PLOTTED: Thursday, October 23, 2025 @ 02:43PM

GENERAL NOTES

1. CITY OF WICHITA STANDARD SPECIFICATIONS AND DETAILS PREVIOUSLY APPROVED ON APRIL 5, 2013 AND LATER UPDATED BY ADDENDUM ON JUNE 20, 2013 UNDER KDHE PROJECT NO. PW0005240, AND SUBSEQUENTLY REVISED BY SPECIAL PROVISIONS ON NOVEMBER 19, 2020 AND SUBSEQUENTLY MARCH 20, 2023 UNDER KDHE PROJECT NO. PW007148.

2. 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	800-246-8464
BLACK HILLS ENERGY (GAS)	800-694-8989
CITY OF WICHITA WATER & SEWER	316-219-8921
CITY OF WICHITA STORMWATER	316-268-4090
CITY OF WICHITA TRAFFIC	316-268-4034
COX COMMUNICATIONS (CABLE)	888-249-3530
EVERGY	800-544-4857
KANSAS GAS SERVICE (GAS)	888-482-4950

3. 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.

4. 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 WOULD REQUIRE ADDITIONAL ARCHAEOLOGICAL INVESTIGATIONS UNLESS BURIED IN A PREVIOUSLY APPROVED BORROW LOCATION.

5. 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.

6. THE CONTRACTOR SHALL GIVE ALL PROPERTY OWNERS AND/OR TENANTS OF DEVELOPED PROPERTY ABUTTING THE CONSTRUCTION OF THIS PROJECT A MINIMUM OF TEN (10) DAYS NOTICE PRIOR TO START OF CONSTRUCTION.

7. 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.

8. THE ENGINEERING DIVISION SHALL FIELD LOCATE WATER VALVES ONE TIME DURING CONSTRUCTION WHEN REQUESTED BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE SUCH FIELD LOCATIONS DURING THE CONSTRUCTION PROCESS. WATER VALVES, VALVE BOXES OR FIRE HYDRANTS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR AT HIS OWN EXPENSE. VALVE BOXES AND WATER METERS WITHIN THE PROJECT LIMITS SHALL BE ADJUSTED TO MATCH FIELD GRADES BY THE CONTRACTOR.

9. IF TRAFFIC WILL BE IMPACTED BY CONSTRUCTION, A TRAFFIC CONTROL PLAN MUST BE SUBMITTED AND APPROVED BY THE CITY TRAFFIC ENGINEER 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.

10. ALL AREAS DISTURBED DURING CONSTRUCTION THAT WILL NOT BE UNDER PROPOSED PAVEMENT SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.

11. MAINTAIN A MINIMUM OF 10-FOOT HORIZONTAL SEPARATION BETWEEN ALL WATER LINES (MAINS, SERVICES, AND FIRE HYDRANTS) AND ALL SANITARY SEWER LINES (MAINS, SERVICES, AND MANHOLES). ALL SEPARATION DISTANCES ARE TO BE MEASURED FROM EDGE-TO-EDGE, AT THE CLOSEST POINT.

12. MAINTAIN A MINIMUM OF 2-FOOT VERTICAL SEPARATION BETWEEN ALL WATER LINES (MAINS AND SERVICES) AND ALL GRAVITY SANITARY SEWER LINES (MAINS AND SERVICES) AT CROSSINGS. ALL SEPARATION DISTANCES ARE TO BE MEASURED FROM EDGE-TO-EDGE, AT THE CLOSEST POINT.

13. MAINTAIN A MINIMUM OF 2-FOOT VERTICAL SEPARATION BETWEEN ALL WATER LINES (MAINS AND SERVICES) AND ALL PRESSURIZED SANITARY SEWER LINES (FORCE MAINS AND SERVICES) AT CROSSINGS. WATERLINES MUST ALWAYS BE PLACED ABOVE PRESSURIZED SANITARY SEWER LINES WHERE THEY CROSS. ALL SEPARATION DISTANCES ARE TO BE MEASURED FROM EDGE-TO-EDGE, AT THE CLOSEST POINT.

14. CONTRACTOR SHALL LIMIT THE EXTENT OF TRENCH OPENINGS OVERNIGHT AND WEEKENDS TO LESS THAN 50 FEET.

15. EXISTING UTILITIES AND THEIR LOCATION, AS SHOWN ON THE PLANS REPRESENT THE BEST INFORMATION OBTAINABLE FOR DESIGN. LOCATION INFORMATION HAS BEEN OBTAINED FROM THE VARIOUS COMPANIES AND IS EITHER FROM COMPANY UTILITY DRAWINGS OR COMPANY PROVIDED FIELD LOCATIONS, THE PLAN LOCATIONS SHOWN ARE NOT GUARANTEED. ADDITIONAL EXISTING UTILITIES MAY ALSO BE ENCOUNTERED.

16. 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.

17. THE CONTRACTOR SHALL LAY A TRACER WIRE AND SET TEST STATIONS ALONG ALL WATER PIPE INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS AND TRACER WIRE DETAIL ON DETAIL SHEET WL-101. COST IS SUBSIDIARY TO PIPE INSTALLATION.

18. 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.

19. DEFLECTIONS AT PIPE JOINT OR COUPLINGS SHALL NOT EXCEED THE PIPE MANUFACTURER'S RECOMMENDED MAXIMUM. WHERE DEFLECTIONS ARE GREATER THAN THE MAXIMUM ALLOWED, THE CONTRACTOR SHALL UTILIZE CIMJ LONG SLEEVE OR MULTIPLE JOINTS.

20. ANY EXISTING JOINT EXPOSED DURING EXCAVATION SHALL BE REPLACED IF WITHIN FOUR FEET OF PROPOSED JOINT.

21. THE CONTRACTOR SHALL PROTECT FROM DAMAGE AND SUPPORT EXISTING UTILITIES THROUGH CONSTRUCTION AS APPROVED BY THE UTILITY OWNER AND THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

22. ALL TRAFFIC CONTROL DEVICES IN THE WORK ZONE (INCLUDING MARKINGS AND SIGNS) AND THEIR INSTALLATION AND MAINTENANCE SHALL COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL DEVICES IN THE TRAVELED WAY OR CLEAR ZONE SHALL BE CRASHWORTHY (NCHRP REPORT 350 OR MASH COMPLIANT).
    https://safety.fhwa.dot.gov/roadway_dept/countermeasures/reduce_crash_severity/

23. ALL CONSTRUCTION EQUIPMENT, INCLUDING VEHICLES, MATERIALS, AND DEBRIS, SHALL BE STORED OUTSIDE OF THE CLEAR ZONE, WHERE THIS CANNOT BE ACHIEVED THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS, ABJECT IDENTIFIERS, AND/OR BARRICADES IN COMPLIANCE WITH MUTCD.

24. EXCEPT WHEN REQUIRED FOR SAFETY, TRAFFIC CONTROL SHALL NOT BLOCK ANY LANES OR SIDEWALKS WHEN WORK IS NOT BEING PERFORMED.

25. FOLLOW THE LINK BELOW FOR CONSTRUCTION DETAILS ON SPECIFIC CITY OF WICHITA STANDARD DETAILS:
    https://www.wichita.gov/613/Project-Development-Construction-Resourc

26. DEVELOPER FOR THIS PROJECT IS:
    MURDOCK PROPERTIES, LLC
    5841 N. PROSPECT RD.
    PARK CITY, KS. 67204
    LOUIS ROBELLI
    (316)-461-6334

WATER MAIN TO SERVE

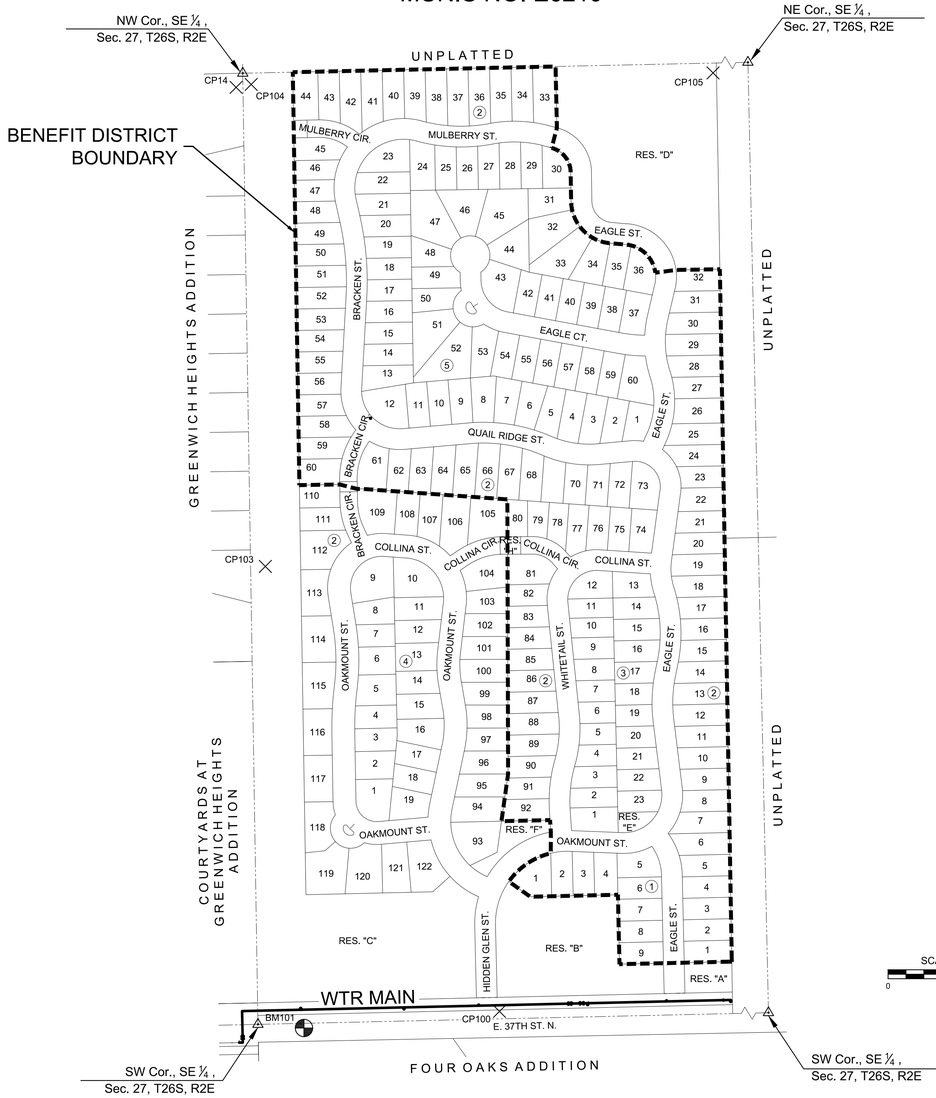
RIVINGTON ADDITION

THE CITY OF WICHITA, KANSAS
PAUL GUNZELMAN, P.E. - CITY ENGINEER

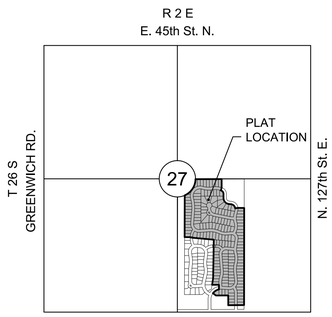
PROJECT NO. 448-2026-026509

ORG CODE 47132026

MUNIS NO. E6210



NOTE: WATER LINE VALVES TO BE OPERATED BY CONTRACTOR ONLY IF WATER INSPECTOR IS ON SITE.



VICINITY MAP

SCALE: NTS

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
01	TITLE SHEET
02	TRAFFIC CONTROL PLAN
03-04	WATER MAIN
05-07	WATER DETAILS
08	TRAFFIC CONTROL DETAILS
09-10	COORDINATE MAP PLAN
11	EROSION CONTROL PLAN
12-16	BMP SHEETS
17-19	FINAL PLAT

BENCHMARKS / CONTROL POINTS

CP-100 5/8 REBAR WITH ALUMINUM MKEC CONTROL CAP
N=1710517.797, E=1689369.023
ELEV=1371.878

CP/BM-101 + CUT IN CONC FIELD ENTRANCE
N=1710471.269, E=1688822.586
ELEV=1372.269

CP-103 5/8 REBAR WITH RED MKEC CONTROL CAP
N=1711761.631, E=1688714.725
ELEV=1387.086

CP-104 5/8 REBAR WITH RED MKEC CONTROL CAP
N=1713109.115, E: 1688675.112
ELEV=1392.619

CP-105 5/8 REBAR WITH RED MKEC CONTROL CAP
N=1713141.250, E=1689966.006
ELEV=1385.169

CP/BM-12 SQUARE "X" CUT ON THE NORTH END OF CURB RETURN OF ISLAND.
N=1710384.173, E=1686866.599
ELEV=1382.187

CP/BM-13 "+" CUT ON THE MIDPOINT OF A CURB RETURN
N=1710453.336, E=1688494.504
ELEV=1375.087

CP-14 5/8" REBAR WITH MKEC ALUMINUM CAP.
N=1713100.953, E: 1688632.846
ELEV=1393.105

DATUM:
THE HORIZONTAL DATUM IS BASED ON THE KANSAS COORDINATE SYSTEM OF 1983, NAD83(2011), EPOCH:2010.0000, SOUTH ZONE. COORDINATES SHOWN HAVE BEEN MODIFIED TO THE GROUND USING A COMBINED ADJUSTMENT FACTOR OF 1.0001200144. STATE PLANE COORDINATES CAN BE CALCULATED BY MULTIPLYING THE SHOWN VALUES BY 0.99988.

ALL ELEVATIONS SHOWN ARE BASED ON THE NAVD 88 VERTICAL DATUM, GEOID 12B.

NOTE:
ALL CONTROL POINTS SHOWN HAVE ELEVATIONS ESTABLISHED USING STANDARD SURVEYING PROCEDURES AND CAN BE USED AS TEMPORARY BENCHMARKS. WHEN USING A CONTROL POINT AS A TEMPORARY BENCHMARK, IT IS RECOMMENDED THAT CROSS-CHECKS BE MADE TO OTHER CONTROL POINTS OR BENCHMARKS TO CONFIRM ELEVATIONS PRIOR TO USE.

MKEC
Wichita, KS • 316.684.9600

SCOUT PRESTON EVANS LICENSED 24423 KANSAS PROFESSIONAL ENGINEER
10/22/26

WATER MAIN TO SERVE
RIVINGTON ADDITION
WICHITA, KS

TITLE SHEET

PROJECT NO. 448-2026-026509

SCALE 1" = 200'

DRAWN	DESIGNED	CHECKED
HHK	DFL	SPE

NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

SHEET NO.
C-001-WM1
01 OF 19

©2026 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

J:\PROJECTS\2025\2501\0637 - ARTISTIC_RIVINGTON\00.2\0637 CAD\SHTS\00 CIVIL\WTRMAIN\250637_C-001-WM1.DWG

PLOTTED: Thursday, October 23, 2025 @ 09:34AM



J:\PROJECTS\2025\2501010637 - ARTISTIC_RIVINGTON\00 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-002-WM1.DWG

MKEC
Wichita, KS • 316.684.9600

SCOTT PRESTON LICENSED ENGINEER 24423 KANSAS PROFESSIONAL ENGINEER
10/22/26

WATER MAIN TO SERVE

RIVINGTON ADDITION

WICHITA, KS

TRAFFIC CONTROL PLAN

PROJECT NO.
448-2026-026509

SCALE
1" = 200'

DRAWN	DESIGNED	CHECKED
HHK	DFL	SPE

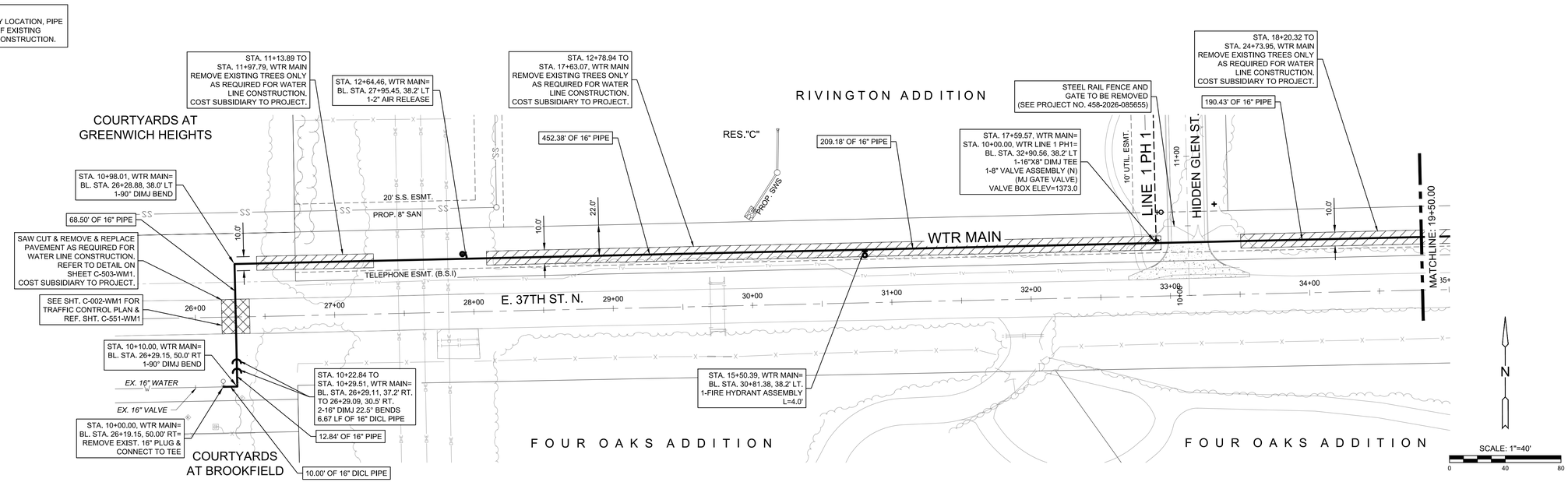
NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

SHEET NO.
C-002-WM1
02 OF 19

©2025 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

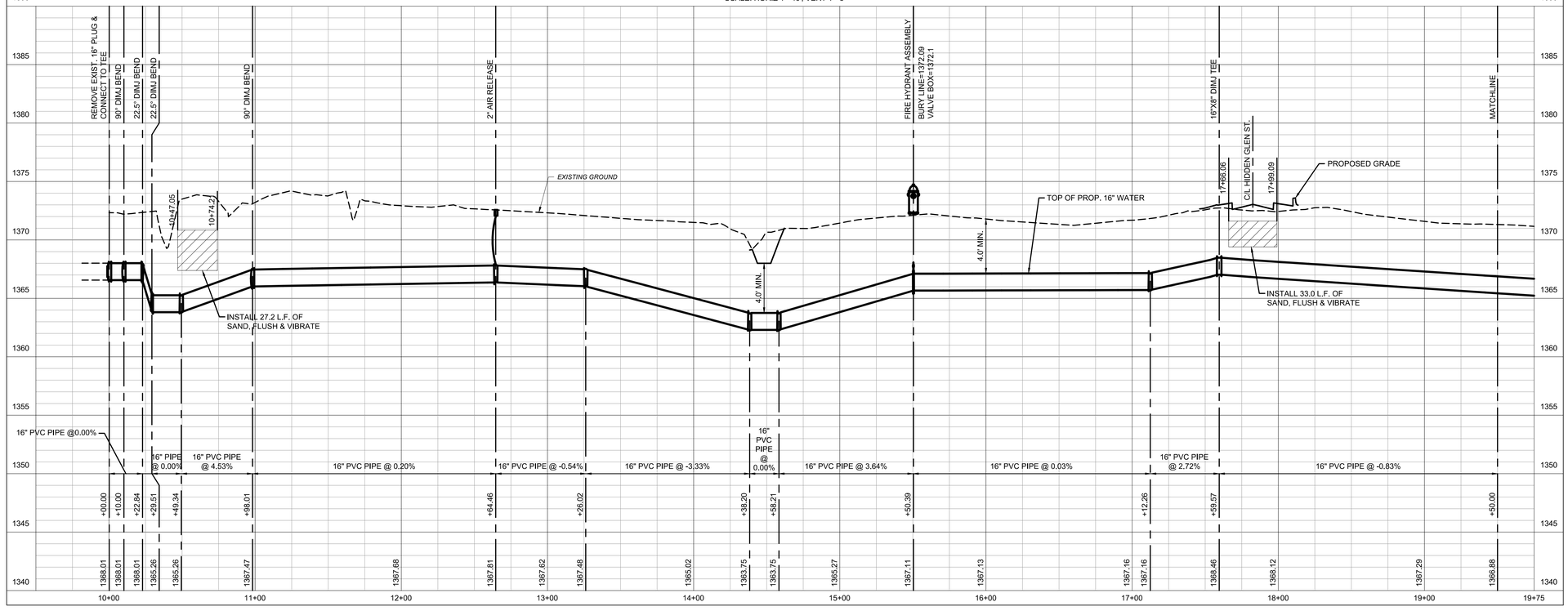
PLOTTED: Thursday, October 23, 2025 @ 09:30AM

NOTES:
CONTRACTOR TO VERIFY LOCATION, PIPE TYPE, AND ELEVATION OF EXISTING WATER LINE PRIOR TO CONSTRUCTION.



WATER MAIN - 1 OF 2

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



MKEC
Wichita, KS • 316.684.9600

SCOTT PRESTON EVANS LICENSED PROFESSIONAL ENGINEER 24423 KANSAS
10/22/26

WATER MAIN TO SERVE
RIVINGTON ADDITION
WICHITA, KS

WATER MAIN

PROJECT NO.	
	448-2026-026509
SCALE	VERT: 1" = 5' HORIZ: 1" = 40'

DRAWN	DESIGNED	CHECKED
HHK	DFL	SPE

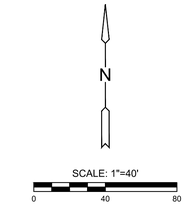
NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

SHEET NO.
C-101-WM1
03 OF 19

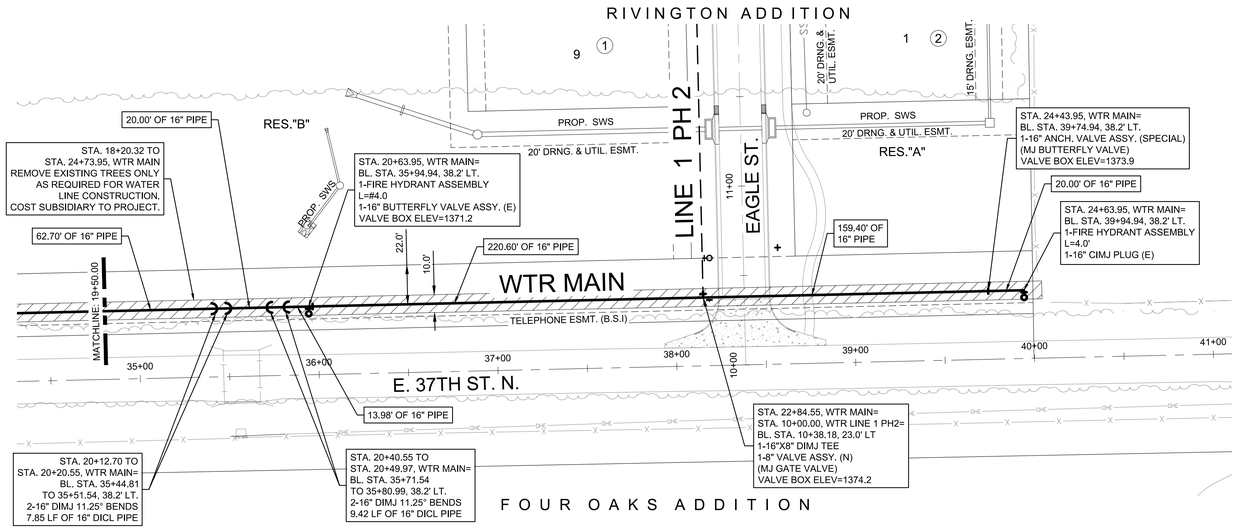
©2026 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

J:\PROJECTS\2025\2501010637 - ARTISTIC_RIVINGTON\00 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-101-WM1.DWG

PLOTTED: Thursday, October 23, 2025 @ 09:37AM

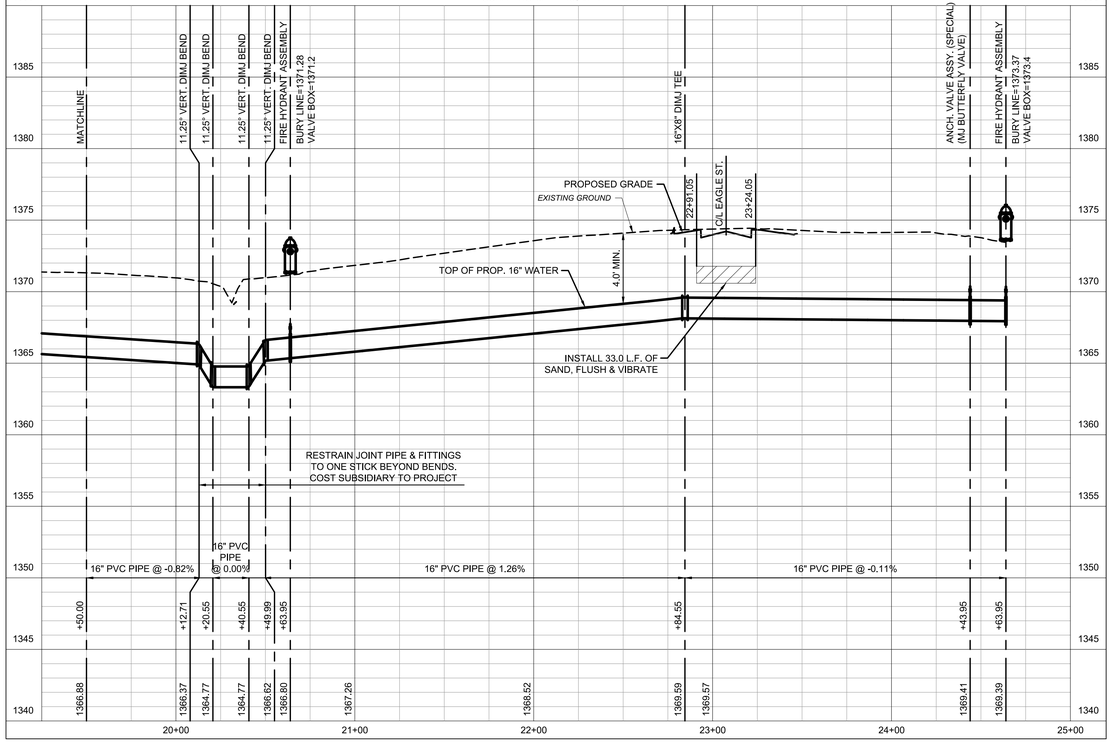


NOTE:
CONTRACTOR TO VERIFY LOCATION, PIPE TYPE, AND ELEVATION OF EXISTING WATER LINE PRIOR TO CONSTRUCTION.



WATER MAIN - 2 OF 2

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



MKEC
Wichita, KS • 316.684.9600

SCOUT PRESTON LICENSED 24423 KANSAS PROFESSIONAL ENGINEER
10/22/26

WATER MAIN TO SERVE
RIVINGTON ADDITION
WICHITA, KS

WATER MAIN (CONT.)

PROJECT NO. 448-2026-026509
SCALE VERT: 1" = 5' HORIZ: 1" = 40'

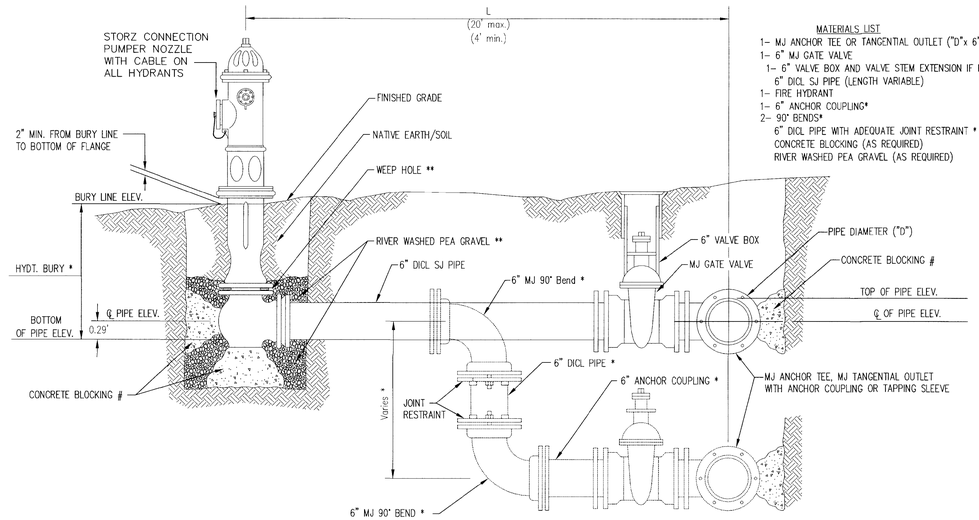
DRAWN	DESIGNED	CHECKED
HHK	DFL	SPE

NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

SHEET NO.
C-102-WM1
04 OF 19

©2026 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

J:\PROJECTS\2025\2501010637 - ARTISTIC_RIVINGTON\00 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-102-WM1.DWG



MATERIALS LIST

1– MJ ANCHOR TEE OR TANGENTIAL OUTLET ("D"x 6")
1– 6" MJ GATE VALVE
1– 6" VALVE BOX AND VALVE STEM EXTENSION IF REQUIRED *
6" DICL SJ PIPE (LENGTH VARIABLE)
1– FIRE HYDRANT
1– 6" ANCHOR COUPLING*
2– 90° BENDS*
6" DICL PIPE WITH ADEQUATE JOINT RESTRAINT *
CONCRETE BLOCKING (AS REQUIRED)
RIVER WASHED PEA GRAVEL (AS REQUIRED)

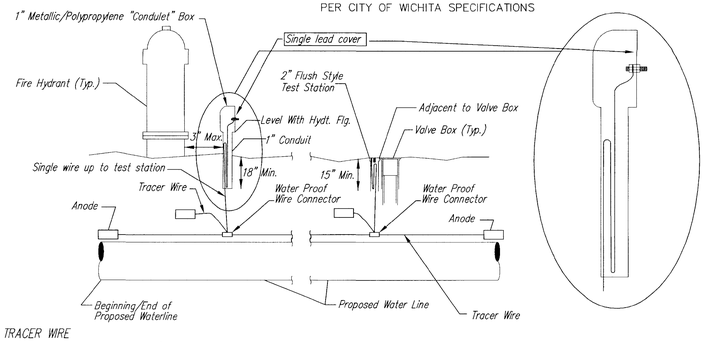
* IF THE REQUIRED HYDRANT BURY IS IN EXCESS OF 5', BUT LESS THAN 7', CONTRACTOR SHALL USE STANDARD 5' HYDRANT BURY AND HYDRANT BARREL EXTENSIONS AS NECESSARY. IF THE REQUIRED HYDRANT BURY IS GREATER THAN 7', CONTRACTOR SHALL USE 5' HYDRANT BURY, 2–MJ 90° BENDS, 6" ANCHOR COUPLING AND 6" DICL PIPE AS NECESSARY FOR VERTICAL ADJUSTMENT. THE CONTRACTOR SHALL PROVIDE ADEQUATE THRUST BLOCKING AT HYDRANT AND MEGALUGS, OR SIMILAR RESTRAINT BETWEEN 90° BENDS TO SECURE ALL FITTINGS DURING TESTING AND OPERATION. THE CONTRACTOR SHALL PROVIDE A VALVE STEM EXTENSION PER DETAIL THIS SHEET.

** CAUTION: WEEP HOLES TO BE KEPT CLEAR DURING CONSTRUCTION AND BACKFILL. CONCRETE FOR THRUST BLOCKING SHALL NOT OBSTRUCT WEEP HOLES. PLACE 1 CUBIC FOOT OF RIVER WASHED PEA GRAVEL AROUND EACH WEEP HOLE.

CONCRETE THRUST BLOCKING SHALL BE KEPT CLEAR OF BOLTS, NUTS, AND MJ ACCESSORIES.

FIRE HYDRANT ASSEMBLY

PER CITY OF WICHITA SPECIFICATIONS



TRACER WIRE

Conductive type pipe locator/tracer wire shall be install to locate all waterline pipe regardless of pipe material. The wire shall extend the entire length of the proposed pipe. The wire shall be taped to the waterline and pulled with the pipe. A waterproof connector shall be used at splice locations. A complete list of approved tracer wire and waterproof connectors can be found on the City of Wichita's website at www.wichita.gov.

WIRE

The tracer wire shall be Blue No. 12 AWG CCS with 45 mil HDPE insulation. To allow for grade adjustment, a minimum of 12" of excess wire shall be coiled at the bottom of the test station for all wires. Wire connectors shall be installed per manufacturer recommendations. Contractor shall attach wire being installed with proposed water main to any tracer wire installed with adjacent waterline projects.

TEST STATIONS

*The test station for fire hydrant application shall be a 1" "conduiet" style station as manufactured by AGRA Industries with a removable solid cover having a single lead extending from the face or approved equal. The "conduit" style test station shall be attached to a 1" rigid galvanized conduit with a minimum length of 36" and plastic end bushing. The flush style shall have the word "WATER" stamped or molded into the lid. The test station for valve applications shall be a 2" flush style test station with wire connector on lid. Model # T2PH7B1LP Handley Industries or CD14*TP SnakePit as manufactured by Copperhead Industries or approved equal. The flush style shall have the word "WATER" stamped or molded into the lid. All test stations shall be manufactured using molded blue tops or sufficiently coated with blue enamel paint. The tracer wire and the anode wire shall be install to allow 12" of wire within the test station. The location of all test stations shall be recorded, and shown in the as–built drawings. Flush style test stations shall not be installed in pavement or sidewalk unless approved by the Engineer. Contractor shall extend tracer wire & move flush mount test station to nearest location out of pavement or sidewalk.*

ANODES

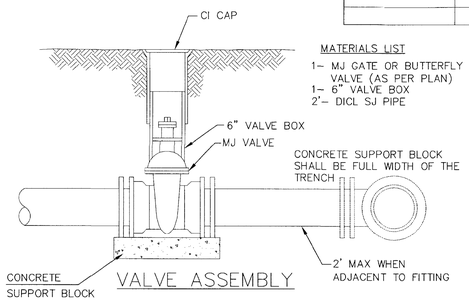
The anodes shall be 3 lb. bare zinc or magnesium. The anodes shall be buried at the same elevation as the waterline at each test station. The anodes shall be connected to 12 AWG CCS which shall be extended to the test station.

TRACER WIRE DETAIL

COST IS SUBSIDIARY TO PIPE INSTALLATION

FIRE HYDRANTS REQUIRED

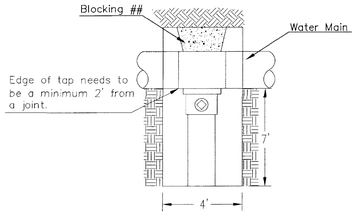
STATION	BURY LINE ELEVATION	TOP OF PIPE ELEVATION	FIRE HYDRANT BURY REQUIRED*	VALVE STEM EXT. REQUIRED (ft)*
15+50.39	1372.09	1367.11	6.0'	
20+63.95	1371.28	1366.80	5.5'	
24+63.95	1373.37	1369.39	5.0'	



MATERIALS LIST

1– MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1– 6" VALVE BOX
2'– DICL SJ PIPE

VALVE ASSEMBLY

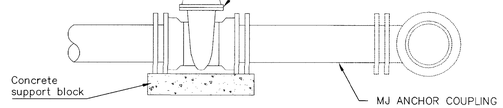


CITY TAP

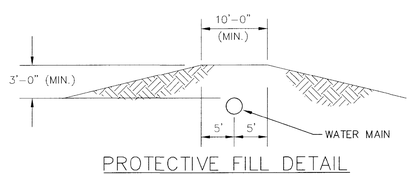
When the City of Wichita makes tap, blocking is to be done by Contractor

MATERIALS LIST

1–MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1–MJ ANCHOR COUPLING (12" OR SMALLER)
1–6" VALVE BOX
CONCRETE SUPPORT BLOCK SHALL BE FULL WIDTH OF THE TRENCH

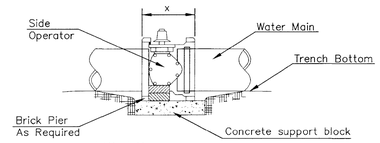


ANCHORED VALVE ASSEMBLY



PROTECTIVE FILL DETAIL

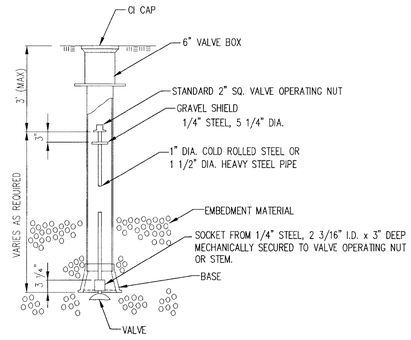
MINIMUM PROTECTIVE FILL SHALL BE PROVIDED IN ALL INSTANCES WHERE COVER OVER THE PROP. WATER LINE IS LESS THAN 3'.
(COST SUBSIDIARY TO PIPE INSTALLATION)



NOTES

1. This detail covers Butterfly Valve installation, inclusive, regardless of type of pipe or joint used. 24" and larger lines to be detailed on plans.
2. 6" Valve Box and Cover required per City of Wichita Std. Specifications.
3. Conc. Support Block to be full width of trench.

CONCRETE SUPPORT BLOCKING FOR BUTTERFLY VALVE INSTALLATION

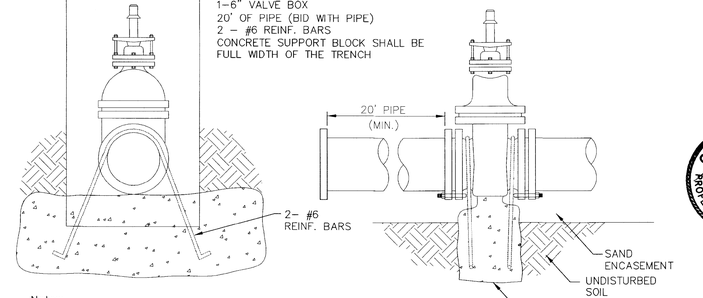


VALVE STEM EXTENSION DETAIL

NOTE: ONE VALVE STEM EXTENSION FOR EACH VALVE BURIED GREATER THAN 5'.

MATERIALS LIST

1–MJ GATE OR BUTTERFLY VALVE (AS PER PLAN)
1–CIMJ CAP WHEN NECESSARY
1–6" VALVE BOX
20' OF PIPE (BID WITH PIPE)
2 – #6 REINF. BARS
CONCRETE SUPPORT BLOCK SHALL BE FULL WIDTH OF THE TRENCH



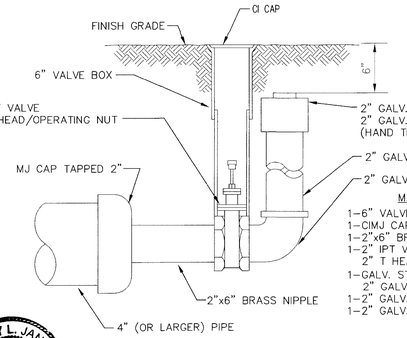
Notes:
1. Concrete Block at Valve to have sufficient bearing in undisturbed soil to prevent thrust movement as shown in table at right. Field Engineer to determine thrust loading of undisturbed soil and final size of thrust block.

2. The thrust block shall be constructed such that bolts, nuts, and other MJ accessories are kept clear of concrete.

3. All valves at dead ends and at other locations as called out on the plans shall be blocked as shown here.

THRUST AT VALVES	
VALVE	THRUST AT 150 #/in²
4"	1809 lbs.
6"	4245 lbs.
8"	7540 lbs.
12"	16965 lbs.

ANCHORED VALVE ASSEMBLY, SPECIAL



MATERIALS LIST

1–6" VALVE BOX
1–CIMJ CAP
1–2"x6" BRASS NIPPLE
1–2" IPT VALVE
2" T HEAD/OPERATING NUT
1–GALV. STREET EL.
2" GALV. PIPE (AS REQUIRED)
1–2" GALV. COUPLING
1–2" GALV. PLUG (HAND TIGHTENED)

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
10/27/16

2" BLOWOFF ASSEMBLY

REVISED: OCTOBER 2016

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STANDARD WATER ASSEMBLY DETAIL

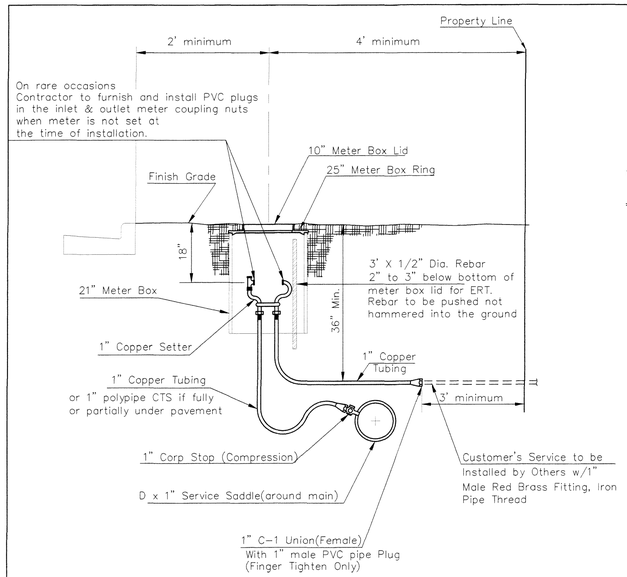
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

SHEET
C-501-WM1
05 OF 19

WL-101



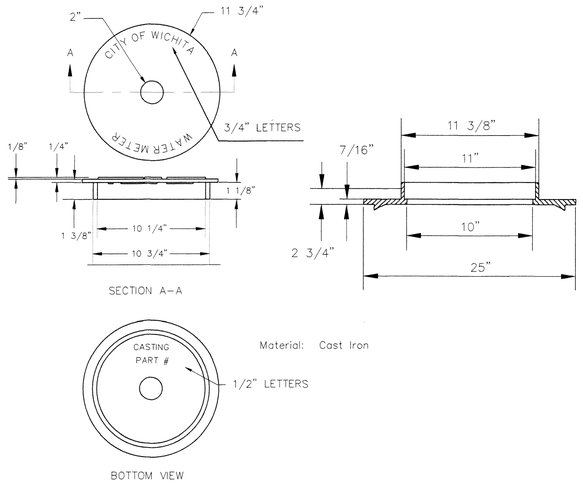
Minimum length of pigtail on consumer side is 36" of copper tubing from meter set.

Bore hole under paving shall be a maximum of 2" in diameter and a minimum of 36" below top of pavement.

Service Saddles are required on all mains.

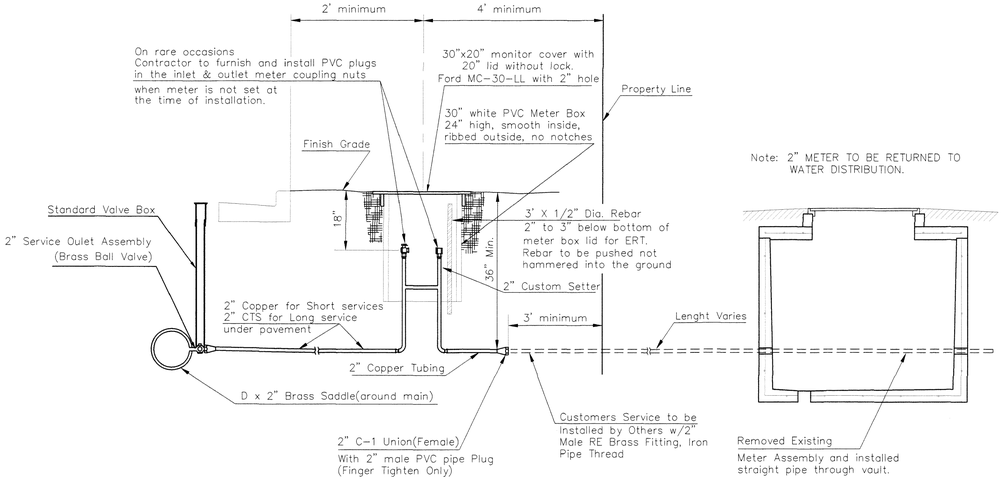
Meter boxes will be located on each lot to be served, as indicated in the SPECIAL PROVISIONS

TYPICAL 1" METER SETTING



Material: Cast Iron

NOT TRAFFIC RATED
RING & LID FOR 1" METER BOX



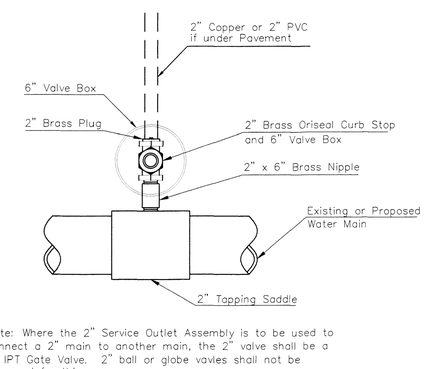
TYPICAL 2" METER SETTING

Note: ONE VALVE STEM EXTENSION FOR EACH VALVE BURIED GREATER THAN 5'.

TYPICAL 2" METER SETTING INVOLVING EXISTING 2" METER VAULT

Note: ONE VALVE STEM EXTENSION FOR EACH VALVE BURIED GREATER THAN 5'.

SERVICE TYPES



Note: Where the 2" Service Outlet Assembly is to be used to connect a 2" main to another main, the 2" valve shall be a 2" IPT Gate Valve. 2" ball or globe vavles shall not be approved for this use.

2" SERVICE OUTLET ASSEMBLY

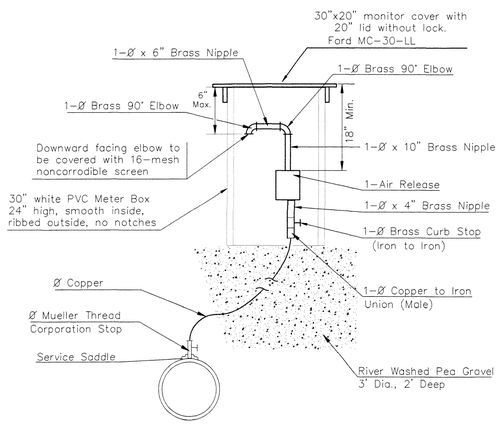
TOP VIEW

1 – Ø Mueller Thread Corporation Stop
– Ø Type "K" Copper Tubing
1 – Ø Copper to Iron Union (Male)
1 – Ø Brass Curb Stop (Iron to Iron)
2 – Øx4" Brass Nipple

Air Release
2 – Ø Brass Elbows (90°)
1 – 1"x6" Brass Nipple
1 – 30" Monitor Cover
1 – 20" Meter Lid

NOTE:

THE 1"/2" AIR RELEASE ASSEMBLY WILL TYPICALLY BE USED ON WATER MAINS 24" AND SMALLER, AS SPECIFICALLY DESIGNATED IN THE PLANS. COMBINATION AIR RELEASE ASSEMBLIES WILL BE SPECIFICALLY DESIGNED FOR PROJECTS WITH LARGER MAINS, AND WILL BE INCLUDED IN THE PLANS.



MATERIALS FOR 1" or 2" AIR RELEASE ASSEMBLY
Ø = 1" or 2"



REVISED: NOVEMBER 2019 | TM | 3'x1/2" REBAR IN 1" & 2" METER SETTINGS FOR ERT.

CITY OF WICHITA

PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

STANDARD WATER SERVICE DETAIL

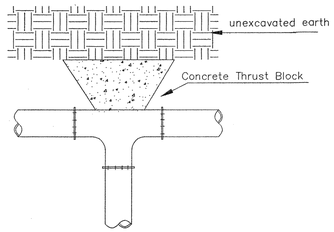
CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

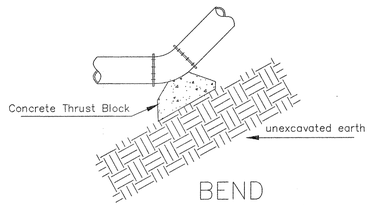
CITY ENGINEER'S OFFICE
CITY HALL - SEVENTH FLOOR
455 NORTH MAIN STREET
WICHITA, KANSAS 67202-1620
(316) 268-4501

SHEET
C-502-WM1
06 OF 19

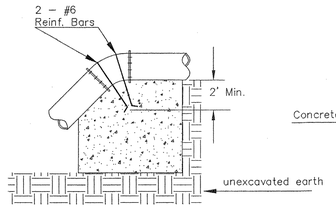
WL-102



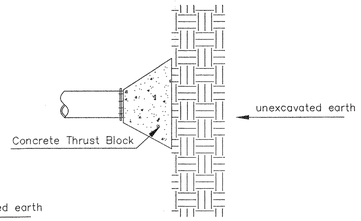
TEE



BEND



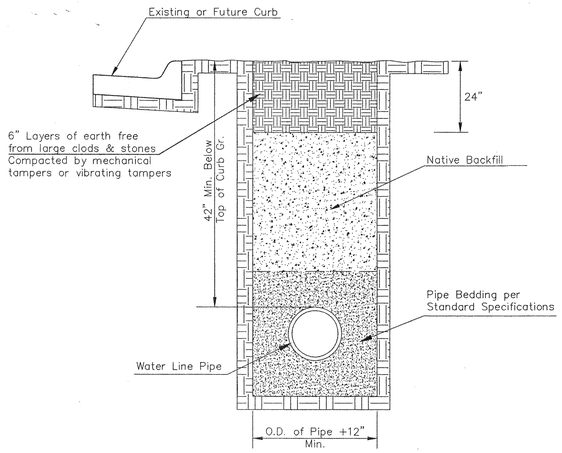
VERTICAL BEND



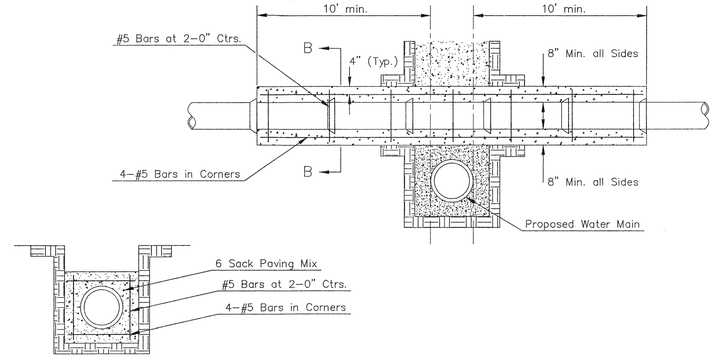
PLUG

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

TYPICAL THRUST BLOCKS



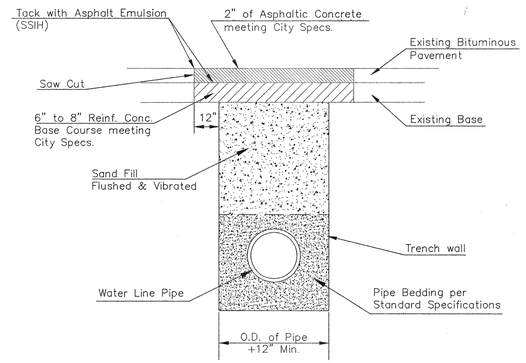
TRENCH COMPACTION IN ROAD RIGHT–OF–WAY



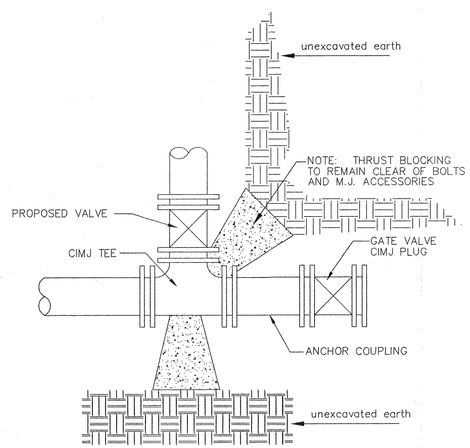
SECTION B–B

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

REINFORCED CONCRETE ENCASEMENT OF SANITARY SEWER

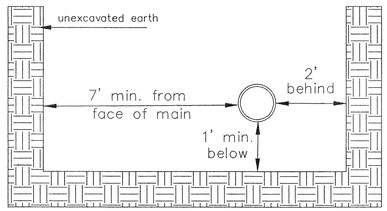


PAVEMENT REPLACEMENT & TRENCH COMPACTION UNDER EXISTING AND PROPOSED CITY ROADS



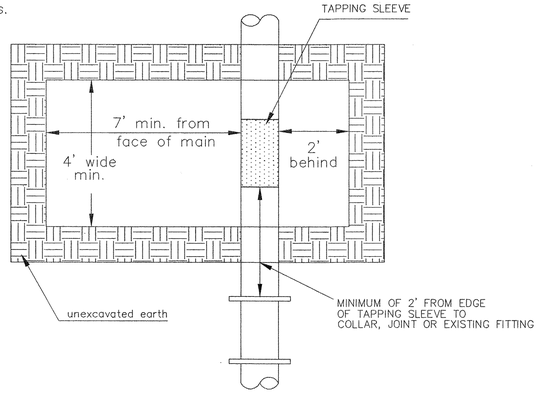
KEY BLOCK DETAIL

SIDE VIEW



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

TOP VIEW



EXCAVATION FOR WET TAP

* PLANS GOVERN
UNLESS OTHERWISE NOTED ON PLANS

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER 07/21/15

REVISED: JULY 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

MISCELLANEOUS WATER DETAILS

CITY ENGINEER
GARY JANZEN, P.E..

PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

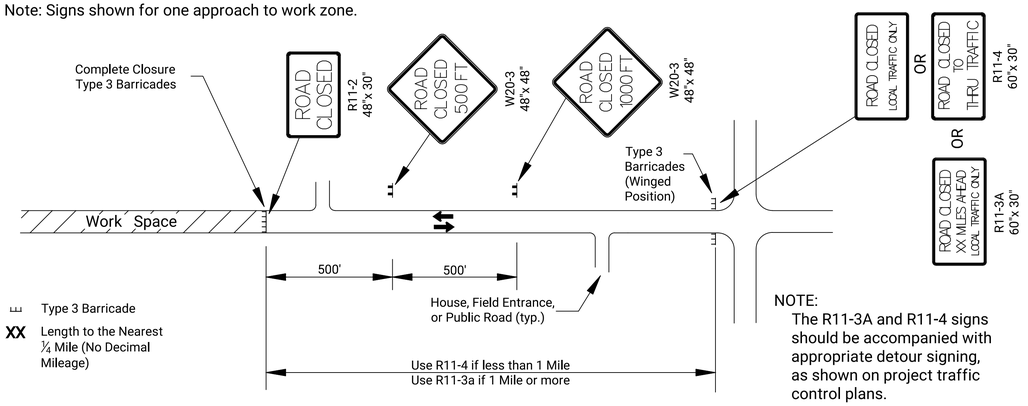
SHEET
C-503-WM1
07 OF 19

WL-104

PLOTTED: Thursday, October 23, 2025 @ 08:37AM

STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
KANSAS	468-2026-026532	2025	07	16

Note: Signs shown for one approach to work zone.



NOTE:
The R11-3A and R11-4 signs should be accompanied with appropriate detour signing, as shown on project traffic control plans.

FIGURE 1: TYPICAL SIGNING FOR ROAD CLOSURE (MAINLINE OR SIDE ROAD)

Note: Sign shown for one approach to intersection (work zone).

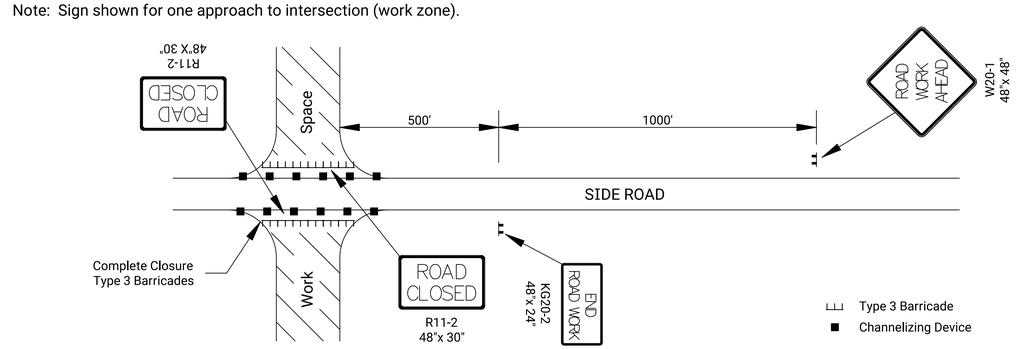


FIGURE 2: TYPICAL SIGNING FOR SIDE ROAD OPEN

Note: Signs shown for one approach to work zone.

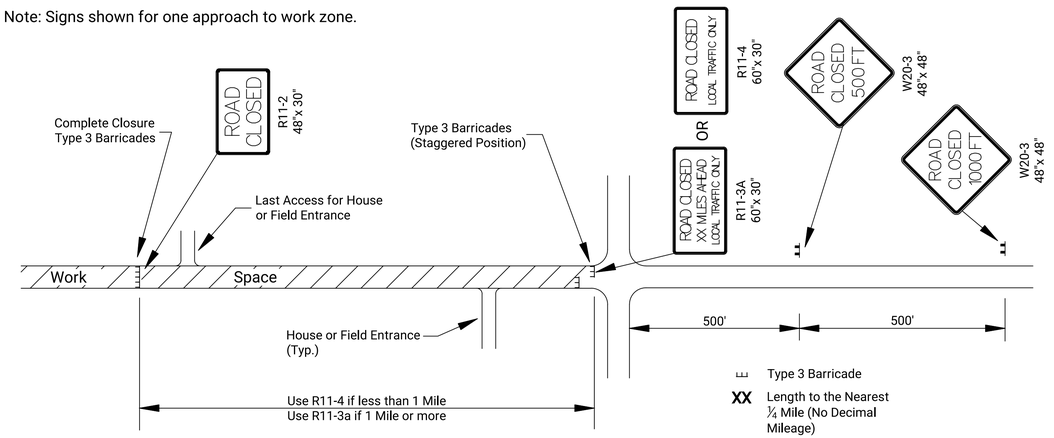


FIGURE 3: TYPICAL SIGNING FOR ROAD CLOSURE - LOCAL TRAFFIC ACCESS

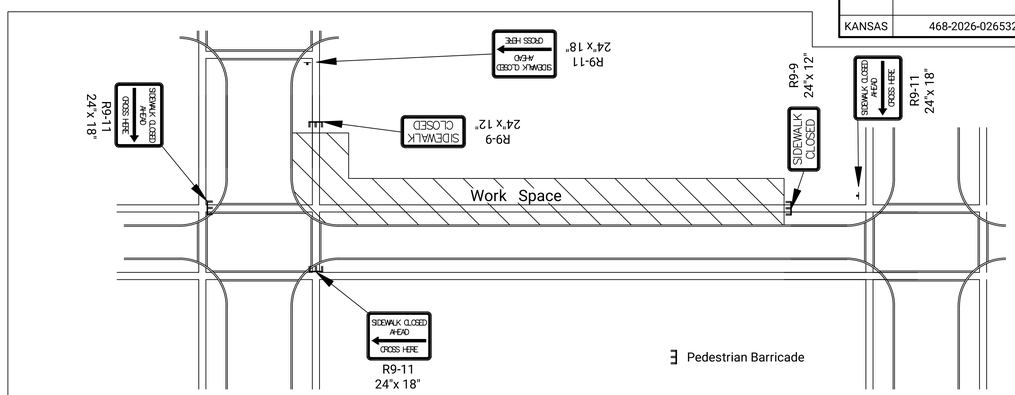
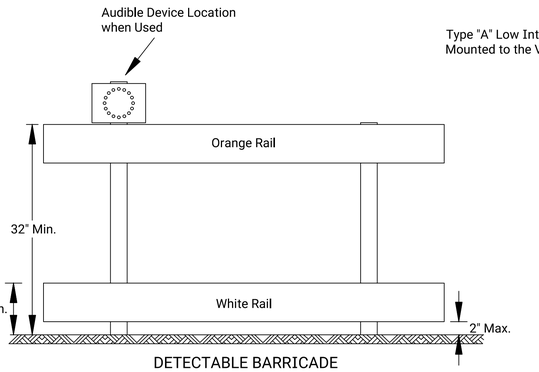
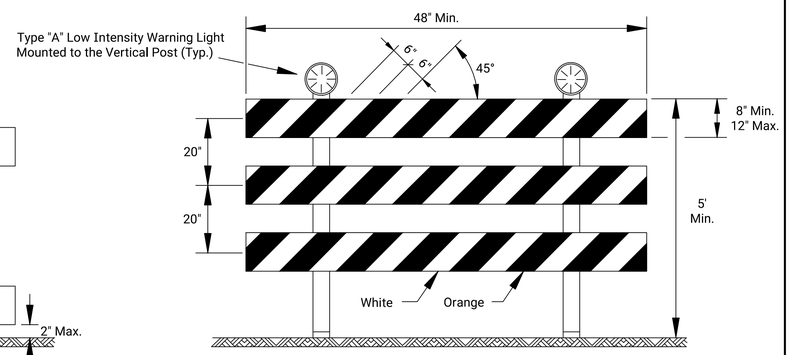


FIGURE 4: TYPICAL SIGNING FOR SIDEWALK CLOSED WITH OPPOSITE SIDEWALK AVAILABLE



DETECTABLE BARRICADE

1. Support device shall not project beyond the detection plate into the pathway.
2. Barricades shall be used to close the entire width of the pathway.
3. Do not use warning lights on pedestrian barricades.
4. Do not use warning lights on audible devices.



TYPE 3 BARRICADE WITH LIGHTS

Approved signs mounted on Type 3 barricades should not cover more than 50% of the top two rails or 33% of the total area of the three rails.

When barricades are placed end-to-end or staggered, a Type "A" low intensity warning light shall be mounted to the vertical post near each outside corner of the end barricades.

ROAD CLOSED GENERAL NOTES

As shown in Figure 1, at the point where thru traffic must detour and local traffic can proceed to the location where the roadway is completely closed, the R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) or R11-4 (ROAD CLOSED LOCAL TRAFFIC ONLY or ROAD CLOSED TO THRU TRAFFIC) sign shall be used with Type 3 barricades (winged position), placed on the shoulders of roadway.

As shown in Figure 3, when local traffic must be allowed access into the work zone, Type 3 barricades shall be longitudinally staggered to maintain the appearance of a closed roadway. A second line of end-to-end Type 3 barricades shall be placed just beyond the last access point in the work zone, to completely close the roadway.

The R11-4 (ROAD CLOSED TO THRU TRAFFIC or ROAD CLOSED LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is less than 1 mile.

The R11-3a (ROAD CLOSED # MILES AHEAD LOCAL TRAFFIC ONLY) sign shall be used when the distance to the point of complete closure of the roadway is 1 mile or greater.

The words "BRIDGE OUT" (or BRIDGE CLOSED) may be substituted for the words "ROAD CLOSED" on the R11-3a or R11-4 sign where applicable.

SCOTT PRESTON EVANS
LICENSED
24423
KANSAS
PROFESSIONAL ENGINEER
10/22/26

NO.	DATE	REVISIONS	BY	APP'D

KANSAS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL CLOSURES

TE704

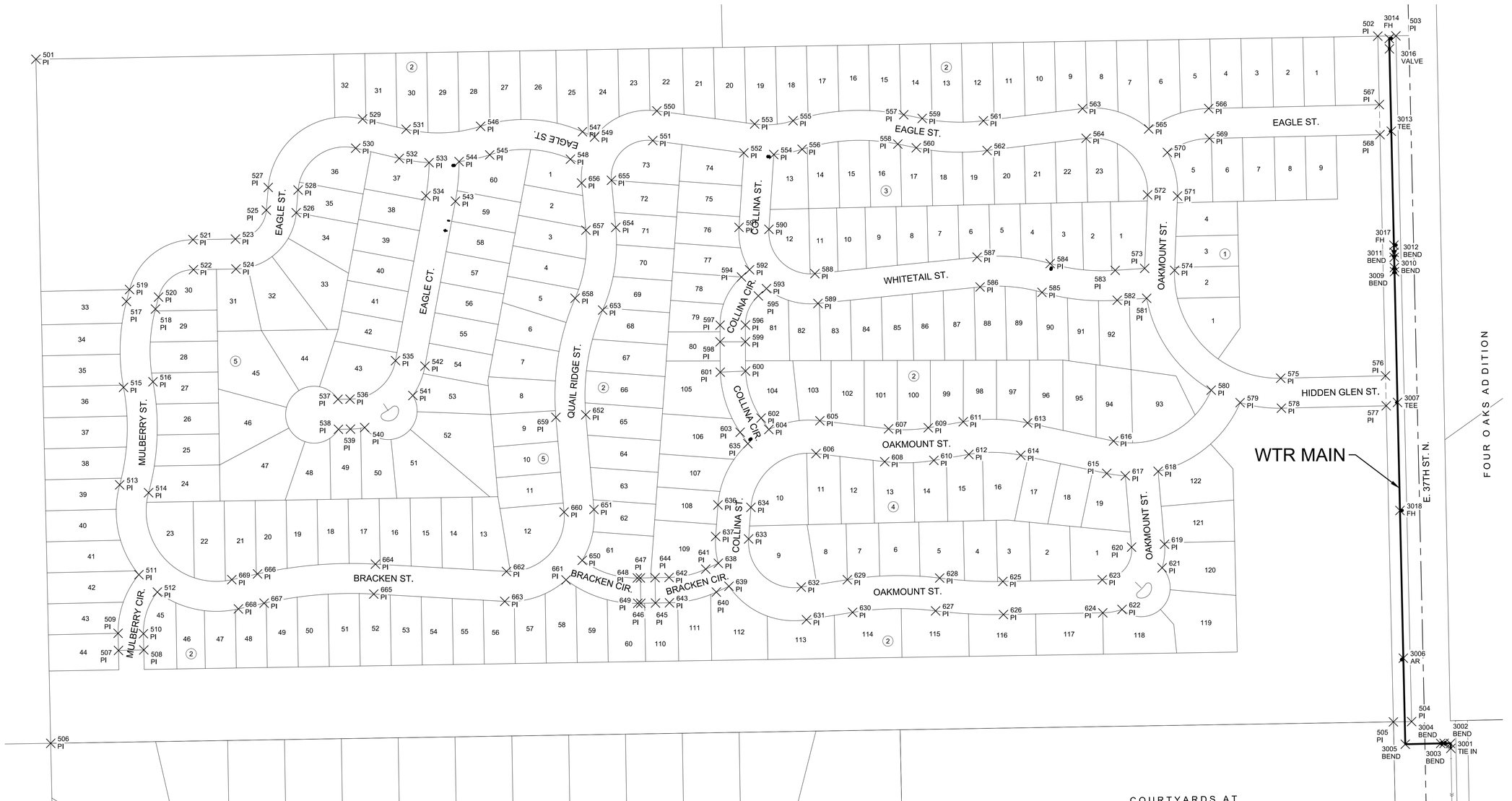
FHWA APPROVAL		06-01-15	APP'D.	Kristina Ericksen	
DESIGNED	B.A.H.	DETAILED R.W.B.	QUANTITIES	TRACED	
DESIGN CK.		DETAIL CK.	QUAN.CK.	TRACE CK.	

KDOT Graphics Certified 05-24-2022 Sh. No. C-551-WM1

KDOT Graphics Certified

Drawn By : $$USERNAME$$ Plotted : $$$$SYTIME$$$$$
File : $$$$$$$$$$$$$$$$DGNSPEC$$$$$$$$$$$$$$$$

J:\PROJECTS\2025\2501010637 - ARTISTIC_RIVINGTON\00 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-551-WM1.DWG



WATER POINTS			
Point #	Northing	Easting	Desc.
3001	1710430.47	1688641.67	TIE IN
3002	1710431.18	1688651.14	BEND
3003	1710443.50	1688651.38	BEND
3004	1710450.17	1688651.23	BEND
3005	1710518.66	1688649.68	BEND
3006	1710522.45	1688816.21	AR
3007	1710533.73	1689311.07	TEE
3009	1710539.50	1689564.13	BEND

WATER POINTS			
Point #	Northing	Easting	Desc.
3010	1710539.68	1689571.99	BEND
3011	1710540.13	1689591.96	BEND
3012	1710540.35	1689601.39	BEND
3013	1710545.69	1689835.90	TEE
3014	1710549.78	1690015.26	FH
3016	1710549.33	1689995.26	VALVE
3017	1710540.67	1689615.36	FH
3018	1710528.96	1689101.93	FH

SCALE: 1" = 100'
0 100 200

EVERY ATTEMPT HAS BEEN MADE TO ENSURE ALL COORDINATE VALUES SHOWN ARE AN ACCURATE AND TRUE REPRESENTATION OF THE CURRENT PLANS. ALL VALUES ARE TO BE CONFIRMED WITH THE FINAL SIGNED PLAN SET BEFORE USE.

MKEC
Wichita, KS • 316.684.9600

SCOTT PRESTON LICENSED 24423 KANSAS PROFESSIONAL ENGINEER
10/22/26

WATER MAIN TO SERVE
RIVINGTON ADDITION
WICHITA, KS

COORDINATE MAP

PROJECT NO. 448-2026-026509
SCALE 1" = 100'
DRAWN HHK | DESIGNED DFL | CHECKED SPE

NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

SHEET NO. C-601-WM1
09 OF 19

© 2026 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED. WWW.MKEC.COM. THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

PLOTTED: Thursday, October 23, 2025 @ 09:39AM
J:\PROJECTS\2025\25010\10637 - ARTISTIC_RIVINGTON\100 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-601-WM1.DWG

PLAT POINTS			
Point #	Northing	Easting	Desc.
501	1713169.03	1689975.14	PI
502	1710571.89	1690019.88	PI
503	1710536.77	1690020.48	PI
504	1710506.40	1688693.48	PI
505	1710541.65	1688692.86	PI
506	1713140.32	1688651.42	PI
507	1713009.18	1688831.10	PI
508	1712960.19	1688832.16	PI
509	1713009.89	1688864.30	PI
510	1712960.87	1688863.50	PI
511	1712969.60	1688977.75	PI
512	1712933.88	1688944.01	PI
513	1713006.82	1689151.63	PI
514	1712950.84	1689136.43	PI
515	1712999.44	1689340.26	PI
516	1712942.45	1689351.04	PI
517	1712993.75	1689506.49	PI
518	1712937.63	1689491.84	PI
519	1712987.71	1689529.59	PI
520	1712931.60	1689514.94	PI
521	1712864.96	1689625.98	PI
522	1712864.03	1689567.99	PI
523	1712782.82	1689627.29	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
524	1712781.90	1689569.30	PI
525	1712723.01	1689683.15	PI
526	1712665.22	1689678.26	PI
527	1712719.30	1689727.05	PI
528	1712661.51	1689722.16	PI
529	1712536.78	1689859.55	PI
530	1712550.03	1689803.08	PI
531	1712452.48	1689839.76	PI
532	1712465.74	1689783.29	PI
533	1712407.95	1689775.05	PI
534	1712414.11	1689710.94	PI
535	1712473.03	1689391.91	PI
536	1712561.06	1689317.45	PI
537	1712584.39	1689317.08	PI
538	1712583.47	1689259.09	PI
539	1712560.13	1689259.46	PI
540	1712532.66	1689262.46	PI
541	1712439.46	1689324.43	PI
542	1712415.99	1689381.38	PI
543	1712357.07	1689700.41	PI
544	1712349.94	1689777.10	PI
545	1712290.66	1689790.12	PI
546	1712308.27	1689845.38	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
547	1712111.08	1689834.88	PI
548	1712134.43	1689781.78	PI
549	1712087.72	1689824.58	PI
550	1711967.23	1689875.20	PI
551	1711974.94	1689817.72	PI
552	1711798.80	1689794.08	PI
553	1711777.90	1689849.79	PI
554	1711740.90	1689790.72	PI
555	1711703.53	1689856.25	PI
556	1711686.02	1689800.95	PI
557	1711489.38	1689867.83	PI
558	1711500.82	1689810.97	PI
559	1711453.66	1689860.64	PI
560	1711465.10	1689803.78	PI
561	1711335.17	1689856.12	PI
562	1711328.09	1689798.55	PI
563	1711143.39	1689879.70	PI
564	1711136.31	1689822.14	PI
565	1711015.27	1689840.26	PI
566	1710899.07	1689879.86	PI
567	1710568.87	1689887.39	PI
568	1710567.55	1689829.40	PI
569	1710897.74	1689821.87	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
570	1710979.07	1689794.87	PI
571	1710959.50	1689710.47	PI
572	1711017.45	1689712.75	PI
573	1711023.06	1689570.50	PI
574	1710965.16	1689566.80	PI
575	1710759.74	1689357.93	PI
576	1710556.91	1689362.55	PI
577	1710555.59	1689304.57	PI
578	1710758.42	1689299.94	PI
579	1710838.28	1689310.66	PI
580	1710894.28	1689334.84	PI
581	1711019.16	1689512.63	PI
582	1711076.19	1689508.78	PI
583	1711080.09	1689566.65	PI
584	1711205.98	1689579.81	PI
585	1711221.75	1689523.99	PI
586	1711341.55	1689534.46	PI
587	1711347.41	1689592.16	PI
588	1711661.25	1689560.26	PI
589	1711655.38	1689502.56	PI
590	1711750.27	1689646.08	PI
591	1711808.15	1689649.83	PI
592	1711787.72	1689567.83	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
593	1711755.04	1689531.33	PI
594	1711803.41	1689553.78	PI
595	1711770.73	1689517.28	PI
596	1711795.87	1689460.82	PI
597	1711844.87	1689460.69	PI
598	1711844.78	1689428.41	PI
599	1711795.78	1689428.54	PI
600	1711795.49	1689371.73	PI
601	1711844.44	1689369.63	PI
602	1711765.42	1689280.80	PI
603	1711805.98	1689253.30	PI
604	1711750.47	1689258.73	PI
605	1711651.66	1689275.67	PI
606	1711659.16	1689212.11	PI
607	1711518.70	1689259.99	PI
608	1711526.20	1689196.43	PI
609	1711441.89	1689262.02	PI
610	1711431.04	1689198.95	PI
611	1711374.18	1689273.67	PI
612	1711363.34	1689210.59	PI
613	1711249.66	1689271.38	PI
614	1711262.81	1689208.75	PI
615	1711096.47	1689173.80	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
616	1711083.31	1689236.43	PI
617	1711060.55	1689169.14	PI
618	1710997.06	1689177.76	PI
619	1710984.67	1689036.58	PI
620	1711048.43	1689030.98	PI
621	1710989.28	1688991.07	PI
622	1711066.85	1688910.43	PI
623	1711105.22	1688967.92	PI
624	1711104.13	1688903.93	PI
625	1711297.47	1688964.65	PI
626	1711296.38	1688900.66	PI
627	1711427.70	1688907.71	PI
628	1711419.77	1688971.21	PI
629	1711598.47	1688968.06	PI
630	1711588.31	1688904.87	PI
631	1711677.61	1688890.51	PI
632	1711687.78	1688953.69	PI
633	1711789.53	1689046.94	PI
634	1711785.09	1689108.06	PI
635	1711791.03	1689231.24	PI
636	1711848.93	1689112.69	PI
637	1711853.36	1689051.57	PI
638	1711848.19	1688999.83	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
639	1711827.62	1688955.36	PI
640	1711852.07	1688944.05	PI
641	1711872.64	1688988.53	PI
642	1711943.52	1688972.33	PI
643	1711942.74	1688923.34	PI
644	1711970.61	1688971.90	PI
645	1711969.83	1688922.91	PI
646	1711998.21	1688922.45	PI
647	1711998.99	1688971.45	PI
648	1712004.91	1688971.35	PI
649	1712004.13	1688922.36	PI
650	1712111.71	1689005.46	PI
651	1712088.96	1689103.95	PI
652	1712104.80	1689287.18	PI
653	1712072.13	1689489.73	PI
654	1712046.75	1689649.66	PI
655	1712055.09	1689740.88	PI
656	1712112.85	1689735.60	PI
657	1712104.50	1689644.38	PI
658	1712125.41	1689512.64	PI
659	1712162.58	1689282.19	PI
660	1712146.74	1689098.95	PI
661	1712142.95	1688967.64	PI

PLAT POINTS			
Point #	Northing	Easting	Desc.
662	1712258.27	1688983.99	PI
663	1712261.51	1688926.08	PI
664	1712511.85	1688998.17	PI
665	1712515.09	1688940.27	PI
666	1712739.98	1688979.28	PI
667	1712727.26	1688922.70	PI
668	1712777.05	1688911.50	PI
669	1712789.77	1688968.09	PI

EVERY ATTEMPT HAS BEEN MADE TO ENSURE ALL COORDINATE VALUES SHOWN ARE AN ACCURATE AND TRUE REPRESENTATION OF THE CURRENT PLANS. ALL VALUES ARE TO BE CONFIRMED WITH THE FINAL SIGNED PLAN SET BEFORE USE.

MKEC
Wichita, KS • 316.684.9600

SCOTT PRESTON LICENSED LEMAN 24423 KANSAS PROFESSIONAL ENGINEER
10/22/26

WATER MAIN TO SERVE
RIVINGTON ADDITION
WICHITA, KS

PLAT POINT TABLES

PROJECT NO. 448-2026-026509
SCALE N/A

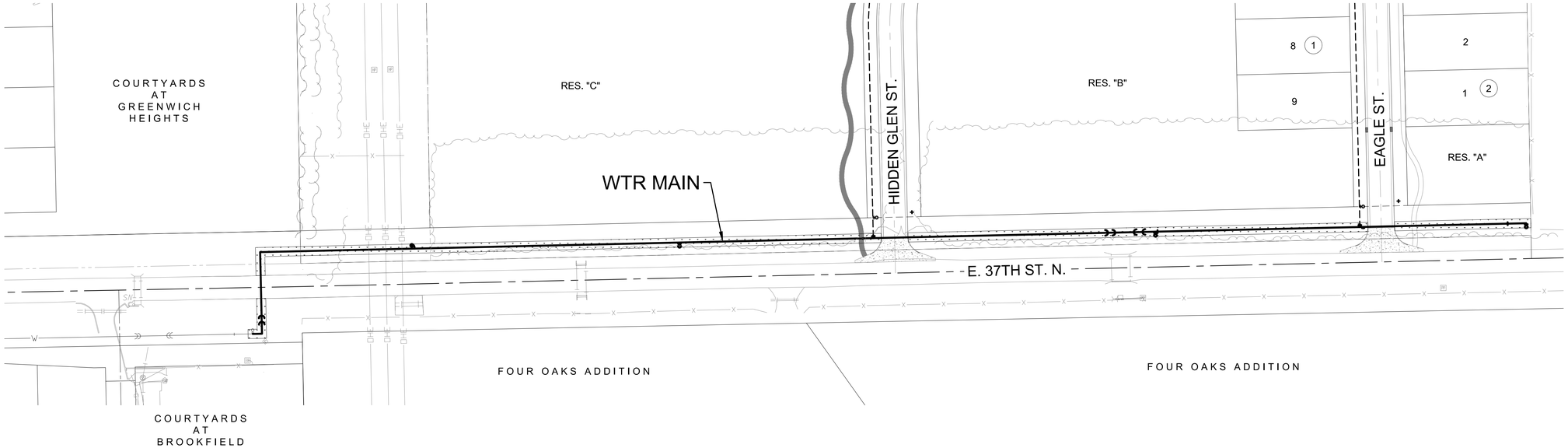
DRAWN	DESIGNED	CHECKED
HHK	DFL	SPE

NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

SHEET NO.
C-602-WM1
10 OF 19

©2026 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM. THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

PLOTTED: Thursday, October 23, 2025 @ 09:38AM
J:\PROJECTS\2025\2501010637 - ARTISTIC_RIVINGTON\02 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-601-WM1.DWG



EROSION CONTROL/SEEDING NOTES

1. EROSION CONTROL IS TO MEET ALL FEDERAL, STATE, COUNTY AND LOCAL CODE STANDARDS.
2. TEMPORARY SEEDING: ALL AREAS DISTURBED WITH EXCEPTION OF PROPOSED STREET PAVEMENT AND AREAS PROPOSED AS NATIVE SEEDING (SEE SEEDING PLAN) SHALL BE SEEDED AND FERTILIZED AS FOLLOWS:
   - ANNUAL RYEGRASS @ 150 LBS./ACRE
   - SLOW RELEASE FERTILIZER @ 150 LBS./ACRE
3. PERMANENT SEEDING - TURF RESTORATION: ALL AREAS DISTURBED FOR THE INSTALLATION OF THE WATER MAIN SHALL BE SEEDED AND FERTILIZED PER THE CITY OF WICHITA SPECIFICATIONS AND SPECIAL PROVISIONS. RESTORATION SHALL INCLUDE TOPSOIL PREPARATION, SEEDING AND FERTILIZING. SEED WITH RYEGRASS AND BUFFALO GRASS.
4. IN THE EVENT THAT A PORTION OF THE SITE WILL REMAIN DISTURBED FOR MORE THAN 14 DAYS, PERMANENT SEEDING SHALL BE INSTALLED.
5. ALL AREAS SHALL BE FINE GRADED AND SURFACE SHALL BE FREE FROM STICKS, SMALL STONES, AND OTHER EXTRANEOUS MATERIALS.
6. CONTRACTOR SHALL PROVIDE EROSION PROTECTION THROUGHOUT PROJECT CONSTRUCTION. THE PLAN PROVIDED HERE IS FOR FINAL PROTECTION, VARIOUS PHASES OF THIS PLAN SHALL BE IMPLEMENTED OR MODIFIED TO CONTROL EROSION. MODIFICATIONS OF THE PLAN SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE.
7. SEEDING AREAS SHALL BE PREPARED FOR PLANTING WITH COMMON AGRICULTURAL TECHNIQUES. APPROVE WITH OWNER'S REPRESENTATIVE BEFORE PLANTING.
8. ALL SEED SHALL BE DISTRIBUTED WITH AN ACCEPTABLE DRILL INTENDED FOR SUCH OPERATIONS, OR OTHER EQUIPMENT APPROVED BY THE OWNER'S REPRESENTATIVE. SEEDING DEPTH SHALL BE 1/4 OF AN INCH.
9. ALL SEEDED AREAS SHALL BE IMMEDIATELY MULCHED WITH PRAIRIE HAY AT 2 TONS/ACRE. ANCHOR MULCH BY CRIMPING INTO TOPSOIL WITH SUITABLE MECHANICAL EQUIPMENT.
10. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AND IMPLEMENTING ALL EROSION CONTROL.
11. TURF REINFORCEMENT MAT SHALL BE PLACED OVER PERMANENT SEEDING MIXES PER THE MANUFACTURER'S RECOMMENDATIONS WHERE INDICATED.
12. IN ORDER TO PREVENT SILT OR SEDIMENT FROM ENTERING ADJACENT PROPERTIES, APPROPRIATE BMP'S SHALL BE IMPLEMENTED WITHIN THE PROJECT.
13. ANY MUD TRACKED ONTO ADJACENT PAVED AREAS OR STREETS SHALL BE REMOVED AT THE END OF EACH WORK DAY.
14. PER THE REQUIREMENTS OF THE NOI/SWPPP, BMP INSPECTION REPORTS SHALL BE COMPLETED BY THE CONTRACTOR WEEKLY AND WITHIN 24 HOURS AFTER A 1/2" RAIN. REPORTS SHALL BE KEPT WITH THE SWPPP ON SITE.
15. CONTRACTOR SHALL PROVIDE A SIGN NEAR THE ENTRANCE WITH THE FOLLOWING INFORMATION:

    A. CONTACT NAME AND INFORMATION
    B. A COPY OF THE NOI
    C. LOCATION OF SWPPP

LEGEND

- W — EXISTING WATERLINE
- EXISTING SANITARY SEWER
- EXISTING STORMWATER SEWER
- UGT — EXISTING UNDERGROUND TELEPHONE
- UGE — EXISTING UNDERGROUND ELECTRICAL
- OHE — EXISTING OVERHEAD ELECTRICAL
- G — EXISTING GASLINE
- FOC — EXISTING FIBER OPTIC LINE
- STABILIZED CONSTRUCTION ENTRANCE
- PERMANENT SEEDING (APPROX. 0.32 ACRES)

N

SCALE: 1"=60'

0 60 120

MKEC
Wichita, KS • 316.684.9600

SCOTT PRESTON LICENSED 24423 KANSAS PROFESSIONAL ENGINEER
10/22/26

WATER MAIN TO SERVE
RIVINGTON ADDITION
WICHITA, KS

EROSION CONTROL PLAN

PROJECT NO. 448-2026-026509

SCALE 1" = 60'

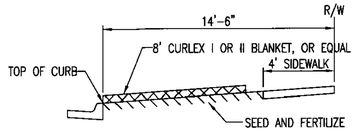
DRAWN	DESIGNED	CHECKED
HHK	DFL	SPE

NO.	REVISION	DATE
0	ISSUED FOR CONSTRUCTION	10/23/2026

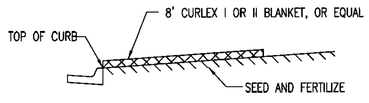
SHEET NO. C-701-WM1
11 OF 19

©2026 MKEC ENGINEERING, INC. ALL RIGHTS RESERVED WWW.MKEC.COM THESE DRAWINGS AND THEIR CONTENTS, INCLUDING, BUT NOT LIMITED TO, ALL CONCEPTS, DESIGNS, & IDEAS ARE THE EXCLUSIVE PROPERTY OF MKEC ENGINEERING, INC. (MKEC), AND MAY NOT BE USED OR REPRODUCED IN ANY WAY WITHOUT THE EXPRESS CONSENT OF MKEC.

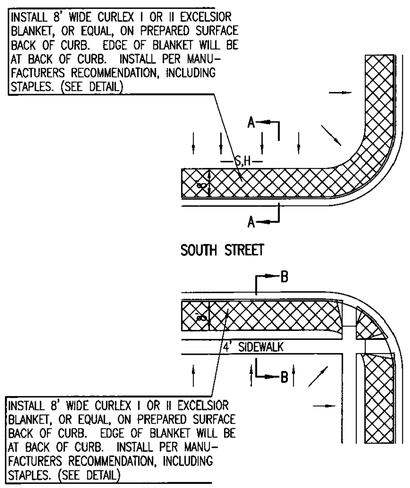
PLOTTED: Thursday, October 23, 2025 @ 09:39AM
J:\PROJECTS\2025\2501010637 - ARTISTIC_RIVINGTON\00 250637 CAD\SHTS\05 CIVIL\WTRMAIN\250637_C-701-WM1.DWG



SECTION B-B



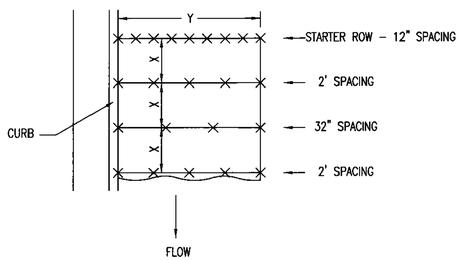
SECTION A-A

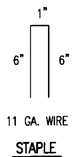


GENERAL NOTES

1. EXCELSIOR MAT TO BE INSTALLED WHEN SOD IS NOT SPECIFIED ON PROJECT.
2. EXCELSIOR BLANKET TO BE INSTALLED OVER SEED AND FERTILIZER, AS SPECIFIED IN THE PROJECT SPECIFICATIONS.
3. 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



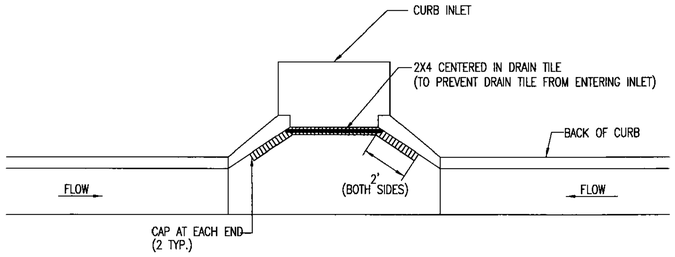


STAPLE

STAPLE PATTERN

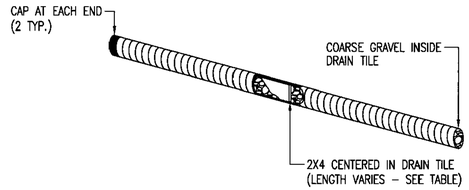
NOTES: USE 6" SEAM OVERLAP
(X & Y = RECOMMENDED BY MANUFACTURE)

DETAILS FOR APPROVED EROSION CONTROL MAT



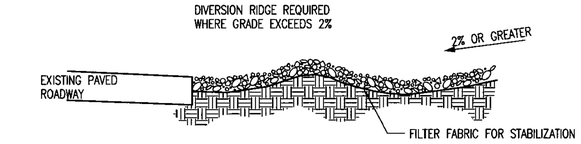
NOTE:
PLACE 4" PERFORATED PVC PIPE, FILLED WITH 1/2"-1" DIA. GRAVEL, IN FRONT OF CURB INLET AS SHOWN.

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

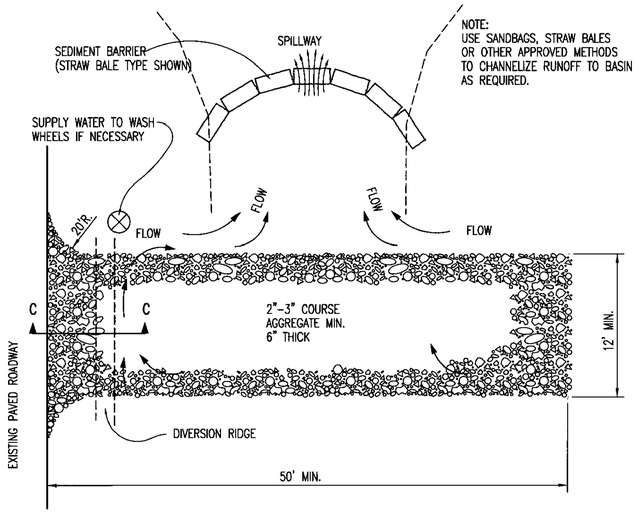


CURB INLET PROTECTION

4" PERFORATED PIPE W/ GRAVEL



SECTION C-C



STABILIZED CONSTRUCTION ENTRANCE

GENERAL 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.

REVISION DATE: MAY 2013



CITY OF WICHITA
PUBLIC WORKS & UTILITIES
ENGINEERING DIVISION

BACK OF CURB PROTECTION, CURB INLET PROTECTION AND CONSTRUCTION ENTRANCE

CITY ENGINEER
GARY JANZEN, P.E.

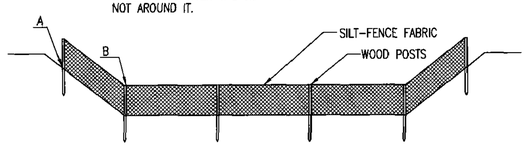
PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

SHEET
C-751-WM1
12 OF 19

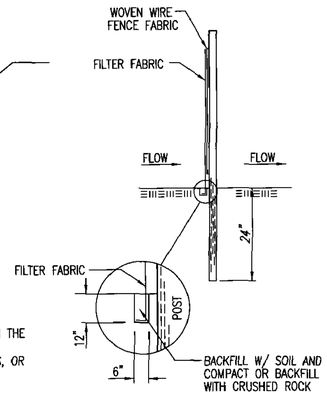
SW-501

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)



ANCHOR TRENCH DETAIL

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 GRADE (%)	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 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 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.

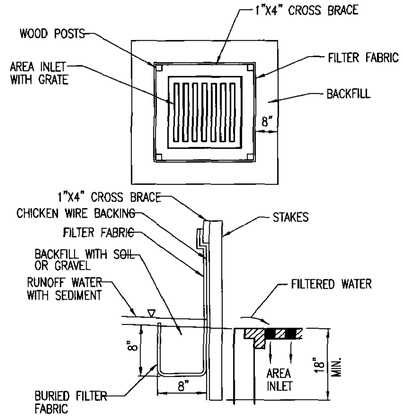
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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 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?



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.

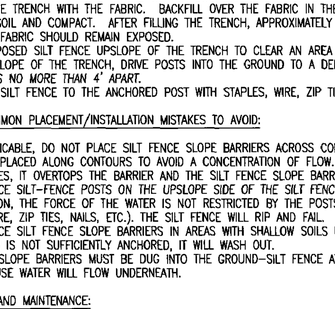
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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?

GARY L. JANZEN LICENSED KANSAS PROFESSIONAL ENGINEER
05/21/13

REVISION DATE: MAY 2013

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SILT FENCE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

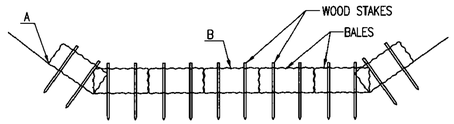
PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

SHEET
C-752-WM1
13 OF 19

SW-502

NOTE: POINT A MUST BE HIGHER THAN POINT B
SO THAT WATER FLOWS OVER THE BALES AND
NOT AROUND THEM.



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 CHECK SPACING

DITCH GRADE (%)	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".

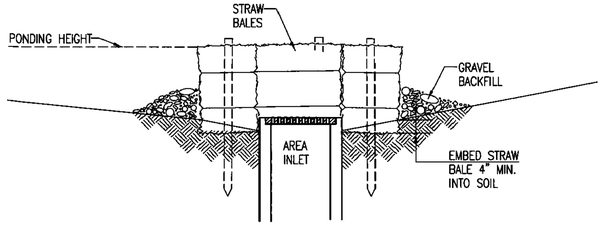
LIST OF COMMON PLACEMENT/INSTALLATION MISTAKES TO AVOID:

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.

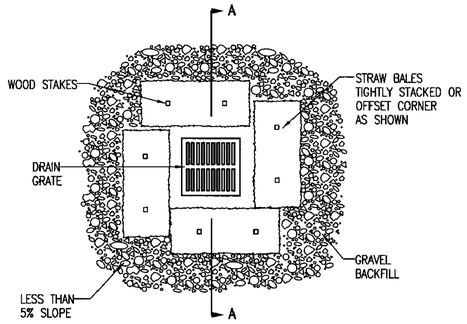
INSPECTION AND MAINTENANCE:

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?



SECTION A-A



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.

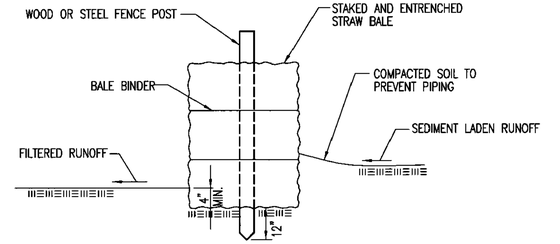
LIST OF COMMON PLACEMENT INSTALLATION MISTAKES TO AVOID:

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?

REVISION DATE: MAY 2013

GARY L. JANZEN LICENSED 16294 KANSAS PROFESSIONAL ENGINEER
5/31/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STRAW BALE DITCH CHECK AND BARRIER DETAILS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

SHEET
C-753-WM1
14 OF 19

SW-503

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.

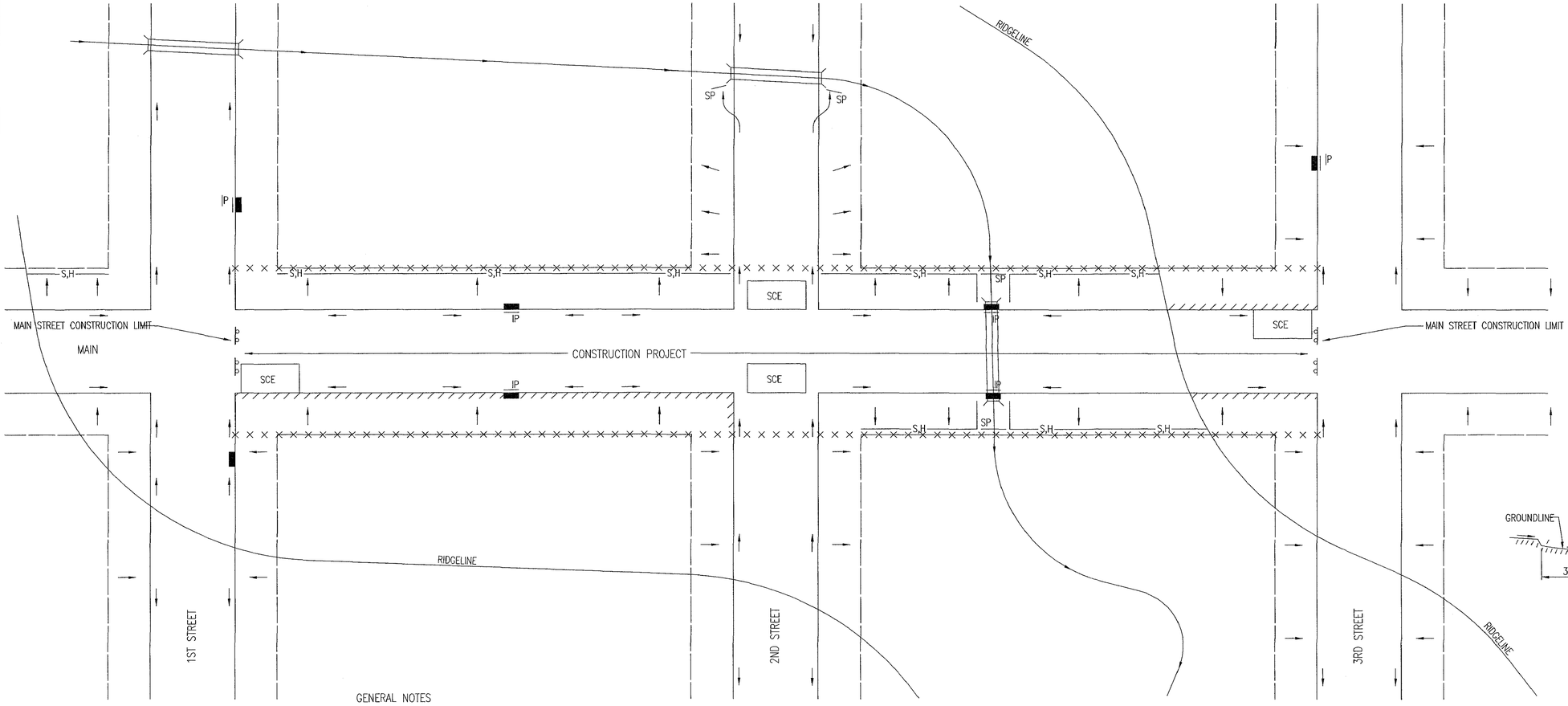
2. EROSION CONTROL DEVICES MUST BE MAINTAINED BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION PROCESS AND UNTIL THE DISTURBED EARTH IS RESTABILIZED.

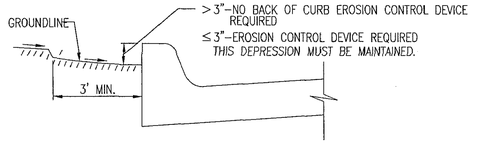
3. IF THE PROJECT WILL DISTURB 1 ACRE OR MORE, A FEDERAL/STATE NPDES STORMWATER PERMIT IS REQUIRED. A DETAILED STORMWATER POLLUTION PREVENTION PLAN, IS REQUIRED. THE EROSION CONTROL DEVICES SHOWN ON THIS SHEET ARE CONSIDERED TO BE THE MINIMUM TO BE SHOWN IN THE POLLUTION PREVENTION PLAN.

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.





CURB BACKFILL DETAIL

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.

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 CONTACTOR 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)

GARY L. JANZEN — 16284 — KANSAS — PROFESSIONAL ENGINEER — 06/05/15

REVISION: JUNE 2015

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

STREET IMPROVEMENT PROJECTS

CITY ENGINEER
GARY JANZEN, P.E.

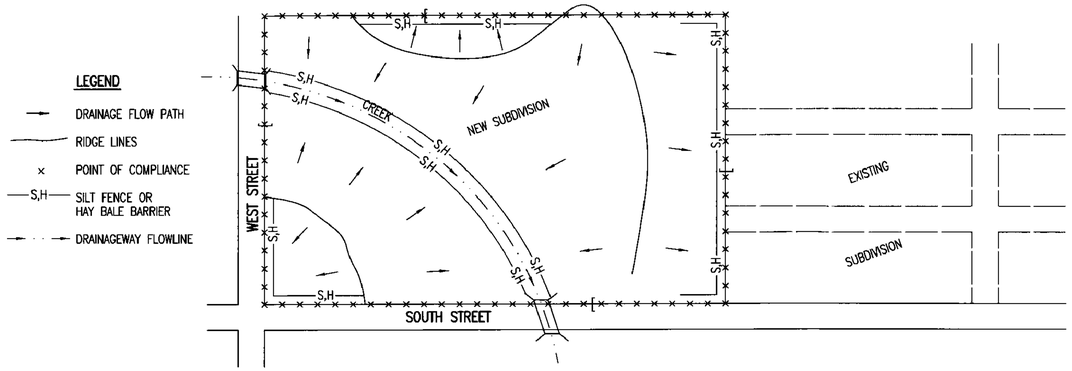
PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

SHEET
C-754-WM1
15 OF 19

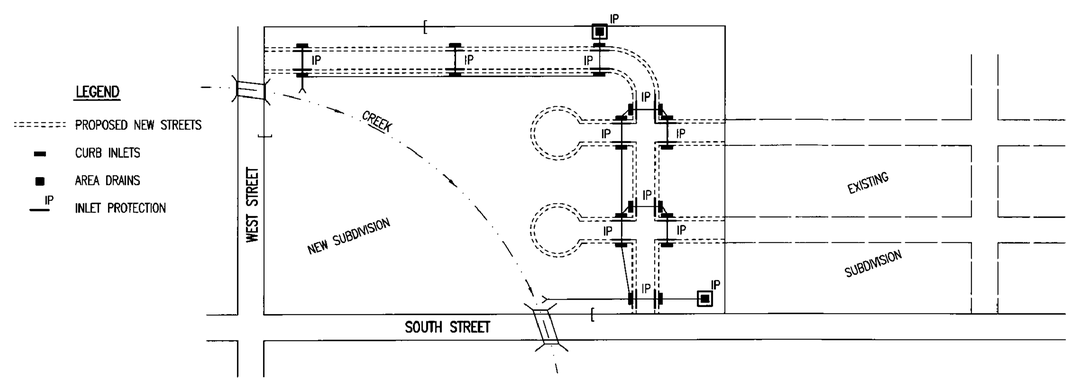
SW-504

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



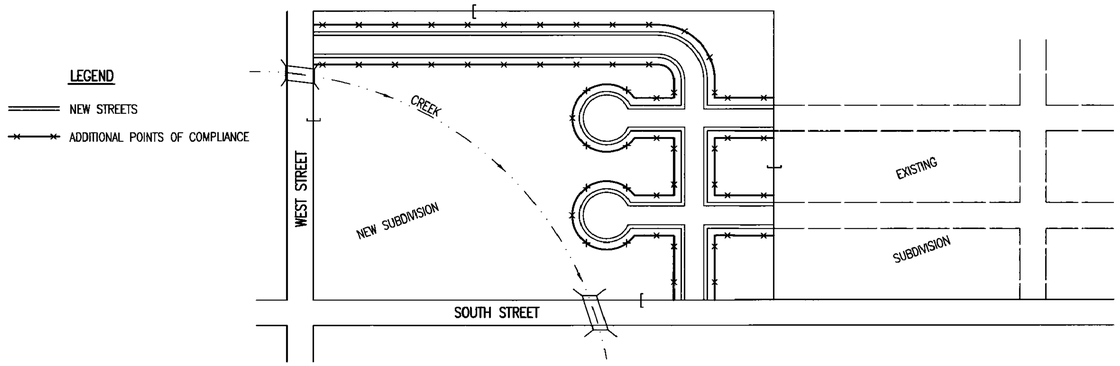
1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, THE POINTS OF COMPLIANCE ARE THE PERIMETER BOUNDARIES AND ANY DRAINAGE WAYS OR STORM SEWERS DRAINING THROUGH OR FROM THE SITE. SHOULD LAKES BE CONSTRUCTED WITHIN THE SUBDIVISION THAT WILL DISCHARGE DURING STORMS, THEY ARE ALSO A POINT OF COMPLIANCE.
2. 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 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.

PHASE 3 – STREET CONSTRUCTION

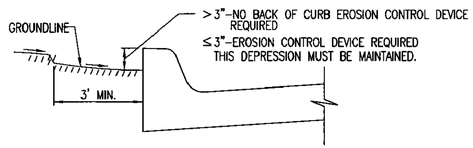


1. DURING THIS PHASE OF SUBDIVISION CONSTRUCTION, NEW STREETS ARE INSTALLED. ALL EROSION CONTROL DEVICES INSTALLED DURING PHASE 1 AND 2 MUST STILL BE MAINTAINED. THE POINT OF COMPLIANCE NOW SHIFTS TO THE BACK OF CURB ALONG EACH STREET.
2. CURB OPENING INLET PROTECTION:
   A. SUMP AREAS – INLET PROTECTION 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.

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 SUBDIVSIONS 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

GARY L. JANZEN LICENSED 18294 KANSAS PROFESSIONAL ENGINEER
05/13/13

CITY OF WICHITA
PUBLIC WORKS & UTILITIES ENGINEERING DIVISION

SUBDIVISION DEVELOPMENT PROCESS

CITY ENGINEER
GARY JANZEN, P.E.

PROJECT NUMBER	OCA NUMBER	DATE
448-2026-026509		##-##-##

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

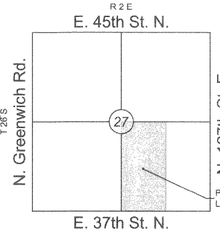
SHEET
C-755-WM1
16 OF 19

SW-505

PC 341-8B

FINAL PLAT
RIVINGTON ADDITION
AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS





VICINITY MAP

SCALE: 1"=60'
0 60 120

Basis of Bearings: Bearing of N88°41'39"E on the south line of the Southeast Quarter, Section 27, Township 26 South, Range 2 East of the Sixth Principal Meridian, Wichita, Sedgwick County, Kansas. This plat is surveyed and platted on the Horizontal Datum based on the Kansas Coordinate System of 1983, NAD83(2011), EPOCH: 2010.0000, South Zone and based on the "US Survey foot" definition. Coordinates shown have been modified to the ground using a combined adjustment factor of 1.0001200144. State Plane coordinates can be calculated by multiplying the shown values by 0.9998800000.

LEGEND

Date of Survey: February 2026

- △ = Section Corner Monument Found or Set
- ◍ = Found Monument (see annotation for type)
- ● = Set ⅝" rebar w/ MKEC CLS 39 id. cap
- ✣ = Benchmark
- (M) = Measured
- (CM) = Calculated from Measurement
- 1 = Lot
- (1) = Block

MINIMUM PAD ELEVATIONS (LOWEST OPENINGS		
LOT(S) *inclusive*	BLOCK	ELEVATION *NAVD 88*
1-9	1	1376.9
32-33	2	1388.0
119-122	2	1376.0
Reserve D		1388.0

FLOODWAY NOTE:

FEMA floodplain and regulatory floodway boundaries are subject to periodic change and such change may affect the intended land use within the subdivision. Portions of the land within the plat boundaries are encumbered with a floodplain at the time of final platting. No permanent buildings shall be constructed within the floodplain, nor any fill, change in grade, creation of channel or other work be carried on without the written permission of the Floodplain Manager. For further information, see current applicable FEMA Flood Insurance Rate Maps (FIRM). See drainage plan/report on file with the City of Wichita for the base flood elevations and floodway/floodplain delineations.

NOTE:

This plat of "Rivington Addition" is subject to the conditions of the Planned Unit Development PUD No. 157. The platted building setbacks are established with the PUD or as shown hereon.

BENCHMARKS

BM#100 ✣ ⅝" rebar with Aluminum MKEC control id cap on east side of field entrance, north side of 37th Street, approx. 675.8 feet east and 23.1 feet north of the SW. corner of SE ¼, Sec. 27, T26S, R2E.
Elev.=1371.878 NAVD88

BM#101 ✣ "+" Cut in concrete filed entrance, south side of 37th Street, approx. 128.8 feet east and 10.2 feet south of the SW. corner of SE ¼, Sec. 27, T26S, R2E.
Elev.=1372.269 NAVD88

BM#13 ✣ "+" Cut on the midpoint of a curb return of Ritchfield Circle, approx. 200 feet west and 28 feet south of the SE. corner of SW ¼, Sec. 27, T26S, R2E (offsite).
Elev.=1375.087 NAVD88

MKEC
Wichita, KS • 316.684.9600

UNPLATTED

CONTINUED ON SHEET 2

CONTINUED ON SHEET 2

Rivington Addition (SUB2026-00022)

part of Reserve C

Reserve G COURTYARDS AT GREENWICH HEIGHTS

Reserve A COURTYARDS AT 10 BROOKFIELD

FOUR OAKS ADDITION

1/4

BRACKEN ST. | HIDDEN GLEN ST. | WHITE TAIL ST. | EAGLE ST. | OAKMOUNT ST. | E. 37th ST. N.

Reserve C 506,765 s.f. 11.68 ac.

Reserve B 108,012 s.f. 2.48 ac.

Reserve A 11,285 s.f. 0.26 ac.

Res. E 4,802 s.f. 0.11 ac.

Res. F 11,473 s.f. 0.26 ac.

Res. G 0.01 ac. 528 s.f.

Fnd. ½" rebar w/ Abbott id. cap

SW. cor., SE ¼, Sec. 27, T26S, R2E, 6th P.M. Fnd. 1" Pipe 3" below road surface

SE cor., SE ¼, Sec. 27, T26S, R2E, 6th P.M. Fnd. ⅝" Rebar 2" below asphalt road surface

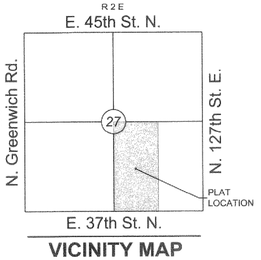
MKEC\TAS\SW\Planning\2026\SUB\026_Arbitrary_Rivington\02 DESIGN\Civil\Plat\SUB2026-22_Plat.dwg, 02/05/2026 11:55:15 AM, CST

Rivington Addition (SUB2026-00022)

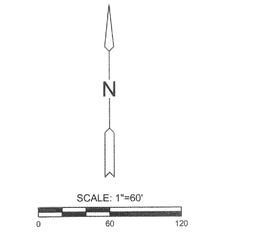
PC 341-8B

PC 341-8C

FINAL PLAT
RIVINGTON ADDITION
AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS



VICINITY MAP



LEGEND

Date of Survey: February 2026

- △ = Section Corner Monument Found or Set
- ◎ = Found Monument (see annotation for type)
- ● = Set ⅝" rebar w/ MKEC CLS 39 id. cap
- ⊕ = Benchmark
- (M) = Measured
- (CM) = Calculated from Measurement
- *1* = Lot
- (1) = Block

MINIMUM PAD ELEVATIONS (LOWEST OPENINGS)		
LOT(S) inclusive	BLOCK	ELEVATION NAVD 88
1-9	1	1376.9
32-33	2	1388.0
119-122	2	1376.0
Reserve D		1388.0

ERNEST PATRICK FINK LICENSED PROFESSIONAL ENGINEER PS-1459 KANSAS

MKEC
Wichita, KS • 316.684.9600

M:\2024\215\07\Planning\20260210\267_Arbitrary Rivington\20 267 CAD\SHT\SHT06 CivilPlat\267 CS_SFP.dwg 06/05/2026 11:35:15 AM CST

Rivington Addition (SUB2026-00022)

2/4

PC 341-8C

PC 341-8D

FINAL PLAT
RIVINGTON ADDITION
AN ADDITION TO WICHITA, SEDGWICK COUNTY, KANSAS

NW. cor., SE ¼, Sec. 27, T26S, R2E, 6th P.M. Fnd. ½" rebar w/ yellow illegible id. cap

NE. cor., SE ¼, Sec. 27, T26S, R2E, 6th P.M. Fnd. ¾" Pipe 12" below road surface

Fnd. ½" rebar w/ LS 1037 id. cap

N88°45'45"E 1323.76'(M)

S01°53'40"E 2666.11'(M)

N88°45'27"E 1324.02'(M)

Rivington Addition (SUB2026-00022)

UNPLATTED

BM#14

MULBERRY CIR.

MULBERRY ST.

EAGLE ST.

EAGLE CT.

BRACKEN ST.

Reserve D 196,398 s.f. 4.51 ac.

Res. J 0.01 ac. 644 s.f.

part of Reserve C

GREENWICH HEIGHTS

140' Right-of-Way Easement to Kansas Gas and Electric Co. Recorded in Bk. 279, Pg. 589 Dated: 1/20/1912

R 2 E
E. 45th St. N.
N. Greenwich Rd.
T 26 S
27
N. 127th St. E.
E. 37th St. N.
PLAT LOCATION

VICINITY MAP

N

SCALE: 1"=60'
0 60 120

LEGEND

Date of Survey: February 2026

- △ = Section Corner Monument Found or Set
- ● = Found Monument (see annotation for type)
- • = Set ⅝" rebar w/ MKEC CLS 39 id. cap
- ⊕ = Benchmark
- (M) = Measured
- (CM) = Calculated from Measurement
- 1 = Lot
- (1) = Block

BENCHMARK

BM#14 ⊕ ⅝" Rebar with MKEC Aluminum id cap approx. 18.6 feet west and 39.4 feet south of the NW. corner of SE ¼, Sec. 27, T26S, R2E (offsite). Elev.=1393.105 NAVD88

MINIMUM PAD ELEVATIONS *LOWEST OPENINGS*		
LOT(S) *Inclusive*	BLOCK	ELEVATION *NAVD 88*
1-9	1	1376.9
32-33	2	1388.0
119-122	2	1376.0
Reserve D		1388.0

ERNEST PATRICK FINK LICENSED 6/5/26 PS-1458 KANSAS PROFESSIONAL SURVEYOR

MKEC Wichita, KS • 316.684.9600

CONTINUED ON SHEET 2

CONTINUED ON SHEET 2

\\CTNAS13\vol7\Projects\2025\251010507 - Kistler, Rivington\00 250837 CAD\SHT\SUB CivilPlat\250837_CS_JEP.dwg, 06/05/2026 11:36:15 AM CST

Rivington Addition (SUB2026-00022)

PC 341-8D