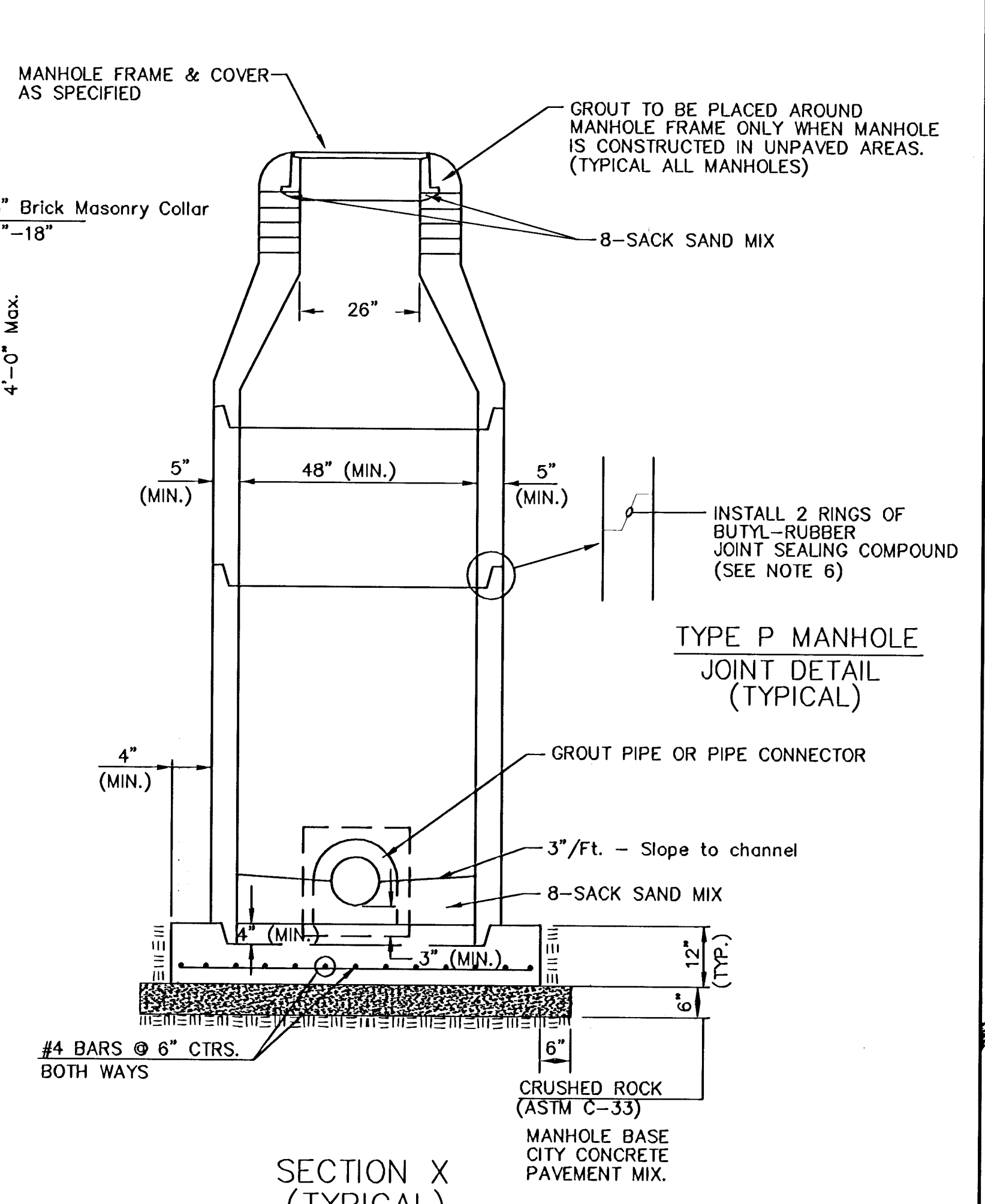
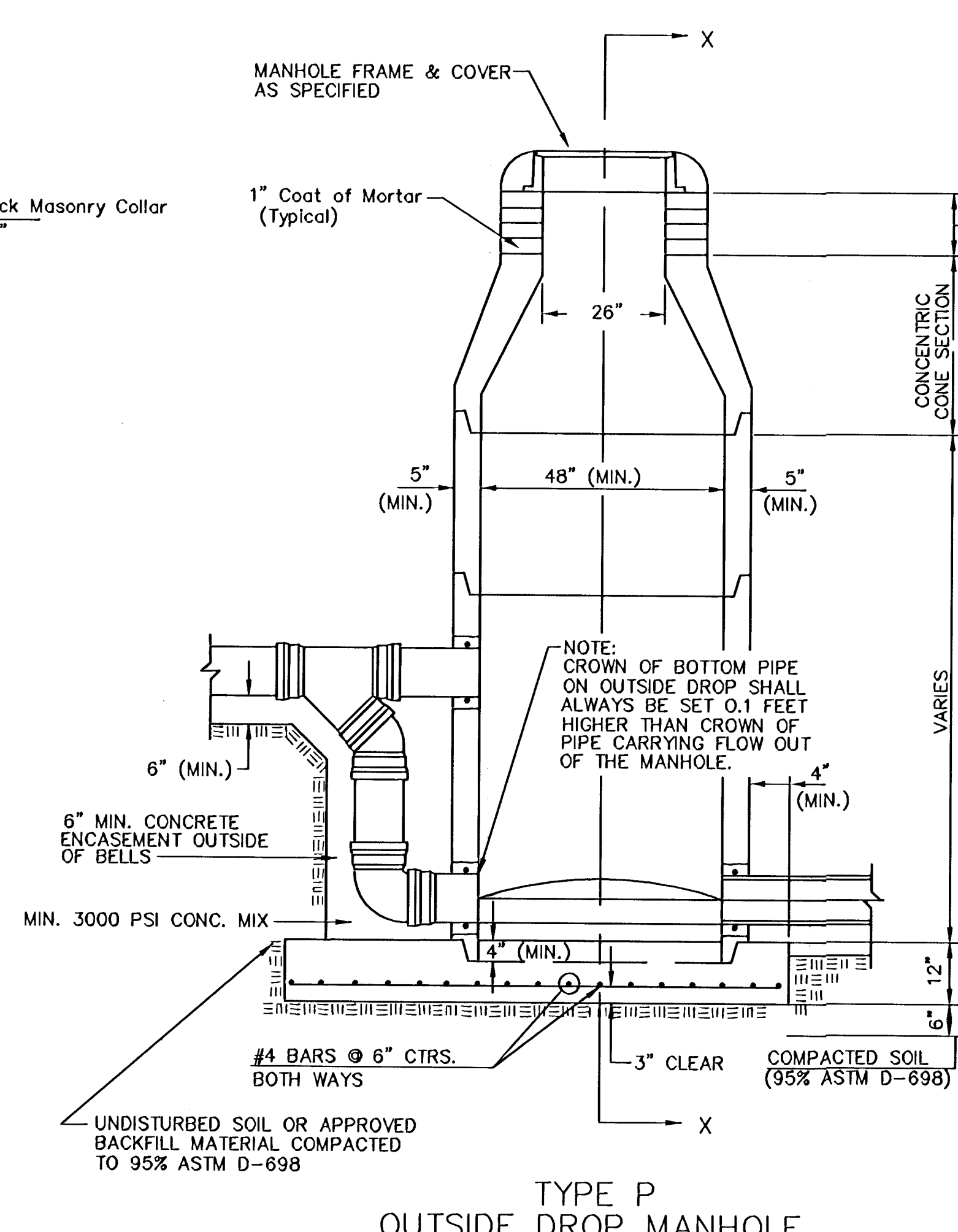
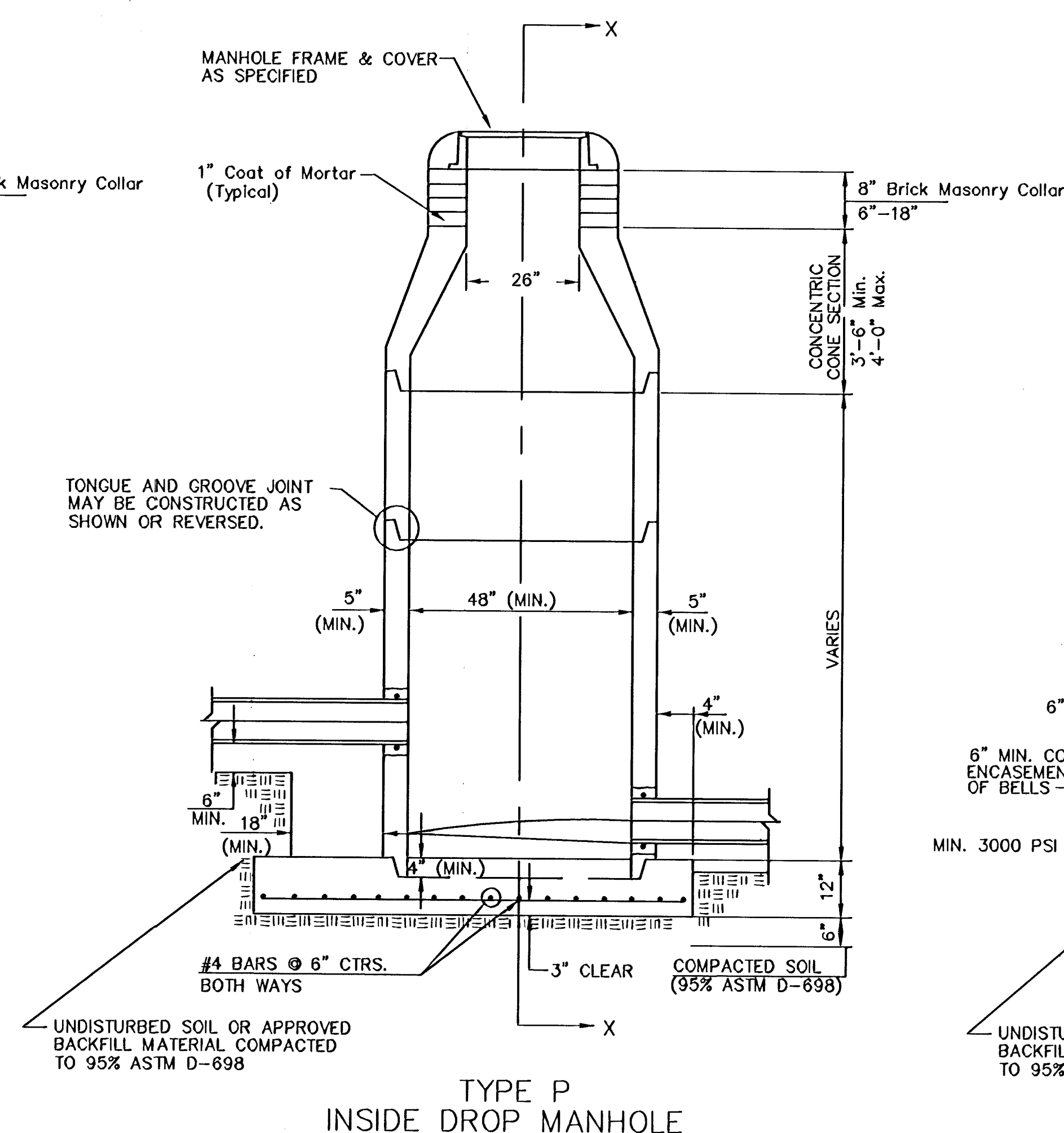
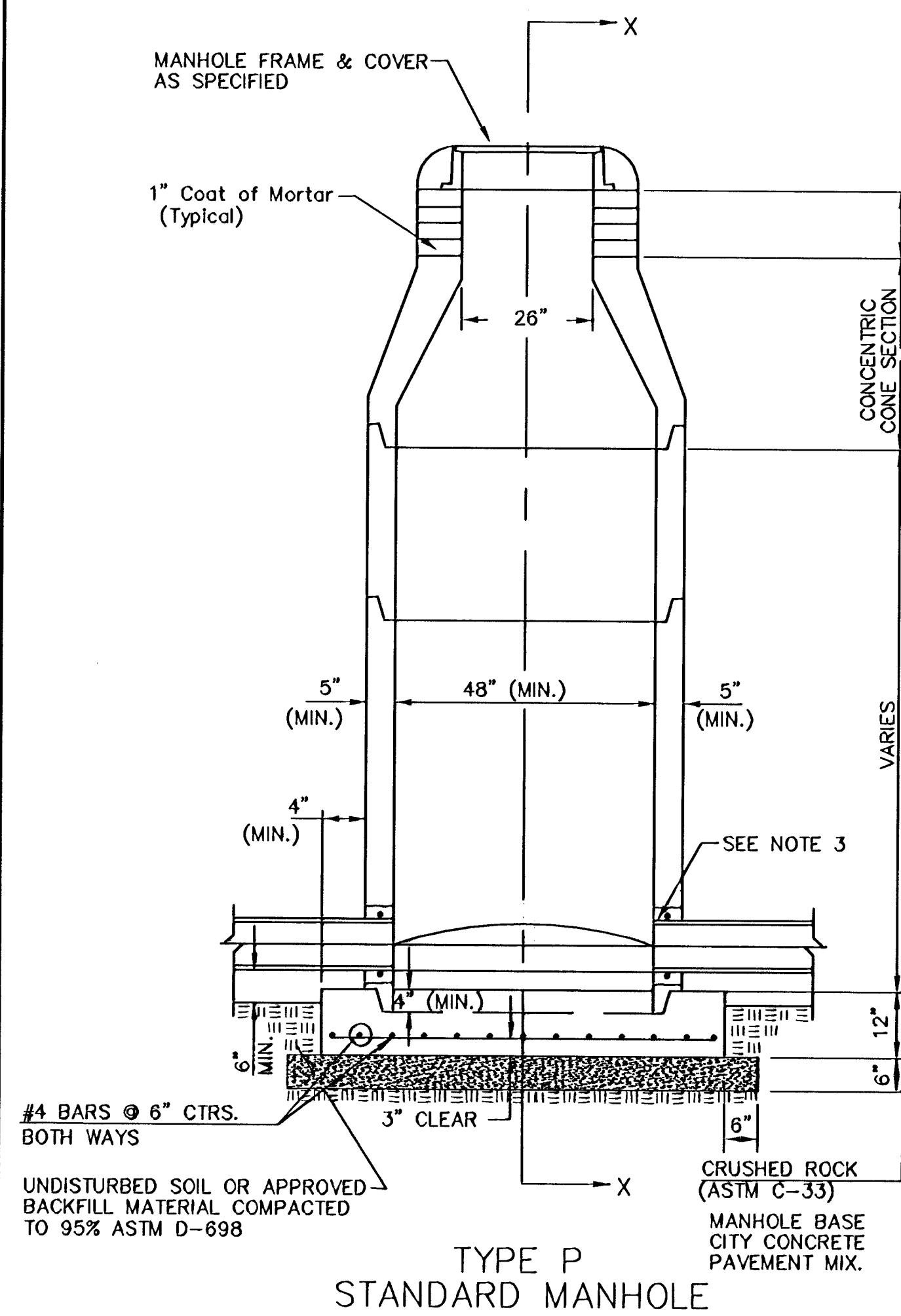




# SEWER APPURTENANCES DETAILS



## GENERAL NOTES

### PRECAST MANHOLE NOTES

- ALL PRECAST CONCRETE MANHOLE SECTIONS SHALL CONFORM TO THE LATEST REVISIONS OF A.S.T.M. C478 AS MODIFIED BY THE SPECIFICATIONS.
- NON-SHRINK GROUT SHALL BE NON-METALLIC TYPE.
- APPROVED FLEXIBLE WATERSTOP GASKETS SHALL BE INSTALLED TO JOIN THE SEWER TO THE MANHOLE WALL WHEN A.B.S. COMPOSITE PIPE OR P.V.C. PIPE IS USED. FOR OTHER TYPES OF PIPE THE SEWER SHALL BE GROUTED IN PLACE WITH NON-SHRINK GROUT. THE SEWER PIPE SHALL BE SUPPORTED WITH CONCRETE ENCASEMENT A MINIMUM OF 3 FEET FROM THE MANHOLE WALL AND TO THE FIRST JOINT FOR V.C.P. SUCH THAT THE JOINT REMAINS FLEXIBLE.
- ALL INSIDE SURFACES OF THE CONCRETE MANHOLE WHICH WOULD BE EXPOSED TO SEWER GAS SHALL BE COATED WITH 2 COATS INEMEC SERIES 86 HI-BUILD EPOXOLINE, DRY THICKNESS OF 8 MILS (MIN.).
- EXTERIOR MANHOLE WALLS SHALL BE COATED WITH 1 COAT MOBILARMA 633 BITUMINOUS COATING.
- JOINT SEALING COMPOUND SHALL BE KENT SEAL NO. 2 OR APPROVED EQUAL.
- PRECAST MANHOLES SHALL BE SET AT LEAST 4 INCHES INTO THE MANHOLE BASE.
- TOP OF MANHOLE FLOOR SLAB SHALL BE AT LEAST 3 INCHES BELOW THE FLOW LINE OF THE OUTLET PIPE TO INSURE SUFFICIENT MINIMUM THICKNESS OF SHAPED INVERT.
- LIFTING HOLES SHALL BE FILLED WITH NON-SHRINK GROUT AND THE INTERIOR SURFACE COATED AS SPECIFIED.
- MORTAR USED IN MASONRY CONSTRUCTION SHALL CONTAIN 8 SACKS OF CEMENT PER CUBIC YARD. CONCRETE USED IN MANHOLE BASES SHALL CONFORM TO THE REQUIREMENTS OF CONCRETE FOR CONCRETE PAVEMENT CONSTRUCTION AS SPECIFIED IN THE CITY STANDARD PAVING SPECIFICATIONS USING CITY CONCRETE PAVEMENT MIX WITHOUT AIR ENTRAINING ADMIXTURE. MORTAR SHALL BE PLACED AROUND THE MANHOLE RING AS SHOWN ON THE DRAWINGS WHEN MANHOLES ARE CONSTRUCTED IN UNPAVED AREAS. MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE SMALLER THAN 24" SHALL HAVE AN INSIDE DIAMETER OF 4". MANHOLES CONSTRUCTED WHERE PIPE SIZES ARE 24" OR LARGER SHALL HAVE AN INSIDE DIAMETER OF 5". COMPLETED MANHOLE SHALL BE WITHOUT LEAKS AND WATER TIGHT.

- REINFORCING STEEL SHALL BE INSTALLED IN THE MANHOLE BASES AND SHALL CONSIST OF NO. 4 BARS PLACED ON 8" CENTERS IN BOTH DIRECTIONS. THE MANHOLE BASE REINFORCEMENT SHALL BE PLACED AT LEAST 3" ABOVE THE BOTTOM OF THE MANHOLE BASE. ALL COSTS FOR FURNISHING AND INSTALLING REINFORCING STEEL SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.
- OPENINGS SHALL BE CUT INTO THE MANHOLE WALL WHEN OUTSIDE DROPS ARE CONSTRUCTED ON EXISTING MANHOLES. SUCH OPENINGS CUT INTO EXISTING MANHOLES SHALL BE AS SMALL AS PRACTICAL TO FACILITATE INSTALLING AND GROUTING THE NEW PIPE IN PLACE. WATERSTOP GASKETS SHALL BE USED WITH P.V.C. AND A.B.S. COMPOSITE PIPE. THE NEW PIPE SHALL BE GROUTED INTO THE OPENING USING AN APPROVED NONSHRINK GROUT FOR THE FULL MANHOLE WALL THICKNESS. THE EXTERIOR OF THE COMPLETED CONNECTION SHALL BE SEALED WITH AN APPROVED BITUMINOUS COATING SUCH THAT THE CONNECTION WILL BE WATER TIGHT. FLOOR OF MANHOLE SHALL BE MODIFIED TO FORM NEW FLOW CHANNEL FOR THE NEW CONNECTION AS INDICATED BY THE DRAWING. THIS WORK, INCLUDING MODIFICATION OF MANHOLE FLOOR, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR OUTSIDE DROP STACK CONSTRUCTED ON EXISTING MANHOLE.
- THE FLOORS OF ALL MANHOLES SHALL BE SHAPED WITH FLOW CHANNELS SUCH THAT THE MANHOLES WILL BE SELF CLEANING AND FREE OF AREAS WHERE SOLIDS COULD BE DEPOSITED AS SEWAGE FLOWS THROUGH THE MANHOLE FROM ALL INLET PIPES TO THE OUTLET PIPE. FLOW CHANNELS SHALL BE FORMED TO MATCH THE BOTTOM HALVES OF THE INFLOWING PIPES AND THE OUTFLOWING PIPE AS SHOWN BY THE DRAWINGS EXCEPT FOR INSIDE DROP MANHOLES. FLOW CHANNELS FOR INSIDE DROP MANHOLES SHALL BE CONSTRUCTED AS INDICATED BY THE DRAWING. MANHOLE FLOORS SHALL HAVE SLOPES OF 3 INCHES PER FOOT IN THE AREAS OUTSIDE OF THE FLOW CHANNELS SLOPED TOWARD THE CHANNELS. PIPES LAID THROUGH MANHOLES SHALL HAVE THE TOP HALF REMOVED TO NEAT LINES FOR THE FULL INSIDE DIAMETER OF THE MANHOLE. MANHOLE FLOORS SHALL THEN BE SHAPED AROUND THE BOTTOM HALF OF THE PIPE WHICH FORMS THE FLOW CHANNEL.
- PIPES INSTALLED WITHIN THE EXCAVATION MADE FOR THE MANHOLE SHALL BE CRADLED WITH CONCRETE TO THE LIMITS OF THE MANHOLE EXCAVATION. WHEN CLAY PIPE IS USED, THE CRADLE SHALL EXTEND TO THE FIRST JOINT OUTSIDE THE MAHOLE. THE CRADLE SHALL BE TERMINATED AT THE CLAY PIPE JOINT IN A MANNER WHICH WILL MAINTAIN THE FLEXIBILITY OF THE JOINT. COST OF CRADLE WITHIN MANHOLE EXCAVATION OR TO CLAY PIPE JOINTS ADJACENT TO MANHOLE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE MANHOLE.

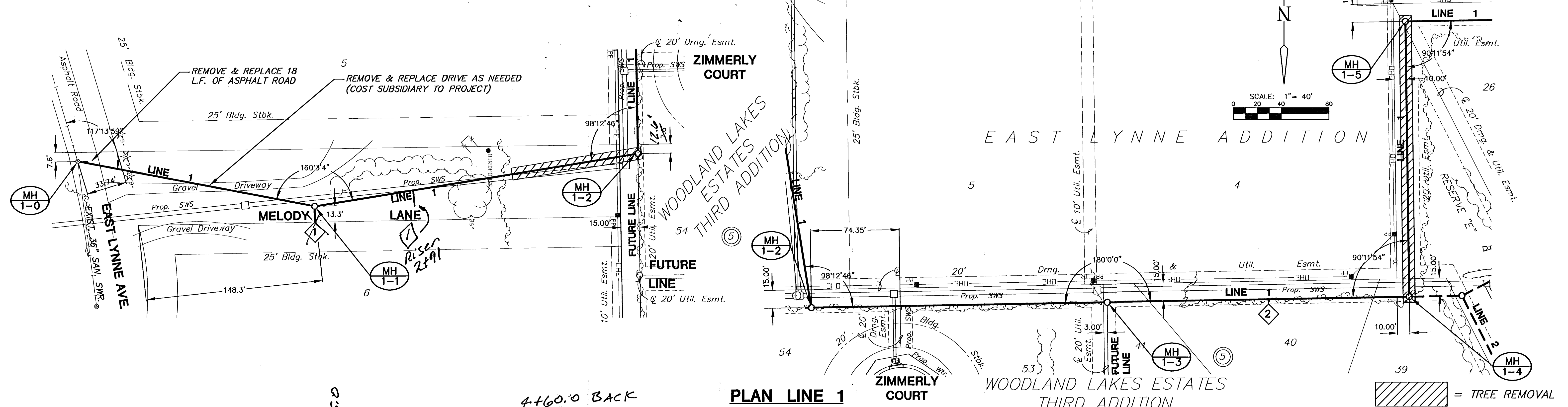
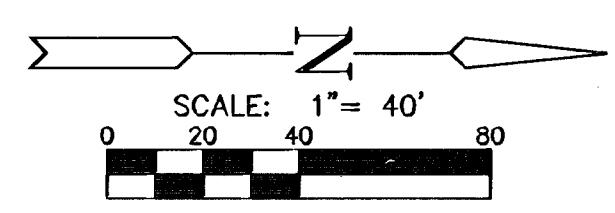
- MANHOLE COVER CASTINGS AND MANHOLE FRAME CASTINGS SHALL CONFORM TO THE REQUIREMENTS AS INDICATED IN THE STANDARD SPECIFICATIONS AND AS SHOWN IN THE STANDARD DETAIL DRAWING.
- THE VERTICAL DROP IN INSIDE DROP MANHOLES SHALL NOT EXCEED 2' FOR INFLOWING PIPES SIZED 12" OR SMALLER AND 2' FOR INFLOWING PIPES LARGER THAN 12". THE CROWNS OF INFLOWING PIPES SHALL NEVER BE SET LOWER THAN THE CROWN OF THE OUTFLOWING PIPE.
- STANDARD MANHOLES AND STANDARD INSIDE DROP MANHOLES SHALL BE BID AS STANDARD MANHOLES FOR THE TYPE AND DIAMETER INDICATED. OUTSIDE DROP MANHOLES SHALL BE BID AS STANDARD OUTSIDE DROP MANHOLES FOR THE TYPE AND DIAMETER INDICATED. ALL MANHOLE DIAMETERS WILL BE 4' UNLESS INDICATED OTHERWISE.
- A BRICK MASONRY COLLAR SHALL BE INSTALLED BETWEEN THE CAST IRON FRAME AND THE CONCENTRIC CONE. THE COLLAR WILL HAVE 8" WALLS AND A VERTICAL HEIGHT OF 6" MINIMUM AND 18" MAXIMUM. A 1" COAT OF MORTAR WILL BE PLASTERED ON THE OUTSIDE OF THE COLLAR. THE USE OF PRE-CAST CONCRETE SPACERS FOR MANHOLE TOP ADJUSTMENT IS ALSO ALLOWED.
- CRUSHED ROCK CONFORMING TO ASTM C-33 WITH A GRADATION OF NO. 67 SHALL BE INSTALLED AT THE BASE OF THE MANHOLE TO A DEPTH OF NO LESS THAN 6", AND SHALL EXTEND NO LESS THAN 6" OUTSIDE THE DIAMETER OF THE CONCRETE FLOOR OF THE MANHOLE.
- WALL THICKNESS SHALL BE 1" GREATER THAN MANHOLE DIAMETER IN FEET.
- THE FULL DIAMETER OF THE MANHOLE SHALL EXTEND THE ENTIRE DEPTH OF THE MANHOLE TO THE CONE SECTION. NO REDUCTION IN MANHOLE DIAMETER WILL BE ALLOWED.

REV. 1/05/01, MCC

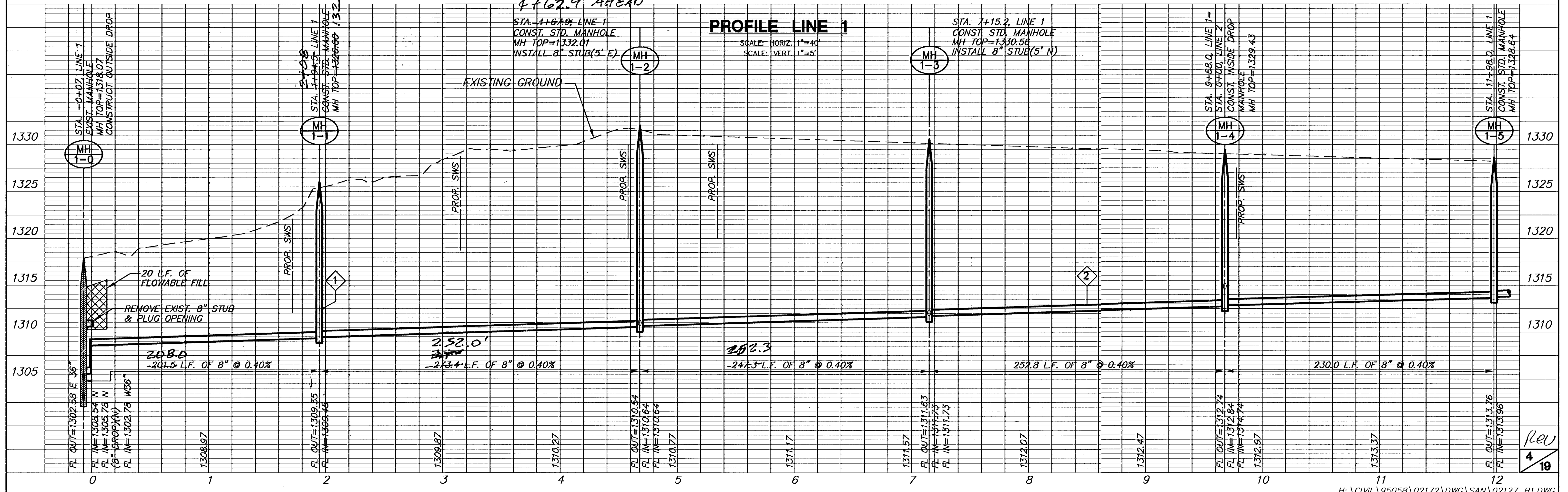
<p>THE CITY OF WICHITA</p>		<b>STANDARD TYPE 'P' MANHOLES</b>	
		M. E. LINDEBAK P.E. - CITY ENGINEER	
CITY ENGINEER'S OFFICE CITY HALL - SEVENTH FLOOR 453 NORTH MAIN STREET WICHITA, KANSAS 67202 (316) 268-4501 (316) 268-4114 FAX		PROJECT NUMBER 468-83588	INDEX CODE XXXXXX
DATE MAR 96	SHEET 2 OF 19		



EAST LYNNE ADDITION



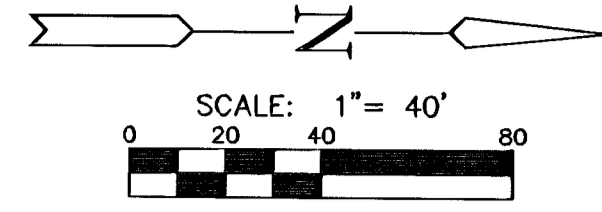
**PLAN LINE 1**



**PROFILE LINE 1**

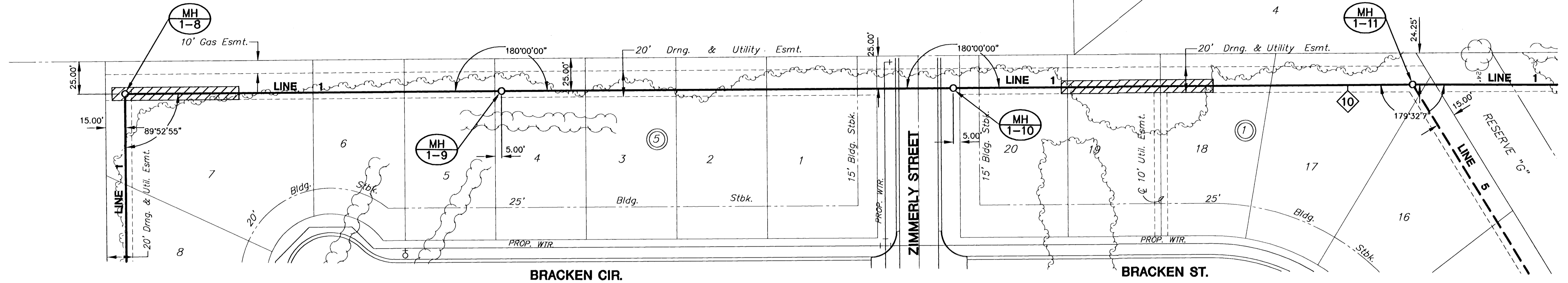
Rev  
 4  
 19





UNPLATTED

WINDSOR PARK  
ADDITION



BRACKEN CIR.

BRACKEN ST.

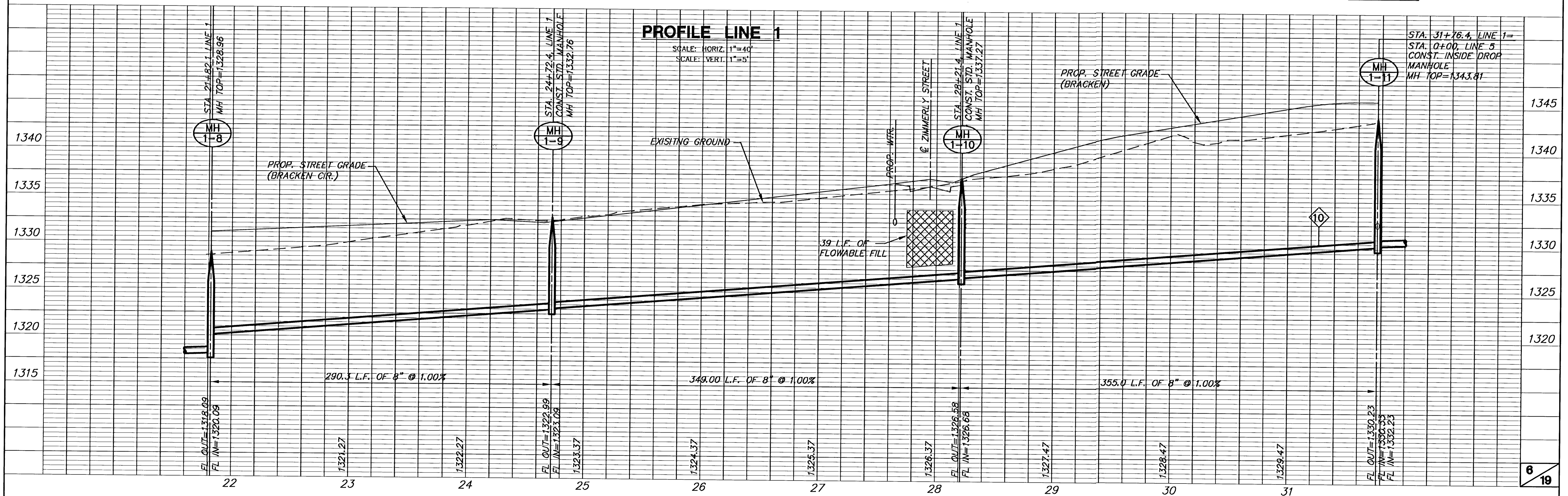
WOODLAND LAKES ESTATES THIRD  
ADDITION

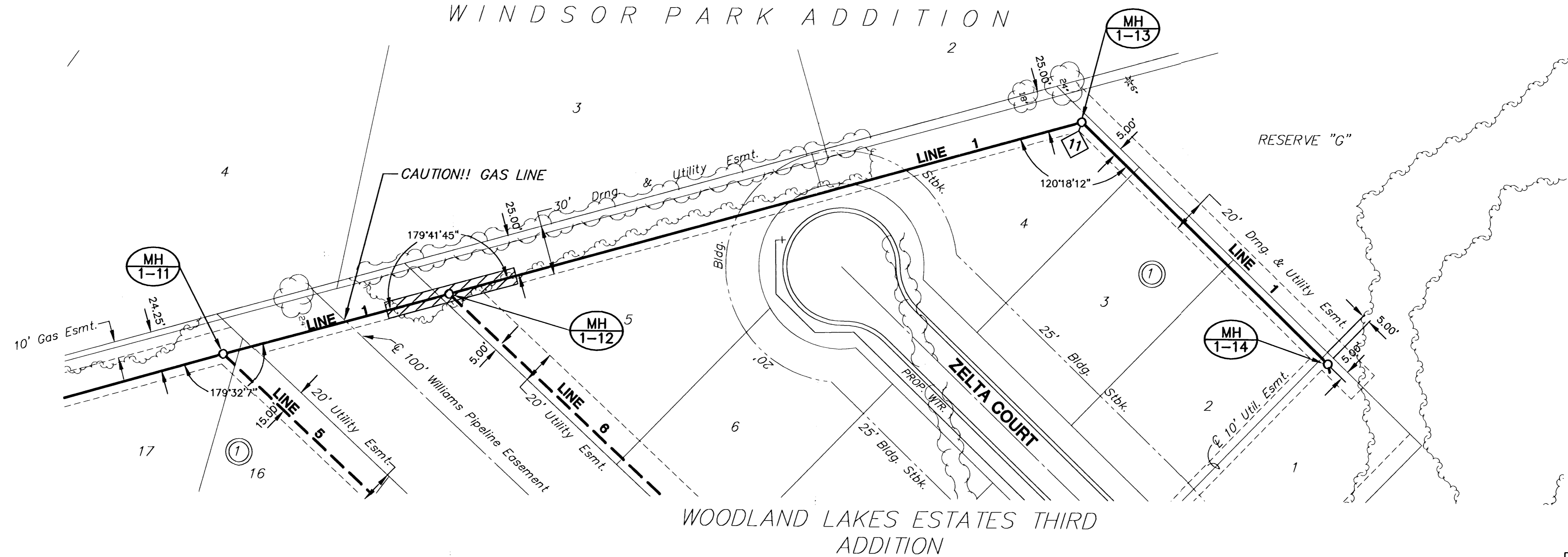
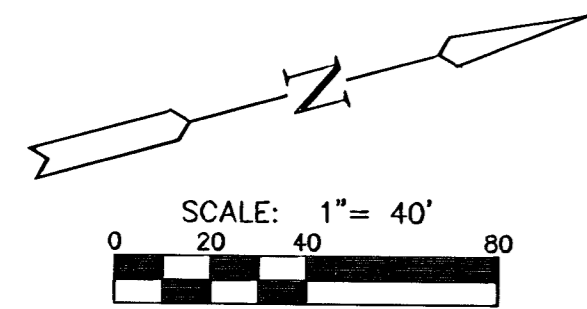
**PLAN LINE 1**

= TREE REMOVAL

**PROFILE LINE 1**

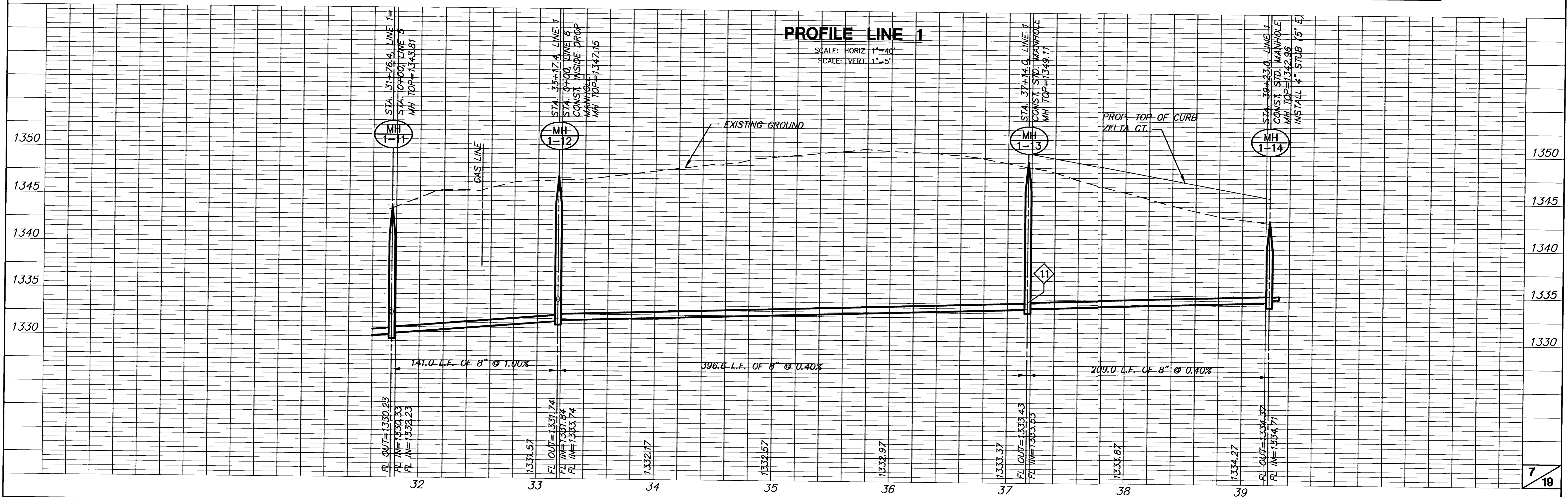
SCALE: HORIZ. 1" = 40'  
SCALE: VERT. 1" = 5'





WOODLAND LAKES ESTATES THIRD  
ADDITION  
**PLAN LINE 1**

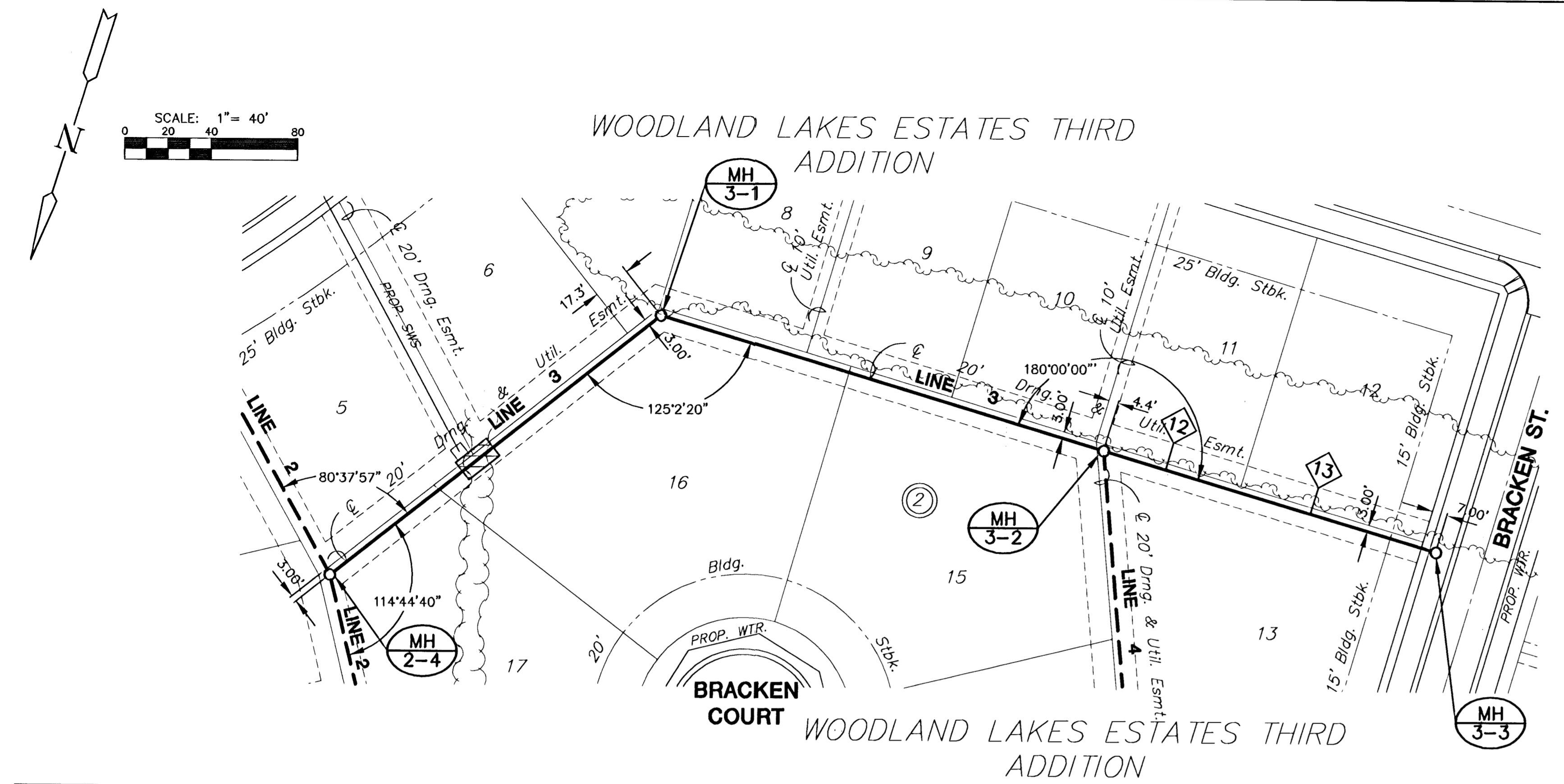
= TREE REMOVAL



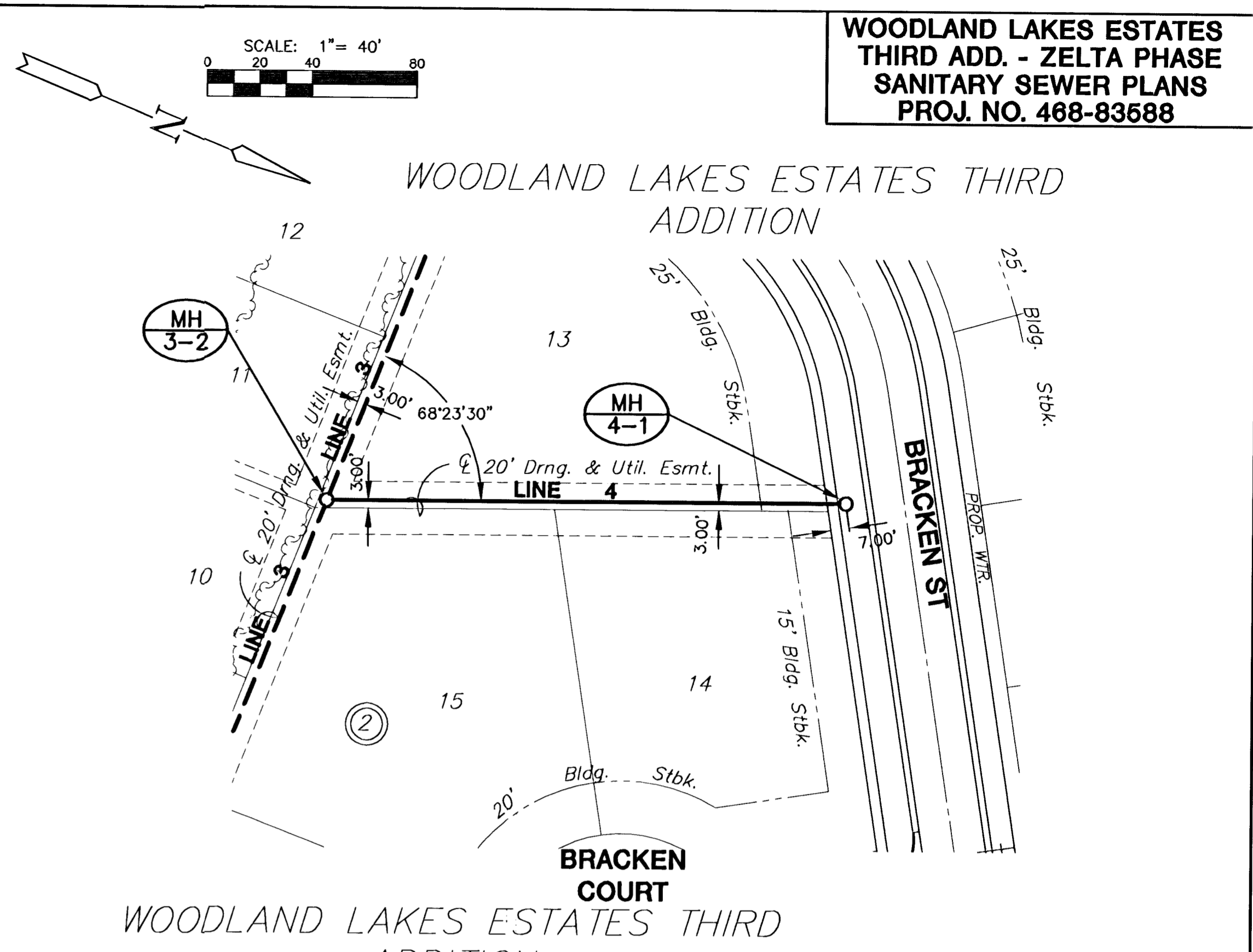
**PROFILE LINE 1**

SCALE: HORIZ. 1" = 40'  
SCALE: VERT. 1" = 5'



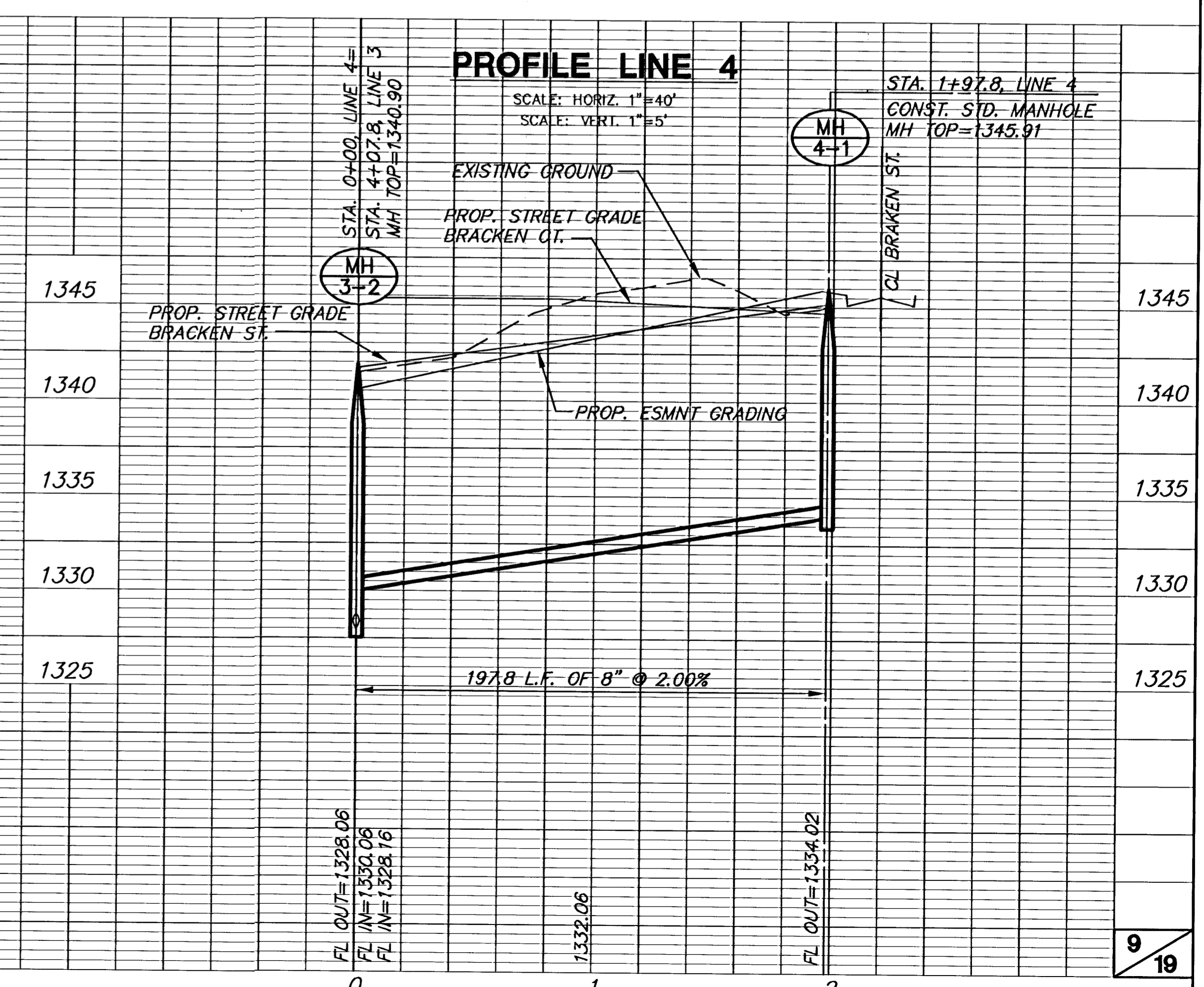
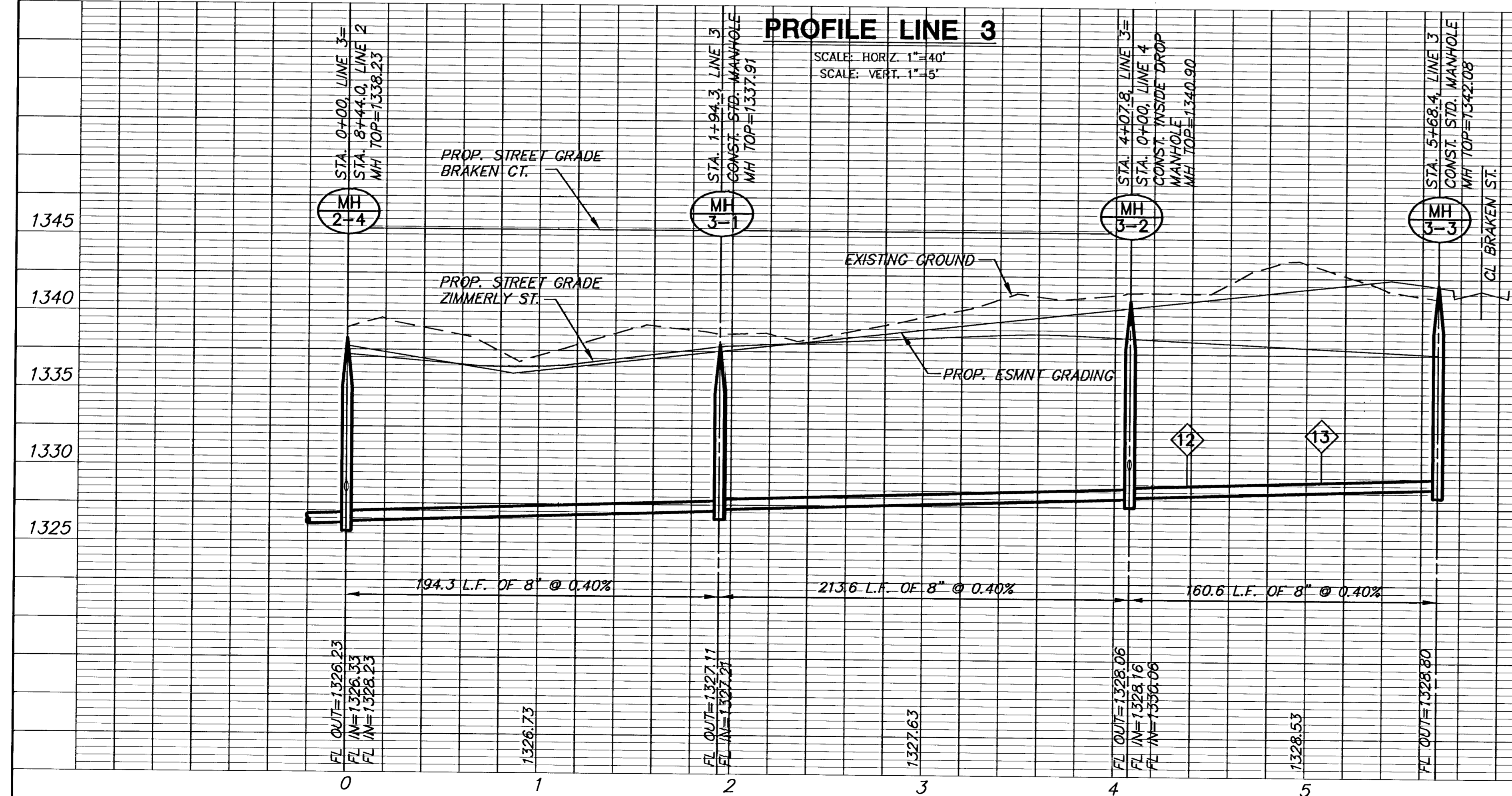


PLAN LINE 3

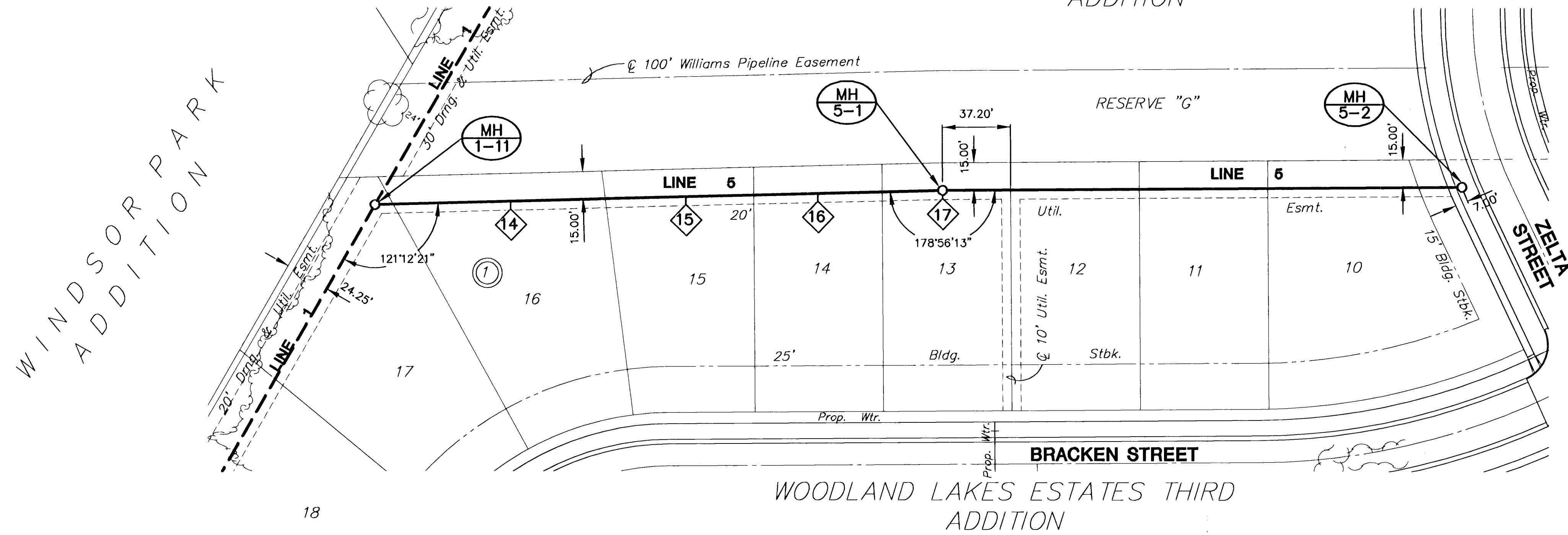


PLAN LINE 4

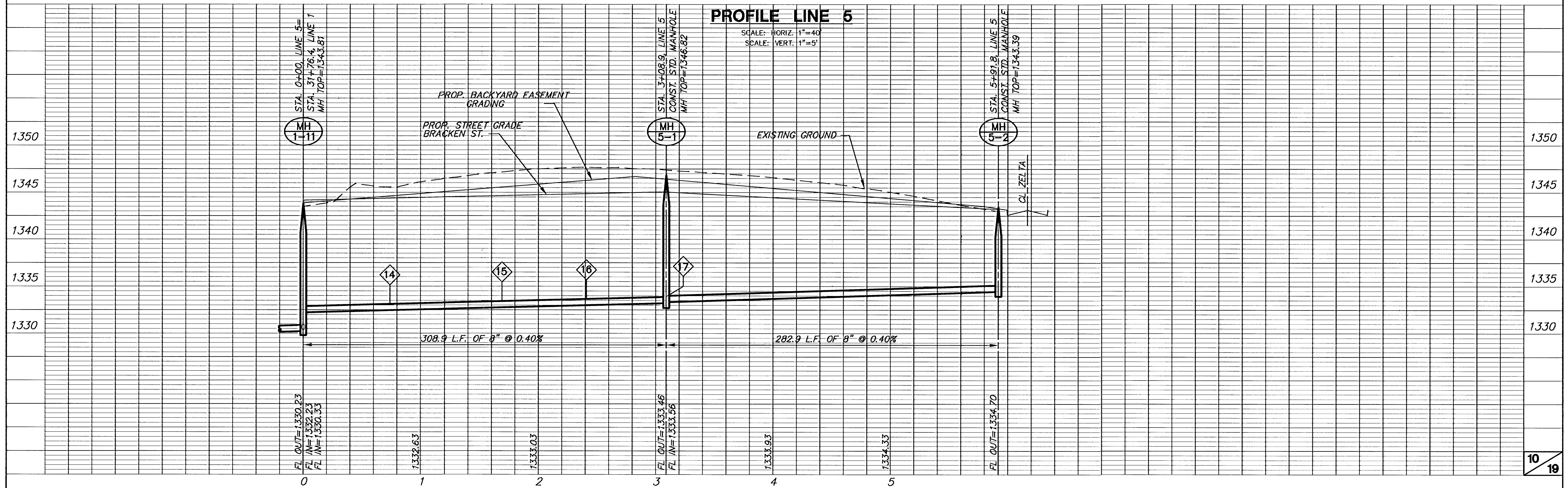
= TREE REMOVAL



WOODLAND LAKES ESTATES THIRD  
 ADDITION

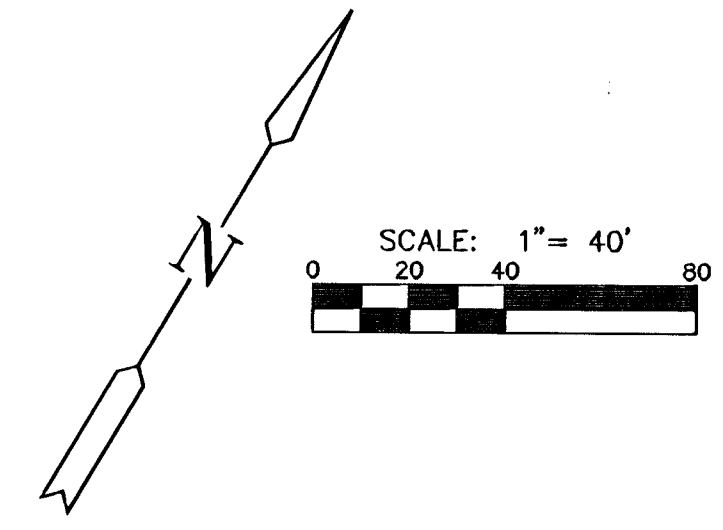
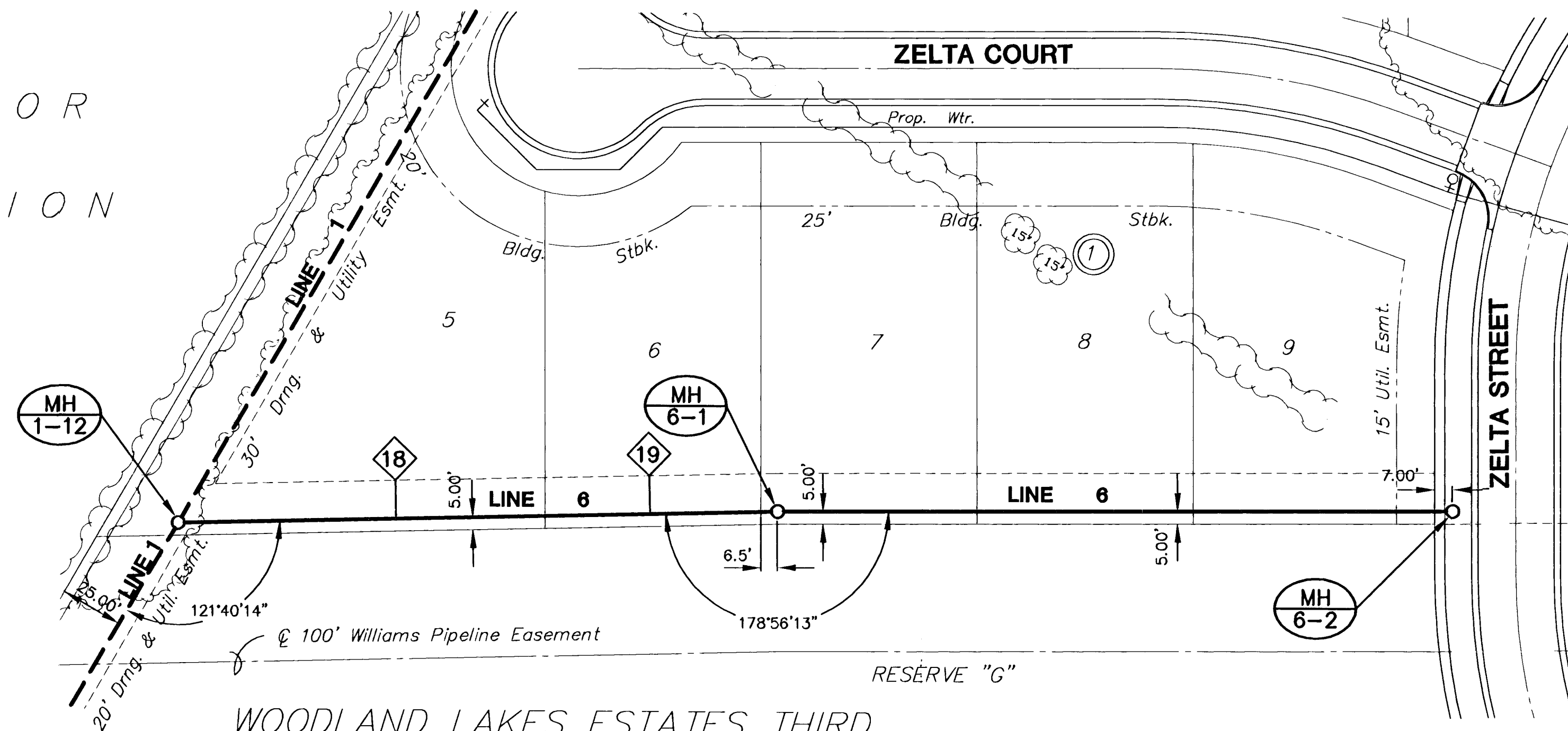


PLAN LINE 5



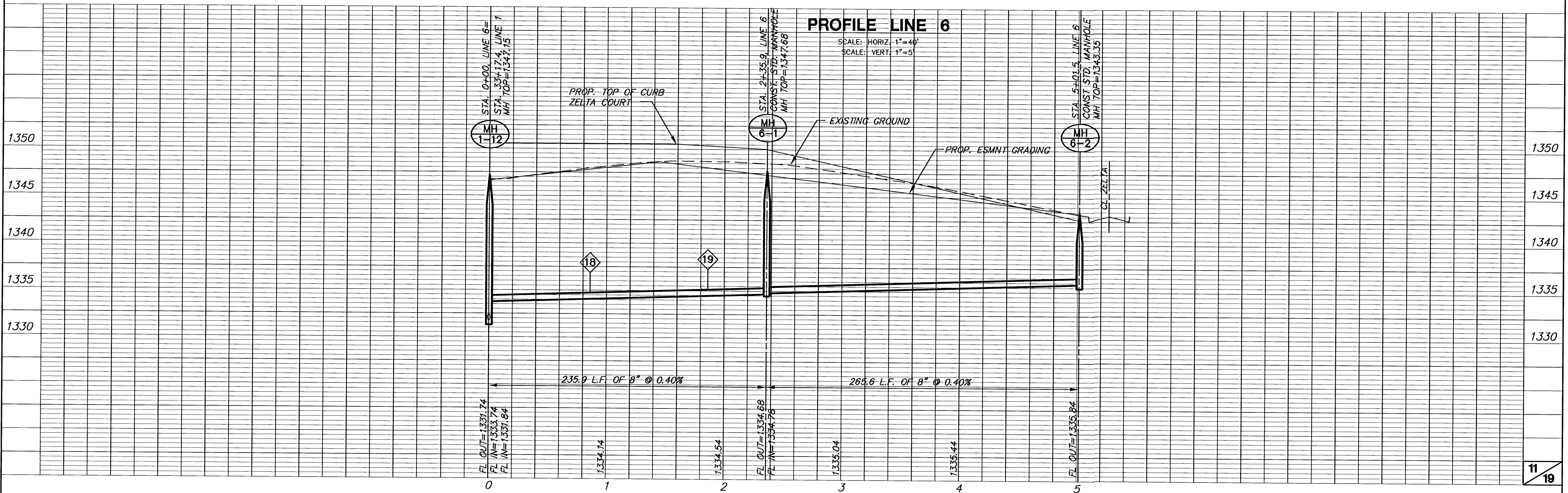
WOODLAND LAKES ESTATES THIRD  
 ADDITION

WINDSOR  
 PARK  
 ADDITION



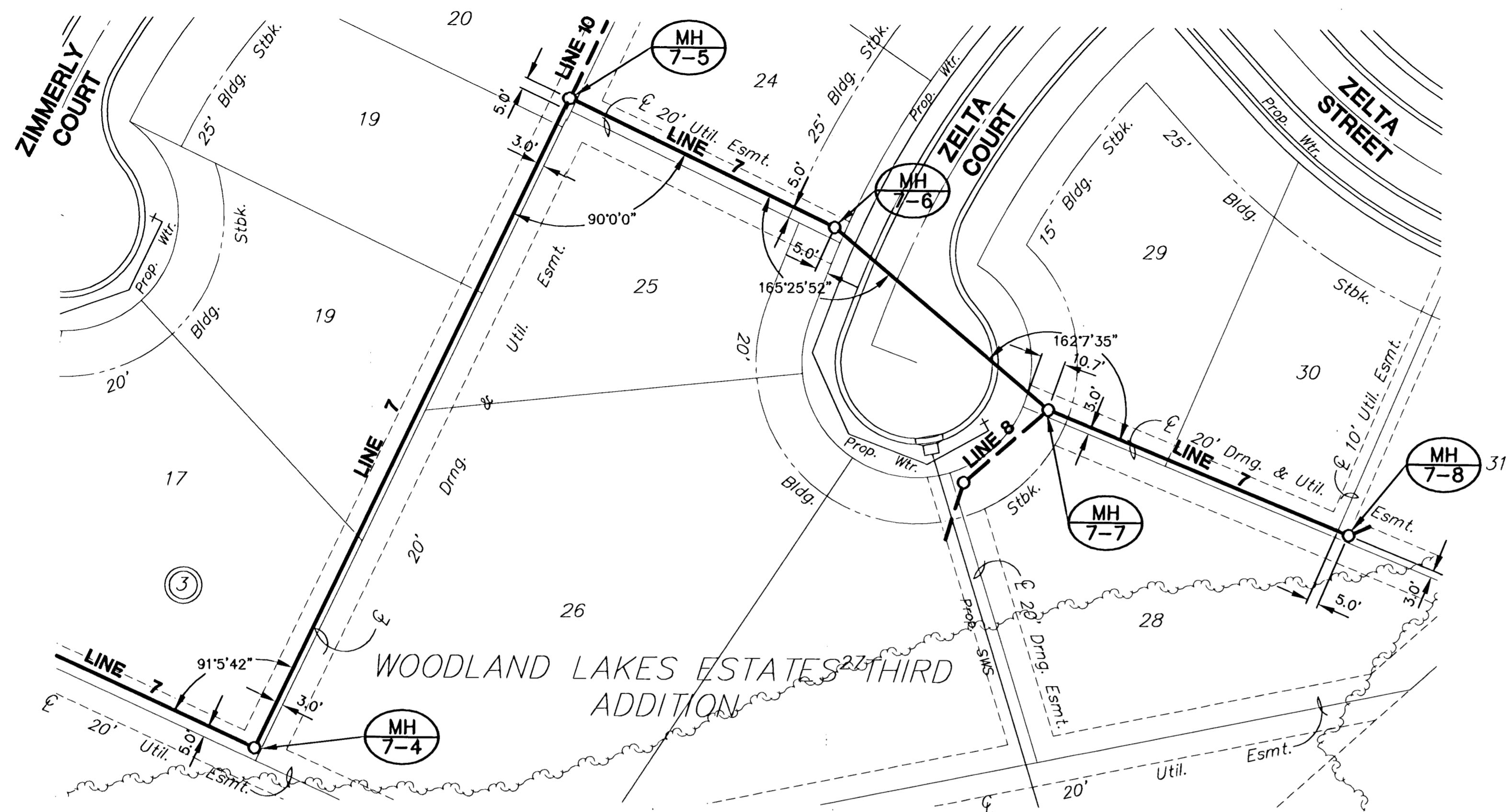
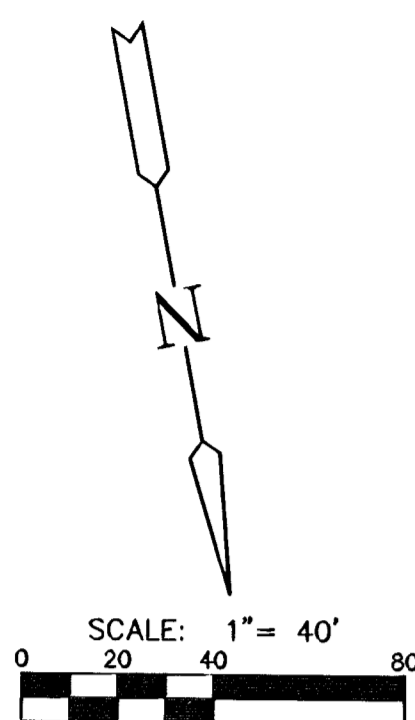
WOODLAND LAKES ESTATES THIRD  
 ADDITION

**PLAN LINE 6**

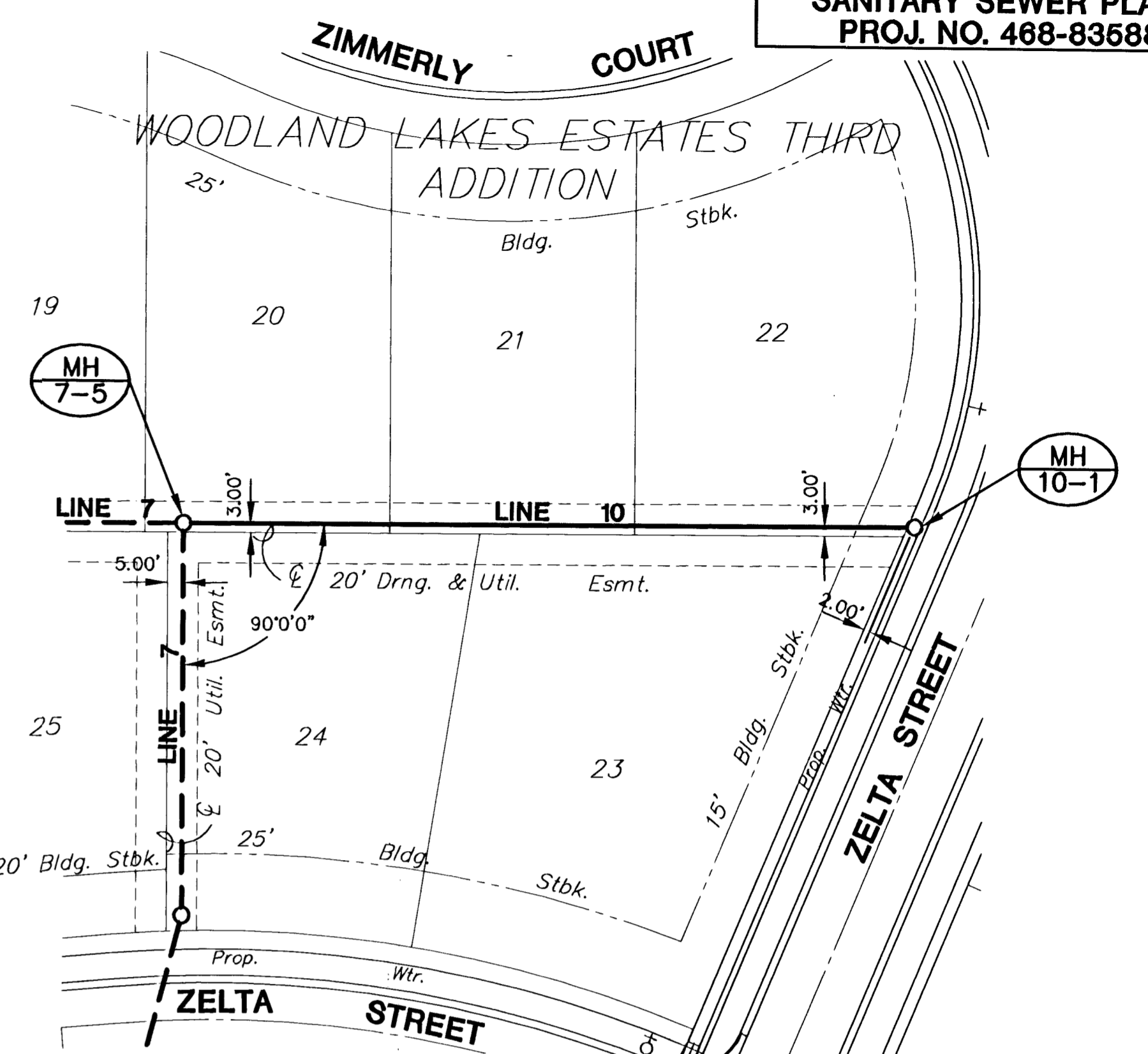
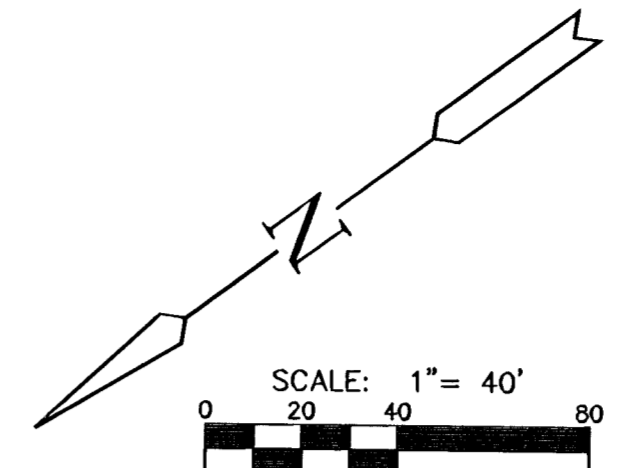




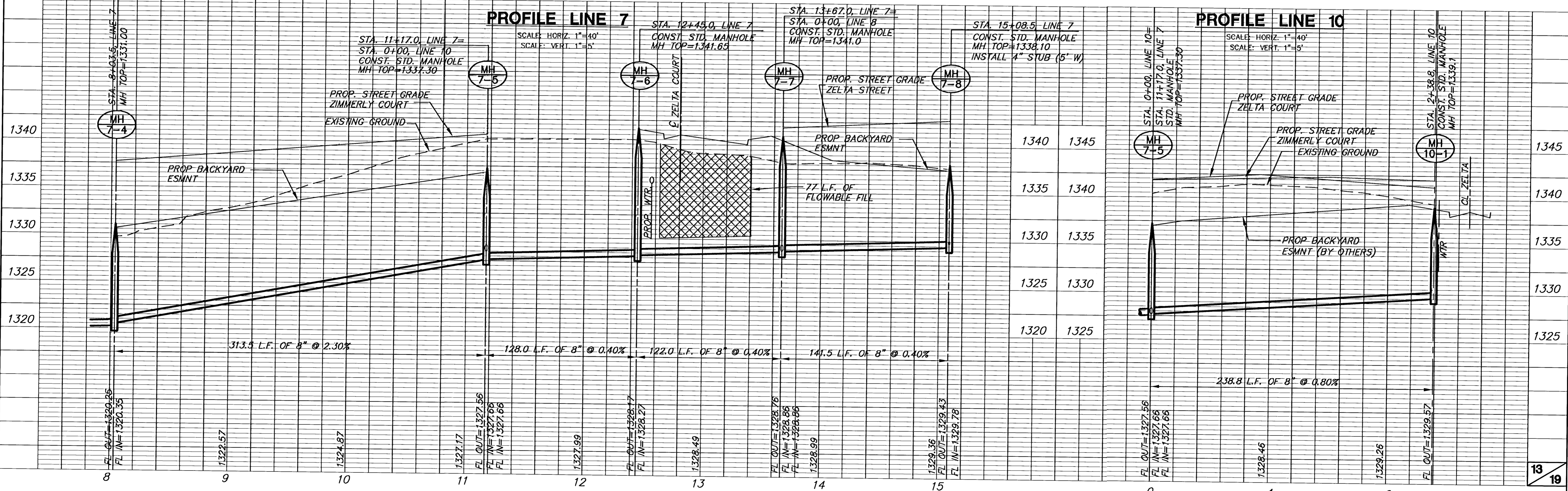
WOODLAND LAKES ESTATES THIRD ADDITION



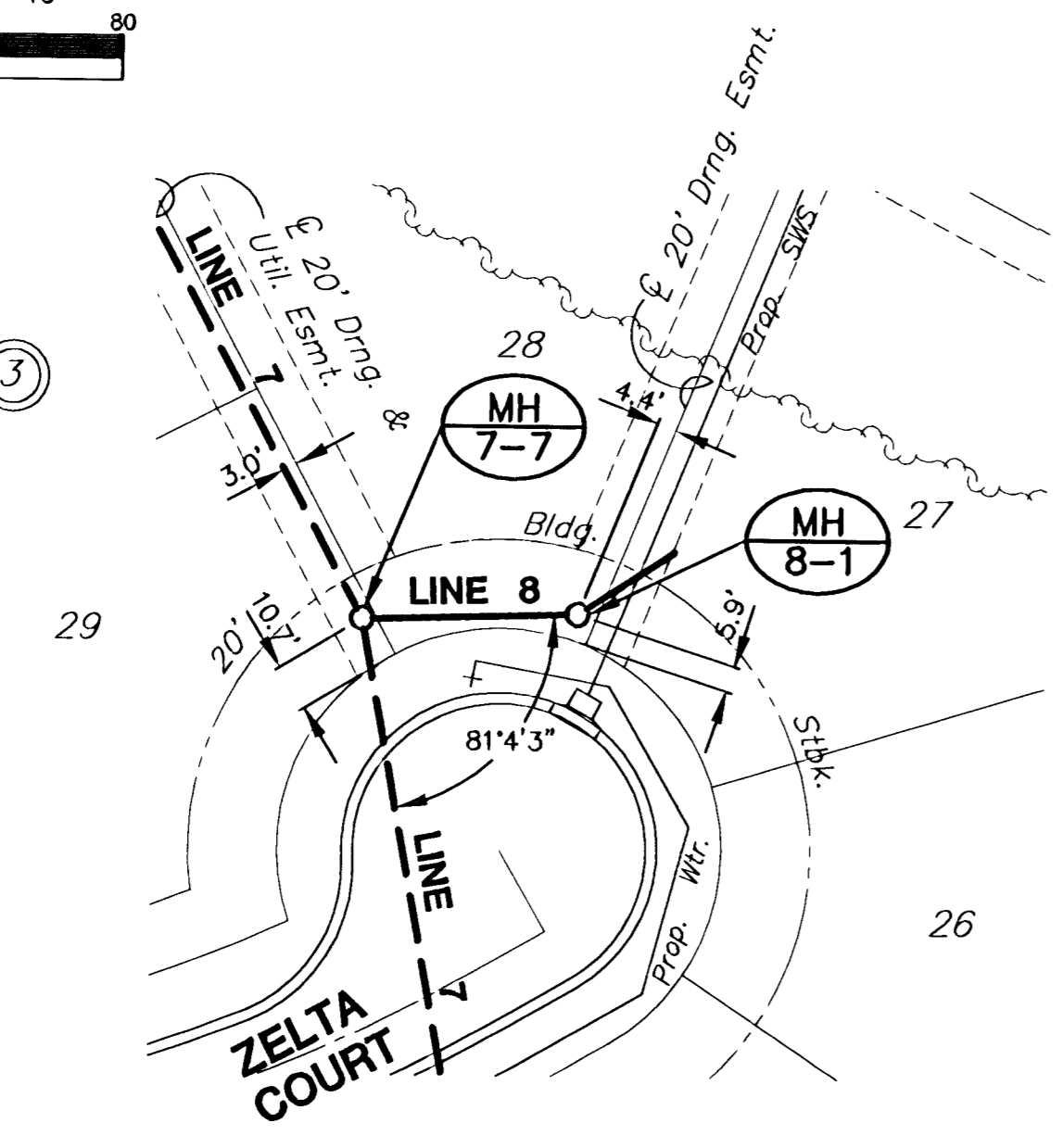
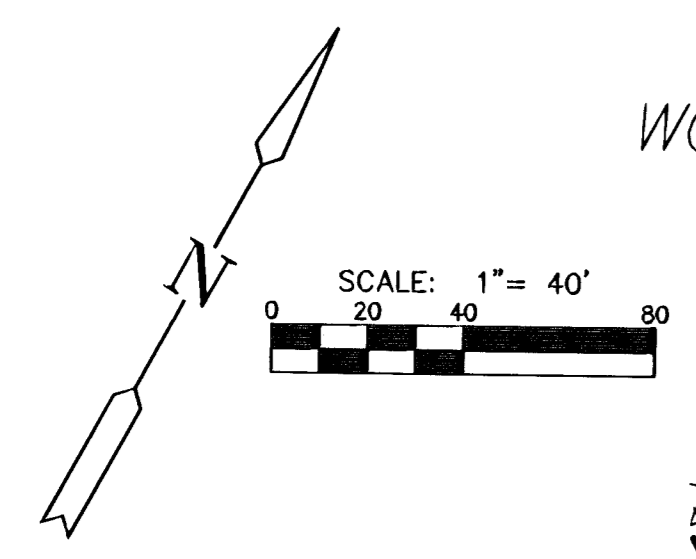
PLAN LINE 7



PLAN LINE 10



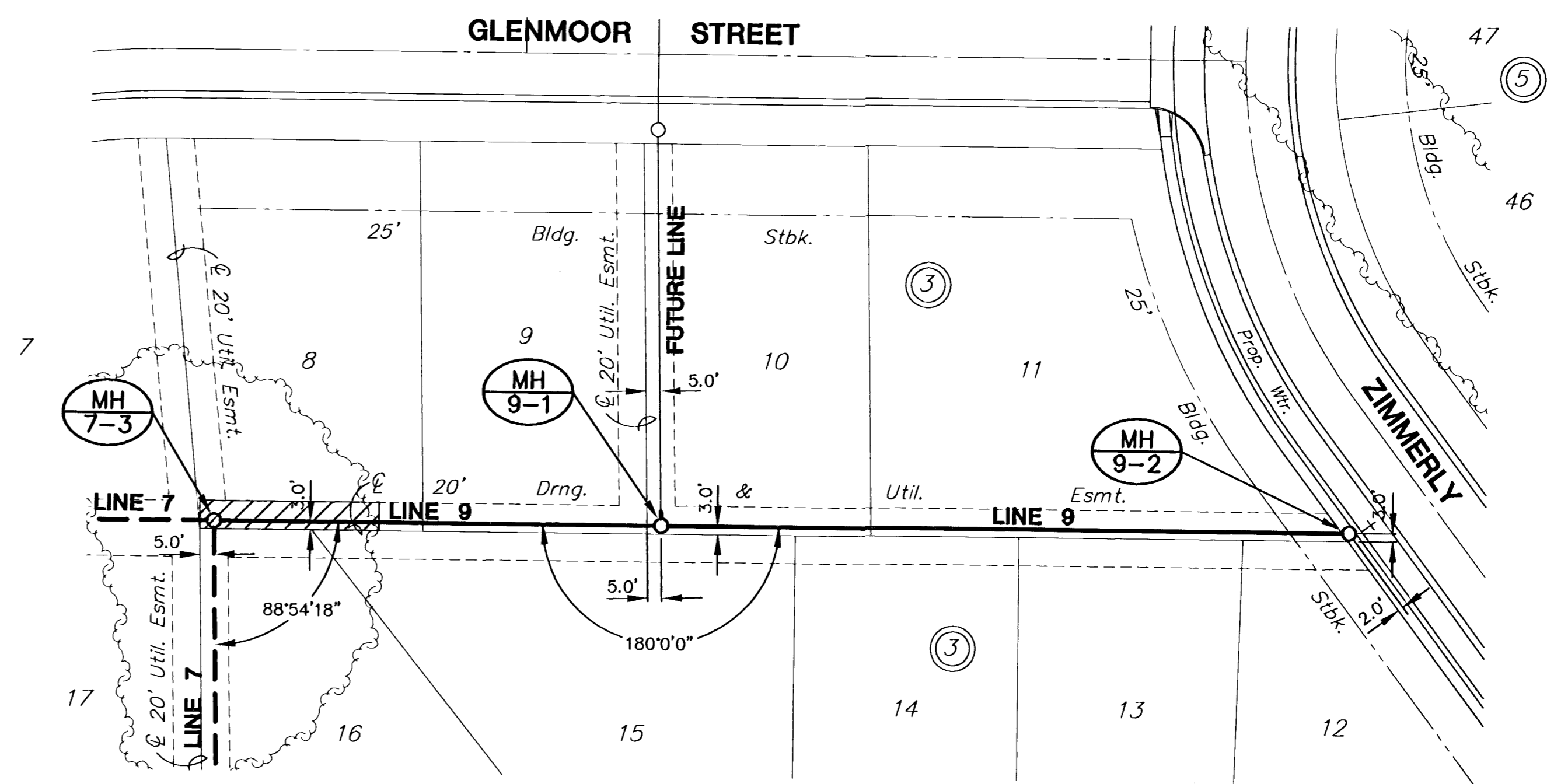
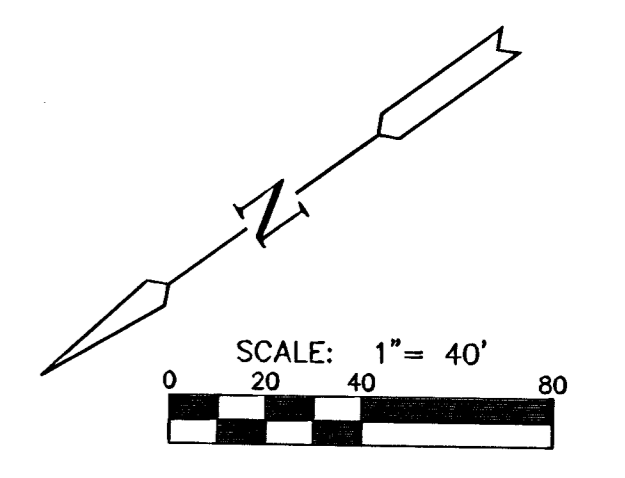
WOODLAND LAKES ESTATES THIRD  
ADDITION



WOODLAND LAKES ESTATES THIRD  
ADDITION

PLAN LINE 8

WOODLAND LAKES ESTATES  
THIRD ADDITION



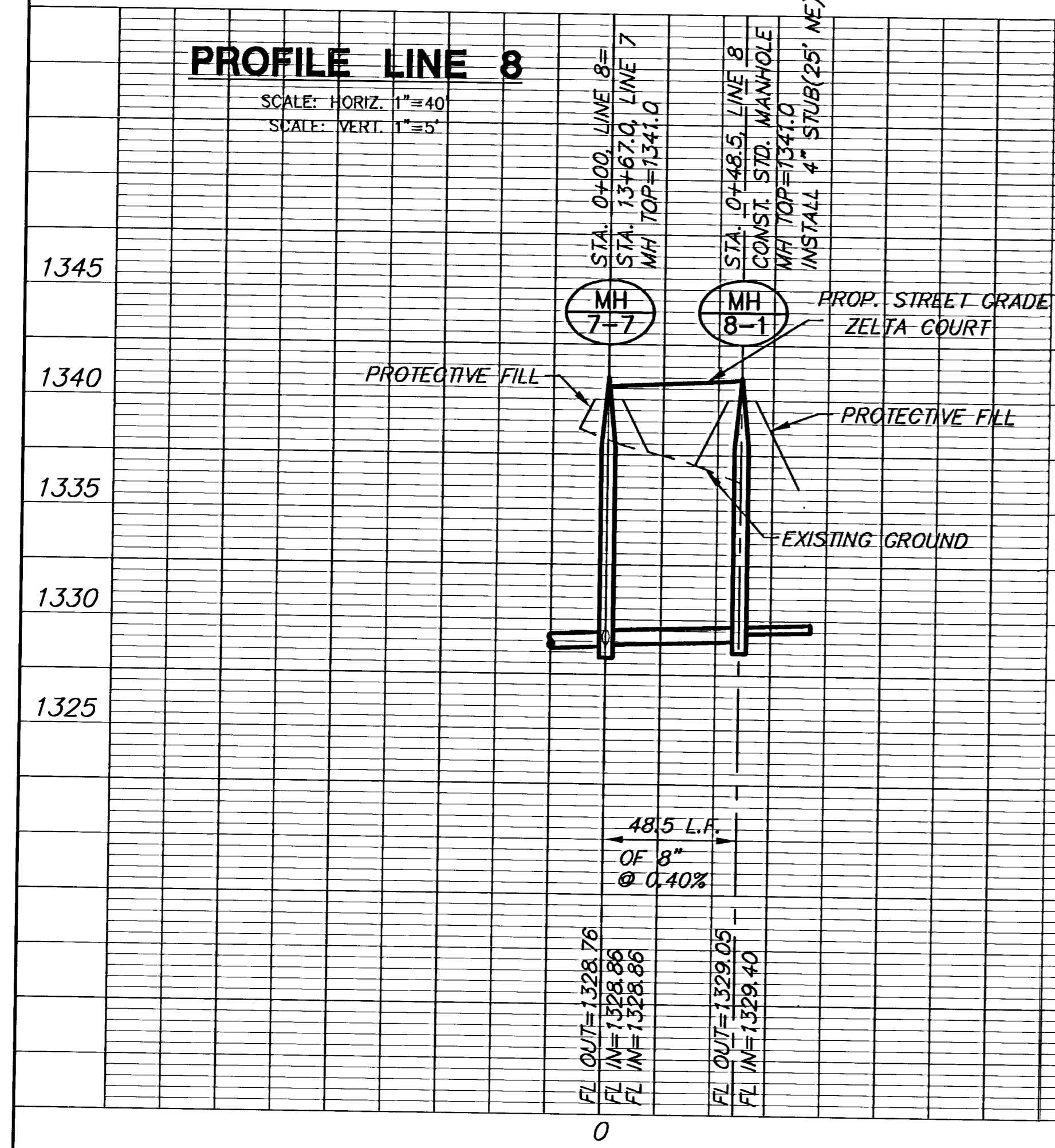
WOODLAND LAKES ESTATES  
THIRD ADDITION

PLAN LINE 9

= TREE REMOVAL

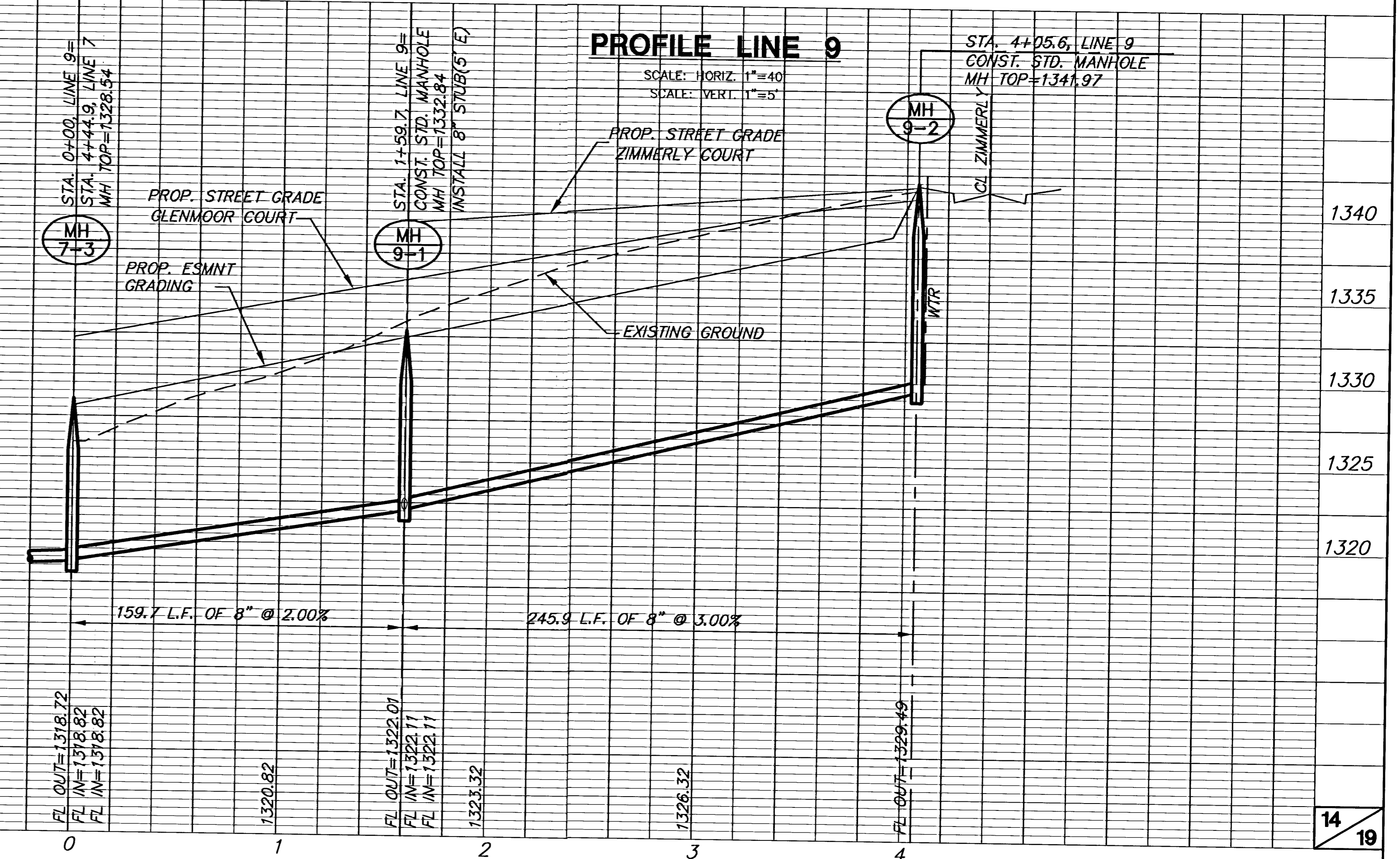
PROFILE LINE 8

SCALE: HORIZ. 1"=40'  
SCALE: VERT. 1"=5'

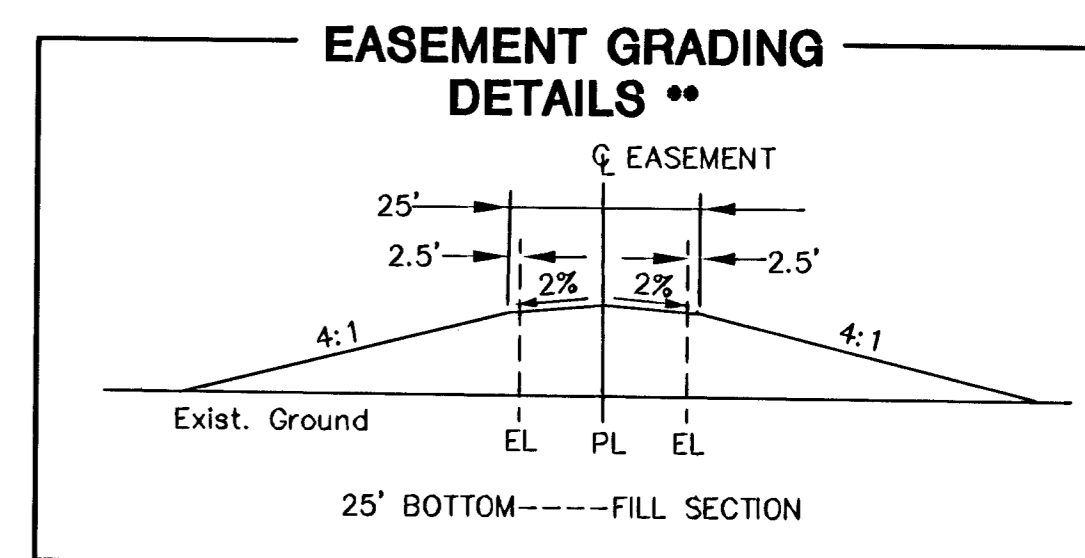
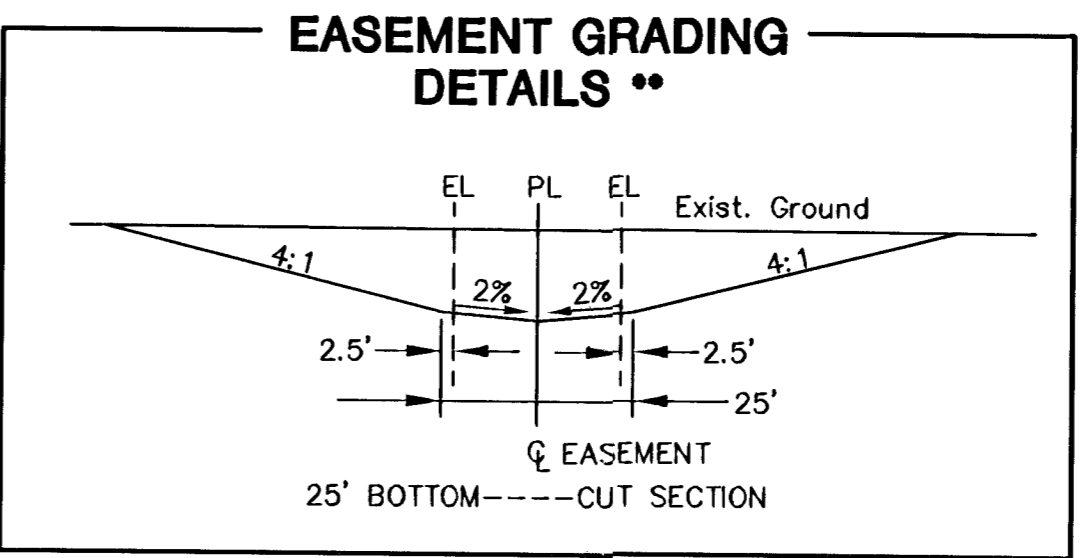
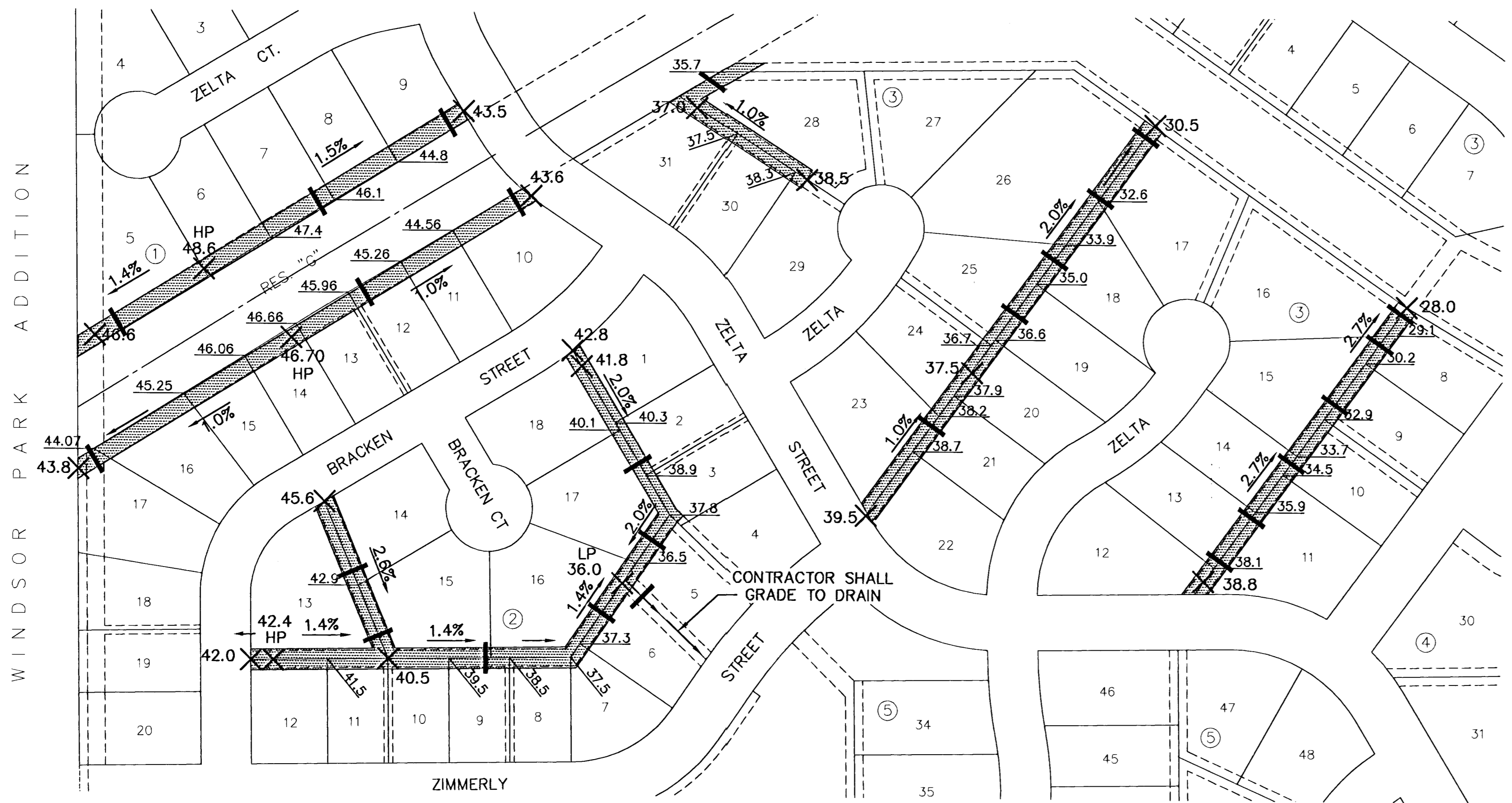


PROFILE LINE 9

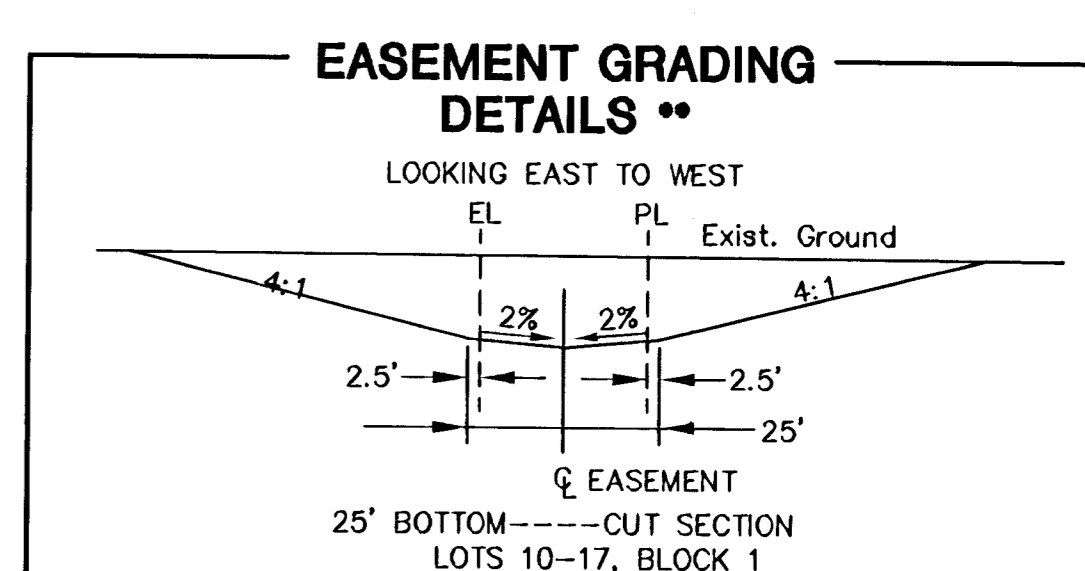
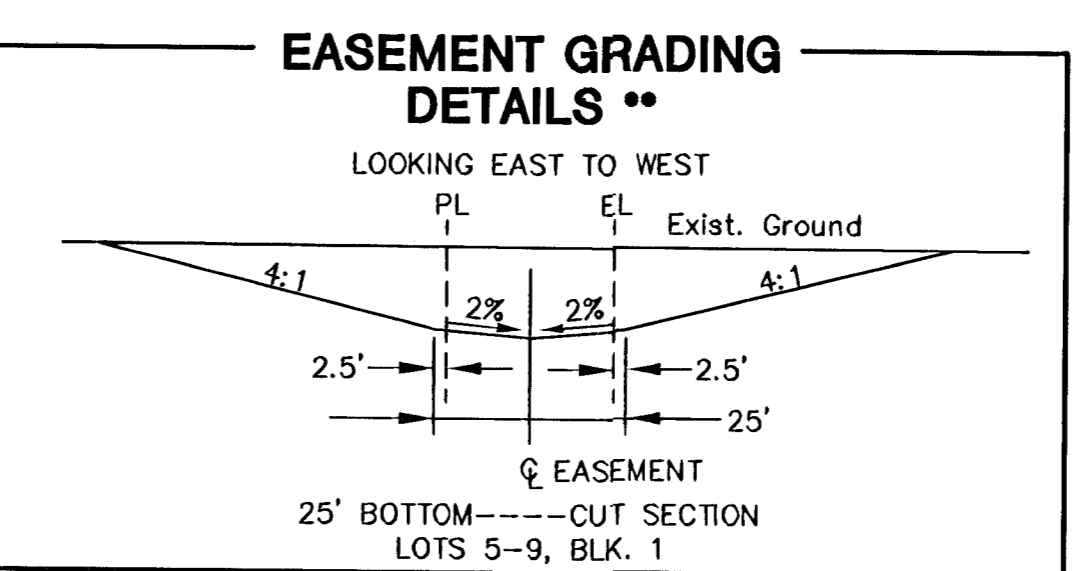
SCALE: HORIZ. 1"=40'  
SCALE: VERT. 1"=5'



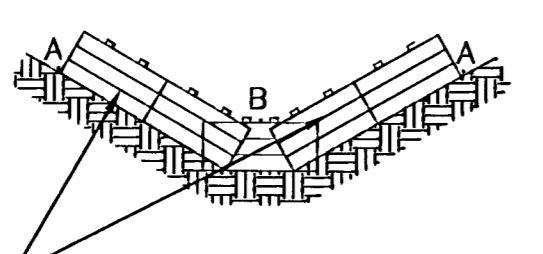
WOODLAND LAKES THIRD ADDITION



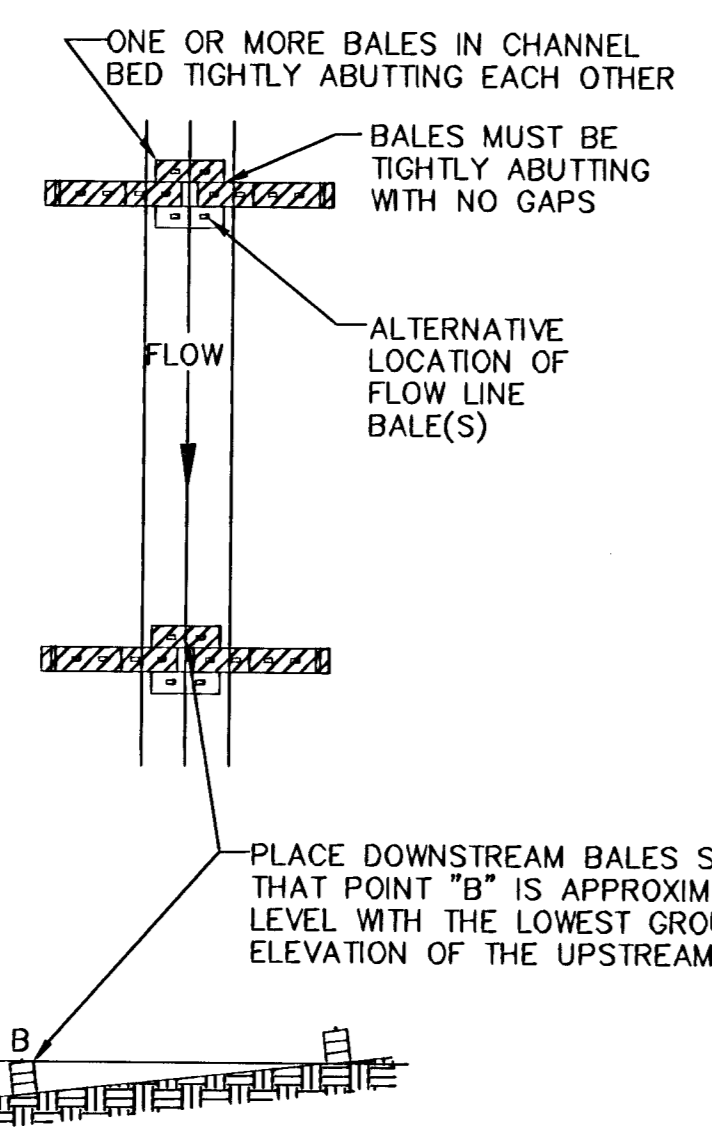
EL=EASEMENT LINE  
PL=PROPERTY LINE



END POINTS "A" MUST BE HIGHER THAN FLOW LINE POINT "B"



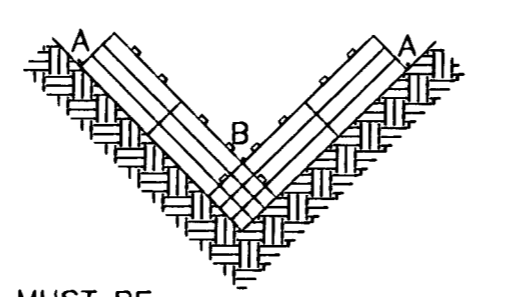
OVERLAP SIDE BALES ON FLOW LINE BALES TO PREVENT GAPS



WIDE CHANNELS

18 INCH BY 36 INCH BALES	VALUE OF Z	MINIMUM NUMBERS OF BALES
	10 OR <	1**
	10-35	2**
	35-50	3**
	50-70	4**
	70 OR >	NOT RECOMMENDED

END POINTS "A" MUST BE HIGHER THAN FLOW LINE POINT "B"



BALES MUST BE TIGHTLY ABUTTING WITH NO GAPS

PLACE DOWNSTREAM BALES SUCH THAT POINT "B" IS APPROXIMATELY LEVEL WITH THE LOWEST GROUND ELEVATION OF THE UPSTREAM BALE

NARROW CHANNELS

STRAW BALE DIKES FOR EASEMENT GRADING

SCALE: 1" = 100'

\*\*Graded widths and slopes may vary as approved by the Engineer to minimize conflict with existing trees.

Easement Grading will be bid on a lump sum basis for grading the easements to the profile and elevations shown on the Easement Grading Plan (this sheet). Approximate quantities of earthwork for easement grading are shown below. These approximate quantities are given for information only. The Contractor should verify the quantities when preparing the proposal.

Cut 4000 C.Y. (Approximate)  
Fill 350 C.Y. (Approximate)

NOTE:

EXCESS EXCAVATION FROM EASEMENT GRADING SHALL REMAIN ON SITE AND PLACED IN AREAS AS DIRECTED BY ENGINEER.

EASEMENT GRADING DETAILS

- = AREAS TO BE GRADED (AREA SHOWN REPRESENTS DITCH BOTTOM, SIDE SLOPES ARE NOT INCLUDED)
- = LOCATION FOR SEDIMENT CONTROL
- = LOCATION OF INLET SEDIMENT CONTROL
- = CURB INLET FILTER
- H.P. = HIGH POINT
- L.P. = LOW POINT
- M.E. = MATCH EXISTING
- 55.5 X = GRADE BREAK ELEVATION
- 38.1 = LOT CORNER ELEVATION
- 2% = PERCENT GRADING

G:\CIVIL\95058\02172\DWG\SA\02172BEG

**MKEC**  
ENGINEERING  
CONSULTANTS  
411 N. WEBB ROAD  
WICHITA, KS. 67206  
316 - 684 - 9600

**WOODLAND LAKES THIRD ADDITION  
ZELTA PHASE**

PROJECT NAME

---

**EASEMENT GRADING DETAILS**

SHEET TITLE

DFL  
DESIGN BY.

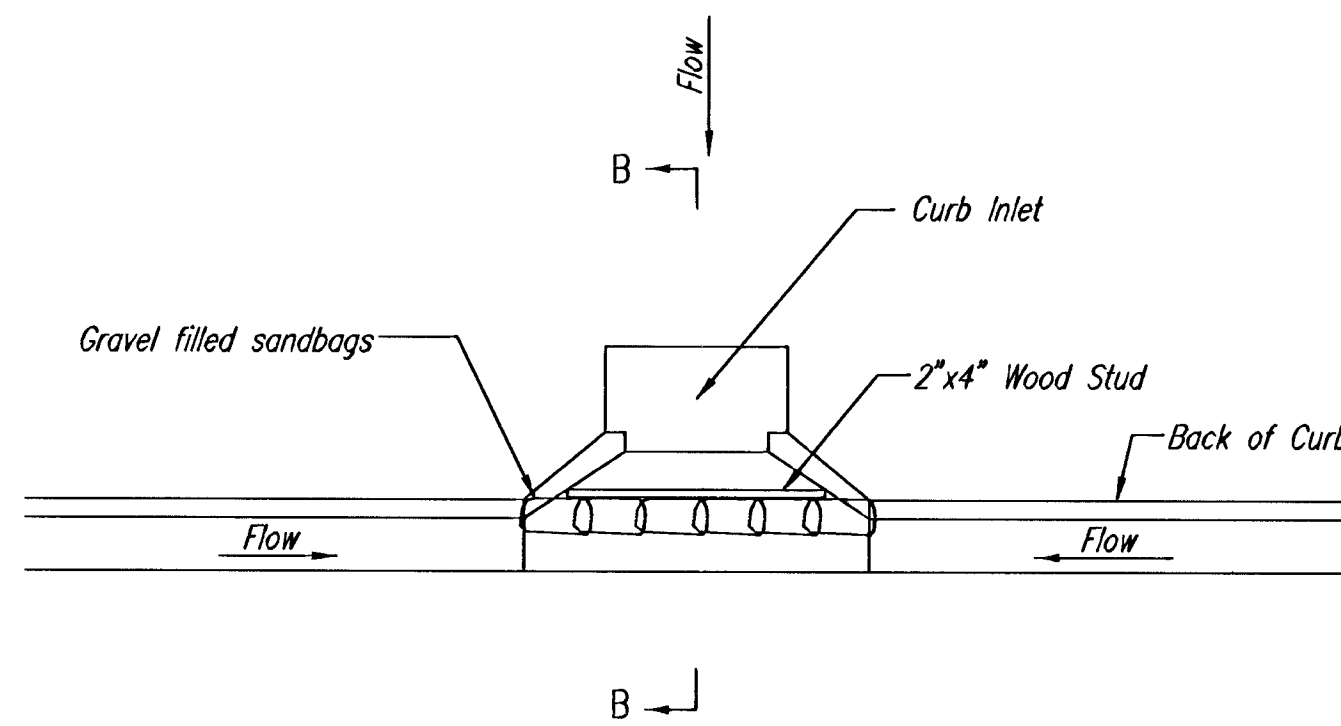
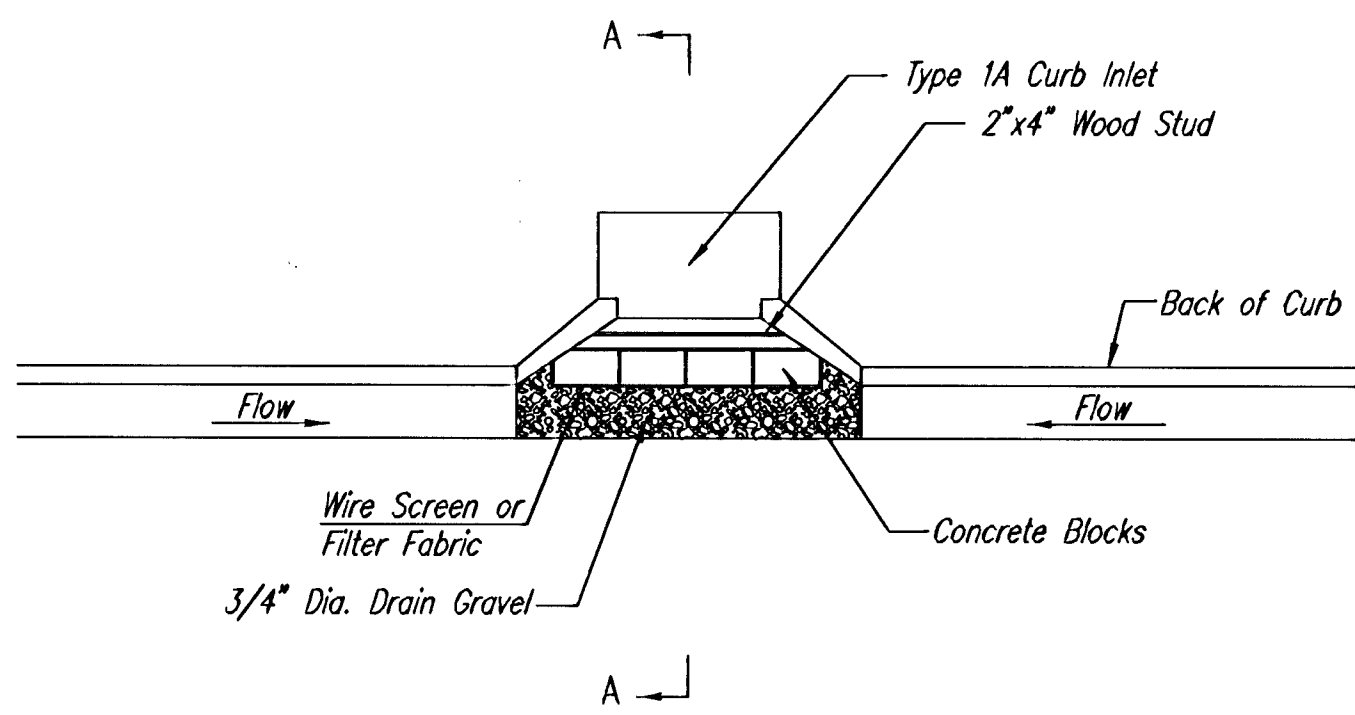
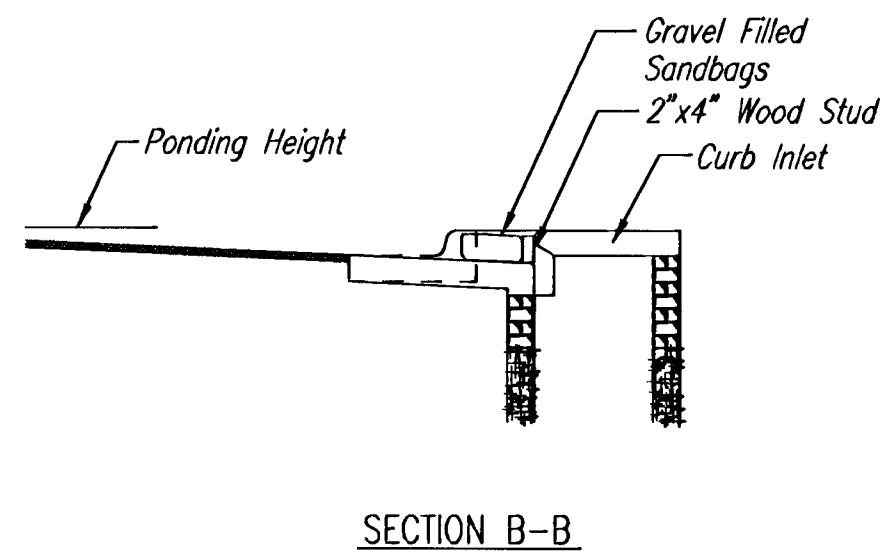
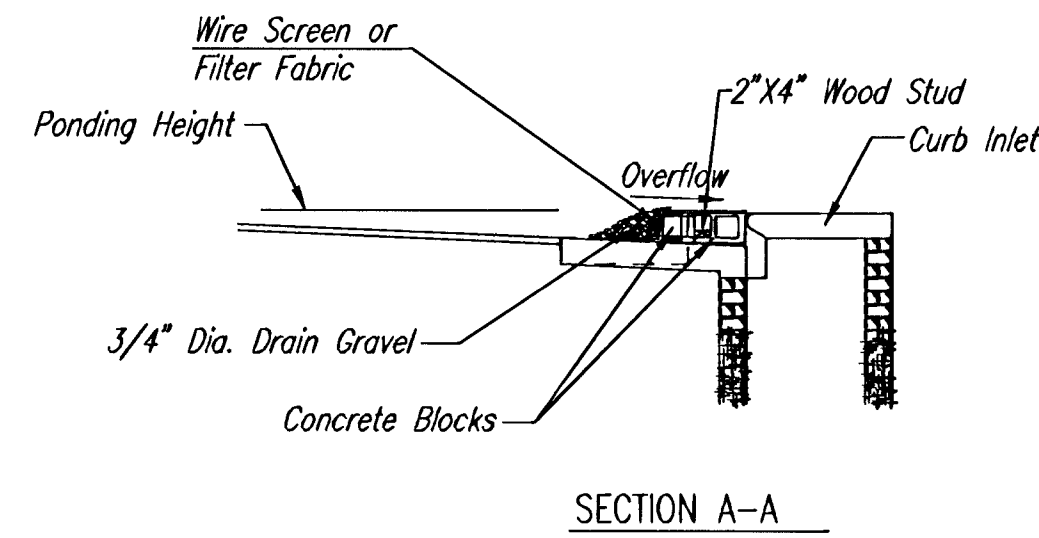
APRIL 2003  
DATE

KKL  
DRAWN BY.

02172BEG  
JOB NO.

GJA  
CHECKED BY.

15 / 19  
SHEET/OF



**CURB INLET GRAVEL FILTERS**  
(INLET PROTECTION-RESIDENTIAL STREETS ONLY)

NOTE: Other types of curb inlet protection may be approved by the city so long as equal protection is provided.

A gravel inlet filter shall be installed at sump locations on residential streets. This type of protection is not to be used on arterial or collector streets at any time that it would pose an undue traffic hazard.

**Instructions for Installing:**

- STEP 1: Place concrete blocks around the inlet as shown on drawing. Insert 2x4 board as shown.
- STEP 2: Wrap 1/2" mesh wire screen around the concrete blocks.
- STEP 3: Place 1" to 1-1/2" diameter rock around the blocks and wire screen. Be sure the rock extends down from the top of the concrete block.
- STEP 4: To prevent damage to vehicles, signs warning drivers about the structures may be necessary. An alternative installation is the use of gravel bags supported by a 2"x4" board to prevent collapsing.

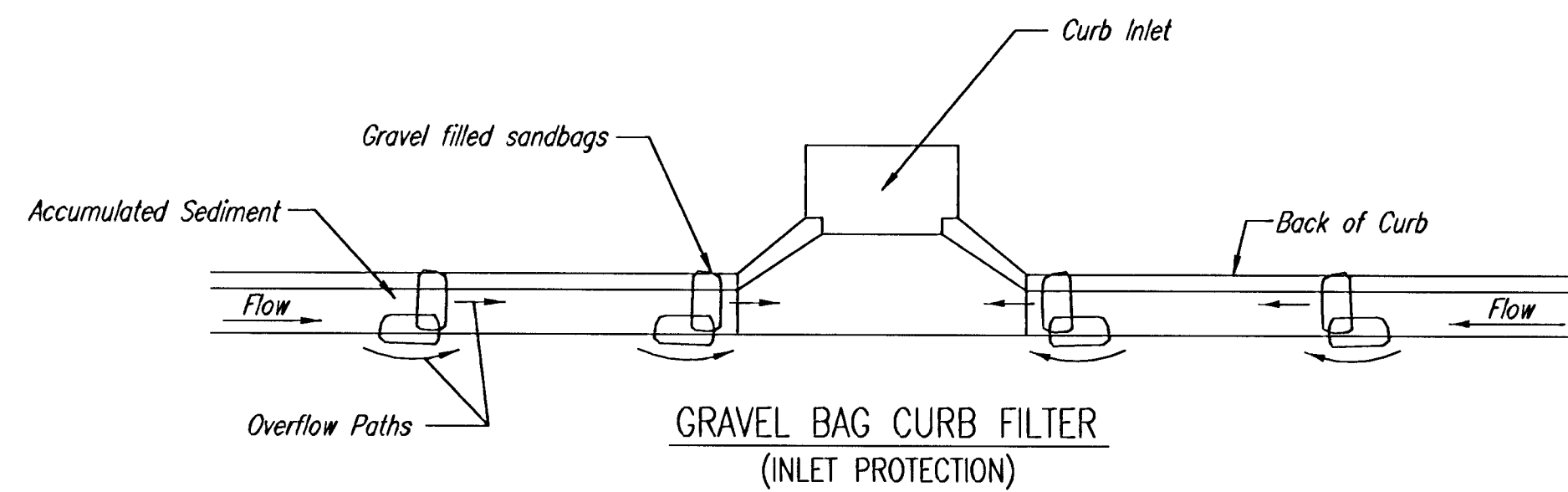
Use of rock with diameters smaller than 1" in the bag may result in clogging of pores and reduce the amount of water flowing into an inlet.

**Maintenance:**

All curb inlet gravel filters shall be inspected and repaired after each runoff event. Sediment deposits are to be removed once material is within 8 cm (3 inches) of the top of any block. Periodically, the gravel shall be raked to increase infiltration and filtering of runoff waters. Accumulated sediment is to be removed immediately from roads and streets.

**CURB INLET SANDBAG FILTERS**  
(INLET PROTECTION)

NOTE: Other types of curb inlet protection may be approved by the City so long as equal protection is provided.



NOTE: Place two or more sets of bags in a manner that results in maximum support. The flow line bag must be lower than top of curb.

**CURB SEDIMENT TRAPS**

When inlets are located on streets having a grade (i.e., sump conditions do not exist), installing gravel (or sand) bags in the gutter flow line to create small sediment traps can be considered. Gravel bags are recommended over sand bags to allow for drainage.

If the spacing between bags becomes too large, little sediment may be trapped. Spacing of bags should be completed using the table or graph that illustrates placement distances based upon street slope. When installed in the gutter, bag tops must be lower than the sidewalk.

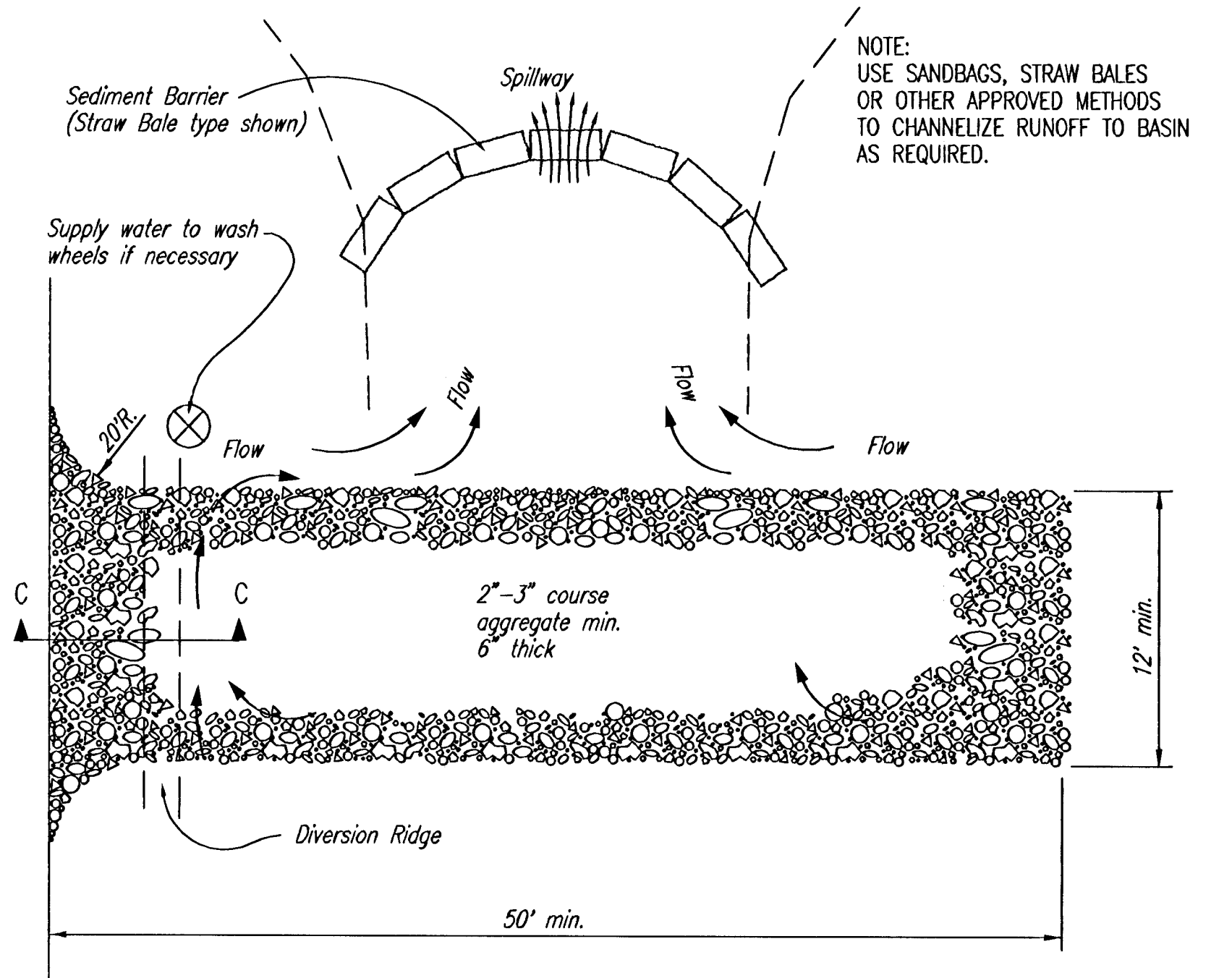
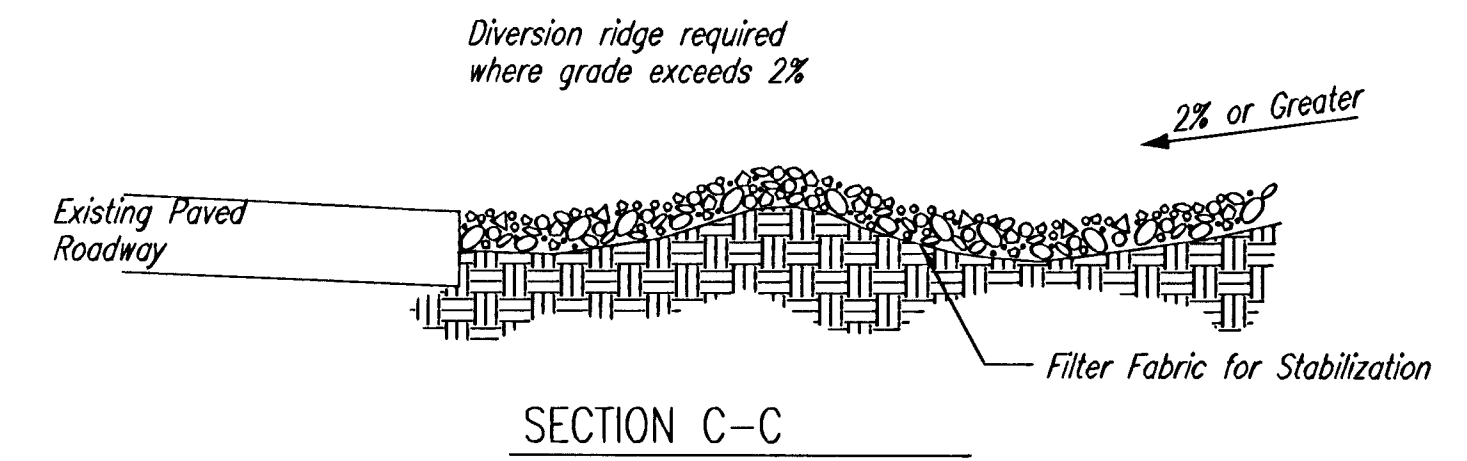
**Spacing:**

Gravel bags are to be placed according to street grades using the following table or graph that appears below.

GRADE (%)	SPACING (FEET)
0.5	75
1.0	45
2.0	18
3.0	12
4.0	9
5.0	6

**Maintenance:**

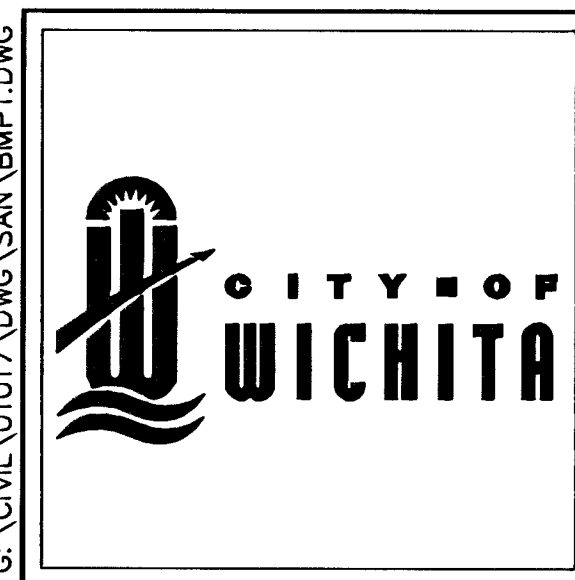
Collected sediment shall be removed after every runoff event. Bags that are destroyed by vehicular traffic or through natural deterioration are to be immediately replaced.



**STABILIZED CONSTRUCTION ENTRANCE**

**NOTES:**

1. 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.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. 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.
4. 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.



**SOIL EROSION  
BMP DETAILS**

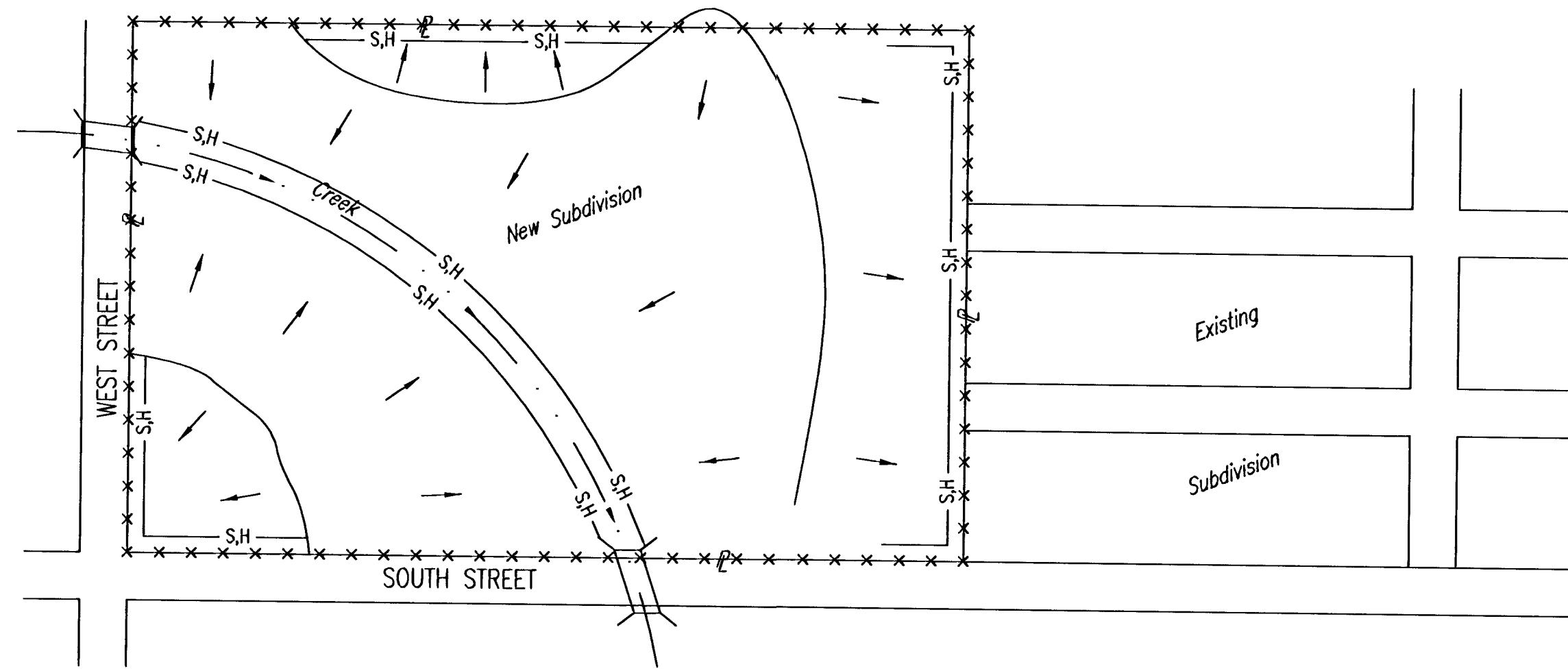
CHRISTOPHER M. CARRIER, P.E.  
STORM WATER ENGINEER

PROJECT NUMBER: 468-83588 OCA NO. \_\_\_\_\_

DATE: MAY 2001 SHEET 16 OF 19

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

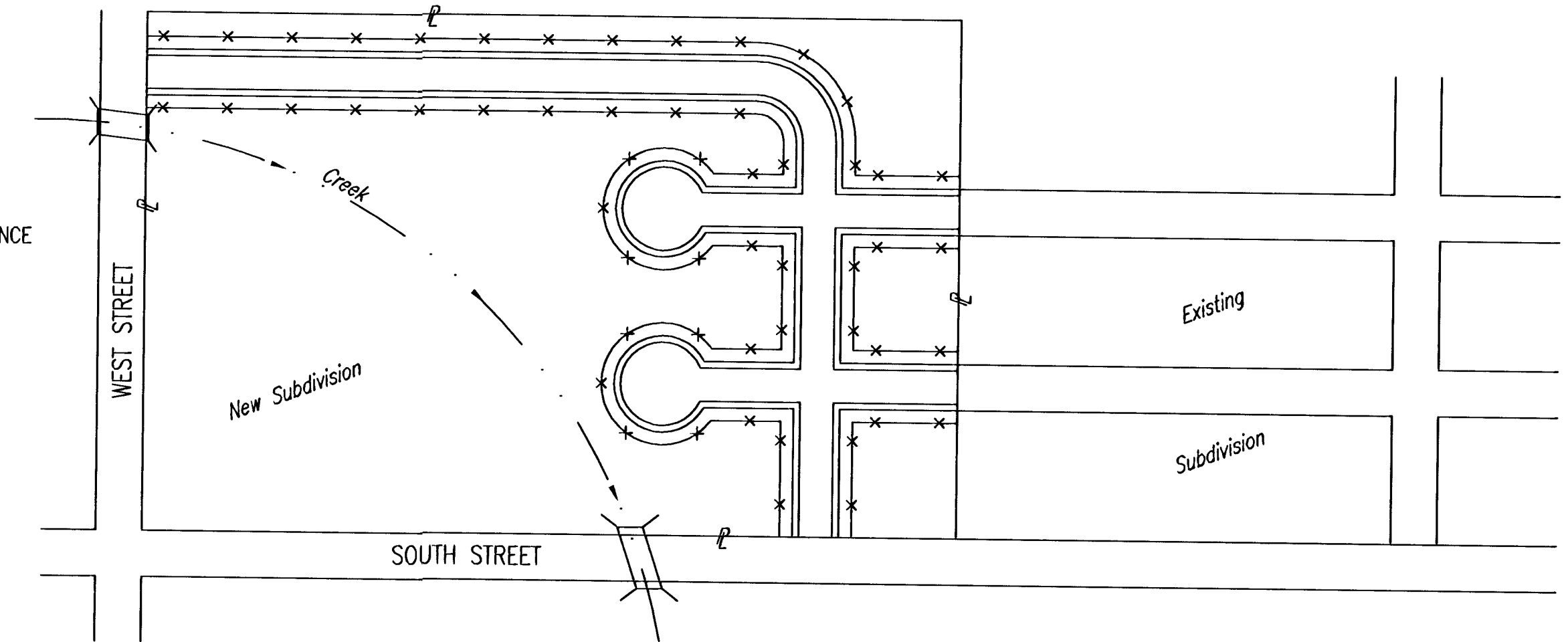
- LEGEND**
- DRAINAGE FLOW PATH
  - RIDGE LINES
  - x POINT OF COMPLIANCE
  - S.H- SILT FENCE OR HAY BALE BMP
  - DRAINAGEWAY FLOWLINE



- 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.
- HAYBALES OR SILT FENCE MUST BE CONSTRUCTED ALONG THE PROPERTY LINE WHERE ON SITE WATER CAN DRAIN OFF THE PROPERTY. THESE BMP'S WILL ALSO BE INSTALLED ALONG ANY DRAINAGE DITCH OR LAKE THAT CAN DISCHARGE.
- SHOULD SILT OR SEDIMENT ENTER THE DITCHES OR GUTTERLINES ON THE ADJACENT BOUNDARY STREETS, APPROPRIATE BMP'S WILL BE PLACED WITHIN THE SUBDIVISION TO PREVENT THIS.
- ANY MUD TRACKED ONTO ADJACENT STREETS WILL BE REMOVED AT THE END OF EACH WORK DAY.
- CONTRACTORS WORKING WITHIN THE SITE WILL NOT BE REQUIRED TO USE INDIVIDUAL BMP'S 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 BMP'S AT THEIR WORK LOCATIONS, AS NEEDED.
- UTILIZE STABILIZED CONSTRUCTION ENTRANCE AT ENTRANCE AND EXIT ONTO ANY EXISTING PUBLIC STREETS.
- THE SUBDIVISION DEVELOPER (OWNER) SHALL INSTALL AND MAINTAIN THE ON-SITE BMP'S.

PHASE 3 - STREET CONSTRUCTION

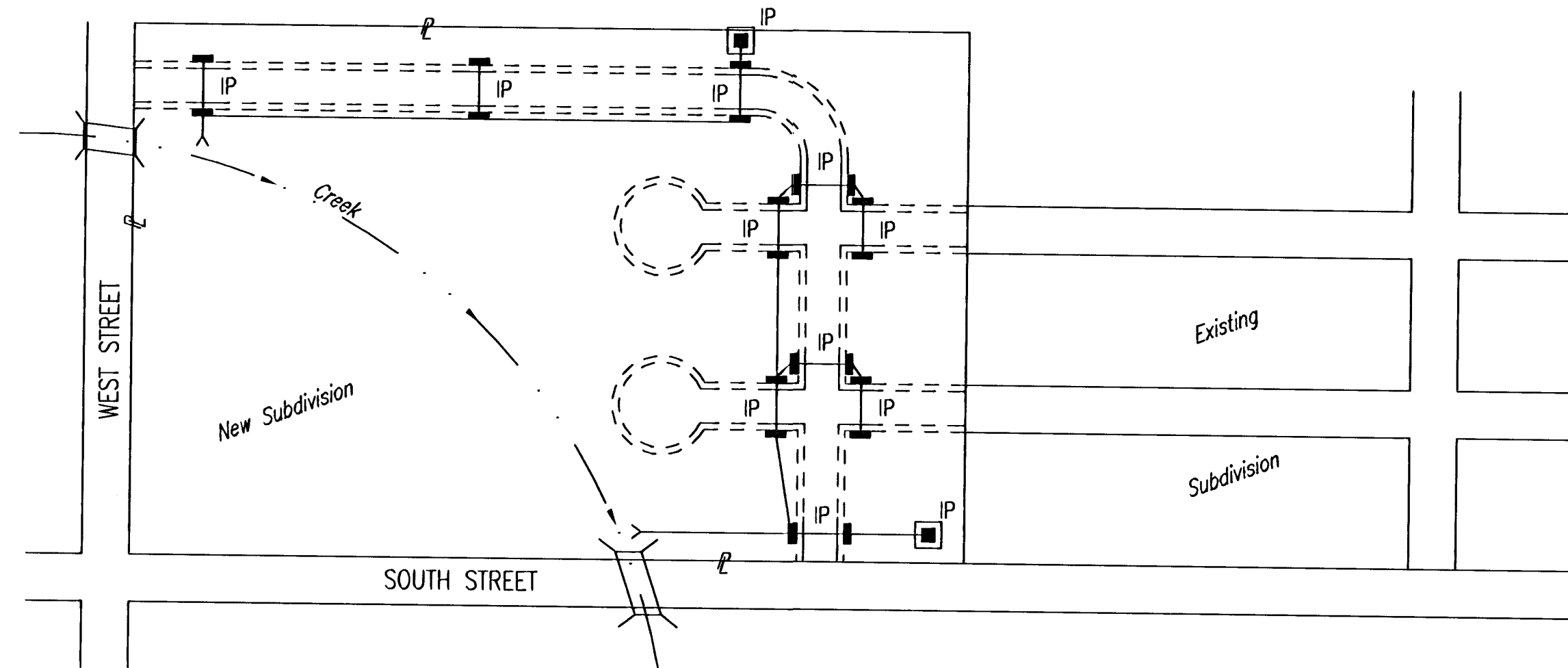
- LEGEND**
- NEW STREETS
  - x-x-x ADDITIONAL POINTS OF COMPLIANCE



- DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL BMP'S INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
- CURB OPENING INLET PROTECTION:
  - SUMP AREAS - INLET PROTECTION SHALL BE PROVIDED WHEN STREET SUBGRADE WORK IS COMPLETED.
  - NON-SUMP LOCATIONS - PROVIDE INLET PROTECTION AS SOON AS BASE COURSE ASPHALT IS INSTALLED, BEFORE THE SURFACE COURSE LIFT.
- BMP'S 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), BMP'S WILL BE REQUIRED AT POINTS WHERE WATER BREAKS OVER CURB WHICH COULD RESULT IN THE PLACEMENT OF SEDIMENT IN THE GUTTER.
- SEE DETAIL THIS SHEET ON BACK OF CURB PROTECTION.
- THE BACK OF CURB PROTECTION SPECIFIED ON THIS PLAN MAY HAVE TO BE SUPPLEMENTED WITH HAYBALE OR SILT FENCE BMP'S AT LOCATIONS WHERE CONCENTRATED FLOW RESULTS IN SEDIMENT BEING CARRIED OVER THE EXCELSIOR MATS.
- THE STREET CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING BACK OF CURB BMP'S.
- THE INDIVIDUAL LOT OWNERS WILL BE RESPONSIBLE FOR MAINTAINING THE BACK OF CURB BMP'S IN FRONT OF THEIR LOTS UNTIL SUCH TIME AS ADJACENT DISTURBED EARTH IS STABILIZED WITH GRASS OR SOD.

PHASE 2 - INSTALLATION OF STORM SEWER

- LEGEND**
- ==== PROPOSED NEW STREETS
  - CURB INLETS
  - AREA DRAINS
  - IP- INLET PROTECTION

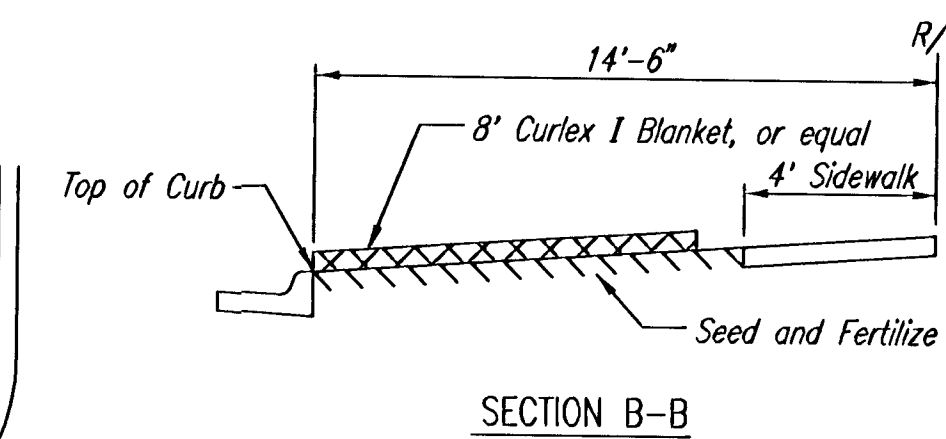
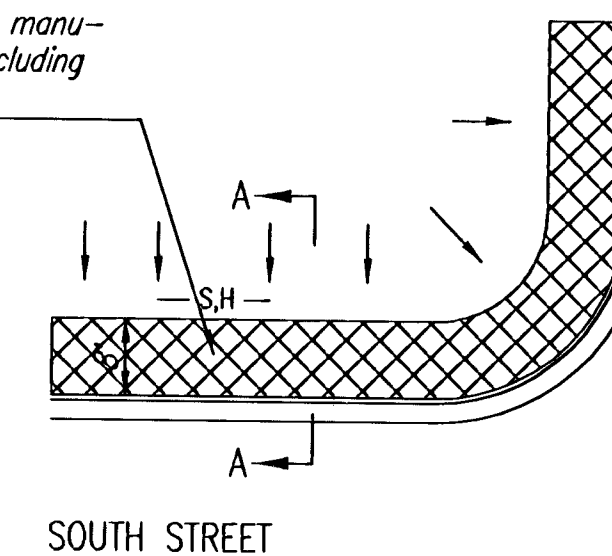


- DURING THIS PHASE OF SUBDIVISION DEVELOPMENT, ALL BMP'S REQUIRED IN PHASE 1 SHALL REMAIN IN PLACE AND BE MAINTAINED.
- AS NEW STORM SEWERS, WITH INLETS, ARE INSTALLED, THE STORM SEWERS MUST NOW BE PROTECTED SO ALL NEW INLETS BECOME POINTS OF COMPLIANCE.
- AREA DRAINS - AS SOON AS WATER CAN FLOW INTO THESE DRAINS, HAYBALE OR SILT FENCE PROTECTION WILL BE INSTALLED AROUND THEM.
- CURB OPENING INLETS - AS SOON AS WATER CAN FLOW INTO THESE DRAINS, INLET PROTECTION BMP'S MUST BE INSTALLED. SEE PHASE 3 - STREET CONSTRUCTION.
- THE STORM SEWER CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING THESE BMP'S. IF WATER CANNOT FLOW INTO CURB INLETS UNTIL STREET CONSTRUCTION IS COMPLETE, THEN STREET CONTRACTOR WILL INSTALL INLET PROTECTION.
- THE SUBDIVISION DEVELOPER WILL MAINTAIN THESE BMP'S ONCE INSTALLED.
- 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.

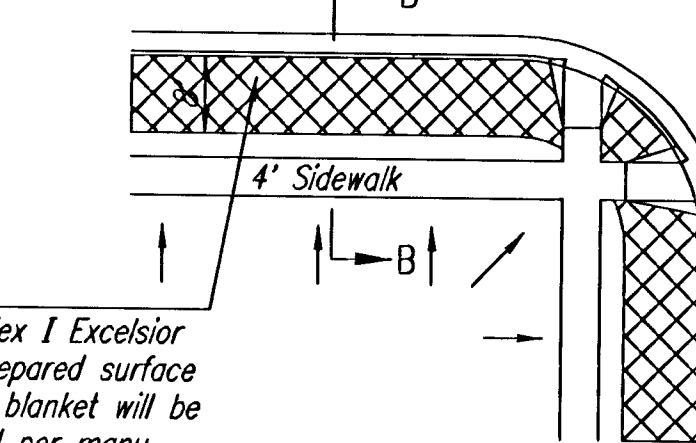
GENERAL NOTES:

- THE INTENT OF ALL BEST MANAGEMENT PRACTICES (B.M.P.'S) IS TO PREVENT ERODED SOIL FROM ENTERING DITCHES, STORM SEWERS, OR ANY OTHER DRAINAGE FEATURE.
- THIS SHEET IS INTENDED TO PROVIDE GUIDELINES AS TO WHAT TYPE OF BMP'S WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS. CONTRACTORS ARE EXPECTED TO BID PROJECTS ACCORDINGLY.
- BMP'S SHALL BE MAINTAINED DURING THE CONSTRUCTION PROCESS TO REMAIN EFFECTIVE. MAINTENANCE SHALL BE AS INDICATED ON THE BMP DETAIL SHEETS.
- PERSONS DESTROYING BMP'S SHALL BE RESPONSIBLE FOR IMMEDIATELY REPAIRING THEM OR INSTALLING SUITABLE REPLACEMENT BMP'S.
- THE DEVELOPMENT OF ANY SUBDIVISION THAT DISTURBS 5 ACRES OR MORE WILL REQUIRE A FEDERAL/STATE NPDES STORMWATER PERMIT. THE PREPARATION OF A STORMWATER POLLUTION PREVENTION PLAN IS REQUIRED. EROSION CONTROL BMP'S ARE REQUIRED. THE DETAILS SHOWN ON THIS SHEET ARE THE MINIMUM STANDARDS TO BE SHOWN ON POLLUTION PREVENTION PLAN.
- FOR SUBDIVISIONS SMALLER THAN 5 ACRES, SOIL EROSION BMP'S ARE REQUIRED. ALSO, DEVELOPERS AND CONTRACTORS ARE ENCOURAGED TO DEVELOP POLLUTION PREVENTION PLANS FOR EACH PROJECT PRIOR TO CONSTRUCTION.
- FAILURE TO USE AND MAINTAIN BMP'S IS A VIOLATION OF SECTION 16.32 OF THE CITY CODE AND WILL SUBJECT THE SUBDIVISION DEVELOPER AND CONTRACTORS TO THE PENALTIES PROVIDED THEREIN.
- THE APPLICATION OF BMP'S SHOWN ON THIS SHEET IS FOR SITUATIONS NORMALLY ENCOUNTERED. FROM TIME TO TIME, SITUATIONS WILL ARISE THAT MAY REQUIRE A DIFFERENT BMP OTHER THAN THAT SHOWN. BMP'S, OTHER THAN THOSE SHOWN, MAY BE UTILIZED SO LONG AS THEY ARE EFFECTIVE AND MAINTAINED.
- 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.

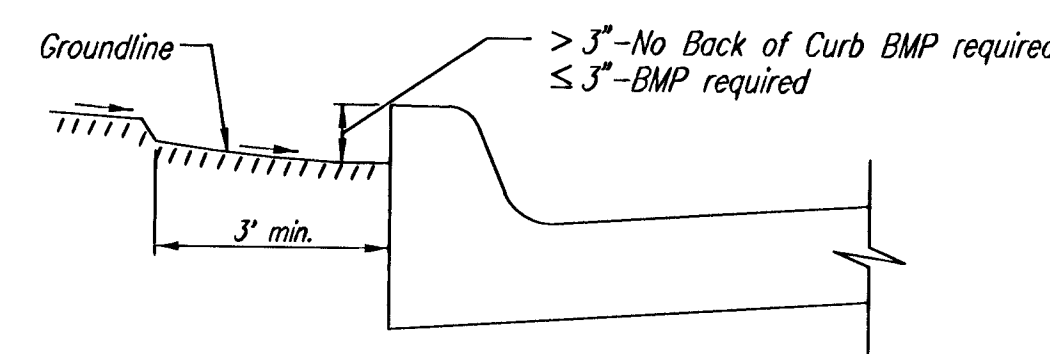
BMP-Install 8' wide Curlex I Excelsior Blanket, or equal, on prepared surface back of curb. Edge of blanket will be at back of curb. Install per manufacturer's recommendation, including staples.



BMP-Install 8' wide Curlex I Excelsior Blanket, or equal, on prepared surface back of curb. Edge of blanket will be at back of curb. Install per manufacturer's recommendation, including staples.



BACK OF CURB PROTECTION DETAIL



CURB BACKFILL DETAIL

JSNR: DEP OPER: DEP SCALE: 1"=1.00  
 X:\STANDARD\Standards Wichita\SEBMP\_SUBDIVISION 06-05-2001 01:57:53 pm

G:\CIVIL\01017.DWG\5ANK\BMP2.DWG

		<b>SOIL EROSION BMP'S SUBDIVISION DEVELOPMENT PROCESS</b>	
		CHRISTOPHER M. CARRIER, P.E. STORM WATER ENGINEER	
PROJECT NUMBER		OCA NO.	
468-83588			
DATE		SHEET 17 OF 19	
MAY 2001			

# FINAL PLAT

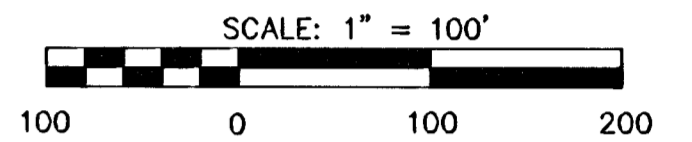
## WOODLAND LAKES ESTATES THIRD ADDITION

### AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

NE. Cor., NE. 1/4, Sec. 27,  
T27S, R2E, 6th P.M.  
Not Fnd., Not Set

NW. Cor., SE. 1/4, Sec. 27,  
T27S, R2E, 6th P.M.  
Set 5/8" rebar w/  
MKEC CLS 39 Id cap

NE. Cor., SE. 1/4, Sec. 27,  
T27S, R2E, 6th P.M.  
Fnd. 1/2" Bar



#### LEGEND

- △ = SECTION CORNER MONUMENT FOUND
- = FOUND PROPERTY CORNER
- = SET 5/8" REBAR W/ MKEC CLS #39 CAP
- B.S. = BUILDING SETBACK
- U.E. = UTILITY EASEMENT
- (P) = PLATTED DIMENSION
- (M) = MEASURED DIMENSION
- (CM) = CALCULATED FROM MEASUREMENT
- (D) = DEEDED MEASUREMENT

#### MINIMUM PAD ELEVATIONS (LOWEST OPENINGS)

LOT	BLOCK	ELEVATION (CITY DATUM)	ELEVATION (USGS)
1	1	1342.5	155.1
2	1	1343.0	155.6
3	1	1343.0	155.6
4	1	1343.0	155.6
1	3	1333.5	146.1
2	3	1333.0	145.6
3	3	1332.3	144.9
4	3	1331.5	144.1
5	3	1331.0	143.6
6	3	1330.5	143.1
7	3	1330.5	143.1
8	3	1330.5	143.1
16	3	1330.8	143.4
17	3	1331.5	144.1
26	3	1333.5	146.1
27	3	1334.0	146.6
28	3	1335.0	147.6
31	3	1337.0	149.6
6	4	1332.5	145.1
7	4	1331.0	143.6
8	4	1330.8	143.4
11	4	1330.5	143.1
12	4	1330.5	143.1
13	4	1330.5	143.1
14	4	1330.5	143.1
15	4	1330.5	143.1
16	4	1330.5	143.1
17	4	1331.0	143.6
23	4	1326.5	139.1
24	4	1328.0	140.6
25	4	1329.5	142.1
26	4	1329.5	142.1
27	4	1329.5	142.1
28	4	1328.0	140.6

#### BENCHMARKS

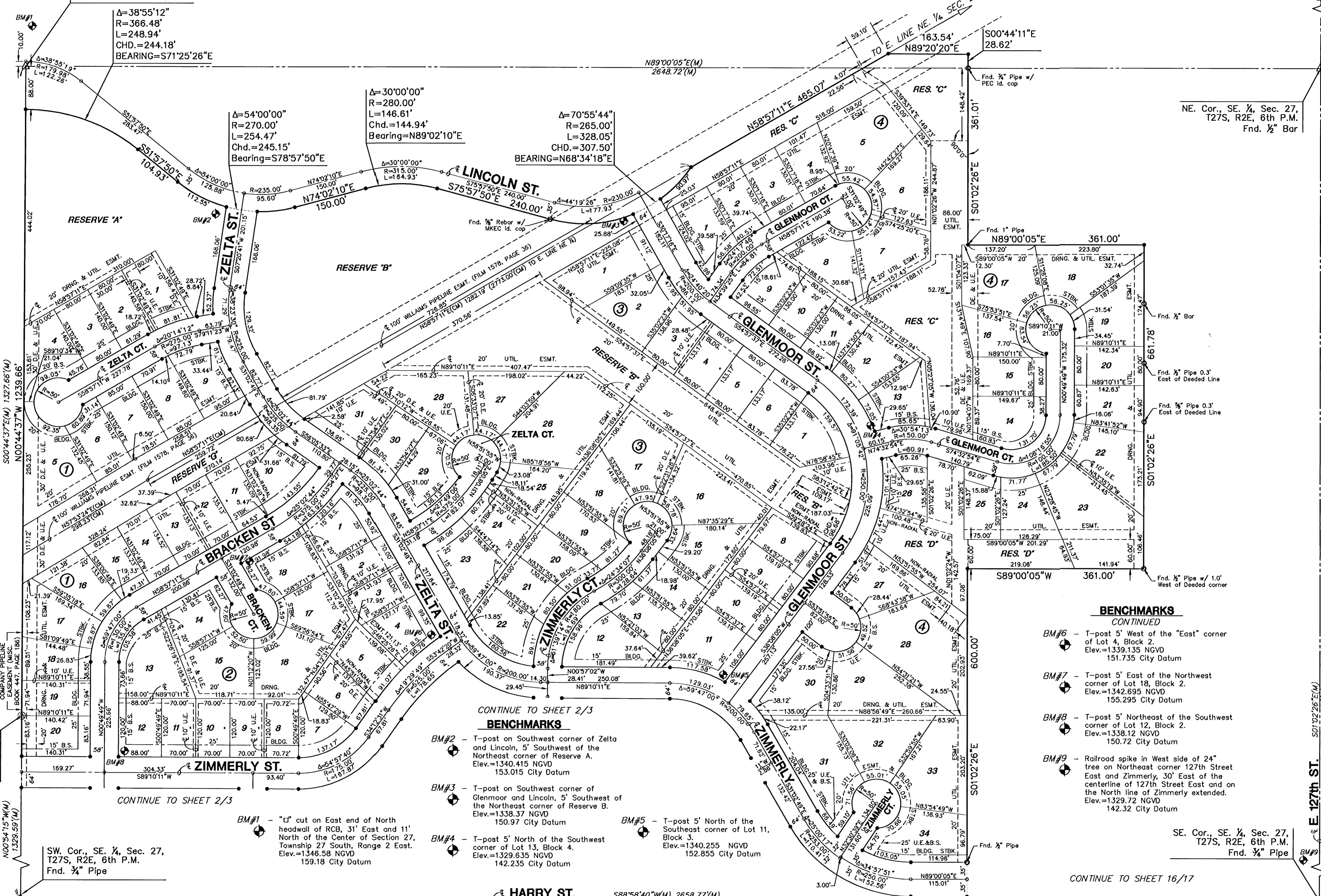
CONTINUED

- BM#6 - T-post 5' West of the "East" corner of Lot 4, Block 2.  
Elev.=1339.135 NGVD  
151.735 City Datum
- BM#7 - T-post 5' East of the Northwest corner of Lot 16, Block 2.  
Elev.=1342.695 NGVD  
155.295 City Datum
- BM#8 - T-post 5' Northeast of the Southwest corner of Lot 12, Block 2.  
Elev.=1338.12 NGVD  
150.72 City Datum
- BM#9 - Railroad spike in West side of 24" tree on Northeast corner 127th Street East and Zimmerly, 30' East of the centerline of 127th Street East and on the North line of Zimmerly extended.  
Elev.=1329.72 NGVD  
142.32 City Datum

#### CONTINUE TO SHEET 2/3

#### BENCHMARKS

- BM#2 - T-post on Southwest corner of Zelta and Lincoln, 5' Southwest of the Northeast corner of Reserve A.  
Elev.=1340.415 NGVD  
153.015 City Datum
- BM#3 - T-post on Southwest corner of Glenmoor and Lincoln, 5' Southwest of the Northeast corner of Reserve B.  
Elev.=1338.37 NGVD  
150.97 City Datum
- BM#4 - T-post 5' North of the Southwest corner of Lot 13, Block 4.  
Elev.=1329.635 NGVD  
142.235 City Datum
- BM#5 - T-post 5' North of the Southeast corner of Lot 11, Block 3.  
Elev.=1340.255 NGVD  
152.855 City Datum



S. 1/4 Cor.,  
Sec. 27,  
T27S, R2E,  
6th P.M.  
Fnd. Stone

SW. Cor., SE. 1/4, Sec. 27,  
T27S, R2E, 6th P.M.  
Fnd. 3/4" Pipe

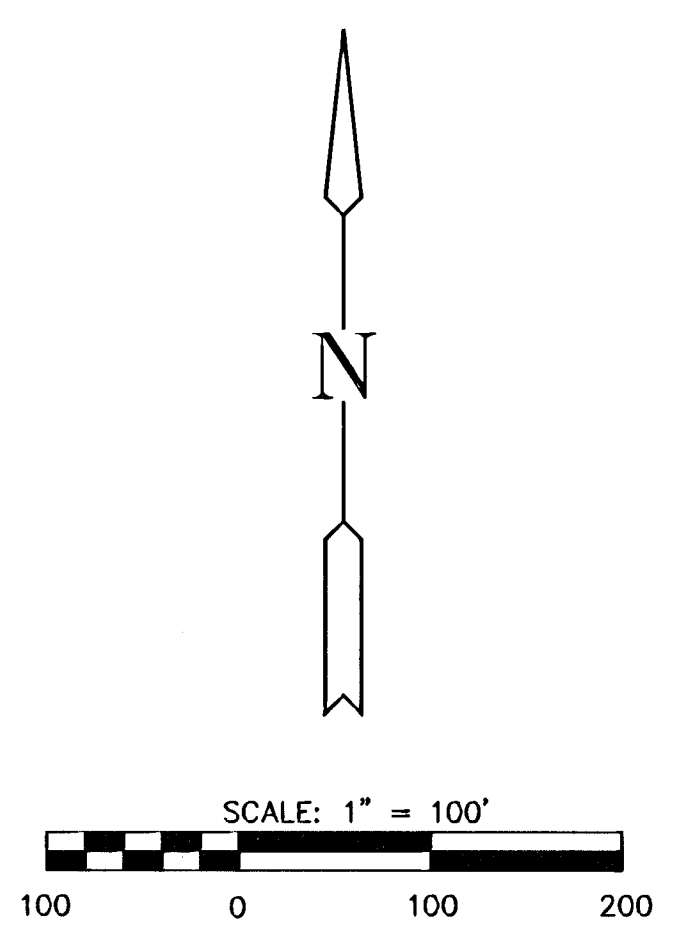
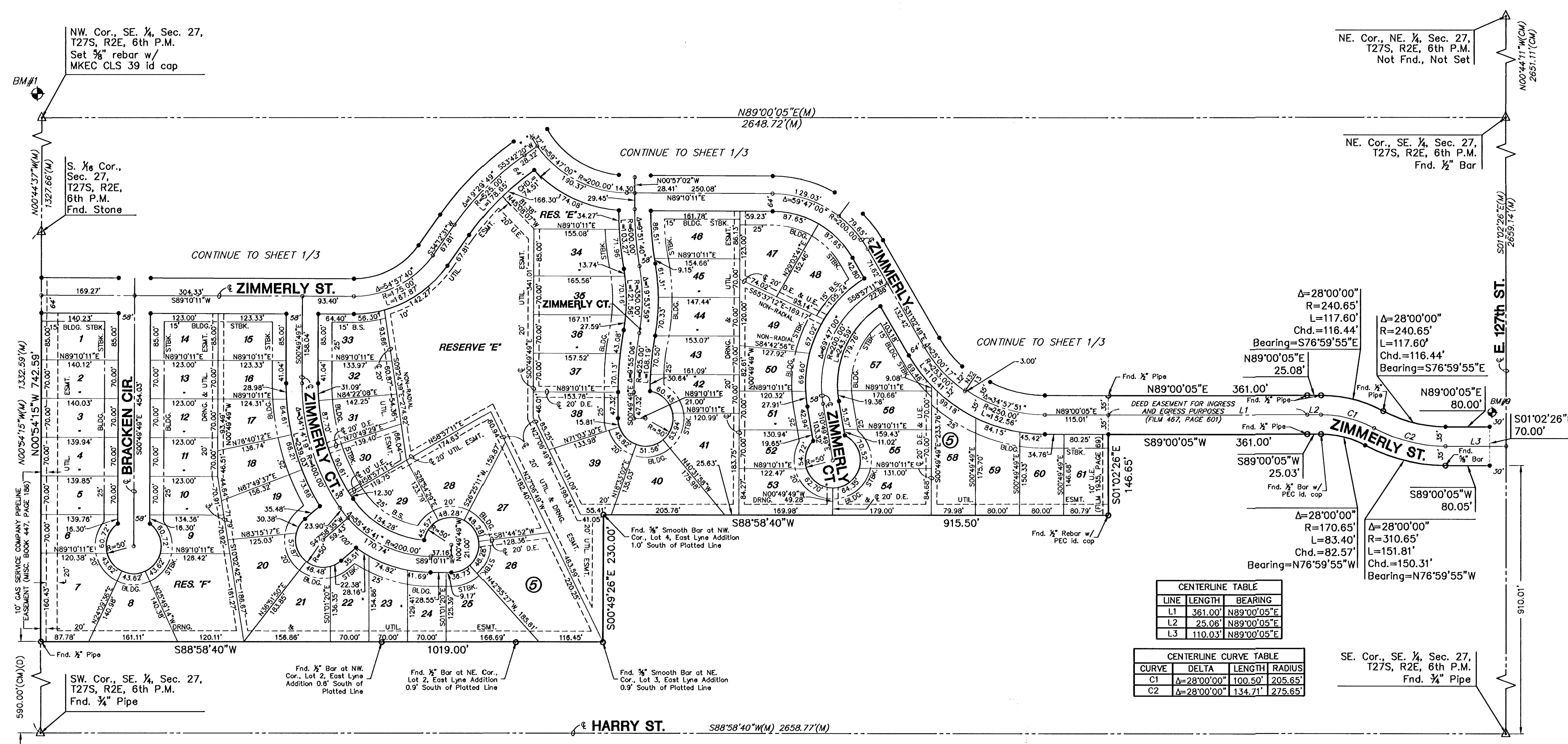
SE. Cor., SE. 1/4, Sec. 27,  
T27S, R2E, 6th P.M.  
Fnd. 3/4" Pipe

CONTINUE TO SHEET 16/17

# FINAL PLAT

## WOODLAND LAKES ESTATES THIRD ADDITION

### AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



- LEGEND**
- △ = SECTION CORNER MONUMENT FOUND
  - = FOUND PROPERTY CORNER
  - = SET 5/8" REBAR W/ MKEC CLS #39 CAP
  - B.S. = BUILDING SETBACK
  - U.E. = UTILITY EASEMENT
  - (P) = PLATTED DIMENSION
  - (M) = MEASURED DIMENSION
  - (CM) = CALCULATED FROM MEASUREMENT
  - (D) = DEEDED MEASUREMENT

LINE	LENGTH	BEARING
L1	361.00'	N89°00'05"E
L2	25.06'	N89°00'05"E
L3	110.03'	N89°00'05"E

CURVE	DELTA	LENGTH	RADIUS
C1	Δ=28°00'00"	100.50'	205.65'
C2	Δ=28°00'00"	134.71'	275.65'

LOT	BLOCK	ELEVATION (CITY DATUM)	ELEVATION (USGS)
26	5	1329.5	142.1
27	5	1330.5	143.1
28	5	1333.5	146.1
29	5	1333.5	146.1
30	5	1333.5	146.1
31	5	1333.5	146.1
32	5	1333.5	146.1
33	5	1333.5	146.1
34	5	1333.5	146.1
35	5	1333.5	146.1
36	5	1333.5	146.1
37	5	1333.5	146.1
38	5	1331.5	144.1
39	5	1330.5	143.1

**BENCHMARKS**

- BM#1 - "L" cut on East end of North headwall of RCB, 31' East and 11' North of the Center of Section 27, Township 27 South, Range 2 East. Elev.=1346.58 NGVD 159.18 City Datum
- BM#2 - T-post on Southwest corner of Zelta and Lincoln, 5' Southwest of the Northeast corner of Reserve A. Elev.=1340.415 NGVD 153.015 City Datum
- BM#3 - T-post on Southwest corner of Glenmoor and Lincoln, 5' Southwest of the Northeast corner of Reserve B. Elev.=1338.37 NGVD 150.97 City Datum
- BM#4 - T-post 5' North of the Southwest corner of Lot 13, Block 4. Elev.=1329.635 NGVD 142.235 City Datum
- BM#5 - T-post 5' North of the Southeast corner of Lot 11, Block 3. Elev.=1340.255 NGVD 152.855 City Datum
- BM#6 - T-post 5' West of the "East" corner of Lot 4, Block 2. Elev.=1339.135 NGVD 151.735 City Datum
- BM#7 - T-post 5' East of the Northwest corner of Lot 18, Block 2. Elev.=1342.695 NGVD 155.295 City Datum
- BM#8 - T-post 5' Northeast of the Southwest corner of Lot 12, Block 3. Elev.=1338.12 NGVD 150.72 City Datum
- BM#9 - Railroad spike in West side of 24" tree on Northeast corner 127th Street East and Zimmerly, 30' East of the centerline of 127th Street East and on the North line of Zimmerly extended. Elev.=1329.72 NGVD 142.32 City Datum