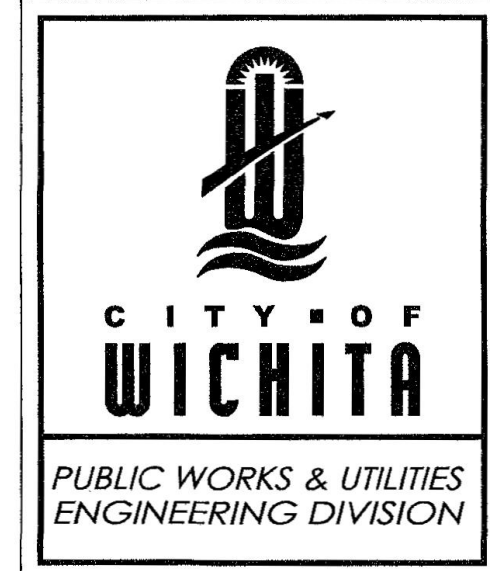


LEGEND

- R-O-W LIMITS
- DRAINAGE FLOW PATH
- × × × × R/W LIMIT WITHIN CONSTRUCTION LIMIT
- STORM WATER INLETS
- IP INLET PROTECTION
- S-H— SILT FENCE OR HAY BALE BARRIER
- SP STREAM PROTECTION
- SCE STABILIZED CONSTRUCTION ENTRANCE
- //// BACK OF CURB PROTECTION

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO KEEP ALL SEDIMENT CONFINED TO THE CONSTRUCTION SITE, AND OUT OF ALL UNDERGROUND PIPES, DITCHES, LAKES, AND OTHER DRAINAGE FACILITIES, AND OFF OF STREETS.
2. THE POINT OF COMPLIANCE IS GENERALLY THE RIGHT-OF-WAY LINES WITHIN THE LIMITS OF CONSTRUCTION.
3. EROSION CONTROL DEVICES WILL BE REQUIRED AT ALL POINTS ALONG THE PROJECT WHERE DISTURBED EARTH CAN DRAIN ONTO PRIVATE PROPERTY.
4. INLET PROTECTION DEVICES WILL BE REQUIRED WHEREVER WATER CAN DRAIN OFF THE PROJECT SITE INTO AN INLET, INCLUDING ANY SIDE STREET INLETS.
5. EROSION CONTROL DEVICES SHALL BE INSTALLED AT CREEK CROSSINGS SO AS TO PREVENT SEDIMENT FROM ENTERING THEREIN.
6. STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED, AS NEEDED, TO PREVENT MUD FROM TRACKING ONTO STREETS NOT UNDER CONSTRUCTION AND ON STREETS WITHIN THE PROJECT LIMITS IF TRAFFIC IS BEING MAINTAINED THROUGH THE PROJECT.
7. ANY MUD TRACKED ONTO STREETS MUST BE REMOVED AT THE END OF EACH WORK DAY.
8. THE CONTRACTOR WILL BE REQUIRED TO PLACE EROSION CONTROL DEVICES BACK OF CURB, WHENEVER WATER CAN DRAIN OVER CURB, TO KEEP ERODED SOIL OUT OF THE GUTTERLINES, IN ACCORDANCE WITH THE FOLLOWING:
 - A. THE DEVICE REQUIRED WILL BE APPROVED EROSION CONTROL MAT LISTED ON THE CITY'S APPROVED MATERIAL LIST. SAID BLANKET SHALL BE PLACED OVER THE APPROPRIATE SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS. (SEE SOIL EROSION BMPs - BACK OF CURB SEDIMENT BARRIER DETAILS)
 - B. THIS DEVICE SHALL BE INSTALLED IMMEDIATELY WHENEVER THE CURB IS BACKFILLED TO WITHIN 3" OF THE TOP OF CURB. (SEE CURB BACKFILL DETAIL) OTHER BMP'S MAY BE REQUIRED AT LOCATIONS WHERE CONCENTRATED FLOW CARRIES SEDIMENT OVER THE CURB.
 - C. ADDITIONALLY, OTHER EROSION CONTROL DEVICES (HAY BALES, SILT FENCE, ETC.) WILL BE INSTALLED AT LOCATIONS OF CONCENTRATED FLOW RESULTING IN SEDIMENT OVERRUNNING THE MAT.
 - D. SHOULD THE PROJECT PLANS SPECIFY THAT THE RIGHT-OF-WAY IS TO BE SODDED, THE EXCELSIOR MAT WILL NOT BE REQUIRED SO LONG AS THE SOD IS PLACED WITHIN 48 HOURS AFTER CURB BACKFILL REACHES A HEIGHT OF 3" OR LESS FROM TOP OF CURB. (SEE CURB BACKFILL DETAIL)



REVISION: JUNE 2015

STREET IMPROVEMENT PROJECTS

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 —



WICHITA
DWIGHT D. EISENHOWER
NATIONAL AIRPORT™

**TERMINAL APRON - PHASE 4 AND
TERMINAL DEMOLITION - REBID**

Wichita, KS 67209
2999 Airport Road

| REVISION | DATE | DESCRIPTION |
|----------|----------|-------------|
| △1 | 02/15/16 | CCD-016 |
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ISSUE: CONFORMED PLANS FOR CONSTRUCTION

DATE: JUNE 15, 2015

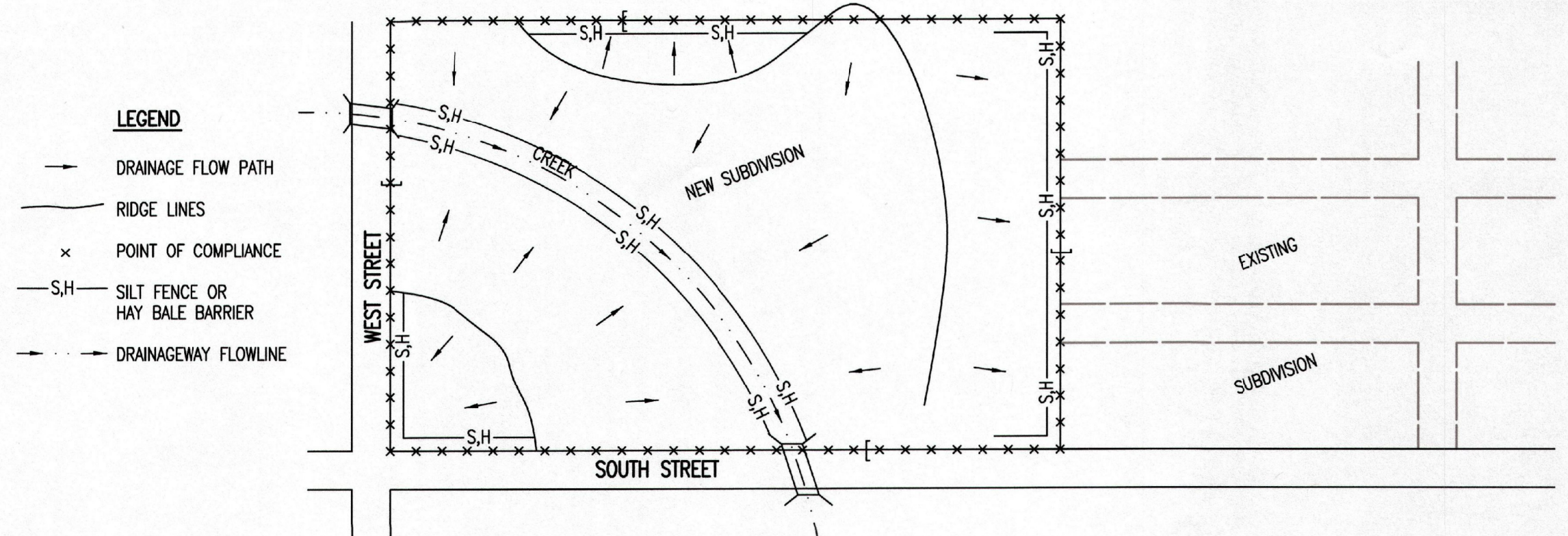
AIP NO.: 3-20-0088-0069
COW PROJECT NO.: 455-361-8
PEC PROJECT NO.: 14044

EROSION CONTROL BMP DETAILS

CU505

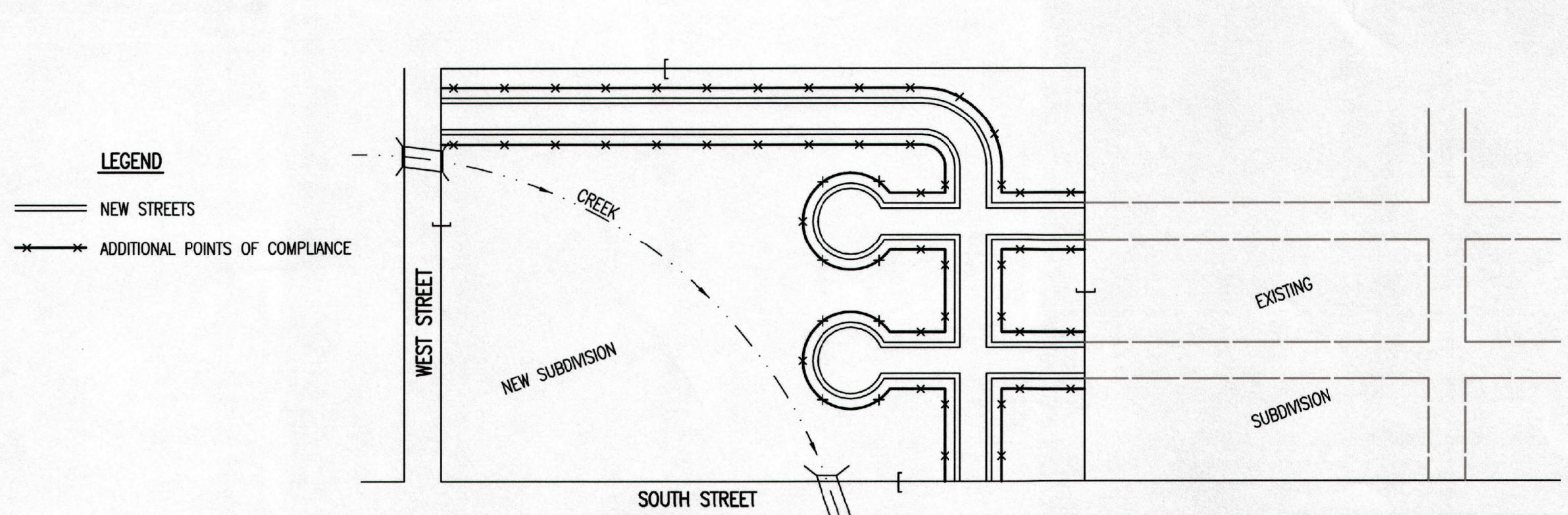
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PHASE 1 – INITIAL EARTHWORK AND UTILITIES (EXCEPT STORM SEWER)



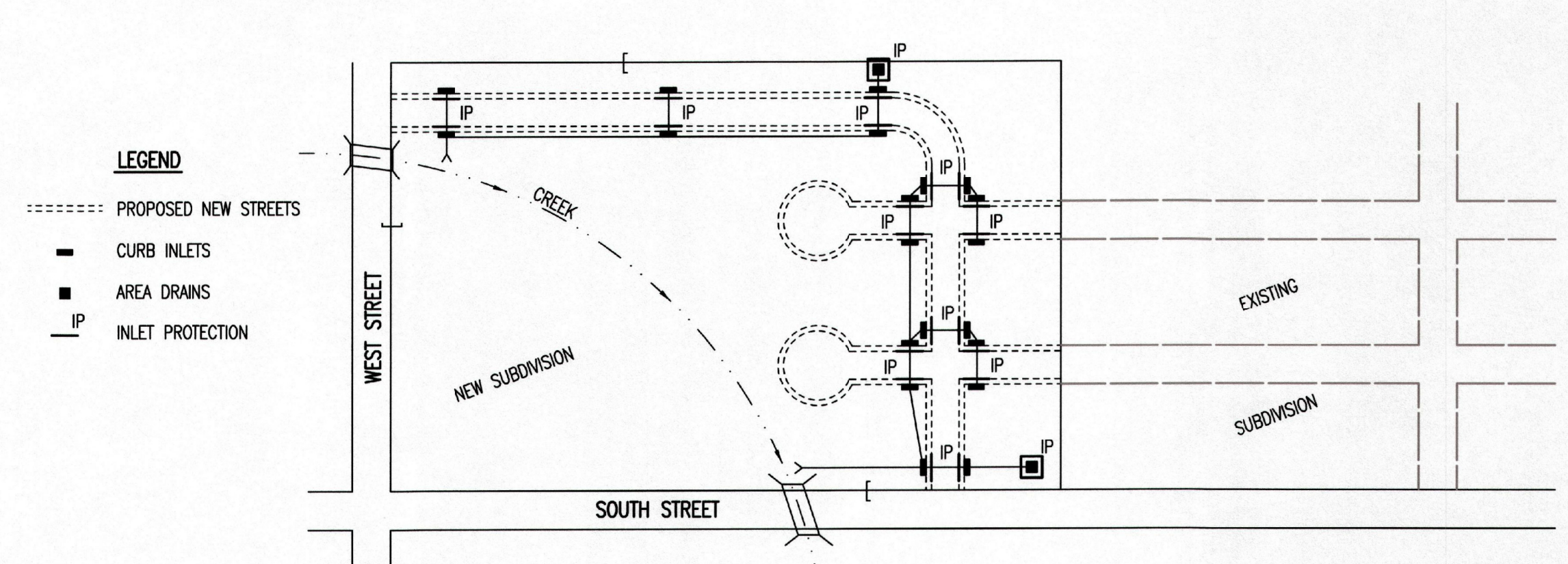
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2. HAY BALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE EROSION CONTROL DEVICES WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.
3. SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR STREETS ON THE ADJACENT BOUNDARY STREETS, APPROPRIATE EROSION CONTROL DEVICES WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.
4. ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED WITHIN 48 HOURS OR BY FRIDAY AT 6:00 PM, WHICHEVER IS EARLIER.
5. CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL EROSION CONTROL DEVICES AS LONG AS THOSE SPECIFIED ABOVE ARE IN PLACE AND EFFECTIVE. CONTRACTORS WORKING ON THE BOUNDARY LINE STREETS OR ON ADJACENT PROPERTIES TO EXTEND UTILITIES ARE EXPECTED TO USE EROSION CONTROL DEVICES AT THEIR WORK LOCATIONS, AS NEEDED.
6. UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
7. IF THE INITIAL EARTH WORK AND UTILITIES ARE DONE AS PART OF A PUBLIC IMPROVEMENT PROJECT, THESE EROSION CONTROL DEVICES WILL BE INSTALLED BY THE CONTRACTOR AS SPECIFIED IN THE INDIVIDUAL PROJECT CONTRACTS. THE CONTRACTOR WILL MAINTAIN THE DEVICES UNTIL COMPLETION OF THE CONTRACT, AT WHICH TIME THE DEVELOPER WILL ASSUME MAINTENANCE RESPONSIBILITIES. IF THESE CONTRACTS ARE NOT PUBLIC IMPROVEMENT PROJECTS, THE DEVELOPER WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THESE DEVICES.
8. WITHIN 14 DAYS OF COMPLETION OF EARTHWORK ACTIVITIES IN ANY GIVEN AREA, THAT AREA SHALL BE TEMPORARILY OR PERMANENTLY SEEDED AND MULCHED.

PHASE 3 – STREET CONSTRUCTION



1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
 - A. SUMP AREAS – INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
 - B. NON-SUMP LOCATIONS – PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.
3. EROSION CONTROL DEVICES WILL BE REQUIRED BACK OF CURB WHEREVER WATER CAN FLOW OVER THE CURB AND THE CURB HAS BEEN BACKFILLED TO WITHIN 3" OR LESS OF THE TOP OF CURB (SEE CURB BACKFILL DETAIL). FOR CURBS NOT YET ENTIRELY BACKFILLED (3" OR MORE BELOW TOP OF CURB), ADDITIONAL DEVICES WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.
4. SEE DETAIL SHEET FOR BACK OF CURB PROTECTION.
5. THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLEMENTED WITH HAY BALE OR SILT FENCE EROSION CONTROL DEVICES AT LOCATIONS WHERE CONCENTRATED FLOW RESULTS IN SEDIMENT BEING CARRIED OVER THE EXCELSIOR MATS.
6. THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB EROSION CONTROL DEVICES.
7. THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB EROSION CONTROL DEVICES IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

PHASE 2 – INSTALLATION OF STORM SEWER

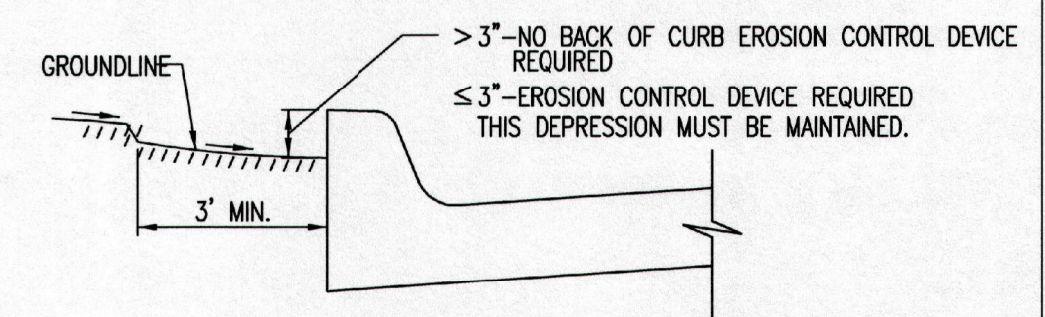


1. DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL EROSION CONTROL DEVICES REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
2. AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
3. AREA DRAINS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAY BALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
4. CURB OPENING INLETS – AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION DEVICES MUST BE INSTALLED. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION. SEE PHASE 3 – STREET CONSTRUCTION.
5. THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE DEVICES.
6. THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE EROSION CONTROL DEVICES ONCE INSTALLED.
7. ALL DISTURBED GROUND WILL BE FINAL GRADED AND TEMPORARILY OR PERMANENTLY SEEDED WITHIN 14 DAYS IF COMPLETION OF WORK IN ANY GIVEN PART OF THE SUBDIVISION.
8. ONCE ALL DISTURBED GROUND DRAINING TO AN INLET HAS BEEN RESTABILIZED WITH GRASS OR SOD, THE SUBDIVISION DEVELOPER WILL BE RESPONSIBLE FOR PERMANENTLY REMOVING THE INLET PROTECTION.

GENERAL NOTES

1. THE INTENT OF ALL EROSION CONTROL DEVICES IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, LAKES, STREETS OR ANY OTHER OTHER DRAINAGE FEATURE.
2. THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPE OF EROSION CONTROL DEVICES WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
3. EROSION CONTROL DEVICES SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON SOIL EROSION BMP'S DETAIL SHEETS.
4. PERSONS DESTROYING EROSION CONTROL DEVICES SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT DEVICES.
5. THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 1 ACRE OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL DEVICES ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLANS.
6. FOR SUBDIVISIONS SMALLER THAN 1 ACRE, SOIL EROSION DEVICES ARE REQUIRED. ALSO, DEVELOPERS AND CONTRACTORS ARE ENCOURAGED TO DEVELOP POLLUTION PREVENTION PLANS FOR EACH PROJECT PRIOR TO CONSTRUCTION.
7. FAILURE TO USE AND MAINTAIN SOIL EROSION DEVICES IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE SUBDIVISION DEVELOPER AND CONTRACTORS TO THE PENALTIES PROVIDED THEREIN.
8. THE APPLICATION OF EROSION CONTROL DEVICES SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE DEVICES OTHER THAN THAT SHOWN. EROSION CONTROL DEVICES, OTHER THAN THOSE SHOWN, MAY BE UTILIZED SO LONG AS THEY ARE EFFECTIVE AND MAINTAINED.
9. A STABILIZED EARTH SURFACE IS DEFINED AS ONE THAT IS HARD SURFACED WITH CONCRETE, ASPHALT, OR THE LIKE, OR ONE ON WHICH 70% OF THE GRASS HAS GERMINATED ON THE ENTIRE SURFACE.

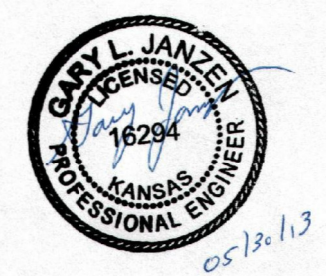
SEE DETAIL SHEET FOR BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL (STREET CONSTRUCTION ONLY)

THIS IS A TEMPORARY MEASURE ONLY, WHEN APPROVED BY THE PROJECT ENGINEER, THE DIRT GRADE BEHIND THE CURB SHALL BE BROUGHT TO THE TOP OF CURB, WITH TEMPORARY EROSION CONTROL MAT OR PERMANENT VEGETATION PLACED, PRIOR TO THE COMPLETION OF ALL PROJECTS.

REVISION DATE: MAY 2013



SUBDIVISION DEVELOPMENT PROCESS

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 _____

| REVISION | DATE | DESCRIPTION |
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| 1 | 11/02/15 | CCD-001 |
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ISSUE: CONFORMED PLANS FOR CONSTRUCTION

DATE: JUNE 15, 2015

AIP NO.: 3-20-0088-0069
COW PROJECT NO.: 455-361-8
PEC PROJECT NO.: 14044

EROSION CONTROL BMP DETAILS

CU506

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WICHITA
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NATIONAL AIRPORT

**TERMINAL APRON - PHASE 4 AND
TERMINAL DEMOLITION - REBID**

Wichita, KS 67209
2299 Airport Road